LAX

PROJECT ID: 5207-00-70

WITH: N/A

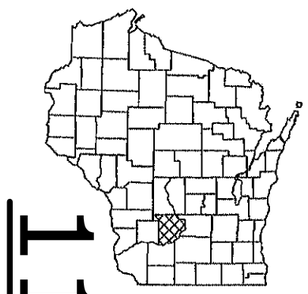
COUNTY: SAUK

JANUARY 2022

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	2	Erosion Control
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 = 88



N

DESIGN DESIGNATION

A.A.D.T.	2022	=	3,100
A.A.D.T.	2042	=	3,100
D.H.V.		=	---
D.D.		=	---
T.		=	7.8%
DESIGN SPEED		=	30 MPH
ESALS		=	410,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	955.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	BASELINE	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CITY OF REEDSBURG, K STREET

ALEXANDER AVENUE TO ALBERT AVENUE

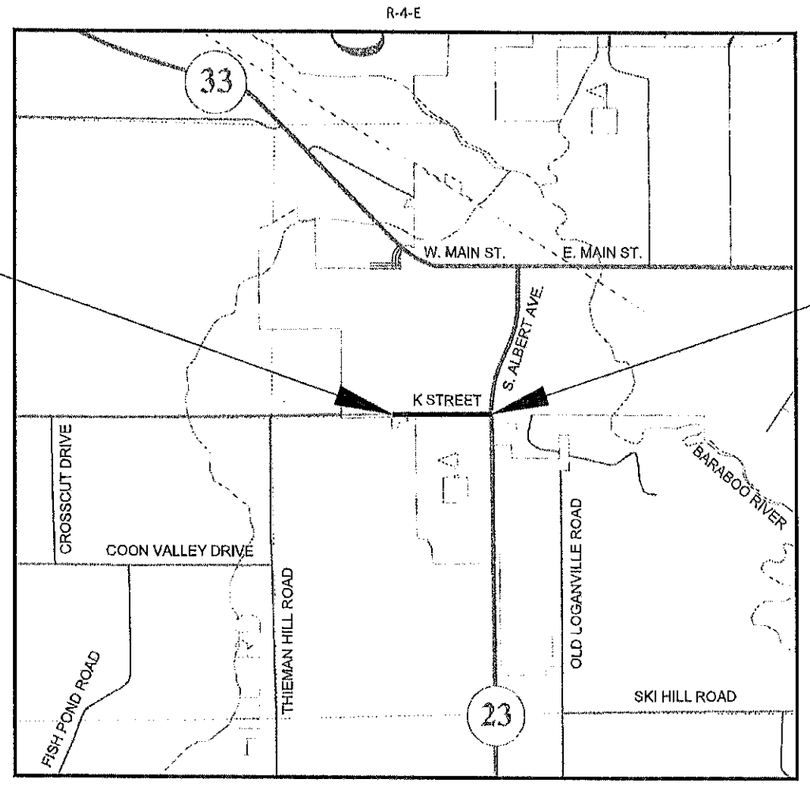
LOCAL STREET
SAUK COUNTY

STATE PROJECT NUMBER
5207-00-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5207-00-70	WISC 2022114	1

BEGIN PROJECT
STA. 9+49.78
X=576,705.76
Y=257,295.35

END PROJECT
STA. 26+93.68



LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.330 MI

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), SAUK COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCE MAY BE USED AS GROUND DISTANCES.

ELEVATION SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD88 (2012)

ACCEPTED FOR
CITY OF REEDSBURG
7-7-21 (Date) (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715-1843
(608) 251-4843

WISCONSIN
ROBERT A JACK
E-42985
MADISON
WI
PROFESSIONAL ENGINEER
7-6-21

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	STRAND ASSOCIATES INC.
Designer	STRAND ASSOCIATES INC.
Project Manager	TRAVIS BURGS, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 7/14/2021 (Signature)

E

FILE NAME : S:\MAD\4700- 4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\010101_TLD.DWG

PLOT DATE : 7/6/2021 2:47 PM PLOT BY : JACK, ROBERT A. PLOT NAME :

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.

DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

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

ANY SIGNS REMOVED DUE TO THE CONTRACTOR MEANS AND METHODS SHALL BE REPLACED BY THE CONTRACTOR AT THEIR OWN EXPENSE.

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

HMA PAVEMENT SUMMARY TABLE

4-INCH HMA PAVEMENT		
LAYER	THICKNESS	HMA TYPE
UPPER	2"	HMA PAVEMENT 4 LT 58-28 S
LOWER	2"	HMA PAVEMENT 3 LT 58-28 S

5-INCH HMA PAVEMENT		
LAYER	THICKNESS	HMA TYPE
UPPER	2"	HMA PAVEMENT 4 LT 58-28 S
LOWER	3"	HMA PAVEMENT 3 LT 58-28 S

UTILITIES

* ALLIANT ENERGY - GAS/ELECTRIC
  MIKE BARBOUR
  520 COMMERCE AVE
  BARABOO, WI 53913
  MICHAELBARBOUR@ALLIANTENERGY.COM
* CHARTER COMMUNICATIONS - COMMUNICATIONS
  TERRY BLAKE
  E10704 HWY 33
  BARABOO, WI 53913
  TERRY.BLAKE@CHARTER.COM
* CITY OF REEDSBURG - SEWER
  STEVE ZIBELL
  134 SOUTH LOCUST ST.
  P.O. BOX 490
  REEDSBURG, WI 53959
  SZIBELL@CI.REEDSBURG.WI.US
* FRONTIER COMMUNICATIONS OF WISCONSIN - COMMUNICATIONS
  JERALD MOORE
  2222 W. WISCONSIN ST.
  PORTAGE, WI 53901
  JERALD.R.MOORE@FTR.COM
* REEDSBURG UTILITY COMMISSION - COMMUNICATIONS
  KEN LAS
  501 UTILITY CT.
  P.O. BOX 230
  REEDSBURG, WI 53959
  KLAS@RUCLS.NET
* REEDSBURG UTILITY COMMISSION - ELECTRIC
  DENNIS HORKAN
  501 UTILITY CT.
  P.O. BOX 230
  REEDSBURG, WI 53959
  DHORKAN@RUCLS.NET
* REEDSBURG UTILITY COMMISSION - WATER
  JON CRAKER
  501 UTILITY CT.
  P.O. BOX 230
  REEDSBURG, WI 53959
  JCRAKER@RUCLS.NET

SECTION 2 ORDER OF SHEETS

CITY CONTACT
STEVE ZIBELL, P.E.
CITY OF REEDSBURG
134 SOUTH LOCUST ST.
P.O. BOX 490
REEDSBURG, WI 53959
608-768-3355
EMAIL: SZIBELL@CI.REEDSBURG.WI.US

DESIGN CONTACT
ROBERT JACK, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843
EMAIL: ROBERT.JACK@STRAND.COM

DNR LIAISON
ANDY BARTA
SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
FICTHBURG, WI 53711-5397
(608)275-3308
EMAIL: ANDREW.BARTA@WISCONSIN.GOV

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com
*DENOTES DIGGERS HOTLINE MEMBERS

2

2

N

MIDWAY DRIVE

EXHIBIT CIRCLE

BP: 9+00.00

ALEXANDER AVE

S. PRESTON AVE

BABB AVE

ELLINWOOD AVE

STH 23 (S. ALBERT AVENUE)

EP: 27+47.45

10 15 K STREET 20 25

BEGIN PROJECT
STA. 9+49.78
X=575,705.76
Y=257,295.35

END PROJECT
STA 26+93.68

TOWN OF REEDSBURG

CITY OF REEDSBURG

CITY OF REEDSBURG

TOWN OF REEDSBURG

STH 23

REEDSBURG
HIGH SCHOOL

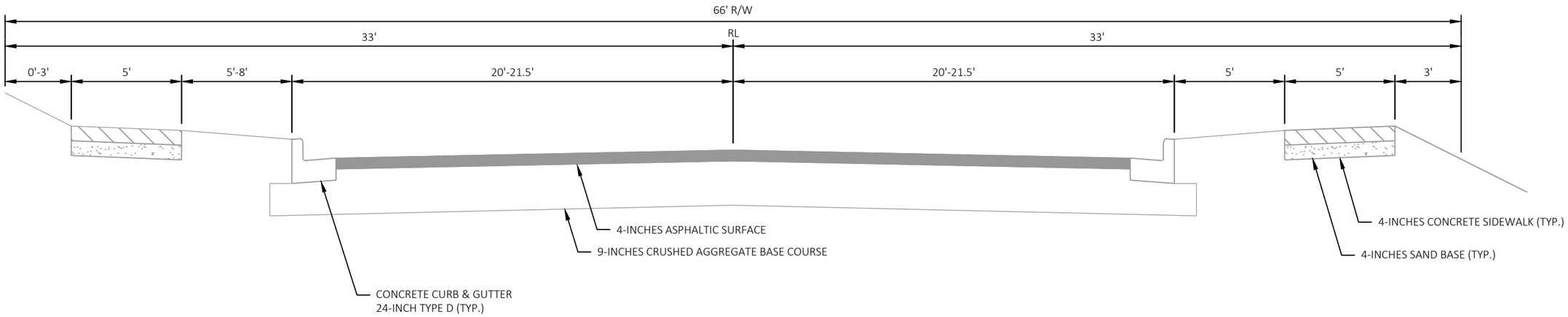
PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\020201_PO.DWG
LAYOUT NAME - 020201-po

PLOT DATE : 5/17/2021 7:34 AM PLOT BY : JACK, ROBERT A. PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

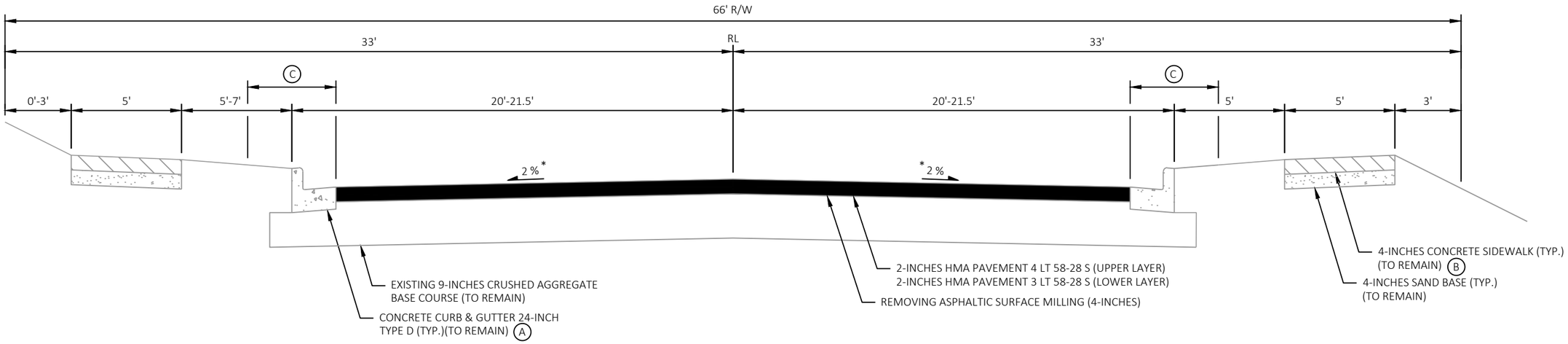
2



TYPICAL EXISTING SECTION

STA 9+49.78 - STA. 26+93.68

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	EXISTING TYPICAL SECTION	SHEET 4	E



* MATCH EXISTING CROSS SLOPE

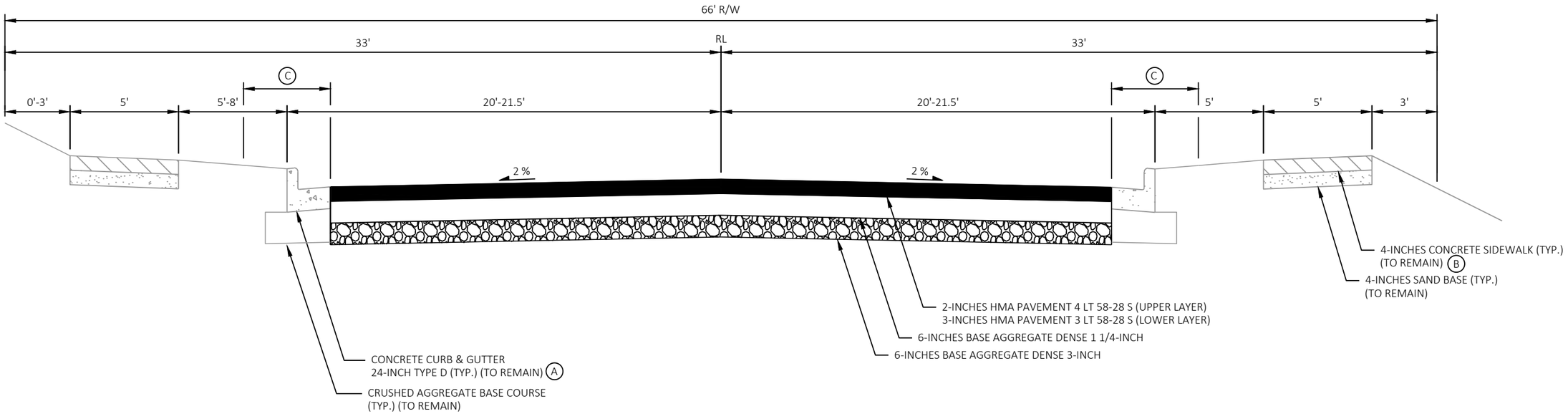
TYPICAL FINISHED SECTION

STA 9+49.78 - STA. 20+26.25

(A) CONCRETE CURB & GUTTER 24-INCH TYPE D SPOT REPLACEMENT REQUIRED. SEE CONSTRUCTION DETAIL "CONCRETE CURB AND GUTTER REPLACEMENT" AND PLAN DETAILS FOR ADDITIONAL INFORMATION.

(B) CONCRETE SIDEWALK 4-INCH SPOT REPLACEMENT REQUIRED. SEE CONSTRUCTION DETAIL "CONCRETE SIDEWALK REPLACEMENT" AND PLAN DETAILS FOR ADDITIONAL INFORMATION.

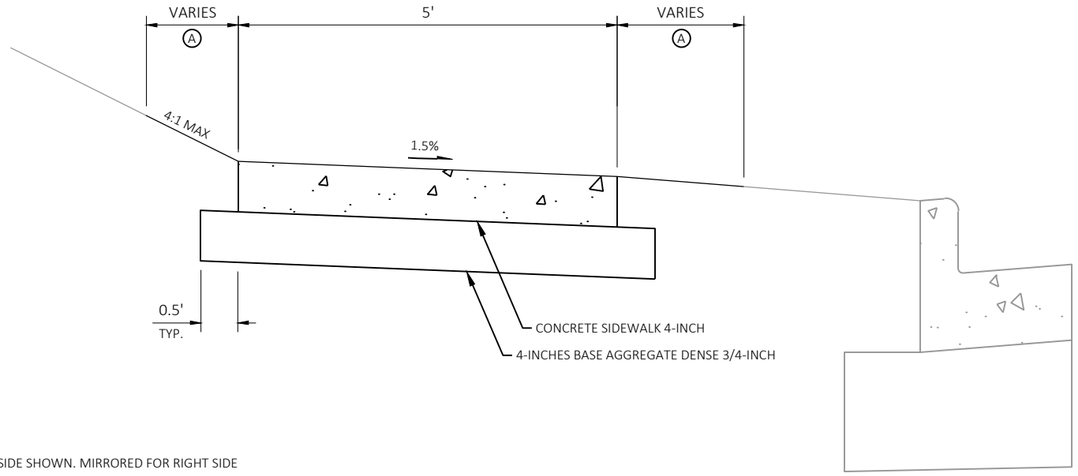
(C) 4' LATERAL CLEARANCE



TYPICAL FINISHED SECTION

STA 20+26.25 - STA. 26+93.68

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PROPOSED TYPICAL SECTION	SHEET 5	E

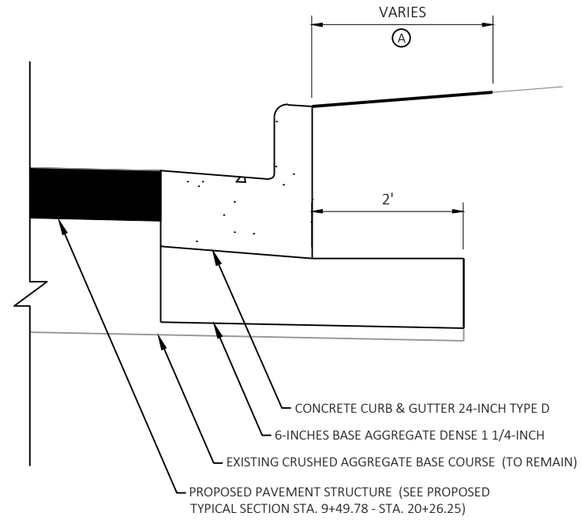


NOTE: LEFT SIDE SHOWN. MIRRORED FOR RIGHT SIDE

Ⓐ TOPSOIL; FERTILIZER TYPE A; SEEDING MIXTURE NO. 40; AND MULCHING REQ'D.

CONCRETE SIDEWALK REPLACEMENT

(SEE PLAN DETAILS FOR LOCATIONS)

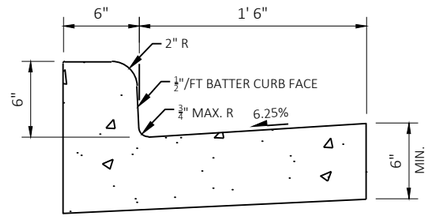


NOTE: RIGHT SIDE SHOWN. MIRRORED FOR LEFT SIDE

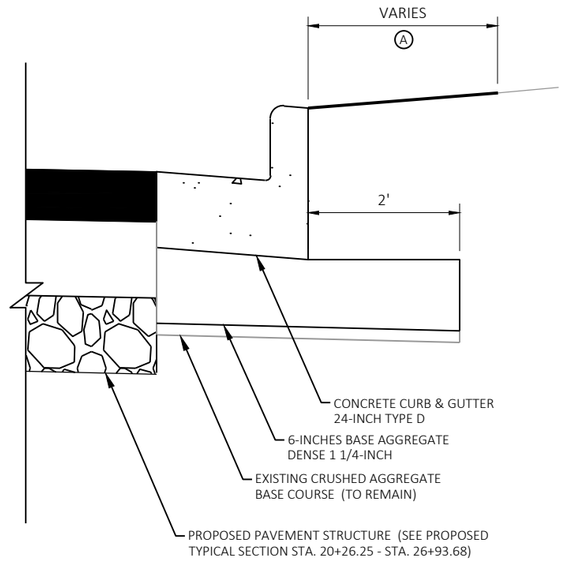
Ⓐ TOPSOIL; FERTILIZER TYPE A; SEEDING MIXTURE NO. 40; AND MULCHING REQ'D.

CONCRETE CURB AND GUTTER REPLACEMENT (STA. 9+49.78 - STA. 20+26.25)

(SEE PLAN DETAILS FOR LOCATIONS)



CONCRETE CURB & GUTTER 24-INCH TYPE D



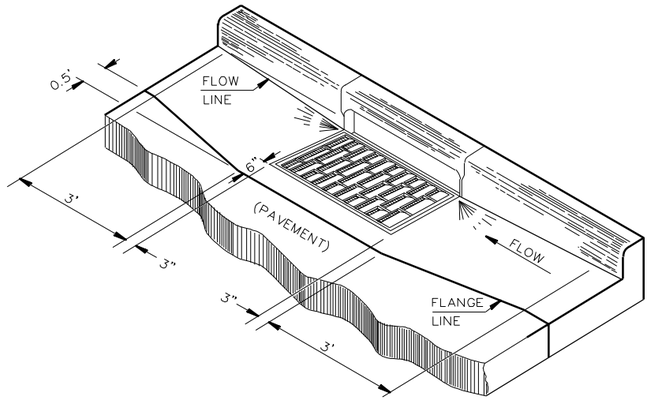
Ⓐ TOPSOIL; FERTILIZER TYPE A; SEEDING MIXTURE NO. 40; AND MULCHING REQ'D.

NOTE: RIGHT SIDE SHOWN. MIRRORED FOR LEFT SIDE

CONCRETE CURB AND GUTTER REPLACEMENT (STA. 20+26.25 - STA. 26+93.68)

(SEE PLAN DETAILS FOR LOCATIONS)

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 6	E



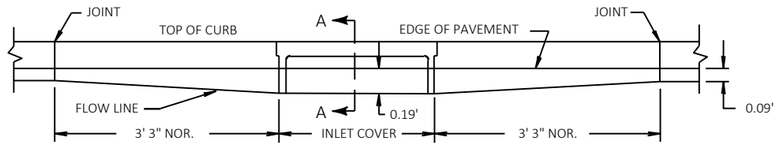
CONCRETE CURB & GUTTER REPLACEMENT - INLET ADJUSTMENT LOCATIONS

(SEE PLAN DETAILS FOR LOCATIONS)

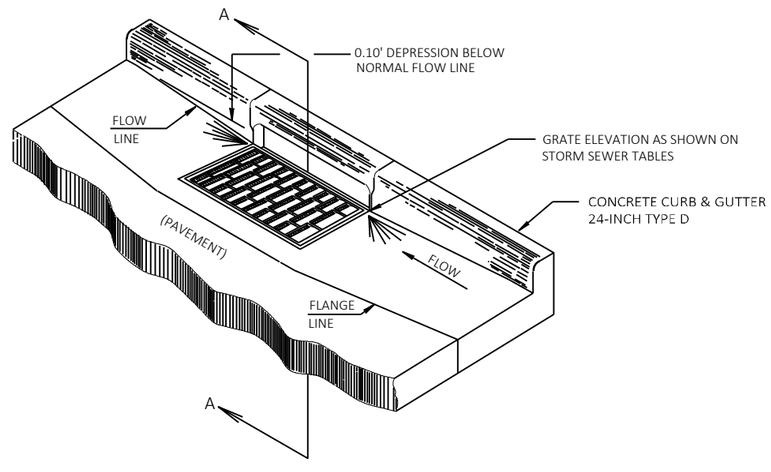
RUNOFF COEFFICIENT TABLE

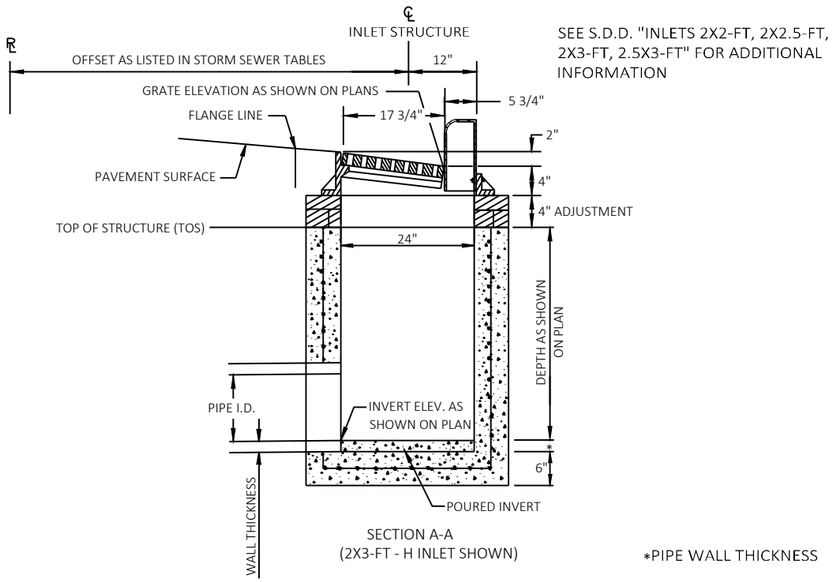
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 2.90 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.07 ACRES



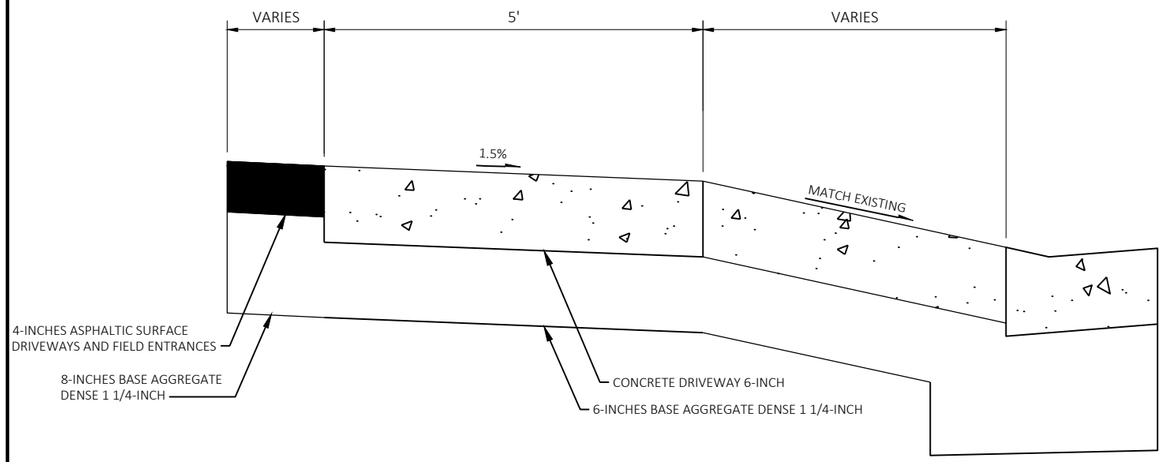
ELEVATION





DETAIL OF CONCRETE CURB & GUTTER 24-INCH TYPE D AT INLETS

2

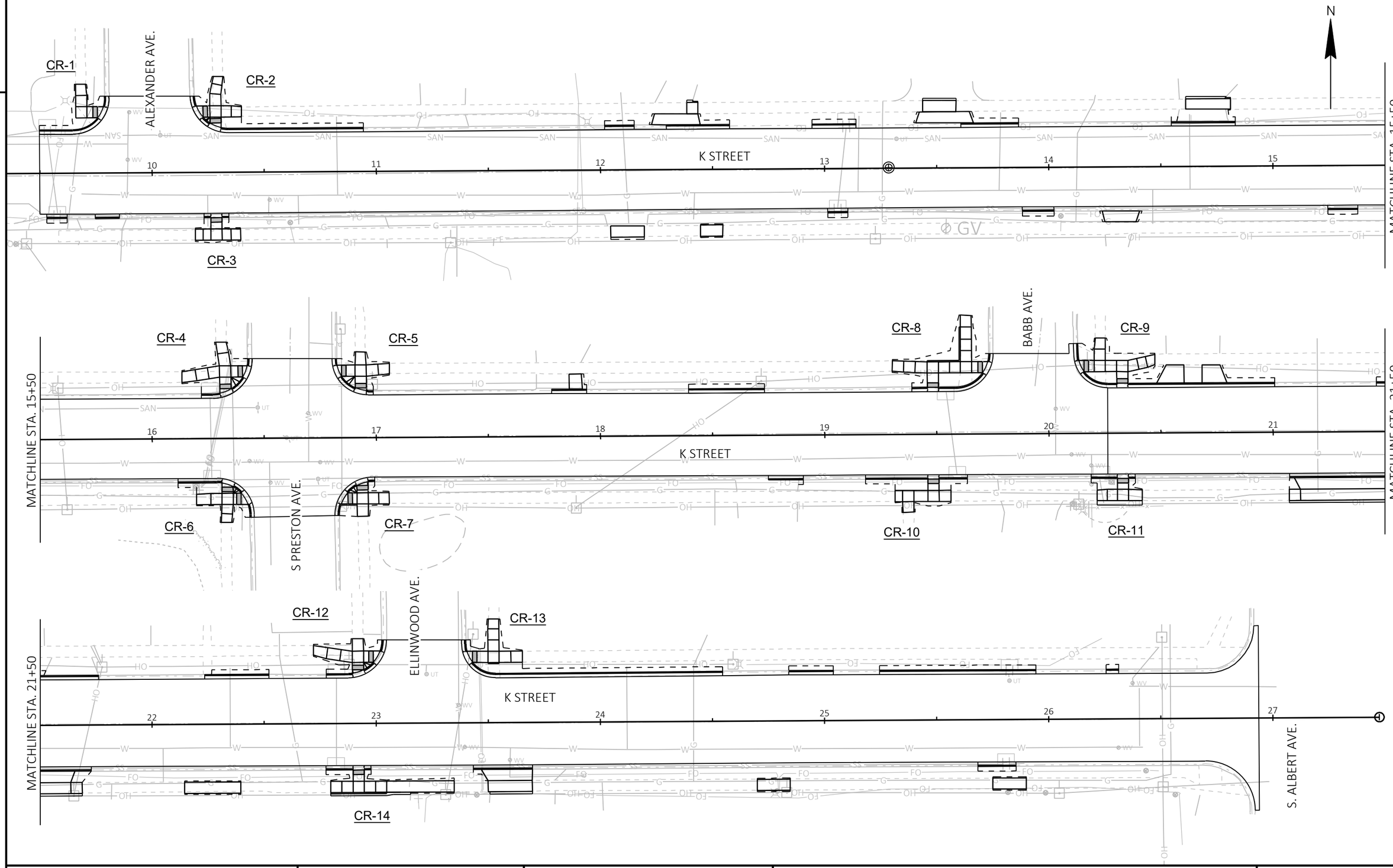


NOTE: LEFT SIDE SHOWN. MIRRORED FOR RIGHT SIDE

CONCRETE DRIVEWAY REPLACEMENT

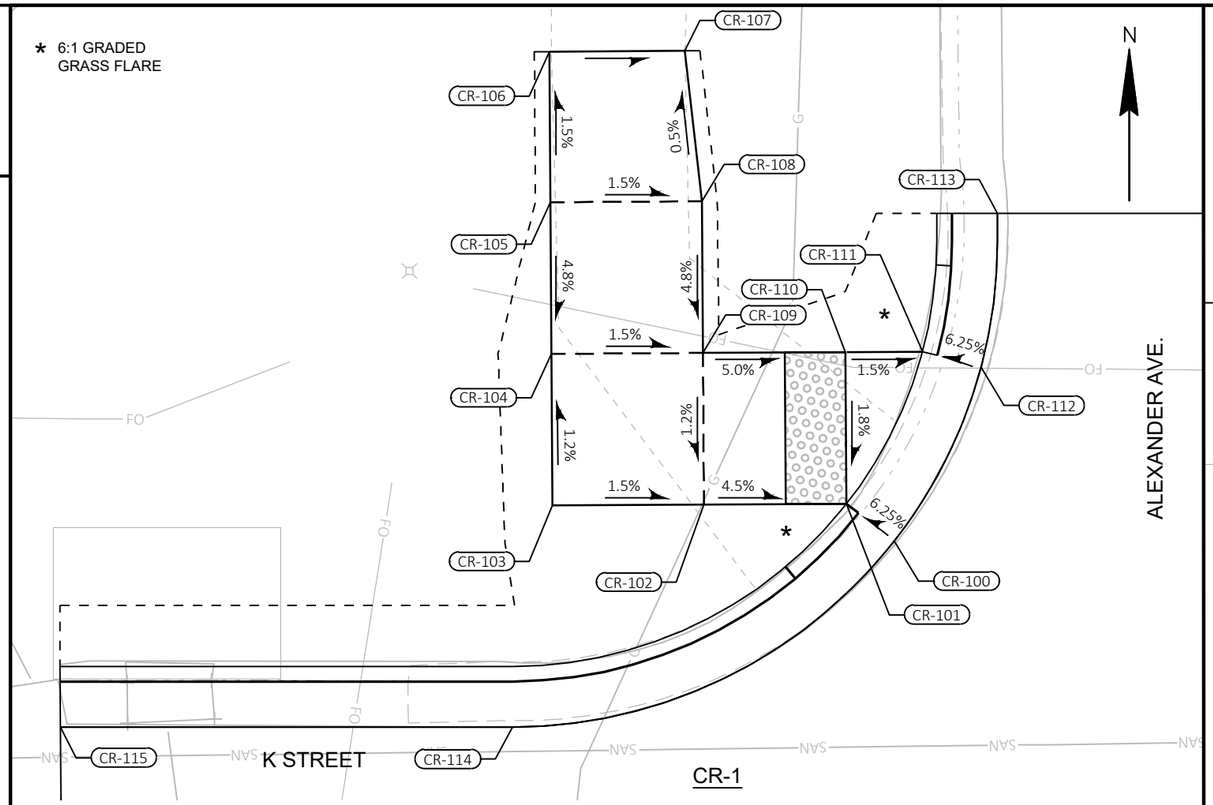
(SEE PLAN DETAILS FOR LOCATIONS)

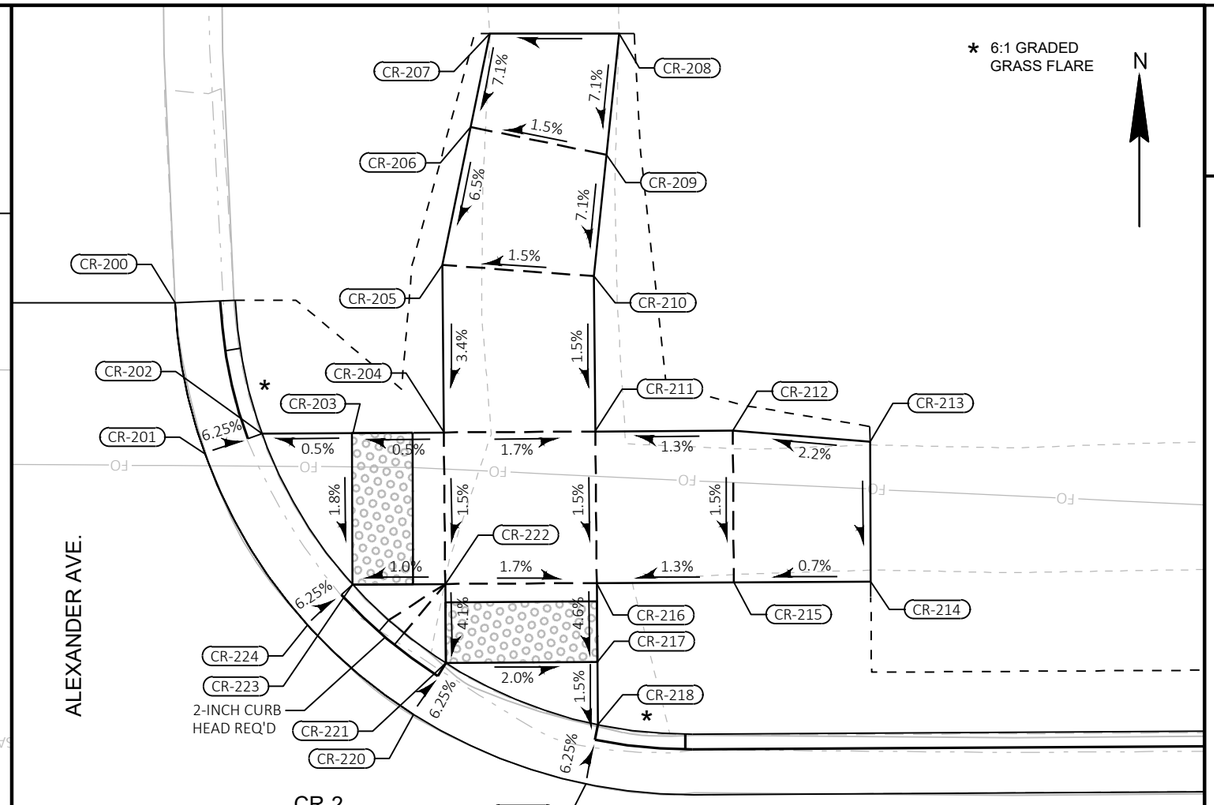
2



PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	CURB RAMP OVERVIEW	SHEET 9	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021002_CR.DWG
LAYOUT NAME - 021301-cr
PLOT DATE : 7/27/2021 1:41 PM
PLOT BY : JACK, ROBERT A.
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42





STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-100	9+77.32	23.41 LT	257318.9293	575733.1501	929.20
CR-101	9+75.75	24.66 LT	257320.1635	575731.5763	929.12
CR-102	9+71.05	24.66 LT	257320.1347	575726.8723	929.33
CR-103	9+66.05	24.66 LT	257320.1041	575721.8725	929.41
CR-104	9+66.05	29.66 LT	257325.1040	575721.8419	929.35
CR-105	9+66.05	34.66 LT	257330.1039	575721.8112	929.59
CR-106	9+66.05	39.63 LT	257335.0746	575721.7807	MATCH
CR-107	9+70.51	39.63 LT	257335.1020	575726.2440	MATCH
CR-108	9+71.05	34.66 LT	257330.1345	575726.8111	929.51
CR-109	9+71.05	29.66 LT	257325.1346	575726.8417	929.27
CR-110	9+75.75	29.66 LT	257325.1634	575731.5457	929.03
CR-111	9+78.29	29.66 LT	257325.1789	575734.0828	928.99
CR-112	9+80.22	29.13 LT	257324.6612	575736.0146	929.07
CR-113	9+80.80	34.20 LT	257329.7420	575736.5600	MATCH
CR-114	9+64.69	17.36 LT	257312.8030	575720.5600	929.63
CR-115	9+49.78	17.45 LT	257312.8030	575705.6481	MATCH

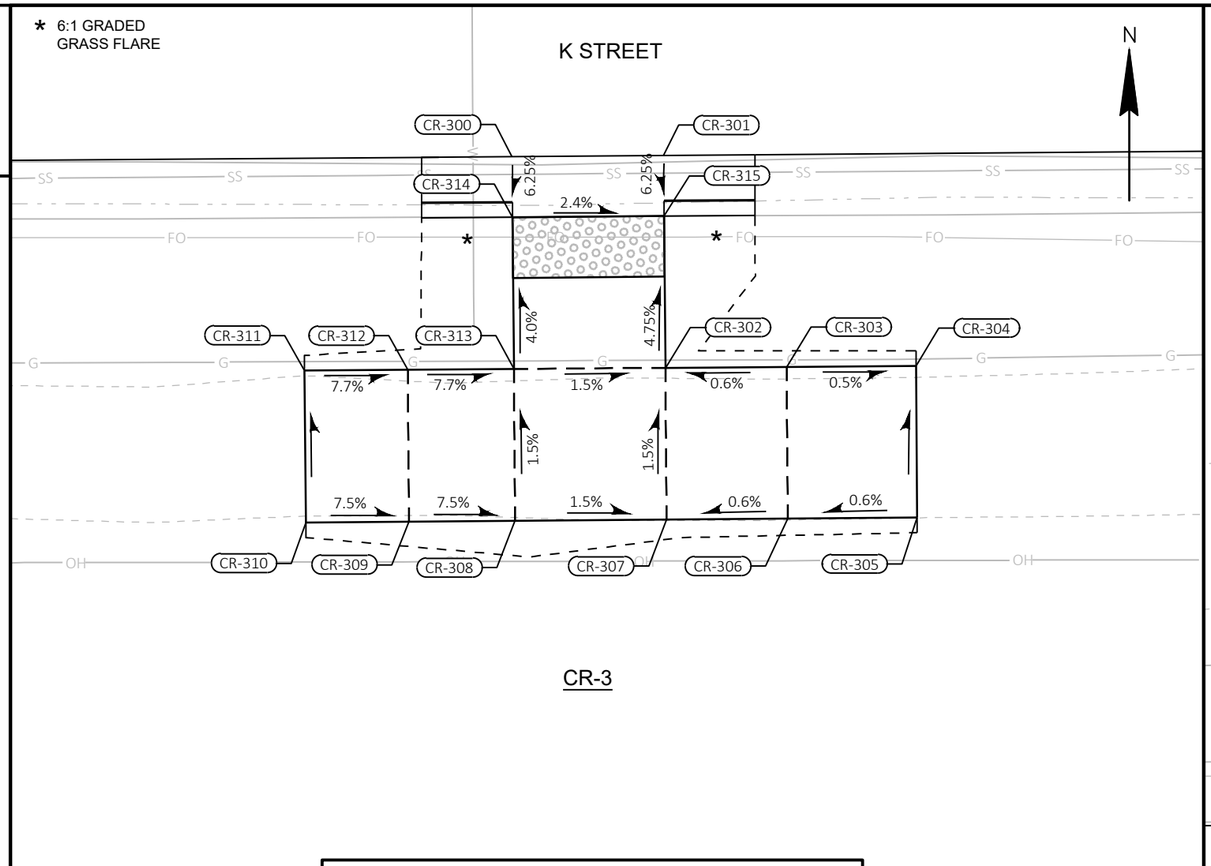
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-200	10+17.04	33.98 LT	257329.7420	575772.8080	MATCH
CR-201	10+18.00	28.99 LT	257324.7550	575773.7974	928.32
CR-202	10+19.89	29.65 LT	257325.4332	575775.6789	928.24
CR-203	10+22.89	29.65 LT	257325.4515	575778.6799	928.25
CR-204	10+25.89	29.66 LT	257325.4778	575781.6808	928.27
CR-205	10+25.88	35.17 LT	257330.9891	575781.6325	928.46
CR-206	10+26.84	39.72 LT	257335.5430	575782.5688	928.76
CR-207	10+27.49	42.80 LT	257338.6225	575783.2019	MATCH
CR-208	10+31.75	42.77 LT	257338.6225	575787.4562	MATCH
CR-209	10+31.31	38.77 LT	257334.6225	575787.0461	928.83
CR-210	10+30.88	34.78 LT	257330.6225	575786.6359	928.54
CR-211	10+30.88	29.65 LT	257325.5003	575786.6672	928.18
CR-212	10+35.42	29.65 LT	257325.5281	575791.2147	928.24

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-213	10+39.94	29.27 LT	257325.1686	575795.7378	MATCH
CR-214	10+39.94	24.65 LT	257320.5559	575795.7660	MATCH
CR-215	10+35.42	24.65 LT	257320.5282	575791.2453	928.16
CR-216	10+30.90	24.64 LT	257320.4886	575786.7247	928.10
CR-217	10+30.91	22.05 LT	257317.9017	575786.7474	927.98
CR-218	10+30.91	19.98 LT	257315.8276	575786.7655	927.95
CR-219	10+30.50	18.02 LT	257313.8687	575786.3622	928.03
CR-220	10+24.83	20.36 LT	257316.1697	575780.6752	928.16
CR-221	10+25.91	22.04 LT	257317.8579	575781.7475	928.08
CR-222	10+25.90	24.65 LT	257320.4700	575781.7247	928.19
CR-223	10+22.85	24.65 LT	257320.4514	575778.6712	928.16
CR-224	10+21.36	23.32 LT	257319.1089	575777.1887	928.24

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	CURB RAMPS	SHEET 10	E

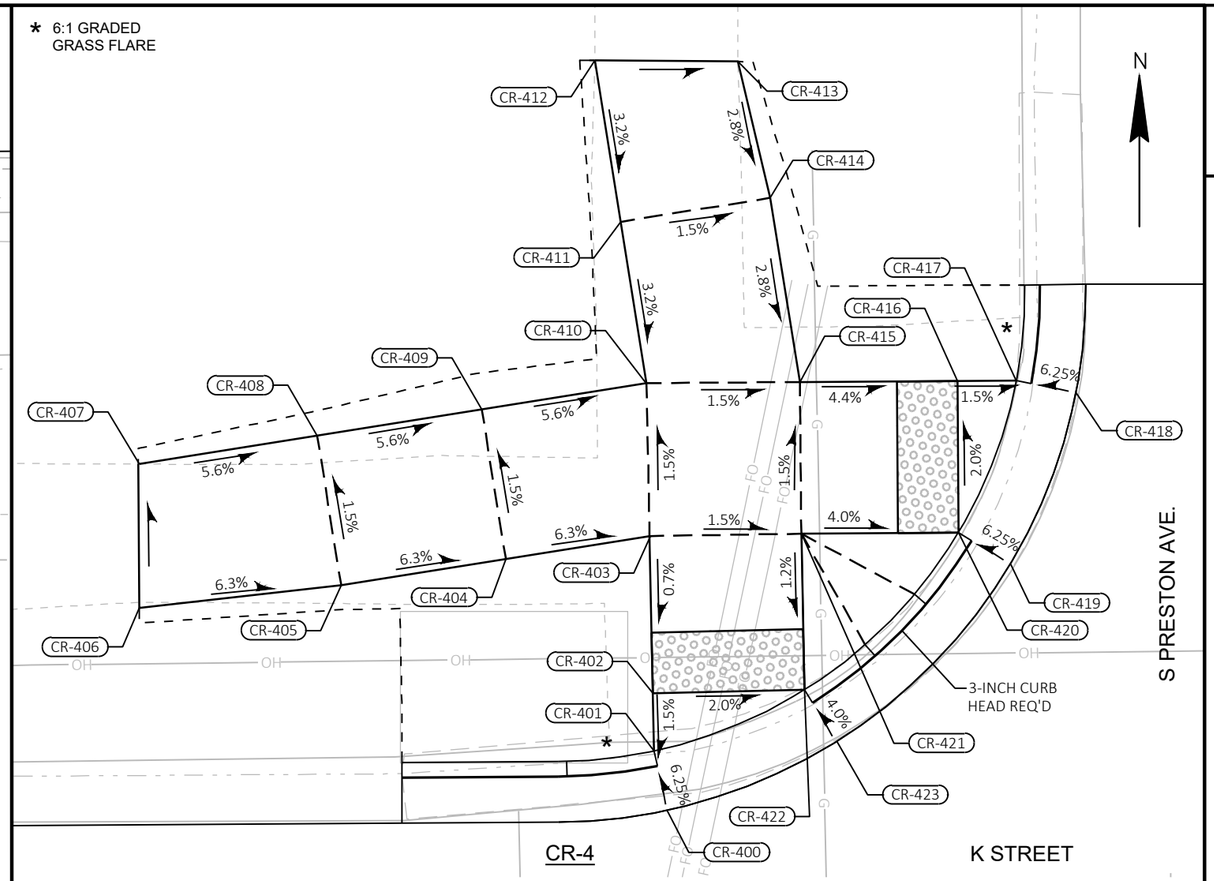
FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021002_CR.DWG
LAYOUT NAME - 021302-cr
PLOT DATE : 7/27/2021 1:42 PM
PLOT BY : JACK, ROBERT A.
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2



CR-3

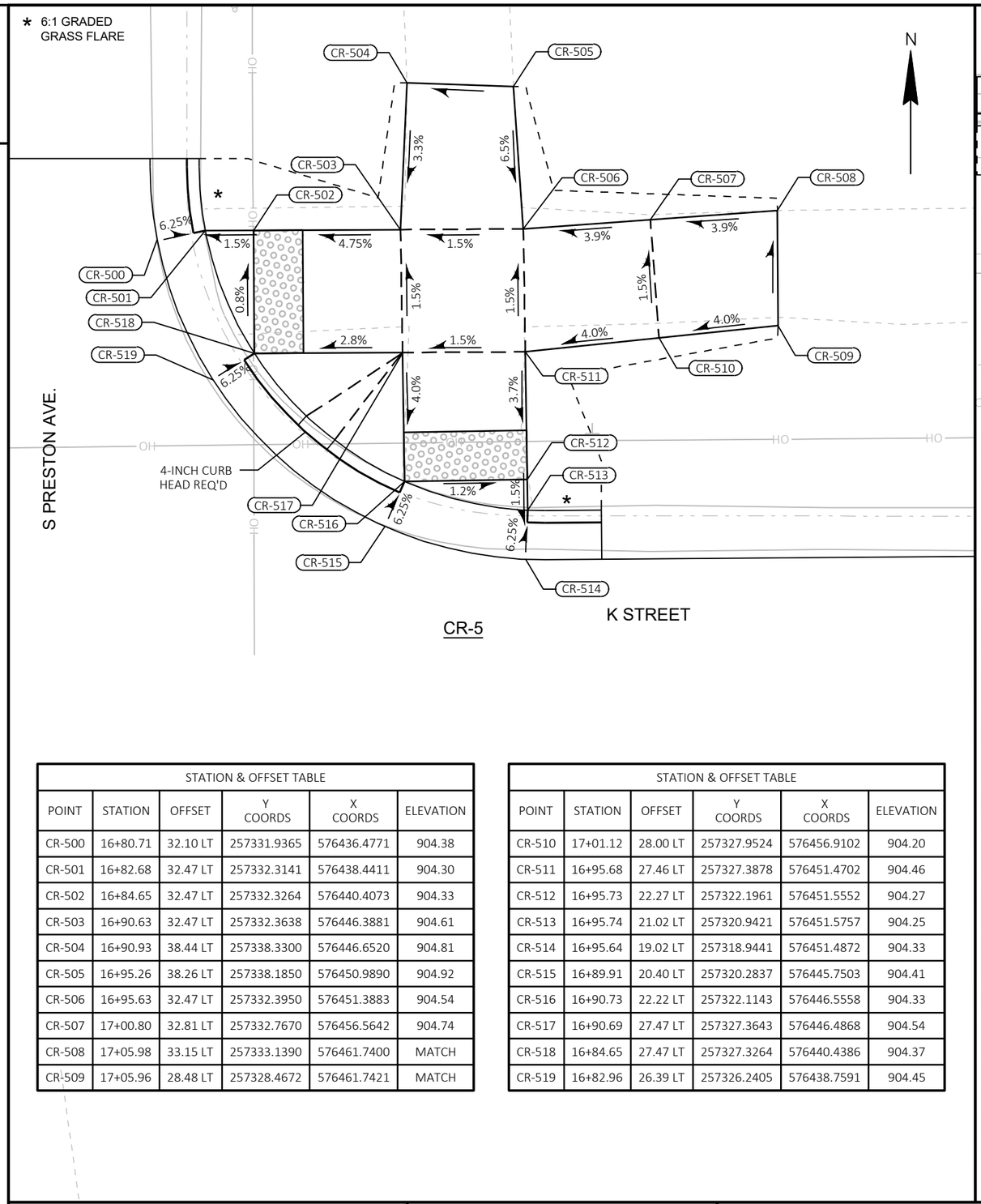
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-300	10+26.02	18.22 RT	257277.5962	575782.1017	928.12
CR-301	10+31.02	18.21 RT	257277.6354	575787.1014	928.00
CR-302	10+31.03	25.21 RT	257270.6367	575787.1614	928.17
CR-303	10+35.03	25.20 RT	257270.6680	575791.1613	928.19
CR-304	10+39.31	25.20 RT	257270.7014	575795.4348	MATCH
CR-305	10+39.32	30.20 RT	257265.7016	575795.4739	MATCH
CR-306	10+35.04	30.20 RT	257265.6681	575791.2004	928.27
CR-307	10+31.04	30.21 RT	257265.6368	575787.2005	928.25
CR-308	10+26.04	30.22 RT	257265.5977	575782.2007	928.33
CR-309	10+22.54	30.23 RT	257265.5703	575778.7008	928.59
CR-310	10+19.14	30.23 RT	257265.5437	575775.3006	MATCH
CR-311	10+19.13	25.23 RT	257270.5436	575775.2615	MATCH
CR-312	10+22.53	25.23 RT	257270.5702	575778.6616	928.52
CR-313	10+26.03	25.22 RT	257270.5976	575782.1615	928.25
CR-314	10+26.02	20.22 RT	257275.5974	575782.1173	928.03
CR-315	10+31.02	20.21 RT	257275.6365	575787.1173	927.91

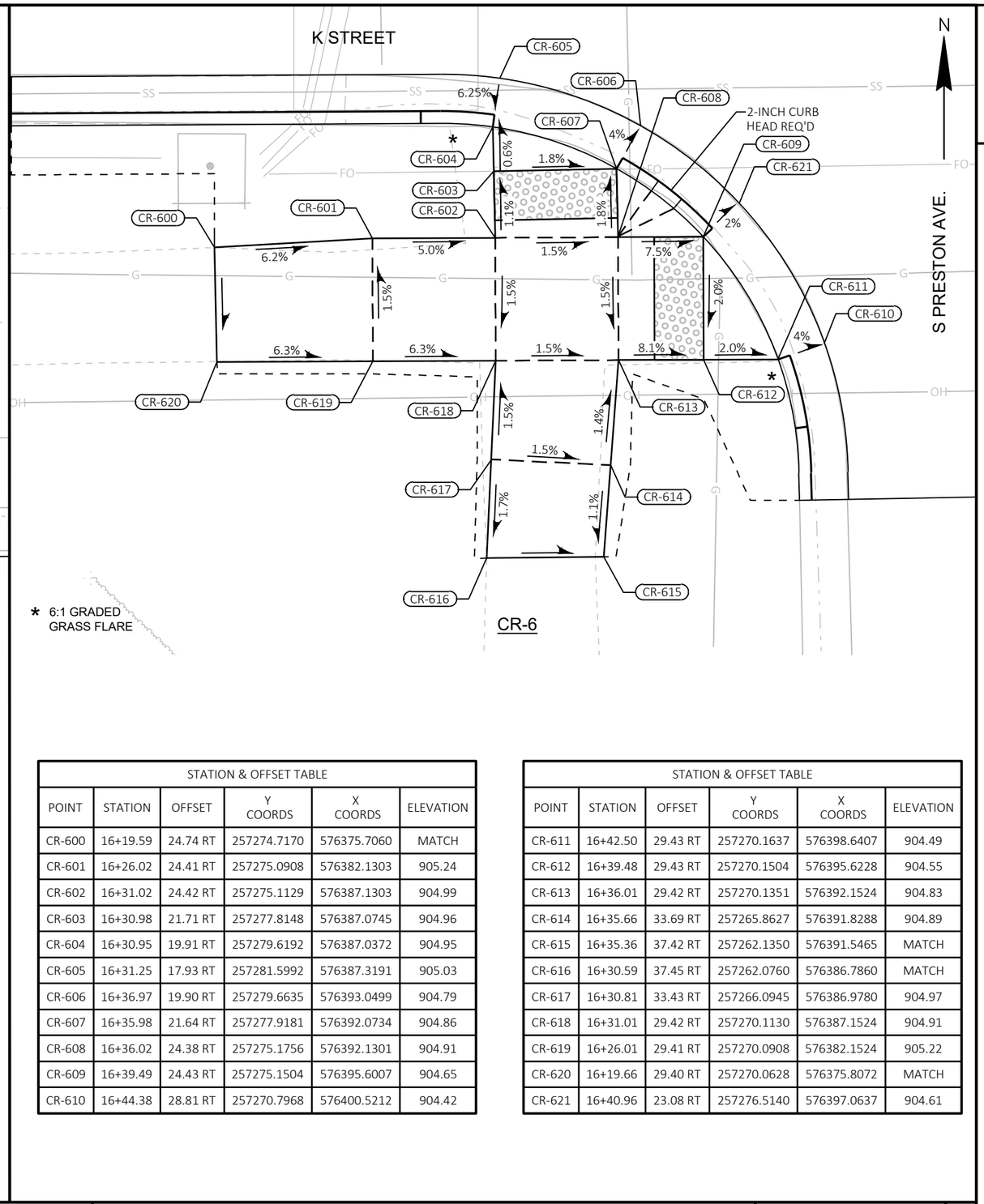


CR-4

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-400	16+30.78	18.37 LT	257317.8961	576386.6275	904.94
CR-401	16+30.37	20.33 LT	257319.8513	576386.2063	904.86
CR-402	16+30.34	22.24 LT	257321.7618	576386.1669	904.87
CR-403	16+30.29	27.42 LT	257326.9395	576386.0854	904.91
CR-404	16+25.51	26.69 LT	257326.1807	576381.3113	905.06
CR-405	16+20.08	25.85 LT	257325.3133	576375.8802	905.36
CR-406	16+13.42	25.15 LT	257324.5670	576369.2291	MATCH
CR-407	16+13.44	29.89 LT	257329.3130	576369.2210	MATCH
CR-408	16+19.32	30.80 LT	257330.2507	576375.0915	905.44
CR-409	16+24.75	31.63 LT	257331.1182	576380.5227	905.14
CR-410	16+30.19	32.45 LT	257331.9721	576385.9560	904.83
CR-411	16+29.37	37.79 LT	257337.3030	576385.1047	905.00

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-412	16+28.56	43.11 LT	257342.6200	576384.2540	MATCH
CR-413	16+33.27	43.05 LT	257342.5870	576388.9710	MATCH
CR-414	16+34.32	38.55 LT	257338.0929	576390.0419	904.92
CR-415	16+35.25	32.46 LT	257332.0176	576391.0139	904.75
CR-416	16+40.45	32.47 LT	257332.0501	576396.2148	904.52
CR-417	16+42.38	32.47 LT	257332.0621	576398.1419	904.49
CR-418	16+44.36	32.07 LT	257331.6787	576400.1234	904.57
CR-419	16+42.16	26.43 LT	257326.0239	576397.9627	904.70
CR-420	16+40.45	27.47 LT	257327.0502	576396.2460	904.61
CR-421	16+35.27	27.47 LT	257327.0184	576391.0594	904.83
CR-422	16+35.34	22.31 LT	257321.8651	576391.1658	904.77
CR-423	16+36.39	20.61 LT	257320.1698	576392.2269	904.82





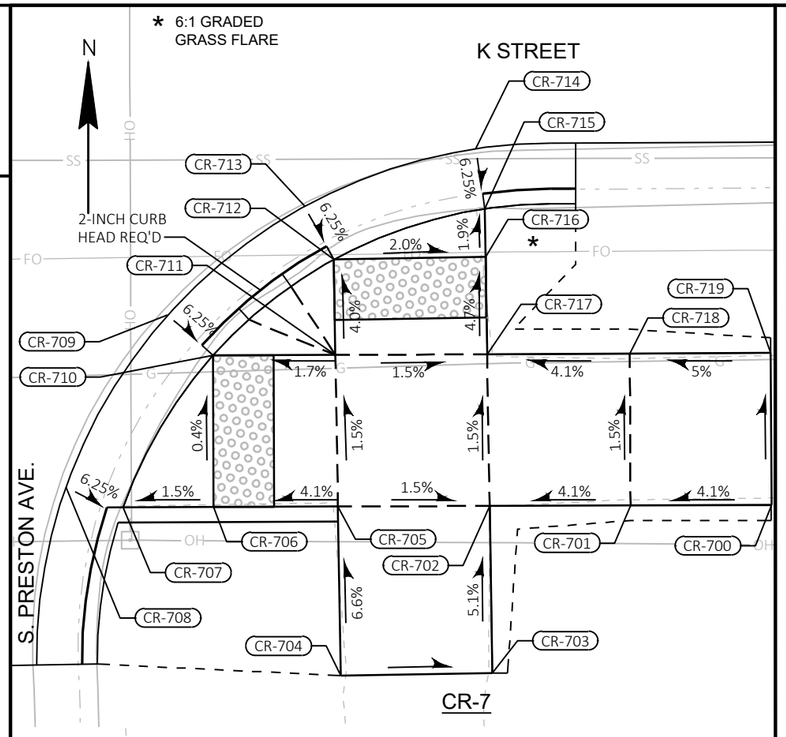
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-500	16+80.71	32.10 LT	257331.9365	576436.4771	904.38
CR-501	16+82.68	32.47 LT	257332.3141	576438.4411	904.30
CR-502	16+84.65	32.47 LT	257332.3264	576440.4073	904.33
CR-503	16+90.63	32.47 LT	257332.3638	576446.3881	904.61
CR-504	16+90.93	38.44 LT	257338.3300	576446.6520	904.81
CR-505	16+95.26	38.26 LT	257338.1850	576450.9890	904.92
CR-506	16+95.63	32.47 LT	257332.3950	576451.3883	904.54
CR-507	17+00.80	32.81 LT	257332.7670	576456.5642	904.74
CR-508	17+05.98	33.15 LT	257333.1390	576461.7400	MATCH
CR-509	17+05.96	28.48 LT	257328.4672	576461.7421	MATCH

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-510	17+01.12	28.00 LT	257327.9524	576456.9102	904.20
CR-511	16+95.68	27.46 LT	257327.3878	576451.4702	904.46
CR-512	16+95.73	22.27 LT	257322.1961	576451.5552	904.27
CR-513	16+95.74	21.02 LT	257320.9421	576451.5757	904.25
CR-514	16+95.64	19.02 LT	257318.9441	576451.4872	904.33
CR-515	16+89.91	20.40 LT	257320.2837	576445.7503	904.41
CR-516	16+90.73	22.22 LT	257322.1143	576446.5558	904.33
CR-517	16+90.69	27.47 LT	257327.3643	576446.4868	904.54
CR-518	16+84.65	27.47 LT	257327.3264	576440.4386	904.37
CR-519	16+82.96	26.39 LT	257326.2405	576438.7591	904.45

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-600	16+19.59	24.74 RT	257274.7170	576375.7060	MATCH
CR-601	16+26.02	24.41 RT	257275.0908	576382.1303	905.24
CR-602	16+31.02	24.42 RT	257275.1129	576387.1303	904.99
CR-603	16+30.98	21.71 RT	257277.8148	576387.0745	904.96
CR-604	16+30.95	19.91 RT	257279.6192	576387.0372	904.95
CR-605	16+31.25	17.93 RT	257281.5992	576387.3191	905.03
CR-606	16+36.97	19.90 RT	257279.6635	576393.0499	904.79
CR-607	16+35.98	21.64 RT	257277.9181	576392.0734	904.86
CR-608	16+36.02	24.38 RT	257275.1756	576392.1301	904.91
CR-609	16+39.49	24.43 RT	257275.1504	576395.6007	904.65
CR-610	16+44.38	28.81 RT	257270.7968	576400.5212	904.42

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-611	16+42.50	29.43 RT	257270.1637	576398.6407	904.49
CR-612	16+39.48	29.43 RT	257270.1504	576395.6228	904.55
CR-613	16+36.01	29.42 RT	257270.1351	576392.1524	904.83
CR-614	16+35.66	33.69 RT	257265.8627	576391.8288	904.89
CR-615	16+35.36	37.42 RT	257262.1350	576391.5465	MATCH
CR-616	16+30.59	37.45 RT	257262.0760	576386.7860	MATCH
CR-617	16+30.81	33.43 RT	257266.0945	576386.9780	904.97
CR-618	16+31.01	29.42 RT	257270.1130	576387.1524	904.91
CR-619	16+26.01	29.41 RT	257270.0908	576382.1524	905.22
CR-620	16+19.66	29.40 RT	257270.0628	576375.8072	MATCH
CR-621	16+40.96	23.08 RT	257276.5140	576397.0637	904.61

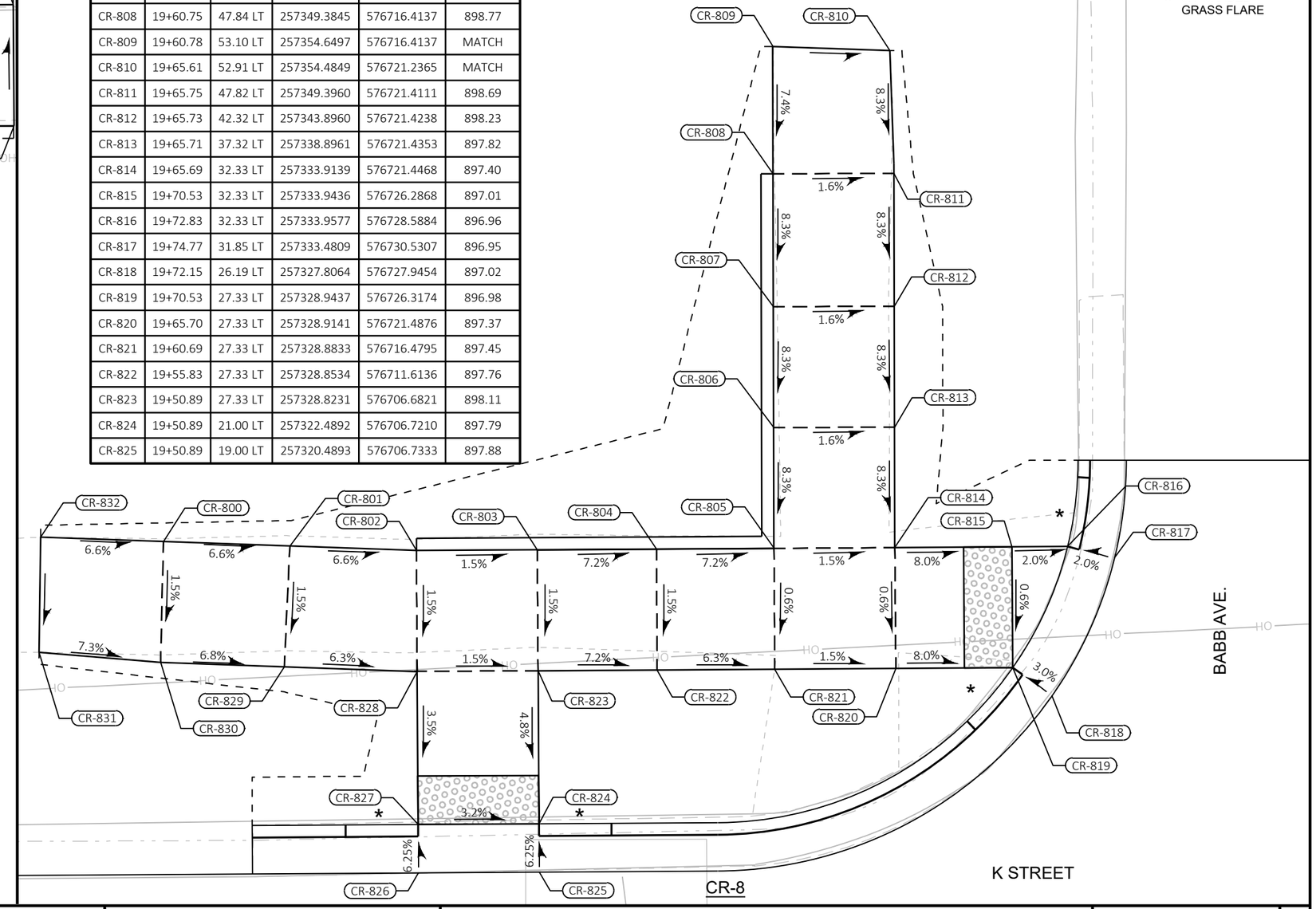
2



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-700	17+05.55	29.54 RT	257270.4425	576461.6944	MATCH
CR-701	17+00.91	29.53 RT	257270.4220	576457.0485	904.42
CR-702	16+96.26	29.53 RT	257270.4015	576452.4026	904.24
CR-703	16+96.32	35.04 RT	257264.8899	576452.4927	MATCH
CR-704	16+91.32	35.09 RT	257264.8081	576447.4934	MATCH
CR-705	16+91.26	29.52 RT	257270.3793	576447.4023	904.32
CR-706	16+87.16	29.51 RT	257270.3612	576443.3049	904.15
CR-707	16+84.18	29.51 RT	257270.3480	576440.3201	904.11
CR-708	16+82.30	28.83 RT	257271.0127	576438.4328	904.19
CR-709	16+85.69	23.17 RT	257276.6943	576441.7906	904.25
CR-710	16+87.17	24.51 RT	257275.3612	576443.2821	904.17
CR-711	16+91.21	24.52 RT	257275.3790	576447.3205	904.24
CR-712	16+91.18	21.37 RT	257278.5268	576447.2690	904.11
CR-713	16+90.23	19.61 RT	257280.2814	576446.3089	904.19
CR-714	16+95.88	17.75 RT	257282.1796	576451.9453	904.06
CR-715	16+96.16	19.73 RT	257280.2017	576452.2422	903.98
CR-716	16+96.18	21.32 RT	257278.6086	576452.2683	904.01
CR-717	16+96.21	24.53 RT	257275.4011	576452.3208	904.16
CR-718	17+00.92	24.53 RT	257275.4219	576457.0264	904.35
CR-719	17+05.56	24.54 RT	257275.4425	576461.6722	MATCH

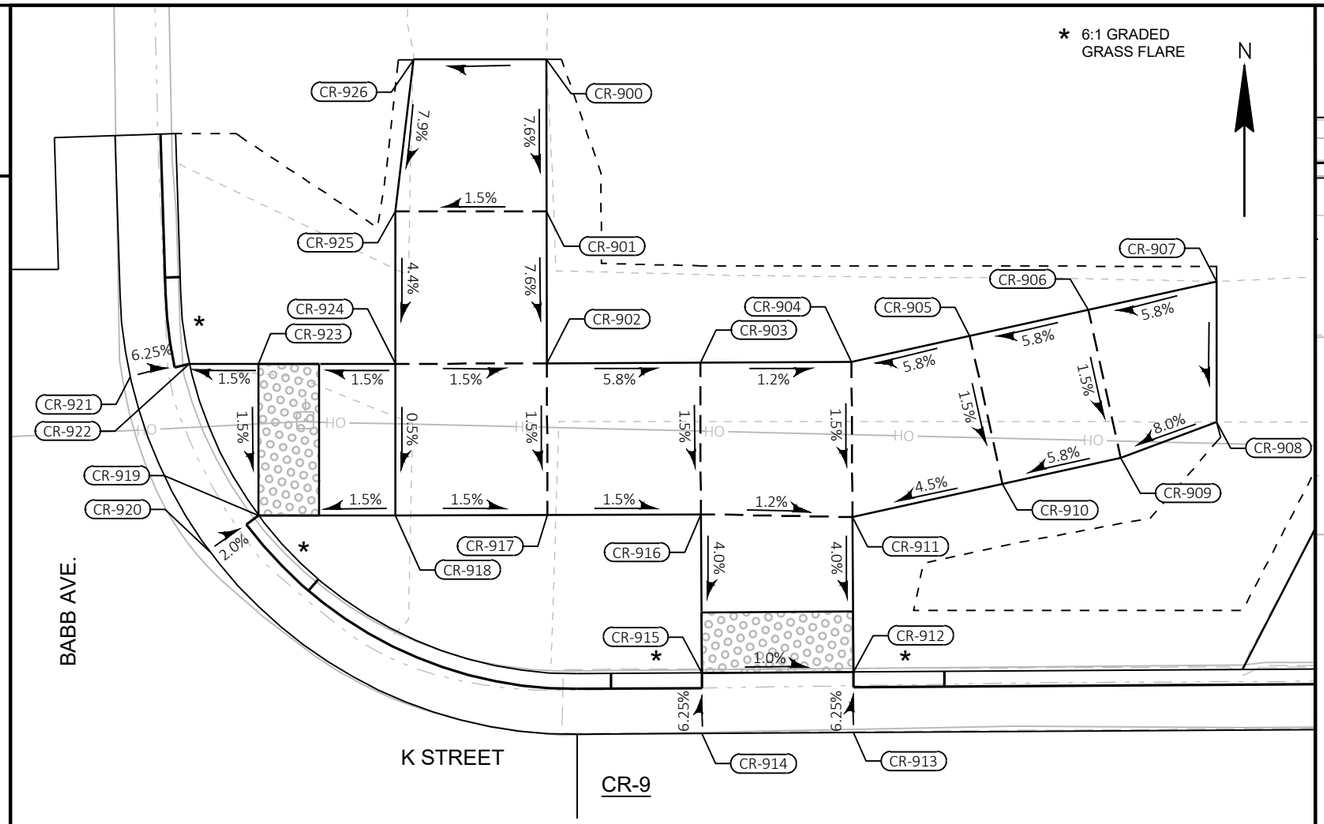
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-800	19+35.43	32.77 LT	257334.1624	576691.1847	898.97
CR-801	19+40.66	32.55 LT	257333.9775	576696.4154	898.62
CR-802	19+45.89	32.33 LT	257333.7925	576701.6514	898.27
CR-803	19+50.89	32.33 LT	257333.8233	576706.6513	898.19
CR-804	19+55.83	32.33 LT	257333.8534	576711.5830	897.84
CR-805	19+60.69	32.34 LT	257333.8845	576716.4494	897.98
CR-806	19+60.71	37.34 LT	257338.8845	576716.4379	897.90
CR-807	19+60.73	42.34 LT	257343.8845	576716.4264	898.31
CR-808	19+60.75	47.84 LT	257349.3845	576716.4137	898.77
CR-809	19+60.78	53.10 LT	257354.6497	576716.4137	MATCH
CR-810	19+65.61	52.91 LT	257354.4849	576721.2365	MATCH
CR-811	19+65.75	47.82 LT	257349.3960	576721.4111	898.69
CR-812	19+65.73	42.32 LT	257343.8960	576721.4238	898.23
CR-813	19+65.71	37.32 LT	257338.8961	576721.4353	897.82
CR-814	19+65.69	32.33 LT	257333.9139	576721.4468	897.40
CR-815	19+70.53	32.33 LT	257333.9436	576726.2868	897.01
CR-816	19+72.83	32.33 LT	257333.9577	576728.5884	896.96
CR-817	19+74.77	31.85 LT	257333.4809	576730.5307	896.95
CR-818	19+72.15	26.19 LT	257327.8064	576727.9454	897.02
CR-819	19+70.53	27.33 LT	257328.9437	576726.3174	896.98
CR-820	19+65.70	27.33 LT	257328.9141	576721.4876	897.37
CR-821	19+60.69	27.33 LT	257328.8833	576716.4795	897.45
CR-822	19+55.83	27.33 LT	257328.8534	576711.6136	897.76
CR-823	19+50.89	27.33 LT	257328.8231	576706.6821	898.11
CR-824	19+50.89	21.00 LT	257322.4892	576706.7210	897.79
CR-825	19+50.89	19.00 LT	257320.4893	576706.7333	897.88

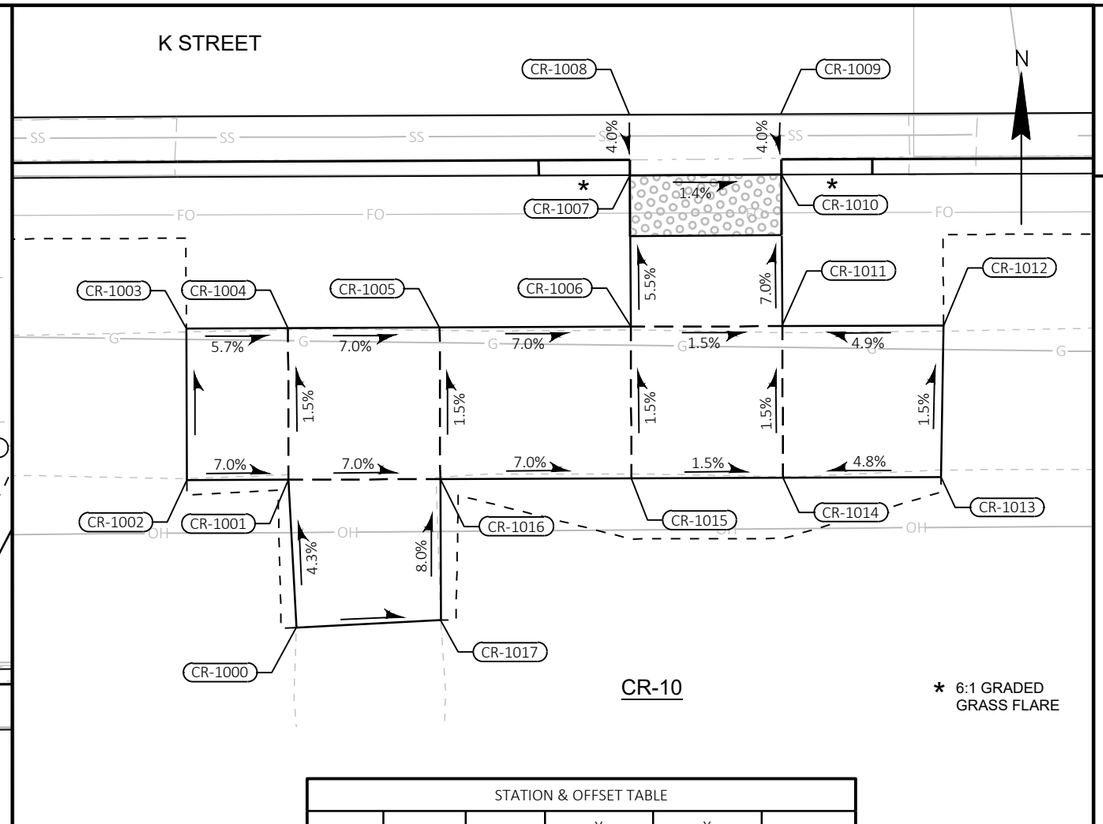
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-826	19+45.89	19.00 LT	257320.4629	576701.7334	898.04
CR-827	19+45.89	21.00 LT	257322.4586	576701.7211	897.95
CR-828	19+45.89	27.33 LT	257328.7926	576701.6823	898.19
CR-829	19+40.40	27.56 LT	257328.9830	576696.1823	898.54
CR-830	19+35.28	27.77 LT	257329.1638	576691.0668	898.89
CR-831	19+30.26	28.22 LT	257329.5850	576686.0420	MATCH
CR-832	19+30.35	32.98 LT	257334.3420	576686.1010	MATCH



2

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	CURB RAMPS	SHEET 13	E

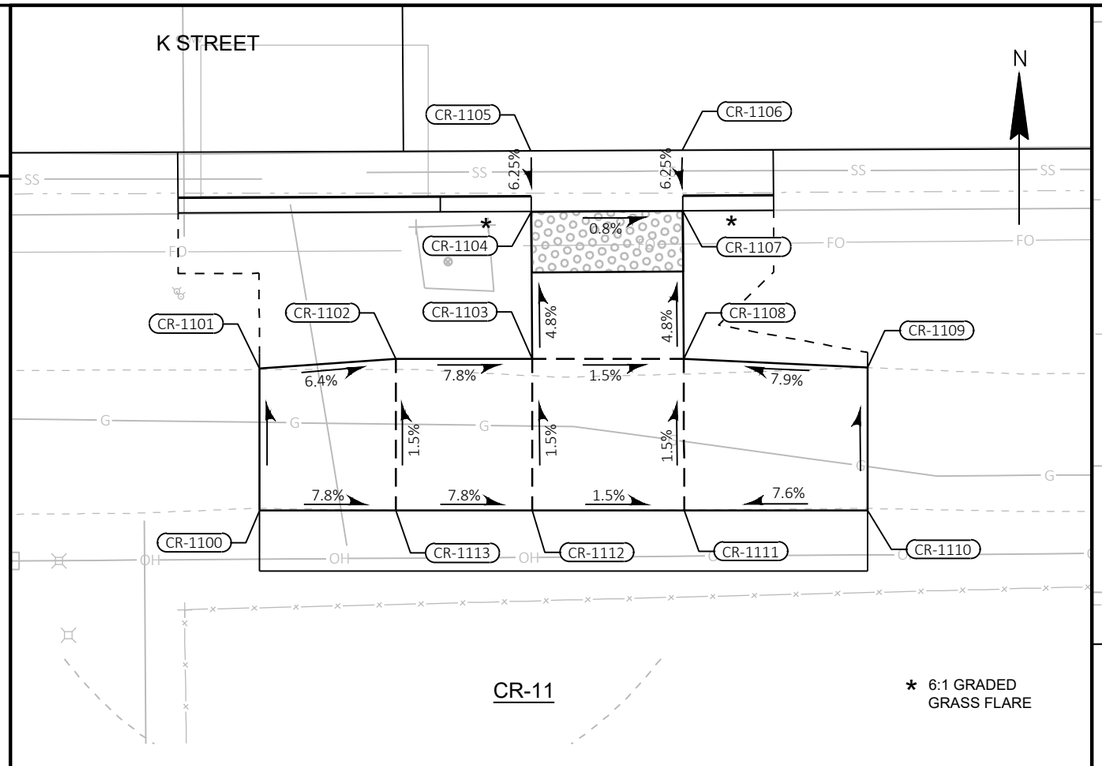


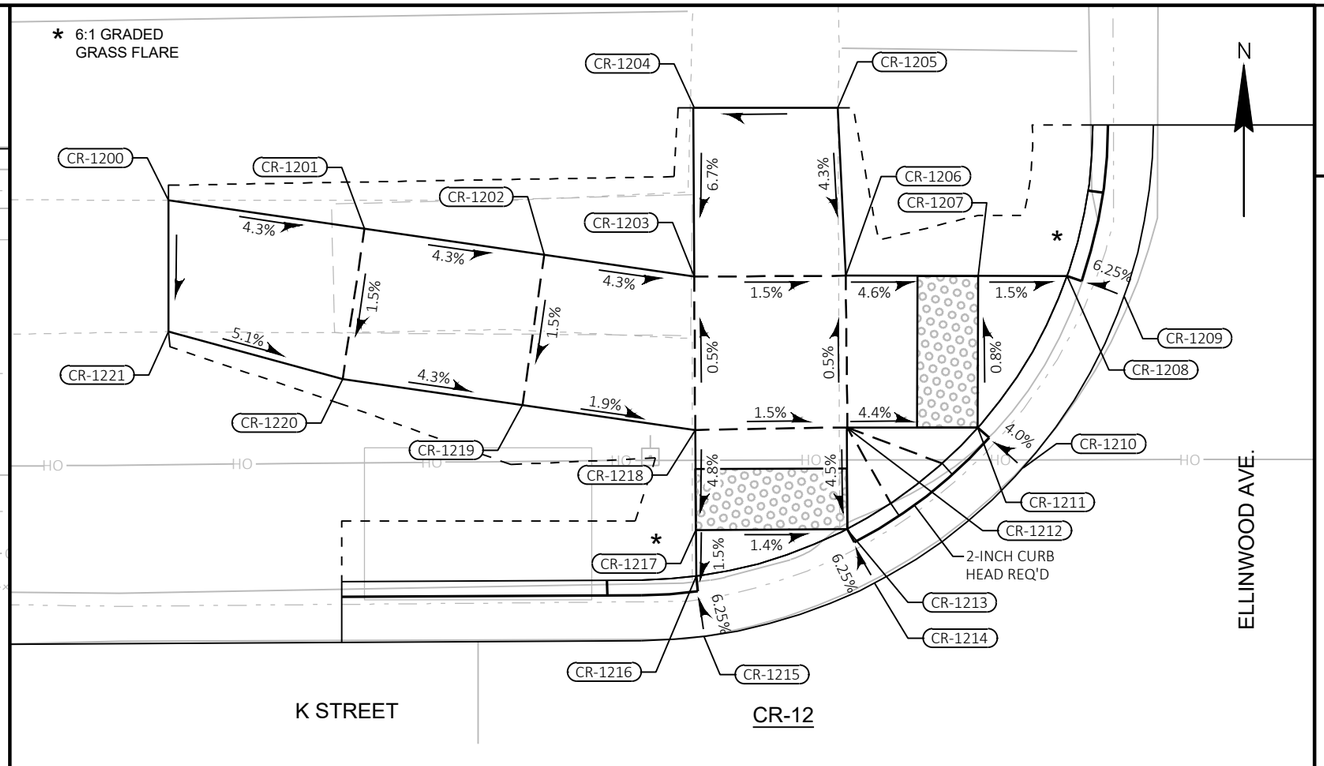


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-900	20+25.42	42.52 LT	257344.4680	576781.1140	MATCH
CR-901	20+25.39	37.51 LT	257339.4548	576781.1140	897.14
CR-902	20+25.38	32.50 LT	257334.4416	576781.1338	896.76
CR-903	20+30.43	32.48 LT	257334.4615	576786.1864	896.47
CR-904	20+35.42	32.47 LT	257334.4812	576791.1754	896.41
CR-905	20+39.33	33.31 LT	257335.3429	576795.0815	896.64
CR-906	20+43.24	34.15 LT	257336.2046	576798.9876	896.87
CR-907	20+47.49	35.06 LT	257337.1400	576803.2280	MATCH
CR-908	20+47.45	30.43 LT	257332.5117	576803.2204	MATCH
CR-909	20+44.29	29.26 LT	257331.3220	576800.0647	896.79
CR-910	20+40.38	28.42 LT	257330.4603	576796.1586	897.56
CR-911	20+35.42	27.36 LT	257329.3679	576791.2068	896.33
CR-912	20+35.42	22.25 LT	257324.2576	576791.2381	896.11
CR-913	20+35.42	20.25 LT	257322.2577	576791.2504	896.20

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-914	20+30.42	20.25 LT	257322.2270	576786.2505	896.25
CR-915	20+30.42	22.25 LT	257324.2269	576786.2382	896.16
CR-916	20+30.42	27.48 LT	257329.4616	576786.2061	896.39
CR-917	20+25.36	27.50 LT	257329.4416	576781.1462	896.68
CR-918	20+20.34	27.51 LT	257329.4219	576776.1265	896.76
CR-919	20+15.83	27.53 LT	257329.4188	576771.6190	896.69
CR-920	20+14.22	26.34 LT	257328.2214	576770.0170	896.71
CR-921	20+11.62	32.13 LT	257333.9889	576767.3801	896.82
CR-922	20+13.58	32.54 LT	257334.4172	576769.3336	896.74
CR-923	20+15.86	32.53 LT	257334.4188	576771.6156	896.77
CR-924	20+20.37	32.52 LT	257334.4354	576776.1265	896.84
CR-925	20+20.40	37.53 LT	257339.4486	576776.1202	897.06
CR-926	20+21.03	42.54 LT	257344.4545	576776.7228	MATCH

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-1000	19+34.81	34.87 RT	257266.5233	576690.9763	MATCH
CR-1001	19+34.58	30.00 RT	257271.3865	576690.7240	899.27
CR-1002	19+31.23	30.00 RT	257271.3735	576687.3711	MATCH
CR-1003	19+31.24	25.00 RT	257276.3734	576687.3516	MATCH
CR-1004	19+34.60	25.00 RT	257276.3865	576690.7045	899.19
CR-1005	19+39.60	25.01 RT	257276.4060	576695.7045	898.84
CR-1006	19+45.90	25.03 RT	257276.4305	576702.0045	898.40
CR-1007	19+45.89	20.04 RT	257281.4191	576701.9738	898.10
CR-1008	19+45.90	18.03 RT	257283.4304	576701.9660	898.16
CR-1009	19+50.90	18.04 RT	257283.4499	576706.9659	897.99
CR-1010	19+50.89	20.04 RT	257281.4499	576706.9737	897.93
CR-1011	19+50.88	25.04 RT	257276.4500	576706.9932	898.32
CR-1012	19+56.22	25.07 RT	257276.4500	576712.3263	MATCH
CR-1013	19+56.10	30.05 RT	257271.4704	576712.2370	MATCH
CR-1014	19+50.90	30.04 RT	257271.4501	576707.0353	898.40
CR-1015	19+45.90	30.03 RT	257271.4306	576702.0353	898.48
CR-1016	19+39.58	30.01 RT	257271.4060	576695.7239	898.92
CR-1017	19+39.56	34.67 RT	257266.7535	576695.7239	MATCH





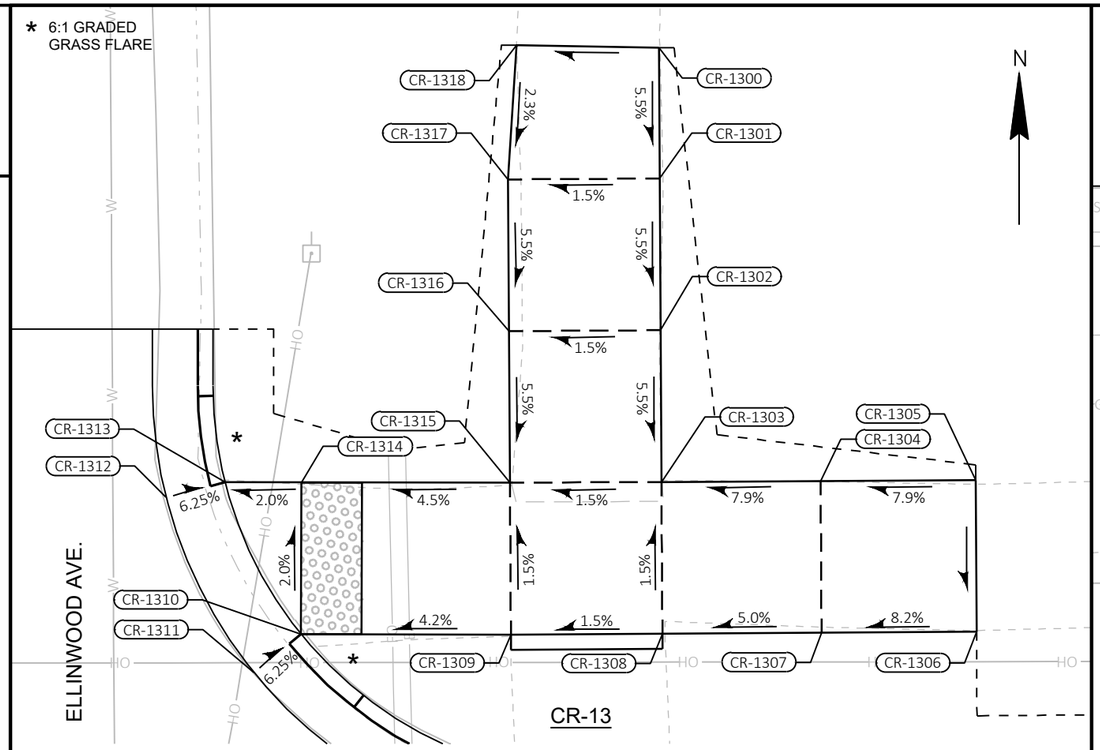
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-1100	20+21.39	30.03 RT	257271.8910	576777.5285	MATCH
CR-1101	20+21.42	25.34 RT	257276.5804	576777.5285	MATCH
CR-1102	20+25.92	25.05 RT	257276.8983	576782.0285	896.73
CR-1103	20+30.42	25.08 RT	257276.8983	576786.5310	896.38
CR-1104	20+30.42	20.23 RT	257281.7486	576786.4987	896.13
CR-1105	20+30.42	18.22 RT	257283.7598	576786.4864	896.22
CR-1106	20+35.42	18.23 RT	257283.7792	576791.4864	896.18
CR-1107	20+35.42	20.23 RT	257281.7793	576791.4942	896.09
CR-1108	20+35.42	25.11 RT	257276.8983	576791.5311	896.34
CR-1109	20+41.49	25.44 RT	257276.6100	576797.6000	MATCH
CR-1110	20+41.46	30.15 RT	257271.8983	576797.6000	MATCH
CR-1111	20+35.41	30.11 RT	257271.8983	576791.5457	896.42
CR-1112	20+30.39	30.08 RT	257271.8983	576786.5285	896.46
CR-1113	20+25.89	30.05 RT	257271.8983	576782.0285	896.81

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-1200	22+72.20	34.86 LT	257338.3160	577027.9365	MATCH
CR-1201	22+78.65	33.88 LT	257337.3808	577034.3875	893.70
CR-1202	22+84.58	32.98 LT	257336.5195	577040.3251	893.44
CR-1203	22+89.52	32.24 LT	257335.8021	577045.2735	893.22
CR-1204	22+89.56	37.80 LT	257341.3649	577045.2735	MATCH
CR-1205	22+94.29	37.77 LT	257341.3700	577050.0110	MATCH
CR-1206	22+94.52	32.24 LT	257335.8328	577050.2734	893.14
CR-1207	22+98.89	32.20 LT	257335.8257	577054.6433	892.94
CR-1208	23+01.82	32.18 LT	257335.8209	577057.5759	892.90
CR-1209	23+03.71	31.50 LT	257335.1564	577059.4623	892.98
CR-1210	23+00.33	25.86 LT	257329.4952	577056.1203	893.03

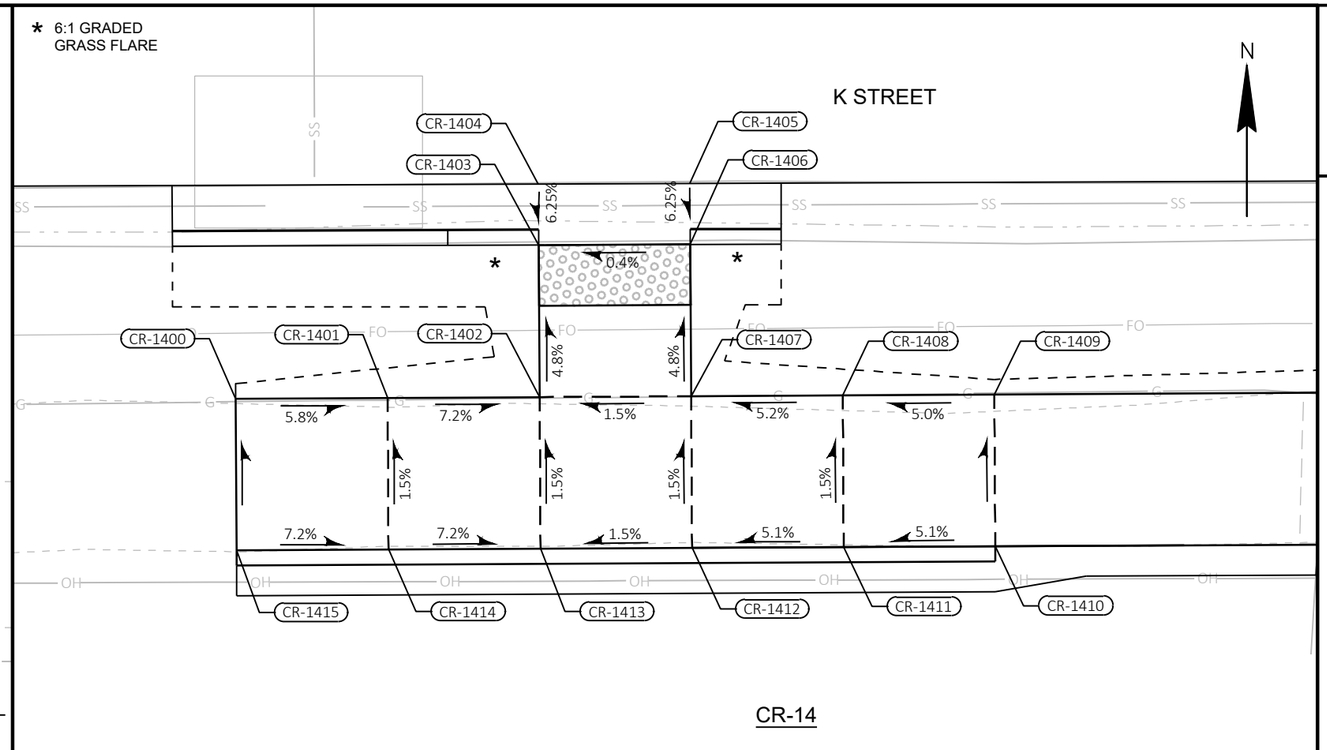
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-1211	22+98.84	27.20 LT	257330.8257	577054.6271	892.98
CR-1212	22+94.52	27.24 LT	257330.8327	577050.3040	893.17
CR-1213	22+94.50	23.89 LT	257327.4840	577050.3077	893.02
CR-1214	22+95.42	22.10 LT	257325.7002	577051.2290	893.10
CR-1215	22+89.76	20.37 LT	257323.9425	577045.5882	893.15
CR-1216	22+89.52	22.36 LT	257325.9263	577045.3340	893.07
CR-1217	22+89.52	23.89 LT	257327.4535	577045.3247	893.09
CR-1218	22+89.52	27.18 LT	257330.7456	577045.3045	893.25
CR-1219	22+83.83	28.04 LT	257331.5716	577039.6078	893.36
CR-1220	22+77.90	28.94 LT	257332.4325	577033.6699	893.62
CR-1221	22+72.17	30.52 LT	257333.9837	577027.9365	MATCH

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	CURB RAMPS	SHEET 15	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021002_CR.DWG
LAYOUT NAME - 021307-cr
PLOT DATE : 7/27/2021 1:43 PM
PLOT BY : JACK, ROBERT A.
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



CR-13



CR-14

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-1300	23+54.97	46.11 LT	257350.0797	577110.6400	MATCH
CR-1301	23+54.97	41.81 LT	257345.7732	577110.6663	893.22
CR-1302	23+54.97	36.81 LT	257340.7731	577110.6971	892.95
CR-1303	23+54.97	31.81 LT	257335.7734	577110.7276	892.67
CR-1304	23+60.23	31.81 LT	257335.8056	577115.9789	893.09
CR-1305	23+65.34	31.81 LT	257335.8370	577121.0916	MATCH
CR-1306	23+65.34	26.81 LT	257330.8370	577121.1222	MATCH
CR-1307	23+60.23	26.81 LT	257330.8057	577116.0096	893.01
CR-1308	23+54.97	26.81 LT	257330.7735	577110.7584	892.75
CR-1309	23+49.98	26.81 LT	257330.7428	577105.7597	892.67
CR-1310	23+43.05	26.86 LT	257330.7540	577098.8372	892.38
CR-1311	23+41.49	25.61 LT	257329.4931	577097.2848	892.46
CR-1312	23+38.63	31.40 LT	257335.2670	577094.3872	892.31
CR-1313	23+40.57	31.88 LT	257335.7581	577096.3260	892.23
CR-1314	23+43.09	31.86 LT	257335.7540	577098.8453	892.28
CR-1315	23+49.98	31.81 LT	257335.7429	577105.7290	892.59
CR-1316	23+49.97	36.81 LT	257340.7427	577105.6972	892.87
CR-1317	23+49.97	41.81 LT	257345.7427	577105.6652	893.14
CR-1318	23+50.28	46.23 LT	257350.1702	577105.9478	MATCH

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR-1400	22+79.49	25.74 RT	257277.7697	577035.6007	MATCH
CR-1401	22+84.51	25.74 RT	257277.7968	577040.6137	893.76
CR-1402	22+89.52	25.74 RT	257277.8261	577045.6266	893.40
CR-1403	22+89.52	20.74 RT	257282.8292	577045.5959	893.14
CR-1404	22+89.52	18.73 RT	257284.8406	577045.5860	893.23
CR-1405	22+94.52	18.74 RT	257284.8599	577050.5860	893.24
CR-1406	22+94.52	20.74 RT	257282.8599	577050.5983	893.15
CR-1407	22+94.52	25.75 RT	257277.8509	577050.6291	893.41
CR-1408	22+99.52	25.75 RT	257277.8802	577055.6289	893.67
CR-1409	23+04.52	25.75 RT	257277.9072	577060.6288	MATCH
CR-1410	23+04.52	30.75 RT	257272.9073	577060.6559	MATCH
CR-1411	22+99.52	30.75 RT	257272.8802	577055.6559	893.75
CR-1412	22+94.52	30.75 RT	257272.8509	577050.6561	893.49
CR-1413	22+89.52	30.74 RT	257272.8262	577045.6571	893.48
CR-1414	22+84.50	30.74 RT	257272.7991	577040.6407	893.84
CR-1415	22+79.49	30.74 RT	257272.7698	577035.6278	MATCH

BP: STA 9+00.00
Y = 257295.3496
X = 575705.7552

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARK
1	9+80.80	34.20 LT	257329.742	575736.560	---
2	9+64.79	33.36 LT	257328.803	575720.560	R=16'
3	9+64.69	17.36 LT	257312.803	575720.560	---
4	10+17.04	33.98 LT	257329.742	575772.808	---
5	10+34.03	34.65 LT	257330.520	575789.790	R=17'
6	10+34.03	17.65 LT	257313.520	575789.894	---

N

ALEXANDER AVE.

FRONTIER COMMUNICATION (COMM.)

CITY OF REEDSBURG (SEWER)

MOVING SIGNS TYPE II REQ'D

K STREET

N89°38'55"E

CAUTION

BEGIN PROJECT
STA. 9+49.78
X=575,705.76
Y=257,295.35

ALLIANT ENERGY (GAS)

ALLIANT ENERGY (ELEC)

REEDSBURG UTILITY COMMISSION (WATER)

FRONTIER COMMUNICATION (COMM.)

CHARTER COMMUNICATION (COMM.)

MATCHLINE STA. 15+00

EXISTING MONUMENT (QUARTER CORNER)
MAGNAIL
X = 576,084.43
Y = 257,297.90
VERIFY LANDMARK REFERENCE MONUMENTS AND LANDMARK REFERENCE MONUMENTS SPECIAL REQ'D

T 12 N
9
16
R 4 E

CP-5 (REBAR)
STA. 9+46.22, 16.6' RT
Y= 257,278.70
X= 575,702.29

LEGEND

P	CONCRETE CURB PEDESTRIAN
24(D)	CONCRETE CURB & GUTTER 24-INCH TYPE D
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
HMA	HMA PAVEMENT, 4-INCH
	TRAFFIC FLOW
A	ADJUSTING INLET COVERS AND INLET PROTECTION TYPE C REQ'D
HMA-5	HMA PAVEMENT, 5-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
250	LAYOUT POINT NUMBER
//////	SAWING ASPHALT REQ'D
XXXXXXXX	SAWING CONCRETE REQ'D
- - - -	SLOPE INTERCEPT
	PROPOSED STORM SEWER INLET

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM-1	10+52, 23' RT	HYDRANT, TOP NUT	930.50

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PLAN DETAILS	SHEET 17	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201-pd
PLOT DATE : 5/27/2021 2:53 PM
PLOT BY : JACK, ROBERT A.
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARK
7	16+44.70	35.63 LT	257335.246	576400.441	---
8	16+27.20	35.50 LT	257335.004	576382.942	R=17.5'
9	16+27.20	18.00 LT	257317.504	576383.050	---
10	16+80.45	35.42 LT	257335.246	576436.195	---
11	16+96.45	35.00 LT	257334.928	576452.195	R=16'
12	16+98.74	19.00 LT	257318.943	576454.588	---
13	16+99.16	17.58 RT	257282.371	576455.232	---
14	16+98.30	34.57 RT	257265.368	576454.469	R=17'
15	16+81.30	34.68 RT	257265.160	576437.471	---
16	16+45.33	35.14 RT	257264.471	576401.512	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARK
17	16+28.82	34.25 RT	257265.264	576384.994	R=16.5'
18	16+28.83	17.75 RT	257281.764	576384.900	---
19	19+75.29	35.90 LT	257337.534	576731.021	---
20	19+58.29	36.00 LT	257337.534	576714.021	R=17'
21	19+58.29	19.00 LT	257320.535	576714.125	---
22	20+11.17	40.09 LT	257341.948	576766.875	---
23	20+11.30	34.87 LT	257336.729	576767.039	---
24	20+26.29	35.25 LT	257337.201	576782.032	R=15'
25	20+26.29	20.25 LT	257322.202	576782.124	---

N

S. PRESTON AVE.

BABB AVE.

K STREET

N89°38'55"E

MATCHLINE STA. 15+00

MATCHLINE STA. 21+00

REEDSBURG UTILITY COMMISSION (ELEC)

FRONTIER COMMUNICATION (COMM.)

REEDSBURG UTILITY COMMISSION (COMM.)

ALLIANT ENERGY (GAS)

ALLIANT ENERGY (ELEC)

FRONTIER COMMUNICATION (COMM.)

CHARTER COMMUNICATION (COMM.)

REEDSBURG UTILITY COMMISSION (WATER)

REEDSBURG UTILITY COMMISSION (COMM.)

BM-2

BM-3

CP-10

CAUTION

R/W

P.L.

TLE

CS-4

24(D)

CD-6

HMA

HMA-5

+24.3 +37.6 +11.4 +78.3 +94.0 +39.4 +73.3 +39.0 +74.8 +90.4 +18.1 +63.5 +18.8 +38.4 42.5' (B-B)

LEGEND

P	CONCRETE CURB PEDESTRIAN
24(D)	CONCRETE CURB & GUTTER 24-INCH TYPE D
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
HMA	HMA PAVEMENT, 4-INCH
	TRAFFIC FLOW
A	ADJUSTING INLET COVERS AND INLET PROTECTION TYPE C REQ'D
HMA-5	HMA PAVEMENT, 5-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
250	LAYOUT POINT NUMBER
//////	SAWING ASPHALT REQ'D
XXXXXXXX	SAWING CONCRETE REQ'D
- - - -	SLOPE INTERCEPT
	PROPOSED STORM SEWER INLET

CP-10 (REBAR)
STA. 17+95.62, 22.0' RT
Y= 257,278.52
X= 576,551.71

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM-2	16+84, 42' LT	HYDRANT, TOP NUT	907.19
BM-3	20+19, 23' RT	HYDRANT, TOP NUT	899.14

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PLAN DETAILS	SHEET 18	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021202-pd

PLOT DATE : 5/27/2021 2:53 PM PLOT BY : JACK, ROBERT A. PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARK
26	23+04.71	37.15 LT	257340.805	577060.428	---
27	22+87.71	37.25 LT	257340.805	577043.428	R=17'
28	22+87.71	20.25 LT	257323.805	577043.532	---
29	23+38.21	36.94 LT	257340.805	577093.928	---
30	23+53.19	34.99 LT	257338.950	577108.928	R=15'
31	23+53.24	19.99 LT	257323.951	577109.066	---

N

ELLINWOOD AVE.

STH 23 (S ALBERT AVE.)

K STREET

MATCHLINE STA. 21+00

N89°38'55"E

REEDSBURG UTILITY COMMISSION (COMM.)

CITY OF REEDSBURG (SEWER)

FRONTIER COMMUNICATION (COMM.)

DRIVEWAY CURB (20-FOOT OPENING) REQ'D

INLET PROTECTION TYPE A AND TYPE C REQ'D

CP-15

HMA-5

BM-4

CAUTION

FRONTIER COMMUNICATION (COMM.)

ASPH-D

CHARTER COMMUNICATION (COMM.)

ALLIANT ENERGY (GAS)

REEDSBURG UTILITY COMMISSION (COMM.)

ALLIANT ENERGY (ELEC)

REEDSBURG UTILITY COMMISSION (ELEC)

REEDSBURG UTILITY COMMISSION (WATER)

END PROJECT
STA 26+93.68

LEGEND

P	CONCRETE CURB PEDESTRIAN
24(D)	CONCRETE CURB & GUTTER 24-INCH TYPE D
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
HMA	HMA PAVEMENT, 4-INCH
	TRAFFIC FLOW
A	ADJUSTING INLET COVERS AND INLET PROTECTION TYPE C REQ'D
HMA-5	HMA PAVEMENT, 5-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
250	LAYOUT POINT NUMBER
//////	SAWING ASPHALT REQ'D
XXXXXXXX	SAWING CONCRETE REQ'D
- - - -	SLOPE INTERCEPT
	PROPOSED STORM SEWER INLET

CP-15 (REBAR)
STA. 26+31.96, 24.8' LT
Y= 257,330.48
X= 577,387.75

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM-4	23+93, 24' RT	HYDRANT, TOP NUT	896.03

EP: STA 27+47.45
Y = 257306.3750
X = 577503.3828

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PLAN DETAILS	SHEET 19	E

2

N

BABB AVE.

R/W

P.L.

TLE

HO

GUY

896.28 896.15 895.82

K STREET

19 20 21 22

896.87 896.46 896.16 895.55 895.25 894.95 894.35 894.05

895.86 894.65

HMA HMA-5

+18.1

895.19 894.85

MATCHLINE STA. 22+75

LEGEND

HMA-5	HMA PAVEMENT, 5-INCH
HMA	HMA PAVEMENT, 4-INCH
➡	TRAFFIC FLOW
XXX.XX	PROPOSED ELEVATION

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PLAN DETAILS-PAVING DETAILS	SHEET 20	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021202_PD.DWG
LAYOUT NAME - 021204-pd
PLOT DATE : 5/27/2021 3:29 PM PLOT BY : JACK, ROBERT A. PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

2

N

ELLINWOOD AVE.

R/W

R/W

P.L.

R/W

TLE

TLE

STH 23 (S ALBERT AVE.)

MATCHLINE STA. 22+75

893.27 893.06 892.96 892.87 892.77 895.67 892.17 892.01

893.76 23 893.57 893.46 893.36 893.27 24 893.17 893.07 892.97 892.87 25 892.77 892.67 892.57 892.48 26 892.48 892.66 892.92 893.19 27

K STREET

END PROJECT
STA 26+93.68

P.L.

LEGEND

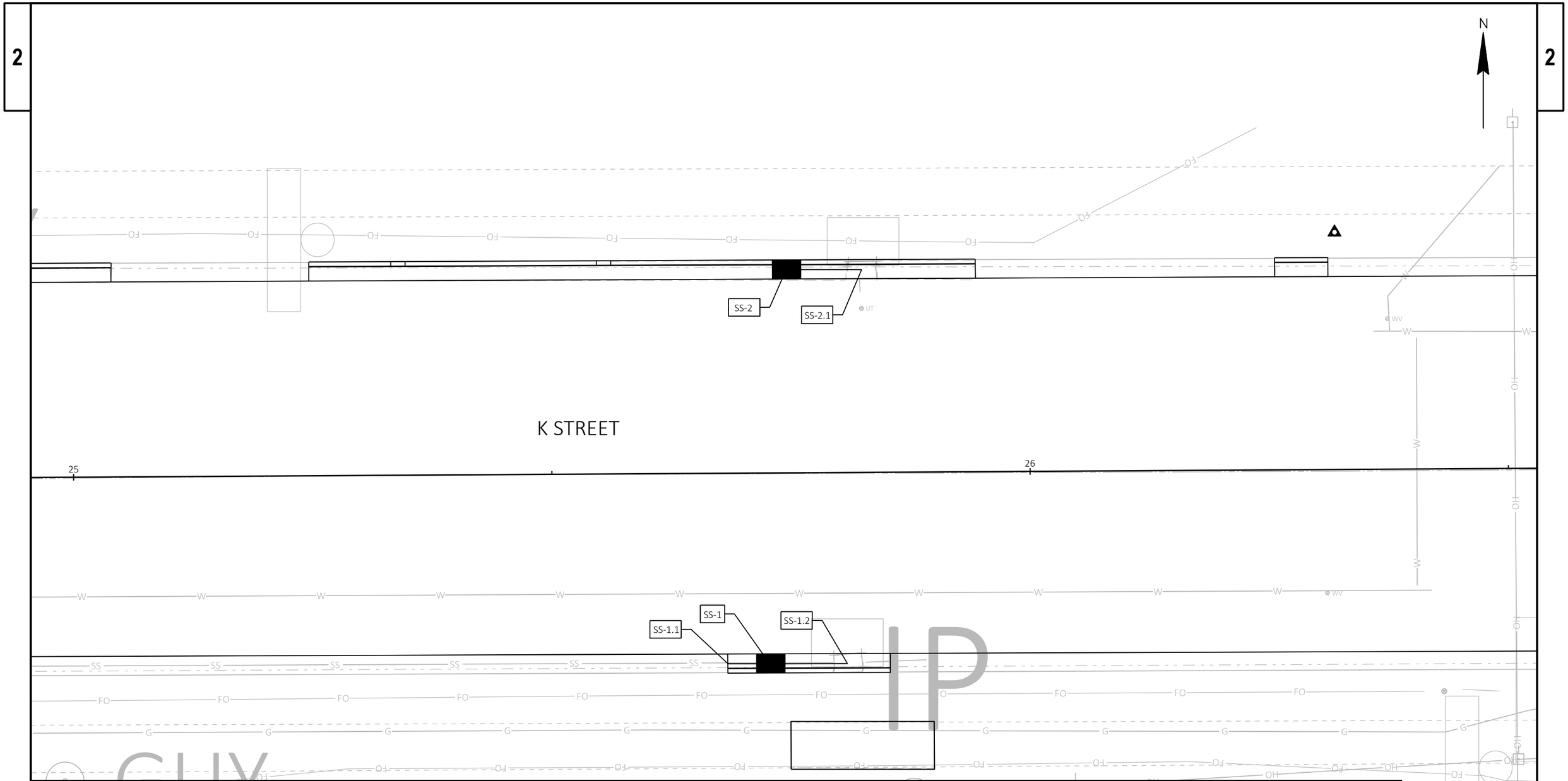
HMA-5	HMA PAVEMENT, 5-INCH
HMA	HMA PAVEMENT, 4-INCH
➡	TRAFFIC FLOW
XXX.XX	PROPOSED ELEVATION

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PLAN DETAILS-PAVING DETAILS	SHEET 21 E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021202_PD.DWG
LAYOUT NAME - 021205-pd

PLOT DATE : 7/27/2021 2:07 PM PLOT BY : JACK, ROBERT A. PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42



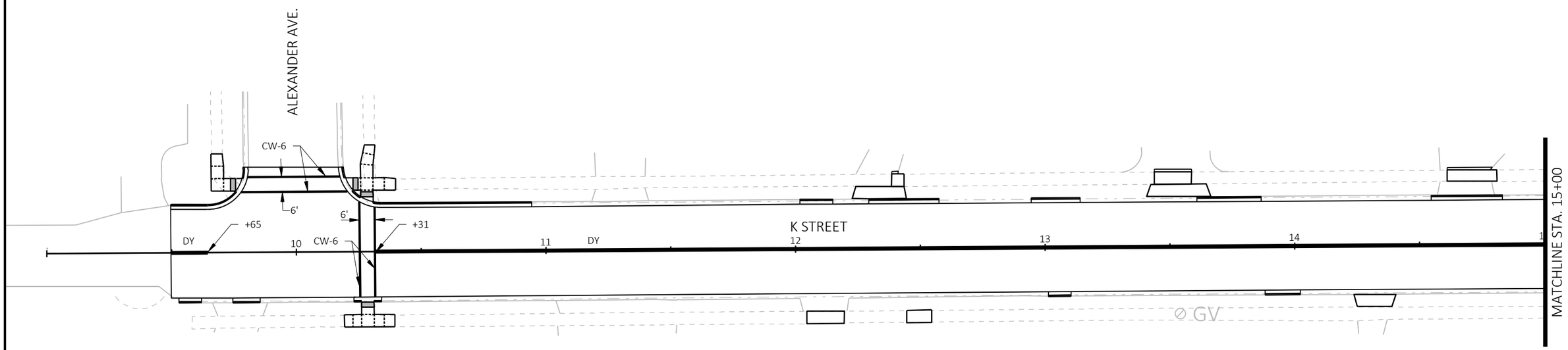
STRUCT NO.	STATION	OFFSET	TO STRUCT	INLET TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	DISCHARGE PIPE PIPE CLASS	PIPE TABLE REMARKS
SS-1	25+72.76	19.9 'RT	SS-1.2	2X3-FT CIP	H-S	891.81	891.31	2.12	18	889.19	889.17	8	0.25%	CLASS III-A	2X3-FT CAST-IN-PLACE; 2" ADJUSTING RING REQ'D
SS-1.1	25+68.26	19.9 'RT	SS-1	-	-	-	-	-	18	889.20	889.19	5	0.31%	CLASS III-A	
SS-1.2	25+80.77	20.0 'RT	EXISTING INLET	-	-	-	-	-	-	-	-	-	-		CONCRETE COLLARS FOR PIPE REQ'D
SS-2	25+74.66	21.3 'LT	SS-2.1	2X3-FT CIP	H-S	891.81	891.31	1.51	12	889.80	889.78	8	0.25%	CLASS III-A	2X3-FT CAST-IN-PLACE; 2" ADJUSTING RING REQ'D
SS-2.1	25+82.50	21.2 'LT	EXISTING INLET	-	H-S	-	-	-	-	-	-	-	-		STORM SEWER TAP AND CONCRETE COLLARS FOR PIPE REQ'D

IP

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	STORM SEWER	SHEET 22	E

2

N



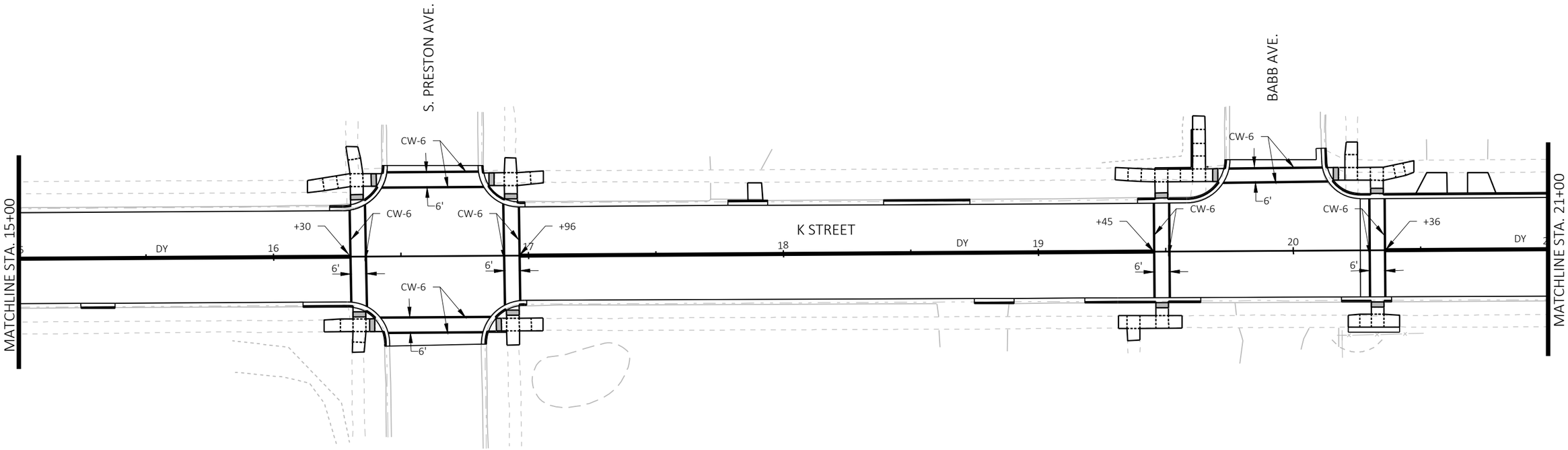
LEGEND

DY	MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
SL-12	MARKING STOP LINE PAINT 12-INCH
CW-6	MARKING CROSSWALK PAINT TRANSVERSE LINE 6-INCH

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PAVEMENT MARKING	SHEET 23	E

2

N



LEGEND

DY	MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
SL-12	MARKING STOP LINE PAINT 12-INCH
CW-6	MARKING CROSSWALK PAINT TRANSVERSE LINE 6-INCH

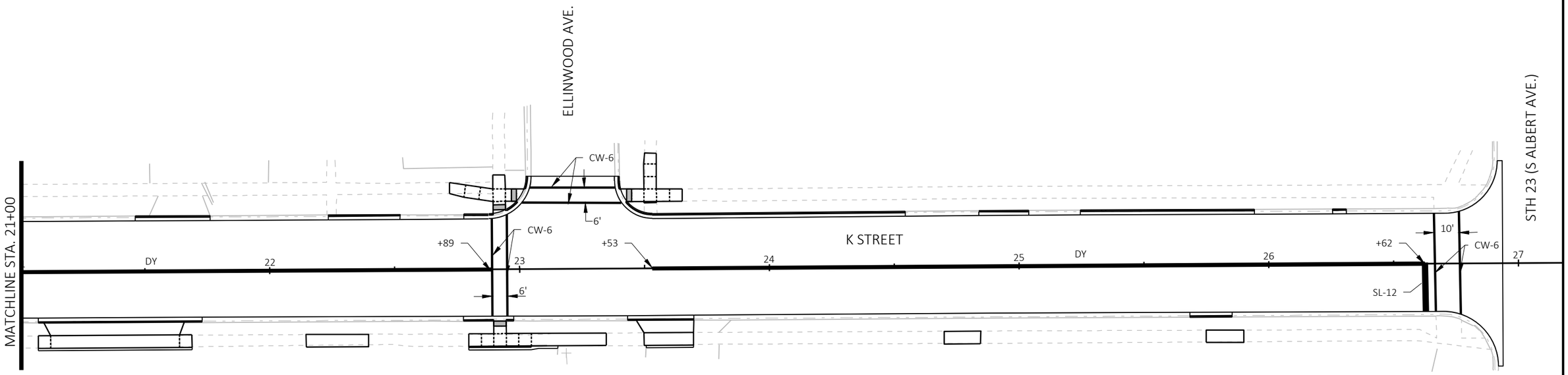
PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PAVEMENT MARKING	SHEET 24	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024502-pm

PLOT DATE : 5/27/2021 2:59 PM PLOT BY : JACK, ROBERT A. PLOT NAME : PLOT SCALE : Custom

2

N



LEGEND

DY	MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
SL-12	MARKING STOP LINE PAINT 12-INCH
CW-6	MARKING CROSSWALK PAINT TRANSVERSE LINE 6-INCH

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PAVEMENT MARKING	SHEET 25	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024503-pm
PLOT DATE : 5/27/2021 2:59 PM
PLOT BY : JACK, ROBERT A.
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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

REMOVE OR COVER ANY SIGN, TEMPORARY OR EXISTING, WHICH CONFLICTS WITH TRAFFIC CONTROL "IN USE", OR AS APPROVED BY THE ENGINEER.

"WO" SERIES SIGNS ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES (DETAIL 4)" FOR ADDITIONAL INFORMATION

LEGEND

- WOOD POST WITH ATTACHED SIGN
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN (TWO TYPE "A" WARNING LIGHTS)
- TRAFFIC CONTROL BARRICADES TYPE III

1. ROAD WORK AHEAD — W20-1A
2. ROAD CLOSED 1000 FT — W20-3C
3. ROAD CLOSED — R11-2, 48"X30"
4. ROAD CLOSED AHEAD — W20-3A
5. ROAD CLOSED 500 FT — W20-3D
6. ROAD CLOSED TO THRU TRAFFIC — R11-4, 60"X30"

N

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	TRAFFIC CONTROL - ADVANCED WARNING SIGNING	SHEET 26	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\023301_DT.DWG
LAYOUT NAME - 023300_dt
PLOT DATE : 5/17/2021 7:37 AM PLOT BY : JACK, ROBERT A. PLOT NAME : PLOT SCALE : 1 IN:500 FT

2

GENERAL NOTES

DETOUR ROUTE MARKER SIGNING TO BE INSTALLED AND MAINTAINED BY CONTRACTOR.

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

REMOVE OR COVER ANY SIGN, TEMPORARY OR EXISTING, WHICH CONFLICTS WITH TRAFFIC CONTROL "IN USE", OR AS APPROVED BY THE ENGINEER.

"WO" OR "MO" AND "W" SIGNS SHALL BE 48"x48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE TO BE INSTALLED ONE WEEK PRIOR TO IMPLEMENTATION OF DETOUR ROUTE.

SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES", "BARRICADES AND SIGNS FOR MAINLINE CLOSURES".

ALL M3 SERIES SIGNS (NORTH, SOUTH EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

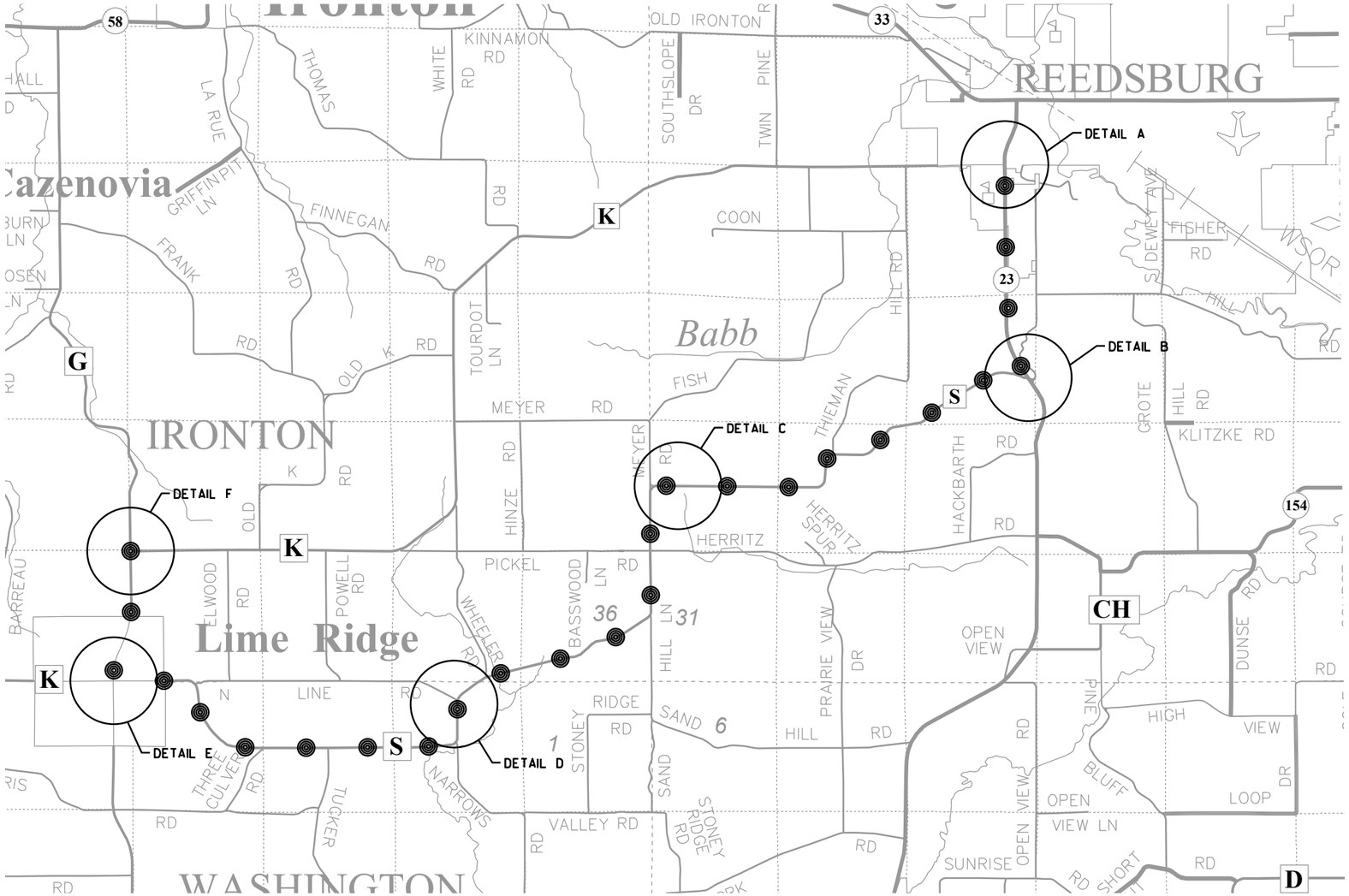
ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

LEGEND

DETOUR ROUTE

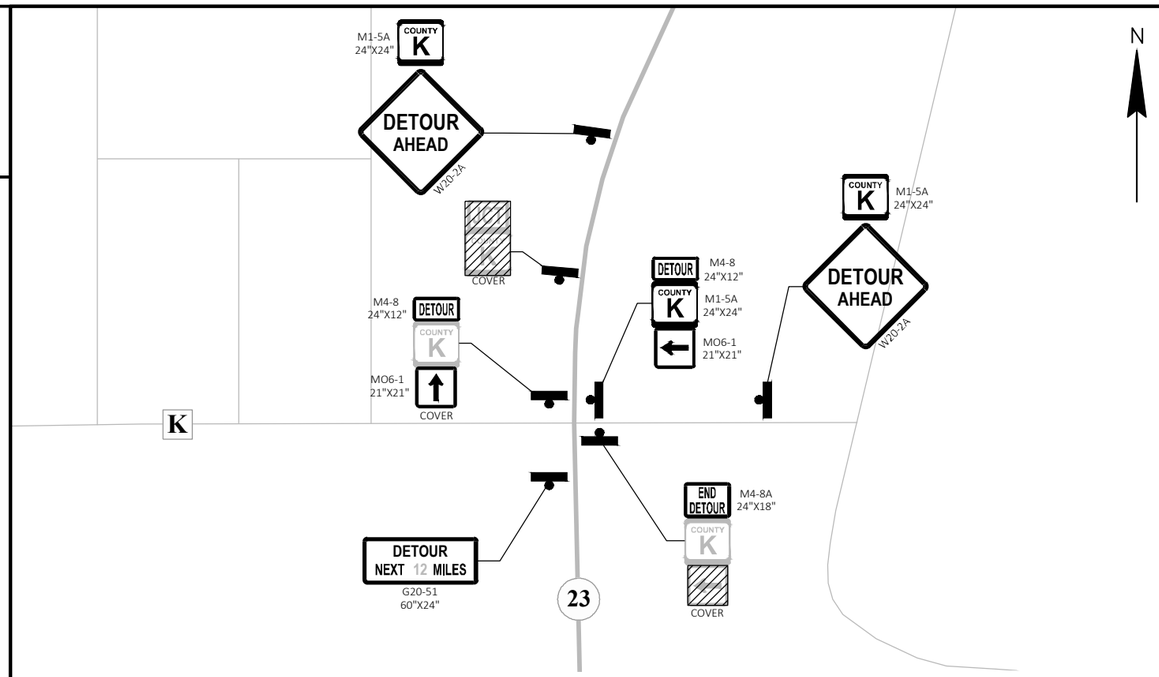
WOOD POST WITH ATTACHED SIGN

TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN

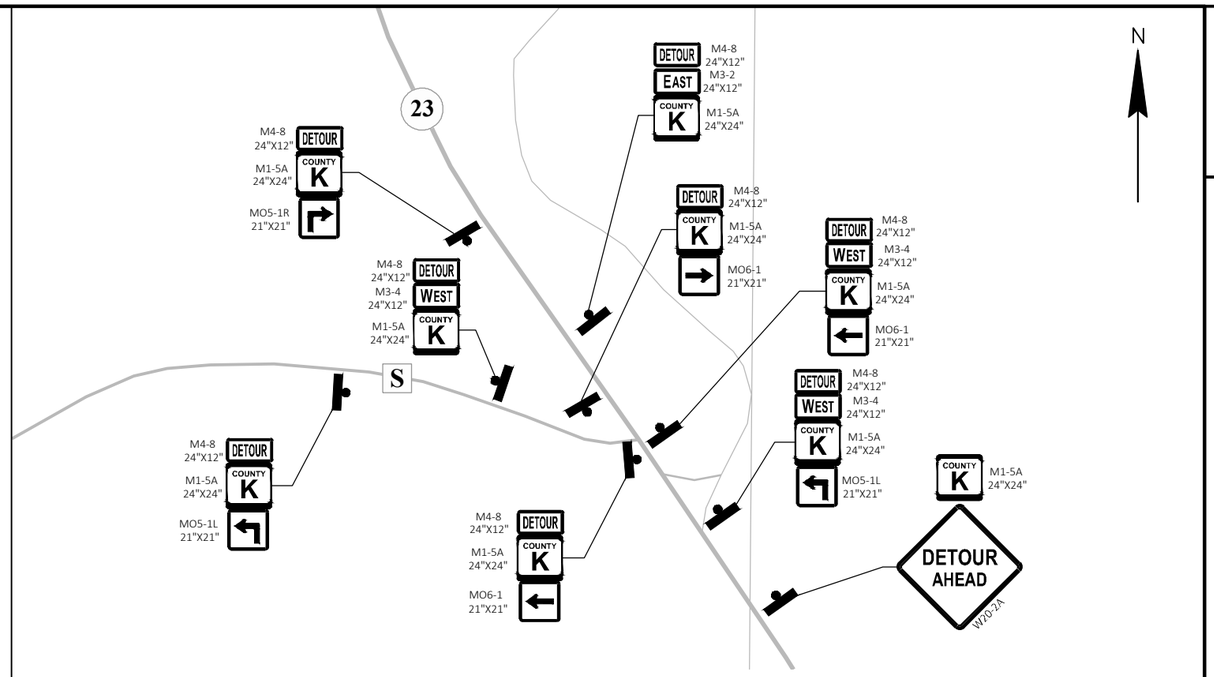


PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	TRAFFIC CONTROL - DETOUR ROUTE	SHEET 27	E

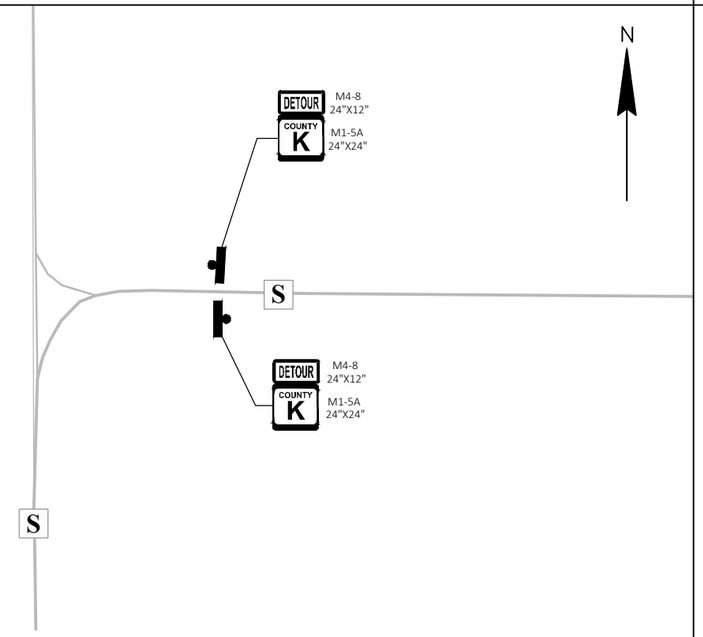
FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\023302_DT.DWG
LAYOUT NAME - 023301_dt
PLOT DATE : 5/17/2021 7:37 AM
PLOT BY : JACK, ROBERT A.
PLOT NAME :
PLOT SCALE : 1 IN:1 MI
WISDOT/CADDS SHEET 42



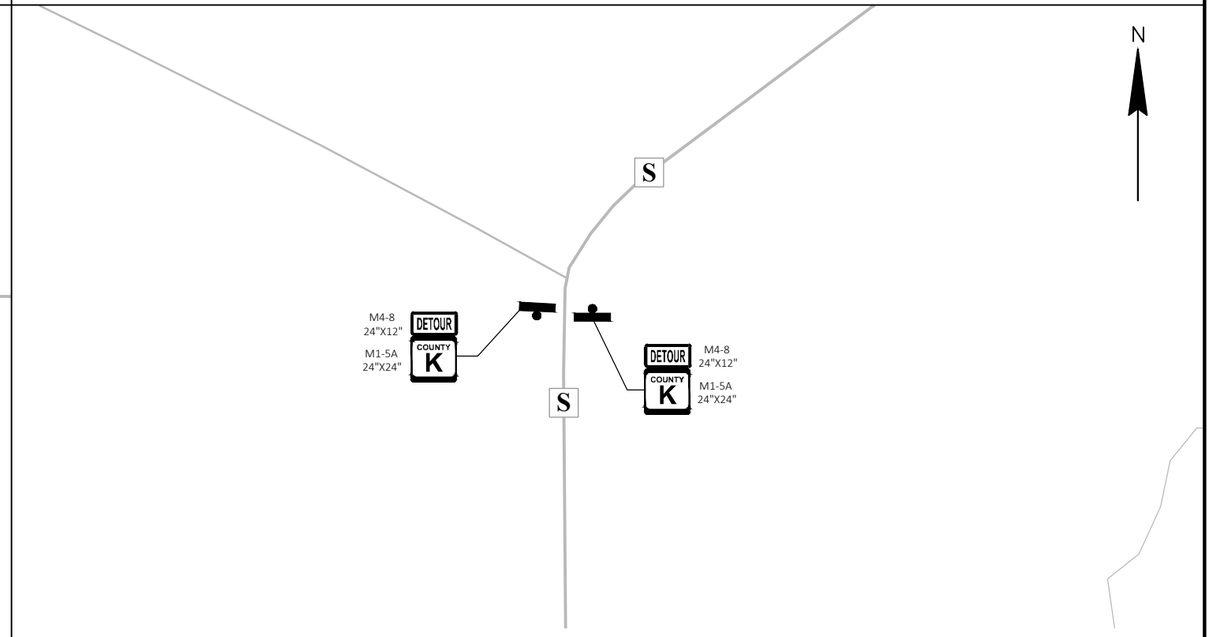
DETAIL A



DETAIL B



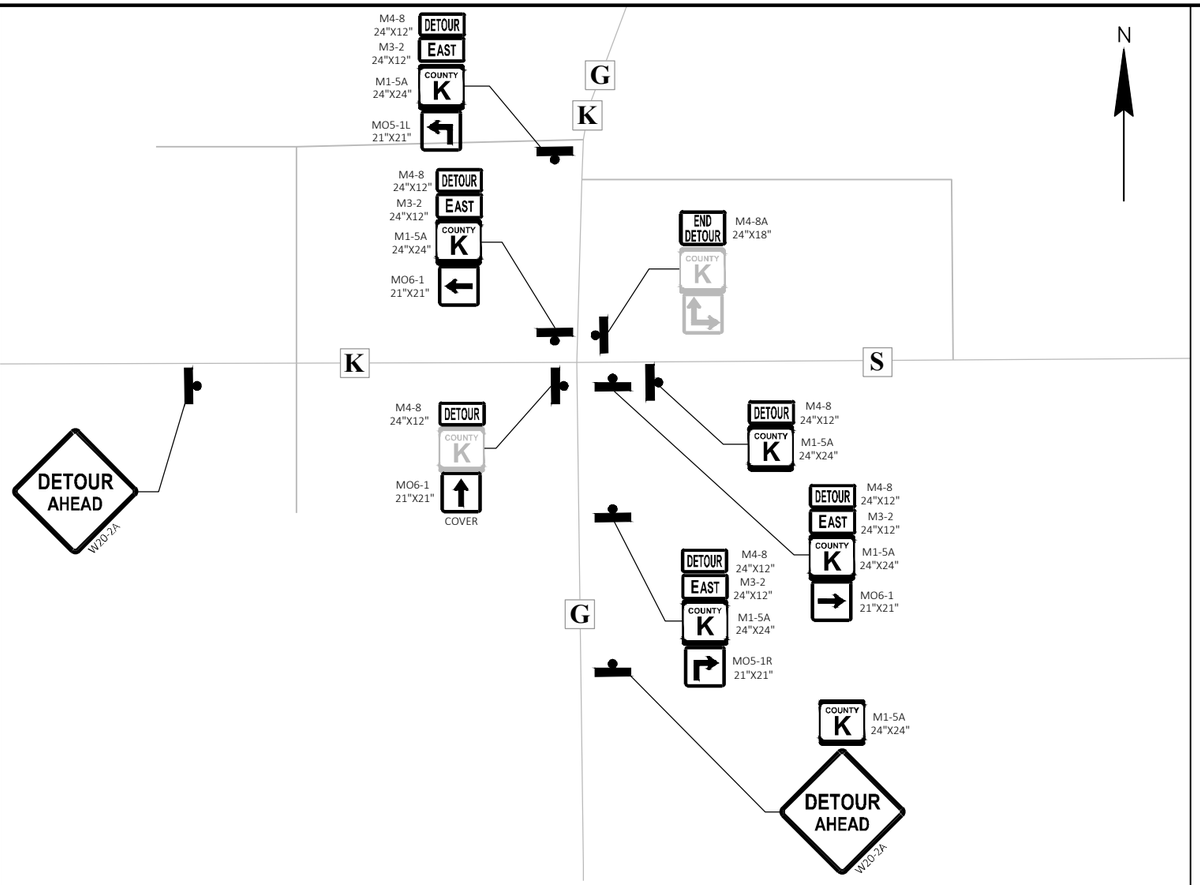
DETAIL C



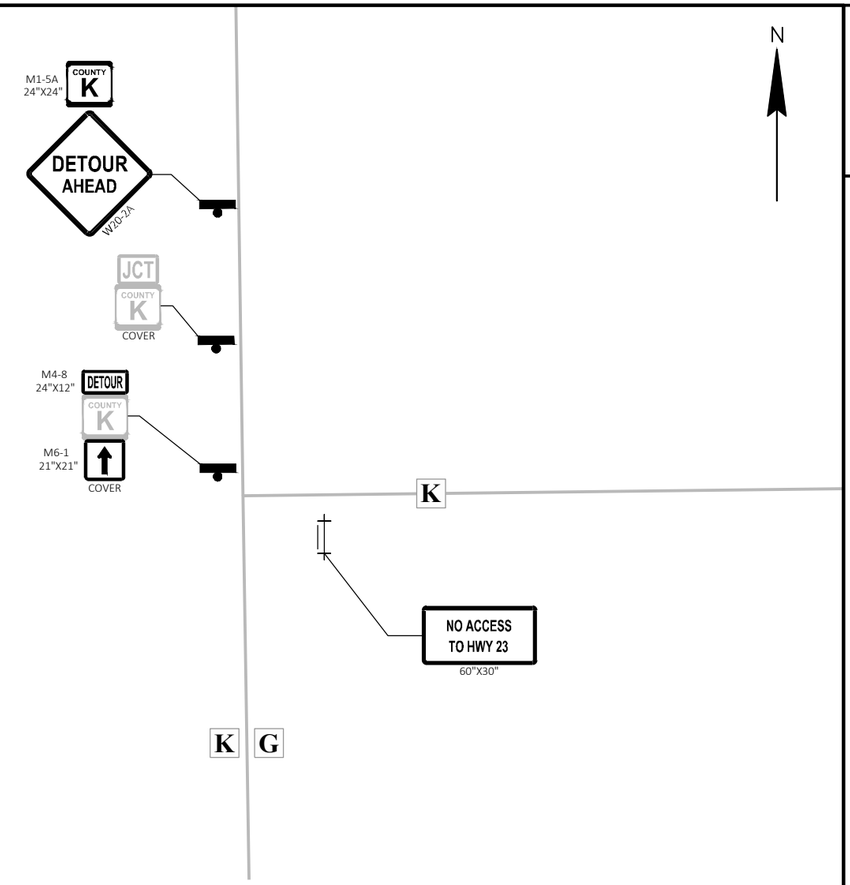
DETAIL D

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	TRAFFIC CONTROL DETOUR	SHEET 28	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\023303_DT.DWG
LAYOUT NAME - 023302_dt
PLOT DATE : 5/17/2021 7:38 AM
PLOT BY : JACK, ROBERT A.
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42



DETAIL E



DETAIL F

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PEDESTRIAN ACCESS - STAGE 1	SHEET 30	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\025100_TC_PED DETOUR.DWG
LAYOUT NAME - 025100_tc_ped 1
PLOT DATE : 5/17/2021 7:38 AM PLOT BY : JACK, ROBERT A. PLOT NAME : PLOT SCALE : 1 IN:200 FT

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PEDESTRIAN ACCESS - STAGE 2	SHEET 31	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\025100_TC_PED DETOUR.DWG
LAYOUT NAME - 025100_tc_ped 2

PLOT DATE : 5/17/2021 7:38 AM PLOT BY : JACK, ROBERT A. PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PEDESTRIAN ACCESS - STAGE 3	SHEET 32	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\025100_TC_PED DETOUR.DWG
LAYOUT NAME - 025100_tc_ped 3

PLOT DATE : 5/17/2021 7:38 AM PLOT BY : JACK, ROBERT A. PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

PROJECT NO: 5207-00-70	HWY: K STREET	COUNTY: SAUK	PEDESTRIAN ACCESS - STAGE 4	SHEET 33	E

FILE NAME : S:\MAD\4700--4799\4713\001\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\025100_TC_PED DETOUR.DWG
LAYOUT NAME - 025100_tc_ped 4

PLOT DATE : 5/17/2021 7:38 AM PLOT BY : JACK, ROBERT A. PLOT NAME : PLOT SCALE : 1 IN:200 FT

5207-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	120.000	120.000
0004	204.0120	Removing Asphaltic Surface Milling	SY	4,650.000	4,650.000
0006	204.0150	Removing Curb & Gutter	LF	1,150.000	1,150.000
0008	204.0155	Removing Concrete Sidewalk	SY	360.000	360.000
0010	204.0245	Removing Storm Sewer (size) 01. 18-Inch	LF	12.000	12.000
0012	205.0100	Excavation Common	CY	2,848.000	2,848.000
0014	213.0100	Finishing Roadway (project) 01. 5207-00-70	EACH	1.000	1.000
0016	305.0110	Base Aggregate Dense 3/4-Inch	TON	85.000	85.000
0018	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,281.000	1,281.000
0020	305.0130	Base Aggregate Dense 3-Inch	TON	2,805.000	2,805.000
0022	416.0160	Concrete Driveway 6-Inch	SY	165.000	165.000
0024	455.0605	Tack Coat	GAL	380.000	380.000
0026	460.2000	Incentive Density HMA Pavement	DOL	1,210.000	1,210.000
0028	460.5223	HMA Pavement 3 LT 58-28 S	TON	1,025.000	1,025.000
0030	460.5224	HMA Pavement 4 LT 58-28 S	TON	855.000	855.000
0032	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	4.000	4.000
0034	601.0600	Concrete Curb Pedestrian	LF	67.000	67.000
0036	602.0405	Concrete Sidewalk 4-Inch	SF	3,110.000	3,110.000
0038	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	220.000	220.000
0040	608.3012	Storm Sewer Pipe Class III-A 12-Inch	LF	8.000	8.000
0042	608.3018	Storm Sewer Pipe Class III-A 18-Inch	LF	13.000	13.000
0044	611.0639	Inlet Covers Type H-S	EACH	3.000	3.000
0046	611.3230	Inlets 2x3-FT	EACH	2.000	2.000
0048	611.8115	Adjusting Inlet Covers	EACH	13.000	13.000
0050	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5207-00-70	EACH	1.000	1.000
0052	619.1000	Mobilization	EACH	1.000	1.000
0054	624.0100	Water	MGAL	22.900	22.900
0056	625.0100	Topsoil	SY	391.000	391.000
0058	627.0200	Mulching	SY	3,235.000	3,235.000
0060	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0062	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0064	628.7005	Inlet Protection Type A	EACH	2.000	2.000
0066	628.7015	Inlet Protection Type C	EACH	15.000	15.000
0068	628.7560	Tracking Pads	EACH	2.000	2.000
0070	629.0205	Fertilizer Type A	CWT	2.100	2.100
0072	630.0140	Seeding Mixture No. 40	LB	7.000	7.000
0074	630.0300	Seeding Borrow Pit	LB	38.400	38.400
0076	630.0500	Seed Water	MGAL	72.700	72.700
0078	638.2102	Moving Signs Type II	EACH	1.000	1.000
0080	642.5001	Field Office Type B	EACH	1.000	1.000
0082	643.0410	Traffic Control Barricades Type II	DAY	882.000	882.000
0084	643.0420	Traffic Control Barricades Type III	DAY	2,205.000	2,205.000
0086	643.0705	Traffic Control Warning Lights Type A	DAY	2,394.000	2,394.000
0088	643.0900	Traffic Control Signs	DAY	7,308.000	7,308.000
0090	643.0920	Traffic Control Covering Signs Type II	EACH	2.000	2.000
0092	643.1000	Traffic Control Signs Fixed Message	SF	13.000	13.000
0094	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0096	643.5000	Traffic Control	EACH	1.000	1.000
0098	644.1420	Temporary Pedestrian Surface Plywood	SF	150.000	150.000

5207-00-70

Line	Item	Item Description	Unit	Total	Qty
0100	644.1601	Temporary Pedestrian Curb Ramp	DAY	20.000	20.000
0102	644.1810	Temporary Pedestrian Barricade	LF	180.000	180.000
0104	646.1005	Marking Line Paint 4-Inch	LF	2,850.000	2,850.000
0106	646.6005	Marking Stop Line Paint 12-Inch	LF	20.000	20.000
0108	646.7405	Marking Crosswalk Paint Transverse Line 6-Inch	LF	1,750.000	1,750.000
0110	650.4000	Construction Staking Storm Sewer	EACH	2.000	2.000
0112	650.4500	Construction Staking Subgrade	LF	668.000	668.000
0114	650.5000	Construction Staking Base	LF	668.000	668.000
0116	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,150.000	1,150.000
0118	650.9000	Construction Staking Curb Ramps	EACH	22.000	22.000
0120	650.9910	Construction Staking Supplemental Control (project) 01. 5207-00-70	LS	1.000	1.000
0122	690.0150	Sawing Asphalt	LF	490.000	490.000
0124	690.0250	Sawing Concrete	LF	590.000	590.000
0126	740.0440	Incentive IRI Ride	DOL	1,321.000	1,321.000
0128	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0130	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0132	SPV.0060	Special 01. Verify Landmark Reference Monuments	EACH	1.000	1.000
0134	SPV.0060	Special 02. Landmark Reference Monuments Special	EACH	1.000	1.000
0136	SPV.0060	Special 03. Research and Locate Existing Land Parcel Monuments	EACH	10.000	10.000
0138	SPV.0060	Special 04. Verify and Replace Existing Land Parcel Monuments	EACH	10.000	10.000
0140	SPV.0060	Special 05. Storm Sewer Tap	EACH	1.000	1.000
0142	SPV.0090	Special 01. Concrete Curb & Gutter 24-Inch Type D	LF	1,150.000	1,150.000

3

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION - STATION	204.0100 SY
0010	9+50 - 26+94	120

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STATION - STATION	204.0120 SY
0010	9+50 - 20+26	4,650

REMOVING CURB & GUTTER

CATEGORY	STATION - STATION	204.0150 LF
0010	9+50 - 26+94	1,150

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION - STATION	204.0155 SY
0010	9+50 - 26+94	360

REMOVING STORM SEWER

CATEGORY	STATION - STATION	LOCATION	204.0245 .01 18-INCH LF
0010	25+69 - 25+81	RT	12

EXCAVATION COMMON

CATEGORY	STATION - STATION	LOCATION	205.0100 EXCAVATION COMMON CY	* 305.0130 BASE AGGREGATE DENSE 3-INCH TON	FILL CY	WASTE CY
0010	9+50 - 26+94	CURB AND GUTTER REPLACEMENT	260	---	--	260
	9+50 - 26+94	SIDEWALK REPLACEMENT	92	---	--	92
	9+50 - 26+94	DRIVEWAY REPLACEMENT	66	---	--	66
	20+26 - 26+94	LT/RT	1,410	---	--	1,410
	9+50 - 26+94	EXCAVATION BELOW SUBGRADE (EBS)	1,020	1,885	--	1,020
	TOTALS		2,848	1,885	0	2,848

NOTE: EBS TO BE BACKFILLED WITH BASE AGGREGATE DENSE 3-INCH

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100 EACH
0010	.01 5207-00-70	1

3

BASE AGGREGATE DENSE

CATEGORY	STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	305.0130 * BASE AGGREGATE DENSE 3-INCH TON	624.0100 WATER MGAL
0010	9+50 - 26+94	CURB AND GUTTER REPLACEMENT	--	160	--	1.6
	9+50 - 26+94	SIDEWALK REPLACEMENT	85	--	--	0.9
	9+50 - 26+94	DRIVEWAY REPLACEMENT	--	61	--	0.6
	9+50 - 20+26	UNDISTRIBUTED	--	140	--	1.4
	20+26 - 26+94	LT/RT	--	920	920	18.4
		TOTALS	85	1,281	920	22.9

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

STORM SEWER PIPE CLASS III-A

CATEGORY	STATION	LOCATION	608.3012 12-INCH LF	608.3018 18-INCH LF
0010	25+75	LT	8	---
	25+75	RT	---	13
		TOTALS	8	13

3

CONCRETE DRIVEWAY 6-INCH

CATEGORY	STATION	LOCATION	416.0160 SY
0010	12+12	RT	8
	12+33	LT	14
	13+54	LT	22
	14+32	RT	8
	14+71	LT	10
	17+89	LT	4
	20+64	LT	17
	21+37	RT	59
	23+58	RT	23
		TOTAL	165

ASPHALTIC ITEMS

CATEGORY	STATION - STATION	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	455.0605 TACK COAT GAL	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010	9+50 - 20+26	520	520	230	---
	20+26 - 26+94	505	335	150	---
	PARKING LOTS / DRIVEWAYS	---	---	---	4
	TOTALS	1,025	855	380	4

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

CONCRETE CURB PEDESTRIAN

CATEGORY	STATION - STATION	LOCATION	601.0600 LF
0010	16+84 - 16+91	RT	7
	19+46 - 19+61	LT	30
	22+79 - 23+04	RT	25
	23+50 - 23+55	LT	5
		TOTAL	67

SIDEWALK ITEMS

CATEGORY	STATION - STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
0010	9+50 - 26+94	LT & RT	3,110	220	22

3

INLET COVERS TYPE H-S

CATEGORY	STATION	LOCATION	611.0639 EACH
0010	25+72	RT	1
	25+75	RT	1
	25+82	LT	1
		TOTAL	3

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT	618.0100 EACH
0020	.01 5207-00-70	1

MOBILIZATION

CATEGORY	PROJECT	619.1000 EACH
0010	5207-00-70	1

STORM SEWER SUMMARY

CATEGORY	STATION	LOCATION	611.3230 INLETS 2X3-FT EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	25+72	RT	1	1
	25+75	LT	1	1
		TOTALS	2	2

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0205 FERTILIZER TYPE A CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL
0010	9+50 - 26+94	LT/RT	313	313	0.2	5.6	---	7.0
	UNDISTRIBUTED	-	78	78	0.1	1.4	---	1.8
	WASTE SITE	-	---	2,844	1.8	---	38.4	63.9
		TOTALS	391	3,235	2.1	7.0	38.4	72.7

ADJUSTING INLET COVERS

CATEGORY	STATION	LOCATION	611.8115 EACH
0010	9+53	LT	1
	9+57	RT	1
	13+06	RT	1
	13+09	LT	1
	16+27	RT	1
	16+27	LT	1
	19+54	LT	1
	19+59	RT	1
	20+23	RT	1
	22+82	RT	1
	22+83	LT	1
	25+81	RT	1
	25+82	LT	1
		TOTAL	13

EROSION CONTROL MOBILIZATIONS

CATEGORY	PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	5207-00-70	3	2

INLET PROTECTION

CATEGORY	STATION	LOCATION	628.7005 TYPE A EACH	628.7015 TYPE C EACH
0010	9+53	LT	---	1
	9+57	RT	---	1
	13+06	RT	---	1
	13+09	LT	---	1
	16+27	RT	---	1
	16+27	LT	---	1
	19+54	LT	---	1
	19+59	RT	---	1
	20+23	RT	---	1
	22+82	RT	---	1
	22+83	LT	---	1
	25+72	RT	1	1
	25+75	LT	1	1
	25+81	RT	---	1
	25+82	LT	---	1
		TOTALS	2	15

TRAFFIC CONTROL AND ADVANCED WARNING ITEMS

CATEGORY	STAGE	DURATION (DAYS)	643.0410 TRAFFIC CONTROL BARRICADES TYPE II EACH	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAYS
0010	ADVANCED WARNING (PCMS)	7	---	---	---	---	---	---	---	---	---	2	14
	TRAFFIC CONTROL ADVANCED WARNING	63	---	---	21	1,323	24	1,512	21	1,323	---	---	---
	DETOUR ROUTE	63	---	---	---	---	---	---	75	4,725	2	---	---
	PEDESTRAIN ACCOMMODATIONS	63	14	882	14	882	14	882	20	1,260	---	---	---
	TOTALS			882		2,205		2,394		7,308	2		14

* ONE CYCLE REQUIRED

3

FIELD OFFICE TYPE B

CATEGORY	PROJECT	642.5001 EACH
0010	5207-00-70	1

TEMPORARY PEDESTRIAN FACILITIES

CATEGORY	LOCATION	644.1420 TEMPORARY PEDESTRIAN SURFACE PLYWOOD SF	644.1601 TEMPORARY CURB RAMP DAY	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
0010	UNDISTRIBUTED	150	20	180

TRACKING PADS

CATEGORY	LOCATION	628.7560 EACH
0010	UNDISTRIBUTED	2

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	LOCATION	643.1000 SF
0010	CTH K & CTH G INTERSECTION	13

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	5207-00-70	1

MOVING SIGNS TYPE II

CATEGORY	STATION	LOCATION	638.2102 EACH
0010	9+75	32' LT	1

3

PAVEMENT MARKING ITEMS

CATEGORY	LOCATION	646.1005 MARKING LINE PAINT (4-INCH DOUBLE YELLOW) LF	646.6005 MARKING STOP LINE PAINT 12-INCH LF	646.7405 MARKING CROSSWALK PAINT TRANSVERSE LINE 6-INCH LF
0010	K STREET	2,850	20	1,750

SAWING SUMMARY

CATEGORY	STATION	- STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	9+50	- 26+94	RT/LT	490	590

CONSTRUCTION STAKING SUMMARY

CATEGORY	STATION	- STATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	9+50	- 20+26	---	---	620
	20+26	- 26+94	668	668	530
	TOTALS		668	668	1,150

REFERENCE MONUMENTS SUMMARY

CATEGORY	STATION	APPROXIMATE LOCATION	SPV.0060.01 VERIFY LANDMARK REFERENCE MONUMENTS EACH	SPV.0060.02 LANDMARK REFERENCE MONUMENTS SPECIAL EACH
0010	13+28.47	0.23' LT	1	1

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

CATEGORY	PROJECT	650.9910 LS
0010	.01 5207-00-70	1

STORM SEWER TAP

CATEGORY	STATION	LOCATION	SPV.0060.05 EACH
0010	25+81	21' LT	1

PROPERTY PIN MONUMENT SUMMARY

CATEGORY	STATION	APPROXIMATE LOCATION	SPV.0060.03 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS EACH	SPV.0060.04 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH
0010	9+65	33' LT	1	1
	10+32	33' LT	1	1
	16+31	33' RT	1	1
	16+30	33' LT	1	1
	16+97	33' RT	1	1
	16+96	33' LT	1	1
	19+60	33' LT	1	1
	20+26	33' LT	1	1
	22+89	33' LT	1	1
	23+55	33' LT	1	1
	TOTALS		10	10

CONCRETE CURB & GUTTER 24-INCH TYPE D

CATEGORY	STATION	- STATION	LOCATION	SPV.0090.01 LF
0010	9+50	- 26+94	RT/LT	1,150

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	MARK R. & CINDY E. BERBERICH	TLE	18
2	PAULA J. STODDARD	TLE	70

UTILITY INTERESTS REQUIRED

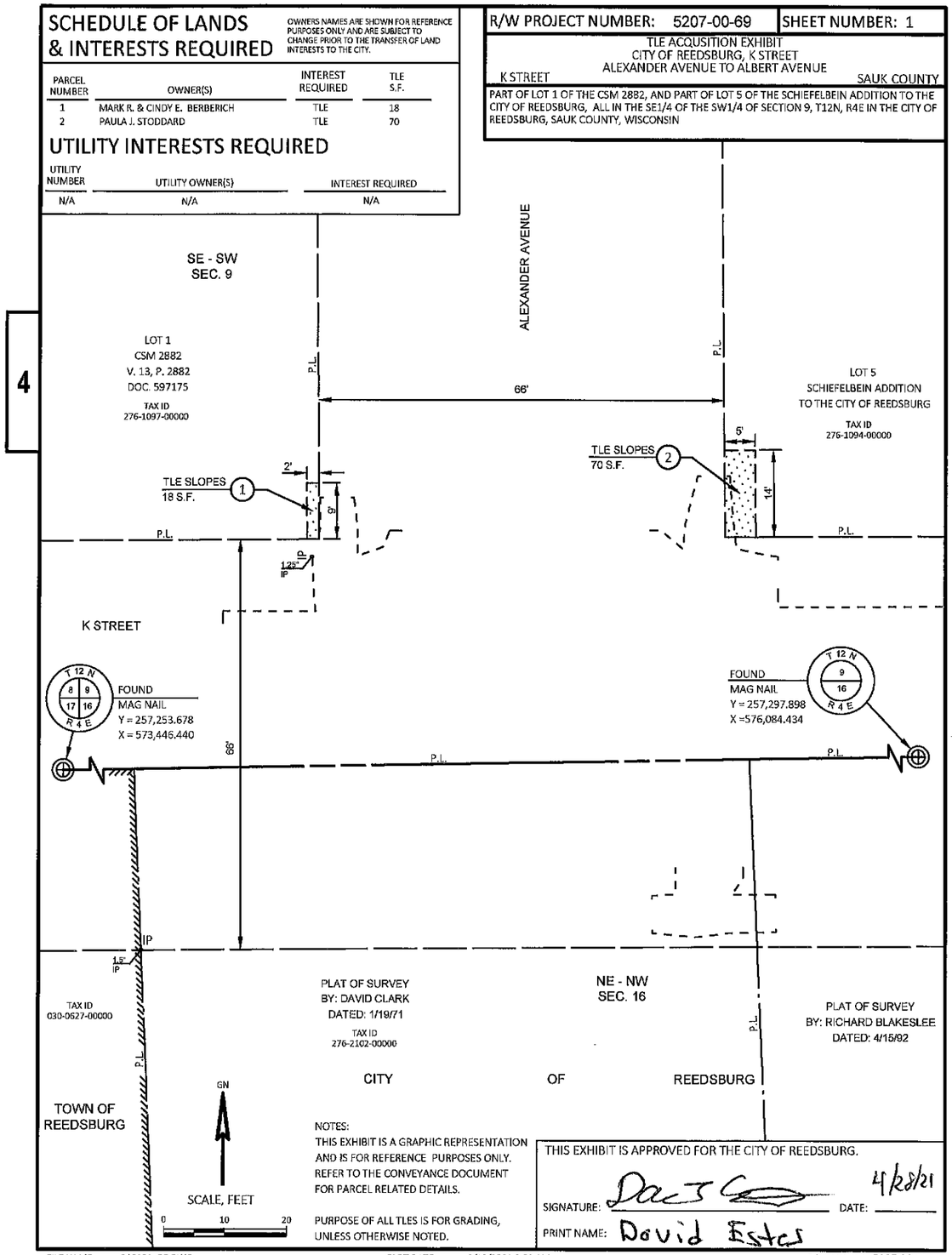
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

R/W PROJECT NUMBER: 5207-00-69 | SHEET NUMBER: 1

TLE ACQUISITION EXHIBIT
CITY OF REEDSBURG, K STREET
ALEXANDER AVENUE TO ALBERT AVENUE

K STREET — SAUK COUNTY

PART OF LOT 1 OF THE CSM 2882, AND PART OF LOT 5 OF THE SCHIEFELBEIN ADDITION TO THE CITY OF REEDSBURG, ALL IN THE SE1/4 OF THE SW1/4 OF SECTION 9, T12N, R4E IN THE CITY OF REEDSBURG, SAUK COUNTY, WISCONSIN



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

PURPOSE OF ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

THIS EXHIBIT IS APPROVED FOR THE CITY OF REEDSBURG.

SIGNATURE: [signature] DATE: 4/28/21

PRINT NAME: David Estes

FILE NAME : 040101_RP.DWG PLOT DATE : 3/19/2021 8:52 AM R/W PROJECT: 5207-00-69

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
3	VERNON J. & CARN NELSON	TLE	74
4	DENNIS J. DUREN	TLE	54
5	WHITCOMB ASSOCIATES LLC	TLE	35
6	ENDRES DEVELOPMENT LLC	TLE	32

UTILITY INTERESTS REQUIRED

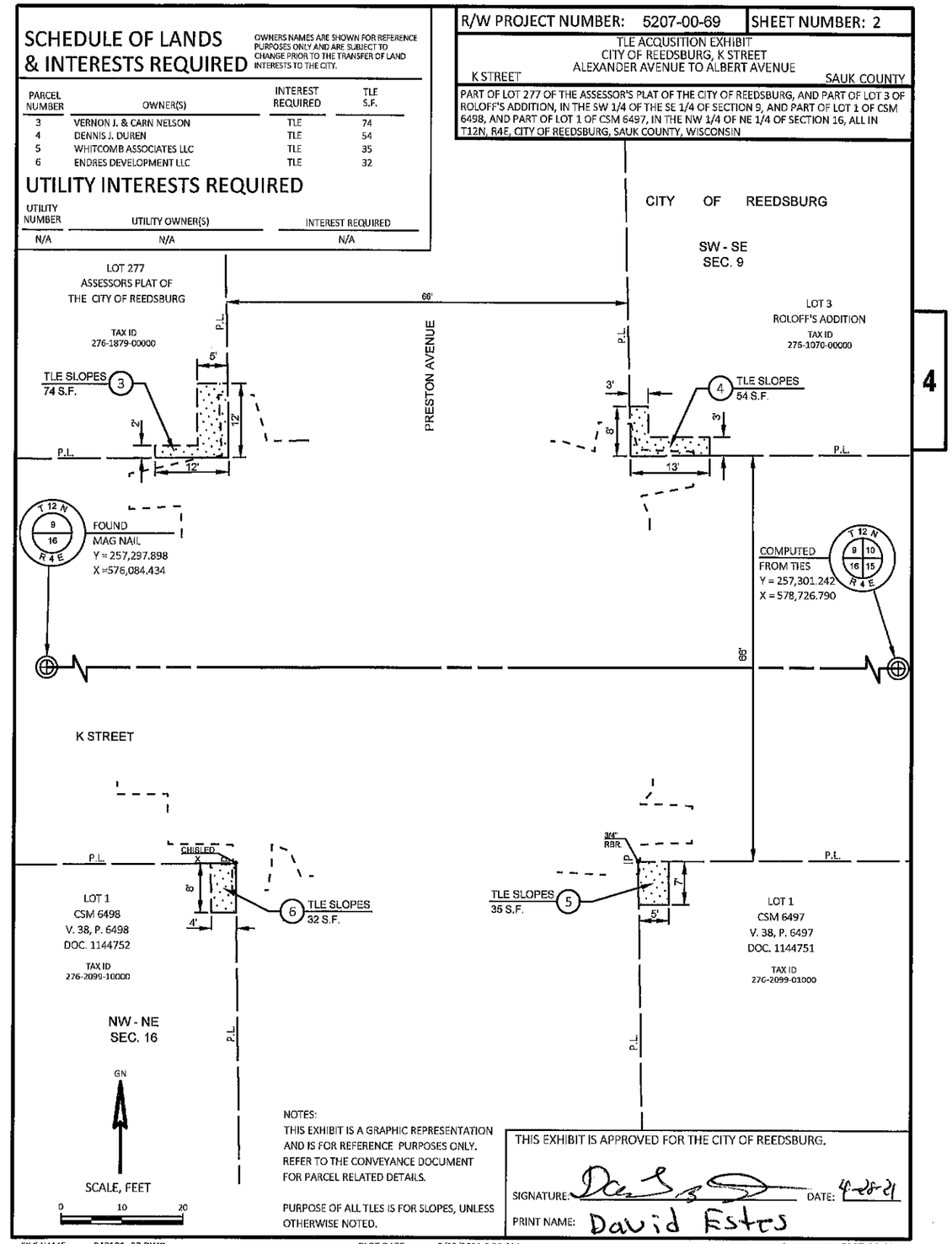
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

R/W PROJECT NUMBER: 5207-00-69 | SHEET NUMBER: 2

TLE ACQUISITION EXHIBIT
CITY OF REEDSBURG, K STREET
ALEXANDER AVENUE TO ALBERT AVENUE

K STREET — SAUK COUNTY

PART OF LOT 277 OF THE ASSESSOR'S PLAT OF THE CITY OF REEDSBURG, AND PART OF LOT 3 OF ROLOFF'S ADDITION, IN THE SW 1/4 OF THE SE 1/4 OF SECTION 9, AND PART OF LOT 1 OF CSM 6498, AND PART OF LOT 1 OF CSM 6497, IN THE NW 1/4 OF NE 1/4 OF SECTION 16, ALL IN T12N, R4E, CITY OF REEDSBURG, SAUK COUNTY, WISCONSIN



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

PURPOSE OF ALL TLES IS FOR SLOPES, UNLESS OTHERWISE NOTED.

THIS EXHIBIT IS APPROVED FOR THE CITY OF REEDSBURG.

SIGNATURE: [signature] DATE: 4-28-21

PRINT NAME: David Estes

FILE NAME : 040101_RP.DWG PLOT DATE : 3/19/2021 8:53 AM R/W PROJECT:

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

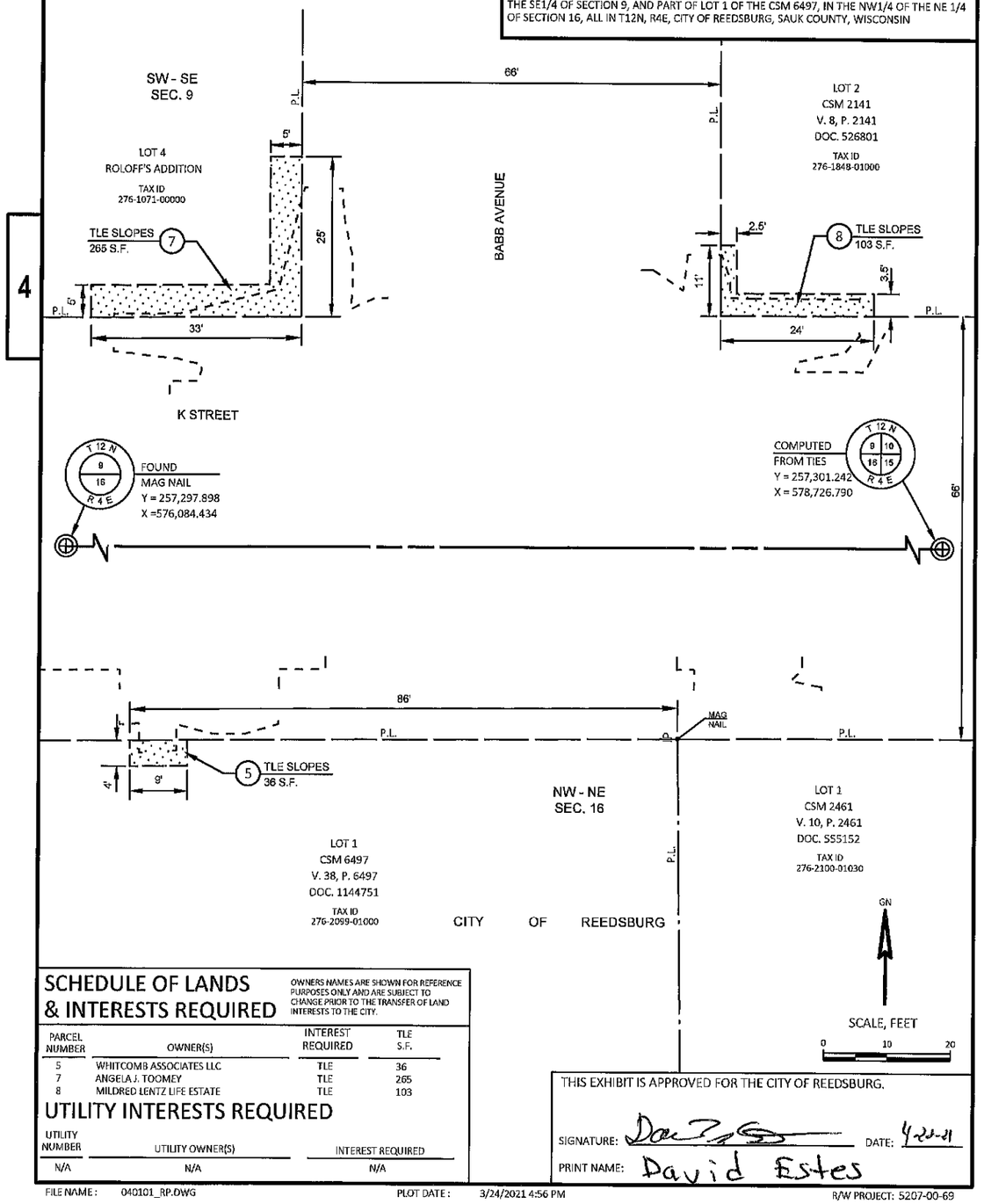
PURPOSE OF ALL TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 5207-00-69 | SHEET NUMBER: 3

TLE ACQUISITION EXHIBIT
CITY OF REEDSBURG, K STREET
ALEXANDER AVENUE TO ALBERT AVENUE

K STREET — SAUK COUNTY

PART OF LOT 4 OF ROLOFF'S ADDITION, AND PART OF LOT 2 OF CSM 2141 IN THE SW1/4 OF THE SE1/4 OF SECTION 9, AND PART OF LOT 1 OF THE CSM 6497, IN THE NW1/4 OF THE NE 1/4 OF SECTION 16, ALL IN T12N, R4E, CITY OF REEDSBURG, SAUK COUNTY, WISCONSIN



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
5	WHITCOMB ASSOCIATES LLC	TLE	36
7	ANGELIA J. TOOMEY	TLE	265
8	MILDRED LENTZ LIFE ESTATE	TLE	103

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS EXHIBIT IS APPROVED FOR THE CITY OF REEDSBURG.

SIGNATURE: [signature] DATE: 4-20-21

PRINT NAME: David Estes

FILE NAME : 040101_RP.DWG PLOT DATE : 3/24/2021 4:56 PM R/W PROJECT: 5207-00-69

4

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

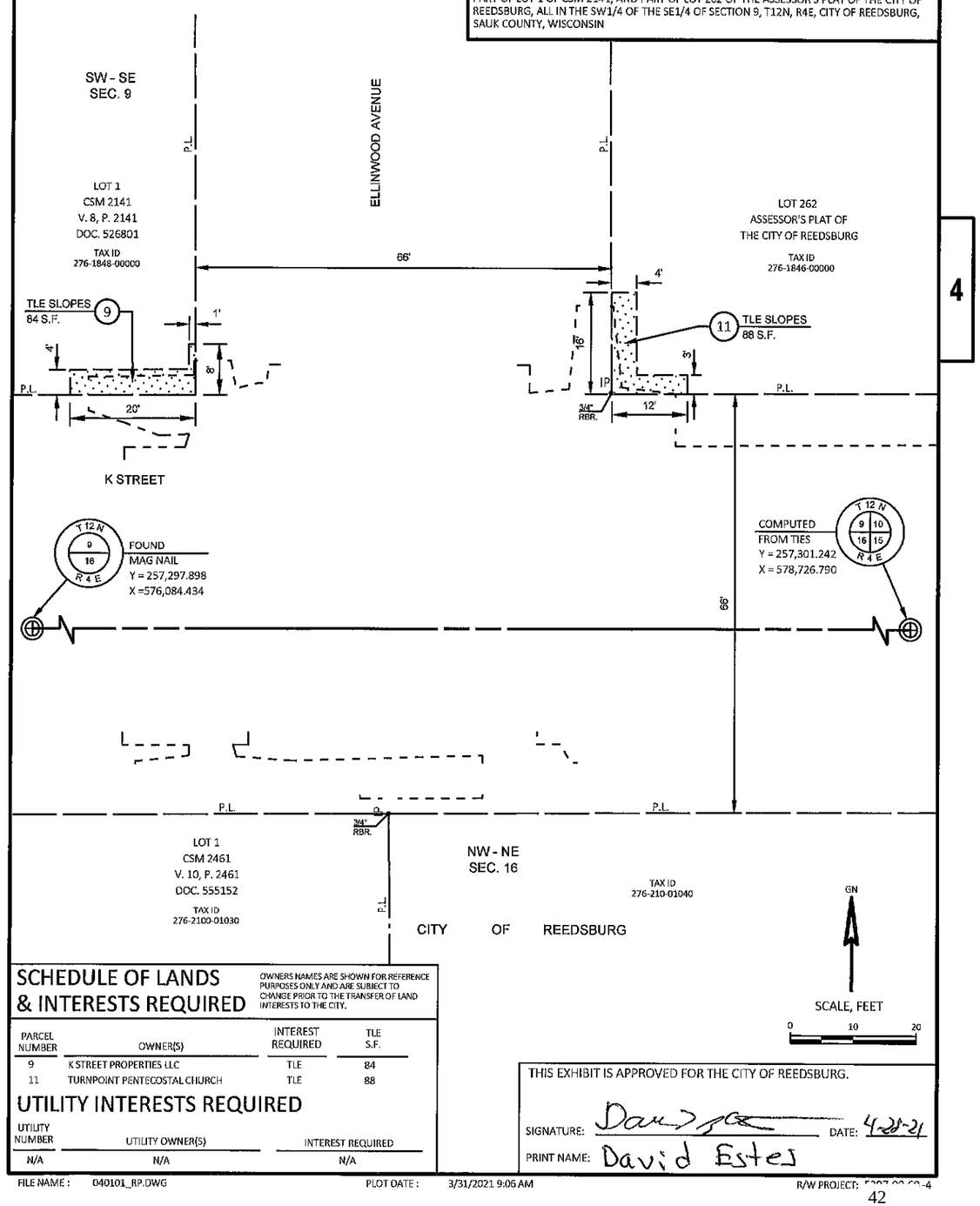
PURPOSE OF ALL TLES IS FOR SLOPES, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 5207-00-69 | SHEET NUMBER: 4

TLE ACQUISITION EXHIBIT
CITY OF REEDSBURG, K STREET
ALEXANDER AVENUE TO ALBERT AVENUE

K STREET — SAUK COUNTY

PART OF LOT 1 OF CSM 2141, AND PART OF LOT 262 OF THE ASSESSOR'S PLAT OF THE CITY OF REEDSBURG, ALL IN THE SW1/4 OF THE SE1/4 OF SECTION 9, T12N, R4E, CITY OF REEDSBURG, SAUK COUNTY, WISCONSIN



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
9	K STREET PROPERTIES LLC	TLE	84
11	TURNPOINT PENTECOSTAL CHURCH	TLE	88

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS EXHIBIT IS APPROVED FOR THE CITY OF REEDSBURG.

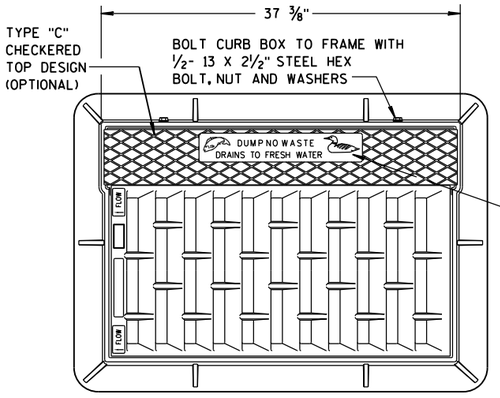
SIGNATURE: [signature] DATE: 4-20-21

PRINT NAME: David Estes

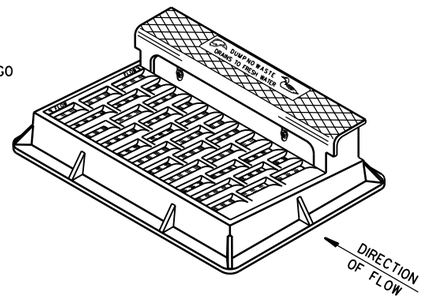
FILE NAME : 040101_RP.DWG PLOT DATE : 3/31/2021 9:06 AM R/W PROJECT: 5207-00-69-4

Standard Detail Drawing List

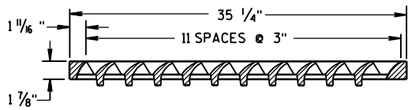
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
13C19-03	HMA LONGITUDINAL JOINTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

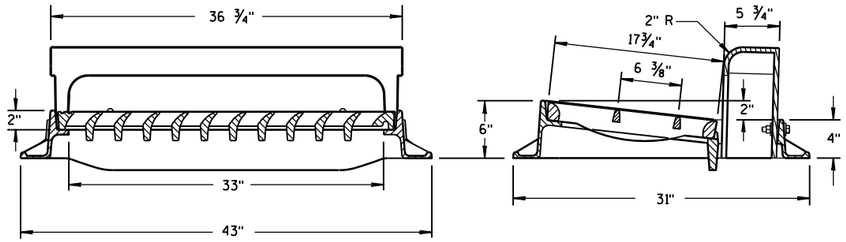


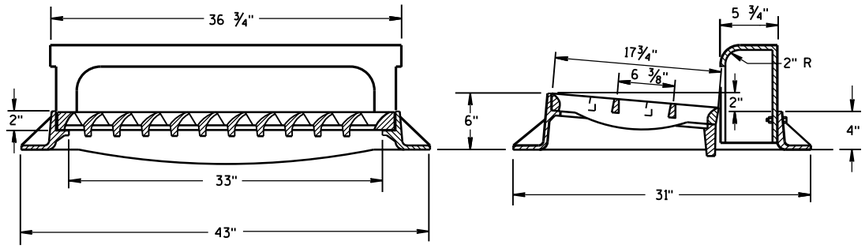
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

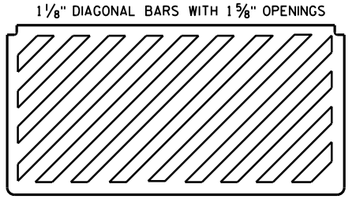






TYPE "H"

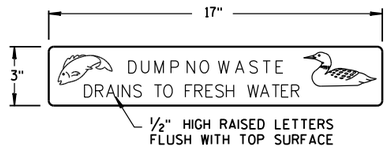
NOTE: EITHER CASTING IS ACCEPTABLE



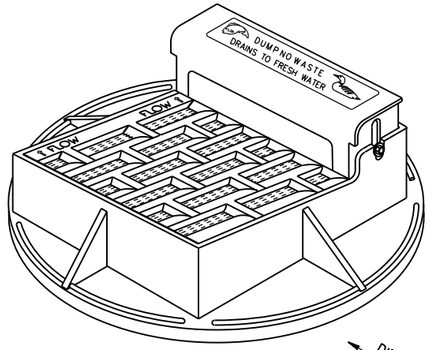
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

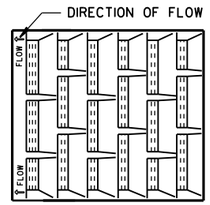
NOTE:
GRATE IS REVERSIBLE.

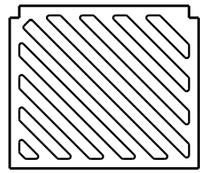
GENERAL NOTES

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

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

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

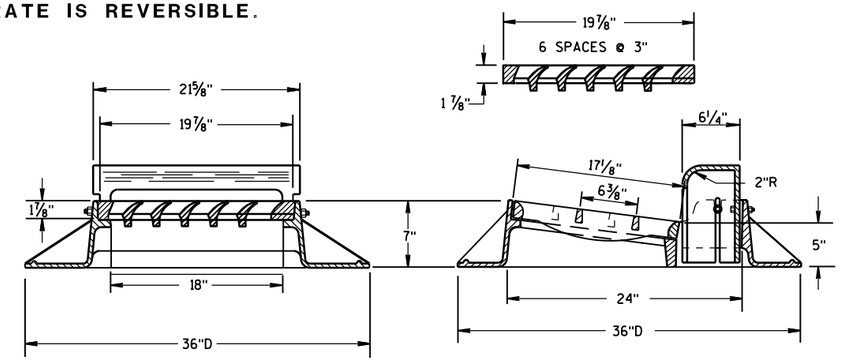




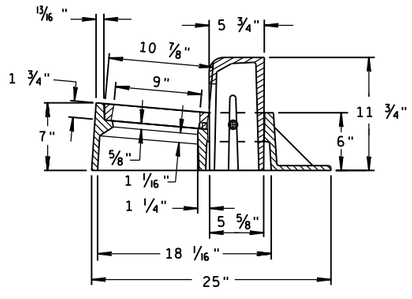
SPECIAL GRATE FOR TYPE "A" COVER

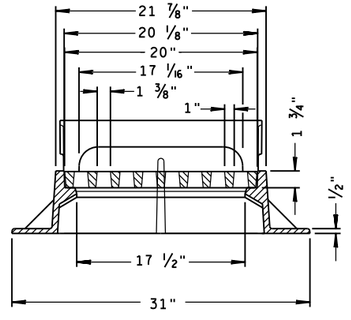
(MEASURES 19 3/4" X 17" X 1 7/8")

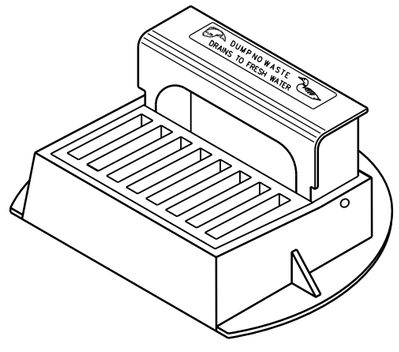
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

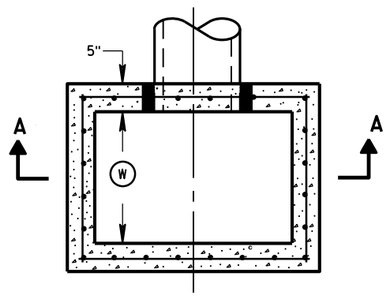
INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

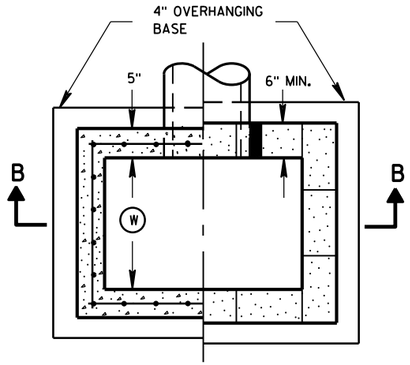
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

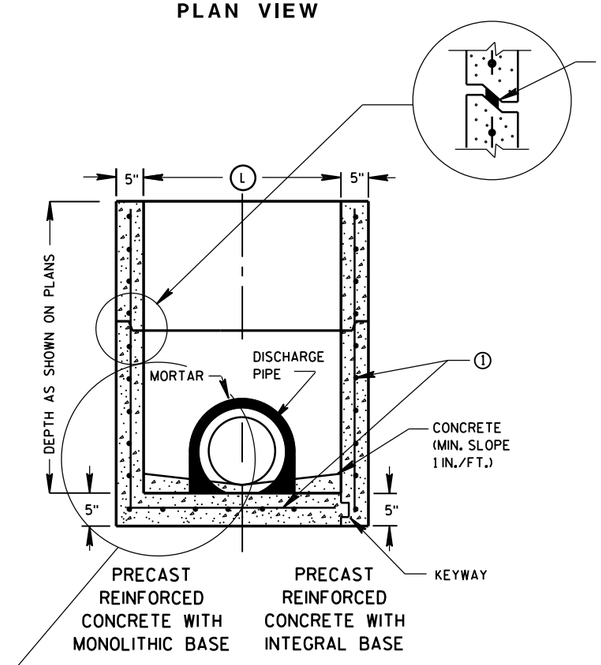
S.D.D. 8 A 5-19a



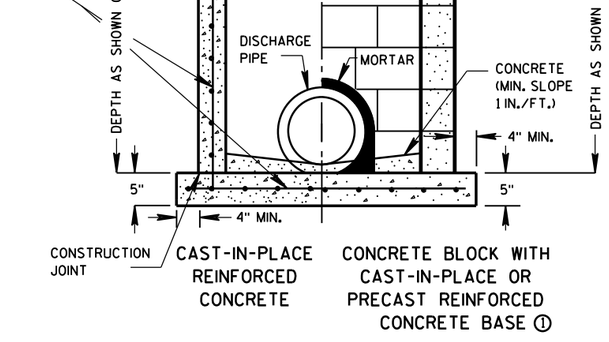
PLAN VIEW



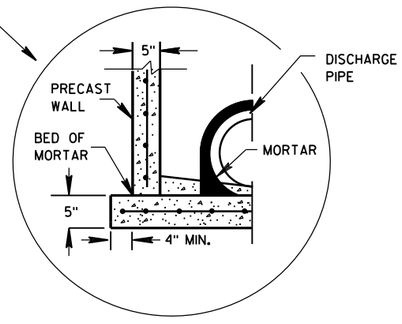
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

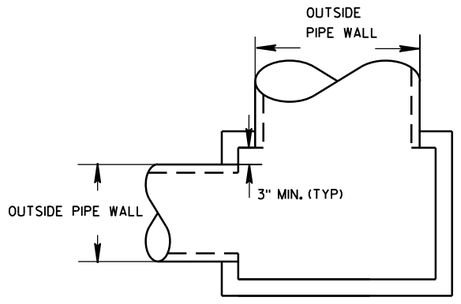
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

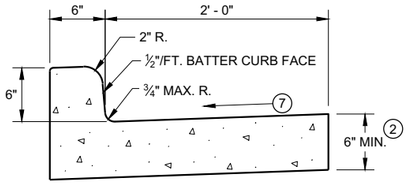
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

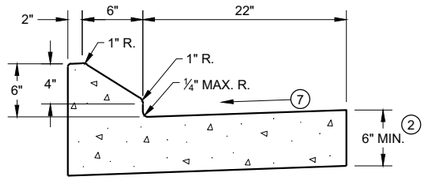
APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

6

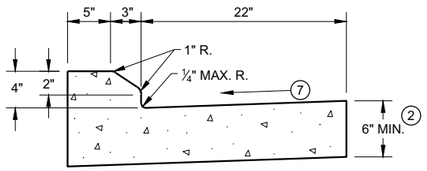
S.D.D. 8 C 7-2



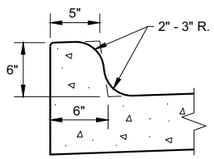
TYPES A (1) & D



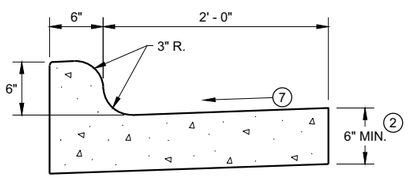
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

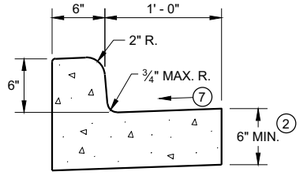


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



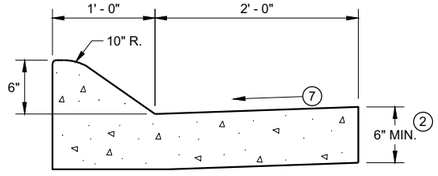
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

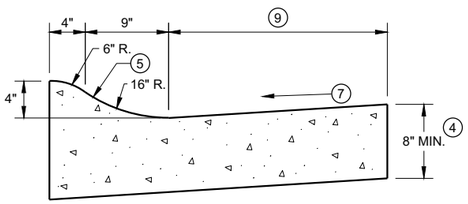
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

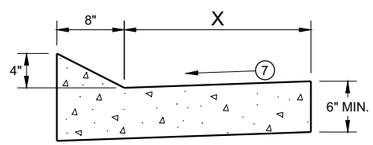
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

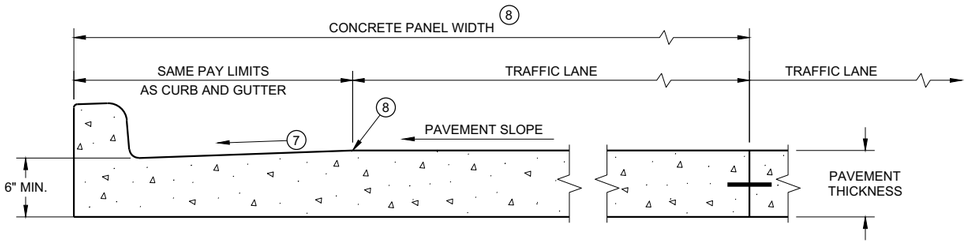


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

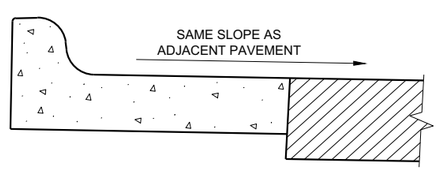
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

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.

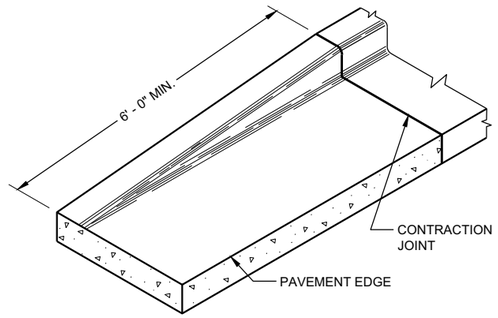
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

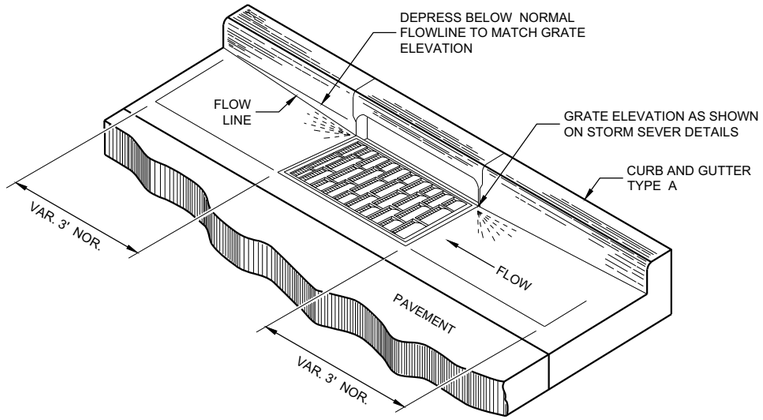
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a
SDD 08D01 - 22a



END SECTIONCURB 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.

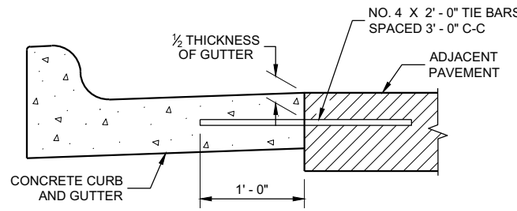
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

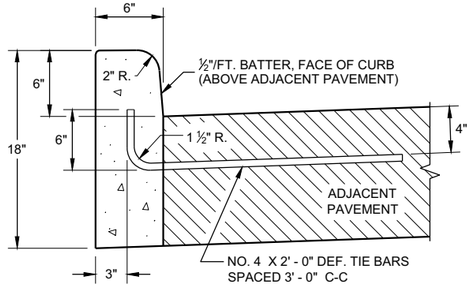
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

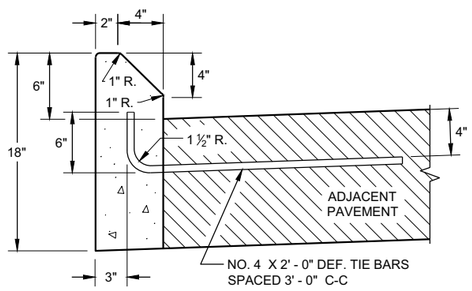
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

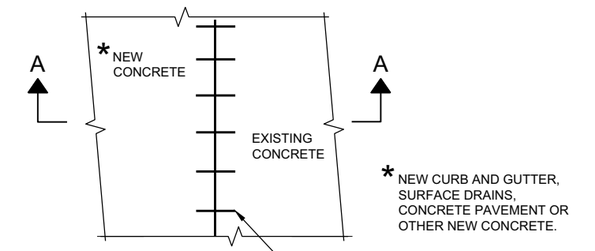


TYPES A (1) & D

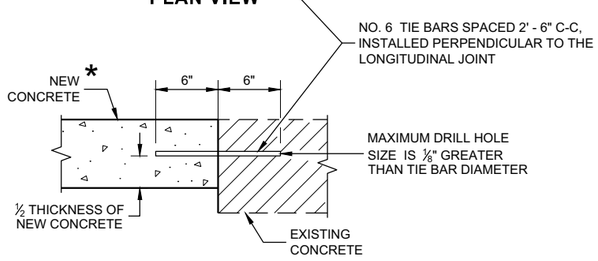


TYPES G (1) & J

CONCRETE CURB

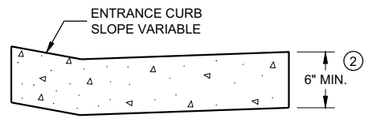


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

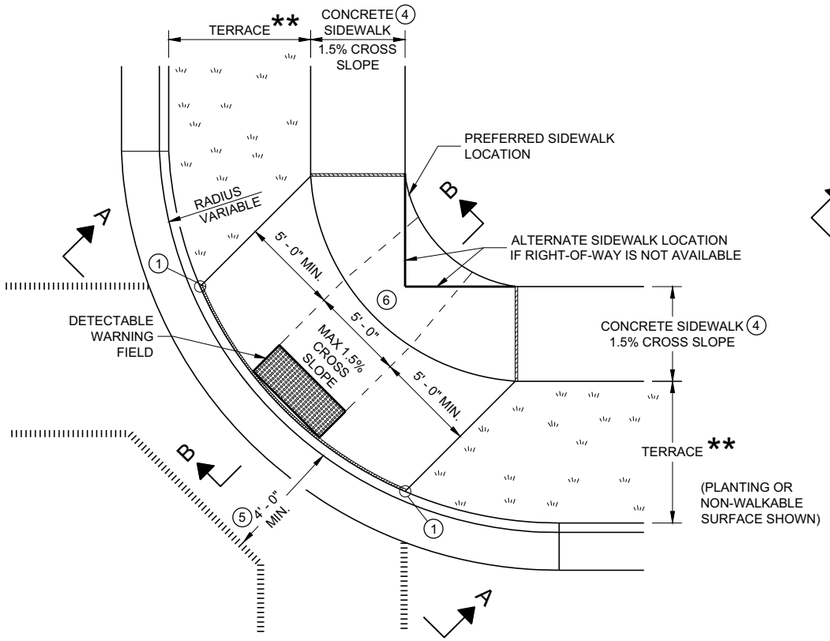
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

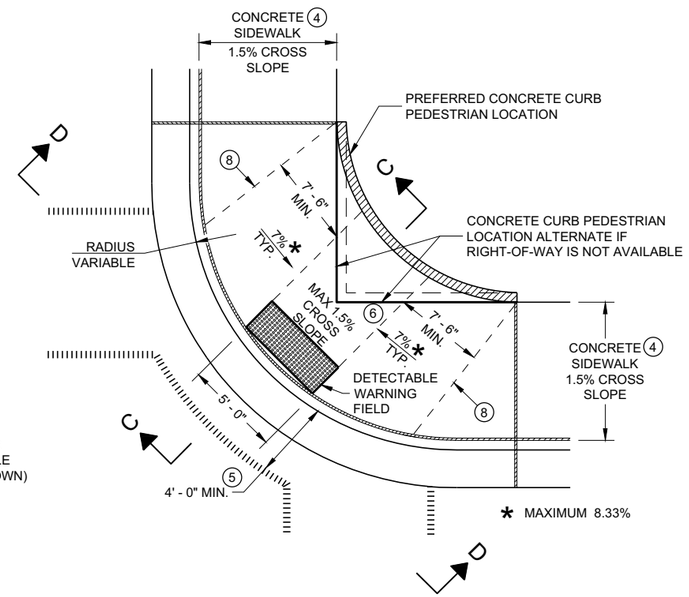
SDD08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

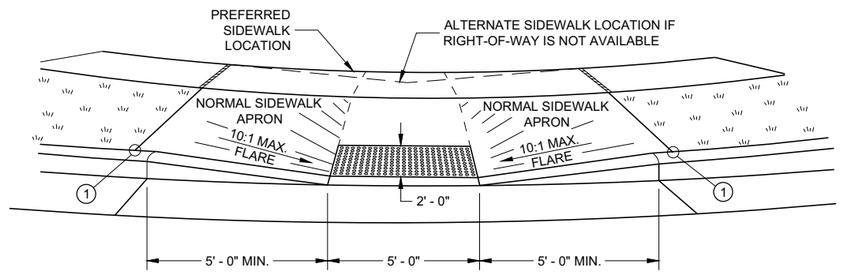
(CENTER OF CORNER RADIUS)



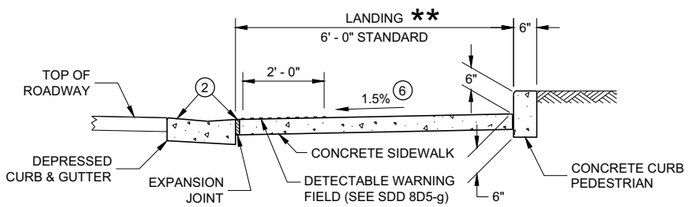
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

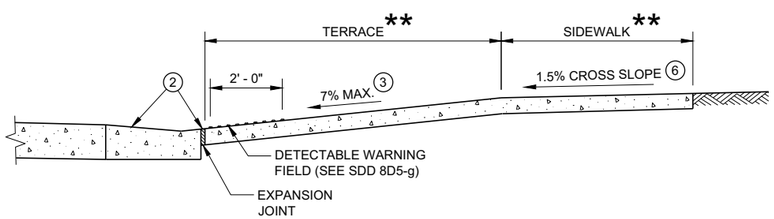


VIEW A - A FOR TYPE 1

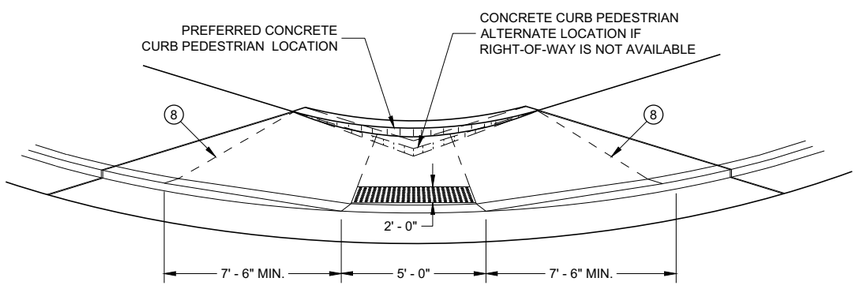


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



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 FILED 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 ¼ - 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.

(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

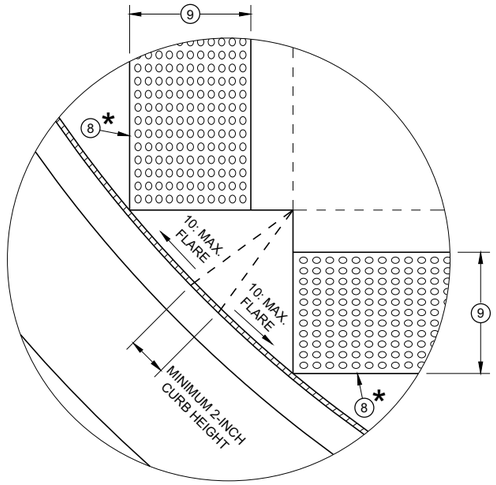
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

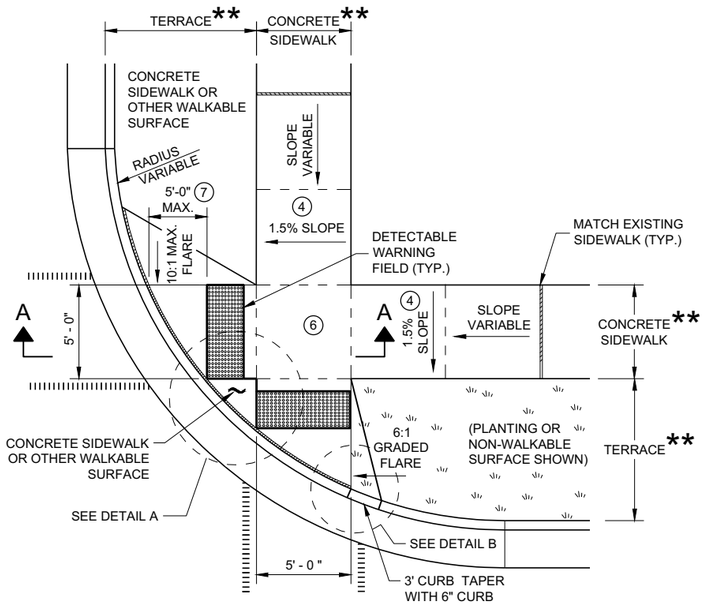
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20a



DETAIL A



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

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 ¼ - 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.

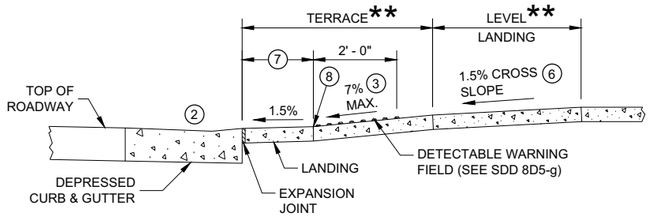
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

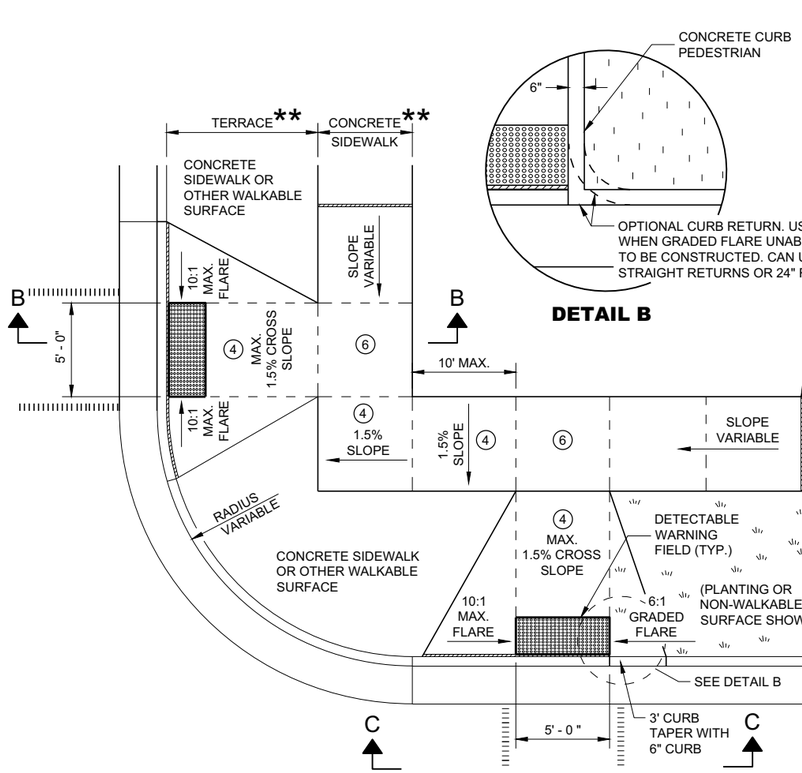
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

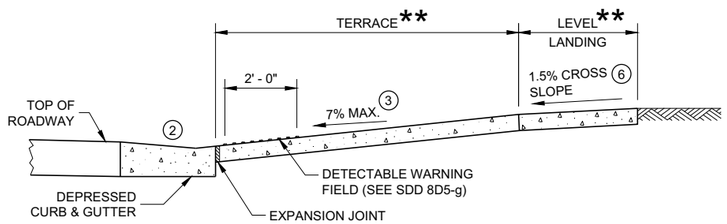
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

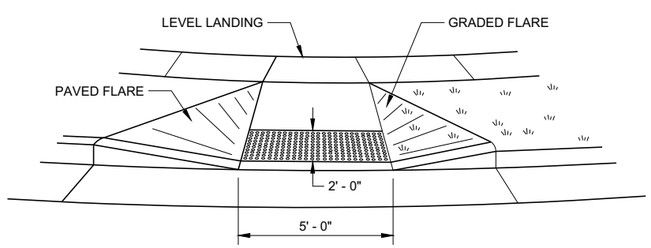
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



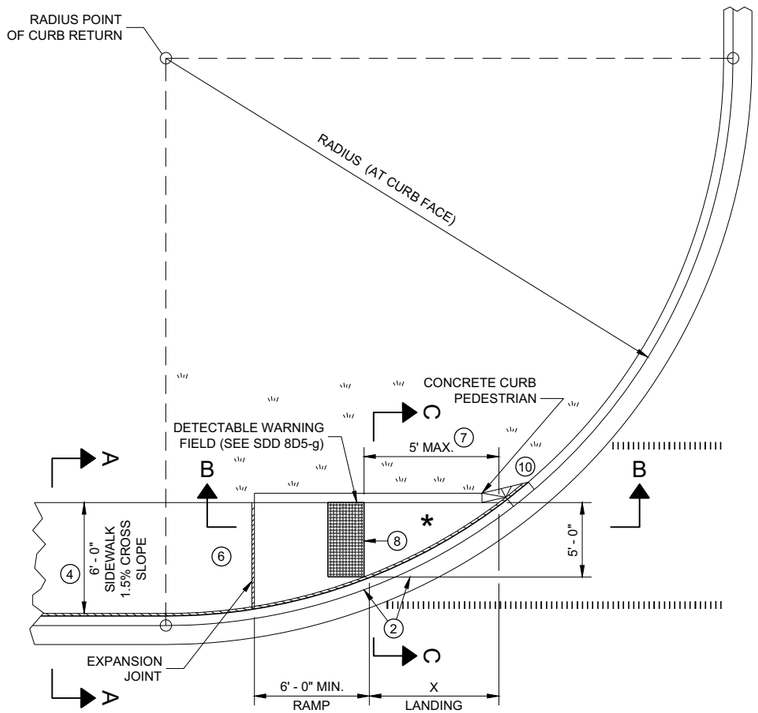
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

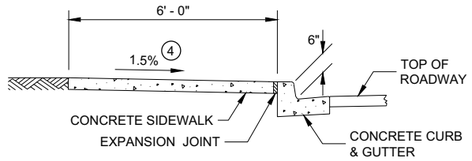


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

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 ¼ - 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.

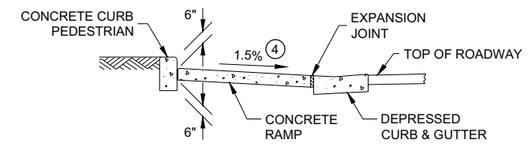
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

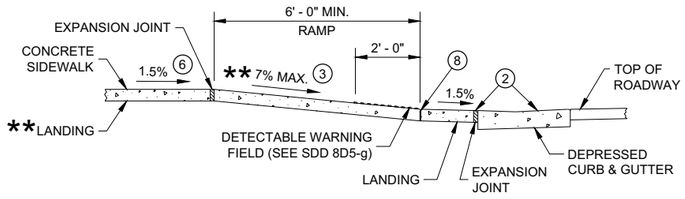
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



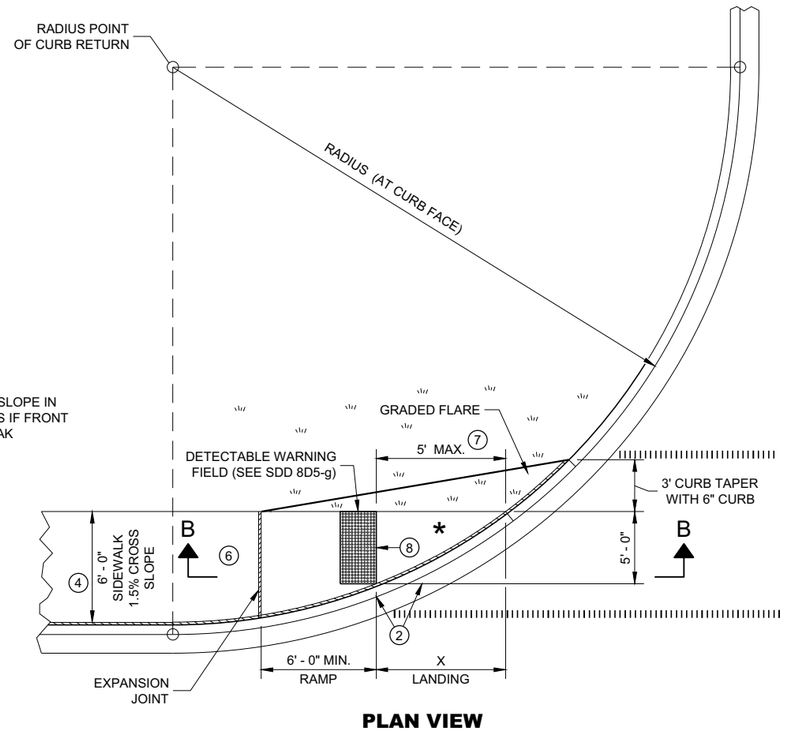
SECTION C - C FOR TYPE 4A



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

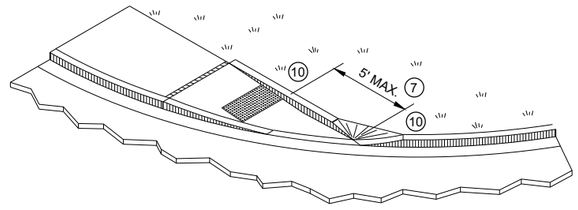
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

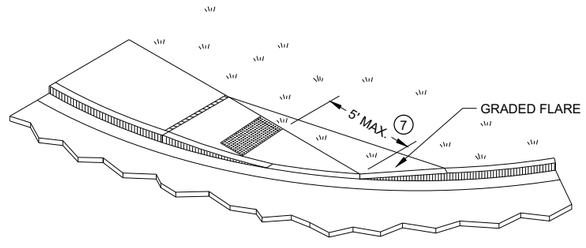


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A

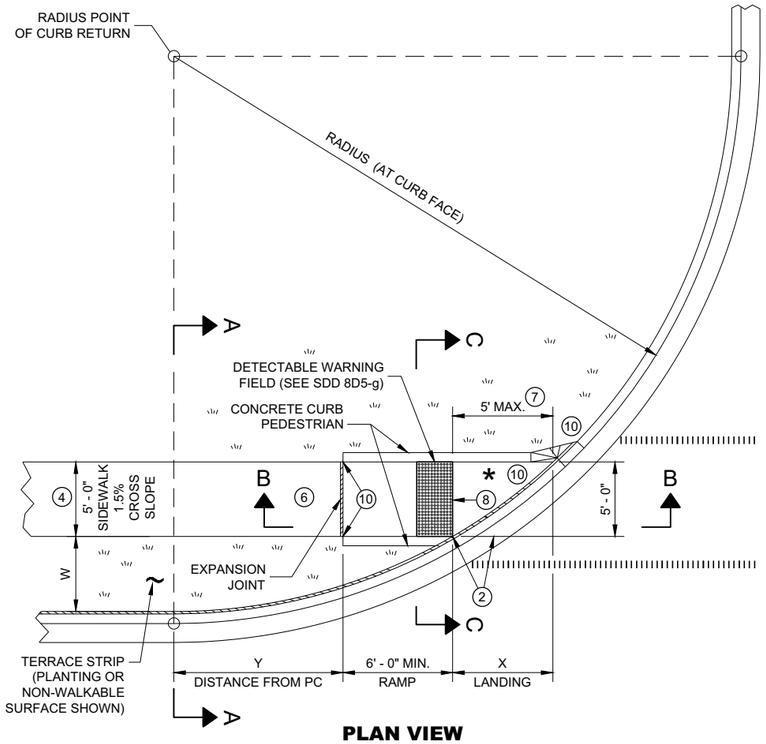


ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

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 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

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

LEGEND

- ½" 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 ¼ - 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.

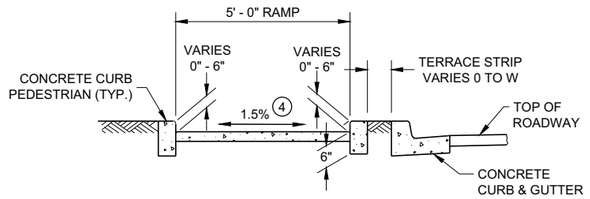
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

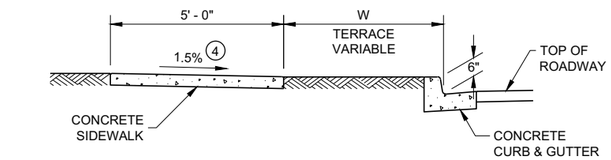
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

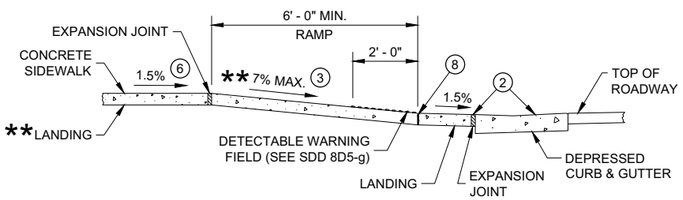
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



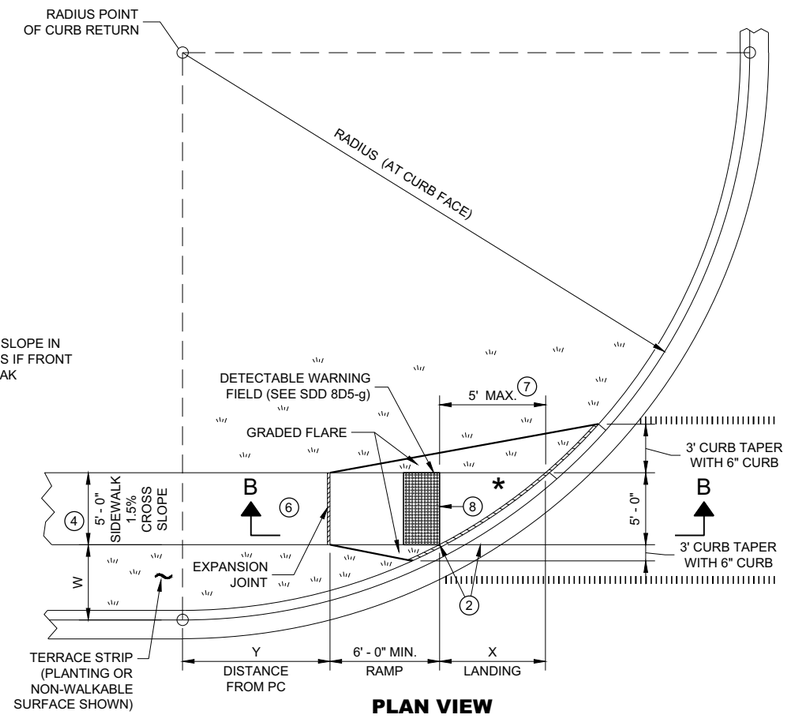
SECTION A - A FOR TYPE 4B



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

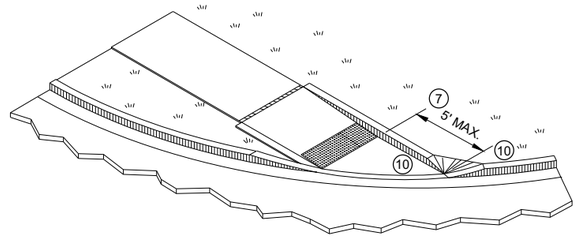
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

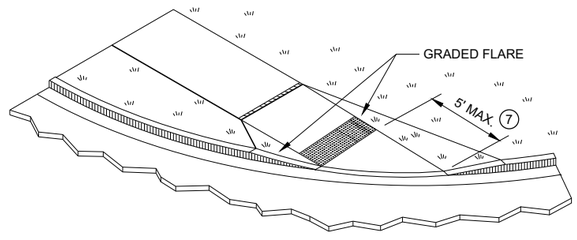


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

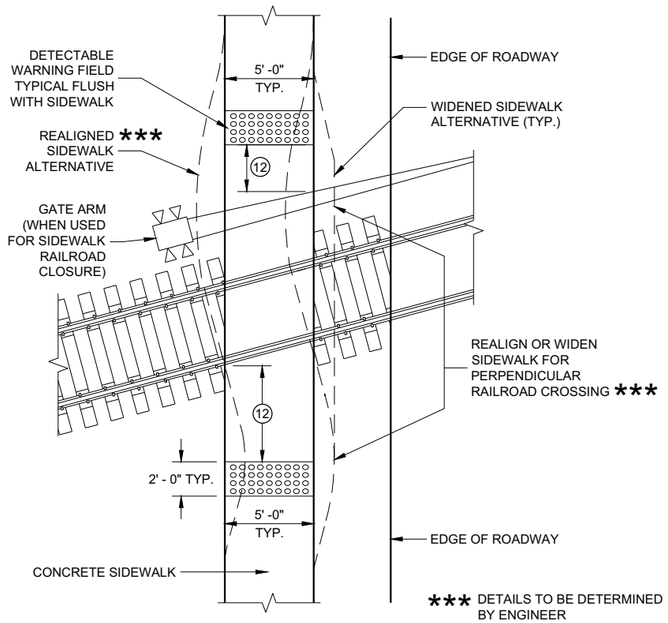
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20d

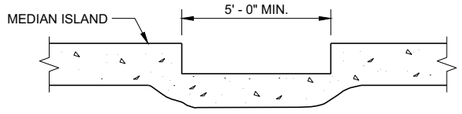
6

SDD 08D05 - 20d

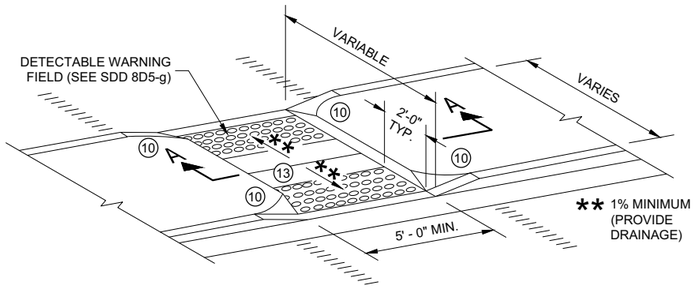


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



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 ¼ - 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.

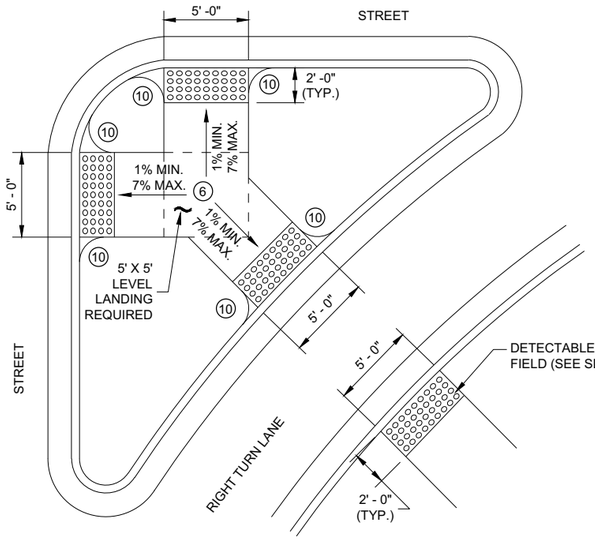
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

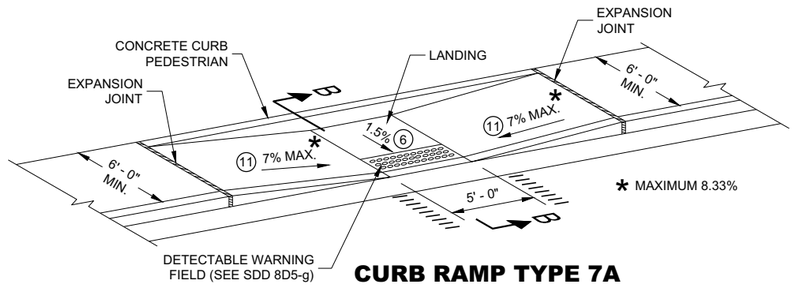
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

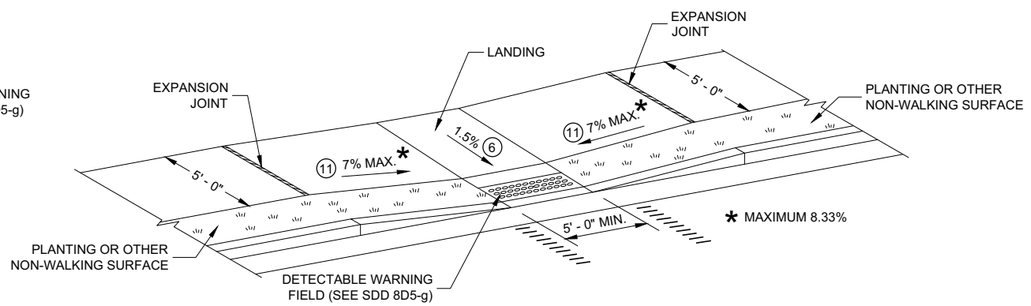
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

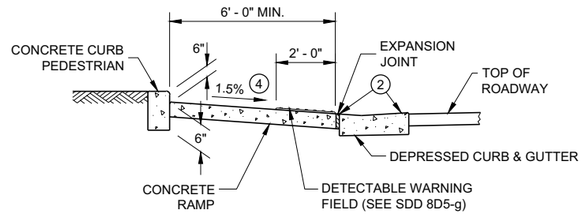
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



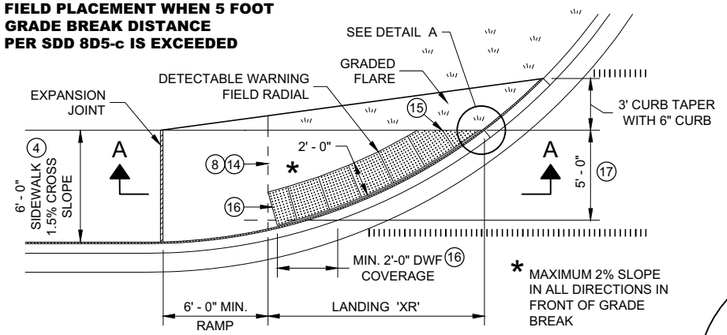
SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05 - 20e

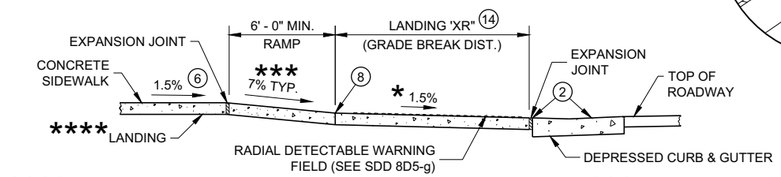
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

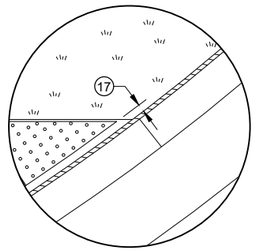
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" 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.

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

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

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

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD 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 ¼ - 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.

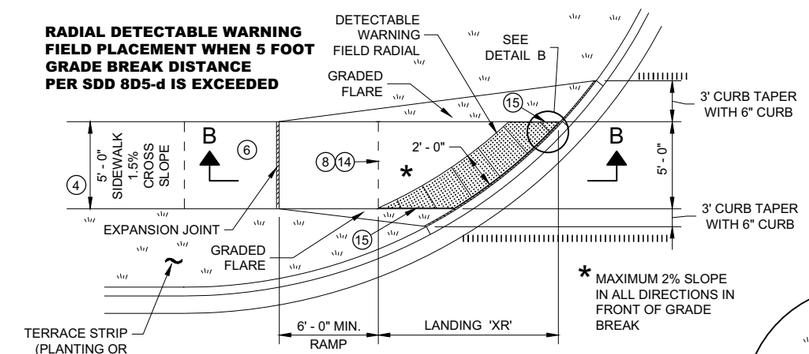
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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 ⅛" 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 WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

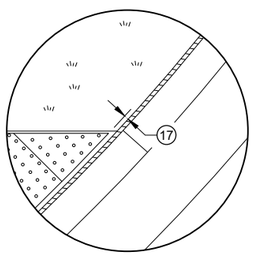
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



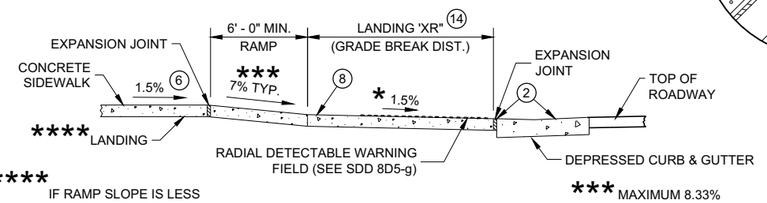
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

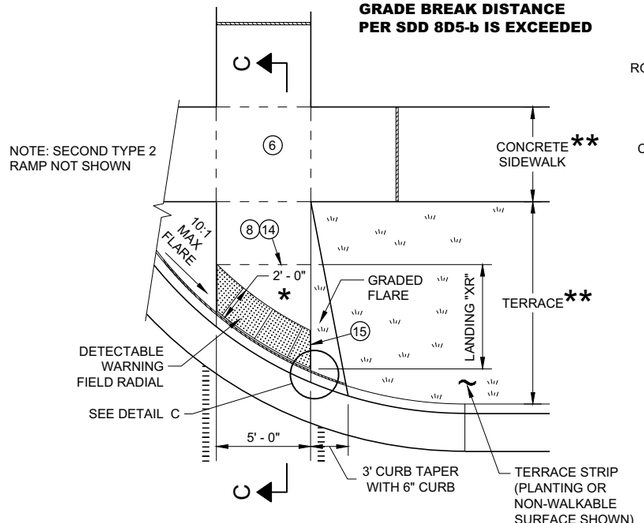


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

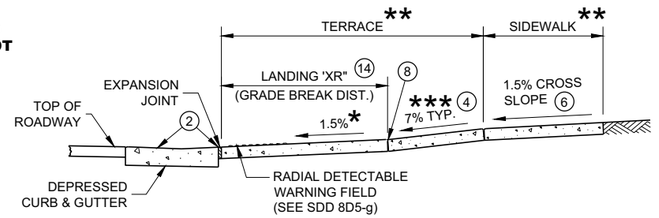


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

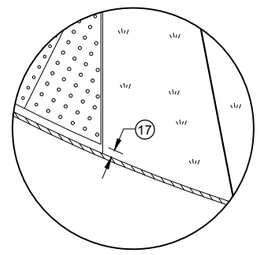


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



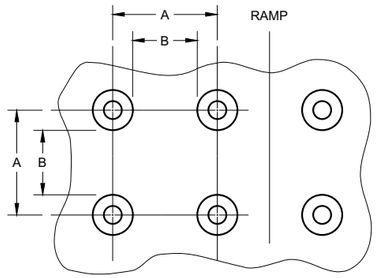
DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

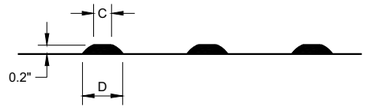
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

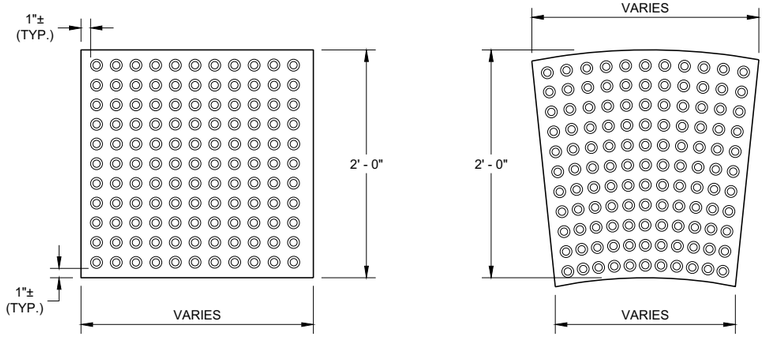


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

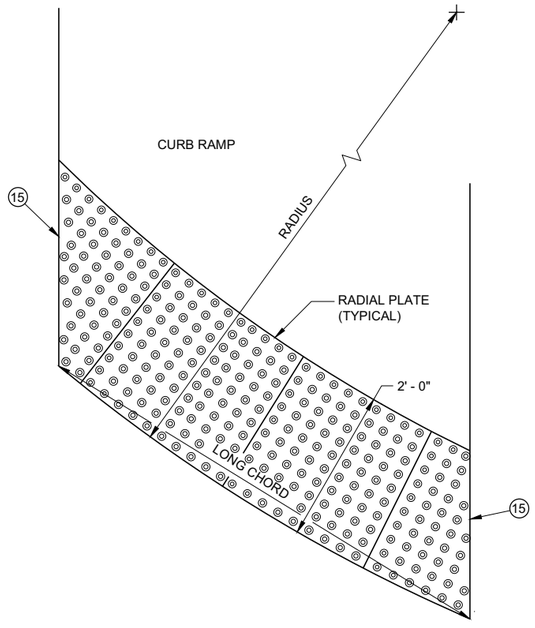
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

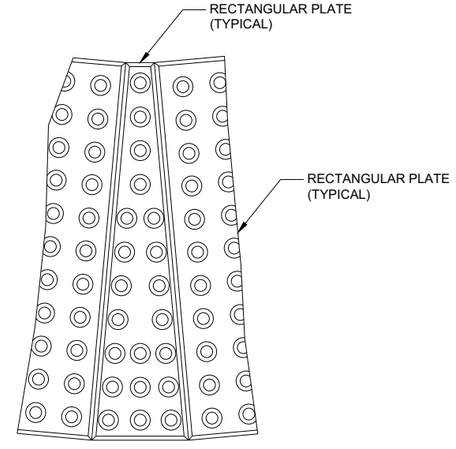
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

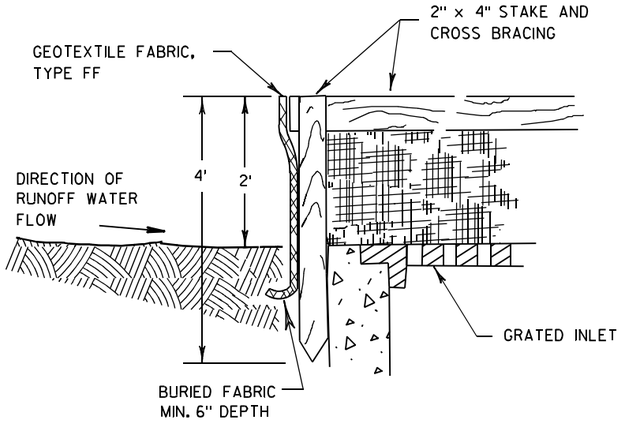
FHWA

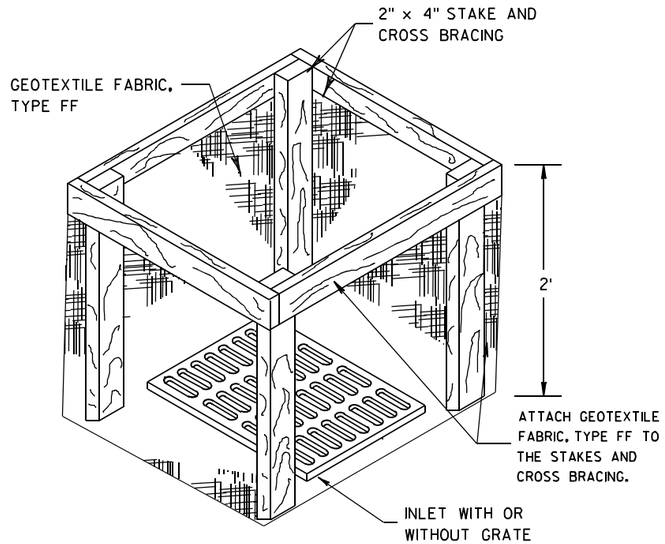
6

SDD 08D05 - 20g

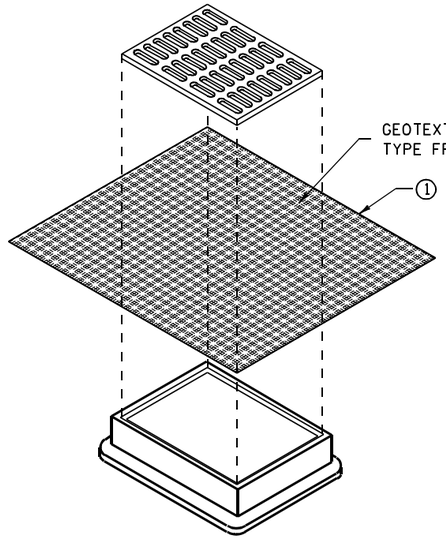
6

SDD 08D05 - 20g



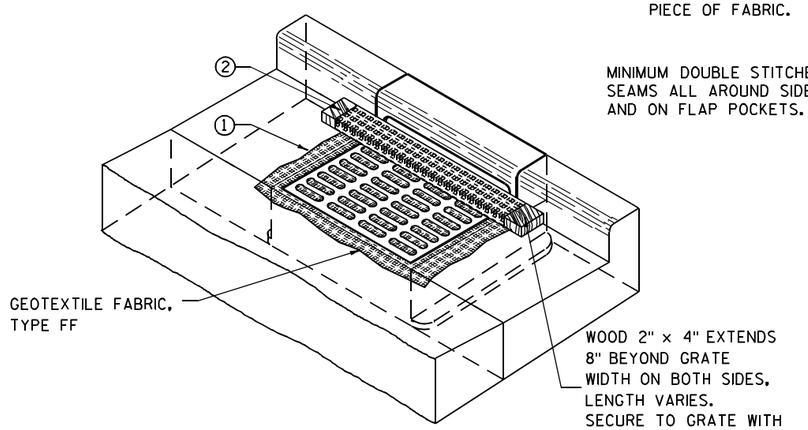


INLET PROTECTION, TYPE A

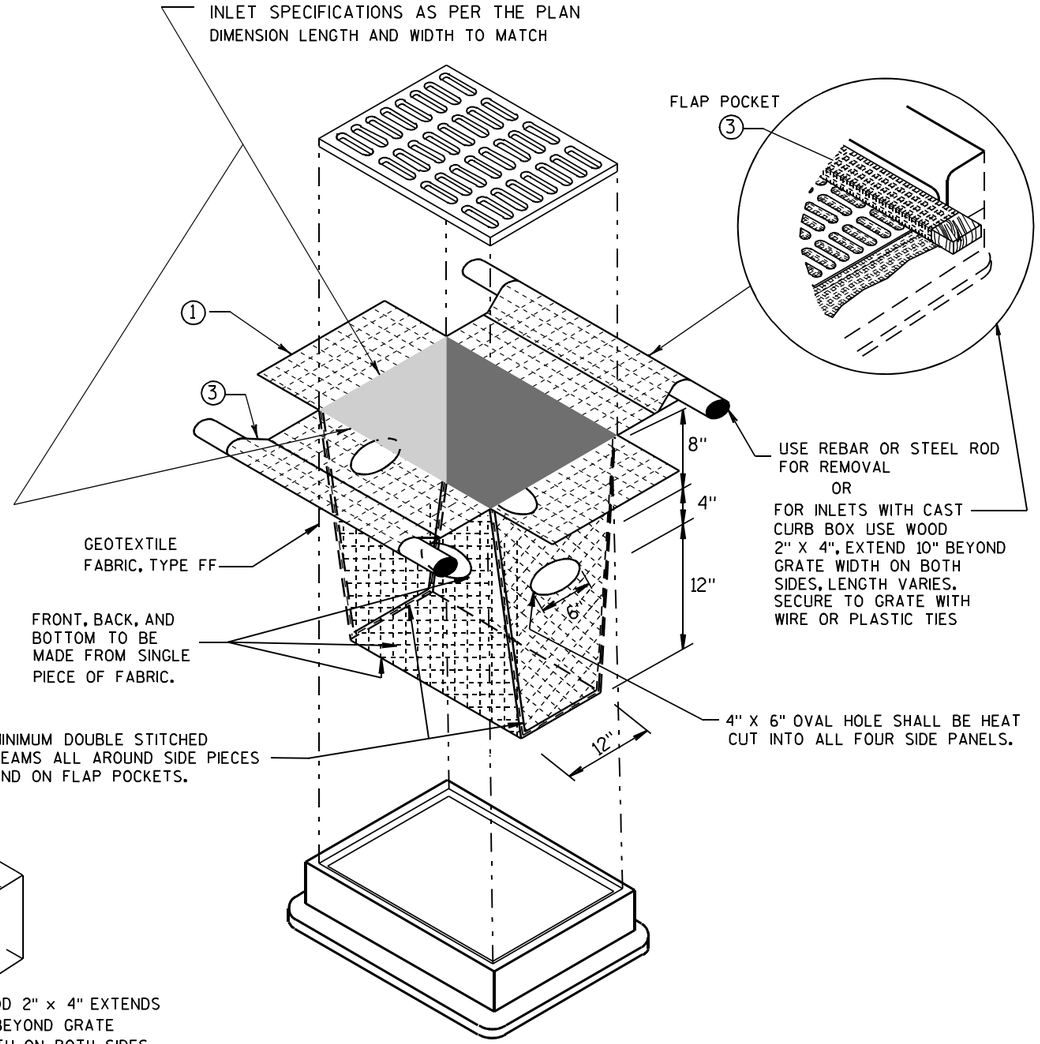


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

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.

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 A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

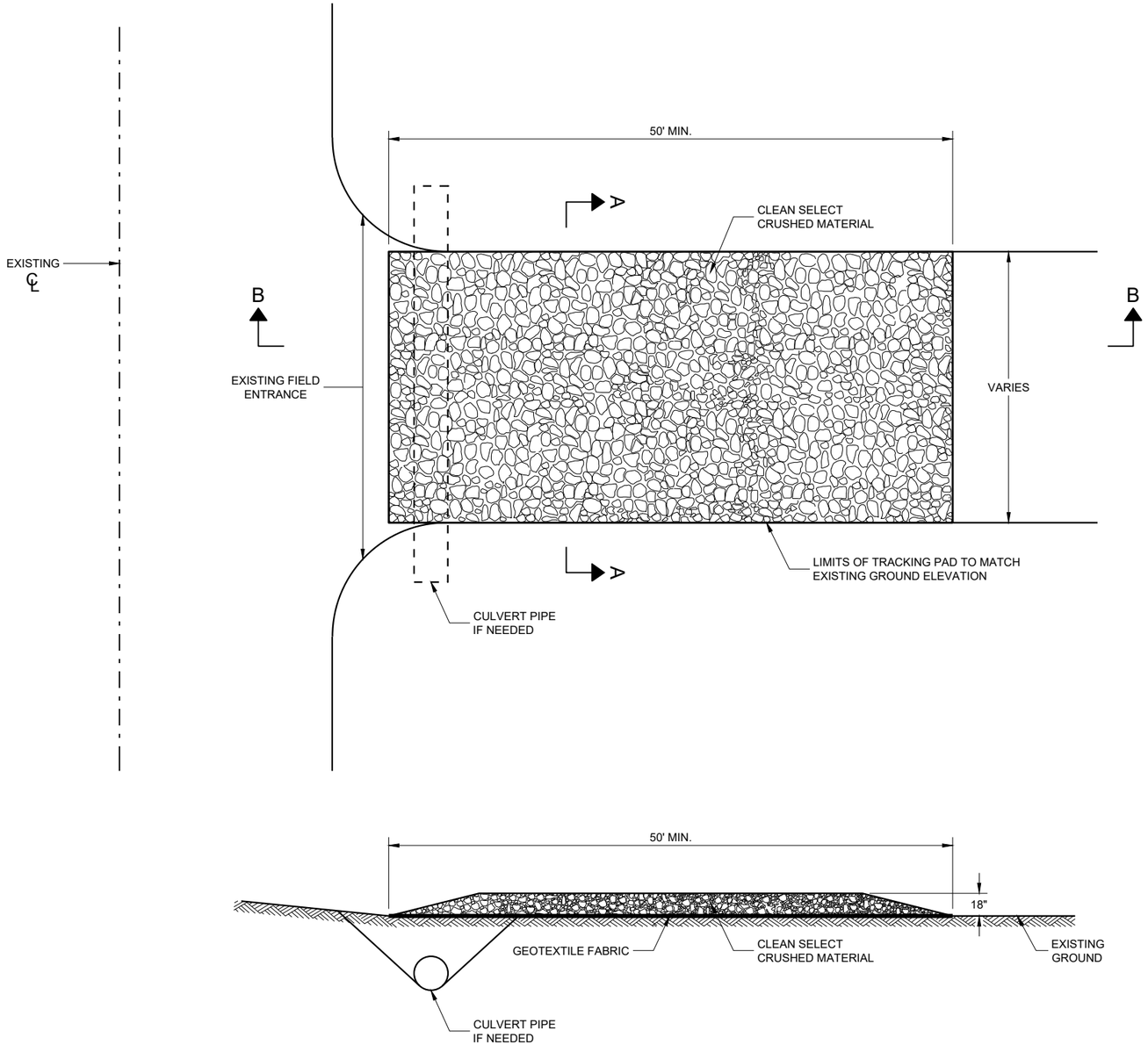
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

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

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

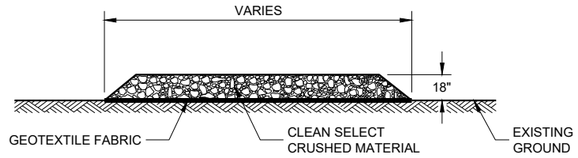
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A - A

6

SDD 08E14 - 01

TRACKING PAD

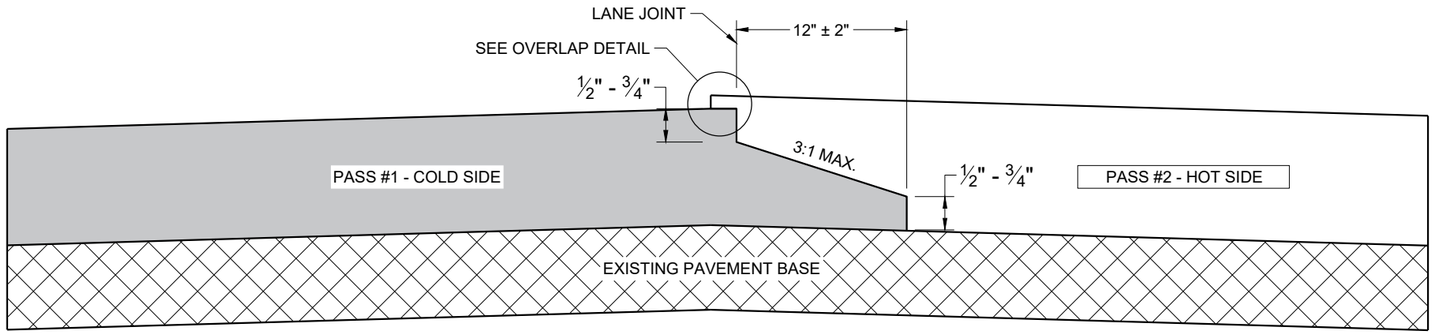
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

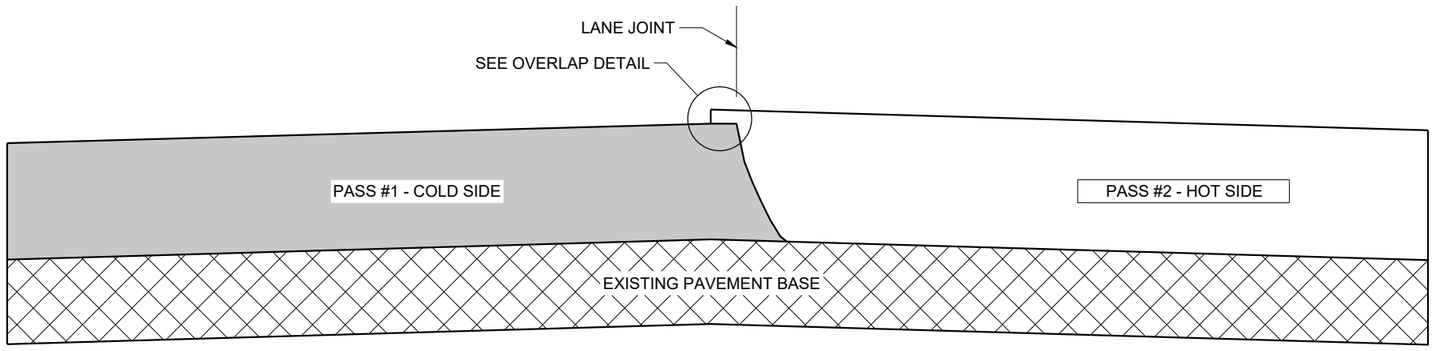
FHWA

6

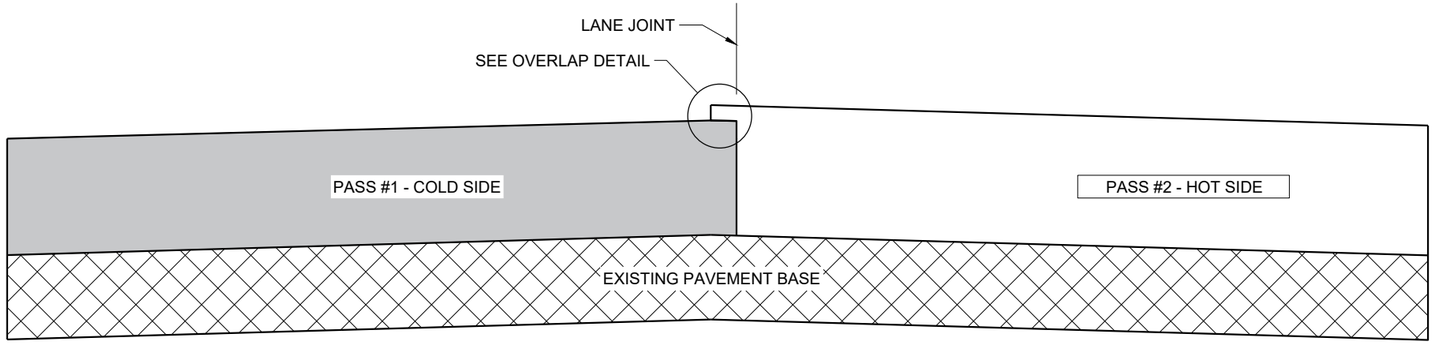
SDD 08E14 - 01



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

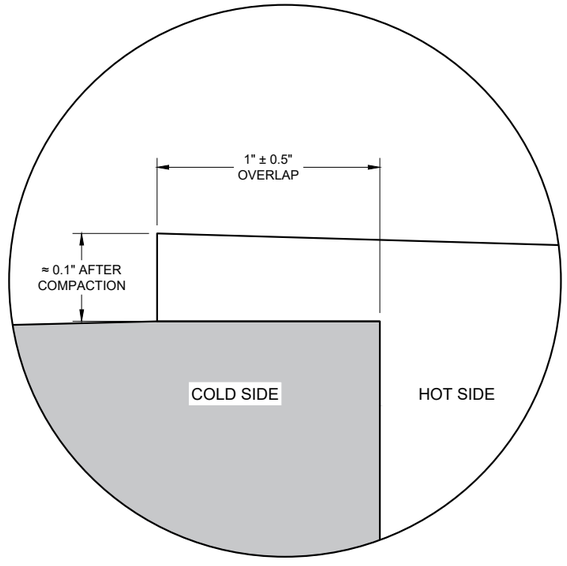
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

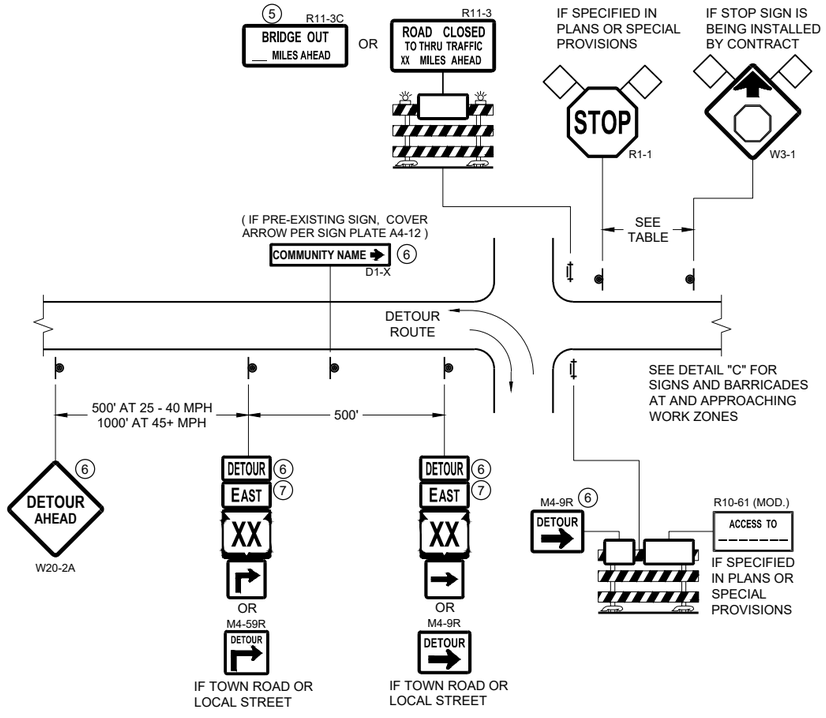
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

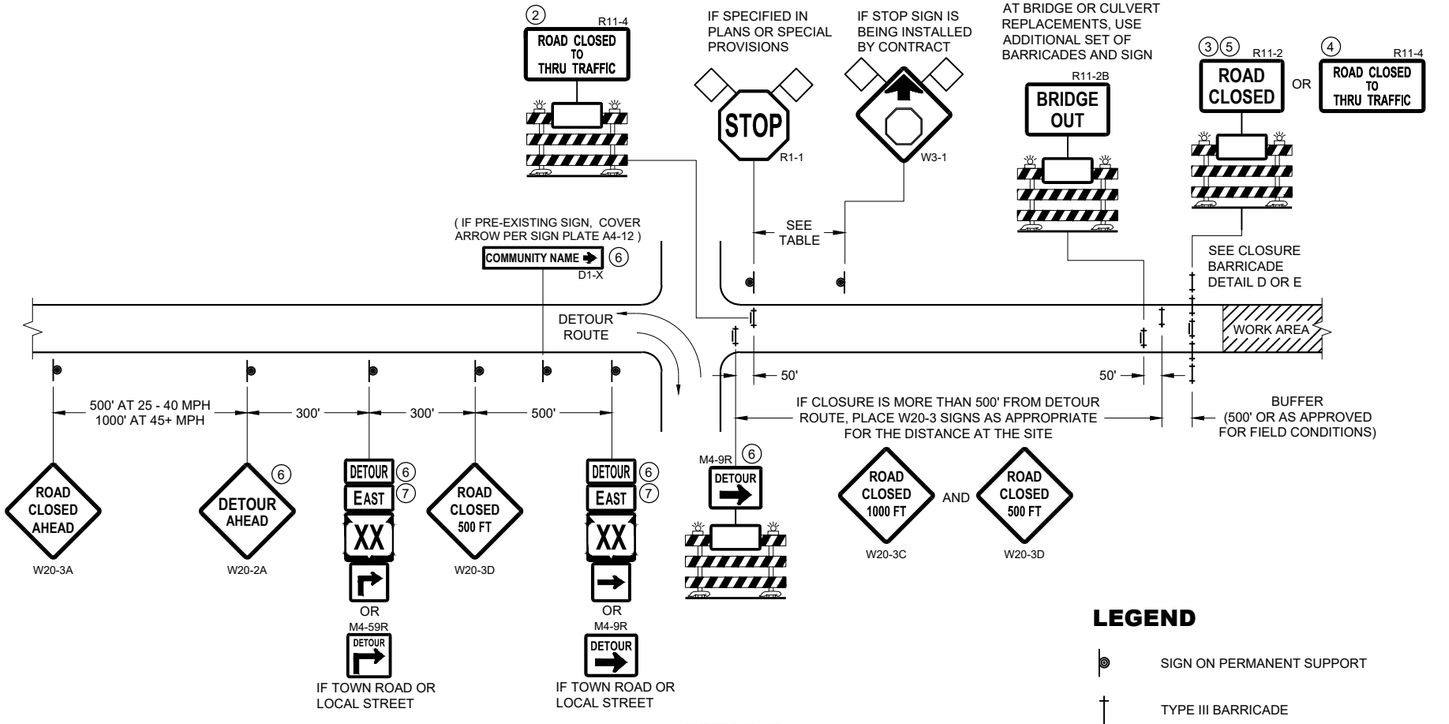
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



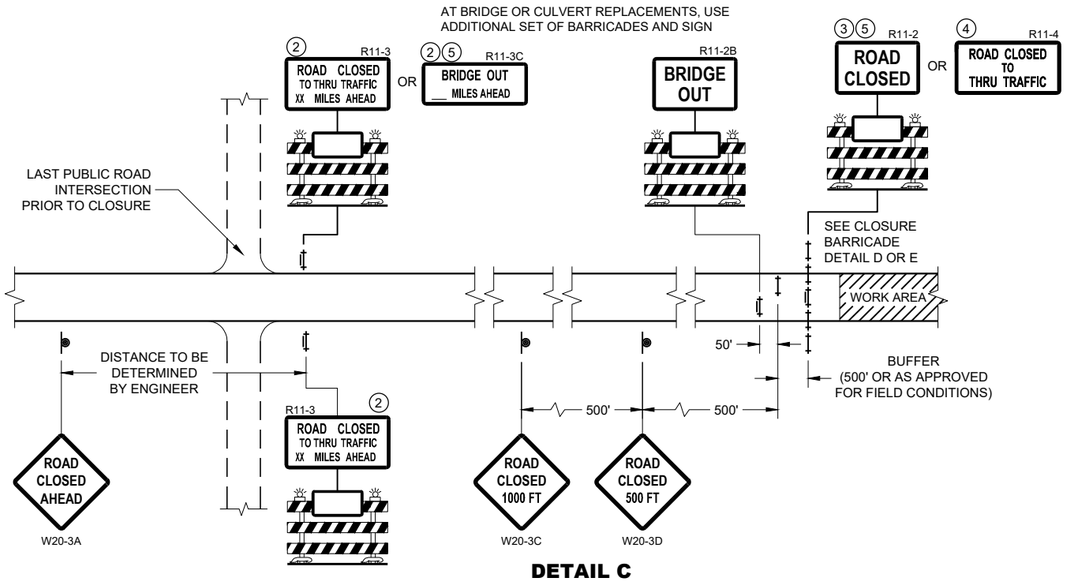
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

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

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

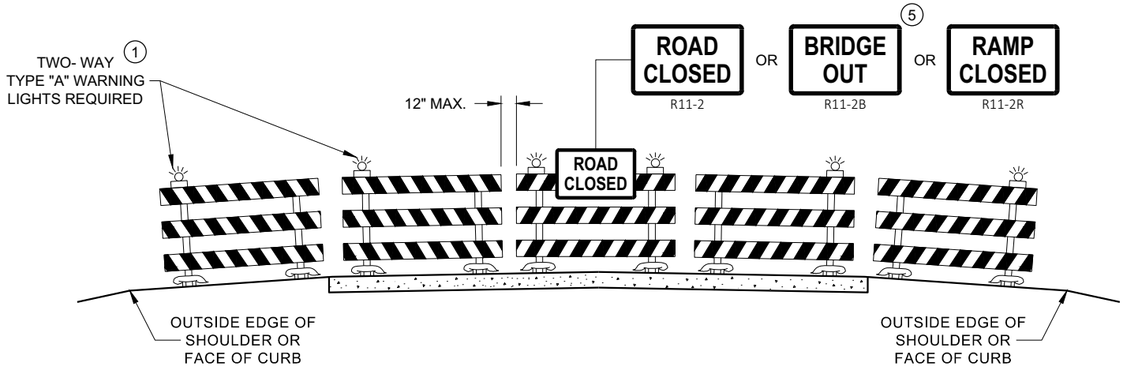
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

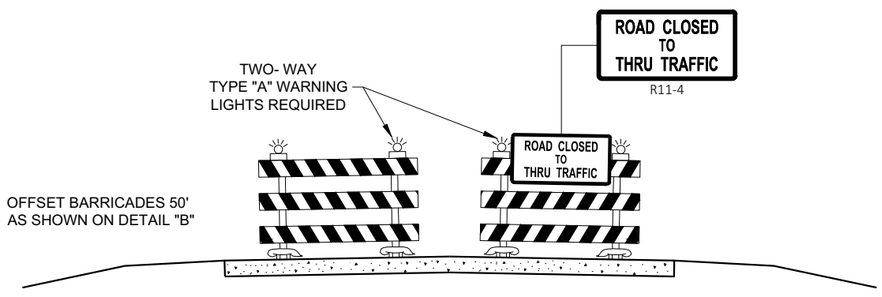
6

SDD 15C02 - 08a

SDD 15C02 - 08a



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
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 08b

6

SDD 15C02 - 08b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

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

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

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

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

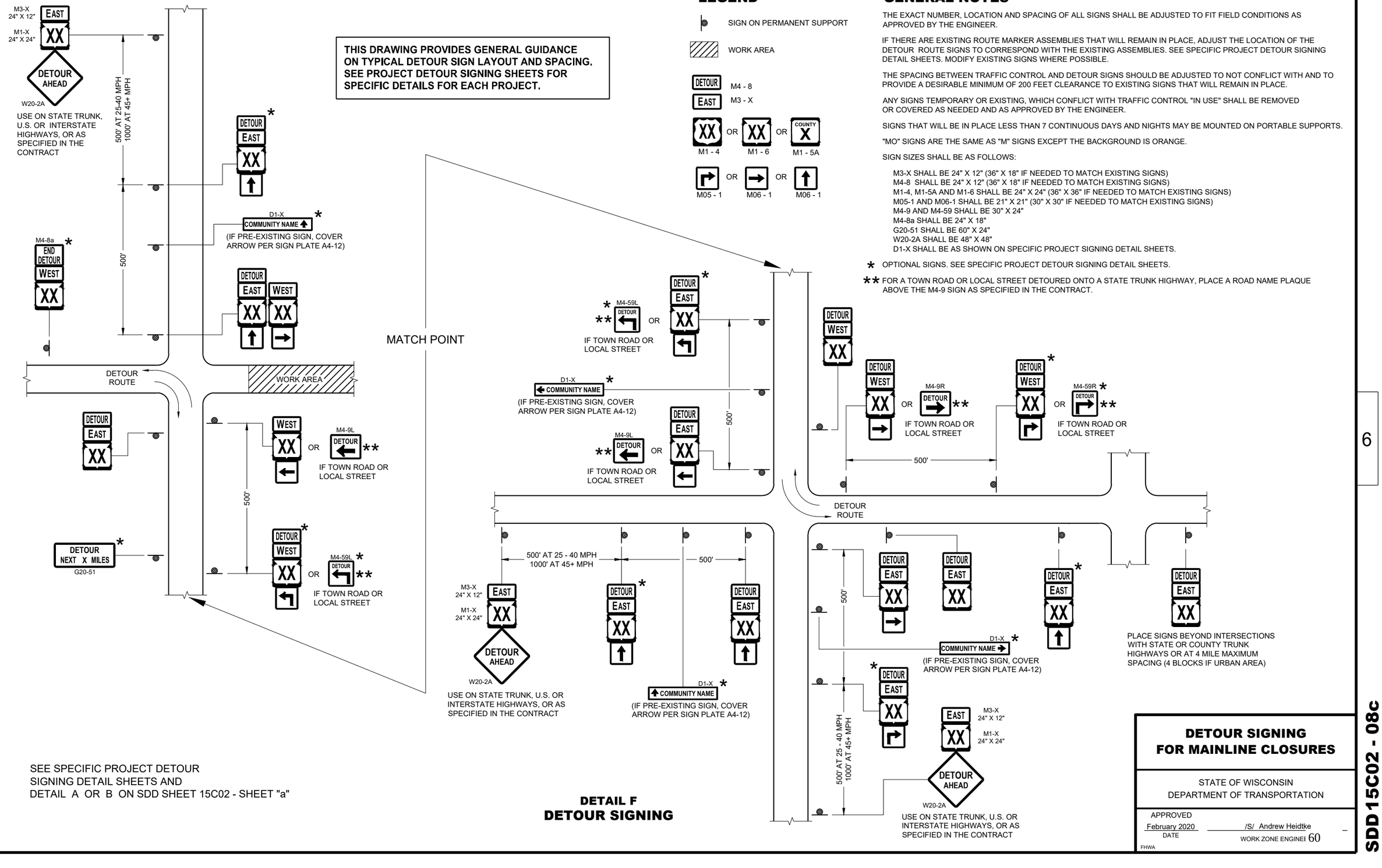
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

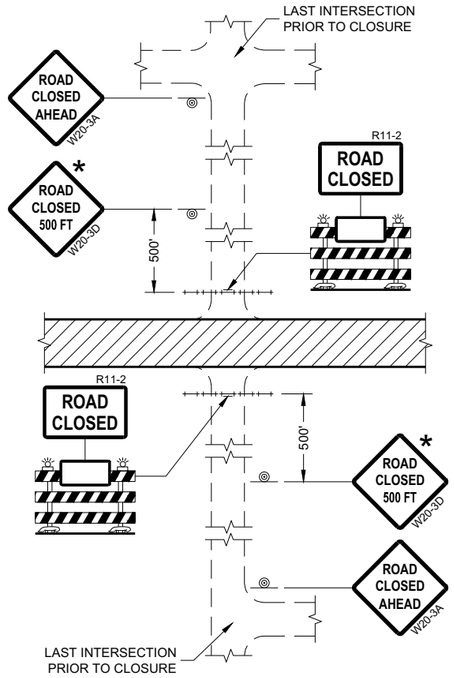
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

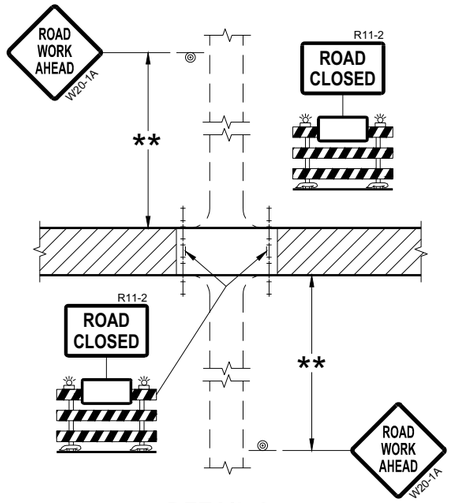
FHWA

SDD 15C02 - 08c

6



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO 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.

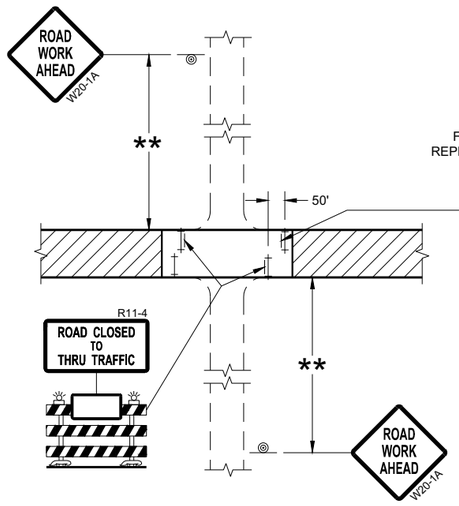
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

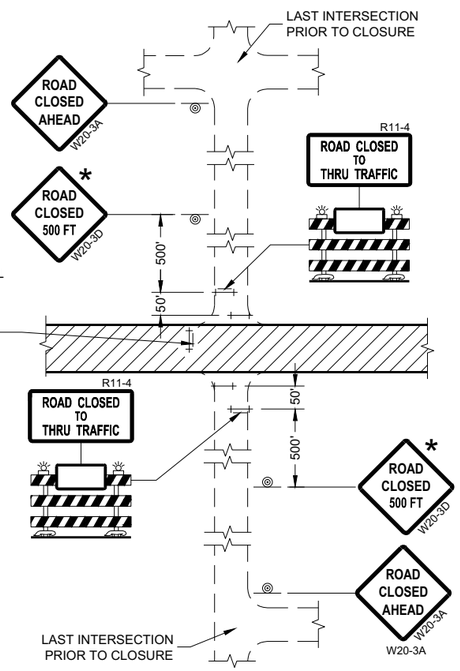
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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.





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

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

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

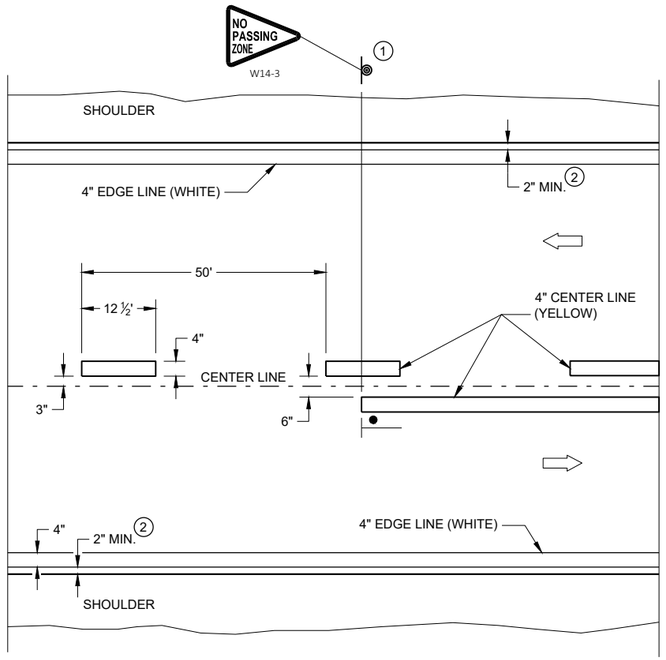
APPROVED
July 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

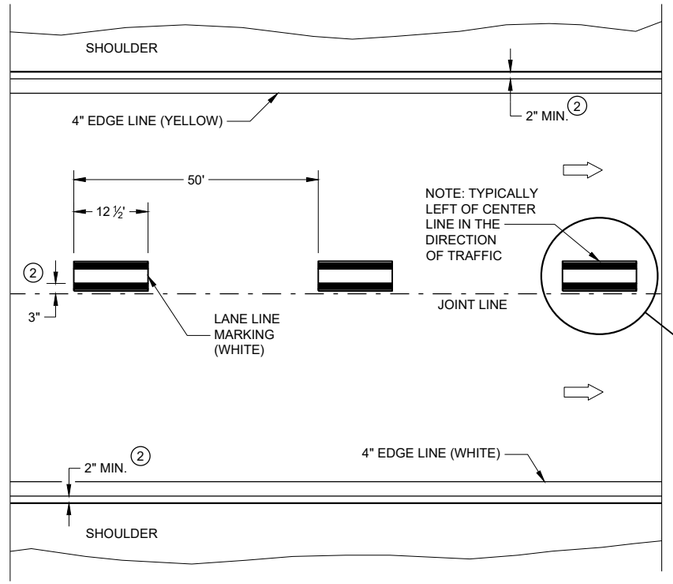
6

SDD 15C03 - 05

SDD 15C03 - 05

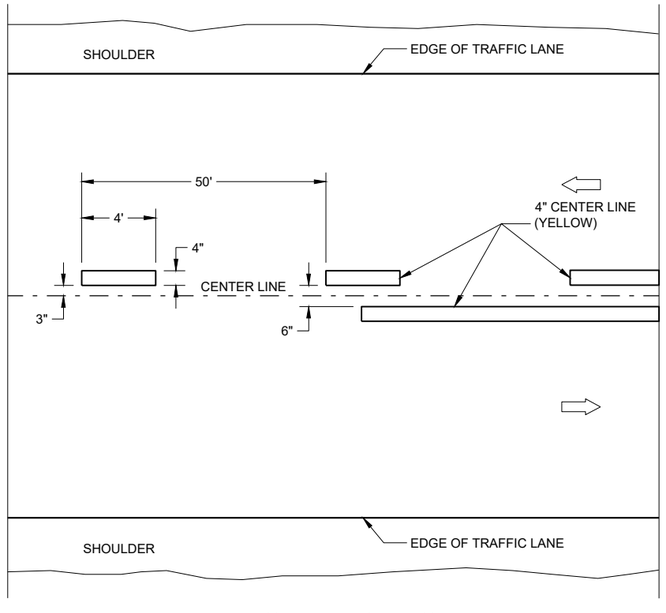


TWO WAY TRAFFIC

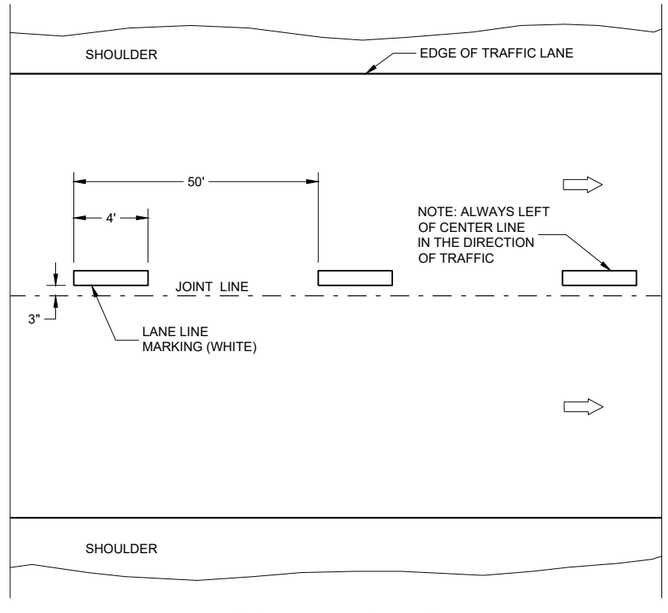


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

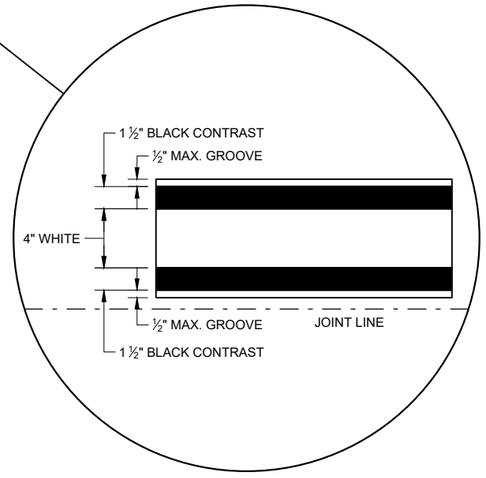
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Matthew Rauch
STATEWIDE SIGNING AND M ENGINEER

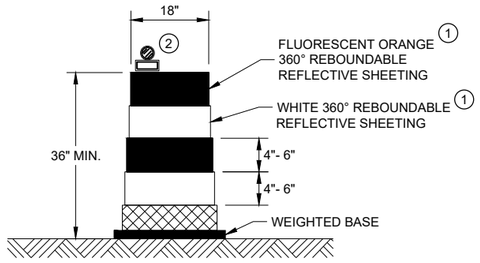
FHWA

SDD 15C08 - 20a

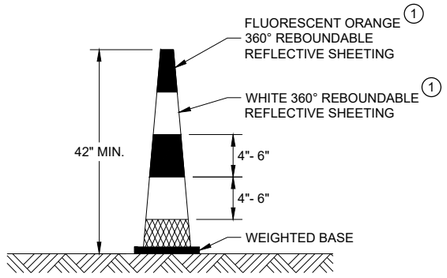
SDD 15C08 - 20a

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.

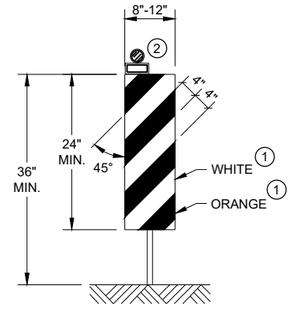


DRUM



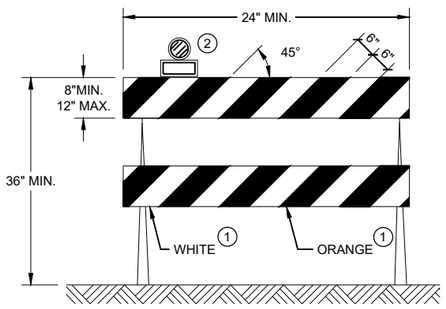
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



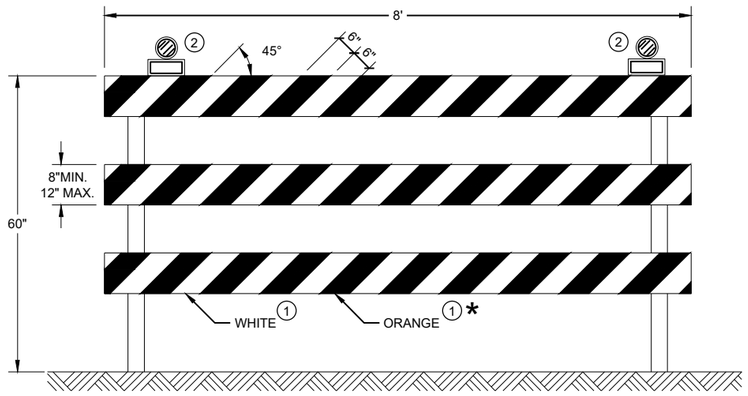
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD15C11 - 09b

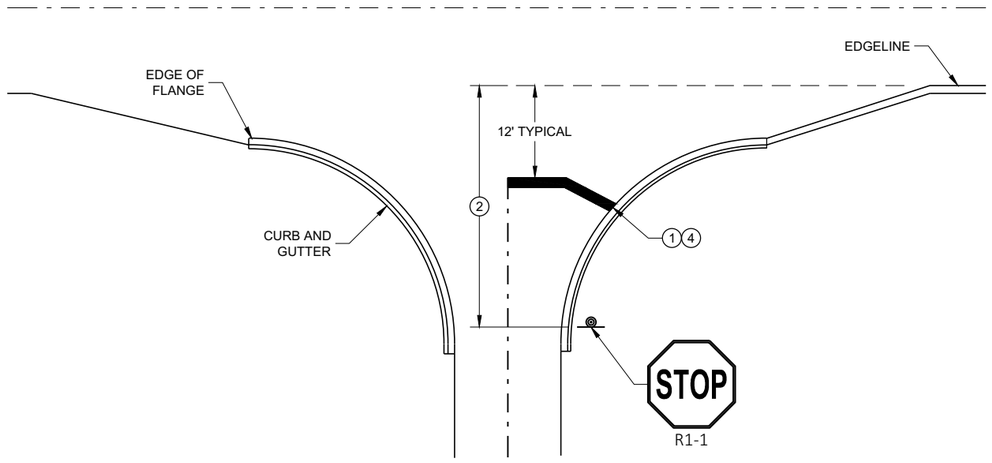
6

SDD15C11 - 09b

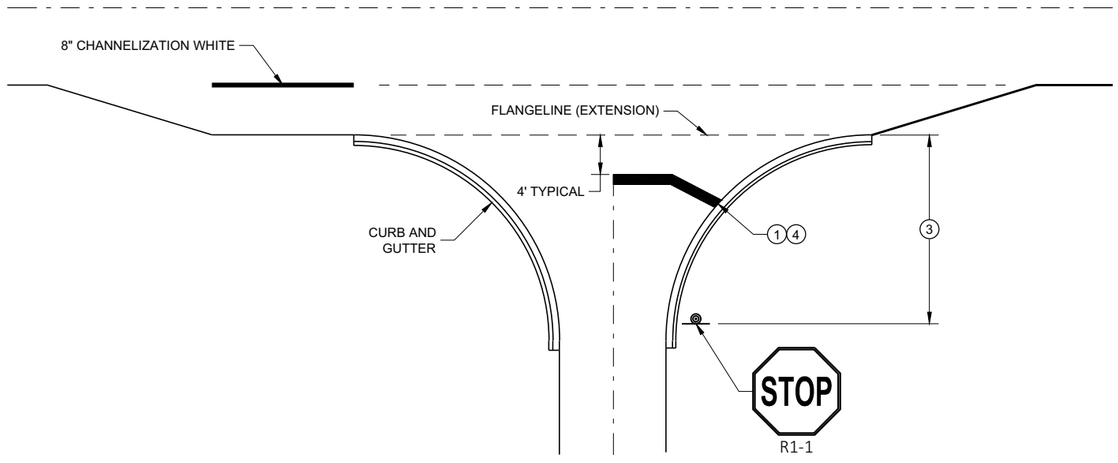
GENERAL NOTES

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

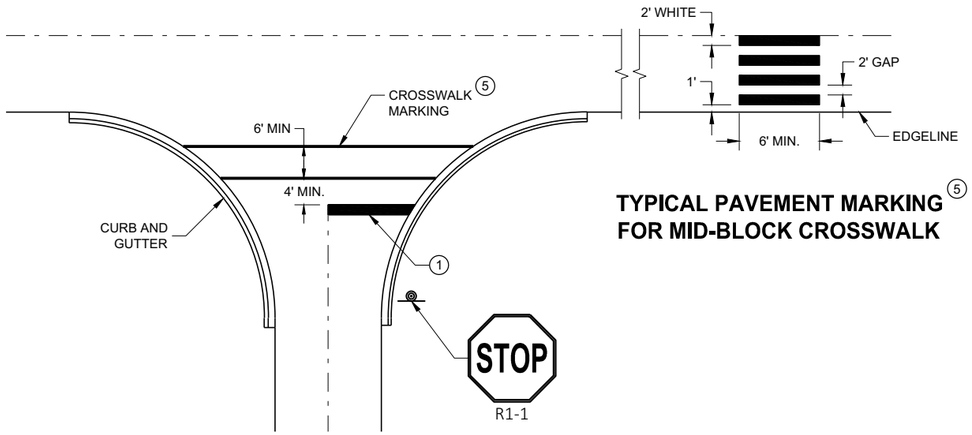
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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

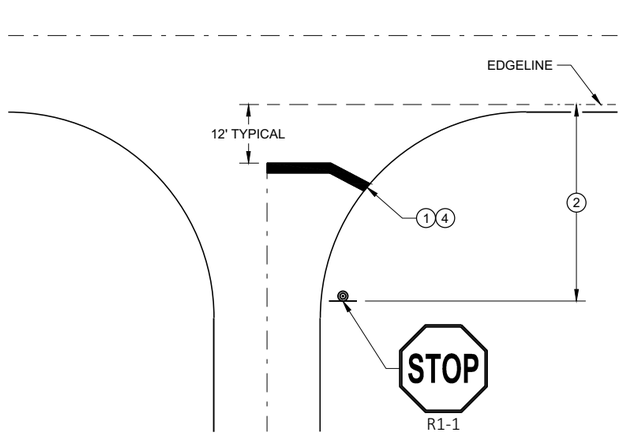


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

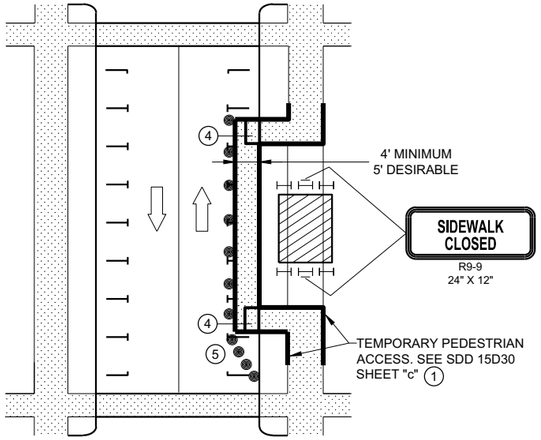
6

SDD 15C33 - 04

6

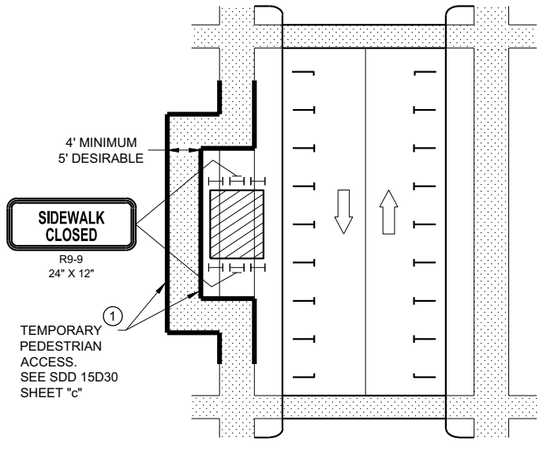
SDD 15C33 - 04

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

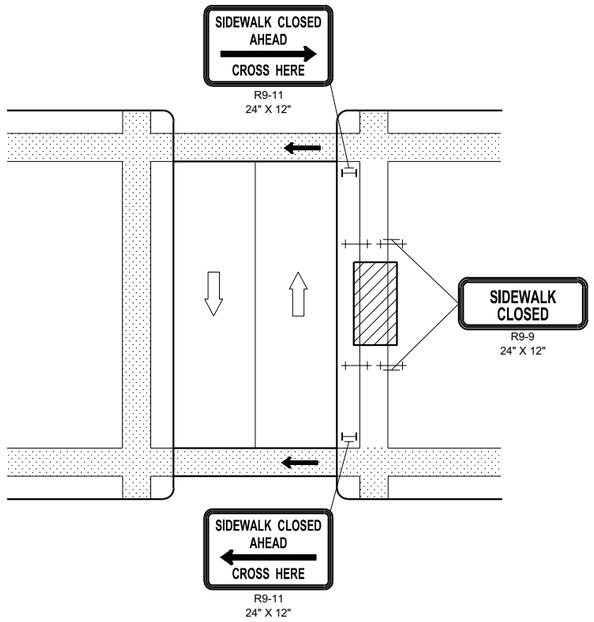


MID-BLOCK SIDEWALK SIDEWALK CLOSURE IN PARKING LANE

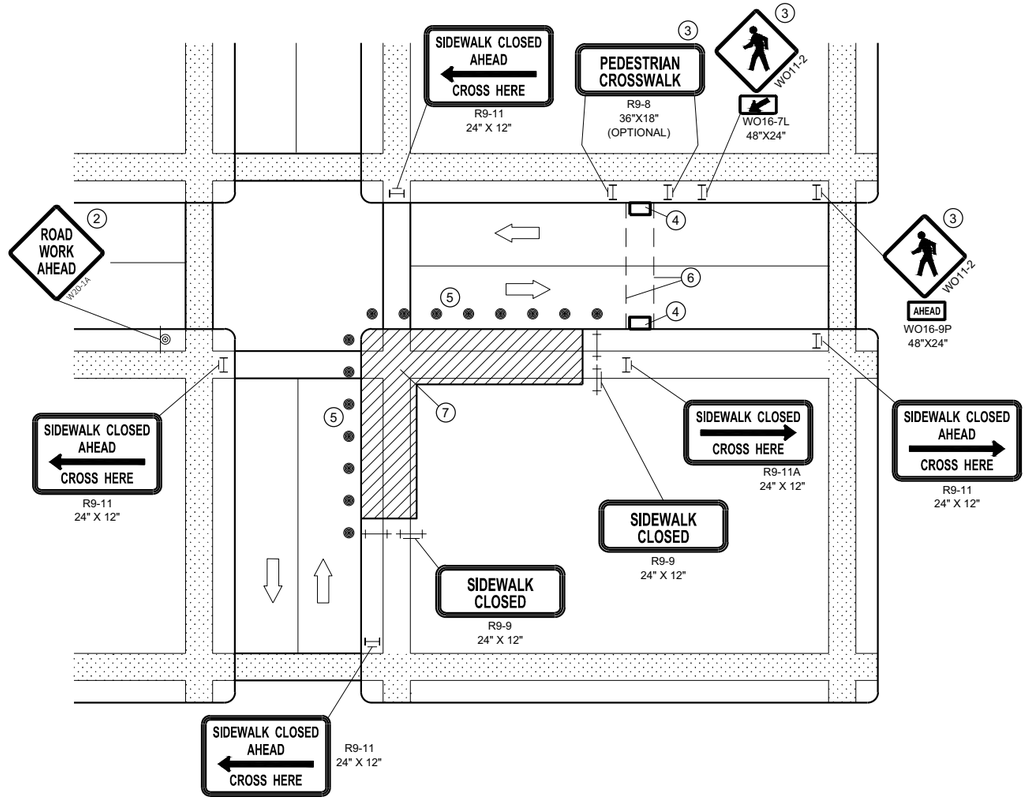
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

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

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

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

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

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

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

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

1. IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE
2. "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.
3. IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
4. TEMPORARY CURB RAMPS. SEE SDD 15D30 SHEET "b'.
5. DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.
6. TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.
7. LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

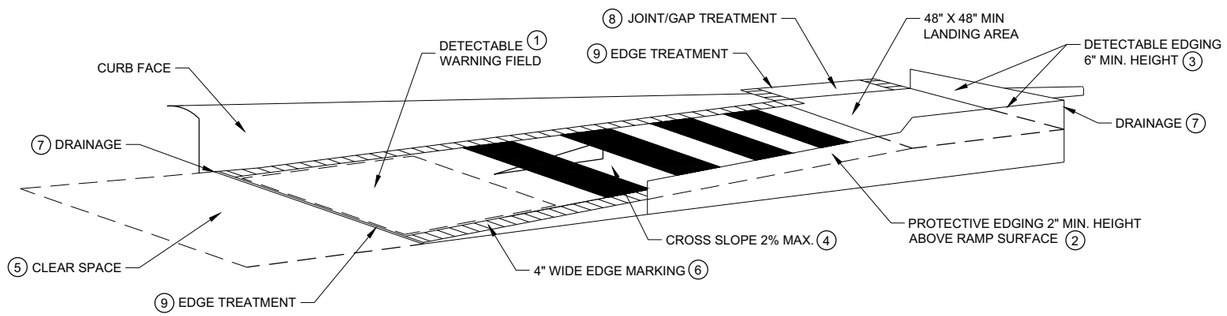
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

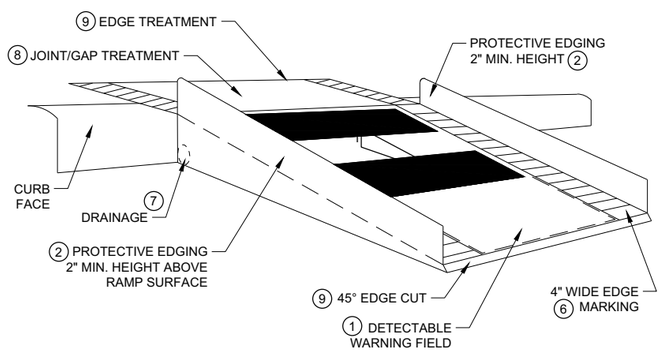
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

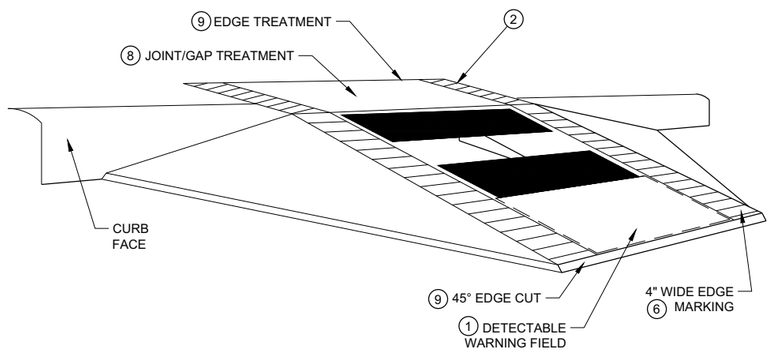
SDD15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

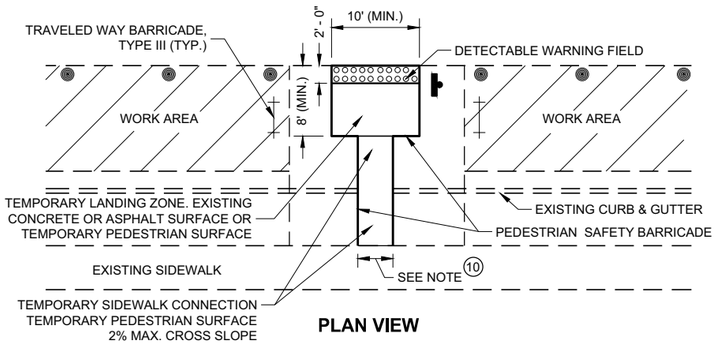
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

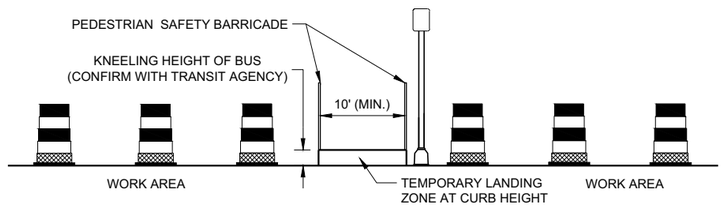
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
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. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

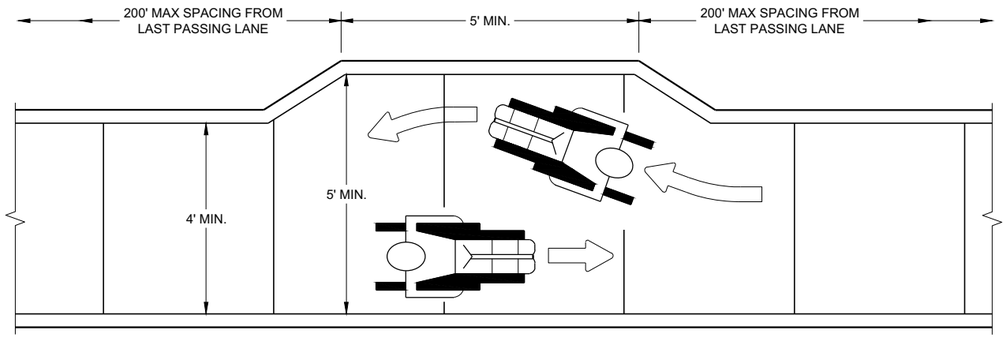
LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

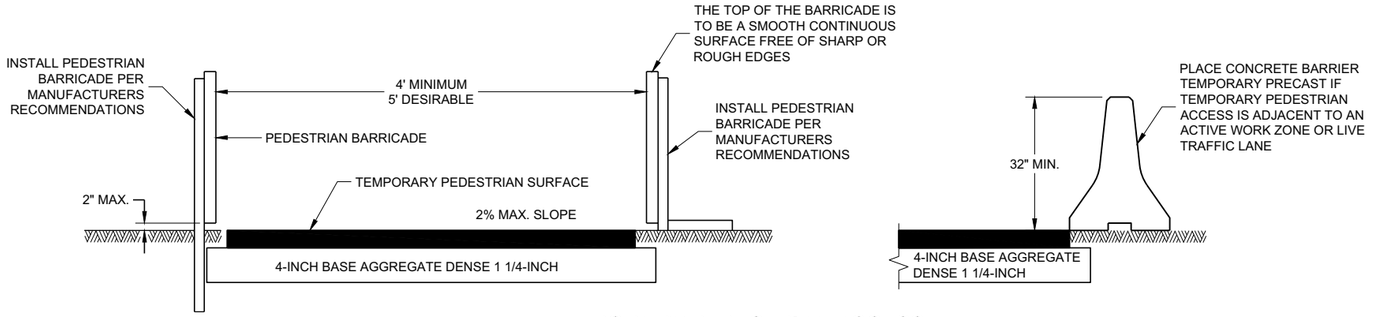
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 66

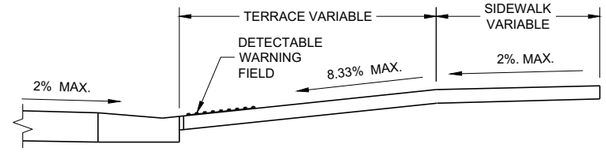
6
SDD 15D30 - 06b



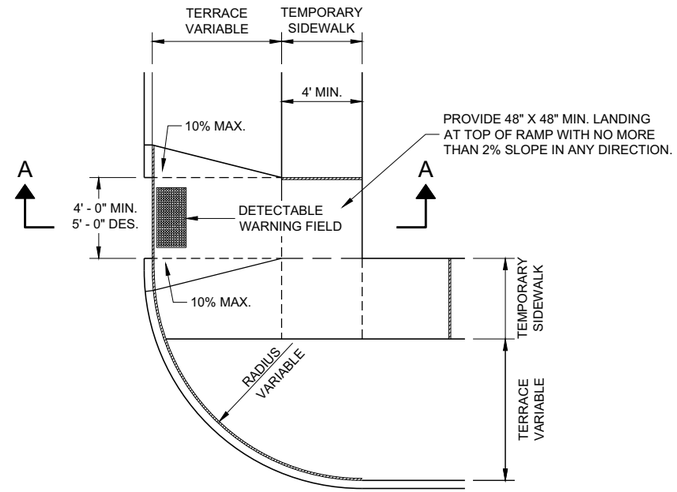
NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS



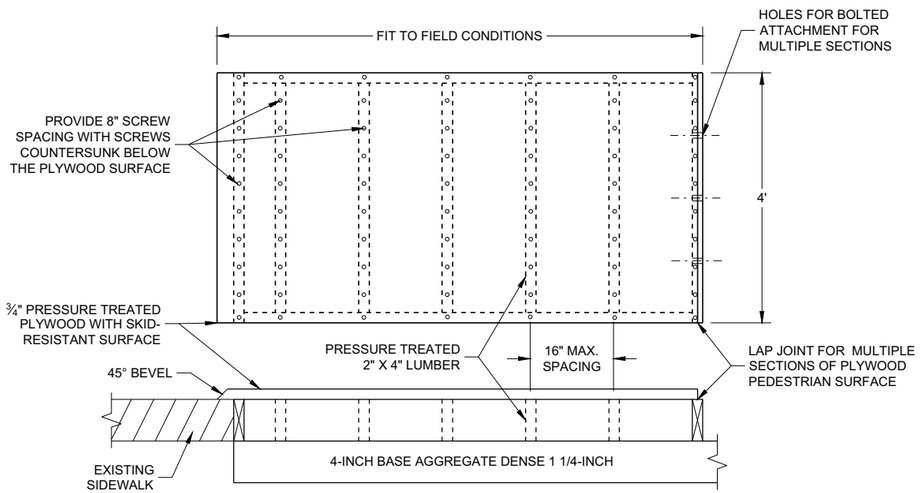
SECTION A - A



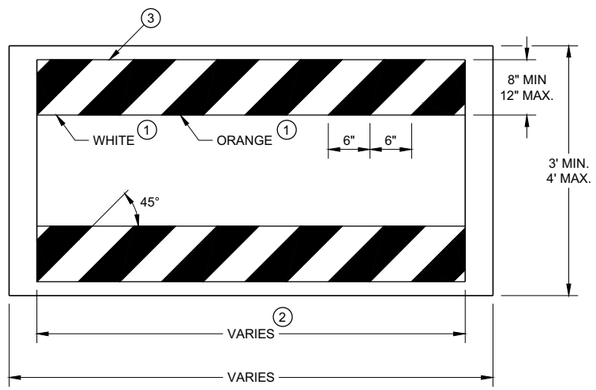
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

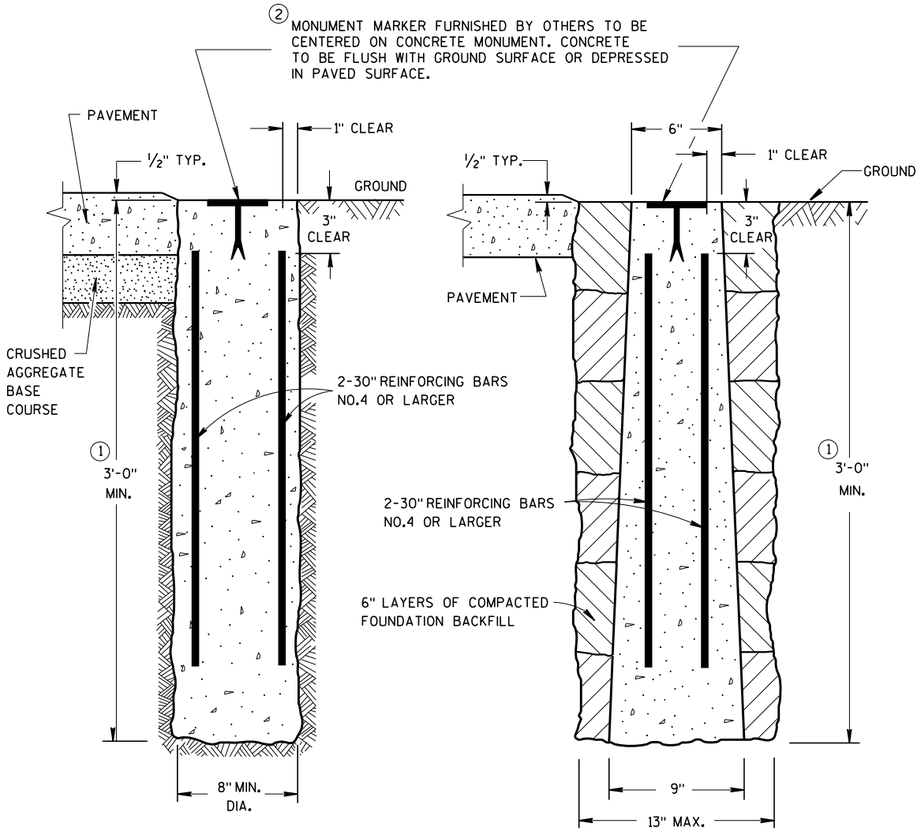
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D30 - 06c

6

SDD 15D30 - 06c

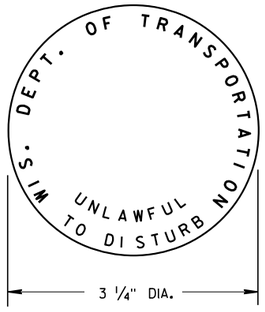


CAST-IN-PLACE

PRECAST

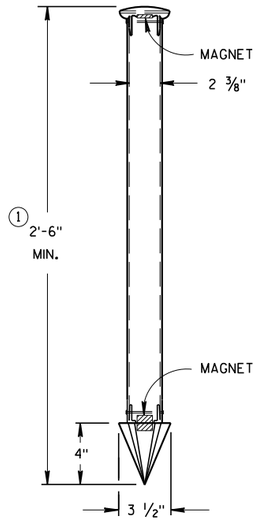
CONCRETE MONUMENTS

TYPE A



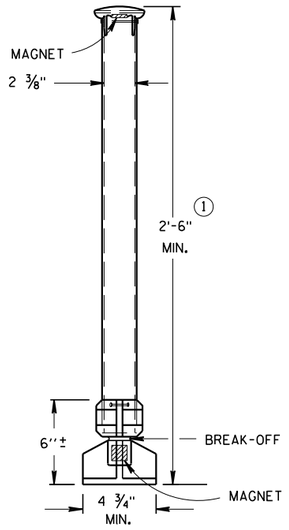
② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C", & "D"



TYPE C

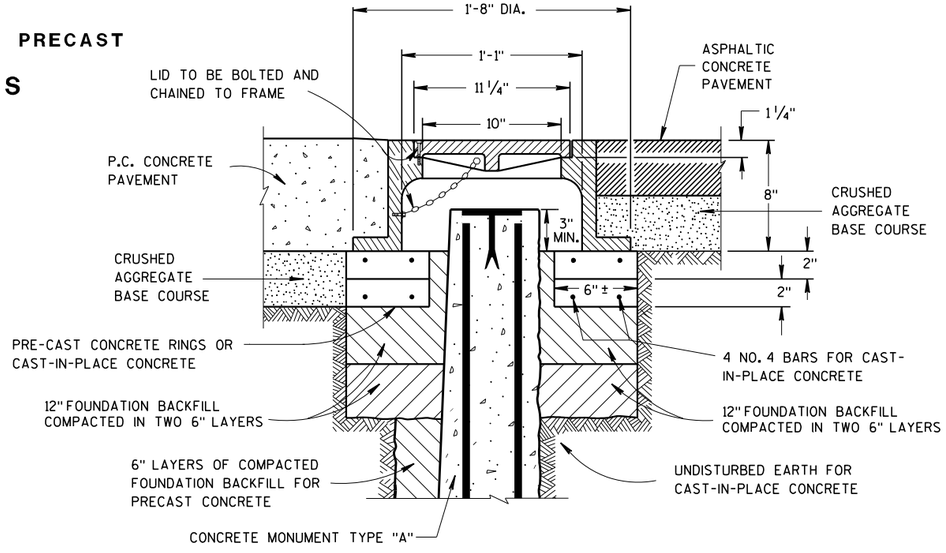
DRIVE-IN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

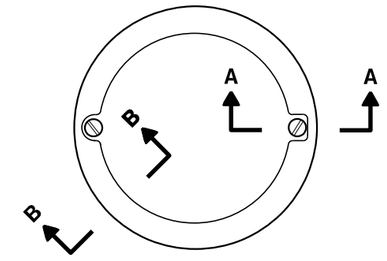
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

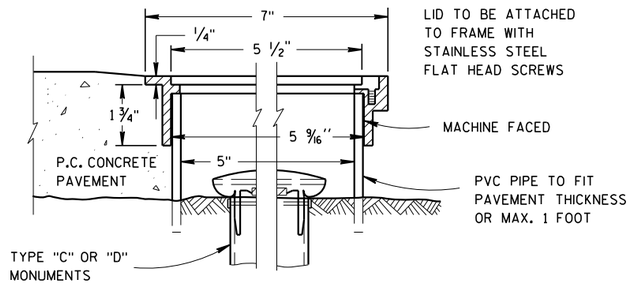
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

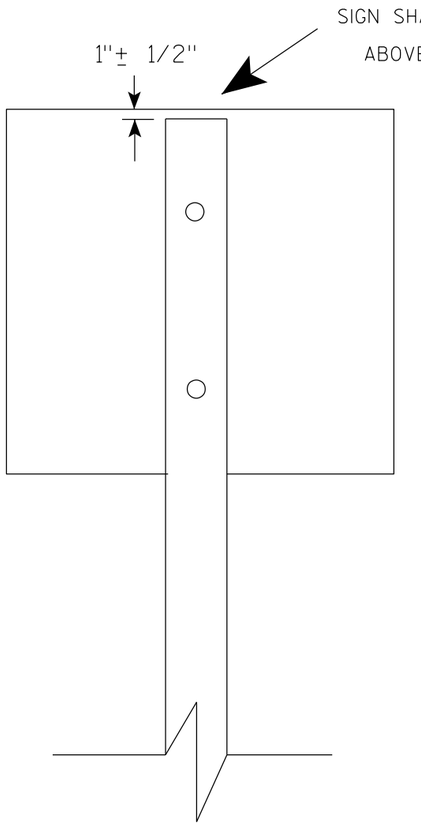
LANDMARK REFERENCE MONUMENTS AND COVERS

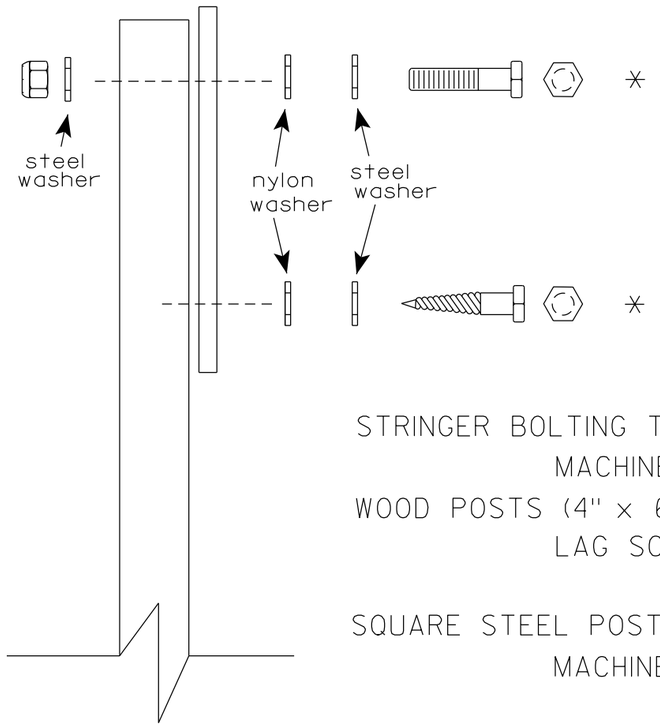
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Raymond A. Kumagai — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

6

S.D.D. 16 A 1-7





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

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

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 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 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 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

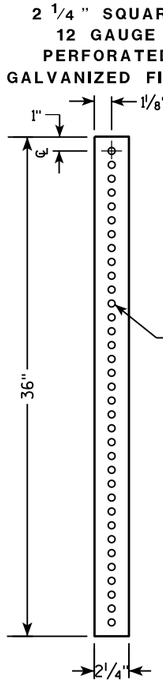
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

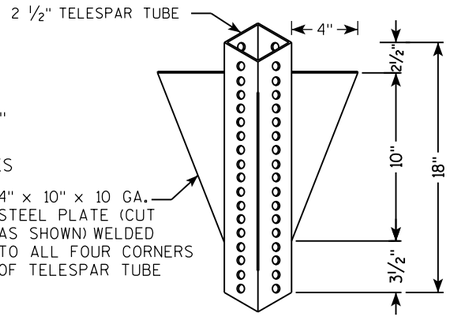
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

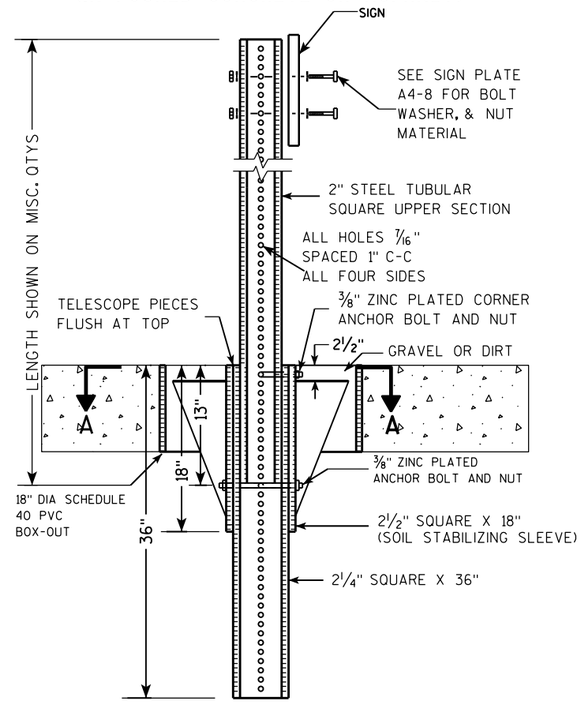
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



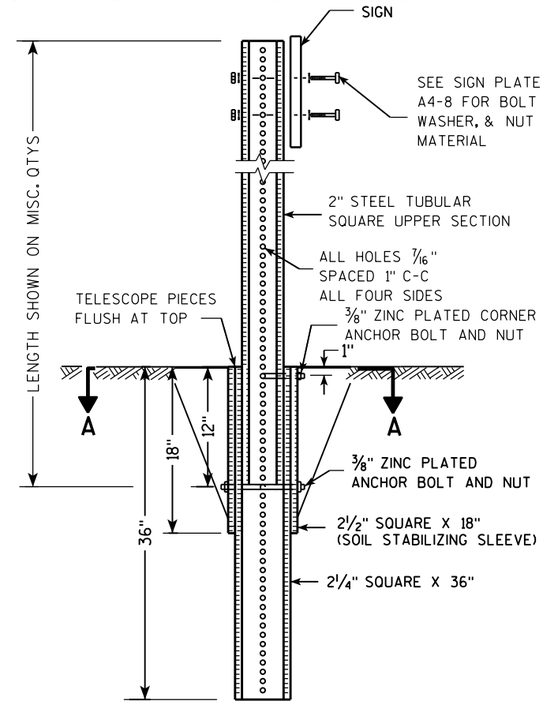
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

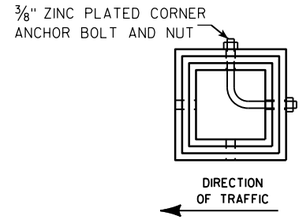


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

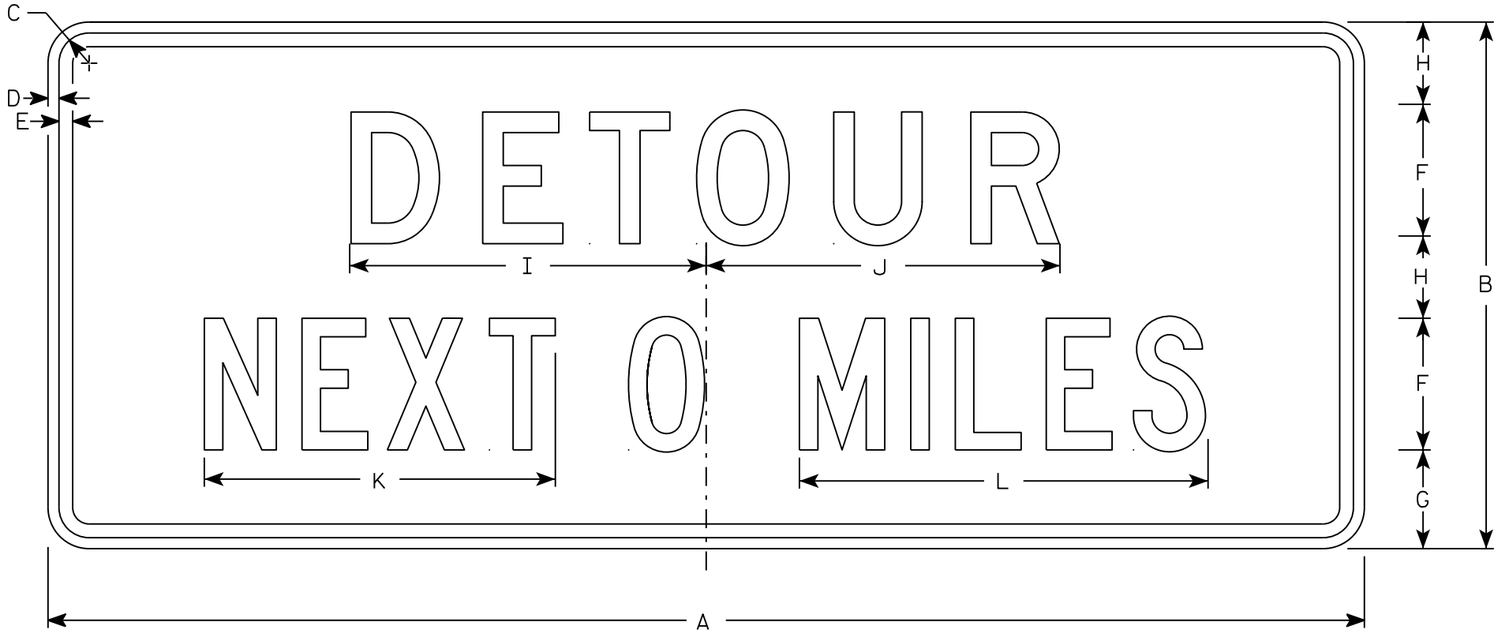
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 70 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is 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. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

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	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
5																											

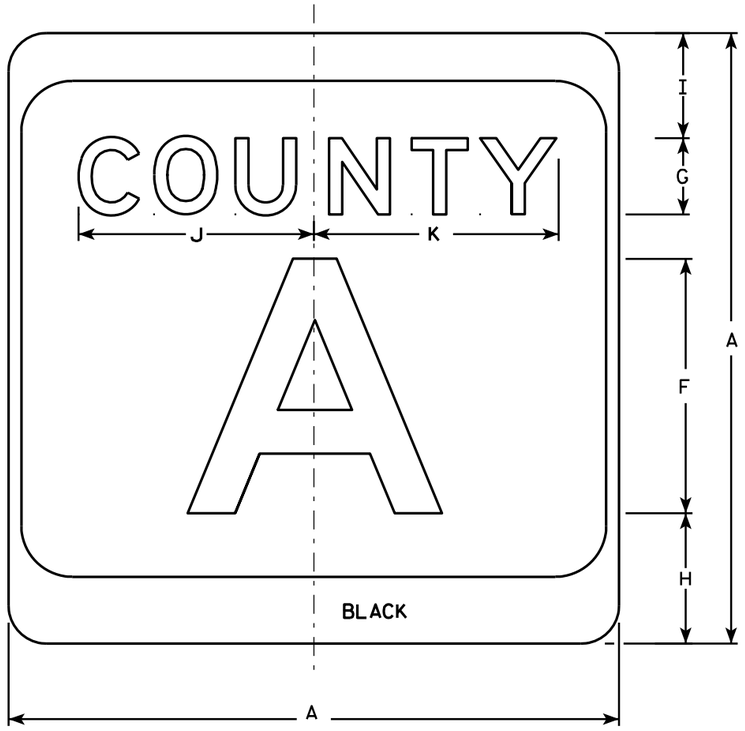
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

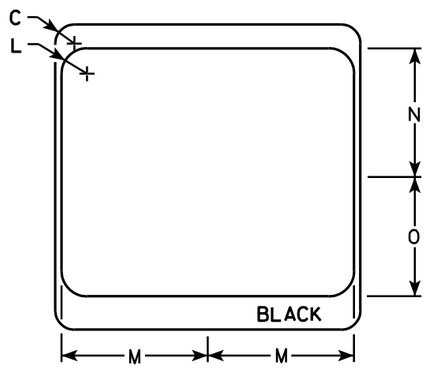
APPROVED Matthew R Rauch
for State Traffic Engineer

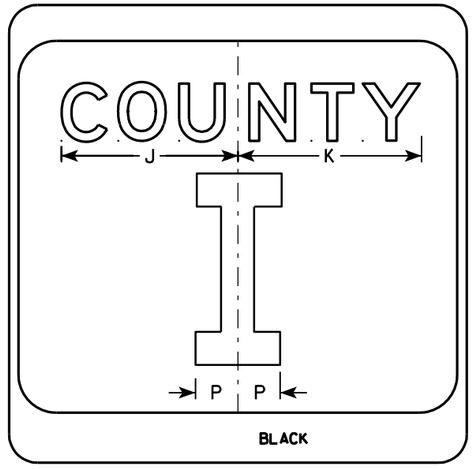
DATE 3/14/17 PLATE NO. G20-51.2

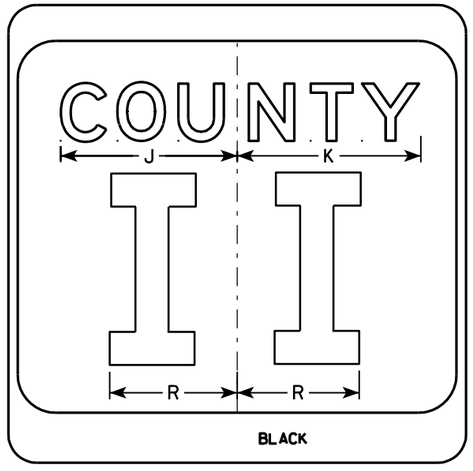
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 71	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   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. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

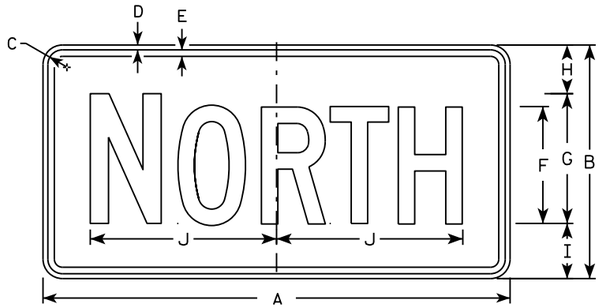
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

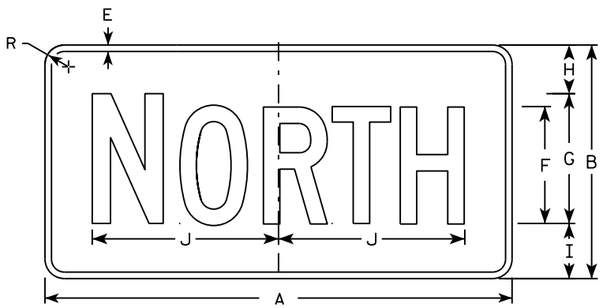
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 72	E



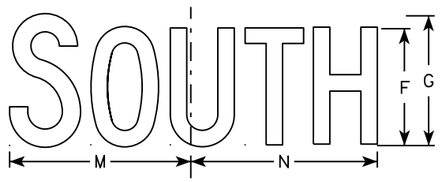
M3-1
MM3-1
MP3-1



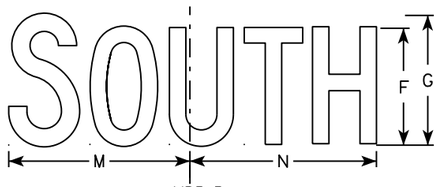
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

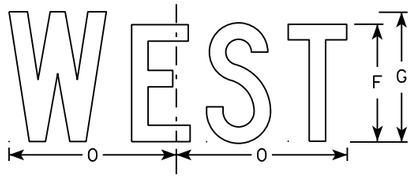
MB3-2
MK3-2
MN3-2



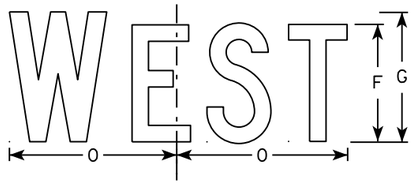
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

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

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

STANDARD SIGNS
M3-1 thur M3-4
SERIES

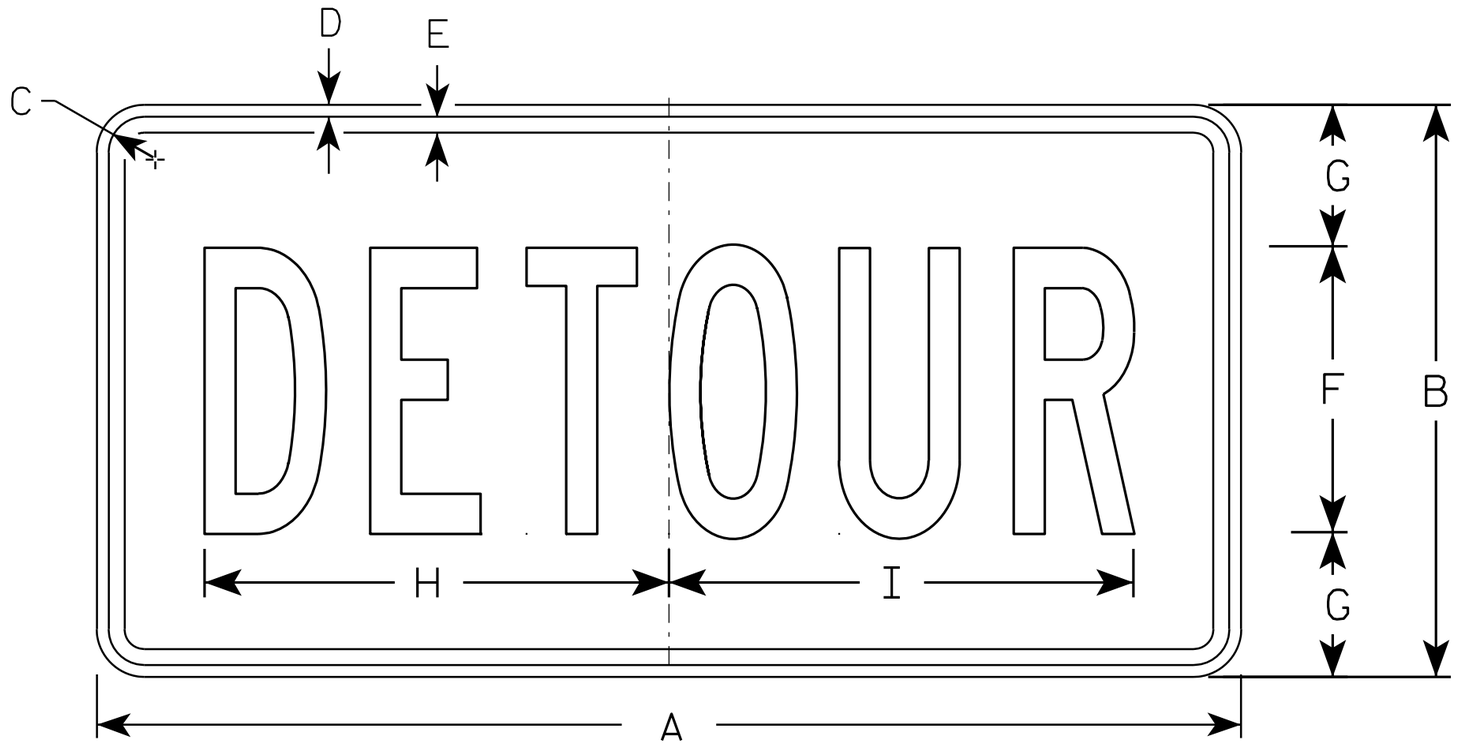
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

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 - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

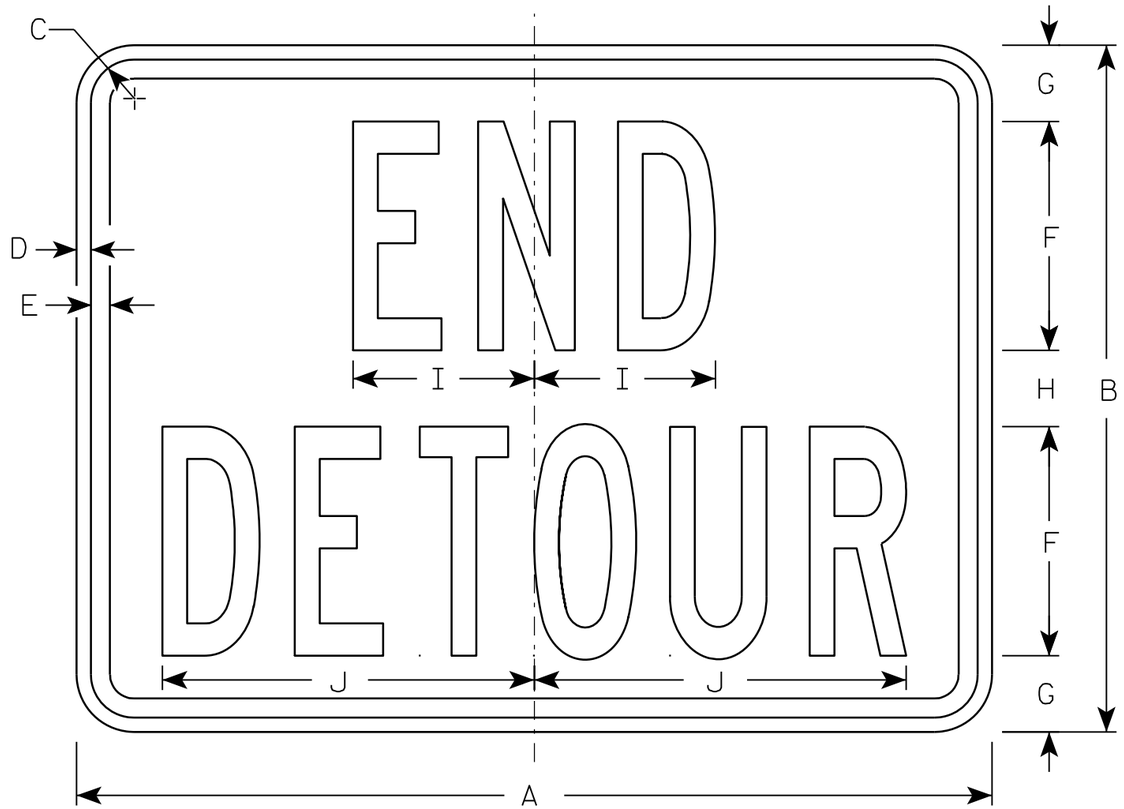
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 74	E



M4-8A

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 - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

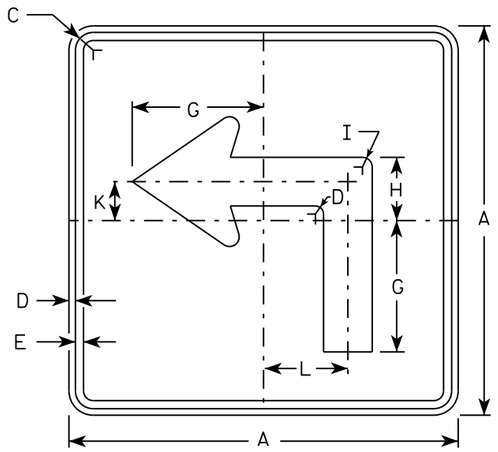
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

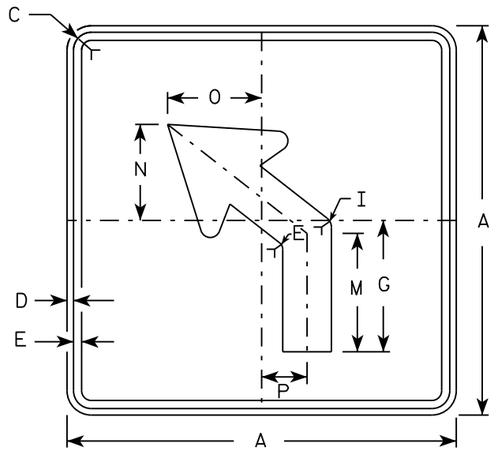
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

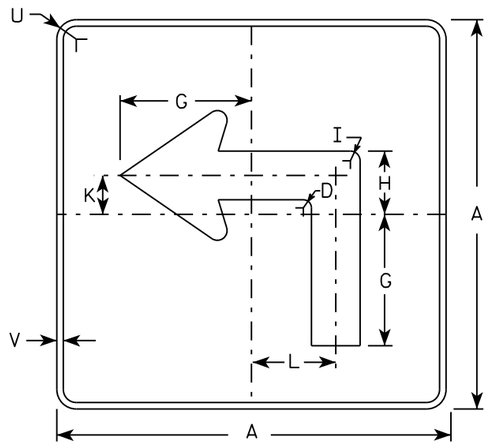
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 75	E



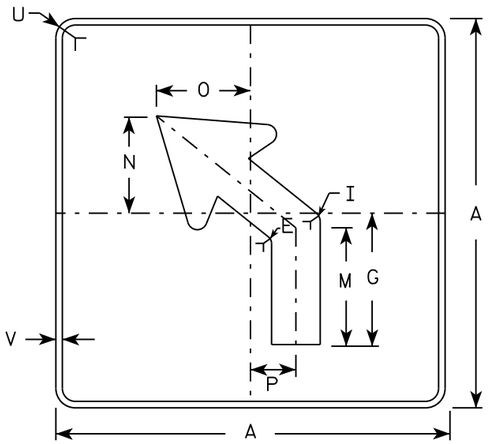
M5-1L
MM5-1L
MO5-1L
MP5-1L



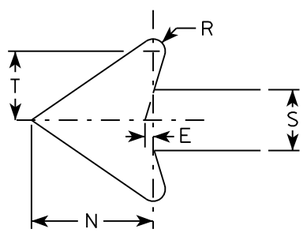
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   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. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

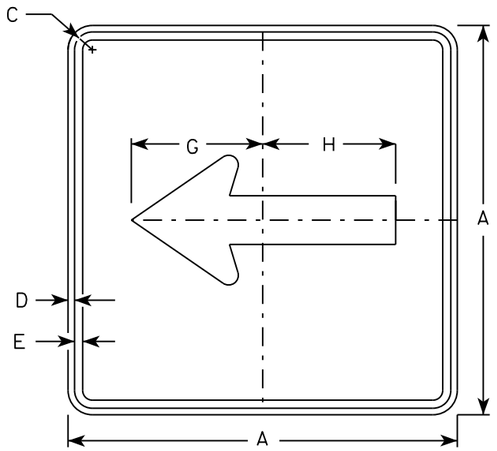
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

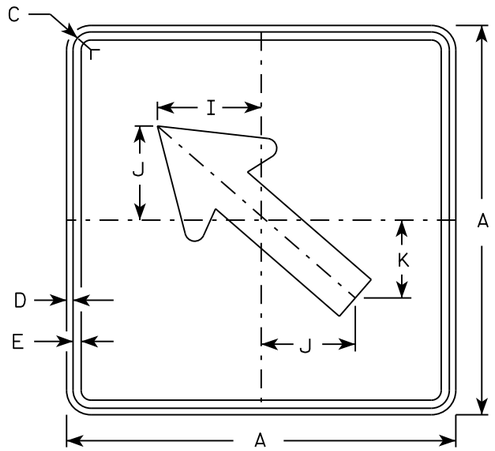
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



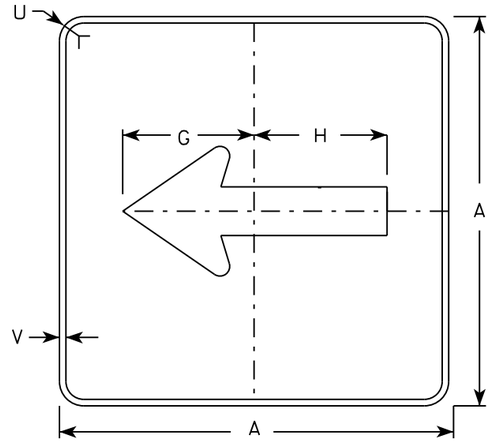
M6-1
MM6-1
MO6-1
MP6-1



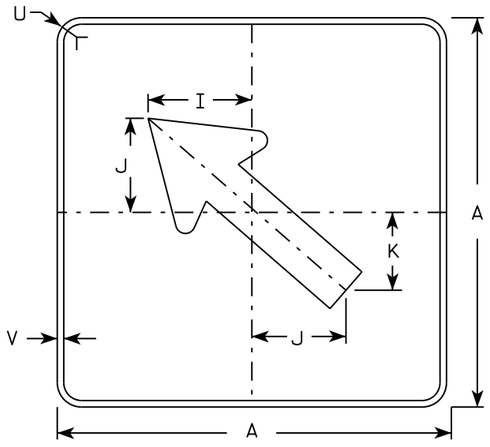
M6-2
MM6-2
MO6-2
MP6-2

NOTES

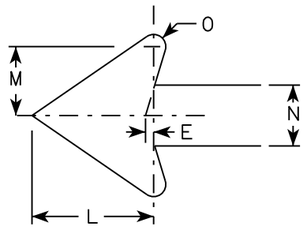
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



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																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

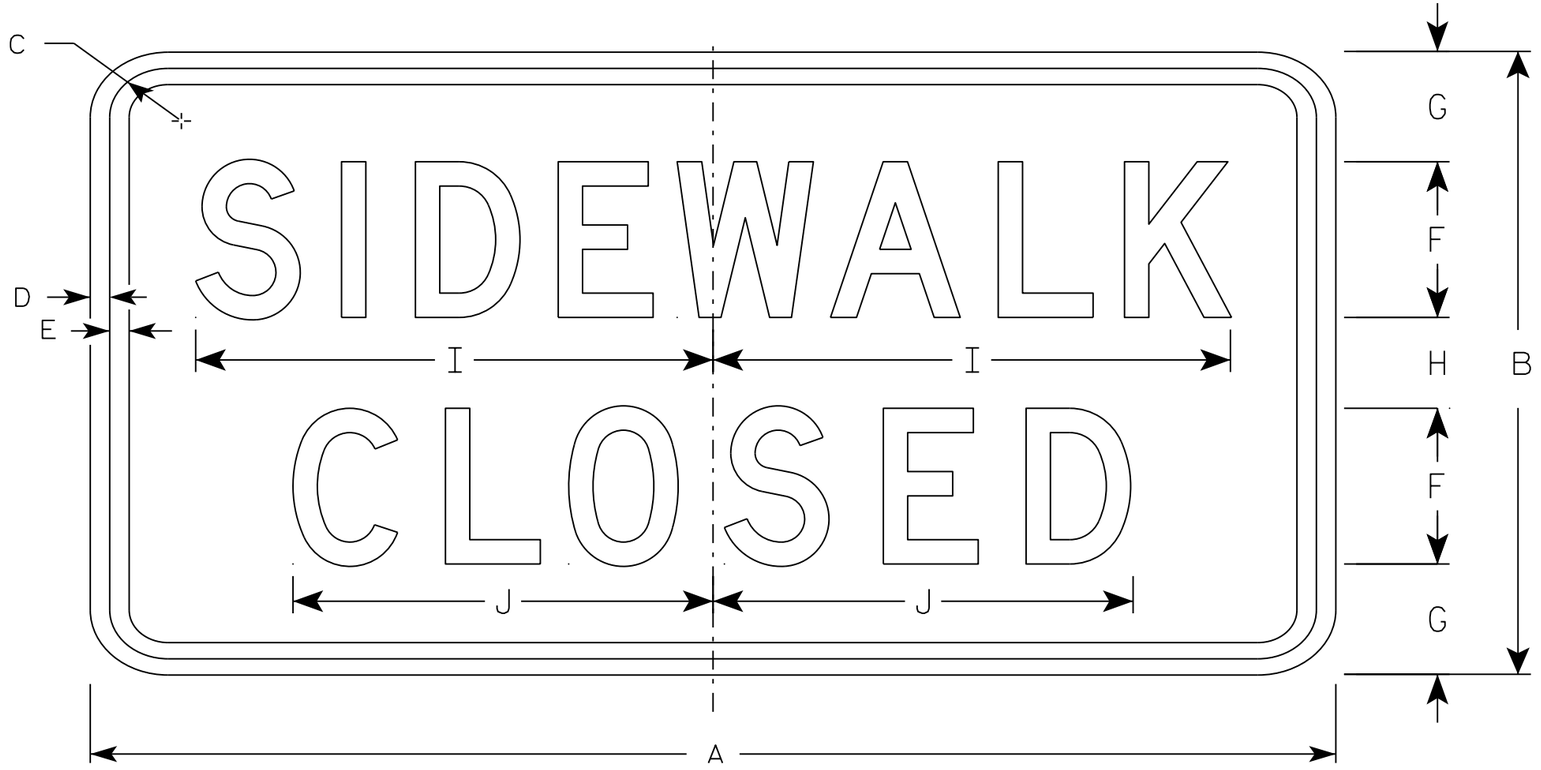
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 77 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R9-9

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.

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

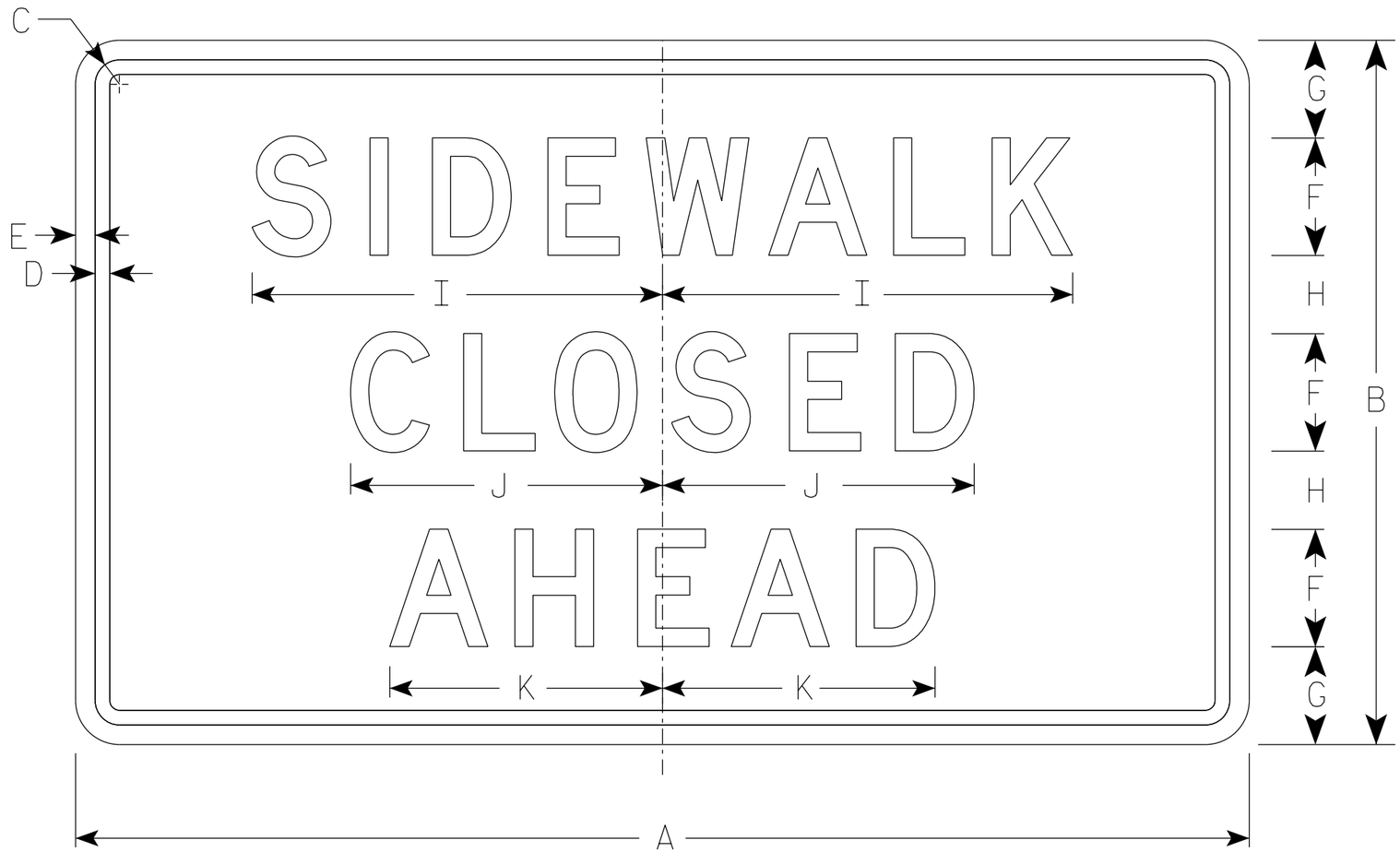
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 78 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-9A

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.

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

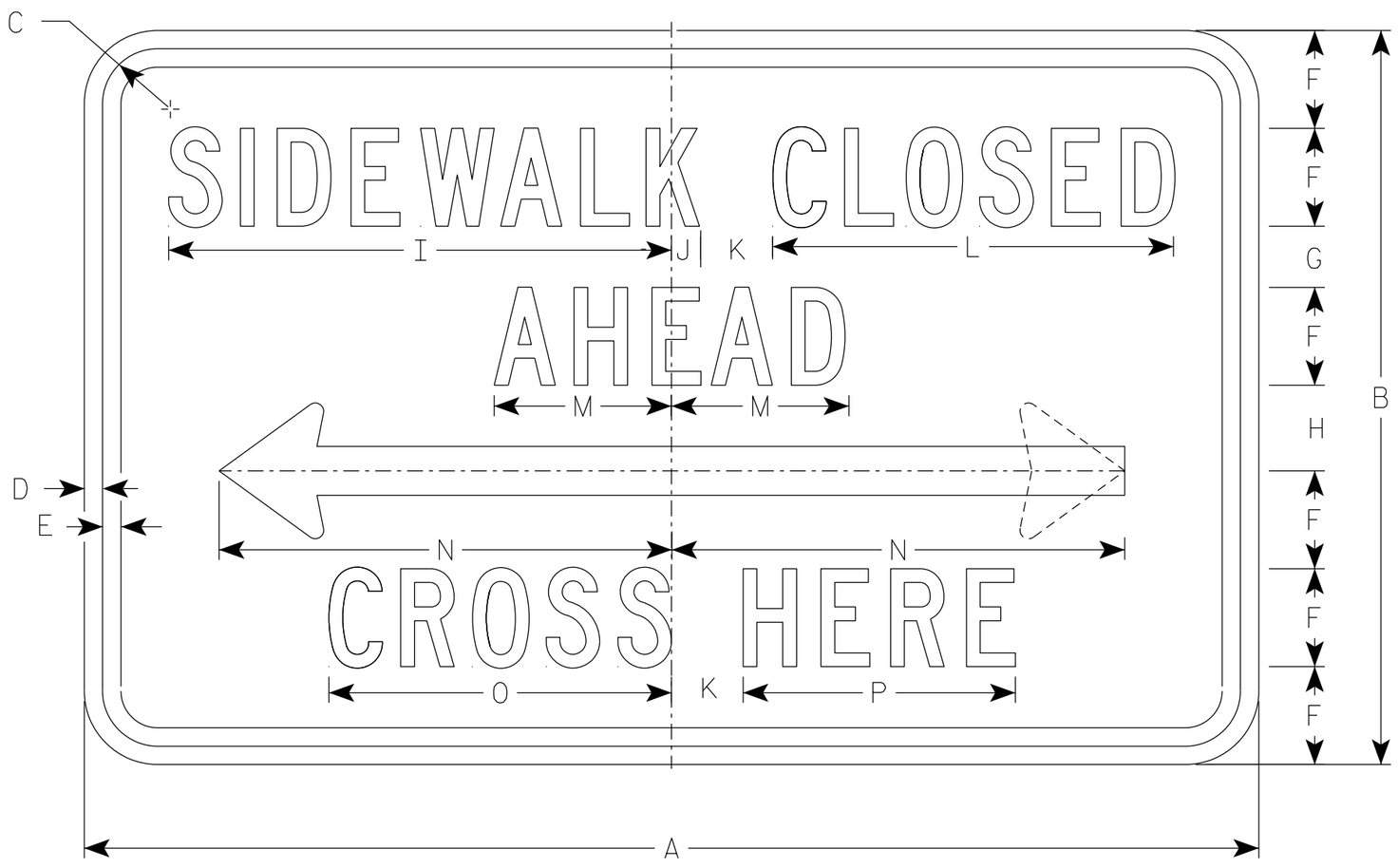
APPROVED Matthew R Rauch
For State Traffic Engineer

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

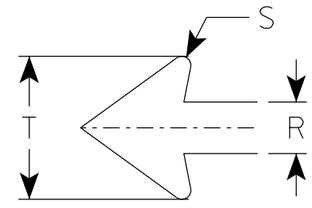
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 79 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R99A.DGN PLOT DATE : 31-AUG-2020 3:26 PLOT BY : dotc4c PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7 7



R9-11



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

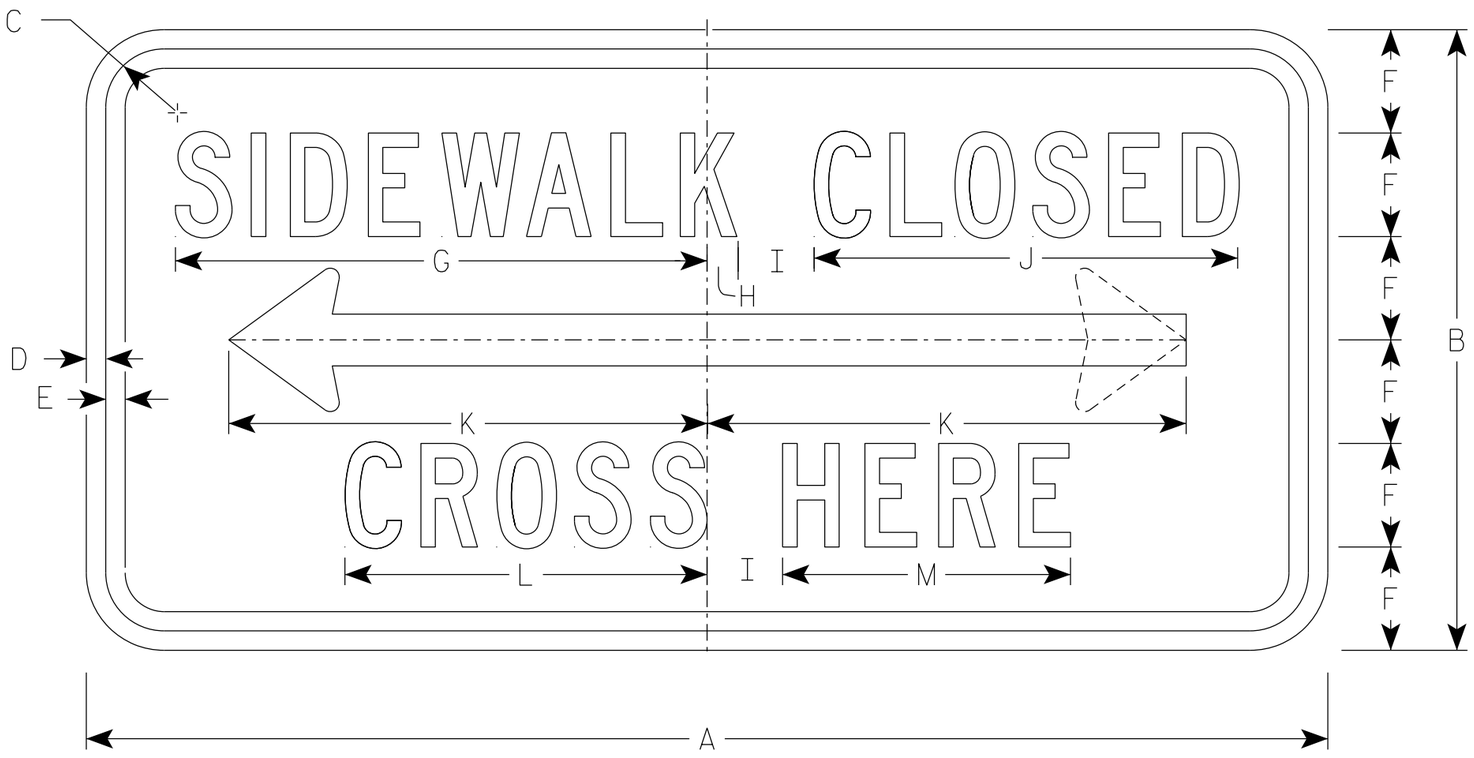
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/30/2021 PLATE NO. R9-11.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 80 | E

7

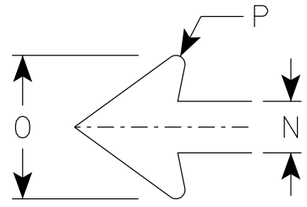
7



R9-11A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.
6. R9-11AD (double arrow)
   R9-11AL (left arrow)
   R9-11AR (right arrow)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

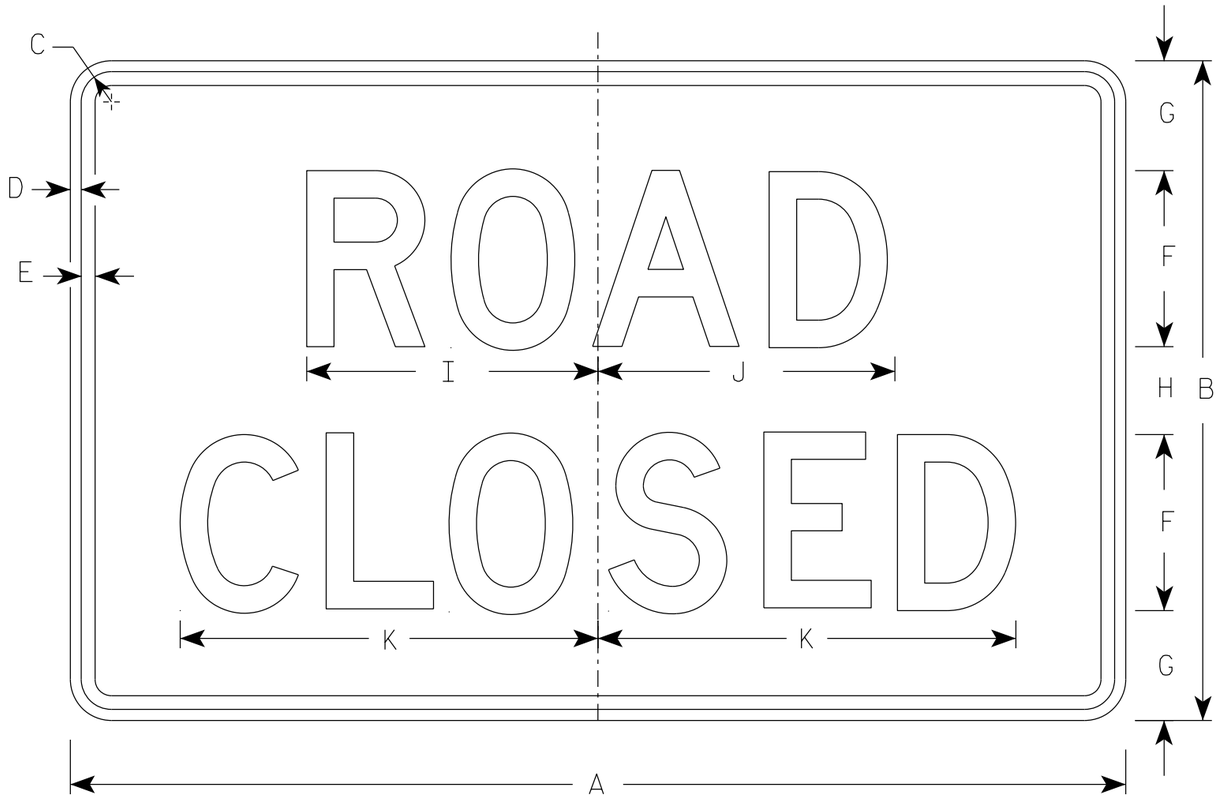
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2021 PLATE NO. R9-11A.5

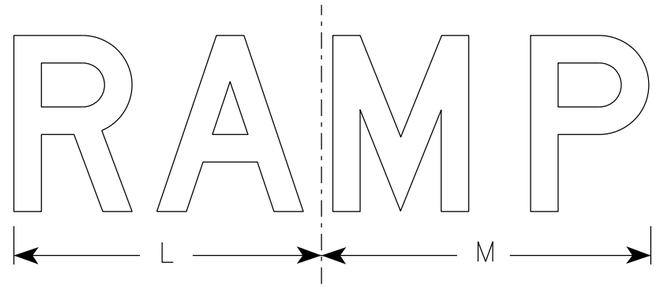
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 81 | E



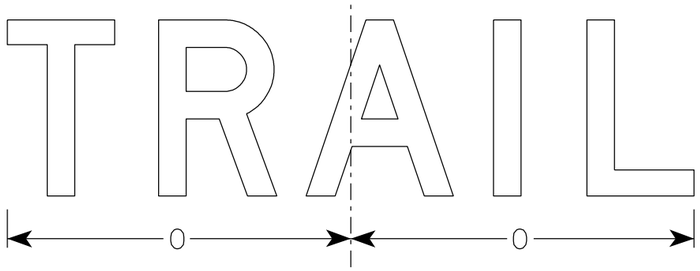
R11-2

NOTES

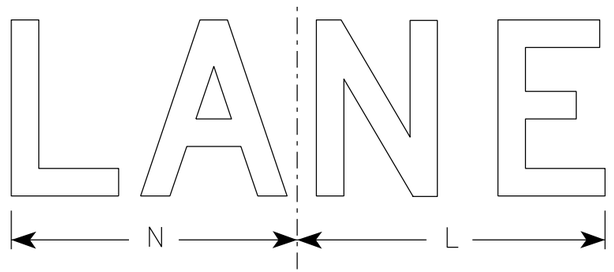
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 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

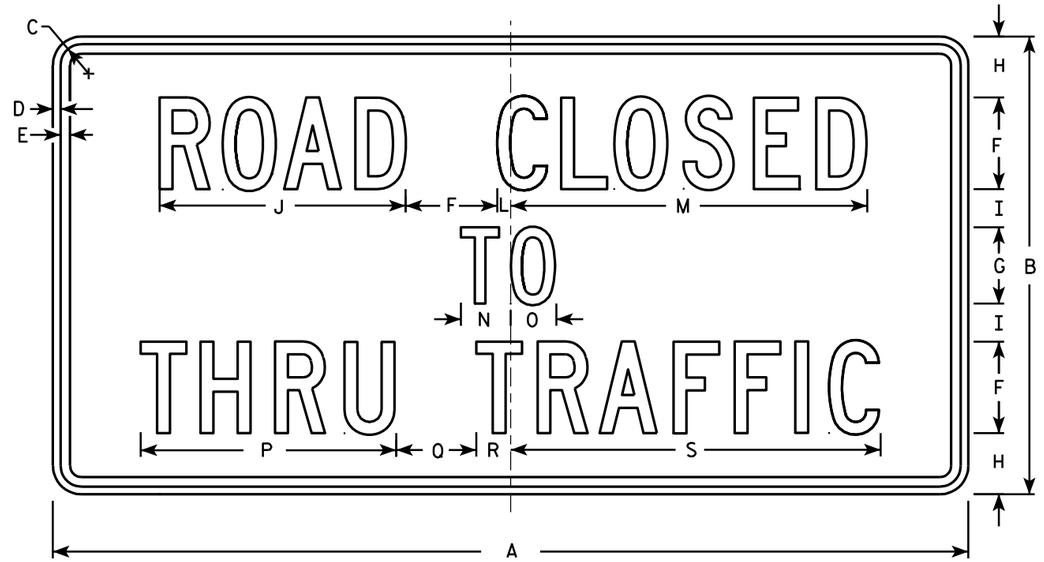
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 29-MAR 2021 8:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



R11-4

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.

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

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

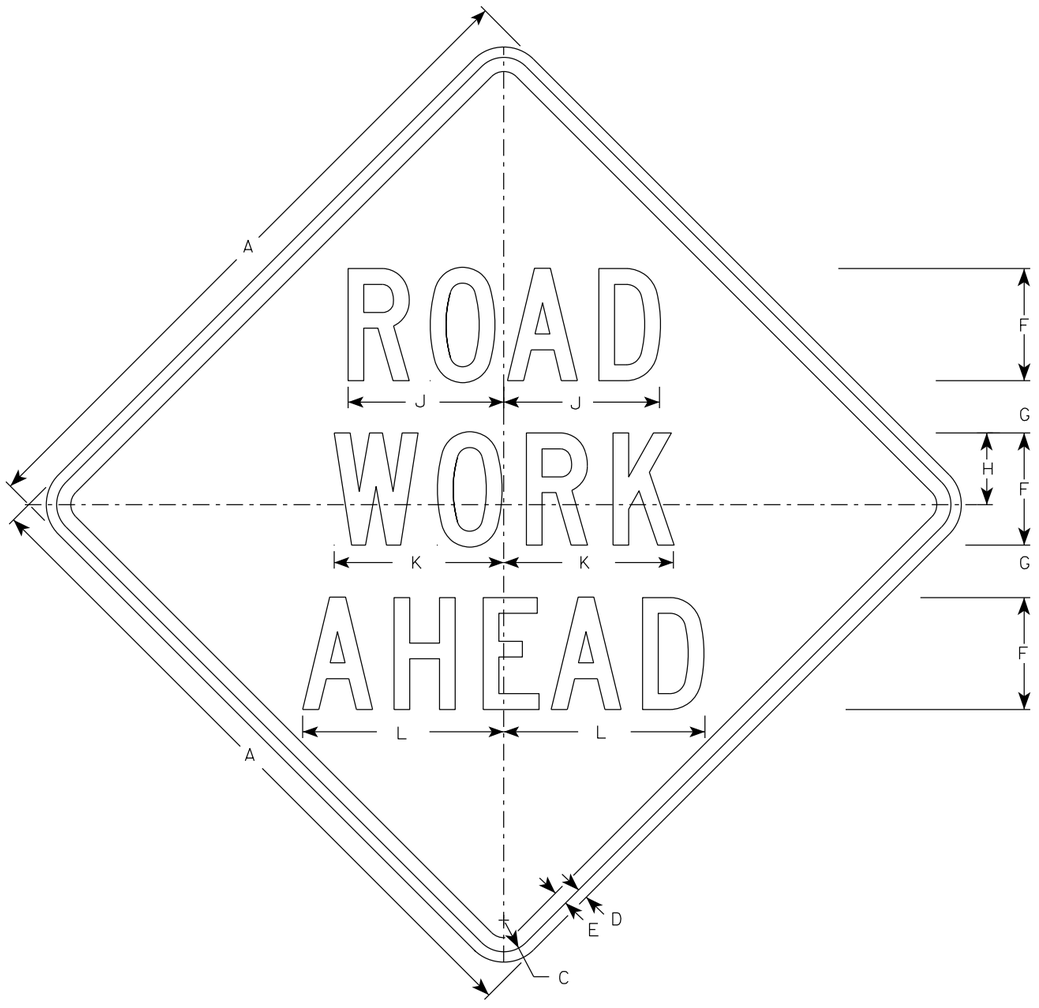
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

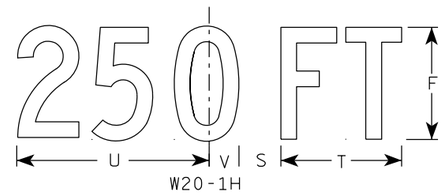
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 83 | E

NOTES

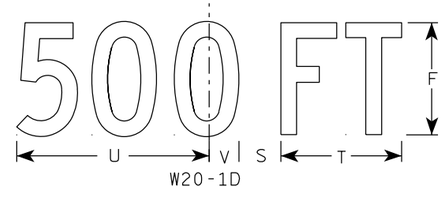
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A

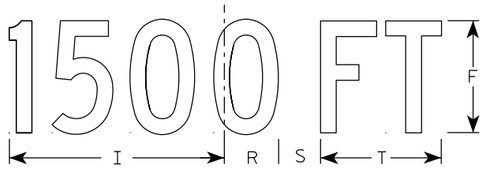


W20-1H

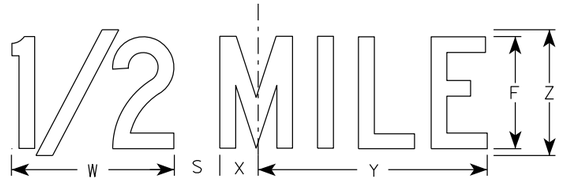


W20-1D

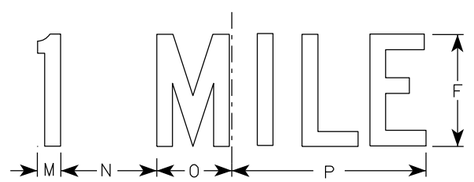
W20-1C



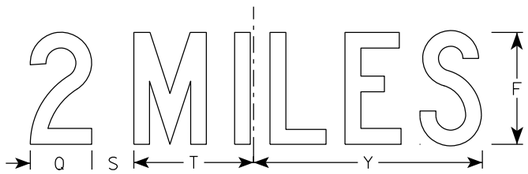
W20-1B



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

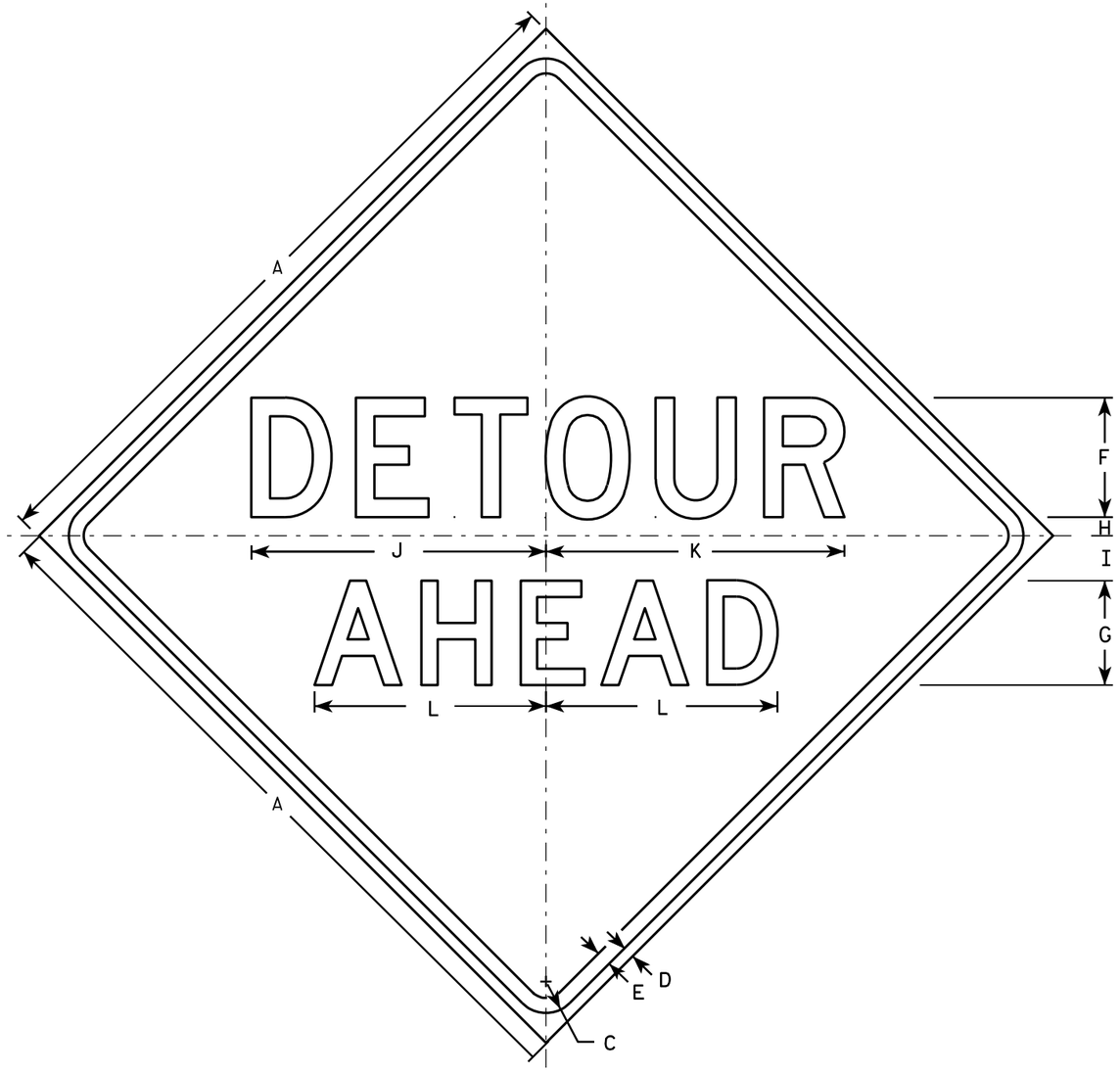
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

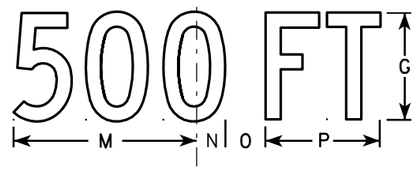
DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

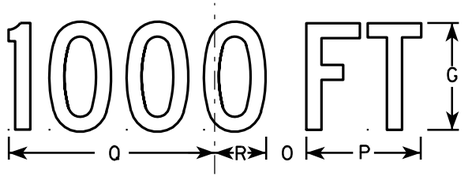
SHEET NO: E



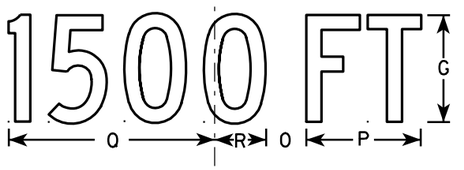
W20-2A



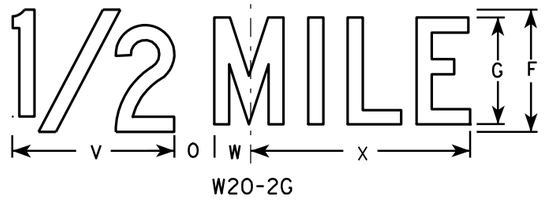
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

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. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

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

STANDARD SIGN
W20-2A,B,C,D,F & G

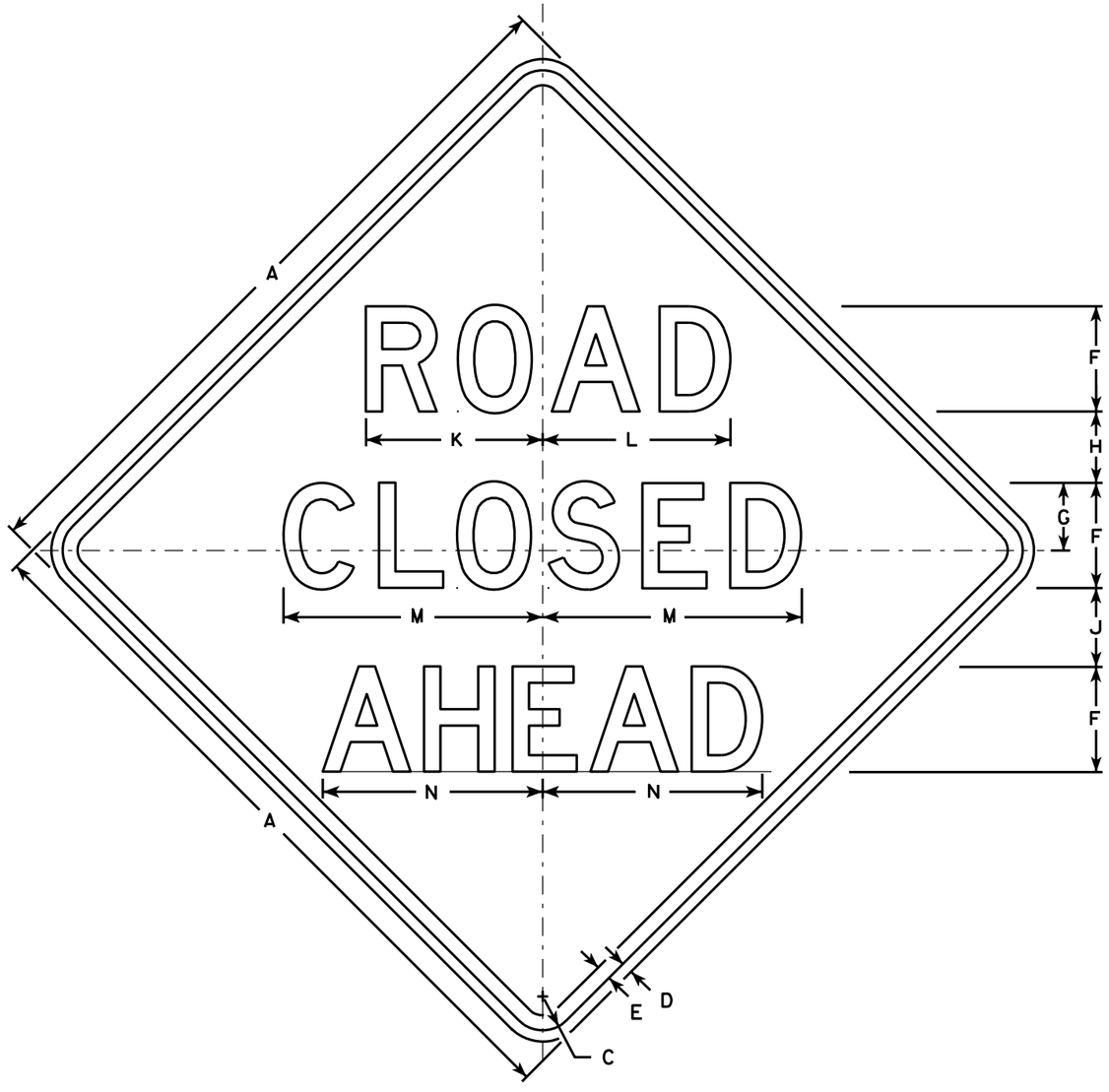
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

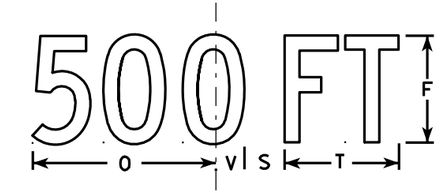
DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 85 | E

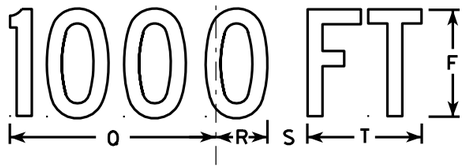
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



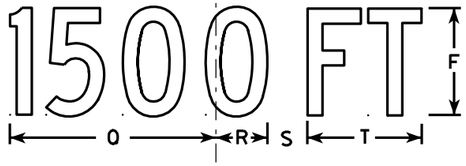
W20-3A



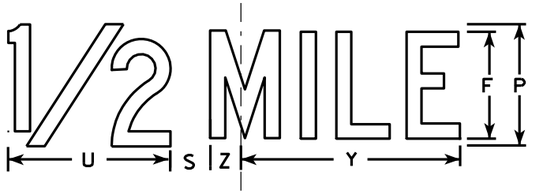
W20-3D



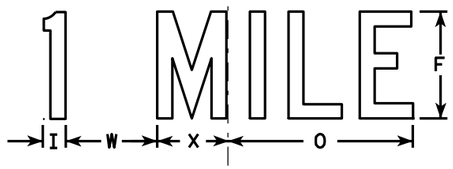
W20-3C



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.

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 86 | E

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov