

EAU

NOVEMBER 2026

WITH: N/A

PROJECT ID:

7995-02-76

COUNTY:

EAU CLAIRE

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 = 124



DESIGN DESIGNATION

A.A.D.T.	2021	=	1,400
A.A.D.T.	2045	=	1,500
D.H.V.		=	"
D.D.		=	50/50
T		=	4%
DESIGN SPEED		=	30 MPH
ESALS		=	170,000

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

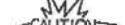
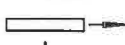
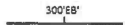
EXISTING CULVERT

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

OVERHEAD

SANITARY SEWER

STORM SEWER

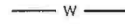
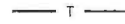
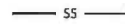
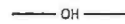
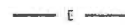
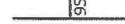
TELEPHONE

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C EAU CLAIRE, E HAMILTON AVE

HORLACHER LN TO GATEWAY DR

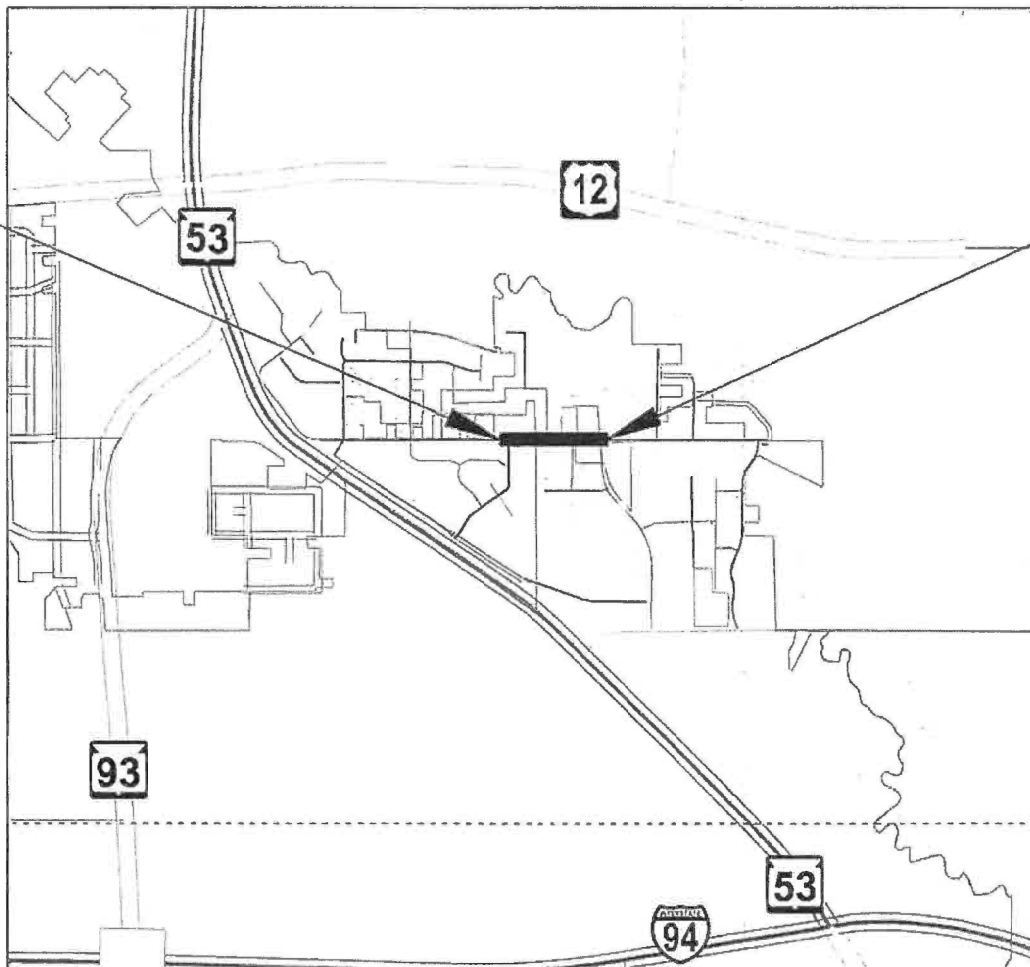
LOCAL STREET

EAU CLAIRE COUNTY

STATE PROJECT NUMBER

7995-02-76

R-9-W R-8-W



LAYOUT
SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.255 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATE SYSTEM (WCOS), EAU CLAIRE 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).

STATE PROJECT

7995-02-76

FEDERAL PROJECT

PROJECT

WISC 2027052

CONTRACT

1

ACCEPTED FOR

CITY OF EAU CLAIRE

Date: 7/17/26
(Signature and Title of Official)
Deputy City Engineer

ORIGINAL PLANS PREPARED BY

CORRE
ENGINEERING

MADISON | EAU CLAIRE | WAUKESHA | APPLETON | TOMAH | WAUSAU



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor CORRE, INC.

Designer CORRE, INC.

Project Manager TOU YANG

Regional Examiner NW REGION

Regional Supervisor TOU YANG

APPROVED FOR THE DEPARTMENT
Digitally signed by Tou X. Yang
Date: 2026.07.30 13:01:11-05'00'
DATE: (Signature)

E

UTILITIES CONTACTS

AT&T DISTRIBUTION
COMMUNICATION
RICK PODOLAK
304 S DEWEY ST
EAU CLAIRE, WI 54701
PHONE: (715) 410-0656
EMAIL: RP4514@ATT.COM

CHARTER COMMUNICATIONS
COMMUNICATION
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ALTOONA, WI 54720
PHONE: (715) 833-7390
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CITY OF EAU CLAIRE
SANITARY SEWER
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203 S FARWELL ST
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CITY OF EAU CLAIRE
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TIM PLUTH
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EMAIL: TIM.PLUTH@EAUCLAIRE.GOV

XCEL ENERGY
GAS
COLE STRUCK
1400 WESTERN AVE
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XCEL ENERGY
ELECTRIC - DISTRIBUTION
JEFF BUSS
1400 WESTERN AVE
EAU CLAIRE, WI 54703
PHONE: (715) 559-9664
EMAIL: DAWN.SCHULTZ@XCELENERGY.COM

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER PLAN
SANITARY SEWER PLAN
PERMANENT SIGNING
TRAFFIC CONTROL
DETOUR PLAN

WISCONSIN DNR LIAISON

LEAH NICOL
WEST CENTRAL REGION HEADQUARTERS
1300 WEST CLAIREMONT AVE
EAU CLAIRE, WI 54701
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CITY CONTACT

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230 S FARWELL STREET
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DESIGN PROJECT MANAGER

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CORRE INC.
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EMAIL: KMEYER@CORREINC.COM

WISDOT CONTACT

TOU YANG, PE
NORTHWEST REGION
718 WEST CLAIREMONT AVE
EAU CLAIRE, WI 54701
PHONE: (715) 833-5570
EMAIL: TOU.YANG@DOT.WI.GOV

GENERAL NOTES

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

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

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

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

STORM SEWER STRUCTURE STATION AND OFFSETS ARE AT THE CENTER OF FINISHED INLET COVER UNLESS OTHERWISE NOTED.

STORM SEWER RIM ELEVATIONS ARE AT THE GUTTER/INLET COVER FLOWLINE UNLESS OTHERWISE NOTED.

STORM SEWER INVERT ELEVATIONS ARE AT THE PIPE FLOWLINE UNLESS OTHERWISE NOTED.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PAVING OR PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAYS SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER OPERATIONS ARE COMPLETED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

RUNOFF COEFFICIENT TABLE

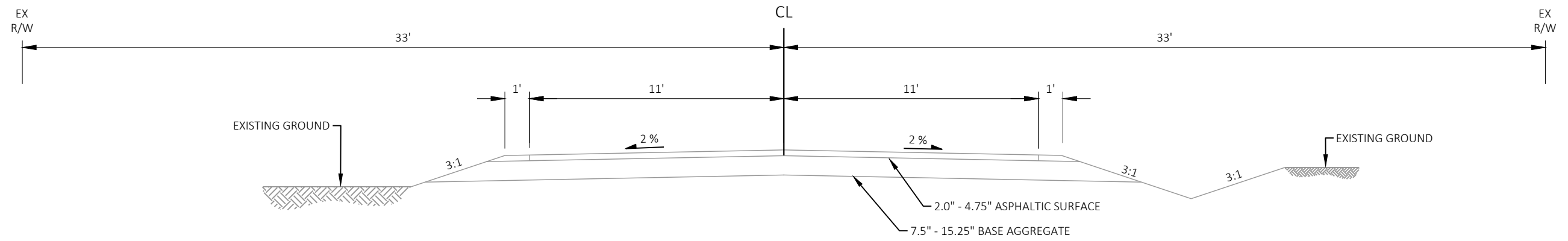
LAND USE:	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS:	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26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

TOTAL PROJECT AREA = 2.41 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.26 ACRES

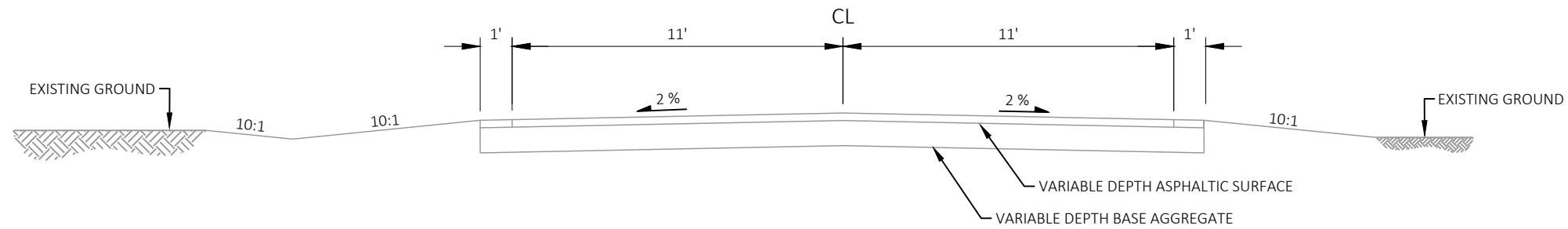
DIGGERSHOTLINE

Dial 811 or (800)242-8511

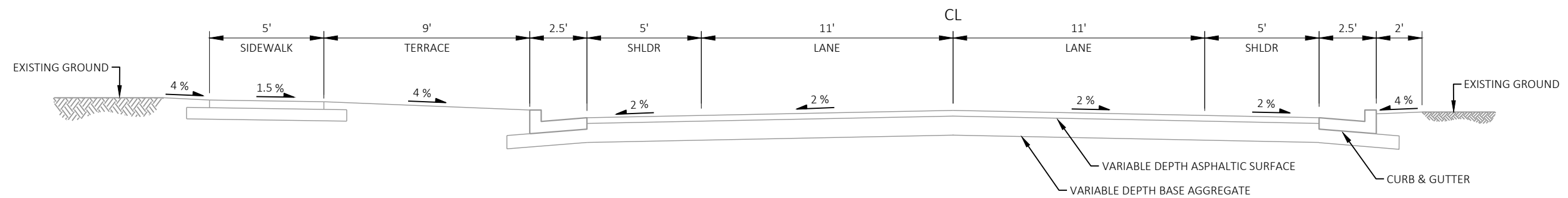
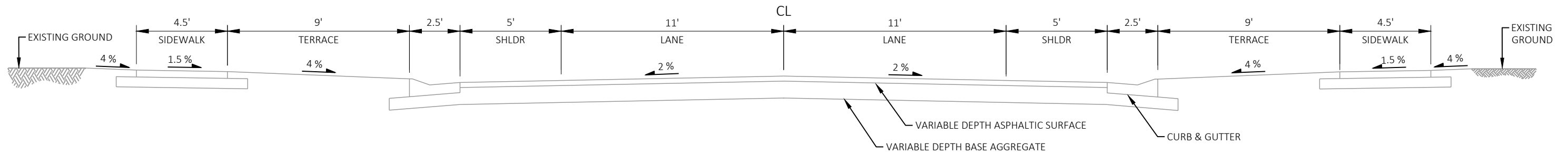
www.DiggersHotline.com

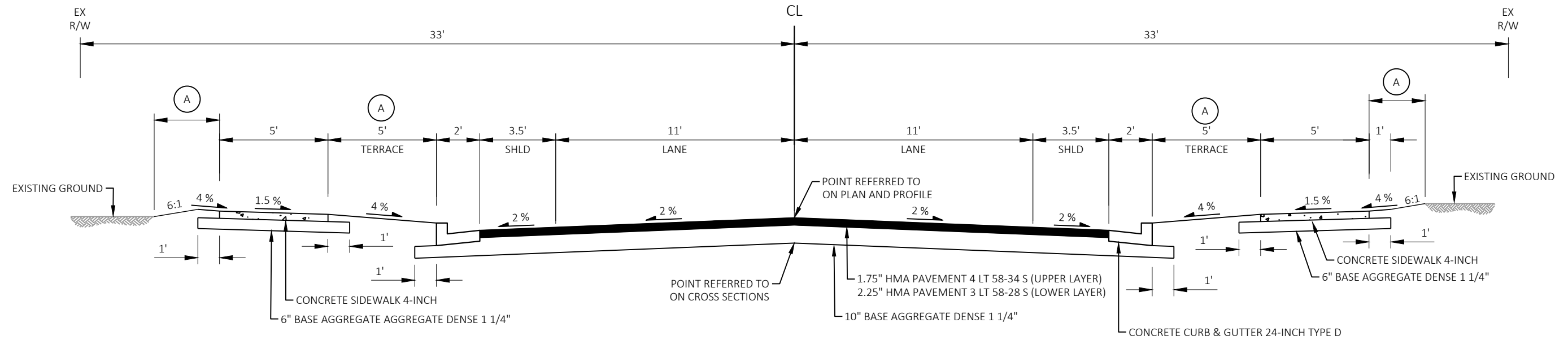


EXISTING TYPICAL SECTION - E HAMILTON AVE
STA 10+48.09 - 23+42.27



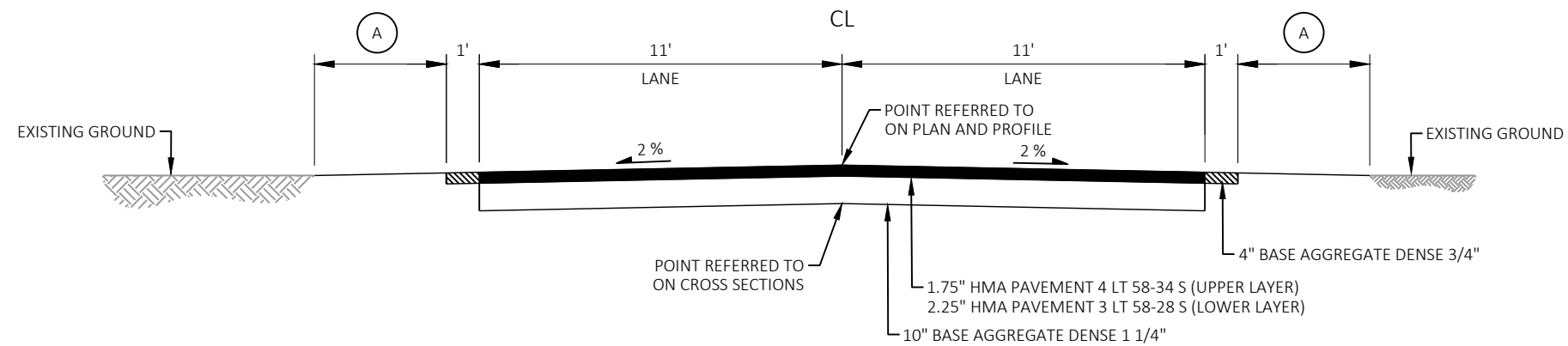
EXISTING TYPICAL SECTION - HORLACHER LANE
STA 50+10.00 - 50+39.03



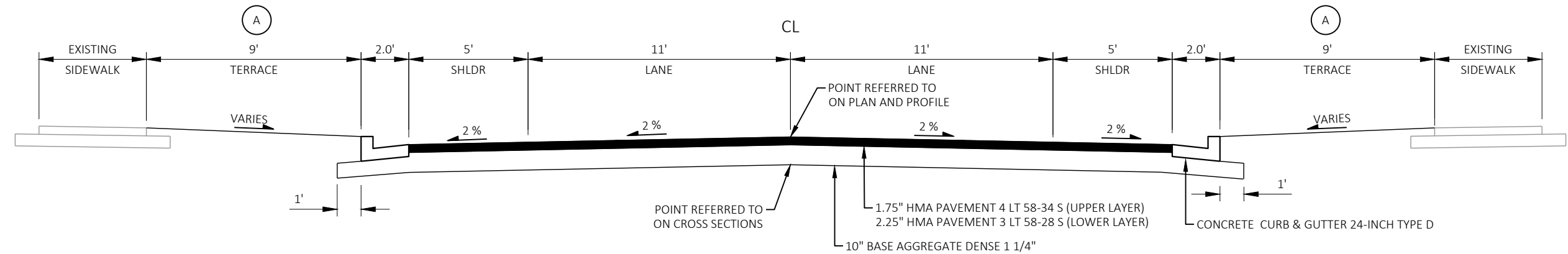
**FINISHED TYPICAL SECTION - E HAMILTON AVE**

STA 10+48.09 - 23+42.27

(A) TOPSOIL, EROSION MAT,
SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B

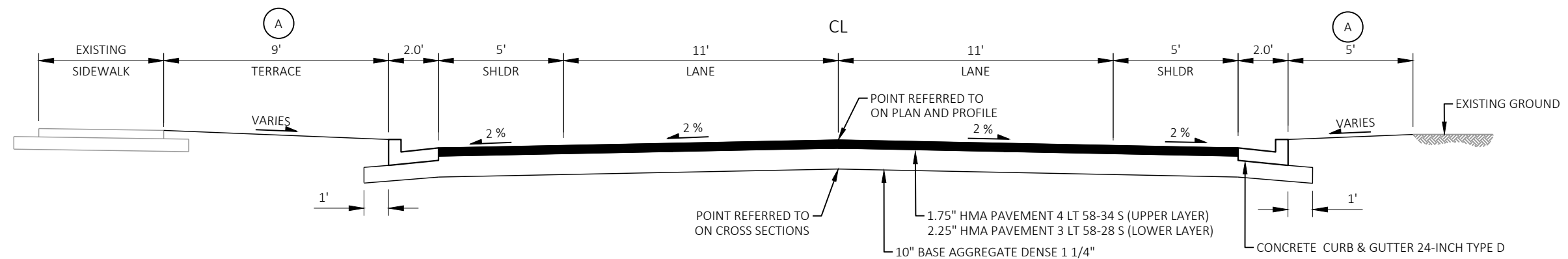
**FINISHED TYPICAL SECTION - HORLACHER LANE**

STA 50+10.00 - 50+39.03

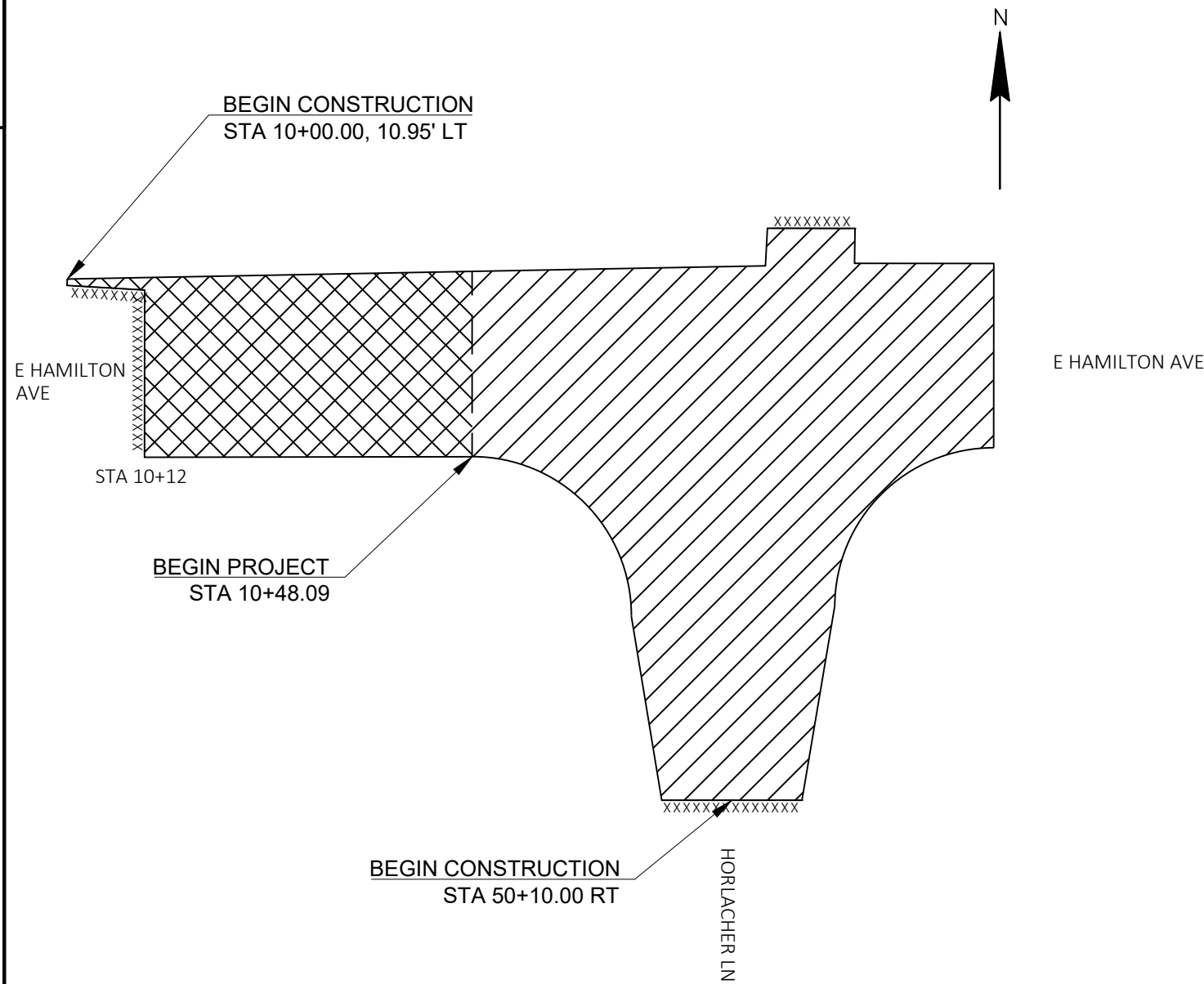
**FINISHED TYPICAL SECTION - SUMMERFIELD DR**

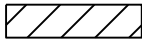
STA 60+39.50 - 61+25.00

(A) TOPSOIL, EROSION MAT,
SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B

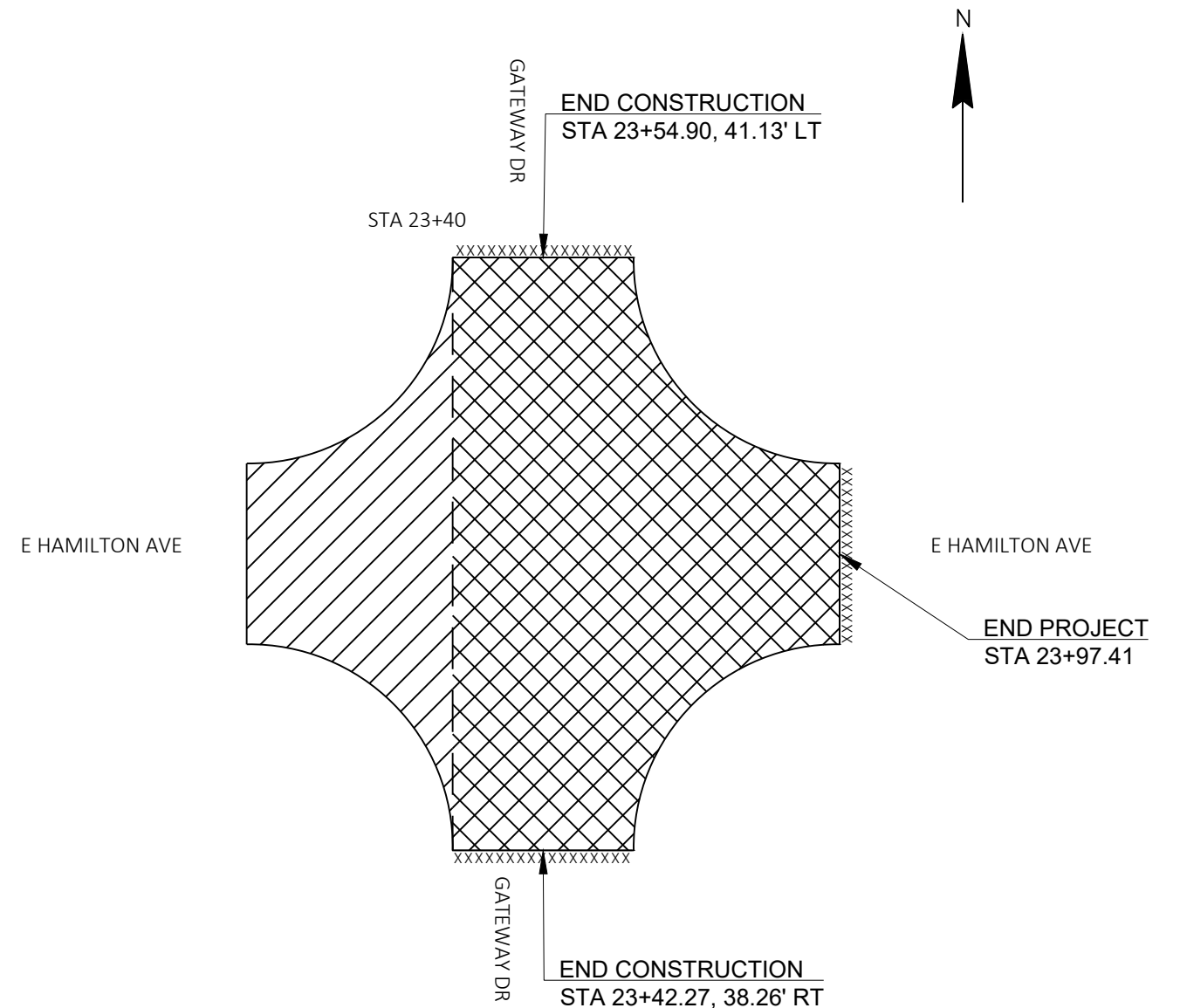
**FINISHED TYPICAL SECTION - SOUTHRIDGE DR**

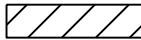
STA 70+00.00 - 70+40.50



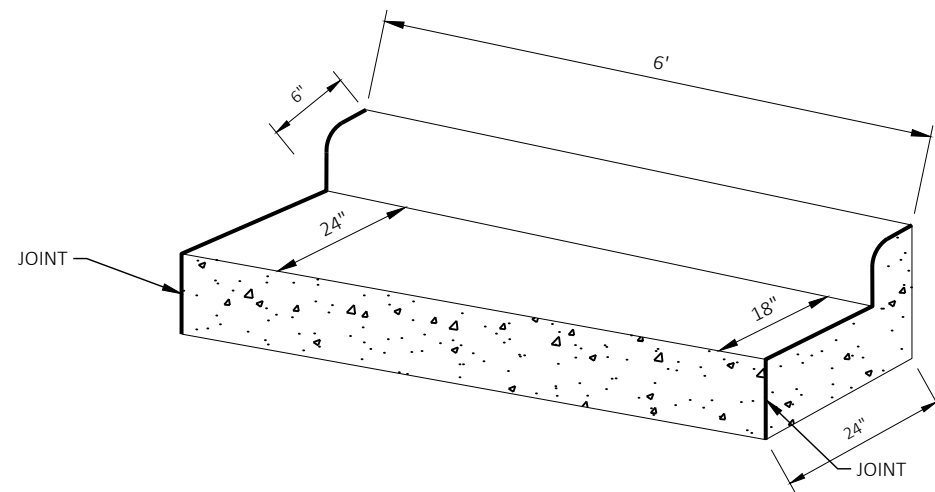
-  EXCAVATE TO PROPOSED BASE AGGREGATE DEPTH;
4" HMA PAVEMENT OVER 10" BASE AGGREGATE
DENSE 1 1/4-INCH
-  4" REMOVING ASPHALTIC SURFACE;
4" HMA PAVEMENT WITH PREPARE
FOUNDATION FOR ASPHALTIC PAVING

E HAMILTON AVE / GATEWAY DR CONSTRUCTION DETAIL



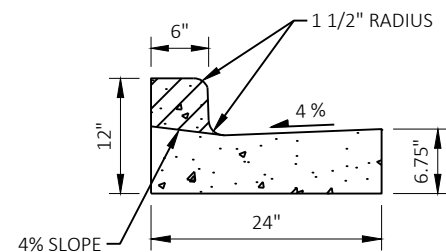
-  EXCAVATE TO PROPOSED BASE AGGREGATE DEPTH;
4" HMA PAVEMENT OVER 10" BASE AGGREGATE
DENSE 1 1/4-INCH
-  4" REMOVING ASPHALTIC SURFACE;
4" HMA PAVEMENT WITH PREPARE
FOUNDATION FOR ASPHALTIC PAVING

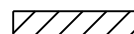
E HAMILTON AVE / GATEWAY DR CONSTRUCTION DETAIL



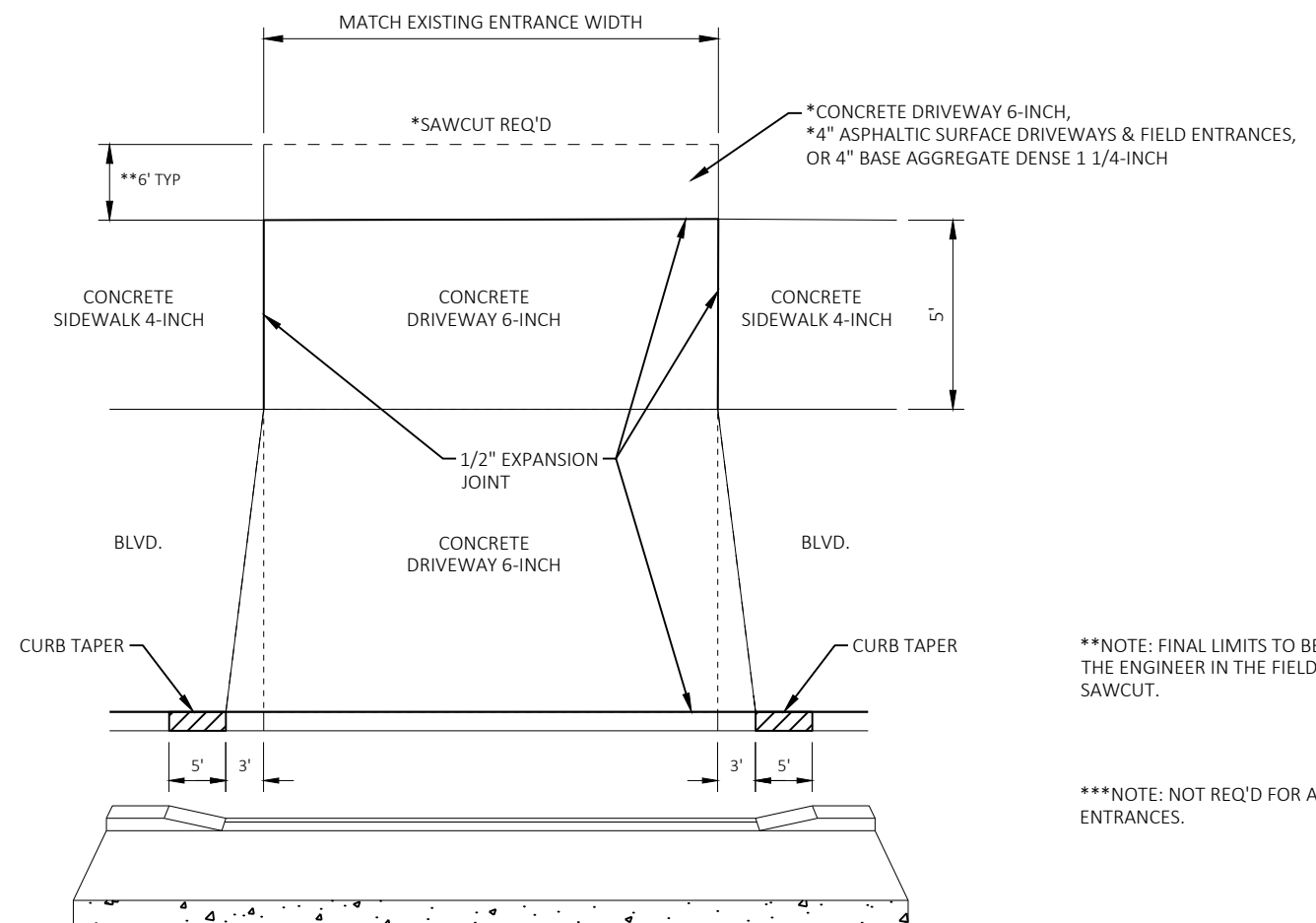
NOTE: TRANSITION FROM CONCRETE CURB & GUTTER 30-INCH TYPE D TO CONCRETE CURB & GUTTER 24-INCH TYPE D TO BE MEASURED AND PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D.

CURB TRANSITION DETAIL
SUMMERFIELD DRIVE



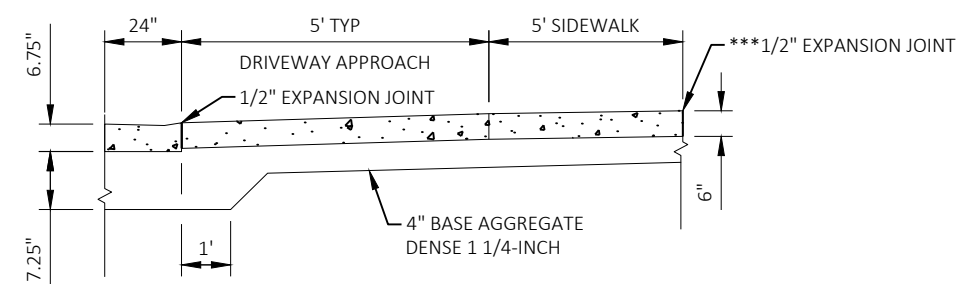
 REMOVE CURB SECTION THROUGH DRIVEWAY

CONCRETE CURB & GUTTER 24-INCH TYPE D

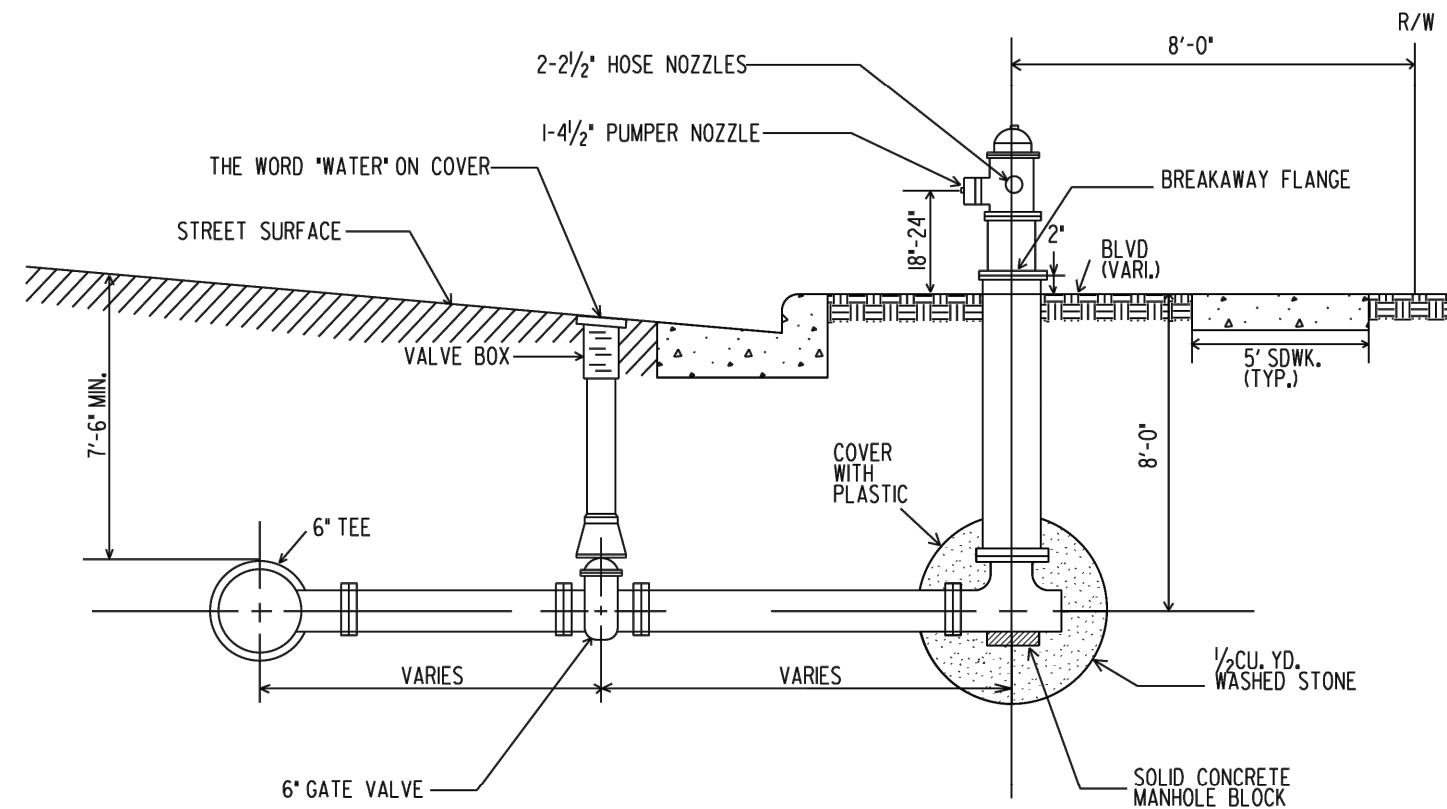


**NOTE: FINAL LIMITS TO BE VERIFIED BY THE ENGINEER IN THE FIELD PRIOR TO SAWCUT.

***NOTE: NOT REQ'D FOR ASPH OR BAD ENTRANCES.

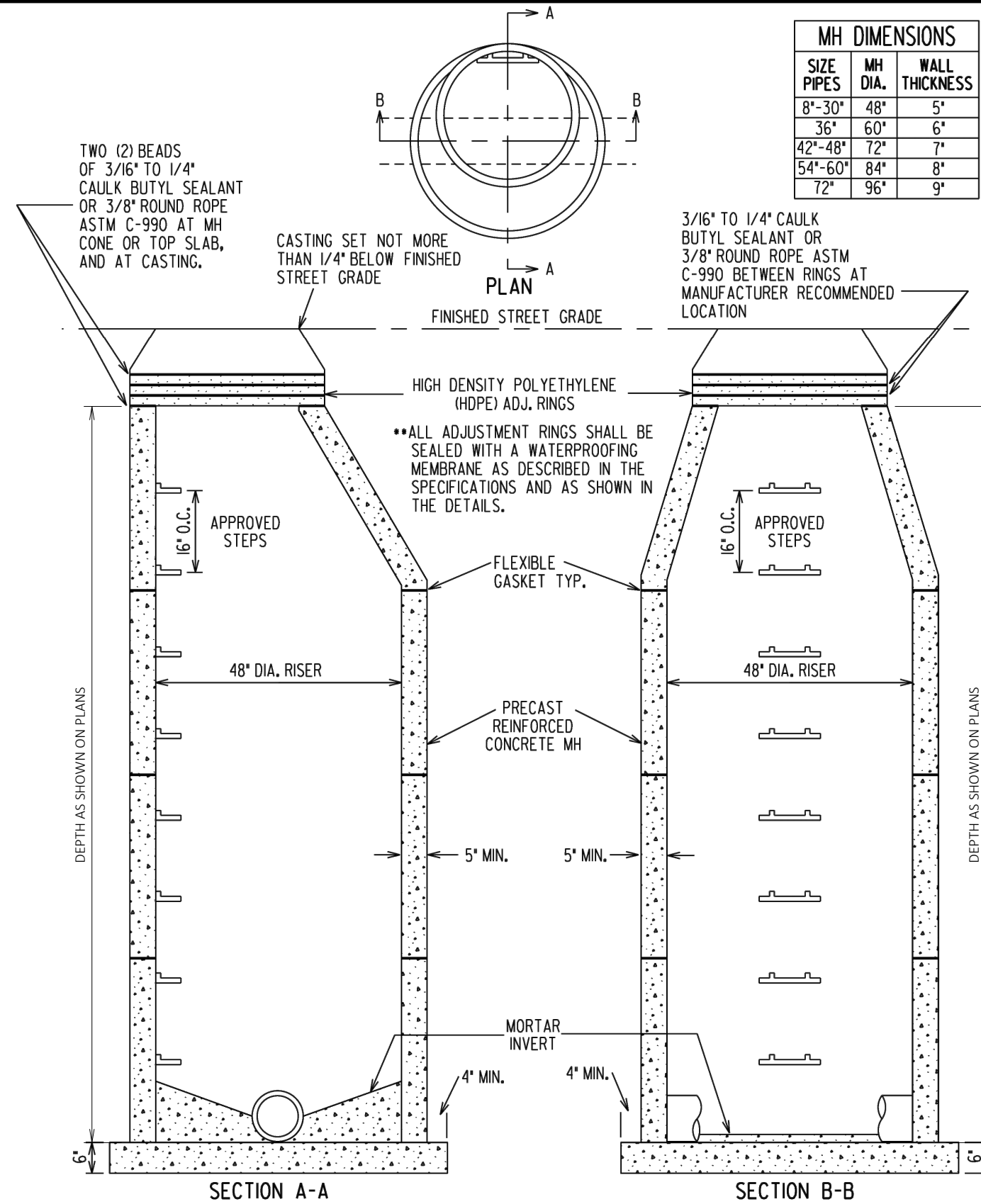


DRIVEWAY DETAIL

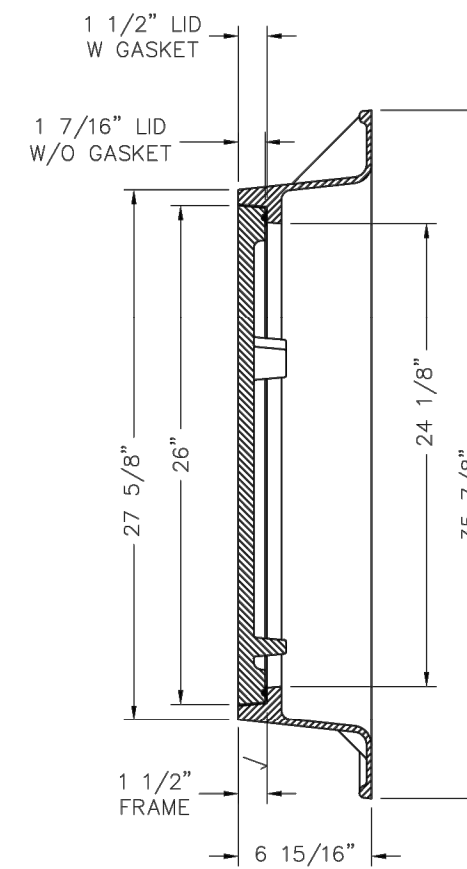
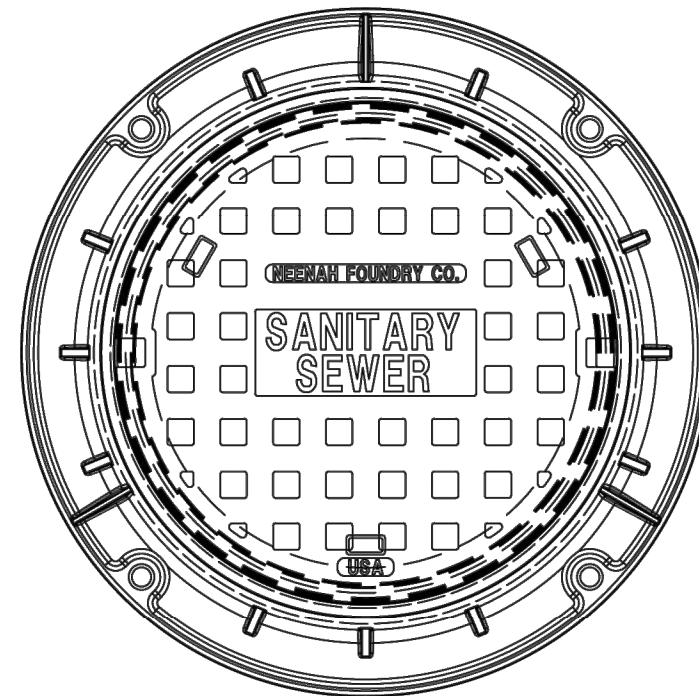


NOTE: ALL JOINTS REQUIRE FIELD LOK GASKETS UNLESS
DIRECTED OTHERWISE BY THE ENGINEER.

STANDARD HYDRANT INSTALLATION DETAIL

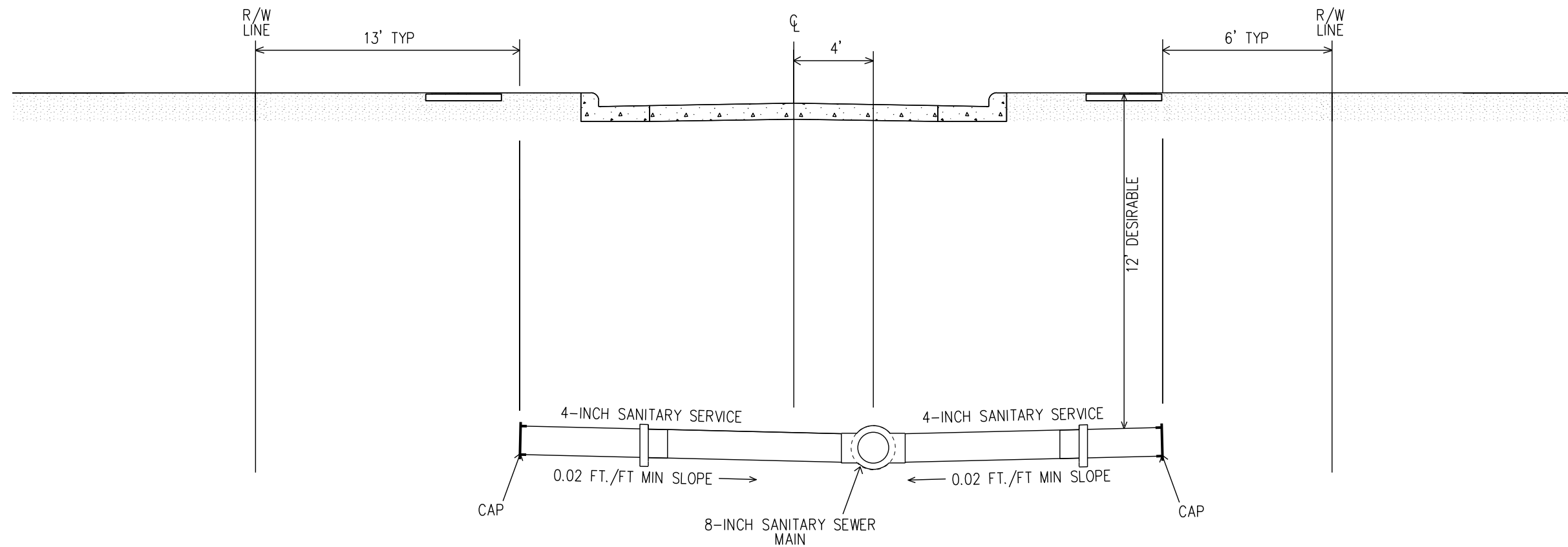


STANDARD SANITARY MANHOLE DETAIL



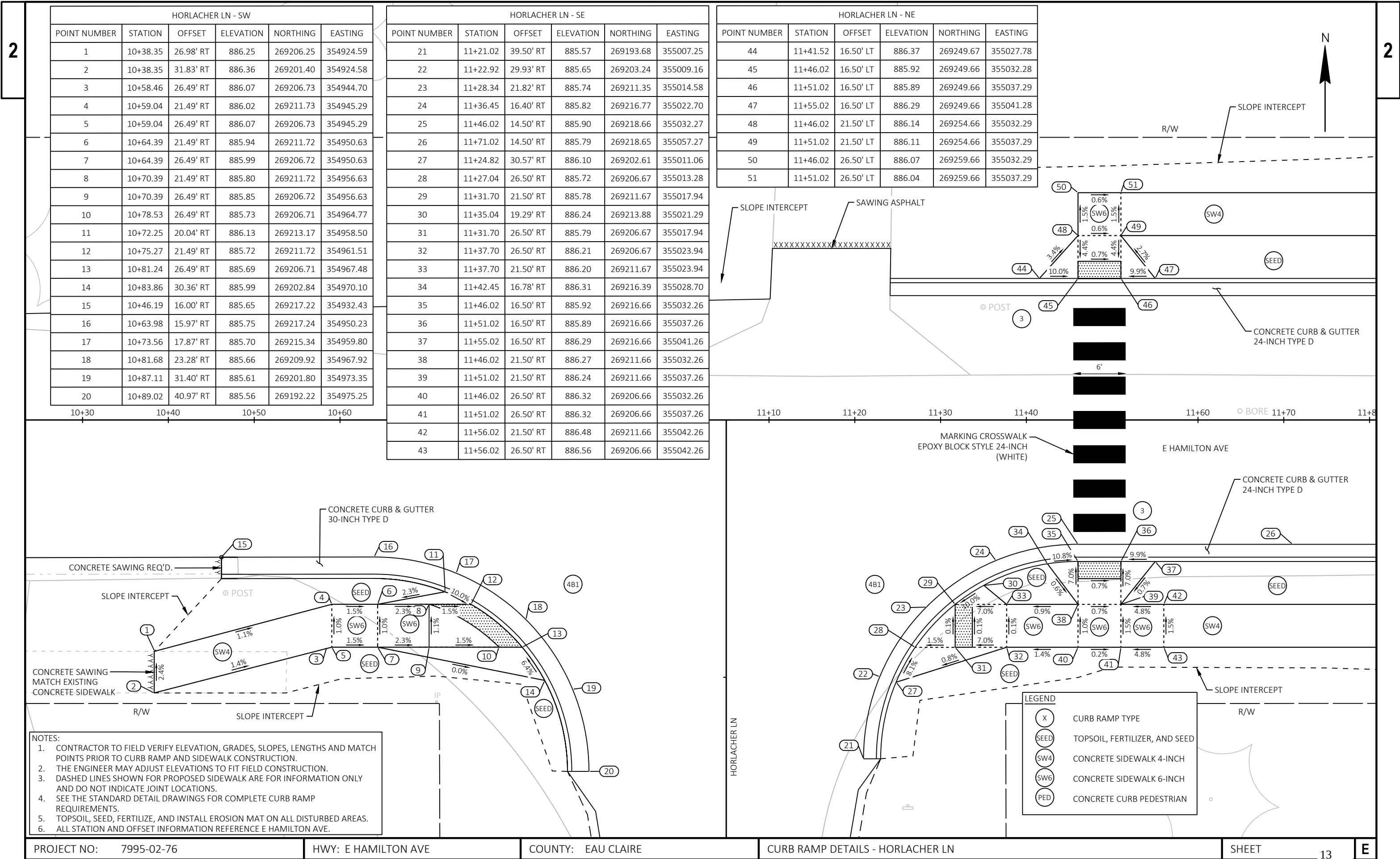
NOTE: ALL DIMENSIONS SHOWN ARE IN ENGLISH
COMPONENT NOS.: FRAME 1642-2310, LID 1642-5001
MATERIAL: FRAME - CAST GRAY IRON ASTM A-48, CLASS 40A
LID - CAST GRAY IRON ASTM A-48, CLASS 35B
FINISH: NO PAINT
WEIGHT: FRAME-126#, LID-120#

SANITARY MANHOLE CASTING DETAIL



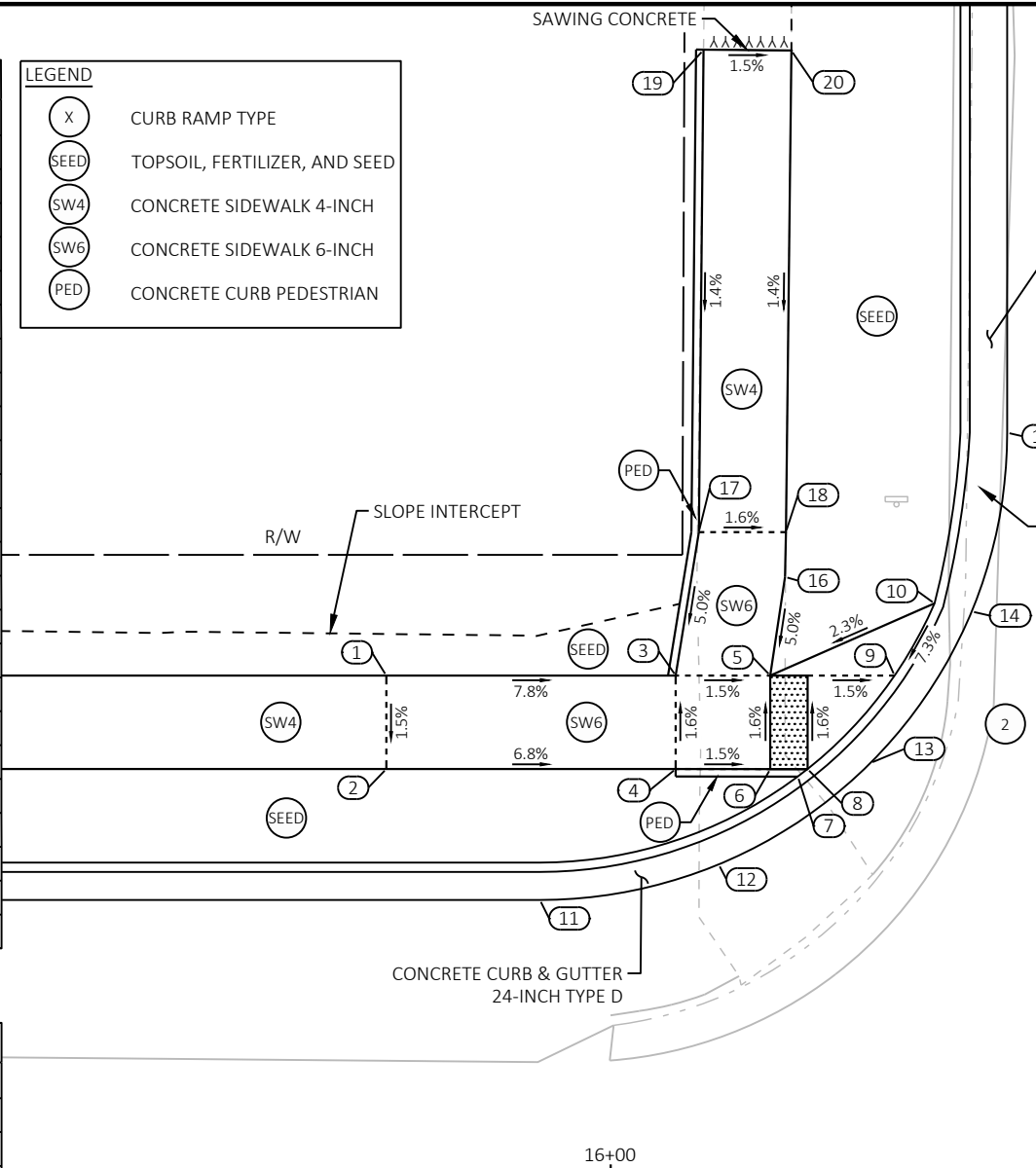
NOTE: SANITARY SERVICE TO BE INSTALLED AT A MINIMUM GRADE OF 1/4" PER FOOT UNLESS OTHERWISE DIRECTED BY THE ENGINEER. MINIMUM SEPARATION BETWEEN SERVICES SHALL BE 12" VERTICAL AND 18" HORIZONTAL.

SANITARY MAIN & SERVICE DETAIL
(LOOKING EAST)



SUMMERFIELD DR - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21	16+64.11	59.95' LT	885.32	269292.80	355550.41
22	16+68.97	59.95' LT	885.40	269292.80	355555.26
23	16+53.21	39.49' LT	884.18	269272.35	355539.50
24	16+55.12	29.93' LT	884.02	269262.79	355541.39
25	16+60.54	21.82' LT	883.86	269254.68	355546.81
26	16+68.65	16.40' LT	883.71	269249.25	355554.91
27	16+78.21	14.50' LT	883.55	269247.34	355564.48
28	16+64.10	39.49' LT	884.67	269272.34	355550.39
29	16+68.88	39.50' LT	884.75	269272.35	355555.16
30	16+64.09	35.42' LT	884.61	269268.27	355550.37
31	16+68.86	35.42' LT	884.68	269268.27	355555.14
32	16+57.10	30.37' LT	884.45	269263.22	355543.38
33	16+59.24	26.50' LT	883.96	269259.36	355545.51
34	16+63.90	21.50' LT	883.84	269254.35	355550.17
35	16+66.85	19.50' LT	883.78	269252.35	355553.12
36	16+71.85	17.40' LT	883.68	269250.24	355558.12
37	16+75.21	16.70' LT	883.91	269249.54	355561.48
38	16+65.89	26.50' LT	883.94	269259.35	355552.17
39	16+65.89	21.50' LT	883.87	269254.35	355552.16
40	16+66.85	21.50' LT	883.91	269254.35	355553.12
41	16+71.85	21.50' LT	883.85	269254.35	355558.12
42	16+77.91	21.50' LT	883.80	269254.34	355564.18
43	16+77.92	26.49' LT	883.72	269259.33	355564.19
44	16+70.89	26.50' LT	883.92	269259.35	355557.17

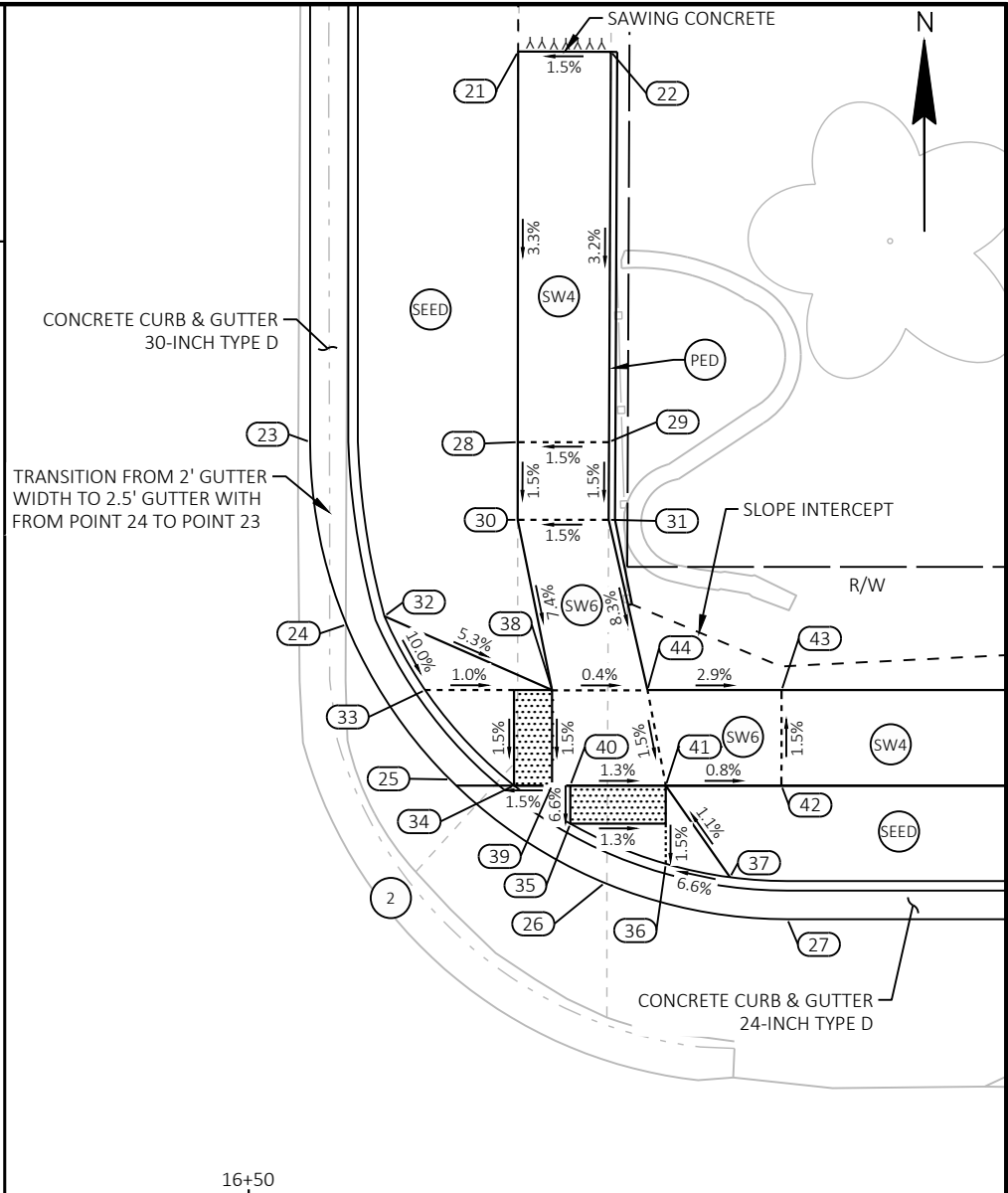
LEGEND	
(X)	CURB RAMP TYPE
(SEED)	TOPSOIL, FERTILIZER, AND SEED
(SW4)	CONCRETE SIDEWALK 4-INCH
(SW6)	CONCRETE SIDEWALK 6-INCH
(PED)	CONCRETE CURB PEDESTRIAN



SUMMERFIELD DR - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	15+88.00	26.50' LT	885.88	269259.40	355474.27
2	15+88.00	21.50' LT	885.80	269254.40	355474.27
3	16+03.48	26.50' LT	884.67	269259.39	355489.75
4	16+03.48	21.50' LT	884.75	269254.39	355489.75
5	16+08.53	26.50' LT	884.60	269259.39	355494.81
6	16+08.53	21.50' LT	884.68	269254.38	355494.81
7	16+10.01	21.10' LT	885.04	269253.98	355496.28
8	16+10.53	21.50' LT	884.65	269254.38	355496.80
9	16+15.19	26.50' LT	884.50	269259.38	355501.46
10	16+17.32	30.37' LT	884.82	269263.25	355503.60
11	15+96.21	14.50' LT	884.96	269247.39	355482.48
12	16+05.78	16.40' LT	884.77	269249.29	355492.05
13	16+13.89	21.82' LT	884.57	269254.70	355500.16
14	16+19.31	29.93' LT	884.37	269262.81	355505.59
15	16+21.21	39.50' LT	884.18	269272.38	355507.50
16	16+09.33	31.78' LT	884.87	269264.66	355495.61
17	16+04.72	34.18' LT	885.06	269267.07	355491.00
18	16+09.37	34.18' LT	884.99	269267.06	355495.65
19	16+04.94	59.95' LT	885.43	269292.83	355491.24
20	16+09.66	59.95' LT	885.36	269292.83	355495.96

SUMMERFIELD DR - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
45	16+61.85	16.50' RT	884.14	269216.35	355548.10
46	16+66.85	16.50' RT	883.67	269216.35	355553.10
47	16+71.85	16.50' RT	883.62	269216.35	355558.10
48	16+76.85	16.50' RT	884.00	269216.34	355563.10
49	16+66.85	21.50' RT	884.02	269211.35	355553.10
50	16+71.85	21.50' RT	883.97	269211.35	355558.10
51	16+61.85	21.50' RT	884.34	269211.35	355548.10
52	16+61.85	26.50' RT	884.42	269206.35	355548.09
53	16+66.85	26.50' RT	884.09	269206.35	355553.09
54	16+71.85	26.50' RT	884.05	269206.35	355558.09
55	16+76.85	26.50' RT	884.28	269206.34	355563.09
56	16+76.85	21.50' RT	884.20	269211.34	355563.10

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. TOPSOIL, SEED, FERTILIZE, AND INSTALL EROSION MAT ON ALL DISTURBED AREAS.
 6. ALL STATION AND OFFSET INFORMATION REFERENCE E HAMILTON AVE.



2

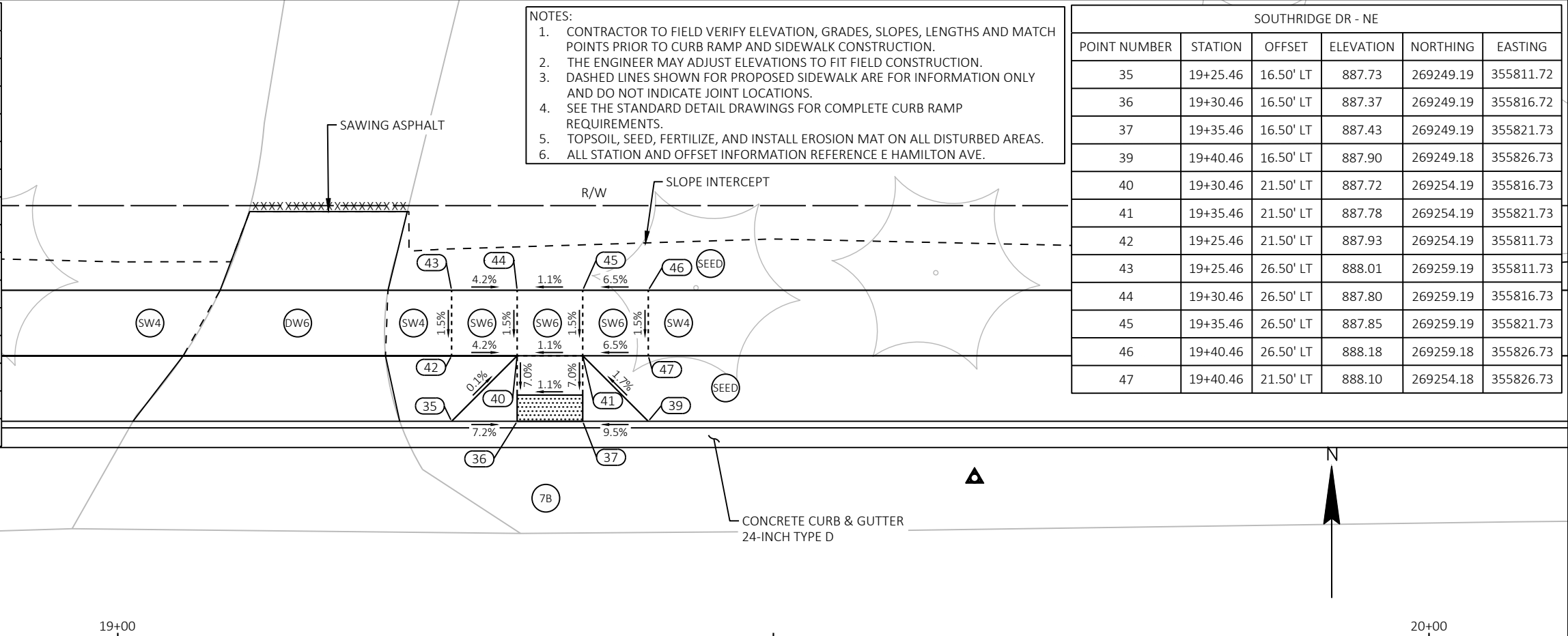
SOUTHRIDGE SR - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21	19+81.11	39.50' RT	887.26	269193.16	355867.34
22	19+83.01	29.93' RT	887.54	269202.73	355869.25
23	19+88.43	21.82' RT	887.71	269210.83	355874.67
24	19+96.54	16.40' RT	887.76	269216.25	355882.79
25	20+06.11	14.50' RT	887.81	269218.14	355892.35
26	19+85.07	30.20' RT	887.84	269202.46	355871.31
27	19+87.13	26.50' RT	887.71	269206.16	355873.37
28	19+91.79	21.50' RT	887.75	269211.15	355878.03
29	19+95.57	19.05' RT	888.08	269213.60	355881.82
30	19+91.79	26.50' RT	887.78	269206.15	355878.03
31	19+93.78	21.50' RT	887.78	269211.15	355880.03
32	19+93.79	26.50' RT	887.81	269206.15	355880.03
33	20+06.12	21.50' RT	888.45	269211.14	355892.36
34	20+06.12	26.50' RT	888.53	269206.14	355892.36

NOTES:

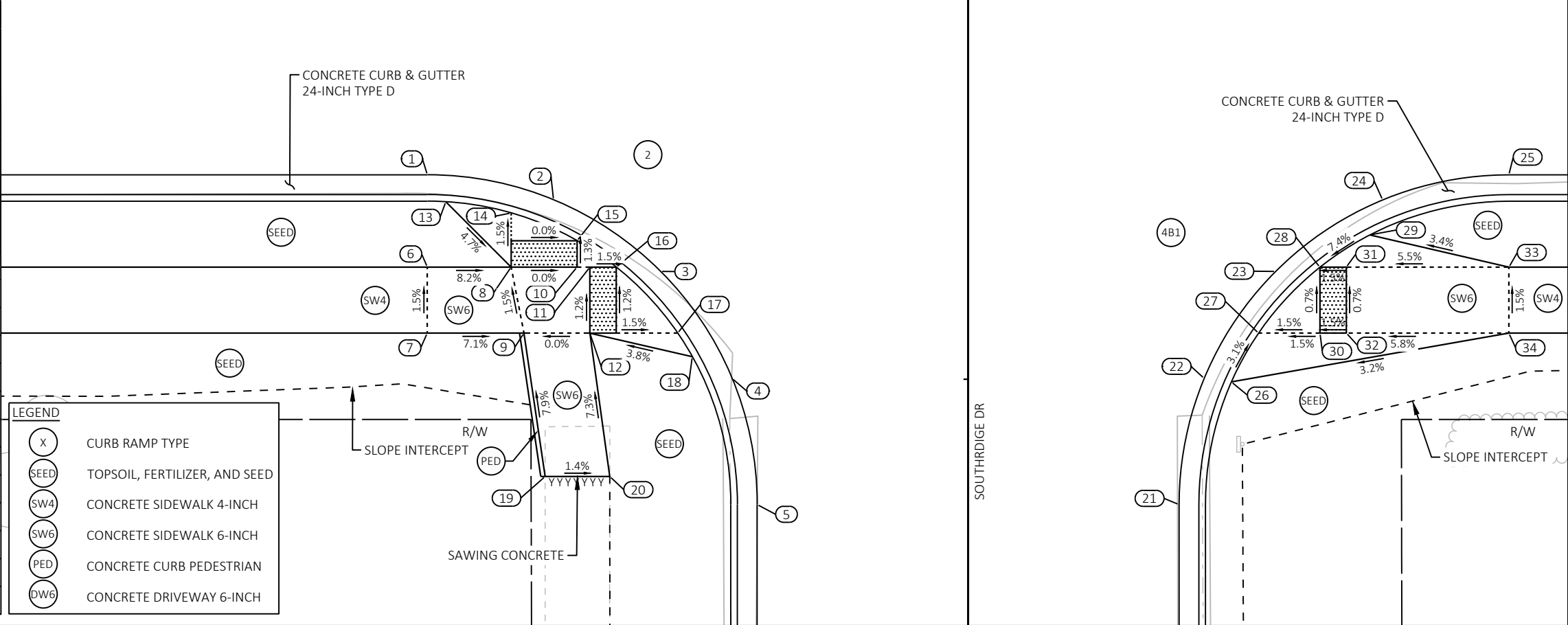
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. TOPSOIL, SEED, FERTILIZE, AND INSTALL EROSION MAT ON ALL DISTURBED AREAS.
6. ALL STATION AND OFFSET INFORMATION REFERENCE E HAMILTON AVE.

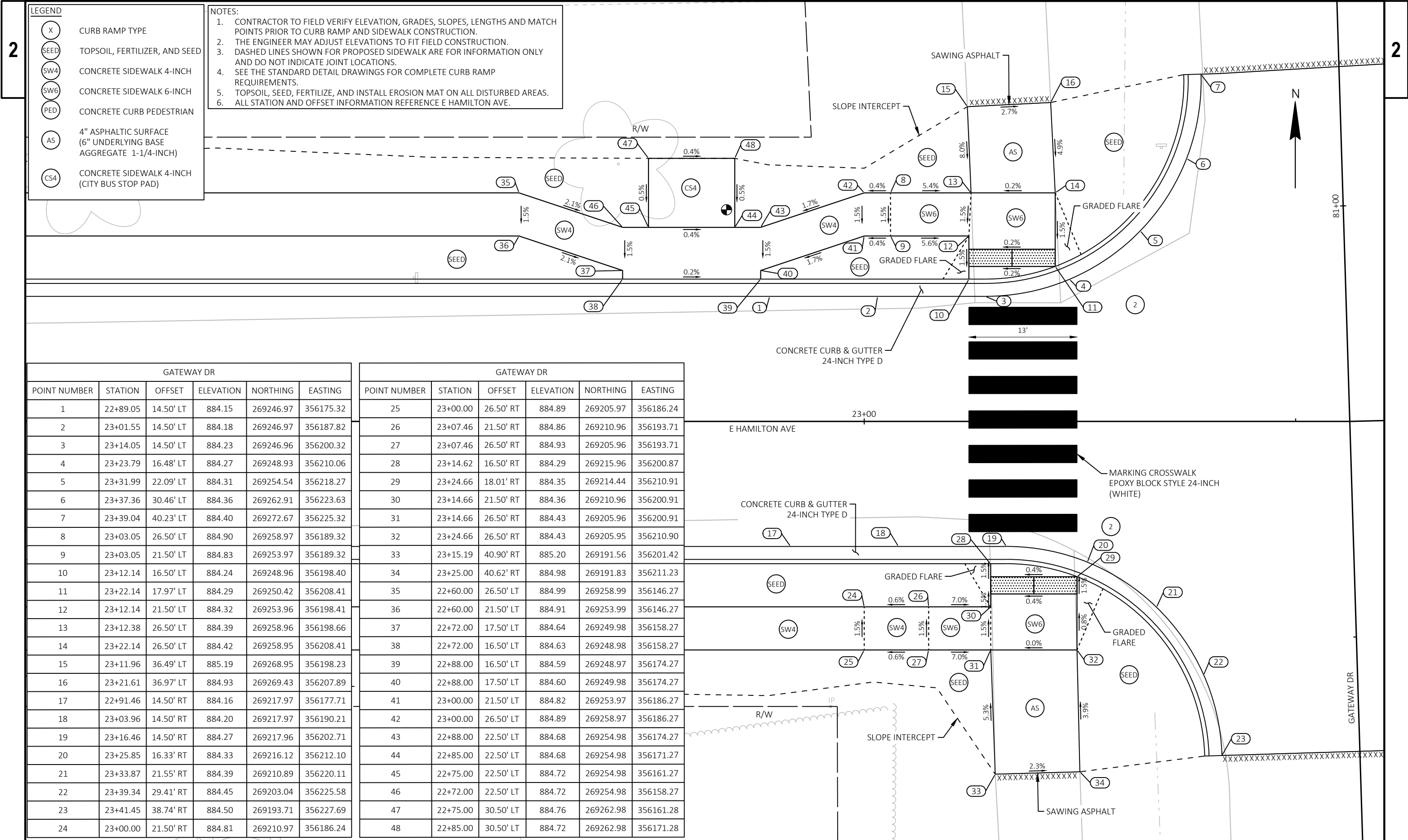
SOUTHRIDGE DR - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
35	19+25.46	16.50' LT	887.73	269249.19	355811.72
36	19+30.46	16.50' LT	887.37	269249.19	355816.72
37	19+35.46	16.50' LT	887.43	269249.19	355821.73
39	19+40.46	16.50' LT	887.90	269249.18	355826.73
40	19+30.46	21.50' LT	887.72	269254.19	355816.73
41	19+35.46	21.50' LT	887.78	269254.19	355821.73
42	19+25.46	21.50' LT	887.93	269254.19	355811.73
43	19+25.46	26.50' LT	888.01	269259.19	355811.73
44	19+30.46	26.50' LT	887.80	269259.19	355816.73
45	19+35.46	26.50' LT	887.85	269259.19	355821.73
46	19+40.46	26.50' LT	888.18	269259.18	355826.73
47	19+40.46	21.50' LT	888.10	269254.18	355826.73

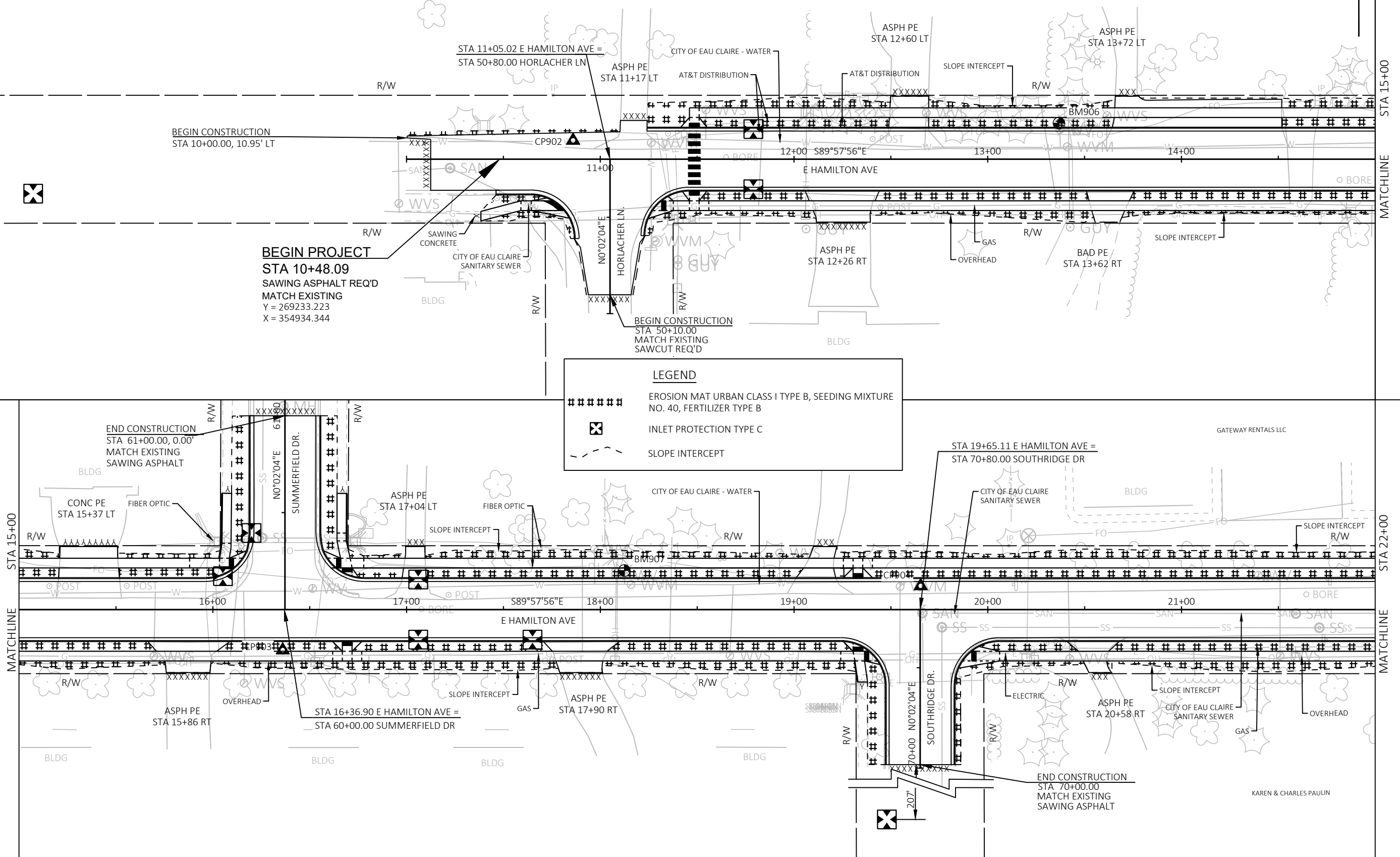
2



SOUTHRIDGE DR - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	19+24.11	14.50' RT	887.27	269218.19	355810.35
2	19+33.67	16.40' RT	887.32	269216.29	355819.92
3	19+41.78	21.82' RT	887.37	269210.86	355828.03
4	19+47.20	29.93' RT	887.32	269202.75	355833.44
5	19+49.11	39.50' RT	887.26	269193.18	355835.34
6	19+24.10	21.50' RT	887.91	269211.19	355810.34
7	19+24.10	26.50' RT	887.99	269206.19	355810.34
8	19+30.46	21.49' RT	887.39	269211.20	355816.70
9	19+31.43	26.50' RT	887.47	269206.19	355817.67
10	19+35.46	21.49' RT	887.39	269211.19	355821.70
11	19+36.43	21.50' RT	887.41	269211.19	355822.67
12	19+36.43	26.50' RT	887.47	269206.18	355822.67
13	19+25.50	16.54' RT	887.72	269216.15	355811.75
14	19+30.46	17.39' RT	887.33	269215.30	355816.70
15	19+35.46	19.50' RT	887.36	269213.19	355821.70
16	19+38.42	21.50' RT	887.38	269211.19	355824.67
17	19+43.08	26.50' RT	887.37	269206.18	355829.32
18	19+44.19	28.29' RT	887.77	269204.39	355830.43
19	19+33.03	37.37' RT	888.34	269195.32	355819.27
20	19+37.93	37.37' RT	888.27	269195.31	355824.17







PROJECT NO: 7995-02-76

HWY: E HAMILTON AVE

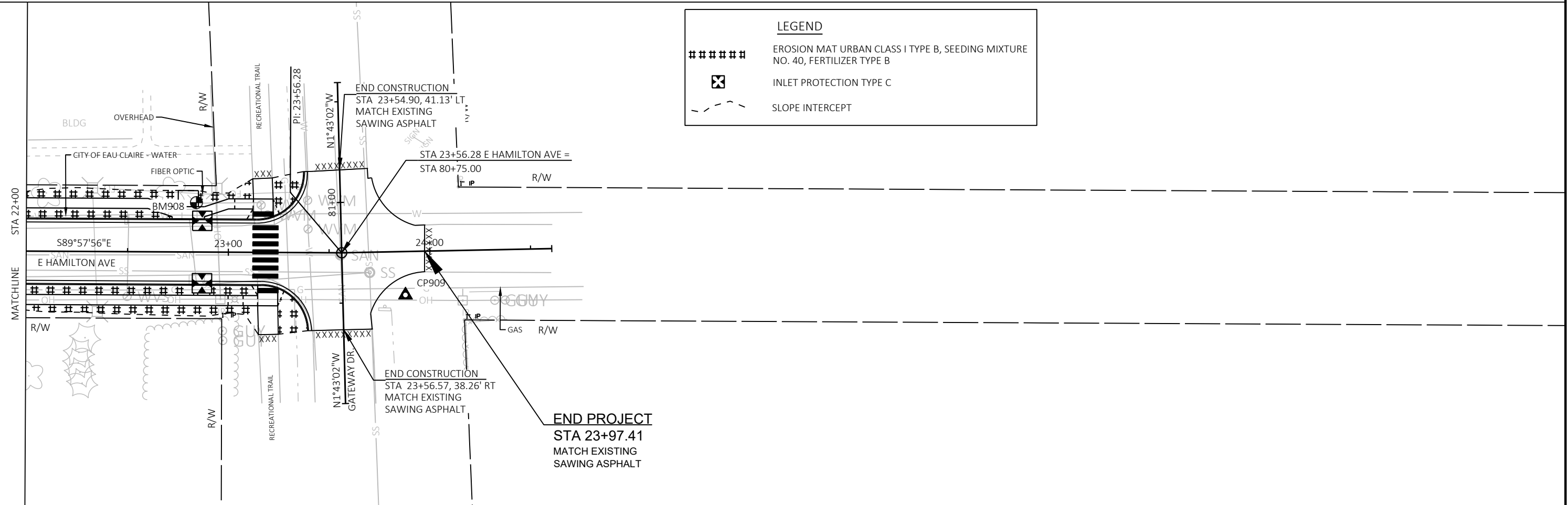
COUNTY: EAU CLAIRE

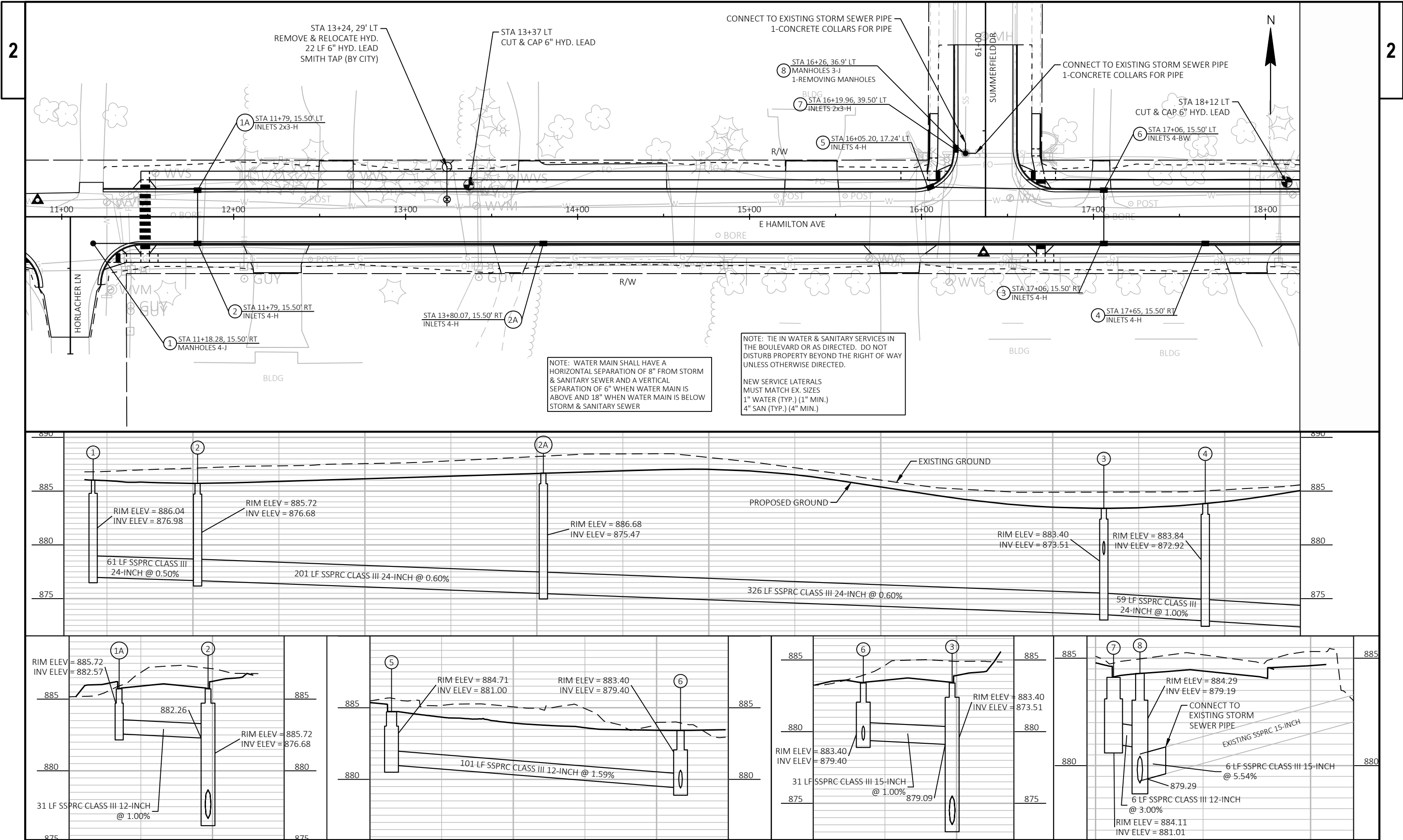
EROSION CONTROL

SHEET

17

E





PROJECT NO: 7995-02-76

HWY: E HAMILTON AVE

COUNTY: EAU CLAIRE

PLAN AND PROFILE: STORM SEWER PLAN

SHEET

19

E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\PROJECTS NW REGION\PROJECTS - 7995-02-75_CITY OF EAU CLAIRE_HAMILTON AVE\500_CADD\501_C3D_2022\79950276\SHEETS\022501-SS.DWG
LAYOUT NAME - 01

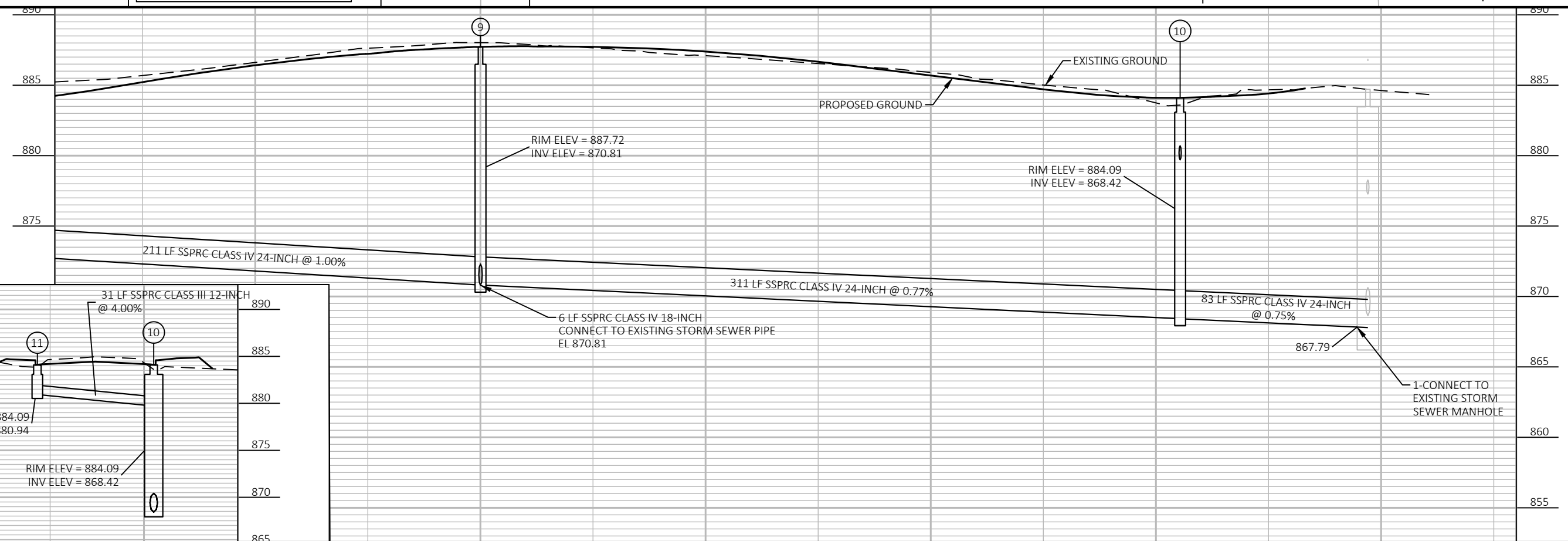
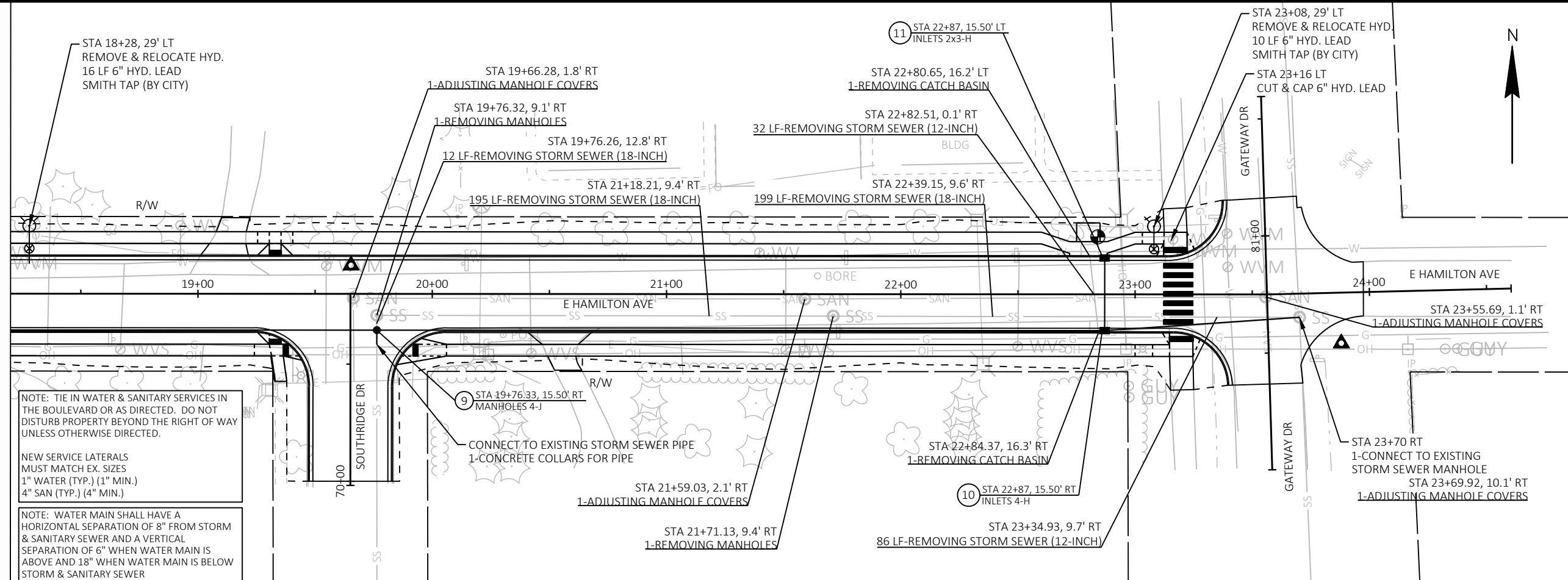
PLOT DATE : 7/27/2026 1:14 PM

PLOT BY : NICHOLAS WATHKE, PE

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADD SHEET 44



PROJECT NO: 7995-02-76

HWY: E HAMILTON AVE

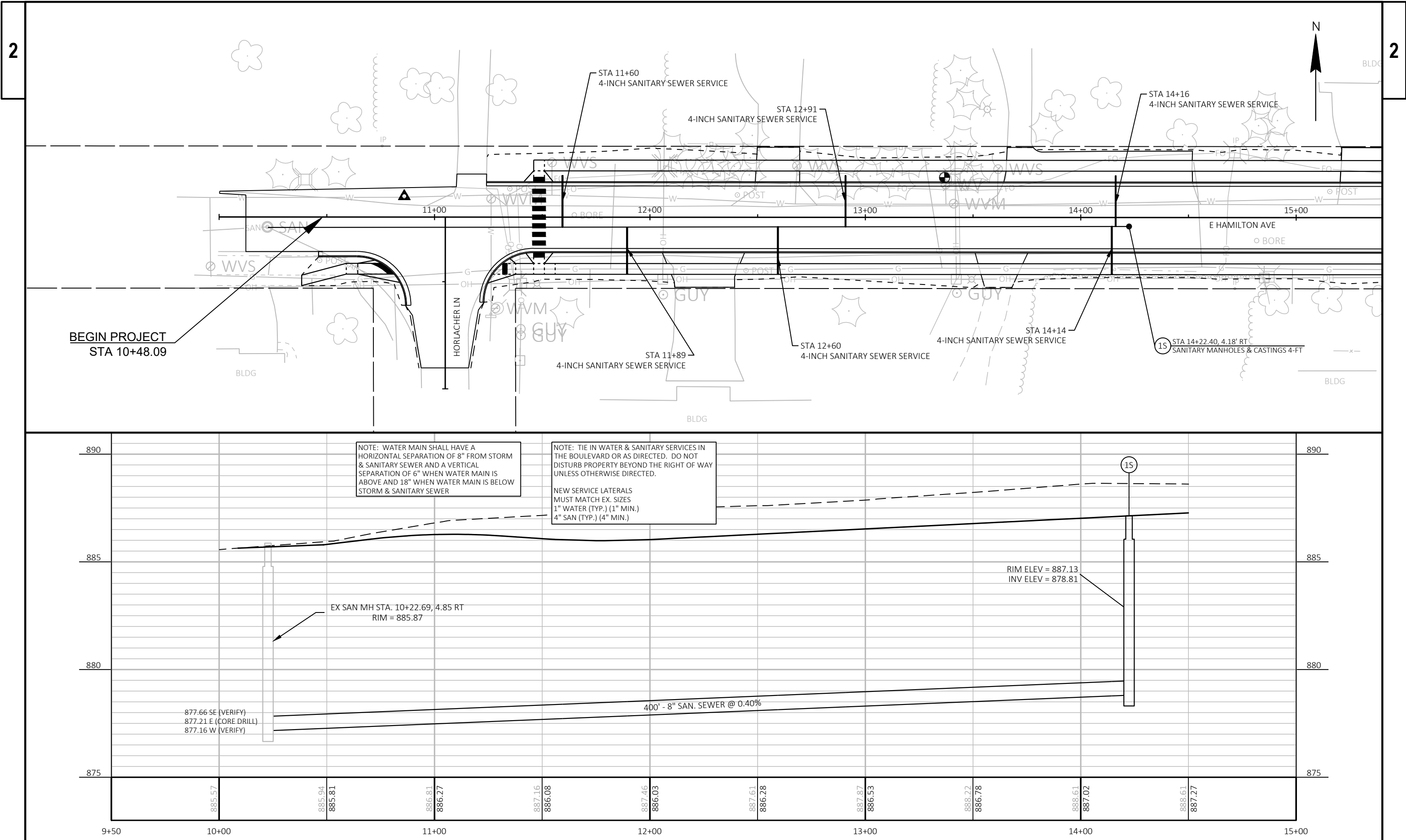
COUNTY: EAU CLAIRE

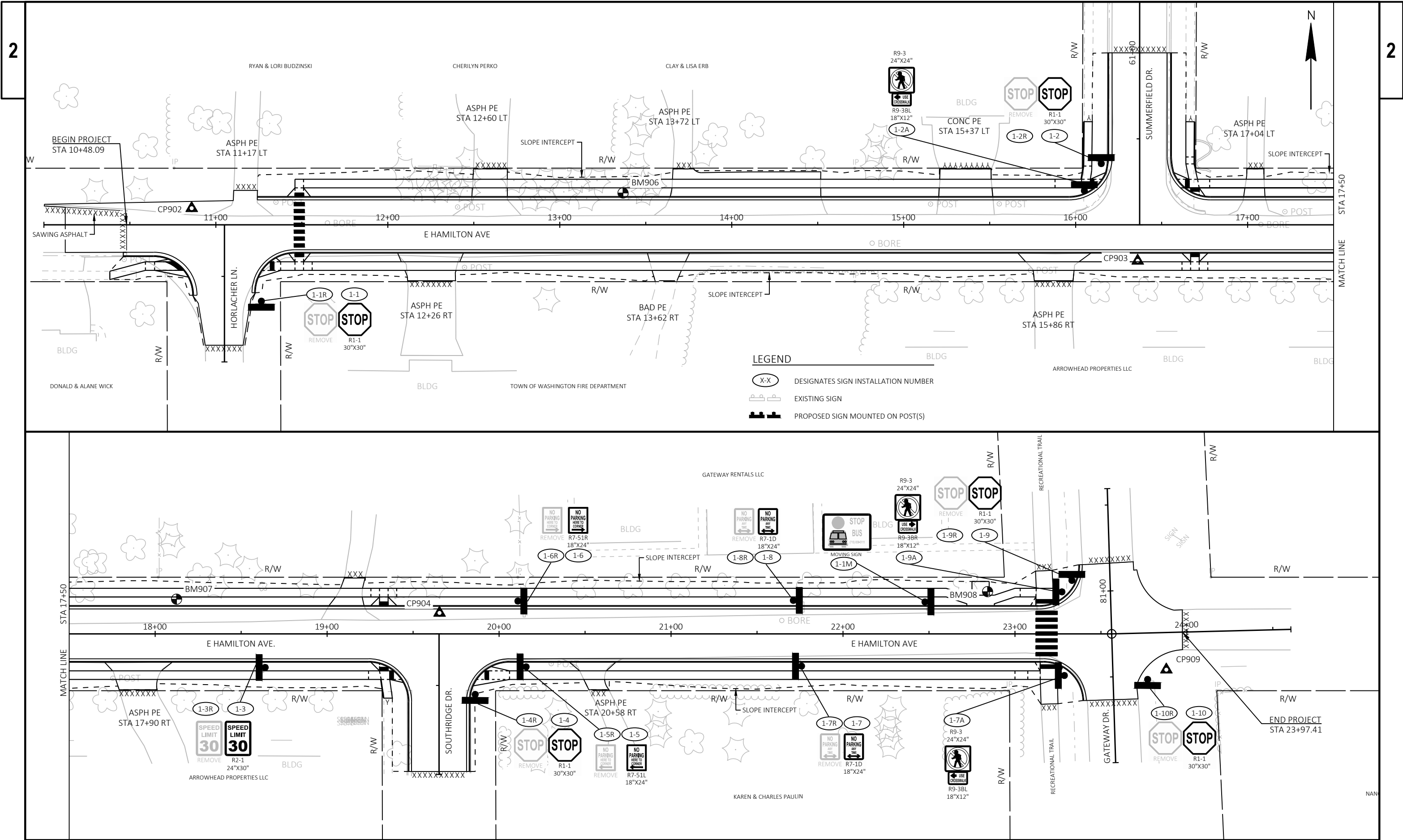
PLAN AND PROFILE: STORM SEWER PLAN

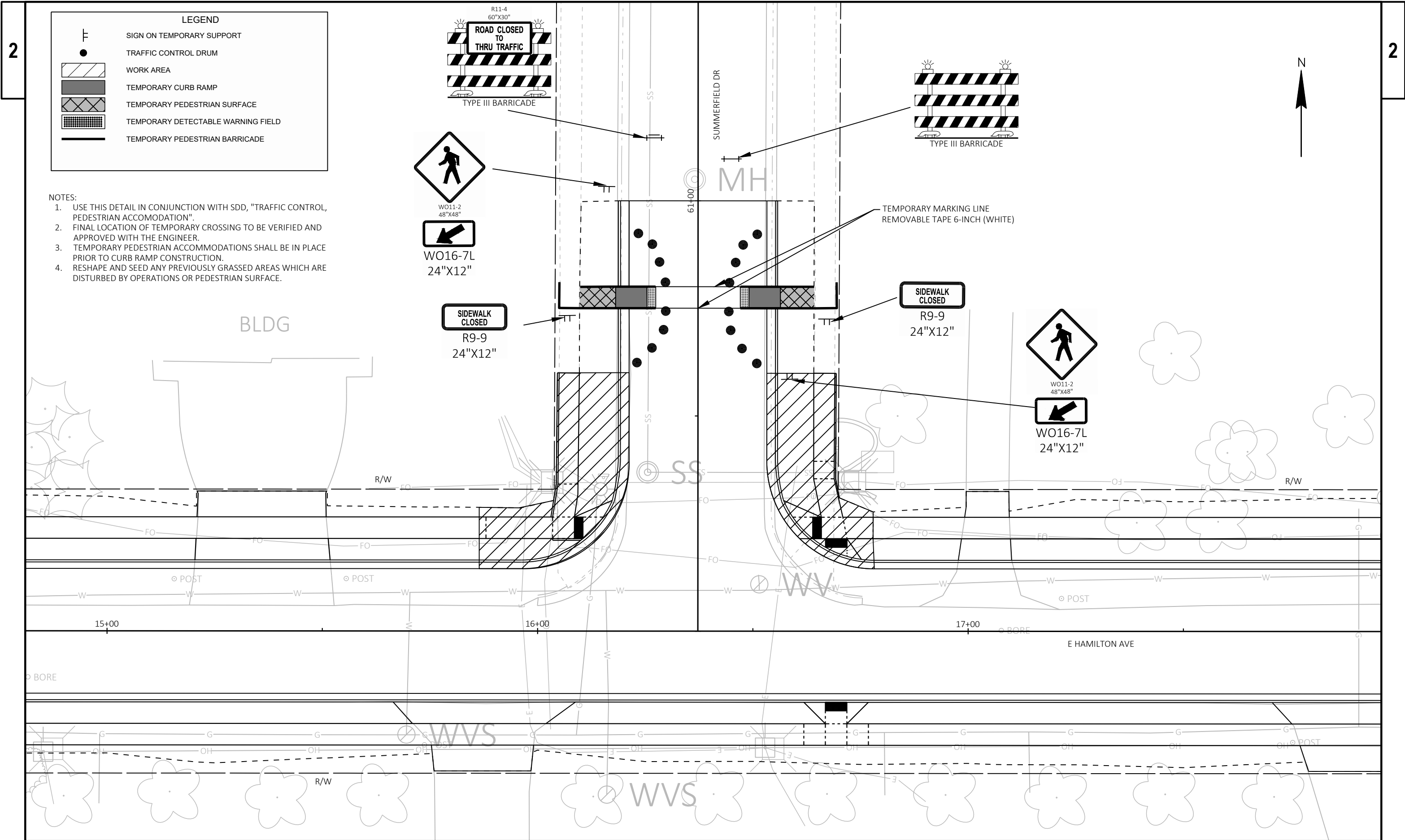
SHEET

20

E







LEGEND

•

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

WORK AREA

TEMPORARY CURB RAMP

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY DETECTABLE WARNING FIELD

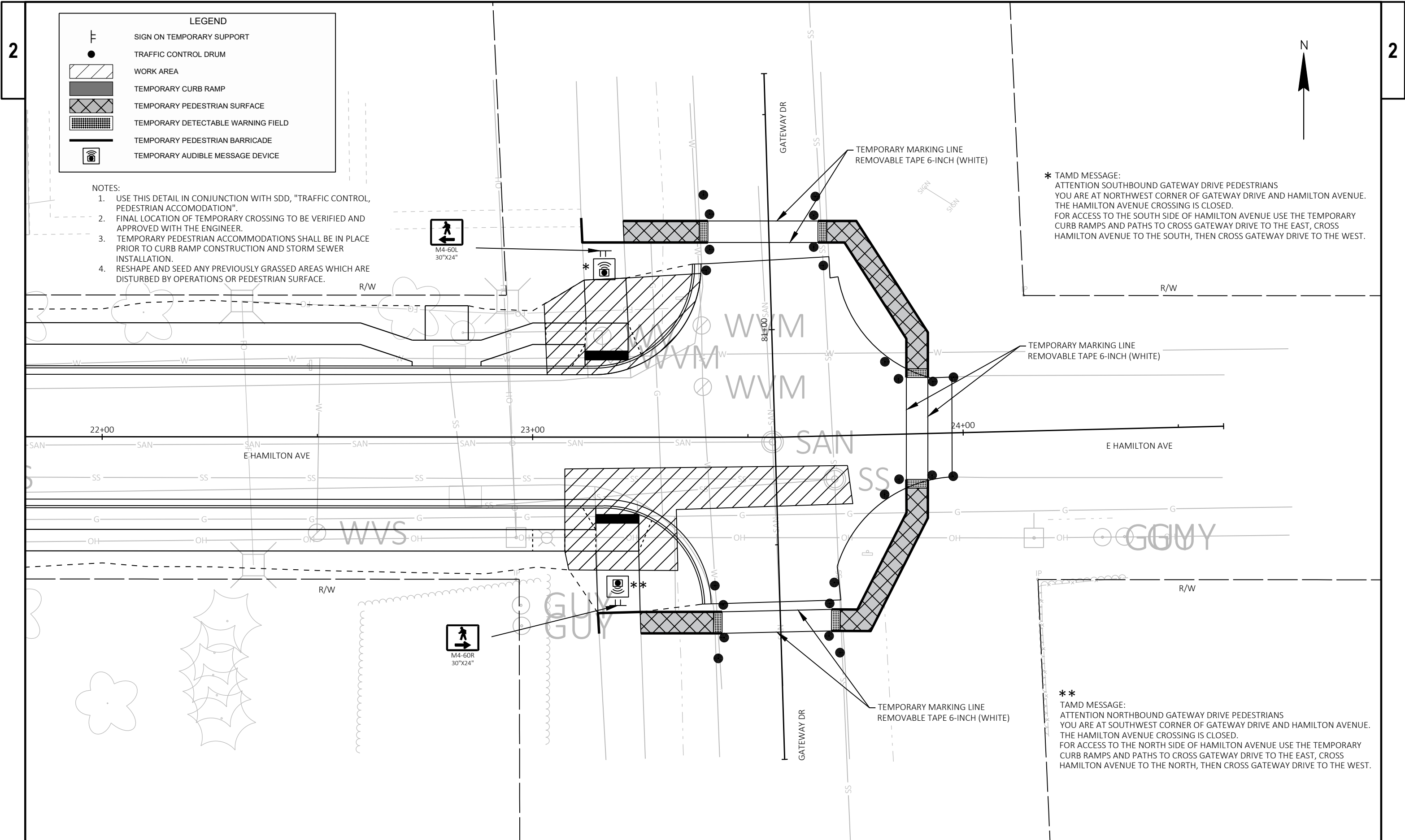
TEMPORARY PEDESTRIAN BARRICADE

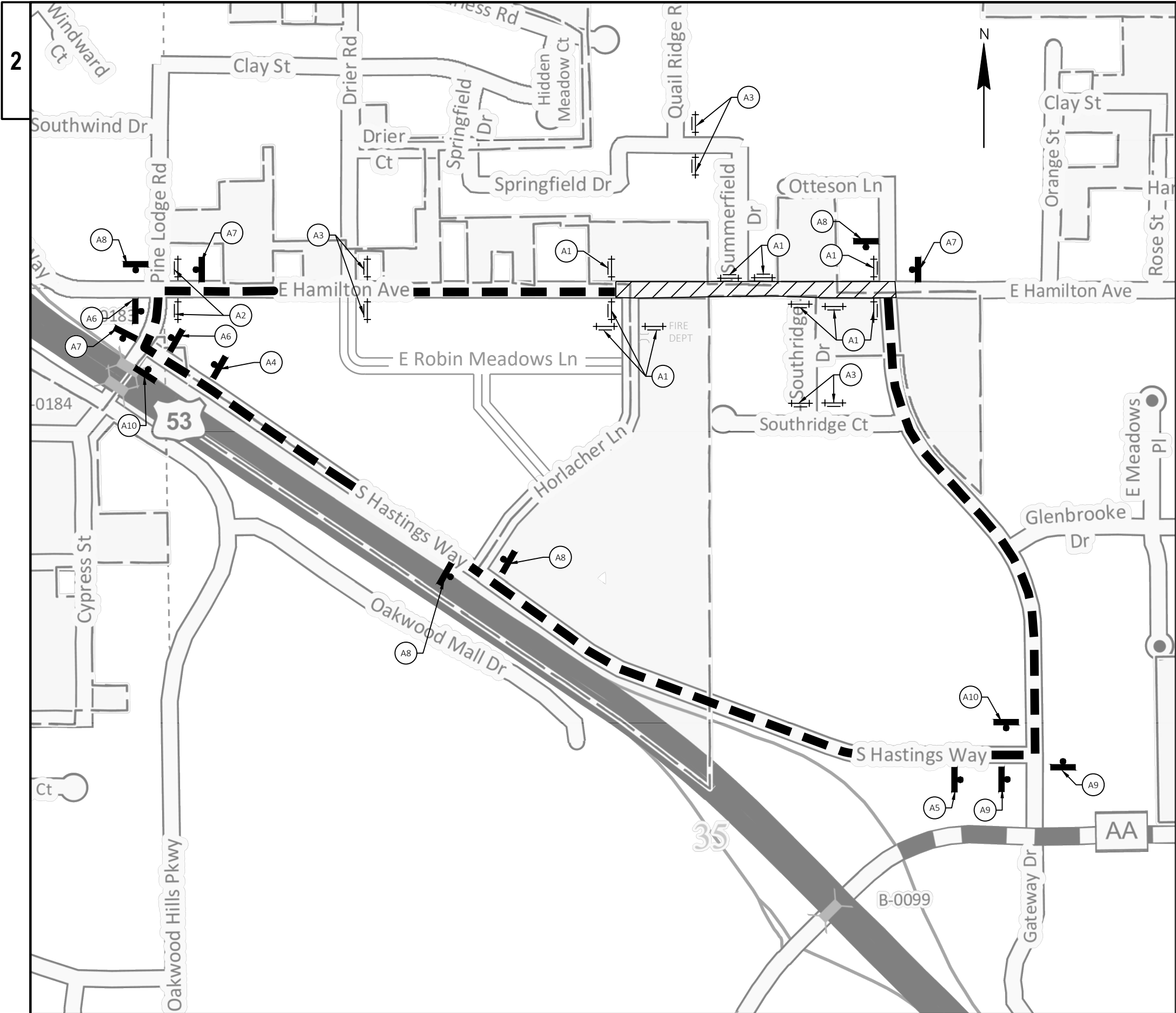
- NOTES:
1. USE THIS DETAIL IN CONJUNCTION WITH SDD, "TRAFFIC CONTROL, PEDESTRIAN ACCOMODATION".

2. FINAL LOCATION OF TEMPORARY CROSSING TO BE VERIFIED AND APPROVED WITH THE ENGINEER.

3. TEMPORARY PEDESTRIAN ACCOMMODATIONS SHALL BE IN PLACE PRIOR TO CURB RAMP CONSTRUCTION.

4. RESHAPE AND SEED ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS OR PEDESTRIAN SURFACE.





GENERAL NOTES

ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

APPLICABLE SDD TO FOLLOW

SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

SDD "BARRICADES AND SIGNS FOR VARIOUS CLOSURES"

SDD "DETOUR SIGNING FOR MAINLINE CLOSURES"

LEGEND

- SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN ON EXISTING SUPPORT
- TYPE III BARRICADE WITH SIGN
- WORK ZONE
- SIGN NUMBER
- DETOUR ROUTE

A1

TYPE III BARRICADE

A2

TYPE III BARRICADE

A3

TYPE III BARRICADE

A4

A5

A6

A7

A8

A9

A10

A11

Estimate Of Quantities

7995-02-76					
Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	8.000	8.000
0004	201.0205	Grubbing	STA	8.000	8.000
0006	204.0110	Removing Asphaltic Surface	SY	479.000	479.000
0008	204.0150	Removing Curb & Gutter	LF	303.000	303.000
0010	204.0155	Removing Concrete Sidewalk	SY	69.000	69.000
0012	204.0210	Removing Manholes	EACH	3.000	3.000
0014	204.0215	Removing Catch Basins	EACH	2.000	2.000
0016	204.0245	Removing Storm Sewer (size) 01. 12-inch	LF	118.000	118.000
0018	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	12.000	12.000
0020	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	406.000	406.000
0022	205.0100	Excavation Common	CY	4,292.000	4,292.000
0024	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 7995-02-76	EACH	1.000	1.000
0026	213.0100	Finishing Roadway (project) 01. 7995-02-76	EACH	1.000	1.000
0028	305.0110	Base Aggregate Dense 3/4-Inch	TON	5.000	5.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,890.000	3,890.000
0032	455.0605	Tack Coat	GAL	394.000	394.000
0034	460.2000	Incentive Density HMA Pavement	DOL	820.000	820.000
0036	460.5223	HMA Pavement 3 LT 58-28 S	TON	705.000	705.000
0038	460.5244	HMA Pavement 4 LT 58-34 S	TON	552.000	552.000
0040	465.0105	Asphaltic Surface	TON	6.000	6.000
0042	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	31.000	31.000
0044	520.8000	Concrete Collars for Pipe	EACH	3.000	3.000
0046	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	195.000	195.000
0048	601.0600	Concrete Curb Pedestrian	LF	81.000	81.000
0050	602.0405	Concrete Sidewalk 4-Inch	SF	9,900.000	9,900.000
0052	602.0415	Concrete Sidewalk 6-Inch	SF	1,620.000	1,620.000
0054	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	150.000	150.000
0056	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	18.000	18.000
0058	602.0810	Concrete Driveway 6-Inch	SY	275.000	275.000
0060	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	169.000	169.000
0062	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	43.000	43.000
0064	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	647.000	647.000
0066	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	6.000	6.000
0068	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	605.000	605.000
0070	611.0530	Manhole Covers Type J	EACH	3.000	3.000
0072	611.0610	Inlet Covers Type BW	EACH	1.000	1.000
0074	611.0624	Inlet Covers Type H	EACH	9.000	9.000
0076	611.2003	Manholes 3-FT Diameter	EACH	1.000	1.000
0078	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000
0080	611.3004	Inlets 4-FT Diameter	EACH	7.000	7.000
0082	611.3230	Inlets 2x3-FT	EACH	3.000	3.000
0084	611.8110	Adjusting Manhole Covers	EACH	4.000	4.000
0086	618.0100	Maintenance and Repair of Haul Roads (project) 01. 7995-02-76	EACH	1.000	1.000
0088	619.1000	Mobilization	EACH	1.000	1.000
0090	624.0100	Water	MGAL	61.000	61.000
0092	625.0100	Topsoil	SY	2,365.000	2,365.000
0094	628.1504	Silt Fence	LF	100.000	100.000
0096	628.1520	Silt Fence Maintenance	LF	100.000	100.000
0098	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000

Estimate Of Quantities

7995-02-76

Line	Item	Item Description	Unit	Total	Qty
0100	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0102	628.2008	Erosion Mat Urban Class I Type B	SY	2,365.000	2,365.000
0104	628.7015	Inlet Protection Type C	EACH	11.000	11.000
0106	629.0210	Fertilizer Type B	CWT	1.510	1.510
0108	630.0140	Seeding Mixture No. 40	LB	108.000	108.000
0110	630.0200	Seeding Temporary	LB	6.000	6.000
0112	630.0500	Seed Water	MGAL	55.000	55.000
0114	634.0808	Posts Tubular Steel 2x2-Inch x 8-FT	EACH	3.000	3.000
0116	634.0814	Posts Tubular Steel 2x2-Inch x 14-FT	EACH	10.000	10.000
0118	637.2210	Signs Type II Reflective H	SF	59.400	59.400
0120	638.2102	Moving Signs Type II	EACH	1.000	1.000
0122	638.2602	Removing Signs Type II	EACH	10.000	10.000
0124	638.3000	Removing Small Sign Supports	EACH	10.000	10.000
0126	638.4000	Moving Small Sign Supports	EACH	1.000	1.000
0128	642.5001	Field Office Type B	EACH	1.000	1.000
0130	643.0300	Traffic Control Drums	DAY	2,420.000	2,420.000
0132	643.0420	Traffic Control Barricades Type III	DAY	1,260.000	1,260.000
0134	643.0705	Traffic Control Warning Lights Type A	DAY	2,520.000	2,520.000
0136	643.0900	Traffic Control Signs	DAY	3,270.000	3,270.000
0138	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	190.000	190.000
0140	643.5000	Traffic Control	EACH	1.000	1.000
0142	644.1430	Temporary Pedestrian Surface Plate	SF	660.000	660.000
0144	644.1601	Temporary Pedestrian Curb Ramp	DAY	10.000	10.000
0146	644.1605	Temporary Pedestrian Detectable Warning Field	SF	80.000	80.000
0148	644.1810	Temporary Pedestrian Barricade	LF	400.000	400.000
0150	644.1900.S	Temporary Audible Message Devices	DAY	20.000	20.000
0152	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	133.000	133.000
0154	650.4000	Construction Staking Storm Sewer	EACH	13.000	13.000
0156	650.4500	Construction Staking Subgrade	LF	1,558.000	1,558.000
0158	650.5000	Construction Staking Base	LF	1,558.000	1,558.000
0160	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,749.000	2,749.000
0162	650.9000	Construction Staking Curb Ramps	EACH	14.000	14.000
0164	650.9500	Construction Staking Sidewalk (project) 01. 7995-02-76	EACH	1.000	1.000
0166	650.9911	Construction Staking Supplemental Control (project) 01. 7995-02-76	EACH	1.000	1.000
0168	650.9920	Construction Staking Slope Stakes	LF	1,529.000	1,529.000
0170	682.0200	Geodetic Survey Monument	EACH	1.000	1.000
0172	690.0150	Sawing Asphalt	LF	379.000	379.000
0174	690.0250	Sawing Concrete	LF	64.000	64.000
0176	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0178	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000
0180	SPV.0060	Special 01. Connect to Existing Storm Sewer Manhole	EACH	1.000	1.000
0182	SPV.0060	Special 02. Connect to Existing Storm Sewer Pipe	EACH	3.000	3.000
0184	SPV.0060	Special 03. Sanitary Manholes & Castings 4-Ft Diameter	EACH	1.000	1.000
0186	SPV.0060	Special 04. Sanitary Sewer Service Wye, 8-Inch x 4-Inch	EACH	6.000	6.000
0188	SPV.0060	Special 05. Connect to Existing Sanitary Manhole	EACH	1.000	1.000
0190	SPV.0060	Special 06. Remove and Replace Hydrant	EACH	3.000	3.000
0192	SPV.0060	Special 07. Cut and Cap Existing Watermain	EACH	3.000	3.000
0194	SPV.0060	Special 08. Adjusting Valve Boxes	EACH	12.000	12.000
0196	SPV.0090	Special 01. Concrete Curb & Gutter 24-Inch Type D	LF	2,554.000	2,554.000

Estimate Of Quantities

7995-02-76

Line	Item	Item Description	Unit	Total	Qty
0198	SPV.0090	Special 02. 8-Inch Sanitary Sewer	LF	400.000	400.000
0200	SPV.0090	Special 03. 4-Inch Sanitary Sewer Service	LF	92.000	92.000
0202	SPV.0090	Special 04. Hydrant Lead 6-Inch	LF	48.000	48.000

3

STATION	TO	STATION	LOCATION	201.0105	201.0205
				CLEARING STA	GRUBBING STA
12+00	-	14+00	LT & RT	2	2
17+00	-	23+00	LT & RT	6	6
TOTAL 0010				8	8

STATION	TO	STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0215 REMOVING CATCH BASINS EACH	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12- INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 15- INCH) LF	204.0245.03 REMOVING STORM SEWER (SIZE) (03. 18- INCH) LF
16+26			LT	1	--	--	12	--
19+76			RT	1	--	--	--	12
19+76	-	21+71	RT	--	--	--	--	195
		21+71	RT	1	--	--	--	--
21+71	-	22+84	RT	--	--	--	--	112
		22+81	LT/RT	--	1	32	--	--
22+84	-	23+70	RT	--	1	86	--	87
TOTAL 0010				3	2	118	12	406

STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
10+00	-	11+05	BEGIN PROJECT - HORLACHER LN.	116	2	9
11+05	-	16+37	HORLACHER LN. - SUMMERFIELD DR.	--	102	28
16+37	-	19+65	SUMMERFIELD DR. - SOUTHRIDGE DR.	--	151	32
19+65	-	23+56	SOUTHRIDGE DR. - END PROJECT	363	48	--
TOTAL 0010				479	303	69

LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON
HORLACHER LN	1
13+62, BAD PERT	4
TOTAL 0010	5

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/UNUSABLE PAVEMENT MATERIAL (3)	AVAILABLE MATERIAL (4)	UNEXPANDED FILL	EXPANDED FILL (5)	MASS ORDINATE +/- (6)	WASTE
			CUT (2)	EBS EXCAVATION				FACTOR 1.25		
HAMILTON AVE	10+48 TO 23+97	HAMILTON AVE	4,081		400	3,681	55	69	3,612	3,612
HORLACHER LN	50+10 TO 50+39	HORLACHER LN	43		4	39	0	0	39	39
SUMMERFIELD DR	60+39 TO 60+75	SUMMERFIELD DR	98		7	91	1	1	90	90
SOUTHRIDGE DR	70+04 TO 70+41	SOUTHRIDGE DR	70		7	63	0	0	63	63
DIVISION 1 SUBTOTAL			4,292	0	418	3,874	56	70	3,804	
GRAND TOTAL			4,292	0	418	3,874	56	70	3,804	3,804
TOTAL COMMON EXC			4,292							

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(5) EXPANDED FILL FACTOR = 1.25
(6) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(7) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

				305.0120	624.0100
				BASE	
				AGGREGATE	
				DENSE 1 1/4-	
				INCH	WATER
STATION	TO	STATION	LOCATION	TON	MGAL
10+48	-	23+42	HAMILTON AVE	2,705	41
10+48	-	23+42	SIDEWALK	645	10
10+48	-	23+42	DRIVEWAY	65	1
50+10	-	50+39	HORLACHER LANE	115	2
60+39	-	61+25	SUMMERFIELD DR	205	4
70+00	-	70+41	SOUTHRIDGE DR	155	3
TOTAL 0010				3,890	61

				TACK COAT	HMA PAVEMENT	HMA PAVEMENT	ASPHALTIC	465.0120
				GAL	3 LT 58-28 S	4 LT 58-34 S	SURFACE	ASPHALTIC
					TON	TON	TON	SURFACE
								DRIVEWAYS AND
								FIELD
STATION	TO	STATION	LOCATION					ENTRANCES
								TON
10+00	-	10+48	RESURFACE	9	15	12	--	--
10+48	-	23+97	HAMILTON AVE	325	580	450	6	31
50+10	-	50+39	HORLACHER LANE	15	30	25	--	--
60+39	-	61+25	SUMMERFIELD DR	25	45	35	--	--
70+00	-	70+41	SOUTHRIDGE DR	20	35	30	--	--
			4 LT 58-34 S	--	--	--	--	--
			3 LT 58-28 S	--	--	--	--	--
TOTAL 0010				394	705	552	6	31

	601.0411	601.0600	602.0405	602.0415	602.0515	602.0615	602.0810
						CURB RAMP	
						DETECTABLE	
						WARNING FIELD	
	CONCRETE CURB	CONCRETE CURB	CONCRETE	CONCRETE	WARNING FIELD	RADIAL	CONCRETE
	& GUTTER 30-	PEDESTRIAN	SIDEWALK 4-	SIDEWALK 6-	NATURAL	NATURAL	DRIVEWAY 6-
	INCH TYPE D	LF	INCH	INCH	PATINA	PATINA	INCH
LOCATION	LF	LF	SF	SF	SF	SF	SY
BEGIN PROJECT - HORLACHER LN.	55	--	100	140	--	18	--
HORLACHER LN. - SUMMERFIELD DR.	70	41	4,015	455	40	--	190
SUMMERFIELD DR. - SOUTHRIDGE DR.	70	40	2,560	610	60	--	65
SOUTHRIDGE DR. - END PROJECT	--	--	3,225	415	50	--	20
TOTAL 0010	195	81	9,900	1,620	150	18	275

		611.8110	
		ADJUSTING	
		MANHOLE	
		COVERS	
STATION	LOCATION	EACH	REMARKS
23+70	RT	1	STORM
TOTAL 0010		1	
19+66	RT	1	SANITARY
21+59	RT	1	SANITARY
23+56	RT	1	SANITARY
TOTAL 0020		3	
PROJECT TOTAL		4	

		628.7015	
		INLET	
		PROTECTION	
		TYPE C	
STATION	LOCATION	EACH	REMARKS
	E HAMILTON AVE	1	WEST OF PROJECT
11+79	E HAMILTON AVE	2	LT/RT
16+05	E HAMILTON AVE	1	LT
17+06	E HAMILTON AVE	2	LT/RT
17+65	E HAMILTON AVE	1	RT
22+87	E HAMILTON AVE	2	LT/RT
60+40	SUMMERFIELD DR	1	LT
	SOUTHRIDGE DR	1	SOUTH OF PROJECT
TOTAL 0010		11	

3

3

				520.8000	608.0312	608.0315	608.0324	608.0418	608.0424	611.0530	611.0610	611.0624	611.2003	611.2004	611.3004	611.3230	650.4000	SPV.0060.01	SPV.0060.02
				CONCRETE COLLARS FOR PIPE EACH	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	MANHOLE COVERS TYPE J EACH	INLET COVERS TYPE BW EACH	INLET COVERS TYPE H EACH	MANHOLES 3-FT DIAMETER EACH	MANHOLES 4-FT DIAMETER EACH	INLETS 4-FT DIAMETER EACH	INLETS 2X3-FT EACH	CONSTRUCTION STAKING STORM SEWER EACH	SPECIAL (01. CONNECT TO EXISTING STORM SEWER MANHOLE) EACH	SPECIAL (02. CONNECT TO EXISTING STORM SEWER PIPE) EACH
11+18	-	11+79	RT	--	--	--	61	--	--	1	--	--	--	1	--	--	1	--	--
		11+79	ML	--	31	--	--	--	--	--	--	2	--	--	1	1	2	--	--
11+79	-	13+80	RT	--	--	--	201	--	--	--	--	1	--	--	1	--	1	--	--
13+80	-	17+06	RT	--	--	--	326	--	--	--	--	1	--	--	1	--	1	--	--
16+05		17+06	LT	--	101	31	--	--	--	--	1	1	--	--	2	--	2	--	--
	16+20		SUMMERFIELD DR	2	6	12	--	--	--	1	--	1	1	--	--	1	2	--	2
17+06	-	17+65	RT	--	--	--	59	--	--	--	--	1	--	--	1	--	1	--	--
17+65	-	19+76	RT	1	--	--	--	6	211	1	--	--	--	1	--	--	1	--	1
19+76	-	22+87	RT	--	--	--	--	--	311	--	--	1	--	--	1	--	1	--	--
	22+87		LT	--	31	--	--	--	--	--	--	1	--	--	--	1	1	--	--
22+87	-	23+70	RT	--	--	--	--	--	83	--	--	--	--	--	--	--	--	1	--
TOTAL 0010				3	169	43	647	6	605	3	1	9	1	2	7	3	13	1	3

STORM SEWER STRUCTURE SUMMARY TABLE			
STRUCTURE	*RIM ELEV	**INV ELEV	***STRUCTURE DEPTH
1	886.04	876.98	7.82
1A	885.72	882.57	2.73
2	885.72	876.68	8.71
2A	886.68	875.47	10.88
3	883.40	873.51	9.56
4	884.04	872.80	10.49
5	884.71	881.00	3.38
6	883.40	879.40	3.25
7	884.11	881.01	2.68
8	884.29	879.19	3.86
9	887.71	870.81	15.66
10	884.09	868.47	15.34
11	884.09	880.94	2.73

REMARKS
*RIM ELEV IS AT INLET COVER/GUTTER FLOWLINE LOCATION
**INV ELEV IS AT PIPE FLOW LINE OF THE STRUCTURE
***STRUCTURE DEPTH IS DEPTH AS DIMENSIONED IN STANDARD
DETAIL DRAWINGS FOR INLETS OR MANHOLES RESPECTIVLY

3

STATION	LOCATION	625.0100	628.1504	628.1520	628.2008	629.0210	630.0140	630.0200	630.0500
		TOPSOIL	SILT FENCE	SILT FENCE	EROSION MAT	FERTILIZER TYPE	SEEDING	SEEDING	
		SY	LF	MAINTENANCE	URBAN CLASS I	B	MIXTURE NO. 40	TEMPORARY	SEED WATER
		SY	LF	LF	TYPE B	CWT	LB	LB	MGAL
11+05	BEGIN PROJECT - HORLACHER LN.	35	--	--	35	0.03	2	--	1
16+37	HORLACHER LN. - SUMMERFIELD DR.	820	--	--	820	0.52	37	--	19
19+65	SUMMERFIELD DR. - SOUTHRIDGE DR.	615	--	--	615	0.39	28	--	14
23+56	SOUTHRIDGE DR. - END PROJECT	695	--	--	695	0.44	32	--	16
	UNDISTRIBUTED	200	100	100	200	0.13	9	6	5
TOTAL 0010		2,365	100	100	2,365	1.51	108	6	55

STATION	SIGN ID	634.0808	634.0814	637.2210	638.2602	638.3000	REMARKS
		POSTS TUBULAR	POSTS TUBULAR	SIGNS TYPE II	REMOVING	REMOVING	
		STEEL 2X2-INCH	STEEL 2X2-INCH	REFLECTIVE H	SIGNS TYPE II	SMALL SIGN	
		X 8-FT	X 14-FT	SF	EACH	EACH	
		EACH	EACH				
11+26	1-1/1-1R	--	1	5.18	1	1	STOP SIGN
16+06	1-2A	1	--	5.50	--	--	NO PED CROSSING
16+15	1-2/1-2R	--	1	5.18	1	1	STOP SIGN
18+64	1-3/1-3R	--	1	5.00	1	1	SPEED LIMIT 30
19+85	1-4/1-4R	--	1	5.18	1	1	STOP SIGN
20+14	1-5/1-5R	--	1	3.00	1	1	NO PARKING HERE TO CORNER
20+14	1-6/1-6R	--	1	3.00	1	1	NO PARKING HERE TO CORNER
21+75	1-7/1-7R	--	1	3.00	1	1	NO PARKING ANY TIME
21+75	1-8/1-8R	--	1	3.00	1	1	NO PARKING ANY TIME
23+25	1-7A&1-9A	2	--	11.00	--	--	NO PED CROSSING
23+33	1-9/1-9R	--	1	5.18	1	1	STOP SIGN
23+76	1-10/1-10R	--	1	5.18	1	1	STOP SIGN
TOTAL 0010		3	10	59.40	10	10	

LOCATION	DEVICES	DURATION	643.0300	DEVICES	DURATION	643.0420	DEVICES	DURATION	643.0705	DEVICES	DURATION	643.0900	643.5000
			TRAFFIC			TRAFFIC			TRAFFIC			TRAFFIC	TRAFFIC
			CONTROL			CONTROL			CONTROL			CONTROL	CONTROL
			DRUMS			BARRICADES			WARNING			SIGNS	EACH
			DAY			TYPE III			LIGHTS TYPE A			DAY	
BEGIN PROJECT	--	70 DAYS	--	6	70 DAYS	420	12	70 DAYS	840	14	70 DAYS	980	--
HORLACHER LN	--	70 DAYS	--	2	70 DAYS	140	4	70 DAYS	280	6	70 DAYS	420	--
SUMMERFIELD DR	--	70 DAYS	--	4	70 DAYS	280	8	70 DAYS	560	4	70 DAYS	280	--
SOUTHRIDGE DR	--	70 DAYS	--	4	70 DAYS	280	8	70 DAYS	560	4	70 DAYS	280	--
END PROJECT	--	70 DAYS	--	2	70 DAYS	140	4	70 DAYS	280	18	70 DAYS	1,260	--
PROJECT	30	70 DAYS	2,100	--	70 DAYS	--	--	70 DAYS	--	--	70 DAYS	--	1
TOTAL 0010			2,100										1

*ITEM IN MULTIPLE LOCATIONS

STATION	LOCATION	638.2102	638.4000	REMARKS
		MOVING SIGNS	MOVING SMALL	
		TYPE II	SIGN SUPPORTS	
		EACH	EACH	

22+50	1-1M	1	1	BUS STOP
TOTAL 0010		1	1	

STATION	LOCATION	646.7520	REMARKS
		MARKING	
		CROSSWALK	
		EPOXY BLOCK	
		STYLE 24-INCH	
		LF	

11+49	HORLACHER LN CROSSING	42	WHITE
23+18	GATEWAY DR CROSSING	91	WHITE
TOTAL 0010		133	

STATION	LOCATION	682.0200	REMARKS
		GEODETC	
		SURVEY	
		MONUMENT	
		EACH	

14+72	SECTION CORNER	1	
TOTAL 0010		1	

	* 643.0300	* 643.0900	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH LF	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES DAY	REMARKS
LOCATION	TRAFFIC CONTROL DRUMS DAY	TRAFFIC CONTROL SIGNS DAY							
SUMMERFIELD DR	80	30	40	80	10	20	100	--	5 DAYS
GATEWAY DR	240	20	150	580	--	60	300	20	10 DAYS
TOTAL 0010	320	50	190	660	10	80	400	20	

*ITEM IN MULTIPLE LOCATIONS

STATION	TO	STATION	LOCATION	CONSTRUCTION STAKING SUBGRADE LF	CONSTRUCTION STAKING BASE LF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	CONSTRUCTION STAKING CURB RAMPS EACH	CONSTRUCTION SIDEWALK (PROJECT) (01. 7995-02-76) EACH	CONSTRUCTION CONTROL (PROJECT) (01. 7995-02-76) EACH	CONSTRUCTION STAKING SLOPE STAKES LF
10+48	-	23+56	HAMILTON AVE	--	--	--	--	1	1	--
10+00	-	11+05	BEGIN PROJECT - HORLACHER LN.	57	57	55	1	--	--	57
50+10	-	50+80	HORLACHER LN.	70	70	--	--	--	--	41
11+05	-	16+37	HORLACHER LN. - SUMMERFIELD DR.	532	532	1,098	4	--	--	532
60+00	-	61+00	SUMMERFIELD DR.	100	100	--	--	--	--	100
16+37	-	19+65	SUMMERFIELD DR. - SOUTHRIDGE DR.	328	328	748	6	--	--	328
70+00	-	70+80	SOUTHRIDGE DR.	80	80	--	--	--	--	80
19+65	-	23+56	SOUTHRIDGE DR. - END PROJECT	391	391	848	3	--	--	391
TOTAL 0010				1,558	1,558	2,749	14	1	1	1,529

STATION	TO	STATION	LOCATION	SPV.0060.03 SPECIAL (03. SANITARY MANHOLES & CASTINGS 4-FT DIAMETER) EACH	SPV.0060.04 SPECIAL (04. SANITARY SEWER SERVICE WYE, 8- INCH X 4-INCH) EACH	SPV.0060.05 SPECIAL (05. CONNECT TO EXISTING SANITARY MANHOLE) EACH	SPV.0090.02 SPECIAL (02. 8- INCH SANITARY SEWER) LF	SPV.0090.03 SPECIAL (03. 4- INCH SANITARY SEWER SERVICE) LF
10+22	-	14+22	RT	1	6	1	400	92
TOTAL 0020				1	6	1	400	92

SANITARY SEWER STRUCTURE SUMMARY TABLE			
STRUCTURE	*RIM ELEV	**INV ELEV	***STRUCTURE DEPTH
1S	887.13	878.81	7.24

REMARKS
*RIM ELEV IS AT TOP OF MANHOLE CASTING/STREET GRADE
**INV ELEV IS AT PIPE FLOW LINE OF THE STRUCTURE
***STRUCTURE DEPTH IS DEPTH AS DIMENSIONED IN CONSTRUCTION DETAILS

STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
10+00	-	11+05	BEGIN PROJECT - HORLACHER LN.	49	8
11+05	-	16+37	HORLACHER LN. - SUMMERFIELD DR.	123	38
16+37	-	19+65	SUMMERFIELD DR. - SOUTHRIDGE DR.	76	15
19+65	-	23+97	SOUTHRIDGE DR. - END PROJECT	131	3
TOTAL 0010				379	64

STATION	TO	STATION	LOCATION	SPV.0060.06 SPECIAL (06. REMOVE AND REPLACE HYDRANT) EACH	SPV.0060.07 SPECIAL (07. CUT AND CAP EXISTING WATERMAIN) EACH	SPV.0060.08 SPECIAL (08. ADJUSTING VALVE BOXES) EACH	SPV.0090.04 SPECIAL (04. HYDRANT LEAD 6- INCH) LF
13+24	-	23+08	HYDRANT RELOCATIONS	3	3	12	48
TOTAL 0020				3	3	12	48

STATION	TO	STATION	LOCATION	SPV.0090.01 SPECIAL (01. CONCRETE CURB & GUTTER 24- INCH TYPED) LF
10+00	-	11+05	BEGIN PROJECT - HORLACHER LN.	--
11+05	-	16+37	HORLACHER LN. - SUMMERFIELD DR.	1,028
16+37	-	19+65	SUMMERFIELD DR. - SOUTHRIDGE DR.	678
19+65	-	23+56	SOUTHRIDGE DR. - END PROJECT	848
TOTAL 0010				2,554

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y	X	ELEV	DESCRIPTION
BM906	13+36.75	18.52 LT	269251.566	355223.016	890.30	BM HYD BURY BOLT
CP902	10+85.95	9.64 LT	269242.840	354972.211	886.04	CP NAIL

BEGIN PROJECT
STA 10+48.09
SAWING ASPHALT REQ'D
MATCH EXISTING
Y = 269233.223
X = 354934.344

BEGIN CONSTRUCTION
STA 10+00.00, 10.95' LT

STA 11+05.02 E HAMILTON AVE =
STA 50+80.00 HORLACHER LN

BEGIN CONSTRUCTION
STA 50+10.00
MATCH EXISTING
SAWCUT REQ'D

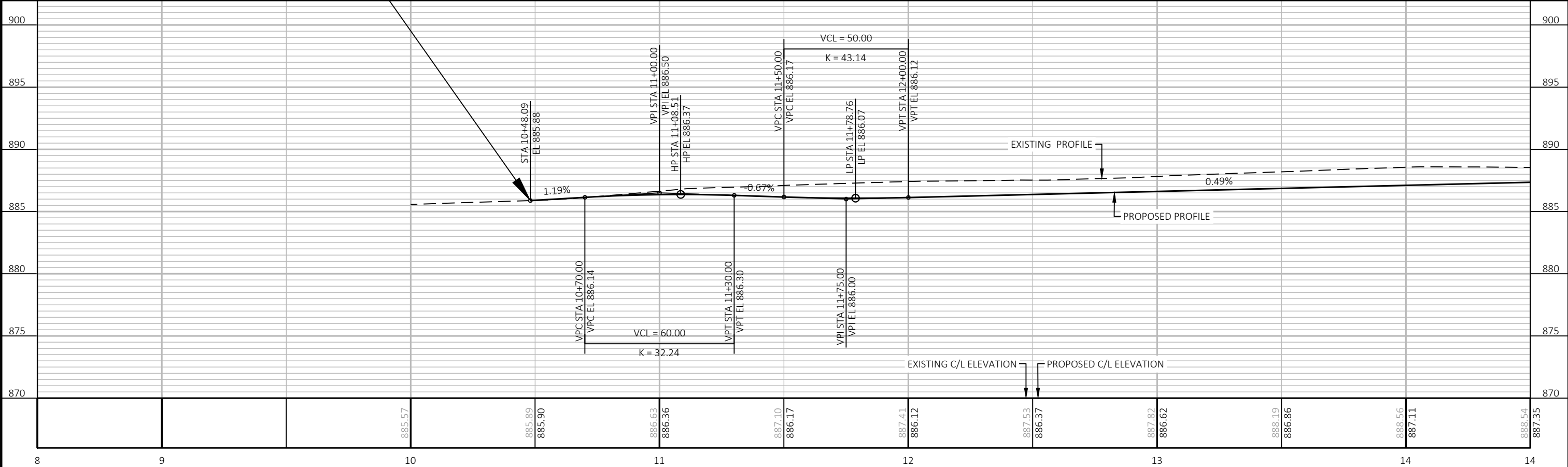
STA 12+00 TO 14+00 LT,
CLEARING & GRUBBING

ASPH PE
STA 12+60 LT

ASPH PE
STA 13+72 LT



MATCH LINE 14+50



PROJECT NO: 7995-02-76

HWY: E HAMILTON AVE

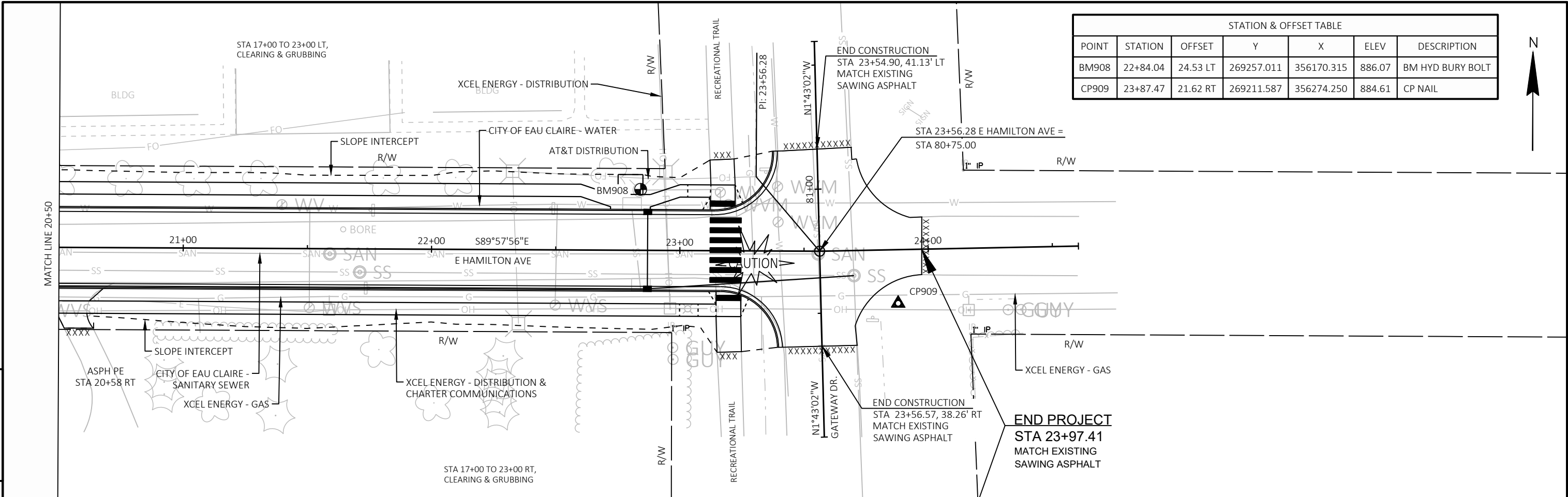
COUNTY: EAU CLAIRE

PLAN AND PROFILE: E HAMILTON AVE

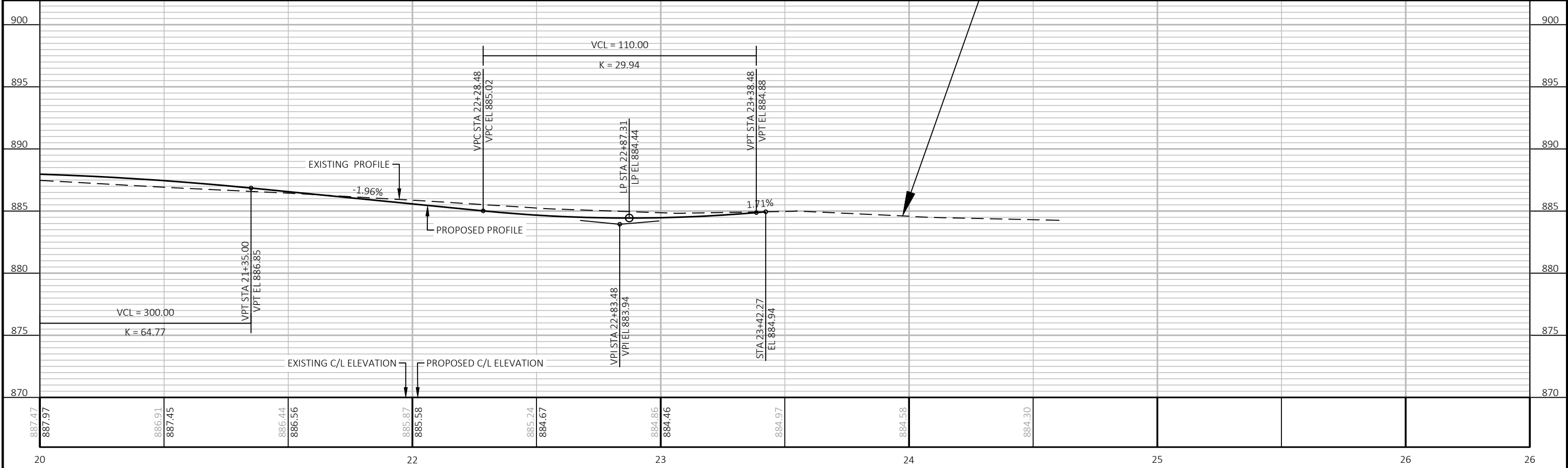
SHEET

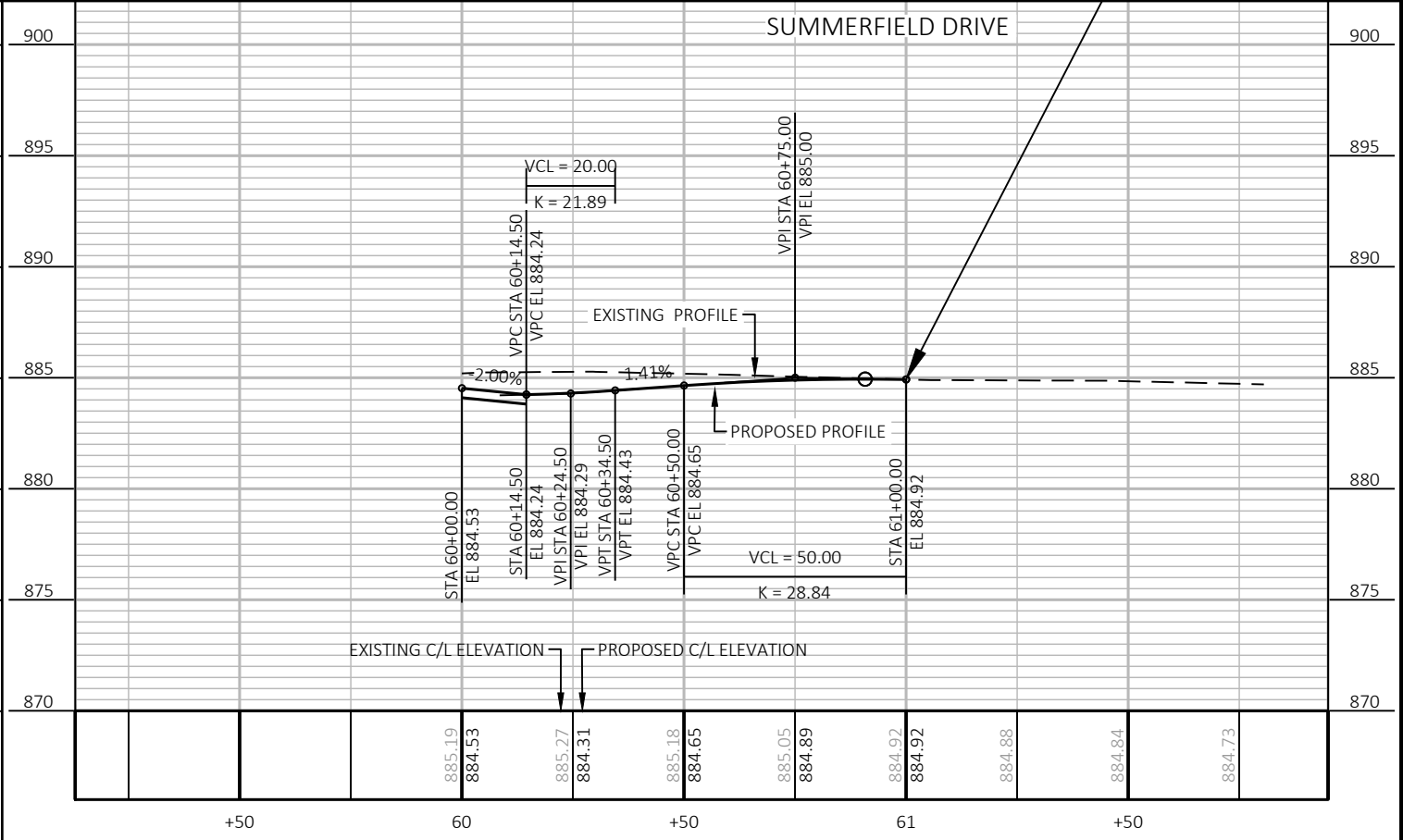
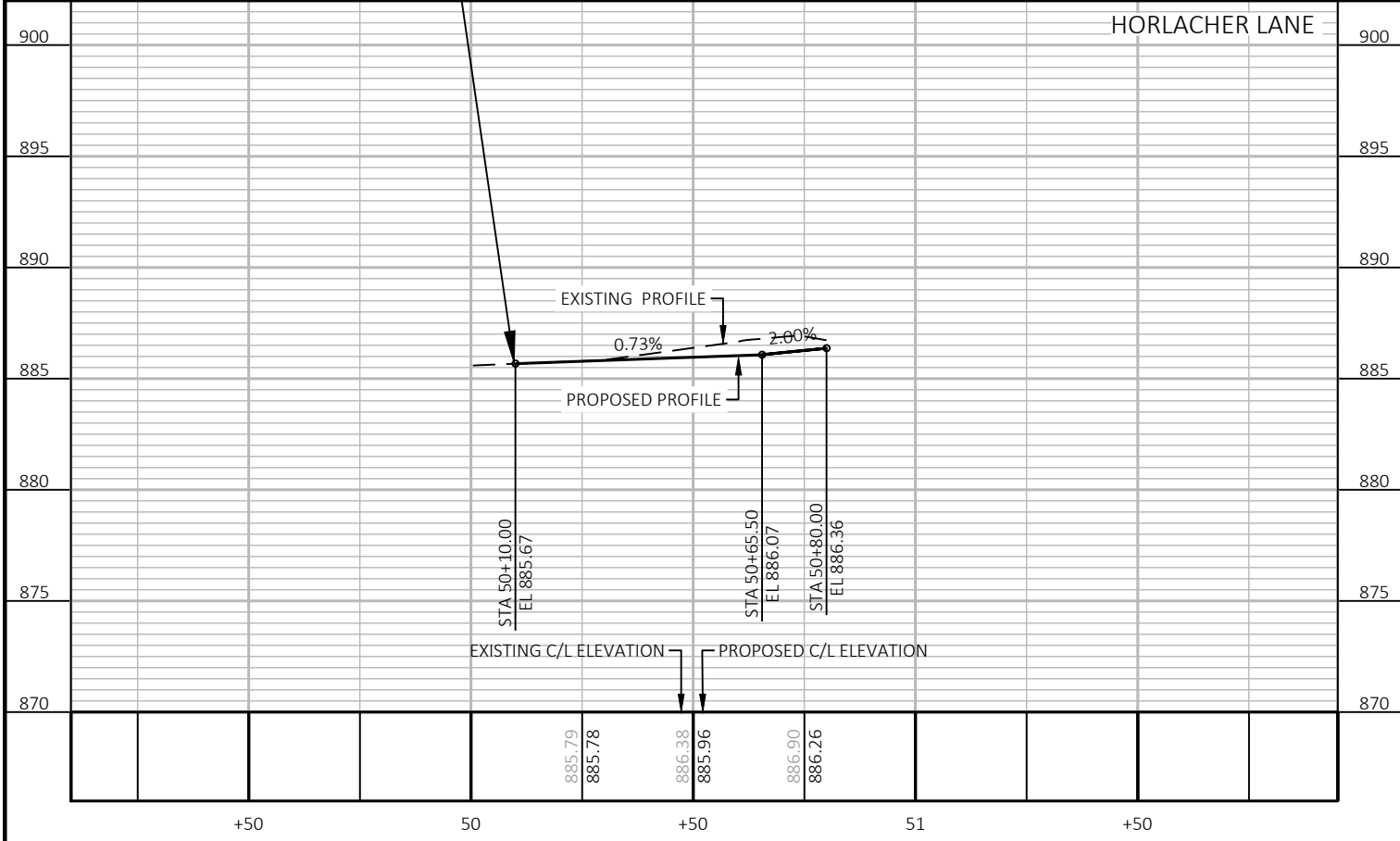
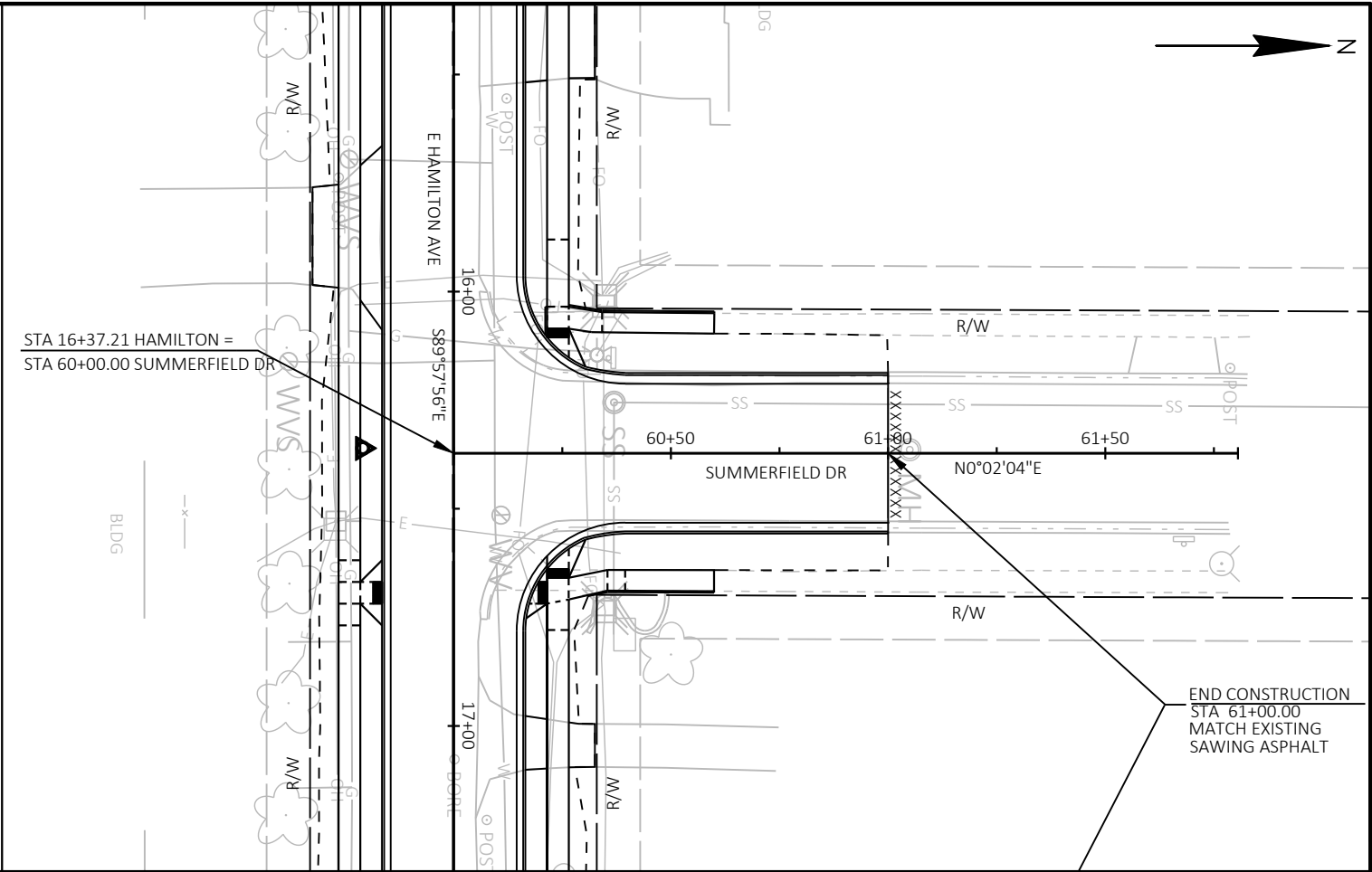
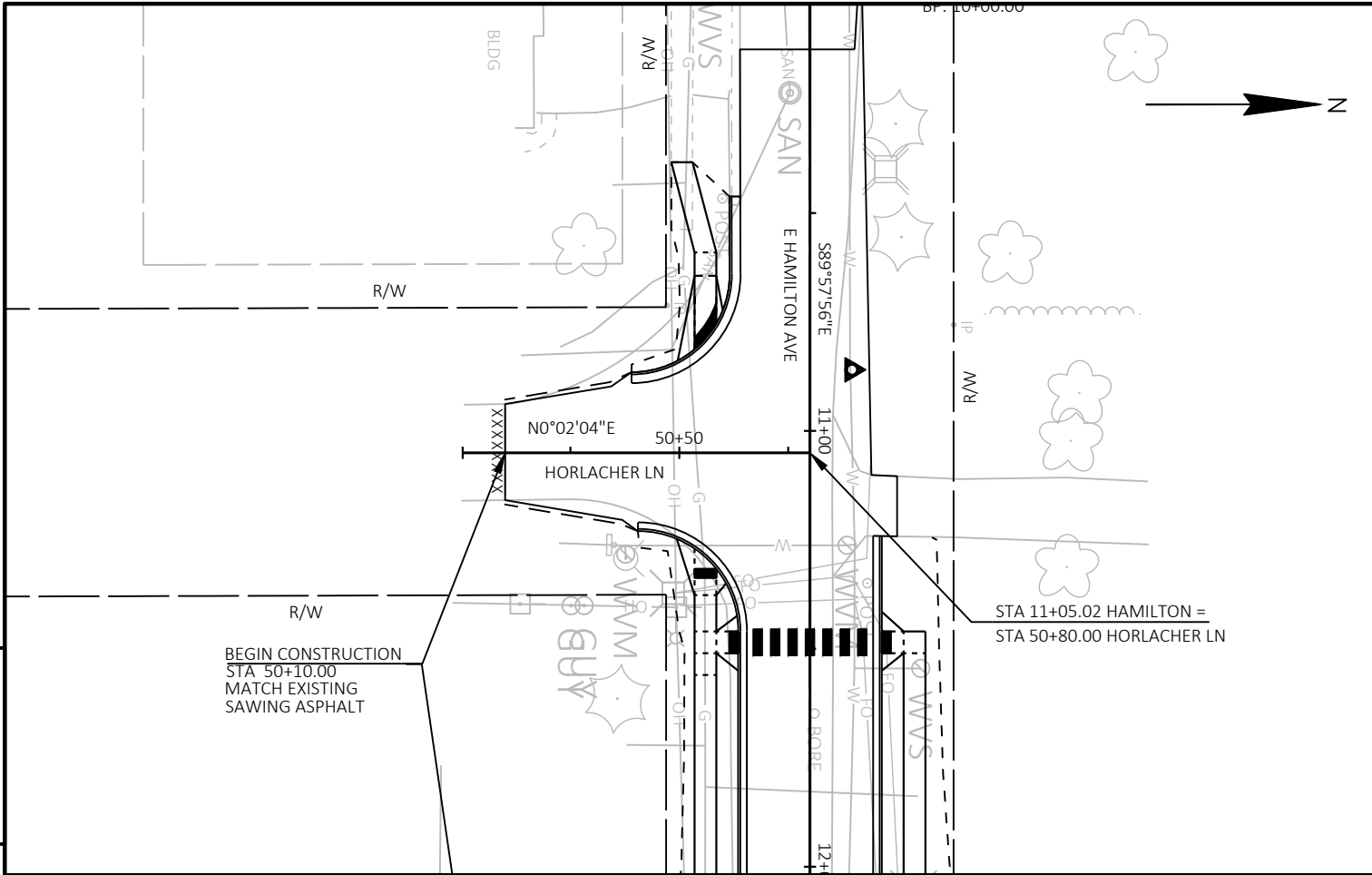
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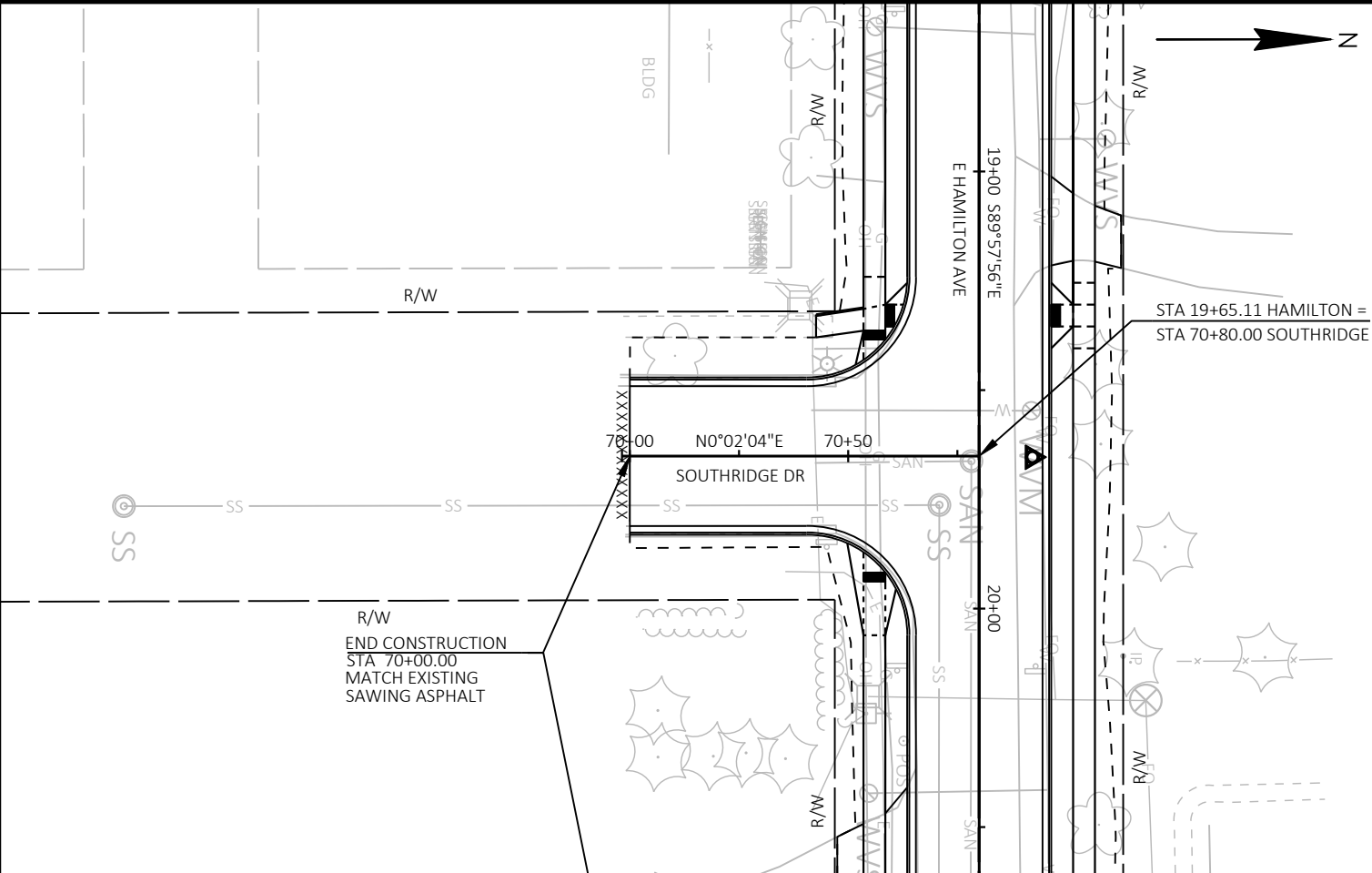


STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y	X	ELEV	DESCRIPTION
BM908	22+84.04	24.53 LT	269257.011	356170.315	886.07	BM HYD BURY BOLT
CP909	23+87.47	21.62 RT	269211.587	356274.250	884.61	CP NAIL

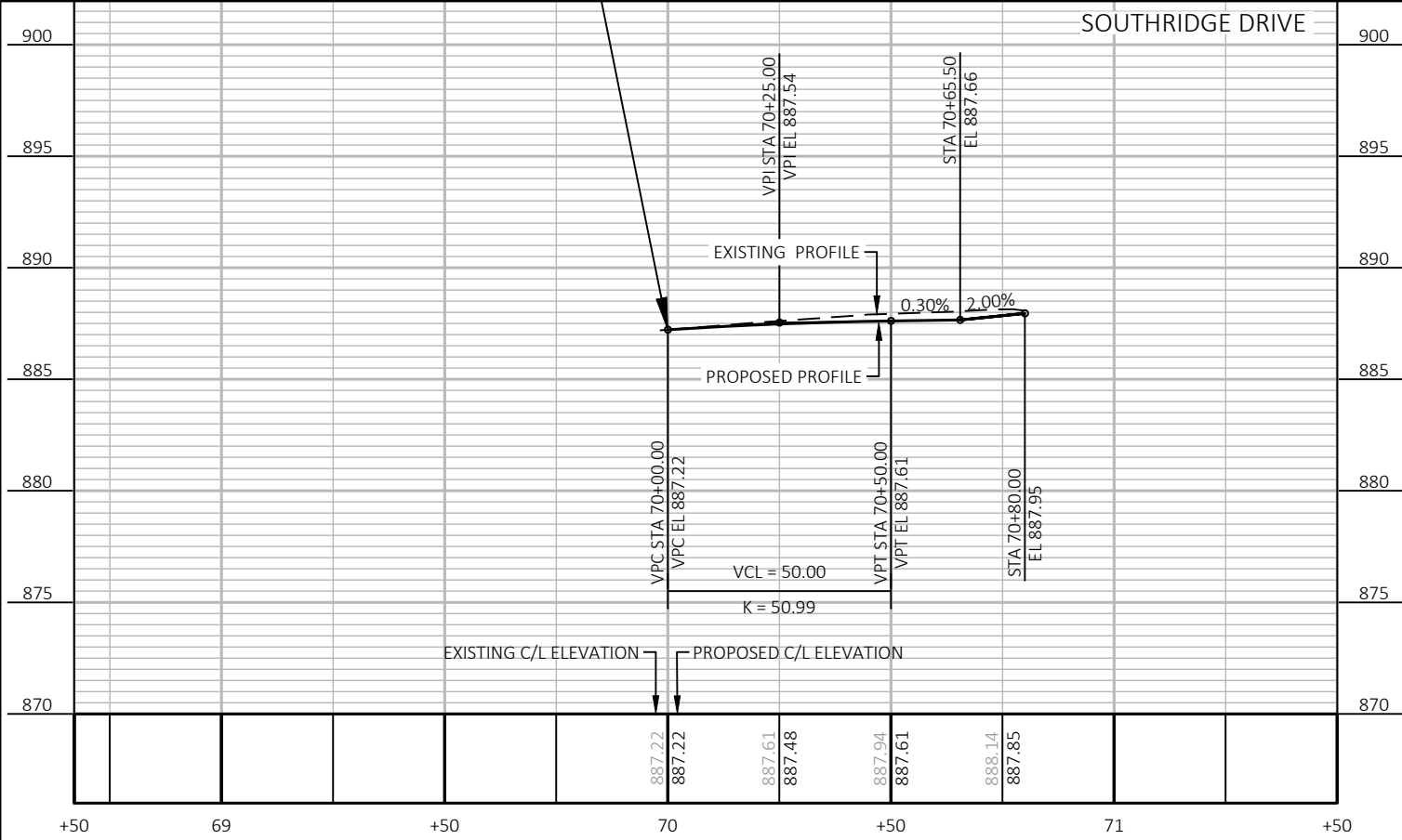




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PROJECT NO: 7995-02-76

HWY: E HAMILTON AVE

COUNTY: EAU CLAIRE

PLAN AND PROFILE: SOUTHRIDGE DR

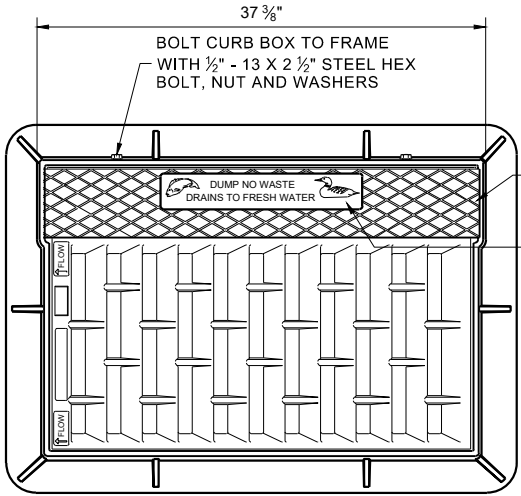
SHEET

38

E

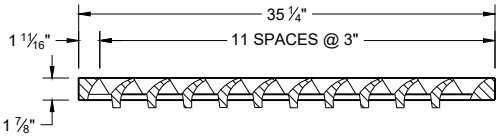
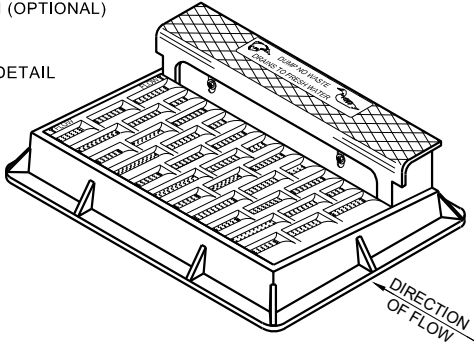
Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S AND Z
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L AND M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-24A	CONCRETE CURB AND GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-23A	CURB RAMPS TYPES 1 AND 1-A
08D05-23B	CURB RAMPS TYPES 2 AND 3
08D05-23C	CURB RAMPS TYPES 4A AND 4A1
08D05-23D	CURB RAMPS TYPES 4B AND 4B1
08D05-23E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-23F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD
08D05-23G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPES A, B, C AND D
13C19-03	HMA LONGITUDINAL JOINTS
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
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
16A02-01	GEODETIC SURVEY MONUMENT

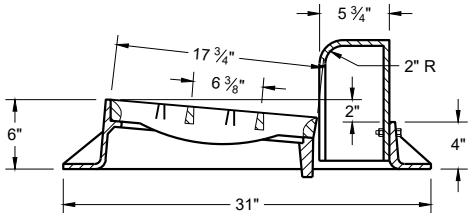
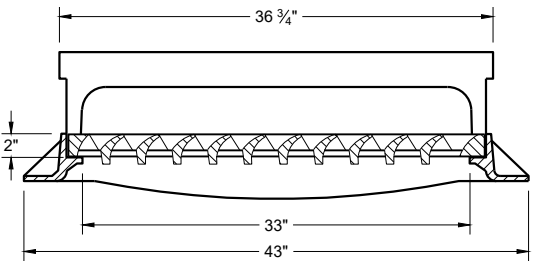
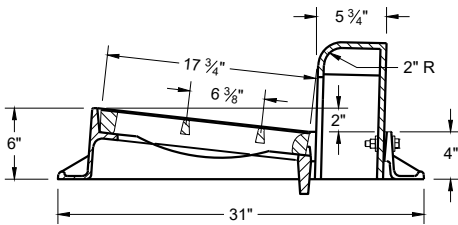
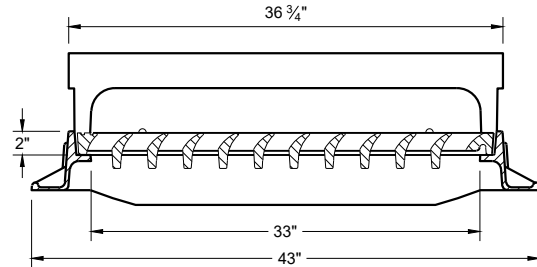


NOTE: EITHER CASTING IS ACCEPTABLE

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

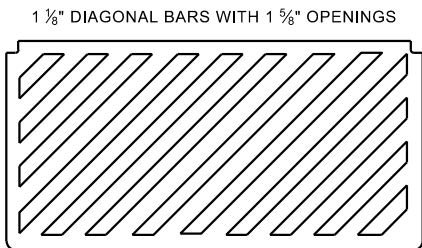


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

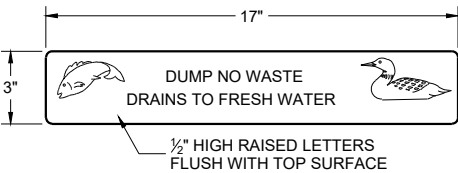


TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE



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



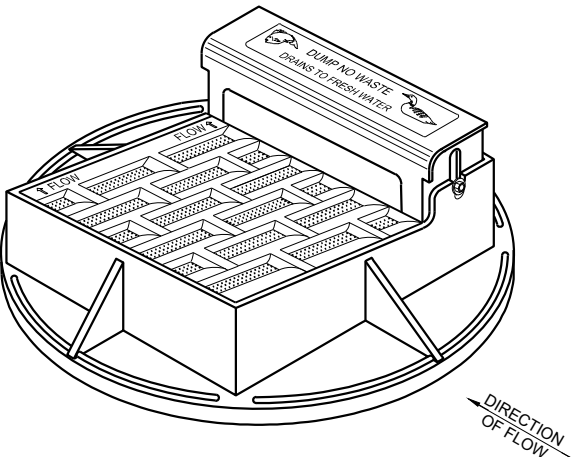
LOGO DETAIL

GENERAL NOTES

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

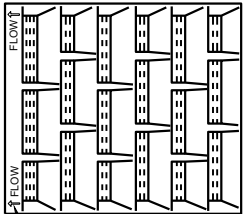
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

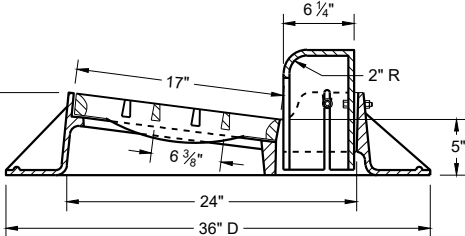
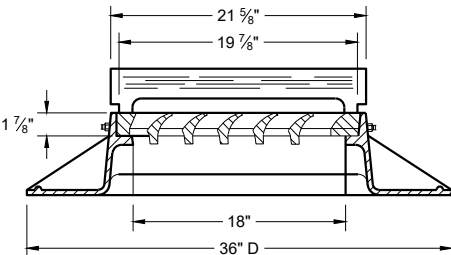
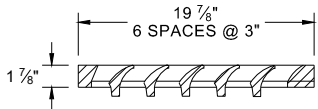


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

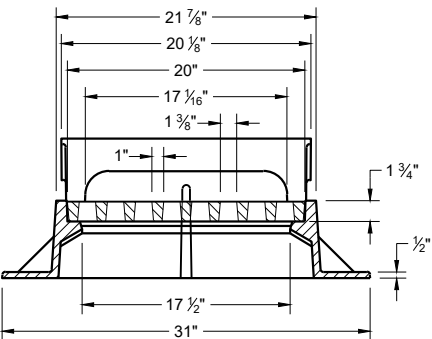
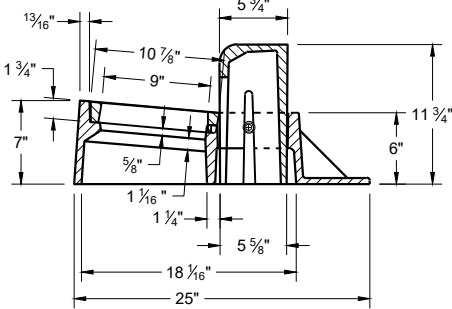
NOTE: EITHER CASTING IS ACCEPTABLE



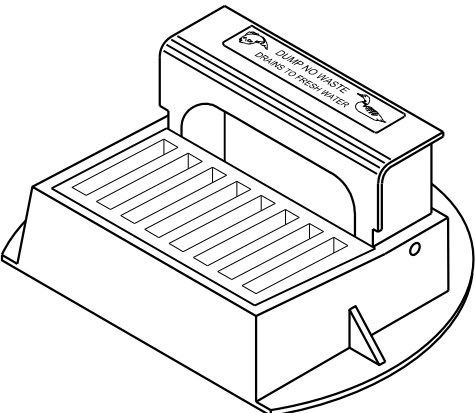
DIRECTION OF FLOW ARROWS



TYPE "A"



TYPE "Z"



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

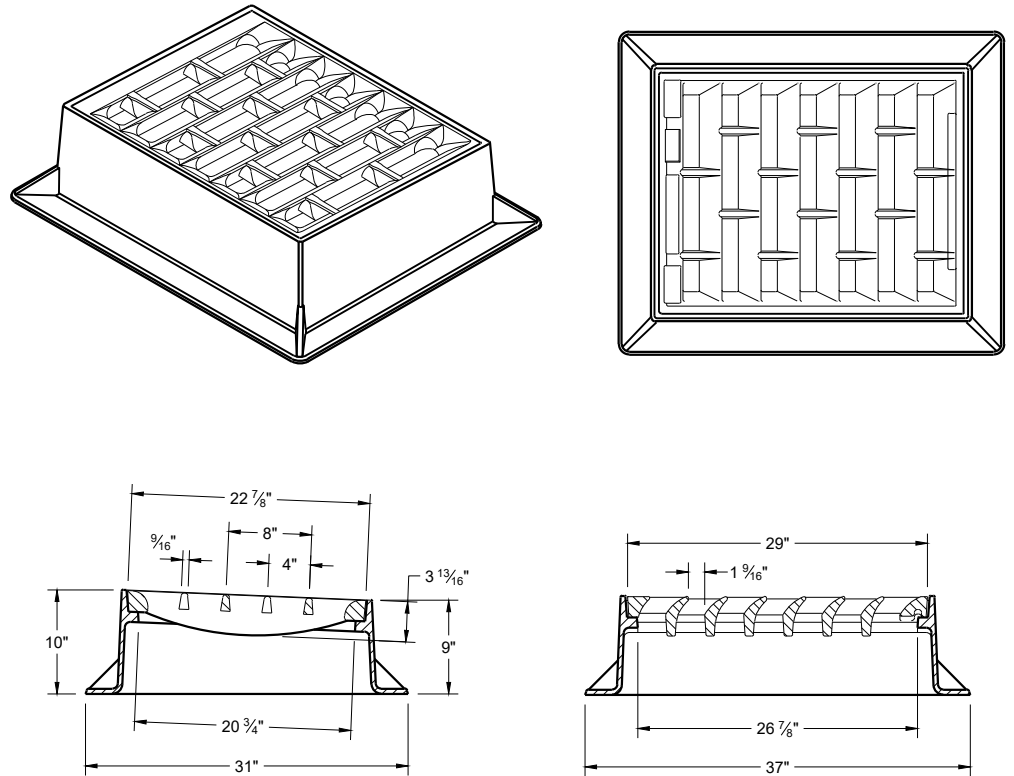
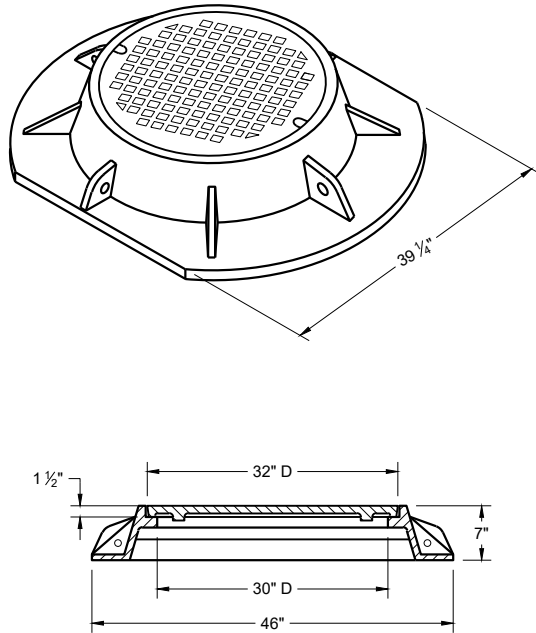
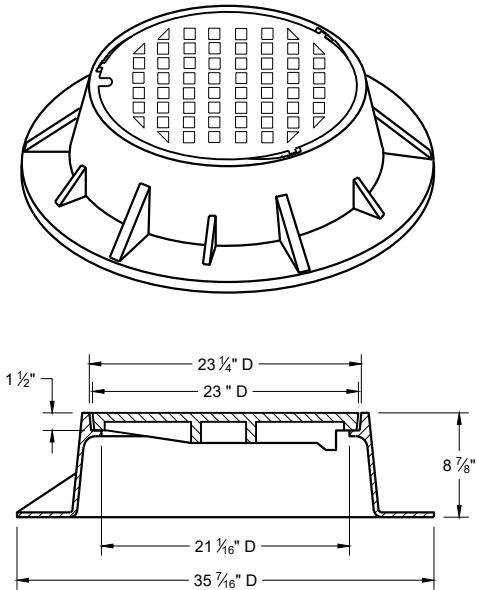
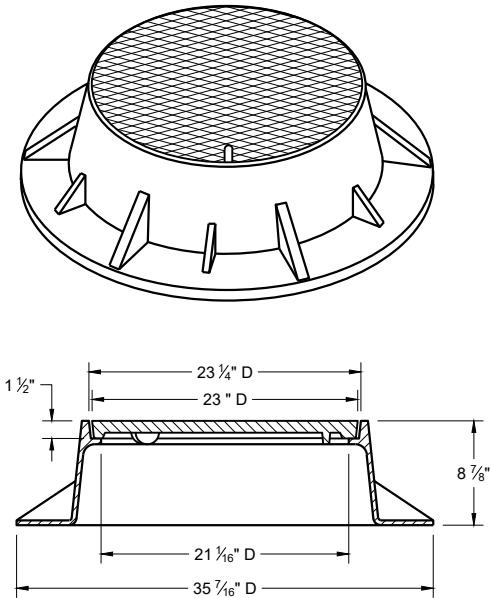
APPROVED
February 2025
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA

GENERAL NOTES

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

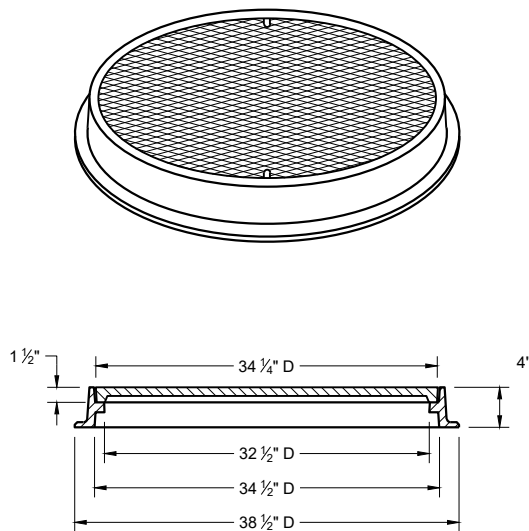
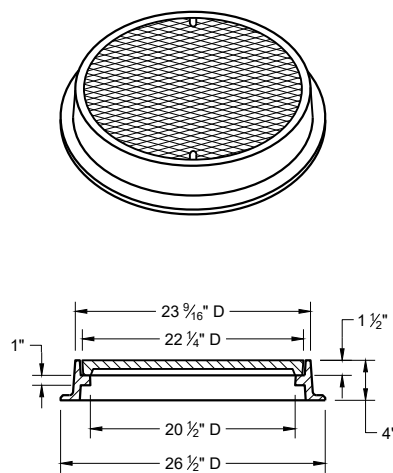
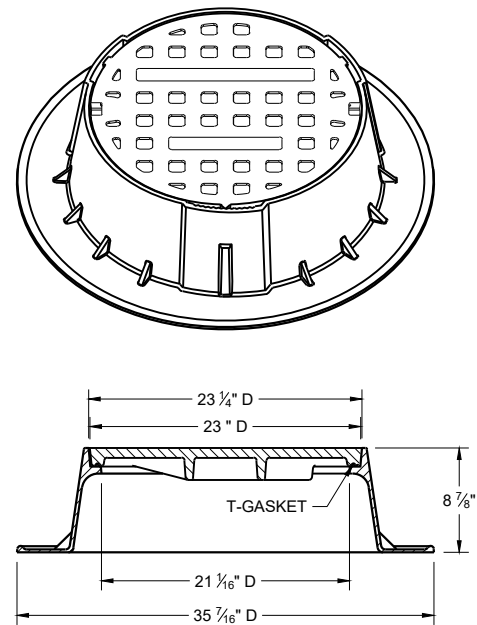
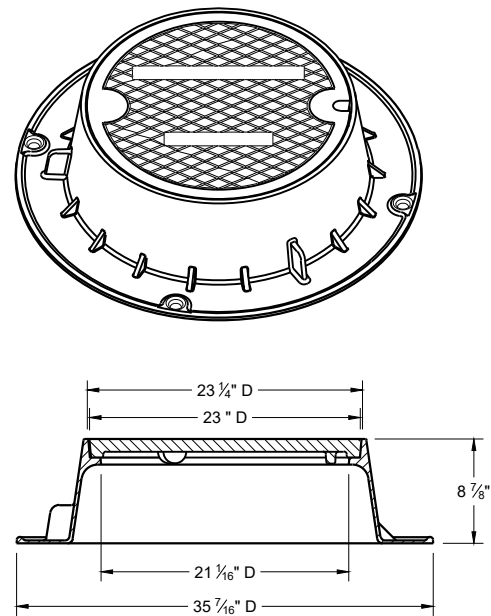
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



TYPE "K"

INLET COVER TYPE "BW"



TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

TYPE "J" SPECIAL

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

NOTE: EITHER CASTING IS ACCEPTABLE

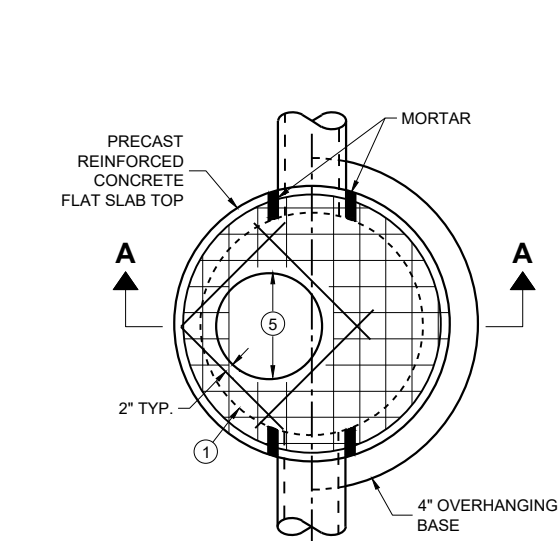
TYPE "L"

TYPE "M"

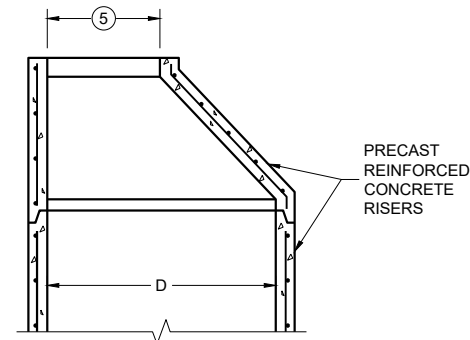
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K,
J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

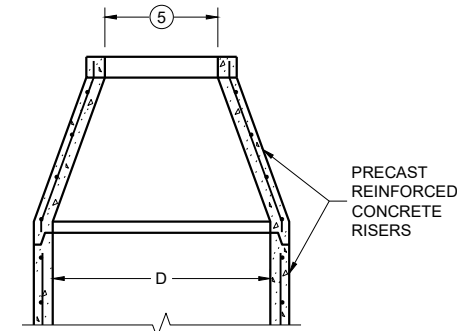
APPROVED
February 2025 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



PLAN VIEW
CIRCULAR OPENING



OPTIONAL PRECAST
REINFORCED CONCRETE
ECCENTRIC TOP



OPTIONAL PRECAST
REINFORCED CONCRETE
CONCENTRIC TOP

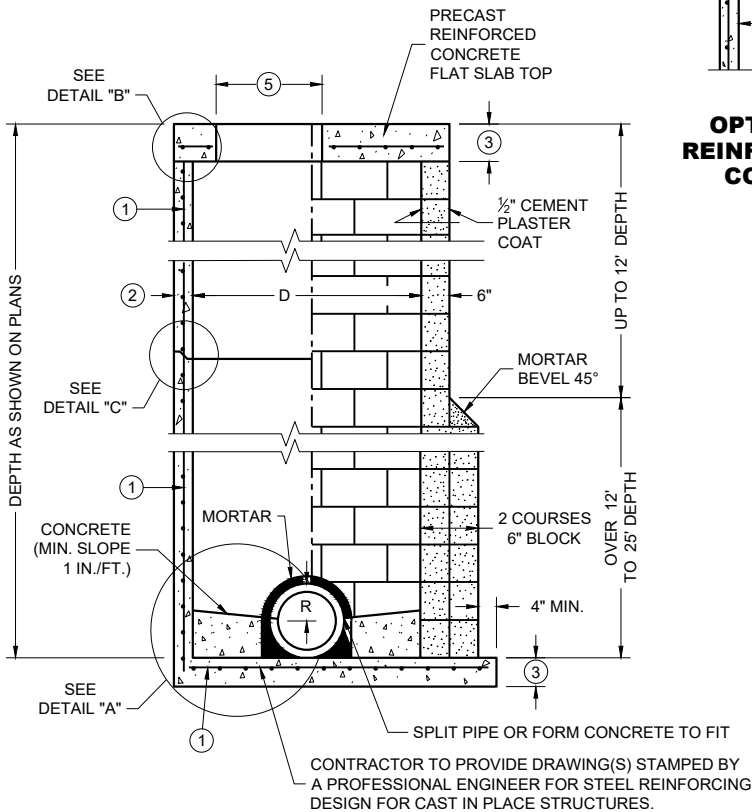
MANHOLE COVER OPENING MATRIX

MANHOLE COVER OPENING SIZE (FT.)	MANHOLE COVER TYPE	C	ALL JS	K	L	M
2 DIA.	5	X	X		X	
3 DIA.				X		X

PIPE MATRIX

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

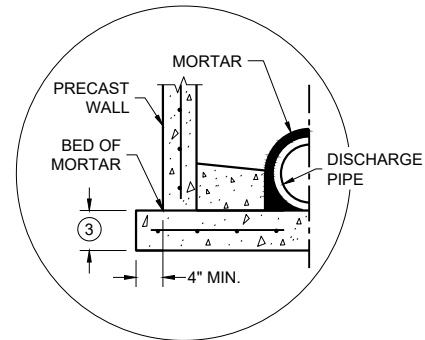
*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES.
SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.



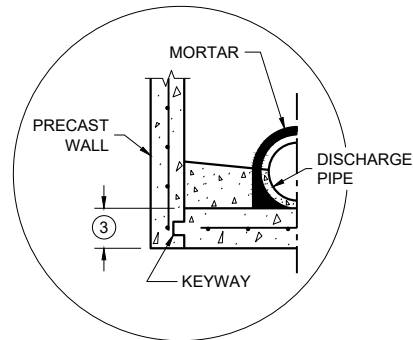
SECTION A - A

PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

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

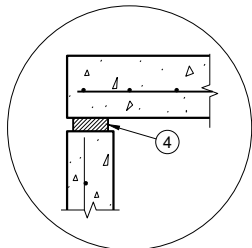


SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

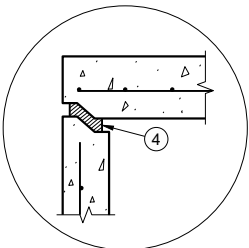


PRECAST REINFORCED CONCRETE
WITH INTEGRAL BASE OPTION

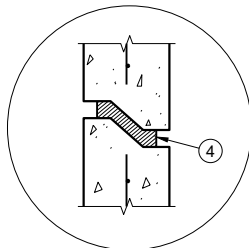
DETAIL "A"



TOP WITH PLAIN
END JOINT



TOP WITH TONGUE
AND GROOVE JOINT



RISER WITH TONGUE
AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

GENERAL NOTES

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

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

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

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

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

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

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

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 3/8 INCH AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

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

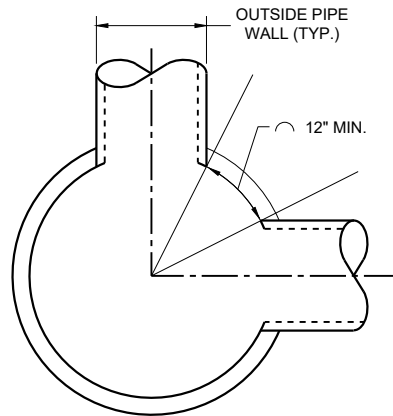
PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

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

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

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

- 1 FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- 2 SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES
- 3 SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.
- 4 JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.
- 5 SEE MANHOLE COVER OPENING MATRIX.



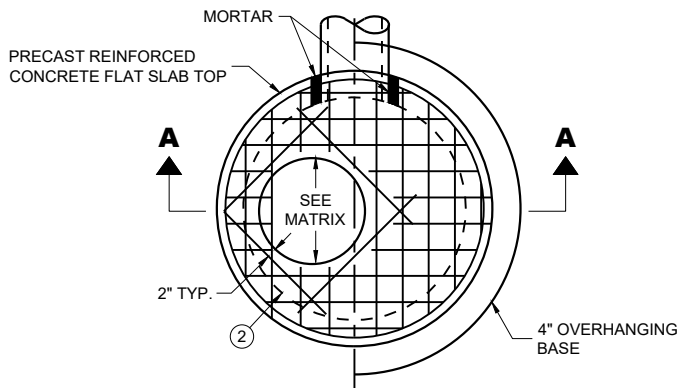
MINIMUM HORIZONTAL
PIPE SEPARATION

DETAIL "D"

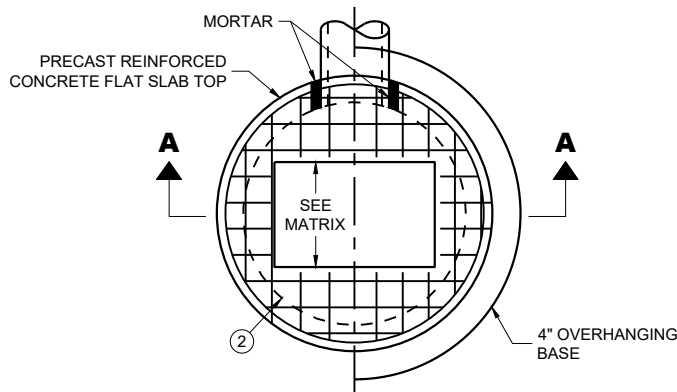
MANHOLES, 3-FT, 4-FT
5-FT, 6-FT, 7-FT, 8-FT, 9-FT
AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

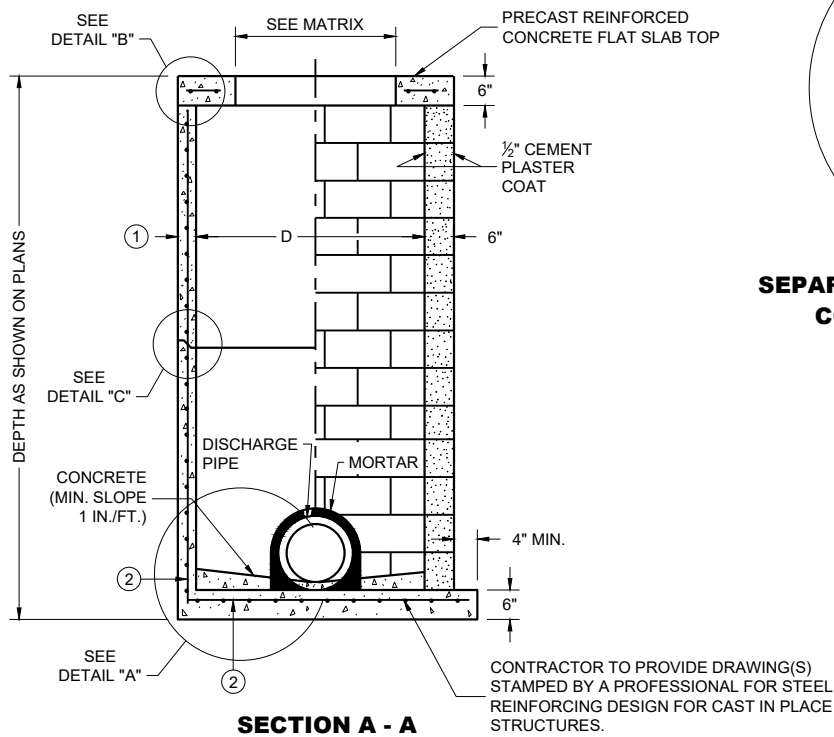
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

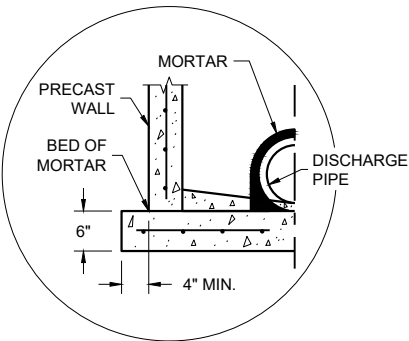
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

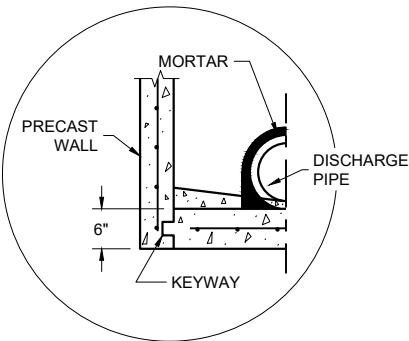
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

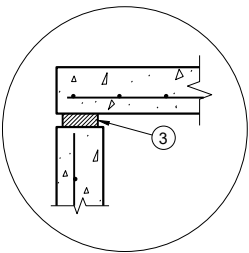


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

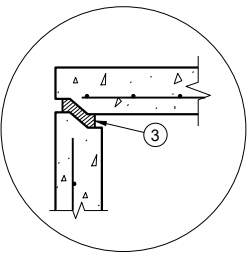


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

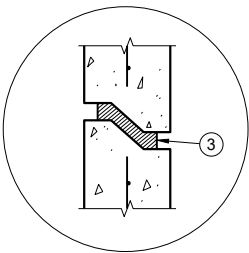


TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

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

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

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

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

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

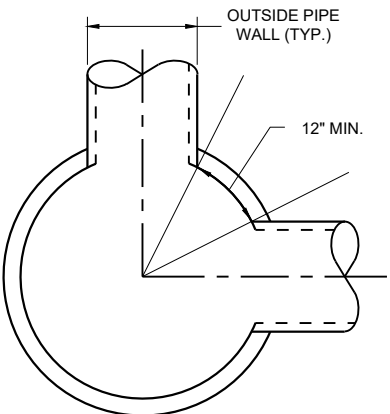
ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

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

- ① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMETER PRECAST INLETS.
- ② FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ③ JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

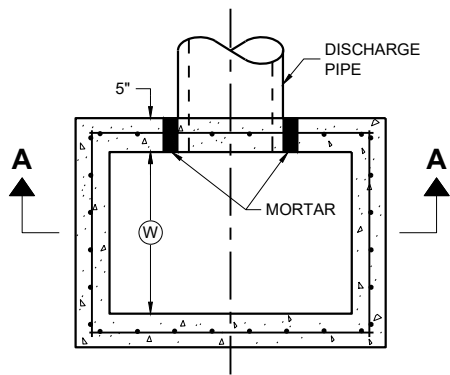


MINIMUM HORIZONTAL PIPE SEPARATION
DETAIL "D"

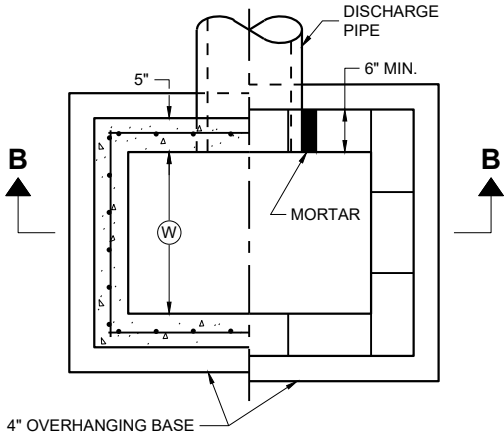
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

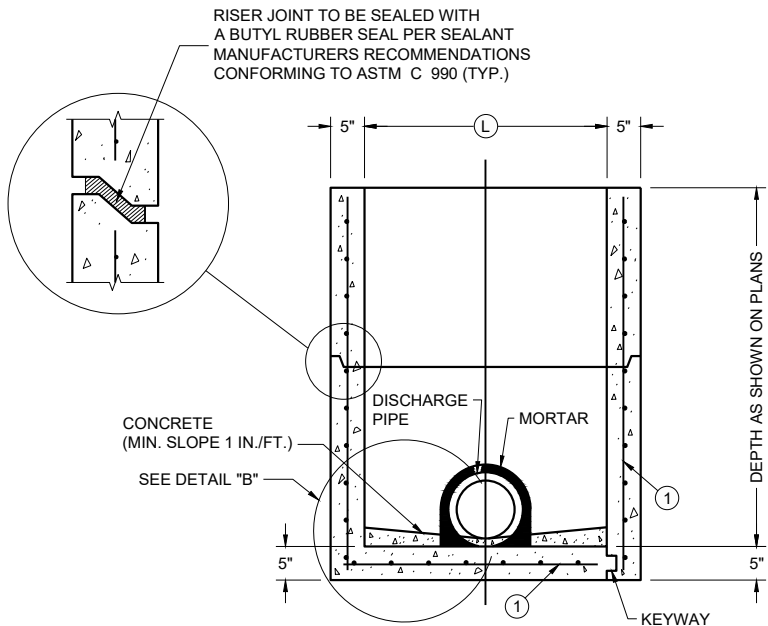
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



PLAN VIEW



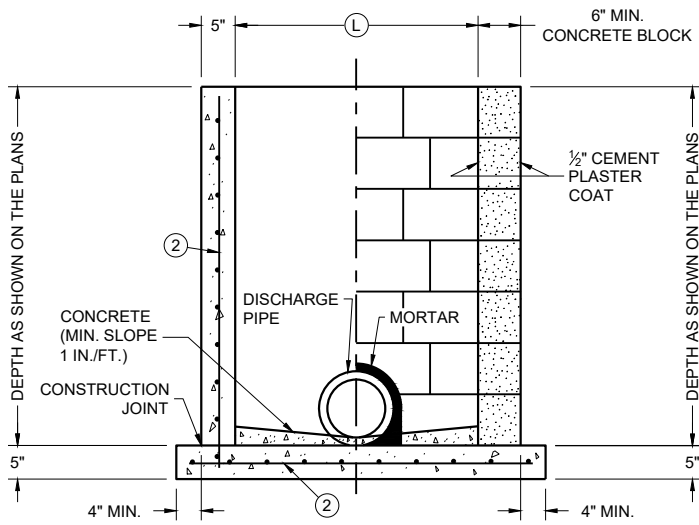
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

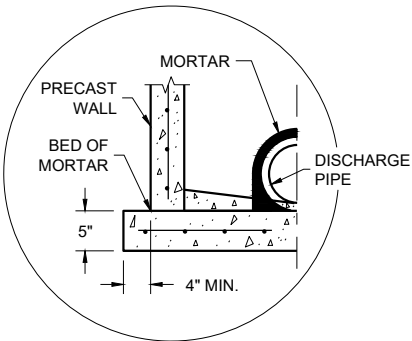
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

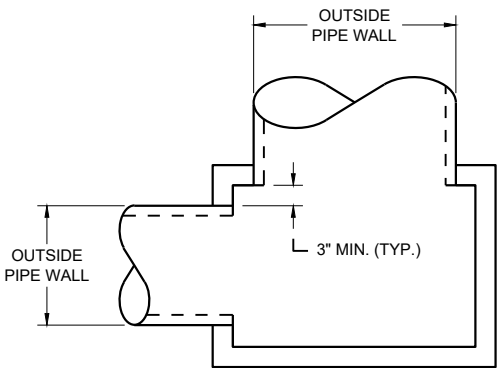
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE ①

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

CATCH BASIN COVER MATRIX

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

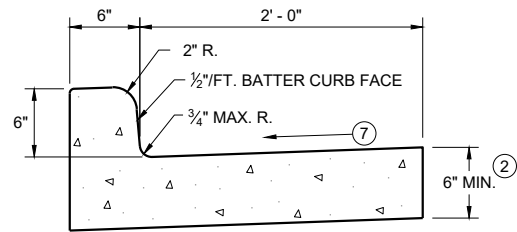
PIPE MATRIX

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

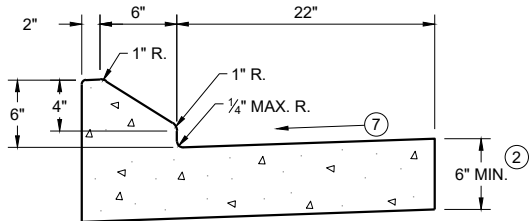
INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

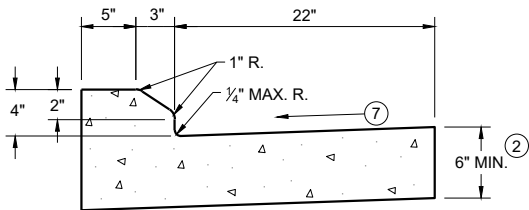
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



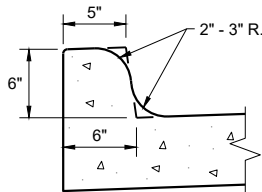
TYPES A^① & D



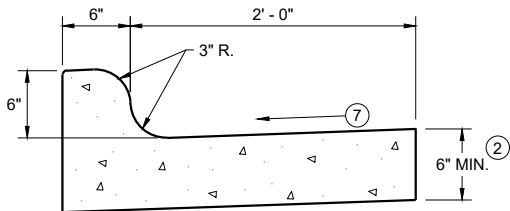
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

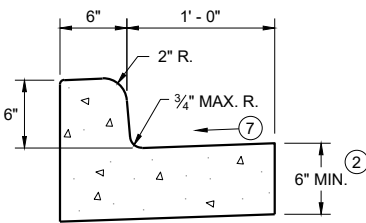


TYPES K^① & L
(OPTIONAL CURB SHAPE)



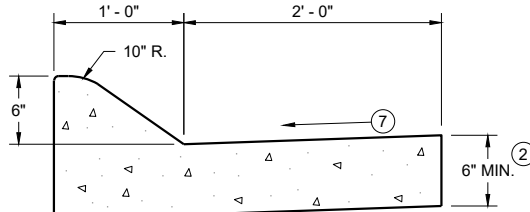
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

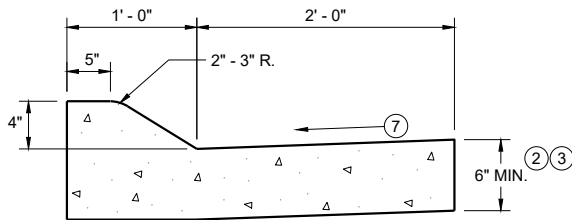


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

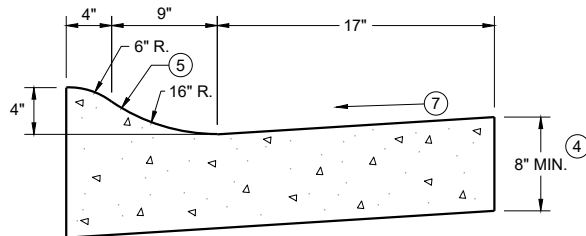


6" SLOPED CURB TYPES A^① & D



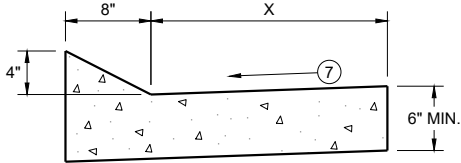
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



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

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

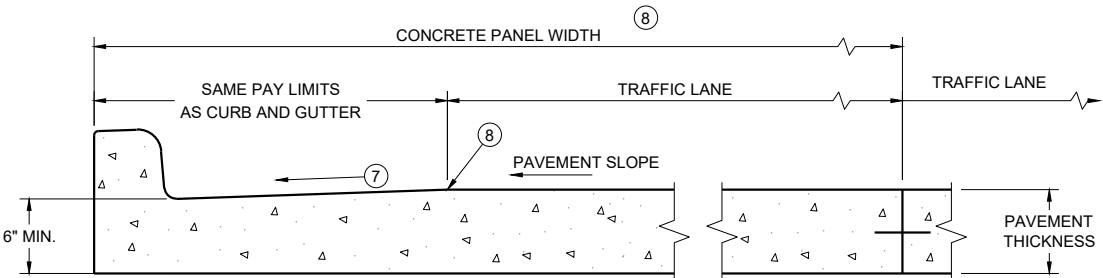


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

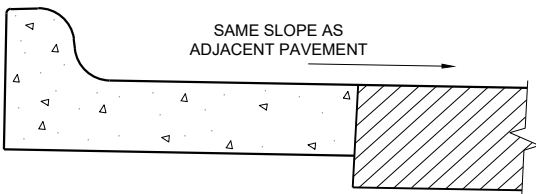
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

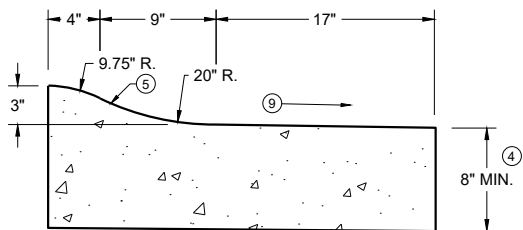


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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



3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

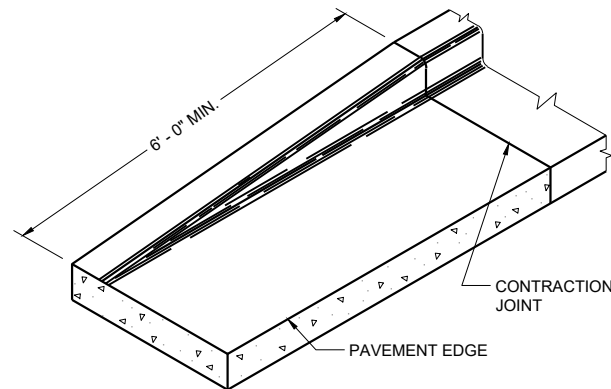
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

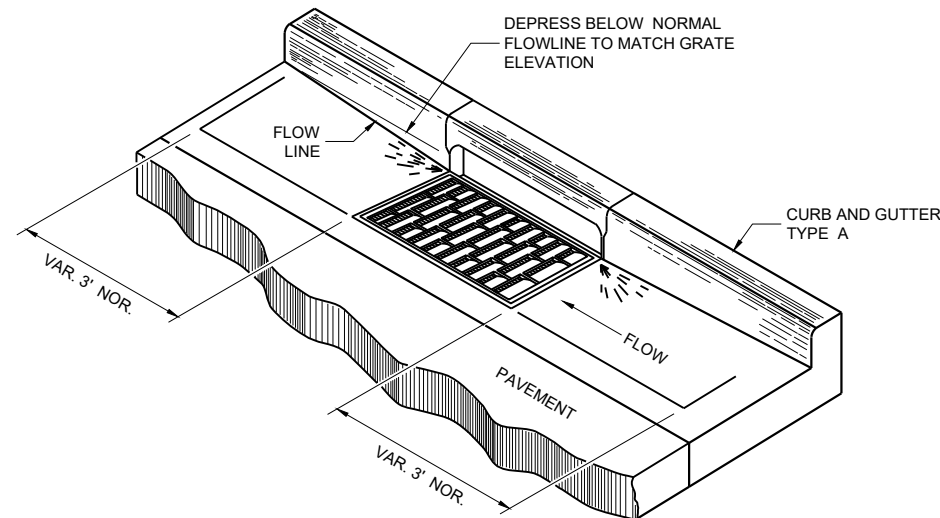
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

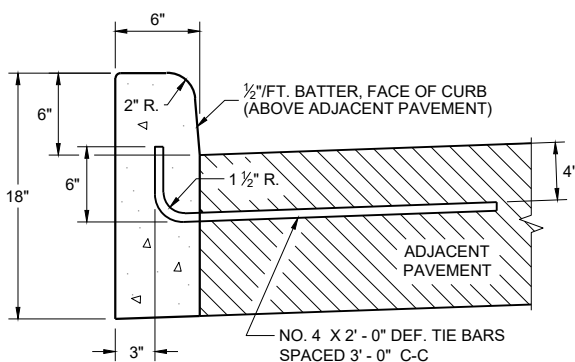


END SECTION CURB AND GUTTER

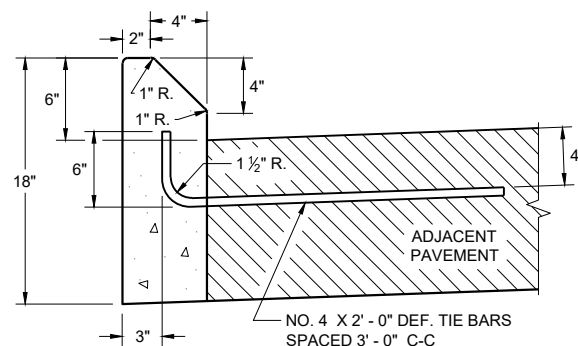


DETAIL OF CURB AND GUTTER AT INLETS

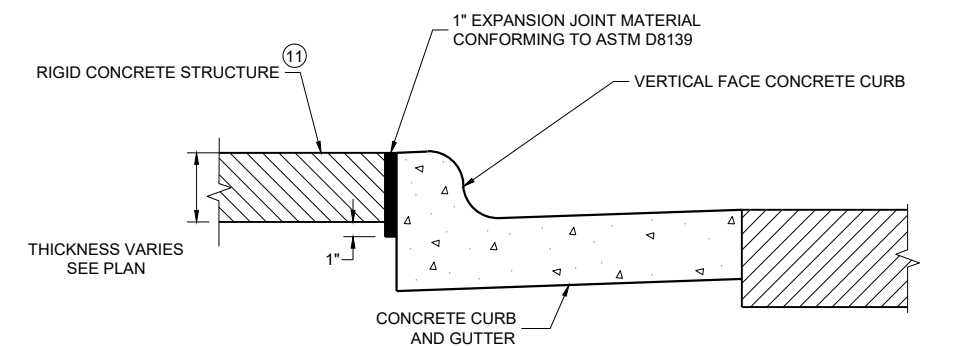
(TYPICAL H INLET COVER SHOWN)



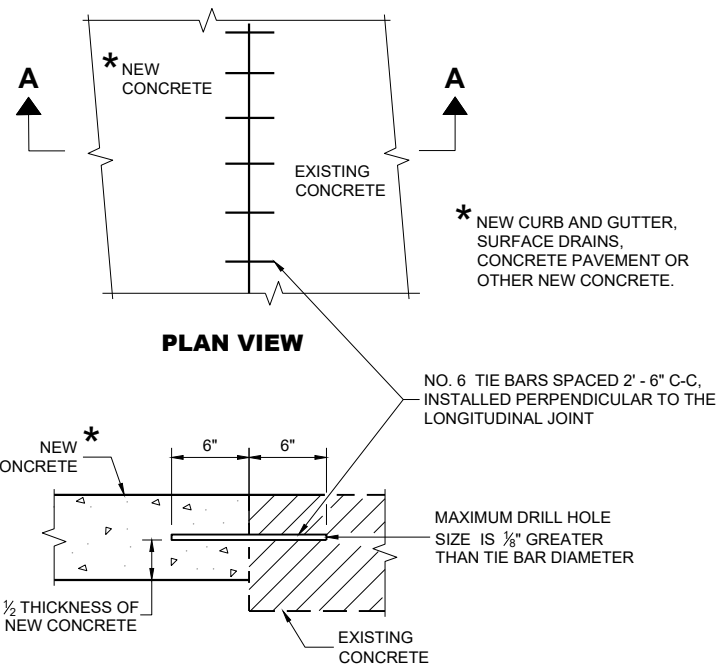
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



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



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

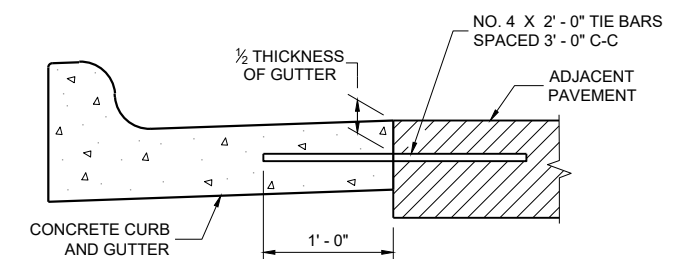
GENERAL NOTES

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

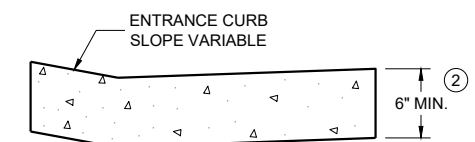
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①

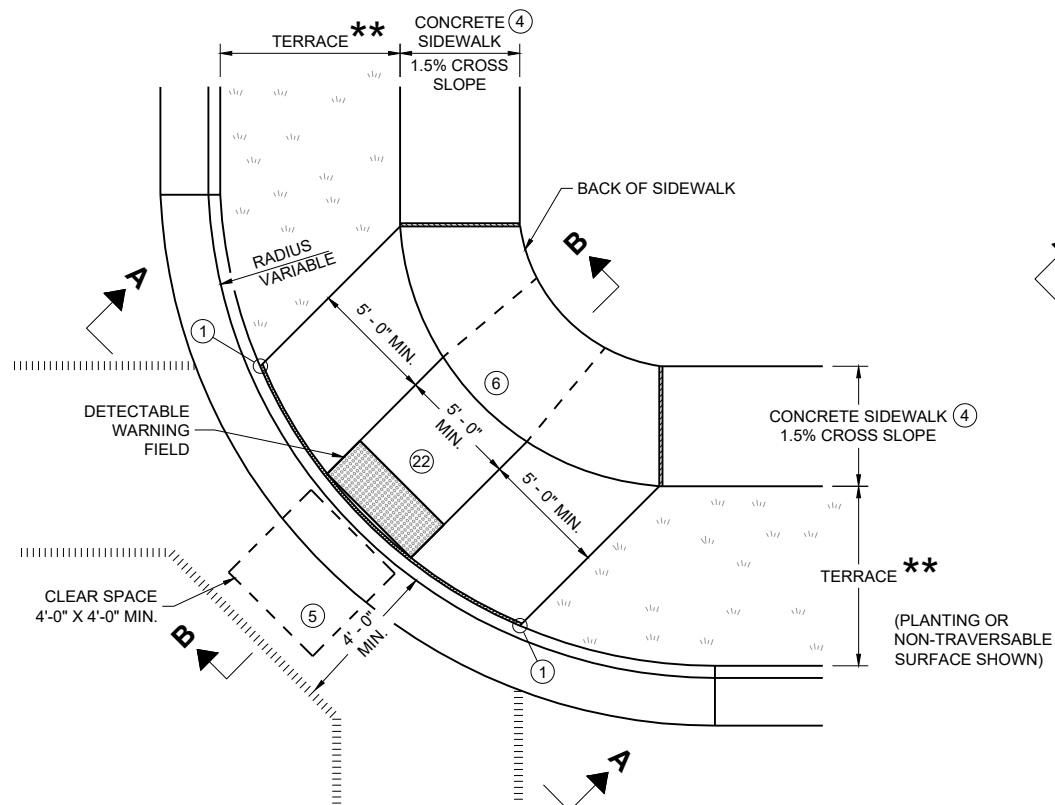


DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

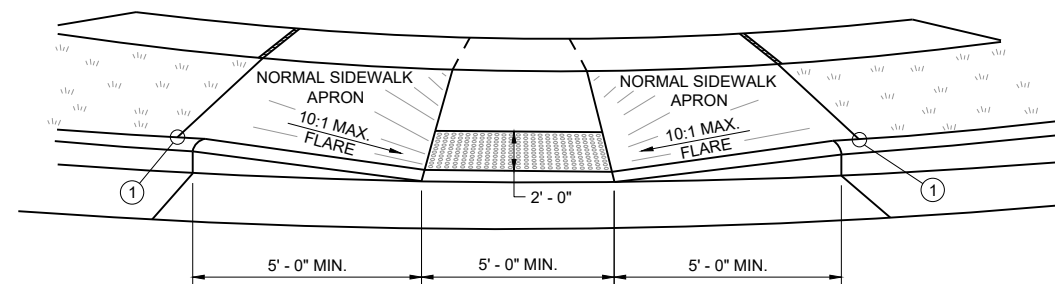
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

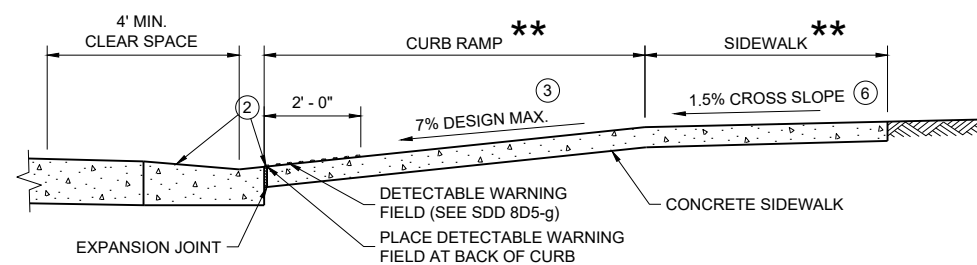
APPROVED
February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



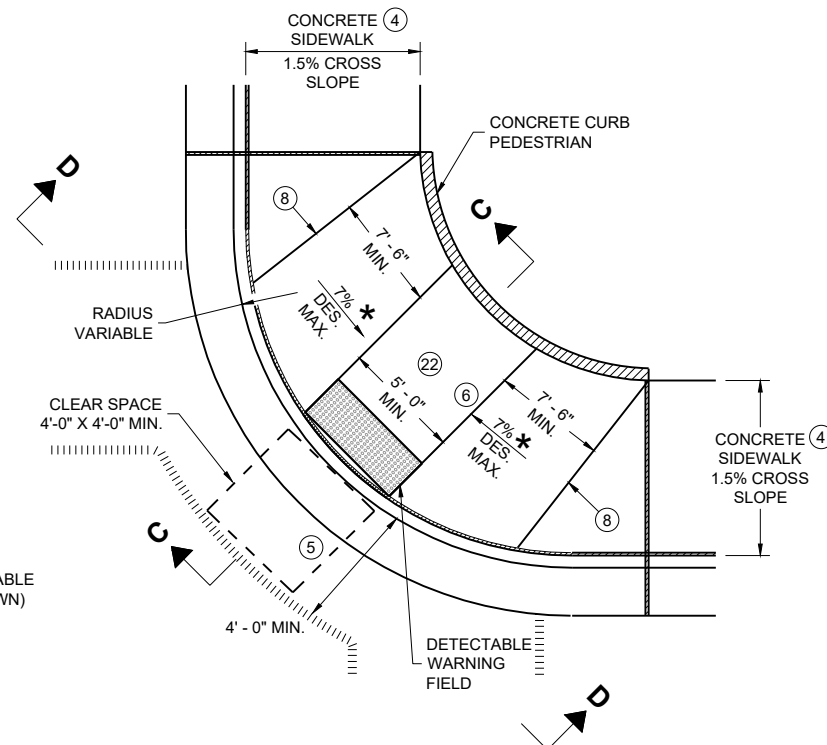
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



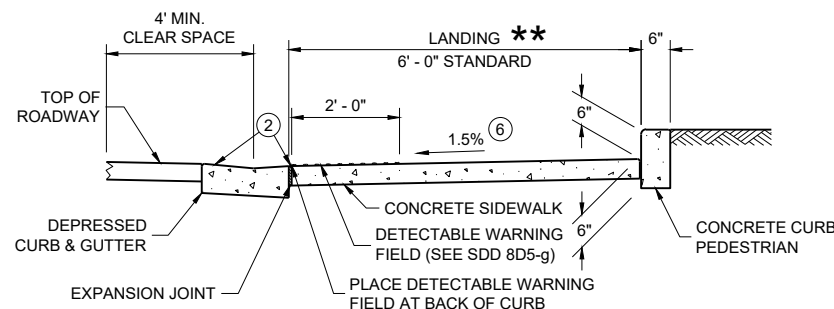
VIEW A - A FOR TYPE 1



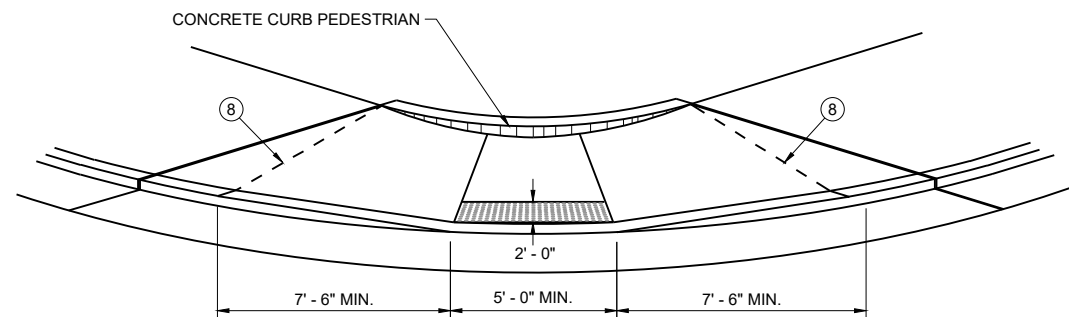
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

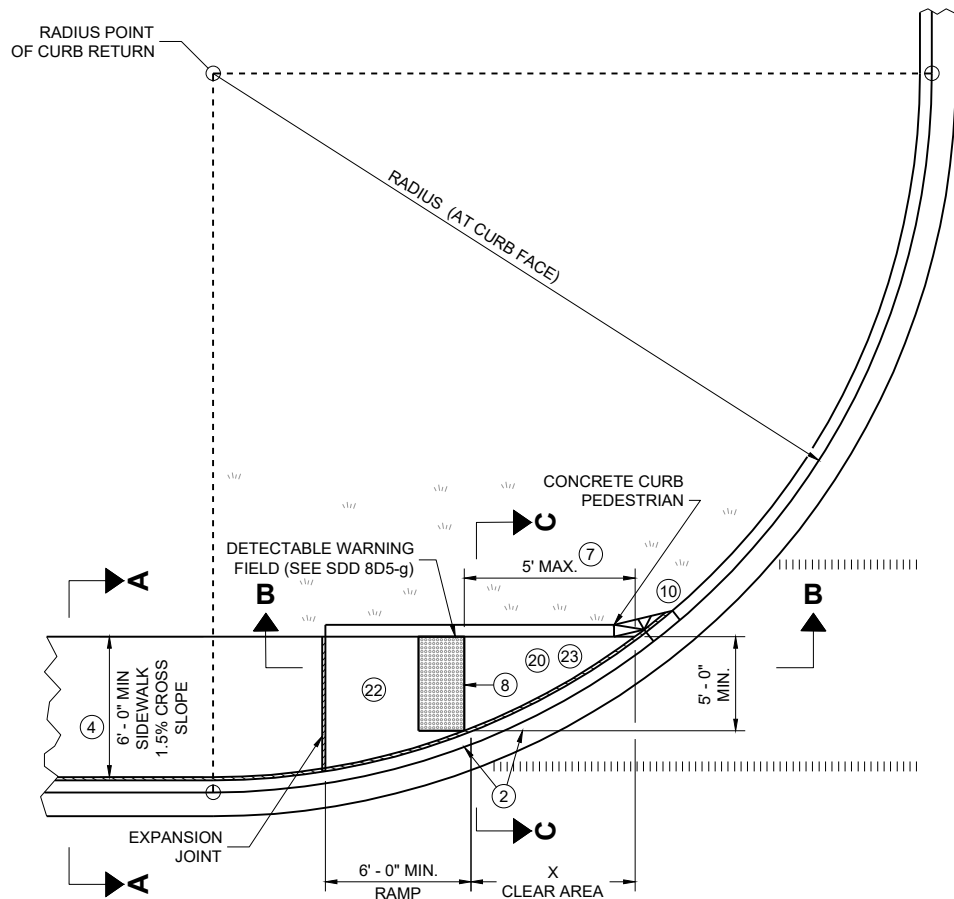
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ $\pm 0.5\%$ 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.
- ⑬ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 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.

LEGEND

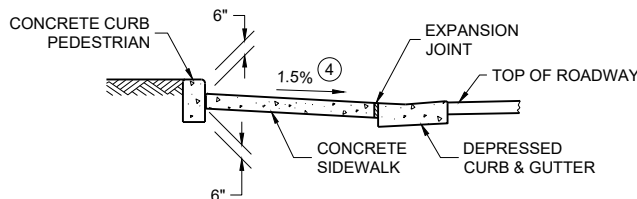
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

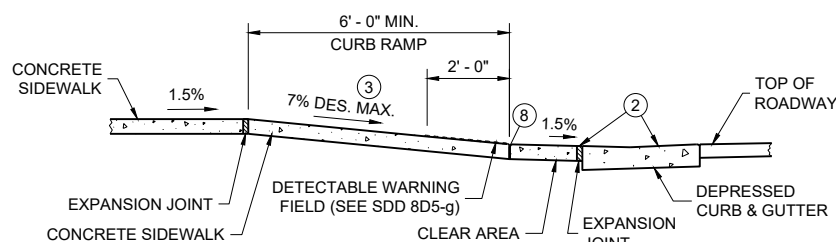
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



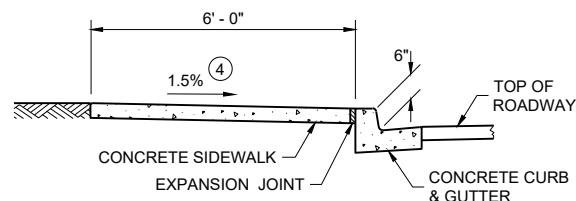
SECTION B - B FOR
TYPE 4A AND TYPE 4A1

LEGEND

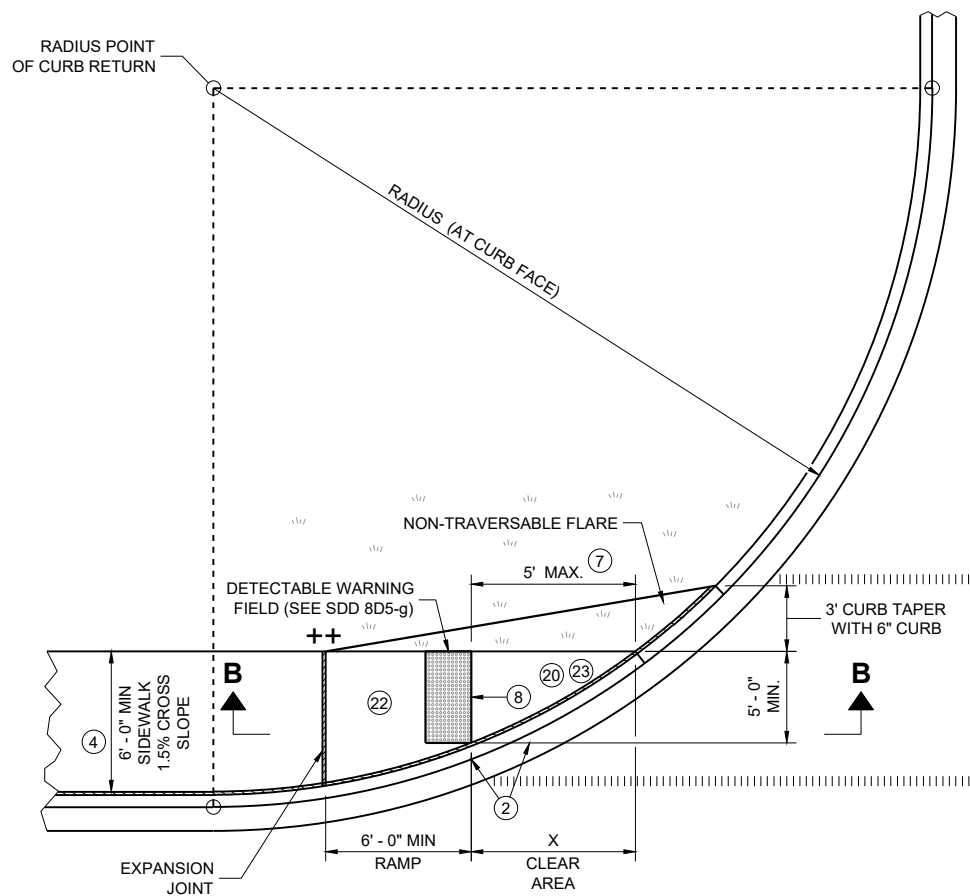
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



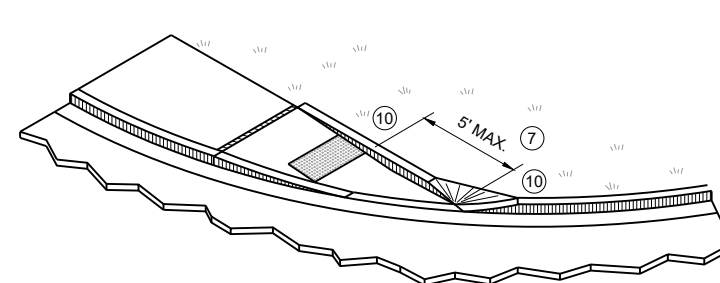
SECTION A - A FOR TYPE 4A



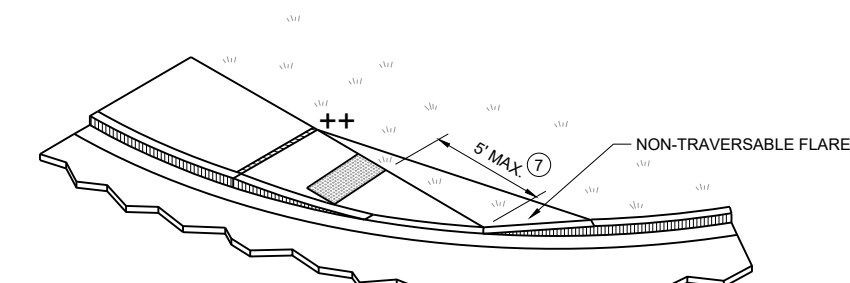
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

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



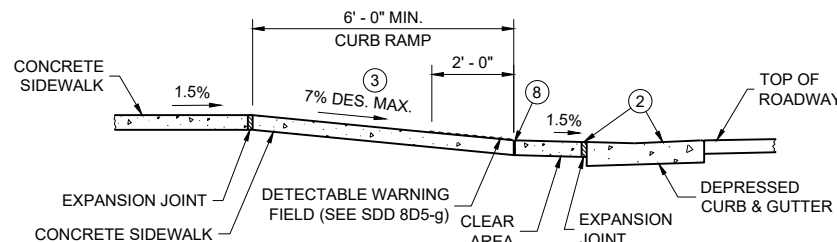
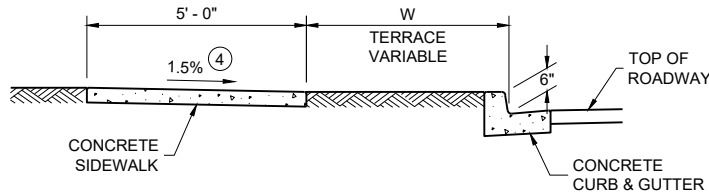
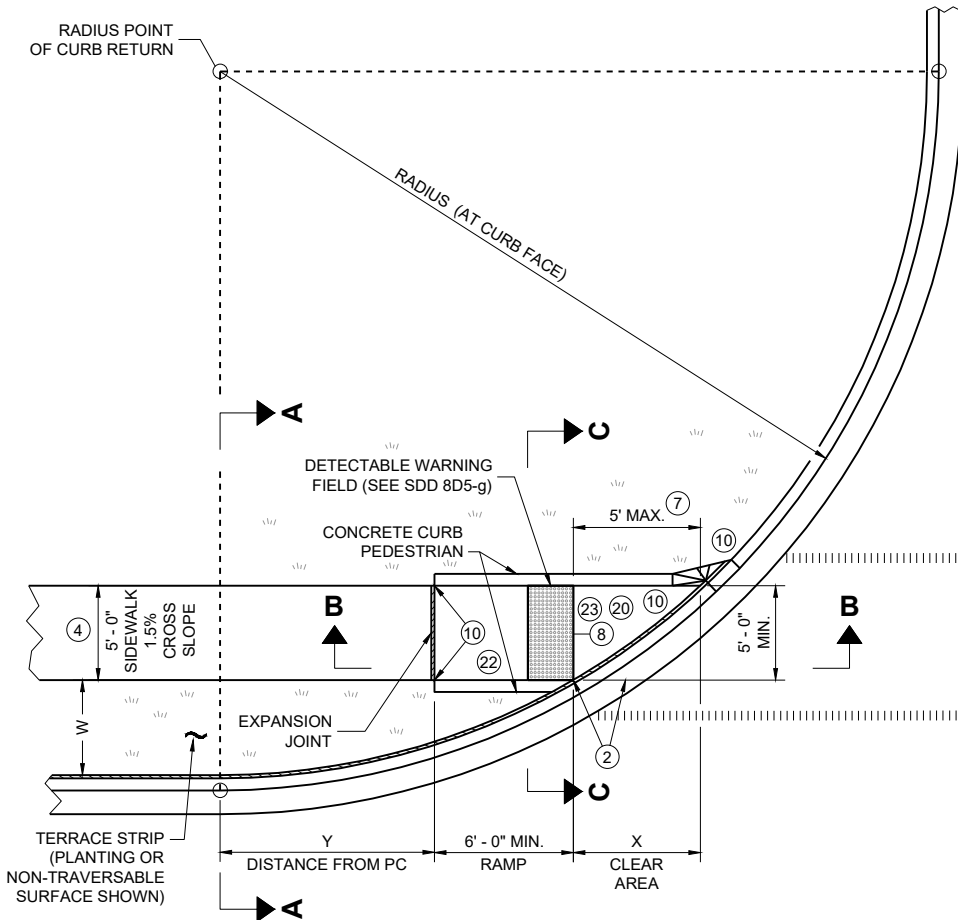
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

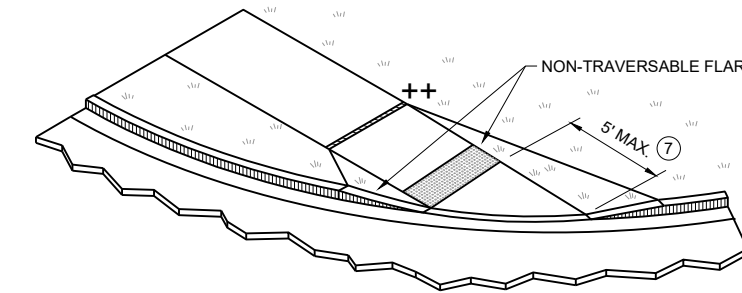
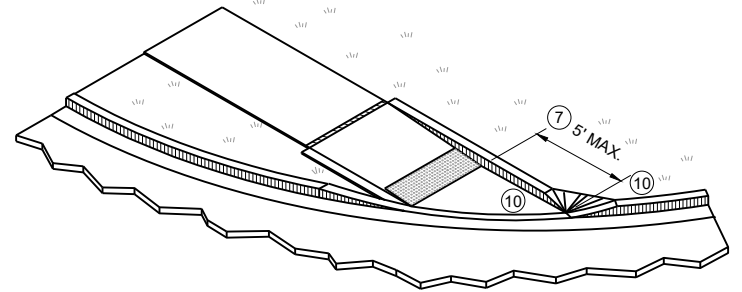
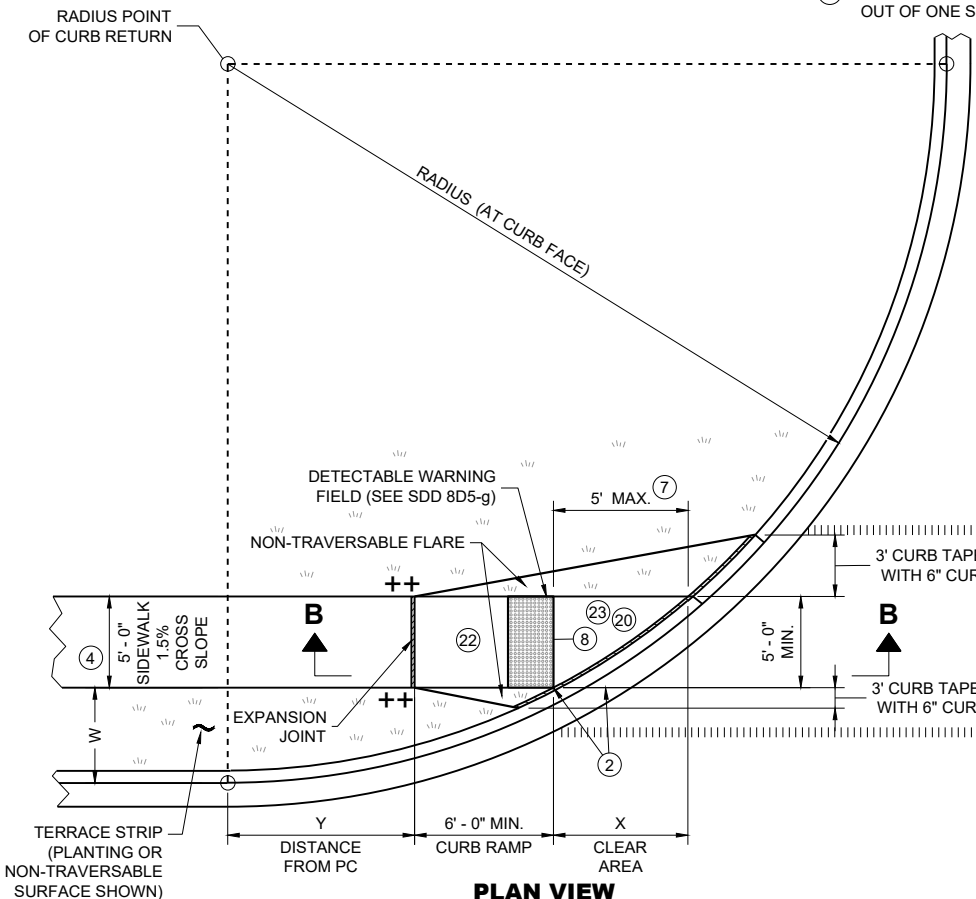
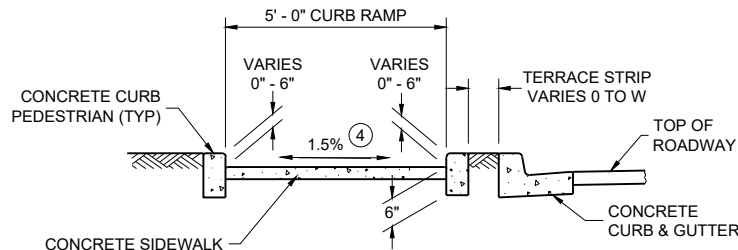
CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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



LEGEND

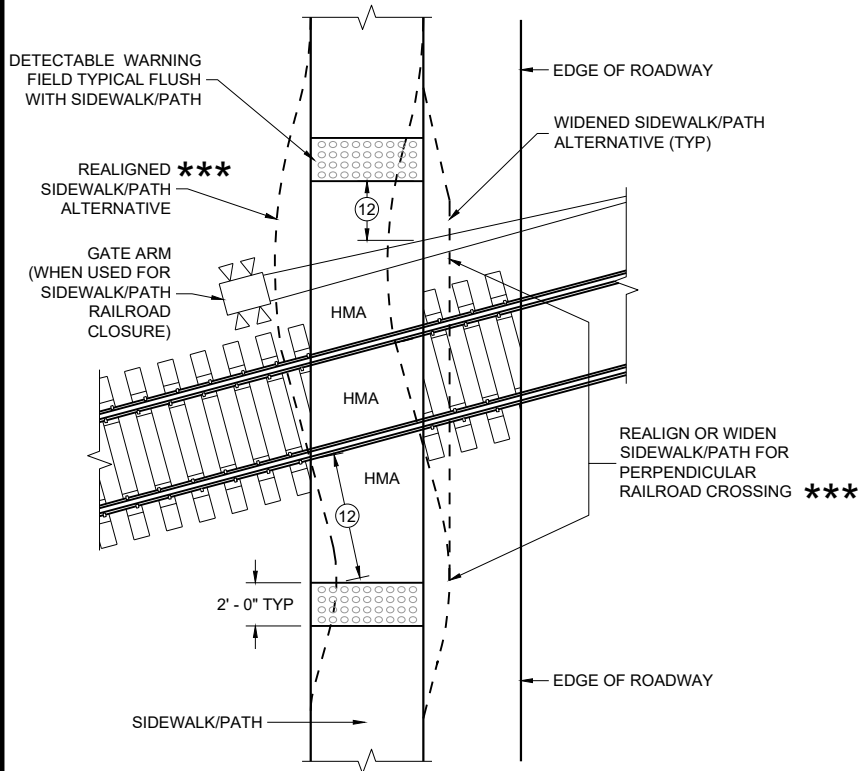
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

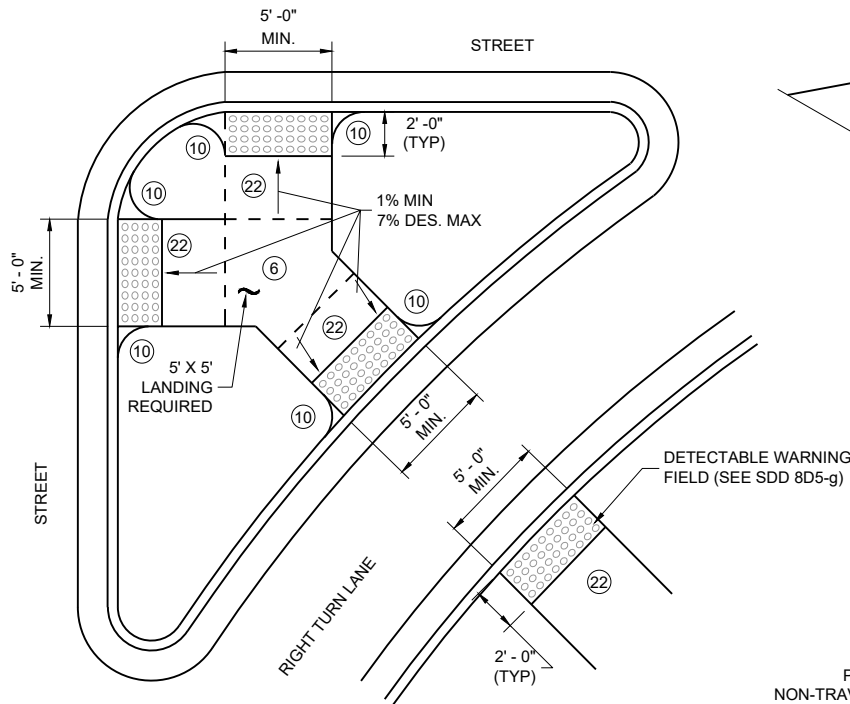
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

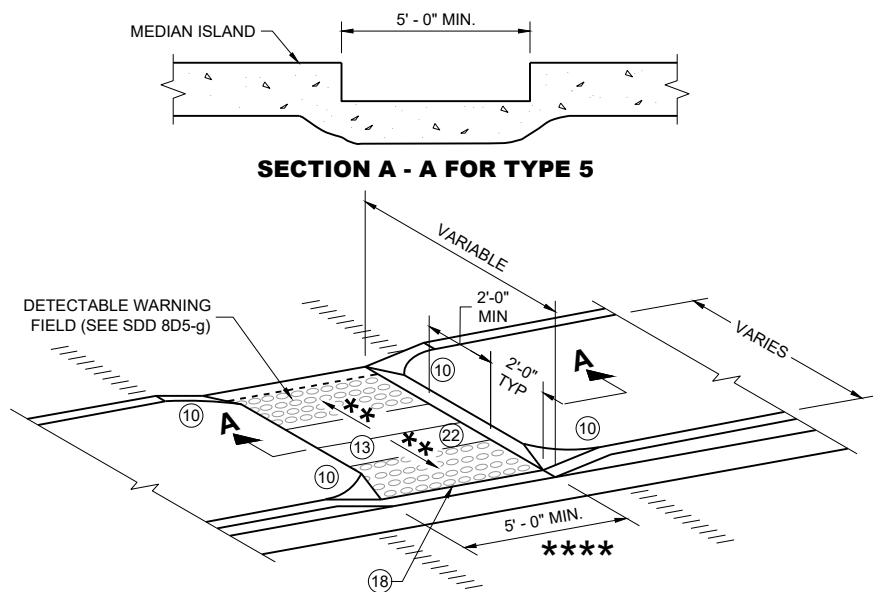


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

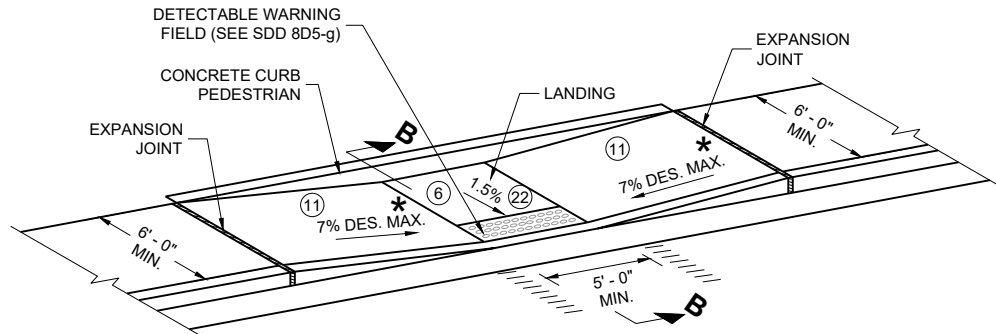


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

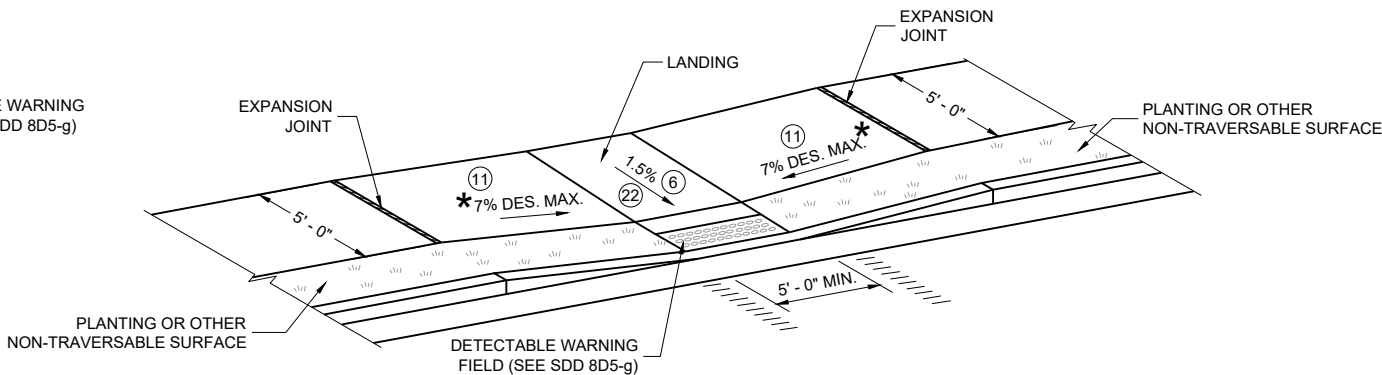
REFER TO GENERAL NOTES (2) AND (3)
FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 5
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS



CURB RAMP TYPE 7B
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS

GENERAL NOTES

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

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

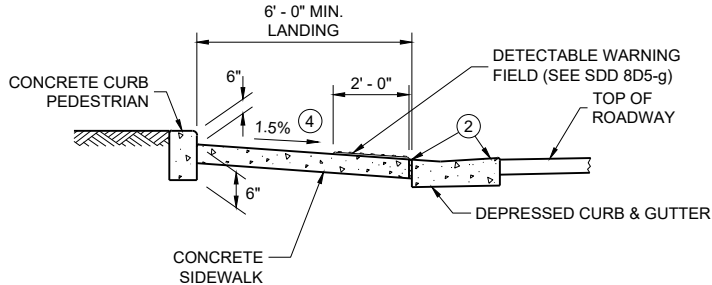
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

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

LEGEND

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

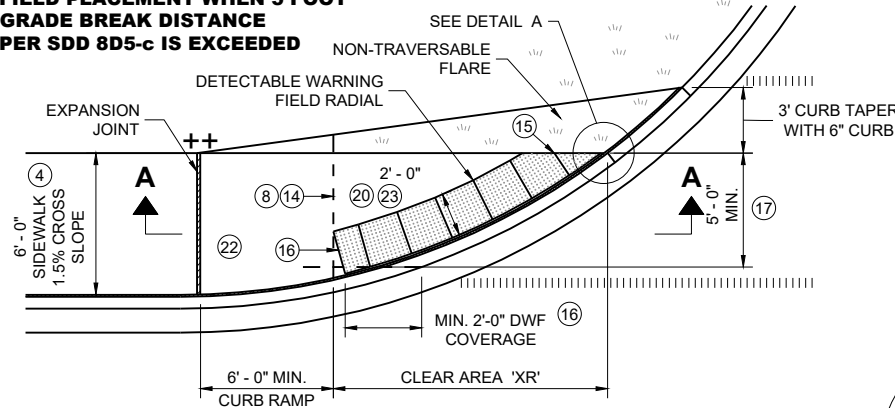


SECTION B - B FOR TYPE 7A

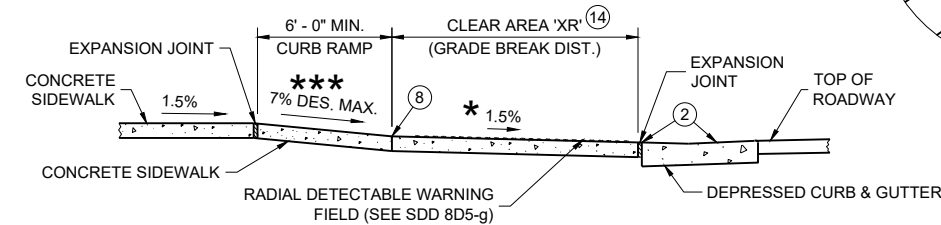
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

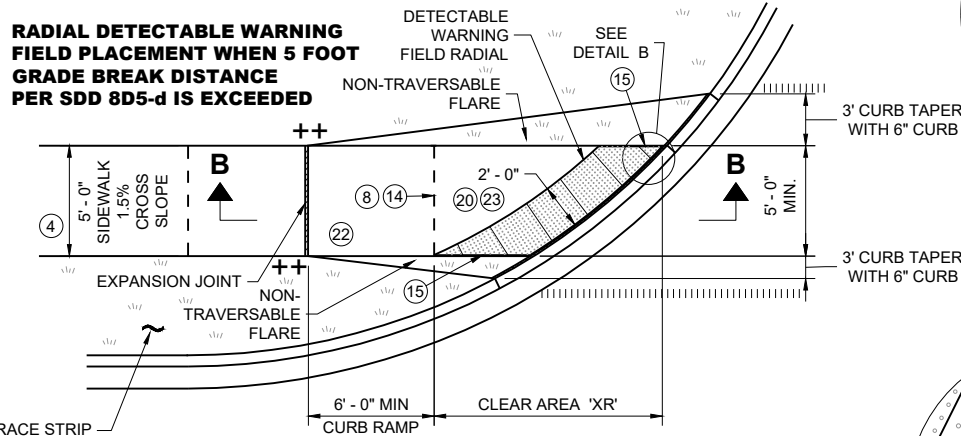


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

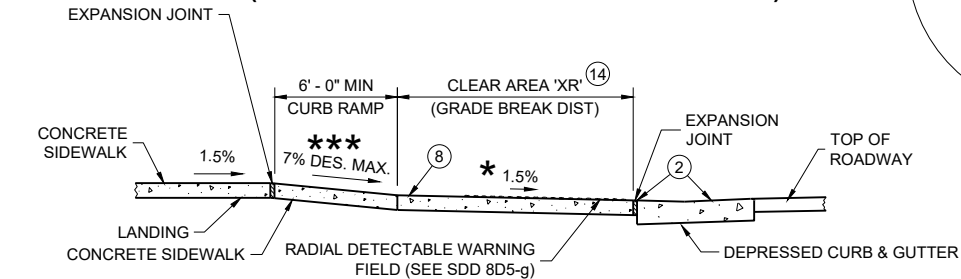


SECTION A - A FOR TYPE 4A1

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

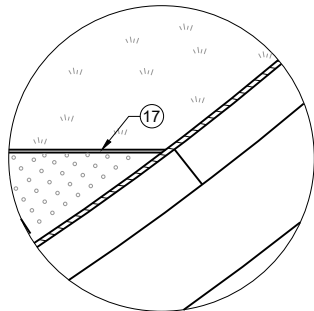


**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

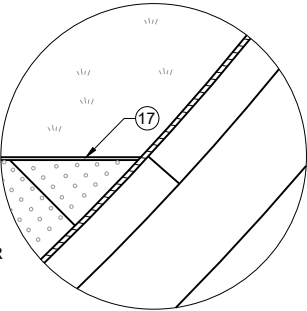


SECTION B - B FOR TYPE 4B1

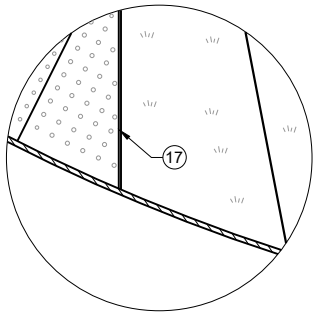
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ** WIDTH SHOWN ELSEWHERE IN THE PLANS
 - *** MAXIMUM 8.3%
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



DETAIL B



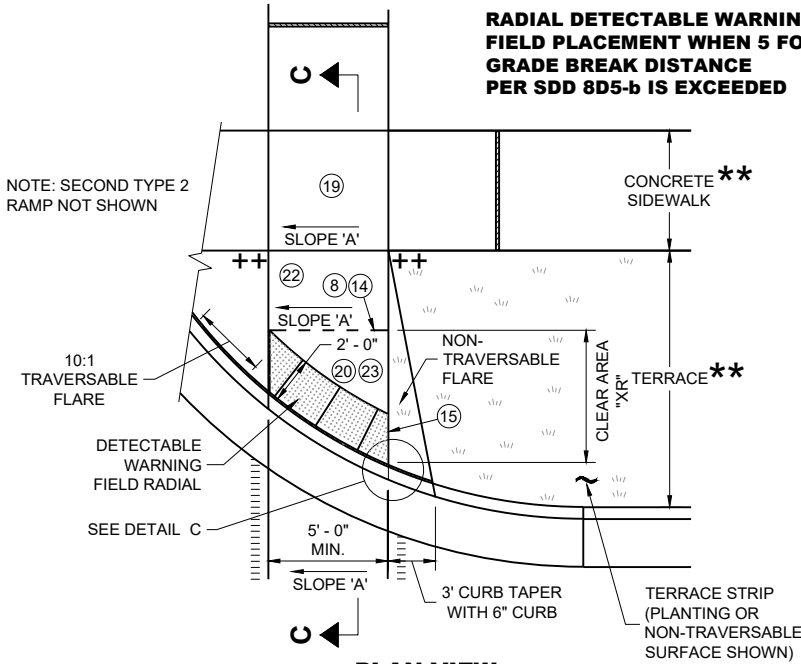
DETAIL C

GENERAL NOTES

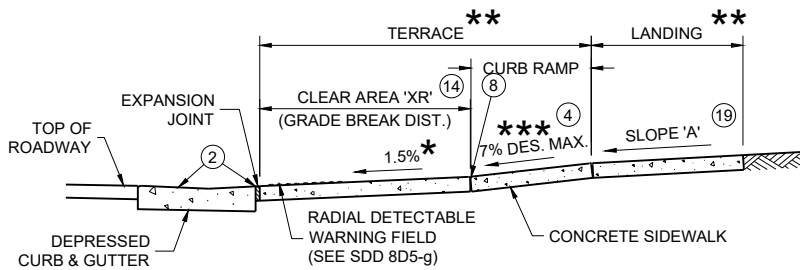
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB 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.

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



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



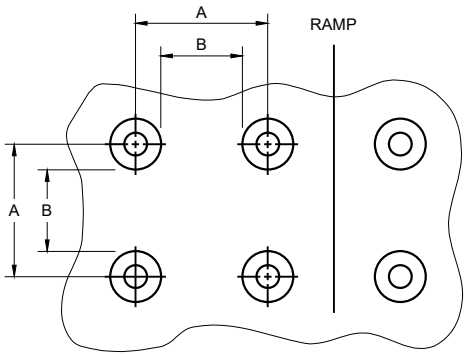
SECTION C - C FOR TYPE 2

**CURB RAMPS
RADIAL DETECTABLE WARNING**

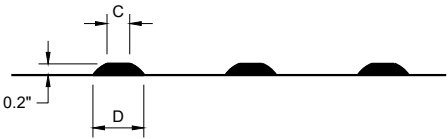
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

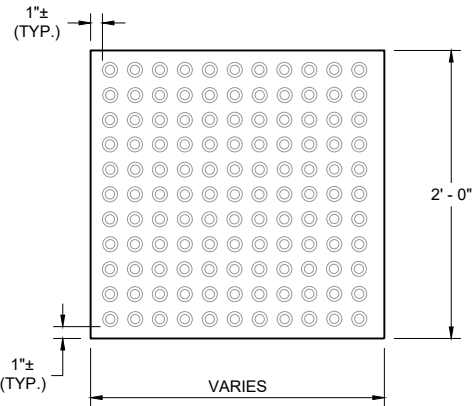


PLAN VIEW

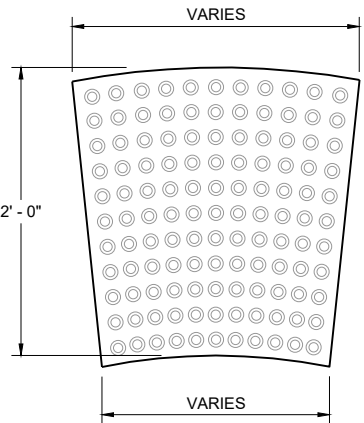


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

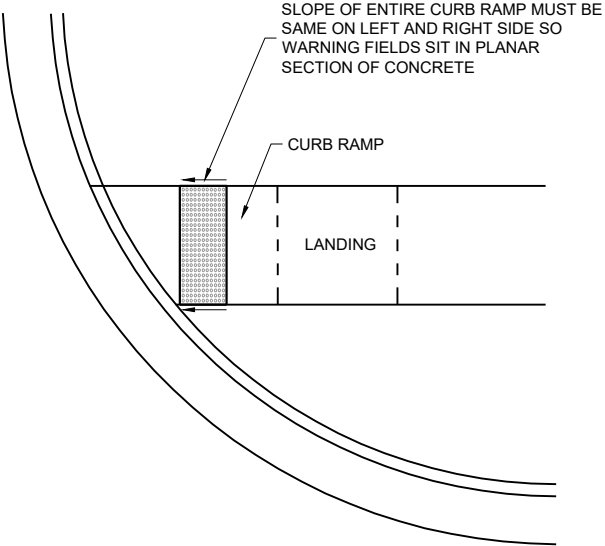


RECTANGULAR
PLATES

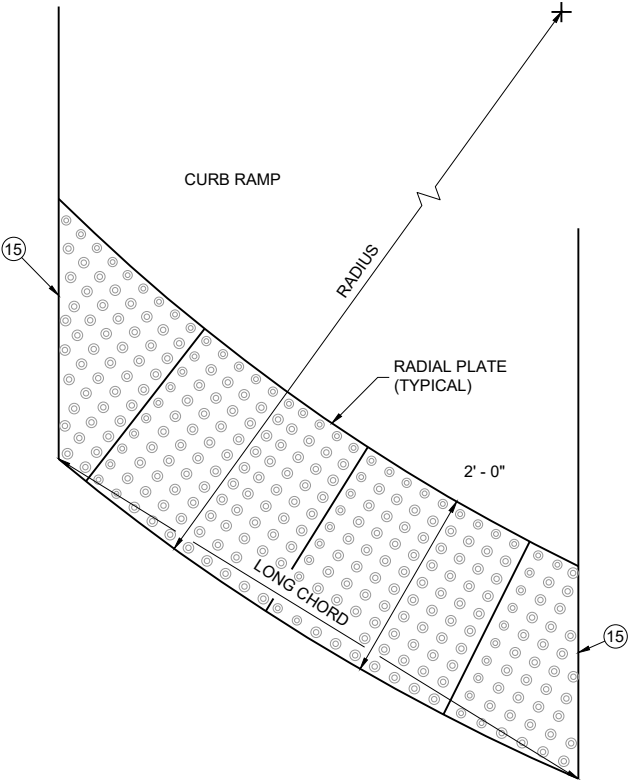


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

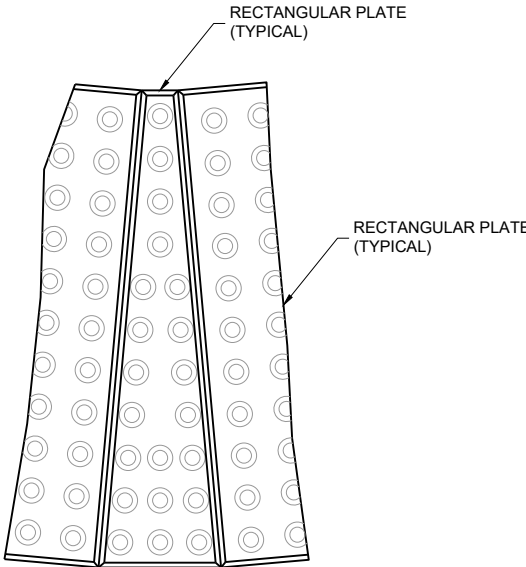
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

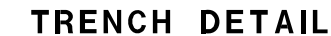
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR



- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 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.

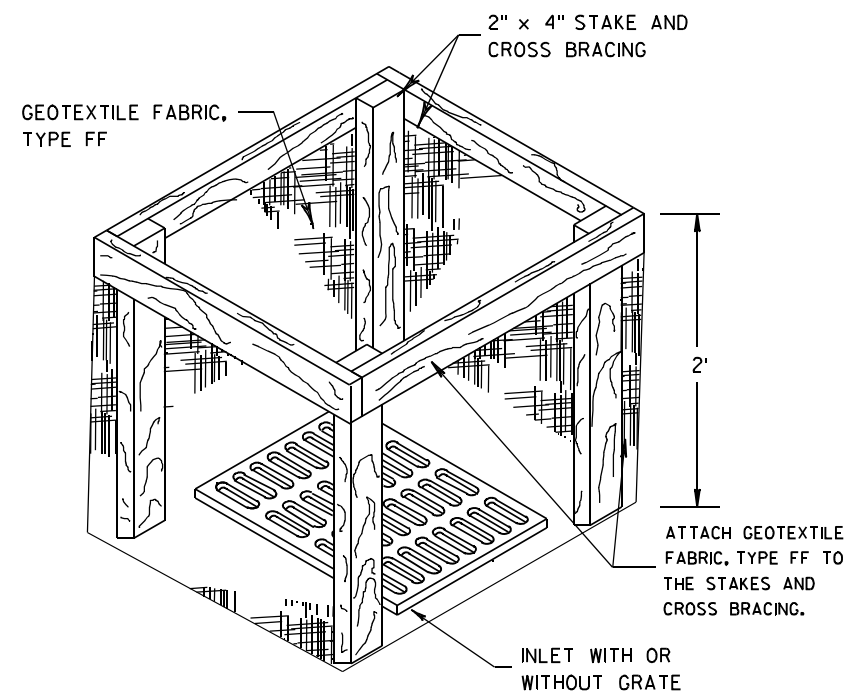
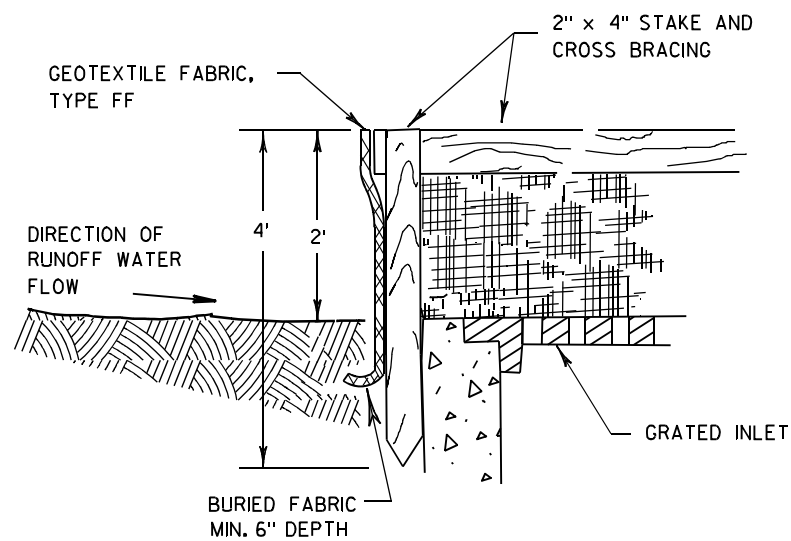


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05
DATE _____ /S/ Beth Connolly
CHIEF ROADWAY DEVELOPMENT 54 INEEN

FHWA



INLET PROTECTION, TYPE A

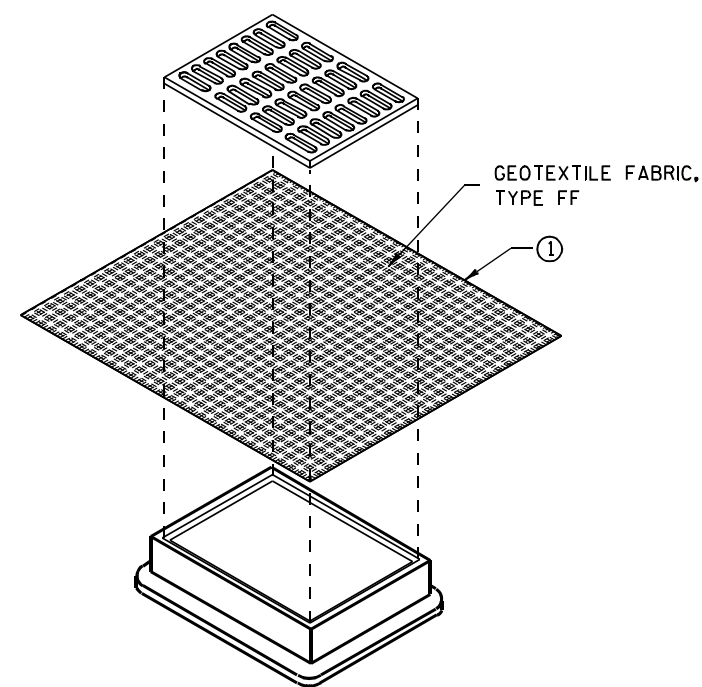
GENERAL NOTES

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

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

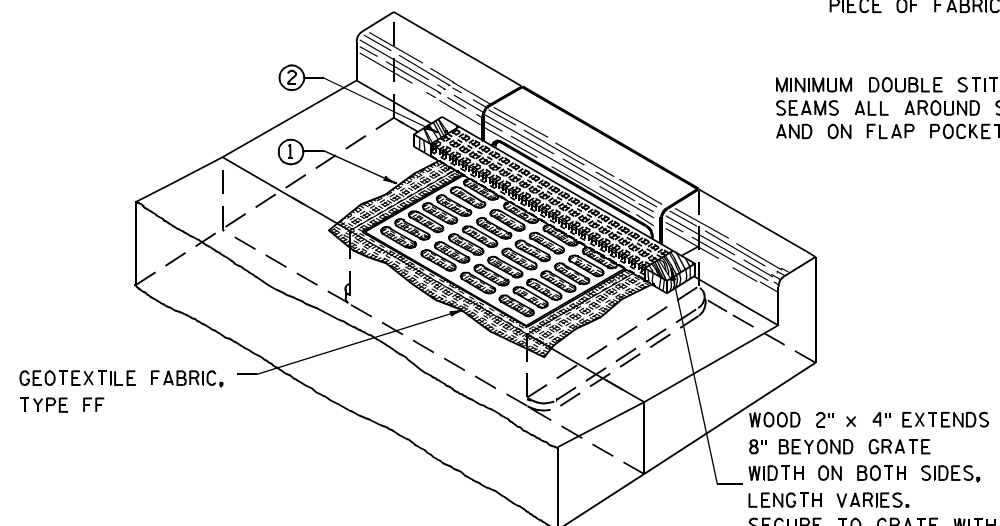
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

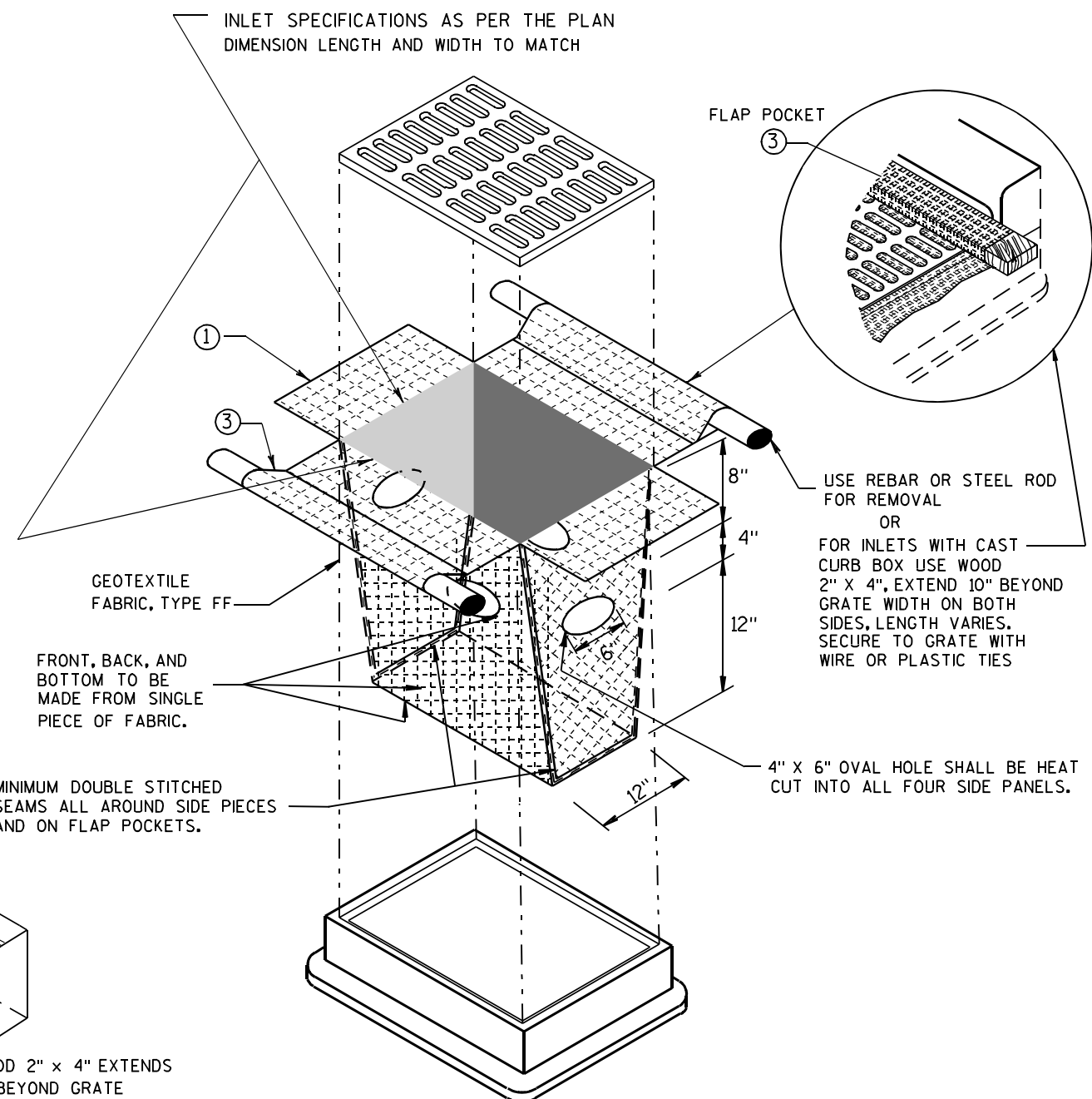
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



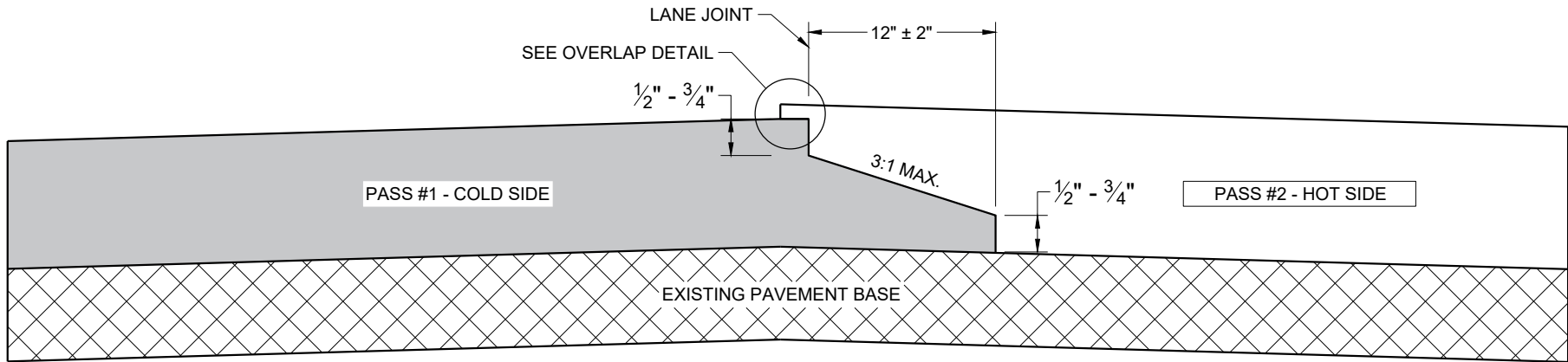
INLET PROTECTION, TYPE D

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

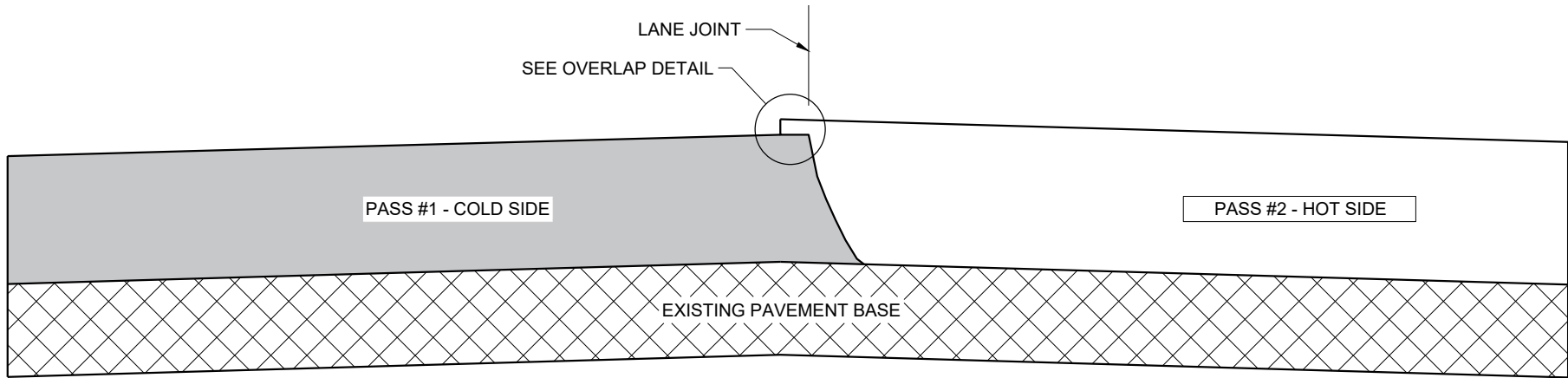
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

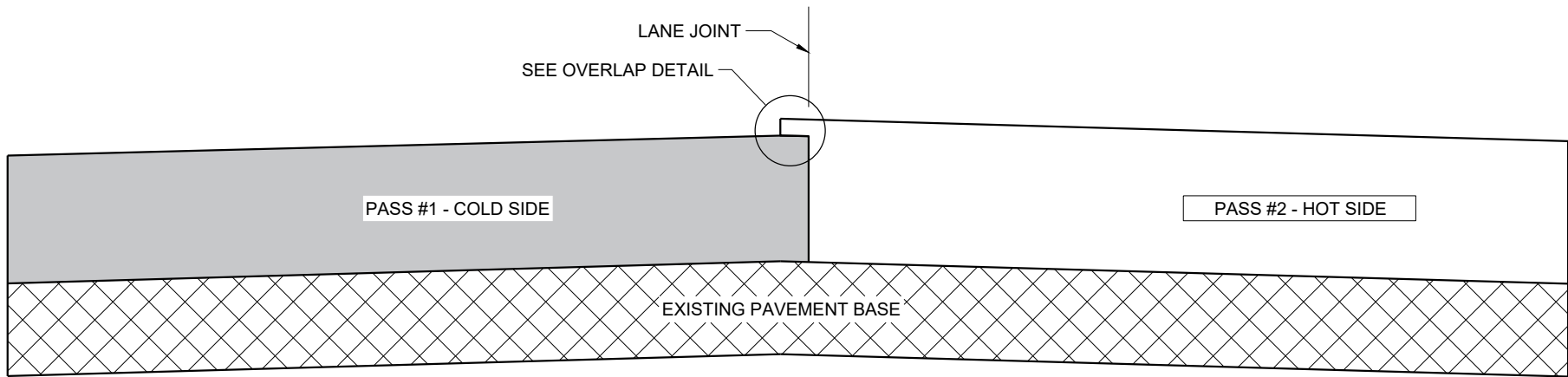
APPROVED
10/16/02 /S/ Beth Connolly
DATE 55
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

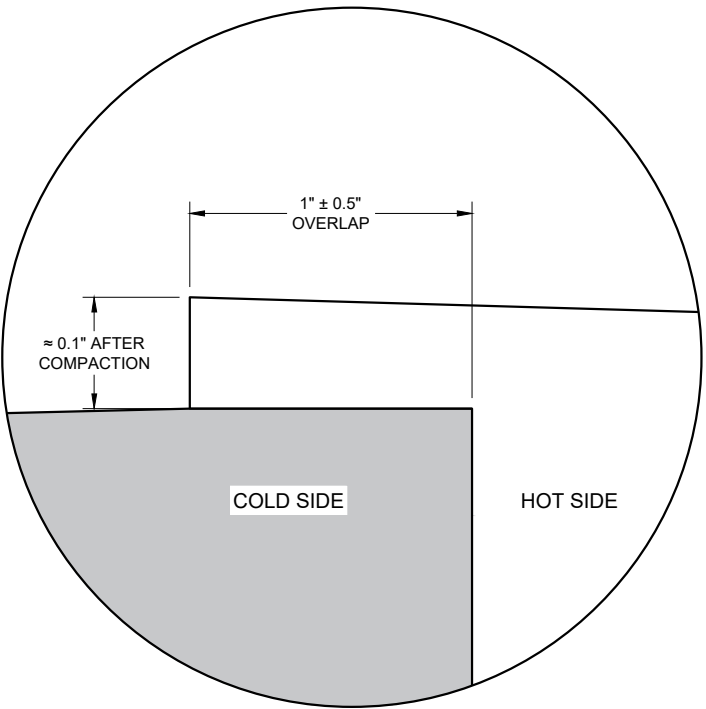
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



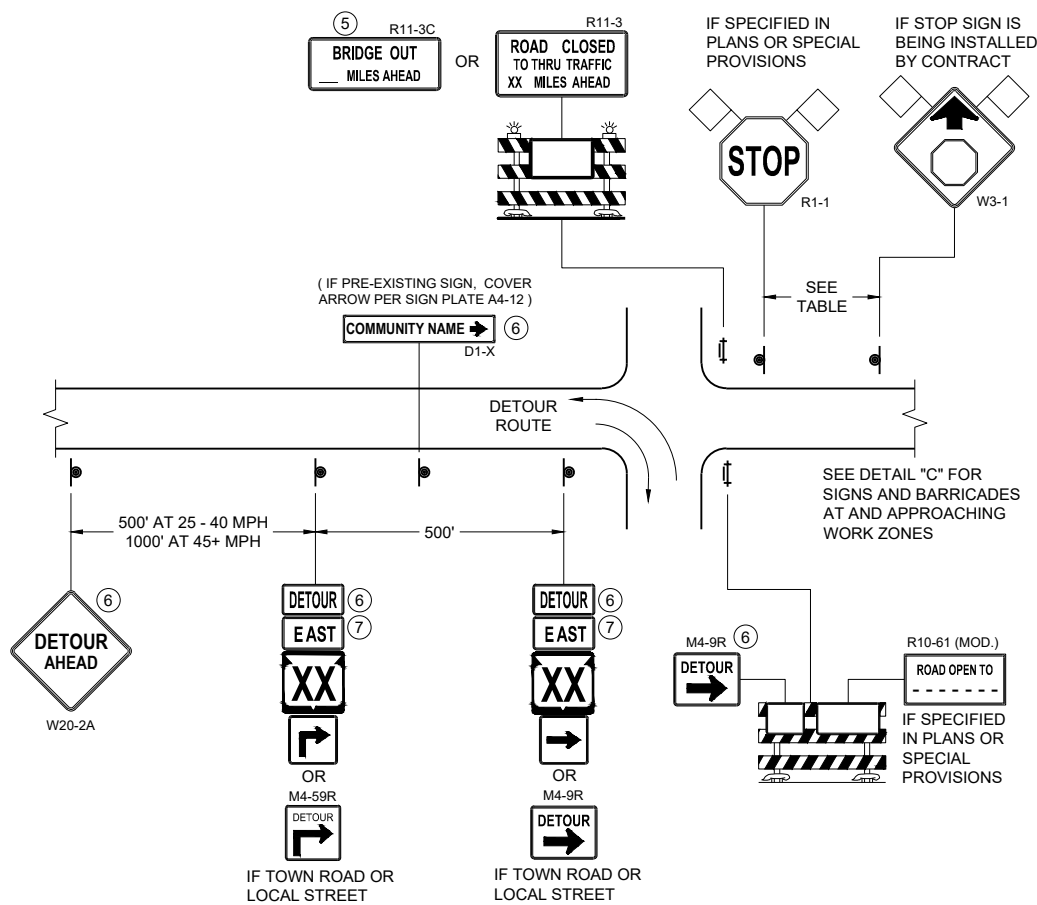
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

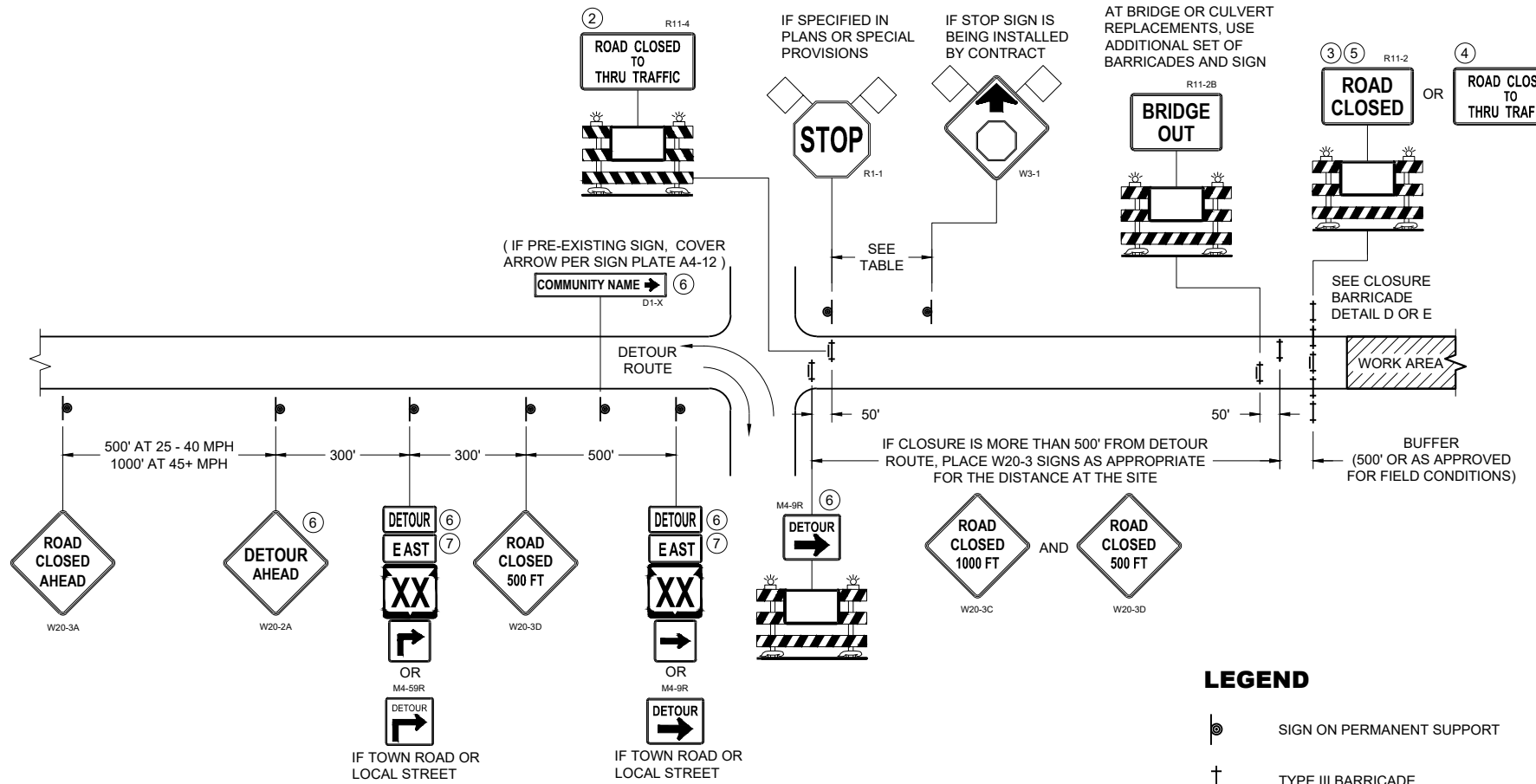
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 56

FHWA



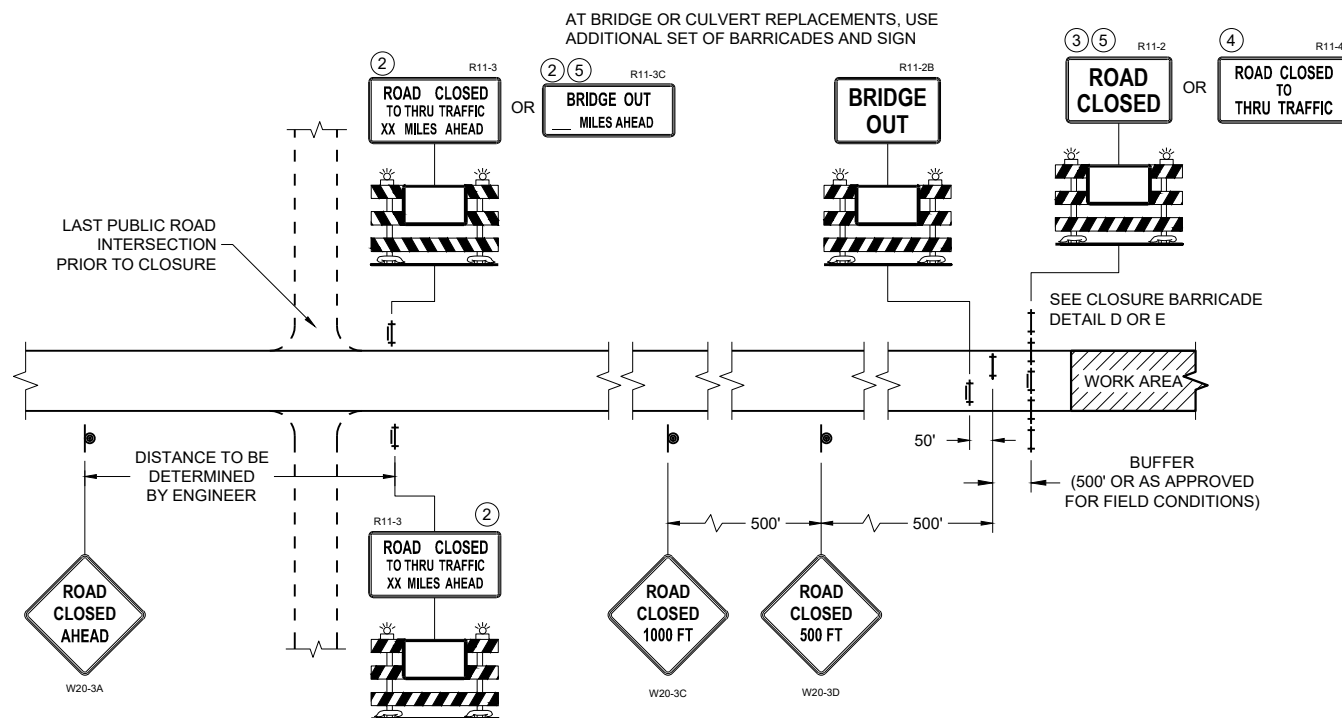
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



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

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

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

LEGEND

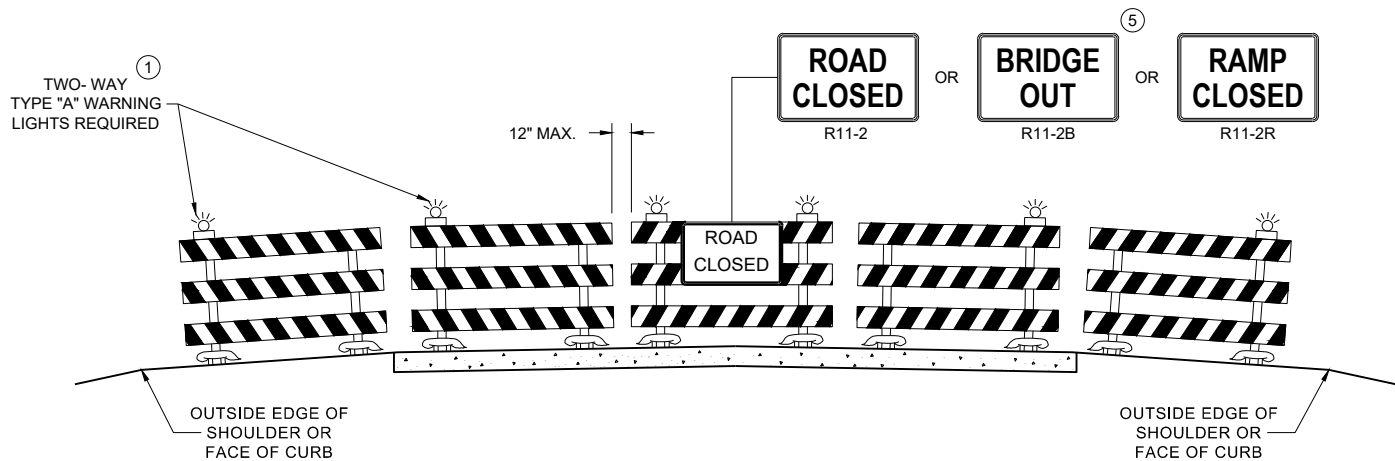
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY M1 - 5A
- M05 - 1 OR M06 - 1

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

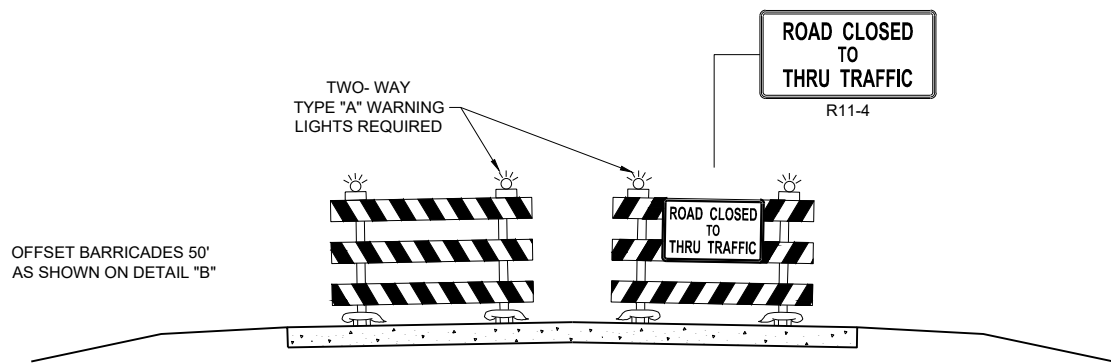
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

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

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

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

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

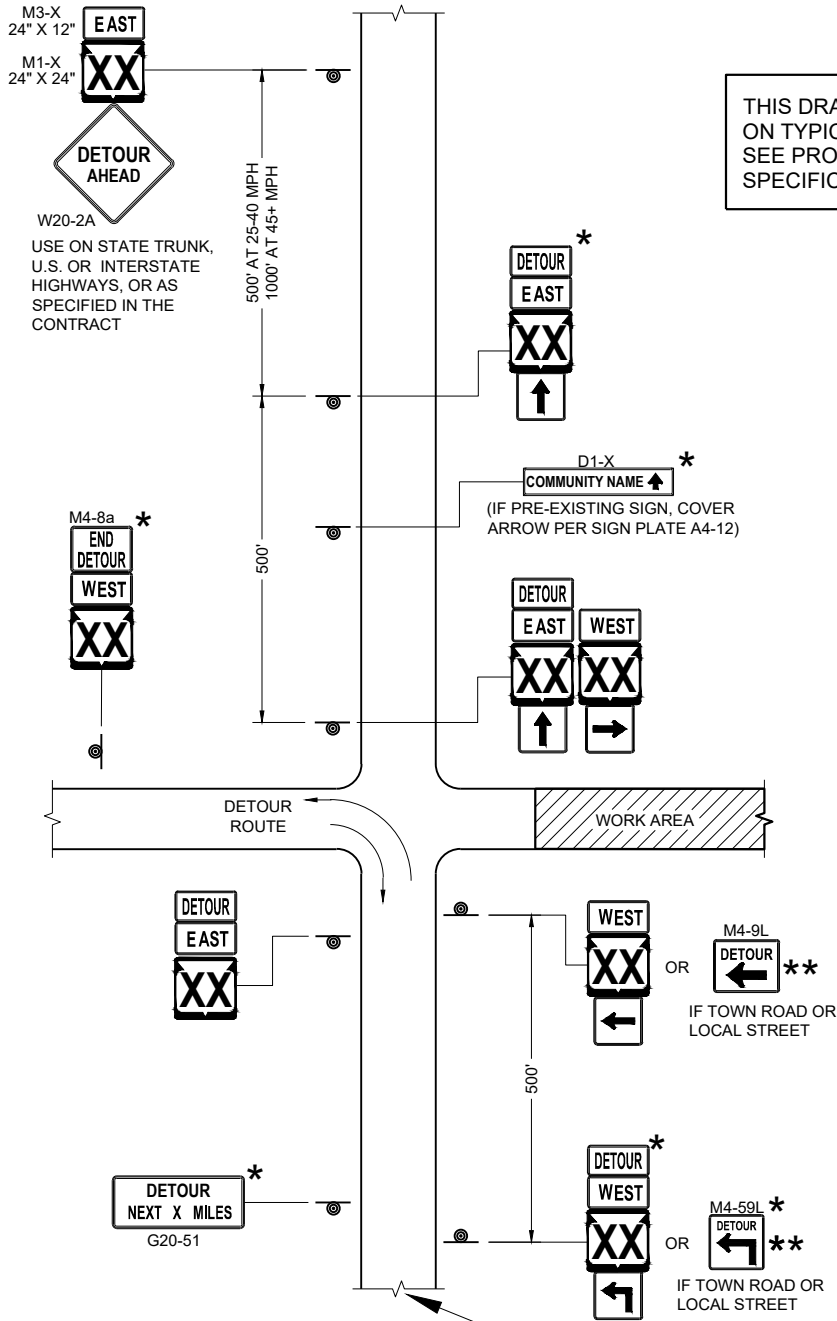
- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

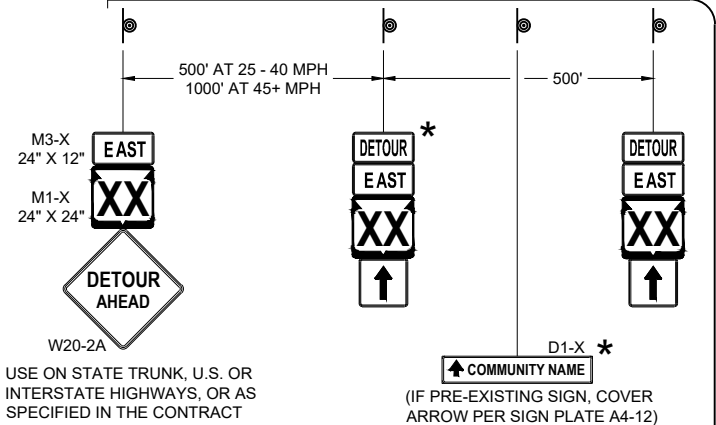
FHWA



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

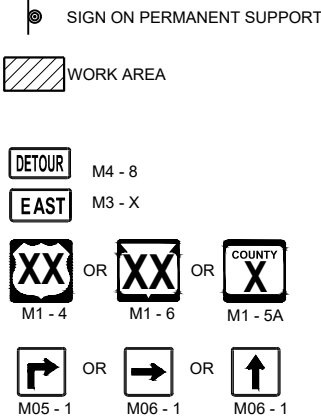
THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT



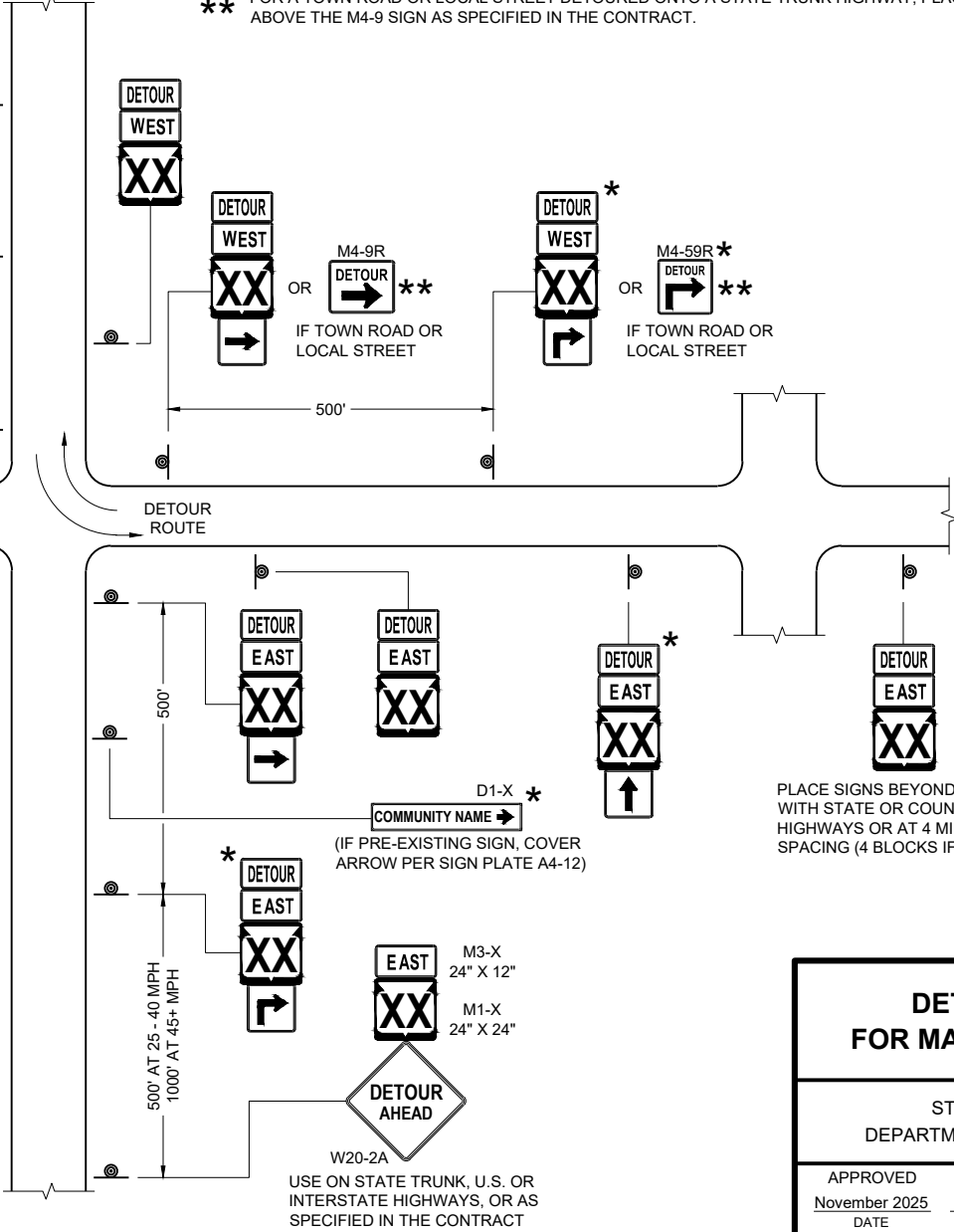
DETAIL F
DETOUR SIGNING

LEGEND



GENERAL NOTES

- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.
- THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- SIGN SIZES SHALL BE AS FOLLOWS:
M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
M4-9 AND M4-59 SHALL BE 30" X 24"
M4-8a SHALL BE 24" X 18"
G20-51 SHALL BE 60" X 24"
W20-2A SHALL BE 48" X 48"
D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- * OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.
- ** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



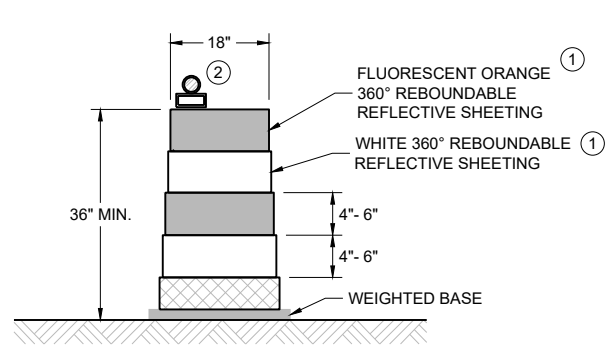
DETOUR SIGNING
FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

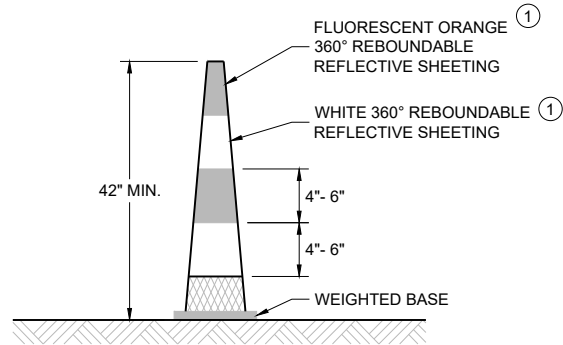
APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



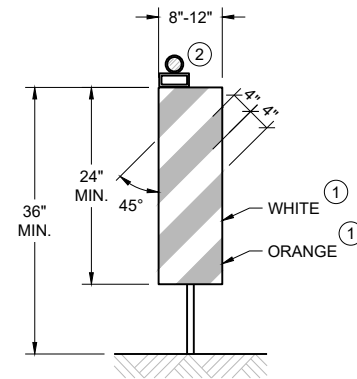
DRUM
BALLAST WIDTHS
RANGE FROM 24"-36"



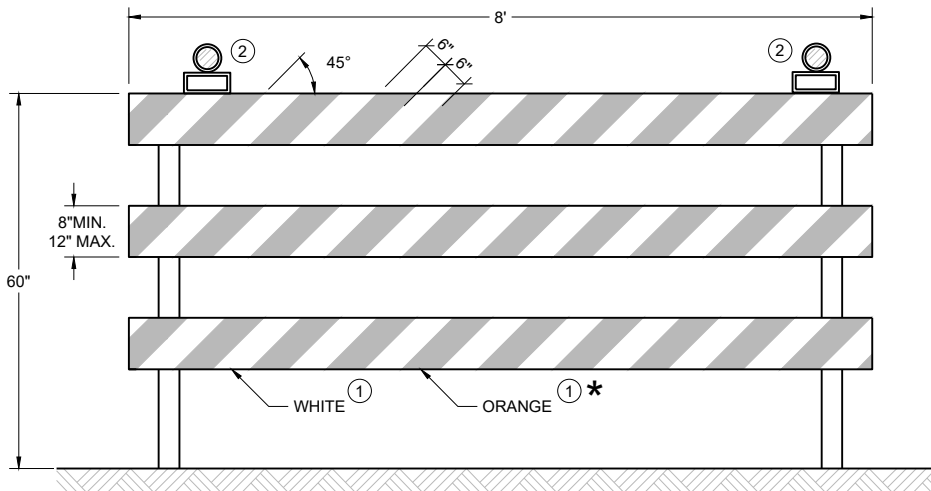
42" CONE
DO NOT USE IN TAPERS
½ SPACING OF DRUMS
BALLAST WIDTHS
RANGE FROM 14"-20"

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.

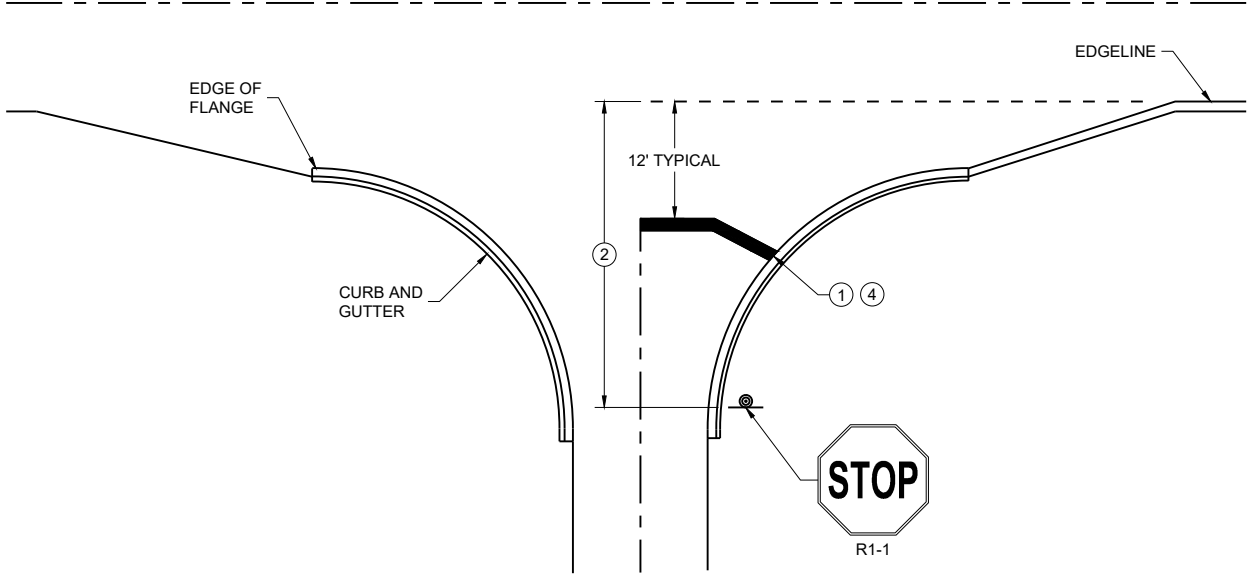


VERTICAL PANEL
THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.

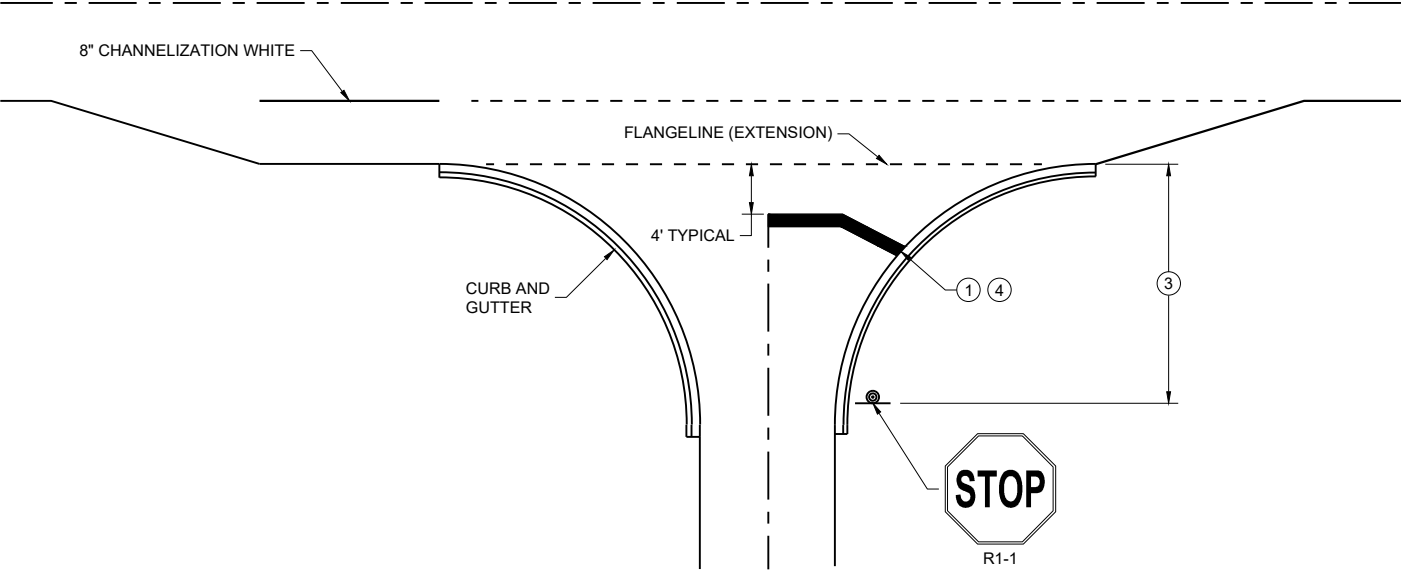


TYPE III BARRICADE
IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.
* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

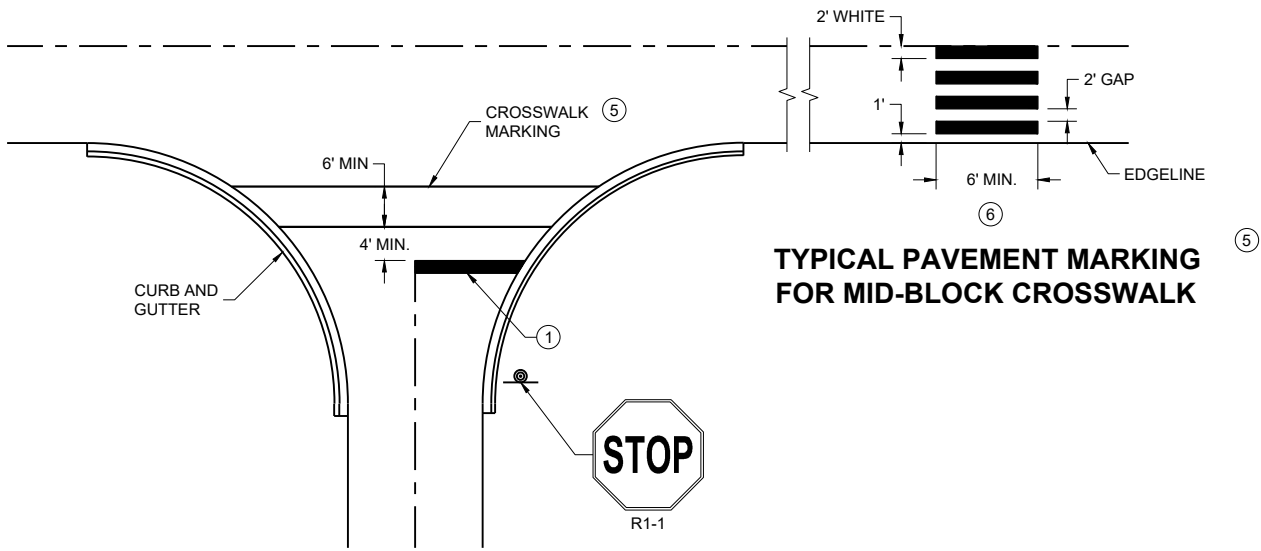
CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2026 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER



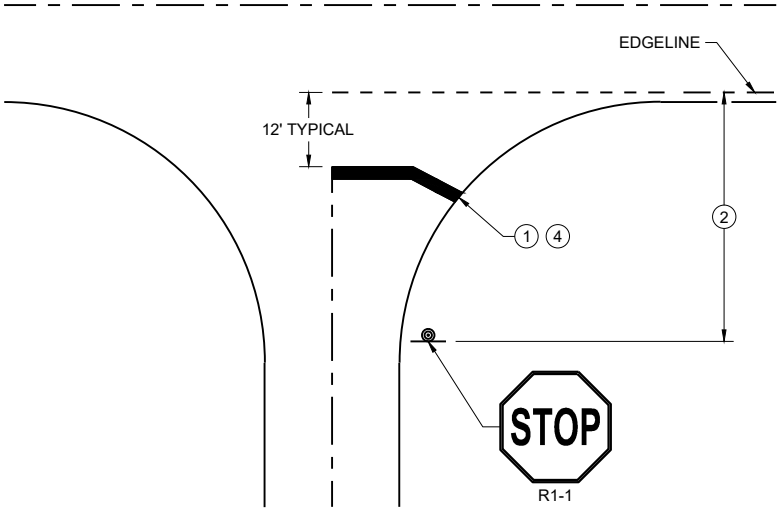
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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 EDGE LINE LOCATION.

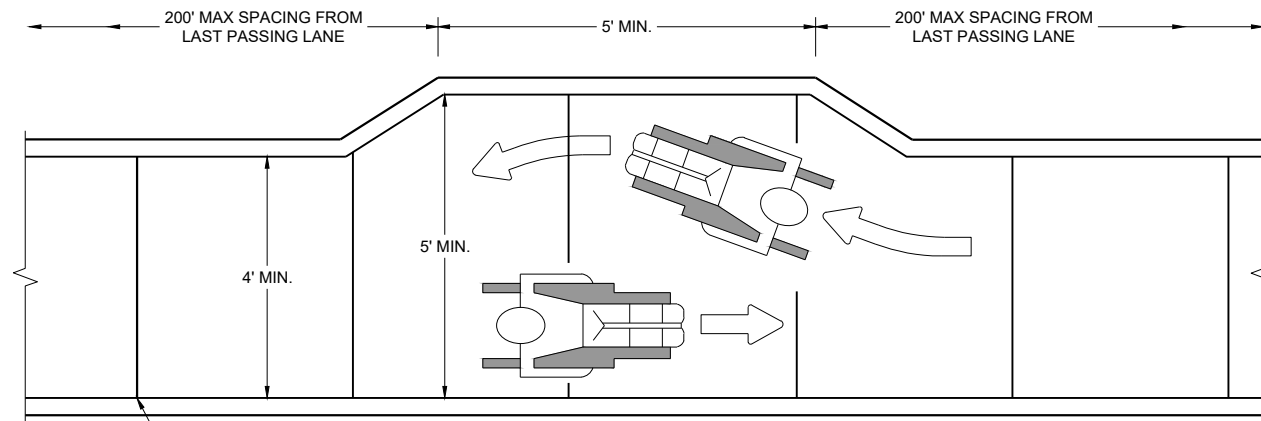
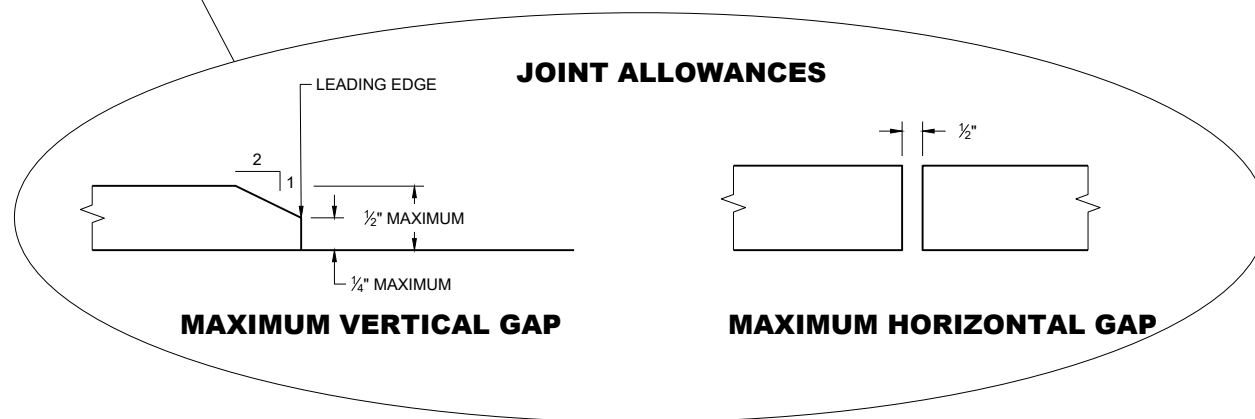
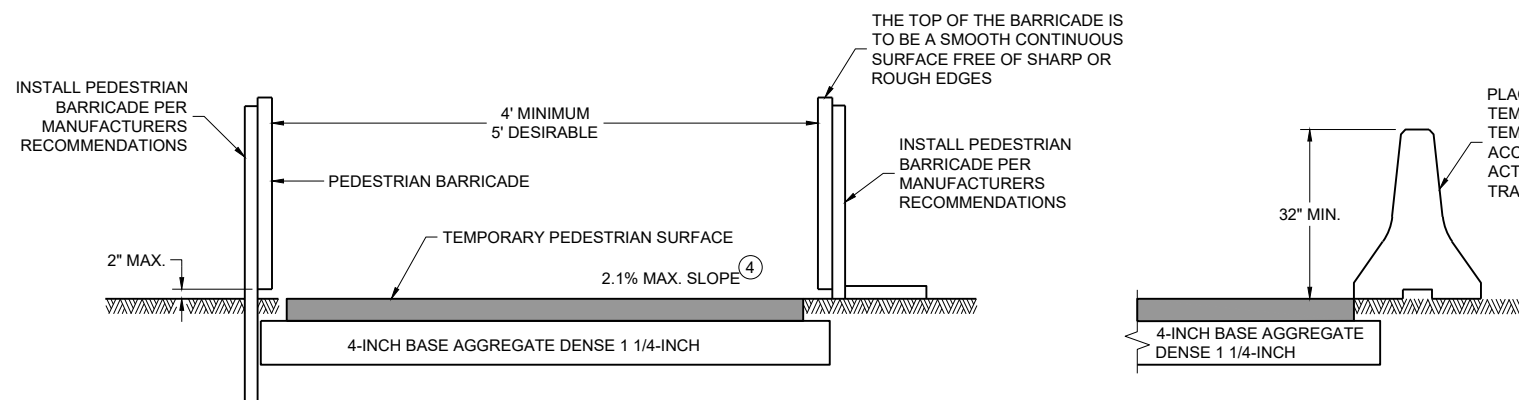
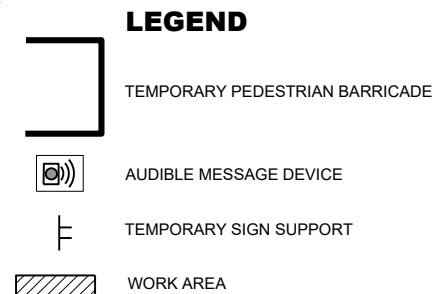
- 1 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- 2 NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGE LINE.
- 3 NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE 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

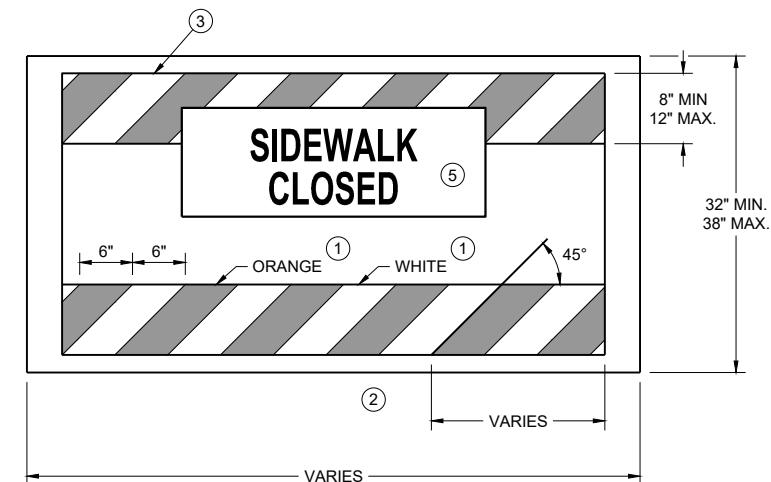
APPROVED
March 2024 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER

FHWA

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

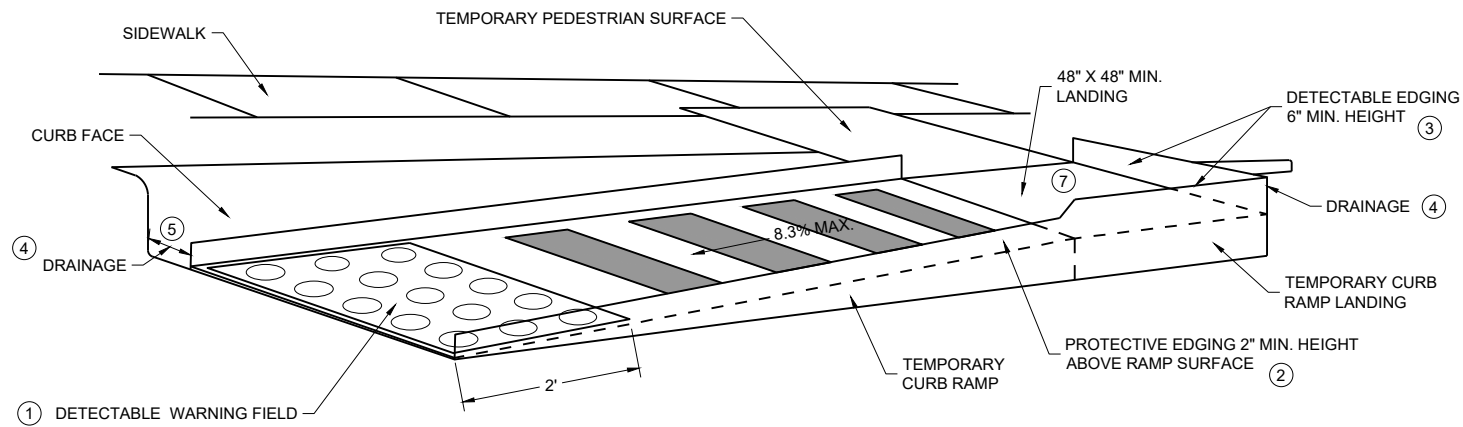
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- ★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
- ④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- ⑤ WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

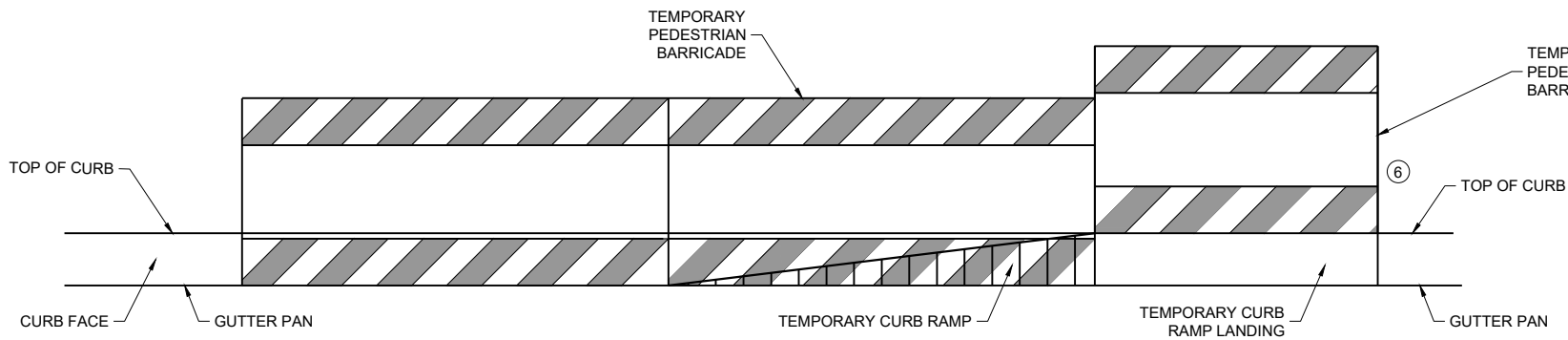
**TEMPORARY PEDESTRIAN BARRICADE *****TEMPORARY PEDESTRIAN FLAGGING**

**TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

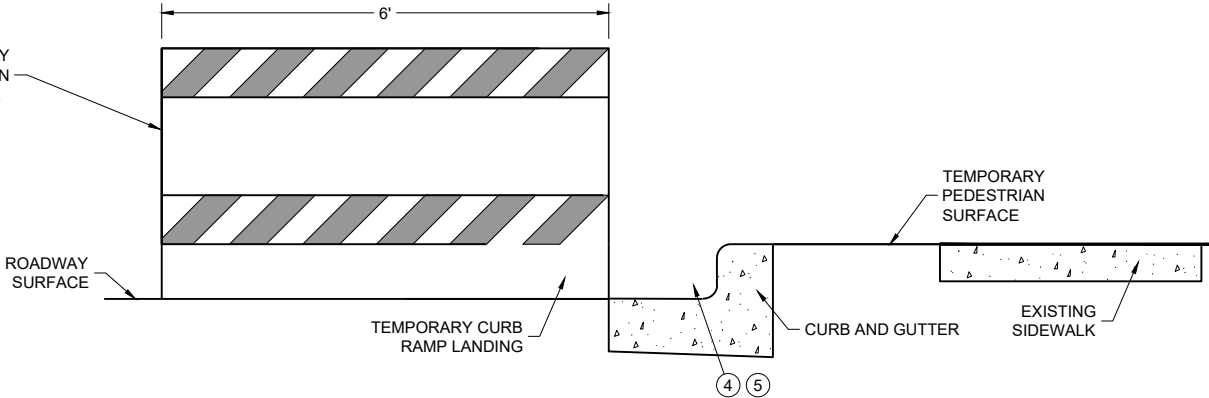


PERSPECTIVE VIEW



FRONT VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB



SIDE VIEW

GENERAL NOTES

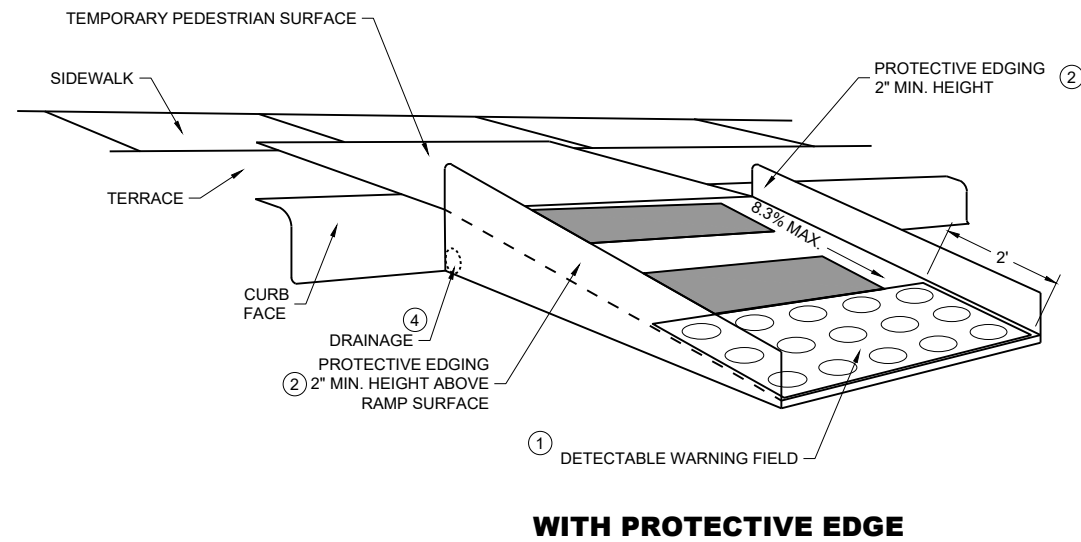
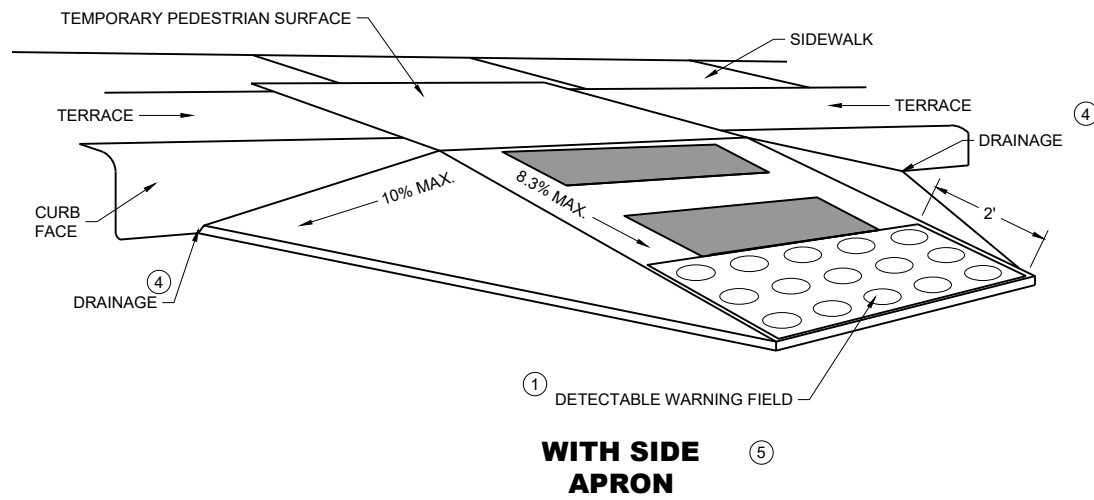
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

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

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

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



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

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

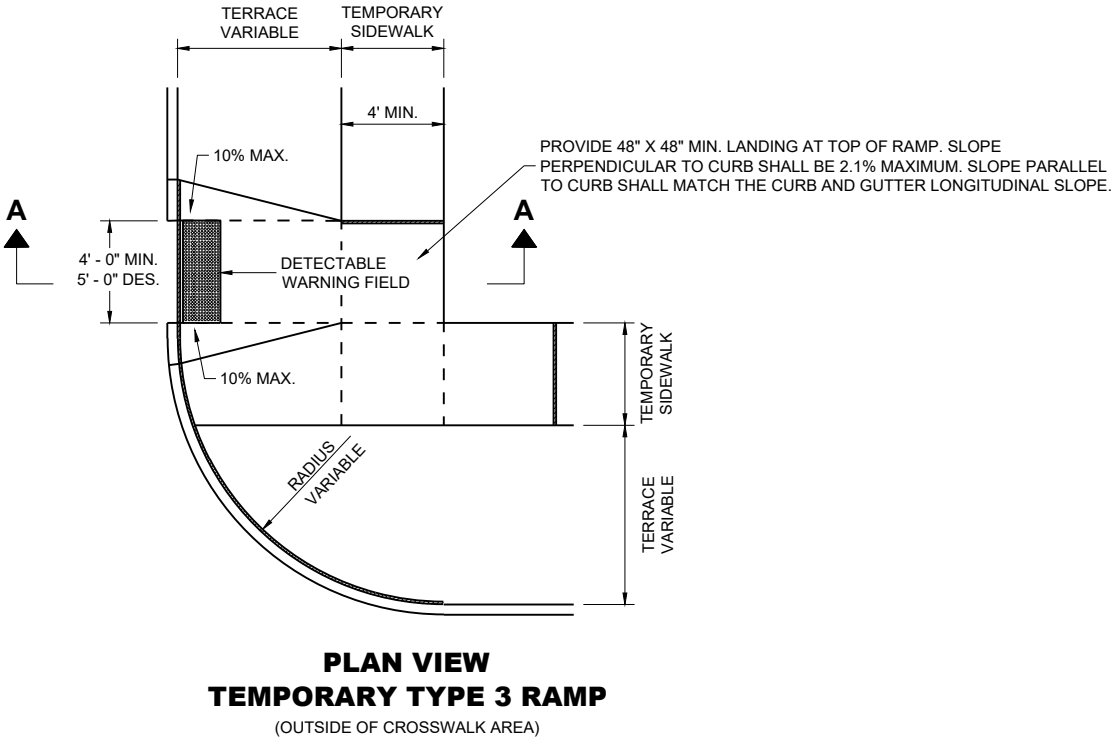
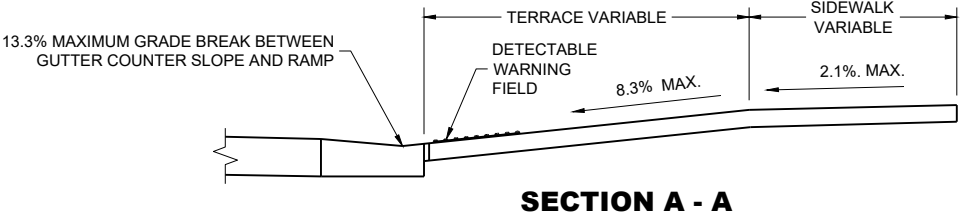
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

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

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

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

GENERAL NOTES



TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 1/2" WIDTH.

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

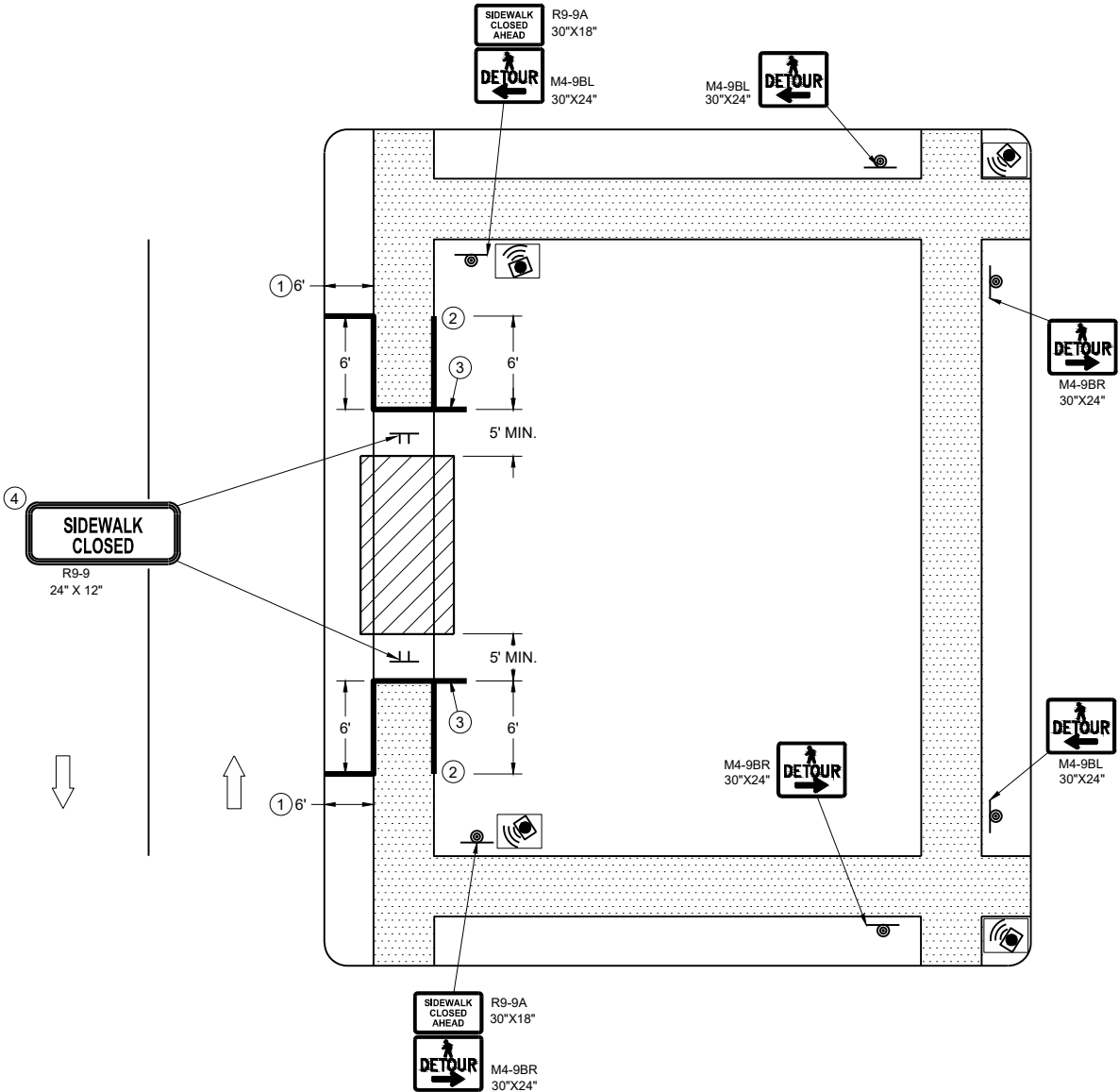
CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

- 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.

	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)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

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.

LEGEND

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

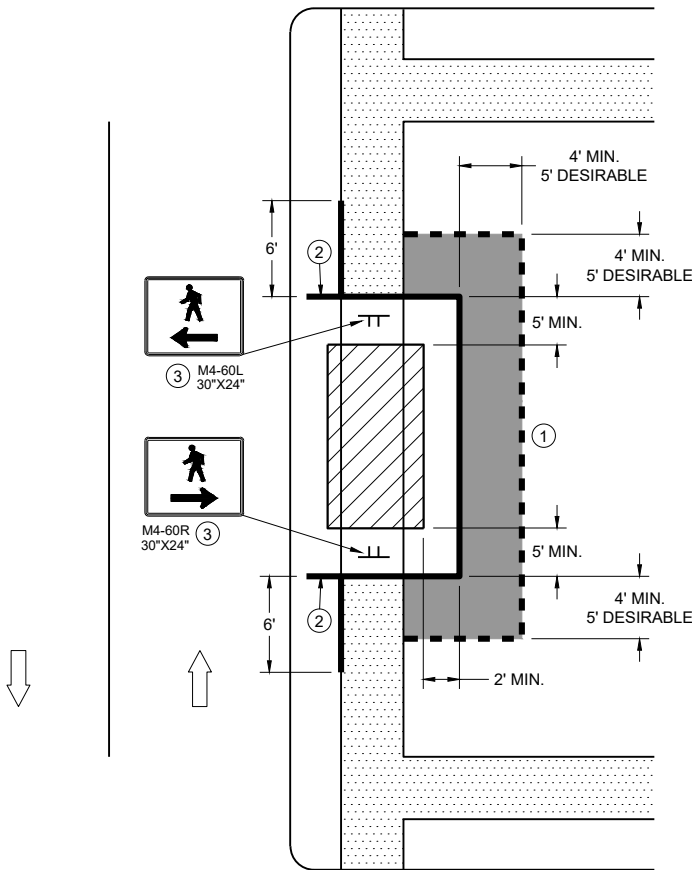
GENERAL NOTES

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.



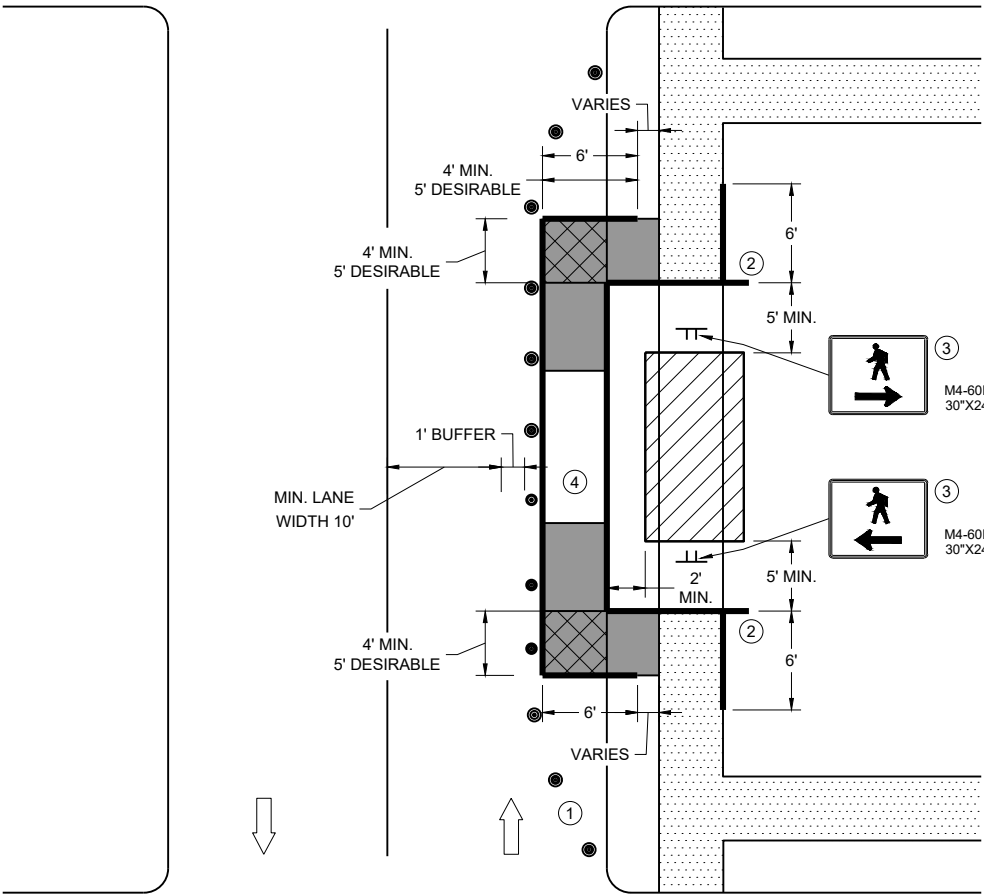
SIDEWALK BYPASS
SINGLE SIDE

LEGEND

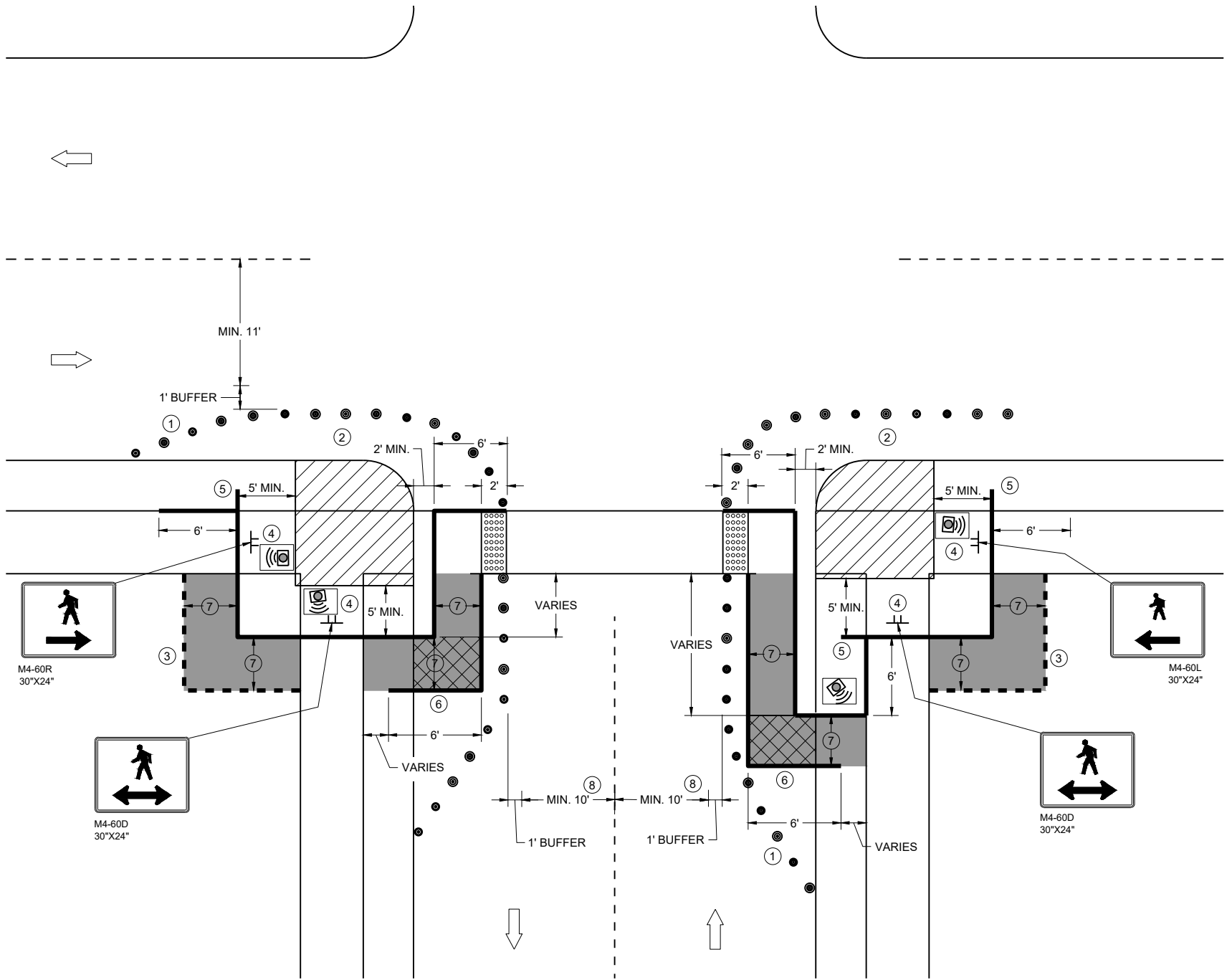
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

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



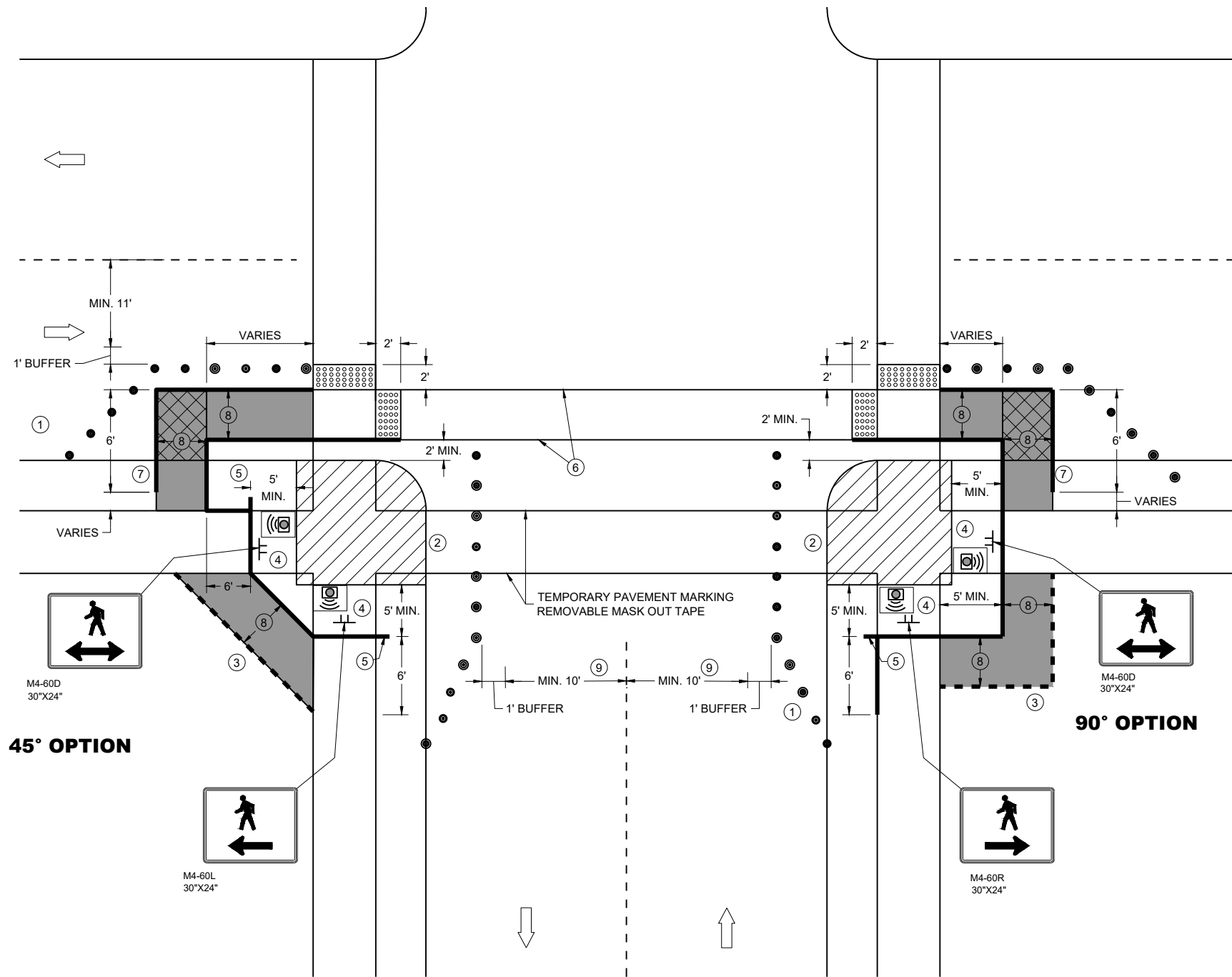
CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

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.

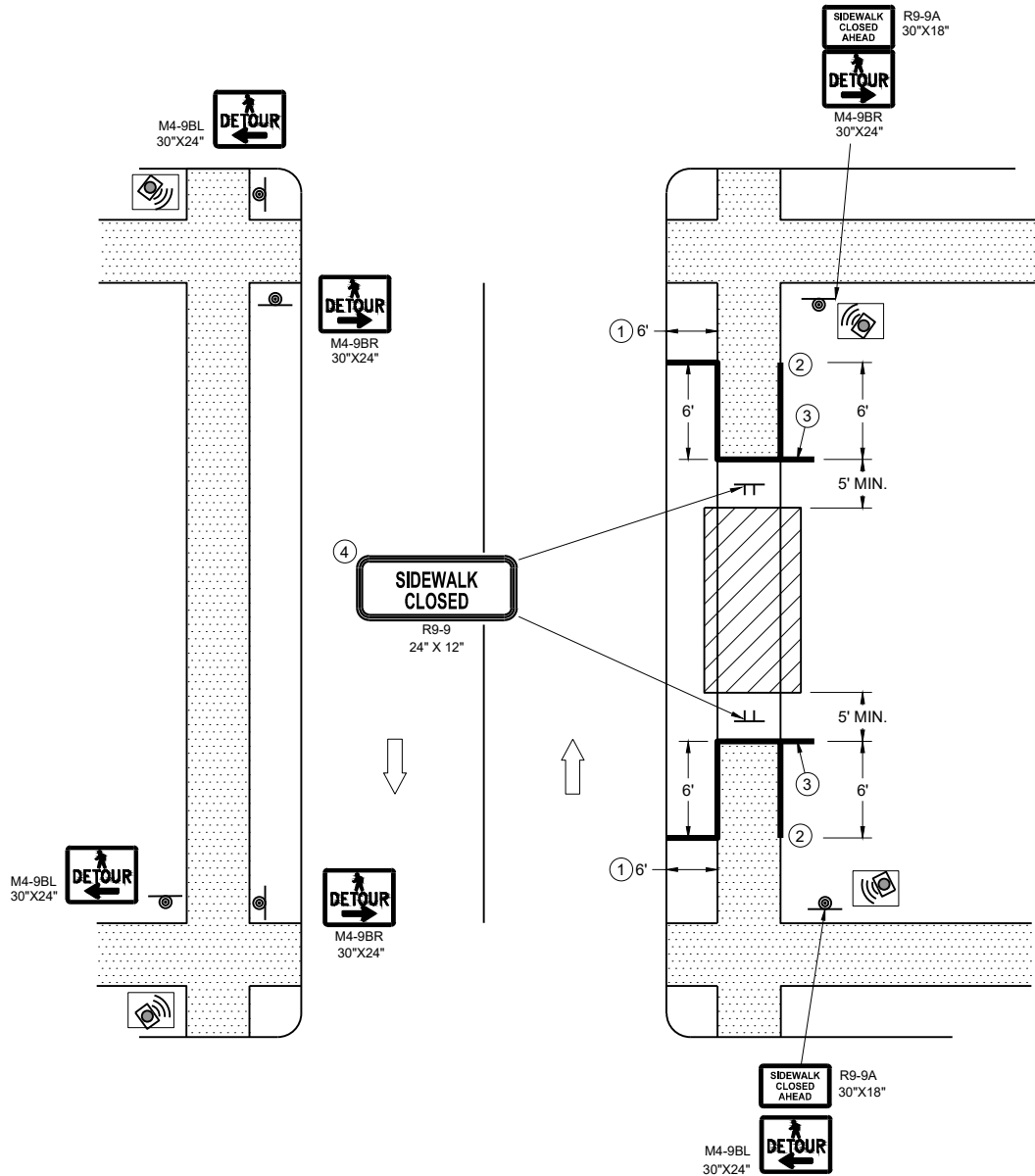
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE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

LEGEND

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

LEGEND

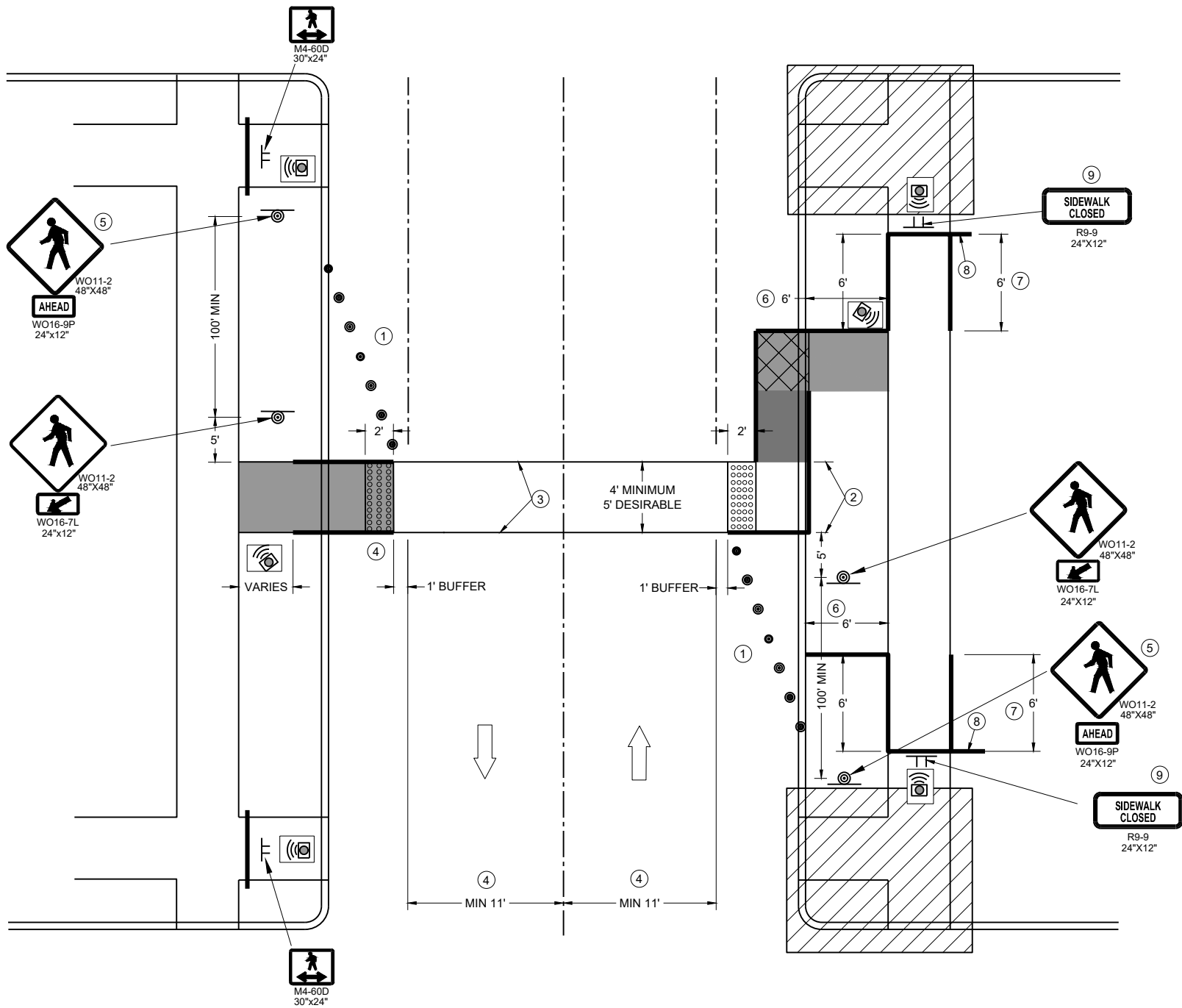
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

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

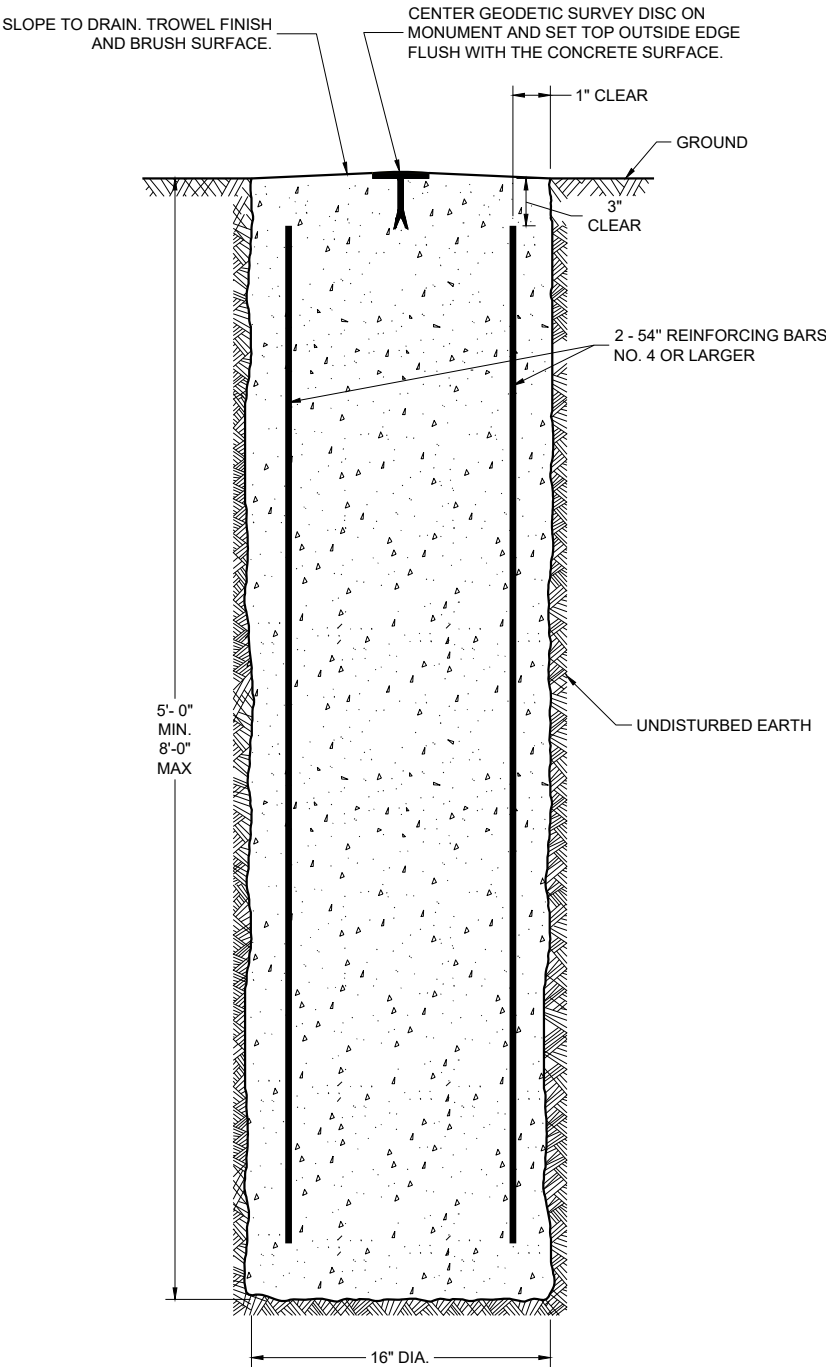
WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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

LEGEND

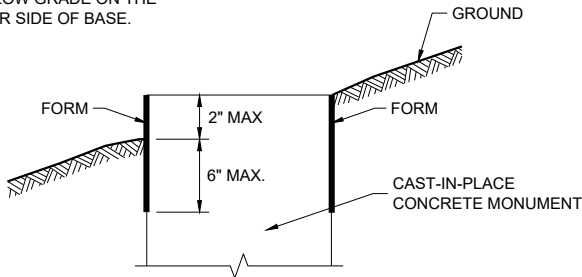
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED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

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



**CAST-IN-PLACE
CONCRETE MONUMENT**

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



FORMING DETAIL



GEODETIC SURVEY DISC
FURNISHED BY WISDOT

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.

SURVEY MONUMENT SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

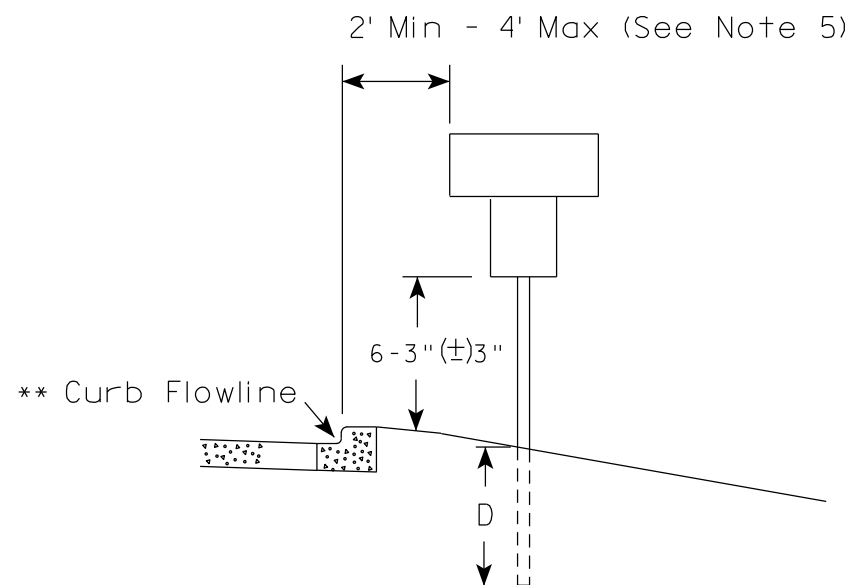
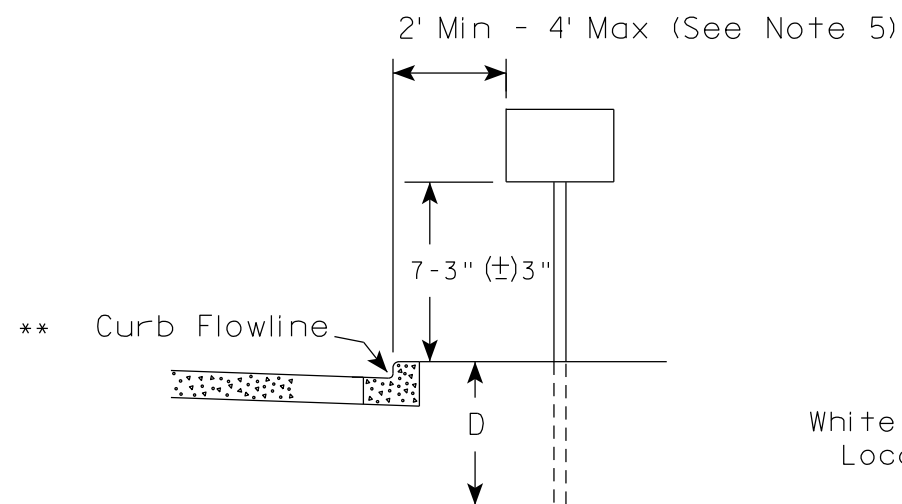
**GEODETIC SURVEY
MONUMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2025
DATE

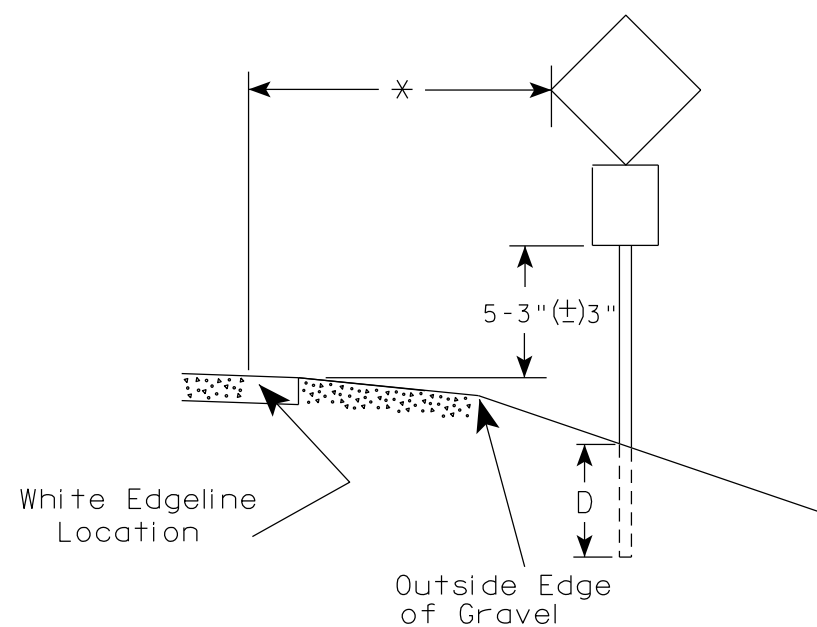
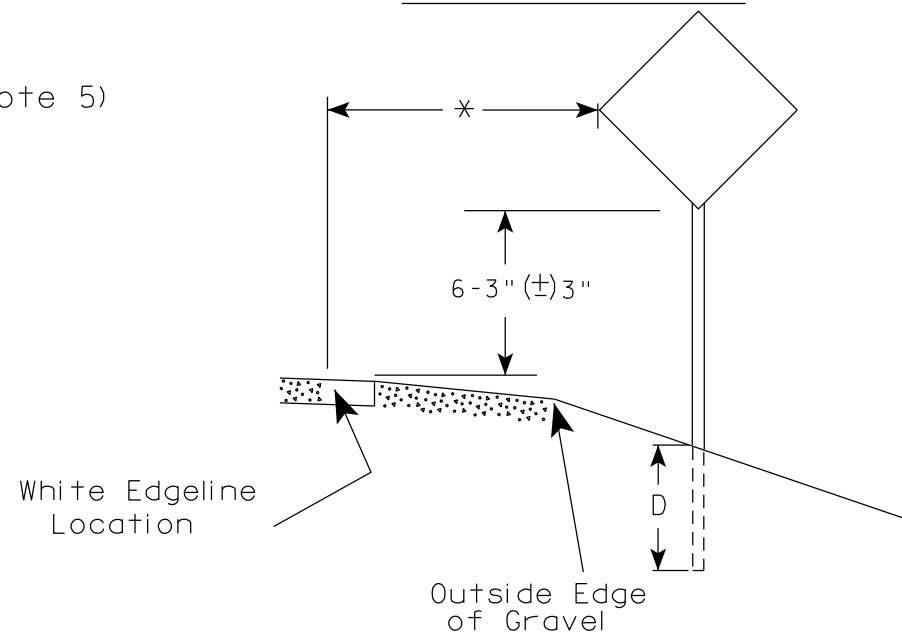
/S/ DAVID J. LAYTON
CHIEF SURVEY AND MAPPING ENGINEER

URBAN AREA



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

RURAL AREA (See Note 2)



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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 12/6/23

PLATE NO. A4-3.23

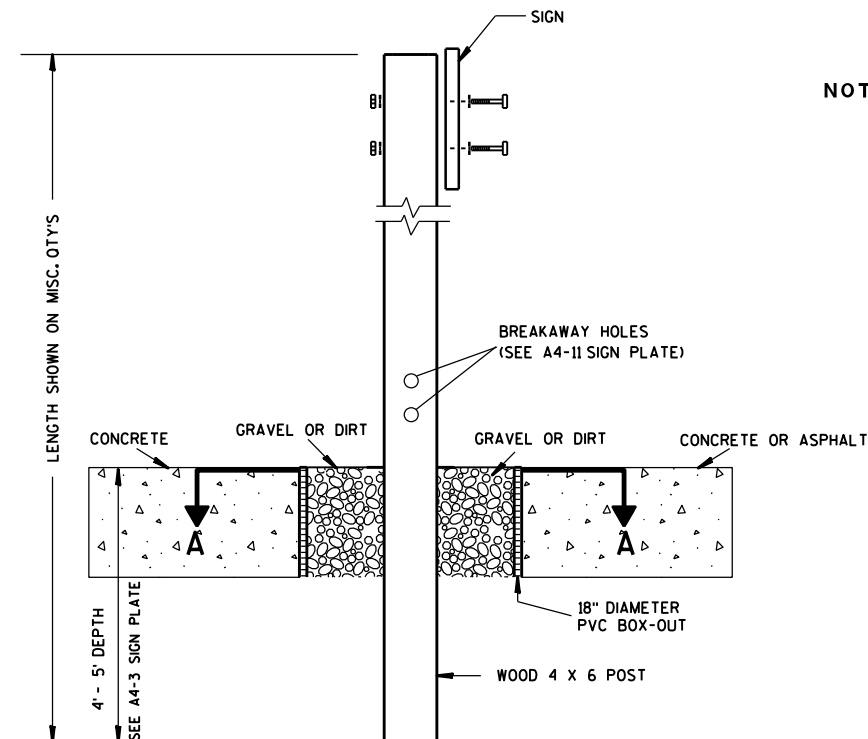
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 75

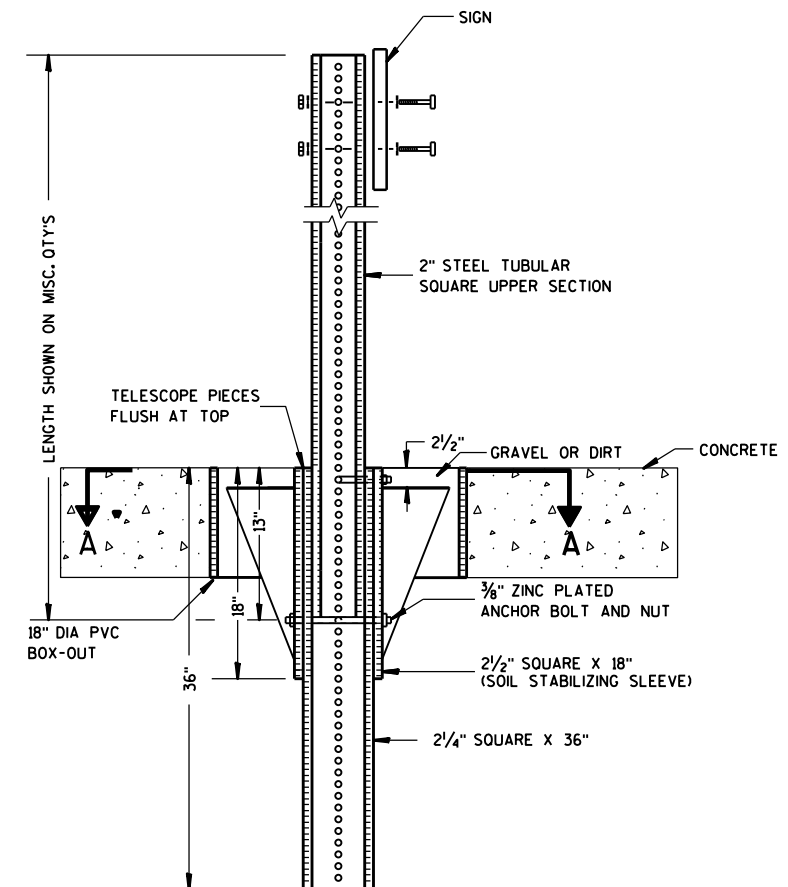
E



ELEVATION VIEW

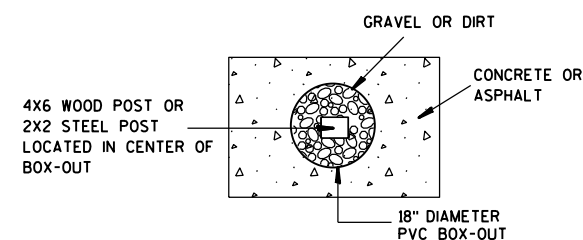
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

**SIGN POST
BOX-OUTS
A4-3B**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 76 A4-3B.1

PROJECT NO:

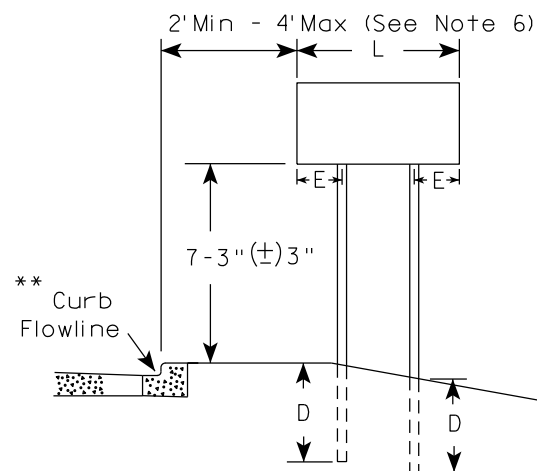
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COUNTY:

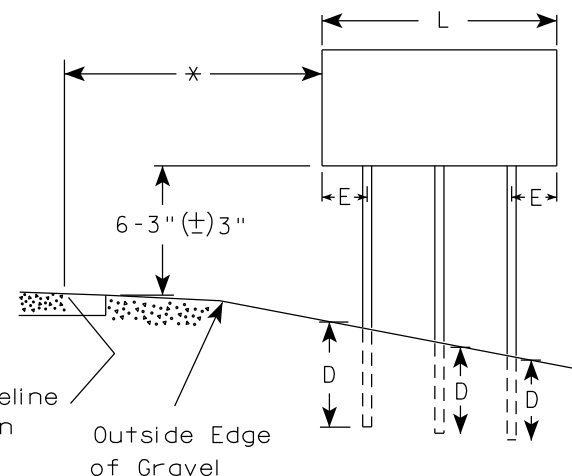
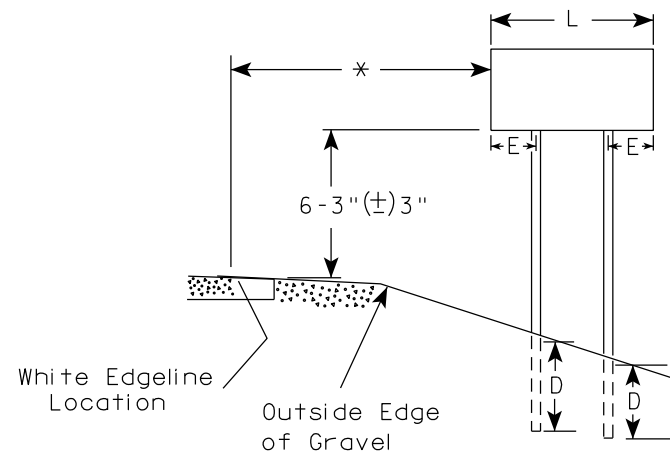
SHEET NO:

E

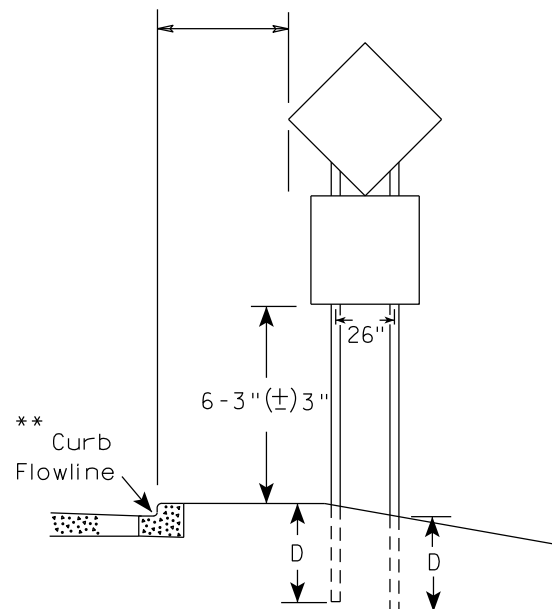
URBAN AREA



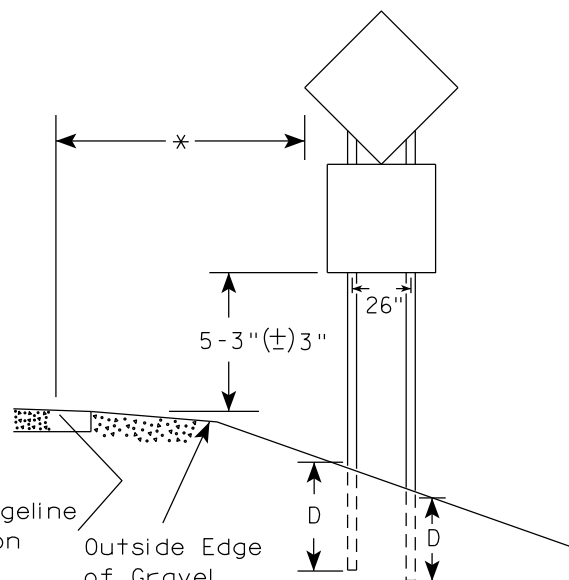
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

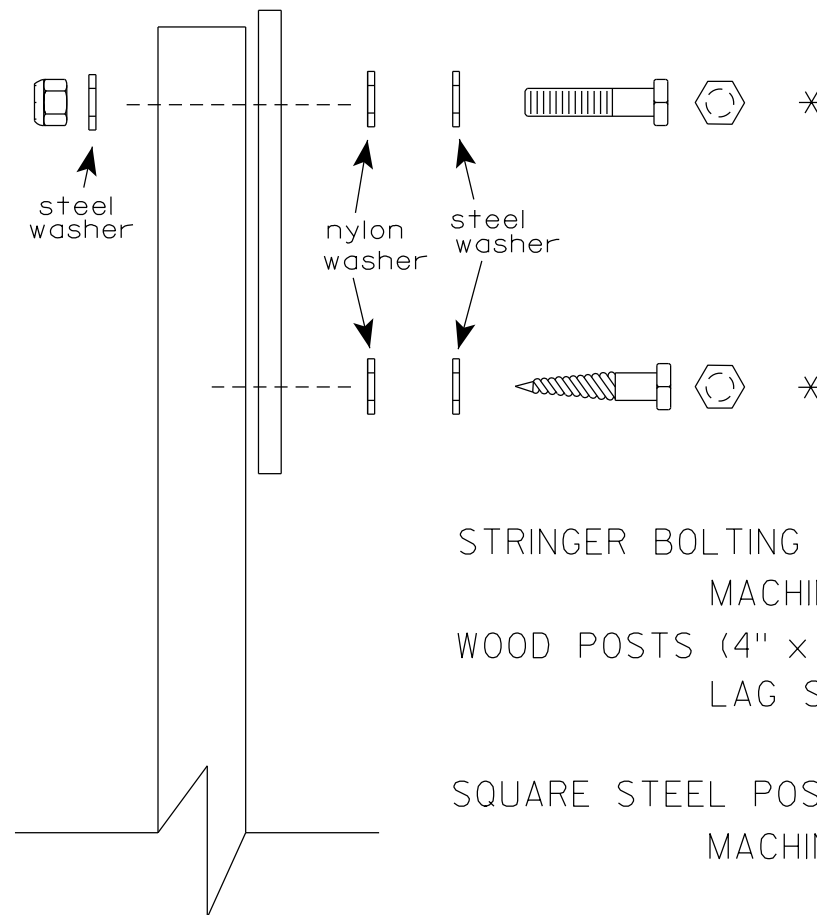
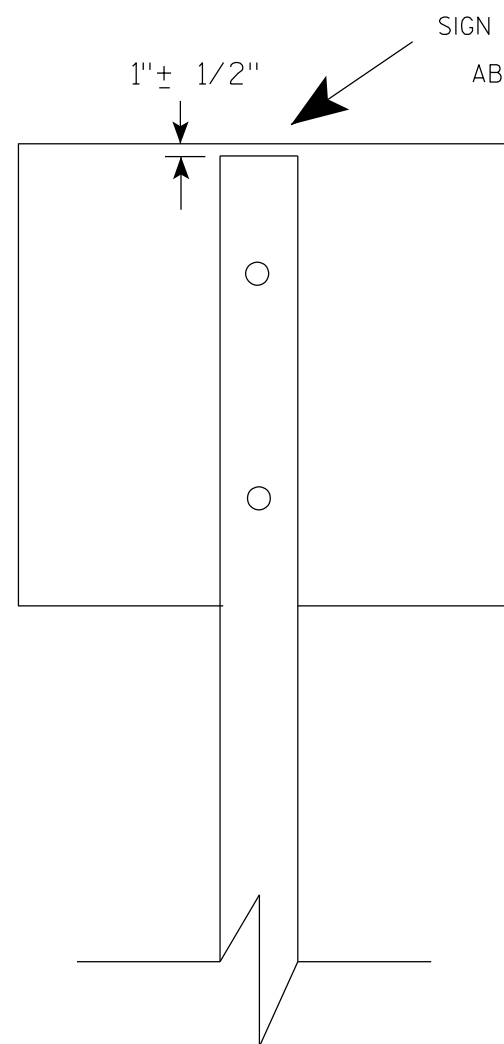
GENERAL NOTES

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

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

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

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



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

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

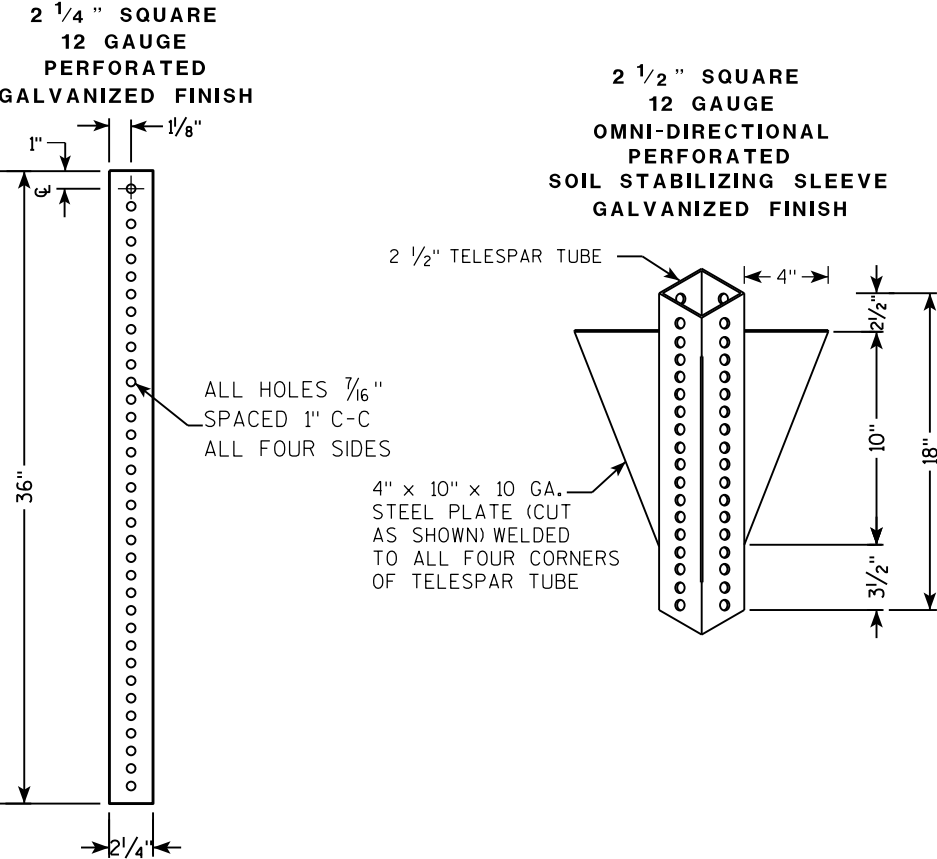
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

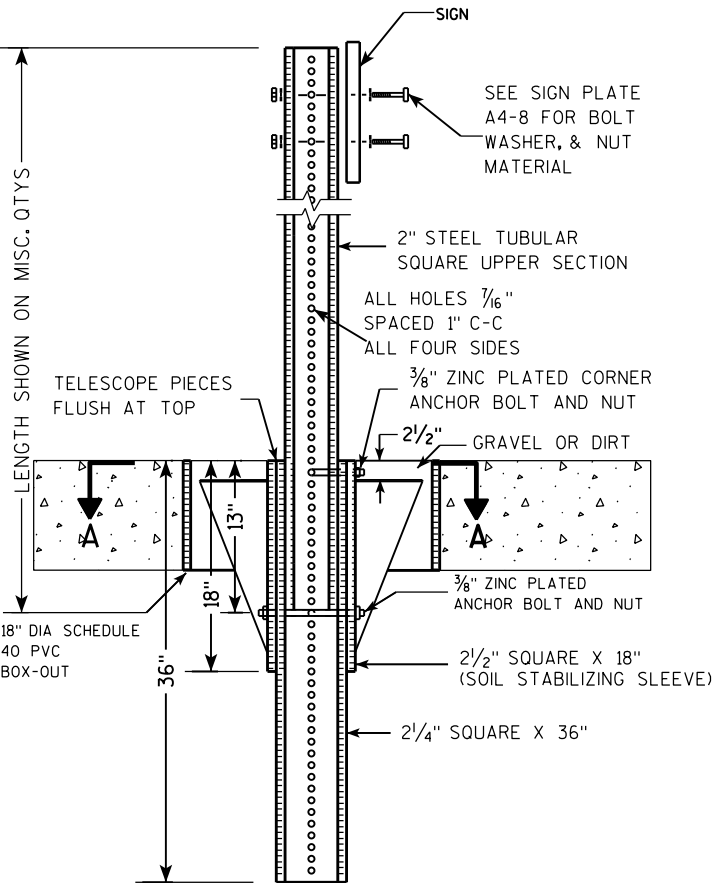
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

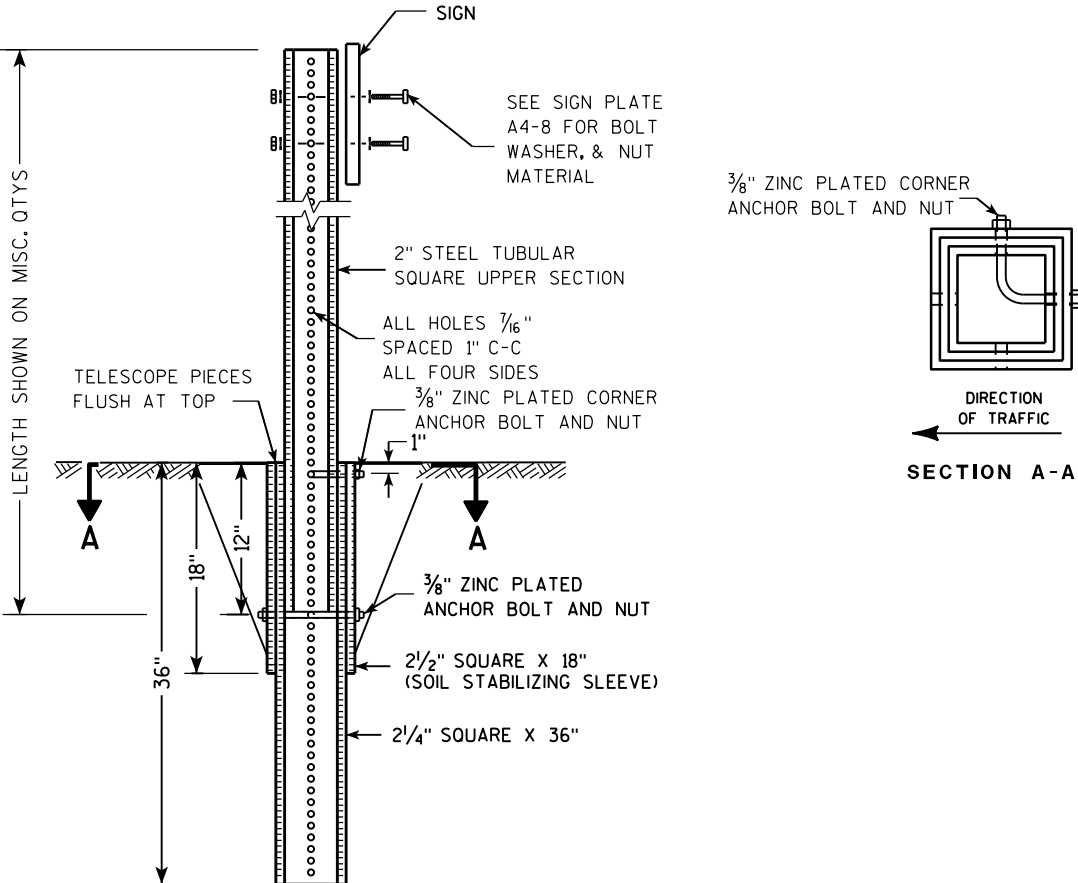
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

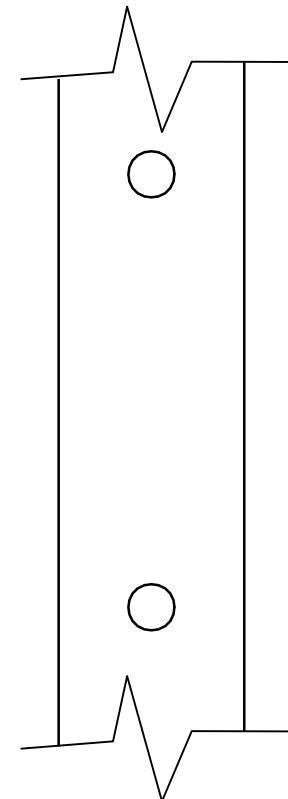
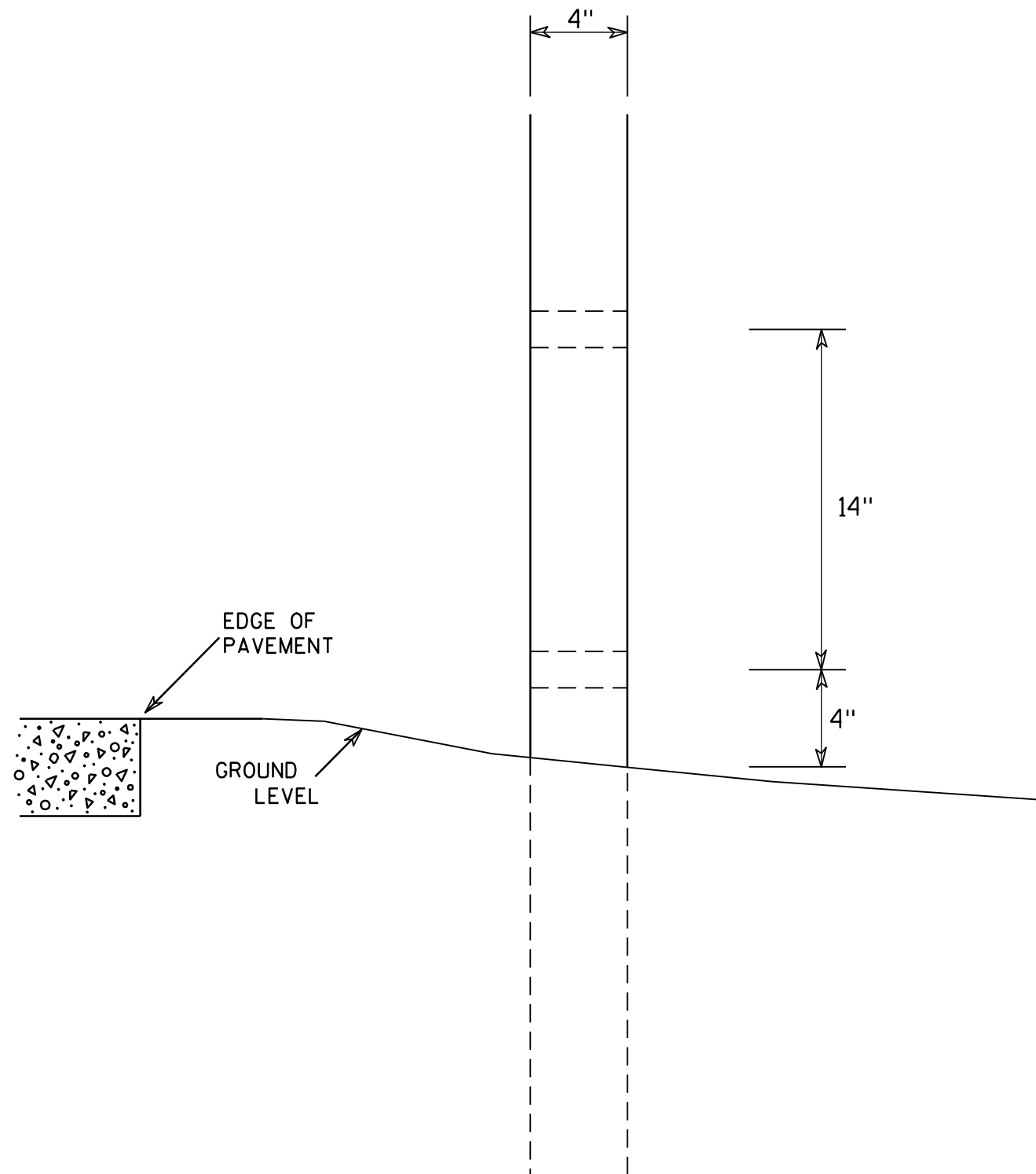
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 14-9.9



SIDE VIEW

GENERAL NOTES

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

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:

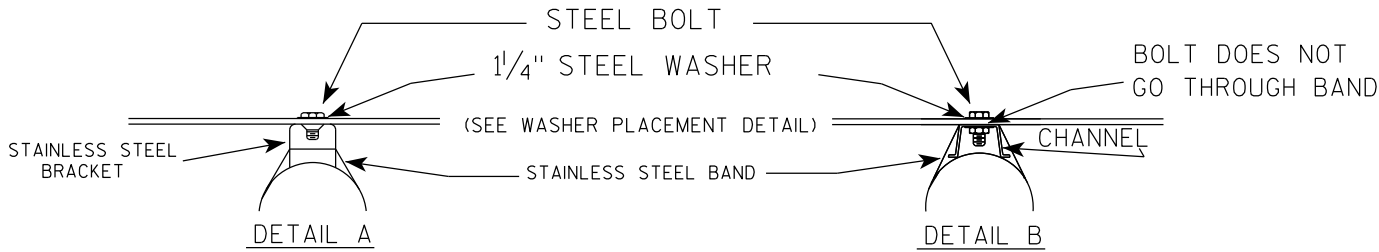
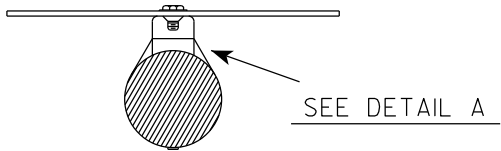
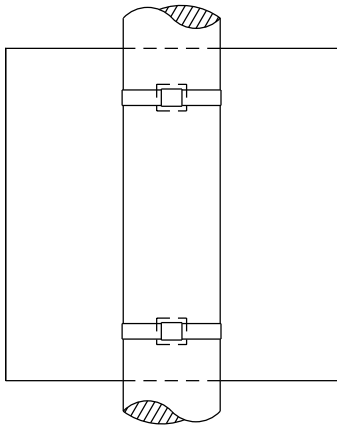
COUNTY:

SHEET NO: 80

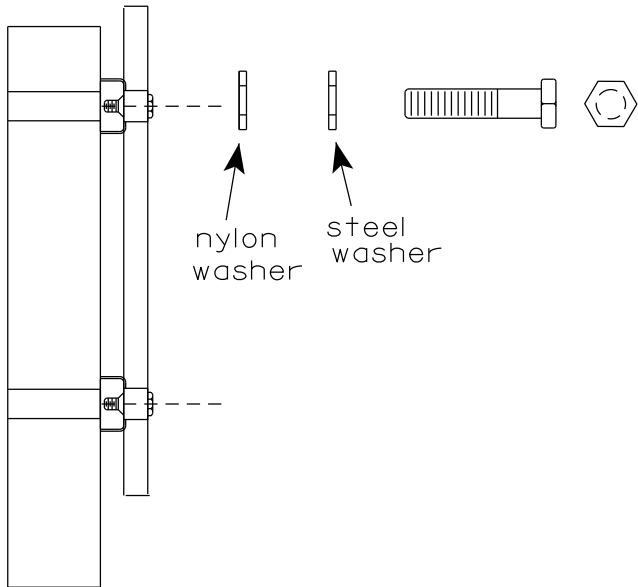
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

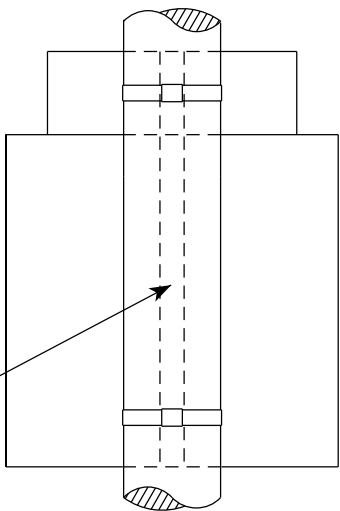


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

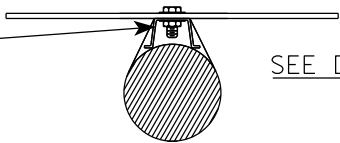
GENERAL NOTES

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

"J" ASSEMBLY



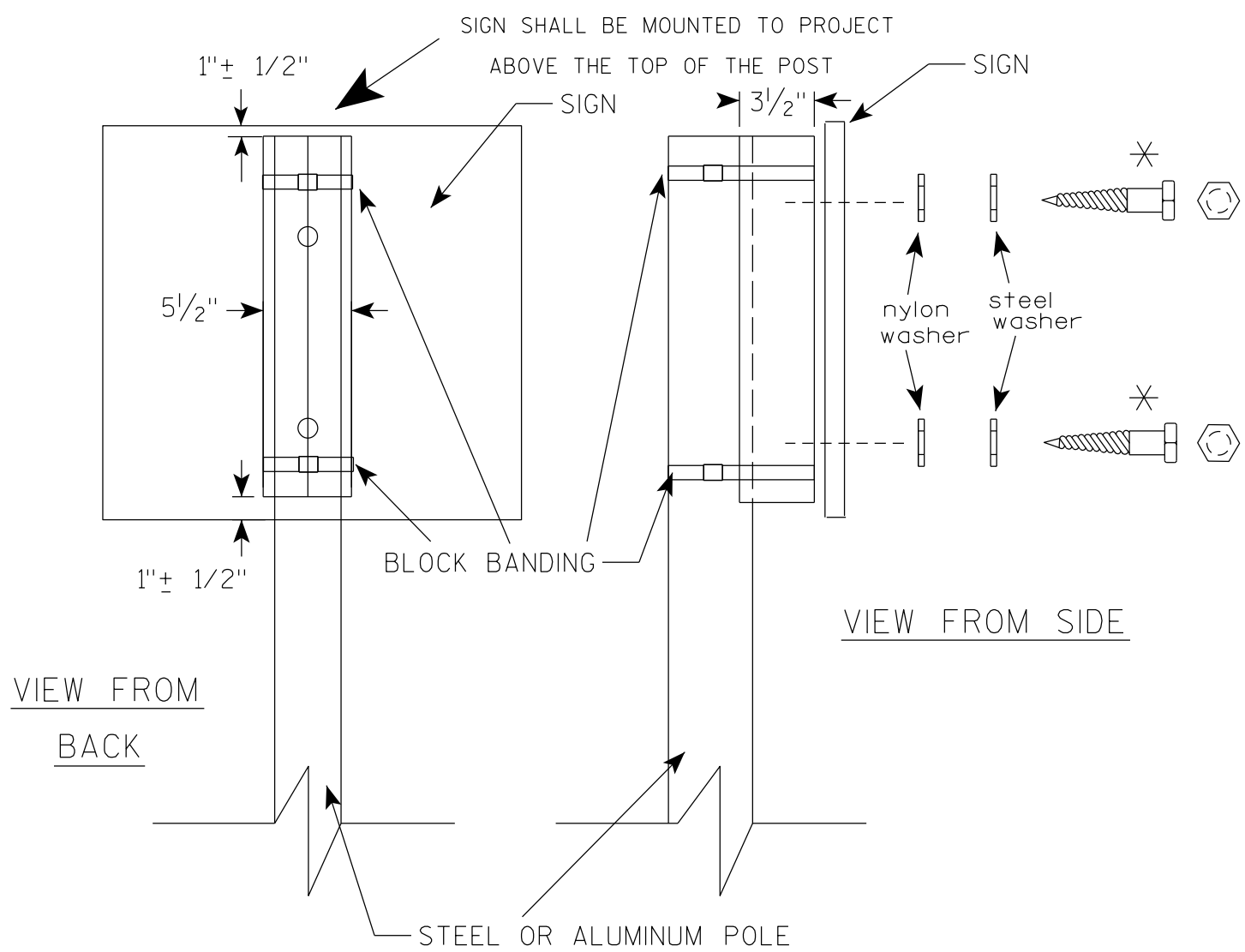
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

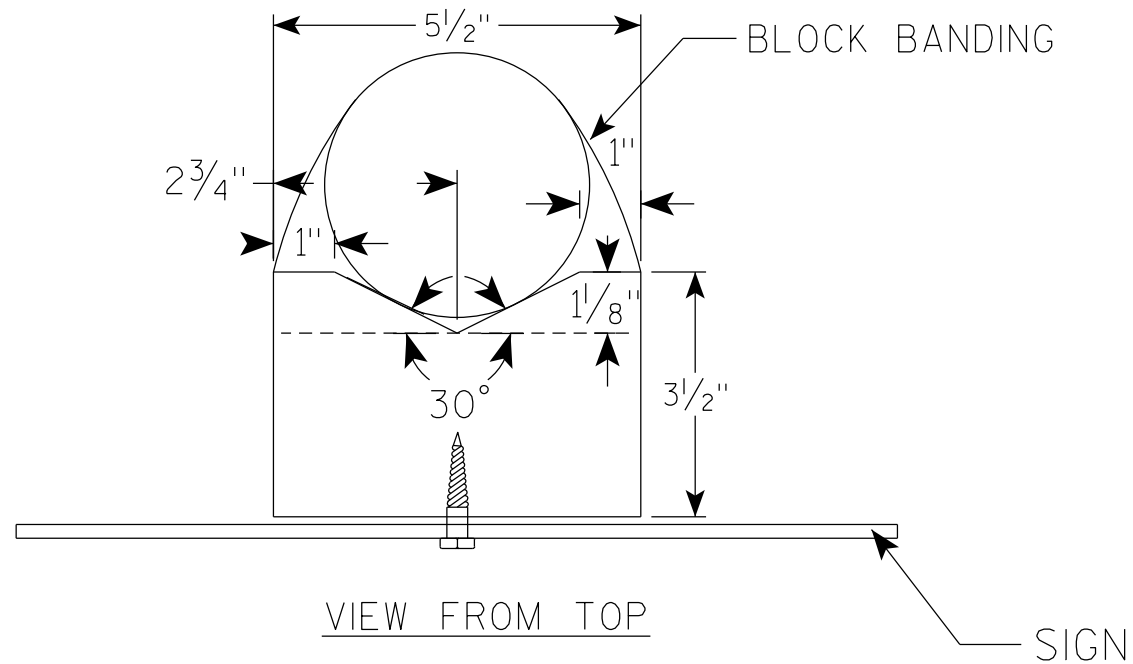
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

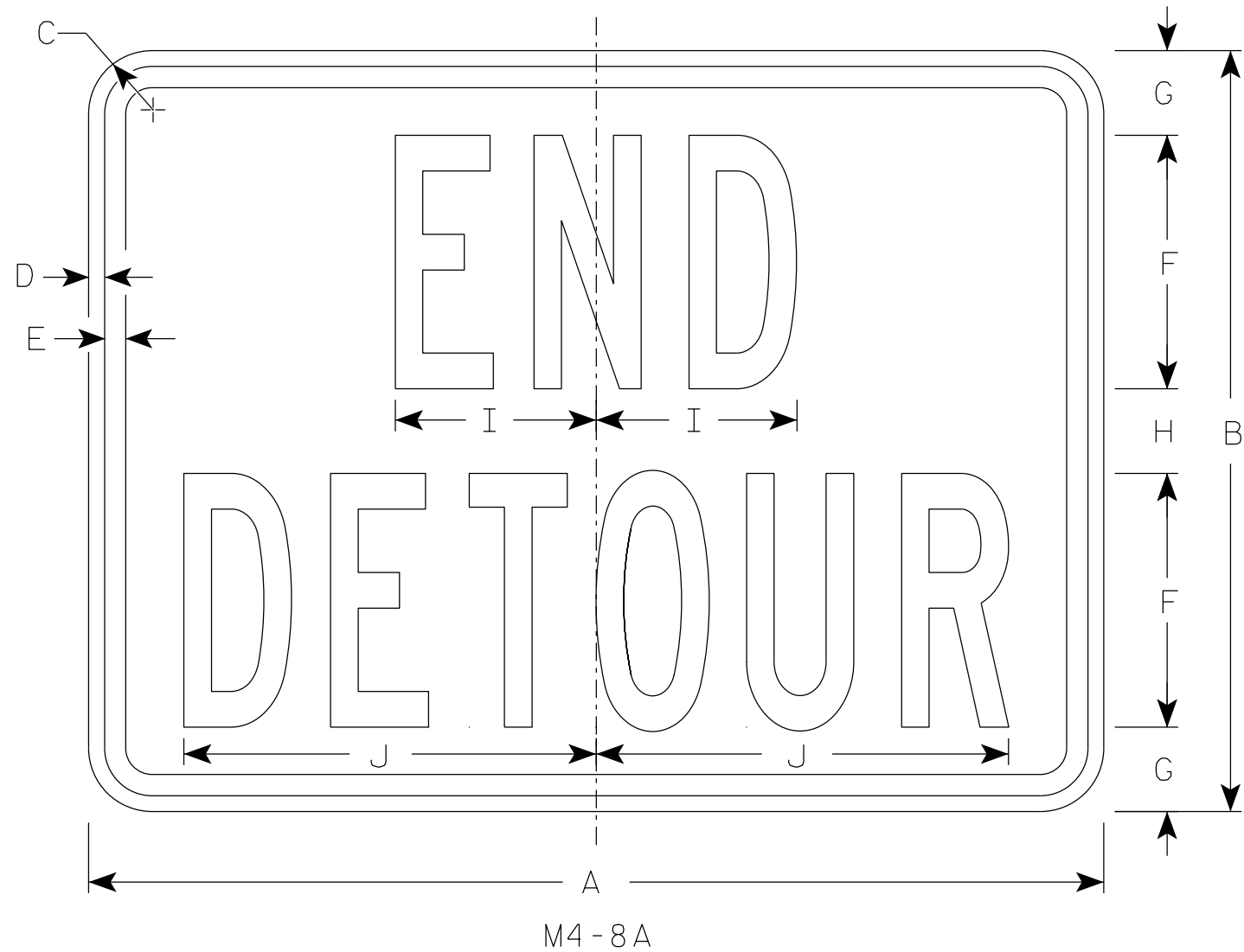
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 82

E

7



NOTES

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

7

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

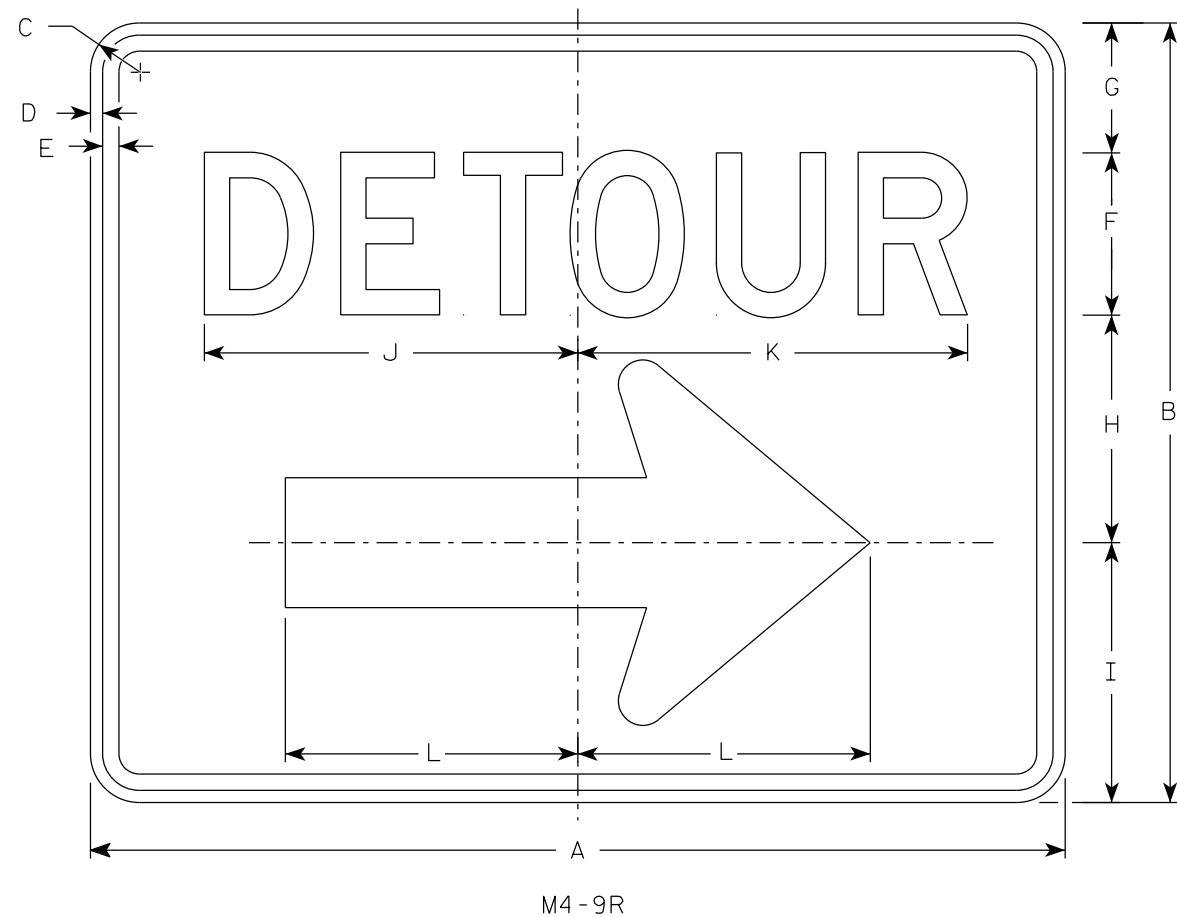
STANDARD SIGN

M4-8A

WISCONSIN DEPT OF TRANSPORTATION

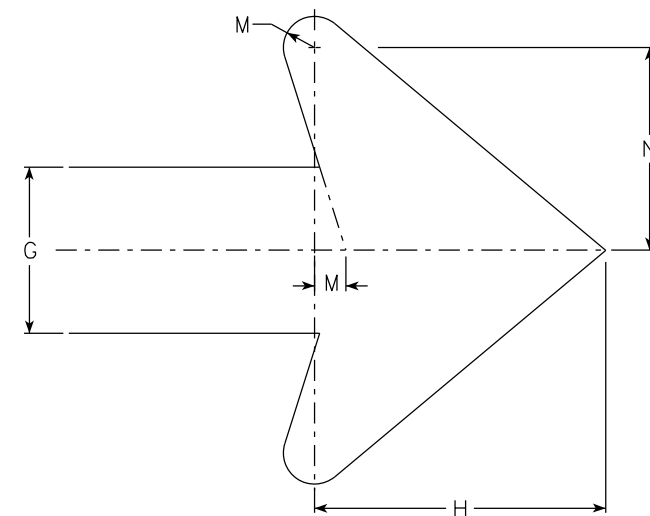
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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



NOTES

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



Arrow Detail

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

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

PROJECT NO: HWY: COUNTY: SHEET NO: 84 E

7

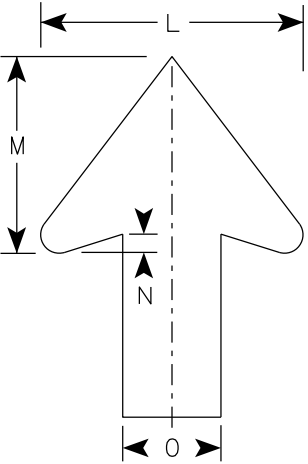
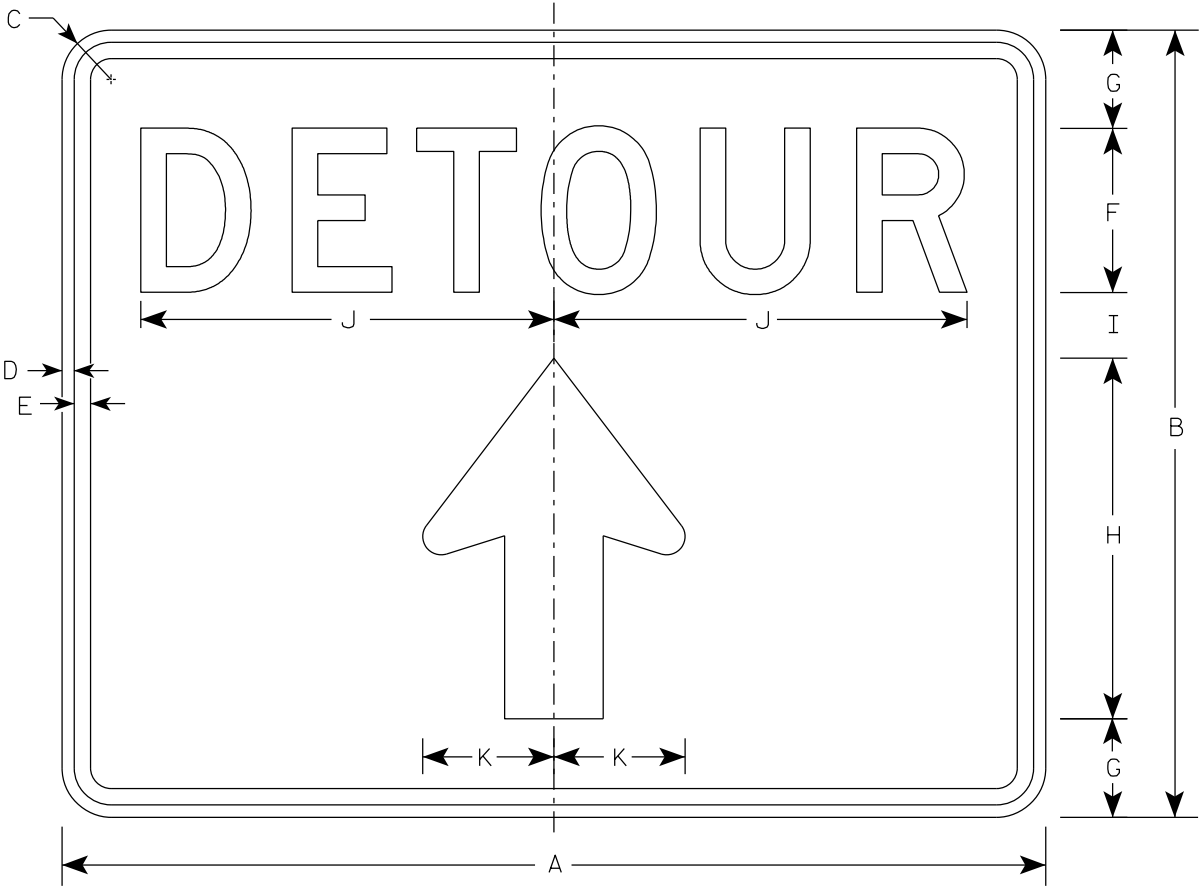
7

NOTES

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

Background - Orange

Message - Black
3. Message Series - D



Arrow Detail

M4 - 9RA

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	3	11	2	12 5/8	4	8	6	1/2	3												5.00
2M	30	24	1 1/2	3/8	1/2	5	3	11	2	12 5/8	4	8	6	1/2	3												5.00
3																											
4																											
5																											

STANDARD SIGN

M4-9RA

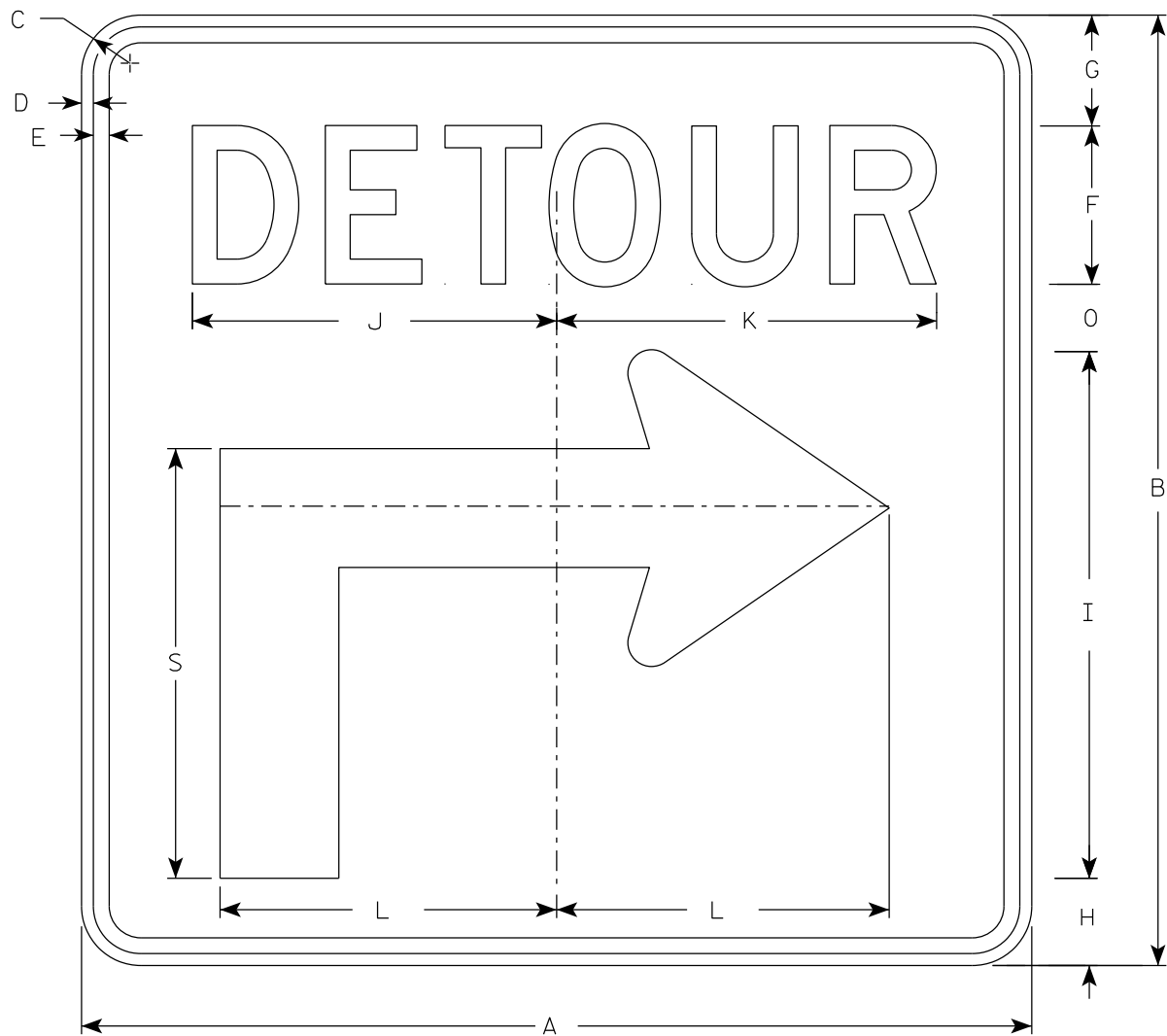
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

for State Traffic Engineer

DATE 2/9/2023

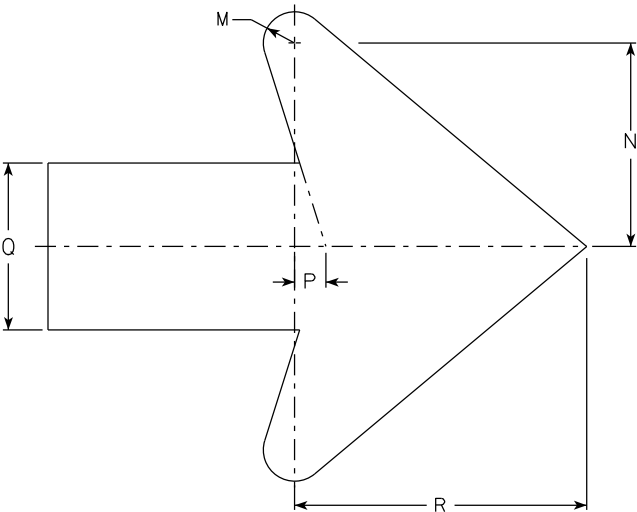
PLATE NO. M4-9RA.3



M4-59R

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown when base material is metal.
- 5. M4-59L is the same as M4-59R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	30	1 7⁄8	3⁄8	1⁄2	5	3 1⁄2	2 3⁄4	16 5⁄8	11 1⁄2	12	10 1⁄2	3⁄4	4 1⁄4	2 1⁄8	5⁄8	3 3⁄4	7 1⁄2	13 1⁄2								6.25
2M	30	30	1 7⁄8	3⁄8	1⁄2	5	3 1⁄2	2 3⁄4	16 5⁄8	11 1⁄2	12	10 1⁄2	3⁄4	4 1⁄4	2 1⁄8	5⁄8	3 3⁄4	7 1⁄2	13 1⁄2								6.25
3	30	30	1 7⁄8	3⁄8	1⁄2	5	3 1⁄2	2 3⁄4	16 5⁄8	11 1⁄2	12	10 1⁄2	3⁄4	4 1⁄4	2 1⁄8	5⁄8	3 3⁄4	7 1⁄2	13 1⁄2								6.25
4	48	48	2 1⁄4	1⁄2	5⁄8	8	5 5⁄8	4 3⁄8	26 5⁄8	20 5⁄8	20 1⁄2	17	1 1⁄4	6 3⁄4	3 3⁄8	7⁄8	6	12	21 3⁄4								16.0
5	48	48	2 1⁄4	1⁄2	5⁄8	8	5 5⁄8	4 3⁄8	26 5⁄8	20 5⁄8	20 1⁄2	17	1 1⁄4	6 3⁄4	3 3⁄8	7⁄8	6	12	21 3⁄4								16.0

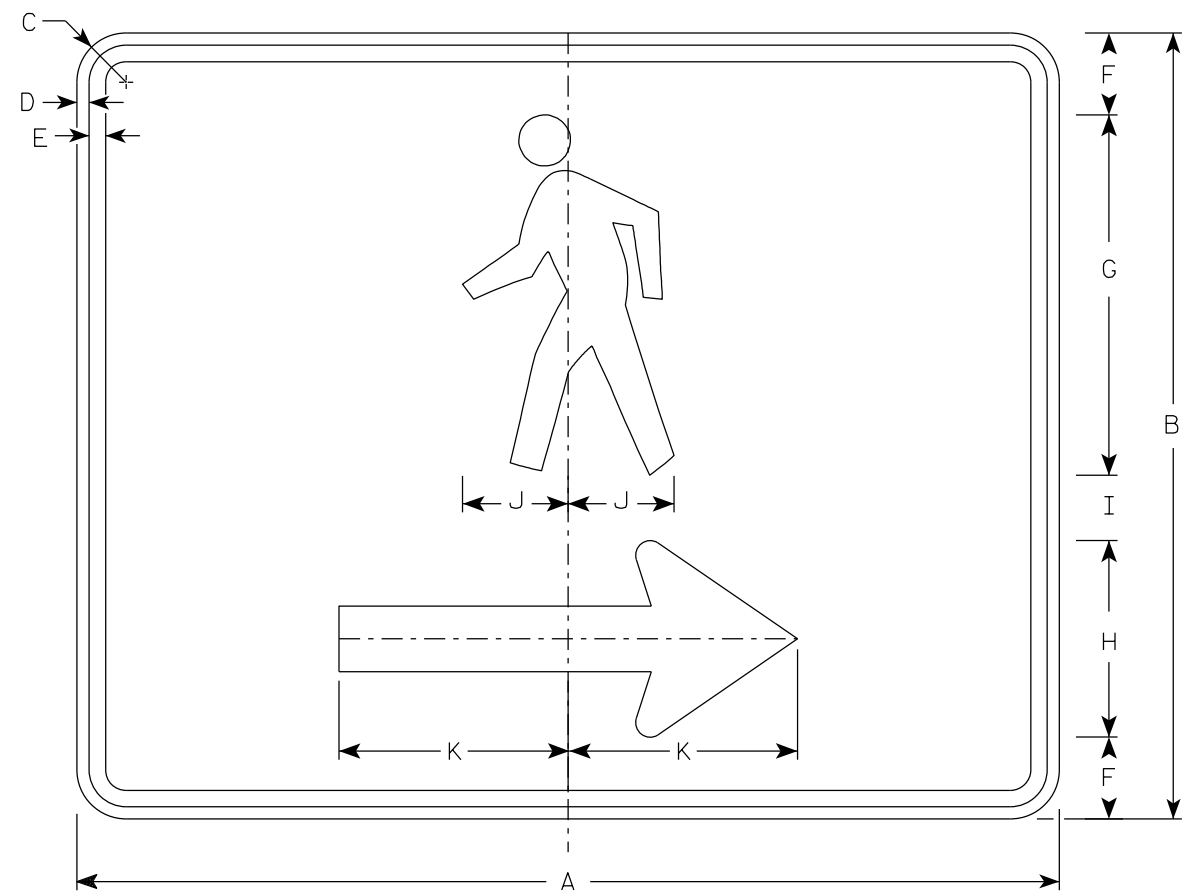
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 86

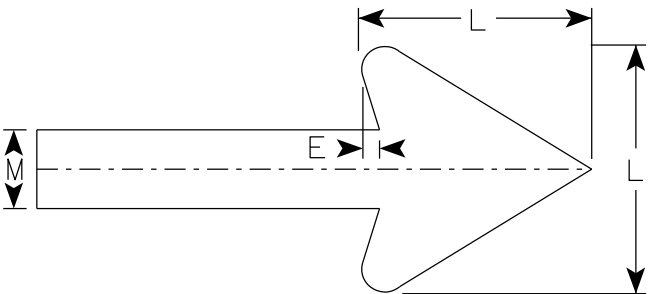
E



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

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:

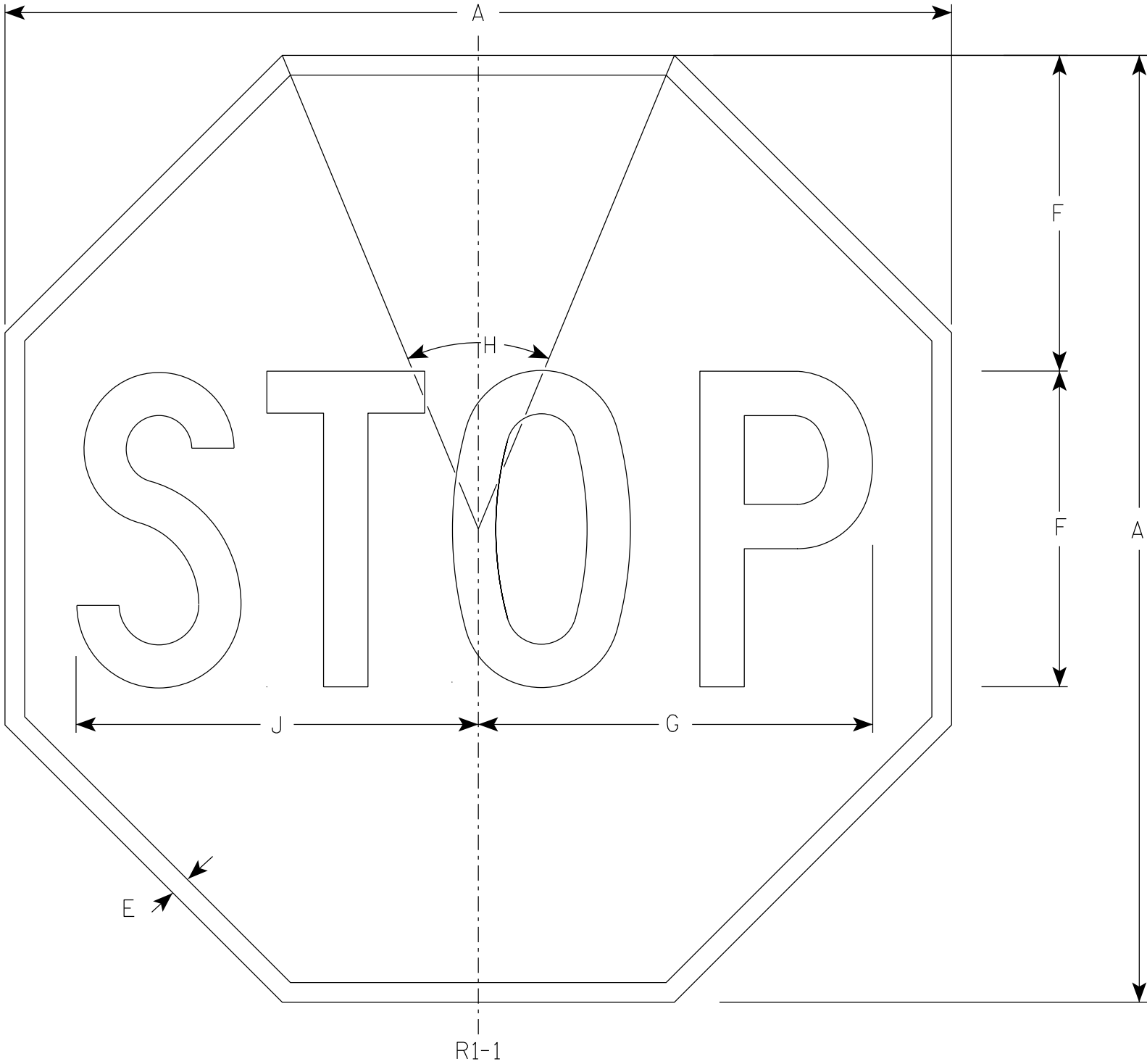
HWY:

COUNTY:

SHEET NO: 87

E

7



NOTES

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

7

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

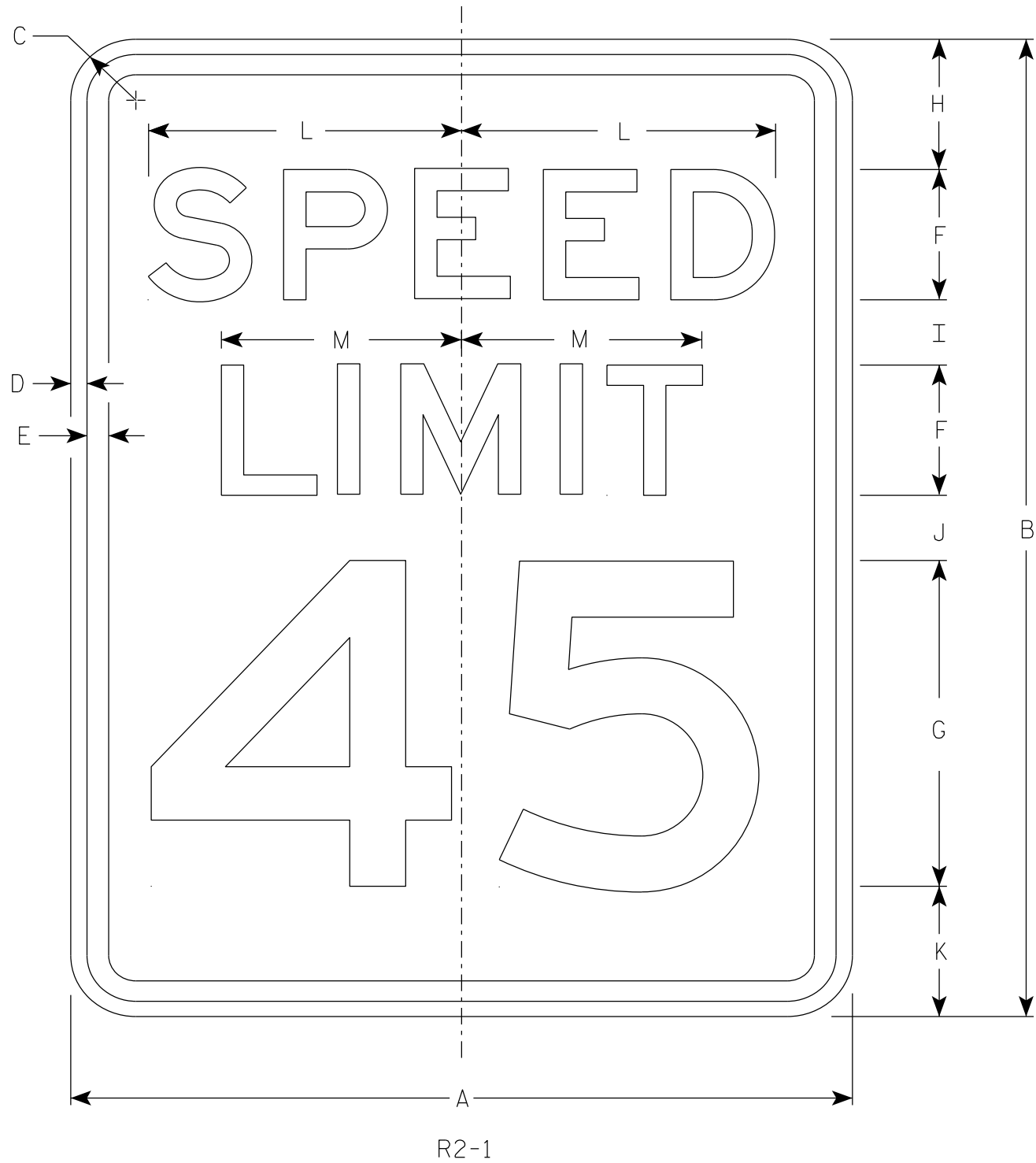
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 7/9/2025 PLATE NO. R1-1.14

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

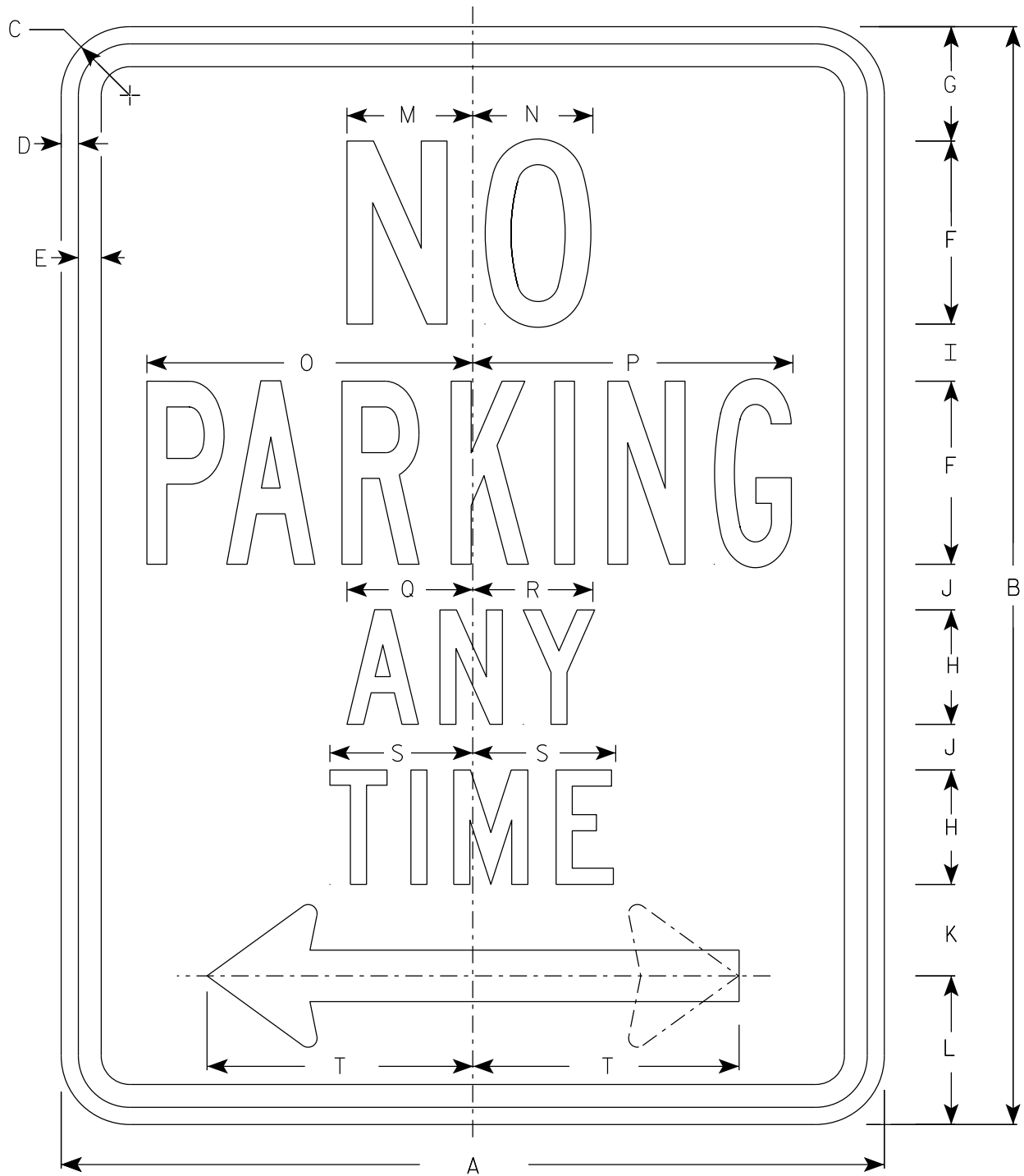
STANDARD SIGN

R2 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

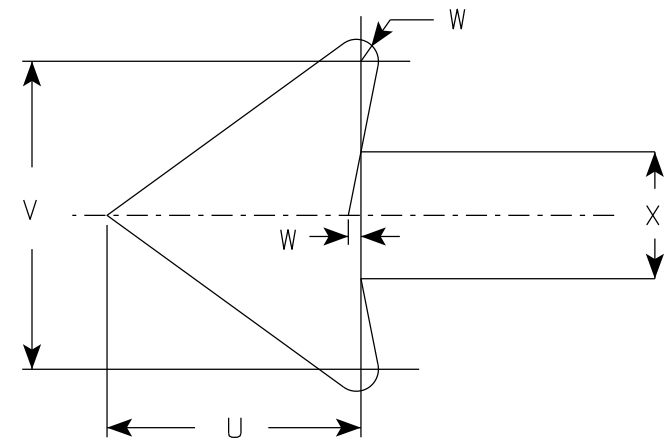


R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
R7-1L (left arrow)
R7-1R (right arrow)

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/2	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

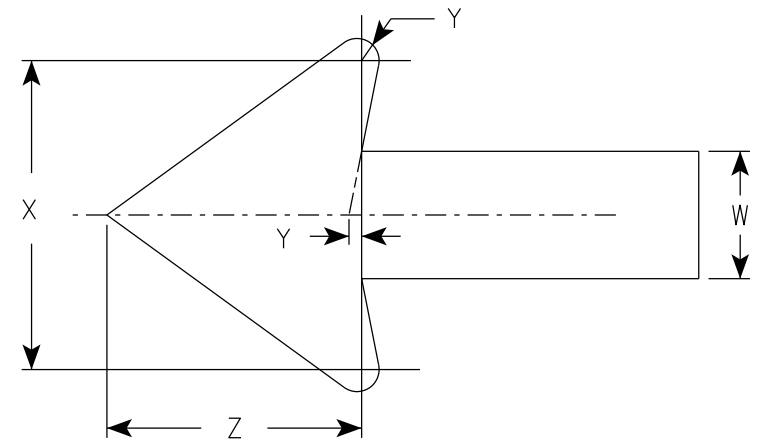
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 90	E
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R7-51

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Red
3. Message Series - Lines 1, 3 and 4 are Series C.
Line 2 is Series B.
4. R7-51D (double arrow)
R7-51R (right arrow)
R7-51L (left arrow)

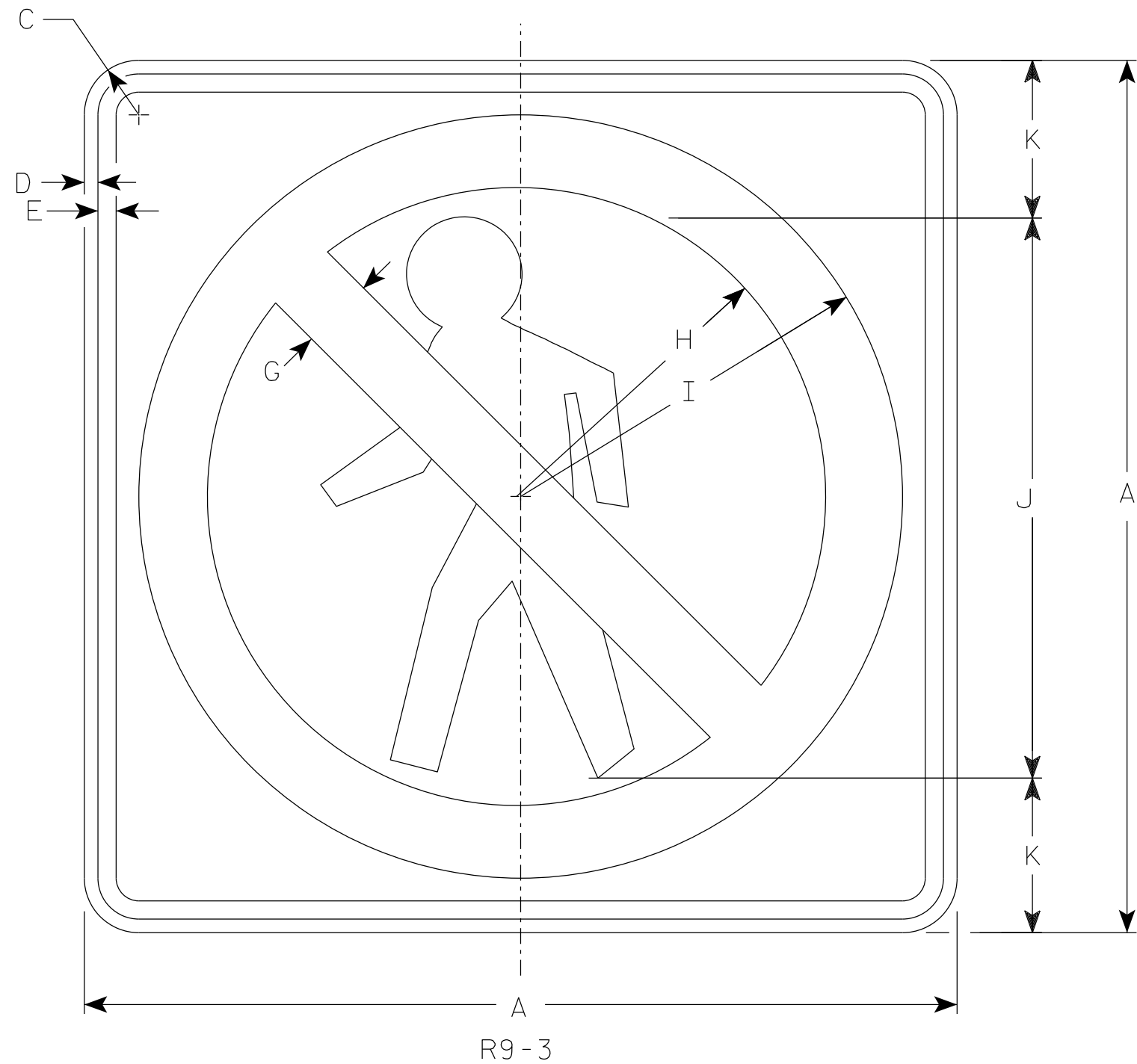


ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/2	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

STANDARD SIGN	
R7-51	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 11/9/23	PLATE NO. R7-51.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 91	E
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NOTES

- Sign is Type II - Type H Reflective
- Color:
Background - White
Message - See note 3
- Border & Pedestrian are non-reflective black.
Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	18		1 1/2	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2S	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
3																											
4																											
5																											

STANDARD SIGN
R9-3

WISCONSIN DEPT OF TRANSPORTATION

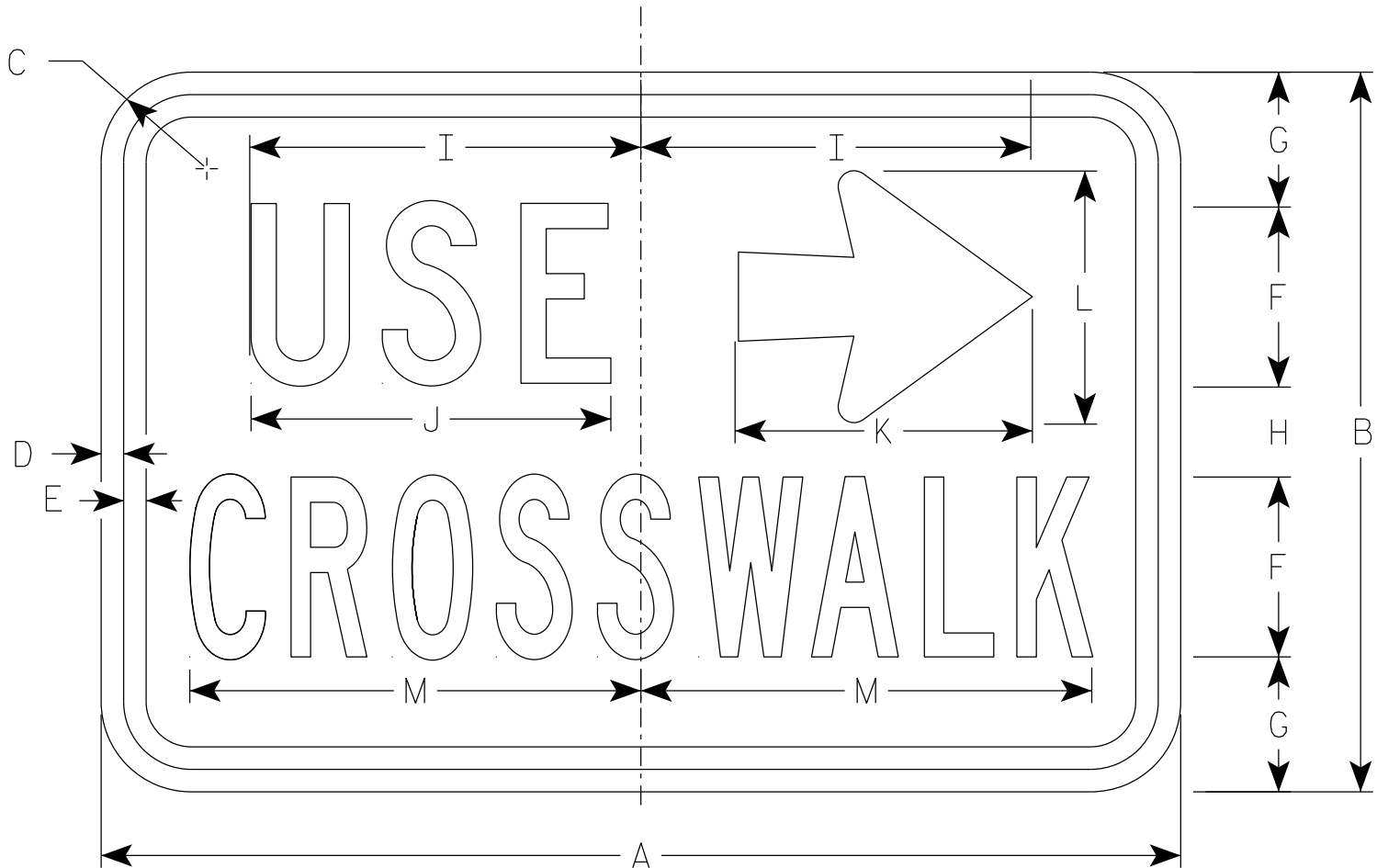
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/20/25 PLATE NO. R9-3.1

PROJECT NO: HWY: COUNTY: SHEET NO: 92 E

NOTES

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



R9-3B

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	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 93

E

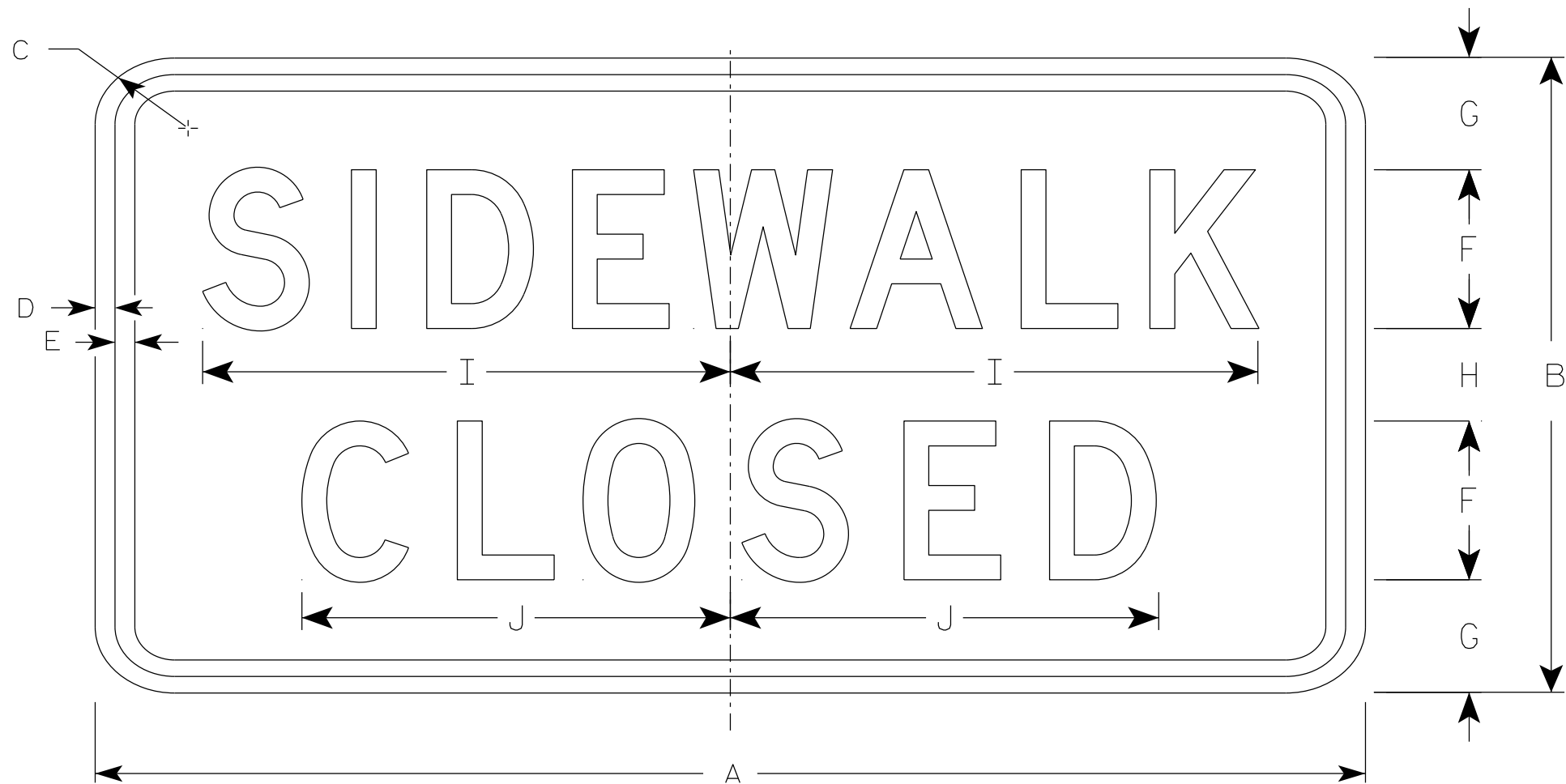
STANDARD SIGN
R9-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3B.3

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: 94

E

STANDARD SIGN

R9-9

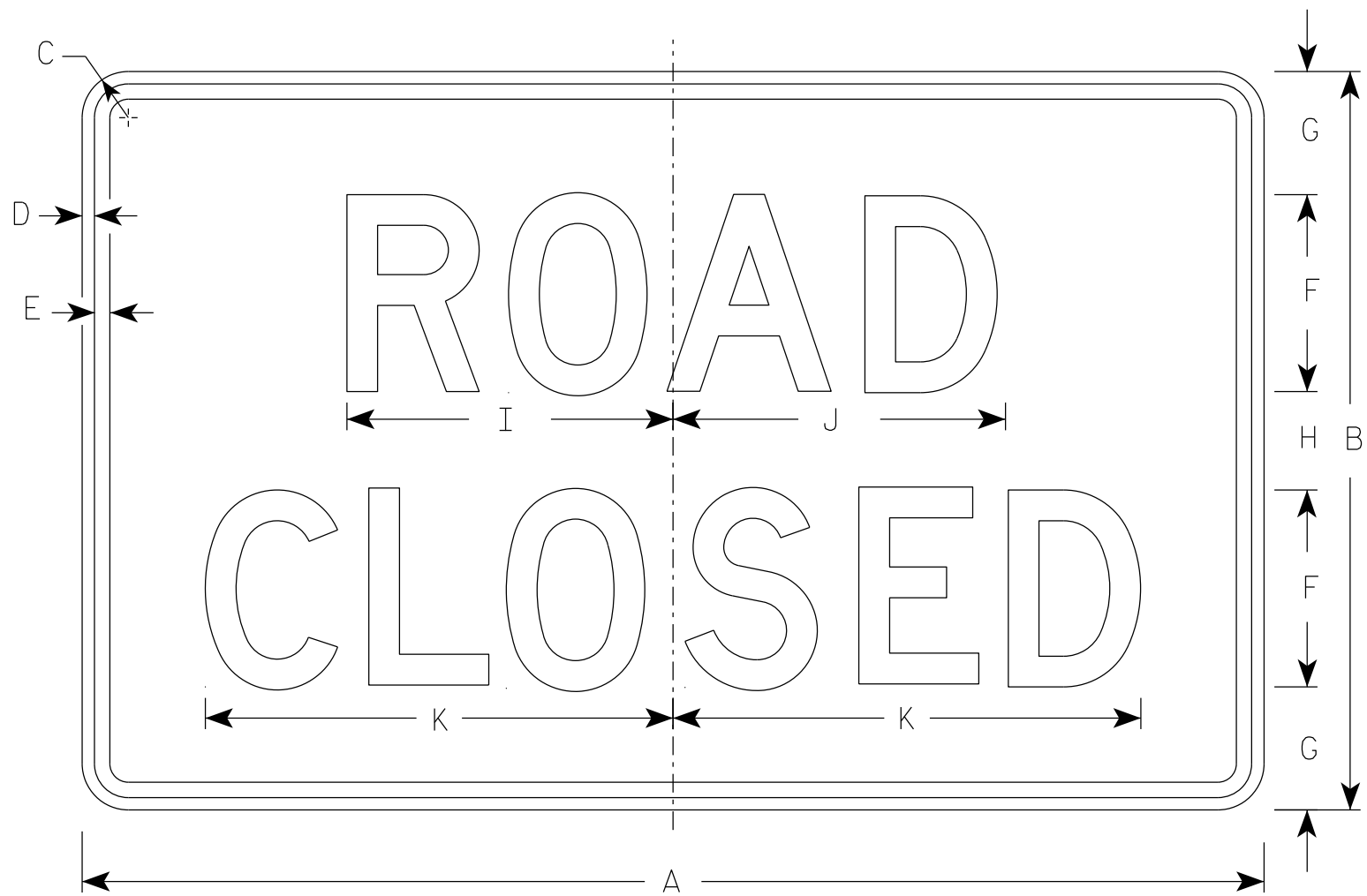
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

For State Traffic Engineer

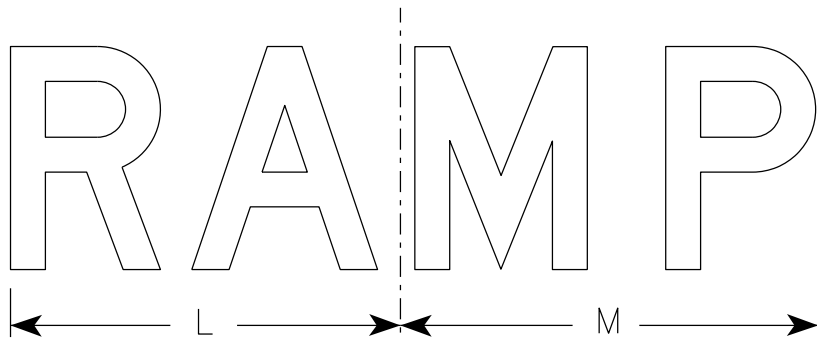
DATE 1/24/24

PLATE NO. R9-9.7

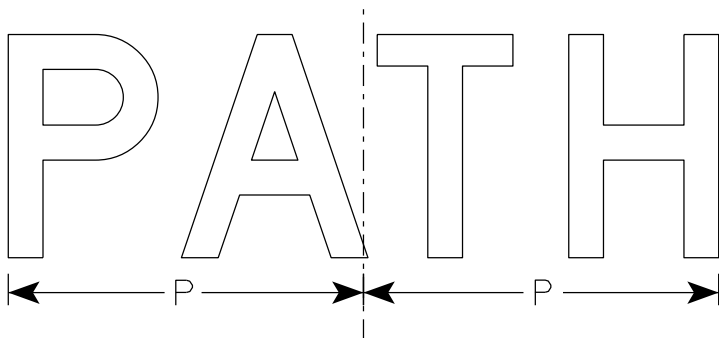


R11-2

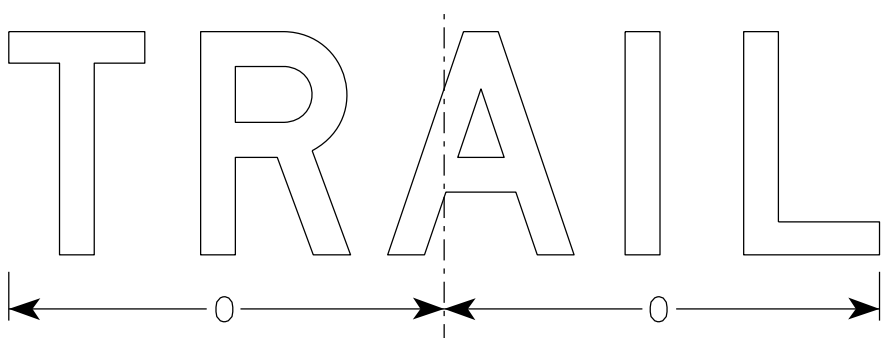
- NOTES
1. Sign is Type II - Type H Reflective
 2. Color:
Background - White
Message - Black
 3. Message Series - D
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. Modify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



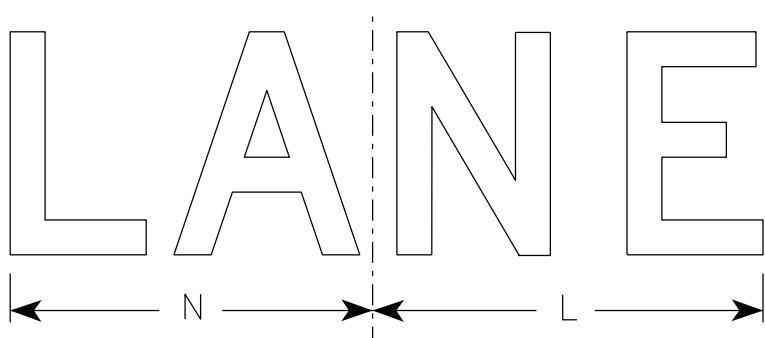
R11-2R



R11-2C



R11-2T



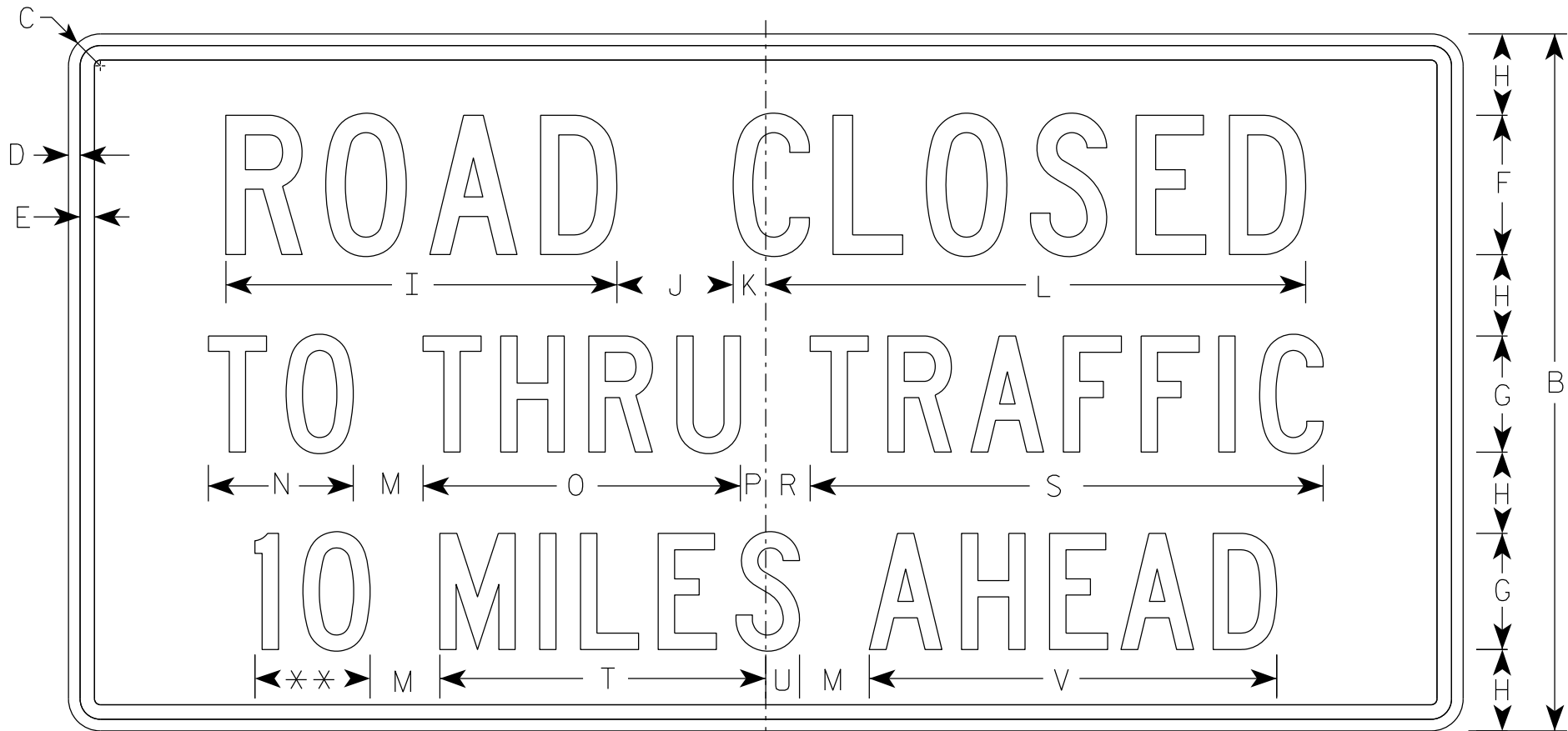
R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0
2M	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0
3	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0
4	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0
5	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0

STANDARD SIGN R11-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 2/3/26	PLATE NO. R11-2.13

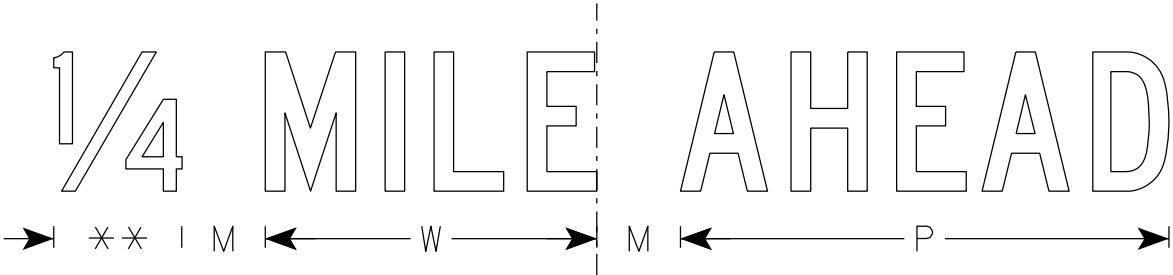
NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



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

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

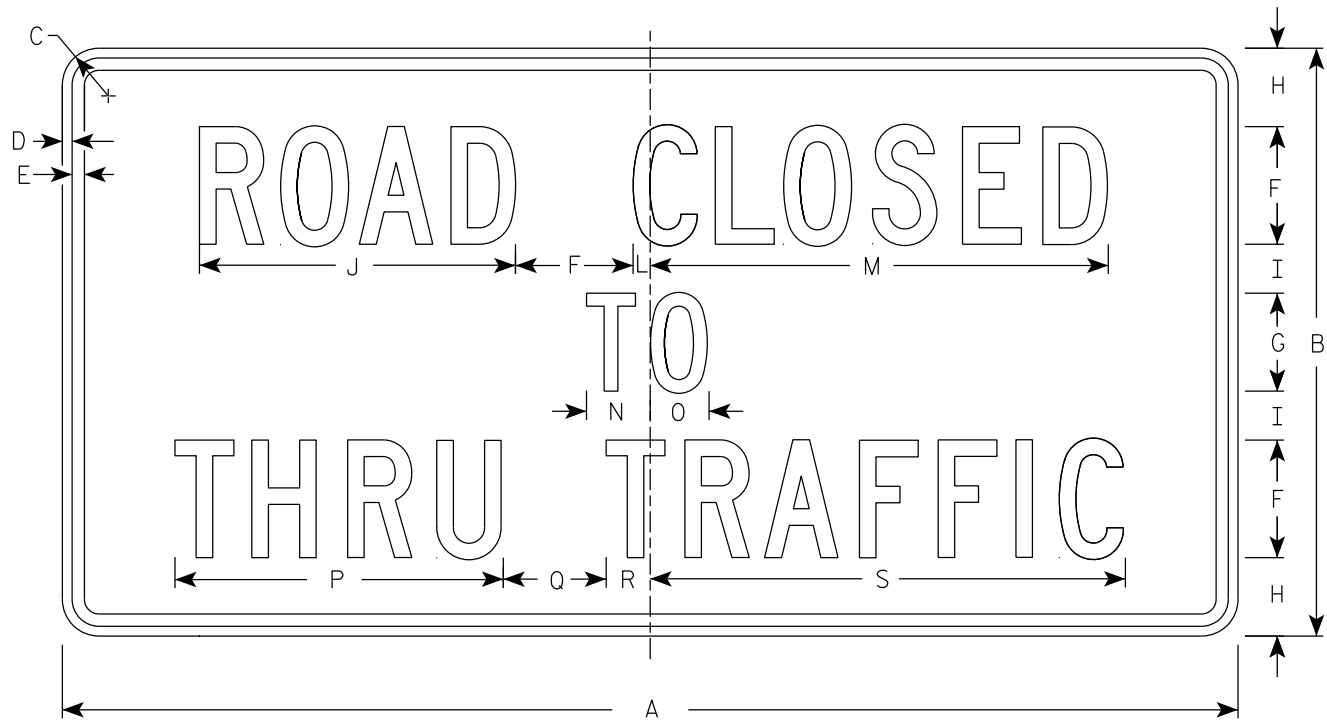
HWY:

COUNTY:

SHEET NO: 96

E

7



R11-4

NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 97

E

STANDARD SIGN

R11 - 4

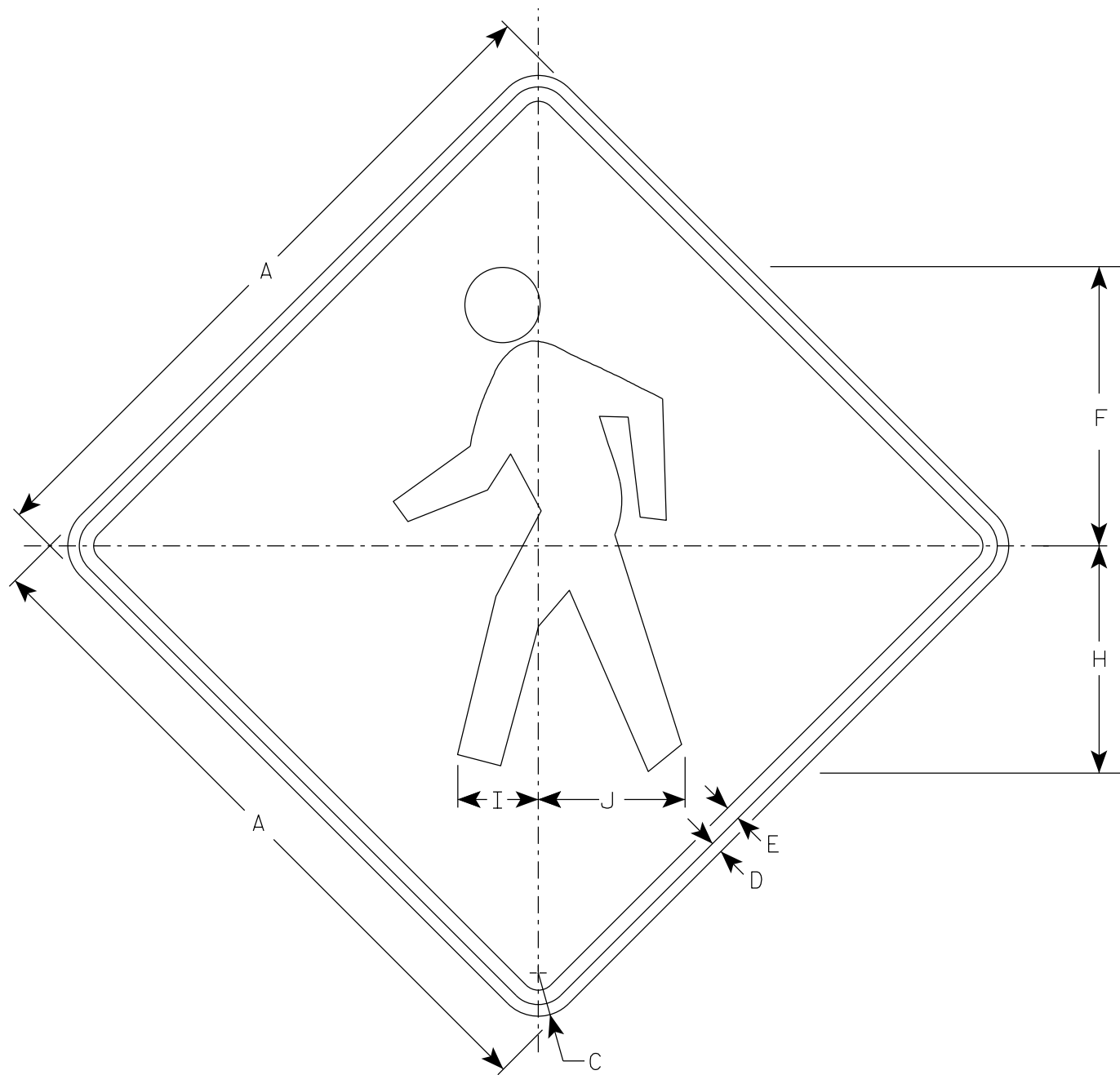
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 2/5/24

PLATE NO. R11-4.4



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																											

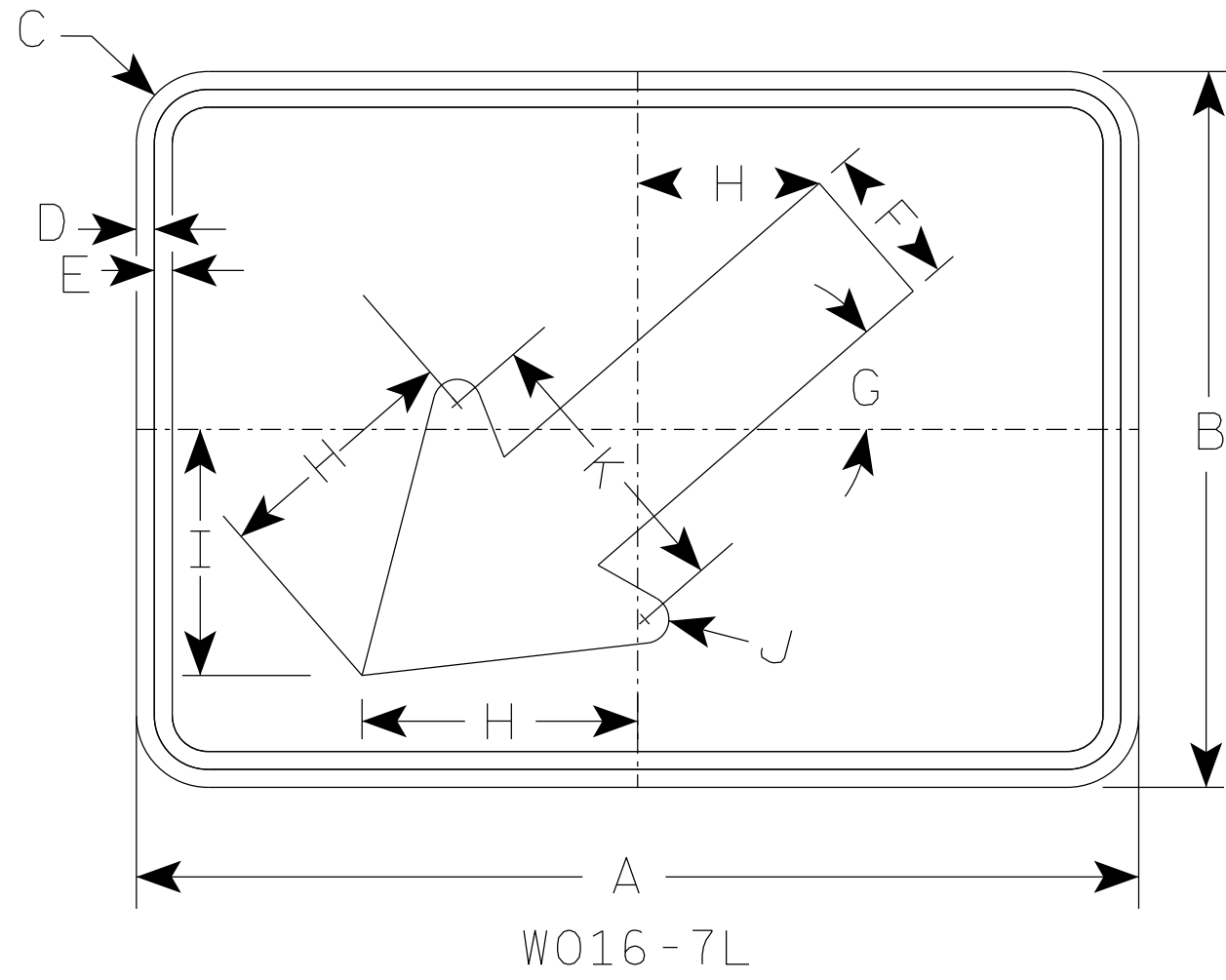
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 98

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

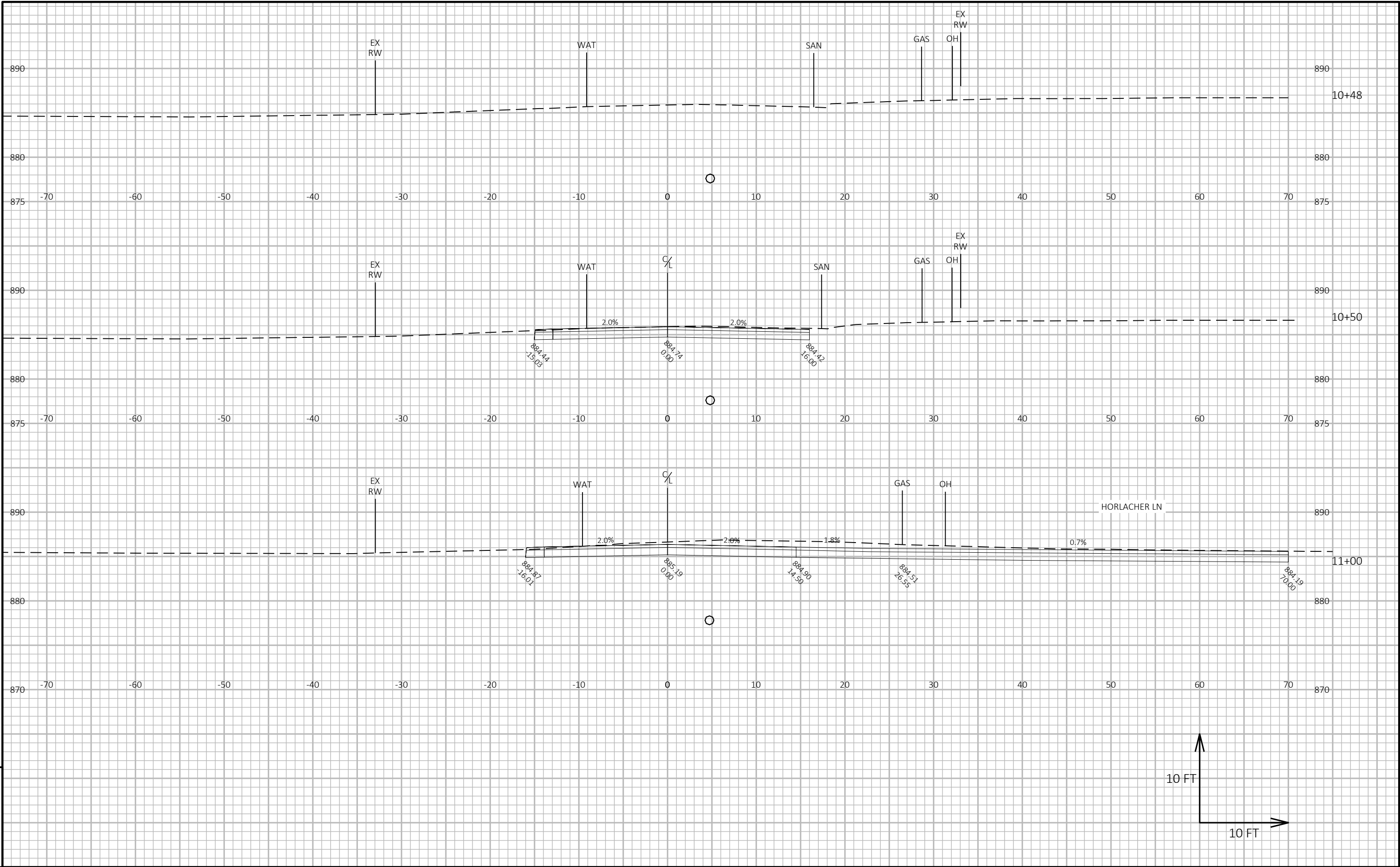
HAMILTON AVE										
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
		NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 4
10+48	0.00	0.00	0.00	0.00	0	0	0	0	0	0
10+50	1.92	37.31	8.70	0.00	1	0	0	1	0	1
11+00	50.00	135.47	8.70	0.00	160	16	0	161	0	145
11+21	20.88	114.79	8.70	0.00	97	7	0	258	0	235
11+50	29.12	82.69	8.70	0.86	106	9	0	364	0	332
11+79	29.00	95.74	8.70	1.52	96	9	1	460	1	418
12+00	21.00	100.23	8.70	2.82	76	7	2	536	4	484
12+25	25.45	103.15	8.70	1.43	96	8	2	632	6	570
12+50	24.55	103.48	8.70	0.27	94	8	1	726	8	655
12+60	9.68	102.54	8.70	0.00	37	3	0	763	8	689
13+00	40.32	100.32	8.70	0.42	151	13	0	914	8	827
13+50	50.00	113.76	8.70	0.93	198	16	1	1,112	9	1,007
13+62	11.75	128.33	8.70	0.00	53	4	0	1,165	9	1,056
13+71	9.69	133.51	8.70	0.00	47	3	0	1,212	9	1,100
13+80	8.62	126.55	8.70	0.00	42	3	0	1,254	9	1,139
14+00	19.93	122.76	8.70	0.01	92	6	0	1,346	9	1,225
14+50	50.00	101.79	8.70	0.94	208	16	1	1,554	10	1,416
15+00	50.00	71.01	8.70	2.72	160	16	3	1,714	14	1,556
15+36	36.08	81.28	8.70	1.08	102	12	3	1,816	18	1,643
15+50	13.92	81.84	8.70	0.73	42	4	0	1,858	18	1,681
15+87	37.22	72.99	8.70	1.01	107	12	1	1,965	19	1,774
16+00	12.78	69.45	8.70	0.18	34	4	0	1,999	19	1,804
16+50	50.00	195.50	8.70	0.00	245	16	0	2,244	19	2,033
17+00	50.00	109.98	8.70	0.39	283	16	0	2,527	19	2,300
17+04	4.45	114.16	8.70	0.00	18	1	0	2,545	19	2,317
17+06	1.55	113.46	8.70	0.00	7	0	0	2,552	19	2,324
17+50	44.00	89.10	8.70	2.38	165	14	2	2,717	21	2,473
17+65	15.00	86.75	8.70	2.38	49	5	1	2,766	23	2,516
17+90	25.17	85.58	8.70	3.37	80	8	3	2,846	26	2,584
18+00	9.83	78.92	8.70	2.60	30	3	1	2,876	28	2,610
18+50	50.00	52.24	8.70	2.59	121	16	5	2,997	34	2,708
19+00	50.00	61.80	8.70	2.22	106	16	4	3,103	39	2,793
19+16	16.13	66.17	8.70	1.37	38	5	1	3,141	40	2,825
19+50	33.87	135.51	8.70	1.50	126	11	2	3,267	43	2,938
19+76	26.33	129.74	8.70	1.08	129	8	1	3,396	44	3,057
20+00	23.67	44.01	8.70	0.19	76	8	1	3,472	45	3,124
20+50	50.00	31.97	8.70	2.86	70	16	3	3,542	49	3,174
20+58	8.02	37.04	8.70	2.66	10	3	1	3,552	50	3,180
21+00	41.98	38.11	8.70	1.52	58	14	3	3,610	54	3,220
21+50	50.00	64.72	8.70	0.52	95	16	2	3,705	56	3,297
22+00	50.00	66.80	8.70	0.61	122	16	1	3,827	58	3,402
22+50	50.00	78.12	8.70	2.54	134	16	3	3,961	61	3,516
22+87	37.00	54.77	8.70	4.56	91	12	5	4,052	68	3,589
23+00	13.00	64.96	8.70	0.98	29	4	1	4,081	69	3,612

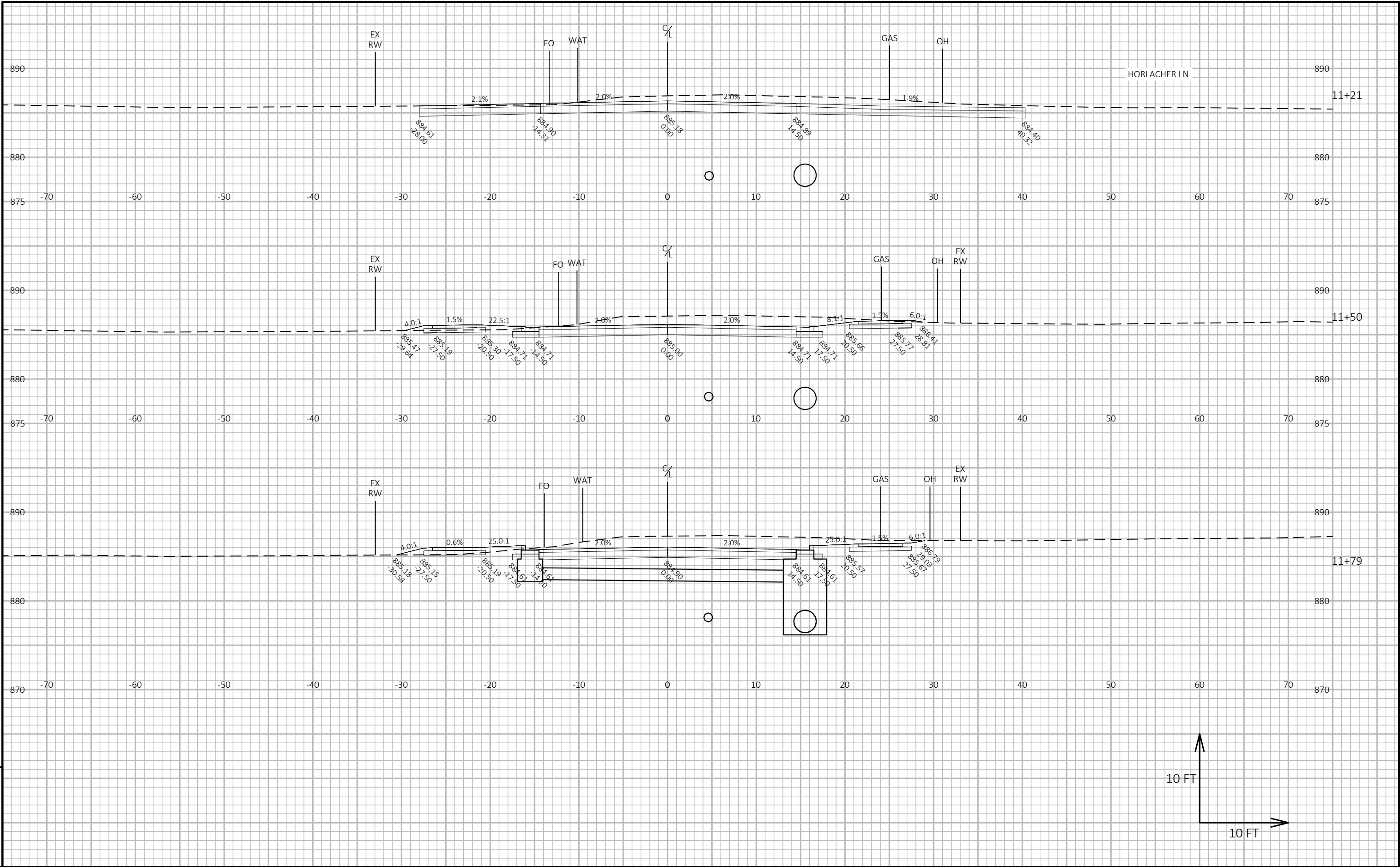
HORLACHER LN										
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
		NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 4
50+10	0.00	31.12	3.67	0.00	0	0	0	0	0	0
50+25	14.99	39.13	3.67	0.00	20	2	0	20	0	18
50+39	14.03	49.77	3.67	0.00	23	2	0	43	0	39

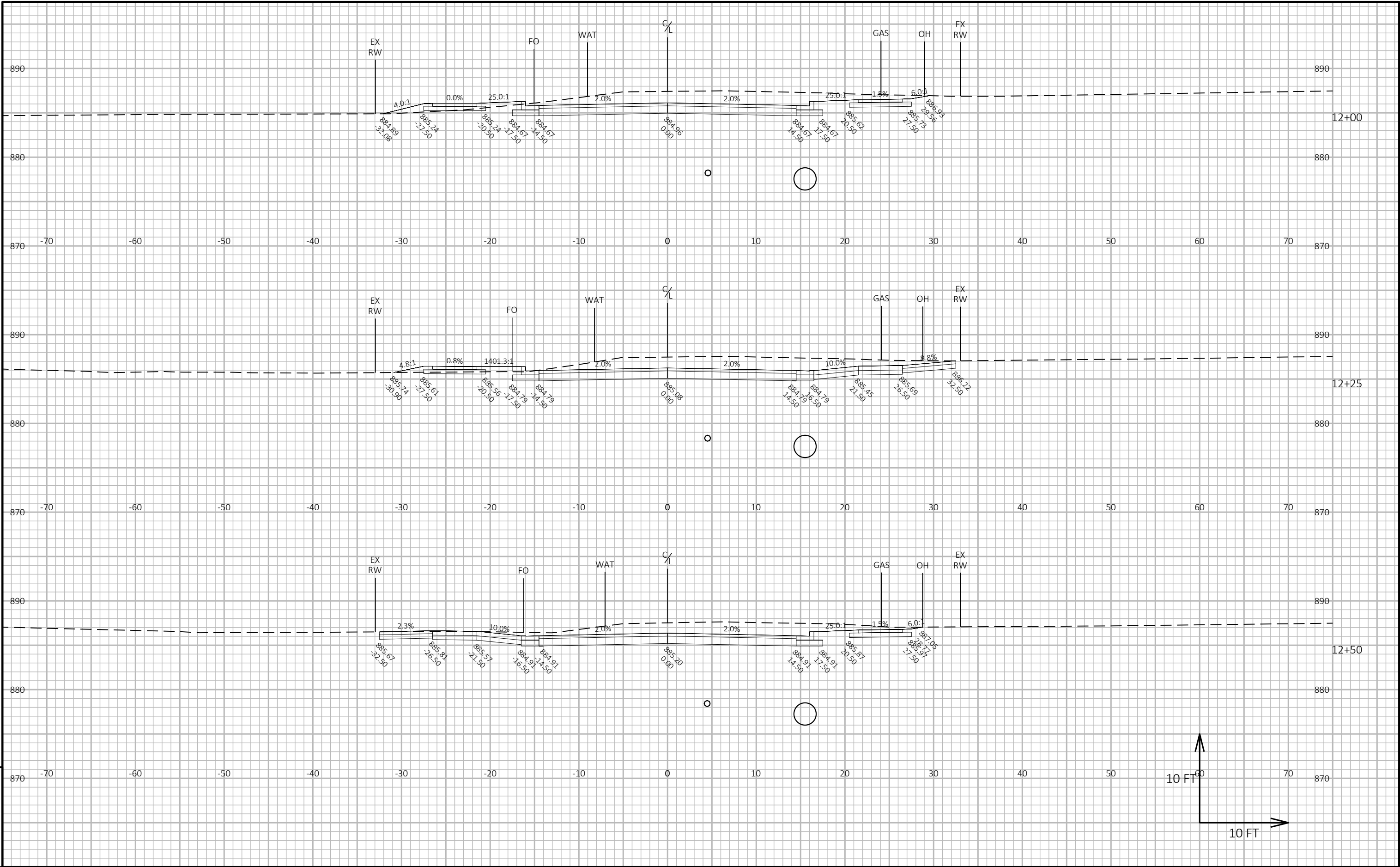
SUMMERFIELD DR										
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
		NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 4
60+39	0.00	103.15	5.33	0.00	0	0	0	0	0	0
60+50	10.50	84.30	5.33	0.00	36	2	0	36	0	34
60+75	25.00	48.71	5.33	2.60	62	5	1	98	1	90

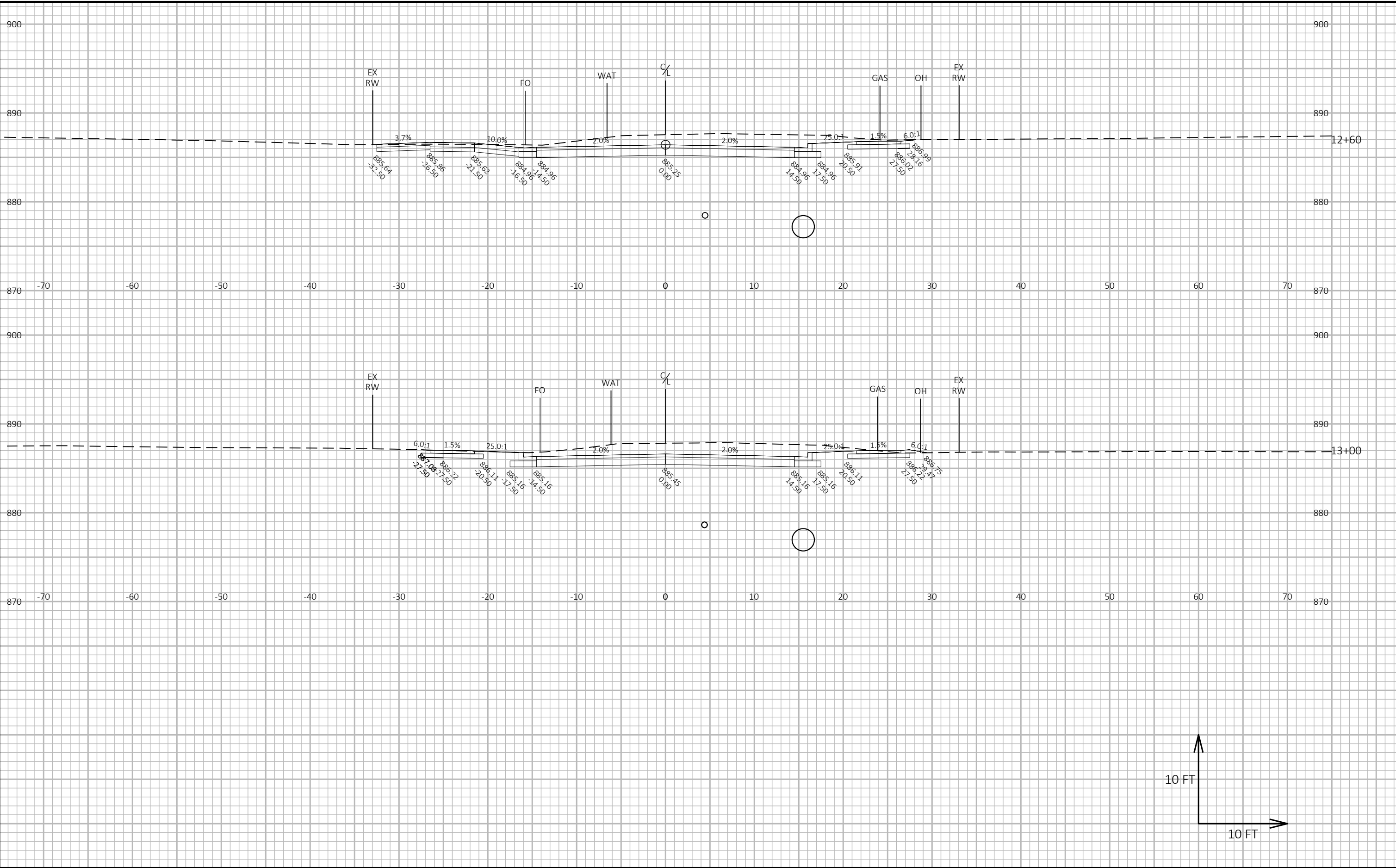
SOUTHRIDGE DR										
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
		NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 4
70+04	0.00	47.73	5.33	0.27	0	0	0	0	0	0
70+25	21.40	52.70	5.33	0.01	40	4	0	40	0	36
70+41	15.50	52.74	5.33	0.00	30	3	0	70	0	63

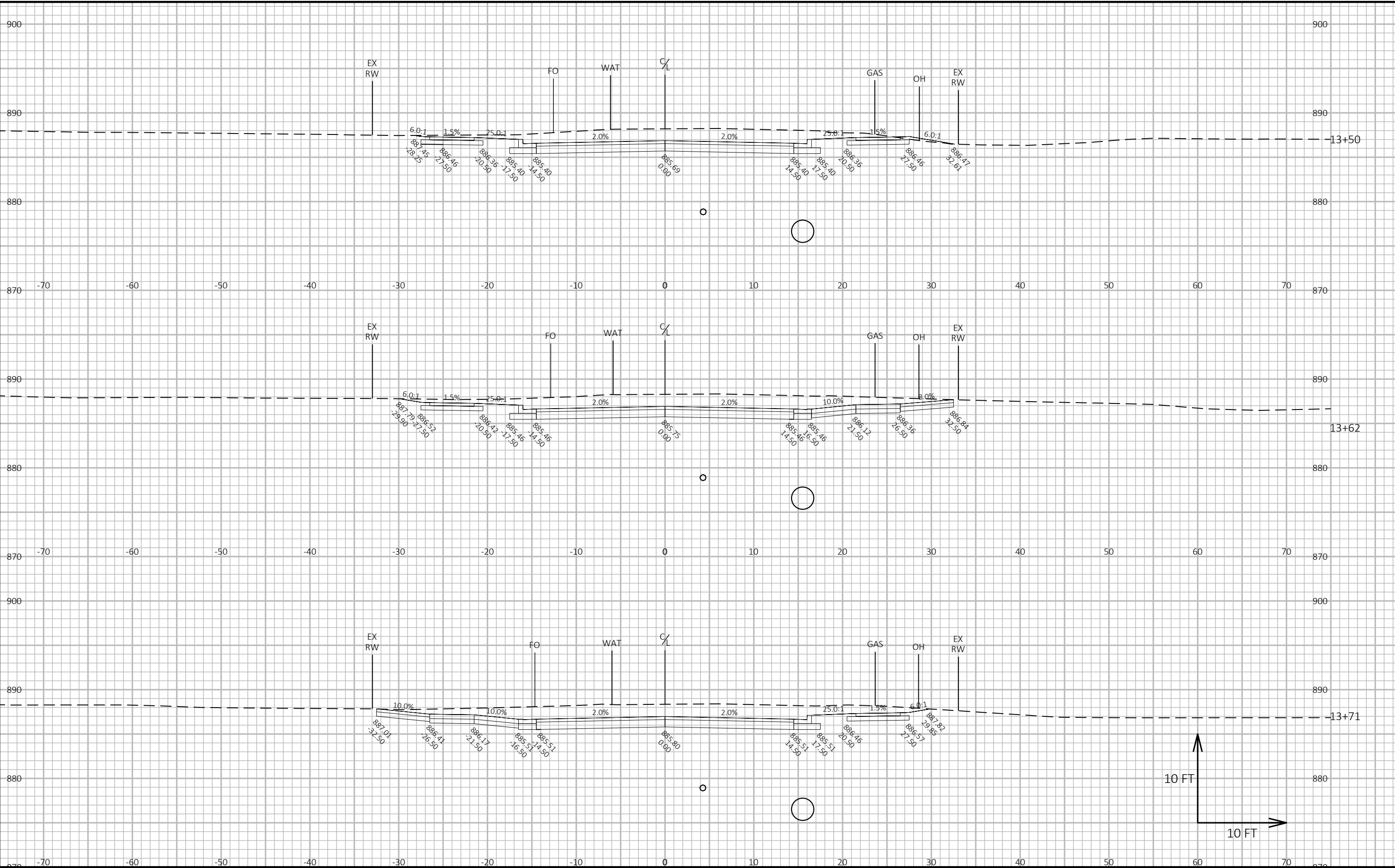
Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - MASS ORDINATE	(CUT - SALVAGED PAVT) - (FILL * FILL FACTOR)

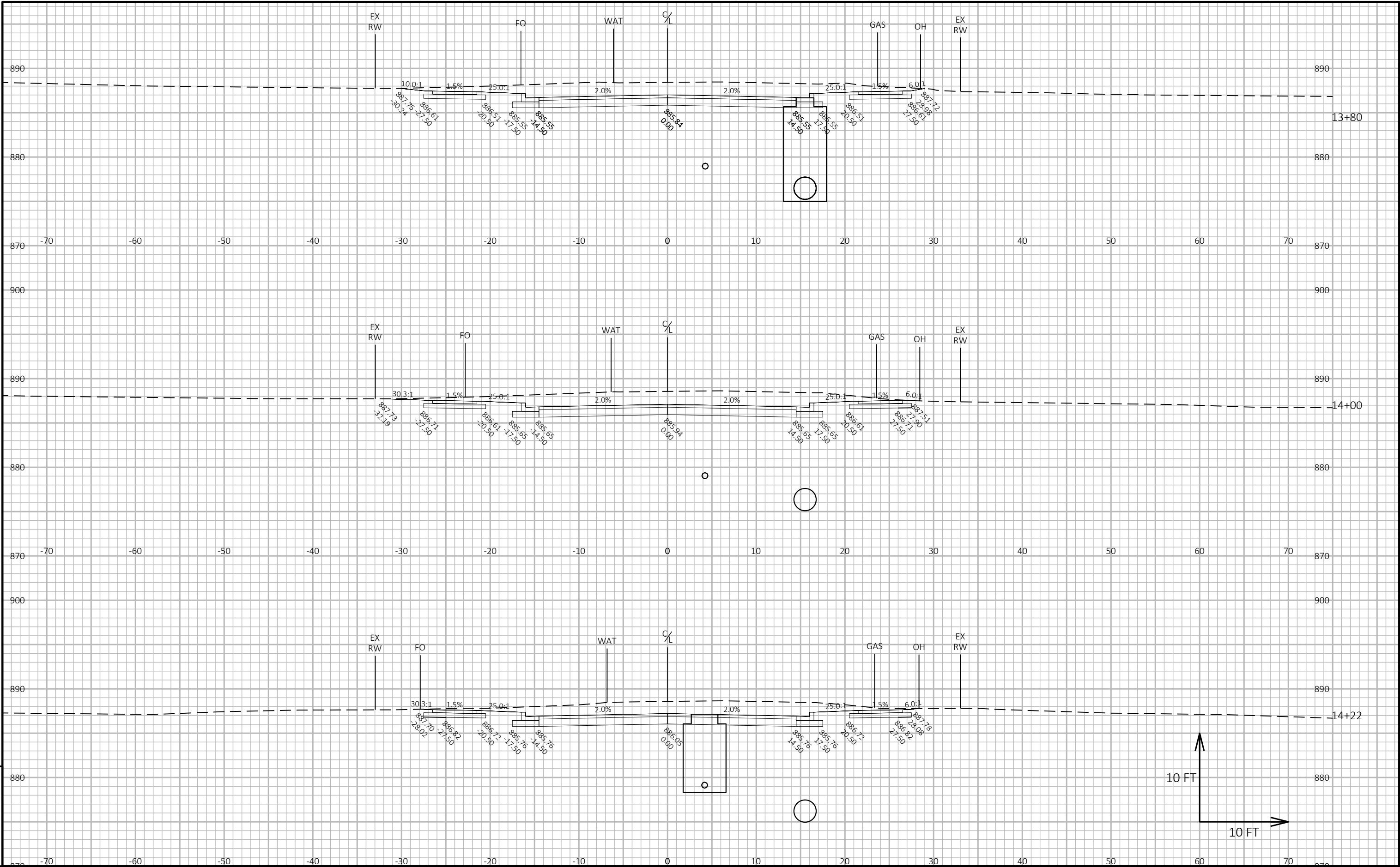


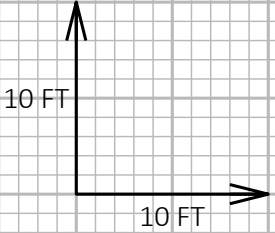
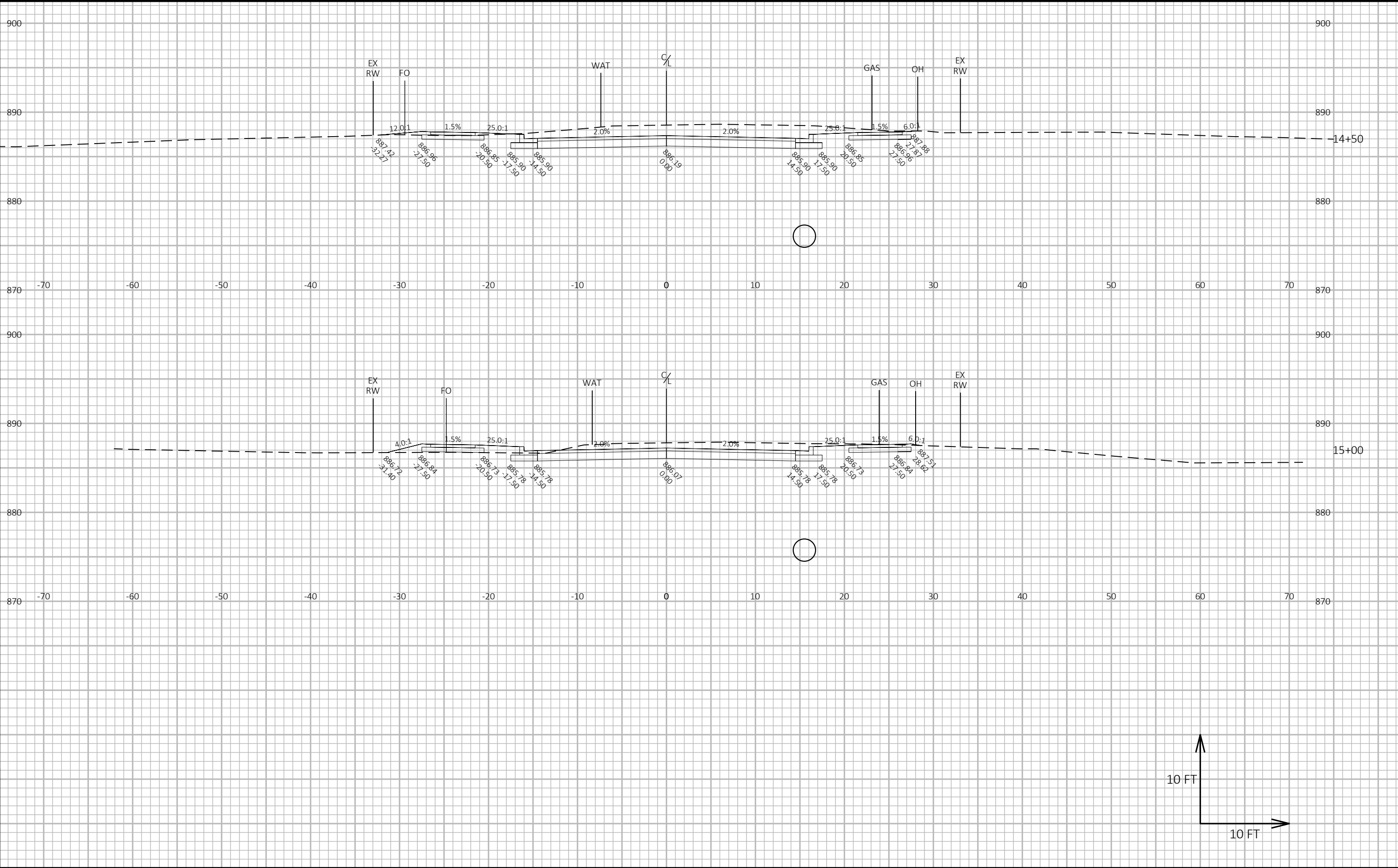






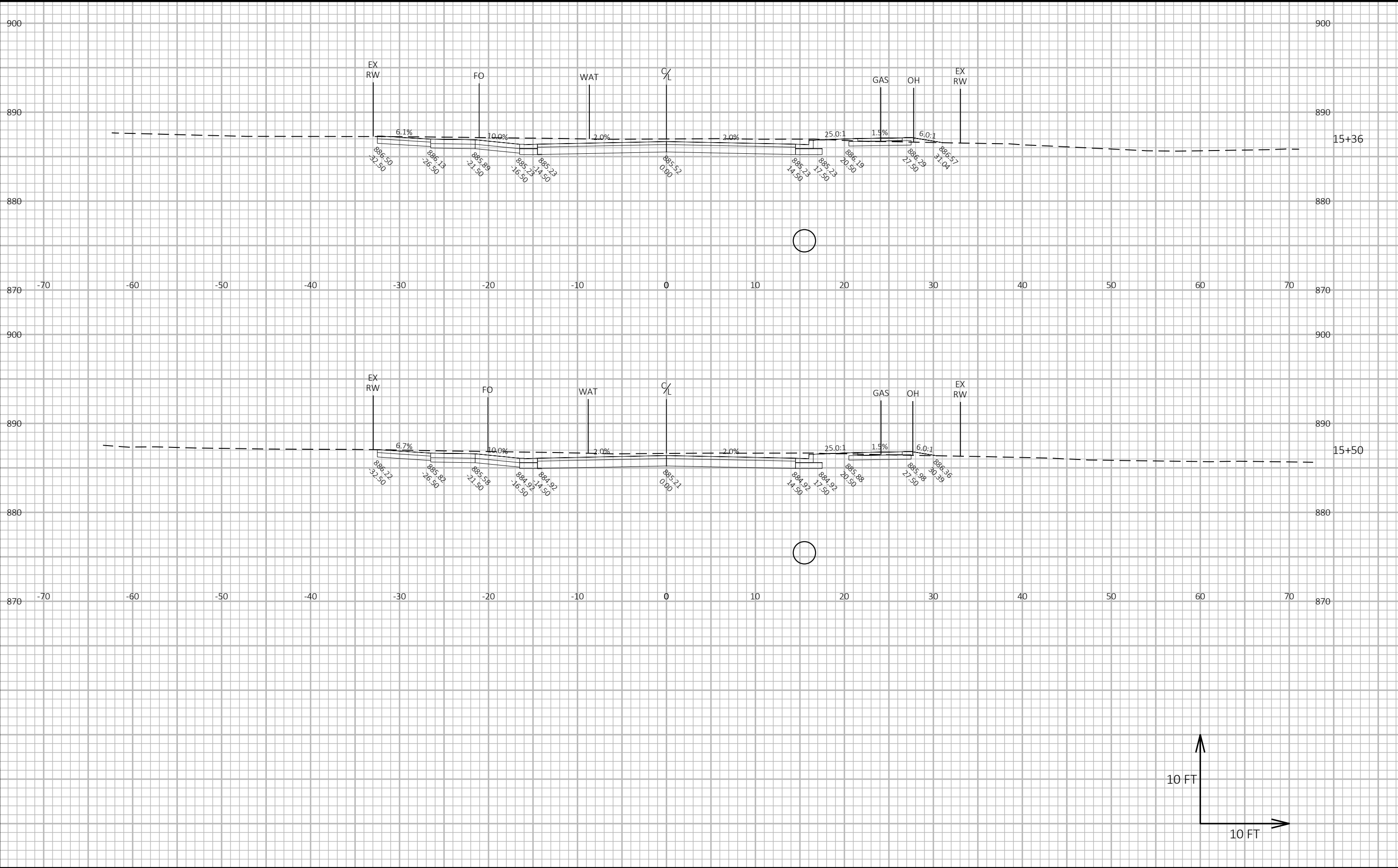


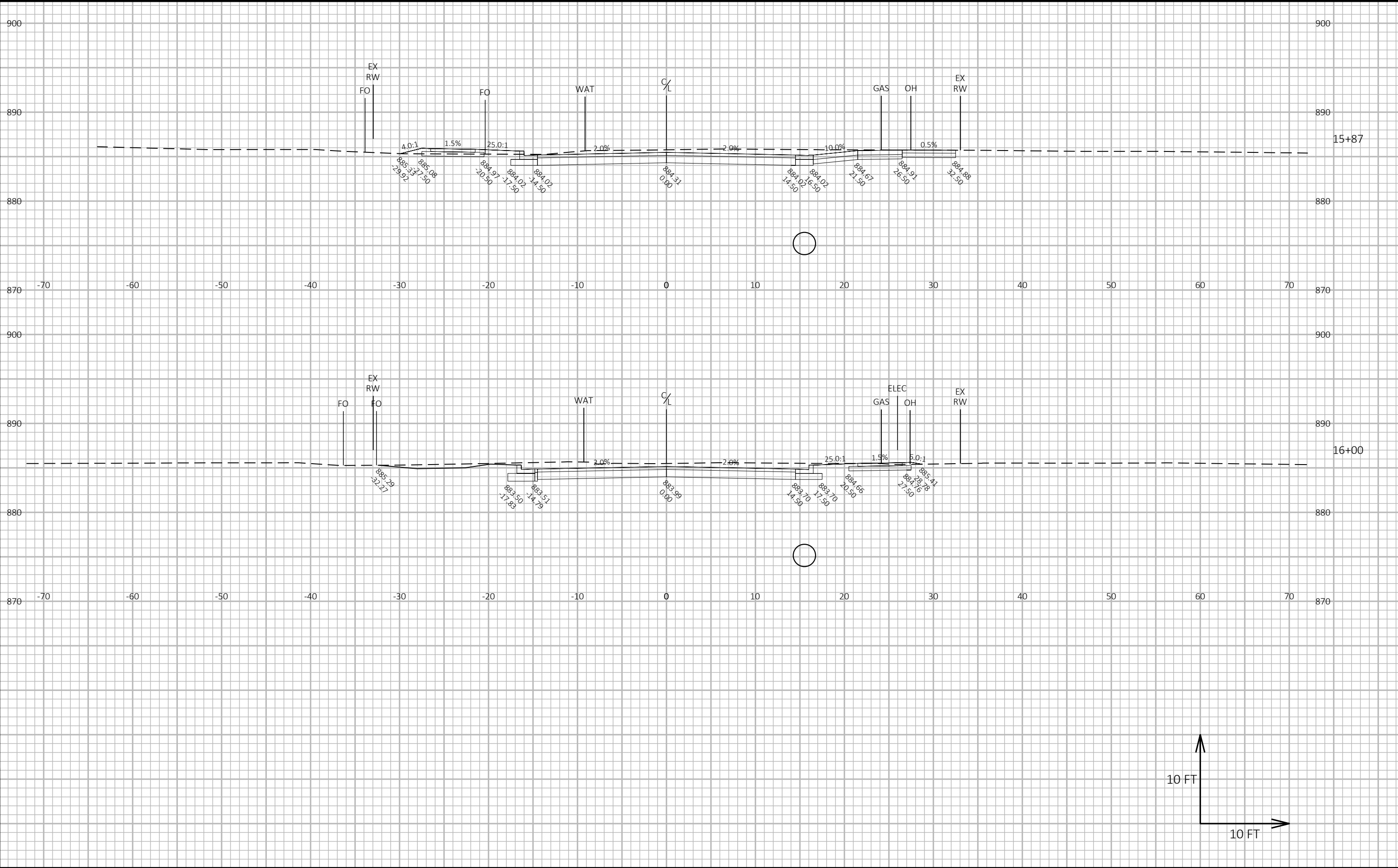


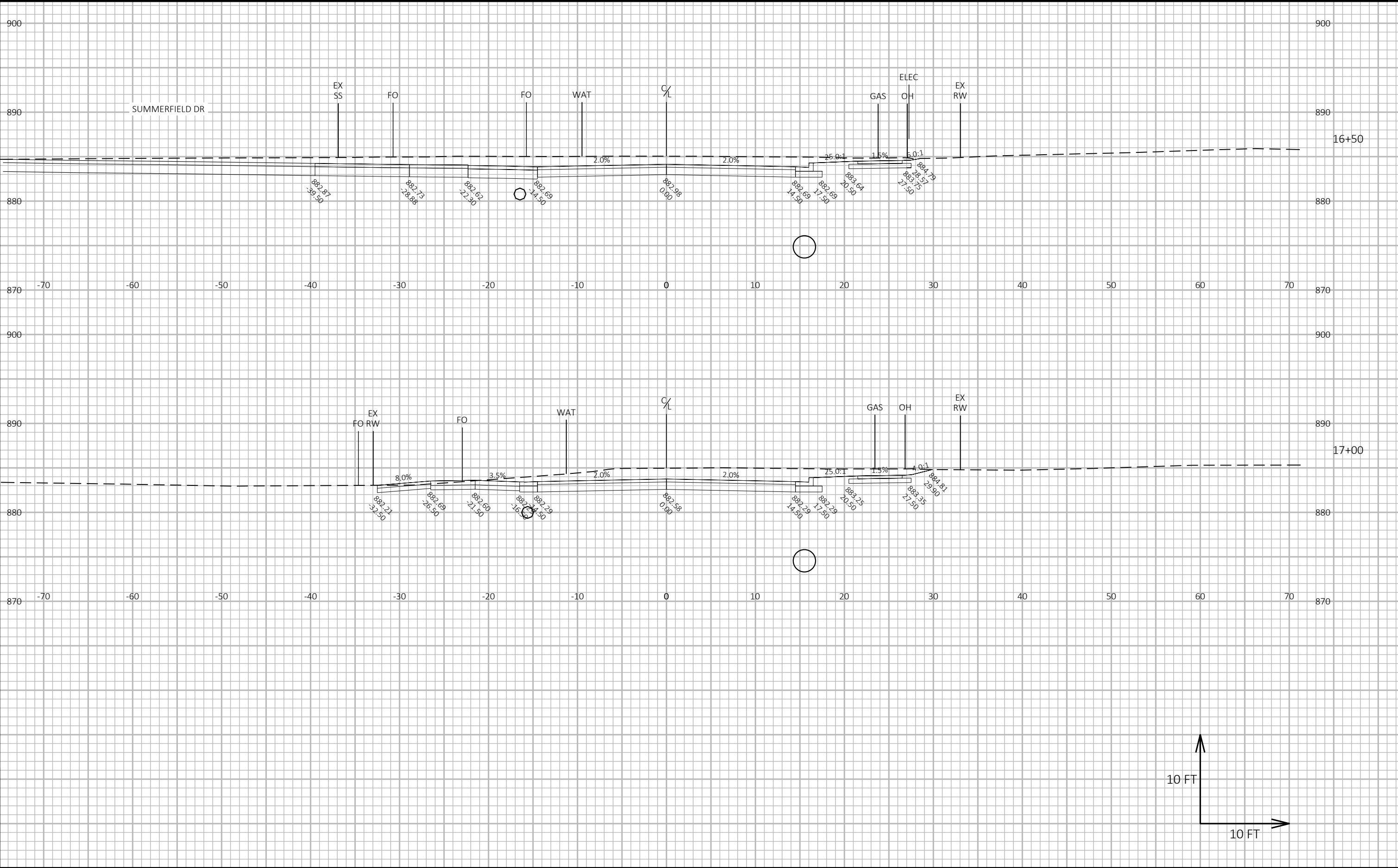


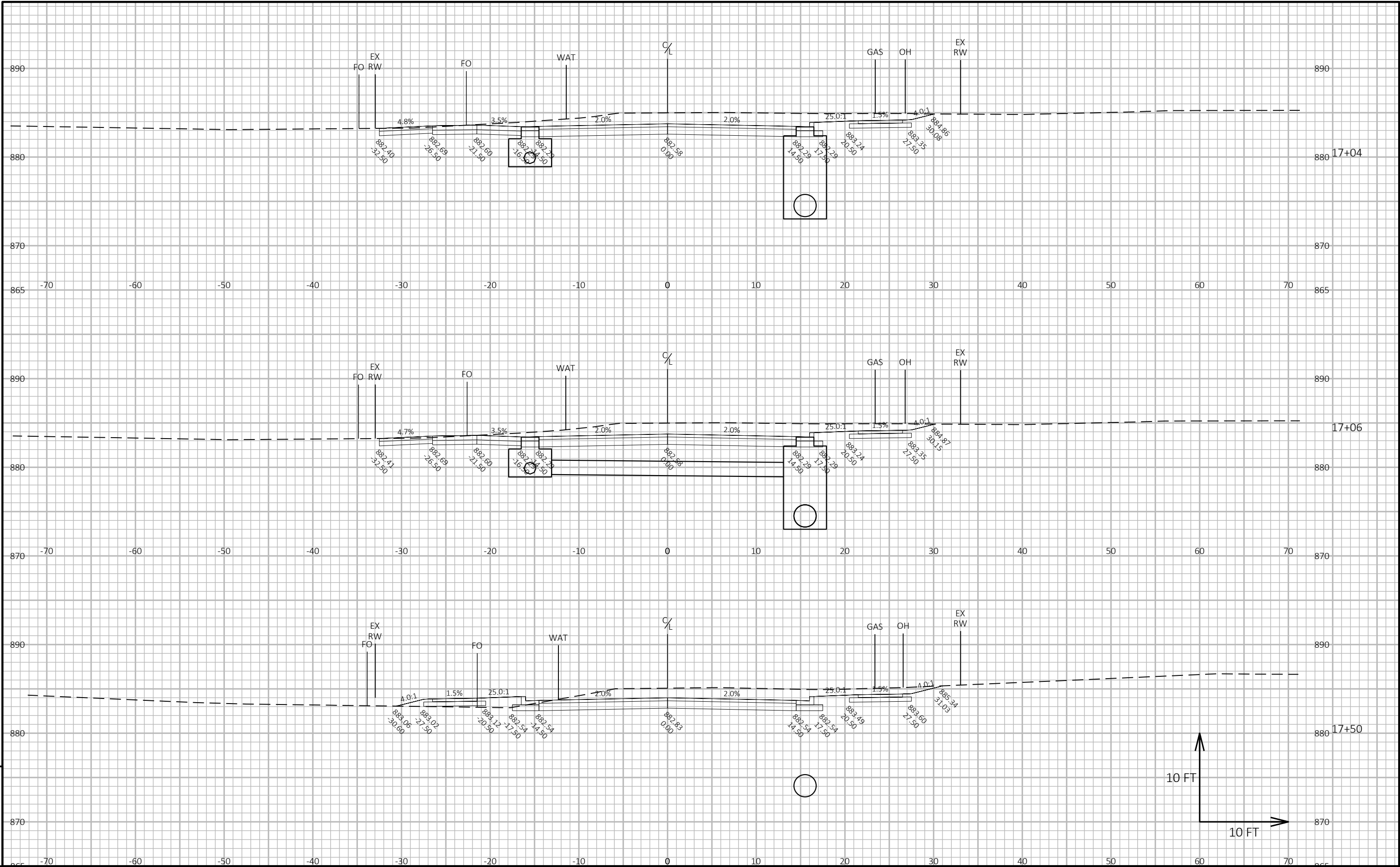
9

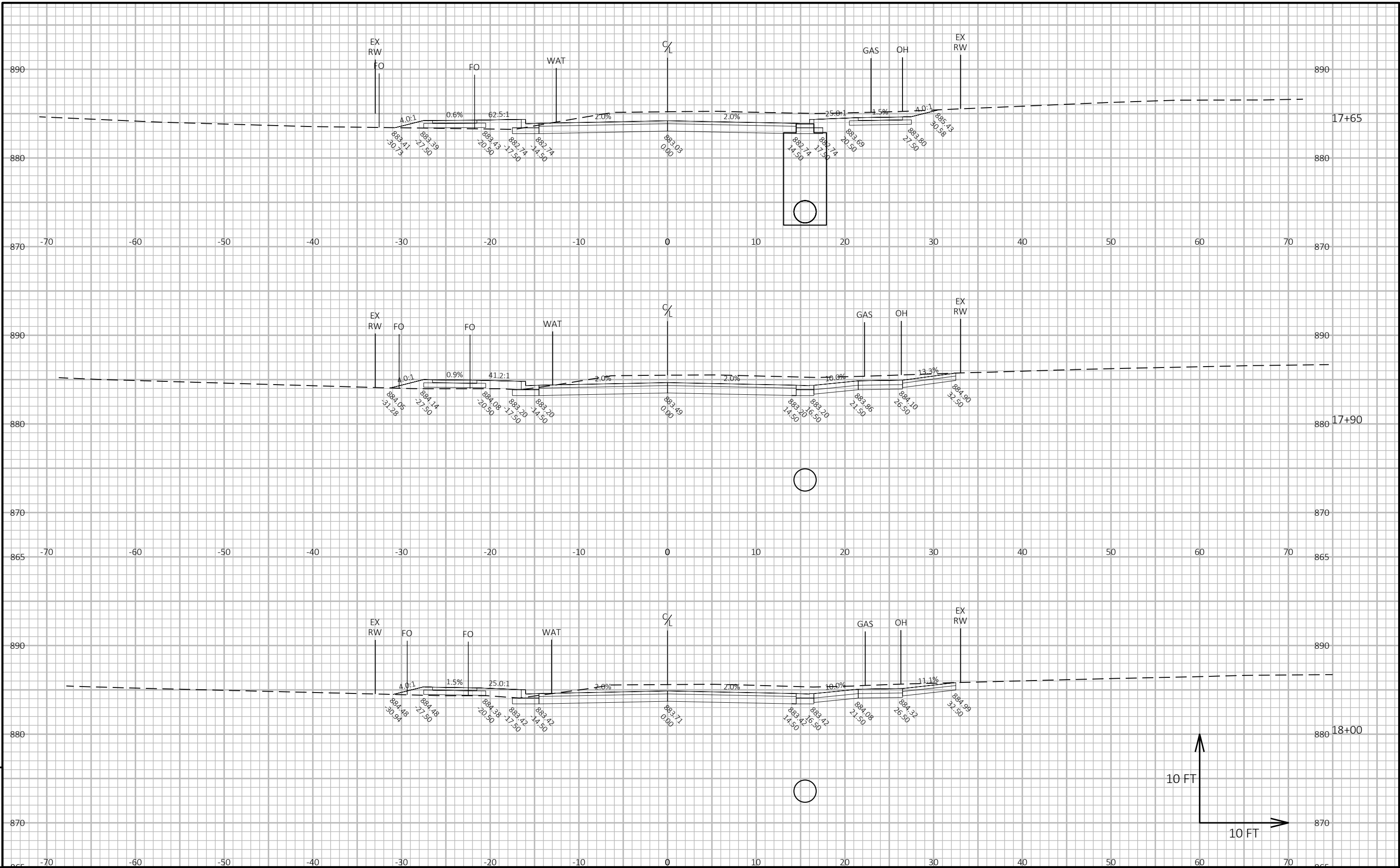
9











PROJECT NO: 7995-02-76

HWY: E HAMILTON AVE

COUNTY: EAU CLAIRE

CROSS SECTIONS: E HAMILTON AVE

SHEET 112

E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\PROJECTS NW REGION\PROJECTS - 7995-02-75_CITY OF EAU CLAIRE_HAMILTON AVE\500_CADD\501_C3D_2022\79950276\SHEETS\090201-XS.DWG
LAYOUT NAME - 12

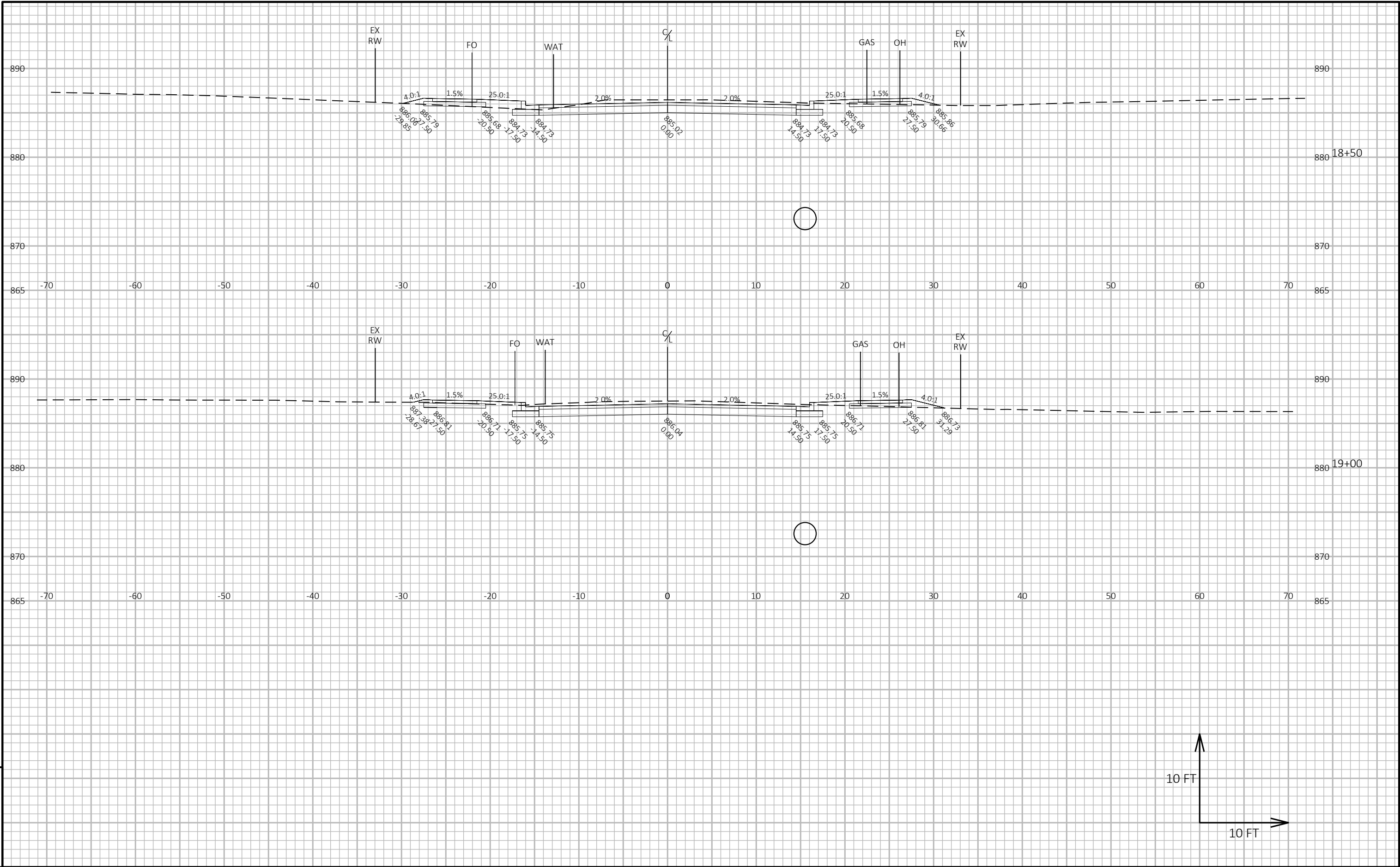
PLOT DATE : 7/27/2026 1:22 PM

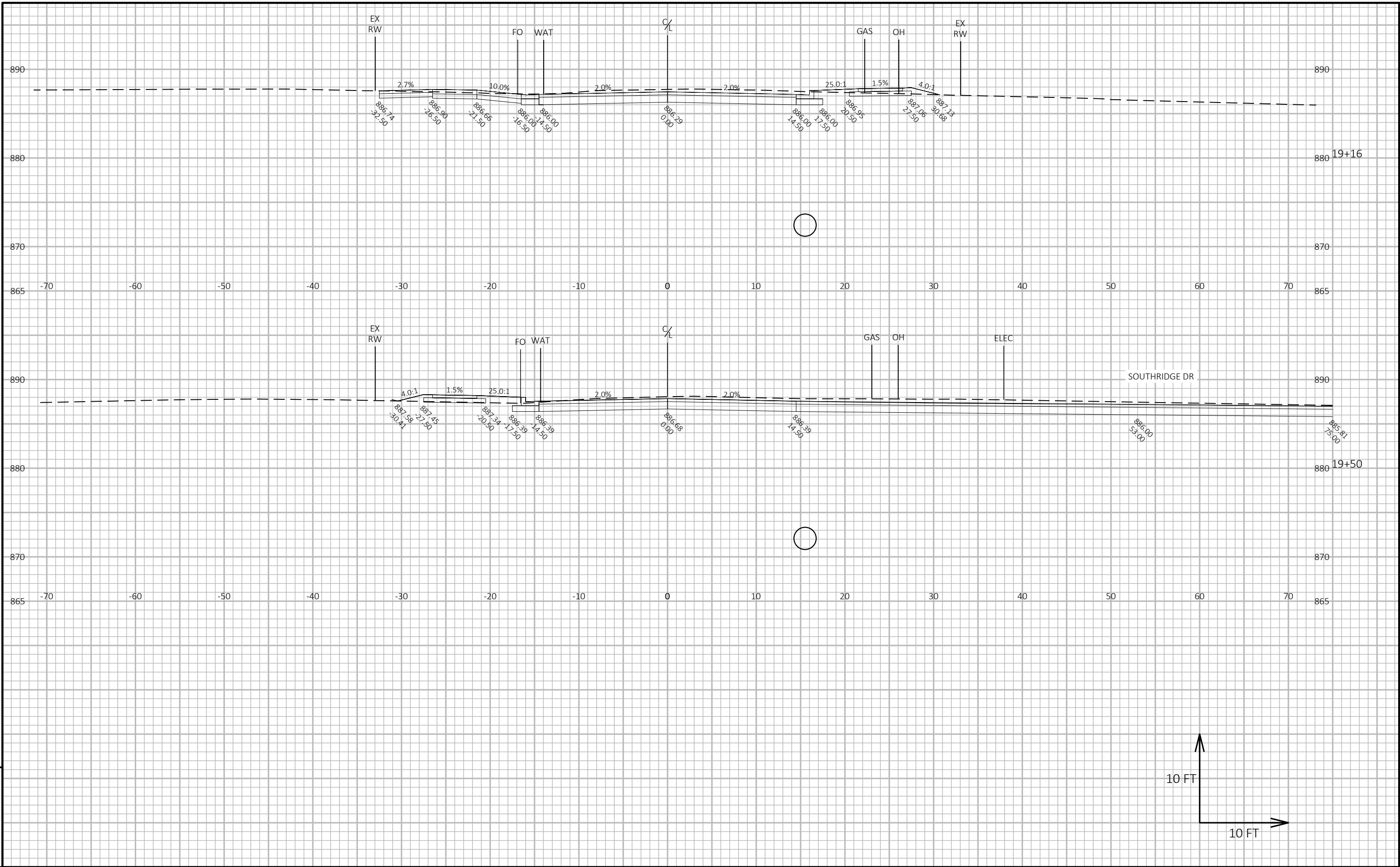
PLOT BY : NICHOLAS WATHKE, PE

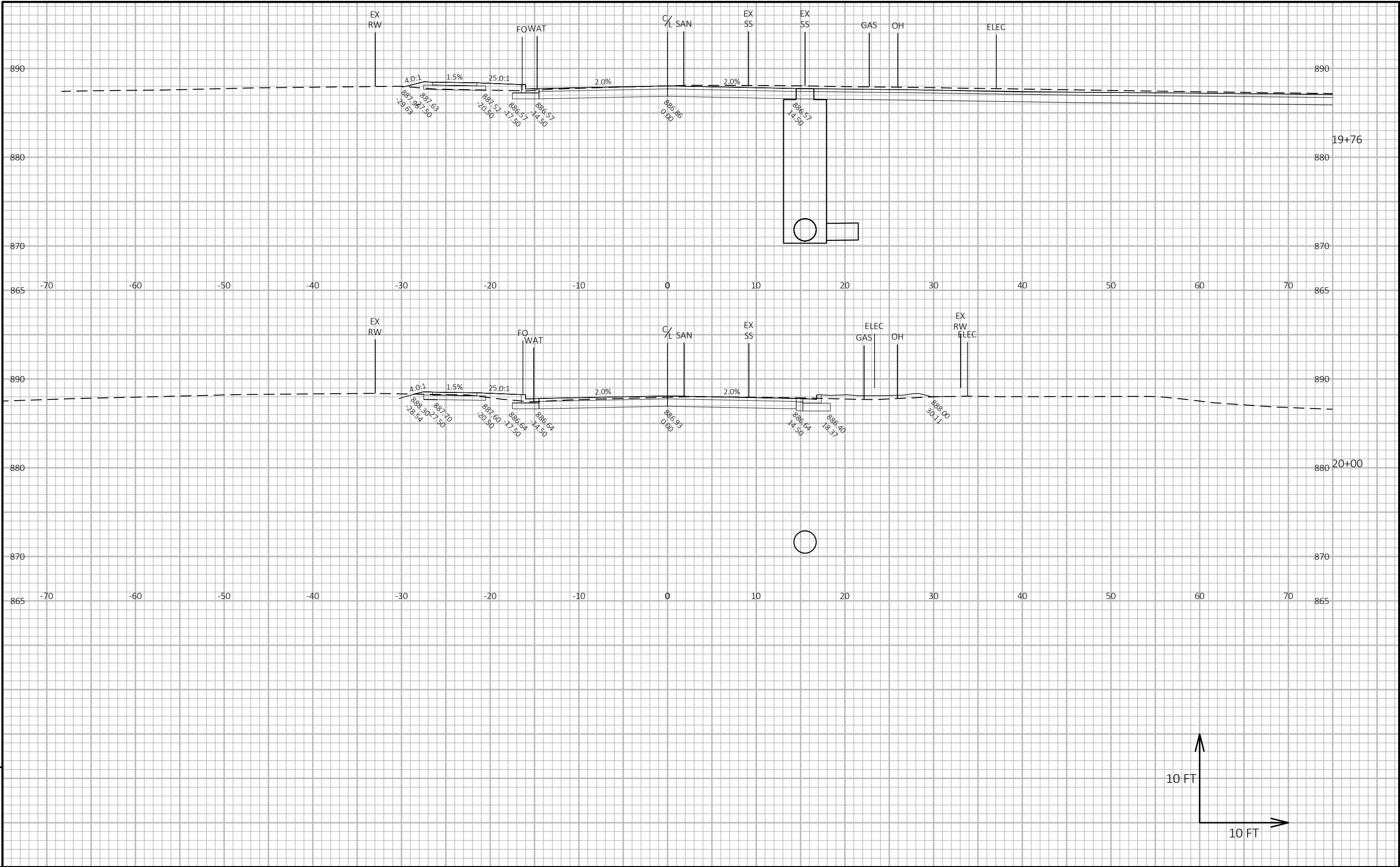
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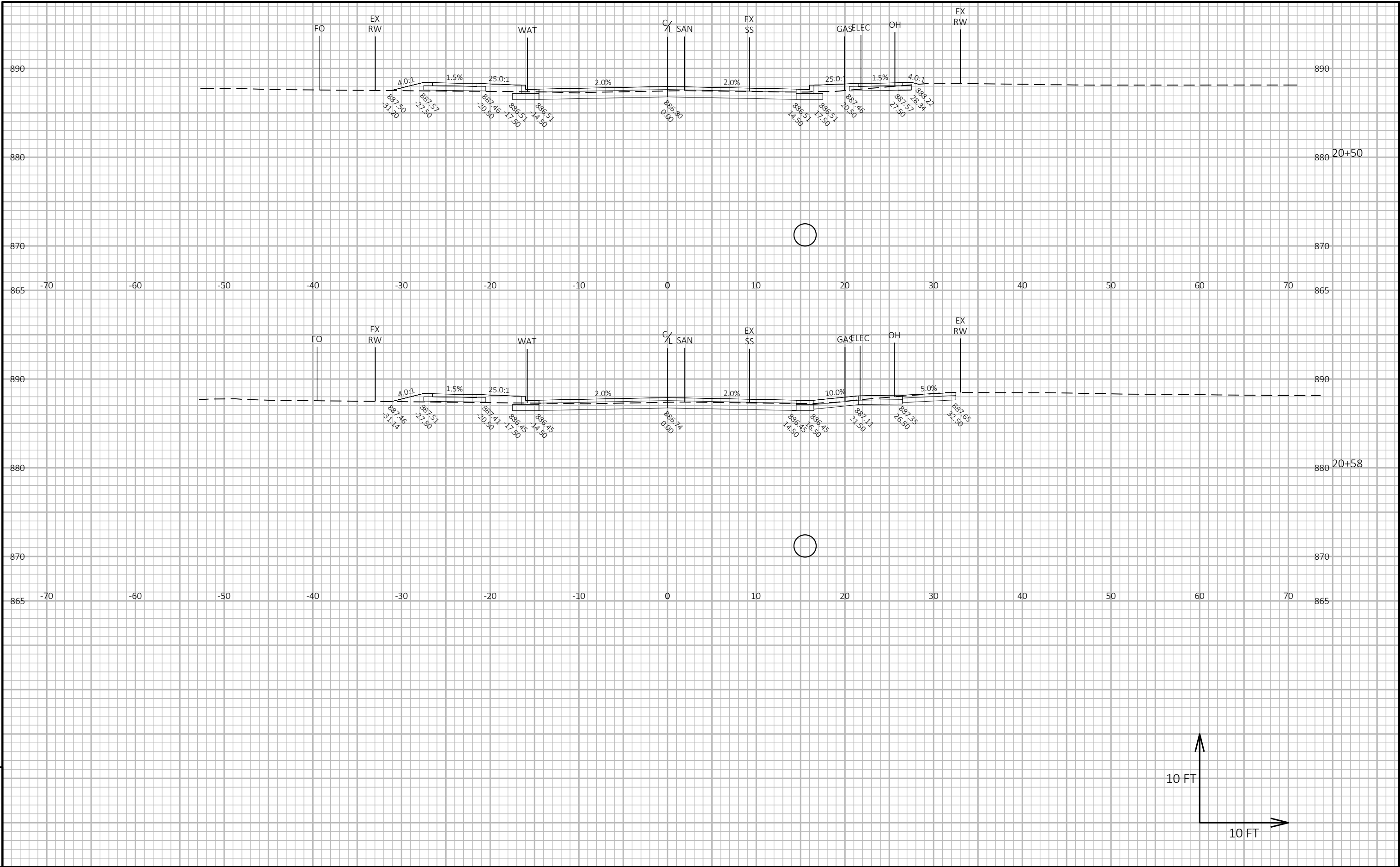
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

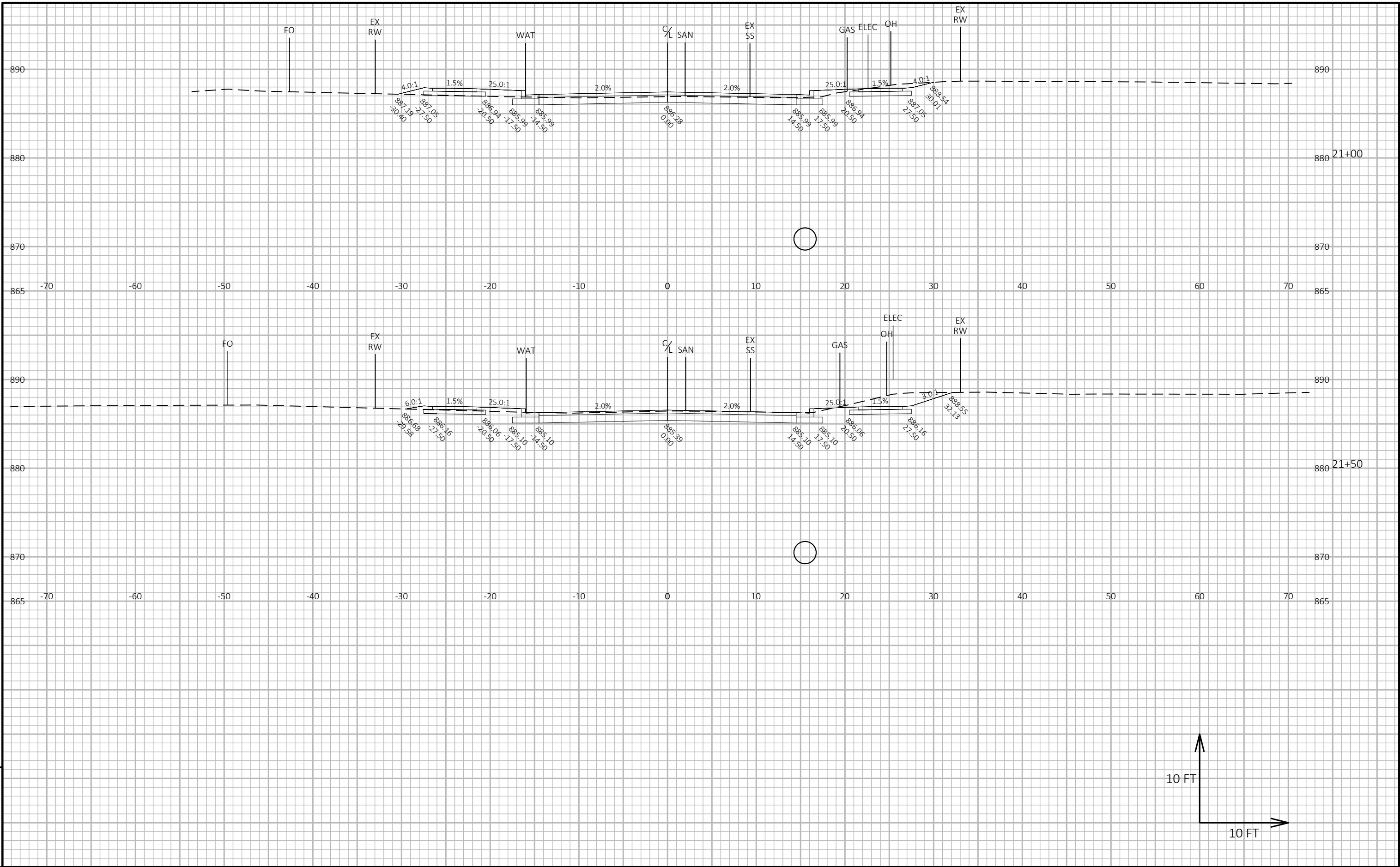
WISDOT/CADD SHEET 49

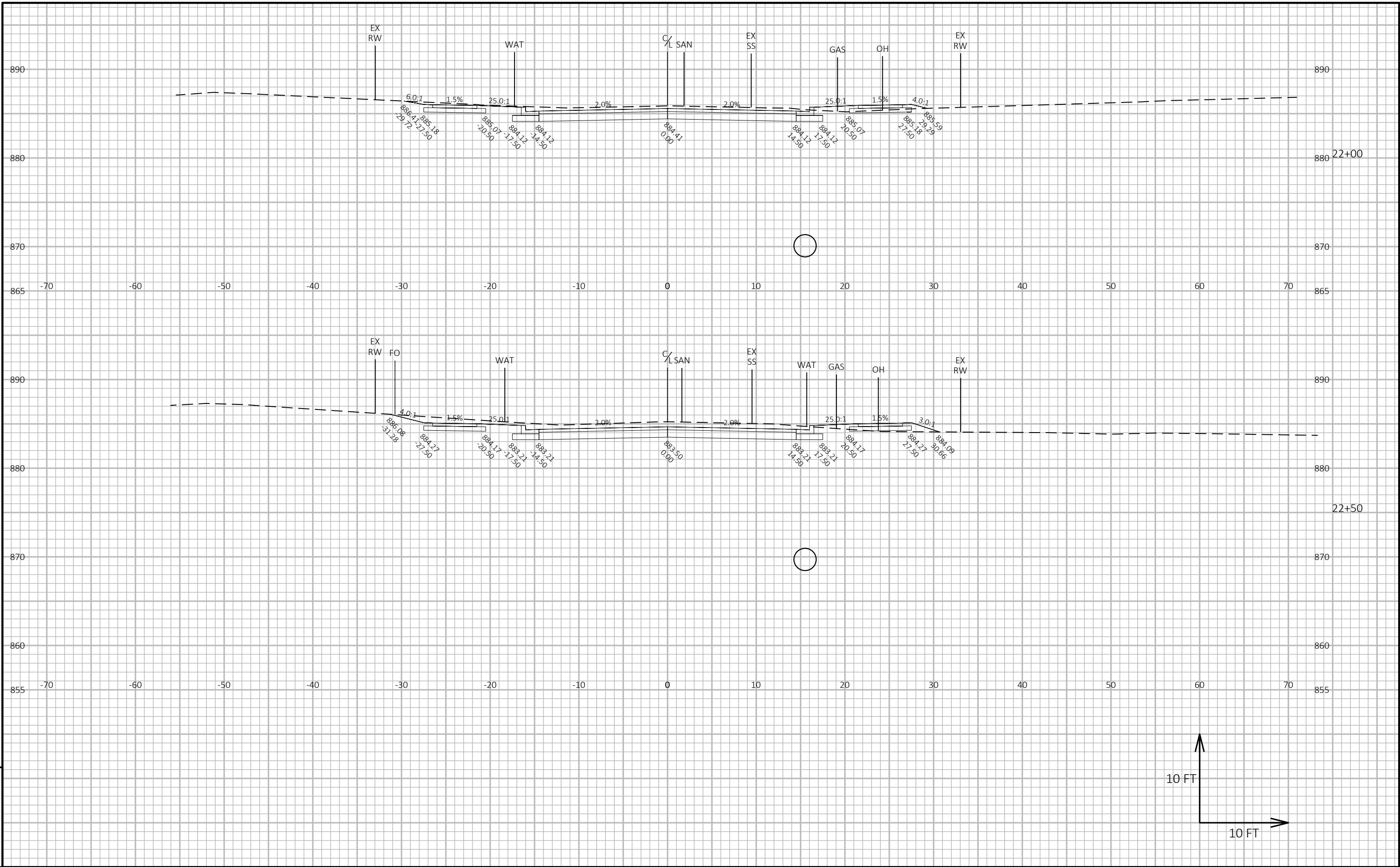


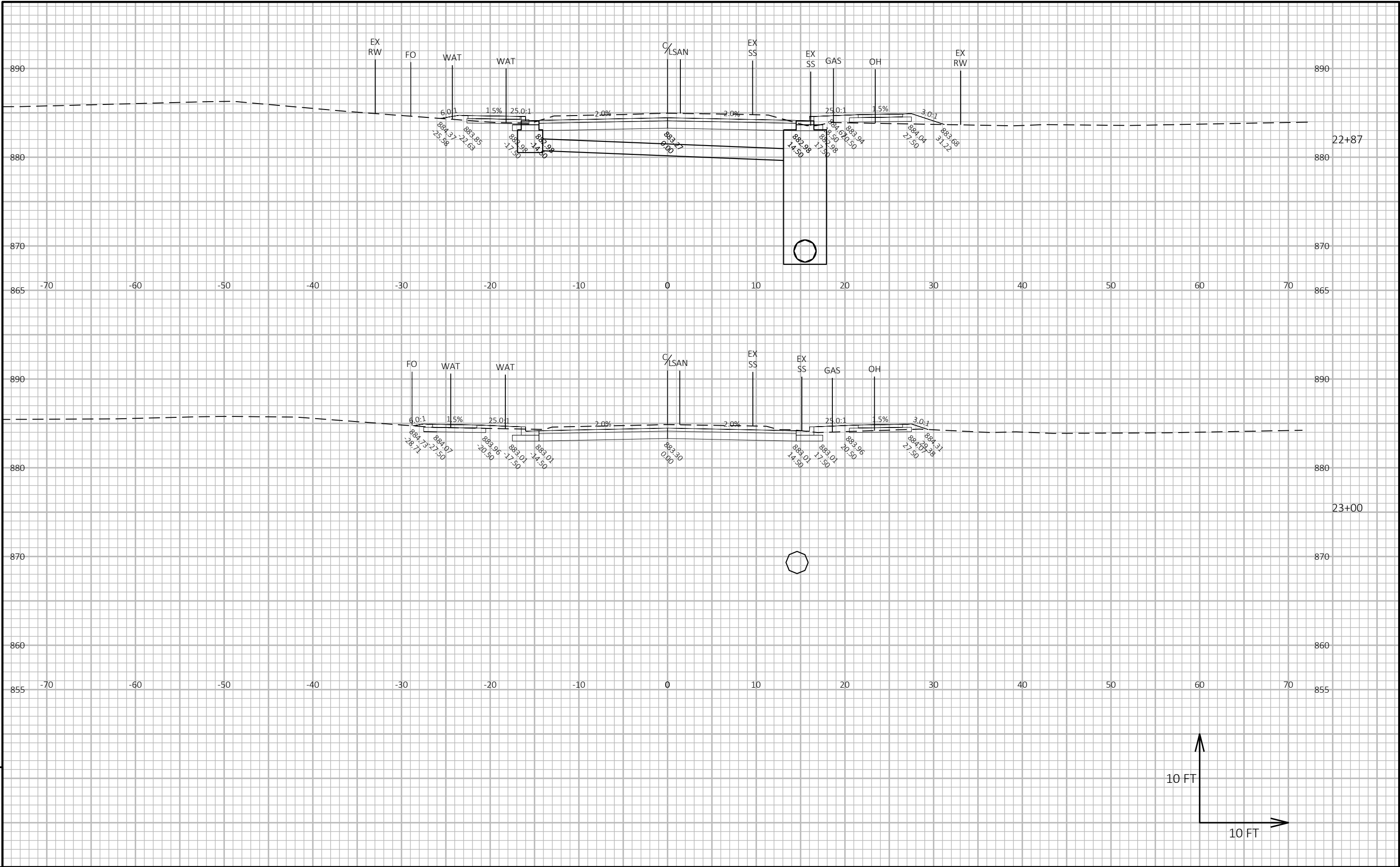


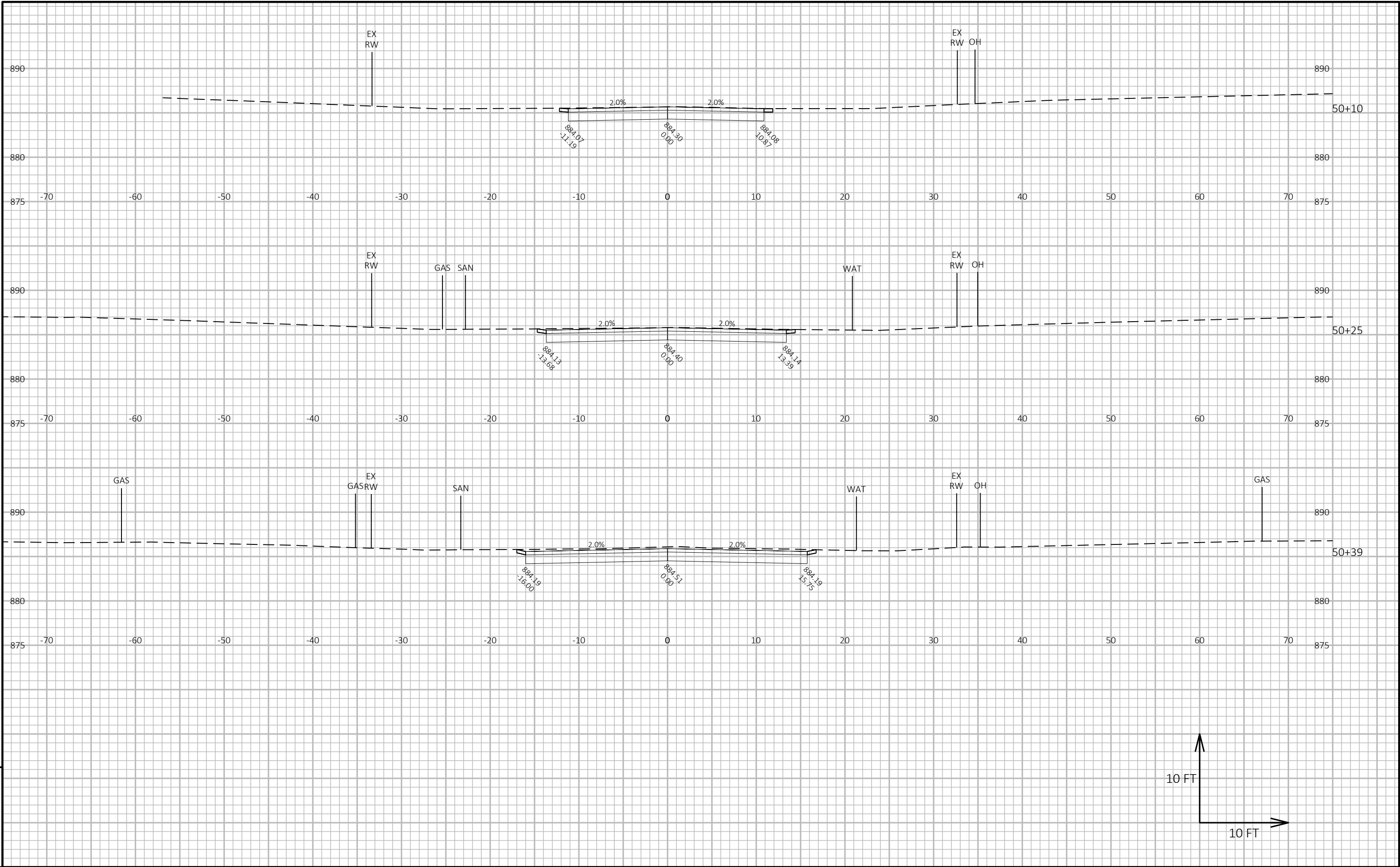


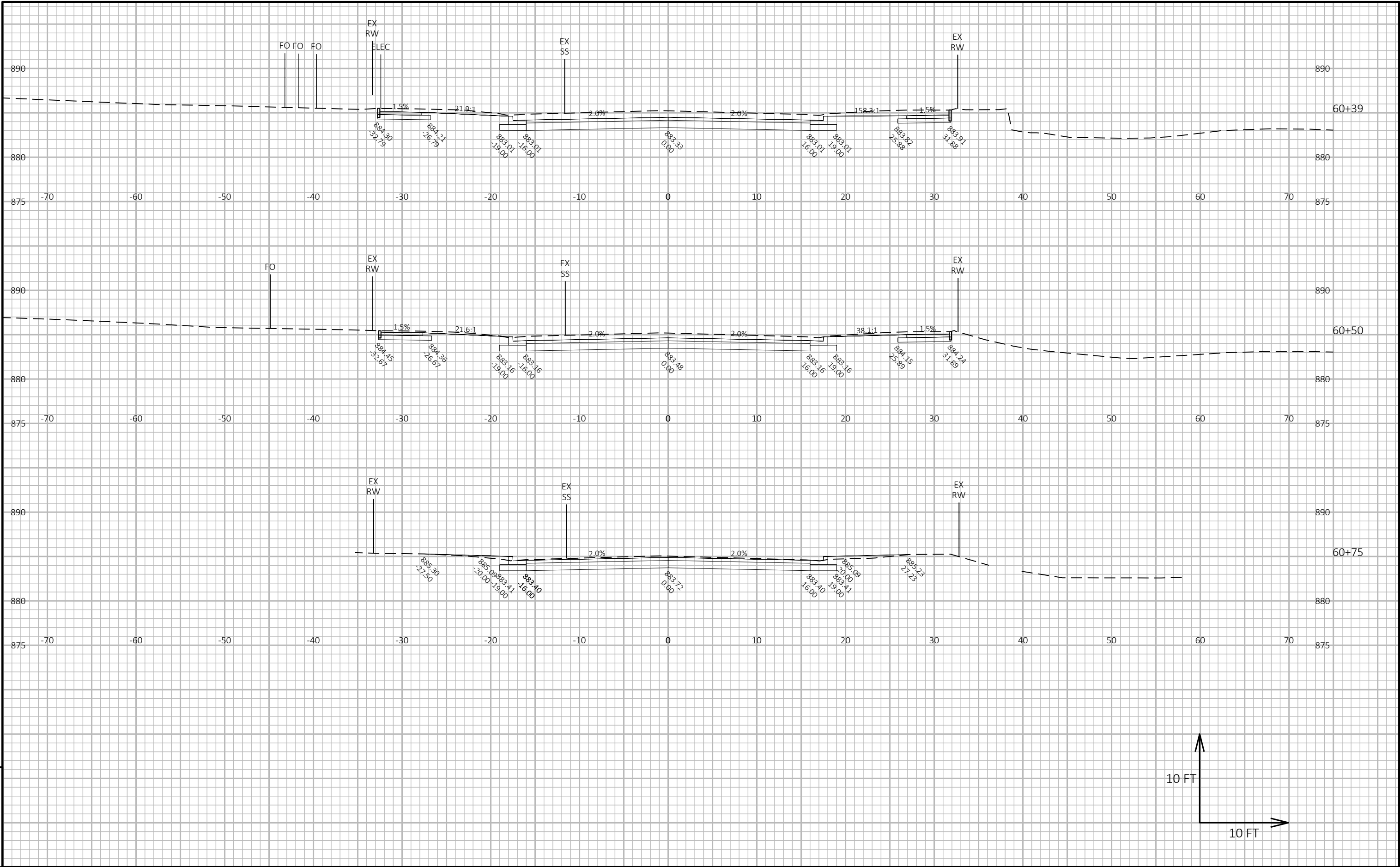


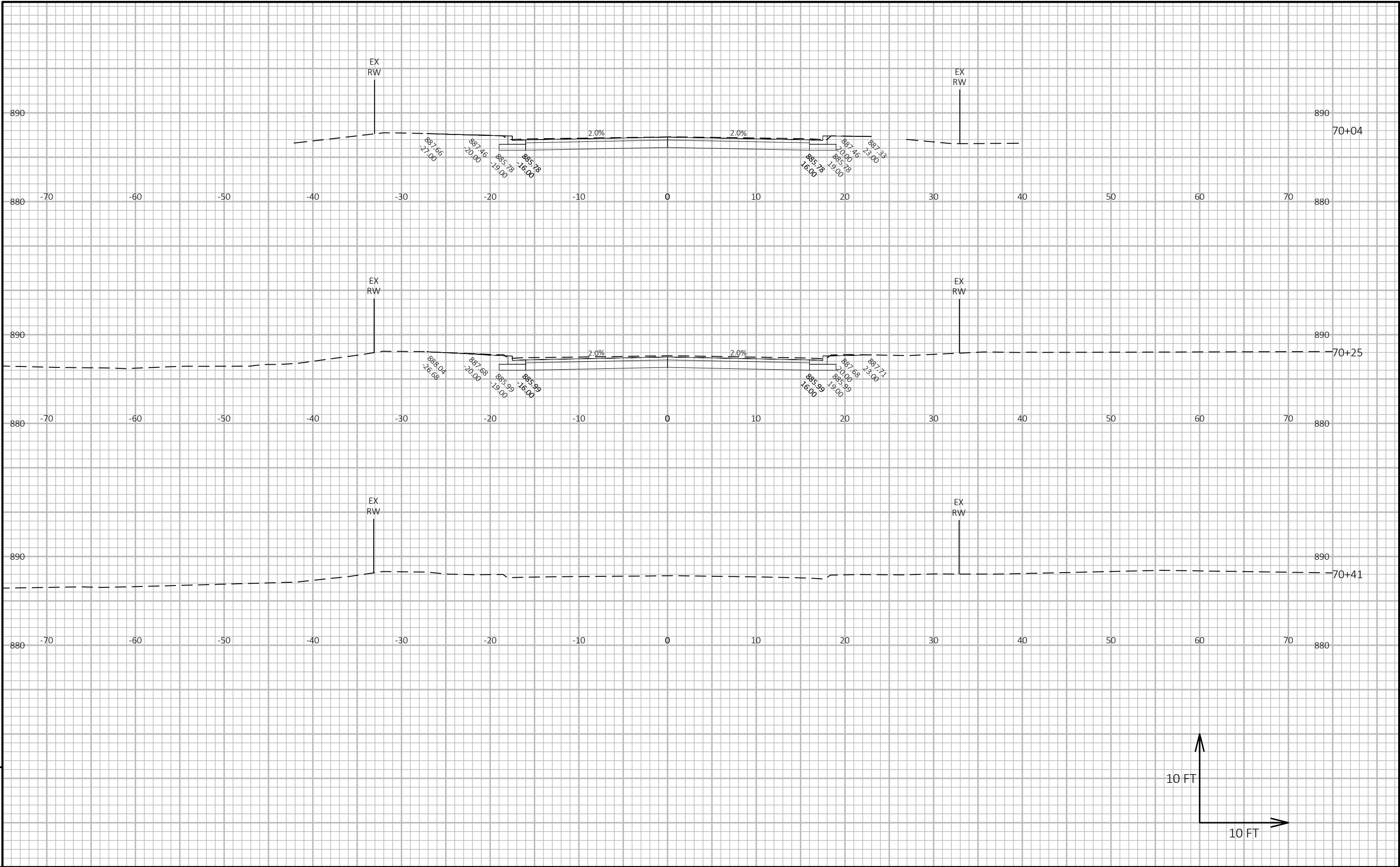




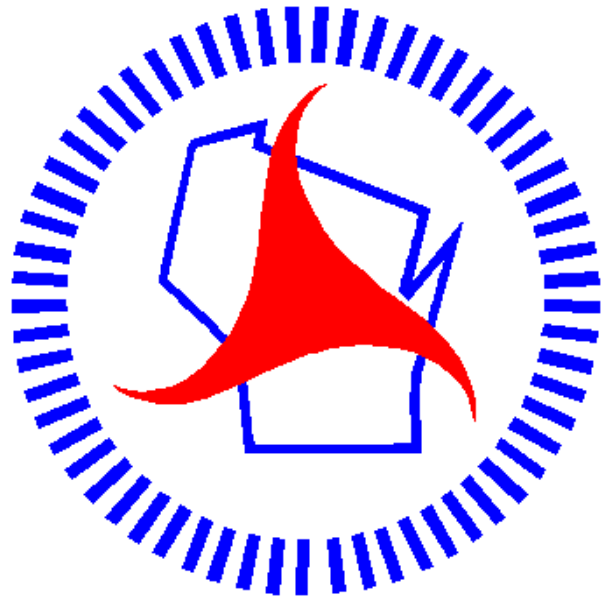








Notes



Wisconsin Department of Transportation

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