

LAX

APRIL 2024

PROJECT ID:
WITH: N/A

5991-02-68

COUNTY:

LA CROSSE

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 = 144



04

DESIGN DESIGNATION 5991-02-67

A.A.D.T. (2024)	=	6,515
A.A.D.T. (2044)	=	7,345
D.H.V.	=	891
D.D.	=	59/41
T.	=	1.7%
DESIGN SPEED	=	30 MPH
ESALS	=	200,000

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
MARSH AREA	STORM SEWER
WOODED OR SHRUB AREA	TELEPHONE
	WATER
	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CITY OF ONALASKA, MIDWEST DRIVE

THEATER ROAD TO E MAIN STREET

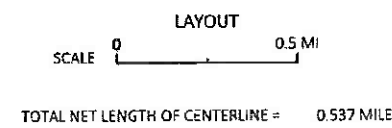
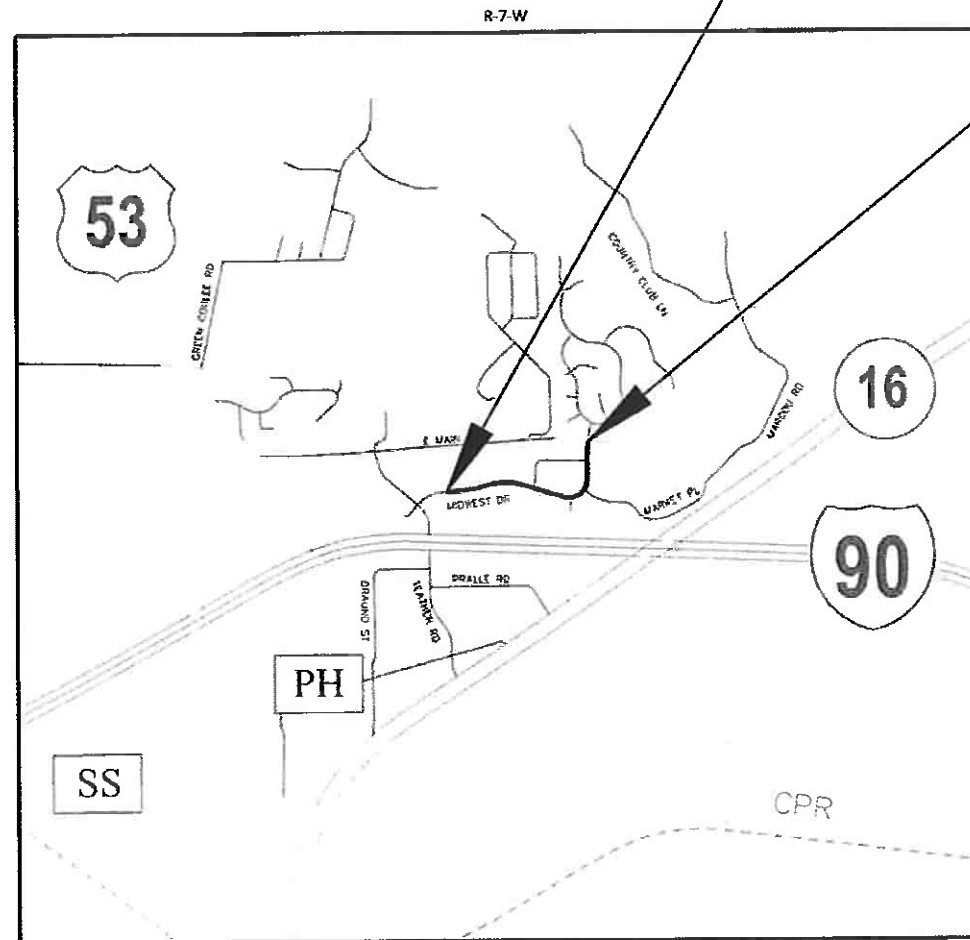
LOC STR

LA CROSSE COUNTY

STATE PROJECT NUMBER
5991-02-68

BEGIN PROJECT
STA 104+62.47
Y= 156,000.140
X= 459,869.462

END PROJECT
STA 132+96.94



HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), LA CROSSE 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 86 (2012) GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5991-02-68	WISC 2024314	1

ACCEPTED FOR

CITY OF ONALASKA

Date: 10-11-23 C. Jarrod Holter
C. JARROD HOLTZ, P.E., CITY ENGINEER

ORIGINAL PLANS PREPARED BY



1702 Pankratz St. Madison, WI 53704
608-242-7779 1-800-446-0679 Fax: 608-242-5664



DATE: 10/11/23 Nathan Cook
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	MSA PROFESSIONAL SERVICES, INC.
Surveyor	MSA PROFESSIONAL SERVICES, INC.
Designer	JENNIFER KOBRYN, P.E.
Project Manager	SW REGION
Regional Examiner	KYLE HEMP, P.E.
Regional Supervisor	

APPROVED FOR THE DEPARTMENT
DATE: 10/17/2023 Jennifer Kobryn
(Signature)

E

UTILITY CONTACTS:

BRIAN STELPLUGH – BRIGHTSPEED
COMMUNICATION
OFFICE (608) 615-4136
CELL (608) 780-1238
EMAIL: BRIAN.STELPLUGH@BRIGHTSPEED.COM

BEN GRILLEY – LYNXX NETWORKS
COMMUNICATION
OFFICE (608) 427-6515
CELL (608) 427-4036
EMAIL: BEN.GRILLEY@GETLYNXX.COM

PERRY MCCLELLAN – SPECTRUM
COMMUNICATION
CELL (608) 317-6213
EMAIL: PERRY.MCCLELLAN@CHARTER.COM

RUSS KENNY– TDS TELECOM
COMMUNICATION
CELL (906) 282-6434
EMAIL: RUSS.KENNY@TDSTELECOM.COM

STELLA HARM – XCEL ENERGY
ELECTRIC
OFFICE (608) 789-3705
EMAIL: STELLA.L.HARM@XCELENERGY.COM

SHAUN STUESSY – XCEL ENERGY
GAS
OFFICE (608) 789-3712
EMAIL: SHAUN.C.STUESSY@XCELENERGY.COM

KEVIN SCHUBERT - CITY OF ONALASKA
WATER
OFFICE (608) 781-9537
EMAIL: KSCHUBERT@ONALASKAWI.GOV

KEVIN SCHUBERT - CITY OF ONALASKA
SANITARY SEWER
OFFICE (608) 781-9537
EMAIL: KSCHUBERT@ONALASKAWI.GOV

DESIGN CONTACTS:

MSA PROFESSIONAL SERVICES, INC.
ATTN: NATHAN COOK, PE
1702 PANKRATZ STREET
MADISON, WI 53704
PHONE: (608) 216-2058
E-MAIL: NCOOK@MSA-PS.COM

WISCONSIN DEPARTMENT OF TRANSPORTATION
ATTN: JENNIFER KOBYRN, PE
2101 WRIGHT STREET
MADISON, WI 53704
PHONE: (608) 246-5339
E-MAIL: JENNIFER.KOBYRN@DOT.WI.GOV

DNR LIASON:

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: KAREN KALVELAGE
1300 WEST CLAIRMONT AVENUE
EAU CLAIRE, WI 54701
PHONE: (608) 406-7880
E-MAIL: KAREN.KALVELAGE@WISCONSIN.GOV

CITY OF ONALASKA CONTACT:

CITY OF ONALASKA
ATTN: KEVIN SCHUBERT, PE
415 MAIN STREET
ONALASKA, WI 54650
PHONE: (608) 781-9537
E-MAIL: KSCHUBERT@ONALASKAWI.GOV

ORDER OF SECTION 2 SHEETS:

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- EROSION CONTROL
- PERMANENT SIGNING & MARKING
- PEDESTRIAN ACCESS
- TRAFFIC CONTROL
- ALIGNMENT DETAILS

STANDARD ABBREVIATIONS

- AC ACRES
- AEW APRON ENDWALL
- AGG AGGREGATE
- AH AHEAD
- ALUM. ALUMINUM
- A.P. ACCESS POINT
- ASPH ASPHALT
- AVE AVENUE
- BAD BASE AGGREGATE DENSE
- BK BACK
- BLK BLOCK
- BOC BACK OF CURB
- BOW BACK OF SIDEWALK
- BM BENCHMARK
- CABC CRUSHED AGGREGATE BASE COURSE
- CL or C CENTERLINE
- Δ CENTRAL ANGLE or DELTA
- CMCP CORRUGATED METAL CULVERT PIPE
- CONC CONCRETE
- CP CONTROL POINT
- CPCS CULVERT PIPE CORRUGATED STEEL
- CSM CERTIFIED SURVEY MAP
- CTH COUNTY TRUNK HIGHWAY
- D DEGREE OF CURVATURE
- DES DESIRABLE
- E EAST
- EB EASTBOUND
- EBS EXCAVATION BELOW SUBGRADE
- EOP EDGE OF PAVEMENT
- ET AL AND OTHERS
- EW ENDWALL
- EXIST EXISTING
- FT FOOT
- FT2 SQUARE FEET
- GN GRID NORTH
- GV GAS VALVE
- HERCP HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE
- HYD HYDRANT
- IN INCH
- INL INLET
- INV INVERT
- IP IRON PIPE
- L LENGTH
- L LENGTH OF CURVE
- LC LONG CHORD
- LCP LONG CHORD BEARING
- LF LINEAR FEET
- LT LEFT

- MH MANHOLE
- MON MONUMENT
- N NORTH
- NB NORTHBOUND
- N.C. NORMAL CROWN
- NO NUMBER
- PB PULLBOX
- PC POINT OF CURVATURE
- PI POINT OF INTERSECTION
- PL PROPERTY LINE
- PLE PERMANENT LIMITED EASEMENT
- POB POINT OF BEGINNING
- PT POINT OF TANGENCY
- R RADIUS
- R RANGE
- RCP REINFORCED CONCRETE PIPE
- RD ROAD
- REQ'D REQUIRED
- RL or R/L REFERENCE LINE
- RP RADIUS POINT
- RT RIGHT
- R/W RIGHT OF WAY
- S SOUTH
- SAN SANITARY SEWER
- SB SOUTHBOUND
- S.E. SUPERELEVATION
- SEC SECTION
- SSPRC STORM SEWER PIPE REINFORCED CONCRETE
- SSPRCHE STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
- SQ SQUARE
- ST STREET
- STA STATION
- STD STANDARD
- STH STATE TRUNK HIGHWAY
- STM STORM SEWER
- STR STRUCTURE
- T TANGENT
- TAN TANGENT
- TEMP TEMPORARY
- TLE TEMPORARY LIMITED EASEMENT
- T or TN TOWN
- TYP. TYPICAL
- WM WATERMIN
- WV WATER VALVE
- W WEST
- WB WESTBOUND
- X EAST GRID COORDINATE
- Y NORTH GRID COORDINATE

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.

THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

THE LOCATIONS OF EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

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

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE TOPSOILED, FERTILIZED, AND SEEDED AS DIRECTED BY THE ENGINEER.

EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY GRUBBING OR TOPSOIL STRIPPING OPERATIONS.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING PAVEMENTS AT REMOVAL LIMITS.

THE LIMITS OF PAVEMENT REMOVAL ON SIDE STREETS ARE APPROXIMATE AND WILL BE VERIFIED IN THE FIELD BY THE ENGINEER.

THE REMOVAL OF BRICKS SHALL BE MEASURED AND PAID FOR AS "REMOVING CONCRETE SIDEWALK".

CURB & GUTTER RADII AND ELEVATIONS ARE MEASURED FROM FACE OF CURB AND CURB FLANGE, RESPECTIVELY.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

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

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS ARE APPROXIMATE AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

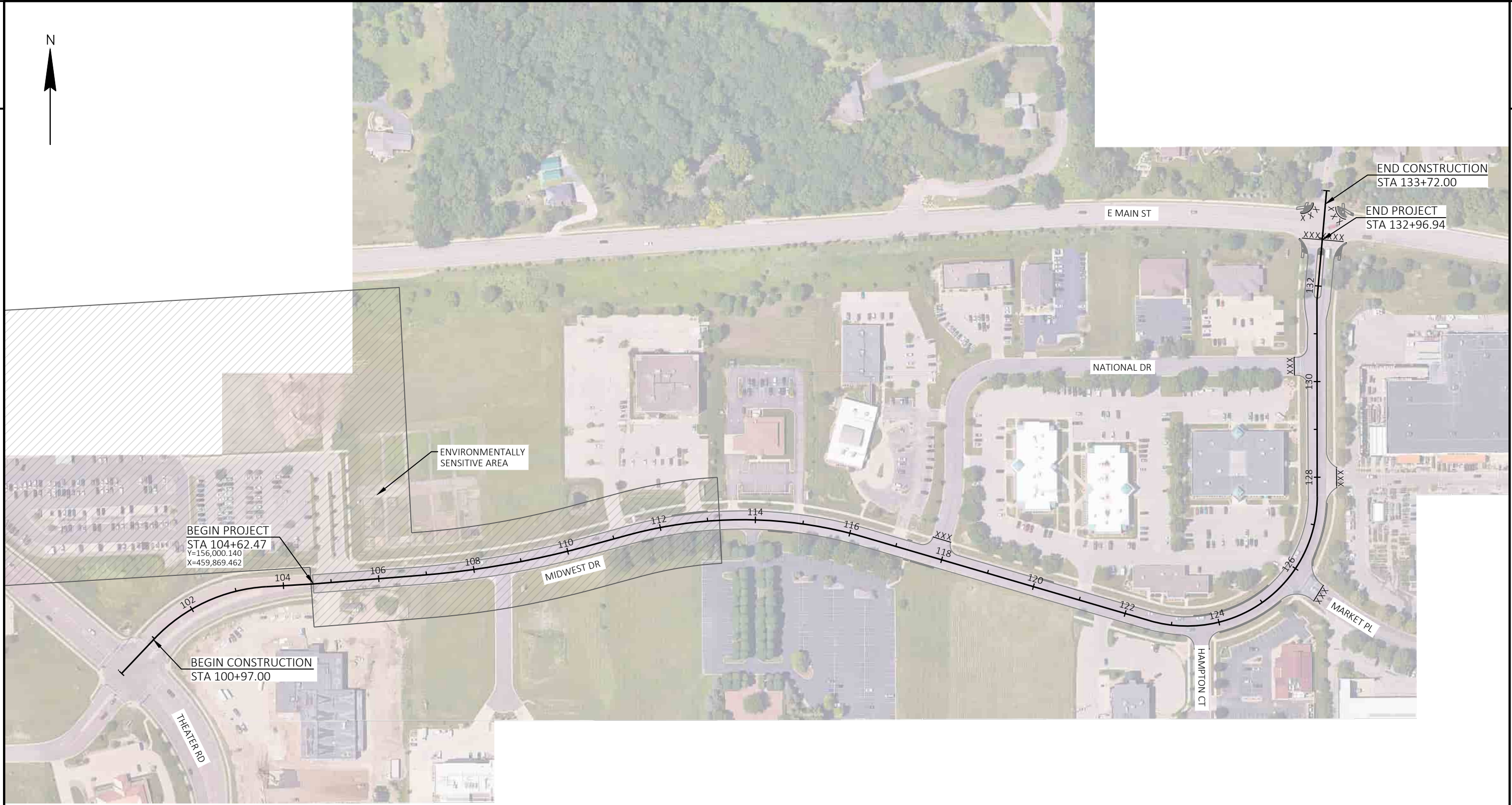
EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS-SECTIONS BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION.

CONTRACTOR PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS, AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING LANE OR BIKE LANE.

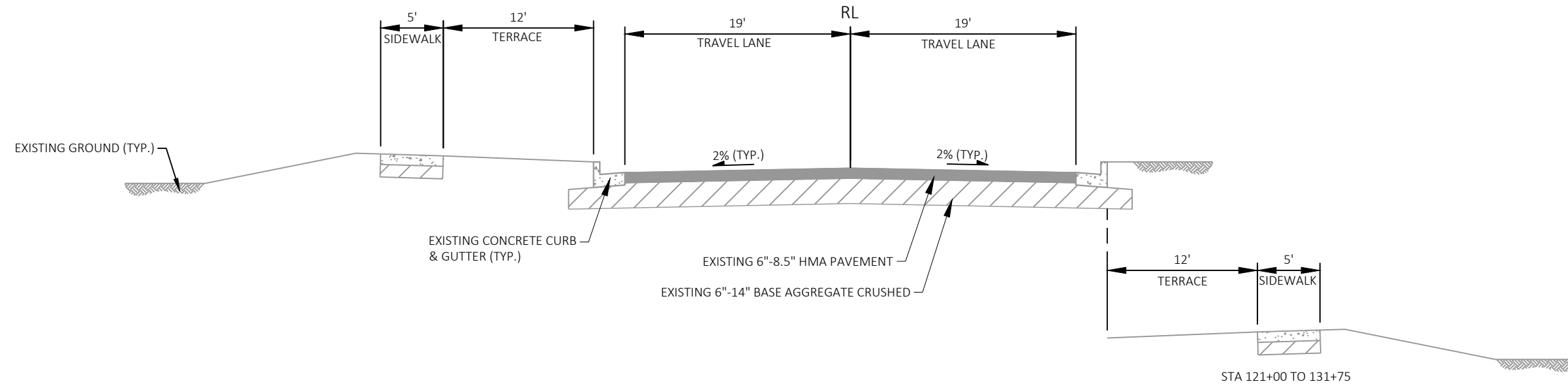
HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

APPLY TACK COAT AT A MINIMUM RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA AND TO VERTICAL FACES.

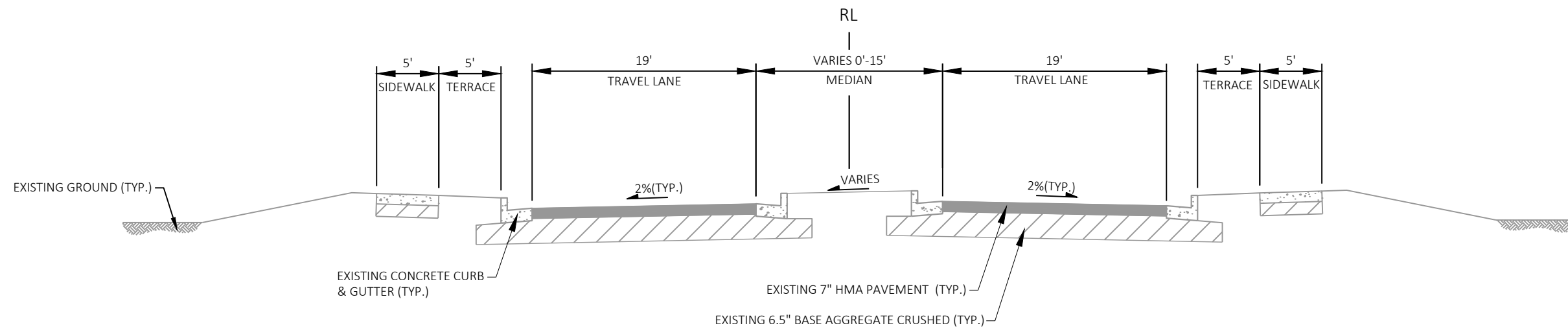




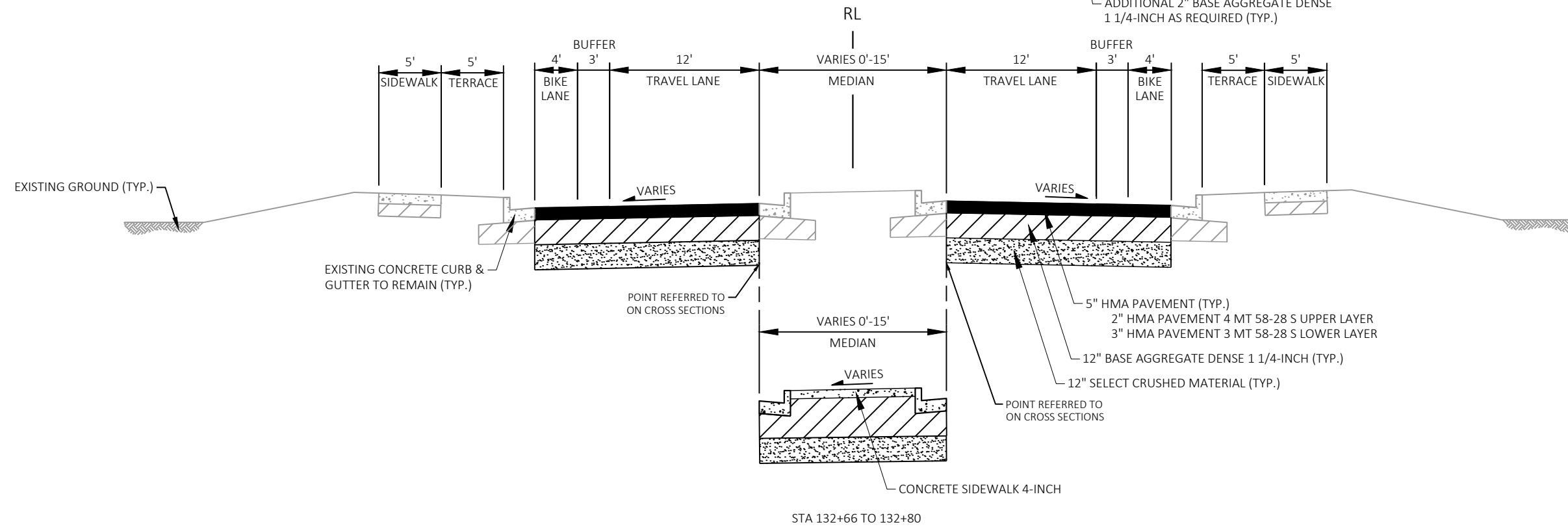
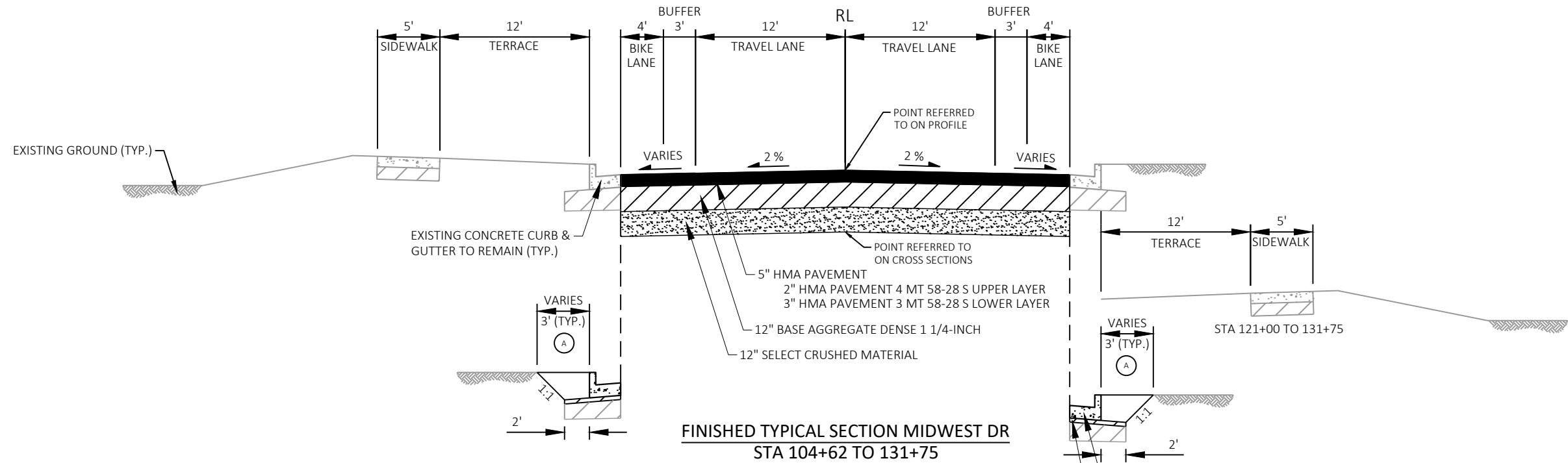
PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	PROJECT OVERVIEW	SHEET 3	E
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EXISTING TYPICAL SECTION MIDWEST DR
STA 104+62 TO 131+75

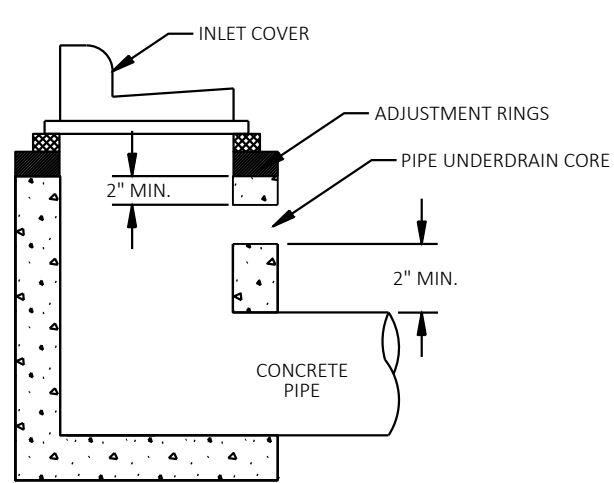
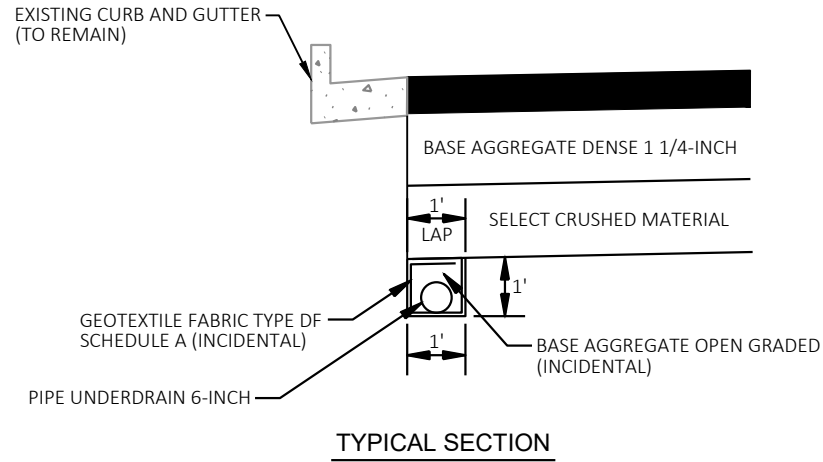
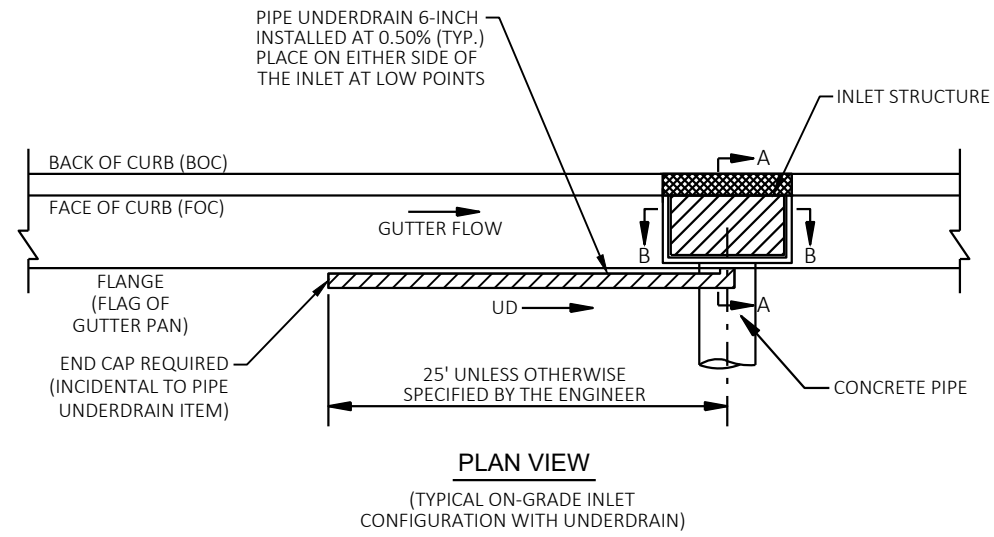


EXISTING TYPICAL SECTION MIDWEST DR
STA 131+75 TO 132+75



LEGEND

- (A) 4" SALVAGED TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND MULCHING

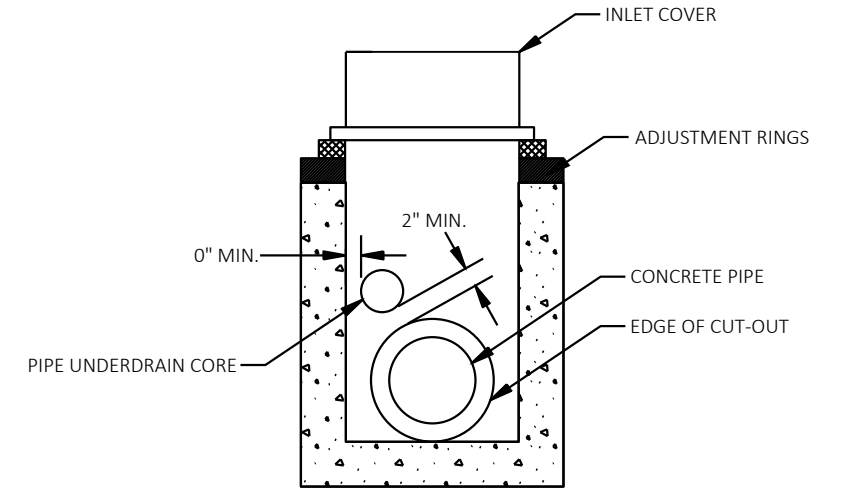


NOTES:

1. BOTTOM OF CORE SHALL BE PLACED A MINIMUM OF 6" ABOVE THE FLOOR OF THE INLET.
2. TOP OF CORE HOLES SHALL BE A MINIMUM OF 2" BELOW THE TOP OF INLET STRUCTURE (BOTTOM OF ADJUSTMENT RINGS).
3. CORE HOLES MAY HAVE 0" CLEARANCE FROM THE INSIDE WALLS OF A STRUCTURE.

SECTION A-A

(TYPICAL INLET CONFIGURATION WITH UNDERDRAIN CORED INTO WALL WITH CROSSPIPE ONLY)



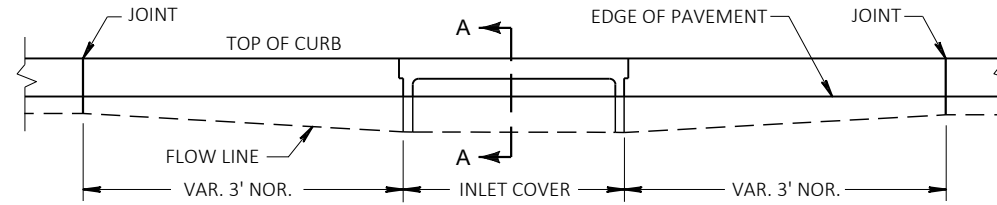
NOTES:

1. CORE HOLES SHALL PROVIDE FOR A MINIMUM OF 2" OF CONCRETE BETWEEN THE CUTOUT FOR A CONCRETE PIPE AND THE EDGE OF THE CORE HOLE.
2. CORE HOLES MAY HAVE 0" CLEARANCE FROM THE INSIDE WALLS OF A STRUCTURE.

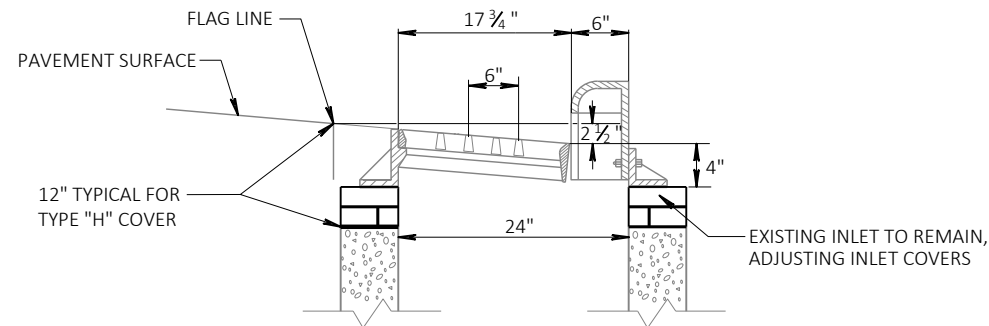
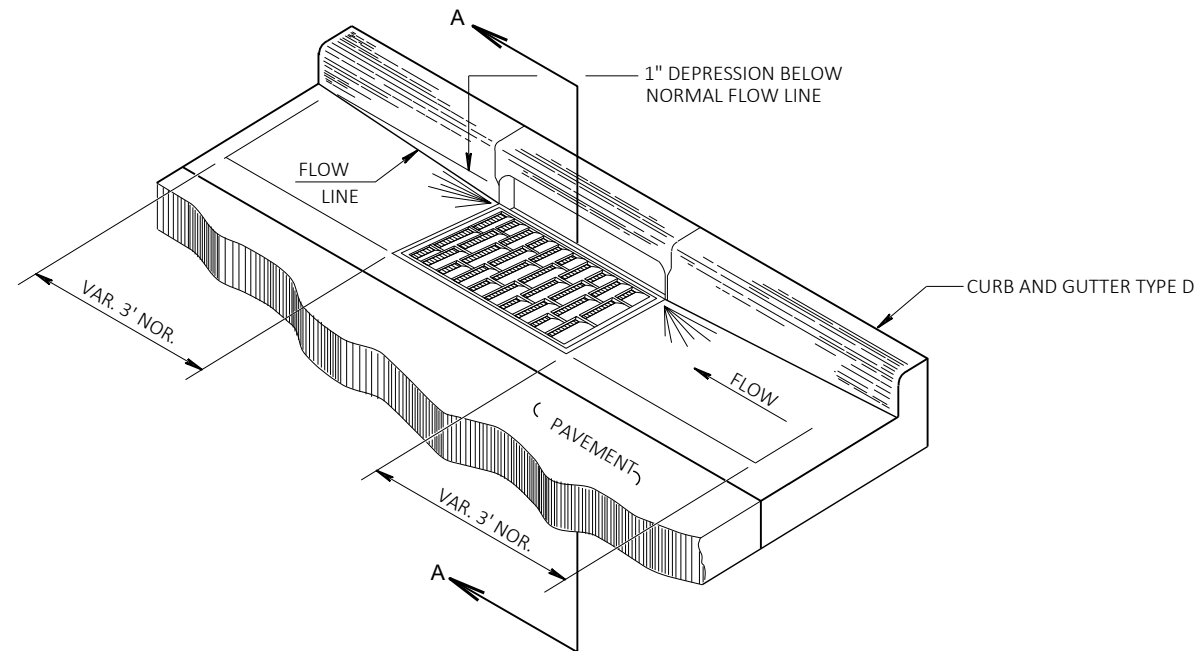
SECTION B-B

(TYPICAL INLET WITH UNDERDRAIN CORED INTO WALL WITH PIPE)

PIPE UNDERDRAIN CONNECTION DETAIL

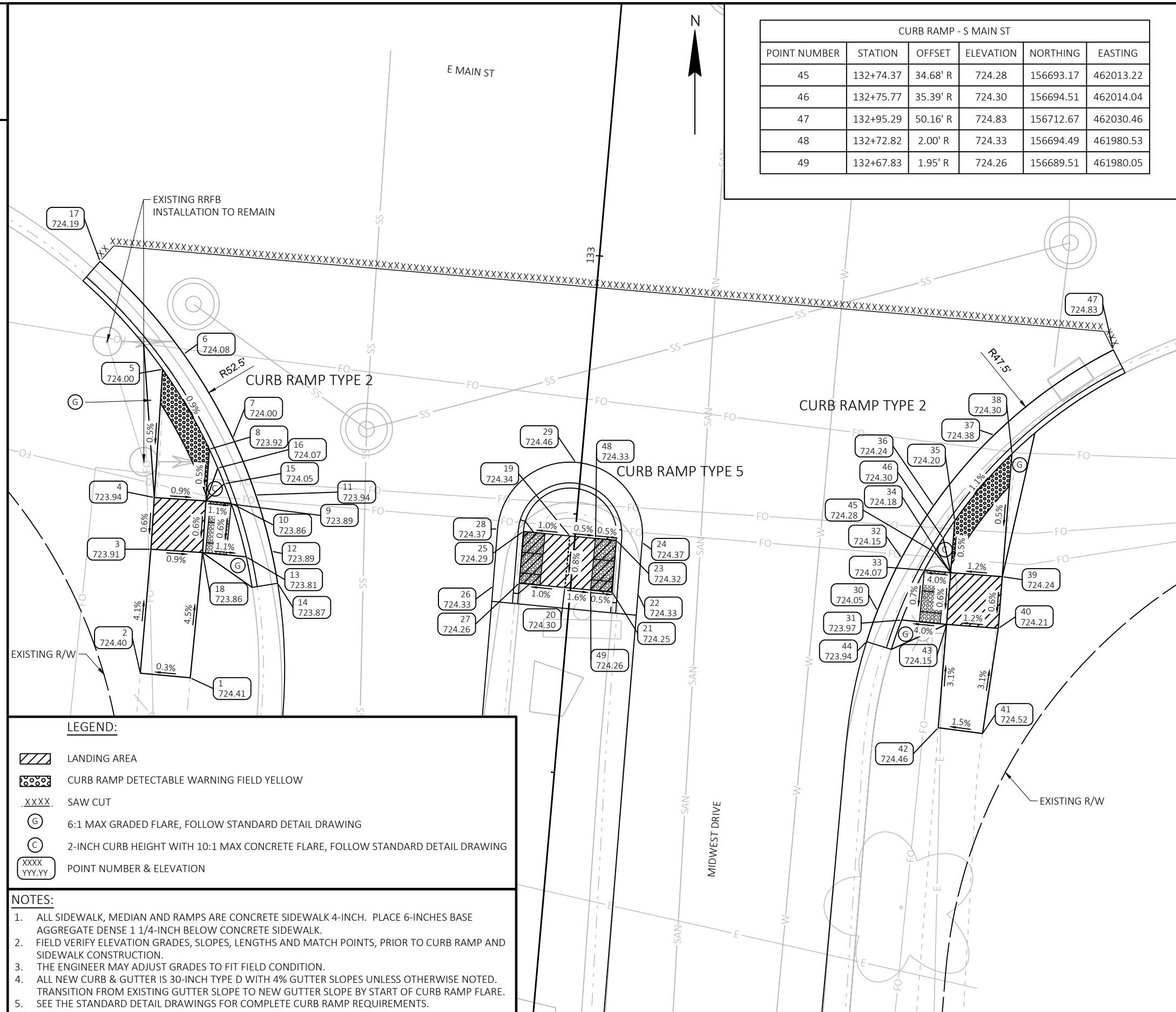


ELEVATION



SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS
 (EXISTING INLETS TO REMAIN)



CURB RAMP - S MAIN ST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
45	132+74.37	34.68' R	724.28	156693.17	462013.22
46	132+75.77	35.39' R	724.30	156694.51	462014.04
47	132+95.29	50.16' R	724.83	156712.67	462030.46
48	132+72.82	2.00' R	724.33	156694.49	461980.53
49	132+67.83	1.95' R	724.26	156689.51	461980.05

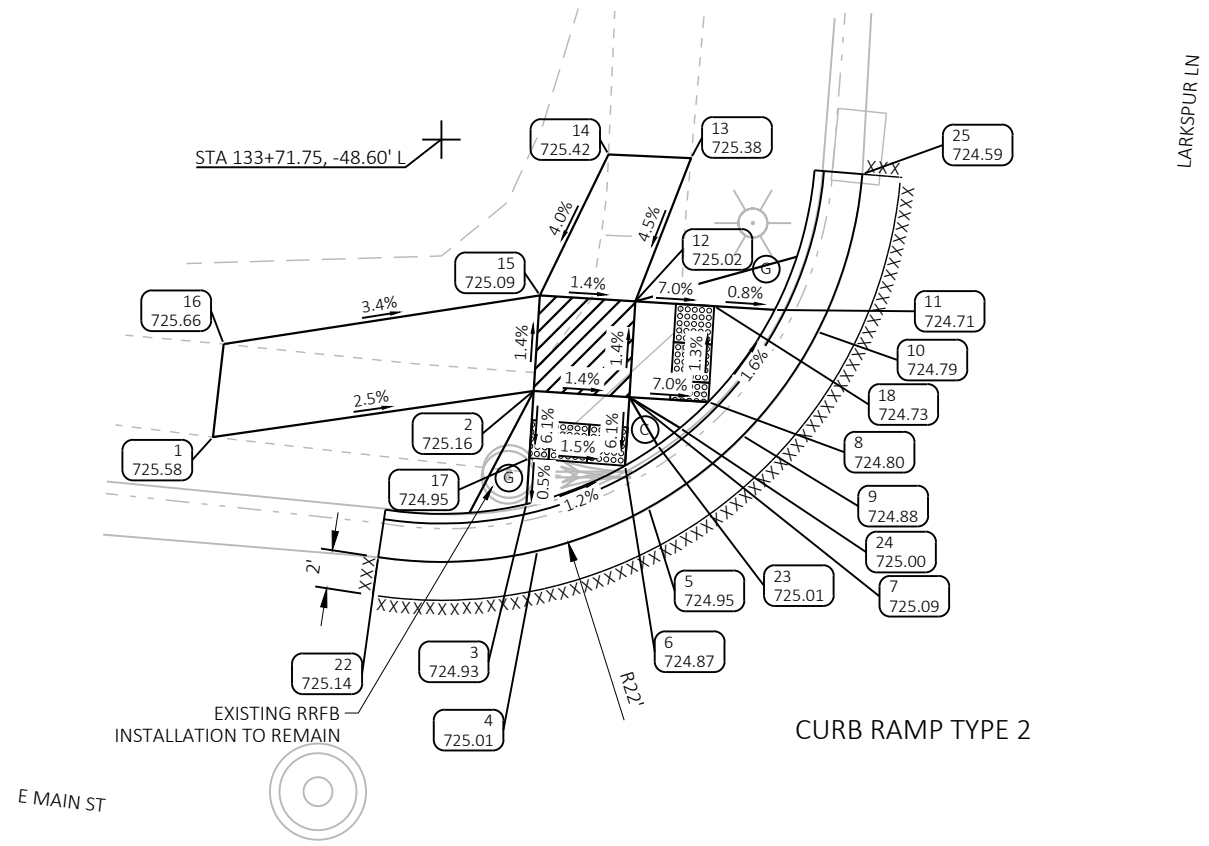
CURB RAMP - S MAIN ST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	132+56.03	35.78' L	724.41	156681.04	461941.43
2	132+56.05	40.62' L	724.40	156681.49	461936.61
3	132+68.05	40.64' L	723.91	156693.44	461937.63
4	132+73.05	40.75' L	723.94	156698.43	461937.96
5	132+85.44	41.03' L	724.00	156710.80	461938.76
6	132+87.06	39.13' L	724.08	156712.25	461940.80
7	132+79.42	33.70' L	724.00	156704.16	461945.53
8	132+78.16	35.86' L	723.92	156703.10	461943.27
9	132+73.16	35.75' L	723.89	156698.11	461942.95
10	132+73.14	33.31' L	723.86	156697.87	461945.38
11	132+74.14	31.02' L	723.94	156698.68	461947.75
12	132+68.88	29.03' L	723.89	156693.26	461949.27
13	132+68.12	31.42' L	723.81	156692.71	461946.83
14	132+65.85	28.17' L	723.87	156690.16	461949.86
15	132+74.95	34.15' L	724.05	156699.75	461944.70
16	132+76.41	34.89' L	724.07	156701.27	461944.09
17	132+95.28	47.95' L	724.19	156721.20	461932.73
18	132+68.16	35.64' L	723.86	156693.12	461942.62
19	132+72.85	0.50' L	724.34	156694.73	461978.04
20	132+67.85	0.54' L	724.30	156689.75	461977.56
21	132+67.81	4.04' R	724.25	156689.31	461982.12
22	132+67.83	6.54' R	724.33	156689.11	461984.62
23	132+72.81	4.00' R	724.32	156694.29	461982.52
24	132+72.83	6.50' R	724.37	156694.09	461985.01
25	132+72.89	5.00' L	724.29	156695.16	461973.56
26	132+67.37	7.46' L	724.33	156689.87	461970.63
27	132+67.89	4.96' L	724.26	156690.17	461973.16
28	132+72.91	7.50' L	724.37	156695.40	461971.07
29	132+79.96	0.55' L	724.46	156701.82	461978.61
30	132+68.26	29.69' R	724.05	156687.52	462007.71
31	132+67.56	32.09' R	723.97	156686.62	462010.05
32	132+73.52	31.56' R	724.15	156692.60	462010.04
33	132+72.54	33.86' R	724.07	156691.43	462012.25
34	132+72.52	36.40' R	724.18	156691.18	462014.78
35	132+77.54	36.36' R	724.20	156696.19	462015.17
36	132+78.79	34.21' R	724.24	156697.62	462013.13
37	132+86.10	39.41' R	724.38	156704.45	462018.95
38	132+84.46	41.30' R	724.30	156702.66	462020.69
39	132+72.57	41.40' R	724.24	156690.79	462019.76
40	132+67.57	41.45' R	724.21	156685.81	462019.37
41	132+57.33	40.82' R	724.52	156675.67	462017.86
42	132+57.52	36.51' R	724.46	156676.23	462013.57
43	132+67.52	36.45' R	724.15	156686.20	462014.39
44	132+65.19	28.91' R	723.94	156684.53	462006.67

LEGEND:

- LANDING AREA
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- .XXXX. SAW CUT
- 6:1 MAX GRADED FLARE, FOLLOW STANDARD DETAIL DRAWING
- 2-INCH CURB HEIGHT WITH 10:1 MAX CONCRETE FLARE, FOLLOW STANDARD DETAIL DRAWING
- POINT NUMBER & ELEVATION

NOTES:

1. ALL SIDEWALK, MEDIAN AND RAMPS ARE CONCRETE SIDEWALK 4-INCH. PLACE 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D WITH 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP FLARE.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.



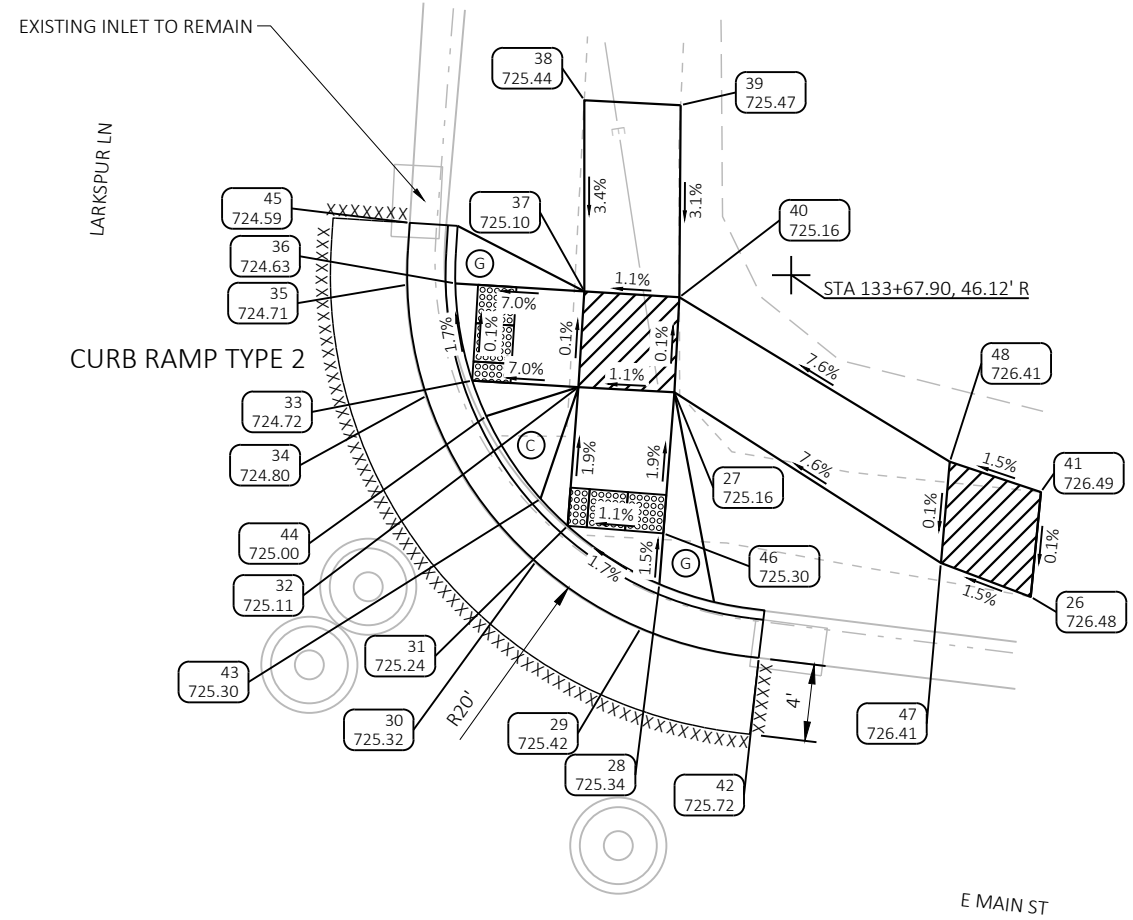
CURB RAMP - N MAIN ST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	133+55.28	59.11' L	725.58	156781.95	461926.84
2	133+59.13	42.67' L	725.16	156784.35	461943.55
3	133+53.22	42.54' L	724.93	156778.45	461943.16
4	133+50.84	41.76' L	725.01	156776.02	461943.73
5	133+53.59	36.18' L	724.95	156778.27	461949.53
6	133+55.66	37.59' L	724.87	156780.45	461948.30
7	133+59.24	37.67' L	725.09	156784.03	461948.53
8	133+59.35	33.56' L	724.80	156783.77	461952.64
9	133+57.75	31.63' L	724.88	156782.02	461954.42
10	133+63.48	28.22' L	724.79	156787.43	461958.33
11	133+64.42	30.53' L	724.71	156788.57	461956.10
12	133+64.24	37.80' L	725.02	156789.02	461948.84
13	133+71.92	35.56' L	725.38	156796.47	461951.74
14	133+71.73	39.86' L	725.42	156796.66	461947.44
15	133+64.11	42.78' L	725.09	156789.32	461943.87
16	133+60.15	58.97' L	725.66	156786.79	461927.40
17	133+55.61	42.59' L	724.95	156780.84	461943.32
18	133+64.34	33.69' L	724.73	156788.76	461952.95
22	133+49.80	49.98' L	725.14	156775.69	461935.45
23	133+56.87	36.00' L	725.01	156781.52	461949.99
24	133+57.87	34.91' L	725.00	156782.42	461951.17
25	133+71.86	26.60' L	724.59	156795.64	461960.66

LEGEND:

- LANDING AREA
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SAW CUT
- 6:1 MAX GRADED FLARE, FOLLOW STANDARD DETAIL DRAWING
- 2-INCH CURB HEIGHT WITH 10:1 MAX CONCRETE FLARE, FOLLOW STANDARD DETAIL DRAWING
- POINT NUMBER & ELEVATION

NOTES:

1. ALL SIDEWALK, MEDIAN AND RAMPS ARE CONCRETE SIDEWALK 4-INCH. PLACE 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D WITH 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP FLARE.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.



CURB RAMP - N MAIN ST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
26	133+52.29	60.01' R	726.48	156768.60	462045.24
27	133+61.29	40.59' R	725.16	156779.25	462026.68
28	133+51.27	40.68' R	725.34	156769.26	462025.90
29	133+48.89	39.91' R	725.42	156766.96	462024.92
30	133+51.88	34.17' R	725.32	156770.44	462019.47
31	133+53.88	35.66' R	725.24	156772.30	462021.12
32	133+61.12	35.59' R	725.11	156779.52	462021.69
33	133+60.98	30.05' R	724.72	156779.86	462016.15
34	133+59.99	27.76' R	724.80	156779.07	462013.78
35	133+65.66	26.25' R	724.71	156784.86	462012.77
36	133+65.94	28.73' R	724.63	156784.92	462015.27
37	133+66.12	35.47' R	725.10	156784.51	462021.99
38	133+76.03	34.59' R	725.44	156794.46	462021.99
39	133+76.21	39.62' R	725.47	156794.20	462027.01
40	133+66.24	40.42' R	725.16	156784.20	462026.94
41	133+57.78	60.06' R	726.49	156774.06	462045.77
42	133+47.89	46.18' R	725.72	156765.42	462031.08
43	133+55.16	34.13' R	725.30	156773.70	462019.71
44	133+59.20	30.94' R	725.00	156778.01	462016.88
45	133+68.88	26.09' R	724.59	156788.08	462012.90
46	133+53.92	40.66' R	725.30	156771.91	462026.11
47	133+53.64	55.20' R	726.41	156770.36	462040.56
48	133+58.94	55.20' R	726.41	156775.64	462041.03

LEGEND:

- LANDING AREA
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- .XXXX. SAW CUT
- 6:1 MAX GRADED FLARE, FOLLOW STANDARD DETAIL DRAWING
- 2-INCH CURB HEIGHT WITH 10:1 MAX CONCRETE FLARE, FOLLOW STANDARD DETAIL DRAWING
- POINT NUMBER & ELEVATION

NOTES:

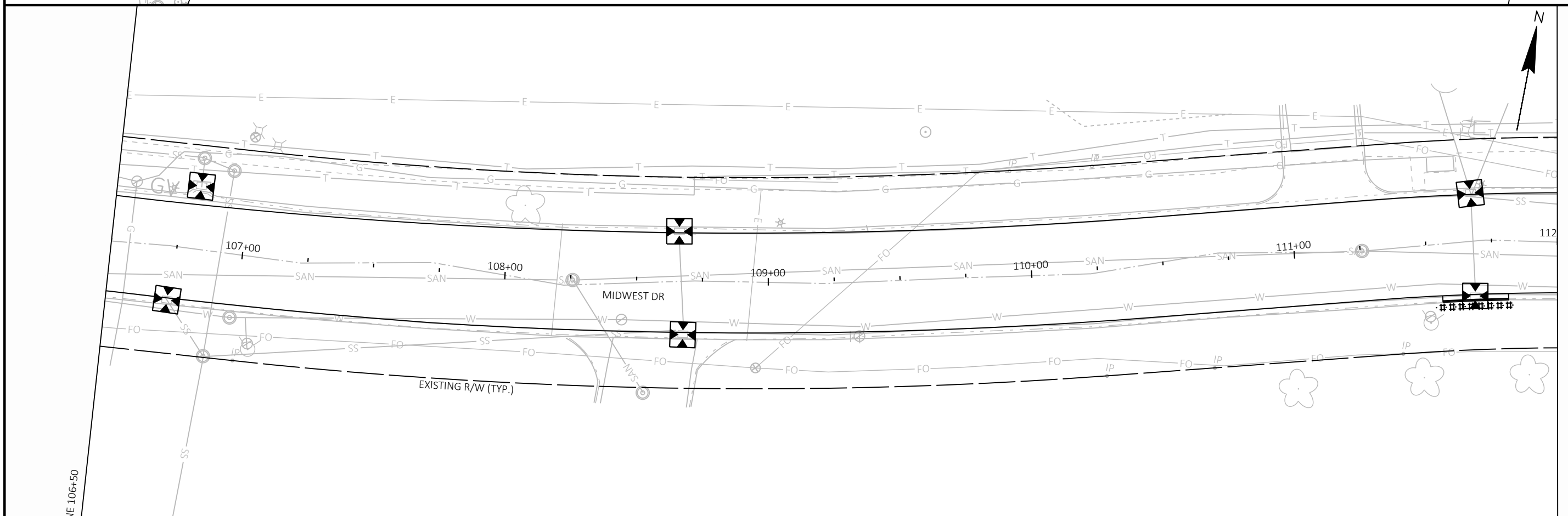
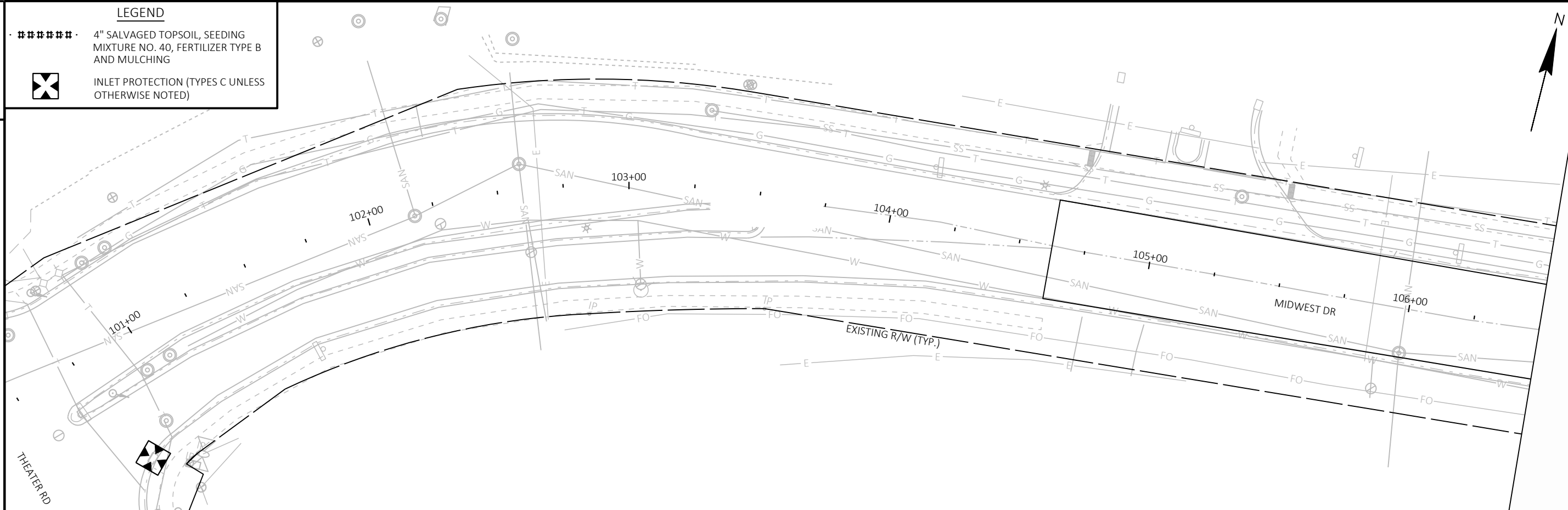
1. ALL SIDEWALK, MEDIAN AND RAMPS ARE CONCRETE SIDEWALK 4-INCH. PLACE 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
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3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D WITH 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP FLARE.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

2

2

LEGEND

- ##### 4" SALVAGED TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND MULCHING
- X INLET PROTECTION (TYPES C UNLESS OTHERWISE NOTED)



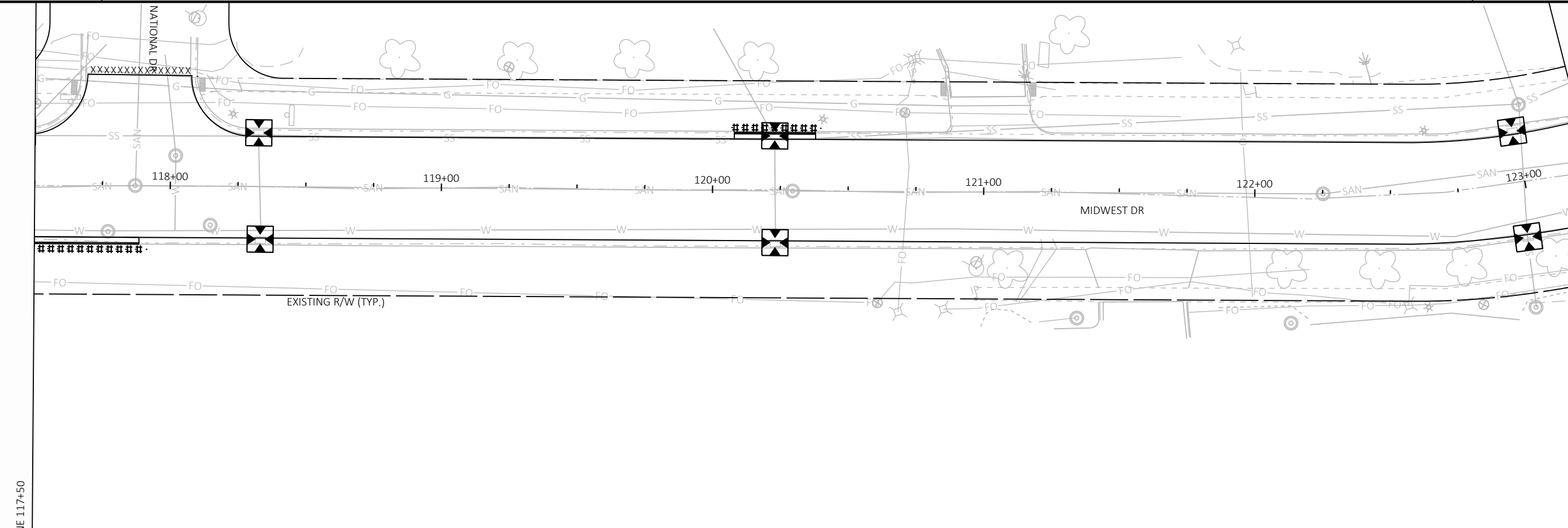
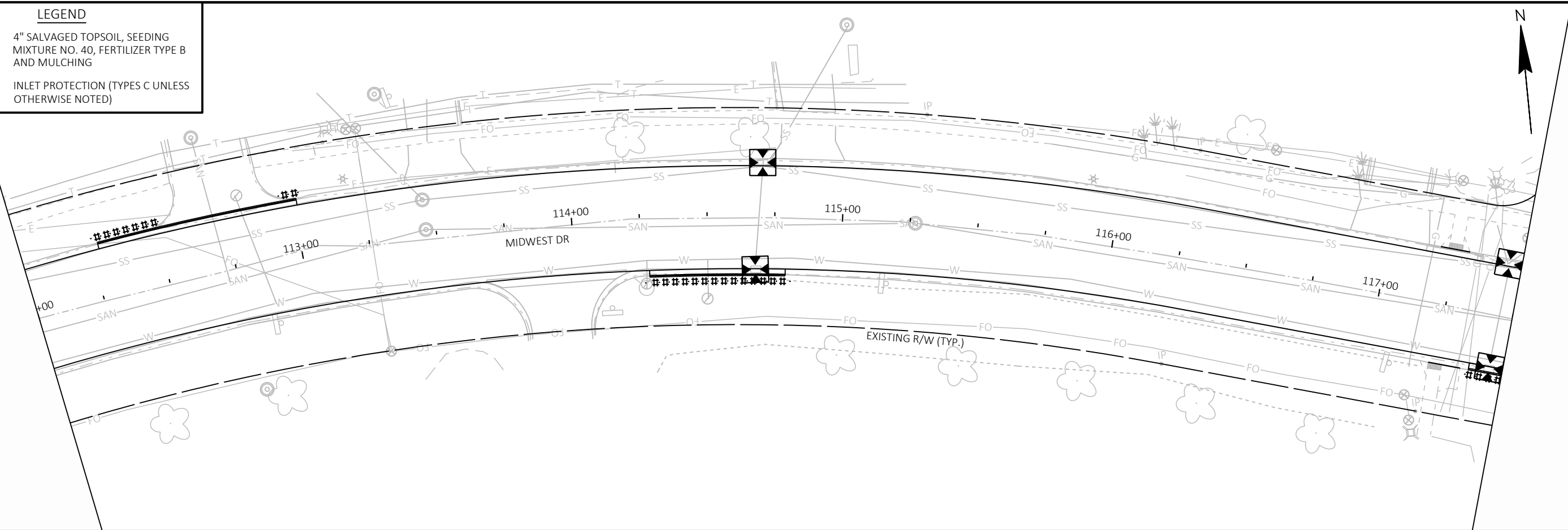
PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	EROSION CONTROL	SHEET 11	E
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2

2

LEGEND

- ##### 4" SALVAGED TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND MULCHING
- X INLET PROTECTION (TYPES C UNLESS OTHERWISE NOTED)



PROJECT NO: 5991-02-68

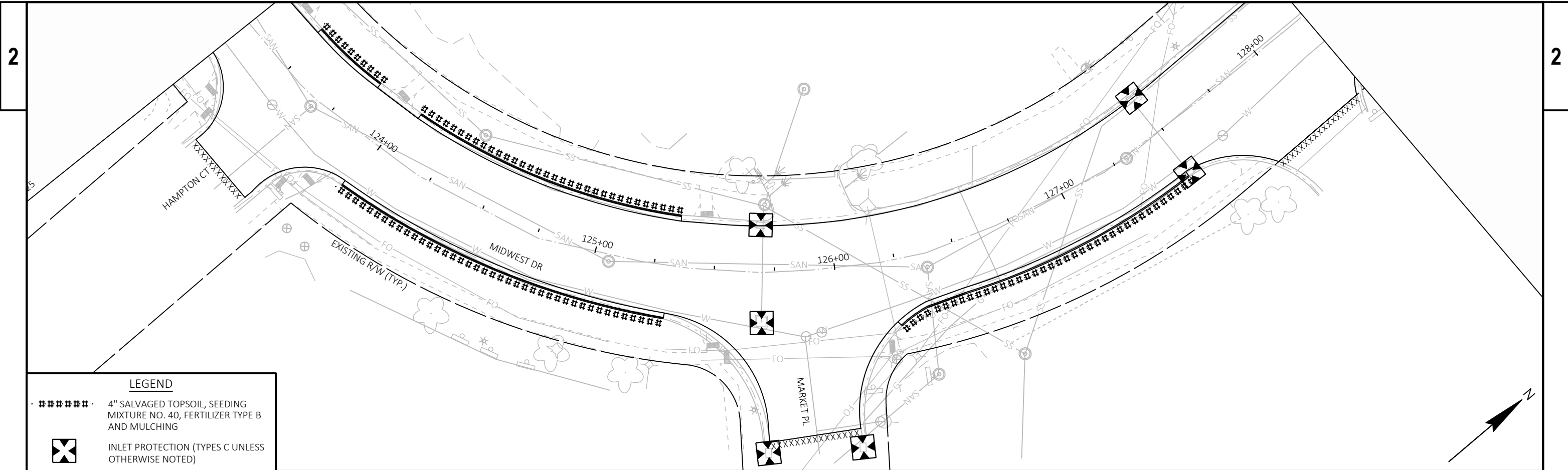
HWY: MIDWEST DR

COUNTY: LA CROSSE

EROSION CONTROL

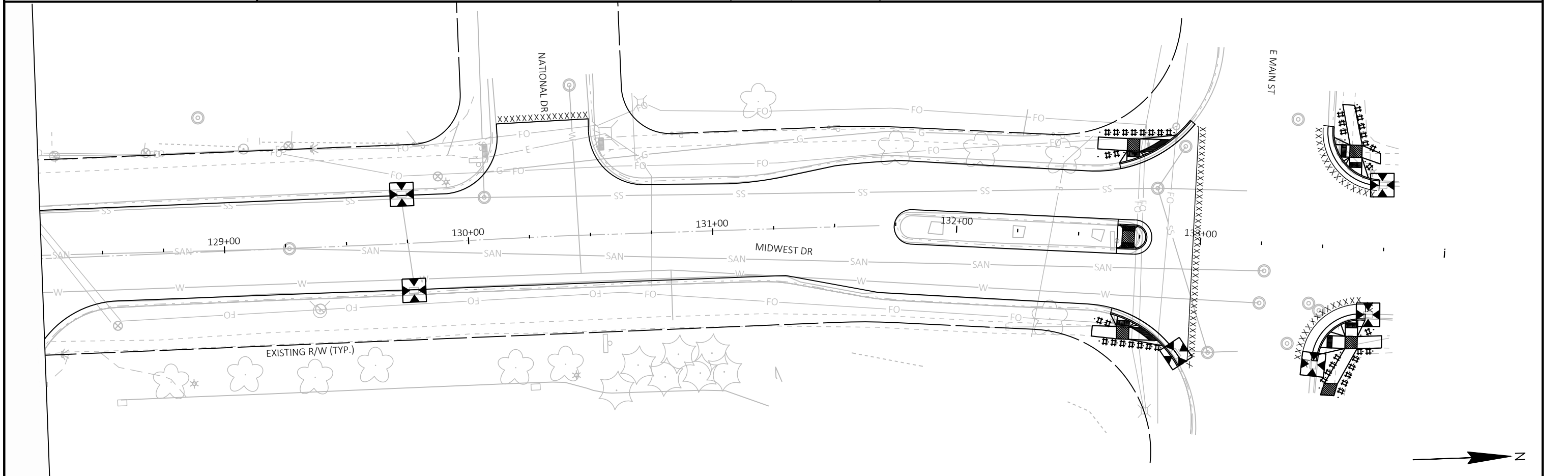
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LEGEND

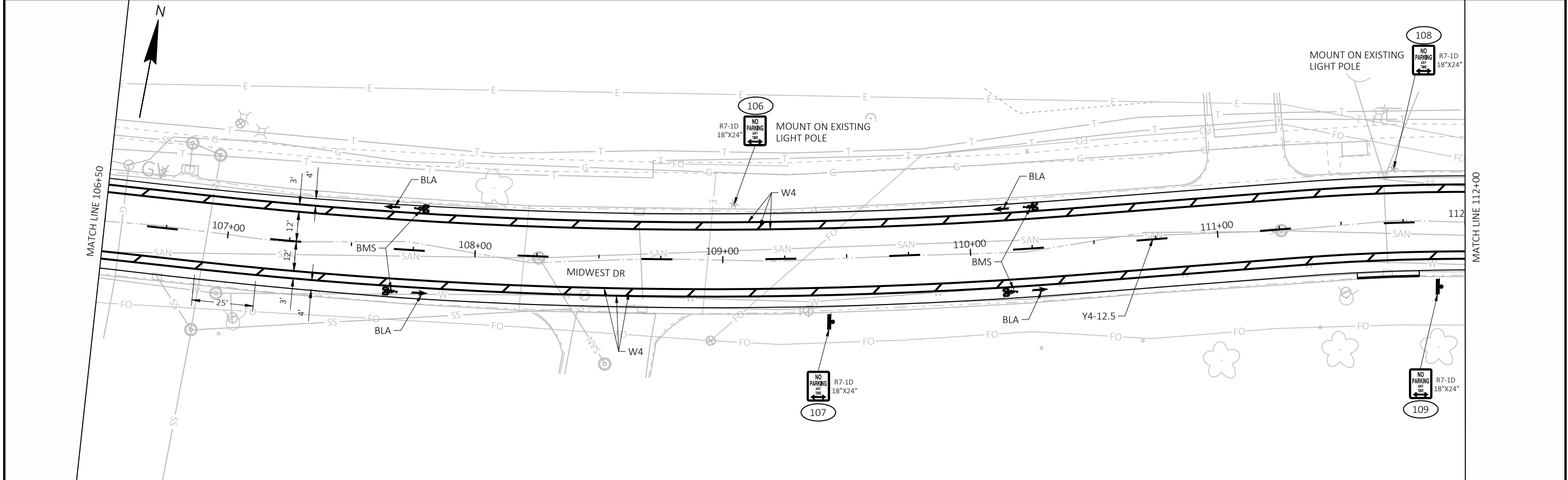
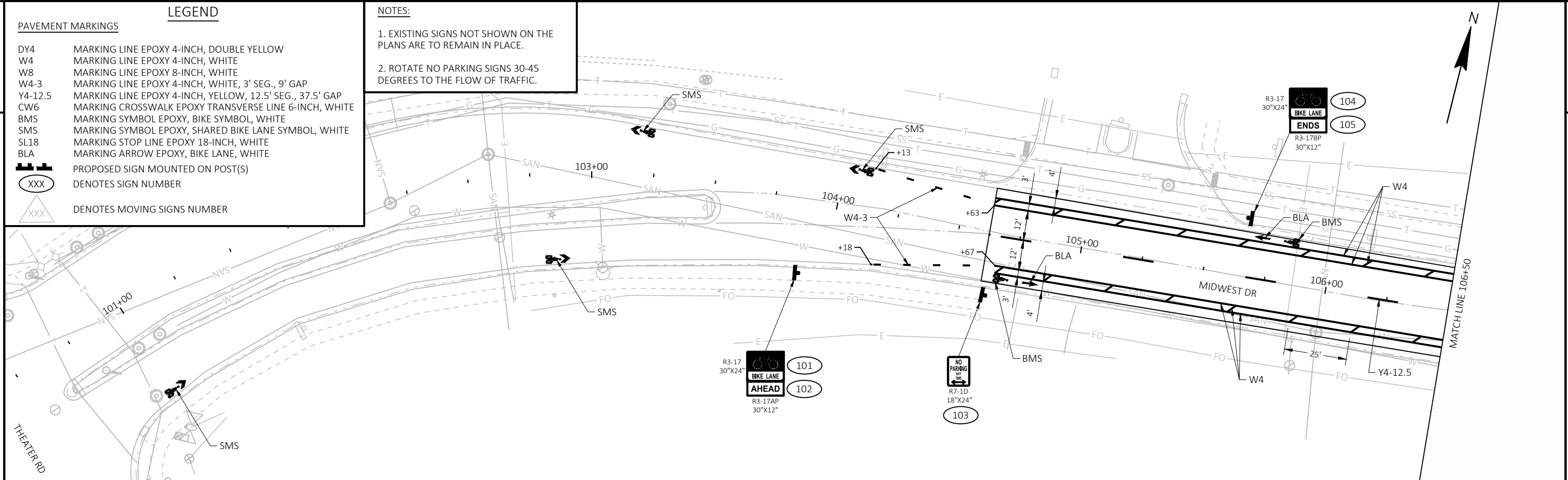
- ##### 4" SALVAGED TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND MULCHING
- X INLET PROTECTION (TYPES C UNLESS OTHERWISE NOTED)



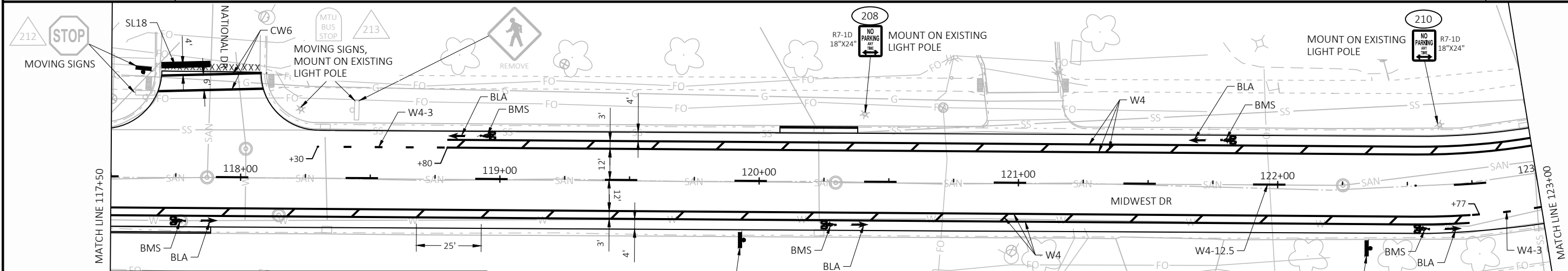
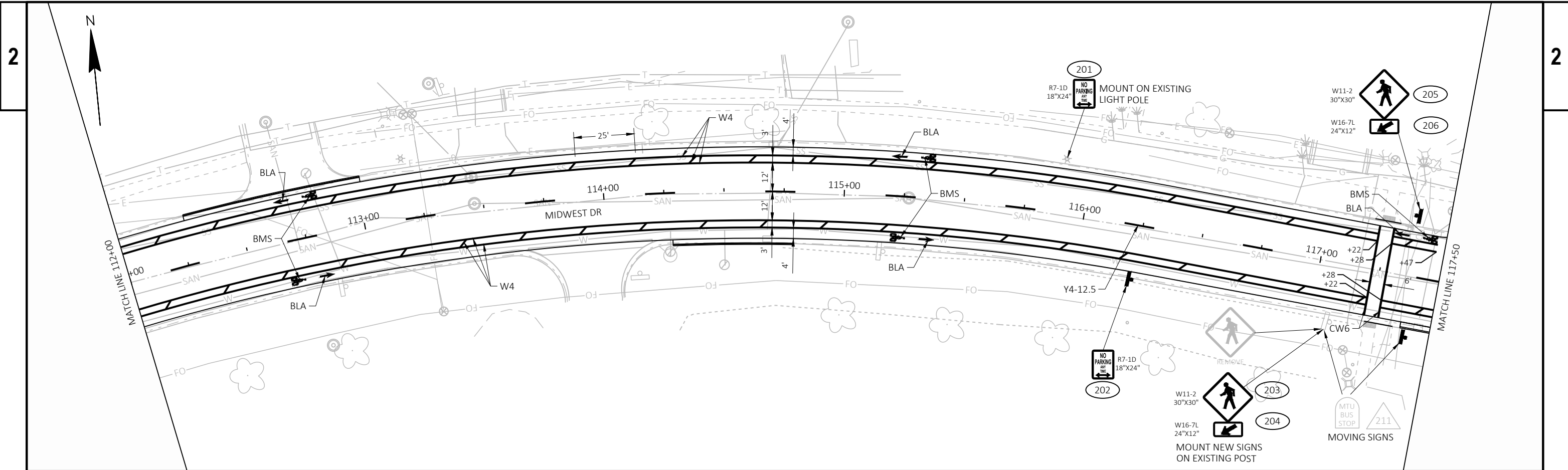
PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	EROSION CONTROL	SHEET 13	E
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LEGEND	
PAVEMENT MARKINGS	
DY4	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
W4	MARKING LINE EPOXY 4-INCH, WHITE
W8	MARKING LINE EPOXY 8-INCH, WHITE
W4-3	MARKING LINE EPOXY 4-INCH, WHITE, 3' SEG., 9' GAP
Y4-12.5	MARKING LINE EPOXY 4-INCH, YELLOW, 12.5' SEG., 37.5' GAP
CW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
BMS	MARKING SYMBOL EPOXY, BIKE SYMBOL, WHITE
SMS	MARKING SYMBOL EPOXY, SHARED BIKE LANE SYMBOL, WHITE
SL18	MARKING STOP LINE EPOXY 18-INCH, WHITE
BLA	MARKING ARROW EPOXY, BIKE LANE, WHITE
	PROPOSED SIGN MOUNTED ON POST(S)
	DENOTES SIGN NUMBER
	DENOTES MOVING SIGNS NUMBER

NOTES:
 1. EXISTING SIGNS NOT SHOWN ON THE PLANS ARE TO REMAIN IN PLACE.
 2. ROTATE NO PARKING SIGNS 30-45 DEGREES TO THE FLOW OF TRAFFIC.



PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	PERMANENT SIGNING & MARKING	SHEET 14	E
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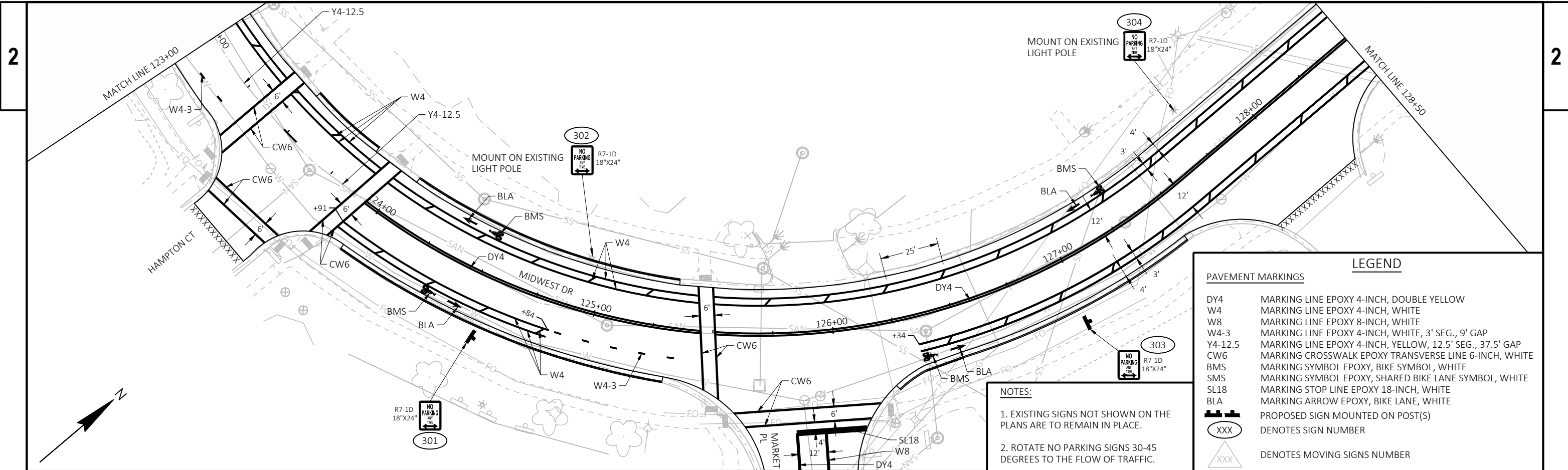


LEGEND

PAVEMENT MARKINGS	
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	PROPOSED SIGN MOUNTED ON POST(S)
	DENOTES SIGN NUMBER
	DENOTES MOVING SIGNS NUMBER

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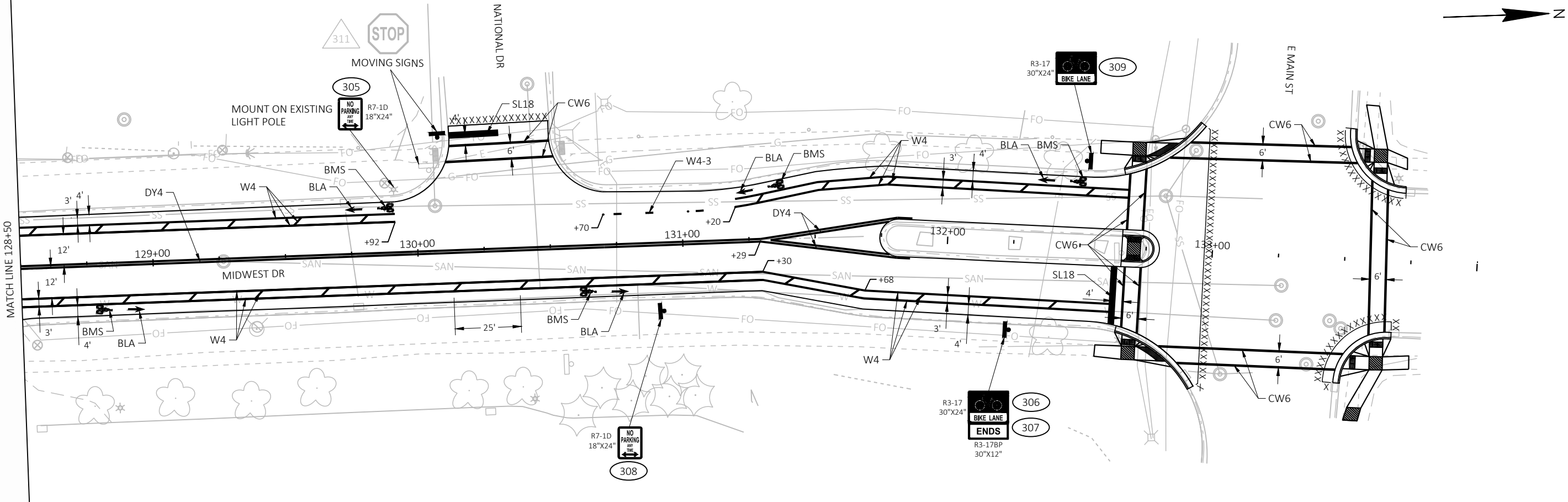


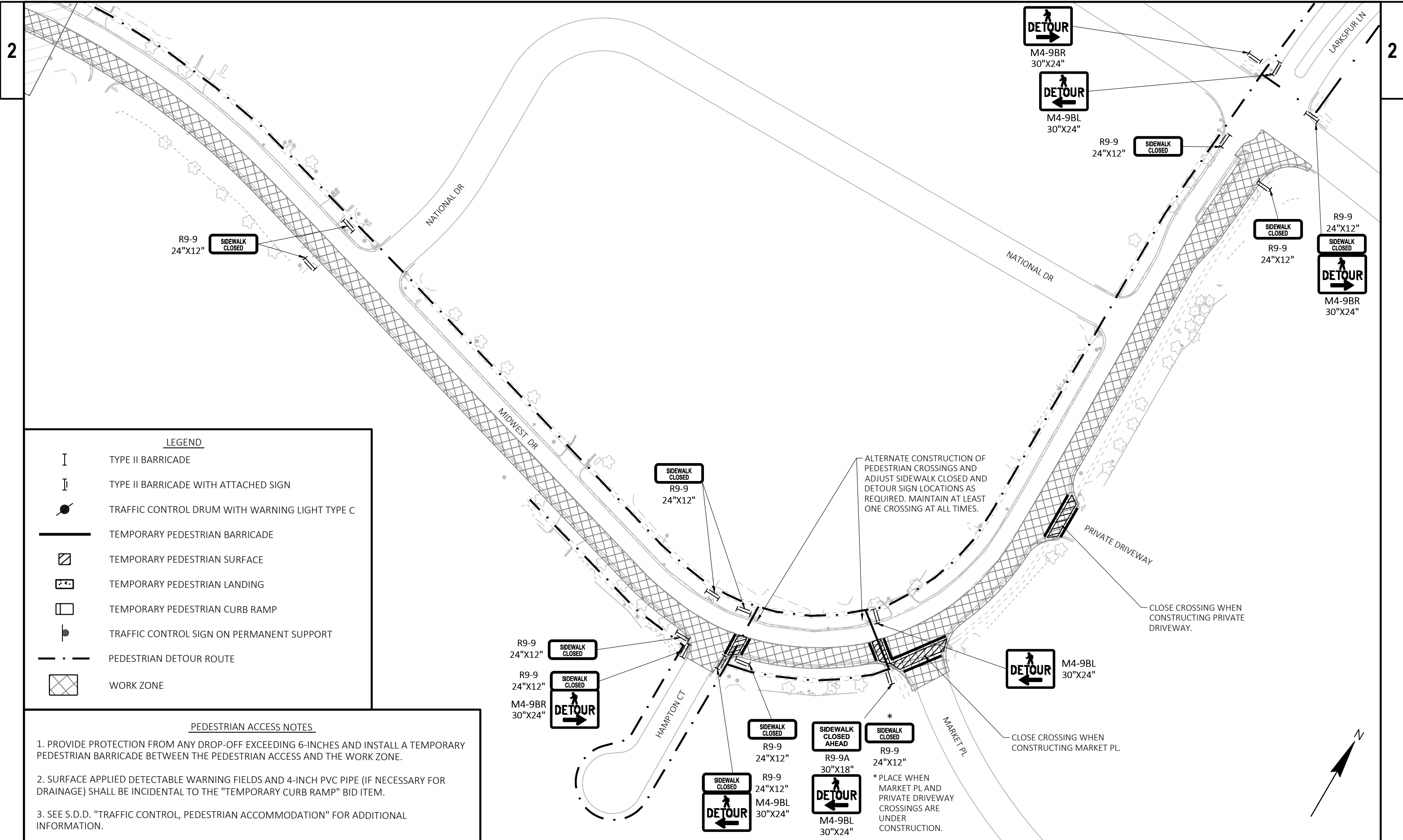
LEGEND

PAVEMENT MARKINGS	
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	DENOTES MOVING SIGNS NUMBER

NOTES:

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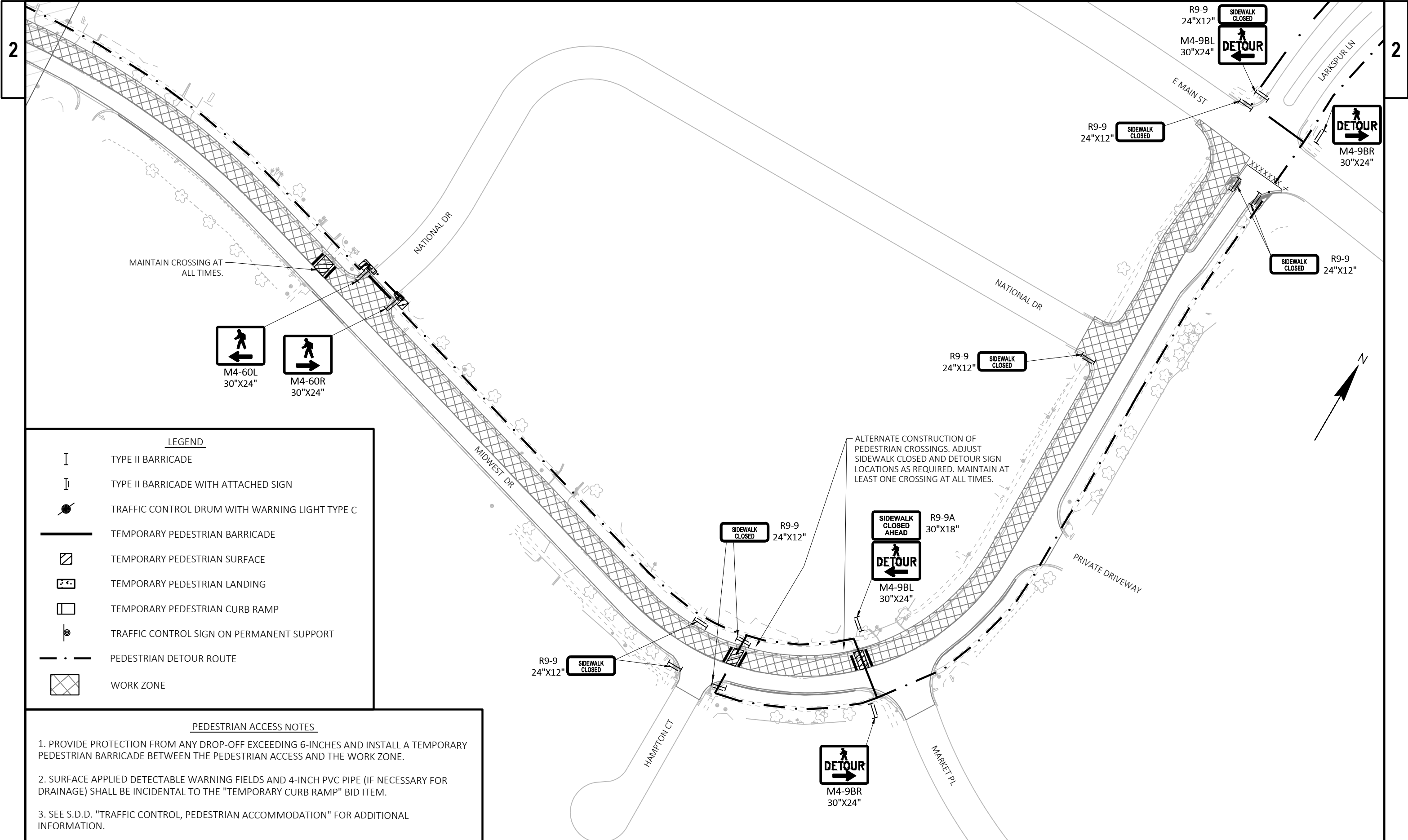


LEGEND











	TYPE II BARRICADE
	TYPE II BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT TYPE C
	TEMPORARY PEDESTRIAN BARRICADE
	TEMPORARY PEDESTRIAN SURFACE
	TEMPORARY PEDESTRIAN LANDING
	TEMPORARY PEDESTRIAN CURB RAMP
	TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
	PEDESTRIAN DETOUR ROUTE
	WORK ZONE

PEDESTRIAN ACCESS NOTES

1. PROVIDE PROTECTION FROM ANY DROP-OFF EXCEEDING 6-INCHES AND INSTALL A TEMPORARY PEDESTRIAN BARRICADE BETWEEN THE PEDESTRIAN ACCESS AND THE WORK ZONE.
2. SURFACE APPLIED DETECTABLE WARNING FIELDS AND 4-INCH PVC PIPE (IF NECESSARY FOR DRAINAGE) SHALL BE INCIDENTAL TO THE "TEMPORARY CURB RAMP" BID ITEM.
3. SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.



LEGEND

-  TYPE II BARRICADE
-  TYPE II BARRICADE WITH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM WITH WARNING LIGHT TYPE C
-  TEMPORARY PEDESTRIAN BARRICADE
-  TEMPORARY PEDESTRIAN SURFACE
-  TEMPORARY PEDESTRIAN LANDING
-  TEMPORARY PEDESTRIAN CURB RAMP
-  TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
-  PEDESTRIAN DETOUR ROUTE
-  WORK ZONE

PEDESTRIAN ACCESS NOTES

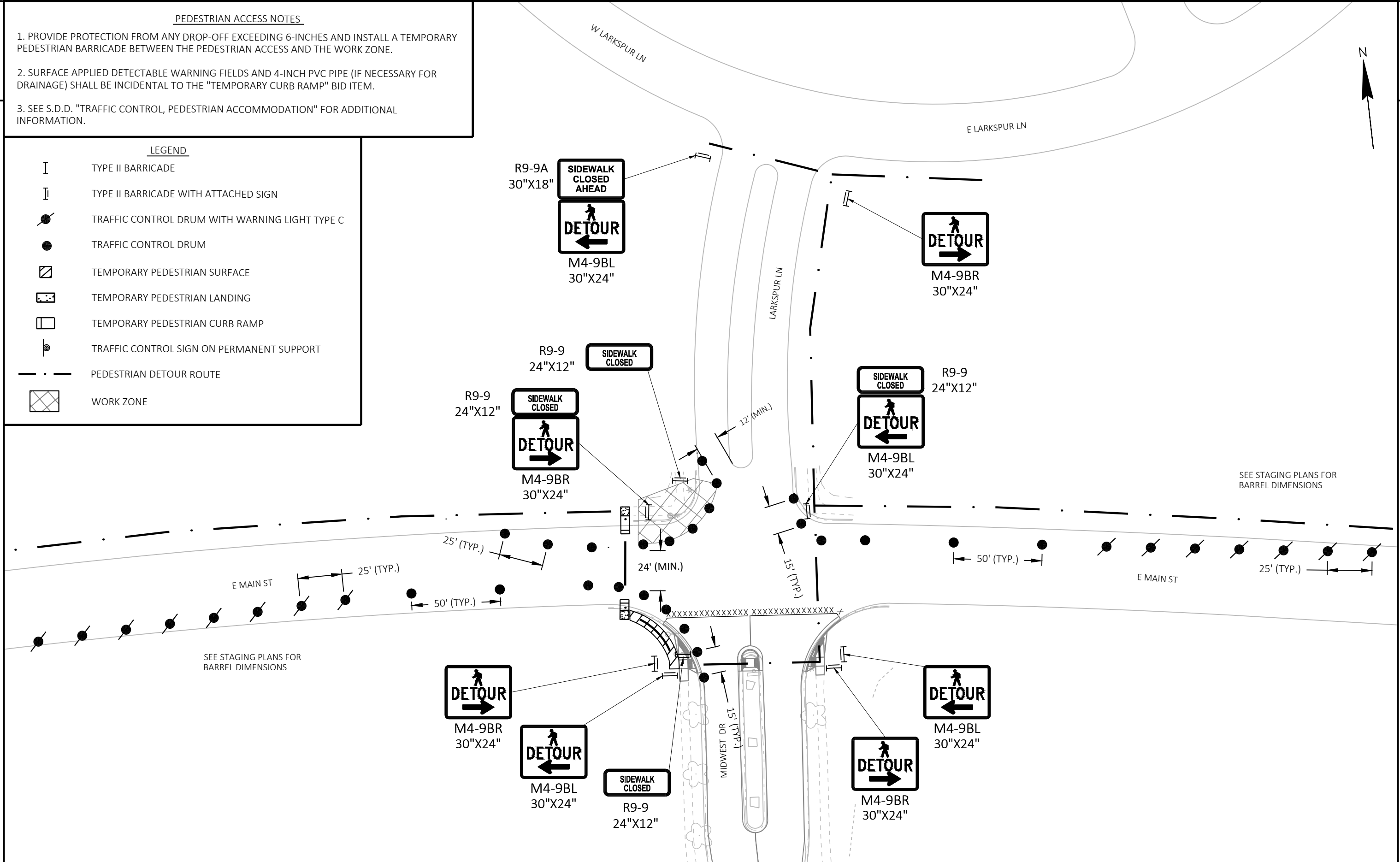
1. PROVIDE PROTECTION FROM ANY DROP-OFF EXCEEDING 6-INCHES AND INSTALL A TEMPORARY PEDESTRIAN BARRICADE BETWEEN THE PEDESTRIAN ACCESS AND THE WORK ZONE.
2. SURFACE APPLIED DETECTABLE WARNING FIELDS AND 4-INCH PVC PIPE (IF NECESSARY FOR DRAINAGE) SHALL BE INCIDENTAL TO THE "TEMPORARY CURB RAMP" BID ITEM.
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- 3. SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

LEGEND

- I TYPE II BARRICADE
- I TYPE II BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT TYPE C
- TRAFFIC CONTROL DRUM
- ▨ TEMPORARY PEDESTRIAN SURFACE
- ▤ TEMPORARY PEDESTRIAN LANDING
- ▭ TEMPORARY PEDESTRIAN CURB RAMP
- ⊙ TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- · - · - PEDESTRIAN DETOUR ROUTE
- ▣ WORK ZONE



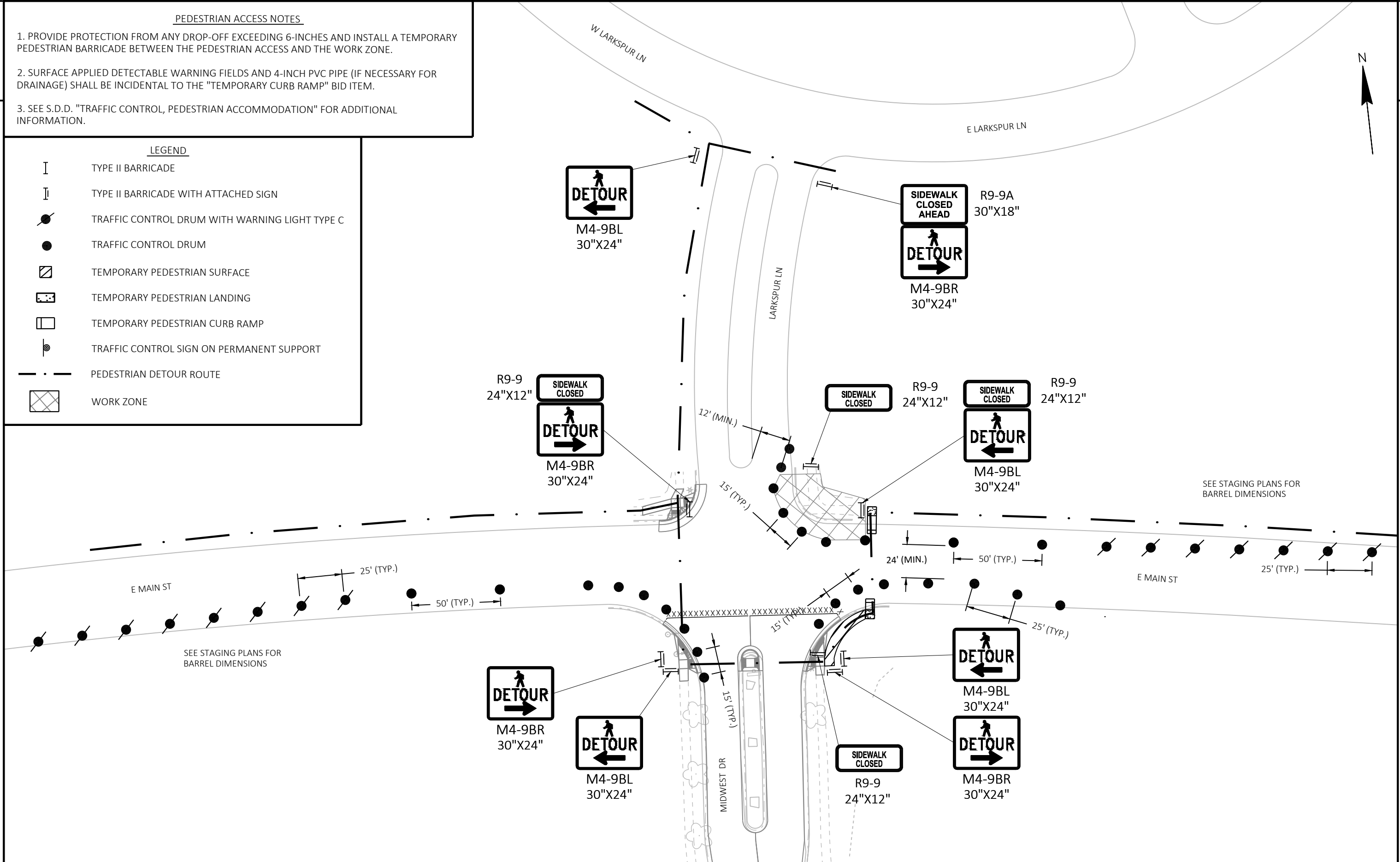
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PEDESTRIAN ACCESS NOTES

1. PROVIDE PROTECTION FROM ANY DROP-OFF EXCEEDING 6-INCHES AND INSTALL A TEMPORARY PEDESTRIAN BARRICADE BETWEEN THE PEDESTRIAN ACCESS AND THE WORK ZONE.
2. SURFACE APPLIED DETECTABLE WARNING FIELDS AND 4-INCH PVC PIPE (IF NECESSARY FOR DRAINAGE) SHALL BE INCIDENTAL TO THE "TEMPORARY CURB RAMP" BID ITEM.
3. SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

LEGEND

I	TYPE II BARRICADE
II	TYPE II BARRICADE WITH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM WITH WARNING LIGHT TYPE C
●	TRAFFIC CONTROL DRUM
▨	TEMPORARY PEDESTRIAN SURFACE
⬢	TEMPORARY PEDESTRIAN LANDING
▭	TEMPORARY PEDESTRIAN CURB RAMP
⊙	TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- · - · -	PEDESTRIAN DETOUR ROUTE
⊠	WORK ZONE



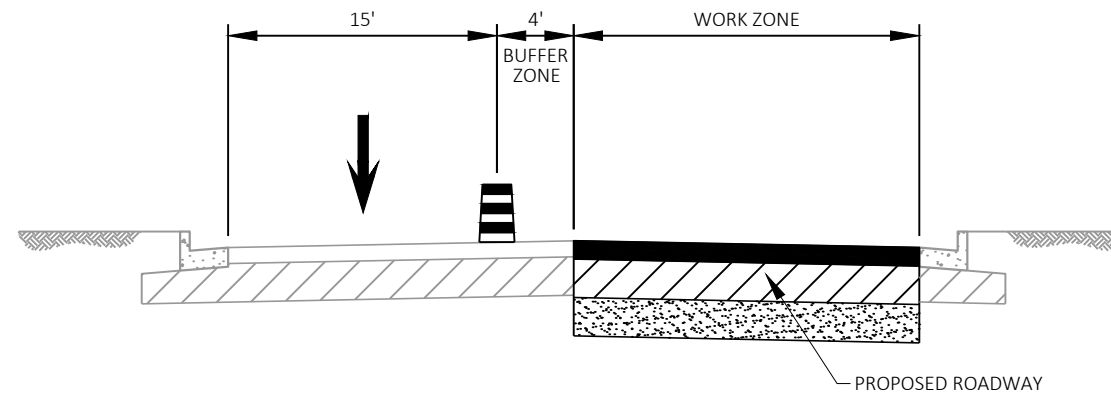
GENERAL NOTES FOR TRAFFIC CONTROL

2

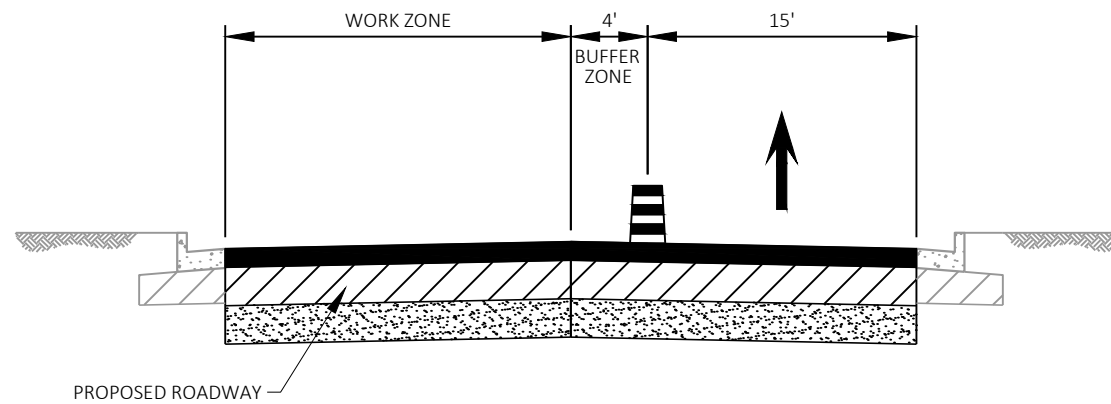
- 1) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- 2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER.
- 3) ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- 4) FOR NIGHTTIME OPERATION, ALL DRUMS IN TAPERS SHALL HAVE A TYPE "C" WARNING LIGHT.
- 5) ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.
- 6) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- 7) BARRICADE STRIPES ARE TO BE SLOPED DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
- 8) ALL TRAFFIC CONTROL DRUMS ARE SPACED AT 50-FEET, UNLESS OTHERWISE NOTED.
- 9) PERMANENT SIGNING AND PAVEMENT MARKING SHALL BE PLACED IN THE EARLIEST STAGE SO AS NOT TO CONFLICT WITH SUBSEQUENT STAGES.
- 10) FOR SIGNS MOUNTED ON PORTABLE OR TEMPORARY SIGN SUPPORTS, PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE ADJACENT PAVEMENT.

- 11) ELIMINATE DROP-OFFS OF 2-INCHES OR MORE WITHIN 10-FEET OR LESS FROM THE EDGE OF THE MIDWEST DRIVE TRAVELED WAY BEFORE THE END OF OPERATIONS ON THAT DAY. COMPACTED MATERIAL PLACED TO A TEMPORARY 3:1 OR FLATTER SLOPE FROM THE SURFACE OF THE PAVEMENT EDGE IS ACCEPTABLE.
- 12) MAINTAIN ACCESS TO DRIVEWAYS AND DEAD END ROADS AT ALL TIMES.
- 13) SEE SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY"

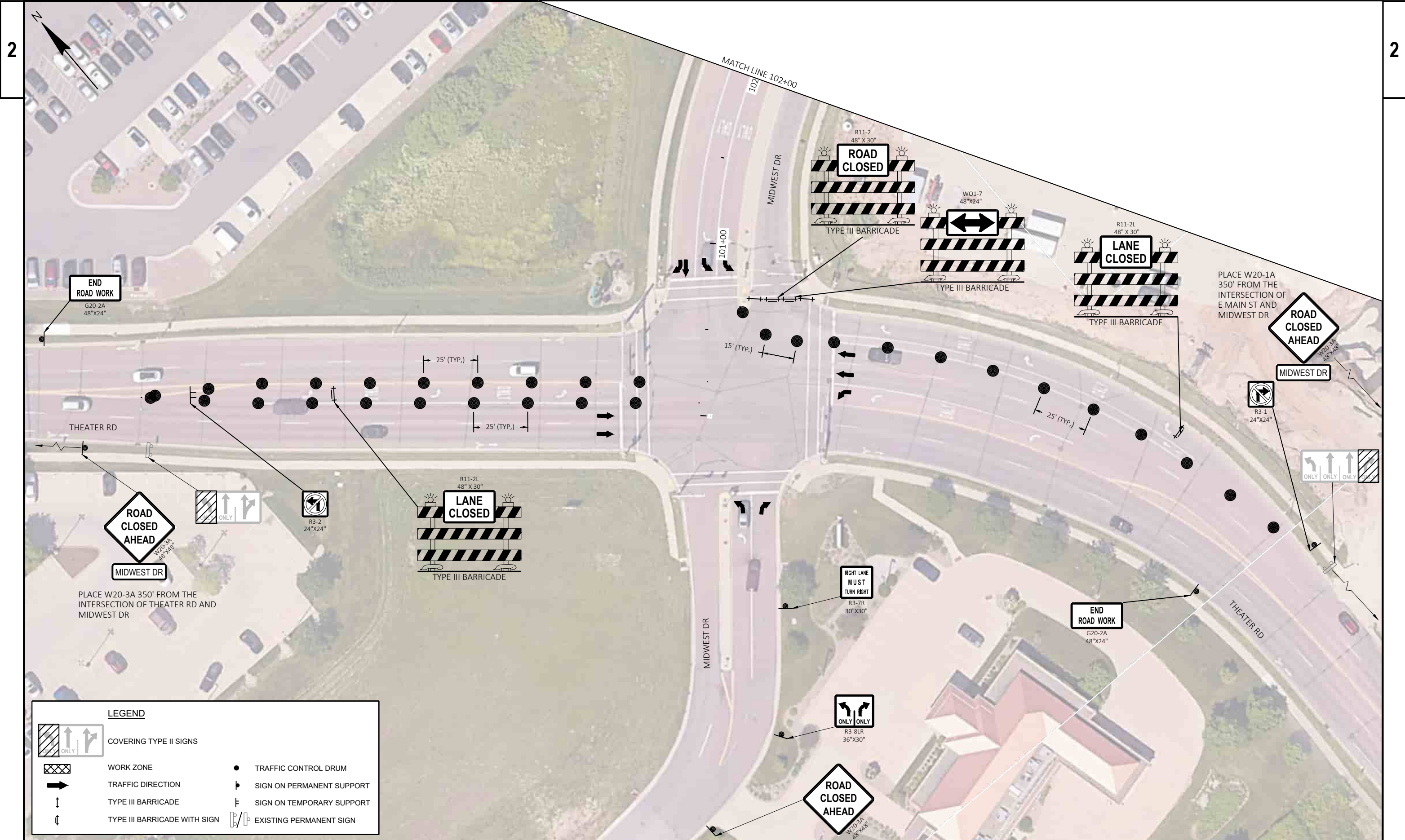
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TYPICAL SECTION STAGES 1A & 1B



TYPICAL SECTION STAGES 2A & 2B



PROJECT NO: 5991-02-68

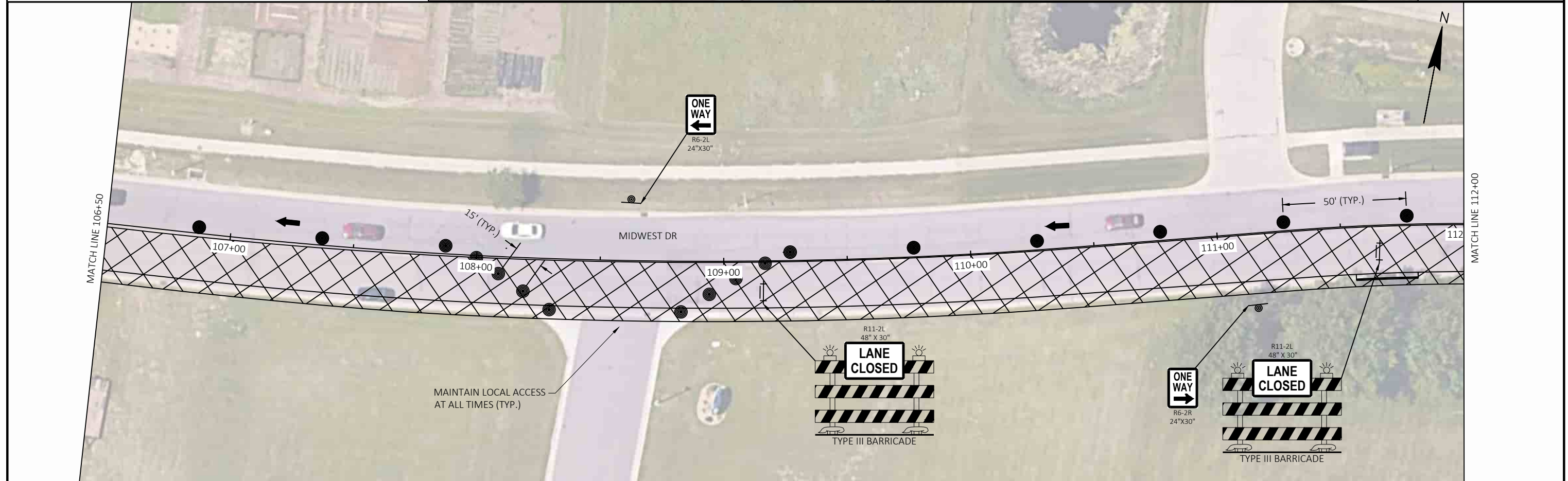
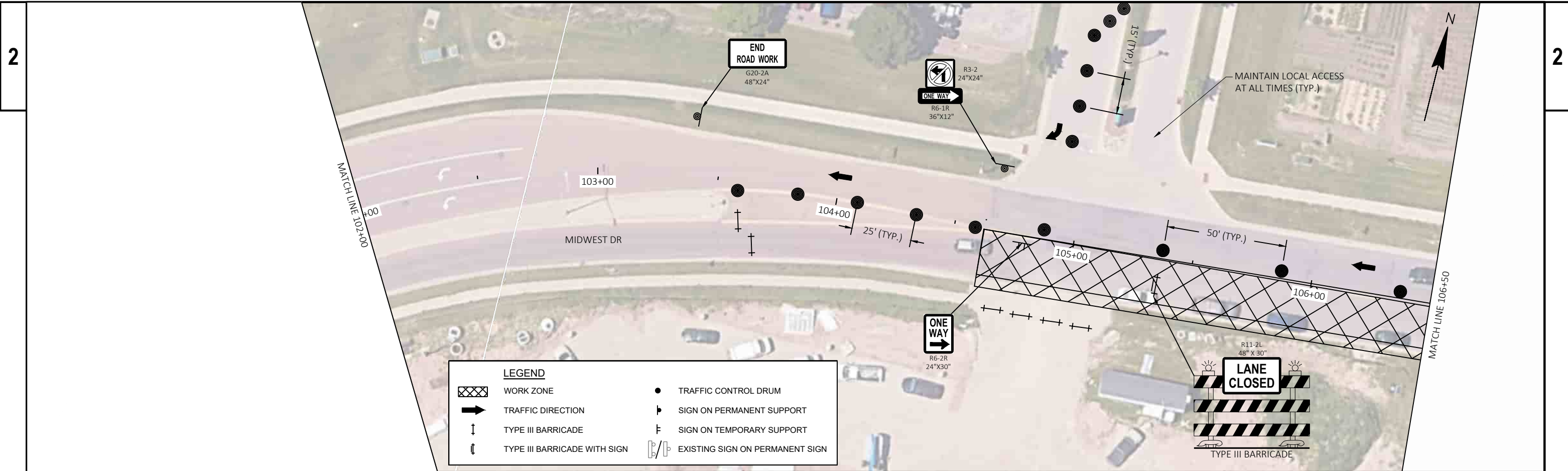
HWY: MIDWEST DR

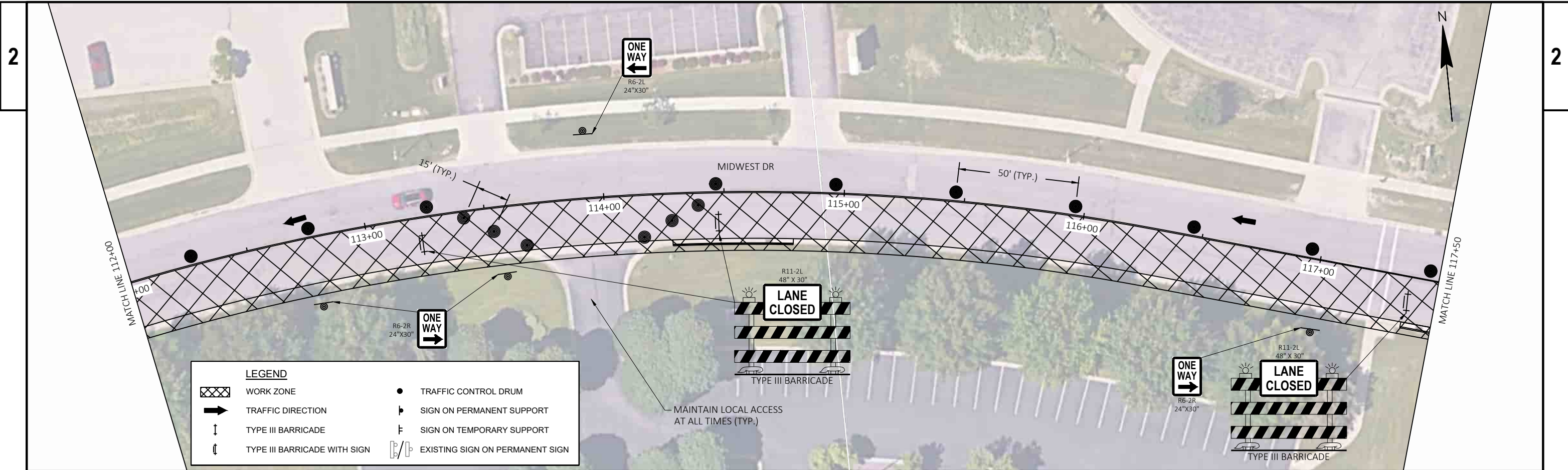
COUNTY: LA CROSSE

STAGED CONSTRUCTION - STAGE 1

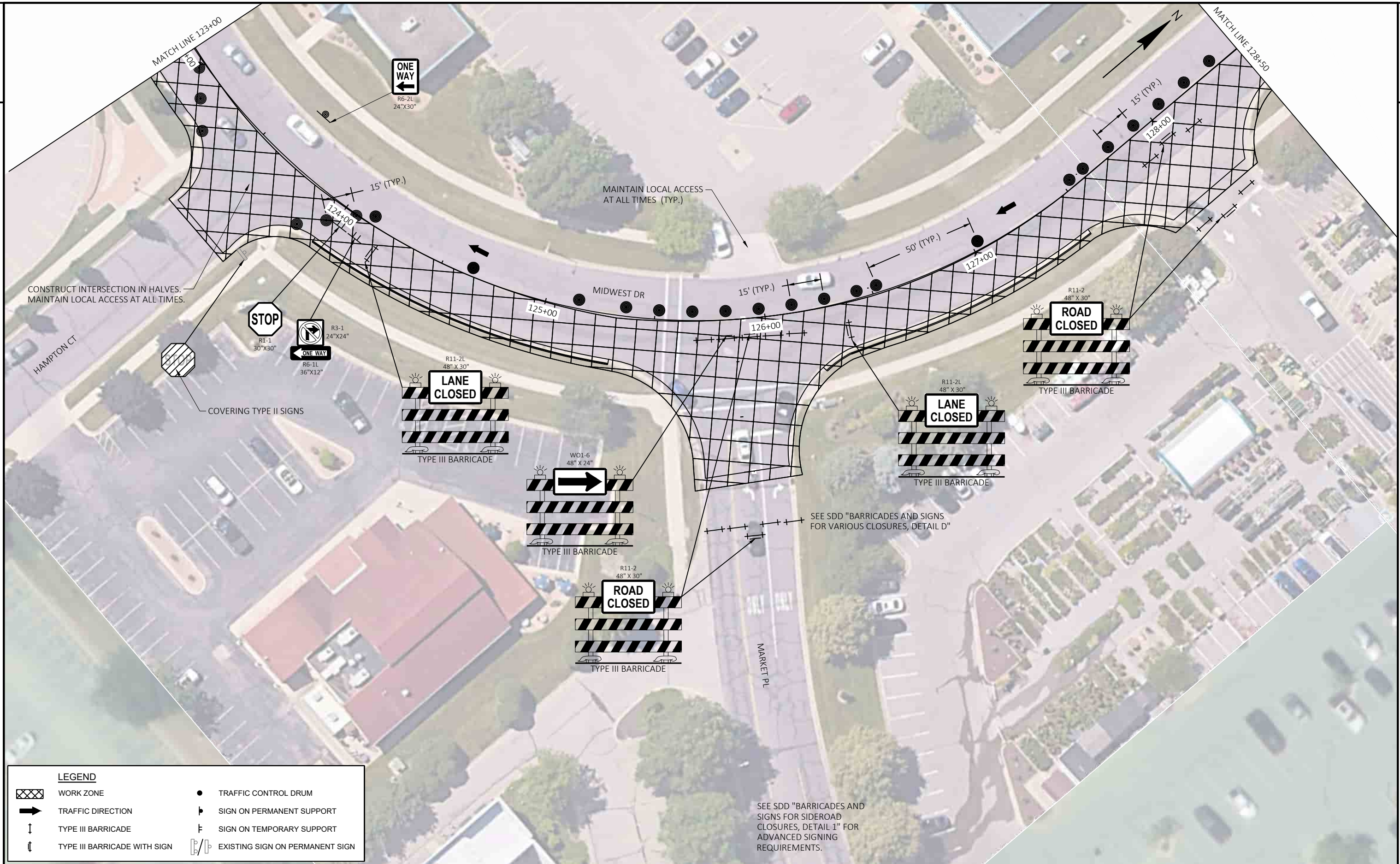
SHEET 22

E



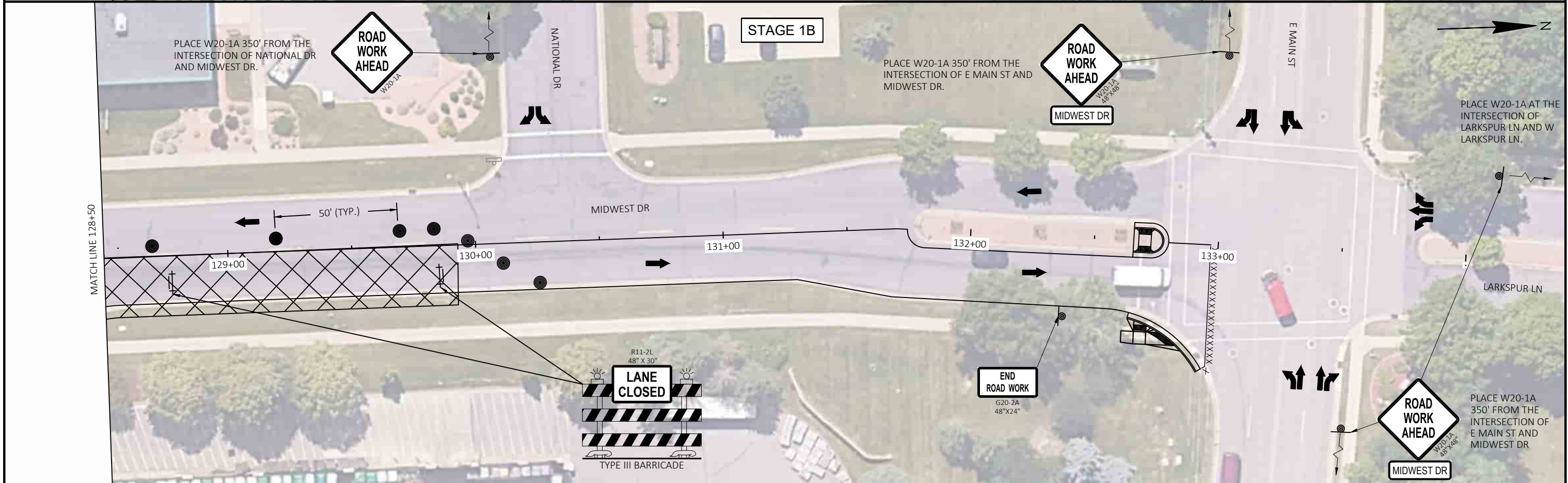
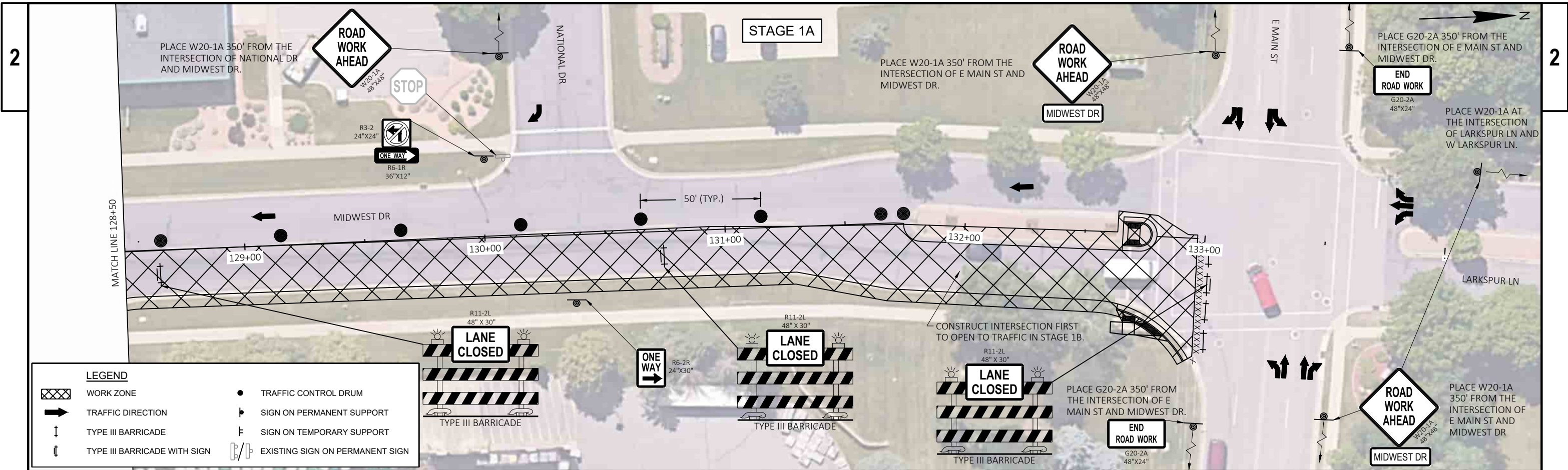


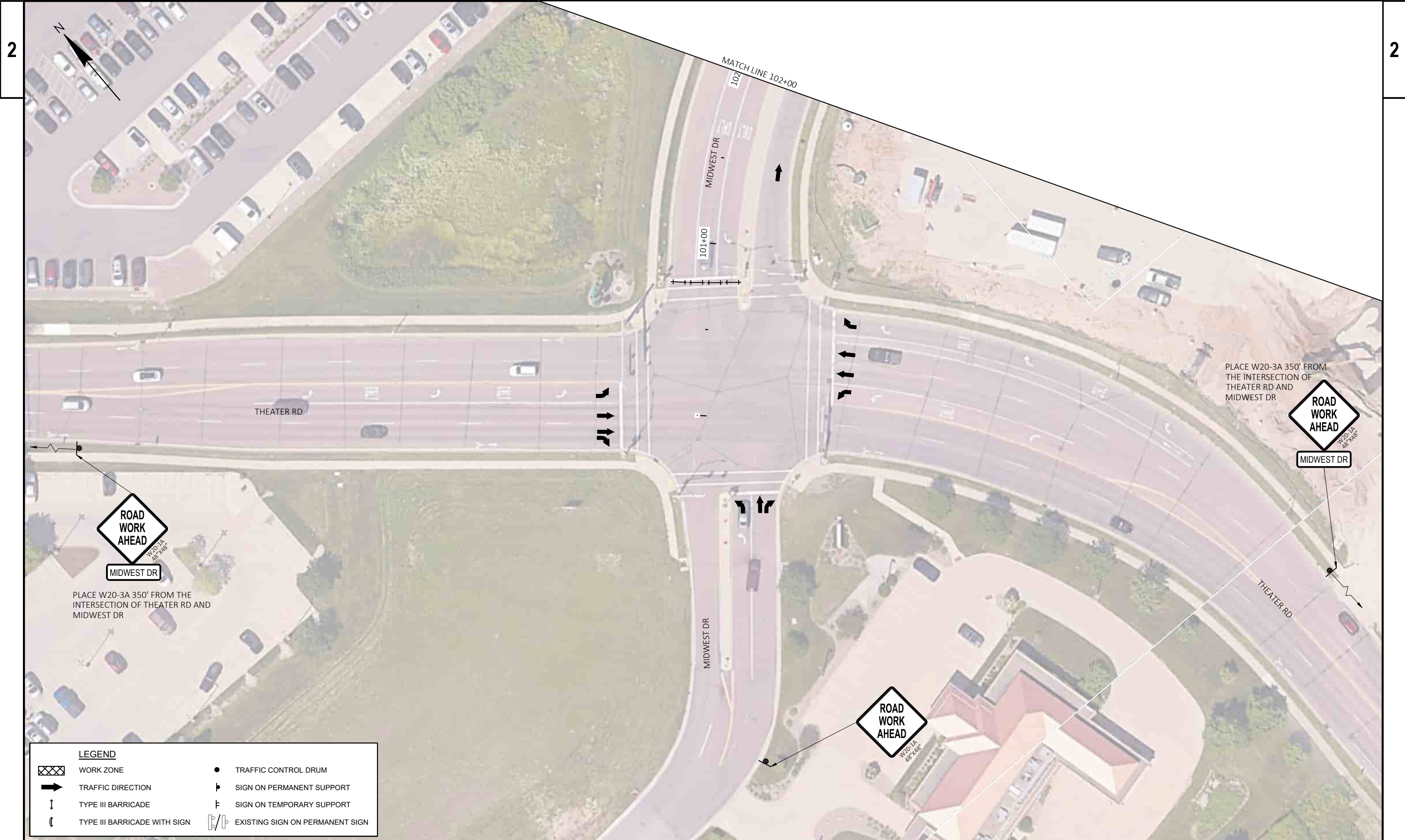
PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	STAGED CONSTRUCTION - STAGE 1	SHEET 24	E
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LEGEND	
	WORK ZONE
	TRAFFIC DIRECTION
	TYPE III BARRICADE
	TYPE III BARRICADE WITH SIGN
	TRAFFIC CONTROL DRUM
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	EXISTING SIGN ON PERMANENT SIGN

SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1" FOR ADVANCED SIGNING REQUIREMENTS.





2

2

ROAD WORK AHEAD
W20-3A
48" x 48"
MIDWEST DR

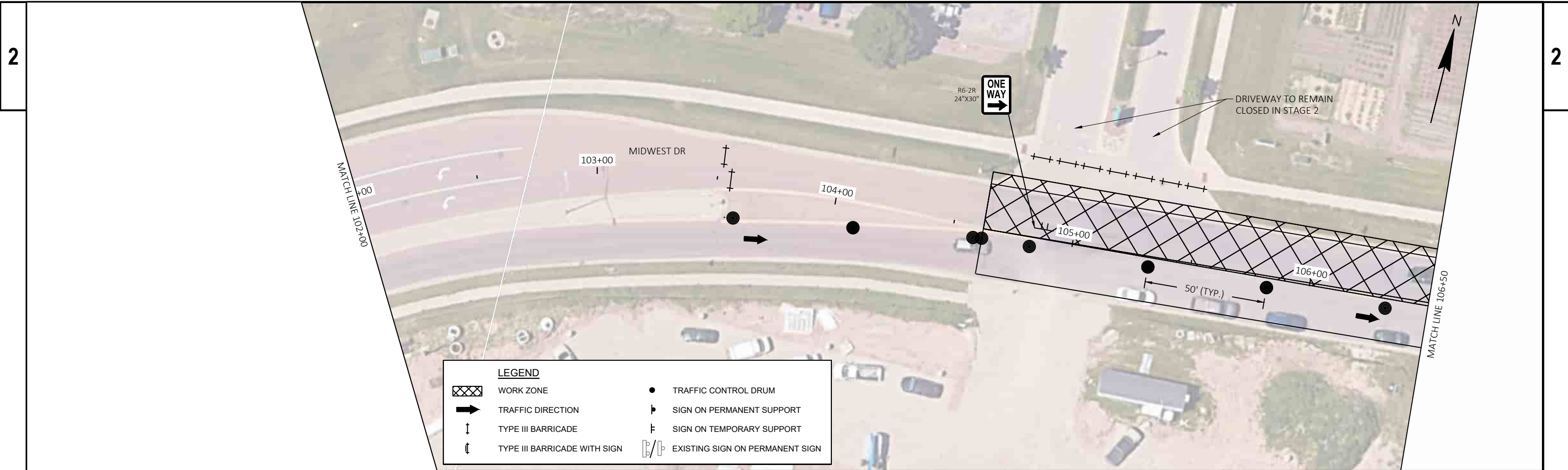
PLACE W20-3A 350' FROM THE INTERSECTION OF THEATER RD AND MIDWEST DR

ROAD WORK AHEAD
W20-3A
48" x 48"
MIDWEST DR









PLACE W20-3A 350' FROM THE INTERSECTION OF THEATER RD AND MIDWEST DR

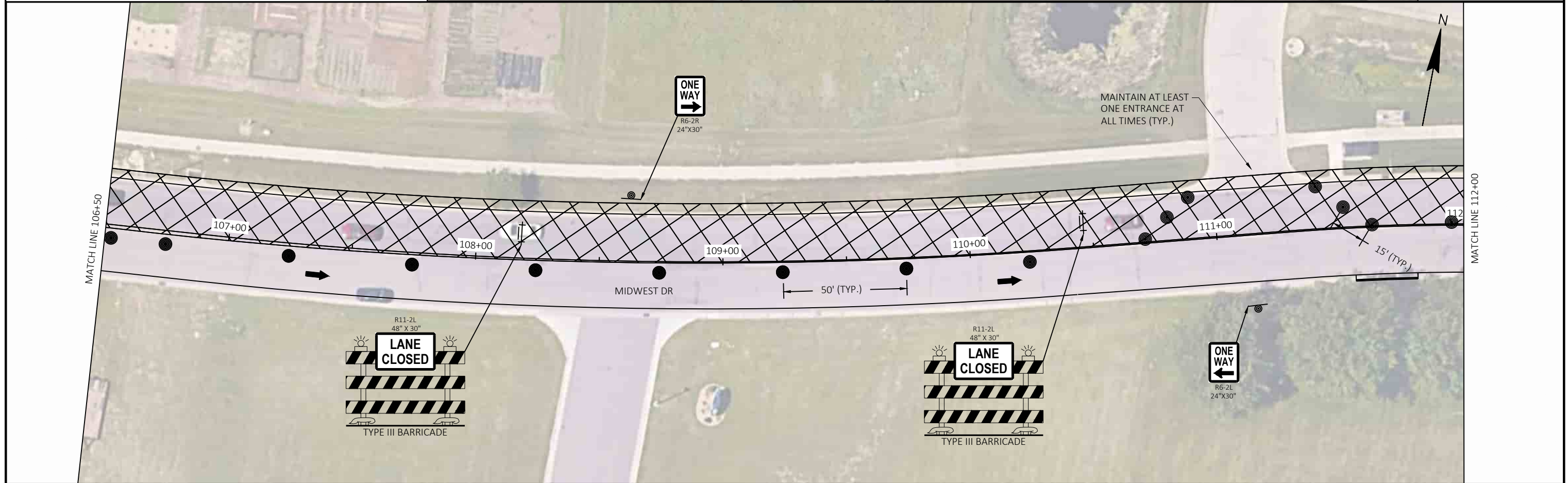
ROAD WORK AHEAD
W20-3A
48" x 48"
MIDWEST DR

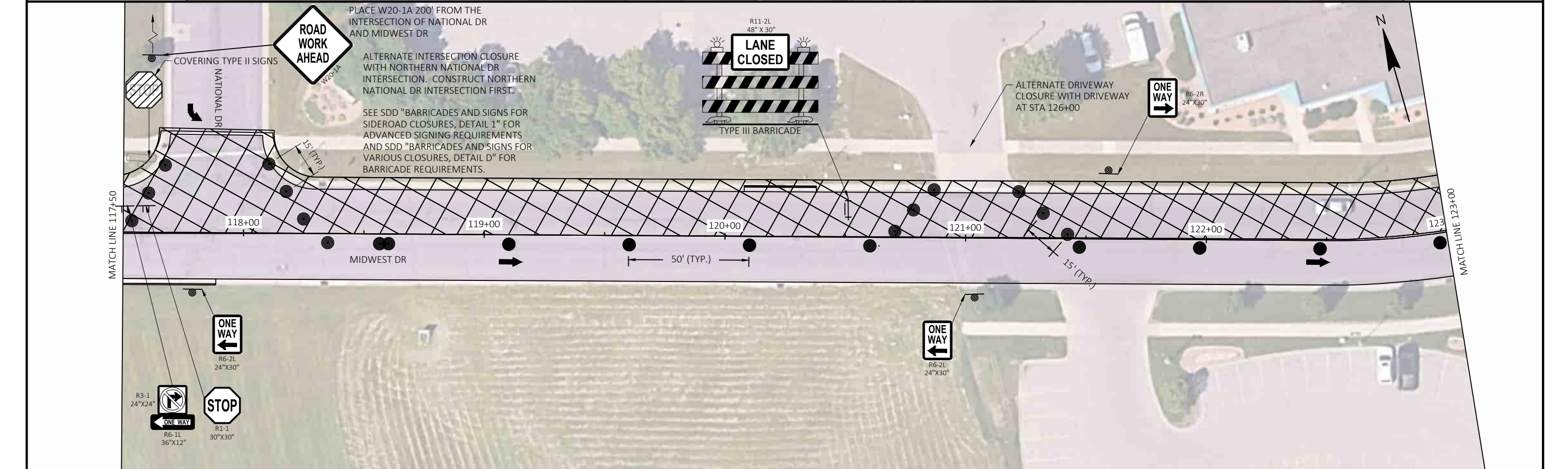
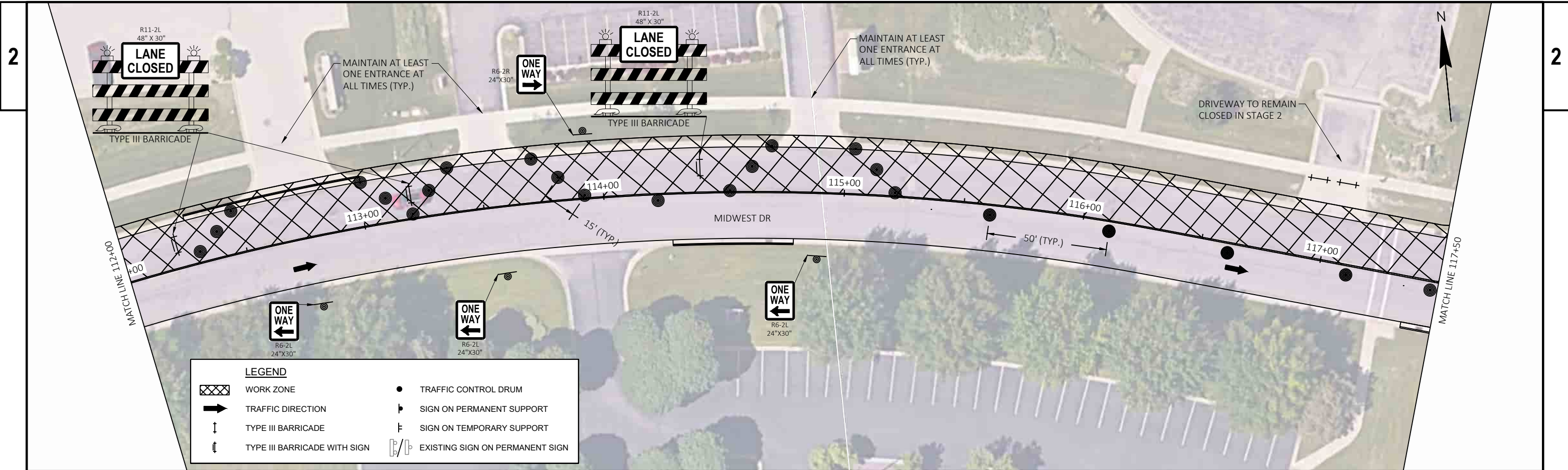
LEGEND	
	WORK ZONE
	TRAFFIC DIRECTION
	TYPE III BARRICADE
	TYPE III BARRICADE WITH SIGN
	TRAFFIC CONTROL DRUM
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	EXISTING SIGN ON PERMANENT SIGN

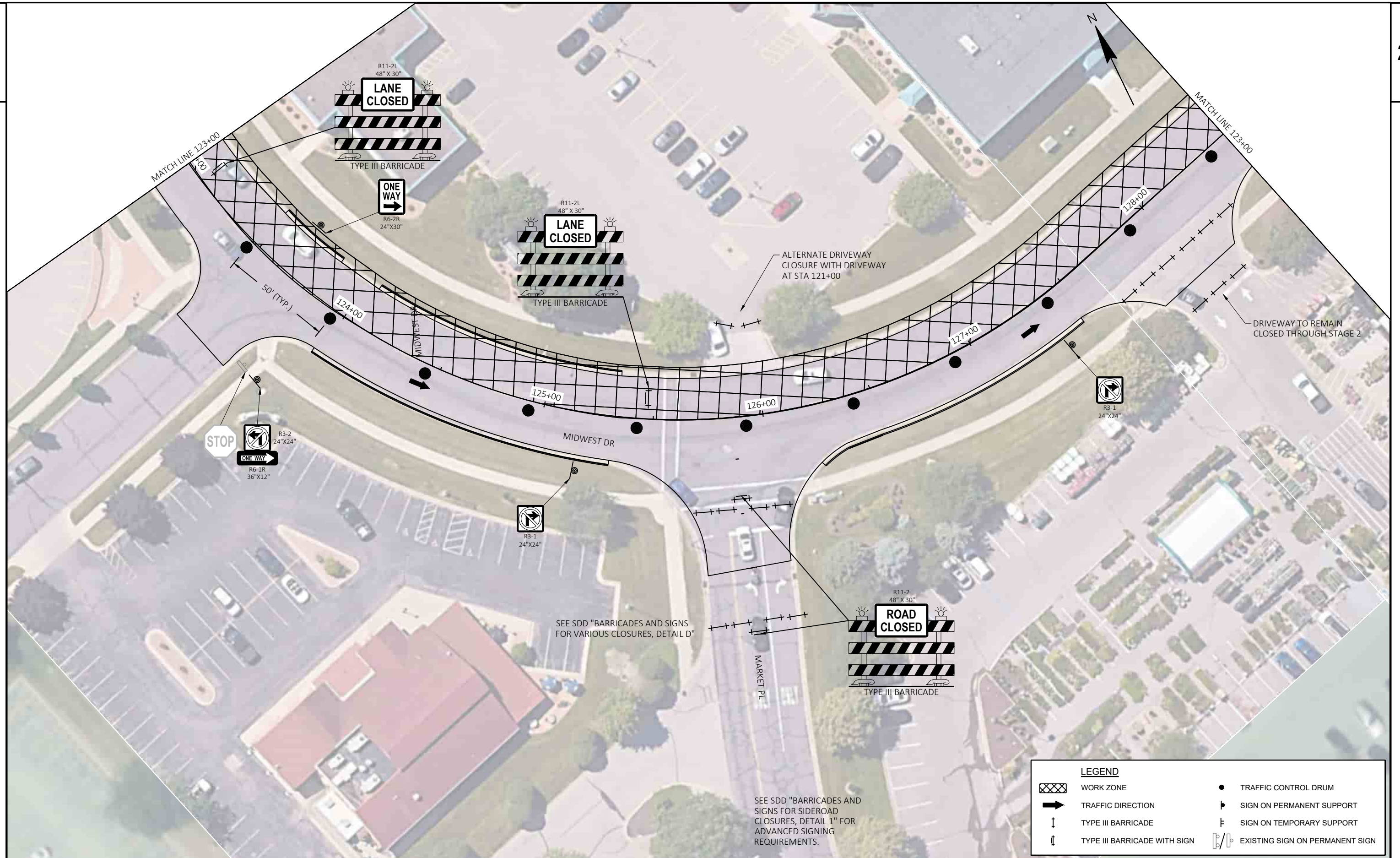


LEGEND

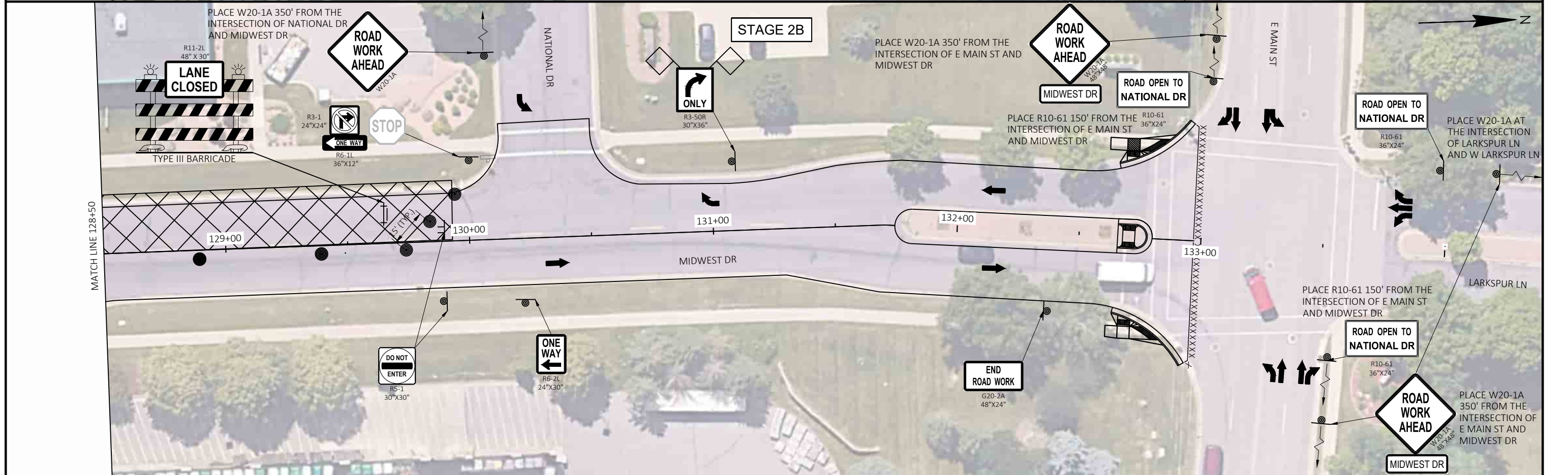
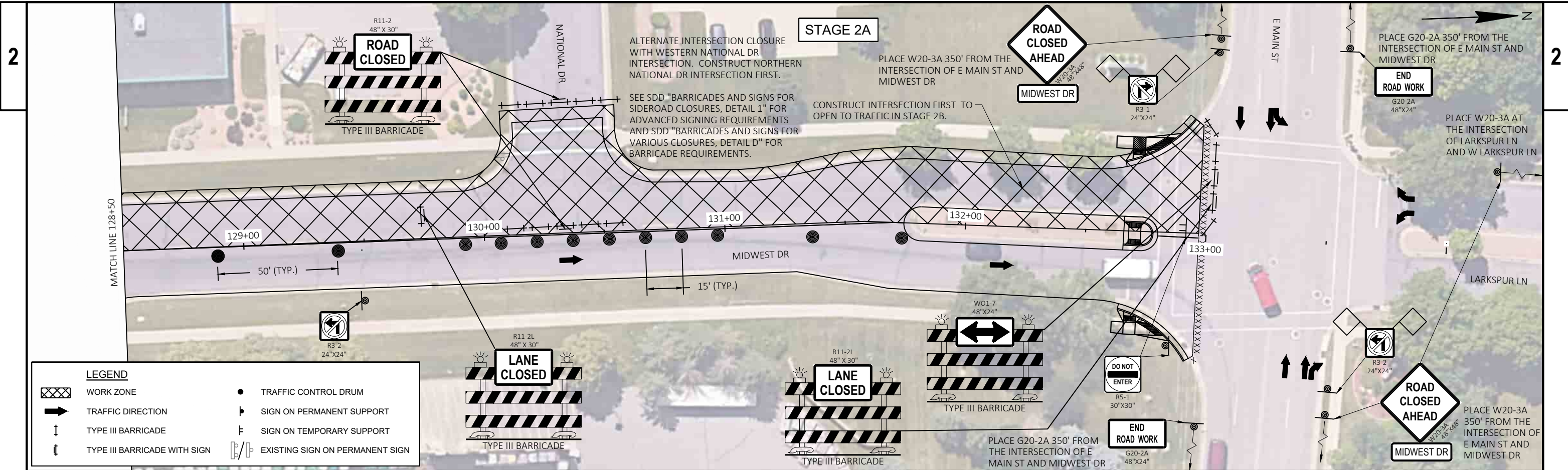
	WORK ZONE		TRAFFIC CONTROL DRUM
	TRAFFIC DIRECTION		SIGN ON PERMANENT SUPPORT
	TYPE III BARRICADE		SIGN ON TEMPORARY SUPPORT
	TYPE III BARRICADE WITH SIGN		EXISTING SIGN ON PERMANENT SIGN

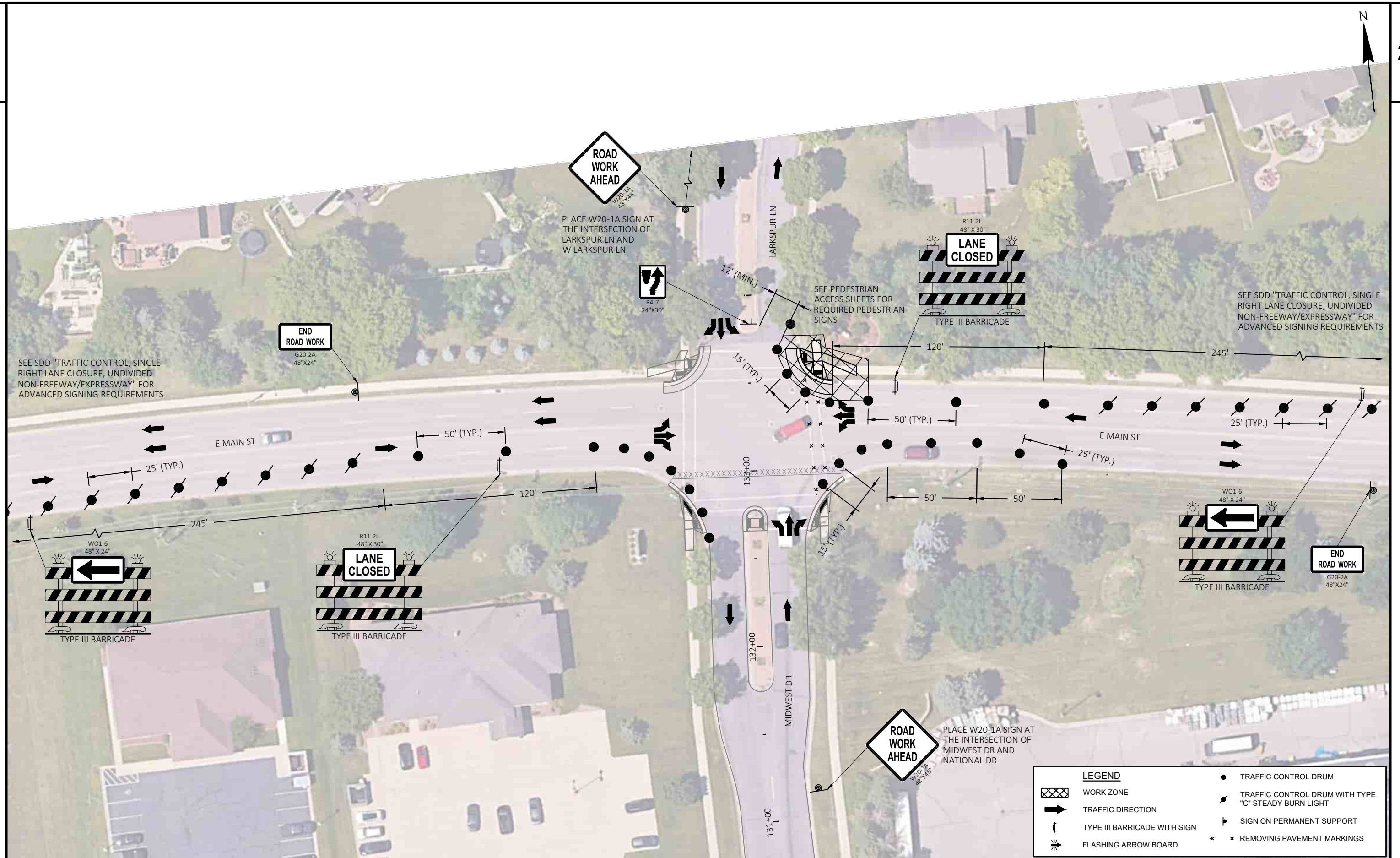


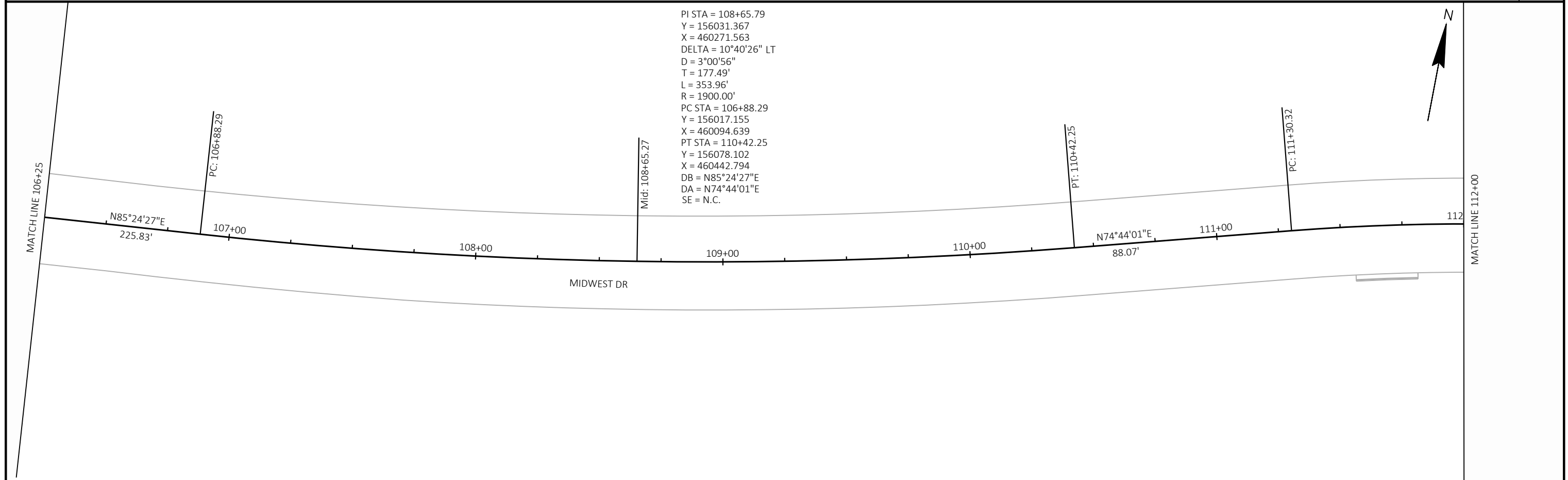
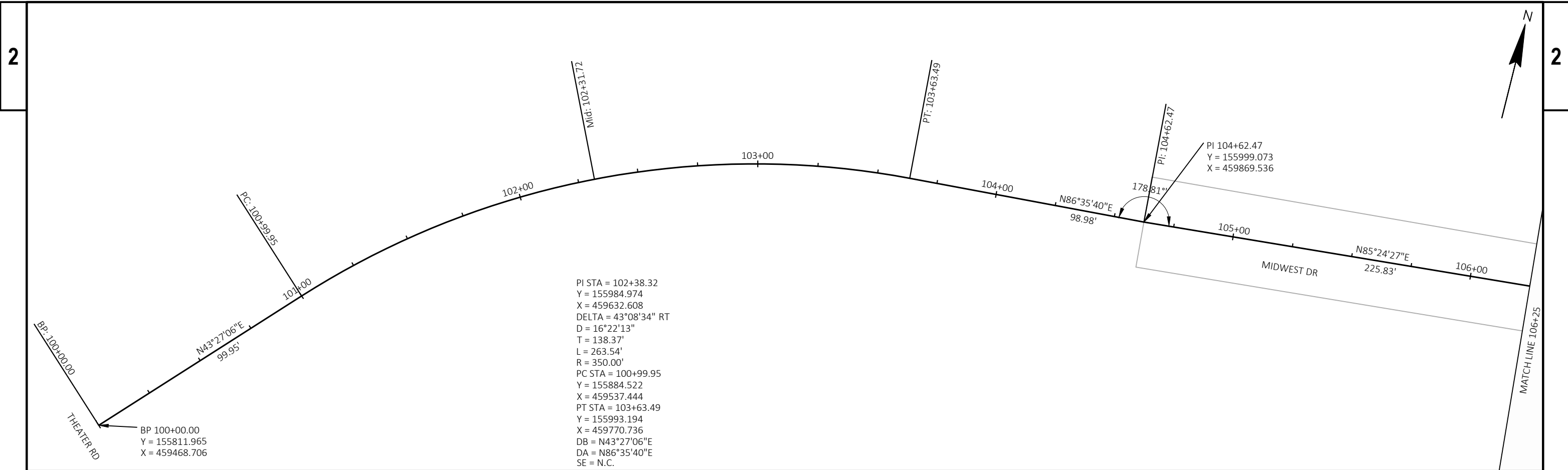




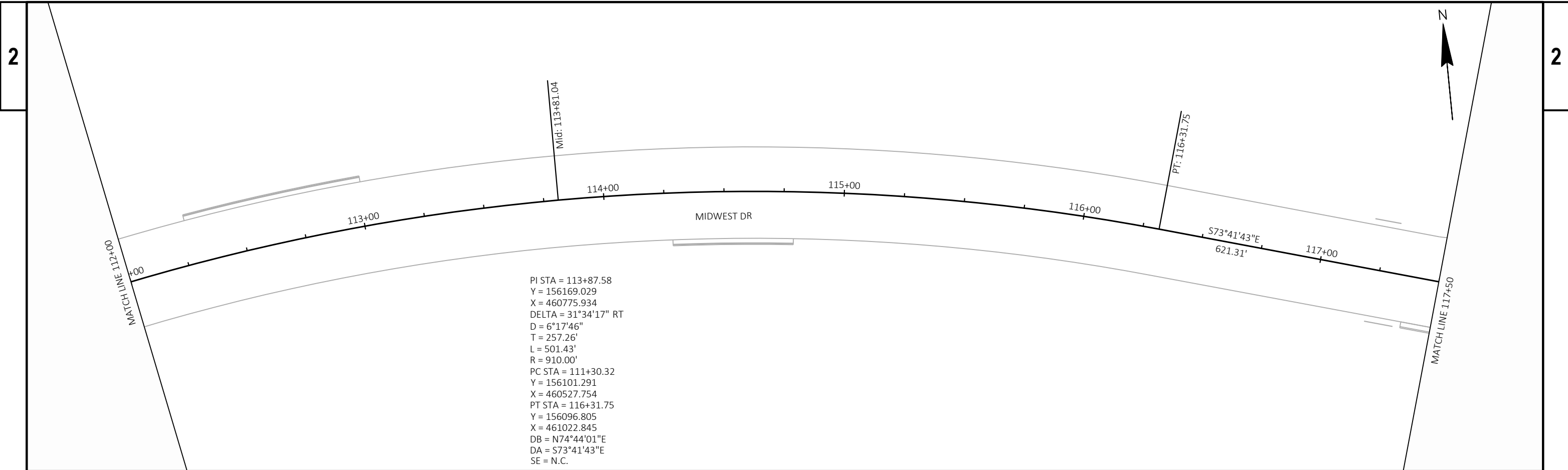
PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	STAGED CONSTRUCTION - STAGE 2	SHEET 30	E
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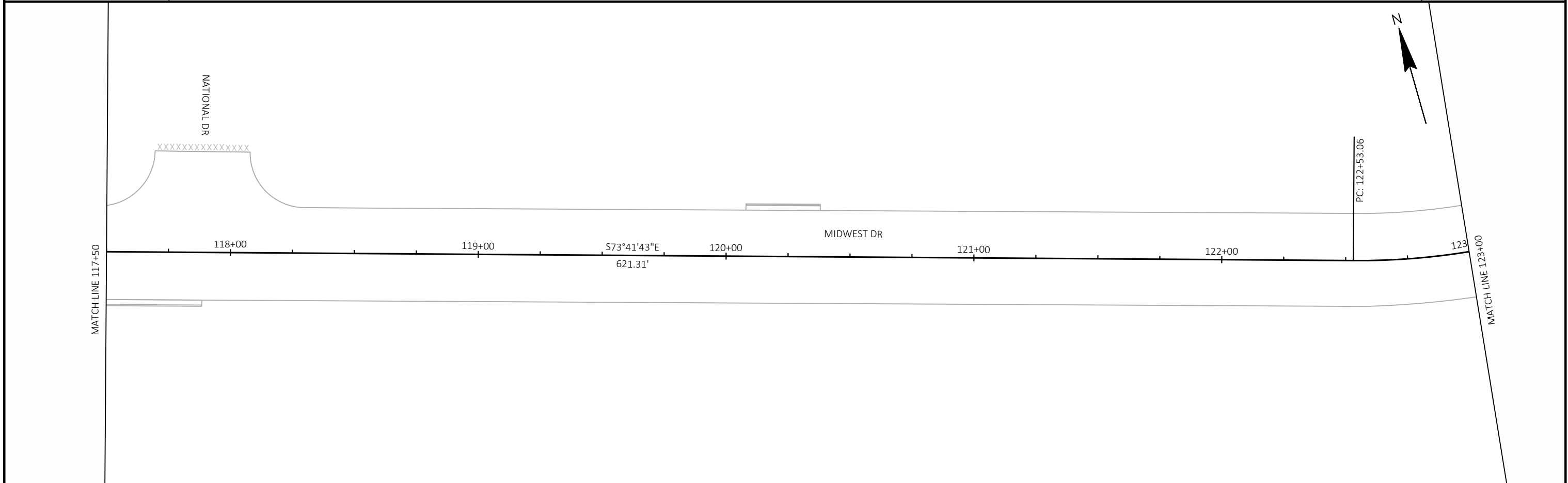




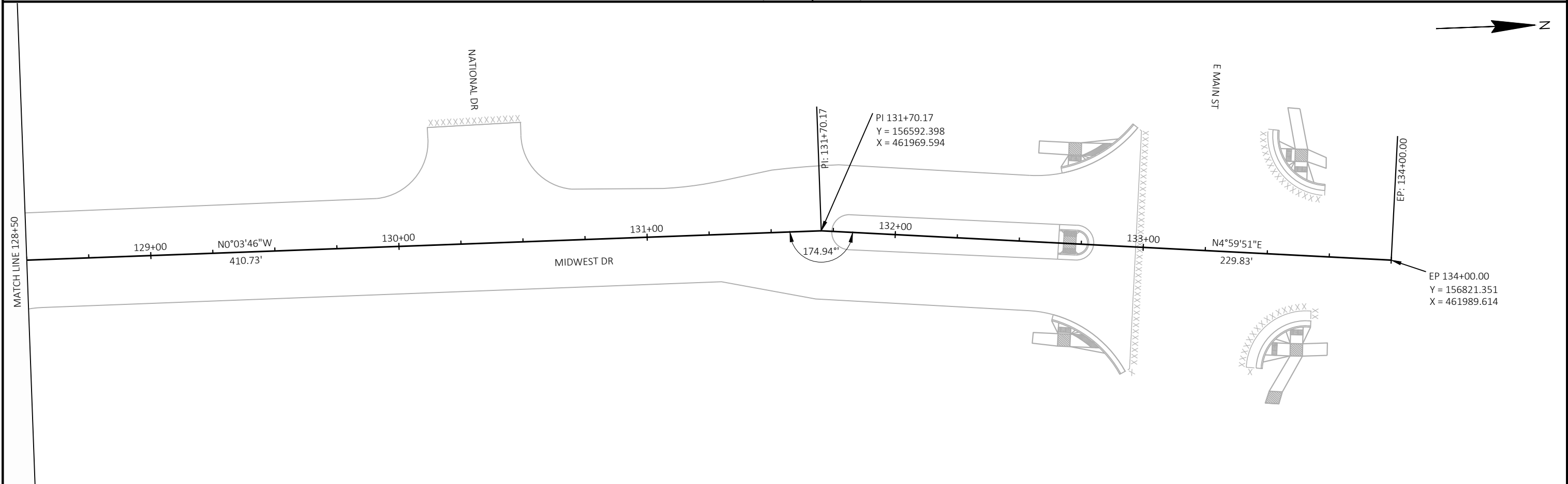
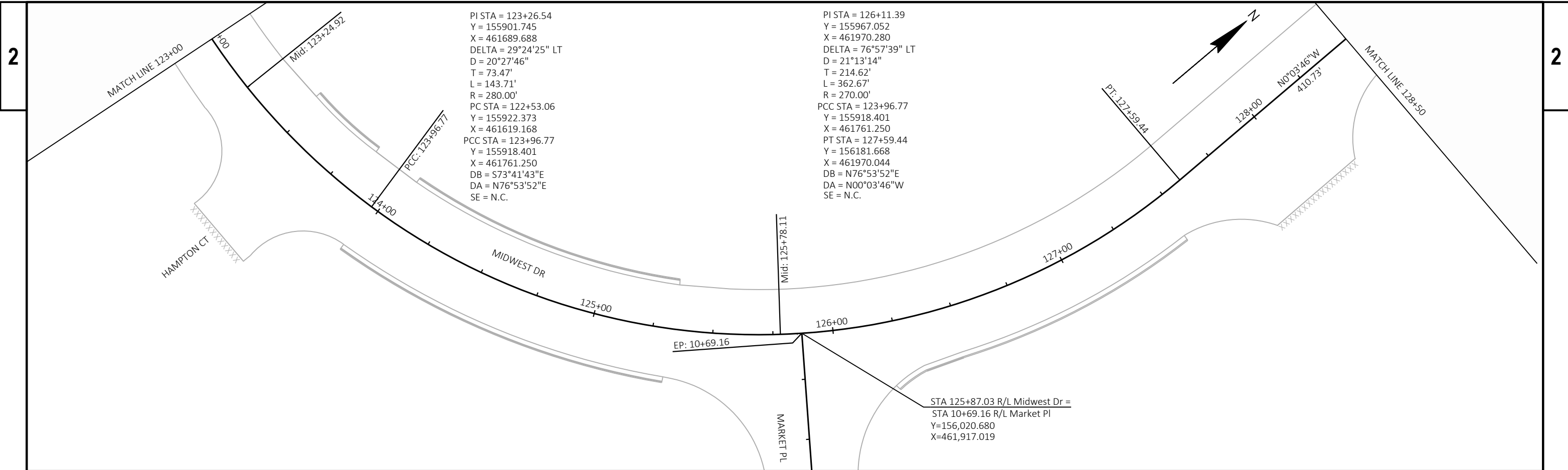
PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	ALIGNMENT DETAILS	SHEET 34	E
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PI STA = 113+87.58
 Y = 156169.029
 X = 460775.934
 DELTA = 31°34'17" RT
 D = 6°17'46"
 T = 257.26'
 L = 501.43'
 R = 910.00'
 PC STA = 111+30.32
 Y = 156101.291
 X = 460527.754
 PT STA = 116+31.75
 Y = 156096.805
 X = 461022.845
 DB = N74°44'01"E
 DA = S73°41'43"E
 SE = N.C.



PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	ALIGNMENT DETAILS	SHEET 35	E
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PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	ALIGNMENT DETAILS	SHEET 36	E
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Estimate Of Quantities

5991-02-68

Line	Item	Item Description	Unit	Total	Qty
0002	204.0150	Removing Curb & Gutter	LF	820.000	820.000
0004	204.0155	Removing Concrete Sidewalk	SY	84.000	84.000
0006	205.0100	Excavation Common	CY	12,950.000	12,950.000
0008	213.0100	Finishing Roadway (project) 01. 5991-02-68	EACH	1.000	1.000
0010	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	8,126.000	8,126.000
0012	312.0110	Select Crushed Material	TON	8,700.000	8,700.000
0014	416.0610	Drilled Tie Bars	EACH	90.000	90.000
0016	455.0605	Tack Coat	GAL	672.000	672.000
0018	460.2000	Incentive Density HMA Pavement	DOL	2,360.000	2,360.000
0020	460.6223	HMA Pavement 3 MT 58-28 S	TON	2,210.000	2,210.000
0022	460.6224	HMA Pavement 4 MT 58-28 S	TON	1,468.000	1,468.000
0024	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	820.000	820.000
0026	602.0405	Concrete Sidewalk 4-Inch	SF	873.000	873.000
0028	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	80.000	80.000
0030	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	40.000	40.000
0032	611.8110	Adjusting Manhole Covers	EACH	20.000	20.000
0034	611.8115	Adjusting Inlet Covers	EACH	6.000	6.000
0036	612.0106	Pipe Underdrain 6-Inch	LF	550.000	550.000
0038	619.1000	Mobilization	EACH	1.000	1.000
0040	624.0100	Water	MGAL	271.000	271.000
0042	625.0500	Salvaged Topsoil	SY	370.000	370.000
0044	627.0200	Mulching	SY	370.000	370.000
0046	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0048	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0050	628.7015	Inlet Protection Type C	EACH	30.000	30.000
0052	629.0210	Fertilizer Type B	CWT	0.300	0.300
0054	630.0140	Seeding Mixture No. 40	LB	7.000	7.000
0056	630.0500	Seed Water	MGAL	2.500	2.500
0058	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	10.000	10.000
0060	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	5.000	5.000
0062	637.2210	Signs Type II Reflective H	SF	78.500	78.500
0064	637.2230	Signs Type II Reflective F	SF	16.500	16.500
0066	638.2102	Moving Signs Type II	EACH	4.000	4.000
0068	638.3000	Removing Small Sign Supports	EACH	2.000	2.000
0070	638.4000	Moving Small Sign Supports	EACH	2.000	2.000
0072	642.5201	Field Office Type C	EACH	1.000	1.000
0074	643.0300	Traffic Control Drums	DAY	9,967.000	9,967.000
0076	643.0410	Traffic Control Barricades Type II	DAY	1,491.000	1,491.000
0078	643.0420	Traffic Control Barricades Type III	DAY	3,554.000	3,554.000
0080	643.0705	Traffic Control Warning Lights Type A	DAY	2,834.000	2,834.000
0082	643.0715	Traffic Control Warning Lights Type C	DAY	720.000	720.000
0084	643.0900	Traffic Control Signs	DAY	6,644.000	6,644.000
0086	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
0088	643.5000	Traffic Control	EACH	1.000	1.000
0090	644.1440	Temporary Pedestrian Surface Matting	SF	1,700.000	1,700.000
0092	644.1601	Temporary Pedestrian Curb Ramp	DAY	72.000	72.000
0094	644.1605	Temporary Pedestrian Detectable Warning Field	SF	40.000	40.000
0096	644.1810	Temporary Pedestrian Barricade	LF	465.000	465.000
0098	646.1020	Marking Line Epoxy 4-Inch	LF	14,500.000	14,500.000
0100	646.3020	Marking Line Epoxy 8-Inch	LF	30.000	30.000

Estimate Of Quantities

5991-02-68

Line	Item	Item Description	Unit	Total	Qty
0102	646.5020	Marking Arrow Epoxy	EACH	25.000	25.000
0104	646.5220	Marking Symbol Epoxy	EACH	29.000	29.000
0106	646.6120	Marking Stop Line Epoxy 18-Inch	LF	90.000	90.000
0108	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,140.000	1,140.000
0110	646.9002	Marking Removal Line 6-Inch	LF	375.000	375.000
0112	650.4500	Construction Staking Subgrade	LF	5,670.000	5,670.000
0114	650.5000	Construction Staking Base	LF	5,670.000	5,670.000
0116	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	820.000	820.000
0118	650.9000	Construction Staking Curb Ramps	EACH	10.000	10.000
0120	650.9911	Construction Staking Supplemental Control (project) 01. 5991-02-68	EACH	1.000	1.000
0122	690.0150	Sawing Asphalt	LF	470.000	470.000
0124	690.0250	Sawing Concrete	LF	70.000	70.000
0126	740.0440	Incentive IRI Ride	DOL	2,152.000	2,152.000
0128	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	200.000	200.000
0130	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000
0132	SPV.0060	Special 01. Adjusting Water Main Valve Box	EACH	5.000	5.000

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HMA PAVEMENT

ADJUSTMENTS

CATEGORY	STATION	TO	STATION	LOCATION	TON	TON	GAL	TON	TON	MGAL	LF
					305.0120	312.0110	455.0605	460.6223	460.6224	624.0100	690.0150
					BASE						
					AGGREGATE						
					DENSE 1 1/4- INCH	SELECT CRUSHED MATERIAL	TACK COAT	HMA PAVEMENT	HMA PAVEMENT	WATER	SAWING ASPHALT
					3 MT 58-28 S	4 MT 58-28 S					
STAGE 1											
0010	104+62	-	117+00	RT	1,630	1,540	140	444	296	50	19
0010	117+00	-	130+00	RT	2,080	1,970	170	566	380	60	75
0010	130+00	-	132+97	RT	450	430	40	130	84	20	51
STAGE 1 SUBTOTAL					4,160	3,940	350	1,140	760	130	145
STAGE 2											
0010	104+62	-	117+00	LT	1,600	1,510	130	435	290	50	19
0010	117+00	-	130+00	LT	1,730	1,640	140	480	315	50	39
0010	130+00	-	132+97	LT	540	510	50	150	100	20	87
STAGE 2 SUBTOTAL					3,870	3,660	320	1,065	705	120	145
STAGE 3A											
0010	133+40	-	133+72	LT	10	-	1	2	1	1	45
STAGE 3A SUBTOTAL					10	-	1	2	1	1	45
STAGE 3B											
0010	133+40	-	133+72	RT	10	-	1	3	2	1	45
STAGE 3B SUBTOTAL					10	-	1	3	2	1	45
UNDISTRIBUTED											
0010	EBS		LT & RT		-	1,100	-	-	-	17	-
TOTAL 0010					8,050	8,700	672	2,210	1,468	269	380

*QUANTITIES LISTED ELSEWHERE

CATEGORY	STATION	LOCATION	EACH	EACH	EACH
			611.8110	611.8115	SPV.0060.01
			ADJUSTING	ADJUSTING	SPECIAL (01.
			MANHOLE	INLET COVERS	ADJUSTING
			COVERS	COVERS	WATER MAIN
					VALVE BOX)
STAGE 1					
0010	111+68	RT	-	1	-
0010	114+68	RT	-	1	-
0010	117+45	RT	-	1	-
0010	125+70	RT	-	1	-
0010	132+91	RT	-	1	-
STAGE 1 SUBTOTAL			0	5	0
STAGE 2					
0010	120+23	LT	-	1	-
STAGE 2 SUBTOTAL			0	1	0
TOTAL 0010			0	6	0
STAGE 1					
0020	105+99	RT	1	-	-
0020	108+26	RT	1	-	-
0020	108+45	RT	-	-	1
0020	111+26	RT	1	-	-
0020	115+27	RT	1	-	-
0020	117+77	RT	1	-	-
0020	117+87	RT	1	-	-
0020	118+15	RT	1	-	-
0020	120+30	RT	1	-	-
0020	122+25	RT	1	-	-
0020	123+56	RT	-	-	1
0020	123+67	RT	1	-	-
0020	125+06	RT	1	-	-
0020	125+86	RT	-	-	1
0020	125+92	RT	-	-	1
0020	126+38	RT	1	-	-
0020	127+30	RT	1	-	-
0020	127+67	RT	-	-	1
0020	129+26	RT	1	-	-
STAGE 1 SUBTOTAL			14	0	5
STAGE 2					
0020	113+46	LT	2	-	-
0020	118+02	LT	1	-	-
0020	130+07	LT	1	-	-
0020	132+81	LT	1	-	-
0020	132+92	LT	1	-	-
STAGE 2 SUBTOTAL			6	0	0
TOTAL 0020			20	0	5
PROJECT TOTAL			20	6	5

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE
			CUT (2)	EBS EXCAVATION (3)				FACTOR 1.00		
STAGE 1										
STAGE 1A - NATIONAL DR TO E MAIN ST	130+00.00/132+96.89	RT	713	36	158	555	0	0	749	749
STAGE 1B - THEATER RD TO NATIONAL DR	104+62.48/117+00.00	RT	2,529	125	633	1,896	0	0	2,654	2,654
STAGE 1B - NATIONAL DR TO NATIONAL DR	117+00.00/130+00.00	RT	3,141	150	684	2,457	0	0	3,291	3,291
STAGE 1 SUBTOTAL			6,383	311	1,474	4,909	0	0	6,694	6,694
STAGE 2										
STAGE 2A - NATIONAL DR TO E MAIN ST	130+00.00/132+96.89	LT	889	45	167	722	0	0	934	934
STAGE 2B - THEATER RD TO NATIONAL DR	104+62.48/117+00.00	LT	2,382	119	627	1,755	0	0	2,501	2,501
STAGE 2B - NATIONAL DR TO NATIONAL DR	117+00.00/130+00.00	LT	2,678	134	668	2,010	0	0	2,812	2,812
STAGE 2 SUBTOTAL			5,949	298	1,462	4,487	0	0	6,247	6,247
STAGE 3A										
STAGE 3A	130+00.00/132+96.89	LT	4	0	0	4	0	0	4	4
STAGE 3A SUBTOTAL			4	0	0	4	0	0	4	4
STAGE 3B										
STAGE 3B	130+00.00/132+96.89	LT	5	0	0	5	0	0	5	5
STAGE 3B SUBTOTAL			5	0	0	5	0	0	5	5
TOTAL COMMON EXC			12,950							

NOTES:

- (1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
- (2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- (3) EBS VOLUME ASSUMED TO BE 5% OF CUT VOLUME. EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. EBS MATERIAL IS ASSUMED TO BE UNUSABLE IN FILLS.
- (4) SALVAGED/UNUSABLE PAVEMENT MATERIAL INCLUDES EXISTING ASPHALTIC PAVEMENT
- (5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
- (13) EXPANDED FILL FACTOR = 1.25. EXPANDED FILL = (UNEXPANDED FILL)*FILL FACTOR
- (14) 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.
- (15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

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CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	* 305.0120 BASE AGGREGATE DENSE 1 1/4- INCH TON	416.0610 DRILLED TIE BARS EACH	601.0411 CONCRETE CURB & GUTTER 30- INCH TYPE D LF	* 624.0100 WATER MGAL	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	* 690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
STAGE 1												
0010	111+55	-	111+81	RT	26	1.3	6	26	0.1	26	-	5
0010	114+28	-	114+79	RT	51	2.6	6	51	0.1	51	-	5
0010	117+38	-	117+89	RT	51	2.6	6	51	0.1	51	-	5
0010	123+97	-	125+32	RT	135	6.9	6	135	0.1	135	-	5
0010	126+22	-	127+47	RT	125	6.4	6	125	0.1	125	-	5
0010	132+65	-	132+95	RT	36	1.9	6	36	0.1	36	-	5
0010	132+66	-	132+78	LT & RT	30	1.5	12	30	0.1	30	-	5
STAGE 1 SUBTOTAL					454	23	48	454	0.7	454	0	35
STAGE 2												
0010	112+28	-	113+01	LT	73	3.8	6	73	0.1	73	-	5
0010	120+08	-	120+38	LT	30	1.5	6	30	0.1	30	-	5
0010	123+47	-	123+84	LT	37	1.9	6	37	0.1	37	-	5
0010	124+06	-	125+34	LT	128	6.6	6	128	0.1	128	-	5
0010	132+66	-	132+95	LT	35	2.0	6	35	0.1	35	-	5
STAGE 2 SUBTOTAL					303	16	30	303	0.5	303	0	25
STAGE 3A												
0010	133+50	-	133+72	LT	33	1	6	33	0.1	33	43	5
STAGE 3A SUBTOTAL					33	1	6	33	0.1	33	43	5
STAGE 3B												
0010	133+48	-	133+69	RT	30	1	6	30	0.1	30	47	5
STAGE 3B SUBTOTAL					30	1	6	30	0.1	30	47	5
TOTAL 0010					820	41	90	820	1.4	820	90	70

*QUANTITIES LISTED ELSEWHERE

UNDERDRAIN

CATEGORY	STATION	TO	STATION	LOCATION	612.0106 PIPE UNDERDRAIN 6- INCH LF
STAGE 1					
0010	104+62	-	133+06	RT	275
STAGE 1 SUBTOTAL					
STAGE 2					
0010	104+62	-	133+06	LT	275
STAGE 2 SUBTOTAL					
TOTAL 0010					550

SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	* 305.0120 BASE AGGREGATE DENSE 1 1/4- INCH TON	602.0405 CONCRETE SIDEWALK 4- INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	* 624.0100 WATER MGAL	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
STAGE 1											
0010	132+60	-	132+85	LT & RT	24	8	239	30	20	0.1	4
STAGE 1 SUBTOTAL					24	8	239	30	20	0.1	4
STAGE 2											
0010	132+60	-	132+90	LT	14	6	155	10	20	0.1	2
STAGE 2 SUBTOTAL					14	6	155	10	20	0.1	2
STAGE 3A											
0010	133+50	-	133+75	LT	20	10	205	20	0	0.2	2
STAGE 3A SUBTOTAL					20	10	205	20	0	0.2	2
STAGE 3B											
0010	133+50	-	133+75	RT	26	11	274	20	0	0.2	2
STAGE 3B SUBTOTAL					26	11	274	20	0	0.2	2
TOTAL 0010					84	35	873	80	40	0.6	10

*QUANTITIES LISTED ELSEWHERE

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EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EROSION CONTROL EACH	628.7015 INLET PROTECTION TYPE C EACH	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	REMARKS
STAGE 1													
0010	104+62	-	133+06	LT/RT	210	210	1	1	30	0.1	4	1	ASSUMED 4' RESTORATION BEHIND SPOT CURB AND GUTTER REPLACEMENT AREAS
STAGE 1 SUBTOTAL					210	210	1	1	30	0.1	4	1	
STAGE 2													
0010	104+62	-	133+06	LT	120	120	1	1	-	0.1	2	1	ASSUMED 4' RESTORATION BEHIND SPOT CURB AND GUTTER REPLACEMENT AREAS
STAGE 2 SUBTOTAL					120	120	1	1	0	0.1	2	1	
STAGE 3													
0010	133+06	-	133+72	LT/RT	40	40	1	1	-	0.1	1	1	
STAGE 3 SUBTOTAL					40	40	1	1	0	0.1	1	1	
TOTAL 0010					370	370	3	3	30	0.3	7	2.5	

MOVING SIGNS

CATEGORY	SIGN NO	STATION	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	211	117+05	RT	1	1	-	MTU BUS STOP SIGN
0010	212	117+60	LT	1	-	1	STOP SIGN FOR NATIONAL DR
0010	213	118+25	LT	1	1	-	MTU BUS STOP SIGN, MOUNT ON EXISTING LIGHT POLE
0010	311	130+10	LT	1	-	1	STOP SIGN FOR NATIONAL DR
TOTAL 0010				4	2	2	

PERMANENT SIGNING

CATEGORY	SIGN NO	STATION	LOCATION	SIGN CODE	SIZE			634.0814	634.0816	637.2210	637.2230	REMARKS
					IN	X	IN	POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	SIGNS TYPE II REFLECTIVE H SF	SIGNS TYPE II REFLECTIVE F SF	
0010	101	103+90	RT	R3-17	30.00		24.00	-	1	5.00	-	
0010	102	103+90	RT	R3-17AP	30.00		12.00	-	-	2.50	-	
0010	103	104+65	RT	R7-1D	18.00		24.00	1	-	3.00	-	
0010	104	105+65	LT	R3-17	30.00		24.00	-	1	5.00	-	
0010	105	105+65	LT	R3-17BP	30.00		12.00	-	-	2.50	-	
0010	106	109+05	LT	R7-1D	18.00		24.00	-	-	3.00	-	MOUNT ON EXISTING LIGHT POLE
0010	107	109+45	RT	R7-1D	18.00		24.00	1	-	3.00	-	
0010	108	111+70	LT	R7-1D	18.00		24.00	-	-	3.00	-	MOUNT ON EXISTING LIGHT POLE
0010	109	111+90	RT	R7-1D	18.00		24.00	1	-	3.00	-	
0010	201	115+90	LT	R7-1D	18.00		24.00	-	-	3.00	-	MOUNT ON EXISTING LIGHT POLE
0010	202	116+25	RT	R7-1D	18.00		24.00	1	-	3.00	-	
0010	203	117+05	RT	W11-2	30.00		30.00	-	1	-	6.25	
0010	204	117+05	RT	W16-7L	24.00		12.00	-	-	-	2.00	
0010	205	117+35	LT	W11-2	30.00		30.00	-	1	-	6.25	
0010	206	117+35	LT	W16-7L	24.00		12.00	-	-	-	2.00	
0010	207	119+95	RT	R7-1D	18.00		24.00	1	-	3.00	-	
0010	208	120+40	LT	R7-1D	18.00		24.00	-	-	3.00	-	MOUNT ON EXISTING LIGHT POLE
0010	209	122+35	RT	R7-1D	18.00		24.00	1	-	3.00	-	
0010	210	122+65	LT	R7-1D	18.00		24.00	-	-	3.00	-	MOUNT ON EXISTING LIGHT POLE
0010	301	124+55	RT	R7-1D	18.00		24.00	1	-	3.00	-	
0010	302	124+90	LT	R7-1D	18.00		24.00	-	-	3.00	-	MOUNT ON EXISTING LIGHT POLE
0010	303	127+00	RT	R7-1D	18.00		24.00	1	-	3.00	-	
0010	304	127+75	LT	R7-1D	18.00		24.00	-	-	3.00	-	MOUNT ON EXISTING LIGHT POLE
0010	305	129+60	LT	R7-1D	18.00		24.00	-	-	3.00	-	MOUNT ON EXISTING LIGHT POLE
0010	306	132+25	RT	R3-17	30.00		24.00	-	1	5.00	-	
0010	307	132+25	RT	R3-17BP	30.00		12.00	-	-	2.50	-	
0010	308	130+90	RT	R7-1D	18.00		24.00	1	-	3.00	-	
0010	309	132+50	LT	R3-17	30.00		24.00	1	-	5.00	-	
					TOTAL 0010			10	5	78.50	16.50	

3

3

PEDESTRIAN ACCESS

*

CATEGORY	STATION	TO	STATION	LOCATION	DURATION DAYS	TRAFFIC CONTROL BARRICADES TYPE II		TRAFFIC CONTROL SIGNS		643.0410	643.0900	644.1440	644.1601	644.1605	644.1810
						EACH	DAY	EACH	DAY	TEMPORARY PEDESTRIAN SURFACE MATTING SF	TEMPORARY PEDESTRIAN CURB RAMP EACH DAY	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	TEMPORARY PEDESTRIAN BARRICADE LF		
STAGE 1															
0010	104+62	-	133+06	LT/RT	39	15	585	19	741	750	-	-	-	-	310
STAGE 1 SUBTOTAL						-	585	741	750	0	0	310			
STAGE 2															
0010	104+62	-	133+06	LT/RT	39	14	546	19	741	440	-	-	-	-	155
STAGE 2 SUBTOTAL						-	546	741	440	0	0	155			
STAGE 3A															
0010	133+06	-	133+72	LT/RT	18	10	180	13	234	250	2	36	20	-	-
STAGE 3A SUB TOTAL						-	180	234	250	36	20	-			
STAGE 3B															
0010	133+06	-	133+72	LT/RT	18	10	180	13	234	260	2	36	20	-	-
STAGE 3B SUBTOTAL						-	180	234	260	36	20	-			
TOTAL 0010						1,491	1,950	1,700	72	40	465				

*QUANTITIES LISTED ELSEWHERE

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500	650.5000
					CONSTRUCTION STAKING SUBGRADE LF	CONSTRUCTION STAKING BASE LF
STAGE 1						
0010	104+62	-	132+97	RT	2,835	2,835
STAGE 2						
0010	104+62	-	132+97	LT	2,835	2,835
TOTAL 0010					5,670	5,670

3

3

TRAFFIC CONTROL

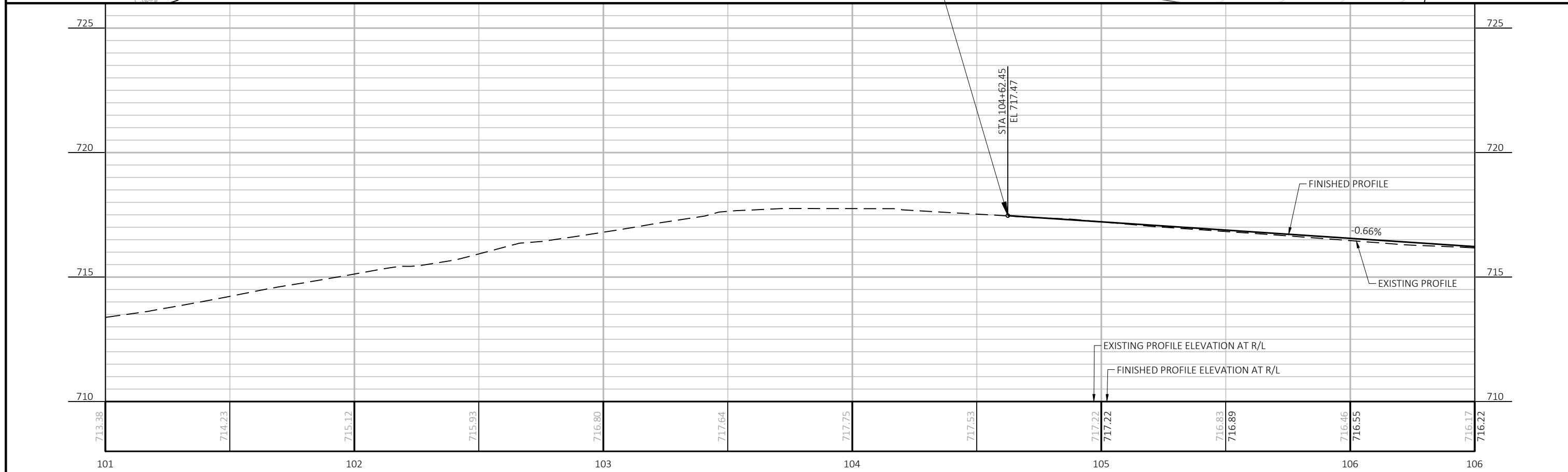
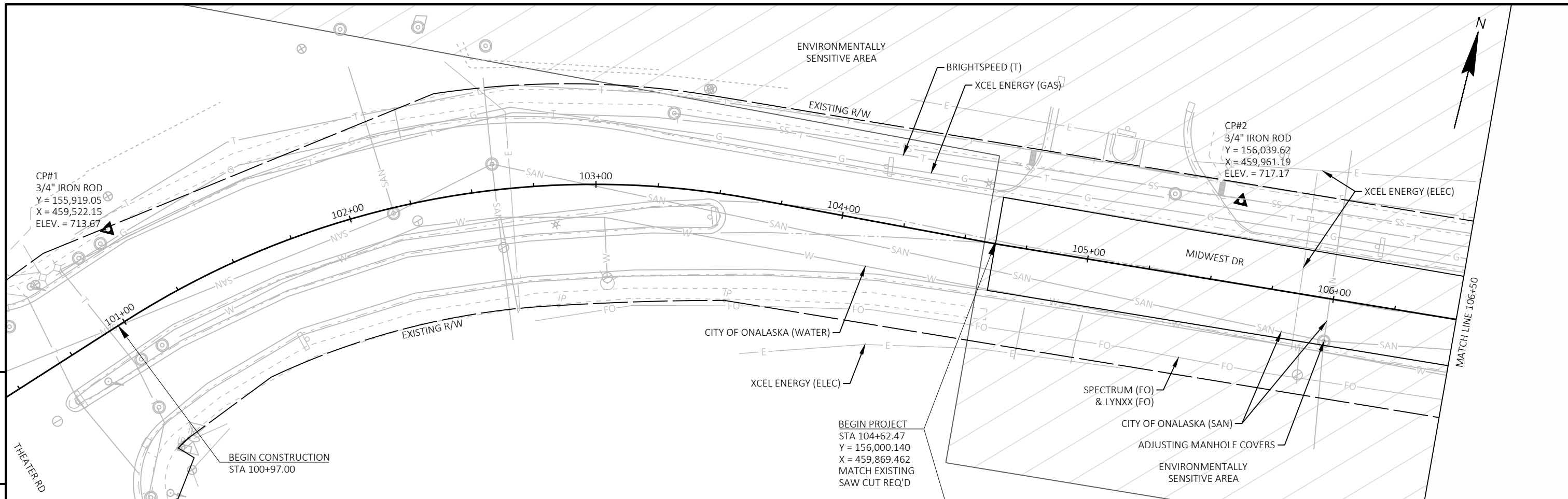
CATEGORY	STATION	TO	STATION	LOCATION	DAYS	#	643.0300		643.0420		643.0705		643.0715		* 643.0900		643.0920		
							TRAFFIC CONTROL DRUMS	DAY	TRAFFIC CONTROL BARRICADES TYPE III	DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	TRAFFIC CONTROL SIGNS	DAY	TRAFFIC CONTROL COVERING SIGNS TYPE II	NUMBER OF CYCLES	NUMBER OF SIGNS
STAGE 1A																			
0010	104+62	-	133+06	LT/RT	5	#	130	650	44	220	44	220	-	-	64	320	3	1	3
STAGE 1A SUBTOTAL								650	220	220	0	320	3						
STAGE 1B																			
0010	104+62	-	133+06	LT/RT	34	#	129	4386	40	1360	42	1428	-	-	59	2006	-	0	0
STAGE 1B SUBTOTAL								4386	1360	1428	0	2006	0						
STAGE 2A																			
0010	104+62	-	133+06	LT/RT	5	#	91	455	60	300	30	150	-	-	52	260	1	1	1
STAGE 2A SUBTOTAL								455	300	150	0	260	1						
STAGE 2B																			
0010	104+62	-	133+06	LT/RT	34	#	84	2856	45	1530	22	748	-	-	53	1802	-	0	0
STAGE 2B SUBTOTAL								2856	1530	748	0	1802	0						
STAGE 3A																			
0010	104+62	-	133+06	LT/RT	18	#	44	792	4	72	8	144	20	360	8	144	-	0	0
STAGE 3A SUBTOTAL								792	72	144	360	144	0						
STAGE 3B																			
0010	104+62	-	133+06	LT/RT	18	#	46	828	4	72	8	144	20	360	9	162	-	0	0
STAGE 3B SUBTOTAL								828	72	144	360	162	0						
TOTAL 0010								9,967	3,554	2,834	720	4,694	4						

PAVEMENT MARKING REMOVAL

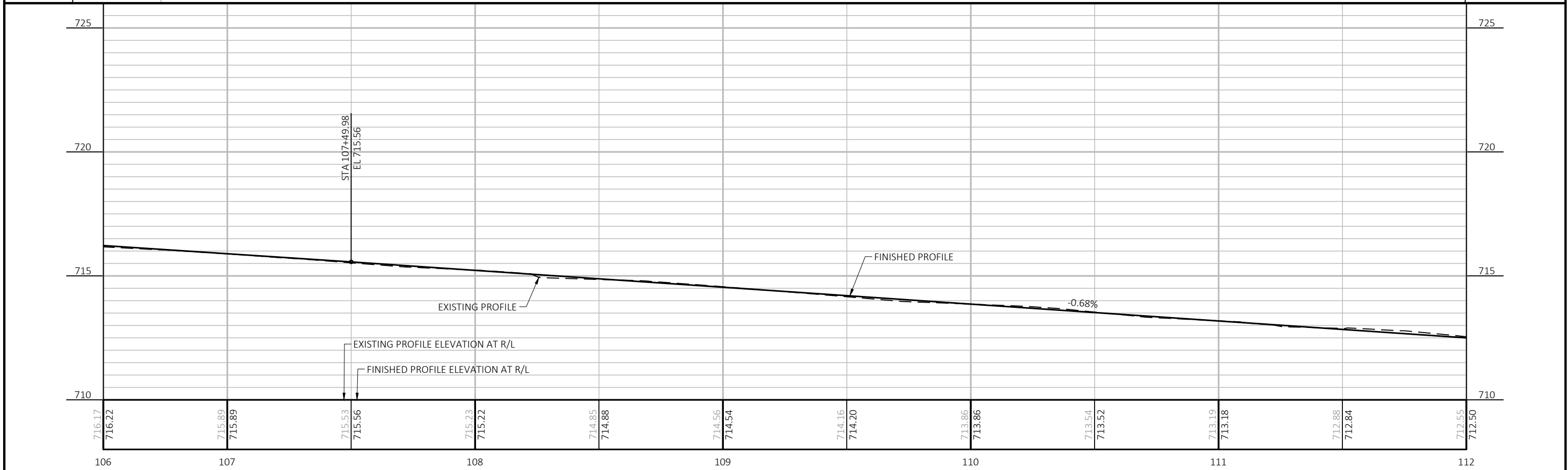
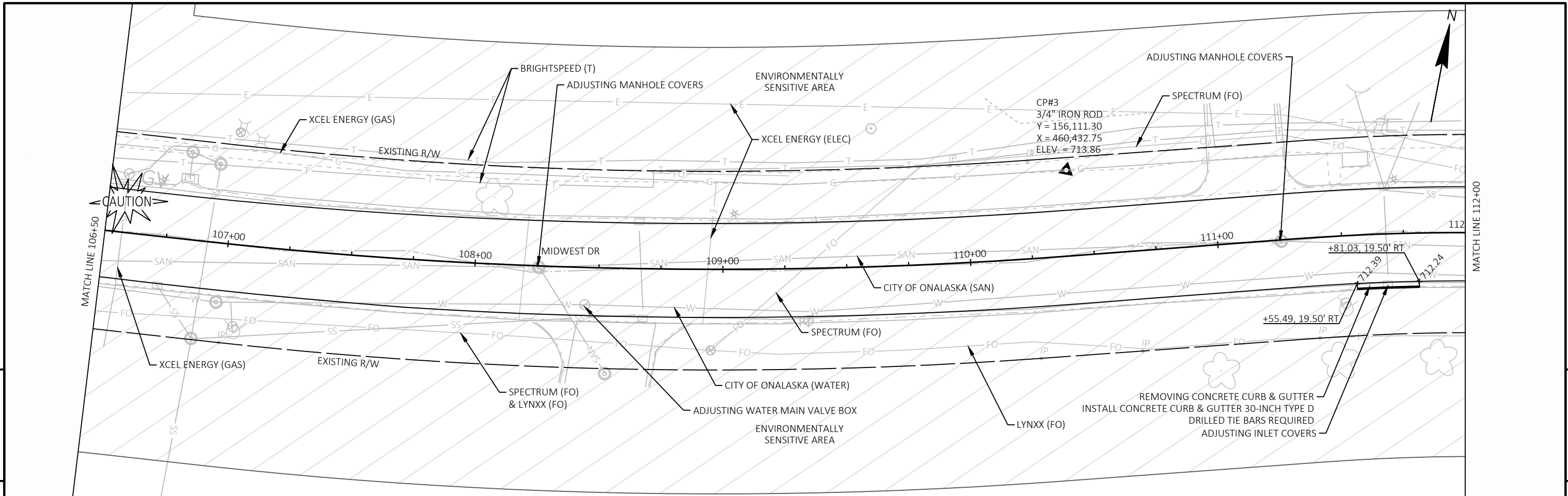
PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.1020		646.3020		646.5020		646.5220		646.6120		646.7420	
					MARKING LINE EPOXY 4-INCH LF	MARKING LINE EPOXY 8-INCH LF	MARKING ARROW EPOXY EACH	MARKING SYMBOL EPOXY EACH	MARKING STOP LINE EPOXY 18-INCH LF	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF				
0010	104+62	-	133+06	PROJECT	14,500	30	25	29	90	1,140						
TOTAL 0010					14,500	30	25	29	90	1,140						

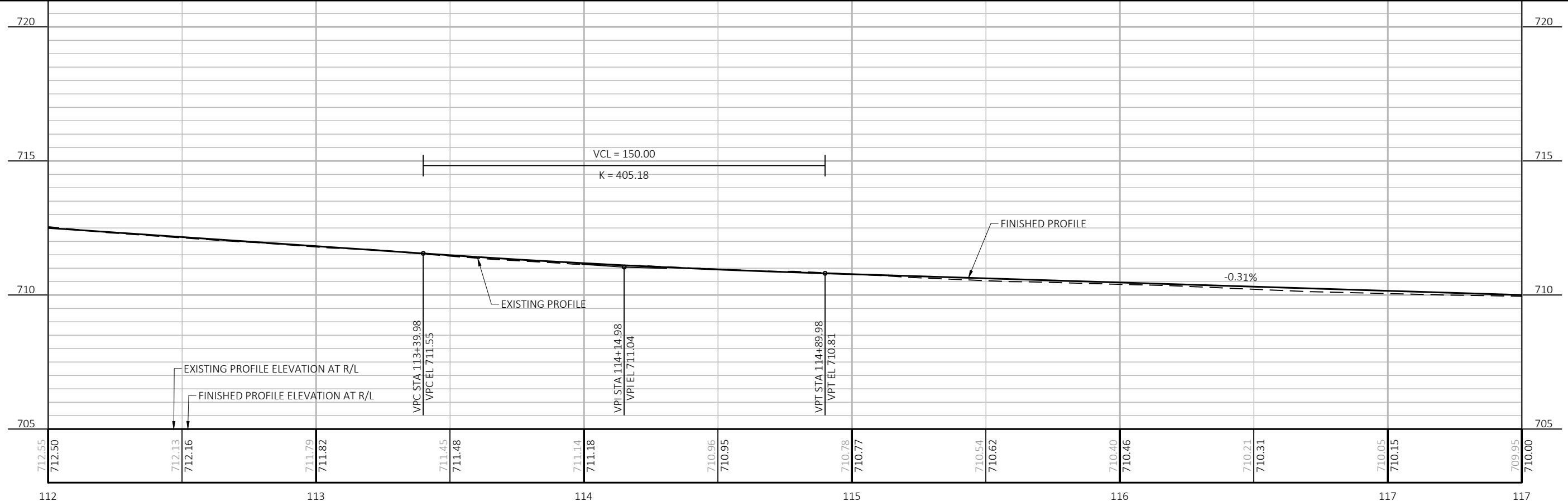
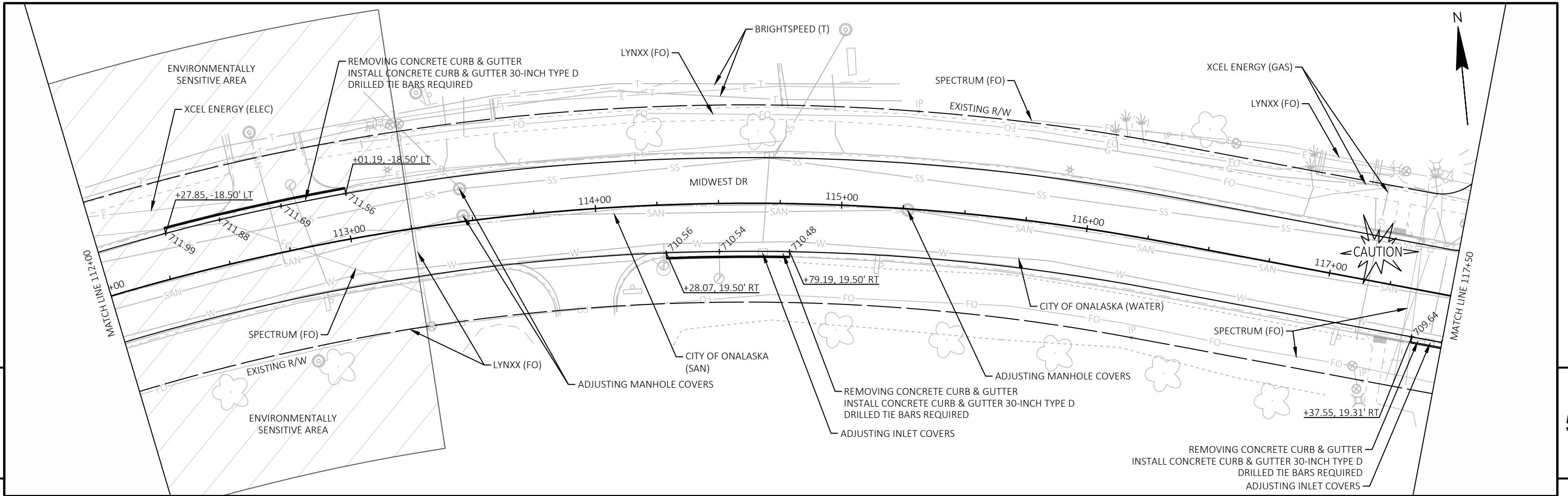
CATEGORY	STATION	TO	STATION	LOCATION	646.9002 MARKING REMOVAL LINE 6-INCH LF
STAGE 3A					
0010	132+82	-	133+53	LT	132
0010	133+59	-	133+60	LT & RT	113
STAGE 3A SUBTOTAL					245
STAGE 3B					
0010	132+82	-	133+51	RT	130
STAGE 3B SUBTOTAL					130
TOTAL 0010					375



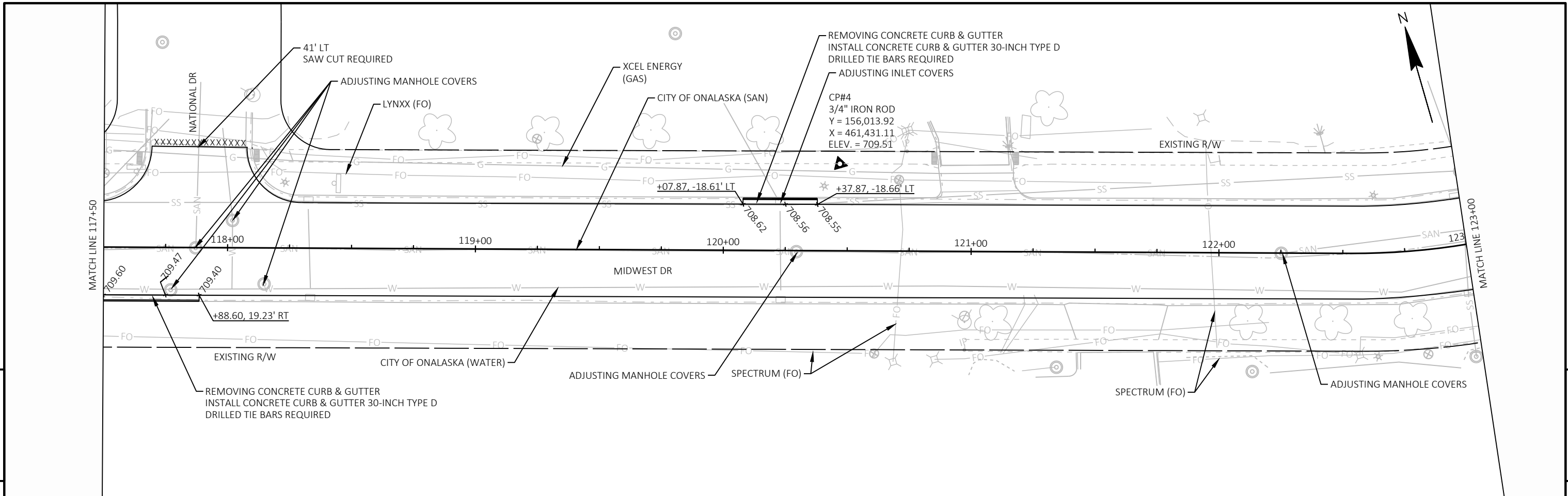
PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	PLAN AND PROFILE: MIDWEST DR	SHEET 45	E
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PROJECT NO: 5991-02-68 HWY: MIDWEST DR COUNTY: LA CROSSE PLAN AND PROFILE: MIDWEST DR SHEET 46 E

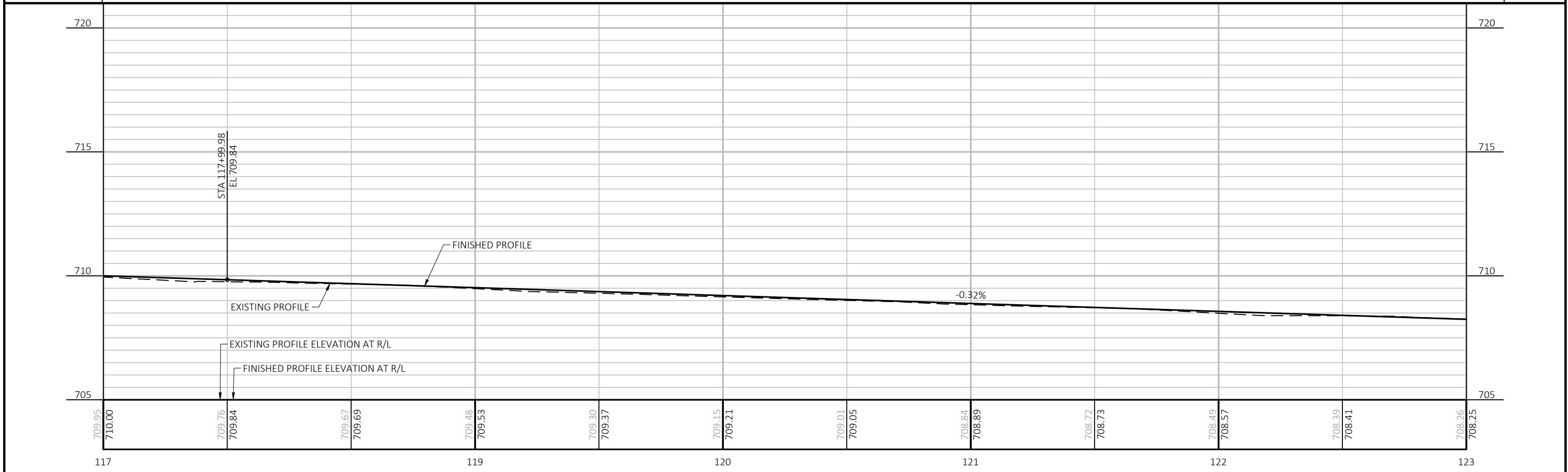


PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	PLAN AND PROFILE: MIDWEST DR	SHEET 47	E
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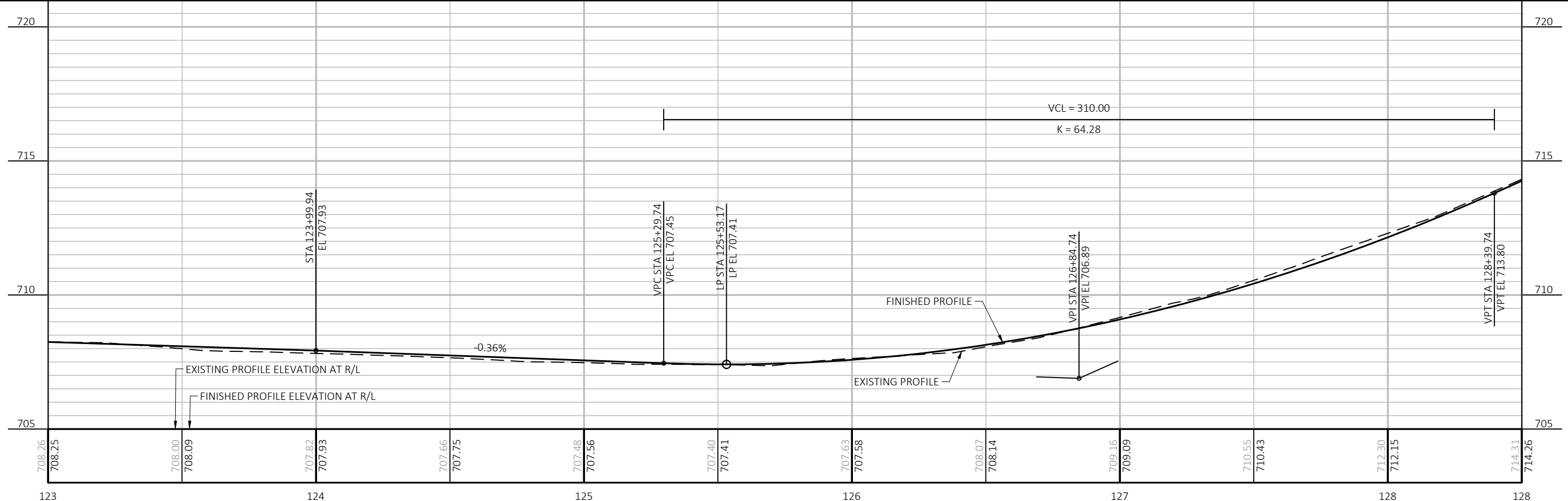
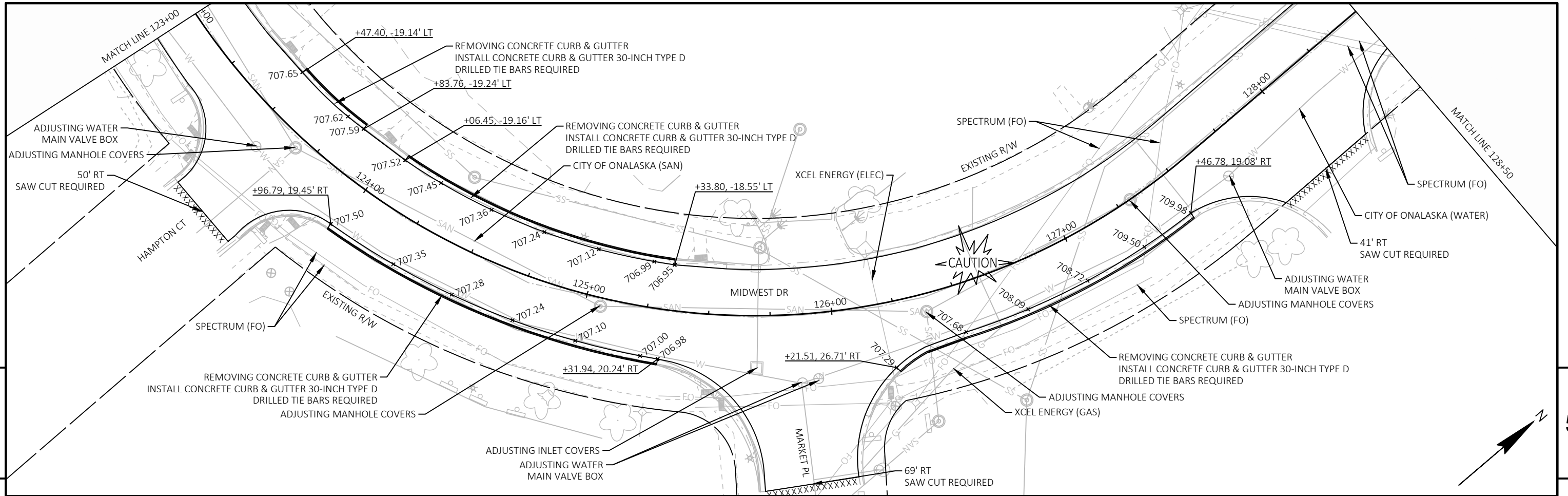


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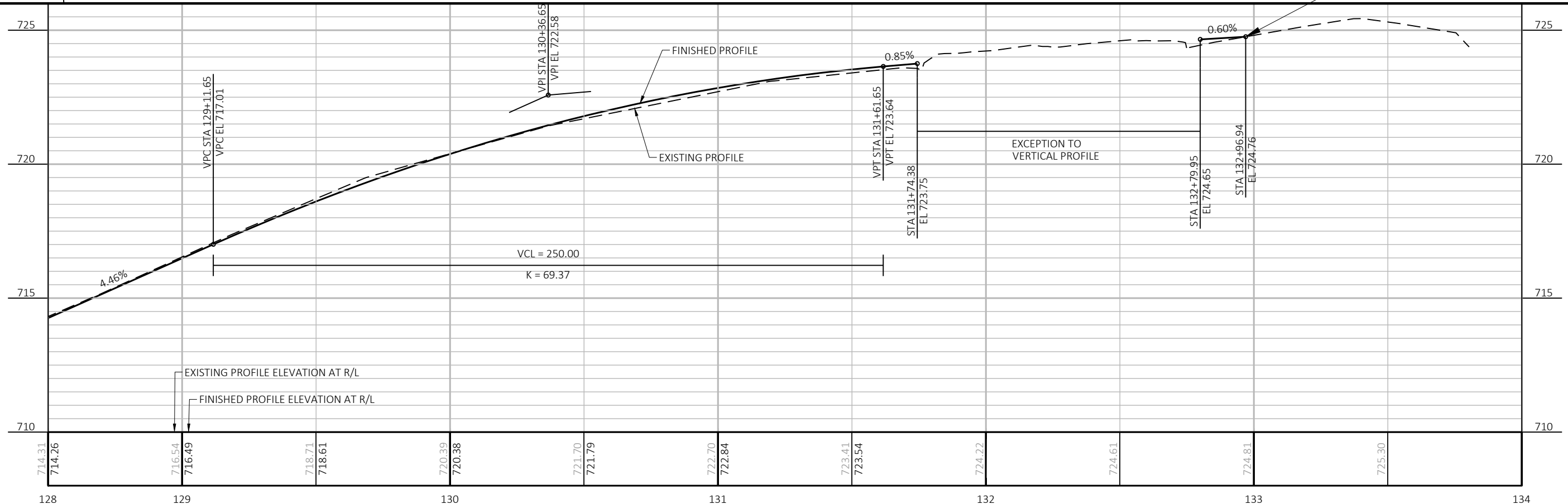
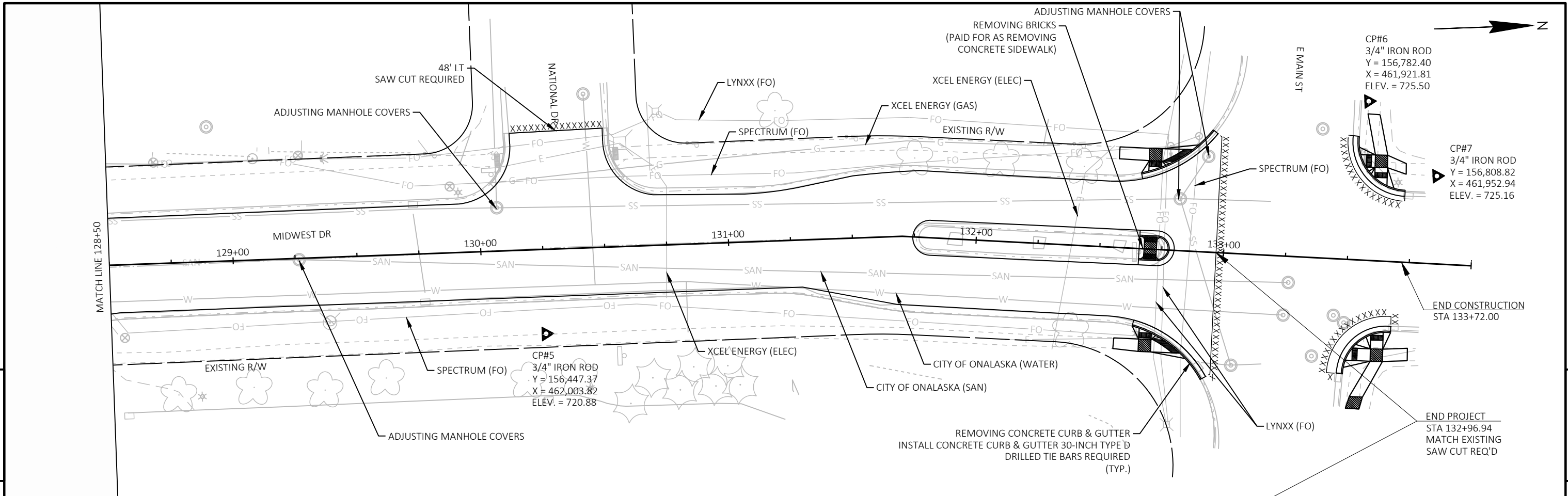
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PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	PLAN AND PROFILE: MIDWEST DR	SHEET 48	E
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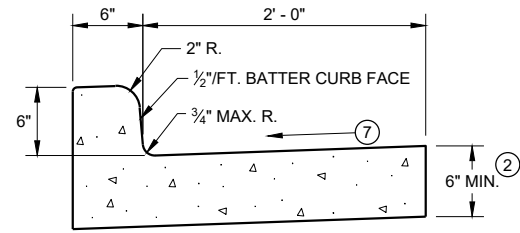
PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	PLAN AND PROFILE: MIDWEST DR	SHEET 49	E
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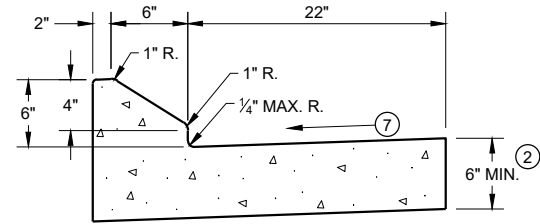
PROJECT NO: 5991-02-68	HWY: MIDWEST DR	COUNTY: LA CROSSE	PLAN AND PROFILE: MIDWEST DR	SHEET 50	E
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Standard Detail Drawing List

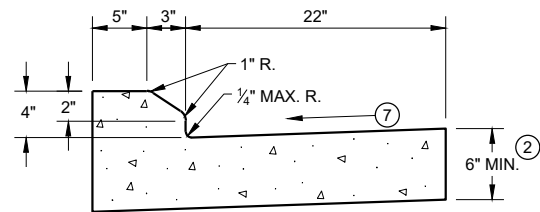
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C29-08A	BICYCLE LANE MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-07B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING



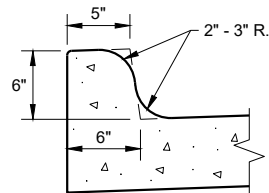
TYPES A¹ & D



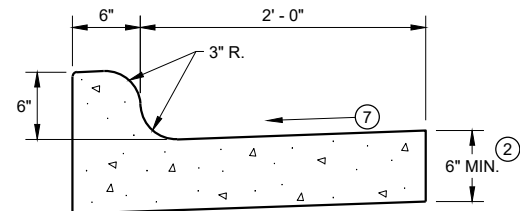
6" SLOPED CURB TYPES G¹ & J



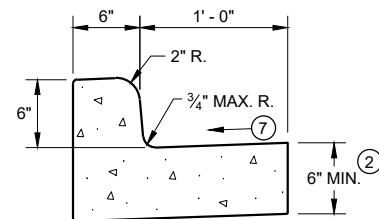
4" SLOPED CURB TYPES G¹ & J



TYPES K¹ & L
(OPTIONAL CURB SHAPE)

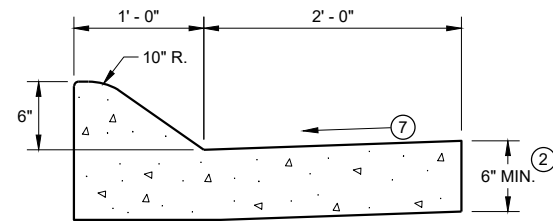


TYPES K¹ & L
CONCRETE CURB AND GUTTER 30"

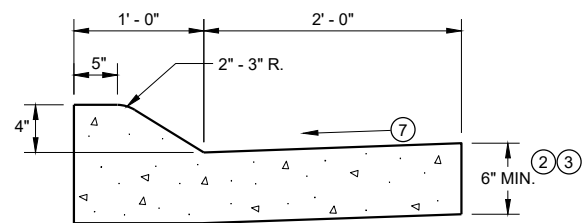


TYPES A¹ & D

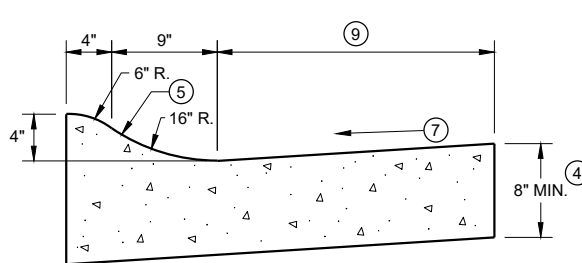
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A¹ & D

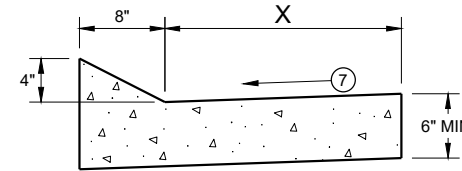


4" SLOPED CURB TYPES A¹ & D
CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R¹ & T

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

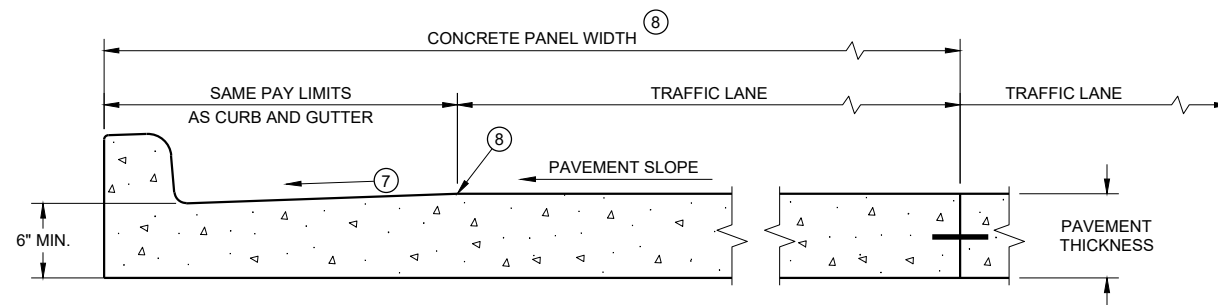


TYPES TBT & TBTT¹

CONCRETE CURB AND GUTTER

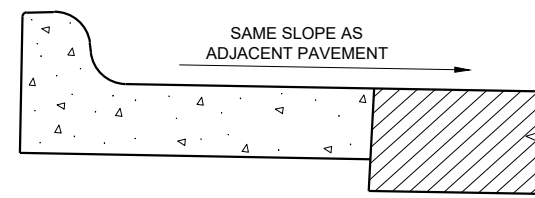
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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 GUTTER⁶
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

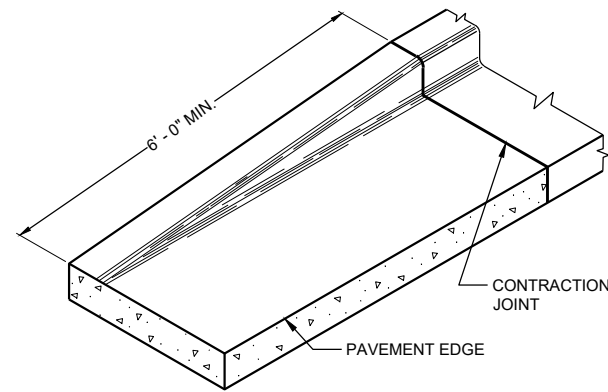
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

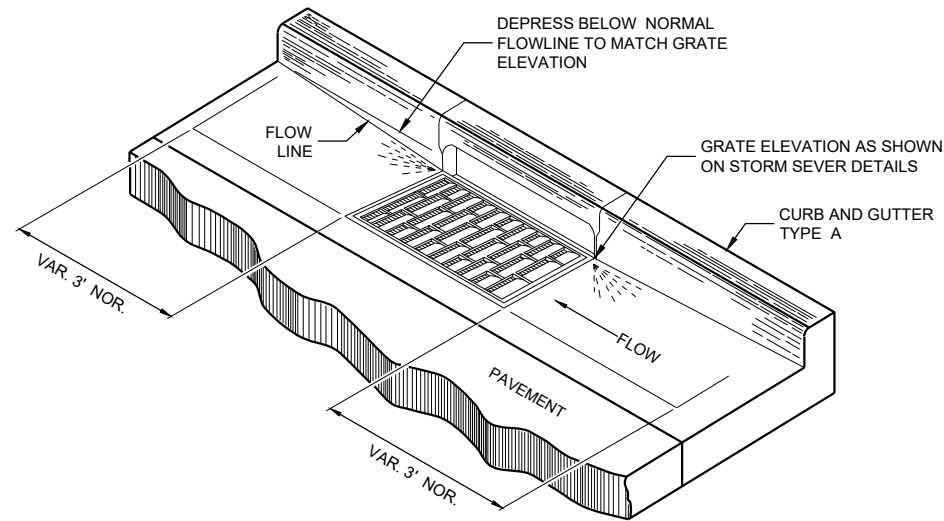
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- ④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑤ UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- ⑦ USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- ⑧ INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
- ⑨ CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

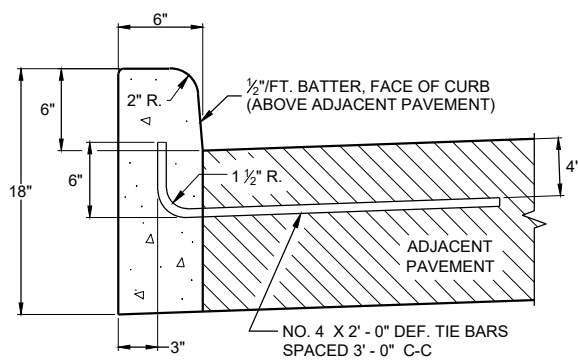
GENERAL NOTES

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

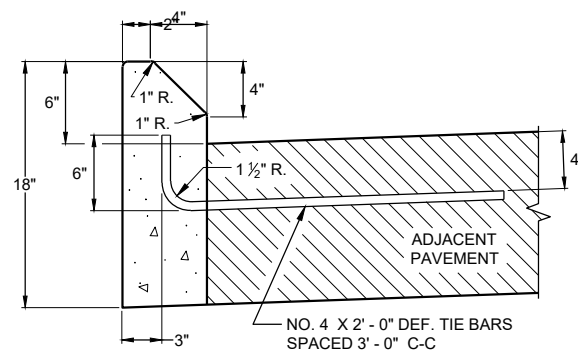
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

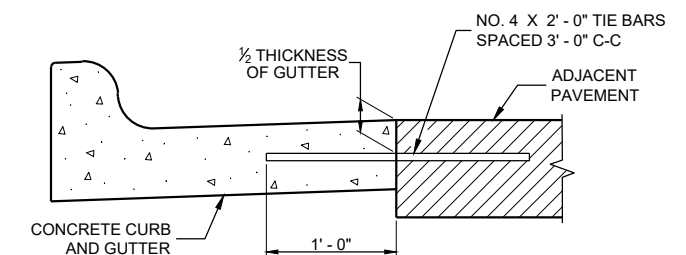
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑩ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL 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.



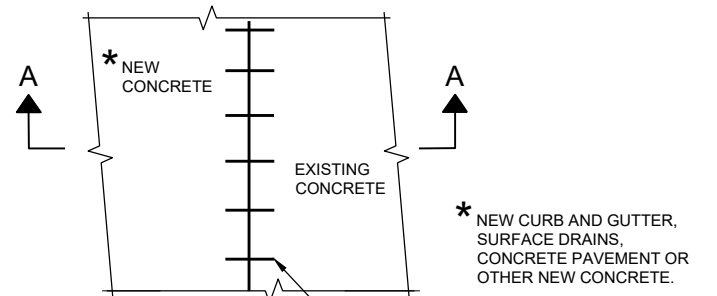
TYPES A^① & D



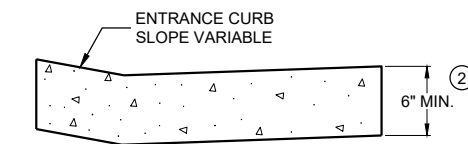
**TYPES G^① & J
CONCRETE CURB**



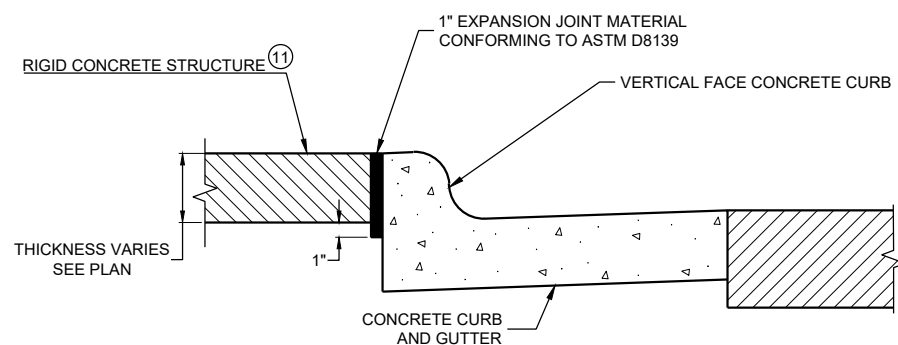
TYPICAL TIE BAR LOCATION^①



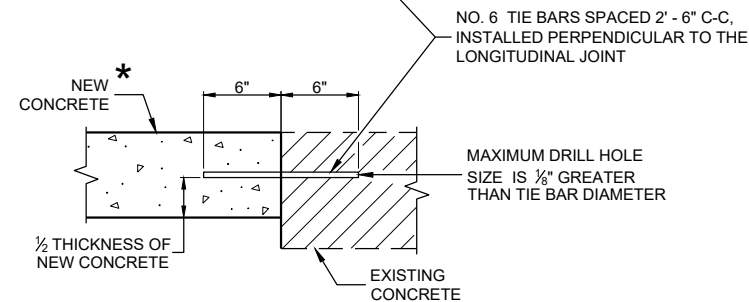
PLAN VIEW



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



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



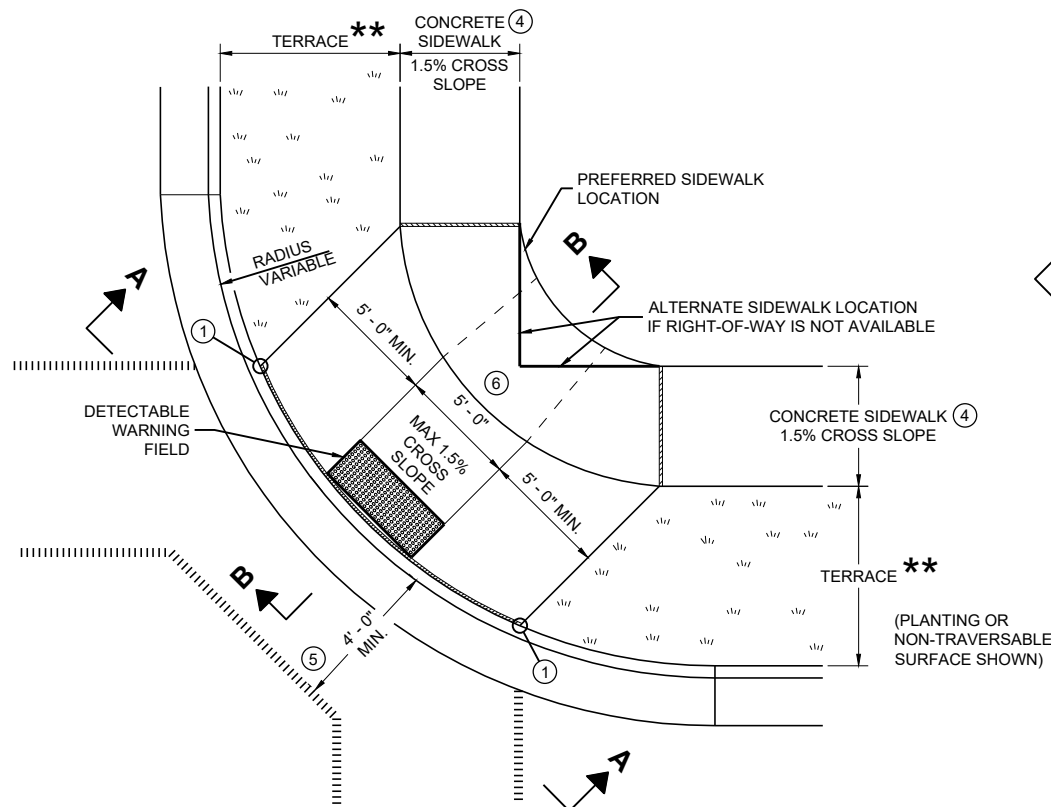
**SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT**

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

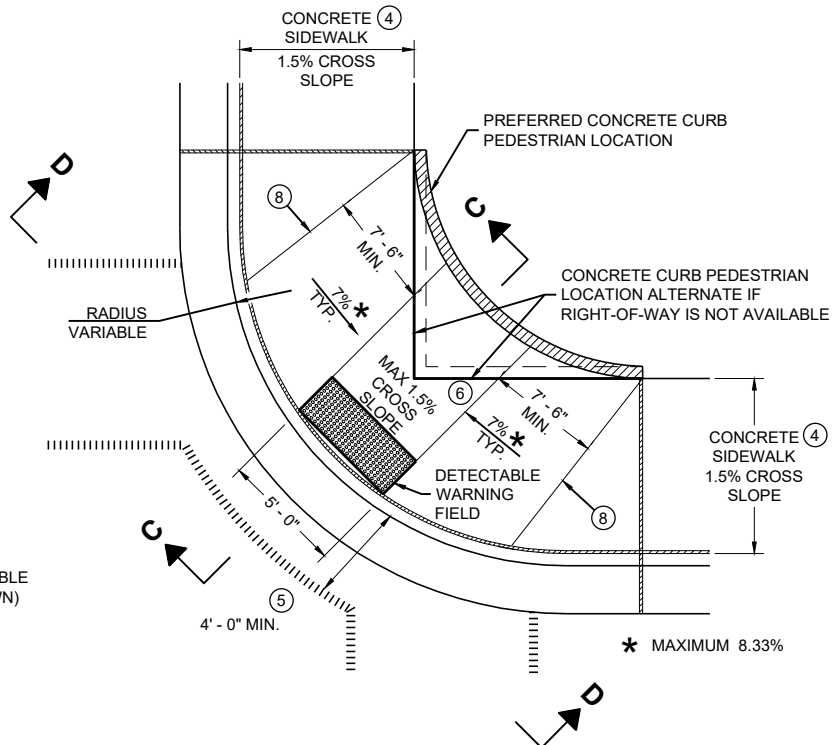
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE May 2023 /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

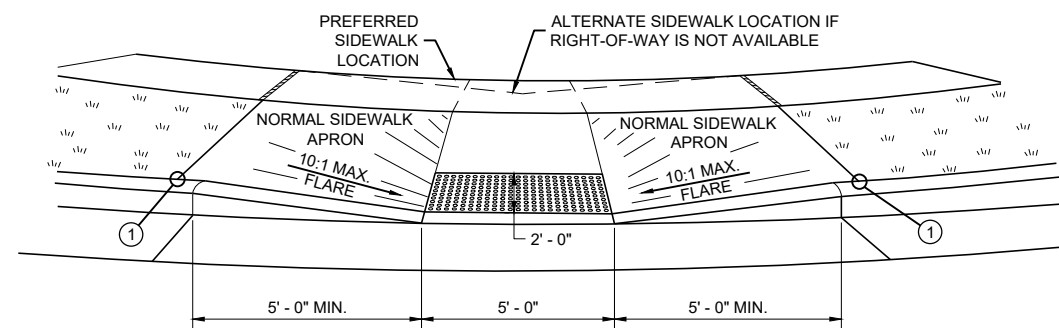
FHWA



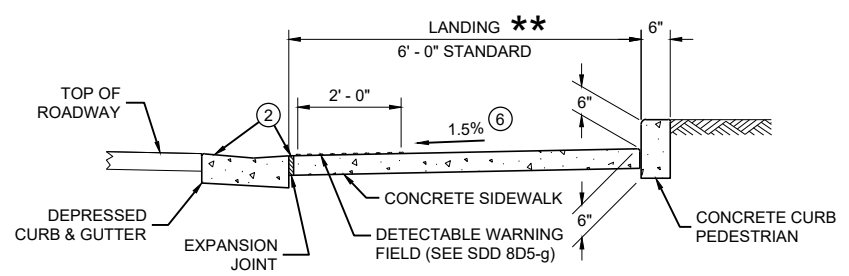
**PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)**



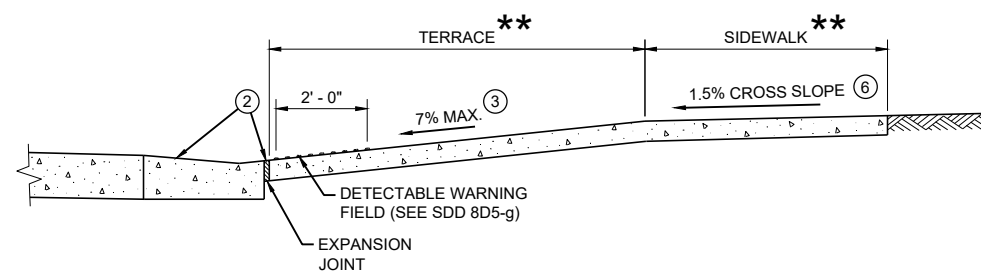
**PLAN VIEW
CURB RAMP TYPE 1 - A
(NO TERRACE)**



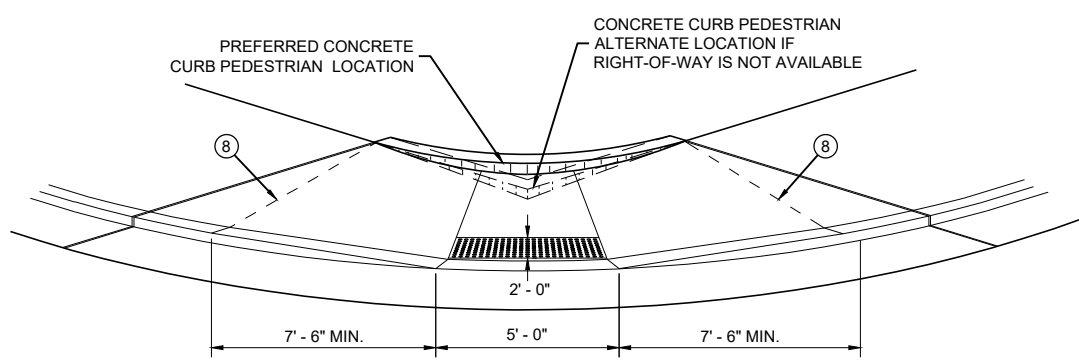
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.
- TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.
- DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.
- SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

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

**CURB RAMPS
TYPE 1 AND 1-A**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

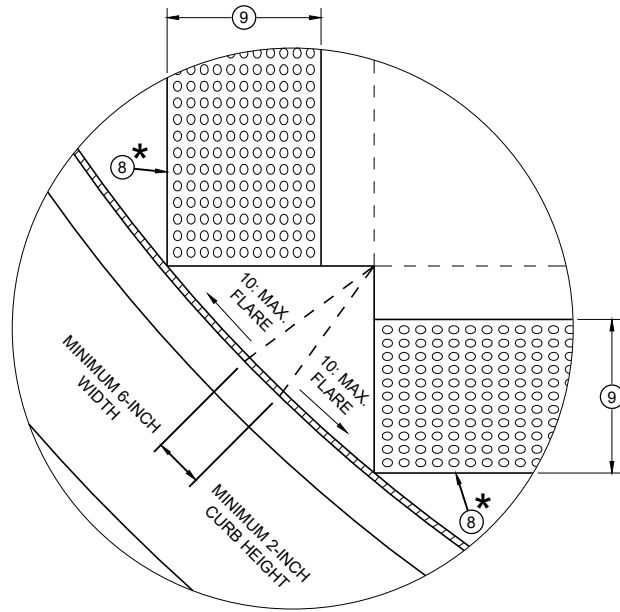
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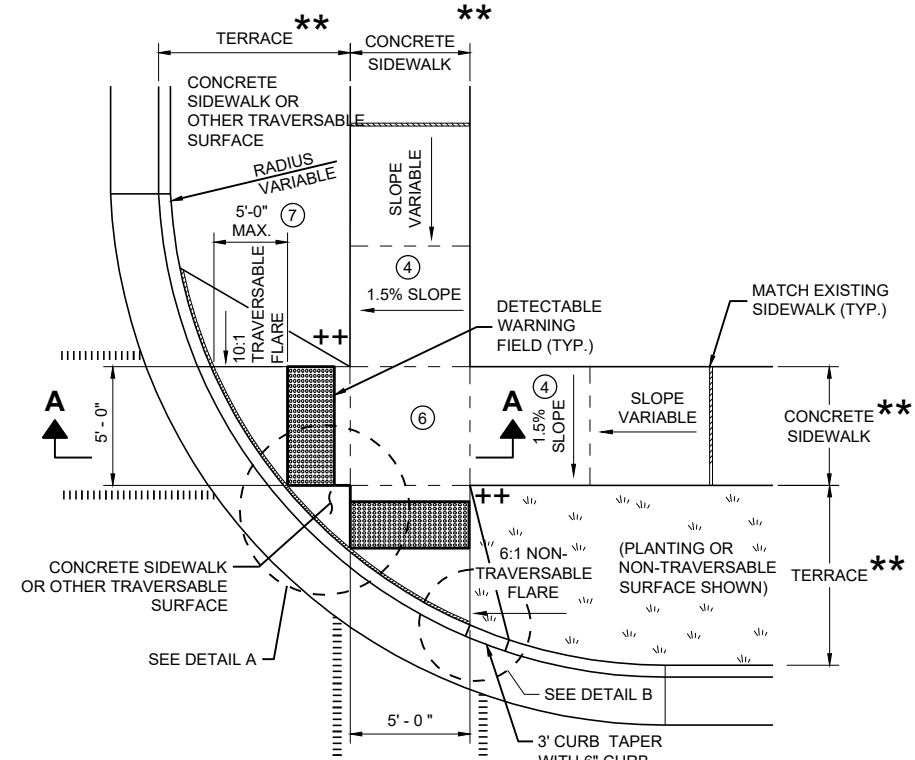
SDD 08D05-21a

SDD 08D05-21a

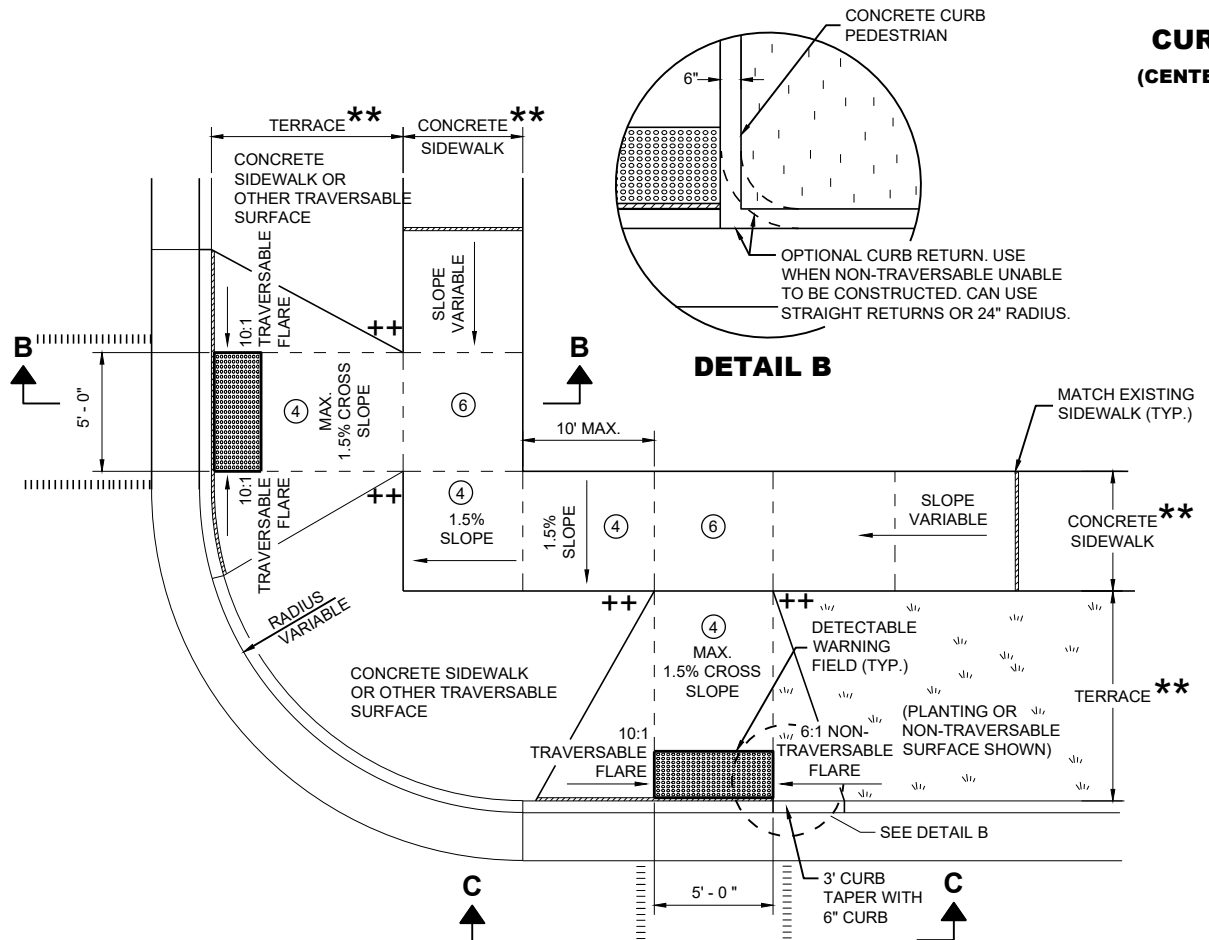
** WIDTH SHOWN ELSEWHERE IN THE PLANS



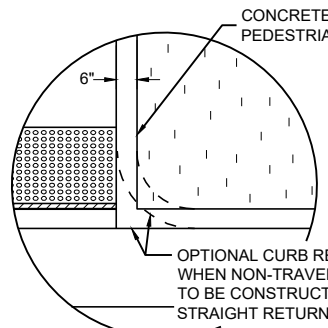
DETAIL A



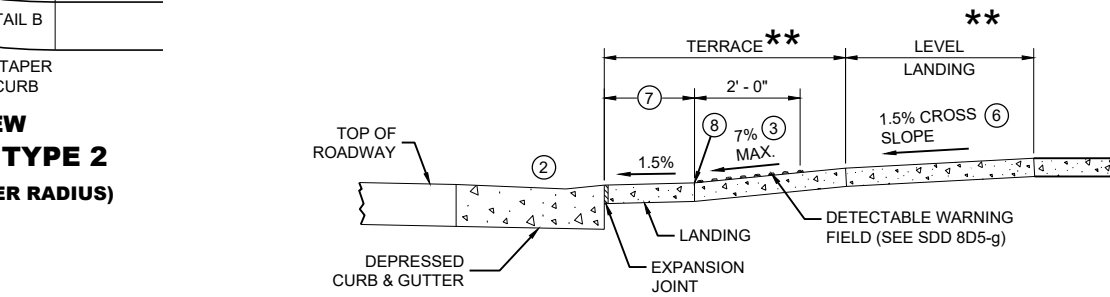
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



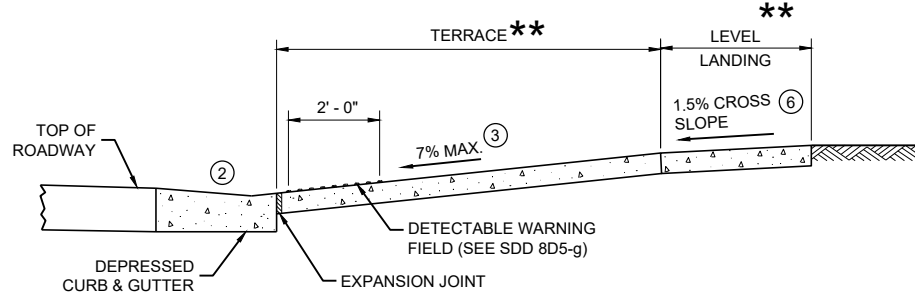
**PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)**



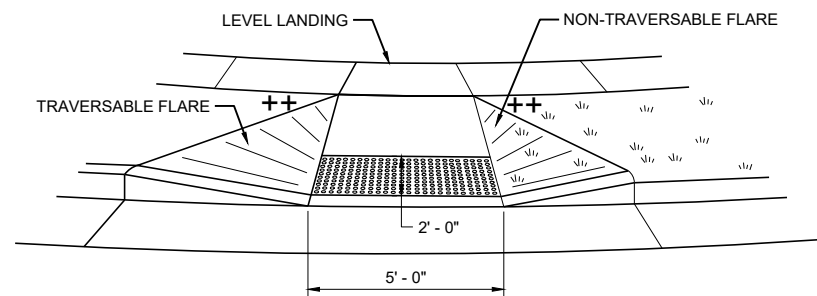
DETAIL B



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

- * MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

LEGEND

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

**CURB RAMPS
TYPE 2 AND 3**

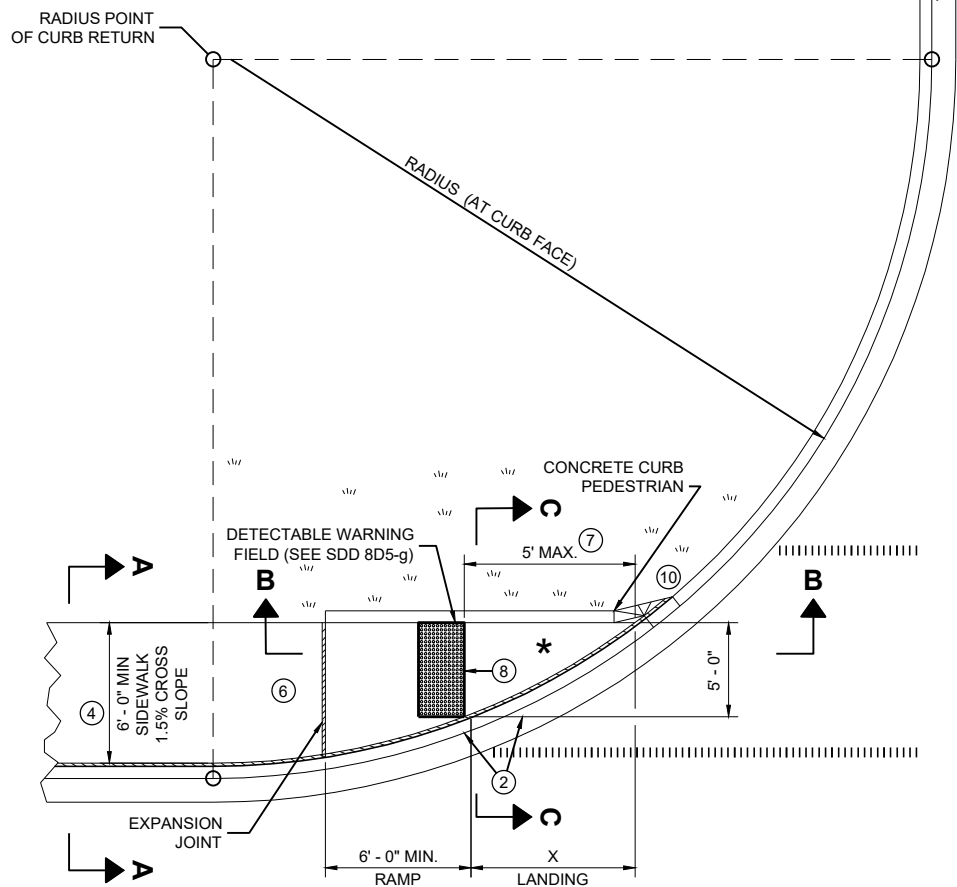
STATE OF WISCONSIN
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SDD 08D05-21b

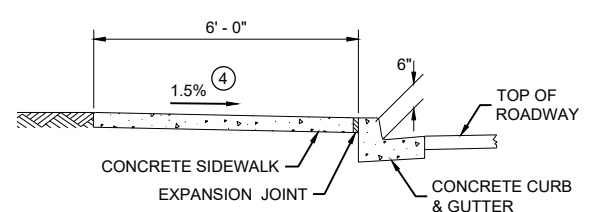
SDD 08D05-21b



**PLAN VIEW
CURB RAMP TYPE 4A**

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

INTERMEDIATE RADII CAN BE INTERPOLATED



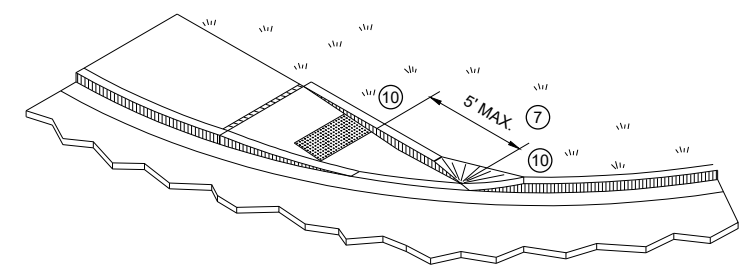
SECTION A - A FOR TYPE 4A

GENERAL NOTES

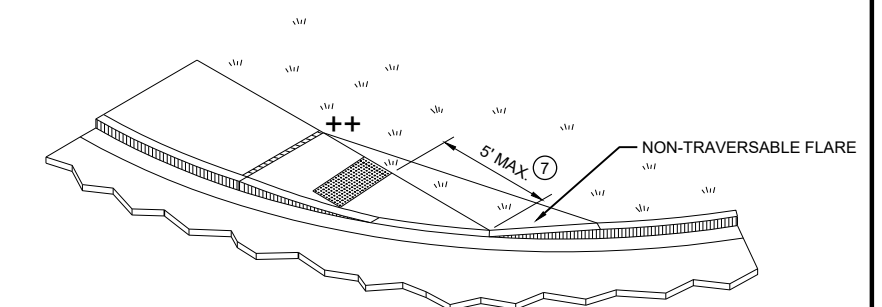
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

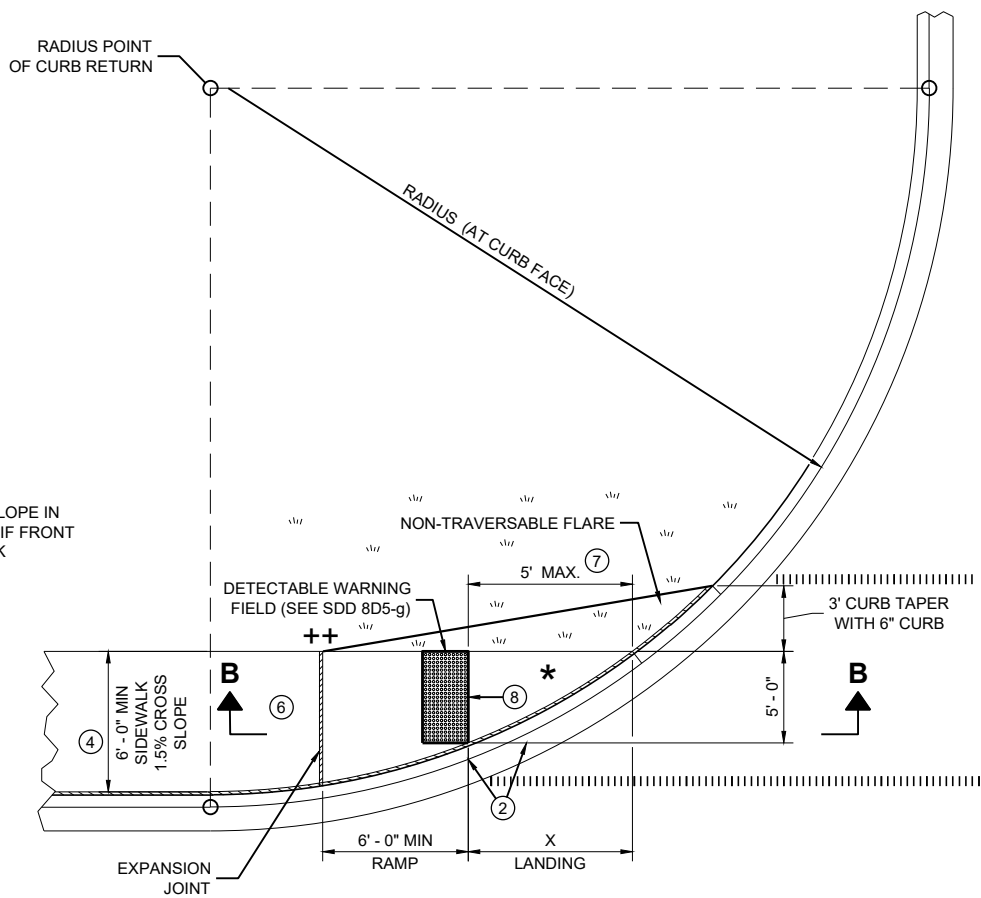
- 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)



ISOMETRIC VIEW FOR TYPE 4A



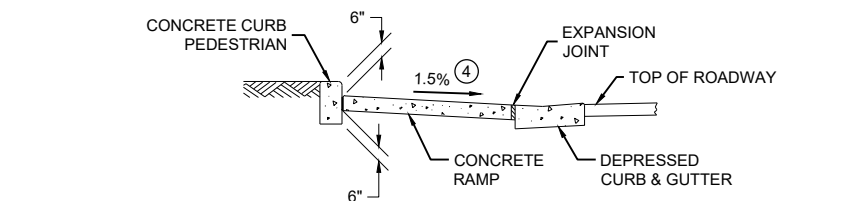
ISOMETRIC VIEW FOR TYPE 4A1



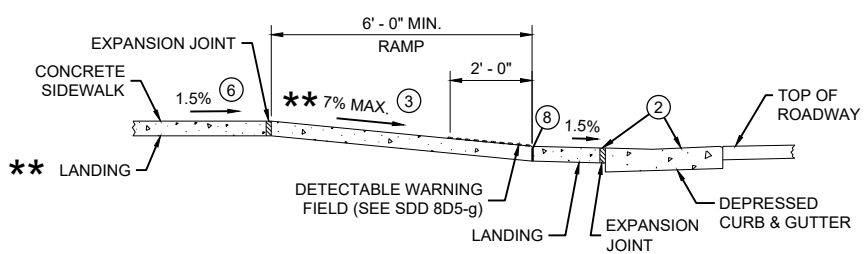
**PLAN VIEW
CURB RAMP TYPE 4A1**

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION C - C FOR TYPE 4A

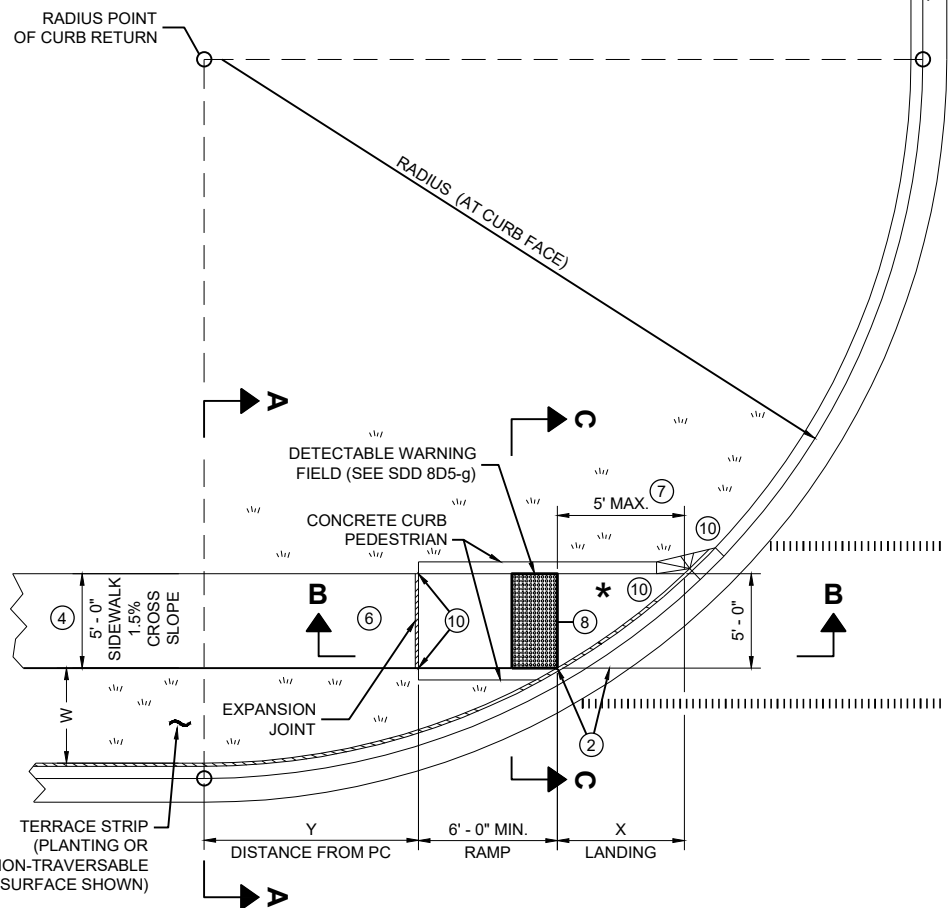


**SECTION B - B FOR
TYPE 4A AND TYPE 4A1**

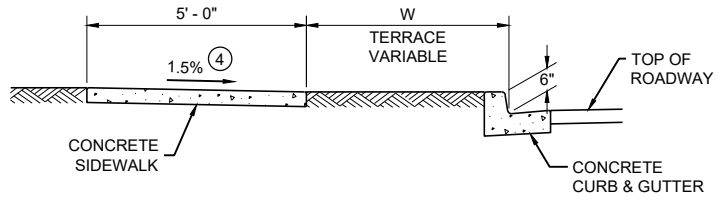
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

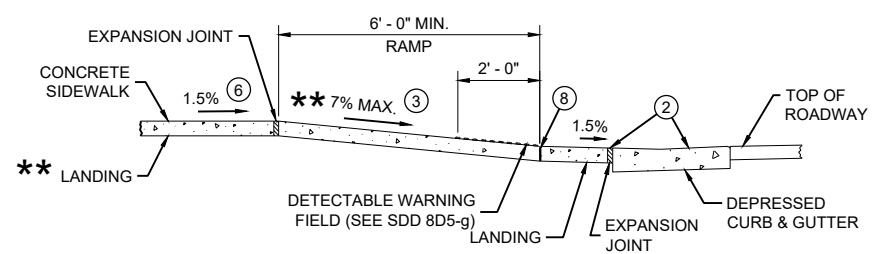
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PLAN VIEW CURB RAMP TYPE 4B



SECTION A - A FOR TYPE 4B

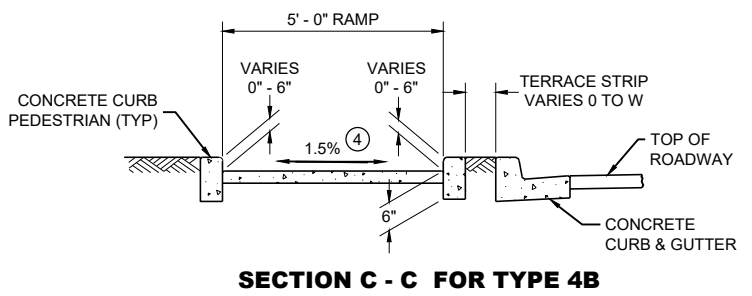


SECTION B - B FOR TYPE 4B AND TYPE 4B1

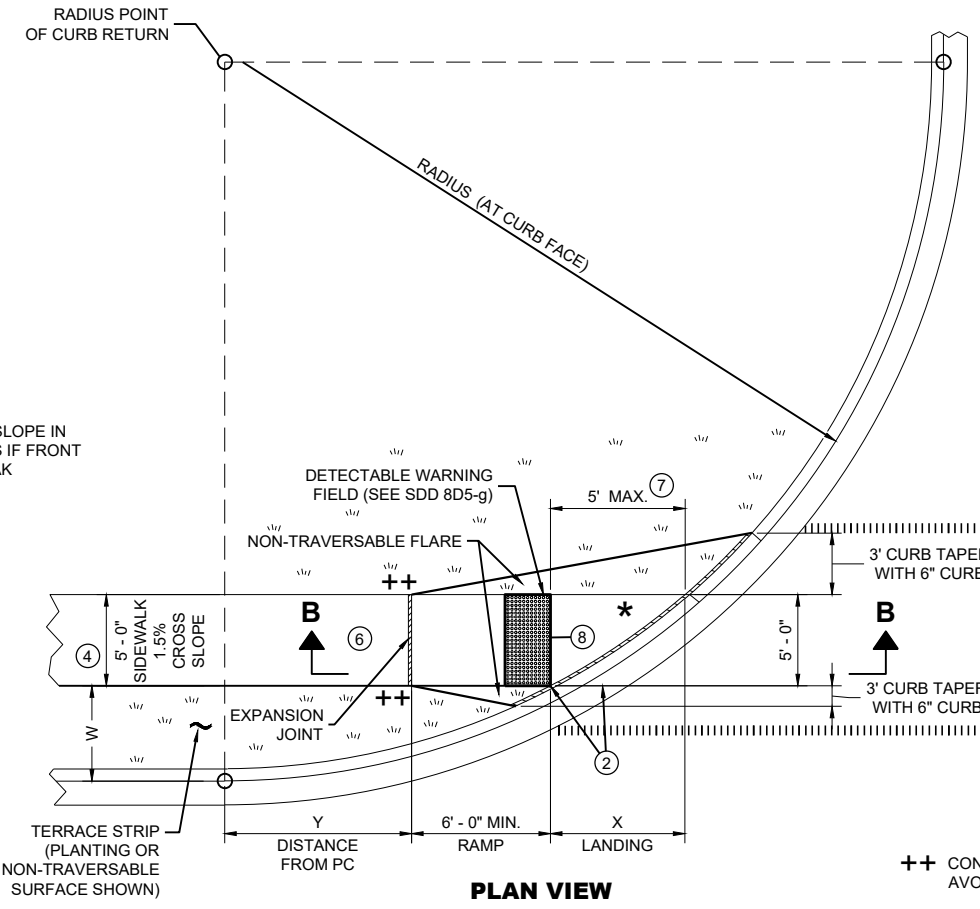
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

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

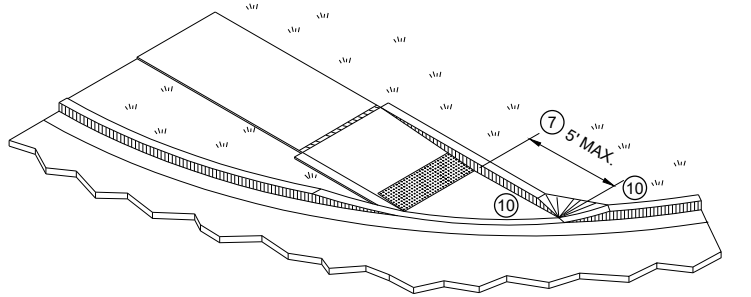


SECTION C - C FOR TYPE 4B

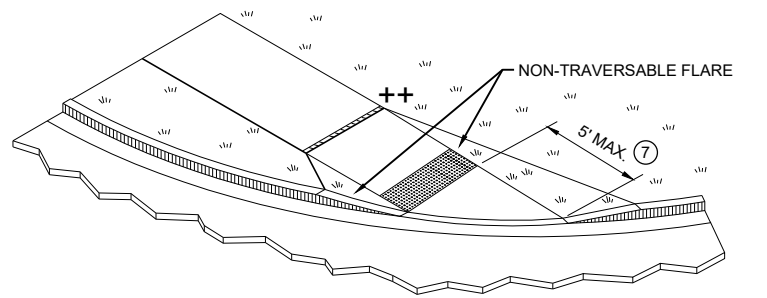


PLAN VIEW CURB RAMP TYPE 4B1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

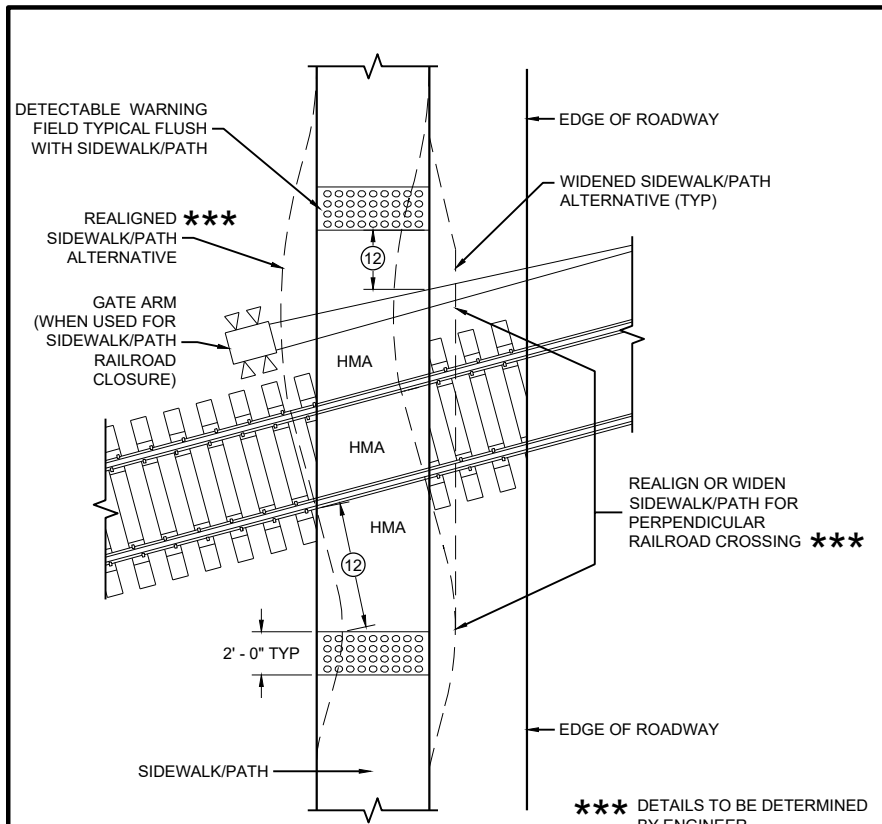
- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

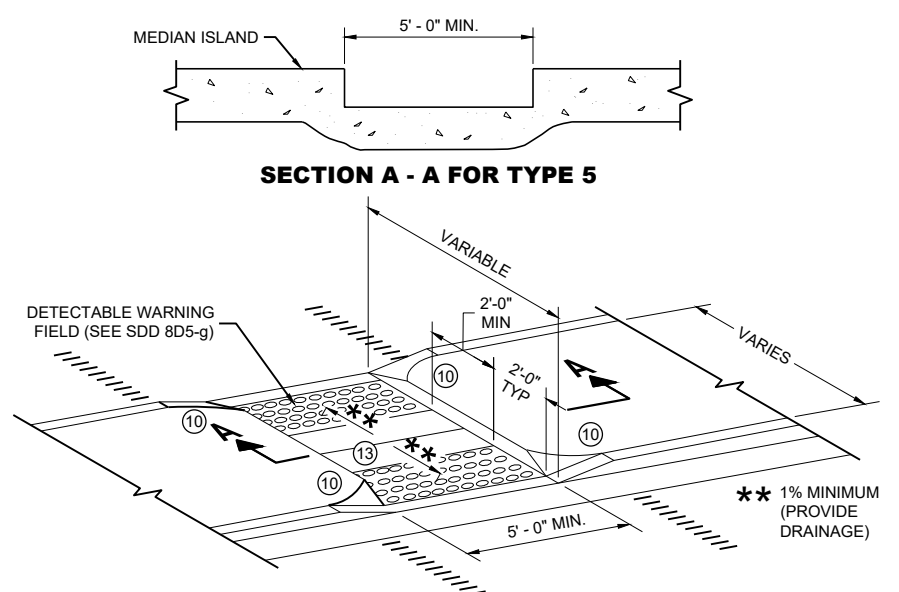
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- (4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- (7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- (8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

CURB RAMPS TYPE 4B AND 4B1

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

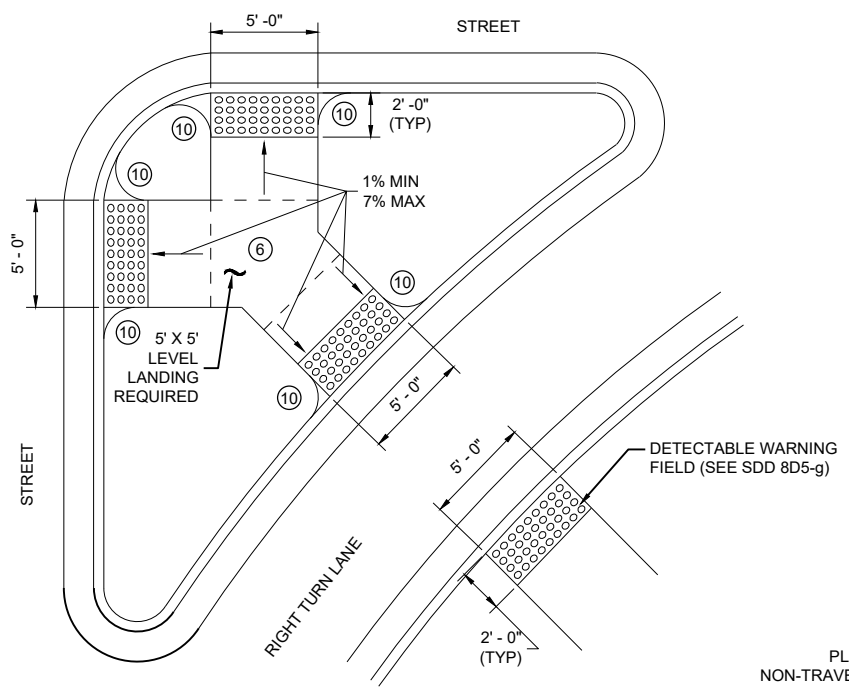


SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING

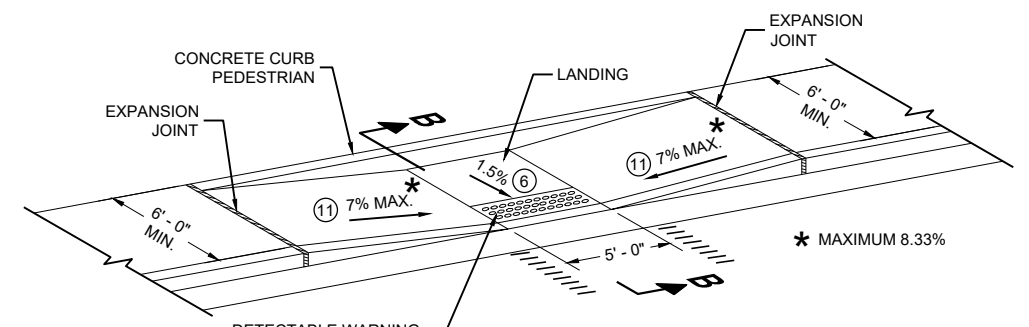
- GENERAL NOTES**
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
 - ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
 - ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
 - ⑪ SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
 - ⑫ THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.
 - ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

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

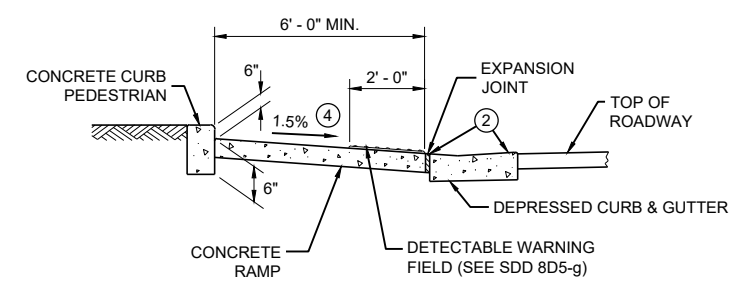


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

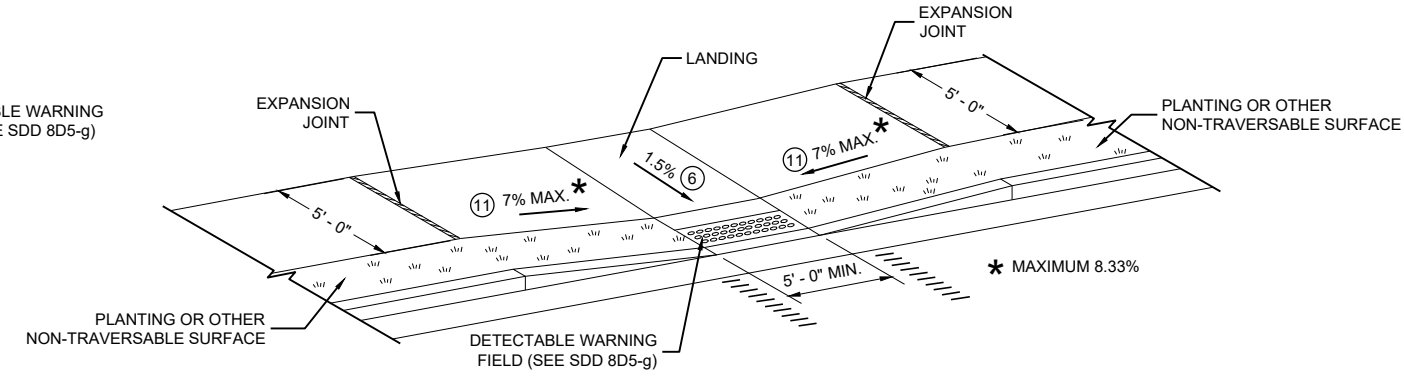
REFER TO GENERAL NOTES ② AND ③ FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS



SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 7B
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

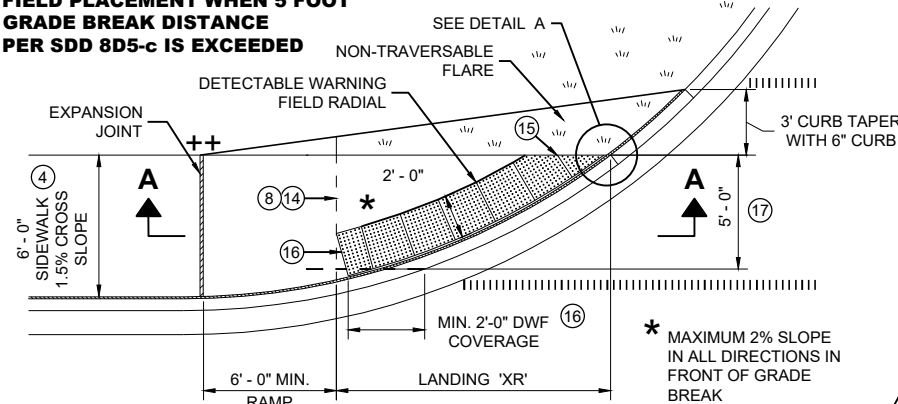
6

6

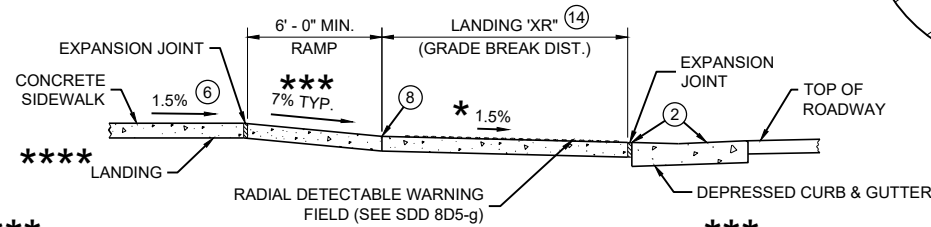
SDD 08D05-21e

SDD 08D05-21e

**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)**



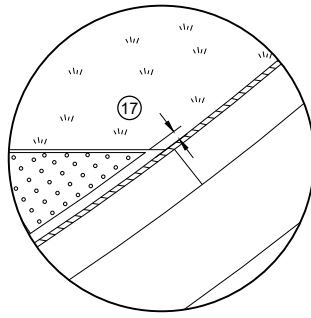
SECTION A - A FOR TYPE 4A1

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

*** MAXIMUM 8.33%

LEGEND

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

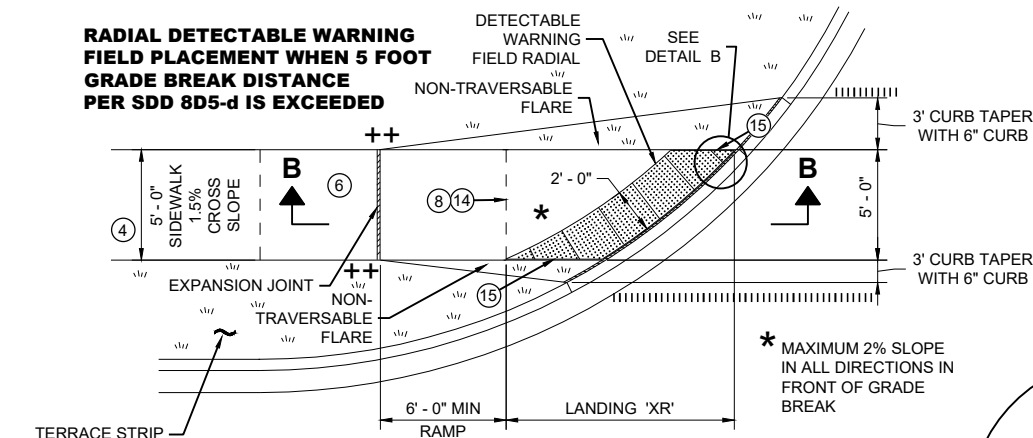


DETAIL A

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.
- REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.
- FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.
- DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.
- 2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- 4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- 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 1/2" 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 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

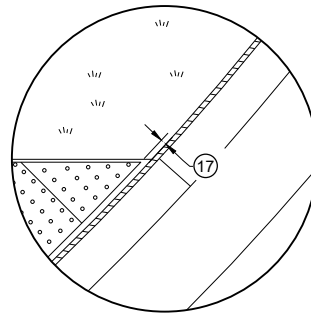
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-d IS EXCEEDED**



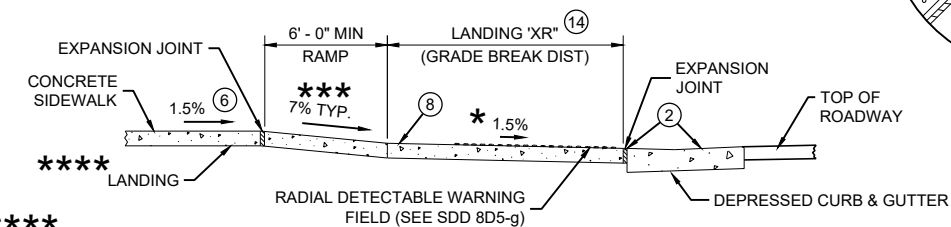
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

TERRACE STRIP
(PLANTING OR
NON-TRAVERSABLE
SURFACE SHOWN)

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



DETAIL B

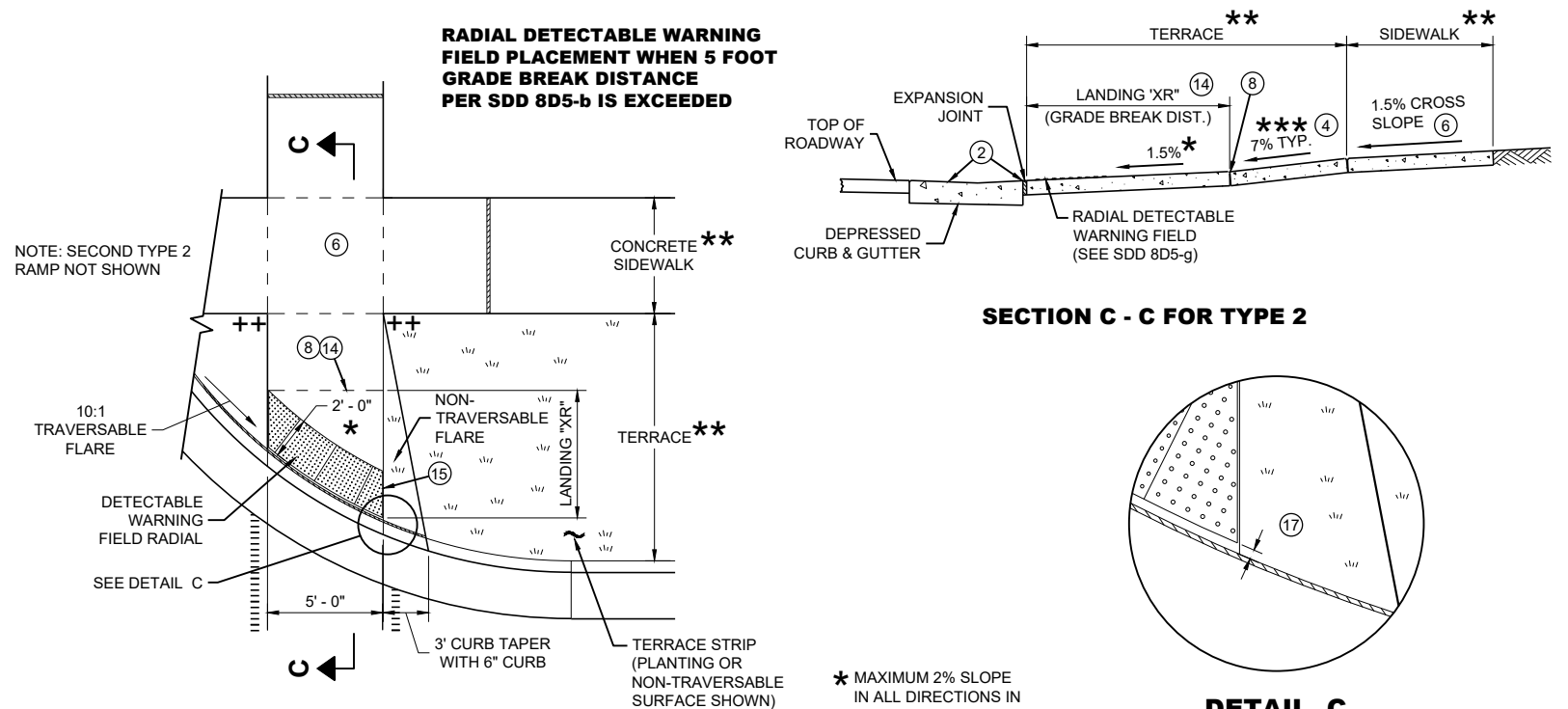


SECTION B - B FOR TYPE 4B1

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

*** MAXIMUM 8.33%

**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)**

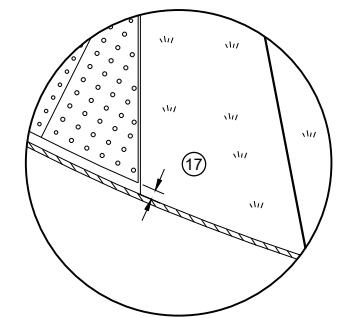
NOTE: SECOND TYPE 2
RAMP NOT SHOWN

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

** WIDTH SHOWN ELSEWHERE
IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE



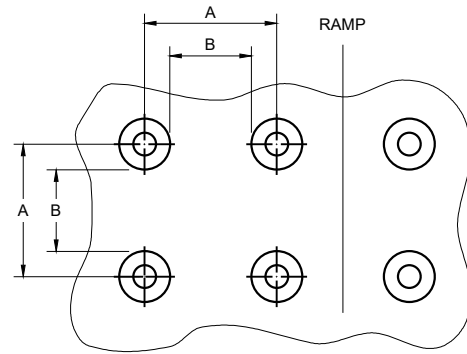
DETAIL C

**CURB RAMPS
RADIAL DETECTABLE WARNING**

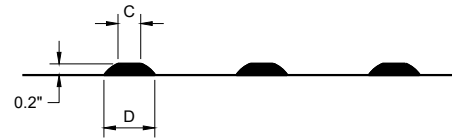
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

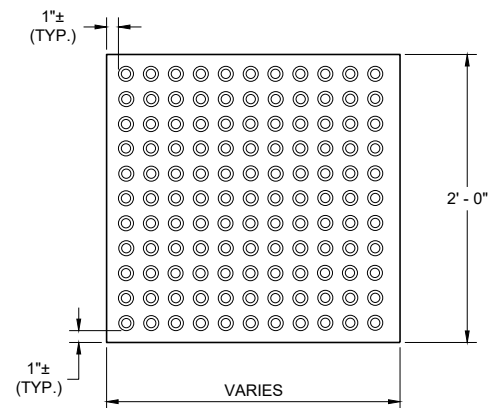


PLAN VIEW

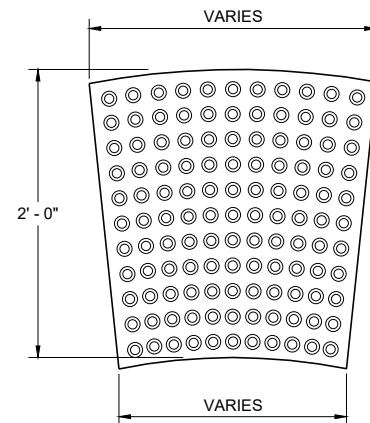


ELEVATION VIEW

**TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL**

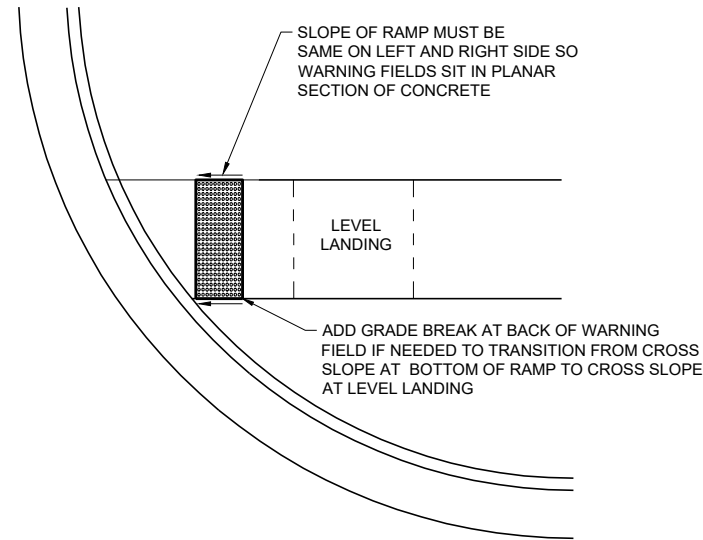


**RECTANGULAR
PLATES**

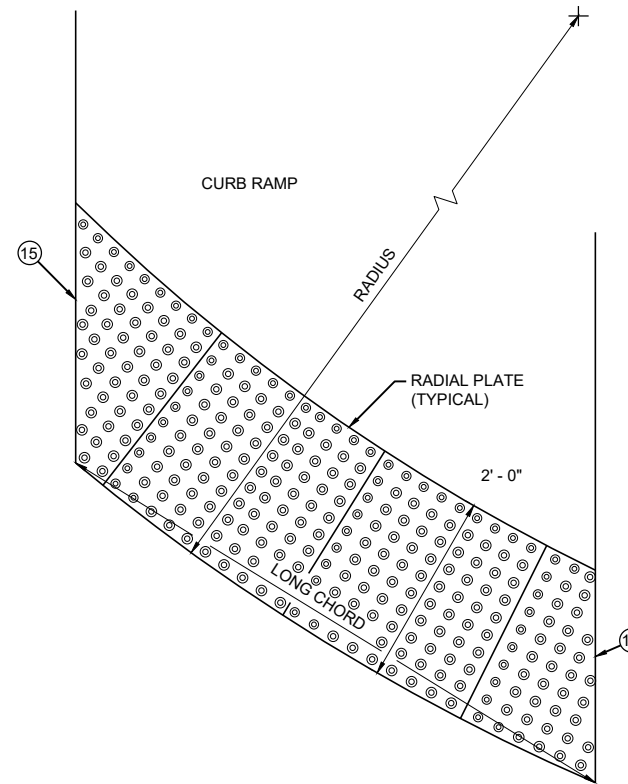


**RADIAL
PLATES**

**PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)**



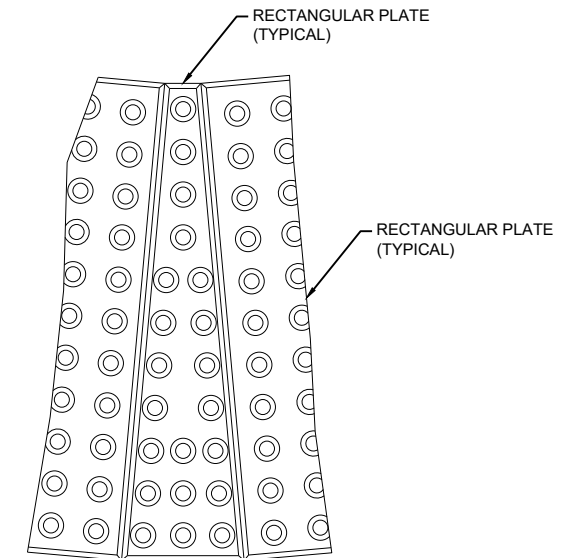
**DETECTABLE WARNING FIELD
PLANAR INSTALLATION**



**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.

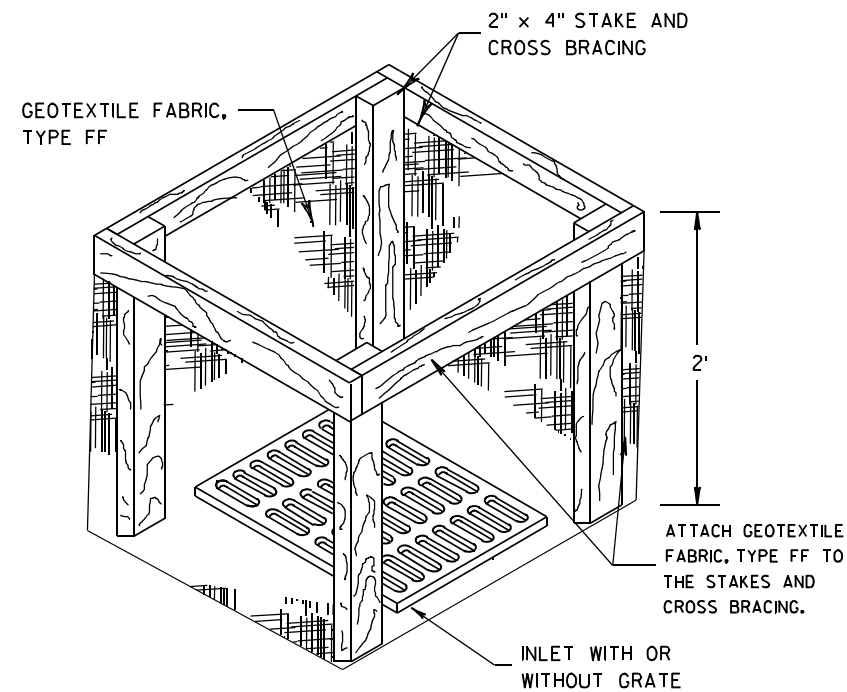
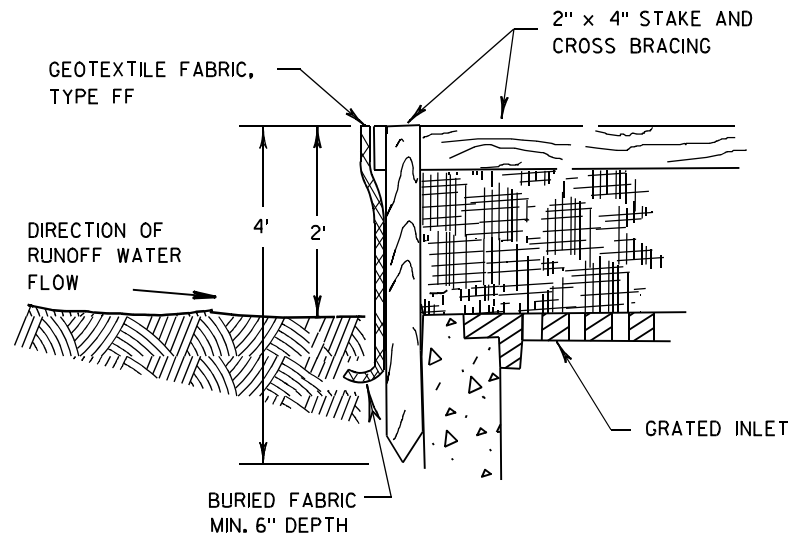


**PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL**

**CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



INLET PROTECTION, TYPE A

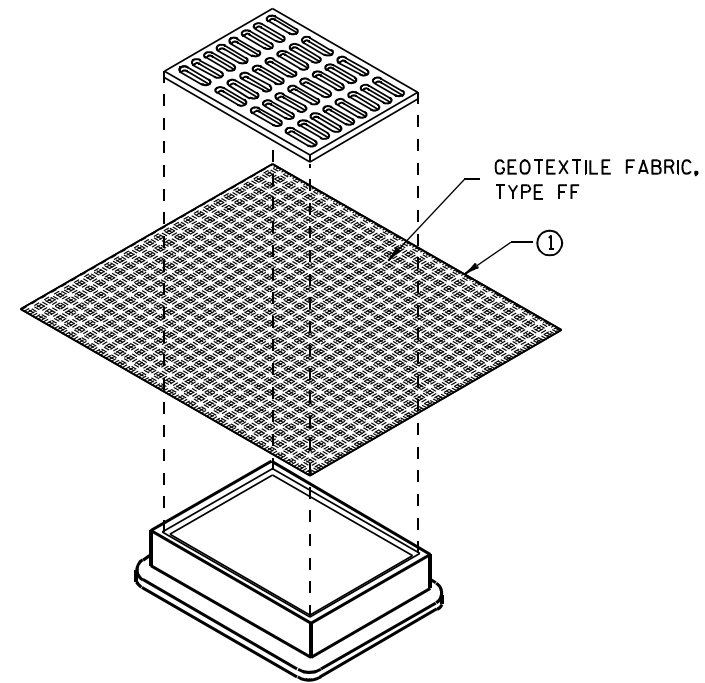
GENERAL NOTES

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.

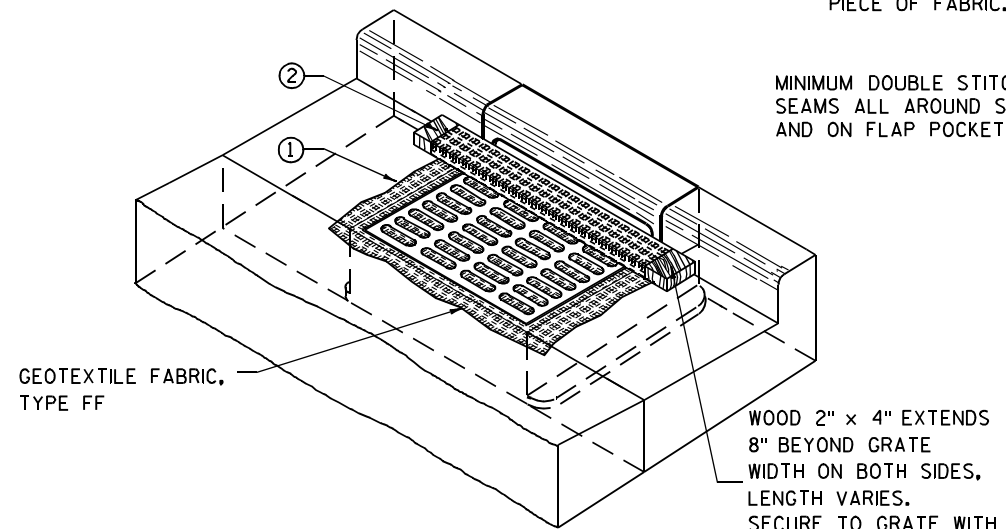
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

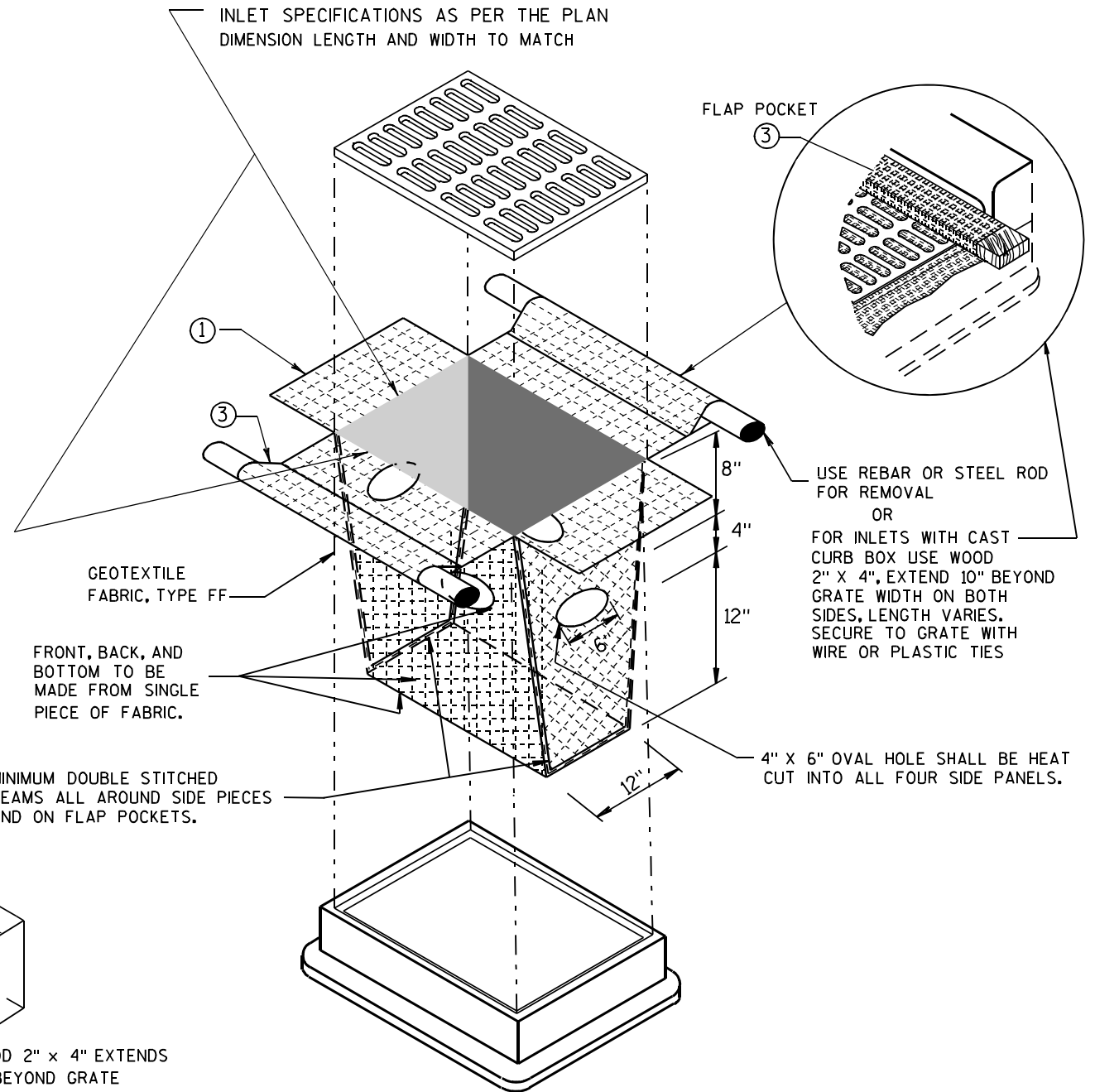
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



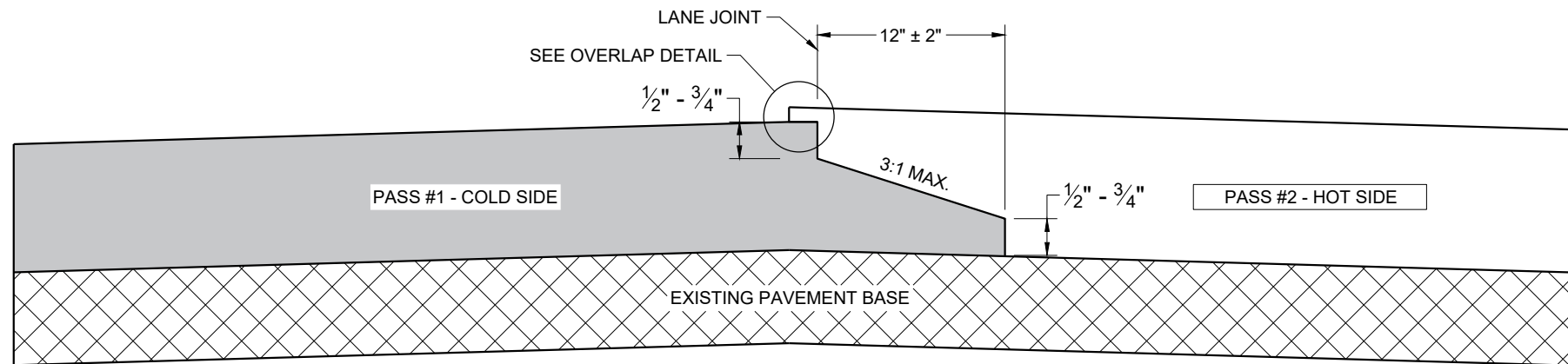
INLET PROTECTION, TYPE D

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

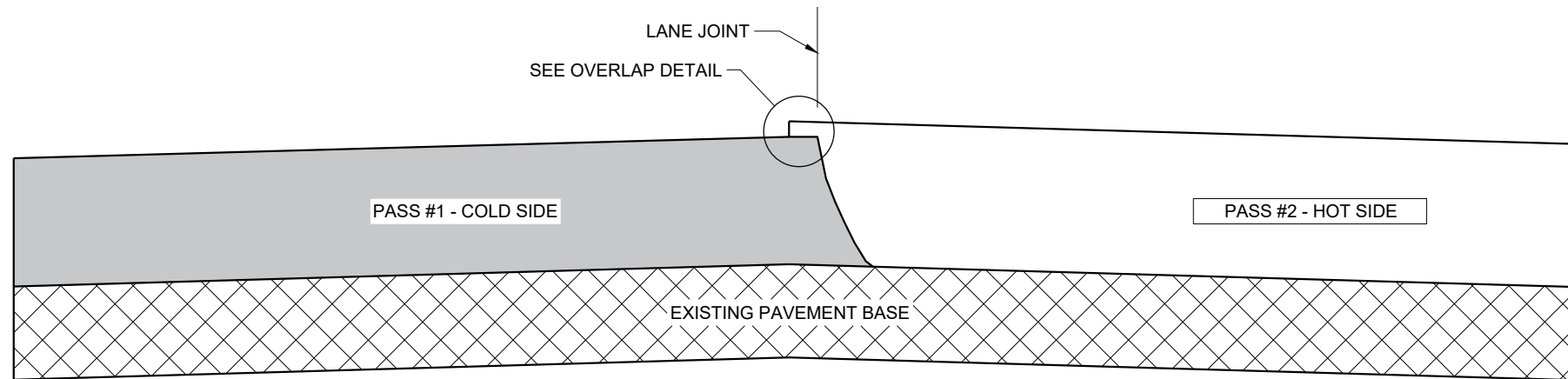
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

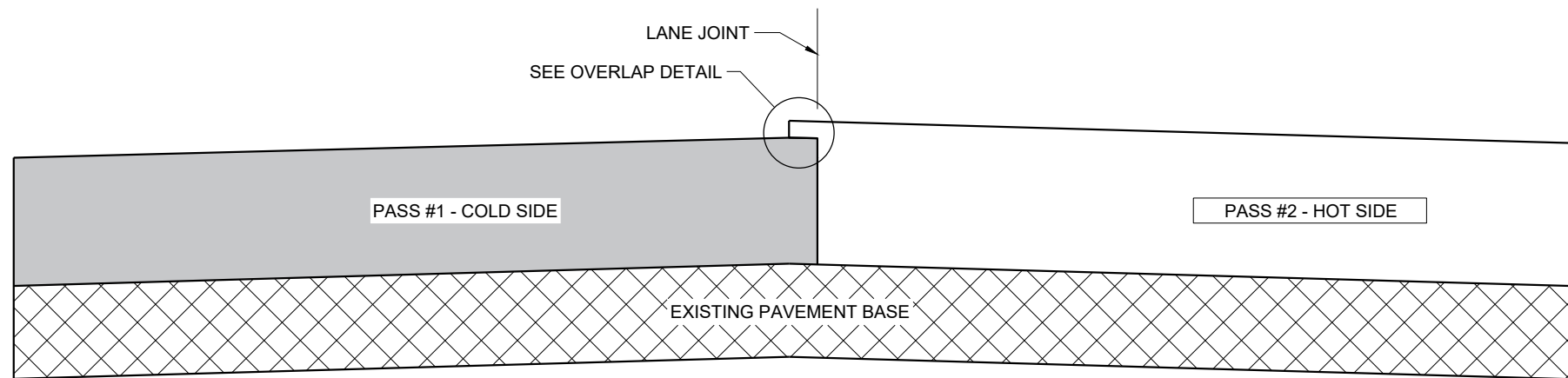
APPROVED
10/16/02 /S/ Beth Connestra
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



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

GENERAL NOTES

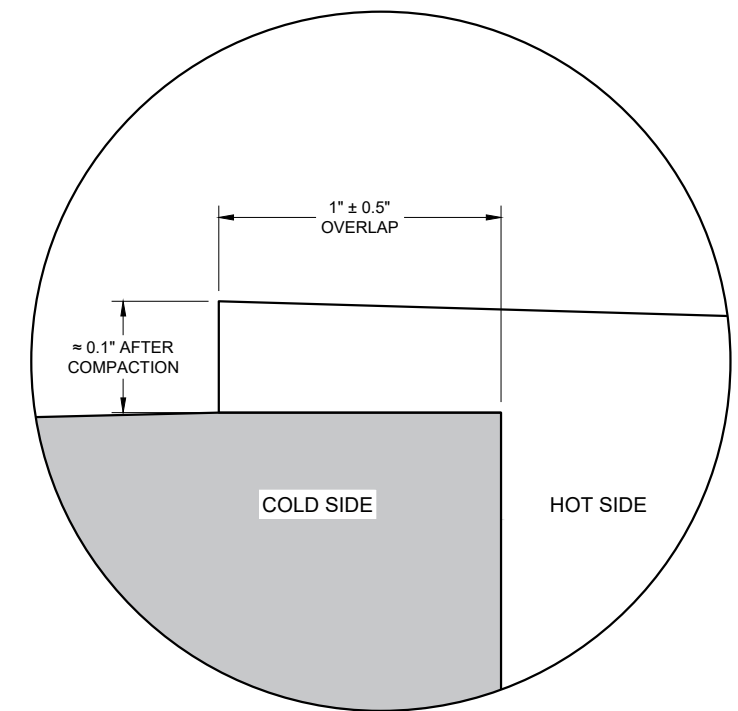
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

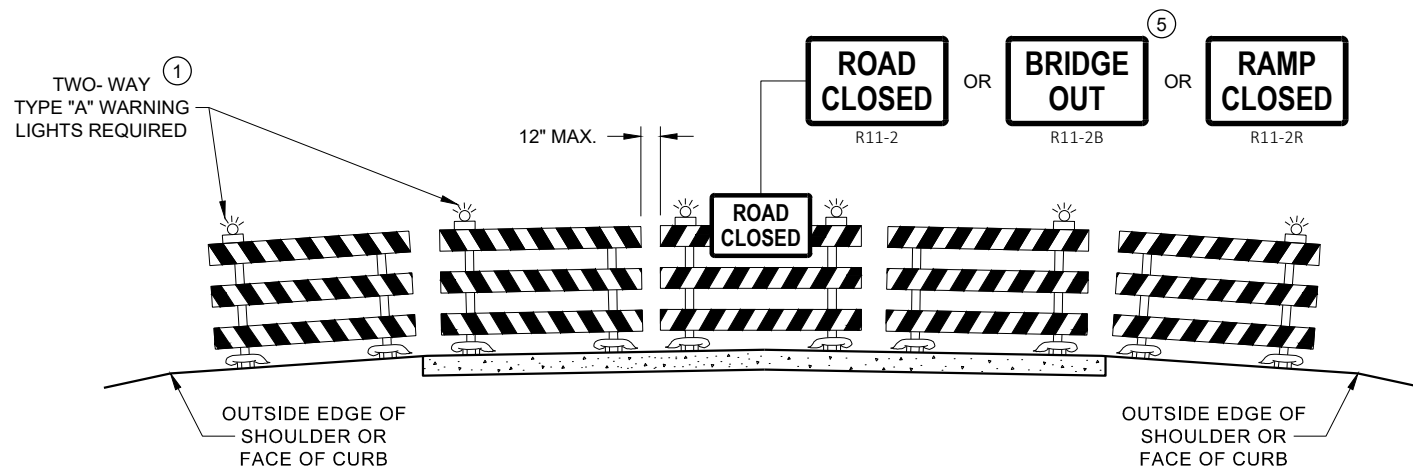
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SDD 13C19 - 03

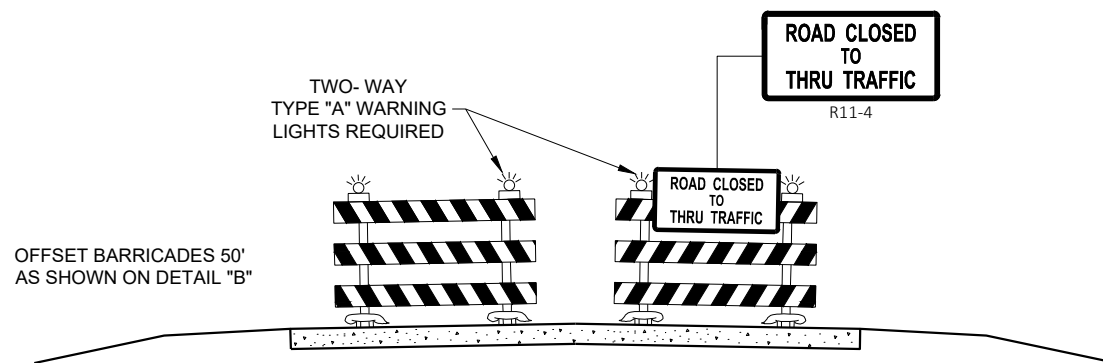
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

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

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

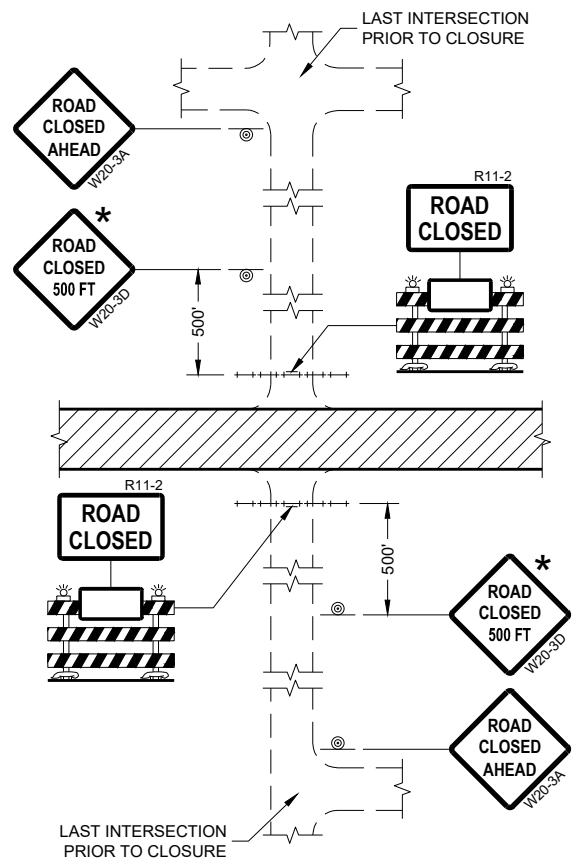
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24"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

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

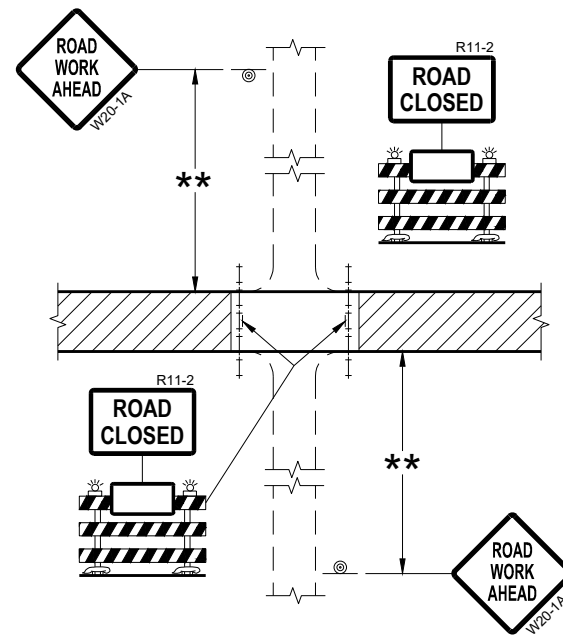
**BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

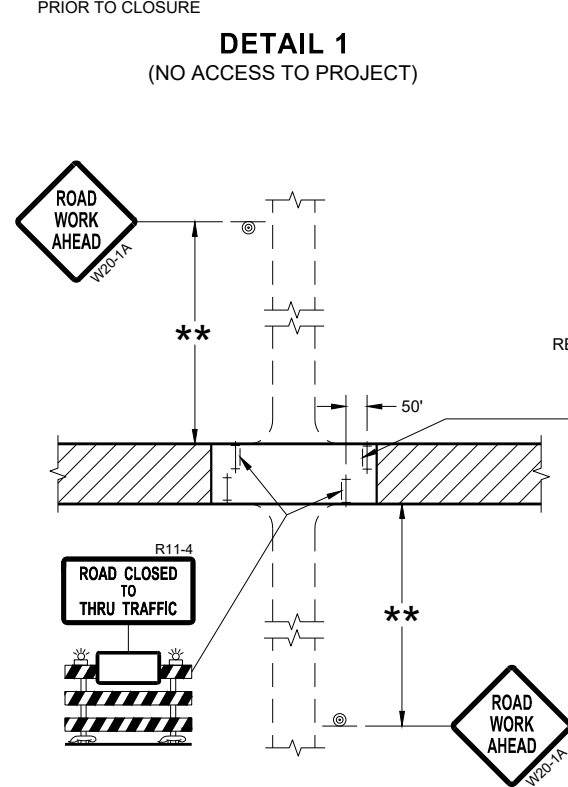
APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER



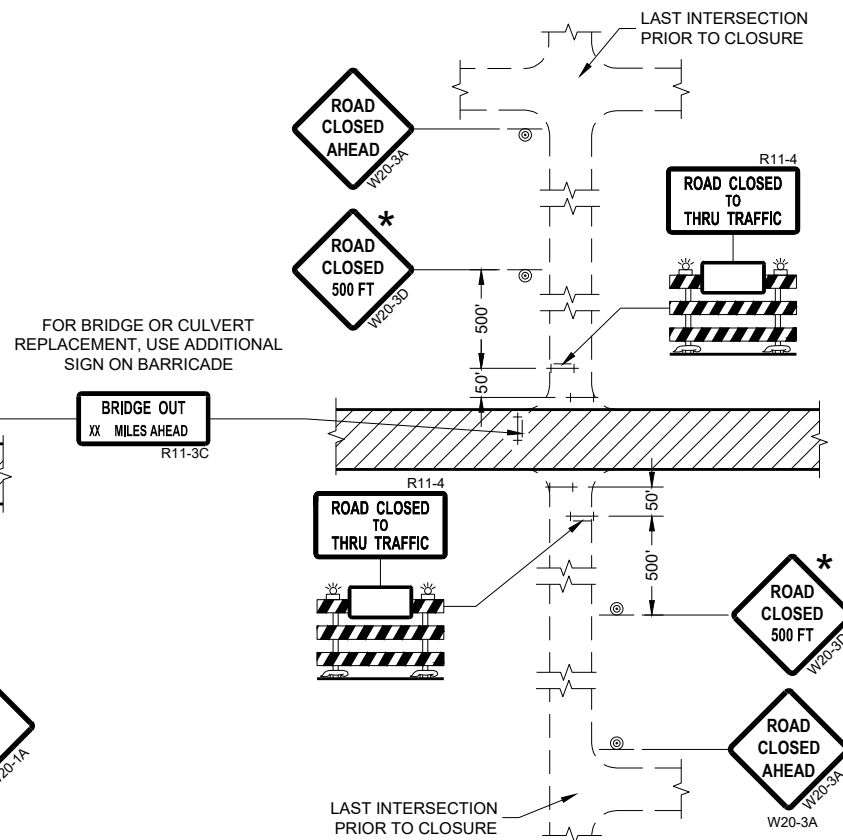
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

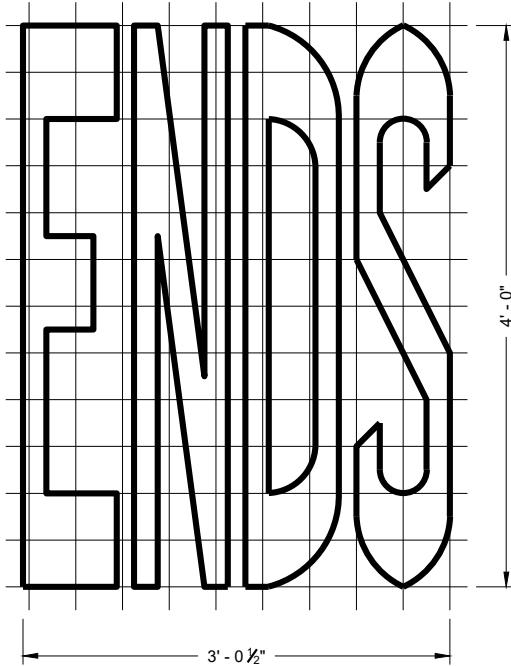
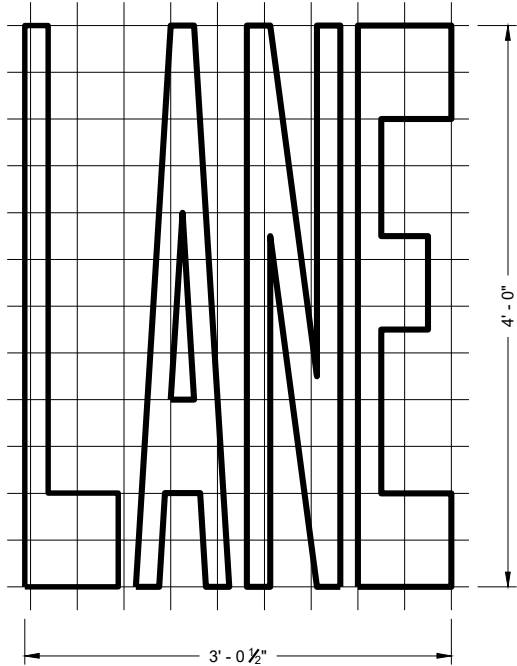
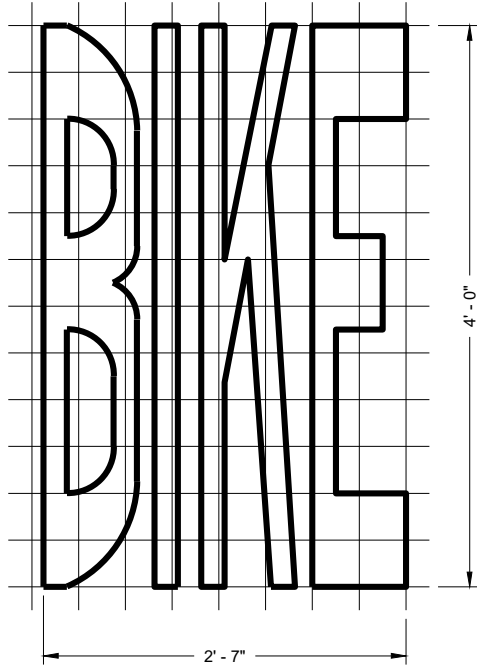
LEGEND

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

**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

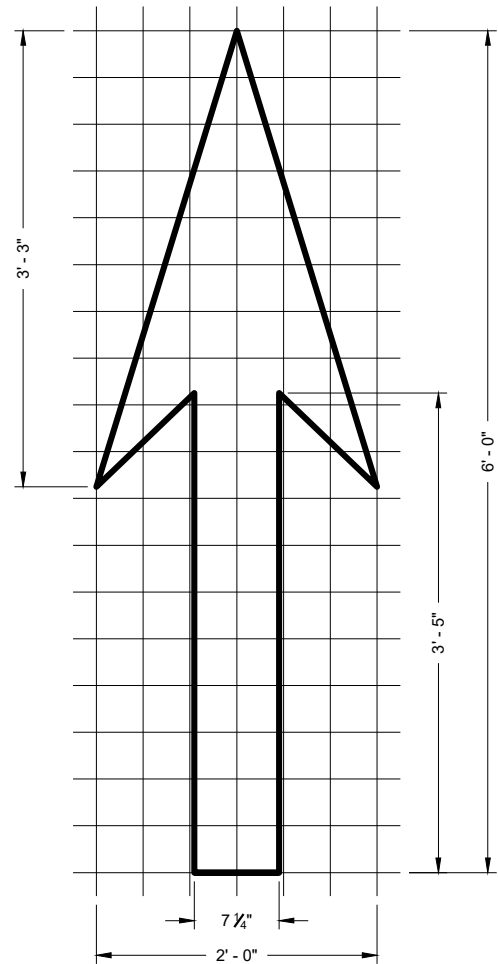
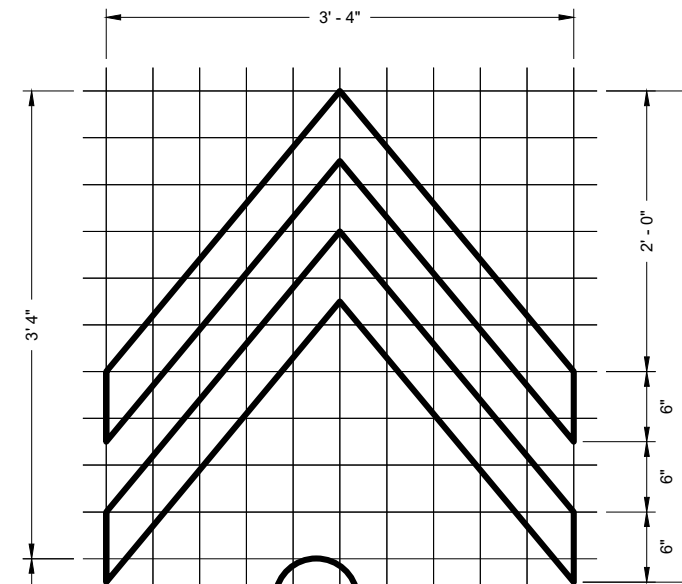
APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER



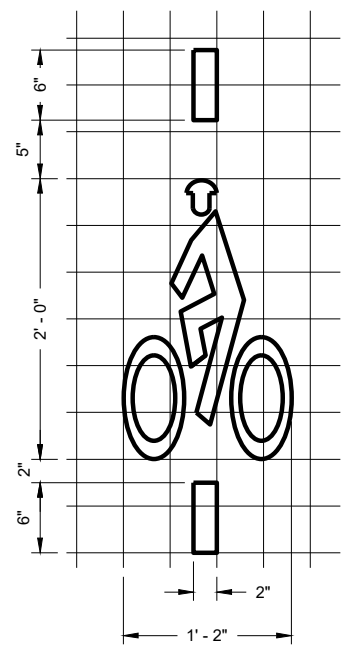
BIKE LANE WORDS

GENERAL NOTES

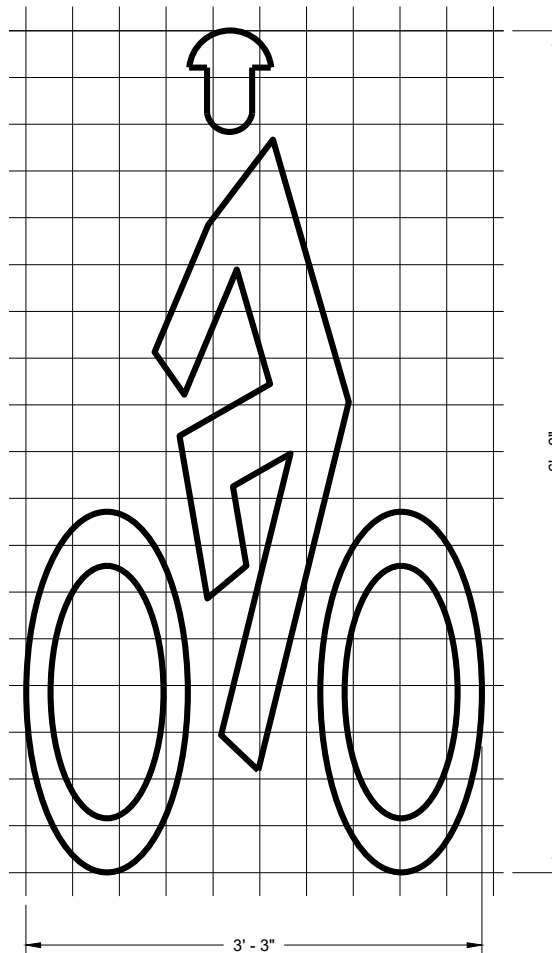
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



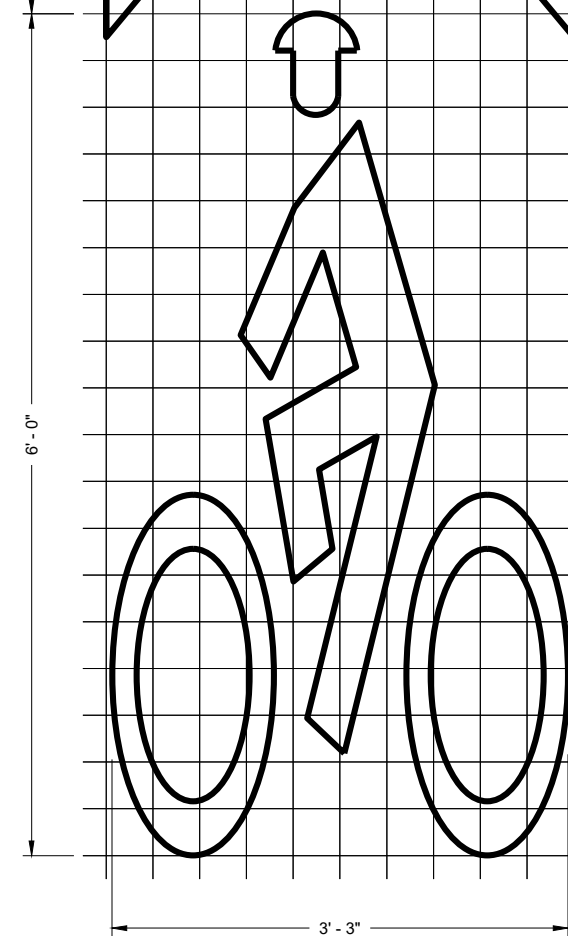
BIKE LANE ARROW



BIKE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL



BIKE LANE SYMBOL FOR SHARED LANE

6

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PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER




FHWA

GENERAL NOTES

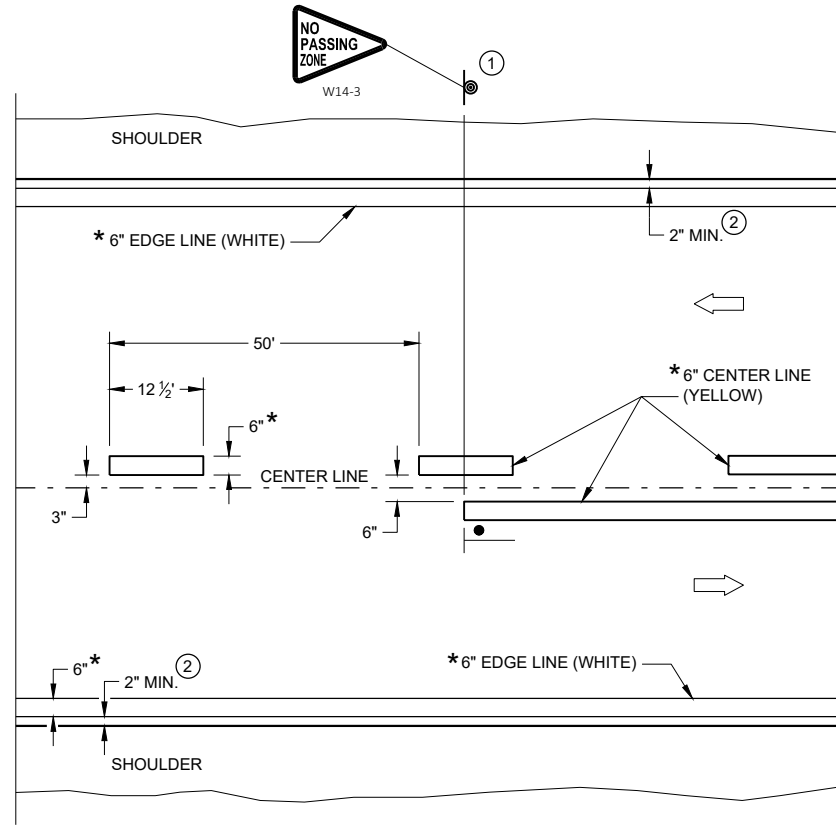
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

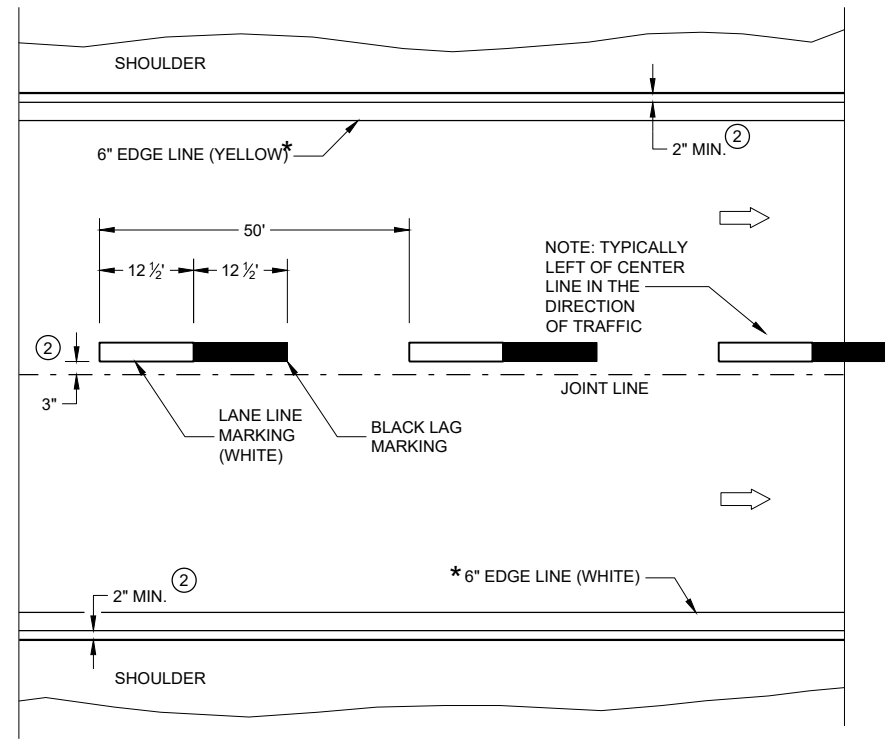
LEGEND

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

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



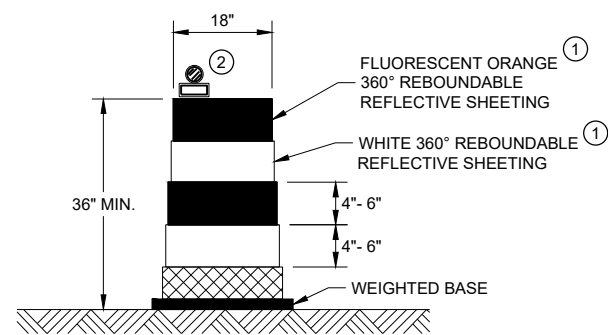
ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

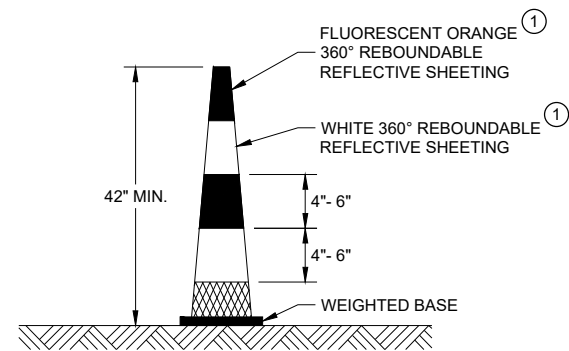
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 DATE /S/ Jeannie Silver
STATEWIDE SIGNING AND MARKING ENGINEER



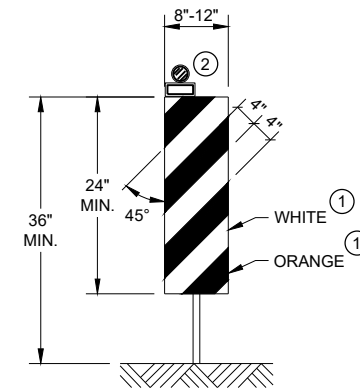
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

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

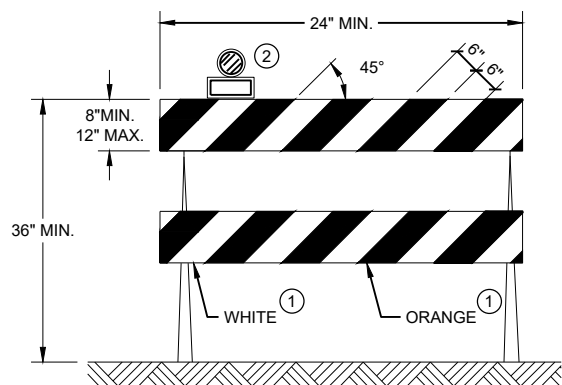


VERTICAL PANEL

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

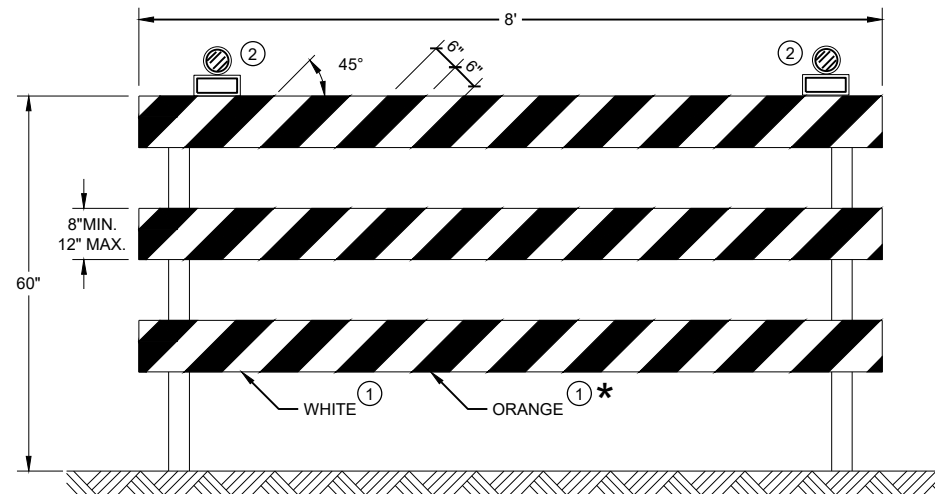
GENERAL NOTES

- 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.



TYPE II BARRICADE

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



TYPE III BARRICADE

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






* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

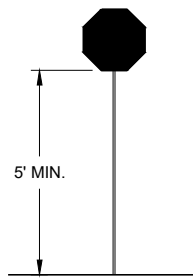
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



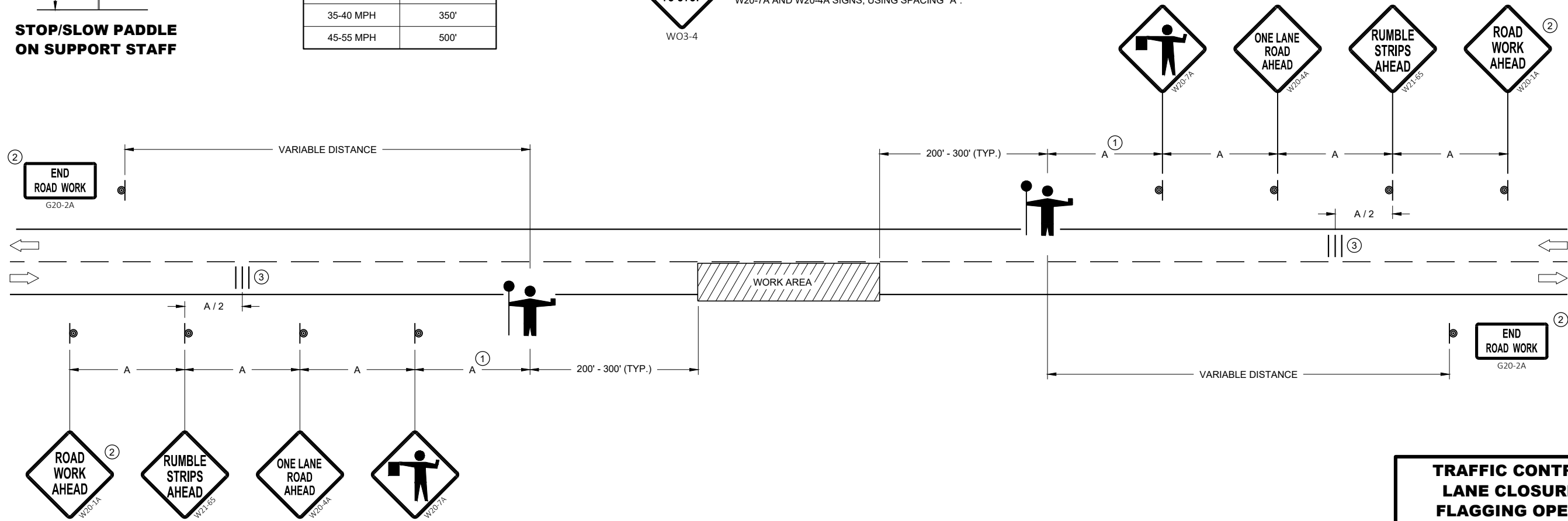
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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







TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

LEGEND

- V1 LEAD VEHICLE
- V2 MARKING VEHICLE
- V3 SHADOW VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

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

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

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

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

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

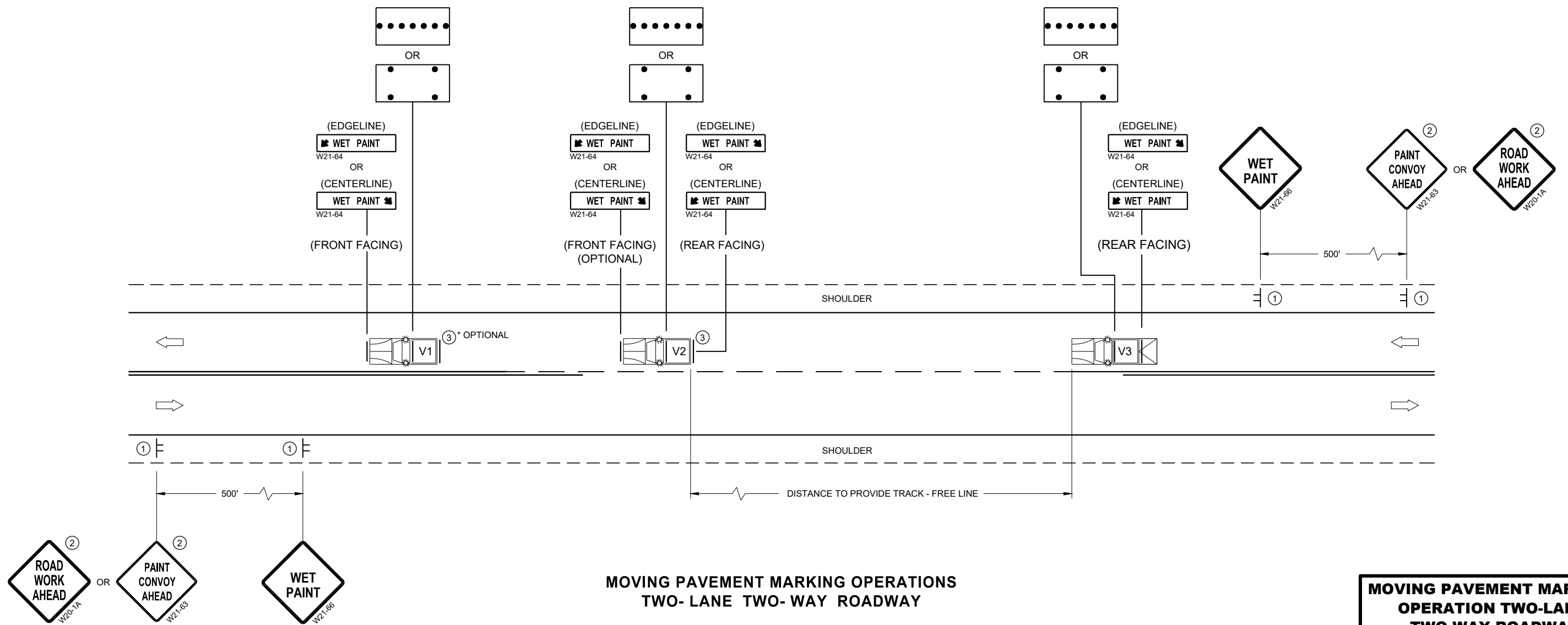
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

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

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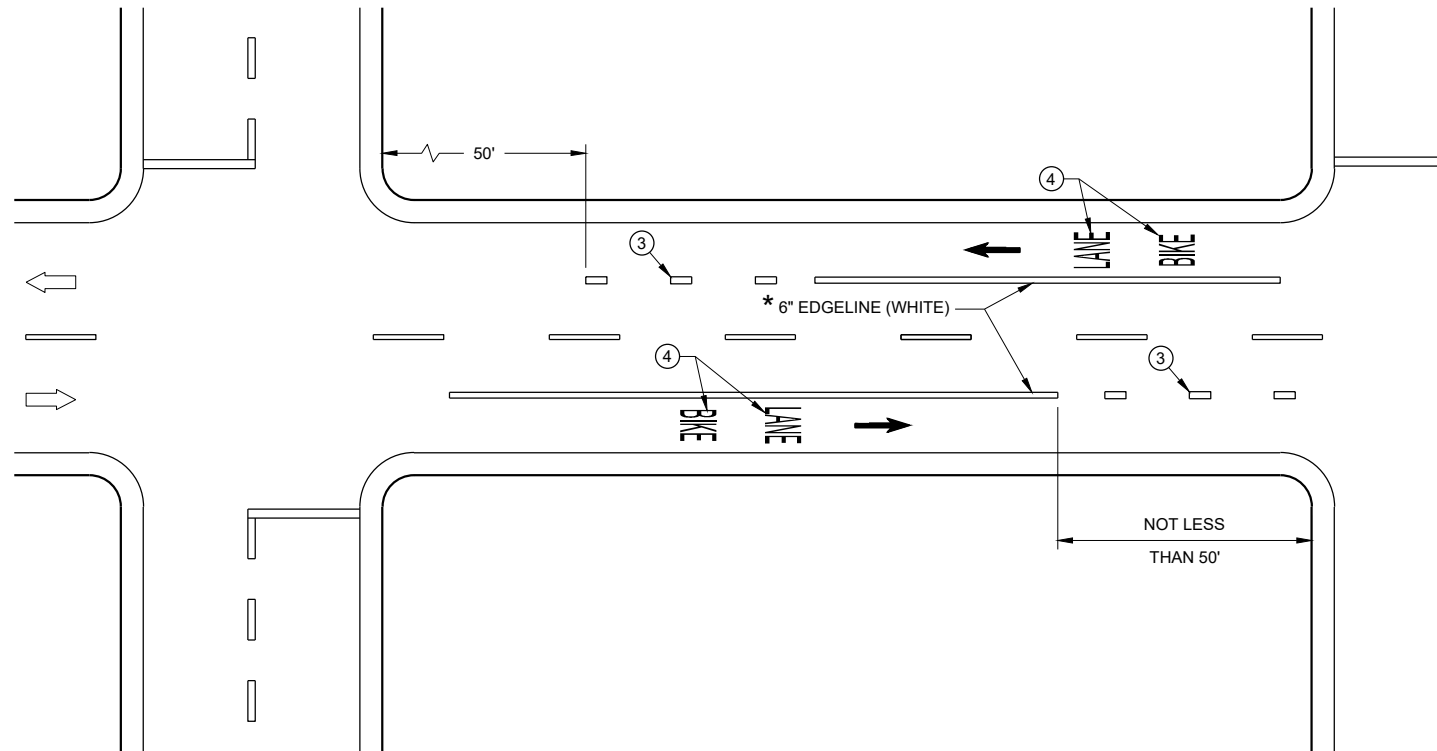


**MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY**

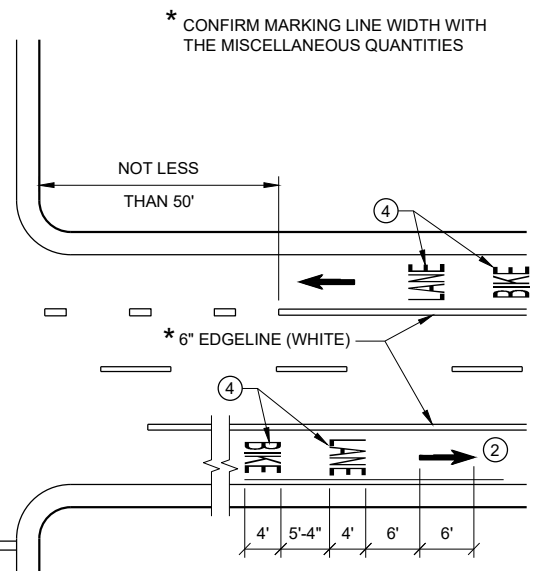
SDD 15C19-08a

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MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

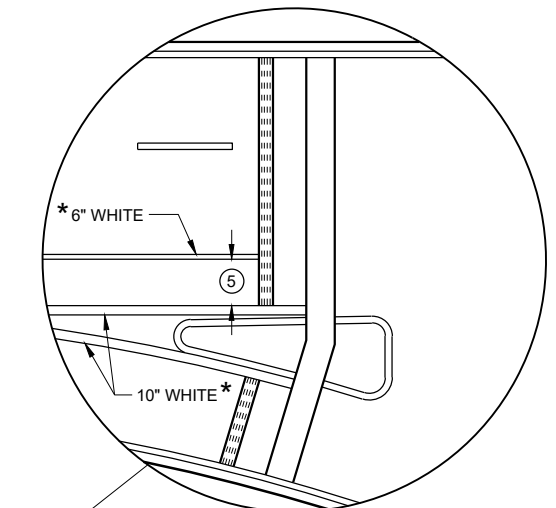
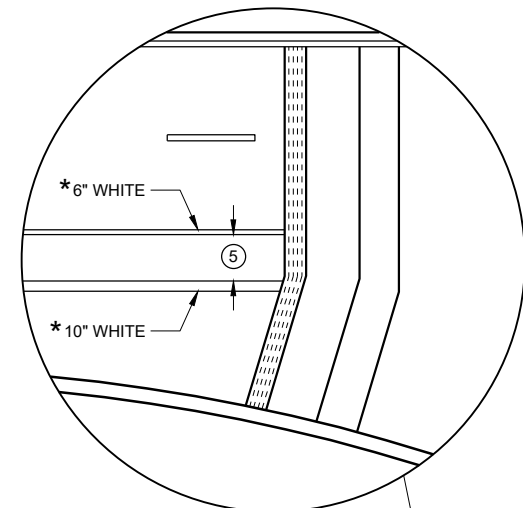


DESIGNATED BIKE LANE - NO PARKING

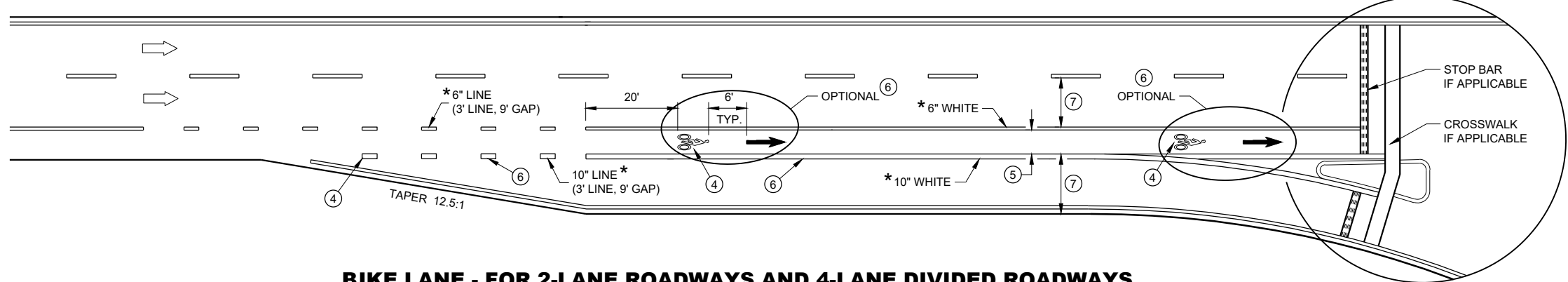


4 LANE DIVIDED WITHOUT ISLAND

- GENERAL NOTES**
- ① DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
 - ② MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
 - ③ DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
 - ④ BIKE SYMBOLS OR WORDS MAY BE USED.
 - ⑤ BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
 - ⑥ OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
 - ⑦ REFER TO CONTRACT PLANS FOR LANE WIDTH.
- DIRECTION OF TRAVEL →



4 LANE DIVIDED WITH ISLAND



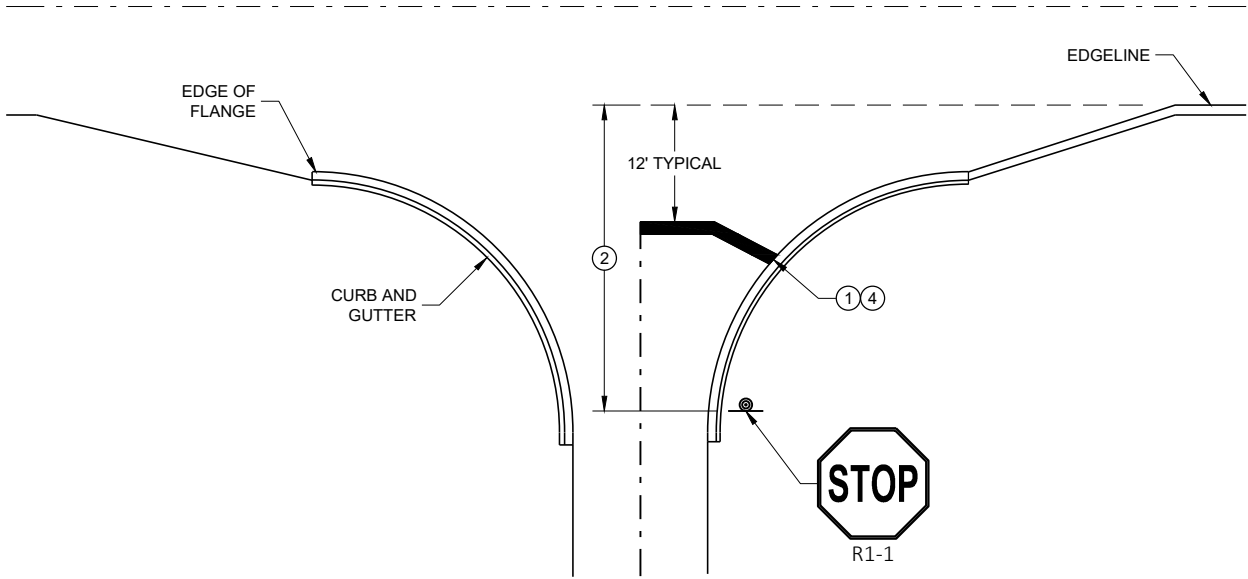
BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS (4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
<small>FHWA</small>	

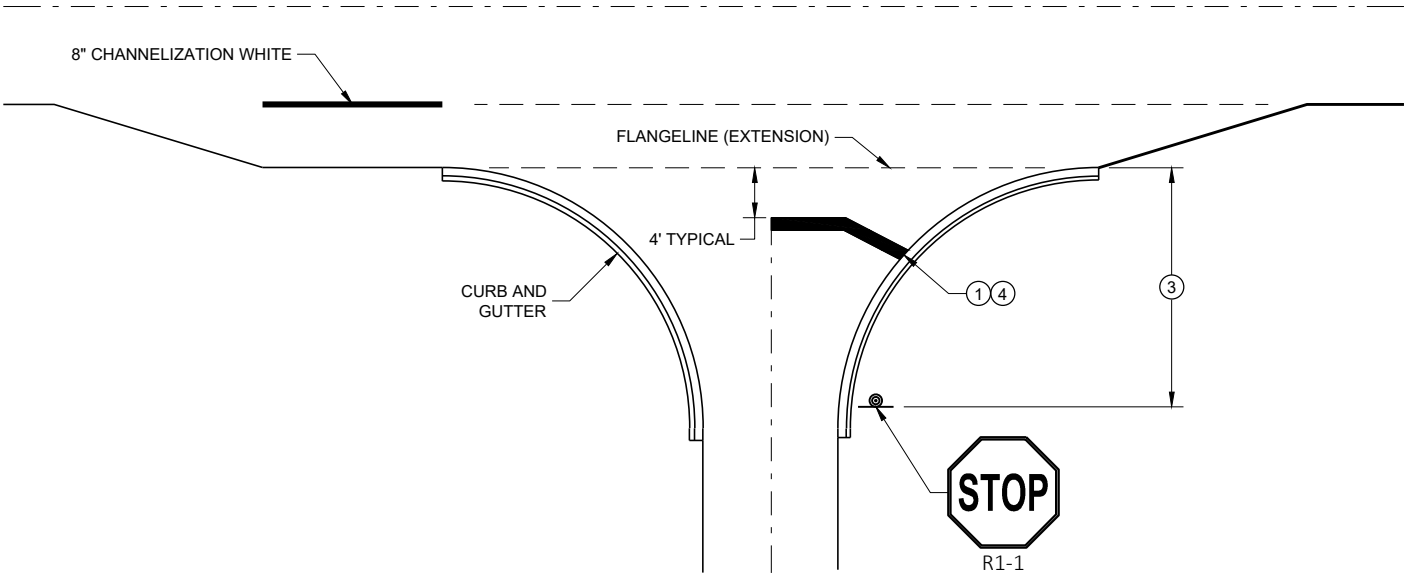
GENERAL NOTES

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

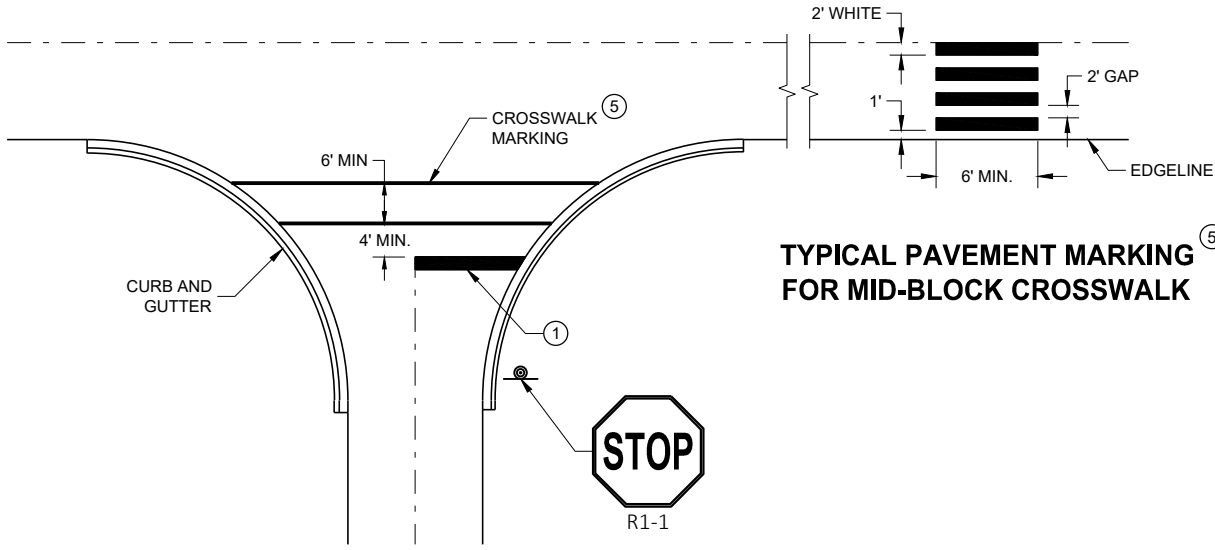
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

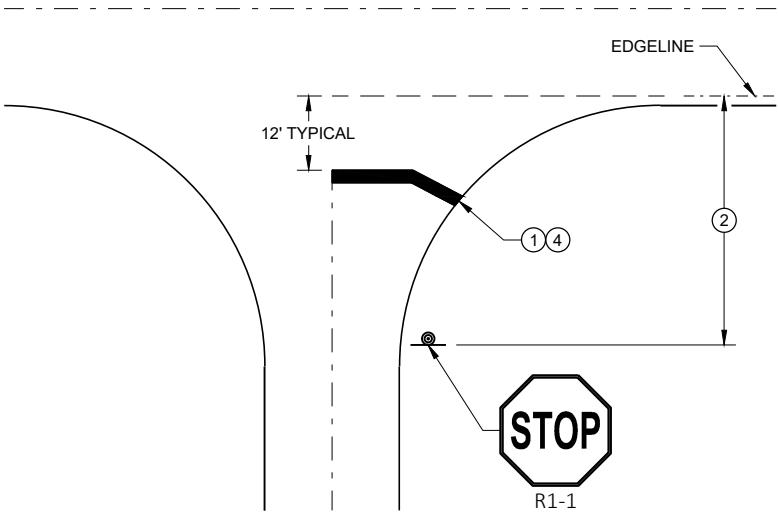


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER










STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING ENGINEER

FHWA

LEGEND

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

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

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

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

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

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

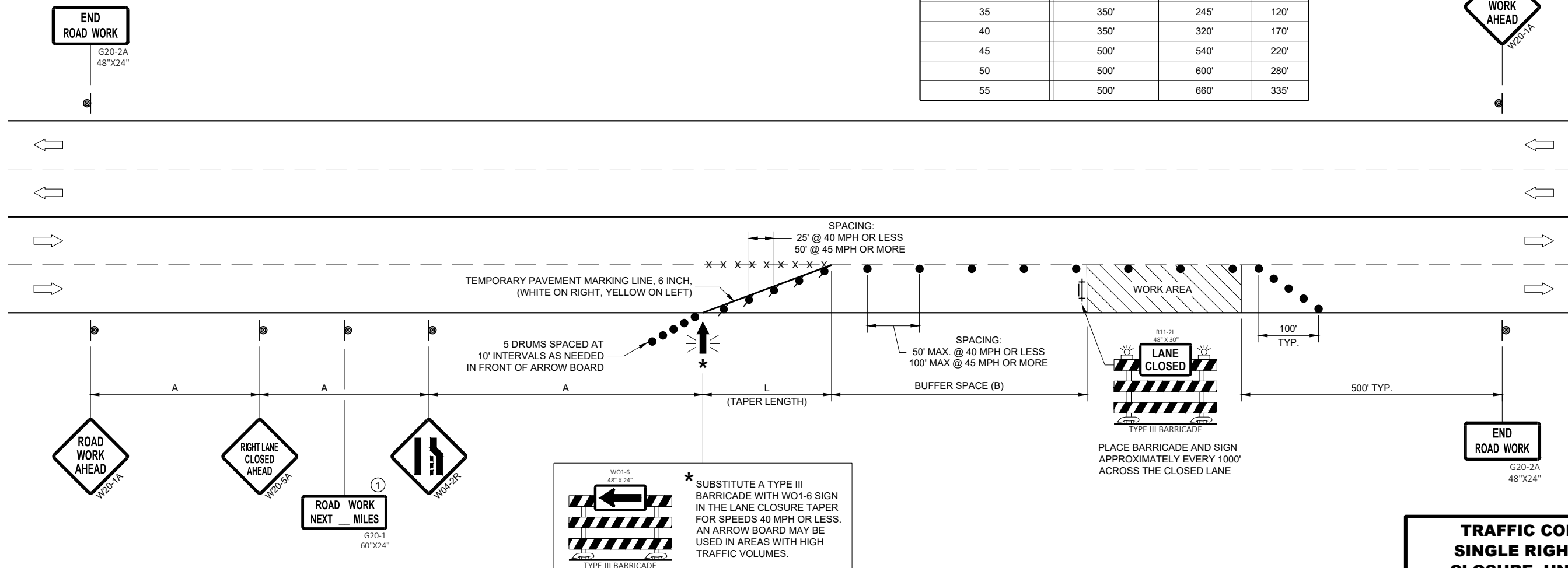
① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'



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SDD 15D20-07b

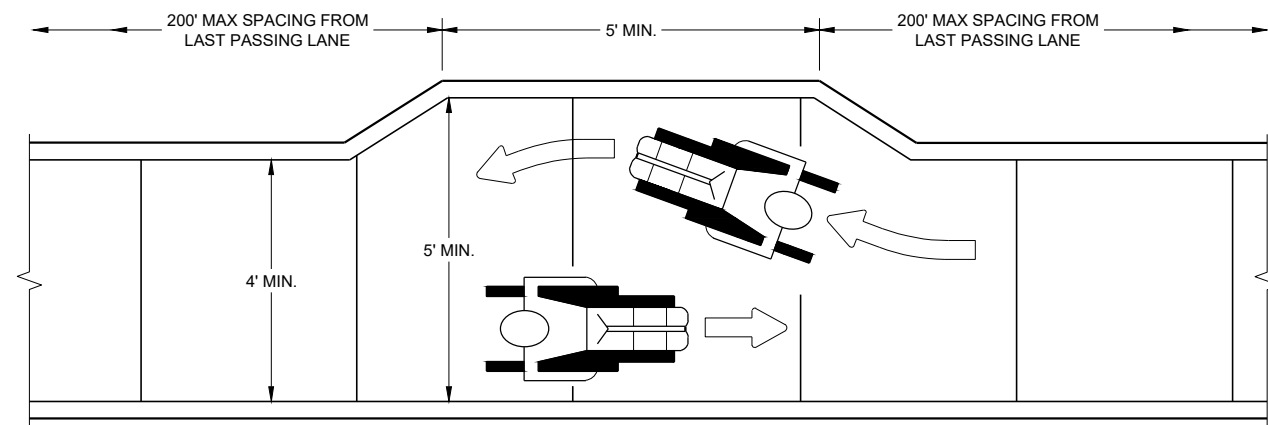
SDD 15D20-07b

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

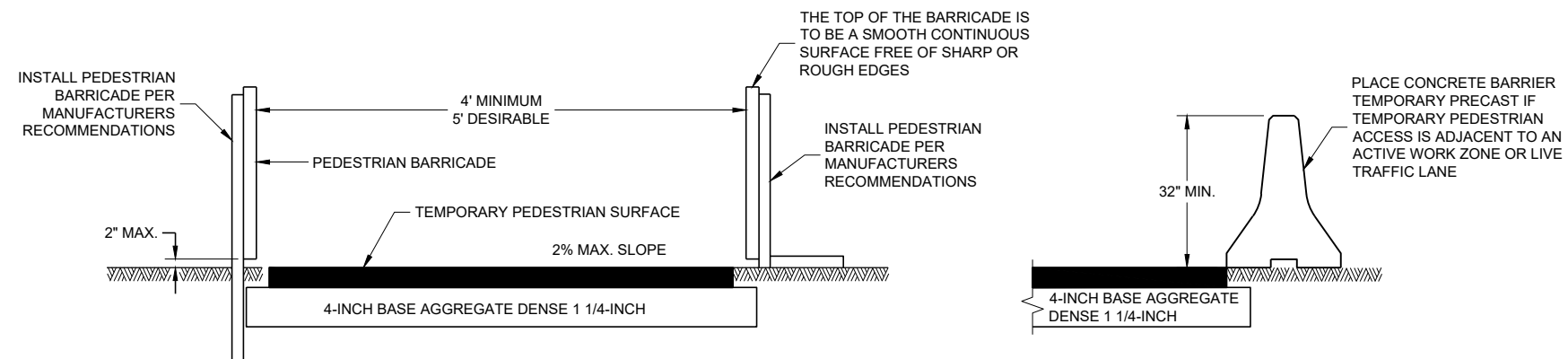
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



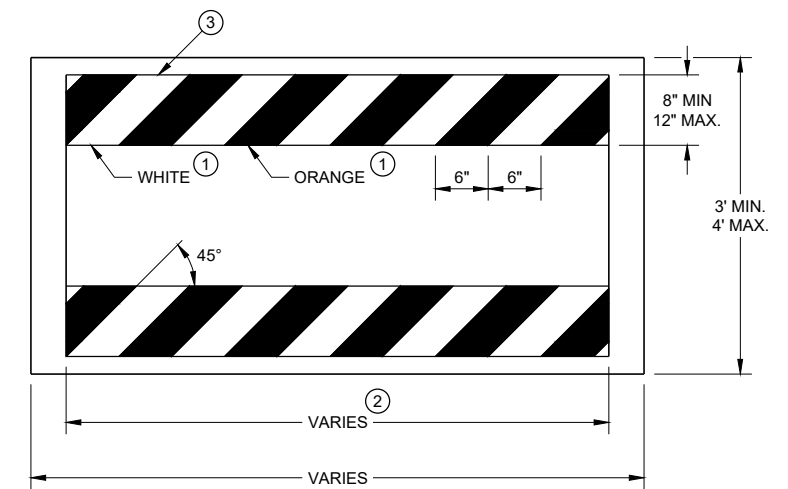
NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

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

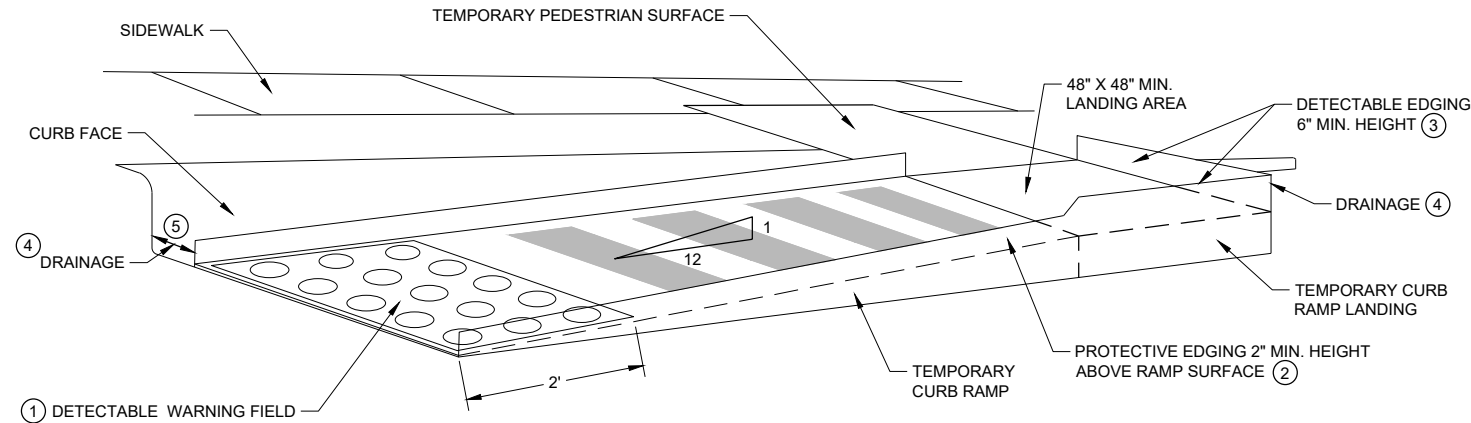


TEMPORARY PEDESTRIAN BARRICADE*

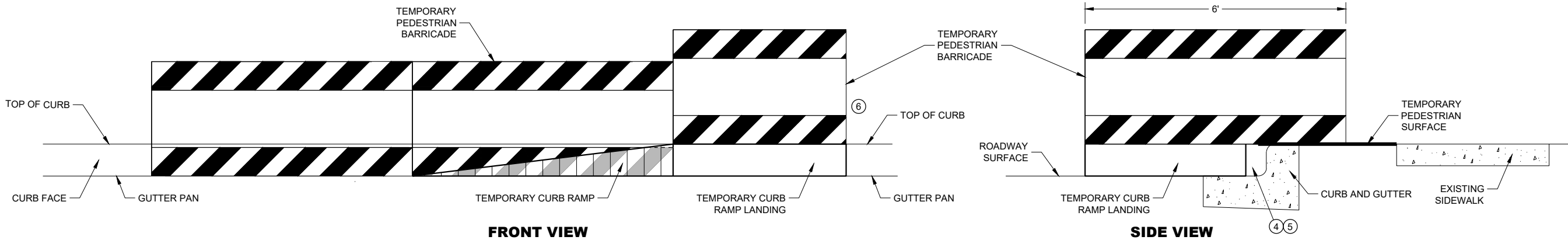
GENERAL NOTES

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

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



PERSPECTIVE VIEW

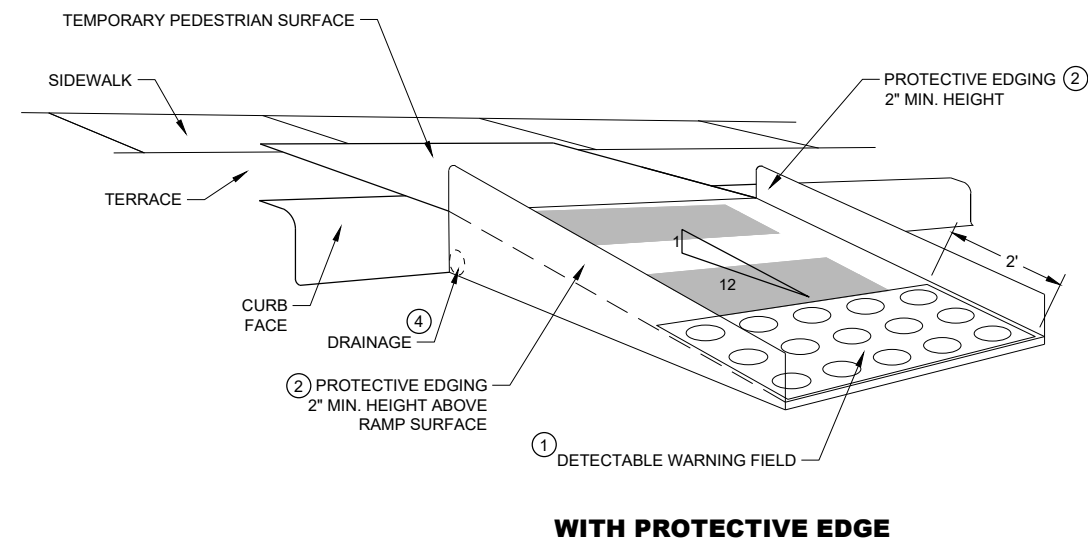
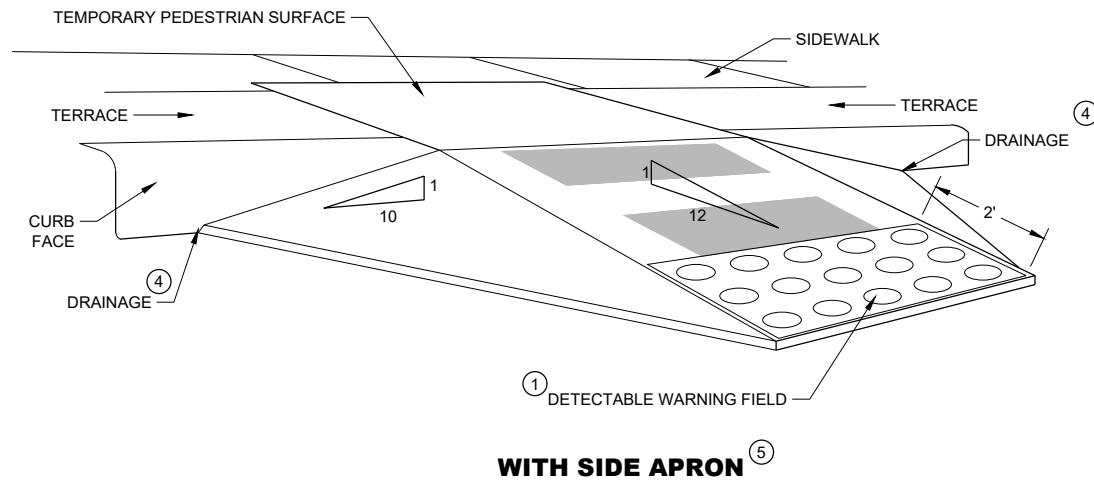


FRONT VIEW

SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

<p>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</p>
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

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

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

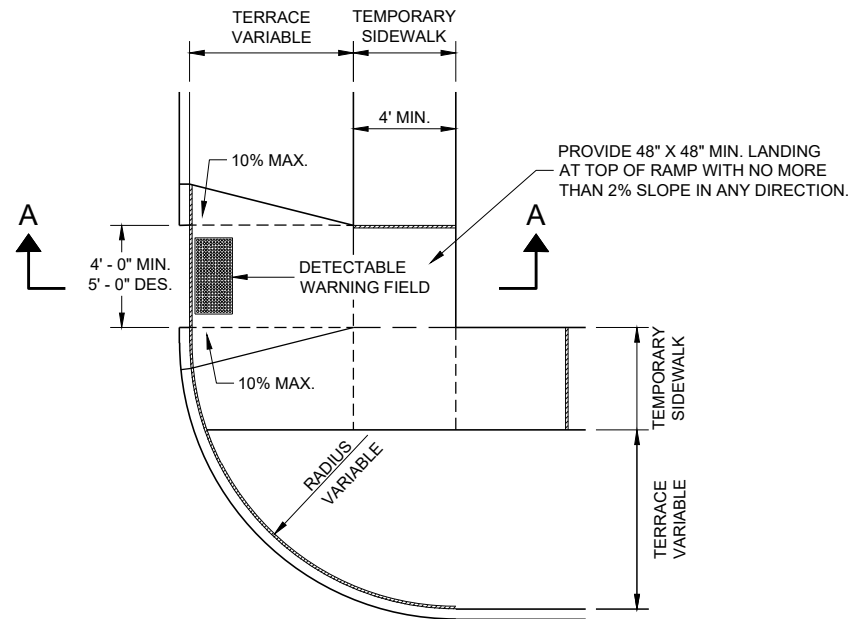
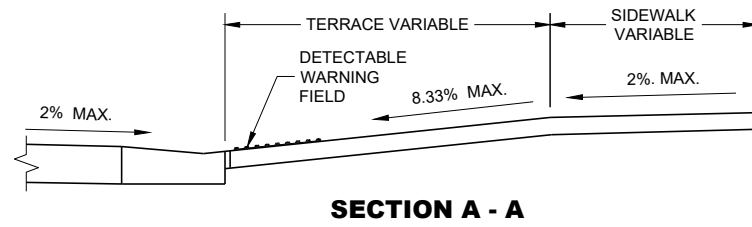
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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 CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

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.



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

6

6

SDD 15D30-09d

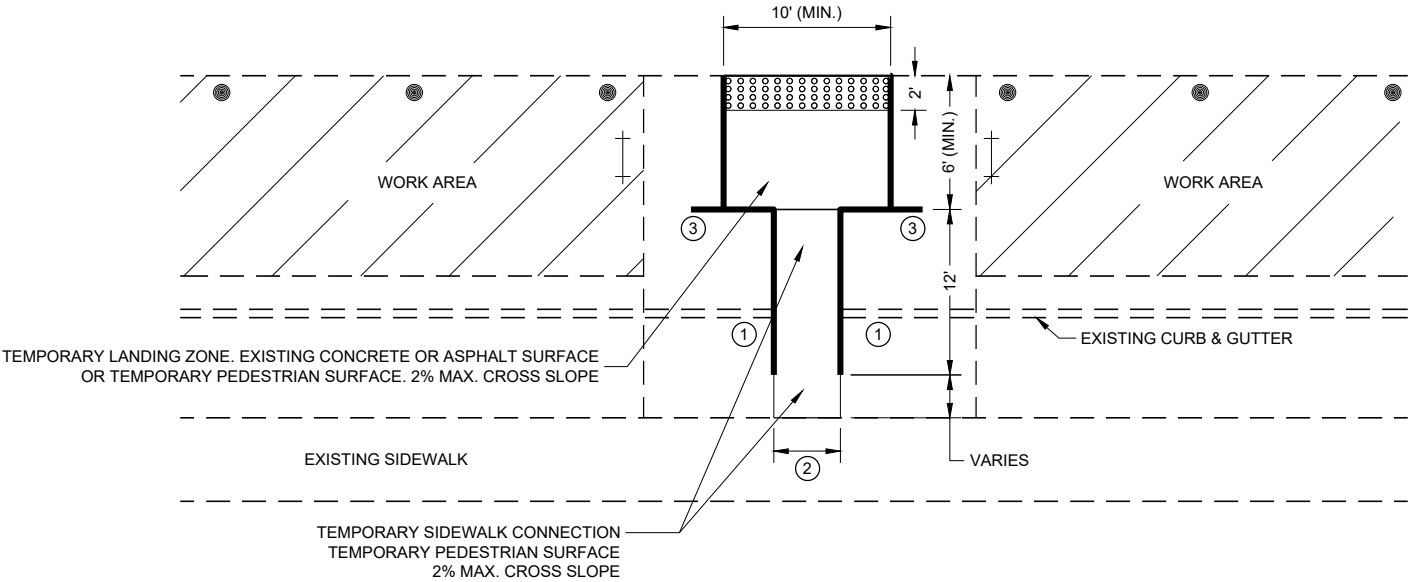
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TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

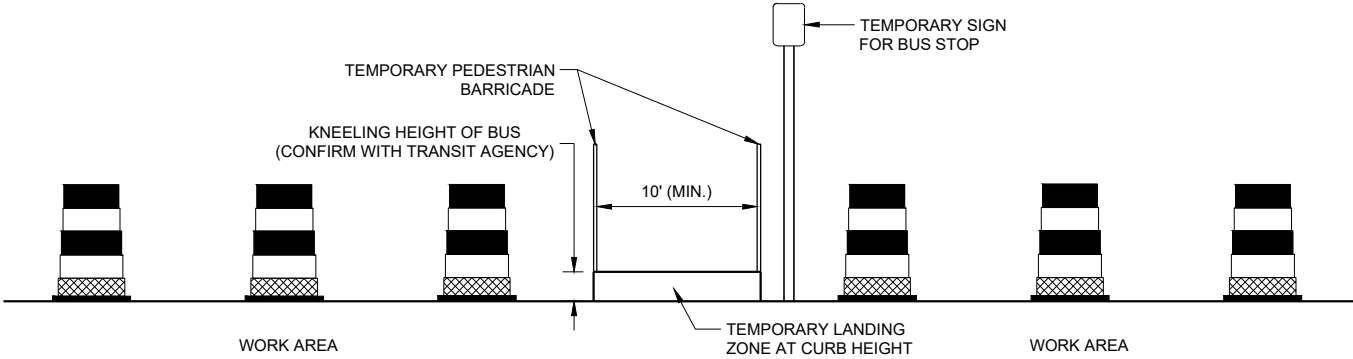
GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMP OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 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".
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

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



PLAN VIEW



**PROFILE VIEW
TEMPORARY BUS STOP PAD**







LEGEND

	TRAFFIC CONTROL DRUM
	TYPE III BARRICADE
	TEMPORARY PEDESTRIAN BARRICADE
	TEMPORARY DETECTABLE WARNING FIELD
	WORK AREA

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

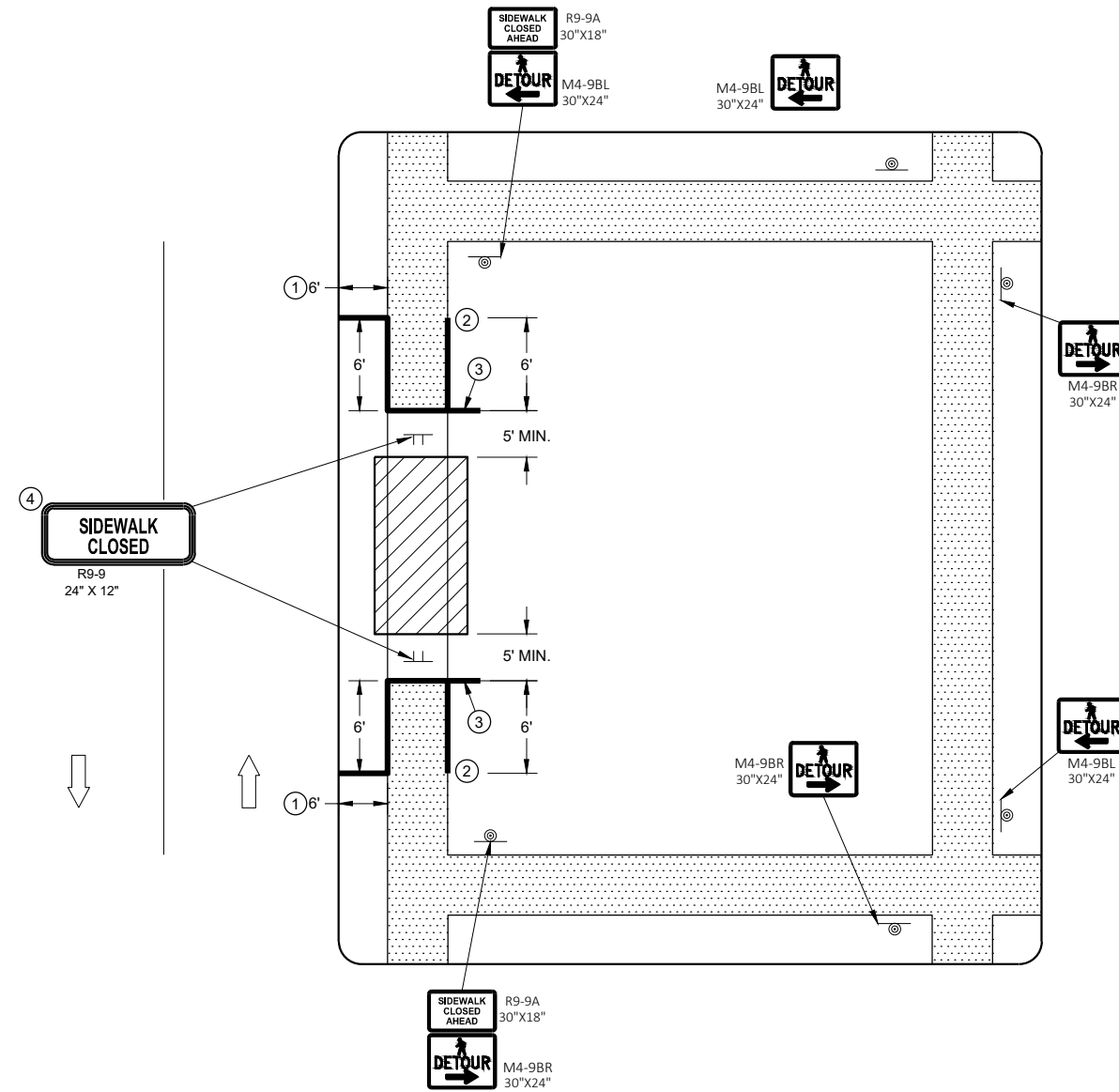
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES








- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.
- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
 - ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
 - ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

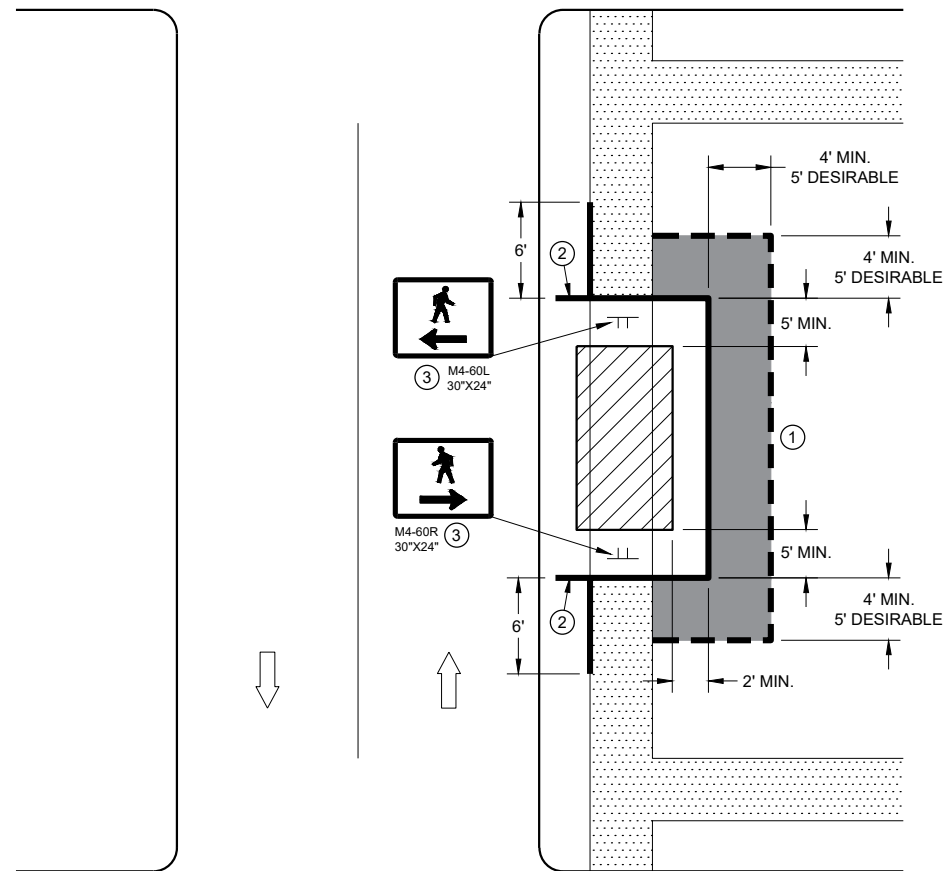
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

LEGEND

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










GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- ① USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
 - ② IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



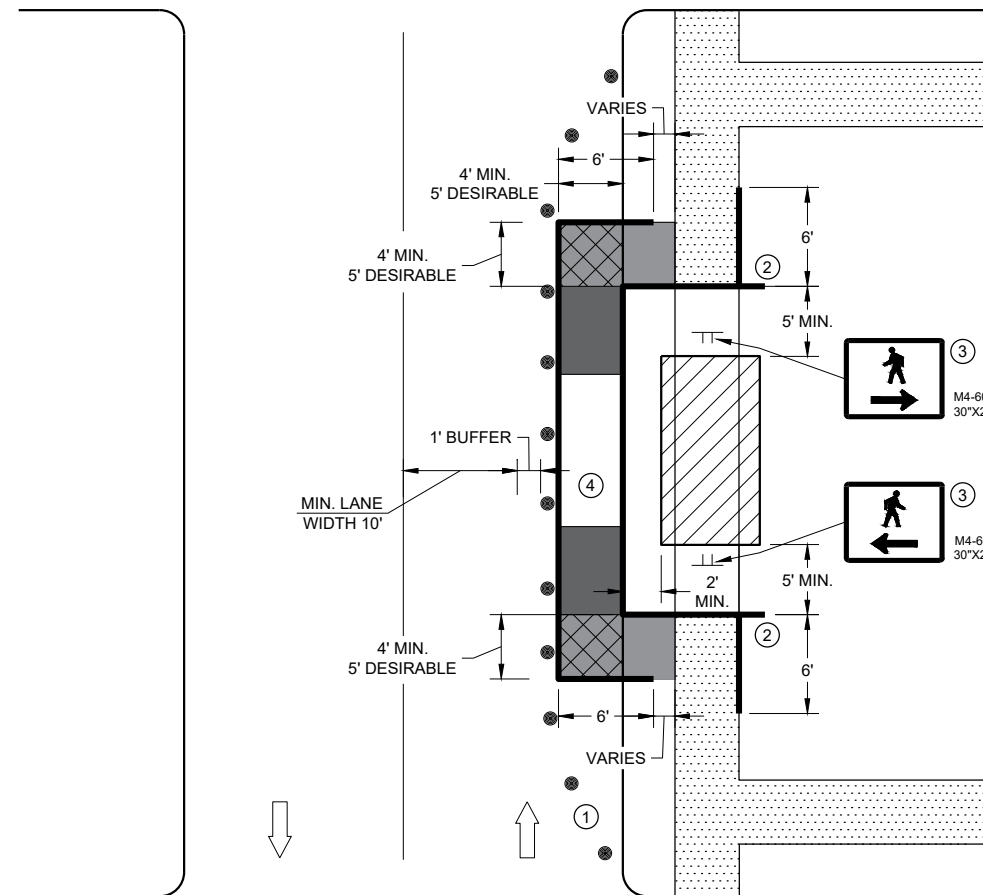
**SIDEWALK DIVERSION
SINGLE SIDE**

LEGEND

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

GENERAL NOTES

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



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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











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

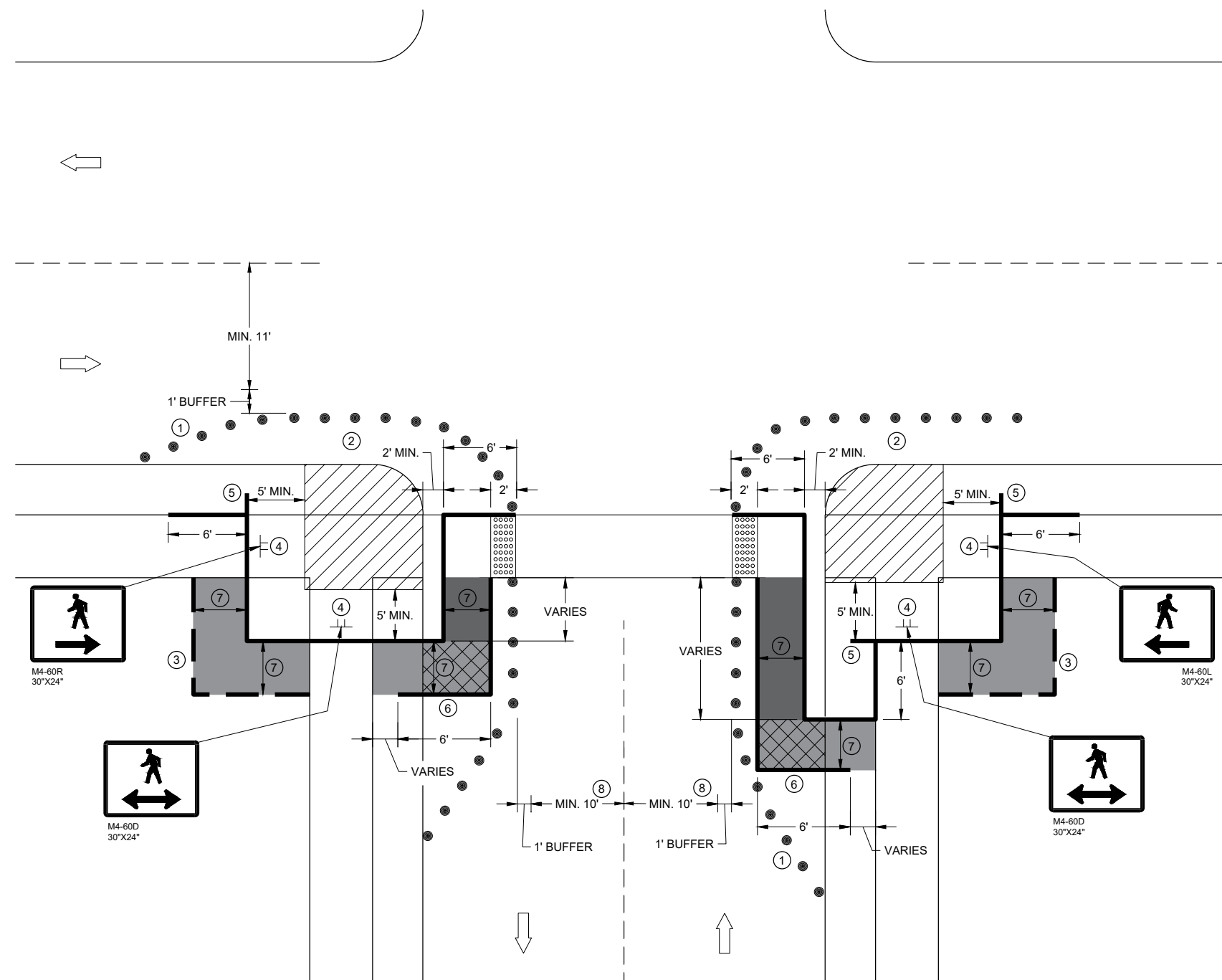
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

LEGEND

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



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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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











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

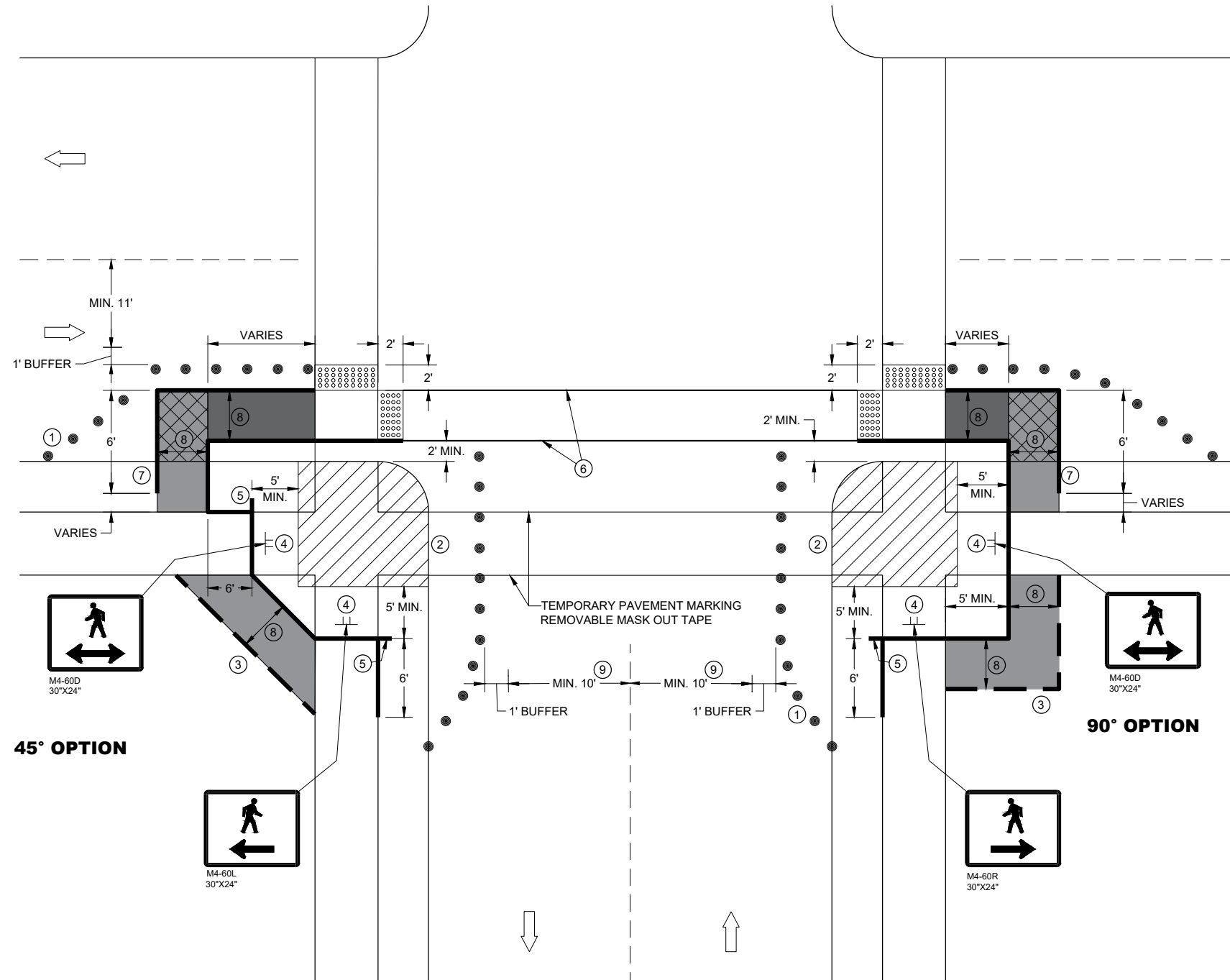
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

LEGEND

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









CURB RAMP PEDESTRIAN TRAFFIC CONTROL

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

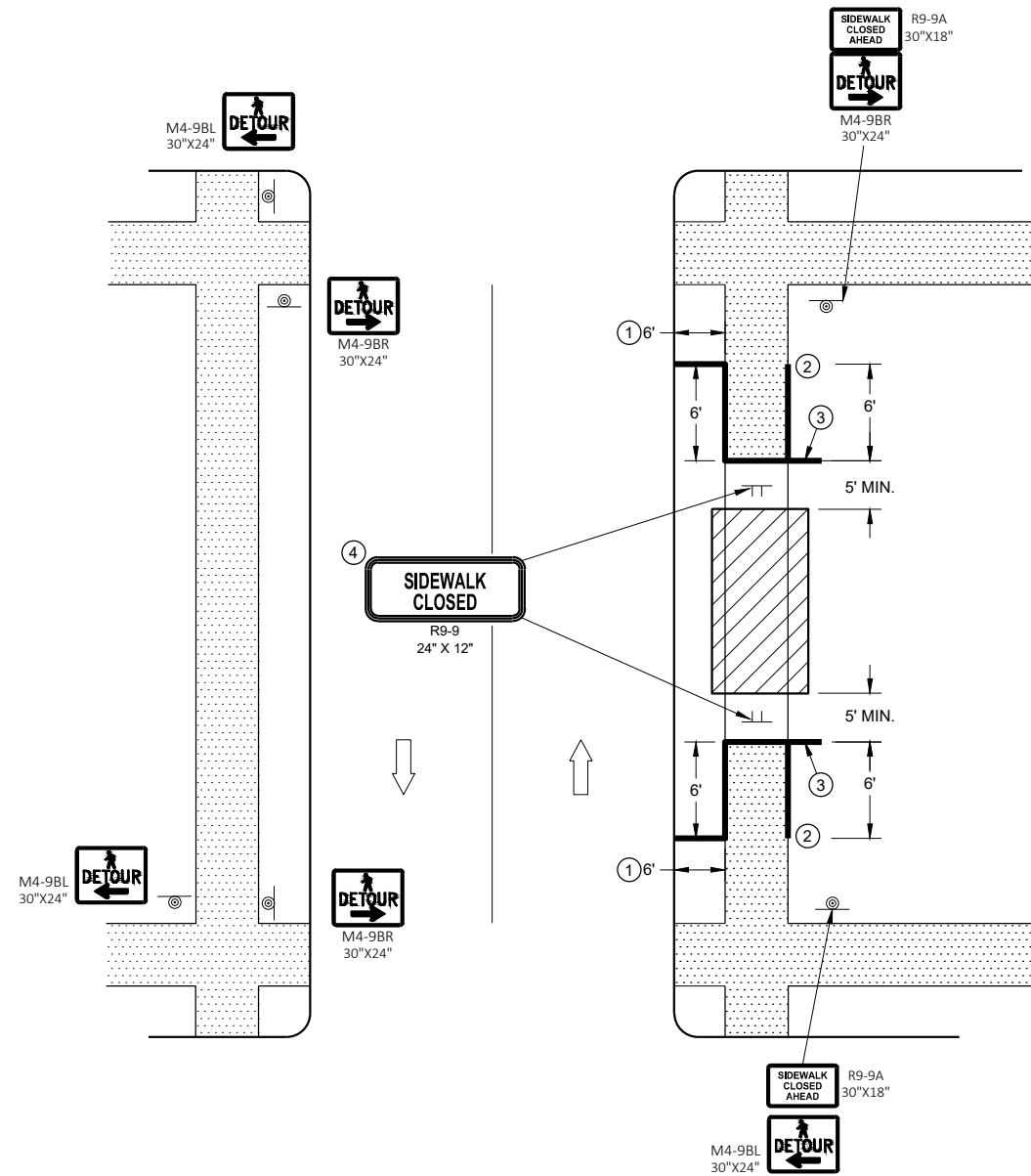
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES

- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.
- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
 - ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
 - ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

6

6

SDD 15D30 - 09k

SDD 15D30 - 09k

GENERAL NOTES



TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

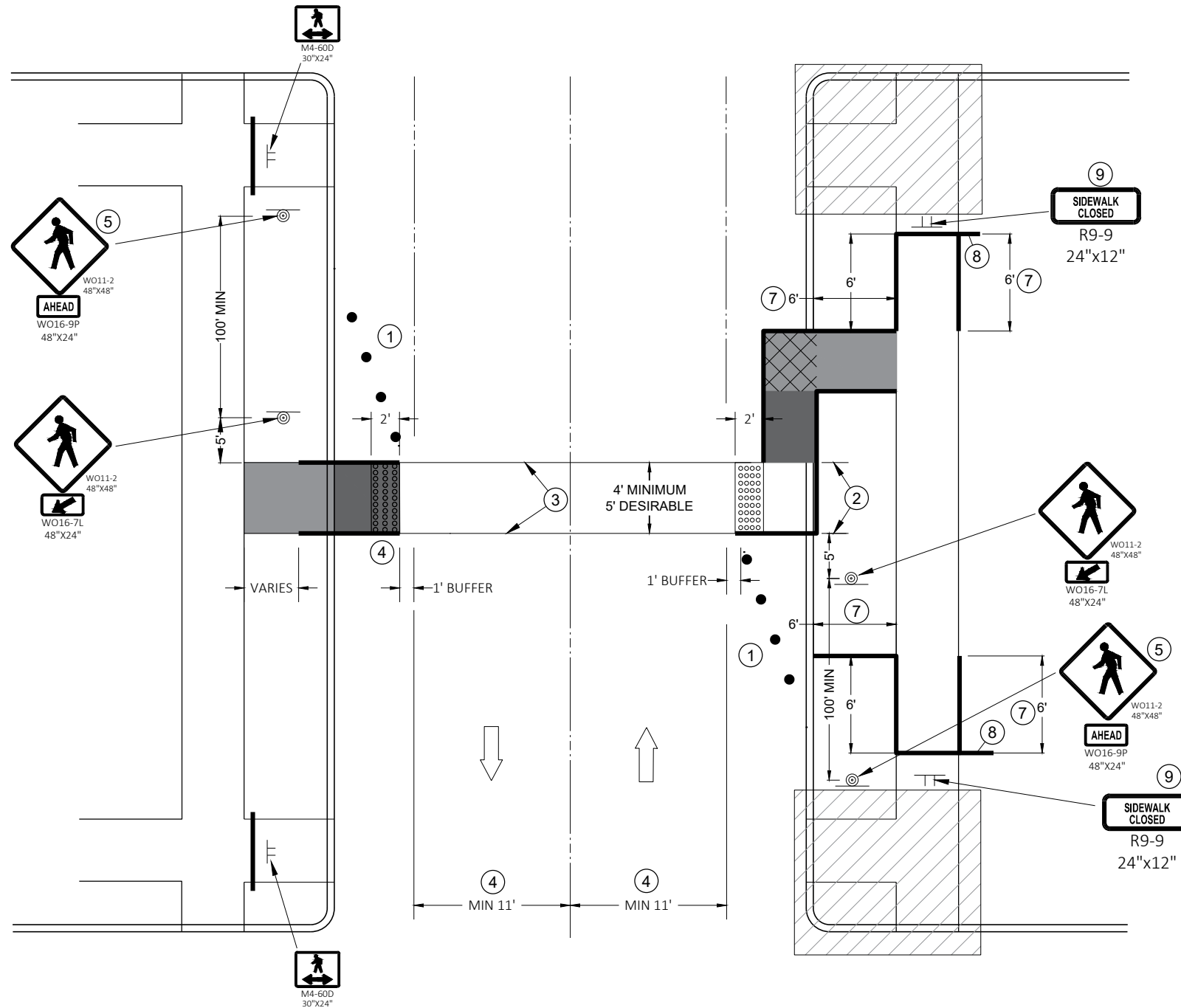
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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

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

LEGEND

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










TEMPORARY PEDESTRIAN CROSSING

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

-  EXISTING SIGN ON PERMANENT SUPPORT
-  NEW SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  DIRECTION OF TRAFFIC
-  WORK ZONE

GENERAL NOTES

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

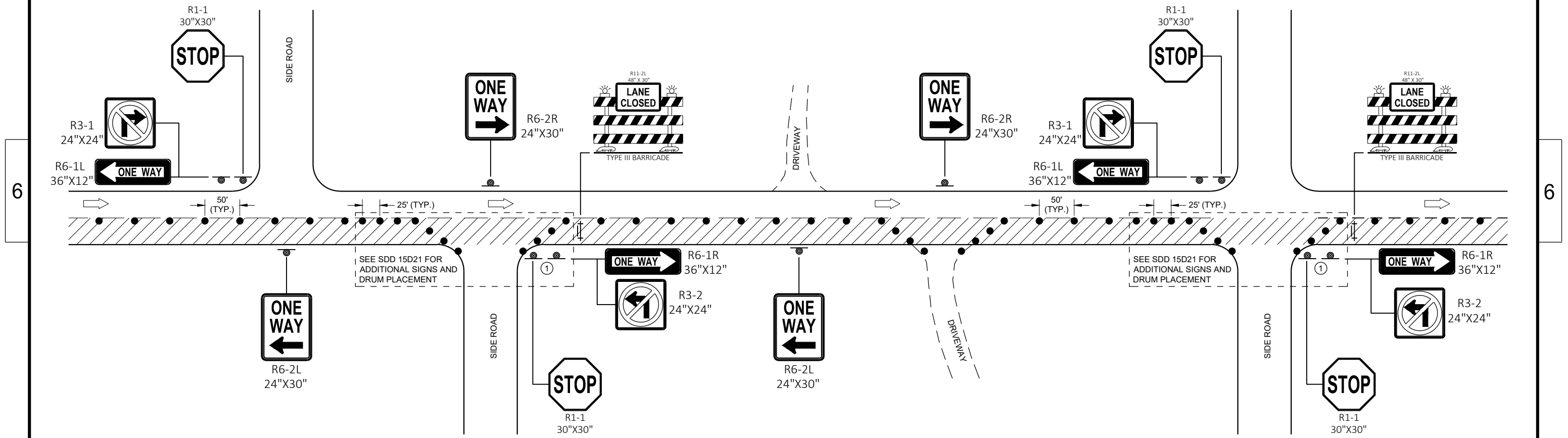
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

① IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.



**TRAFFIC CONTROL
ONE - WAY SIGNING**

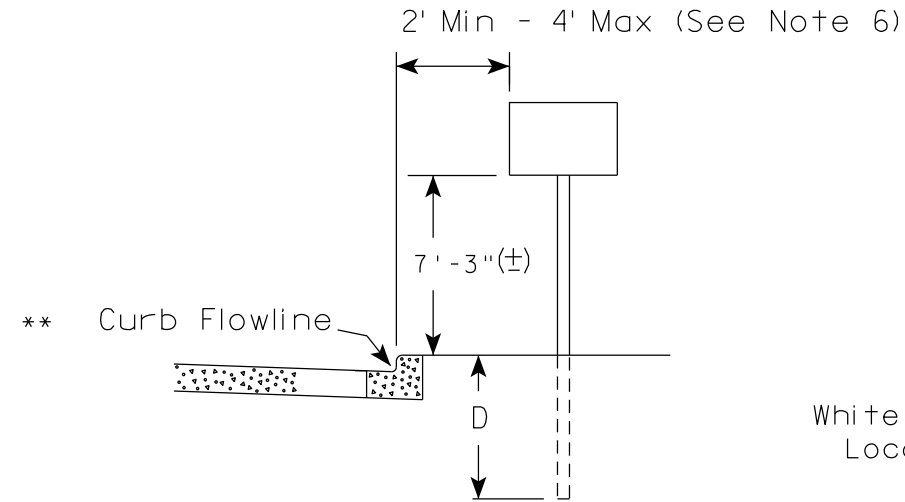
TRAFFIC CONTROL ONE-WAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE May 2020	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

SDD 15D46 - 01

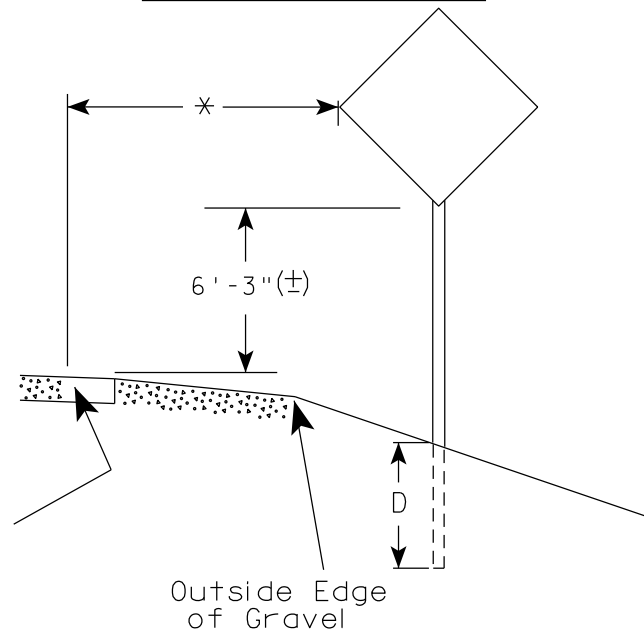
SDD 15D46 - 01

URBAN AREA

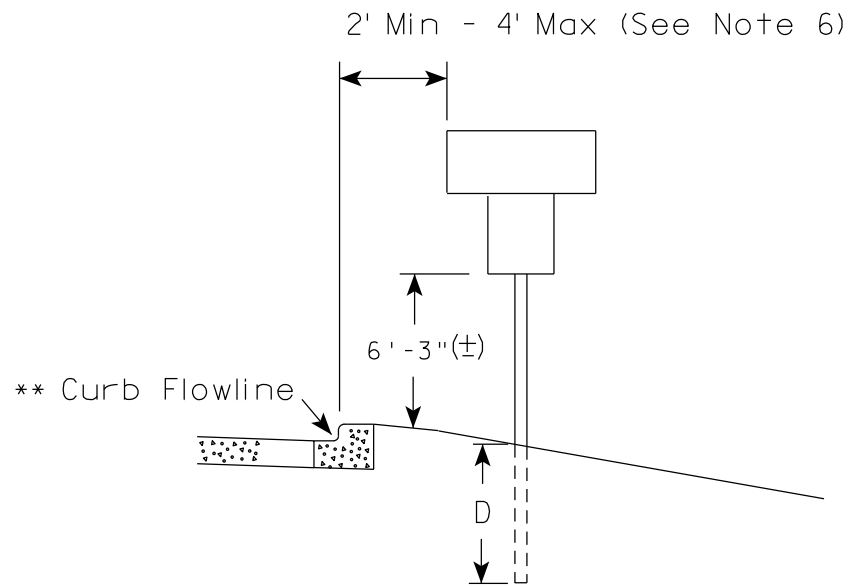
RURAL AREA (See Note 2)



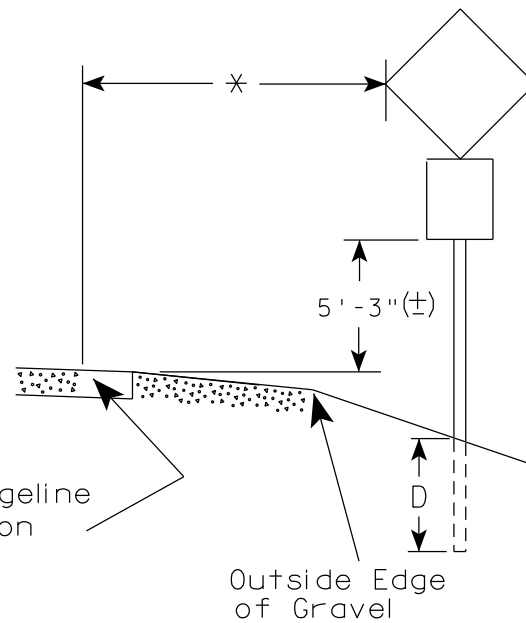
White Edgeline Location



Outside Edge of Gravel



White Edgeline Location



Outside Edge of Gravel

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

7

7

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

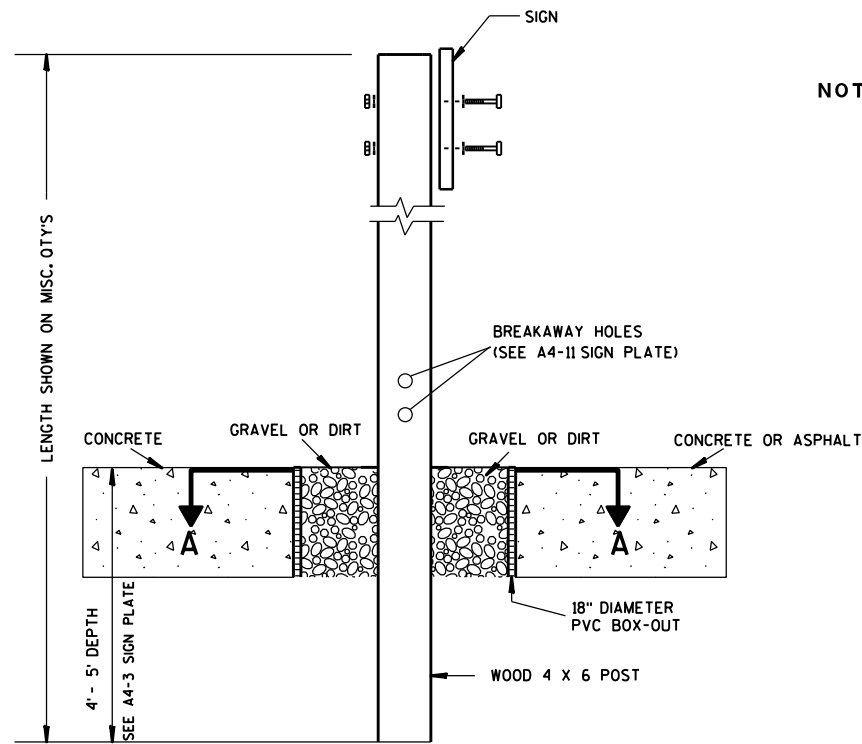
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

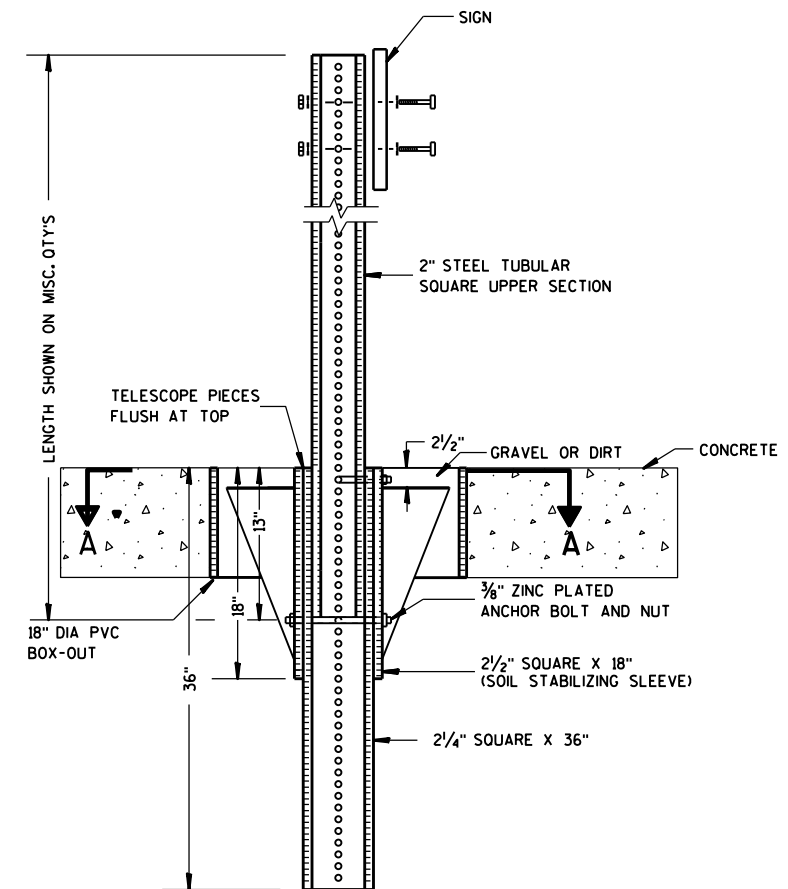
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

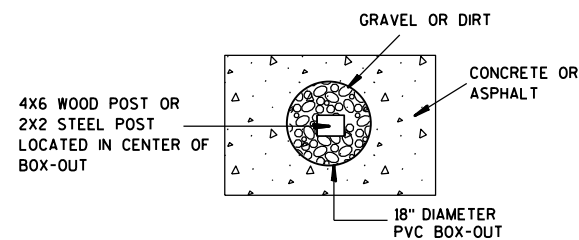
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

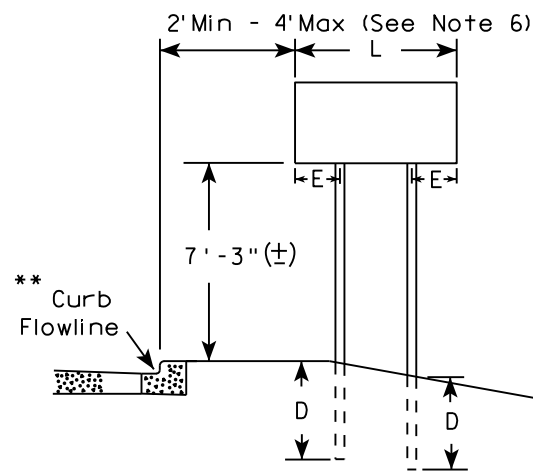
FOR NEW CONCRETE/ ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B	
<small>WISCONSIN DEPT OF TRANSPORTATION</small>	
APPROVED <i>Matthew R. Rauch</i> <small>for State Traffic Engineer</small>	
DATE <u>1/27/14</u>	PLATE NO. <u>A4-3B.1</u>

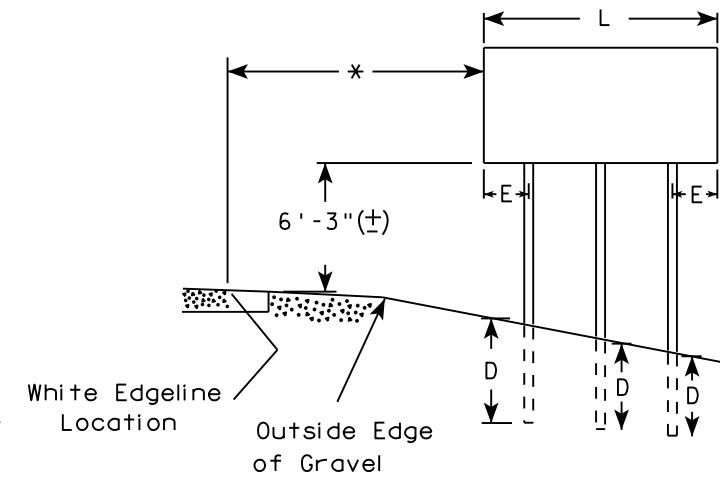
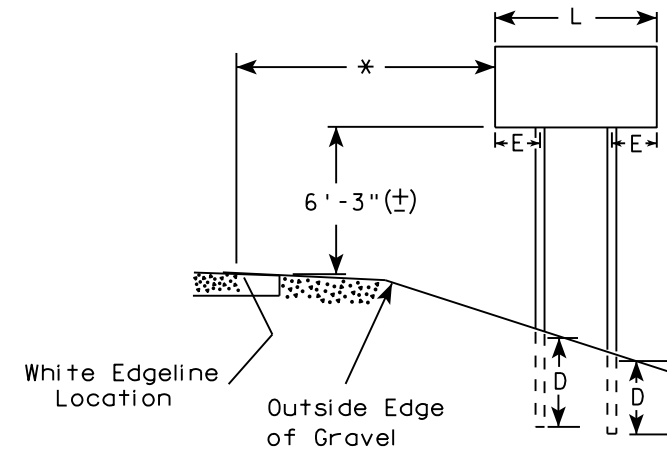
GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-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" (±).

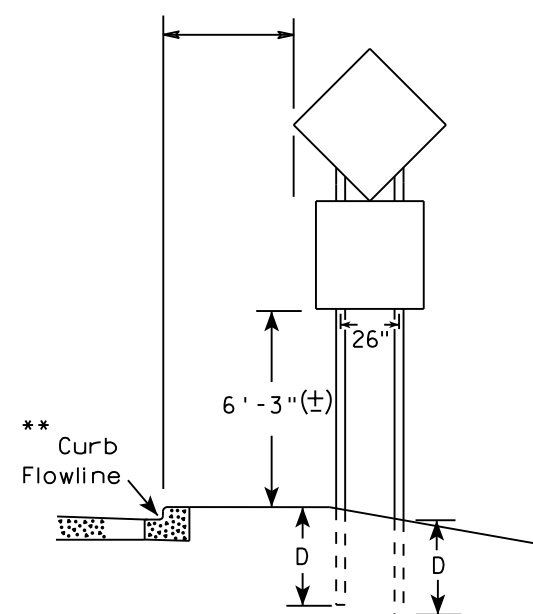
URBAN AREA



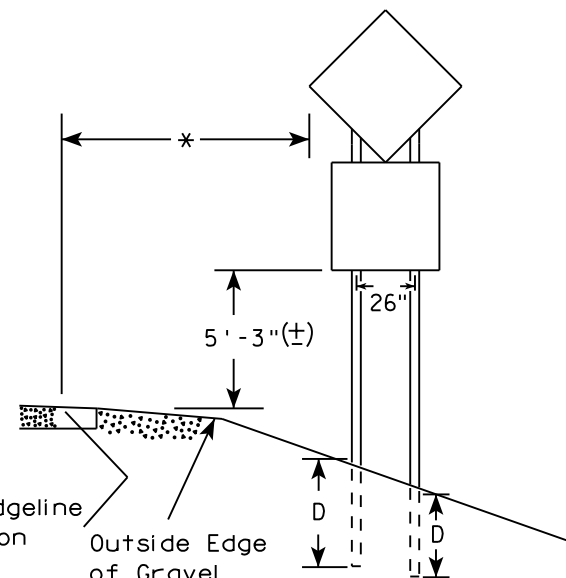
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

* 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.

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

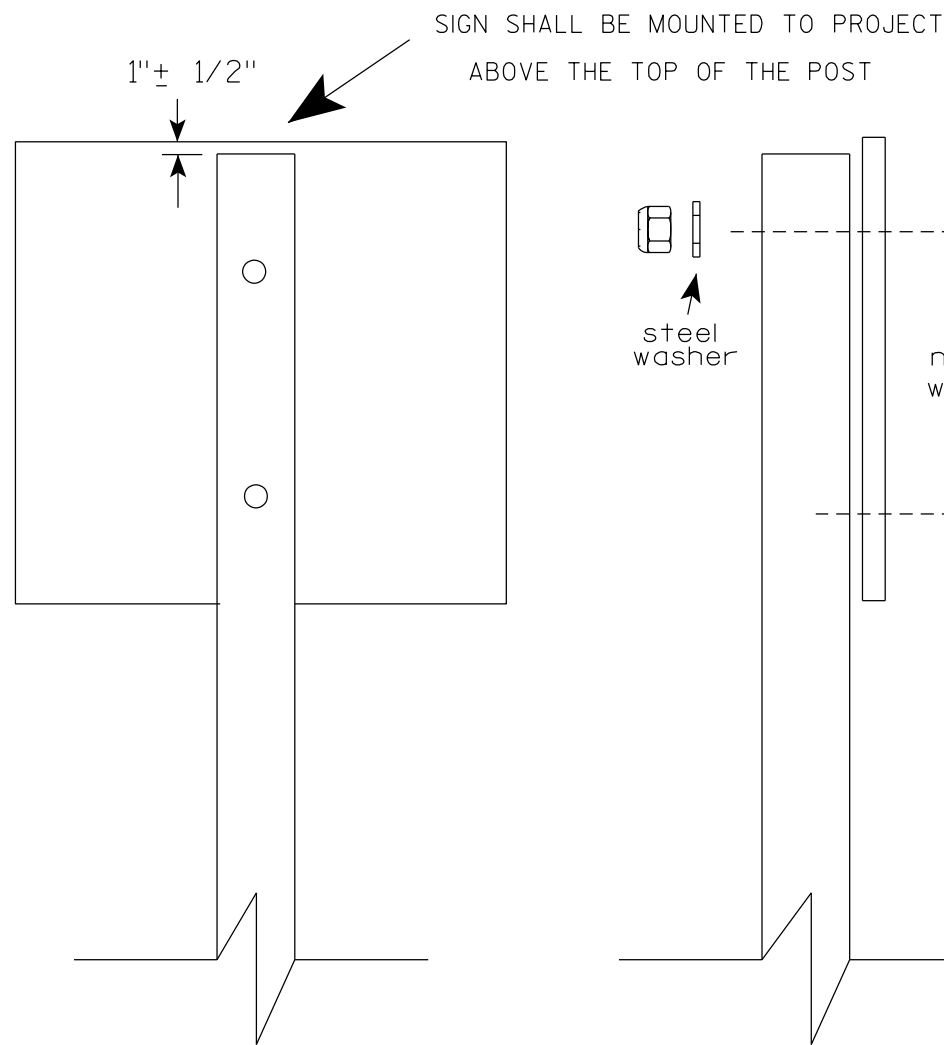
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

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 8/21/17 PLATE NO. A4-4.15



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

- Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- 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.

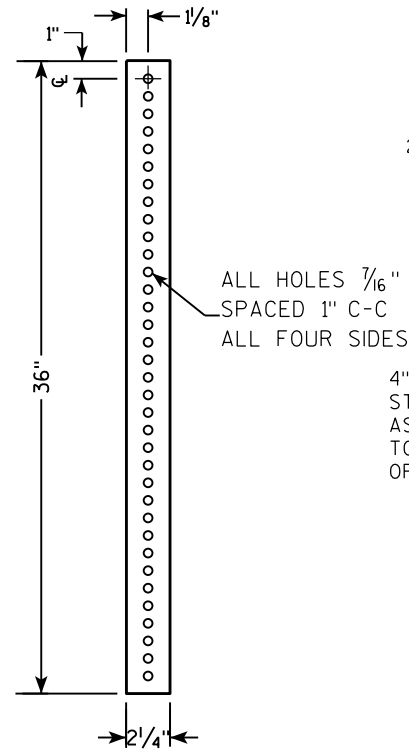
- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE 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.

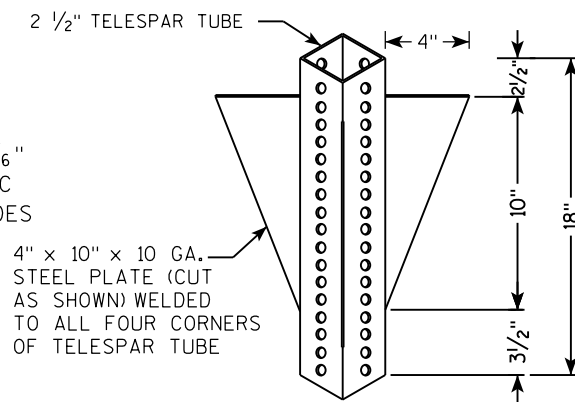
ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

**TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM**

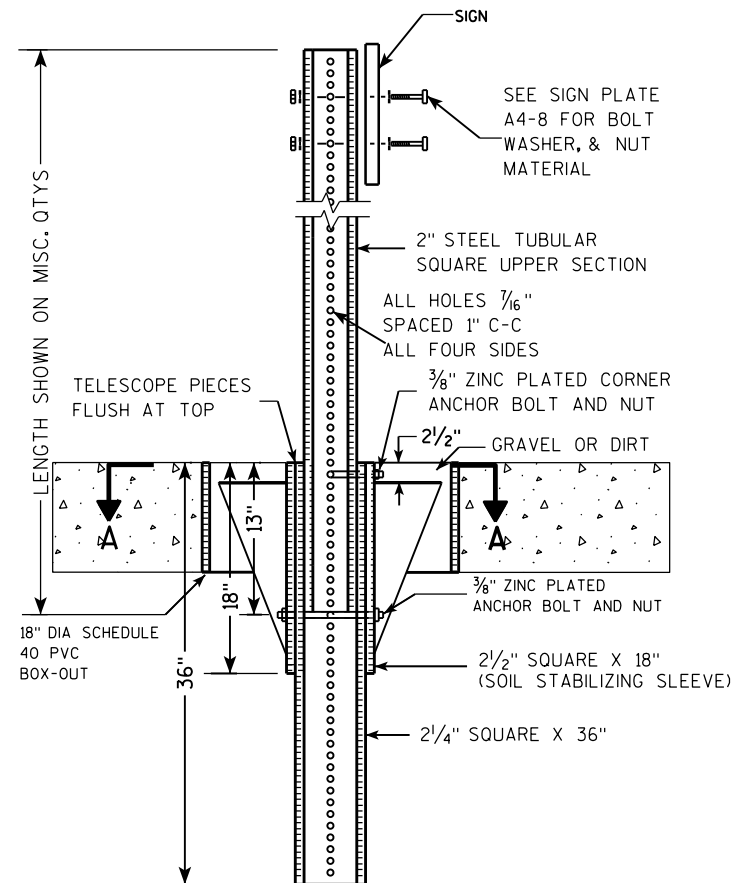
**2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



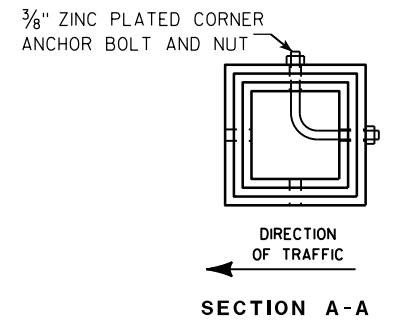
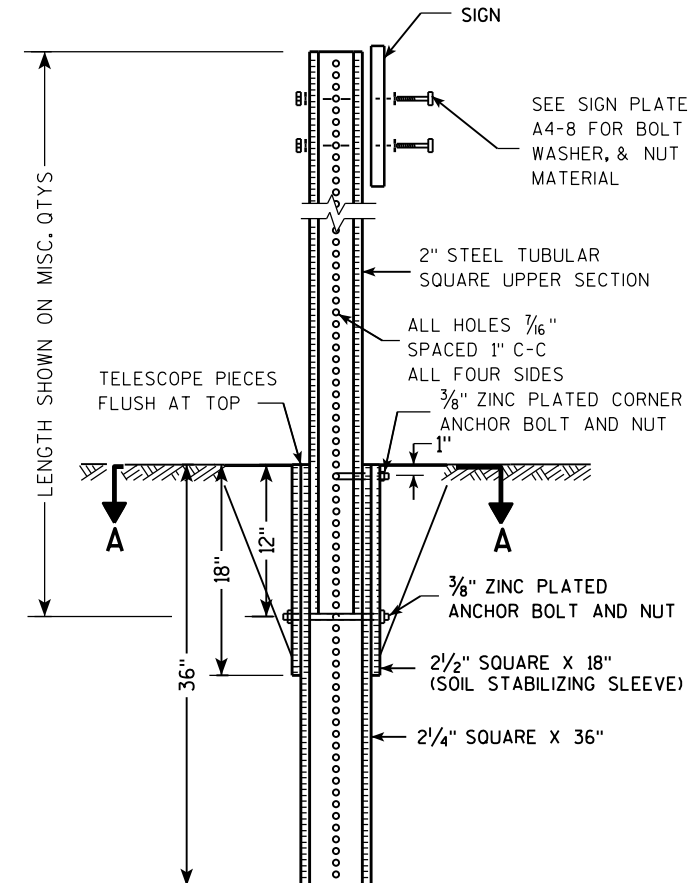
**2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH**



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



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



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

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

**TUBULAR STEEL
SIGN POST
A4-9**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

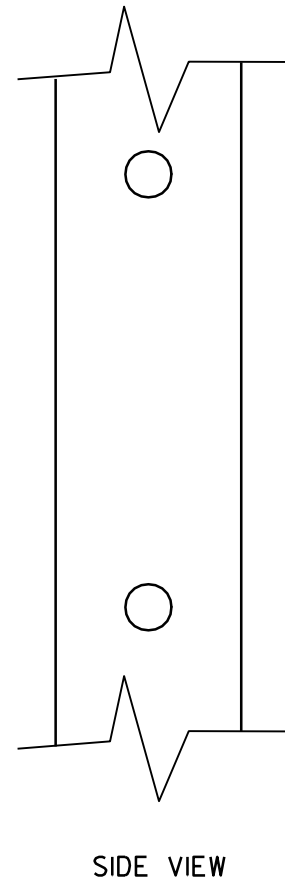
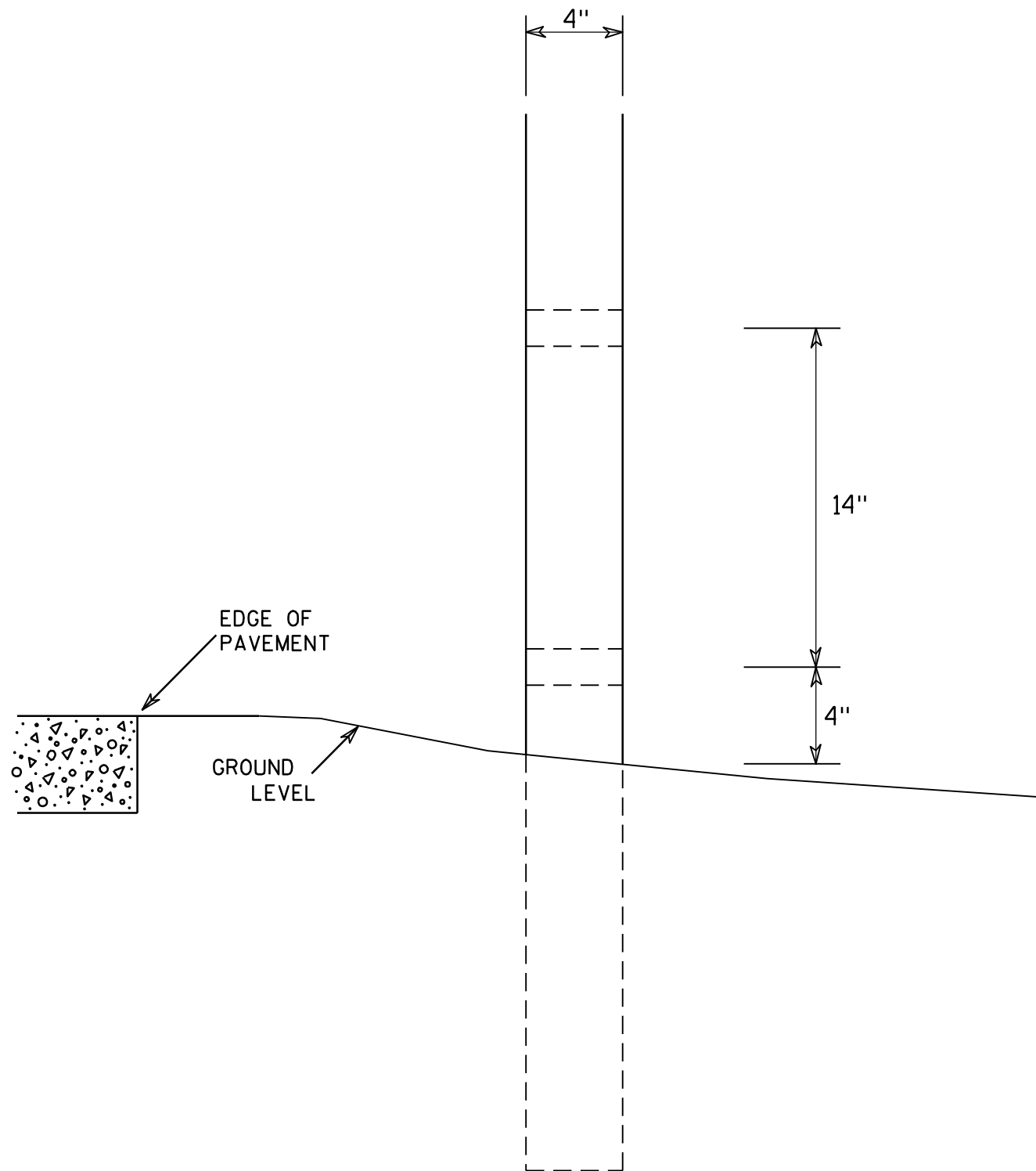
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



GENERAL NOTES

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

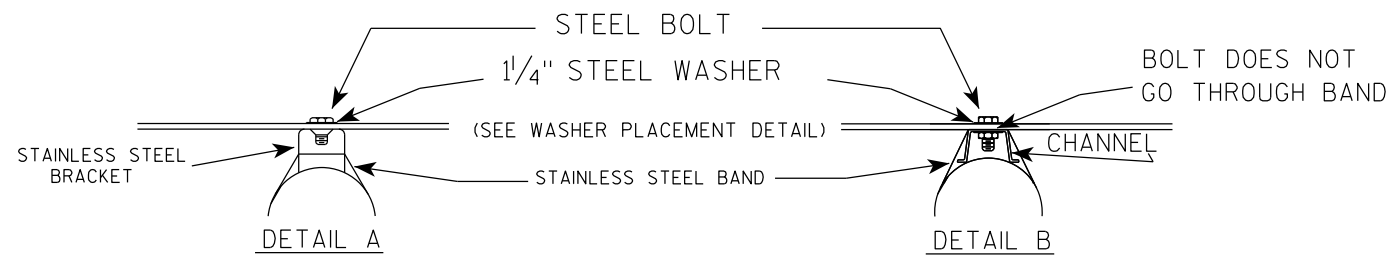
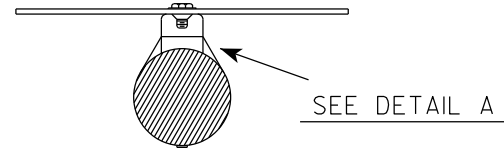
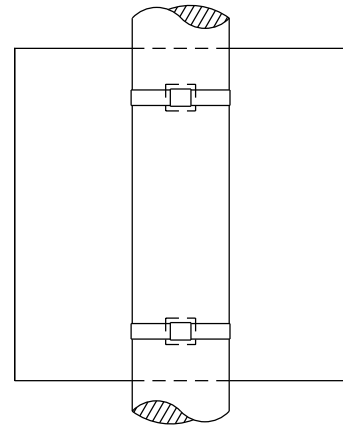
7

7

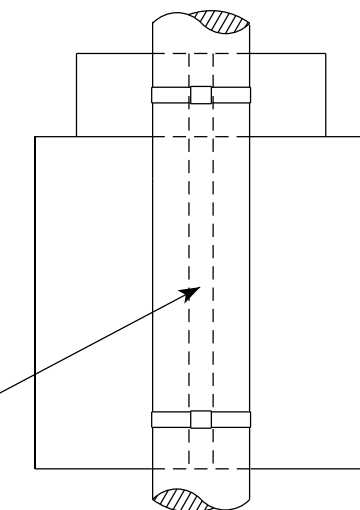
4 X 6 WOOD POST MODIFICATIONS	
<i>WISCONSIN DEPT OF TRANSPORTATION</i>	
APPROVED	<i>Chester J Spang</i> for State Traffic Engineer
DATE <u>3/27/97</u>	PLATE NO. <u>A4-11.2</u>

BANDING

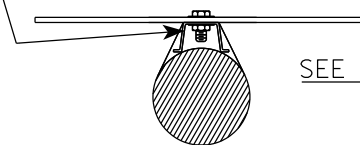
SINGLE SIGN



"J" ASSEMBLY

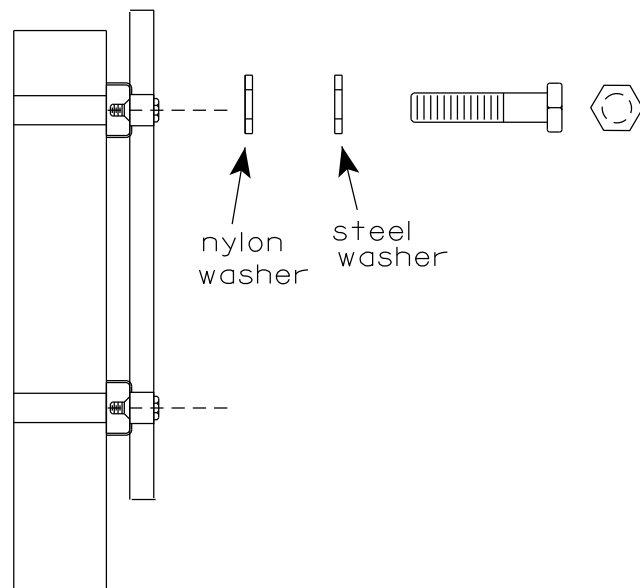


CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



- 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 $\frac{3}{4}$ " 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

WASHER PLACEMENT



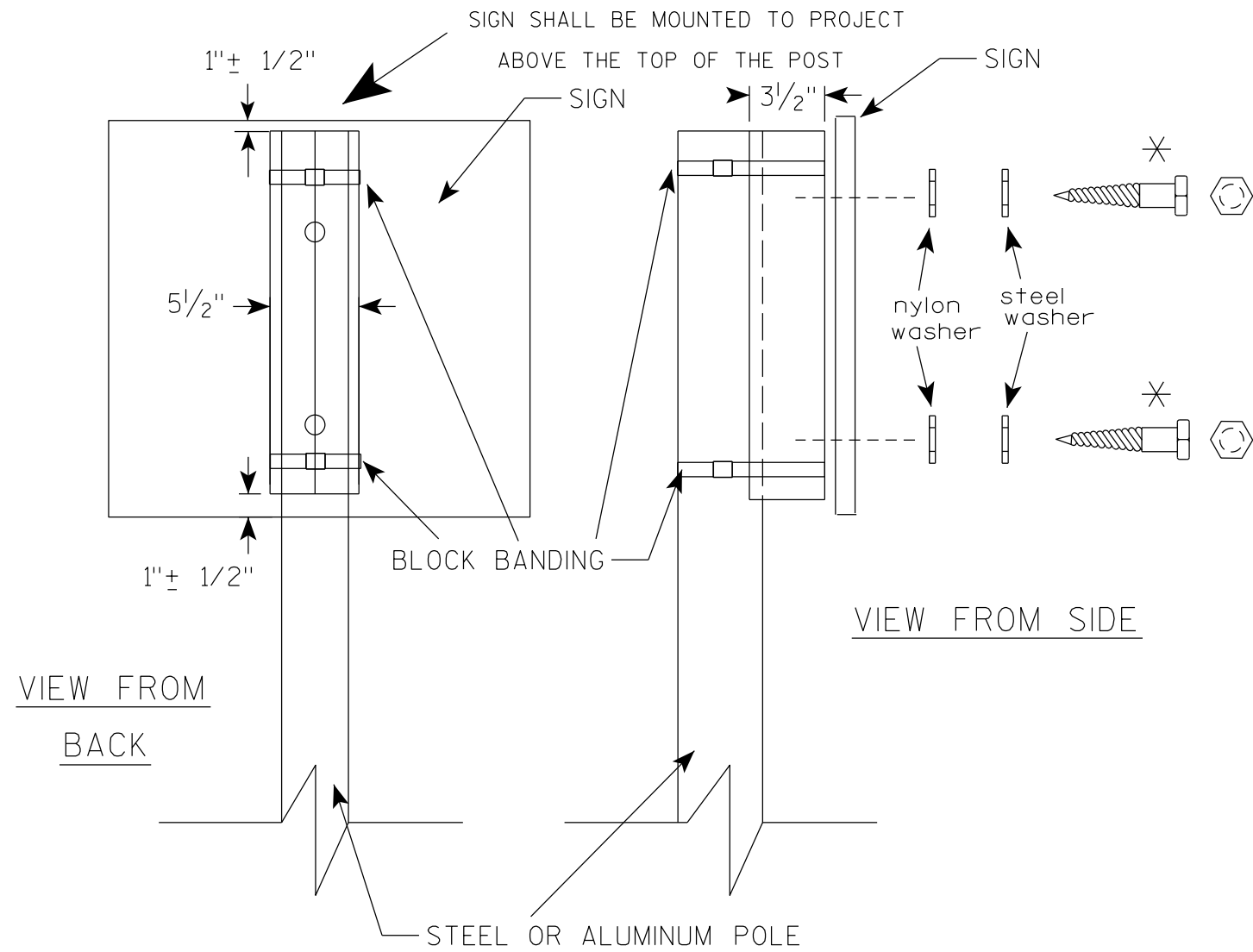
WASHERS (ALL POSTS) -
 1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
 1-1/4" O.D. X 3/8" I.D. X .080 NYLON
 FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

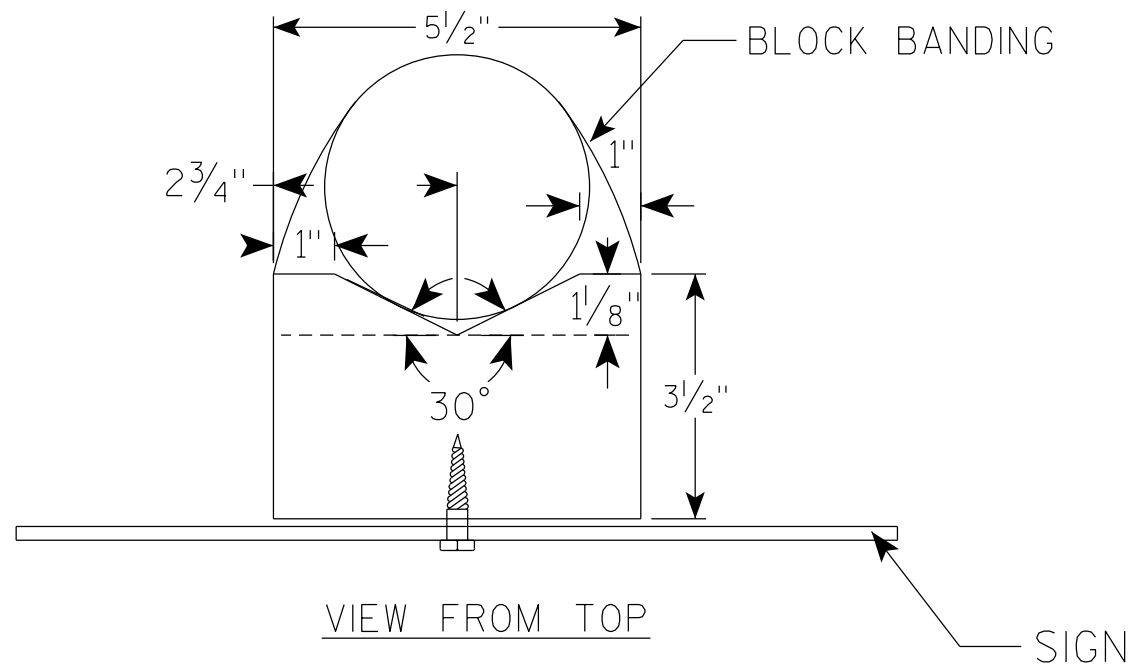
DATE 6/10/19 PLATE NO. A5-9.4



GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WISDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, 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 1/4" O.D. X 3/8" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1/4" O.D. X 3/8" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

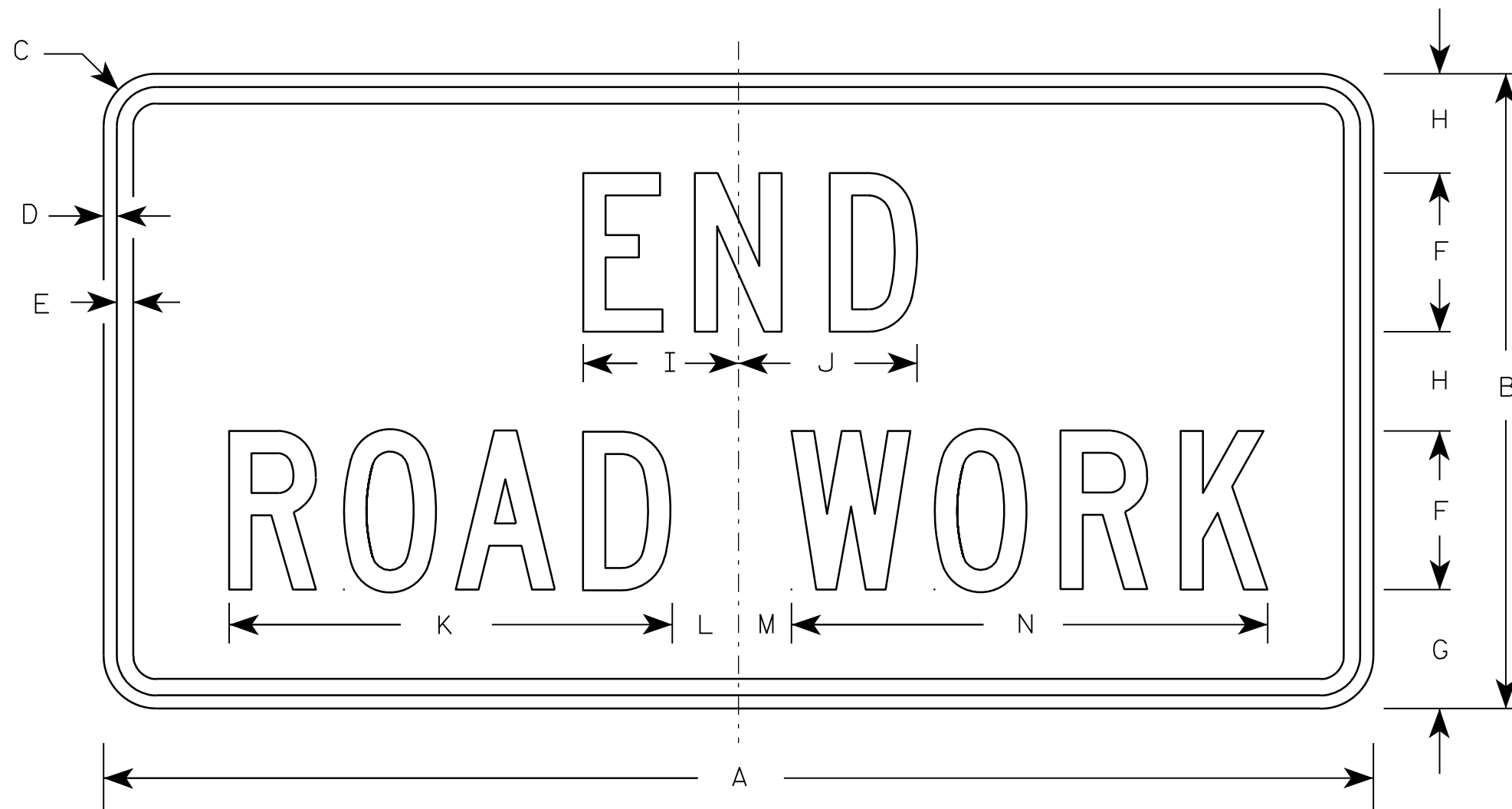
✱ LAG BOLTS SHALL BE 3/8" X 2 1/2"



BLOCK BANDING DETAIL (V-BLOCK OPTION)	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R Rauch</i> for State Traffic Engineer
DATE 4/19/2022	PLATE NO. A5-10.3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



G20-2A

Metric equivalent
for this sign is:

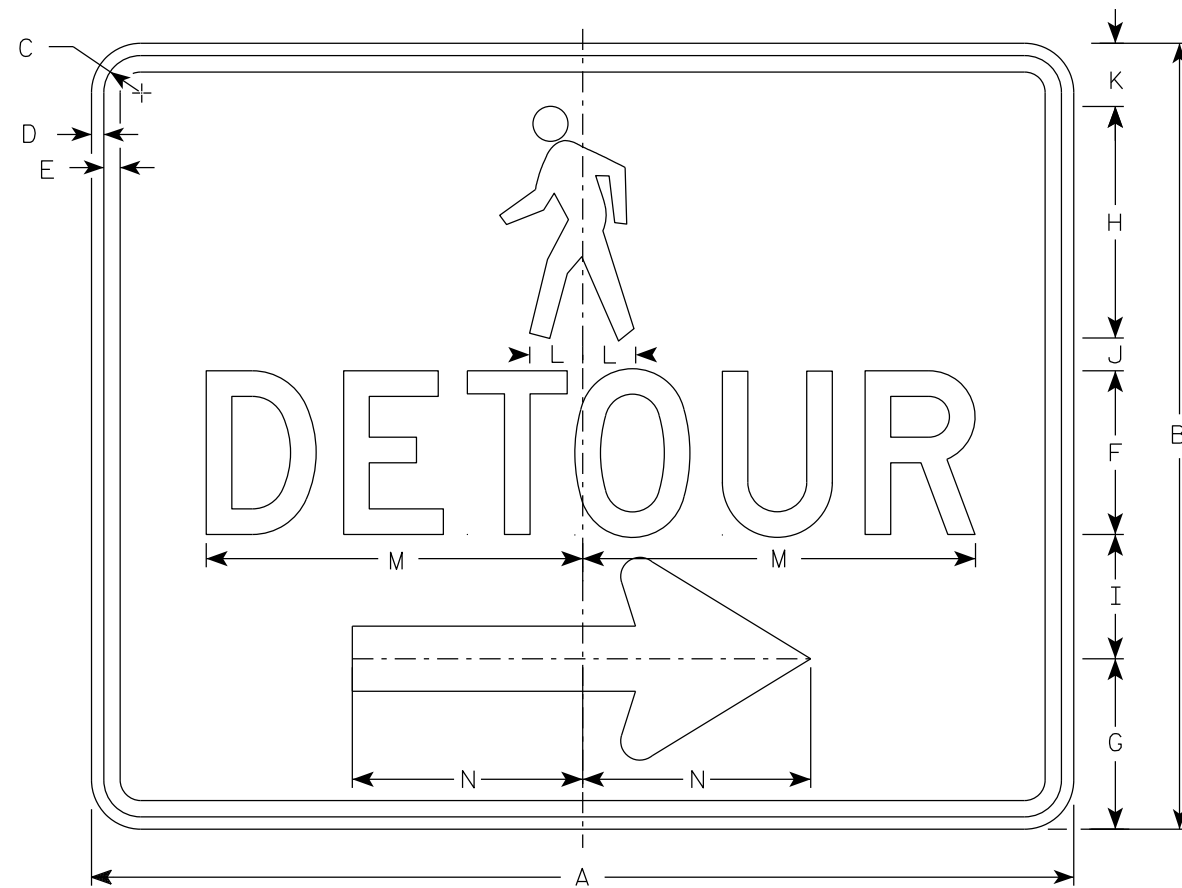
SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

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.	Area sq.
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

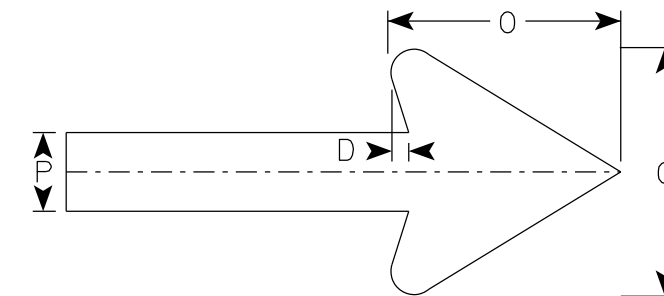
STANDARD SIGN G20-2A	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 9/30/09	PLATE NO. G20-2A.8

NOTES

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



M4 - 9BR



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 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

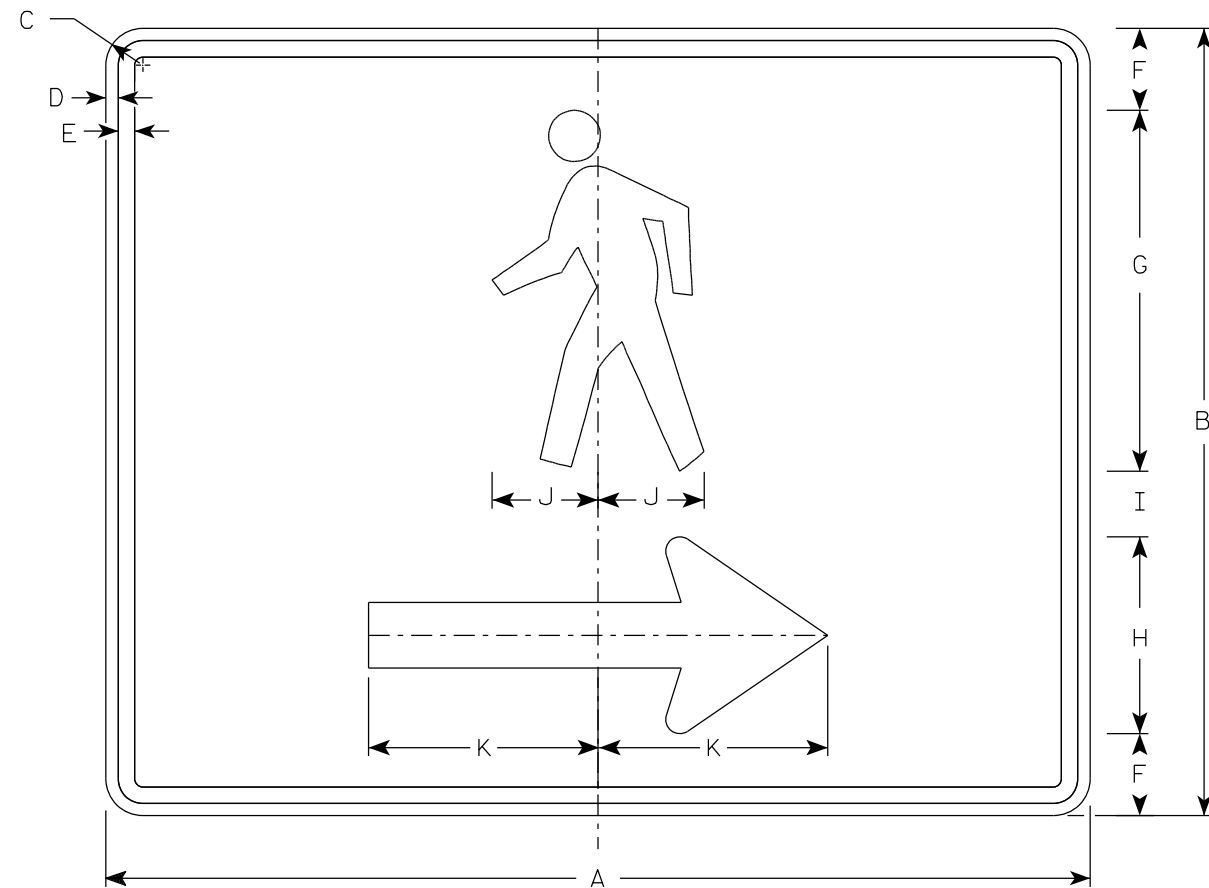
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

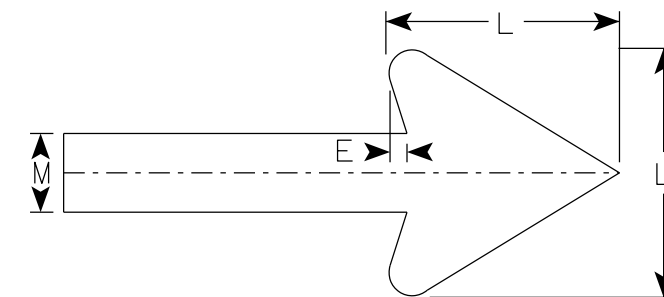
DATE 7/1/19 PLATE NO. M4-9B.2

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.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



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 1/8	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

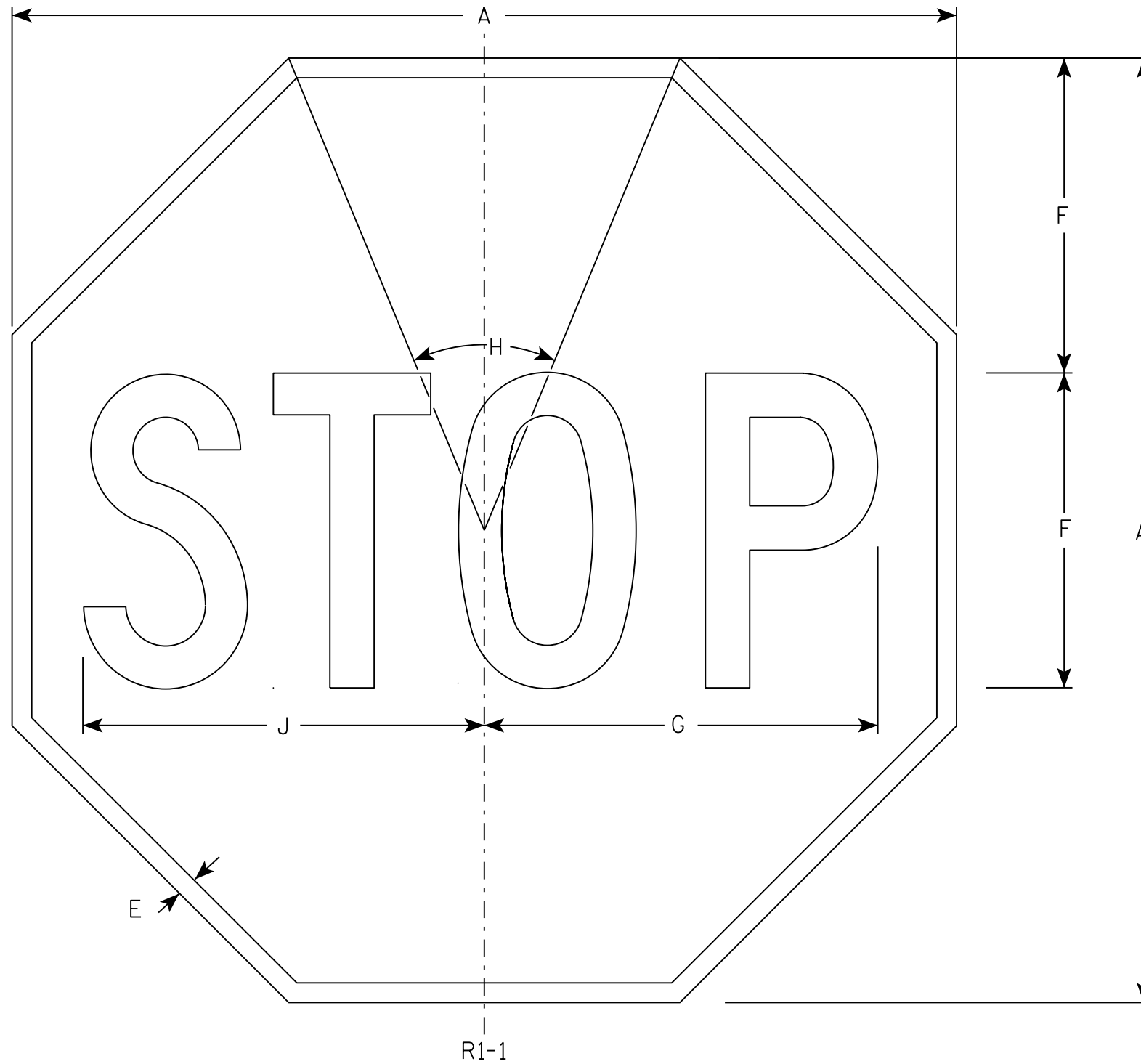
APPROVED *Matthew R Rauch*
For State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

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

NOTES

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



R1-1

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

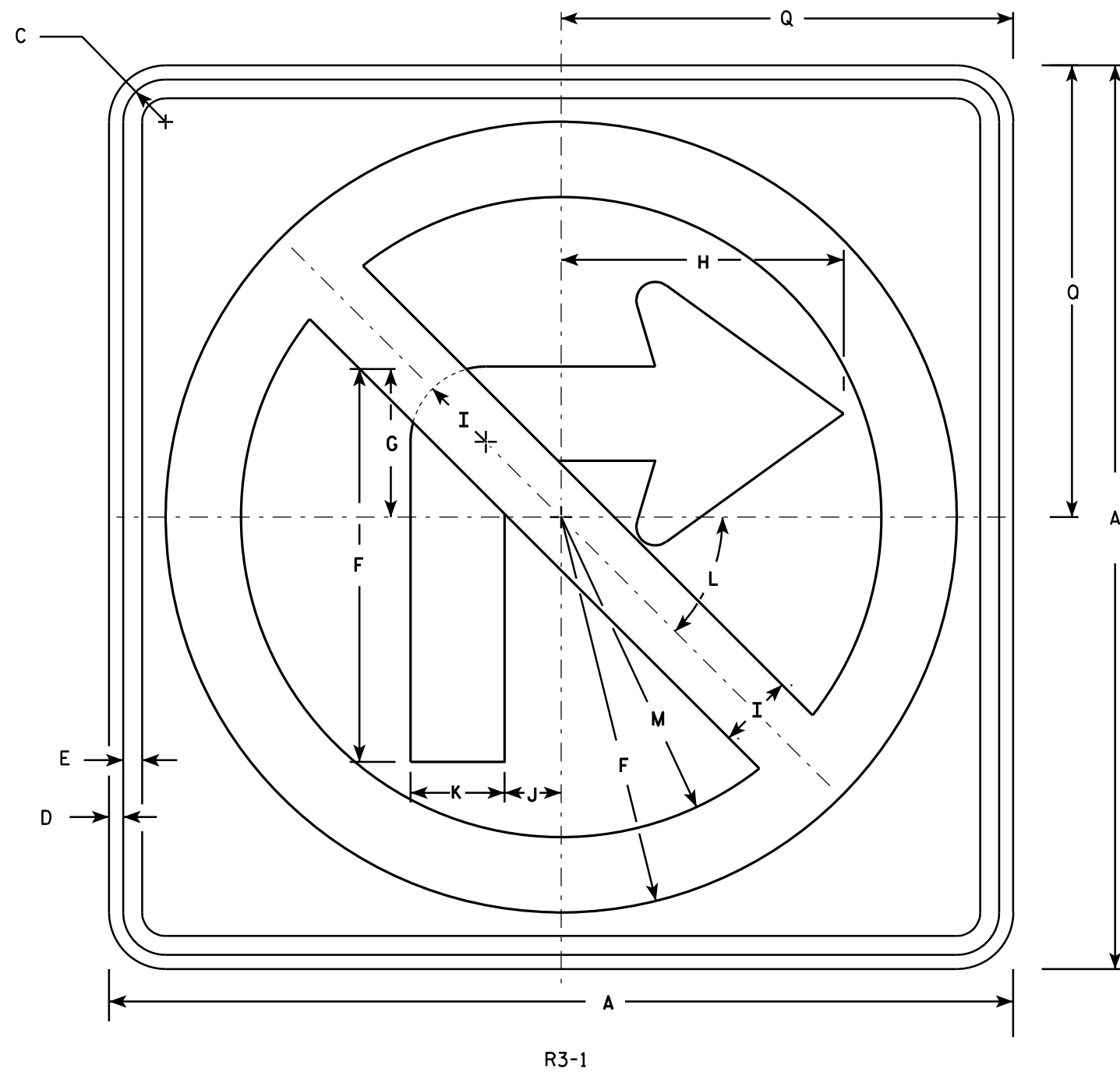
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

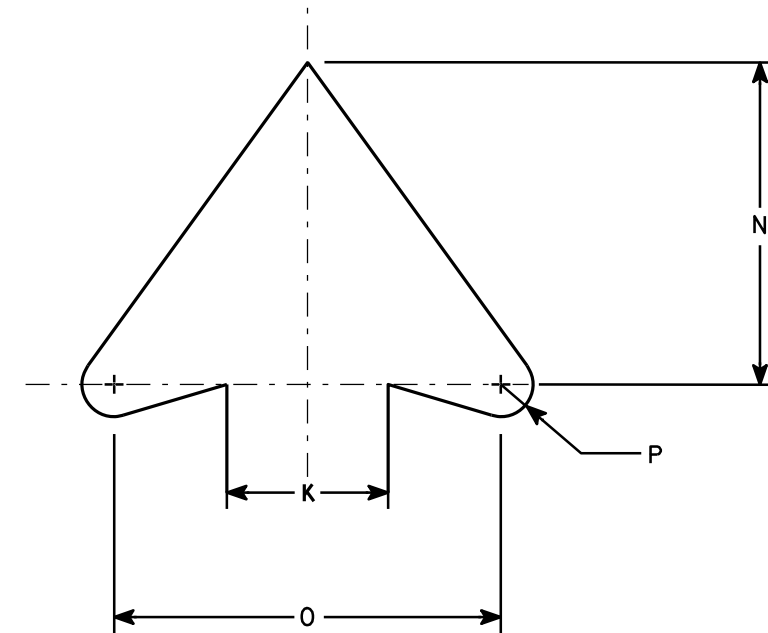
DATE 11/12/15 PLATE NO. R1-1.13

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



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - See note 4
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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

STANDARD SIGN

R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

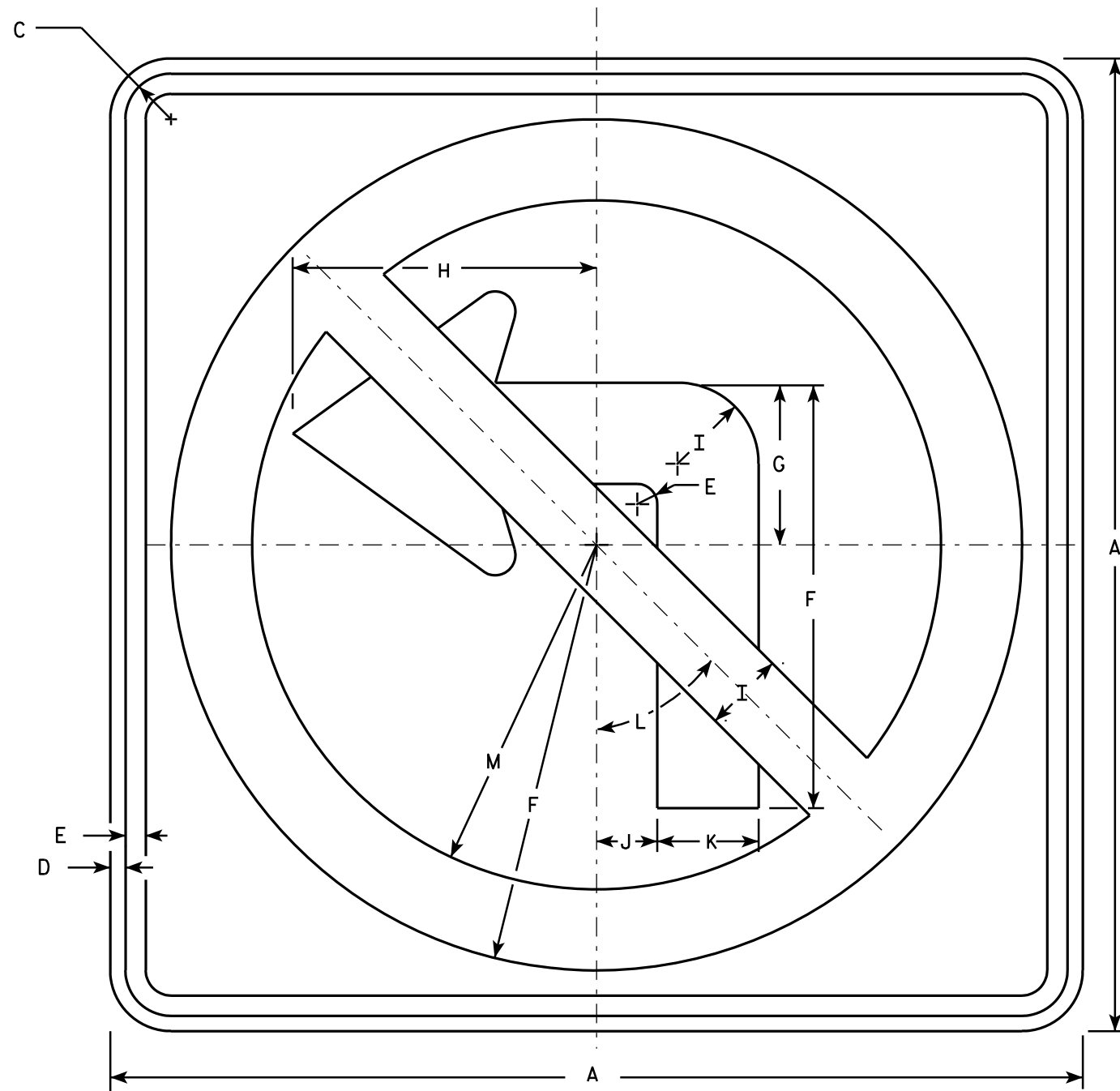
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

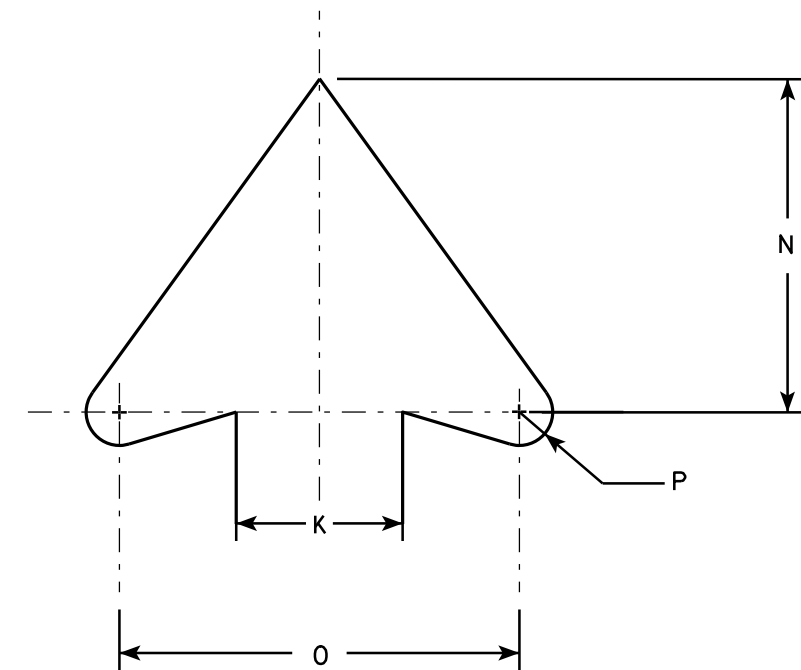
E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - See note 4
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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. Ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter = 3.75 sq ft for Size 2
6.0 sq ft for Size 3
10.0 sq ft for Size 4 or 5

2 Letters = 7.5 sq ft for Size 2
12.0 sq ft for Size 3
20.0 sq ft for Size 4 or 5

3 Letters = 11.25 sq ft for Size 2
18.0 sq ft for Size 3
30.0 sq ft for Size 4 or 5

4 Letters = 15.0 sq ft for Size 2
24.0 sq ft for Size 3
40.0 sq ft for Size 4 or 5

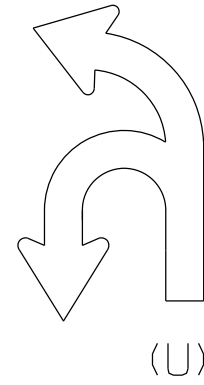
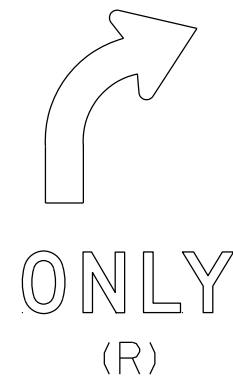
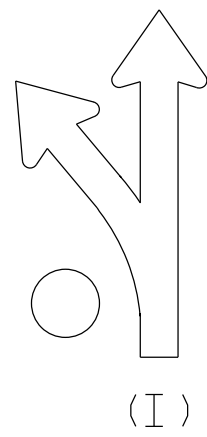
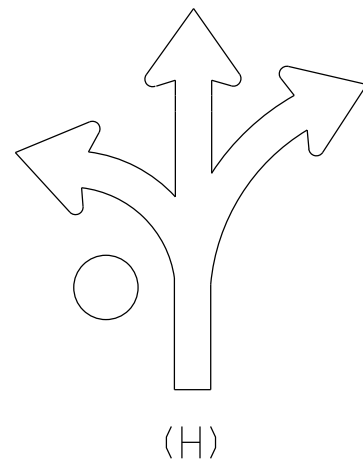
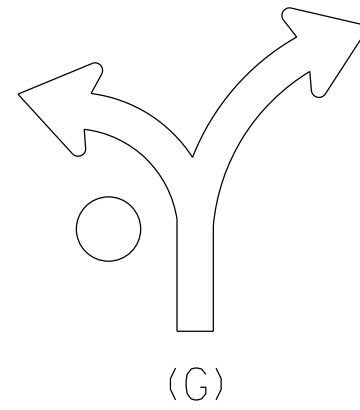
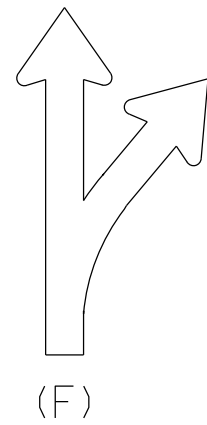
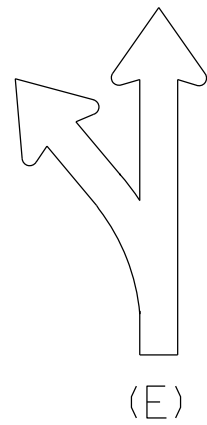
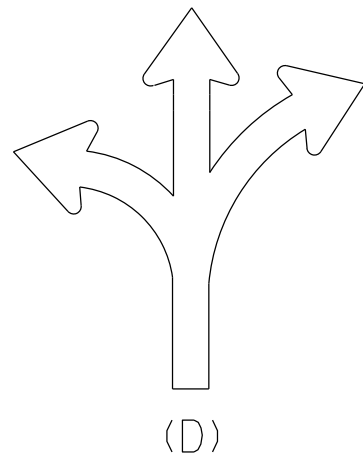
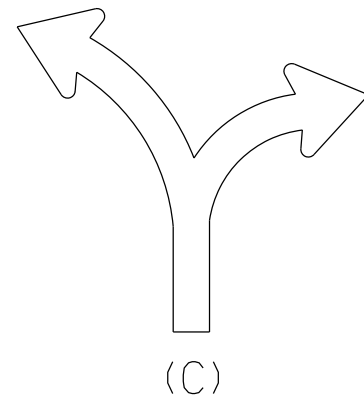
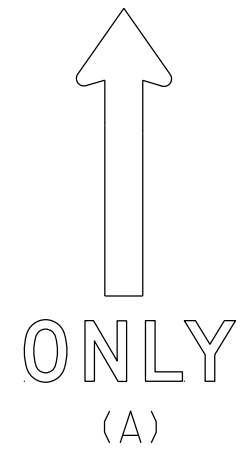
5 Letters = 18.75 sq ft for Size 2
30.0 sq ft for Size 3
50.0 sq ft for Size 4 or 5

6 Letters = 22.5 sq ft for Size 2
36.0 sq ft for Size 3
60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq.Ft. changes.

Add the amounts when these letters are used:

1.25 sq ft for Size 2
1.5 sq ft for Size 3
2.0 sq ft for Size 4 or 5



STANDARD SIGN
R3-8 Series

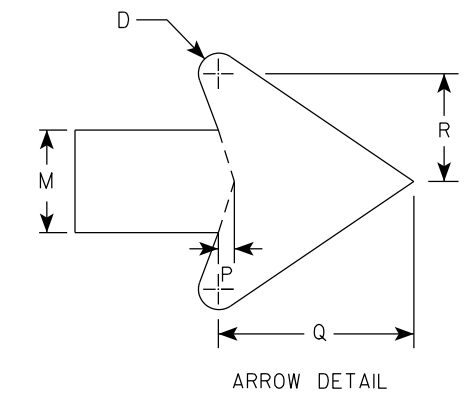
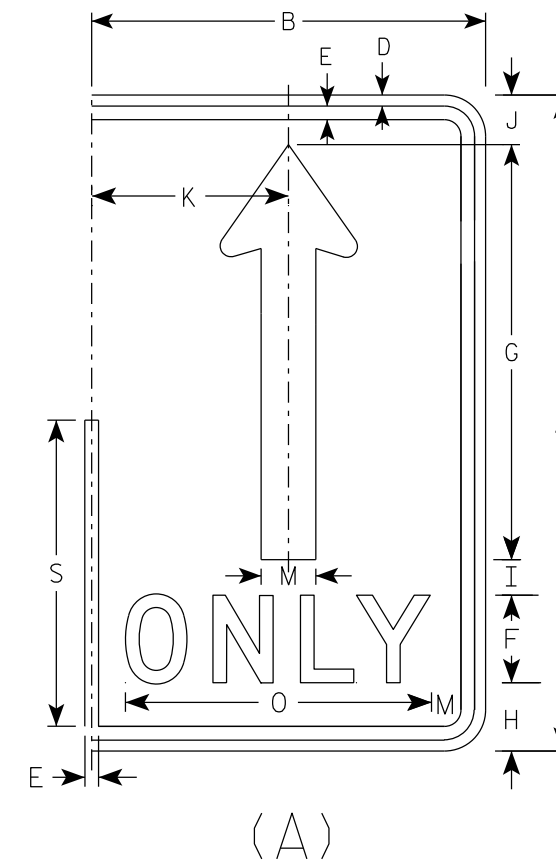
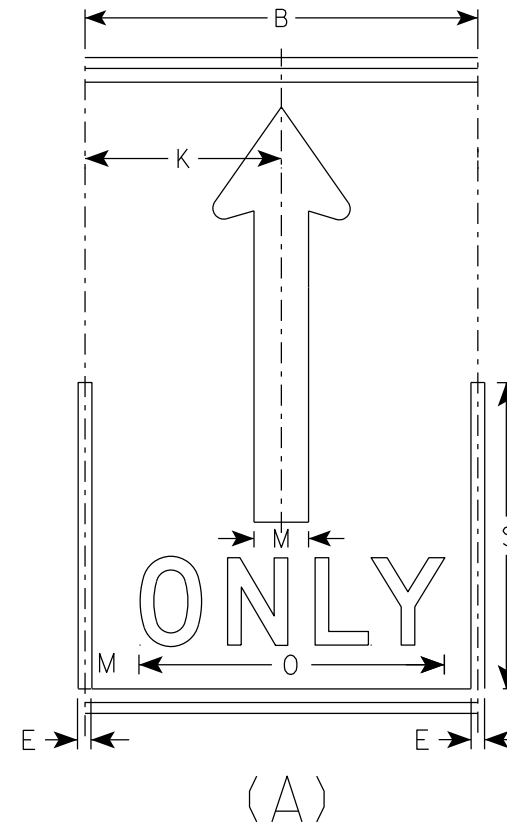
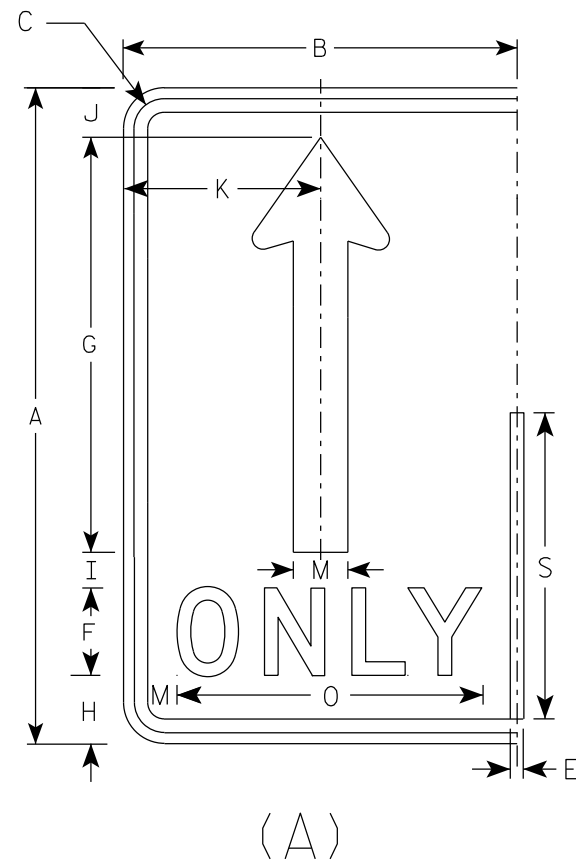
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

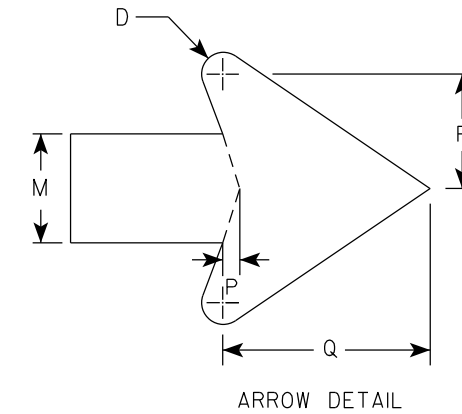
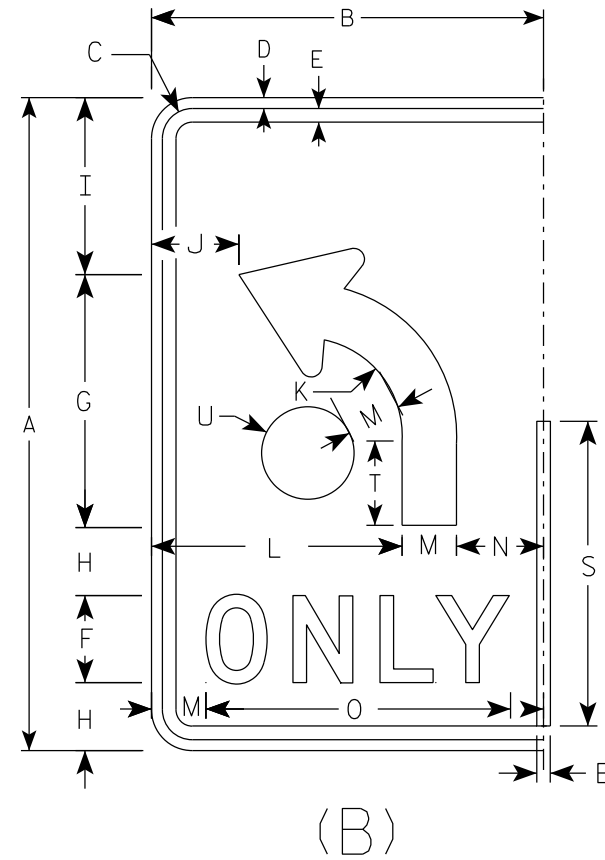
APPROVED *Matthew R Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

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

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN
R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

SHEET NO:

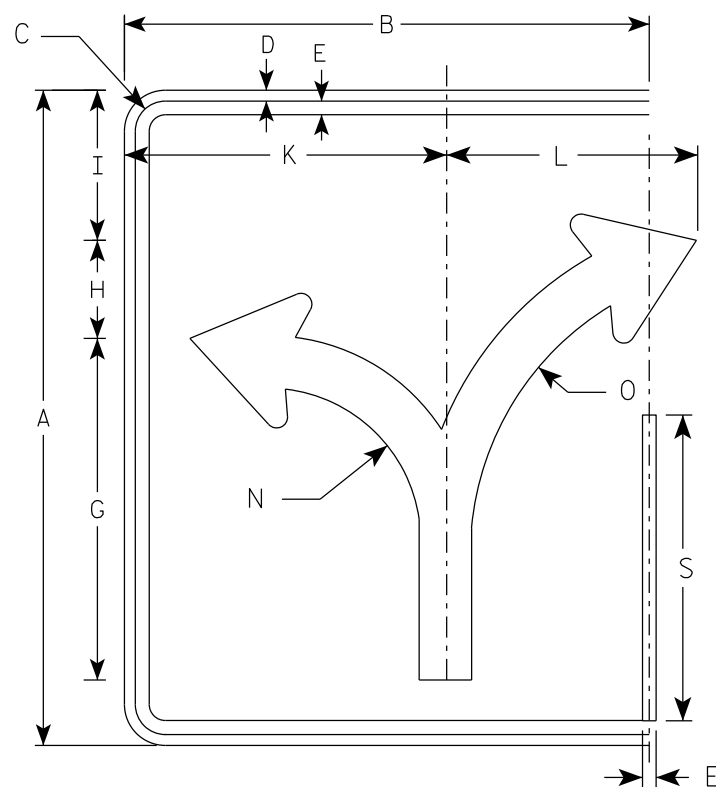
E

7

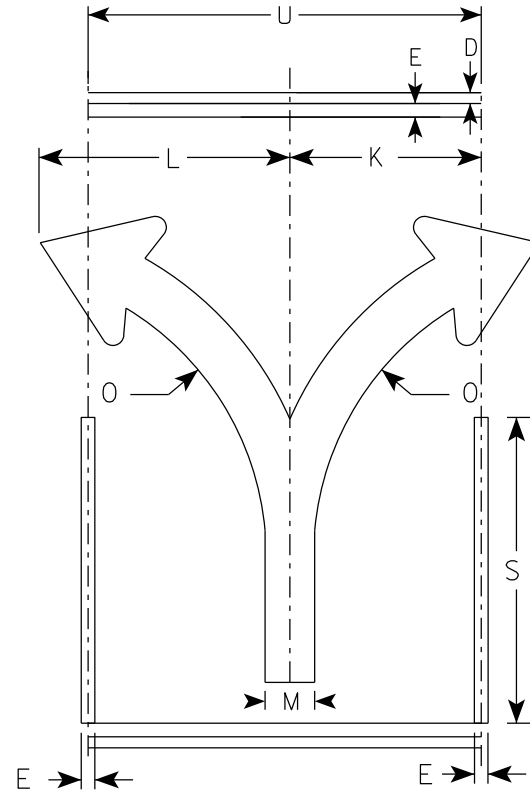
7

NOTES

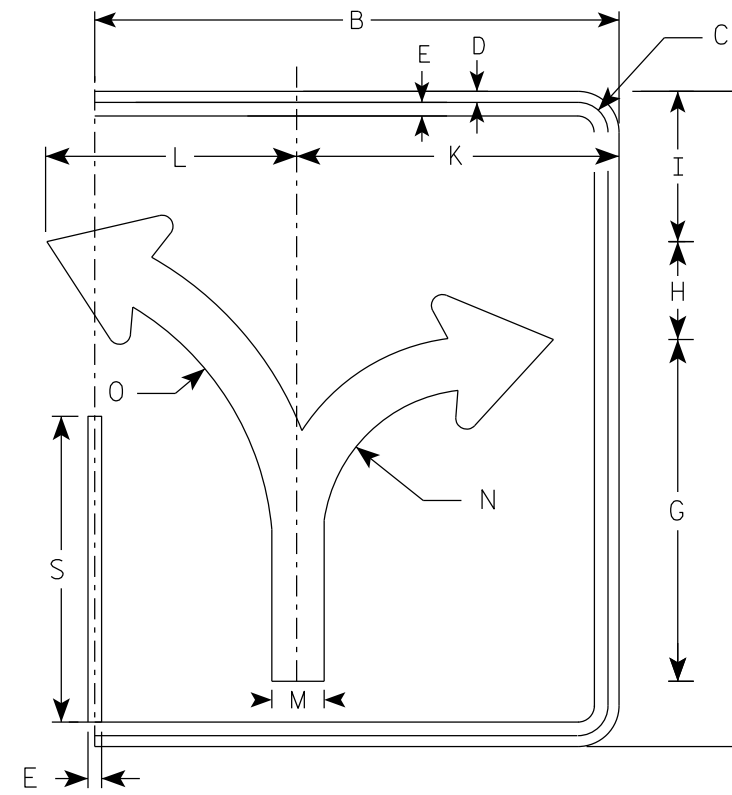
1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - None



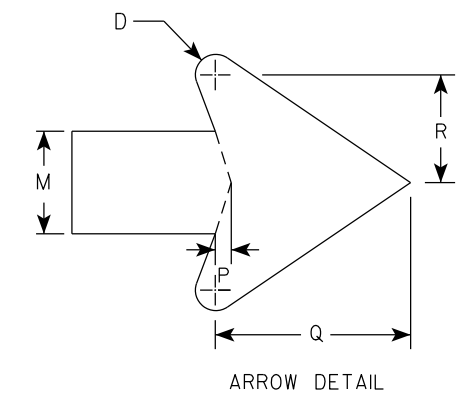
(C)



(C)



(C)



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS	MIDDLE
																											Area sq. ft.	Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

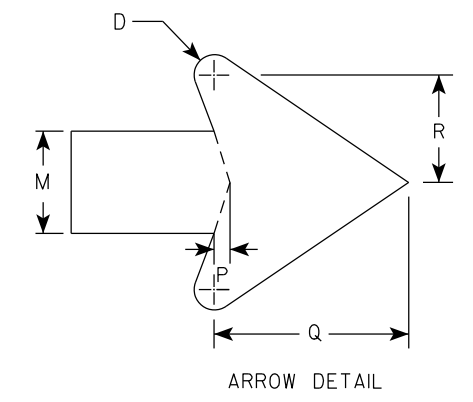
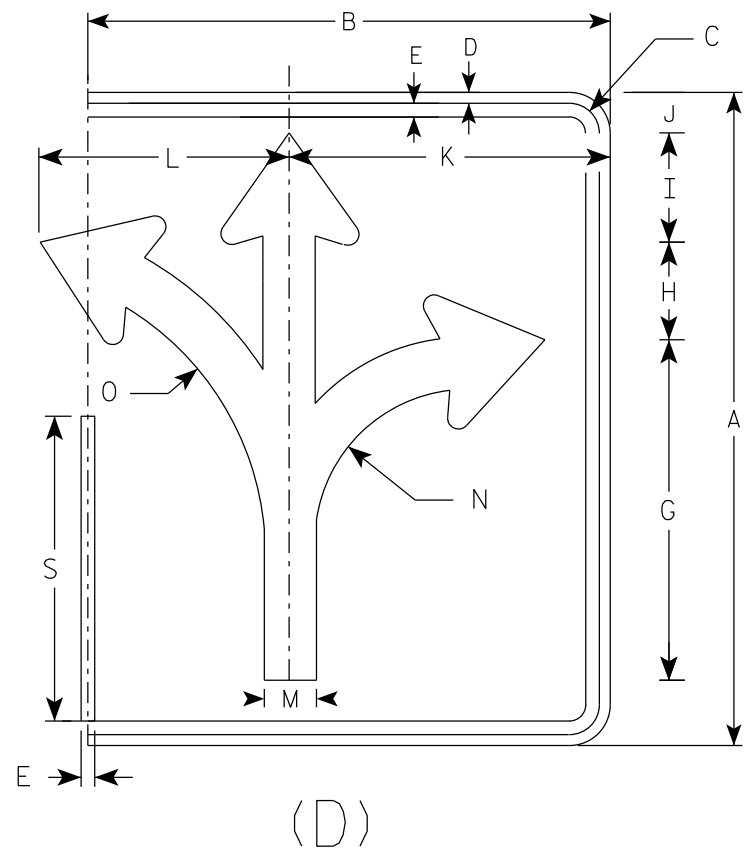
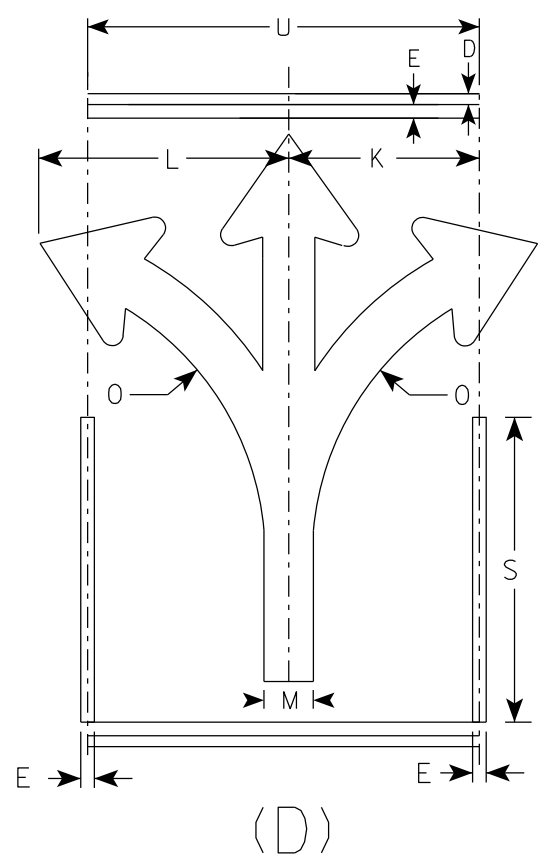
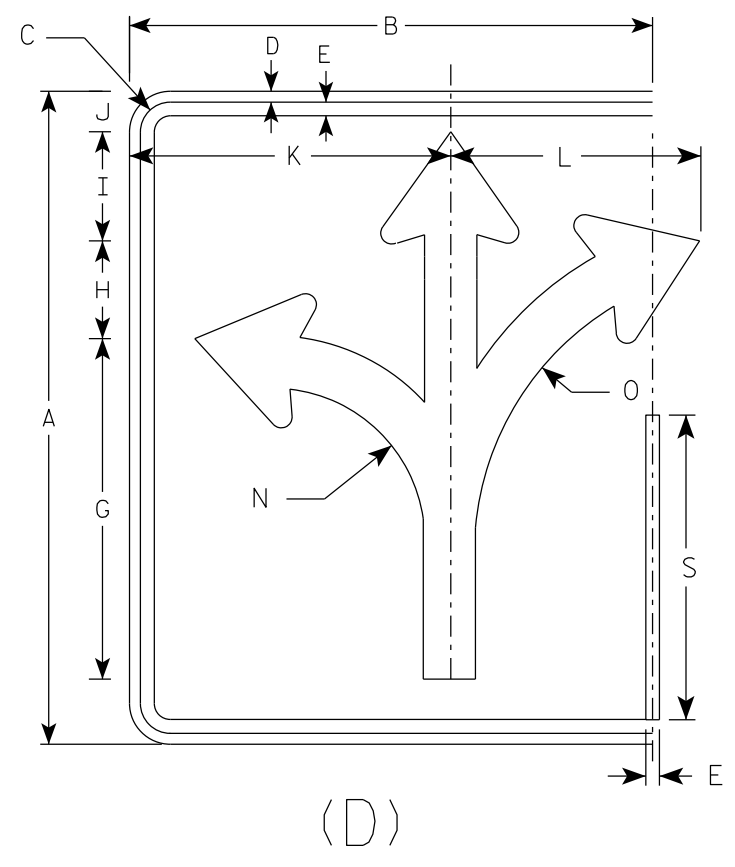
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

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

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - None



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS	MIDDLE
																											Area sq. ft.	Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18					5.0	3.75	
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24					7.5	6.0	
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30					12.0	10.0	
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30					12.0	10.0	

STANDARD SIGN
R3-8 (D) Arrow

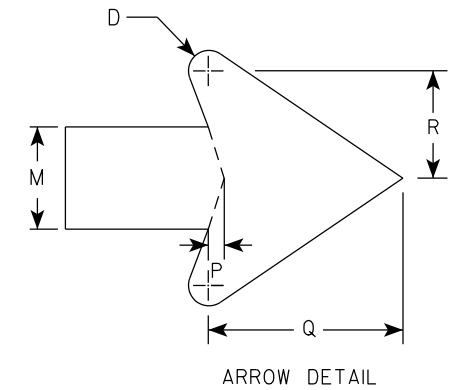
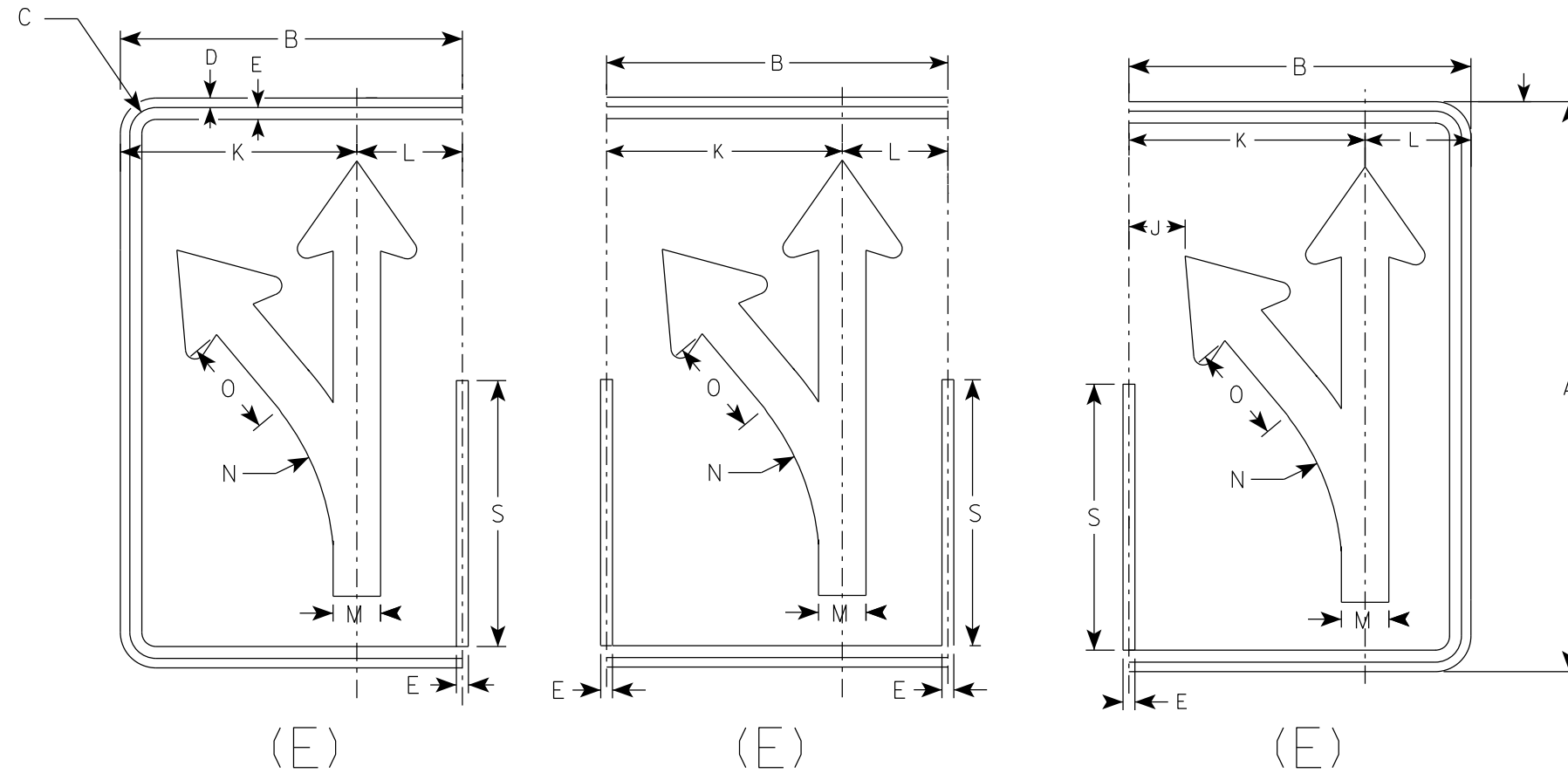
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - None



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

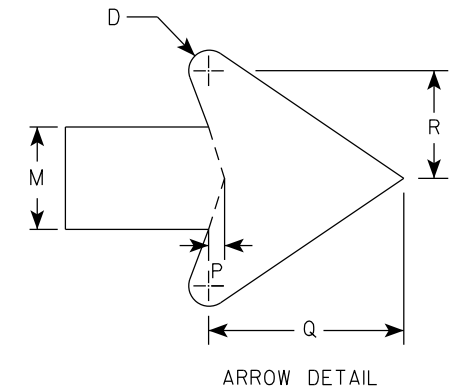
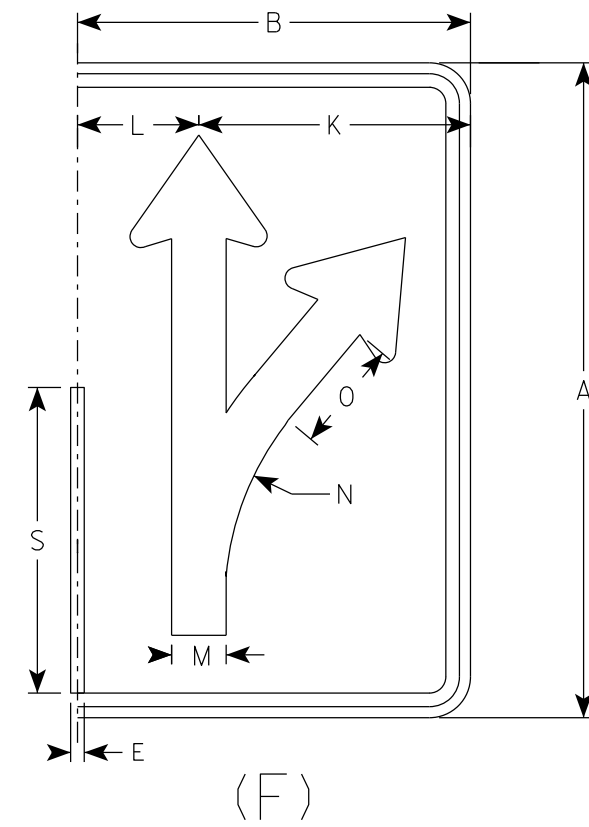
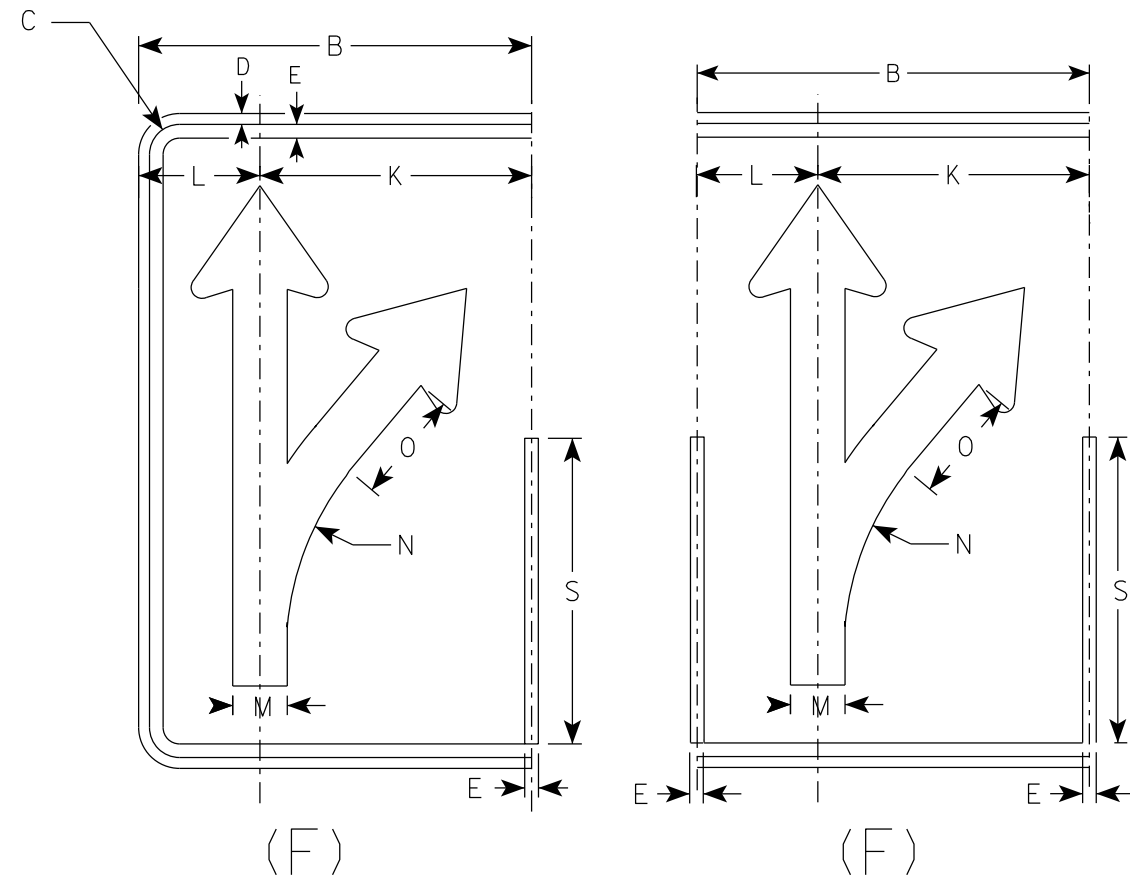
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

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

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - None



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

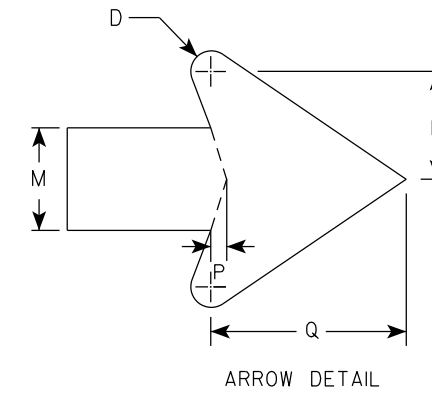
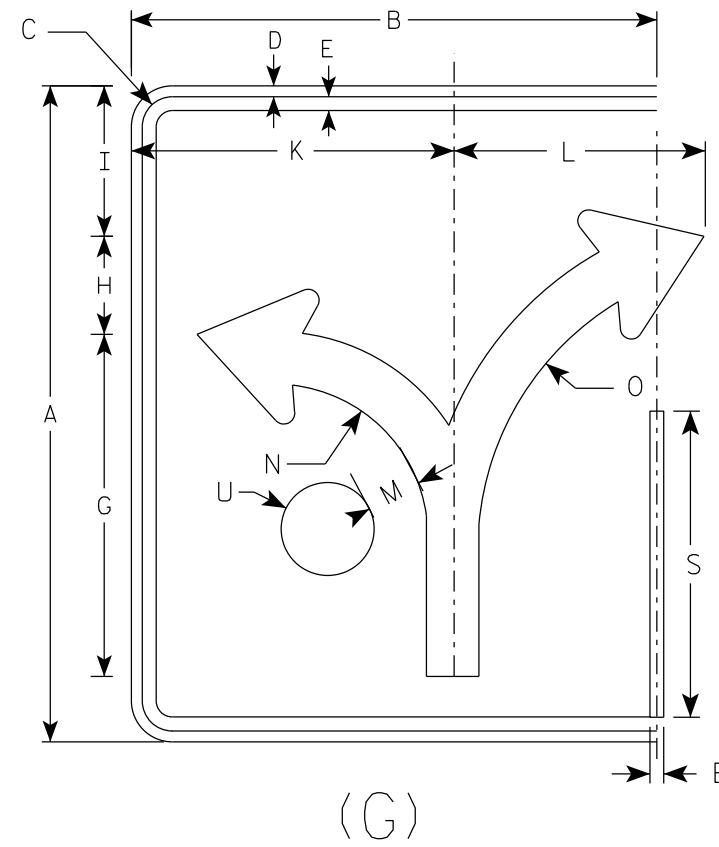
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

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

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - None



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 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

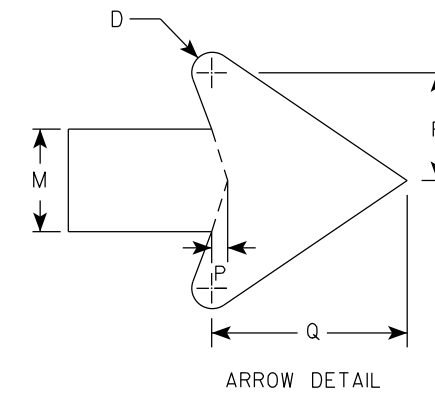
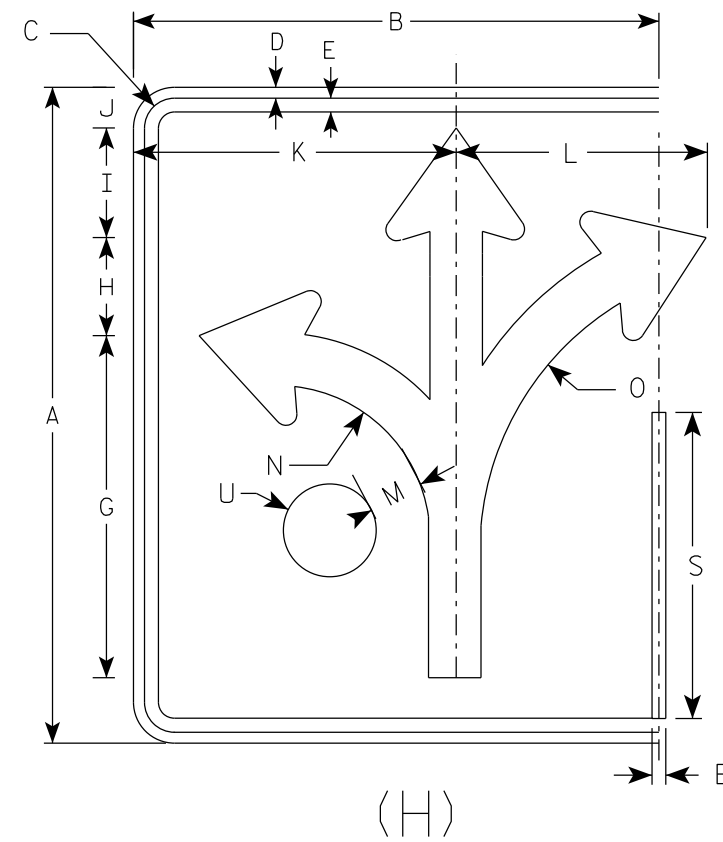
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**

7

7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - None



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 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

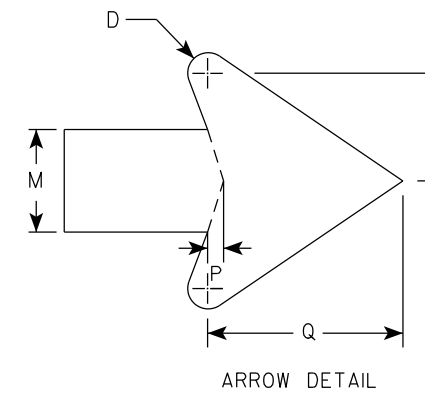
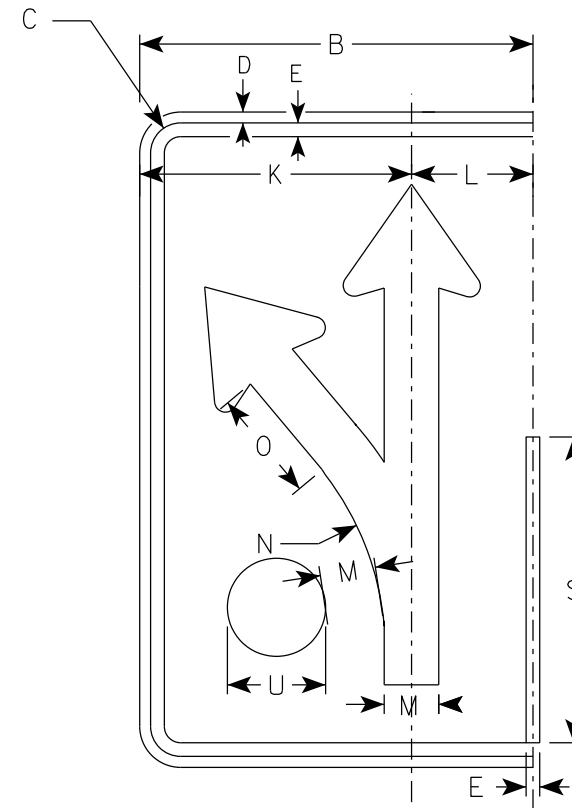
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**

7

7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - None



(I)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

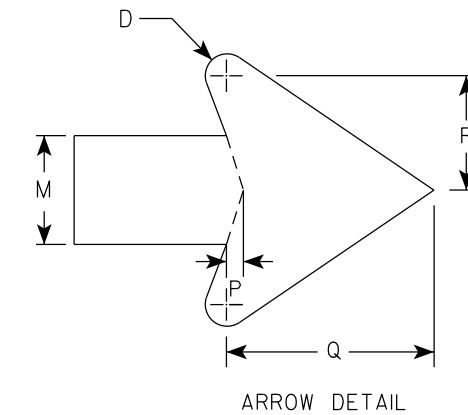
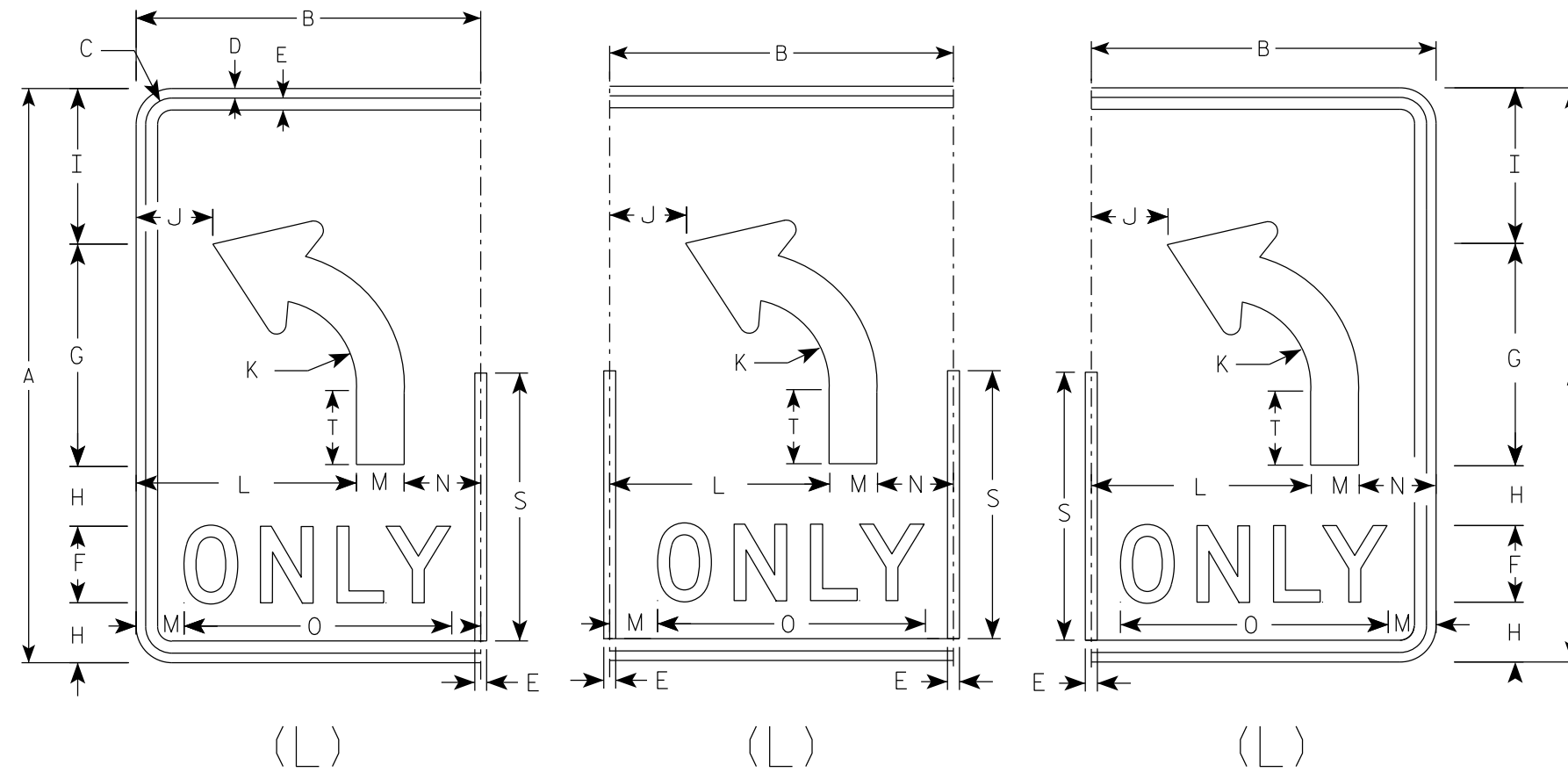
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

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

NOTES

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



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (L) Arrow

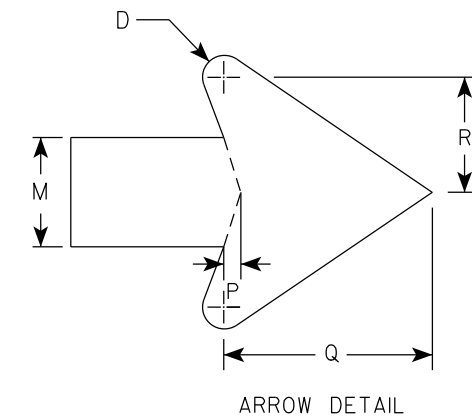
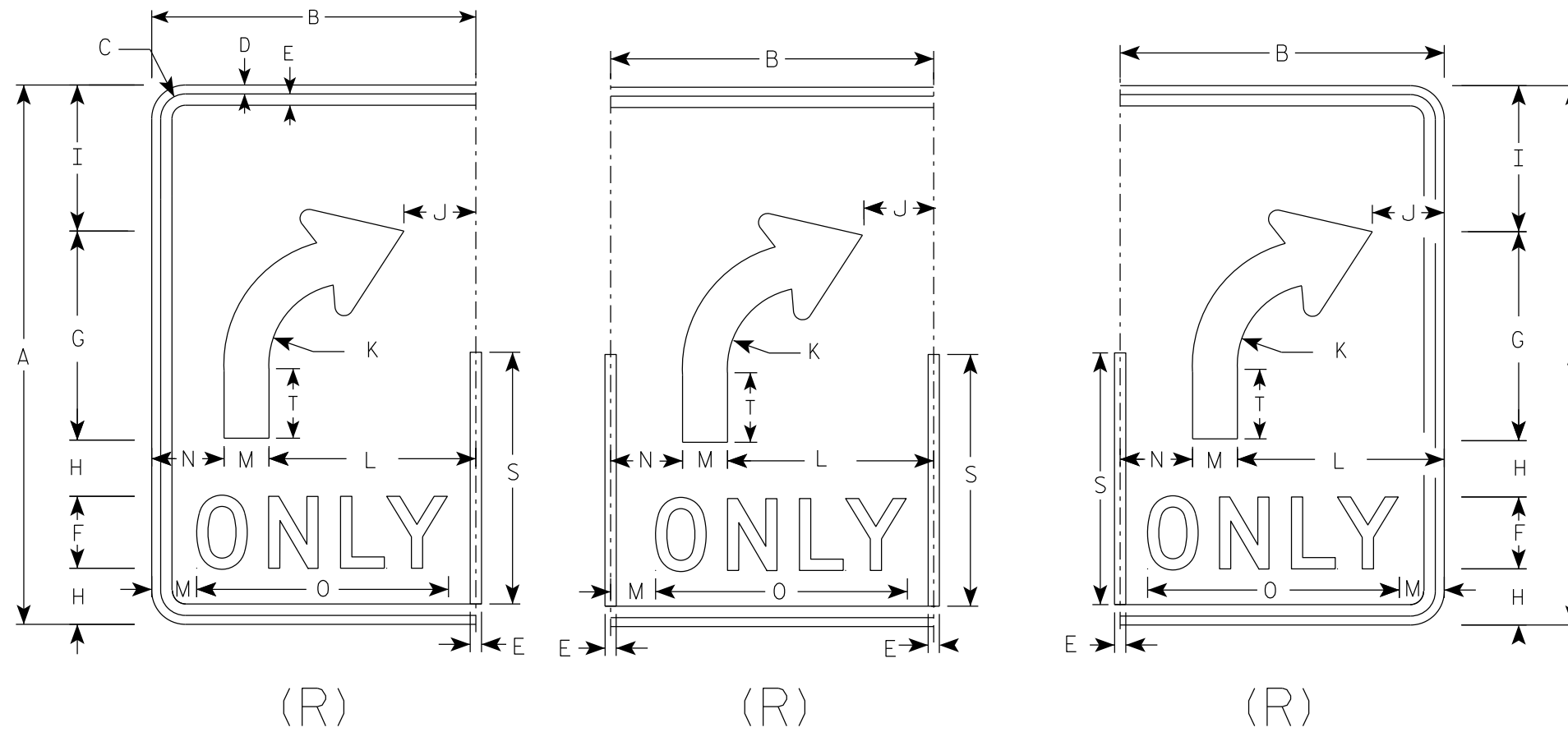
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

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



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (R) Arrow

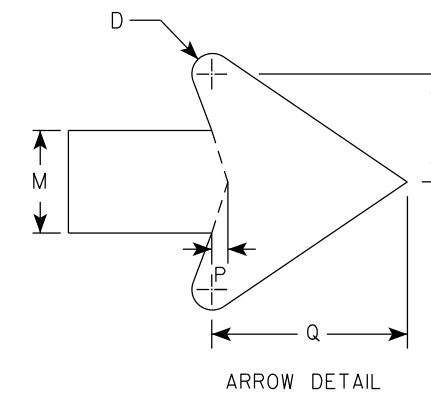
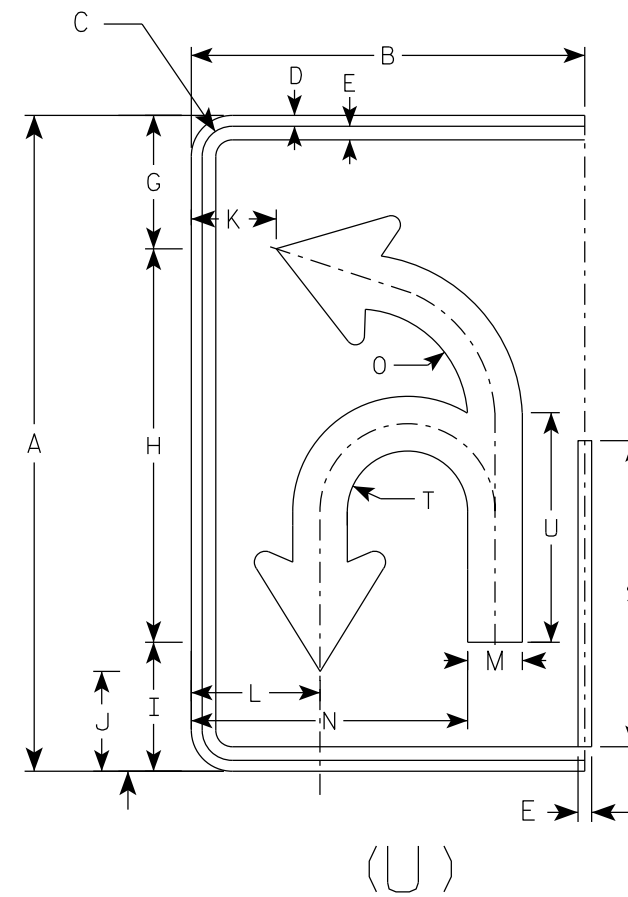
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - None



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

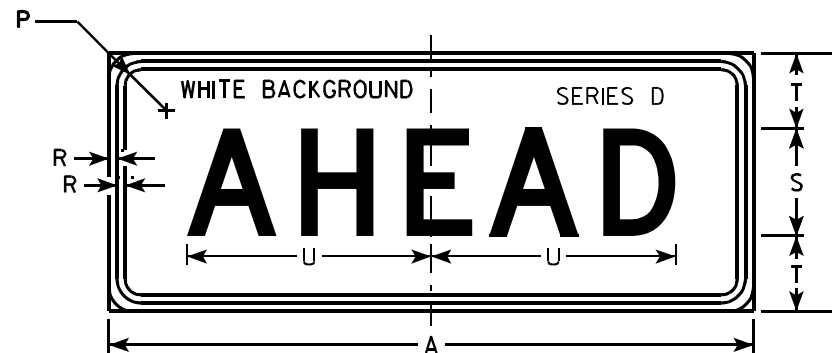
PROJECT NO: HWY: COUNTY: SHEET NO: **E**



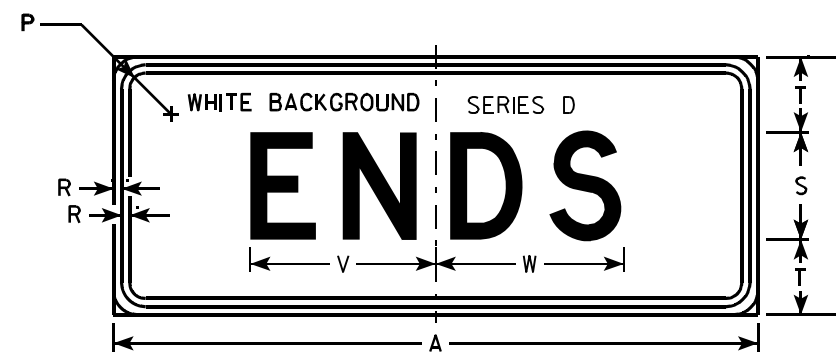
R3-17

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - AS SHOWN
Message - BLACK
3. Message Series - C or as noted on the Signs.
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.



R3-17ap



R3-17bp

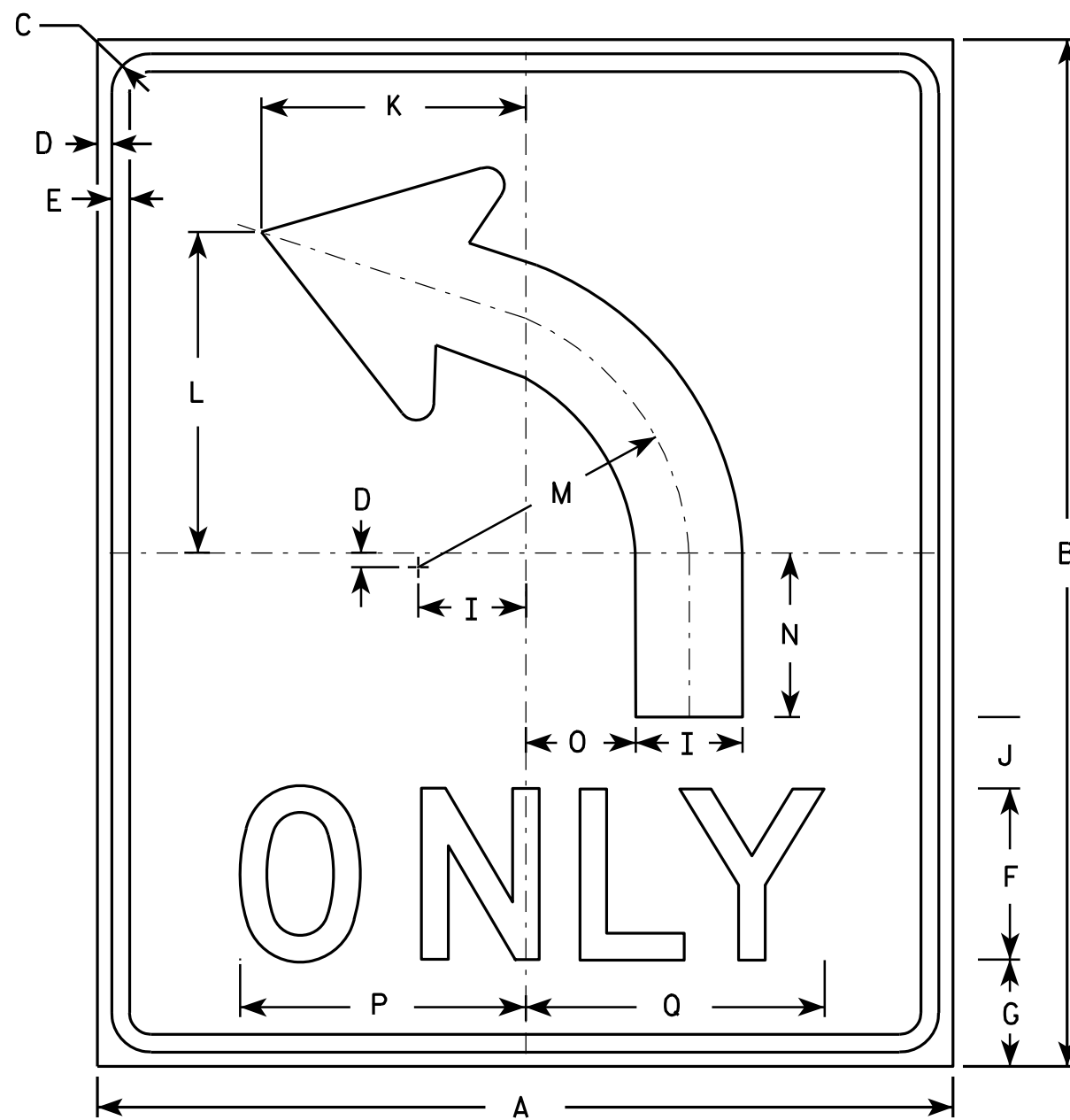
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

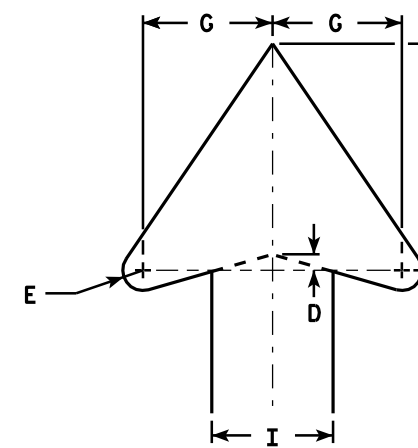
DATE 4/12/2011 PLATE NO. R3-17.2



R3-50L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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. R3-50R is the same as R3-50L except curved portion of arrow points right.



ARROW DETAIL

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2									7.5	
2M	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2									7.5	
3																											
4																											
5																											

STANDARD SIGN
R3-50

WISCONSIN DEPT OF TRANSPORTATION

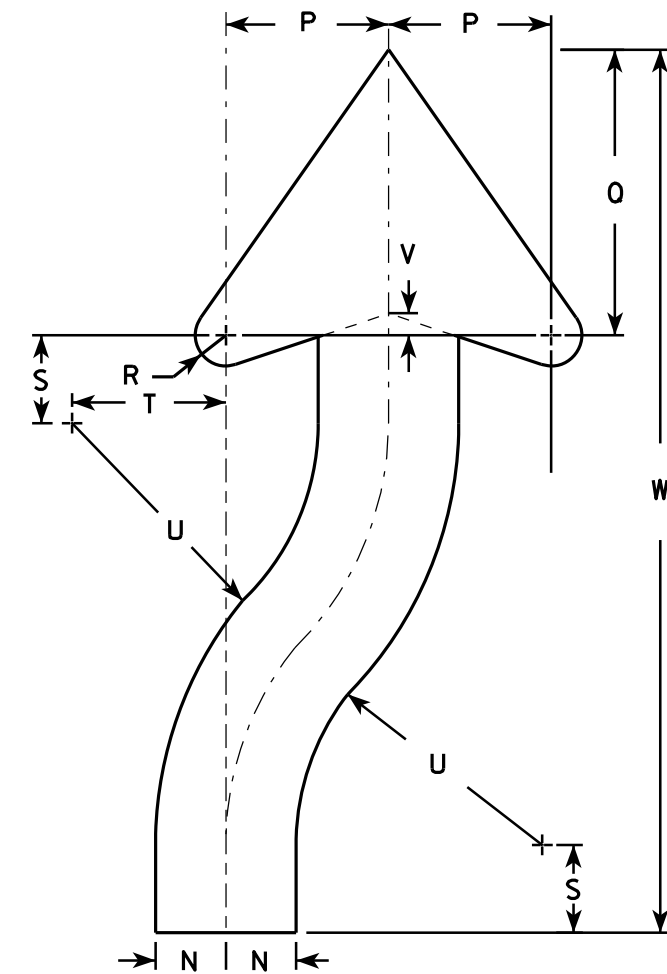
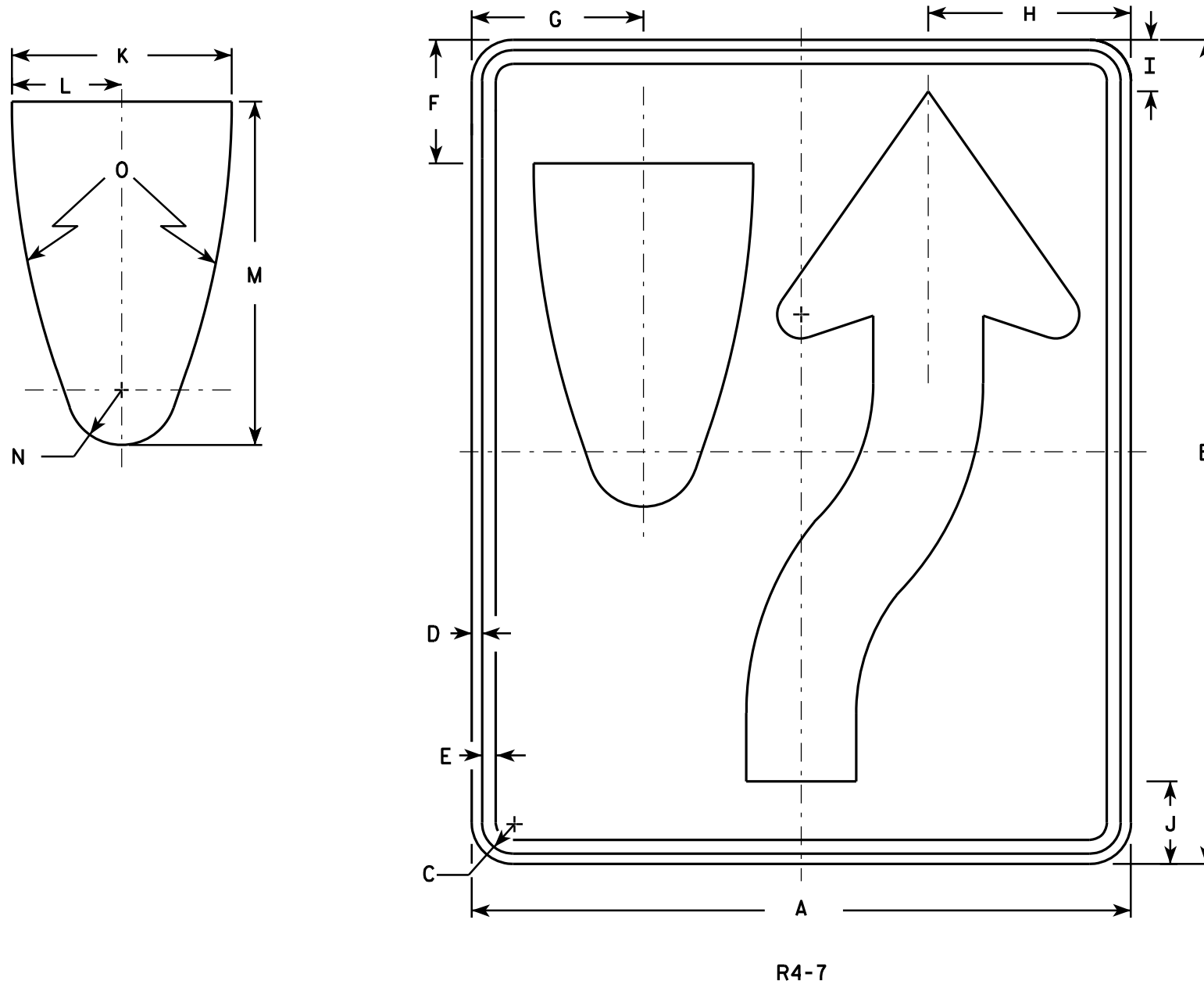
APPROVED *Matthew R. Raush*
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-50.2

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
Background - White
Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend 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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

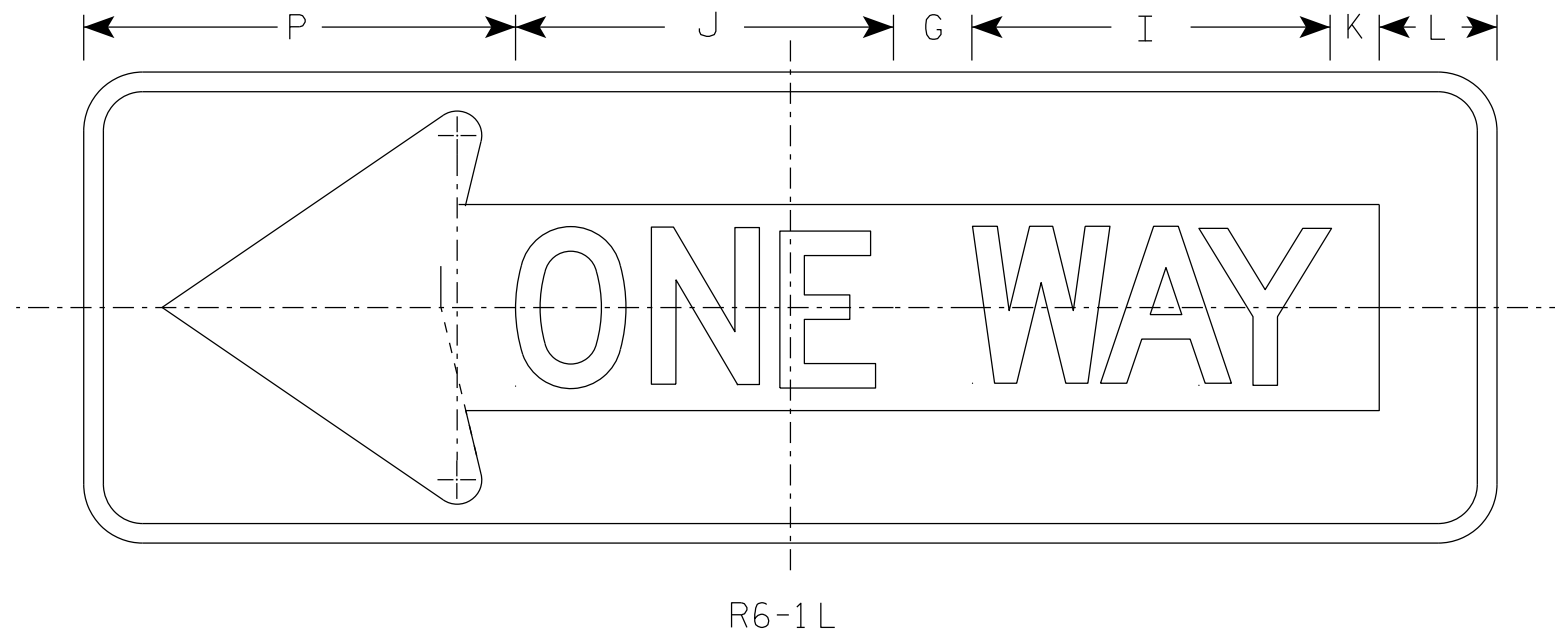
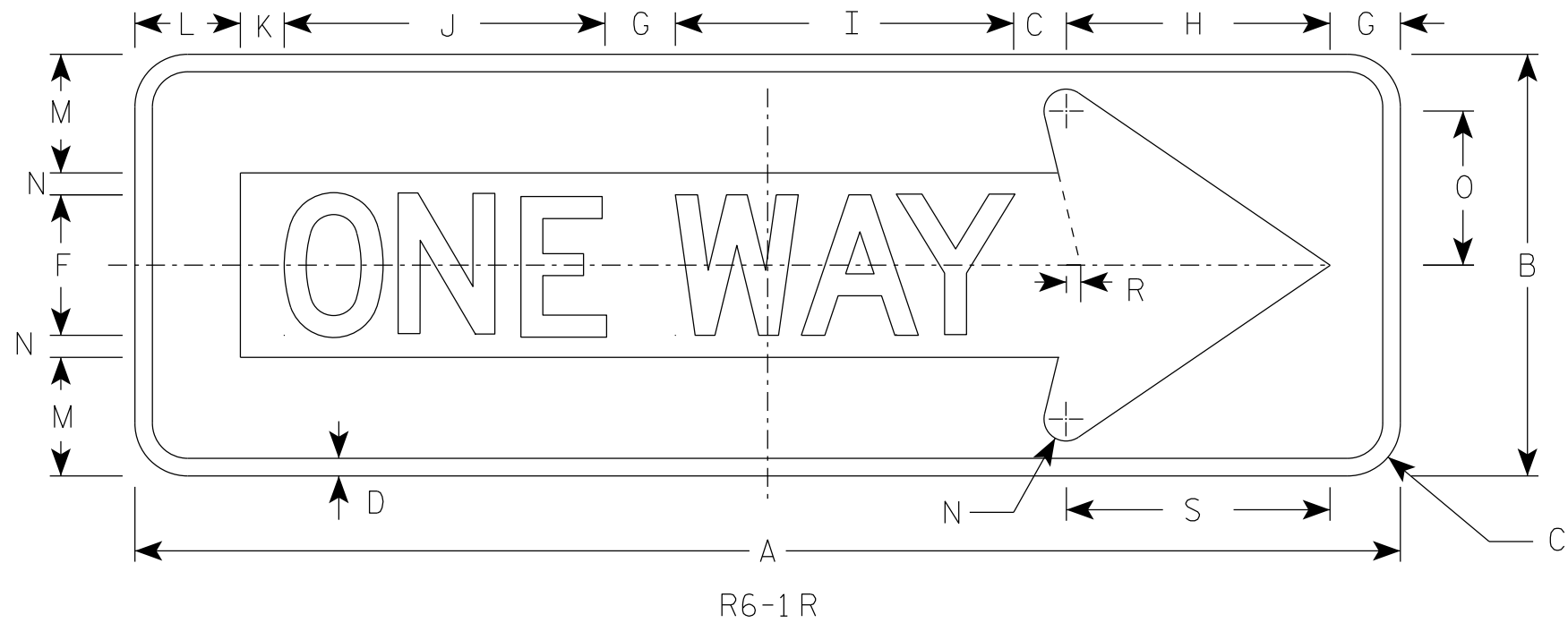
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

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

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - BLACK
Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

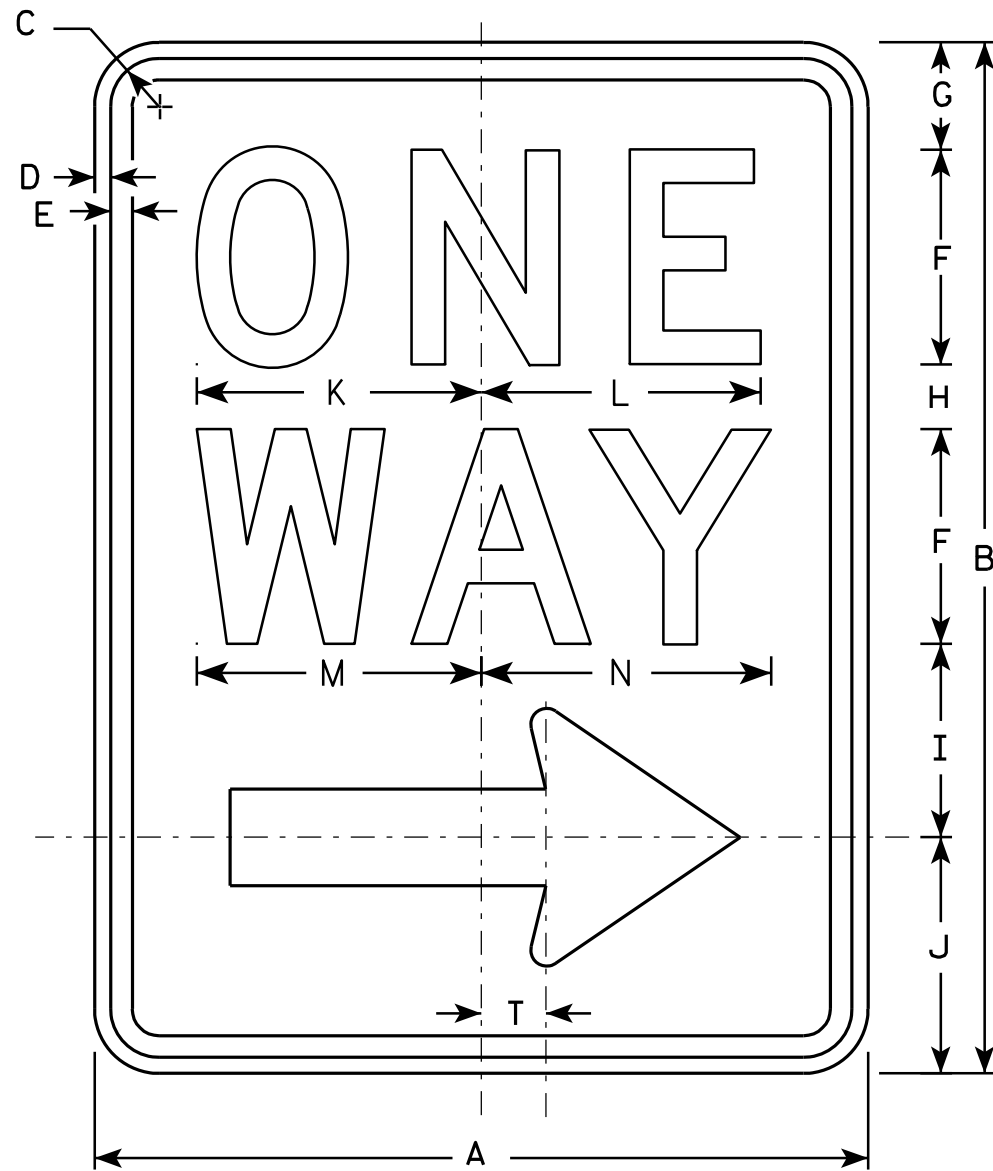
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

7

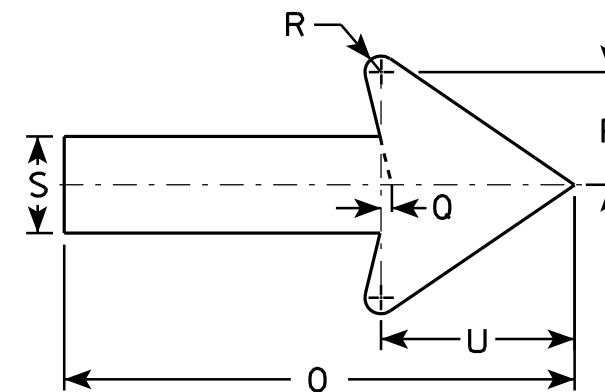
7



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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. R6-2L same as R6-2R except arrow points to the left.



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

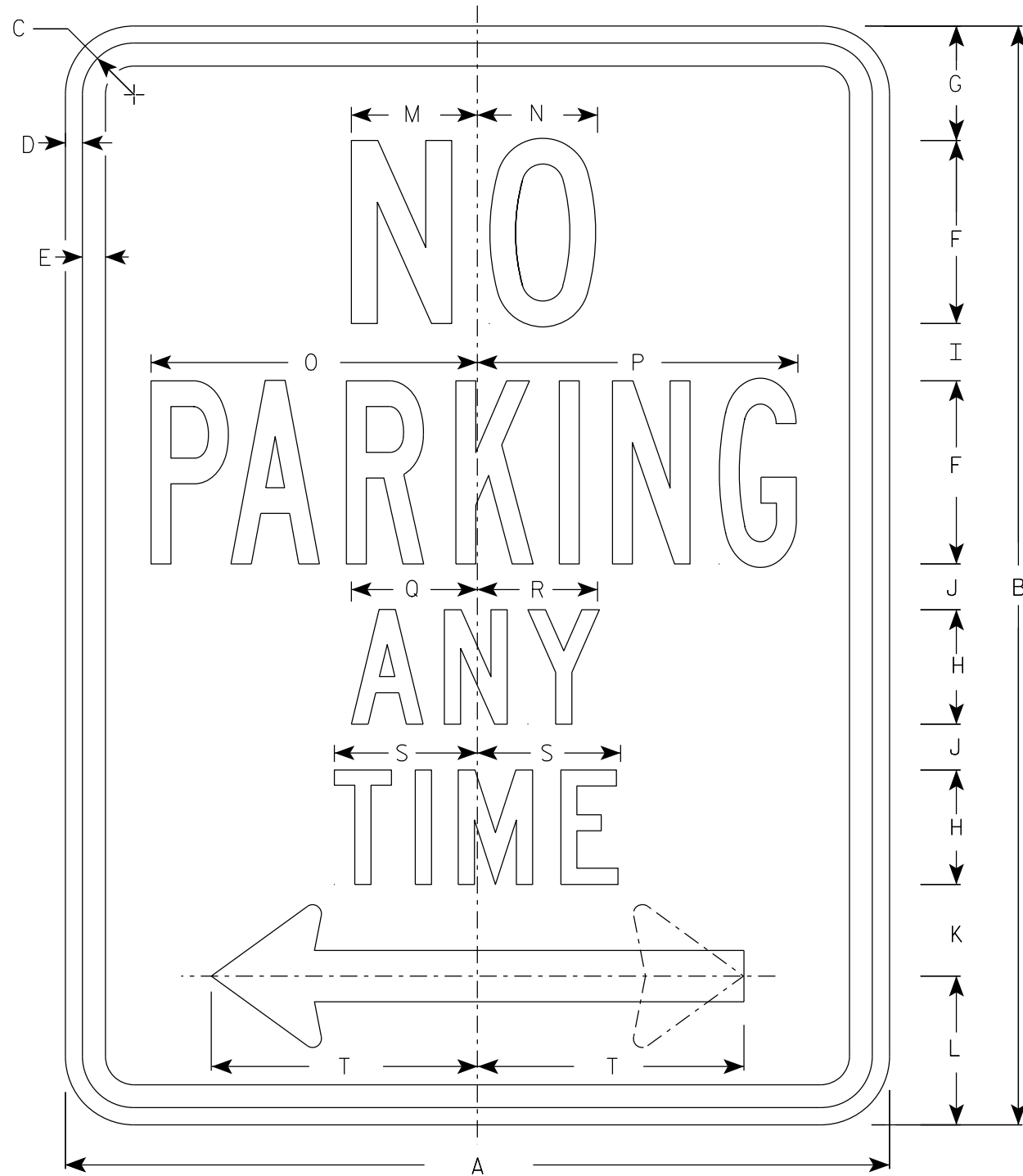
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

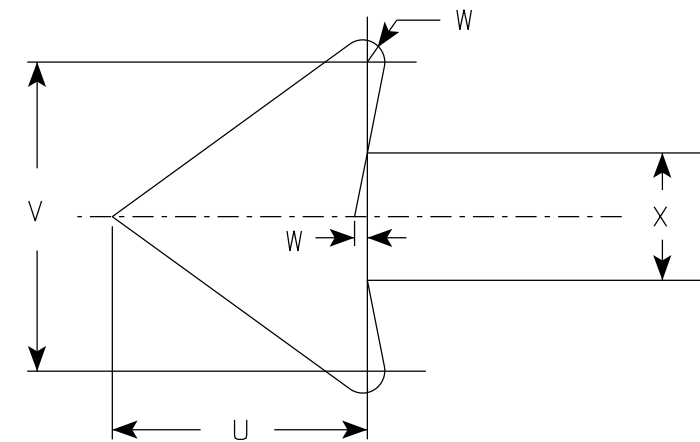
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ **E**



R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Red
3. Message Series - See Note 5
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)



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 1/8	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 1/8	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 1/8	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 1/8	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

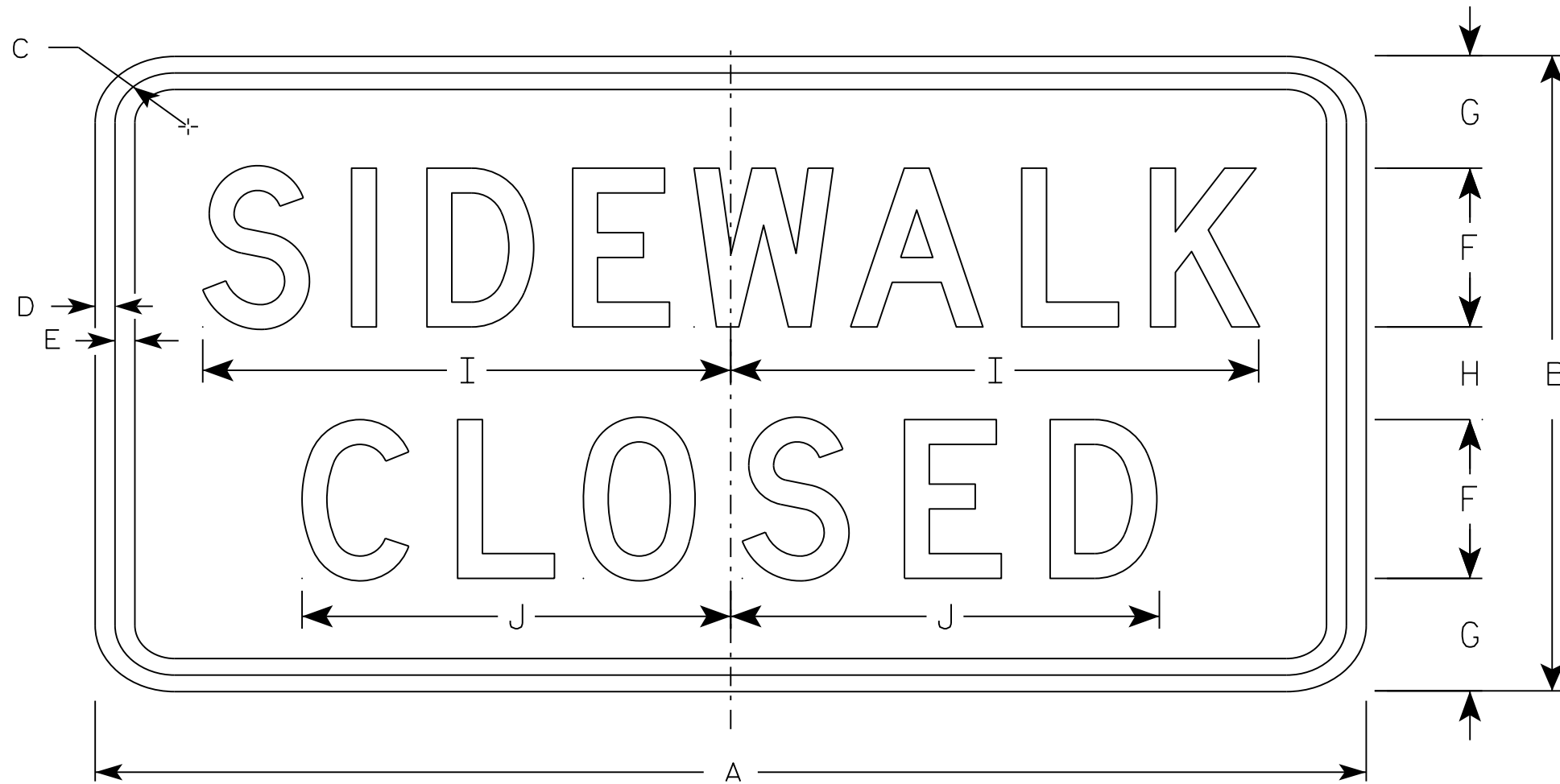
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
For State Traffic Engineer

DATE 3/31/2021 PLATE NO. R7-1.10

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.



R9-9

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 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

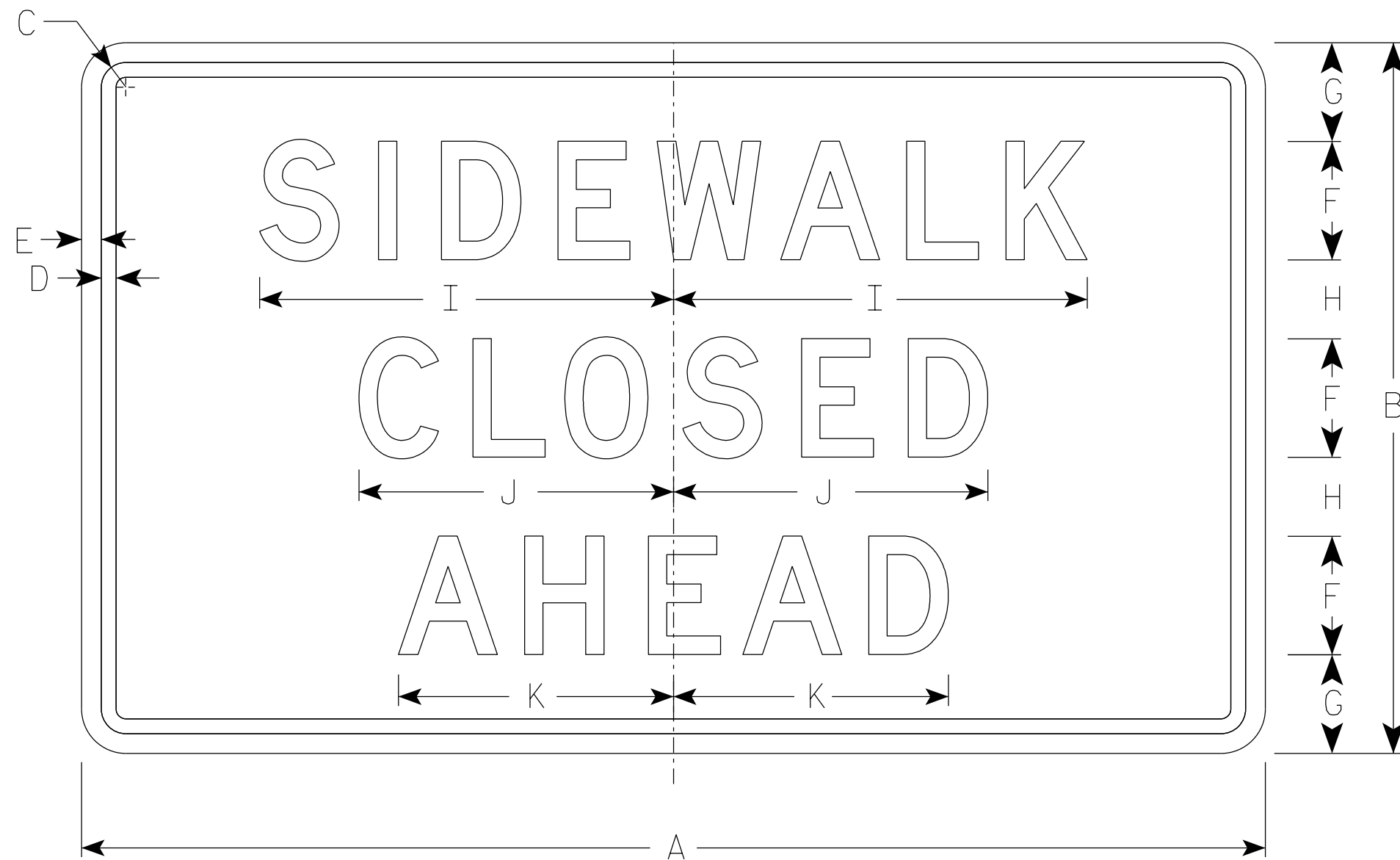
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 8/11/16 PLATE NO. R9-9.6

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.



R9-9A

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

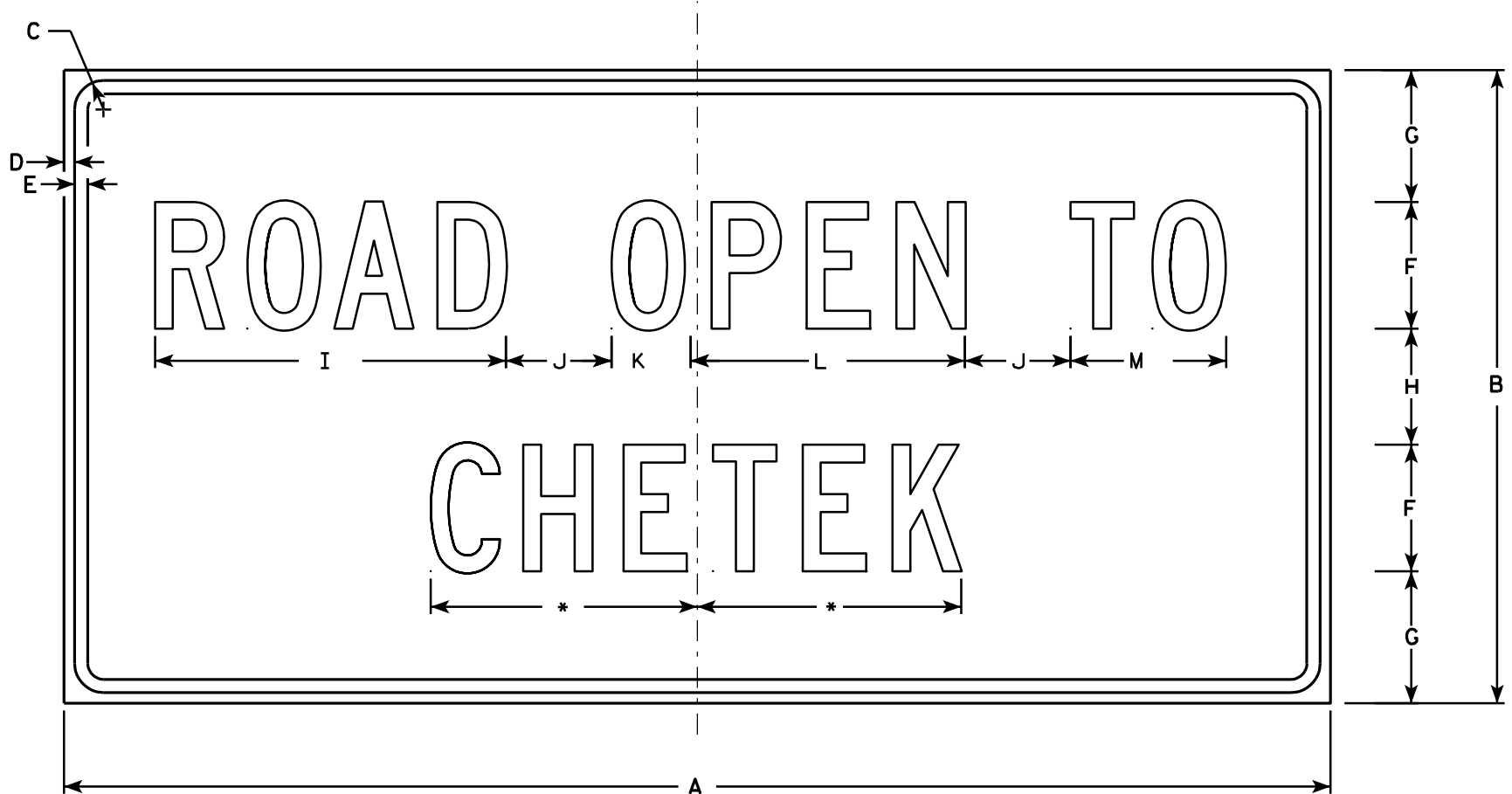
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

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



R10-61

*See note 5

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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 message and optically balance.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 3/8	1/2	5/8	4	5 1/2	5	10 3/4	2	2 1/8	8 3/8	4 5/8														6.0
2S	60	30	1 3/8	1/2	5/8	6	6 1/4	5 1/2	16 5/8	5	3 3/4	13	7 3/8														12.5
2M	60	30	1 3/8	1/2	5/8	6	6 1/4	5 1/2	16 5/8	5	3 3/4	13	7 3/8														12.5
3																											
4																											
5																											

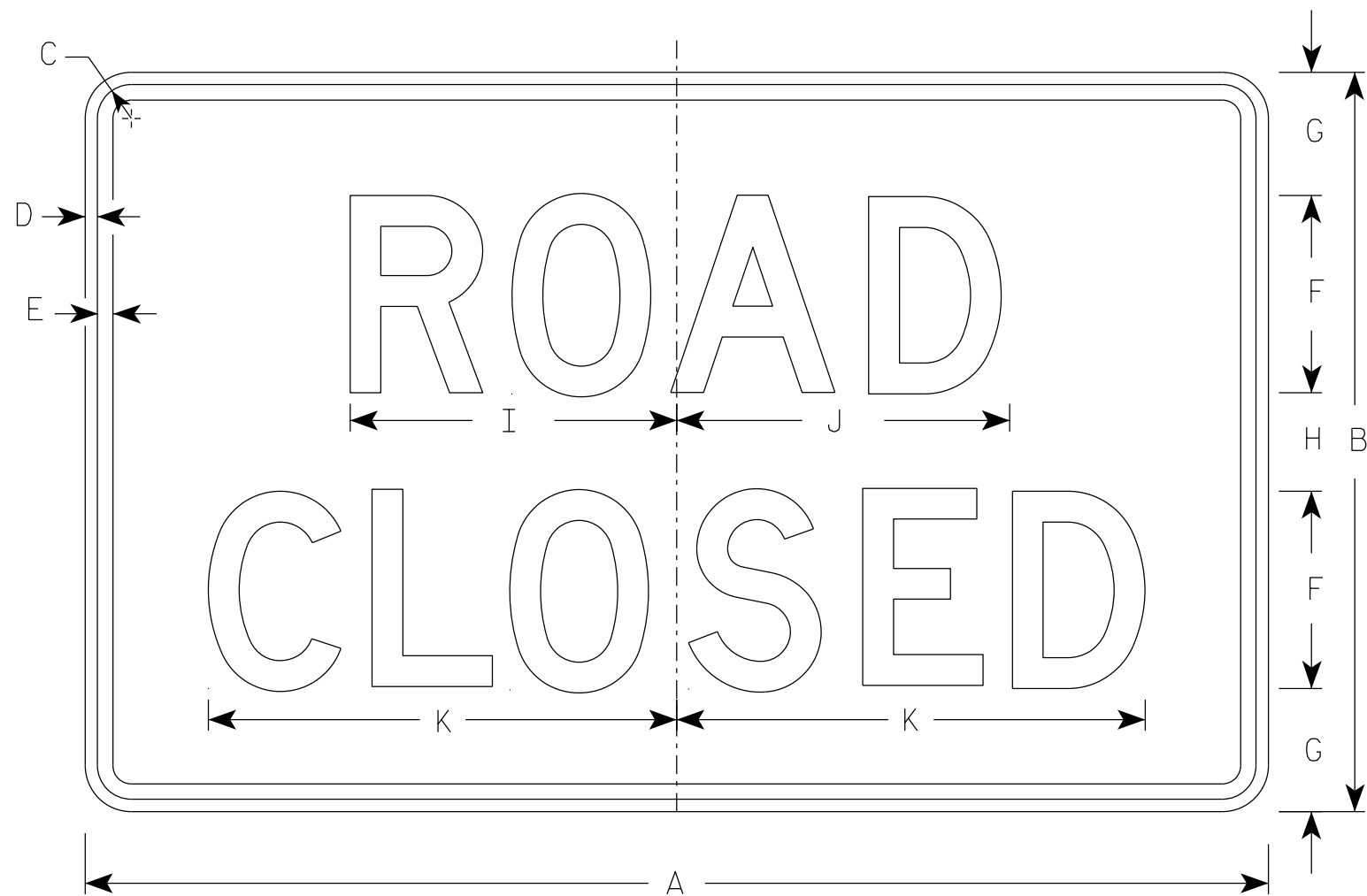
STANDARD SIGN
R10-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-61.5

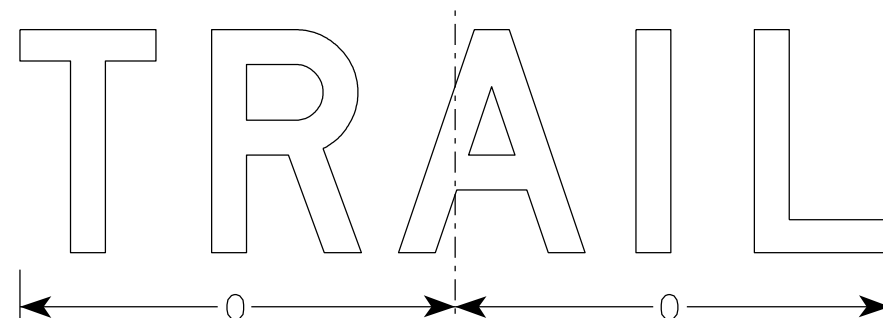
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E



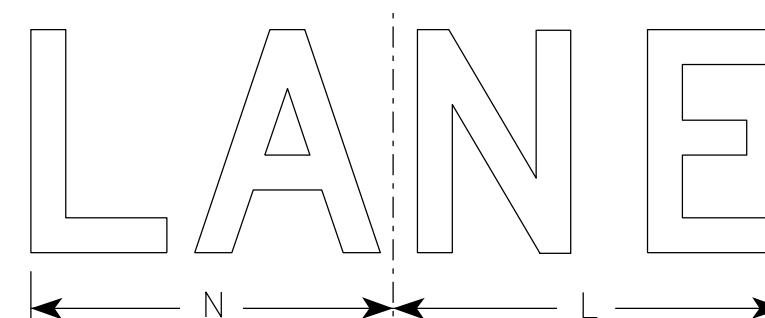
R11-2



R11-2R



R11-2T



R11-2L

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.

7

7

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

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

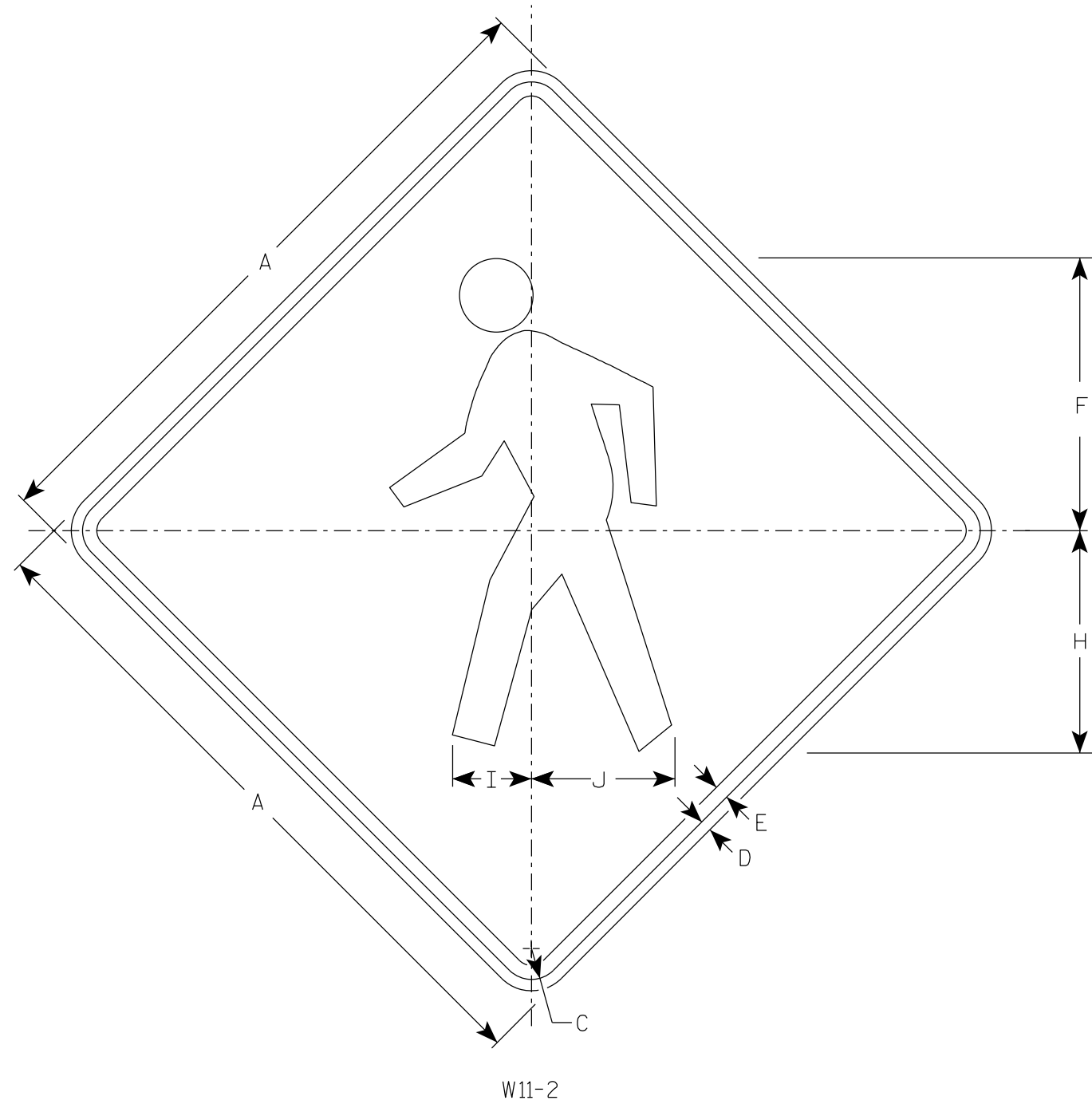
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

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

NOTES

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



W11-2

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

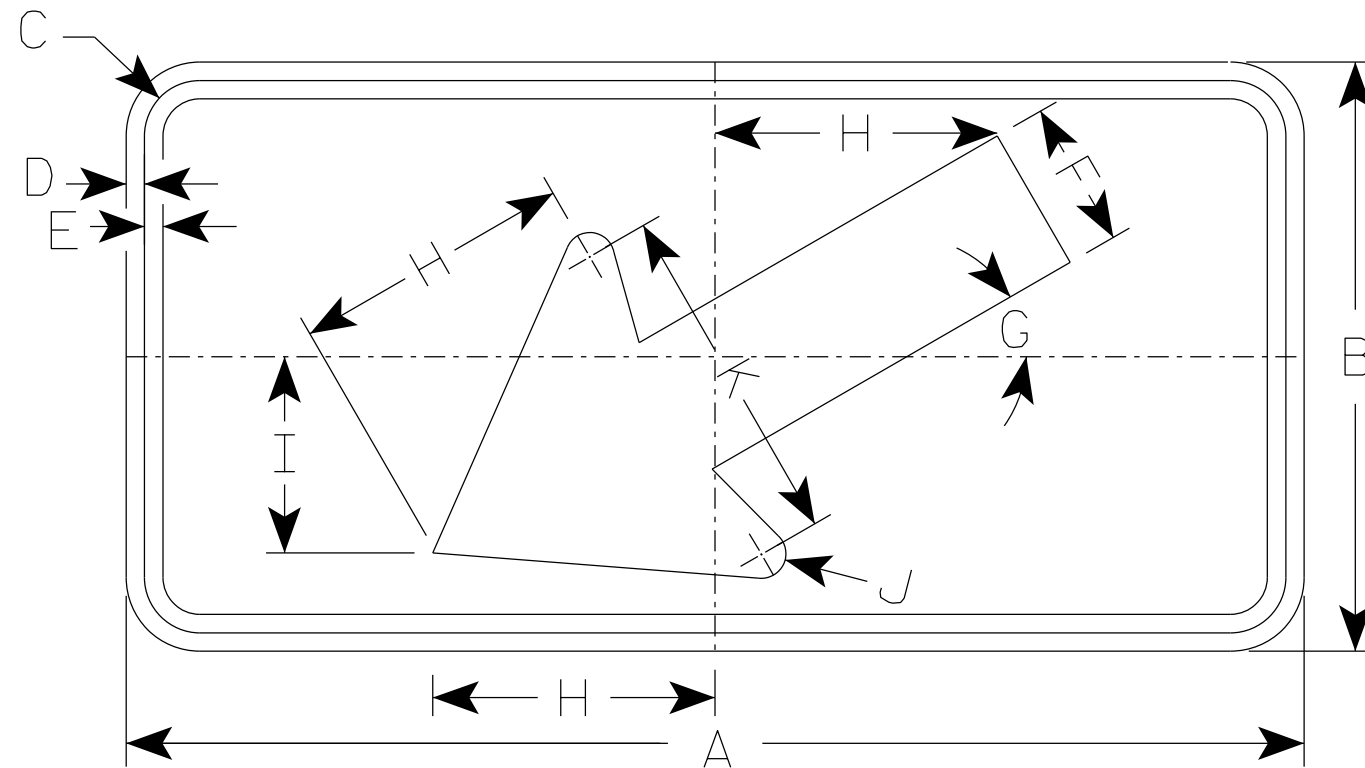
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ **E**

7

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black
3. W16-7R is the same as W16-7L
except the arrow is reversed along
the vertical centerline.



W16-7L

- * For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
- * For 48" x 48" Warning Signs, use 48" x 24" W16-7L 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	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
* 2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
W16-7

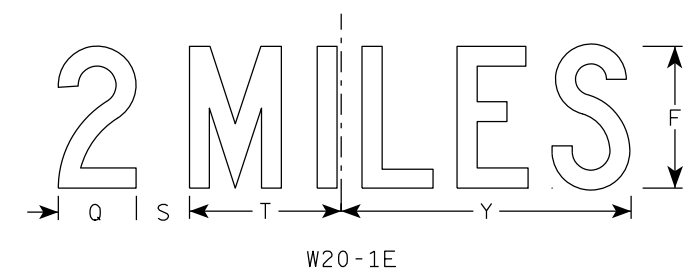
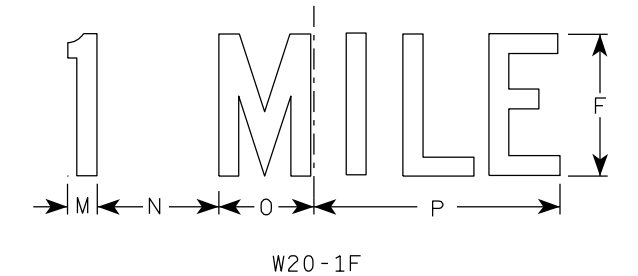
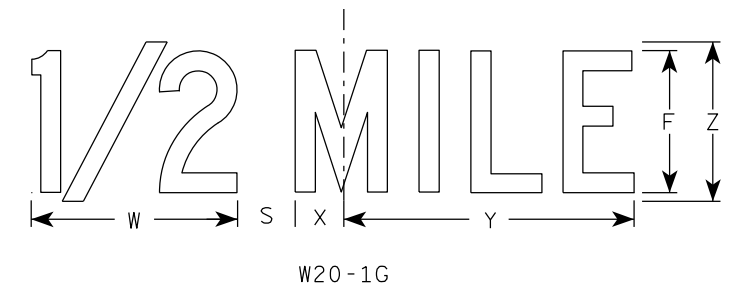
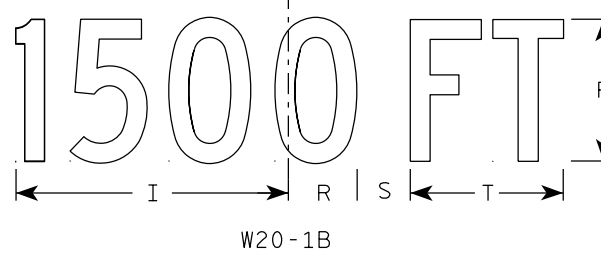
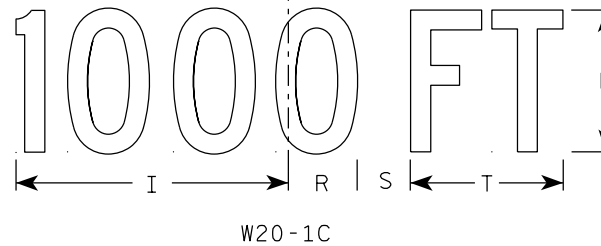
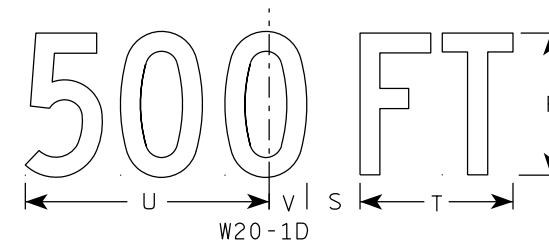
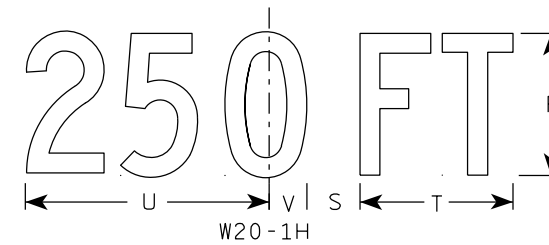
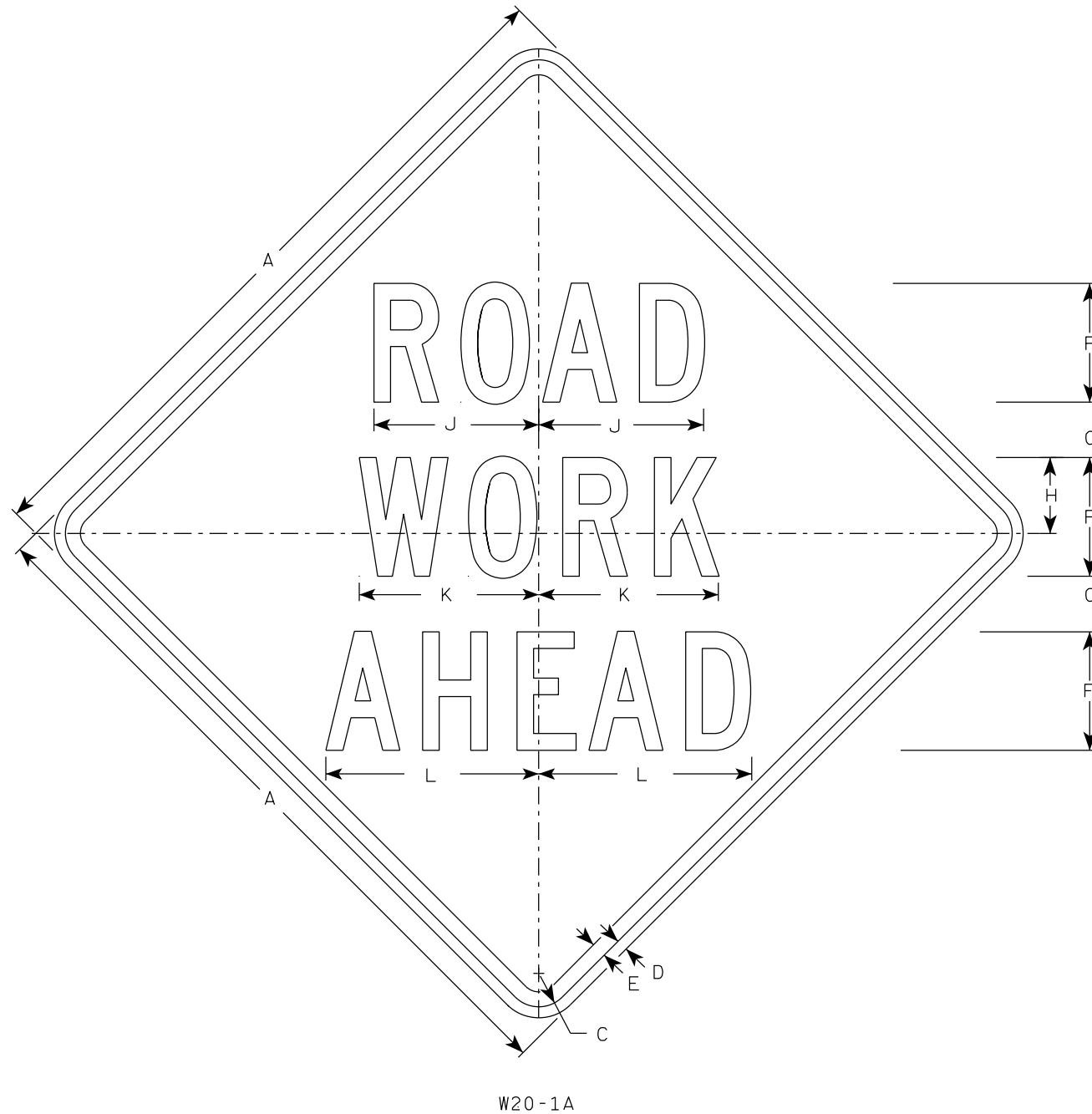
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W16-7.8

NOTES

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



W20-1A

W20-1C

W20-1B

W20-1G

W20-1F

W20-1E

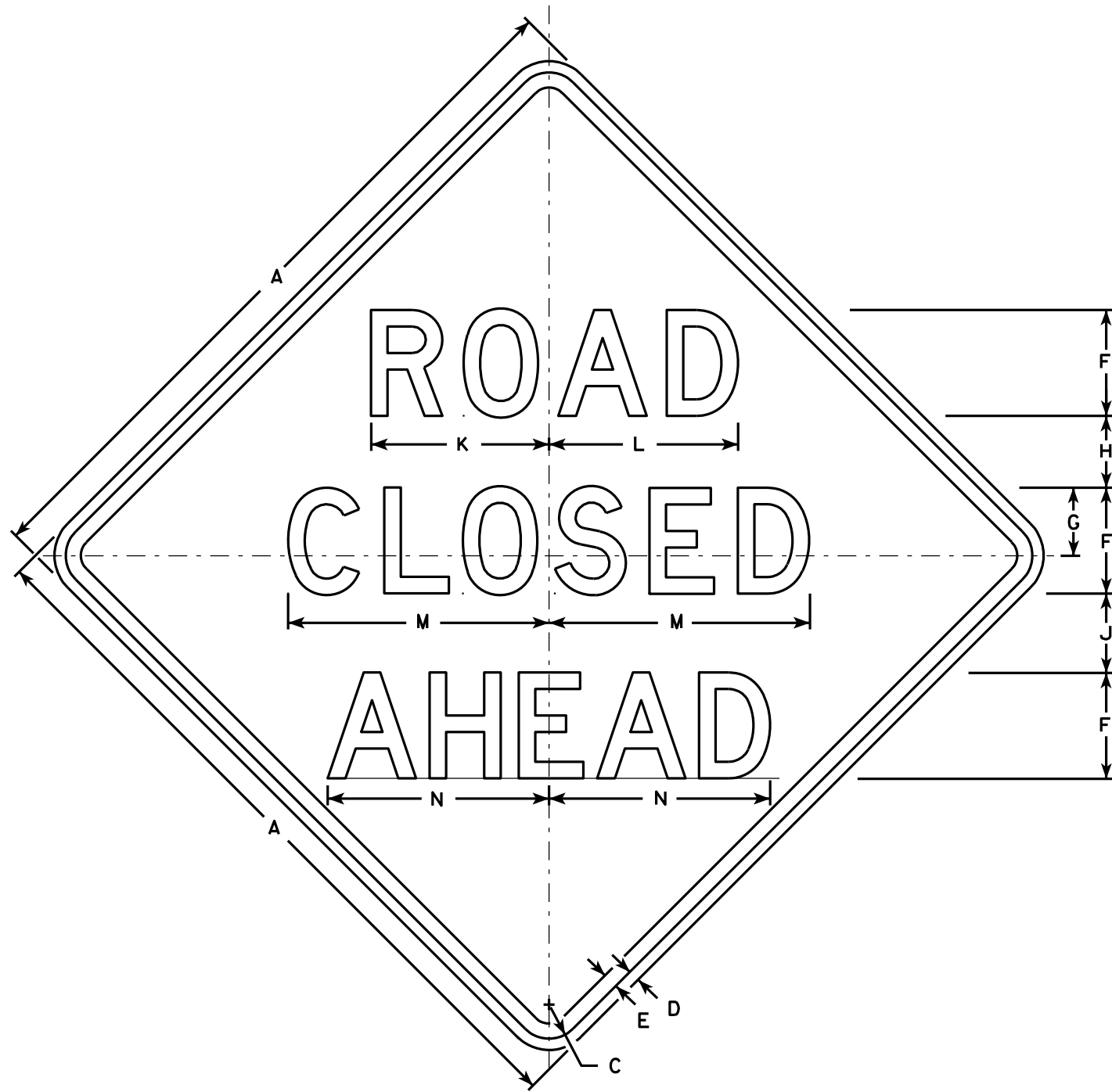
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8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

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

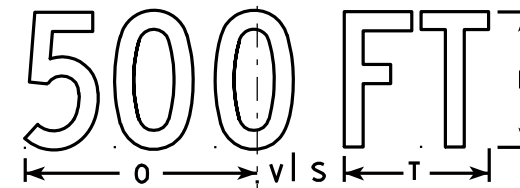
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

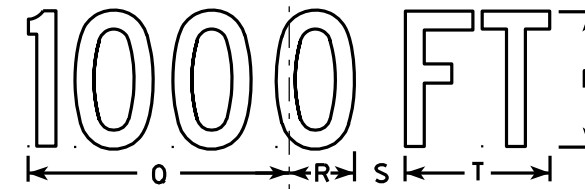
DATE 3/25/2020 PLATE NO. W20-1.11



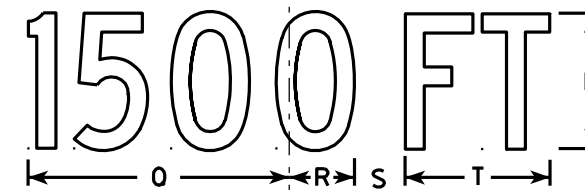
W20-3A



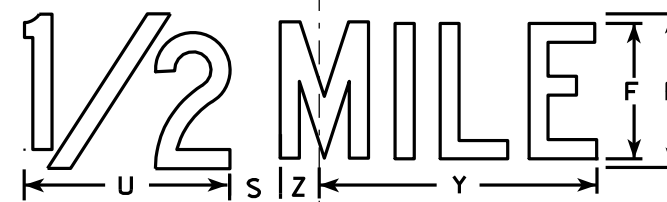
W20-3D



W20-3C



W20-3B



W20-3G



W20-3F

NOTES

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

7

7

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

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

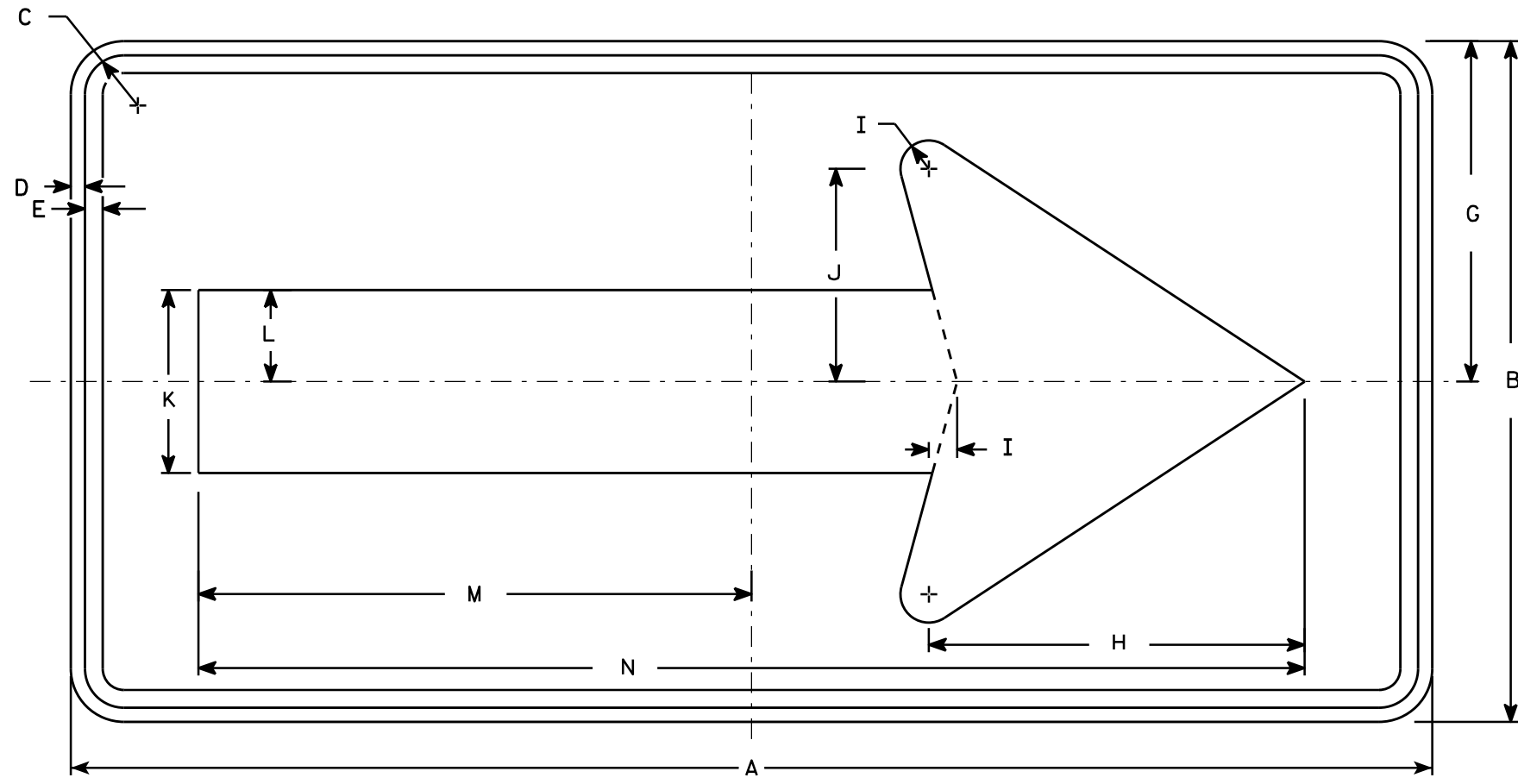
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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.



W01-6

7

7

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

STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

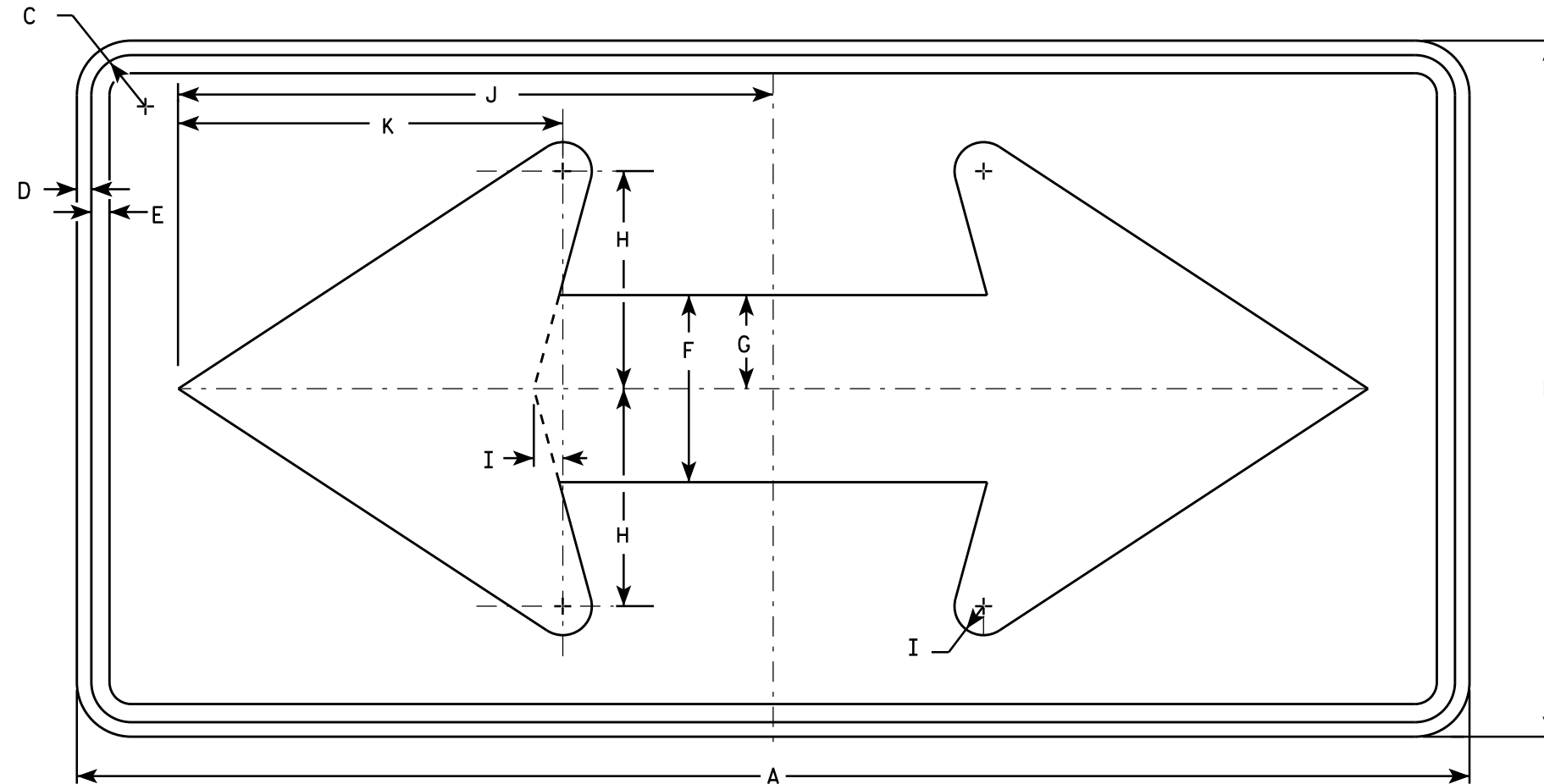
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

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

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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.



W01-7

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	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-7.1

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

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
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

STAGE 1B - THEATER RD TO NATIONAL DR

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	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 3		
104+62.48	10462.48	0.00	53.09	0.00	0	0	0	0	0	0
105+00.00	10500.00	37.52	53.55	0.00	74	0	0	74	0	74
105+50.00	10550.00	50.00	52.69	0.00	98	0	0	172	0	172
106+00.00	10600.00	50.00	52.19	0.00	97	0	0	269	0	269
106+50.00	10650.00	50.00	51.29	0.00	96	0	0	365	0	365
107+00.00	10700.00	50.00	53.68	0.00	97	0	0	462	0	462
107+50.00	10750.00	50.00	54.94	0.00	101	0	0	563	0	563
108+00.00	10800.00	50.00	56.13	0.00	103	0	0	666	0	666
108+50.00	10850.00	50.00	55.19	0.00	103	0	0	769	0	769
108+65.27	10865.27	15.27	53.95	0.00	31	0	0	800	0	800
109+00.00	10900.00	34.73	55.44	0.00	70	0	0	870	0	870
109+50.00	10950.00	50.00	54.29	0.00	102	0	0	972	0	972
110+00.00	11000.00	50.00	55.68	0.00	102	0	0	1,074	0	1,074
110+50.00	11050.00	50.00	55.68	0.00	103	0	0	1,177	0	1,177
111+00.00	11100.00	50.00	55.32	0.00	103	0	0	1,280	0	1,280
111+50.00	11150.00	50.00	55.00	0.00	102	0	0	1,382	0	1,382
111+55.46	11155.46	5.46	59.45	0.00	12	0	0	1,394	0	1,394
111+81.03	11181.03	25.57	60.66	0.00	57	0	0	1,451	0	1,451
112+00.00	11200.00	18.97	56.84	0.00	41	0	0	1,492	0	1,492
112+50.00	11250.00	50.00	55.89	0.00	104	0	0	1,596	0	1,596
113+00.00	11300.00	50.00	55.35	0.00	103	0	0	1,699	0	1,699
113+50.00	11350.00	50.00	55.74	0.00	103	0	0	1,802	0	1,802
114+00.00	11400.00	50.00	55.80	0.00	103	0	0	1,905	0	1,905
114+28.14	11428.14	28.14	60.45	0.00	61	0	0	1,966	0	1,966
114+50.00	11450.00	21.86	59.87	0.00	49	0	0	2,015	0	2,015
114+79.19	11479.19	29.19	60.36	0.00	65	0	0	2,080	0	2,080
115+00.00	11500.00	20.81	55.03	0.00	44	0	0	2,124	0	2,124
115+50.00	11550.00	50.00	54.98	0.00	102	0	0	2,226	0	2,226
116+00.00	11600.00	50.00	55.09	0.00	102	0	0	2,328	0	2,328
116+50.00	11650.00	50.00	53.96	0.00	101	0	0	2,429	0	2,429
117+00.00	11700.00	50.00	54.00	0.00	100	0	0	2,529	0	2,529

STAGE 1A - NATIONAL DR TO E MAIN ST

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	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 3		
130+00.00	13000.00	0.00	54.55	0.00	0	0	0	0	0	0
130+25.00	13025.00	25.00	54.05	0.00	50	0	0	50	0	50
131+00.00	13100.00	75.00	51.45	0.00	147	0	0	197	0	197
131+50.00	13150.00	50.00	65.17	0.00	108	0	0	305	0	305
131+74.38	13174.38	24.38	77.12	0.00	64	0	0	369	0	369
132+00.00	13200.00	25.62	57.40	0.00	64	0	0	433	0	433
132+50.00	13250.00	50.00	59.03	0.00	108	0	0	541	0	541
132+96.89	13296.89	46.89	139.29	0.00	172	0	0	713	0	713

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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
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

STAGE 1B - NATIONAL DR TO NATIONAL DR

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
			CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL		MASS ORDINATE
									1.00	1.25	
NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 8							
117+00.00	11700.00	0.00	54.00	0.00	0	0	0	0	0	0	
117+37.55	11737.55	37.55	58.63	0.00	78	0	0	78	0	78	
117+50.00	11750.00	12.45	58.67	0.00	27	0	0	105	0	105	
117+88.60	11788.60	38.60	57.38	0.00	83	0	0	188	0	188	
118+00.00	11800.00	11.40	52.13	0.00	23	0	0	211	0	211	
118+50.00	11850.00	50.00	53.32	0.00	98	0	0	309	0	309	
119+00.00	11900.00	50.00	52.82	0.00	98	0	0	407	0	407	
119+50.00	11950.00	50.00	52.61	0.00	98	0	0	505	0	505	
120+00.00	12000.00	50.00	52.06	0.00	97	0	0	602	0	602	
120+50.00	12050.00	50.00	52.10	0.00	96	0	0	698	0	698	
121+00.00	12100.00	50.00	52.17	0.00	97	0	0	795	0	795	
121+50.00	12150.00	50.00	51.64	0.00	96	0	0	891	0	891	
122+00.00	12200.00	50.00	51.45	0.00	95	0	0	986	0	986	
122+50.00	12250.00	50.00	51.55	0.00	95	0	0	1,081	0	1,081	
123+00.00	12300.00	50.00	51.71	0.00	96	0	0	1,177	0	1,177	
123+45.31	12345.31	45.31	50.68	0.00	86	0	0	1,263	0	1,263	
123+50.00	12350.00	4.69	135.33	0.00	16	0	0	1,279	0	1,279	
123+71.98	12371.98	21.98	140.77	0.00	112	0	0	1,391	0	1,391	
123+96.79	12396.79	24.81	58.40	0.00	92	0	0	1,483	0	1,483	
124+00.00	12400.00	3.21	58.52	0.00	7	0	0	1,490	0	1,490	
124+50.00	12450.00	50.00	57.38	0.00	107	0	0	1,597	0	1,597	
125+00.00	12500.00	50.00	58.67	0.00	107	0	0	1,704	0	1,704	
125+31.90	12531.90	31.90	64.98	0.00	73	0	0	1,777	0	1,777	
125+50.00	12550.00	18.10	68.58	0.00	45	0	0	1,822	0	1,822	
125+75.00	12575.00	25.00	184.60	0.00	117	0	0	1,939	0	1,939	
125+87.33	12587.33	12.33	194.35	0.00	87	0	0	2,026	0	2,026	
126+00.00	12600.00	12.67	193.85	0.00	91	0	0	2,117	0	2,117	
126+22.72	12622.72	22.72	80.25	0.00	115	0	0	2,232	0	2,232	
126+50.00	12650.00	27.28	58.89	0.00	70	0	0	2,302	0	2,302	
127+00.00	12700.00	50.00	62.52	0.00	112	0	0	2,414	0	2,414	
127+50.00	12750.00	50.00	54.95	0.00	109	0	0	2,523	0	2,523	
127+77.98	12777.98	27.98	85.51	0.00	73	0	0	2,596	0	2,596	
128+00.00	12800.00	22.02	120.26	0.00	84	0	0	2,680	0	2,680	
128+20.57	12820.57	20.57	87.99	0.00	79	0	0	2,759	0	2,759	
128+50.00	12850.00	29.43	54.95	0.00	78	0	0	2,837	0	2,837	
129+00.00	12900.00	50.00	54.76	0.00	102	0	0	2,939	0	2,939	
129+50.00	12950.00	50.00	54.60	0.00	101	0	0	3,040	0	3,040	
130+00.00	13000.00	50.00	54.55	0.00	101	0	0	3,141	0	3,141	

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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
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

STAGE 2B - THEATER RD TO NATIONAL DR

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
104+62.48	10462.48	0.00	54.15	0.00	0	0	0	0	0	0
105+00.00	10500.00	37.52	52.38	0.00	74	0	0	74	0	74
105+50.00	10550.00	50.00	50.78	0.00	96	0	0	170	0	170
106+00.00	10600.00	50.00	49.93	0.00	93	0	0	263	0	263
106+50.00	10650.00	50.00	49.32	0.00	92	0	0	355	0	355
107+00.00	10700.00	50.00	49.91	0.00	92	0	0	447	0	447
107+50.00	10750.00	50.00	50.95	0.00	93	0	0	540	0	540
108+00.00	10800.00	50.00	52.30	0.00	96	0	0	636	0	636
108+50.00	10850.00	50.00	51.34	0.00	96	0	0	732	0	732
108+65.27	10865.27	15.27	52.21	0.00	29	0	0	761	0	761
109+00.00	10900.00	34.73	52.41	0.00	67	0	0	828	0	828
109+50.00	10950.00	50.00	51.60	0.00	96	0	0	924	0	924
110+00.00	11000.00	50.00	52.14	0.00	96	0	0	1,020	0	1,020
110+50.00	11050.00	50.00	52.92	0.00	97	0	0	1,117	0	1,117
111+00.00	11100.00	50.00	53.01	0.00	98	0	0	1,215	0	1,215
111+50.00	11150.00	50.00	54.02	0.00	99	0	0	1,314	0	1,314
112+00.00	11200.00	50.00	53.10	0.00	99	0	0	1,413	0	1,413
112+27.85	11227.85	27.85	54.37	0.00	55	0	0	1,468	0	1,468
112+50.00	11250.00	22.15	54.03	0.00	44	0	0	1,512	0	1,512
113+00.00	11300.00	50.00	55.11	0.00	101	0	0	1,613	0	1,613
113+50.00	11350.00	50.00	51.89	0.00	99	0	0	1,712	0	1,712
114+00.00	11400.00	50.00	52.11	0.00	96	0	0	1,808	0	1,808
114+50.00	11450.00	50.00	51.44	0.00	96	0	0	1,904	0	1,904
115+00.00	11500.00	50.00	52.22	0.00	96	0	0	2,000	0	2,000
115+50.00	11550.00	50.00	51.48	0.00	96	0	0	2,096	0	2,096
116+00.00	11600.00	50.00	51.89	0.00	96	0	0	2,192	0	2,192
116+50.00	11650.00	50.00	51.04	0.00	95	0	0	2,287	0	2,287
117+00.00	11700.00	50.00	51.38	0.00	95	0	0	2,382	0	2,382

STAGE 2A - NATIONAL DR TO E MAIN ST

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
130+00.00	13000.00	0.00	56.46	0.00	0	0	0	0	0	0
130+13.68	13013.68	13.68	132.25	0.00	48	0	0	48	0	48
130+25.00	13025.00	11.32	133.61	0.00	56	0	0	104	0	104
130+50.72	13050.72	25.72	134.82	0.00	128	0	0	232	0	232
131+00.00	13100.00	49.28	52.76	0.00	171	0	0	403	0	403
131+50.00	13150.00	50.00	68.53	0.00	112	0	0	515	0	515
131+74.38	13174.38	24.38	58.48	0.00	57	0	0	572	0	572
132+00.00	13200.00	25.62	55.25	0.00	54	0	0	626	0	626
132+50.00	13250.00	50.00	54.68	0.00	102	0	0	728	0	728
132+96.89	13296.89	46.89	130.24	0.00	161	0	0	889	0	889

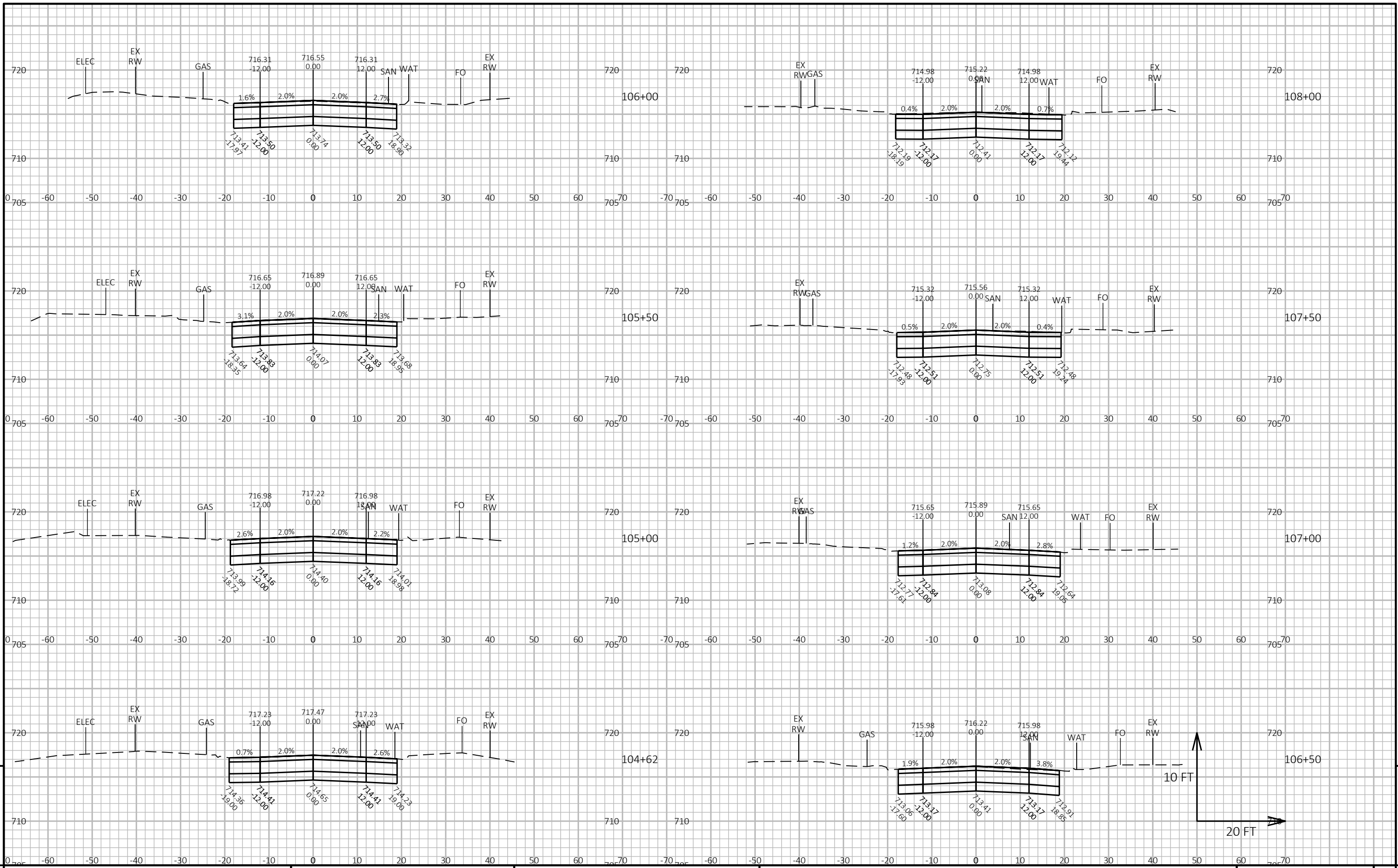
Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

STAGE 2B - NATIONAL DR TO NATIONAL DR

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
117+00.00	11700.00	0.00	51.38	0.00	0	0	0	0	0	0
117+50.00	11750.00	50.00	50.35	0.00	94	0	0	94	0	94
117+69.15	11769.15	19.15	50.83	0.00	36	0	0	130	0	130
118+00.00	11800.00	30.85	116.89	0.00	96	0	0	226	0	226
118+07.51	11807.51	7.51	115.45	0.00	32	0	0	258	0	258
118+50.00	11850.00	42.49	51.09	0.00	131	0	0	389	0	389
119+00.00	11900.00	50.00	50.95	0.00	94	0	0	483	0	483
119+50.00	11950.00	50.00	50.67	0.00	94	0	0	577	0	577
120+00.00	12000.00	50.00	50.51	0.00	94	0	0	671	0	671
120+07.87	12007.87	7.87	55.43	0.00	15	0	0	686	0	686
120+37.87	12037.87	30.00	56.34	0.00	62	0	0	748	0	748
120+50.00	12050.00	12.13	51.93	0.00	24	0	0	772	0	772
121+00.00	12100.00	50.00	51.66	0.00	96	0	0	868	0	868
121+50.00	12150.00	50.00	52.85	0.00	97	0	0	965	0	965
122+00.00	12200.00	50.00	52.08	0.00	97	0	0	1,062	0	1,062
122+50.00	12250.00	50.00	53.17	0.00	97	0	0	1,159	0	1,159
123+00.00	12300.00	50.00	53.67	0.00	99	0	0	1,258	0	1,258
123+50.00	12350.00	50.00	56.99	0.00	102	0	0	1,360	0	1,360
123+83.76	12383.76	33.76	57.55	0.00	72	0	0	1,432	0	1,432
124+00.00	12400.00	16.24	53.60	0.00	33	0	0	1,465	0	1,465
124+06.45	12406.45	6.45	57.35	0.00	13	0	0	1,478	0	1,478
124+50.00	12450.00	43.55	56.82	0.00	92	0	0	1,570	0	1,570
125+00.00	12500.00	50.00	55.42	0.00	104	0	0	1,674	0	1,674
125+33.80	12533.80	33.80	56.44	0.00	70	0	0	1,744	0	1,744
125+50.00	12550.00	16.20	51.67	0.00	32	0	0	1,776	0	1,776
125+75.00	12575.00	25.00	50.99	0.00	48	0	0	1,824	0	1,824
126+00.00	12600.00	25.00	52.60	0.00	48	0	0	1,872	0	1,872
126+50.00	12650.00	50.00	51.83	0.00	97	0	0	1,969	0	1,969
127+00.00	12700.00	50.00	54.23	0.00	98	0	0	2,067	0	2,067
127+50.00	12750.00	50.00	55.28	0.00	101	0	0	2,168	0	2,168
128+00.00	12800.00	50.00	54.93	0.00	102	0	0	2,270	0	2,270
128+50.00	12850.00	50.00	54.54	0.00	101	0	0	2,371	0	2,371
129+00.00	12900.00	50.00	54.73	0.00	101	0	0	2,472	0	2,472
129+50.00	12950.00	50.00	55.89	0.00	102	0	0	2,574	0	2,574
130+00.00	13000.00	50.00	56.46	0.00	104	0	0	2,678	0	2,678

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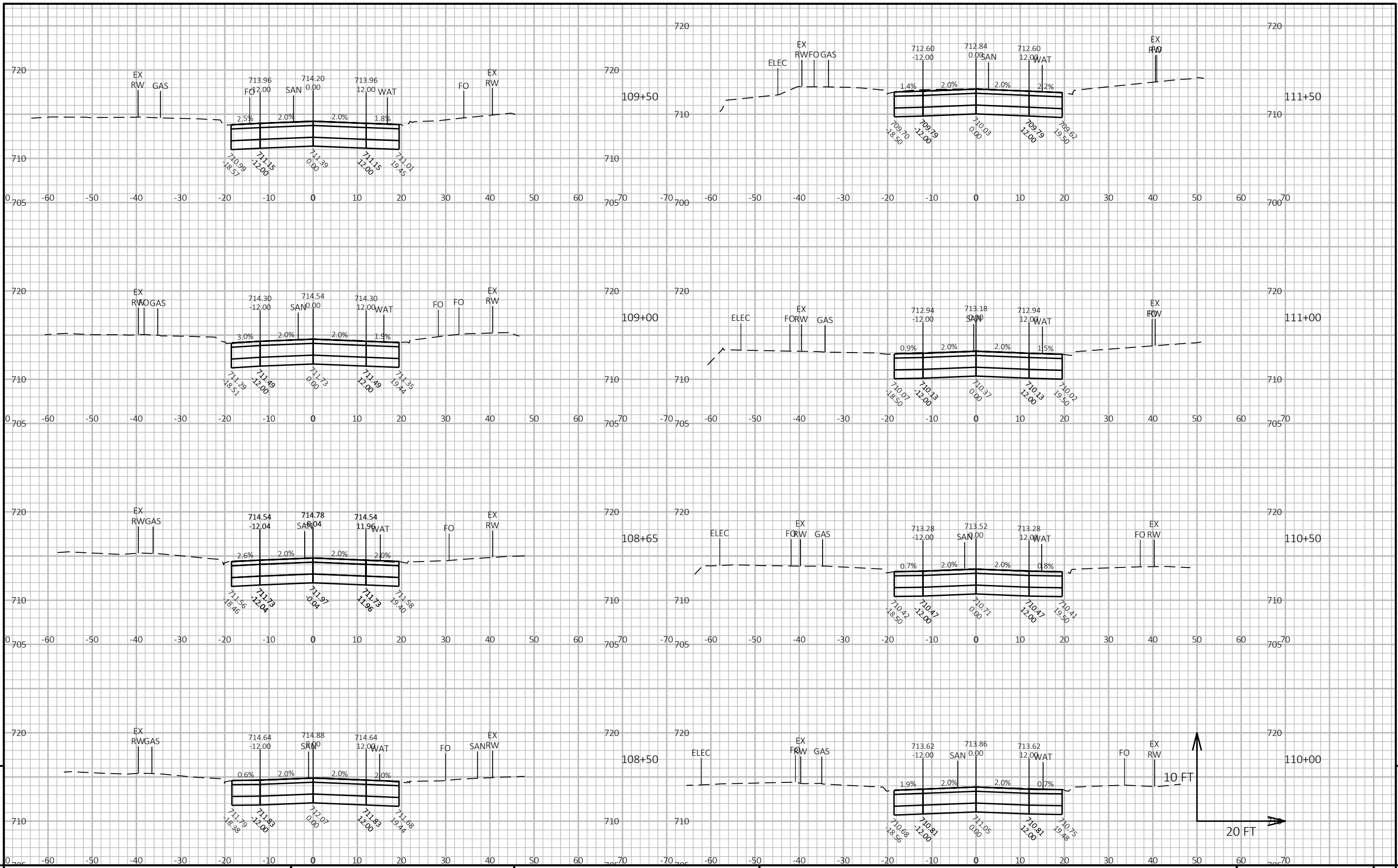


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9

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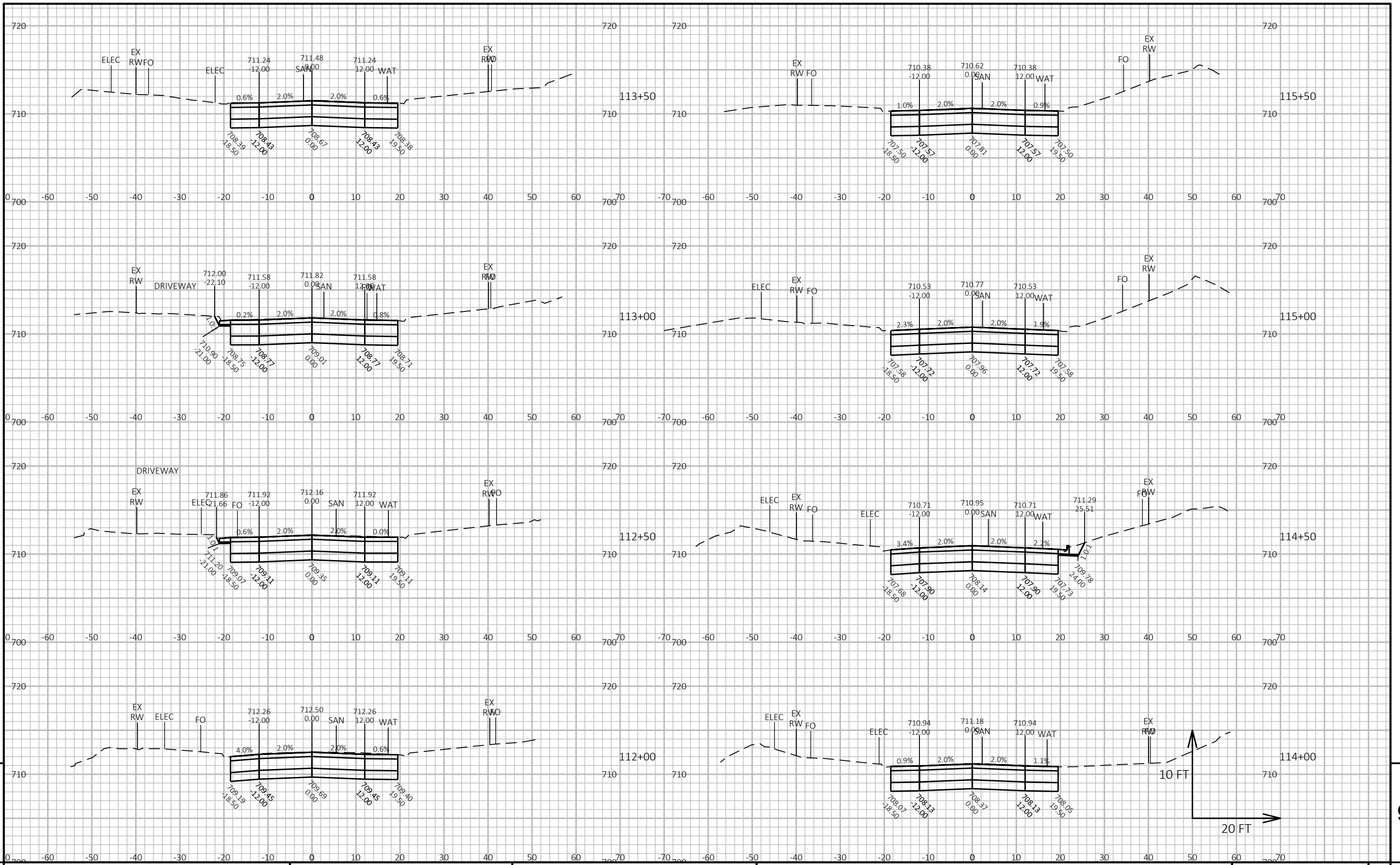


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9

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PROJECT NO: 5991-02-68

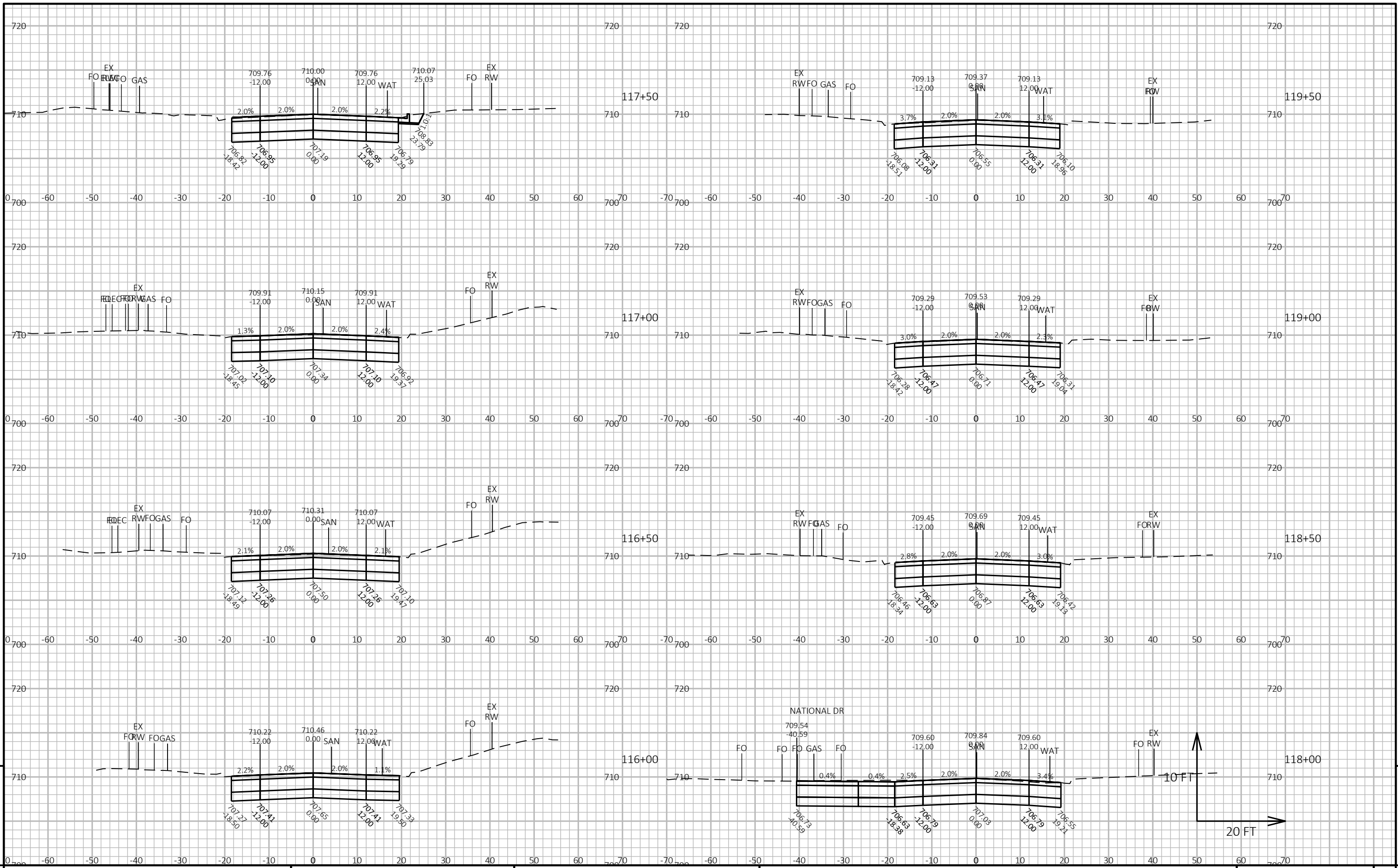
HWY: MIDWEST DR

COUNTY: LA CROSSE

CROSS SECTIONS: MIDWEST DR

SHEET 57

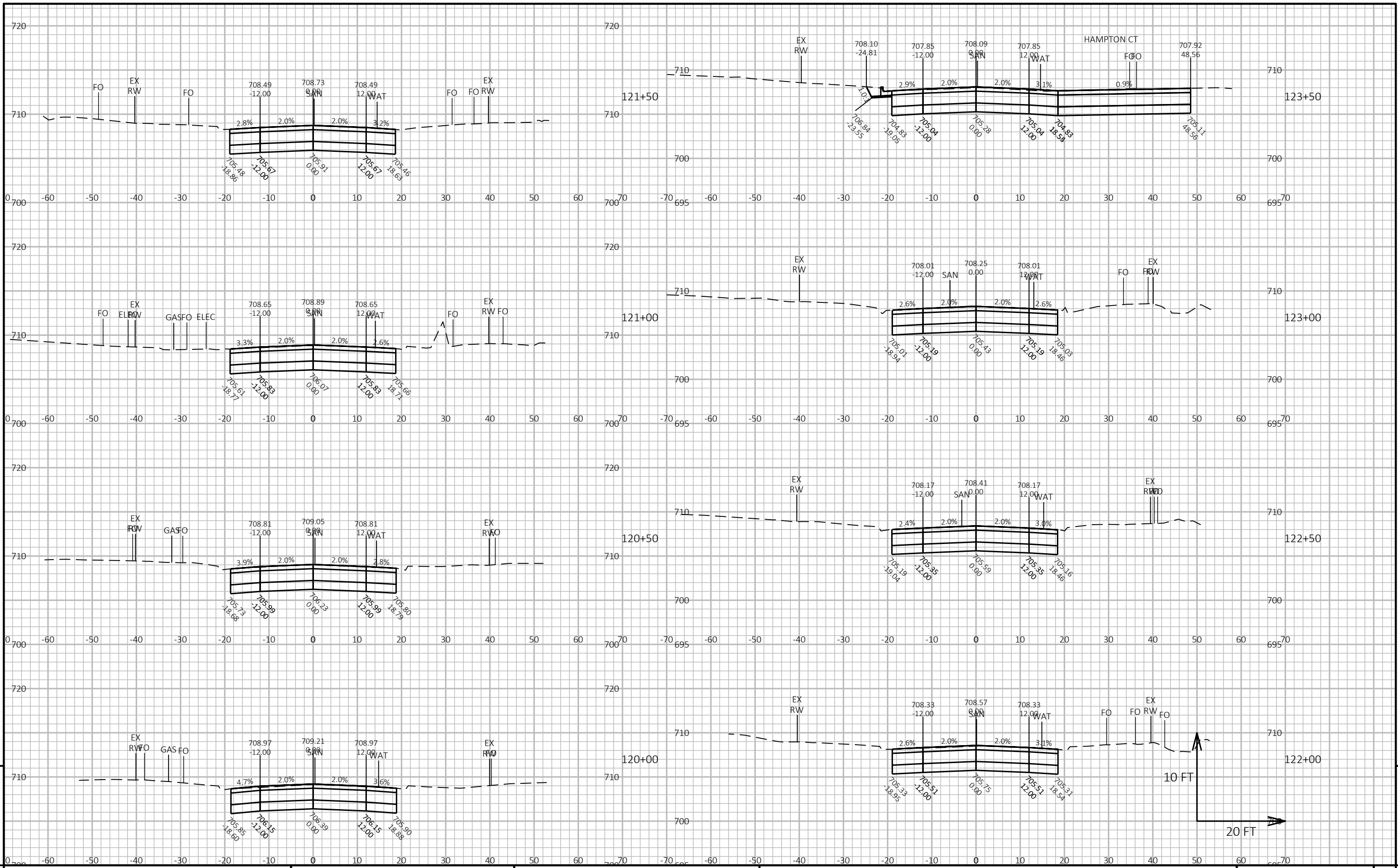
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PROJECT NO: 5991-02-68 HWY: MIDWEST DR COUNTY: LA CROSSE CROSS SECTIONS: MIDWEST DR SHEET 58 E

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LAYOUT NAME: 090204-xs

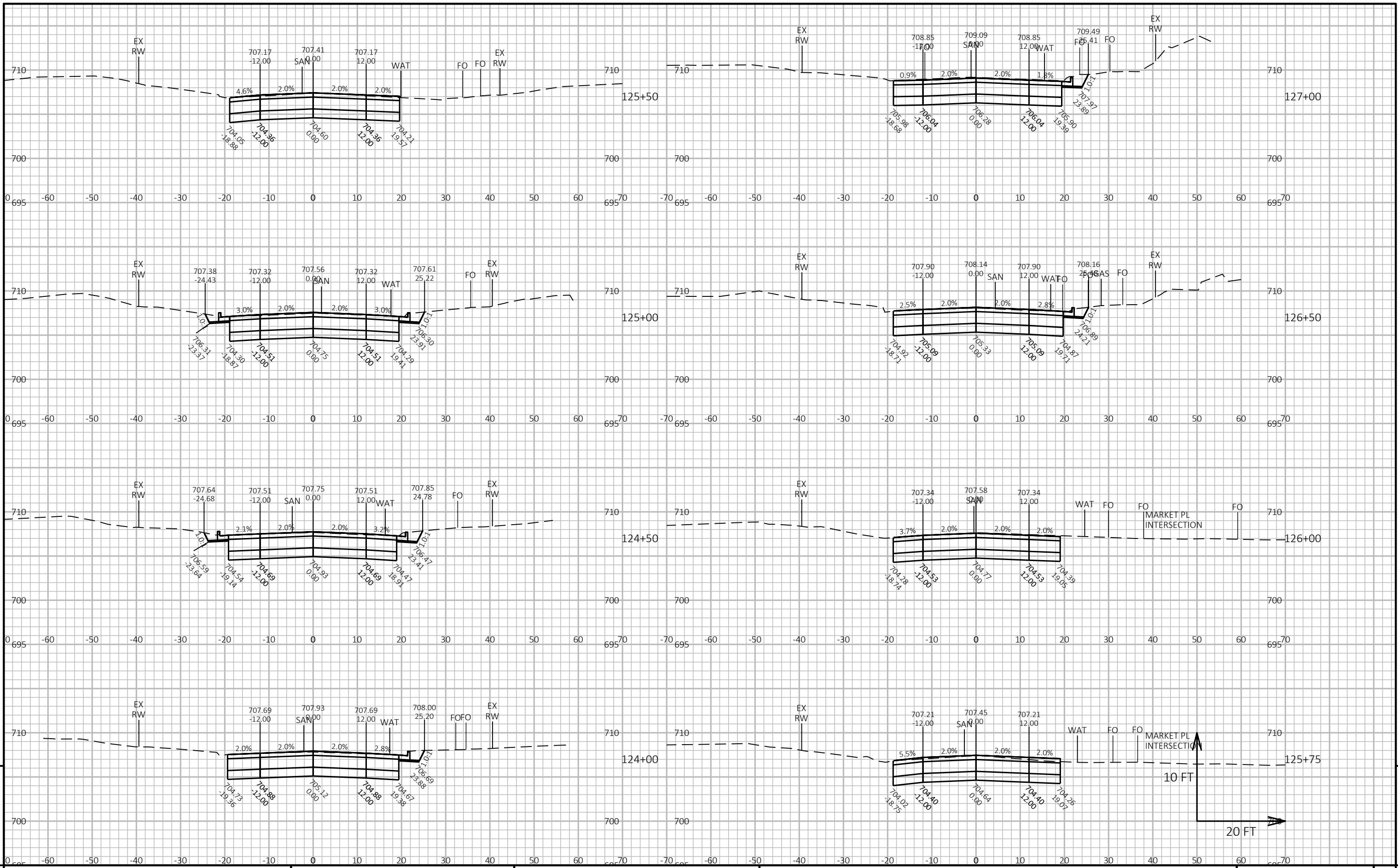


PROJECT NO: 5991-02-68 HWY: MIDWEST DR COUNTY: LA CROSSE CROSS SECTIONS: MIDWEST DR SHEET 59 E

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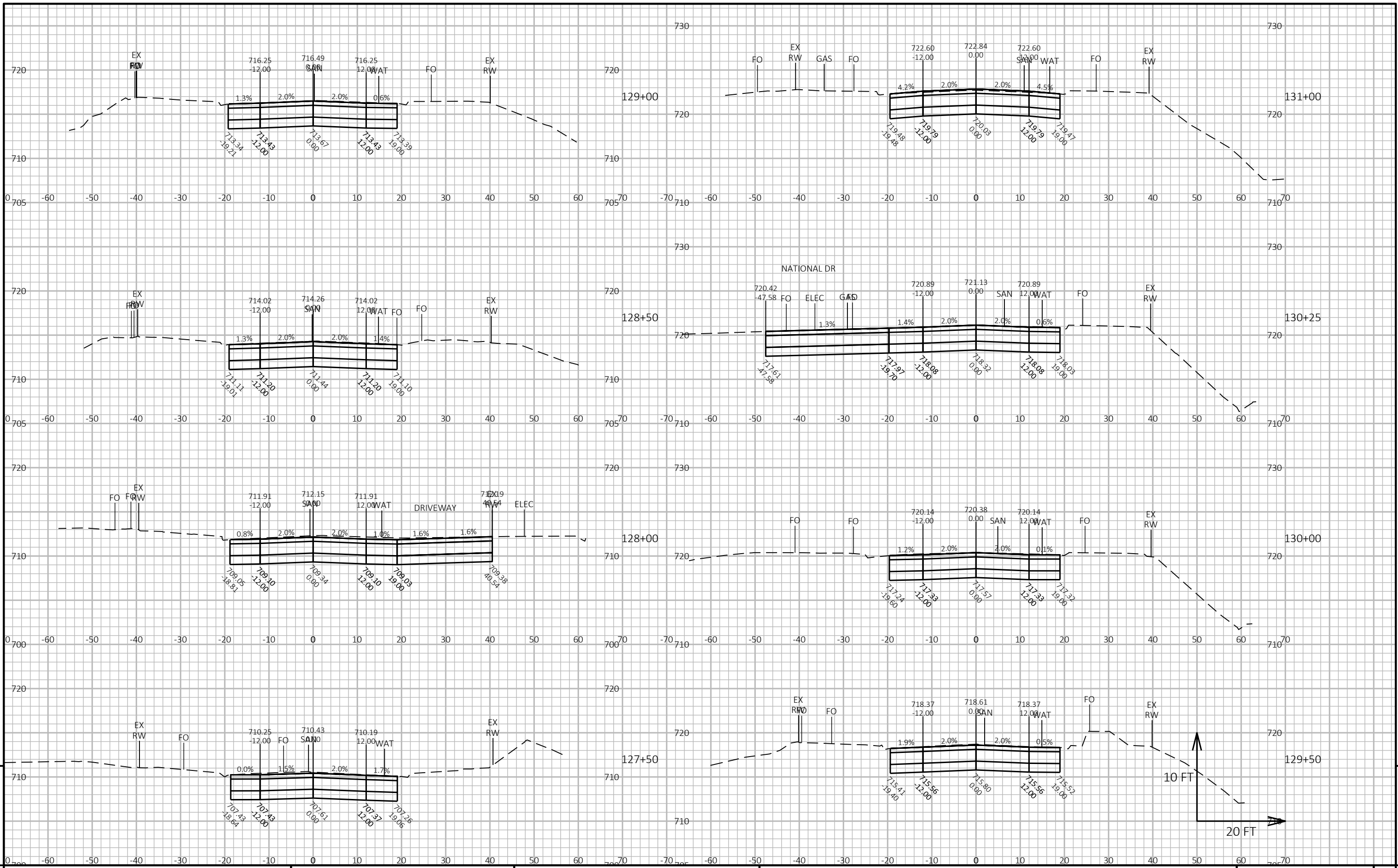
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PROJECT NO: 5991-02-68 HWY: MIDWEST DR COUNTY: LA CROSSE CROSS SECTIONS: MIDWEST DR SHEET 60 E

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LAYOUT NAME: 090206-xs



PROJECT NO: 5991-02-68

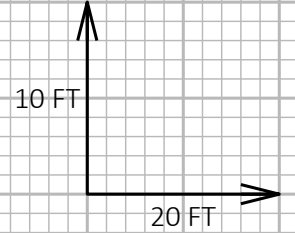
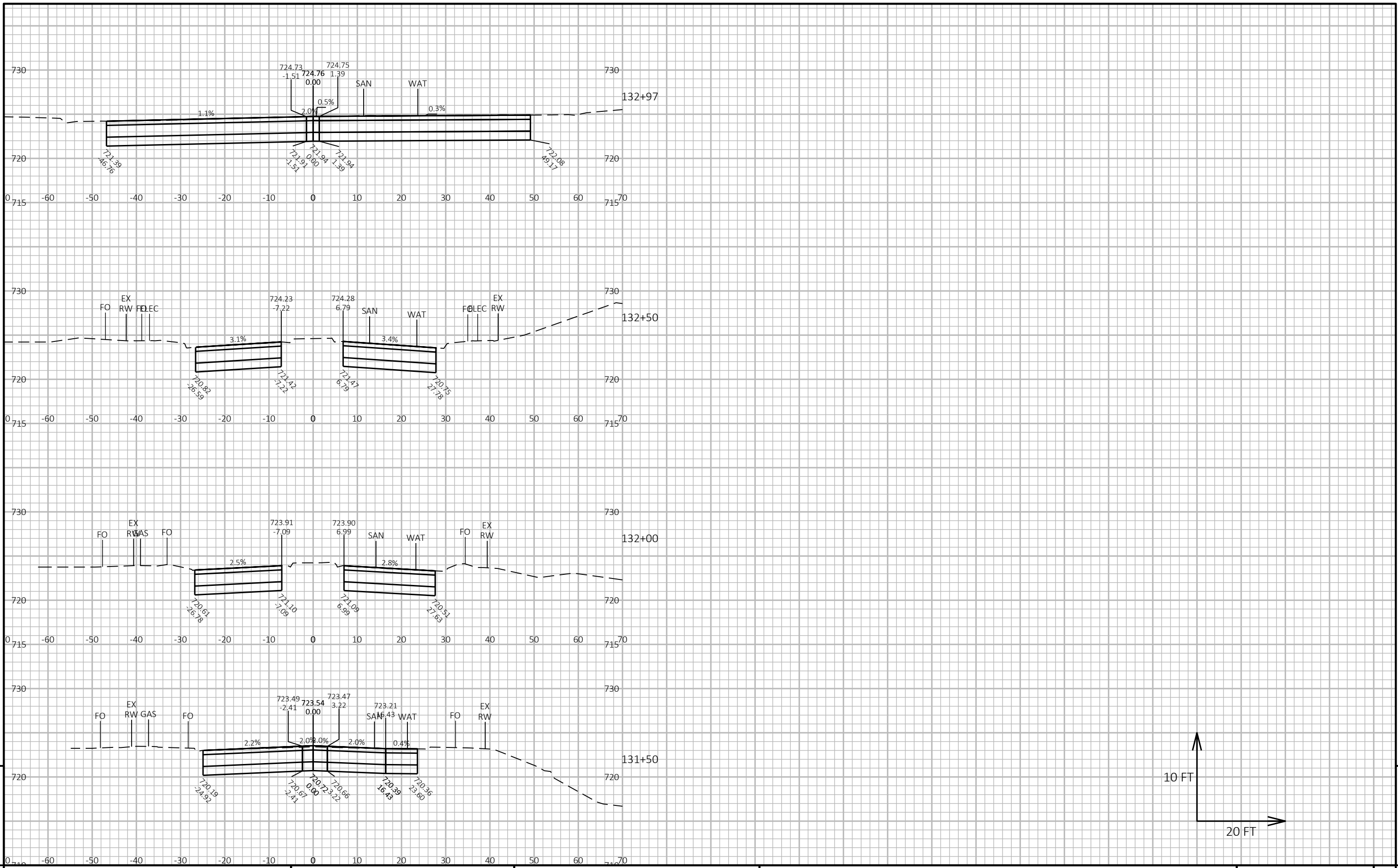
HWY: MIDWEST DR

COUNTY: LA CROSSE

CROSS SECTIONS: MIDWEST DR

SHEET 61

E



Notes



Wisconsin Department of Transportation

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