

WKE

PROJECT ID: 1090-03-77

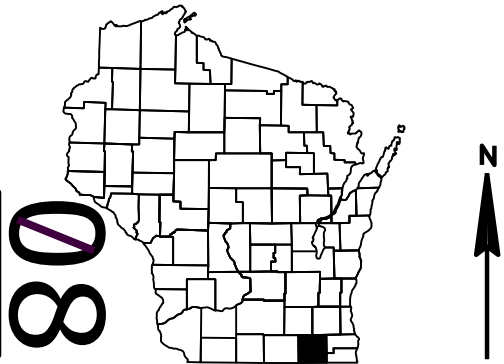
WITH: N/A

COUNTY: WALWORTH COUNTY

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.	0	Cross Sections

TOTAL SHEETS = 182



DESIGN DESIGNATION

A.A.D.T.	2030	=	7,500
A.A.D.T.	2050	=	8,700
D.H.V.		=	615
D.D.		=	59/41
T.		=	11.5%
DESIGN SPEED		=	30 - 45 MPH
ESALS		=	1,600,000

CONVENTIONAL SYMBOLS

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

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

ROCK	
LABEL	
95.36	
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GENERAL NOTES

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

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE.. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

EXISTING UTILITIES ARE SHOWN FROM FIELD LOCATES AND SYSTEM MAPS PROVIDED BY THE UTILITY. (?) LINETYPE DENOTES FACILITIES WHICH WERE NOT FIELD LOCATED AND HAVE BEEN DRAWN BASED ON SYSTEM MAPS.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

INLET PROTECTION IS REQUIRED AT ALL INLETS AND CATCH BASINS AS DIRECTED BY THE ENGINEER.

TOPSOIL SHALL BE REPLACED WITH 6-INCH TYPICAL DEPTH.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND ENGINEER IN THE FIELD.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP.

CURB AND GUTTER LOCATIONS AND RADII ARE GIVEN TO THE FACE OF CURB.

THE EXACT LOCATION OF DRIVEWAYS IS TO BE DETERMINED BY THE ENGINEER AND REPLACED IN KIND UNLESS NOTED OTHERWISE.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" WILL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM "TRAFFIC CONTROL COVERING SIGNS TYPE II."

CONTRACTOR SHALL CONTACT PROJECT ENGINEER AND SEWRPC AT LEAST TWO WEEKS PRIOR TO CONDUCTING WORK NEAR ANY PUBLIC SURVEY MONUMENT

LOCATIONS OF SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.

CONSTRUCT ASPHALT PAVEMENT WITH THE FOLLOWING LAYERS:

4-INCH
2.25-INCH LOWER LAYER 3 MT 58-28 S
1.75-INCH UPPER LAYER 4 MT 58-28 H

STANDARD ABBREVIATIONS

AEW	APRON ENDWALL	SY	SQUARE YARD
AGG	AGGREGATE	T	TANGENT LENGTH
BAD	BASE AGGREGATE DENSE	TLE	TEMPORARY LIMITED EASEMENT
BM	BENCHMARK	VCL	VERTICAL CURVE LENGTH
BTWN	BETWEEN	VPC	POINT OF VERTICAL CURVE
C&G	CURB AND GUTTER	VPI	POINT OF VERTICAL INTERSECTION
C/L	CENTER OR CONSTRUCTION LINE	VPT	POINT OF VERTICAL TANGENT
CMCP	CULVERT PIPE CORRUGATED METAL		
CONC	CONCRETE		
CP	CULVERT PIPE		
CPRC	CULVERT PIPE REINFORCED CONCRETE		
CSD	CONCRETE SURFACE DRAIN		
CY	CUBIC-YARD		
D	DEGREE OF CURVE		
Δ	DELTA		
DISCH	DISCHARGE		
FE	FIELD ENTRANCE		
HMA	HOT MIX ASPHALT		
INV	INVERT		
L	LENGTH OF CURVE		
LHF	LEFT HAND FORWARD		
LT	LEFT		
MIN	MINIMUM		
M/L	MATCHLINE		
NB	NORTHBOUND		
NC	NORMAL CROWN		
PAVT	PAVEMENT		
PC	POINT OF CURVE		
PCC	POINT OF COMPOUND CURVE		
PE	PRIVATE ENTRANCE		
PI	POINT OF INTERSECTION		
PLE	PERMANENT LIMITED EASEMENT		
PT	POINT OF TANGENT		
R	RADIUS OF CURVE		
R/L	REFERENCE LINE		
R/W	RIGHT OF WAY		
RC	REVERSE CROWN		
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE		
REQD	REQUIRED		
RHF	RIGHT HAND FORWARD		
RO	RUN OFF LENGTH		
RRFB	RECTANGULAR RAPID FLASHING BEACON		
RRSP	RAILROAD SPIKE		
RT	RIGHT		
SALV	SALVAGED		
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COURSE		
SB	SOUTHBOUND		
SDD	STANDARD DETAIL DRAWING		
SE	SUPERELEVATION		
SF	SQUARE FOOT		
STA	STATION		

UTILITY CONTACTS

BRIGHTSPEED OF WESTERN WISCONSIN - COMMUNICATION LINE

SCOTT HEINZELMAN
114 N. PEARL ST
BERLIN, WI 54923
PHONE: (608) 716-5964
MOBILE : (920) 757-4802
EMAIL: SCOTT.HEINZELMAN @BRIGHTSPEED.COM

SPECTRUM - COMMUNICATION LINE

JOSHUA SOINEY
1320 N MARTIN LUTHER KING DR
MILWAUKEE, WI 53202
PHONE: (414) 207-0053
EMAIL: JOSHUA.SOINEY@CHARTER.COM

VILLAGE OF EAST TROY - SEWER

JASON EQUITZ
2015 ENERGY DRIVE
EAST TROY, WI 53120
PHONE: (262) 642-6255
MOBILE : (262) 378-2045
EMAIL: JEQUITZ@EASTTROYWI.GOV

VILLAGE OF EAST TROY - WATER

JASON EQUITZ
2015 ENERGY DRIVE
EAST TROY, WI 53120
PHONE: (262) 642-6255
MOBILE : (262) 378-2045
EMAIL: JEQUITZ@EASTTROYWI.GOV

WE ENERGIES - ELECTRICITY

ERIC KICKHAVER
500 S 116TH STREET
WEST ALLIS, WI 53214
PHONE: (262) 806-9197
MOBILE : (262) 606-4271
EMAIL: ERIC.KICKHAVER1@WE-ENERGIES.COM

WE ENERGIES – ELECTRIC EMERGENCY
PHONE: (800) 662-4797

WE ENERGIES - GAS

NICK WAGNER
500 S 116TH STREET
WEST ALLIS, WI 53214
PHONE: (414) 944-5662
MOBILE : (262) 395-0666
EMAIL: NICHOLAS.WAGNER@WE-ENERGIES.COM

WE ENERGIES – GAS EMERGENCY
PHONE : (800) 261-5325

STATE AGENCIES

WISCONSIN DEPT. OF NATURAL RESOURCES

CRAIG WEBSTER
141 NW BARSTOW STREET, ROOM 180
WAUKESHA, WI 53188
PHONE: (262) 574-2141
EMAIL: CRAIG.WEBSTER@WISCONSIN.GOV

WISDOT - PROJECT MANAGER

JONATHAN GILL
141 NW BARSTOW STREET
WAUKESHA, WI 53188
PHONE: (262) 548-8812
EMAIL: JONATHAN.GILL@DOT.WI.GOV

WISDOT - UTILITY ENGINEER

ALLAN OKPALA
141 NW BARSTOW STREET
WAUKESHA, WI 53188
PHONE: (262) 548-8658
EMAIL: ALLAN.OKPALA@DOT.WI.GOV

WISDOT - TRAFFIC SIGNALS

JARRETT GATES
141 NW BARSTOW STREET P.O. BOX 798
WAUKESHA, WI 53188
PHONE: (262) 548-5894
EMAIL: JARRETT.GATES@DOT.WI.GOV

OTHER CONTACTS

KAPUR & ASSOCIATES

NICK BOBINSKI
7711 N PORT WASHINGTON ROAD
MILWAUKEE, WI 53217
PHONE: (414) 751-7234
EMAIL: NBOBINSKI@KAPURINC.COM

VILLAGE OF EAST TROY - POLICE

2015 ENERGY DRIVE
EAST TROY, WI 53120
PHONE: (262) 642-6250

EAST TROY - FIRE AND RESCUE

N8406 COUNTY HWY ES
EAST TROY, WI 53120
PHONE: (262) 642-7439

EAST TROY ELECTRIC RAILROAD

PHONE: (262) 642-3263

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

ROB MERRY - CHIEF SURVEYOR
W239 N1812 ROCKWOOD DRIVE
WAUKESHA, WI 53187-1607
PHONE: (262) 953-4289
CELL PHONE: (920) 912-1036
EMAIL: RMERRY@SEWRPC.ORG

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

ANDY TRAEGER - CONSTRUCTION COORDINATOR
W239 N1812 ROCKWOOD DRIVE
WAUKESHA, WI 53187-1607
PHONE: (262) 953-4296
CELL PHONE: (262) 853-8463
EMAIL: ATRAEGER @SEWRPC.ORG

WISCONSIN COACH LINES

1520 ARCADIAN AVENUE
WAUKESHA, WI 53166
PHONE: (262) 542-8861
WWW.WISCONSINCOACH.COM

WALWORTH COUNTY – PUBLIC WORKS

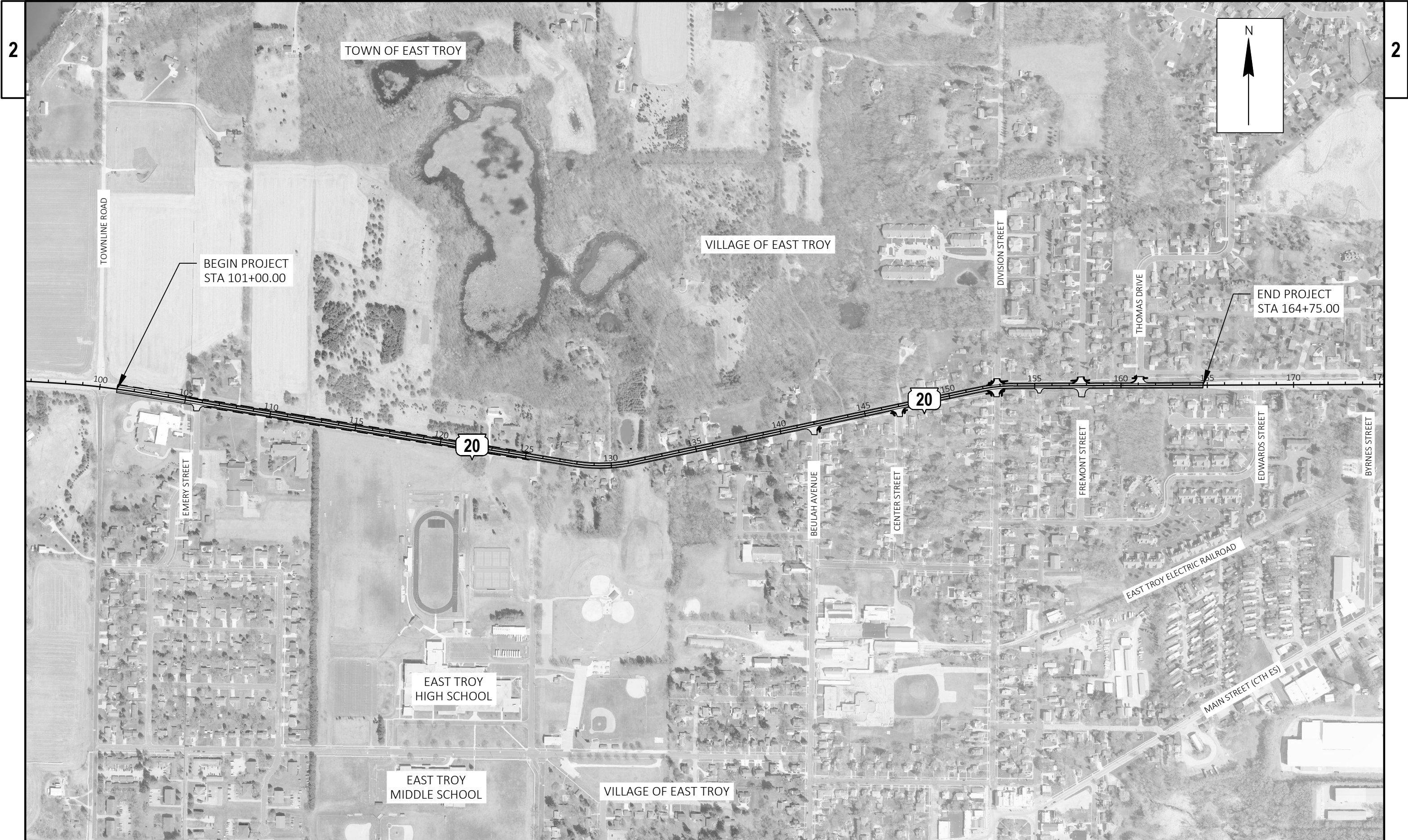
RICHARD HOUGH
W4097 COUNTY ROAD NN
ELKHORN , WI 53121
PHONE: (262) 741-3104
EMAIL: RHOUGH@CO.WALWORTH.WI.US

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- INTERSECTION DETAILS
- CURB RAMP DETAILS
- EROSION CONTROL
- STORM SEWER PLAN AND PROFILE
- RECTANGULAR RAPID FLASHING BEACON
- PERMANENT SIGNING
- PAVEMENT MARKING
- CONSTRUCTION STAGING PLAN
- TRAFFIC CONTROL PLANS
- DETOUR PLAN
- ALIGNMENT PLAN



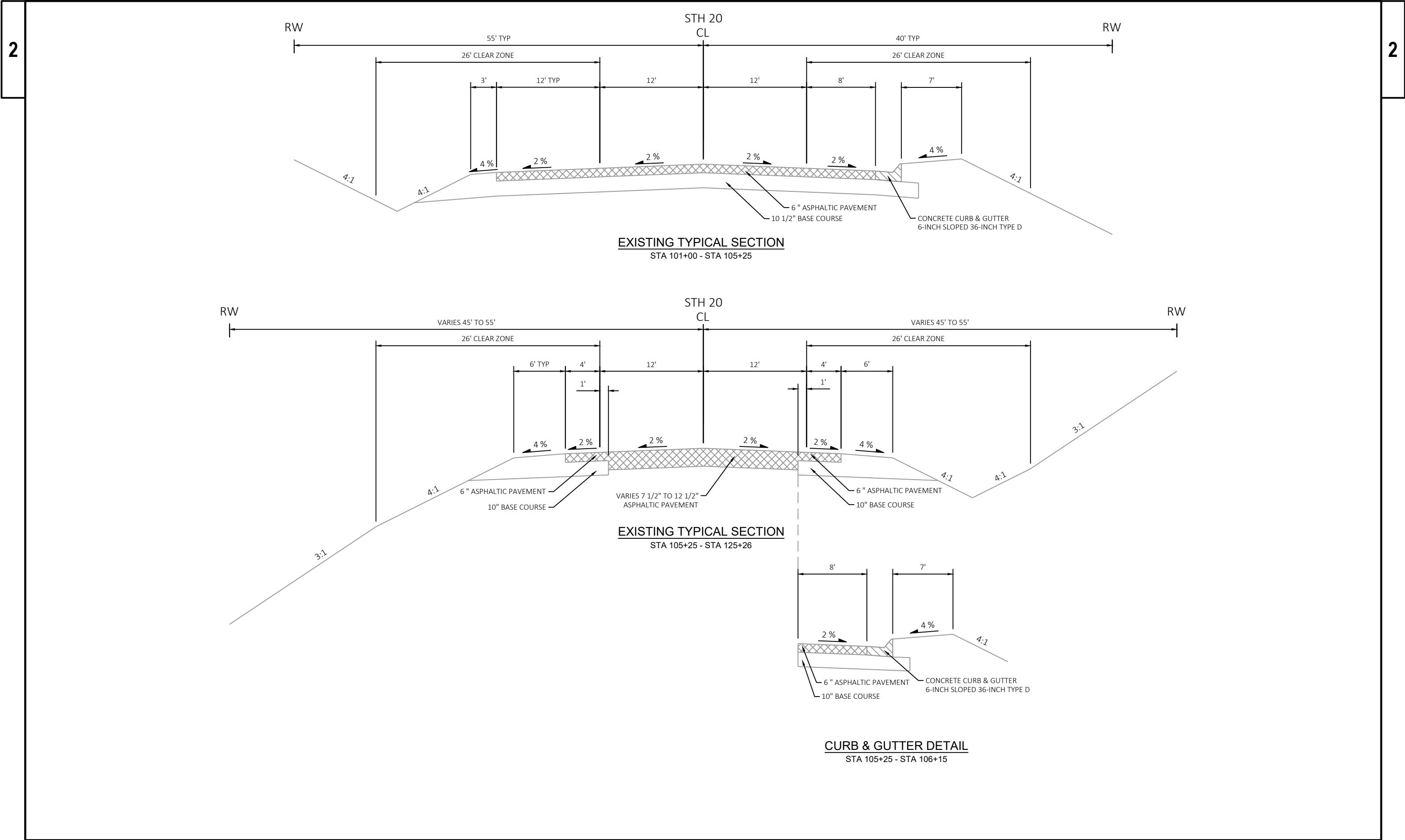
Dial  or (800)242-8511
www.DiggersHotline.com

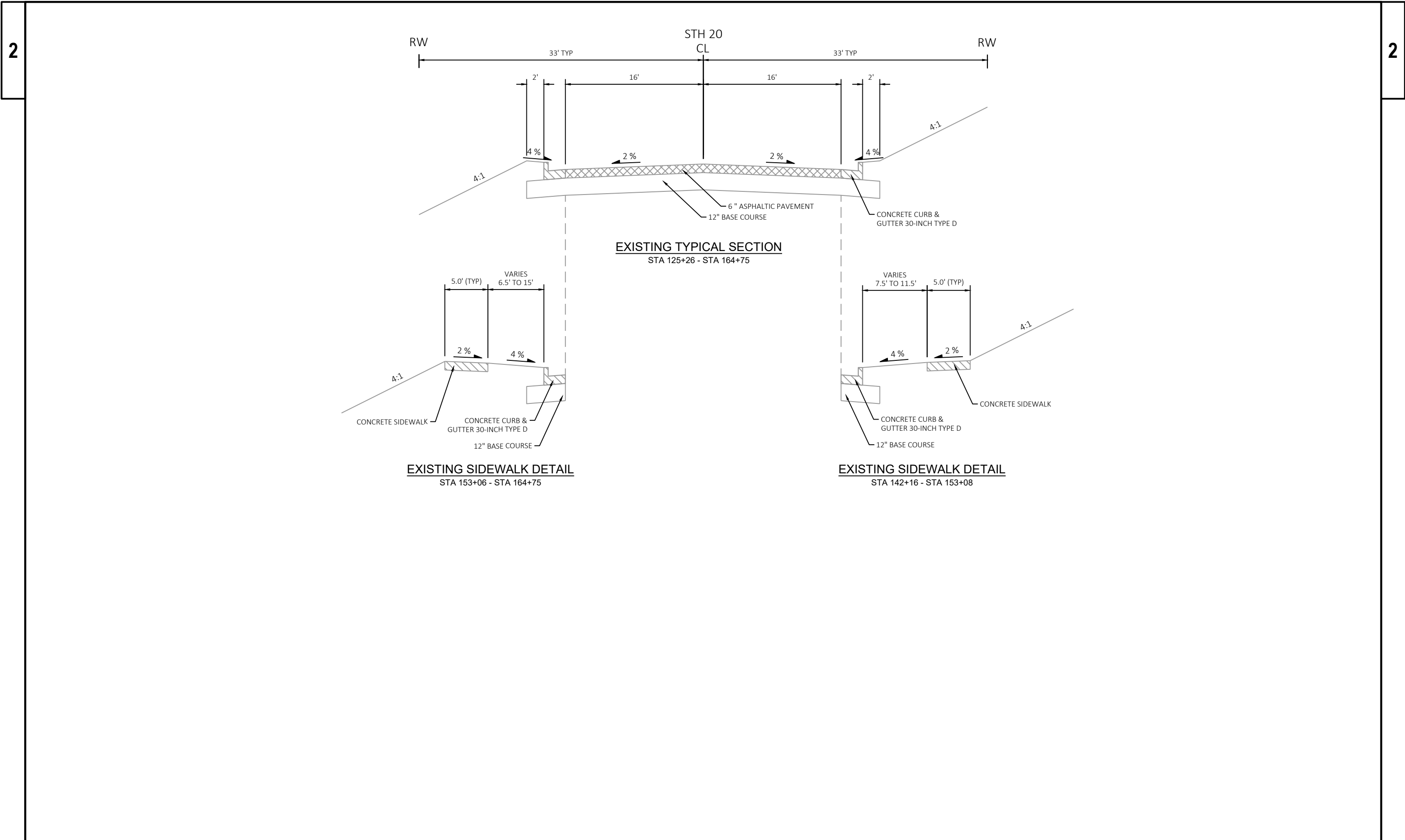


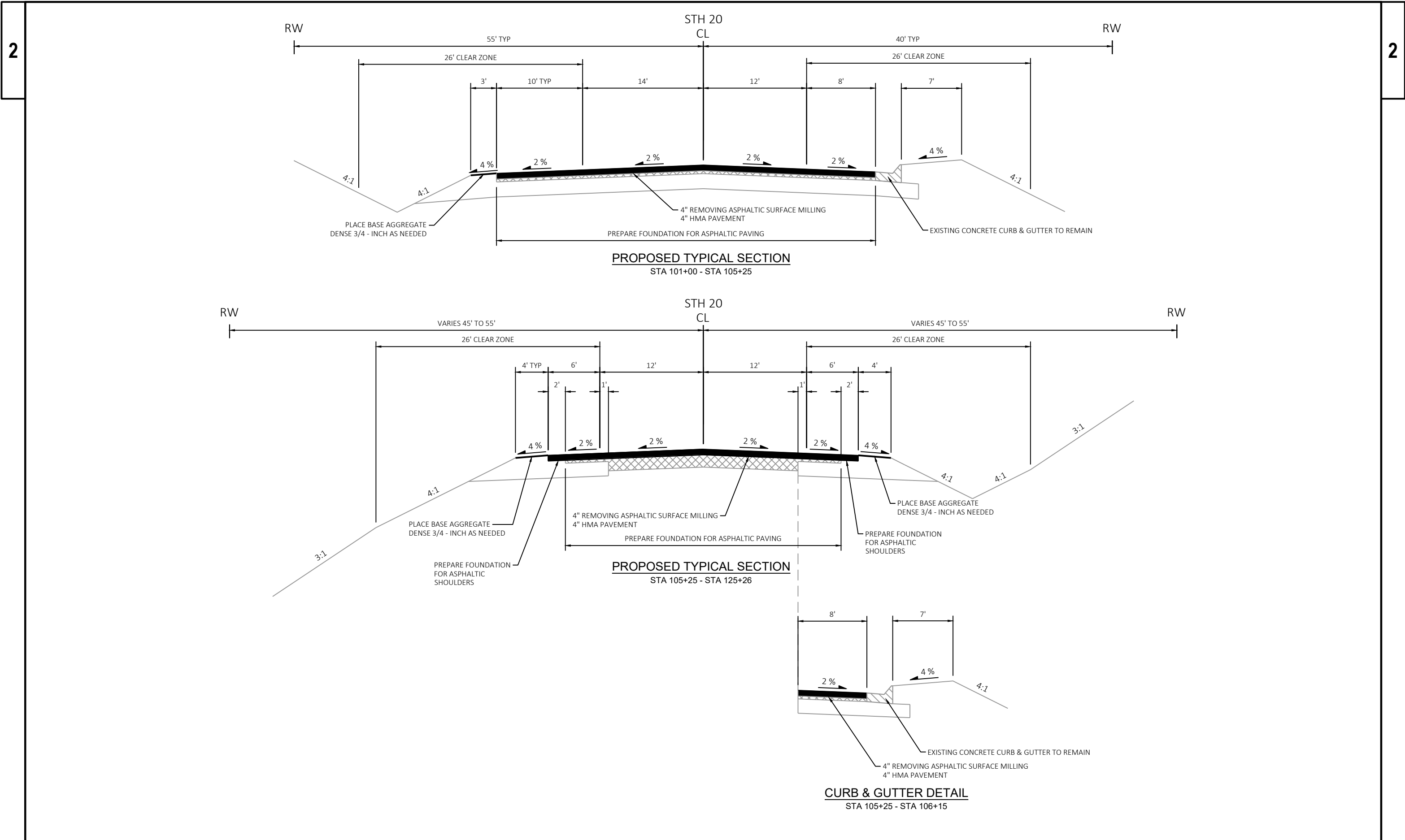
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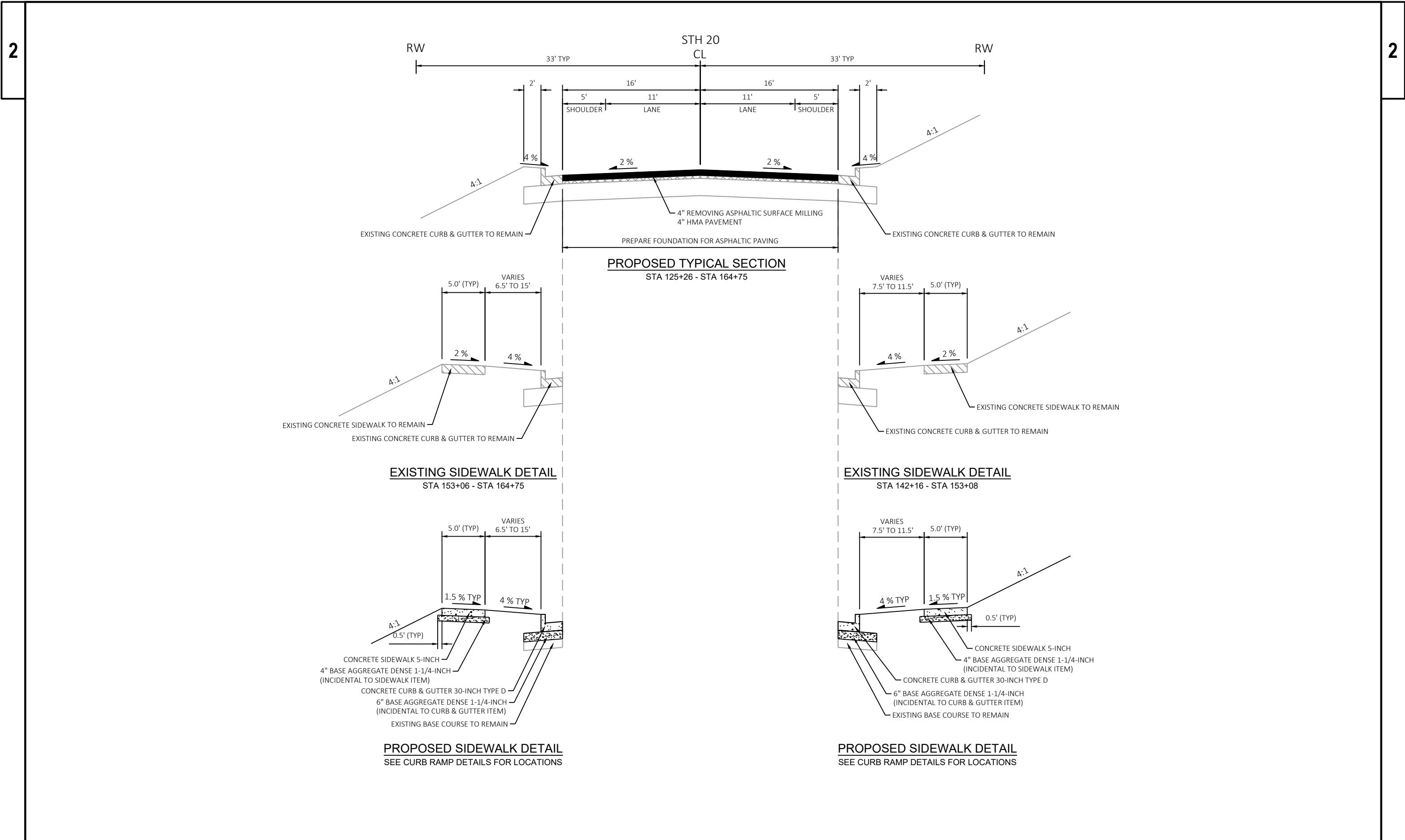
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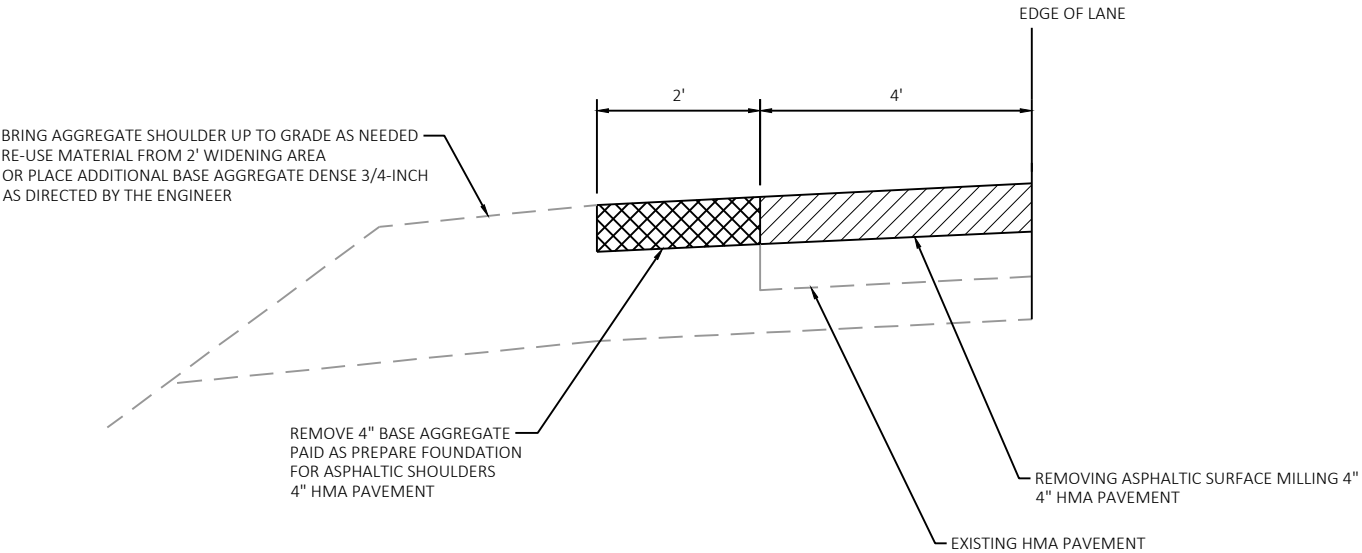
PROJECT NO: 1090-03-77	HWY: STH 20	COUNTY: WALWORTH	PROJECT OVERVIEW	SHEET 4	E
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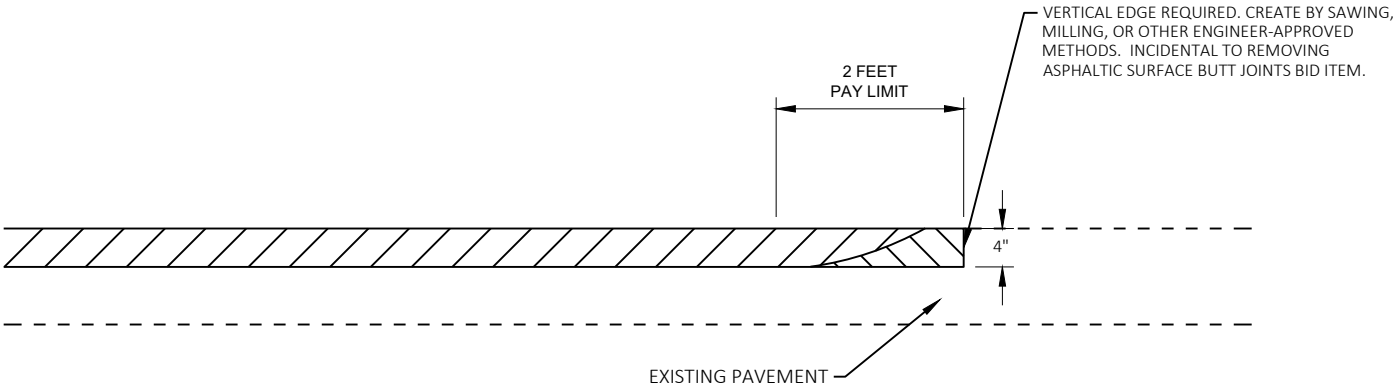


RURAL SHOULDER PAVEMENT WIDENING
STA 105+25 TO STA 125+26

RUNOFF COEFFICIENT TABLE

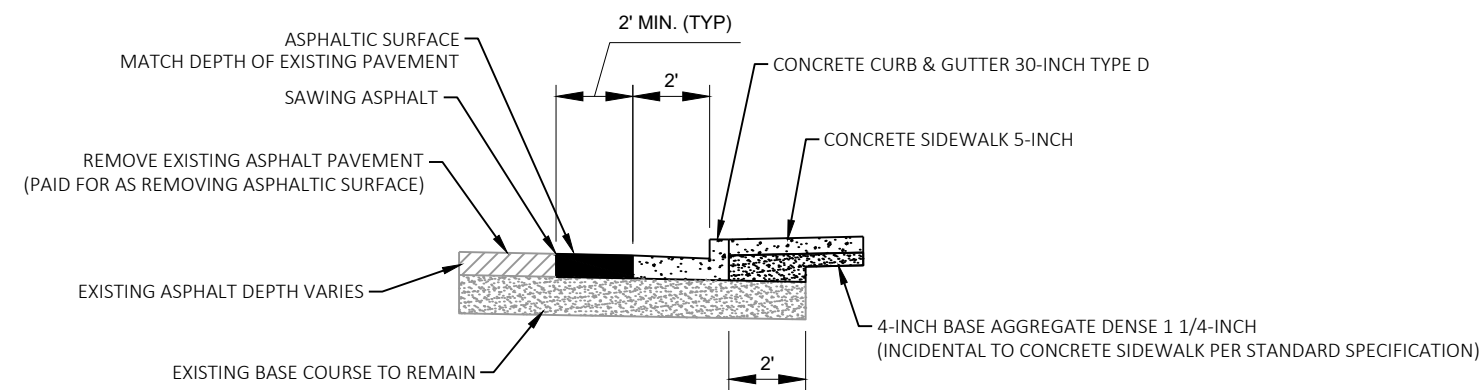
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34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

TOTAL PROJECT AREA = 5.848 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.240 ACRES

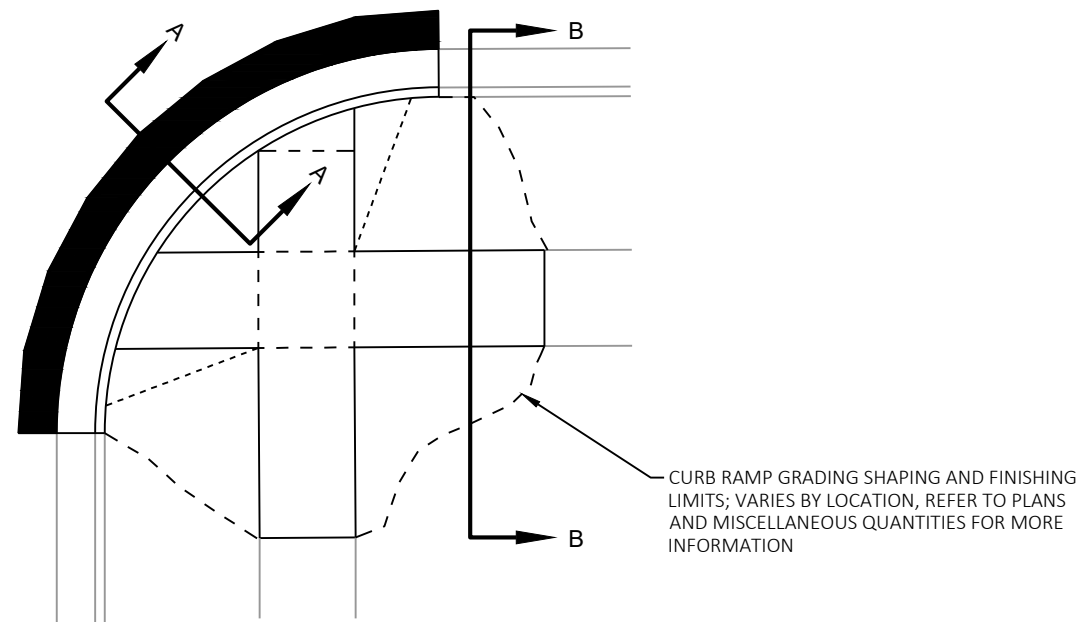


-  REMOVE MATERIAL UNDER ITEM 'REMOVING ASPHALTIC SURFACE BUTT JOINT'
-  REMOVING ASPHALTIC SURFACE MILLING

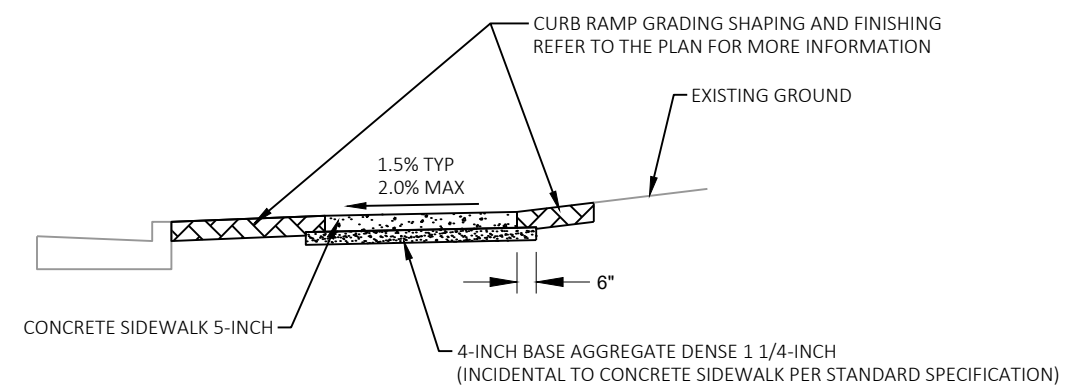
BUTT JOINT - NO CHANGE IN PROFILE



SECTION A-A



PLAN VIEW



SECTION B-B

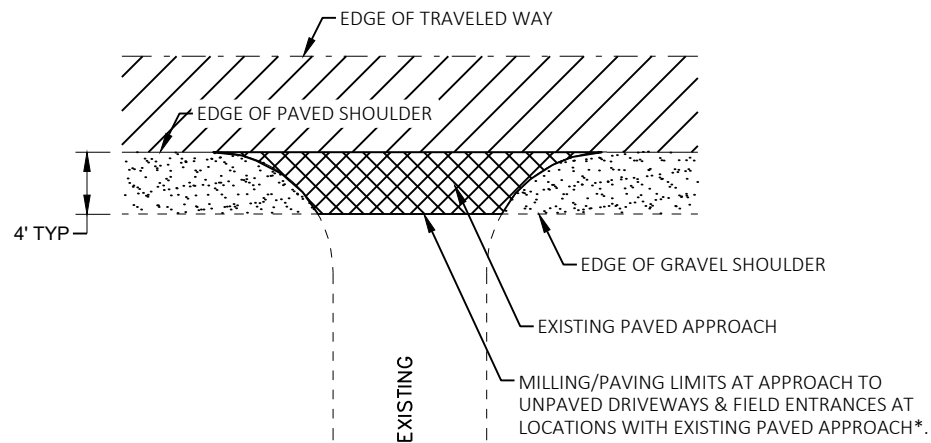
NOTES:

1. SEE CURB RAMP DETAILS FOR GUTTER PAN SLOPES.
2. INSTALL 2 DRILLED TIE BARS AT EACH CONNECTION TO EXISTING CURB & GUTTER.
3. SUPPLEMENT BASE AGGREGATE AFTER REMOVAL OF PAVEMENT AND CURB AND GUTTER AS NEEDED TO REACH PLAN GRADES. INCIDENTAL TO CURB AND GUTTER OR PAVEMENT BID ITEM(S).

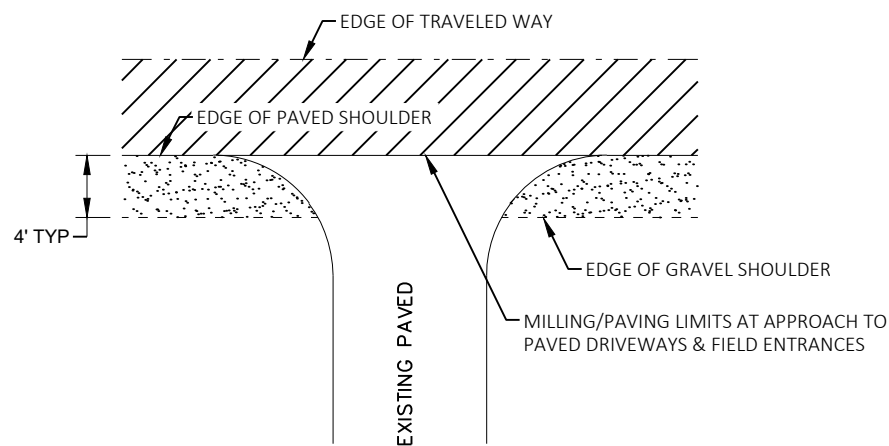
CURB & GUTTER REPLACEMENT ADJACENT TO ASPHALT PAVEMENT

-  HMA PAVEMENT
-  4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
-  PLACE ADDITIONAL BASE AGGREGATE DENSE 3/4-INCH AS NEEDED

*PERPETUATE EXISTING DRIVEWAY APPROACH MATERIAL. DO NOT ADD PAVED APPROACH IF IT DOES NOT EXIST.

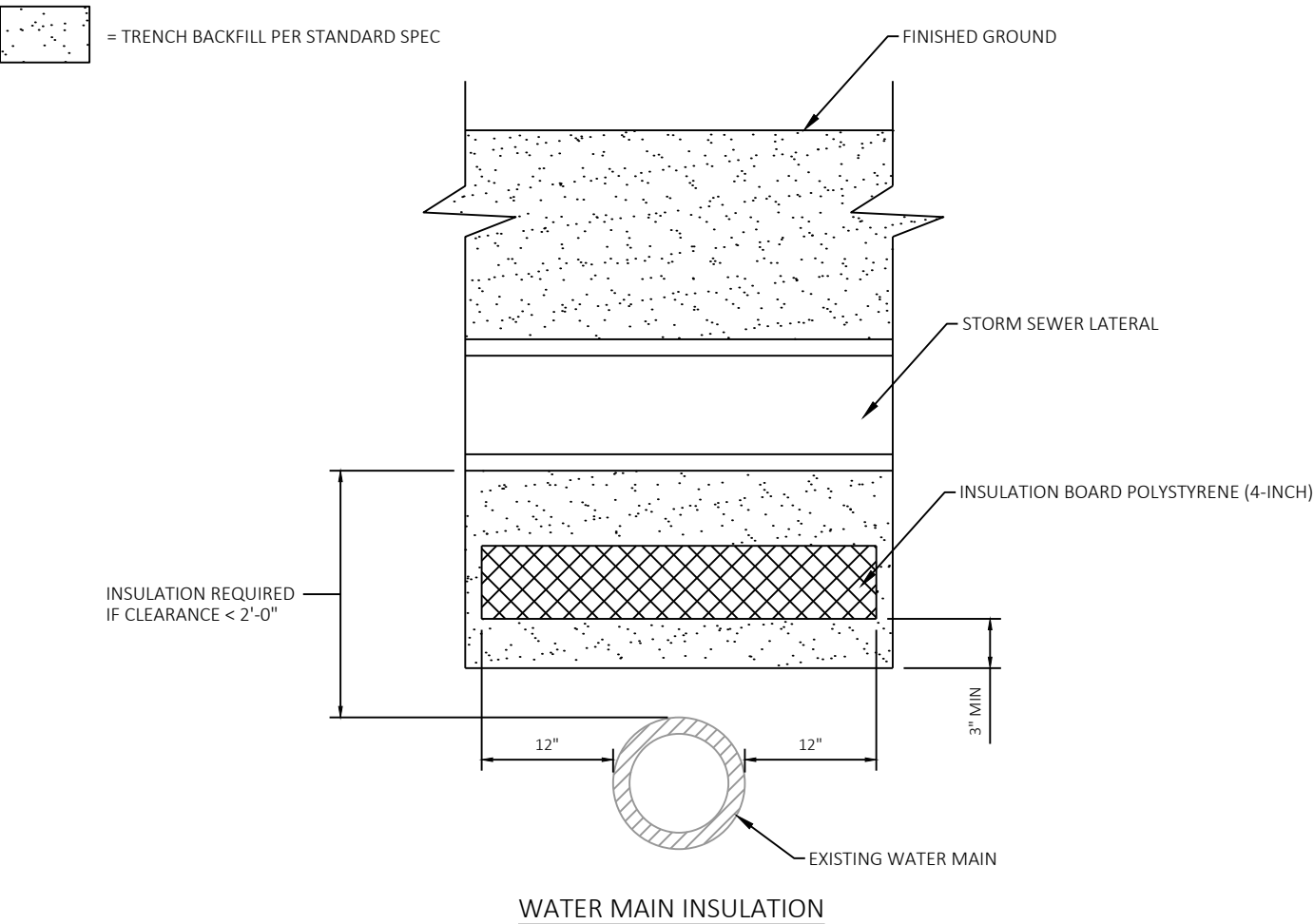


GRAVEL DRIVEWAY



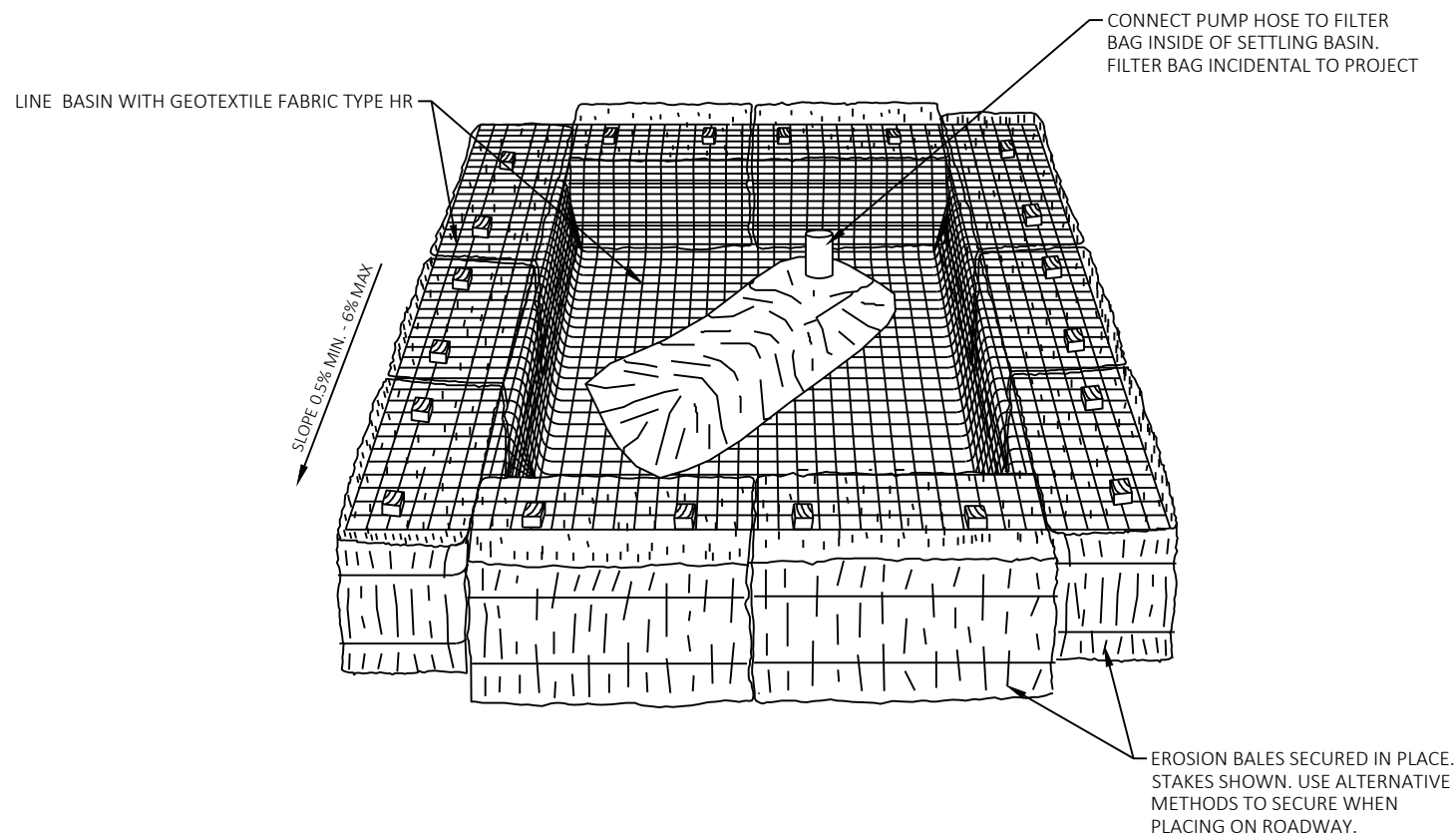
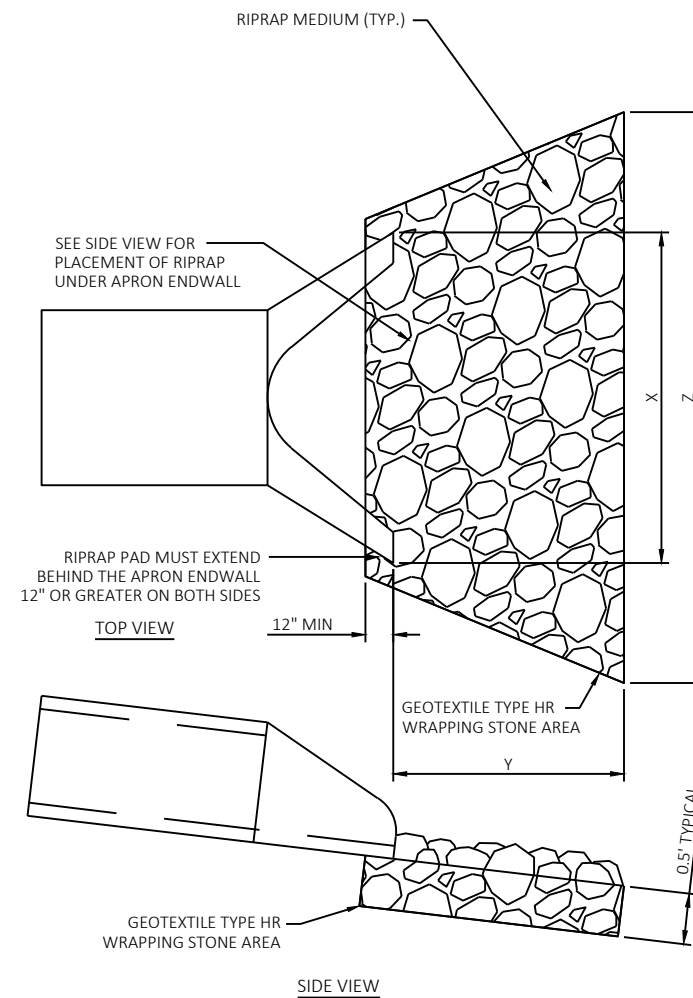
PAVED DRIVEWAY

RURAL DRIVEWAY PAVING LIMITS



NOTES:

1. PUMP FROM DEWATERING OPERATIONS INTO TEMPORARY SETTLING BASINS PRIOR TO DISCHARGING INTO ROADSIDE DITCHES.
2. BASIN SHALL BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS SHALL BE DISPOSED BY THE CONTRACTOR OFF THE PROJECT SITE.
3. SETTLING BASIN SHALL BE PLACED IN AN UPLAND, FLAT, VEGETATED AREA OR EQUIVALENT LOCATION APPROVED BY THE ENGINEER.
4. SIZE OF SETTLING BASIN AND FILTER BAG SHALL BE DETERMINED BY THE CONTRACTOR AS PART OF THE EROSION CONTROL IMPLEMENTATION PLAN.
5. ONLY ONE HOSE PER BAG ALLOWED AT A TIME. SIZE BASIN APPROPRIATELY FOR ADDITIONAL BAGS IF MORE THAN ONE HOSE IS NEEDED.
6. THE NECK OF THE BAG WHERE THE HOSE ATTACHES SHALL BE PLACED ON THE UPSTREAM CORNER OF THE SETTLING BASIN.
4. REPLACE SEDIMENT BAG, BALES, AND FABRIC AS NECESSARY OR AS DIRECTED BY THE ENGINEER. REMOVE SPENT BAGS PRIOR TO REPLACING. DO NOT STACK NEW BAG ON TOP OF SPENT BAG.
5. ALL ITEMS ARE INCIDENTAL TO THE CONTRACT. INCLUDING DISPOSAL AND REPLACEMENT OF BAGS AND BASIN MATERIALS

TEMPORARY SETTLING BASIN WITH SEDIMENT BAGRIPRAP AT ENDWALLS

NOT TO SCALE
SEE EROSION CONTROL PLAN AND
MISCELLANEOUS QUANTITIES FOR LOCATIONS

DIA (INCH)	X (INCH)	Y (INCH)	Z (INCH)
12	24	120	48
15	30	120	60
18	36	120	60
21	42	120	72
24	48	120	72
27	54	120	81
30	60	120	90
36	72	120	108
42	78	120	120
48	84	120	120
54	90	120	150
60	96	120	162
66	102	120	174
72	108	120	186

NOTES:
1) STANDARD SPECIFICATION SHALL APPLY TO ALL INSTALLATIONS.

REMOVING CURB AND GUTTER AND PAVEMENT TO THE LIMITS SHOWN, EXCAVATING, PREPARING THE FOUNDATION AND SHIMMING ARE INCIDENTAL TO THE ADJUSTING OR RECONSTRUCTING BID ITEMS.

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING ASPHALT, SAWING CONCRETE, CONCRETE CURB & GUTTER AND DRILLED TIE BARS.

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE CONCRETE CURB & GUTTER BID ITEM.

PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

SSS SAWING ASPHALT

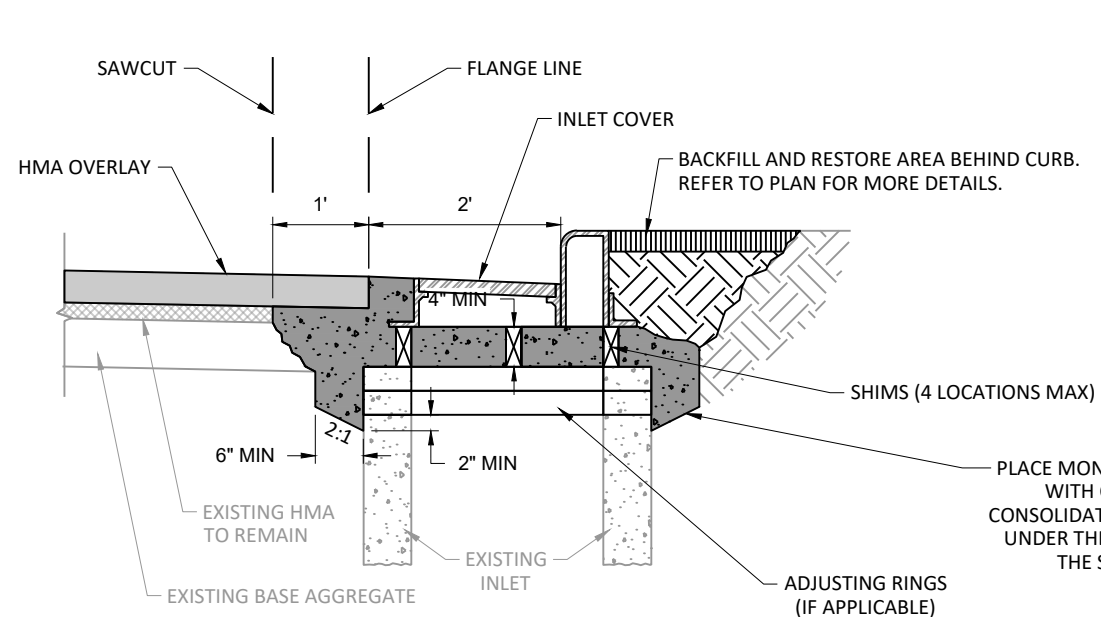
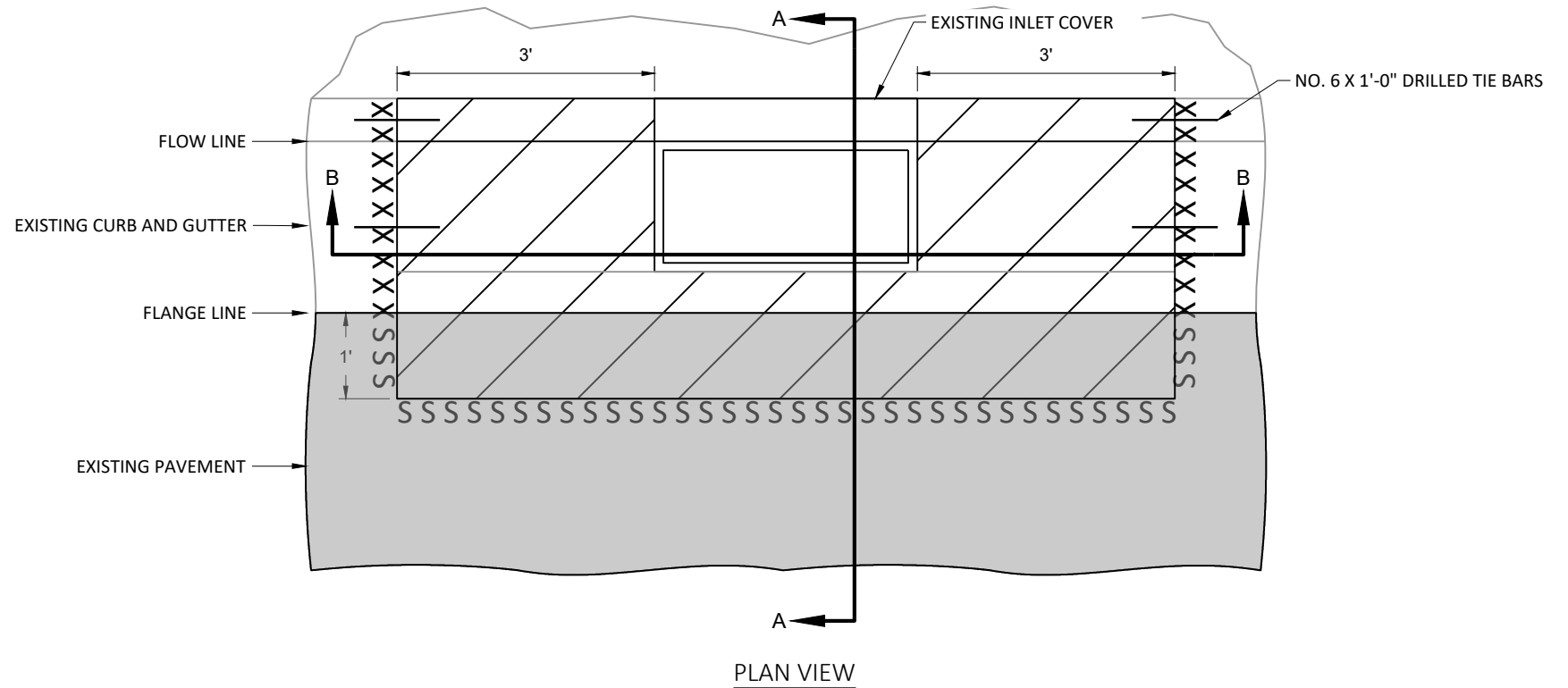
XXX SAWING CONCRETE



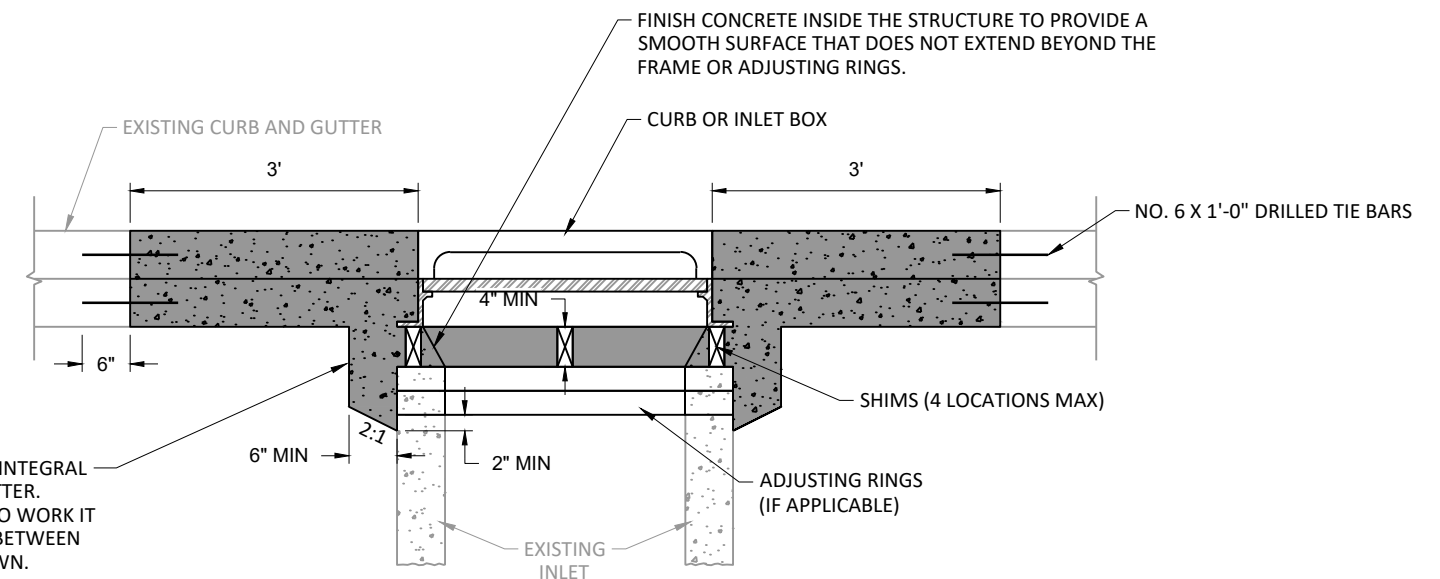
REMOVING CURB & GUTTER AND PAVEMENT



MONOLITHIC CONCRETE



PLACE MONOLITHIC SHIM INTEGRAL WITH CURB AND GUTTER. CONSOLIDATE CONCRETE TO WORK IT UNDER THE FRAME AND BETWEEN THE SHIMS AS SHOWN.



ADJUSTING / RECONSTRUCTING CATCH BASINS & INLETS - MONOLITHIC SHIM WITH HMA PAVEMENT

NTS

PRIOR TO MILLING AND PAVING.

- A. SAWCUT EXISTING PAVEMENT FULL DEPTH.
- B. REMOVE MANHOLE COVER.
- C. FURNISH AND INSTALL TEMPORARY COVER PLATE.
- D. BACKFILL USING ASPHALT SURFACE PATCHING.

AFTER PAVING HMA LOWER LAYER(S)

- A. REMOVE ASPHALTIC SURFACE PATCHING.
- B. EXCAVATE AROUND MANHOLE.
- C. ADJUST OR RECONSTRUCT MANHOLE AND INSTALL MANHOLE FRAME AND COVER.
- D. POUR MONOLITHIC CONCRETE SHIM SO CONCRETE FILLS IN VOIDS BELOW THE CASTING BETWEEN THE SHIMS.
- E. PAVE UPPER LAYER HMA.

PAVEMENT REMOVAL, ASPHALT PATCH REMOVAL, EXCAVATING, PREPARING THE FOUNDATION AND SHIMMING ARE INCIDENTAL TO THE ADJUSTING OR RECONSTRUCTING BID ITEMS, OR TO THE MANHOLE COVER BID ITEM WHEN CASTING IS REPLACED.

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING ASPHALT, COVER PLATES TEMPORARY, ASPHALTIC SURFACE PATCHING AND BASE PATCHING CONCRETE SHES.

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE BASE PATCHING CONCRETE SHES BID ITEM.

PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

*SAWCUT WILL ONLY BE PAID ONCE. REMOVE ASPHALT SURFACE PATCHING MATERIAL TO THE ORIGINAL SAWCUT LIMITS.

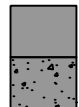
SSS SAWING ASPHALT



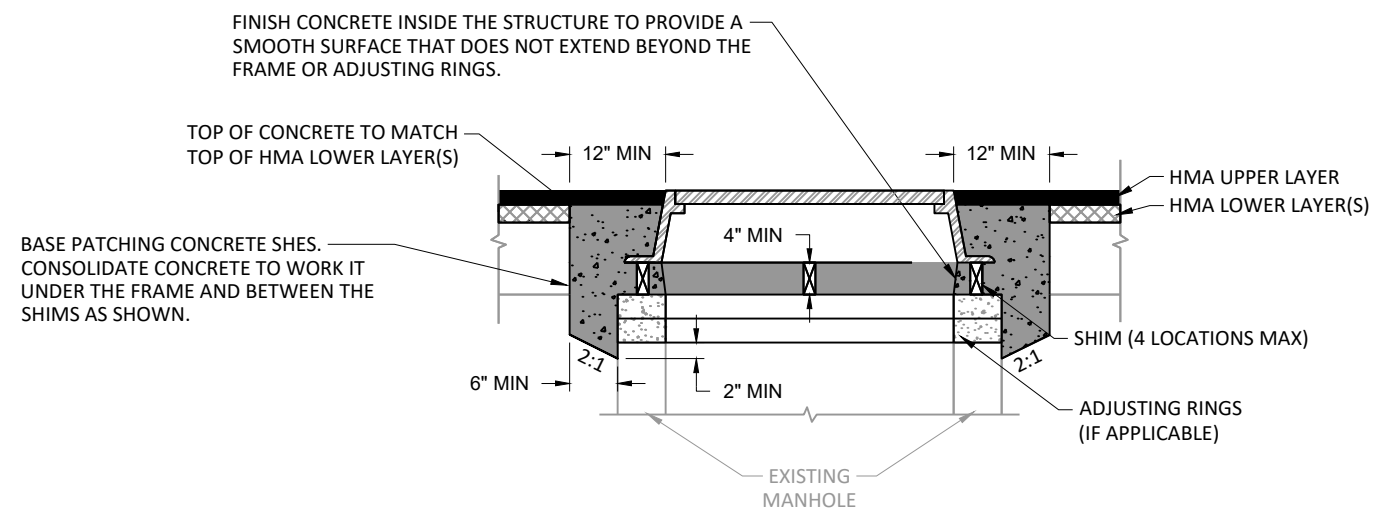
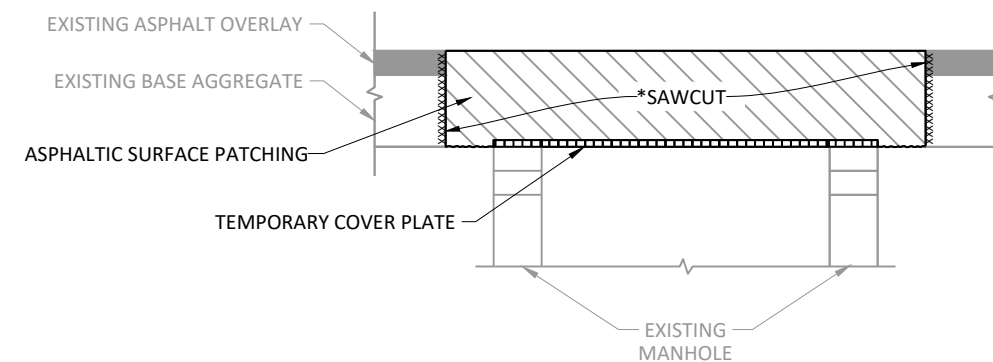
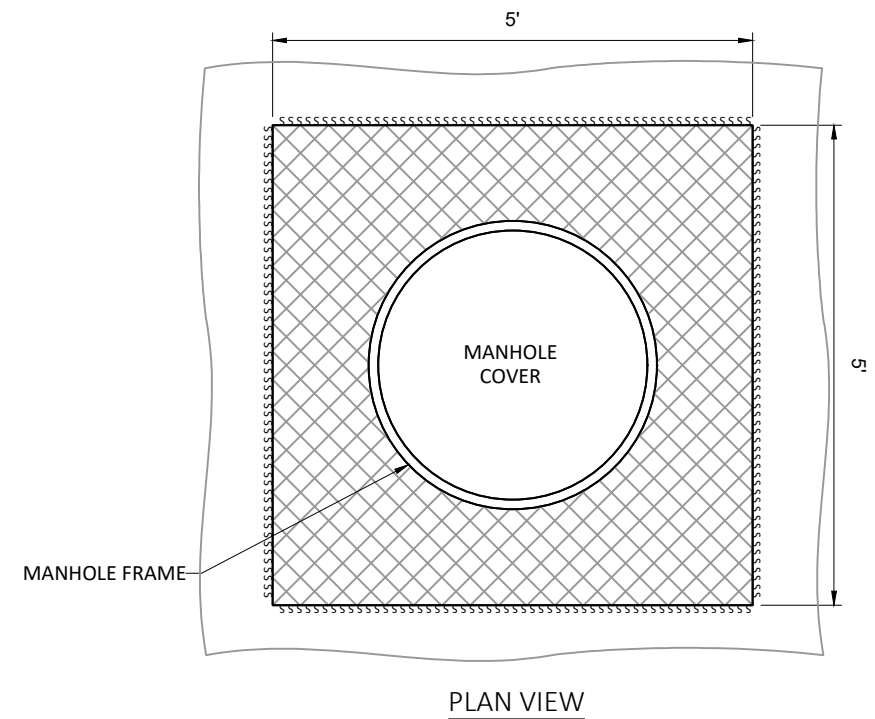
REMOVING PAVEMENT
(INCIDENTAL TO ADJUSTING / RECONSTRUCTING BID ITEMS)



ASPHALTIC SURFACE PATCHING



MONOLITHIC CONCRETE



MANHOLE COVERS (STORM SEWER) - MONOLITHIC SHIM WITH HMA PAVEMENT

NTS

SEQUENCE OF WORK.

- A. SAWCUT EXISTING PAVEMENT FULL DEPTH.
- B. EXCAVATE AROUND MANHOLE.
- C. REMOVE MANHOLE COVER.
- D. ADJUST MANHOLE AND INSTALL NEW MANHOLE FRAME AND COVER (NEENAH R-1580) WITH INTERNAL/EXTERNAL SEAL.
- E. BACKFILL USING GRANULAR BACKFILL TO THE BOTTOM OF EXISTING PAVEMENT.
- F. BACKFILL USING ASPHALTIC SURFACE PATCHING TO ROADWAY SURFACE.
- G. MILL AND OVERLAY HMA PAVEMENT.

PAVEMENT REMOVAL, EXCAVATING, PREPARING THE FOUNDATION, AND GRANULAR BACKFILL ARE INCIDENTAL TO THE ADJUSTING SANITARY MANHOLE BID ITEM.

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING ASPHALT AND ASPHALTIC SURFACE PATCHING.

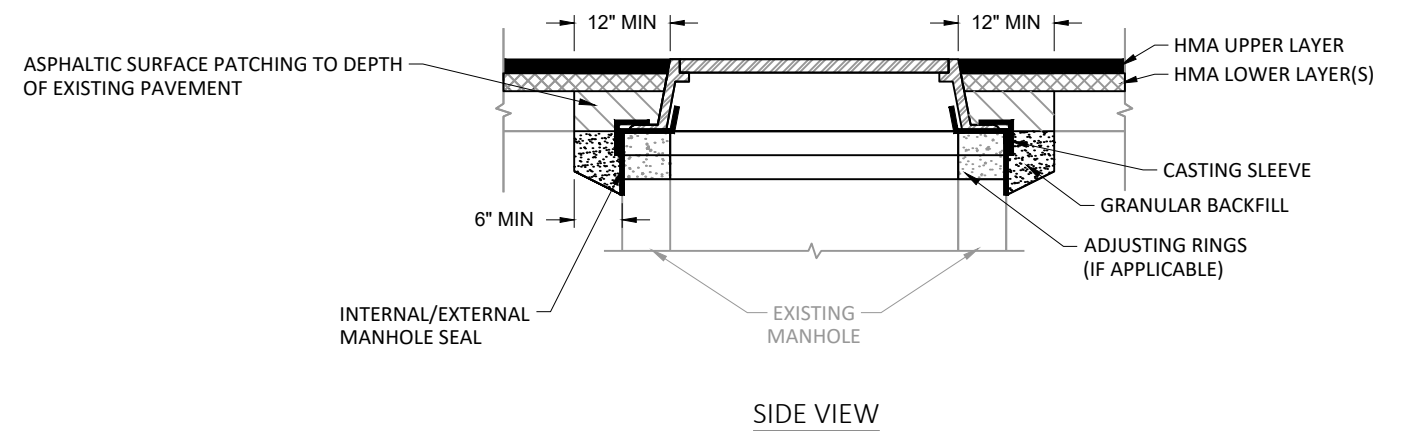
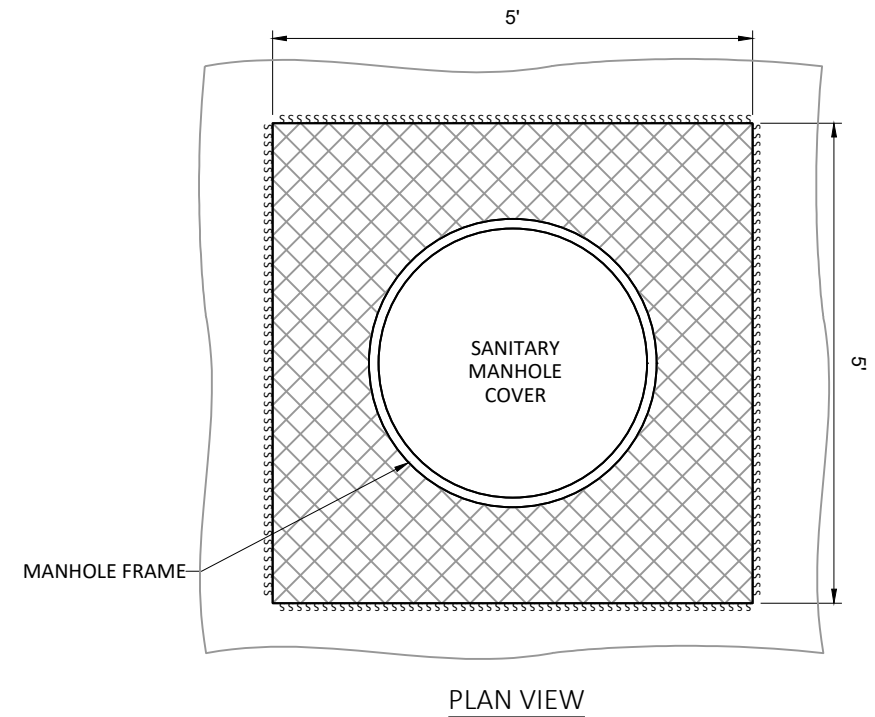
PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

SSS SAWING ASPHALT

REMOVING PAVEMENT
(INCIDENTAL TO ADJUSTING SANITARY MANHOLE BID ITEM)

ASPHALTIC SURFACE PATCHING



ADJUSTING SANITARY MANHOLE COVERS
NTS

LEGEND

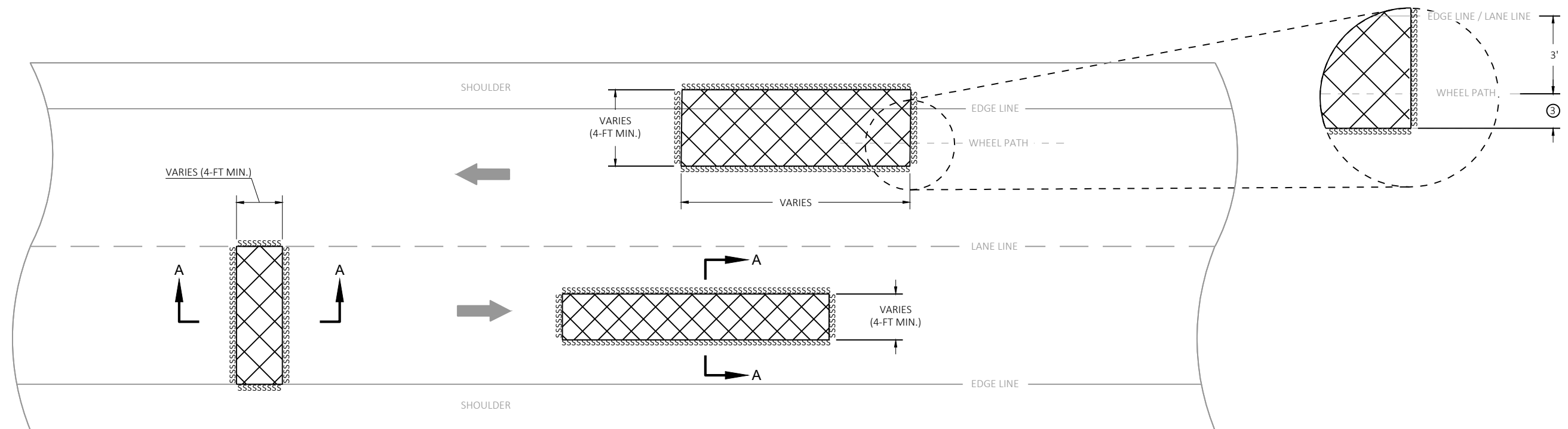
 ASPHALTIC REPAIR

 VERTICAL MILLED EDGE
SAW CUTTING AT THE CONTRACTORS DISCRETION

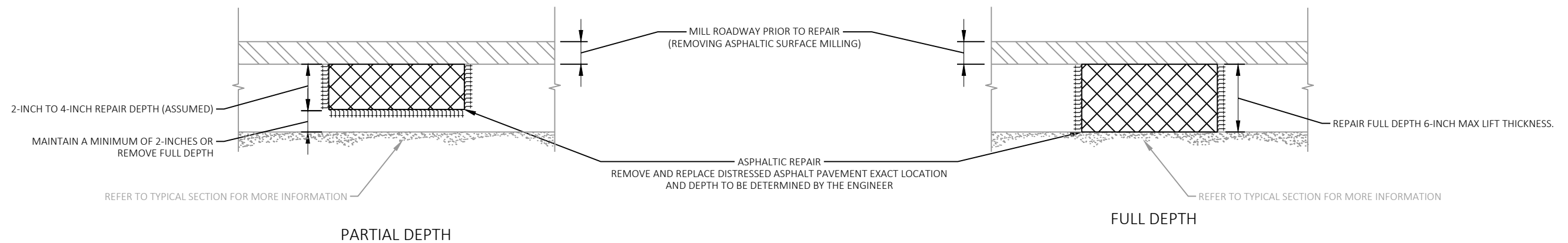
 TACK COAT

GENERAL NOTES

- ① EXACT LOCATION, DEPTH AND SIZE OF REPAIR TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
- ② MILL PAVEMENT PER PLAN PRIOR TO MAKING ASPHALTIC REPAIR.
- ③ LOCATE LONGITUDINAL REPAIR JOINTS OUTSIDE OF WHEEL PATH. 12-INCH MINIMUM (24-INCH RECOMMENDED) FROM THE CENTER OF THE WHEEL PATH.
- ④ ASPHALTIC REPAIR PAVING TO BE DONE ON THE SAME DAY AS REMOVAL.

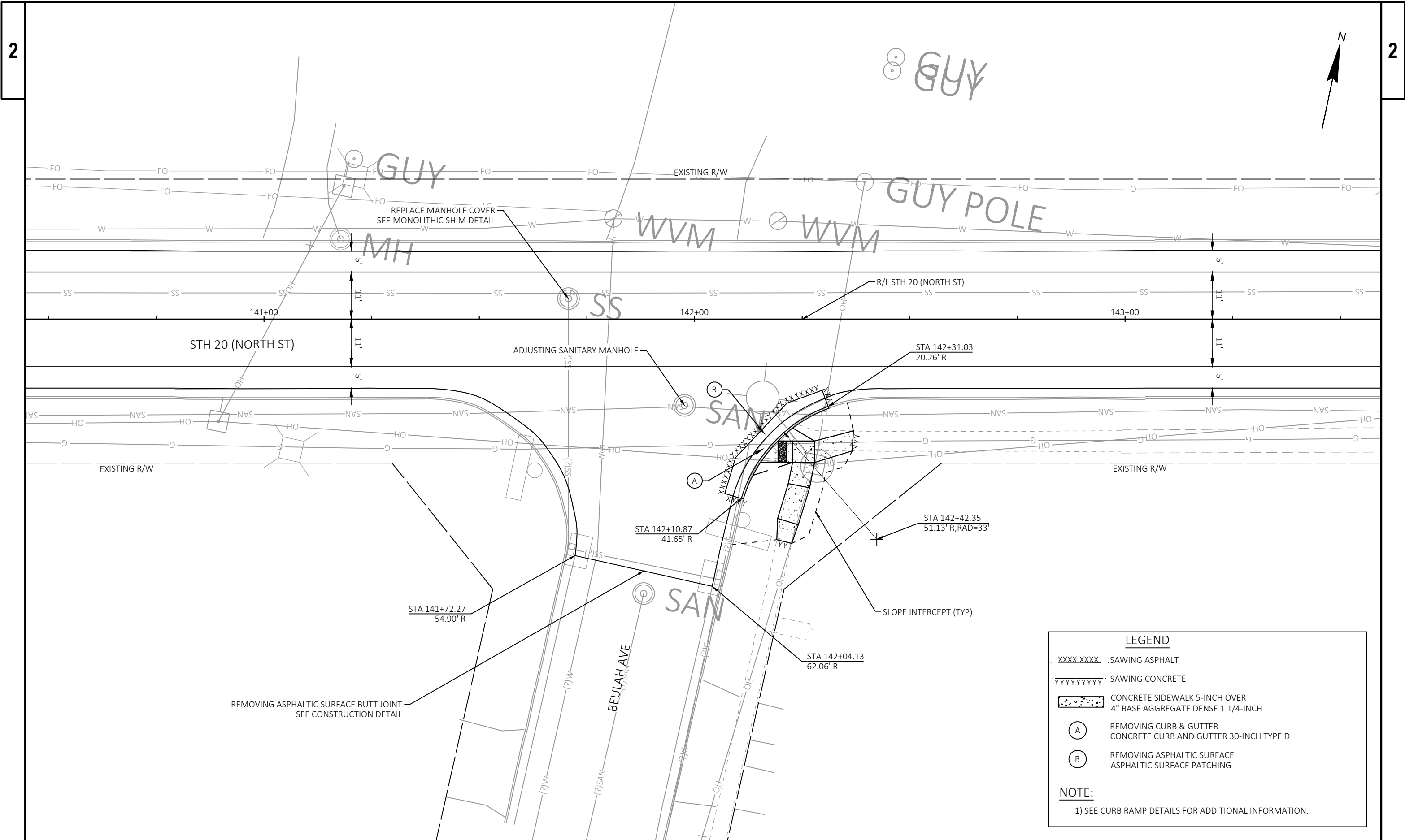


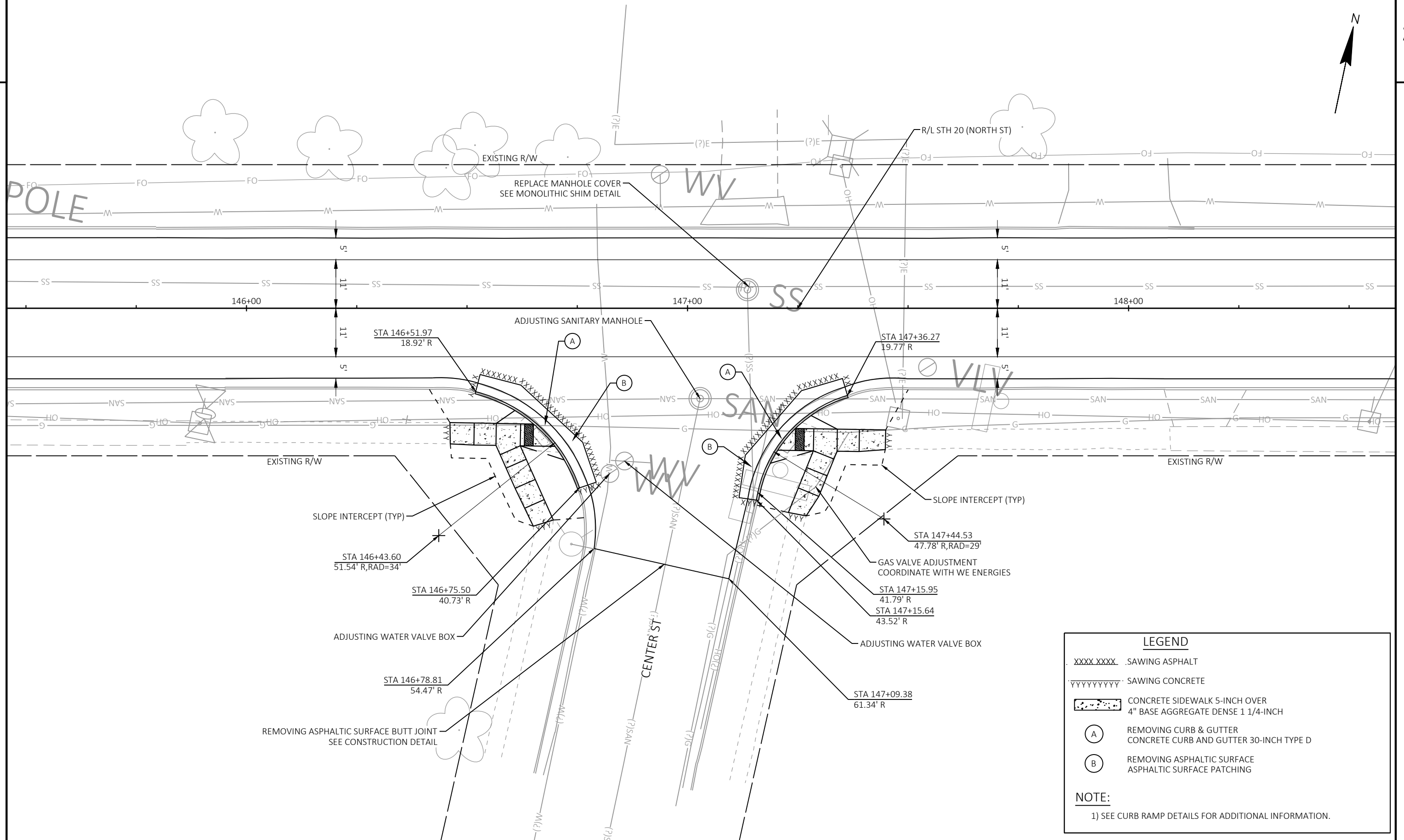
PLAN VIEW



SECTION A-A

ASPHALTIC REPAIR
NTS





PROJECT NO: 1090-03-77

HWY: STH 20

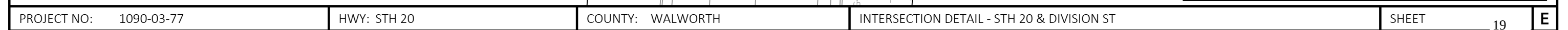
COUNTY: WALWORTH

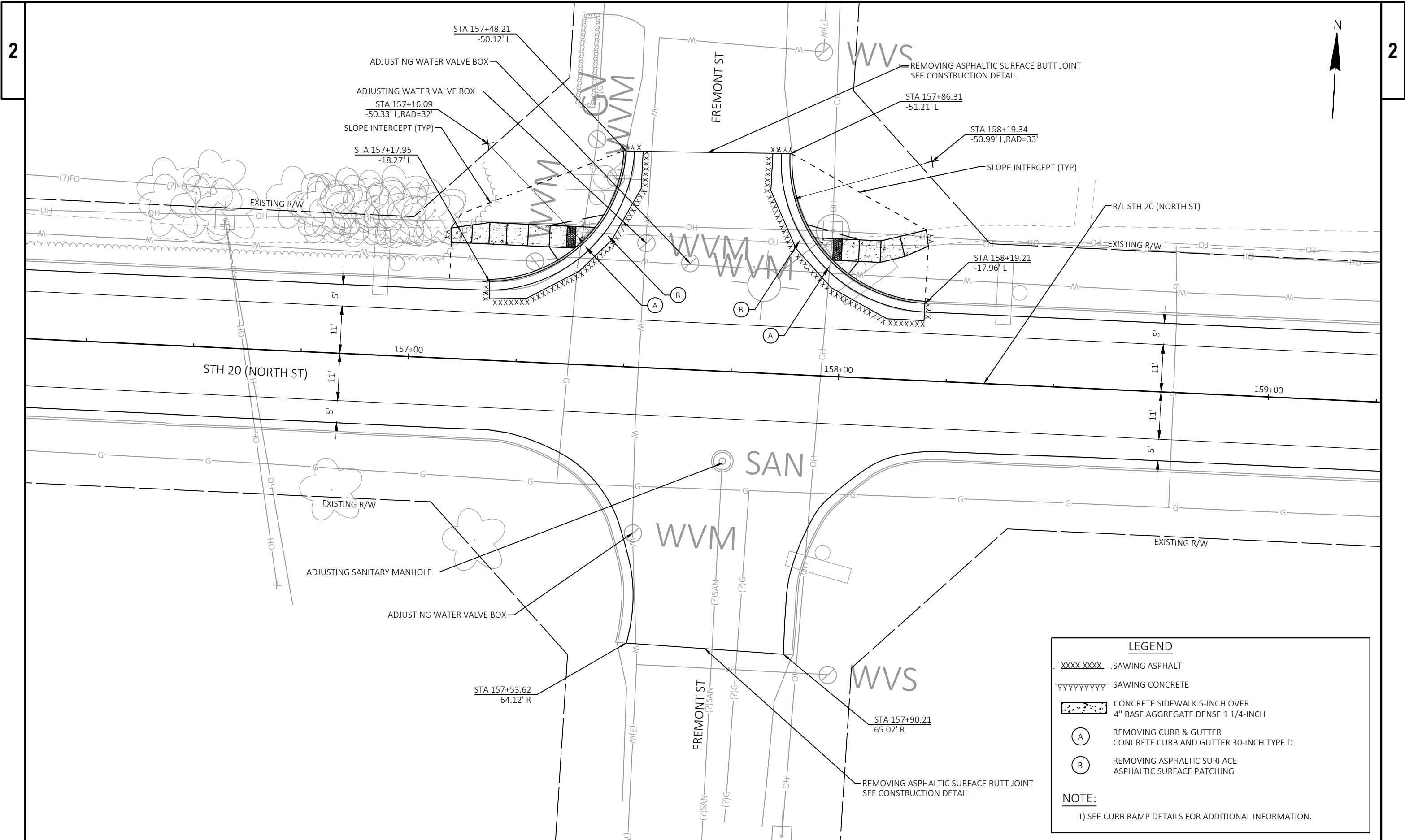
INTERSECTION DETAIL - STH 20 & CENTER ST

SHEET

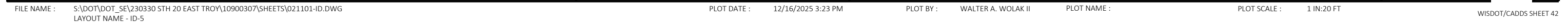
18

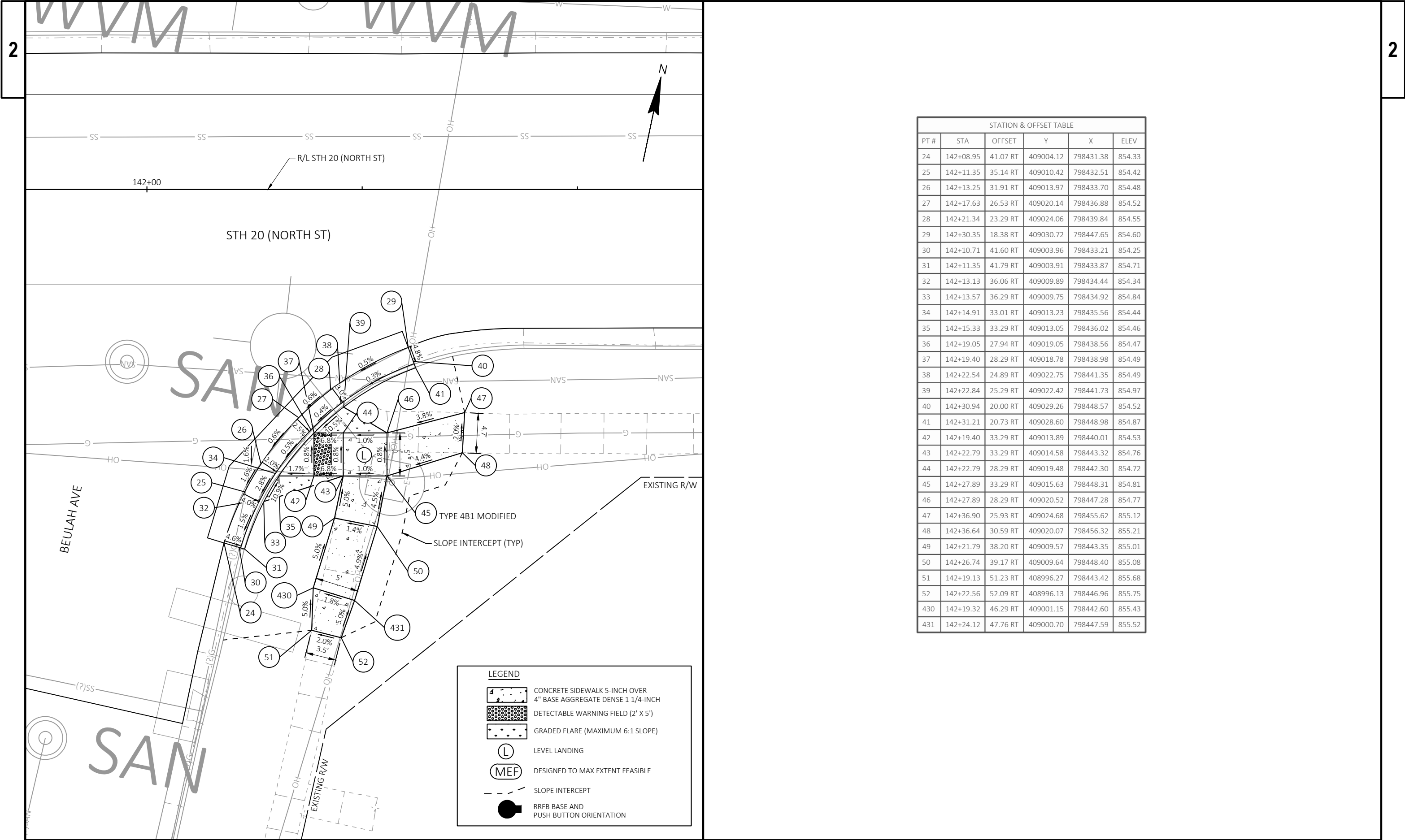
E



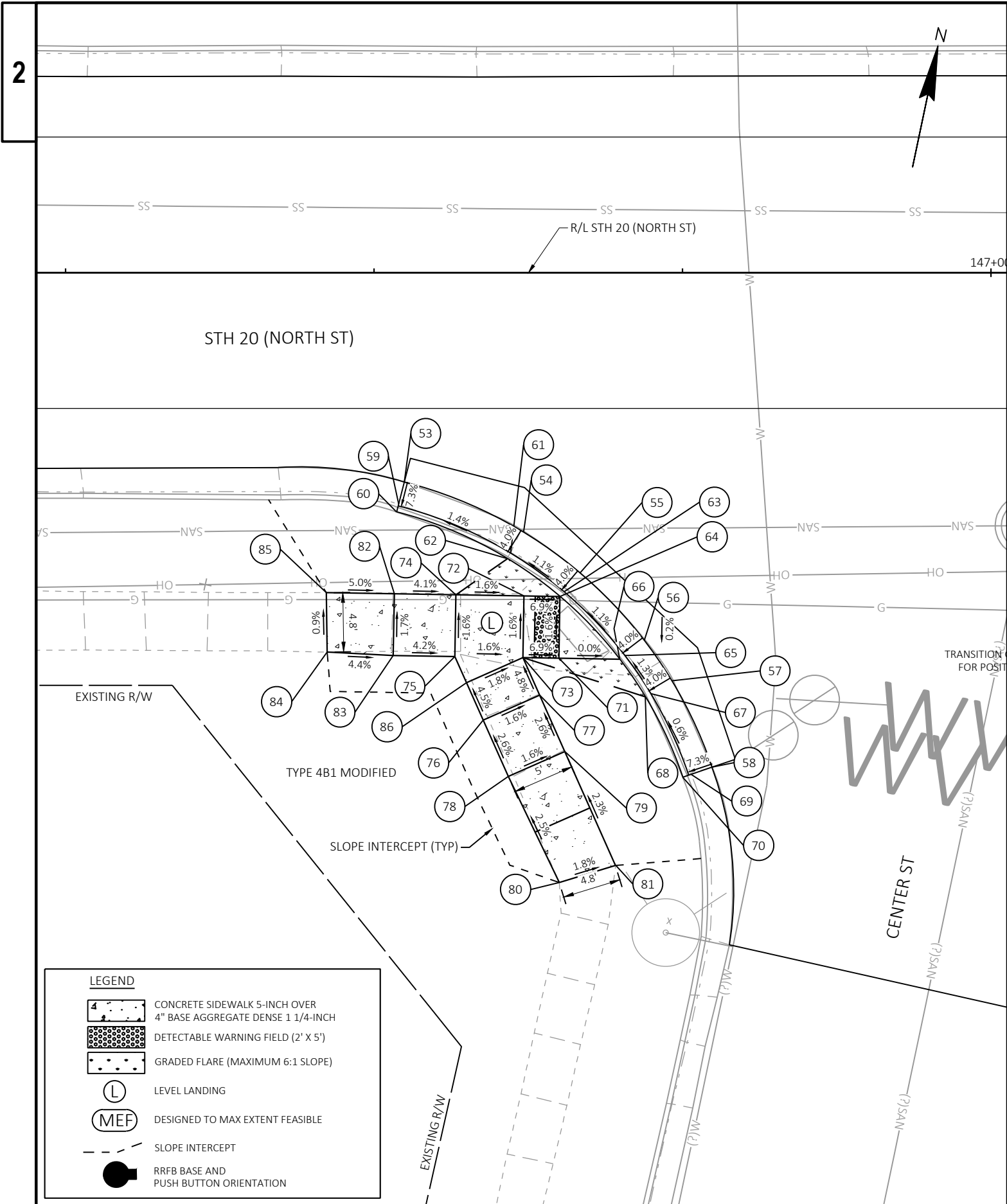


1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

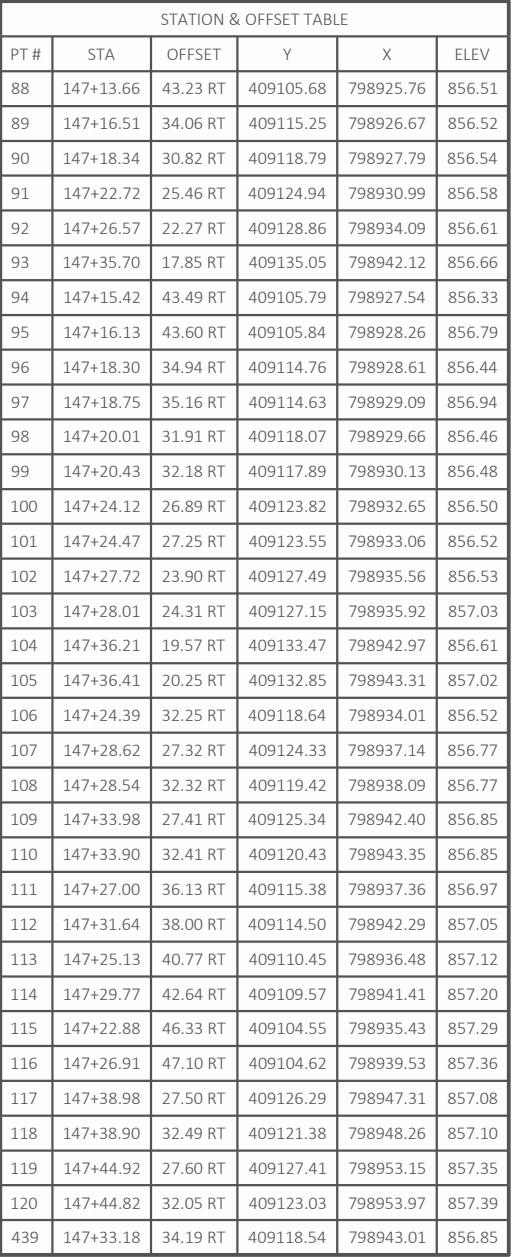


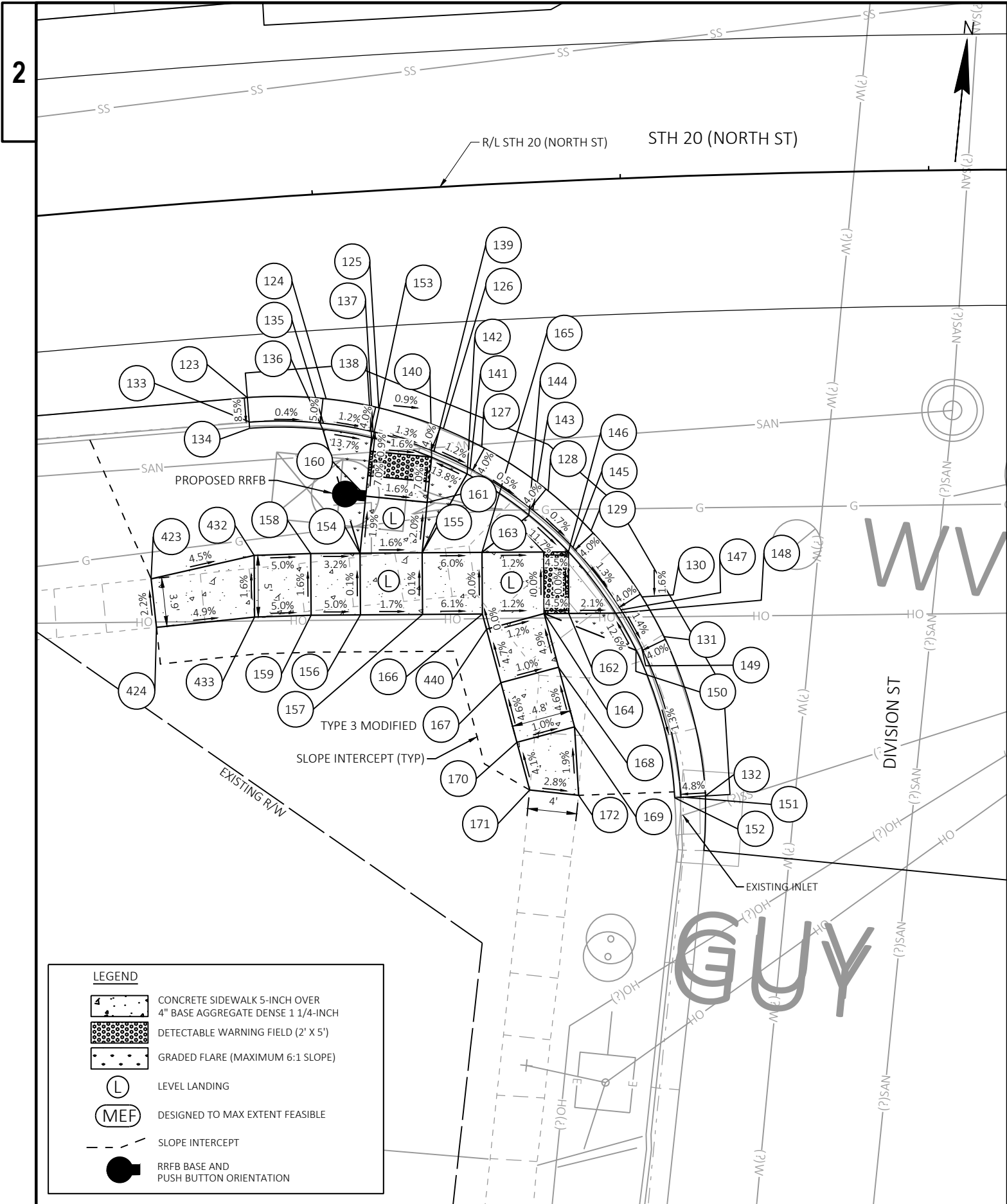


STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
24	142+08.95	41.07 RT	409004.12	798431.38	854.33
25	142+11.35	35.14 RT	409010.42	798432.51	854.42
26	142+13.25	31.91 RT	409013.97	798433.70	854.48
27	142+17.63	26.53 RT	409020.14	798436.88	854.52
28	142+21.34	23.29 RT	409024.06	798439.84	854.55
29	142+30.35	18.38 RT	409030.72	798447.65	854.60
30	142+10.71	41.60 RT	409003.96	798433.21	854.25
31	142+11.35	41.79 RT	409003.91	798433.87	854.71
32	142+13.13	36.06 RT	409009.89	798434.44	854.34
33	142+13.57	36.29 RT	409009.75	798434.92	854.84
34	142+14.91	33.01 RT	409013.23	798435.56	854.44
35	142+15.33	33.29 RT	409013.05	798436.02	854.46
36	142+19.05	27.94 RT	409019.05	798438.56	854.47
37	142+19.40	28.29 RT	409018.78	798438.98	854.49
38	142+22.54	24.89 RT	409022.75	798441.35	854.49
39	142+22.84	25.29 RT	409022.42	798441.73	854.97
40	142+30.94	20.00 RT	409029.26	798448.57	854.52
41	142+31.21	20.73 RT	409028.60	798448.98	854.87
42	142+19.40	33.29 RT	409013.89	798440.01	854.53
43	142+22.79	33.29 RT	409014.58	798443.32	854.76
44	142+22.79	28.29 RT	409019.48	798442.30	854.72
45	142+27.89	33.29 RT	409015.63	798448.31	854.81
46	142+27.89	28.29 RT	409020.52	798447.28	854.77
47	142+36.90	25.93 RT	409024.68	798455.62	855.12
48	142+36.64	30.59 RT	409020.07	798456.32	855.21
49	142+21.79	38.20 RT	409009.57	798443.35	855.01
50	142+26.74	39.17 RT	409009.64	798448.40	855.08
51	142+19.13	51.23 RT	408996.27	798443.42	855.68
52	142+22.56	52.09 RT	408996.13	798446.96	855.75
430	142+19.32	46.29 RT	409001.15	798442.60	855.43
431	142+24.12	47.76 RT	409000.70	798447.59	855.52



STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
53	146+52.46	16.98 RT	409118.81	798860.48	855.93
54	146+62.11	21.04 RT	409116.81	798870.76	856.01
55	146+66.70	24.34 RT	409114.52	798875.92	856.07
56	146+71.90	29.81 RT	409110.24	798882.14	856.15
57	146+74.13	33.07 RT	409107.51	798884.99	856.20
58	146+77.39	40.08 RT	409101.32	798889.63	856.29
59	146+52.00	18.77 RT	409116.96	798860.40	855.79
60	146+51.84	19.40 RT	409116.31	798860.37	856.27
61	146+61.08	22.75 RT	409114.93	798870.10	855.93
62	146+60.82	23.18 RT	409114.46	798869.93	856.43
63	146+65.40	25.87 RT	409112.76	798874.97	855.99
64	146+65.08	26.25 RT	409112.33	798874.73	856.01
65	146+70.31	31.03 RT	409108.72	798880.84	856.07
66	146+69.92	31.33 RT	409108.35	798880.51	856.09
67	146+72.42	34.11 RT	409106.14	798883.53	856.12
68	146+71.99	34.37 RT	409105.80	798883.17	856.62
69	146+75.70	40.66 RT	409100.41	798888.09	856.16
70	146+75.03	40.89 RT	409100.04	798887.47	856.70
71	146+64.99	31.25 RT	409107.42	798875.68	856.09
72	146+62.16	26.20 RT	409111.77	798871.87	856.21
73	146+62.08	31.20 RT	409106.86	798872.81	856.29
74	146+56.65	26.11 RT	409110.73	798866.45	856.30
75	146+56.56	31.11 RT	409105.82	798867.40	856.38
76	146+58.86	36.26 RT	409101.25	798870.70	856.53
77	146+63.43	34.25 RT	409104.16	798874.76	856.45
78	146+60.89	40.83 RT	409097.19	798873.63	856.66
79	146+65.47	38.81 RT	409100.11	798877.69	856.58
80	146+65.02	49.43 RT	409089.63	798879.43	856.90
81	146+69.59	48.03 RT	409091.93	798883.62	856.81
82	146+51.65	26.02 RT	409109.79	798861.54	856.50
83	146+51.56	31.02 RT	409104.88	798862.49	856.59
84	146+46.21	30.75 RT	409104.04	798857.19	856.83
85	146+46.13	25.94 RT	409108.74	798856.13	856.78
86	146+57.51	33.23 RT	409103.94	798868.76	856.38





LEGEND

CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH

DETECTABLE WARNING FIELD (2' X 5')

GRADED FLARE (MAXIMUM 6:1 SLOPE)

LEVEL LANDING

DESIGNED TO MAX EXTENT FEASIBLE

SLOPE INTERCEPT

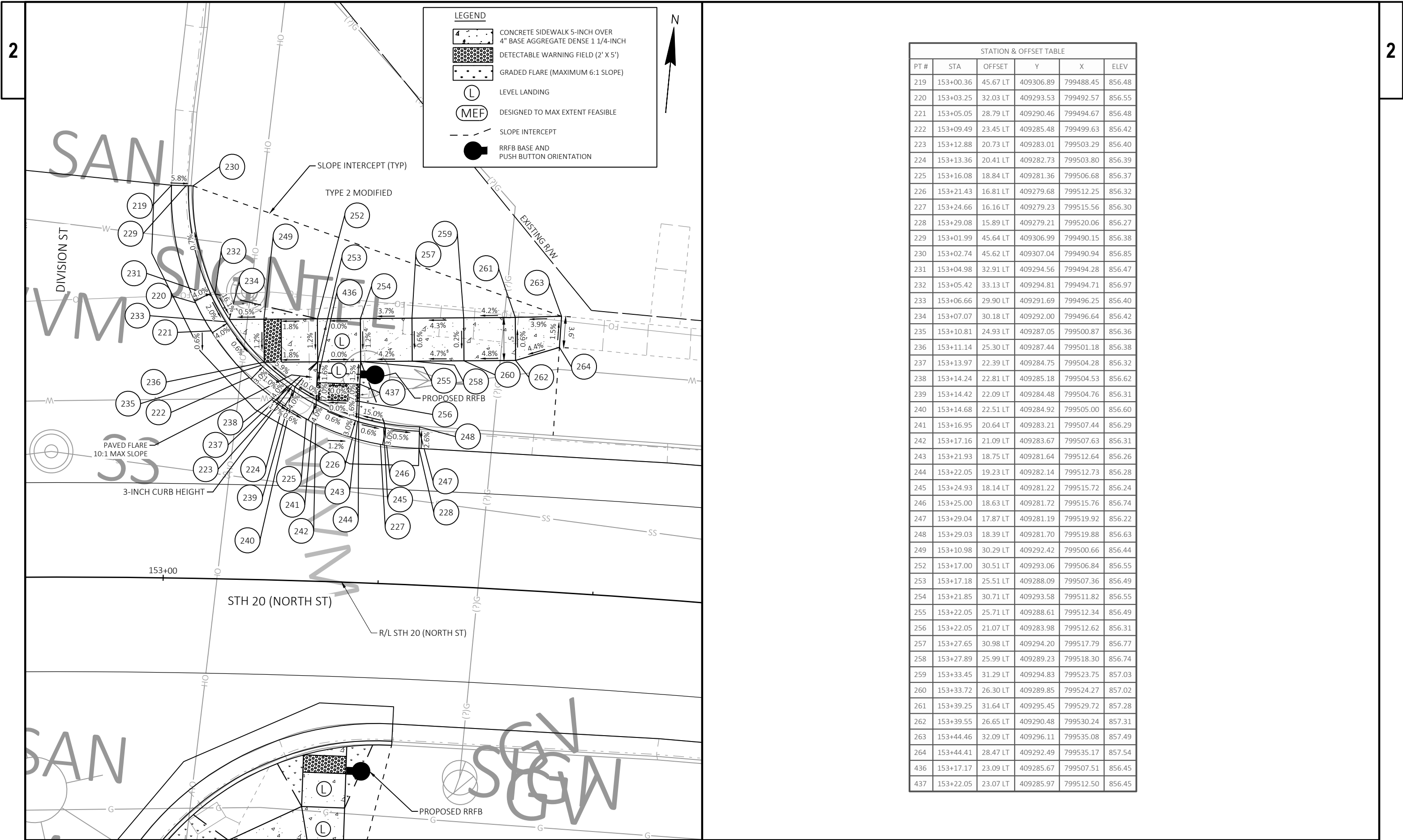
RRFB BASE AND PUSH BUTTON ORIENTATION

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
123	152+18.56	16.06 RT	409235.22	799413.86	856.63
124	152+25.03	16.59 RT	409235.75	799420.22	856.54
125	152+29.32	17.59 RT	409235.44	799424.53	856.47
126	152+34.56	19.59 RT	409234.26	799429.92	856.40
127	152+37.65	21.22 RT	409233.09	799433.15	856.36
128	152+42.99	25.07 RT	409230.05	799438.87	856.33
129	152+46.39	28.43 RT	409227.19	799442.62	856.30
130	152+50.43	33.96 RT	409222.25	799447.25	856.22
131	152+52.15	37.25 RT	409219.21	799449.33	856.17
132	152+55.19	50.28 RT	409206.68	799453.93	856.02
133	152+18.57	18.03 RT	409233.29	799414.20	856.46
134	152+18.58	18.56 RT	409232.76	799414.29	857.00
135	152+24.68	18.56 RT	409233.75	799420.20	856.44
136	152+24.59	19.05 RT	409233.25	799420.19	856.96
137	152+28.72	19.50 RT	409233.45	799424.26	856.39
138	152+28.58	19.98 RT	409232.96	799424.19	856.41
139	152+33.67	21.39 RT	409232.34	799429.33	856.32
140	152+33.45	21.84 RT	409231.87	799429.19	856.34
141	152+36.58	22.93 RT	409231.25	799432.38	856.28
142	152+36.32	23.36 RT	409230.79	799432.19	856.78
143	152+41.62	26.56 RT	409228.38	799437.77	856.25
144	152+41.28	26.94 RT	409227.96	799437.49	856.75
145	152+44.83	29.74 RT	409225.69	799441.30	856.22
146	152+44.44	30.06 RT	409225.31	799440.97	856.24
147	152+48.62	34.95 RT	409221.03	799445.66	856.14
148	152+48.17	35.20 RT	409220.73	799445.26	856.16
149	152+50.24	38.05 RT	409218.17	799447.62	856.09
150	152+49.76	38.25 RT	409217.91	799447.20	856.59
151	152+53.29	50.32 RT	409206.41	799452.15	855.93
152	152+52.57	50.34 RT	409206.29	799451.48	856.43

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
153	152+28.40	21.06 RT	409231.87	799424.19	856.42
154	152+27.03	29.26 RT	409223.56	799424.18	856.76
155	152+32.21	29.53 RT	409224.08	799429.18	856.68
156	152+26.74	34.25 RT	409218.59	799424.70	856.77
157	152+31.94	34.52 RT	409219.11	799429.70	856.68
158	152+22.91	29.02 RT	409223.15	799420.20	856.89
159	152+22.60	34.01 RT	409218.18	799420.72	856.97
160	152+27.80	24.68 RT	409228.20	799424.19	856.68
161	152+32.87	25.47 RT	409228.19	799429.19	856.60
162	152+44.24	35.06 RT	409220.34	799441.49	856.24
163	152+42.38	29.98 RT	409225.10	799438.99	856.33
164	152+42.16	34.98 RT	409220.13	799439.50	856.33
165	152+37.22	29.77 RT	409224.59	799434.01	856.39
166	152+36.98	34.76 RT	409219.61	799434.53	856.39
167	152+38.23	40.40 RT	409214.22	799436.56	856.60
168	152+43.16	39.38 RT	409215.92	799441.08	856.55
169	152+44.29	44.26 RT	409211.24	799442.84	856.78
170	152+39.33	45.29 RT	409209.53	799438.32	856.83
171	152+40.21	49.20 RT	409205.79	799439.72	857.00
172	152+44.37	49.82 RT	409205.74	799443.71	856.88
423	152+09.45	30.11 RT	409219.84	799407.53	857.51
424	152+09.56	34.05 RT	409215.98	799408.34	857.59
432	152+18.19	28.85 RT	409222.55	799415.66	857.12
433	152+17.85	33.84 RT	409217.58	799416.17	857.20
440	152+37.25	36.00 RT	409218.43	799434.97	856.39



STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
173	152+22.06	15.96 LT	409267.38	799411.97	856.76
174	152+30.66	15.88 LT	409268.70	799420.61	856.68
175	152+34.64	15.86 LT	409269.31	799424.61	856.66
176	152+39.89	16.05 LT	409270.29	799429.86	856.63
177	152+44.27	16.82 LT	409271.70	799434.16	856.60
178	152+52.57	20.09 LT	409276.09	799442.08	856.55
179	152+57.17	23.18 LT	409279.78	799446.35	856.52
180	152+62.43	28.44 LT	409285.68	799451.04	856.48
181	152+64.70	31.63 LT	409289.12	799452.98	856.46
182	152+70.14	48.97 LT	409307.02	799456.56	856.38
183	152+22.08	17.70 LT	409269.10	799411.70	856.61
184	152+22.09	18.46 LT	409269.85	799411.59	857.11
185	152+30.67	17.88 LT	409270.67	799420.31	856.60
186	152+30.67	18.38 LT	409271.17	799420.23	857.10
187	152+34.64	17.86 LT	409271.29	799424.31	856.58
188	152+34.64	18.36 LT	409271.78	799424.23	856.60
189	152+39.68	18.04 LT	409272.23	799429.36	856.55
190	152+39.63	18.54 LT	409272.71	799429.23	856.57
191	152+43.81	18.77 LT	409273.55	799433.42	856.52
192	152+43.70	19.25 LT	409274.02	799433.23	857.02
193	152+51.63	21.84 LT	409277.71	799440.90	856.47
194	152+51.39	22.28 LT	409278.11	799440.60	856.97
195	152+55.97	24.76 LT	409281.19	799444.92	856.44
196	152+55.67	25.16 LT	409281.54	799444.57	856.46
197	152+60.94	29.72 LT	409286.75	799449.36	856.40
198	152+60.56	30.04 LT	409287.02	799448.94	856.42
199	152+63.08	32.72 LT	409290.00	799451.18	856.38
200	152+62.68	32.99 LT	409290.22	799450.73	856.88
201	152+68.32	49.08 LT	409306.90	799454.65	856.25
202	152+67.76	49.11 LT	409306.87	799454.06	856.72
203	152+34.78	19.29 LT	409272.72	799424.23	856.61
204	152+35.78	25.91 LT	409279.42	799424.24	856.69
205	152+40.67	25.69 LT	409279.94	799429.24	856.65
206	152+36.01	30.91 LT	409284.39	799423.72	856.73
207	152+40.87	30.68 LT	409284.91	799428.72	856.70
208	152+55.80	30.15 LT	409286.51	799444.05	856.46
209	152+53.86	30.21 LT	409286.30	799442.06	856.49
210	152+53.72	25.21 LT	409281.33	799442.58	856.49
211	152+48.86	25.37 LT	409280.81	799437.60	856.57
212	152+49.02	30.36 LT	409285.78	799437.09	856.57
213	152+44.95	30.51 LT	409285.35	799432.91	856.64
214	152+44.77	25.52 LT	409280.38	799433.43	856.61
215	152+51.41	35.76 LT	409291.47	799438.80	856.73
216	152+55.46	33.85 LT	409290.13	799443.22	856.65
217	152+54.00	39.31 LT	409295.35	799441.00	856.82
218	152+57.58	38.74 LT	409295.27	799444.77	856.81
441	152+49.80	32.12 LT	409287.64	799437.65	856.57



LEGEND

CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH

DETECTABLE WARNING FIELD (2' X 5')

GRADED FLARE (MAXIMUM 6:1 SLOPE)

L

LEVEL LANDING

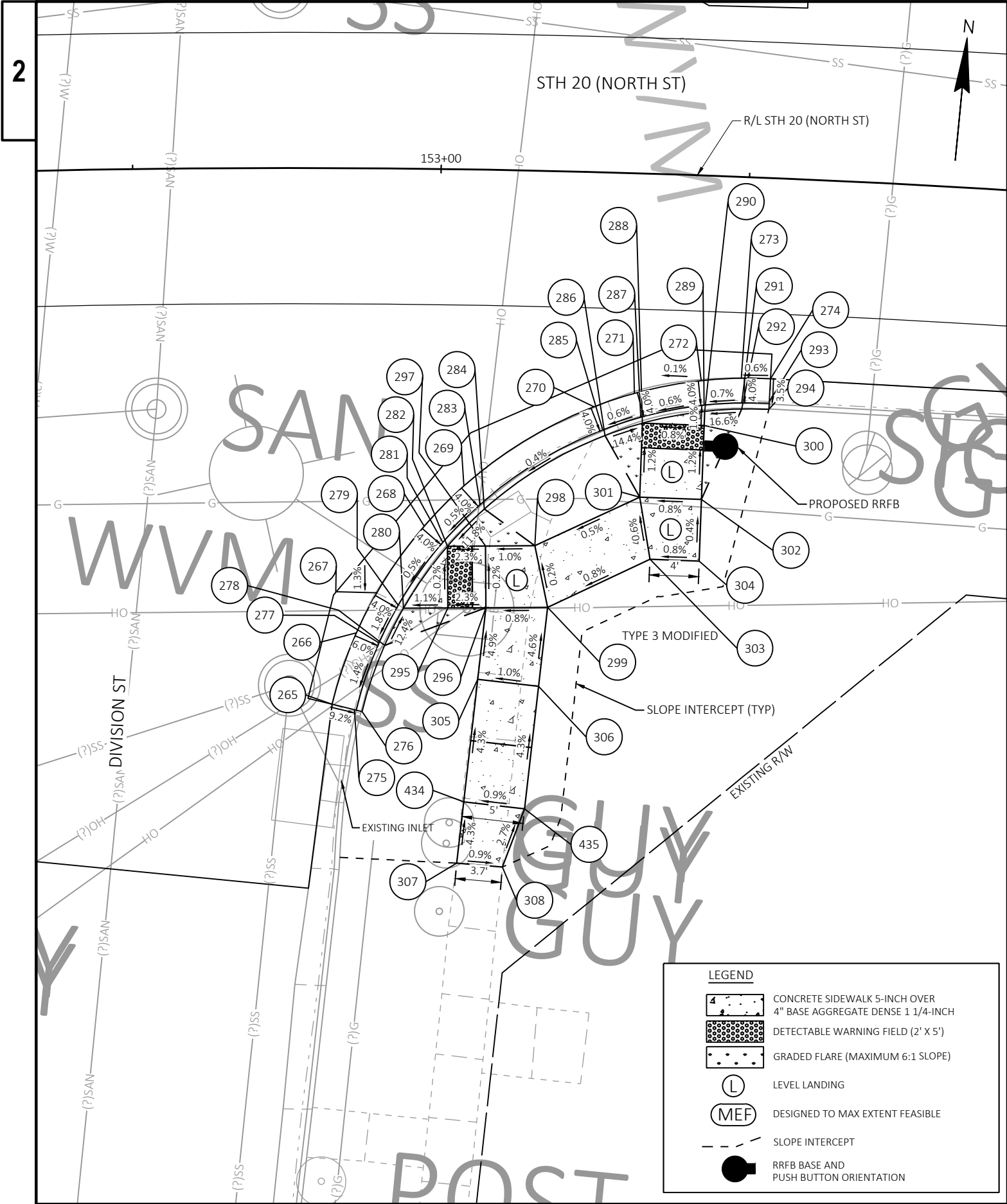
MEF

DESIGNED TO MAX EXTENT FEASIBLE

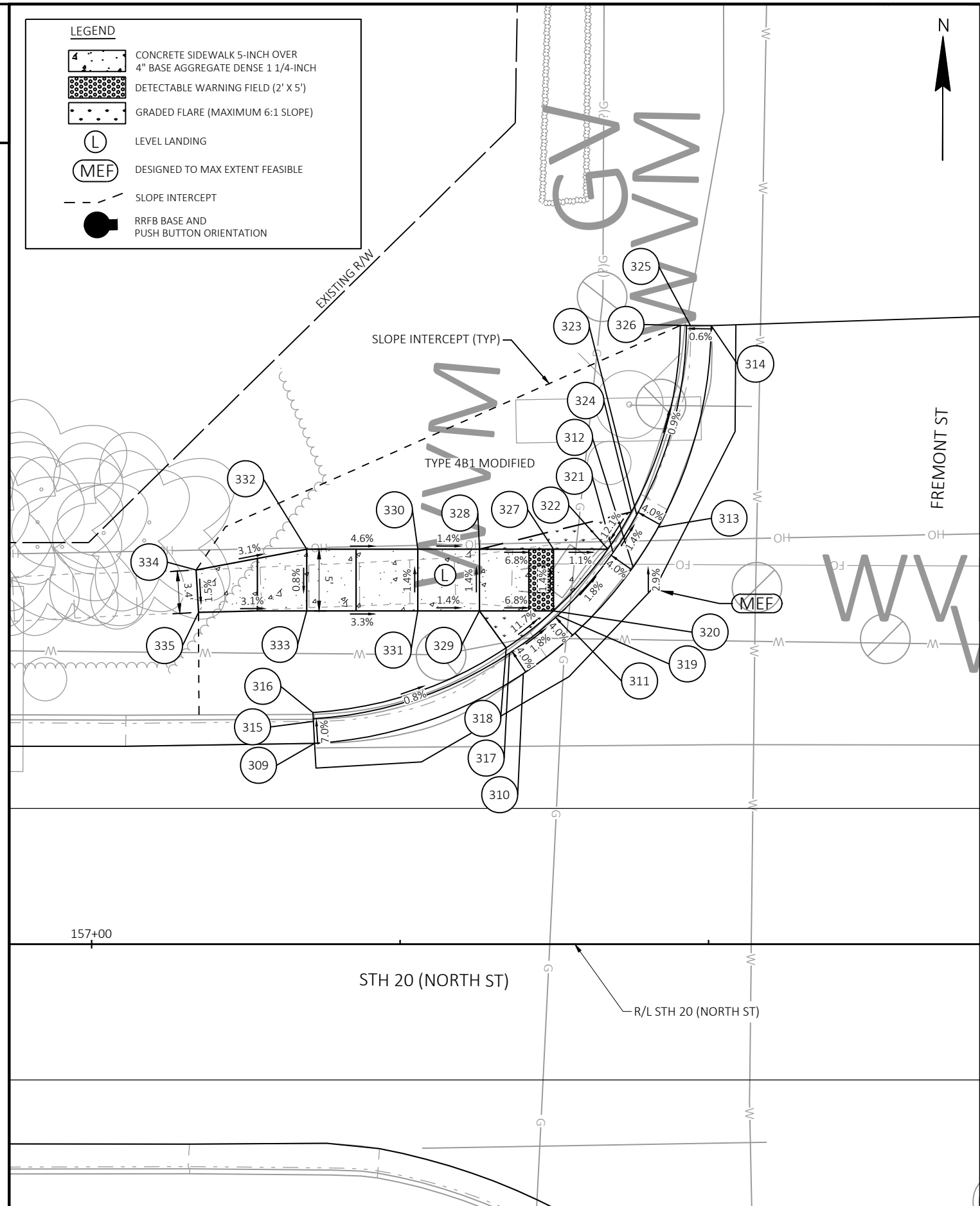
SLOPE INTERCEPT

RRFB BASE AND PUSH BUTTON ORIENTATION

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
219	153+00.36	45.67 LT	409306.89	799488.45	856.48
220	153+03.25	32.03 LT	409293.53	799492.57	856.55
221	153+05.05	28.79 LT	409290.46	799494.67	856.48
222	153+09.49	23.45 LT	409285.48	799499.63	856.42
223	153+12.88	20.73 LT	409283.01	799503.29	856.40
224	153+13.36	20.41 LT	409282.73	799503.80	856.39
225	153+16.08	18.84 LT	409281.36	799506.68	856.37
226	153+21.43	16.81 LT	409279.68	799512.25	856.32
227	153+24.66	16.16 LT	409279.23	799515.56	856.30
228	153+29.08	15.89 LT	409279.21	799520.06	856.27
229	153+01.99	45.64 LT	409306.99	799490.15	856.38
230	153+02.74	45.62 LT	409307.04	799490.94	856.85
231	153+04.98	32.91 LT	409294.56	799494.28	856.47
232	153+05.42	33.13 LT	409294.81	799494.71	856.97
233	153+06.66	29.90 LT	409291.69	799496.25	856.40
234	153+07.07	30.18 LT	409292.00	799496.64	856.42
235	153+10.81	24.93 LT	409287.05	799500.87	856.36
236	153+11.14	25.30 LT	409287.44	799501.18	856.38
237	153+13.97	22.39 LT	409284.75	799504.28	856.32
238	153+14.24	22.81 LT	409285.18	799504.53	856.62
239	153+14.42	22.09 LT	409284.48	799504.76	856.31
240	153+14.68	22.51 LT	409284.92	799505.00	856.60
241	153+16.95	20.64 LT	409283.21	799507.44	856.29
242	153+17.16	21.09 LT	409283.67	799507.63	856.31
243	153+21.93	18.75 LT	409281.64	799512.64	856.26
244	153+22.05	19.23 LT	409282.14	799512.73	856.28
245	153+24.93	18.14 LT	409281.22	799515.72	856.24
246	153+25.00	18.63 LT	409281.72	799515.76	856.74
247	153+29.04	17.87 LT	409281.19	799519.92	856.22
248	153+29.03	18.39 LT	409281.70	799519.88	856.63
249	153+10.98	30.29 LT	409292.42	799500.66	856.44
252	153+17.00	30.51 LT	409293.06	799506.84	856.55
253	153+17.18	25.51 LT	409288.09	799507.36	856.49
254	153+21.85	30.71 LT	409293.58	799511.82	856.55
255	153+22.05	25.71 LT	409288.61	799512.34	856.49
256	153+22.05	21.07 LT	409283.98	799512.62	856.31
257	153+27.65	30.98 LT	409294.20	799517.79	856.77
258	153+27.89	25.99 LT	409289.23	799518.30	856.74
259	153+33.45	31.29 LT	409294.83	799523.75	857.03
260	153+33.72	26.30 LT	409289.85	799524.27	857.02
261	153+39.25	31.64 LT	409295.45	799529.72	857.28
262	153+39.55	26.65 LT	409290.48	799530.24	857.31
263	153+44.46	32.09 LT	409296.11	799535.08	857.49
264	153+44.41	28.47 LT	409292.49	799535.17	857.54
436	153+17.17	23.09 LT	409285.67	799507.51	856.45
437	153+22.05	23.07 LT	409285.97	799512.50	856.45

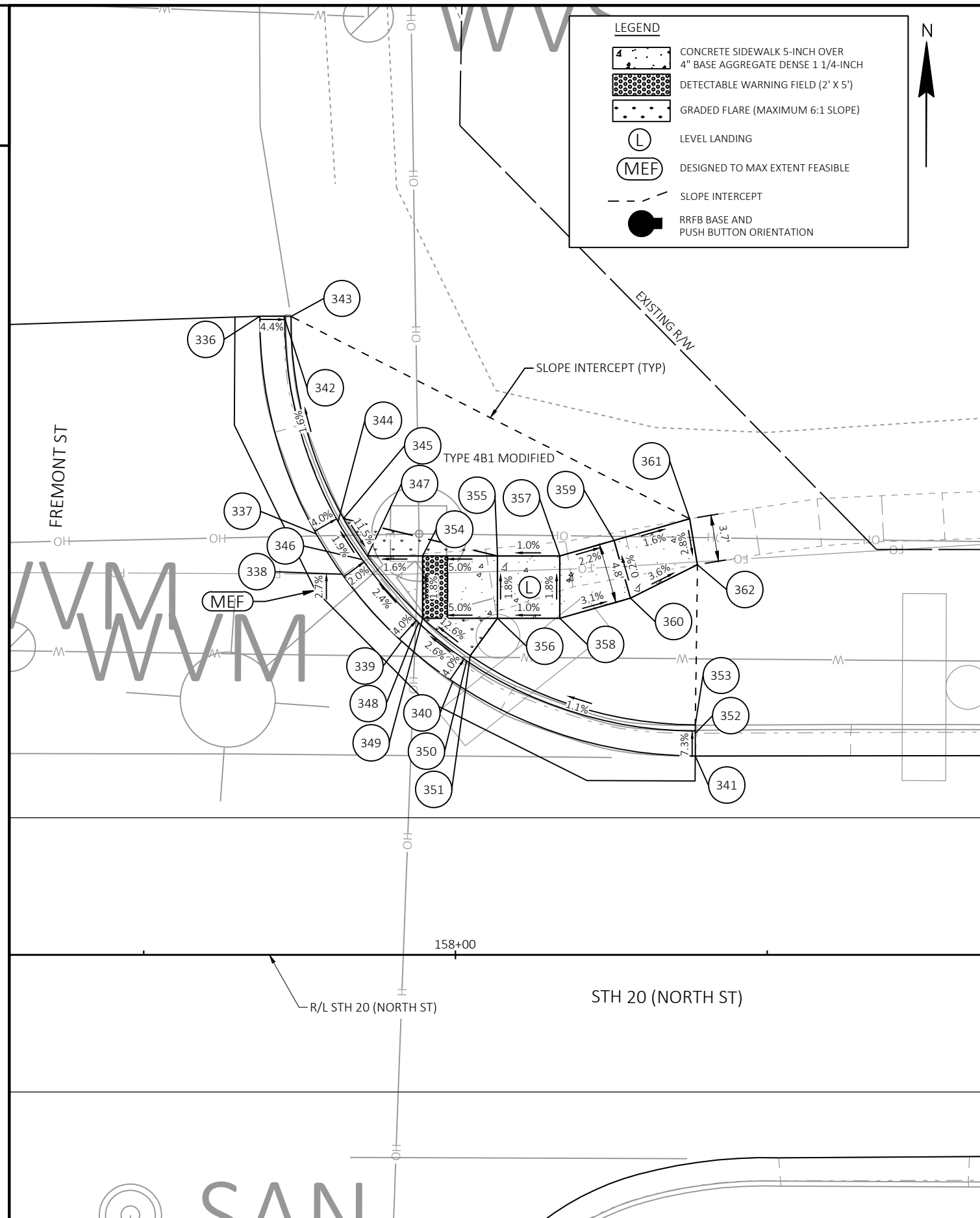


STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
265	152+91.34	43.46 RT	409217.31	799487.33	855.99
266	152+93.37	37.66 RT	409223.26	799488.73	856.02
267	152+95.05	34.40 RT	409226.65	799490.05	856.04
268	152+98.97	28.95 RT	409232.41	799493.35	856.07
269	153+02.23	25.66 RT	409235.96	799496.23	856.09
270	153+12.89	19.02 RT	409243.37	799506.10	856.14
271	153+16.19	17.85 RT	409244.76	799509.25	856.16
272	153+21.68	16.63 RT	409246.32	799514.56	856.19
273	153+24.97	16.31 RT	409246.84	799517.76	856.21
274	153+27.38	16.25 RT	409247.02	799520.13	856.22
275	152+93.24	43.89 RT	409217.04	799489.17	855.82
276	152+93.89	44.04 RT	409216.95	799489.80	856.29
277	152+95.28	38.45 RT	409222.63	799490.63	855.90
278	152+95.76	38.65 RT	409222.48	799491.10	856.40
279	152+96.86	35.38 RT	409225.82	799491.87	855.96
280	152+97.32	35.63 RT	409225.62	799492.33	855.98
281	153+00.55	30.24 RT	409231.25	799494.98	855.99
282	153+00.95	30.56 RT	409230.96	799495.39	856.01
283	153+03.62	27.13 RT	409234.60	799497.70	856.01
284	153+03.97	27.50 RT	409234.26	799498.06	856.51
285	153+13.67	20.86 RT	409241.58	799507.00	856.06
286	153+13.87	21.32 RT	409241.13	799507.22	856.56
287	153+16.79	19.76 RT	409242.89	799509.97	856.08
288	153+16.94	20.24 RT	409242.43	799510.15	856.10
289	153+21.98	18.61 RT	409244.36	799514.97	856.11
290	153+22.05	19.10 RT	409243.87	799515.07	856.13
291	153+25.09	18.30 RT	409244.85	799517.99	856.13
292	153+25.11	18.80 RT	409244.35	799518.05	856.63
293	153+27.36	18.11 RT	409245.17	799520.21	856.16
294	153+27.36	18.75 RT	409244.52	799520.24	856.57
295	153+01.05	35.56 RT	409225.99	799495.91	856.02
296	153+04.25	35.49 RT	409226.31	799498.97	856.09
297	153+04.13	30.50 RT	409231.28	799498.45	856.08
298	153+08.26	30.39 RT	409231.70	799502.43	856.12
299	153+09.44	35.36 RT	409226.83	799503.94	856.13
300	153+22.05	20.25 RT	409242.73	799515.14	856.14
301	153+16.91	26.24 RT	409236.44	799510.51	856.17
302	153+22.05	26.25 RT	409236.74	799515.50	856.21
303	153+17.92	31.24 RT	409231.51	799511.82	856.20
304	153+22.05	31.25 RT	409231.75	799515.81	856.23
305	153+03.66	41.31 RT	409220.47	799498.87	856.37
306	153+08.83	41.77 RT	409220.39	799503.84	856.43
307	153+02.12	56.24 RT	409205.47	799498.62	857.02
308	153+06.06	56.49 RT	409205.51	799502.34	856.99
434	153+02.64	51.26 RT	409210.47	799498.71	856.80
435	153+07.86	51.73 RT	409210.39	799503.67	856.85



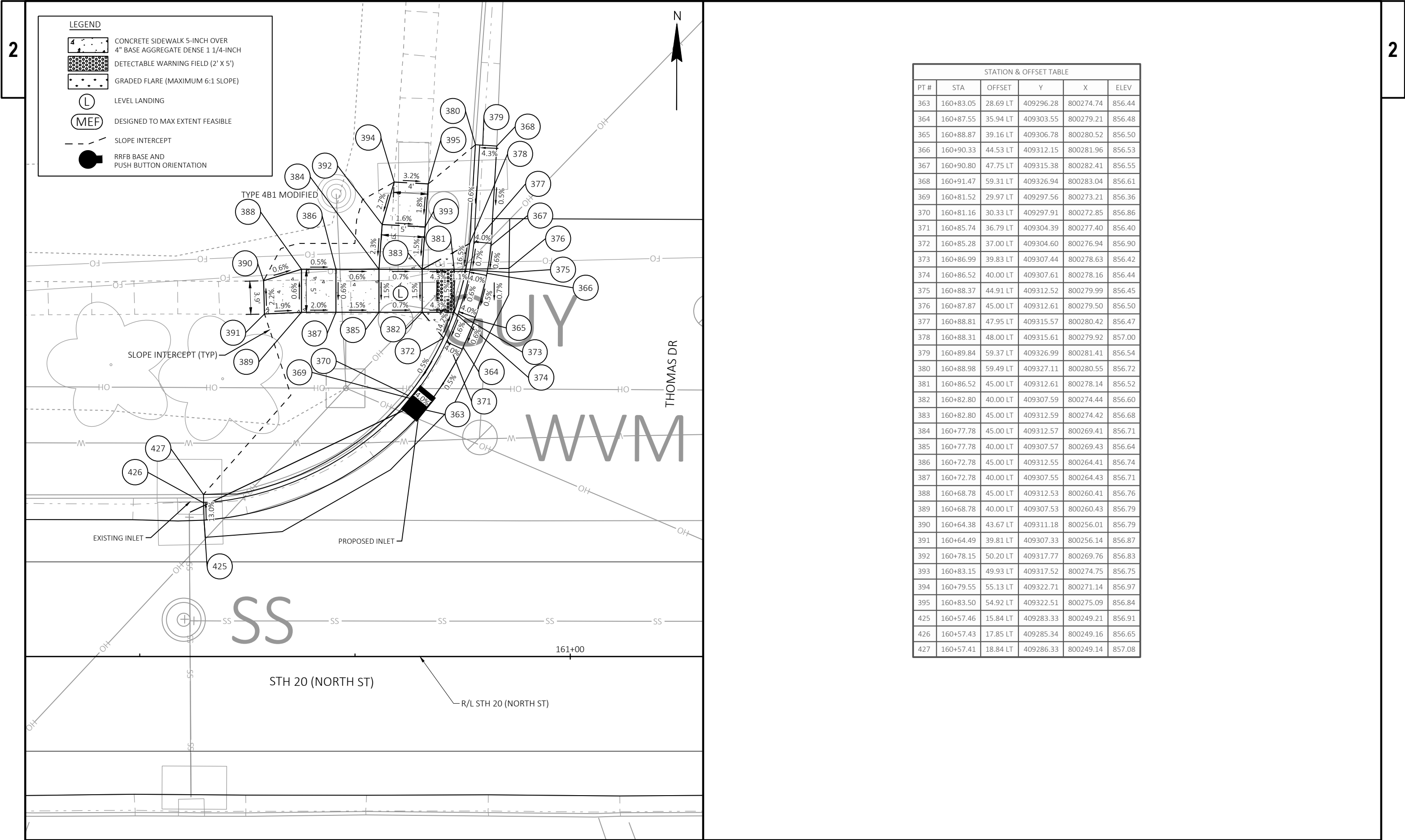
STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
309	157+18.07	16.27 LT	409282.38	799909.81	861.87
310	157+34.97	21.92 LT	409288.09	799926.70	861.69
311	157+39.16	25.20 LT	409291.39	799930.87	861.60
312	157+43.89	30.55 LT	409296.76	799935.57	861.48
313	157+45.93	33.79 LT	409300.00	799937.60	861.43
314	157+50.21	50.11 LT	409316.34	799941.81	861.22
315	157+17.96	18.05 LT	409284.16	799909.70	861.75
316	157+17.92	18.77 LT	409284.87	799909.66	862.20
317	157+33.87	23.58 LT	409289.75	799925.58	861.61
318	157+33.59	24.00 LT	409290.17	799925.30	862.11
319	157+37.77	26.64 LT	409292.82	799929.48	861.52
320	157+37.42	27.00 LT	409293.18	799929.13	861.54
321	157+42.26	31.71 LT	409297.91	799933.94	861.40
322	157+41.85	32.00 LT	409298.20	799933.53	861.42
323	157+44.18	34.76 LT	409300.97	799935.85	861.35
324	157+43.74	35.00 LT	409301.21	799935.41	861.85
325	157+48.53	50.12 LT	409316.34	799940.14	861.21
326	157+47.71	50.12 LT	409316.35	799939.31	861.26
327	157+37.42	32.00 LT	409298.18	799929.11	861.47
328	157+31.42	32.00 LT	409298.16	799923.11	861.88
329	157+31.42	27.00 LT	409293.16	799923.13	861.95
330	157+26.42	32.00 LT	409298.14	799918.11	861.95
331	157+26.42	27.00 LT	409293.14	799918.13	862.02
332	157+17.42	32.00 LT	409298.10	799909.11	862.36
333	157+17.42	27.00 LT	409293.10	799909.13	862.32
334	157+08.46	30.31 LT	409296.38	799900.14	862.64
335	157+08.65	26.88 LT	409292.95	799900.36	862.59

2

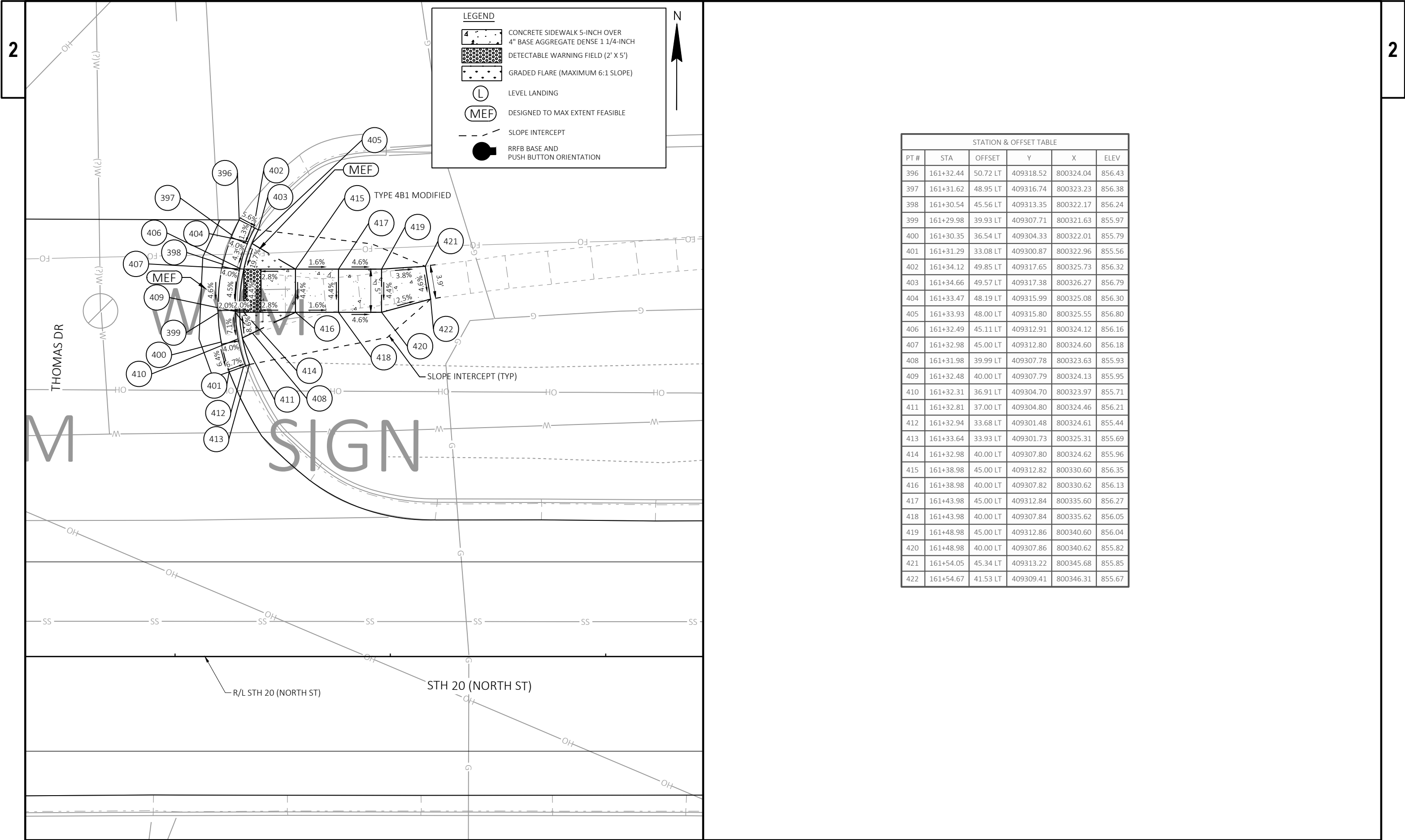


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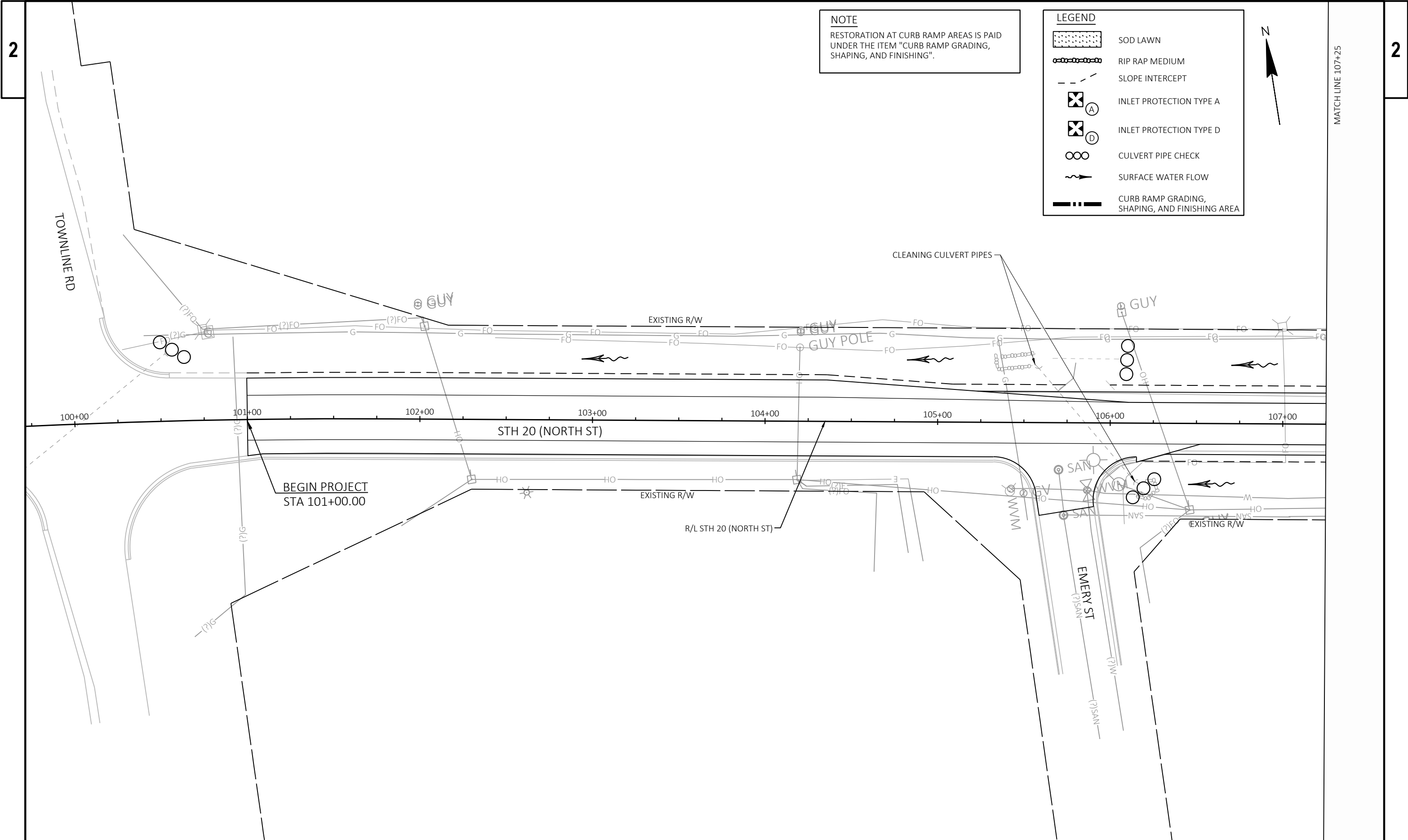
STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
336	157+84.31	51.22 LT	409317.60	799975.91	861.2
337	157+88.83	33.77 LT	409300.16	799980.50	861.5
338	157+90.89	30.54 LT	409296.94	799982.58	861.5
339	157+95.68	25.16 LT	409291.58	799987.38	861.7
340	157+99.78	21.93 LT	409288.36	799991.50	861.8
341	158+19.22	15.96 LT	409282.47	800010.97	862.1
342	157+86.24	51.21 LT	409317.59	799977.84	861.1
343	157+86.81	51.21 LT	409317.59	799978.41	861.2
344	157+90.57	34.75 LT	409301.15	799982.24	861.4
345	157+91.01	35.00 LT	409301.40	799982.68	861.9
346	157+92.52	31.71 LT	409298.12	799984.20	861.5
347	157+92.92	32.00 LT	409298.41	799984.61	861.5
348	157+97.03	26.63 LT	409293.06	799988.73	861.6
349	157+97.36	27.00 LT	409293.43	799989.07	861.7
350	158+00.90	23.59 LT	409290.03	799992.61	861.8
351	158+01.17	24.00 LT	409290.44	799992.89	862.3
352	158+19.23	17.78 LT	409284.30	800010.97	862.0
353	158+19.23	18.46 LT	409284.97	800010.97	862.4
354	157+97.36	32.00 LT	409298.43	799989.05	861.6
355	158+03.36	32.00 LT	409298.45	799995.05	861.9
356	158+03.36	27.00 LT	409293.45	799995.07	862.0
357	158+08.36	32.00 LT	409298.47	800000.05	861.9
358	158+08.36	27.00 LT	409293.47	800000.07	862.0
359	158+12.71	33.24 LT	409299.73	800004.39	861.8
360	158+14.04	28.62 LT	409295.12	800005.73	861.8
361	158+18.79	34.98 LT	409301.50	800010.46	861.7
362	158+19.40	31.30 LT	409297.82	800011.09	861.6



STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
363	160+83.05	28.69 LT	409296.28	800274.74	856.44
364	160+87.55	35.94 LT	409303.55	800279.21	856.48
365	160+88.87	39.16 LT	409306.78	800280.52	856.50
366	160+90.33	44.53 LT	409312.15	800281.96	856.53
367	160+90.80	47.75 LT	409315.38	800282.41	856.55
368	160+91.47	59.31 LT	409326.94	800283.04	856.61
369	160+81.52	29.97 LT	409297.56	800273.21	856.36
370	160+81.16	30.33 LT	409297.91	800272.85	856.86
371	160+85.74	36.79 LT	409304.39	800277.40	856.40
372	160+85.28	37.00 LT	409304.60	800276.94	856.90
373	160+86.99	39.83 LT	409307.44	800278.63	856.42
374	160+86.52	40.00 LT	409307.61	800278.16	856.44
375	160+88.37	44.91 LT	409312.52	800279.99	856.45
376	160+87.87	45.00 LT	409312.61	800279.50	856.50
377	160+88.81	47.95 LT	409315.57	800280.42	856.47
378	160+88.31	48.00 LT	409315.61	800279.92	857.00
379	160+89.84	59.37 LT	409326.99	800281.41	856.54
380	160+88.98	59.49 LT	409327.11	800280.55	856.72
381	160+86.52	45.00 LT	409312.61	800278.14	856.52
382	160+82.80	40.00 LT	409307.59	800274.44	856.60
383	160+82.80	45.00 LT	409312.59	800274.42	856.68
384	160+77.78	45.00 LT	409312.57	800269.41	856.71
385	160+77.78	40.00 LT	409307.57	800269.43	856.64
386	160+72.78	45.00 LT	409312.55	800264.41	856.74
387	160+72.78	40.00 LT	409307.55	800264.43	856.71
388	160+68.78	45.00 LT	409312.53	800260.41	856.76
389	160+68.78	40.00 LT	409307.53	800260.43	856.79
390	160+64.38	43.67 LT	409311.18	800256.01	856.79
391	160+64.49	39.81 LT	409307.33	800256.14	856.87
392	160+78.15	50.20 LT	409317.77	800269.76	856.83
393	160+83.15	49.93 LT	409317.52	800274.75	856.75
394	160+79.55	55.13 LT	409322.71	800271.14	856.97
395	160+83.50	54.92 LT	409322.51	800275.09	856.84
425	160+57.46	15.84 LT	409283.33	800249.21	856.91
426	160+57.43	17.85 LT	409285.34	800249.16	856.65
427	160+57.41	18.84 LT	409286.33	800249.14	857.08



STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
396	161+32.44	50.72 LT	409318.52	800324.04	856.43
397	161+31.62	48.95 LT	409316.74	800323.23	856.38
398	161+30.54	45.56 LT	409313.35	800322.17	856.24
399	161+29.98	39.93 LT	409307.71	800321.63	855.97
400	161+30.35	36.54 LT	409304.33	800322.01	855.79
401	161+31.29	33.08 LT	409300.87	800322.96	855.56
402	161+34.12	49.85 LT	409317.65	800325.73	856.32
403	161+34.66	49.57 LT	409317.38	800326.27	856.79
404	161+33.47	48.19 LT	409315.99	800325.08	856.30
405	161+33.93	48.00 LT	409315.80	800325.55	856.80
406	161+32.49	45.11 LT	409312.91	800324.12	856.16
407	161+32.98	45.00 LT	409312.80	800324.60	856.18
408	161+31.98	39.99 LT	409307.78	800323.63	855.93
409	161+32.48	40.00 LT	409307.79	800324.13	855.95
410	161+32.31	36.91 LT	409304.70	800323.97	855.71
411	161+32.81	37.00 LT	409304.80	800324.46	856.21
412	161+32.94	33.68 LT	409301.48	800324.61	855.44
413	161+33.64	33.93 LT	409301.73	800325.31	855.69
414	161+32.98	40.00 LT	409307.80	800324.62	855.96
415	161+38.98	45.00 LT	409312.82	800330.60	856.35
416	161+38.98	40.00 LT	409307.82	800330.62	856.13
417	161+43.98	45.00 LT	409312.84	800335.60	856.27
418	161+43.98	40.00 LT	409307.84	800335.62	856.05
419	161+48.98	45.00 LT	409312.86	800340.60	856.04
420	161+48.98	40.00 LT	409307.86	800340.62	855.82
421	161+54.05	45.34 LT	409313.22	800345.68	855.85
422	161+54.67	41.53 LT	409309.41	800346.31	855.67



NOTE
RESTORATION AT CURB RAMP AREAS IS PAID
UNDER THE ITEM "CURB RAMP GRADING,
SHAPING, AND FINISHING".

LEGEND

[Symbol]	SOD LAWN
[Symbol]	RIP RAP MEDIUM
[Symbol]	SLOPE INTERCEPT
[Symbol]	INLET PROTECTION TYPE A
[Symbol]	INLET PROTECTION TYPE D
[Symbol]	CULVERT PIPE CHECK
[Symbol]	SURFACE WATER FLOW
[Symbol]	CURB RAMP GRADING, SHAPING, AND FINISHING AREA

2

2 |

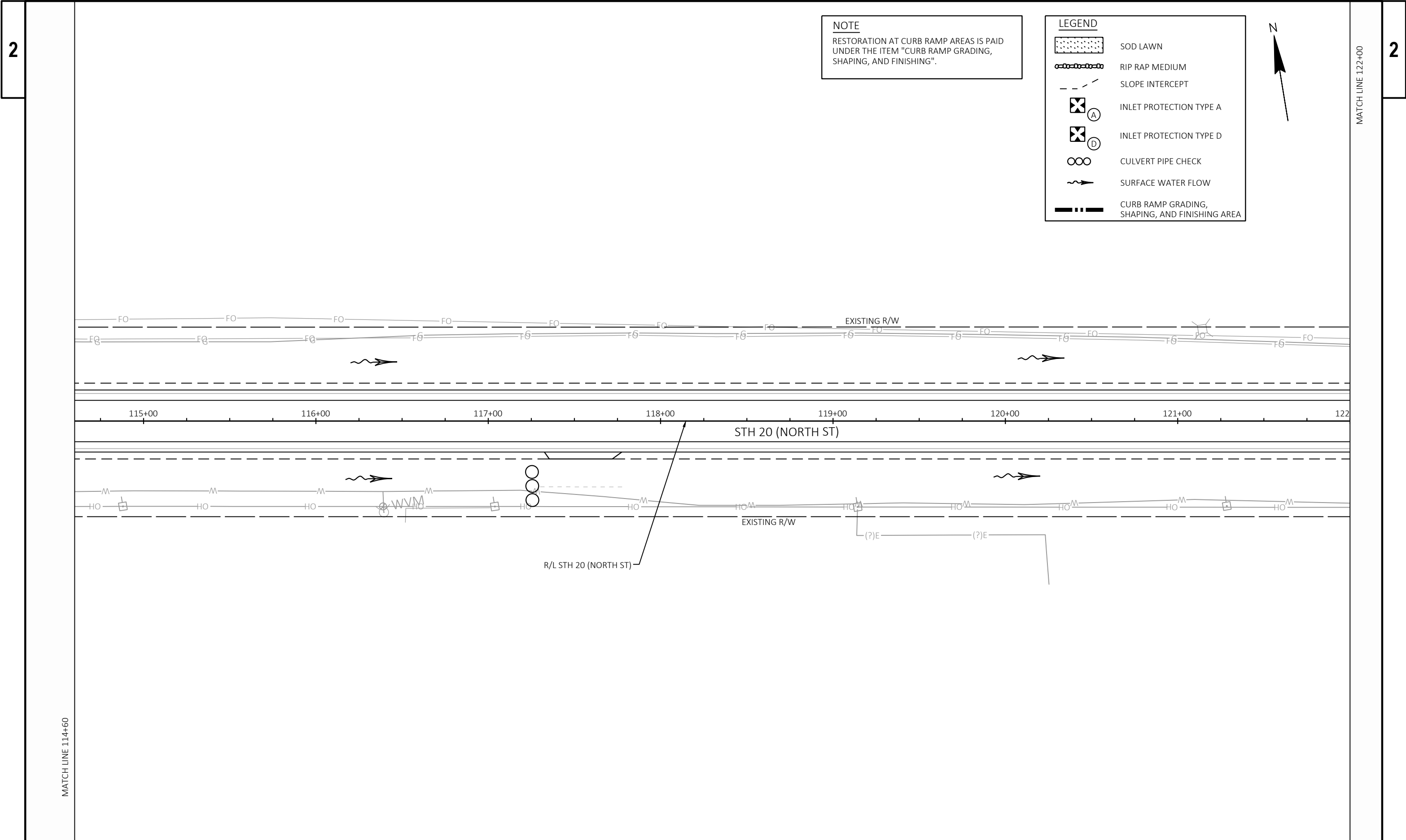
MATCH LINE 107+25

0044TT 7N17 1C1A1A

Plan view of STH 20 (North St) showing stationing from 108+00 to 114+00. The diagram includes existing right-of-way (R/W) lines, proposed right-of-way (R/W) lines, and various utility lines (FO, FQ, HO, M, SAN, GUY, WVM). It also shows existing and proposed structures, including a bridge over a creek. The plan view is oriented horizontally with stationing increasing from left to right.

PROJECT NO:	1090-03-77	HWY: STH 20	COUNTY: WALWORTH	EROSION CONTROL	SHEET	34	E
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[illegible]



2

2 |

NOTE

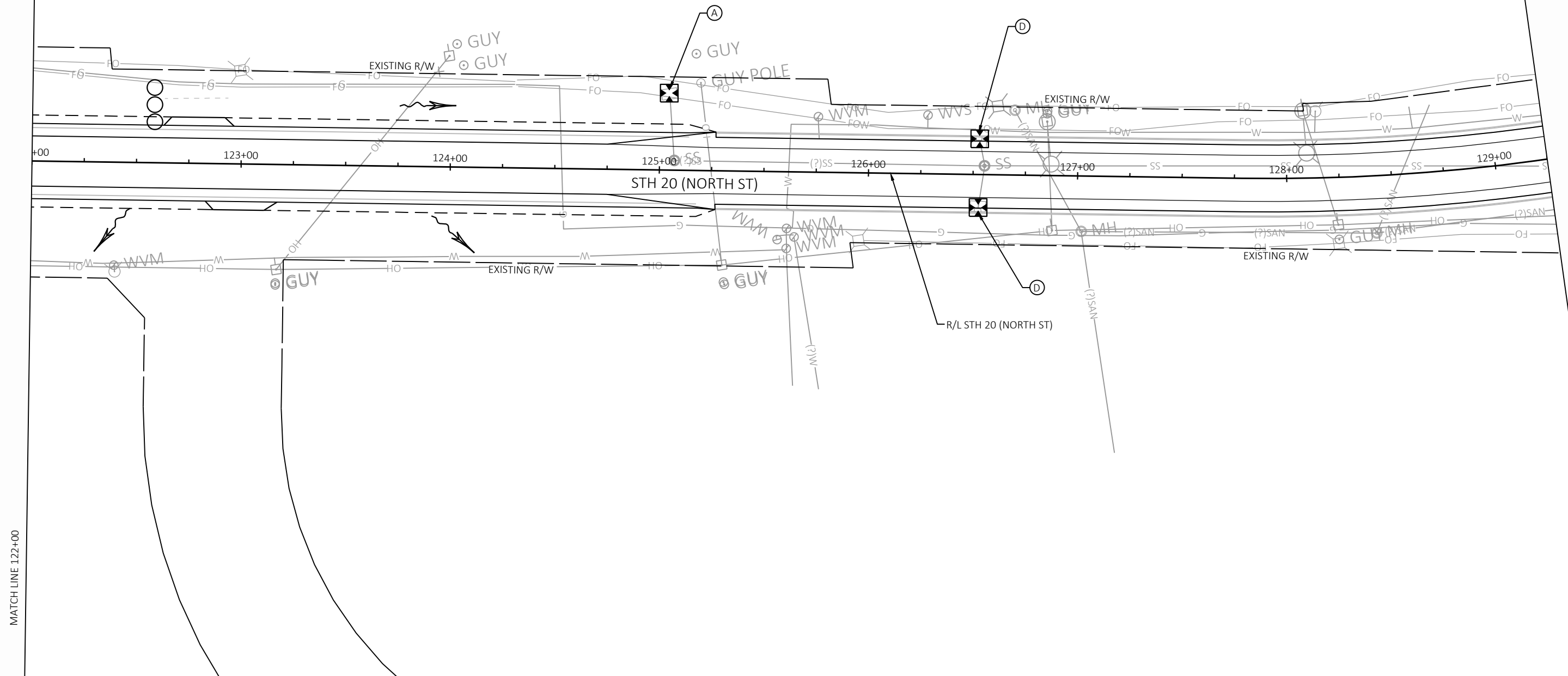
RESTORATION AT CURB RAMP AREAS IS PAID UNDER THE ITEM "CURB RAMP GRADING, SHAPING, AND FINISHING".

LEGEND

- | | |
|---|---|
|  | SOD LAWN |
|  | RIP RAP MEDIUM |
|  | SLOPE INTERCEPT |
|  | INLET PROTECTION TYPE A |
|  | INLET PROTECTION TYPE D |
|  | CULVERT PIPE CHECK |
|  | SURFACE WATER FLOW |
|  | CURB RAMP GRADING,
SHAPING, AND FINISHING AREA |



MATCH LINE 129+25



PROJECT NO:	1090-03-77
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HWY: STH 20

COUNTY: WALWORTH

EROSION CONTROL

SHEET

36

11

FILE NAME : S:\DOT\DOT_SE\230330 STH 20 EAST TROY\10900307\SHEETS\022001-EC1.DWG
LAYOUT NAME - EC4

PLOT DATE : 12/16/2025 3:25 PM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

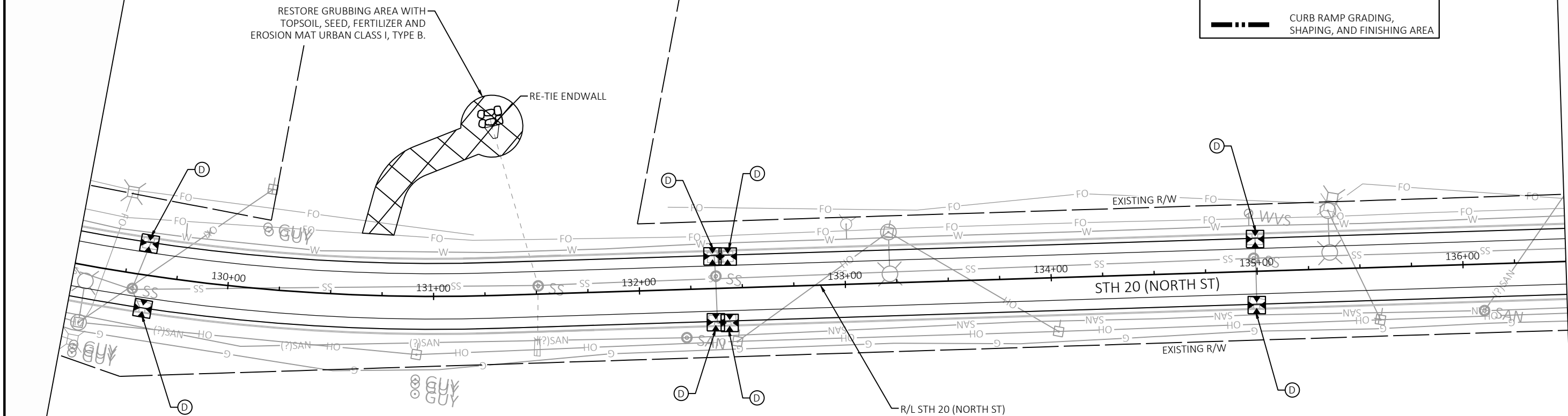
2 |

NOTE
RESTORATION AT CURB RAMP AREAS IS PAID
UNDER THE ITEM "CURB RAMP GRADING,
SHAPING, AND FINISHING".

LEGEND

	SOD LAWN
	RIP RAP MEDIUM
	SLOPE INTERCEPT
	INLET PROTECTION TYPE A
	INLET PROTECTION TYPE D
	CULVERT PIPE CHECK
	SURFACE WATER FLOW
	CURB RAMP GRADING, SHAPING, AND FINISHING AREA

MATCH LINE 136+50



MATCH LINE 129+25

PROJECT NO: 1090-03-77	HWY: STH 20	COUNTY: WALWORTH	EROSION CONTROL		SHEET 37	E
FILE NAME : S:\DOT\DOT_SE\230330 STH 20 EAST TROY\10900307\SHEETS\022001-EC1.DWG		PLOT DATE : 12/16/2025 3:25 PM		PLOT BY : WALTER A. WOLAK II	PLOT NAME :	PLOT SCALE : 1 IN:50 FT
LAYOUT NAME - ECS		WISDOT/CADDs SHEET 42				

NOTE
RESTORATION AT CURB RAMP AREAS IS PAID UNDER THE ITEM "CURB RAMP GRADING, SHAPING, AND FINISHING".

LEGEND

SOD LAWN

RIP RAP MEDIUM

SLOPE INTERCEPT

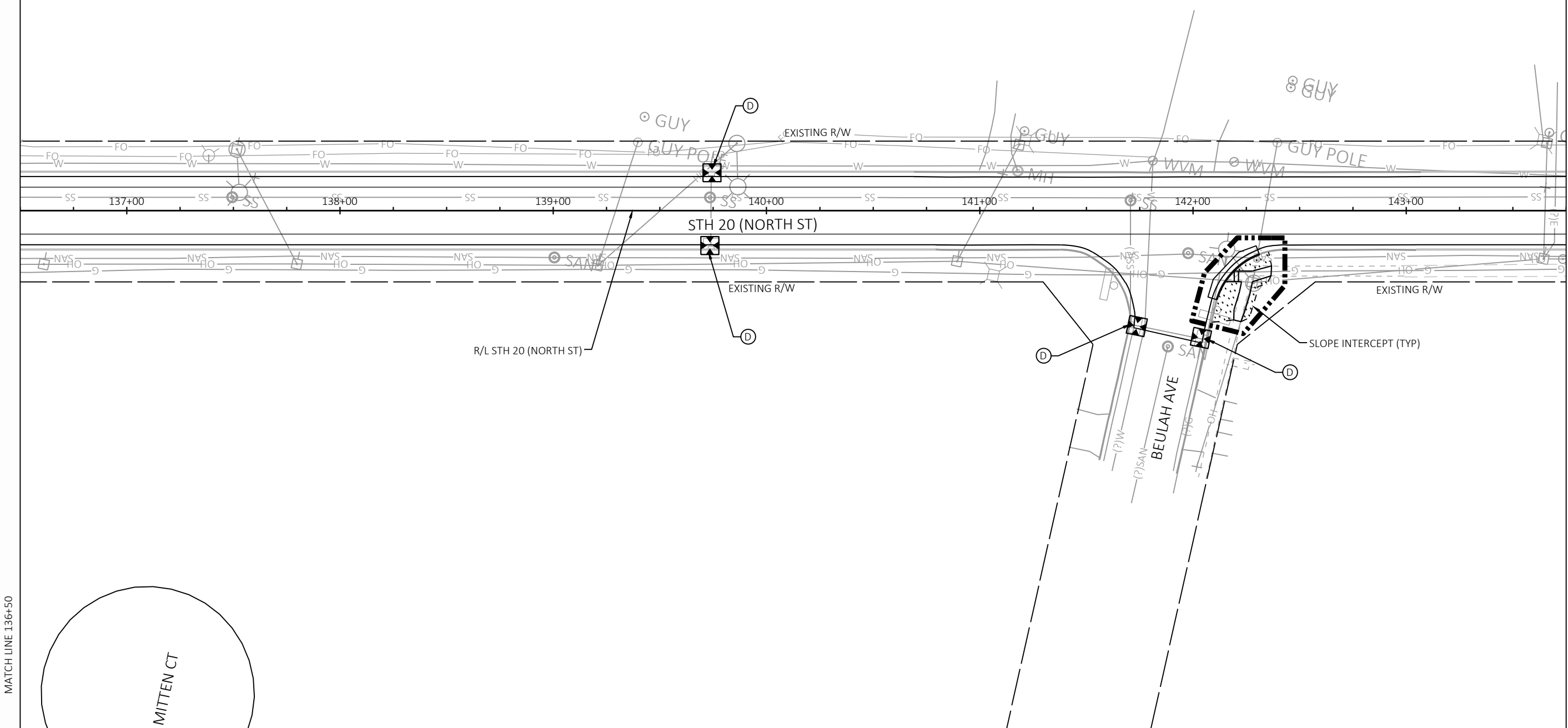
INLET PROTECTION TYPE A

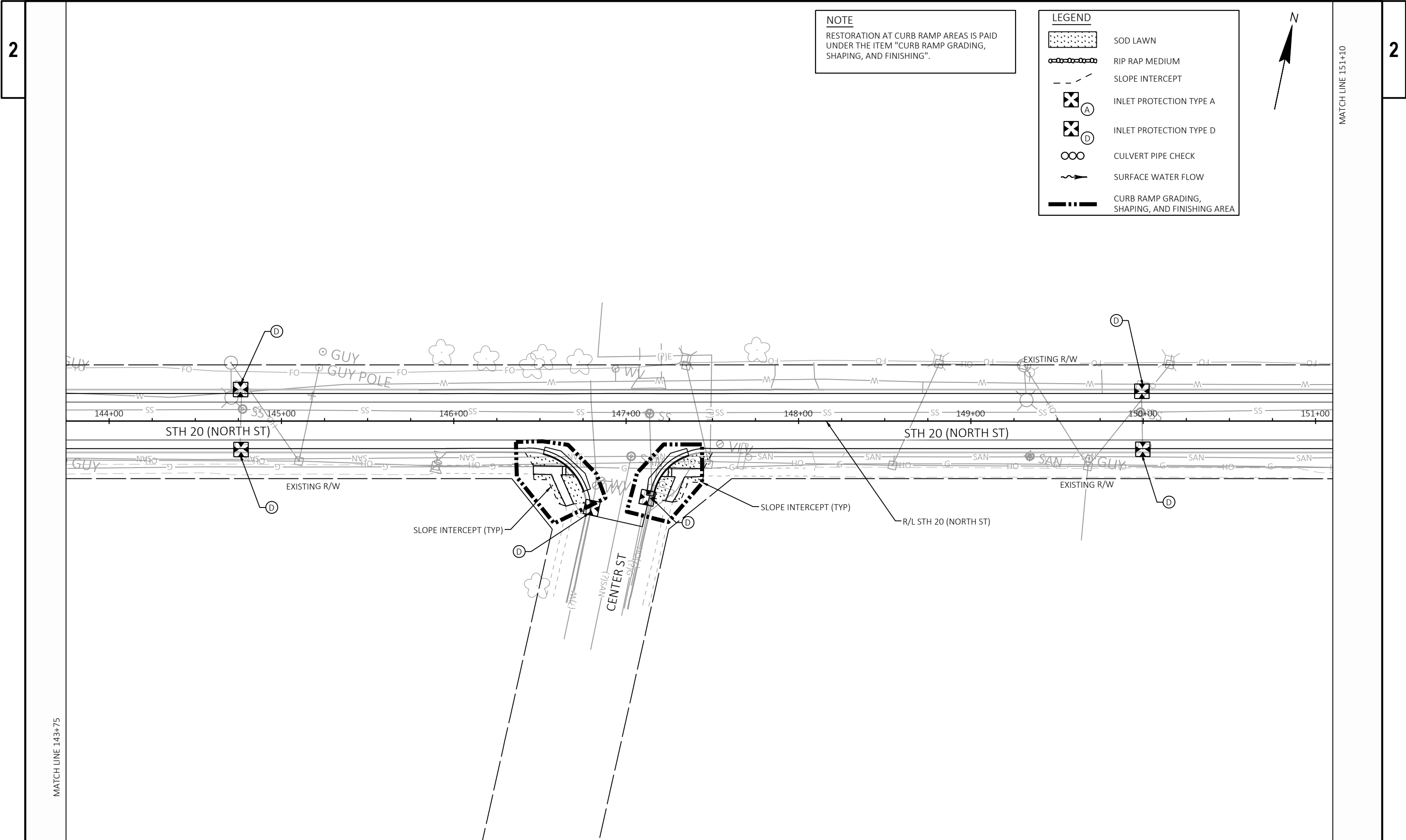
INLET PROTECTION TYPE D

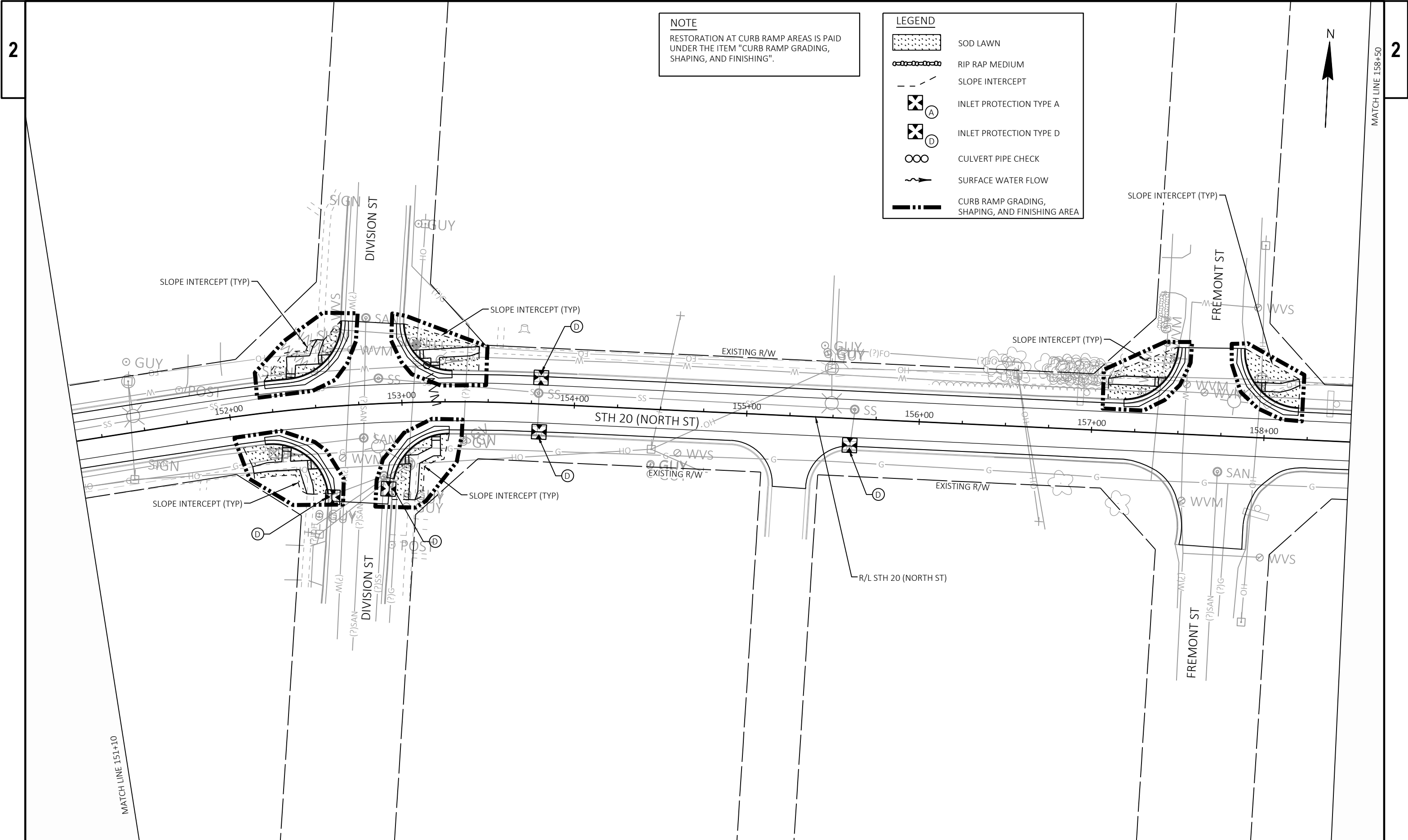
CULVERT PIPE CHECK

SURFACE WATER FLOW

CURB RAMP GRADING, SHAPING, AND FINISHING AREA



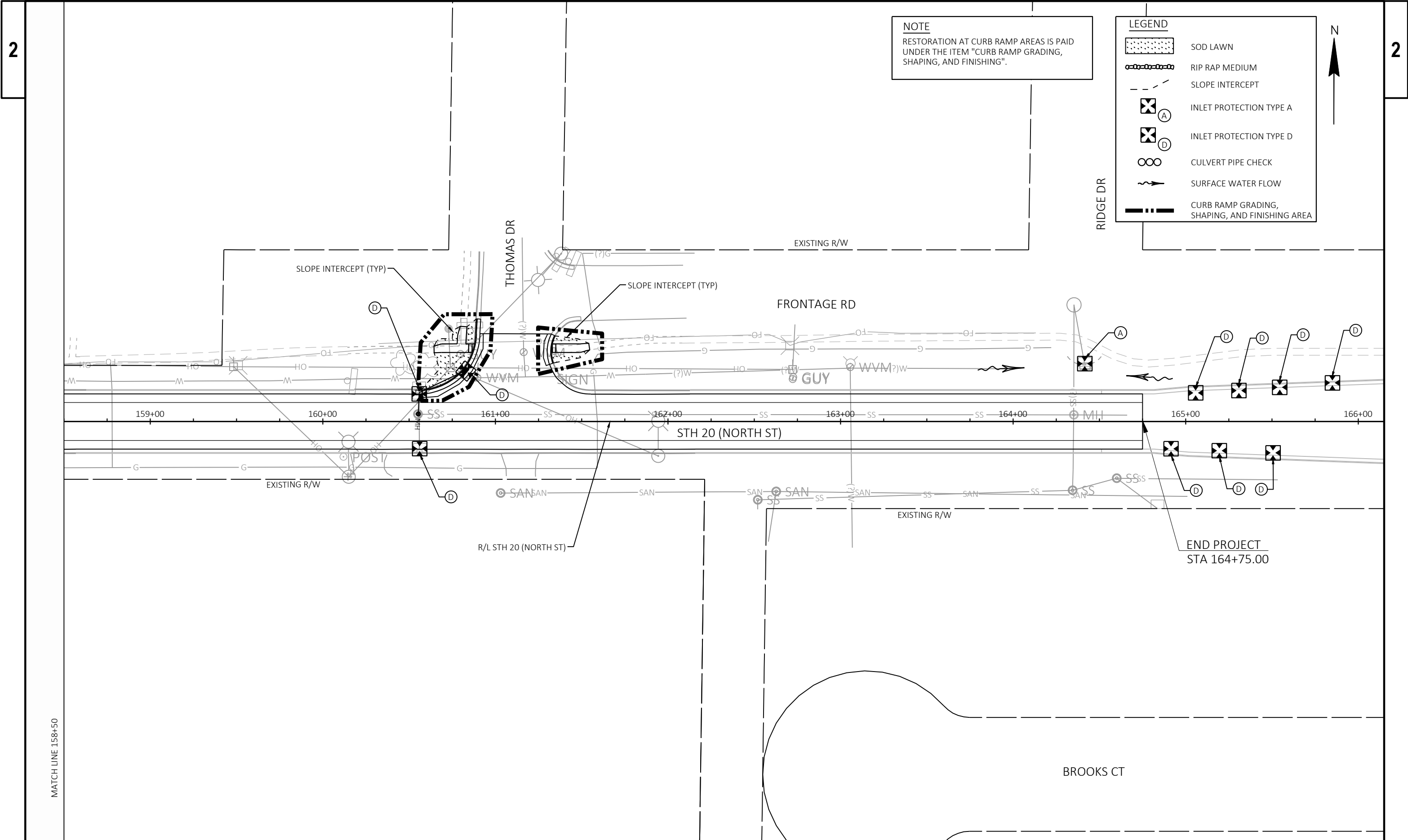


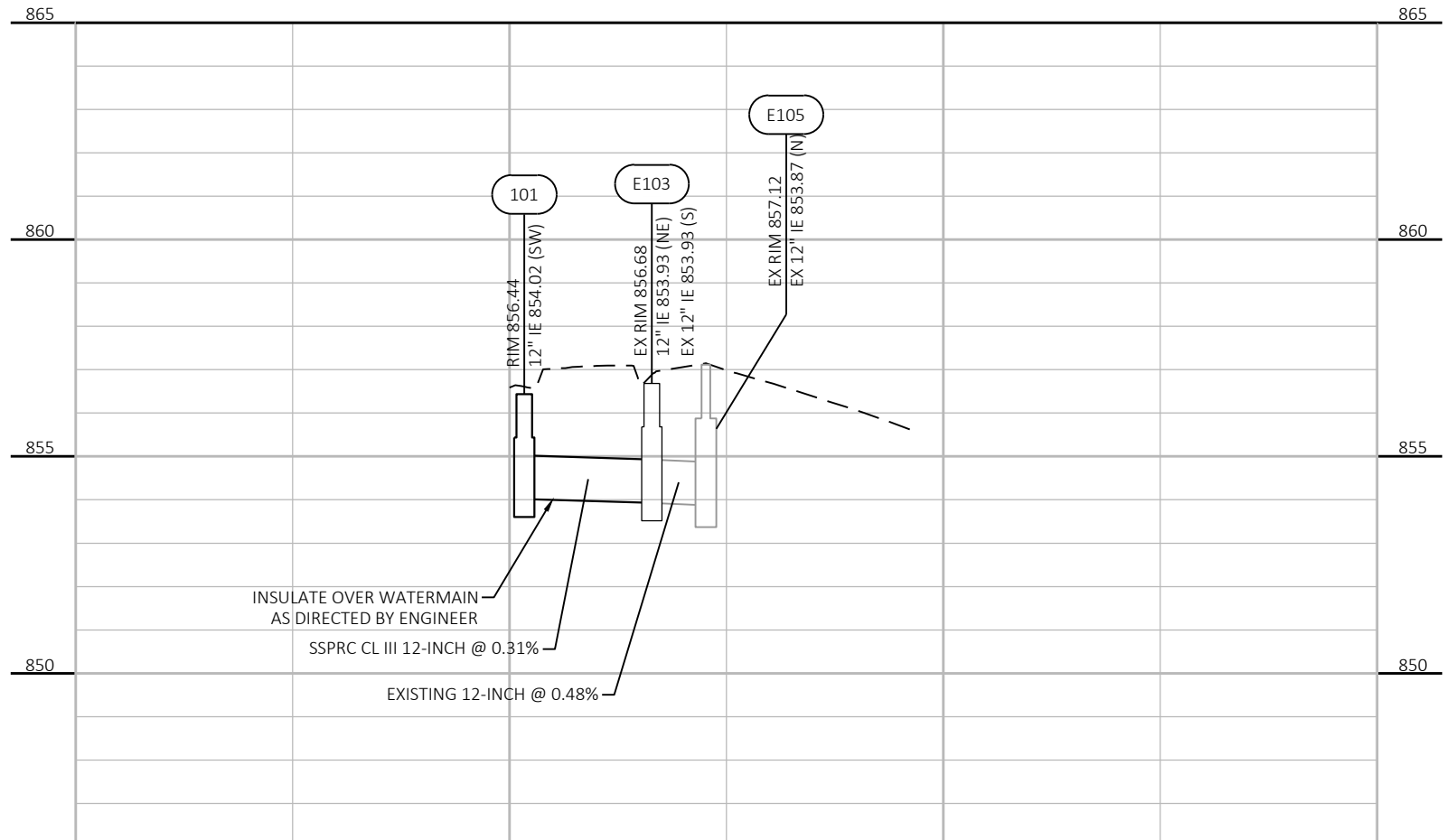
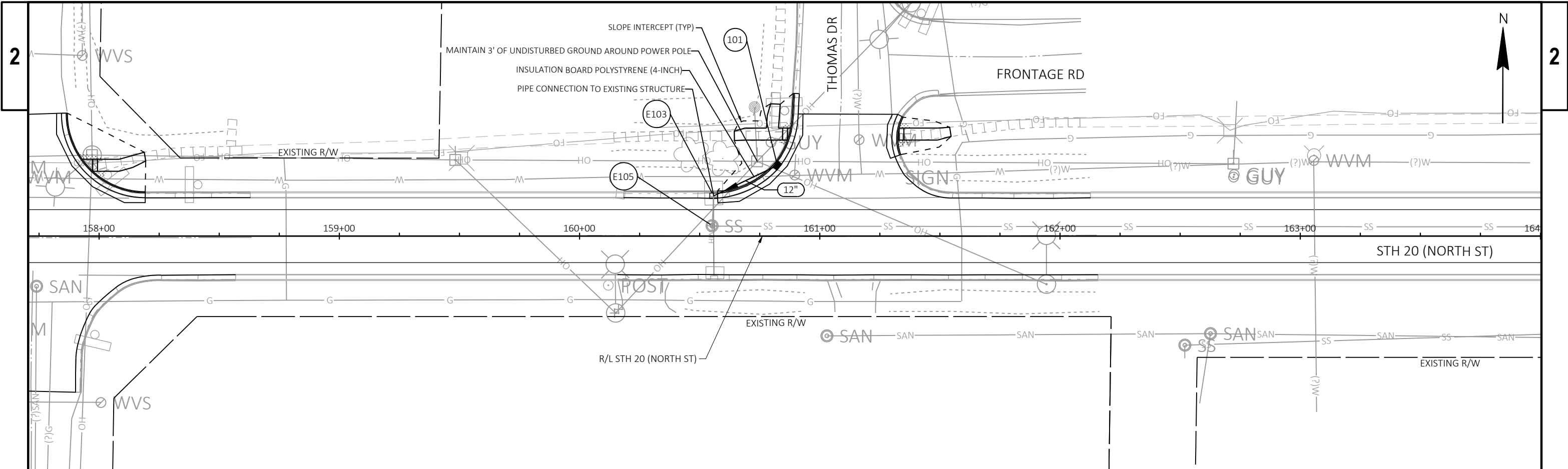


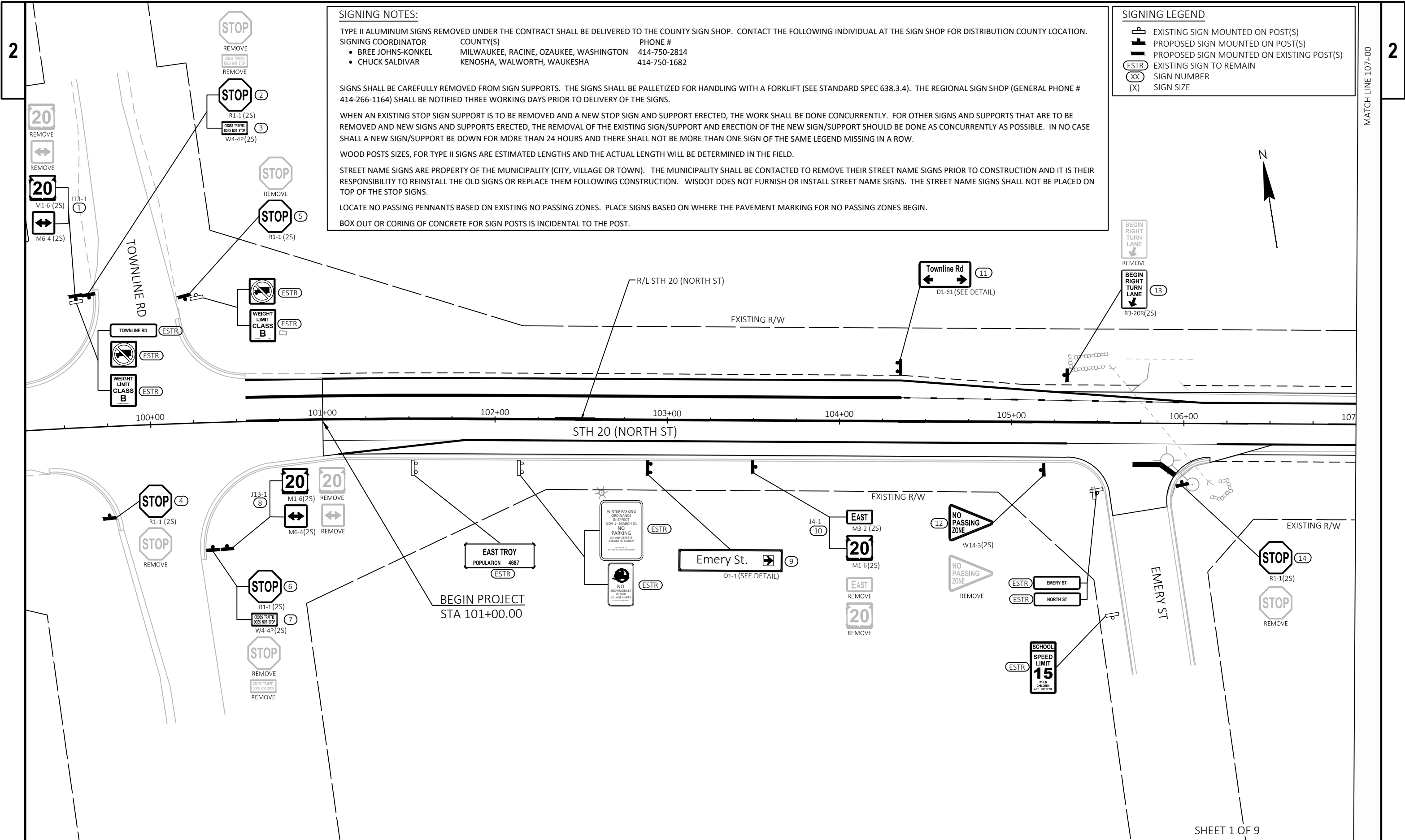
NOTE
RESTORATION AT CURB RAMP AREAS IS PAID UNDER THE ITEM "CURB RAMP GRADING, SHAPING, AND FINISHING".

LEGEND

[Pattern]	SOD LAWN
[Symbol]	RIP RAP MEDIUM
[Symbol]	SLOPE INTERCEPT
[Symbol]	INLET PROTECTION TYPE A
[Symbol]	INLET PROTECTION TYPE D
[Symbol]	CULVERT PIPE CHECK
[Symbol]	SURFACE WATER FLOW
[Symbol]	CURB RAMP GRADING, SHAPING, AND FINISHING AREA







SIGNING NOTES:

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE COUNTY SIGN SHOP. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.

SIGNING COORDINATOR	COUNTY(S)	PHONE #
• BREE JOHNS-KONKEL	MILWAUKEE, RACINE, OZAUKEE, WASHINGTON	414-750-2814
• CHUCK SALDIVAR	KENOSHA, WALWORTH, WAUKESHA	414-750-1682

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (GENERAL PHONE # 414-266-1164) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON EXISTING NO PASSING ZONES. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

BOX OUT OR CORING OF CONCRETE FOR SIGN POSTS IS INCIDENTAL TO THE POST.

SIGNING LEGEND	
	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON EXISTING POST(S)
	EXISTING SIGN TO REMAIN
	SIGN NUMBER
	SIGN SIZE

PROJECT NO: 1090-03-77

HWY: STH 20

COUNTY: WALWORTH

PERMANENT SIGNING

SHEET

43

E

FILE NAME : S:\DOT\DOT_SE\203330 STH 20 EAST TROY\10900307\SHEETS\023201-PS.DWG
LAYOUT NAME - PS1

PLOT DATE : 12/16/2025 3:26 PM

PLOT BY : WALTER A. WOLAK II

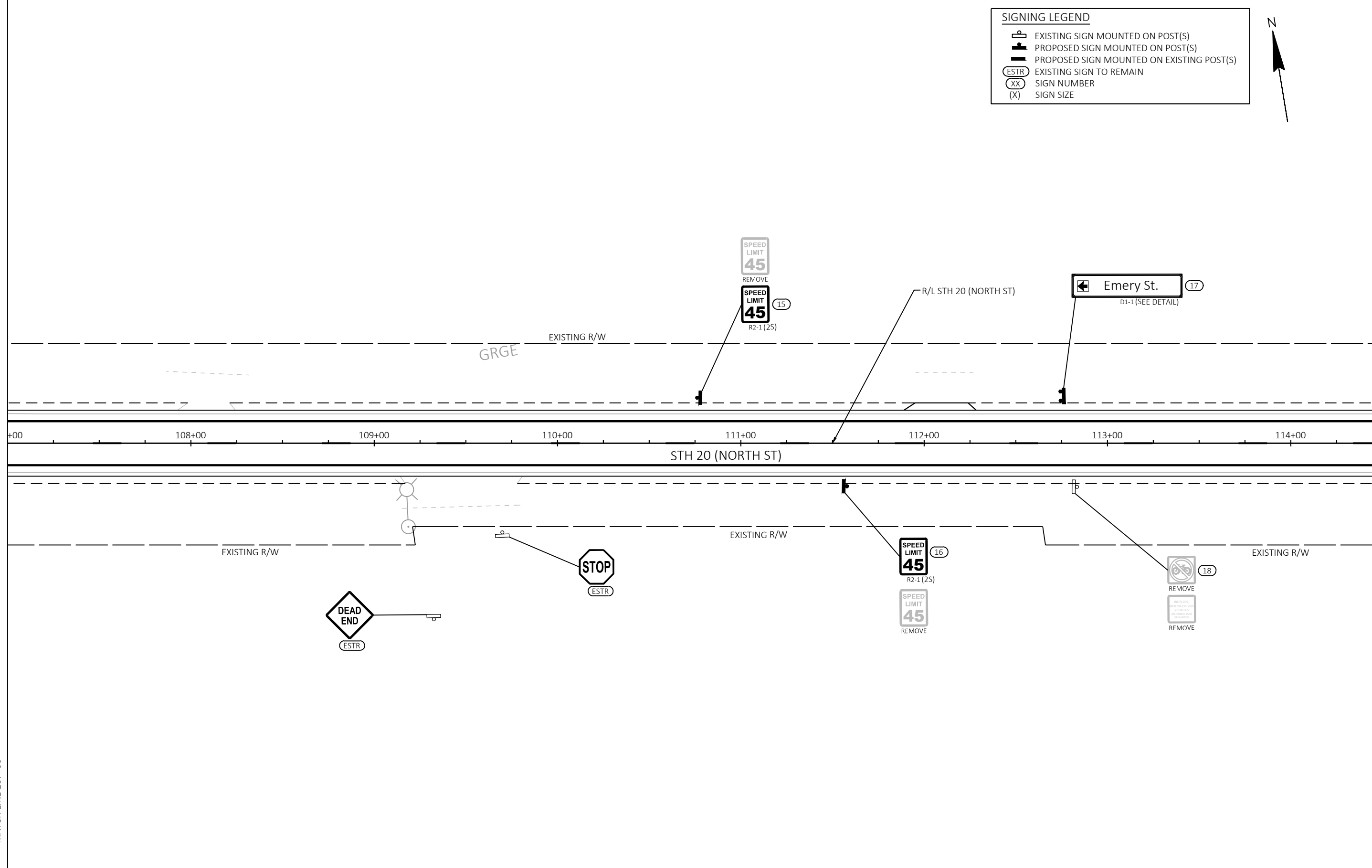
PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDs SHEET 42

2

2



SIGNING LEGEND

- | | |
|---|---|
|  | EXISTING SIGN MOUNTED ON POST(S) |
|  | PROPOSED SIGN MOUNTED ON POST(S) |
|  | PROPOSED SIGN MOUNTED ON EXISTING POST(S) |
|  | EXISTING SIGN TO REMAIN |
|  | SIGN NUMBER |
|  | SIGN SIZE |

N

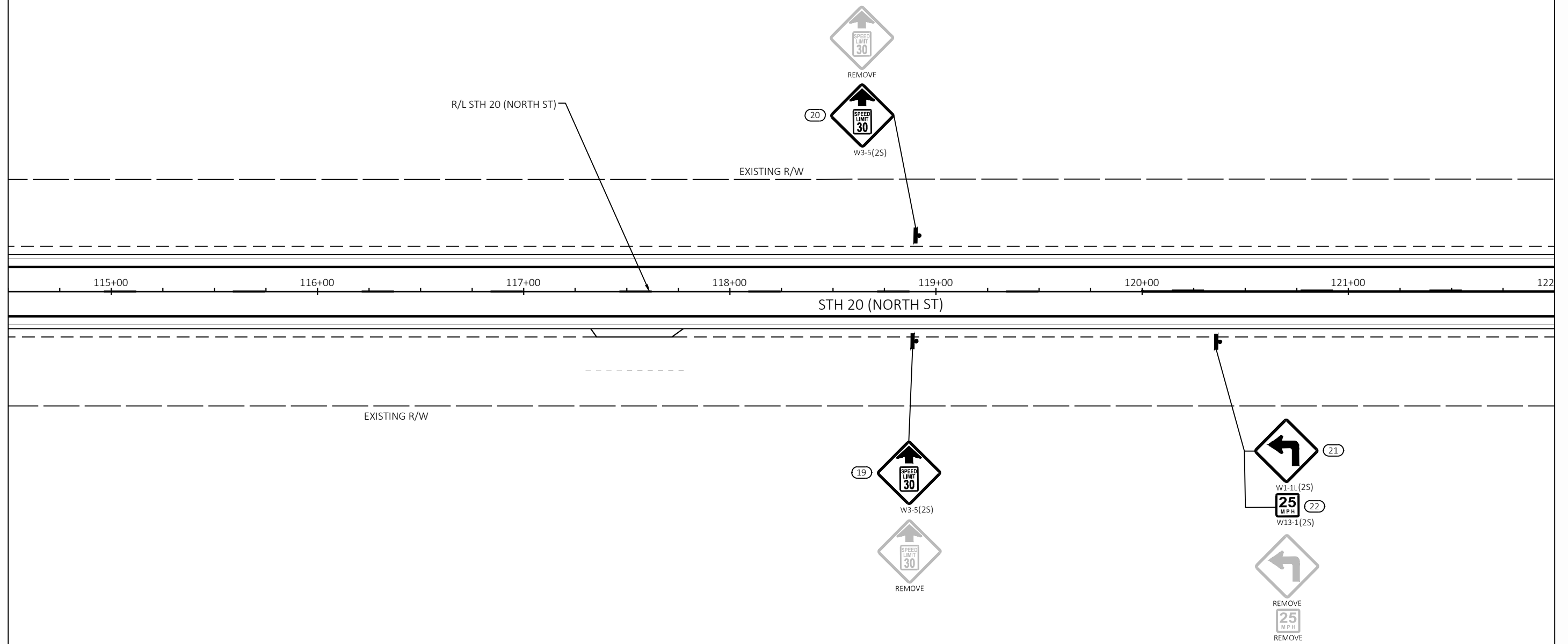
MATCH LINE 114+50

MATCH LINE 107+00

SHEET 2 OF 9

2

2 |



SHEET 3 OF 9

PROJECT NO:	1090-03-77
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HWY: STH 20

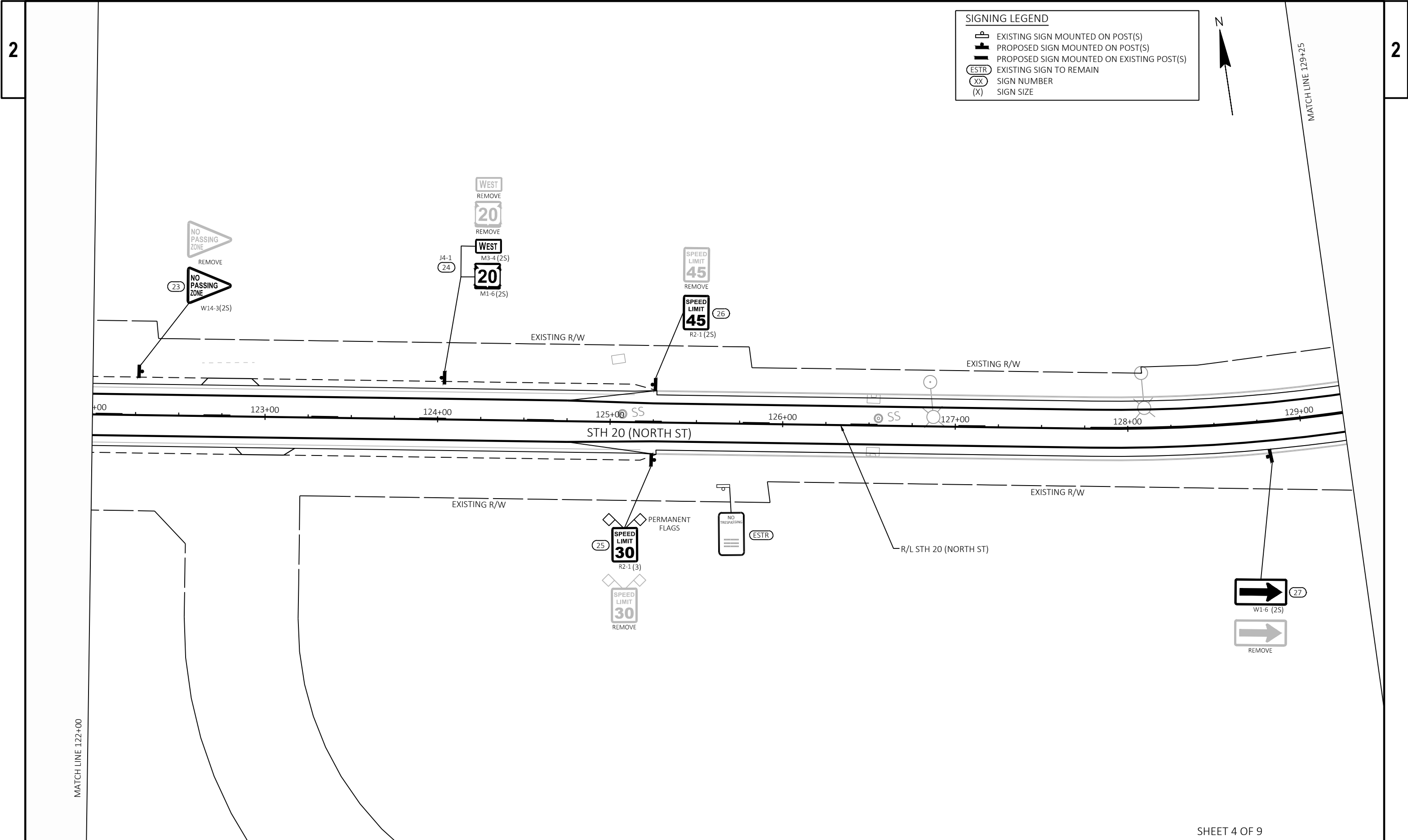
COUNTY: WALWORTH

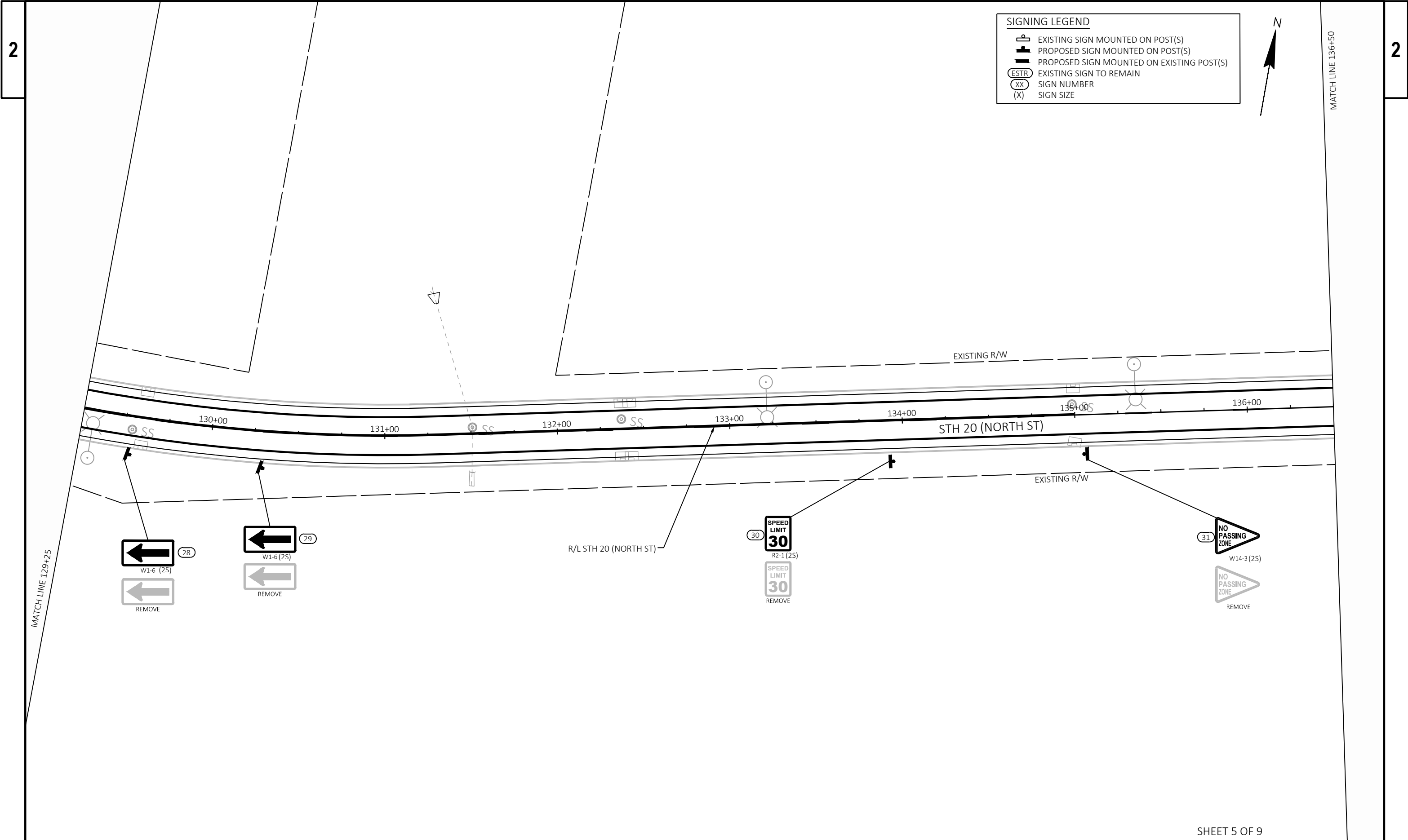
PERMANENT SIGNING

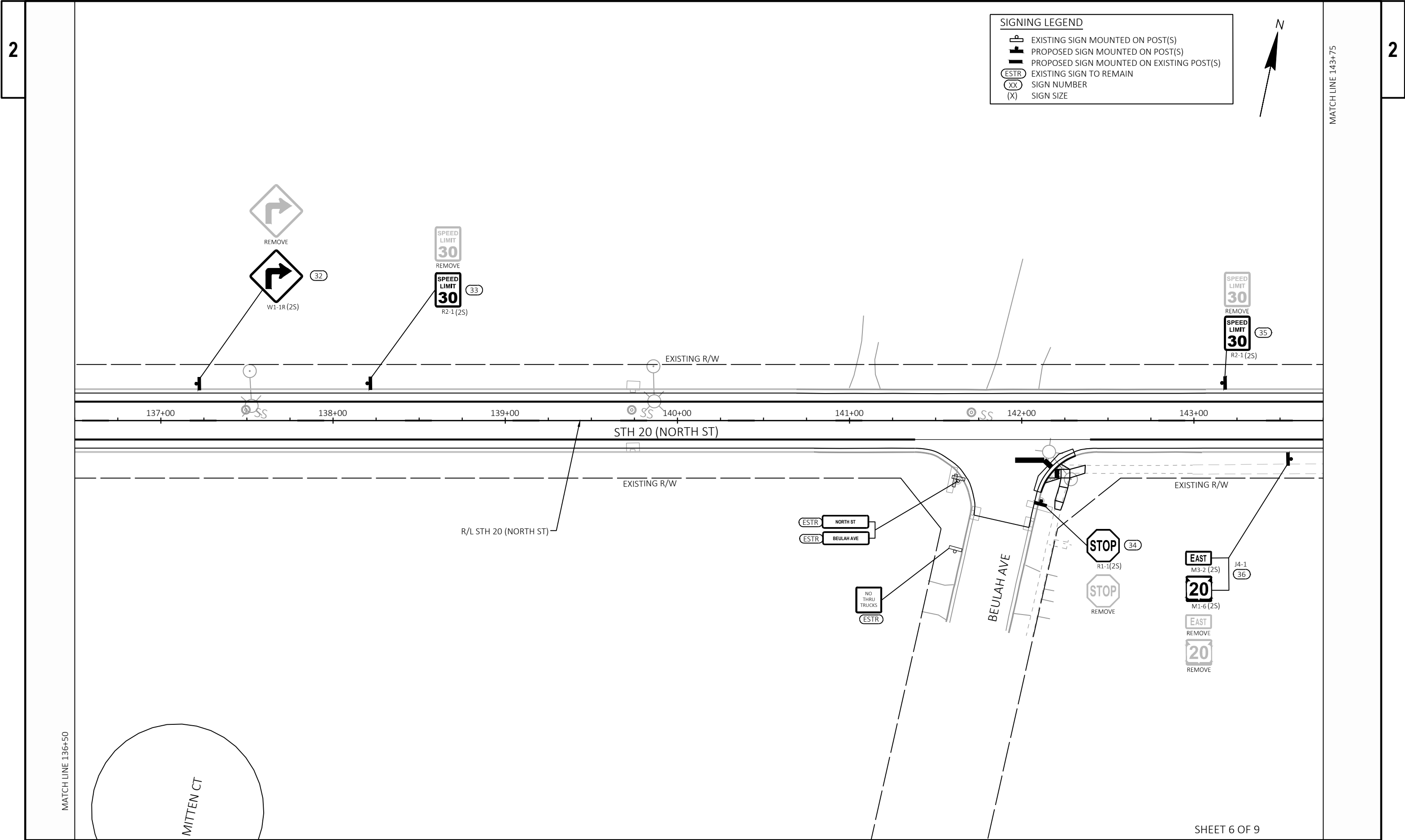
SHEET

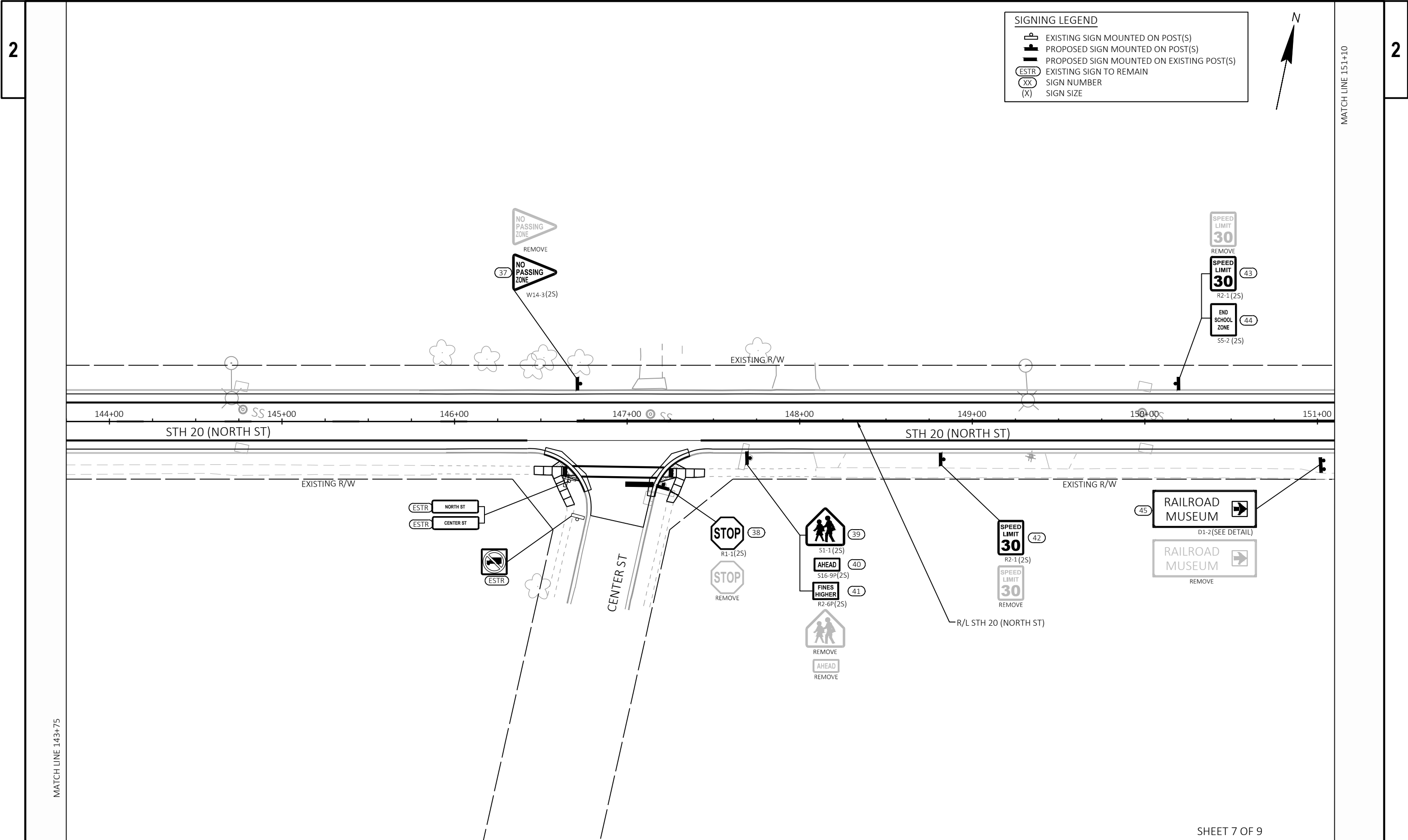
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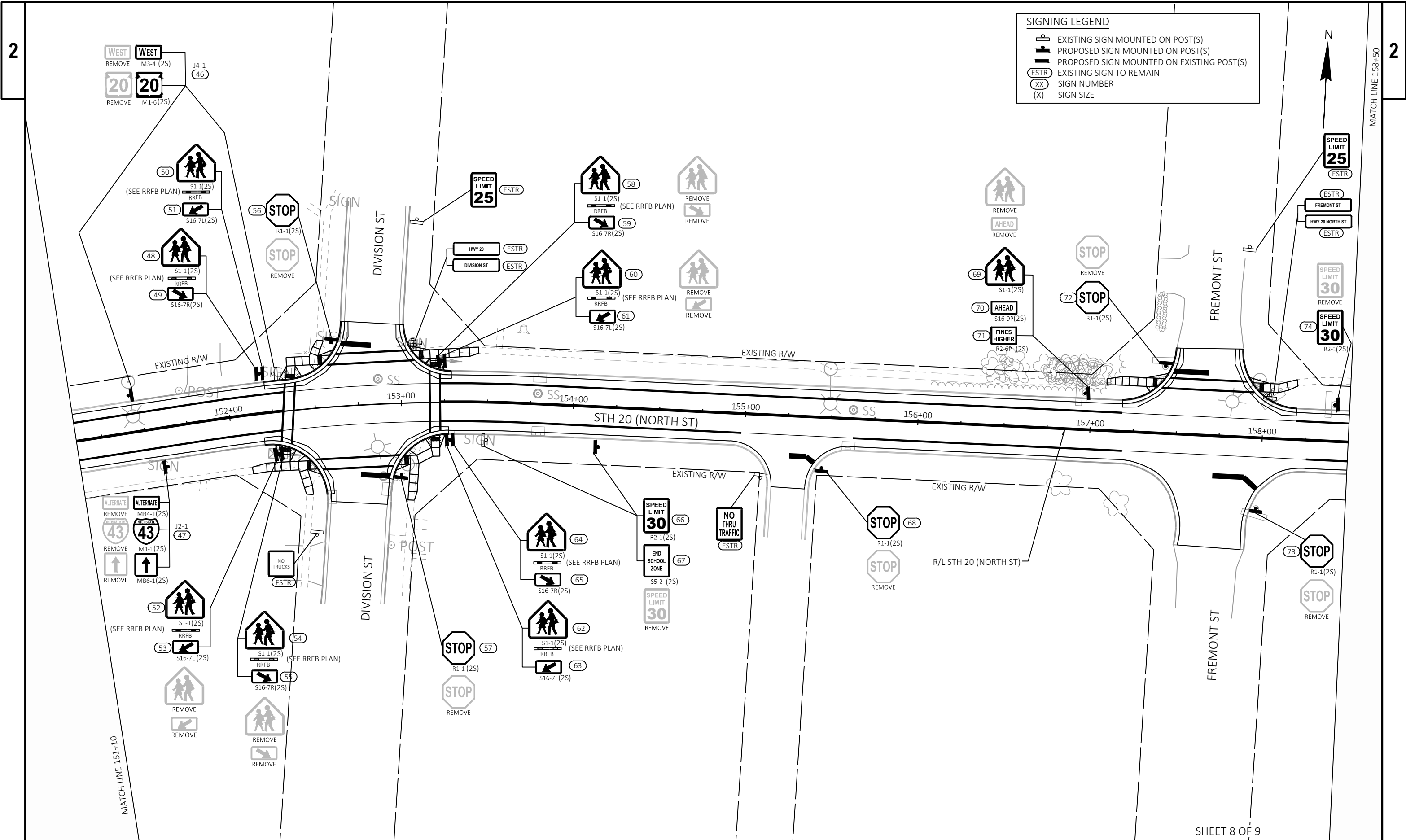
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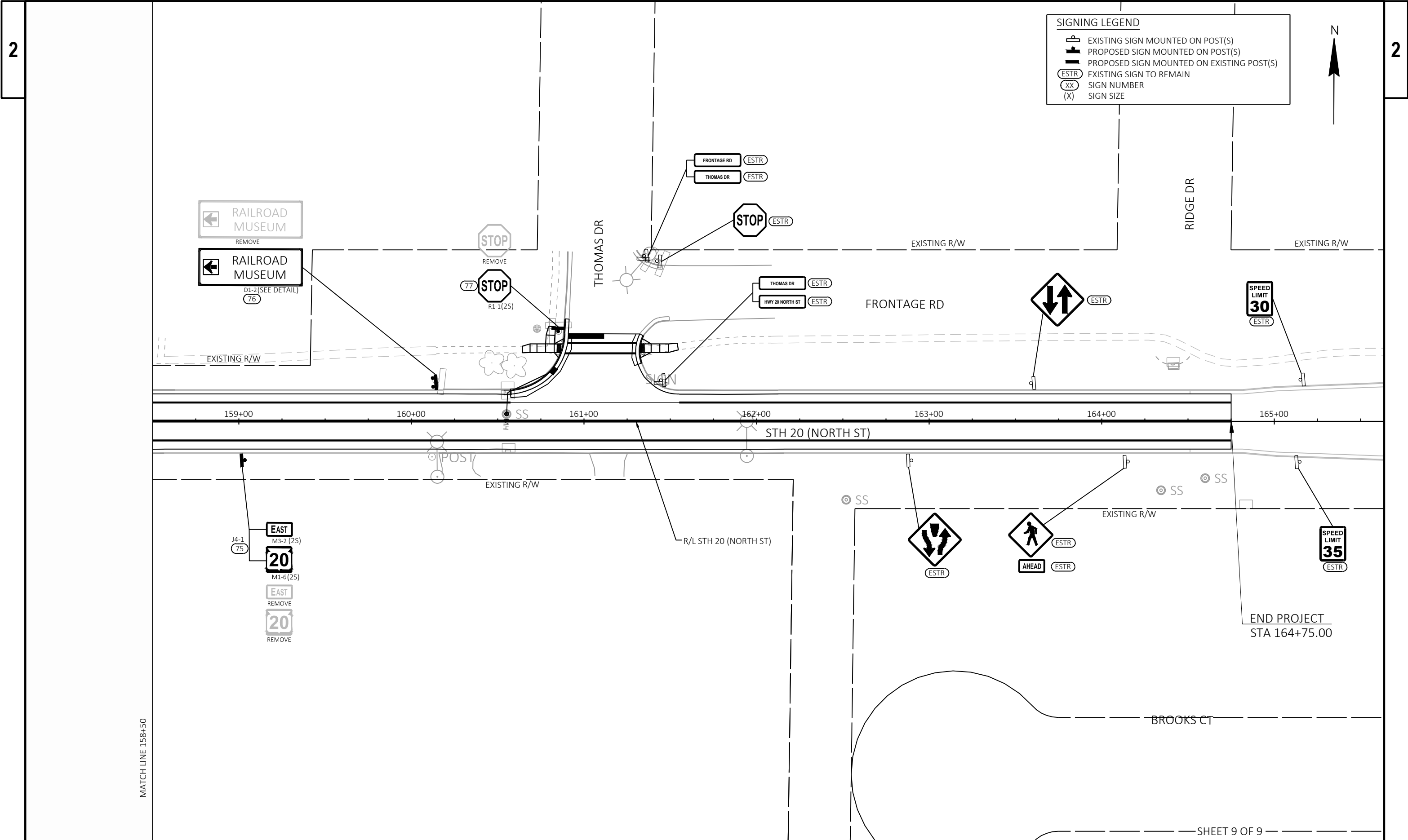






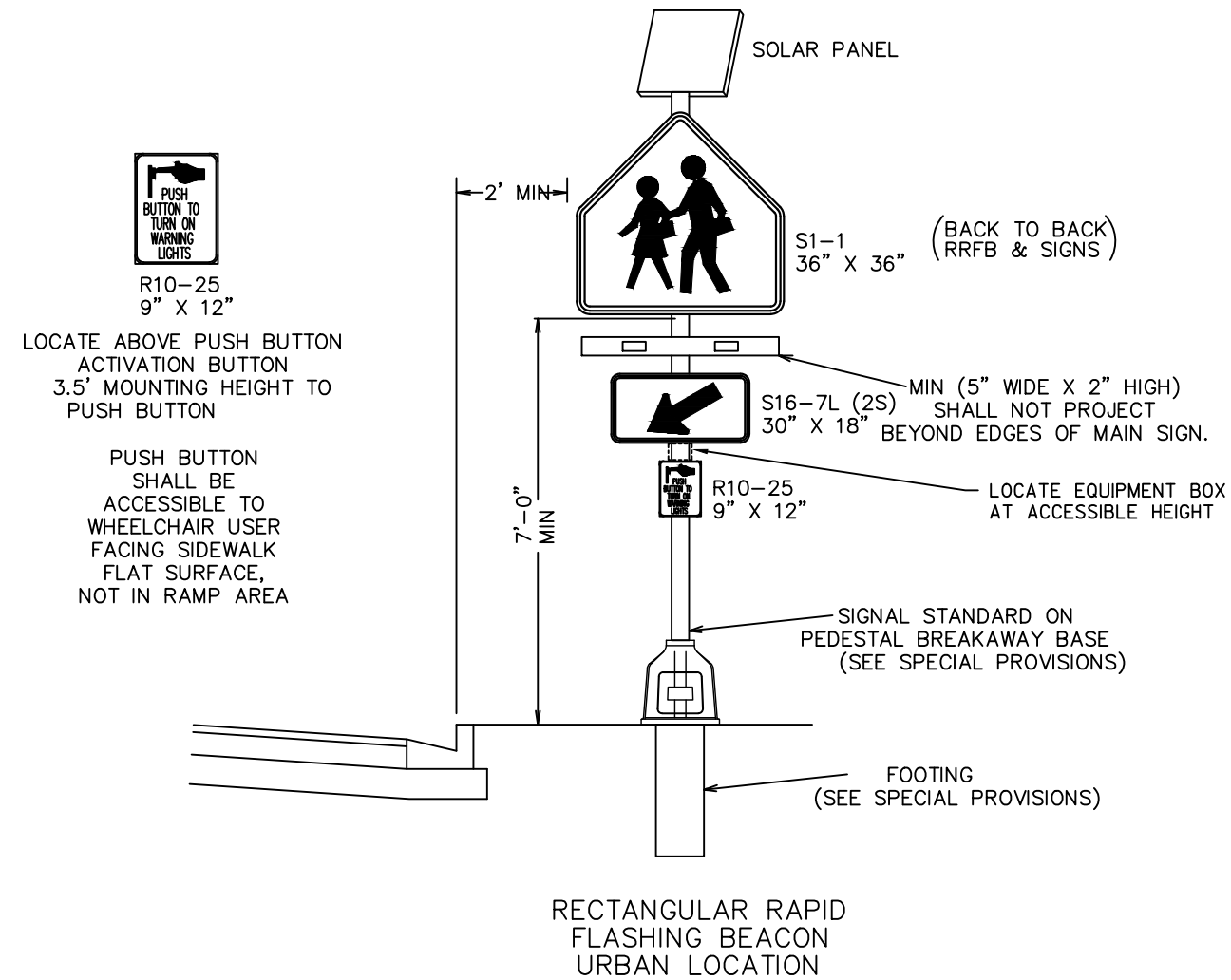
SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- EXISTING SIGN TO REMAIN
- SIGN NUMBER
- SIGN SIZE



SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON EXISTING POST(S)
- EXISTING SIGN TO REMAIN
- SIGN NUMBER
- SIGN SIZE



NOTE:

1. USE ARROW S16-7R FOR LEFT SIDE MOUNTING
2. SOLAR RECTANGULAR RAPID FLASHING BEACON SYSTEM REQUIRED.

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
PROPOSED SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
VARIABLE MESSAGE SIGN
EXISTING LIGHT OR SIGNAL POLE
SIGN BRIDGE
CANTILEVER SIGN BRIDGE
DENOTES SIGN NUMBER
(X) INDICATES SIGN SIZE
S.P. SIGNAL POLE
L.P. LIGHT POLE

NOTE:
EXISTING ASSEMBLIES ONLY IN NE & SW
QUADRANTS DON'T MEET PRESENT
FHWA IA-21 STANDARDS.

TYPE I POLE
RRFB BACK TO BACK ASSEMBLY
(SEE DETAIL)

SEE SIGNING PLAN
FOR SIGN QTYS

TYPE I POLE
RRFB BACK TO BACK ASSEMBLY
(SEE DETAIL)

SEE SIGNING PLAN
FOR SIGN QTYS

REMOVE EXISTING RRFB
BACK TO BACK ASSEMBLY

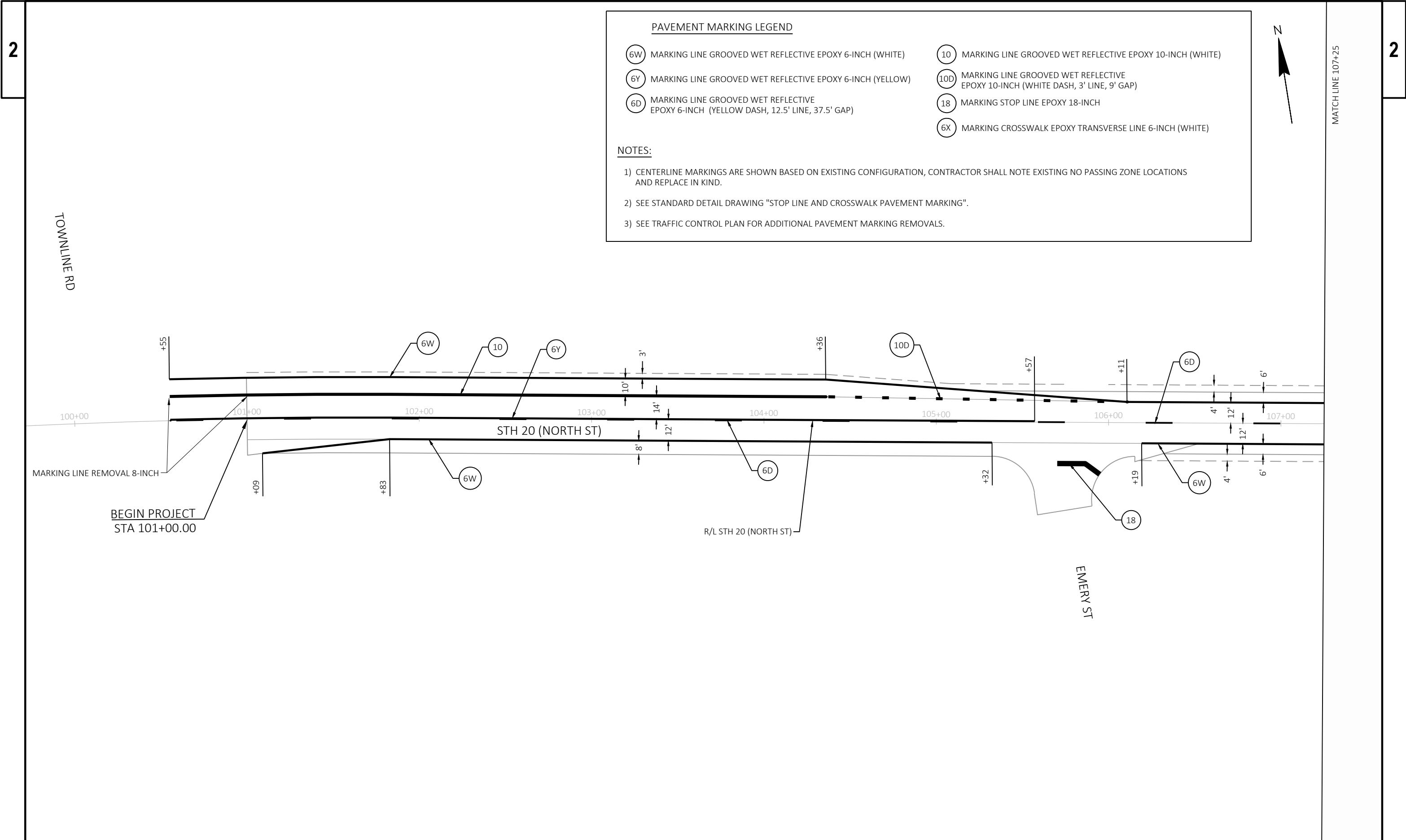
REMOVE EXISTING RRFB
BACK TO BACK ASSEMBLY

SEE SIGNING PLAN
FOR SIGN QTYS

TYPE I POLE
RRFB BACK TO BACK ASSEMBLY
(SEE DETAIL)

TYPE I POLE
RRFB BACK TO BACK ASSEMBLY
(SEE DETAIL)

SEE SIGNING PLAN
FOR SIGN QTYS



2

2

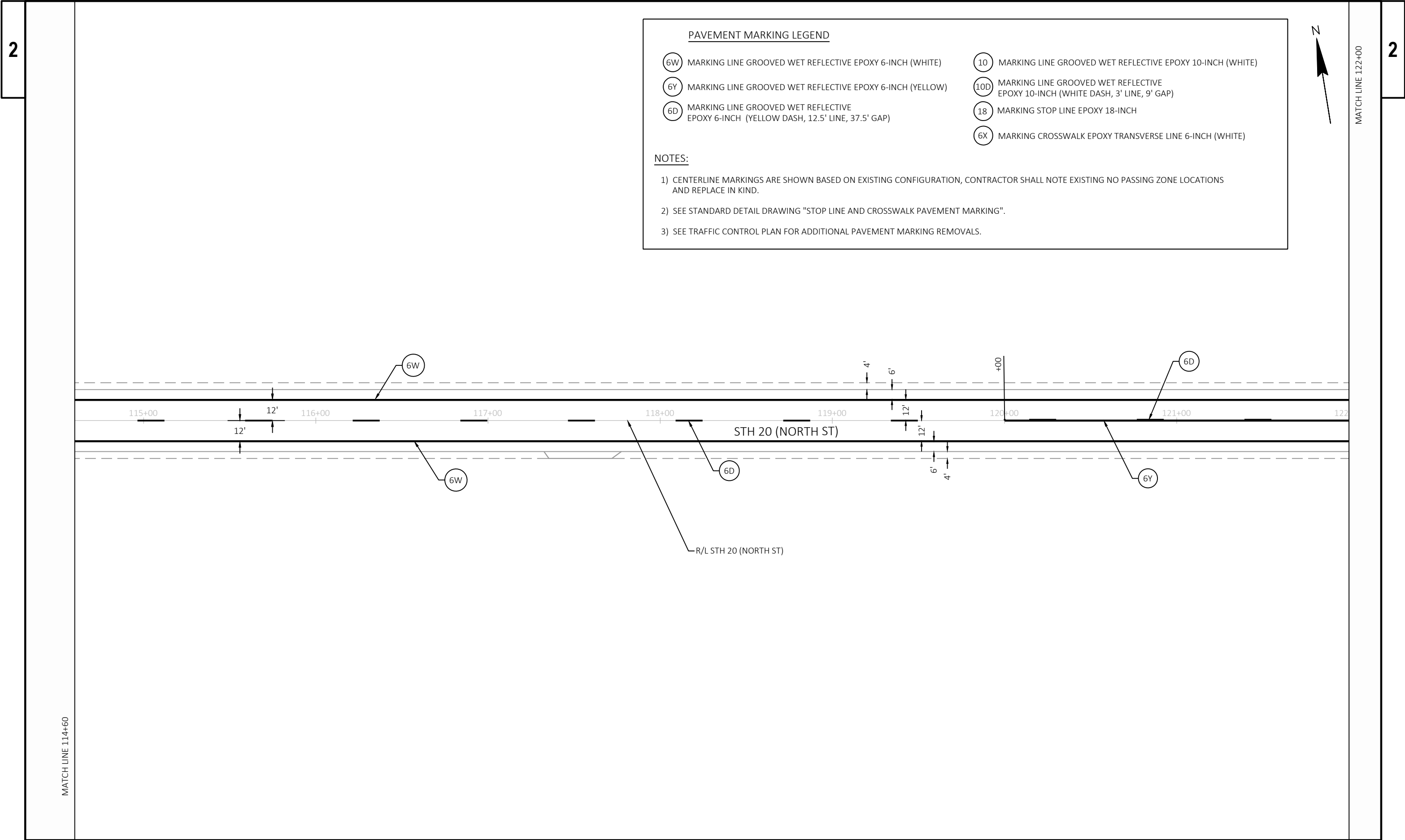
- 6W MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
- 6Y MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)
- 6D MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW DASH, 12.5' LINE, 37.5' GAP)

10	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
10D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE DASH, 3' LINE, 9' GAP)
18	MARKING STOP LINE EPOXY 18-INCH
6X	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

- 1) CENTERLINE MARKINGS ARE SHOWN BASED ON EXISTING CONFIGURATION, CONTRACTOR SHALL NOTE EXISTING NO PASSING ZONE LOCATIONS AND REPLACE IN KIND.
- 2) SEE STANDARD DETAIL DRAWING "STOP LINE AND CROSSWALK PAVEMENT MARKING".
- 3) SEE TRAFFIC CONTROL PLAN FOR ADDITIONAL PAVEMENT MARKING REMOVALS.



MATCH LINE 107+25



PAVEMENT MARKING LEGEND

- | | | | |
|----|---|-----|---|
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | 10 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) |
| 6Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | 10D | MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE DASH, 3' LINE, 9' GAP) |
| 6D | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW DASH, 12.5' LINE, 37.5' GAP) | 18 | MARKING STOP LINE EPOXY 18-INCH |
| | | 6X | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |

NOTES:

- 1) CENTERLINE MARKINGS ARE SHOWN BASED ON EXISTING CONFIGURATION, CONTRACTOR SHALL NOTE EXISTING NO PASSING ZONE LOCATIONS AND REPLACE IN KIND.
- 2) SEE STANDARD DETAIL DRAWING "STOP LINE AND CROSSWALK PAVEMENT MARKING".
- 3) SEE TRAFFIC CONTROL PLAN FOR ADDITIONAL PAVEMENT MARKING REMOVALS.

PROJECT NO: 1090-03-77

HWY: STH 20

COUNTY: WALWORTH

PAVEMENT MARKING

SHEET

56

E

PAVEMENT MARKING LEGEND

- 6W

MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
- 6Y

MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)
- 6D

MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW DASH, 12.5' LINE, 37.5' GAP)
- 10

MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
- 10D

MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE DASH, 3' LINE, 9' GAP)
- 18

MARKING STOP LINE EPOXY 18-INCH
- 6X

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

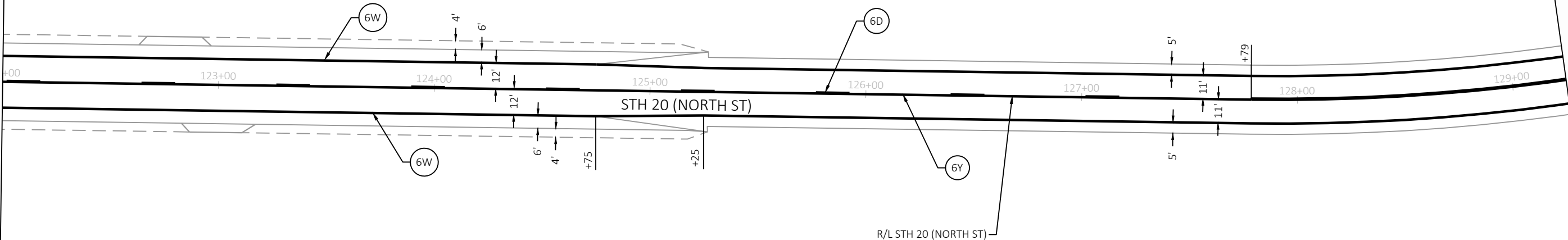
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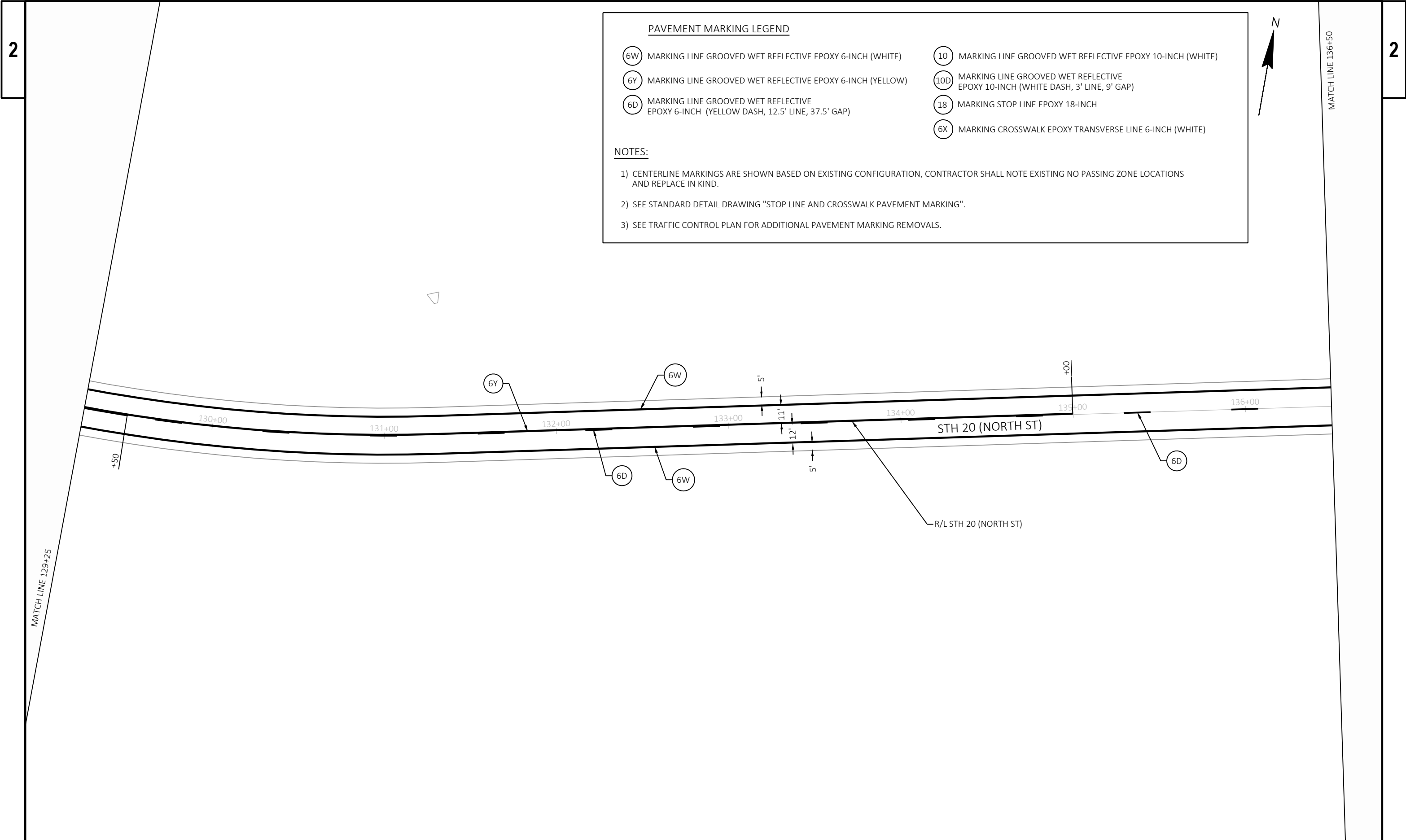
- 1) CENTERLINE MARKINGS ARE SHOWN BASED ON EXISTING CONFIGURATION, CONTRACTOR SHALL NOTE EXISTING NO PASSING ZONE LOCATIONS AND REPLACE IN KIND.
- 2) SEE STANDARD DETAIL DRAWING "STOP LINE AND CROSSWALK PAVEMENT MARKING".
- 3) SEE TRAFFIC CONTROL PLAN FOR ADDITIONAL PAVEMENT MARKING REMOVALS.

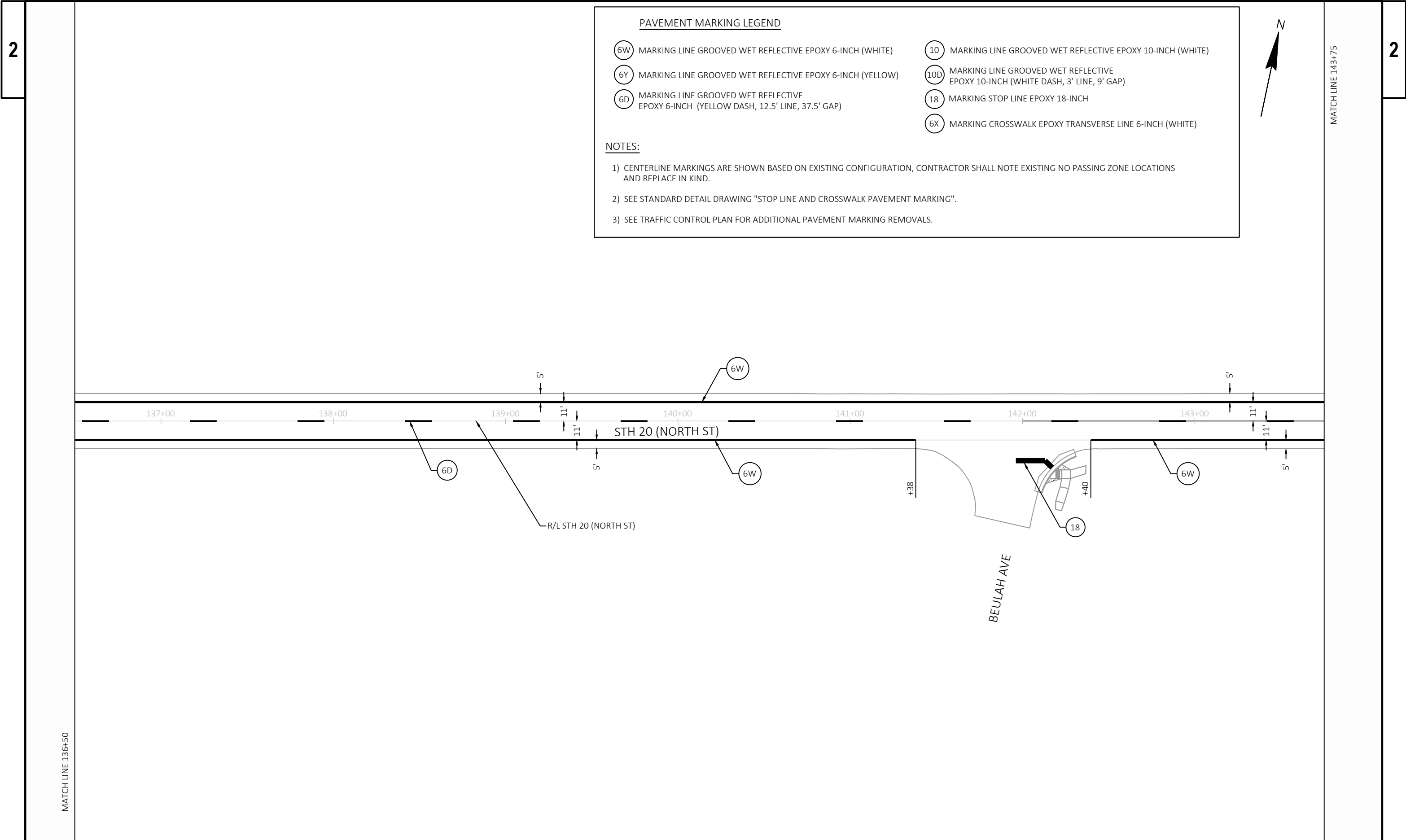


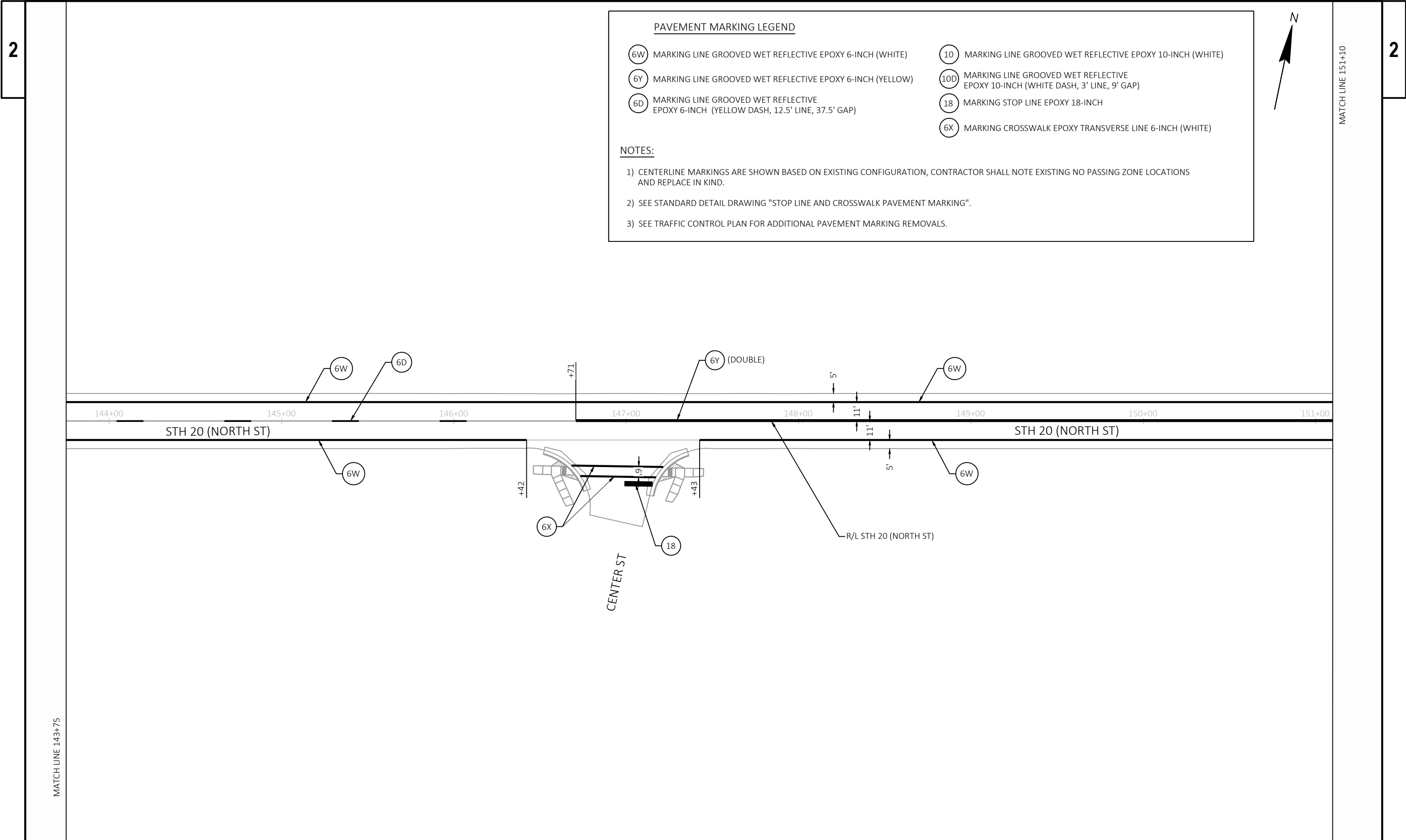
MATCH LINE 129+25

MATCH LINE 122+00







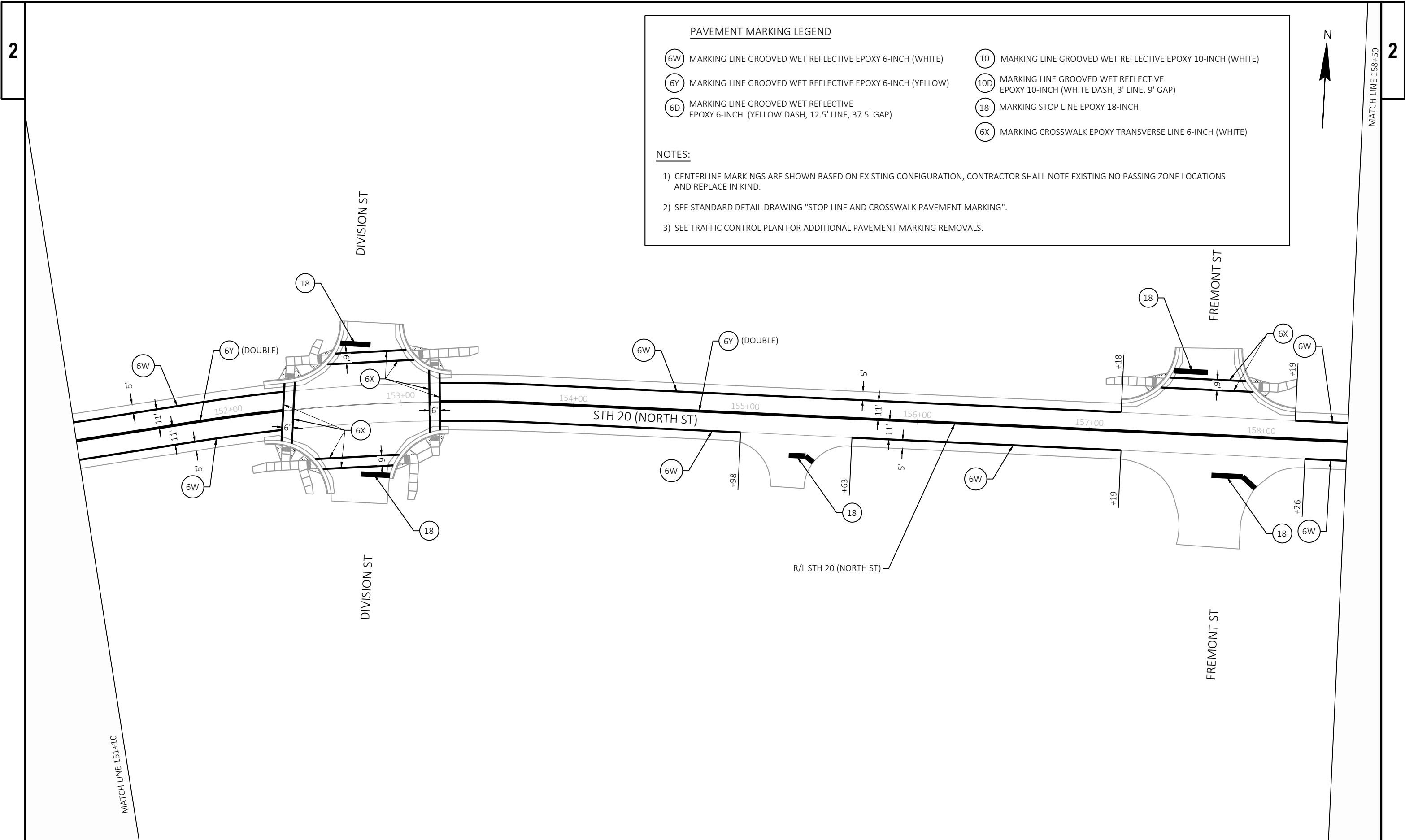


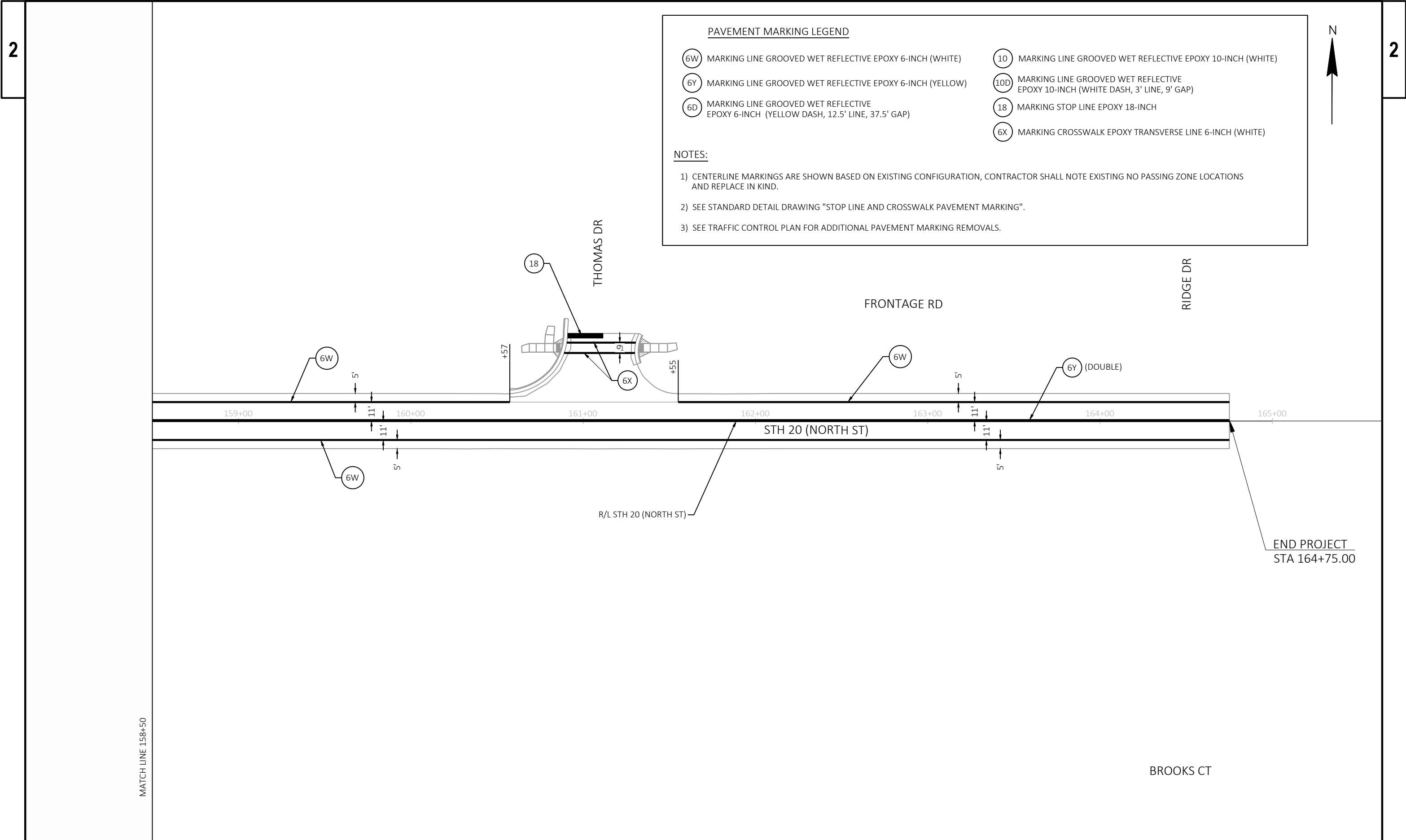
PAVEMENT MARKING LEGEND

- | | | | |
|----|---|-----|---|
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | 10 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) |
| 6Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | 10D | MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE DASH, 3' LINE, 9' GAP) |
| 6D | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW DASH, 12.5' LINE, 37.5' GAP) | 18 | MARKING STOP LINE EPOXY 18-INCH |
| | | 6X | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |

NOTES:

- 1) CENTERLINE MARKINGS ARE SHOWN BASED ON EXISTING CONFIGURATION, CONTRACTOR SHALL NOTE EXISTING NO PASSING ZONE LOCATIONS AND REPLACE IN KIND.
- 2) SEE STANDARD DETAIL DRAWING "STOP LINE AND CROSSWALK PAVEMENT MARKING".
- 3) SEE TRAFFIC CONTROL PLAN FOR ADDITIONAL PAVEMENT MARKING REMOVALS.





PAVEMENT MARKING LEGEND

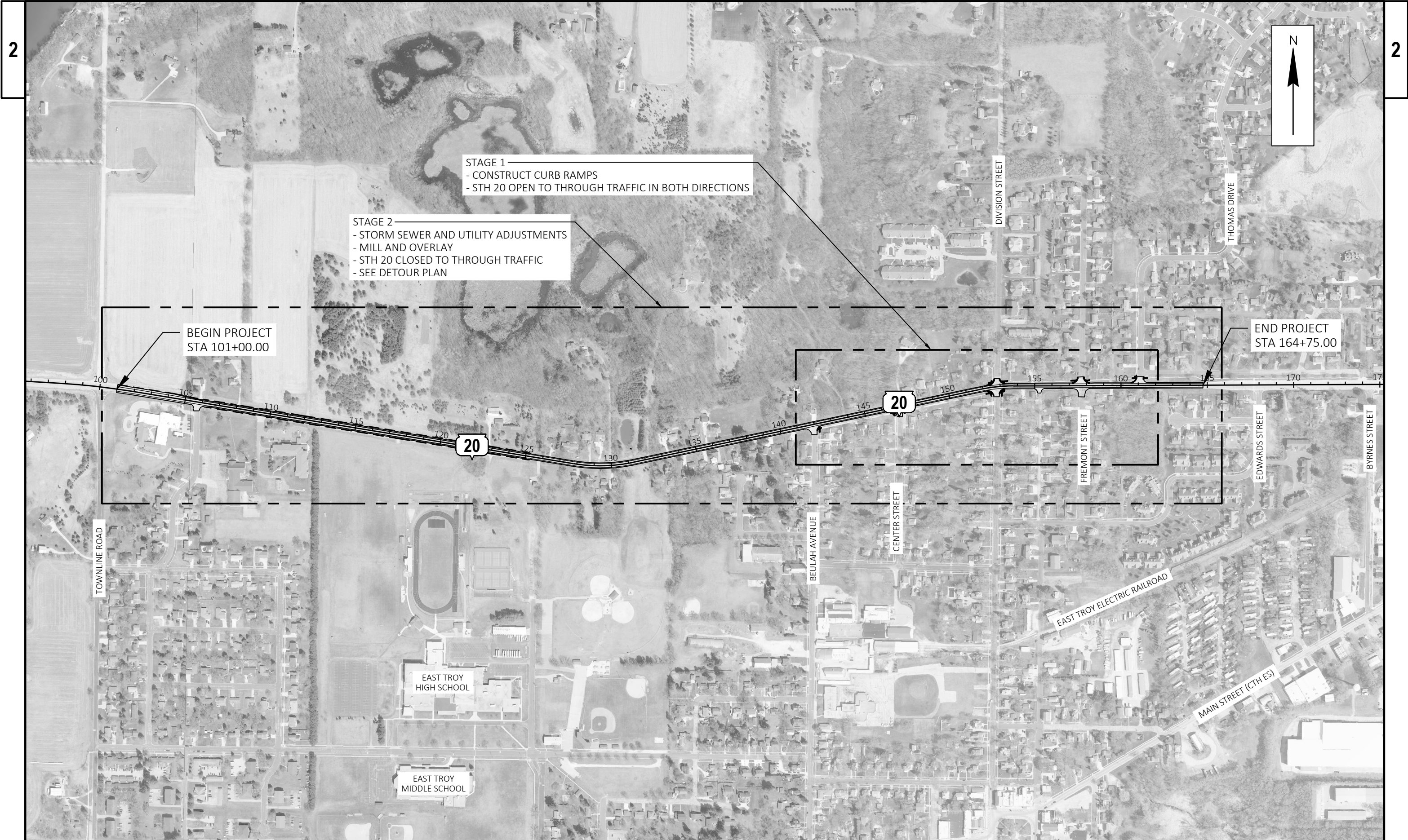
6W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)	10	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
6Y	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)	10D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE DASH, 3' LINE, 9' GAP)
6D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW DASH, 12.5' LINE, 37.5' GAP)	18	MARKING STOP LINE EPOXY 18-INCH
		6X	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

NOTES:

1) CENTERLINE MARKINGS ARE SHOWN BASED ON EXISTING CONFIGURATION, CONTRACTOR SHALL NOTE EXISTING NO PASSING ZONE LOCATIONS AND REPLACE IN KIND.

2) SEE STANDARD DETAIL DRAWING "STOP LINE AND CROSSWALK PAVEMENT MARKING".

3) SEE TRAFFIC CONTROL PLAN FOR ADDITIONAL PAVEMENT MARKING REMOVALS.



STAGE 1
- CONSTRUCT CURB RAMPS
- STH 20 OPEN TO THROUGH TRAFFIC IN BOTH DIRECTIONS

STAGE 2
- STORM SEWER AND UTILITY ADJUSTMENTS
- MILL AND OVERLAY
- STH 20 CLOSED TO THROUGH TRAFFIC
- SEE DETOUR PLAN

BEGIN PROJECT
STA 101+00.00

END PROJECT
STA 164+75.00

20

20

TOWNLINE ROAD

EAST TROY
HIGH SCHOOL

EAST TROY
MIDDLE SCHOOL

BEULAH AVENUE

CENTER STREET

FREMONT STREET

EDWARDS STREET

BYRNES STREET

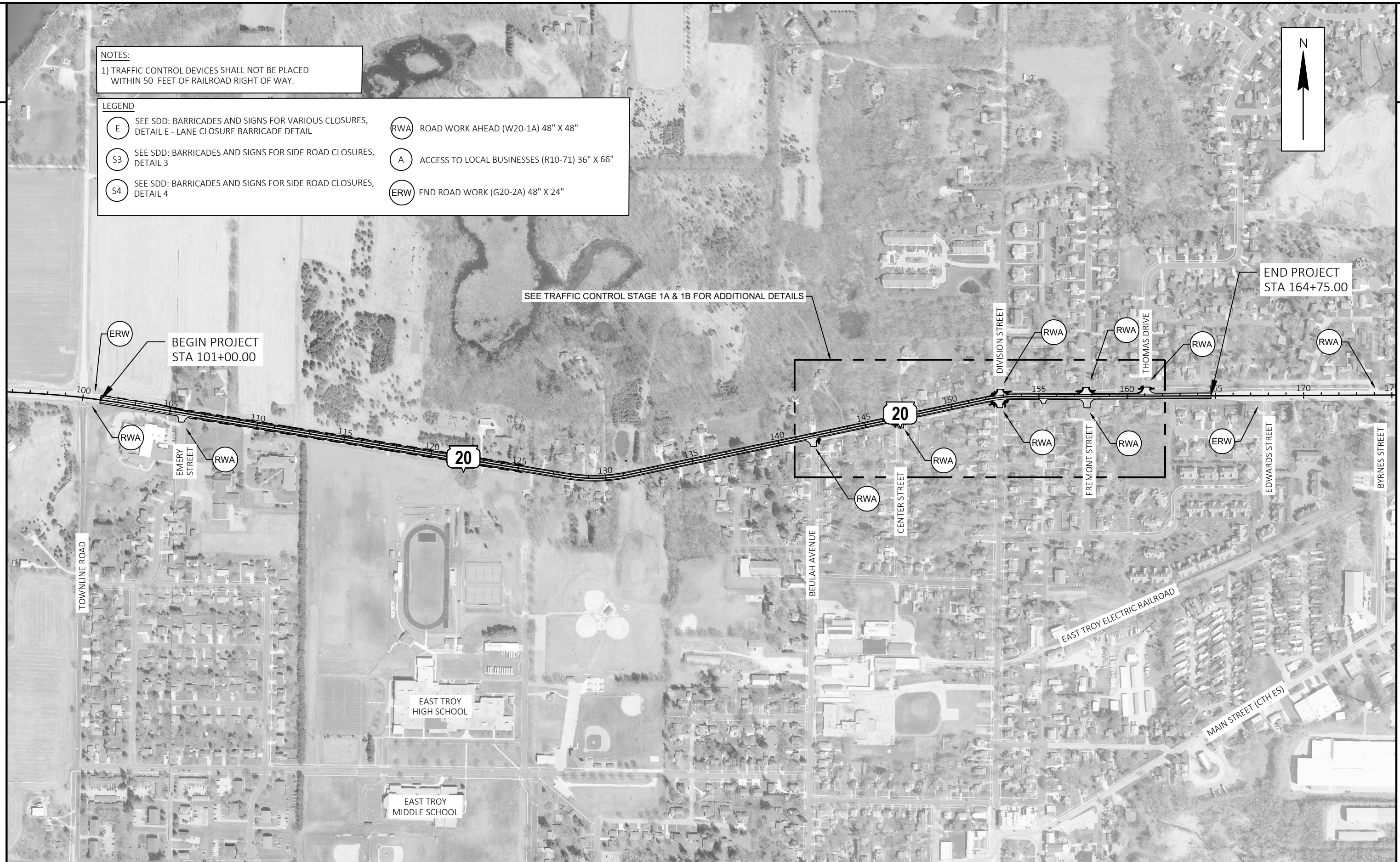
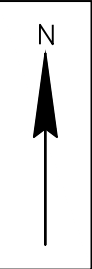
EAST TROY ELECTRIC RAILROAD

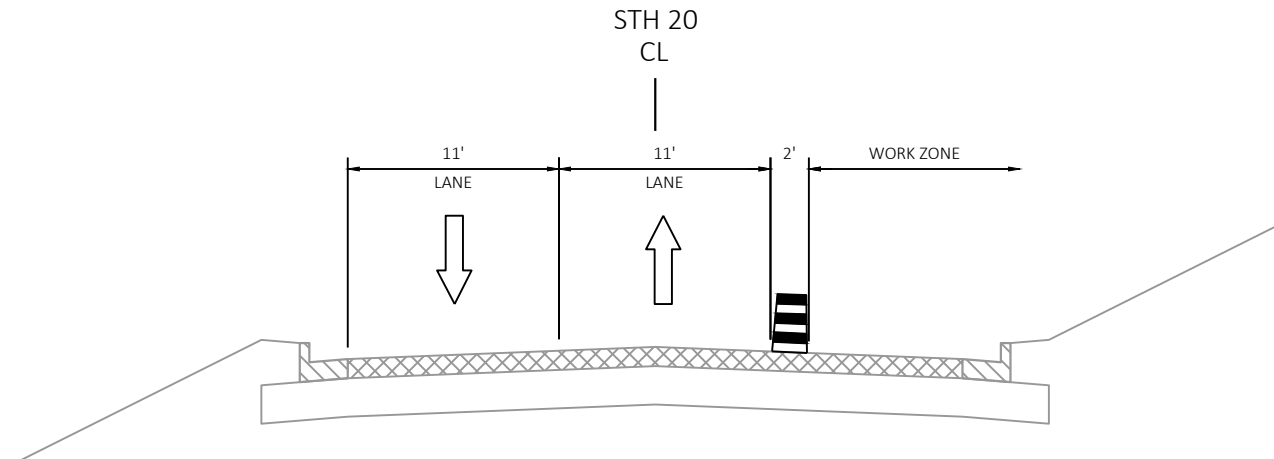
MAIN STREET (CTH ES)

NOTES:
1) TRAFFIC CONTROL DEVICES SHALL NOT BE PLACED WITHIN 50 FEET OF RAILROAD RIGHT OF WAY.

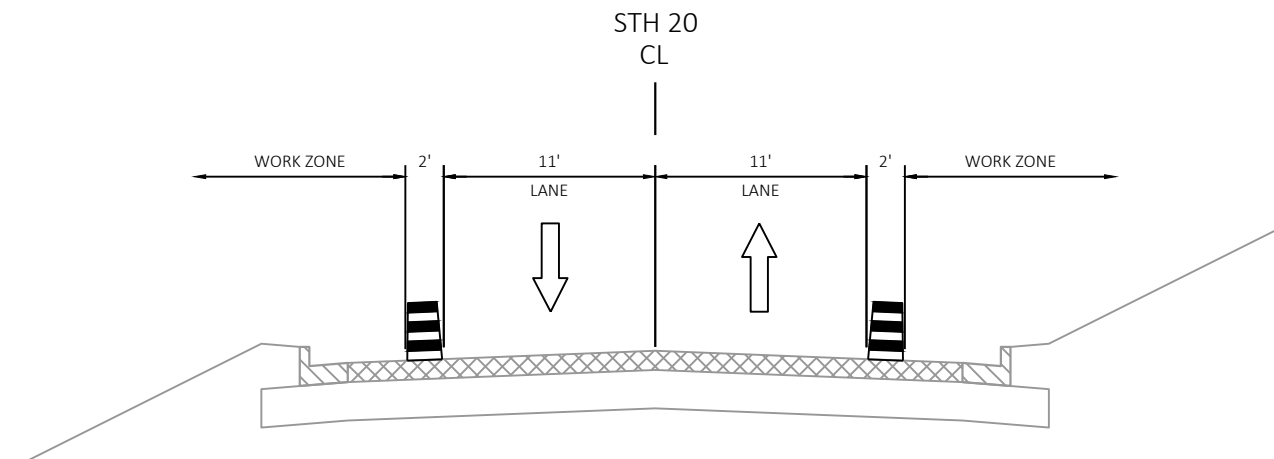
LEGEND

(E)	SEE SDD: BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL E - LANE CLOSURE BARRICADE DETAIL	(RWA)	ROAD WORK AHEAD (W20-1A) 48" X 48"
(S3)	SEE SDD: BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAIL 3	(A)	ACCESS TO LOCAL BUSINESSES (R10-71) 36" X 66"
(S4)	SEE SDD: BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAIL 4	(ERW)	END ROAD WORK (G20-2A) 48" X 24"

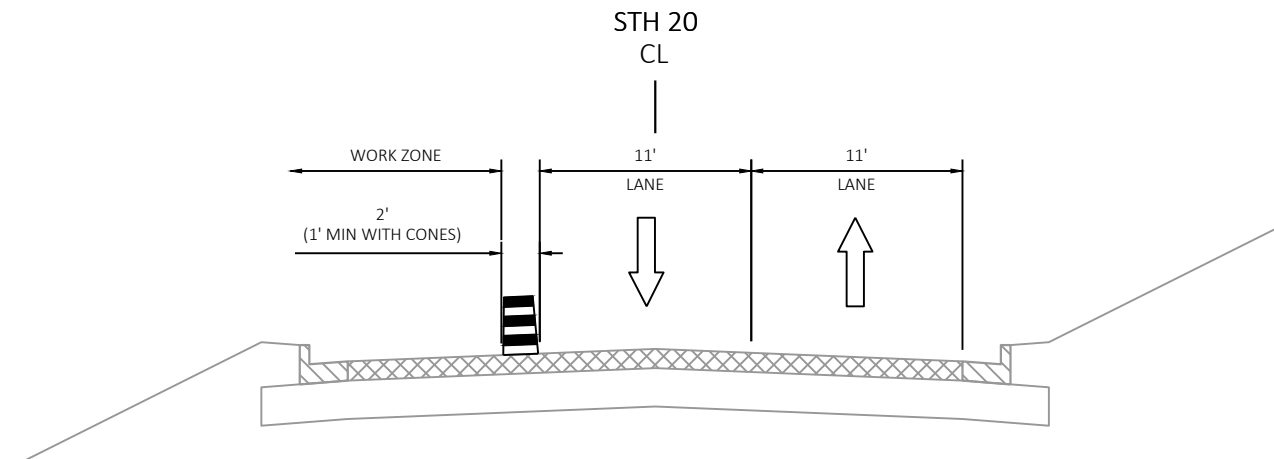




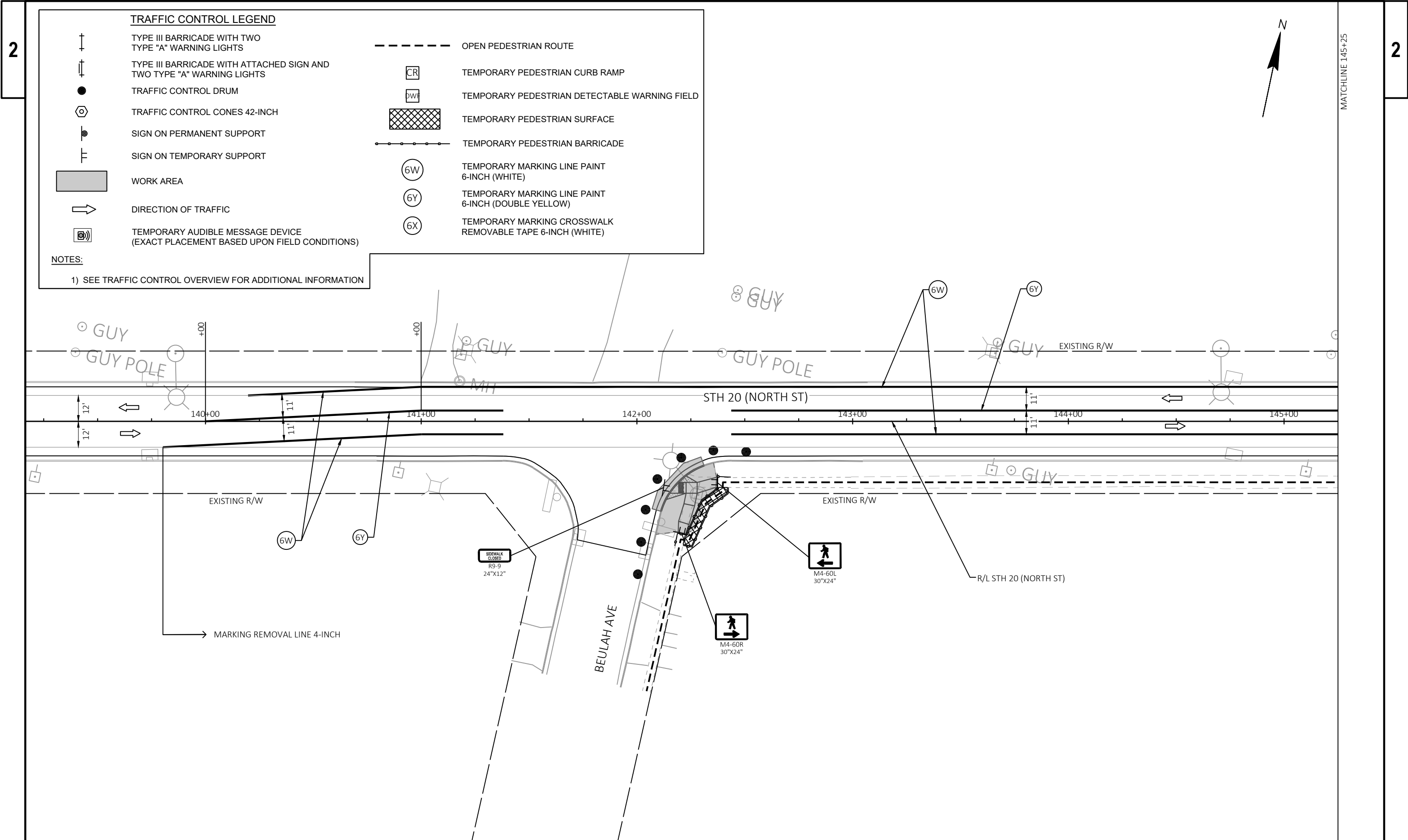
STAGE 1A TYPICAL SECTION
AT BEULAH AVE & CENTER ST



STAGE 1A TYPICAL SECTION
AT DIVISION ST



STAGE 1B TYPICAL SECTION
AT DIVISION ST, FREMONT ST & THOMAS DR

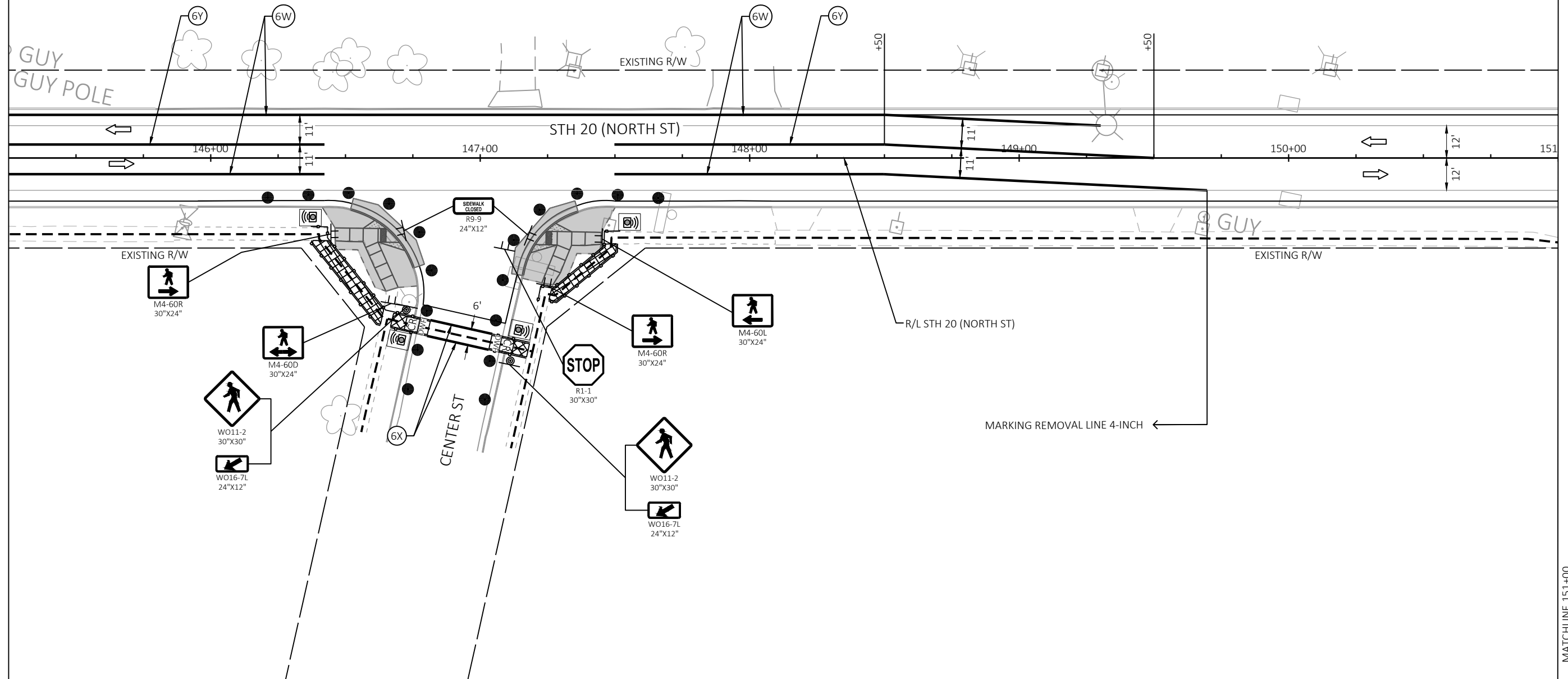


TRAFFIC CONTROL LEGEND

	TYPE III BARRICADE WITH TWO TYPE "A" WARNING LIGHTS		OPEN PEDESTRIAN ROUTE
	TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" WARNING LIGHTS		TEMPORARY PEDESTRIAN CURB RAMP
	TRAFFIC CONTROL DRUM		TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONES 42-INCH		TEMPORARY PEDESTRIAN SURFACE
	SIGN ON PERMANENT SUPPORT		TEMPORARY PEDESTRIAN BARRICADE
	SIGN ON TEMPORARY SUPPORT		TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
	WORK AREA		TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
	DIRECTION OF TRAFFIC		TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)		

NOTES:

1) SEE TRAFFIC CONTROL OVERVIEW FOR ADDITIONAL INFORMATION



PROJECT NO: 1090-03-77

HWY: STH 20

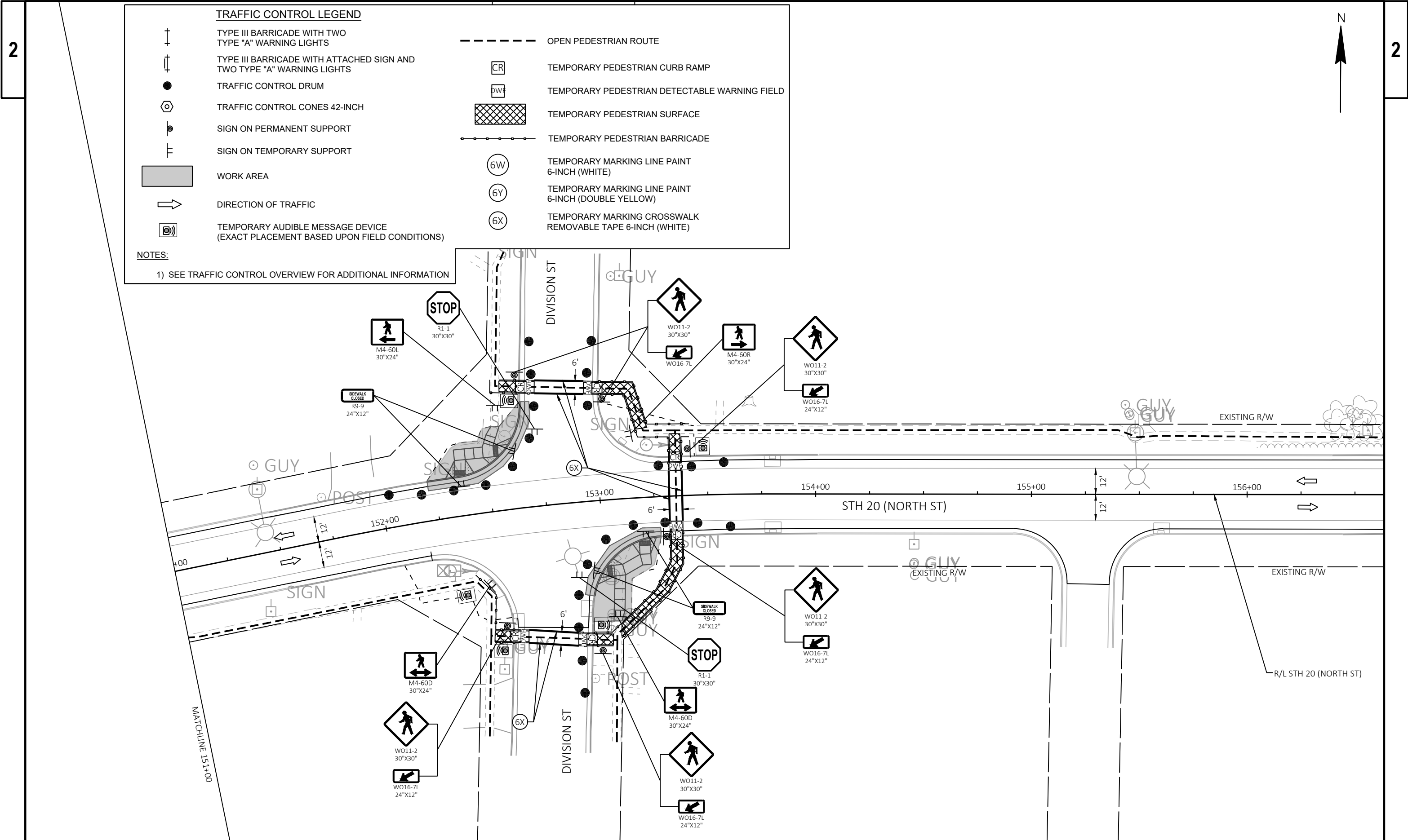
COUNTY: WALWORTH

TRAFFIC CONTROL - STAGE 1A

SHEET

67

E



TRAFFIC CONTROL LEGEND

- | | | | |
|--|--|--|---|
| | TYPE III BARRICADE WITH TWO TYPE "A" WARNING LIGHTS | | OPEN PEDESTRIAN ROUTE |
| | TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" WARNING LIGHTS | | TEMPORARY PEDESTRIAN CURB RAMP |
| | TRAFFIC CONTROL DRUM | | TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD |
| | TRAFFIC CONTROL CONES 42-INCH | | TEMPORARY PEDESTRIAN SURFACE |
| | SIGN ON PERMANENT SUPPORT | | TEMPORARY PEDESTRIAN BARRICADE |
| | SIGN ON TEMPORARY SUPPORT | | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| | WORK AREA | | TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW) |
| | DIRECTION OF TRAFFIC | | TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE) |
| | TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS) | | |

NOTES:

- 1) SEE TRAFFIC CONTROL OVERVIEW FOR ADDITIONAL INFORMATION

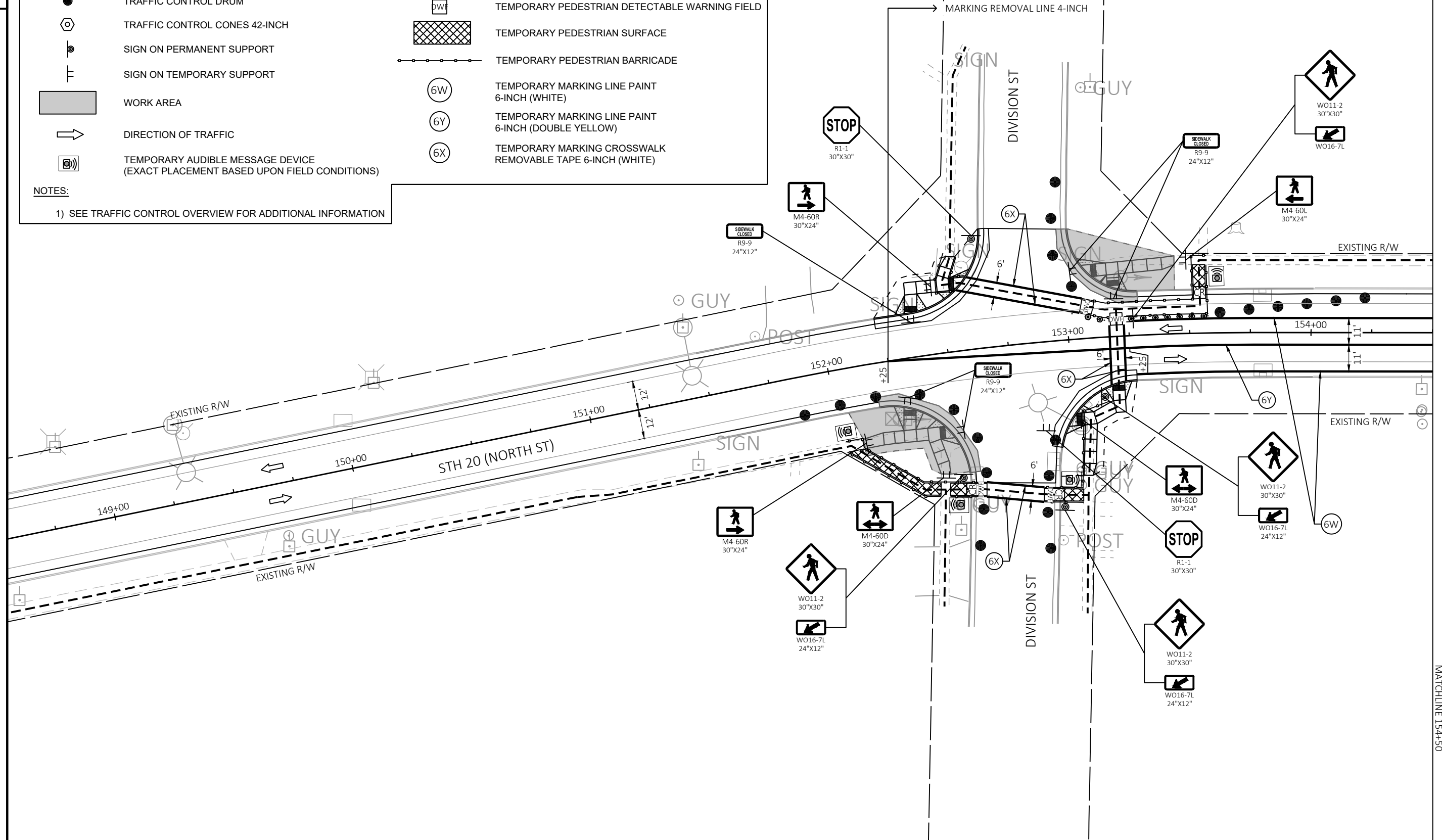
TRAFFIC CONTROL LEGEND

	TYPE III BARRICADE WITH TWO TYPE "A" WARNING LIGHTS
	TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" WARNING LIGHTS
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL CONES 42-INCH
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	WORK AREA
	DIRECTION OF TRAFFIC
	TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

NOTES:

- 1) SEE TRAFFIC CONTROL OVERVIEW FOR ADDITIONAL INFORMATION

	OPEN PEDESTRIAN ROUTE
	TEMPORARY PEDESTRIAN CURB RAMP
	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TEMPORARY PEDESTRIAN SURFACE
	TEMPORARY PEDESTRIAN BARRICADE
	TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
	TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)



PROJECT NO: 1090-03-77

HWY: STH 20

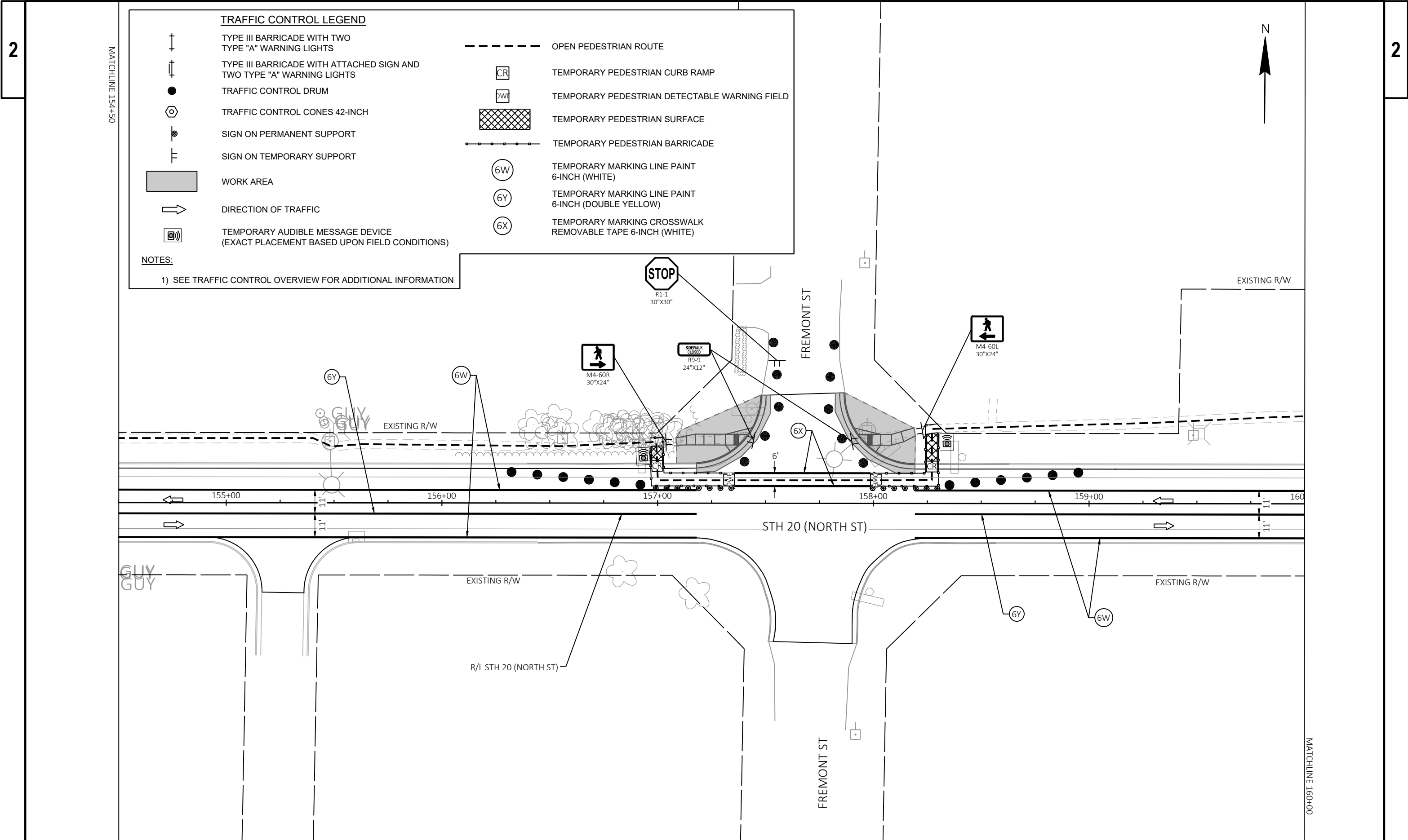
COUNTY: WALWORTH

TRAFFIC CONTROL - STAGE 1B

SHEET

69

E



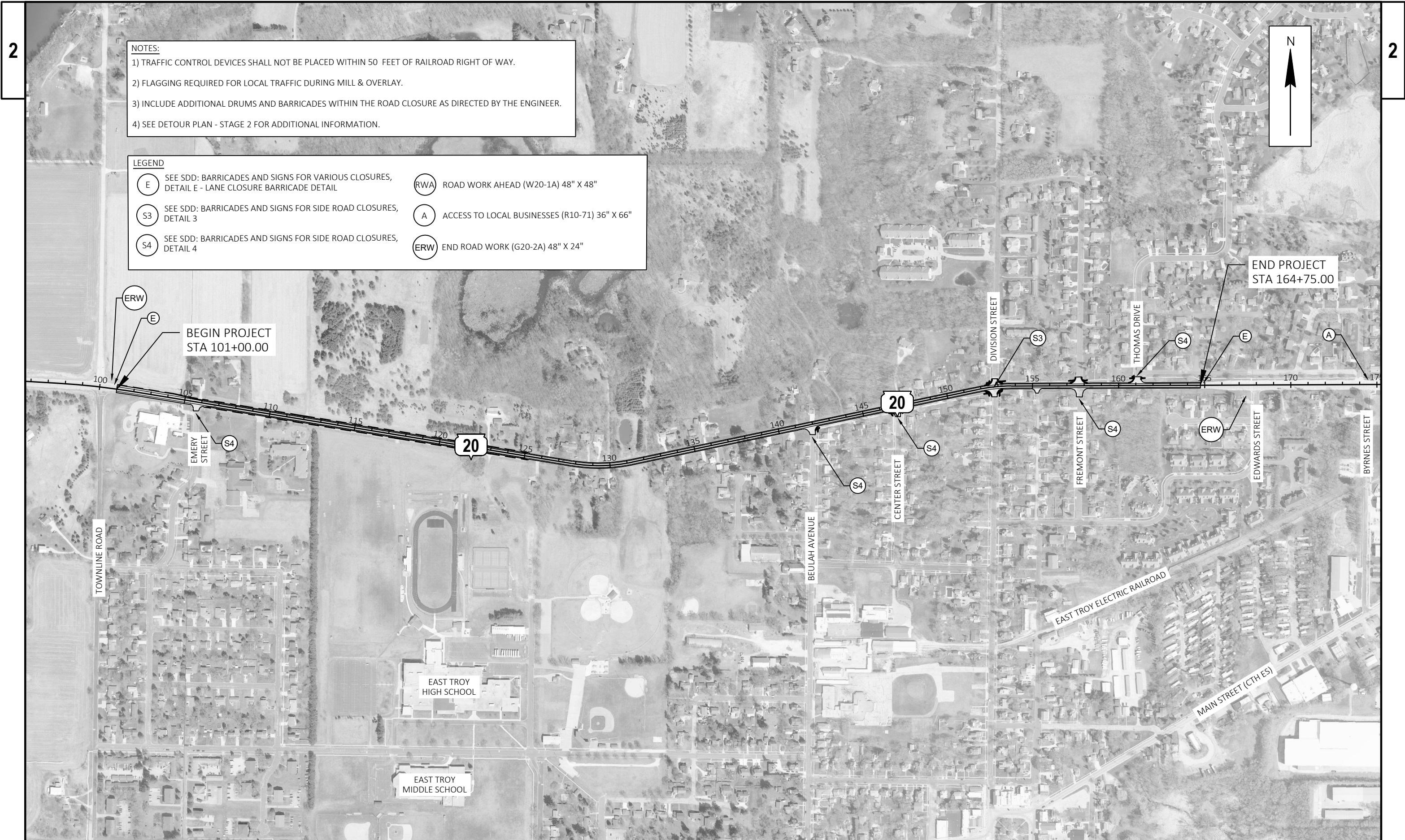
TRAFFIC CONTROL LEGEND

- | | | | |
|--|--|--|---|
| | TYPE III BARRICADE WITH TWO TYPE "A" WARNING LIGHTS | | OPEN PEDESTRIAN ROUTE |
| | TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" WARNING LIGHTS | | TEMPORARY PEDESTRIAN CURB RAMP |
| | TRAFFIC CONTROL DRUM | | TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD |
| | TRAFFIC CONTROL CONES 42-INCH | | TEMPORARY PEDESTRIAN SURFACE |
| | SIGN ON PERMANENT SUPPORT | | TEMPORARY PEDESTRIAN BARRICADE |
| | SIGN ON TEMPORARY SUPPORT | | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| | WORK AREA | | TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW) |
| | DIRECTION OF TRAFFIC | | TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE) |
| | TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS) | | |

NOTES:

1) SEE TRAFFIC CONTROL OVERVIEW FOR ADDITIONAL INFORMATION





NOTES:

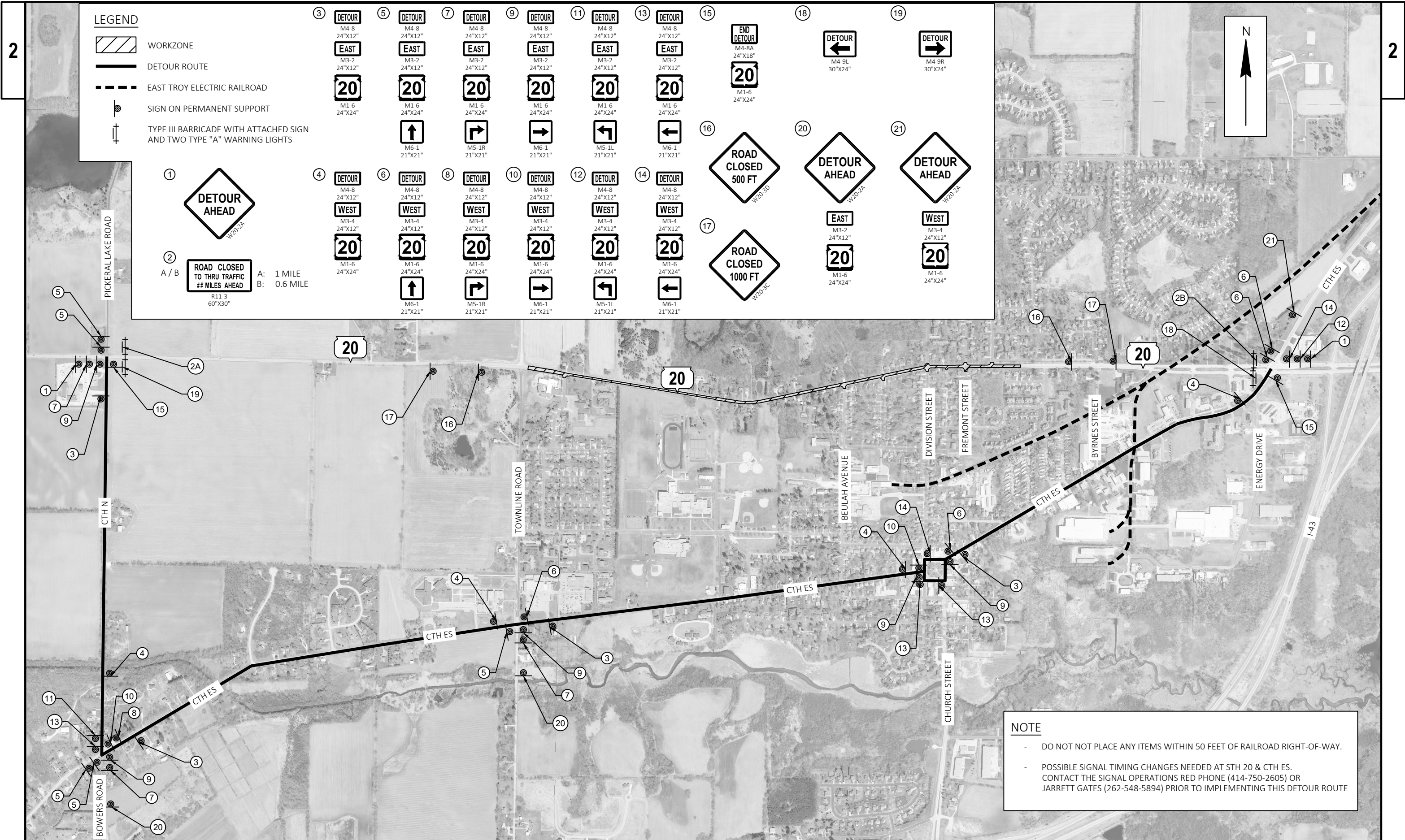
1) TRAFFIC CONTROL DEVICES SHALL NOT BE PLACED WITHIN 50 FEET OF RAILROAD RIGHT OF WAY.

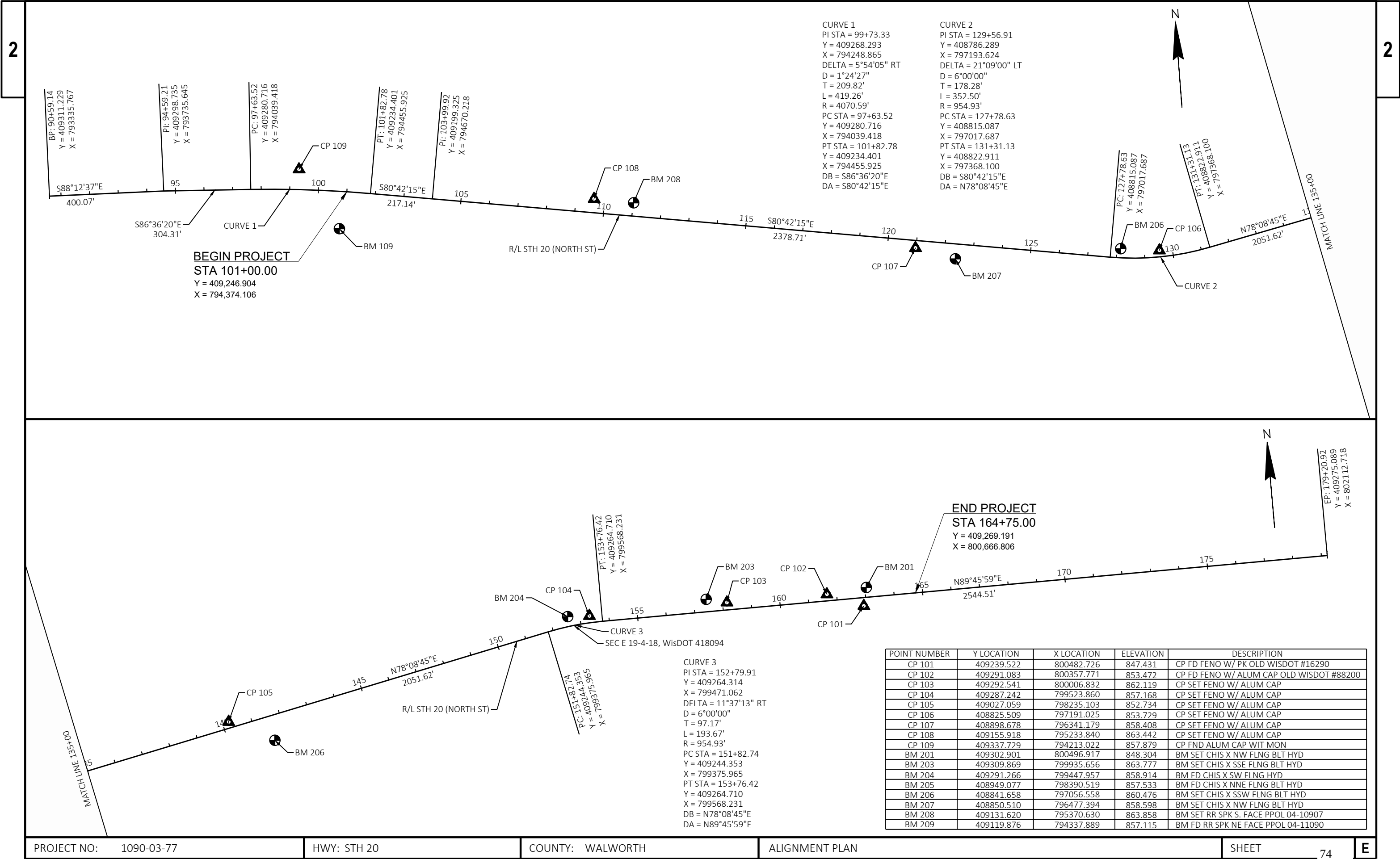
2) FLAGGING REQUIRED FOR LOCAL TRAFFIC DURING MILL & OVERLAY.

3) INCLUDE ADDITIONAL DRUMS AND BARRICADES WITHIN THE ROAD CLOSURE AS DIRECTED BY THE ENGINEER.

4) SEE DETOUR PLAN - STAGE 2 FOR ADDITIONAL INFORMATION.

LEGEND	
E	SEE SDD: BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL E - LANE CLOSURE BARRICADE DETAIL
S3	SEE SDD: BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAIL 3
S4	SEE SDD: BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAIL 4
RWA	ROAD WORK AHEAD (W20-1A) 48" X 48"
A	ACCESS TO LOCAL BUSINESSES (R10-71) 36" X 66"
ERW	END ROAD WORK (G20-2A) 48" X 24"





Estimate Of Quantities

1090-03-77

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	2.000	2.000
0004	204.0110	Removing Asphaltic Surface	SY	131.000	131.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	81.000	81.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	24,949.000	24,949.000
0010	204.0150	Removing Curb & Gutter	LF	477.000	477.000
0012	204.0155	Removing Concrete Sidewalk	SY	195.000	195.000
0014	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1090-03-77	EACH	1.000	1.000
0016	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	41.000	41.000
0018	213.0100	Finishing Roadway (project) 01. 1090-03-77	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	200.000	200.000
0022	390.0405	Base Patching Concrete SHES	CY	15.000	15.000
0024	416.0610	Drilled Tie Bars	EACH	52.000	52.000
0026	455.0605	Tack Coat	GAL	3,096.000	3,096.000
0028	460.2000	Incentive Density HMA Pavement	DOL	3,970.000	3,970.000
0030	460.6223	HMA Pavement 3 MT 58-28 S	TON	3,482.000	3,482.000
0032	460.6424	HMA Pavement 4 MT 58-28 H	TON	2,707.000	2,707.000
0034	465.0110	Asphaltic Surface Patching	TON	93.000	93.000
0036	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	16.000	16.000
0038	520.8700	Cleaning Culvert Pipes	EACH	1.000	1.000
0040	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	489.000	489.000
0042	602.0410	Concrete Sidewalk 5-Inch	SF	2,066.000	2,066.000
0044	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	150.000	150.000
0046	606.0200	Riprap Medium	CY	1.000	1.000
0048	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	29.000	29.000
0050	611.0530	Manhole Covers Type J	EACH	18.000	18.000
0052	611.0624	Inlet Covers Type H	EACH	1.000	1.000
0054	611.3230	Inlets 2x3-FT	EACH	1.000	1.000
0056	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0058	611.8120.S	Cover Plates Temporary	EACH	18.000	18.000
0060	612.0902.S	Insulation Board Polystyrene (inch) 01. 4-Inch	SY	5.000	5.000
0062	616.0700.S	Fence Safety	LF	500.000	500.000
0064	619.1000	Mobilization	EACH	1.000	1.000
0066	625.0100	Topsoil	SY	211.000	211.000
0068	627.0200	Mulching	SY	665.000	665.000
0070	628.1104	Erosion Bales	EACH	40.000	40.000
0072	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0074	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0076	628.2008	Erosion Mat Urban Class I Type B	SY	201.000	201.000
0078	628.7005	Inlet Protection Type A	EACH	3.000	3.000
0080	628.7020	Inlet Protection Type D	EACH	39.000	39.000
0082	628.7555	Culvert Pipe Checks	EACH	36.000	36.000
0084	629.0210	Fertilizer Type B	CWT	5.000	5.000
0086	630.0140	Seeding Mixture No. 40	LB	10.000	10.000
0088	630.0200	Seeding Temporary	LB	22.000	22.000
0090	630.0500	Seed Water	MGAL	7.000	7.000
0092	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	56.000	56.000
0094	637.0620	Sign Flags Permanent Type II	EACH	2.000	2.000
0096	637.2210	Signs Type II Reflective H	SF	253.840	253.840
0098	637.2230	Signs Type II Reflective F	SF	193.490	193.490

Estimate Of Quantities

1090-03-77

Line	Item	Item Description	Unit	Total	Qty
0100	638.2602	Removing Signs Type II	EACH	51.000	51.000
0102	638.3000	Removing Small Sign Supports	EACH	51.000	51.000
0104	642.5201	Field Office Type C	EACH	1.000	1.000
0106	643.0300	Traffic Control Drums	DAY	2,324.000	2,324.000
0108	643.0420	Traffic Control Barricades Type III	DAY	775.000	775.000
0110	643.0705	Traffic Control Warning Lights Type A	DAY	1,550.000	1,550.000
0112	643.0715	Traffic Control Warning Lights Type C	DAY	200.000	200.000
0114	643.0900	Traffic Control Signs	DAY	6,328.000	6,328.000
0116	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000
0118	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0120	643.1070	Traffic Control Cones 42-Inch	DAY	530.000	530.000
0122	643.3165	Temporary Marking Line Paint 6-Inch	LF	7,052.000	7,052.000
0124	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	508.000	508.000
0126	643.5000	Traffic Control	EACH	1.000	1.000
0128	644.1410	Temporary Pedestrian Surface Asphalt	SF	2,052.000	2,052.000
0130	644.1601	Temporary Pedestrian Curb Ramp	DAY	302.000	302.000
0132	644.1605	Temporary Pedestrian Detectable Warning Field	SF	140.000	140.000
0134	644.1810	Temporary Pedestrian Barricade	LF	1,844.000	1,844.000
0136	644.1900.S	Temporary Audible Message Devices	DAY	366.000	366.000
0138	645.0120	Geotextile Type HR	SY	8.000	8.000
0140	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	18,657.000	18,657.000
0142	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	425.000	425.000
0144	646.6120	Marking Stop Line Epoxy 18-Inch	LF	185.000	185.000
0146	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	597.000	597.000
0148	646.9000	Marking Removal Line 4-Inch	LF	6,136.000	6,136.000
0150	646.9100	Marking Removal Line 8-Inch	LF	45.000	45.000
0152	650.4000	Construction Staking Storm Sewer	EACH	1.000	1.000
0154	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	489.000	489.000
0156	650.8000	Construction Staking Resurfacing Reference	LF	6,375.000	6,375.000
0158	650.9000	Construction Staking Curb Ramps	EACH	15.000	15.000
0160	650.9500	Construction Staking Sidewalk (project) 01. 1090-03-77	EACH	1.000	1.000
0162	650.9911	Construction Staking Supplemental Control (project) 01. 1090-03-77	EACH	1.000	1.000
0164	690.0150	Sawing Asphalt	LF	1,002.000	1,002.000
0166	690.0250	Sawing Concrete	LF	108.000	108.000
0168	740.0440	Incentive IRI Ride	DOL	4,472.000	4,472.000
0170	SPV.0060	Special 01. RRFB System STH 20 WB Right at Division St (Back to Back)	EACH	1.000	1.000
0172	SPV.0060	Special 02. RRFB System STH 20 WB Left at Division St (Back to Back)	EACH	1.000	1.000
0174	SPV.0060	Special 03. RRFB System STH 20 EB Right at Division St (Back to Back)	EACH	1.000	1.000
0176	SPV.0060	Special 04. RRFB System STH 20 EB Left at Division St (Back to Back)	EACH	1.000	1.000
0178	SPV.0060	Special 05. Remove RRFB System STH 20 WB at Division St	EACH	1.000	1.000
0180	SPV.0060	Special 06. Remove RRFB System STH 20 EB at Division St	EACH	1.000	1.000
0182	SPV.0060	Special 07. Curb Ramp Grading, Shaping, and Finishing	EACH	11.000	11.000
0184	SPV.0060	Special 08. Section Corner Monuments	EACH	1.000	1.000
0186	SPV.0060	Special 30. Pipe Connection to Existing Structure	EACH	1.000	1.000
0188	SPV.0060	Special 31. Re-tie Endwall	EACH	1.000	1.000
0190	SPV.0060	Special 60. Adjusting Sanitary Manholes	EACH	5.000	5.000
0192	SPV.0060	Special 61. Adjusting Water Valve Boxes	EACH	14.000	14.000
0194	SPV.0195	Special 01. Asphaltic Repair	TON	153.000	153.000

3

GRUBBING

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	201.0205 GRUBBING STA	REMARKS
0010	STH 20	130+00	-	132+00	LT	2	ENDWALL ACCESS
TOTAL (CAT 0010)						2	

REMOVALS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
0010	STH 20	101+00	-	110+00		--	--
0010	STH 20	110+00	-	120+00		--	--
0010	STH 20	120+00	-	130+00		--	--
0010	STH 20	130+00	-	140+00		--	--
0010	STH 20	140+00	-	150+00	RT	97	65
0010	STH 20	150+00	-	160+00	RT/LT	305	103
0010	STH 20	160+00	-	164+75	LT	75	27
TOTAL (CAT 0010)						477	195

3

REMOVING ASPHALTIC SURFACE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
0010	STH 20	101+00	-	110+00	LT/RT	--	17	3,950
0010	STH 20	110+00	-	120+00	LT/RT	--	--	3,555
0010	STH 20	120+00	-	130+00	LT/RT	--	--	3,562
0010	STH 20	130+00	-	140+00	LT/RT	--	--	3,555
0010	STH 20	140+00	-	150+00	LT/RT	28	14	3,983
0010	STH 20	150+00	-	160+00	LT/RT	85	34	4,458
0010	STH 20	160+00	-	164+75	LT/RT	18	16	1,886
TOTAL (CAT 0010)						131	81	24,949

PREPARE FOUNDATION

				211.0101 PREPARE FOUNDATION FOR ASPHALTIC PAVING	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS
CATEGORY	STATION	TO	STATION	LOCATION	STA
0010	101+00	-	110+00	STH 20	9
0010	110+00	-	120+00	STH 20	20
0010	120+00	-	130+00	STH 20	12
0010	130+00	-	140+00	STH 20	--
0010	140+00	-	150+00	STH 20	--
0010	150+00	-	160+00	STH 20	--
0010	160+00	-	164+75	STH 20	--
SUBTOTAL				--	41
UNDISTRIBUTED				1	--
TOTAL (CAT 0010)				1	41

AGGREGATE

CATEGORY	ROADWAY	STATION	TO	STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	REMARKS
0010	STH 20	101+00	-	125+26	200	USE TO SUPPLEMENT SHOULDER AGGREGATE AS DIRECTED BY ENGINEER
TOTAL (CAT 0010)					200	

SHES CONCRETE

CATEGORY	LOCATION	390.0405 BASE PATCHING CONCRETE SHES CY	REMARKS
0010	UNDISTRIBUTED	15	FOR MANHOLE ADJUSTMENNTS
TOTAL (CAT 0010)		15	

DRILLED BAR ITEMS

CATEGORY	ROADWAY	LOCATION	416.0610 DRILLED TIE BARS EACH	REMARKS
0010	STH 20	BEULAH AVE.	4	
0010	STH 20	CENTER ST.	8	
0010	STH 20	DIVISION ST.	16	
0010	STH 20	FREEMONT ST.	8	
0010	STH 20	THOMAS DR.	8	
SUBTOTAL			8	
UNDISTRIBUTED			8	AT INLET ADJUSTMENTS AS NEEDED
TOTAL (CAT 0010)			52	

PROJECT NO: 1090-03-77

HWY: STH 20

COUNTY: WALWORTH

MISCELLANEOUS QUANTITIES

SHEET

77

E

HMA PAVEMENT							
CATEGORY	ROADWAY	STATION	TO	STATION	455.0605	460.6223	460.6424
					TACK COAT	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 H
0010	STH 20	101+00	-	110+00	494	555	432
0010	STH 20	110+00	-	120+00	480	540	420
0010	STH 20	120+00	-	130+00	455	512	398
0010	STH 20	130+00	-	140+00	427	480	373
0010	STH 20	140+00	-	150+00	478	538	418
0010	STH 20	150+00	-	160+00	535	602	468
0010	STH 20	160+00	-	164+75	227	255	198
TOTAL (CAT 0010)					3,096	3,482	2,707

ASPHALTIC SURFACE							
CATEGORY	ROADWAY	STATION	TO	STATION	465.0110	465.0120	REMARKS
					ASPHALTIC SURFACE PATCHING	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	
0010	STH 20	101+00	-	110+00	--	--	
0010	STH 20	110+00	-	120+00	--	9	
0010	STH 20	120+00	-	130+00	--	7	
0010	STH 20	130+00	-	140+00	--	--	
0010	STH 20	140+00	-	150+00	11	--	
0010	STH 20	150+00	-	160+00	32	--	
0010	STH 20	160+00	-	164+75	7	--	
SUBTOTAL					50	16	
UNDISTRIBUTED					43	--	FOR MANHOLE ADJUSTMENTS AS NEEDED
TOTAL (CAT 0010)					93	16	

ASPHALTIC REPAIR			
CATEGORY	ROADWAY	LOCATION	SPV.0195.01
			ASPHALTIC REPAIR
0010	STH 20	UNDISTRIBUTED	153
TOTAL (CAT 0010)			153

CLEANING CULVERT PIPES				
CATEGORY	STATION	OFFSET	520.8700	REMARKS
			CLEANING CULVERT PIPES EACH	
0010	105+86	LT/RT	1	24" x 85' RCCP
TOTAL (CAT 0010)			1	

CURB RAMPS			
CATEGORY	LOCATION	SPV.0060.07	650.9000
		CURB RAMP GRADING, SHAPING & FINISHING EACH	CONSTRUCTION STAKING CURB RAMPS EACH
0010	BEULAH AVENUE	1	1
0010	CENTER STREET	2	2
0010	DIVISION STREET	4	8
0010	FREMONT STREET	2	2
0010	THOMAS DRIVE	2	2
TOTAL (CAT 0010)		11	15

CURB & GUTTER						
CATEGORY	ROADWAY	STATION	TO	STATION	601.0411	REMARKS
					CONCRETE CURB & GUTTER 30-INCH TYPE D	
0010	STH 20	101+00	-	110+00	--	
0010	STH 20	110+00	-	120+00	--	
0010	STH 20	120+00	-	130+00	--	
0010	STH 20	130+00	-	140+00	--	
0010	STH 20	140+00	-	150+00	97	
0010	STH 20	150+00	-	160+00	305	
0010	STH 20	160+00	-	164+75	75	
SUBTOTAL					477	
UNDISTRIBUTED					12	FOR ADJUSTING INLETS AS NEEDED
TOTAL (CAT 0010)					489	

CURB RAMP GRADING, SHAPING, AND FINISHING* FOR INFORMATION ONLY						
CATEGORY	LOCATION	BASE AGGREGATE DENSE 1 1/4-INCH	TOPSOIL	FERTILIZER TYPE B	SOD WATER	SOD LAWN
		TON	SY	CWT	MGAL	SY
0010	BEULAH AVENUE	7	37	1	2	37
0010	CENTER STREET	14	73	1	4	73
0010	DIVISION STREET	33	192	1	9	192
0010	FREMONT STREET	10	109	1	5	109
0010	THOMAS DRIVE	10	64	1	3	64
TOTAL (CAT 0010)		74	475	5	23	475

*ITEMS AND QUANTITIES LISTED FOR INFORMATION ONLY
ITEMS IN TABLE ARE INCIDENTAL TO CURB RAMP GRADING, SHAPING, AND FINISHING PER THE SPECIFICATIONS

3

CONCRETE SIDEWALK						
CATEGORY	ROADWAY	STATION	TO	STATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
0010	STH 20	101+00	-	110+00	--	--
0010	STH 20	110+00	-	120+00	--	--
0010	STH 20	120+00	-	130+00	--	--
0010	STH 20	130+00	-	140+00	--	--
0010	STH 20	140+00	-	150+00	576	30
0010	STH 20	150+00	-	160+00	1,225	100
0010	STH 20	160+00	-	164+75	265	20
TOTAL (CAT 0010)					2,066	150

RIPRAP					
CATEGORY	ROADWAY	STATION	OFFSET	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
0010	STH 20	131+30	87' LT	1	8
TOTAL (CAT 0010)				1	8

STORM SEWER PIPES								
608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH								
CATEGORY	FROM	-	TO	LOCATION	LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
0010	101	-	E103	STH 20	29	854.02	853.93	0.0031
TOTAL (CAT 0010)					29			

3

STORM SEWER MANHOLE & INLET COVERS					
CATEGORY	STATION	OFFSET	611.0530 MANHOLE COVERS TYPE J EACH	611.8115 ADJUSTING INLET COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH
0010	125+07	5' LT	1	--	1
0010	126+55	4' LT	1	--	1
0010	129+54	7' RT	1	--	1
0010	131+51	4' LT	1	--	1
0010	132+37	6' LT	1	--	1
0010	134+99	6' LT	1	--	1
0010	137+49	6' LT	1	--	1
0010	139+73	6' LT	1	--	1
0010	141+71	5' LT	1	--	1
0010	144+77	7' LT	1	--	1
0010	147+14	4' LT	1	--	1
0010	149+99	5' LT	1	--	1
0010	152+87	15' LT	1	--	1
0010	152+88	42' RT	1	--	1
0010	153+79	6' LT	1	--	1
0010	155+62	5' LT	1	--	1
0010	160+55	4' LT	1	--	1
0010	164+35	4' LT	1	--	1
SUBTOTAL			18	--	18
UNDISTRIBUTED			--	2	--
TOTAL (CAT 0010)			18	2	18

STORM SEWER STRUCTURES									
CATEGORY	STRUCTURE	STATION	OFFSET**	LOCATION	611.0624 INLET COVERS TYPE H EACH	611.3230 INLETS 2X3-FT EACH	RIM*** ELEVATION	INVERT**** ELEVATION	DEPTH***** FT
0010	101	160+82.36	29.42' LT	STH 20	1	1	856.44	854.02	1.58
TOTAL (CAT 0010)					1	1			

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 - 6-INCH ADJUSTMENT RING HEIGHT

POLYSTYRENE BOARD			
CATEGORY	LOCATION	612.0902.S.01 INSULATION BOARD POLYSTYRENE (4-INCH) SY	REMARKS
0010	THOMAS DRIVE	5	INSULATE OVER WATER MAIN AS NEEDED
TOTAL (CAT 0010)		5	

PIPE CONNECT TO EXISTING STRUCTURE					
CATEGORY	STRUCTURE	STATION	OFFSET	LOCATION	SPV.0060.30 PIPE CONNECTION TO EXISTING STRUCTURE EACH
0010	E103	160+55.83	-16.78	STH 20	1
TOTAL (CAT 0010)					1

RE-TIE ENDWALL				
CATEGORY	STATION	OFFSET	LOCATION	SPV.0060.31 RE-TIE ENDWALL EACH
0010	131+32.44	-76.37	STH 20	1
TOTAL (CAT 0010)				1

FENCE SAFETY			
CATEGORY	ROADWAY	LOCATION	616.0700.S FENCE SAFETY LF
0010	STH 20	UNDISTRIBUTED	500
TOTAL (CAT 0010)			500

EROSION CONTROL & RESTORATION																		
CATEGORY	LOCATION	STATION	TO	STATION	625.0100	627.0200	628.1104	628.1905	628.1910	628.2008	628.7005	628.7020	628.7555	629.0210	630.0140	630.0200	630.0500	
					TOPSOIL	MULCHING	EROSION BALES	MOBILIZATIONS EROSION CONTROL	MOBILIZATIONS EMERGENCY EROSION CONTROL	EROSION MAT URBAN CLASS I TYPE B	INLET PROTECTION TYPE A	INLET PROTECTION TYPE D	CULVERT PIPE CHECKS	FERTILIZER TYPE B	SEEDING MIXTURE NO. 40	SEEDING TEMPORARY	SEED WATER	
0010	STH 20	101+00	-	110+00	--	--	--	--	--	--	--	--	21	--	--	--	--	
0010	STH 20	110+00	-	120+00	--	--	--	--	--	--	--	--	6	--	--	--	--	
0010	STH 20	120+00	-	130+00	--	--	--	--	--	--	1	4	3	--	--	--	--	
0010	STH 20	130+00	-	140+00	191	191	--	--	--	191	--	8	--	1	9	6	6	
0010	STH 20	140+00	-	150+00	--	109	--	--	--	--	--	8	--	1	--	3	--	
0010	STH 20	150+00	-	160+00	--	301	--	--	--	--	--	5	--	1	--	9	--	
0010	STH 20	160+00	-	164+75	--	64	--	--	--	--	1	10	--	1	--	2	--	
SUBTOTAL					191	665	--	--	--	191	2	35	30	4	9	20	6	
UNDISTRIBUTED					20	--	40	1	3	10	1	4	6	1	1	2	1	
TOTAL (CAT 0010)					211	665	40	1	3	201	3	39	36	5	10	22	7	

NOTE: MULCHING IS INCLUDED FOR TEMPORARY SEEDING

3

SIGNING

CATEGORY	SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE			634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
				W [IN.]	x x	H [IN.]								
0010	1	J13-1 (2S) M1-6 M6-4	--	24.00	x	45.00	1	--	7.50	--	1	1	--	SEE DETAIL
			--	24.00	x	24.00	--	--	--	--	--	--	--	
			--	21.00	x	21.00	--	--	--	--	--	--	--	
0010	2	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	
0010	3	W4-4P (2S)	--	24.00	x	12.00	--	--	--	2.00	--	--	2	
0010	4	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	
0010	5	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	
0010	6	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	
0010	7	W4-4P (2S)	--	24.00	x	12.00	--	--	--	2.00	--	--	6	
0010	8	J13-1 (2S)	--	24.00	x	45.00	1	--	7.50	--	1	1	--	
		M1-6	--	24.00	x	24.00	--	--	--	--	--	--	--	
		M6-4	--	21.00	x	21.00	--	--	--	--	--	--	--	
0010	9	D1-1 (X)	EMERY STREET (RIGHT ARROW)	72.00	x	15.00	2	--	7.50	--	--	--	--	
0010	10	J4-1 (2S)	--	24.00	x	36.00	1	--	6.00	--	1	1	--	
		M3-2	--	24.00	x	12.00	--	--	--	--	--	--	--	SEE DETAIL
		M1-6	--	24.00	x	24.00	--	--	--	--	--	--	--	
0010	11	D1-61 (X)	TOWNLIN E ROAD (DOUBLE ARROW)	66.00	x	24.00	2	--	11.00	--	--	--	--	
0010	12	W14-3 (2S)	--	48.00	x	36.00	1	--	--	5.56	1	1	--	
0010	13	R3-20R (2S)	--	24.00	x	36.00	1	--	6.00	--	1	1	--	
0010	14	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	
0010	15	R2-1 (2S)	45 MPH	24.00	x	30.00	1	--	5.00	--	1	1	--	
0010	16	R2-1 (2S)	45 MPH	24.00	x	30.00	1	--	5.00	--	1	1	--	
0010	17	D1-1 (X)	EMERY STREET (LEFT ARROW)	72.00	x	15.00	2	--	7.50	--	--	--	--	
0010	18	R5-6 --	--	--	x	--	--	--	--	--	1	1	--	
0010	19	W3-5 (2S)	30 MPH	36.00	x	36.00	1	--	--	9.00	1	1	--	
0010	20	W3-5 (2S)	30 MPH	36.00	x	36.00	1	--	--	9.00	1	1	--	
0010	21	W1-1L (2S)	--	36.00	x	36.00	1	--	--	9.00	1	1	--	
0010	22	W13-1 (2S)	25 MPH	18.00	x	18.00	--	--	--	2.25	--	--	21	
0010	23	W14-3 (2S)	--	48.00	x	36.00	1	--	--	5.56	1	1	--	
0010	24	J4-1 (2S)	--	24.00	x	36.00	1	--	6.00	--	1	1	--	
		M3-4	--	24.00	x	12.00	--	--	--	--	--	--	--	
		M1-6	--	24.00	x	24.00	--	--	--	--	--	--	--	
0010	25	R2-1 (3)	30 MPH	36.00	x	48.00	1	2	12.00	--	1	1	--	
0010	26	R2-1 (2S)	45 MPH	24.00	x	30.00	1	--	5.00	--	1	1	--	
0010	27	W1-6 (2S)	--	48.00	x	24.00	1	--	--	8.00	1	1	--	
0010	28	W1-6 (2S)	--	48.00	x	24.00	1	--	--	8.00	1	1	--	
0010	29	W1-6 (2S)	--	48.00	x	24.00	1	--	--	8.00	1	1	--	
0010	30	R2-1 (2S)	30 MPH	24.00	x	30.00	1	--	5.00	--	1	1	--	
0010	31	W14-3 (2S)	--	48.00	x	36.00	1	--	--	5.56	1	1	--	
0010	32	W1-1R (2S)	--	36.00	x	36.00	1	--	--	9.00	1	1	--	
0010	33	R2-1 (2S)	30 MPH	24.00	x	30.00	1	--	5.00	--	1	1	--	
0010	34	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	
0010	35	R2-1 (2S)	30 MPH	24.00	x	30.00	1	--	5.00	--	1	1	--	
0010	36	J4-1 (2S)	--	24.00	x	36.00	1	--	6.00	--	1	1	--	
		M3-2	--	24.00	x	12.00	--	--	--	--	--	--	--	
		M1-6	--	24.00	x	24.00	--	--	--	--	--	--	--	
0010	37	W14-3 (2S)	--	48.00	x	36.00	1	--	--	5.56	1	1	--	
0010	38	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	
0010	39	S1-1 (2S)	--	36.00	x	36.00	1	--	--	6.75	1	1	--	
0010	40	S16-9P (2S)	--	30.00	x	18.00	--	--	--	3.75	--	--	39	
0010	41	R2-6P (2S)	--	24.00	x	18.00	--	--	3.00	--	--	--	39	
0010	42	R2-1 (2S)	30 MPH	24.00	x	30.00	1	--	5.00	--	1	1	--	
0010	43	R2-1 (2S)	30 MPH	24.00	x	30.00	1	--	5.00	--	1	1	--	
0010	44	S5-2 (2S)	--	24.00	x	30.00	--	--	5.00	--	--	--	43	
0010	45	D1-2 (X)	RAILROAD MUSEUM (RIGHT ARROW)	66.00	x	24.00	2	--	11.00	--	1	2	--	
			--	24.00	x	36.00	1	--	6.00	--	1	1	--	
0010	46	J4-1 (2S)	--	24.00	x	12.00	--	--	--	--	--	--	--	MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY
		M3-4	--	24.00	x	24.00	--	--	--	--	--	--	--	
		M1-6	--	24.00	x	24.00	--	--	--	--	--	--	--	
0010	47	J2-1 (2S)	--	24.00	x	57.00	1	--	9.50	--	1	1	--	
		MB4-1	--	24.00	x	12.00	--	--	--	--	--	--	--	
		M1-1	--	24.00	x	24.00	--	--	--	--	--	--	--	
		MB6-1	--	21.00	x	21.00	--	--	--	--	--	--	--	
0010	48	S1-1 (2S)	--	36.00	x	36.00	--	--	--	6.75	--	--	--	
0010	49	S16-7R (2S)	--	30.00	x	18.00	--	--	--	3.75	--	--	--	
0010	50	S1-1 (2S)	--	36.00	x	36.00	--	--	--	6.75	--	--	--	
0010	51	S16-7L (2S)	--	30.00	x	18.00	--	--	--	3.75	--	--	--	
0010	52	S1-1 (2S)	--	36.00	x	36.00	--	--	--	6.75	1	--	--	
0010	53	S16-7L (2S)	--	30.00	x	18.00	--	--	--	3.75	--	--	--	
0010	54	S1-1 (2S)	--	36.00	x	36.00	--	--	--	6.75	--	--	--	
0010	55	S16-7R (2S)	--	30.00	x	18.00	--	--	--	3.75	--	--	--	
0010	56	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	

3

PROJECT NO: 1090-03-77

HWY: STH 20

COUNTY: WALWORTH

MISCELLANEOUS QUANTITIES

SHEET

E

SIGNING

CATEGORY	SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE			634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	637.0620 SIGN FLAGS PERMANENT TYPE II EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.223 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
				W [IN.]	x x	H [IN.]								
0010	57	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY MOUNT ON RRFB ASSEMBLY
0010	58	S1-1 (2S)	--	36.00	x	36.00	--	--	--	6.75	1	--	--	
0010	59	S16-7R (2S)	--	30.00	x	18.00	--	--	--	3.75	--	--	--	
0010	60	S1-1 (2S)	--	36.00	x	36.00	--	--	--	6.75	--	--	--	
0010	61	S16-7L (2S)	--	30.00	x	18.00	--	--	--	3.75	--	--	--	
0010	62	S1-1 (2S)	--	36.00	x	36.00	--	--	--	6.75	--	--	--	
0010	63	S16-7L (2S)	--	30.00	x	18.00	--	--	--	3.75	--	--	--	
0010	64	S1-1 (2S)	--	36.00	x	36.00	--	--	--	6.75	--	--	--	
0010	65	S16-7R (2S)	--	30.00	x	18.00	--	--	--	3.75	--	--	--	
0010	66	R2-1 (2S)	30 MPH	24.00	x	30.00	1	--	5.00	--	1	1	--	
0010	67	S5-2 (2S)	--	24.00	x	30.00	--	--	5.00	--	--	--	66	
0010	68	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	
0010	69	S1-1 (2S)	--	36.00	x	36.00	1	--	--	6.75	1	1	--	
0010	70	S16-9P (2S)	--	30.00	x	18.00	--	--	--	3.75	--	--	69	
0010	71	R2-6P (2S)	--	24.00	x	18.00	--	--	3.00	--	--	--	69	
0010	72	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	
0010	73	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	
0010	74	R2-1 (2S)	30 MPH	24.00	x	30.00	1	--	5.00	--	1	1	--	
0010	75	J4-1 (2S)	--	24.00	x	36.00	1	--	6.00	--	1	1	--	SEE DETAIL
		M3-2	--	24.00	x	12.00	--	--	--	--	--	--	--	
		M1-6	--	24.00	x	24.00	--	--	--	--	--	--	--	
0010	76	D1-2 (X)	RAILROAD MUSEUM (LEFT ARROW)	66.00	x	24.00	2	--	11.00	--	1	2	--	
0010	77	R1-1 (2S)	--	30.00	x	30.00	1	--	5.18	--	1	1	--	
			TOTAL (CAT 0010)				56	2	253.84	193.49	51	51		

PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	TO	STATION	646.2040		646.4040		646.6120	646.7420	
					MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DASHED YELLOW) (12.5 FT LINE 37.5 FT SKIP)	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)	MARKING STOP LINE EPOXY 18-INCH	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
0010	STH 20	101+00	-	110+00	502	1,750	237	381	44	27	--
0010	STH 20	110+00	-	120+00	--	2,000	250	--	--	--	--
0010	STH 20	120+00	-	130+00	1,172	2,000	207	--	--	--	--
0010	STH 20	130+00	-	140+00	500	2,000	250	--	--	--	--
0010	STH 20	140+00	-	150+00	658	1,798	168	--	--	39	97
0010	STH 20	150+00	-	160+00	1,818	1,545	--	--	--	98	419
0010	STH 20	160+00	-	164+75	950	852	--	--	--	21	81
SUBTOTAL					5,600	11,945	1,112	381	44	185	597
TOTAL (CAT 0010)						18,657		425		185	597

MARKING REMOVALS

CATEGORY	STAGE	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF
		LF	LF
0010	1A	2,406	--
0010	1B	3,730	--
0010	2	--	45
TOTAL (CAT 0010)		6,136	45

TRAFFIC CONTROL																			
STAGE DURATION				643.0300		643.0420		643.0705		643.0715		643.0900		643.0920		643.1050		643.1070	
				TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL WARNING LIGHTS TYPE C		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL COVERING SIGNS TYPE II		TRAFFIC CONTROL SIGNS PCMS		TRAFFIC CONTROL CONES 42-INCH	
CATEGORY	STAGE	DAYS	LOCATION	EACH**	DAY	EACH**	DAY	EACH**	DAY	EACH**	DAY	EACH**	DAY	EACH	CYCLES**	EACH**	DAY	EACH**	DAY
0010	1 OVERVIEW	43	STH 20	--	--	--	--	--	--	--	--	12	516	--	--	--	--	--	--
0010	1A	22	STH 20	50	1,100	--	--	--	--	--	--	36	792	--	--	--	--	--	--
0010	1B	21	STH 20	53	1,113	10	210	20	420	--	--	34	714	--	--	--	--	24	504
STAGE 1 SUBTOTAL					2,213		210		420		--		2,022	--	--		--		504
0010	2 OVERVIEW	22	STH 20	--	--	20	440	40	880	--	--	27	594	--	--	--	--	--	--
0010	2 DETOUR	22	STH 20	--	--	4	88	8	176	--	--	155	3,410	--	--	--	--	--	--
STAGE 2 SUBTOTAL					--		528		1,056		--		4,004	--	--		--		--
SUBTOTAL					2,213		738		1,476		--		6,026	--	--		--		504
UNDISTRIBUTED					111		37		74		200		301	10	1		28		25
TOTAL (CAT 0010)					2,324		775		1,550		200		6,328	10			28		530

**FOR INFORMATION ONLY

TEMP PAVEMENT MARKING					
			643.3165		643.3350
			TEMPORARY MARKING LINE PAINT 6-INCH YELLOW	TEMPORARY MARKING LINE PAINT 6-INCH WHITE	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
CATEGORY	STAGE	LOCATION	LF	LF	LF
0010	1A	STH 20	1,474	1,687	186
0010	1B	STH 20	2,048	1,843	322
TOTAL (CAT 0010)			7,052		508

TEMP PEDESTRIAN ACCOMODATIONS											
				644.1410	644.1601	644.1605	644.1810	644.1900.S			
				TEMPORARY PEDESTRIAN SURFACE ASPHALT	TEMPORARY PEDESTRIAN CURB RAMP	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	TEMPORARY PEDESTRIAN BARRICADE	TEMPORARY AUDIBLE MESSAGE DEVICE			
CATEGORY	STAGE	DURATION	LOCATION	SF	EACH**	DAY	SF	LF	EACH**	DAY	
0010	1A	22	STH 20	1,111	8	176	80	728	9	198	
0010	1B	21	STH 20	673	6	126	60	875	8	168	
SUBTOTAL				1,784		302	140	1,603		366	
UNDISTRIBUTED				268		--	--	241		--	
TOTAL (CAT 0010)				2,052		302	140	1,844		366	

**FOR INFORMATION ONLY

SAWING						
				690.0150	690.0250	REMARKS
				SAWING ASPHALT	SAWING CONCRETE	
CATEGORY	STATION	TO	STATION	LF	LF	
0010	101+00	-	110+00	--	--	
0010	110+00	-	120+00	--	--	
0010	120+00	-	130+00	--	--	
0010	130+00	-	140+00	--	--	
0010	140+00	-	150+00	85	28	BEULAH AVE & CENTER ST
0010	150+00	-	160+00	371	39	DIVISION ST & FREMONT ST
0010	160+00	-	164+75	84	31	THOMAS DR
SUBTOTAL				540	98	
UNDISTRIBUTED				462	10	FOR MANHOLE & INLET ADJUSTMENT
TOTAL (CAT 0010)				1,002	108	

CONSTRUCTION STAKING										
					650.4000	650.5500	650.8000	650.9500	650.9911	REMARKS
					CONSTRUCTION STAKING STORM SEWER	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	CONSTRUCTION STAKING RESURFACING REFERENCE	CONSTRUCTION STAKING SIDEWALK	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL	
CATEGORY	ROADWAY	STATION	TO	STATION	EACH	LF	LF	EACH	EACH	
0010	STH 20	101+00	-	110+00	--	--	900	--	--	
0010	STH 20	110+00	-	120+00	--	--	1,000	--	--	
0010	STH 20	120+00	-	130+00	--	--	1,000	--	--	
0010	STH 20	130+00	-	140+00	--	--	1,000	--	--	
0010	STH 20	140+00	-	150+00	--	97	1,000	--	--	
0010	STH 20	150+00	-	160+00	--	305	1,000	--	--	
0010	STH 20	160+00	-	164+75	1	75	475	--	--	
SUBTOTAL					1	477	6,375	--	--	
UNDISTRIBUTED					--	12	--	1	1	CURB & GUTTER STAKING FOR INLET ADJUSTMENTS AS NEEDED
TOTAL (CAT 0010)					1	489	6,375	1	1	

SECTION CORNER MONUMENTS

SPV.0060.08 SECTION CORNER MONUMENTS EACH				
CATEGORY	ROADWAY	LOCATION		REMARKS
0010	STH 20	STH 20 & DIVISION STREET	1	SEC 19-4-18
TOTAL (CAT 0010)			1	

ADJUSTING SANITARY MANHOLES

SPV.0060.60 ADJUSTING SANITARY MANHOLES EACH			
CATEGORY	STATION	OFFSET	
0020	105+70	27.3' RT	1
0020	141+98	20.3' RT	1
0020	147+03	20.5' LT	1
0020	152+77	19.5' RT	1
0020	157+74	20.9' RT	1
TOTAL (CAT 0020)			5

ADJUSTING VALVE BOXES

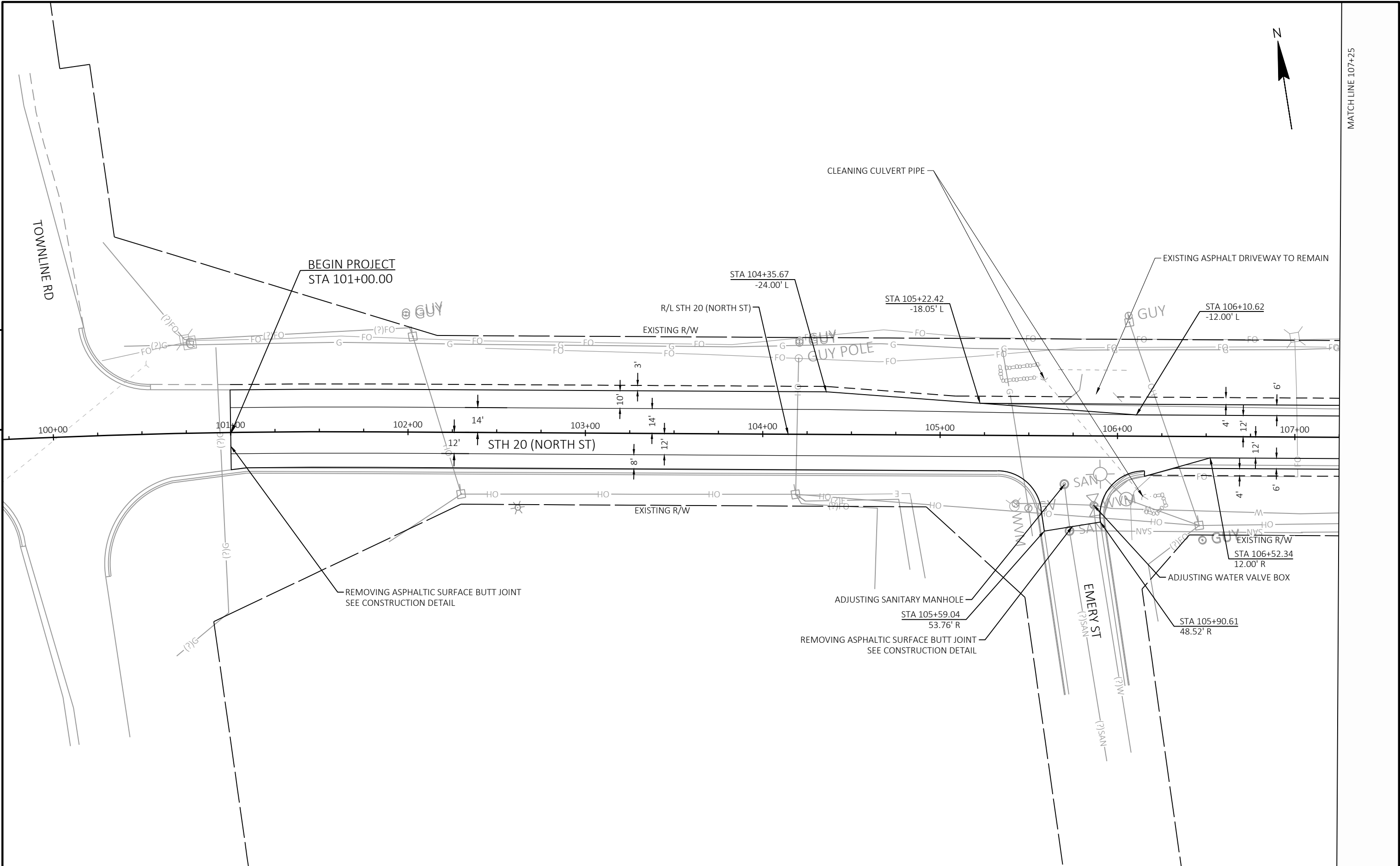
SPV.0060.61 ADJUSTING WATER VALVE BOXES EACH				
CATEGORY	STATION	OFFSET		REMARKS
0030	105+87	39.1' RT	1	
0030	146+82	37.4' RT	1	
0030	146+86	34.6' RT	1	
0030	152+13	30.1' RT	1	
0030	152+51	20.5' LT	1	
0030	152+65	31.3' RT	1	
0030	152+73	32.3 LT	1	
0030	152+76	20.8' LT	1	
0030	157+54	28.9' LT	1	
0030	157+64	24.7' LT	1	
0030	160+89	25.3' LT	1	
0030	161+16	39.9' LT	1	
SUBTOTAL			12	
UNDISTRIBUTED			2	FOR ADDITIONAL VALVE ADJUSTMENTS AS NEEDED
TOTAL (CAT 0030)			14	

Rectangular Rapid Flash Beacon - MISC QUANTITIES		1090-03-77			
LOCATION					
		RRFB System	RRFB System	RRFB System	RRFB System
		STH 20 WB RIGHT AT DIVISION ST (BACK TO BACK)	STH 20 WB LEFT AT DIVISION ST (BACK TO BACK)	STH 20 EB RIGHT AT DIVISION ST (BACK TO BACK)	STH 20 EB LEFT AT DIVISION ST (BACK TO BACK)
		SPV.0060.01	SPV.0060.02	SPV.0060.03	SPV.0060.04
		Each	Each	Each	Each
STH 20 WB RIGHT AT DIVISION STREET		1			
STH 20 WB LEFT AT DIVISION STREET			1		
STH 20 EB RIGHT AT DIVISION STREET				1	
STH 20 EB LEFT AND DIVISION STREET					1

TOTAL	1	1	1	1
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Rectangular Rapid Flash Beacon - REMOVAL MISC QUANTITIES		1090-03-77	
LOCATION			
		REMOVE RRFB System	REMOVE RRFB SYSTEM
		STH 20 WB AT DIVISION ST	STH 20 EB AT DIVISION ST
		SPV.0060.05	SPV.0060.06
		Each	Each
STH 20 WB AT DIVISION STREET		1	
STH 20 EB AT DIVISION STREET			1

TOTAL	1	1
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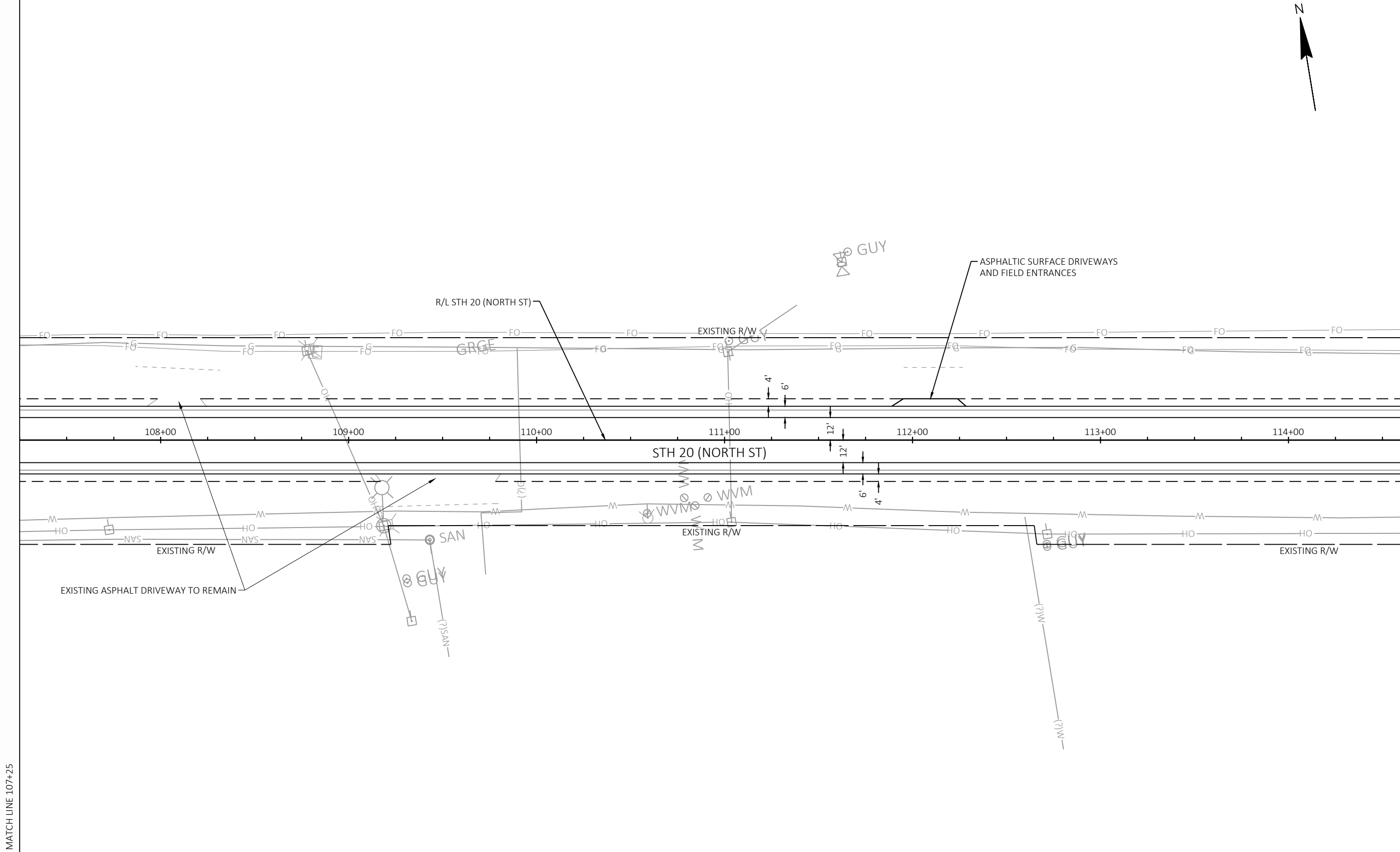
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5

PROJECT NO: 1090-03-77	HWY: STH 20	COUNTY: WALWORTH	PLAN SHEETS	SHEET 86	E
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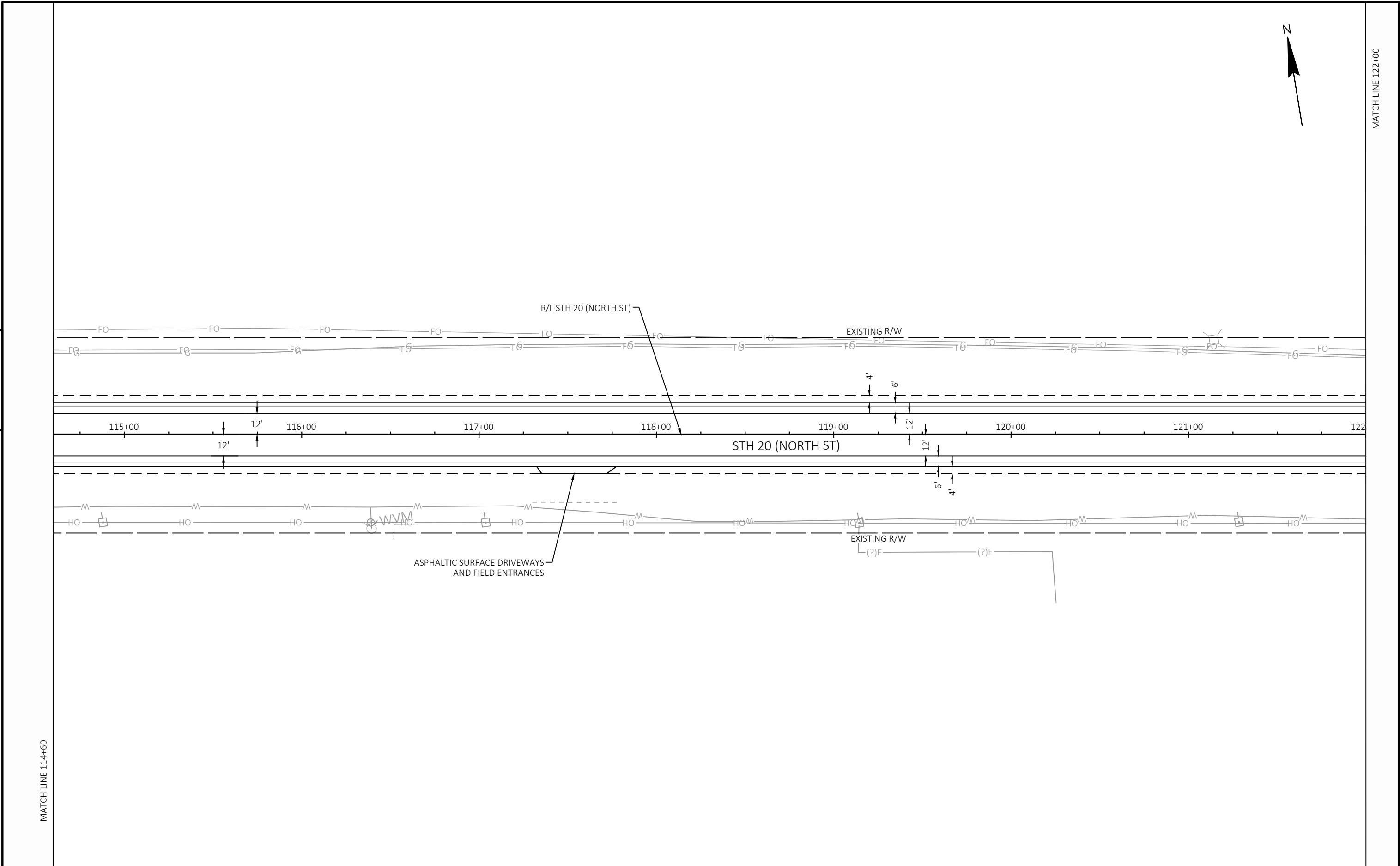
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5



5

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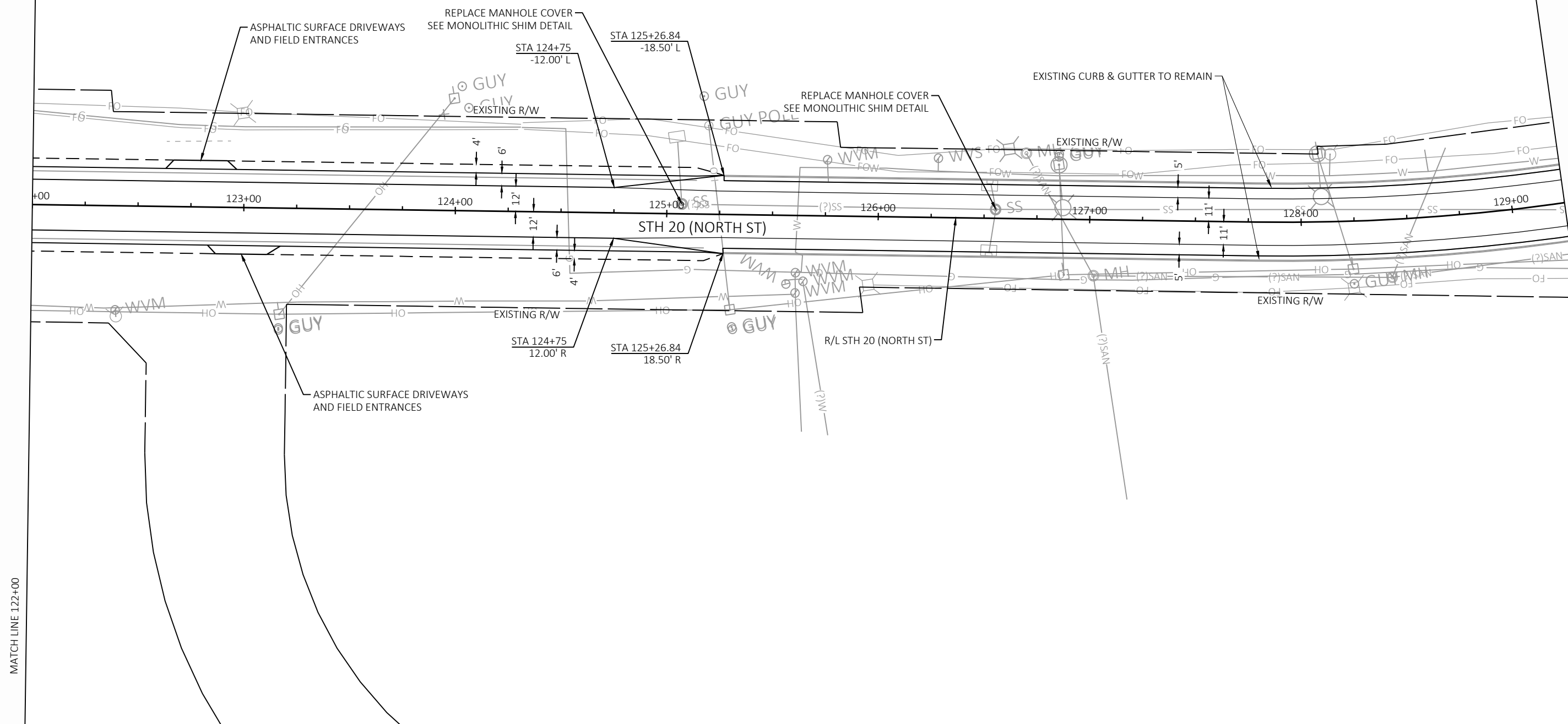
PROJECT NO: 1090-03-77	HWY: STH 20	COUNTY: WALWORTH	PLAN SHEETS	SHEET 88	E
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5

5



—SUNLINE 129+25



PROJECT NO:	1090-03-77
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HWY: STH 20

COUNTY: WALWORTH

PLAN SHEETS

SHEET	80
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89	E
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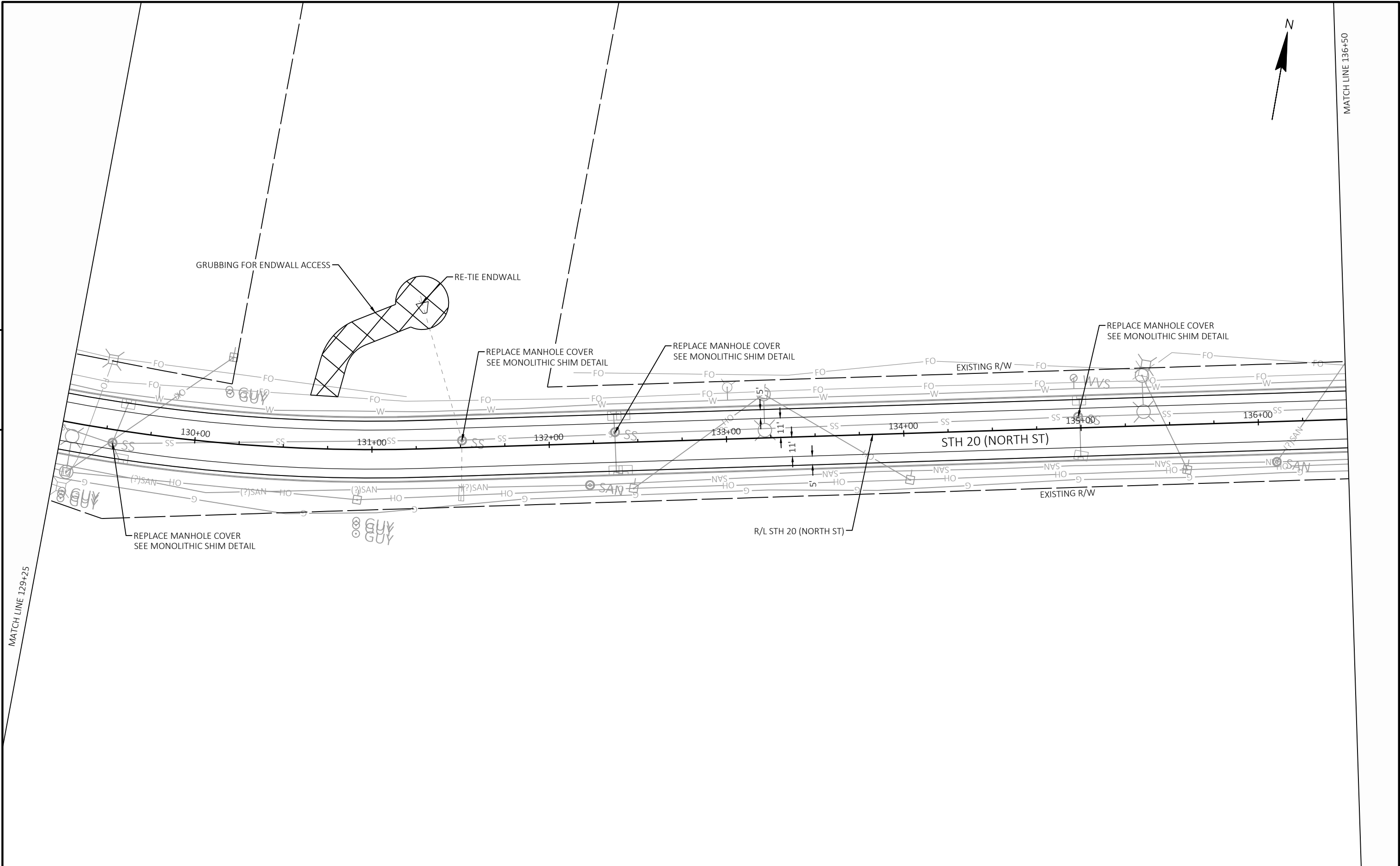
FILE NAME : S:\DOT\DOT_SE\230330 STH 20 EAST TROY\10900307\SHEETS\050201-PN.DWG
LAYOUT NAME - PN4

PLOT DATE : 12/16/2025 3:33 PM PLOT BY : WALTER A. WOLAK II

PLOT BY : WALTER A. WOLAK II PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1090-03-77	HWY: STH 20	COUNTY: WALWORTH	PLAN SHEETS	SHEET 90	E
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5

5



1

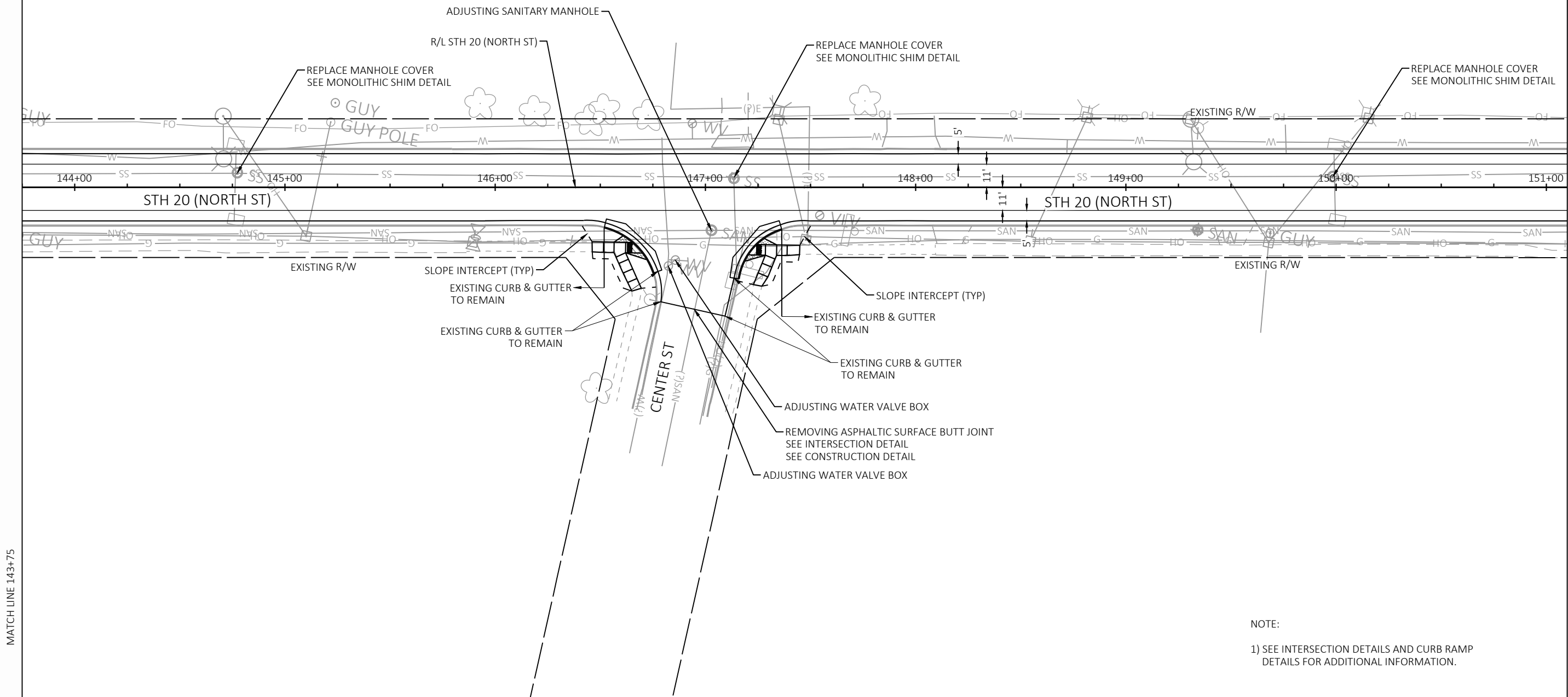
E

5

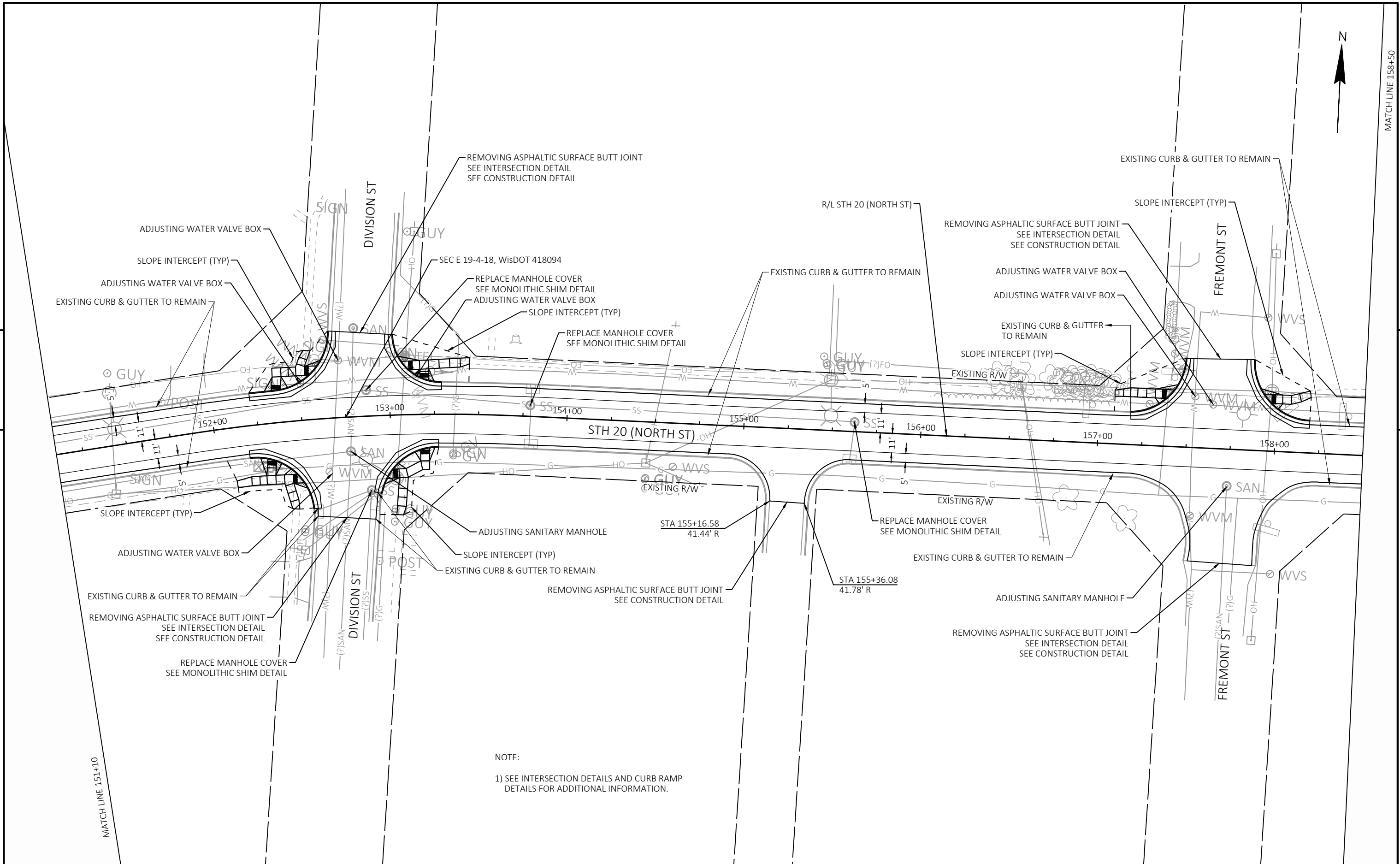
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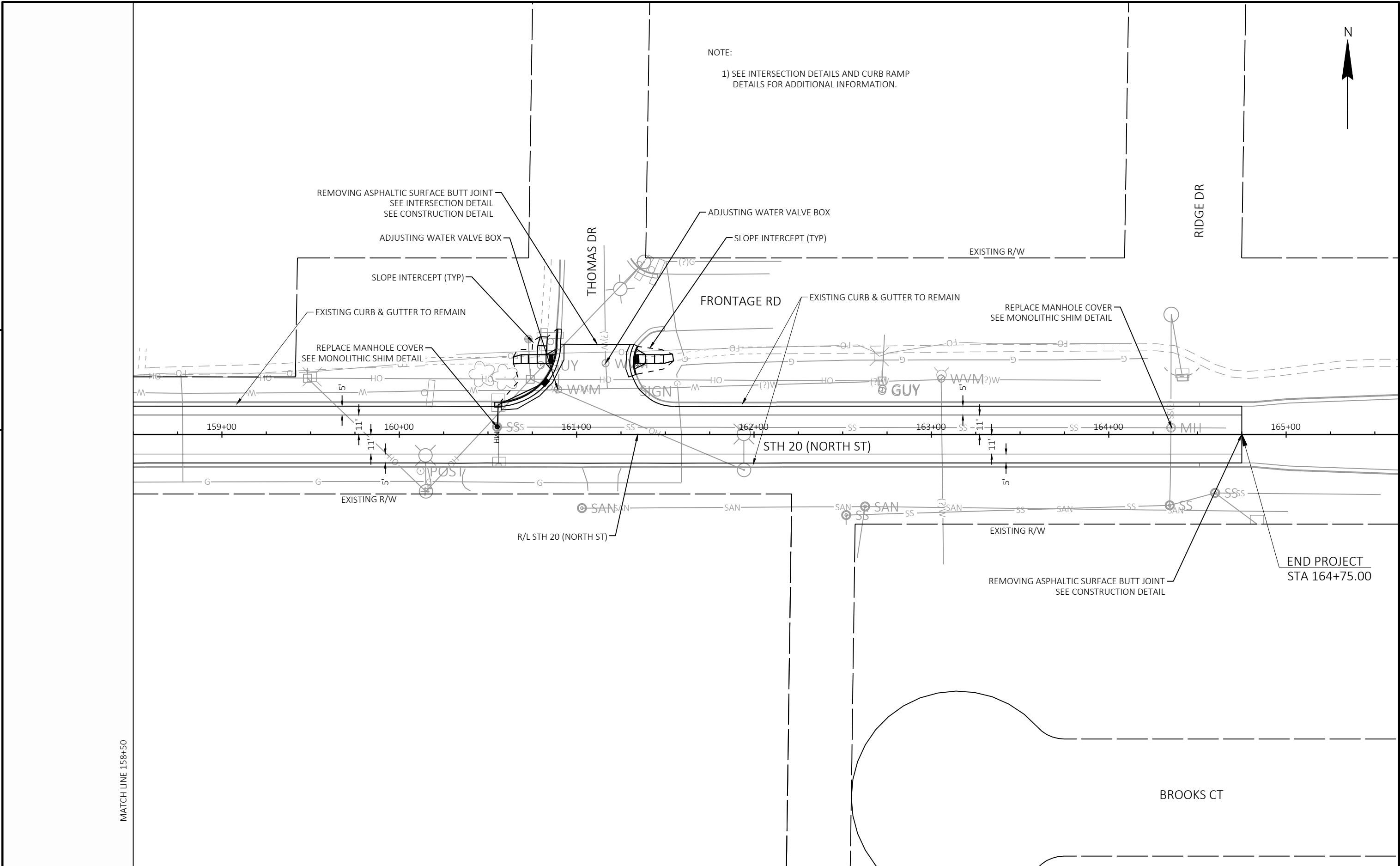
MATCH LINE 151+10



NOTE:
1) SEE INTERSECTION DETAILS AND CURB RAMP
DETAILS FOR ADDITIONAL INFORMATION.

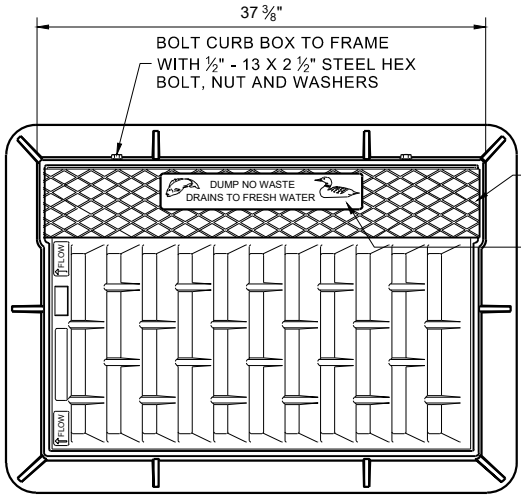


NOTE:
1) SEE INTERSECTION DETAILS AND CURB RAMP
DETAILS FOR ADDITIONAL INFORMATION.



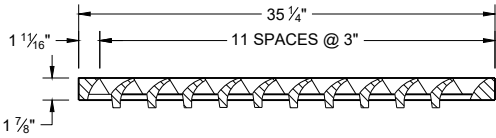
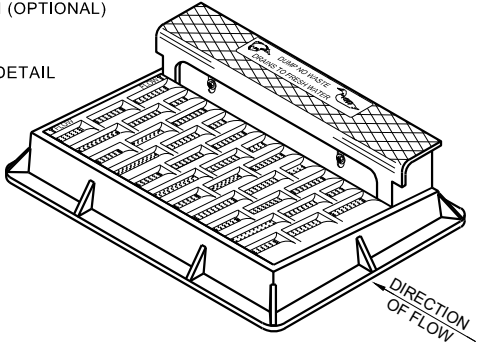
Standard Detail Drawing List

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
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-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
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
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
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-06C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

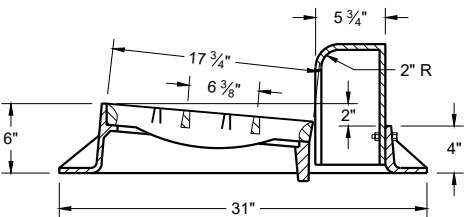
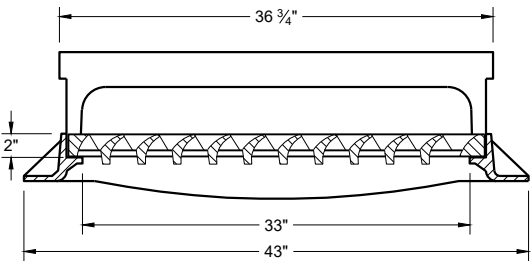
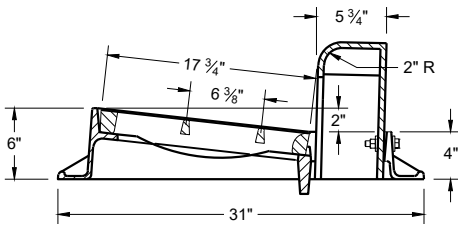
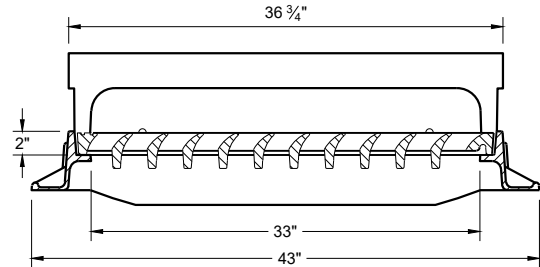


NOTE: EITHER CASTING IS ACCEPTABLE

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



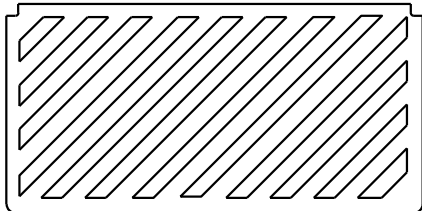
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"



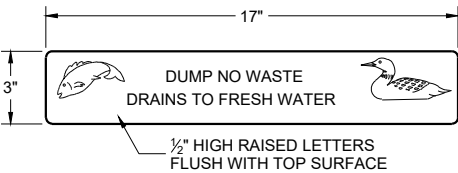
TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

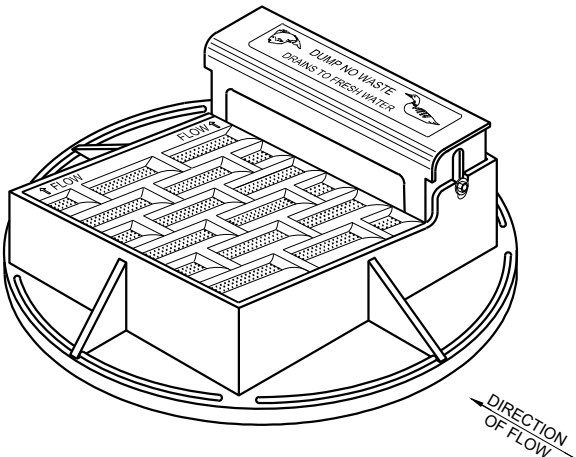
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



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

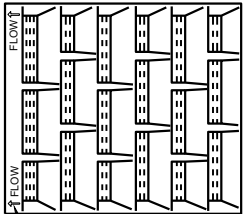


LOGO DETAIL

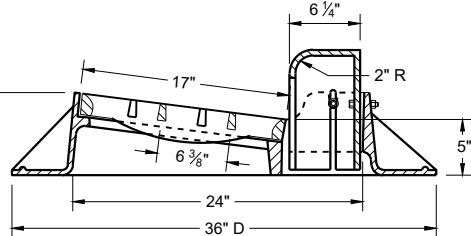
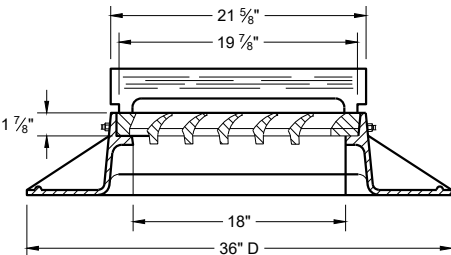
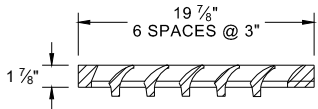


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

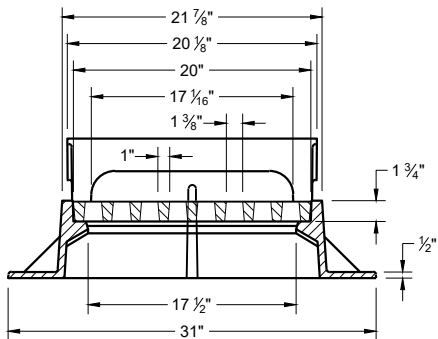
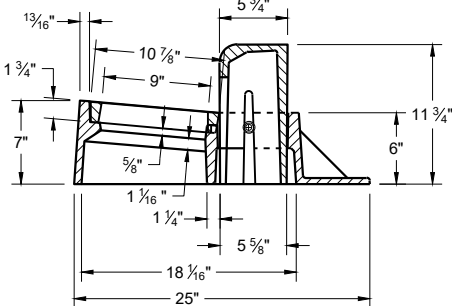
NOTE: EITHER CASTING IS ACCEPTABLE



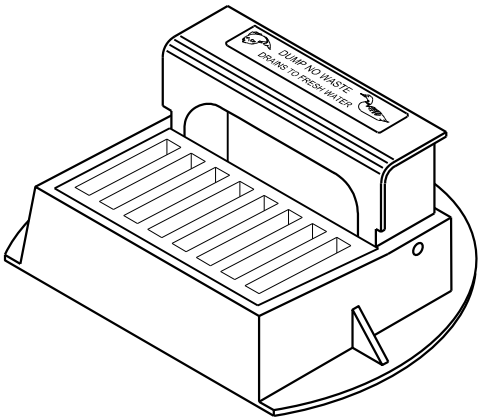
DIRECTION OF FLOW ARROWS



TYPE "A"



TYPE "Z"



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

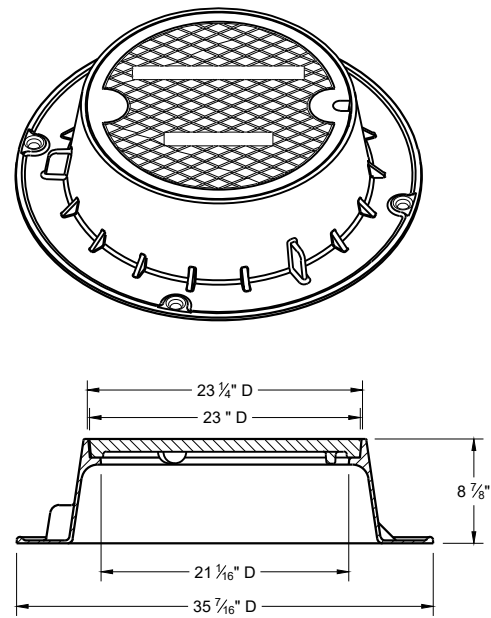
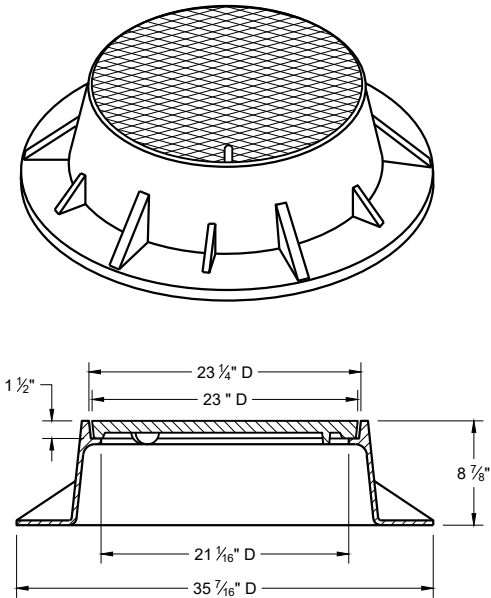
APPROVED
February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA

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.

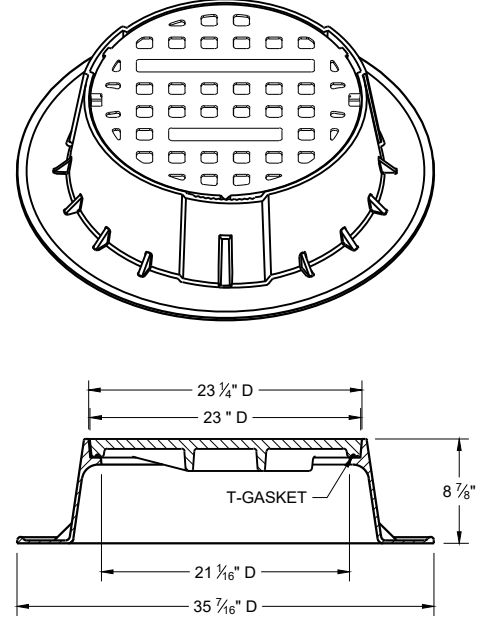
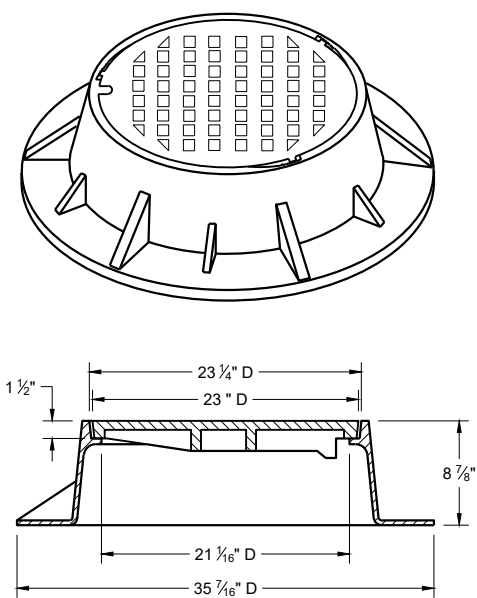
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



TYPE "J"

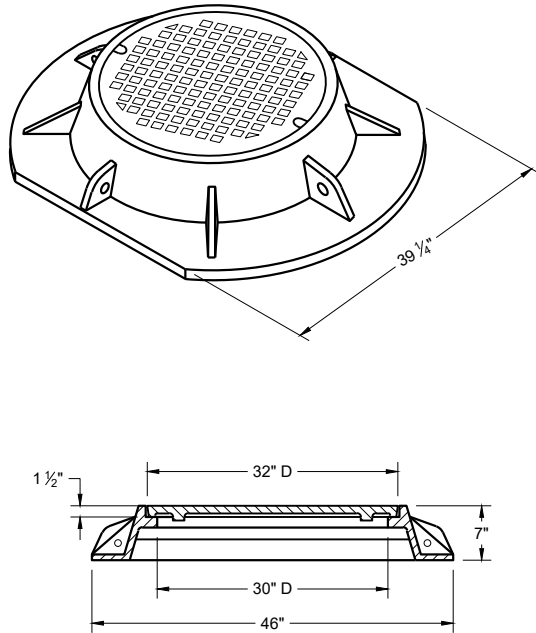
NOTE: EITHER CASTING IS ACCEPTABLE



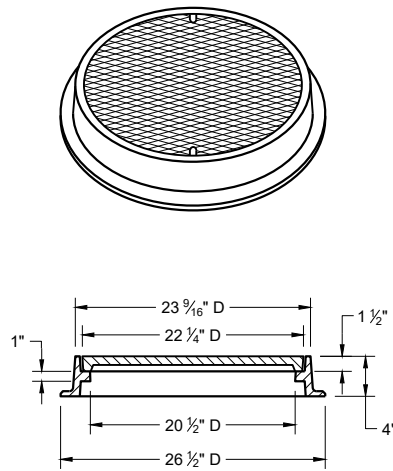
TYPE "J" SPECIAL

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

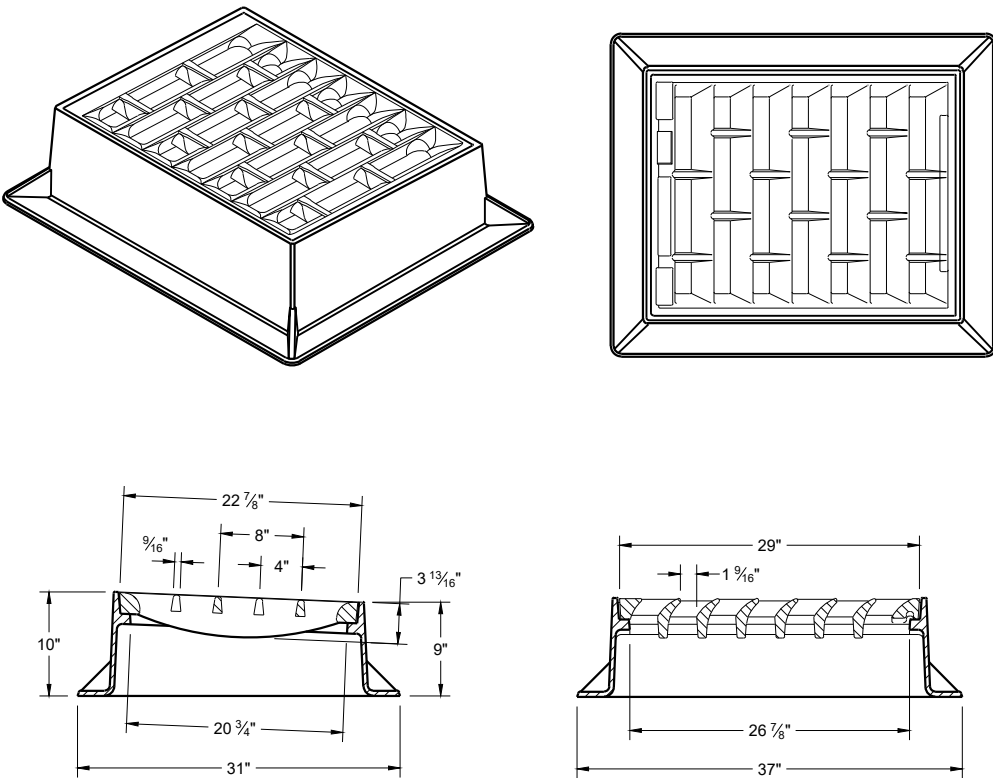
NOTE: EITHER CASTING IS ACCEPTABLE



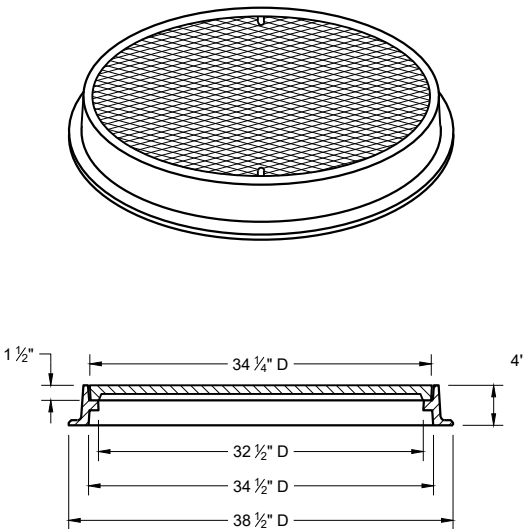
TYPE "K"



TYPE "L"



INLET COVER TYPE "BW"

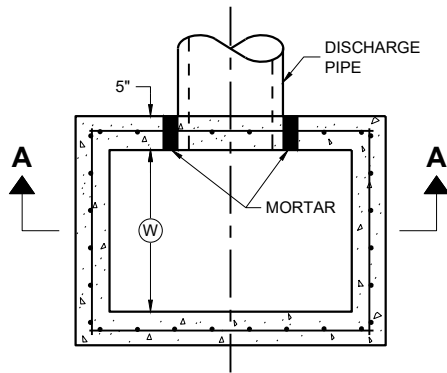


TYPE "M"

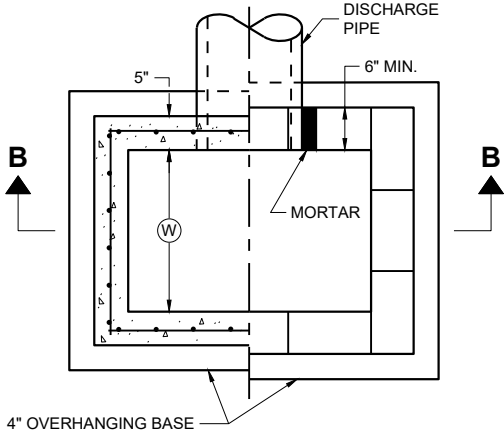
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K,
J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

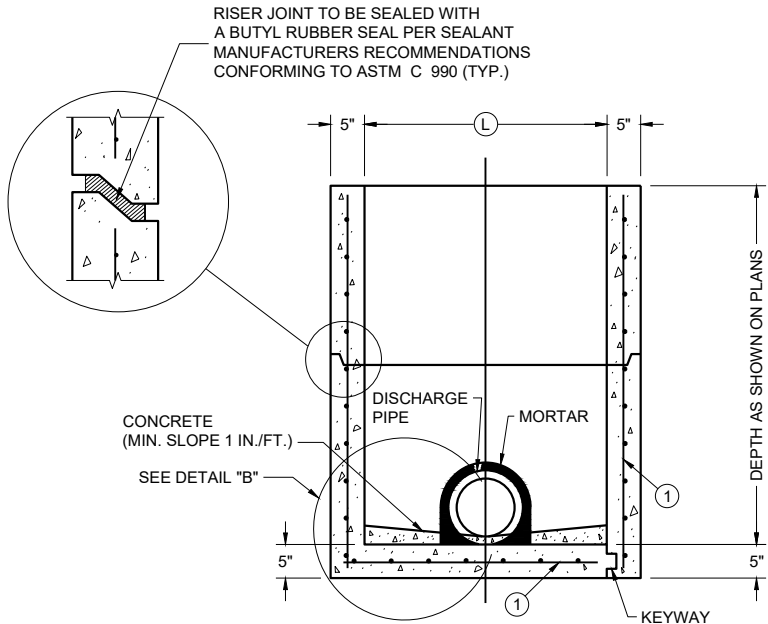
APPROVED
February 2025 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



PLAN VIEW



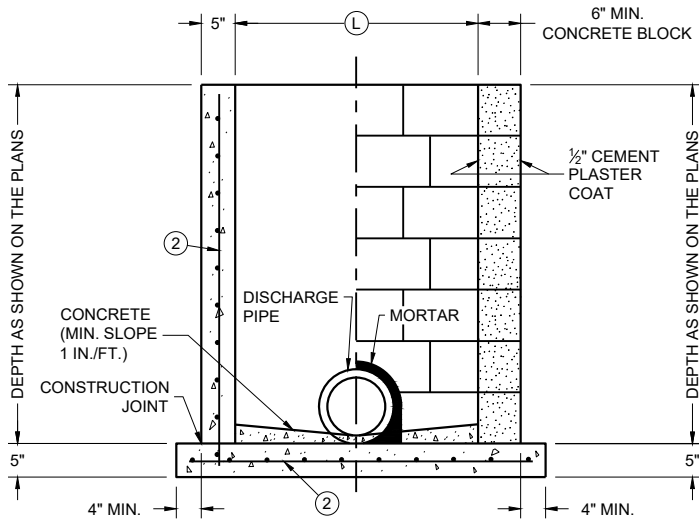
PLAN VIEW



PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

PRECAST REINFORCED
CONCRETE WITH
INTEGRAL BASE

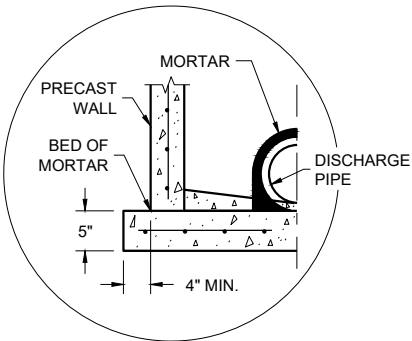
SECTION A - A



CAST IN PLACE
REINFORCED
CONCRETE

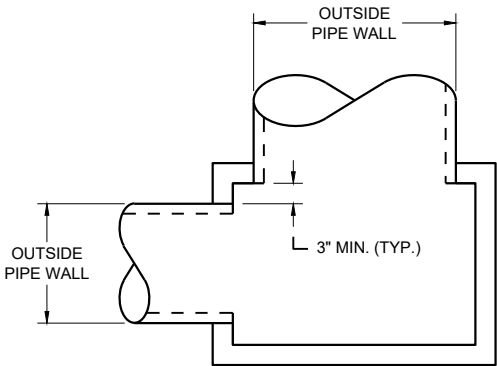
CONCRETE BLOCK WITH
CAST IN PLACE OR
PRECAST REINFORCED
CONCRETE BASE ①

SECTION B - B



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

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

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 INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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

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

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

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

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

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

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

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

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

CATCH BASIN COVER MATRIX

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

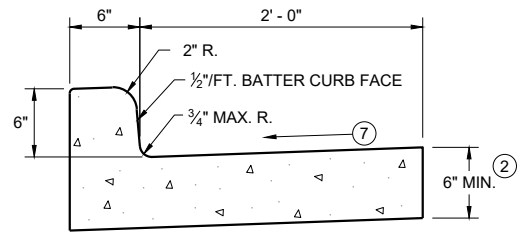
PIPE MATRIX

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

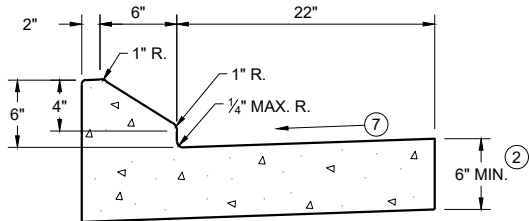
INLETS 2 X 2-FT, 2 X 2.5-FT,
2 X 3-FT, 2.5 X 3-FT
AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

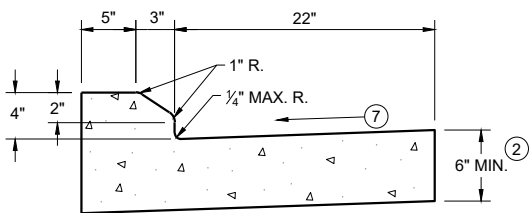
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



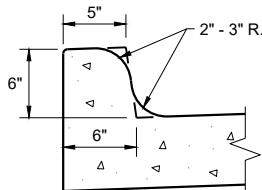
TYPES A^① & D



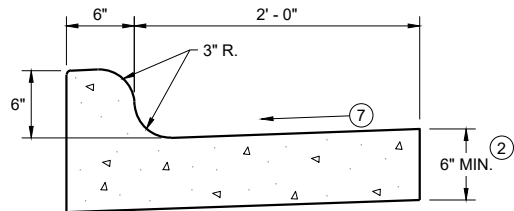
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

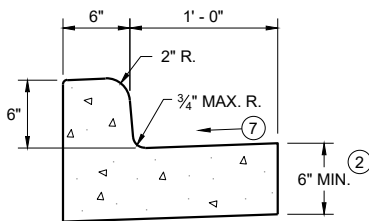


TYPES K^① & L
(OPTIONAL CURB SHAPE)



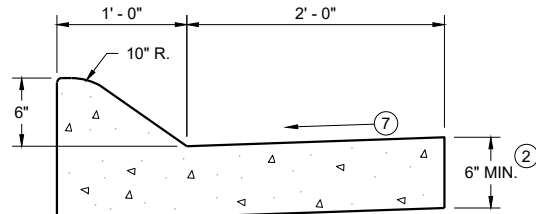
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

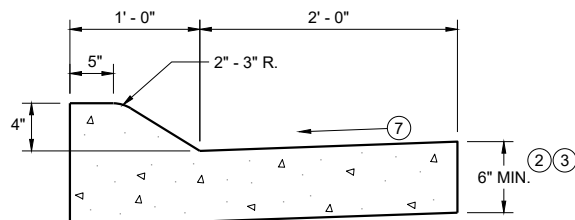


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

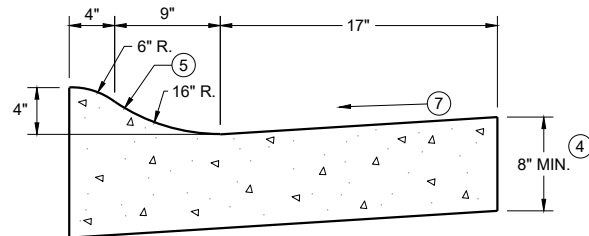


6" SLOPED CURB TYPES A^① & D



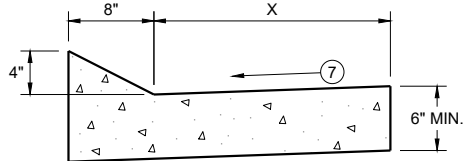
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



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

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

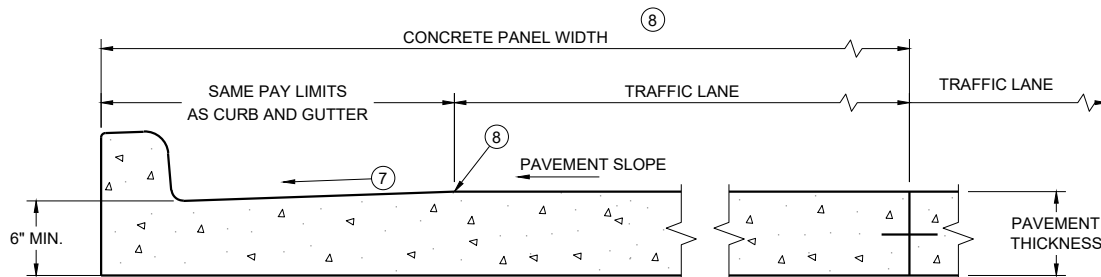


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

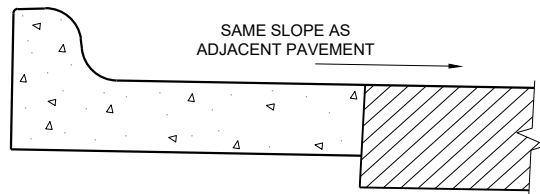
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

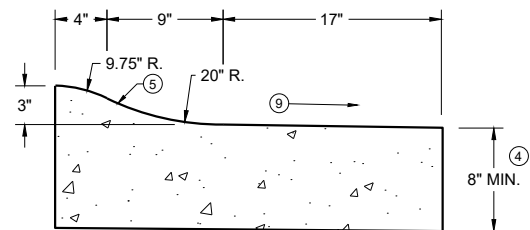


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* 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

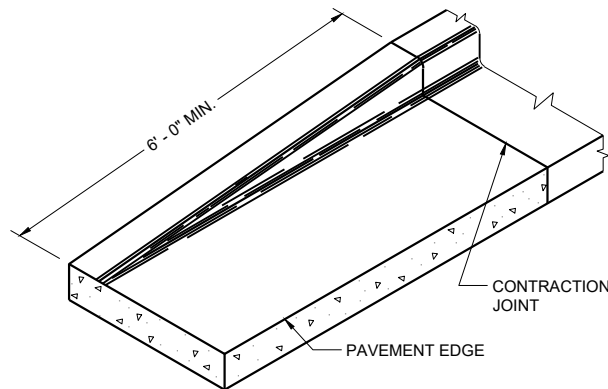
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

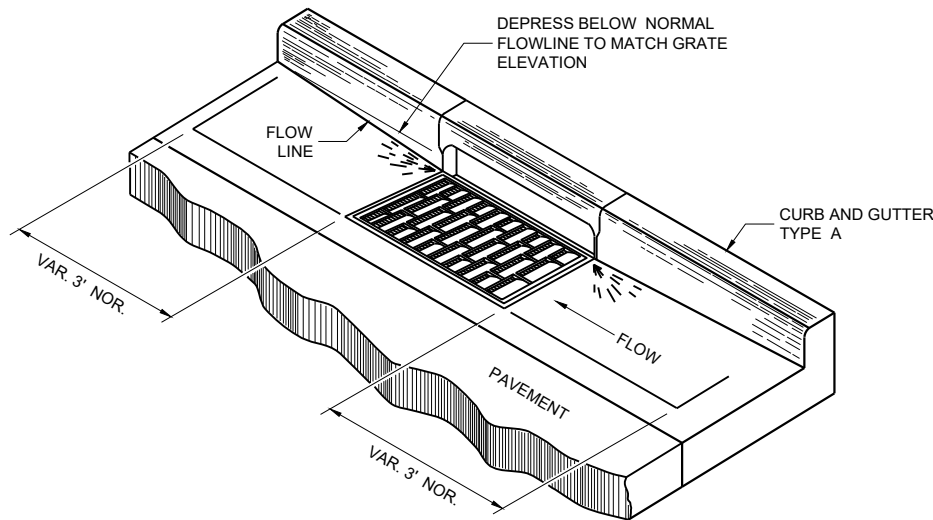
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

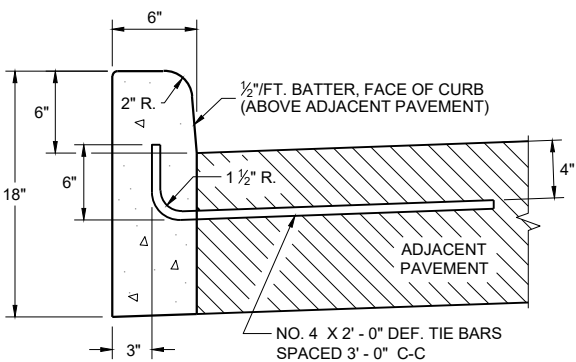


END SECTION CURB AND GUTTER

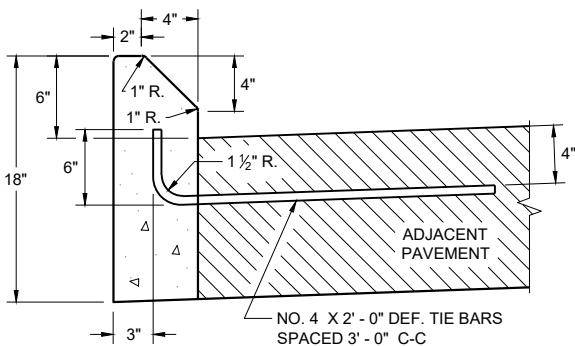


DETAIL OF CURB AND GUTTER AT INLETS

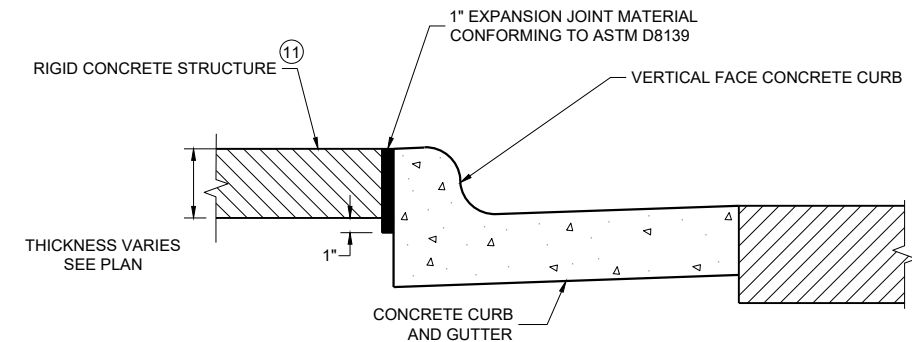
(TYPICAL H INLET COVER SHOWN)



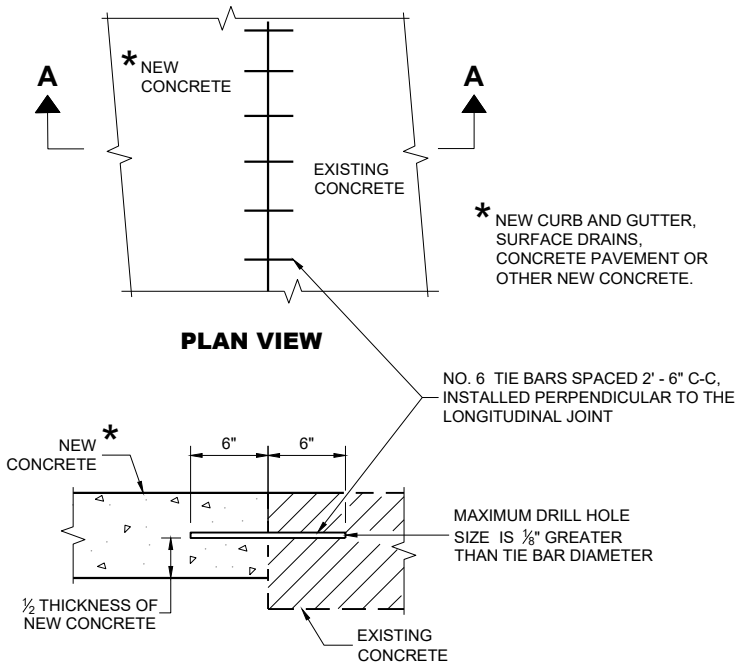
TYPES A^① & D



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

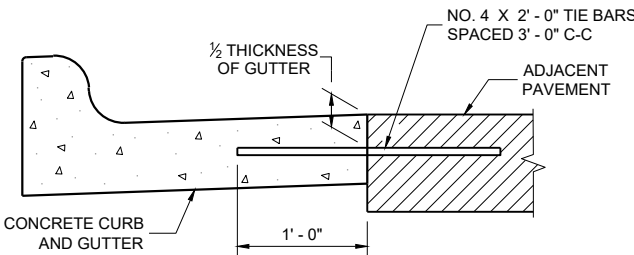
GENERAL NOTES

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

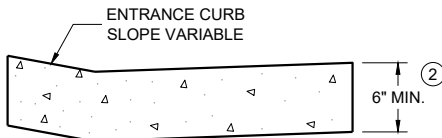
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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



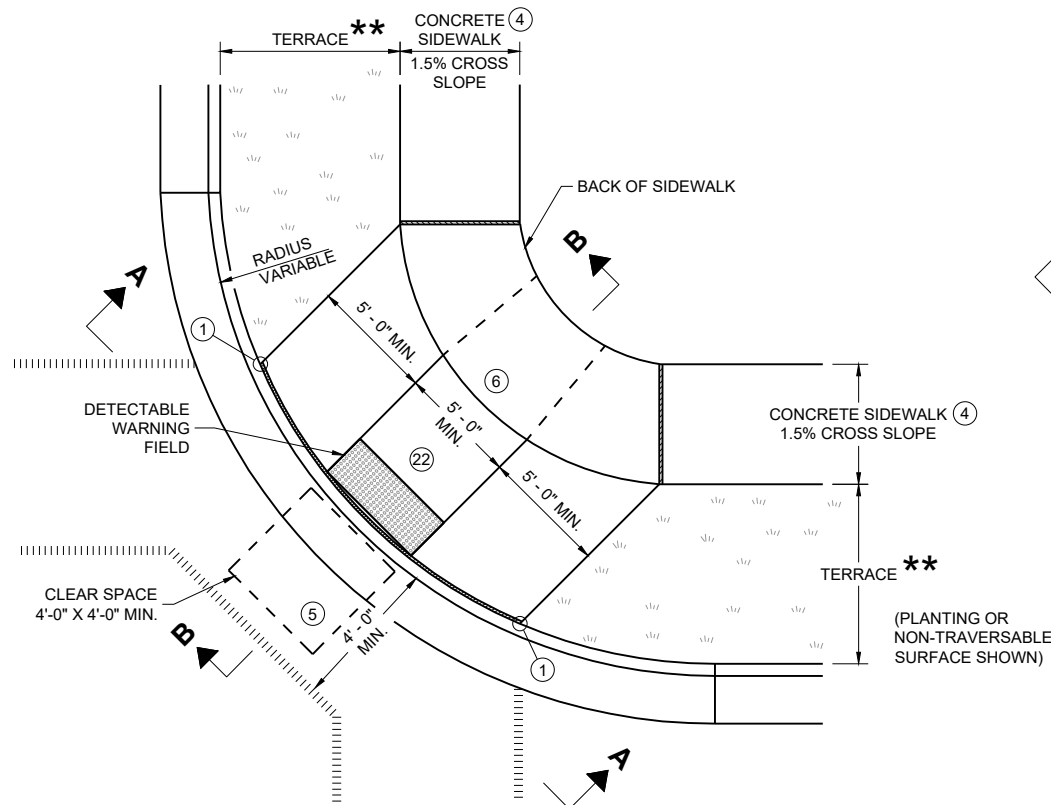
DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

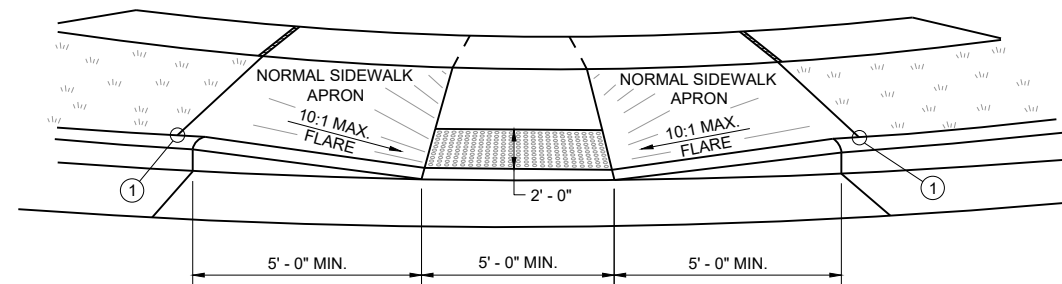
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

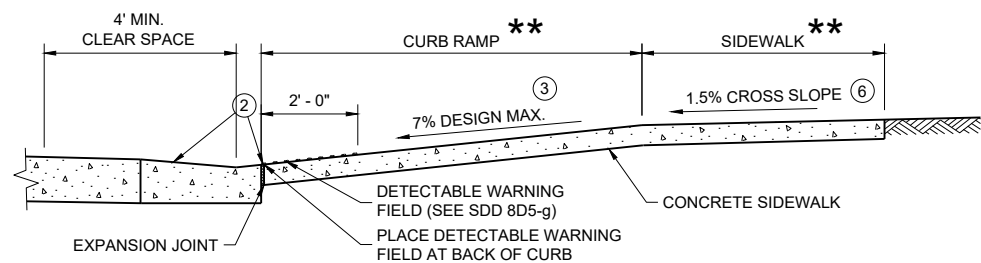
FHWA



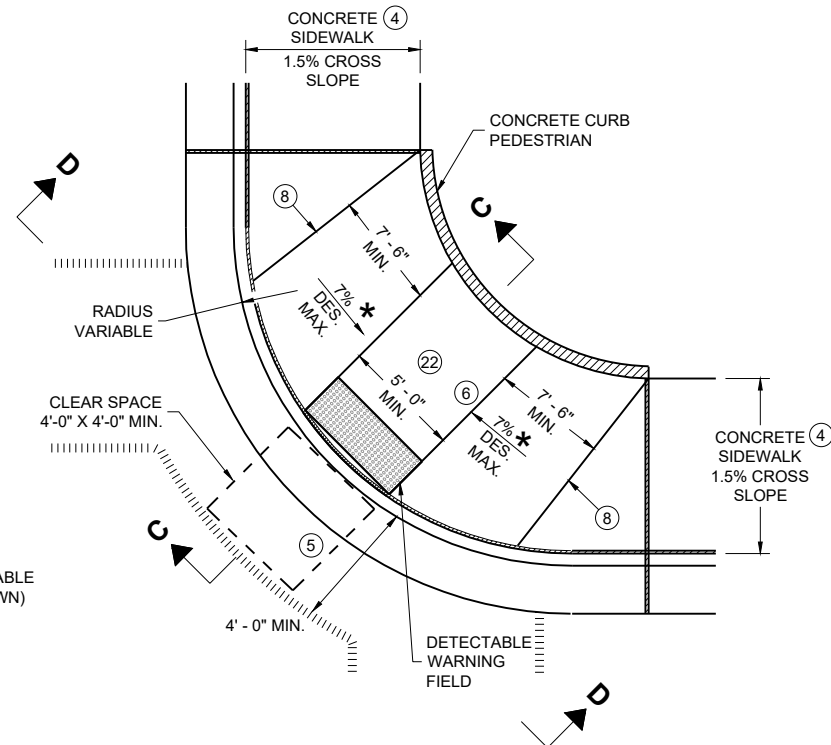
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



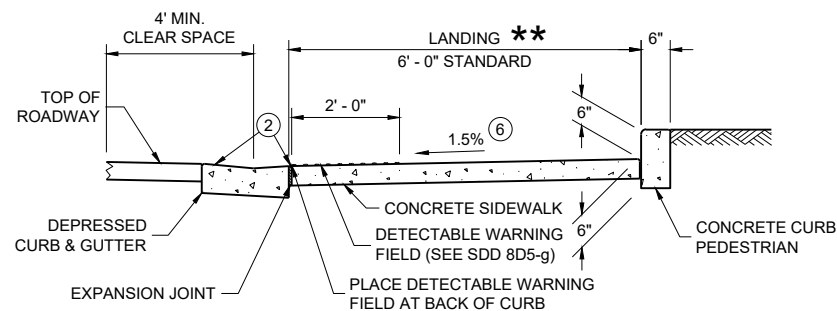
VIEW A - A FOR TYPE 1



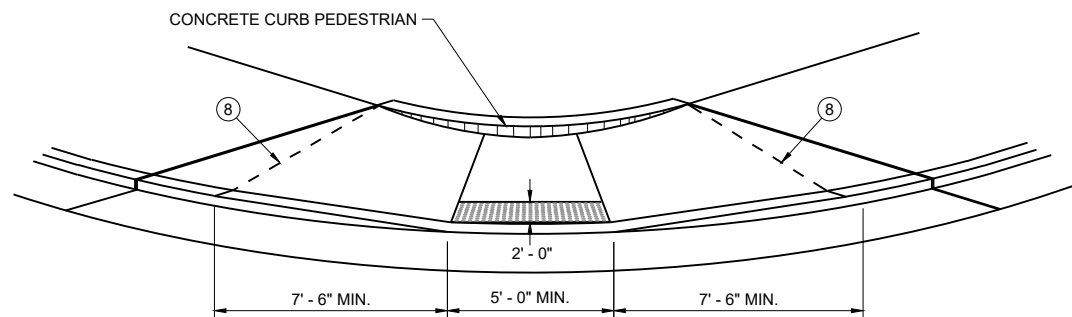
SECTION B - B FOR TYPE 1



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.

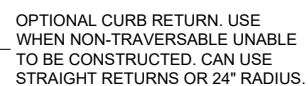
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% 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.
- ⑪ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑫ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

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

CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

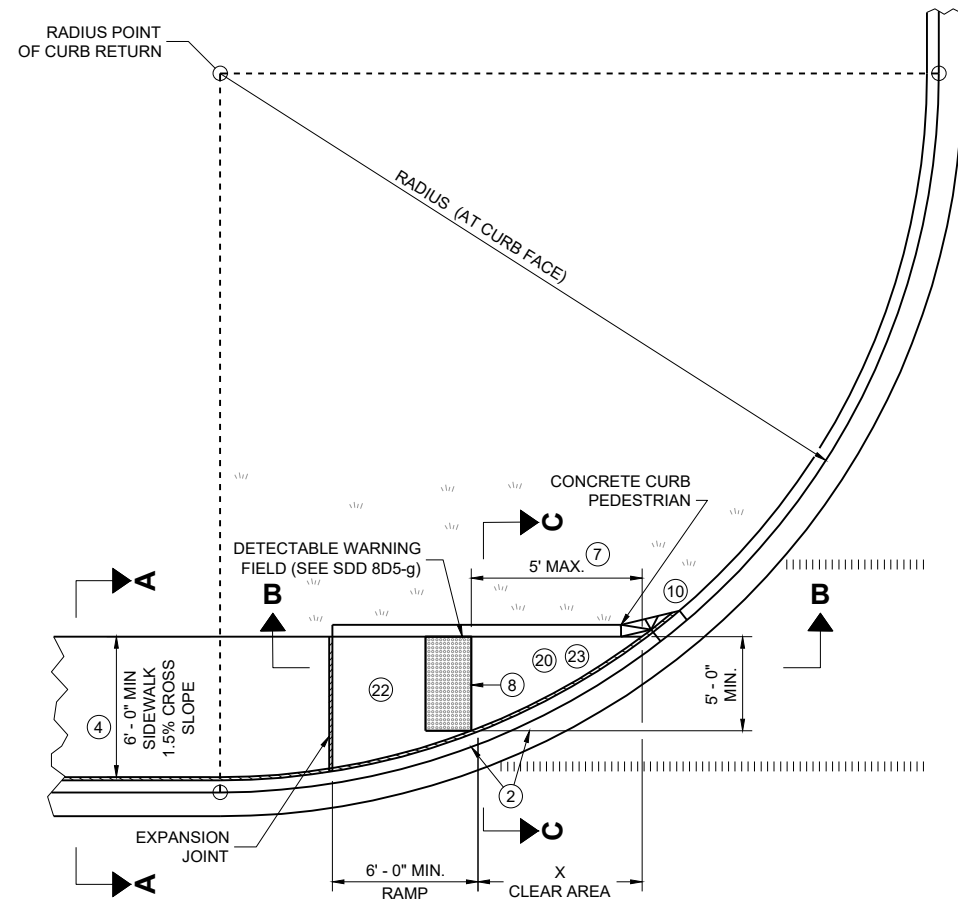
GENERAL NOTES

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

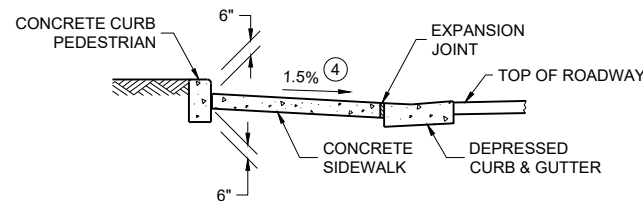
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

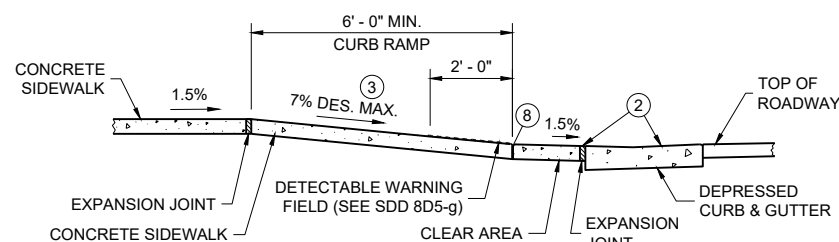
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES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



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

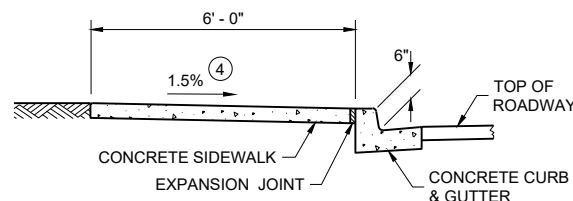


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

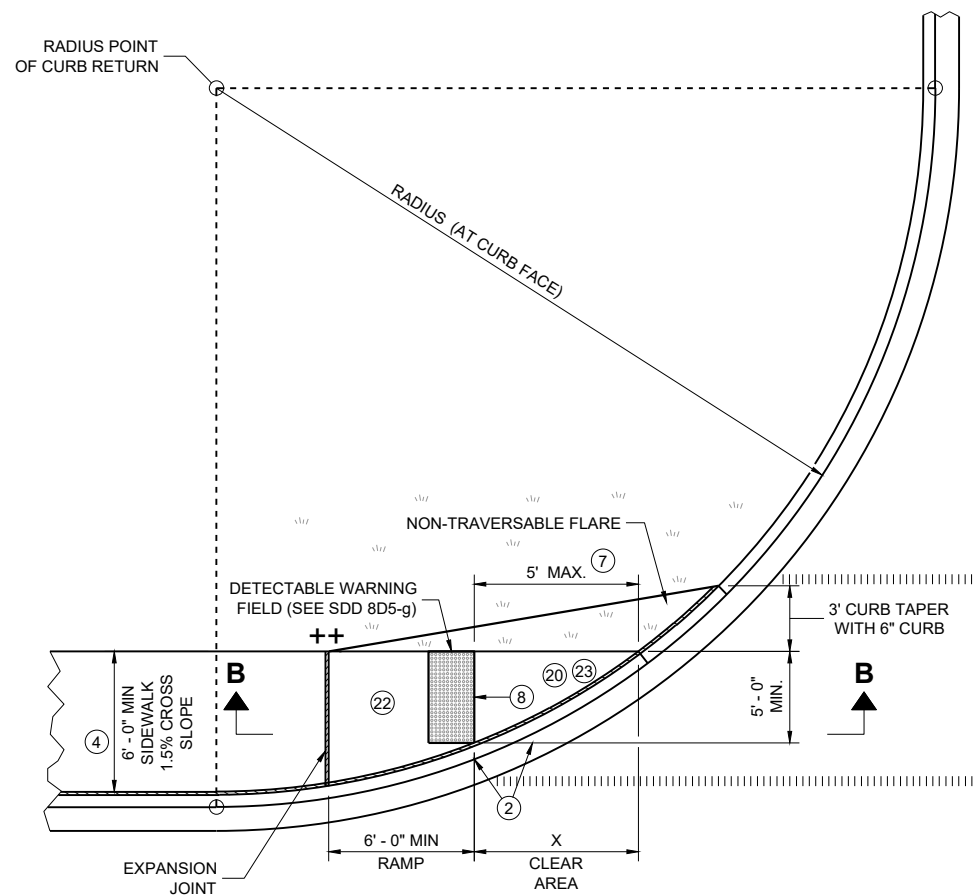
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



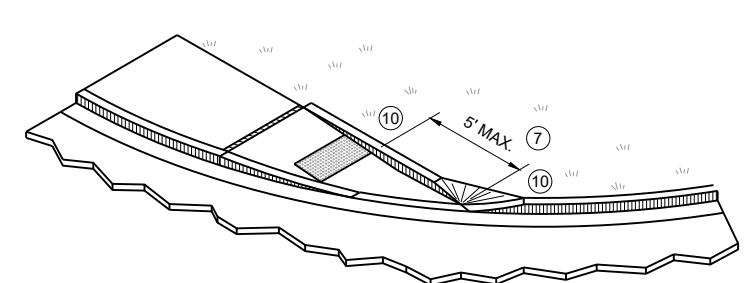
SECTION A - A FOR TYPE 4A



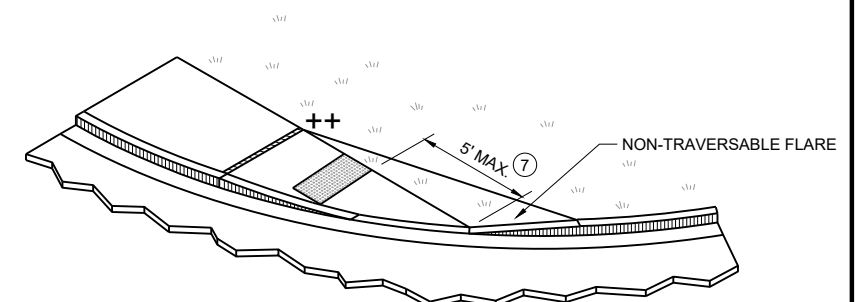
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

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



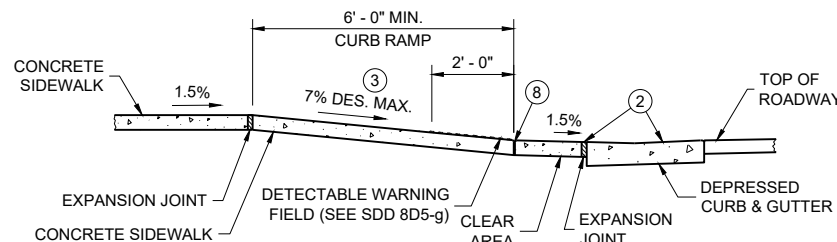
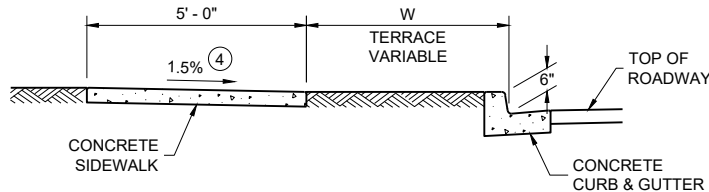
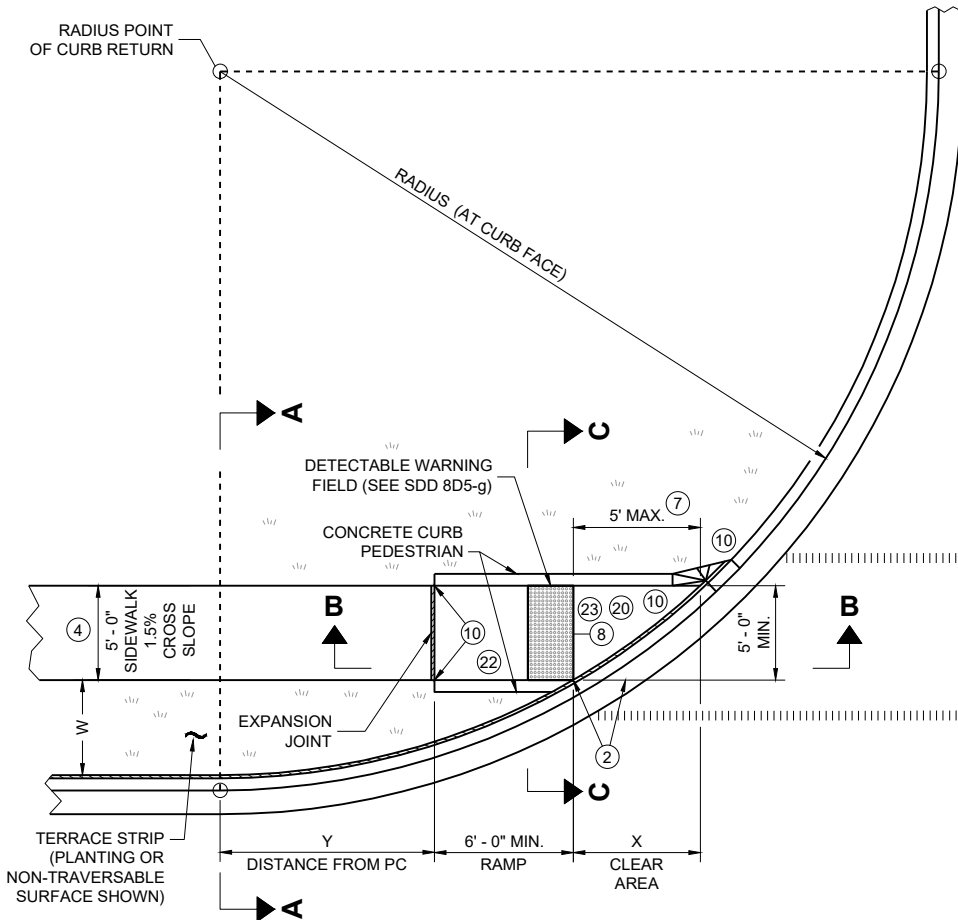
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

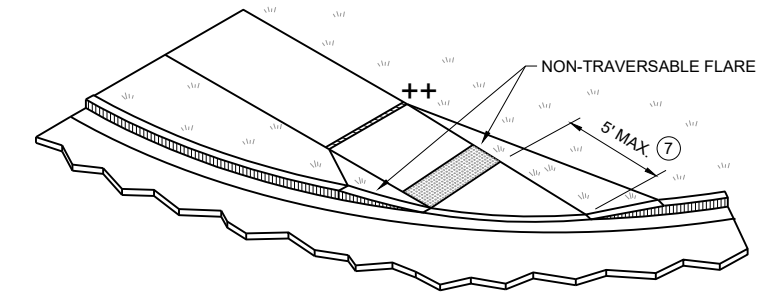
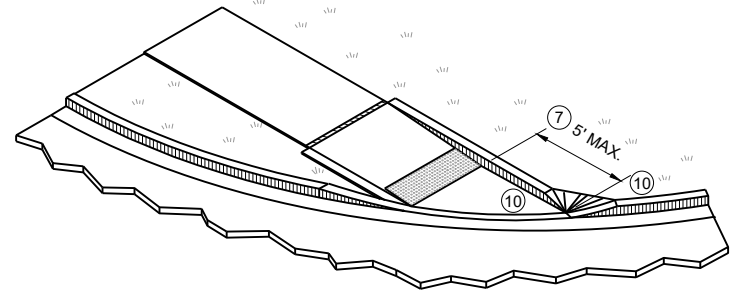
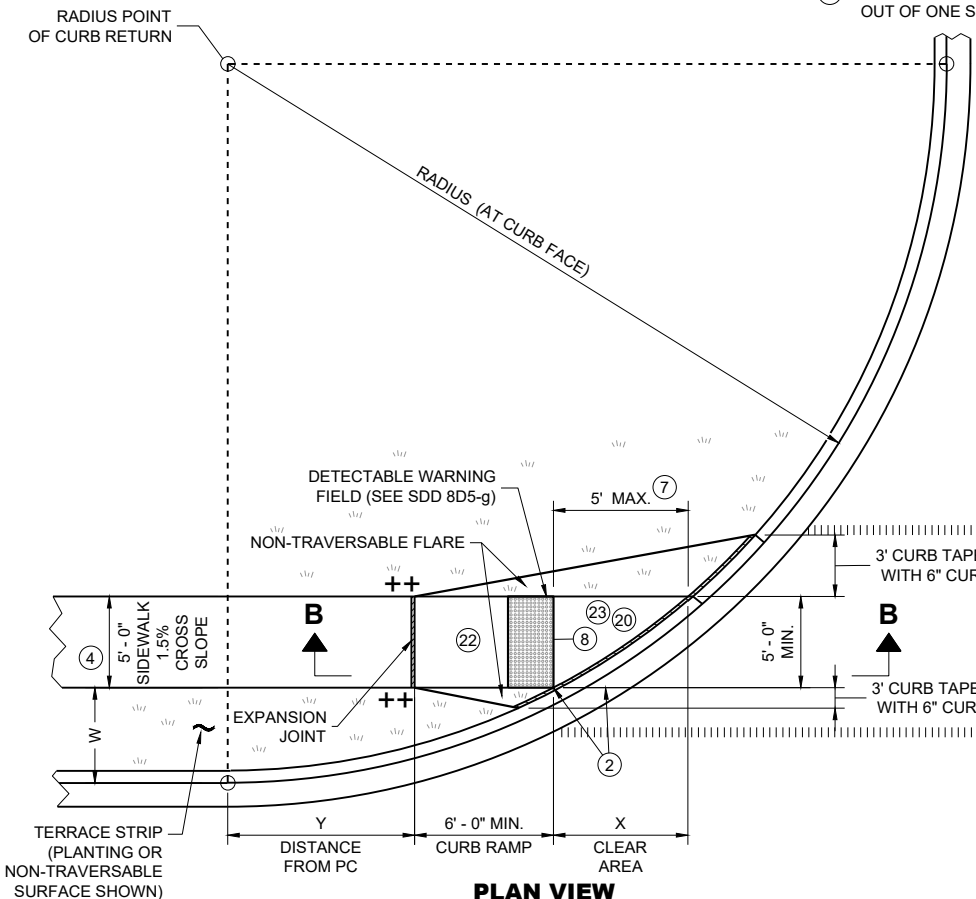
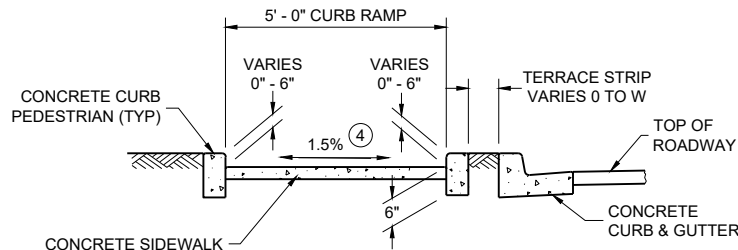
**CURB RAMPS
TYPE 4A AND 4A1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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



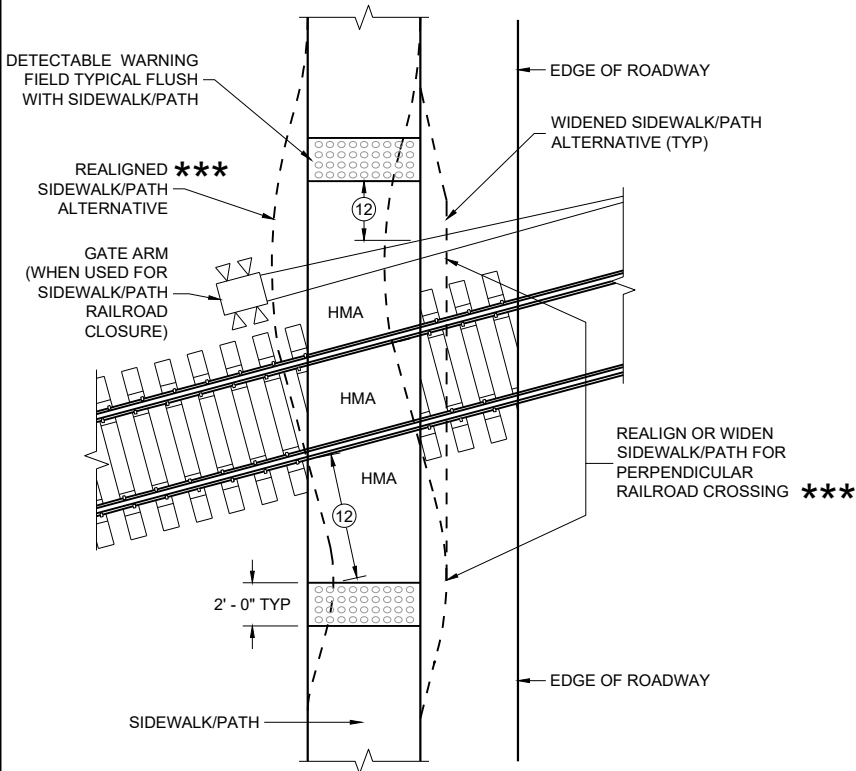
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

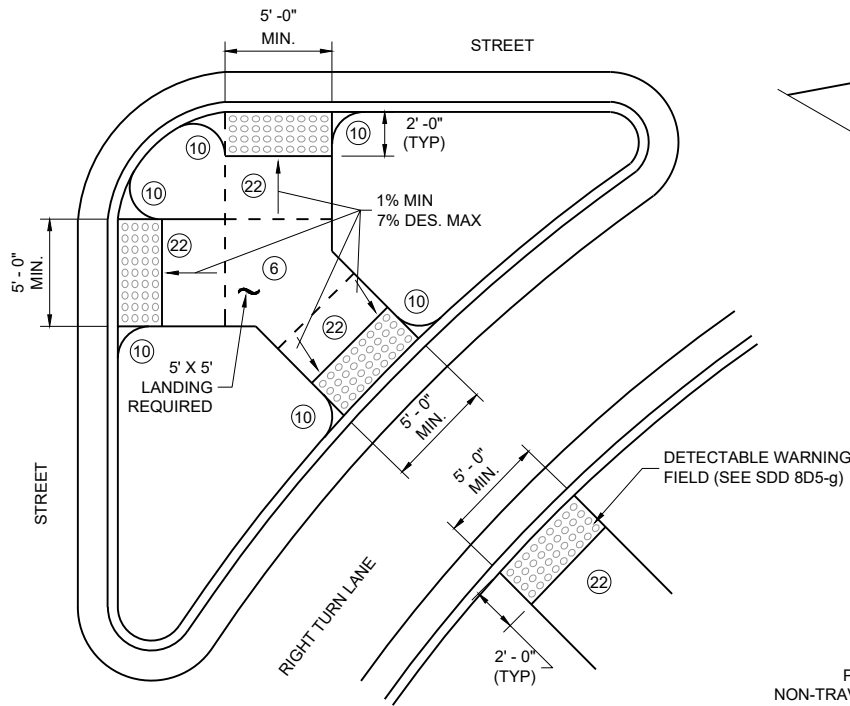
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

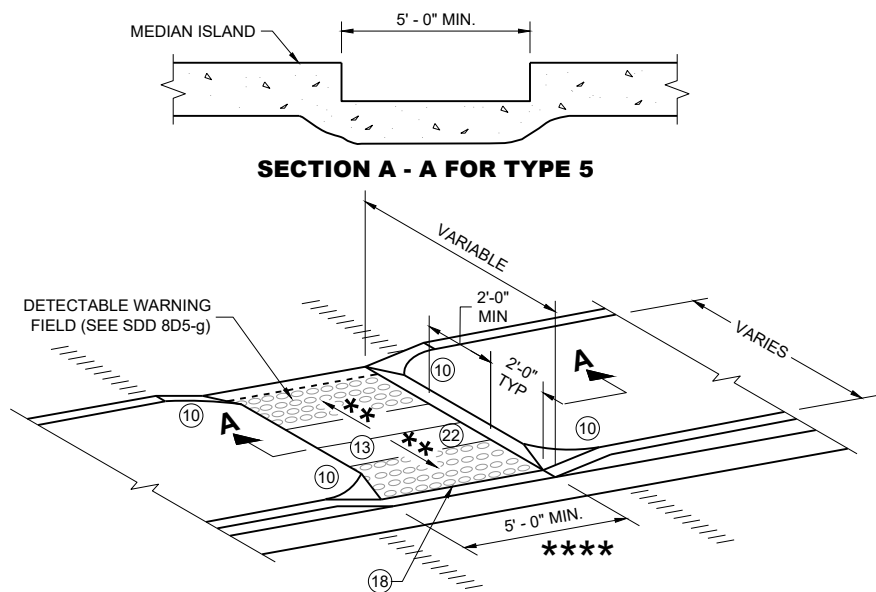


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

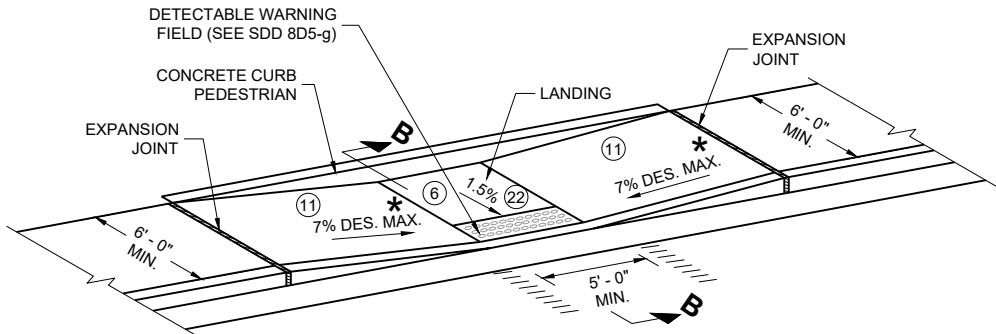


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

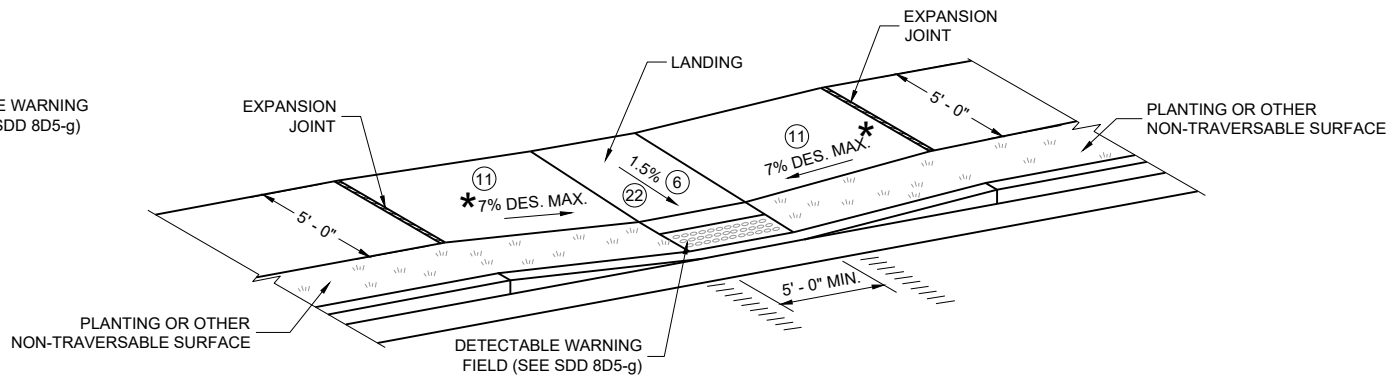
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 5
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS



CURB RAMP TYPE 7B
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS

GENERAL NOTES

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

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

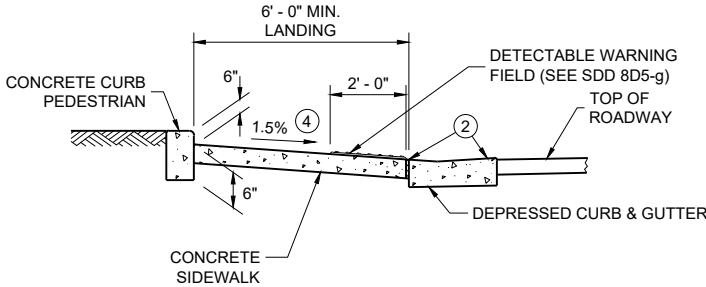
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

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

LEGEND

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

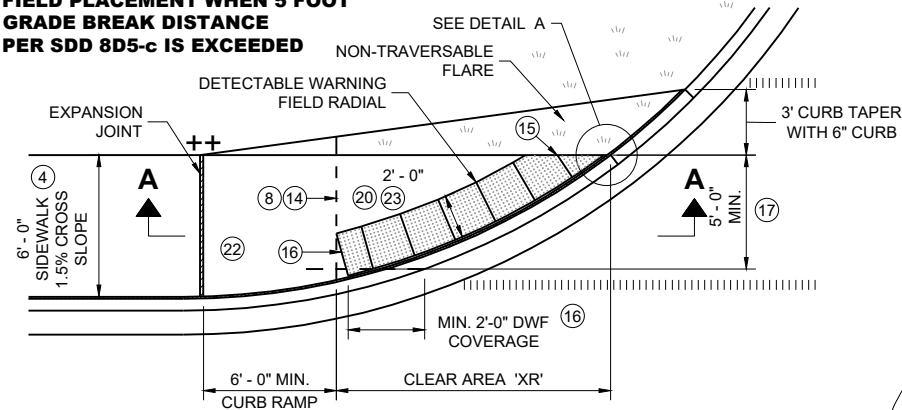


SECTION B - B FOR TYPE 7A

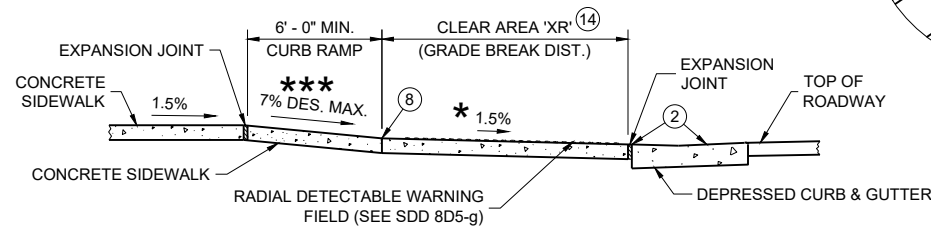
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

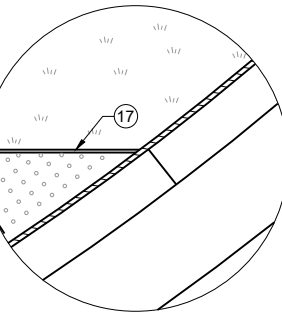
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-c IS EXCEEDED**



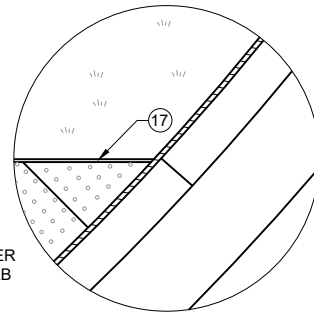
PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



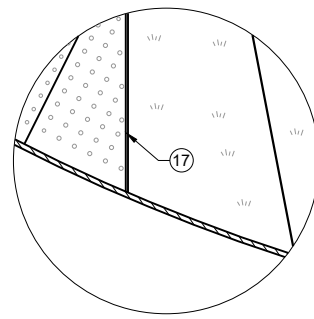
SECTION A - A FOR TYPE 4A1



DETAIL A

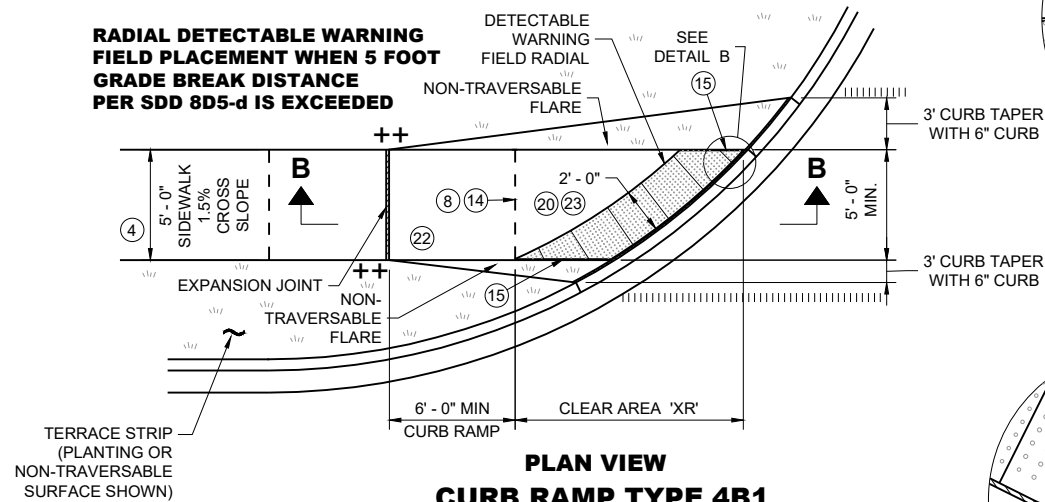


DETAIL B

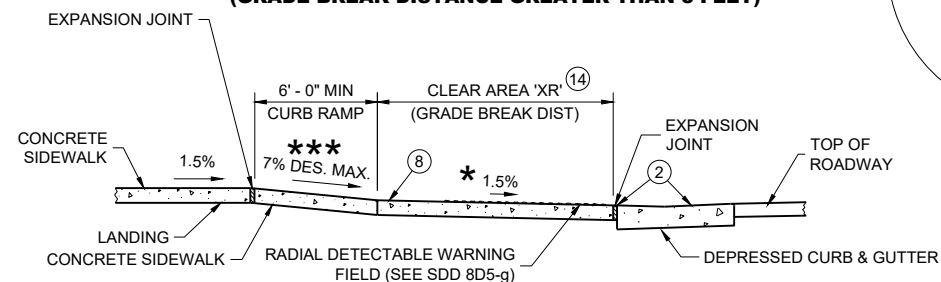


DETAIL C

**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

GENERAL NOTES

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

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

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

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

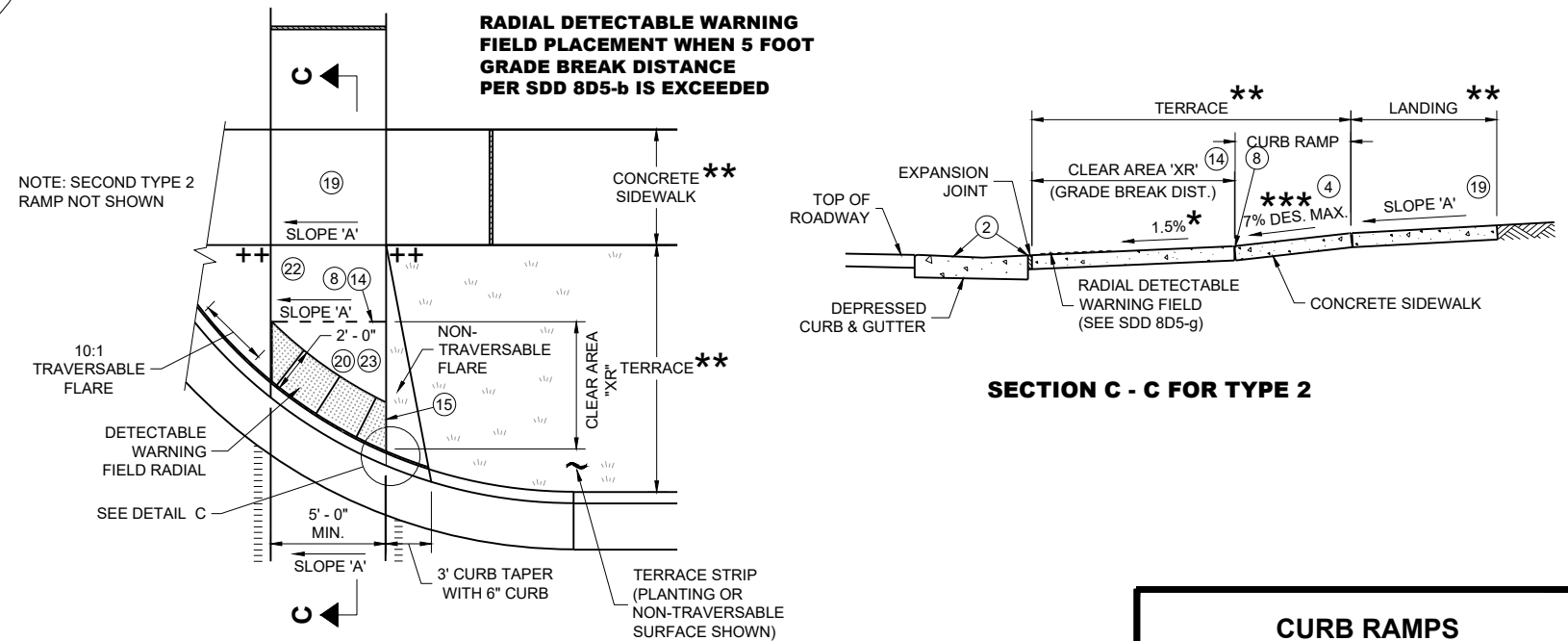
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION 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 CURB RAMP 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.
- 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 $\frac{1}{8}$ " DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- ⑮ 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.
- ⑰ 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)

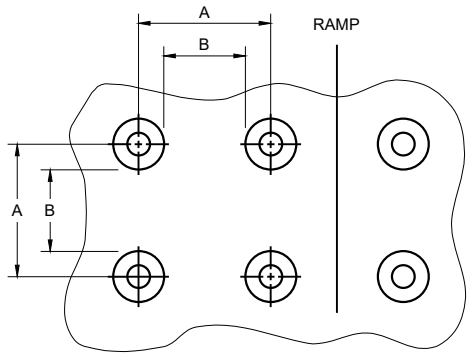
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

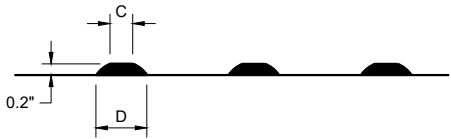
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

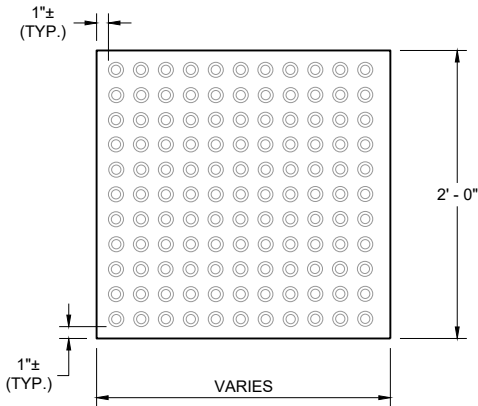


PLAN VIEW

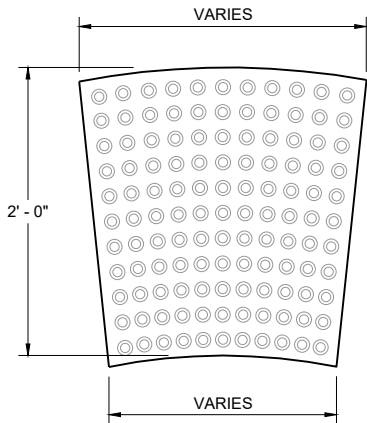


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

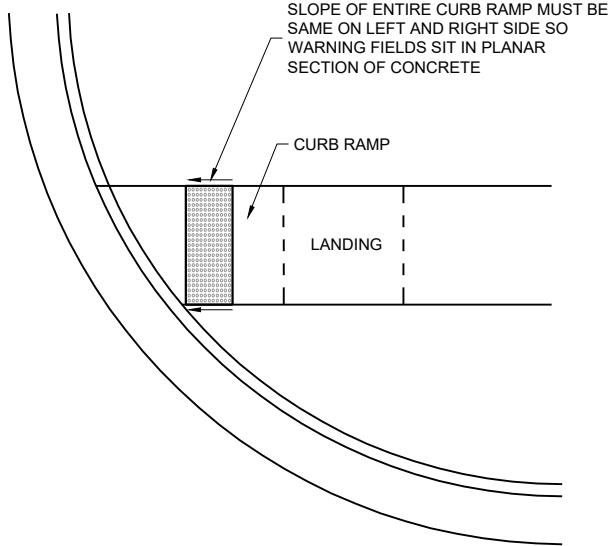


RECTANGULAR
PLATES

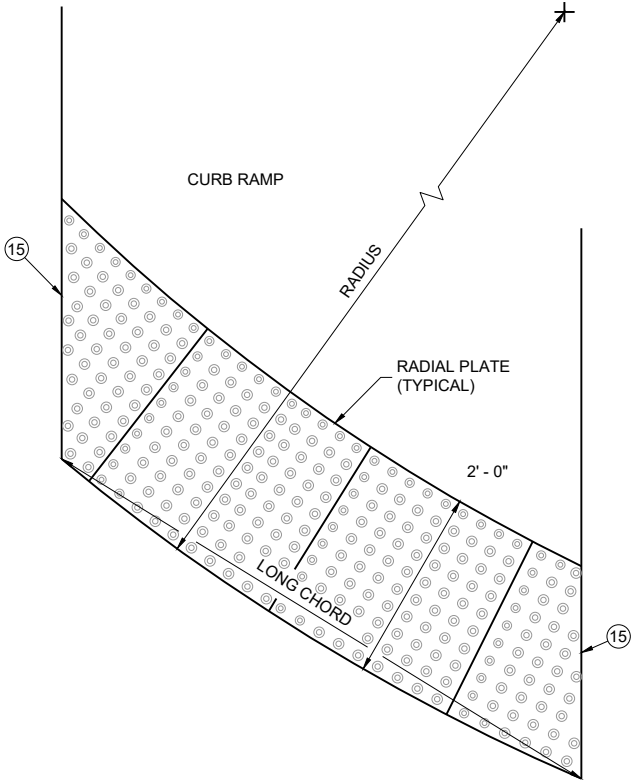


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

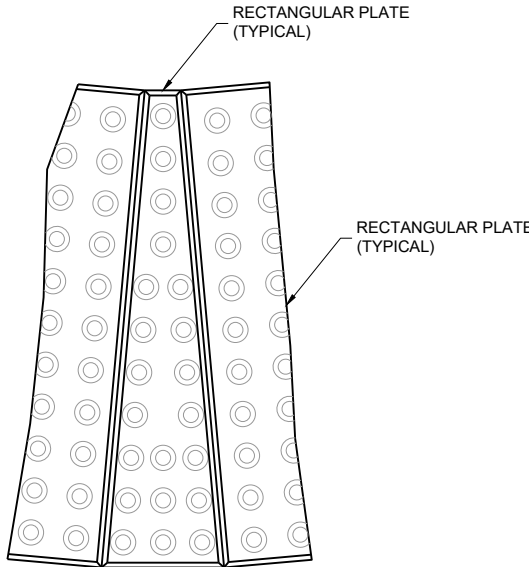
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

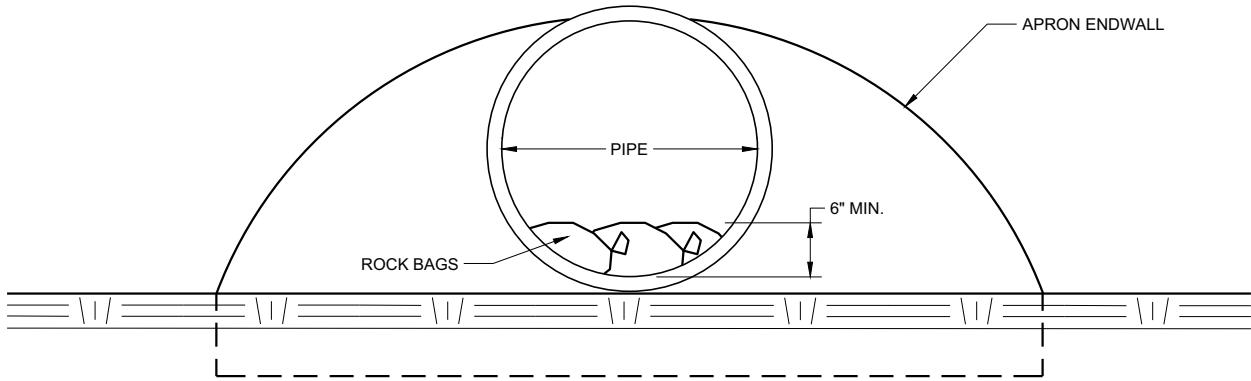
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

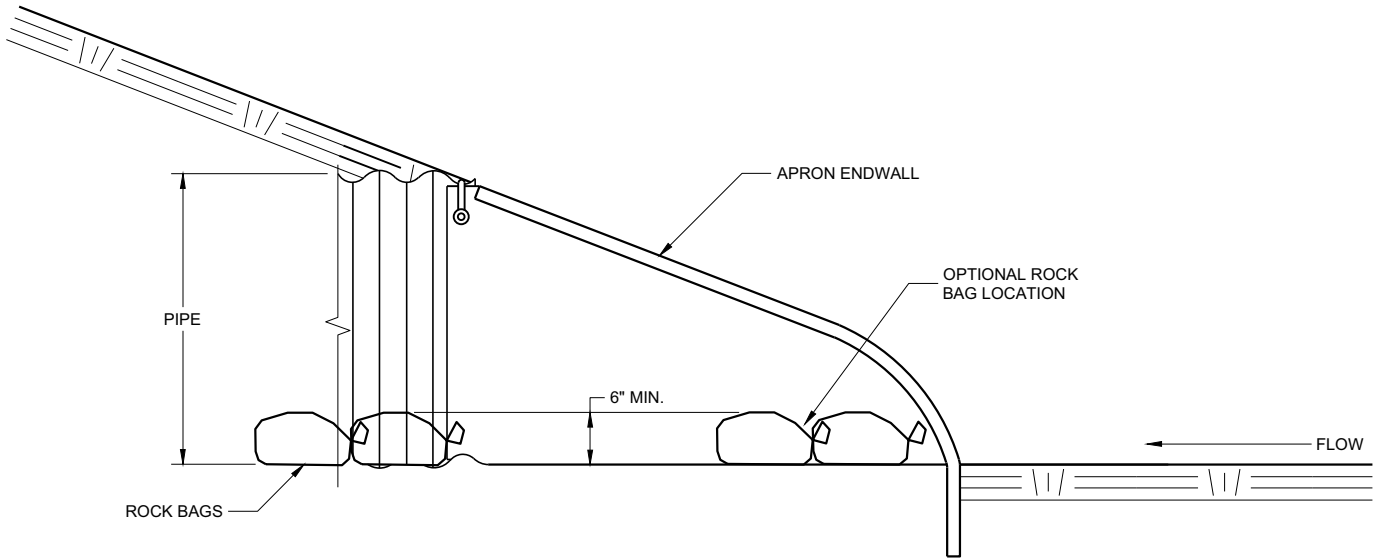
APPROVED
February 2025 /S/ Rodney Taylor
DATE <position>

FHWA

S.D.D. 8 E 10-2



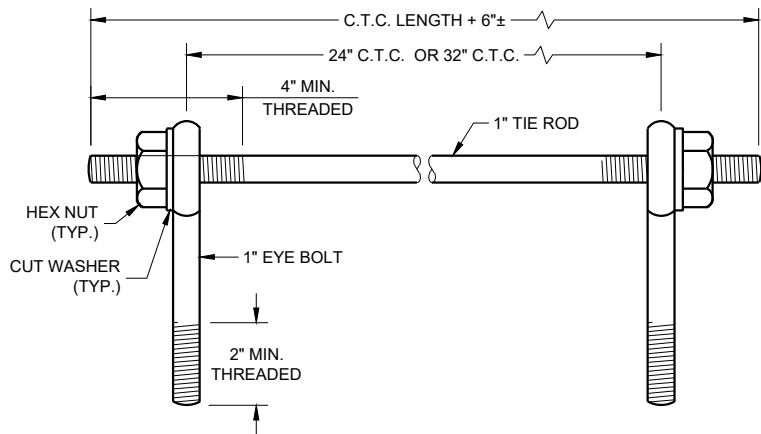
END VIEW



SIDE VIEW

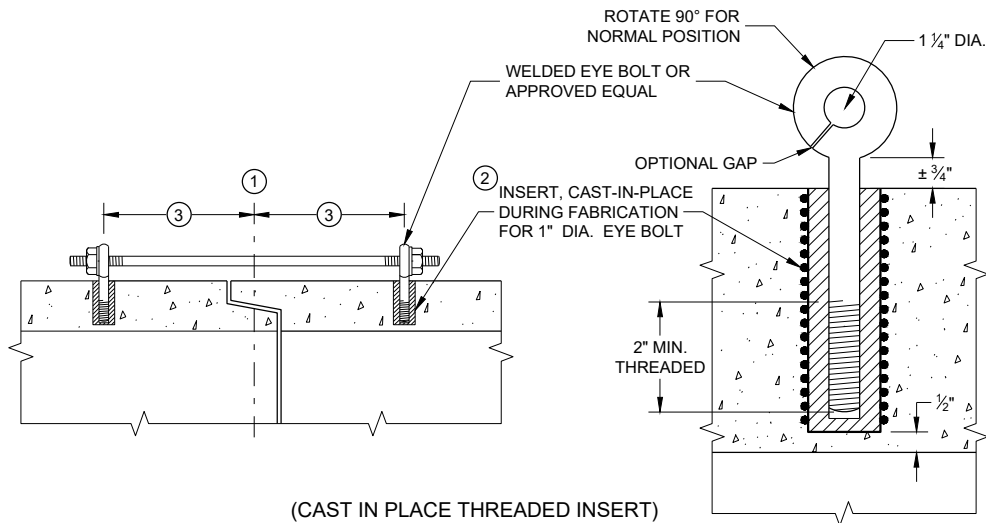
CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED May 2019 DATE	/S/ Daniel Schave	
FHWA	EROSION CONTROL ENGI	109



EYE BOLTS AND TIE ROD

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



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

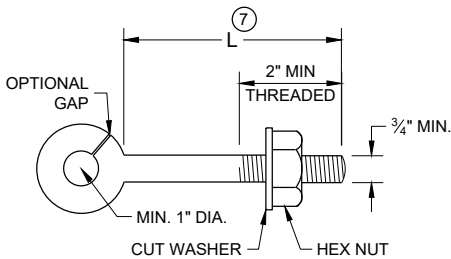
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

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

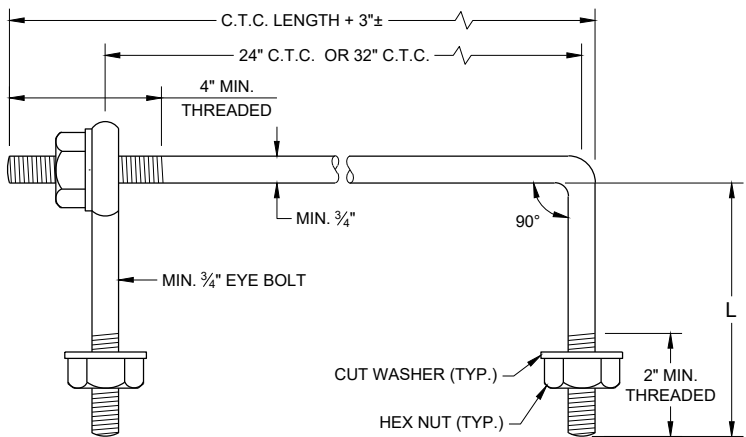
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

- 1 CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
- 2 THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
- 3 HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
- 4 BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
- 5 OPENING TO BE ROD DIAMETER PLUS 1 INCH.
- 6 LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.
- 7 EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

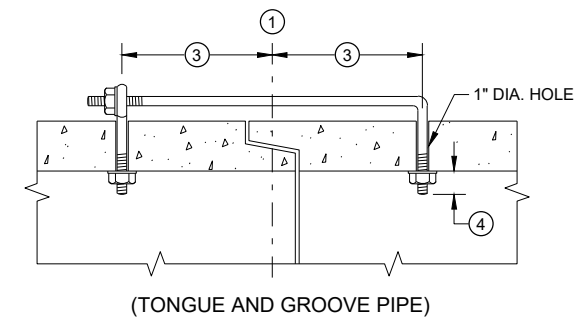


EYE BOLT 7

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



EYE BOLT AND TIE ROD

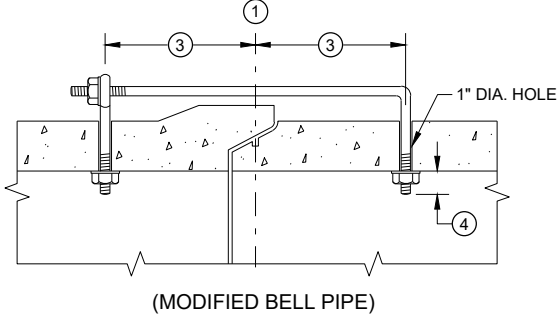


(TONGUE AND GROOVE PIPE)

LONGITUDINAL SECTION

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

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

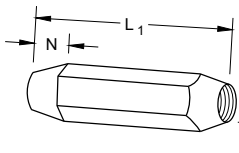


(MODIFIED BELL PIPE)

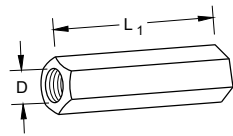
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L ₁	N
12 - 60	5/8	5/8	5	1/2
66 - 84	3/4	3/4	5	1/2
90 - 144	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES

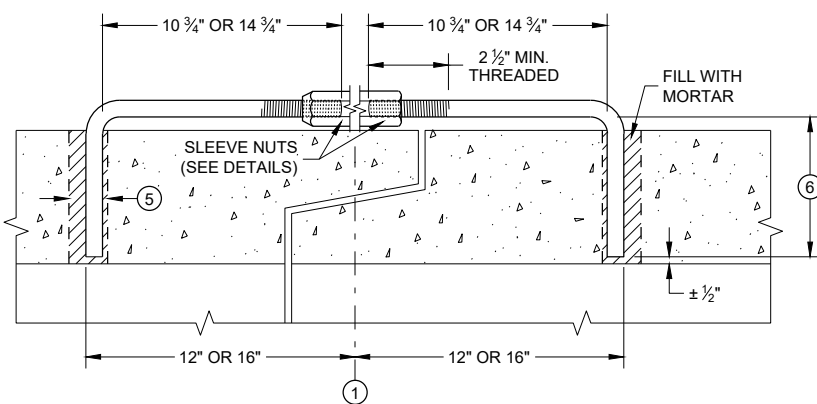


TAPERED



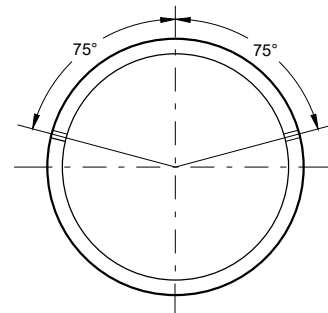
PLAIN

RIGHT AND LEFT THREADS
SLEEVE NUTS



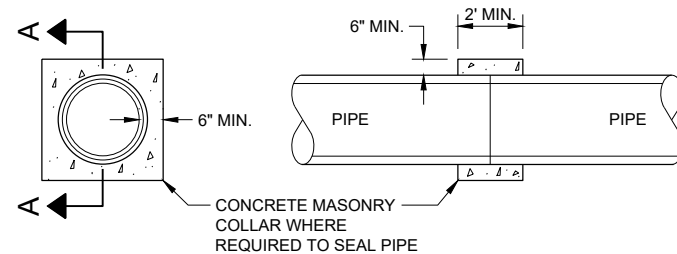
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

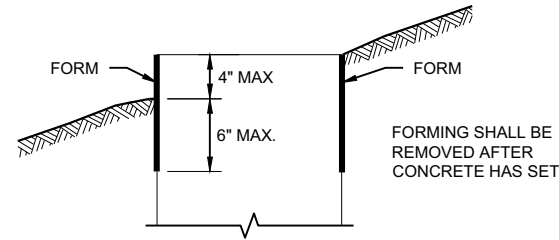
CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

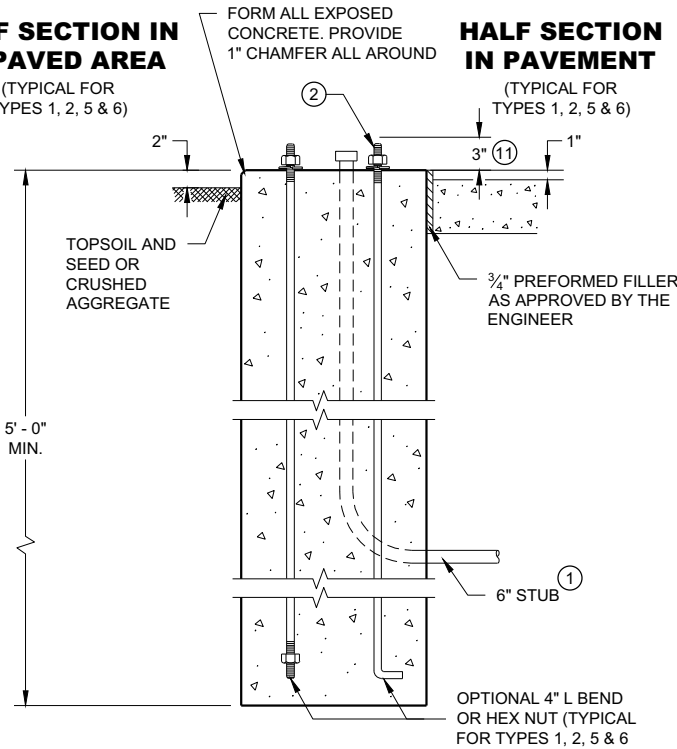
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

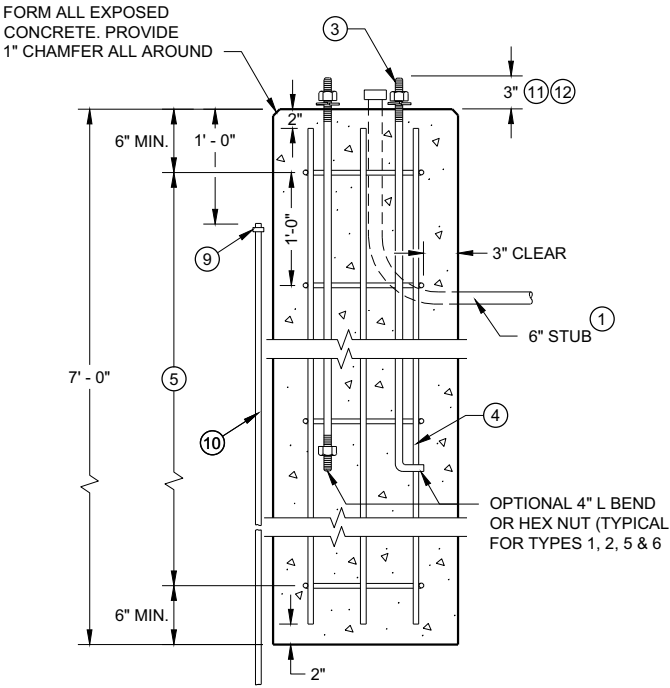
- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.
- 2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.
- 3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.
- 4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.
- 5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.
- 6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.
- 7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.
- 8 (5) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.
- 9 EXOTHERMIC CONNECTION TO EQUIPMENT GROUNDING CONDUCTOR
- 10 5/8" DIA. X 8' - 0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED
- 11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 1/2" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- 12 FOR NON - BREAKAWAY INSTALLATIONS, 4 1/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA



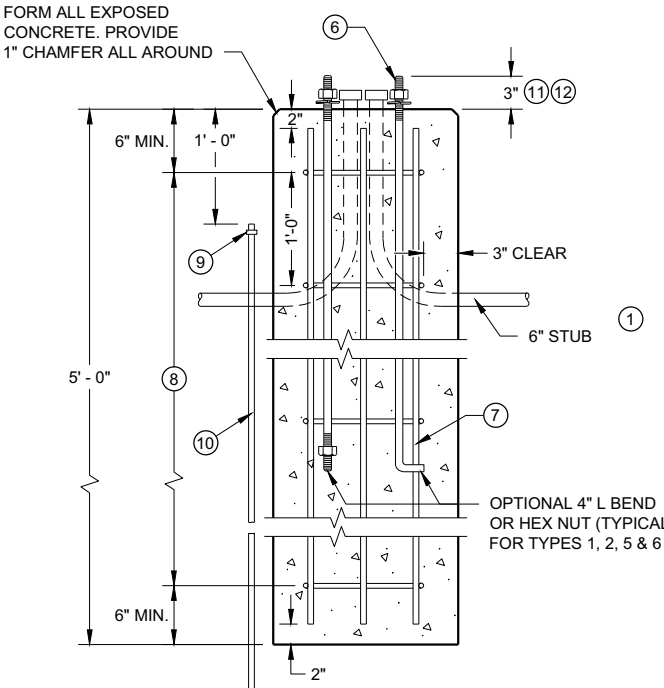
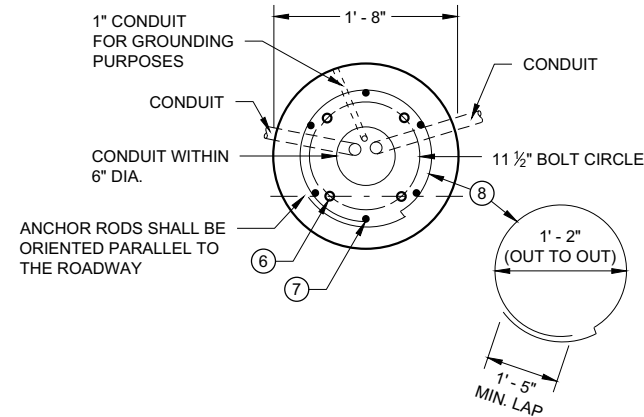
TYPE 1

HALF SECTION IN PAVEMENT



TYPE 2

CONCRETE BASES



TYPE 5 & 6

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

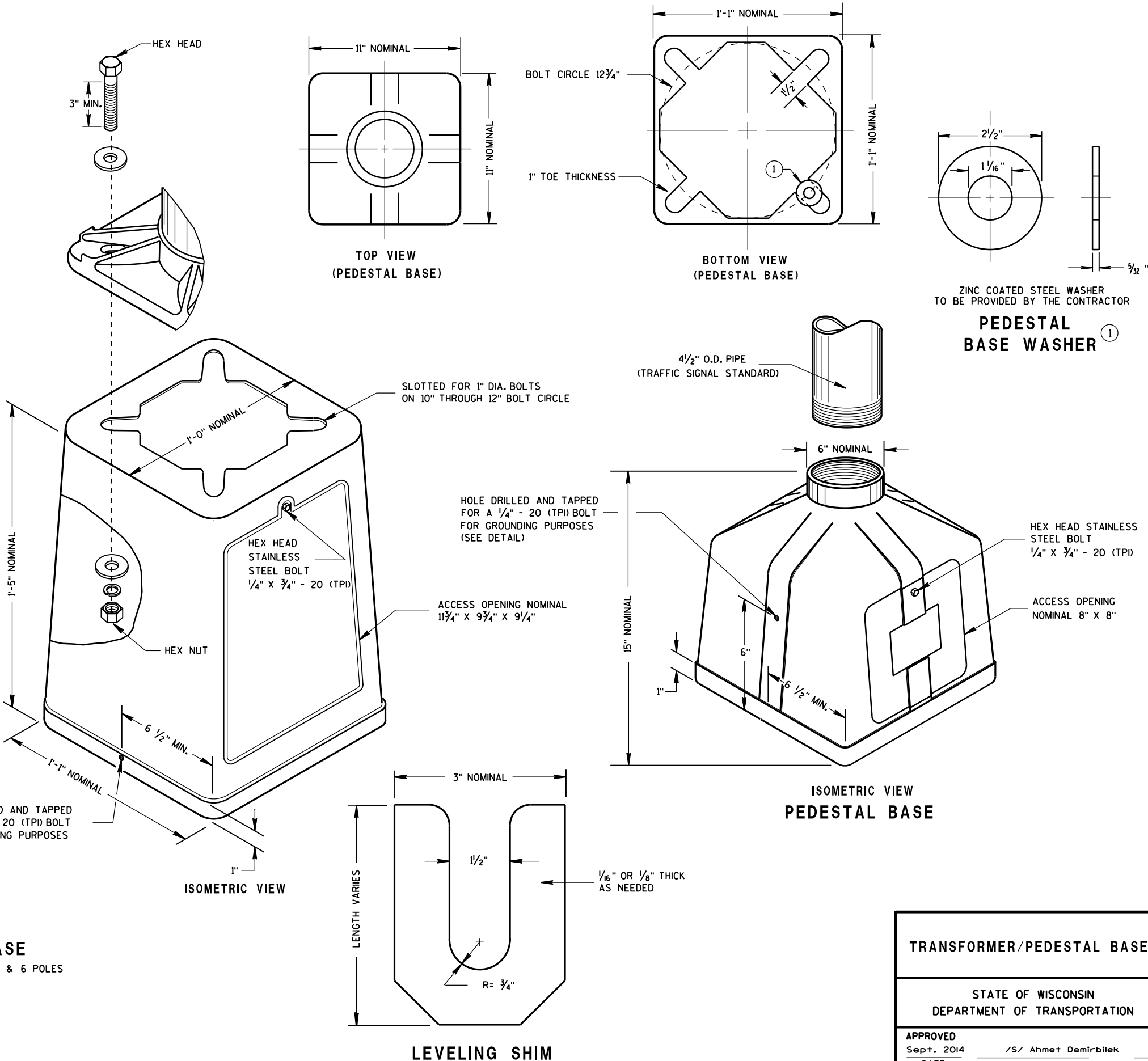
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



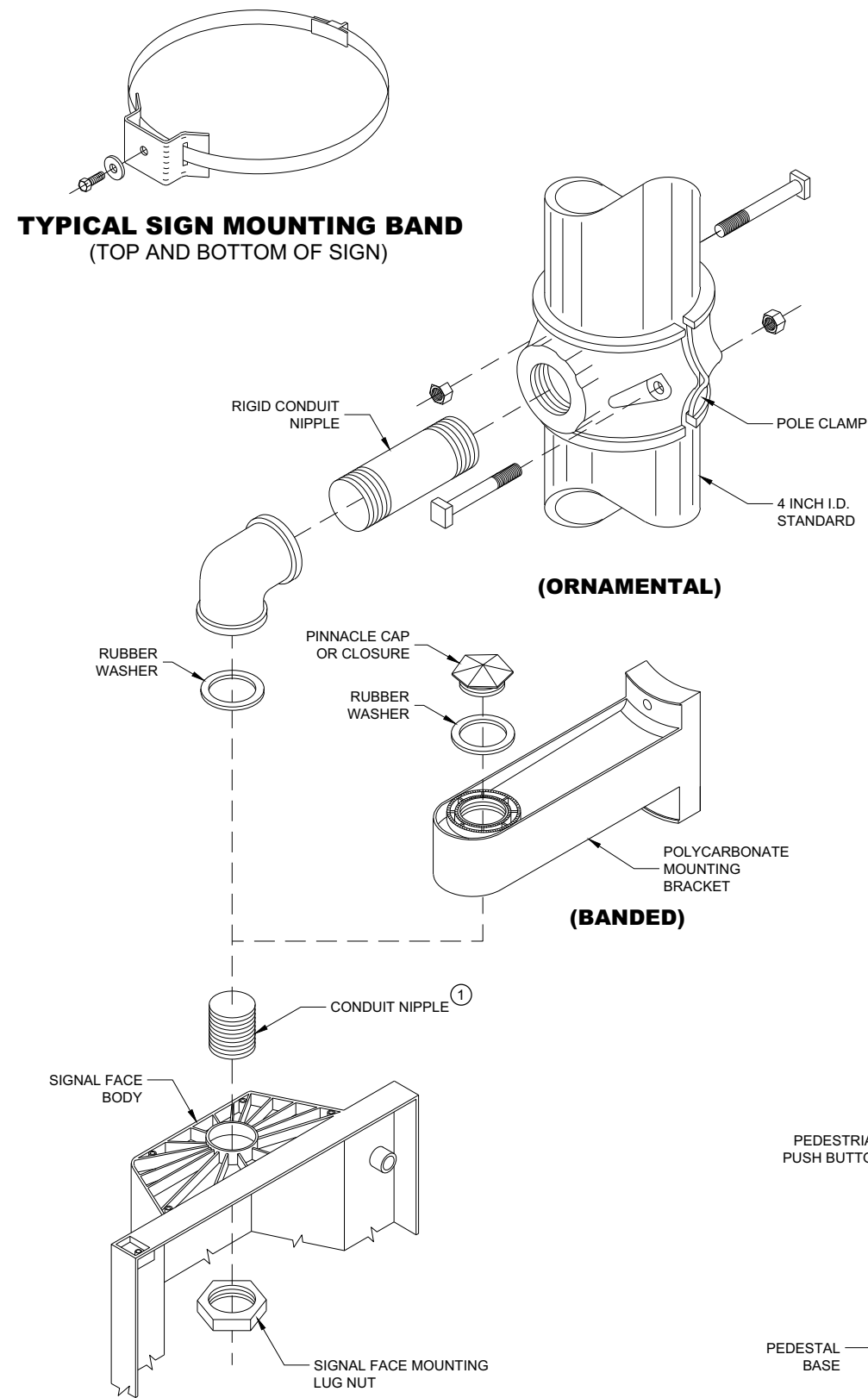
TYPICAL MECHANICAL CONNECTOR LUG TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

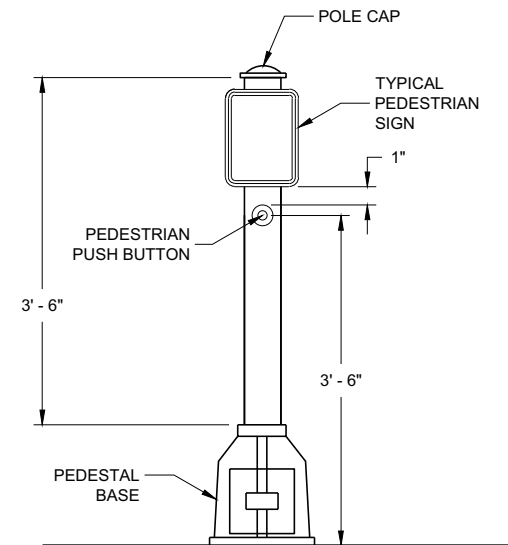
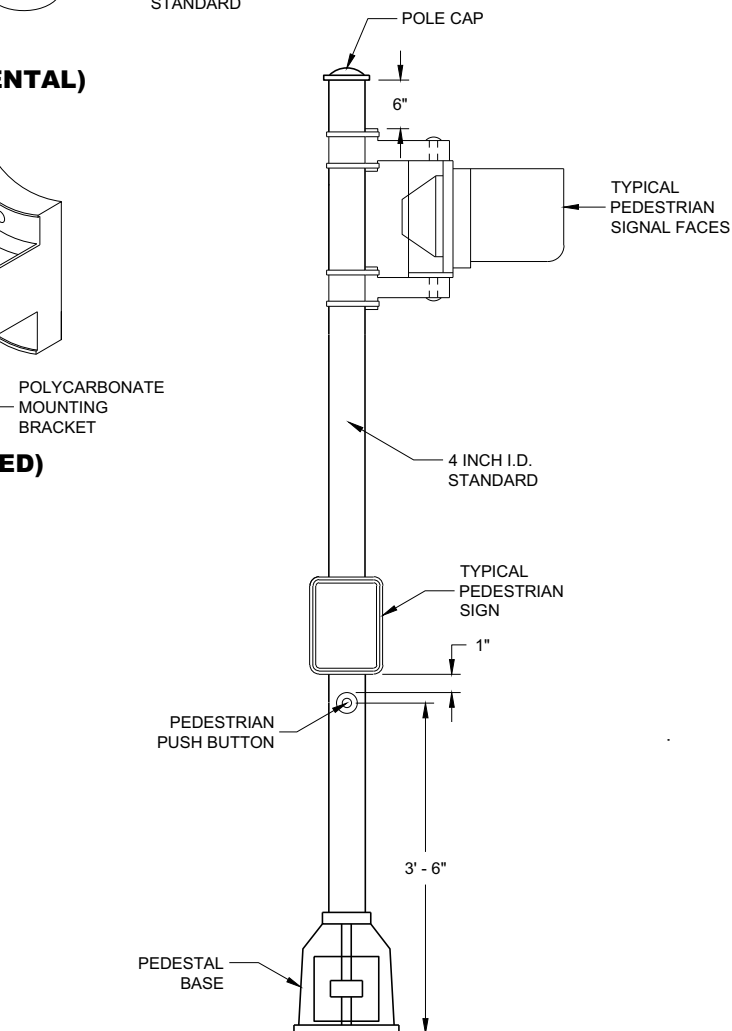
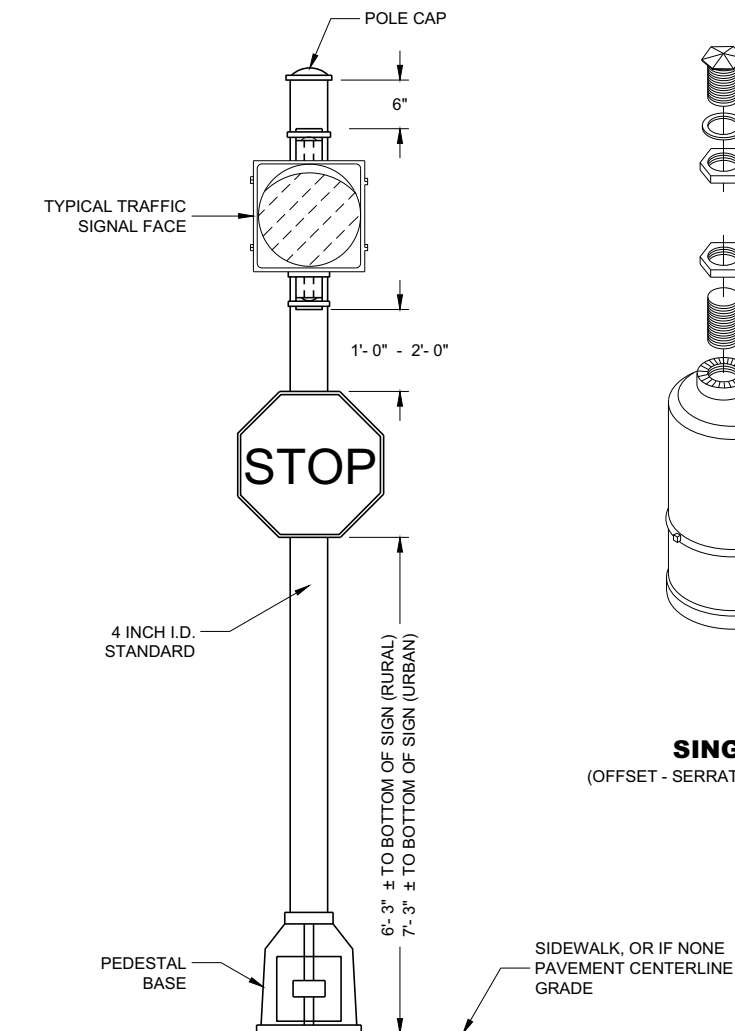
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED Sept. 2014 DATE /S/ Ahmet Demirbilek STATE ELECTRICAL 112 FHWA



SIGNAL FACE MOUNTING DETAILS

PEDESTRIAN PUSH BUTTON
TYPICAL MOUNTINGPEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

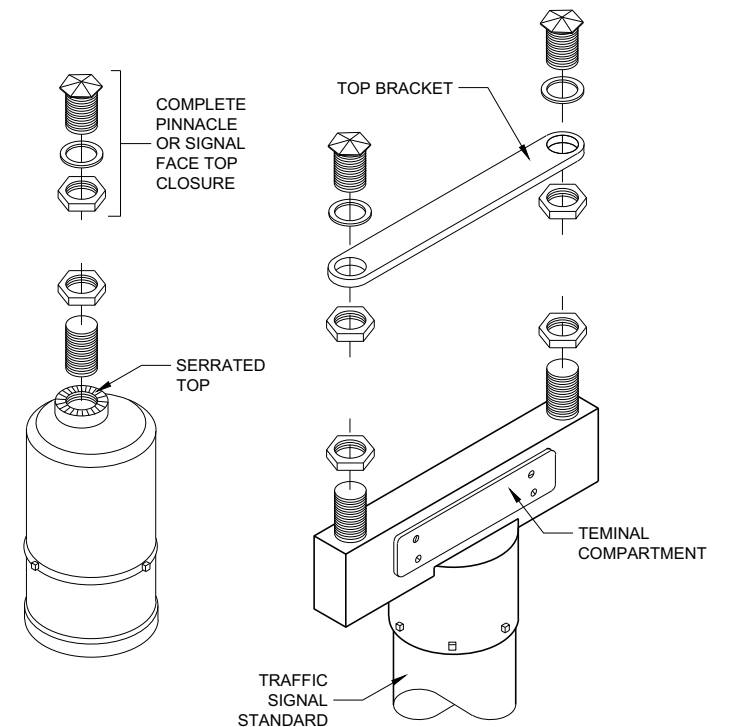
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) $\frac{1}{2}$ " X $\frac{3}{4}$ " - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

- ① USE 1 $\frac{1}{2}$ " ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 $\frac{1}{2}$ " OPENING IN SIGNAL FACES AND BRACKET ENDS.

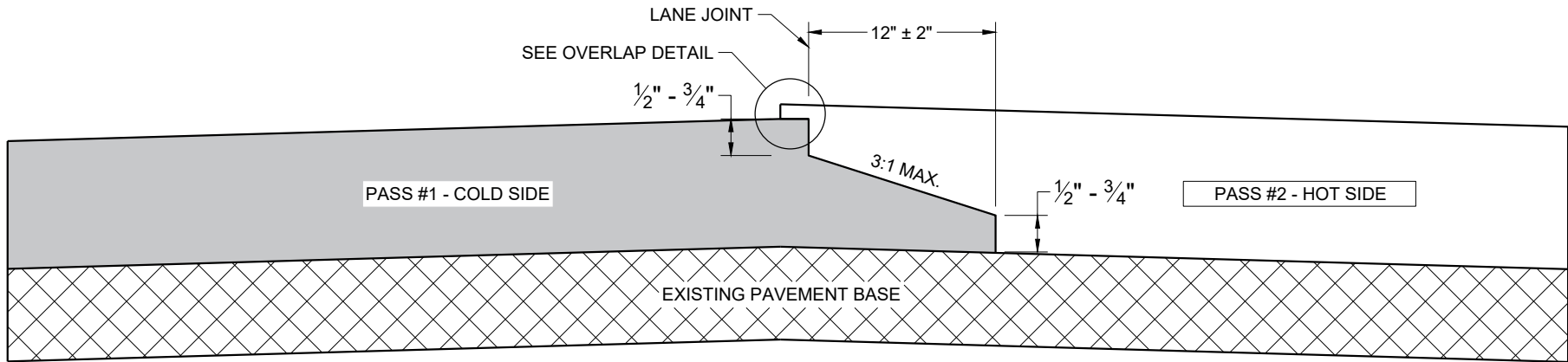
SINGLE
(OFFSET - SERRATED MOUNTING)DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

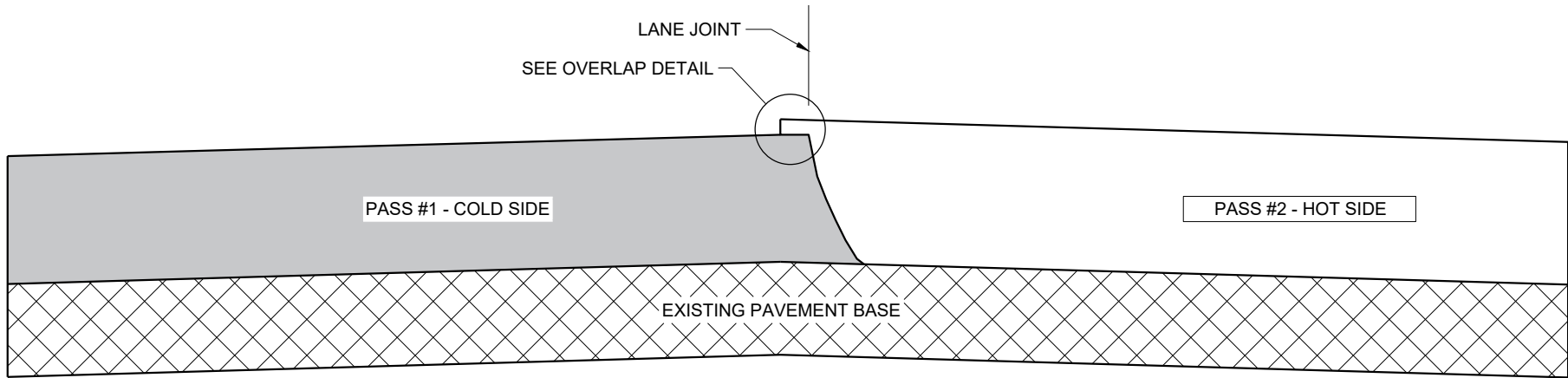
TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

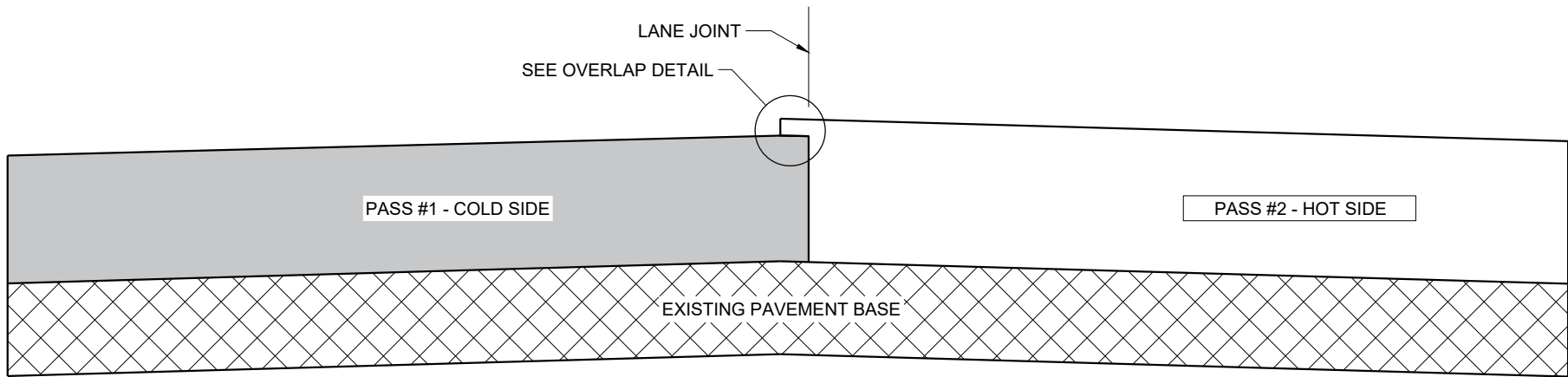
APPROVED
November 2018 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGI 113
FHWA



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



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

GENERAL NOTES

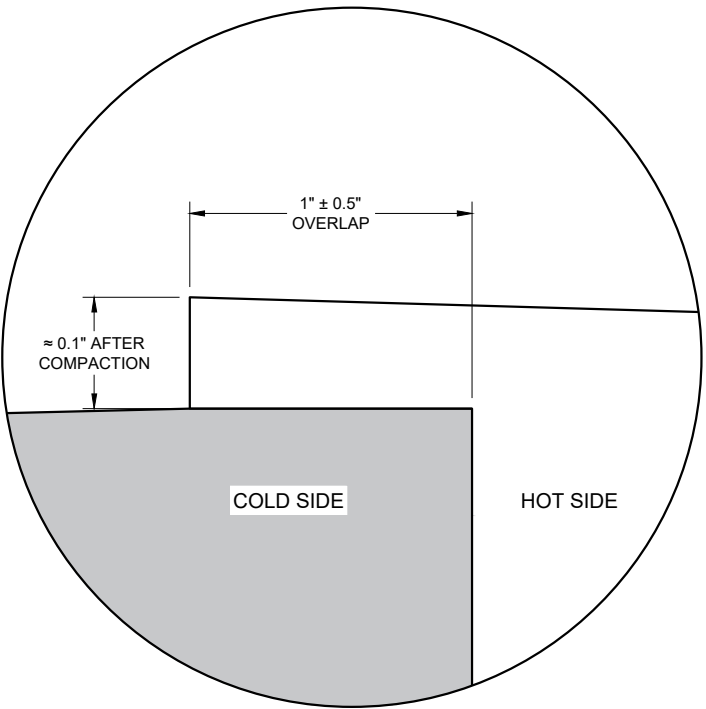
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



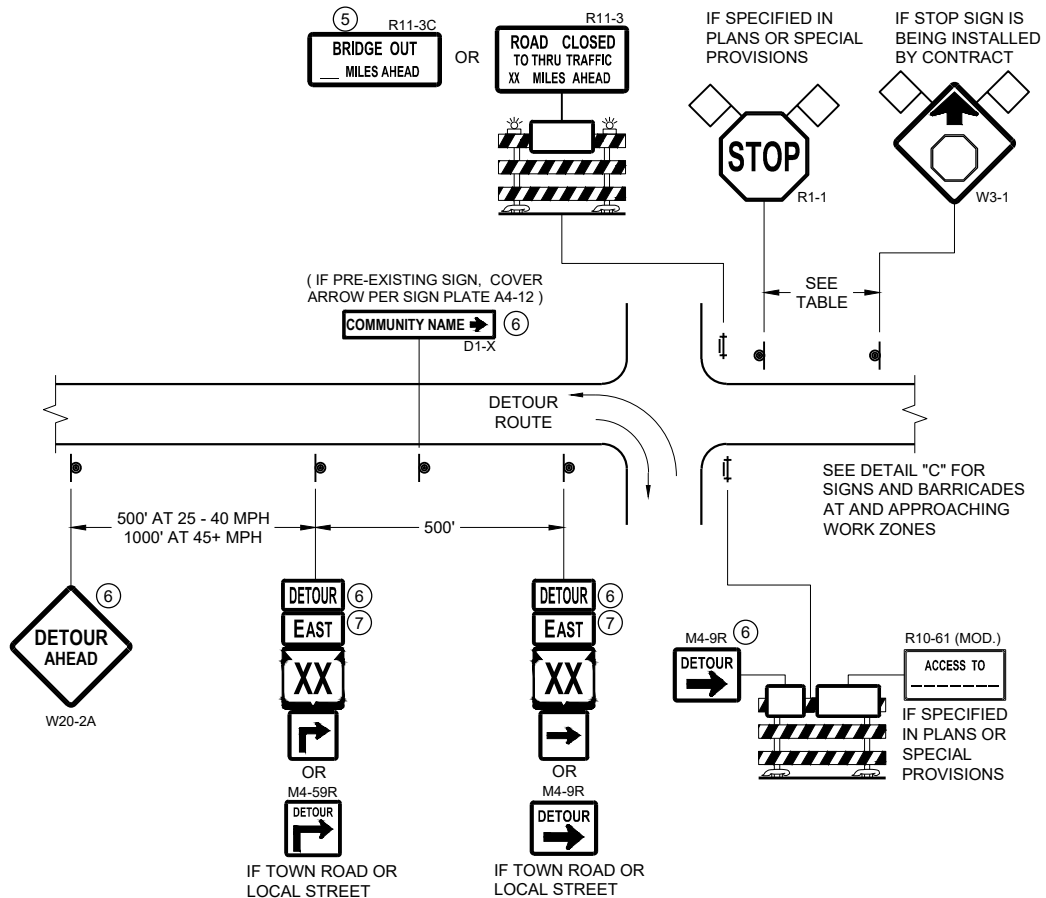
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

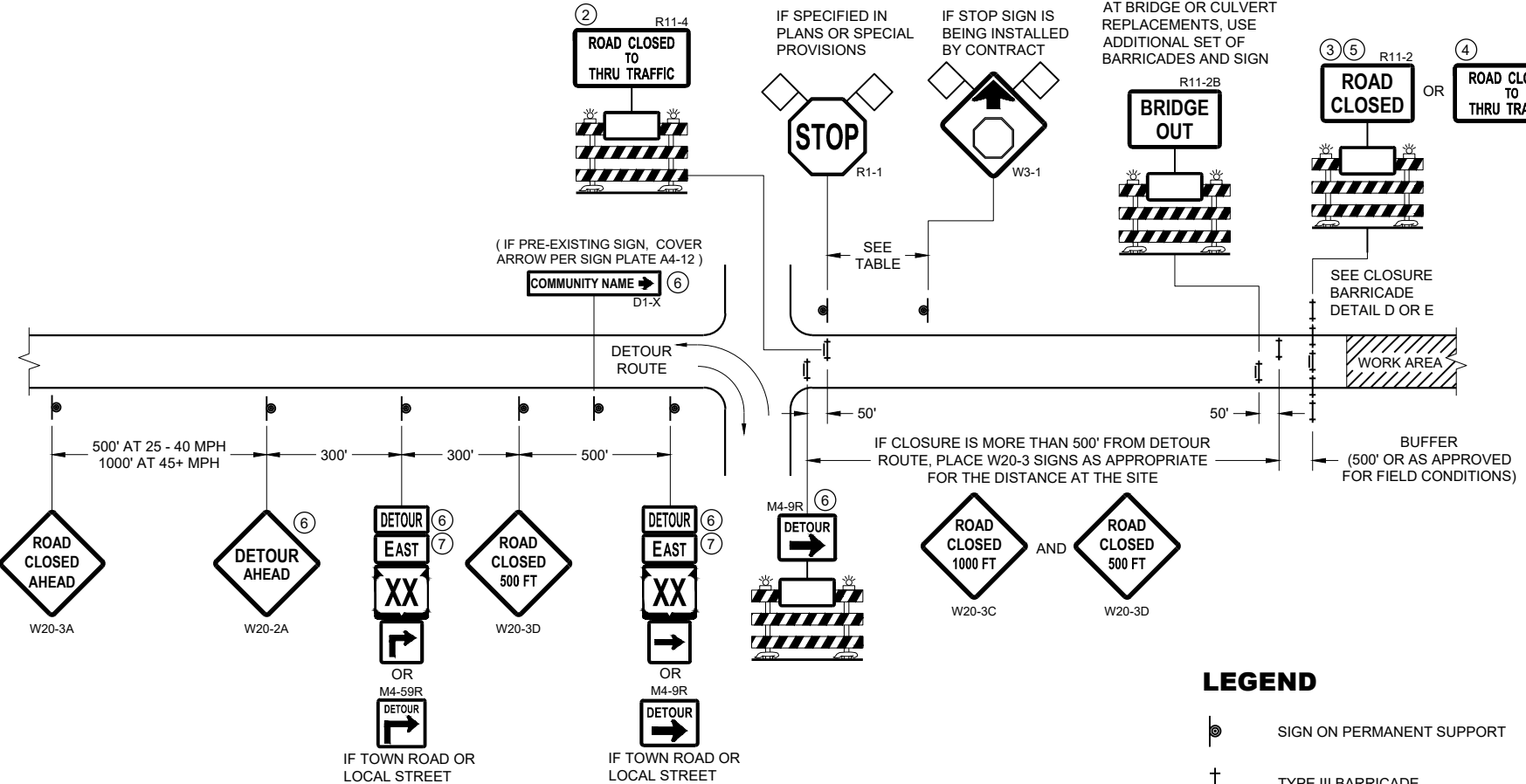
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 114

FHWA



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



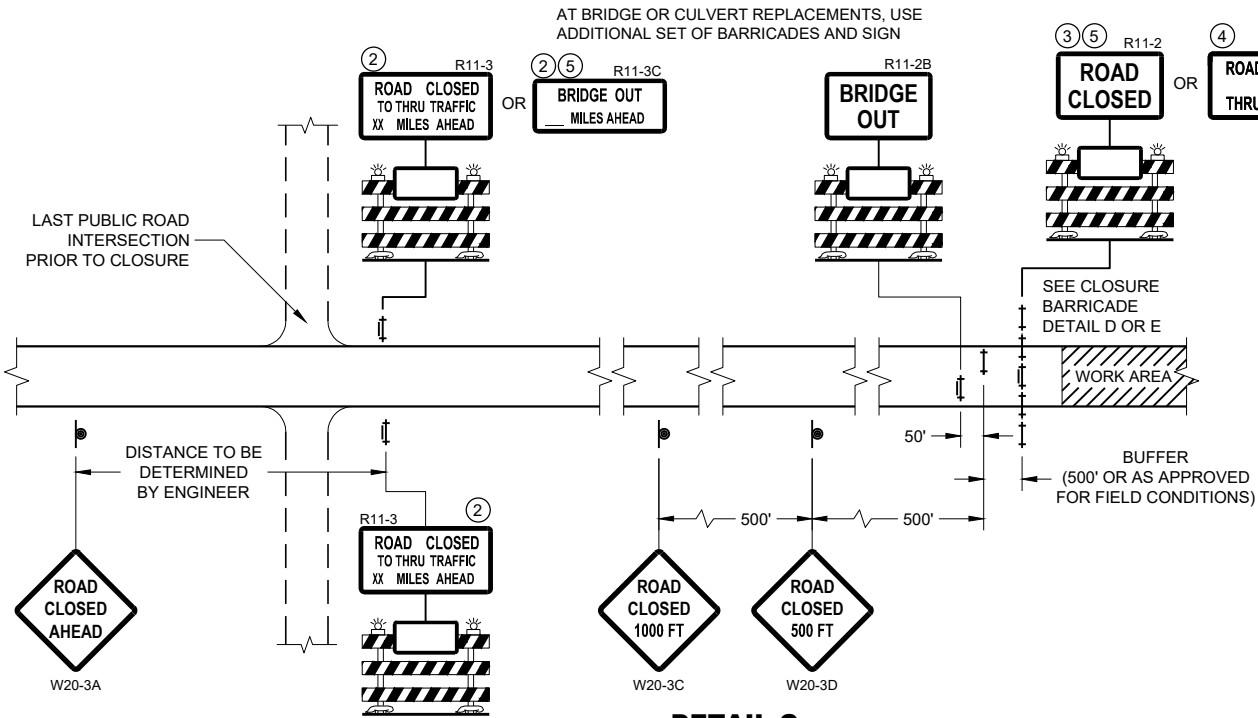
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

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

- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY 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



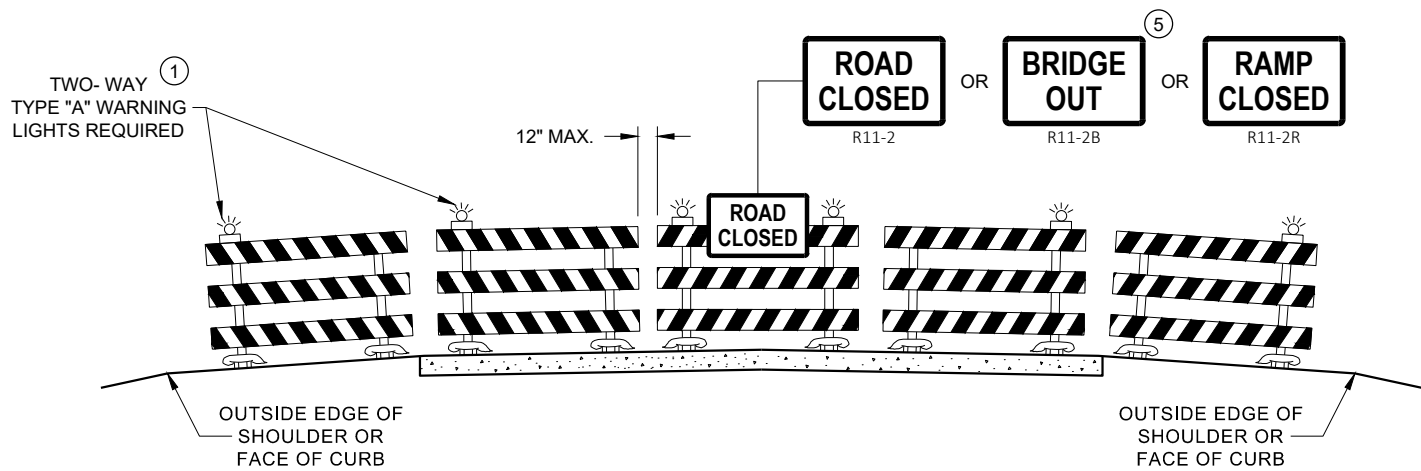
DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

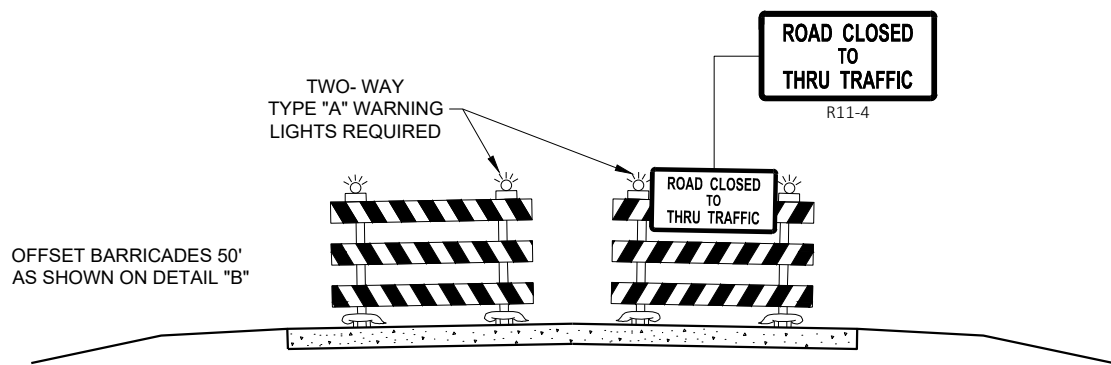
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 115

FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

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

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

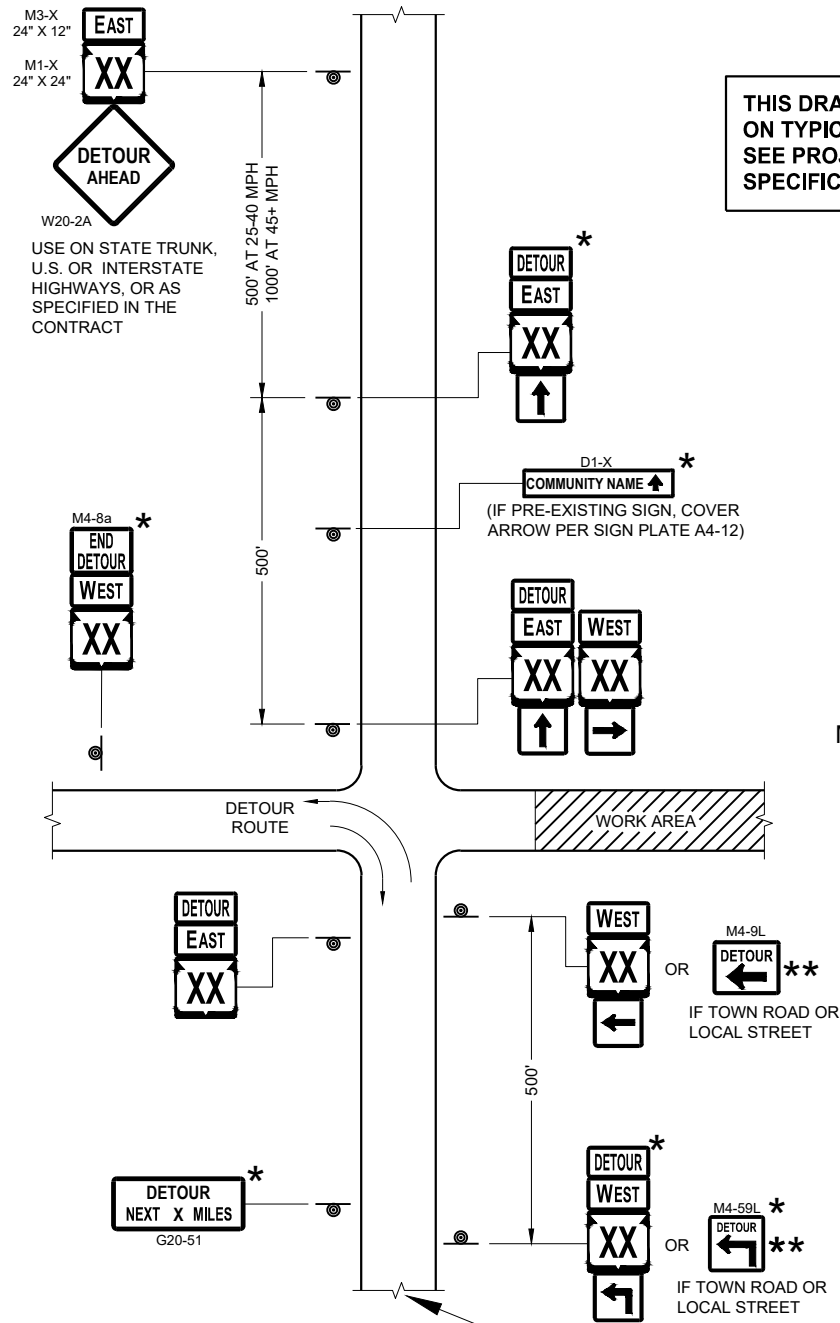
- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- 3 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- 4 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- 5 FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- 6 INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- 7 "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 116

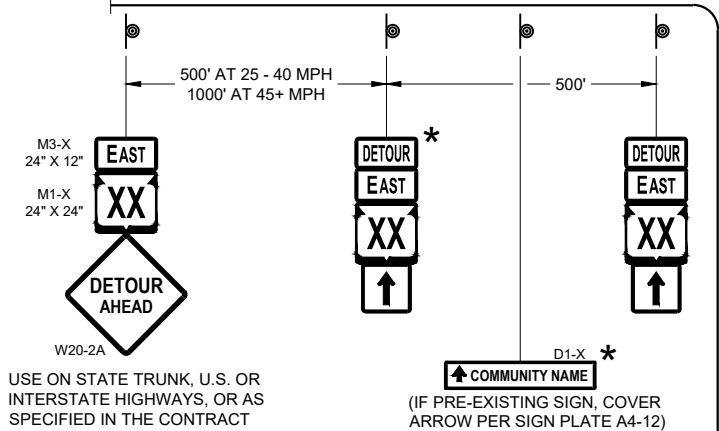
FHWA



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

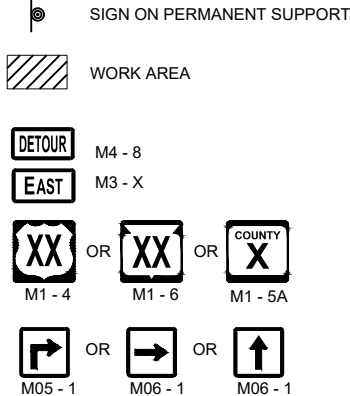
THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT



DETAIL F
DETOUR SIGNING

LEGEND



GENERAL NOTES

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

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

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

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

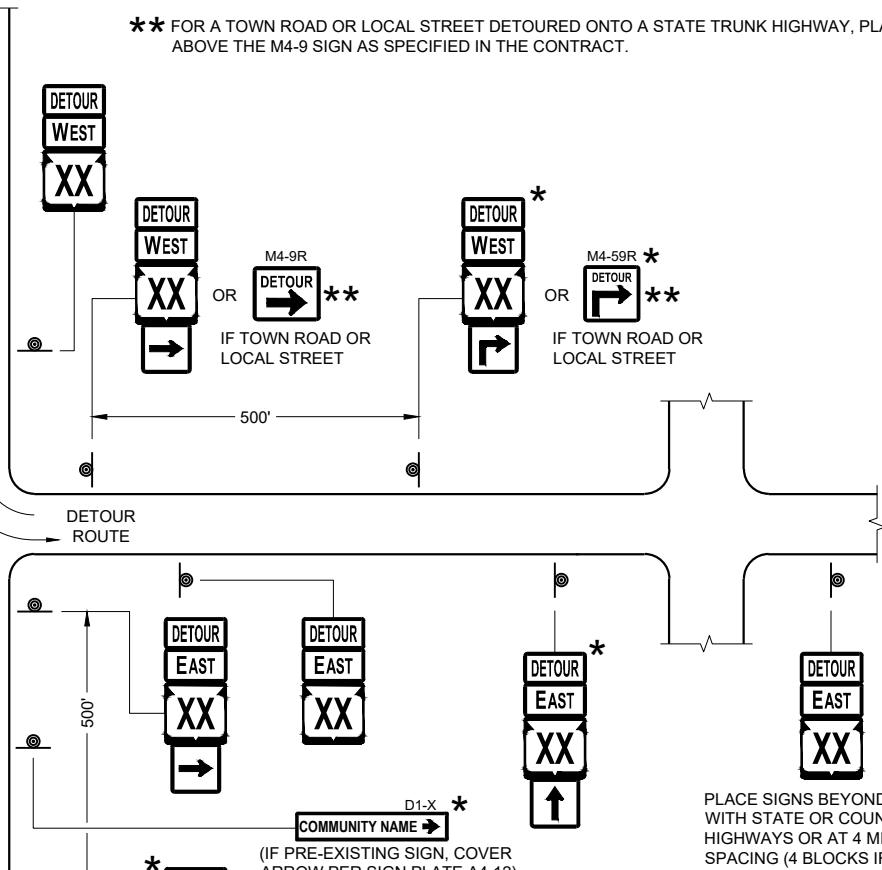
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

SIGN SIZES SHALL BE AS FOLLOWS:

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

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.
** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

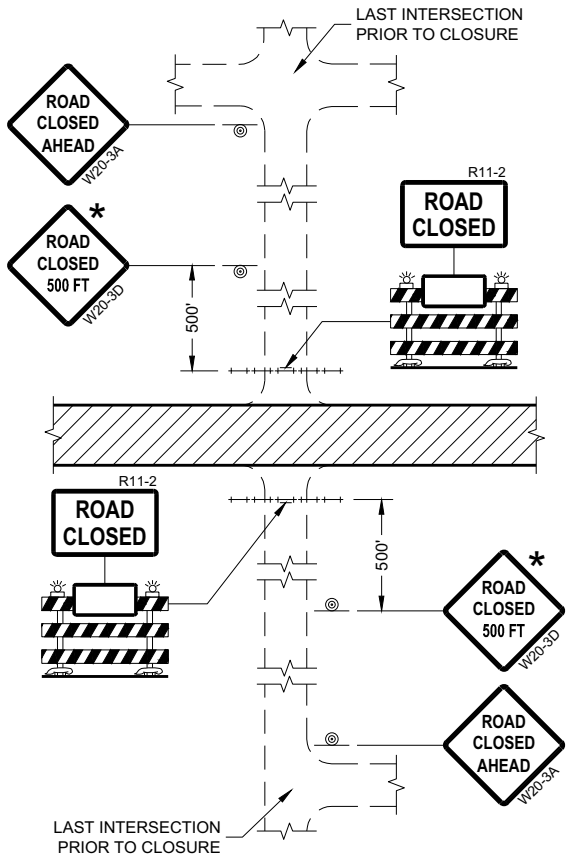


PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

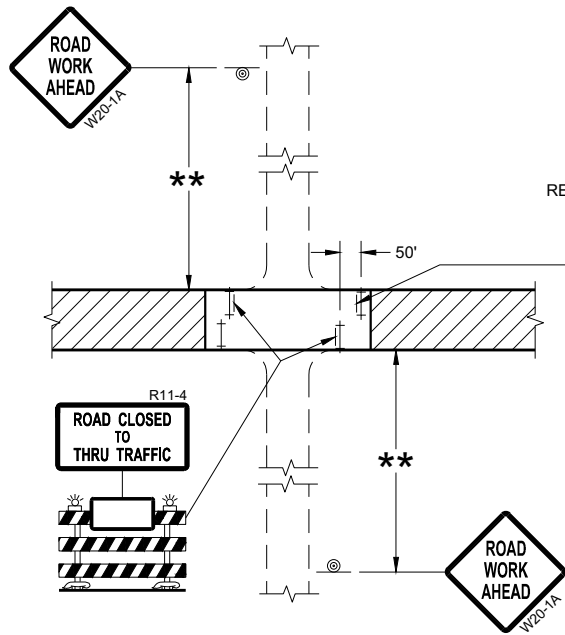
DETOUR SIGNING
FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

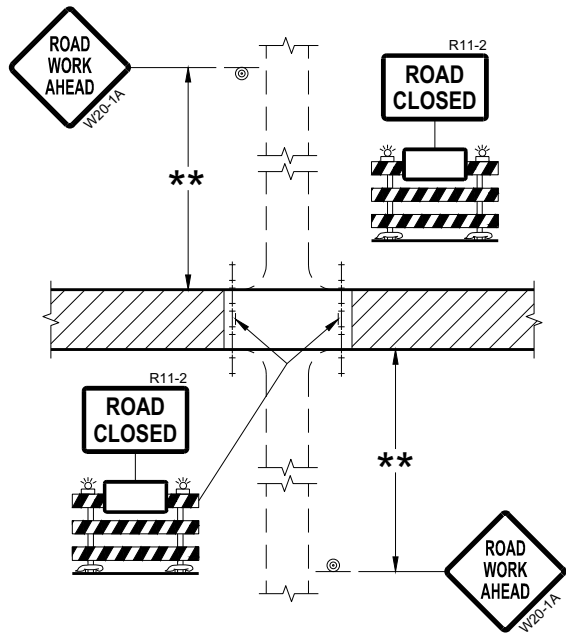
APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 117
FHWA



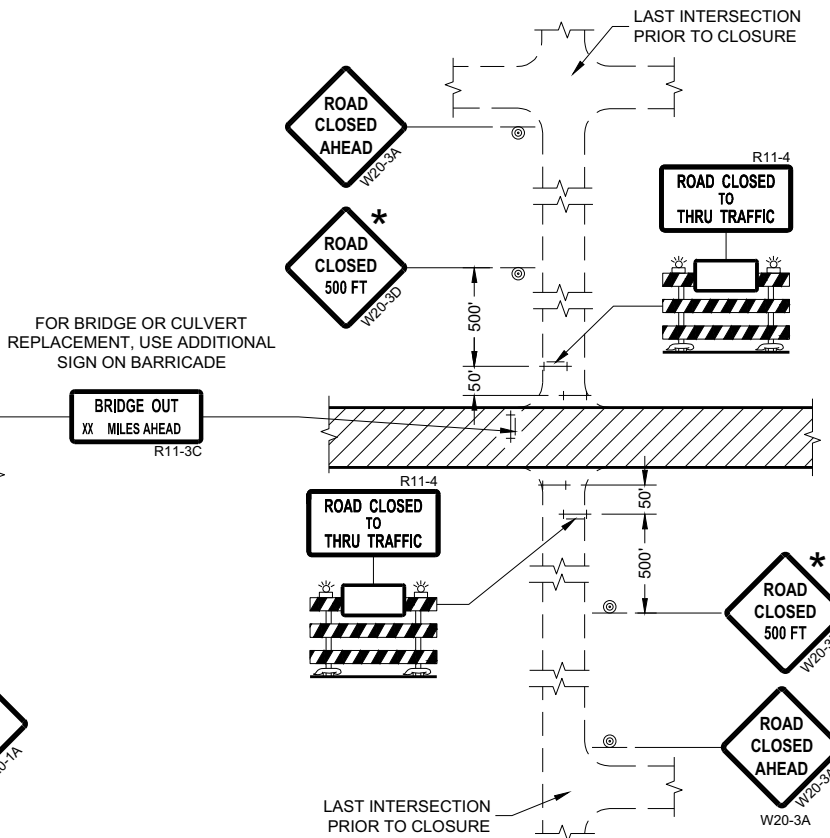
DETAIL 1
(NO ACCESS TO PROJECT)



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

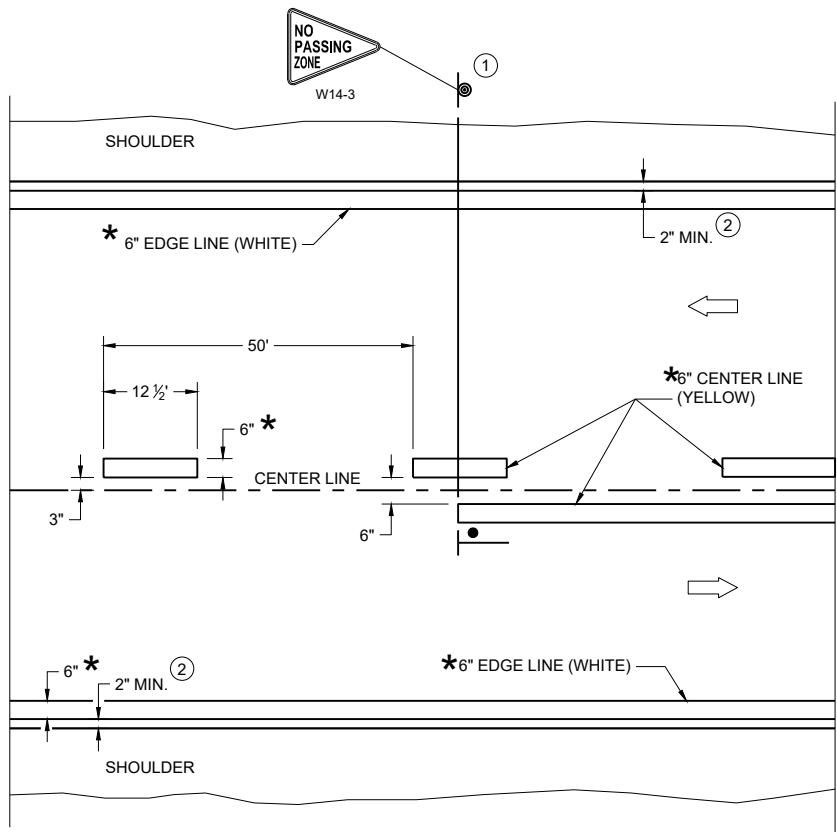
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

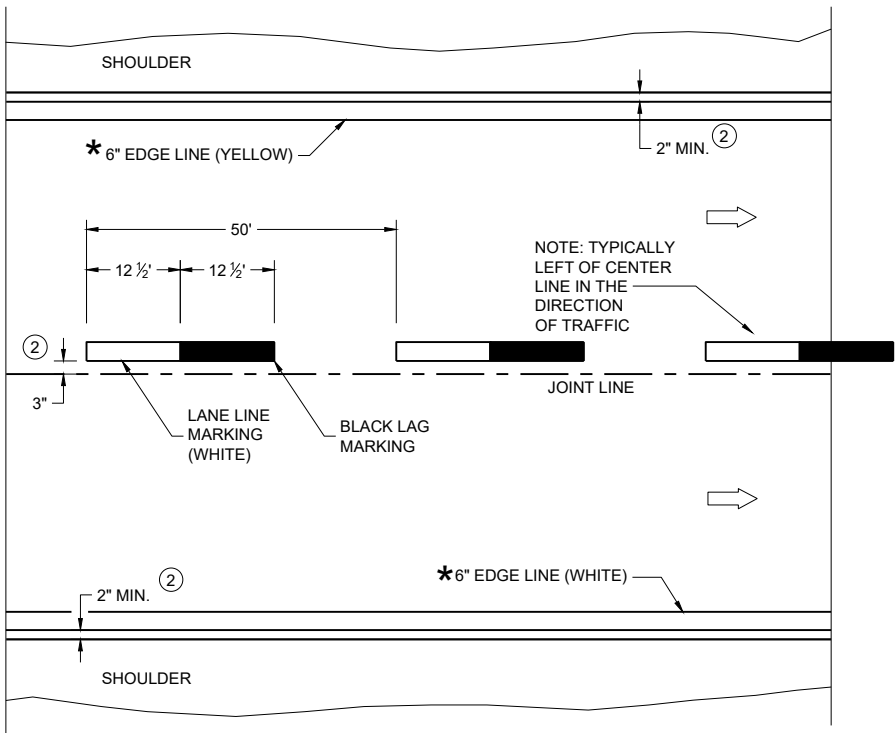
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 118

FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

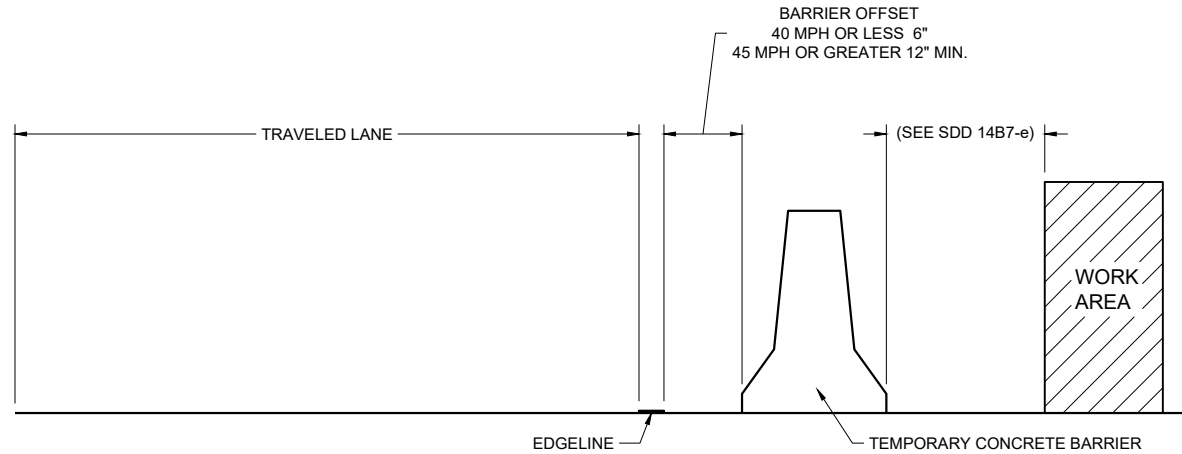
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

LEGEND

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

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA 119	



TEMPORARY BARRIER OFFSET FROM EDGE LINE

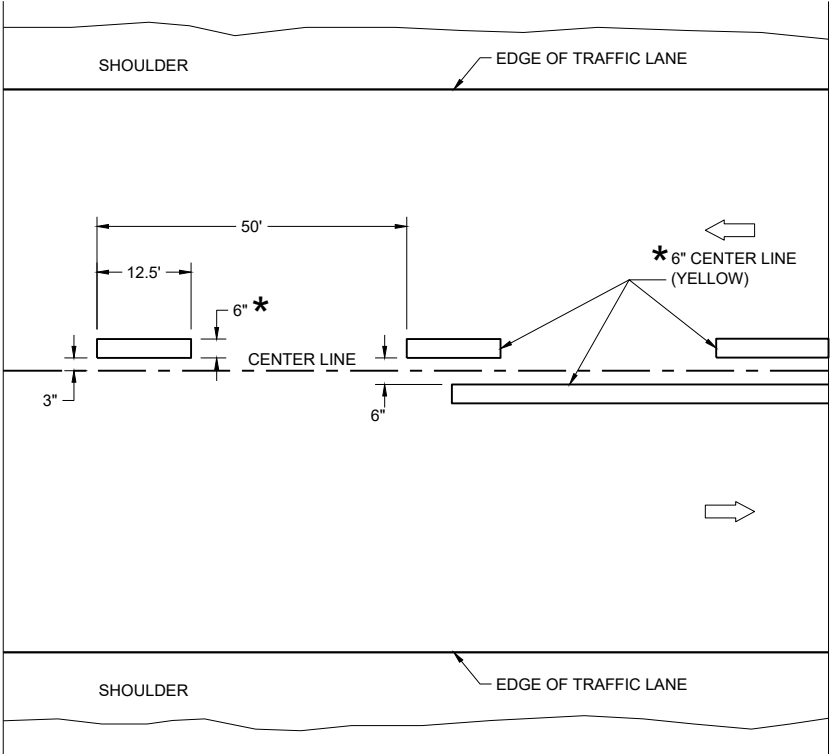
GENERAL NOTES

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

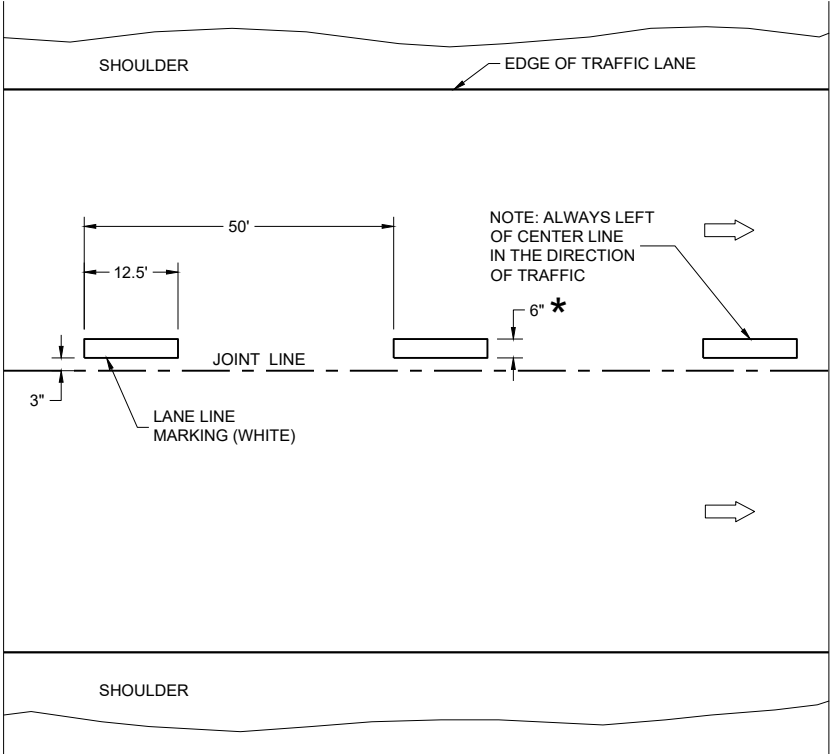
LEGEND

➡ DIRECTION OF TRAFFIC

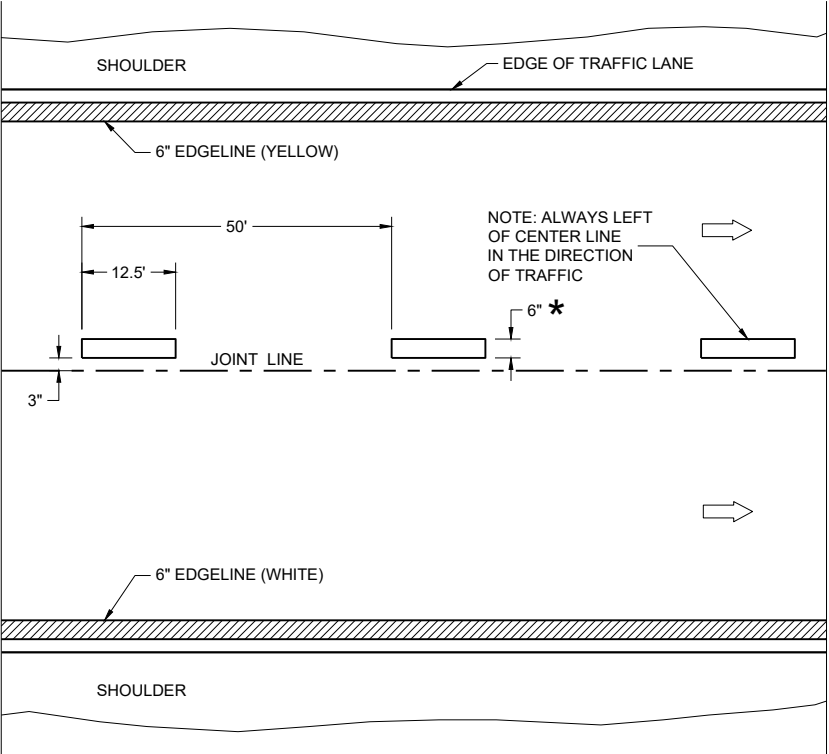
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



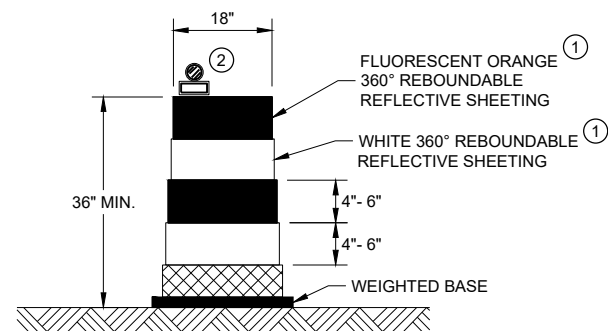
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

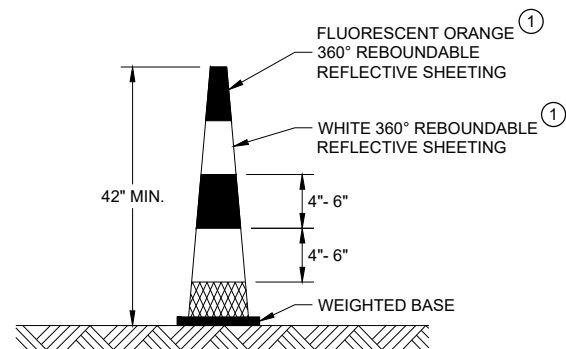
TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	120



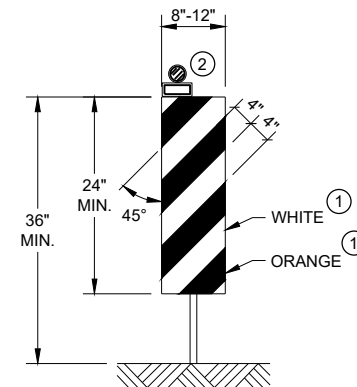
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



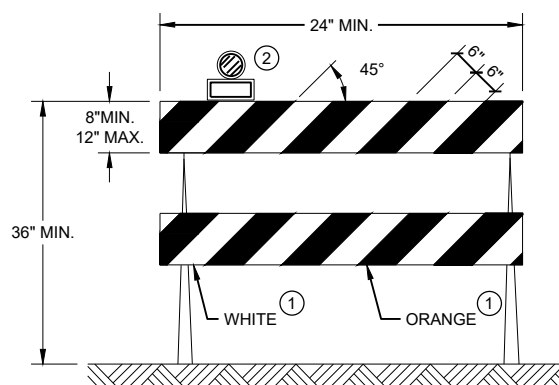
42" CONE

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



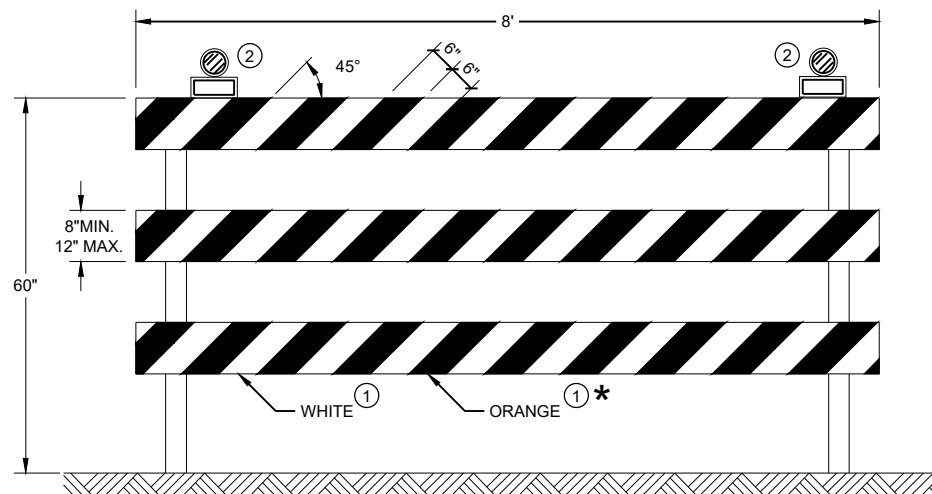
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

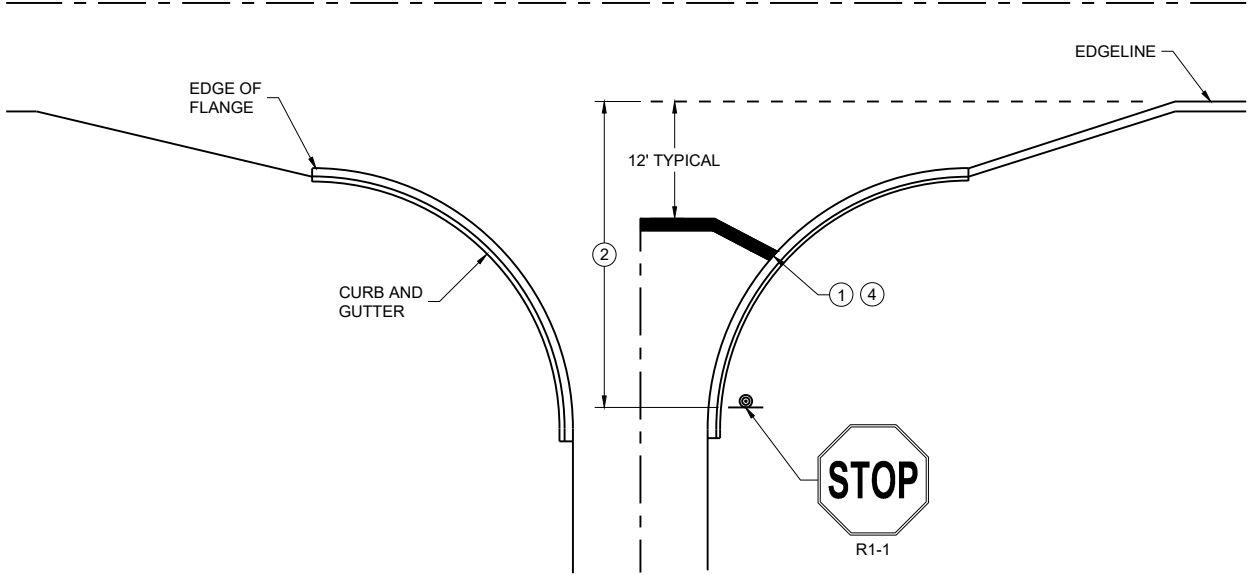
IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

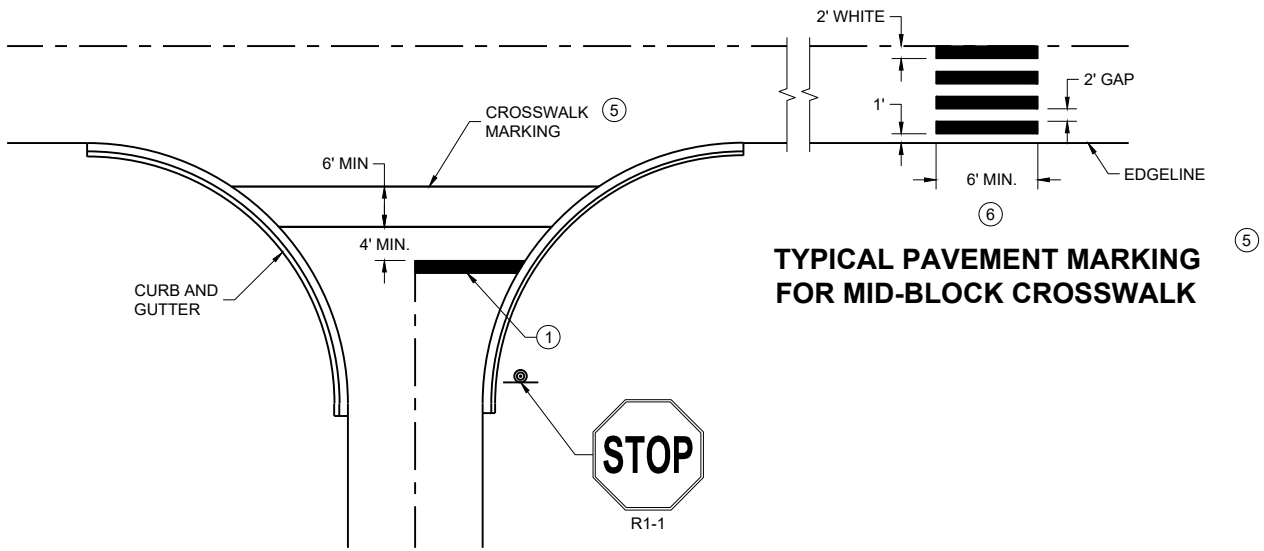
GENERAL NOTES

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

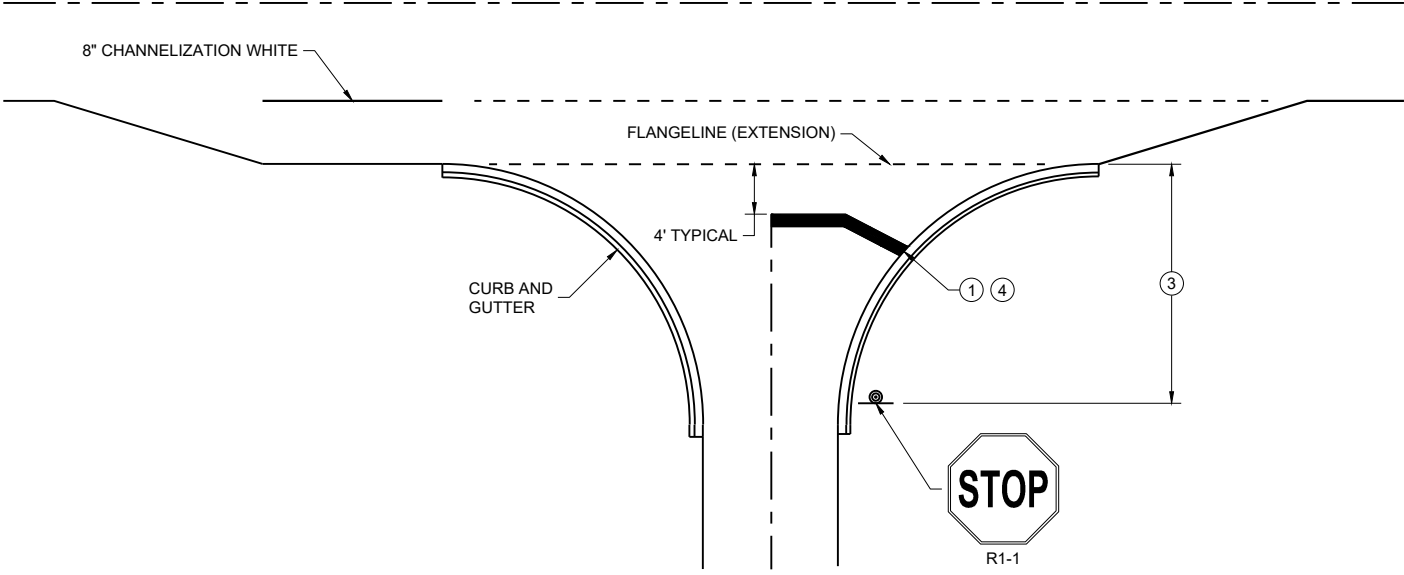
CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 121
FHWA	



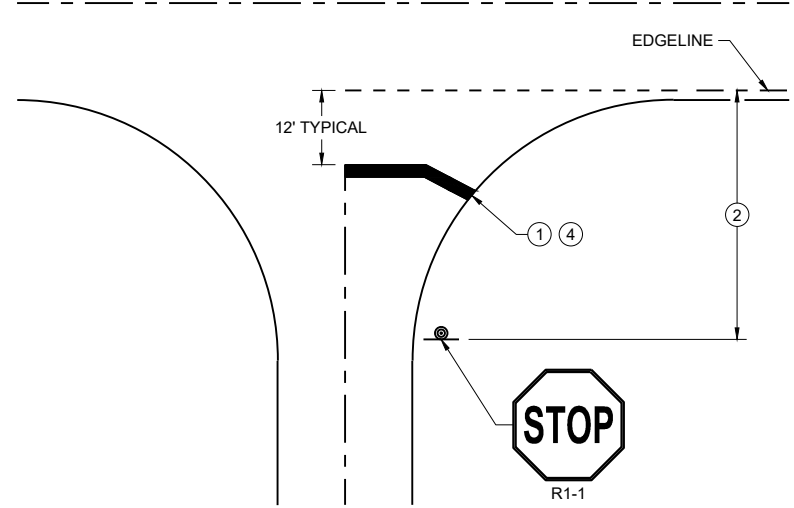
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



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



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

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

GENERAL NOTES

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

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

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

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

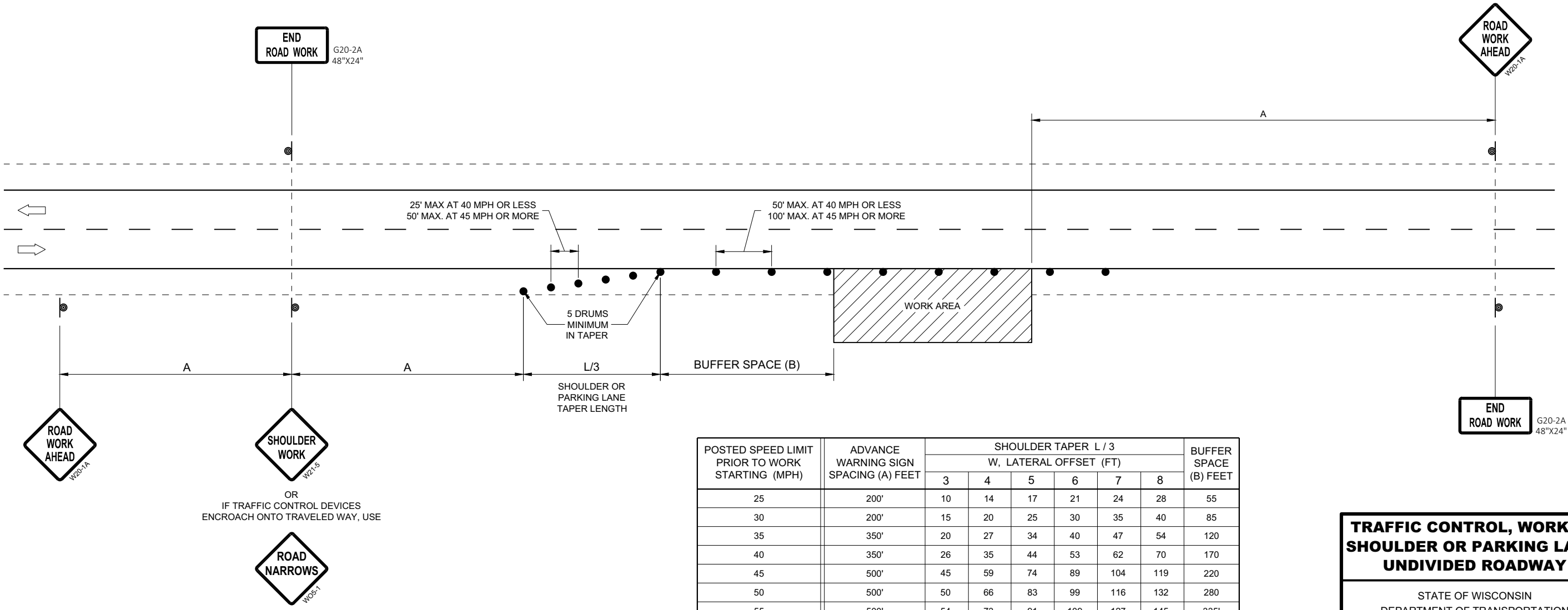
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

6

6



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

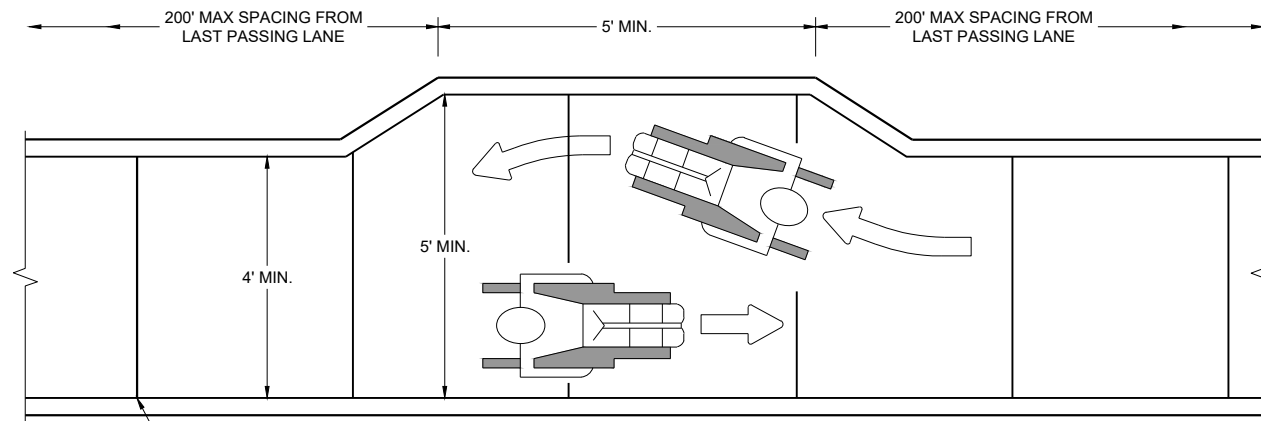
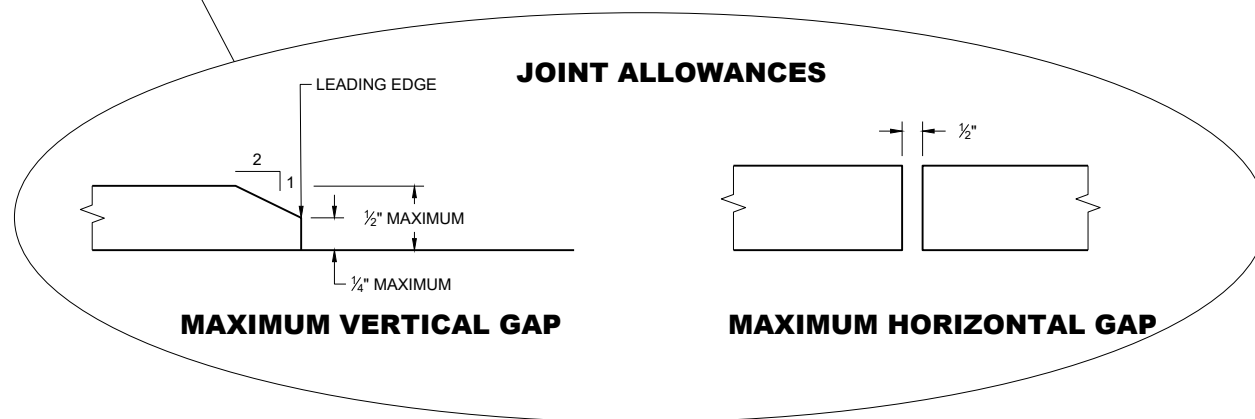
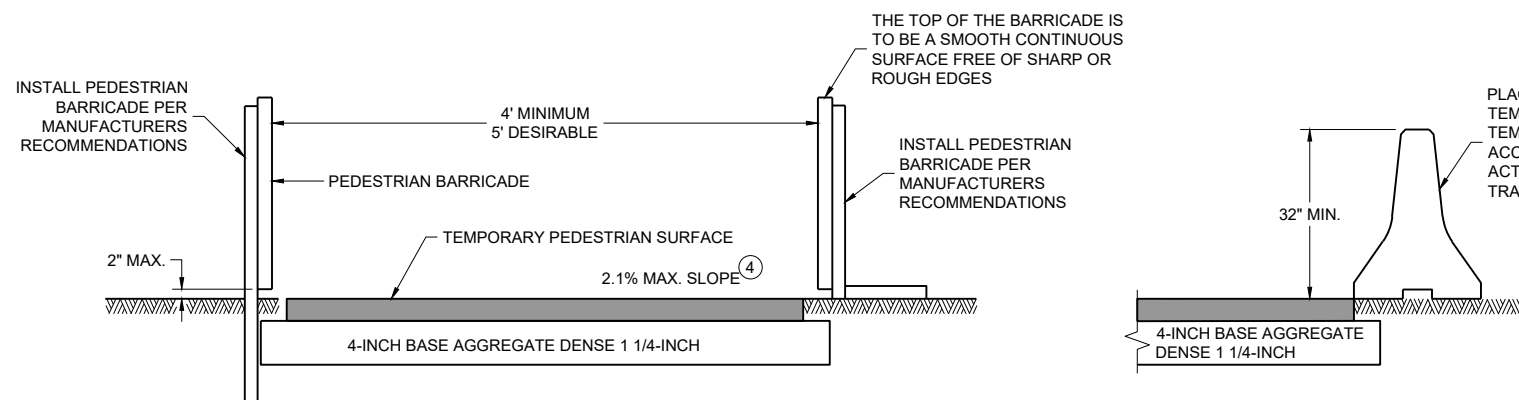
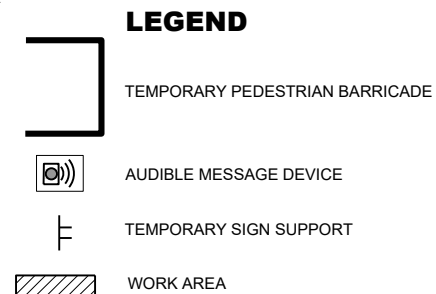
TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER 123

FHWA

**NARROW SIDEWALK PASSING DETAIL****MAXIMUM VERTICAL GAP****MAXIMUM HORIZONTAL GAP****TEMPORARY PEDESTRIAN ACCESS****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.

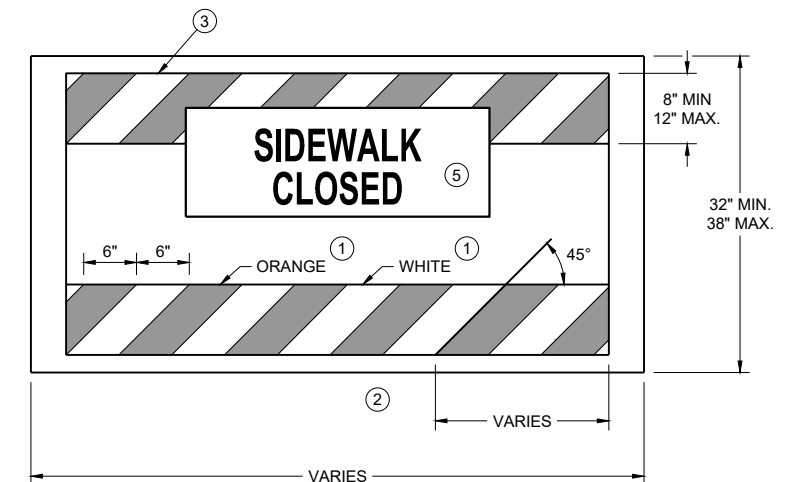
② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

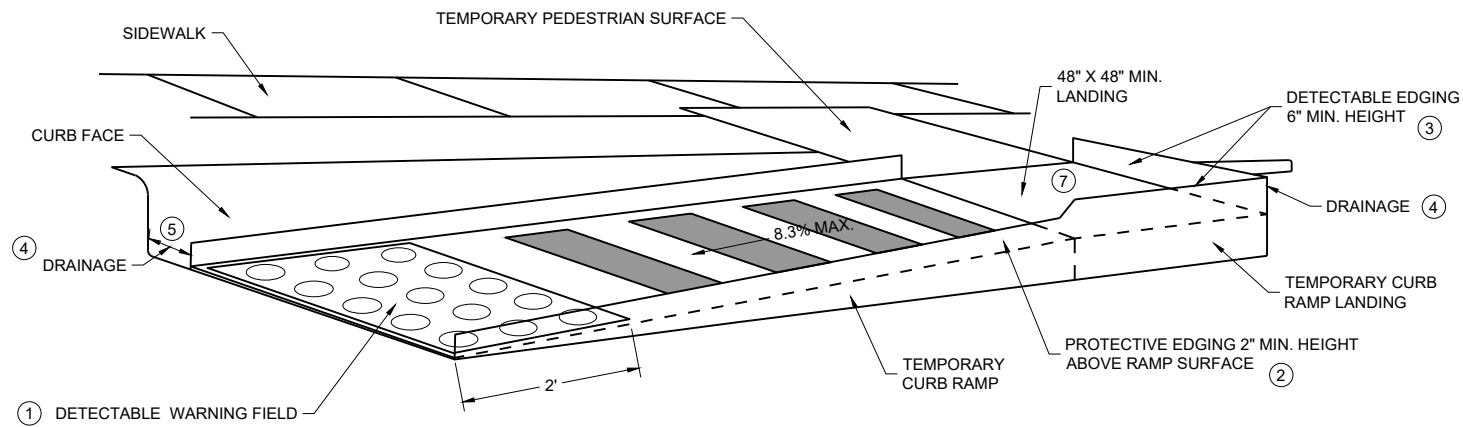
③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

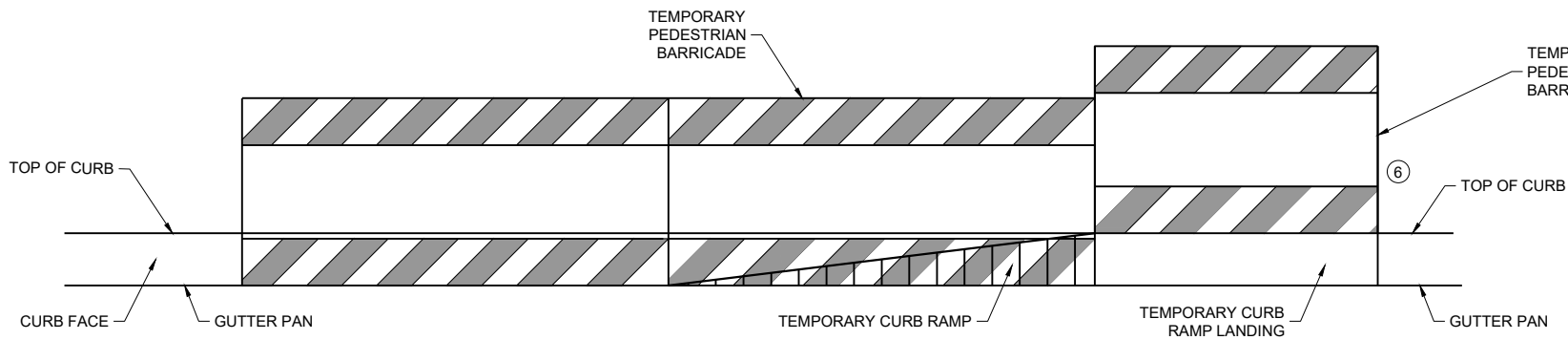
④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

⑤ 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.

**TEMPORARY PEDESTRIAN BARRICADE *****TEMPORARY PEDESTRIAN FLAGGING****TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

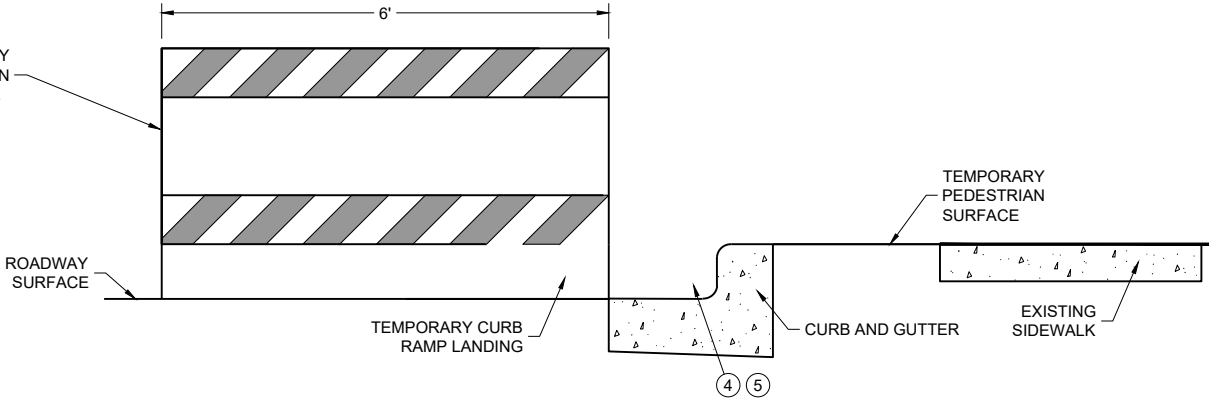


PERSPECTIVE VIEW



FRONT VIEW

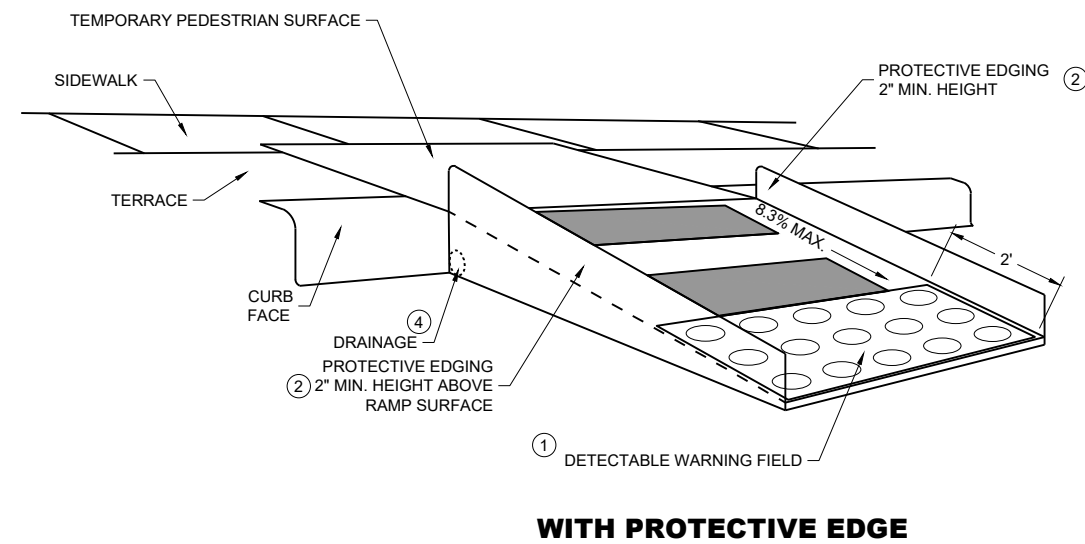
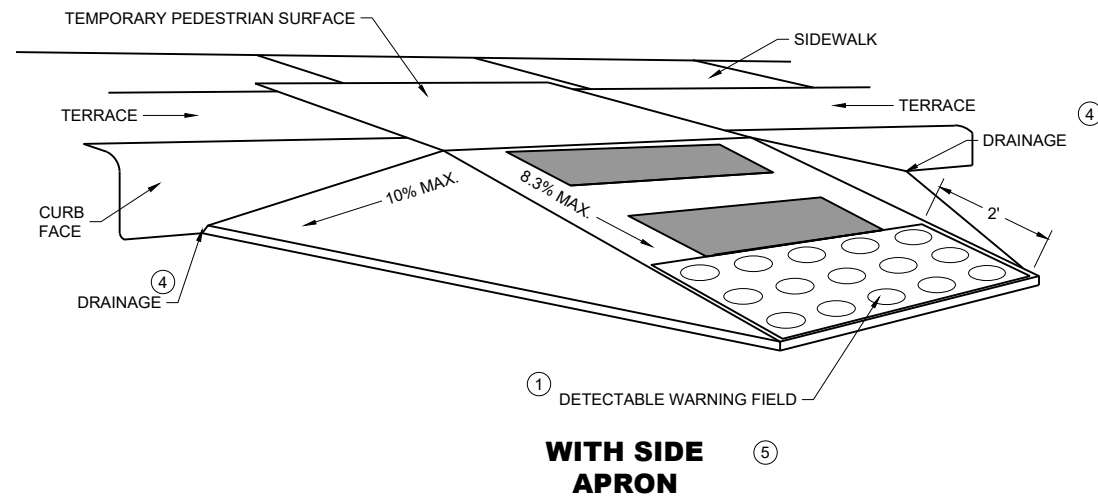
TEMPORARY CURB RAMP PARALLEL TO CURB



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.

**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.

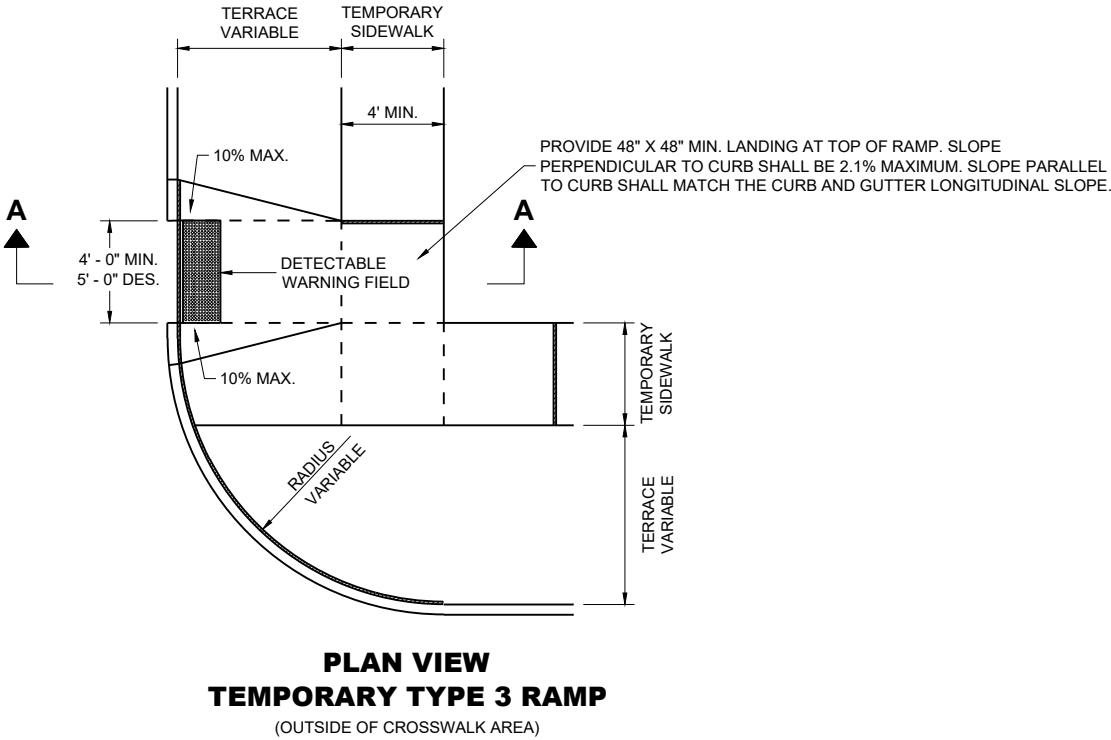
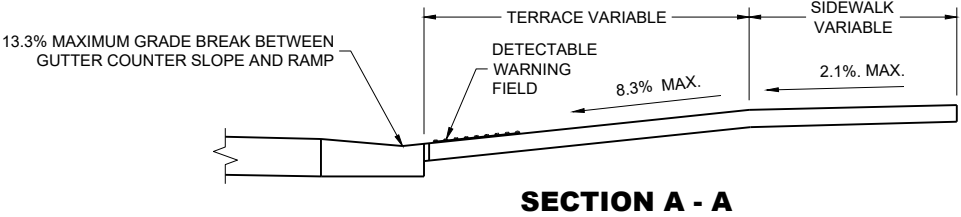
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

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".

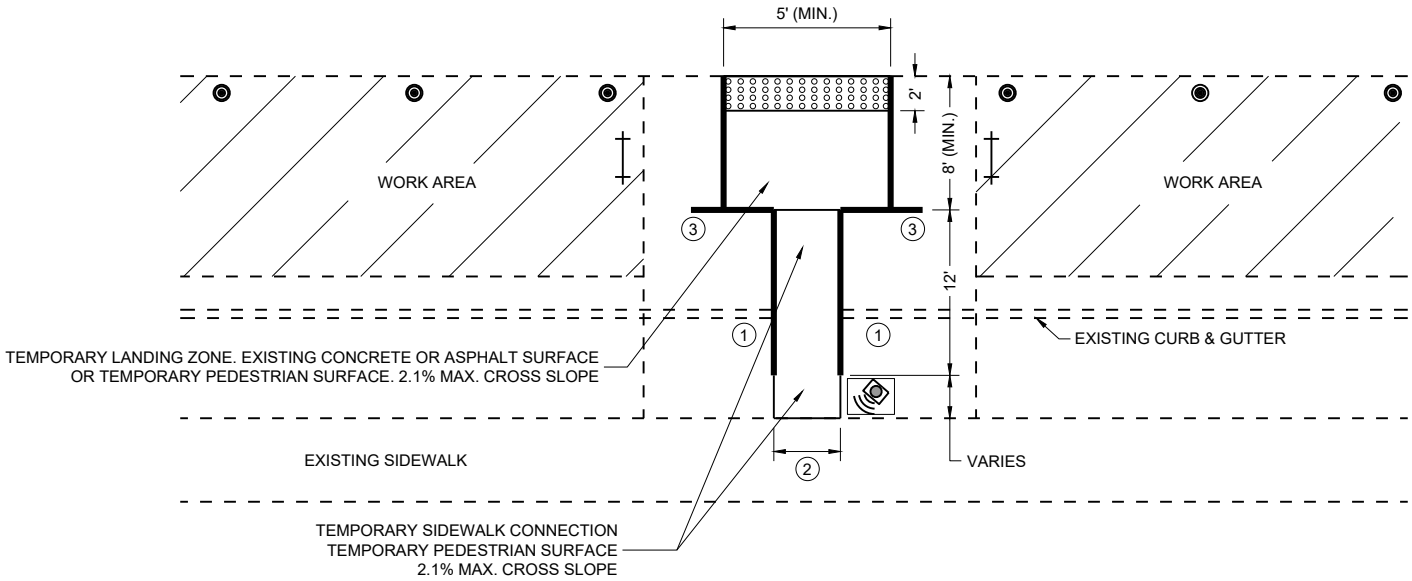
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE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

GENERAL NOTES

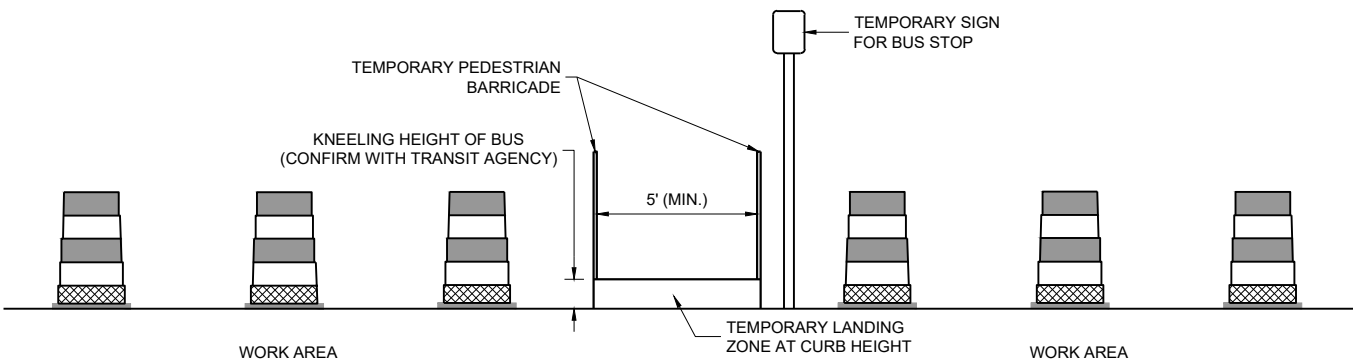


TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

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

LEGEND

- TRAFFIC CONTROL DRUM
- ⊢ TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- ⊞ TEMPORARY DETECTABLE WARNING FIELD
- ▨ WORK AREA
- 🔊 TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

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)

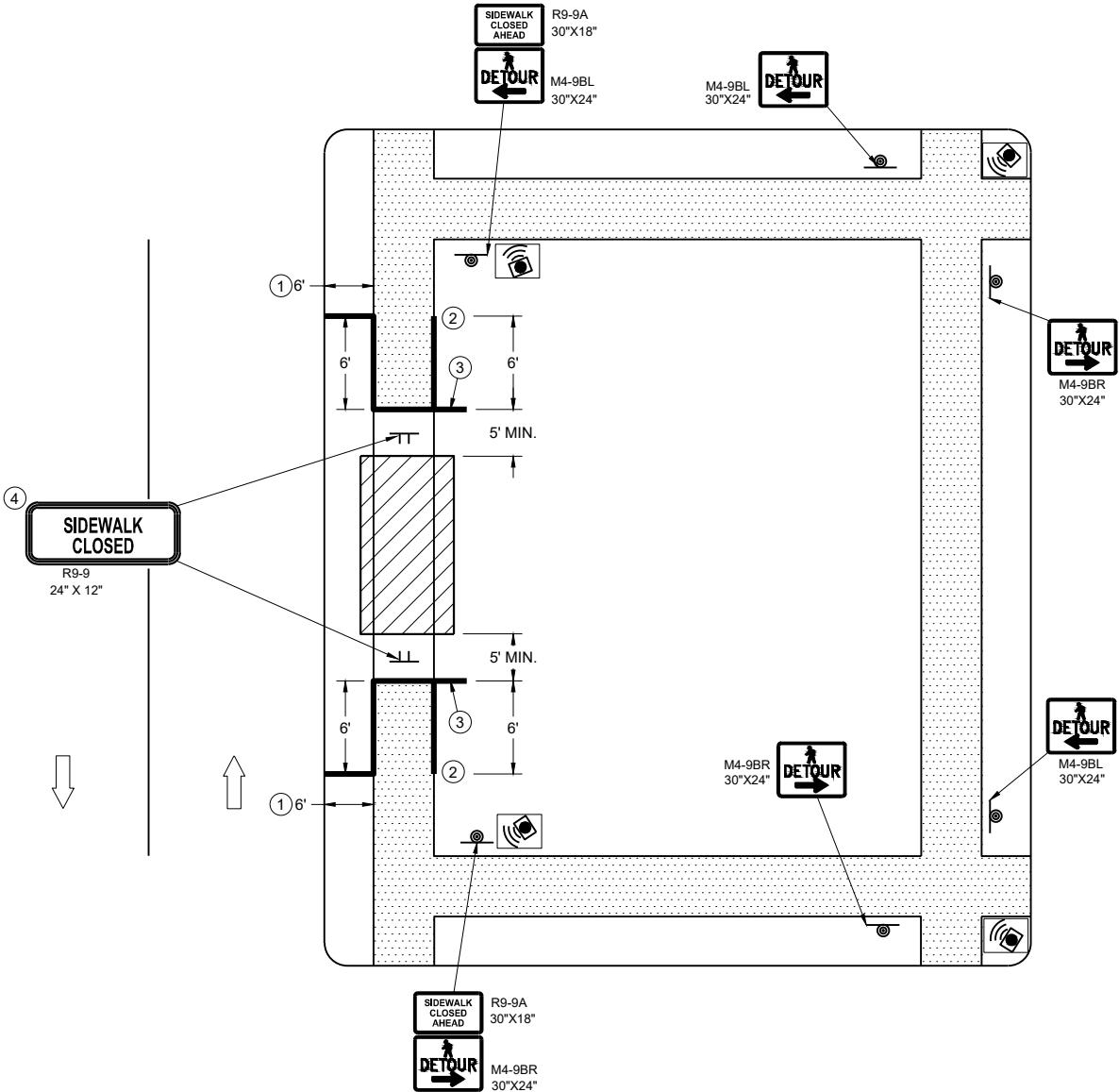
GENERAL NOTES

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 CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

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



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

LEGEND

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

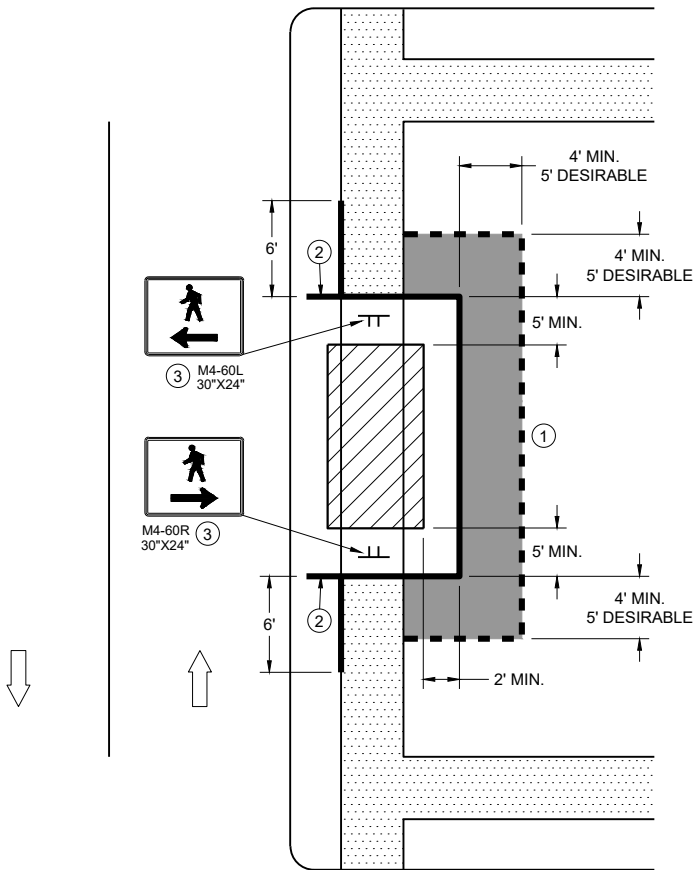
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

- ① USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ② IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



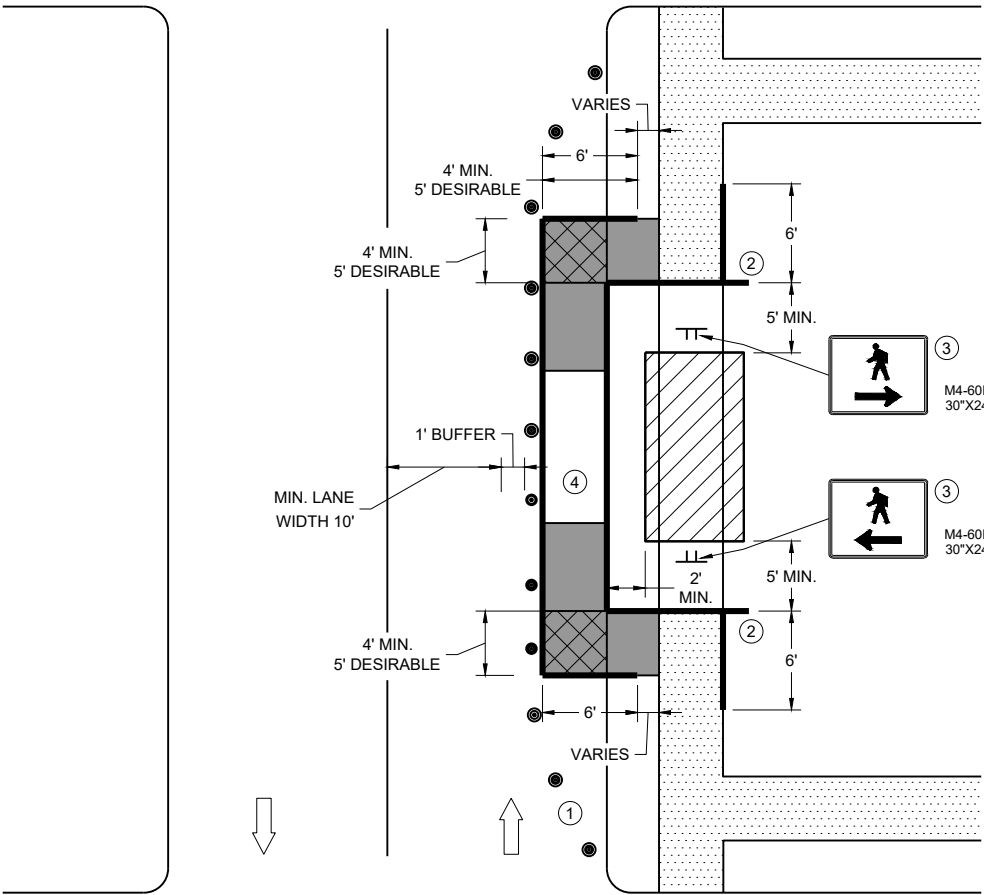
SIDEWALK BYPASS
SINGLE SIDE

LEGEND

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

GENERAL NOTES

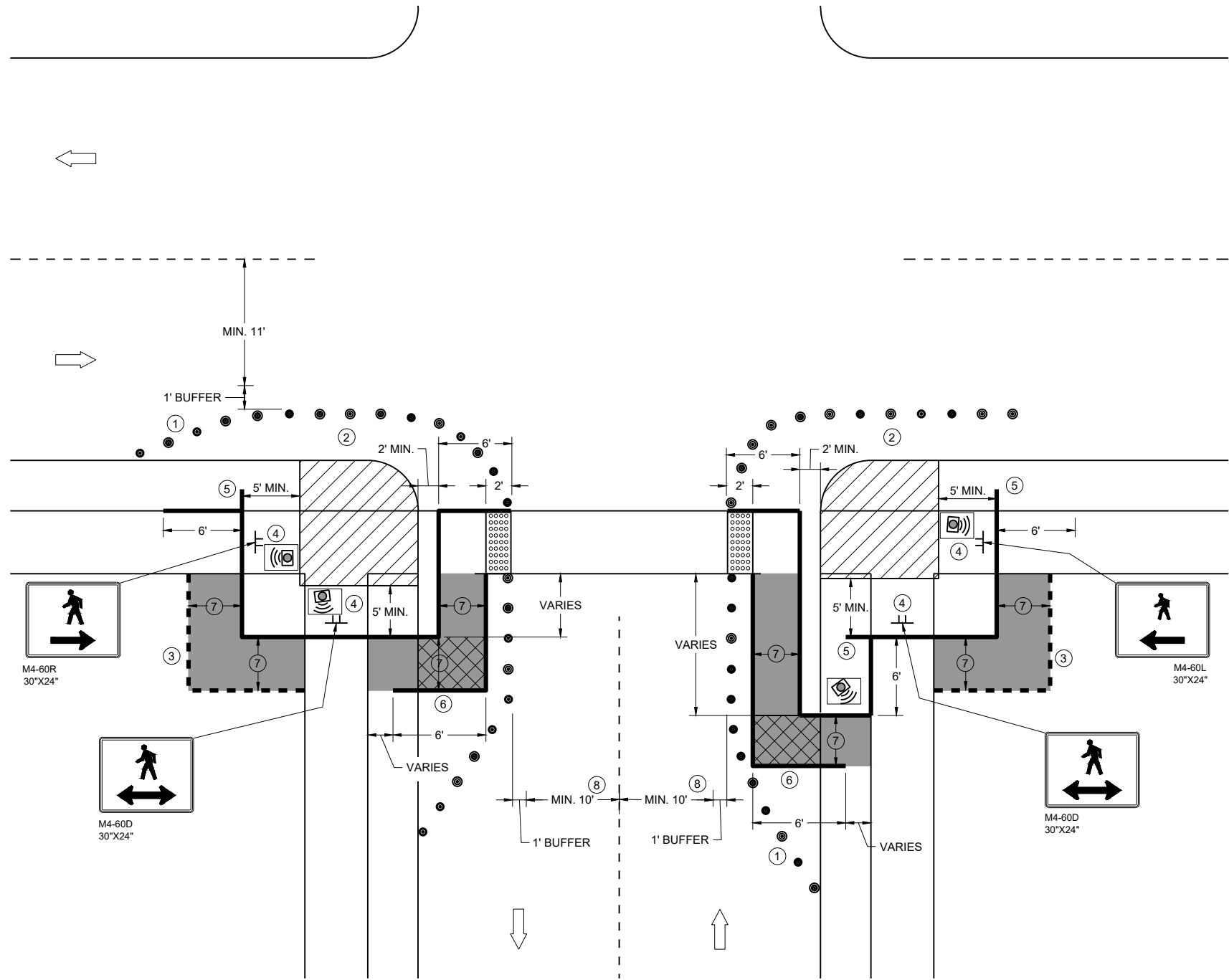
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
 - ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
 - ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
 - ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



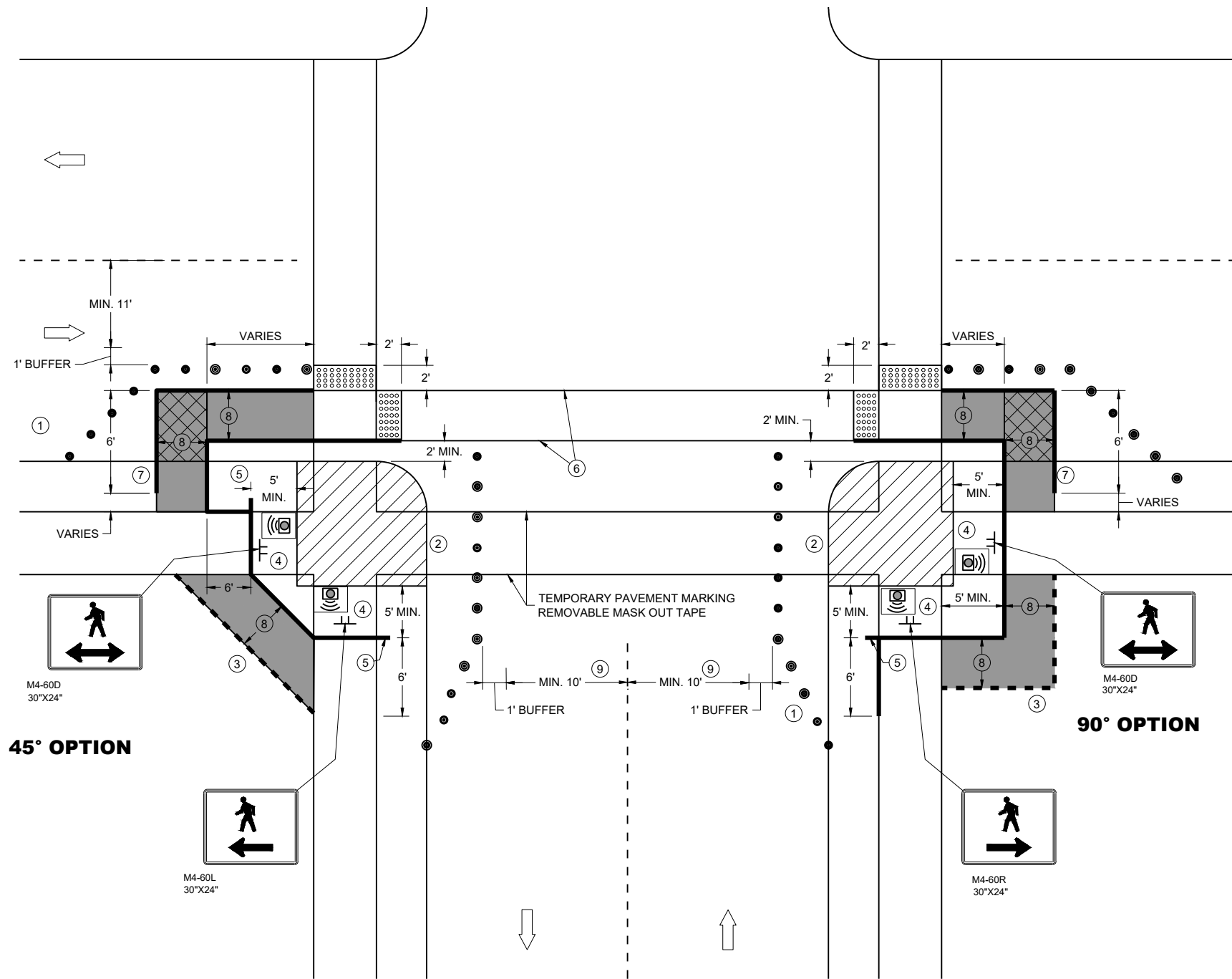
**CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE**

GENERAL NOTES

- IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG
- WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
 - ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
 - ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
 - ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
 - ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
 - ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
 - ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
 - ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

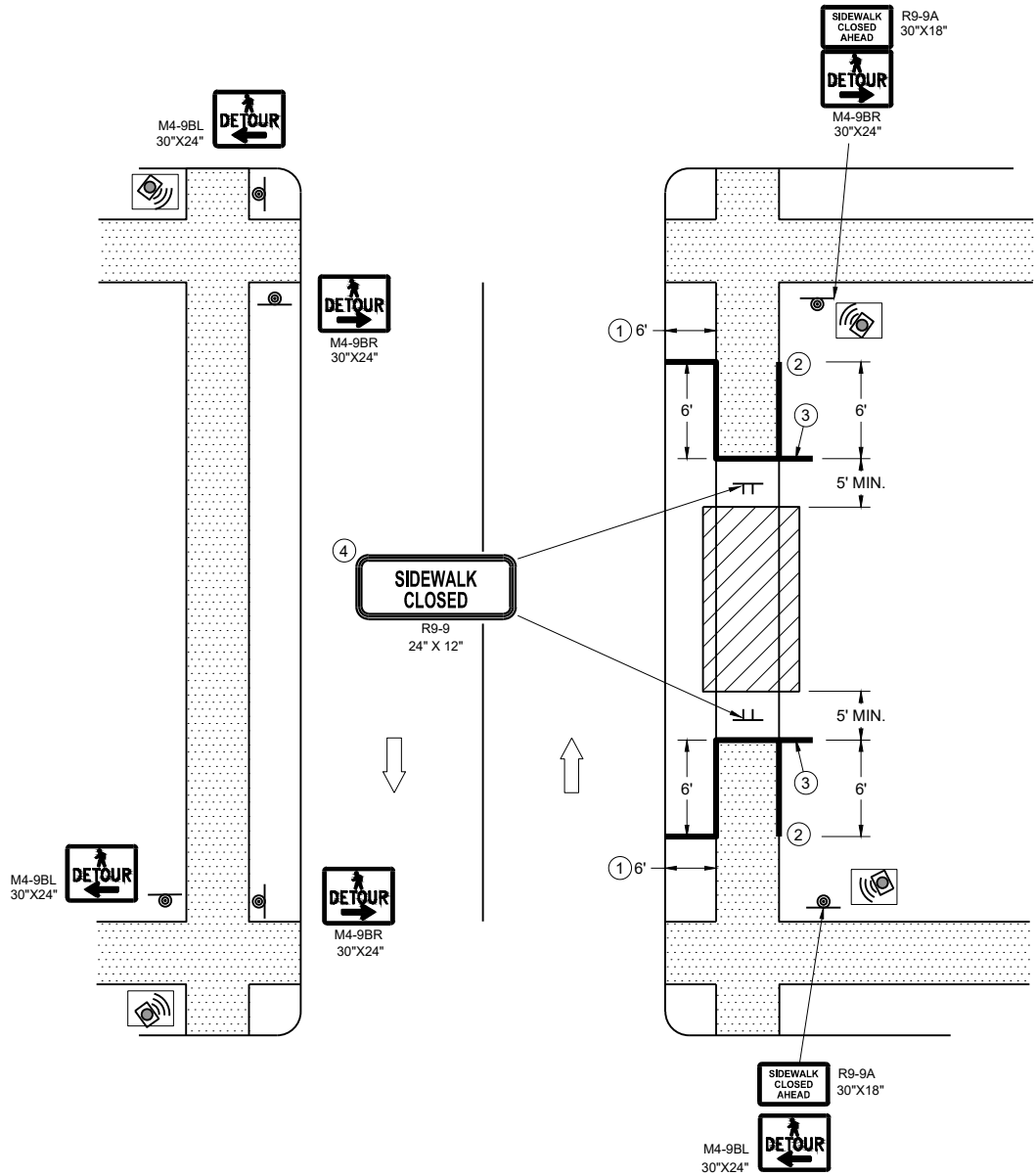
- 1 SHOULDERS OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- 2 PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- 3 USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- 4 MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE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

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND

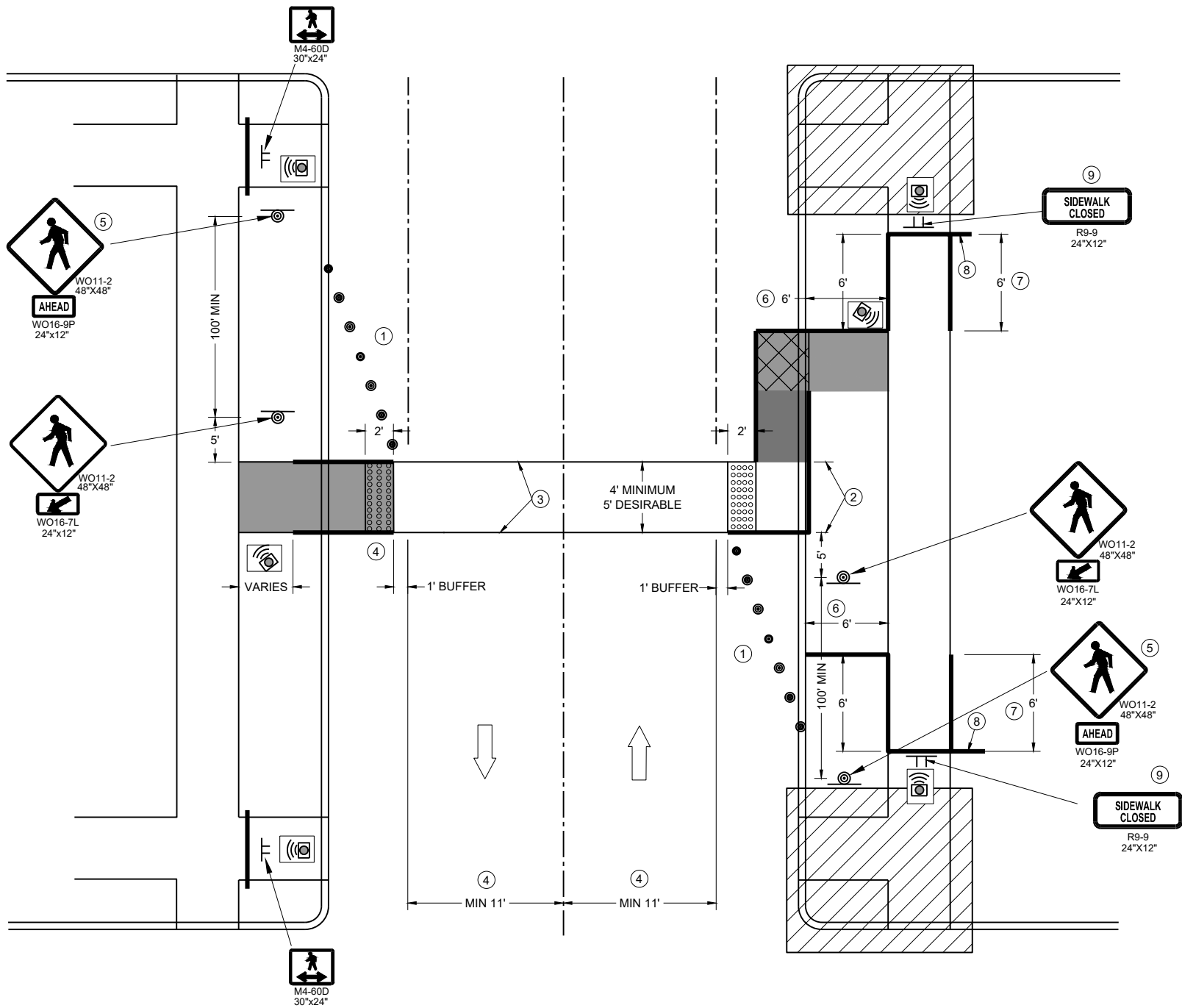
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



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.



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2025 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER

FHWA

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

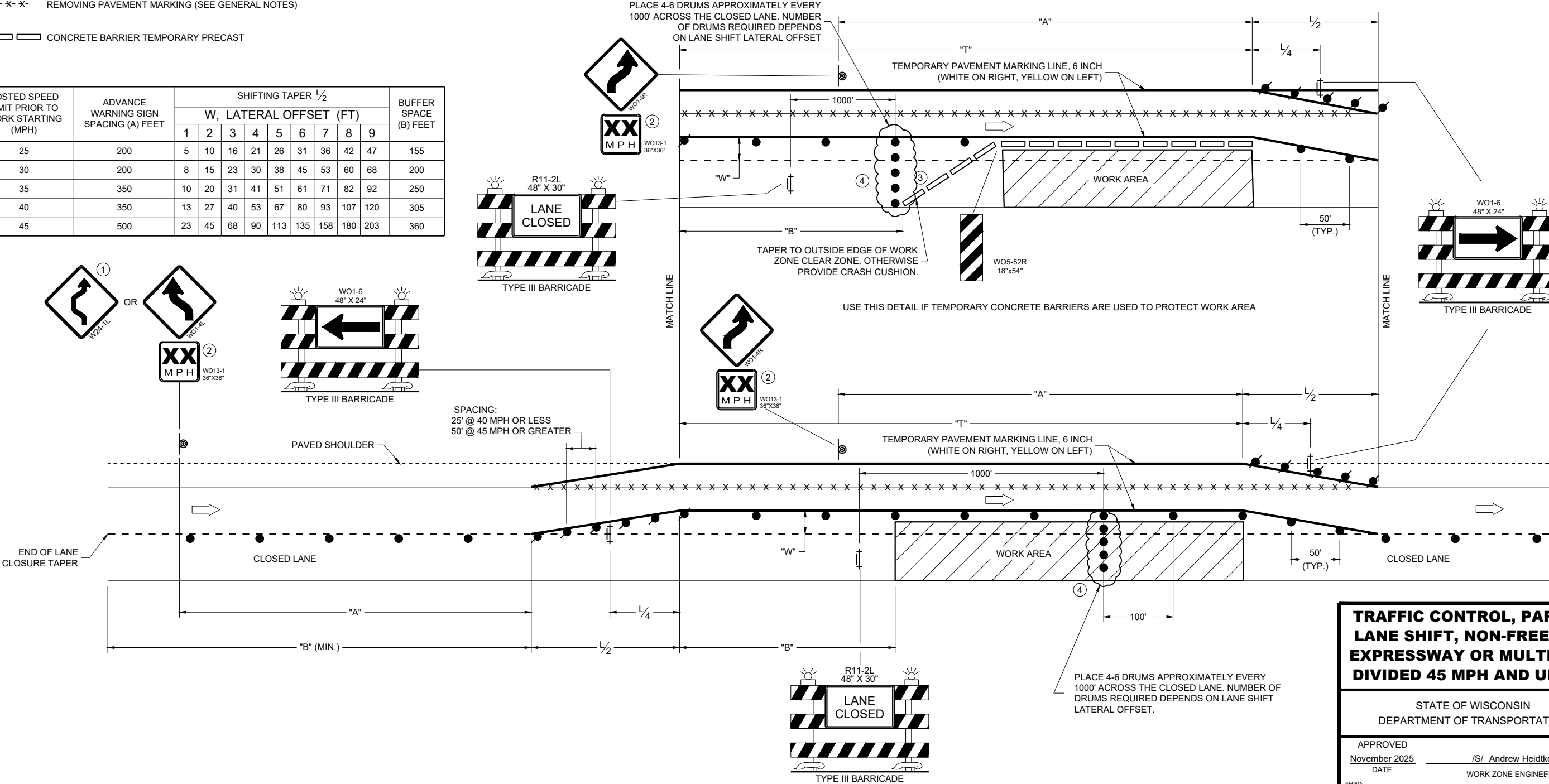
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

- 1 USE ONLY WHEN T<600', OMIT WO1-4R.
- 2 IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
- 3 BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER
- 4 DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER 1/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	155
30	200	8	15	23	30	38	45	53	60	68	200
35	350	10	20	31	41	51	61	71	82	92	250
40	350	13	27	40	53	67	80	93	107	120	305
45	500	23	45	68	90	113	135	158	180	203	360



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

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

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

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

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

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

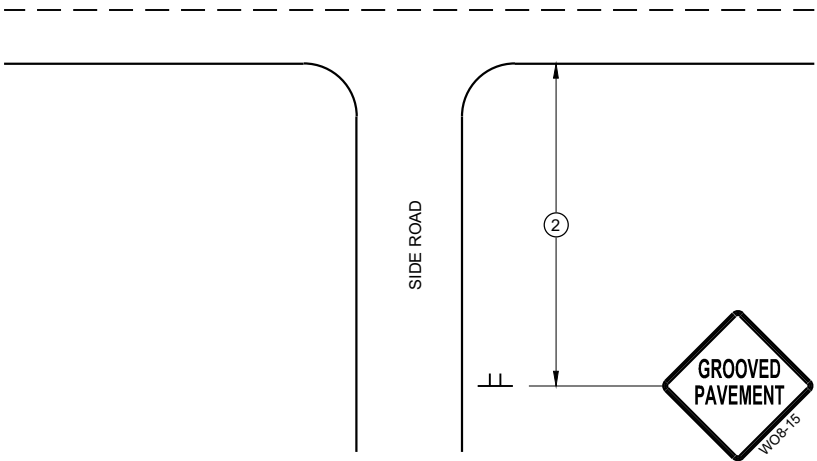
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

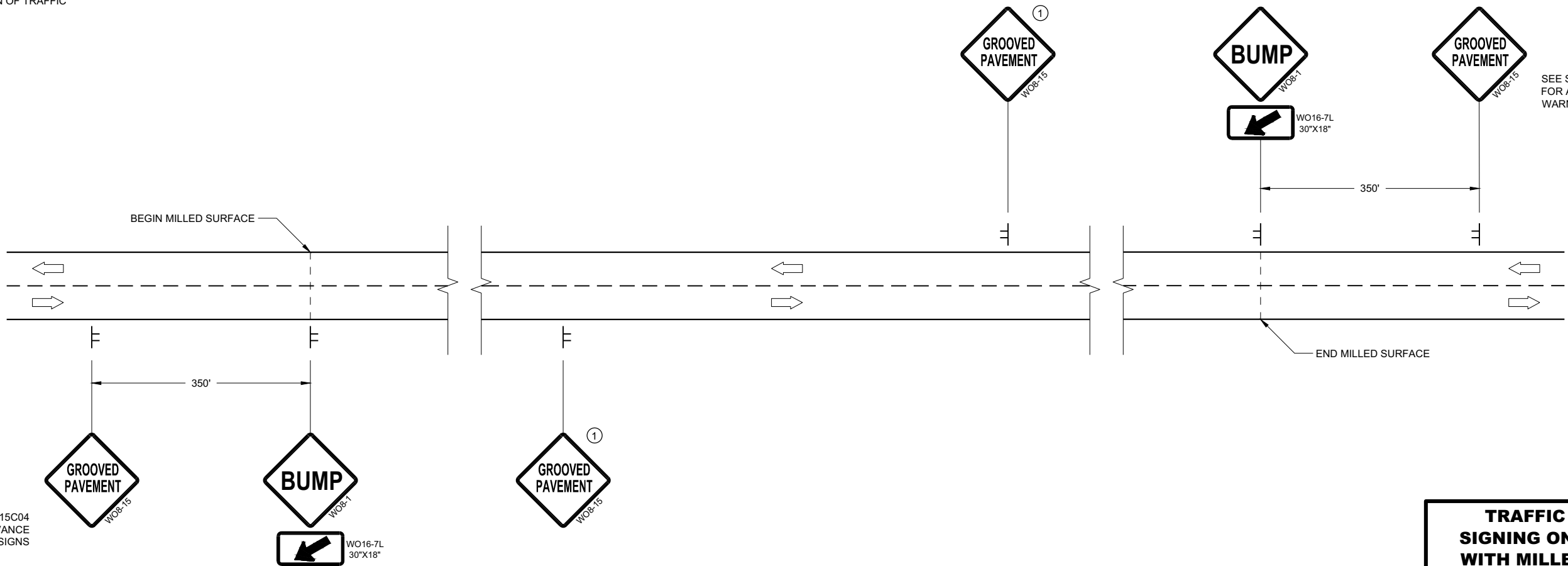
- 1 PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- 2 PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 137

FHWA

JCT

INTERSTATE

00

J1-1

JCT

END

INTERSTATE

00

00

J1-2

JCT

JCT

END

INTERSTATE

00

00

COUNTY

0

J1-3

END

RUSTIC ROAD

JR1-1

NORTH

INTERSTATE

00

↷

J2-1

WEST

NORTH

INTERSTATE

00

00

↶

↑

J2-2

WEST

NORTH

EAST

INTERSTATE

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J2-3

NORTH

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J3-1

EAST

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J33-1

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INTERSTATE

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J22-1

TO

INTERSTATE

00

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J23-1

RUSTIC ROAD

↶

JR13-1

TO

RUSTIC ROAD

↶

JR23-1

RUSTIC ROAD

R 120

NEXT 2 MILES

JR99-1

JH-1

Blue Background

Black

JV

(Typical Vertical J-Assembly
See Note 10 and 11)

WEST

NORTH

EAST

INTERSTATE

00

00

00

↶

↑

↗

blue background with interstate

black

white

blue

white

black background

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

NOTES

1. Signs are Type II - Type H Reflective

2. Color:
Background - Black Non-reflective
Message - see Note 4

3. Message Series - See Note 4

4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.

5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.

6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.

7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.

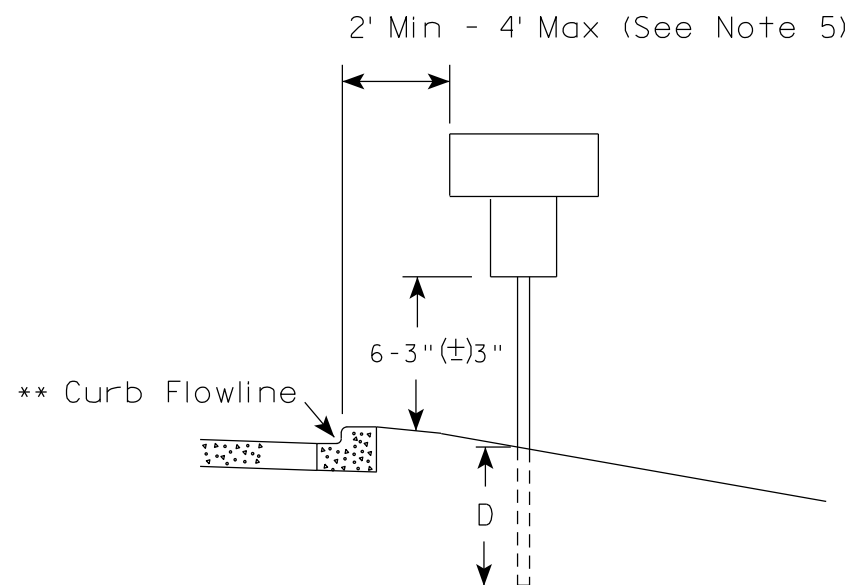
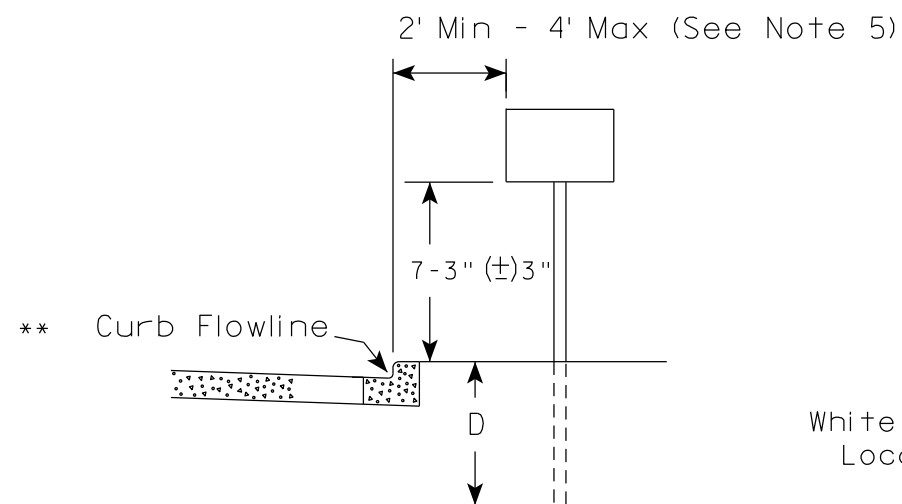
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.

9. All Vertical J Assemblies are given a Sign Code of JV

10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.

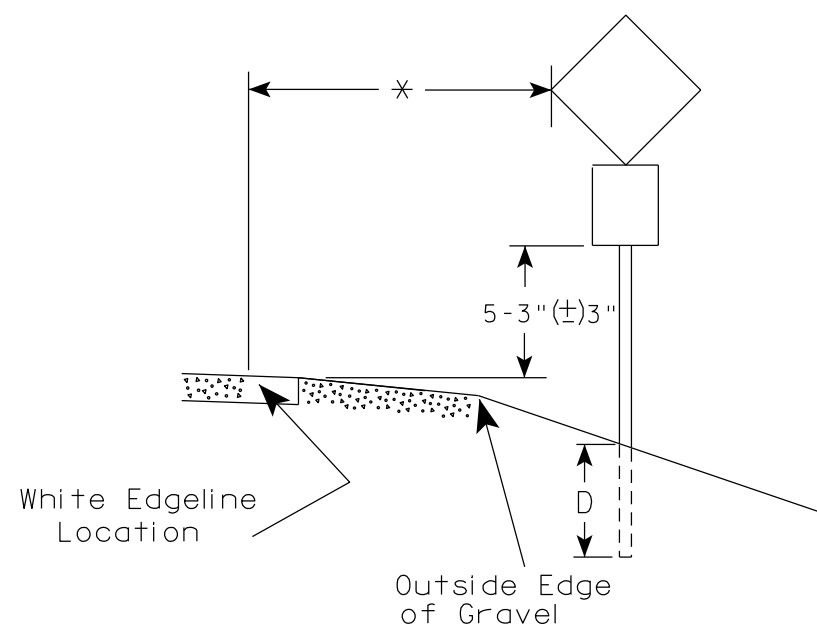
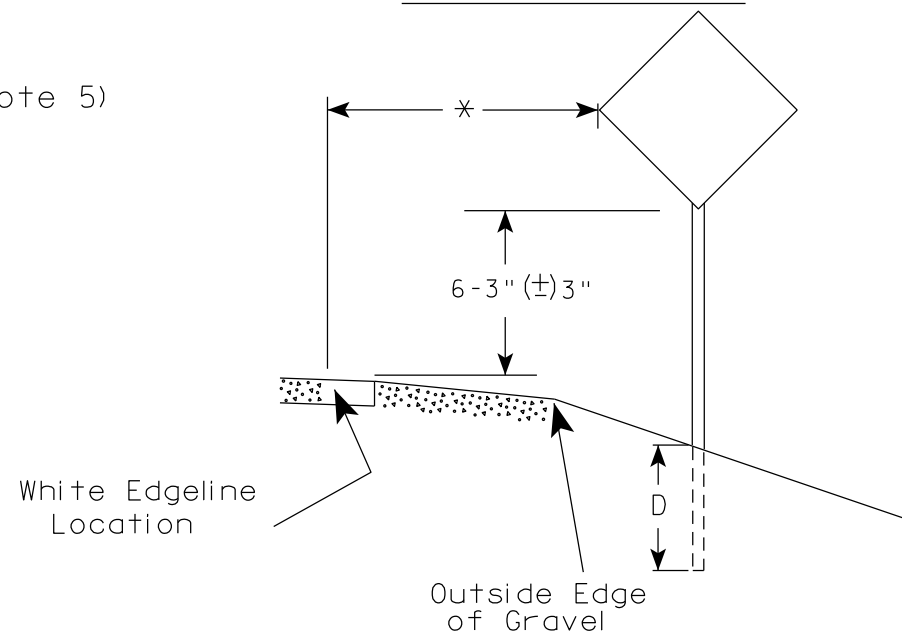
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.

URBAN AREA



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

RURAL AREA (See Note 2)



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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 12/6/23

PLATE NO. A4-3.23

PROJECT NO:

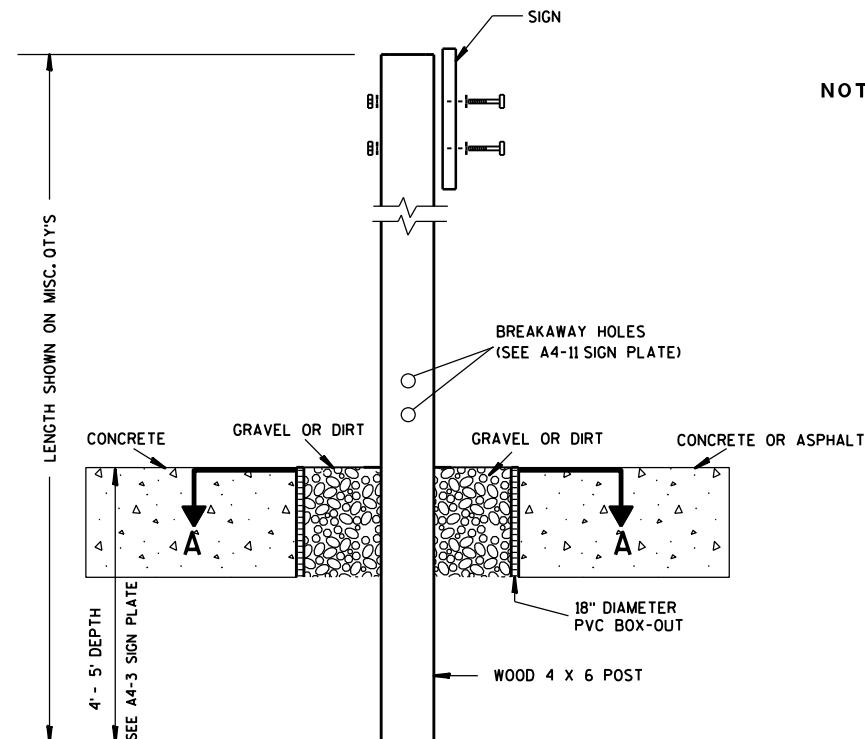
HWY:

COUNTY:

SHEET NO:

139

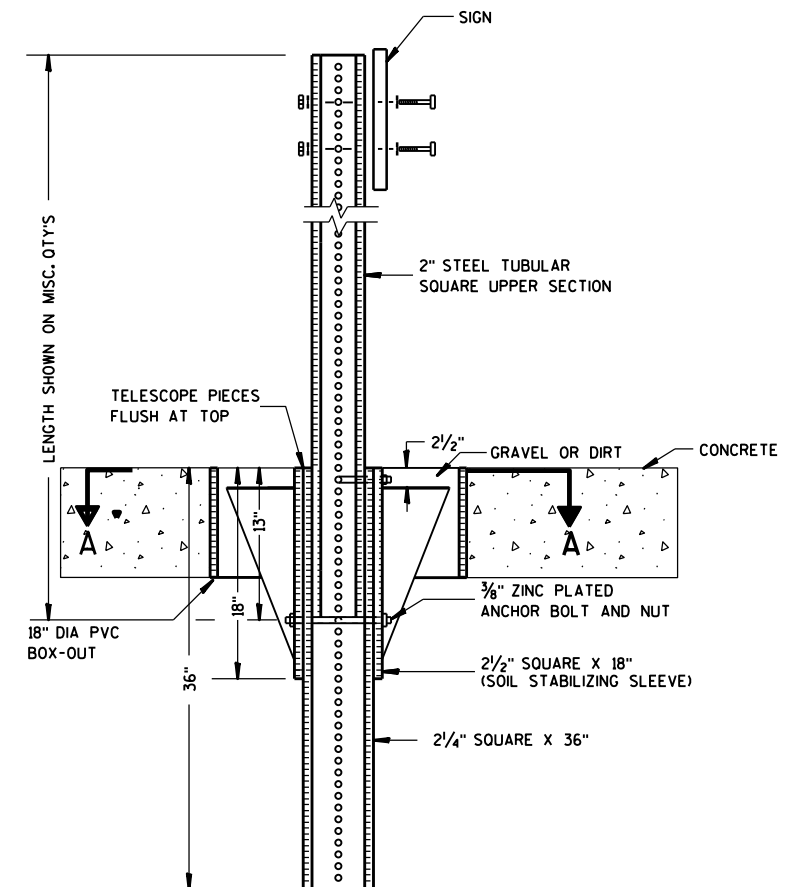
E



ELEVATION VIEW

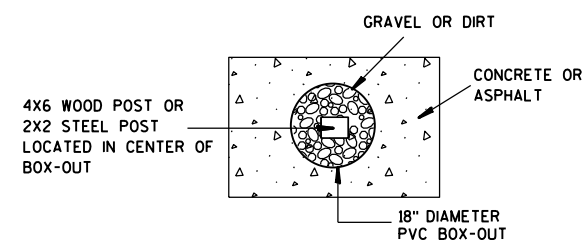
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 140 A4-3B.1

PROJECT NO:

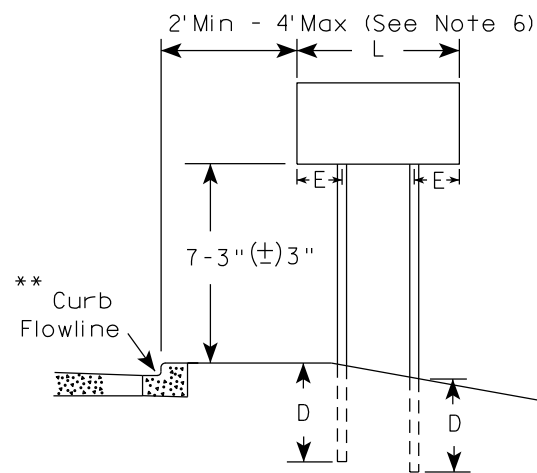
HWY:

COUNTY:

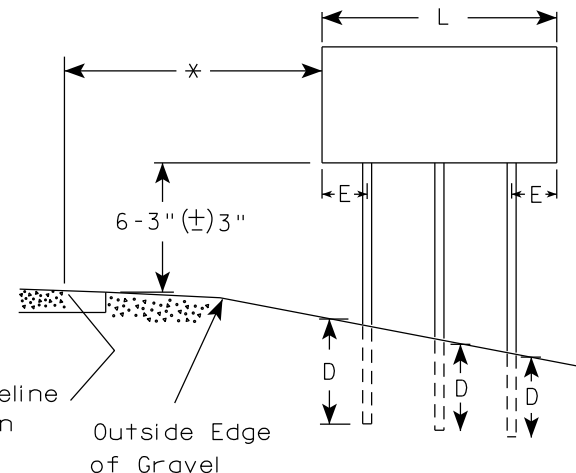
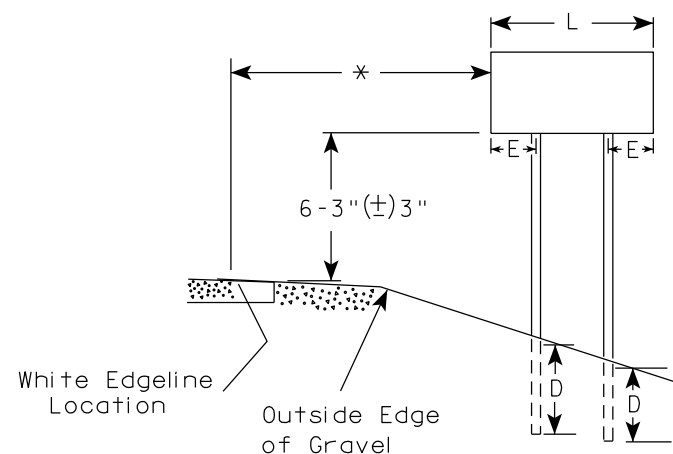
SHEET NO:

E

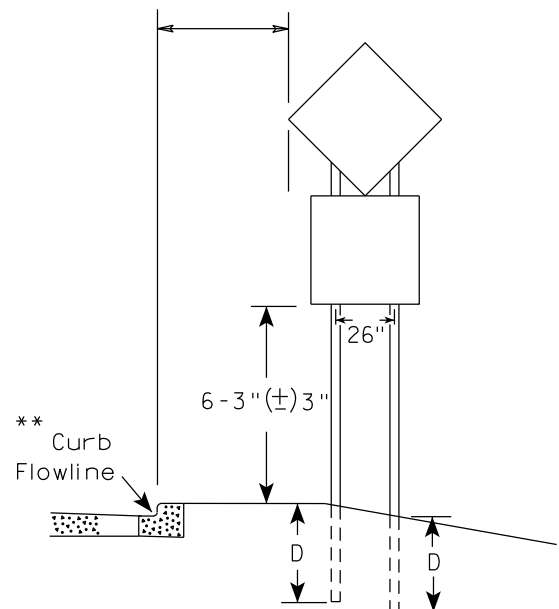
URBAN AREA



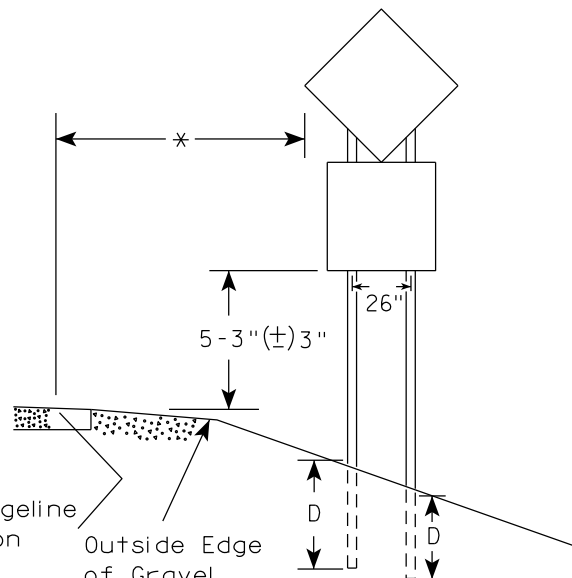
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

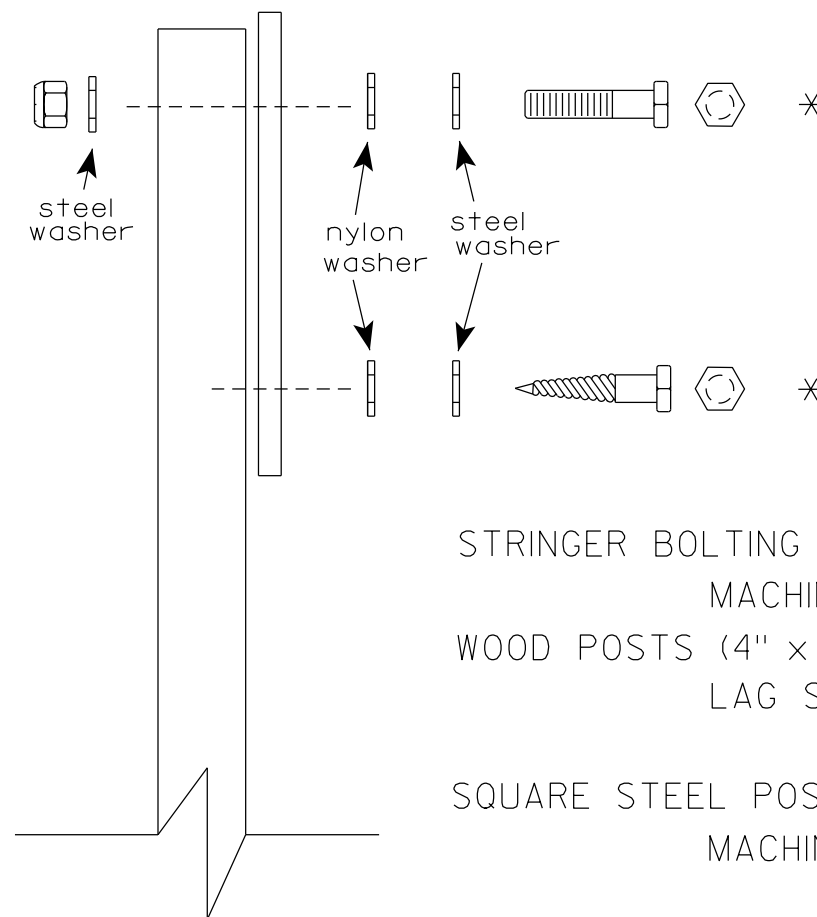
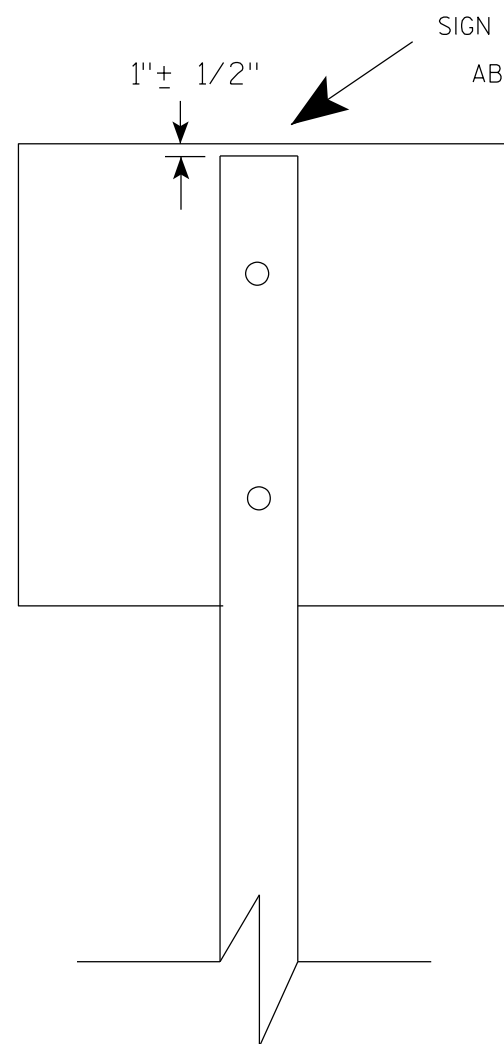
GENERAL NOTES

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.



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

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

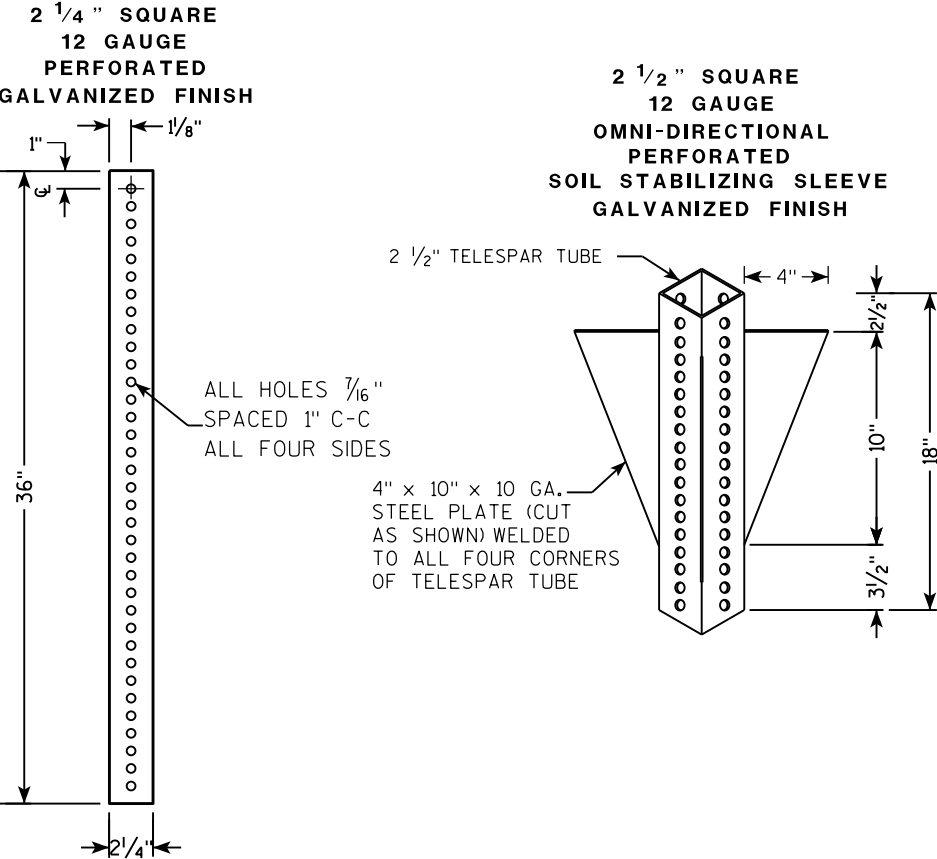
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

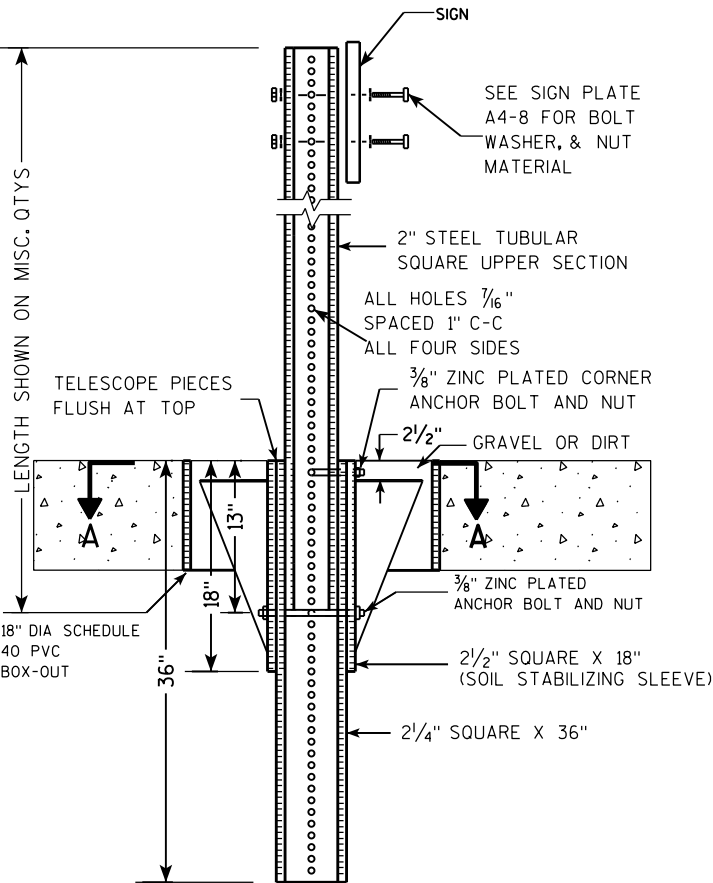
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

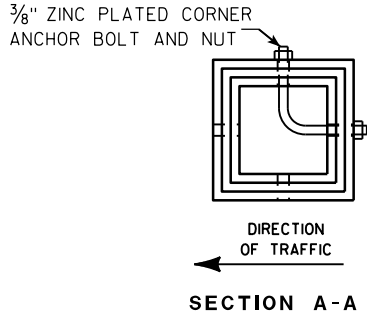
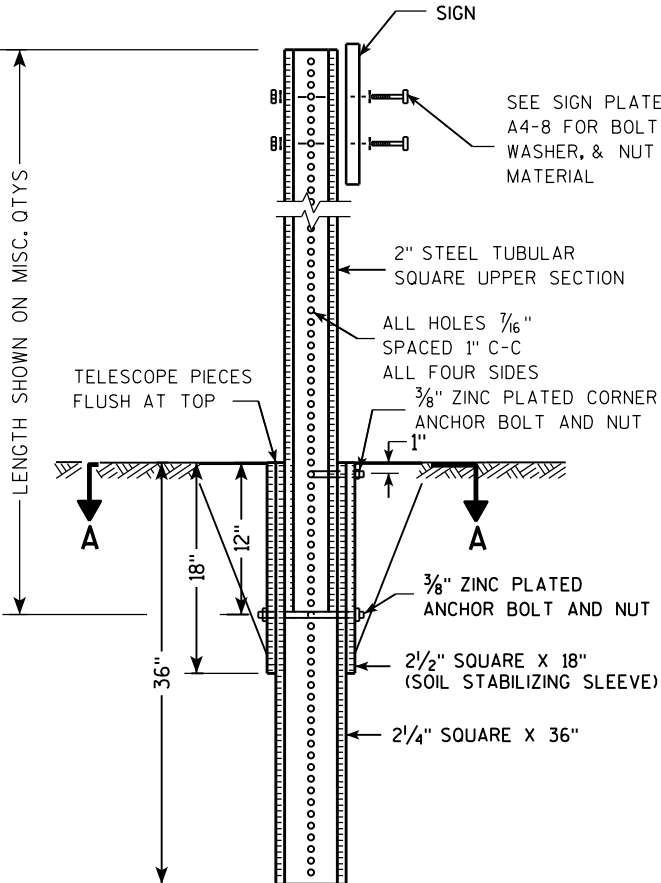
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

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

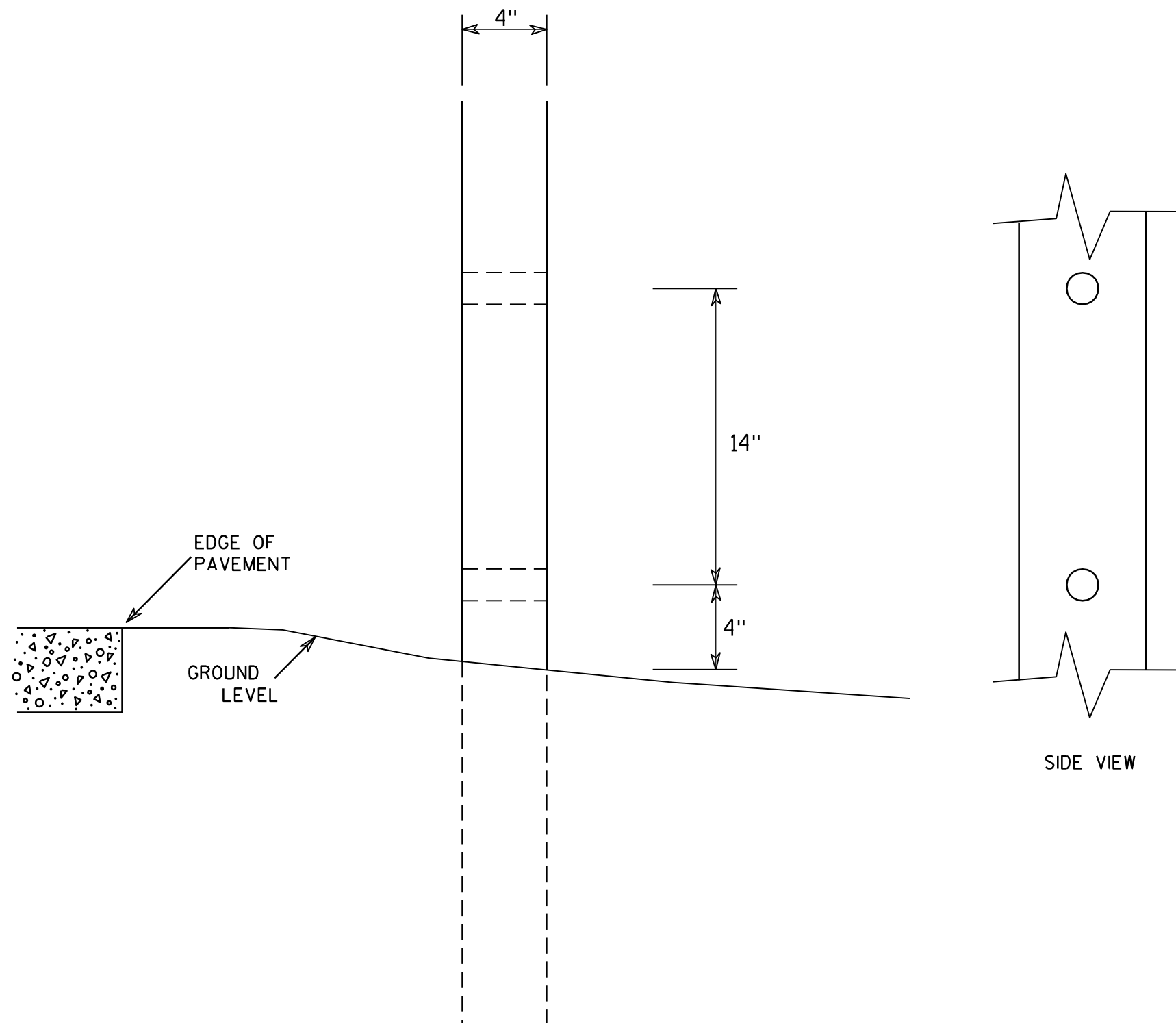
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 143 14-9.9

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

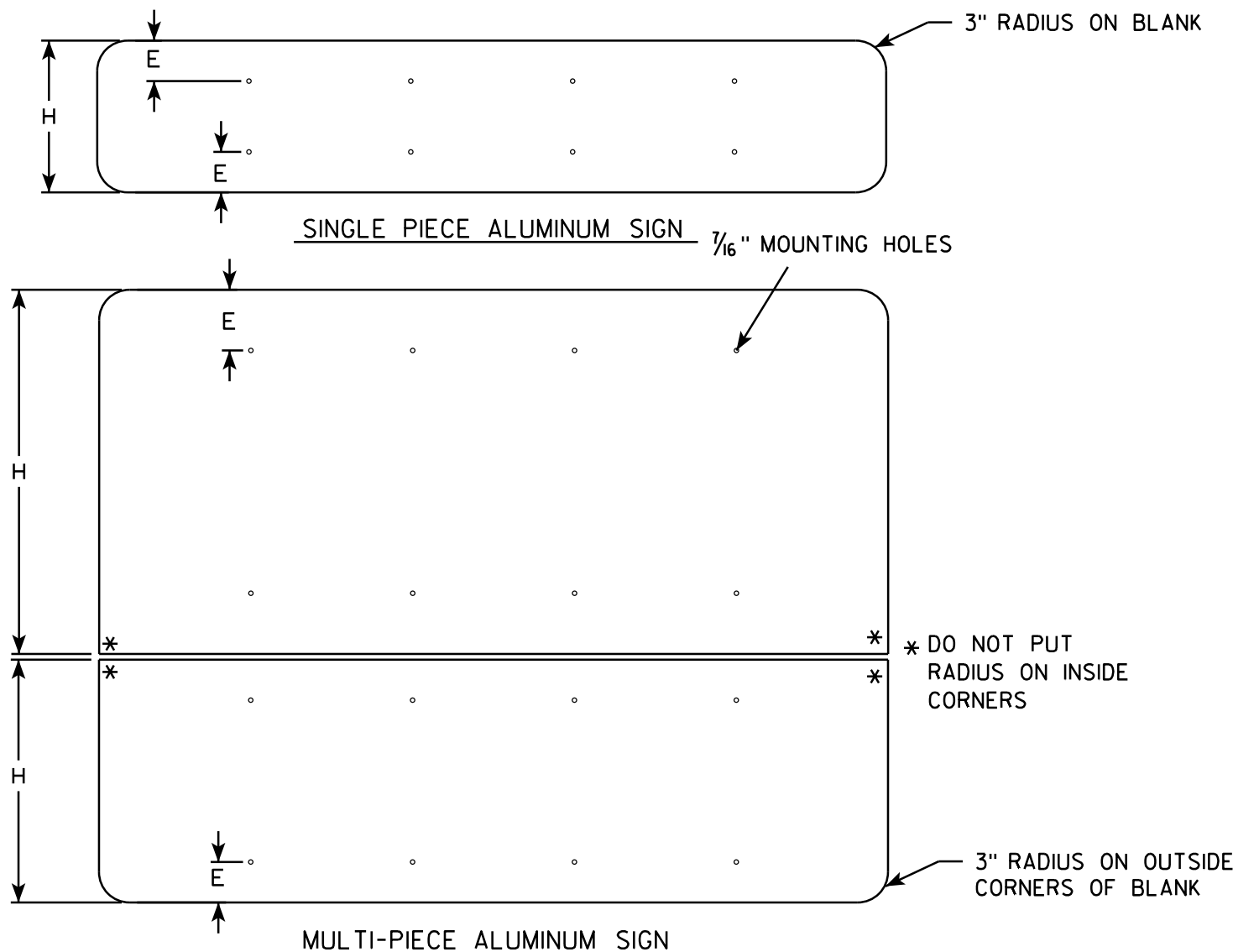
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 144

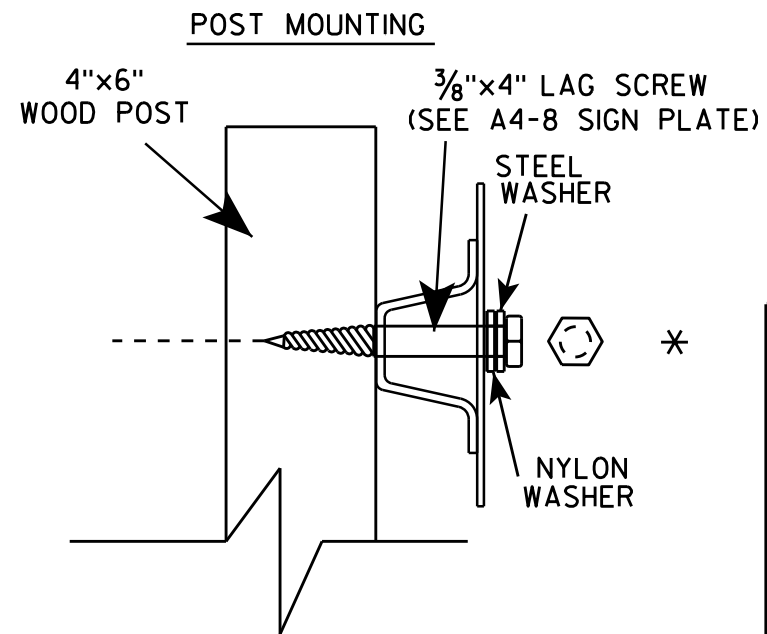
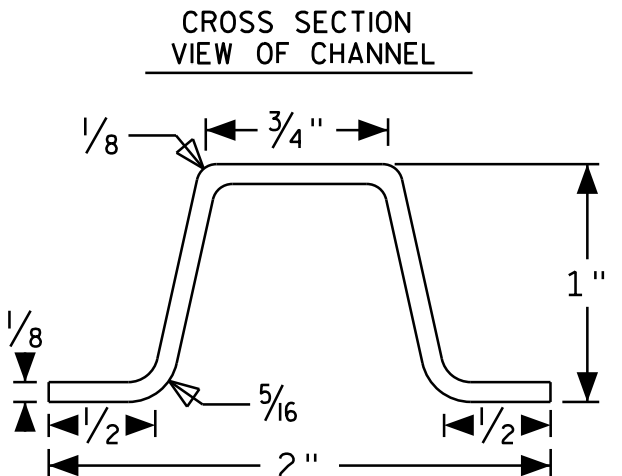
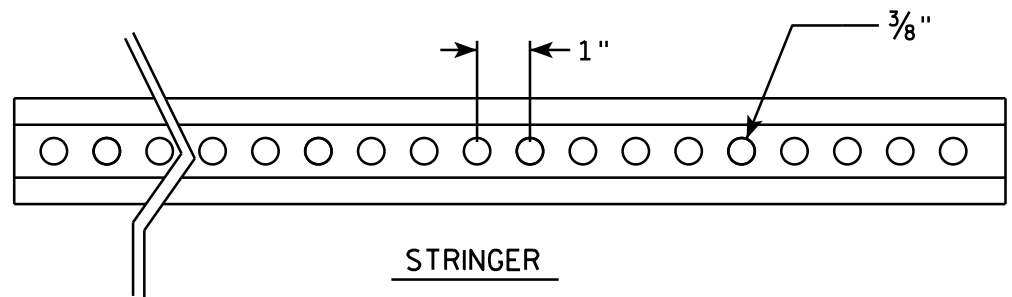
E



GENERAL NOTES

- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES			
78"	72"	2	16"	15"	31"	47"	63"
84"	72"	2	17"	16 1/2"	33 1/2"	50 1/2"	67 1/2"
90"	72"	2	18"	18"	36"	54"	72"
96"	90"	2	19"	19 1/2"	38 1/2"	57 1/2"	76 1/2"
102"	90"	2	20"	21"	41"	61"	81"
108"	90"	2	21"	22 1/2"	43 1/2"	64 1/2"	85 1/2"
114"	108"	3	15"	12"	27"	42"	57" 72" 87" 102"
120"	108"	3	16"	12"	28"	44"	60" 76" 92" 108"
126"	108"	3	17"	12"	29"	46"	63" 80" 97" 114"
132"	126"	3	18"	12"	30"	48"	66" 84" 102" 120"
138"	126"	3	19"	12"	31"	50"	69" 88" 107" 126"
144"	126"	3	20"	12"	32"	52"	72" 92" 112" 132"



SIGN STRINGER MOUNTING REQUIREMENTS

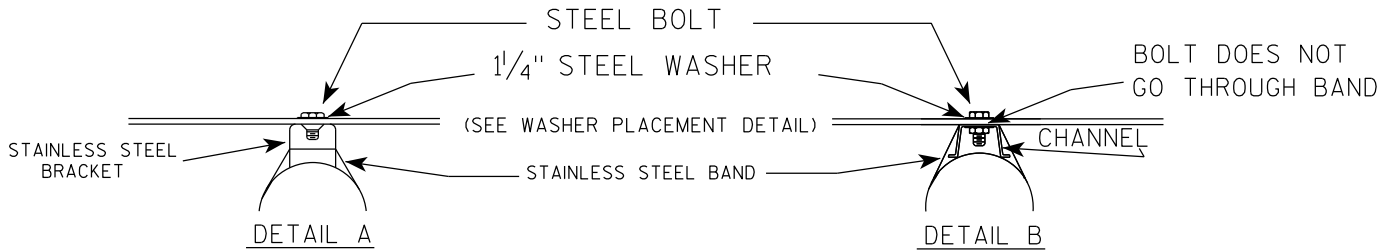
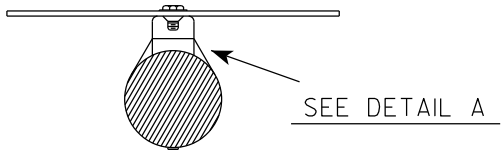
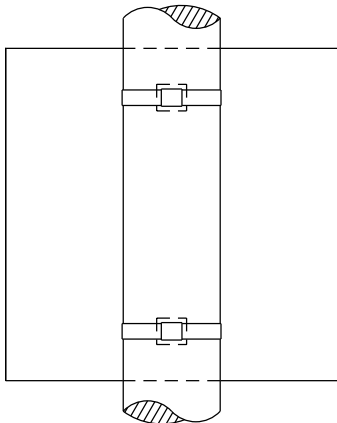
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

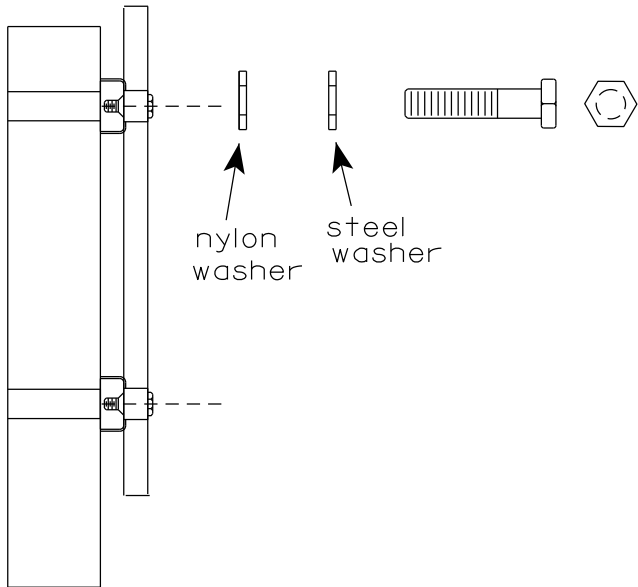
DATE 4/26/16 PLATE No A4-18.1
145

BANDING

SINGLE SIGN



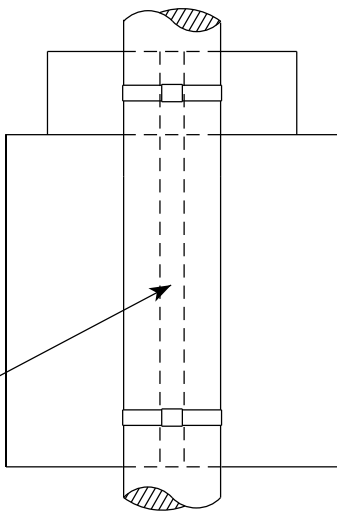
WASHER PLACEMENT



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

CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

"J" ASSEMBLY



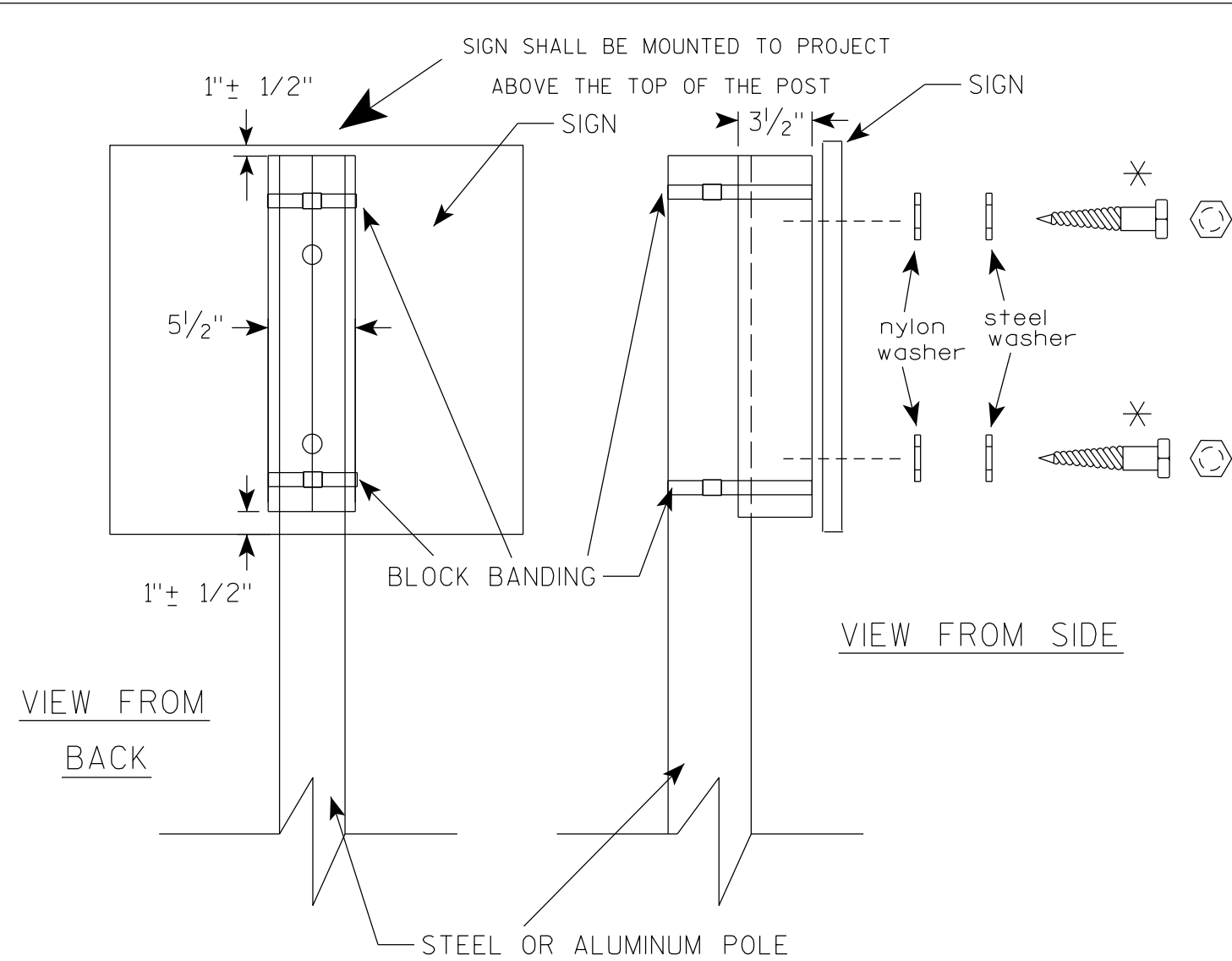
SEE DETAIL B

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

STANDARD SIGN
SIGN BANDING DETAILS

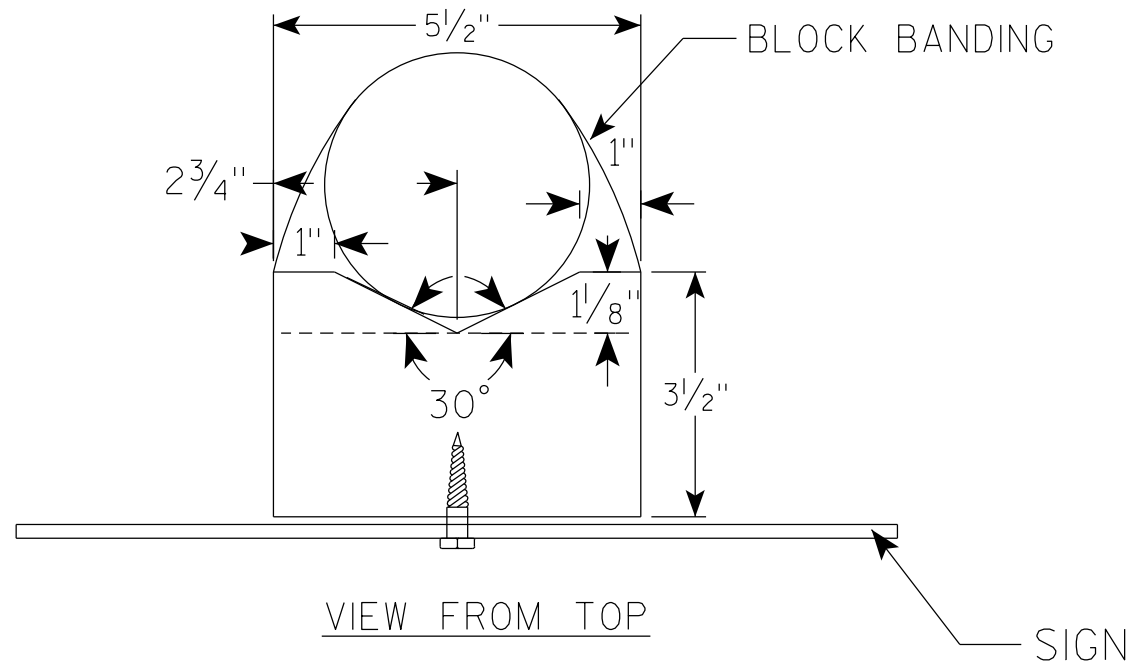
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

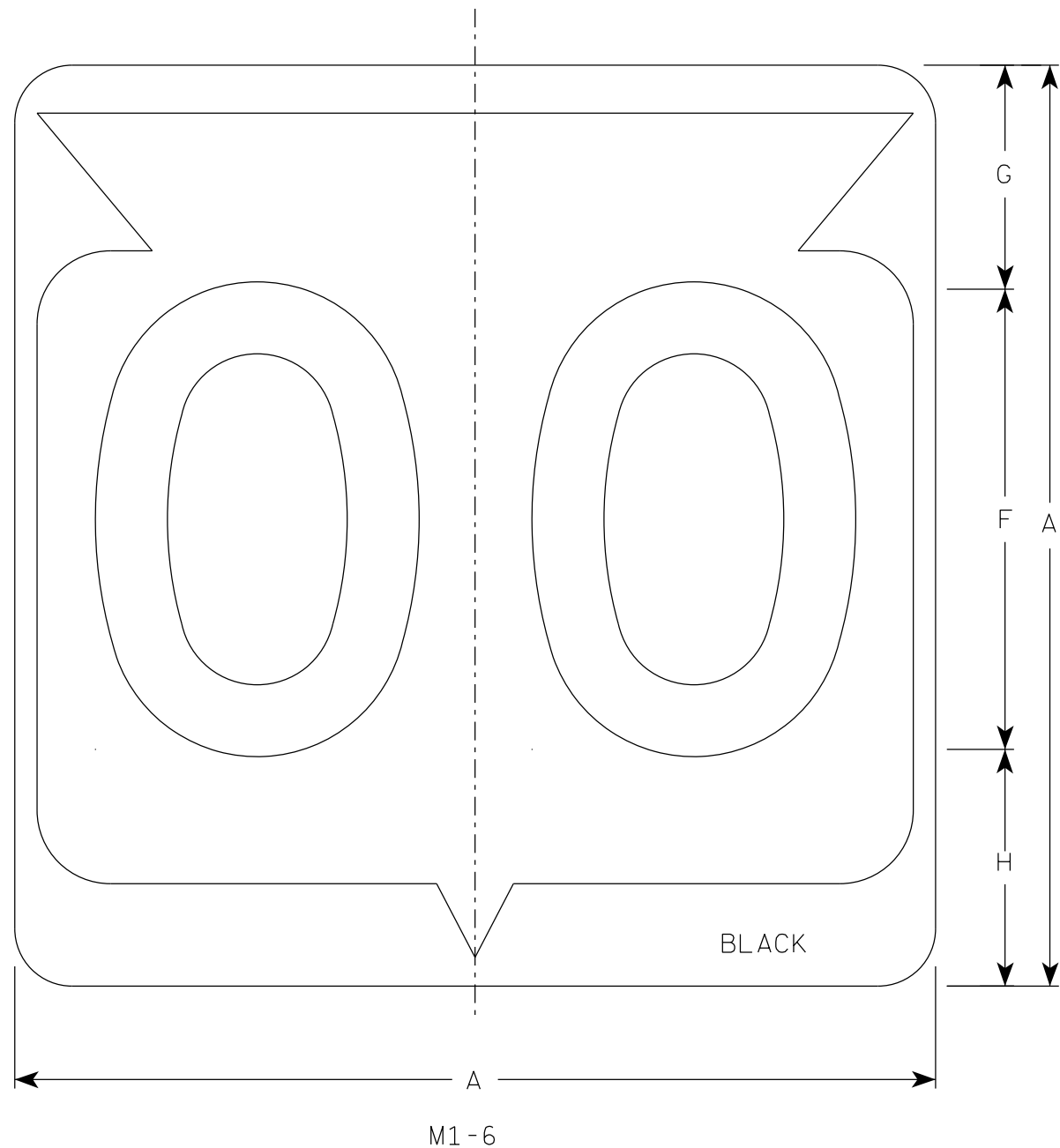
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 147

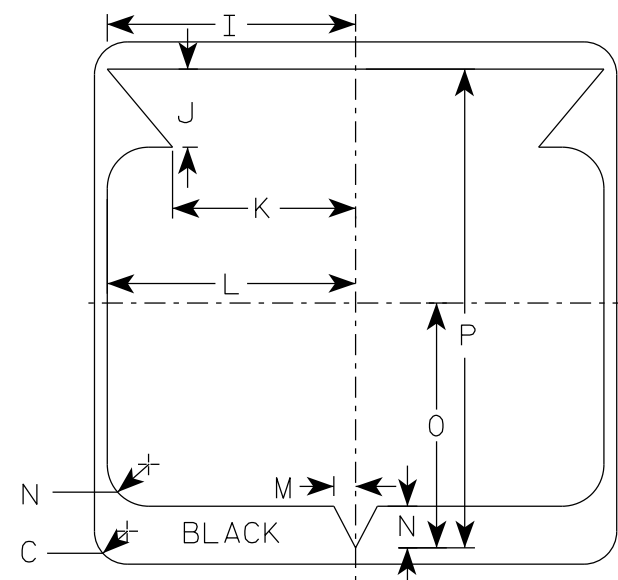
E

7



NOTES

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



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

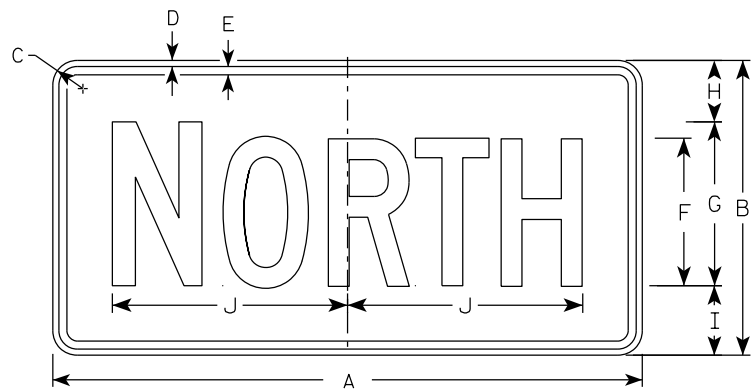
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

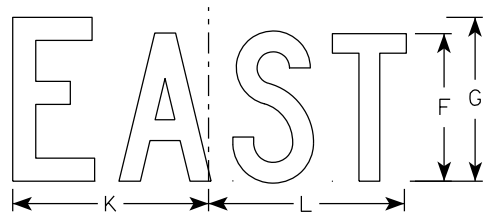
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

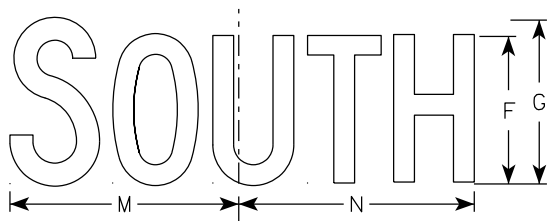
7



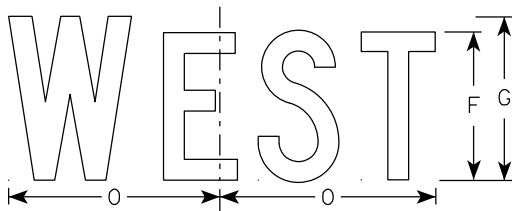
M3-1
MM3-1
MP3-1



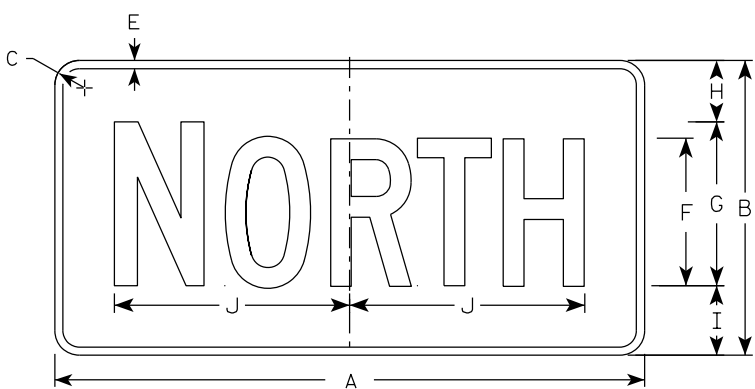
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MM3-2
MP3-2



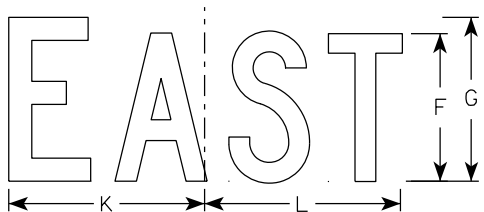
M3-3
MM3-3
MP3-3



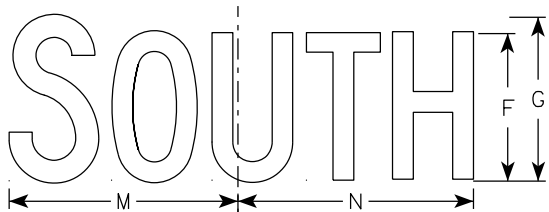
M3-4
MM3-4
MP3-4



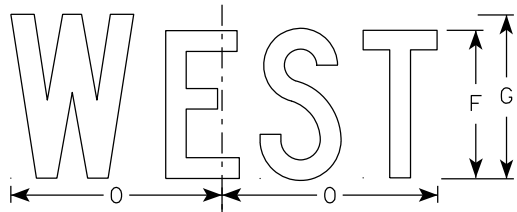
MB3-1
MK3-1
MN3-1



MB3-2
MK3-2
MN3-2



MB3-3
MK3-3
MN3-3



MB3-4
MK3-4
MN3-4

NOTES

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

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 149

E

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

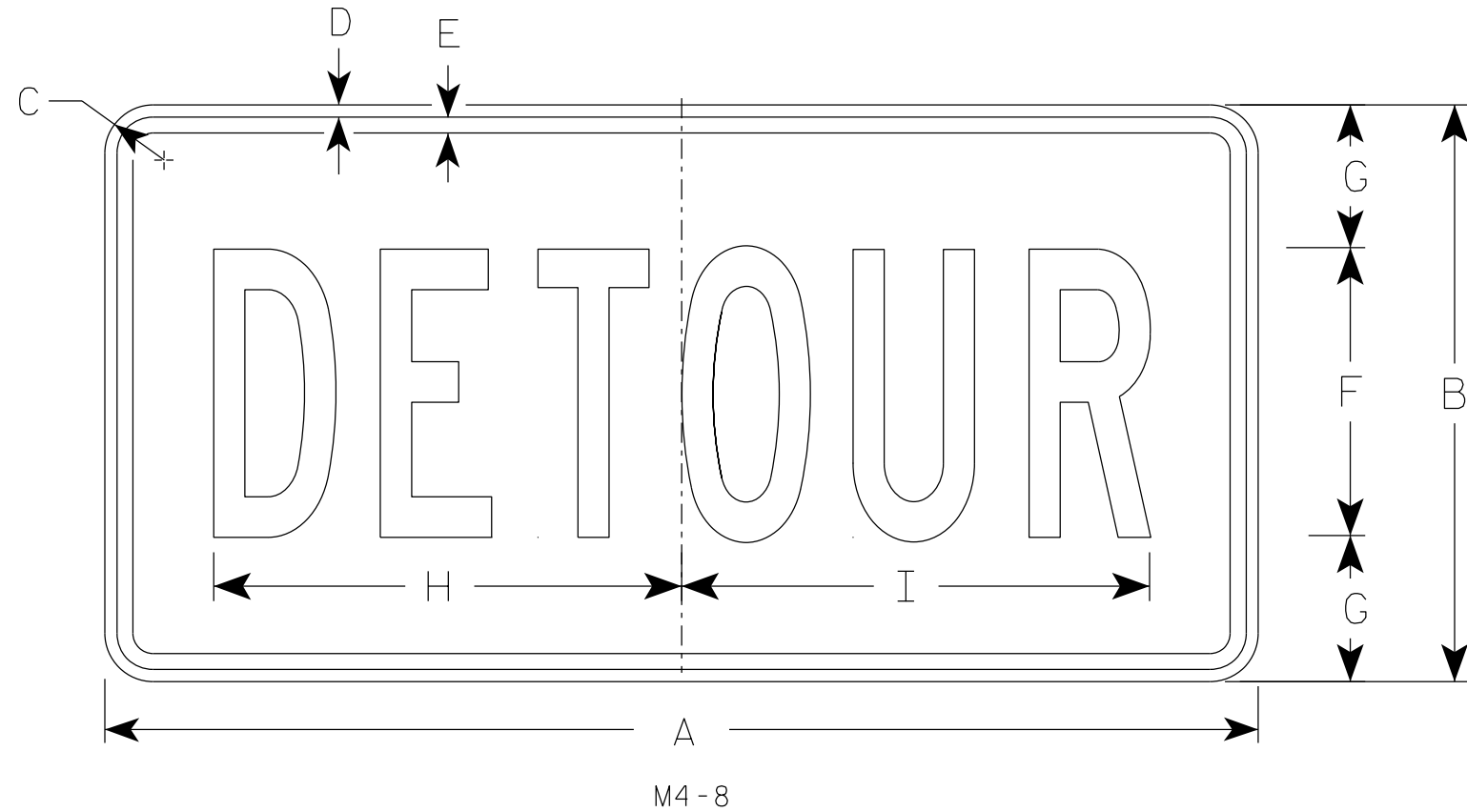
DATE 2/8/2023 PLATE NO. M3-1.15

7

7

NOTES

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



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

STANDARD SIGN

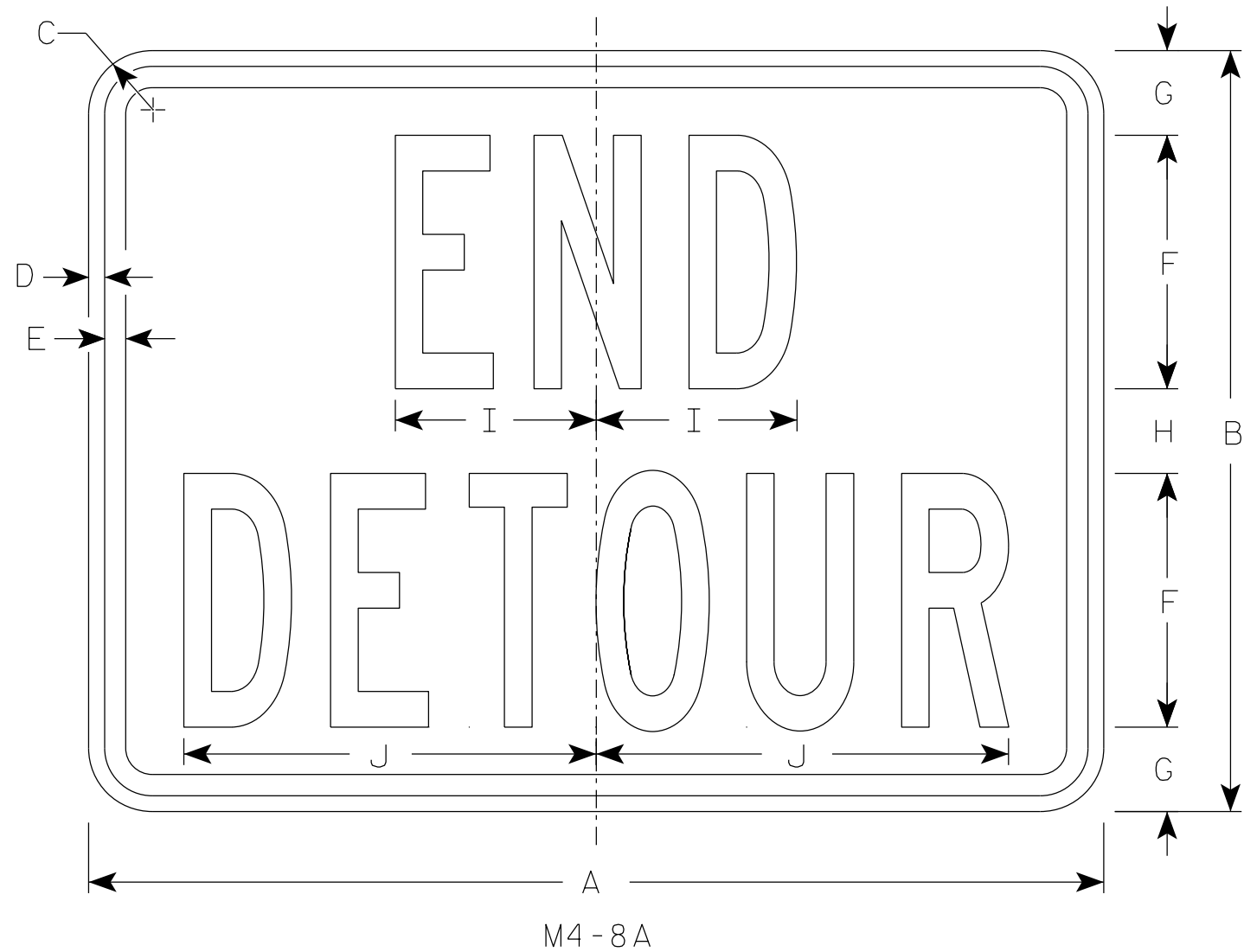
M4 - 8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



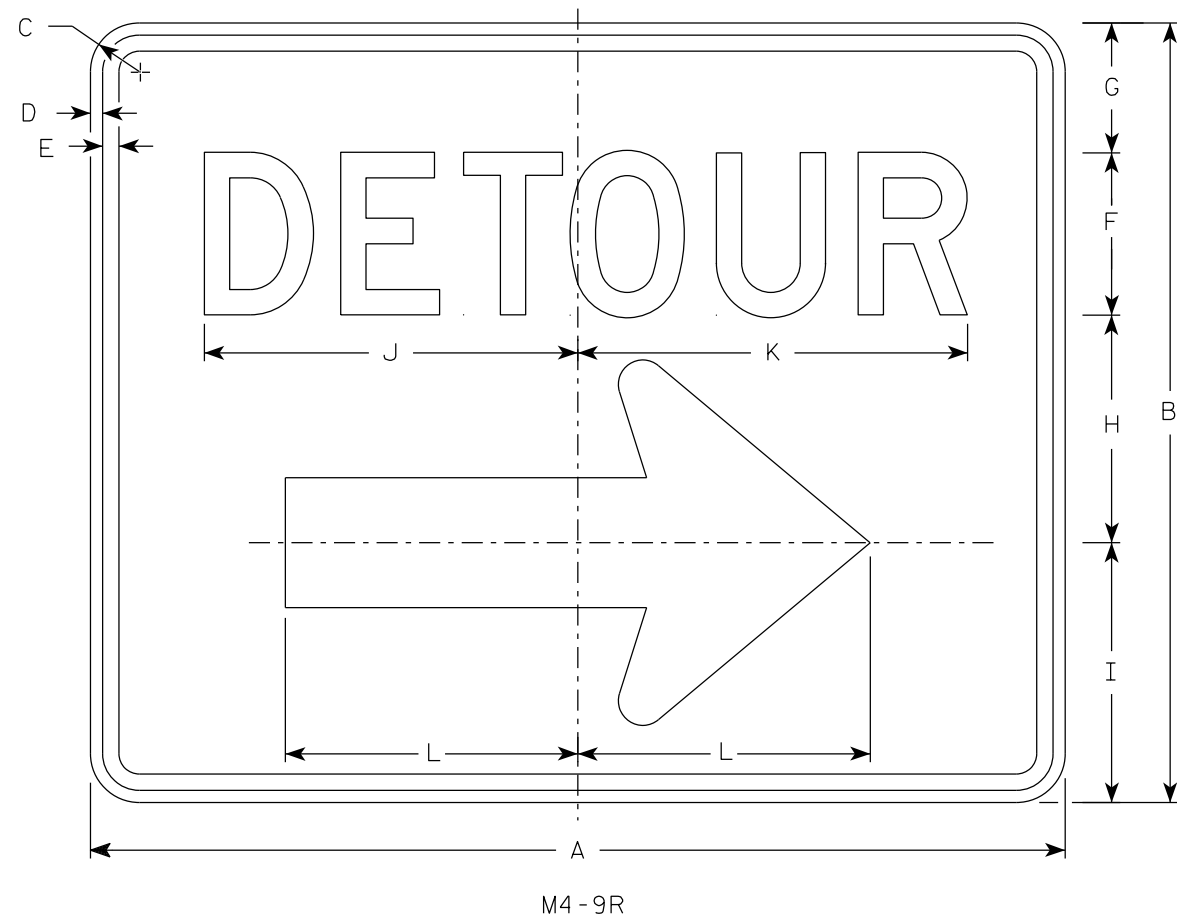
NOTES

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

7

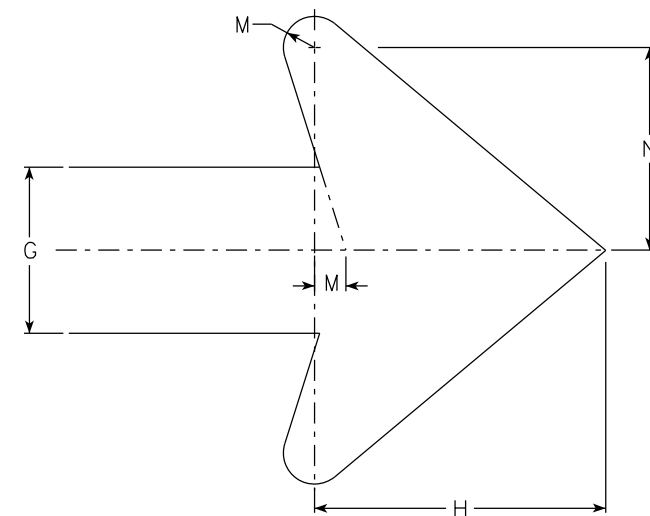
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
2M	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4	30	24	1 1/2	3/8	1/2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

STANDARD SIGN	
M4-8A	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 2/9/2023	PLATE NO. M4-8A.4



NOTES

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



Arrow Detail

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

STANDARD SIGN
M4-9 R & L

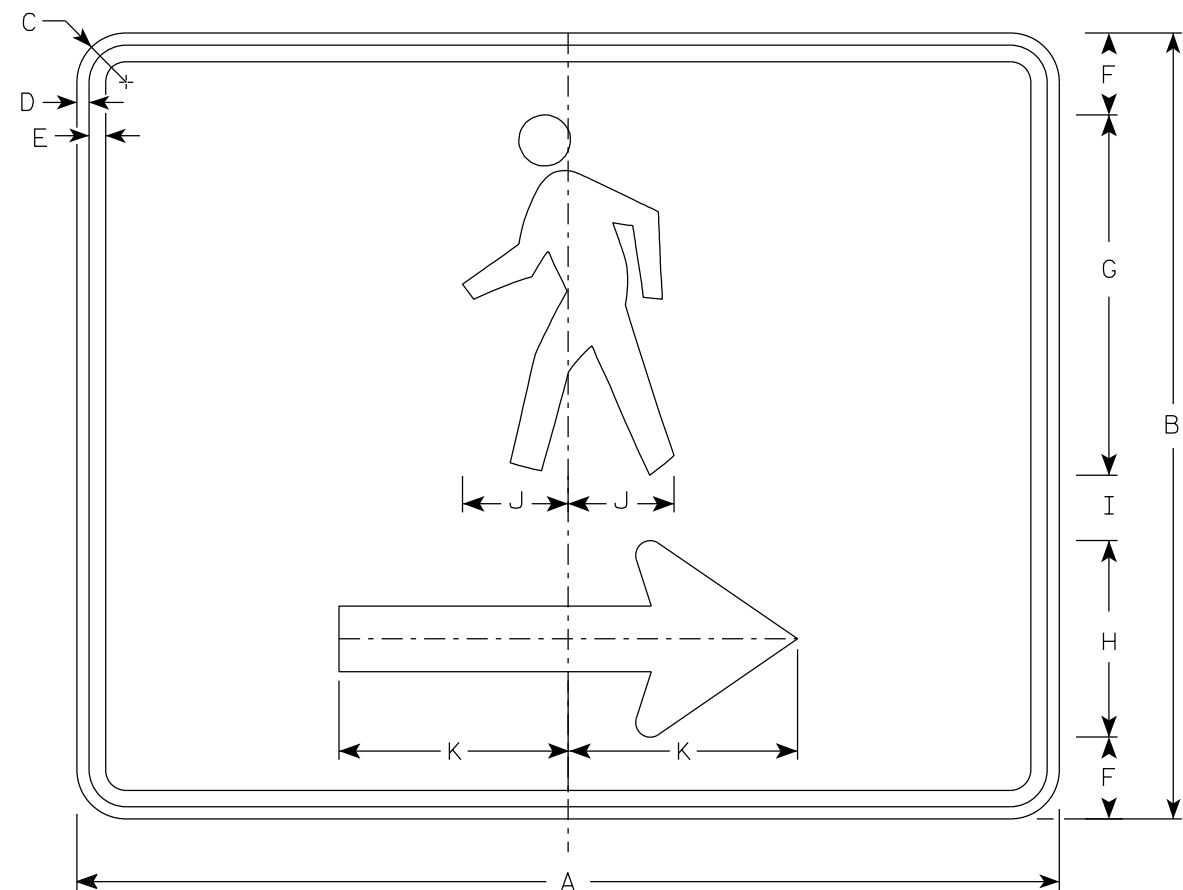
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

PROJECT NO: HWY: COUNTY: SHEET NO: 152 E

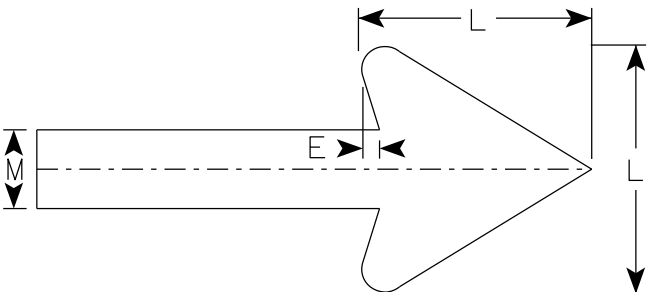
7



M4-60R

NOTES

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



Arrow Detail

7

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

PROJECT NO:

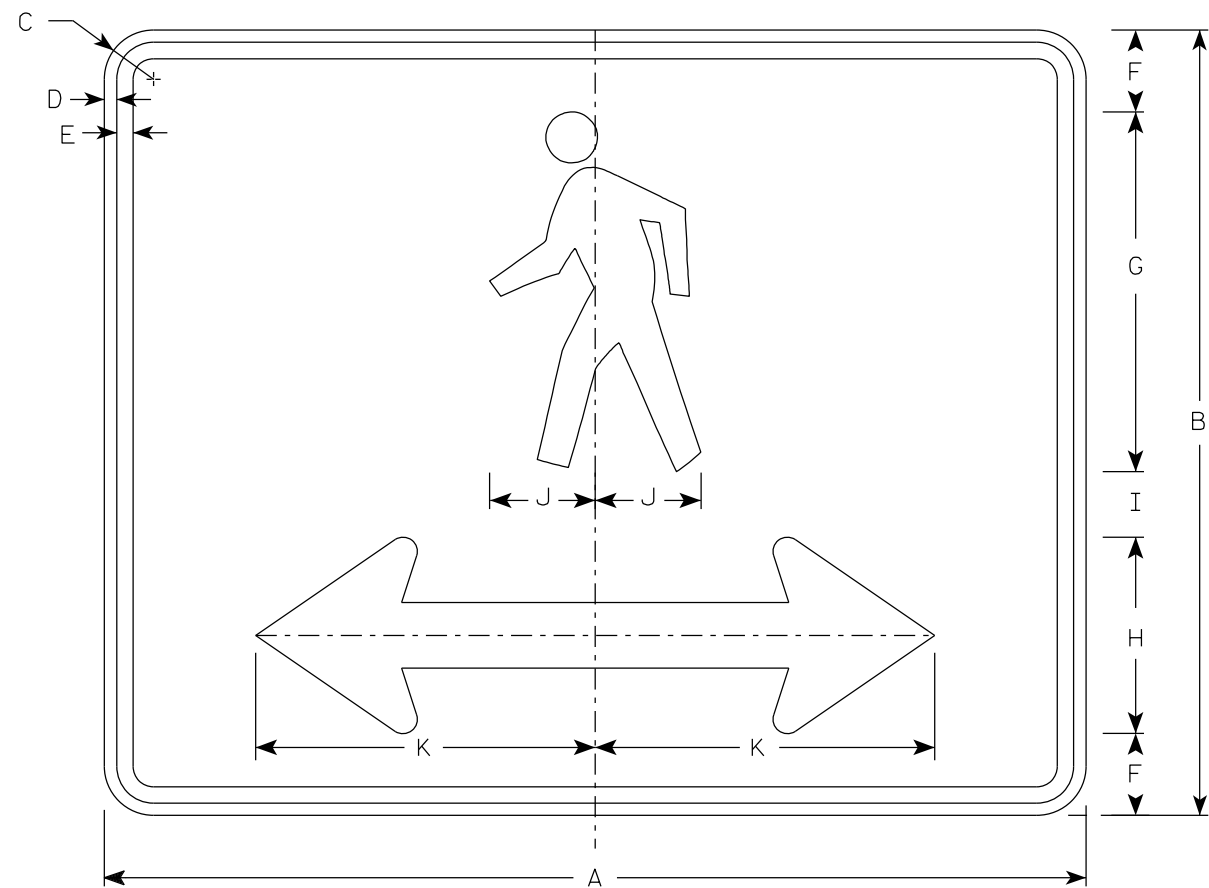
HWY:

COUNTY:

SHEET NO: 153

E

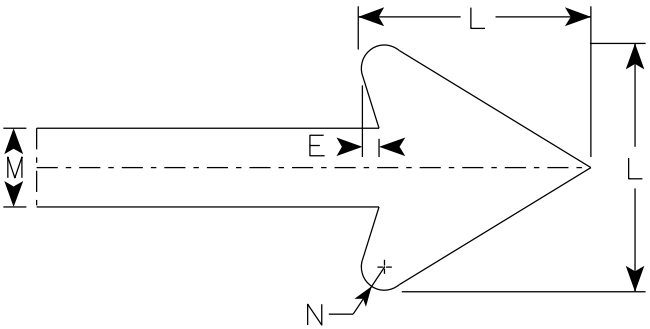
7



M4-60D

NOTES

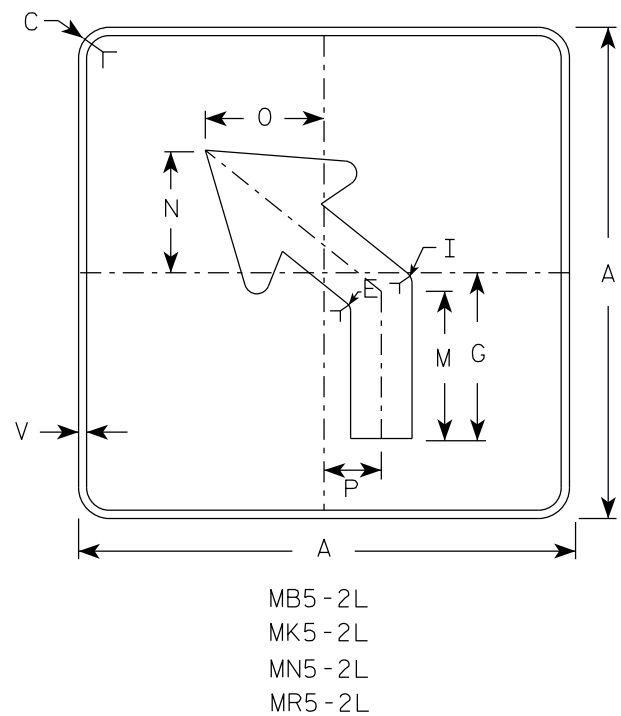
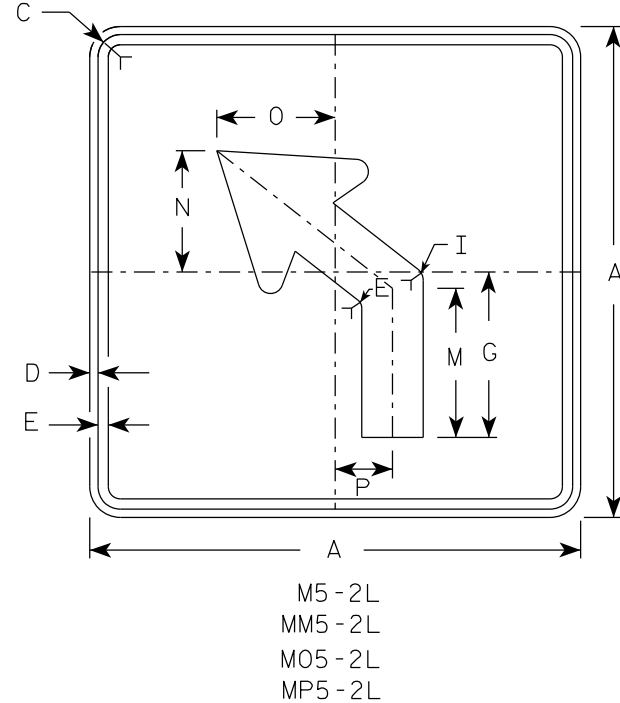
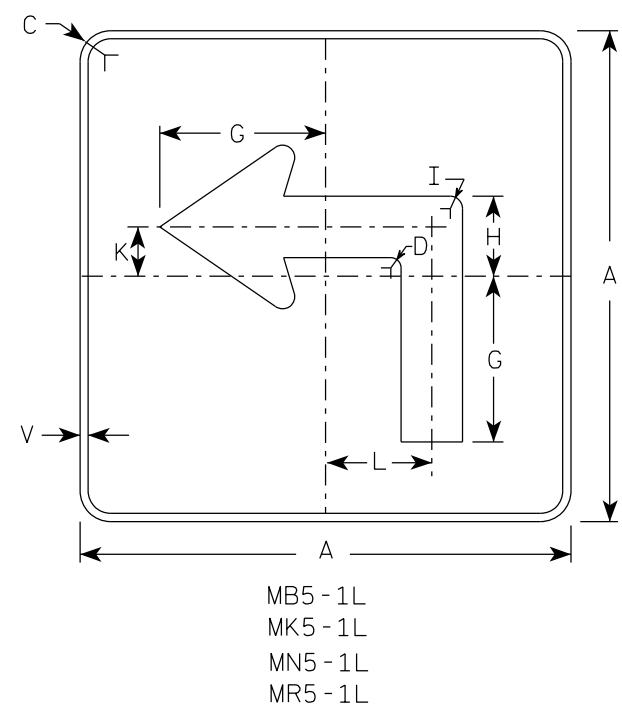
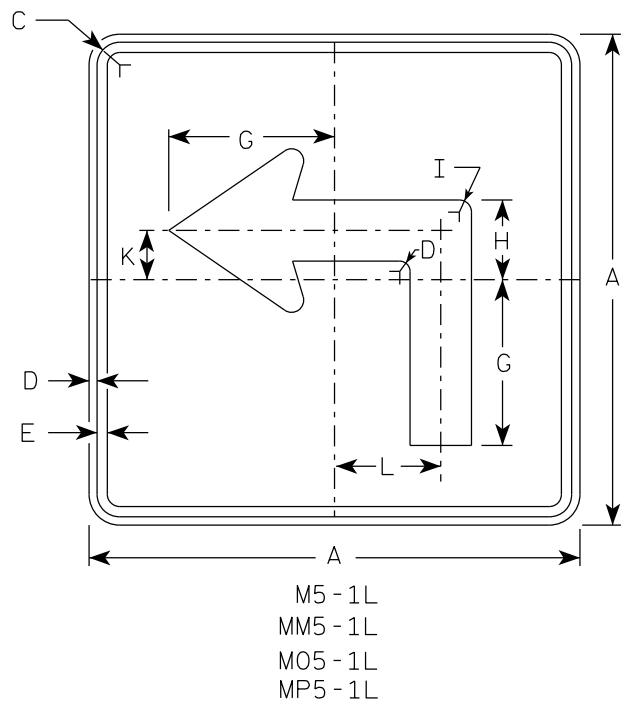
- 1. Sign is Type II- Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

7

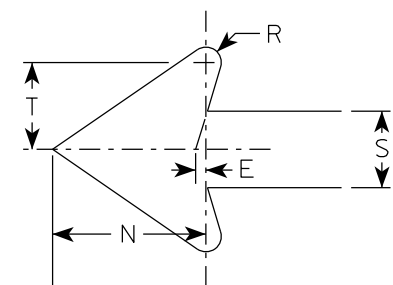
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																							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



NOTES

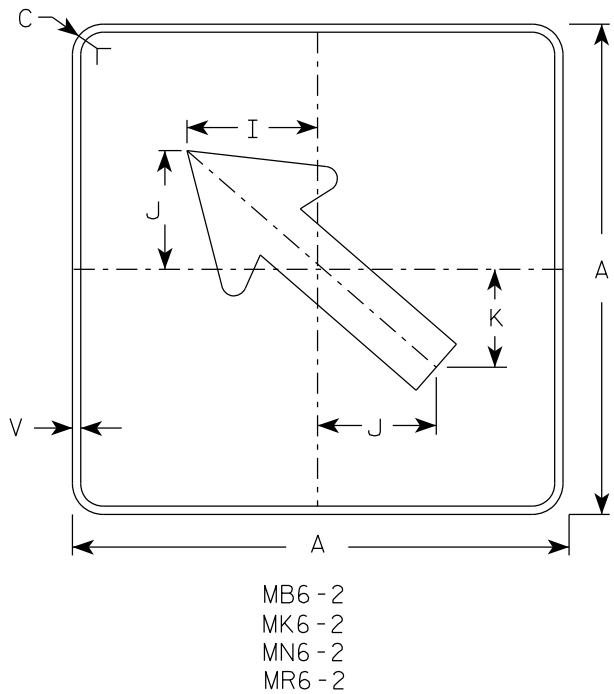
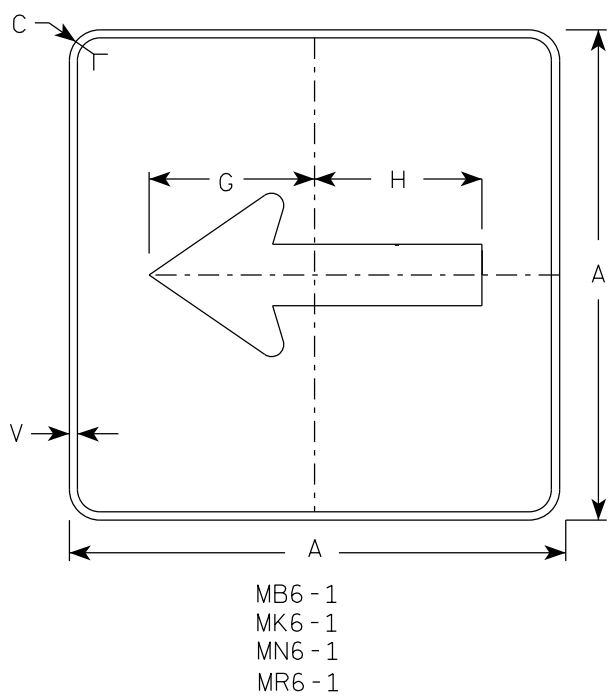
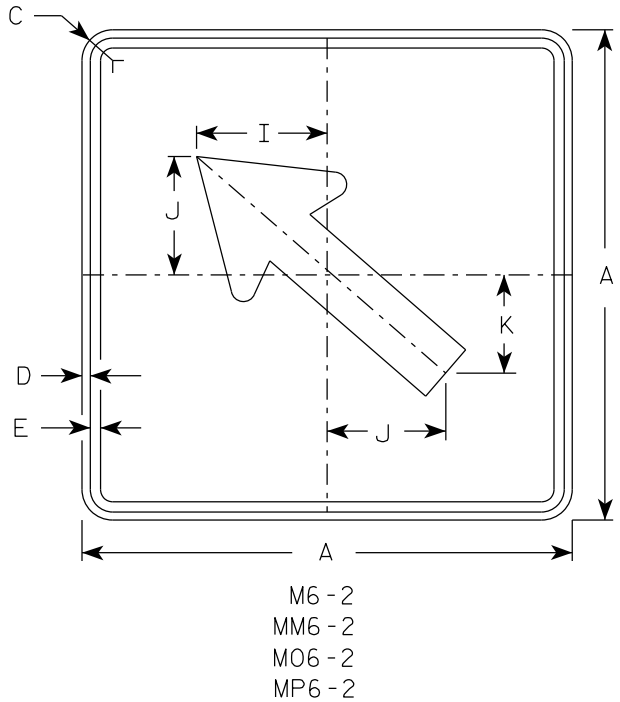
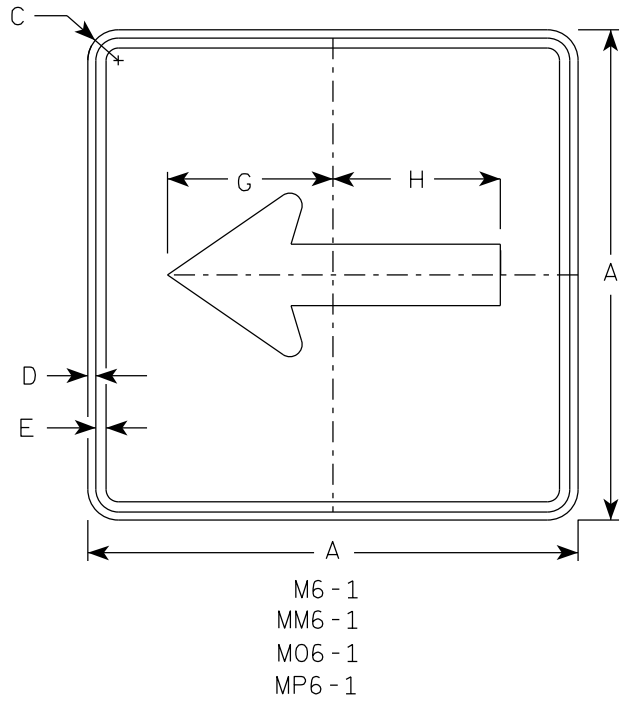
- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- | | | |
|-----------|-------|---|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

ARROW DETAIL

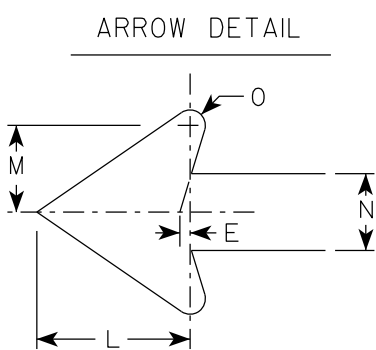


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2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

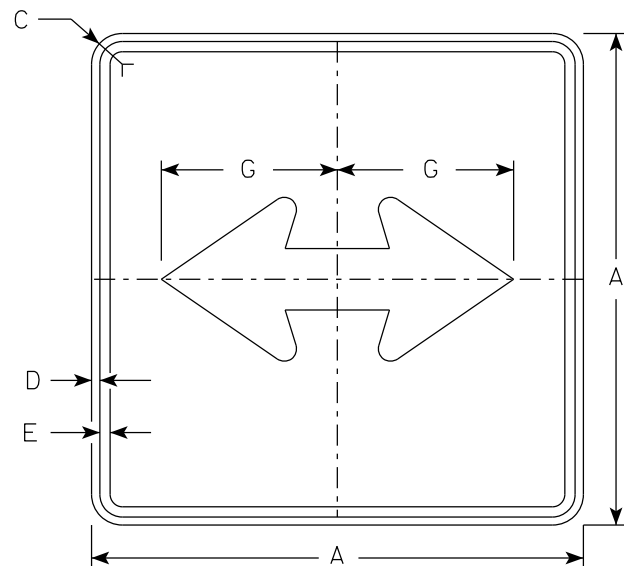
PROJECT NO:		HWY:		COUNTY:		SHEET NO: 155		E
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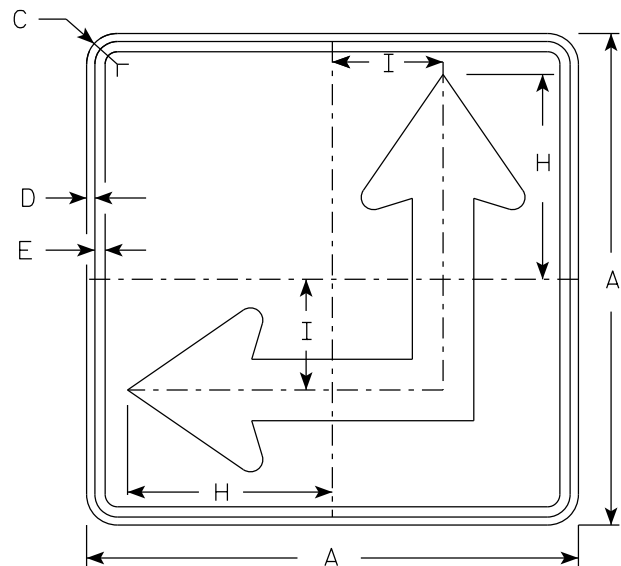
- NOTES**
- Signs are Type II - Type H Reflective except as Shown
 - Color:
Background - See note 4
Message - See note 4
 - Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 - M6-1 and M6-2 Background - White
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
M06-1 and M06-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow



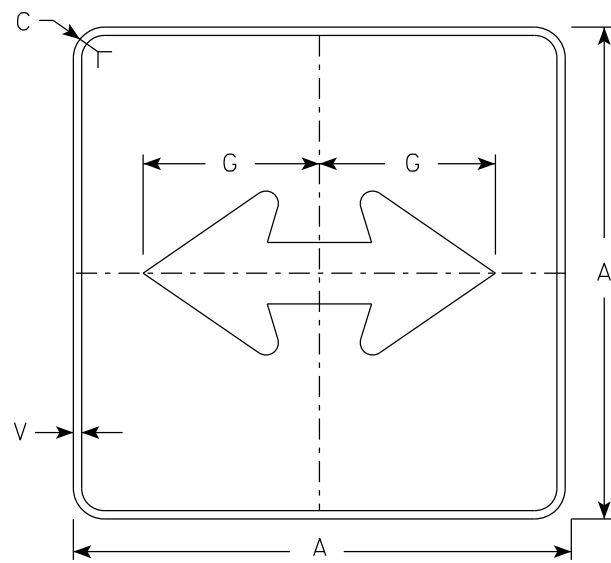
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4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



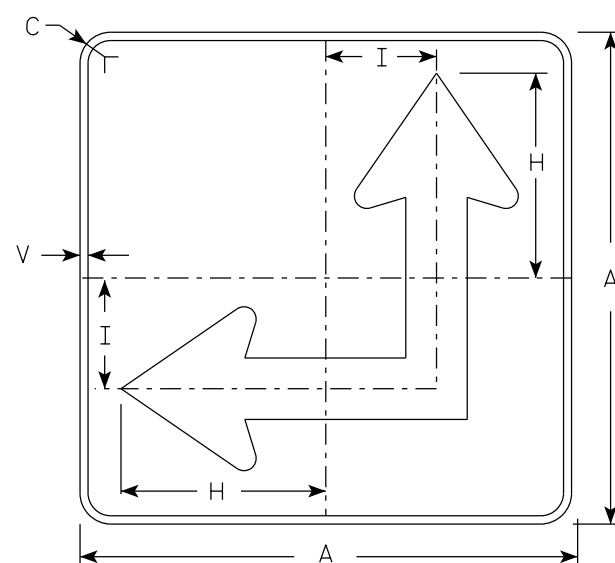
M6 - 4
MM6 - 4
M06 - 4
MP6 - 4



M6 - 6
MM6 - 6
M06 - 6
MP6 - 6



MB6 - 4
MK6 - 4
MN6 - 4
MR6 - 4

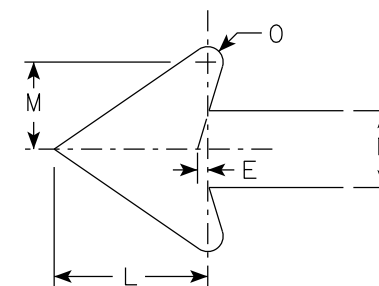


MB6 - 6
MK6 - 6
MN6 - 6
MR6 - 6

NOTES

- Signs are Type II - Type H Reflective except as Shown
- Color:
Background - See Note 4
Message - See Note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M6-4 and M6-6 Background - White
Message - Black
MB6-4 and MB6-6 Background - Blue
Message - White
MK6-4 and MK6-6 Background - Green
Message - White
MM6-4 and MM6-6 Background - White
Message - Green
MN6-4 and MN6-6 Background - Brown
Message - White
M06-4 and M06-6 Background - Orange - Type F Reflective
Message - Black
MP6-4 and MP6-6 Background - White
Message - Blue
MR6-4 and MR6-6 Background - Brown
Message - Yellow
- M6-6R same as M6-6L except arrow points ahead and right.

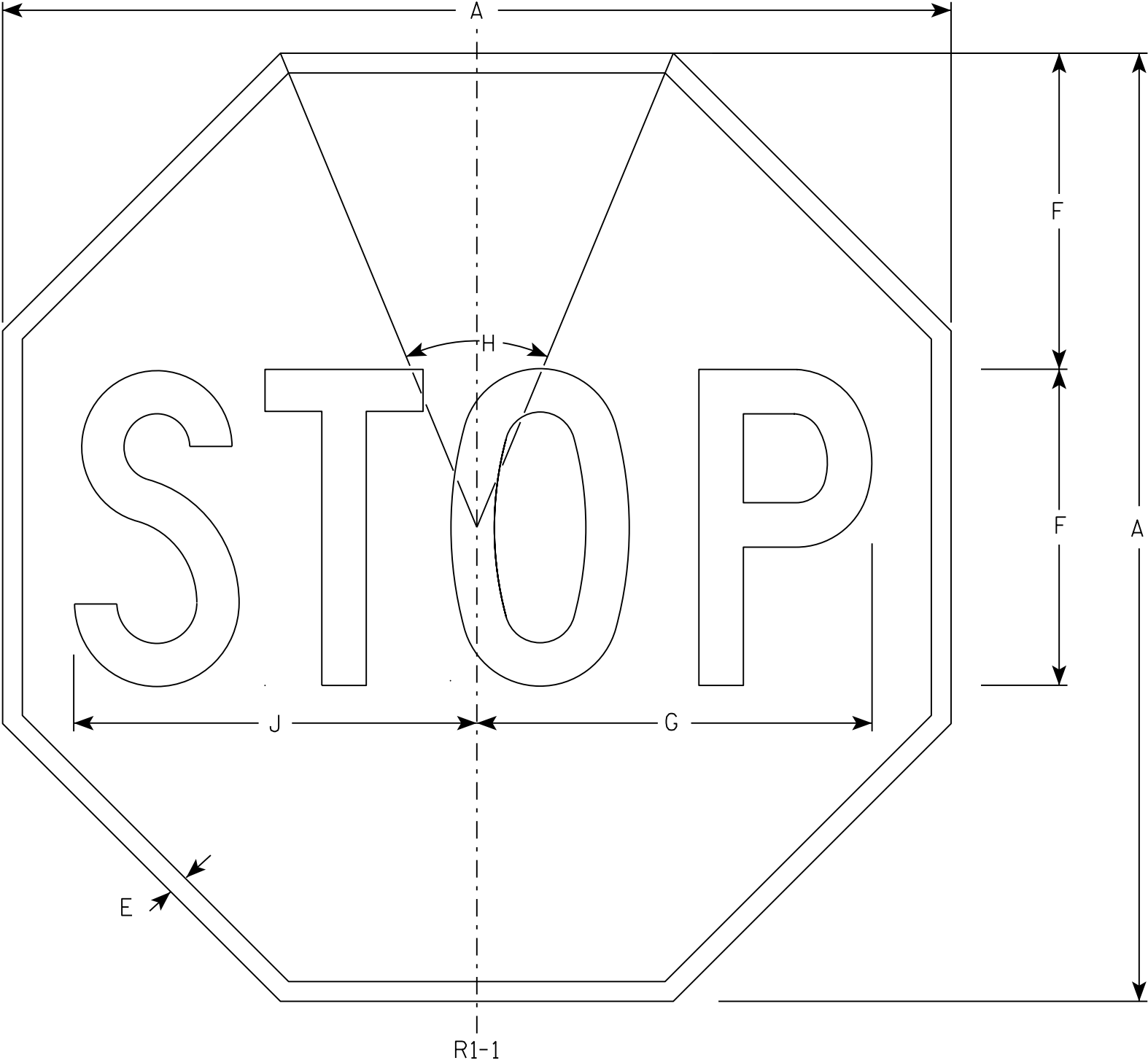
ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 157	E
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7



NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Red
Message - White
- 3. Message Series - C

7

R1-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN

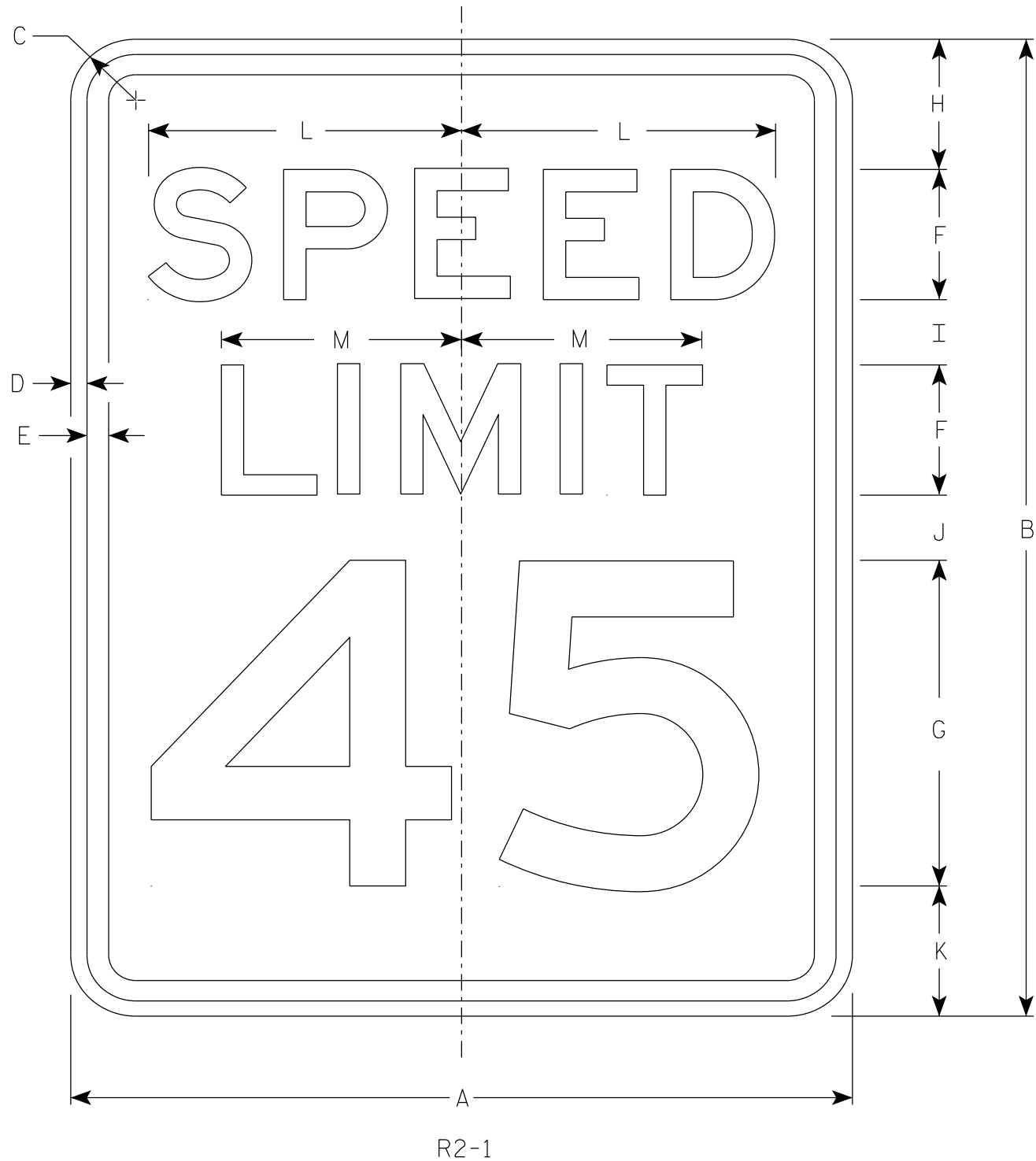
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - E
- 4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

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	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN

R2 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

7

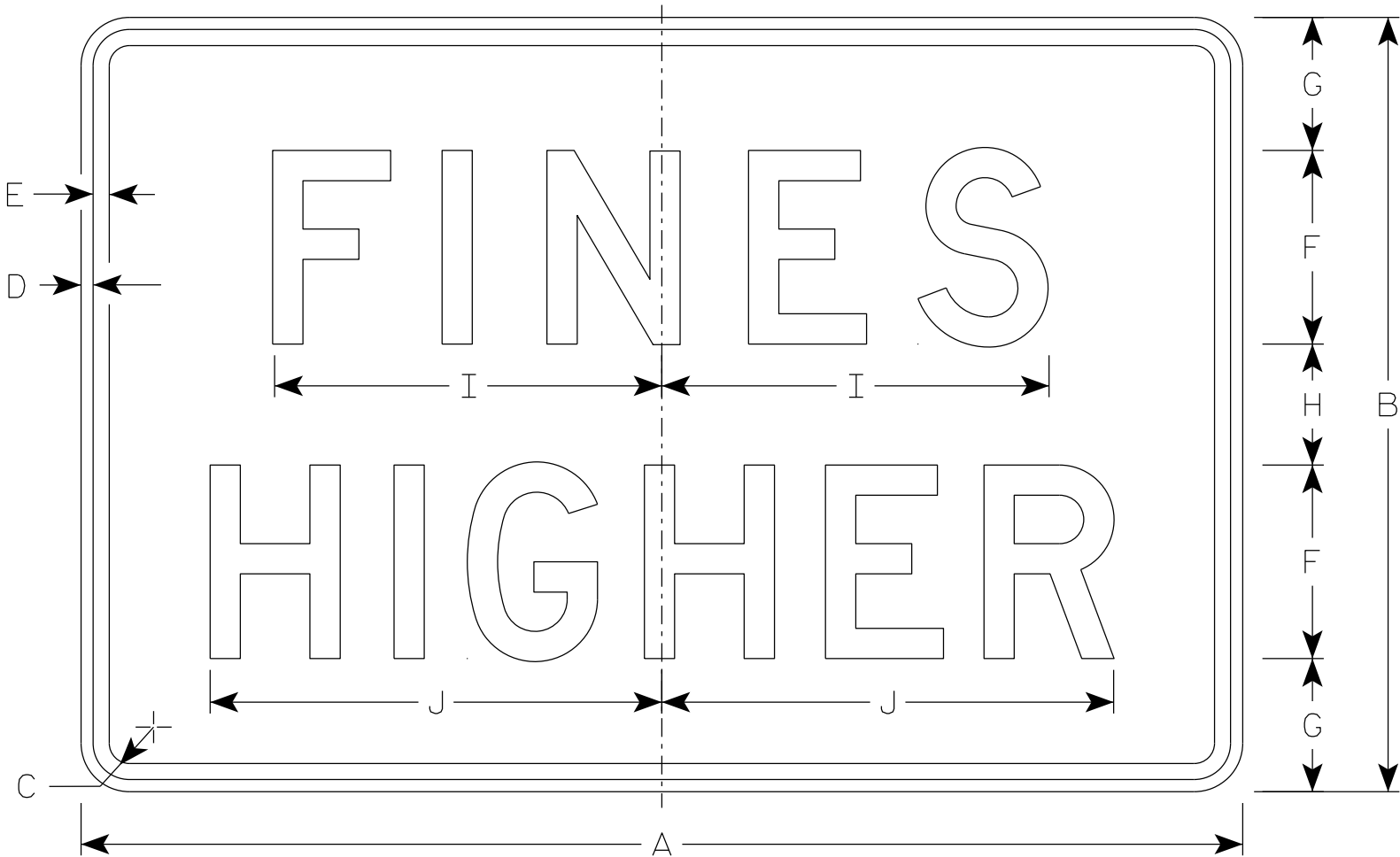
7

NOTES

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

Background - White

Message - Black
3. Message Series - D



R2-6P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/2	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/2	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/2	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/2	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 7/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

PROJECT NO:

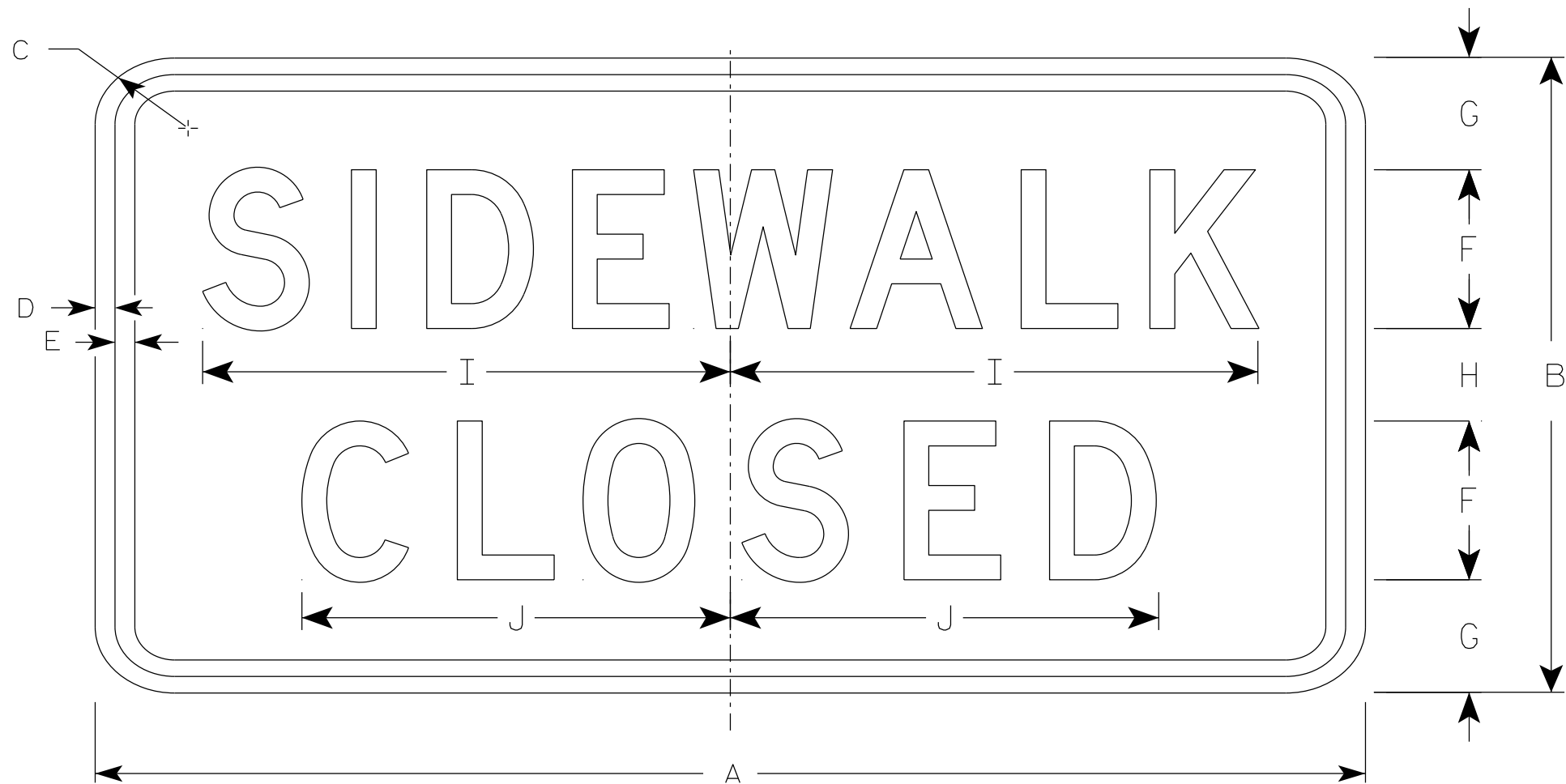
HWY:

COUNTY:

SHEET NO: 160

E

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: 161

E

STANDARD SIGN

R9-9

WISCONSIN DEPT OF TRANSPORTATION

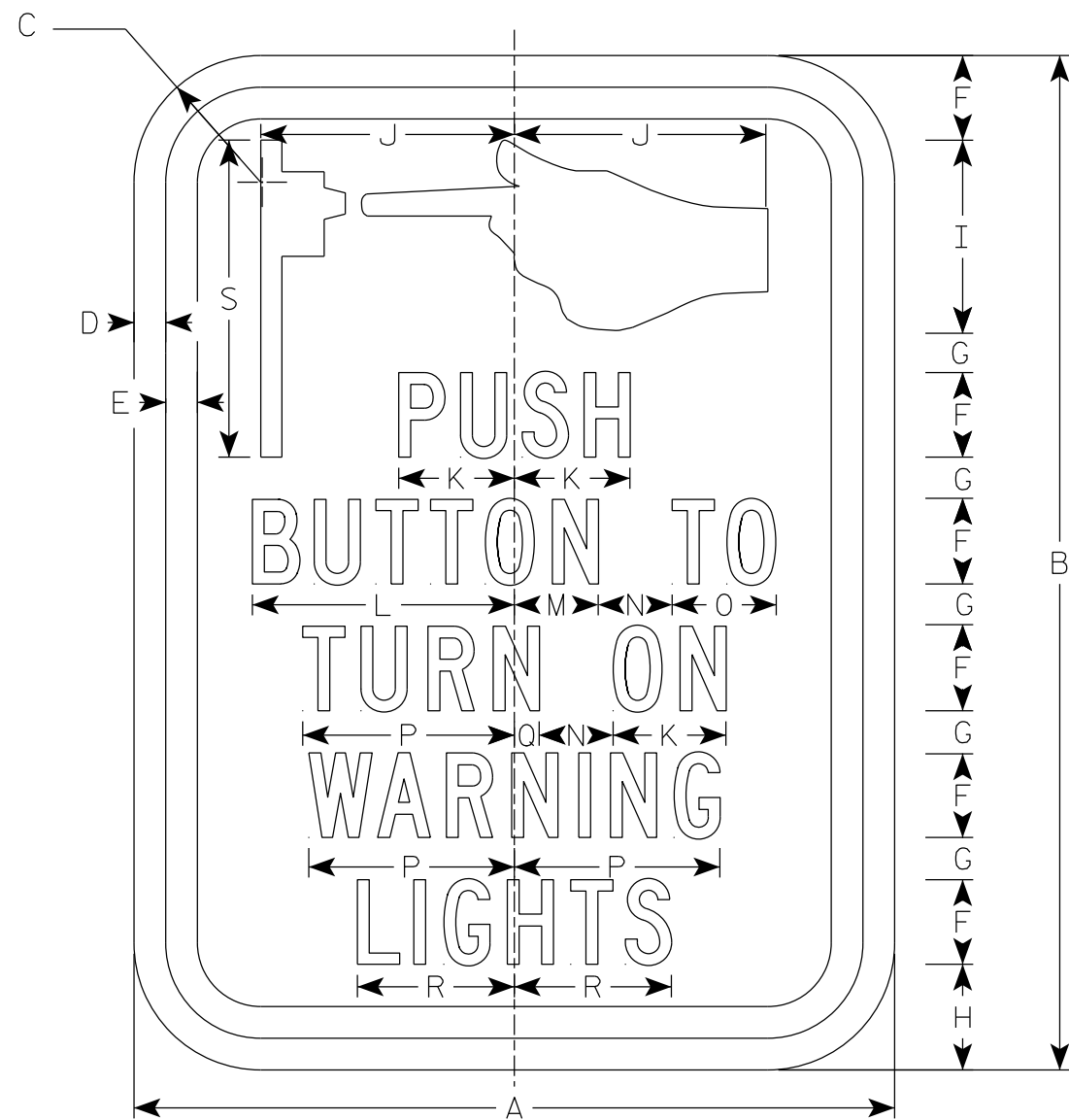
APPROVED *Matthew R. Rauch*

For State Traffic Engineer

DATE 1/24/24

PLATE NO. R9-9.7

7



R10-25

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - C
- 4. Size (1) comes as a decal only.

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	6	9	1 1/2	3/8	3/8	3/4	3/8	1	1 3/4	2	7/8	2 1/8	5/8	5/8	7/8	1 5/8	1/4	1 1/4	2 7/8								.38
2S	9	12	1 1/2	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
2M	9	12	1 1/2	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
3																											
4																											
5																											

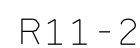
PROJECT NO:

HWY:

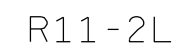
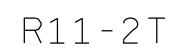
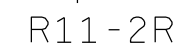
COUNTY:

SHEET NO: 162

E



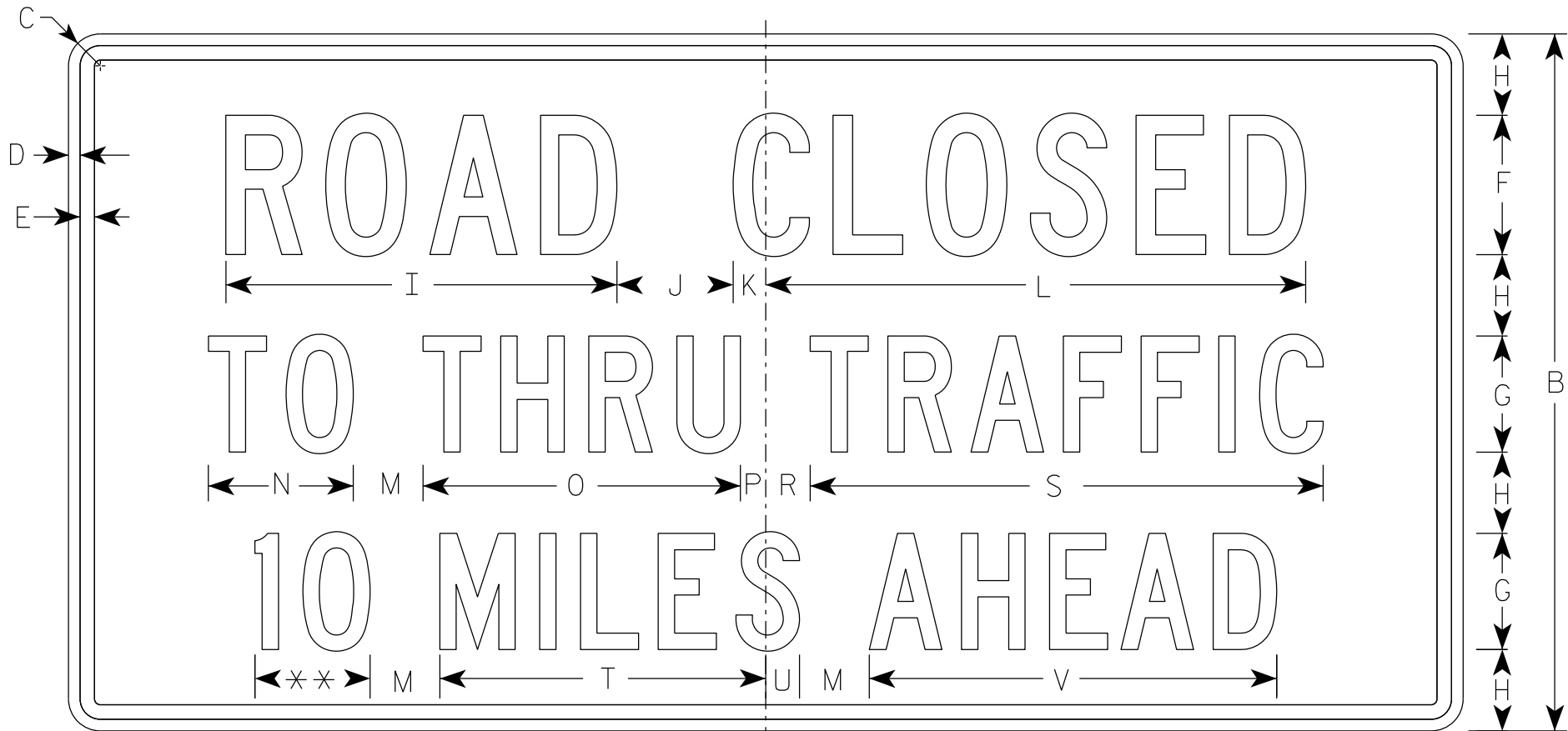
1. Sign is Type II - Type H Reflective
2. Color:
 - Background - White
 - Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



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

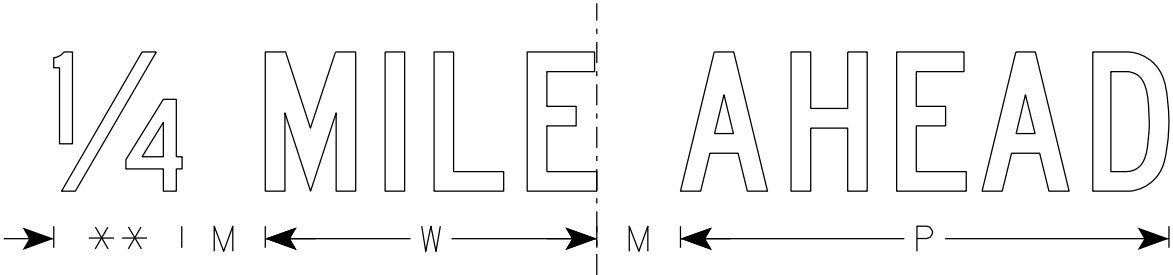
NOTES

- 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.
- 5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

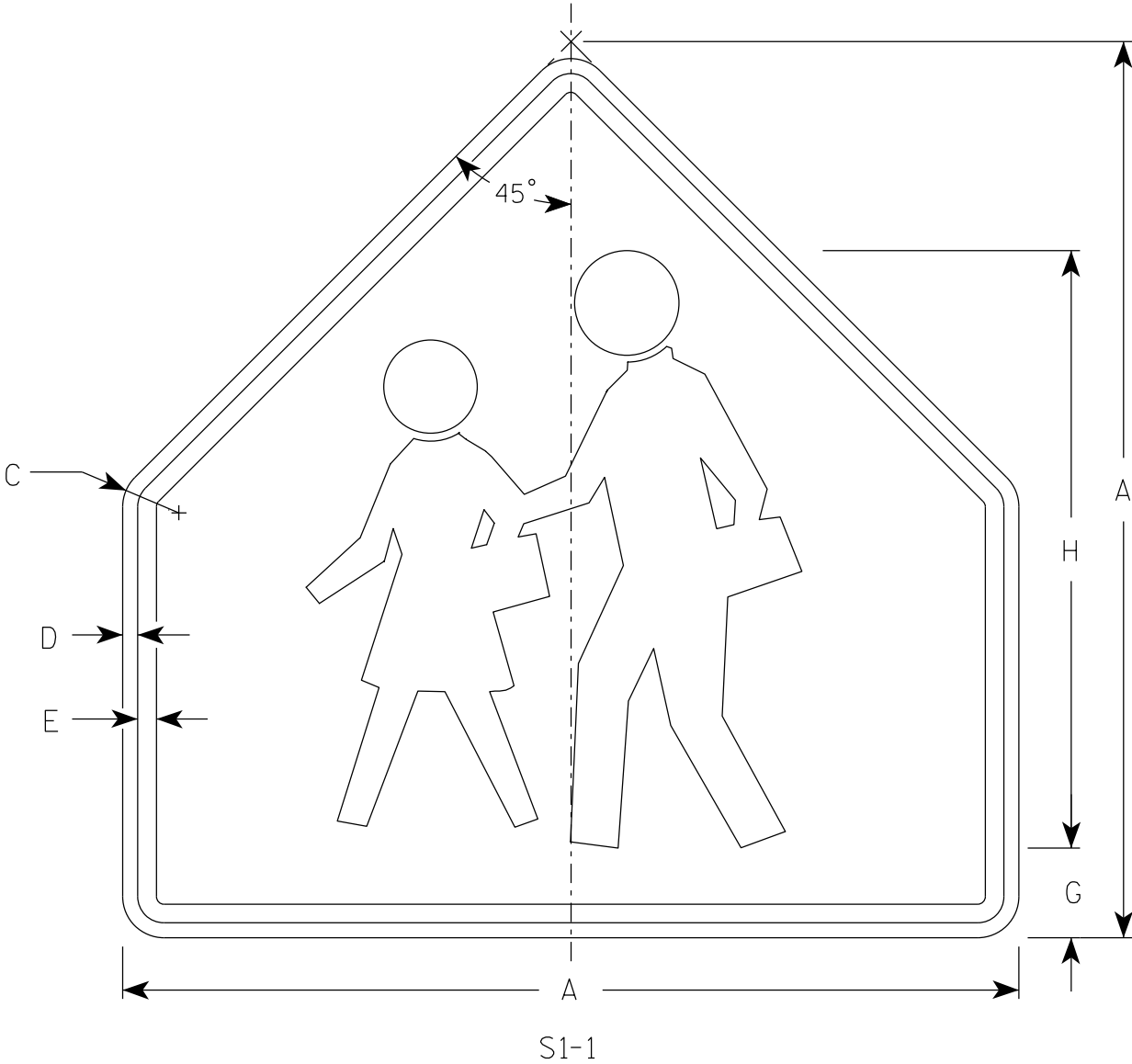
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

7



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Yellow-Green
 - Message - Black

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3⁄8	1⁄2	5⁄8		3	20																			4.69
2S	36		1 5⁄8	5⁄8	3⁄4		3 1⁄2	24																			6.75
2M	36		1 5⁄8	5⁄8	3⁄4		3 1⁄2	24																			6.75
3	36		1 5⁄8	5⁄8	3⁄4		3 1⁄2	24																			6.75
4	48		1 7⁄8	3⁄4	1		4 3⁄4	32																			12
5																											

STANDARD SIGN

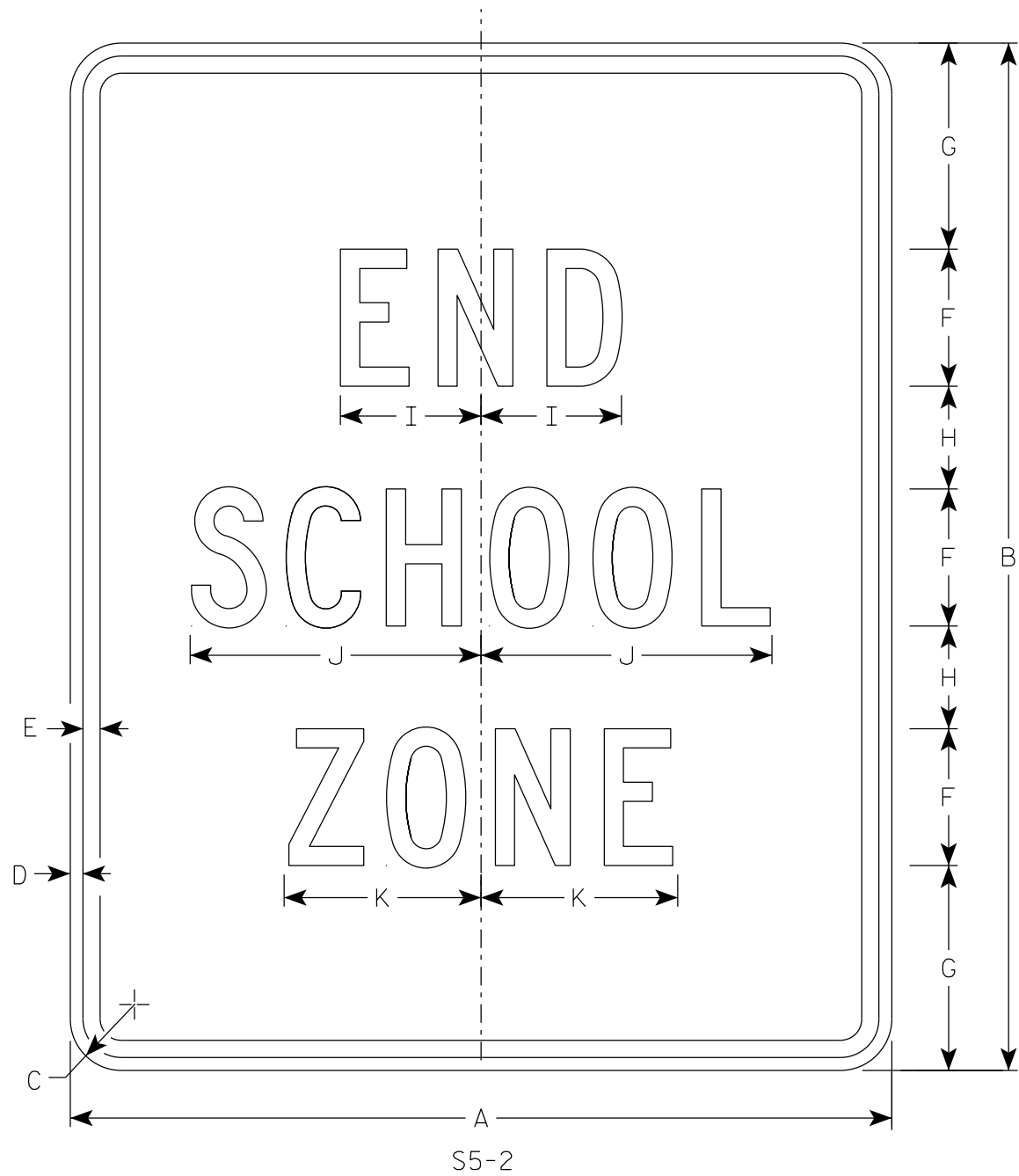
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/16/2023 PLATE NO. S1-1.9

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
2M	24	30	1 1/2	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 7/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

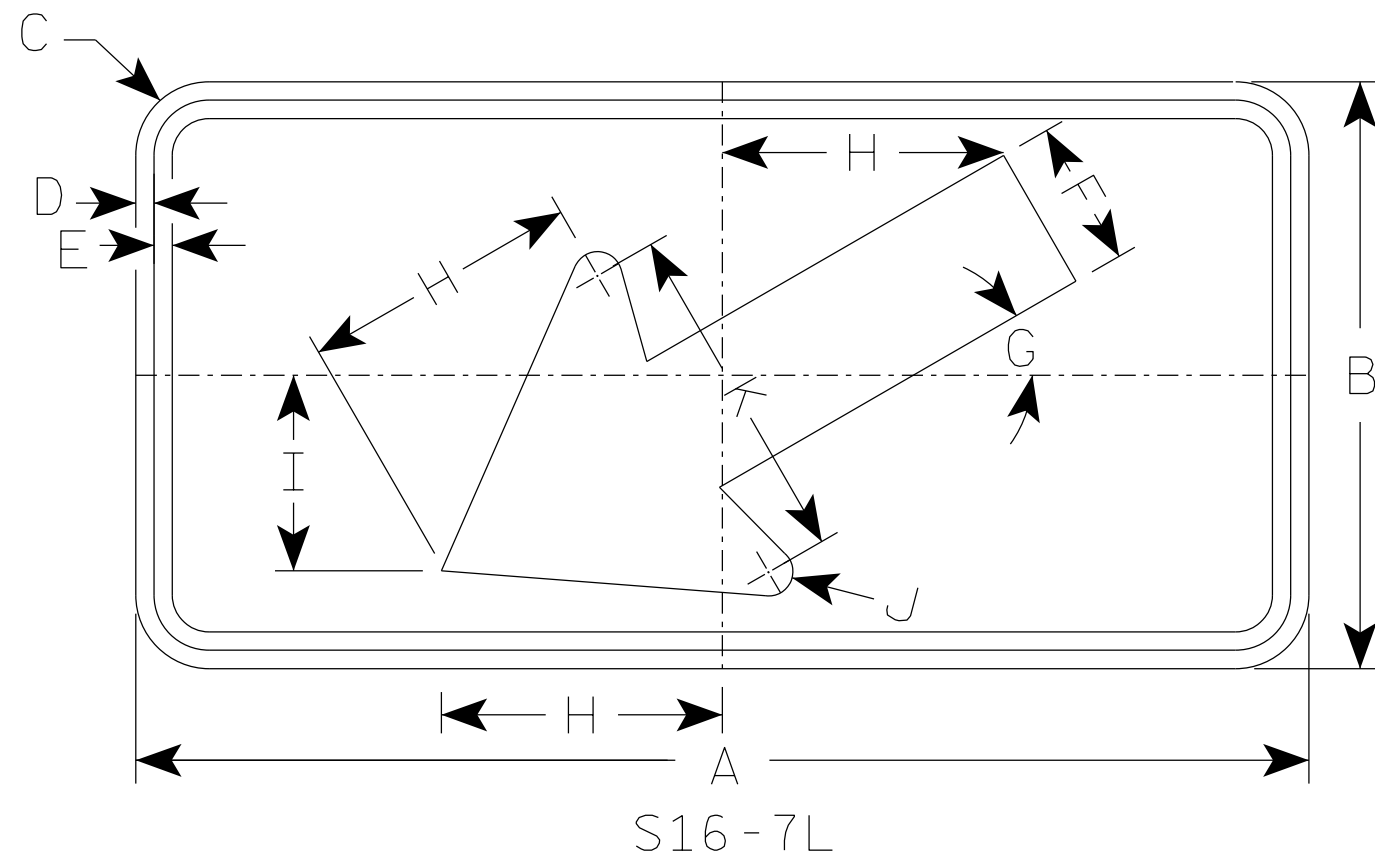
STANDARD SIGN
S5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/23/2023 PLATE NO. S5-2.3

7



S16 - 7L

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow-Green
Message - Black
- 3. S16-7R is the same as S16-7L except the arrow is reversed along the vertical centerline.

7

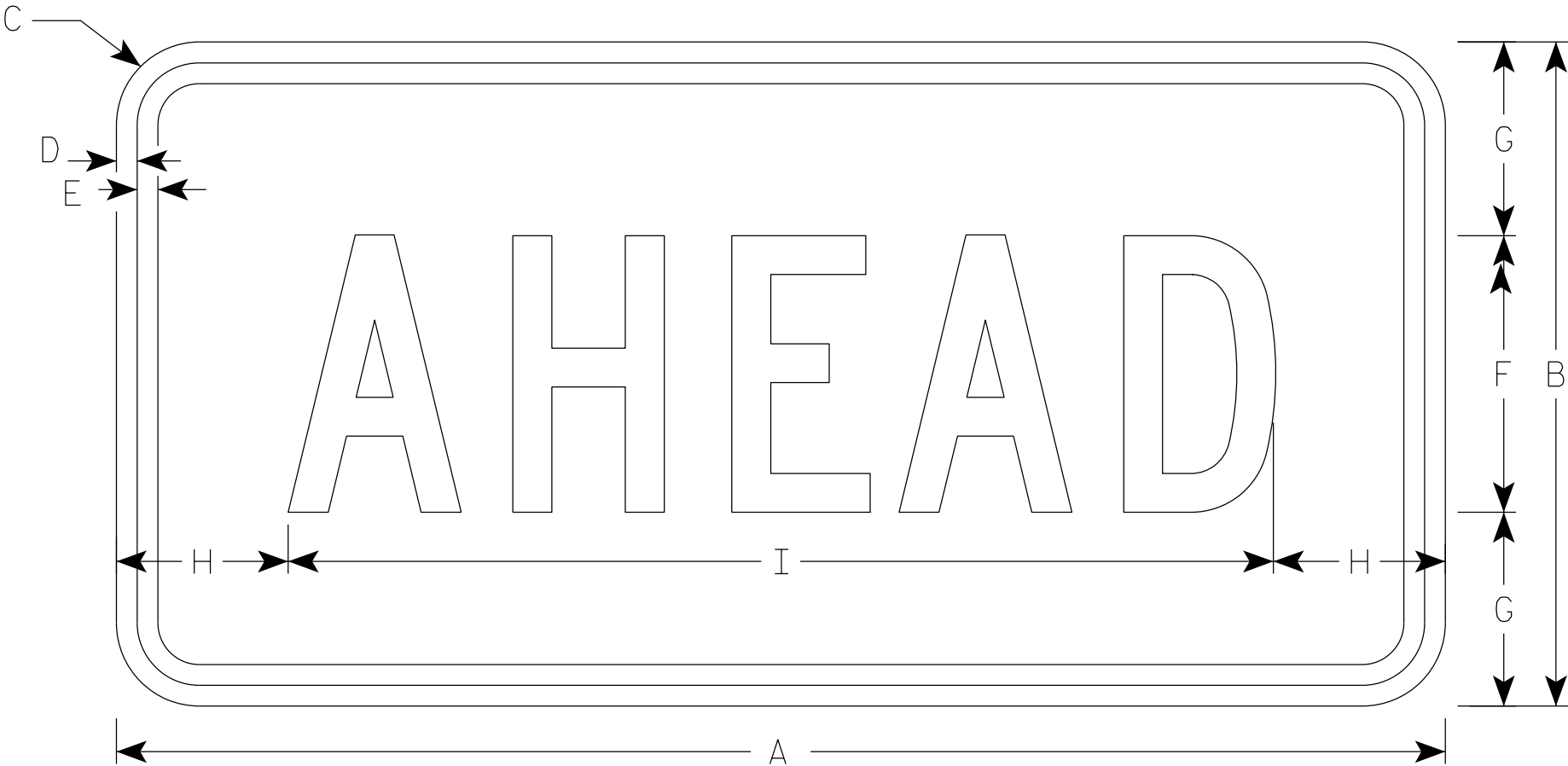
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/2	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

7

7

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Yellow-Green
 - Message - Black
- 3. Message Series - C



S16-9P

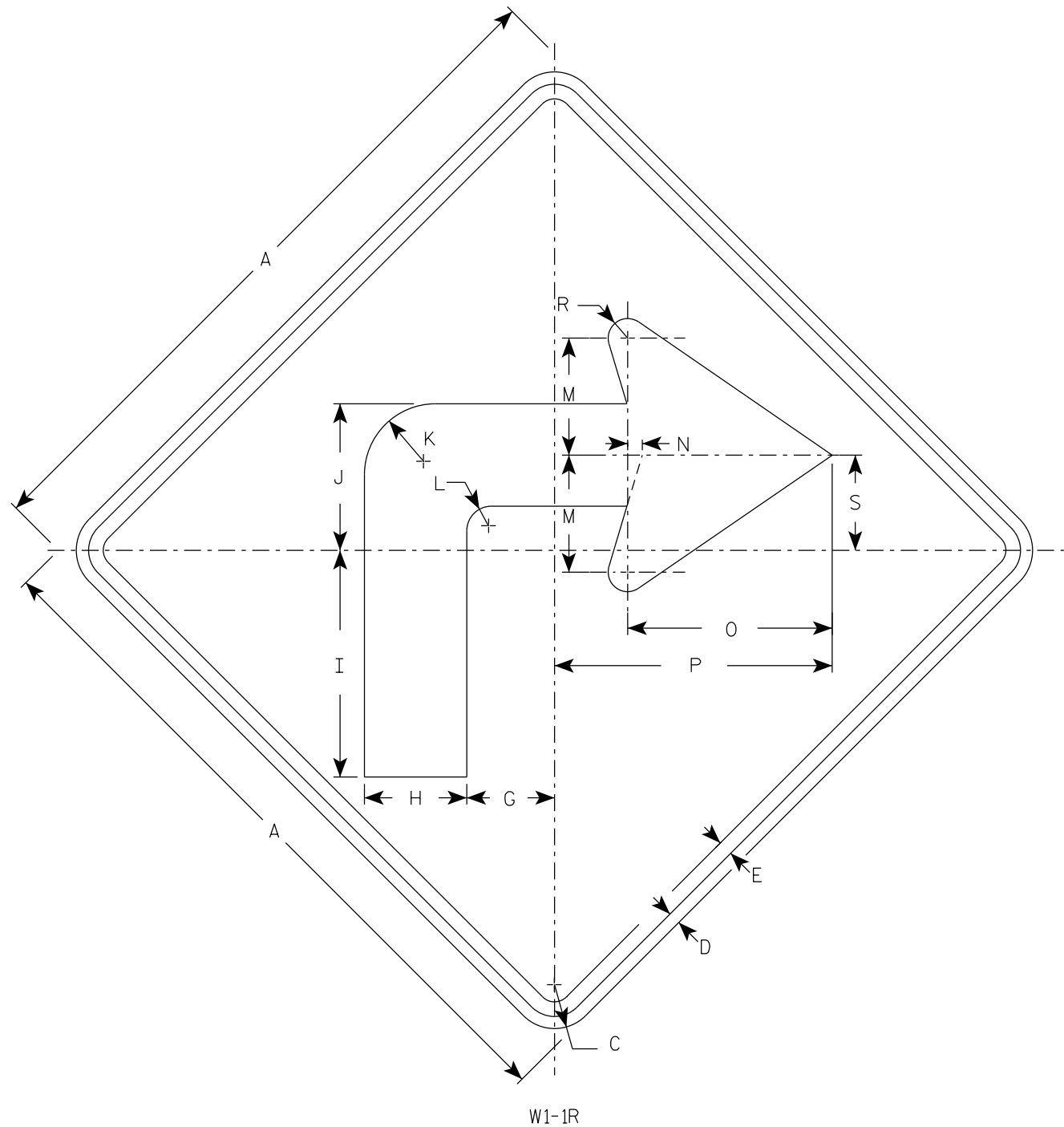
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
S16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/23/2023 PLATE NO. S16-9P.2



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black
3. W1-1L is the same as W1-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2		3	3 1/2	7 3/4	5	2 1/2	7/8	4	1/2	7	9 1/2		5/8	3 1/4								4.0
2S	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
2M	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
3	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
4	48		3	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
5	48		3	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0

STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/22/2023 PLATE NO. W1-1.12

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 169	E
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7

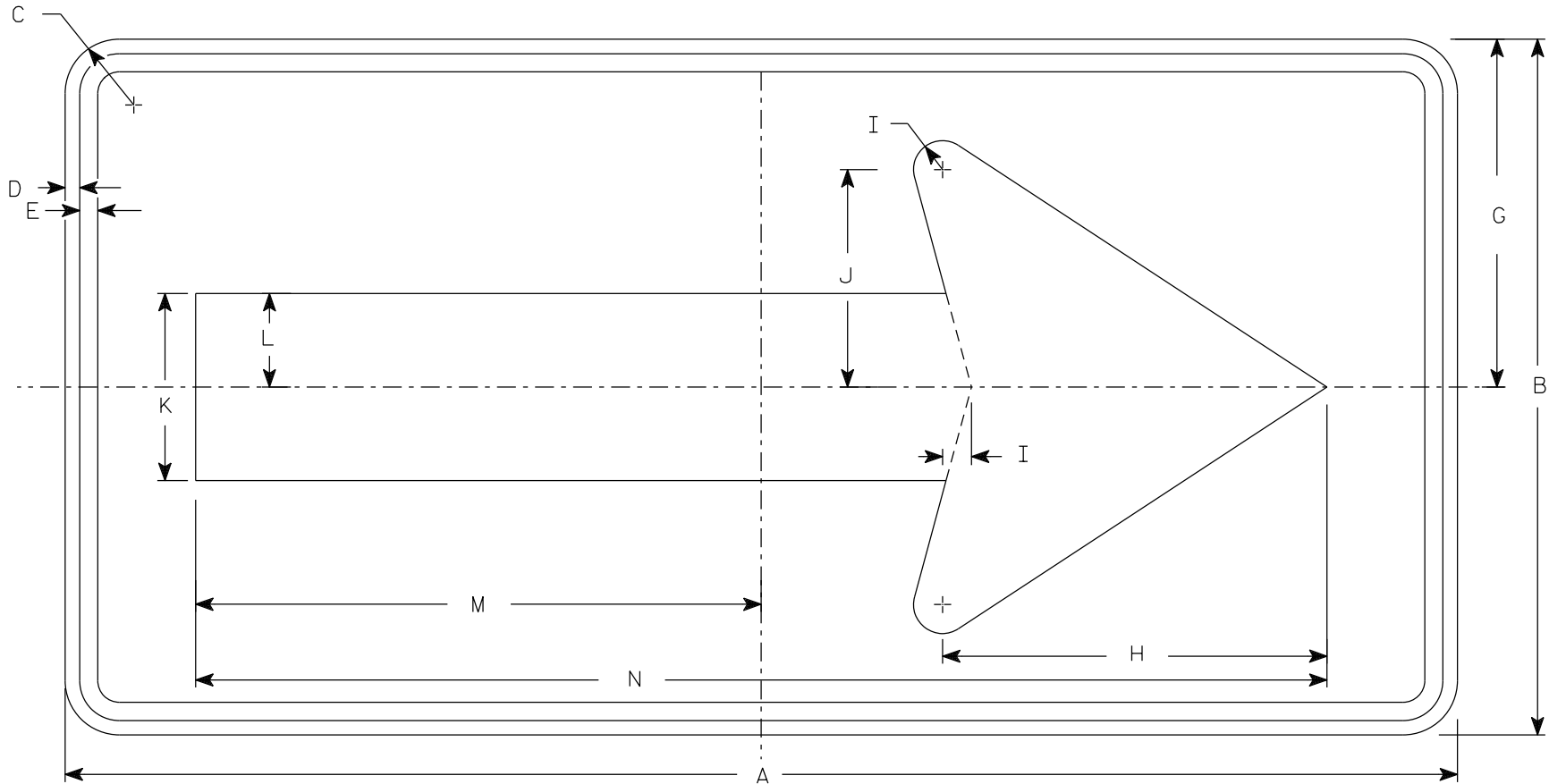
7

NOTES

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

Background - Yellow

Message - Black



W1-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	3	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

PROJECT NO:

HWY:

COUNTY:

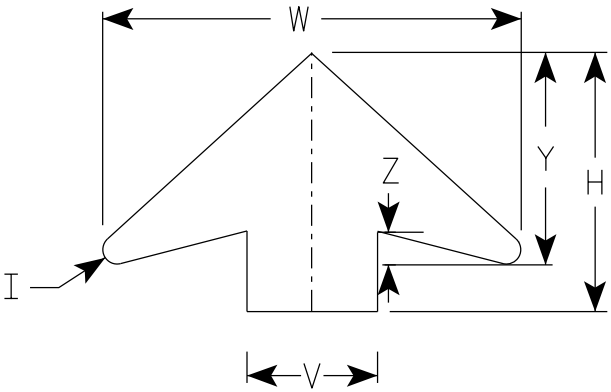
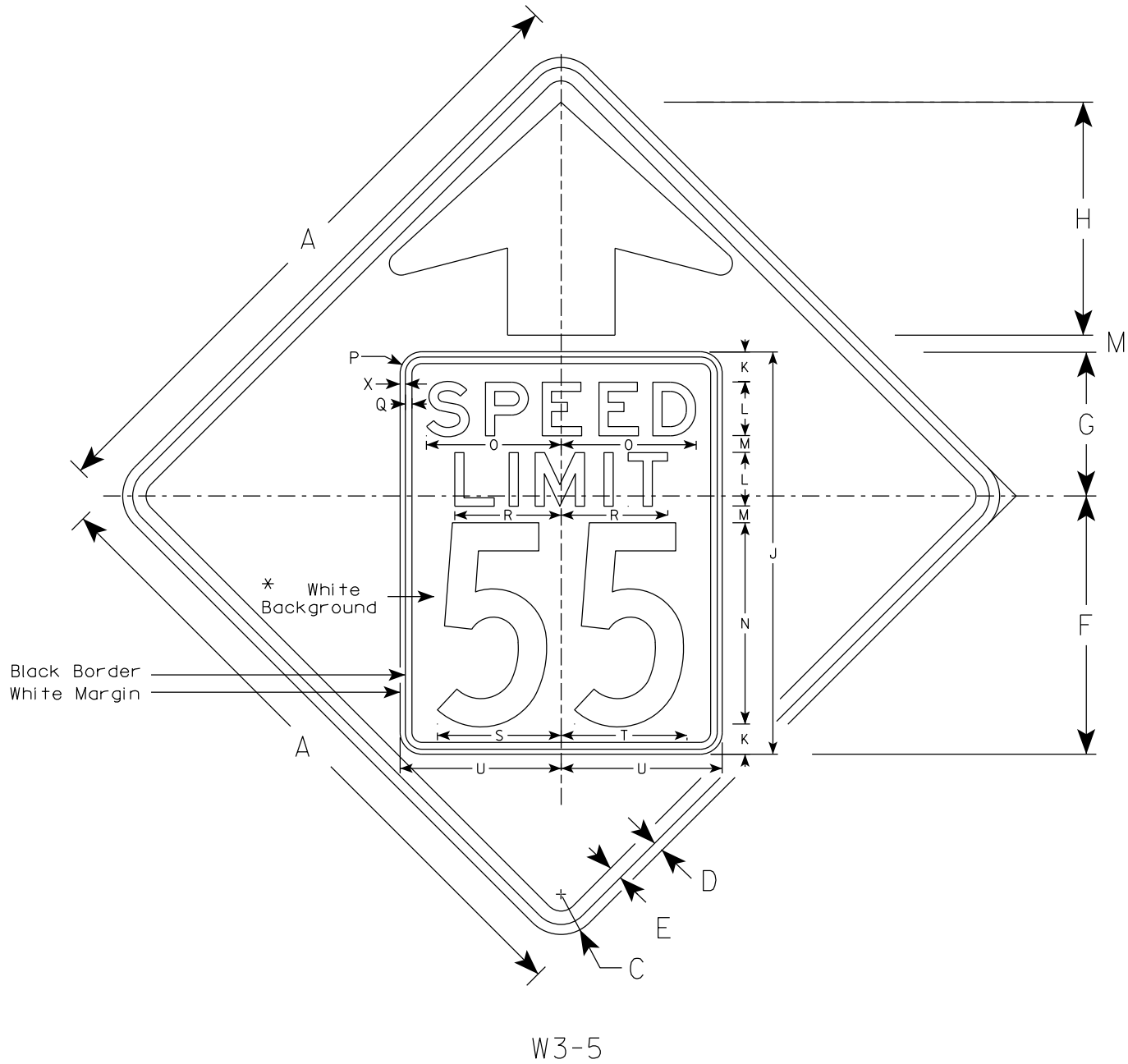
SHEET NO: 170

E

NOTES

- 1. Sign is Type II - See Note 2 for Sheeting Type
- 2. Color: *
Background - Yellow* (Type F Reflective)
Message - Black
- 3. Message Series - C for numbers Series E for wording
- 4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background with black message (Type SH Reflective)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN

W3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/30/2023 PLATE NO. W3-5.7

PROJECT NO:

SHEET NO: 171

E

7

7

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - B



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	3	2 1/4	1 1/2	8	1 1/2	3/8	10	6 1/4	2 1/4	2 1/4	6 1/4											2.0
2M	24	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	8	1 1/2	3/8	10	6 1/4	2 1/4	2 1/4	6 1/4											2.0
3	36	15	1 1/2	3/8	1/2	4	2 5/8	1 3/4	10 3/4	2 3/8	3/8	13 1/2	8 3/8	3	3 1/8	8 3/8											3.75
4	42	18	1 1/2	3/8	1/2	5	3	2	13 3/8	3 1/8	3/8	16 7/8	10 1/2	3 5/8	3 7/8	10 3/8											5.25
5																											

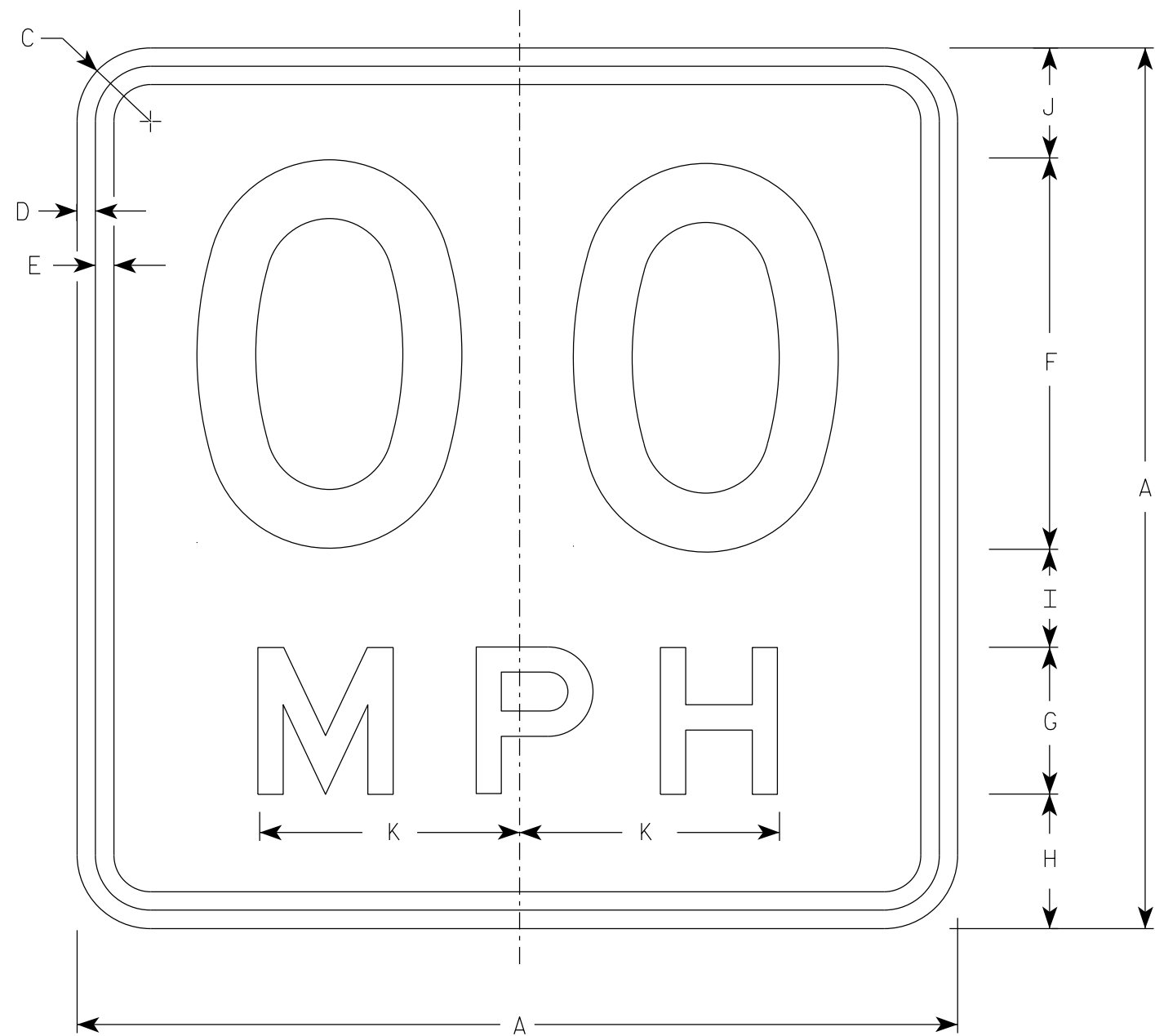
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 172

E



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
Line 2 is Series E

W13-1

- * For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
✱ 2S	1	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8															2.25
	2	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8															2.25
✱ 2M	3	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8															2.25
	4	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8															4.00
	5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8															9.00
	6	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8															9.00

STANDARD SIGN W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
For State Traffic Engineer

DATE 1/8/2024 PLATE NO. W13-1.17

PROJECT NO:

HWY:

COUNTY:

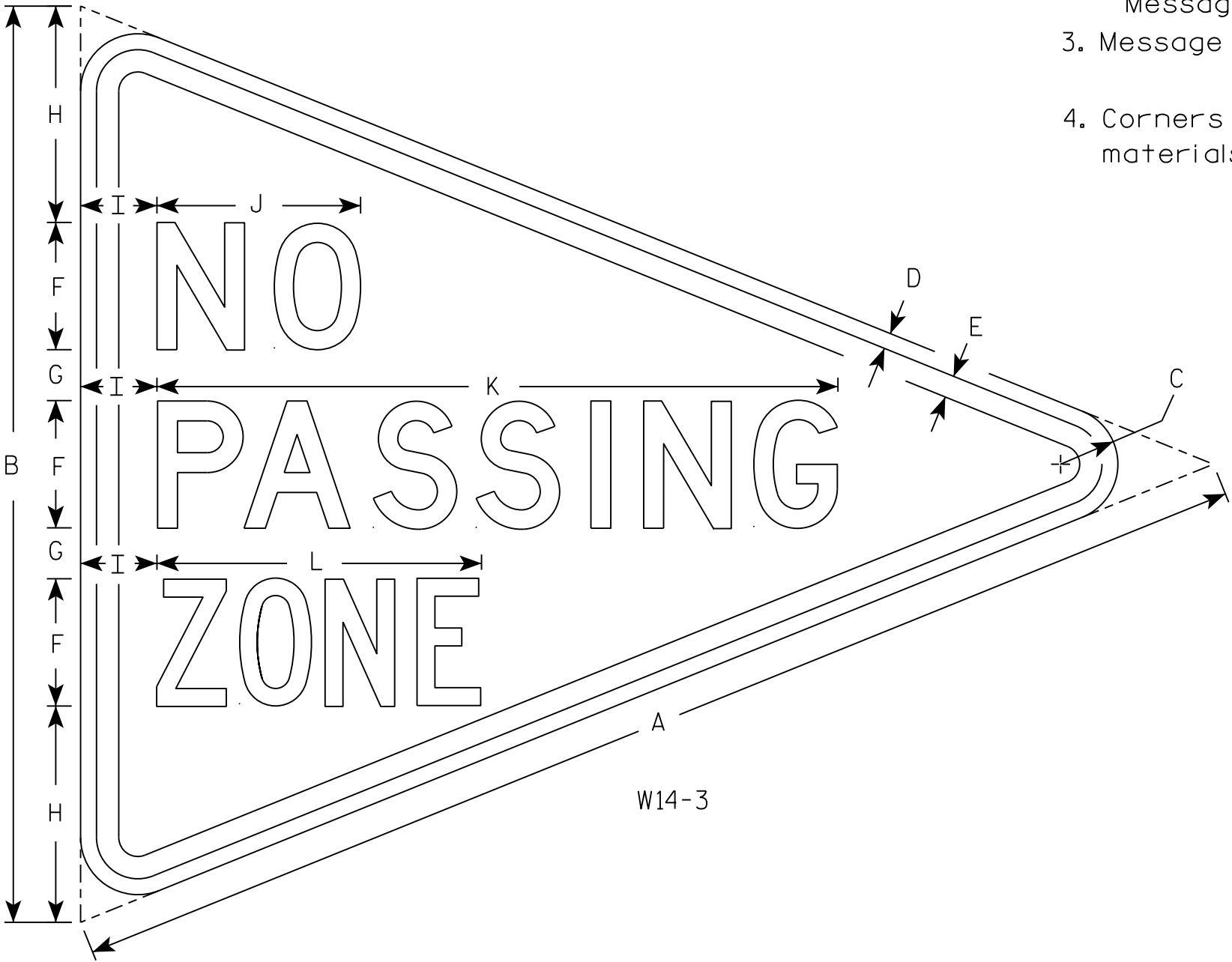
SHEET NO:

173

E

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - Lines 1 and 2 are Series D.
Line 3 is series C.
- 4. Corners and borders shall be rounded on all base materials for this sign.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 174

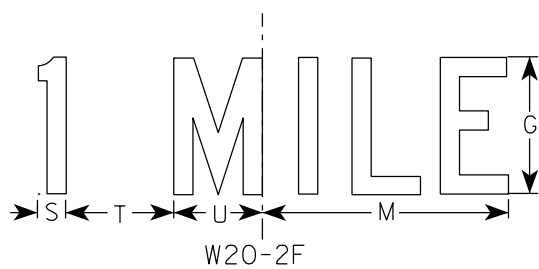
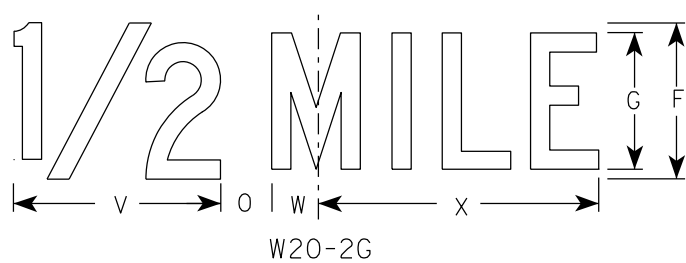
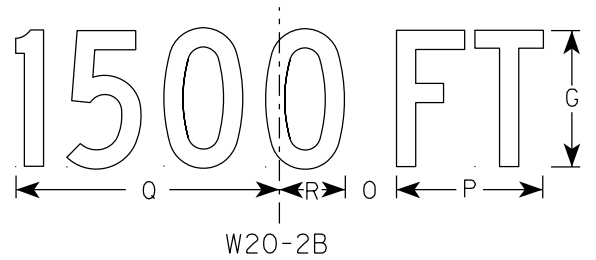
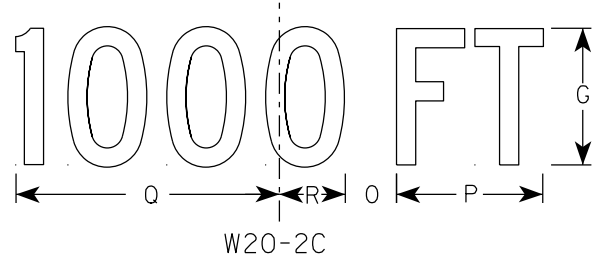
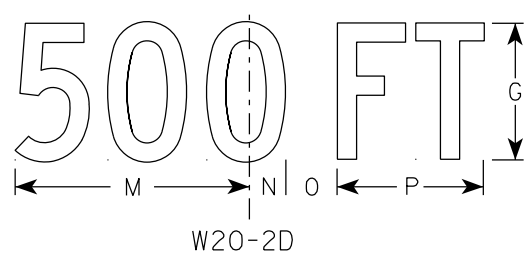
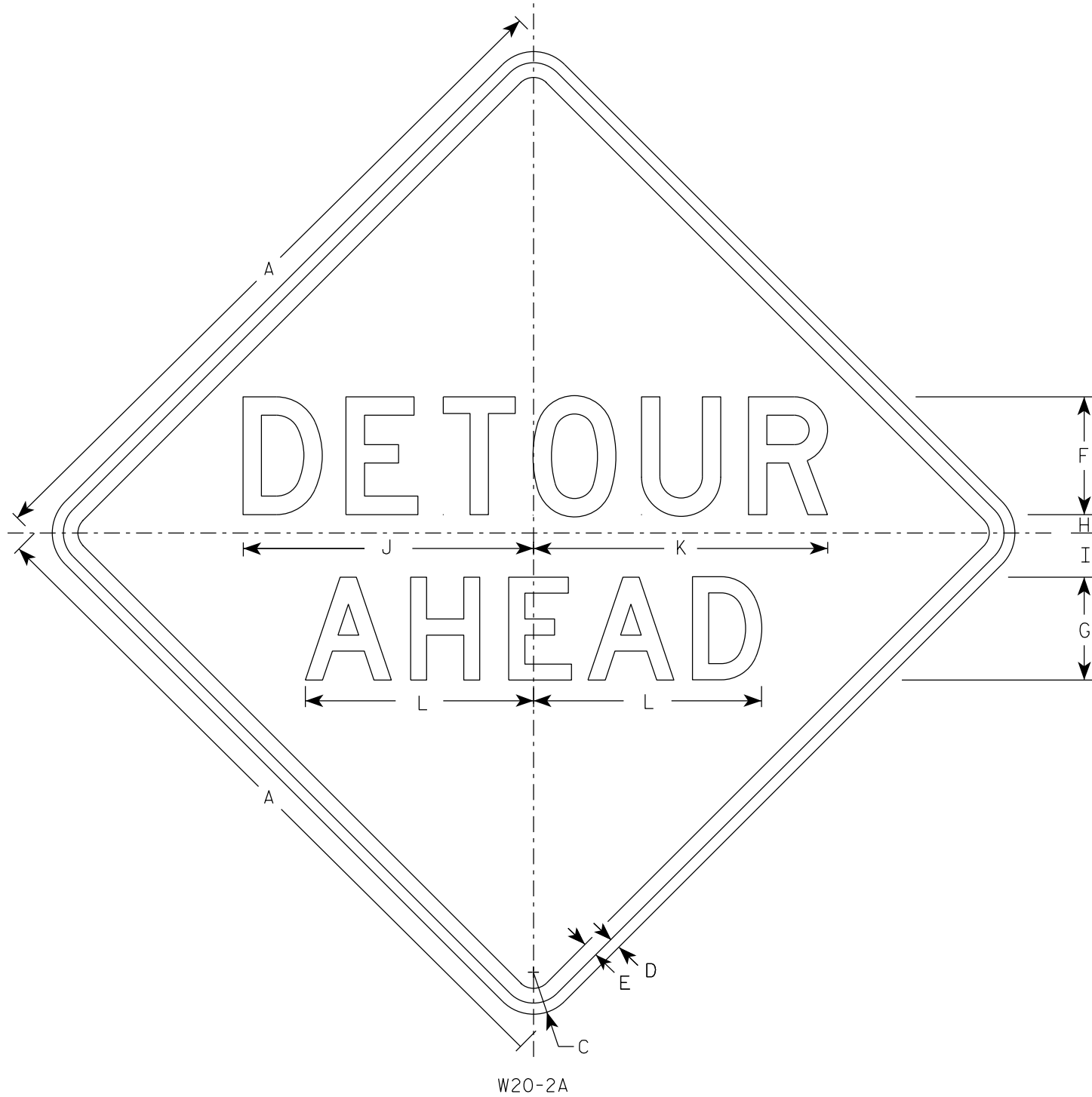
E

STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10



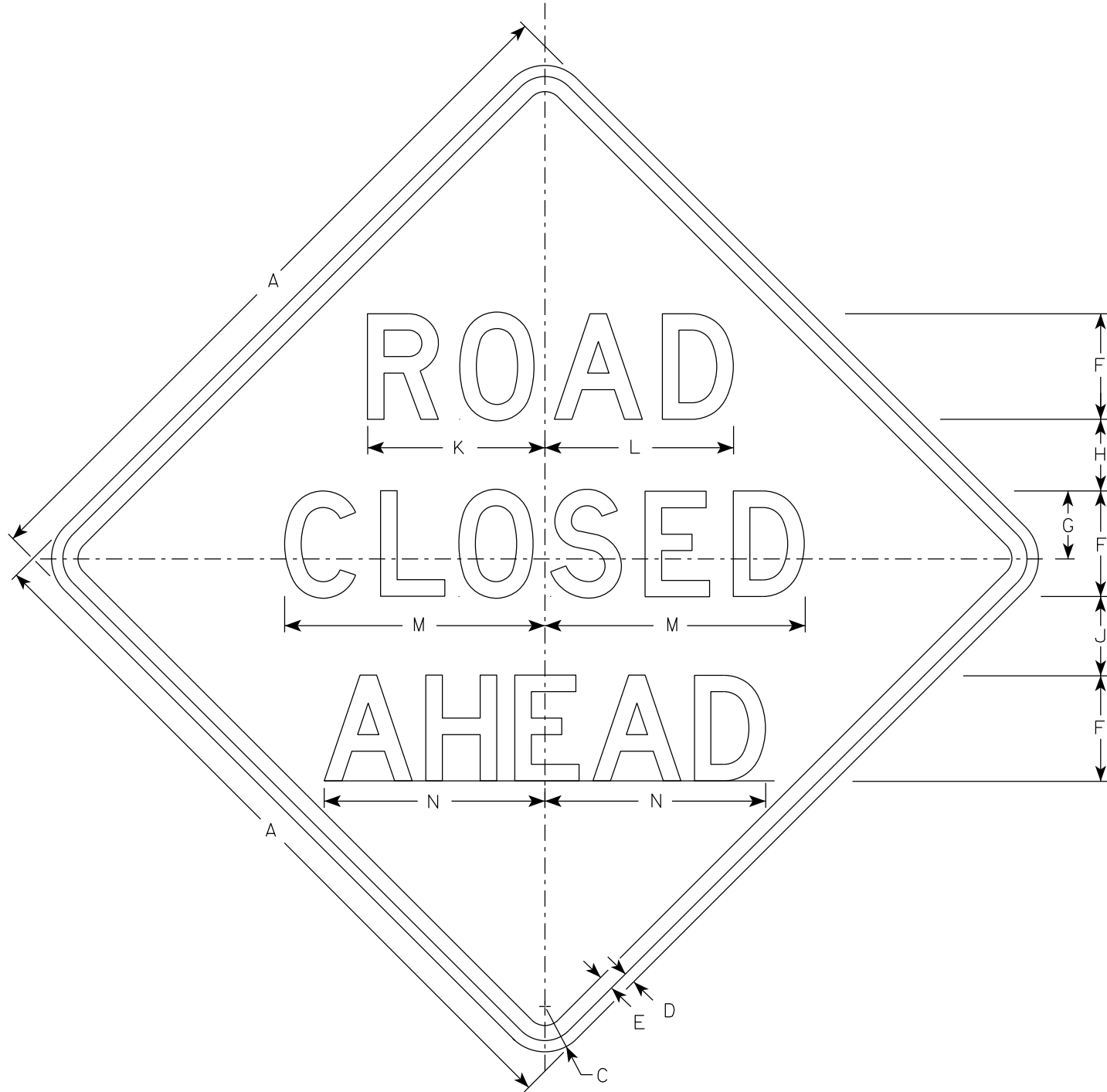
NOTES

- Sign is Type II - Type F Reflective
- Color:
Background - Orange
Message - Black
- Message Series - See note 5
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- Line 1 is Series D.
Line 2 is Series D for AHEAD and Series C for all other distances.

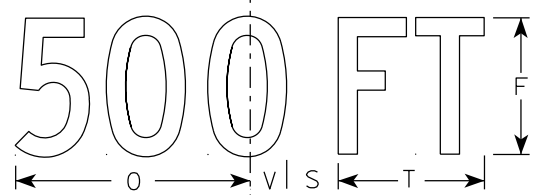
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	w	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8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

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

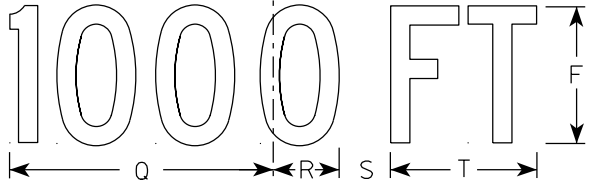
7



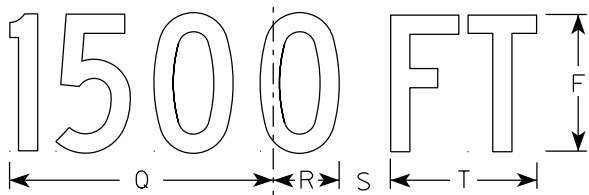
W20-3A



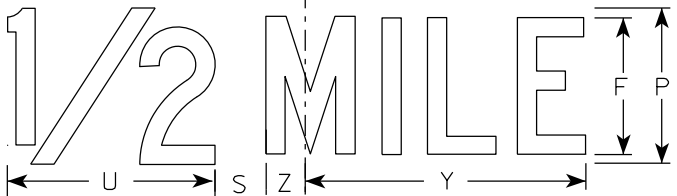
W20-3D



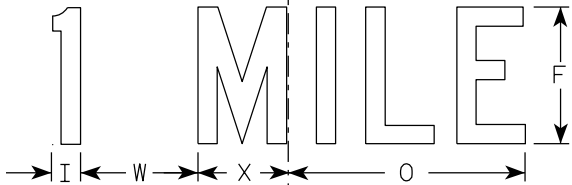
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
Line 3 is Series D for AHEAD and Series C for all other distances.

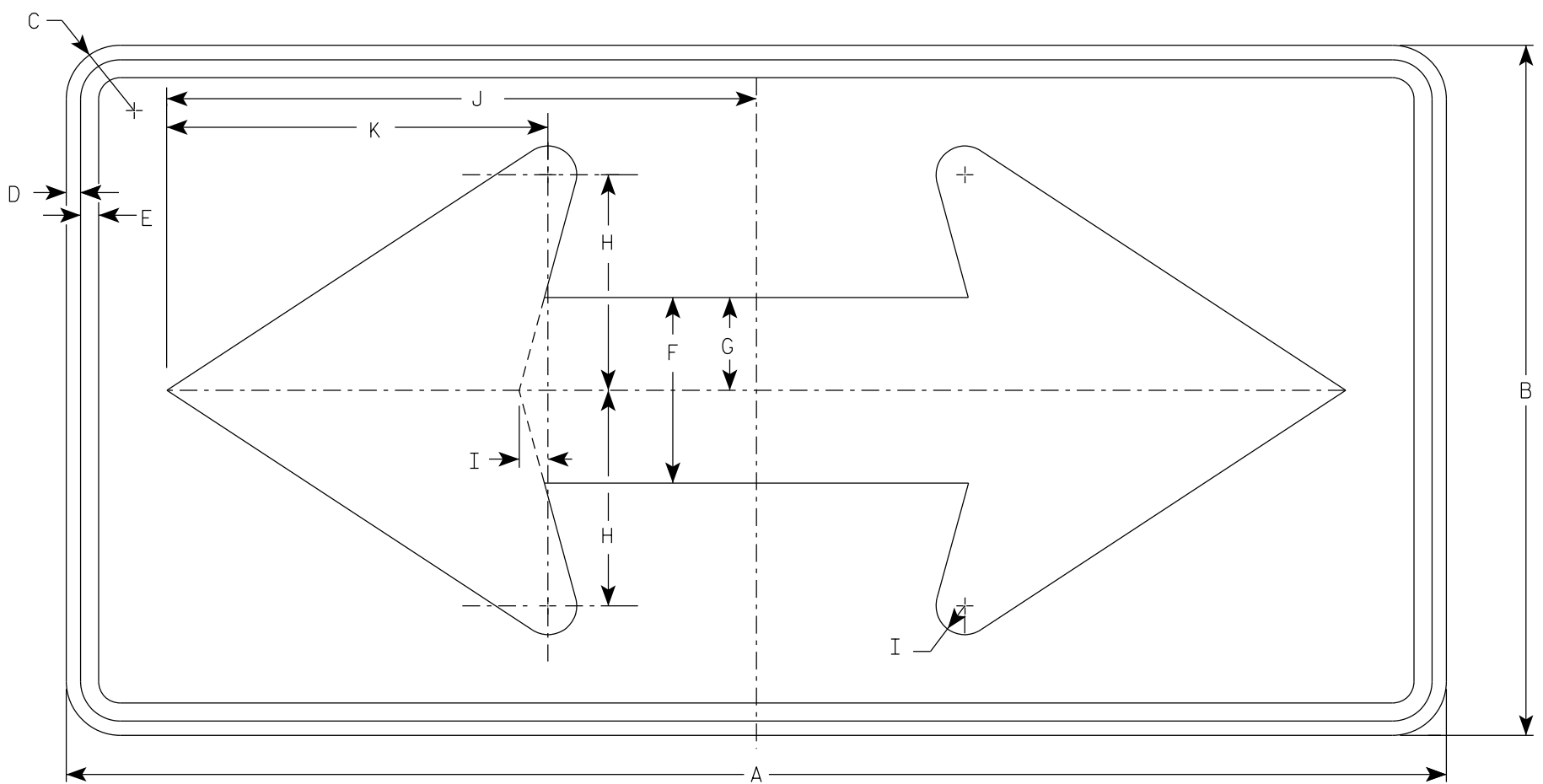
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8



W01-7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

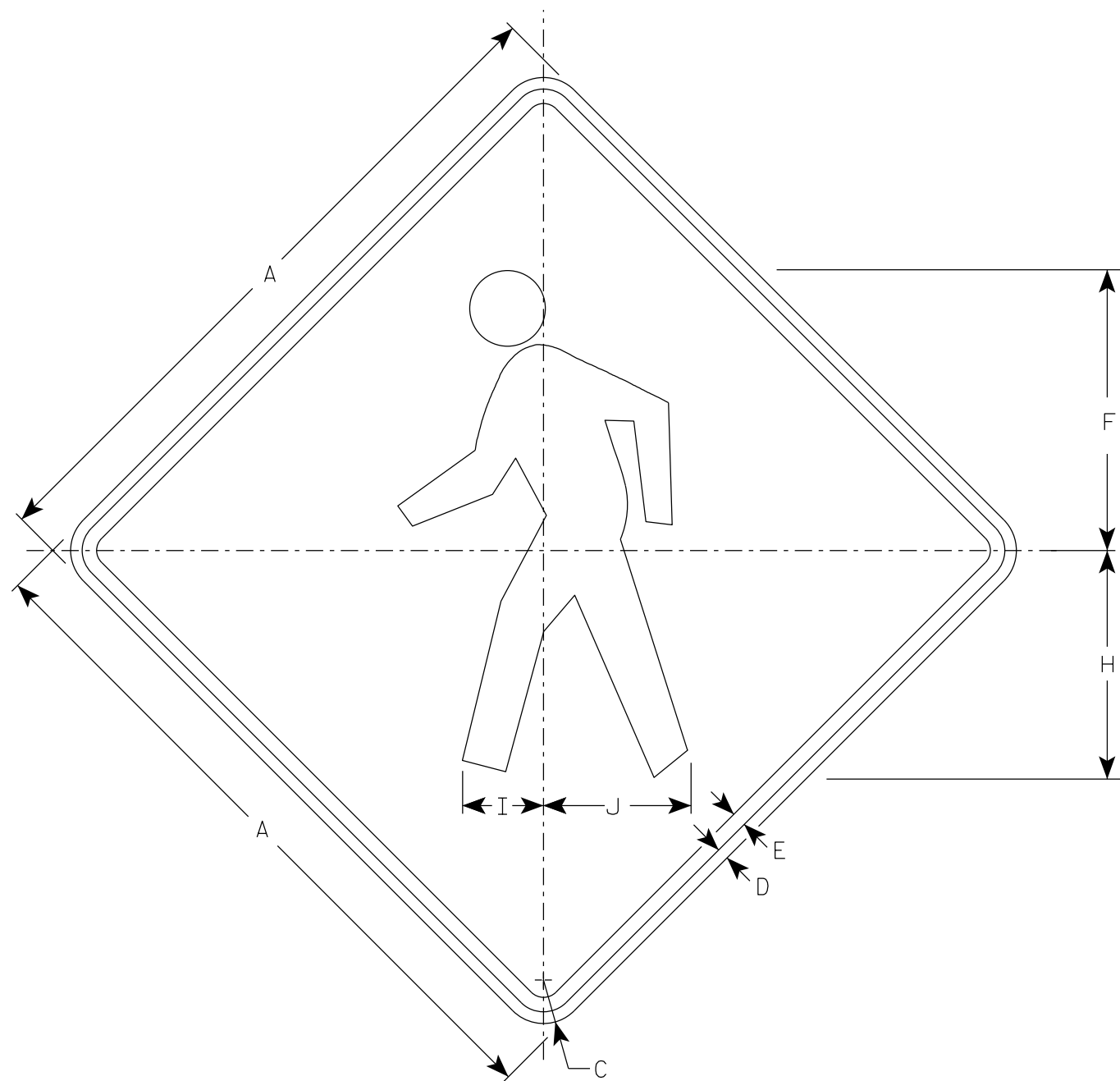
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 177

E



W011-2

NOTES

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

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 178

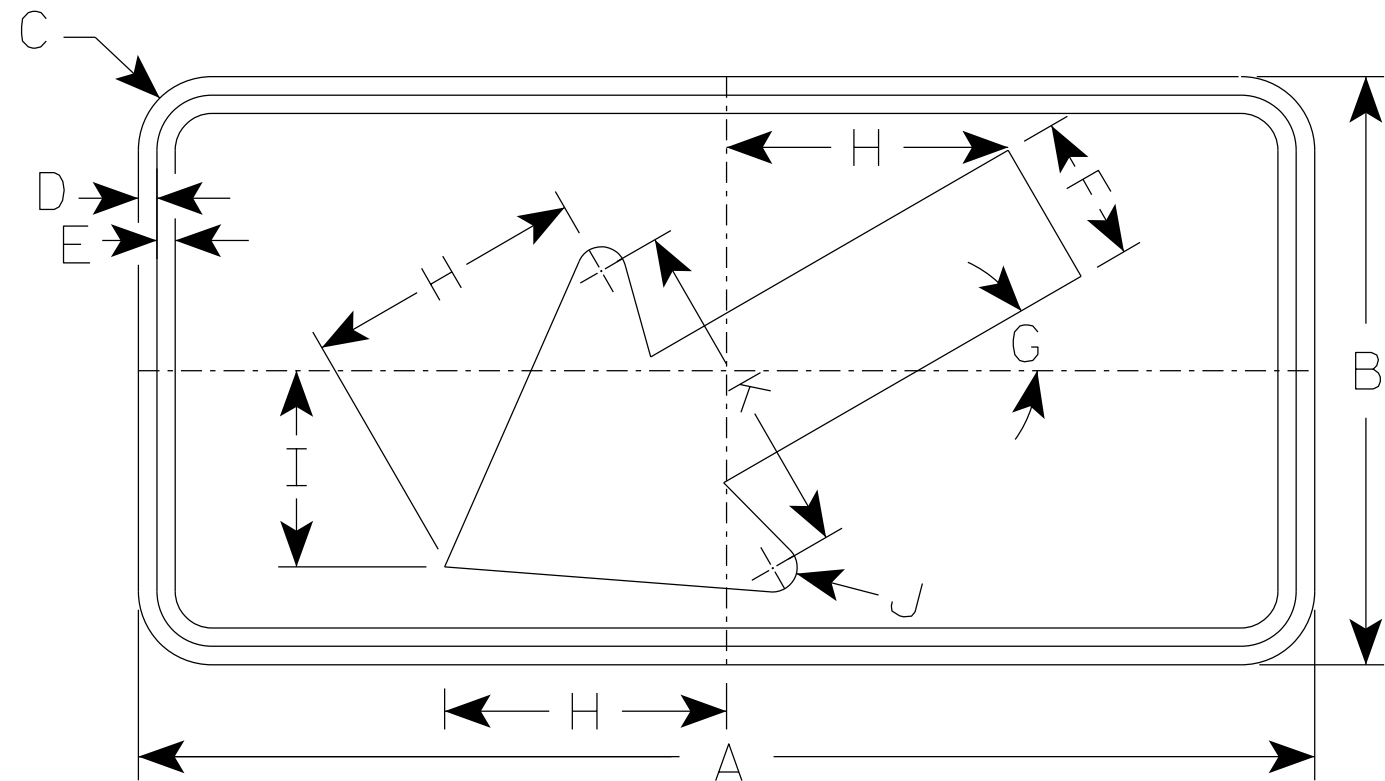
E

STANDARD SIGN
W011-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W011-2.2



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

PROJECT NO:			HWY:			COUNTY:													SHEET NO: 179					E
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STANDARD SIGN
W016-7

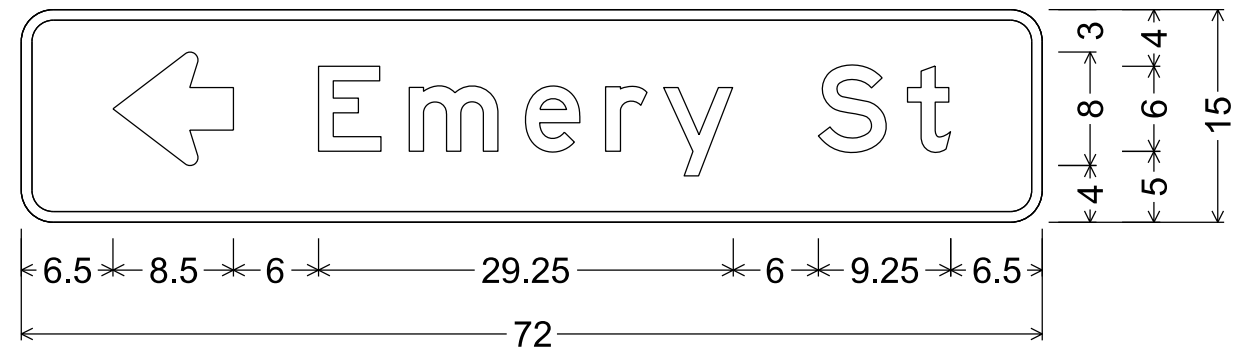
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
for State Traffic Engineer

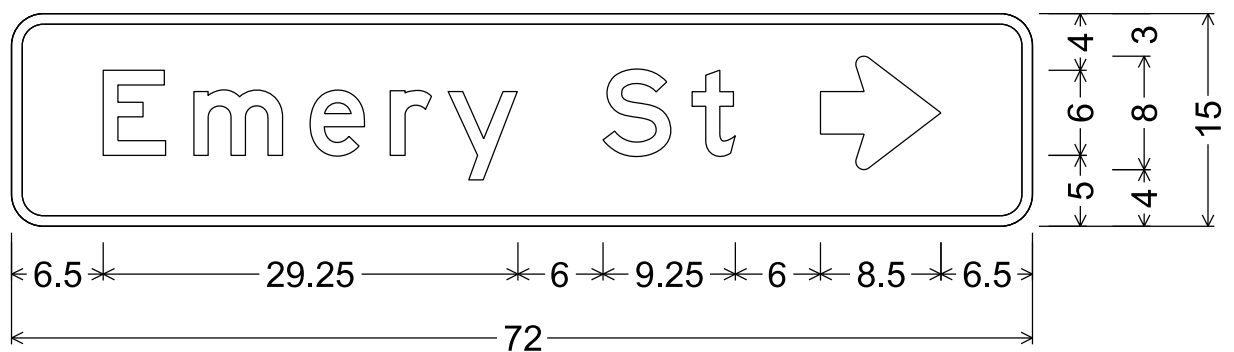
DATE 2/1/2024 PLATE NO. W016-7.3

NOTES

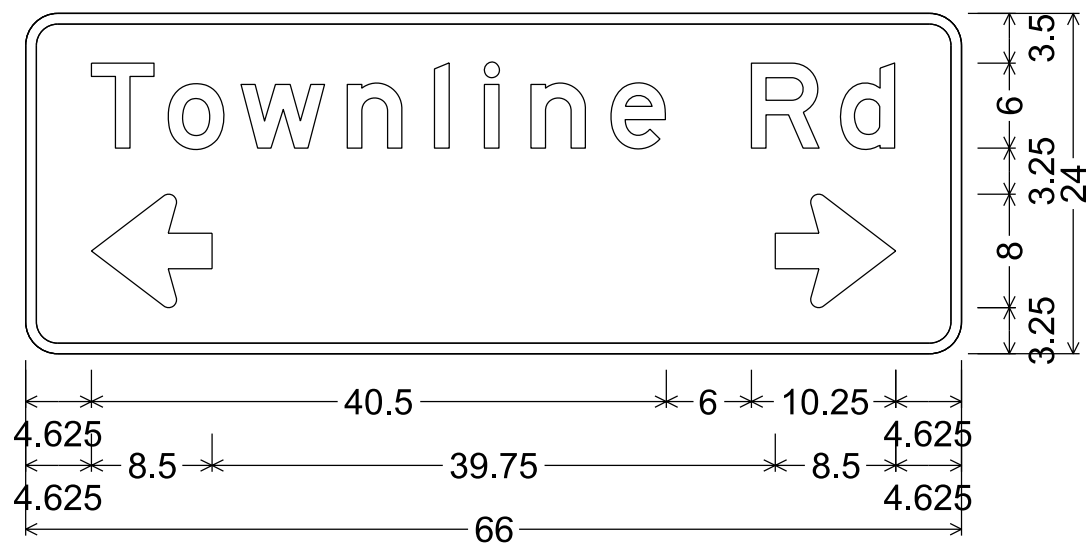
1. Signs are Type II - Type H Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E



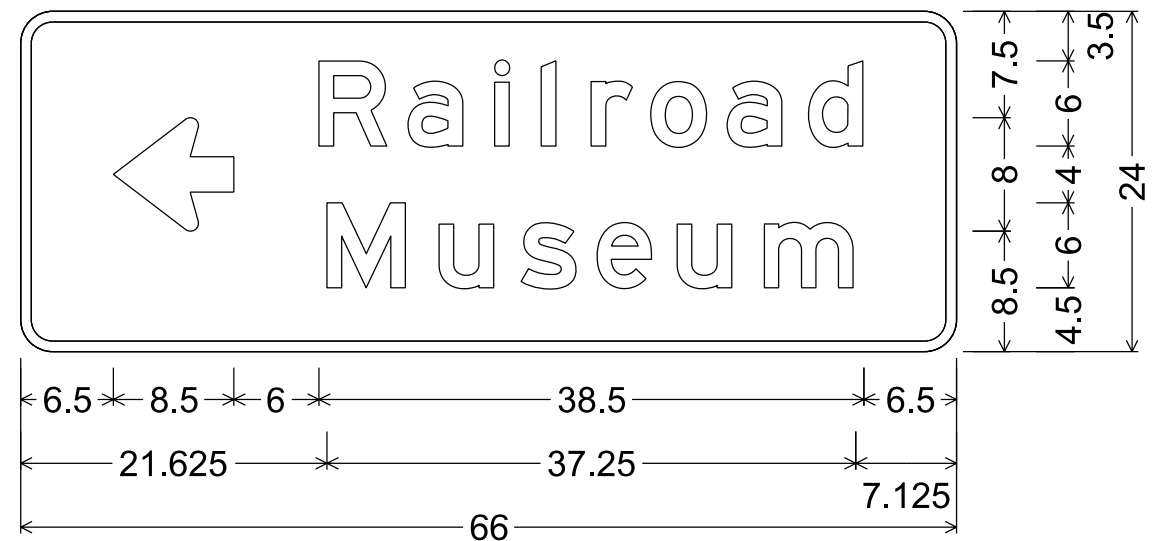
D1-1; 2.250" Radius, 0.750" Border



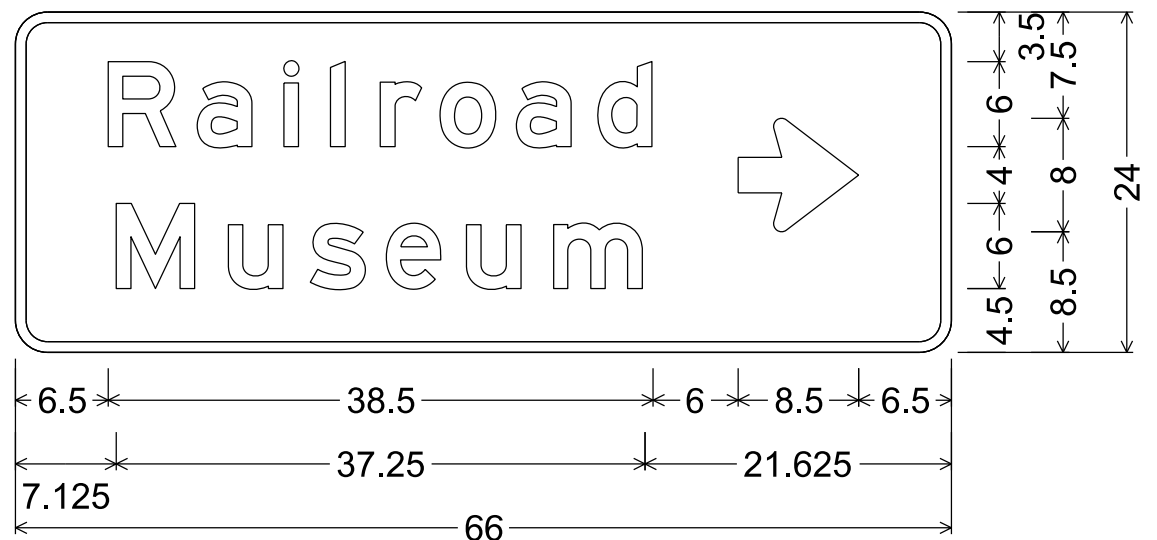
D1-1; 2.250" Radius, 0.750" Border



D1-61; 2.250" Radius, 0.750" Border

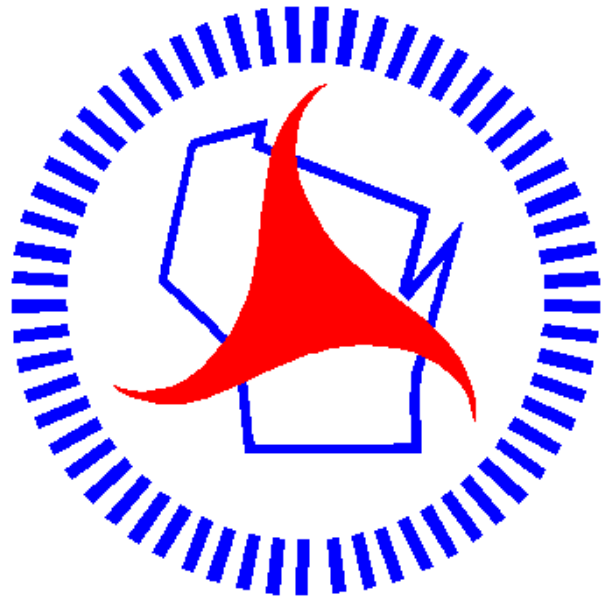


D1-2; 2.250" Radius, 0.750" Border



D1-2; 2.250" Radius, 0.750" Border

Notes



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