

GRE

PROJECT ID: 4540-35-71

WITH: N/A

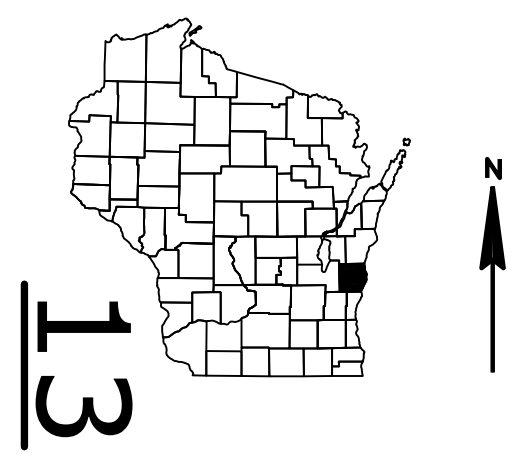
COUNTY: SHEBOYGAN

OCTOBER 2026

ORDER OF SHEETS

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

TOTAL SHEETS = 142



DESIGN DESIGNATION

A.A.D.T.	2025	=	7,510
A.A.D.T.	2045	=	8,840
D.H.V.		=	541
D.D.		=	60/40
T.		=	12.5
DESIGN SPEED		=	55/30
ESALS		=	1,500,000

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

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

SHEBOYGAN FALLS - HOWARDS GROVE

STH 23 - STH 42

STH 32

SHEBOYGAN COUNTY

STATE PROJECT NUMBER

4540-35-71

EXCEPTION TO NET C/L LENGTH

STA 324+36.82 - STA. 325+62.07

STRUCTURE B-59-134



END PROJECT

STA 385+07.31

Y = 207,379.57

X = 190,646.81

BEGIN PROJECT

STA 76+93.47

Y = 178,035.54

X = 190,689.68

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 5.812 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), SHEBOYGAN COUNTY NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4540-35-71		

ORIGINAL PLANS PREPARED BY

JEWELL
associates engineers, inc
Engineers - Architects - Surveyors

1/20/2026
(Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor NE REGION

Designer JEWELL ASSOCIATES ENGINEERS, INC.

Project Manager NICK UITENBROEK, P.E.

Regional Examiner

Regional Supervisor KIMBERLY SLEZAK, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 1/29/2026

(Signature)

E

GENERAL NOTES

CURVE DATA IS BASED ON THE ARC DEFINITION.

TOPSOIL SHALL BE PLACED 1-INCH BELOW THE TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS.

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

WETLANDS ARE PRESENT WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL NOT OPERATE EQUIPMENT BEYOND THE SLOPE INTERCEPTS IN AREAS WHERE WETLANDS ARE DELINEATED AS SHOWN ON THE PLANS.

WHEN THE QUANTITY OF THE ITEM OF BASE AGGREGATE DENSE, SUBBASE, OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA WHICH MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND OR A DIRECT CALL TO THE UTILITIES WHICH HAVE FACILITIES IN THE AREA.

THE LOCATION OF ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD PRIOR TO PLACEMENT.

CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION:

WisDOT PROJECT MANAGER
944 VANDERPERREN WAY
GREEN BAY, WI 54304
ATTN: NICK UITENBROEK, P.E.
PH: (920) 492-5660
EMAIL: nicholas.uitenbroek@dot.wi.gov

WisDOT NE REGION SURVEY COORDINATOR
944 VANDERPERREN WAY
GREEN BAY, WI 54304
ATTN: MIKE ANDRASCHKO, PLS
PH: (920) 492-4166
EMAIL: michael.andraschko@dot.wi.gov

SHEBOYGAN COUNTY:

SHEBOYGAN COUNTY HIGHWAY DEPARTMENT
1211 NORTH 23RD STREET
SHEBOYGAN, WI 53082
ATTN: GREG SCHNELL, COMISSIONER
PH: (920) 492-5638
EMAIL: greg.schnell@sheboygancounty.com

DESIGN CONSULTANT:

JEWELL ASSOCIATES ENGINEERS, INC.
1001 FOURIER DRIVE
MADISON, WI 53717
ATTN: MIKE BAKALARS, P.E.
PH: (608) 459-6050
EMAIL: mike.bakalars@jewellassoc.com

WDNR LIAISON:

STATE OF WISCONSIN
DNR NORTHEAST REGION HQ
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
ATTN: JAY SCHIEFELBEIN
PH: (920) 360-3784
EMAIL: jeremiah.schiefelbein@wisconsin.gov

HOWARDS GROVE SCHOOL DISTRICT:
HOWARDS GROVE SCHOOL DISTRICT
ATTN: SHANNON KILTON
403 AUDUBON ROAD
HOWARDS GROVE, WI 53083
PH: (920) 565-4454
EMAIL: skilton@hgsd.k12.wi.us

UTILITIES

ELECTRICITY

ALLIANT ENERGY
ATTN: DAVID POSTER
4421 TOWER DRIVE
SHEBOYGAN, WI 53081
PH: (920) 459-6331
EMAIL: davidposter@alliantenergy.com

CITY OF SHEBOYGAN FALLS
ATTN: JOEL SCHONEMAN
608 WATER STREET
SHEBOYGAN FALLS, WI 53085
PH: (920) 467-7900 ext. 109
EMAIL: joel.schoneman@citysheboyganfalls.wi.gov

GAS/PETROLEUM

ANR PIPELINE COMPANY
ATTN: DAN FLAHERTY
W3925 PIPELINE LANE
EDEN, WI 53019
PH: (920) 477-2006
EMAIL: dan_flaherty@tcenergy.com

WISCONSIN PUBLIC SERVICE CORPORATION

ATTN: MATT GABODA
933 S WILDWOOD AVENUE
SHEBOYGAN, WI 53081
PH: (920) 451-3743
EMAIL: matt.gaboda@wisconsinpublicservice.com

COMMUNICATION LINE

AT&T WISCONSIN
ATTN: CHUCK BARTELT
70 E DIVISION STREET
FOND DU LAC, WI 54935
PH: (920) 410-5104
EMAIL: cb1461@att.com

CHARTER/SPECTRUM
ATTN: JOHN BALDE
1320 N DR. MARTIN LUTHER KING JR. DRIVE
MILWAUKEE, WI 53212
PH: (414) 430-6712
EMAIL: john.balde@charter.com

TDS TELECOM

ATTN: NICK PINGEL &
NATE KASTEN
525 JUNCTION ROAD
MADISON, WI 53717
PH: (920) 989-4027
(920) 750-2501
EMAIL: nick.pingel@tdstelecom.com
nate.kasten@tdstelecom.com

SANITARY SEWER

TOWN OF SHEBOYGAN - SANITARY DISTRICT
ATTN: DAMIAN NEVERS
4020 TECHNOLOGY PKWY
SHEBOYGAN, WI 53083
PH: (920) 451-2320
EMAIL: damian@townofsheboyganwi.gov

VILLAGE OF HOWARDS GROVE - SEWER
ATTN: RYAN WELSING
1112 ALCOTT AVENUE
HOWARDS GROVE, WI 53083
PH: (920) 234-0305
EMAIL: hgdpw@howardsgrovewi.gov



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

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SW	Sidewalk
ADT	Average Daily Traffic	LIN FT	Linear Foot	S	South
BAD	Base Aggregate Dense	or LF		SQ	Square
BK	Back	LC	Long Chord of Curve	SF or SQ FT	Square Feet
BF	Back Face	MH	Manhole	SV or SQ YD	Square Yard
BM	Bench Mark	MB	Mailbox	STD	Standard
BR	Bridge	ML or M/L	Match Line	SDD	Standard Detail Drawings
C or C/L	Center Line	N	North	STH	State Trunk Highways
CC	Center to Center	Y	North Grid Coordinate	STA	Station
C.E.	Commercial Entrance	OD	Outside Diameter	SS	Storm Sewer
CTH	County Trunk Highway	PLE	Permanent Limited Easement	SG	Subgrade
CR	Creek	PT	Point	SE	Superelevation
CR	Crushed	PC	Point of Curvature	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PI	Point of Intersection	SV	Septic Vent
CP	Culvert Pipe	PRC	Point of Reverse Curvature	T	Tangent
C & G	Curb and Gutter			TEL	Telephone
D	Degree of Curve	PT	Point of Tangency	TEMP	Temporary
DHV	Design Hour Volume	POC	Point On Curve	TI	Temporary Interest
DIA	Diameter	POT	Point on Tangent	TLE	Temporary Limited Easement
E	East	PVC	Polyvinyl Chloride		
X	East Grid Coordinate	PCC	Portland Cement Concrete	t	Ton
ELEC	Electric (al)	LB	Pound	T or TN	Town
EL or ELEV	Elevation	PSI	Pounds Per Square Inch	TRANS	Transition
ESALS	Equivalent Single Axle Loads	P.E.	Private Entrance	TL or T/L	Transit Line
		R	Radius	T	Trucks (percent of)
EBS	Excavation Below Subgrade	RR	Railroad	TYP	Typical
		R	Range	UNCL	Unclassified
FF	Face to Face	RL or R/L	Reference Line	UG	Underground Cable
F.E.	Field Entrance	RP	Reference Point	USH	United States Highway
F	Fill	RCCP	Reinforced Concrete Culvert Pipe	VAR	Variable
FG	Finished Grade			V	Velocity or Design Speed
FL or F/L	Flow Line	REQD	Required	VERT	Vertical
FT	Foot	RES	Residence or Residential	VC	Vertical Curve
FTG	Footing	RW	Retaining Wall	VOL	Volume
GN	Grid North	RT	Right	WM	Water Main
HT	Height	RHF	Right-Hand Forward	WV	Water Valve
CWT	Hundredweight	R/W	Right-of-Way	W	West
HYD	Hydrant	RD	Road	WB	Westbound
INL	Inlet	R	River	YD	Yard
ID	Inside Diameter				

ORDER OF SECTION 2 SHEETS:

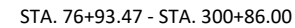
- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- PAVEMENT MARKING
- TRAFFIC CONTROL
- ALIGNMENT DETAILS

RUNOFF COEFFICIENT TABLE

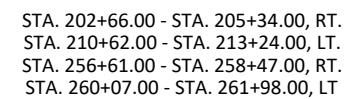
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

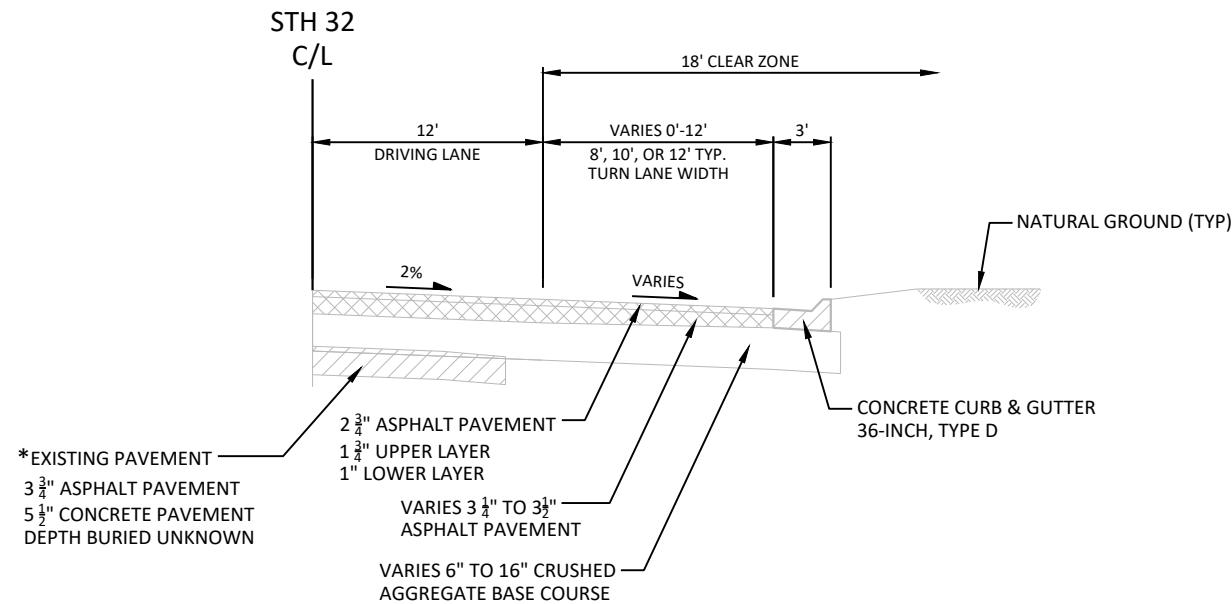
TOTAL PROJECT AREA= 81.4 ACRES

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.4 ACRES



EXISTING CONCRETE PAVEMENT LOCATED:
STA. 147+82.00 - STA. 160+57.00
STA. 161+07.00 - STA. 170+00.00
STA. 260+00.00 - STA. 276+00.00





1/2 EXISTING TYPICAL CROSS SECTION FOR STH 32

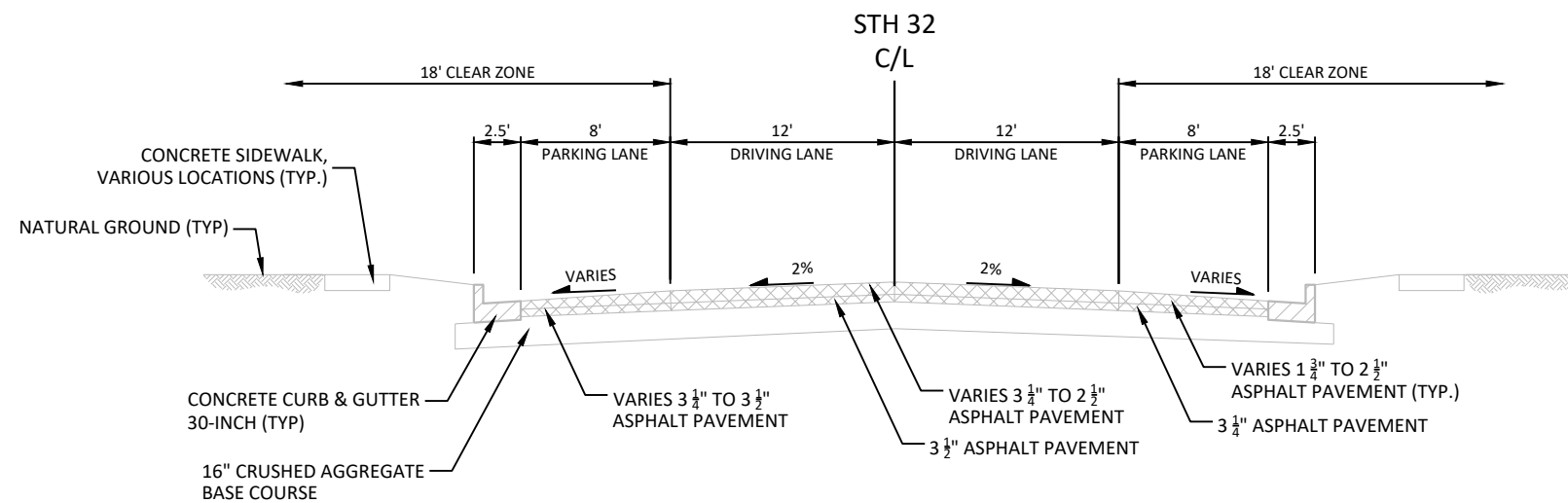
STA. 102+65.00 - STA. 106+50.00, LT./RT.
STA. 125+75.00 - STA. 128+00.00, RT.
STA. 199+50.00 - STA. 200+50.00, RT.
STA. 226+25.00 - STA. 227+50.00, RT.
STA. 259+77.00 - STA. 265+25.00, RT.
STA. 276+17.00 - STA. 277+56.00, LT.

*NOTE: EXISTING ASPHALT PAVEMENT LOCATED:

STA. 147+82.00 - STA. 160+57.00
STA. 161+07.00 - STA. 170+00.00

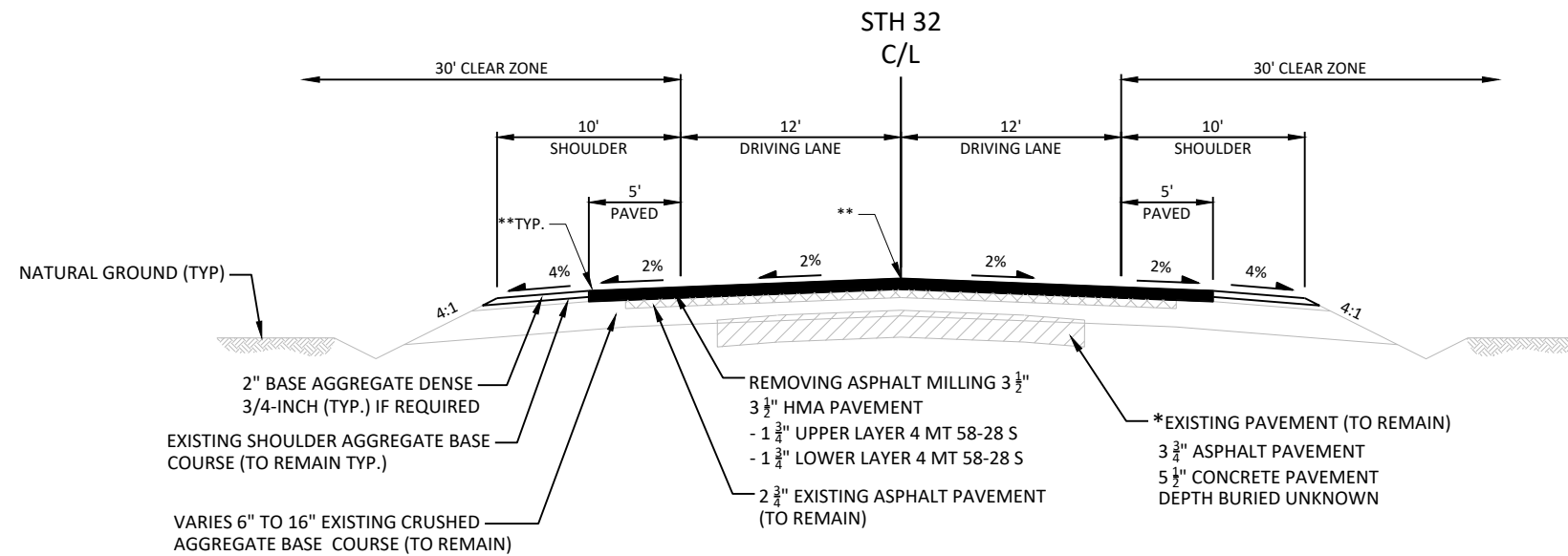
EXISTING CONCRETE PAVEMENT LOCATED:

STA. 147+82.00 - STA. 160+57.00
STA. 161+07.00 - STA. 170+00.00
STA. 260+00.00 - STA. 276+00.00



EXISTING TYPICAL CROSS SECTION FOR STH 32

STA. 300+86.00 - STA. 324+36.82
STA. 325+62.07 - STA. 385+07.31

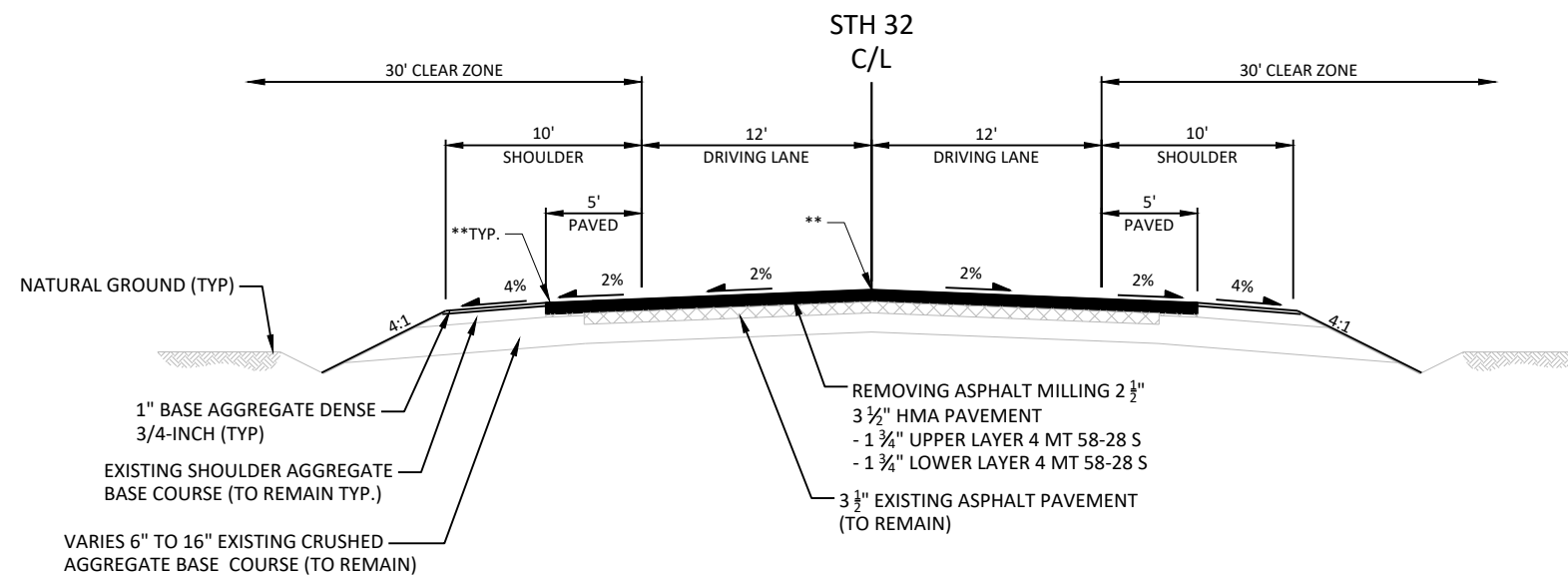
**PROPOSED TYPICAL CROSS SECTION FOR STH 32**

STA. 76+93.47 - STA. 193+00.00
STA. 205+34.00 - STA. 300+46.00

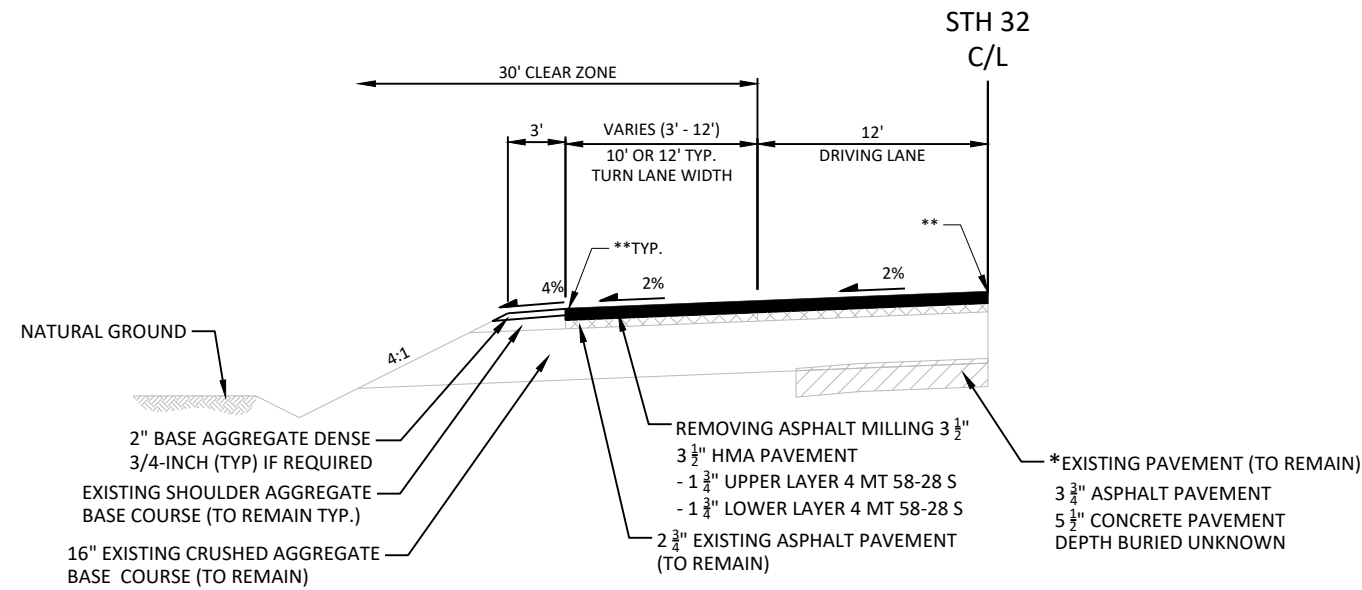
*NOTE: EXISTING ASPHALT PAVEMENT LOCATED:
STA. 147+82.00 - STA. 160+57.00
STA. 161+07.00 - STA. 170+00.00

EXISTING CONCRETE PAVEMENT LOCATED:
STA. 147+82.00 - STA. 160+57.00
STA. 161+07.00 - STA. 170+00.00
STA. 260+00.00 - STA. 276+00.00

**NOTE: CENTERLINE AND SHOULDER
RUMBLE STRIPS REQUIRED

**PROPOSED TYPICAL CROSS SECTION FOR STH 32**

STA. 193+00.00 - STA. 205+34.00

**1/2 PROPOSED TYPICAL CROSS SECTION FOR STH 32**

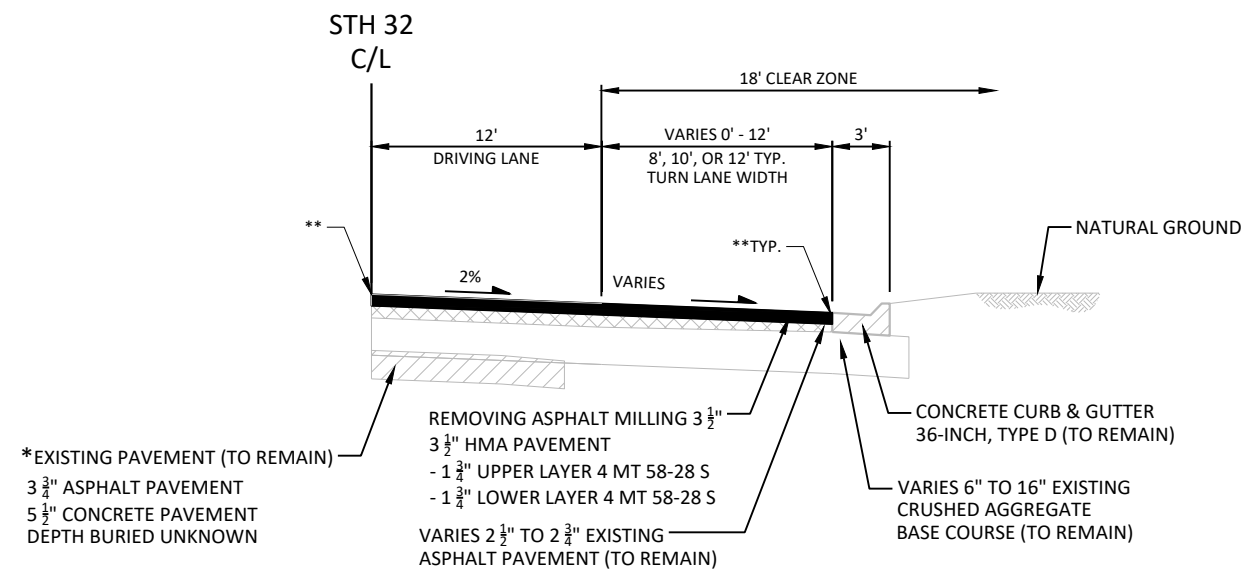
STA. 96+80.00 - STA. 101+25.00, RT. STA. 202+66.00 - STA. 205+34.00, RT. ***
STA. 152+34.00 - STA. 154+21.00, RT. STA. 210+62.00 - STA. 213+24.00, LT.
STA. 153+68.00 - STA. 154+48.00, LT. STA. 256+61.00 - STA. 258+47.00, RT.
STA. 155+58.00 - STA. 156+34.00, RT. STA. 260+07.00 - STA. 261+98.00, LT.
STA. 155+81.00 - STA. 157+75.00, LT.

*NOTE: EXISTING ASPHALT PAVEMENT LOCATED:
STA. 147+82.00 - STA. 160+57.00
STA. 161+07.00 - STA. 170+00.00

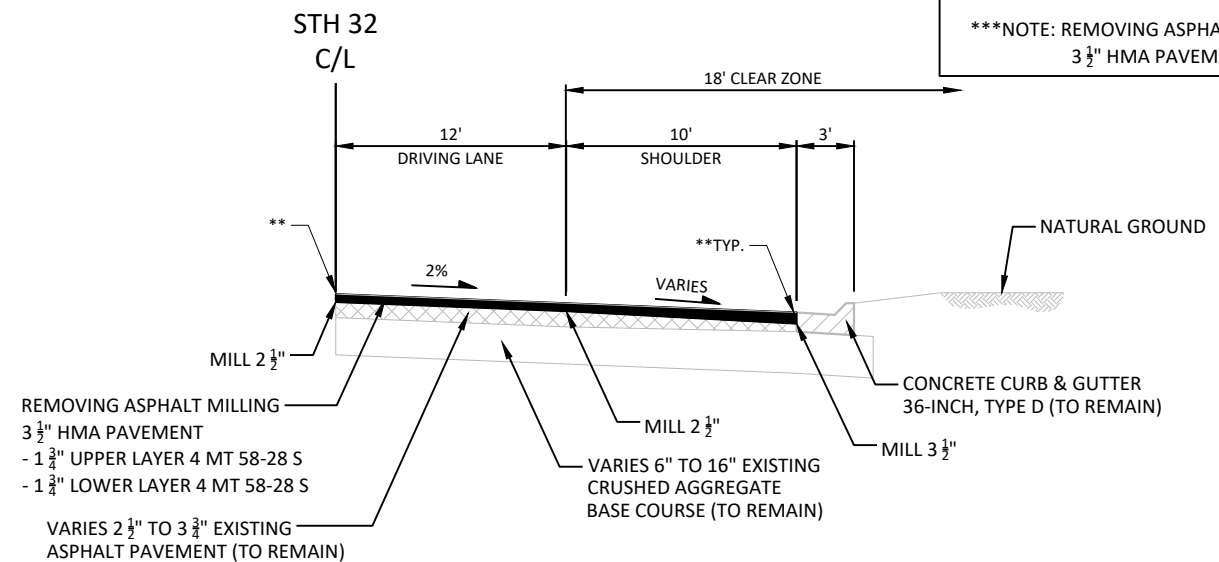
EXISTING CONCRETE PAVEMENT LOCATED:
STA. 147+82.00 - STA. 160+57.00
STA. 161+07.00 - STA. 170+00.00
STA. 260+00.00 - STA. 276+00.00

** NOTE: CENTERLINE AND SHOULDER RUMBLE STRIPS REQUIRED

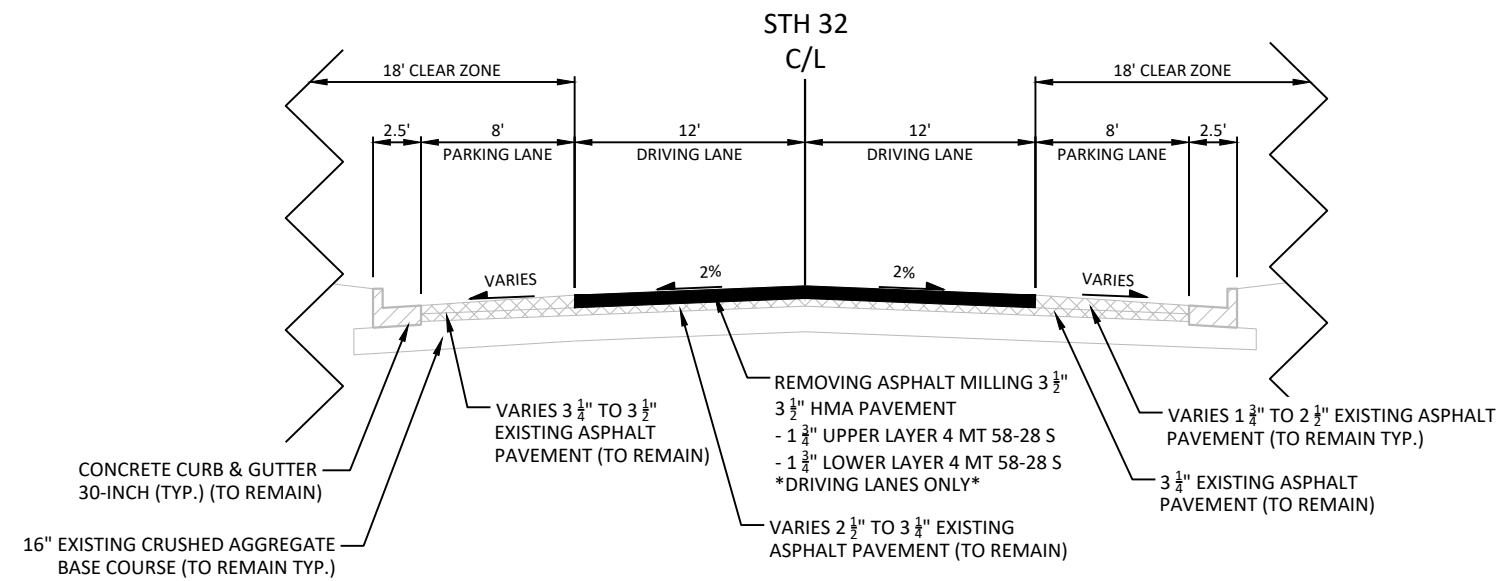
***NOTE: REMOVING ASPHALT MILLING 2 1/2\"/>

**1/2 PROPOSED TYPICAL CROSS SECTION FOR STH 32**

STA. 102+65.00 - STA. 106+50.00, LT./RT.
STA. 125+75.00 - STA. 128+00.00, RT.
STA. 226+25.00 - STA. 227+50.00, RT.
STA. 259+77.00 - STA. 265+25.00, RT.
STA. 276+17.00 - STA. 277+56.00, LT.

**1/2 PROPOSED TYPICAL CROSS SECTION FOR STH 32**

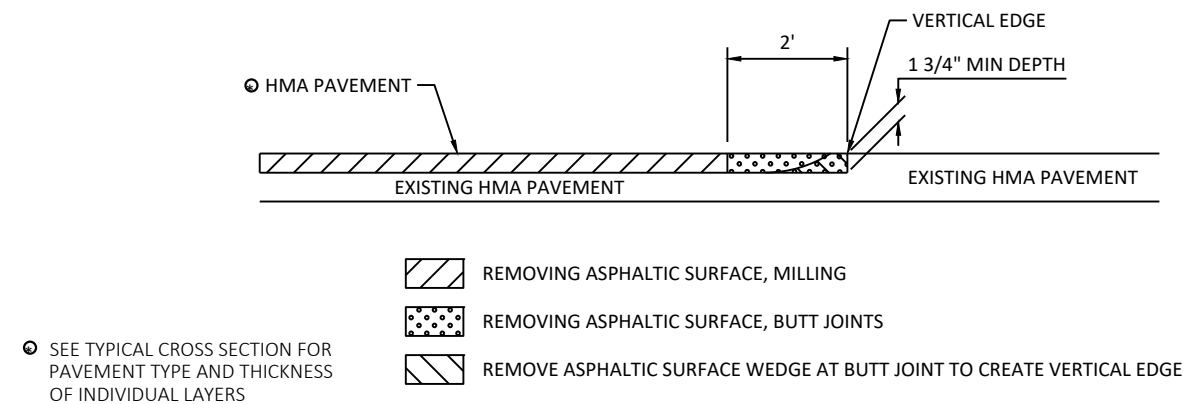
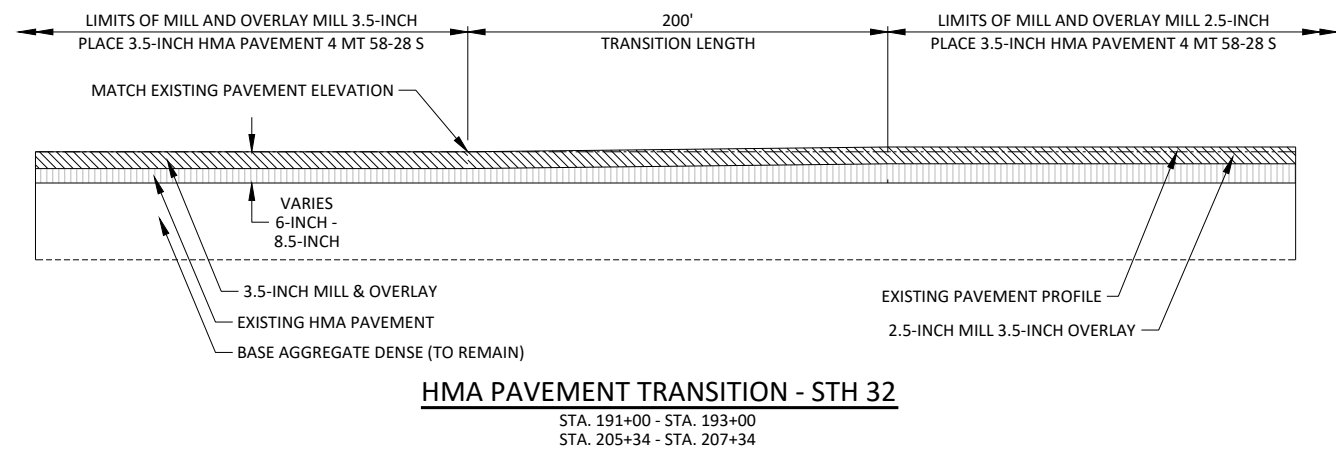
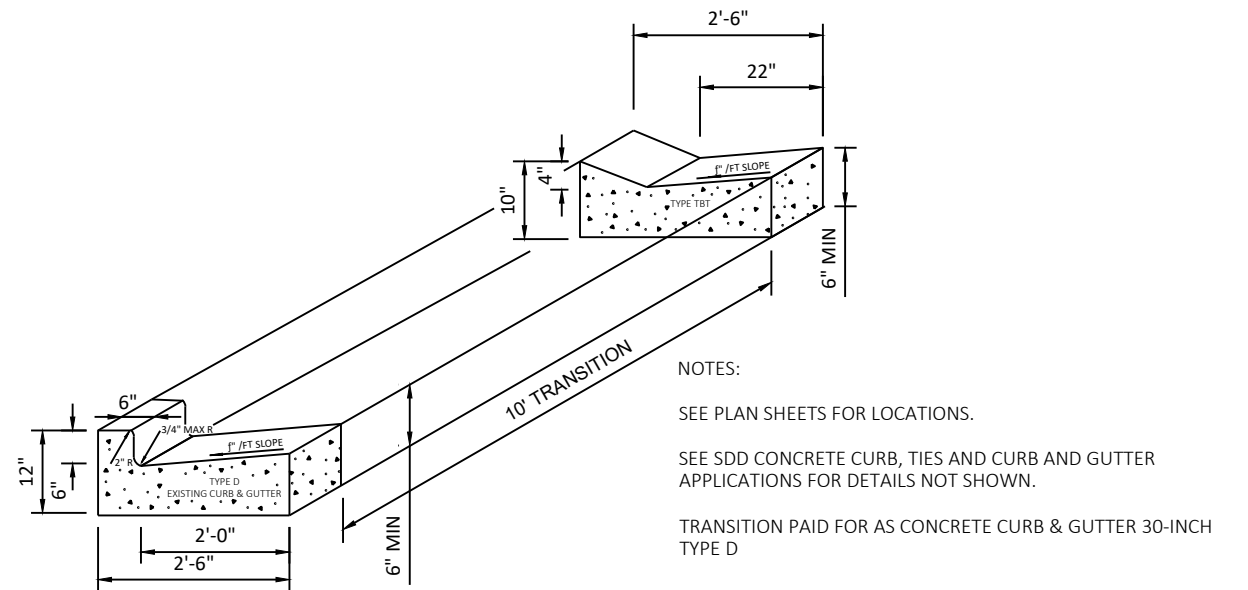
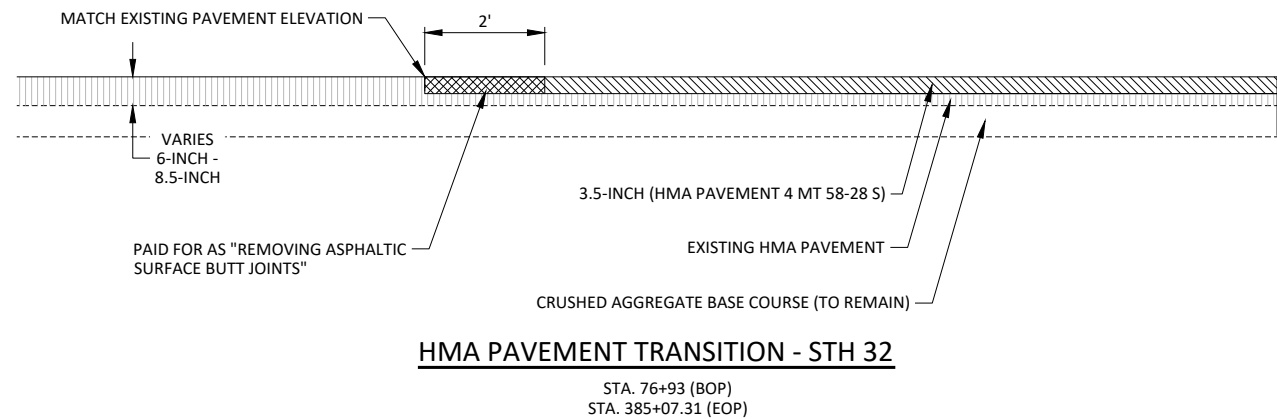
199+50.00 - 200+50.00, RT.



PROPOSED TYPICAL CROSS SECTION FOR STH 32

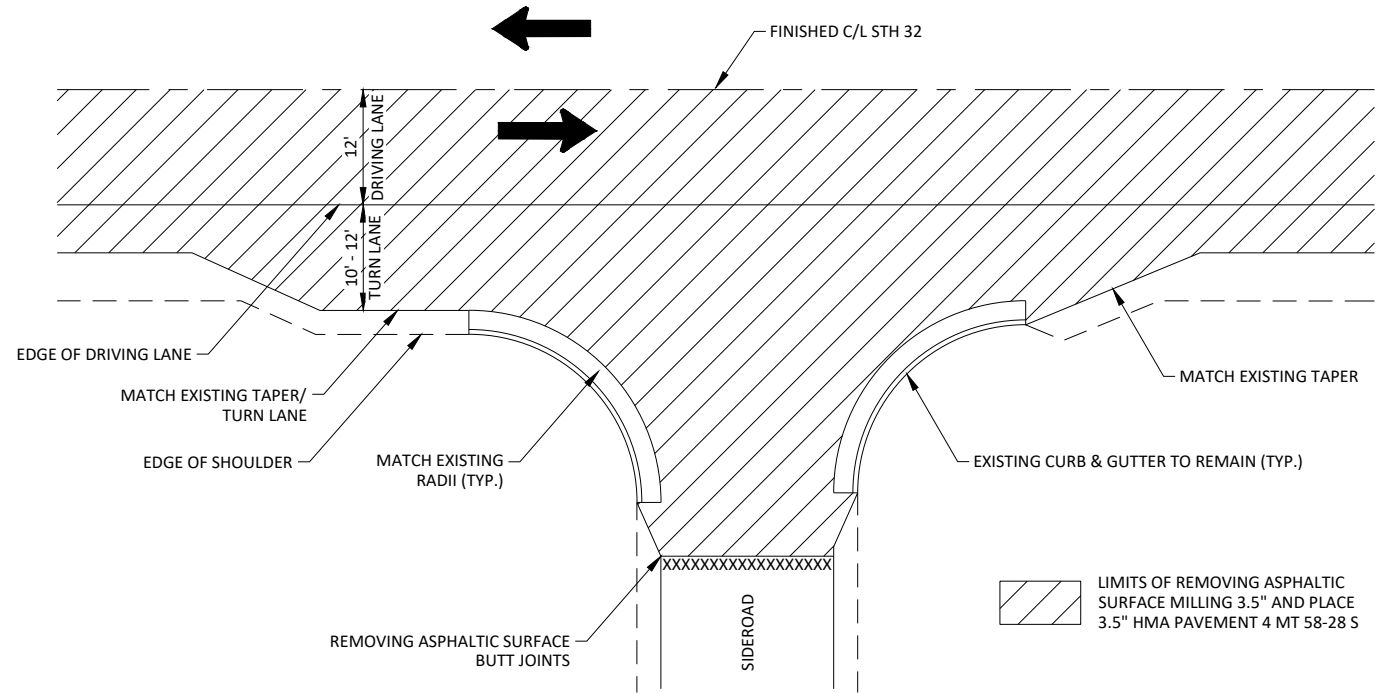
STA. 300+46.00 - STA. 324+36.82
STA. 325+62.07 - STA. 385+07.31

NOTE: SEE CURB RAMP DETAIL
SHEETS FOR PROPOSED SIDEWALK
AND CURB RAMP INFORMATION.



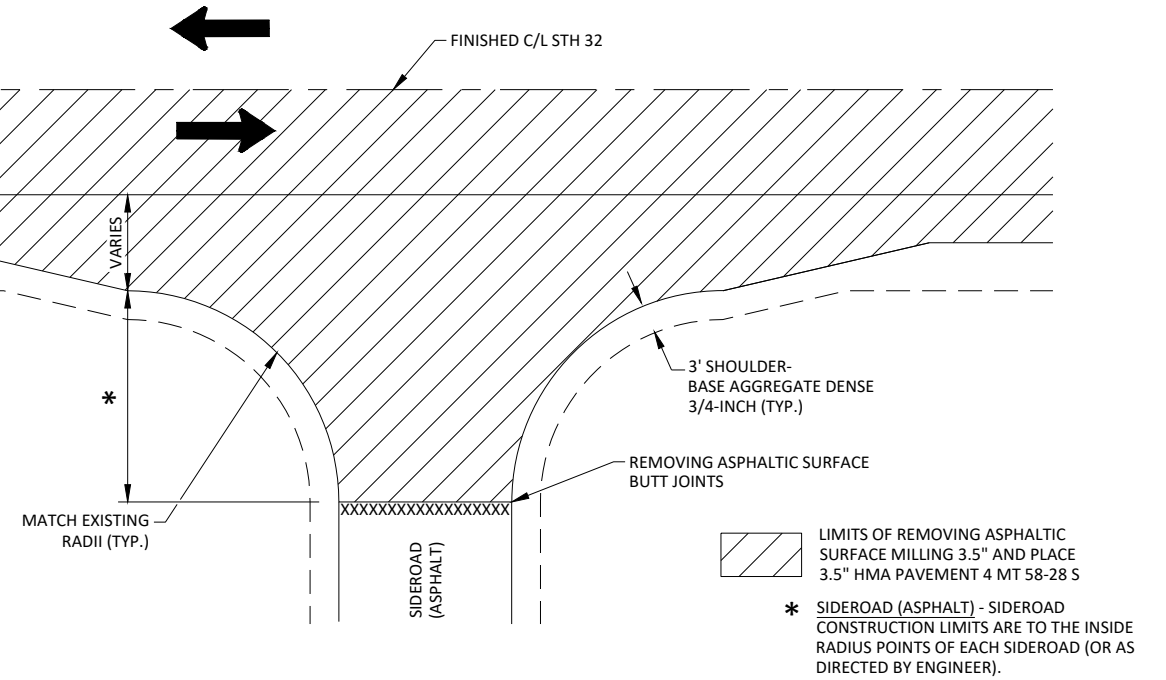
REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

CTH O	FORREST HILLS ROAD	ORIOLE LANE
WOODLAND ROAD	BITTERSWEET LANE	ETHAN ALLEN DRIVE
CTH J	CTH JJ	MILL STREET
PLAYBIRD ROAD	ALCOTT AVENUE	COLLEGE AVENUE
EVERGREEN LANE	WHITTIER AVENUE	ARMSTRONG AVENUE



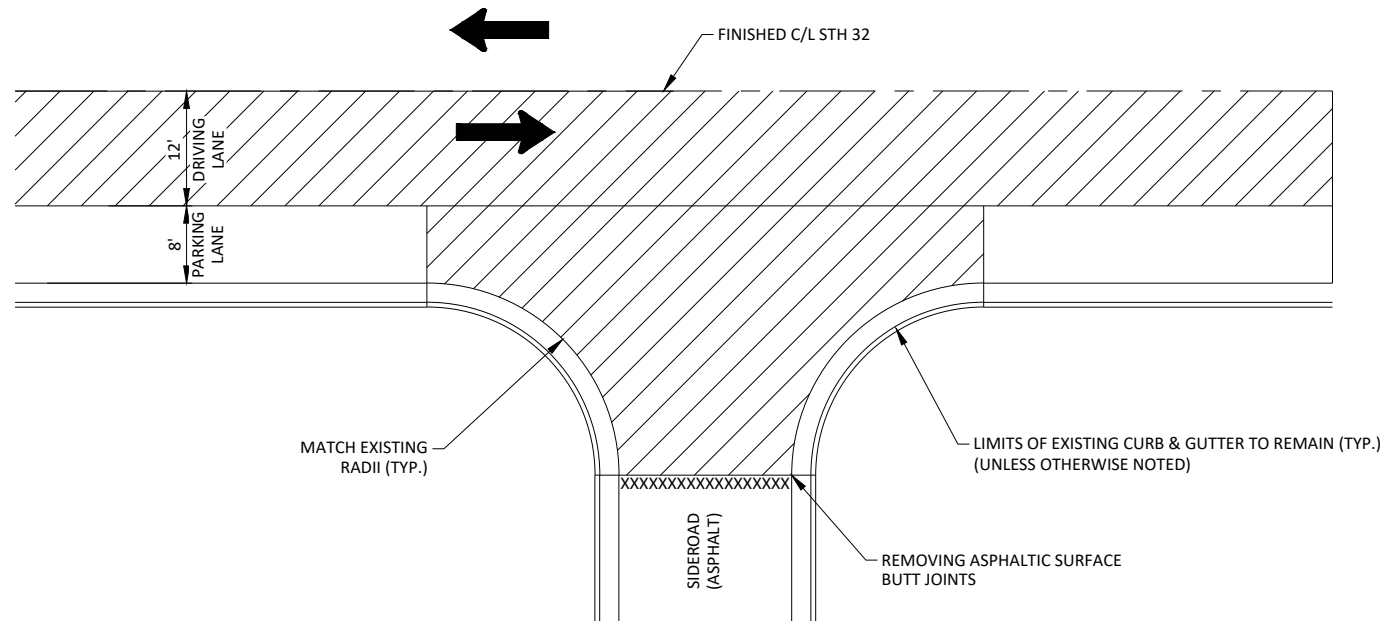
TYPICAL RURAL SIDEROAD DETAIL WITH CURB & GUTTER

CTH O
WOODLAND ROAD
CTH J
PLAYBIRD ROAD



TYPICAL RURAL SIDEROAD DETAIL WITHOUT CURB & GUTTER

EVERGREEN LANE

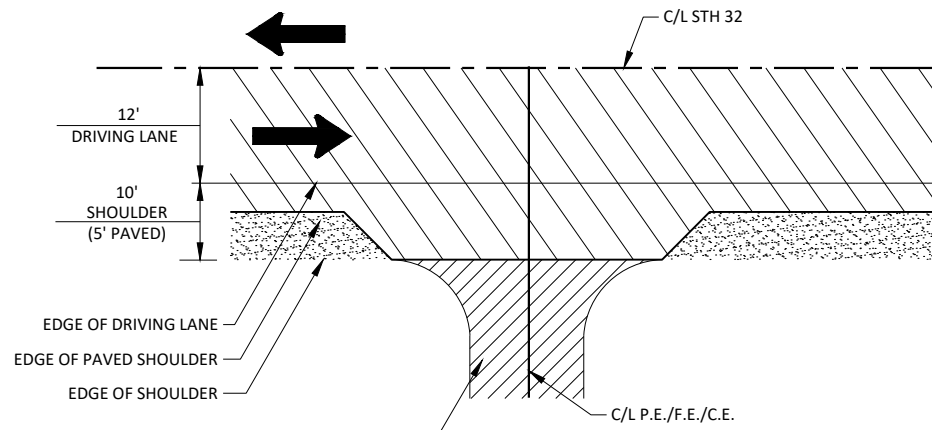


TYPICAL URBAN SIDEROAD DETAIL

FORREST HILLS DRIVE
BITTERSWEET LANE
CTH JJ
ALCOTT AVENUE
WHITTIER AVENUE

ORIOLE LANE
ETHAN ALLEN DRIVE
MILL STREET
COLLEGE AVENUE
ARMSTRONG AVENUE

2

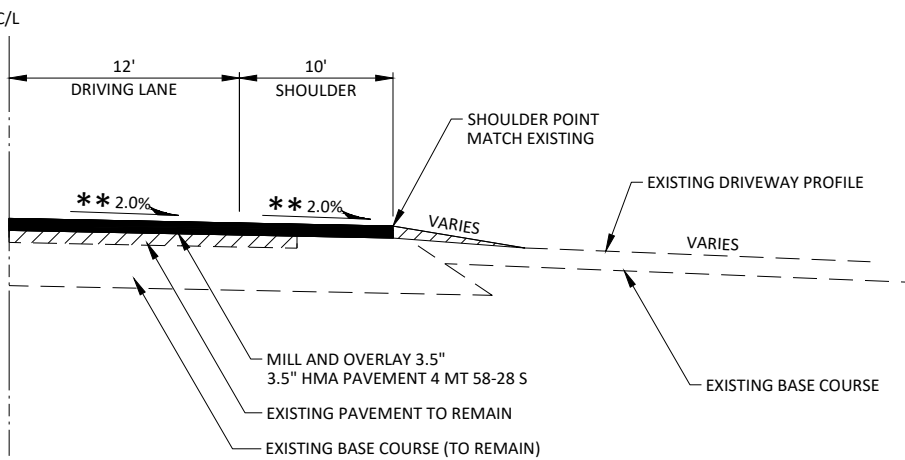


LIMITS OF REMOVING ASPHALTIC
SURFACE MILLING 3.5" AND PLACE
3.5" HMA PAVEMENT 4 MT 58-28 S

LIMITS OF BASE AGGREGATE DENSE
3/4-INCH

 LIMITS OF EXISTING B.A.D., ASPHALT, OR CONCRETE SURFACE P.E./F.E./C.E. TO REMAIN

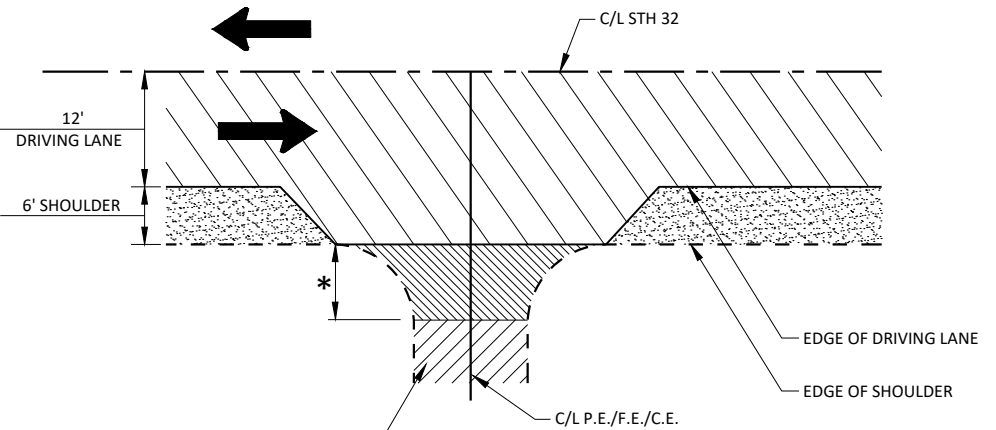
P.E./F.E./C.E. (EXISTING B.A.D., ASPHALT, OR CONCRETE)
 DRIVEWAY DETAIL-RURAL
 FULL DEPTH MILL AND OVERLAY SECTION



P.E./F.E./C.E. (EXISTING B.A.D., ASPHALT, OR CONCRETE) PROFILE

**** N.C. UNLESS NOTED OTHERWISE**

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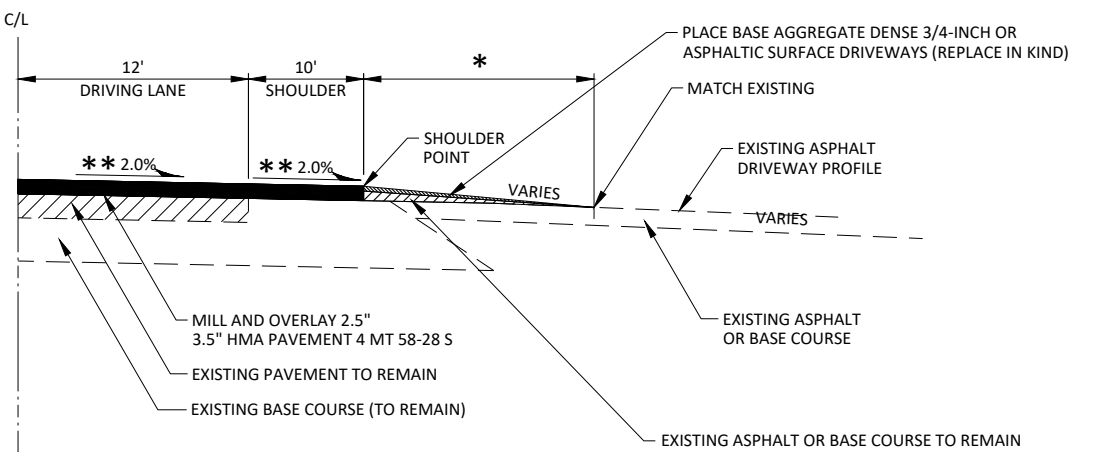
LIMITS OF 3.5" HMA PAVEMENT
4 MT 58-28S

LIMITS OF BASE AGGREGATE DENSE
3/4-INCH

 LIMITS BASE AGGREGATE DENSE 3/4-INCH OR ASPHALTIC SURFACE DRIVEWAYS (REPLACE IN KIND) LIMITS OF EXISTING B.A.D. OR ASPHALTIC SURFACE P.E./F.E./C.E.

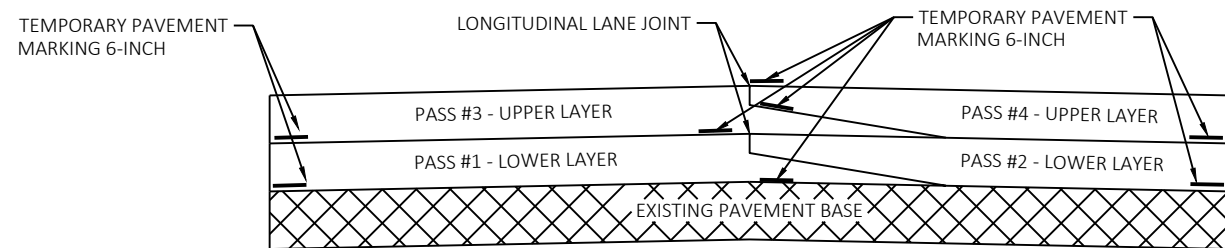
P.E./F.E./C.E. (EXISTING B.A.D. OR ASPHALT)
 DRIVEWAY DETAIL-RURAL
 MILL 2.5" OVERLAY 3.5" SECTION

* REPLACE IN KIND TO THE RADIUS POINTS OF EACH DRIVEWAY (OR AS DIRECTED BY ENGINEER). DO NOT REPLACE BEYOND EXISTING R/W.

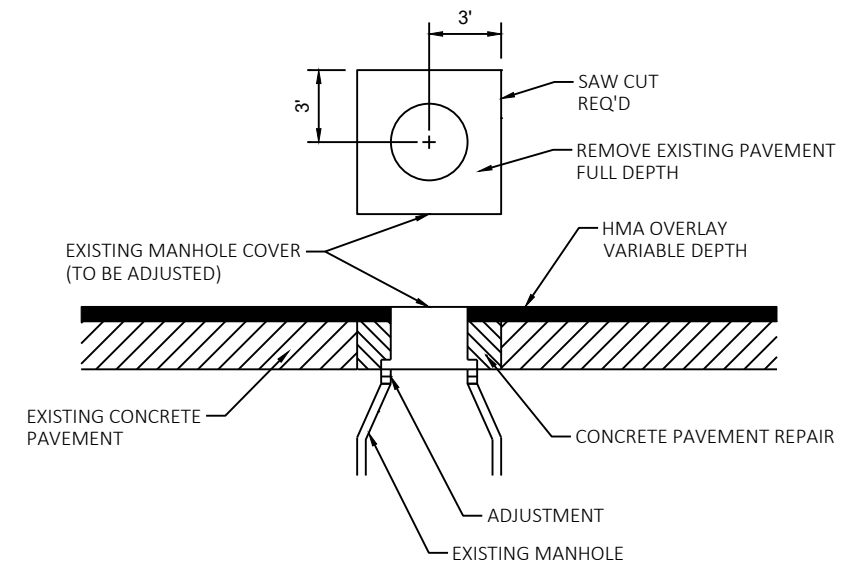


P.E./F.E./C.E. (EXISTING B.A.D. OR ASPHALT) PROFILE

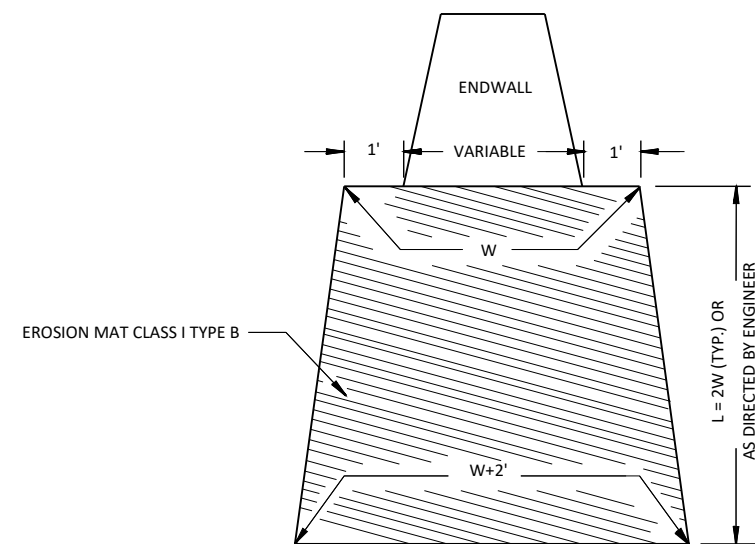
**** N.C. UNLESS NOTED OTHERWISE**



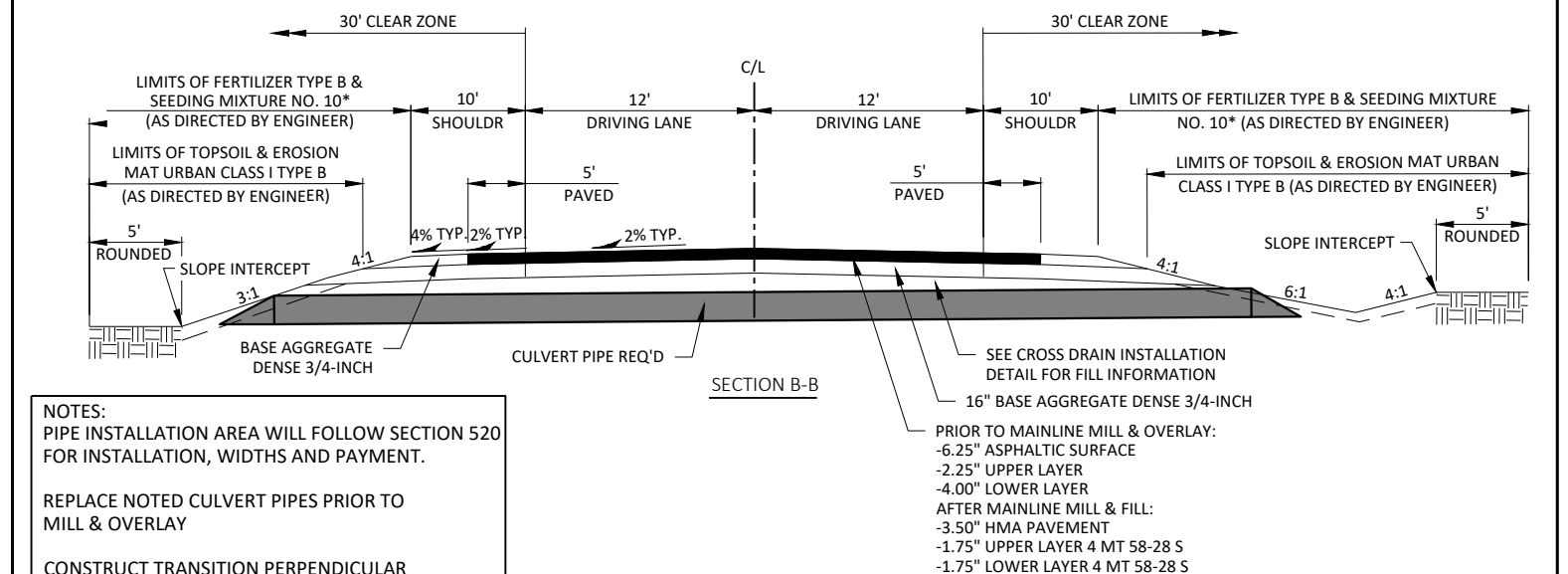
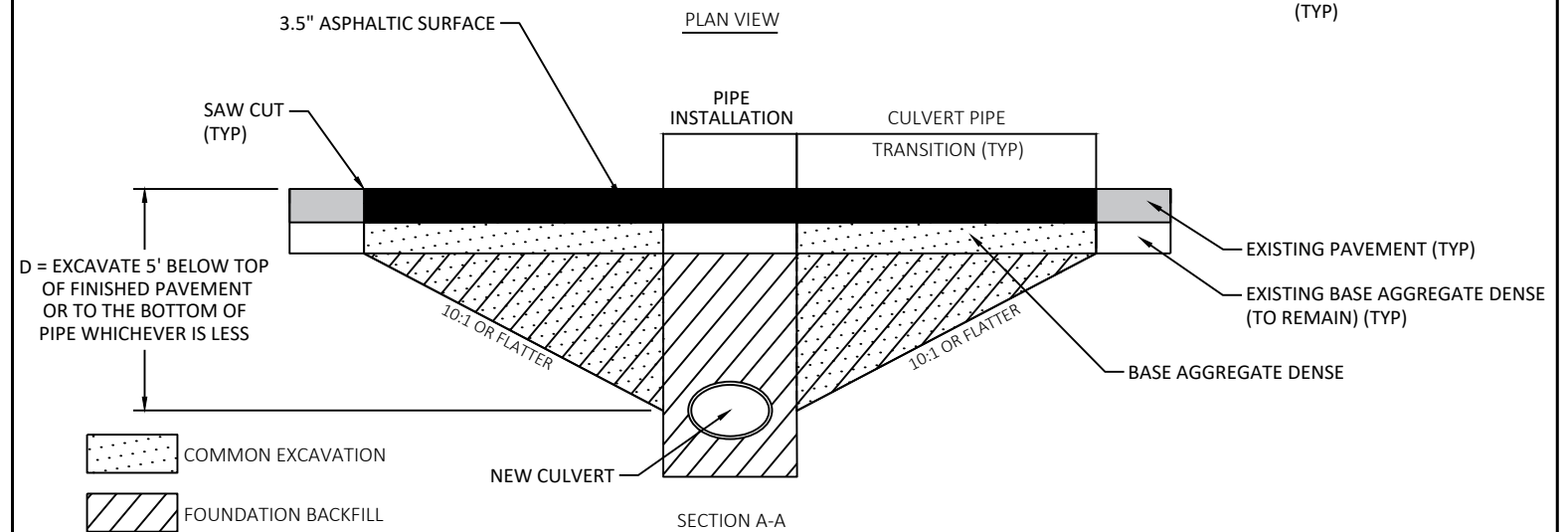
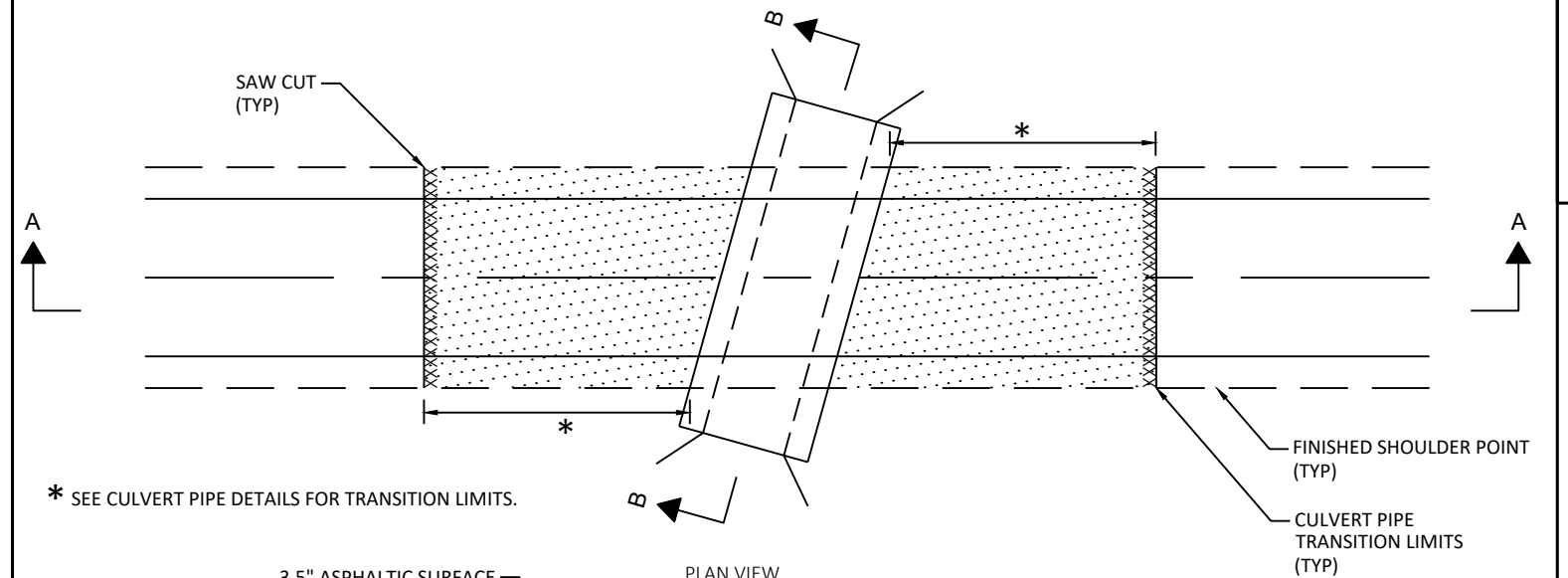
PAVEMENT MARKING DTAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS



ADJUSTING MANHOLE COVERS



EROSION MAT URBAN CLASS 1 TYPE B TREATMENT AT CULVERTS



NOTES:
PIPE INSTALLATION AREA WILL FOLLOW SECTION 520
FOR INSTALLATION, WIDTHS AND PAYMENT.

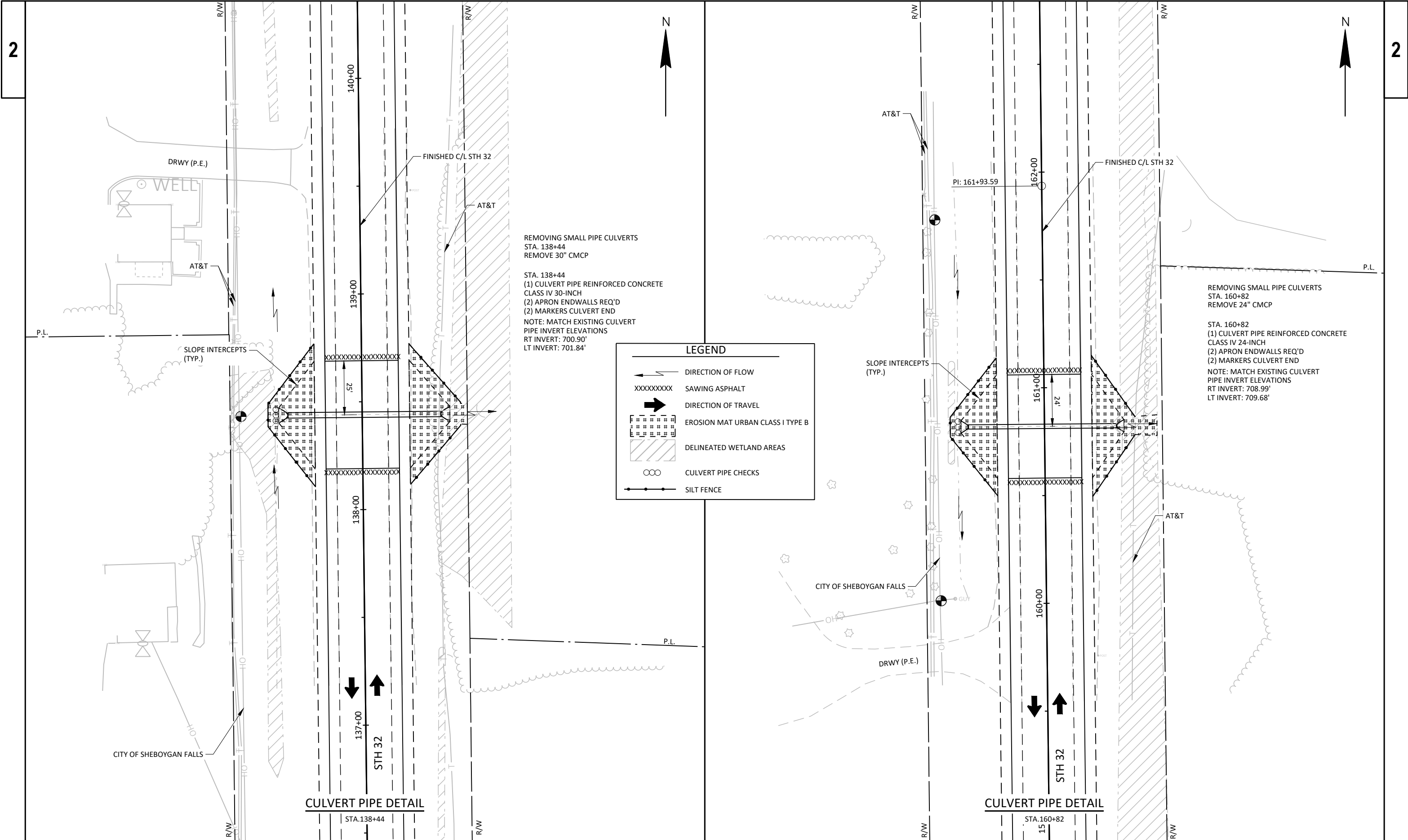
REPLACE NOTED CULVERT PIPES PRIOR TO
MILL & OVERLAY

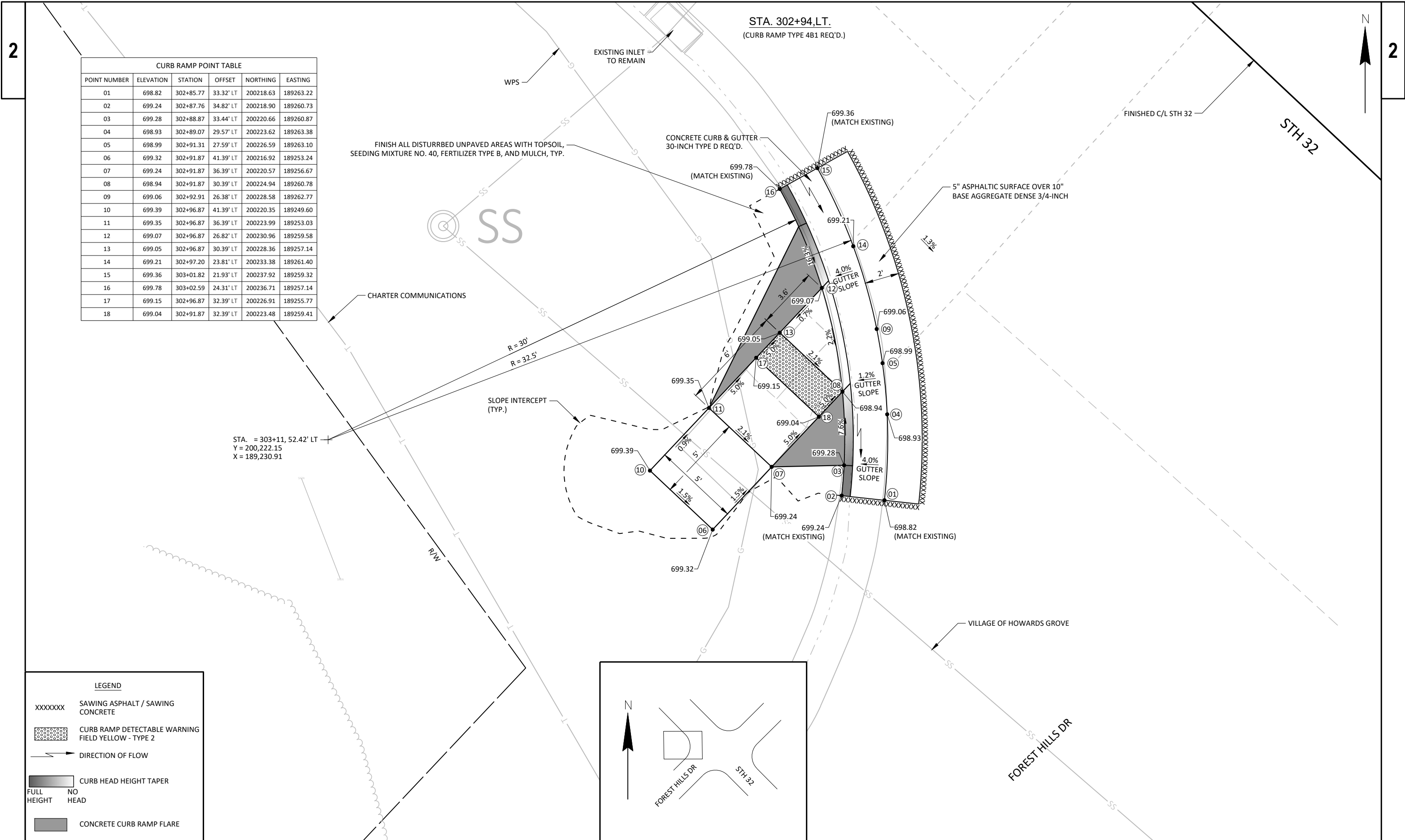
CONSTRUCT TRANSITION PERPENDICULAR
TO CULVERT PIPE.

PAVEMENT SAW CUT TO BE PERPENDICULAR TO
ROADWAY ALIGNMENT.

CULVERT REPLACEMENT DETAIL

STA. 138+43
STA. 160+82





CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	698.82	302+85.77	33.32' LT	200218.63	189263.22
02	699.24	302+87.76	34.82' LT	200218.90	189260.73
03	699.28	302+88.87	33.44' LT	200220.66	189260.87
04	698.93	302+89.07	29.57' LT	200223.62	189263.38
05	698.99	302+91.31	27.59' LT	200226.59	189263.10
06	699.32	302+91.87	41.39' LT	200216.92	189253.24
07	699.24	302+91.87	36.39' LT	200220.57	189256.67
08	698.94	302+91.87	30.39' LT	200224.94	189260.78
09	699.06	302+92.91	26.38' LT	200228.58	189262.77
10	699.39	302+96.87	41.39' LT	200220.35	189249.60
11	699.35	302+96.87	36.39' LT	200223.99	189253.03
12	699.07	302+96.87	26.82' LT	200230.96	189259.58
13	699.05	302+96.87	30.39' LT	200228.36	189257.14
14	699.21	302+97.20	23.81' LT	200233.38	189261.40
15	699.36	303+01.82	21.93' LT	200237.92	189259.32
16	699.78	303+02.59	24.31' LT	200236.71	189257.14
17	699.15	302+96.87	32.39' LT	200226.91	189255.77
18	699.04	302+91.87	32.39' LT	200223.48	189259.41

LEGEND

XXXXXXX

SAWING ASPHALT / SAWING CONCRETE

CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2

DIRECTION OF FLOW

FULL HEIGHT

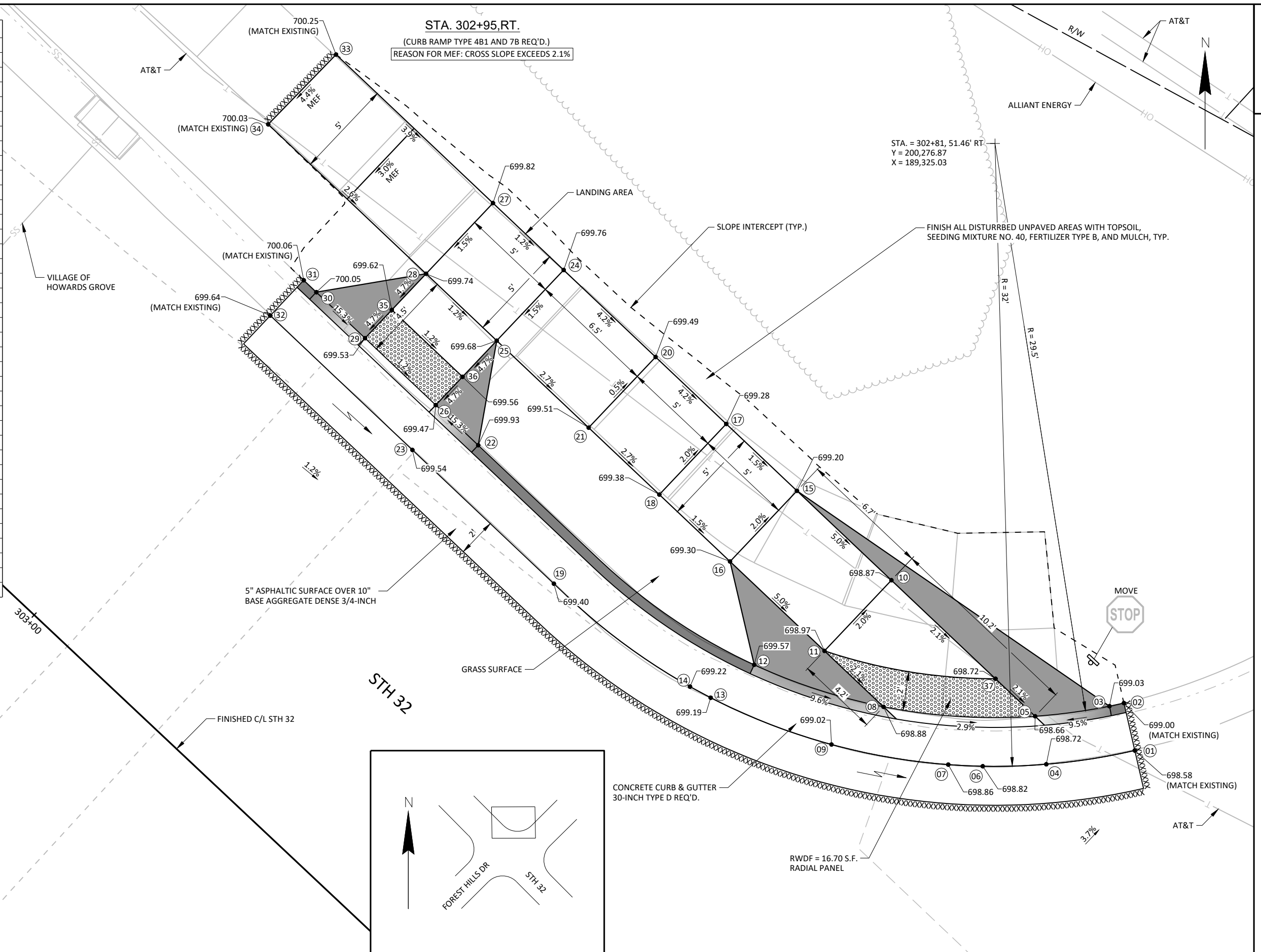
NO HEAD

CURB HEAD HEIGHT TAPER

CONCRETE CURB RAMP FLARE

LEGEND

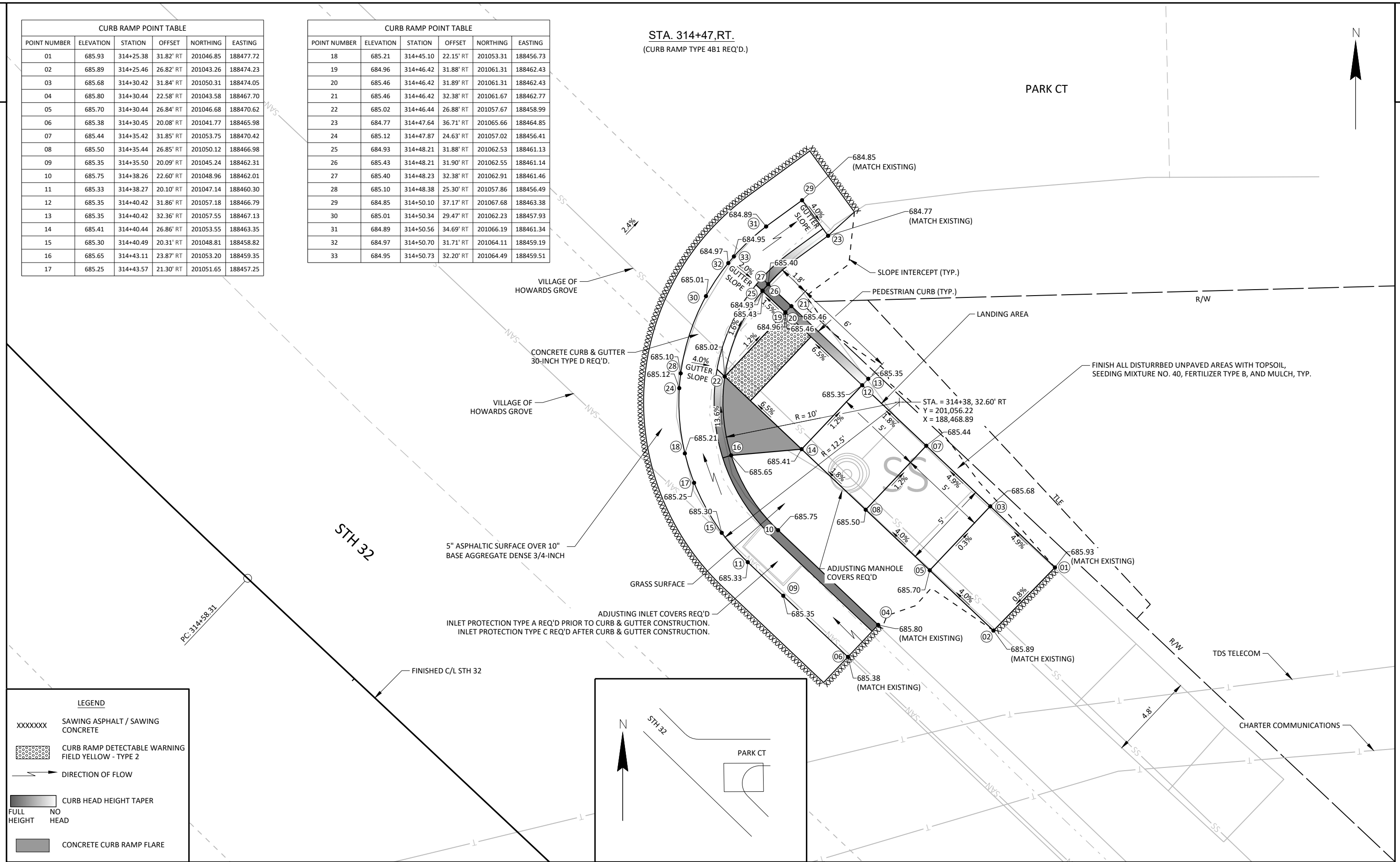
XXXXXXX	SAWING MATERIAL / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
FULL HEIGHT NO HEAD	
	CONCRETE CURB RAMP FLARE



CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	685.93	314+25.38	31.82' RT	201046.85	188477.72
02	685.89	314+25.46	26.82' RT	201043.26	188474.23
03	685.68	314+30.42	31.84' RT	201050.31	188474.05
04	685.80	314+30.44	22.58' RT	201043.58	188467.70
05	685.70	314+30.44	26.84' RT	201046.68	188470.62
06	685.38	314+30.45	20.08' RT	201041.77	188465.98
07	685.44	314+35.42	31.85' RT	201053.75	188470.42
08	685.50	314+35.44	26.85' RT	201050.12	188466.98
09	685.35	314+35.50	20.09' RT	201045.24	188462.31
10	685.75	314+38.26	22.60' RT	201048.96	188462.01
11	685.33	314+38.27	20.10' RT	201047.14	188460.30
12	685.35	314+40.42	31.86' RT	201057.18	188466.79
13	685.35	314+40.42	32.36' RT	201057.55	188467.13
14	685.41	314+40.44	26.86' RT	201053.55	188463.35
15	685.30	314+40.49	20.31' RT	201048.81	188458.82
16	685.65	314+43.11	23.87' RT	201053.20	188459.35
17	685.25	314+43.57	21.30' RT	201051.65	188457.25

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
18	685.21	314+45.10	22.15' RT	201053.31	188456.73
19	684.96	314+46.42	31.88' RT	201061.31	188462.43
20	685.46	314+46.42	31.89' RT	201061.31	188462.43
21	685.46	314+46.42	32.38' RT	201061.67	188462.77
22	685.02	314+46.44	26.88' RT	201057.67	188458.99
23	684.77	314+47.64	36.71' RT	201065.66	188464.85
24	685.12	314+47.87	24.63' RT	201057.02	188456.41
25	684.93	314+48.21	31.88' RT	201062.53	188461.13
26	685.43	314+48.21	31.90' RT	201062.55	188461.14
27	685.40	314+48.23	32.38' RT	201062.91	188461.46
28	685.10	314+48.38	25.30' RT	201057.86	188456.49
29	684.85	314+50.10	37.17' RT	201067.68	188463.38
30	685.01	314+50.34	29.47' RT	201062.23	188457.93
31	684.89	314+50.56	34.69' RT	201066.19	188461.34
32	684.97	314+50.70	31.71' RT	201064.11	188459.19
33	684.95	314+50.73	32.20' RT	201064.49	188459.51

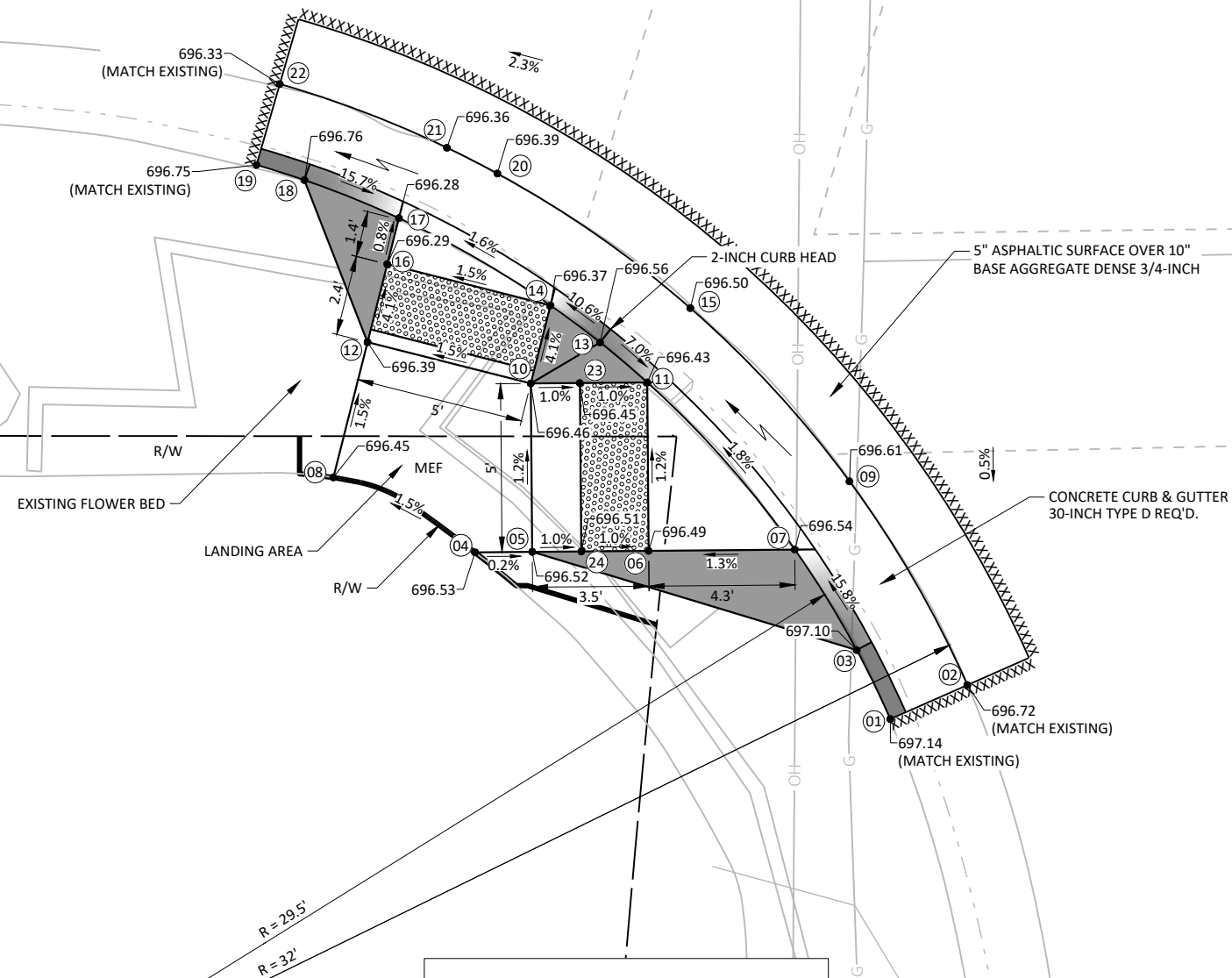
STA. 314+47,RT.
(CURB RAMP TYPE 4B1 REQ'D.)



2

STA. 319+69,LT. /
(CURB RAMP TYPE 2 REQ'D.)
REASON FOR MEF: LANDING IS SMALLER
THAN 4'x4' REQUIRED MINIMUM SIZE

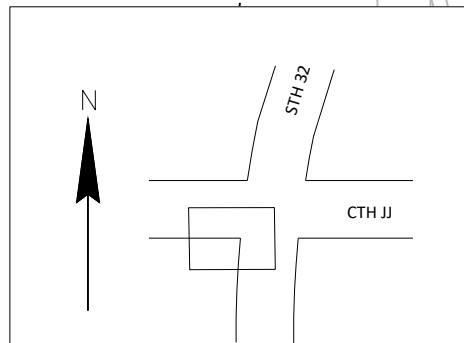
CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	697.14	319+60.35	26.50' LT	201502.57	188234.94
02	696.72	319+61.52	24.33' LT	201503.58	188237.22
03	697.10	319+62.20	27.70' LT	201504.61	188233.99
04	696.53	319+63.83	39.27' LT	201507.52	188222.60
05	696.52	319+64.01	37.58' LT	201507.53	188224.30
06	696.49	319+64.38	34.14' LT	201507.56	188227.76
07	696.54	319+64.84	29.83' LT	201507.60	188232.10
08	696.45	319+65.48	43.69' LT	201509.74	188218.40
09	696.61	319+66.92	28.43' LT	201509.62	188233.73
10	696.46	319+68.66	38.16' LT	201512.53	188224.26
11	696.43	319+69.05	34.73' LT	201512.56	188227.72
12	696.39	319+69.29	43.11' LT	201513.76	188219.41
13	696.56	319+70.01	36.25' LT	201513.75	188226.32
14	696.37	319+70.87	37.84' LT	201514.85	188224.85
15	696.50	319+71.25	33.71' LT	201514.77	188229.00
16	696.29	319+71.48	42.80' LT	201516.07	188220.00
17	696.28	319+72.78	42.62' LT	201517.44	188220.34
18	696.76	319+73.50	45.54' LT	201518.57	188217.54
19	696.75	319+73.76	47.01' LT	201519.02	188216.11
20	696.39	319+74.33	39.87' LT	201518.76	188223.27
21	696.36	319+74.87	41.45' LT	201519.53	188221.77
22	696.33	319+76.03	46.61' LT	201521.42	188216.81
23	696.45	319+68.82	36.71' LT	201512.54	188225.72
24	696.51	319+64.16	36.13' LT	201507.54	188225.76

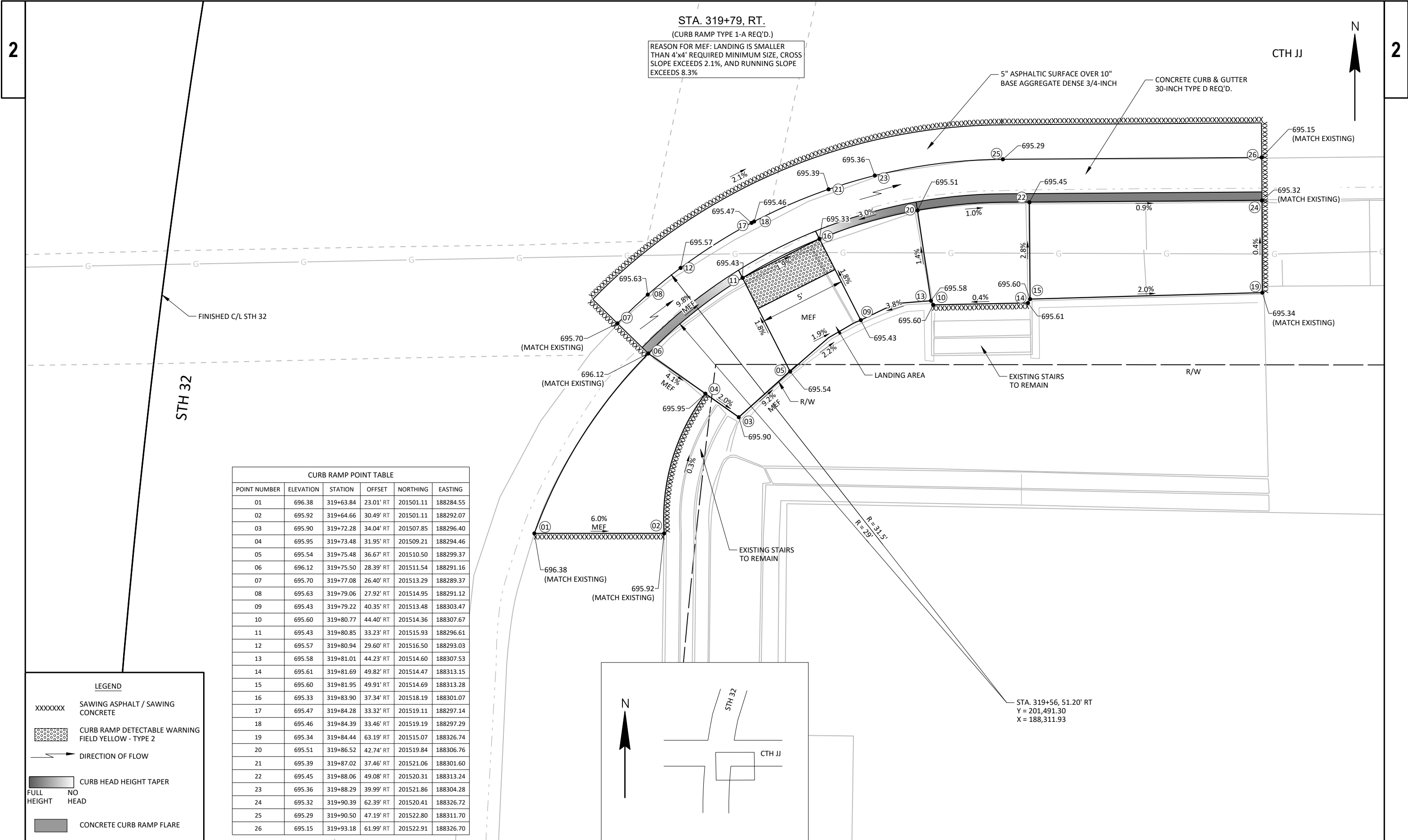


STH 32

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
FULL HEIGHT	NO HEAD
	CONCRETE CURB RAMP FLARE





CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	696.38	319+63.84	23.01' RT	201501.11	188284.55
02	695.92	319+64.66	30.49' RT	201501.11	188292.07
03	695.90	319+72.28	34.04' RT	201507.85	188296.40
04	695.95	319+73.48	31.95' RT	201509.21	188294.46
05	695.54	319+75.48	36.67' RT	201510.50	188299.37
06	696.12	319+75.50	28.39' RT	201511.54	188291.16
07	695.70	319+77.08	26.40' RT	201513.29	188289.37
08	695.63	319+79.06	27.92' RT	201514.95	188291.12
09	695.43	319+79.22	40.35' RT	201513.48	188303.47
10	695.60	319+80.77	44.40' RT	201514.36	188307.67
11	695.43	319+80.85	33.23' RT	201515.93	188296.61
12	695.57	319+80.94	29.60' RT	201516.50	188293.03
13	695.58	319+81.01	44.23' RT	201514.60	188307.53
14	695.61	319+81.69	49.82' RT	201514.47	188313.15
15	695.60	319+81.95	49.91' RT	201514.69	188313.28
16	695.33	319+83.90	37.34' RT	201518.19	188301.07
17	695.47	319+84.28	33.32' RT	201519.11	188297.14
18	695.46	319+84.39	33.46' RT	201519.19	188297.29
19	695.34	319+84.44	63.19' RT	201515.07	188326.74
20	695.51	319+86.52	42.74' RT	201519.84	188306.76
21	695.39	319+87.02	37.46' RT	201521.06	188301.60
22	695.45	319+88.06	49.08' RT	201520.31	188313.24
23	695.36	319+88.29	39.99' RT	201521.86	188304.28
24	695.32	319+90.39	62.39' RT	201520.41	188326.72
25	695.29	319+90.50	47.19' RT	201522.80	188311.70
26	695.15	319+93.18	61.99' RT	201522.91	188326.70

LEGEND

XXXXXXX

SAWING ASPHALT / SAWING CONCRETE

CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2

DIRECTION OF FLOW

FULL NO
HEIGHT HEAD

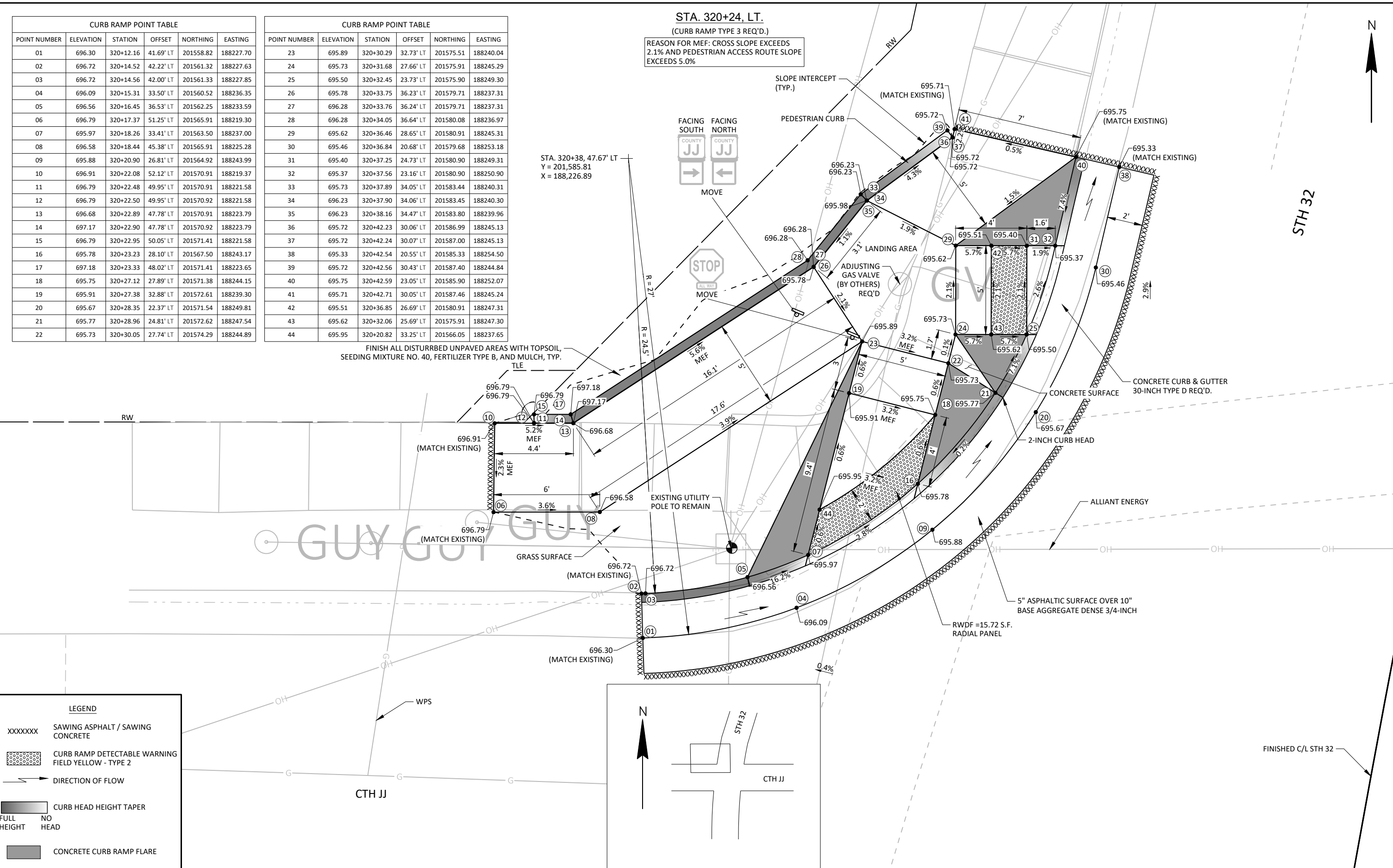
CURB HEAD HEIGHT TAPER

CONCRETE CURB RAMP FLARE

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	696.30	320+12.16	41.69' LT	201558.82	188227.70
02	696.72	320+14.52	42.22' LT	201561.32	188227.63
03	696.72	320+14.56	42.00' LT	201561.33	188227.85
04	696.09	320+15.31	33.50' LT	201560.52	188236.35
05	696.56	320+16.45	36.53' LT	201562.25	188233.59
06	696.79	320+17.37	51.25' LT	201565.91	188219.30
07	695.97	320+18.26	33.41' LT	201563.50	188237.00
08	696.58	320+18.44	45.38' LT	201565.91	188225.28
09	695.88	320+20.90	26.81' LT	201564.92	188243.99
10	696.91	320+22.08	52.12' LT	201570.91	188219.37
11	696.79	320+22.48	49.95' LT	201570.91	188221.58
12	696.79	320+22.50	49.95' LT	201570.92	188221.58
13	696.68	320+22.89	47.78' LT	201570.91	188223.79
14	697.17	320+22.90	47.78' LT	201570.92	188223.79
15	696.79	320+22.95	50.05' LT	201571.41	188221.58
16	695.78	320+23.23	28.10' LT	201567.50	188243.17
17	697.18	320+23.33	48.02' LT	201571.41	188223.65
18	695.75	320+27.12	27.89' LT	201571.38	188244.15
19	695.91	320+27.38	32.88' LT	201572.61	188239.30
20	695.67	320+28.35	22.37' LT	201571.54	188249.81
21	695.77	320+28.96	24.81' LT	201572.62	188247.54
22	695.73	320+30.05	27.74' LT	201574.29	188244.89

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
23	695.89	320+30.29	32.73' LT	201575.51	188240.04
24	695.73	320+31.68	27.66' LT	201575.91	188245.29
25	695.50	320+32.45	23.73' LT	201575.90	188249.30
26	695.78	320+33.75	36.23' LT	201579.71	188237.31
27	696.28	320+33.76	36.24' LT	201579.71	188237.31
28	696.28	320+34.05	36.64' LT	201580.08	188236.97
29	695.62	320+36.46	28.65' LT	201580.91	188245.31
30	695.46	320+36.84	20.68' LT	201579.68	188253.18
31	695.40	320+37.25	24.73' LT	201580.90	188249.31
32	695.37	320+37.56	23.16' LT	201580.90	188250.90
33	695.73	320+37.89	34.05' LT	201583.44	188240.31
34	696.23	320+37.90	34.06' LT	201583.45	188240.30
35	696.23	320+38.16	34.47' LT	201583.80	188239.96
36	695.72	320+42.23	30.06' LT	201586.99	188245.13
37	695.72	320+42.24	30.07' LT	201587.00	188245.13
38	695.33	320+42.54	20.55' LT	201585.33	188254.50
39	695.72	320+42.56	30.43' LT	201587.40	188244.84
40	695.75	320+42.59	23.05' LT	201585.90	188252.07
41	695.71	320+42.71	30.05' LT	201587.46	188245.24
42	695.51	320+36.85	26.69' LT	201580.91	188247.31
43	695.62	320+32.06	25.69' LT	201575.91	188247.30
44	695.95	320+20.82	33.25' LT	201566.05	188237.65

STA. 320+24, LT.
(CURB RAMP TYPE 3 REQ'D.)
REASON FOR MEF: CROSS SLOPE EXCEEDS
2.1% AND PEDESTRIAN ACCESS ROUTE SLOPE
EXCEEDS 5.0%



LEGEND

XXXXXX

SAWING ASPHALT / SAWING CONCRETE

CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2

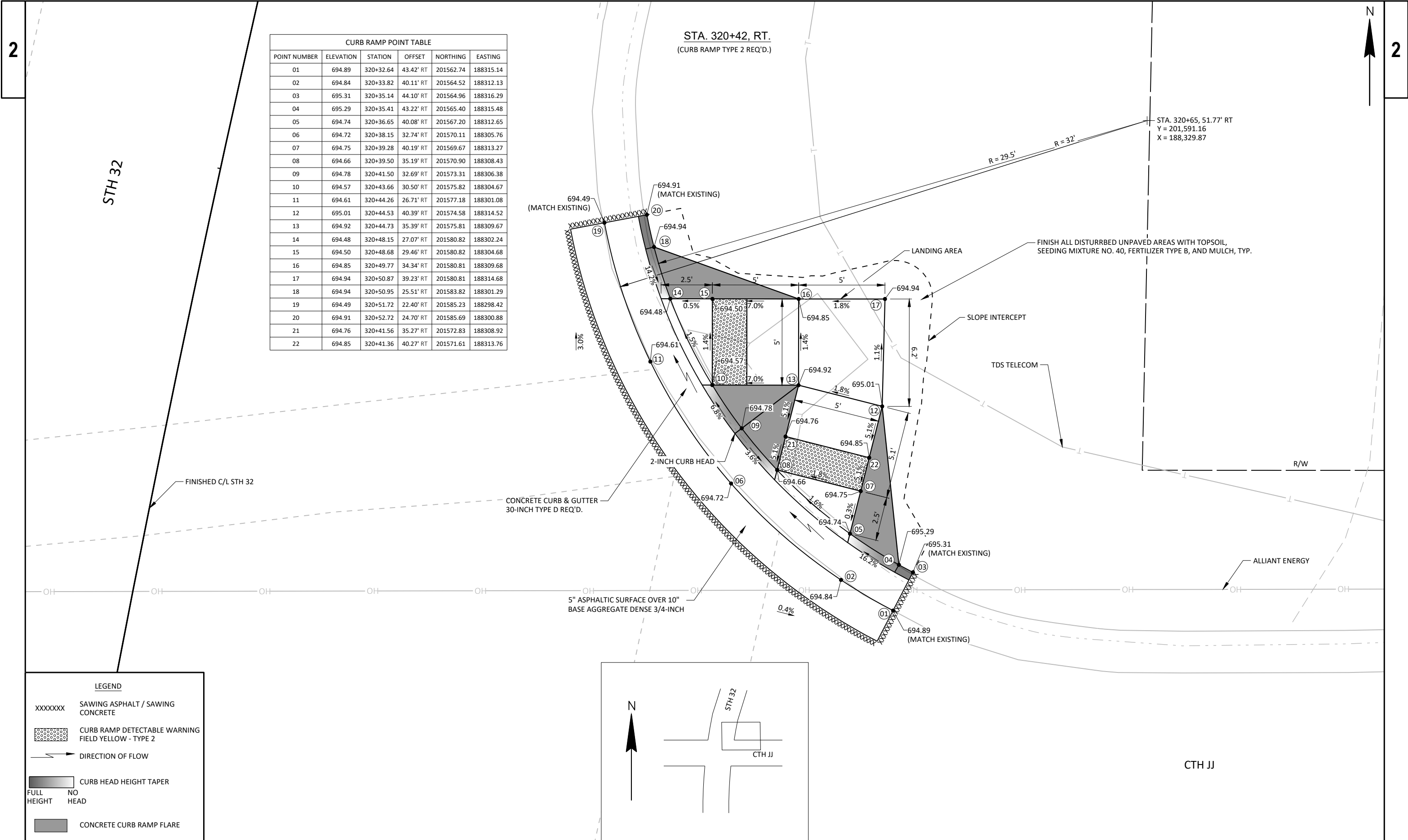
DIRECTION OF FLOW

FULL HEIGHT

NO HEAD

CURB HEAD HEIGHT TAPER

CONCRETE CURB RAMP FLARE



CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	694.89	320+32.64	43.42' RT	201562.74	188315.14
02	694.84	320+33.82	40.11' RT	201564.52	188312.13
03	695.31	320+35.14	44.10' RT	201564.96	188316.29
04	695.29	320+35.41	43.22' RT	201565.40	188315.48
05	694.74	320+36.65	40.08' RT	201567.20	188312.65
06	694.72	320+38.15	32.74' RT	201570.11	188305.76
07	694.75	320+39.28	40.19' RT	201569.67	188313.27
08	694.66	320+39.50	35.19' RT	201570.90	188308.43
09	694.78	320+41.50	32.69' RT	201573.31	188306.38
10	694.57	320+43.66	30.50' RT	201575.82	188304.67
11	694.61	320+44.26	26.71' RT	201577.18	188301.08
12	695.01	320+44.53	40.39' RT	201574.58	188314.52
13	694.92	320+44.73	35.39' RT	201575.81	188309.67
14	694.48	320+48.15	27.07' RT	201580.82	188302.24
15	694.50	320+48.68	29.46' RT	201580.82	188304.68
16	694.85	320+49.77	34.34' RT	201580.81	188309.68
17	694.94	320+50.87	39.23' RT	201580.81	188314.68
18	694.94	320+50.95	25.51' RT	201583.82	188301.29
19	694.49	320+51.72	22.40' RT	201585.23	188298.42
20	694.91	320+52.72	24.70' RT	201585.69	188300.88
21	694.76	320+41.56	35.27' RT	201572.83	188308.92
22	694.85	320+41.36	40.27' RT	201571.61	188313.76

LEGEND

XXXXXX

SAWING ASPHALT / SAWING CONCRETE

CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2

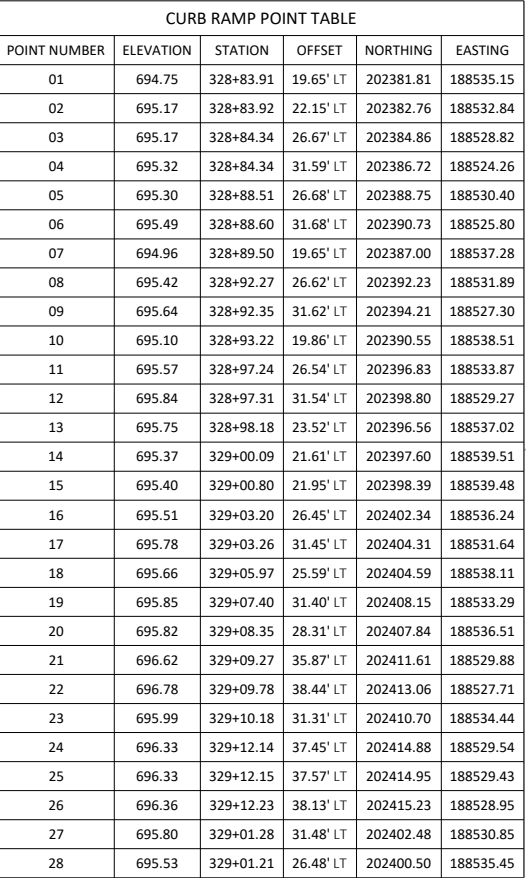
DIRECTION OF FLOW

FULL HEIGHT

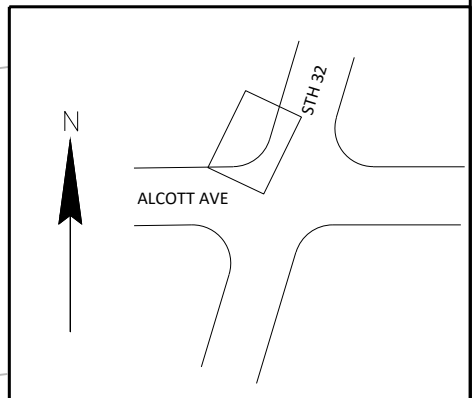
NO HEAD

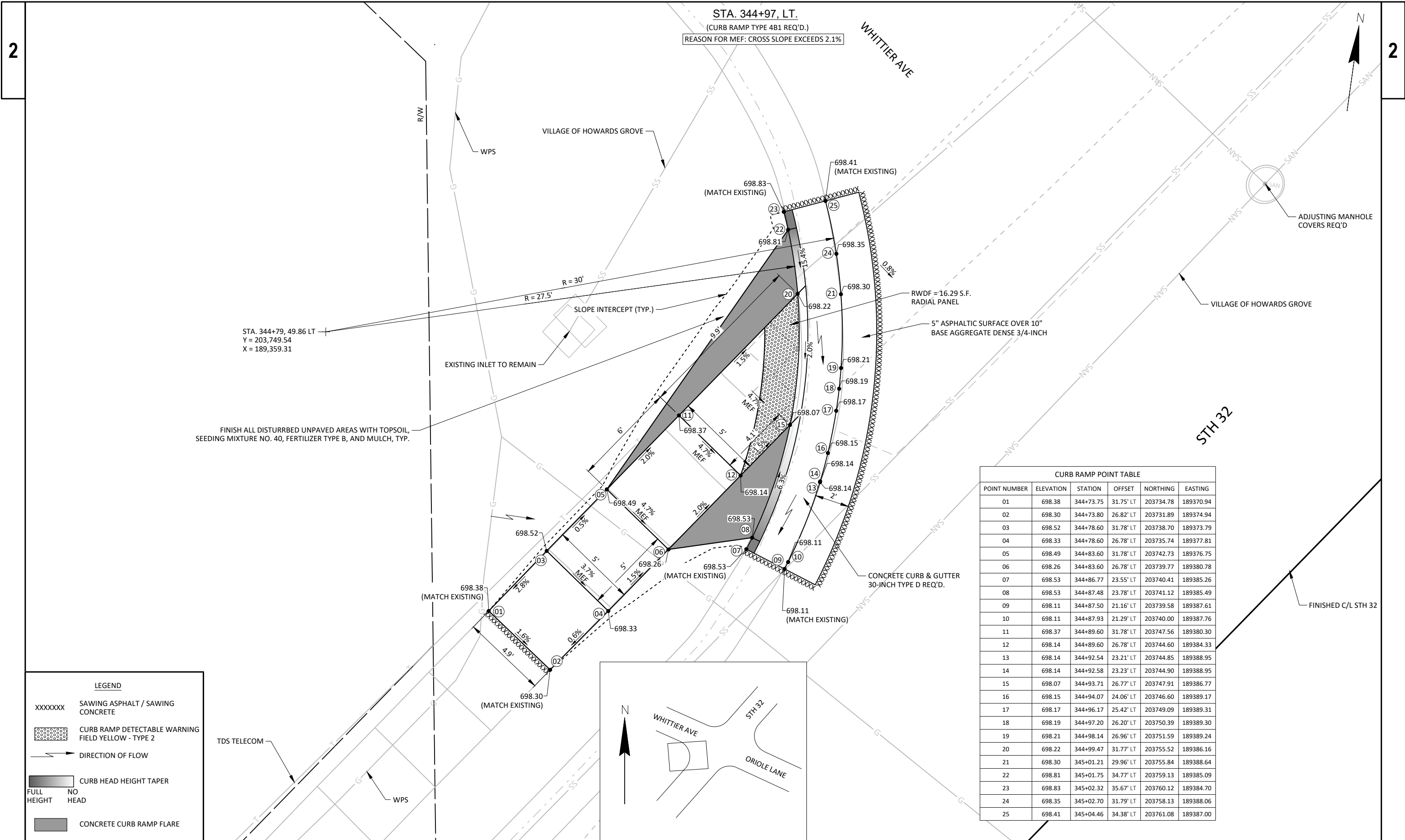
CURB HEAD HEIGHT TAPER

CONCRETE CURB RAMP FLARE



CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
27	698.89	329+82.06	31.49' LT	202477.41	188562.75
28	697.89	329+82.06	31.48' LT	202477.41	188562.76
29	698.94	329+82.10	26.47' LT	202475.44	188567.37
30	698.31	329+82.10	26.48' LT	202475.45	188567.36
31	698.94	329+82.11	25.98' LT	202475.25	188567.82
32	698.95	329+87.99	19.74' LT	202478.16	188575.92
33	699.89	329+96.92	32.16' LT	202491.40	188568.19
34	699.89	329+96.93	31.67' LT	202491.21	188568.64
35	699.14	329+96.93	31.66' LT	202491.20	188568.65
36	699.99	329+97.00	26.65' LT	202489.24	188573.25
37	699.36	329+97.00	26.66' LT	202489.24	188573.25
38	699.99	329+97.01	26.16' LT	202489.05	188573.71
39	699.56	330+01.88	32.23' LT	202496.00	188570.15
40	699.56	330+01.89	31.74' LT	202495.81	188570.60
41	699.56	330+01.89	31.73' LT	202495.80	188570.61
42	699.85	330+01.96	26.72' LT	202493.84	188575.22
43	699.71	330+01.96	26.73' LT	202493.84	188575.21
44	699.80	330+01.97	26.23' LT	202493.64	188575.67
45	699.93	330+01.97	22.22' LT	202492.01	188579.33
46	699.51	330+01.97	19.72' LT	202491.00	188581.62
47	699.96	330+06.85	31.63' LT	202500.33	188572.73
48	700.04	330+06.93	26.74' LT	202498.41	188577.24
49	700.42	330+12.45	31.53' LT	202505.45	188575.13
50	700.41	330+12.49	26.75' LT	202503.53	188579.51
51	697.03	329+62.45	31.34' LT	202459.23	188555.00





LEGEND

XXXXXX

SAWING ASPHALT / SAWING CONCRETE

CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2

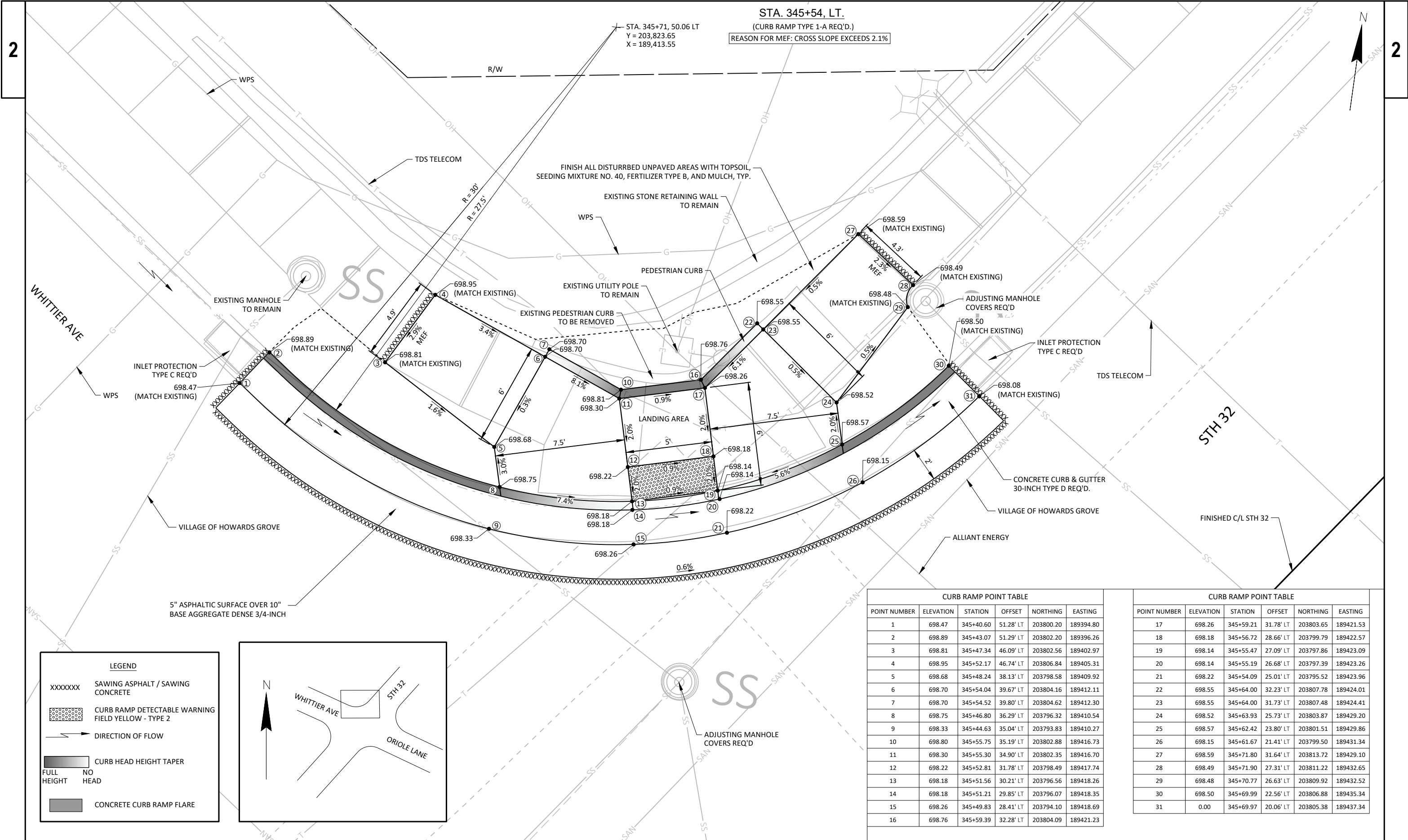
DIRECTION OF FLOW

FULL HEIGHT

NO HEAD

CURB HEAD HEIGHT TAPER

CONCRETE CURB RAMP FLARE



LEGEND

XXXXXX SAWING ASPHALT / SAWING CONCRETE

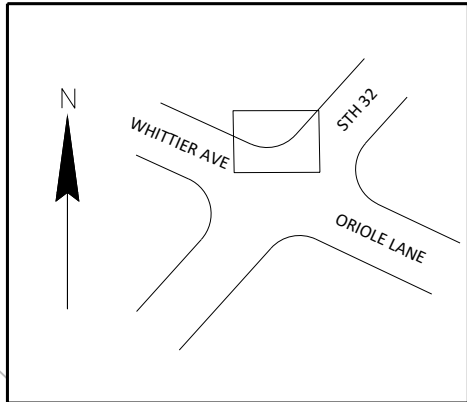
CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2

DIRECTION OF FLOW

CURB HEAD HEIGHT TAPER

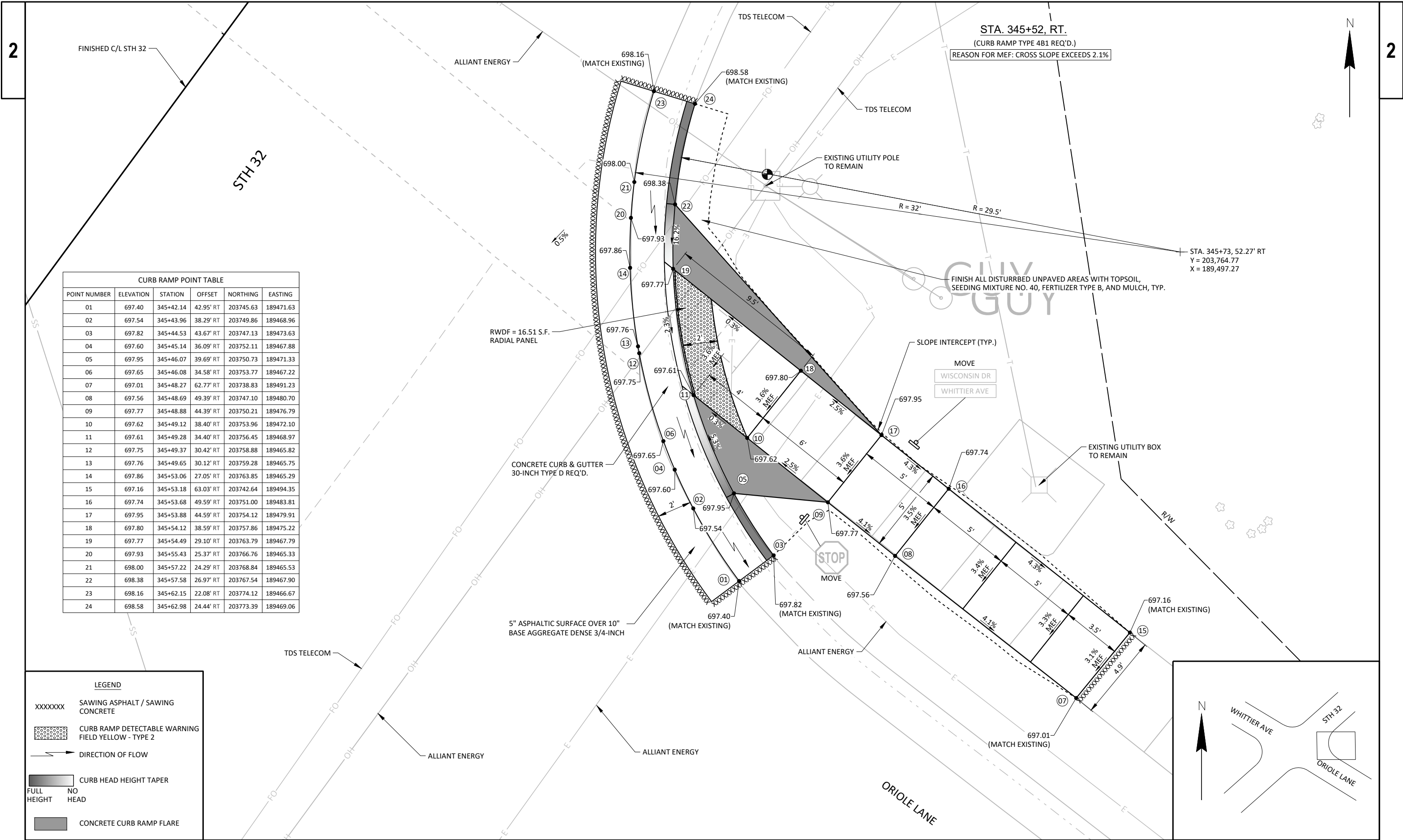
FULL HEIGHT NO HEAD

CONCRETE CURB RAMP FLARE



CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
1	698.47	345+40.60	51.28' LT	203800.20	189394.80
2	698.89	345+43.07	51.29' LT	203802.20	189396.26
3	698.81	345+47.34	46.09' LT	203802.56	189402.97
4	698.95	345+52.17	46.74' LT	203806.84	189405.31
5	698.68	345+48.24	38.13' LT	203798.58	189409.92
6	698.70	345+54.04	39.67' LT	203804.16	189412.11
7	698.70	345+54.52	39.80' LT	203804.62	189412.30
8	698.75	345+46.80	36.29' LT	203796.32	189410.54
9	698.33	345+44.63	35.04' LT	203793.83	189410.27
10	698.80	345+55.75	35.19' LT	203802.88	189416.73
11	698.30	345+55.30	34.90' LT	203802.35	189416.70
12	698.22	345+52.81	31.78' LT	203798.49	189417.74
13	698.18	345+51.56	30.21' LT	203796.56	189418.26
14	698.18	345+51.21	29.85' LT	203796.07	189418.35
15	698.26	345+49.83	28.41' LT	203794.10	189418.69
16	698.76	345+59.39	32.28' LT	203804.09	189421.23

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
17	698.26	345+59.21	31.78' LT	203803.65	189421.53
18	698.18	345+56.72	28.66' LT	203799.79	189422.57
19	698.14	345+55.47	27.09' LT	203797.86	189423.09
20	698.14	345+55.19	26.68' LT	203797.39	189423.26
21	698.22	345+54.09	25.01' LT	203795.52	189423.96
22	698.55	345+64.00	32.23' LT	203807.78	189424.01
23	698.55	345+64.00	31.73' LT	203807.48	189424.41
24	698.52	345+63.93	25.73' LT	203803.87	189429.20
25	698.57	345+62.42	23.80' LT	203801.51	189429.86
26	698.15	345+61.67	21.41' LT	203799.50	189431.34
27	698.59	345+71.80	31.64' LT	203813.72	189429.10
28	698.49	345+71.90	27.31' LT	203811.22	189432.65
29	698.48	345+70.77	26.63' LT	203809.92	189432.52
30	698.50	345+69.99	22.56' LT	203806.88	189435.34
31	0.00	345+69.97	20.06' LT	203805.38	189437.34



CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	697.40	345+42.14	42.95' RT	203745.63	189471.63
02	697.54	345+43.96	38.29' RT	203749.86	189468.96
03	697.82	345+44.53	43.67' RT	203747.13	189473.63
04	697.60	345+45.14	36.09' RT	203752.11	189467.88
05	697.95	345+46.07	39.69' RT	203750.73	189471.33
06	697.65	345+46.08	34.58' RT	203753.77	189467.22
07	697.01	345+48.27	62.77' RT	203738.83	189491.23
08	697.56	345+48.69	49.39' RT	203747.10	189480.70
09	697.77	345+48.88	44.39' RT	203750.21	189476.79
10	697.62	345+49.12	38.40' RT	203753.96	189472.10
11	697.61	345+49.28	34.40' RT	203756.45	189468.97
12	697.75	345+49.37	30.42' RT	203758.88	189465.82
13	697.76	345+49.65	30.12' RT	203759.28	189465.75
14	697.86	345+53.06	27.05' RT	203763.85	189465.29
15	697.16	345+53.18	63.03' RT	203742.64	189494.35
16	697.74	345+53.68	49.59' RT	203751.00	189483.81
17	697.95	345+53.88	44.59' RT	203754.12	189479.91
18	697.80	345+54.12	38.59' RT	203757.86	189475.22
19	697.77	345+54.49	29.10' RT	203763.79	189467.79
20	697.93	345+55.43	25.37' RT	203766.76	189465.33
21	698.00	345+57.22	24.29' RT	203768.84	189465.53
22	698.38	345+57.58	26.97' RT	203767.54	189467.90
23	698.16	345+62.15	22.08' RT	203774.12	189466.67
24	698.58	345+62.98	24.44' RT	203773.39	189469.06

LEGEND

XXXXXX

SAWING ASPHALT / SAWING CONCRETE

CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2

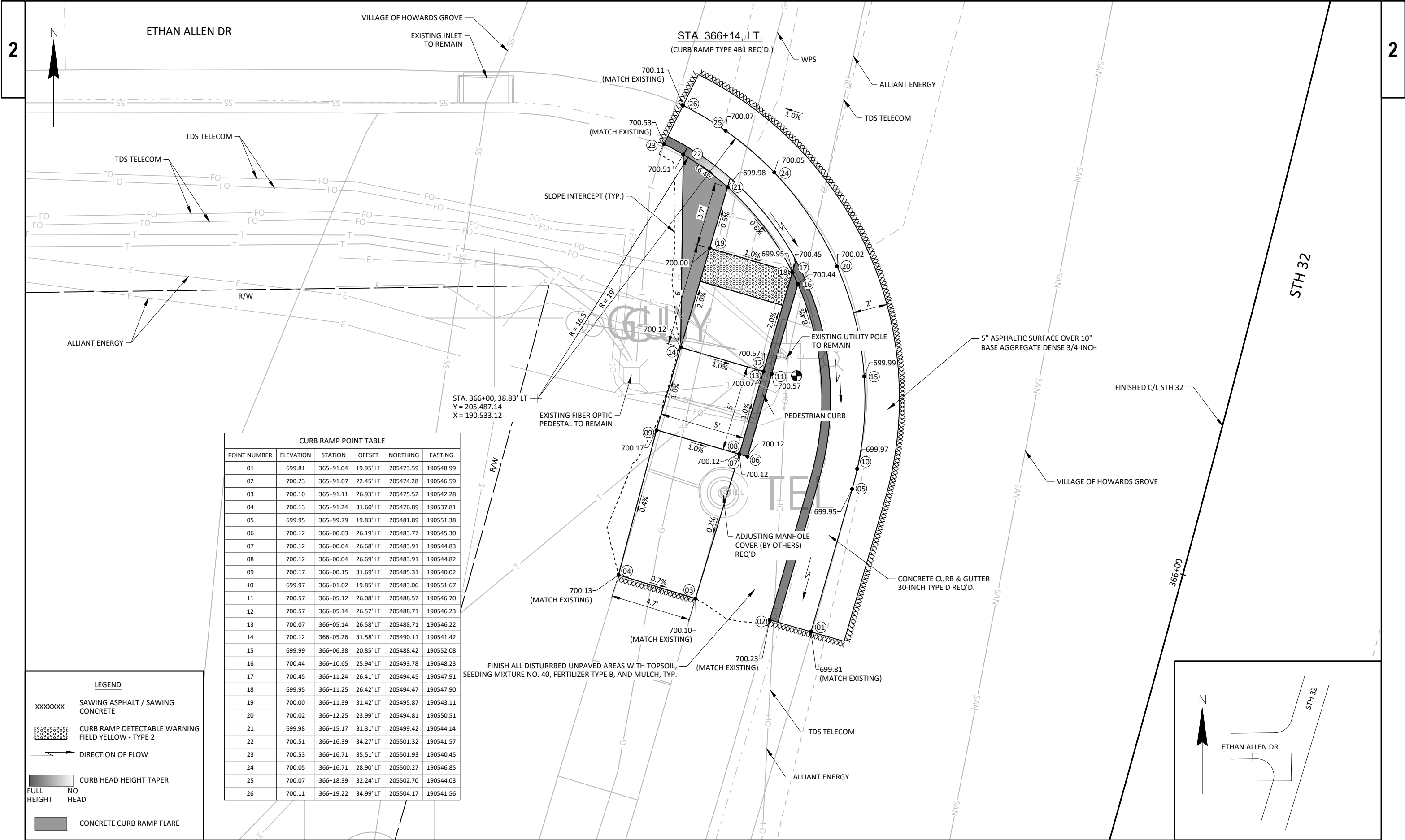
DIRECTION OF FLOW

FULL HEIGHT

NO HEAD

CURB HEAD HEIGHT TAPER

CONCRETE CURB RAMP FLARE



CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	699.81	365+91.04	19.95' LT	205473.59	190548.99
02	700.23	365+91.07	22.45' LT	205474.28	190546.59
03	700.10	365+91.11	26.93' LT	205475.52	190542.28
04	700.13	365+91.24	31.60' LT	205476.89	190537.81
05	699.95	365+99.79	19.83' LT	205481.89	190551.38
06	700.12	366+00.03	26.19' LT	205483.77	190545.30
07	700.12	366+00.04	26.68' LT	205483.91	190544.83
08	700.12	366+00.04	26.69' LT	205483.91	190544.82
09	700.17	366+00.15	31.69' LT	205485.31	190540.02
10	699.97	366+01.02	19.85' LT	205483.06	190551.67
11	700.57	366+05.12	26.08' LT	205488.57	190546.70
12	700.57	366+05.14	26.57' LT	205488.71	190546.23
13	700.07	366+05.14	26.58' LT	205488.71	190546.22
14	700.12	366+05.26	31.58' LT	205490.11	190541.42
15	699.99	366+06.38	20.85' LT	205488.42	190552.08
16	700.44	366+10.65	25.94' LT	205493.78	190548.23
17	700.45	366+11.24	26.41' LT	205494.45	190547.91
18	699.95	366+11.25	26.42' LT	205494.47	190547.90
19	700.00	366+11.39	31.42' LT	205495.87	190543.11
20	700.02	366+12.25	23.99' LT	205494.81	190550.51
21	699.98	366+15.17	31.31' LT	205499.42	190544.14
22	700.51	366+16.39	34.27' LT	205501.32	190541.57
23	700.53	366+16.71	35.51' LT	205501.93	190540.45
24	700.05	366+16.71	28.90' LT	205500.27	190546.85
25	700.07	366+18.39	32.24' LT	205502.70	190544.03
26	700.11	366+19.22	34.99' LT	205504.17	190541.56

LEGEND

XXXXXX

SAWING ASPHALT / SAWING CONCRETE

CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2

DIRECTION OF FLOW

FULL HEIGHT

NO HEAD

CURB HEAD HEIGHT TAPER

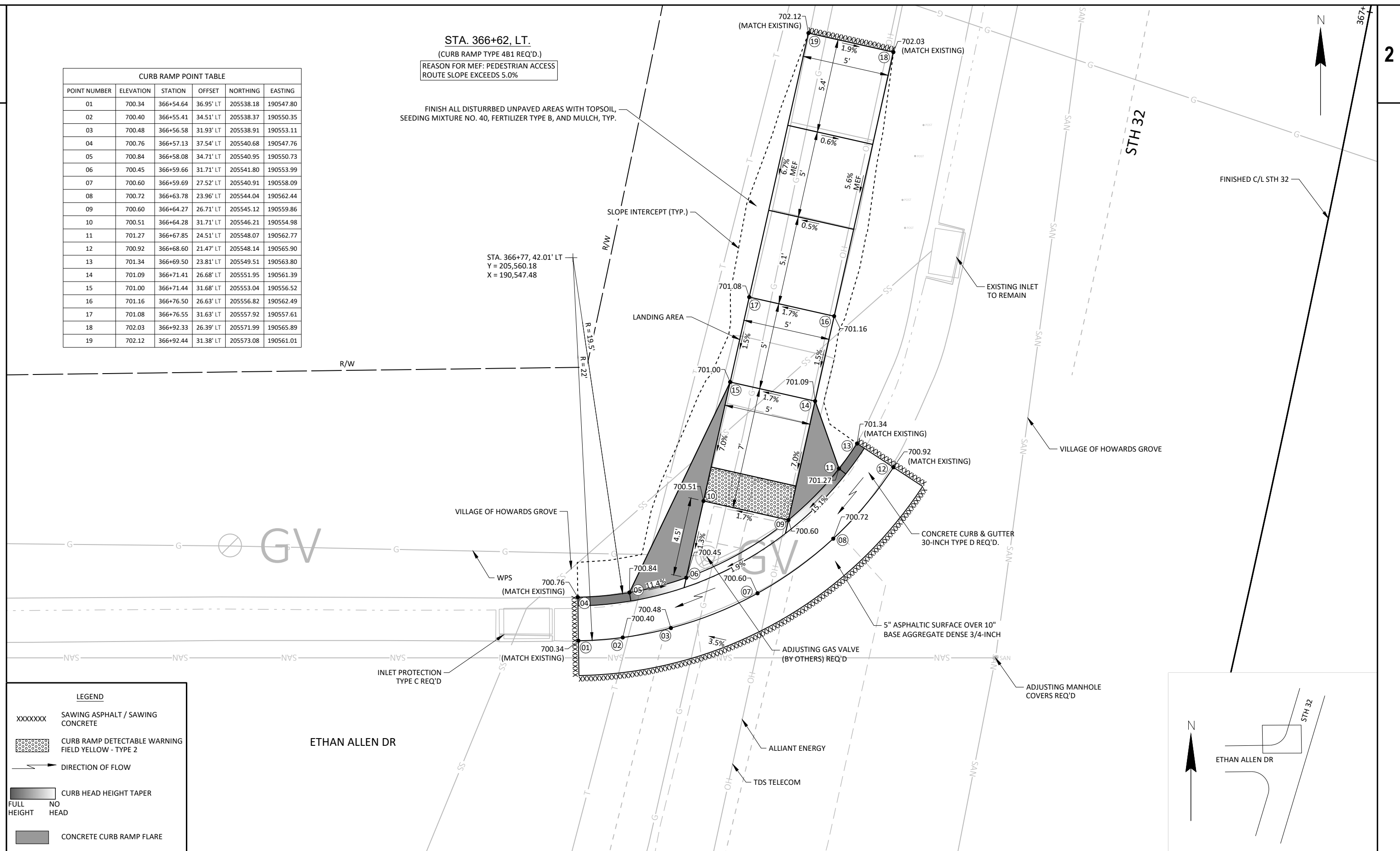
CONCRETE CURB RAMP FLARE

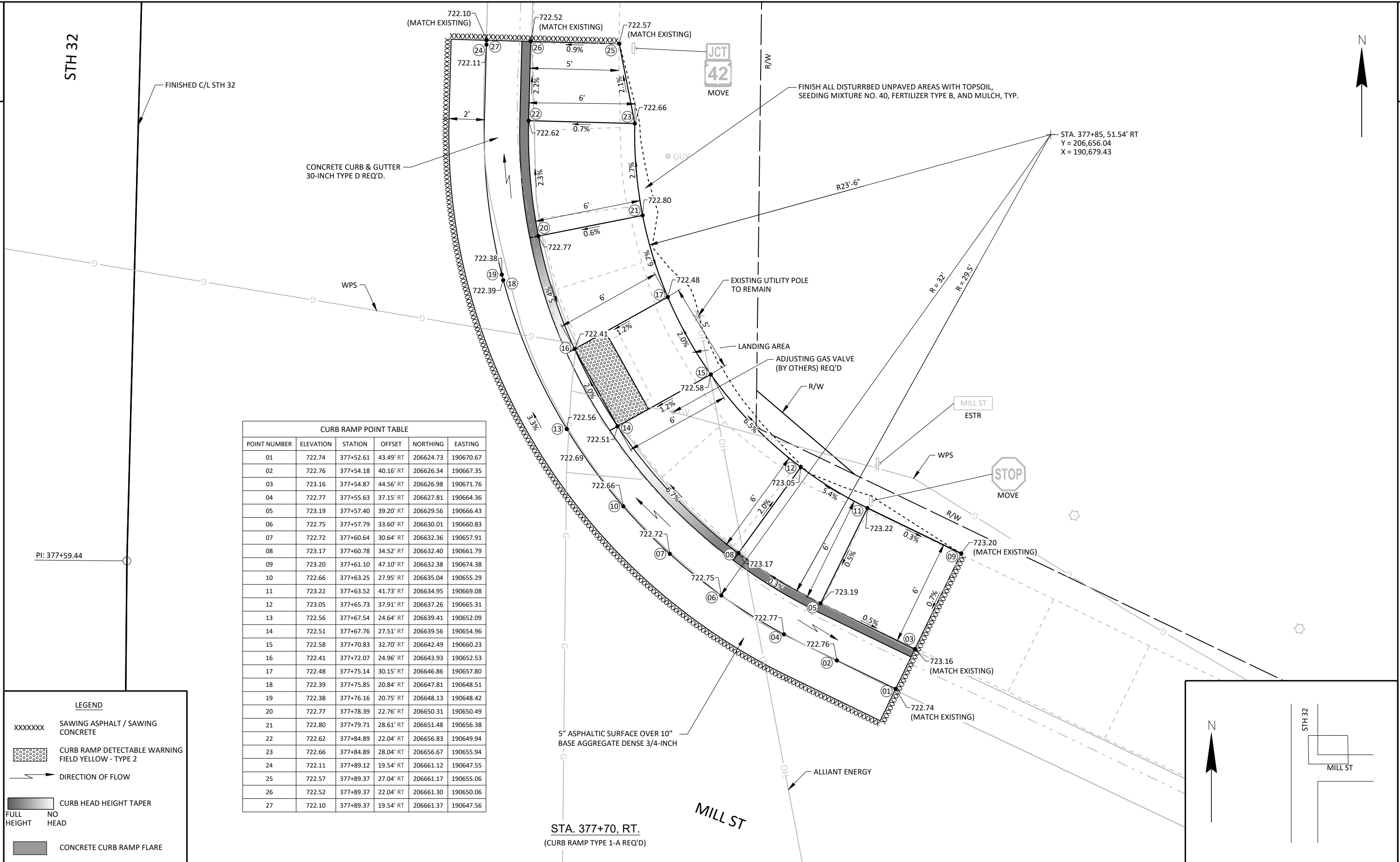
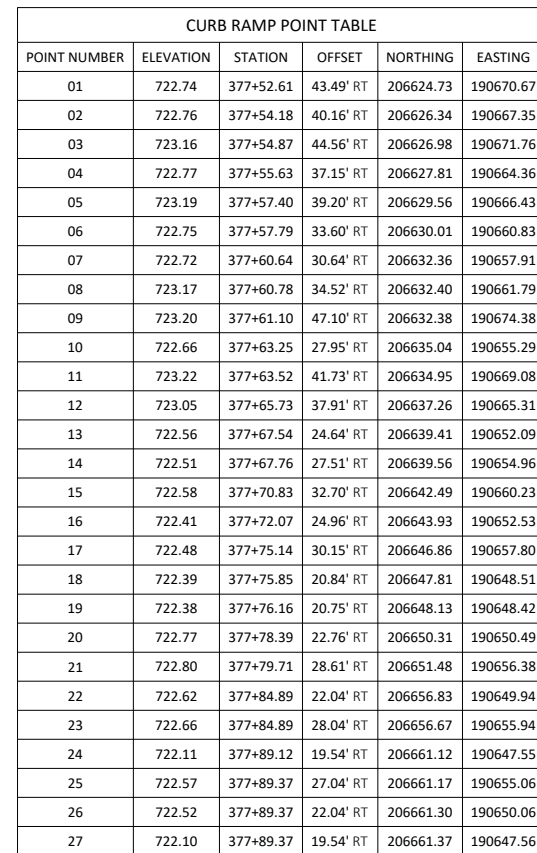
CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	700.34	366+54.64	36.95' LT	205538.18	190547.80
02	700.40	366+55.41	34.51' LT	205538.37	190550.35
03	700.48	366+56.58	31.93' LT	205538.91	190553.11
04	700.76	366+57.13	37.54' LT	205540.68	190547.76
05	700.84	366+58.08	34.71' LT	205540.95	190550.73
06	700.45	366+59.66	31.71' LT	205541.80	190553.99
07	700.60	366+59.69	27.52' LT	205540.91	190558.09
08	700.72	366+63.78	23.96' LT	205544.04	190562.44
09	700.60	366+64.27	26.71' LT	205545.12	190559.86
10	700.51	366+64.28	31.71' LT	205546.21	190554.98
11	701.27	366+67.85	24.51' LT	205548.07	190562.77
12	700.92	366+68.60	21.47' LT	205548.14	190565.90
13	701.34	366+69.50	23.81' LT	205549.51	190563.80
14	701.09	366+71.41	26.68' LT	205551.95	190561.39
15	701.00	366+71.44	31.68' LT	205553.04	190556.52
16	701.16	366+76.50	26.63' LT	205556.82	190562.49
17	701.08	366+76.55	31.63' LT	205557.92	190557.61
18	702.03	366+92.33	26.39' LT	205571.99	190565.89
19	702.12	366+92.44	31.38' LT	205573.08	190561.01

STA. 366+62, LT.
(CURB RAMP TYPE 4B1 REQ'D.)
REASON FOR MEF: PEDESTRIAN ACCESS
ROUTE SLOPE EXCEEDS 5.0%

FINISH ALL DISTURBED UNPAVED AREAS WITH TOPSOIL,
SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, AND MULCH, TYP.

STA. 366+77, 42.01' LT
Y = 205,560.18
X = 190,547.48





LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
FULL HEIGHT	NO HEAD
	CONCRETE CURB RAMP FLARE



COLLEGE AVE

* ADJUSTING INLET COVERS REQ'D —

— VILLAGE OF HOWARDS GROVE

TDS TELECOM

 ALLIANT ENERGY

— W/PS

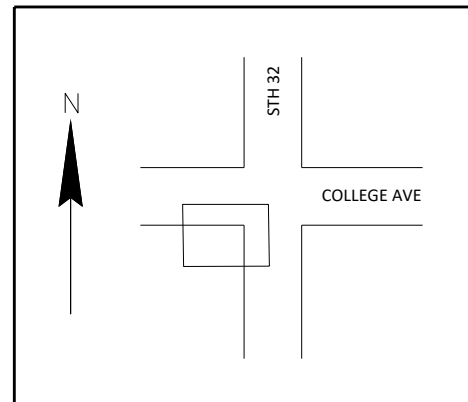
* INLET PROTECTION TYPE A REQ'D PRIOR TO CURB & GUTTER CONSTRUCTION.
INLET PROTECTION TYPE C REQ'D AFTER CURB & GUTTER CONSTRUCTION.

POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	719.44	379+13.13	20.06' LT	206786.12	190611.22
02	719.44	379+13.54	19.88' LT	206786.52	190611.40
03	719.44	379+13.74	19.78' LT	206786.72	190611.51
04	719.75	379+14.01	22.40' LT	206787.06	190608.90
05	719.44	379+14.31	19.42' LT	206787.28	190611.88
06	719.43	379+14.49	19.29' LT	206787.46	190612.02
07	719.81	379+14.51	29.94' LT	206787.76	190601.37
08	719.80	379+14.53	27.94' LT	206787.73	190603.37
09	719.41	379+17.24	16.56' LT	206790.14	190614.82
10	719.82	379+18.95	18.40' LT	206791.89	190613.02
11	719.37	379+19.59	15.12' LT	206792.45	190616.32
12	719.66	379+20.12	28.00' LT	206793.31	190603.46
13	719.35	379+21.28	14.49' LT	206794.12	190617.00
14	719.33	379+22.21	14.26' LT	206795.04	190617.25
15	719.28	379+24.96	14.01' LT	206797.78	190617.57
16	719.53	379+25.21	30.05' LT	206798.46	190601.54
17	719.51	379+25.22	28.05' LT	206798.41	190603.54
18	719.45	379+25.22	23.05' LT	206798.28	190608.54
19	719.18	379+25.22	17.17' LT	206798.13	190614.42
20	719.19	379+25.22	16.52' LT	206798.11	190615.07
21	719.41	379+29.80	30.05' LT	206803.05	190601.66
22	719.43	379+30.22	28.05' LT	206803.41	190603.67
23	719.37	379+30.22	23.05' LT	206803.28	190608.67
24	719.10	379+30.22	17.17' LT	206803.13	190614.55
25	719.35	379+31.26	23.05' LT	206804.33	190608.70
26	719.26	379+34.06	24.27' LT	206807.15	190607.55
27	719.48	379+34.58	18.55' LT	206807.53	190613.29
28	719.04	379+36.33	16.57' LT	206809.22	190615.31
29	719.15	379+39.34	34.22' LT	206812.69	190597.74

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
30	719.05	379+39.34	40.94' LT	206812.86	190591.03
31	718.86	379+41.34	32.91' LT	206814.65	190599.10
32	718.79	379+41.34	37.91' LT	206814.79	190594.10
33	718.80	379+41.34	40.07' LT	206814.84	190591.94
34	718.83	379+42.42	27.93' LT	206815.60	190604.11
35	718.91	379+42.49	20.25' LT	206815.48	190611.80
36	719.10	379+44.34	53.03' LT	206818.18	190579.07
37	718.87	379+44.62	45.91' LT	206818.28	190586.20
38	718.85	379+45.87	23.28' LT	206818.93	190608.85
39	719.23	379+46.34	53.11' LT	206820.18	190579.05
40	718.79	379+46.34	32.91' LT	206819.65	190599.23
41	718.74	379+46.34	37.91' LT	206819.78	190594.23
42	719.07	379+46.43	29.68' LT	206819.66	190602.47
43	719.22	379+46.48	27.91' LT	206819.66	190604.24
44	719.11	379+46.65	45.08' LT	206820.29	190587.08
45	718.64	379+49.34	32.91' LT	206822.65	190599.31
46	718.59	379+49.34	37.91' LT	206822.78	190594.31
47	718.57	379+50.99	37.91' LT	206824.43	190594.36
48	719.14	379+51.49	53.21' LT	206825.34	190579.08
49	719.06	379+51.57	49.19' LT	206825.31	190583.10
50	719.02	379+51.65	42.91' LT	206825.22	190589.38
51	718.70	379+52.13	33.12' LT	206825.45	190599.18
52	718.64	379+53.57	38.05' LT	206827.02	190594.29
53	718.72	379+53.99	53.26' LT	206827.84	190579.10
54	718.63	379+54.10	48.01' LT	206827.80	190584.35
55	718.60	379+54.17	44.60' LT	206827.78	190587.76
56	718.60	379+54.17	43.40' LT	206827.75	190588.95
57	719.19	379+30.22	19.17' LT	206803.18	190612.55
58	719.28	379+25.22	19.17' LT	206798.18	190612.42

STA. = 379+24, 44.00'
Y = 206,797.78
X = 190,587.57

STA. 379+28, LT.
(CURB RAMP TYPE 3 REQ'D)



ASPHALTIC SURFACE (TYP.)

STA. 379+25, 26.00' LT
Y = 206,797.78
X = 190,605.57

— STA. = 379+11, 15.37' LT
Y = 206,784.24
X = 190,615.85

STH 32

PROJECT NO: 4540-35-71

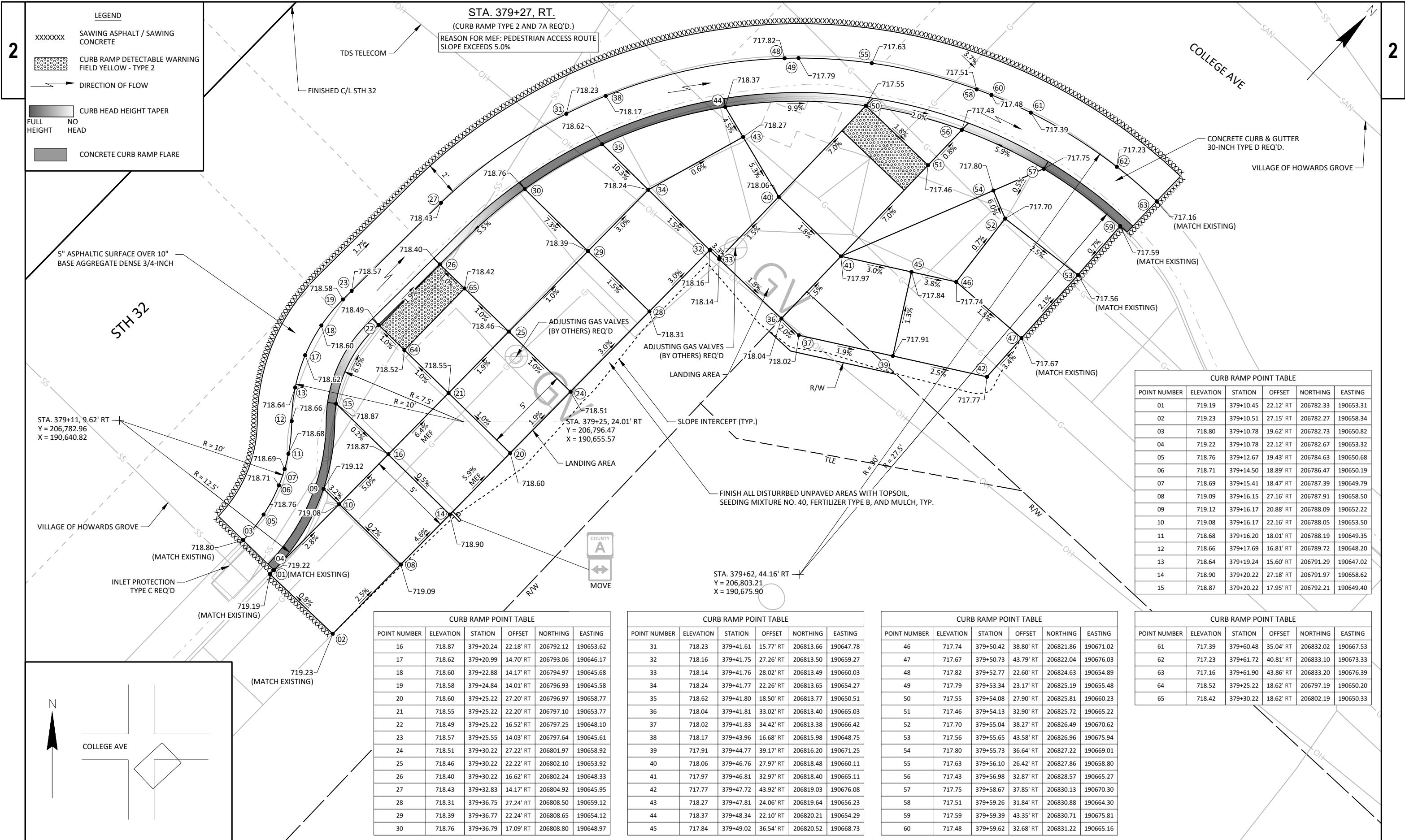
HWY: STH 32

COUNTY: SHEBOYGAN

CURB RAMP DETAILS

SHEET

11



CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	719.19	379+10.45	22.12' RT	206782.33	190653.31
02	719.23	379+10.51	27.15' RT	206782.27	190658.34
03	718.80	379+10.78	19.62' RT	206782.73	190650.82
04	719.22	379+10.78	22.12' RT	206782.67	190653.32
05	718.76	379+12.67	19.43' RT	206784.63	190650.68
06	718.71	379+14.50	18.89' RT	206786.47	190650.19
07	718.69	379+15.41	18.47' RT	206787.39	190649.79
08	719.09	379+16.15	27.16' RT	206787.91	190658.50
09	719.12	379+16.17	20.88' RT	206788.09	190652.22
10	719.08	379+16.17	22.16' RT	206788.05	190653.50
11	718.68	379+16.20	18.01' RT	206788.19	190649.35
12	718.66	379+17.69	16.81' RT	206789.72	190648.20
13	718.64	379+19.24	15.60' RT	206791.29	190647.02
14	718.90	379+20.22	27.18' RT	206791.97	190658.62
15	718.87	379+20.22	17.95' RT	206792.21	190649.40

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
16	718.87	379+20.24	22.18' RT	206792.12	190653.62
17	718.62	379+20.99	14.70' RT	206793.06	190646.17
18	718.60	379+22.88	14.17' RT	206794.97	190645.68
19	718.58	379+24.84	14.01' RT	206796.93	190645.58
20	718.60	379+25.22	27.20' RT	206796.97	190658.77
21	718.55	379+25.22	22.20' RT	206797.10	190653.77
22	718.49	379+25.22	16.52' RT	206797.25	190648.10
23	718.57	379+25.55	14.03' RT	206797.64	190645.61
24	718.51	379+30.22	27.22' RT	206801.97	190658.92
25	718.46	379+30.22	22.22' RT	206802.10	190653.92
26	718.40	379+30.22	16.62' RT	206802.24	190648.33
27	718.43	379+32.83	14.17' RT	206804.92	190645.95
28	718.31	379+36.75	27.24' RT	206808.50	190659.12
29	718.39	379+36.77	22.24' RT	206808.65	190654.12
30	718.76	379+36.79	17.09' RT	206808.80	190648.97

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
31	718.23	379+41.61	15.77' RT	206813.66	190647.78
32	718.16	379+41.75	27.26' RT	206813.50	190659.27
33	718.14	379+41.76	28.02' RT	206813.49	190660.03
34	718.24	379+41.77	22.26' RT	206813.65	190654.27
35	718.62	379+41.80	18.50' RT	206813.77	190650.51
36	718.04	379+41.81	33.02' RT	206813.40	190665.03
37	718.02	379+41.83	34.42' RT	206813.38	190666.42
38	718.17	379+43.96	16.68' RT	206815.98	190648.75
39	717.91	379+44.77	39.17' RT	206816.20	190671.25
40	718.06	379+46.76	27.97' RT	206818.48	190660.11
41	717.97	379+46.81	32.97' RT	206818.40	190665.11
42	717.77	379+47.72	43.92' RT	206819.03	190676.08
43	718.27	379+47.81	24.06' RT	206819.64	190656.23
44	718.37	379+48.34	22.10' RT	206820.21	190654.29
45	717.84	379+49.02	36.54' RT	206820.52	190668.73

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
46	717.74	379+50.42	38.80' RT	206821.86	190671.02
47	717.67	379+50.73	43.79' RT	206822.04	190676.03
48	717.82	379+52.77	22.60' RT	206824.63	190654.89
49	717.79	379+53.34	23.17' RT	206825.19	190655.48
50	717.55	379+54.08	27.90' RT	206825.81	190660.23
51	717.46	379+54.13	32.90' RT	206825.72	190665.22
52	717.70	379+55.04	38.27' RT	206826.49	190670.62
53	717.56	379+55.65	43.58' RT	206826.96	190675.94
54	717.80	379+55.73	36.64' RT	206827.22	190669.01
55	717.63	379+56.10	26.42' RT	206827.86	190658.80
56	717.43	379+56.98	32.87' RT	206828.57	190665.27
57	717.75	379+58.67	37.85' RT	206830.13	190670.30
58	717.51	379+59.26	31.84' RT	206830.88	190664.30
59	717.59	379+59.39	43.35' RT	206830.71	190675.81
60	717.48	379+59.62	32.68' RT	206831.22	190665.16

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
61	717.39	379+60.48	35.04' RT	206832.02	190667.53
62	717.23	379+61.72	40.81' RT	206833.10	190673.33
63	717.16	379+61.90	43.86' RT	206833.20	190676.39
64	718.52	379+25.22	18.62' RT	206797.19	190650.20
65	718.42	379+30.22	18.62' RT	206802.19	190650.33

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	718.30	379+94.61	43.35' LT	206868.18	190590.06
02	718.28	379+94.92	39.65' LT	206868.39	190593.77
03	718.22	379+96.37	33.81' LT	206869.70	190599.65
04	718.20	379+96.96	32.30' LT	206870.24	190601.17
05	718.72	379+97.11	43.45' LT	206870.68	190590.02
06	718.70	379+97.26	41.11' LT	206870.77	190592.37
07	718.17	379+97.78	37.91' LT	206871.21	190595.58
08	718.19	379+99.42	37.91' LT	206872.85	190595.62
09	718.11	379+99.42	32.91' LT	206872.71	190600.62
10	718.08	380+00.68	25.85' LT	206873.79	190607.72
11	718.22	380+00.96	29.91' LT	206874.17	190603.66
12	718.05	380+01.75	24.51' LT	206874.83	190609.08
13	718.12	380+04.19	25.52' LT	206877.29	190608.14
14	717.96	380+07.16	19.53' LT	206880.11	190614.20
15	718.34	380+07.17	37.91' LT	206880.59	190595.83
16	718.27	380+07.17	32.91' LT	206880.46	190600.82
17	718.19	380+07.18	26.76' LT	206880.31	190606.98
18	717.90	380+07.22	22.64' LT	206880.25	190611.10
19	717.89	380+12.06	16.69' LT	206884.93	190617.17
20	718.32	380+12.17	37.91' LT	206885.59	190595.96
21	718.24	380+12.17	32.91' LT	206885.46	190600.95
22	718.23	380+12.17	31.81' LT	206885.43	190602.06
23	718.16	380+12.18	26.81' LT	206885.31	190607.06
24	717.87	380+12.22	22.69' LT	206885.24	190611.18
25	717.82	380+12.25	19.37' LT	206885.19	190614.49
26	717.89	380+15.24	15.44' LT	206888.07	190618.50
27	718.31	380+15.27	18.08' LT	206888.17	190615.87
28	718.31	380+16.02	17.82' LT	206888.91	190616.15
29	718.34	380+19.16	26.75' LT	206892.29	190607.30
30	718.45	380+19.20	31.68' LT	206892.46	190602.37

STA. 380+25, 43.94' LT
Y = 206,898.19
X = 190,590.26

FINISH ALL DISTURBED UNPAVED AREAS WITH TOPSOIL,
SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, AND MULCH, TYP.

EXISTING INLET TO REMAIN

LANDING AREA

STA. 380+04, LT.
(CURB RAMP TYPE 3 REQ'D.)

EXISTING MANHOLE
TO REMAIN

EXISTING UTILITY POLE TO REMAIN

STH 32

N

SLOPE INTERCEPT (TYP)

718.72
(MATCH EXISTING)

COLLEGE AVE

VILLAGE OF HOWARDS GROVE

ADJUSTING MANHOLE
COVERS REQ'D (TYP.)

N

STH 32

COLLEGE AVE

VILLAGE OF HOWARDS GROVE

5" ASPHALTIC SURFACE OVER 10"
BASE AGGREGATE DENSE 3/4-INCH

2-INCH CURB HEAD

CONCRETE SURFACE

CONCRETE CURB & GUTTER
30-INCH TYPE D REQ'D.

TDS TELECOM

TDS TELECOM

FINISHED C/L STH 32

380+00

LEGEND

- XXXXXXX SAWING ASPHALT / SAWING
CONCRETE
- CURB RAMP DETECTABLE WARNING
FIELD YELLOW - TYPE 2
- DIRECTION OF FLOW
- CURB HEAD HEIGHT TAPER
- FULL NO
HEIGHT HEAD
- CONCRETE CURB RAMP FLARE

PROJECT NO: 4540-35-71

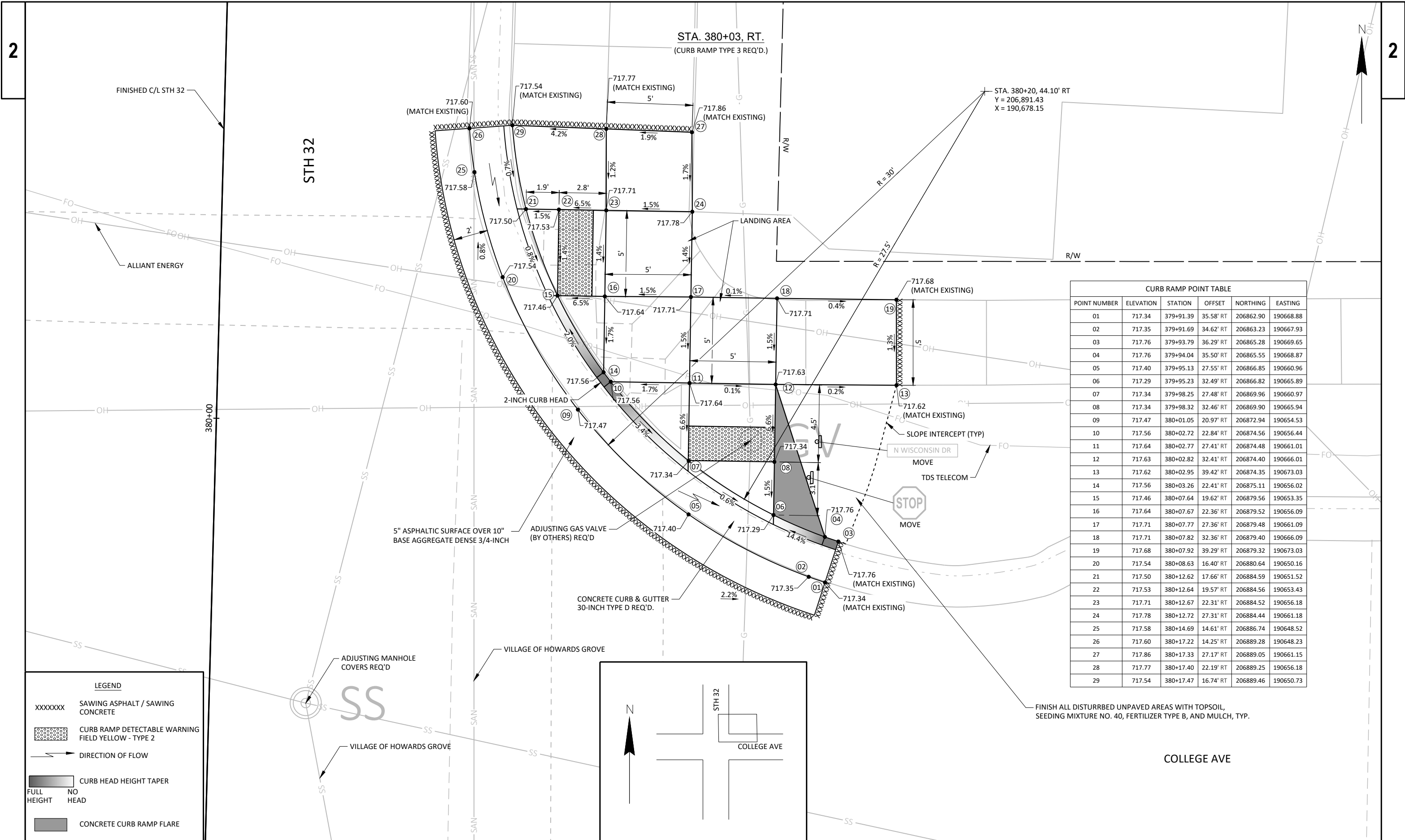
HWY: STH 32

COUNTY: SHEBOYGAN

CURB RAMP DETAILS

SHEET

E



CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	717.34	379+91.39	35.58' RT	206862.90	190668.88
02	717.35	379+91.69	34.62' RT	206863.23	190667.93
03	717.76	379+93.79	36.29' RT	206865.28	190669.65
04	717.76	379+94.04	35.50' RT	206865.55	190668.87
05	717.40	379+95.13	27.55' RT	206866.85	190660.96
06	717.29	379+95.23	32.49' RT	206866.82	190665.89
07	717.34	379+98.25	27.48' RT	206869.96	190660.97
08	717.34	379+98.32	32.46' RT	206869.90	190665.94
09	717.47	380+01.05	20.97' RT	206872.94	190654.53
10	717.56	380+02.72	22.84' RT	206874.56	190656.44
11	717.64	380+02.77	27.41' RT	206874.48	190661.01
12	717.63	380+02.82	32.41' RT	206874.40	190666.01
13	717.62	380+02.95	39.42' RT	206874.35	190673.03
14	717.56	380+03.26	22.41' RT	206875.11	190656.02
15	717.46	380+07.64	19.62' RT	206879.56	190653.35
16	717.64	380+07.67	22.36' RT	206879.52	190656.09
17	717.71	380+07.77	27.36' RT	206879.48	190661.09
18	717.71	380+07.82	32.36' RT	206879.40	190666.09
19	717.68	380+07.92	39.29' RT	206879.32	190673.03
20	717.54	380+08.63	16.40' RT	206880.64	190650.16
21	717.50	380+12.62	17.66' RT	206884.59	190651.52
22	717.53	380+12.64	19.57' RT	206884.56	190653.43
23	717.71	380+12.67	22.31' RT	206884.52	190656.18
24	717.78	380+12.72	27.31' RT	206884.44	190661.18
25	717.58	380+14.69	14.61' RT	206886.74	190648.52
26	717.60	380+17.22	14.25' RT	206889.28	190648.23
27	717.86	380+17.33	27.17' RT	206889.05	190661.15
28	717.77	380+17.40	22.19' RT	206889.25	190656.18
29	717.54	380+17.47	16.74' RT	206889.46	190650.73

LEGEND

XXXXXX

SAWING ASPHALT / SAWING CONCRETE

CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2

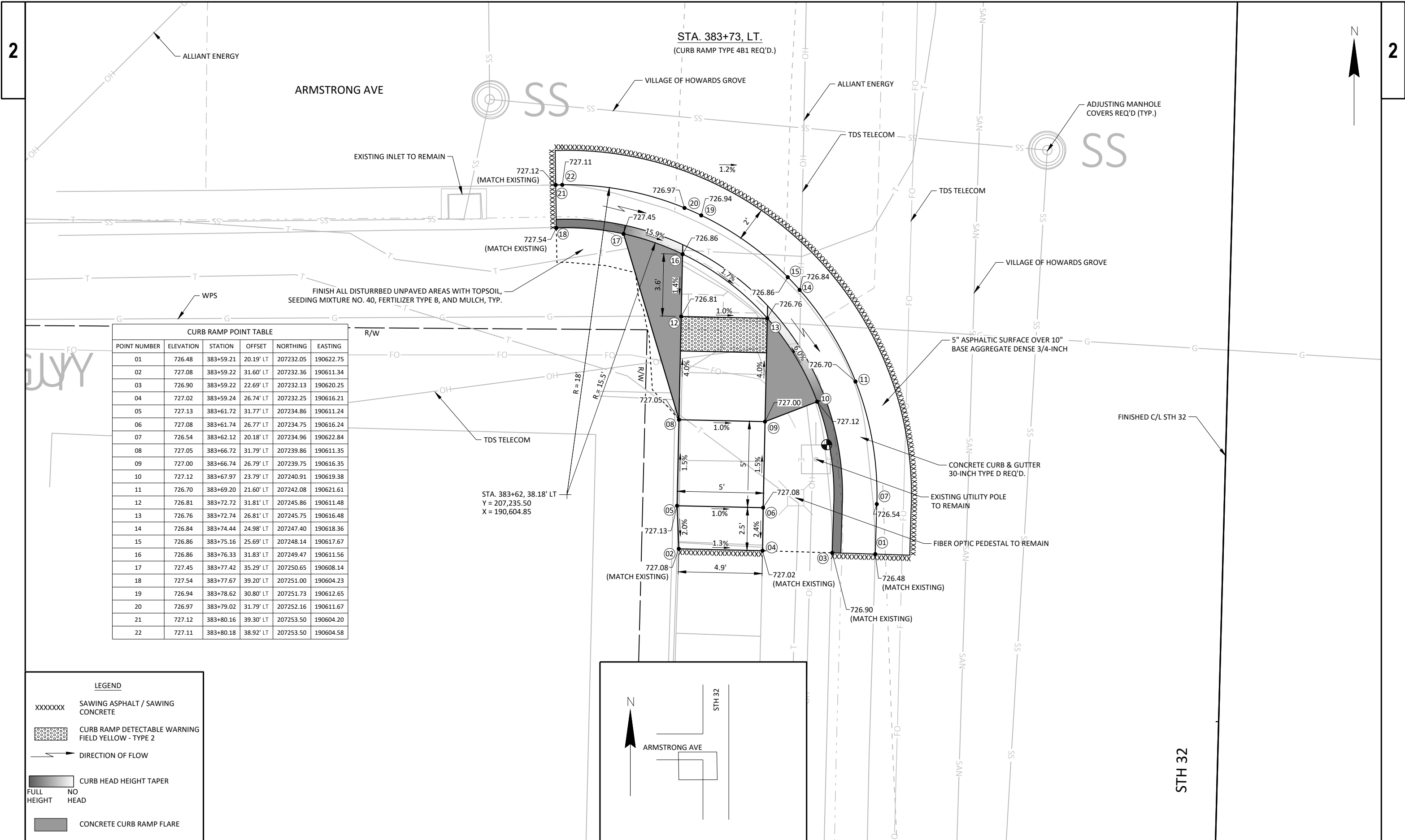
DIRECTION OF FLOW

FULL HEIGHT

NO HEAD

CURB HEAD HEIGHT TAPER

CONCRETE CURB RAMP FLARE



CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	726.48	383+59.21	20.19' LT	207232.05	190622.75
02	727.08	383+59.22	31.60' LT	207232.36	190611.34
03	726.90	383+59.22	22.69' LT	207232.13	190620.25
04	727.02	383+59.24	26.74' LT	207232.25	190616.21
05	727.13	383+61.72	31.77' LT	207234.86	190611.24
06	727.08	383+61.74	26.77' LT	207234.75	190616.24
07	726.54	383+62.12	20.18' LT	207234.96	190622.84
08	727.05	383+66.72	31.79' LT	207239.86	190611.35
09	727.00	383+66.74	26.79' LT	207239.75	190616.35
10	727.12	383+67.97	23.79' LT	207240.91	190619.38
11	726.70	383+69.20	21.60' LT	207242.08	190621.61
12	726.81	383+72.72	31.81' LT	207245.86	190611.48
13	726.76	383+72.74	26.81' LT	207245.75	190616.48
14	726.84	383+74.44	24.98' LT	207247.40	190618.36
15	726.86	383+75.16	25.69' LT	207248.14	190617.67
16	726.86	383+76.33	31.83' LT	207249.47	190611.56
17	727.45	383+77.42	35.29' LT	207250.65	190608.14
18	727.54	383+77.67	39.20' LT	207251.00	190604.23
19	726.94	383+78.62	30.80' LT	207251.73	190612.65
20	726.97	383+79.02	31.79' LT	207252.16	190611.67
21	727.12	383+80.16	39.30' LT	207253.50	190604.20
22	727.11	383+80.18	38.92' LT	207253.50	190604.58

LEGEND

XXXXXX

SAWING ASPHALT / SAWING CONCRETE

CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2

DIRECTION OF FLOW

FULL HEIGHT

NO HEAD

CURB HEAD HEIGHT TAPER

CONCRETE CURB RAMP FLARE

STA. 384+20, LT.
(CURB RAMP TYPE 4B1 REQ'D.)

CURB RAMP POINT TABLE					
POINT NUMBER	ELEVATION	STATION	OFFSET	NORTHING	EASTING
01	727.13	384+12.12	39.37' LT	207285.44	190604.96
02	727.08	384+13.88	33.25' LT	207287.05	190611.12
03	727.55	384+14.59	39.71' LT	207287.93	190604.69
04	727.53	384+15.05	37.42' LT	207288.32	190606.99
05	727.04	384+16.32	29.13' LT	207289.38	190615.31
06	726.97	384+17.39	32.00' LT	207290.52	190612.47
07	727.04	384+18.67	26.48' LT	207291.65	190618.02
08	727.02	384+21.84	32.01' LT	207294.97	190612.57
09	726.95	384+21.86	27.01' LT	207294.86	190617.57
10	727.46	384+24.94	25.03' LT	207297.89	190619.64
11	727.04	384+25.62	21.97' LT	207298.48	190622.71
12	727.34	384+29.84	32.05' LT	207302.97	190612.75
13	727.27	384+29.86	27.05' LT	207302.86	190617.74
14	727.47	384+30.19	34.05' LT	207303.37	190610.75
15	727.00	384+33.74	20.34' LT	207306.56	190624.55
16	727.39	384+34.84	32.07' LT	207307.96	190612.86
17	727.32	384+34.86	27.07' LT	207307.85	190617.85
18	727.51	384+35.12	34.07' LT	207308.30	190610.86
19	727.00	384+39.73	20.29' LT	207312.55	190624.75
20	727.44	384+39.75	30.65' LT	207312.83	190614.40
21	727.42	384+39.75	22.79' LT	207312.63	190622.25
22	727.42	384+39.77	25.69' LT	207312.73	190619.36
23	727.51	384+40.30	32.57' LT	207313.44	190612.50

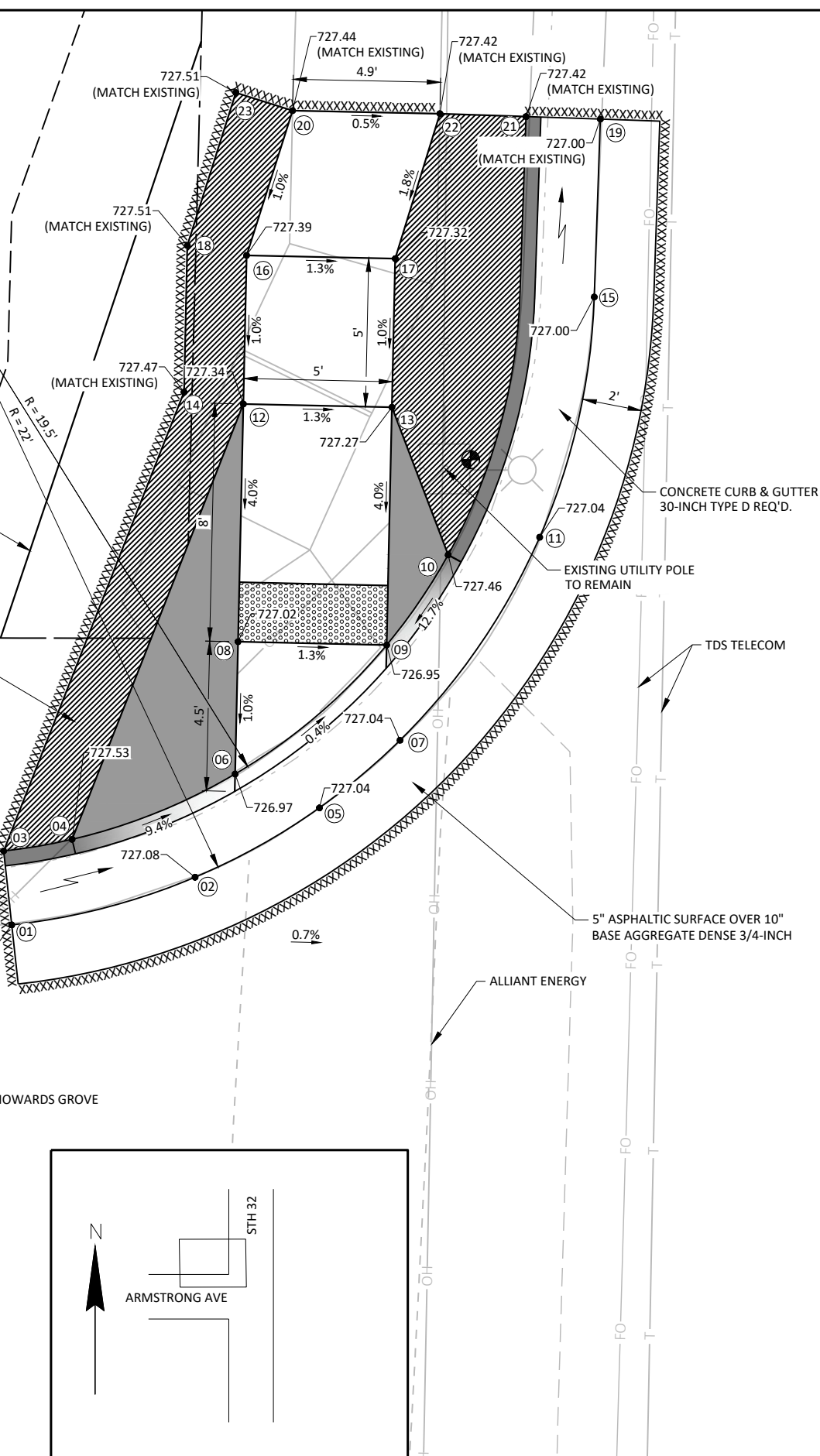
STA. = 384+34, 42.34' LT
Y = 207,307.31
X = 190,602.56

R/W

ASPHALTIC SURFACE (TYP.)

R/W

TLE



STH 32

FINISHED C/L STH 32

384+00

LEGEND

- XXXXXX SAWING ASPHALT / SAWING CONCRETE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2
- DIRECTION OF FLOW
- CURB HEAD HEIGHT TAPER
- FULL HEIGHT NO HEAD
- CONCRETE CURB RAMP FLARE

PROJECT NO: 4540-35-71

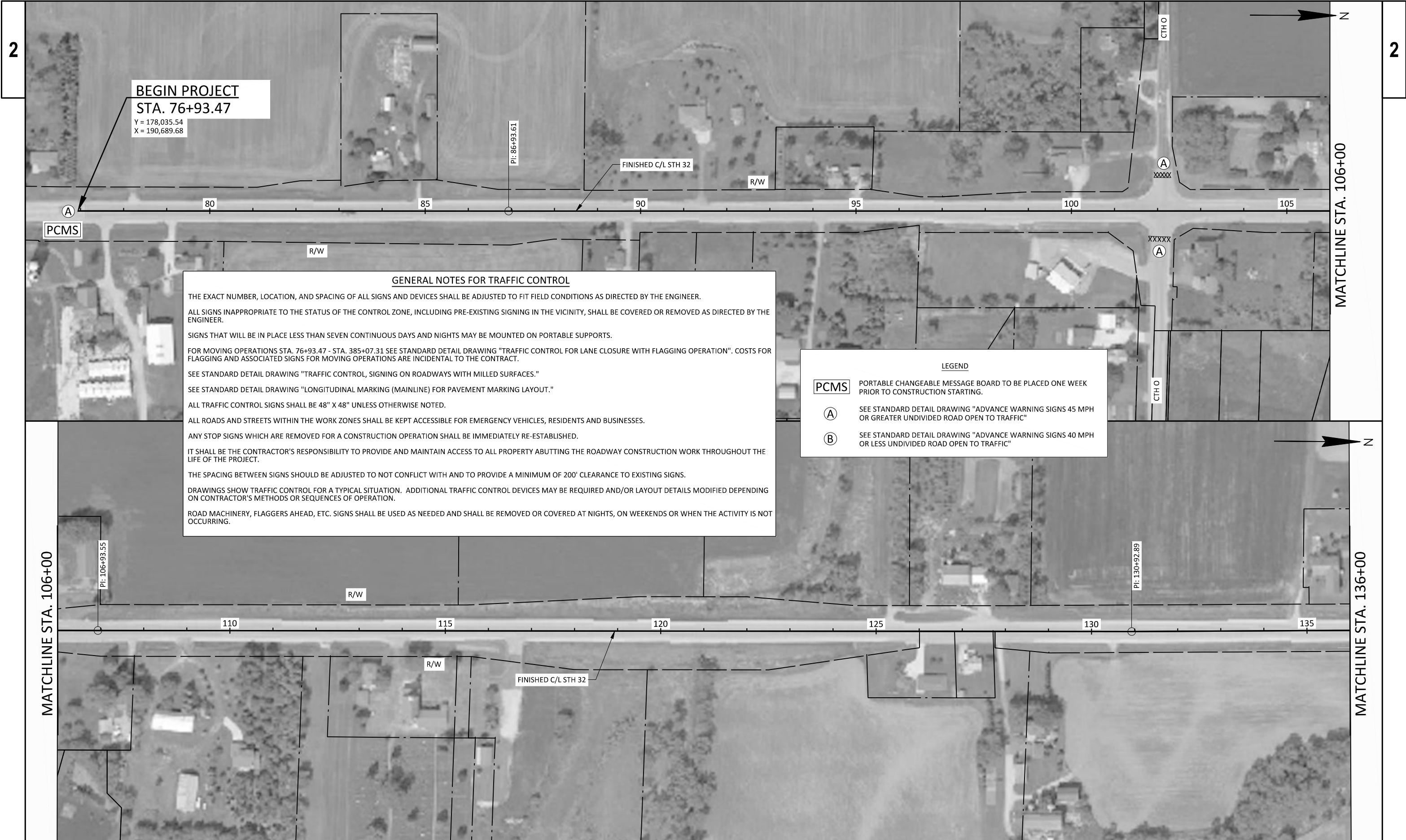
HWY: STH 32

COUNTY: SHEBOYGAN

CURB RAMP DETAILS

SHEET

E



BEGIN PROJECT
STA. 76+93.47

Y = 178,035.54
X = 190,689.68

FINISHED C/L STH 32

R/W

CTH O

XXXXX

CTH O

GENERAL NOTES FOR TRAFFIC CONTROL

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 SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

FOR MOVING OPERATIONS STA. 76+93.47 - STA. 385+07.31 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES."

SEE STANDARD DETAIL DRAWING "LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT."

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.

ALL ROADS AND STREETS WITHIN THE WORK ZONES SHALL BE KEPT ACCESSIBLE FOR EMERGENCY VEHICLES, RESIDENTS AND BUSINESSES.

ANY STOP SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND MAINTAIN ACCESS TO ALL PROPERTY ABUTTING THE ROADWAY CONSTRUCTION WORK THROUGHOUT THE LIFE OF THE PROJECT.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200' CLEARANCE TO EXISTING SIGNS.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHODS OR SEQUENCES OF OPERATION.

ROAD MACHINERY, FLAGGERS AHEAD, ETC. SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED AT NIGHTS, ON WEEKENDS OR WHEN THE ACTIVITY IS NOT OCCURRING.

LEGEND

- PCMS** PORTABLE CHANGEABLE MESSAGE BOARD TO BE PLACED ONE WEEK PRIOR TO CONSTRUCTION STARTING.
- (A)** SEE STANDARD DETAIL DRAWING "ADVANCE WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC"
- (B)** SEE STANDARD DETAIL DRAWING "ADVANCE WARNING SIGNS 40 MPH OR LESS UNDIVIDED ROAD OPEN TO TRAFFIC"

MATCHLINE STA. 106+00

MATCHLINE STA. 136+00

PROJECT NO: 4540-35-71

HWY: STH 32

COUNTY: SHEBOYGAN

TRAFFIC CONTROL

SHEET

E







LEGEND

PCMS

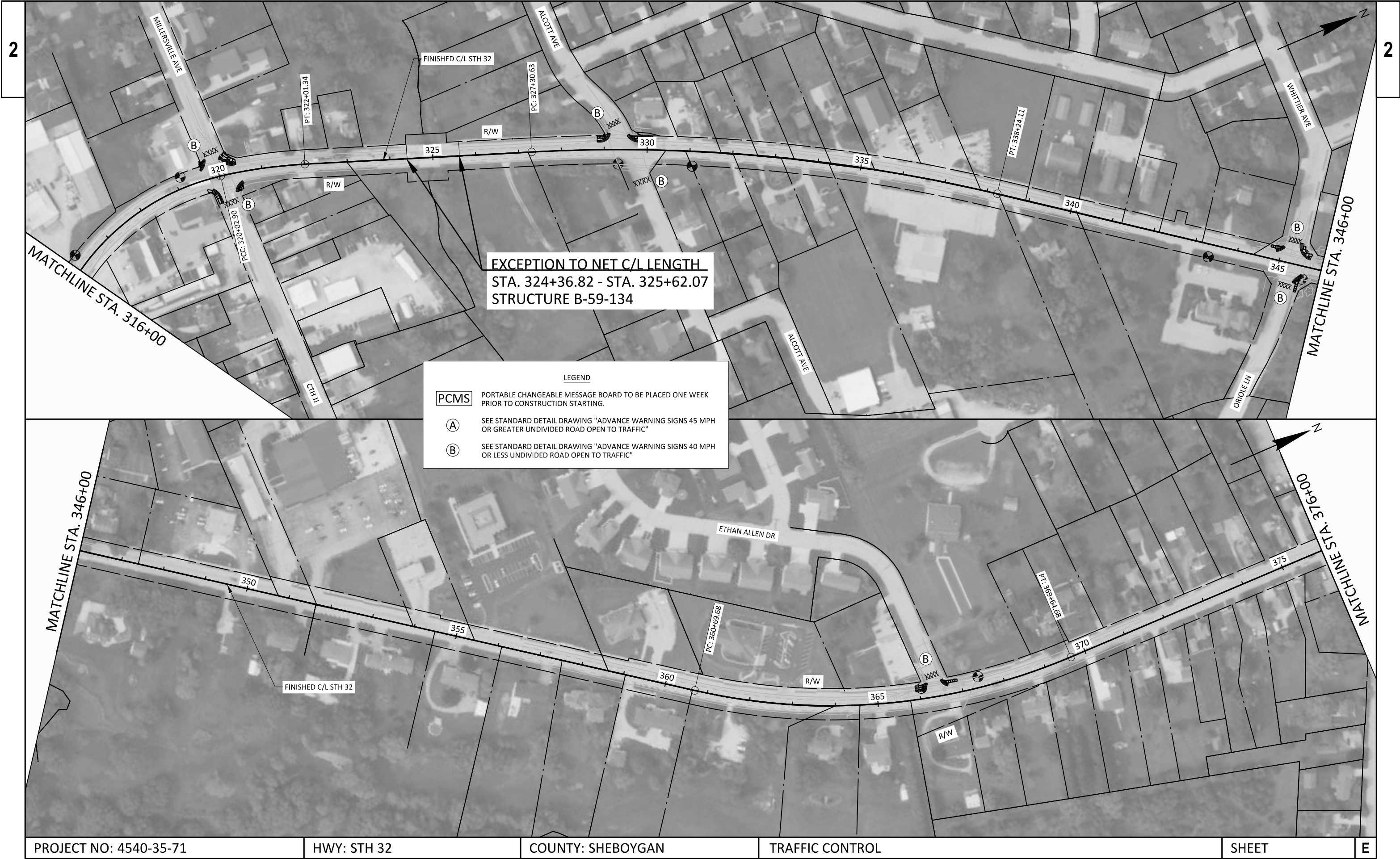
PORTABLE CHANGEABLE MESSAGE BOARD TO BE PLACED ONE WEEK PRIOR TO CONSTRUCTION STARTING.

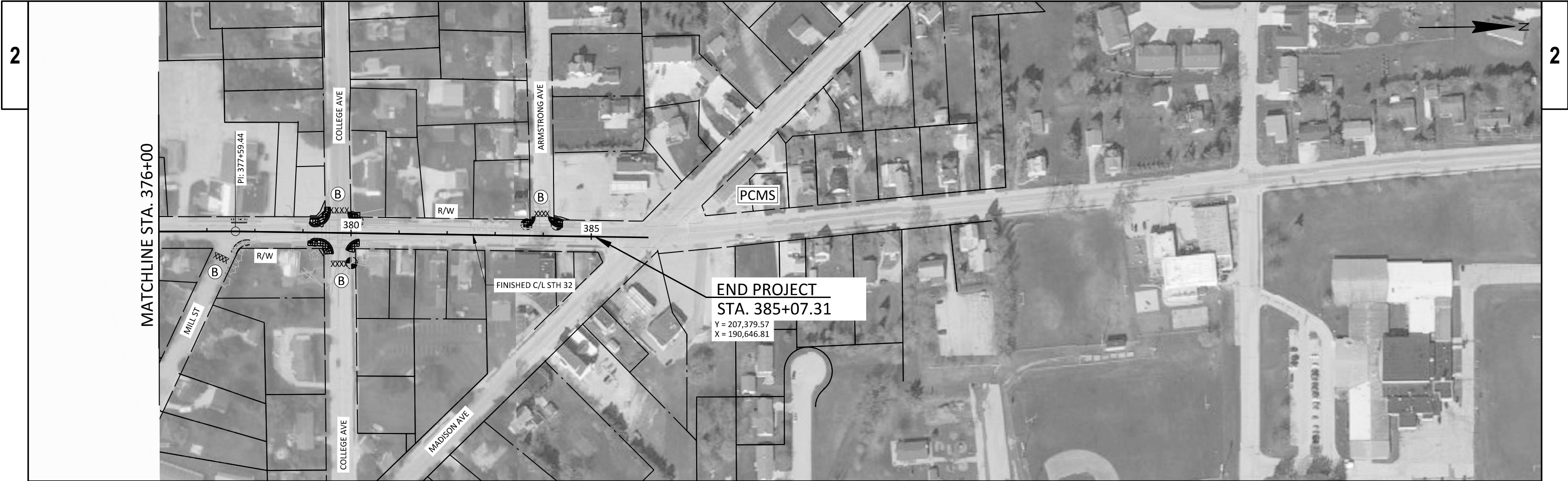
A

SEE STANDARD DETAIL DRAWING "ADVANCE WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC"

B

SEE STANDARD DETAIL DRAWING "ADVANCE WARNING SIGNS 40 MPH OR LESS UNDIVIDED ROAD OPEN TO TRAFFIC"





LEGEND

PCMS PORTABLE CHANGEABLE MESSAGE BOARD TO BE PLACED ONE WEEK PRIOR TO CONSTRUCTION STARTING.

A SEE STANDARD DETAIL DRAWING "ADVANCE WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC"

B SEE STANDARD DETAIL DRAWING "ADVANCE WARNING SIGNS 40 MPH OR LESS UNDIVIDED ROAD OPEN TO TRAFFIC"

GENERAL NOTES FOR PEDESTRIAN TRAFFIC CONTROL

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECTABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

PROHIBIT STREET PARKING FOR TEMPORARY PEDESTRIAN ACCOMMODATION AREAS THAT USE THE PARKING LANE.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

FOR NIGHTTIME CLOSURE, USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS, AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

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

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND



DIRECTION OF TRAFFIC



WORK AREA



TEMPORARY PEDESTRIAN SURFACE MATTING



TEMPORARY CURB RAMP



TEMPORARY DETECTABLE WARNING FIELD



TEMPORARY PEDESTRIAN BARRICADE



TRAFFIC CONTROL DRUM AT MAXIMUM 25 FOOT SPACING



SIGN ON TEMPORARY SUPPORT



TEMPORARY MARKING FOR CROSSWALK (TEMPORARY MARKING LINE PAINT 6-INCH)



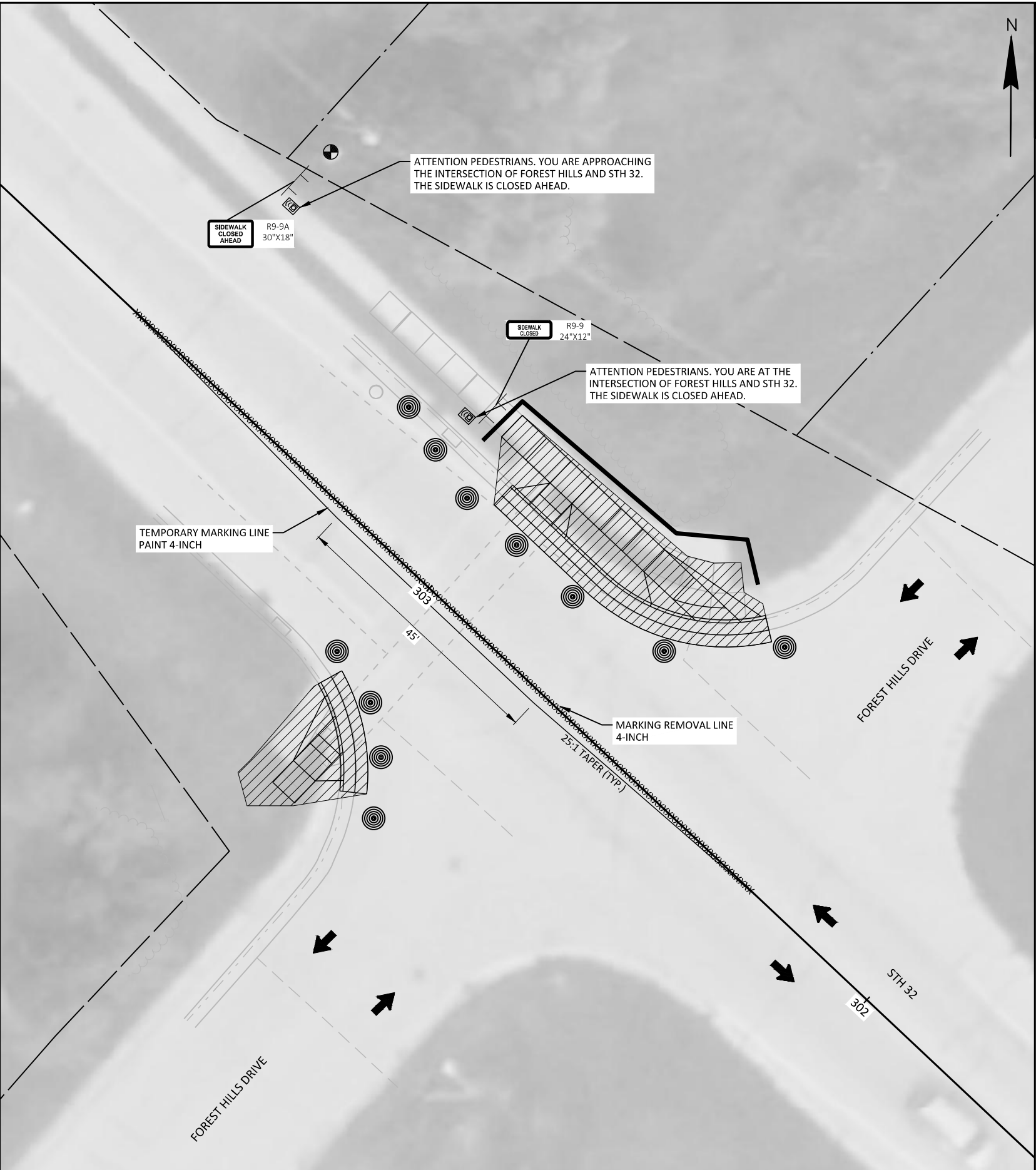
TEMPORARY MARKING LINE PAINT 4-INCH



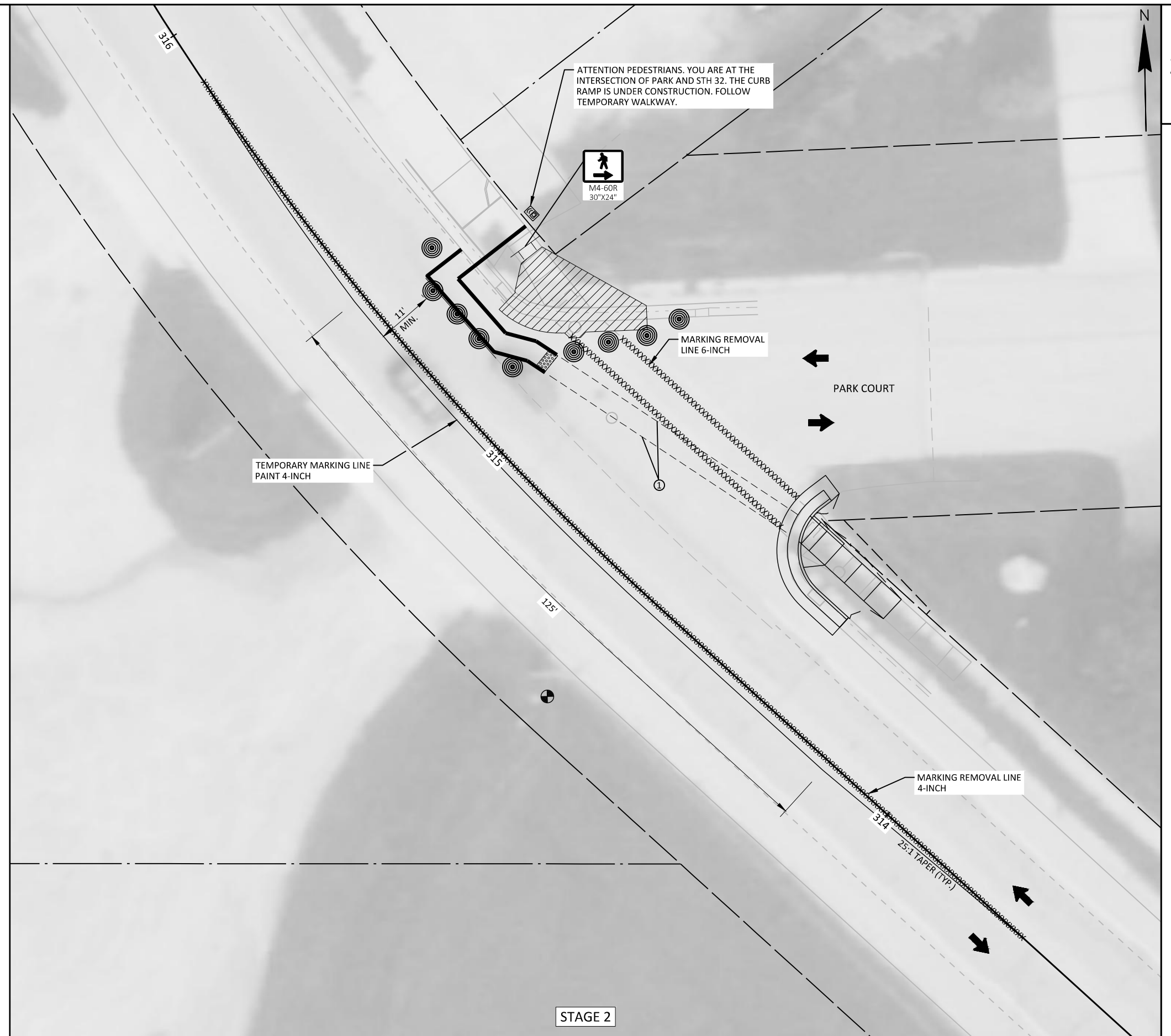
MARKING LINE REMOVAL

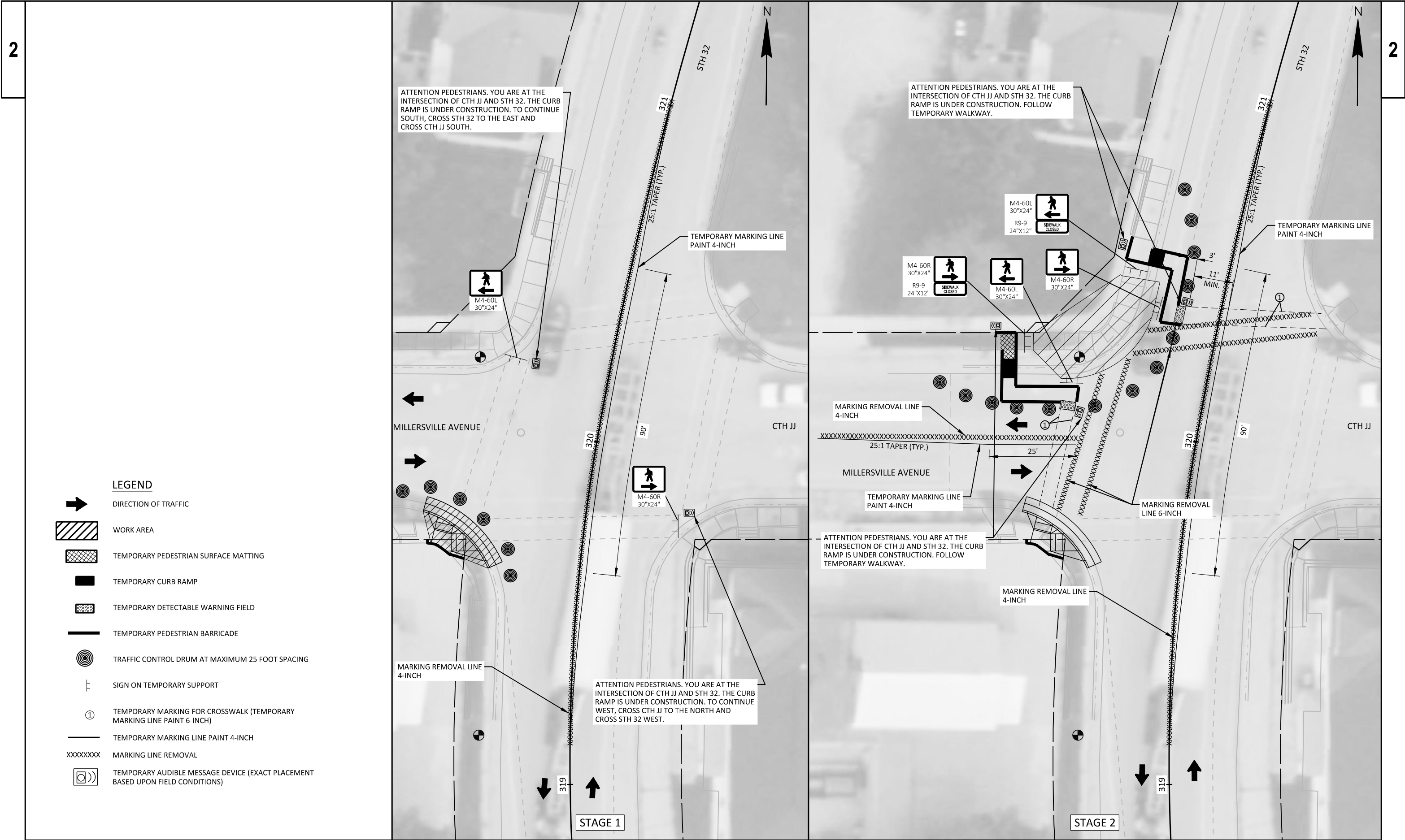


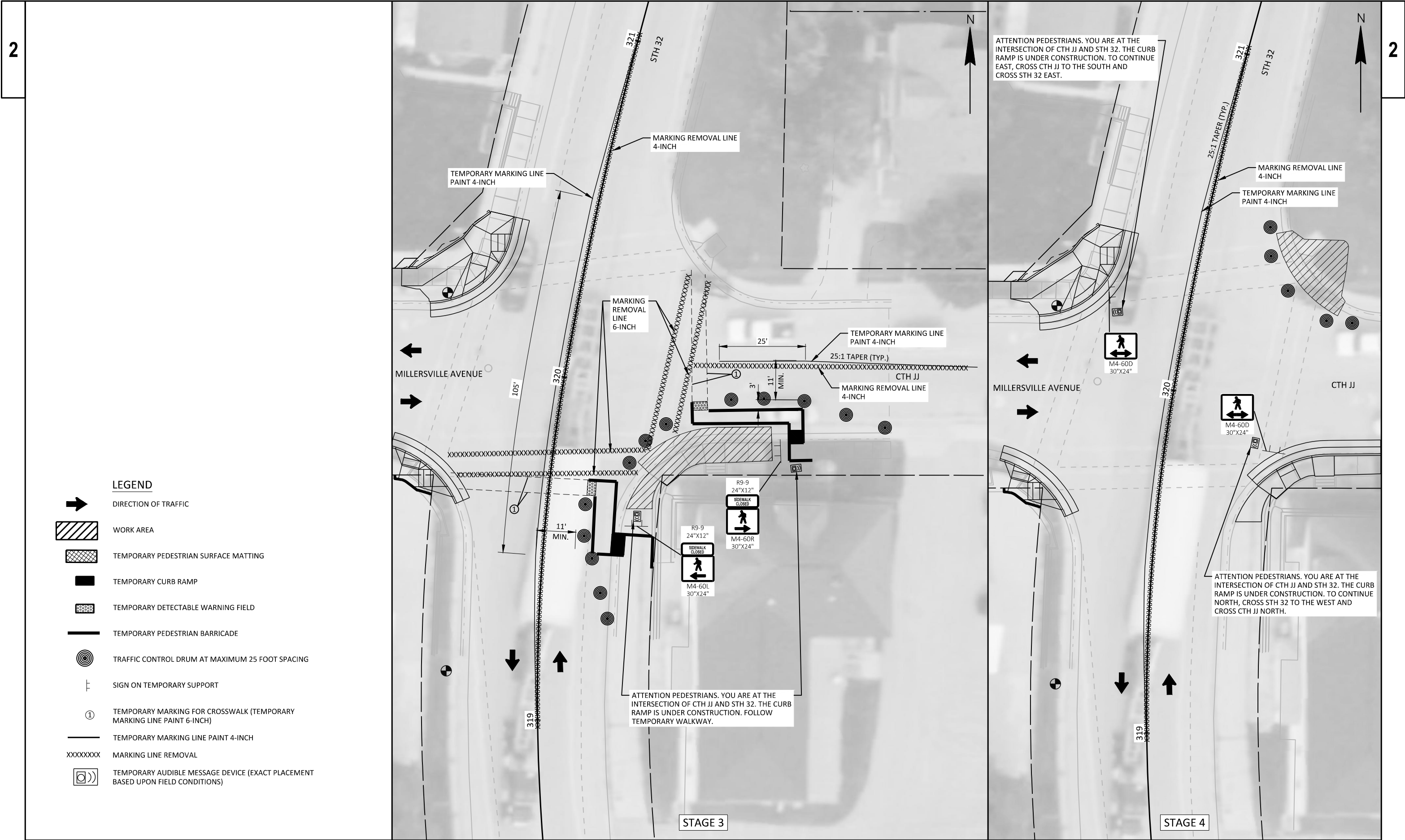
TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

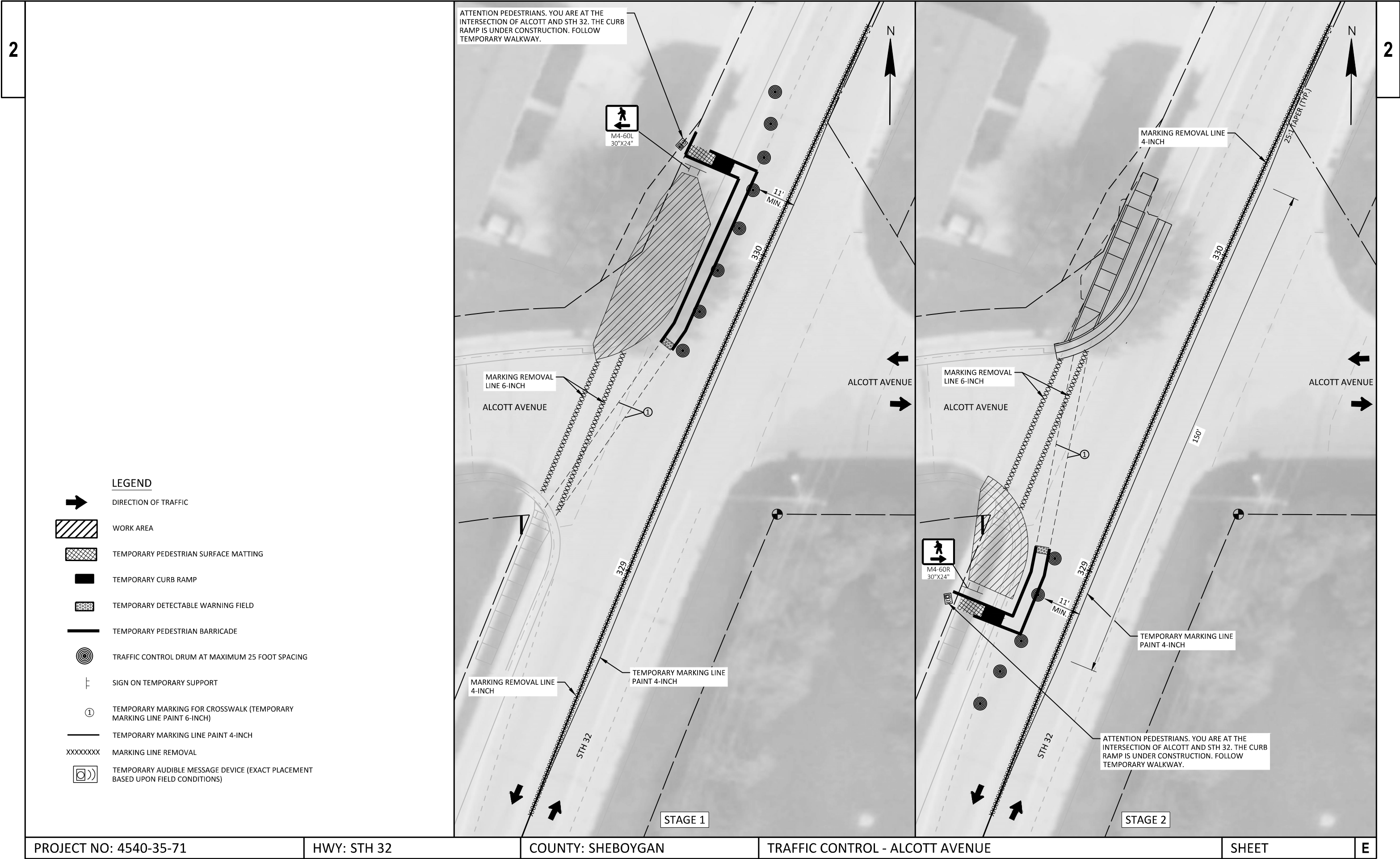


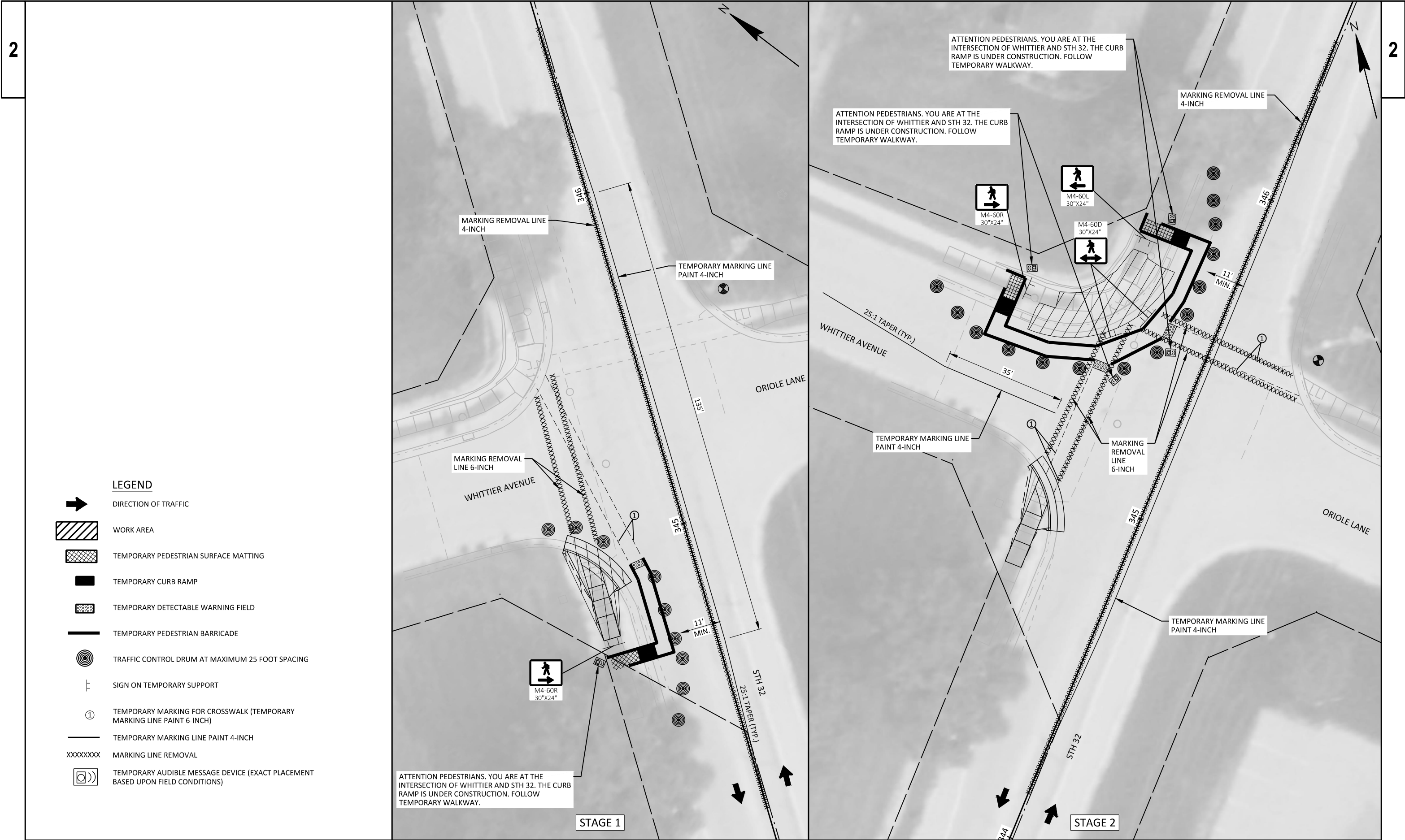






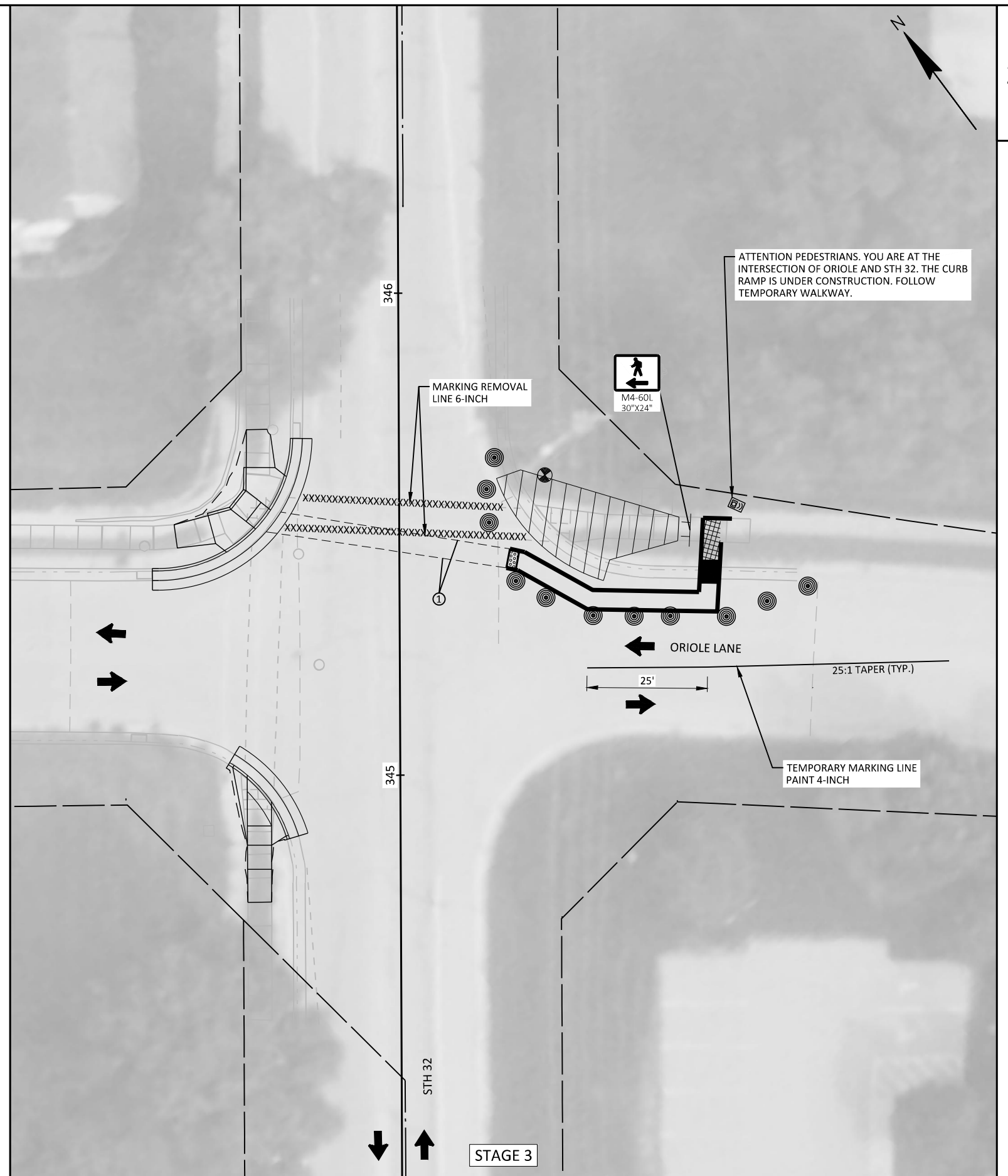
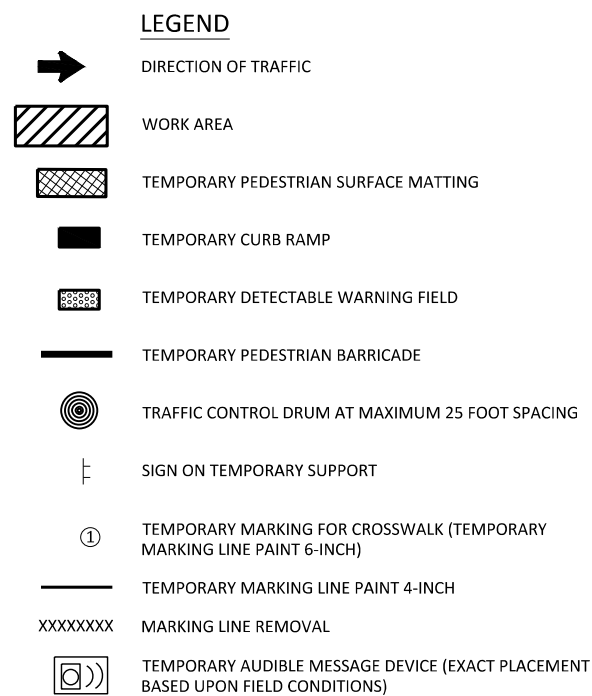






2

2 |



PROJECT NO: 4540-35-71

HWY: STH 32

COUNTY: SHEBOYGAN

TRAFFIC CONTROL - WHITTIER AVENUE/ ORIOLE LANE

SHEET

3

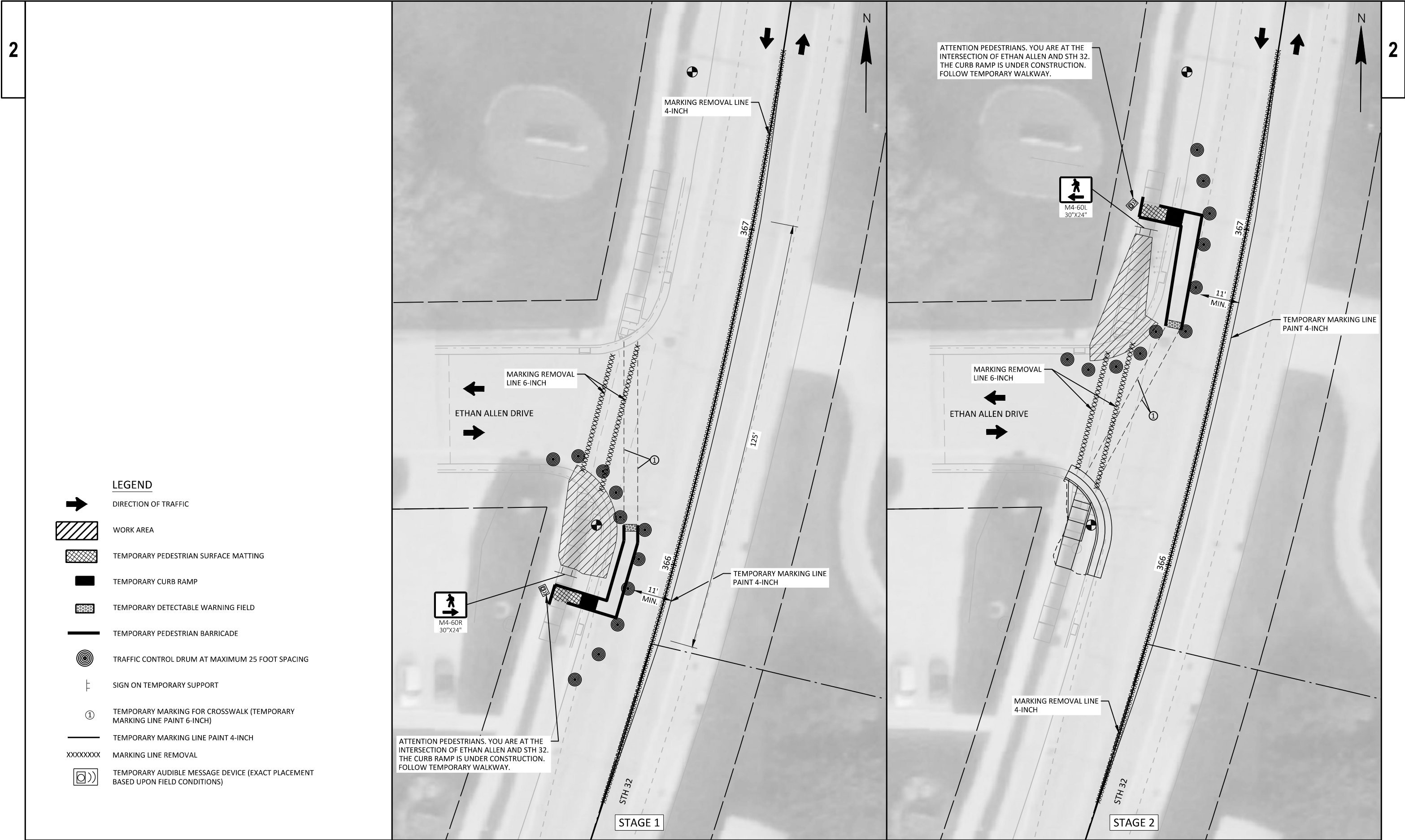
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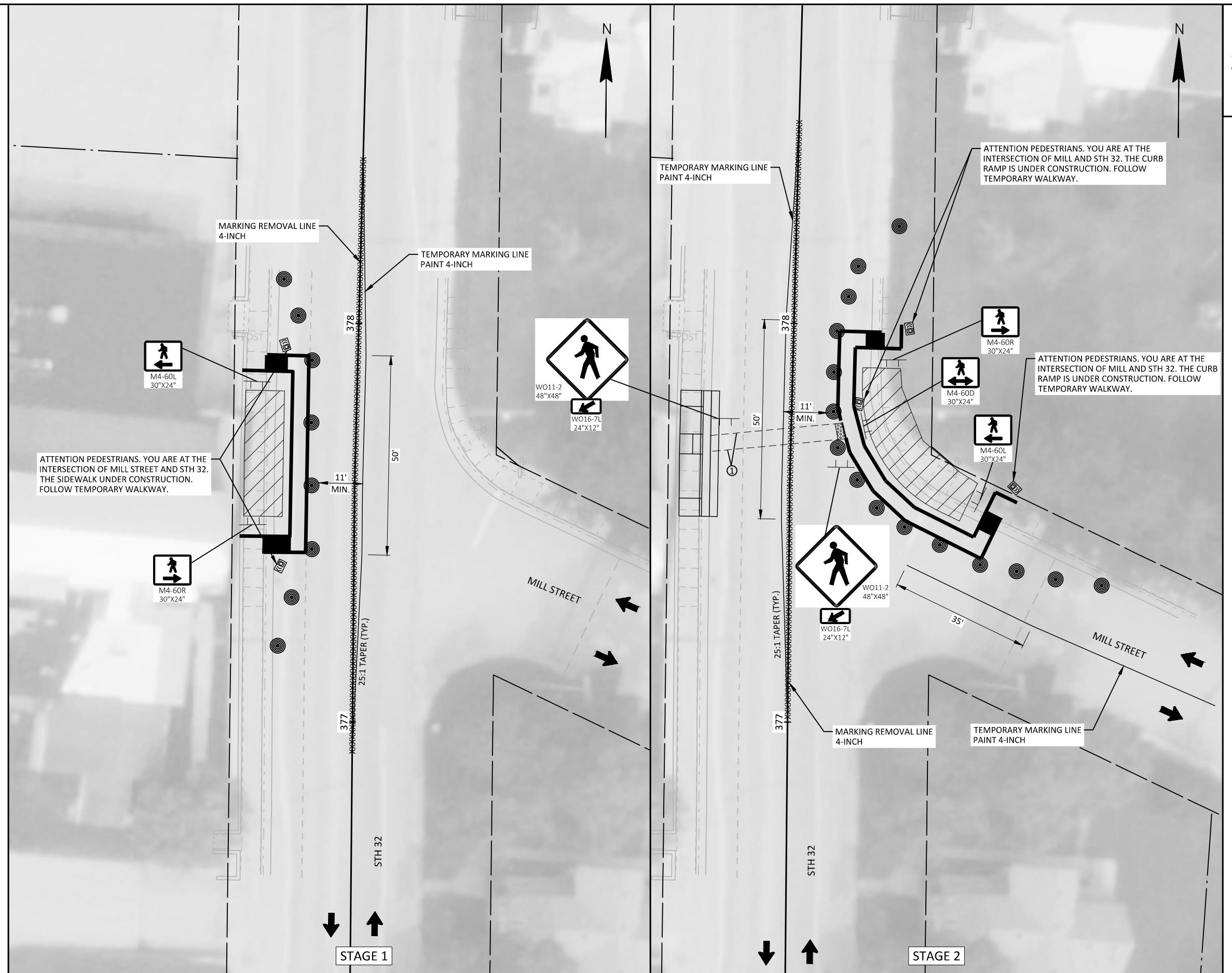
PLOT DATE : 8/18/2026 11:26:18 AM

PLOT BY : PRESTIN VANDERHEYDEN

PLOT SCALE : 1 IN: 25 FT

LAYOUT : ORIOLE LANE





TEMPORARY AUDIBLE MESSAGE DEVICE NOTES

1. ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. TO CONTINUE NORTH, CROSS COLLEGE TO THE NORTH.
2. ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. TO CONTINUE WEST, FOLLOW TEMPORARY WALKWAY.
3. ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. TO CONTINUE SOUTH, FOLLOW TEMPORARY WALKWAY EAST AND CROSS COLLEGE SOUTH.
4. ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. TO CONTINUE WEST, FOLLOW TEMPORARY WALKWAY.
5. ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. TO CONTINUE SOUTH, CROSS COLLEGE TO THE SOUTH.
6. ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP TO THE NORTH IS UNDER CONSTRUCTION. TO CONTINUE NORTH, TURN AROUND AND CROSS STH 32 EAST.
7. ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP TO THE NORTH IS UNDER CONSTRUCTION. TO CONTINUE NORTH, CROSS STH 32 TO THE EAST.
8. ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP TO THE NORTH IS UNDER CONSTRUCTION. TO CONTINUE NORTH, FOLLOW THE CURB RAMP SOUTH AND CROSS STH 32 TO THE EAST.

LEGEND

- ➔ DIRECTION OF TRAFFIC
- ▨ WORK AREA
- ▩ TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- ⊙ TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- ⊙ TRAFFIC CONTROL DRUM AT MAXIMUM 25 FOOT SPACING
- ⊥ SIGN ON TEMPORARY SUPPORT
- ① TEMPORARY MARKING FOR CROSSWALK (TEMPORARY MARKING LINE PAINT 6-INCH)
- TEMPORARY MARKING LINE PAINT 4-INCH
- XXXXXXX MARKING LINE REMOVAL
- Ⓜ TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. FOLLOW TEMPORARY WALKWAY.

ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. TO CONTINUE EAST, CROSS STH 32 TO THE EAST.

ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. FOLLOW TEMPORARY WALKWAY.

ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. FOLLOW TEMPORARY WALKWAY.

ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. TO CONTINUE SOUTH, CROSS COLLEGE TO THE SOUTH.

ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. TO CONTINUE WEST, CROSS STH 32 TO THE WEST AND FOLLOW TEMPORARY WALKWAY TO THE SOUTH.

ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. TO CONTINUE WEST, CROSS COLLEGE TO THE NORTH, CROSS STH 32 WEST, AND FOLLOW TEMPORARY WALKWAY SOUTH.

ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION AND THE SIDEWALK IS CLOSED HERE. FOLLOW TEMPORARY WALKWAY.

ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. TO CONTINUE NORTH, CROSS STH 32 TO THE EAST.

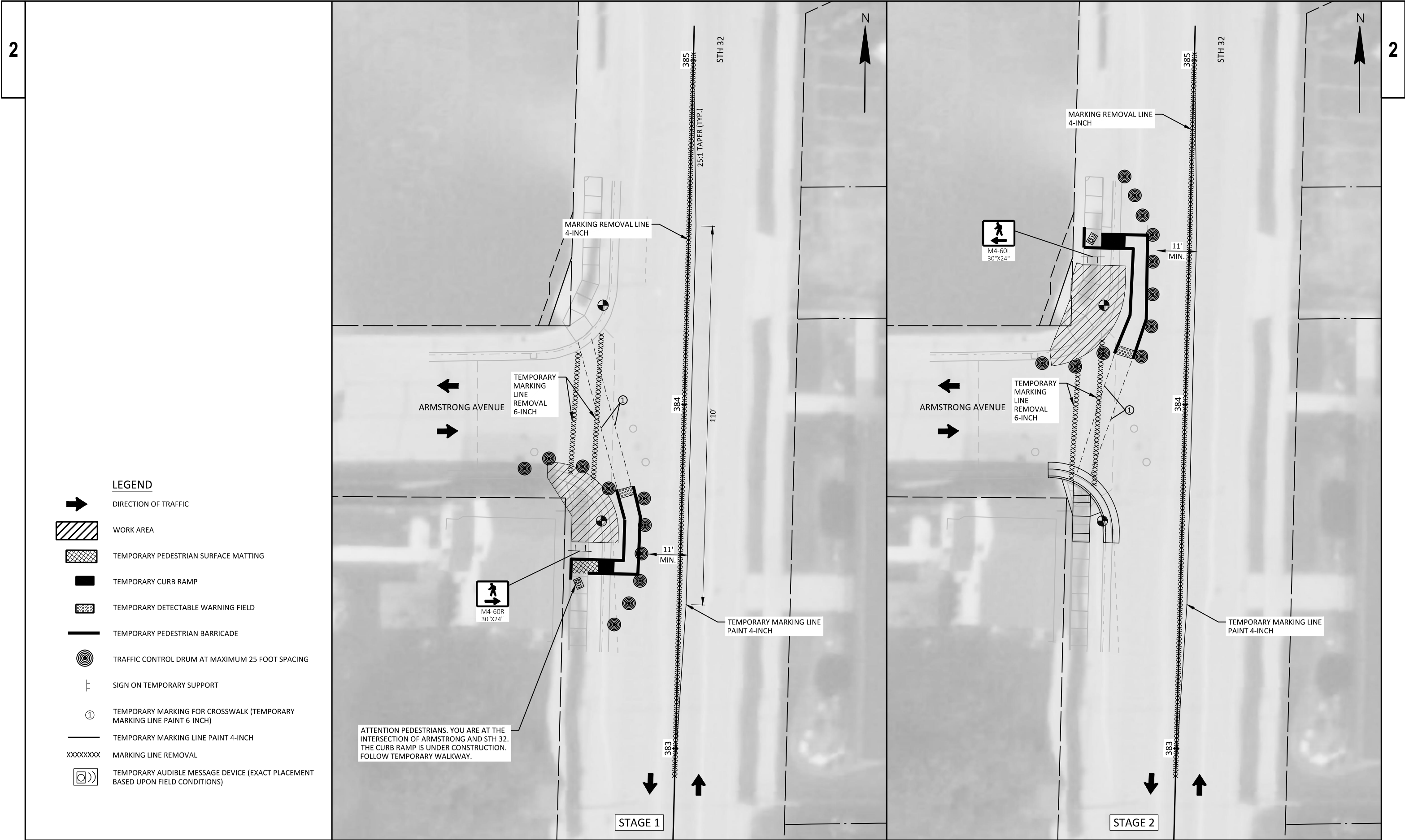
ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. TO CONTINUE WEST, CROSS STH 32 TO THE WEST.

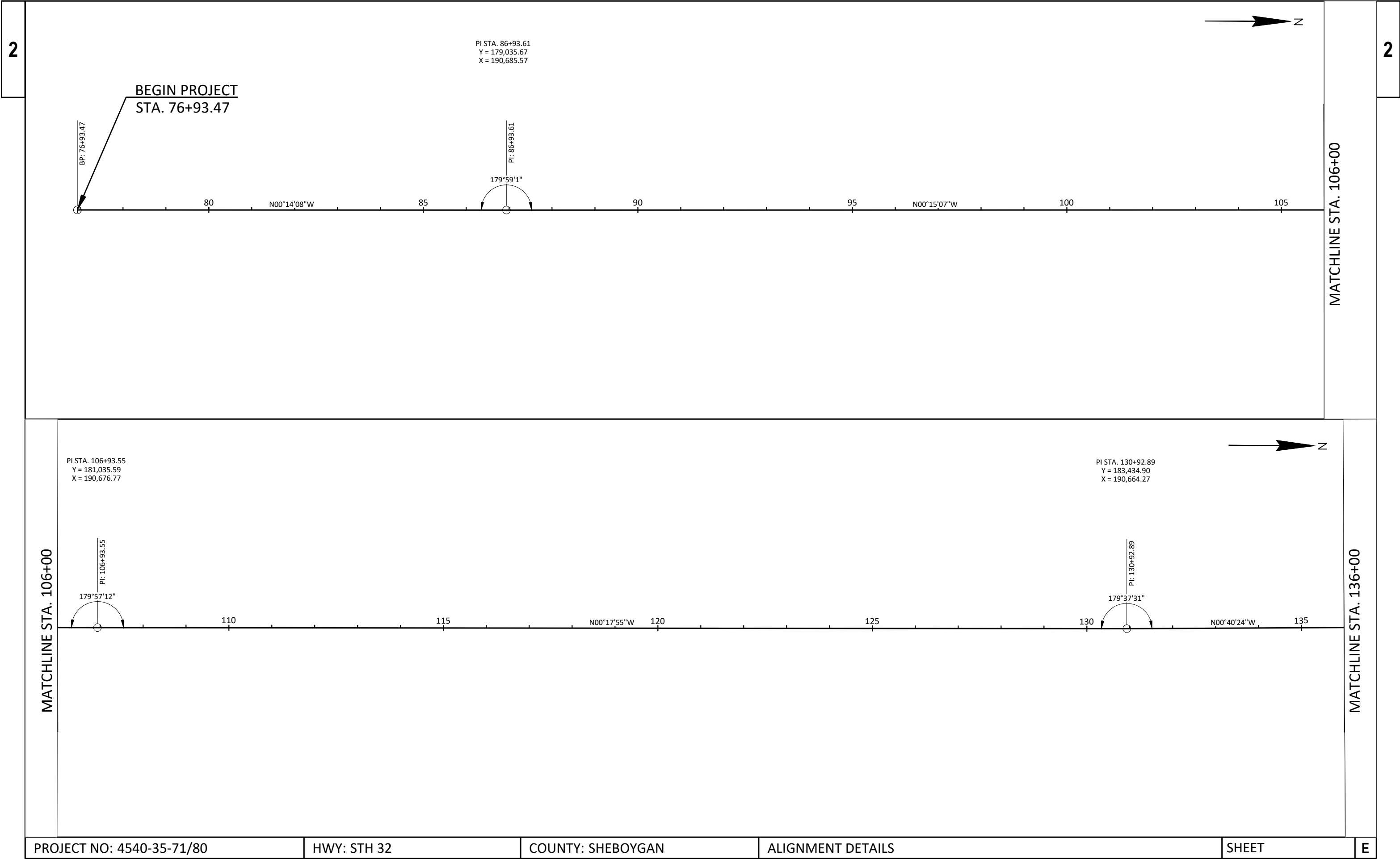
ATTENTION PEDESTRIANS. YOU ARE AT THE INTERSECTION OF COLLEGE AND STH 32. THE CURB RAMP IS UNDER CONSTRUCTION. TO CONTINUE NORTH, CROSS COLLEGE TO THE NORTH.

LEGEND

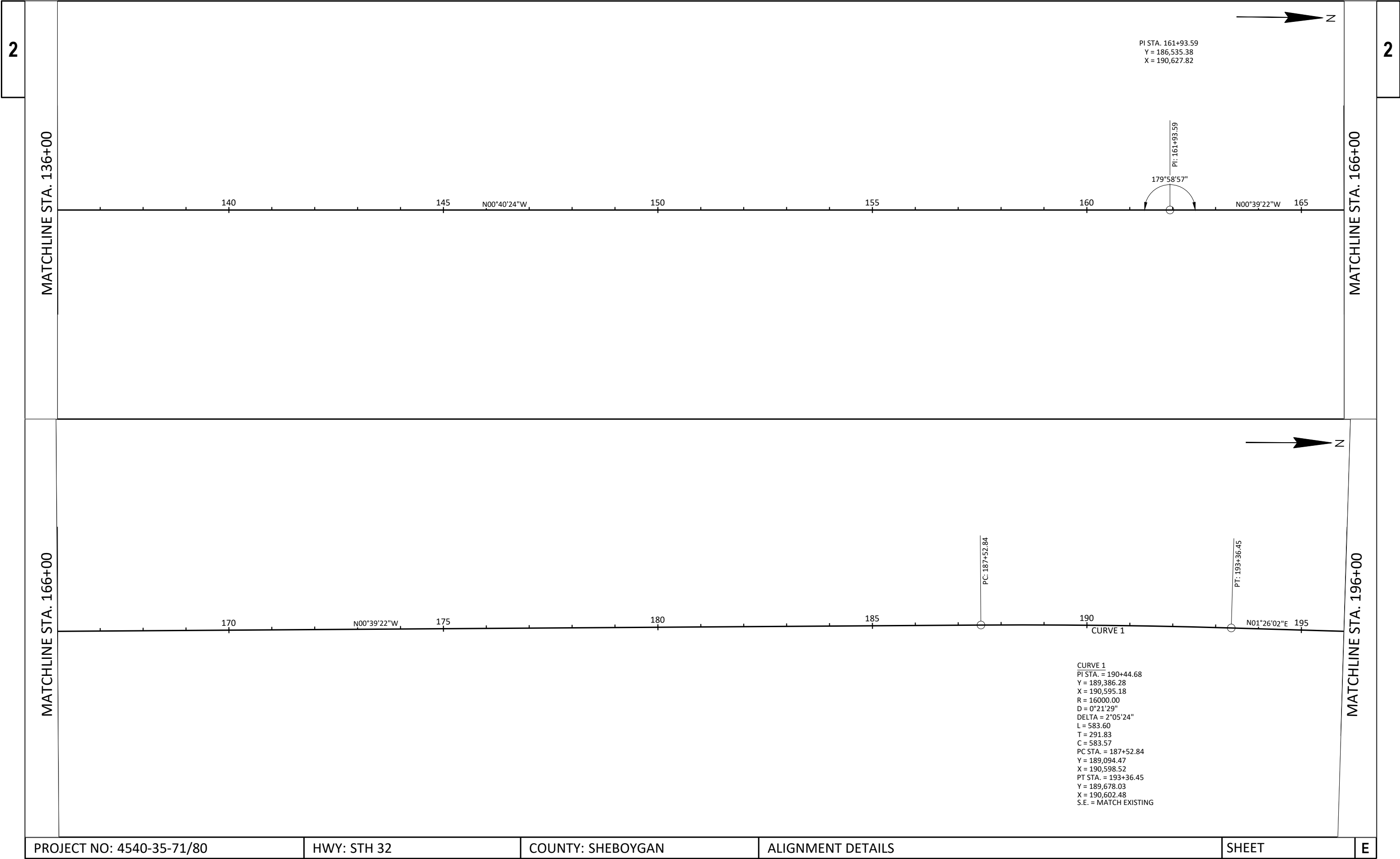
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|---|--|
|  | DIRECTION OF TRAFFIC |
|  | WORK AREA |
|  | TEMPORARY PEDESTRIAN SURFACE MATTING |
|  | TEMPORARY CURB RAMP |
|  | TEMPORARY DETECTABLE WARNING FIELD |
|  | TEMPORARY PEDESTRIAN BARRICADE |
|  | TRAFFIC CONTROL DRUM AT MAXIMUM 25 FOOT SPACING |
|  | SIGN ON TEMPORARY SUPPORT |
|  | TEMPORARY MARKING FOR CROSSWALK (TEMPORARY MARKING LINE PAINT 6-INCH) |
|  | TEMPORARY MARKING LINE PAINT 4-INCH |
| XXXXXXX | MARKING LINE REMOVAL |
|  | TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS) |



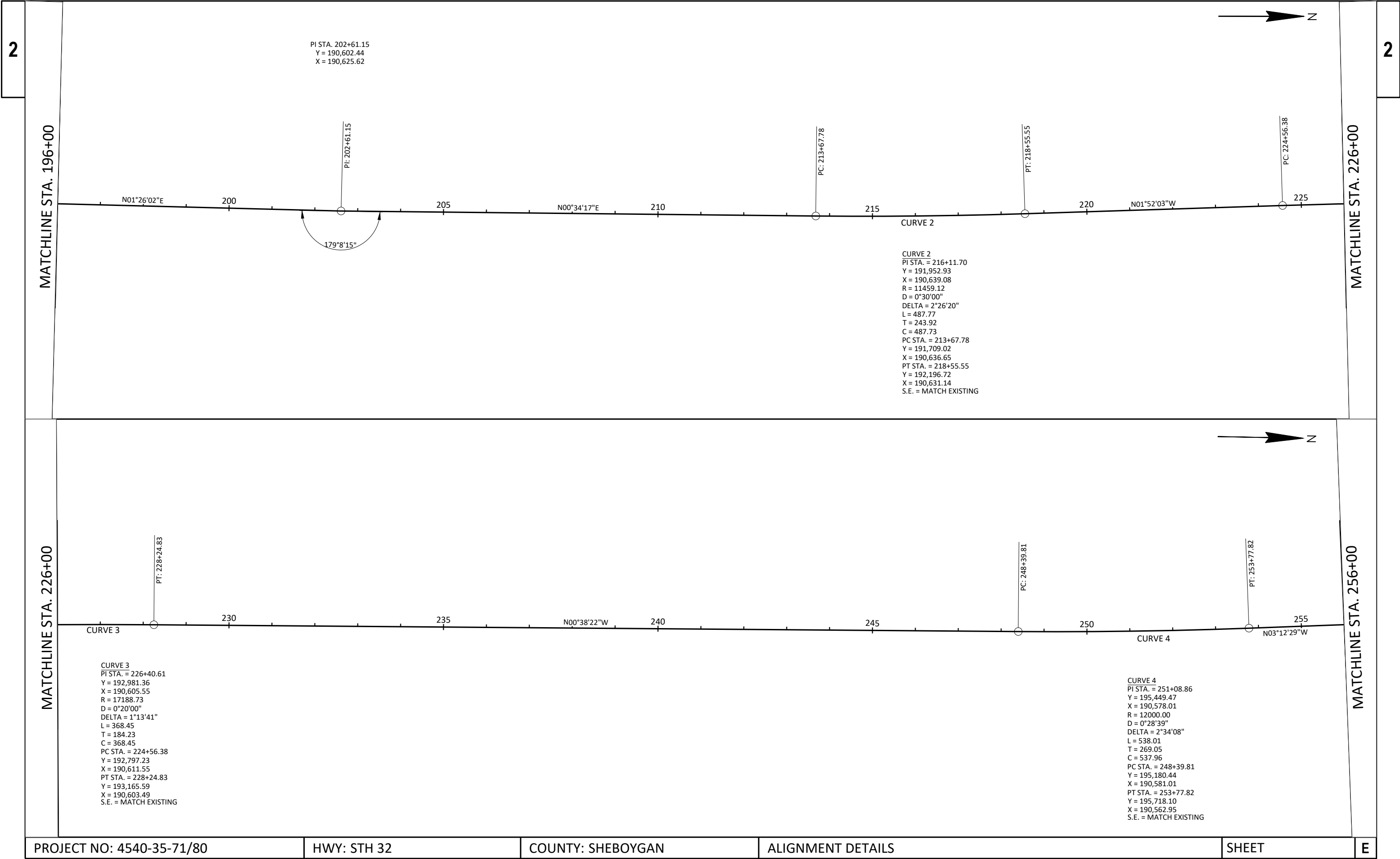


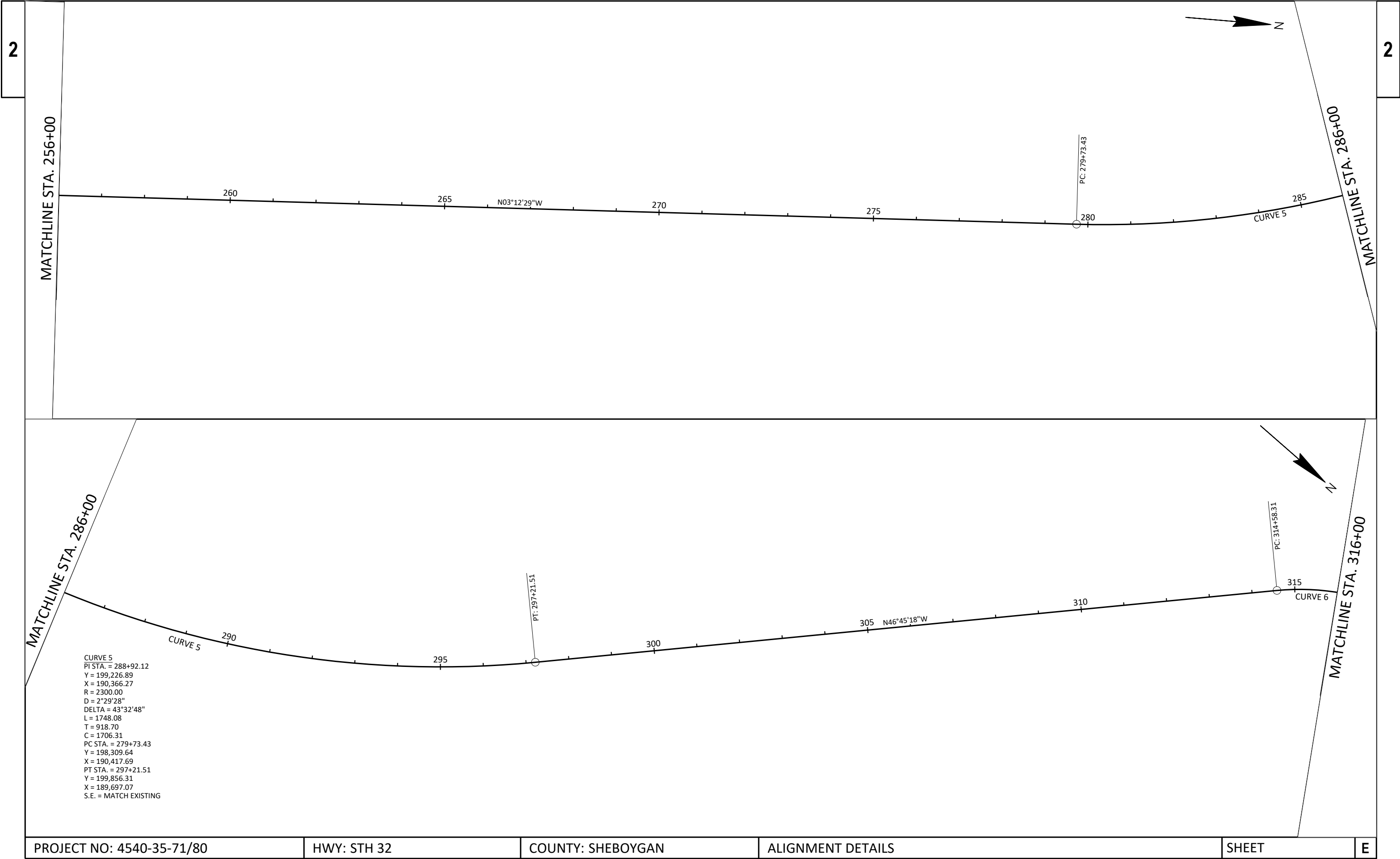


PROJECT NO: 4540-35-71/80	HWY: STH 32	COUNTY: SHEBOYGAN	ALIGNMENT DETAILS	SHEET	E
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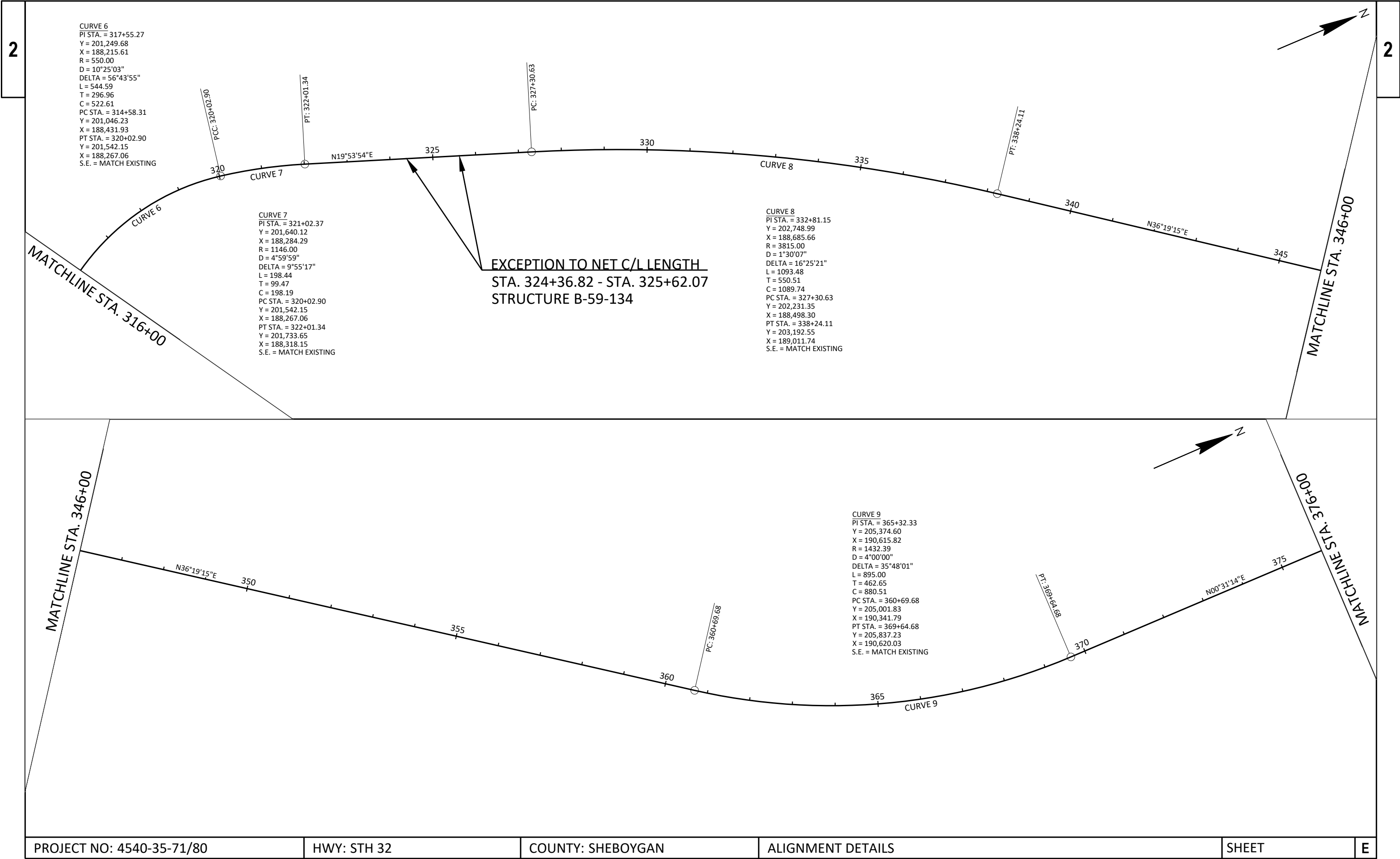


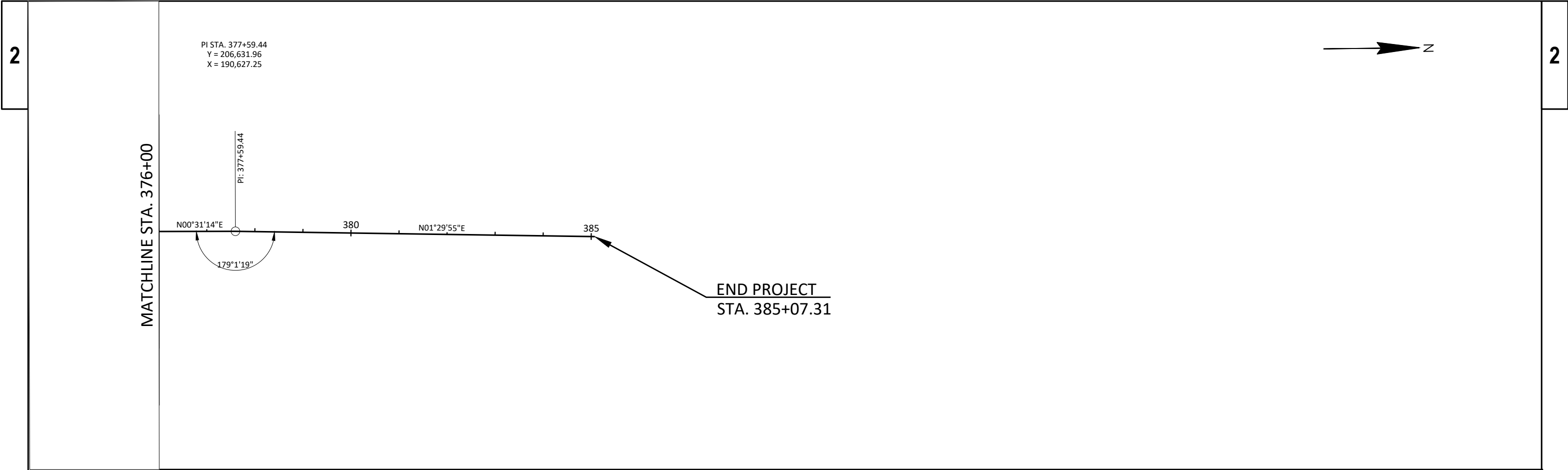
PROJECT NO: 4540-35-71/80	HWY: STH 32	COUNTY: SHEBOYGAN	ALIGNMENT DETAILS	SHEET	E
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PROJECT NO: 4540-35-71/80	HWY: STH 32	COUNTY: SHEBOYGAN	ALIGNMENT DETAILS	SHEET	E
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Estimate Of Quantities

4540-35-71

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	2.000	2.000
0004	204.0110	Removing Asphaltic Surface	SY	230.000	230.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	200.000	200.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	118,100.000	118,100.000
0010	204.0130	Removing Curb	LF	110.000	110.000
0012	204.0150	Removing Curb & Gutter	LF	870.000	870.000
0014	204.0155	Removing Concrete Sidewalk	SY	460.000	460.000
0016	204.0180	Removing Delineators and Markers	EACH	12.000	12.000
0018	205.0100	Excavation Common	CY	700.000	700.000
0020	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 4540-35-71	EACH	1.000	1.000
0022	213.0100	Finishing Roadway (project) 01. 4540-35-71	EACH	1.000	1.000
0024	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,530.000	3,530.000
0026	455.0605	Tack Coat	GAL	14,630.000	14,630.000
0028	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0030	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0032	460.2005	Incentive Density PWL HMA Pavement	DOL	16,520.000	16,520.000
0034	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	12,360.000	12,360.000
0036	460.2010	Incentive Air Voids HMA Pavement	DOL	23,920.000	23,920.000
0038	460.6224	HMA Pavement 4 MT 58-28 S	TON	23,920.000	23,920.000
0040	465.0105	Asphaltic Surface	TON	100.000	100.000
0042	465.0110	Asphaltic Surface Patching	TON	150.000	150.000
0044	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	5.000	5.000
0046	465.0520	Asphaltic Rumble Strips, Shoulder	LF	35,800.000	35,800.000
0048	465.0560	Asphaltic Rumble Strips, Centerline	LF	18,950.000	18,950.000
0050	520.8700	Cleaning Culvert Pipes	EACH	4.000	4.000
0052	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	4.000	4.000
0054	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	68.000	68.000
0056	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	70.000	70.000
0058	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0060	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000
0062	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	870.000	870.000
0064	601.0600	Concrete Curb Pedestrian	LF	180.000	180.000
0066	602.0405	Concrete Sidewalk 4-Inch	SF	4,890.000	4,890.000
0068	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	250.000	250.000
0070	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	82.000	82.000
0072	611.8110	Adjusting Manhole Covers	EACH	17.000	17.000
0074	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0076	611.8120.S	Cover Plates Temporary	EACH	28.000	28.000
0078	618.0100	Maintenance and Repair of Haul Roads (project) 01. 4540-35-71	EACH	1.000	1.000
0080	619.1000	Mobilization	EACH	1.000	1.000
0082	624.0100	Water	MGAL	53.000	53.000
0084	625.0100	Topsoil	SY	750.000	750.000
0086	627.0200	Mulching	SY	180.000	180.000
0088	628.1504	Silt Fence	LF	380.000	380.000
0090	628.1520	Silt Fence Maintenance	LF	760.000	760.000
0092	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0094	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0096	628.2008	Erosion Mat Urban Class I Type B	SY	470.000	470.000
0098	628.7005	Inlet Protection Type A	EACH	2.000	2.000

Estimate Of Quantities

4540-35-71

Line	Item	Item Description	Unit	Total	Qty
0100	628.7015	Inlet Protection Type C	EACH	8.000	8.000
0102	628.7555	Culvert Pipe Checks	EACH	8.000	8.000
0104	629.0210	Fertilizer Type B	CWT	1.000	1.000
0106	630.0110	Seeding Mixture No. 10	LB	14.000	14.000
0108	630.0140	Seeding Mixture No. 40	LB	8.000	8.000
0110	630.0160	Seeding Mixture No. 60	LB	1.000	1.000
0112	630.0500	Seed Water	MGAL	17.000	17.000
0114	633.5200	Markers Culvert End	EACH	12.000	12.000
0116	638.4000	Moving Small Sign Supports	EACH	4.000	4.000
0118	642.5001	Field Office Type B	EACH	1.000	1.000
0120	643.0300	Traffic Control Drums	DAY	1,890.000	1,890.000
0122	643.0900	Traffic Control Signs	DAY	3,782.000	3,782.000
0124	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0126	643.3105	Temporary Marking Line Paint 4-Inch	LF	2,790.000	2,790.000
0128	643.3165	Temporary Marking Line Paint 6-Inch	LF	156,020.000	156,020.000
0130	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	30,770.000	30,770.000
0132	643.5000	Traffic Control	EACH	1.000	1.000
0134	644.1440	Temporary Pedestrian Surface Matting	SF	670.000	670.000
0136	644.1601	Temporary Pedestrian Curb Ramp	DAY	224.000	224.000
0138	644.1605	Temporary Pedestrian Detectable Warning Field	SF	300.000	300.000
0140	644.1810	Temporary Pedestrian Barricade	LF	2,420.000	2,420.000
0142	644.1900.S	Temporary Audible Message Devices	DAY	546.000	546.000
0144	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	92,400.000	92,400.000
0146	646.6120	Marking Stop Line Epoxy 18-Inch	LF	75.000	75.000
0148	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,490.000	1,490.000
0150	646.8120	Marking Curb Epoxy	LF	590.000	590.000
0152	646.9000	Marking Removal Line 4-Inch	LF	1,990.000	1,990.000
0154	646.9002	Marking Removal Line 6-Inch	LF	1,310.000	1,310.000
0156	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	870.000	870.000
0158	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0160	650.8000	Construction Staking Resurfacing Reference	LF	30,688.000	30,688.000
0162	650.9000	Construction Staking Curb Ramps	EACH	23.000	23.000
0164	650.9500	Construction Staking Sidewalk (project) 01. 4540-35-71	EACH	1.000	1.000
0166	650.9911	Construction Staking Supplemental Control (project) 01. 4540-35-71	EACH	1.000	1.000
0168	680.0100	Public Land Survey Monument Verify and Reset	EACH	8.000	8.000
0170	690.0150	Sawing Asphalt	LF	1,356.000	1,356.000
0172	690.0250	Sawing Concrete	LF	252.000	252.000
0174	740.0440	Incentive IRI Ride	DOL	46,500.000	46,500.000
0176	SPV.0035	Special 01. Foundation Backfill	CY	370.000	370.000
0178	SPV.0060	Special 01. Adjusting Sanitary Manhole Covers	EACH	9.000	9.000

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			REMOVING CONCRETE SIDEWALK			REMOVING BUTT JOINTS					
REMOVING SMALL PIPE CULVERTS			STATION - STATIONLOCATION204.0155 (SY)302+86 - 303+02FOREST HILLS DR. SOUTHWEST8302+54 - 303+02FOREST HILLS DR. NORTHEAST34314+30 - 314+50PARK CT. SOUTHEAST15314+99 - 315+21PARK CT. NORTHEAST9319+32 - 319+76CTH JJ SOUTHWEST6319+77 - 319+93CTH JJ SOUTHEAST28320+12 - 320+43CTH JJ NORTHWEST28320+33 - 320+52CTH JJ NORTHEAST5328+84 - 329+12ALCOTT AVE. SOUTHWEST13329+55 - 330+23ALCOTT AVE. NORTHWEST29344+88 - 345+04WHITTIER AVE. SOUTHWEST14345+41 - 345+77WHITTIER AVE. NORTHWEST39345+42 - 345+62WHITTIER AVE. NORTHEAST19365+91 - 366+19ETHAN ALLEN DR. SOUTHWEST11366+55 - 366+69ETHAN ALLEN DR. NORTHWEST16377+53 - 377+89MILL ST.24379+13 - 379+54COLLEGE AVE. SOUTHWEST47379+11 - 379+62COLLEGE AVE. SOUTHEAST55379+95 - 380+15COLLEGE AVE. NORTHWEST16379+91 - 380+17COLLEGE AVE. NORTHEAST22383+59 - 383+80ARMSTRONG AVE. SOUTHWEST9384+12 - 384+40ARMSTRONG AVE. NORTHWEST13			STATION - STATIONLOCATION204.0115 (SY)76+93MAINLINE9101+95CTH O EAST10101+95CTH O WEST9154+95WOODLAND RD. EAST7154+97WOODLAND RD. WEST7207+90CTH J EAST10207+90CTH J WEST9259+32PLAYBIRD RD. EAST7259+34PLAYBIRD RD. WEST7287+73EVERGREEN LN.5302+36FOREST HILLS DR. EAST7302+66FOREST HILLS DR. WEST7310+58BITTERSWEET LN.7314+77PARK CT.7320+11CTH JJ EAST8319+85CTH JJ WEST8329+78ALCOTT AVE. EAST7329+32ALCOTT AVE. WEST7345+26WHITTIER AVE.7345+25ORIOLE LN.7366+38ETHAN ALLEN DR.7377+41MILL ST.7379+75COLLEGE AVE. EAST9379+75COLLEGE AVE. WEST8383+97ARMSTRONG AVE.7385+07MAINLINE9					
									203.0100 (EACH)		
									204.0180 (EACH)		
									204.0120 (SY)		
									204.0110 (SY)		
TOTAL = 2			TOTAL = 460			TOTAL = 200					
REMOVING DELINEATORS AND MARKERS			REMOVING ASPHALTIC PAVEMENT			REMOVING CURB & GUTTER					
STATIONLOCATION204.0180 (EACH)138+43MAINLINE2155+00MAINLINE2160+82MAINLINE2179+75MAINLINE2207+00MAINLINE2210+50MAINLINE2TOTAL = 12			STATIONLOCATION204.0110 (SY)302+94FOREST HILLS DR. WEST5.6302+95FOREST HILLS DR. NORTH12.9314+47PARK CT. SOUTH9.5315+11PARK CT. NORTH7.6319+69CTH JJ SW6.4319+79CTH JJ SE9.0320+24CTH JJ NW9.5320+42CTH JJ NE6.6329+06ALCOTT AVE. SOUTH8.8329+62ALCOTT AVE. NORTH11.9344+97WHITTIER AVE. SOUTH5.1345+54WHITTIER AVE. NORHT10.9345+52ORIOLE LN.6.9366+14ETHAN ALLEN DR. SOUTH8.1366+62ETHAN ALLEN DR. NORTH5.0377+70MILL ST.10.7377+69MILL ST. WEST7.0379+28COLLEGE AVE. SW28.4379+27COLLEGE AVE. SE15.9380+04COLLEGE AVE. NW8.5380+03COLLEGE AVE. NE8.2383+73ARMSTRONG AVE. NE7.6384+20ARMSTRONG AVE. NW19.9TOTAL = 230			STATION - STATIONLOCATION204.0150 (LF)302+86 - 303+02FOREST HILLS DR. SOUTHWEST21302+54 - 303+02FOREST HILLS DR. NORTHEAST53314+30 - 314+50PARK CT. SOUTHEAST33314+99 - 315+21PARK CT. NORTHEAST29319+32 - 319+76CTH JJ SOUTHWEST29319+77 - 319+93CTH JJ SOUTHEAST41320+12 - 320+43CTH JJ NORTHWEST42320+33 - 320+52CTH JJ NORTHEAST30328+84 - 329+12ALCOTT AVE. SOUTHWEST39329+55 - 330+23ALCOTT AVE. NORTHWEST52344+88 - 345+04WHITTIER AVE. SOUTHWEST22345+41 - 345+77WHITTIER AVE. NORTHWEST65345+42 - 345+62WHITTIER AVE. NORTHEAST30365+91 - 366+19ETHAN ALLEN DR. SOUTHWEST35366+55 - 366+69ETHAN ALLEN DR. NORTHWEST22377+53 - 377+89MILL ST.47379+13 - 379+54COLLEGE AVE. SOUTHWEST69379+11 - 379+62COLLEGE AVE. SOUTHEAST69379+95 - 380+15COLLEGE AVE. NORTHWEST37379+91 - 380+17COLLEGE AVE. NORTHEAST36383+59 - 383+80ARMSTRONG AVE. SOUTHWEST32384+12 - 384+40ARMSTRONG AVE. NORTHWEST37TOTAL = 870					
TOTAL = 118,100			TOTAL = 110			TOTAL = 870					
PROJECT NO: 4540-35-71		HWY: STH 32	COUNTY: SHEBOYGAN		MISCELLANEOUS QUANTITIES		SHEET		E		

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BASE AGGREGATE DENSE				RUMBLE STRIPS			
		BASE AGGREGATE DENSE 3/4-INCH 305.0110 (TON)	WATER 624.0100 (MGAL)			465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER (LF)	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE (LF)
STATION - STATION	LOCATION			STATION - STATION	LOCATION		
76+93 - 193+00	MAINLINE	1612	24.2	76+93 - 300+46	MAINLINE	35,800	18,950
193+00 - 205+34	MAINLINE	83	1.2				
205+34 - 300+46	MAINLINE	1315	19.7				
138+43	30-INCH CULVERT REPLACEMENT	265	4.0				
160+82	24-INCH CULVERT REPLACEMENT	254	3.8				
	DRIVEWAYS	1	0.1				
TOTALS =		3530	53	TOTALS =		35,800	18,950

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HMA PAVEMENT						HMA PAVEMENT PWL TEST STRIPS		
		455.0605 TACK COAT (GAL)	460.6224 HMA PAVEMENT 4 MT 58-28 S (TON)	465.0105 ASPHALTIC SURFACE (TON)	465.0110 ASPHALTIC SURFACE PATCHING (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS (EACH)	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY (EACH)
STATION - STATION	LOCATION						LOCATION PROJECT	
76+93 - 385+07	MAINLINE	14,630	23,920	100	150*	5	1	2
TOTALS =		14,630	23,920	100	150	5	1	2

NOTES:
* 100 TONS IS FOR WEDGING AND LEVELING, SPOT LANE FAILURES, AND EDGE REPAIRS AS NEEDED. 50 TONS IS FOR FILLING POTHOLES, TRAFFIC POP-OUTS, AND FOR RAMPING AT THE BUTT JOINT SAW CUTS.

PWL MIXTURE USE TABLE								
The following acceptance criteria are applicable for this project:								
LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 foot Driving Lanes	76+93 - 385+07	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	8,260	1.75	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lanes	76+93 - 385+07	Lower Layer	Milled Surface	4 MT 58-28 S	8,260	1.75	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
5 foot shoulders	76+93 - 300+46	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	2,510	1.75	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive
5 foot shoulders	76+93 - 300+46	Lower Layer	Milled Surface	4 MT 58-28 S	2,510	1.75	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive
Bypass Lanes, Right Turn Lanes, Intersection Tapers, & Side Roads	76+93 - 385+07	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	1,190	1.75	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive
Bypass Lanes, Right Turn Lanes, Intersection Tapers, & Side Roads	76+93 - 385+07	Lower Layer	Milled Surface	4 MT 58-28 S	1,190	1.75	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive

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ALL BID ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

ADJUSTING MANHOLE AND INLET COVERS

STATION	LOCATION	CATEGORY 0010 611.8110	CATEGORY 0020 SPV.0060.01	611.8115	611.8120.S	COMMENTS
		ADJUSTING MANHOLE COVERS (EACH)	ADJUSTING SANITARY MANHOLE COVERS (EACH)	ADJUSTING INLET COVERS (EACH)	COVER PLATES TEMPORARY (EACH)	
302+52	MAINLINE, LT	1	-	-	1	No existing adjustment rings
302+60	MAINLINE, LT	-	1	-	1	
310+40	MAINLINE, LT	1	-	-	1	
310+48	MAINLINE, LT	-	1	-	1	No existing adjustment rings
314+38	MAINLINE, RT	1	-	1	2	
314+90	MAINLINE, RT	-	1	-	1	
315+08	MAINLINE, RT	1	-	-	1	No existing adjustment rings
319+99	MAINLINE, LT	-	1	-	1	
329+83	MAINLINE, RT	1	-	-	1	
345+23	MAINLINE, LT	-	1	-	1	Replace the casting of this manhole. Non-rocking type b lid to be supplied by Howards Grove
345+46	MAINLINE, LT	1	-	-	1	
345+48	MAINLINE, LT	1	-	-	1	
345+72	MAINLINE, LT	1	-	-	1	
366+59	MAINLINE, LT	-	1	-	1	
366+98	MAINLINE, RT	1	-	-	1	
369+38	MAINLINE, RT	1	-	-	1	
372+91	MAINLINE, RT	1	-	-	1	
379+53	MAINLINE, LT	-	-	1	1	
379+72	MAINLINE, LT	-	1	-	1	
379+73	MAINLINE, RT	-	1	-	1	
379+83	MAINLINE, RT	1	-	-	1	
379+85	MAINLINE, LT	1	-	-	1	
379+89	MAINLINE, LT	1	-	-	1	
381+64	MAINLINE, LT	1	-	-	1	
383+83	MAINLINE, LT	1	-	-	1	
383+85	MAINLINE, LT	1	-	-	1	
383+93	MAINLINE, LT	-	1	-	1	
TOTAL =		17	9	2	28	

CURB RAMP DETECTABLE WARNING FIELD ITEMS

STATION	LOCATION	602.0505	602.0605
		CURB RAMP DETECTABLE WARNING FIELD YELLOW (SF)	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW (SF)
302+86 - 303+02	FOREST HILLS DR. SW	10	-
302+54 - 303+02	FOREST HILLS DR. NE	-	17
314+30 - 314+50	PARK CT. SE	10	-
314+99 - 315+21	PARK CT. NE	10	-
319+32 - 319+76	CTH JJ SW	20	-
319+77 - 319+93	CTH JJ SE	10	-
320+12 - 320+43	CTH JJ NW	10	16
320+33 - 320+52	CTH JJ NE	20	-
328+84 - 329+12	ALCOTT AVE. SW	10	-
329+55 - 330+23	ALCOTT AVE. NW	-	17
344+88 - 345+04	WHITTIER AVE. SW	-	16
345+41 - 345+77	WHITTIER AVE. NW	20	-
345+42 - 345+62	WHITTIER AVE. NE	-	17
365+91 - 366+19	ETHAN ALLEN DR. SW	10	-
366+55 - 366+69	ETHAN ALLEN DR. NW	10	-
377+53 - 377+89	MILL ST.	10	-
379+13 - 379+54	COLLEGE AVE. SW	20	-
379+11 - 379+62	COLLEGE AVE. SE	20	-
379+95 - 380+15	COLLEGE AVE. NW	20	-
379+91 - 380+17	COLLEGE AVE NE	20	-
383+59 - 383+80	ARMSTRONG AVE. SW	10	-
384+12 - 384+40	ARMSTRONG AVE. NW	10	-
TOTAL =		250	82

MOVING SMALL SIGN SUPPORTS

STATION	LOCATION	638.4000 (EACH)
95+70	MAINLINE, RT	1
96+00	MAINLINE, LT	1
116+30	MAINLINE, RT	1
273+00	MAINLINE, LT	1
TOTAL =		4

TRAFFIC CONTROL

LOCATION	643.0300	643.0900	643.1050
	DRUMS (DAYS)	SIGNS (DAYS)	TRAFFIC CONTROL SIGNS PCMS (DAY)
MAINLINE	-	2970	14
FOREST HILLS DR.	77	14	-
PARK CT.	105	14	-
CTH JJ	259	98	-
ALCOTT AVE.	91	14	-
WHITTIER AVE.	238	42	-
ETHAN ALLEN DR.	154	14	-
MILL ST.	161	63	-
COLLEGE AVE.	658	539	-
ARMSTRONG AVE.	147	14	-
TOTALS =	1,890	3,782	14

PROJECT NO: 4540-35-71

HWY: STH 32

COUNTY: SHEBOYGAN

MISCELLANEOUS QUANTITIES

SHEET

E

3

FINISHING ITEMS

STATION - STATION	LOCATION	625.0100	627.0200	628.2008	629.0210	630.0110	630.0140	630.0160	630.0500
		TOPSOIL	MULCHING	EROSION MAT URBAN CLASS I TYPE B	FERTILIZER TYPE B	SEED MIXTURE NO. 10	SEED MIXTURE NO. 40	SEED MIXTURE NO. 60	SEED WATER
		(SY)	(SY)	(SY)	(CWT)	(LB)	(LB)	(LB)	(MGAL)
138+44	MAINLINE	200	-	195	0.20	4.8	-	0.4	4.5
160+82	MAINLINE	183	-	180	0.15	4.2	-	0.4	4.2
302+54 - 303+02	FOREST HILLS DR.	18	19	-	0.05	-	0.8	-	0.4
314+30 - 315+21	PARK CT.	14	15	-	0.05	-	0.6	-	0.3
320+12 - 320+52	CTH JJ NORTH	17	18	-	0.05	-	0.8	-	0.4
328+84 - 330+23	ALCOTT AVE.	31	32	-	0.05	-	1.5	-	0.7
344+88 - 345+77	WHITTIER AVE.	24	25	-	0.05	-	1.2	-	0.5
365+91 - 366+69	ETHAN ALLEN DR.	14	15	-	0.05	-	0.7	-	0.3
377+53 - 377+89	MILL ST.	2	3	-	0.05	-	0.1	-	0.2
379+11 - 380+17	COLLEGE AVE.	10	11	-	0.05	-	0.5	-	0.2
383+59 - 383+80	ARMSTRONG AVE. SOUTH	6	7	-	0.05	-	0.3	-	0.1
UNDISTRIBUTED		229	34	94	0.20	5.0	1.6	0.2	5.2
TOTALS =		750	180	470	1	14	8	1	17

3

TEMPORARY PEDESTRIAN ITEMS

STATION - STATION	LOCATION	644.1440	644.1601	644.1605	644.1810	644.1900.S
		TEMPORARY PEDESTRIAN SURFACE MATTING	TEMPORARY PEDESTRIAN CURB RAMP	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	TEMPORARY PEDESTRIAN BARRICADE	TEMPORARY AUDIBLE MESSAGE DEVICES
		(SF)	(DAY)	(SF)	(LF)	(DAY)
302+54 - 303+02	FOREST HILLS DR.	-	-	-	65	14
314+30 - 315+21	PARK CT.	47	7	20	170	14
319+32 - 320+52	CTH JJ	69	28	40	310	70
328+84 - 330+24	ALCOTT AVE.	92	14	20	230	14
344+88 - 345+77	WHITTIER AVE.	171	28	40	425	42
365+91 - 366+69	ETHAN ALLEN DR.	77	14	20	180	14
377+53 - 377+89	MILL ST.	-	28	10	330	35
379+11 - 380+17	COLLEGE AVE.	168	91	130	525	329
383+59 - 384+40	ARMSTRONG AVE.	46	14	20	185	14
TOTALS =		670	224	300	2420	546

ALL BID ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

PAVEMENT MARKING - CENTERLINE & EDGELINE

STATION - STATION	LOCATION	DESCRIPTION	643.3165			643.3170		646.2040		
			TEMPORARY MARKING LINE PAINT			TEMPORARY MARKING LINE EPOXY		MARKING LINE GROOVED WET REF EPOXY		
			6-INCH *			6-INCH		6-INCH		
			WHITE SOLID (LF)	YELLOW SOLID (LF)	YELLOW 12.5' SKIP (LF)	YELLOW SOLID (LF)	YELLOW 12.5' SKIP (LF)	WHITE SOLID (LF)	YELLOW SOLID (LF)	YELLOW 12.5' SKIP (LF)
76+93 - 85+47	MAINLINE	DOUBLE YELLOW	-	1,708	-	1,708	-	-	1,708	-
85+47 - 96+00	MAINLINE	NB PASSING ONLY	-	1,053	263	1,053	263	-	1,053	263
96+00 - 104+75	MAINLINE	SB PASSING ONLY	-	875	219	875	219	-	875	219
104+75 - 107+64	MAINLINE	PASSING	-	-	72	-	72	-	-	72
107+64 - 116+44	MAINLINE	NB PASSING ONLY	-	880	220	880	220	-	880	220
116+44 - 273+00	MAINLINE	PASSING	-	-	3,914	-	3,914	-	-	3,914
273+00 - 284+31	MAINLINE	SB PASSING ONLY	-	1,131	283	1,131	283	-	1,131	283
284+31 - 385+07	MAINLINE	DOUBLE YELLOW	-	20,152	-	20,152	-	-	20,152	-
76+93 - 385+07	MAINLINE	WHITE EDGELINES	123,260	-	-	-	-	61,630	-	-
SUBTOTALS =			123,260	25,799	4,971	25,799	4,971	61,630	25,799	4,971
TOTALS=			154,030			30,770		92,400		

NOTES:
* MORE LISTED ELSEWHERE

CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.8000	650.9000
		RESURFACING REFERENCE (LF)	CURB RAMPS (EACH)
76+93 - 385+07	MAINLINE	30,688	-
302+54 - 303+02	FOREST HILLS DR.	-	2
314+30 - 315+21	PARK CT.	-	2
319+32 - 320+52	CTH JJ	-	4
328+84 - 330+23	ALCOTT AVE.	-	2
344+88 - 345+77	WHITTIER AVE.	-	3
365+91 - 366+69	ETHAN ALLEN DR.	-	2
377+53 - 377+89	MILL ST.	-	2
379+11 - 380+17	COLLEGE AVE.	-	4
383+559 - 384+40	ARMSTRONG AVE.	-	2
TOTALS =		30,688	23

SAWING

STATION	LOCATION	690.0150	690.0250
		ASPHALT (LF)	CONCRETE (LF)
76+93	MAINLINE	34	-
138+43	MAINLINE, CROSS CULVERT	68	
160+82	MAINLINE, CROSS CULVERT	68	
302+36	FOREST HILLS DR. EAST	59	10
302+66	FOREST HILLS DR. WEST	25	5
310+58	BITTERSWEET LN.	32	-
314+77	PARK CT.	78	18
320+11	CTH JJ EAST	80	23
319+85	CTH JJ WEST	82	22
329+32	ALCOTT AVE. WEST	103	20
345+26	WHITTIER AVE.	82	25
345+25	ORIOLE LN.	36	10
366+38	ETHAN ALLEN DR.	69	20
377+41	MILL ST.	89	13
379+75	COLLEGE AVE. EAST	119	40
379+75	COLLEGE AVE. WEST	176	26
383+97	ARMSTRONG AVE.	116	20
385+07	MAINLINE	40	-
TOTAL =		1356	252

PAVEMENT MARKING - INTERSECTIONS

STATION - STATION	LOCATION	643.3105	643.3165	646.6120	646.7420	646.8120	646.9000	646.9002
		TEMPORARY MARKING LINE PAINT	TEMPORARY MARKING LINE PAINT	MARKING STOP LINE EPOXY 18-INCH	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	MARKING CURB EPOXY	MARKING REMOVAL LINE 4-INCH	MARKING REMOVAL LINE 6-INCH
		4-INCH	6-INCH *					
		YELLOW SOLID (LF)	WHITE SOLID (LF)					
207+72 - 208+34	CTH J	-	-	60	-	-	-	-
302+54 - 303+02	FOREST HILLS DR.	145	-	-	90	-	145	-
314+30 - 315+21	PARK CT.	226	227	-	112	-	225	111
319+32 - 320+52	CTH JJ	546	300	-	420	-	340	420
328+84 - 330+23	ALCOTT AVE.	251	228	-	100	-	250	100
344+88 - 345+77	WHITTIER AVE.	386	370	-	202	-	235	202
365+91 - 366+69	ETHAN ALLEN DR.	226	205	-	83	-	225	82
377+53 - 377+89	MILL ST.	385	66	15	88	50	150	-
379+11 - 380+17	COLLEGE AVE.	415	432	-	315	420	210	315
383+559 - 384+40	ARMSTRONG AVE.	210	162	-	80	120	210	80
TOTALS=		2,790	1,990	75	1,490	590	1,990	1,310

NOTES:
* MORE LISTED ELSEWHERE

PUBLIC LAND REFERENCE MONUMENT
VERIFY AND RESET

STATION	LOCATION	680.0100 (EACH)
102+02	MAINLINE, LT.	1
128+60	MAINLINE, LT.	1
155+06	MAINLINE, LT.	1
181+64	MAINLINE, LT.	1
207+99	MAINLINE, RT.	1
234+31	MAINLINE, LT.	1
259+29	MAINLINE, LT.	1
259+31	MAINLINE, LT.	1
TOTAL=		8

PROJECT NO: 4540-35-71

HWY: STH 32

COUNTY: SHEBOYGAN

MISCELLANEOUS QUANTITIES

SHEET

E

CONVENTIONAL ABBREVIATIONS

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

CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	●
QUARTER LINE	---	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	---	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP ●
NEW REFERENCE LINE	---	SIXTEENTH CORNER MONUMENT		SIGN	
NEW R/W LINE	---	SIGN		OFF-PREMISE SIGN	
EXISTING R/W OR HE LINE	---				
PROPERTY LINE	---				
LOT, TIE & OTHER MINOR LINES	---				
SLOPE INTERCEPT	---				
CORPORATE LIMITS	---				
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	---				
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---				
TEMPORARY LIMITED EASEMENT AREA	---				
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---				
TRANSMISSION STRUCTURES	---				
BUILDING		TO BE REMOVED			
BRIDGE		CULVERT			

CONVENTIONAL UTILITY SYMBOLS

WATER	---
GAS	---
TELEPHONE	---
OVERHEAD TRANSMISSION LINES	---
ELECTRIC	---
CABLE TELEVISION	---
FIBER OPTIC	---
SANITARY SEWER	---
STORM SEWER	---
ELECTRIC TOWER	---
EASEMENT NUMBER	---

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE DETAIL PAGES.

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

R/W PROJECT NUMBER
4540-35-20

FEDERAL PROJECT NUMBER

SHEET NUMBER
4.01

TOTAL SHEETS
4

PLAT OF RIGHT-OF-WAY REQUIRED FOR
STH 23 - STH 42

STH 32 SHEBOYGAN COUNTY

CONSTRUCTION PROJECT NUMBER
4540-35-71

END PROJECT
385+07.31
532.51' NORTH AND 153.84' EAST OF THE
NORTHWEST CORNER OF SECTION 25, T.16N.,
R.22E., VILLAGE OF HOWARDS GROVE,
SHEBOYGAN COUNTY, WI
Y = 207,379.572
X = 190,646.808

TOWN OF SHERMAN

TOWN OF MOSEL

TOWN OF SHEBOYGAN FALLS

TOWN OF ONALASKA

HOWARDS GROVE

KOHLER

BEGIN PROJECT
76+93.47
20,858.42' SOUTH AND 188.12' EAST OF THE
EAST QUARTER CORNER OF SECTION 35, T.16N.,
R.22E., VILLAGE OF HOWARDS GROVE,
SHEBOYGAN COUNTY, WI
Y = 178,035.538
X = 190,689.683

SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 5.84 MI.

JEWELL

associates engineers, inc.

Engineers - Architects - Surveyors

560 SUNRISE DRIVE
SPRING GREEN, WI 53588
PHONE : 608.588.7484
FAX : 608.588.9322

I HEREBY CERTIFY THAT THIS PLAT WAS
MADE FOR THE STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION AND
IS CORRECT TO THE BEST OF MY
KNOWLEDGE AND BELIEF.

WISCONSIN

NOAH E. ANLIKER

S-3265

CAZENOV

WISCONSIN

LAND SURVEYOR

DATE: 1-15-2024

APPROVED FOR THE STATE OF WISCONSIN
DATE: 1-15-2024 Mark Krouse
(NAME/TITLE)
NER Real Estate
Supervisor

E

FILE NAME : M:\Projects\W11652 WisDOT - STH 32 Sheboygan Co Resurfacing\RW\W11652_RW_Title.dwg

PLOT DATE : 1/15/2024 2:07 PM

PLOT BY : Tim Velte

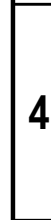
PLOT NAME :

PLOT SCALE : 1:1

WISDOT/CADDs SHEET 50

4

ERWC4
L=425.26'
R=515.60'
DELTA=47°15'23"
LCH=413.31'
LCB=S16°42'01"E



PLAT SHEET	4.02	
PS&E SHEET	-----	E

R/W POINTS TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
100	314+00.00	33.13'LT	200982.150	188451.707
101	314+59.83	33.11'LT	201023.215	188408.076
102	317+53.25	33.63'LT	201285.707	188247.802
103	317+55.05	40.46'LT	201285.672	188240.710
104	318+04.09	33.67'LT	201338.164	188235.283
105	319+63.30	33.68'LT	201506.381	188228.102
106	319+64.01	37.58'LT	201507.531	188224.304
107	319+64.15	39.06'LT	201507.830	188222.850
108	319+65.15	41.65'LT	201509.165	188220.382
109	320+21.75	54.21'LT	201570.965	188217.253
110	320+22.44	50.48'LT	201570.963	188221.046
111	321+00.00	33.62'LT	201645.567	188255.416
112	321+00.00	44.33'RT	201625.612	188330.770
113	320+44.04	55.90'RT	201570.881	188329.584
114	319+80.17	66.54'RT	201510.881	188329.539
115	319+75.97	37.03'RT	201510.904	188299.786
116	319+72.28	34.04'RT	201507.848	188296.399
117	319+73.26	32.34'RT	201508.960	188294.822
118	315+21.36	32.74'RT	201113.086	188413.591
119	314+46.22	32.89'RT	201061.907	188463.264
120	314+00.00	32.87'RT	201030.228	188496.920
121	319+65.40	42.55'LT	201509.536	188219.521
122	319+65.50	43.68'LT	201509.755	188218.402
123	319+66.64	43.51'LT	201510.964	188218.707

R/W POINTS TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
200	328+00.00	32.89'LT	202308.110	188491.784
201	328+98.00	32.84'LT	202399.943	188528.337
202	329+03.00	34.99'LT	202405.427	188528.272
203	329+54.65	64.07'LT	202464.935	188521.819
204	329+63.07	47.00'LT	202466.023	188540.872
205	329+86.82	32.80'LT	202482.335	188563.487
206	331+00.00	32.75'LT	202586.109	188611.042
207	331+00.00	33.25'RT	202557.748	188670.638
208	330+21.19	33.22'RT	202486.880	188637.775
209	329+31.91	33.16'RT	202405.798	188602.298
210	328+00.00	33.12'RT	202284.513	188553.425

TLE POINTS TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
504	329+74.00	40.44'LT	202473.542	188551.297
505	330+03.00	39.00'LT	202499.783	188564.425
506	330+29.00	32.78'LT	202521.178	188580.852

FOUND POINTS TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
6	329+04.12	33.39'LT	202405.853	188530.183
7	330+69.99	32.76'LT	202558.729	188598.133

R/W COURSE TABLE		
POINT TO POINT	BEARING	DISTANCE
200 TO 201	(SEE ERWC5)	
201 TO 202	N00° 40' 34"W	5.48'
202 TO 203	N06° 11' 20"W	59.86'
203 TO 204	(SEE ERWC6)	
204 TO 205	N54° 11' 53"E	27.88'
205 TO 7	(SEE ERWC7)	
7 TO 206	(SEE ERWC8)	
206 TO 207	S64° 33' 04"E	66.00'
207 TO 208	(SEE ERWC9)	
208 TO 209	S23° 37' 54"W	88.50'
209 TO 210	(SEE ERWC10)	
210 TO 200	N69° 03' 09"W	66.00'

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTEREST(S) REQUIRED	FEE R/W SQ.FT. REQUIRED			TLE SQ.FT.
			NEW	EXISTING	TOTAL	
5	DAVID E. HANSEN	FEE	6	-	6	-
6	JANICE L. HANSON	TLE	-	-	-	240

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

NOTE:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SHEBOYGAN COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER SURVEYS OF PUBLIC RECORD.

FOR THE LATEST ACCESS/ DRIVEWAY INFORMATION CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT TIME OF LAND TITLE TRANSFER.

REVISION	DATE			
5-13-2024	N.C.			
6-17-2025	N.C.			

DATE 1/15/2024



HWY: STH 32

COUNTY: SHEBOYGAN

PROJECT NUMBER 4540-35-20

CONSTRUCTION PROJECT NUMBER 4540-35-71

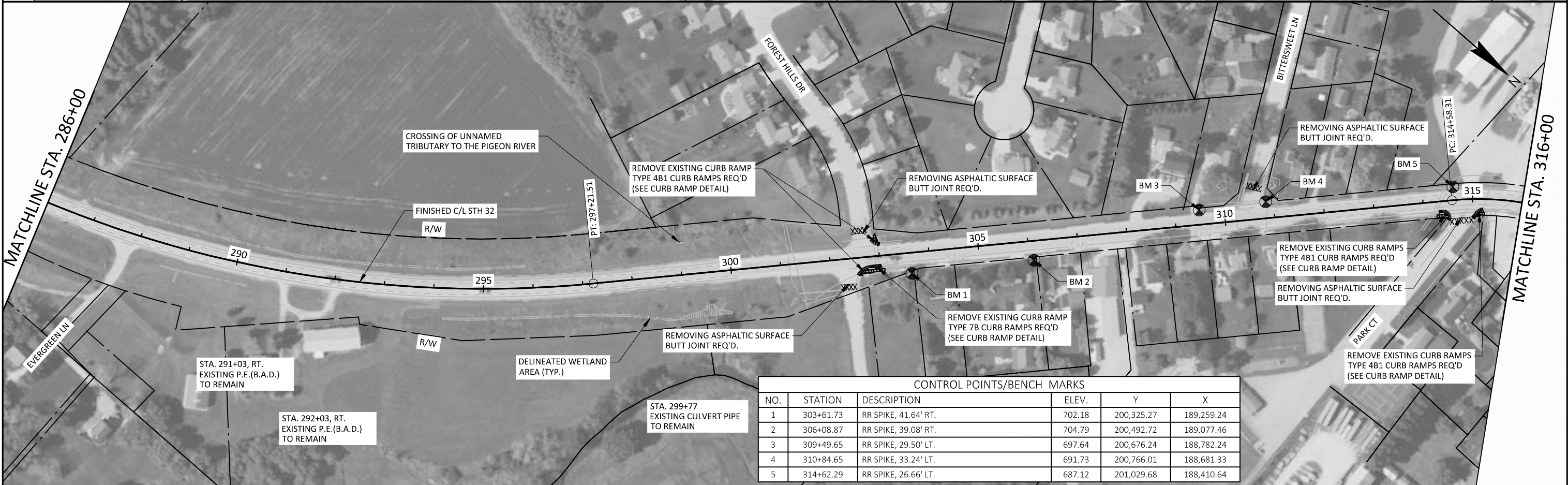
PLAT SHEET 4.03

PS&E SHEET - - - -

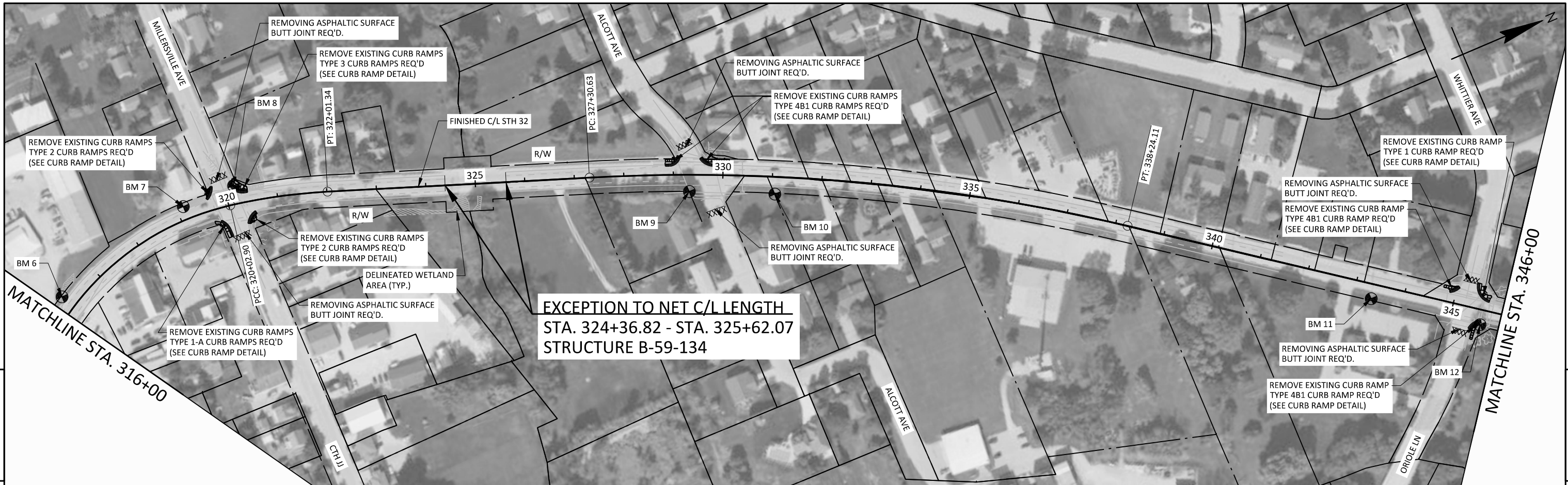
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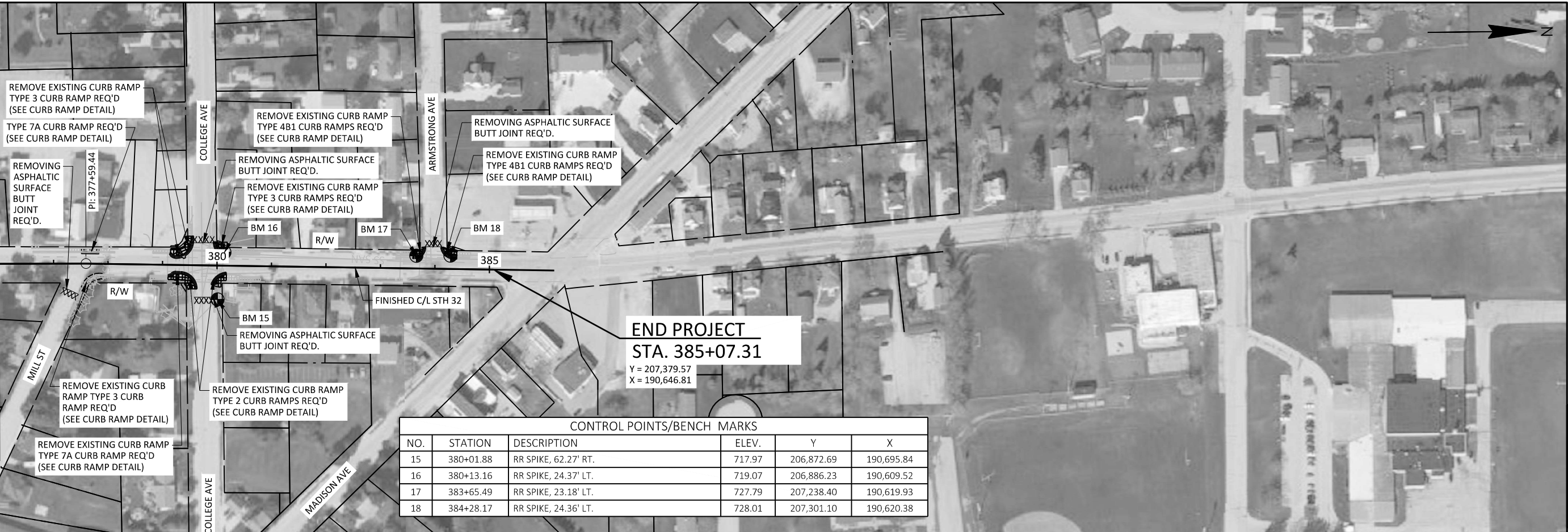


CONTROL POINTS/BENCH MARKS					
NO.	STATION	DESCRIPTION	ELEV.	Y	X
1	303+61.73	RR SPIKE, 41.64' RT.	702.18	200,325.27	189,259.24
2	306+08.87	RR SPIKE, 39.08' RT.	704.79	200,492.72	189,077.46
3	309+49.65	RR SPIKE, 29.50' LT.	697.64	200,676.24	188,782.24
4	310+84.65	RR SPIKE, 33.24' LT.	691.73	200,766.01	188,681.33
5	314+62.29	RR SPIKE, 26.66' LT.	687.12	201,029.68	188,410.64



CONTROL POINTS/BENCH MARKS					
NO.	STATION	DESCRIPTION	ELEV.	Y	X
6	316+20.74	RR SPIKE, 31.36' LT.	687.66	201,157.64	188,304.44
7	319+13.98	RR SPIKE, 26.53' LT.	696.88	201,454.06	188,232.26
8	320+17.86	RR SPIKE, 37.70' LT.	697.51	201,563.89	188,232.71
9	329+32.12	RR SPIKE, 33.67' RT.	696.90	202,405.79	188,602.85
10	331+06.29	RR SPIKE, 35.08' RT.	704.34	202,562.58	188,674.98
11	343+36.47	RR SPIKE, 29.65' RT.	698.93	203,587.80	189,339.10
12	345+62.16	RR SPIKE, 30.26' RT.	699.44	203,769.29	189,473.26
13	366+05.39	RR SPIKE, 24.65' LT.	701.29	205,488.46	190,548.15
14	367+42.36	RR SPIKE, 25.21' LT.	704.37	205,620.09	190,575.93

MATCHLINE STA. 376+00

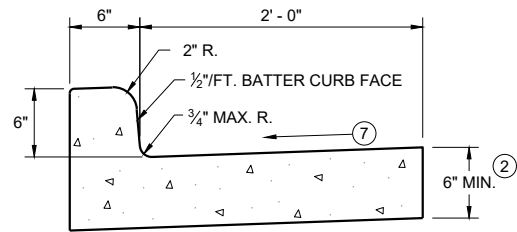


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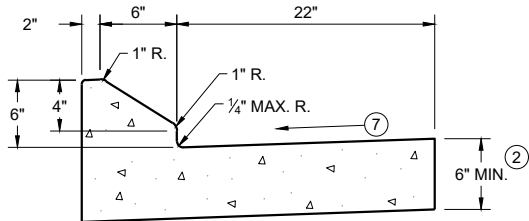
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Standard Detail Drawing List

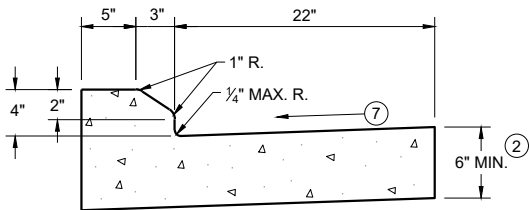
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-11A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES



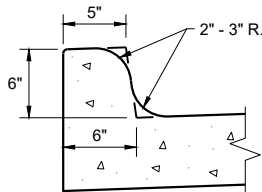
TYPES A^① & D



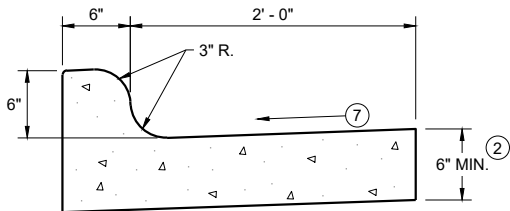
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

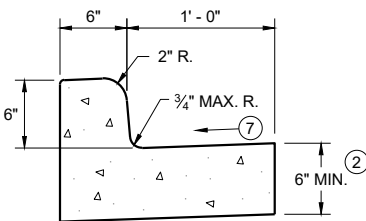


TYPES K^① & L
(OPTIONAL CURB SHAPE)



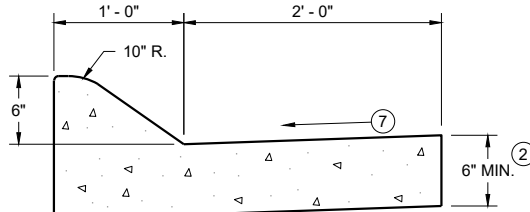
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

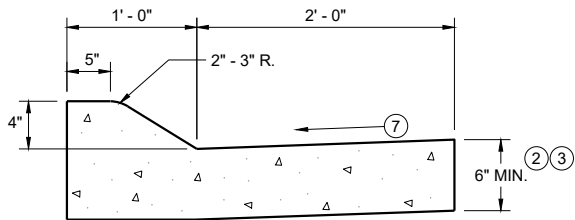


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

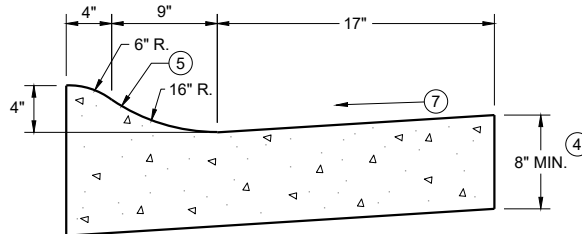


6" SLOPED CURB TYPES A^① & D



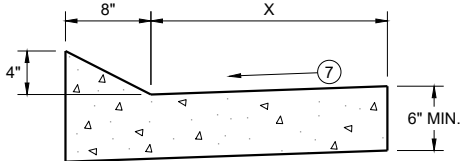
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



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

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

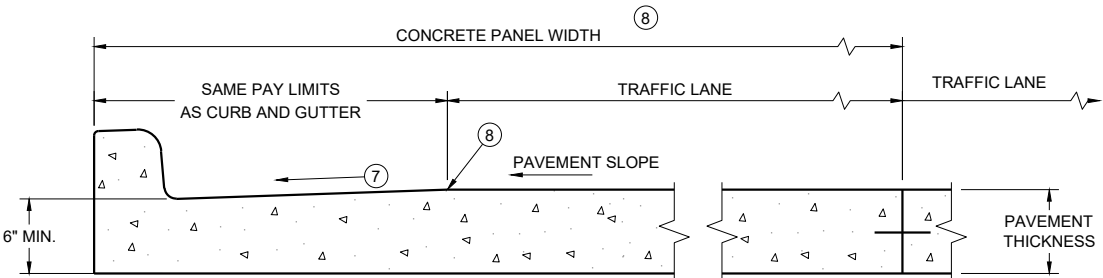


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

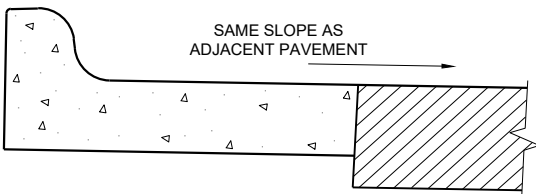
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

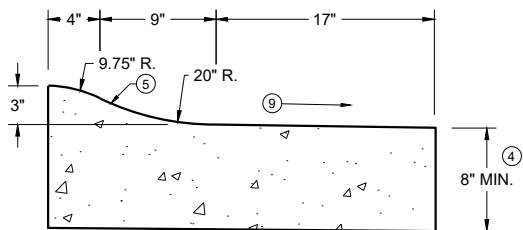


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* 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

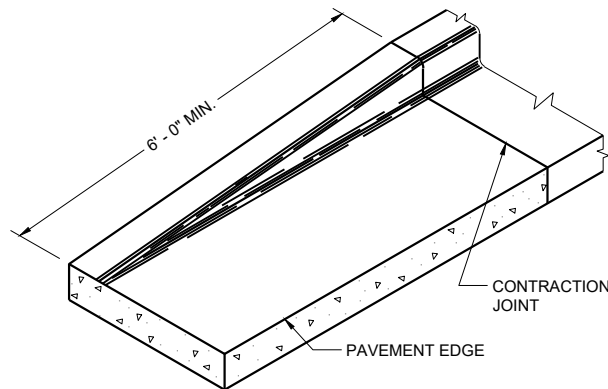
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

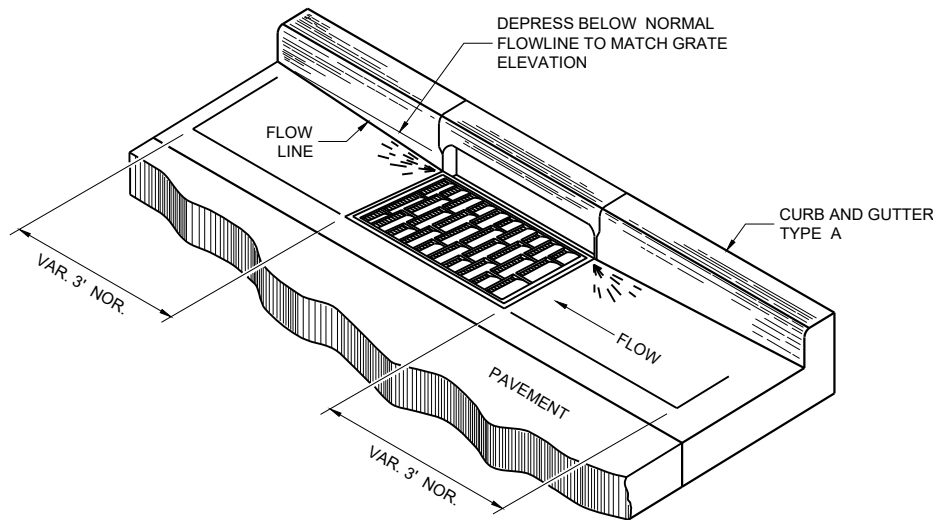
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

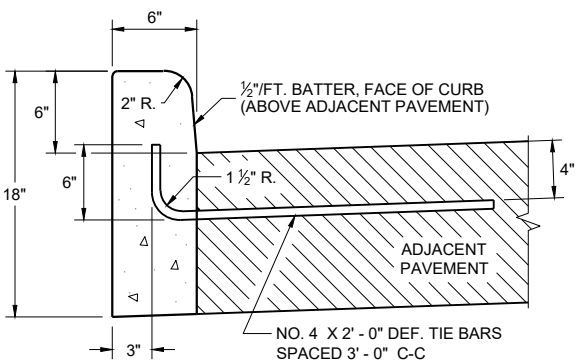


END SECTION CURB AND GUTTER

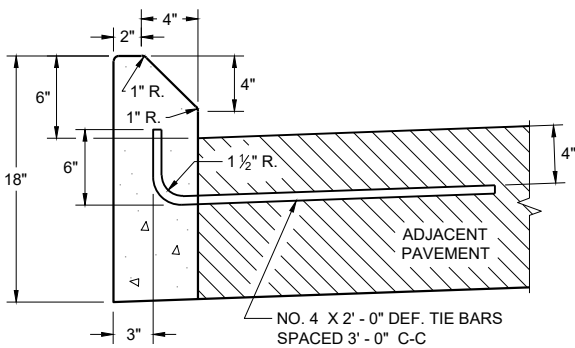


DETAIL OF CURB AND GUTTER AT INLETS

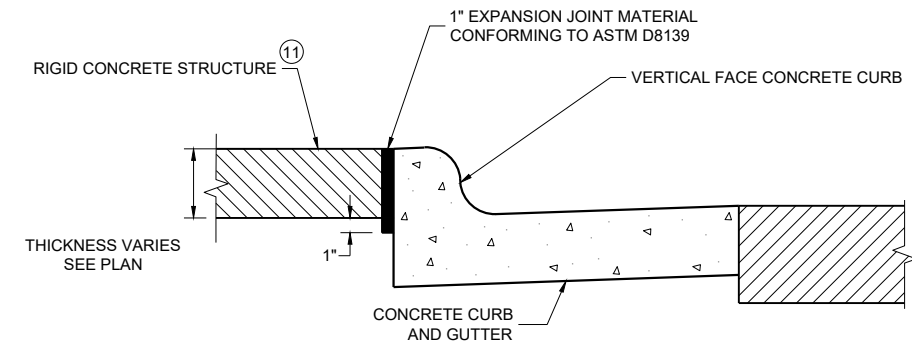
(TYPICAL H INLET COVER SHOWN)



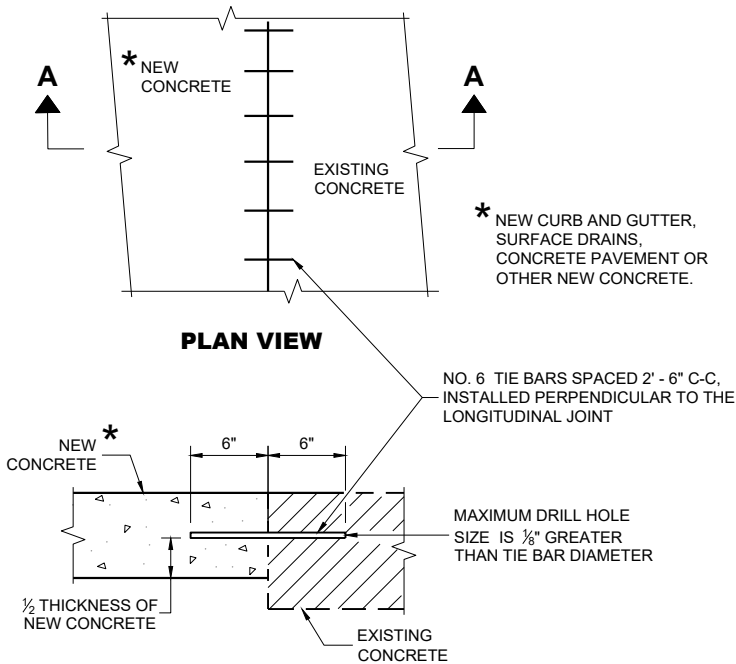
TYPES A^① & D



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

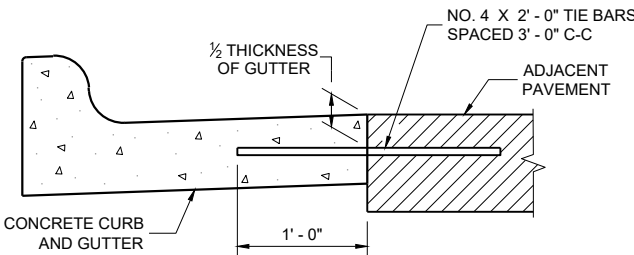
GENERAL NOTES

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

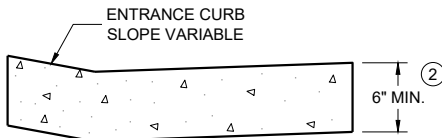
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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



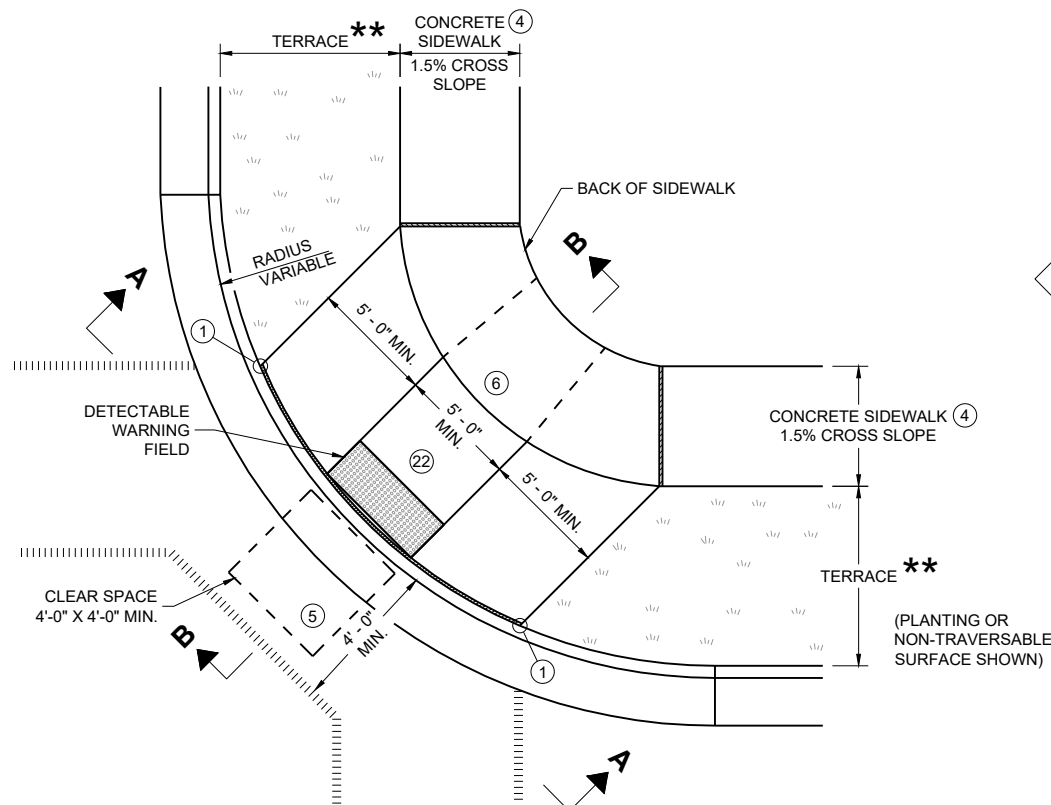
DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

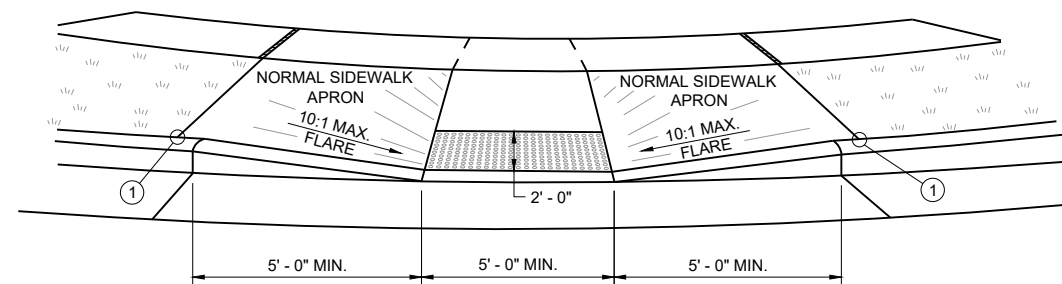
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

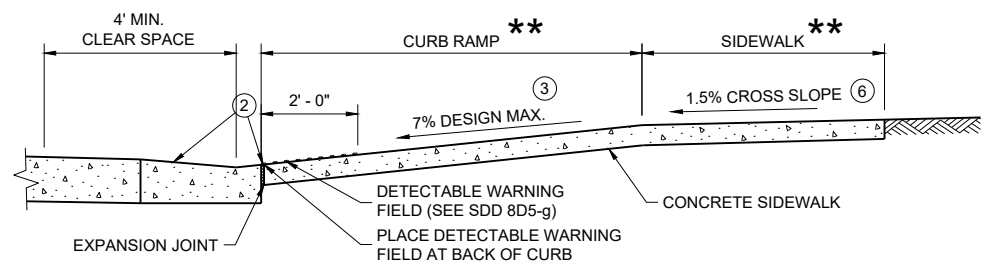
FHWA



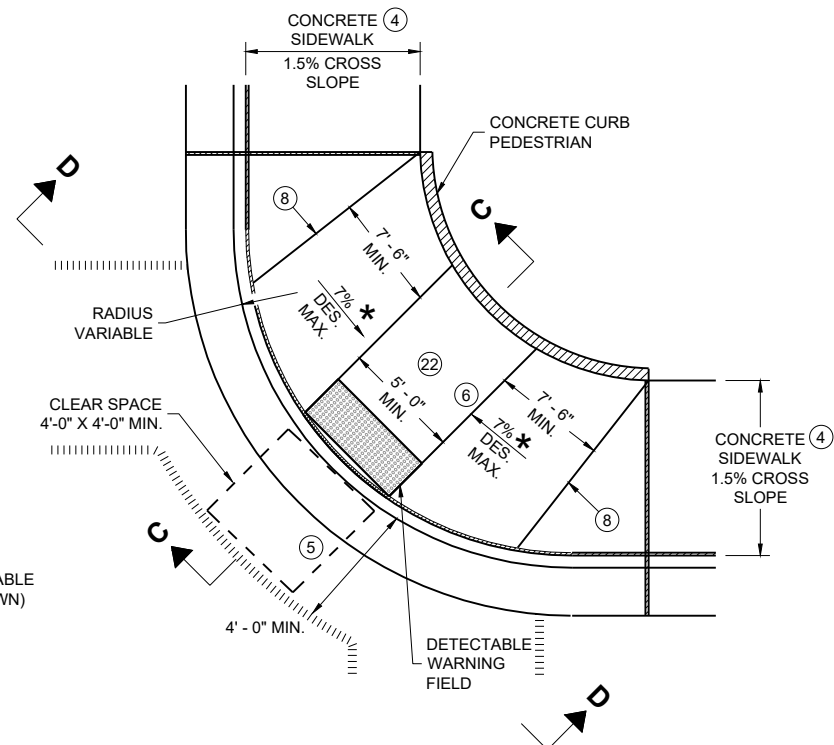
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



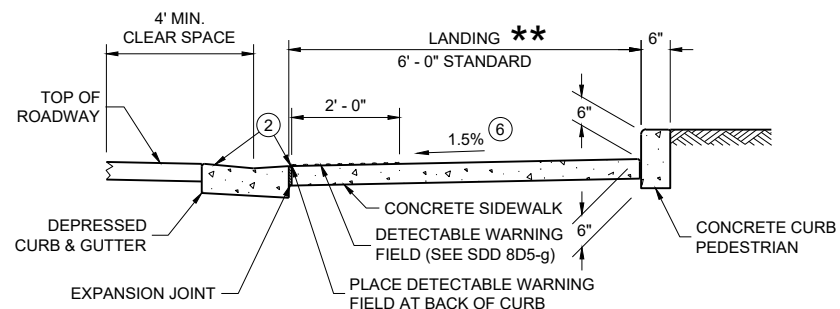
VIEW A - A FOR TYPE 1



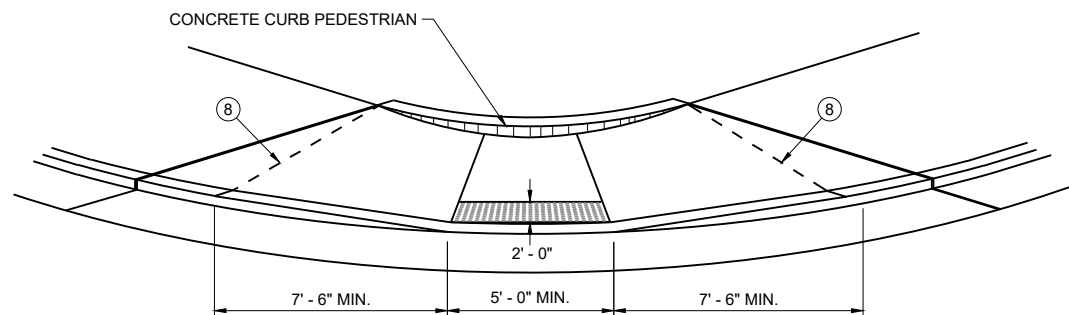
SECTION B - B FOR TYPE 1



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.

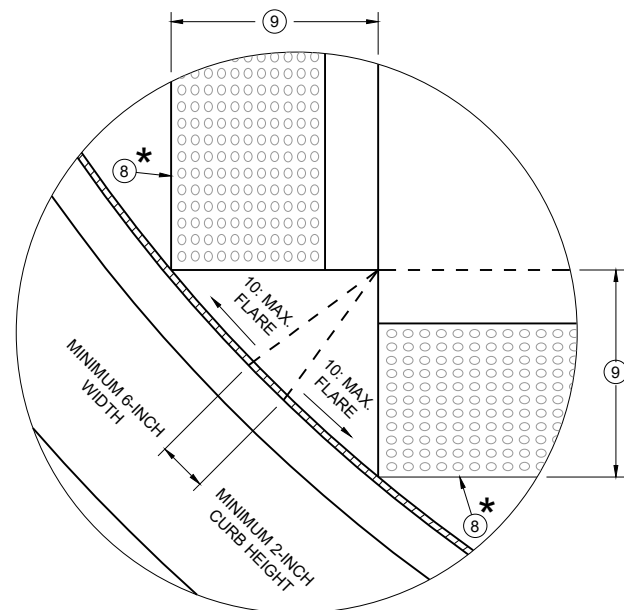
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% 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

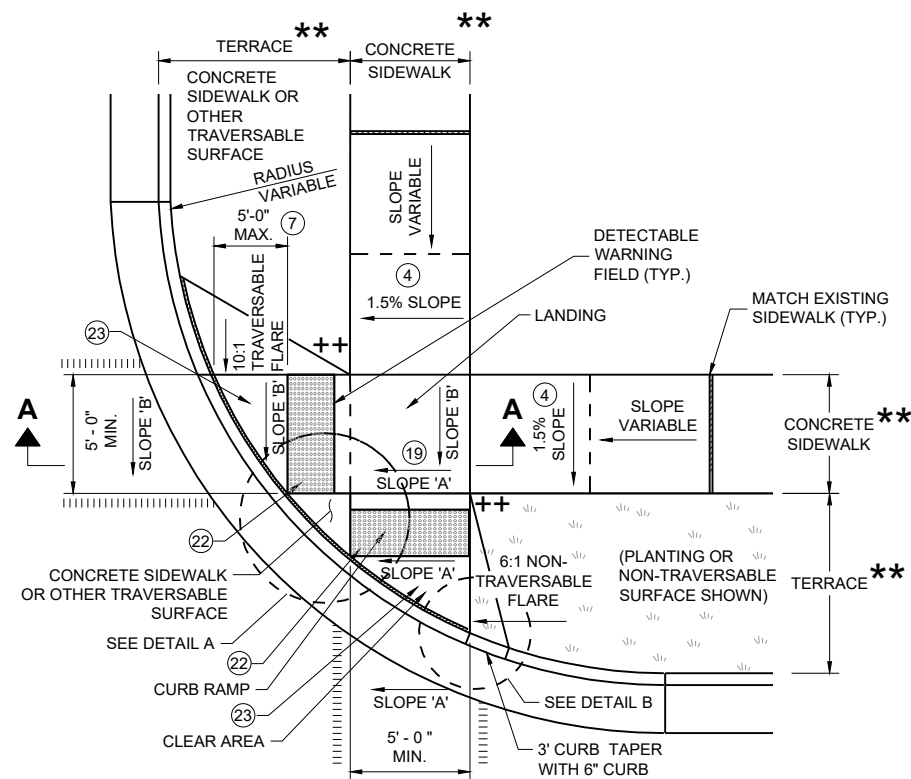
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS
TYPE 1 AND 1-A

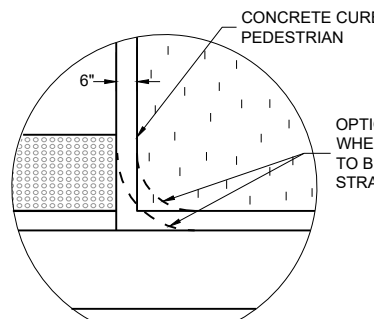
STATE OF WISCONSIN
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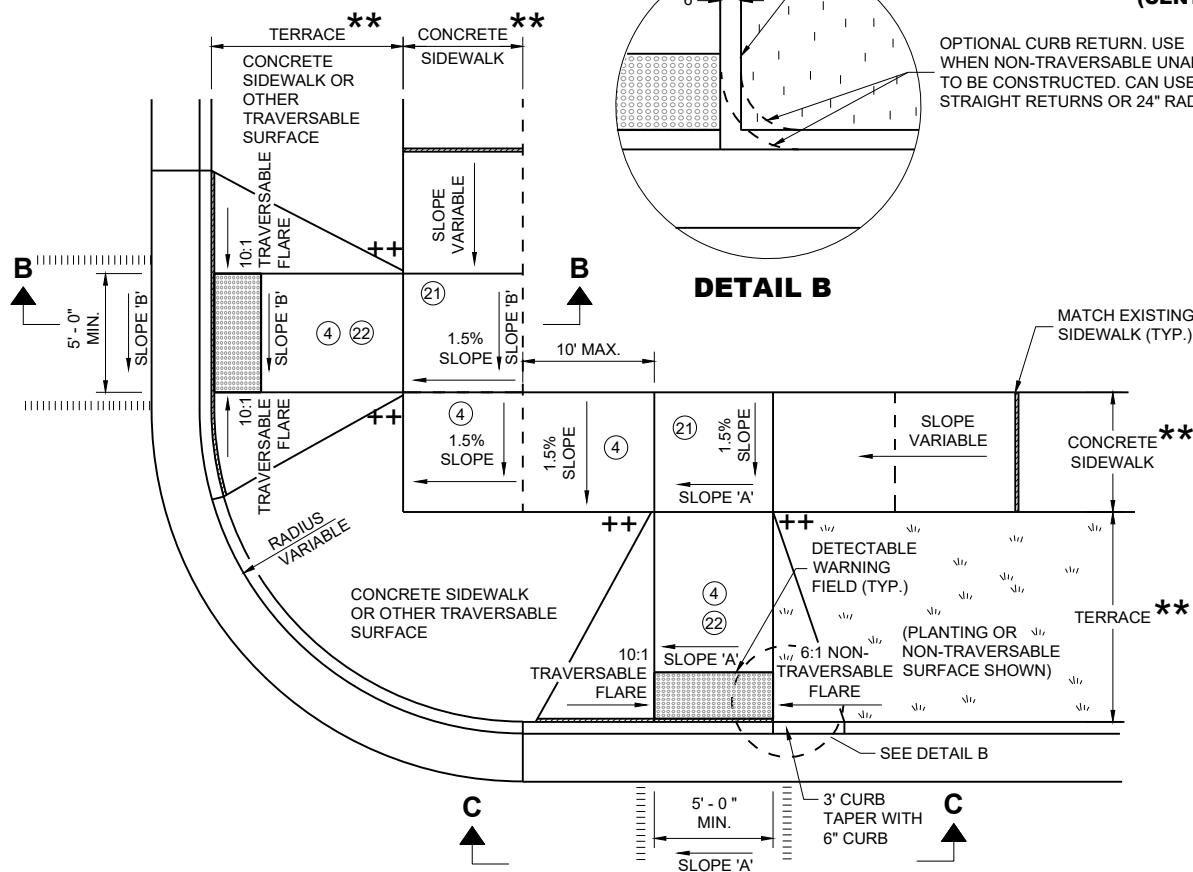
DETAIL A



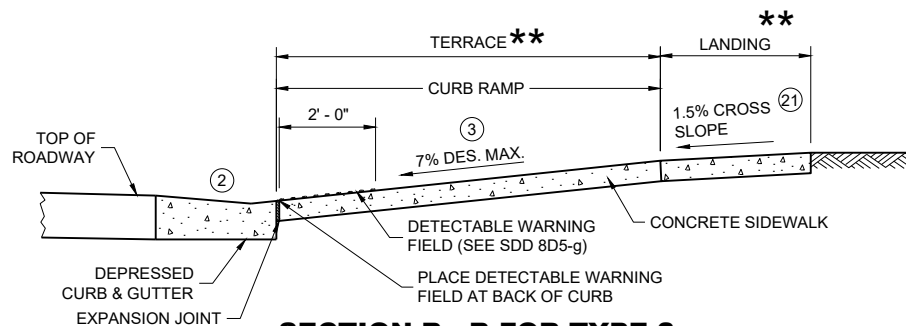
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



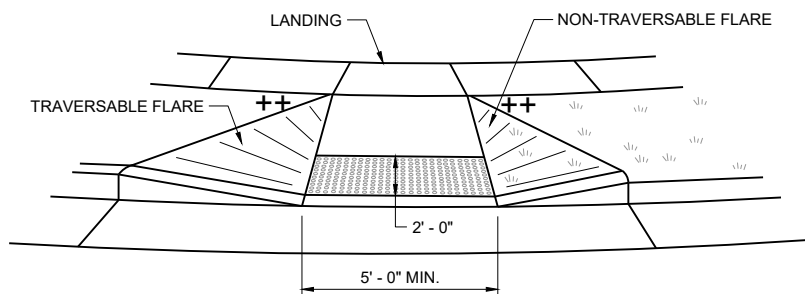
DETAIL B



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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

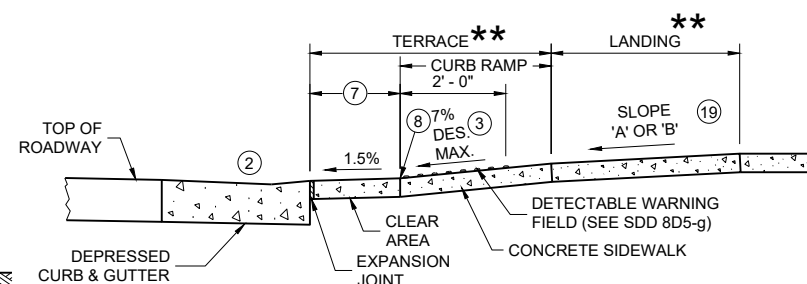
GENERAL NOTES

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.
- ⑪ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑫ 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.
- ⑬ 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.
- ⑭ 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.
- ⑮ 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.



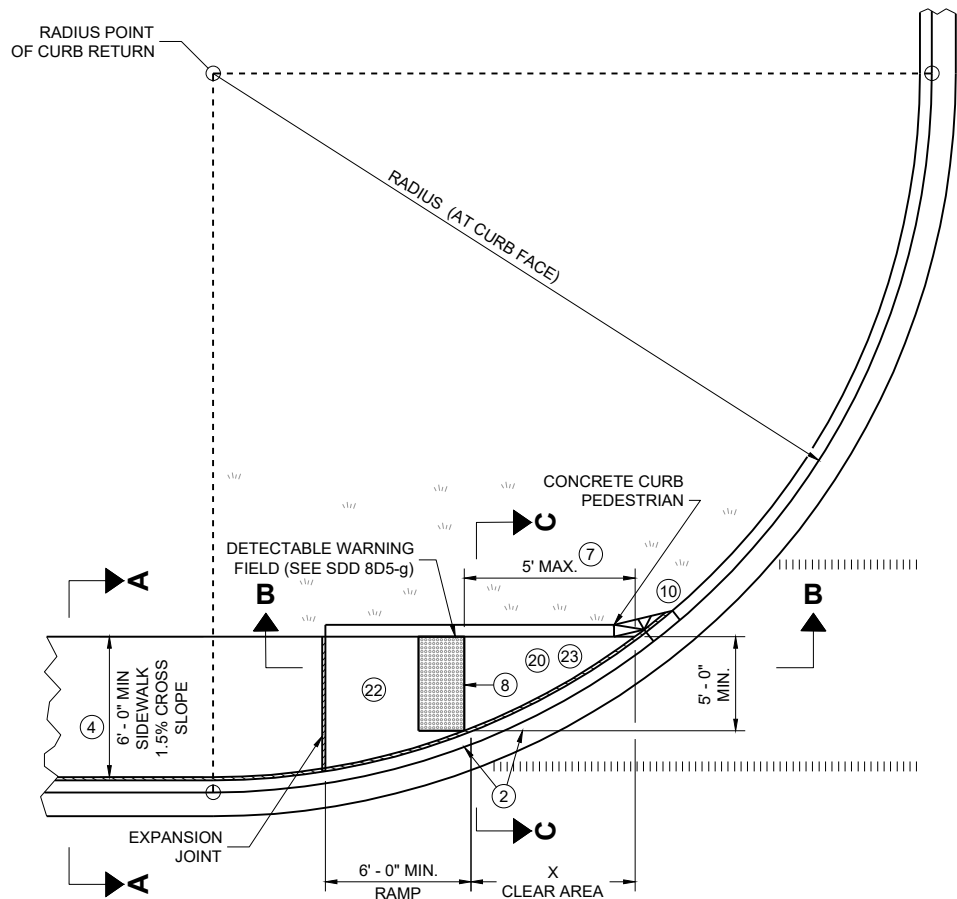
SECTION A - A FOR TYPE 2

LEGEND

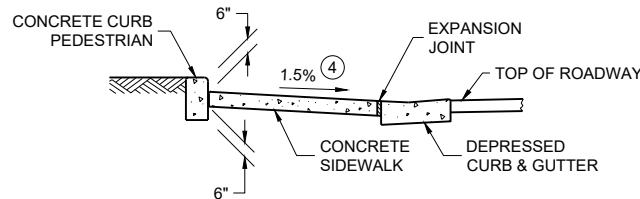
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

**CURB RAMPS
TYPE 2 AND 3**

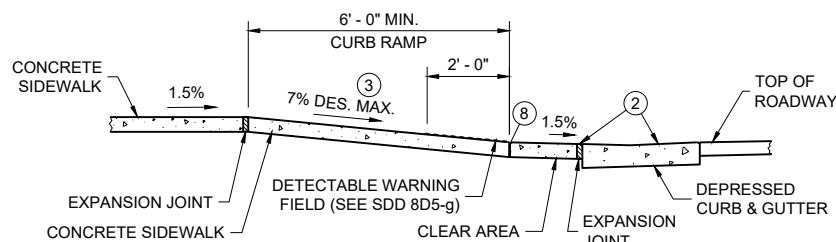
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PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

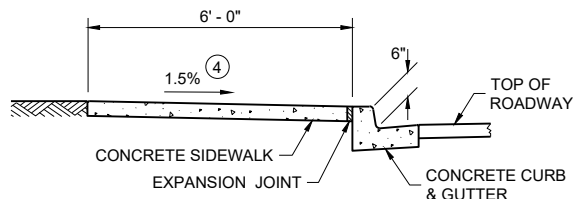


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

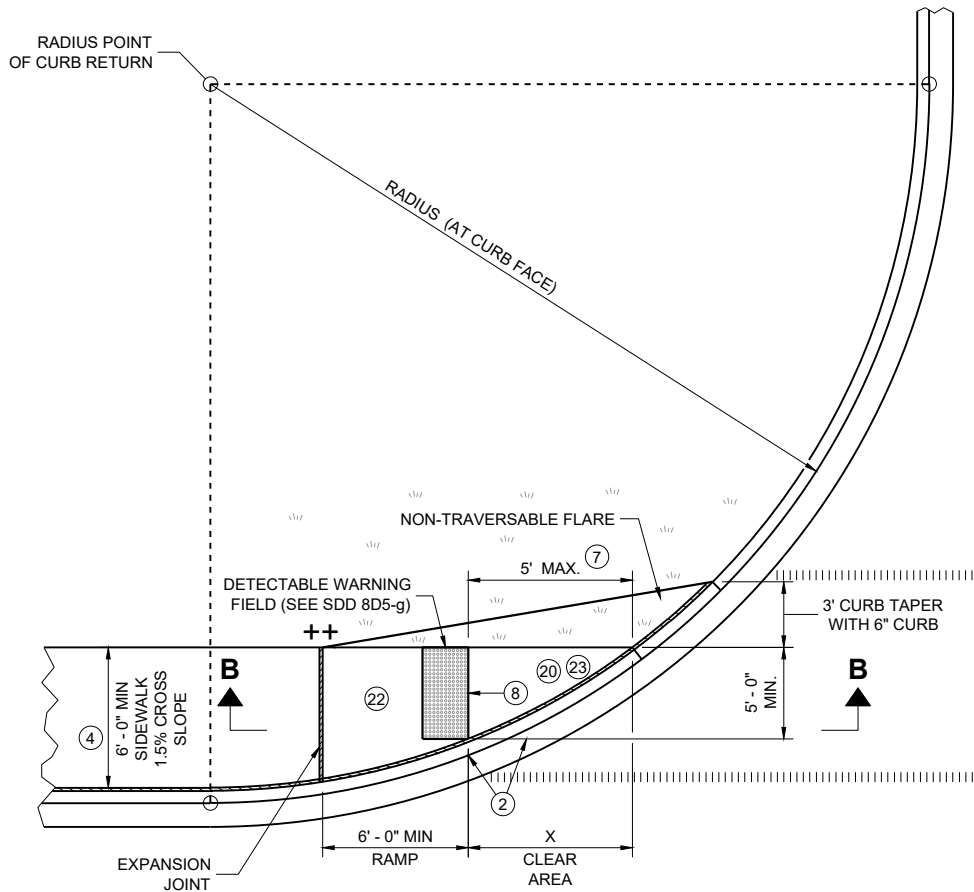
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

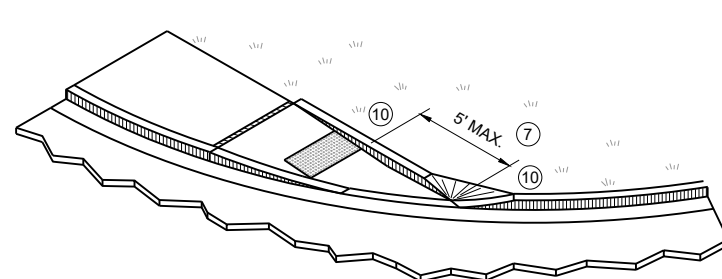
GENERAL NOTES

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

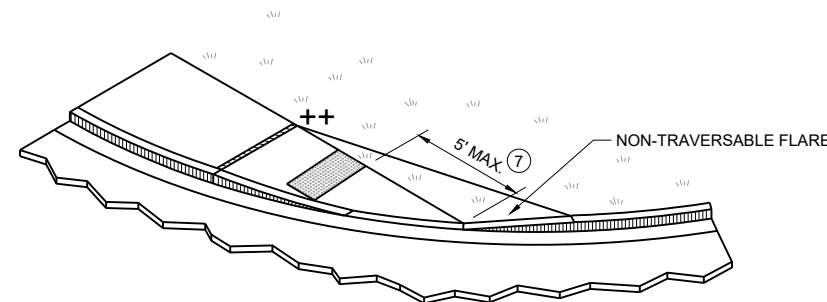
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

- 2 GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 7 WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 10 INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- 17 A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 20 MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- 22 THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- 23 THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



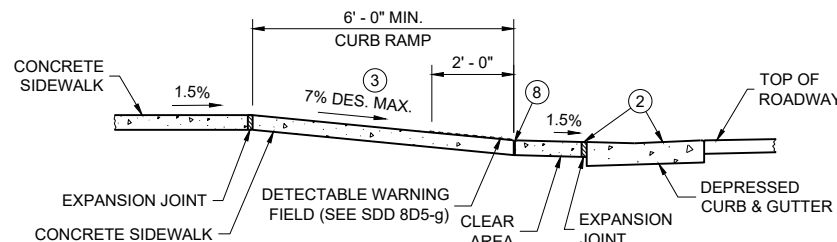
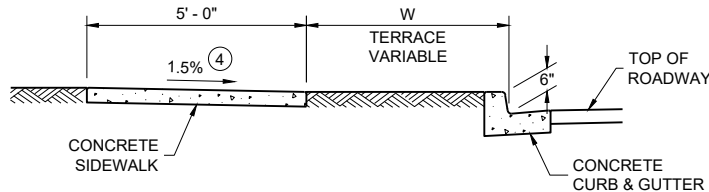
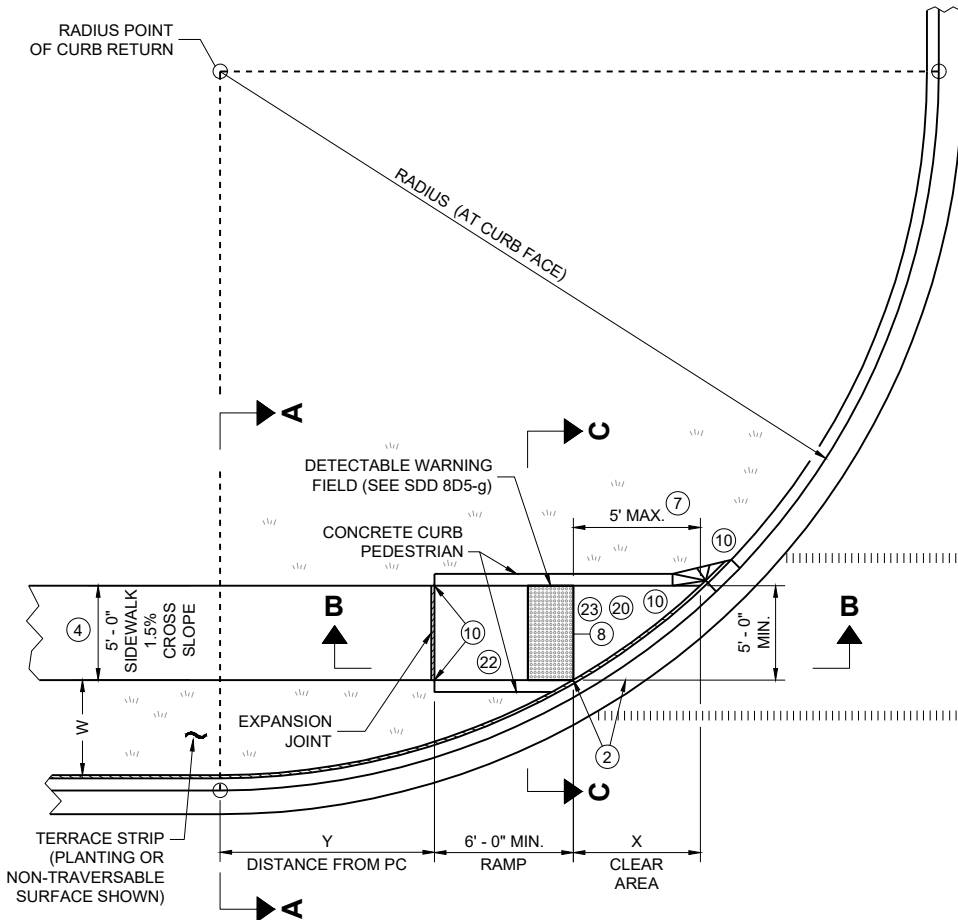
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

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

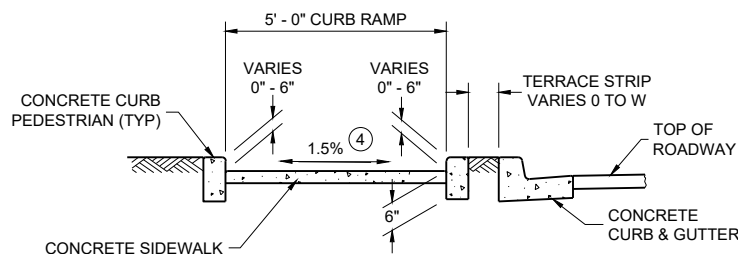
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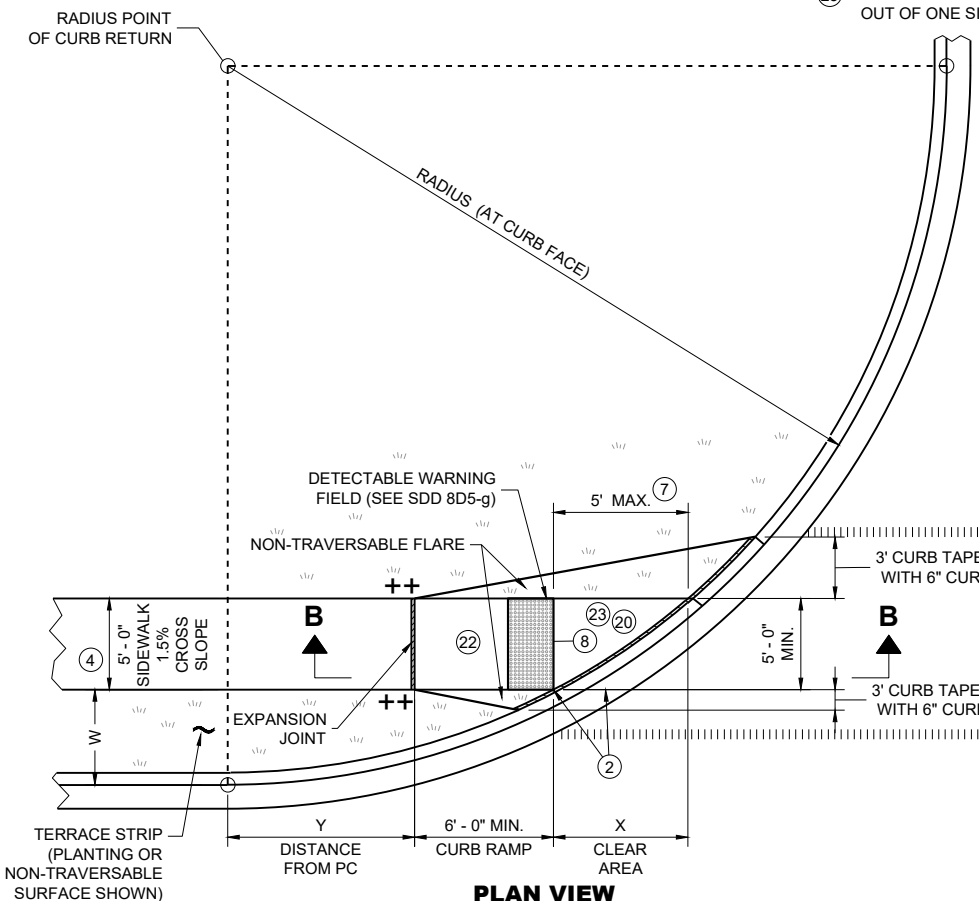
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

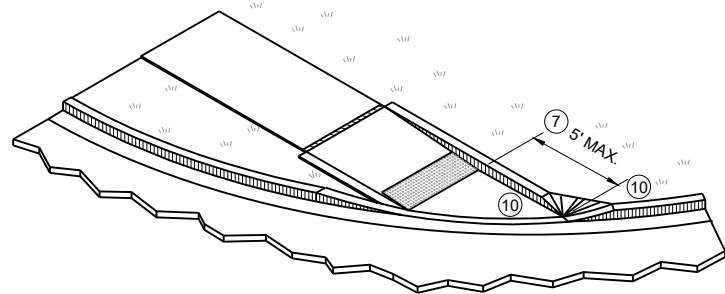
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



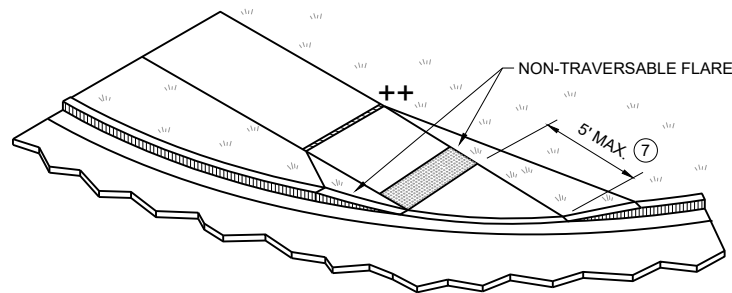
SECTION C - C FOR TYPE 4B



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

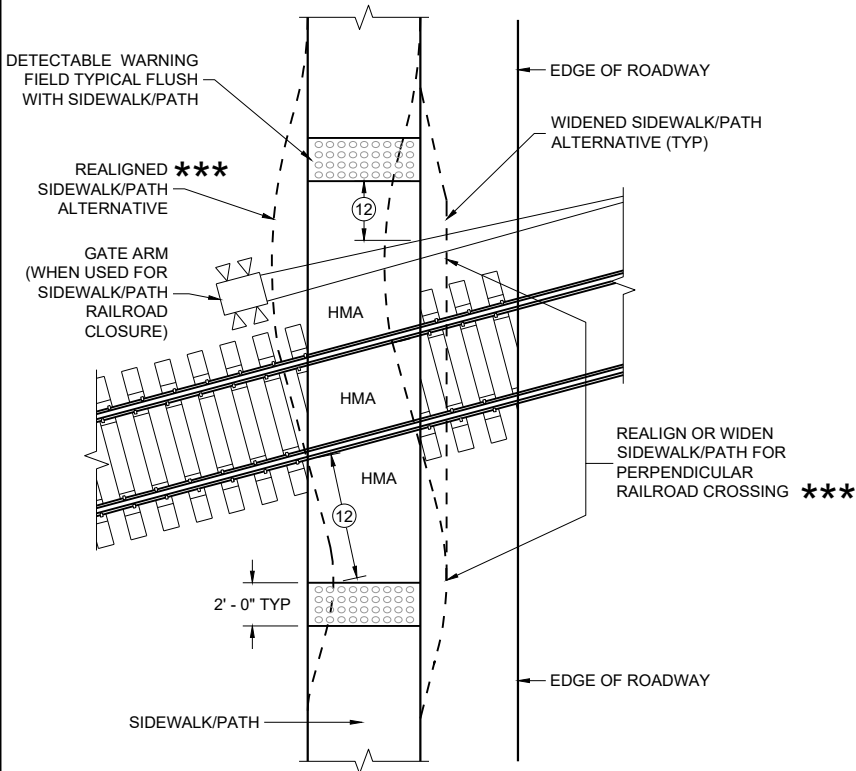
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

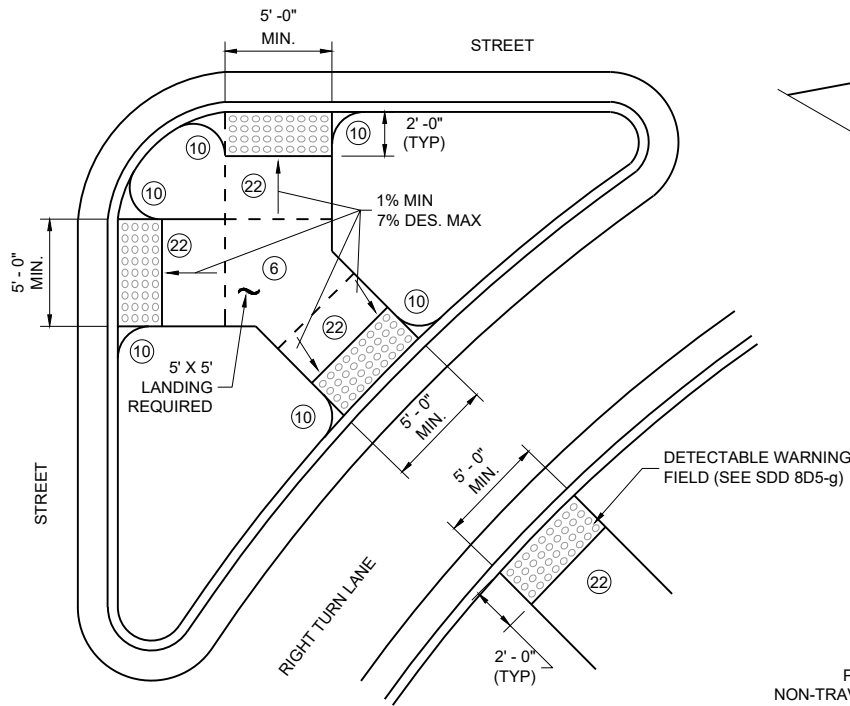
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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.

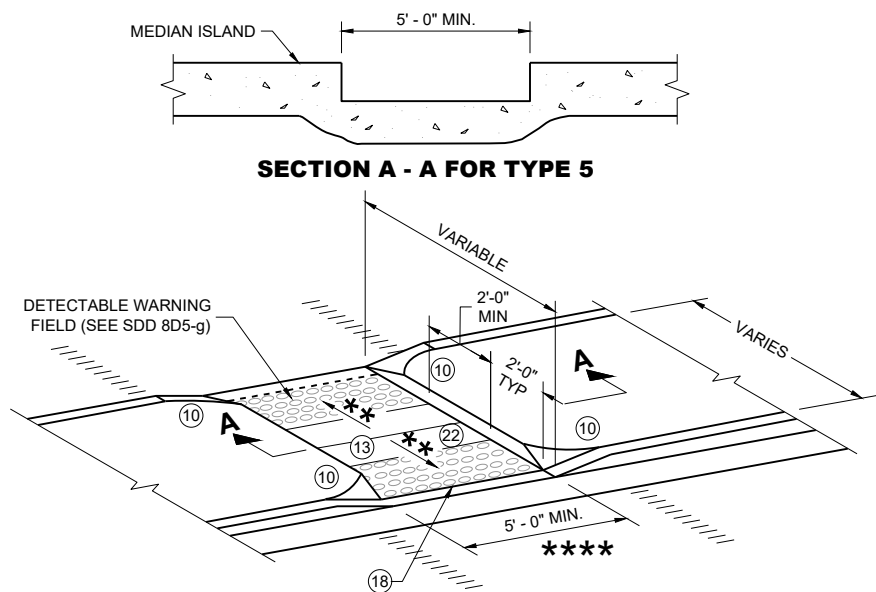


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

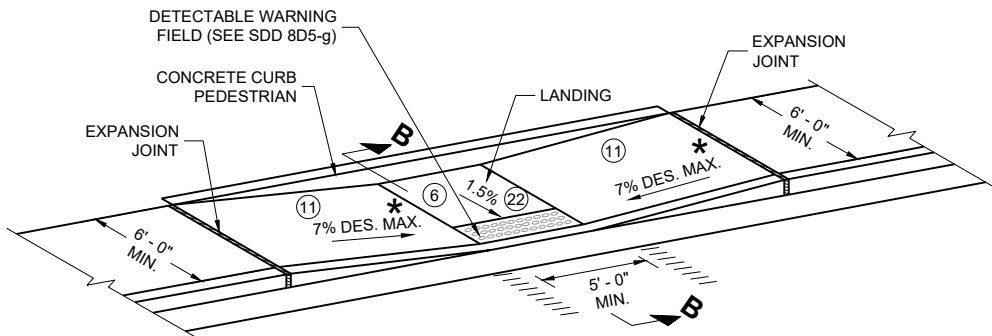


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

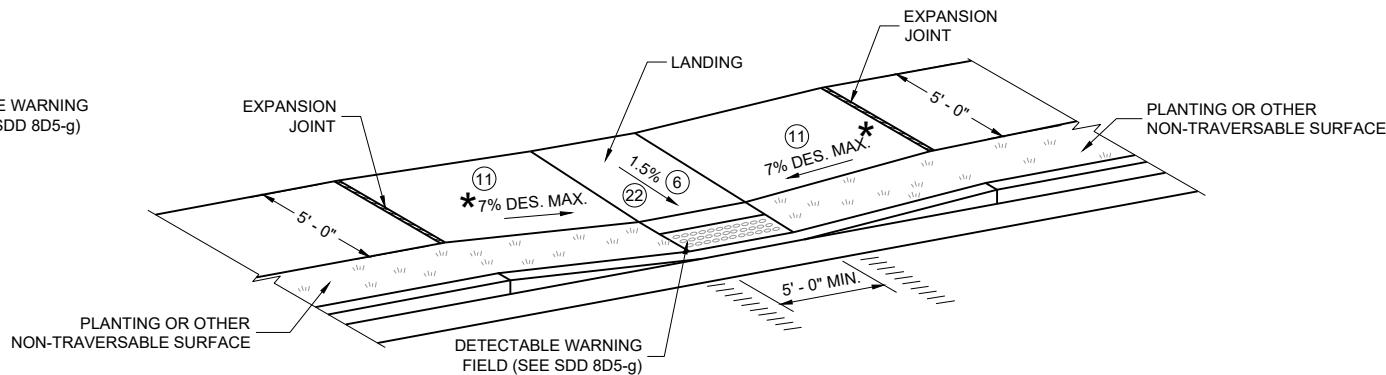
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



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.

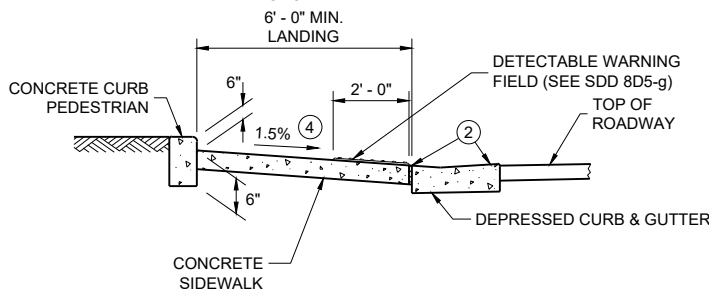
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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.
- ⑬ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑬ 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.
- 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%
- 1% MINIMUM (PROVIDE DRAINAGE)
- DETAILS TO BE DETERMINED BY ENGINEER
- FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

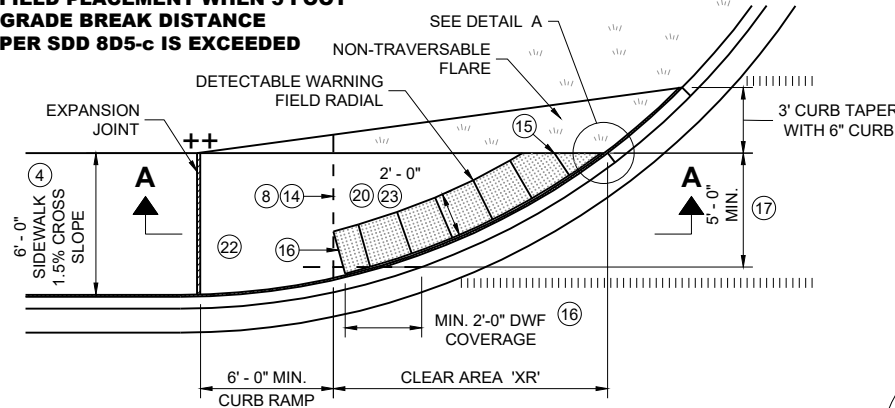


SECTION B - B FOR TYPE 7A

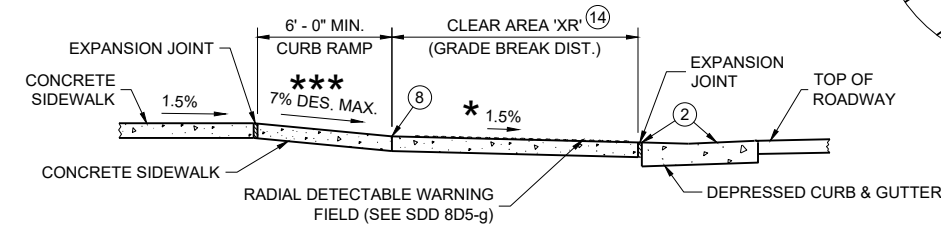
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

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

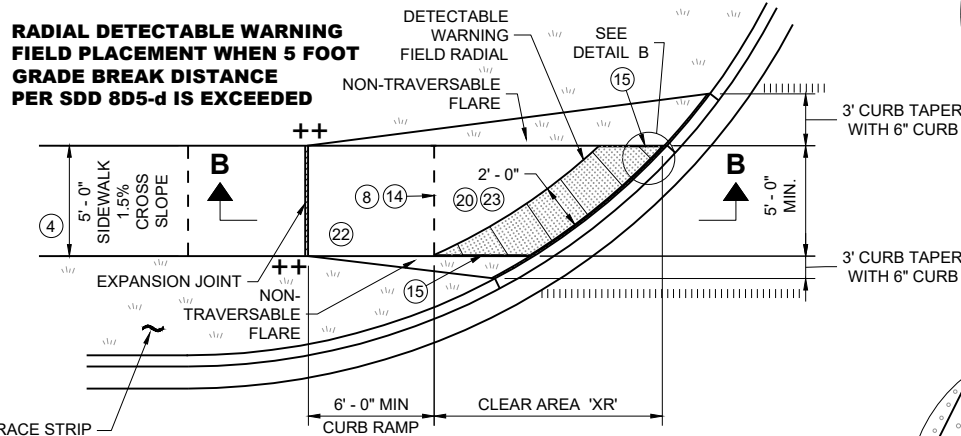


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

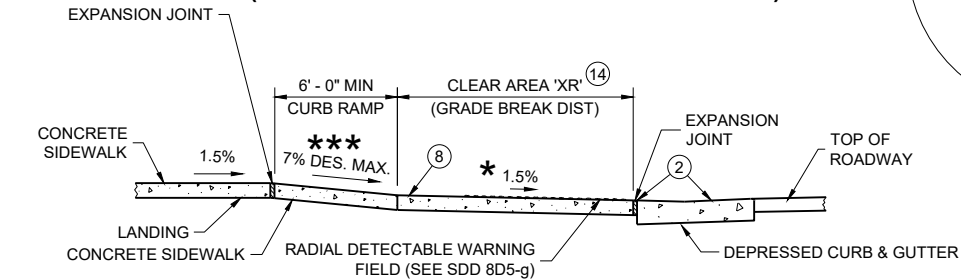


SECTION A - A FOR TYPE 4A1

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



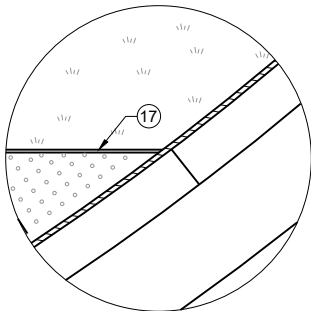
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



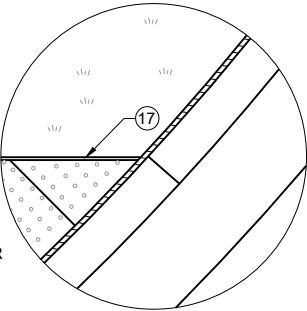
SECTION B - B FOR TYPE 4B1

LEGEND

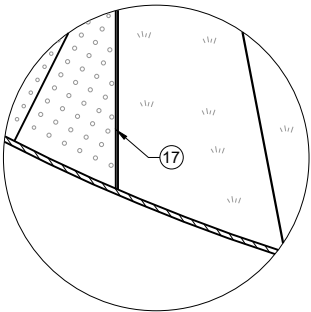
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.3%
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



DETAIL B



DETAIL C

GENERAL NOTES

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

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

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

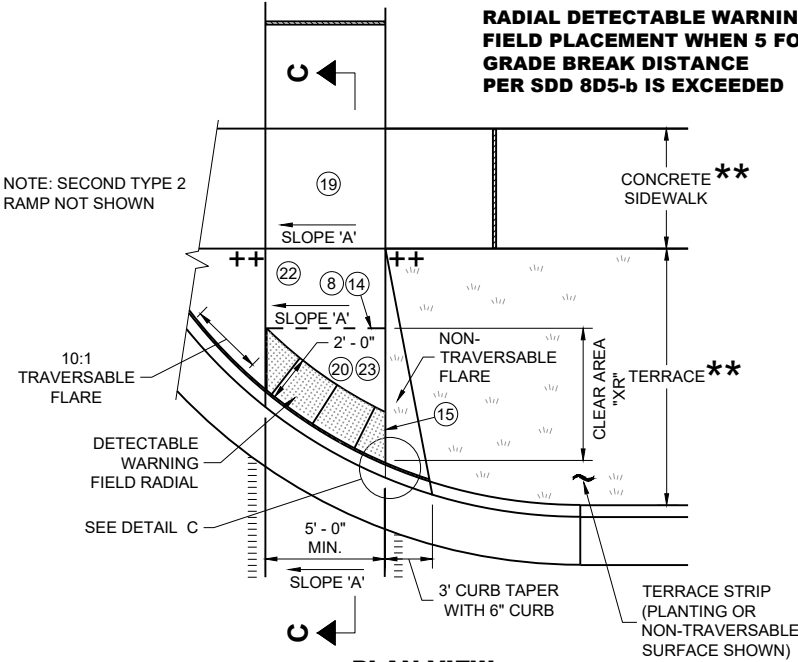
APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMP AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMP. TYPE 4A AND 4B CURB RAMP ARE NOT SHOWN.

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

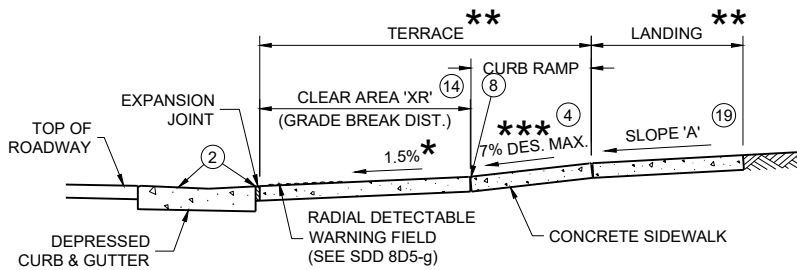
FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

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

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



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



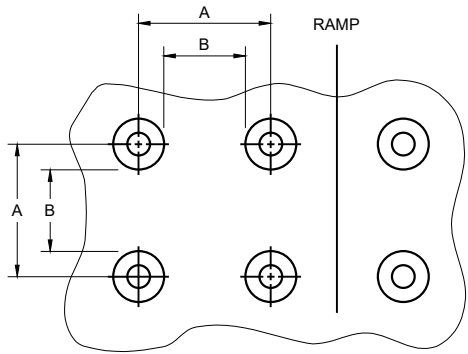
SECTION C - C FOR TYPE 2

**CURB RAMP
RADIAL DETECTABLE WARNING**

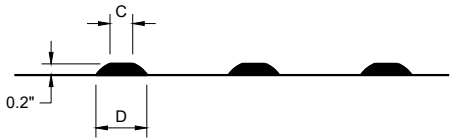
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

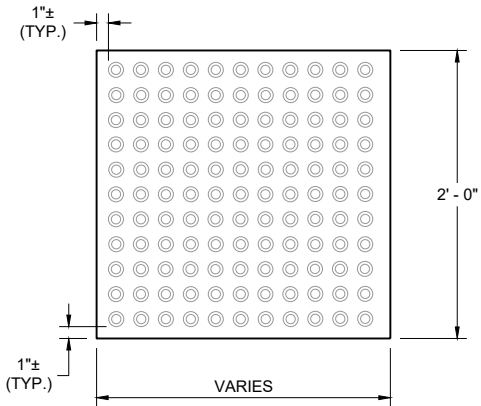


PLAN VIEW

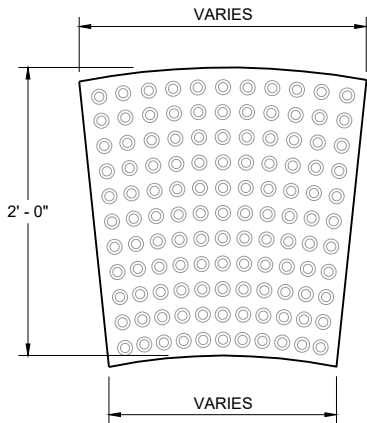


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

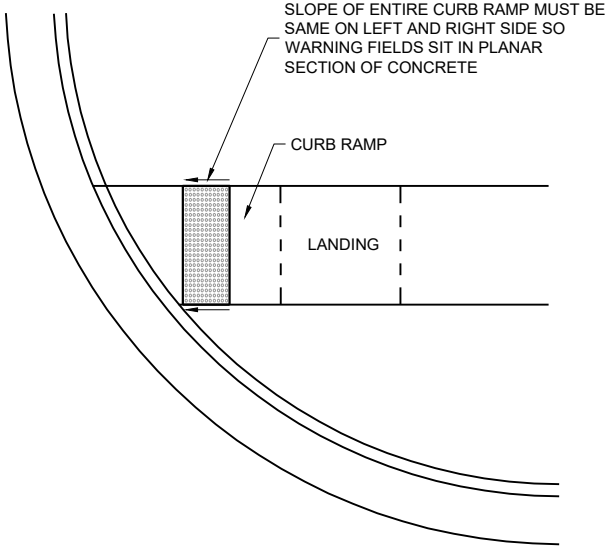


RECTANGULAR
PLATES

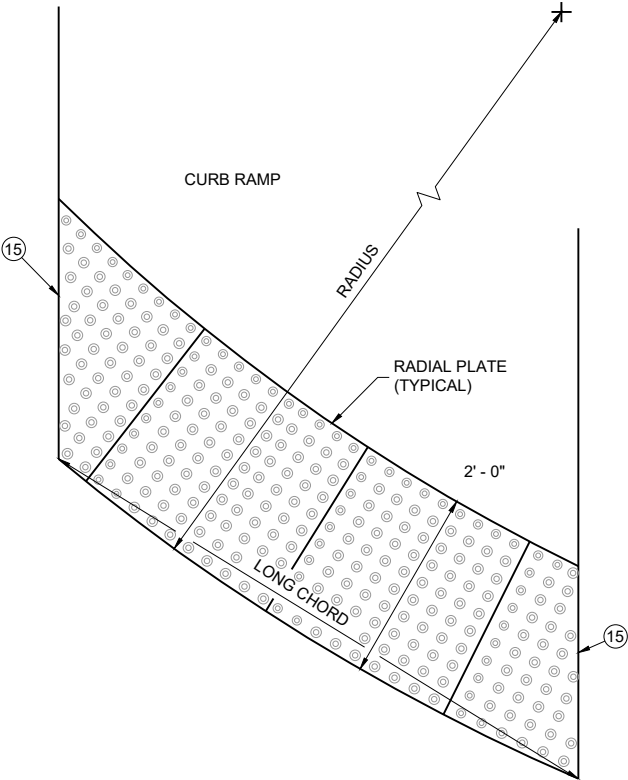


RADIAL
PLATES

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 FILED ARE PROHIBITED.

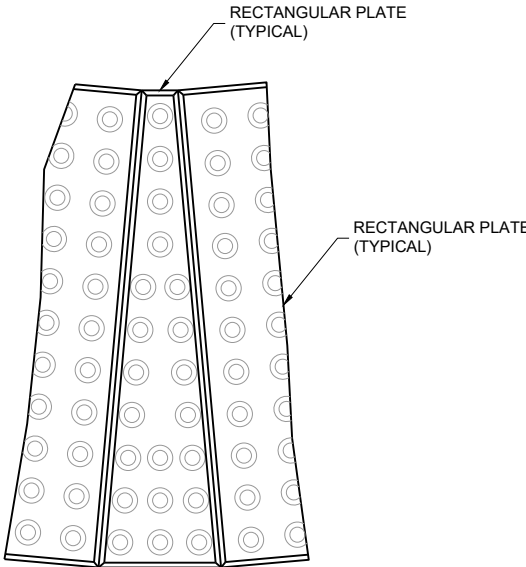
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8\"/>



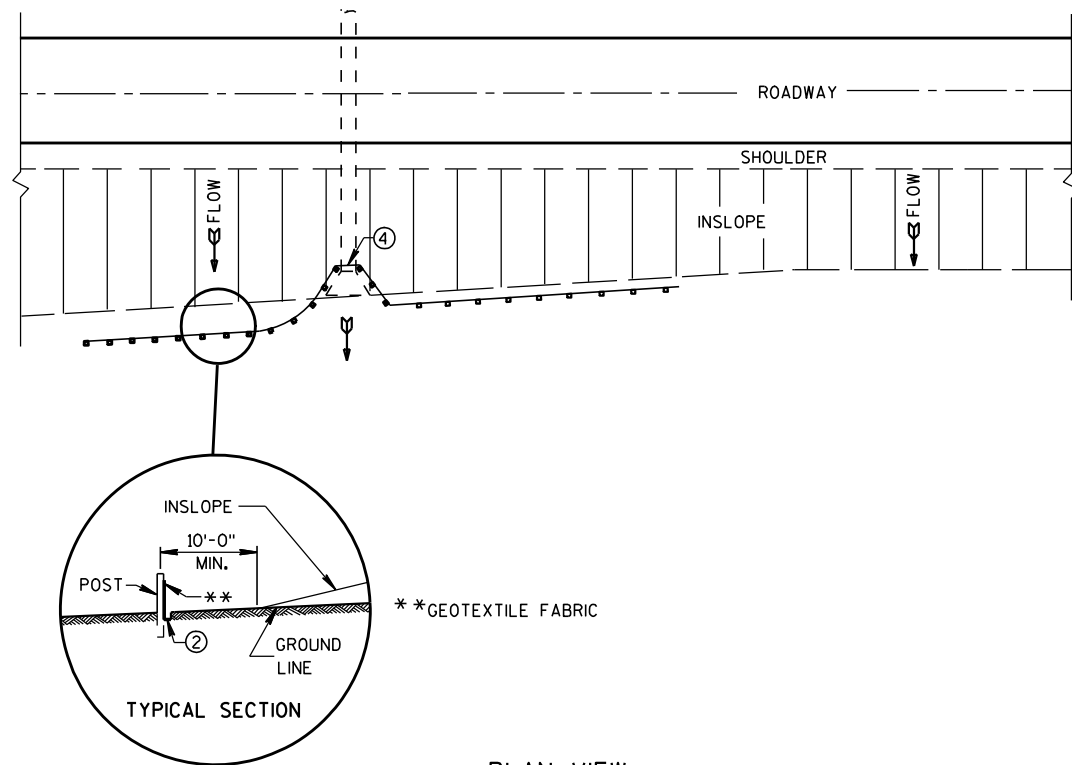
PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

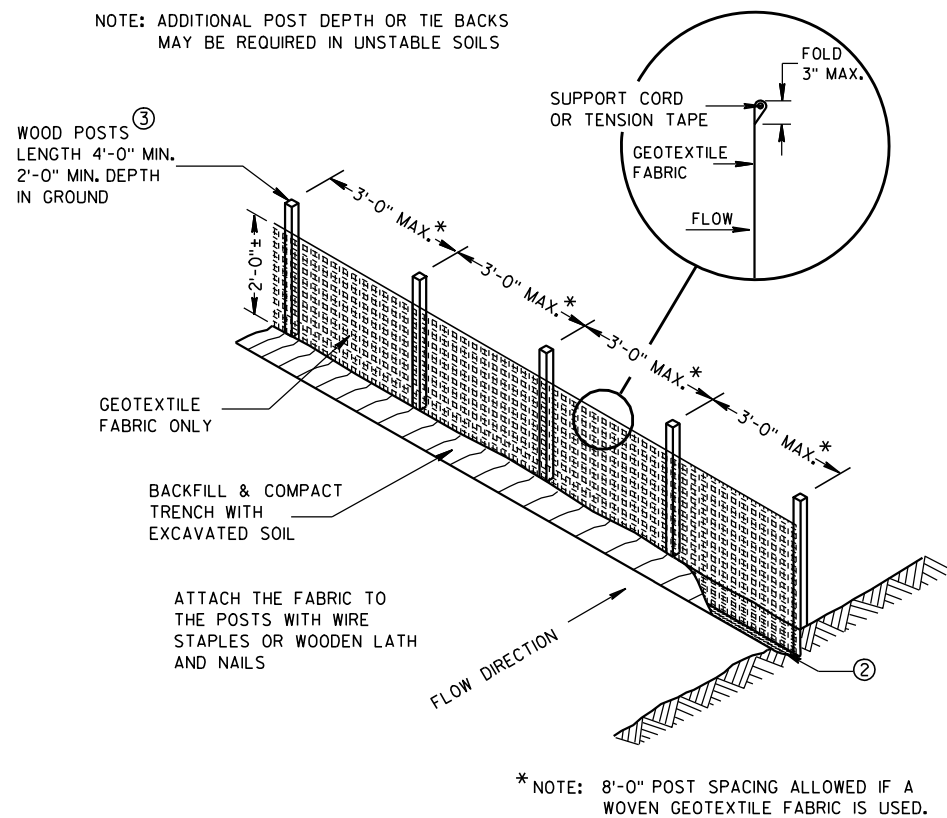
APPROVED
February 2025 /S/ Rodney Taylor
DATE <position>

FHWA

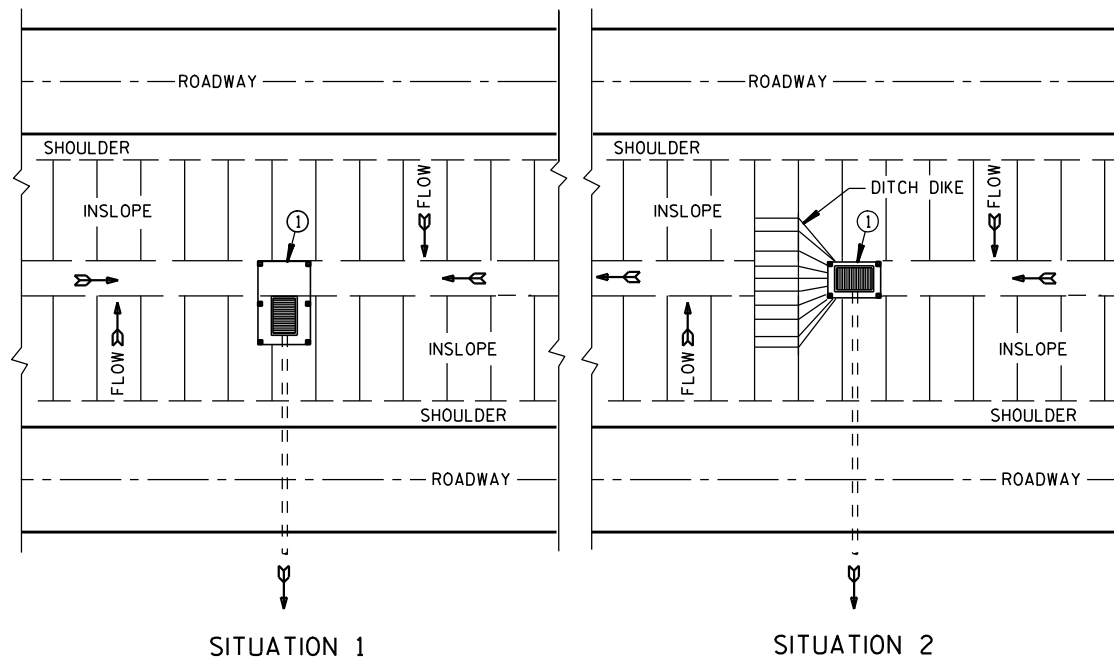


TYPICAL APPLICATION OF SILT FENCE

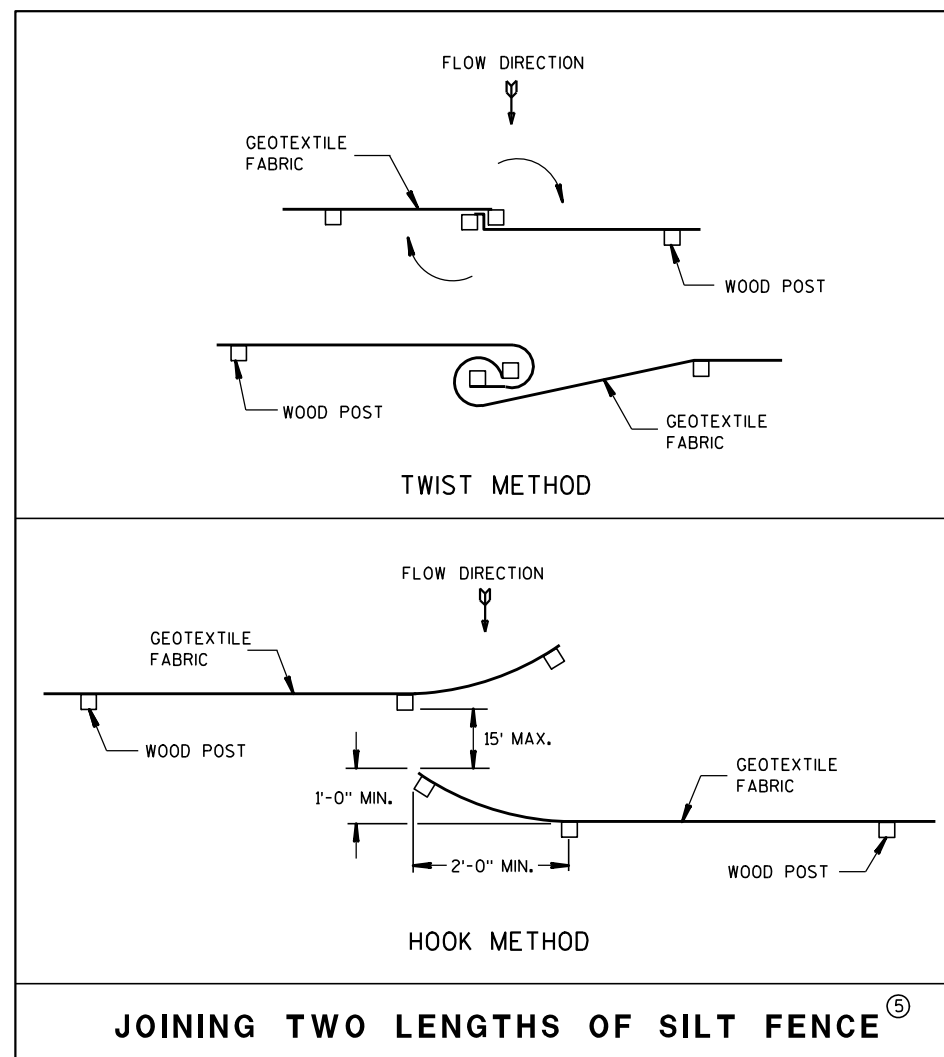
NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS



SILT FENCE



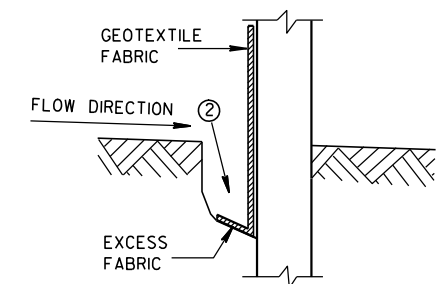
SILT FENCE AT MEDIAN SURFACE DRAINS



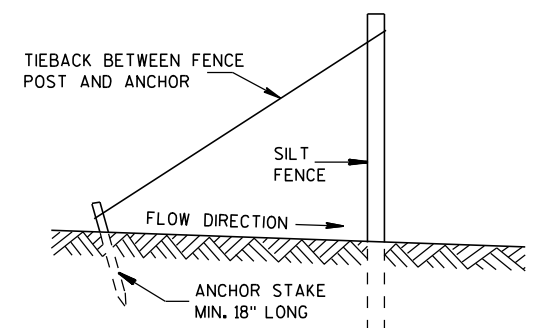
GENERAL NOTES

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

- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

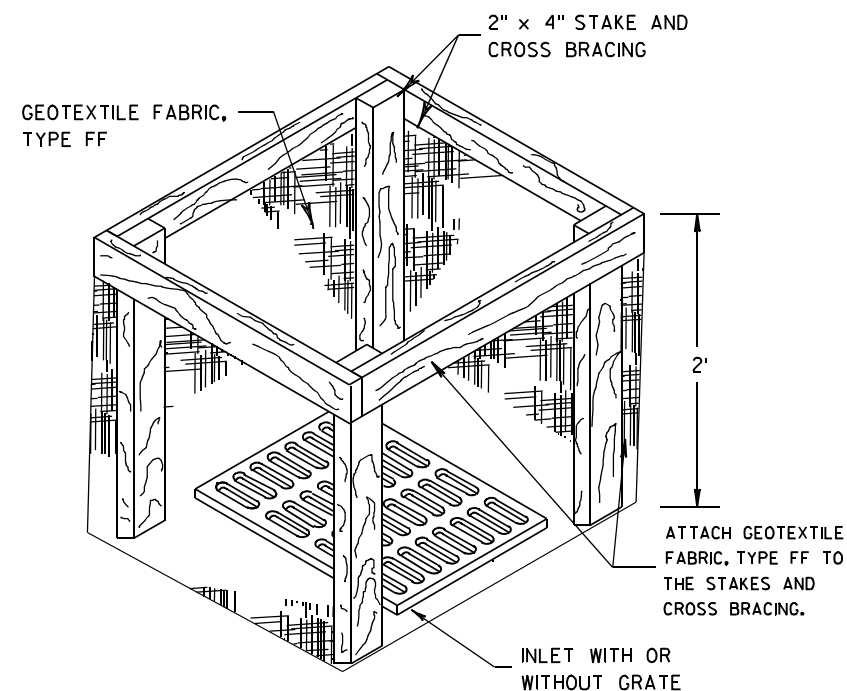
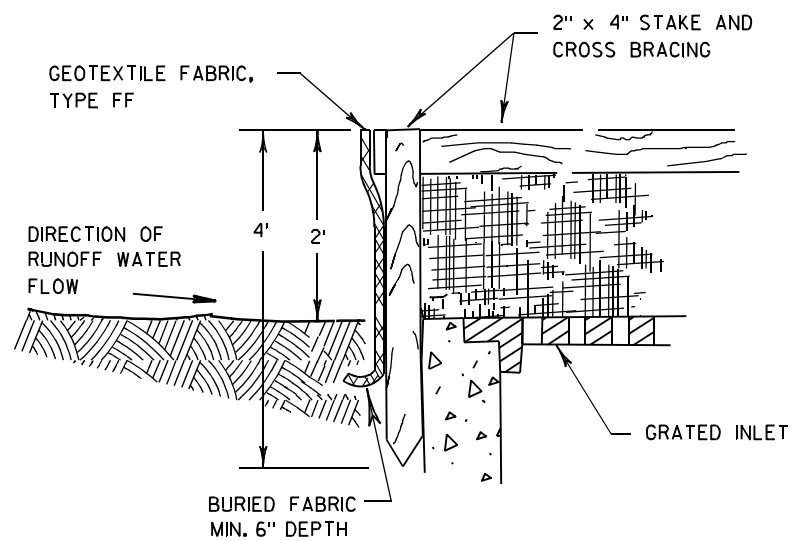
APPROVED

4-29-05

DATE

FHWA

/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER



INLET PROTECTION, TYPE A

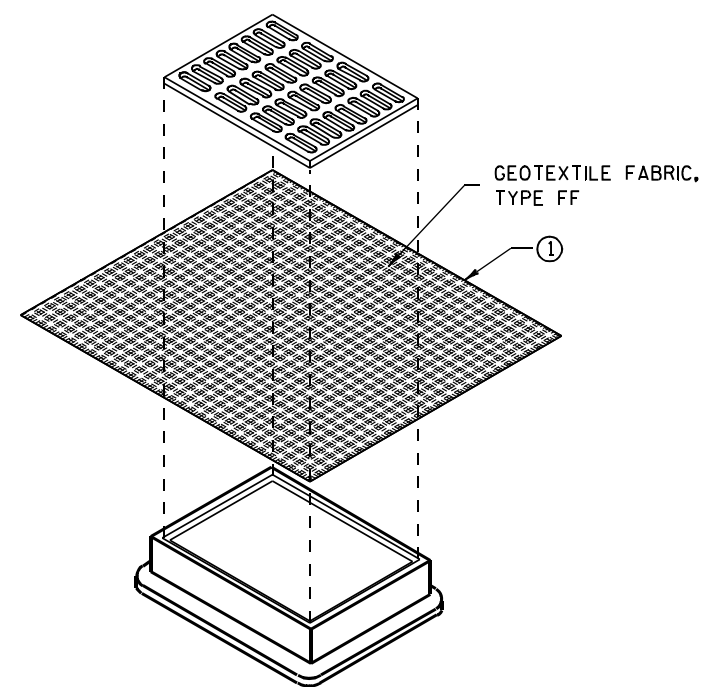
GENERAL NOTES

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

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

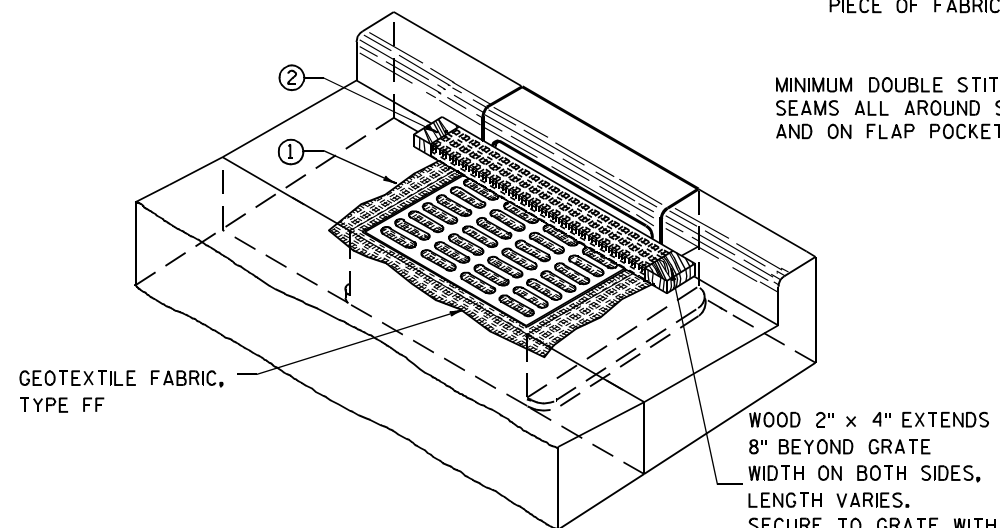
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

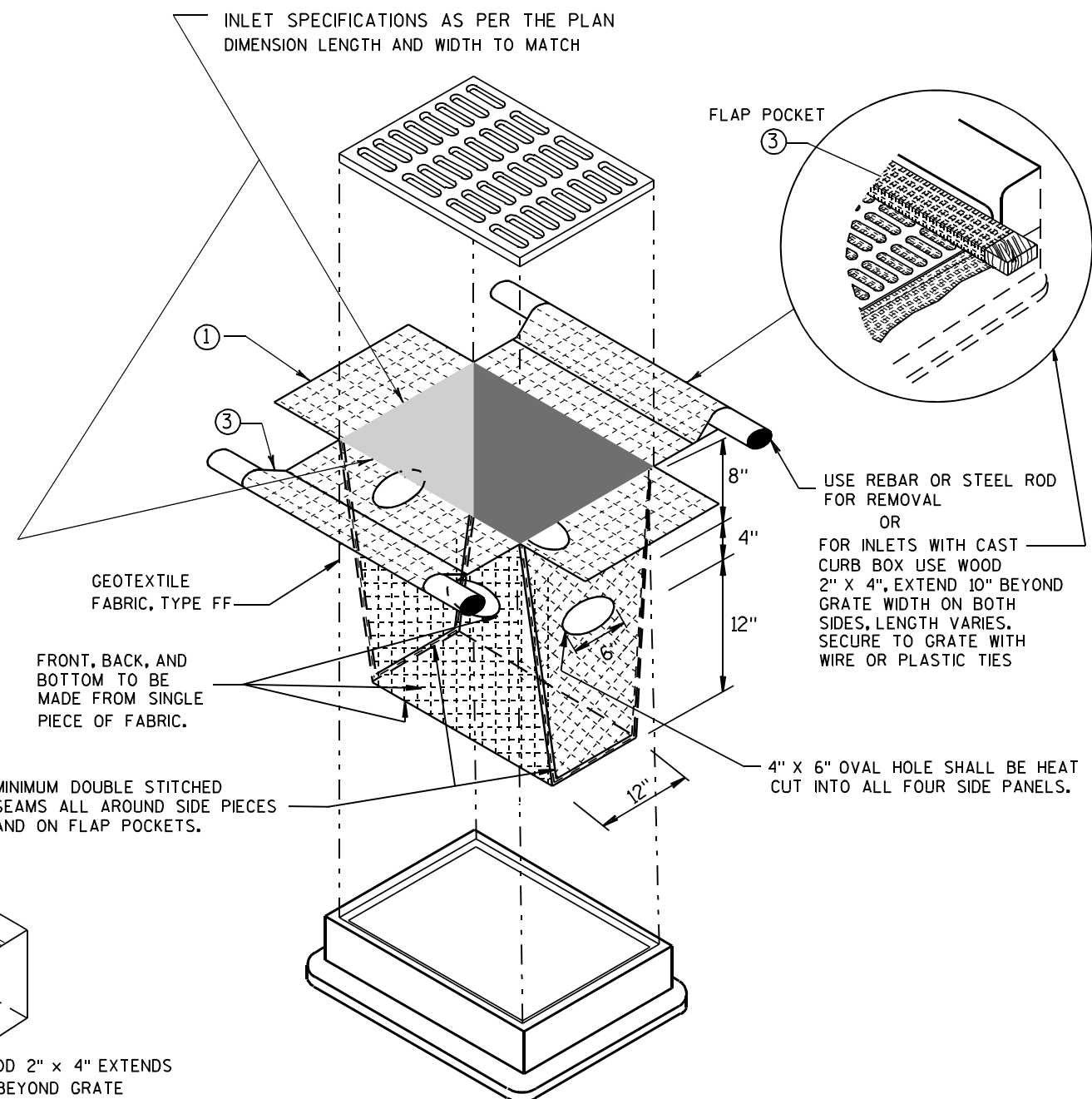
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

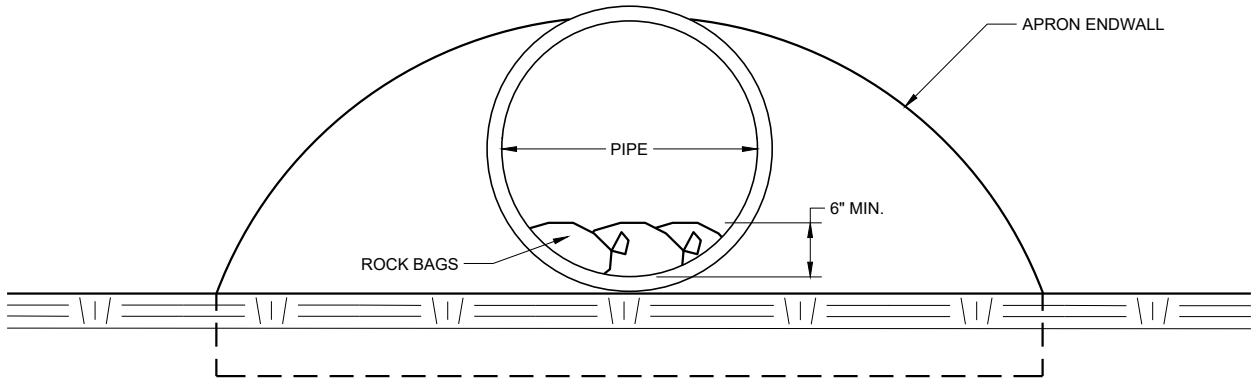
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



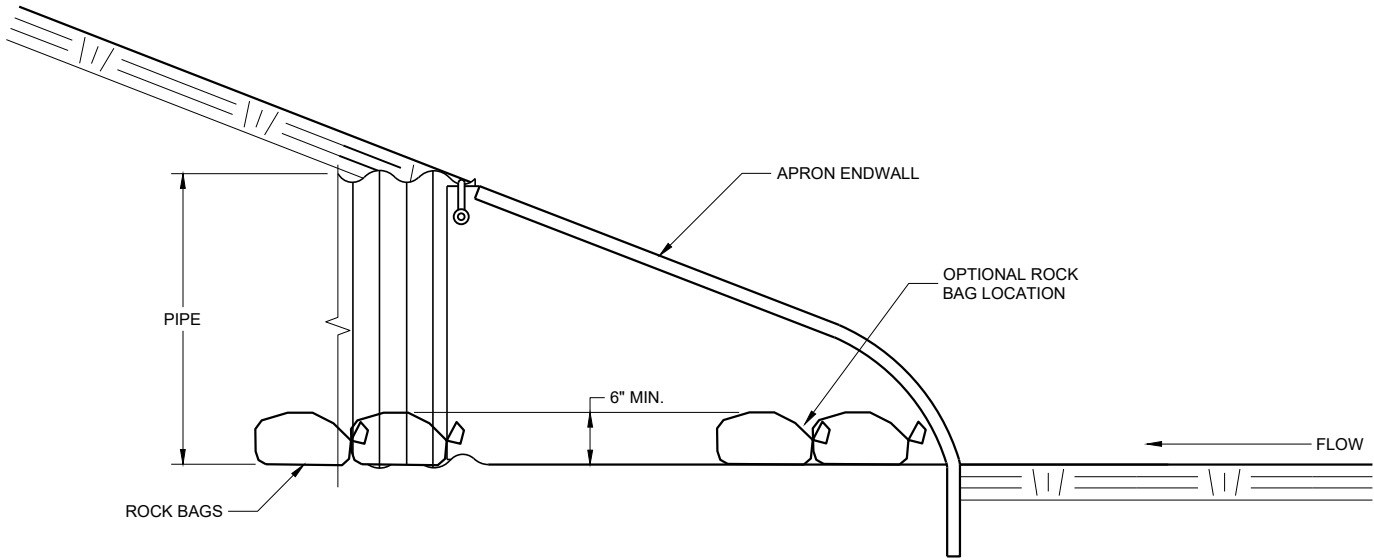
INLET PROTECTION, TYPE D

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

INLET PROTECTION TYPE A, B, C, AND D	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



END VIEW



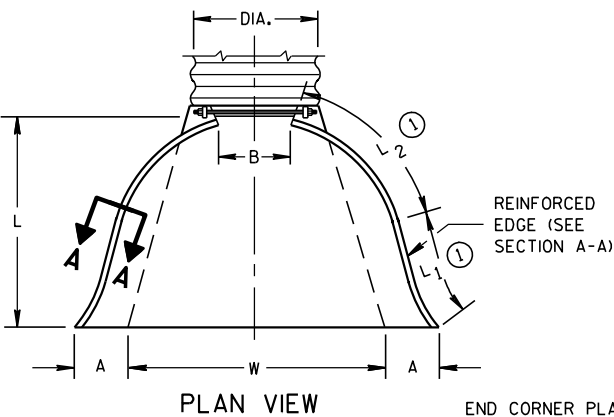
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

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

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

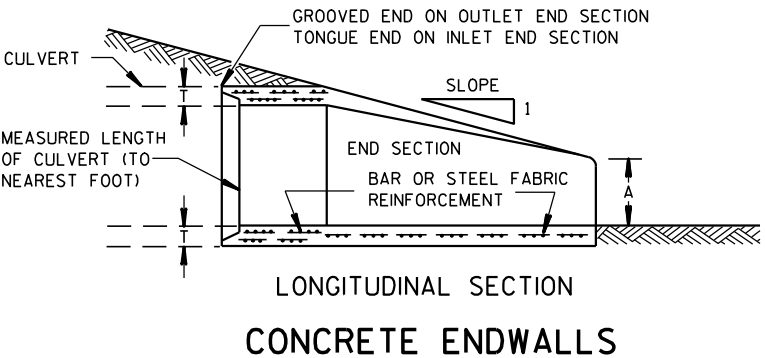
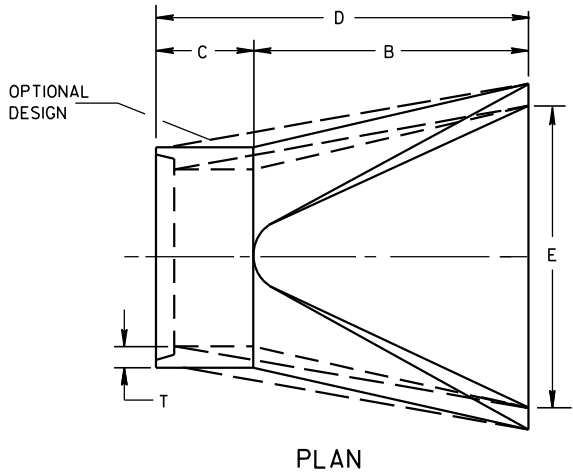
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



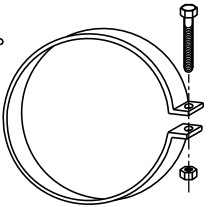
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

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

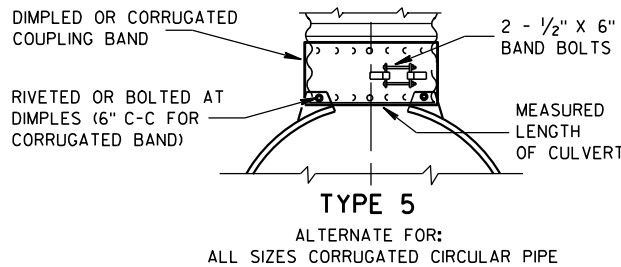
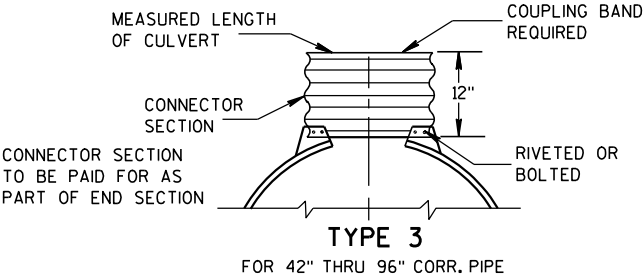
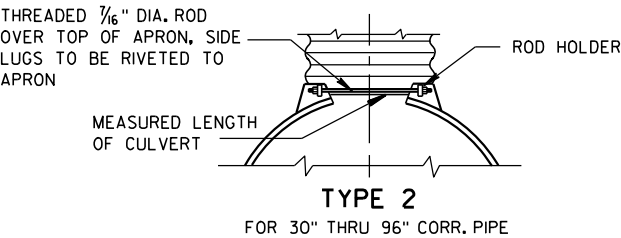
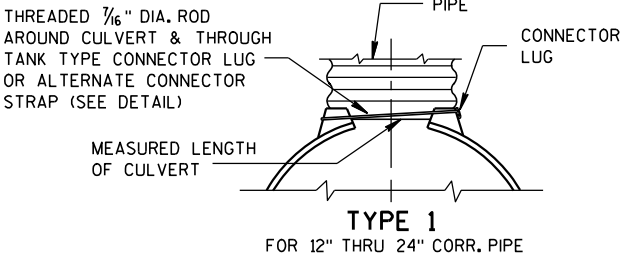
* MINIMUM
** MAXIMUM



1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



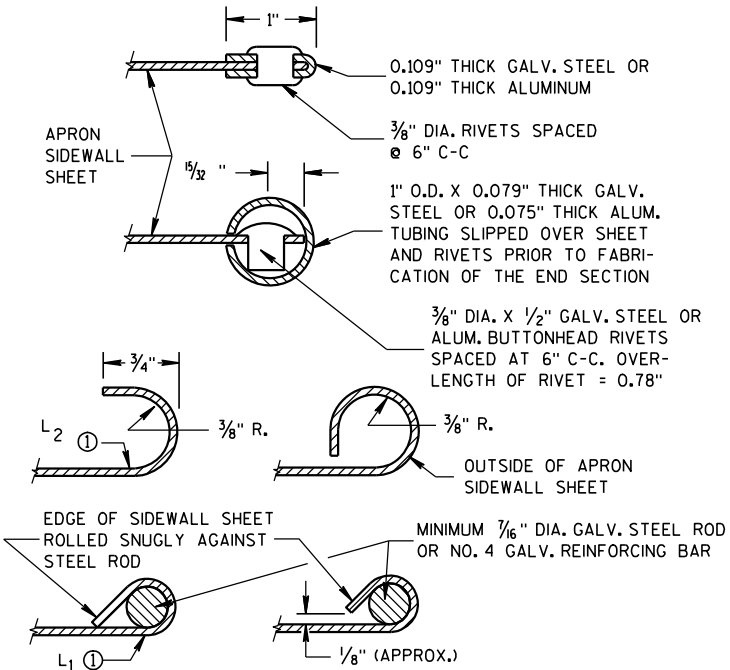
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



GENERAL NOTES

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

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

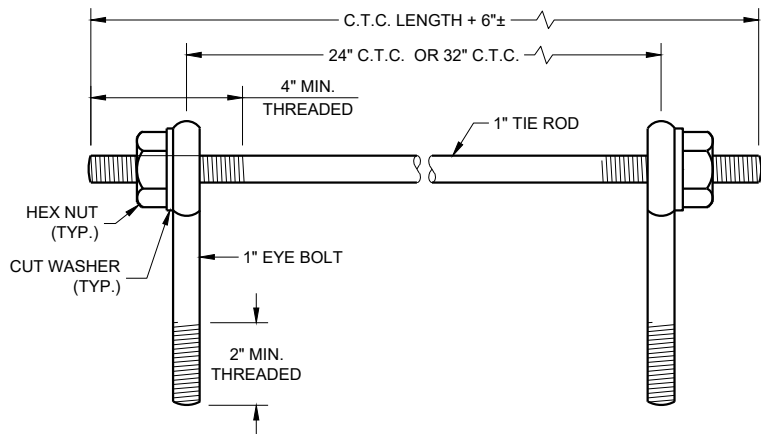
ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT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

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

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

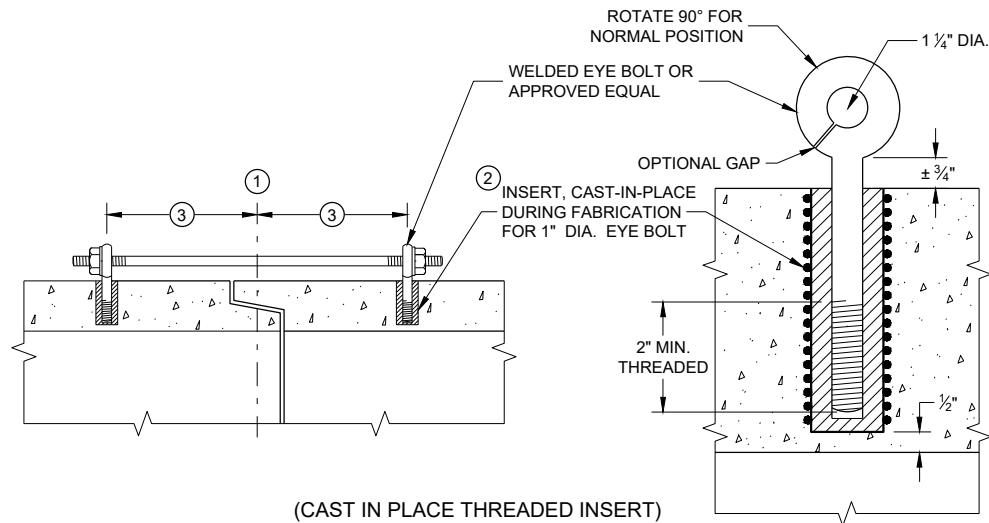
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 11/30/94 DATE	/S/ Rory L. Rhinesmith CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



EYE BOLTS AND TIE ROD

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



(CAST IN PLACE THREADED INSERT)
LONGITUDINAL SECTIONS

GENERAL NOTES

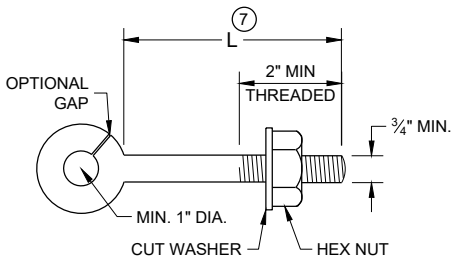
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

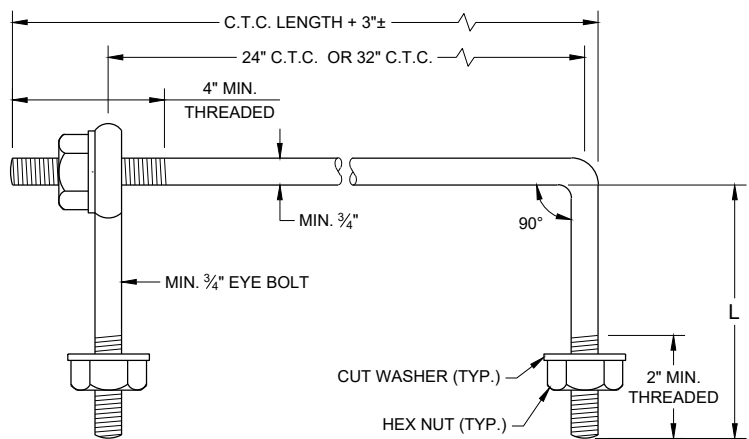
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

- 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.

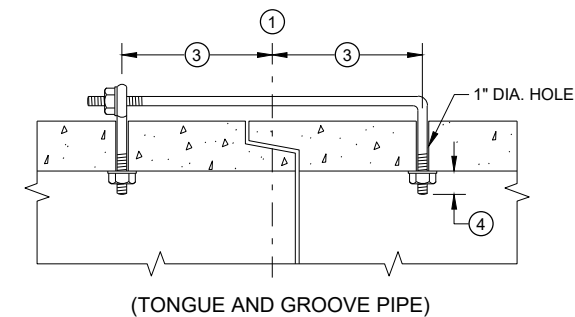


EYE BOLT 7

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



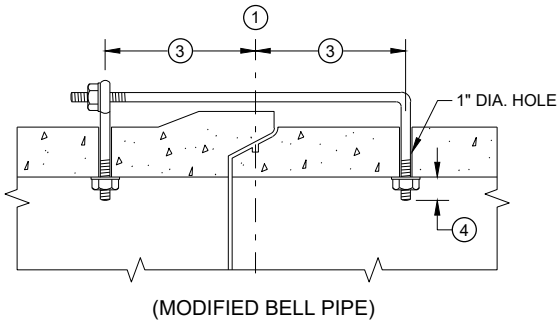
EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)

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

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

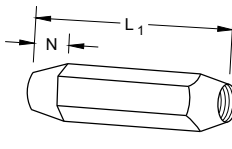


(MODIFIED BELL PIPE)

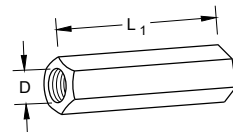
ADJUSTABLE TIE ROD TABLE

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

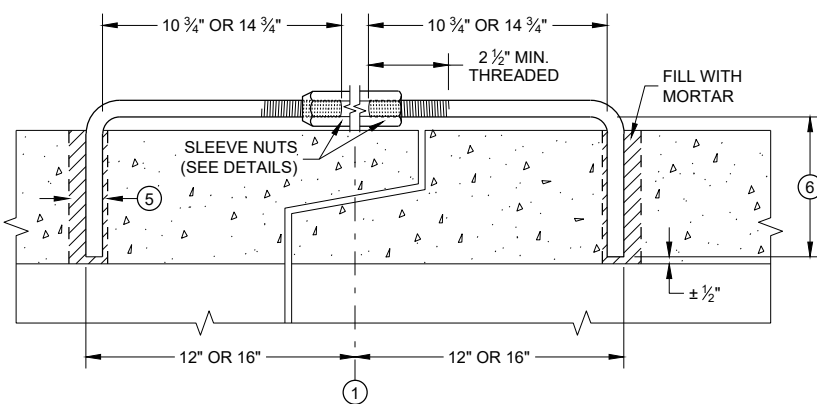


TAPERED



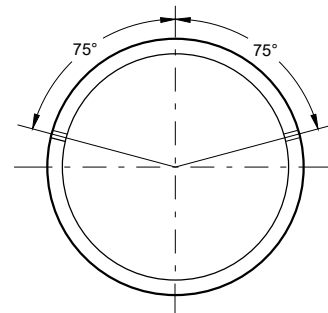
PLAIN

RIGHT AND LEFT THREADS
SLEEVE NUTS



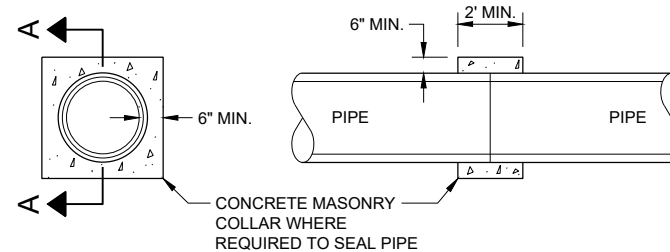
LONGITUDINAL SECTION

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

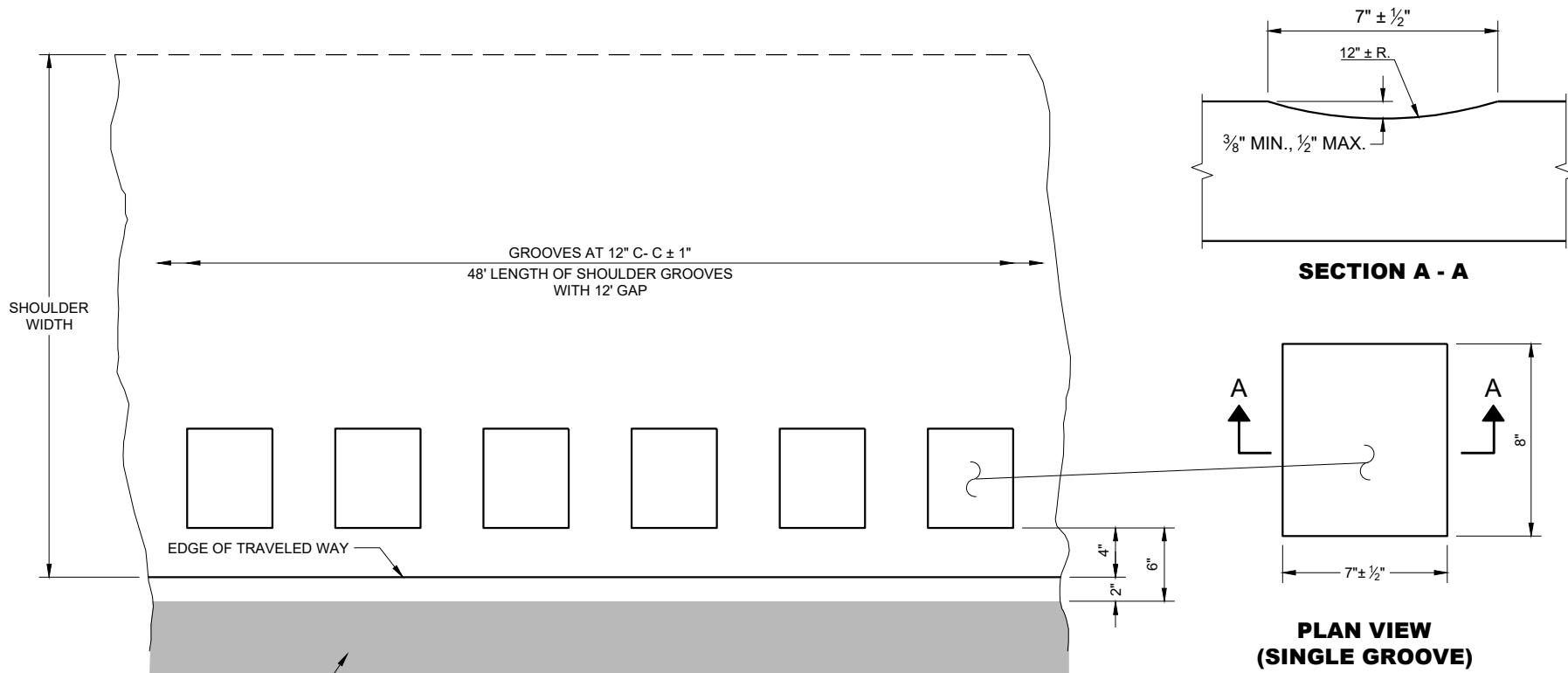


SECTION A - A
CONCRETE COLLAR DETAIL

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
FHWA ENGINEER

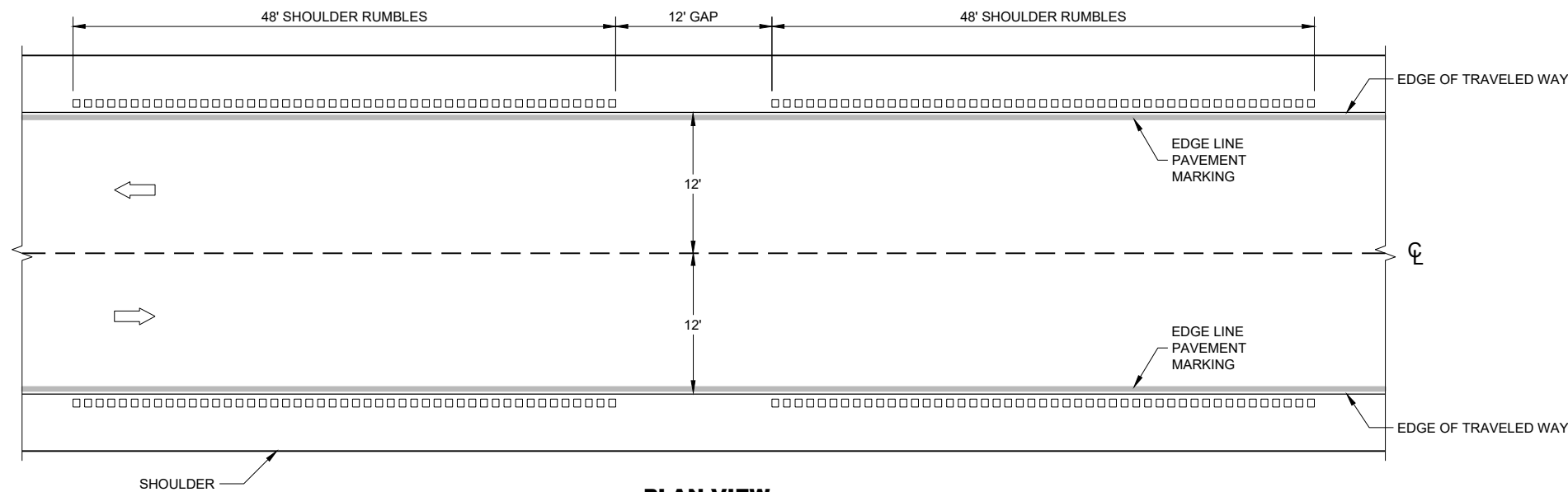
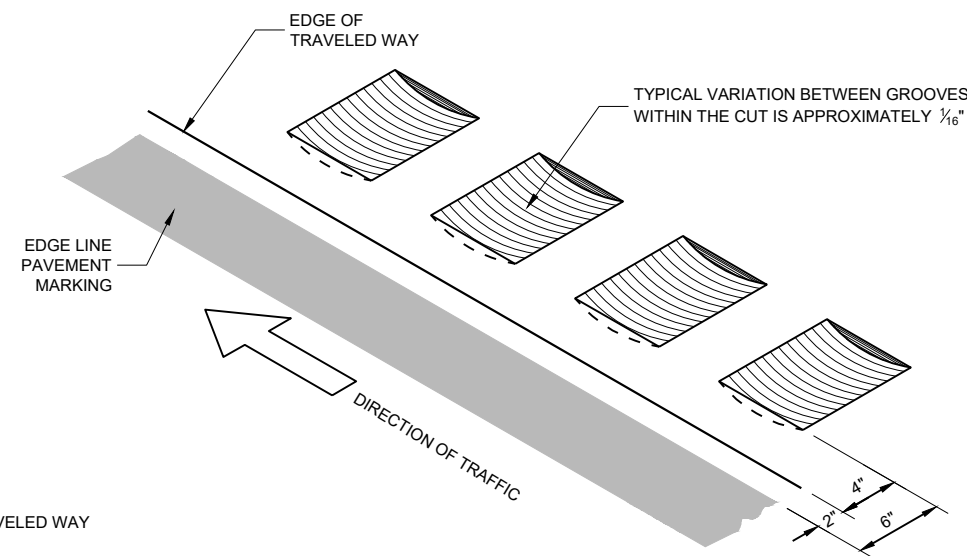


PLAN DETAIL VIEW
SHOULDER WITH GROOVES

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.

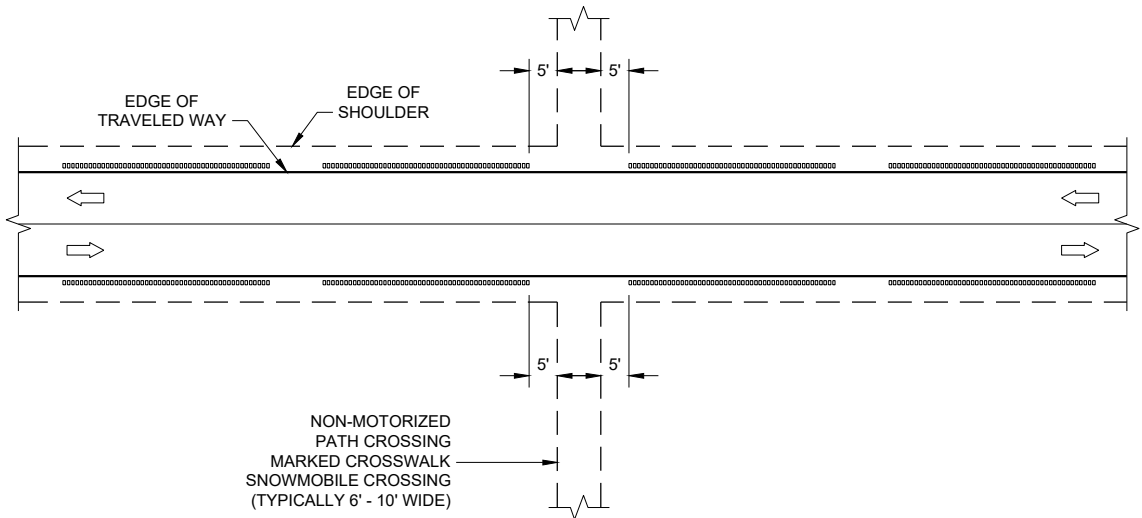


PLAN VIEW

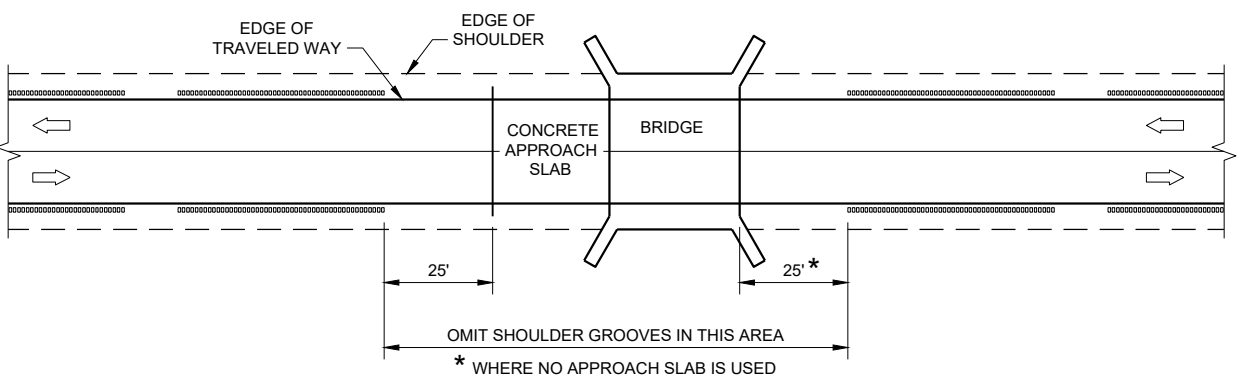
SHOULDER RUMBLE STRIPS - ASPHALT

**SHOULDER RUMBLE
STRIPS ASPHALT**

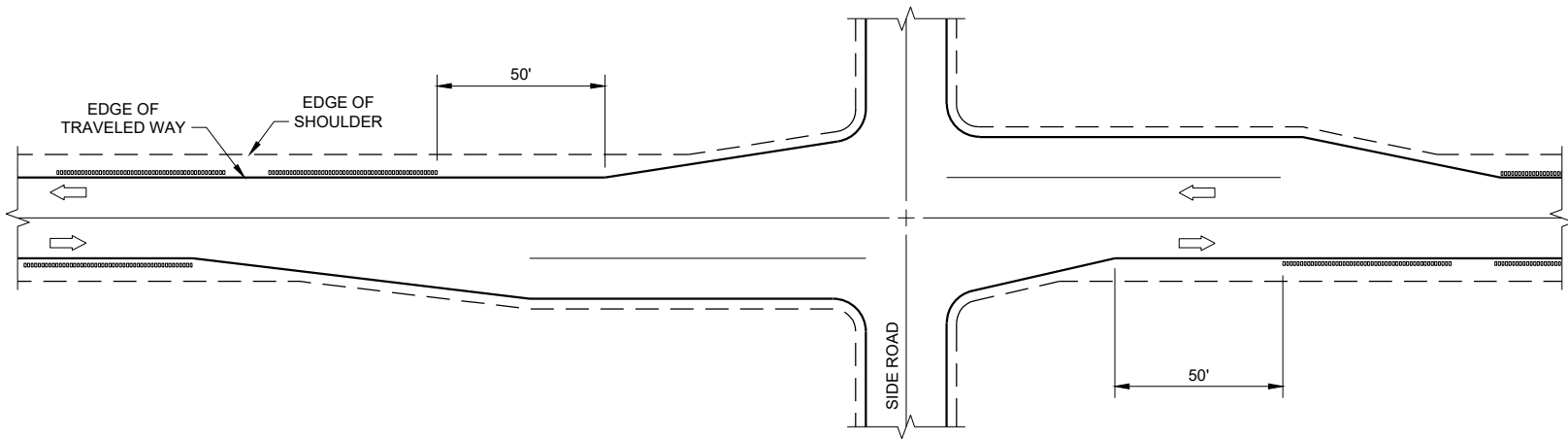
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



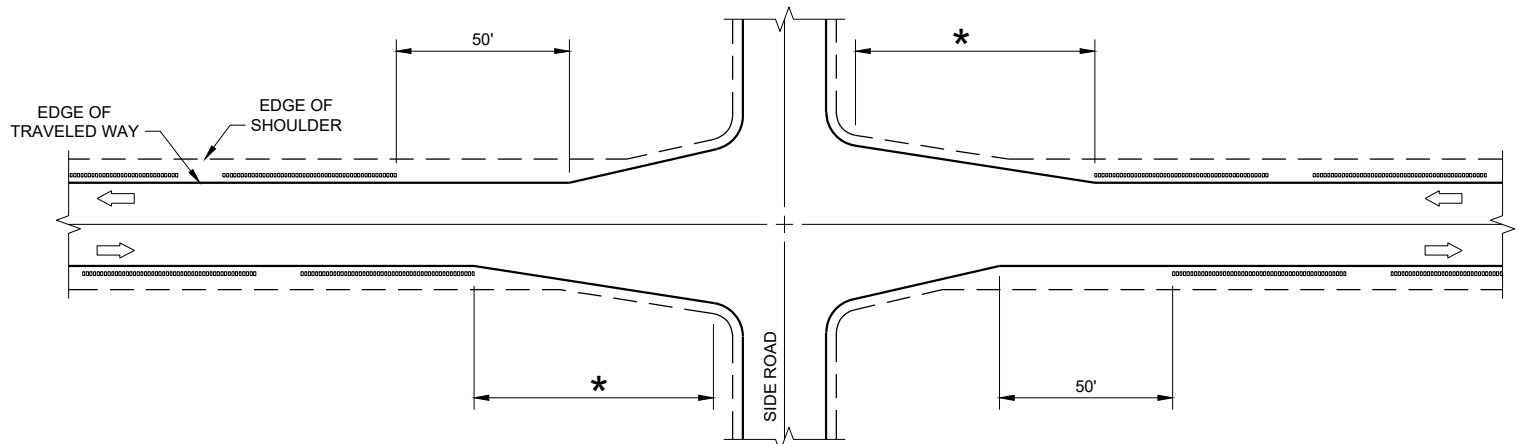
GROOVES AT MISCELLANEOUS CROSSINGS



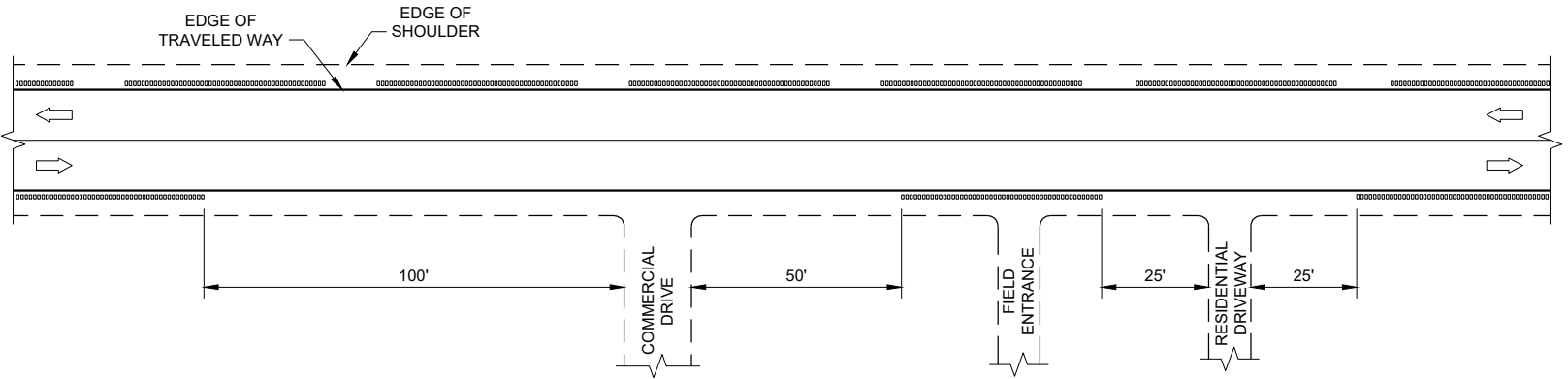
GROOVES AT BRIDGES



GROOVES AT RIGHT TURN LANE



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



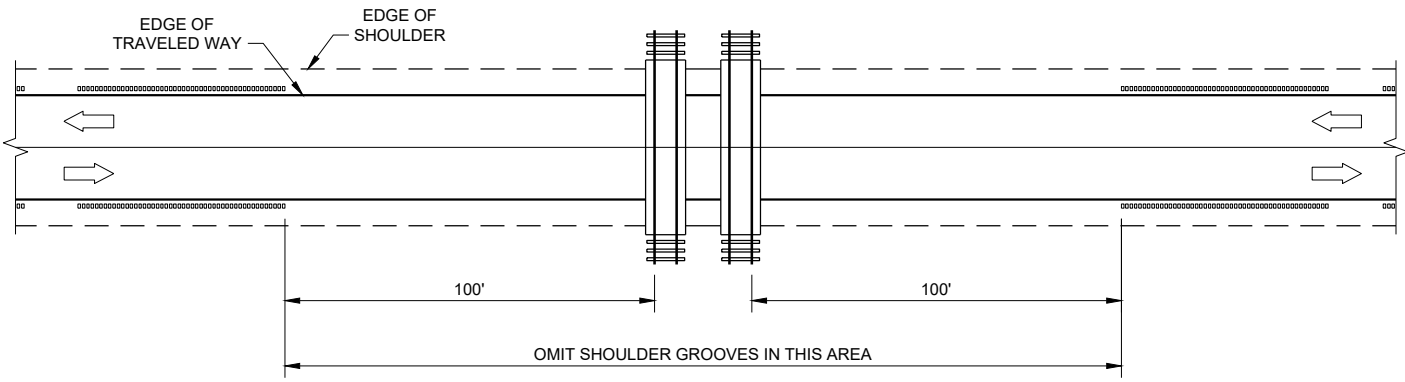
GROOVES AT DRIVEWAYS

GENERAL NOTES

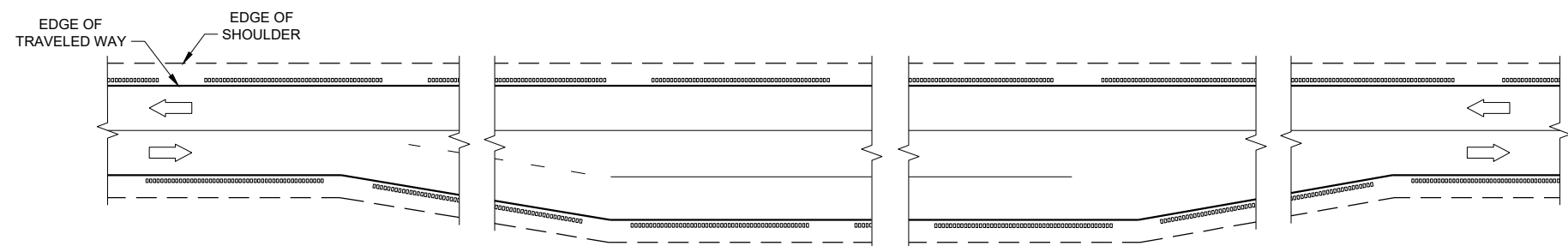
- ① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

SHOULDER AND EDGE LINE
RUMBLE STRIPS
CROSSINGS, INTERSECTIONS,
BRIDGES, DRIVEWAYS

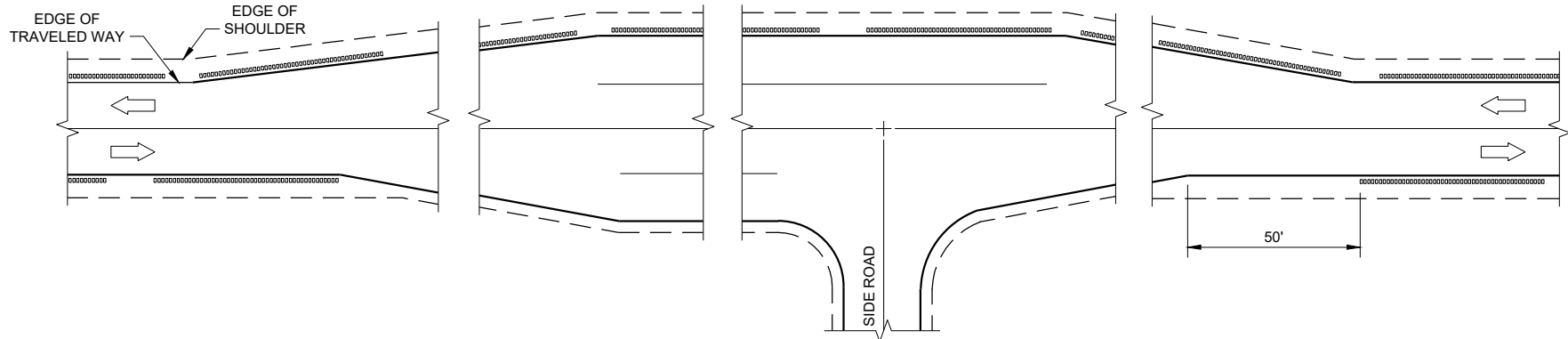
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GROOVES AT RAILROADS

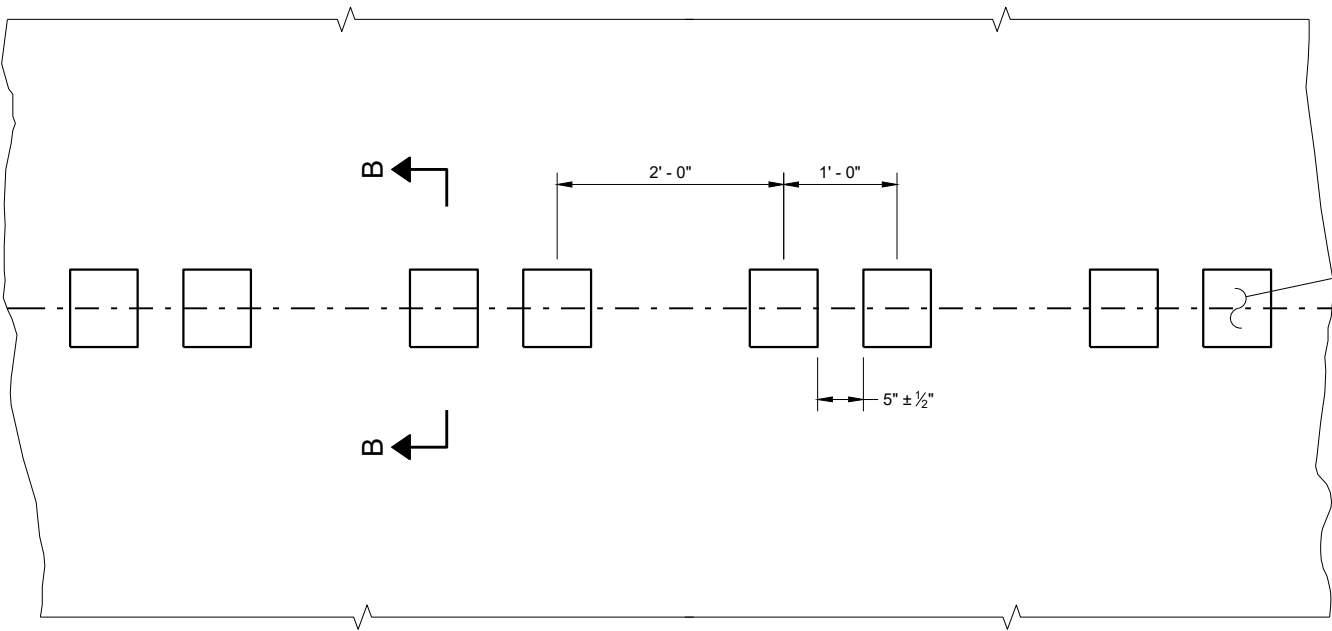


GROOVES AT PASSING AND CLIMBING LANES

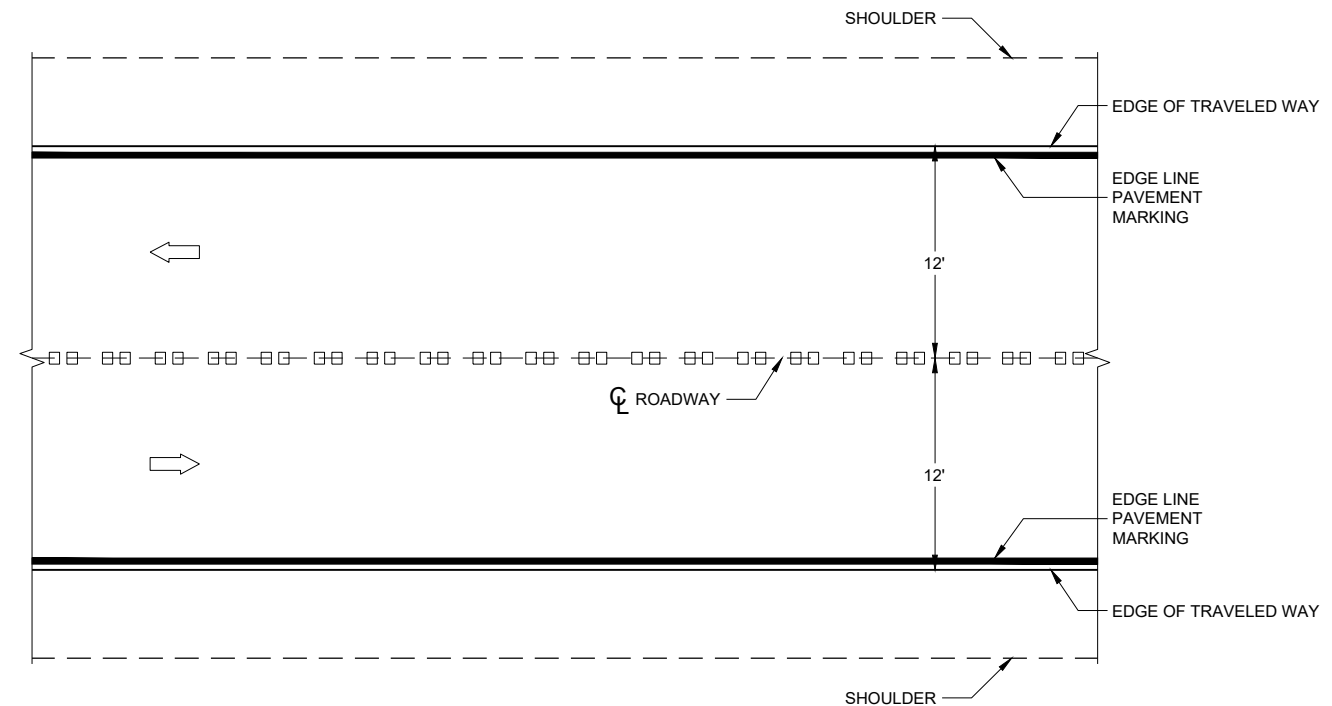


GROOVES AT BYPASS LANES

SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ John Jenkins ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

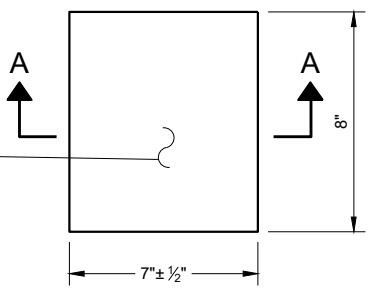


PLAN DETAIL VIEW

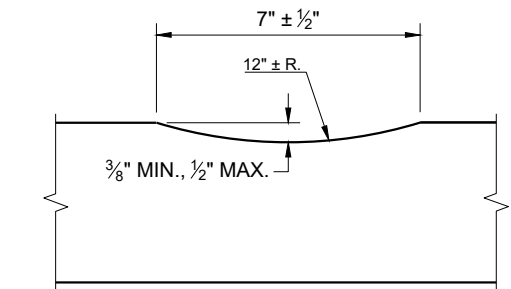


PLAN VIEW

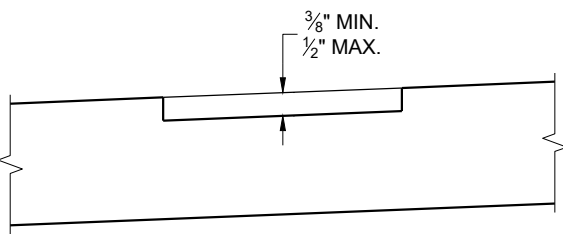
CENTERLINE RUMBLE STRIPS - ASPHALT



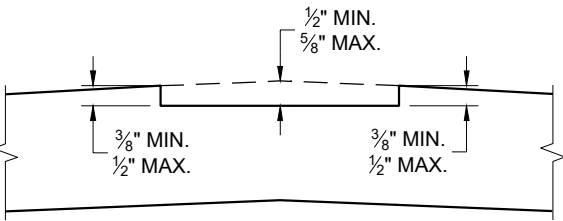
PLAN VIEW
(SINGLE GROOVE)



SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY

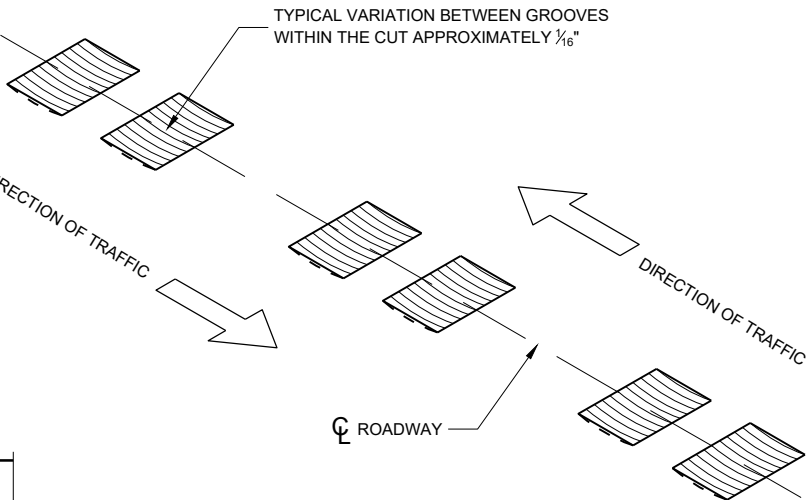


SECTION B - B
CROWNED ROADWAY

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

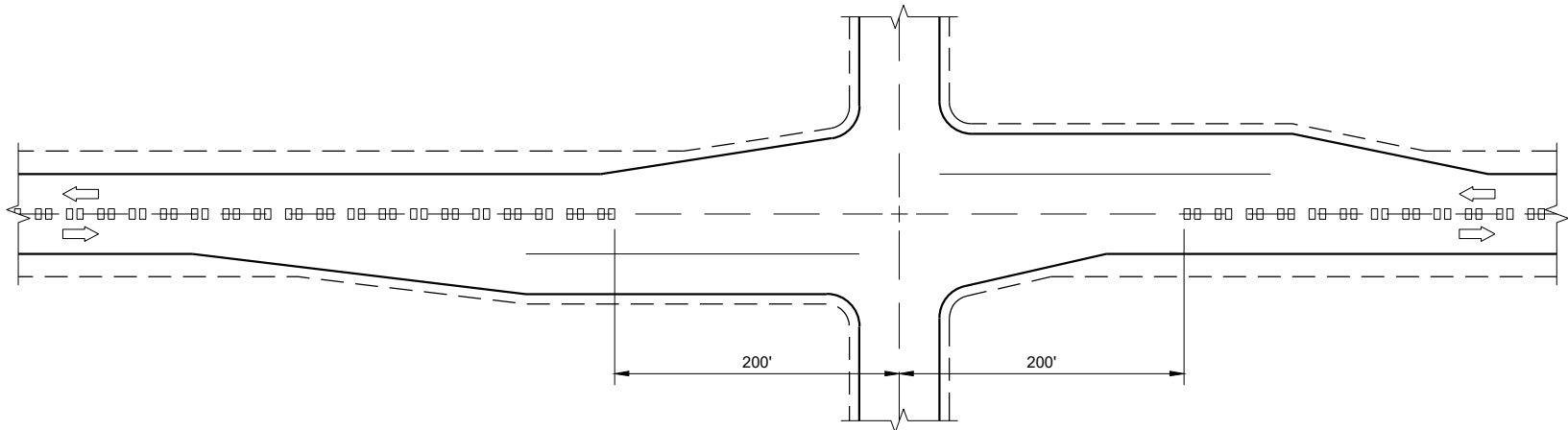
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



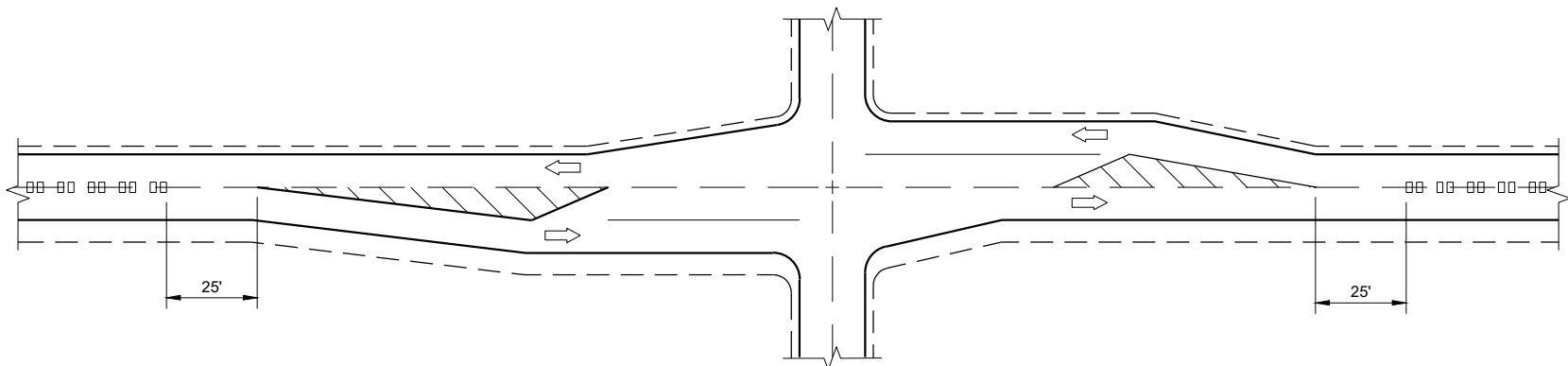
ISOMETRIC

CENTERLINE RUMBLE
STRIPS - ASPHALT

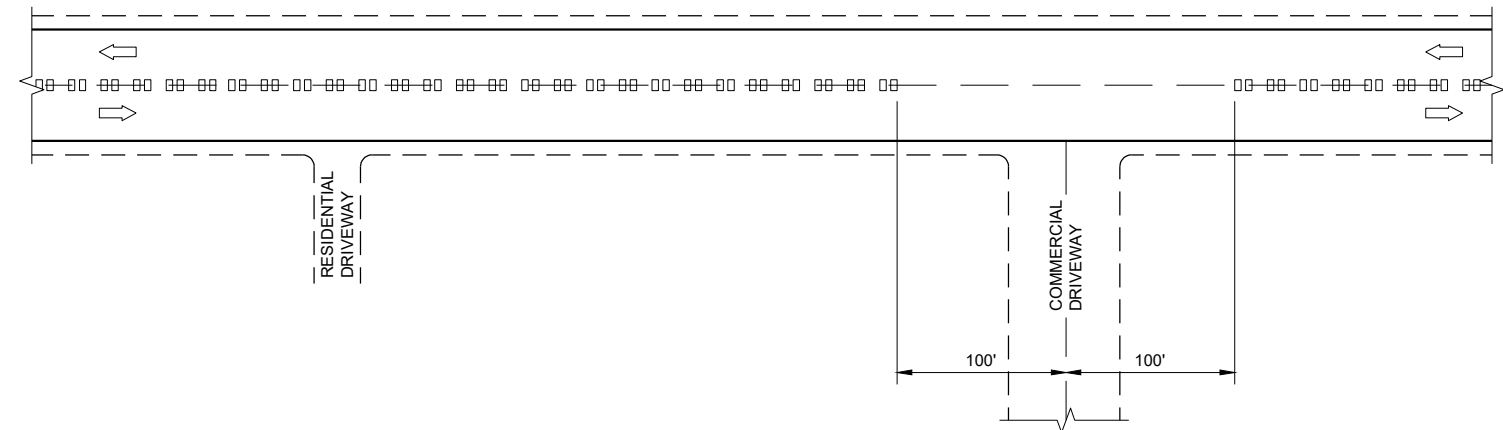
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTERLINE GROOVES AT INTERSECTIONS



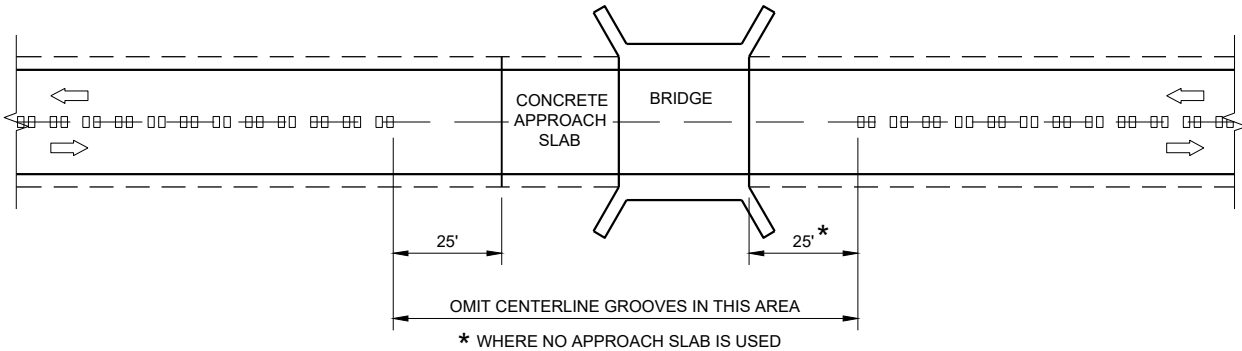
CENTERLINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)



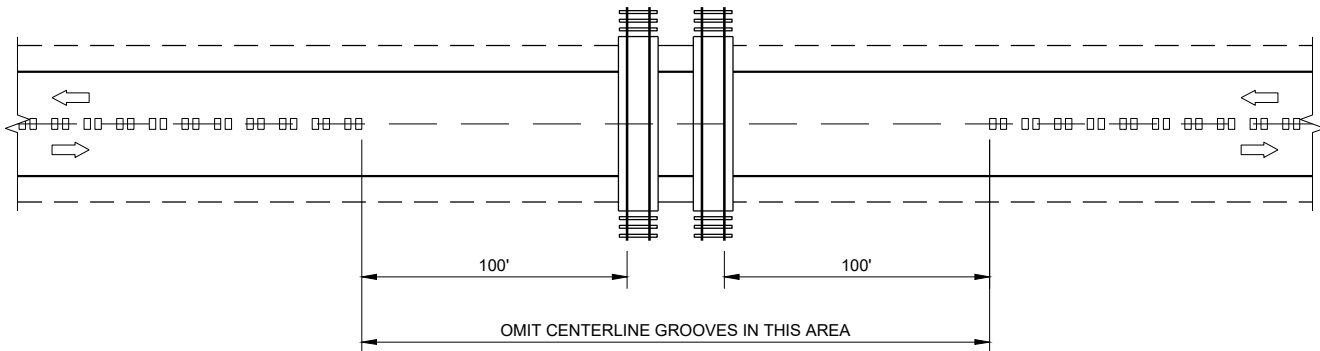
CENTERLINE GROOVES AT DRIVEWAYS^①

GENERAL NOTES

① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES

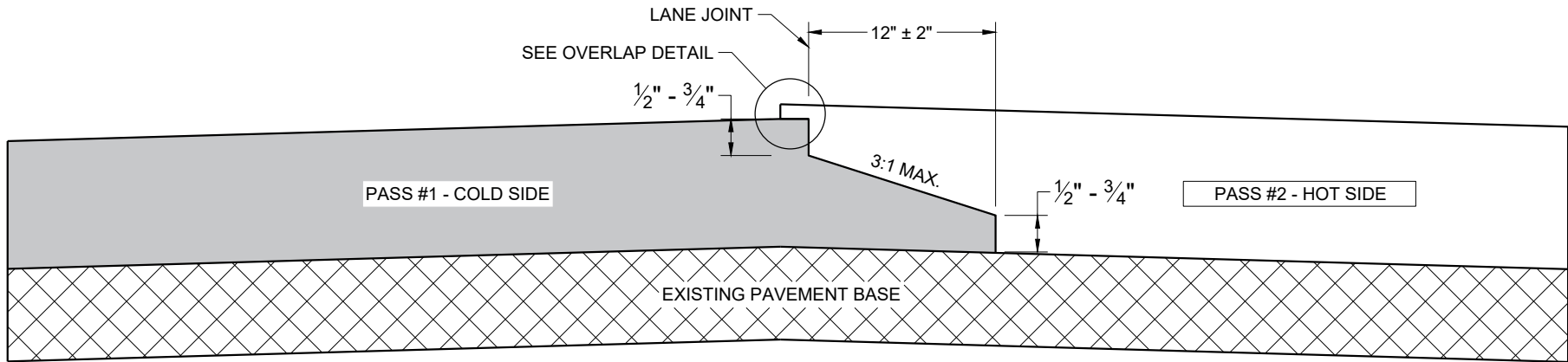


CENTERLINE GROOVES AT RAILROADS

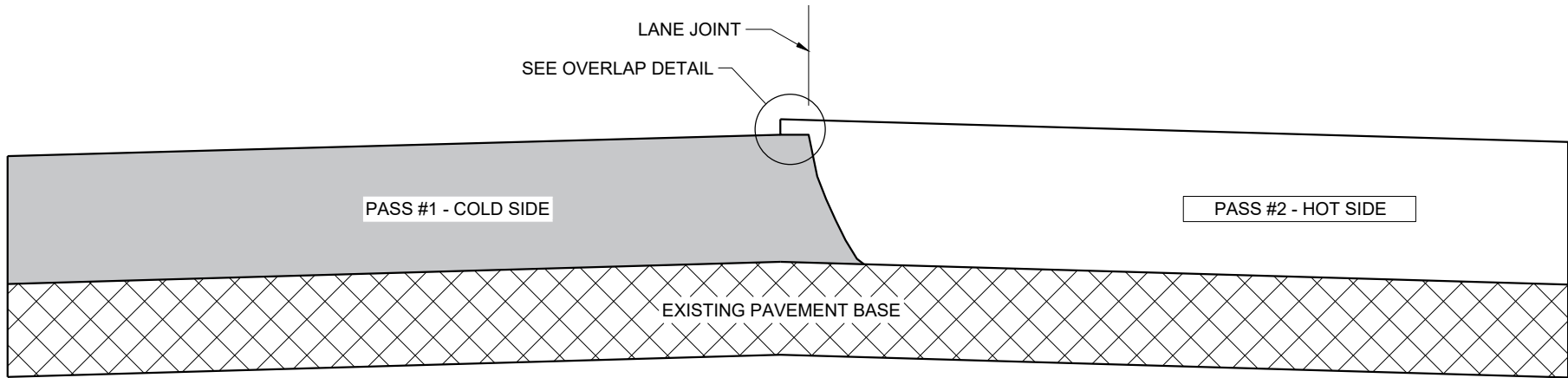
CENTER LINE
RUMBLE STRIPS -
INTERSECTIONS, DRIVEWAYS,
BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

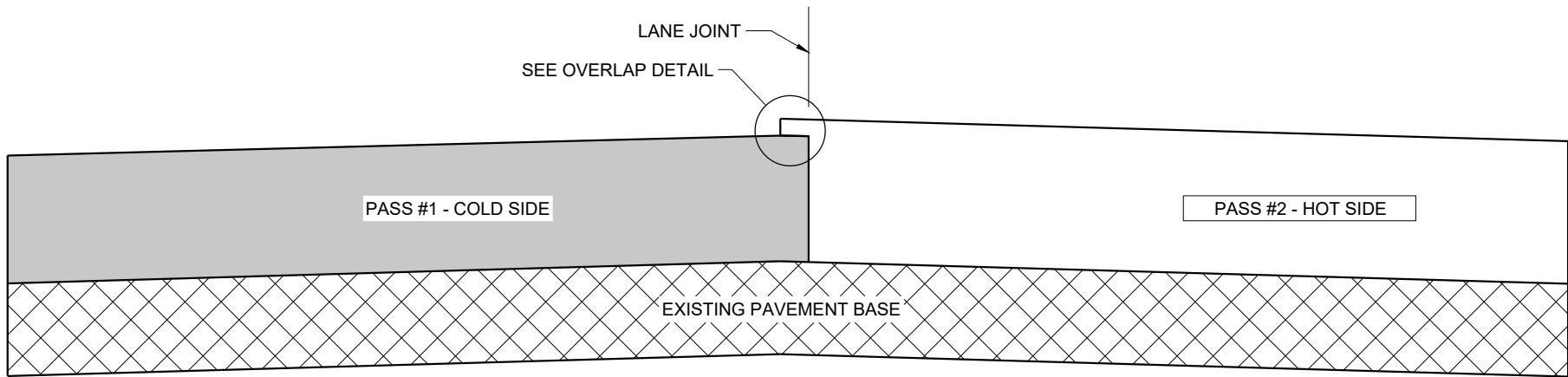
APPROVED
May 2023
DATE /S/ John Jenkins
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



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

GENERAL NOTES

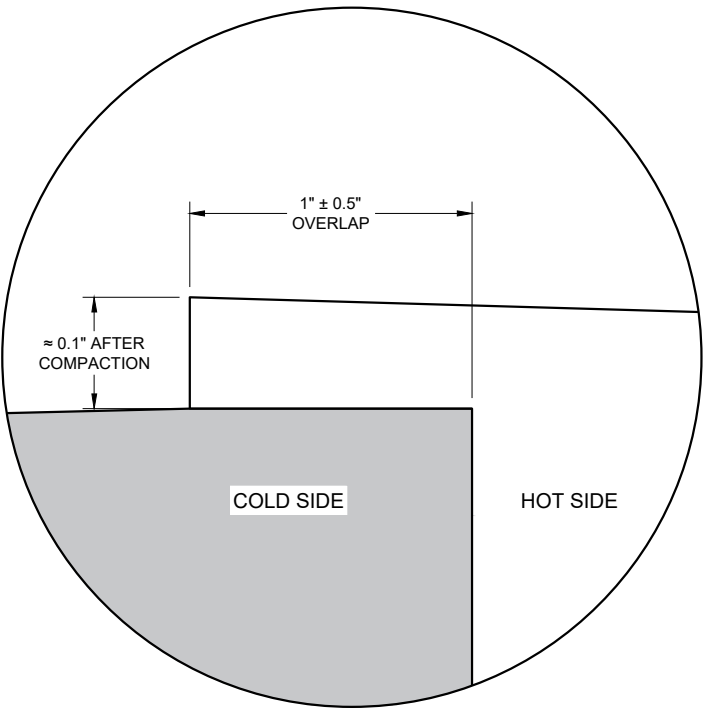
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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.

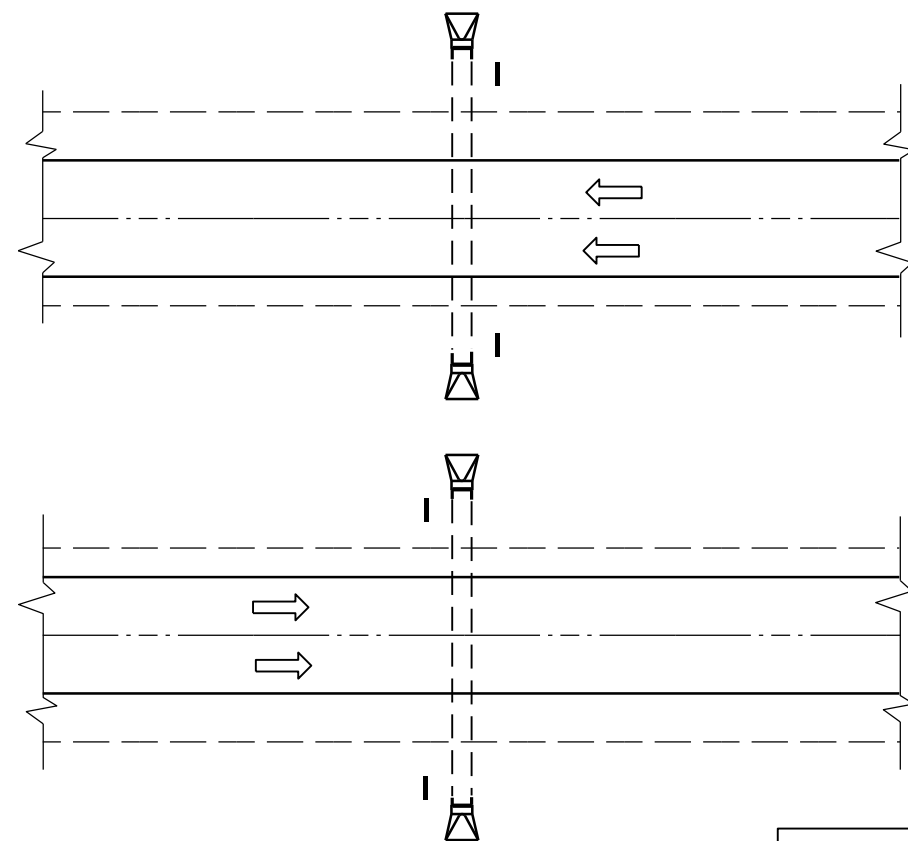


OVERLAP DETAIL (TYPICAL)

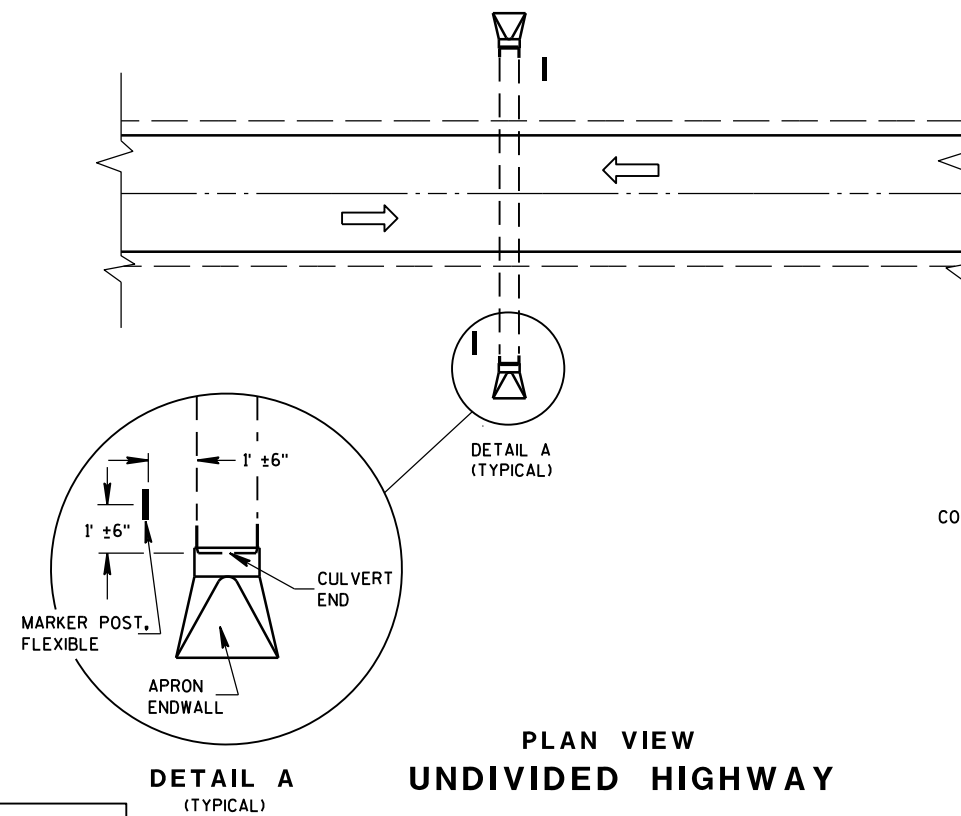
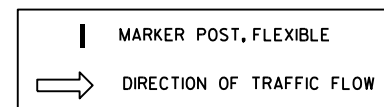
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW
DIVIDED HIGHWAY

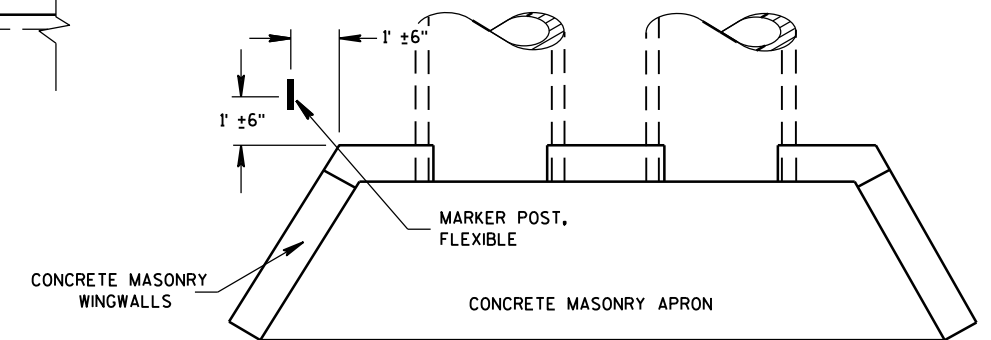


PLAN VIEW
UNDIVIDED HIGHWAY

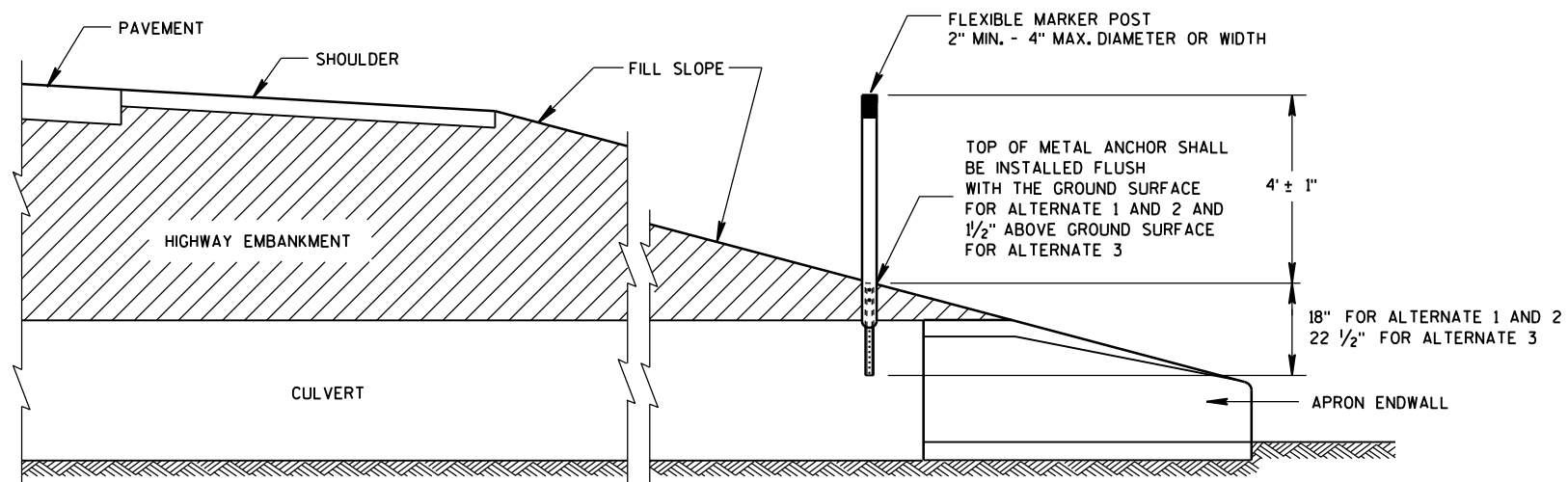
FLEXIBLE MARKER POST LOCATION

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.



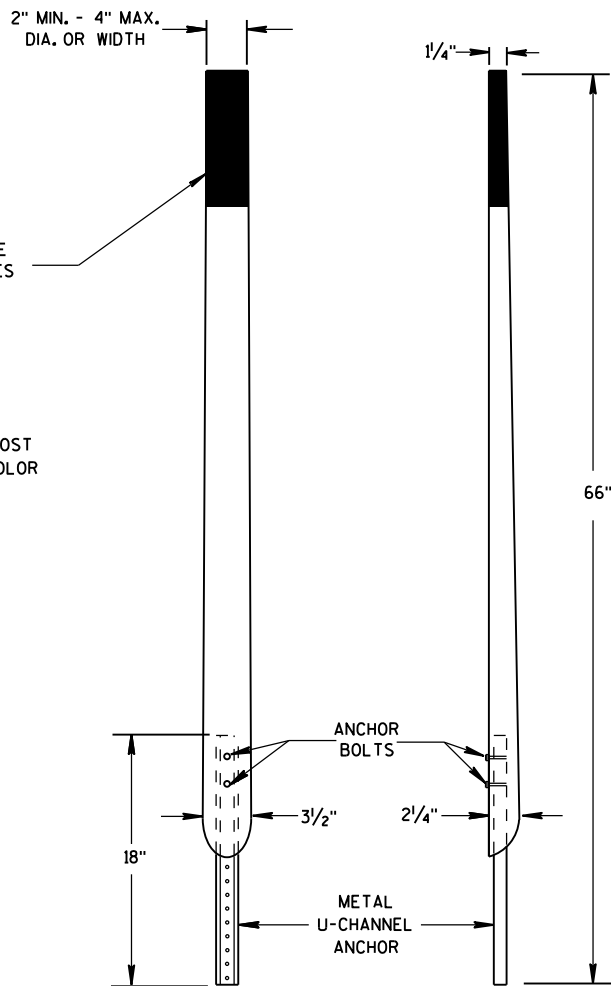
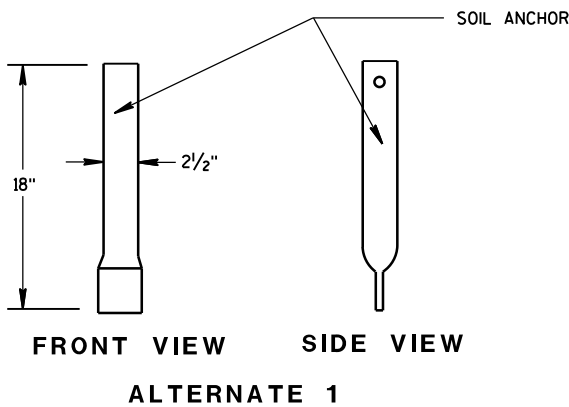
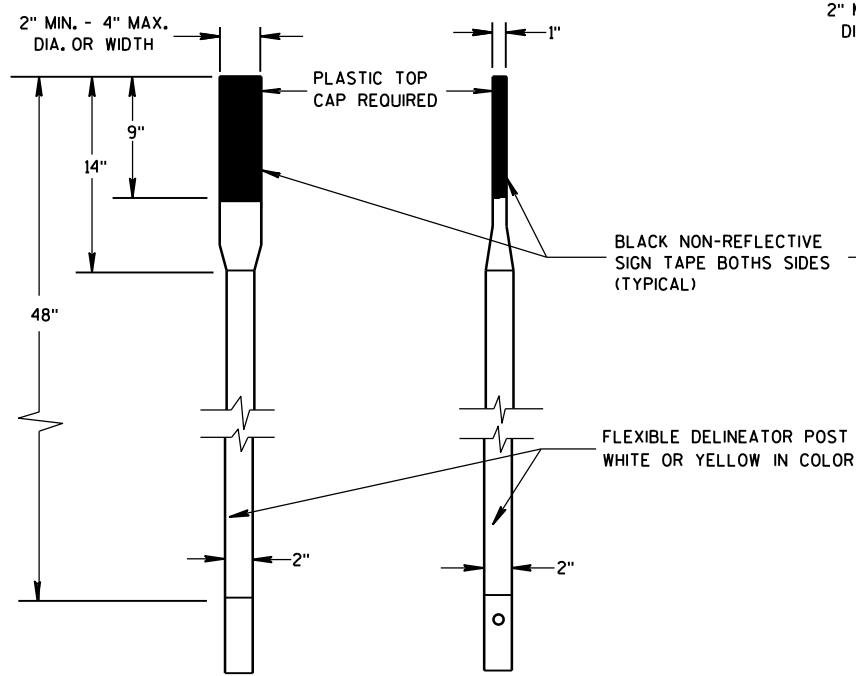
PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR
CULVERT PIPE AND PIPE ARCH



CROSS SECTION
FLEXIBLE MARKER POST

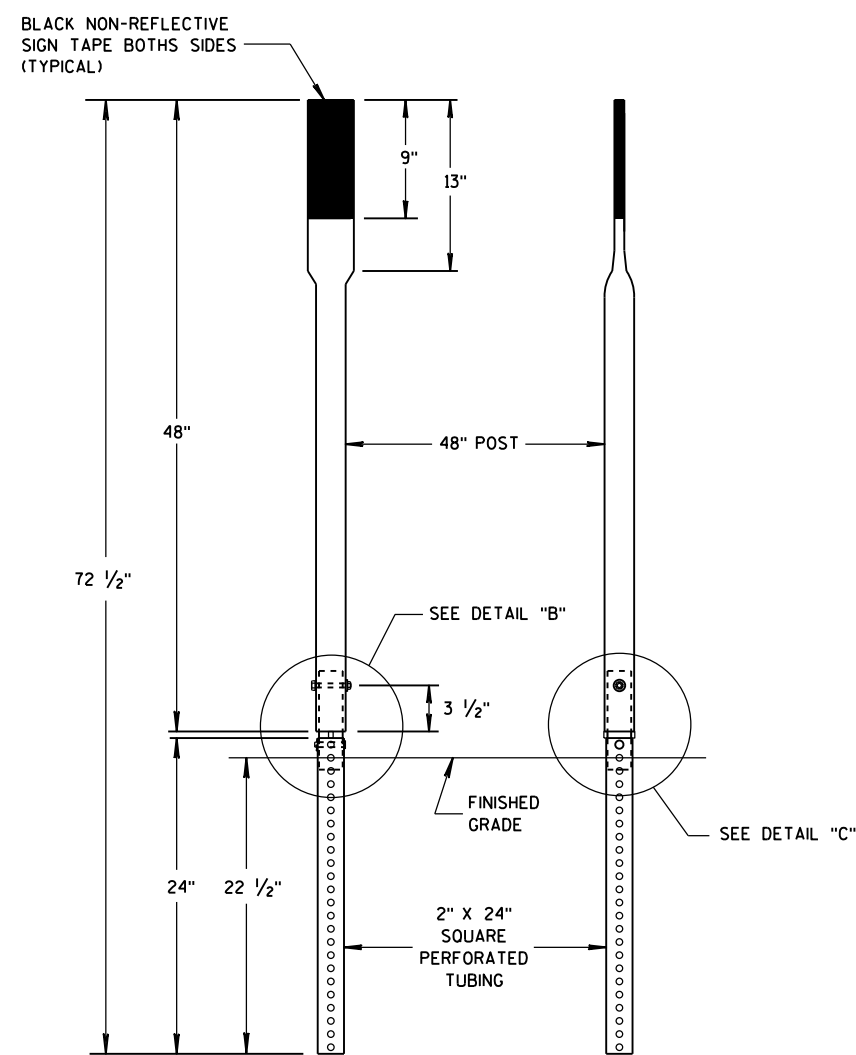
FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

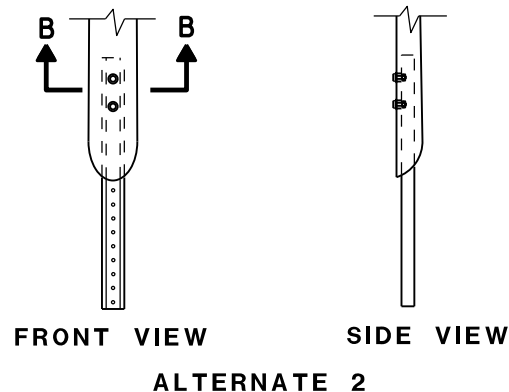
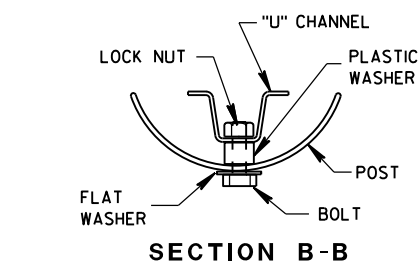
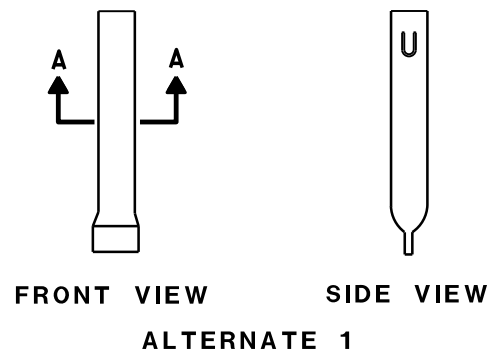
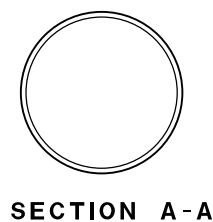
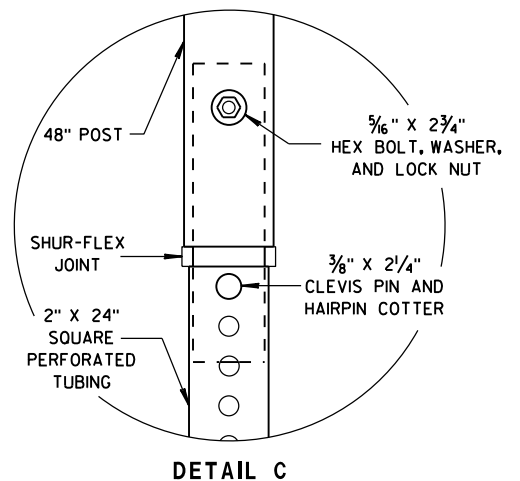
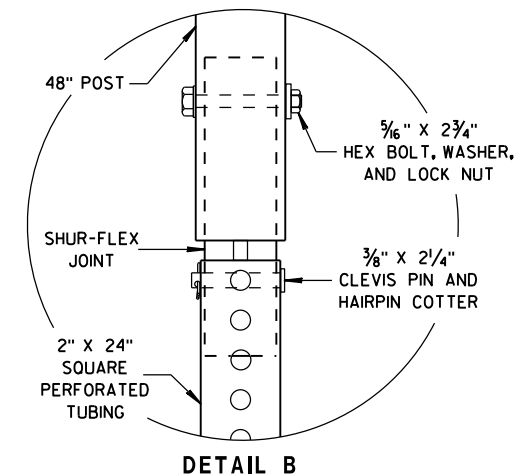
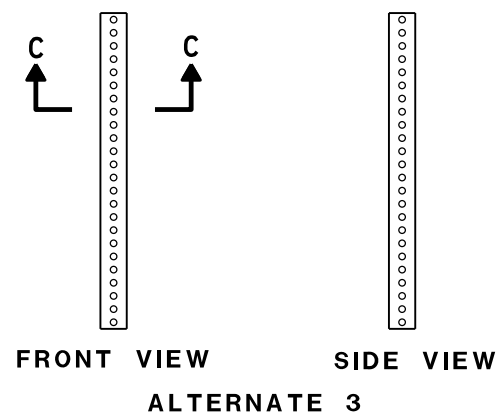
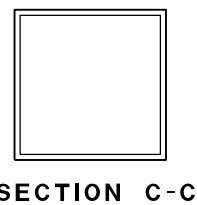


FRONT VIEW SIDE VIEW
ALTERNATE 2

FLEXIBLE MARKER POSTS



FRONT VIEW SIDE VIEW
ALTERNATE 3



FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

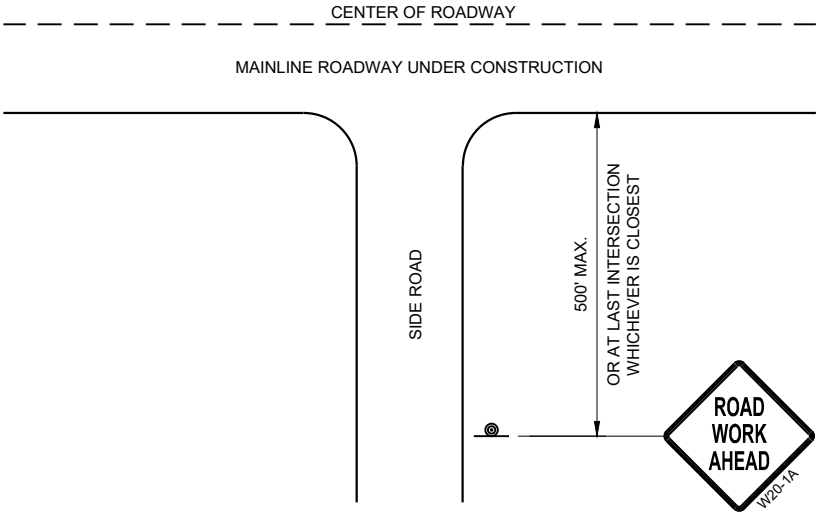
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

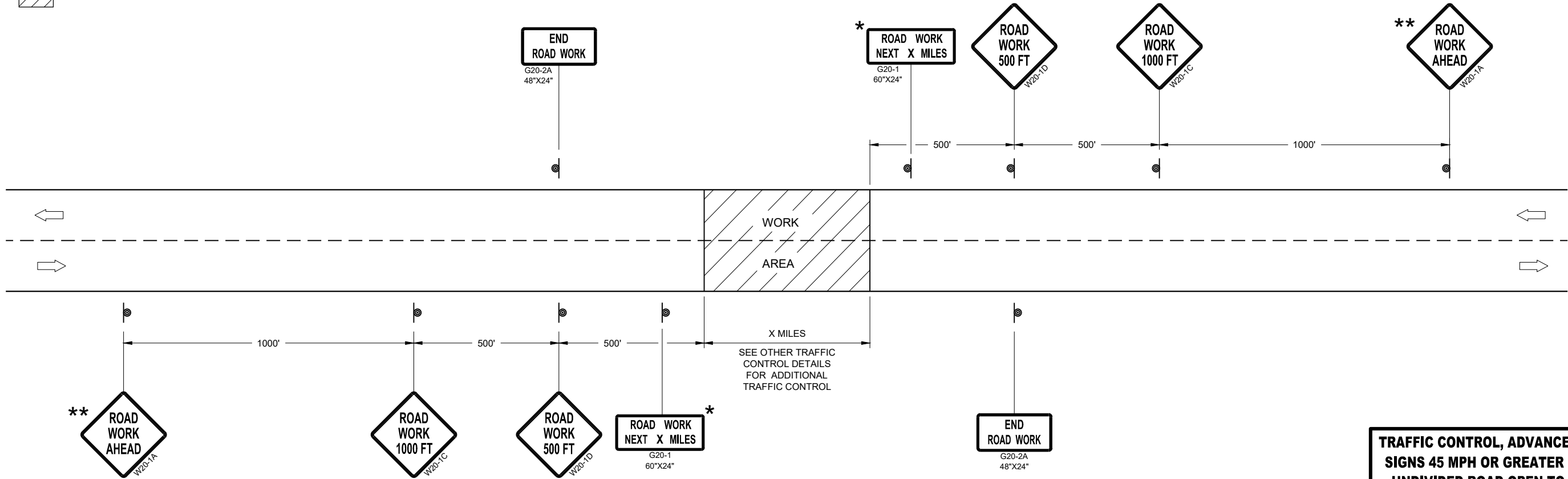
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

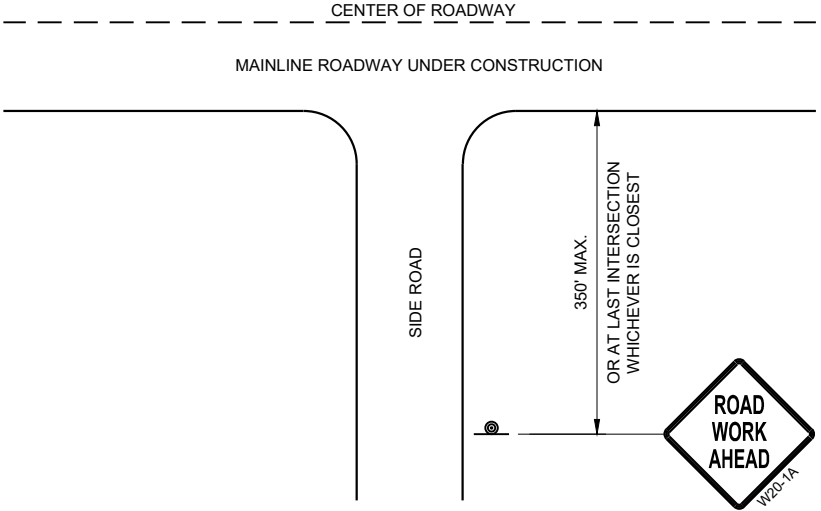
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

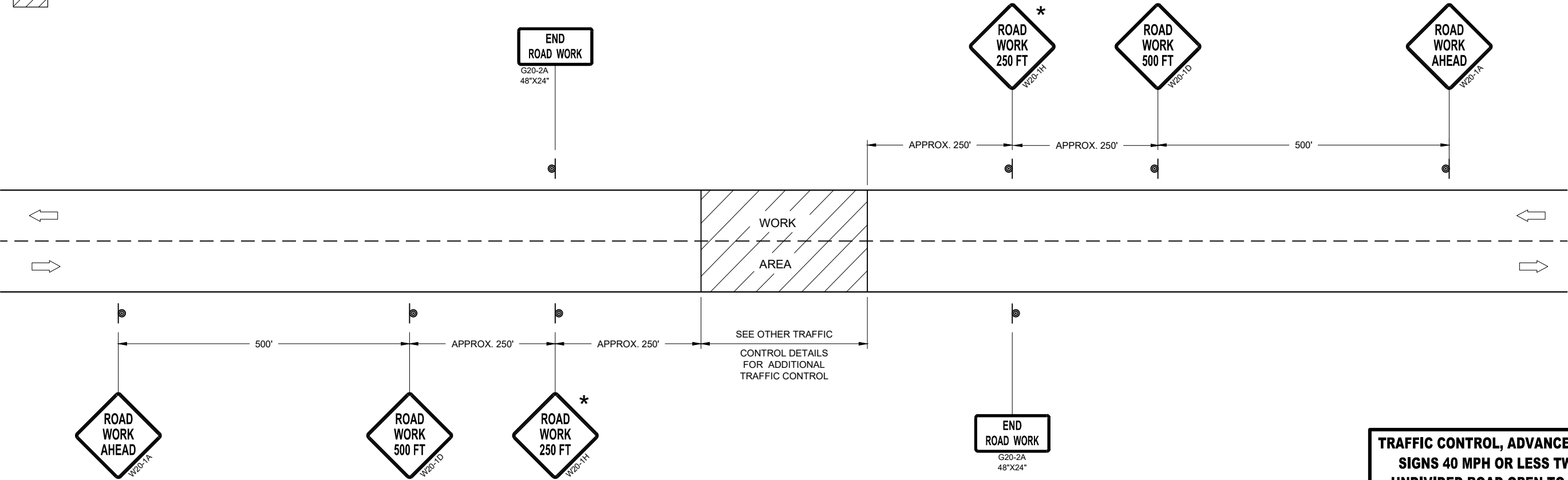
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

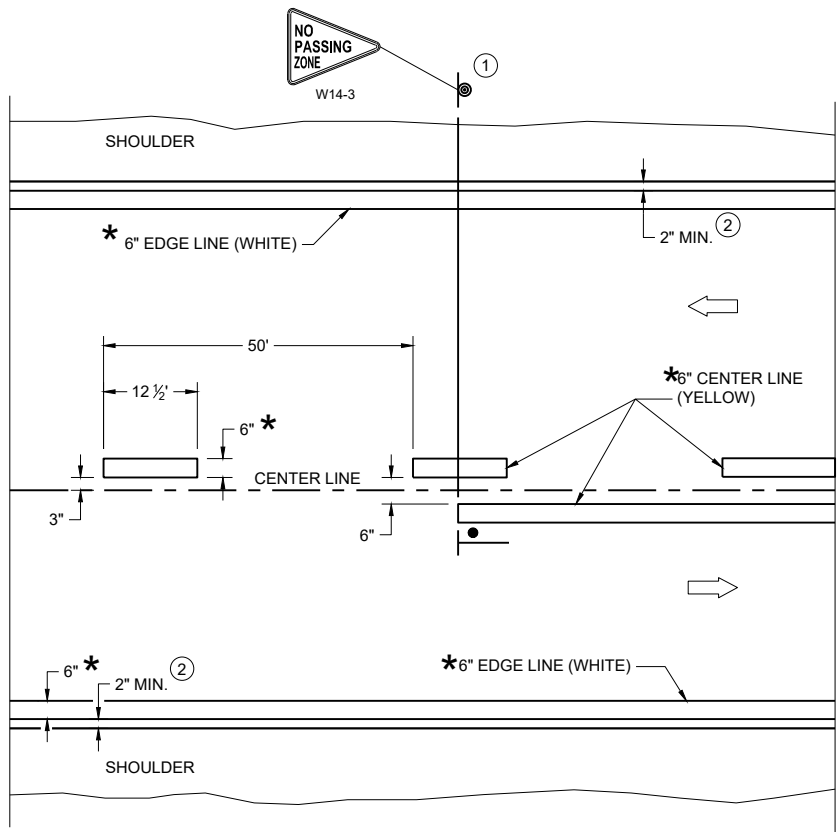


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

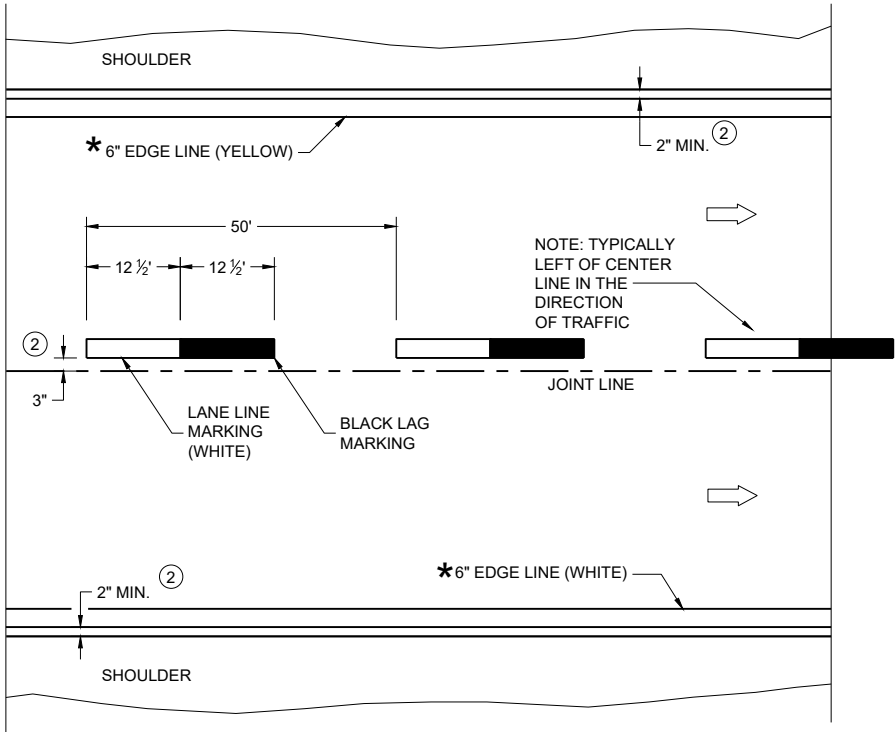
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

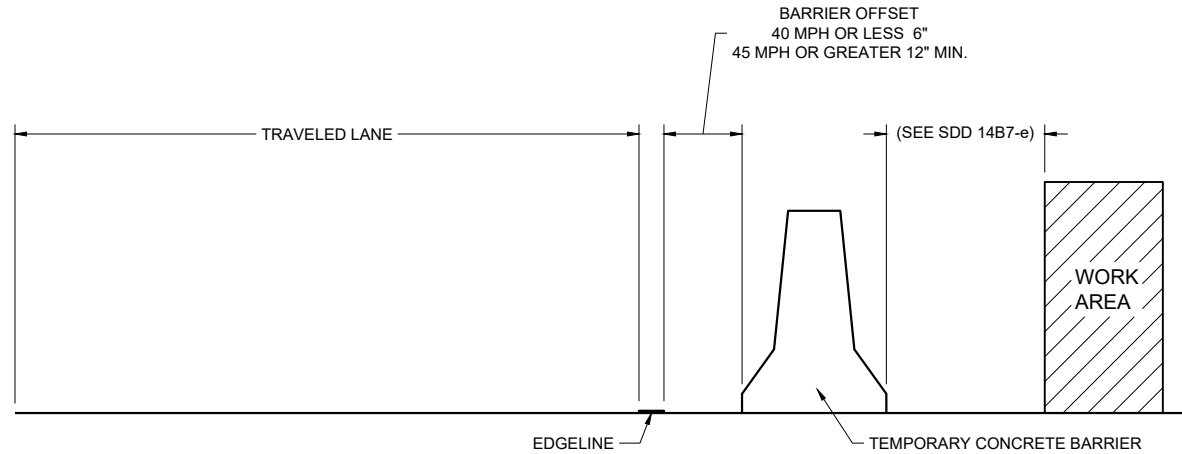
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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	



TEMPORARY BARRIER OFFSET FROM EDGE LINE

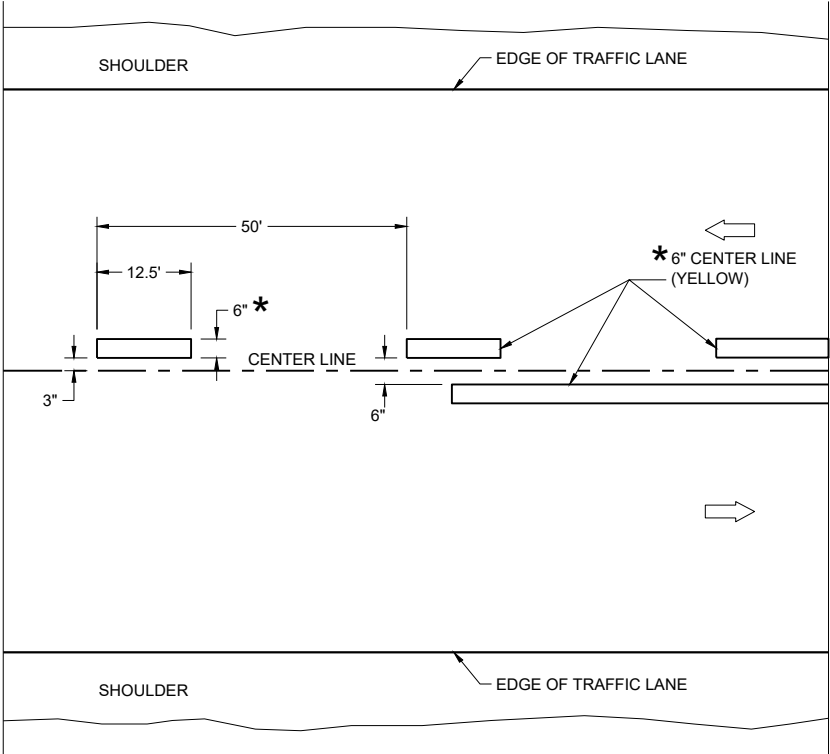
GENERAL NOTES

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

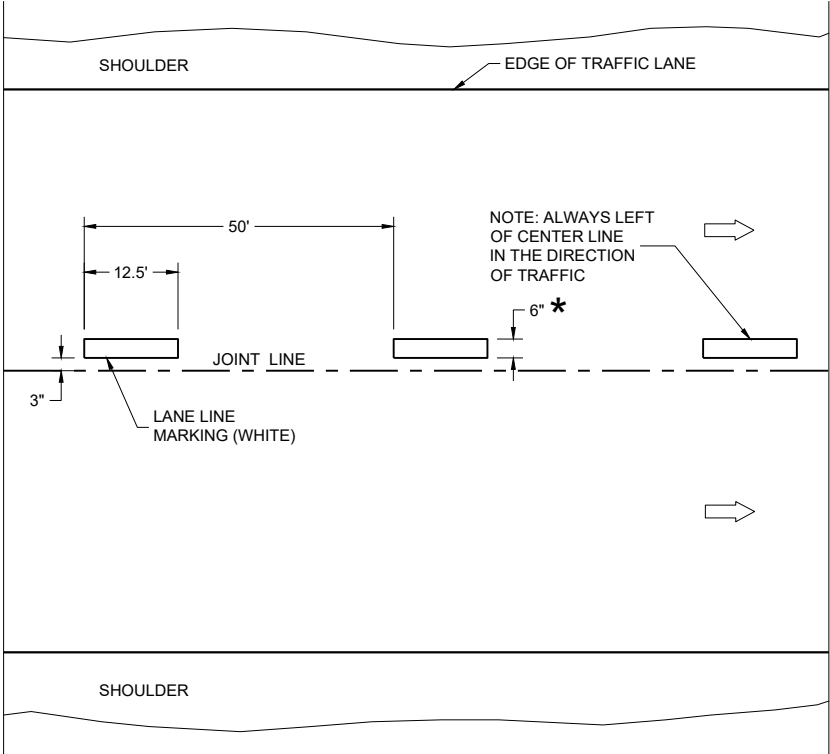
LEGEND

DIRECTION OF TRAFFIC

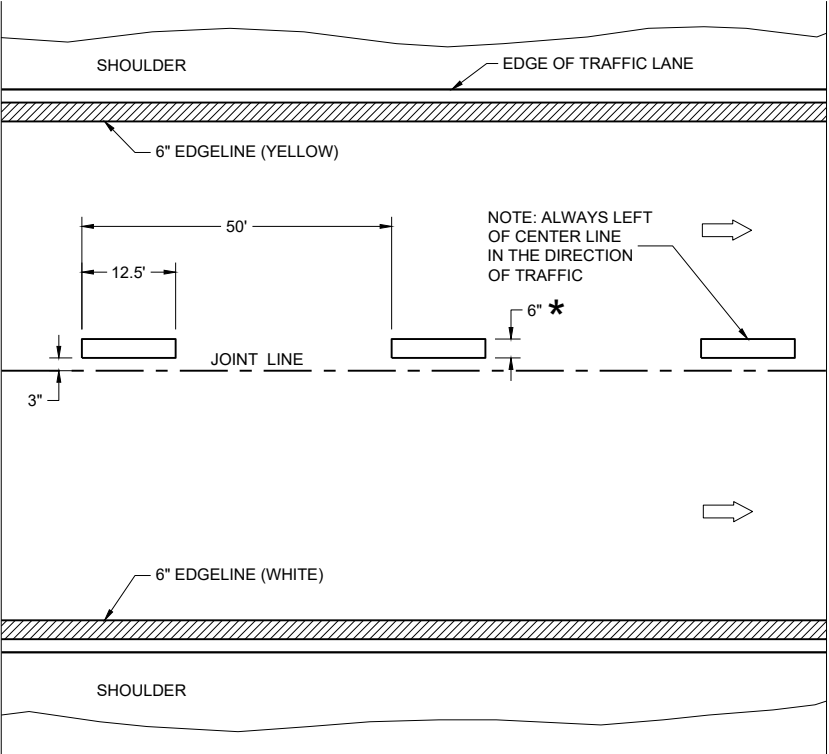
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



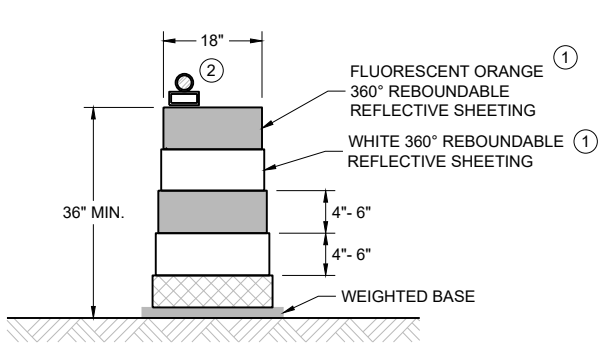
ONE WAY TRAFFIC



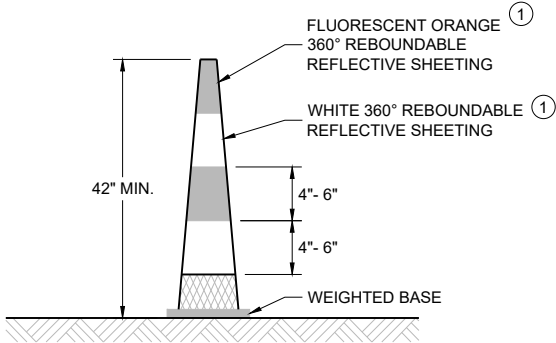
FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

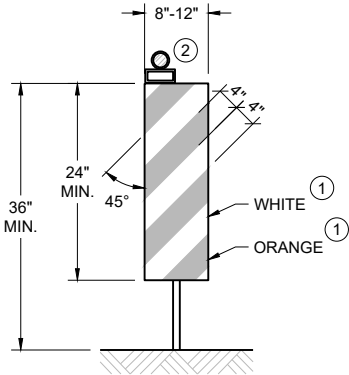
TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	



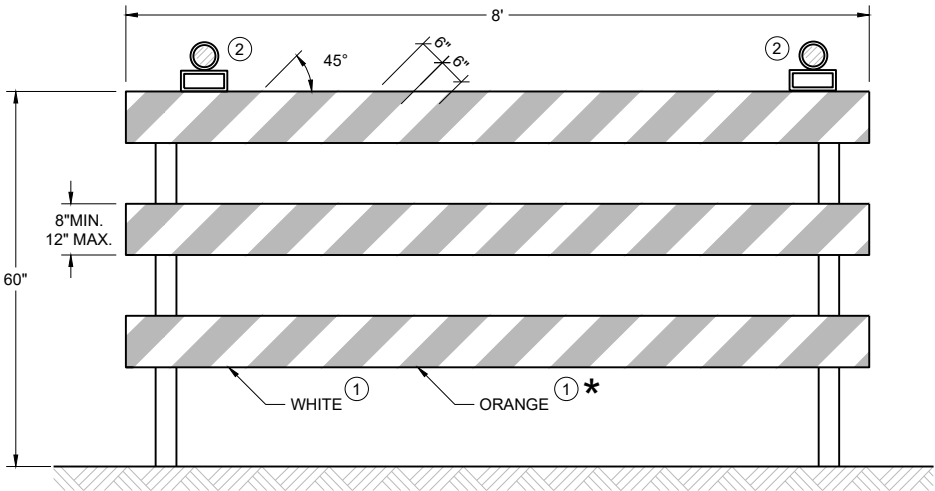
DRUM
BALLAST WIDTHS
RANGE FROM 24"-36"



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 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
February 2026 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

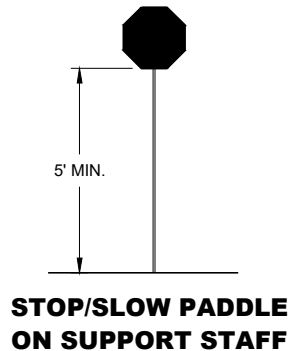
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

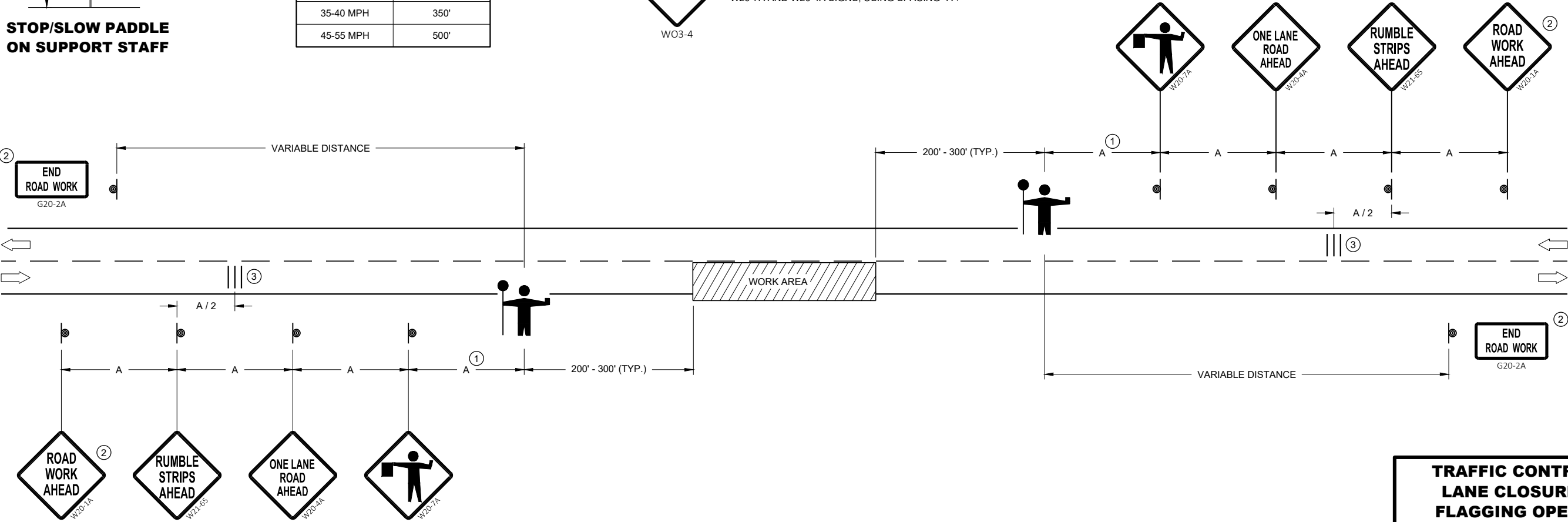


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

V1	LEAD VEHICLE
V2	MARKING VEHICLE
V3	SHADOW VEHICLE



➡ DIRECTION OF TRAFFIC

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

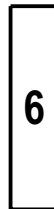
WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



SDD 15C19-11a

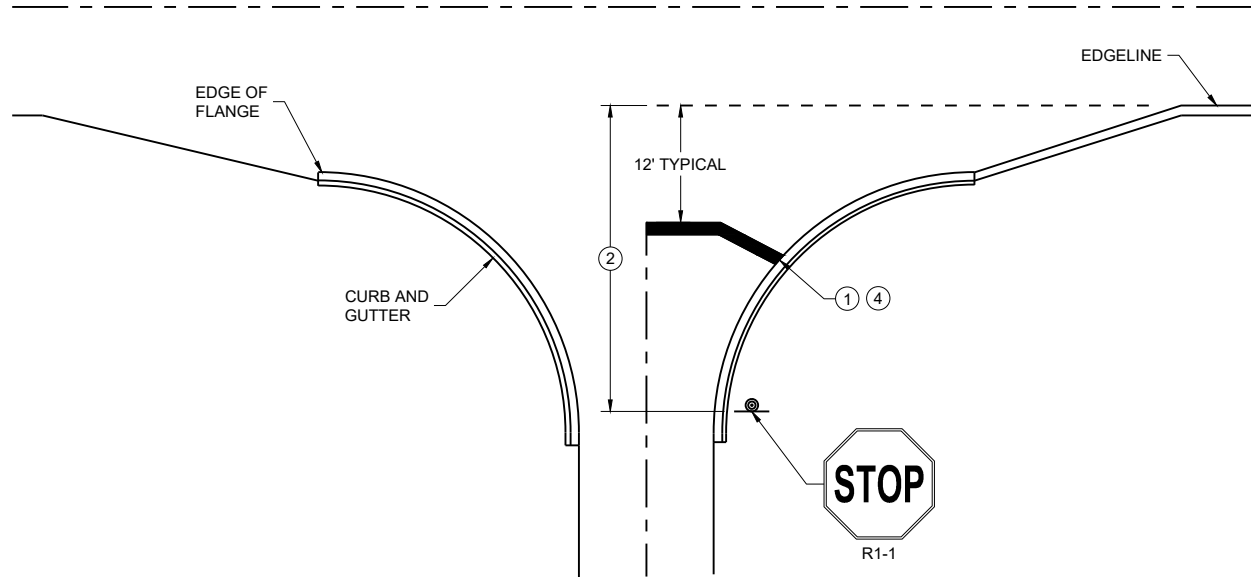
6

SDD 15C19-11a

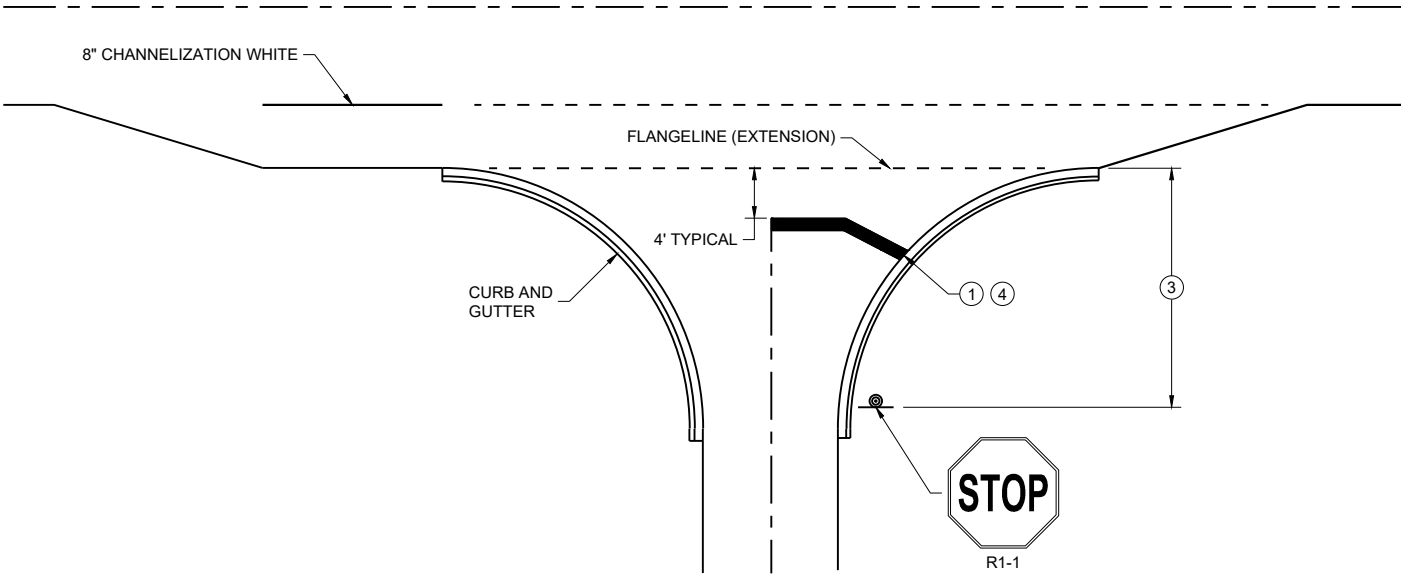
MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

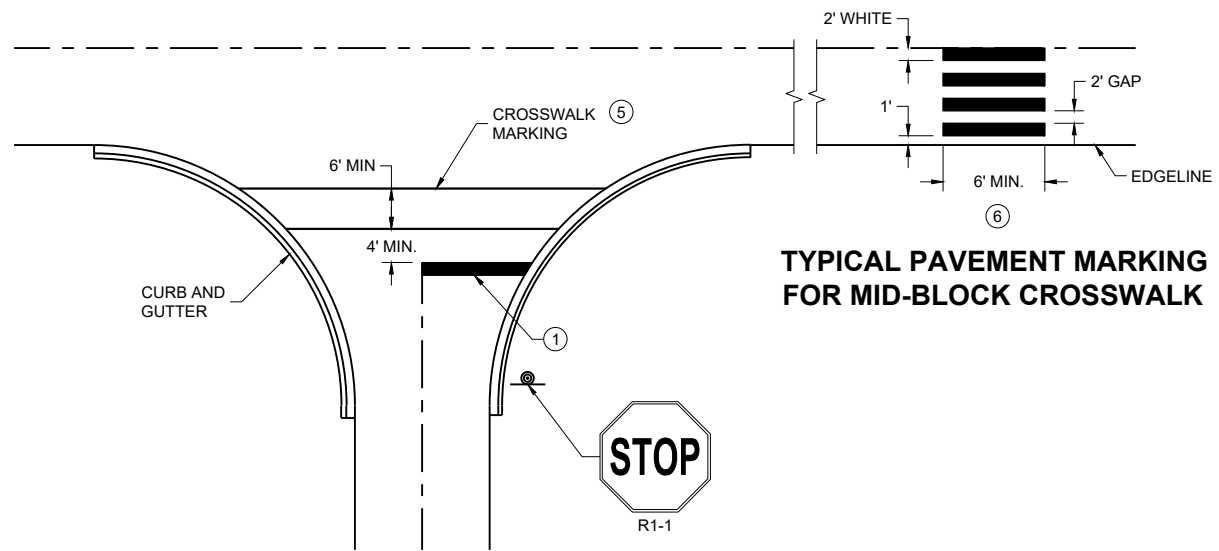
APPROVED
November 2025 /S/ Andrew Heidtke
DATE STATE ELECTRICAL ENGINEER



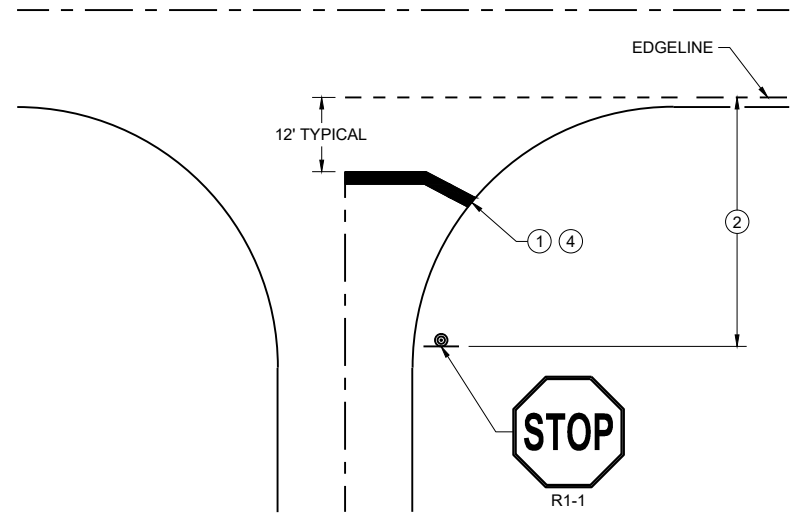
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

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

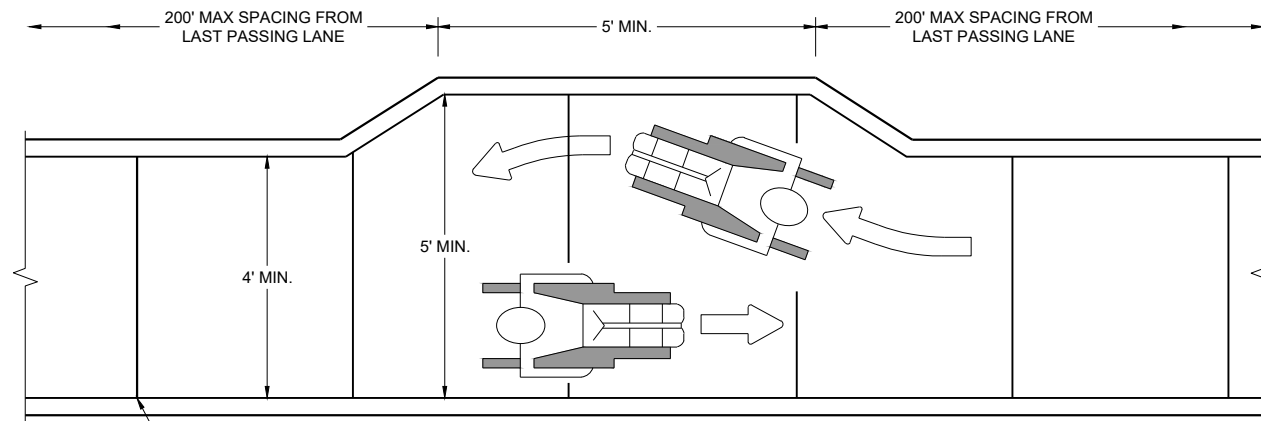
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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

STOP LINE AND CROSSWALK
PAVEMENT MARKING

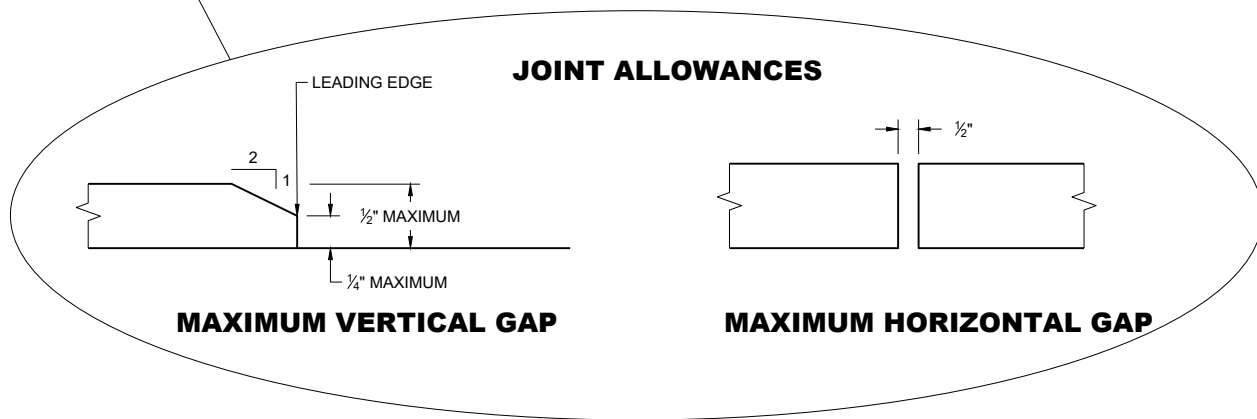
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

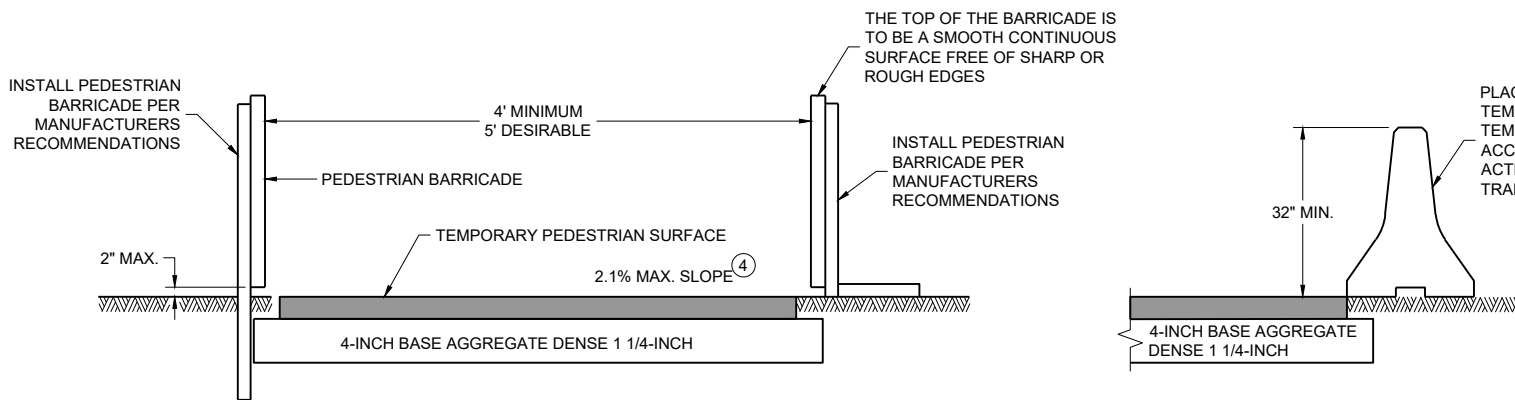


NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP



TEMPORARY PEDESTRIAN ACCESS



LEGEND

TEMPORARY PEDESTRIAN BARRICADE



AUDIBLE MESSAGE DEVICE



TEMPORARY SIGN SUPPORT

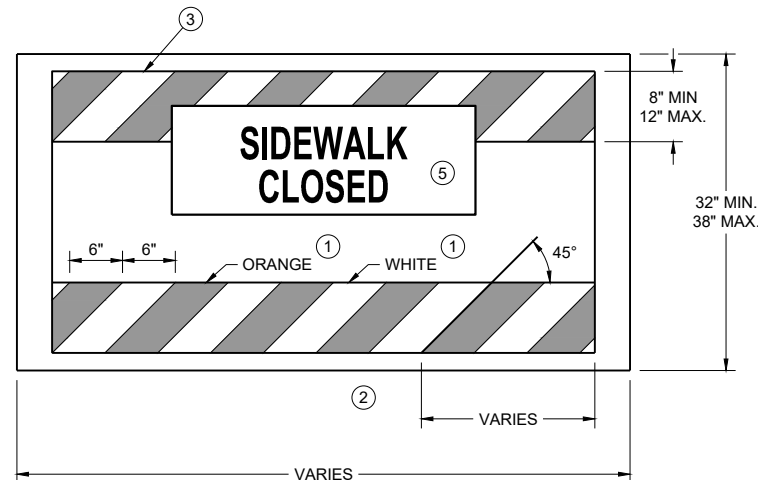


WORK AREA

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.
- 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

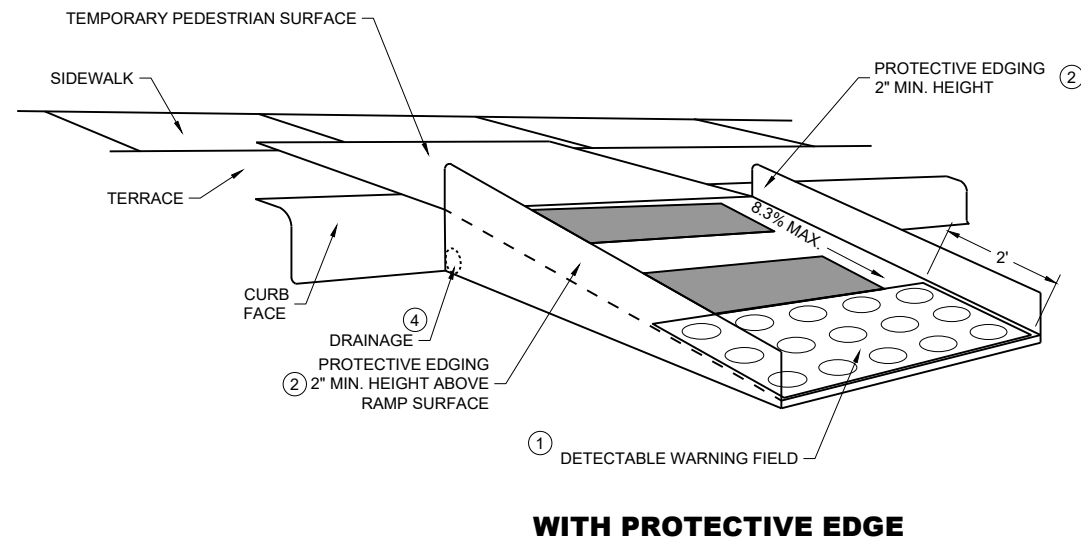
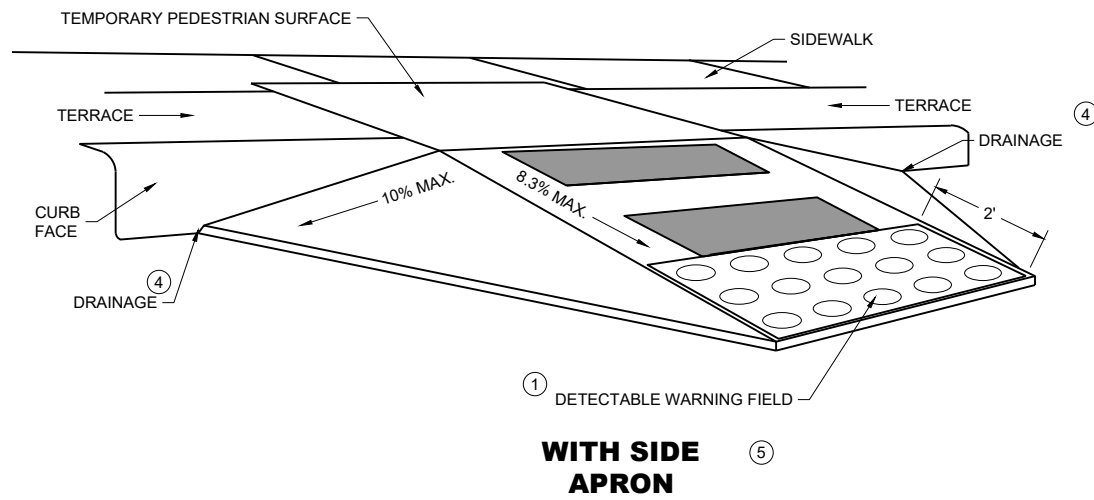
TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY CURB RAMP PARALLEL TO CURB

- 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.

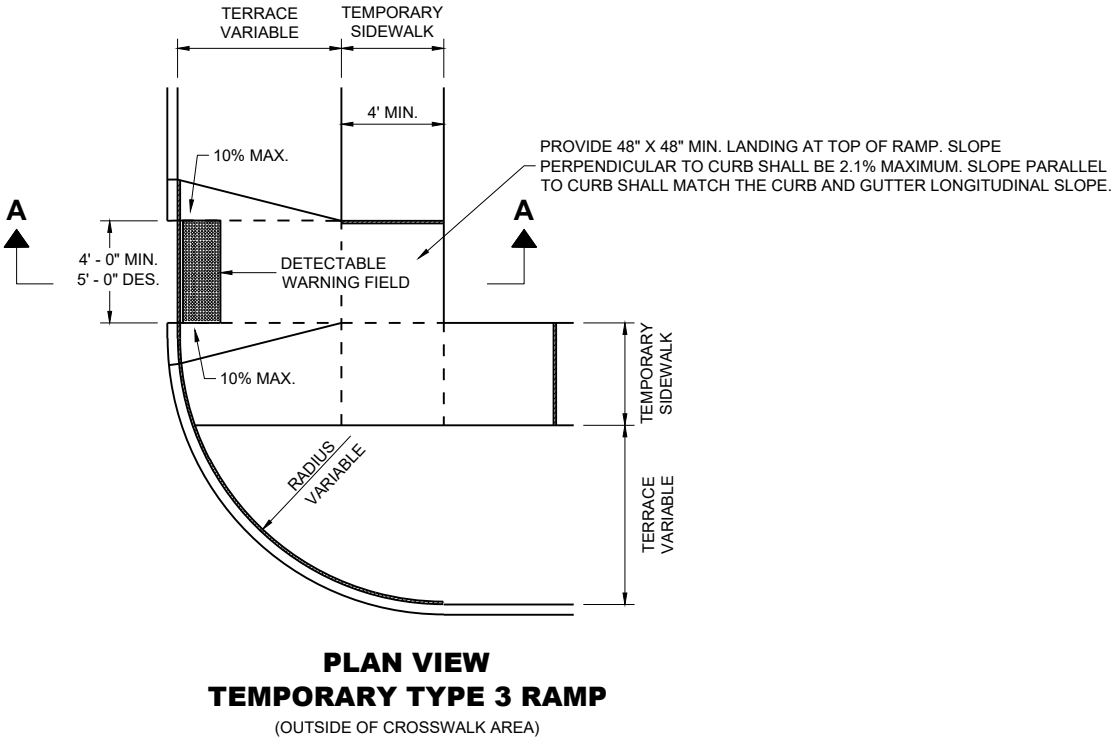
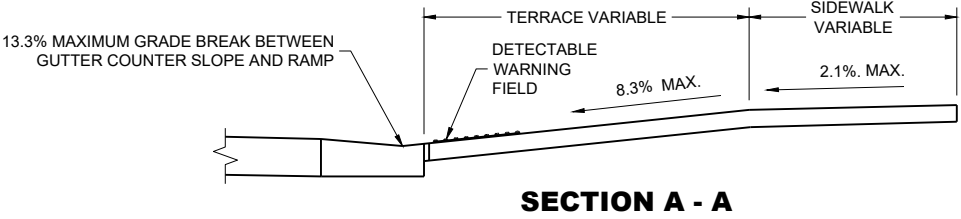
CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

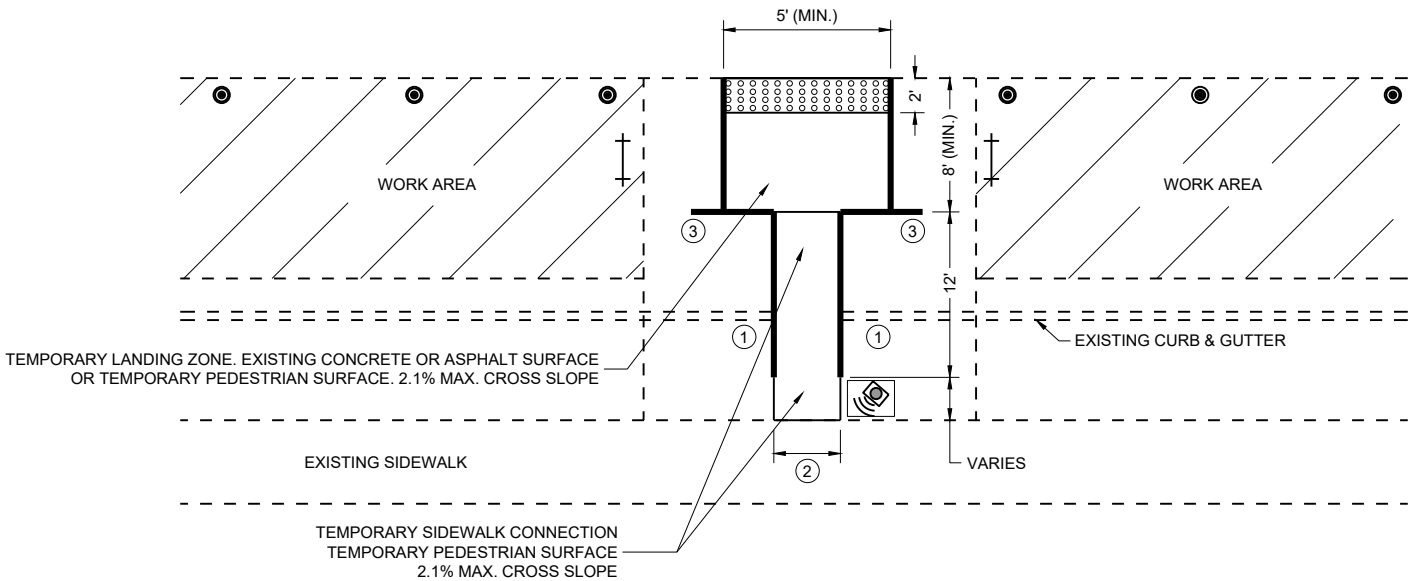
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

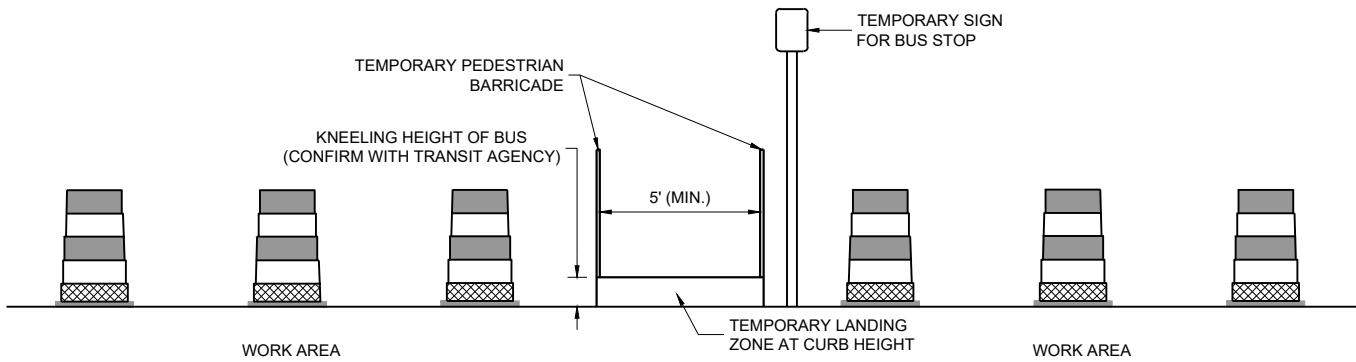
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES





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)

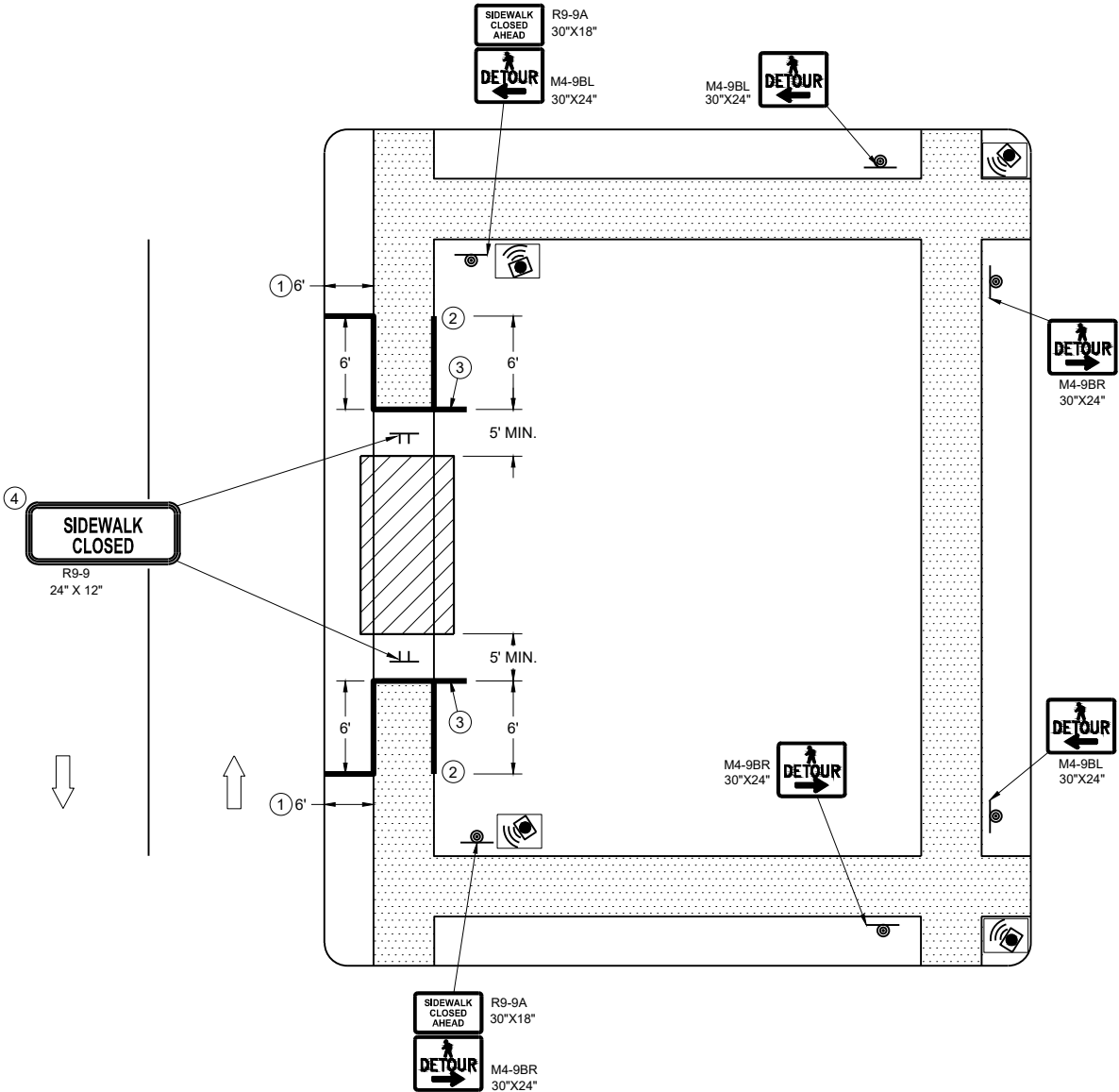
GENERAL NOTES

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.

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



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

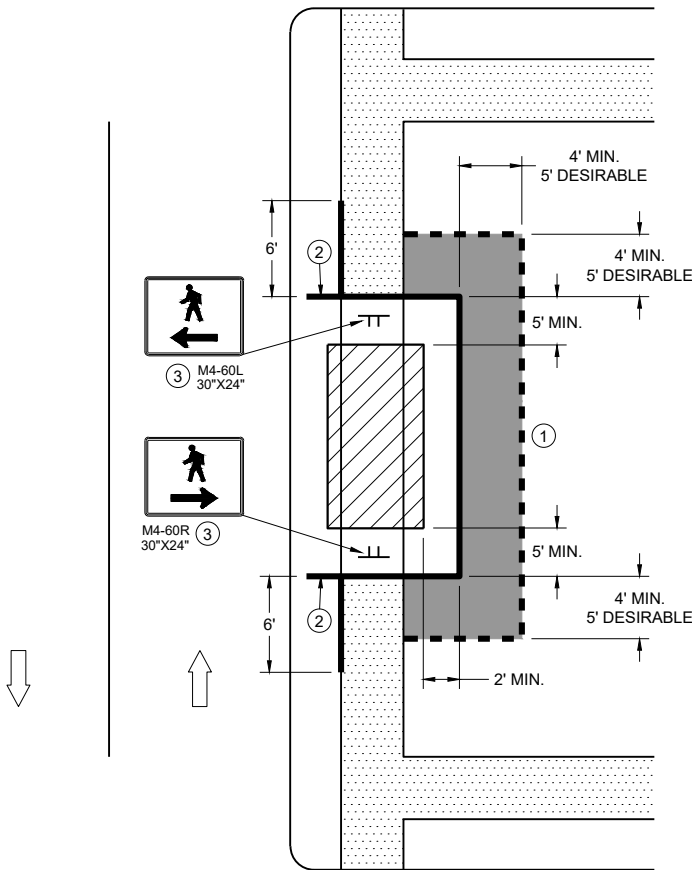
GENERAL NOTES

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

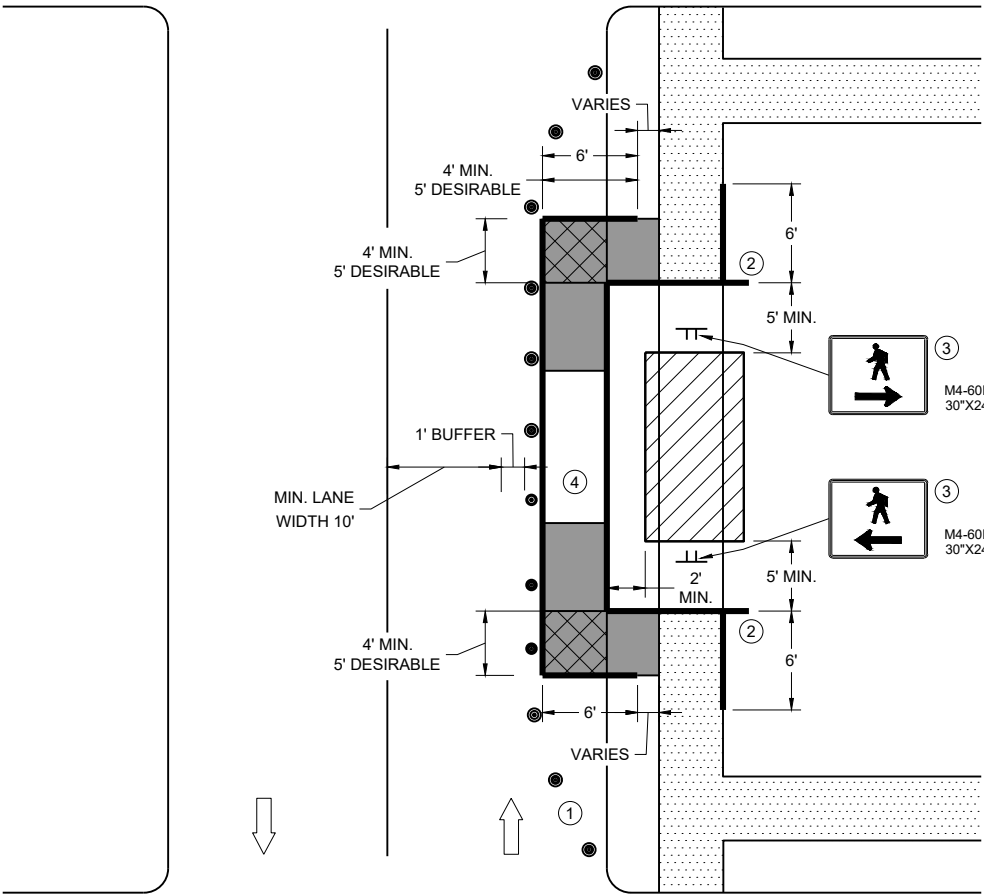
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

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.

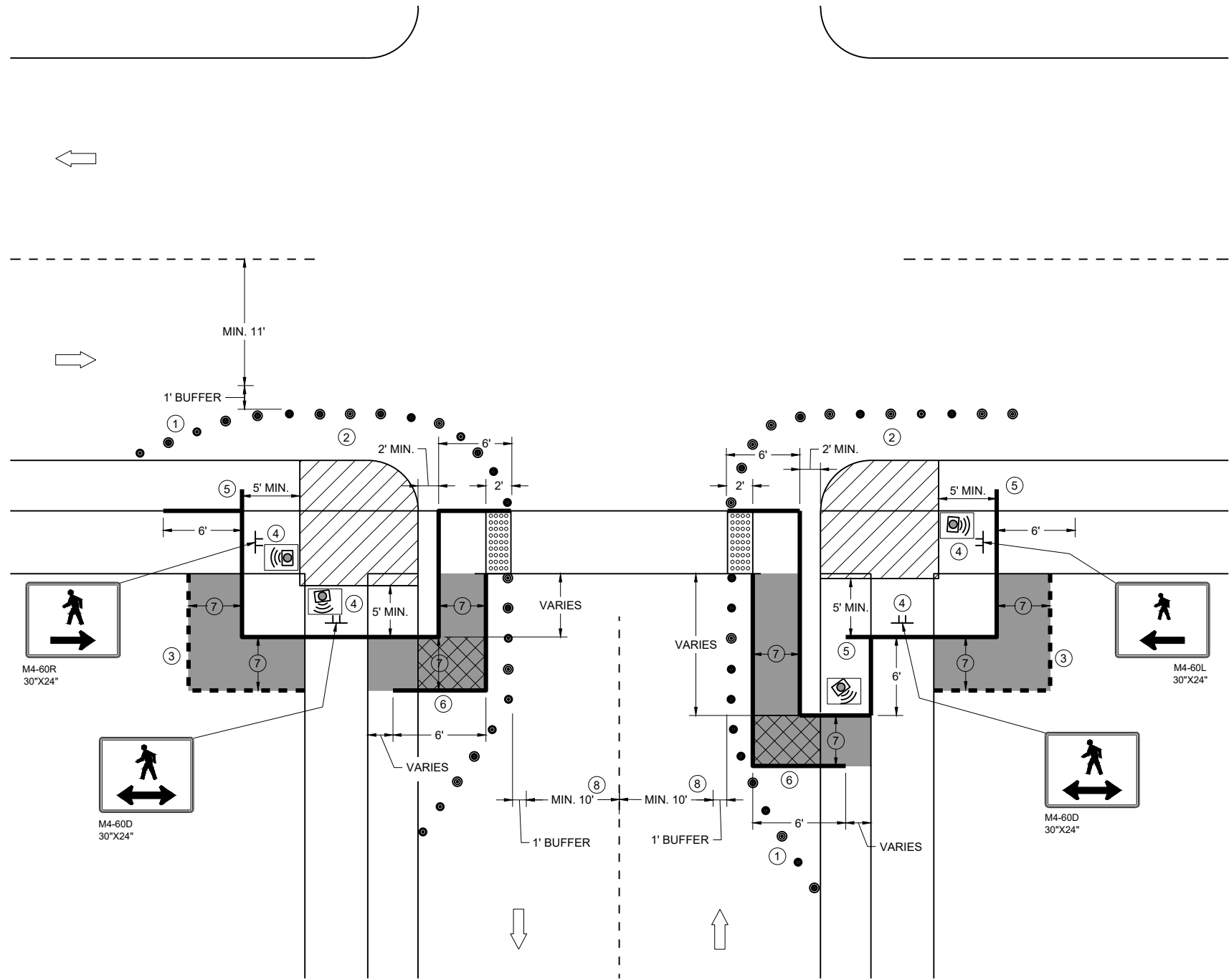
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
- ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
- ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING 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



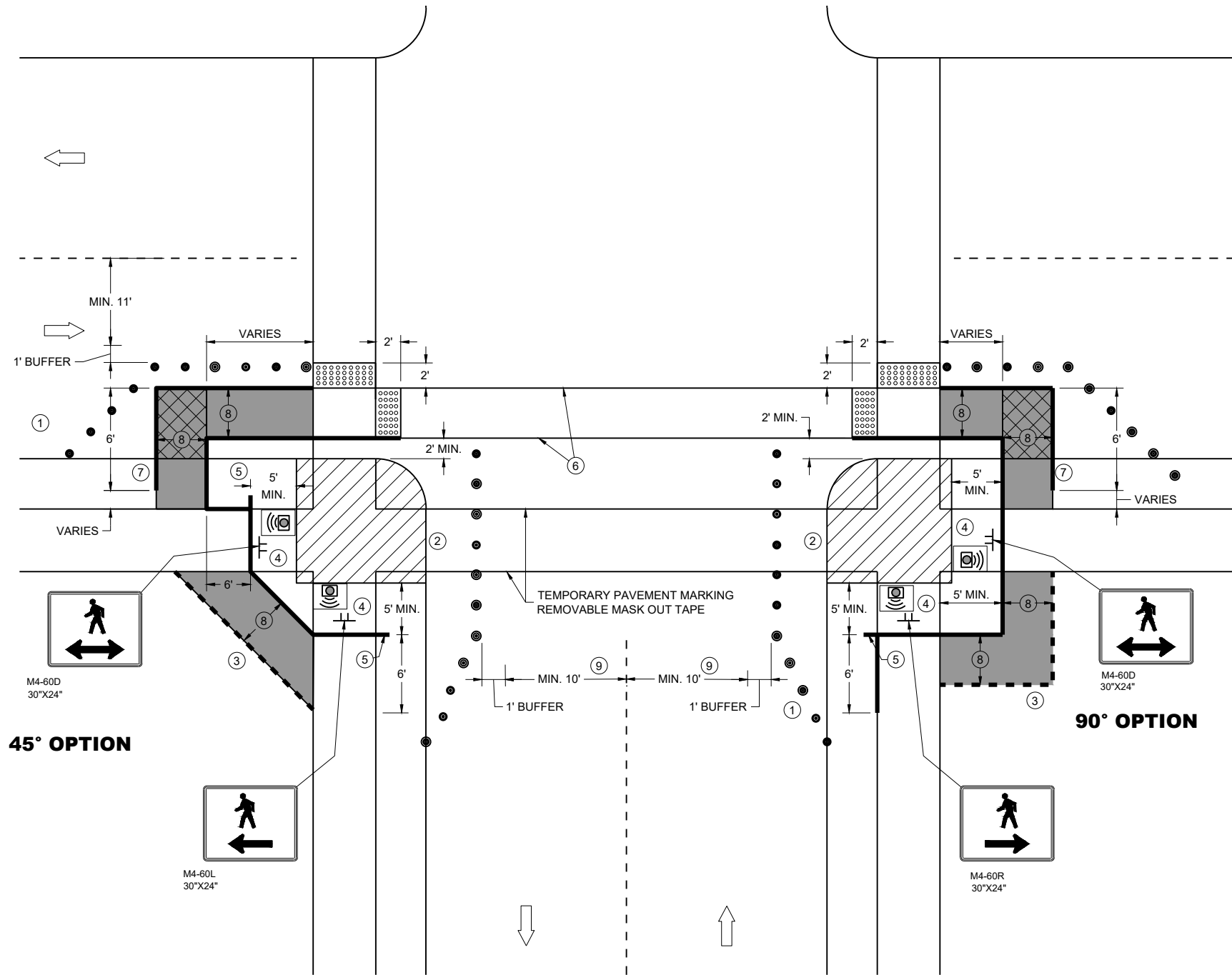
CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

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)



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

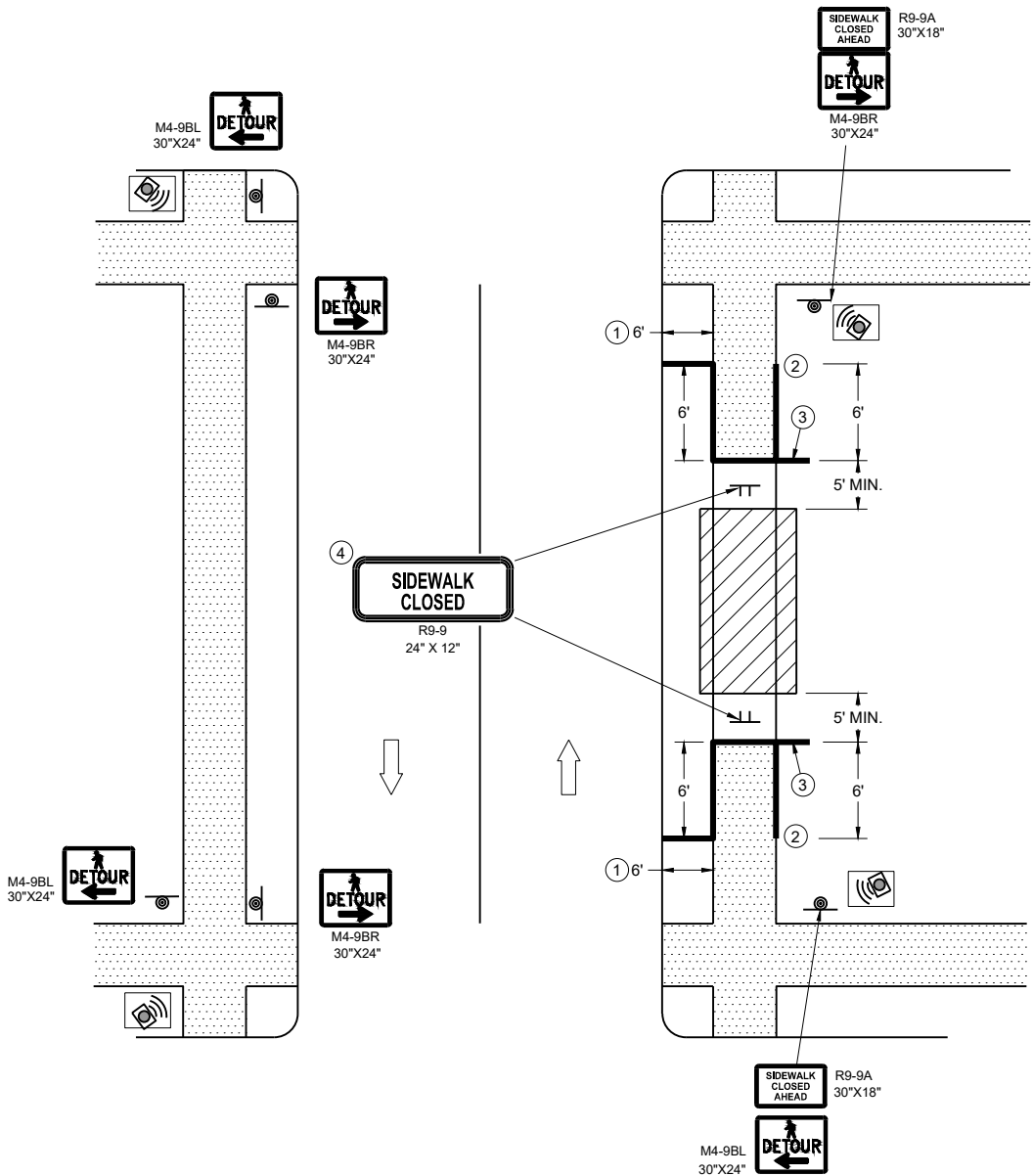
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY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

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

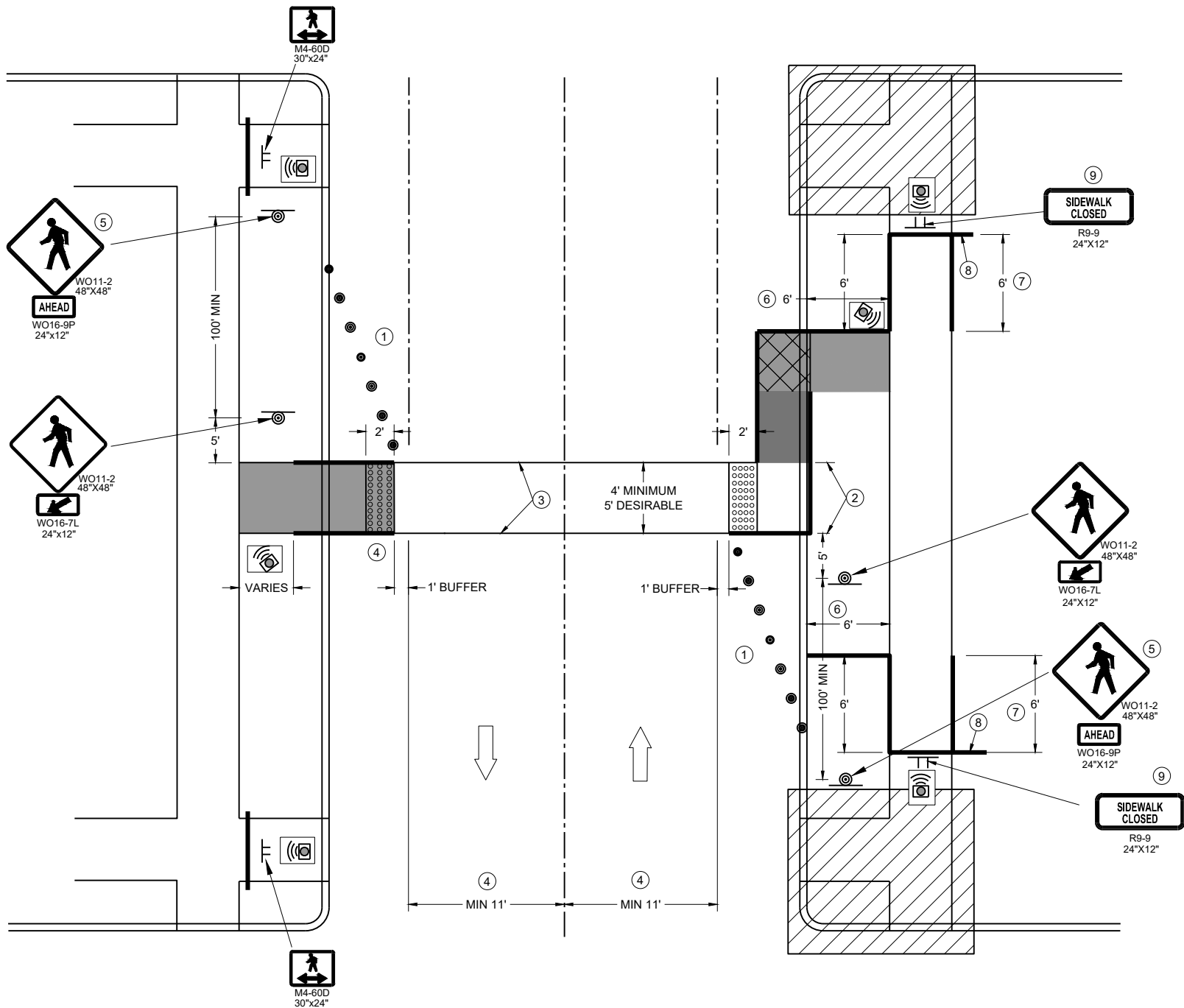
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.
- IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
 - PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
 - IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



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

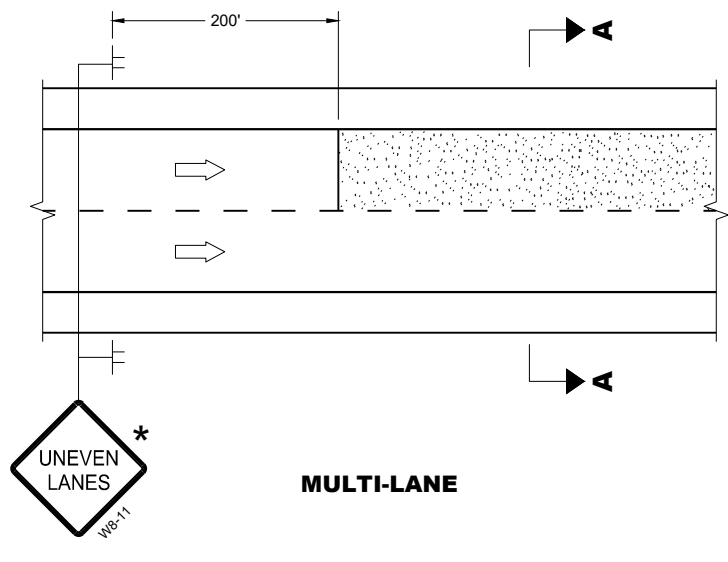
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

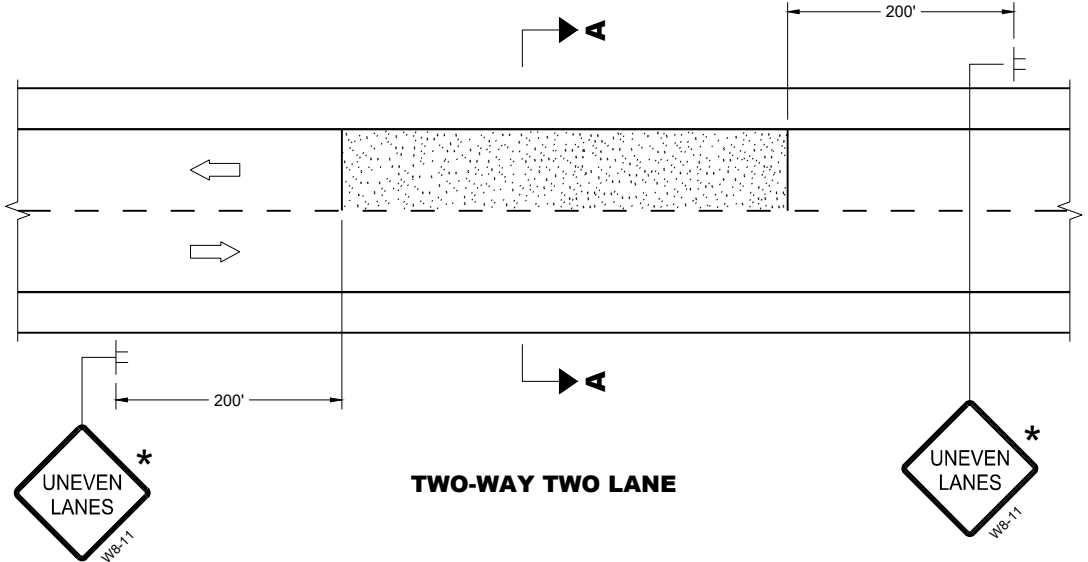
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

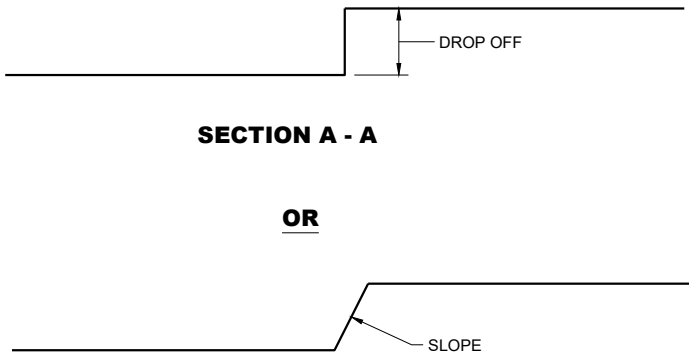
FHWA



MULTI-LANE



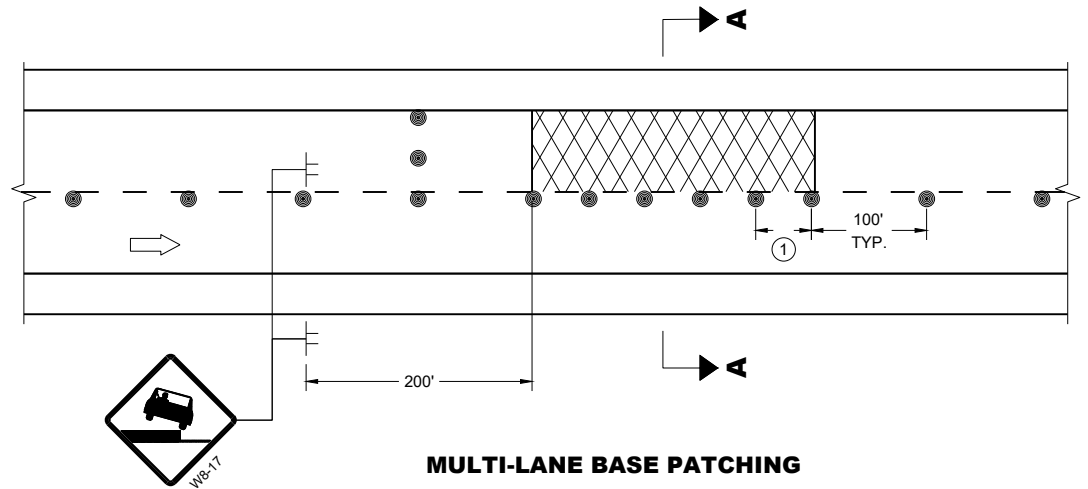
TWO-WAY TWO LANE



SECTION A - A

OR

SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

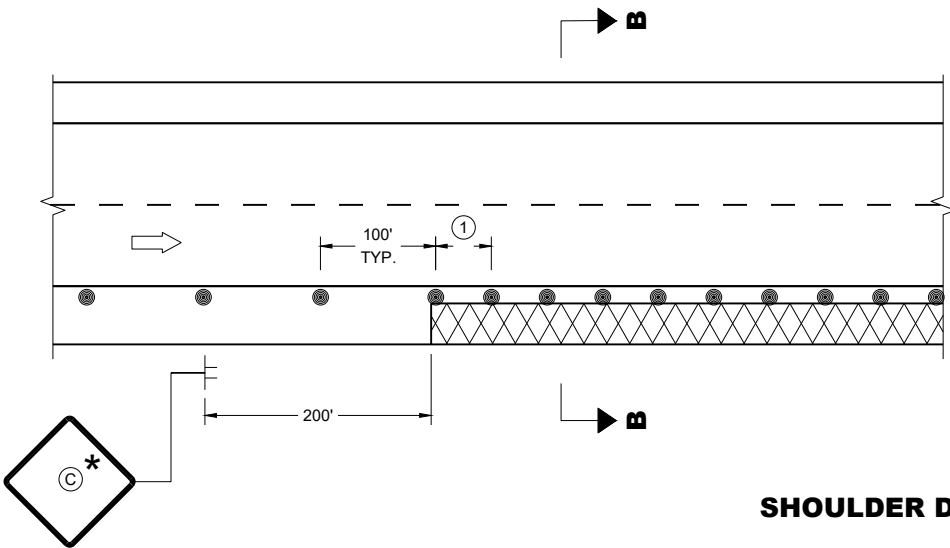
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

★ IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

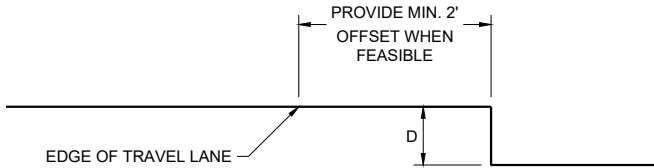
① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

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



SHOULDER DROP-OFFS



SECTION B - B

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

TRAFFIC CONTROL,
DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 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.

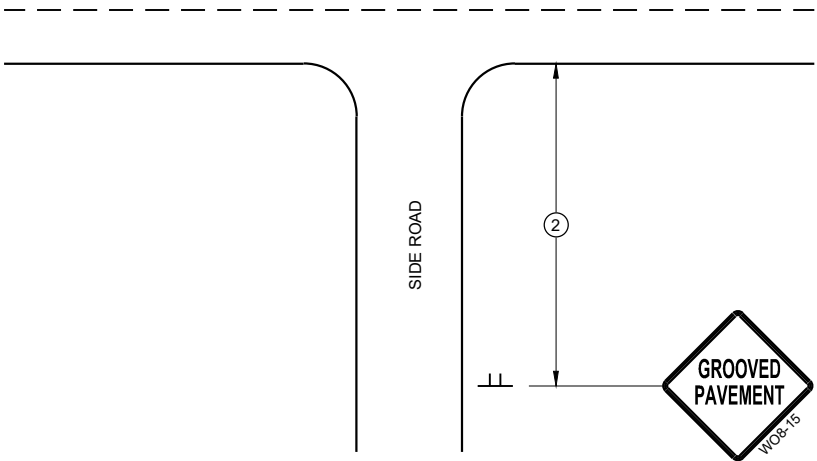
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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.

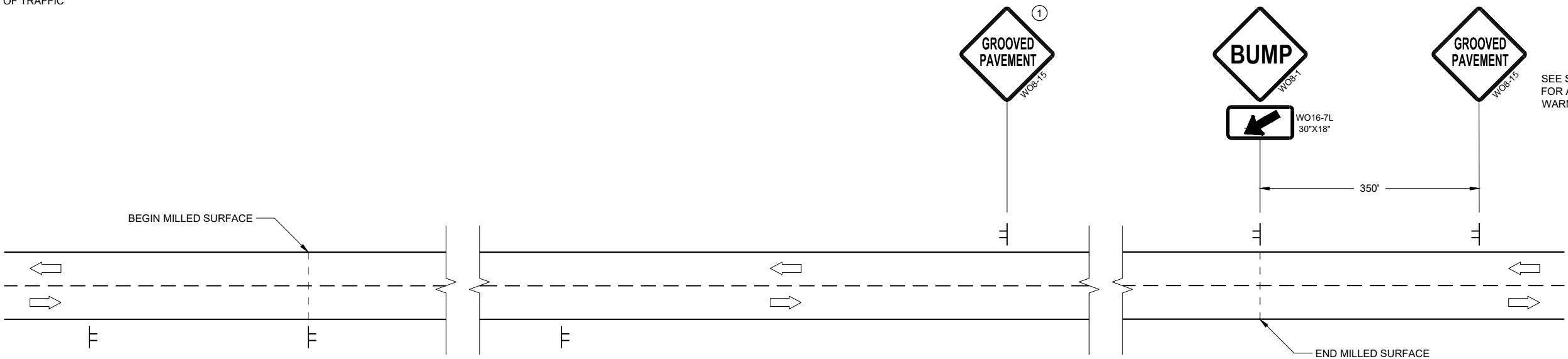
- 1 PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- 2 PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

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

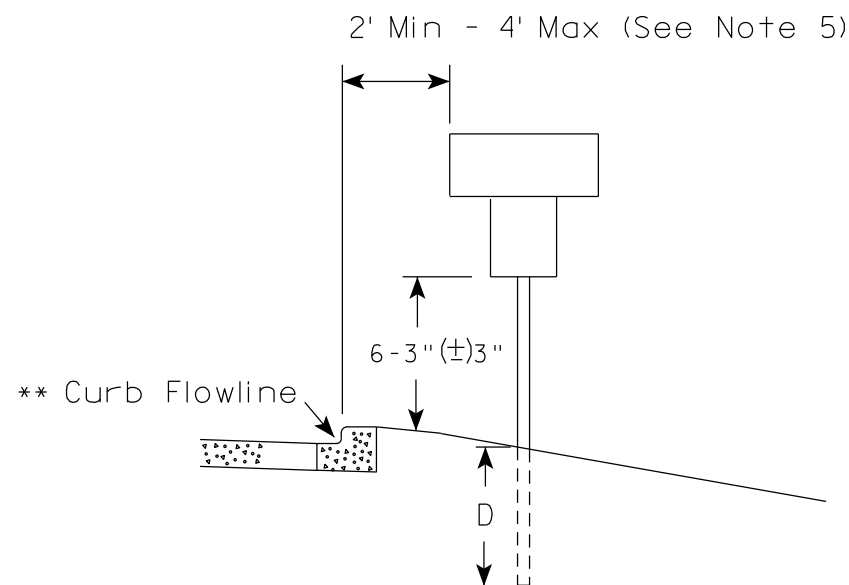
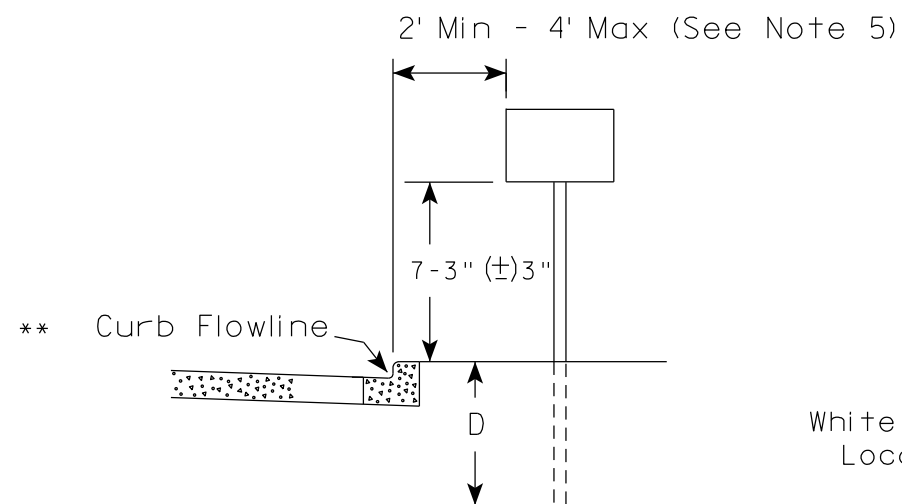
TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

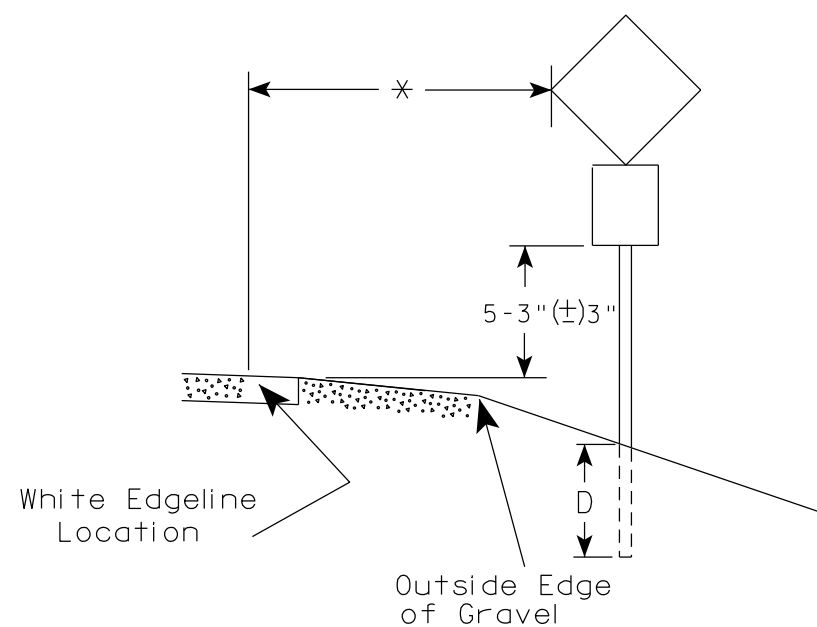
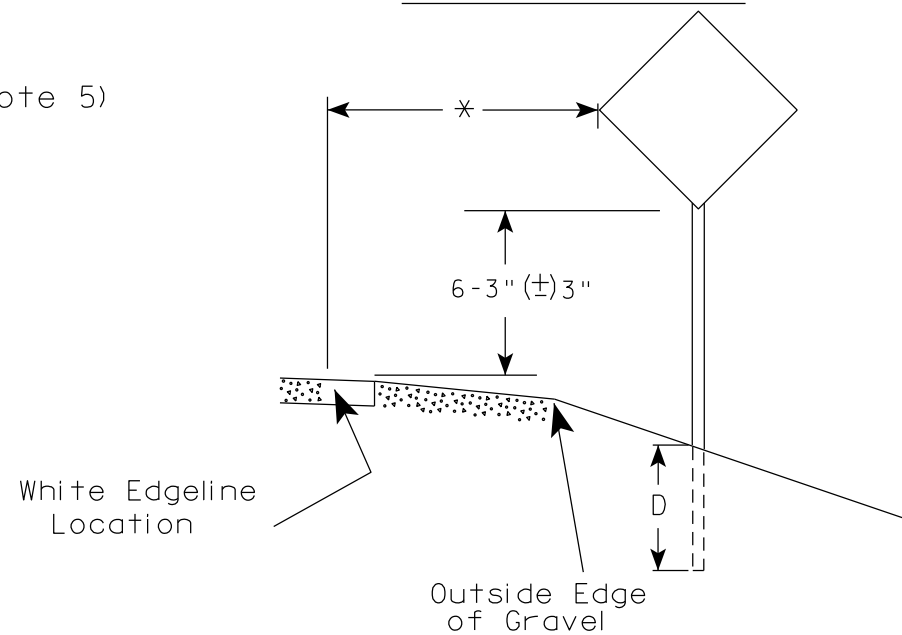
FHWA

URBAN AREA



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

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- 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".
- For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
- Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the Engineer.

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

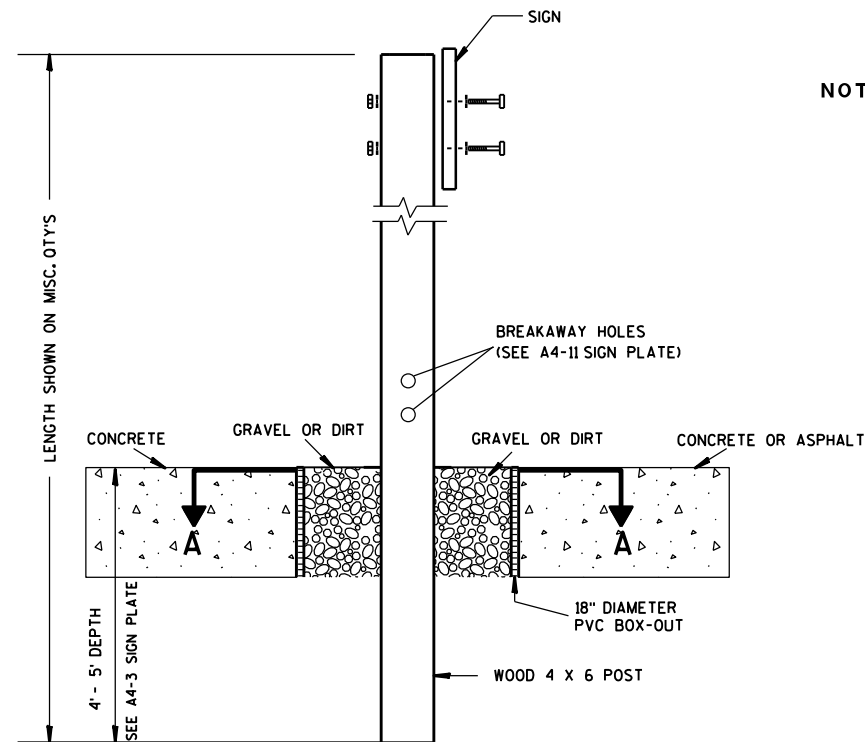
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

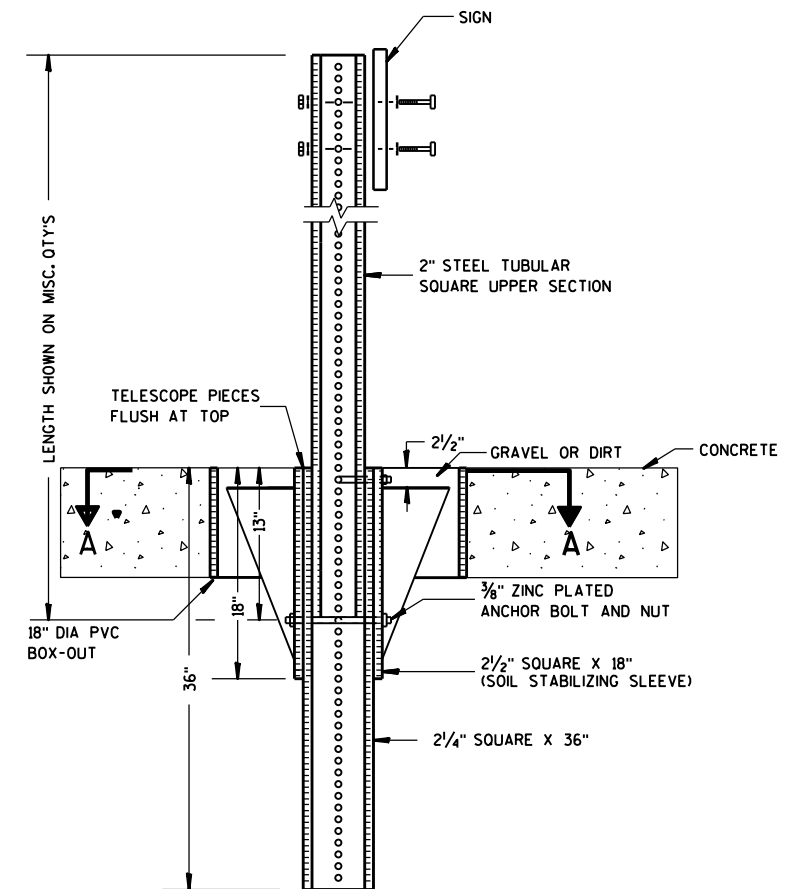
E



ELEVATION VIEW

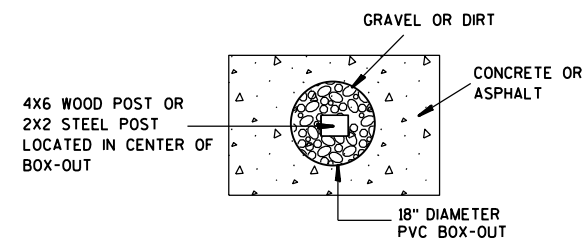
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

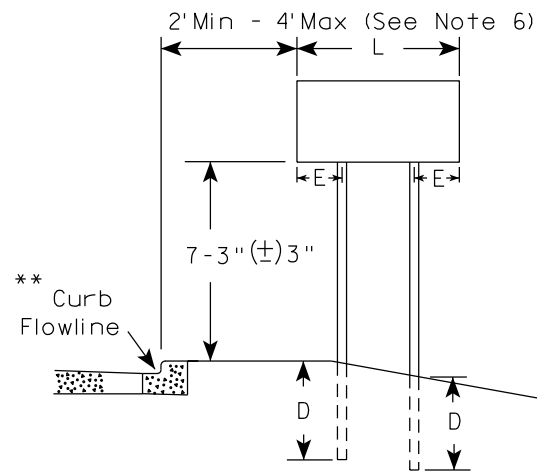
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COUNTY:

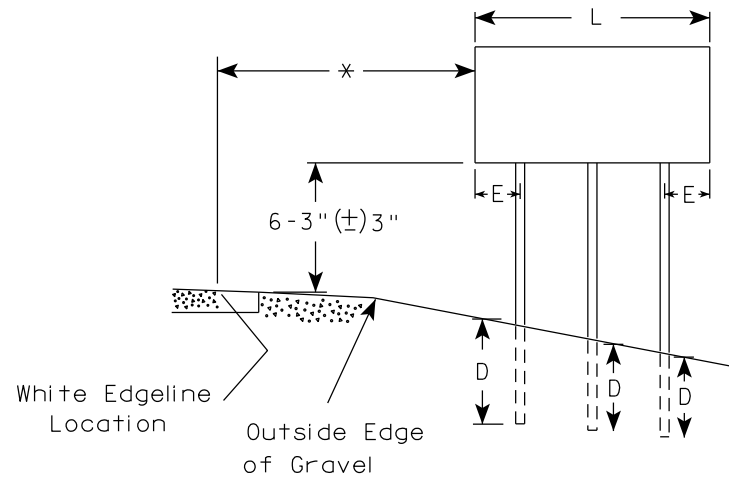
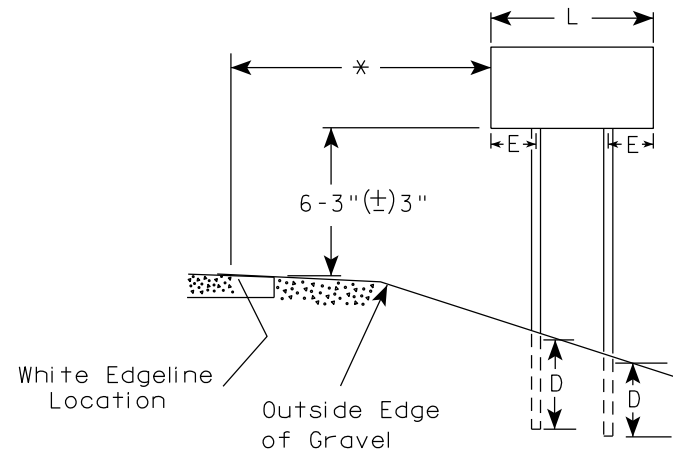
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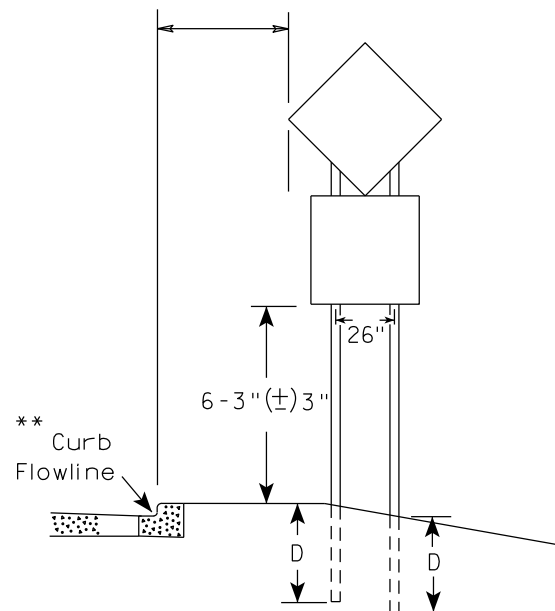
URBAN AREA



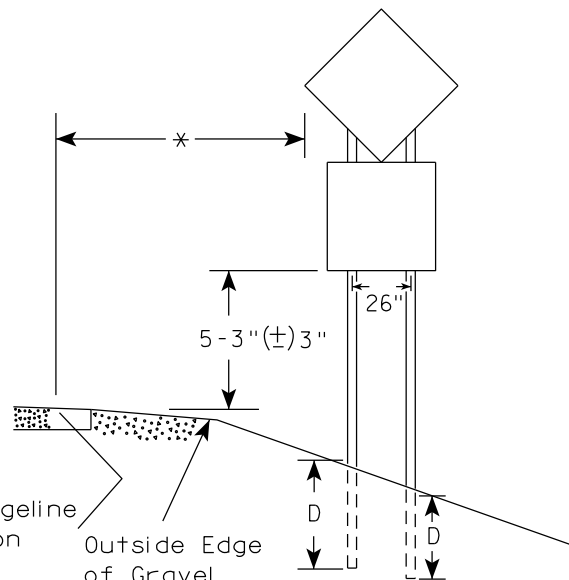
RURAL AREA (See Note 3)



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

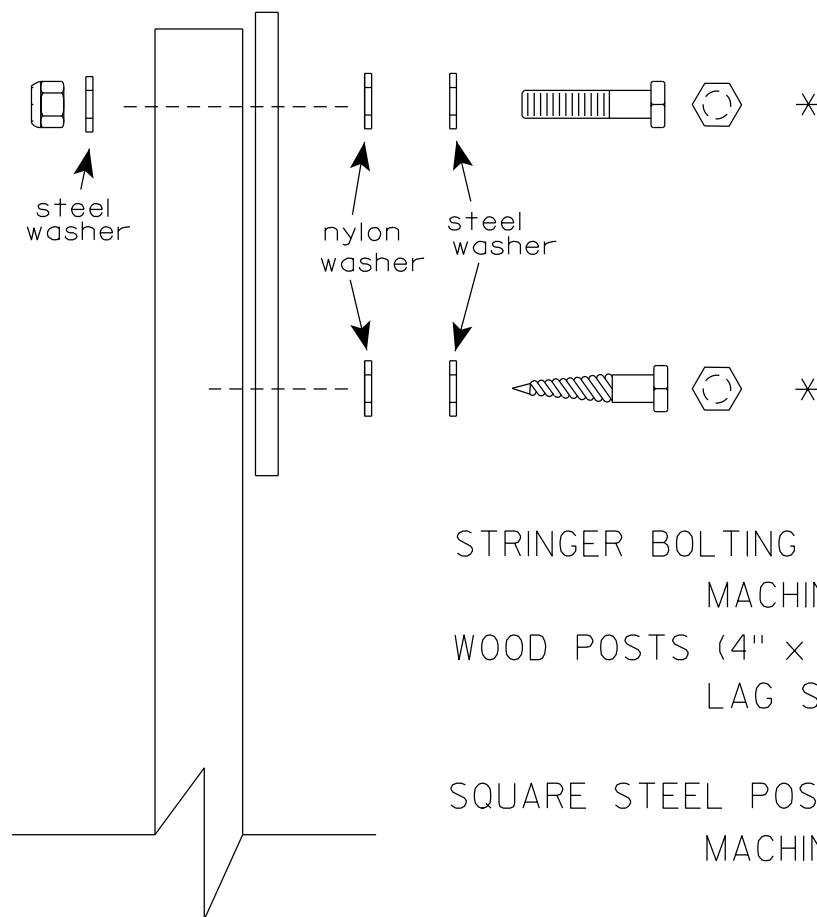
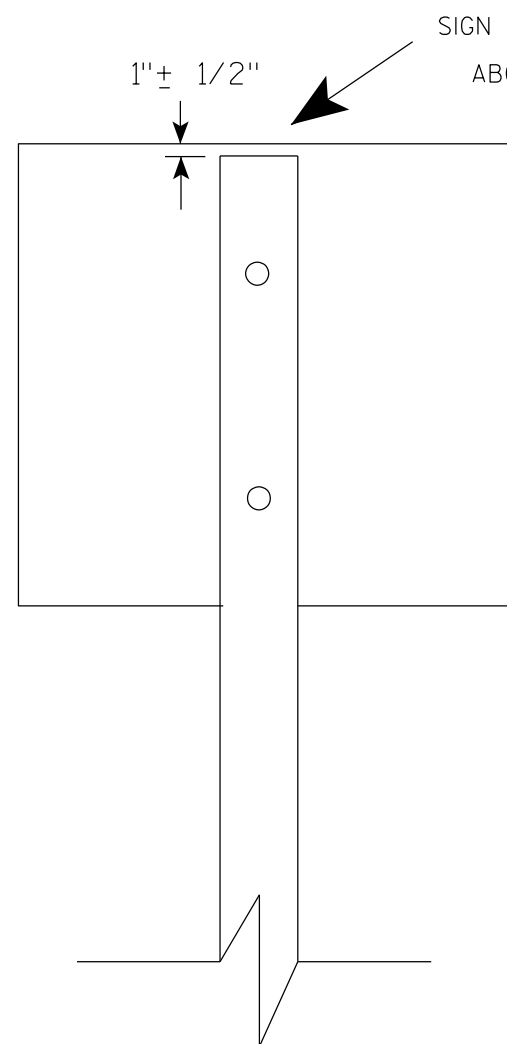
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

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

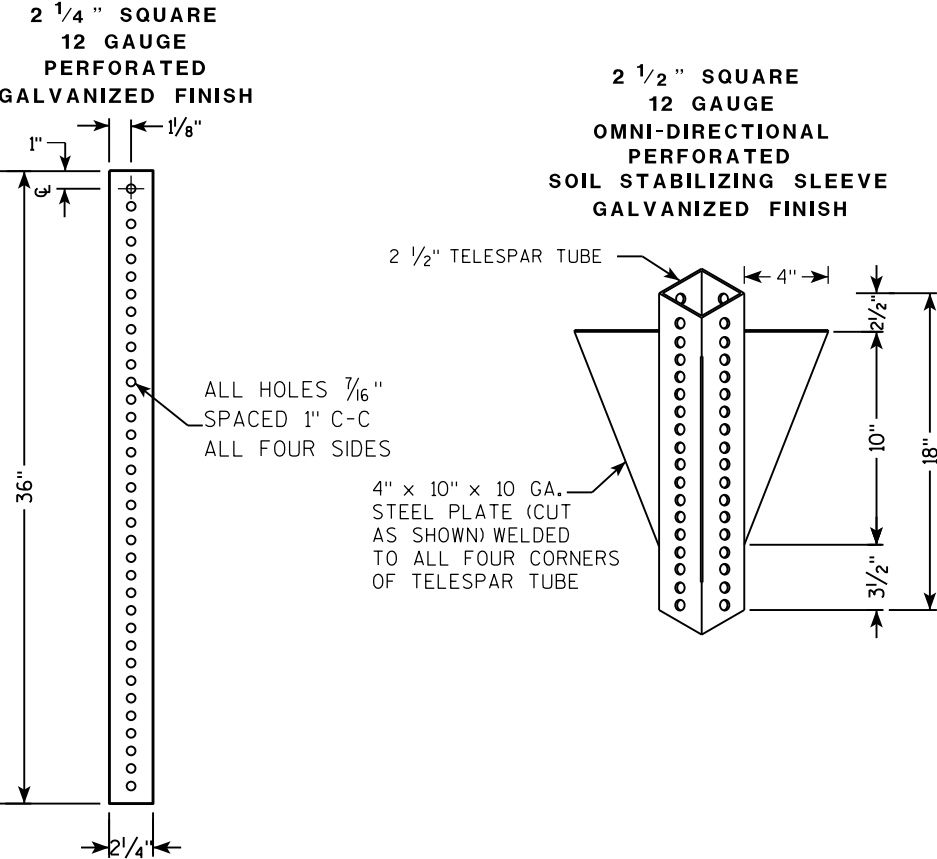
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " 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

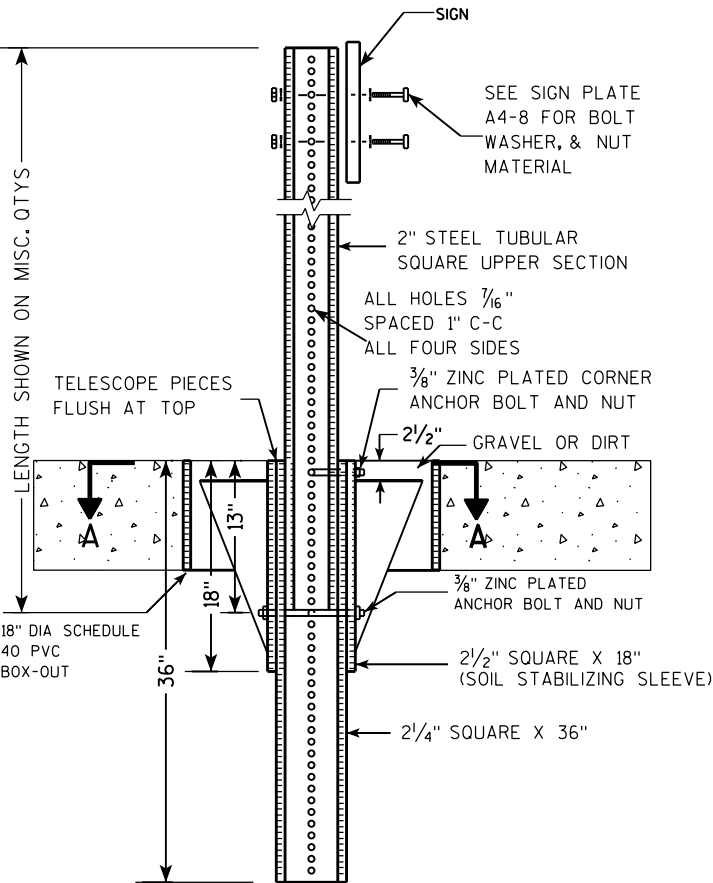
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

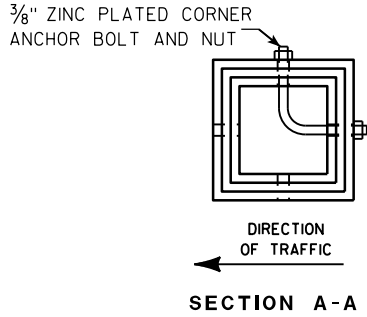
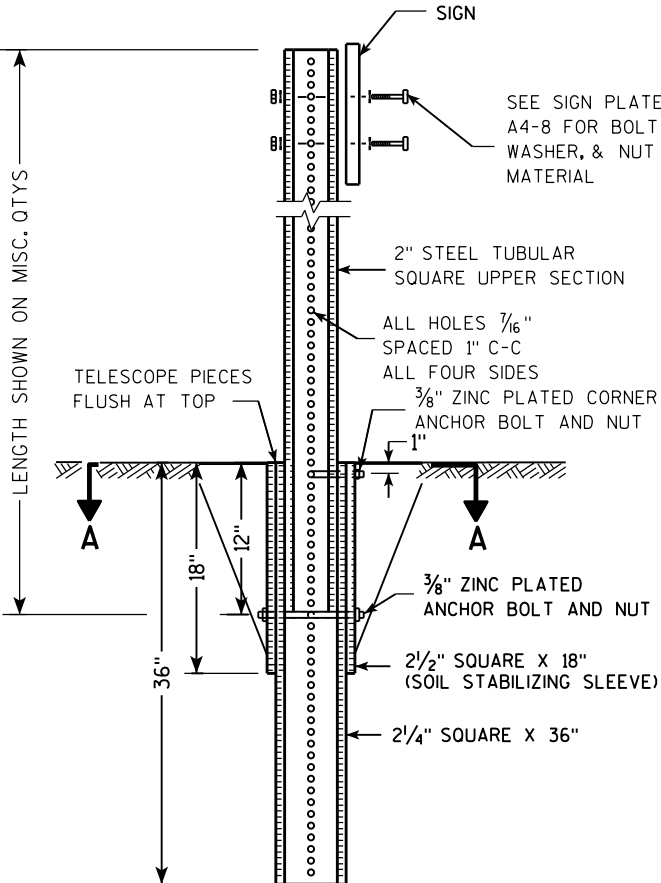
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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).

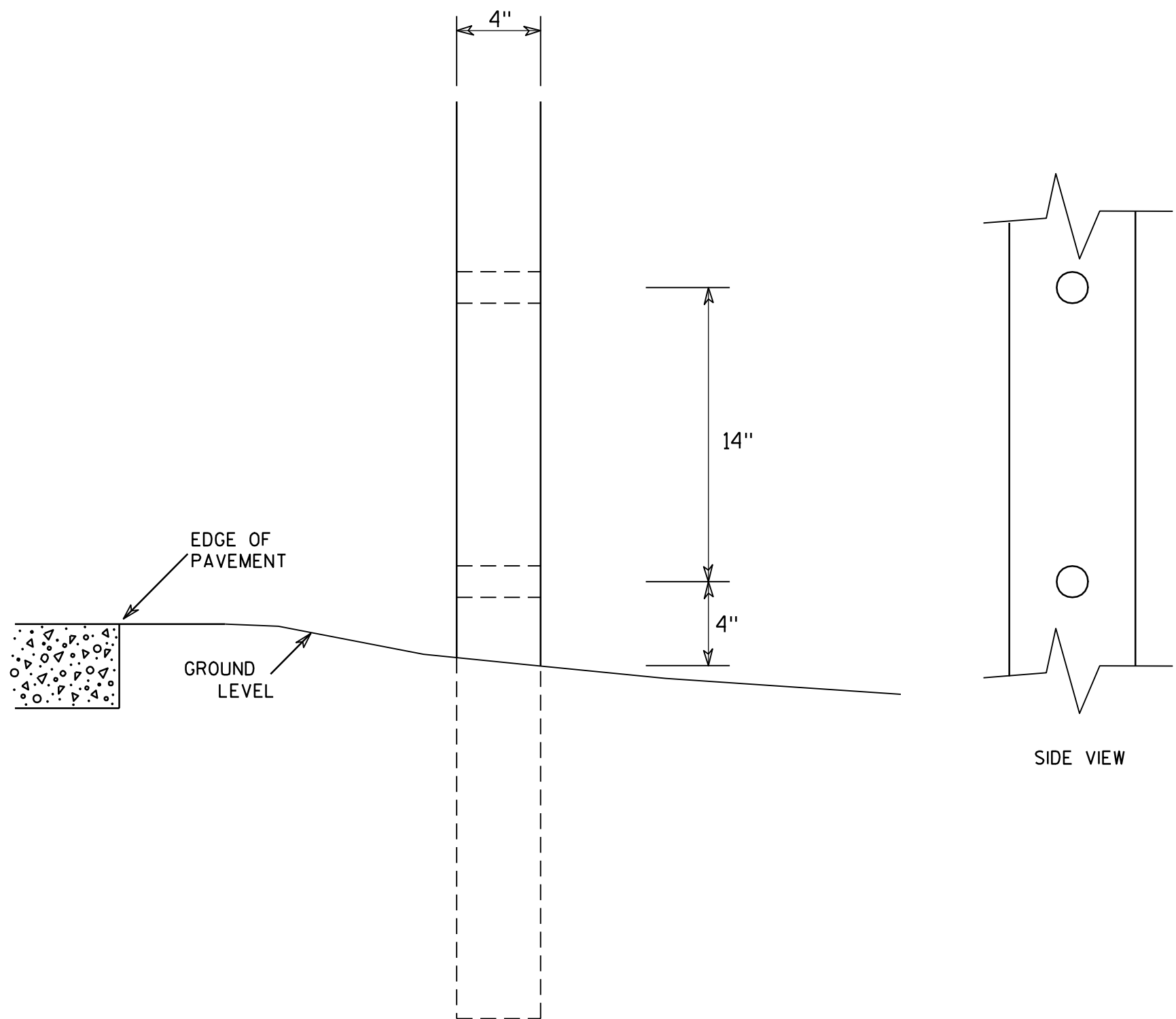
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

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:

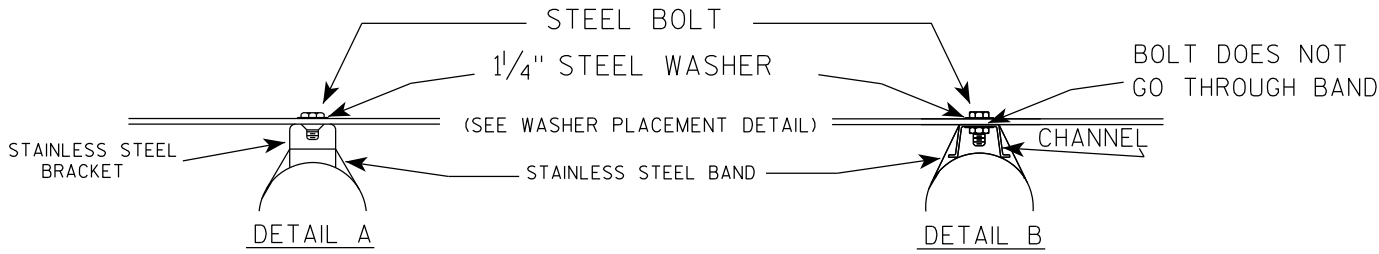
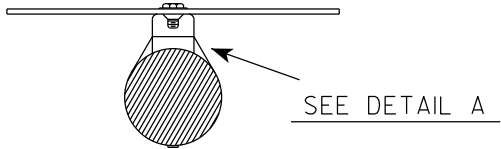
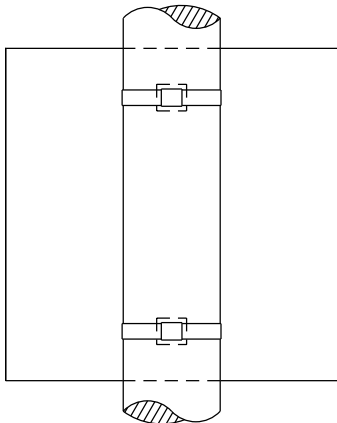
COUNTY:

SHEET NO:

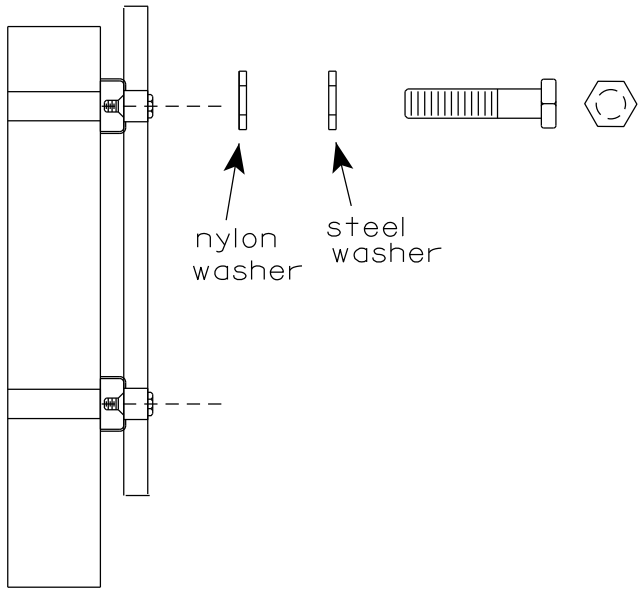
E

BANDING

SINGLE SIGN



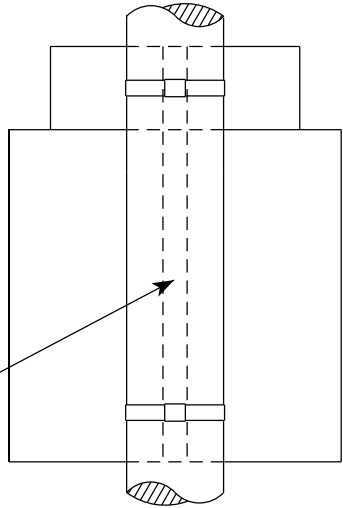
WASHER PLACEMENT



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

CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

"J" ASSEMBLY



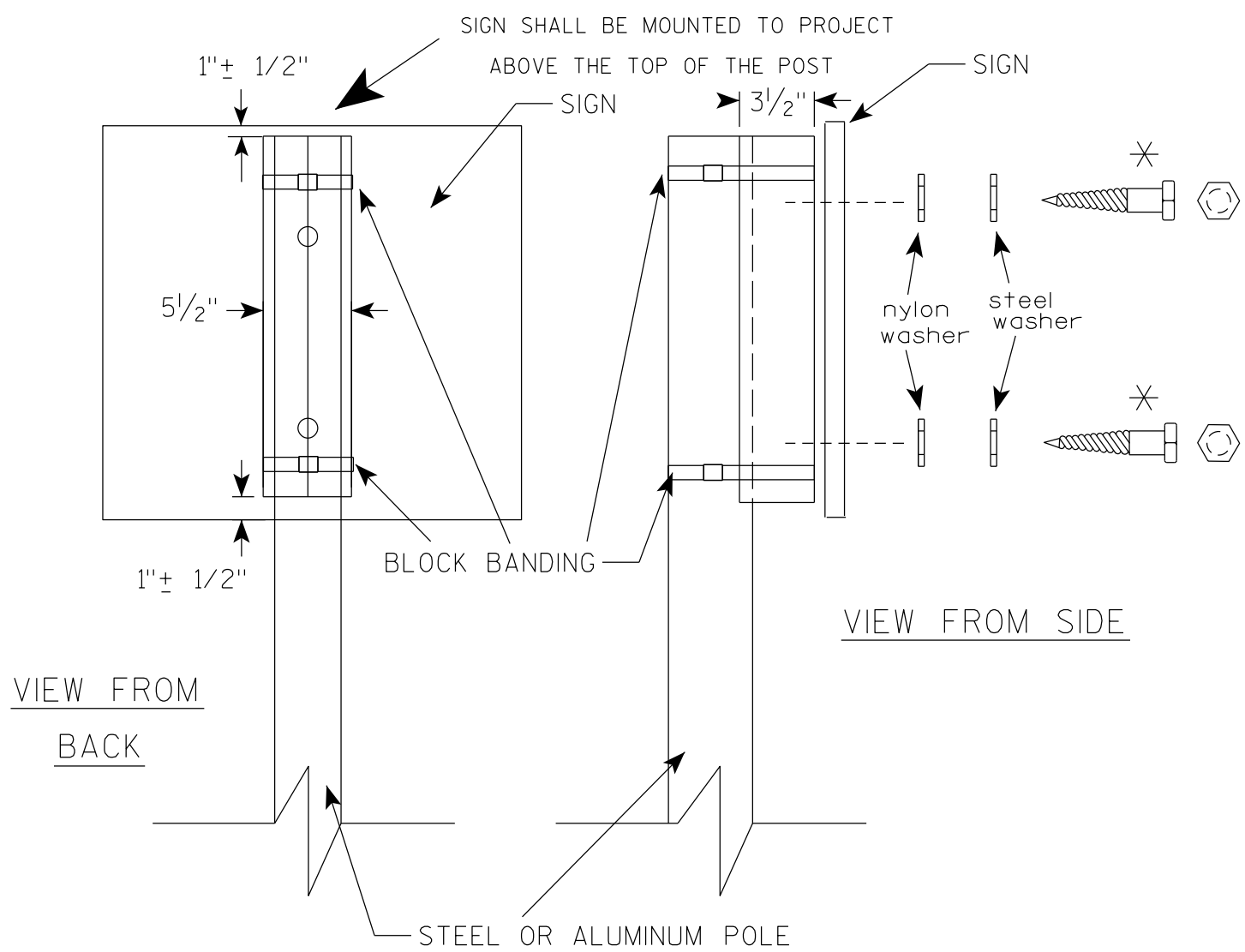
SEE DETAIL B

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

STANDARD SIGN
SIGN BANDING DETAILS

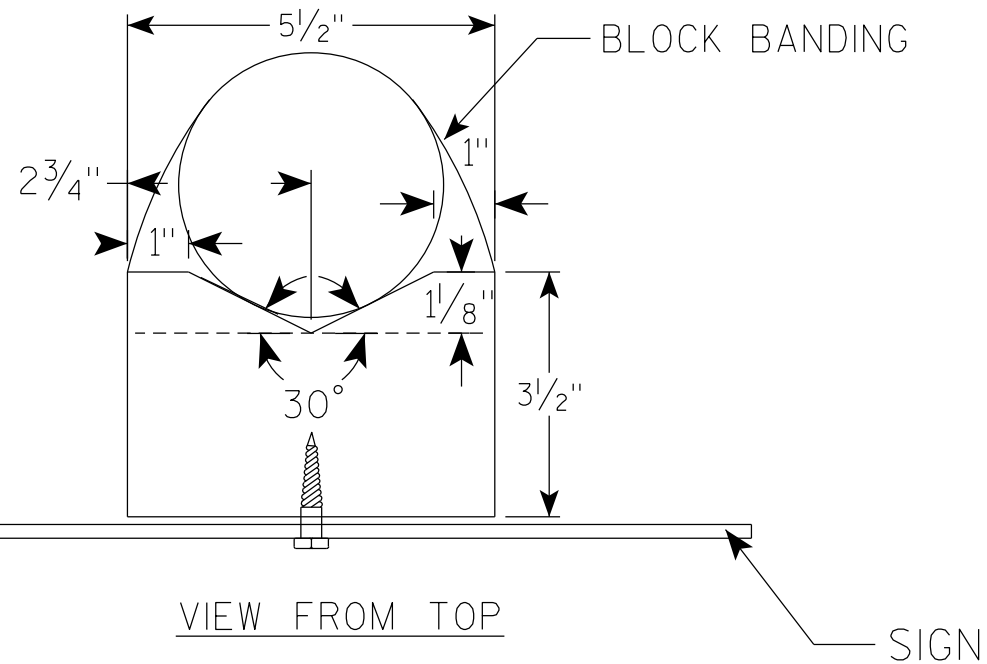
WISCONSIN DEPT OF TRANSPORTATION

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

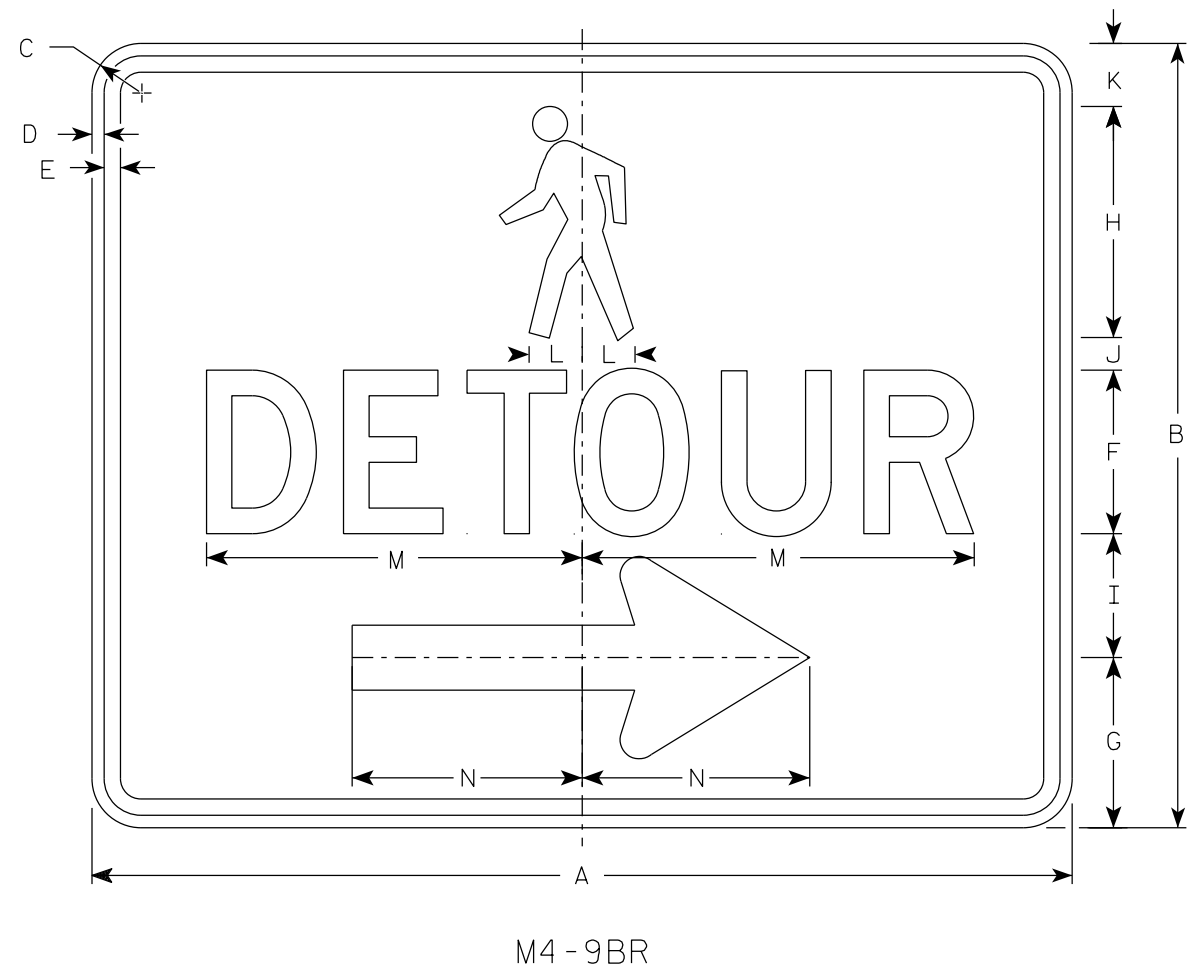
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO:

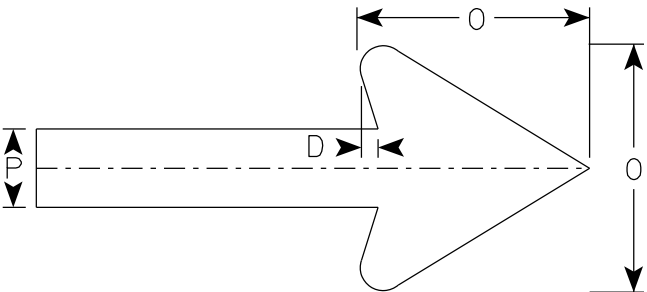
E

7



M4-9BR

- NOTES
- Sign is Type II-Type F Reflective
 - Color:
Background - Orange
Message - Black
 - Message Series - D
 - 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.
 - M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

7

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

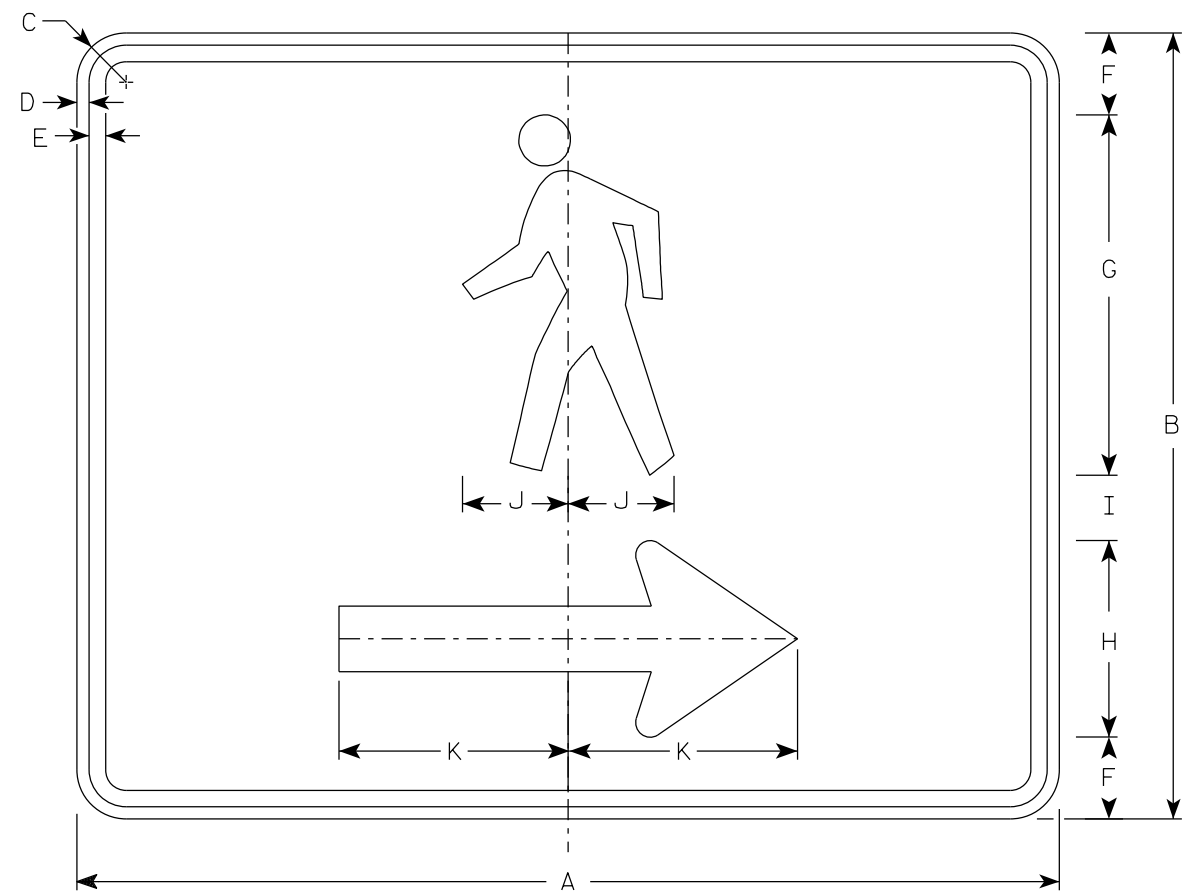
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

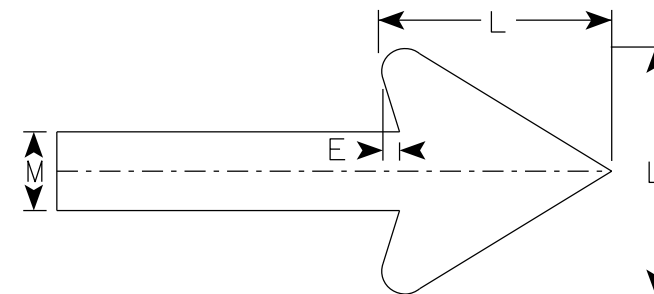
7



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.



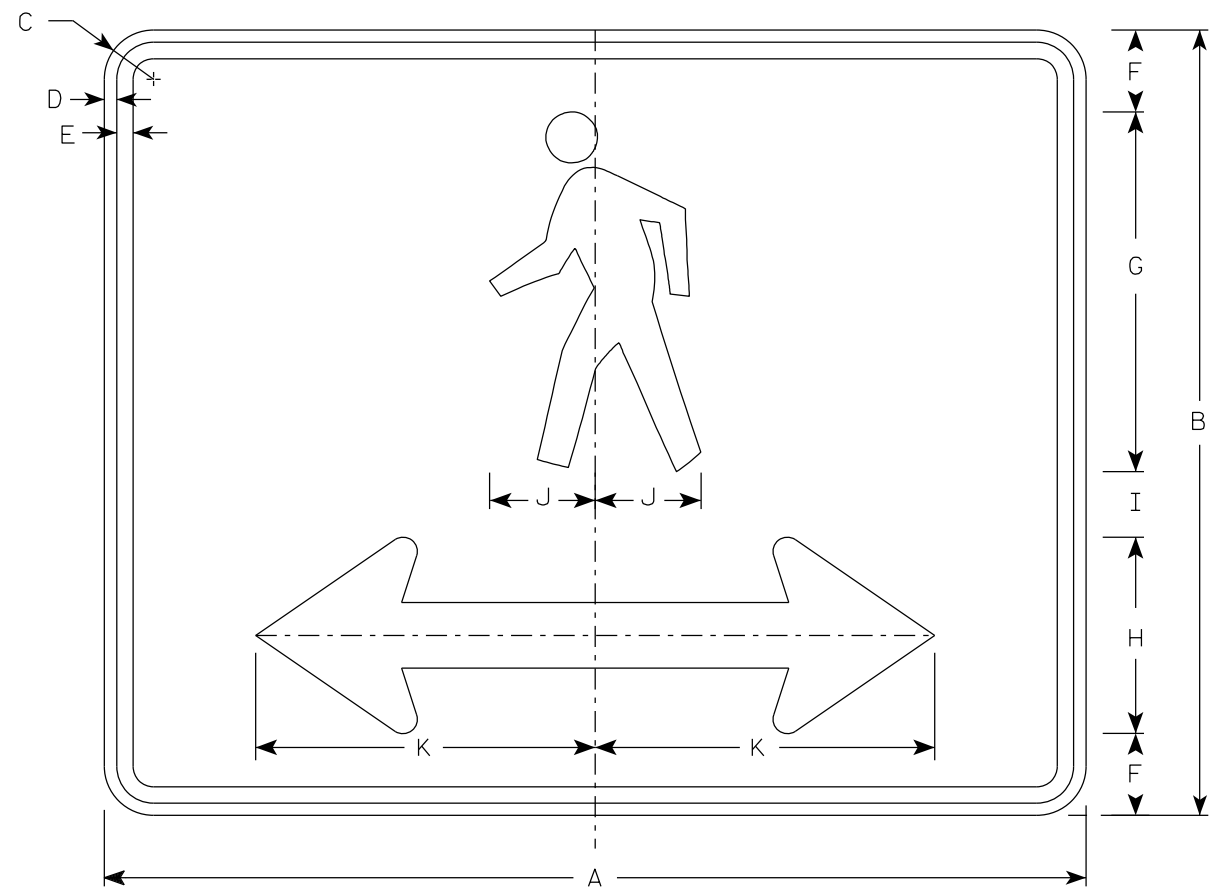
Arrow Detail

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:	E
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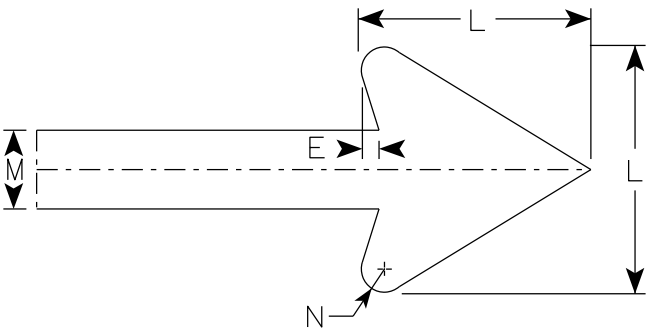
7



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.

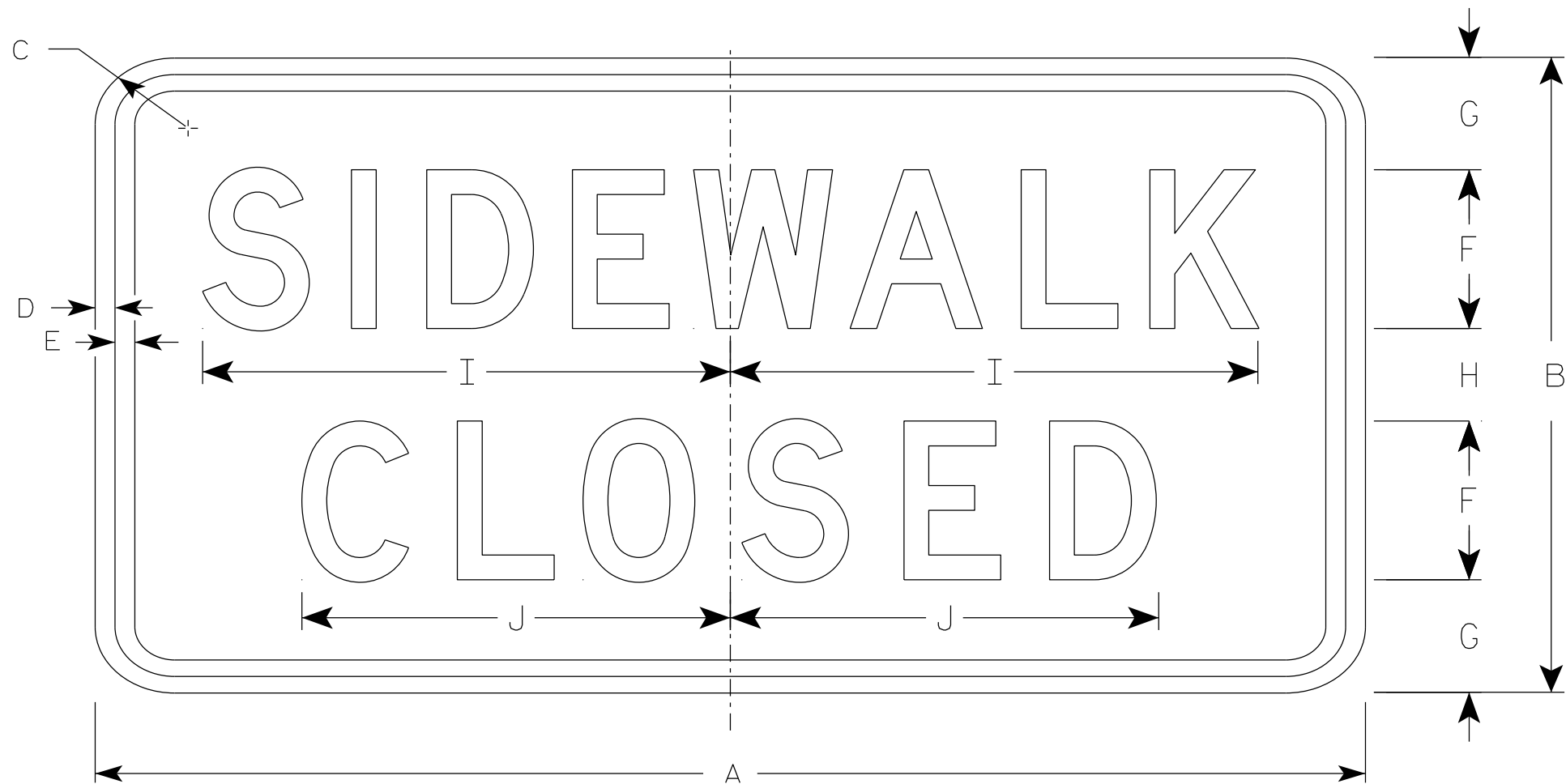


Arrow Detail

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																											

7

7



R9-9

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - C
- 4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

7

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

STANDARD SIGN
R9-9

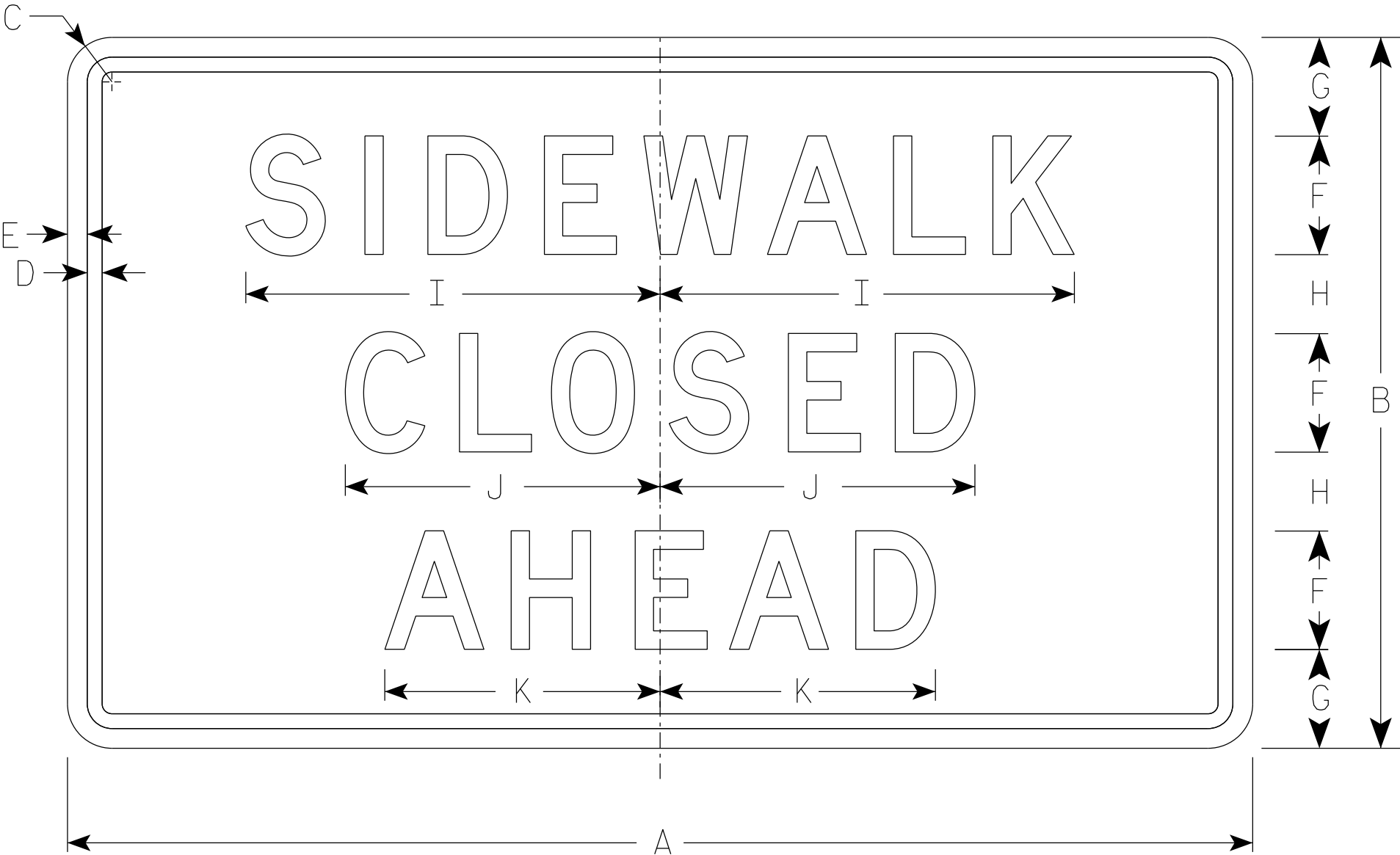
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

NOTES

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



R9-9A

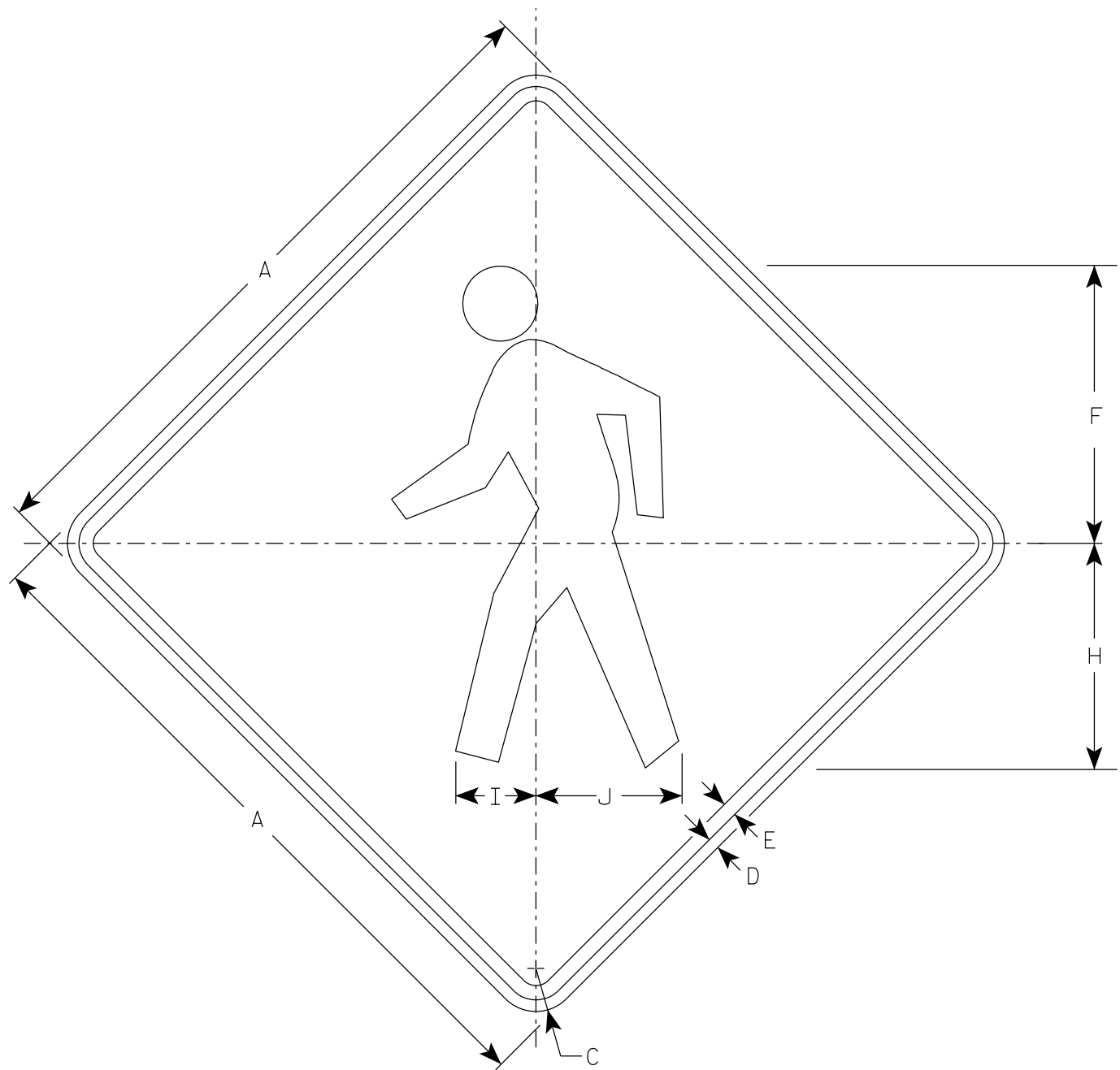
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



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																											

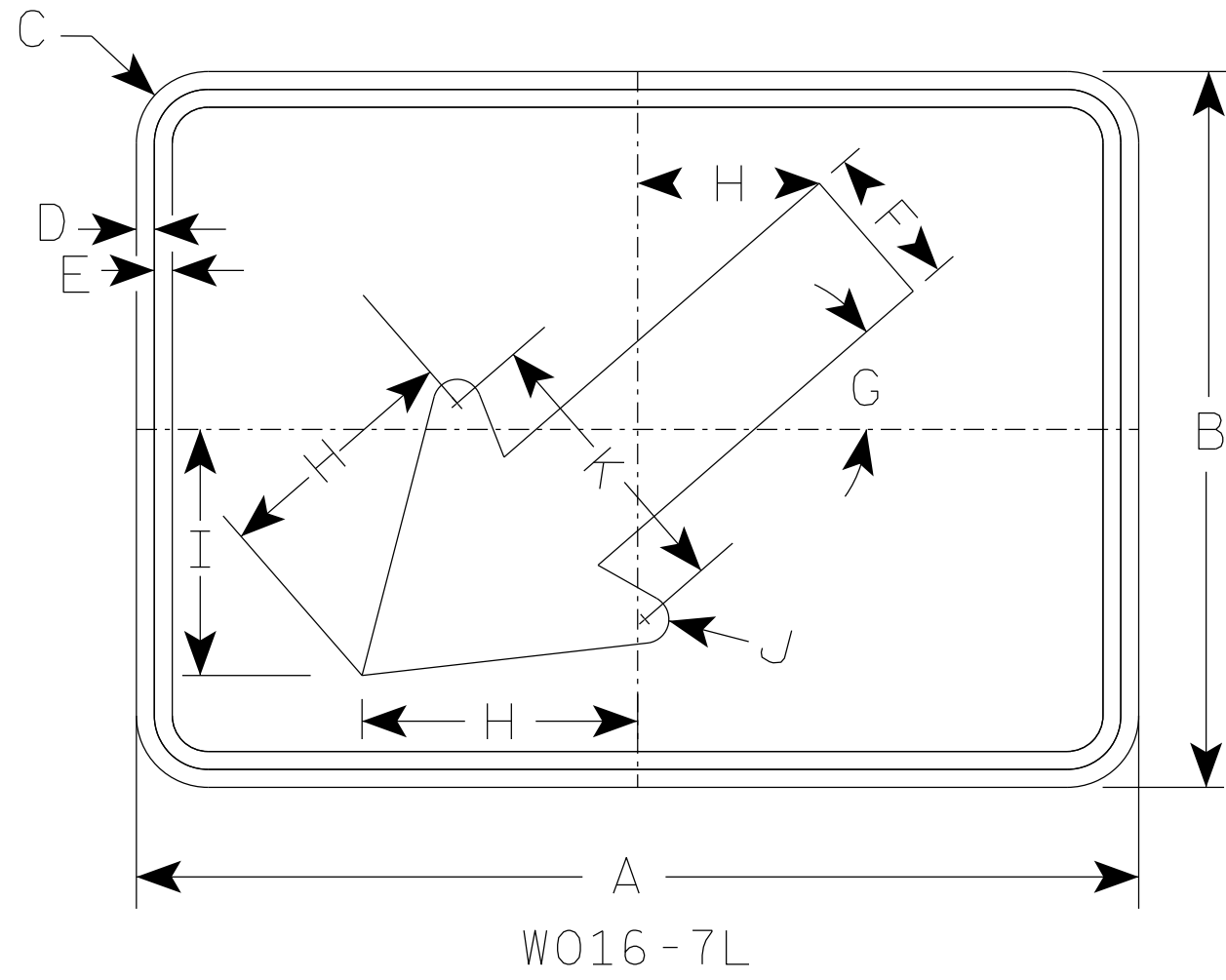
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. W016-7R is the same as W016-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 21" W016-7L signs.
* For 48" x 48" Warning Signs, use 42" x 24" W016-7L signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21	15	1 1/2	3/8	3/8	3	41°	5 1/4	5 1/8	1/2	6																2.19
2M	30	21	1 1/2	3/8	1/2	4 1/2	41°	8 5/8	7 3/4	5/8	9 1/4																4.38
3	30	21	1 1/2	3/8	1/2	4 1/2	41°	8 5/8	7 3/4	5/8	9 1/4																4.38
4	42	24	1 7/8	1/2	5/8	6	41°	10 1/4	9 1/8	1	12																7.0
5																											

STANDARD SIGN

W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 4/30/26 PLATE NO. W016-7.4

PROJECT NO:

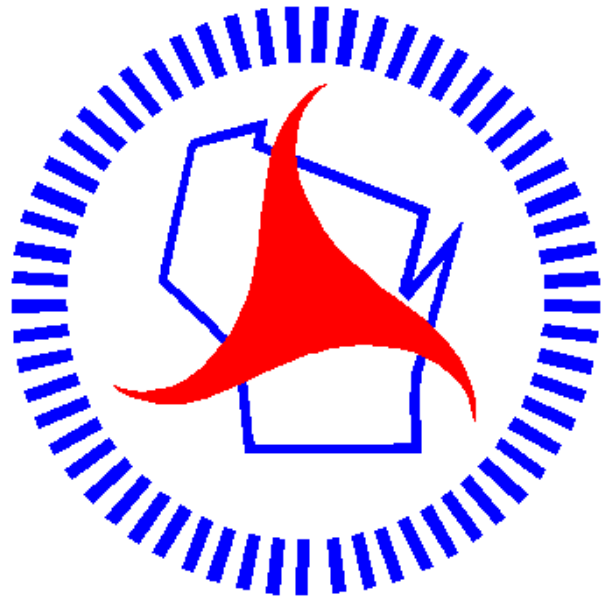
HWY:

COUNTY:

SHEET NO:

E

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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