

LAX FEB 2017

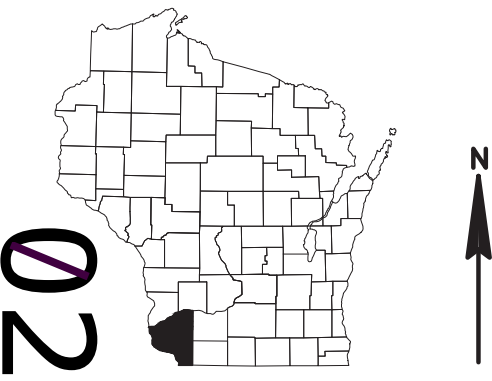
PROJECT ID: 1662-00-76

WITH: N/A

COUNTY: GRANT

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

TOTAL SHEETS = 98



DESIGN DESIGNATION		
A.A.D.T.	2017	= 6400
A.A.D.T.	2037	= 7900
D.H.V.		= 4740
D.D.		= 60/40
T.		= 22.3%
DESIGN SPEED		= 40 MPH
ESALS		= 720,000

CONVENTIONAL SYMBOLS

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

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

FENNIMORE - DODGEVILLE

BRONSON BLVD INTERSECTION

USH 18

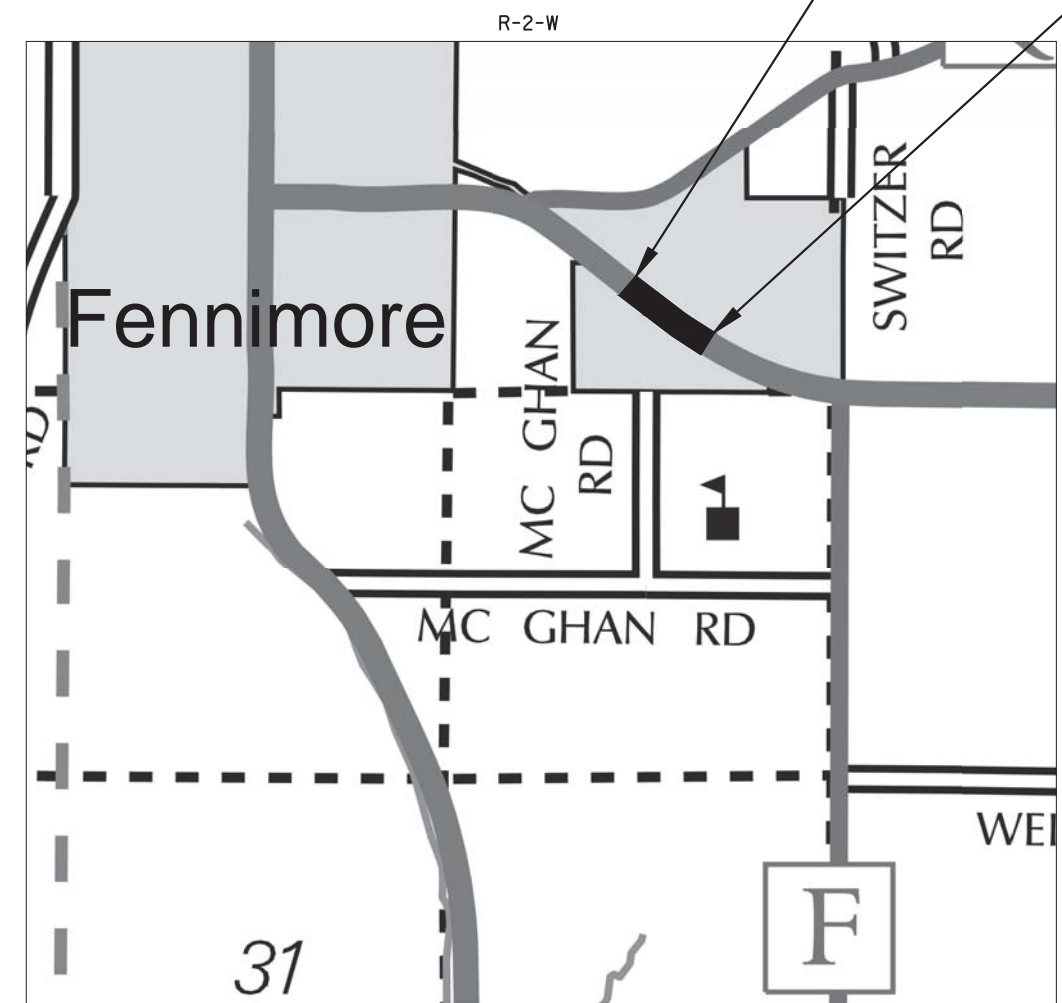
GRANT COUNTY

STATE PROJECT NUMBER
1662-00-76

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1662-00-76	WISC 2017017	1

BEGIN PROJECT
STA 57+65
X = 838198.920
Y = 571429.500

END PROJECT
STA 70+42



LAYOUT

SCALE 0 1 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.242 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, GRANT COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 2012 (NAVD 88).

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	WISDOT
Designer	ALEIGHA BURG
Project Manager	TIM MAEDKE
Regional Examiner	MIKE RUD
Regional Supervisor	REINY YAHNKE
APPROVED FOR THE DEPARTMENT	
DATE: 7/26/16	

GENERAL NOTES

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

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS

5.5 INCH HMA PAVEMENT SHALL BE CONSTRUCTED WITH 2.5 INCH UPPER LAYER AND 3 INCH LOWER LAYER.

3.5 INCH HMA PAVEMENT SHALL BE CONSTRUCTED WITH 1.75 INCH UPPER LAYER AND 1.75 INCH LOWER LAYER.

APPLY TACK COAT BETWEEN HMA PAVEMENT LAYERS AT A RATE OF 0.05 GAL/SY

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

CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEGIN LOCATED WITHIN A DRIVING, TURING, BIKE, OR PARKING LANE

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

PURSUANT TO CHAPTER 59 OF THE WISCONSIN STATUTES, THE CONTRACTOR SHALL CAREFULLY MAKE A SEARCH FOR EVIDENCE OF A LANDMARK IN ALL AREAS WHERE SUCH A LANDMARK MAY EXIST

WORK WITH THE UTMOST CARE AND PROTET ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKERS IS TO BE WITH THE APPROVAL OF THE ENGINEER

STANDARD ABBREVIATIONS

AGG	AGGREGATE	NC	NORMAL CROWN
<	ANGLE	NB	NORTHBOUND
AE, AEW	APRON ENDWALL	NOR	NORMAL
ASPH	ASPHALTIC	NO	NUMBER
A.D.T.	AVERAGE DAILY TRAFFIC	PAV'T	PAVEMENT
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC	PC	POINT OF CURVATURE
Δ	CENTRAL ANGLE OR DELTA	PI	POINT OF INTERSECTION
CMCP	CORRUGATED METAL CULVERT PIPE	PT	POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	PE	PRIVATE ENTRANCE
CABC	CRUSHED AGGREGATE BASE COURSE	R	RADIUS OR RANGE
CP	CONTROL POINT OR CULVERT PIPE	RCCP	REINFORCED CONCRETE CULVERT PIPE
D	DEGREE OF CURVE	REQ'D	REQUIRED
D.H.V.	DESIGN HOURLY VOLUME	SHLD	SHOULDER(S)
D.D.	DIRECTIONAL DISTRIBUTION	SB	SOUTHBOUND
EB	EASTBOUND	S.D.D.	STANDARD DETAIL DRAWING(S)
ESALS	EQUIVALENT SINGLE AXLE LOADS	T.	PERCENT TRUCKS
EXC	EXCAVATION	TYP	TYPICAL
FERT	FERTILIZER	VAR	VARIABLE
CWT	HUNDRED WEIGHT	VC	VERTICAL CURVE
INTER	INTERSECTION	VPC	VERTICAL POINT OF CURVATURE
L	LENGTH OF CURVE	VPI	VERTICAL POINT OF INTERSECTION
LC	LONG CHORD	VPT	VERTICAL POINT OF TANGENCY
MGAL	1000 GALLONS	WB	WESTBOUND

ORDER OF SECTION NO. 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRCUCTION DETIALS
INTERSECTION DETAILS
EROSION CONTROL
PERMANENT SIGNING
PAVEMENT MARKING
TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 1/2
TRAFFIC CONTROL ADVANCE SIGNING - STAGE 1/2
STAGE CONSTRCUCTION - STAGE 1/2
CONTROL OVERVIEW

DESIGN CONTACTS

TIM MAEDKE
PROJECT MANAGER
WISDOT SW REGION
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
PHONE: 608-789-6317
EMAIL: timothy.maedke@dot.wi.gov

ALEIGHA BURG
PROJECT DESIGNER
WISDOT SW REGION
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
PHONE:608-317-9083
EMAIL: aleigha.burg@dot.wigov

ENVIRONMENTAL CONTACT

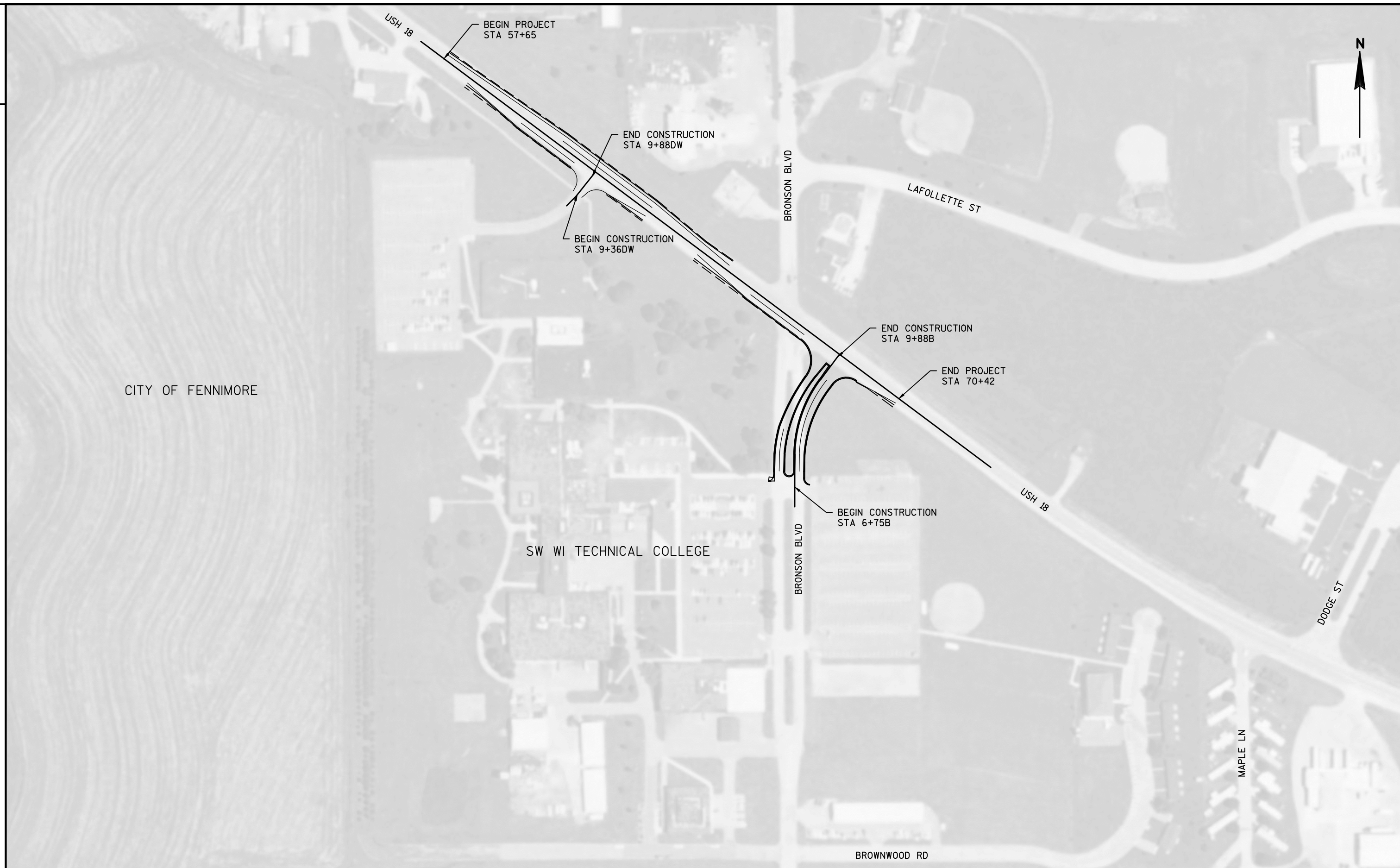
ANDY BARTA
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
WISCONSIN DEPT. OF NATURAL RESOURCES
SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PHONE: 608-275-3308
Email: Andrew.Barta@wisconsin.gov

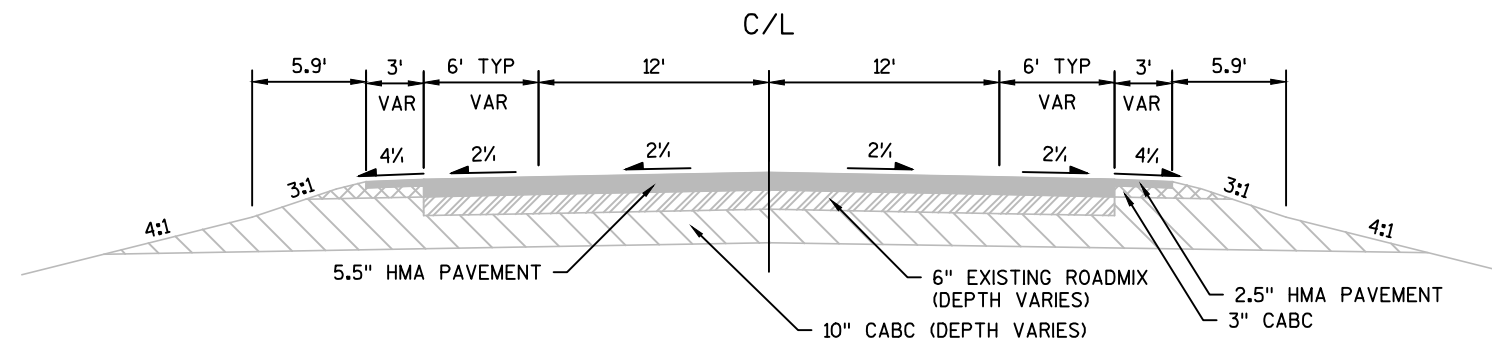
UTILITY CONTACTS

ALLIANT ENERGY, ELECTRICITY CONTACT ADDRESS CITY, STATE ZIP PHONE: MOBILE:	CITY OF FENNIMORE, WATER CONTACT ADDRESS CITY, STATE ZIP PHONE: MOBILE:
FENNIMORE WATER AND LIGHT, ELECTRICITY CONTACT ADDRESS CITY, STATE ZIP PHONE: MOBILE:	MEDIA.COM LLC WISCONSIN, COMMUNICATION CONTACT ADDRESS CITY, STATE ZIP PHONE: MOBILE:
TDS TELECOM, COMMUNICATION CONTACT ADDRESS CITY, STATE ZIP PHONE: MOBILE:	WE ENERGIES, GAS/PETROLEUM CONTACT ADDRESS CITY, STATE ZIP PHONE: MOBILE:
SW WI TECHNICAL COLLEGE CONTACT ADDRESS CITY, STATE ZIP PHONE: MOBILE:	

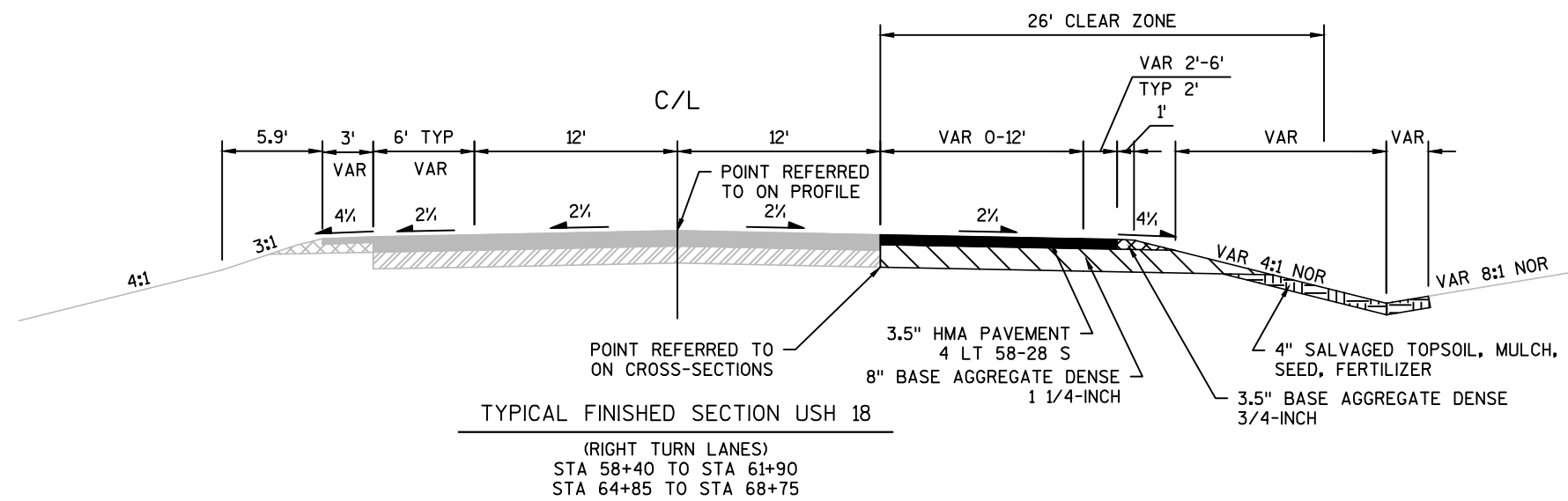


Dial 811 or (800)242-8511
www.DiggersHotline.com

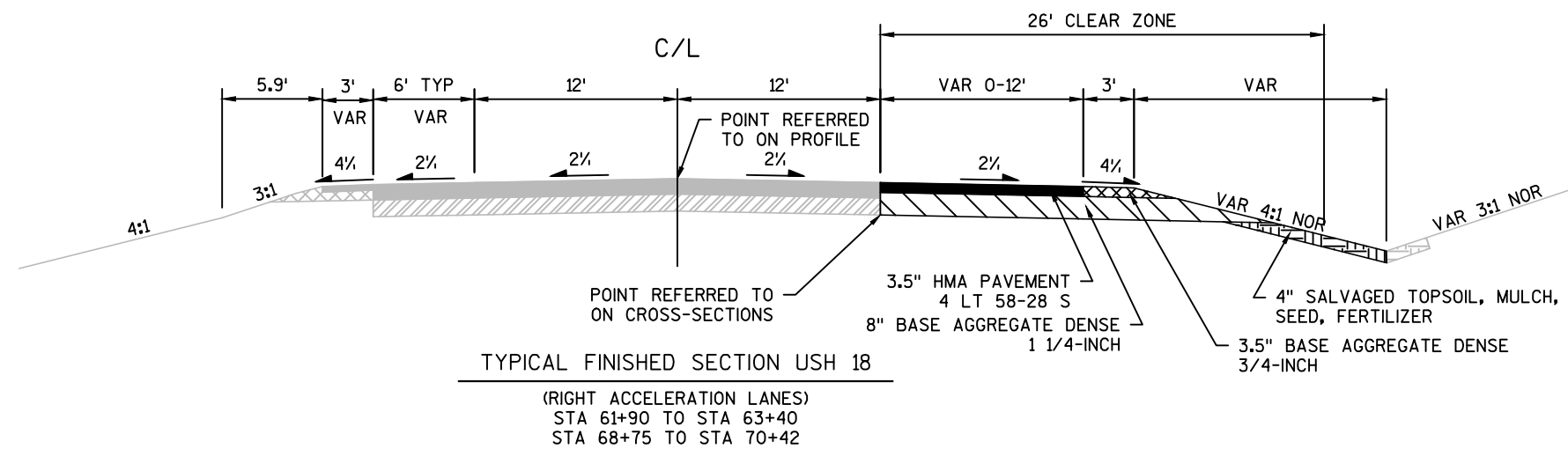




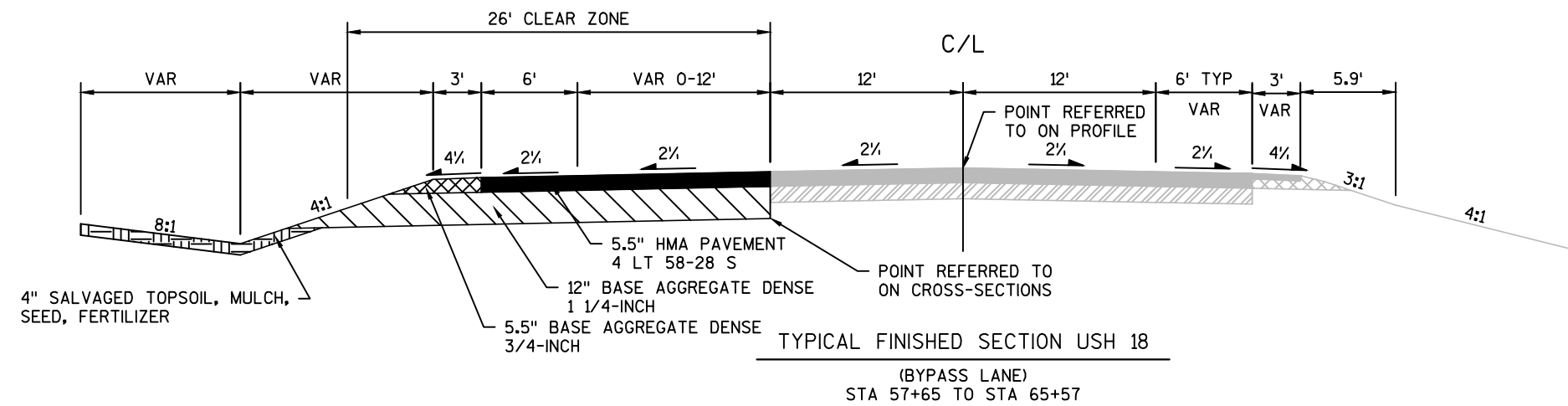
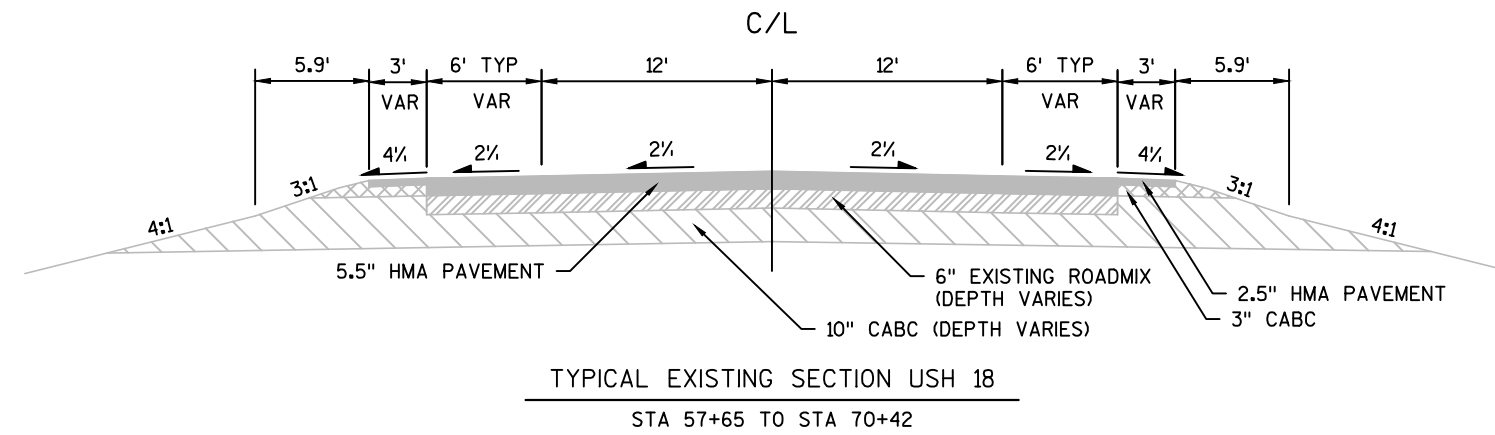
TYPICAL EXISTING SECTION USH 18
STA 57+65 TO STA 70+42

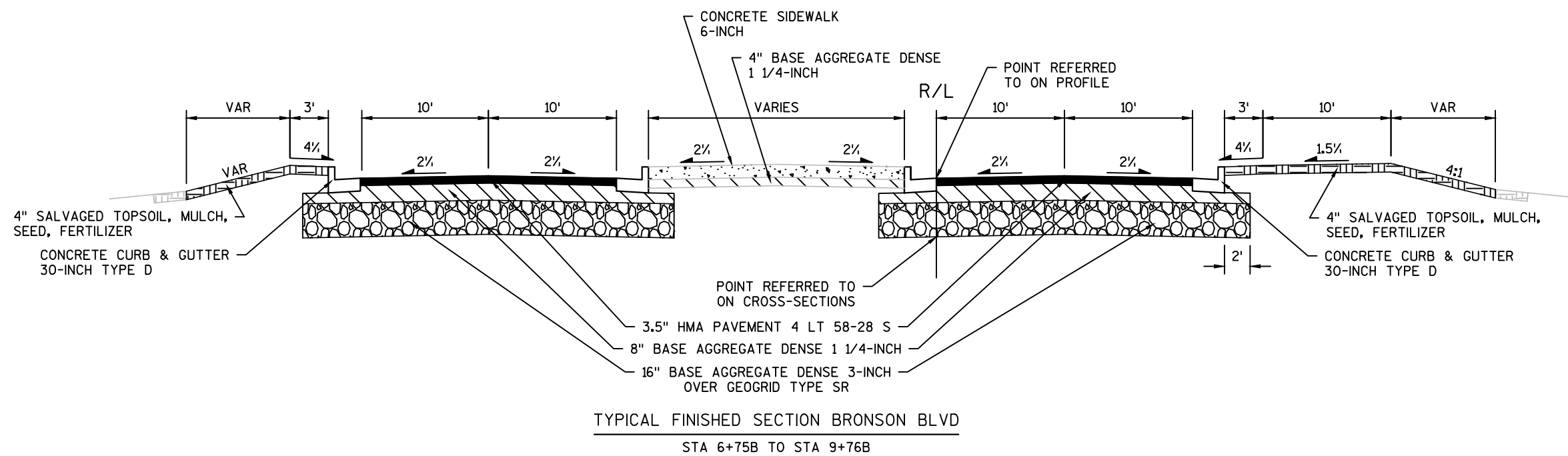
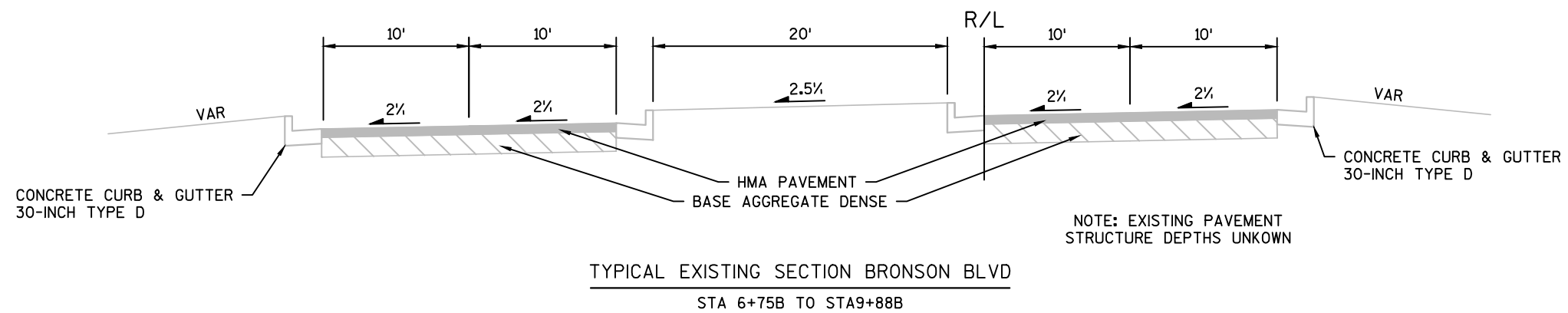


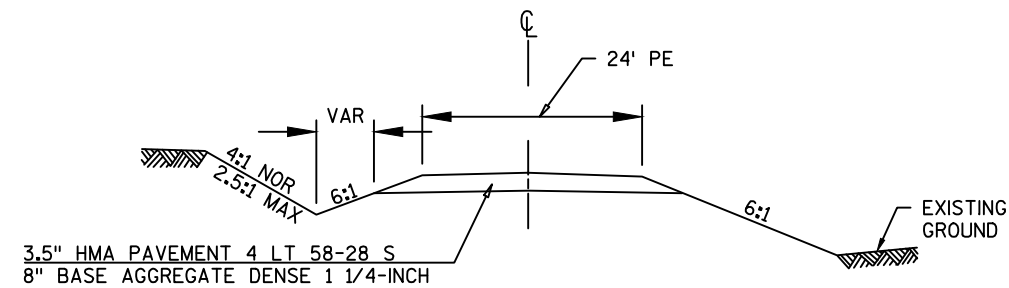
TYPICAL FINISHED SECTION USH 18
(RIGHT TURN LANES)
STA 58+40 TO STA 61+90
STA 64+85 TO STA 68+75



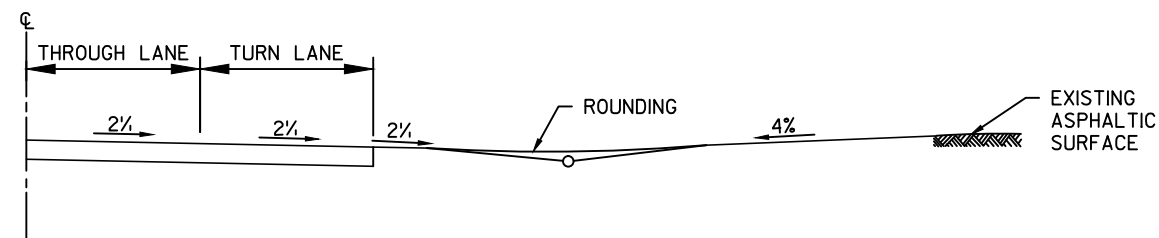
TYPICAL FINISHED SECTION USH 18
(RIGHT ACCELERATION LANES)
STA 61+90 TO STA 63+40
STA 68+75 TO STA 70+42



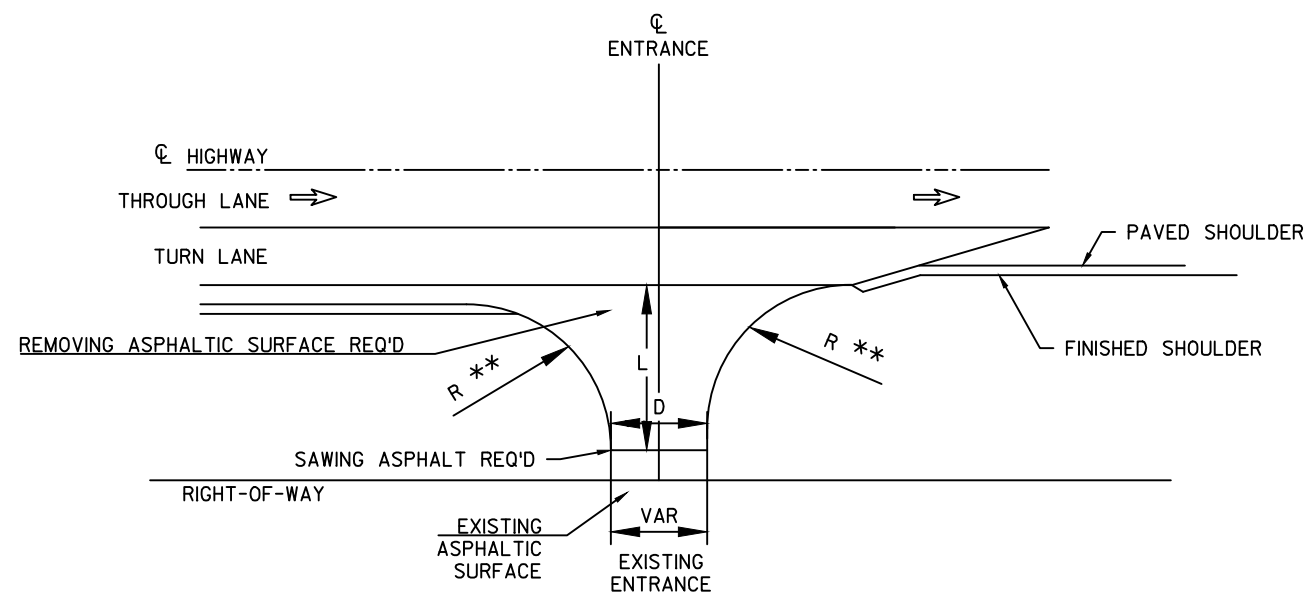




TYPICAL CROSS SECTION



TYPICAL PROFILE VIEW



L=VARIABLE, EXACT LENGTH TO BE
DETERMINED IN THE FIELD BY THE ENGINEER

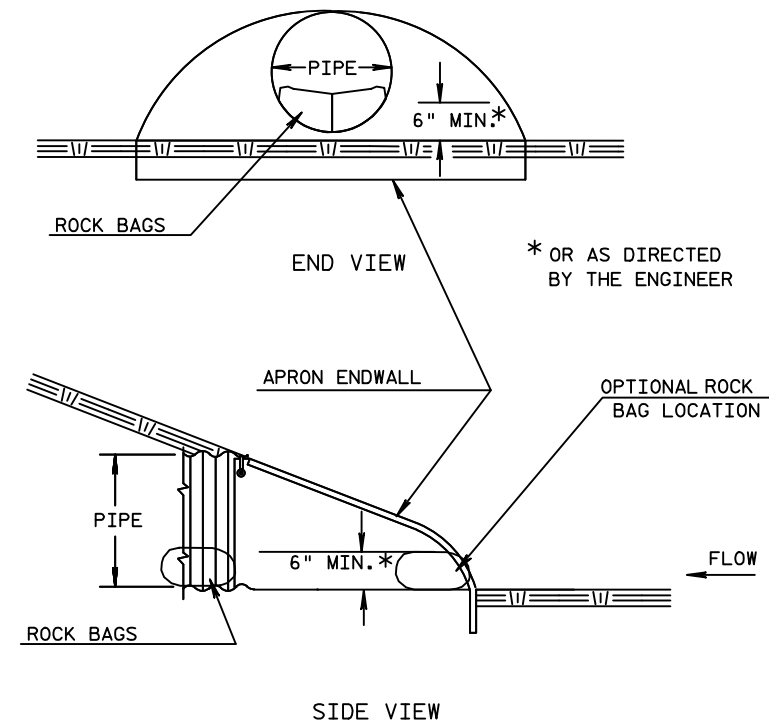
D=DRIVEWAY WIDTH
D=24'

** RADIUS IS TANGENT AT PAVED SHOULDER EDGE
R=35'

* 3' MIN OR TO FINISHED
SHOULDER WHICH EVER IS GREATER

PLAN VIEW

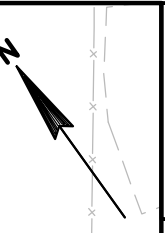
RURAL DRIVEWAY INTERSECTION (PE)
STA 9+36DW



SIDE VIEW

ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
12"	1
15"	2
18"	2
21"	3
14" X 23"	3
24"	3
27"	4
30"	5
19" X 30"	5
36"	7
24" X 38"	8
42"	8
29" X 45"	10
48"	10
34" X 53"	10
38" X 60"	13
60"	13
66"	15
53" X 83"	19

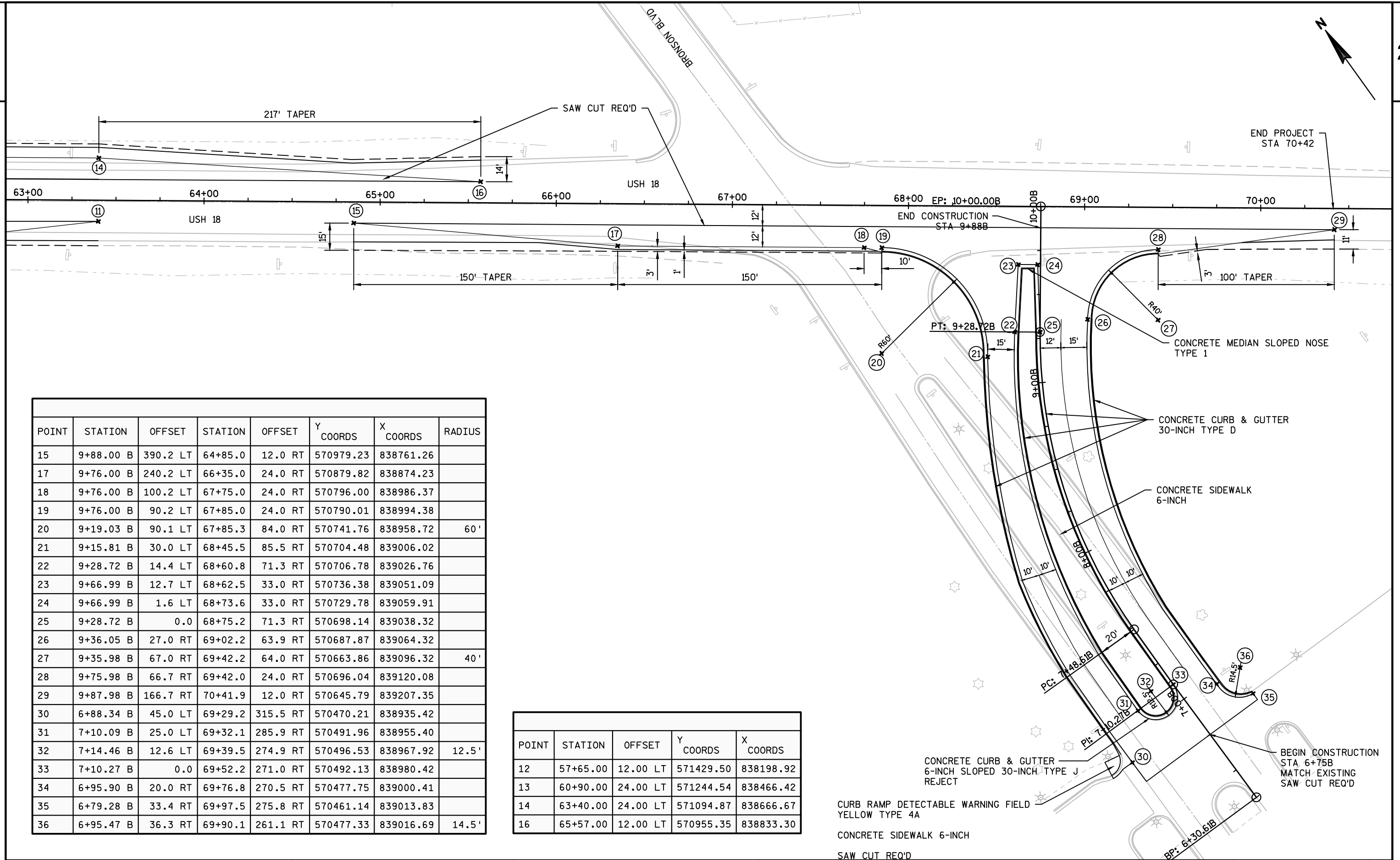
CULVERT PIPE CHECKS



POINT	STATION	OFFSET	Y COORDS	X COORDS
12	57+65.00	12.00 LT	571429.50	838198.92
13	60+90.00	24.00 LT	571244.54	838466.42
14	63+40.00	24.00 LT	571094.87	838666.67
16	65+57.00	12.00 LT	570955.35	838833.30

STA 9+60DW
REMOVE 1-15" CMCP

STA 9+60DW
CULVERT PIPE CORRUGATED
STEEL 15-INCH
2-AEW

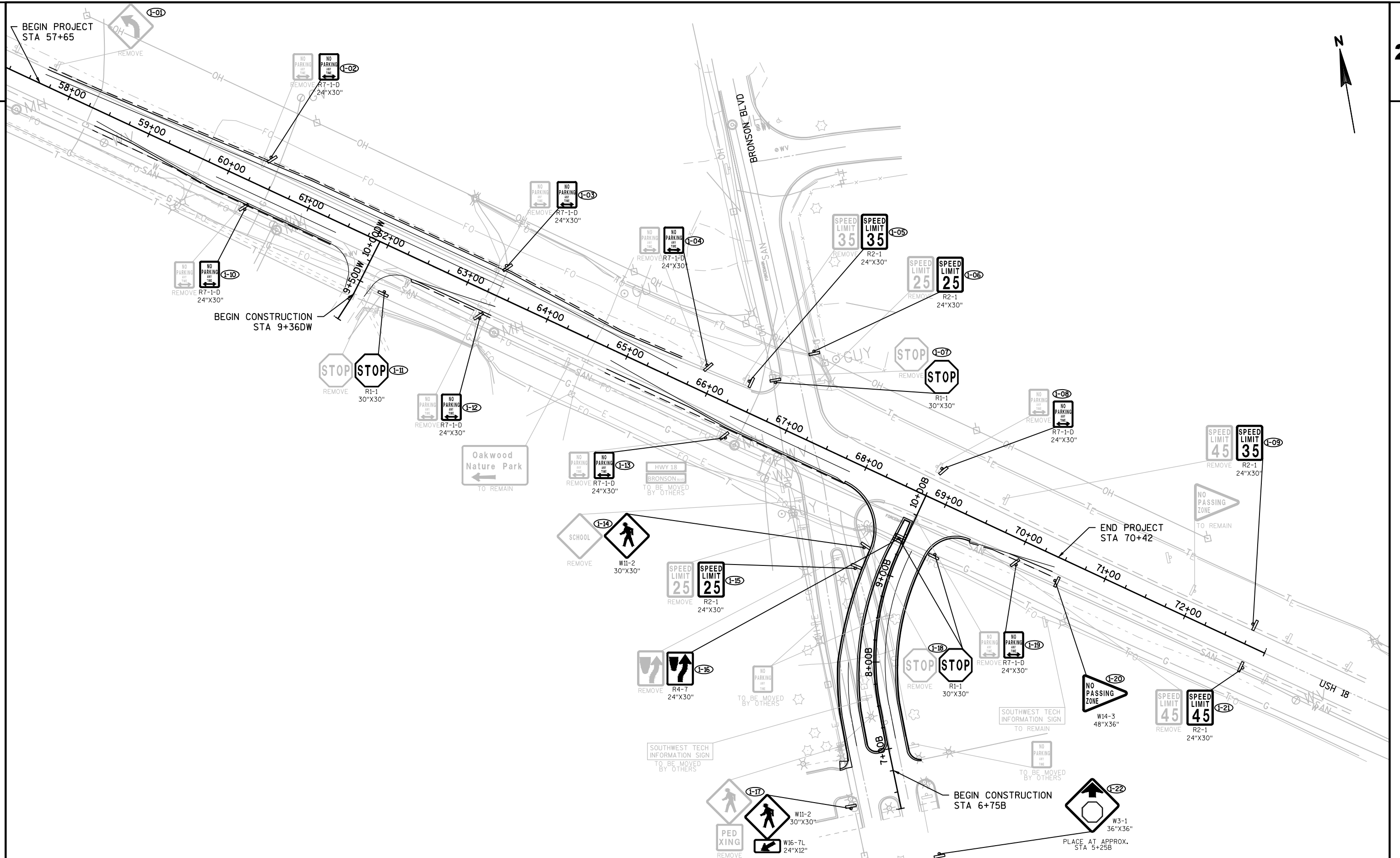




LEGEND

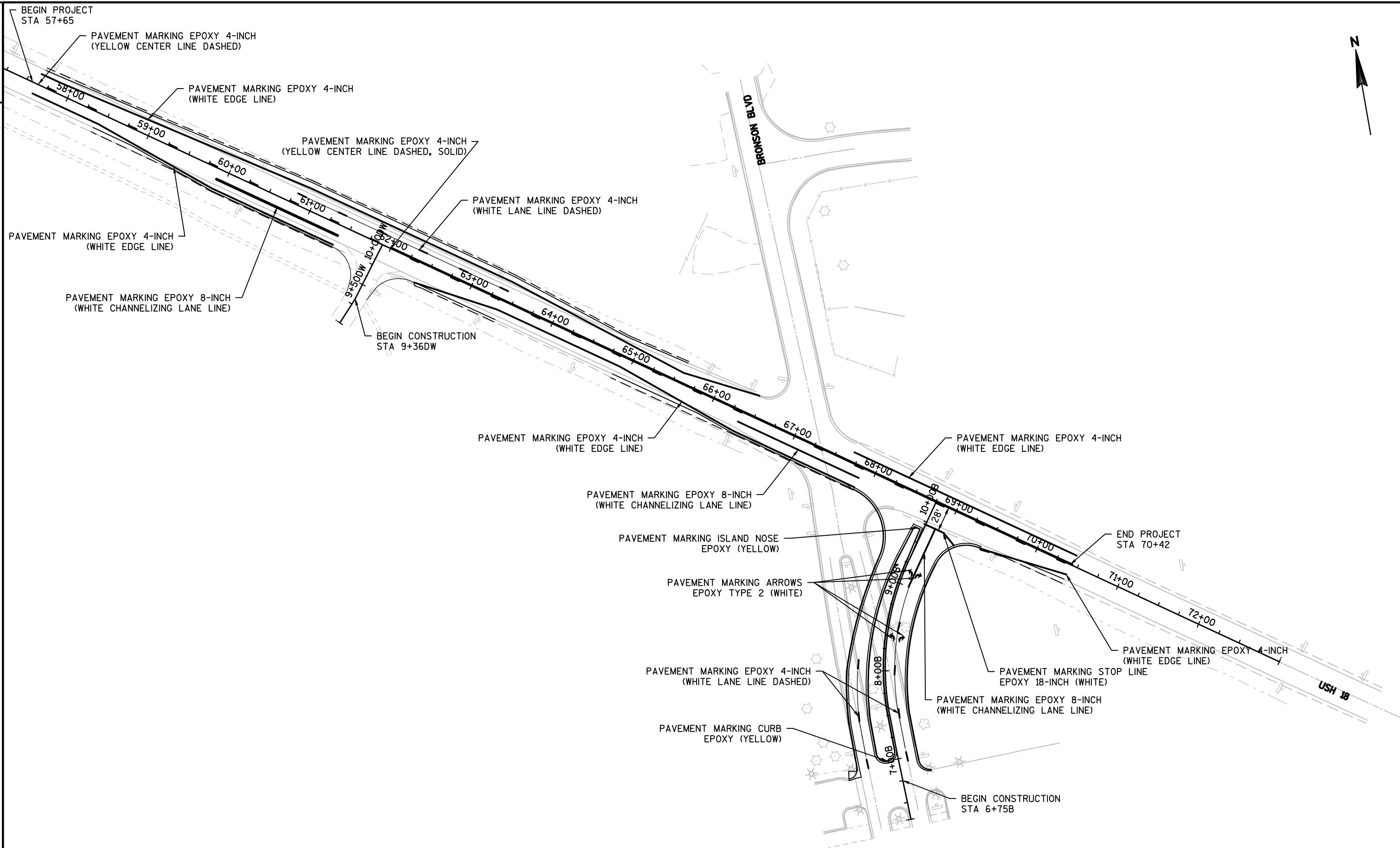
- CULVERT PIPE
- 4-INCH SALVAGED TOPSOIL, MULCHING, SEEDING MIXTURE NO. 40, FERTILIZER TYPE A
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- SLOPE INTERCEPT
- ~~~ SURFACE WATER FLOW

PROJECT NO:1662-00-76	HWY: USH 18	COUNTY: GRANT	EROSION CONTROL	SHEET	E
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2

2



PROJECT NO:1662-00-76

HWY:USH 18

COUNTY:GRANT

PAVEMENT MARKING

SHEET

E

FILE NAME : N:\PDS\C3D\16620006\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024501_PM

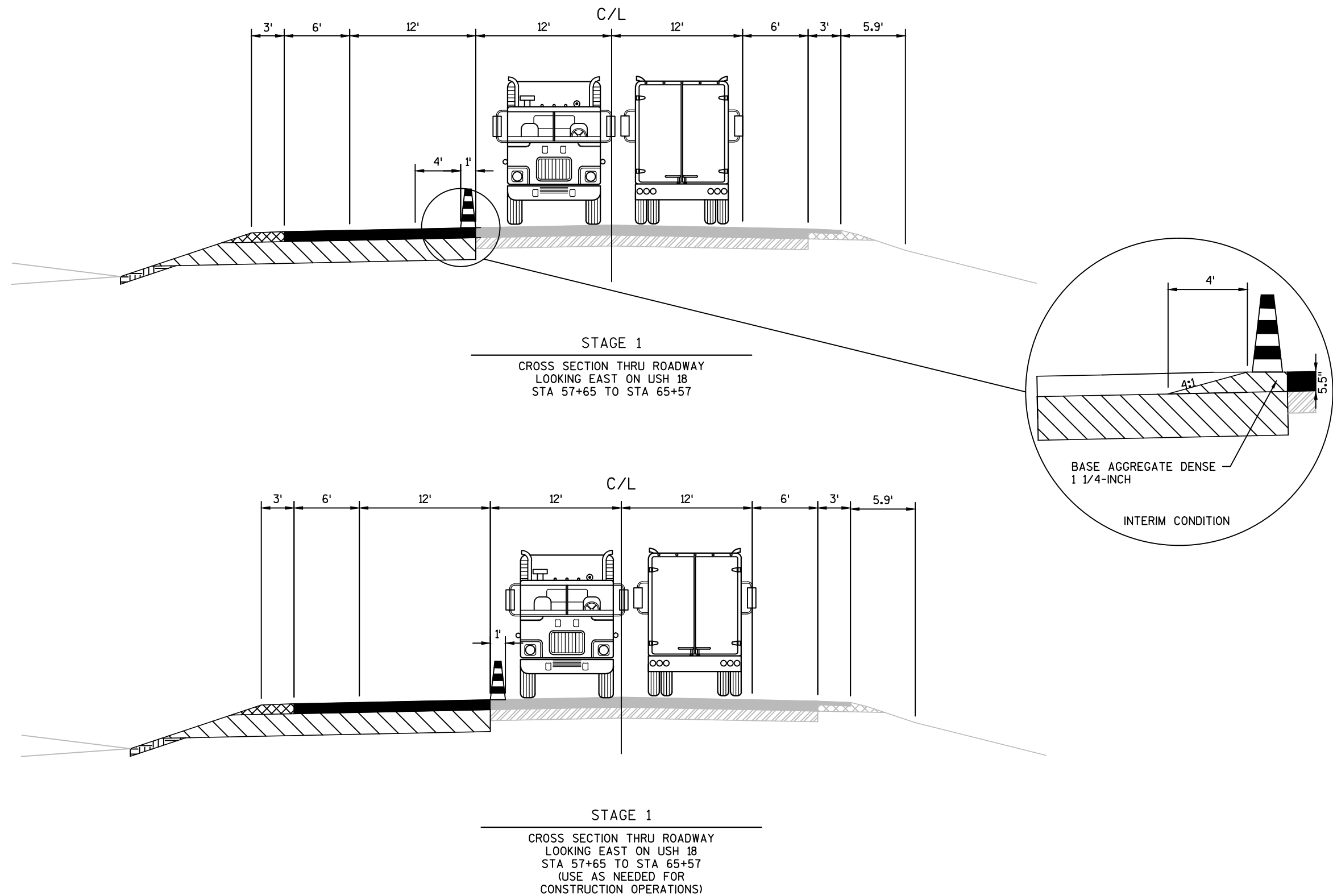
PLOT DATE : 3/17/2016 6:57 AM

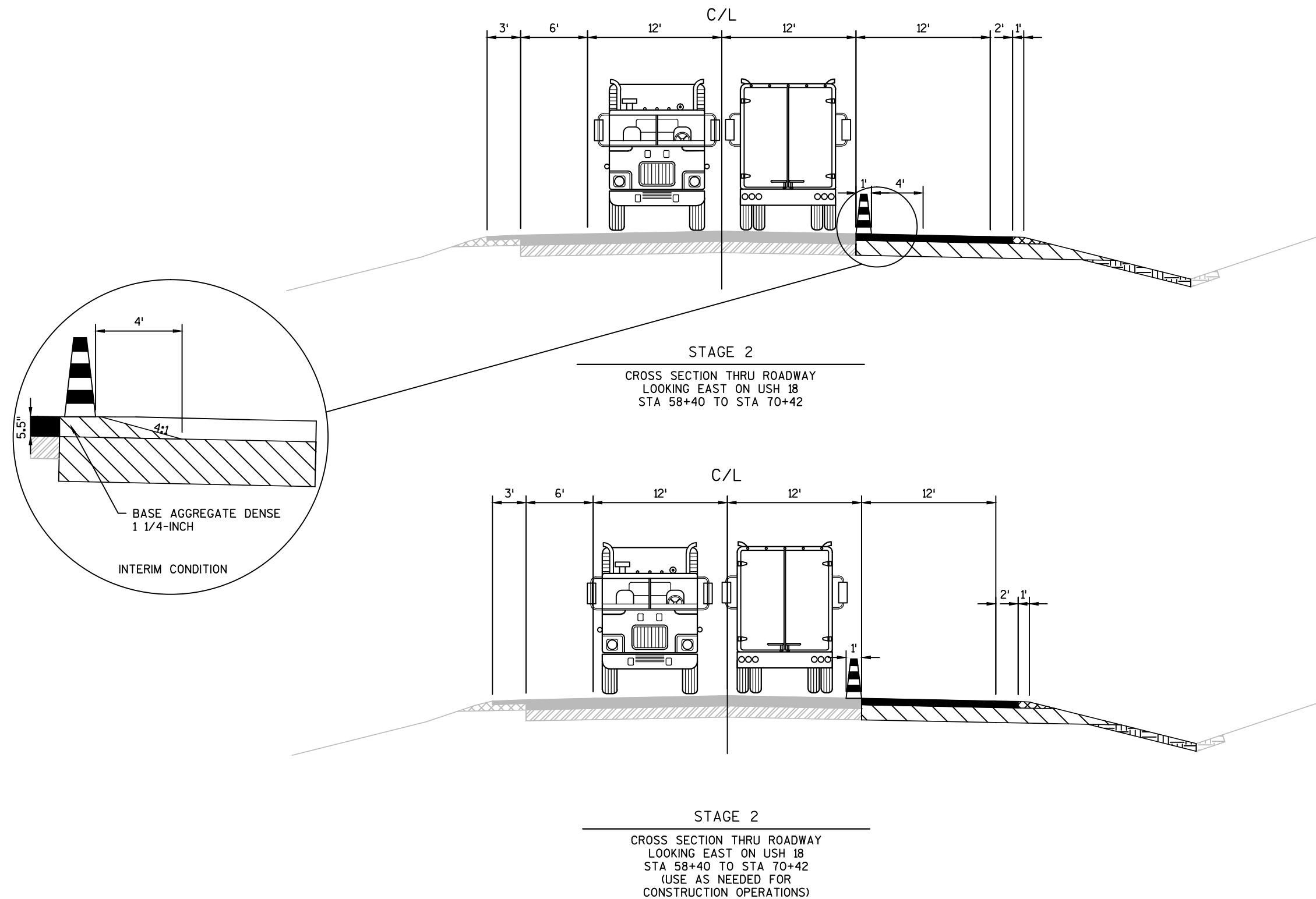
PLOT BY : BURG, ALEIGHA J

PLOT NAME :

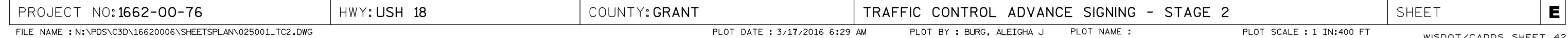
PLOT SCALE : 1 IN:100 FT

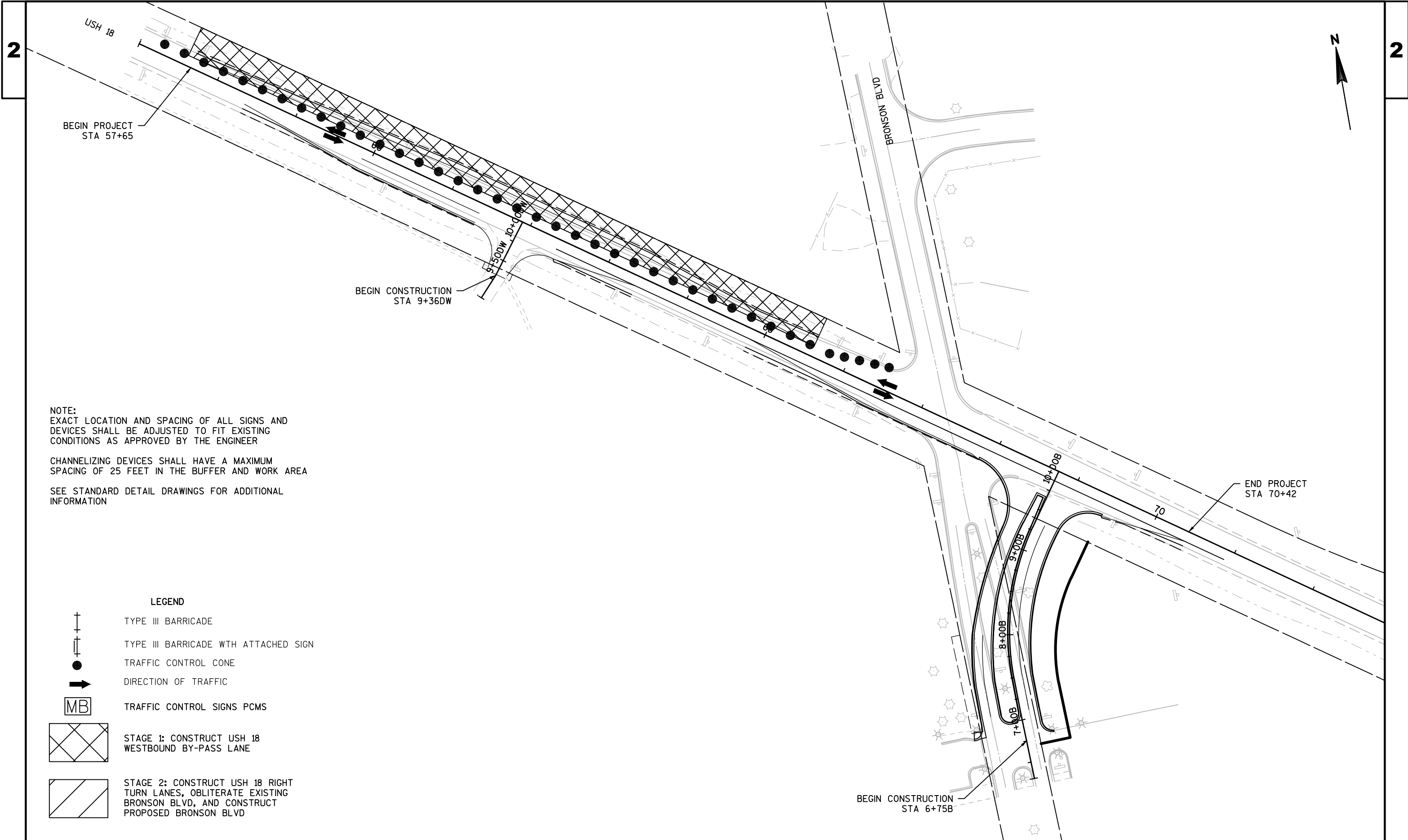
WISDOT/CADDs SHEET 42











NOTE:
EXACT LOCATION AND SPACING OF ALL SIGNS AND
DEVICES SHALL BE ADJUSTED TO FIT EXISTING
CONDITIONS AS APPROVED BY THE ENGINEER

CHANNELIZING DEVICES SHALL HAVE A MAXIMUM
SPACING OF 25 FEET IN THE BUFFER AND WORK AREA

SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL
INFORMATION

TYPE III BARRICADE

TYPE III BARRICADE WTH ATTACHED SIGN

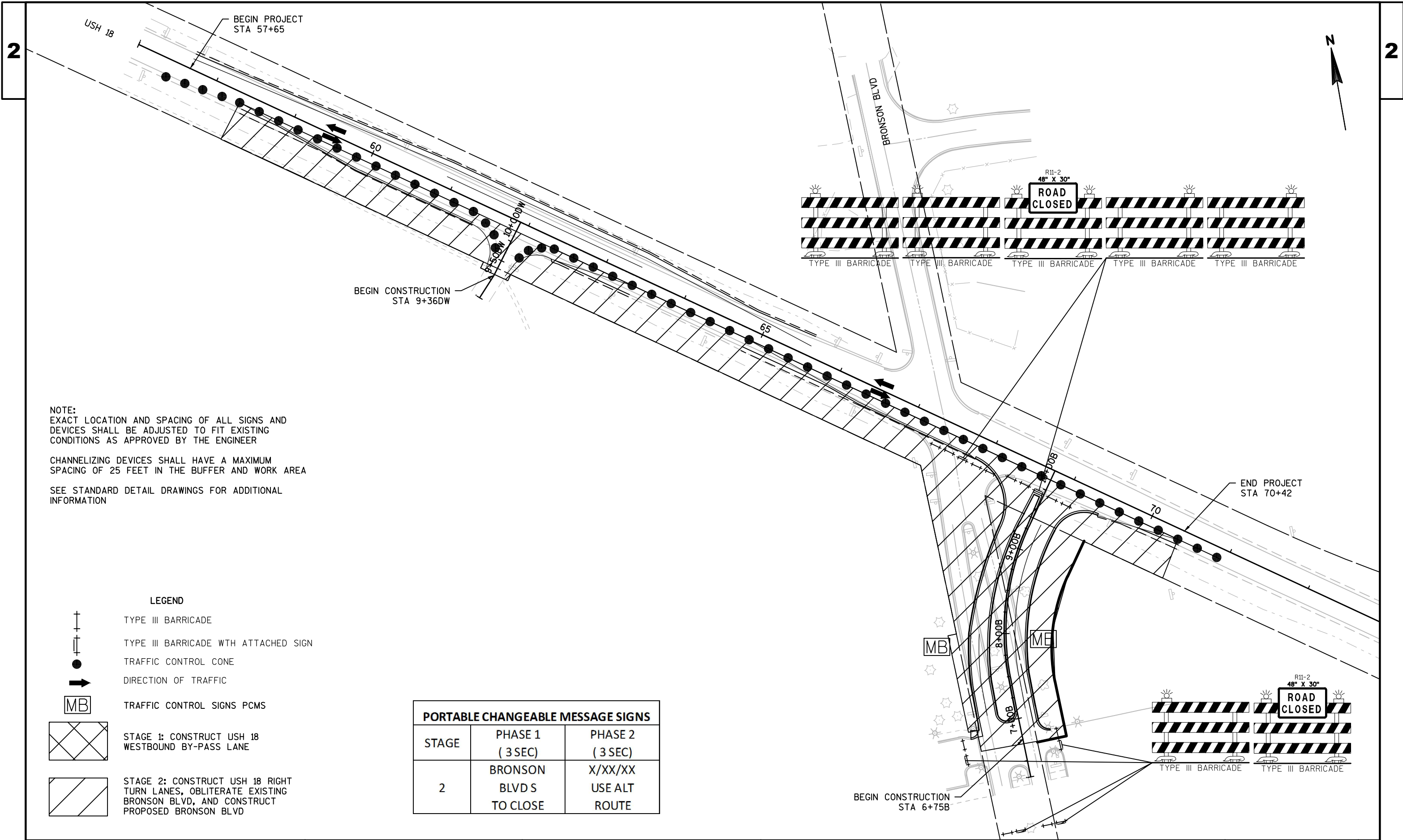
TRAFFIC CONTROL CONE

DIRECTION OF TRAFFIC

TRAFFIC CONTROL SIGNS PCMS

STAGE 1: CONSTRUCT USH 18
WESTBOUND BY-PASS LANE

STAGE 2: CONSTRUCT USH 18 RIGHT
TURN LANES, OBLITERATE EXISTING
BRONSON BLVD, AND CONSTRUCT
PROPOSED BRONSON BLVD



NOTE:
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TRAFFIC CONTROL CONE

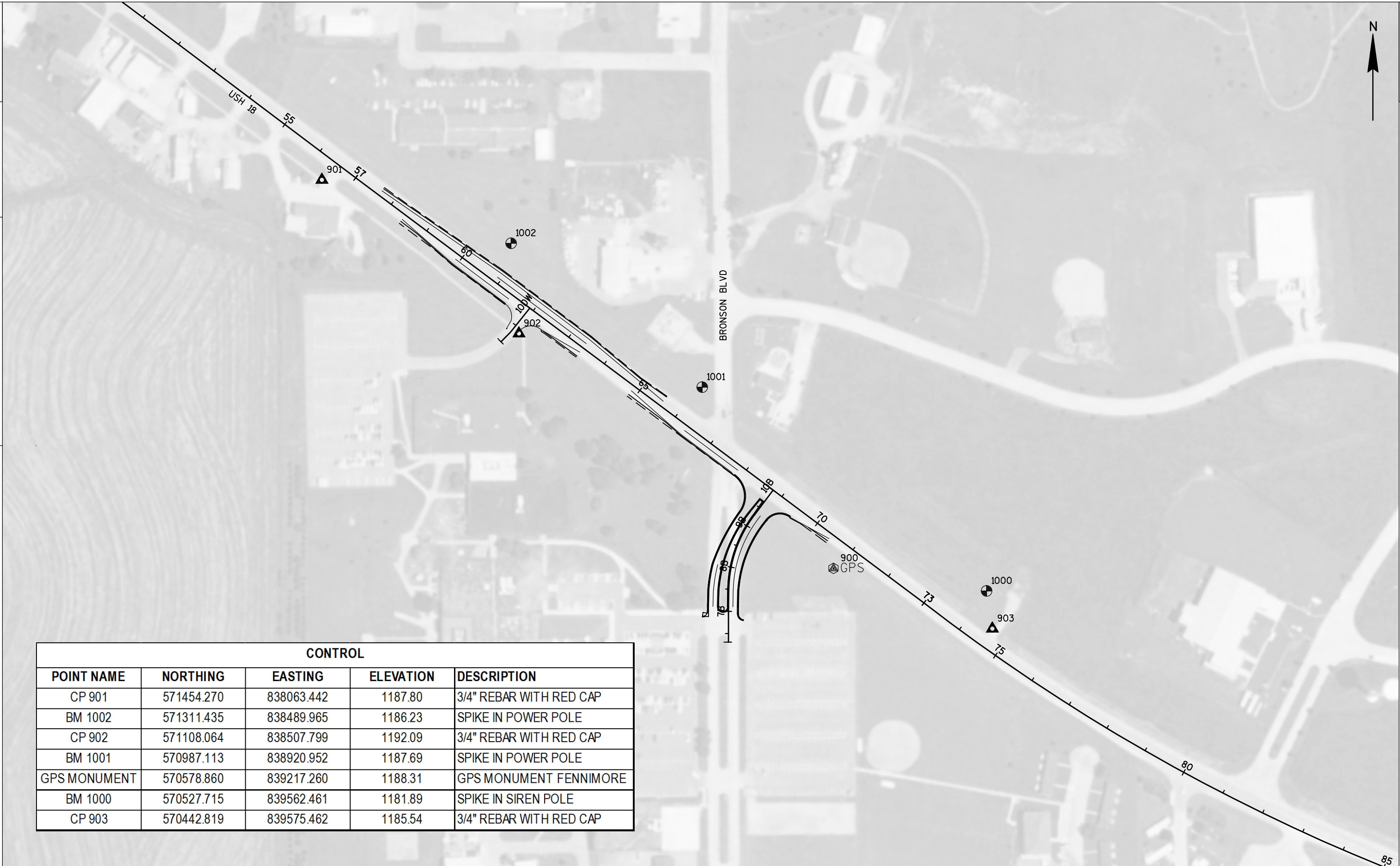
DIRECTION OF TRAFFIC

TRAFFIC CONTROL SIGNS PCMS

STAGE 1: CONSTRUCT USH 18
WESTBOUND BY-PASS LANE

STAGE 2: CONSTRUCT USH 18 RIGHT
TURN LANES, OBLITERATE EXISTING
BRONSON BLVD, AND CONSTRUCT
PROPOSED BRONSON BLVD

PORTABLE CHANGEABLE MESSAGE SIGNS		
STAGE	PHASE 1 (3 SEC)	PHASE 2 (3 SEC)
2	BRONSON BLVD S TO CLOSE	X/XX/XX USE ALT ROUTE



CONTROL				
POINT NAME	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP 901	571454.270	838063.442	1187.80	3/4" REBAR WITH RED CAP
BM 1002	571311.435	838489.965	1186.23	SPIKE IN POWER POLE
CP 902	571108.064	838507.799	1192.09	3/4" REBAR WITH RED CAP
BM 1001	570987.113	838920.952	1187.69	SPIKE IN POWER POLE
GPS MONUMENT	570578.860	839217.260	1188.31	GPS MONUMENT FENNIMORE
BM 1000	570527.715	839562.461	1181.89	SPIKE IN SIREN POLE
CP 903	570442.819	839575.462	1185.54	3/4" REBAR WITH RED CAP

Estimate Of Quantities

1662-00-76

Line	Item	Item Description	Unit	Total	Qty
0010	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0020	204.0150	Removing Curb & Gutter	LF	1,213.000	1,213.000
0030	204.0155	Removing Concrete Sidewalk	SY	6.000	6.000
0040	205.0100	Excavation Common	CY	2,409.000	2,409.000
0050	213.0100	Finishing Roadway (project) 01. 1662-00-76	EACH	1.000	1.000
0060	305.0110	Base Aggregate Dense 3/4-Inch	TON	336.000	336.000
0070	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,408.000	3,408.000
0080	305.0130	Base Aggregate Dense 3-Inch	TON	2,167.000	2,167.000
0090	455.0605	Tack Coat	GAL	221.000	221.000
0100	460.2000	Incentive Density HMA Pavement	DOL	670.000	670.000
0110	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,006.000	1,006.000
0120	521.0115	Culvert Pipe Corrugated Steel 15-Inch	LF	50.000	50.000
0130	521.1015	Apron Endwalls for Culvert Pipe Steel 15-Inch	EACH	2.000	2.000
0140	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,175.000	1,175.000
0150	601.0415	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	LF	40.000	40.000
0160	602.0415	Concrete Sidewalk 6-Inch	SF	3,842.000	3,842.000
0170	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	10.000	10.000
0180	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1662-00-76	EACH	1.000	1.000
0190	619.1000	Mobilization	EACH	1.000	1.000
0200	620.0300	Concrete Median Sloped Nose	SF	79.000	79.000
0210	624.0100	Water	MGAL	36.000	36.000
0220	625.0500	Salvaged Topsoil	SY	4,684.000	4,684.000
0230	627.0200	Mulching	SY	4,684.000	4,684.000
0240	628.1504	Silt Fence	LF	1,184.000	1,184.000
0250	628.1520	Silt Fence Maintenance	LF	1,184.000	1,184.000
0260	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0270	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0280	628.7504	Temporary Ditch Checks	LF	48.000	48.000
0290	628.7555	Culvert Pipe Checks	EACH	4.000	4.000
0300	629.0205	Fertilizer Type A	CWT	2.900	2.900
0310	630.0140	Seeding Mixture No. 40	LB	84.000	84.000
0320	630.0200	Seeding Temporary	LB	25.000	25.000
0330	630.0300	Seeding Borrow Pit	LB	25.000	25.000
0340	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	13.000	13.000
0350	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	9.000	9.000
0360	637.1210	Signs Type I Reflective H	SF	90.720	90.720
0370	637.1230	Signs Type I Reflective F	SF	29.500	29.500
0380	638.2602	Removing Signs Type II	EACH	20.000	20.000
0390	638.3000	Removing Small Sign Supports	EACH	20.000	20.000

Estimate Of Quantities

1662-00-76

Line	Item	Item Description	Unit	Total	Qty
0400	642.5201	Field Office Type C	EACH	1.000	1.000
0410	643.0100	Traffic Control (project) 01. 1662-00-76	EACH	1.000	1.000
0420	643.0420	Traffic Control Barricades Type III	DAY	720.000	720.000
0430	643.0705	Traffic Control Warning Lights Type A	DAY	960.000	960.000
0440	643.0900	Traffic Control Signs	DAY	920.000	920.000
0450	643.1000	Traffic Control Signs Fixed Message	SF	4.000	4.000
0460	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0470	645.0220	Geogrid Type SR	SY	2,217.000	2,217.000
0480	646.0106	Pavement Marking Epoxy 4-Inch	LF	3,492.000	3,492.000
0490	646.0126	Pavement Marking Epoxy 8-Inch	LF	372.000	372.000
0500	646.0600	Removing Pavement Markings	LF	1,740.000	1,740.000
0510	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	4.000	4.000
0520	647.0456	Pavement Marking Curb Epoxy	LF	50.000	50.000
0530	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	55.000	55.000
0540	647.0606	Pavement Marking Island Nose Epoxy	EACH	1.000	1.000
0550	650.4500	Construction Staking Subgrade	LF	1,590.000	1,590.000
0560	650.5000	Construction Staking Base	LF	1,590.000	1,590.000
0570	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,215.000	1,215.000
0580	650.6000	Construction Staking Pipe Culverts	EACH	1.000	1.000
0590	650.9910	Construction Staking Supplemental Control (project) 01. 1662-00-76	LS	1.000	1.000
0600	650.9920	Construction Staking Slope Stakes	LF	1,590.000	1,590.000
0610	690.0150	Sawing Asphalt	LF	1,999.000	1,999.000
0620	690.0250	Sawing Concrete	LF	24.000	24.000
0630	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0640	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	200.000	200.000
0650	SPV.0045	Special 01. Traffic Control Cones	DAY	3,880.000	3,880.000

REMOVING SMALL PIPE CULVERTS

203. 0100 REMOVING SMALL PIPE CULVERTS					
CATEGORY	STATION	LOCATION	EACH	REMARKS	
0010	9+60DW	RT/LT	1	SW WI TECH COLLEGE DW	
TOTAL 0010			1		

REMOVING ASPHALTIC SURFACE

204. 0110 REMOVING ASPHALTIC SURFACE						
CATEGORY	STATION	TO	STATION	LOCATION	SY	REMARKS
0010	57+65	-	65+57	LT	792	BY-PASS LANE
0010	58+40	-	63+40	RT	500	SW WI TECH COLLEGE DW RT TURN LANE
0010	64+85	-	70+42	RT	557	BRONSON BLVD RT TURN LANE
0010	9+31DW		9+79DW	RT/LT	157	SW WI TECH COLLEGE DW
TOTAL 0010					2006	

REMOVING CURB & GUTTER

204. 0150 REMOVING CURB & GUTTER						
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	6+88B	-	9+75B	LT	381	SOUTHBOUND
0010	7+14B	-	9+10B	LT	500	MEDI AN
0010	6+79B	-	9+75B	RT/LT	332	NORTHBOUNB
TOTAL 0010					1213	

EXCAVATION COMMON

205. 0100 EXCAVATION COMMON						
CATEGORY	STATION	TO	STATION	LOCATION	CY	REMARKS
0010					2353	
TOTAL 0010					<u>2353</u>	

BORROW

208. 0100 BORROW						
CATEGORY	STATION	TO	STATION	LOCATION	CY	REMARKS
0010					900	
TOTAL 0010					<u>900</u>	

OBLITERATING OLD ROAD

					214. 0100 OBLITERATING OLD ROAD	
CATEGORY	STATION	TO	STATION	LOCATION	STA	REMARKS
0010	7+75B	-	9+60B	LT	1. 9	BRONSON BLVD
TOTAL 0010					<u>1. 9</u>	

BASE AGGREGATE DENSE									
				305. 0110	305. 0120	305.0130			
				BASE	BASE	BASE			
				AGGREGATE	AGGREGATE	AGGREGATE			
				DENSE	DENSE	DENSE	624. 0100		
				3/4-INCH	1 1/4-INCH	3-INCH	WATER		
CATEGORY	STATION	TO	STATION	LOCATION	TON	TON	TON	MGAL	REMARKS
0010	57+65	-	65+57	LT	177	860	---	10	BY-PASS LANE
0010	58+40	-	63+40	RT	86	528	---	6	RIGHT TURN LANE
0010	64+85	-	70+42	RT	73	448	---	5	RIGHT TURN LANE
0010	9+31DW	-	9+76DW	RT/LT	---	---	---	---	SW WI TECH COLLEGE DW
0010	6+75B	-	9+76B	RT/LT	---	1572	2167	15	BRONSON BLVD
TOTAL 0010					336	3408	2167	36	

HMA PAVEMENT								
					PAVING	455. 0605	460. 5224	
					AREA	TACK	HMA	
CATEGORY	STATION TO	STATION	LOCATION	SY	COAT	4 LT 58-28 S	PAVEMENT	REMARKS
					GAL	TON		
0010	57+65	-	65+57	LT	1251	63	396	BY-PASS LANE
0010	58+40	-	63+40	RT	645	32	130	RIGHT TURN LANE
0010	64+85	-	70+42	RT	186	9	38	RIGHT TURN LANE
0010	9+31DW	-	9+76DW	RT/LT	724	36	146	SW WI TECH COLLEGE DW
0010	6+75B	-	9+76B	RT/LT	1616	81	325	BRONSON BLVD
TOTAL 0010					221	1035		

CULVERT PIPE							
				521. 0115	521. 1015		
				CULVERT PIPE	APRON ENDWALLS		
				CORRUGATED	ENDWALLS FOR		
				STEEL	CULVERT PIPE		
				15-INCH	STEEL	MIN	
CATEGORY	STATION TO	STATION	LOCATION	LF	15-INCH	THICKNESS	REMARKS
					EACH	IN	
0010	9+60DW		RT/LT	50	2	0.064	SW WI TECH COLLEGE DW
TOTAL 0010				50	2		

PERMANENT SIGNING

CATEGORY	SIGN NO	APPROX STATION	LOCATION	SIGN CODE	DESCRIPTION	MESSAGE	SIZE IN X IN	634. 0614	634. 0616	637. 2210	637. 2230	638. 2602	638. 3000	REMARKS
								POSTS WOOD 4X6-INCH 14-FT EACH	POSTS WOOD 4X6-INCH 16-FT EACH	SIGNS TYPE II REFLECT H SF	SIGNS TYPE II REFLECT F SF	REMOVING SIGNS TYPE II EACH	REMOVING SMALL SIGN SUPPORTS EACH	
0010	1-01	57+75	LT	---	ROAD CURVES LEFT	---	---	---	---	---	---	1	1	REMOVE
0010	1-02	60+35	LT	R7-1-D	NO PARKING ANY TIME (ARROWS)	DOUBLE ARROW	24 X 30	1	---	5.00	---	1	1	---
0010	1-03	63+30	LT	R7-1-D	NO PARKING ANY TIME (ARROWS)	DOUBLE ARROW	24 X 30	1	---	5.00	---	1	1	---
0010	1-04	65+85	LT	R7-1-D	NO PARKING ANY TIME (ARROWS)	DOUBLE ARROW	24 X 30	1	---	5.00	---	1	1	---
0010	1-05	66+40	LT	R2-1	SPEED LIMIT ____	35	24 X 30	1	---	5.00	---	1	1	---
0010	1-06	67+00	LT	R2-1	SPEED LIMIT ____	25	24 X 30	1	---	5.00	---	1	1	---
0010	1-07	66+60	LT	R1-1	STOP	---	30 X 30	1	---	5.18	---	1	1	---
0010	1-08	68+80	LT	R7-1-D	NO PARKING ANY TIME (ARROWS)	DOUBLE ARROW	24 X 30	---	1	5.00	---	1	1	---
0010	1-09	72+75	LT	R2-1	SPEED LIMIT ____	35	24 X 30	---	1	5.00	---	1	1	---
0010	1-10	60+25	RT	R7-1-D	NO PARKING ANY TIME (ARROWS)	DOUBLE ARROW	24 X 30	---	1	5.00	---	1	1	---
0010	1-11	9+50DW	RT	R1-1	STOP	---	30 X 30	---	1	5.18	---	1	1	---
0010	1-12	63+12	RT	R7-1-D	NO PARKING ANY TIME (ARROWS)	DOUBLE ARROW	24 X 30	---	1	5.00	---	1	1	---
0010	1-13	66+35	RT	R7-1-D	NO PARKING ANY TIME (ARROWS)	DOUBLE ARROW	24 X 30	---	1	5.00	---	1	1	---
0010	1-14	9+25B	RT	W11-2	PEDESTRIAN CROSSING	---	30 X 30	1	---	---	6.25	1	1	---
0010	1-15	9+00B	RT	R2-1	SPEED LIMIT ____	25	24 X 30	1	---	5.00	---	1	1	---
0010	1-16	9+40B	RT	R4-7	KEEP RIGHT SYMBOL	---	24 X 30	1	---	5.00	---	1	1	---
0010	1-17	6+40B	RT	W11-2	PEDESTRIAN CROSSING	---	30 X 30	1	---	---	6.25	1	1	---
0011	---	---	---	W16-7L	CONVENTIONAL YELLOW DIAGONAL ARROW	LEFT ARROW	24 X 12	---	---	---	2.00	0	0	REMOVED WITH SIGN NO 1-17
0010	1-18	9+40B	RT/LT	R1-1	STOP	---	30 X 30	2	---	10.36	---	1	1	2 SIGNS
0010	1-19	70+00	RT	R7-1-D	NO PARKING ANY TIME (ARROWS)	DOUBLE ARROW	24 X 30	---	1	5.00	---	1	1	---
0010	1-20	70+50	RT	W14-3	NO PASSING ZONE	---	48 X 36	---	1	---	6.00	0	0	NEW SIGN
0010	1-21	72+80	RT	R2-1	SPEED LIMIT ____	45	24 X 30	---	1	5.00	---	1	1	---
0010	1-22	5+25B	RT	W3-1	STOP AHEAD	---	36 X 36	1	---	---	9.00	0	0	NEW SIGN
TOTAL 0010								13	9	90.72	29.50	20	20	

TRAFFIC CONTROL															
CATEGORY	LOCATION	SIGN CODE	MESSAGE	SERVICE PERIOD DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0900 TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS		SPV.0045.01 SPECIAL 01. TRAFFIC CONTROL CONES		REMARKS
					NO	DAY	NO	DAY	NO	DAY	NO	DAY	NO	DAY	
0010	USH 18	W20-1-A	ROAD WORK AHEAD	33	---	---	---	---	6	198	---	---	---	---	STAGE 1 AND STAGE 2
0010	USH 18	W20-1 (MOD)	ROAD WORK 250 FT	33	---	---	---	---	1	33	---	---	---	---	STAGE 1 AND STAGE 2
0010	USH 18	W20-1-D	ROAD WORK 500 FT	33	---	---	---	---	1	33	---	---	---	---	STAGE 1 AND STAGE 2
0010	USH 18	W20-1-C	ROAD WORK 1000 FT	33	---	---	---	---	1	33	---	---	---	---	STAGE 1 AND STAGE 2
0010	USH 18	W20-1-B	ROAD WORK 1500 FT	33	---	---	---	---	1	33	---	---	---	---	STAGE 1 AND STAGE 2
0010	USH 18	G20-2A	END ROAD WORK	33	---	---	---	---	2	66	---	---	---	---	STAGE 1 AND STAGE 2
0010	USH 18	---	---	33	---	---	---	---	---	---	---	---	39	1287	STAGE 1
0010	USH 18	M3-3	SOUTH	33	---	---	---	---	2	66	---	---	---	---	STAGE 2
0010	USH 18	---	BRONSON BLVD	33	---	---	---	---	2	66	---	---	---	---	STAGE 2
0010	USH 18	W20-3-A	ROAD CLOSED AHEAD	33	---	---	---	---	2	66	---	---	---	---	STAGE 2
0010	BRONSON BLVD	W20-3 (MOD)	ROAD CLOSED 250 FT	33	---	---	---	---	1	33	---	---	---	---	STAGE 2
0010	BRONSON BLVD	R11-2	ROAD CLOSED	33	18	594	24	792	6	198	---	---	58	1914	STAGE 2
0010	USH 18	---	---	7	---	---	---	---	---	---	2	14	---	---	STAGE 2
TOTAL 0010					594		792		825		14		3201		

PAVEMENT MARKING											
CATEGORY	STATION	TO	STATION	LOCATION	646. 0106		646. 0126	646. 0600 REMOVI NG PAVEMENT MARKI NG S	647. 0166	647. 0566	REMARKS
					PAVEMENT	PAVEMENT	PAVEMENT		ARROWS	STOP LI NE	
					MARKI NG	MARKI NG	MARKI NG		EPOXY	EPOXY	
					EPOXY	EPOXY	EPOXY		TYPE 2	EPOXY	
					4-INCH	4-INCH	8-INCH		WHI TE	18-INCH	
					YELLOW	WHI TE	WHI TE		WHI TE	WHI TE	
LF	LF	LF	LF	EACH	LF						
0010	58+40	-	61+40	RT	---	375	---	400	---	---	EDGE LI NE
0010	59+90	-	61+40	RT	---	---	150	---	---	---	LANE LI NE
0010	57+65	-	66+45	LT	---	880	---	880	---	---	BY-PASS EDGE LI NE
0010	60+90	-	63+40	LT	---	63	---	---	---	---	BY-PASS LANE LI NE
0010	57+65	-	70+42	RT/LT	1167	---	---	---	---	---	CENTERLINE
0010	62+40	-	67+85	RT	---	545	---	460	---	---	EDGE LI NE
0010	66+35	-	67+85	RT	---	---	150	---	---	---	LANE LI NE
0010	69+42	-	70+42	RT	---	100	---	---	---	---	EDGE LI NE
0010	67+68	-	70+42	RT	---	274	---	---	---	---	EDGE LI NE
0010	6+96B	-	9+72B	RT	---	88	72	---	4	55	BRONSON BLVD
SUB TOTAL 0010					1167	2325	372	1740	4	55	
TOTAL 0010					3492						

GEOGRID TYPE SR

						645. 0220 GEOGRID TYPE SR	
CATEGORY	STATION	TO	STATION	LOCATION		SY	REMARKS
0010	6+75B	-	9+88B	RT/LT		2217	BRONSON BLVD
TOTAL 0010						2217	

CONSTRUCTION STAKING

					650. 4500 CONSTRUCTI ON STAKI NG SUBGRADE	650. 5000 CONSTRUCTI ON STAKI NG BASE	650. 5500 CONSTRUCTI ON STAKI NG CURB GUTTER AND CURB & GUTTER	650. 6000 CONSTRUCTI ON STAKI NG PIPE CULVERTS	650. 9910 CONSTRUCTI ON STAKI NG SUPPLEMENT CONTROL (PROJECT)	650. 9920 CONSTRUCTI ON STAKI NG SLOPE STAKES	
CATEGORY	STATION	TO	STATION	LOCATI ON	LF	LF	LF	EACH	LS	LF	REMARKS
0010	57+65	-	70+42	RT/LT	---	---	---	---	1	---	PROJECT LI MI TS
0010	57+65	-	70+42	RT/LT	1277	1277	---	---	---	1277	USH 18
0010	6+75B	-	9+88B	RT/LT	313	313	---	---	---	313	BRONSON BLVD
0010	9+60DW	-	9+60DW	RT/LT	---	---	---	1	---	---	SW WI TECH COLLEGE DW
0010	6+98B	-	9+76B	LT	---	---	346	---	---	---	BRONSON BLVD SB
0010	6+79B	-	9+76B	RT	---	---	312	---	---	---	BRONSON BLVD NB
0010	6+98B		9+60B	LT	---	---	557	---	---	---	BRONSON BLVD MEDI AN
TOTAL 0010					1590	1590	1215	1	1	1590	

SAWING ASPHALT

						690. 0150 SAWING ASPHALT	
CATEGORY	STATION	TO	STATION	LOCATION		LF	REMARKS
0010	58+40	-	63+40	RT		518	RIGHT TURN LANE
0010	57+65	-	65+57	LT		810	BY-PASS LANE
0010	64+85	-	70+42	RT		575	RIGHT TURN LANE
0010	6+75B	-	6+97B	RT/LT		96	BRONSON BLVD
TOTAL 0010						1999	

SAWING CONCRETE

						690. 0250 SAWING CONCRETE	
CATEGORY	STATION	TO	STATION	LOCATION		LF	REMARKS
0010	6+88B	-	6+98B	LT		24	SW REPLACEMENT
TOTAL 0010						24	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 1662-00-26

FENNIMORE - DODGEVILLE

(BRONSON BLVD INTERSECTION)

USH 18

GRANT COUNTY

PROJECT NUMBER: 1662-00-26
SHEET 2 OF 2



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, GRANT COUNTY, NAD 83 (2011) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

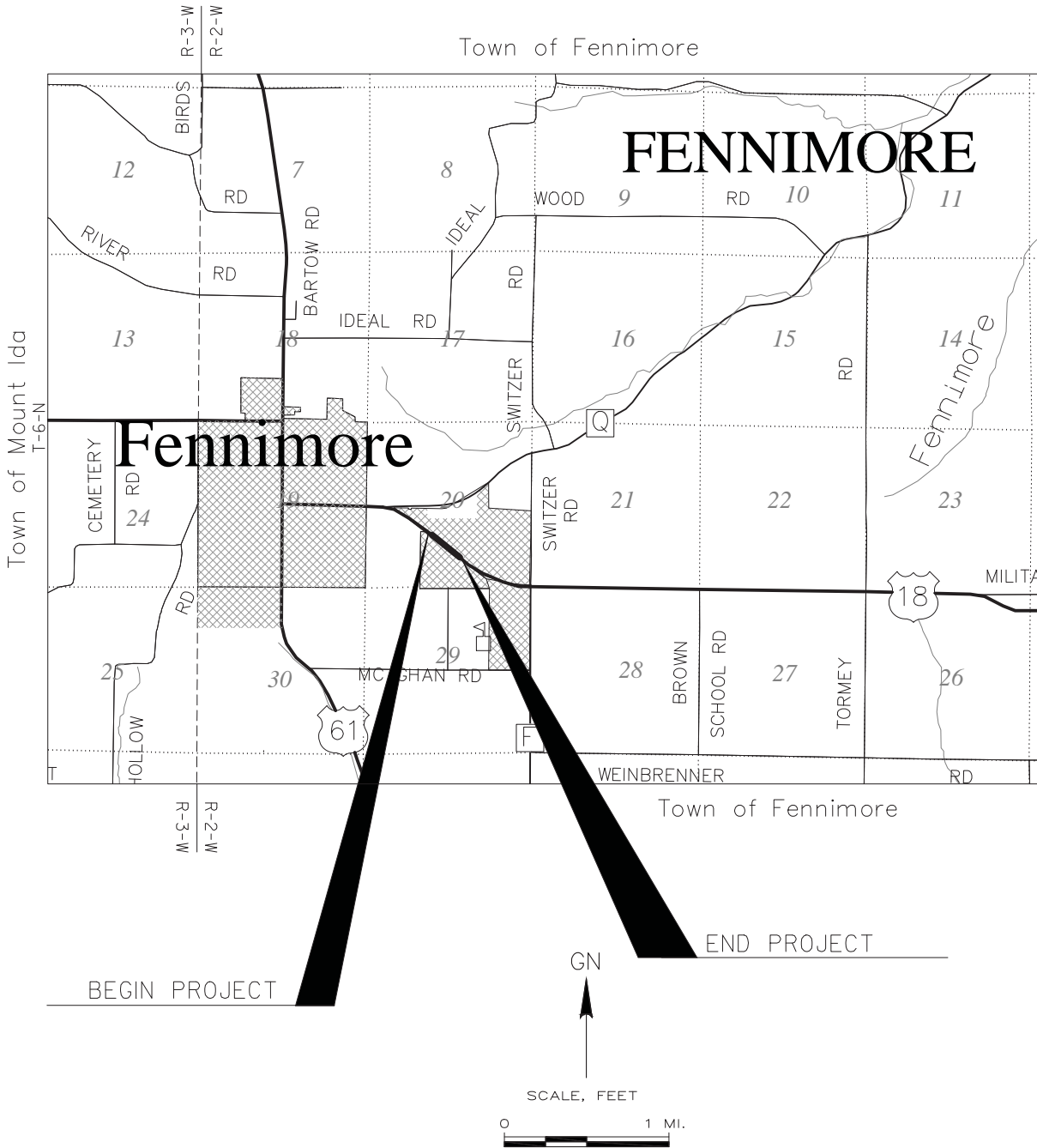
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18 ESTABLISHED FROM PREVIOUS PROJECTS; DIVISION JOB NO. 9573, 1662-00-29, 1662-00-21, AND CERTIFIED SURVEY MAP NO. 860.

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

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

A HIGHWAY EASEMENT (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIREABLE.

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



CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	•
QUARTER LINE	---	NON-MONUMENTED R/W POINT	o	FOUND IRON PIN (1/2-INCH UNLESS NOTED)	IP
SIXTEENTH LINE	---	SECTION CORNER MONUMENT		OFF-PREMISE SIGN	
NEW REFERENCE LINE	---	GEODETIC SURVEY MONUMENT			
NEW R/W LINE	---	SIXTEENTH CORNER MONUMENT			
EXISTING R/W OR HE LINE	---				
PROPERTY LINE	---				
LOT, TIE & OTHER MINOR LINES	---				
SLOPE INTERCEPT	---				
CORPORATE LIMITS	---				
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	---				
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---				
TEMPORARY LIMITED EASEMENT AREA	---				
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---				
TRANSMISSION STRUCTURES	---				
BUILDING	---				
BRIDGE	---				

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

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

DOCUMENT #777242
FILED IN TPP CABINET C
ON PAGE 63C
IN THE OFFICE OF
REGISTER OF DEEDS IN
GRANT, COUNTY, AT 11:30
A.M. ON 4/4/2016.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1662-00-26-4.01

AMENDMENT 3

COORDINATE TABLE - FOUND SURVEY MONUMENTS					
PT.#	STATION	OFFSET	Y	X	DESCRIPTION
107	64+35.72	97.22 LT	57308.39	838773.6	1" IFF
108	64+71.04	97.29 LT	57325.73	838575.21	3/4" IFF
109	67+32.54	47.06 LT	570878.33	838994.30	1" IFF
110	68+75.36	46.90 LT	570792.71	839109.20	3/4" IFF
111	71+26.36	46.44 LT	570642.07	839309.37	3/4" IFF
112	73+22.29	57.32 LT	570335.97	839473.78	3/4" IFF
113	74+33.56	58.02 LT	570515.22	839499.04	3/4" IFF
114	75+32.45	61.97 LT	570414.40	839644.55	3/4" IFF
115	75+58.24	56.82 RT	570300.81	839994.09	3/4" IFF
116	59+55.62	59.92 RT	57029.22	837972.13	3/4" IFF

NOTE: ALL FOUND SURVEY MONUMENTS WERE SURVEYED BY JEWELL ASSOCIATES ENGINEERS, INC.
IFF = IRON PIPE FOUND
RFF = IRON REBAR FOUND

COORDINATE TABLE - R/W POINTS					
PT.#	STATION	OFFSET	Y	X	
200	67+30.40	59.88 RT	570783.96	838929.36	
201	57+00.00	59.91 RT	57145.81	83803.80	
202	57+00.00	47.43 LT	571496.79	83868.06	
203	64+49.88	47.15 LT	570927.50	838928.14	
204	71+26.36	59.87 RT	570556.32	839246.32	
205	69+40.23	59.88 RT	570668.34	839097.24	
206	8+84.83	62.60 RT	570633.70	839070.07	
207	7+34.43	49.95 RT	57055.47	839030.16	
208	7+30.72	50.00 RT	57045.76	839030.41	
209	6+68.56	50.00 RT	570450.41	839030.41	
210	6+68.56	25.83 RT	570400.42	838996.23	
211	6+96.36	50.26 LT	570478.03	838930.85	

COORDINATE TABLE - TLE POINTS					
PT.#	STATION	OFFSET	Y	X	
300	62+05.00	59.90 RT	571008.49	838608.31	
301	62+05.00	68.00 RT	571002.00	838603.46	
302	61+70.00	68.00 RT	571022.95	838475.42	
303	61+70.00	59.90 RT	571029.44	838460.28	
304	6+96.36	60.26 LT	570478.03	838920.85	
305	7+38.55	67.61 LT	570592.83	838918.79	
306	8+00.14	57.80 LT	570592.86	838929.79	

R/W COURSE TABLE			
PT. TO PT.	DIRECTION	DISTANCE	
200 TO 201	N53°13'36"W	1030.40'	
201 TO 202	N36°46'30"E	107.34'	
202 TO 203	S53°12'31"E	949.88'	
203 TO 109	S53°09'27"E	82.66'	
109 TO 112	S53°08'08"E	393.81'	
112 TO 204	S36°46'30"W	106.31'	
204 TO 205	N53°13'36"W	186.12'	
205 TO 206	S36°33'02"W	45.62'	
207 TO 208	S00°49'28"W	23.71'	
208 TO 209	S00°00'29"W	41.35'	
209 TO 210	N89°58'31"W	34.17'	
210 TO 211	N67°19'34"W	71.62'	
211 TO 200	N00°10'44"W	315.93'	

R/W CURVE TABLE					
CURVE #	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD BEARING
PRWC1	35°44'21"	64.46'	200.00'	124.71'	122.70' S18°41'15"W

JEWELL
associates engineers, inc.
Engineers - Planners - Surveyors

I, FREDERICK G. GRUBER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1662-00-26-4.01, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Fredrick G. Gruber DATE 3/28/16
(PRINTED NAME) FREDERICK G. GRUBER
(REGISTRATION NUMBER) S-2282

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

(SIGNATURE) Jory Schlage DATE 3-31-16
(PRINTED NAME) JORY SCHLAGE



TRANSPORTATION PROJECT PLAT NO: 1662-00-26 - 4.01 AMENDMENT 3

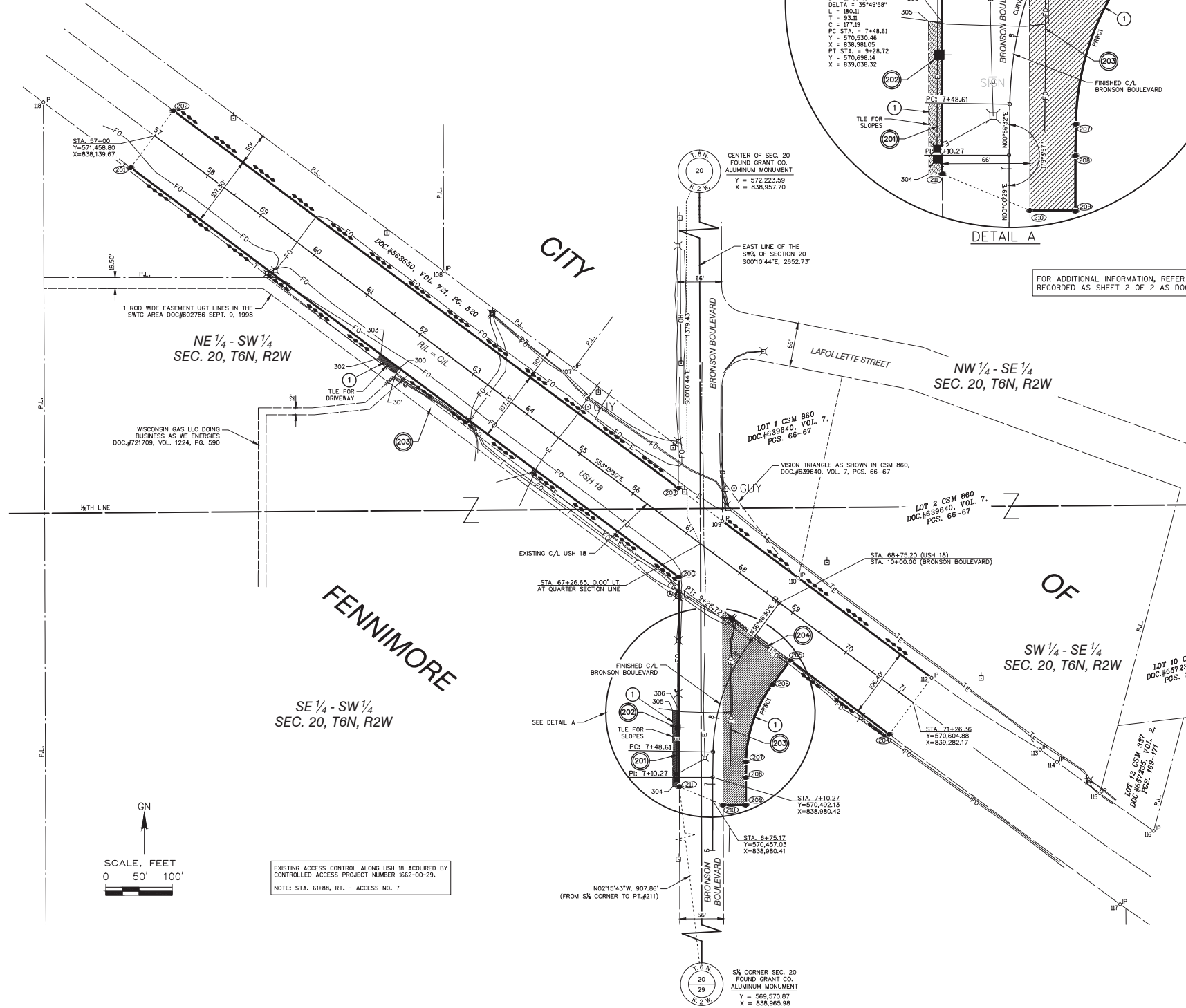
THIS AMENDS PARCEL NUMBER 1 OF TRANSPORTATION PROJECT PLAT 1662-00-26- 4.01 AMENDMENT 2 FILED IN CABINET C ON PAGE 63B, RECORDED AS DOCUMENT NUMBER 776404 IN THE OFFICE OF REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN.

PART OF THE NE¼ OF THE SW¼, THE SE¼ OF THE SW¼, AND THE SW¼ OF THE SE¼ OF SECTION 20, TOWN 6 NORTH, RANGE 2 WEST, IN THE CITY OF FENNIMORE, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 18, FENNIMORE-DODGEVILLE (BRONSON BOULEVARD INTERSECTION), GRANT COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

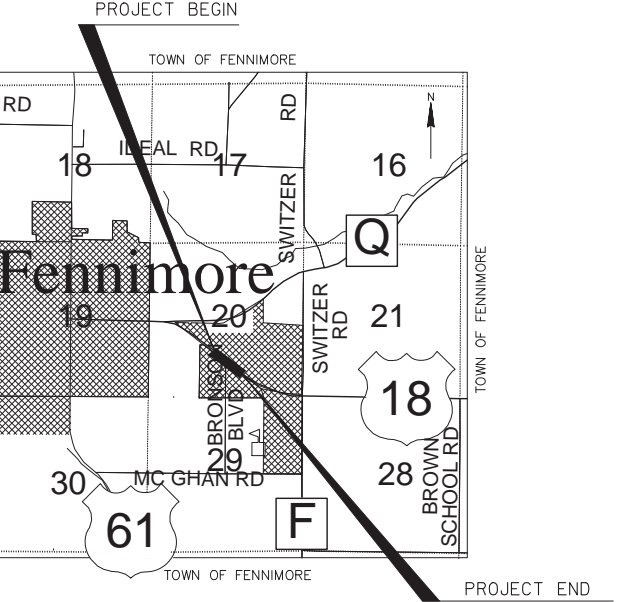


BRONSON BOULEVARD CURVE 1
PI STA. = 8+44.72
Y = 570,623.56
X = 838,982.58
R = 288.00
D = 10°53'40"
DELTA = 35°49'58"
L = 80.11
C = 177.59
PC STA. = 7+48.61
Y = 570,530.46
X = 838,981.05
PT STA. = 9+28.72
Y = 570,698.14
X = 839,038.32

SCALE, FEET
0 25' 50'

DETAIL A

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 AS DOCUMENT NO. 776070

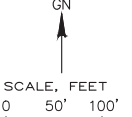


UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
201	CITY OF FENNIMORE	RELEASE OF RIGHTS
202	ALLIANT ENERGY	RELEASE OF RIGHTS
203	TDS TELECOM, INC.	RELEASE OF RIGHTS
204	MEDIACOM	RELEASE OF RIGHTS

EASEMENT TABLE			
OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL #	
CITY OF FENNIMORE	NO RECORD FOUND	1	
ALLIANT ENERGY	NO RECORD FOUND	1	
TDS TELECOM, INC.	DOC #602786, VOL. 811, PGS. 56-57	1	
MEDIACOM	NO RECORD FOUND	1	

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			T.L.E. ACRES
			NEW	EXISTING	TOTAL	
1	AREA VOCATIONAL, TECHNICAL AND ADULT EDUCATION DISTRICT NO. 3 OF THE STATE OF WISCONSIN	FEE, TLE	0.30	0.42	0.72	0.04

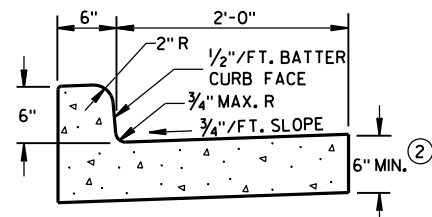
NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.



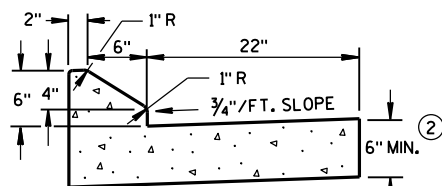
EXISTING ACCESS CONTROL ALONG USH 18 ACQUIRED BY CONTROLLED ACCESS PROJECT NUMBER 1662-00-29.
NOTE: STA. 61+88, RT. - ACCESS NO. 7

Standard Detail Drawing List

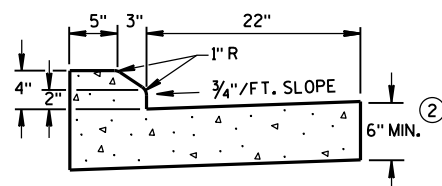
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-16A	CURB RAMPS TYPES 1 AND 1-A
08D05-16B	CURB RAMPS TYPES 2 AND 3
08D05-16C	CURB RAMPS TYPES 4A AND 4A1
08D05-16D	CURB RAMPS TYPE 4B AND 4B1
08D05-16E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
11B02-02	CONCRETE MEDIAN NOSE
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M. P. H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M. P. H. OR LESS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS



TYPES A & D ①

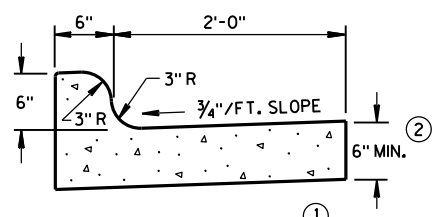


6" SLOPED CURB TYPES G & J ①



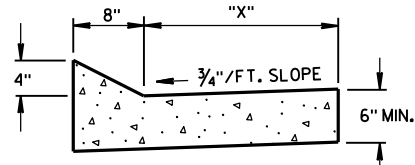
4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"



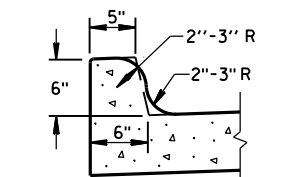
TYPES K & L ①

CONCRETE CURB & GUTTER 30"

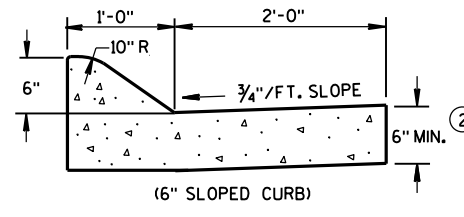


TYPES TBT & TBT ①
CONCRETE CURB & GUTTER

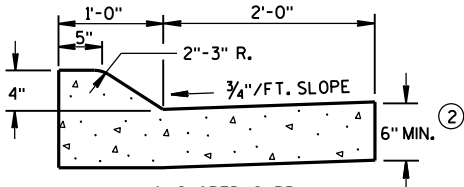
TBT & TBT	"X"
30"	22"
36"	28"



OPTIONAL CURB SHAPE
FOR TYPES K & L ①

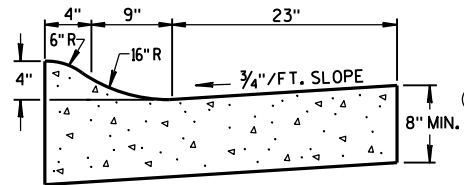


(6" SLOPED CURB)



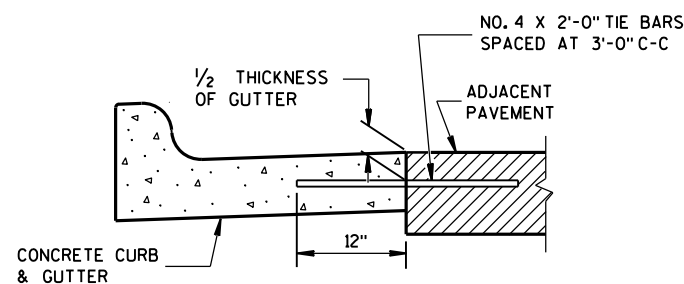
(4" SLOPED CURB)

TYPES A & D ①

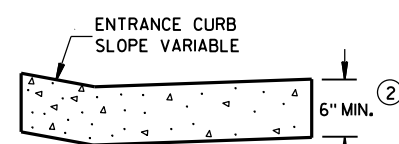


4" SLOPED CURB TYPES R & T ① ④

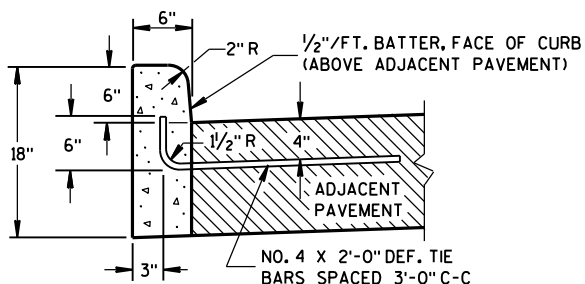
CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION ①

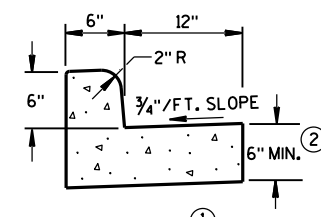


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

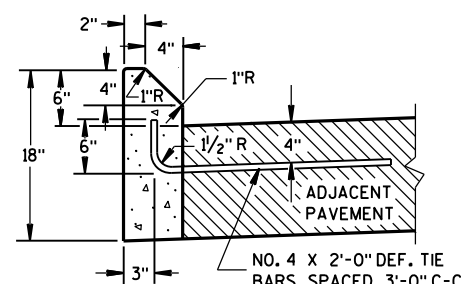


TYPES A & D ①

CONCRETE CURB



TYPES A & D
CONCRETE CURB & GUTTER 18"



TYPES G & J ①

GENERAL NOTES

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

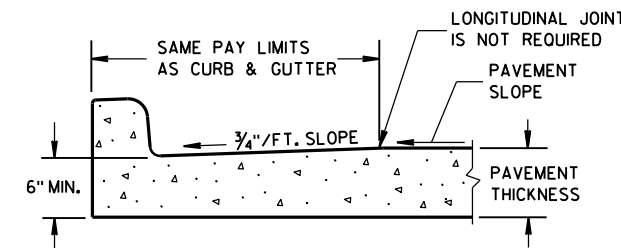
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

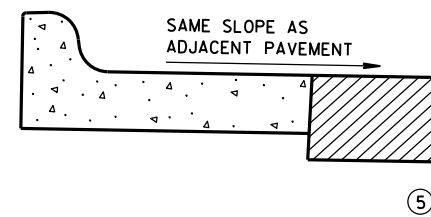
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

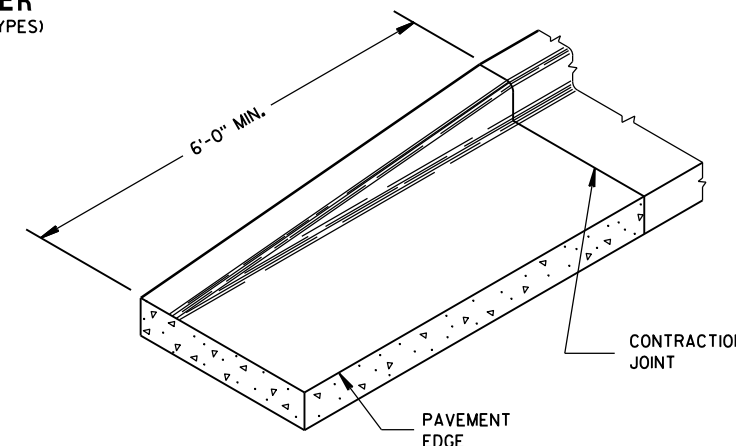
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



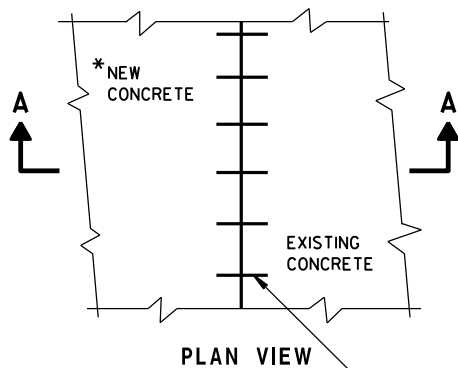
PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



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



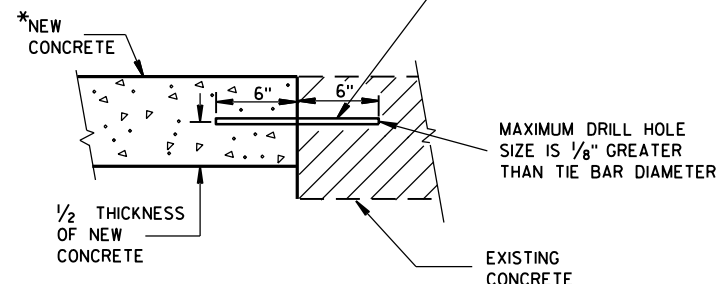
END SECTION CURB & GUTTER



PLAN VIEW

*NEW CURB & GUTTER,
SURFACE DRAINS,
CONCRETE PAVEMENT
OR OTHER NEW CONCRETE.

NO. 6 TIE BARS SPACED 2'-6" C-C,
INSTALLED PERPENDICULAR
TO THE LONGITUDINAL JOINT.

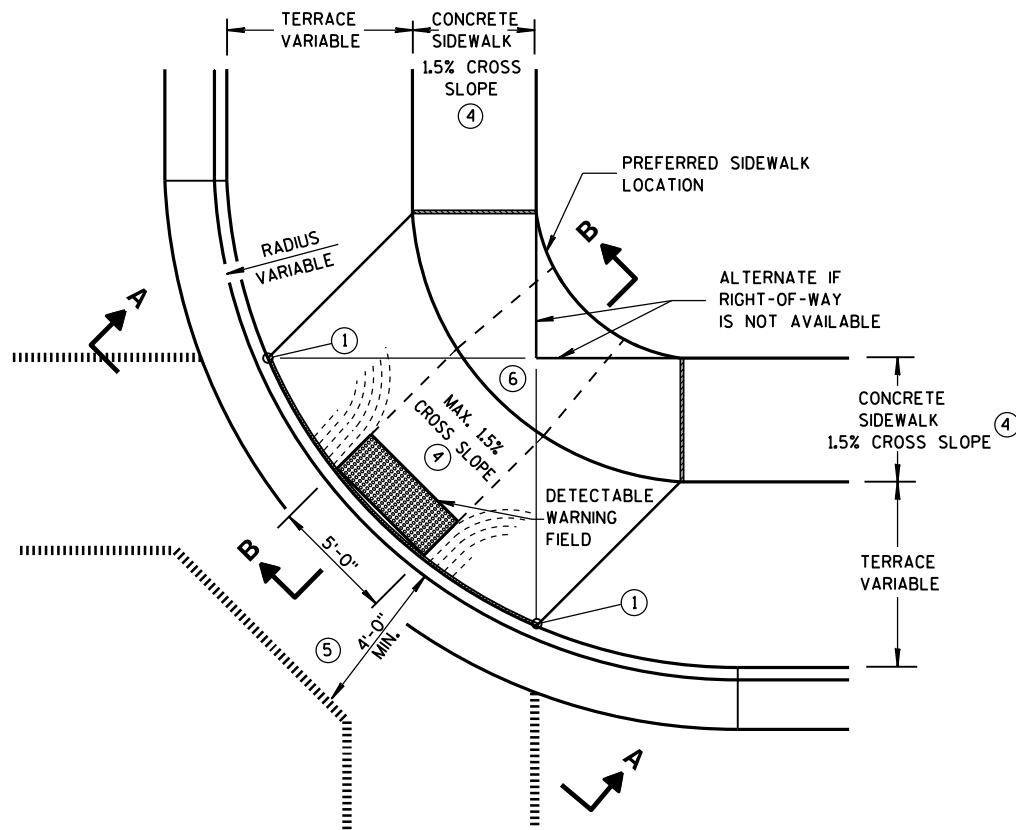


SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT

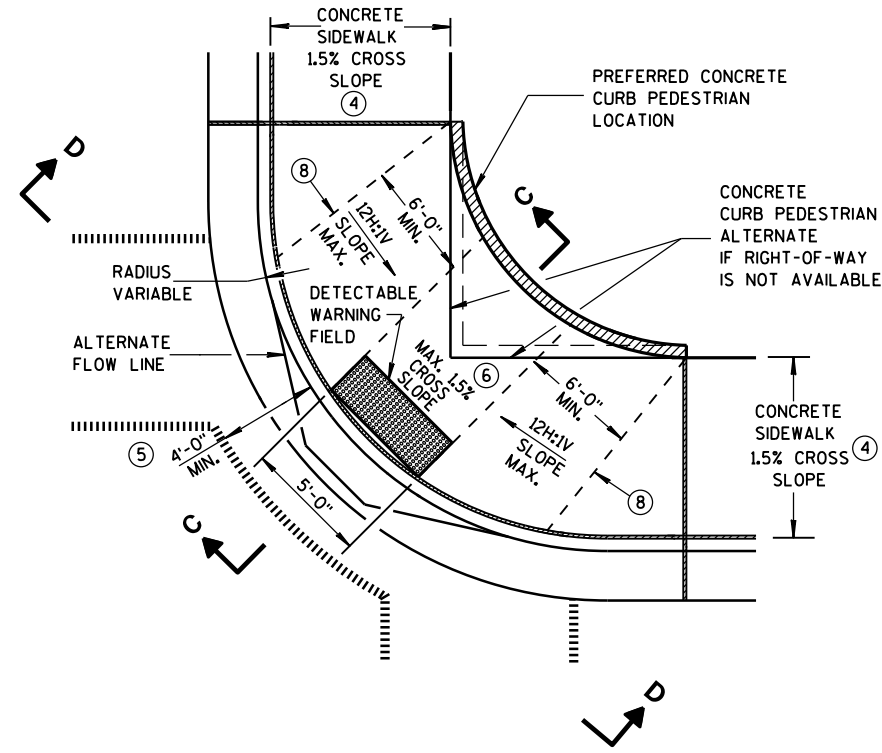
CONCRETE CURB, CONCRETE
CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

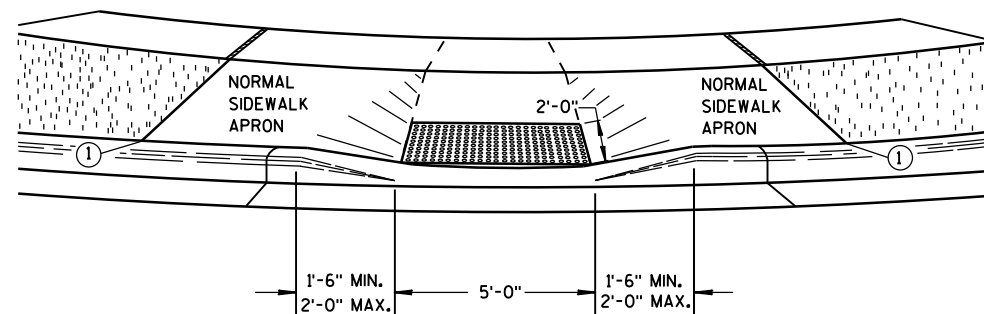
APPROVED
June, 2015 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



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

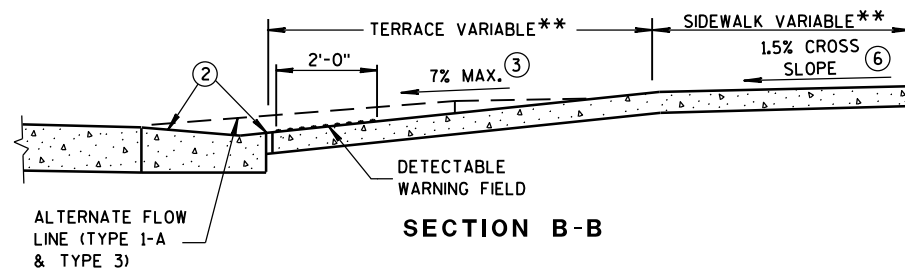


**PLAN VIEW
TYPE 1-A RAMP**
(NO TERRACE)

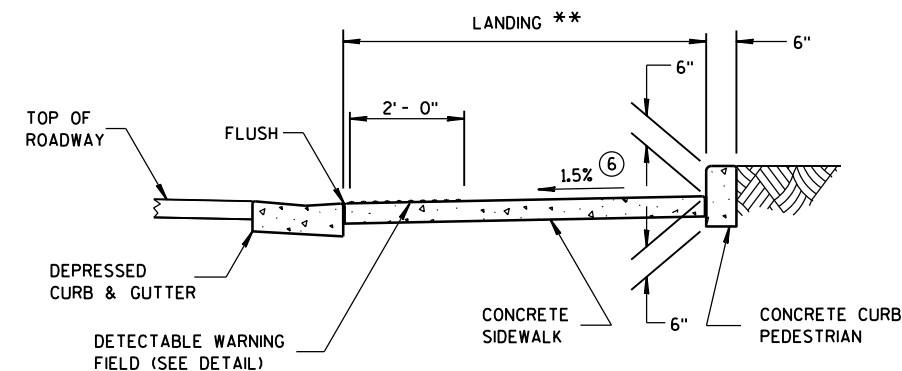


VIEW A-A

** WIDTH SHOWN ELSEWHERE
IN THE PLANS



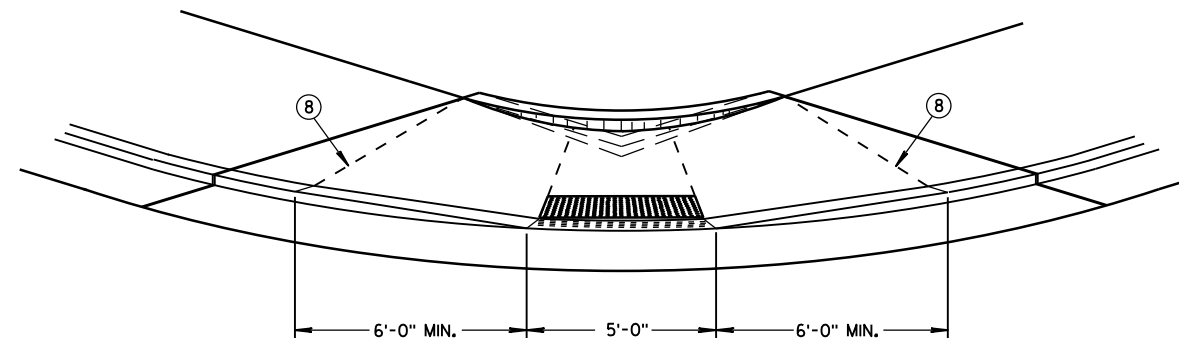
SECTION B-B



SECTION C-C

LEGEND

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



VIEW D-D

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.

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

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

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL 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".

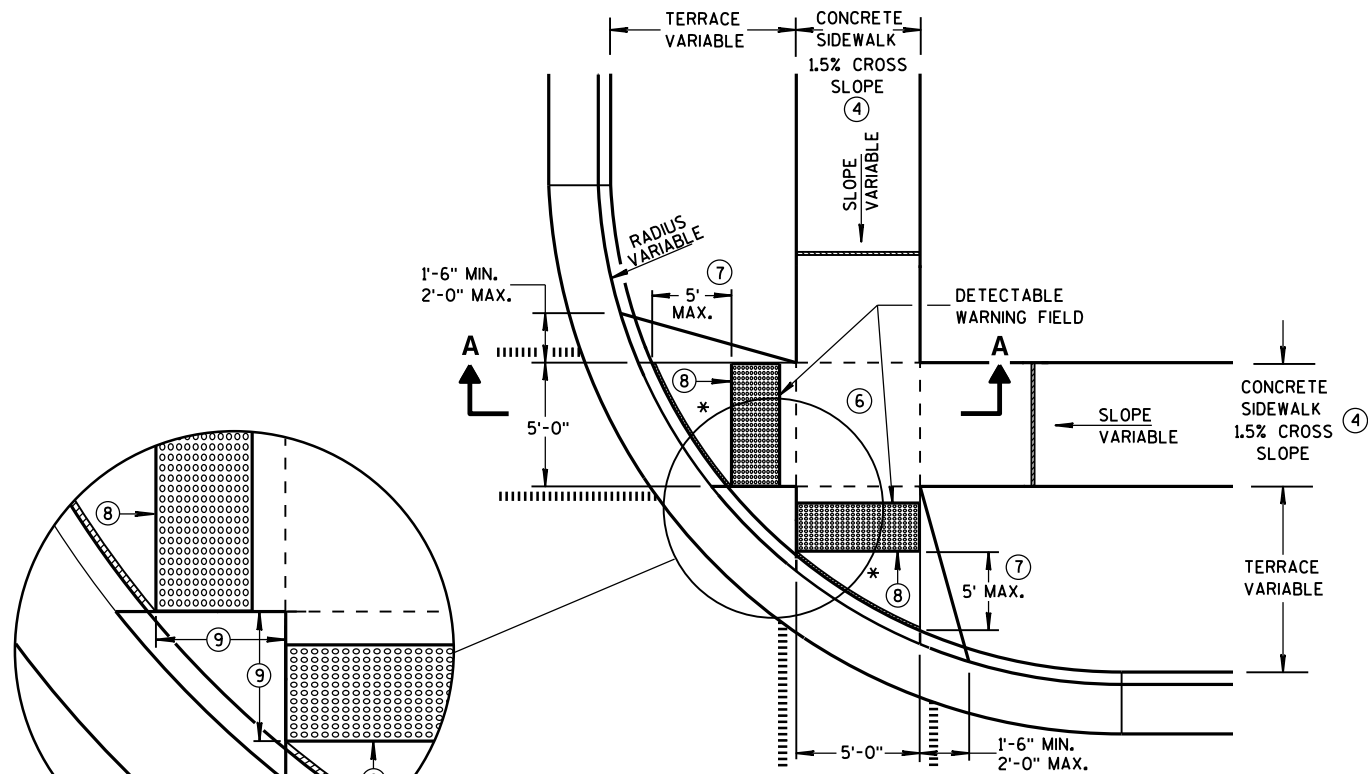
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.
- ③ ABSOLUTE MAXIMUM 12H:1V (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 LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

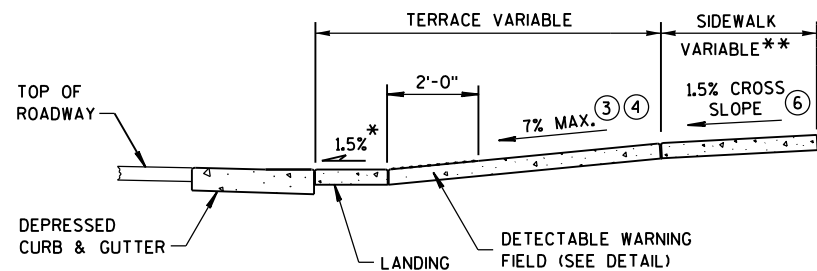
**CURB RAMPS
TYPES 1 AND 1-A**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



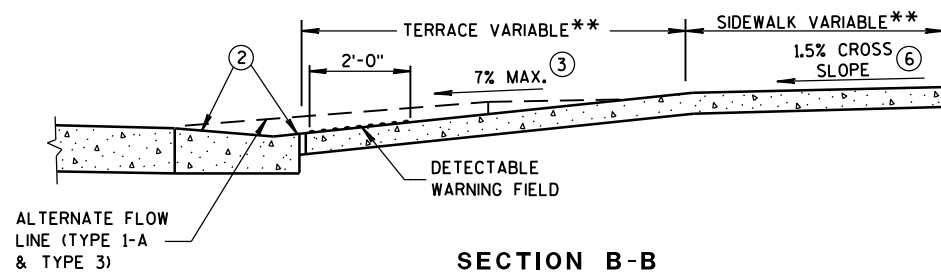
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE
IN THE PLANS



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

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 DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

③ ABSOLUTE MAXIMUM 12H:1V (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 X 5 FEET (MINIMUM 4 FEET X 4 FEET).

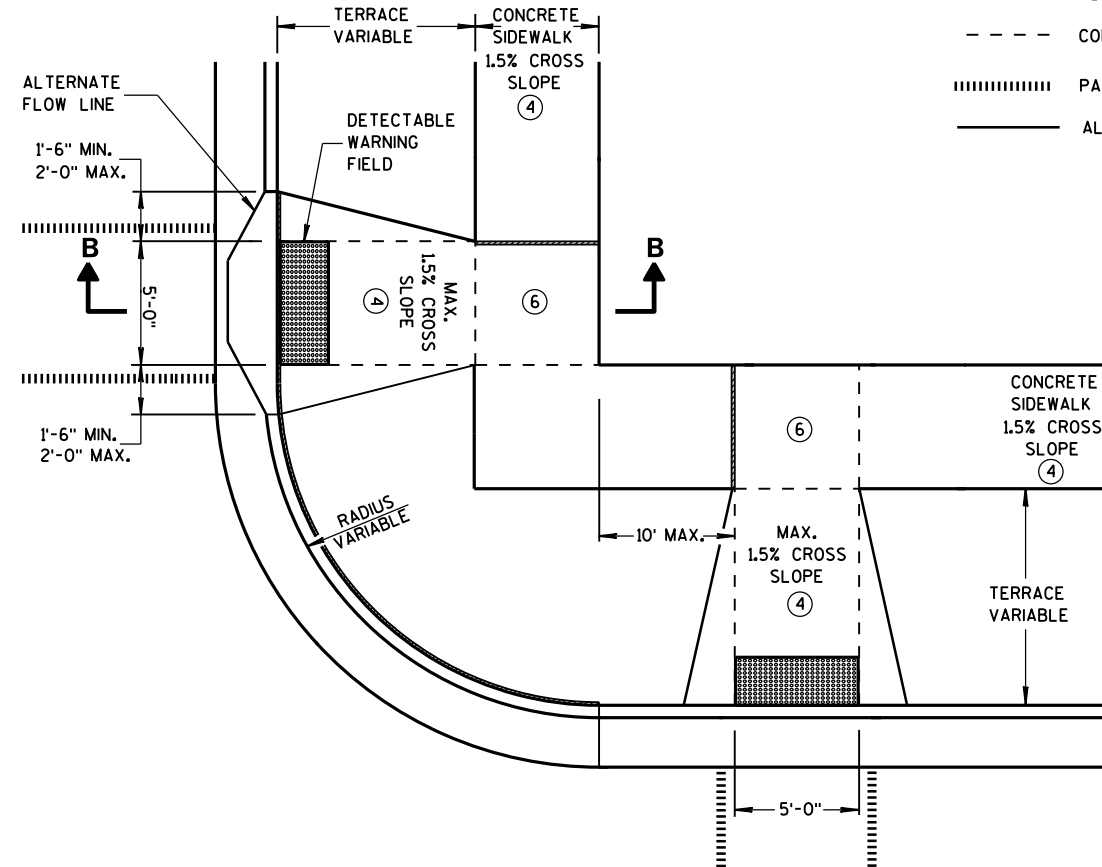
⑦ WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

⑨ WHEN THIS 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. 2" MINIMUM CURB HEIGHT.

LEGEND

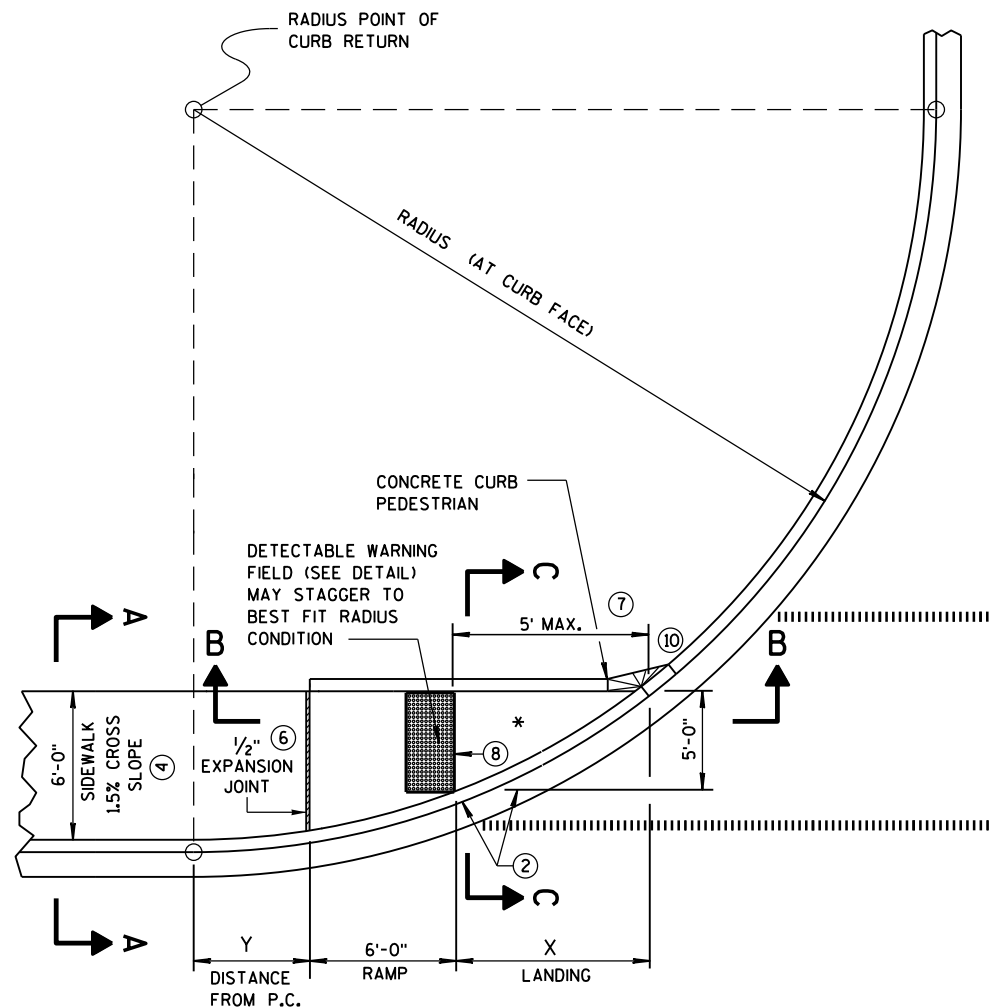
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



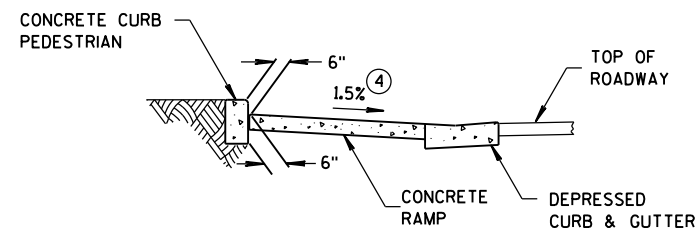
PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

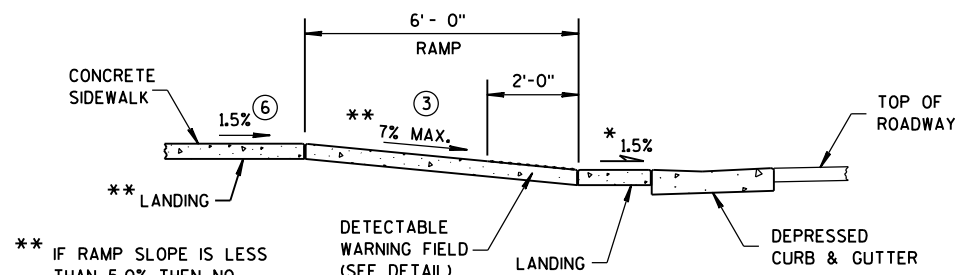


CURB RAMP TYPE 4A
PLAN VIEW



SECTION C-C FOR TYPE 4A

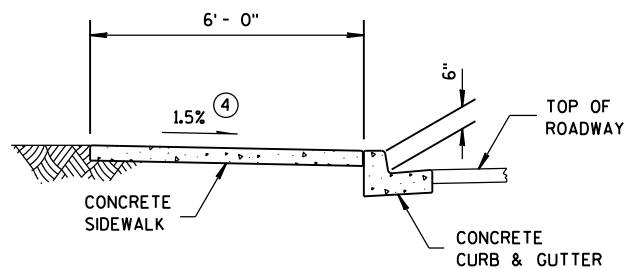
* MAXIMUM 2.0% SLOPE
IN ALL DIRECTIONS IN
FRONT OF GRADE BREAK



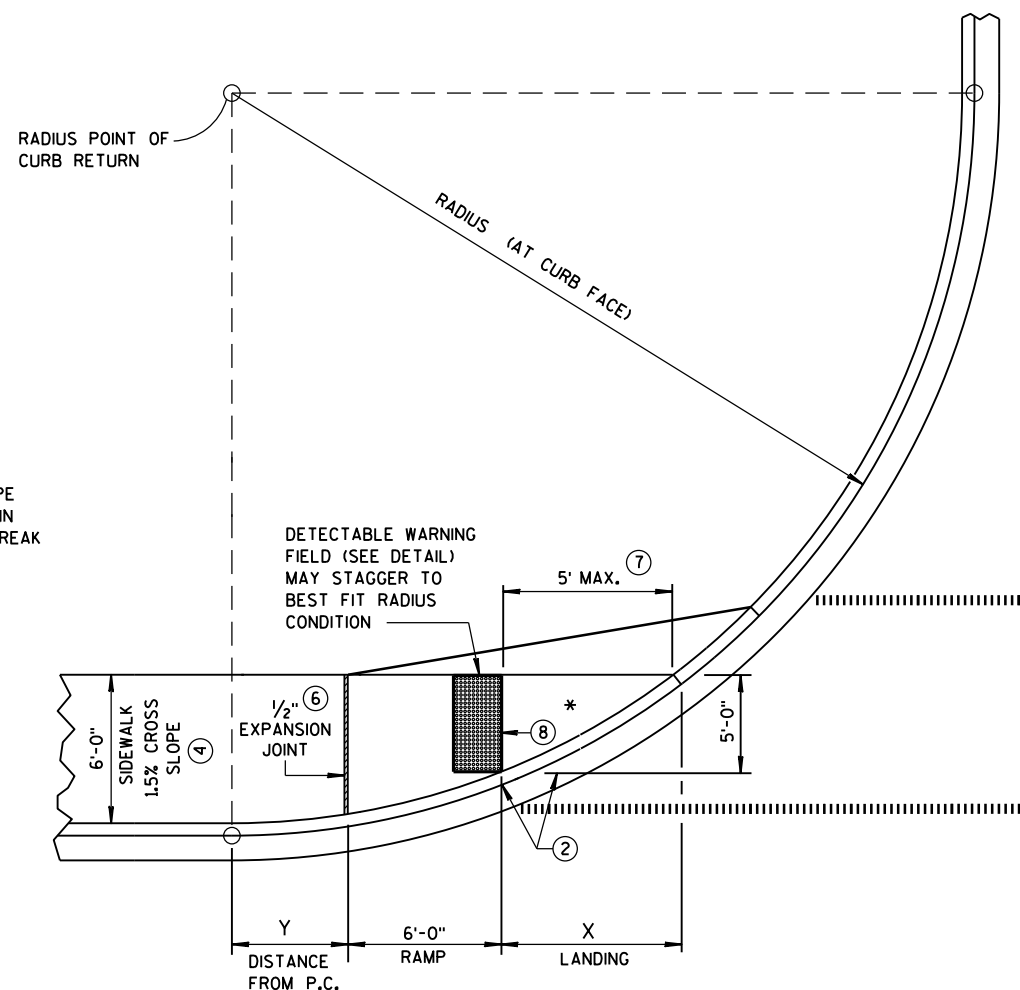
SECTION B-B FOR TYPE 4A

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1 $\frac{3}{4}$ "	2'-7 $\frac{1}{4}$ "
30 FEET	7'-11 $\frac{3}{4}$ "	4'-8 $\frac{1}{4}$ "
40 FEET	9'-5 $\frac{1}{4}$ "	6'-5"
50 FEET	10'-8 $\frac{3}{4}$ "	7'-11 $\frac{1}{4}$ "
60 FEET	11'-10 $\frac{1}{4}$ "	9'-3 $\frac{1}{2}$ "

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A



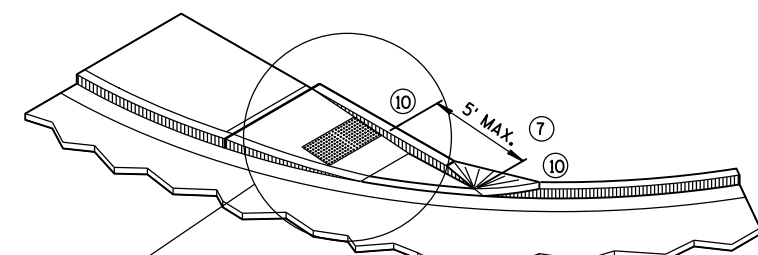
CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

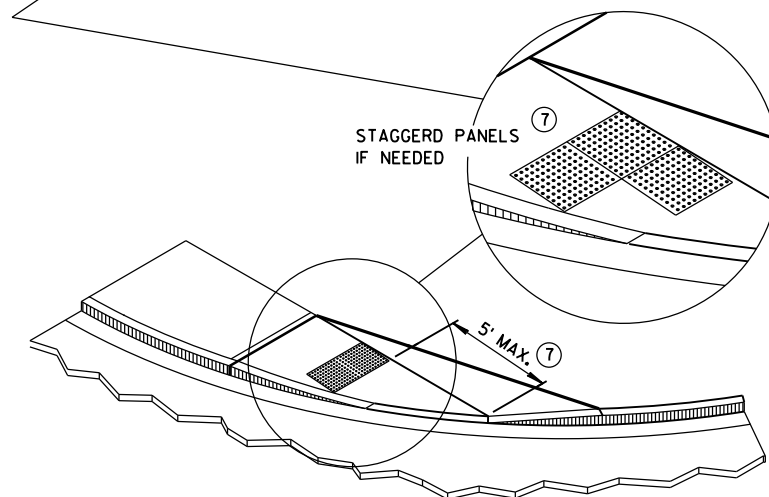
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.
- ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).
- WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



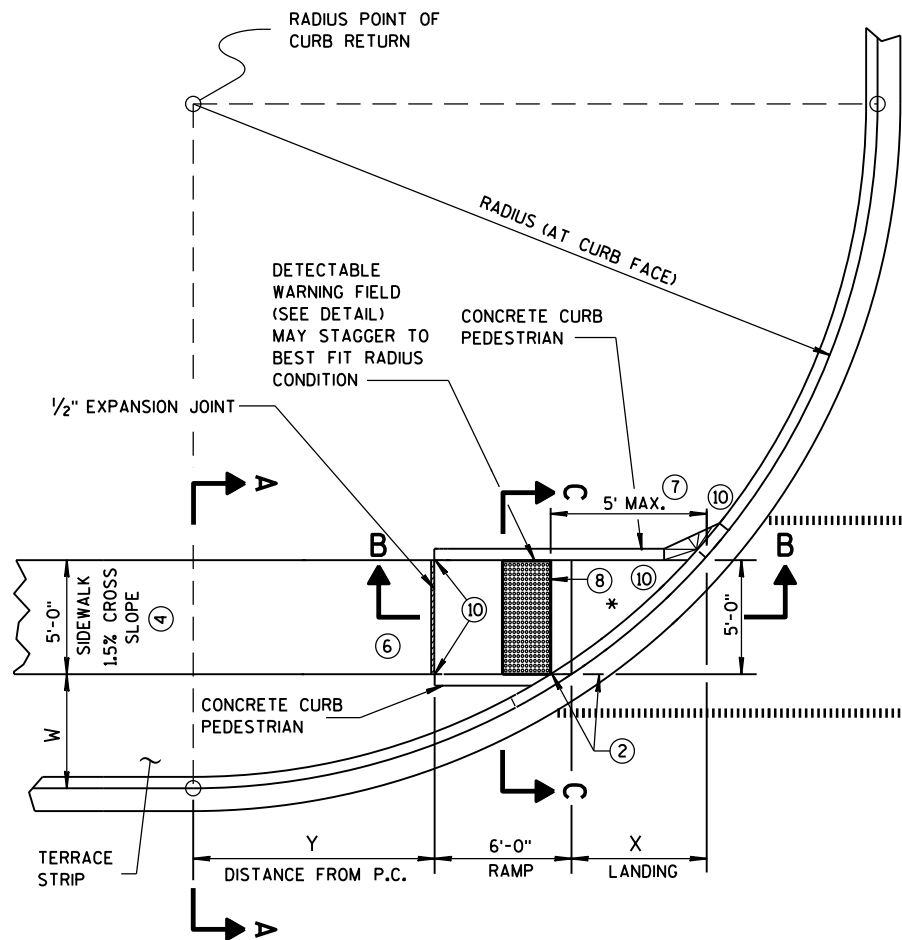
ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

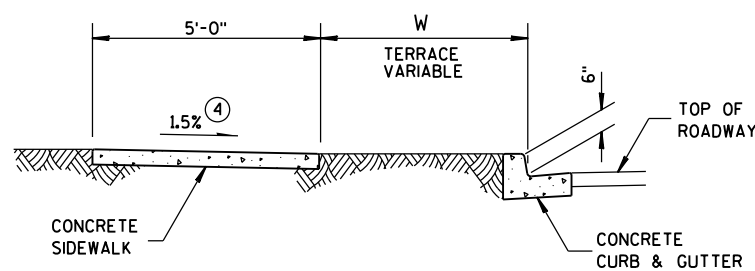
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

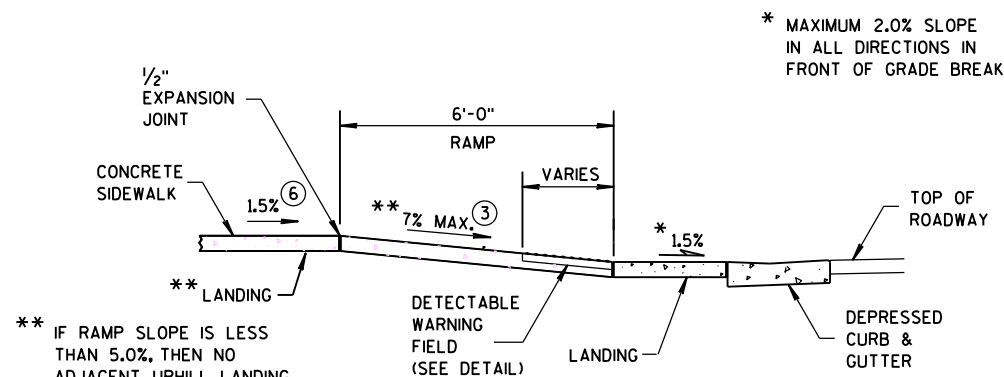
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 4B
PLAN VIEW

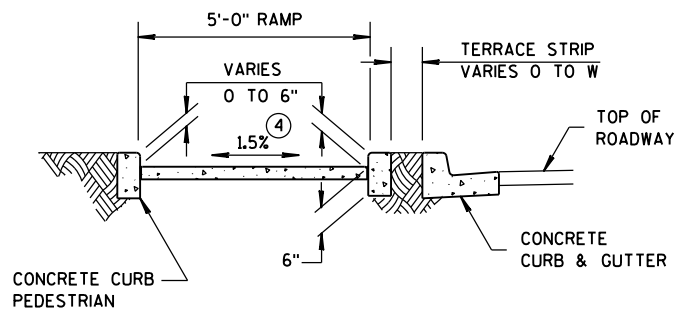


SECTION A-A FOR TYPE 4B

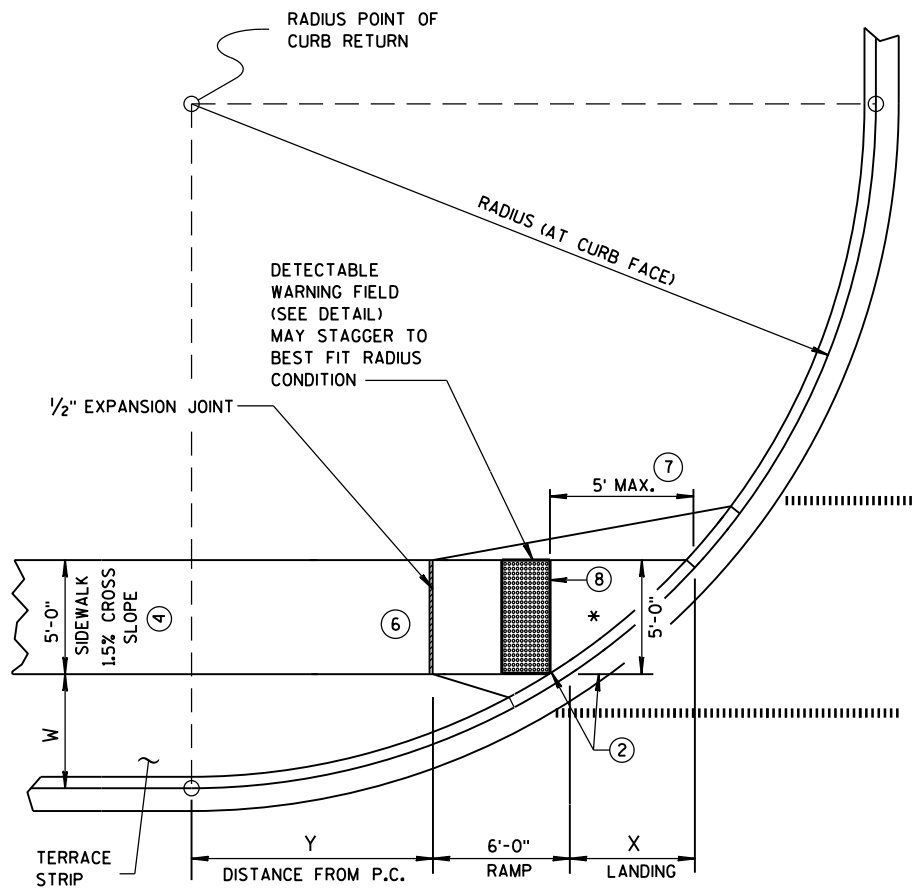


SECTION B-B FOR TYPE 4B

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



SECTION C-C FOR TYPE 4B

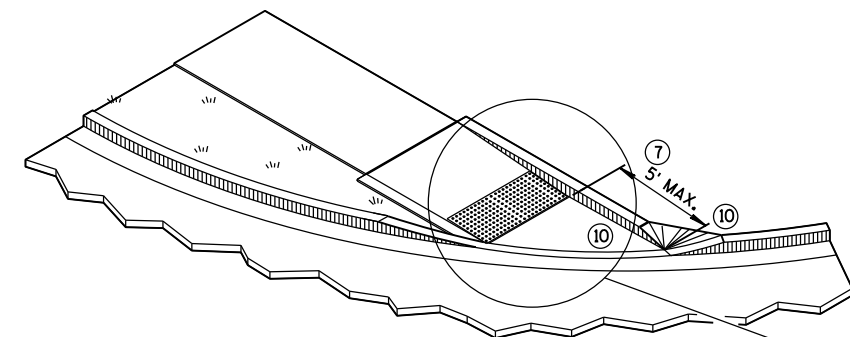


CURB RAMP TYPE 4B1
PLAN VIEW

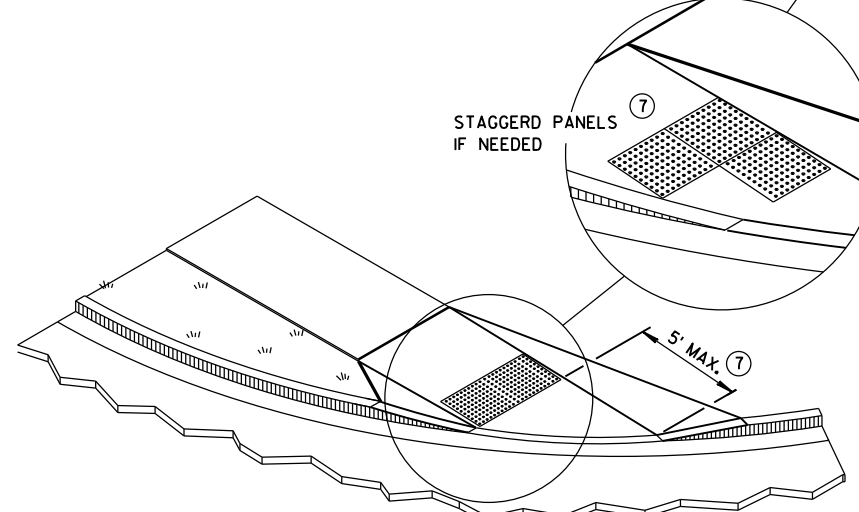
RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5 1/2"	4'-6 1/2"	4'-8 1/2"	6'-0"	4'-1"	7'-2 3/4"	3'-7"	8'-3 1/2"	3'-1 1/2"	9'-2 1/2"
30 FEET	7'-3 3/4"	7'-1"	6'-5 1/2"	8'-11 1/2"	5'-9 1/4"	10'-7"	5'-2 1/2"	12'-0"	4'-8 3/4"	13'-3 1/4"
40 FEET	8'-9 1/2"	9'-2 1/2"	7'-10"	11'-5 1/4"	7'-1"	13'-4 1/2"	6'-5 3/4"	15'-3/4"	5'-11 1/2"	16'-7 1/4"
50 FEET	10'-3/4"	11'-3/4"	9'-1/4"	13'-7 1/4"	8'-2 1/2"	15'-9 1/2"	7'-6 1/2"	17'-9"	6'-11 3/4"	19'-6 1/4"
60 FEET	11'-2 1/2"	12'-8 3/4"	10'-3/4"	15'-6 1/2"	9'-2 1/4"	17'-11 3/4"	8'-5 3/4"	20'-1 3/4"	7'-10 1/2"	22'-1 1/2"

GENERAL NOTES

- INTERMEDIATE RADII CAN BE INTERPOLATED
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS. DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.
 - ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
 - ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).
 - WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.
 - PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
 - INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



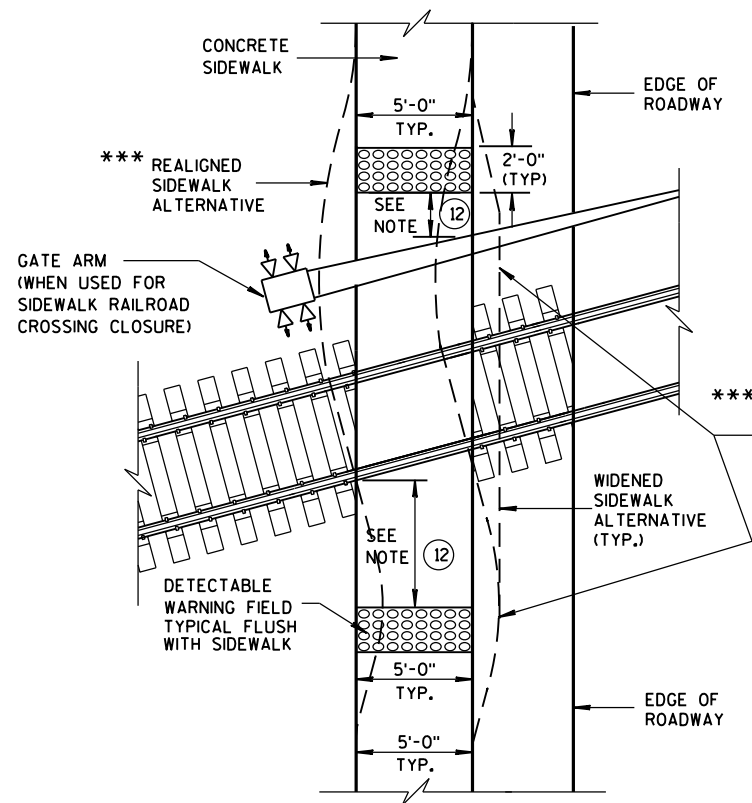
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

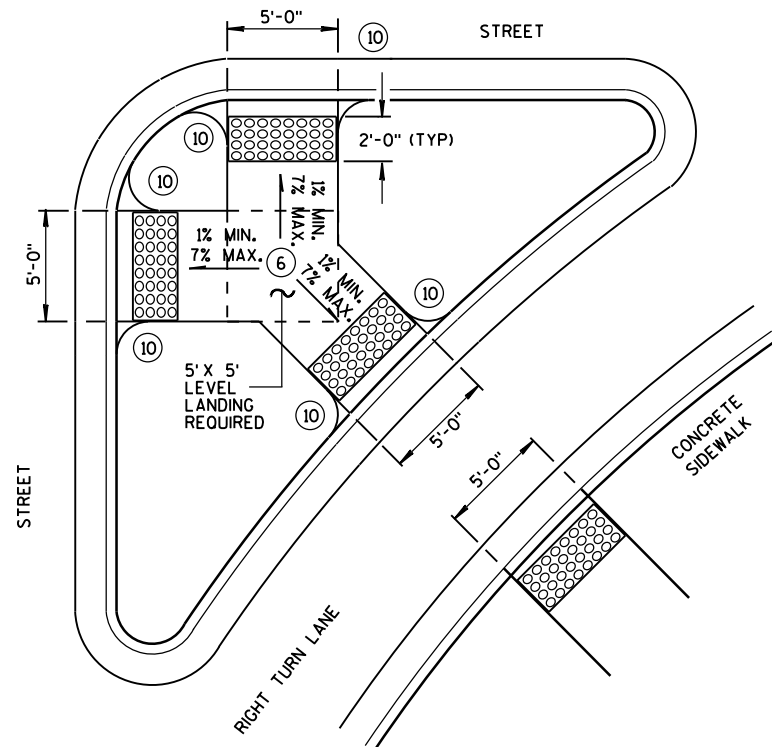
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

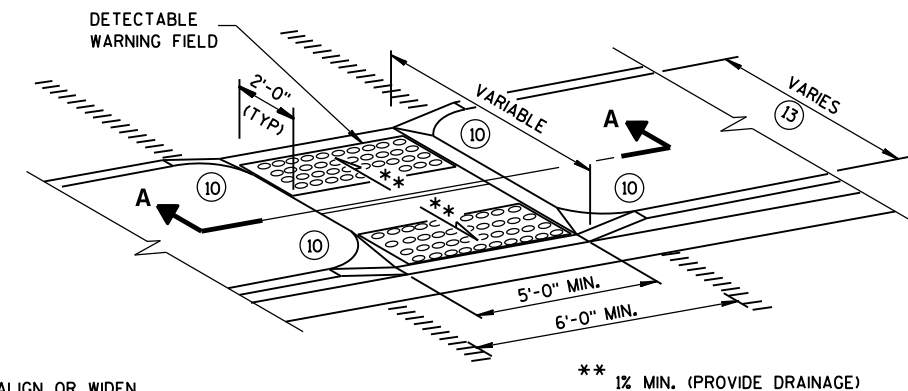


TYPE 8
DETECTABLE WARNINGS
AT RAILROAD CROSSING

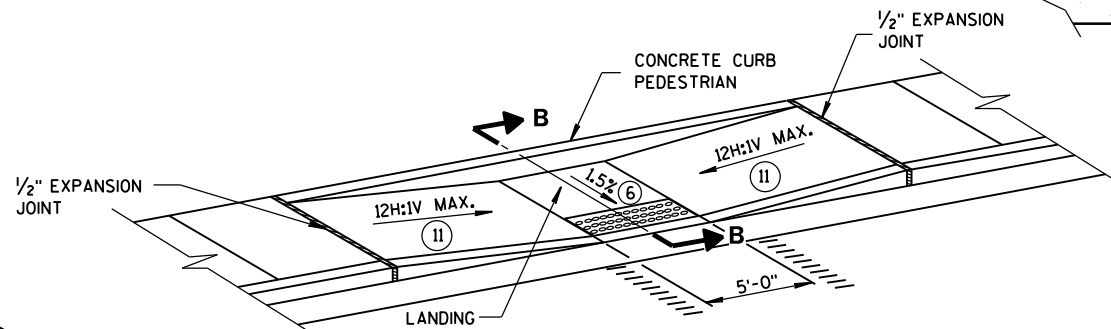
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



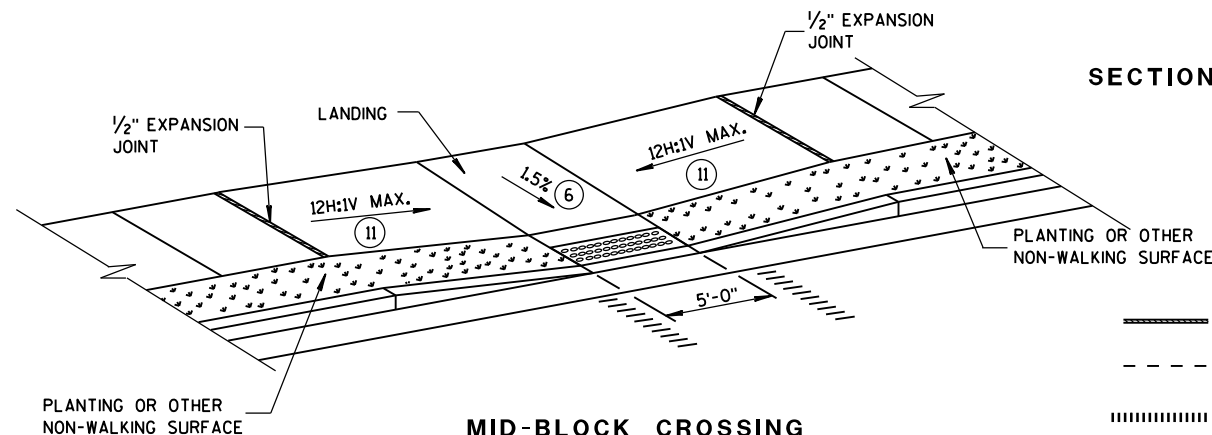
TYPE 6
DETECTABLE WARNING AT ISLANDS



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5



MID-BLOCK CROSSING
TYPE 7A

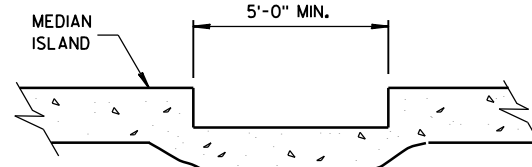


MID-BLOCK CROSSING
TYPE 7B

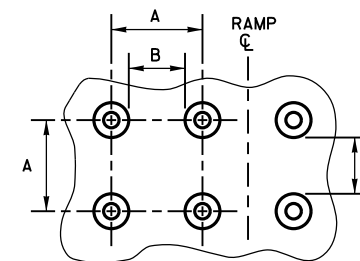
NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS
MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

GENERAL NOTES

- 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 DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.
- ③ ABSOLUTE MAXIMUM 12H:1V (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 X 5 FEET (MINIMUM 4 FEET X 4 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 IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



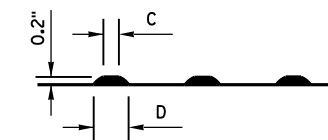
SECTION A-A



PLAN VIEW

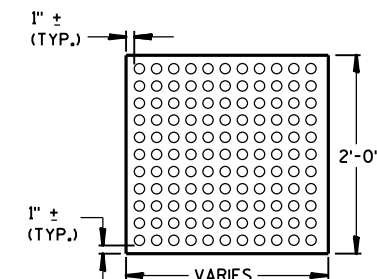
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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



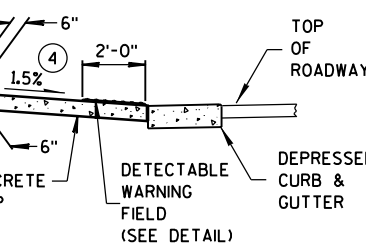
ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING
FIELD (TYPICAL)

SECTION B-B



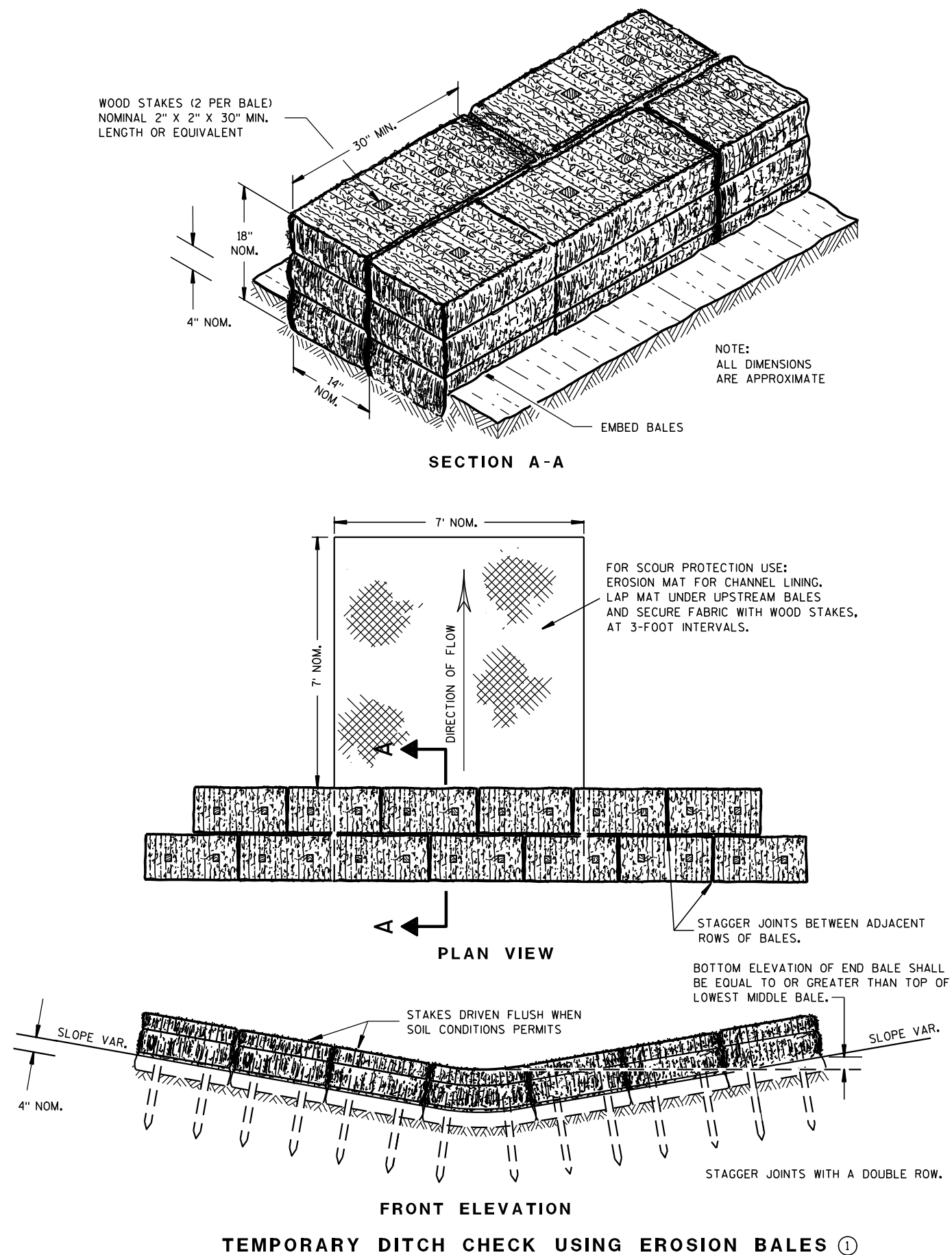
LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

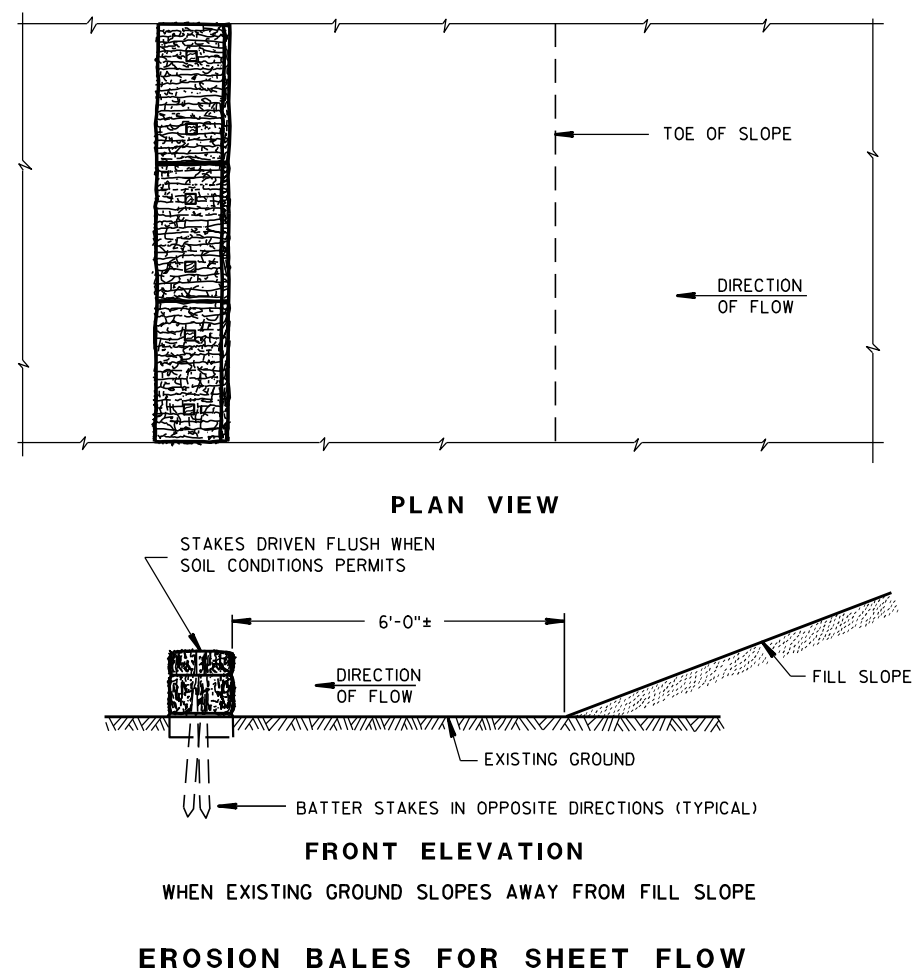
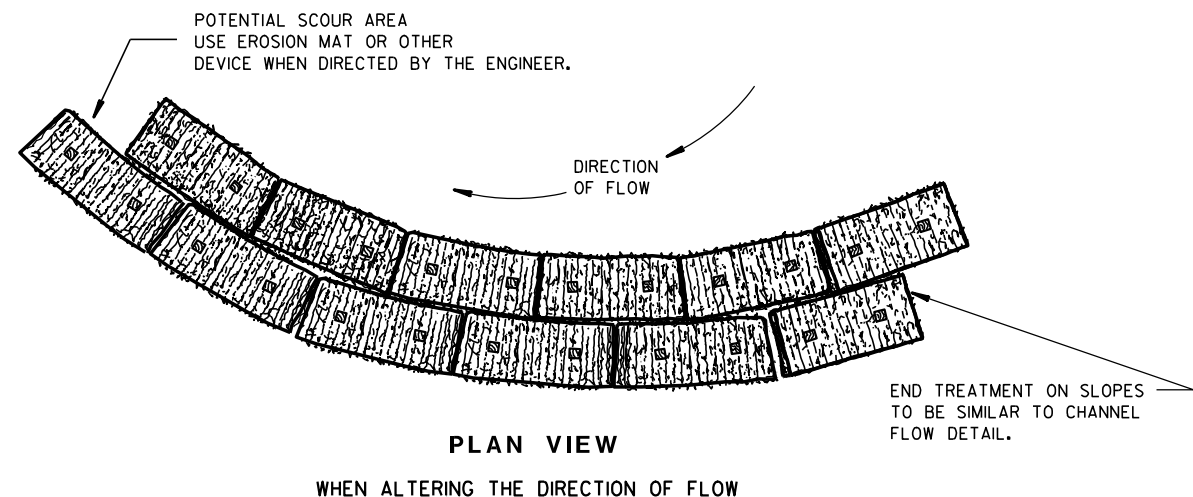
APPROVED
June, 2015 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



GENERAL NOTES

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

- ① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

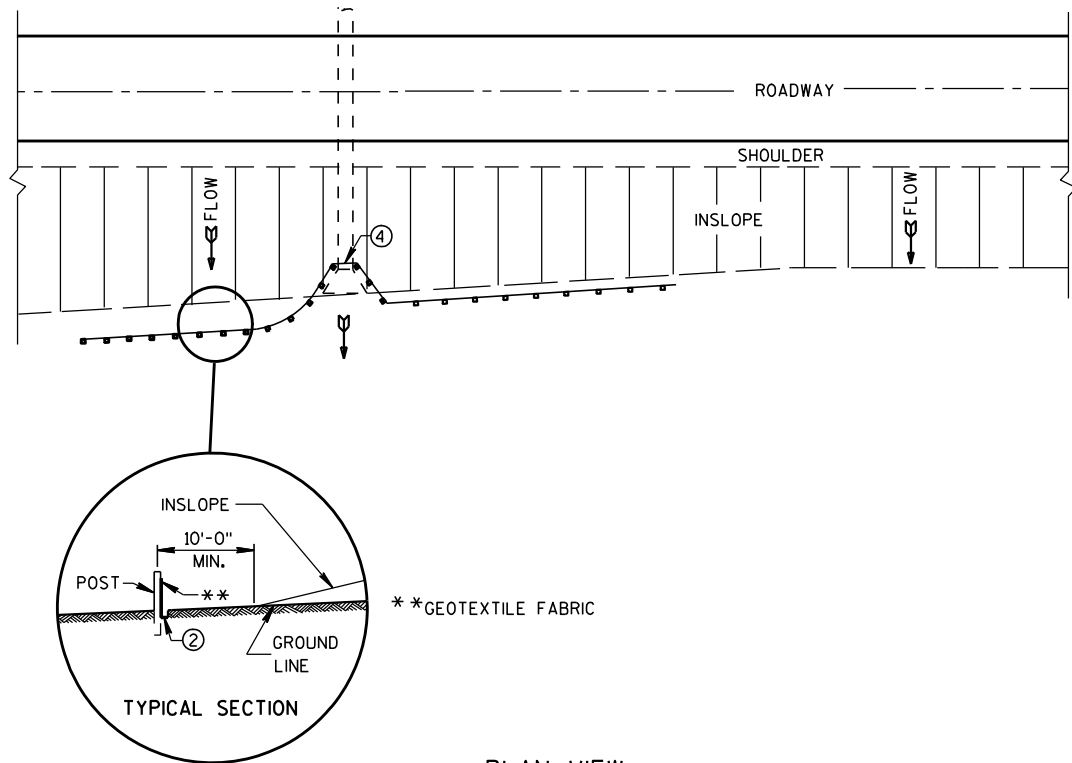
TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

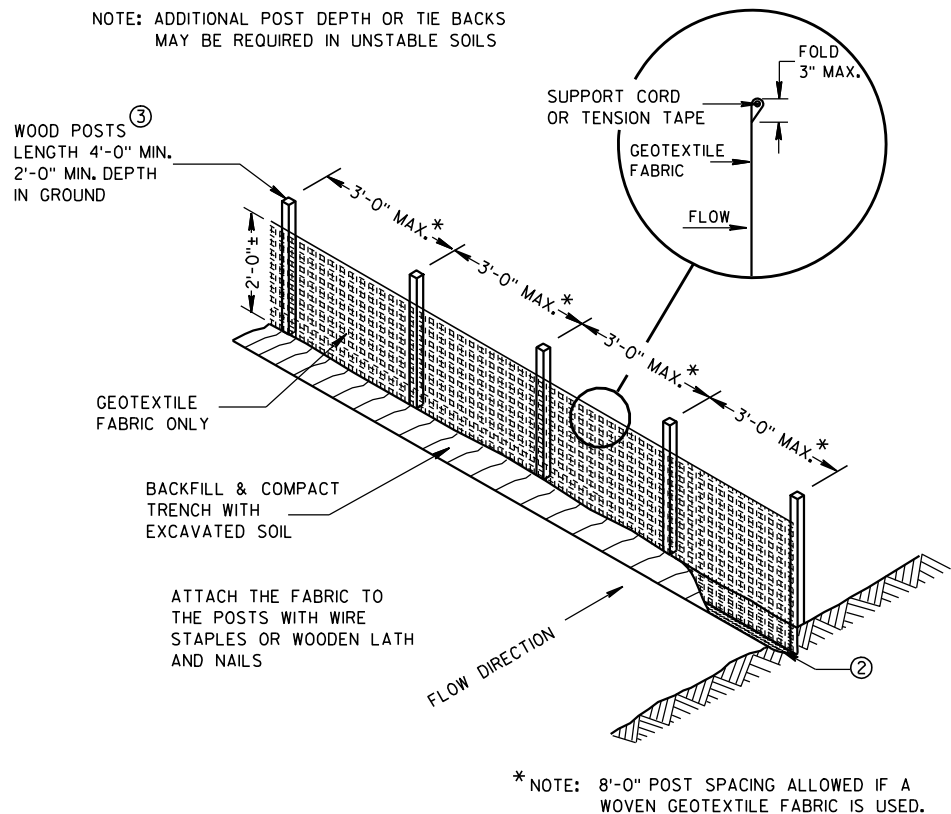
APPROVED

6/04/02
DATE/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

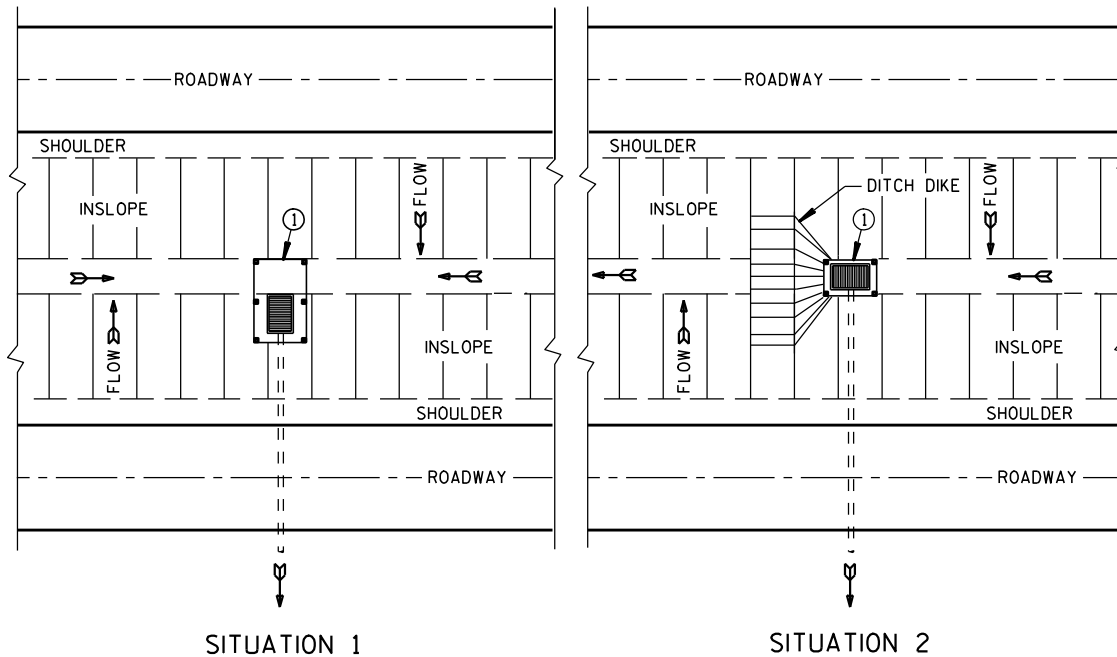
FHWA



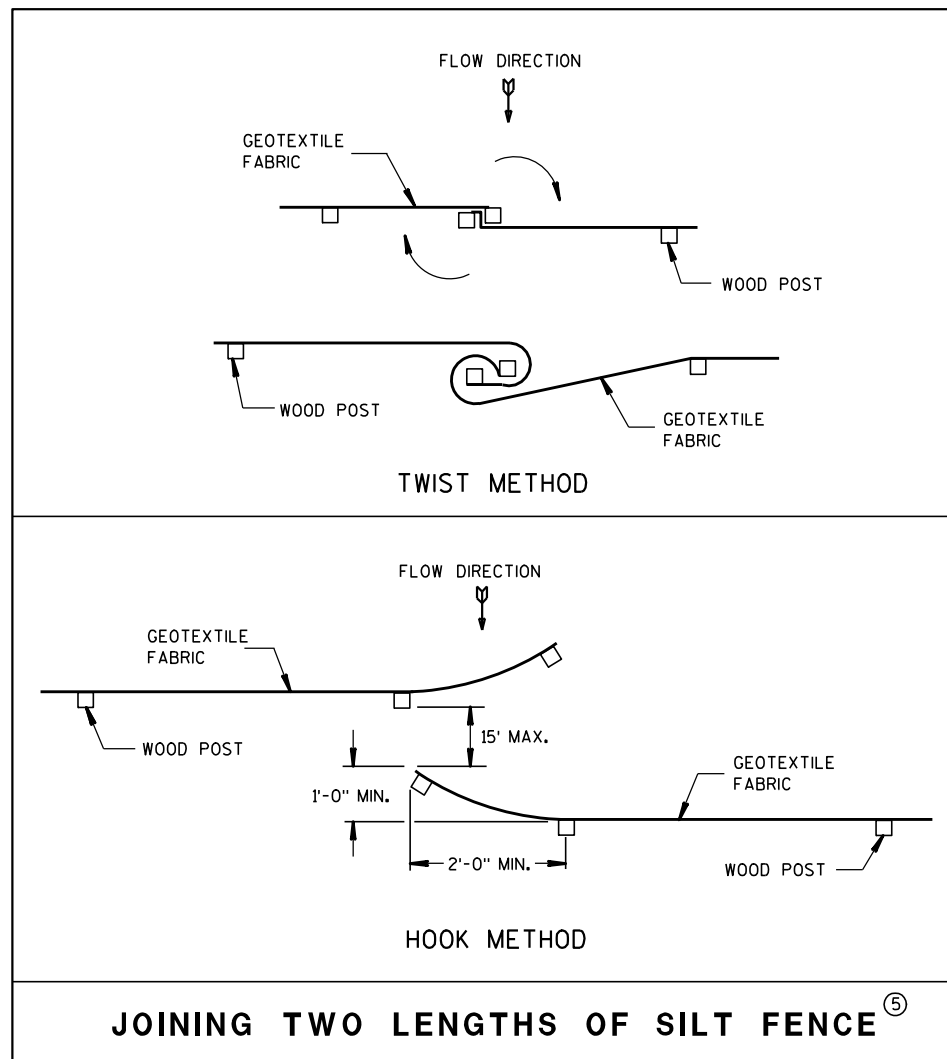
PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

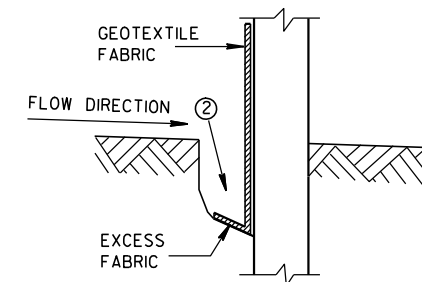


JOINING TWO LENGTHS OF SILT FENCE^⑤

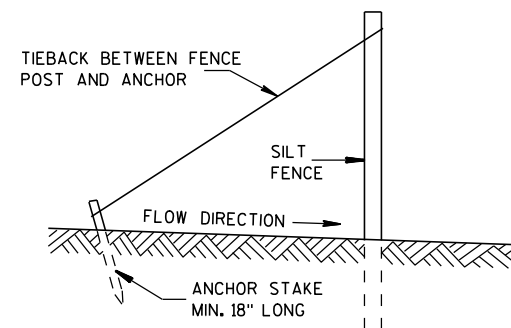
GENERAL NOTES

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

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



TRENCH DETAIL

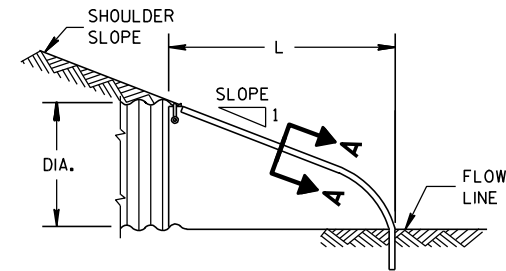
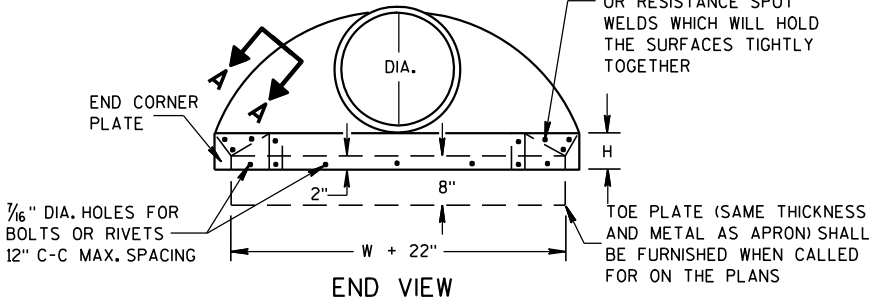
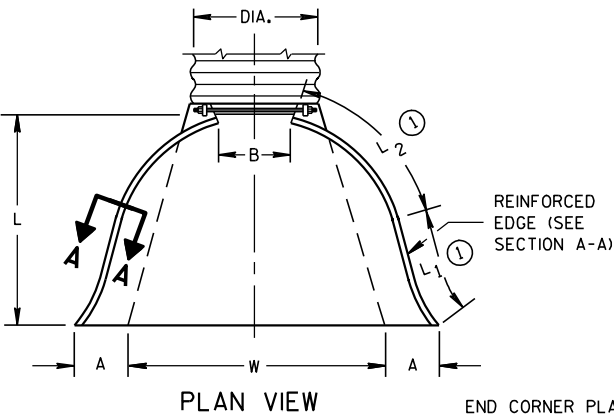


SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE	/S/ Beth Canestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

METAL APRON ENDWALLS												
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE		BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")			
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1		1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1		1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1		1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1		1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1		1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1		1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1		2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1		2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1		3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1		3 Pc.
60	.109x	.105x	18	33	12	87	—	—	114	2 to 1		3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1		3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1		3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1		3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1		3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1		3 Pc.
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1		3 Pc.

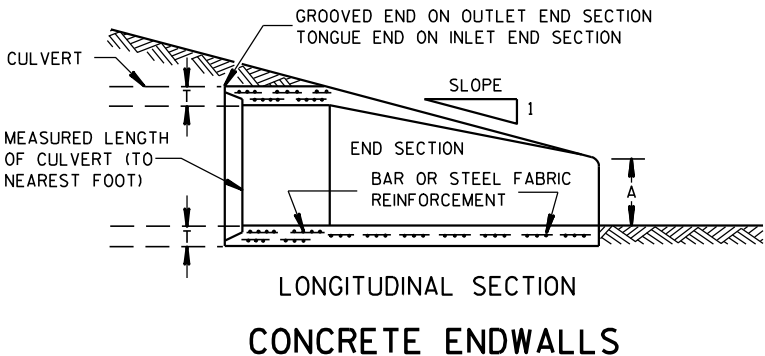
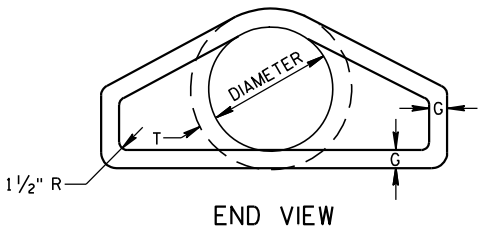
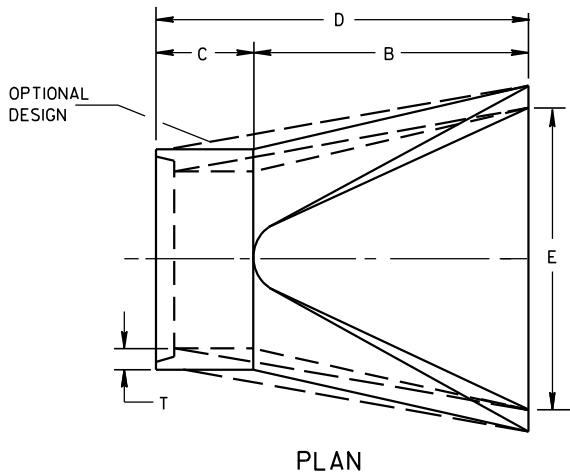
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



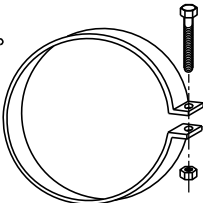
METAL ENDWALLS

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

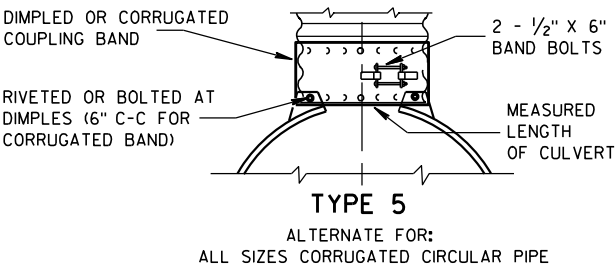
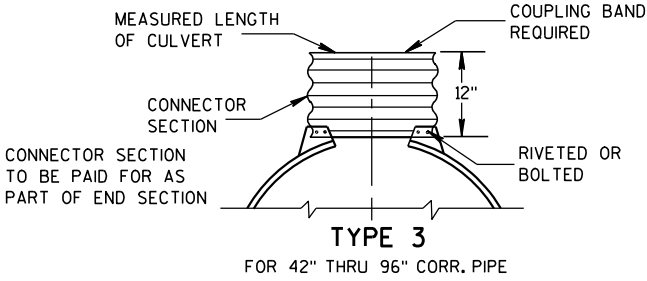
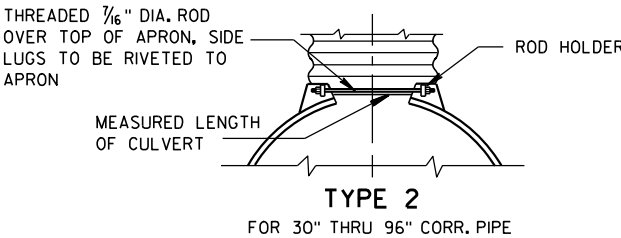
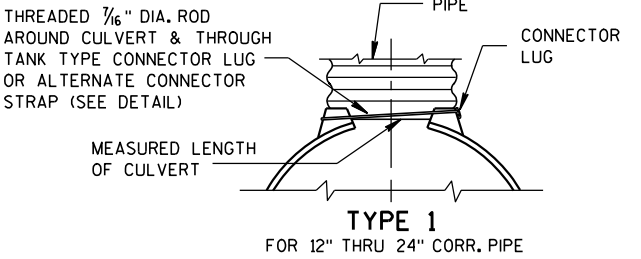
* MINIMUM
** MAXIMUM



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



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



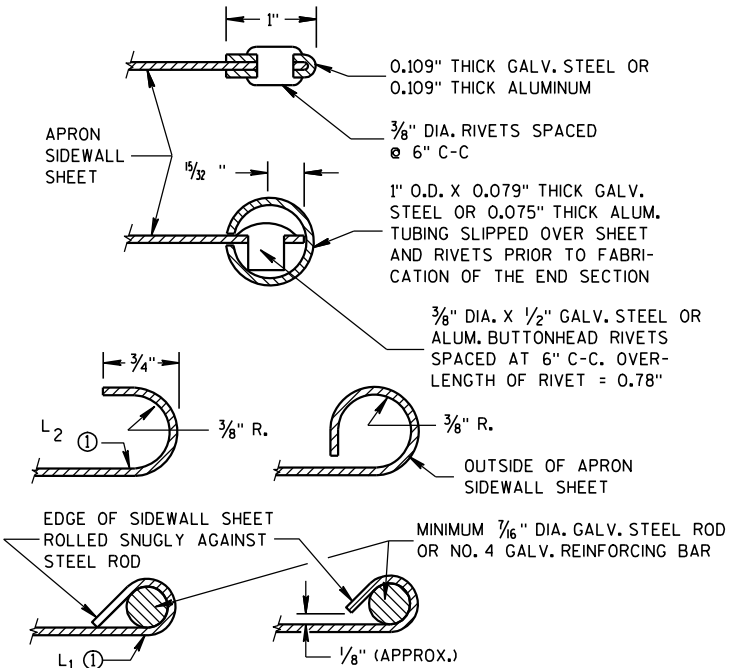
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



GENERAL NOTES

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

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

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

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

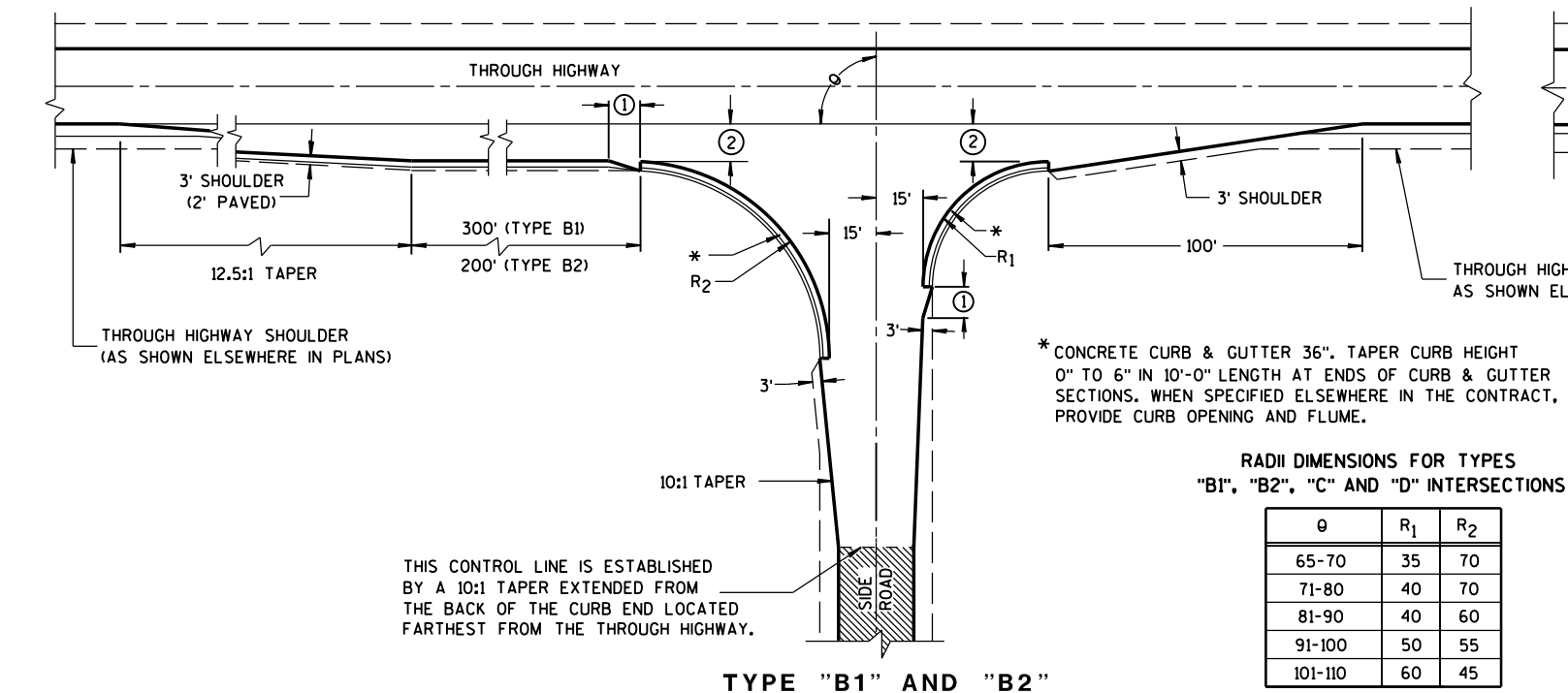
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

APRON ENDWALLS FOR
CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94
DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

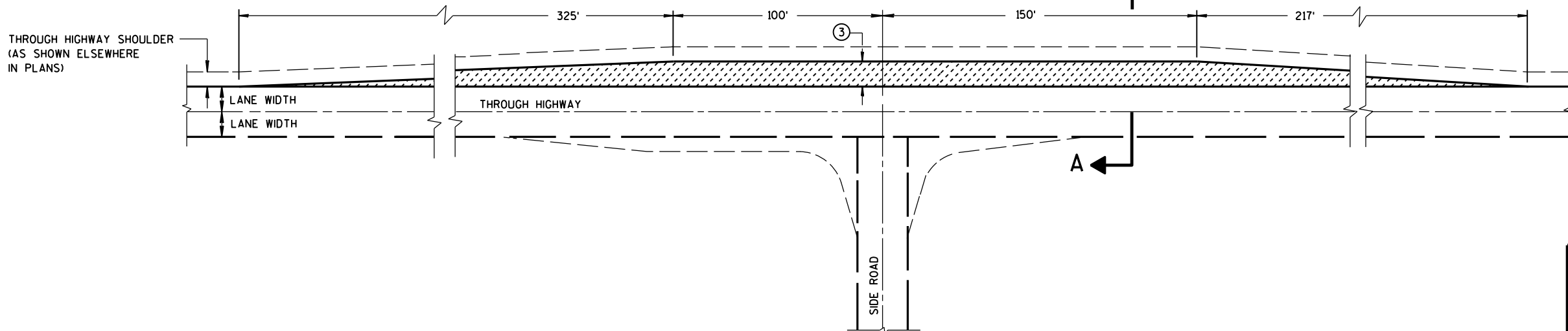
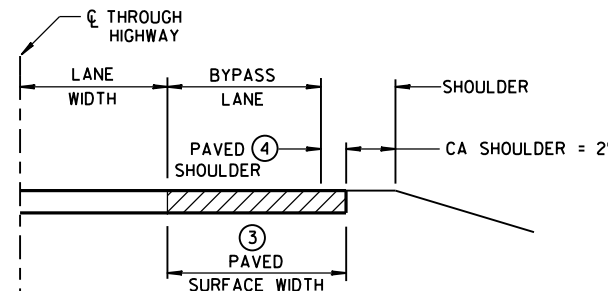
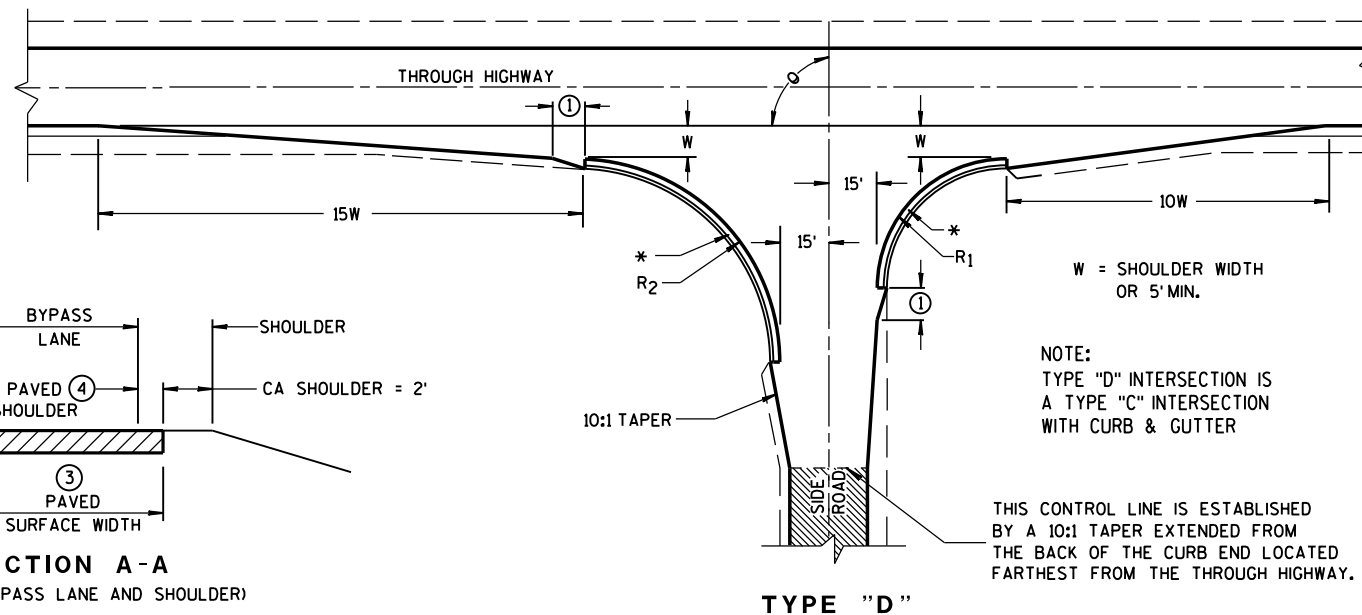
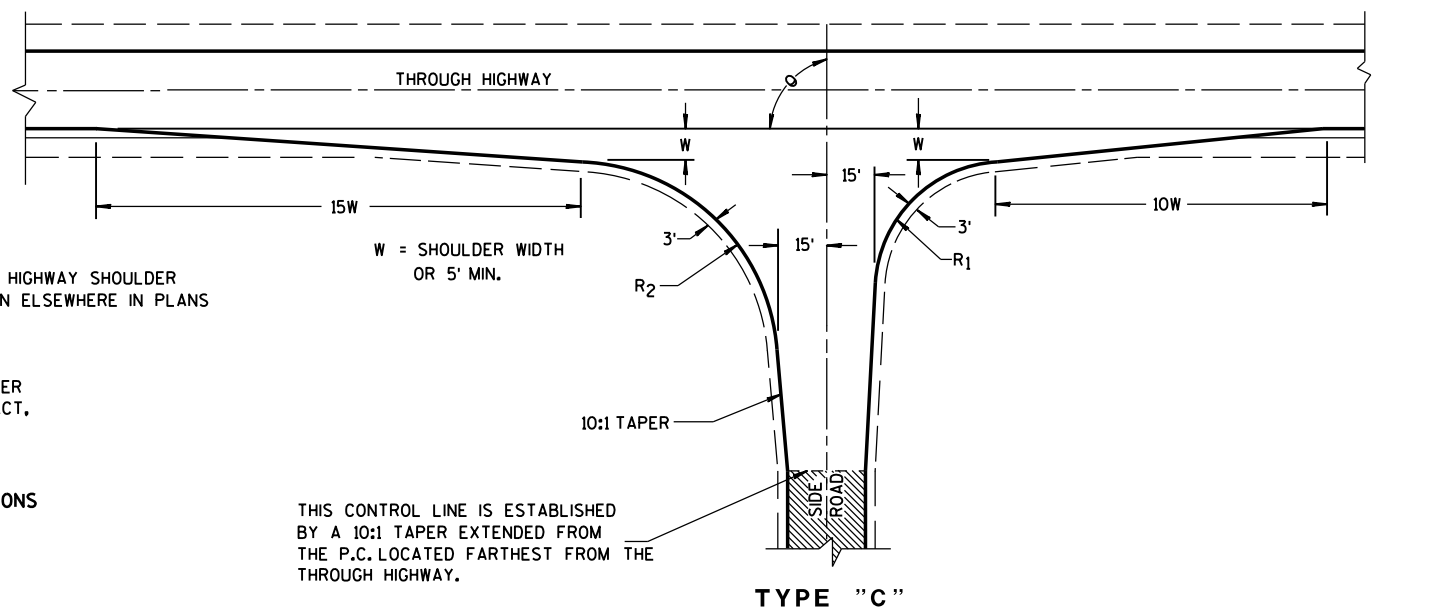
BYPASS LANE

- ① 10-FT TYPICAL.
- ② 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.
- ③ BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.
- ④ BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

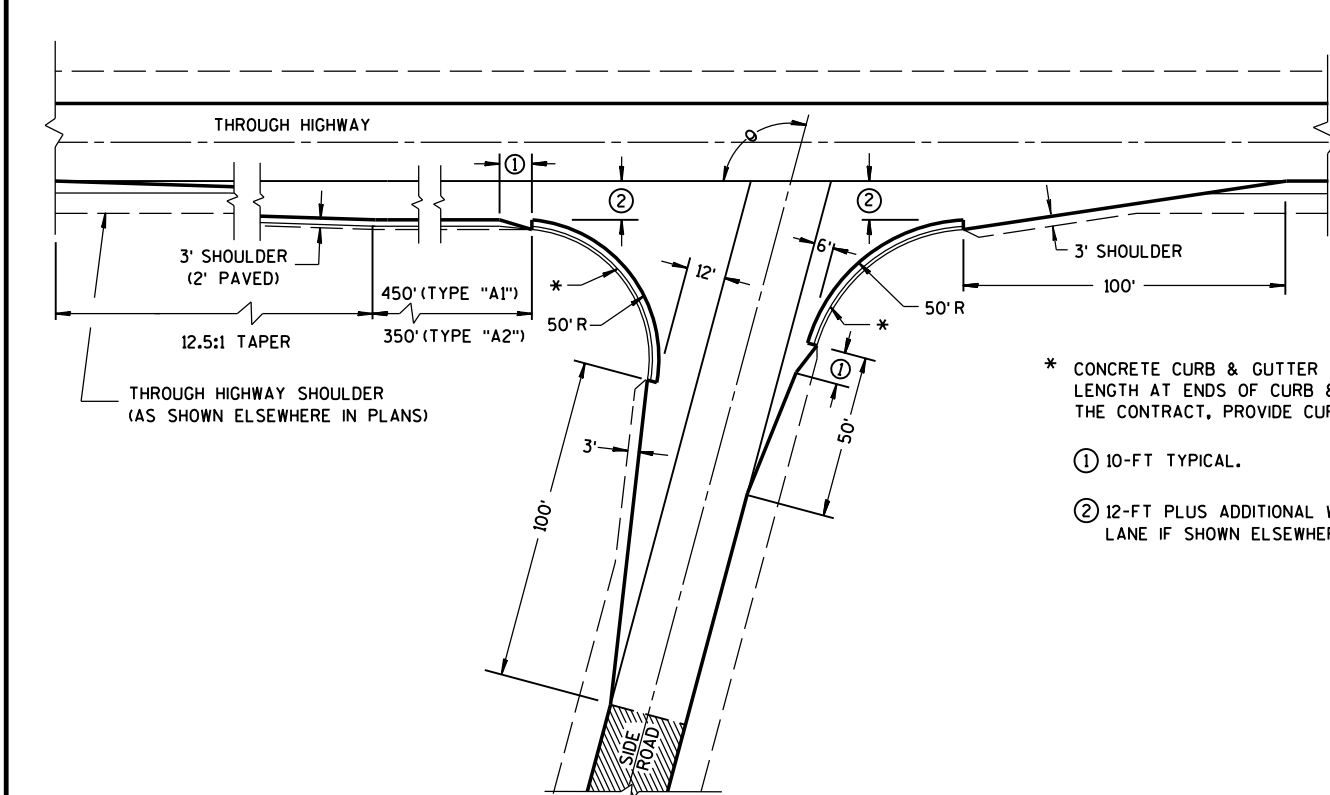
θ	R ₁	R ₂
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD
INTERSECTION, TYPES "B1", "B2",
"C" AND "D" AND TEE
INTERSECTION BYPASS LANE

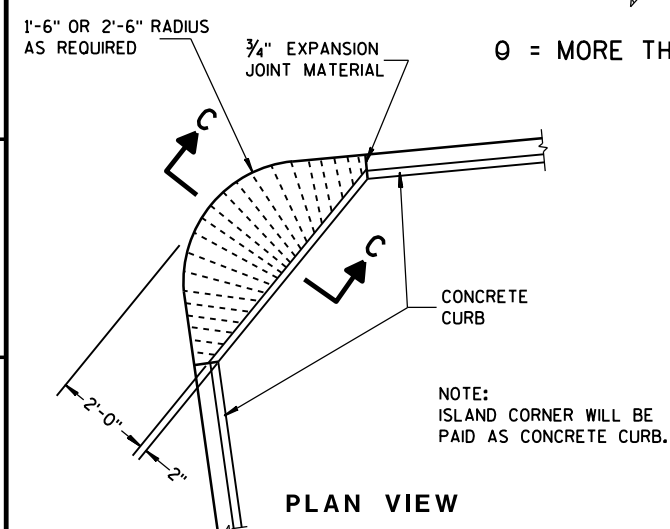
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



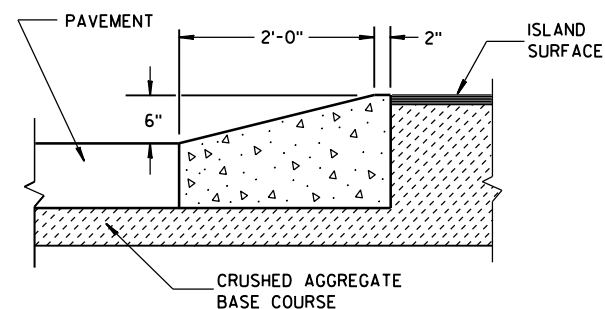
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10-FT TYPICAL.

② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.



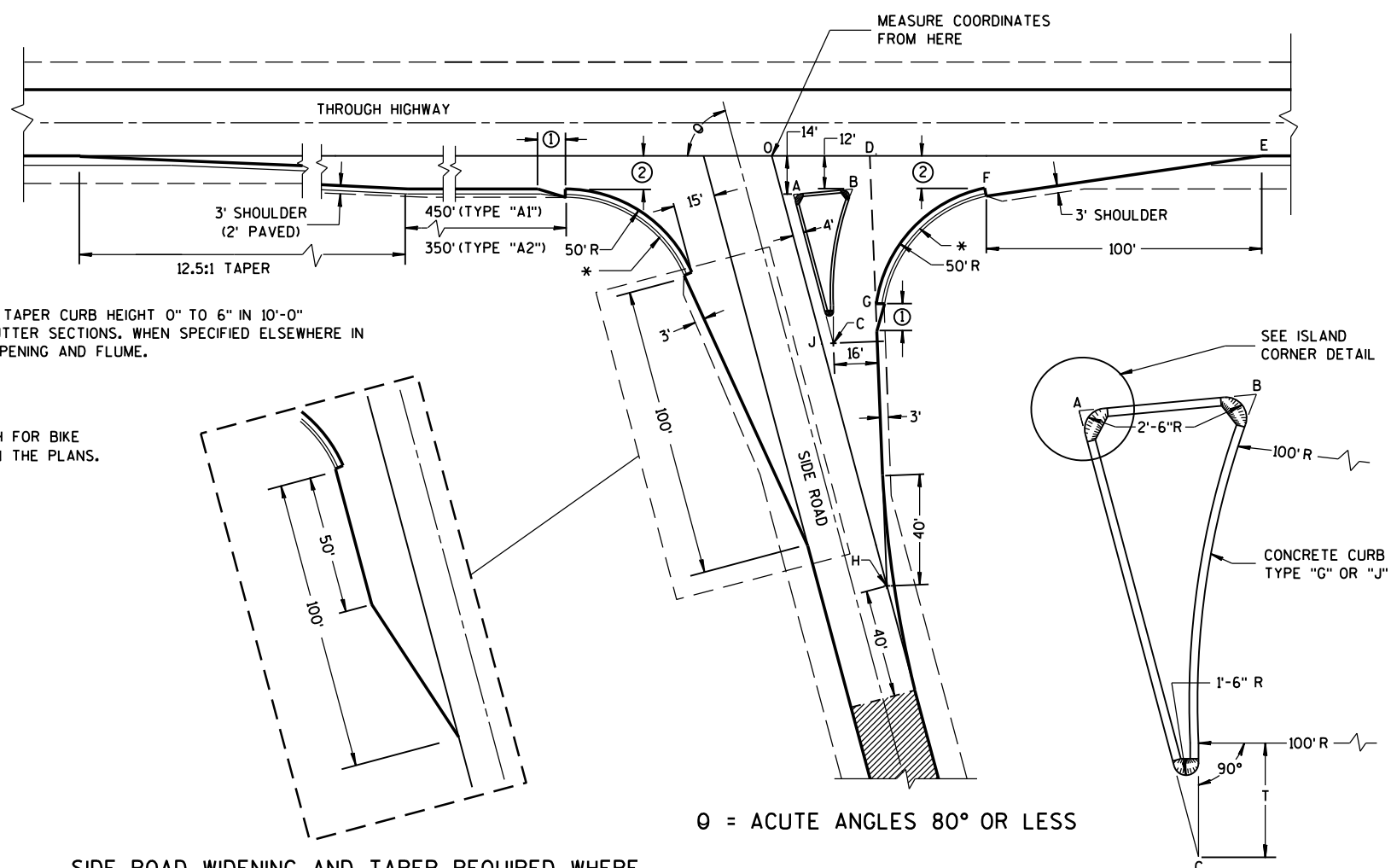
PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)



SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
 θ = ACUTE ANGLES 70° OR LESS

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES

(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O")								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7	44.9	46.4	41.9	205.0	104.6	64.0	85.0	32.3	67.4	4.9	85.9	169.9
	-14.0	-12.0	-72.4	0.0	0.0	-12.0	-75.5	-147.1					
65	10.9	39.0	37.8	39.4	196.1	95.7	54.1	70.5	28.2	63.6	8.5	80.9	166.9
	-14.0	-12.0	-71.6	0.0	0.0	-12.0	-71.5	-151.3					
70	9.4	33.9	29.8	37.4	188.3	87.8	45.6	56.1	24.6	59.7	11.5	76.1	164.1
	-14.0	-12.0	-70.1	0.0	0.0	-12.0	-67.5	-154.2					
75	7.9	29.3	22.3	35.7	181.2	80.7	38.2	41.8	21.5	55.8	13.8	71.4	161.4
	-14.0	-12.0	-67.9	0.0	0.0	-12.0	-63.4	-155.9					
80	6.5	25.4	15.6	34.4	174.8	74.4	31.8	27.6	18.9	52.0	15.6	66.9	158.9
	-14.0	-12.0	-65.2	0.0	0.0	-12.0	-59.3	-156.5					

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

AT-GRADE SIDE ROAD
INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/18/12

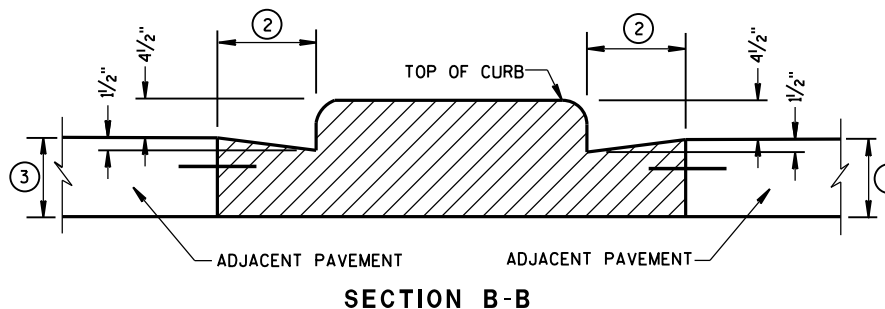
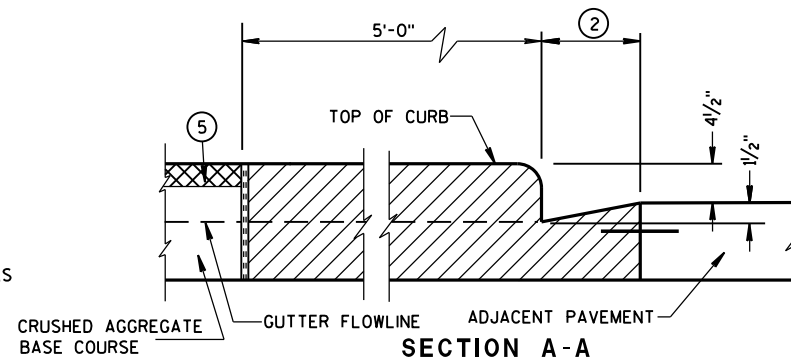
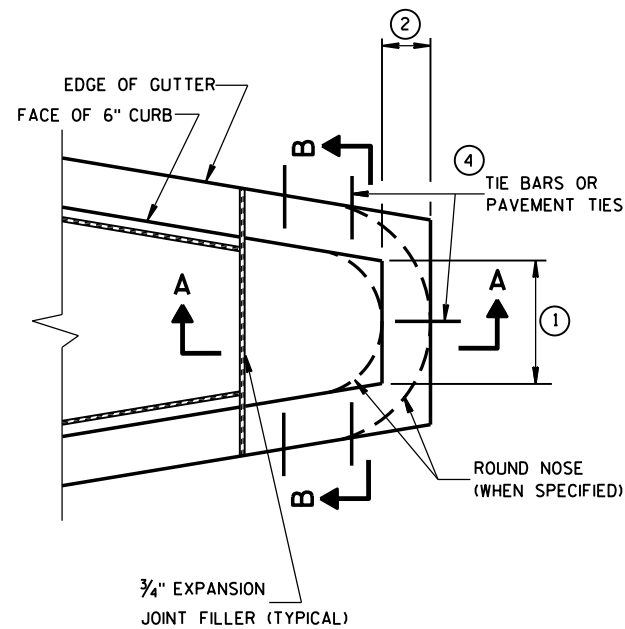
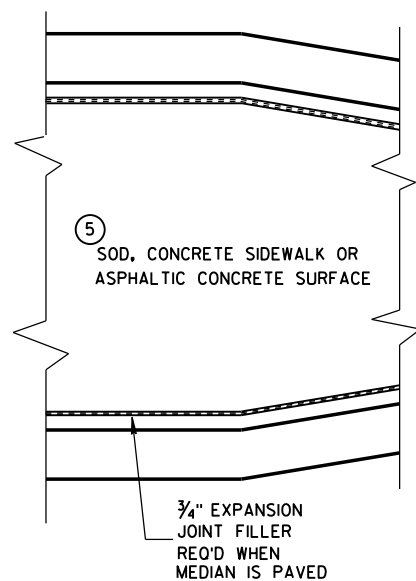
DATE

FHWA

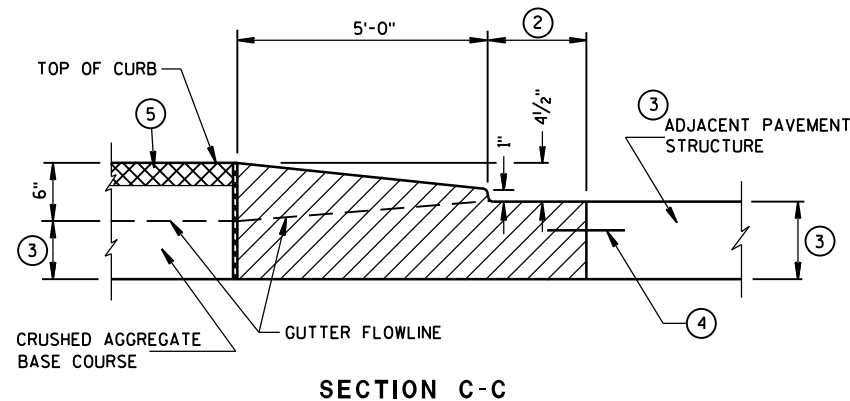
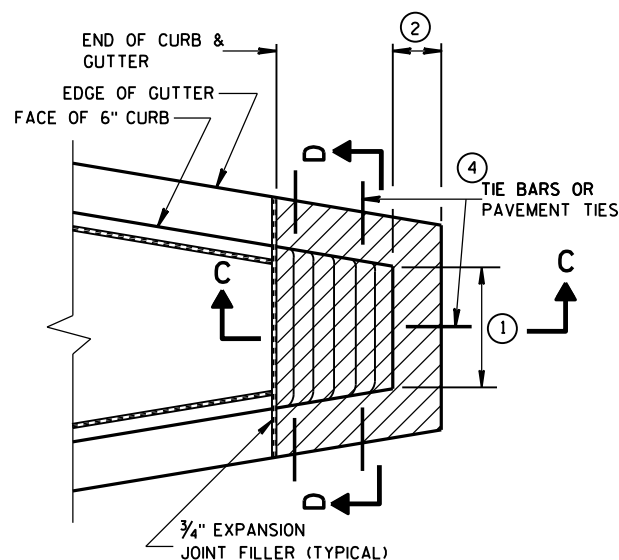
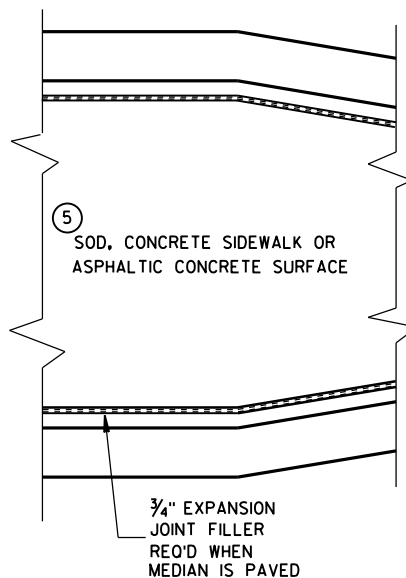
/S/ Jerry H. Zogg

ROADWAY STANDARDS DEVELOPMENT

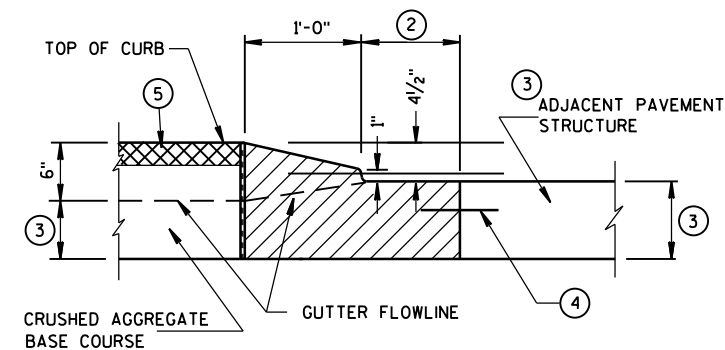
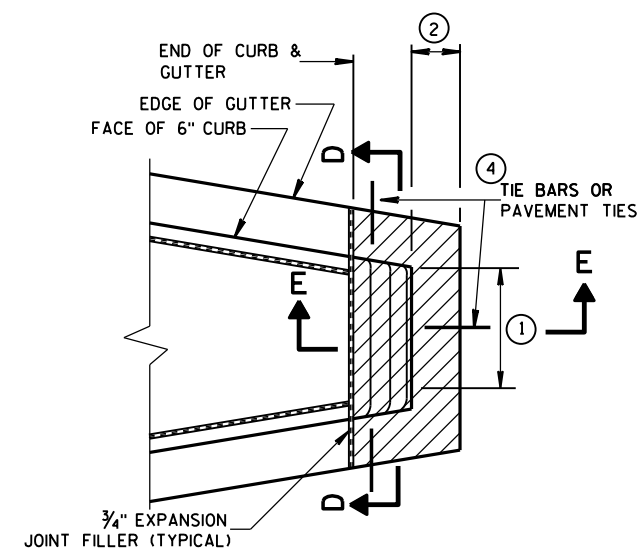
ENGINEER



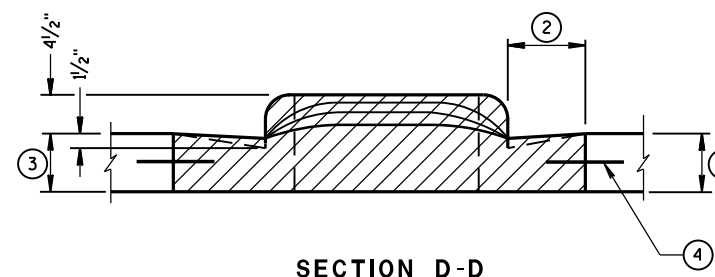
CONCRETE MEDIAN BLUNT NOSE DETAIL



CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



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.

- ① SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
- ② WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
- ③ DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
 - (1) NEW OR EXISTING CONCRETE PAVEMENT.
 - (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
 - (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

- ④ TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

- ⑤ SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

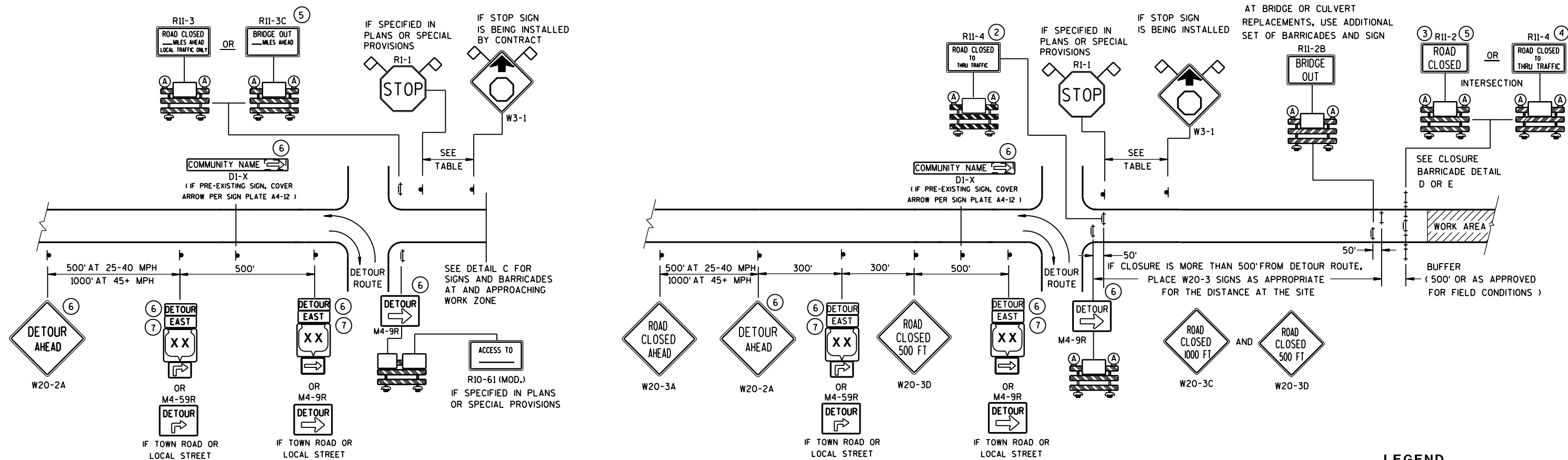
APPROVED

6/8/2006

DATE

FHWA

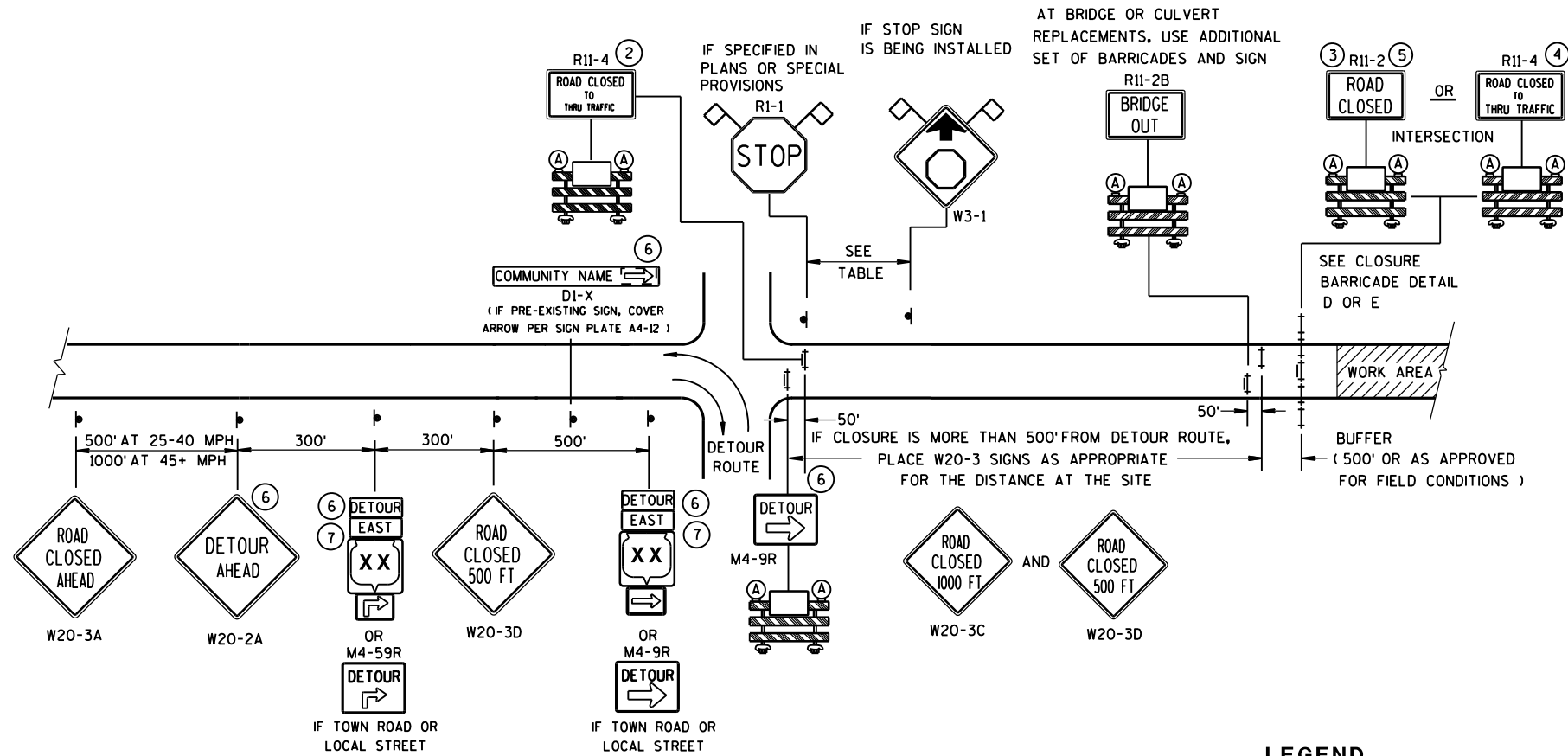
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

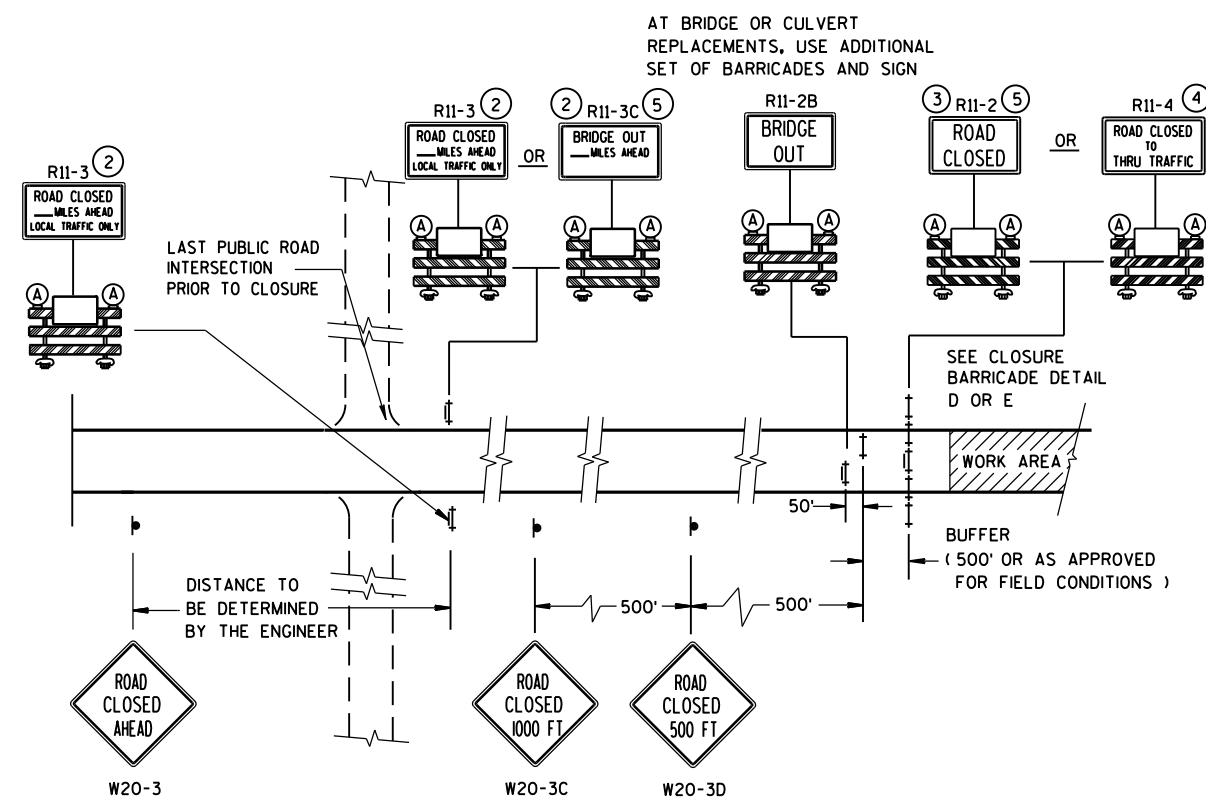
WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR













WORK ZONE LESS THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C

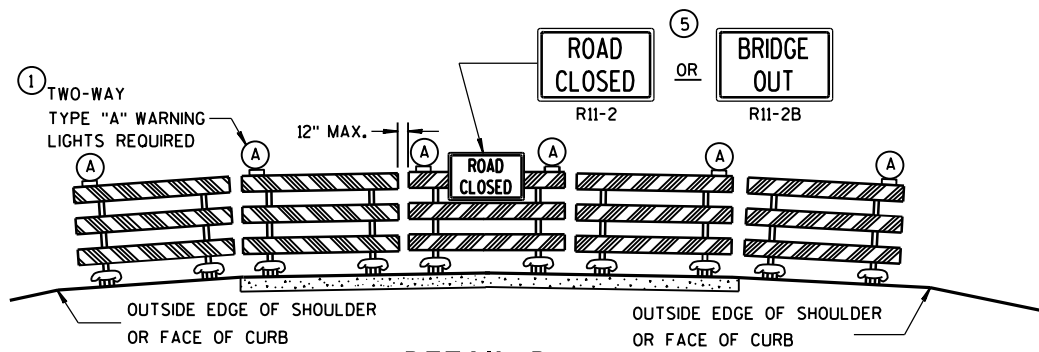
MAINLINE CLOSURE, NO POSTED DETOUR

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

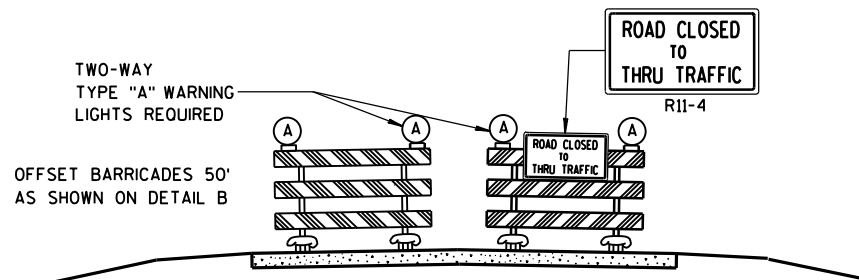
- ## LEGEND
- | | |
|---|---------------------------------------|
|  | SIGN ON PERMANENT SUPPORT |
|  | TYPE III BARRICADE |
|  | TYPE III BARRICADE WITH ATTACHED SIGN |
|  | TYPE "A" WARNING LIGHT (FLASHING) |
|  | WORK AREA |
|  | M4-8
M3-X |
|  | MI-4 |
| OR | |
|  | COUNTY
MI-5A |
| OR | |
|  | MI-6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

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

<p>BARRICADES AND SIGNS FOR MAINLINE CLOSURES</p>	
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>	
<p><u>Sept. 2015</u> DATE</p>	<p><u>/S/ Peter Amakobe Atepe</u> STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER</p>



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 BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE 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, 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". (30" X 15" 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.)

D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

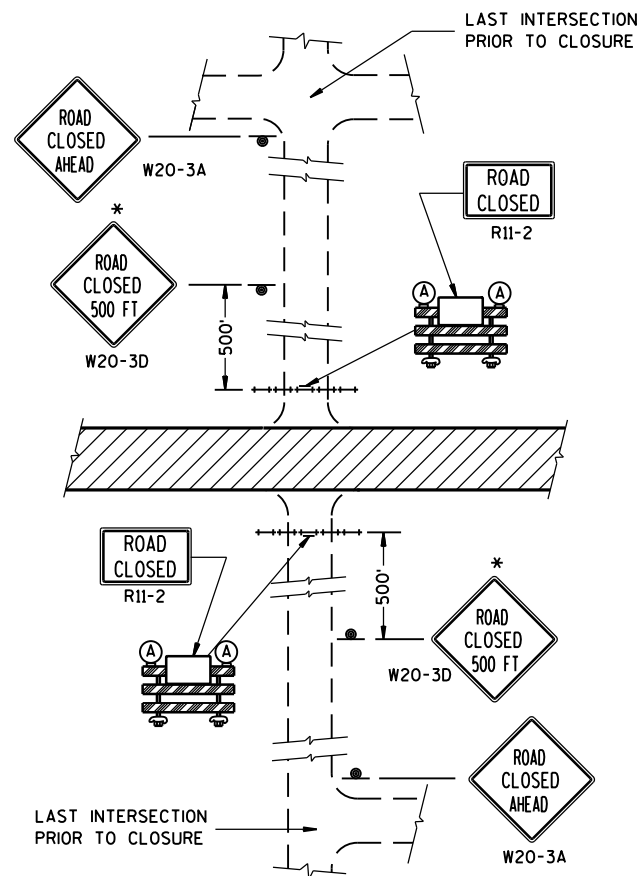
R1-1 SHALL BE 36" X 36".

- 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 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 LANE 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.

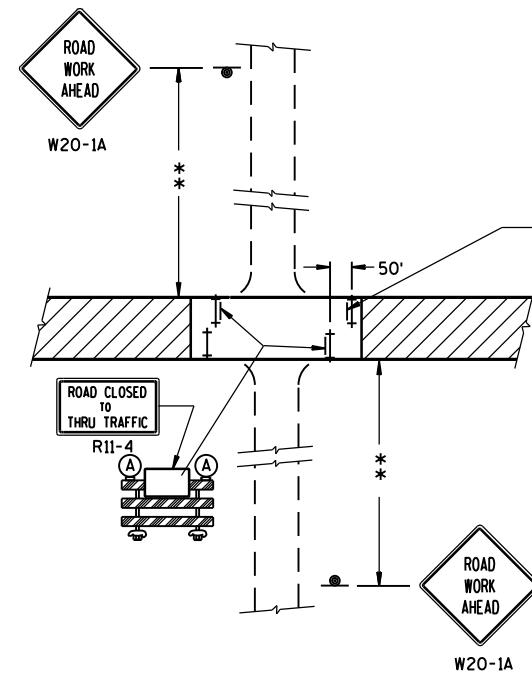
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

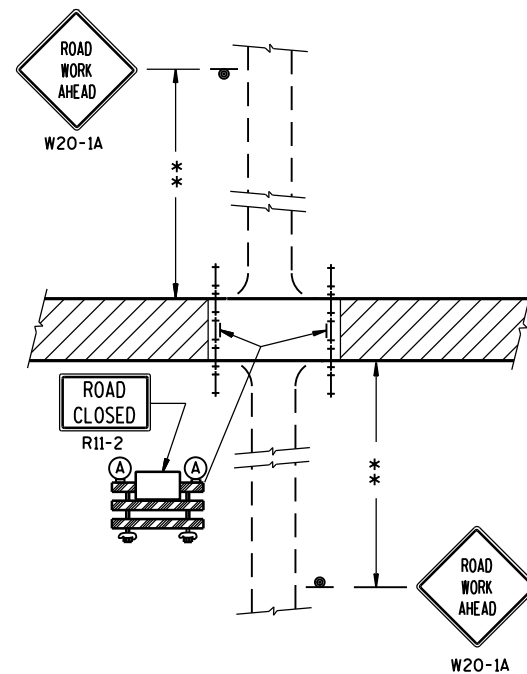
Sept. 2015 /S/ Peter Amokobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC
FHWA SAFETY ENGINEER



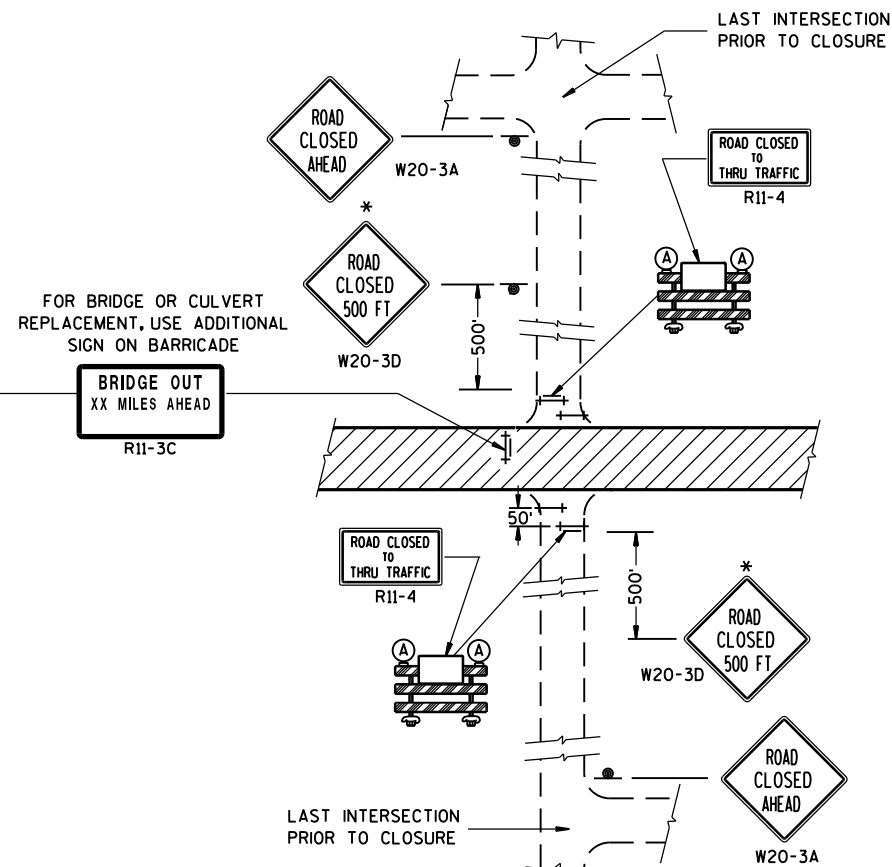
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE 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 RE-ESTABLISHED.

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 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 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

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

Sept. 2015

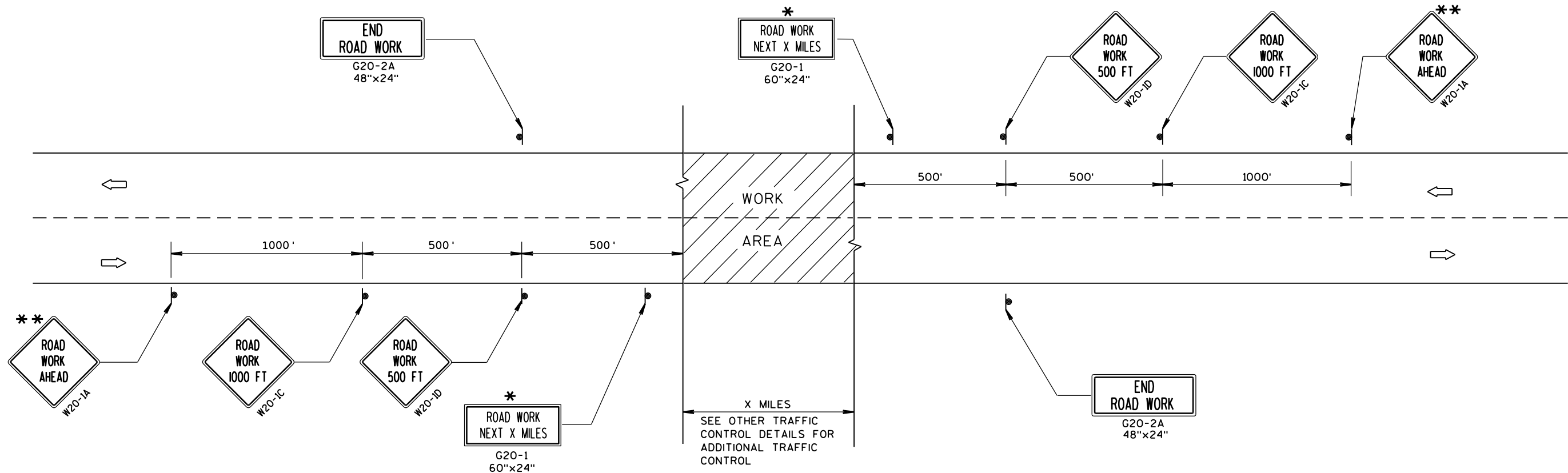
DATE

FHWA

/S/ Peter Amakobe Atepe

STATEWIDE WORK ZONE TRAFFIC

SAFETY ENGINEER



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

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

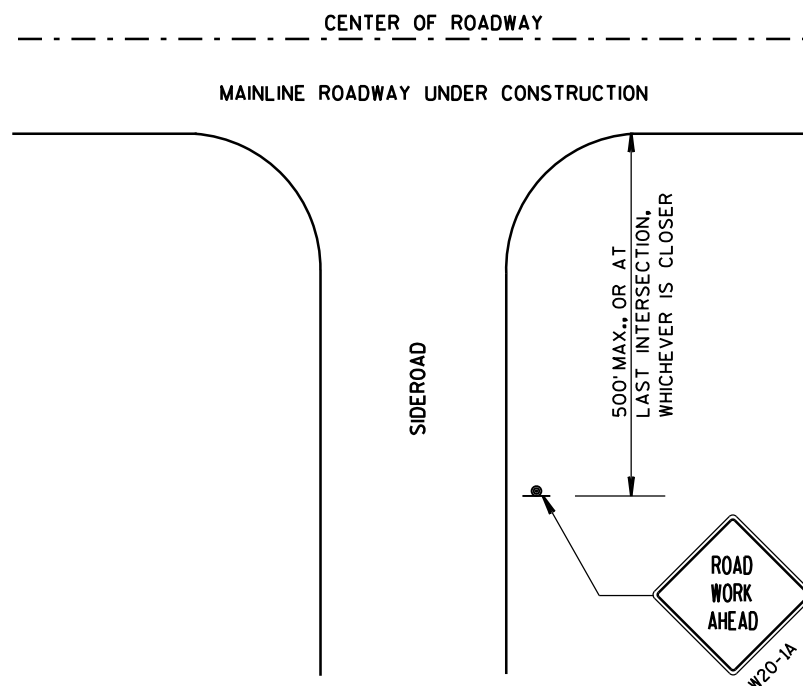
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



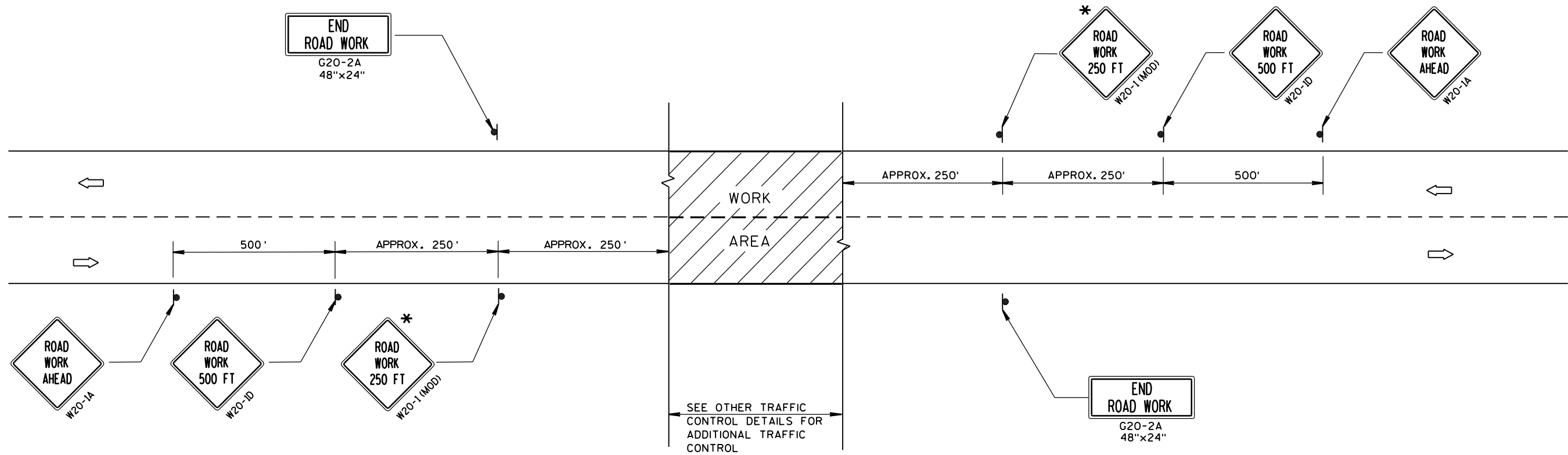
LEGEND

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

TRAFFIC CONTROL, ADVANCE
WARNING SIGNS 45 M.P.H.
OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 /S/ Peter Amokobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC
FHWA SAFETY ENGINEER



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

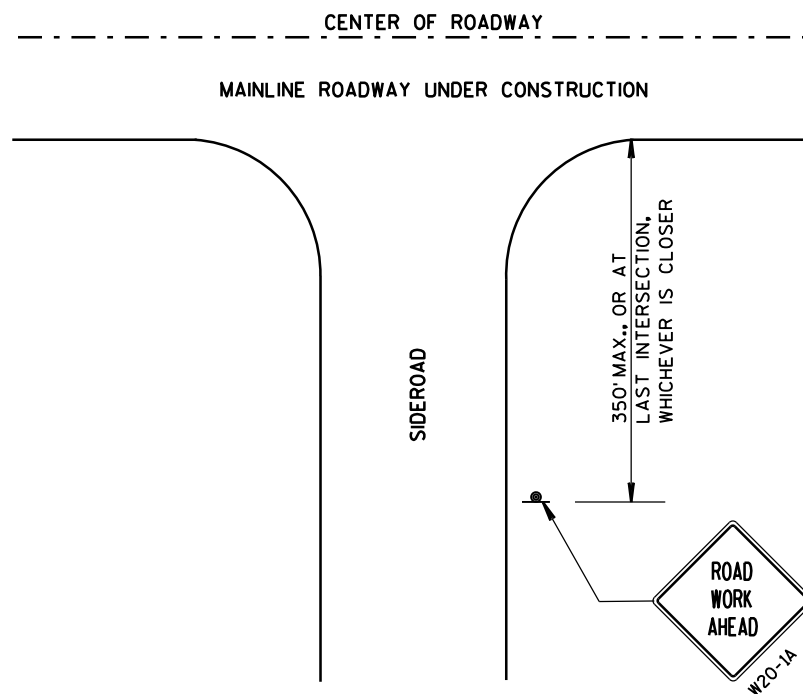
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

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

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



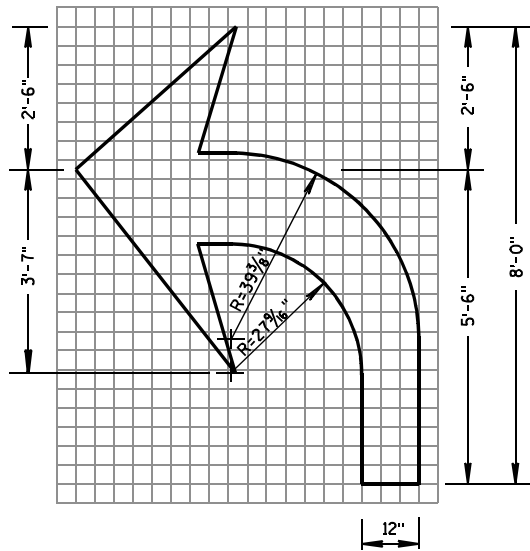
LEGEND

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

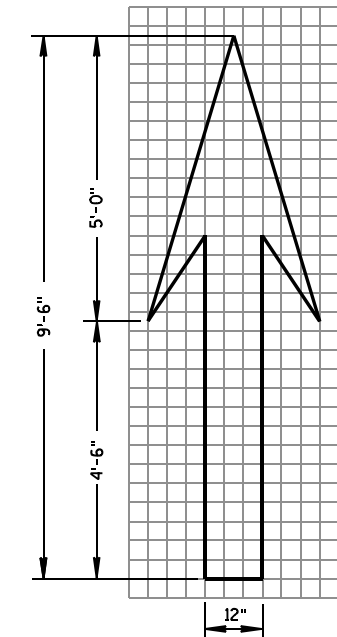
TRAFFIC CONTROL, ADVANCE
WARNING SIGNS 40 M.P.H.
OR LESS TWO-WAY UNDIVIDED
ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

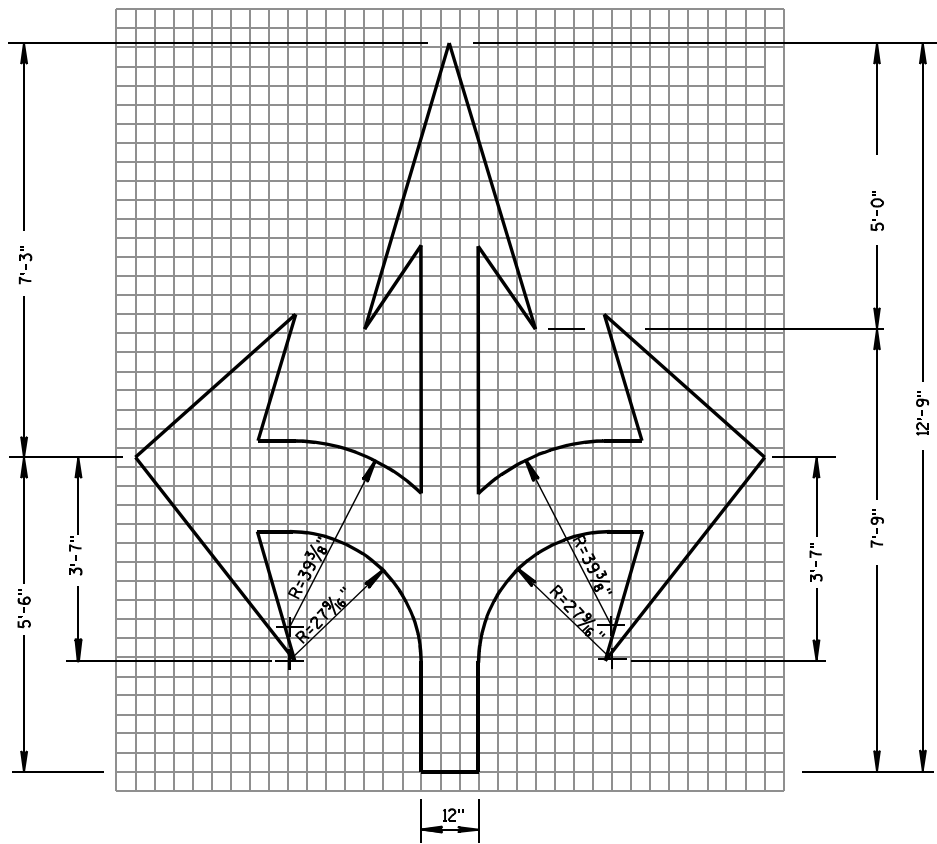
APPROVED Sept. 2015 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	



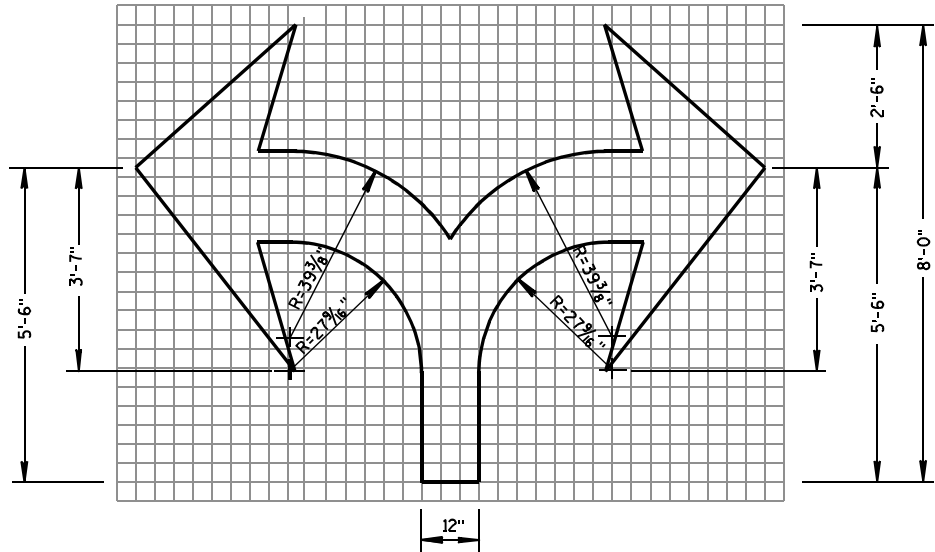
TYPE 2



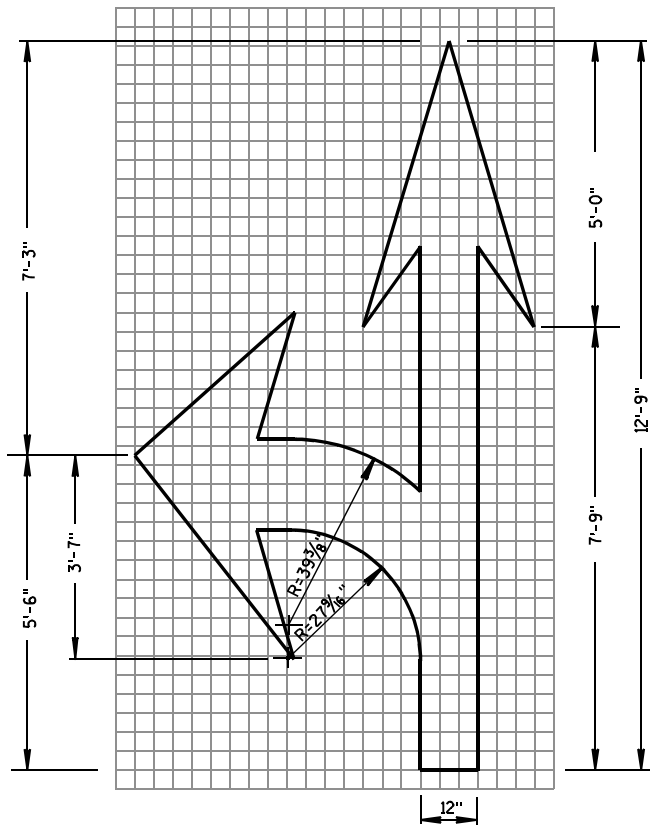
TYPE 1



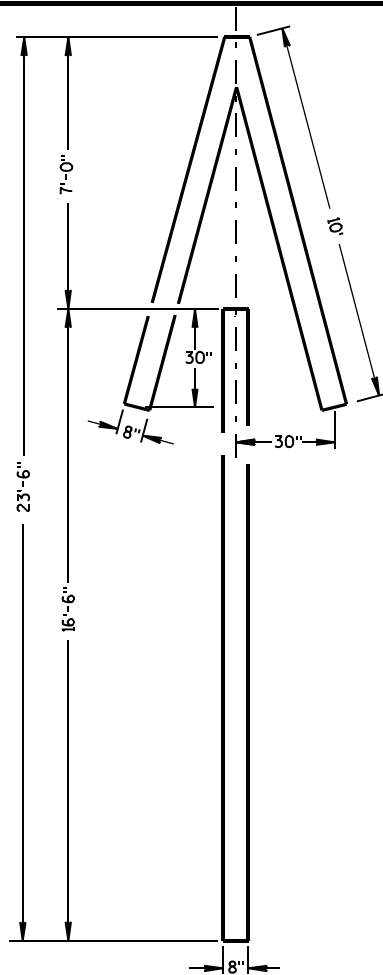
TYPE 6



TYPE 7



TYPE 3

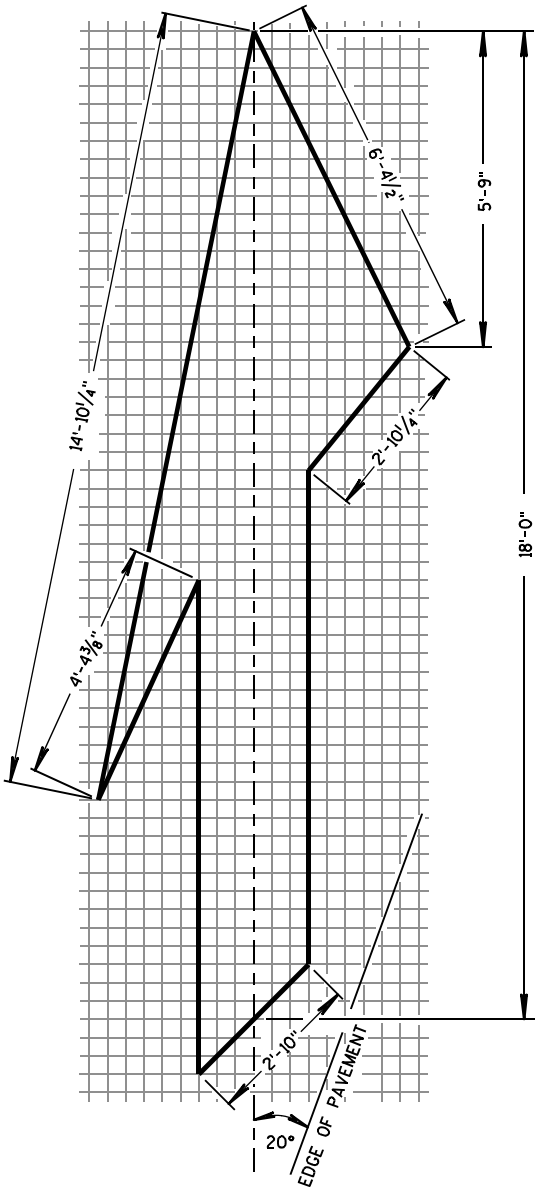


TYPE 4

GENERAL NOTES

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

ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 5 LANE DROP ARROW

PAVEMENT MARKING ARROWS

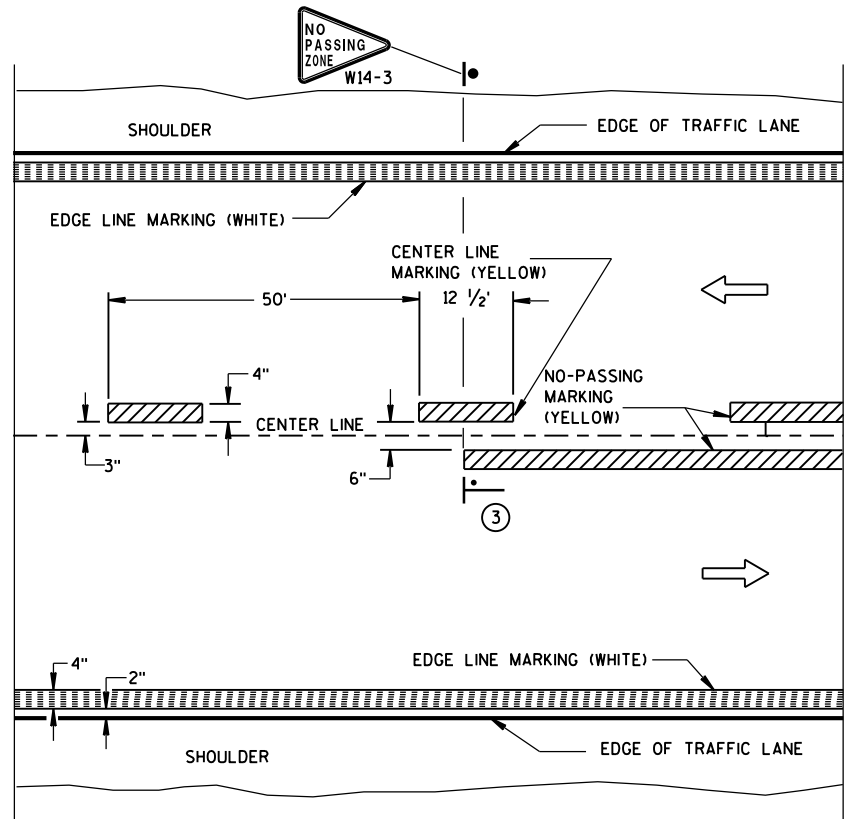
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

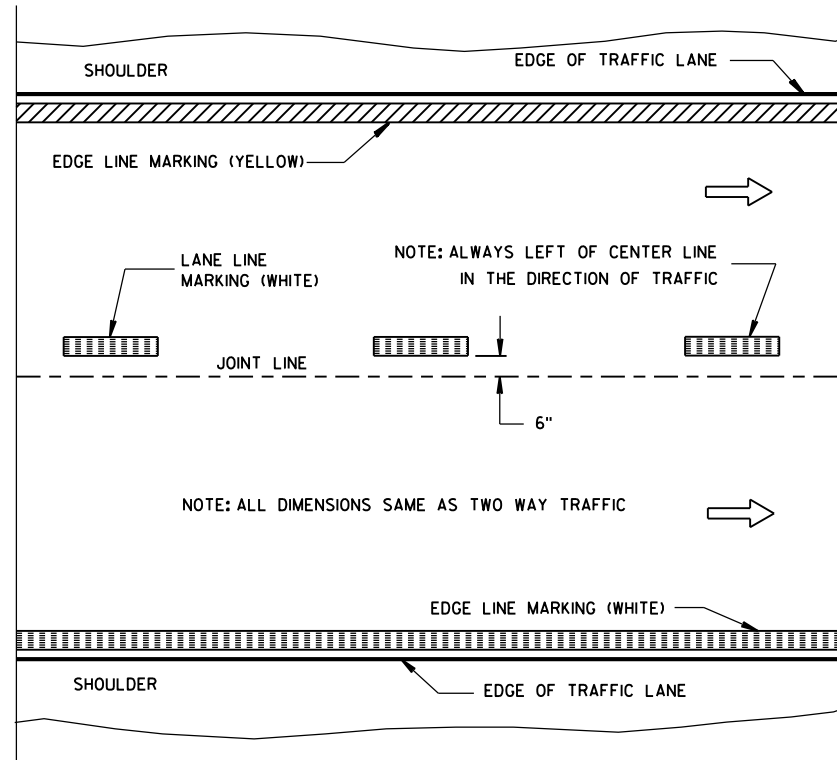
7/1/11
DATE

/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

FHWA

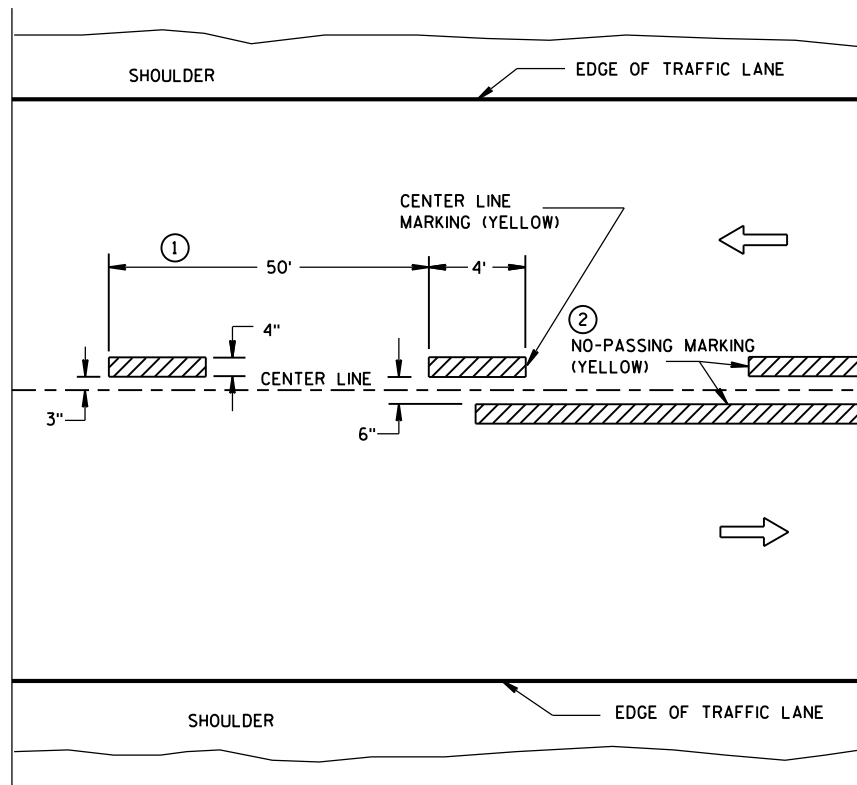


TWO WAY TRAFFIC

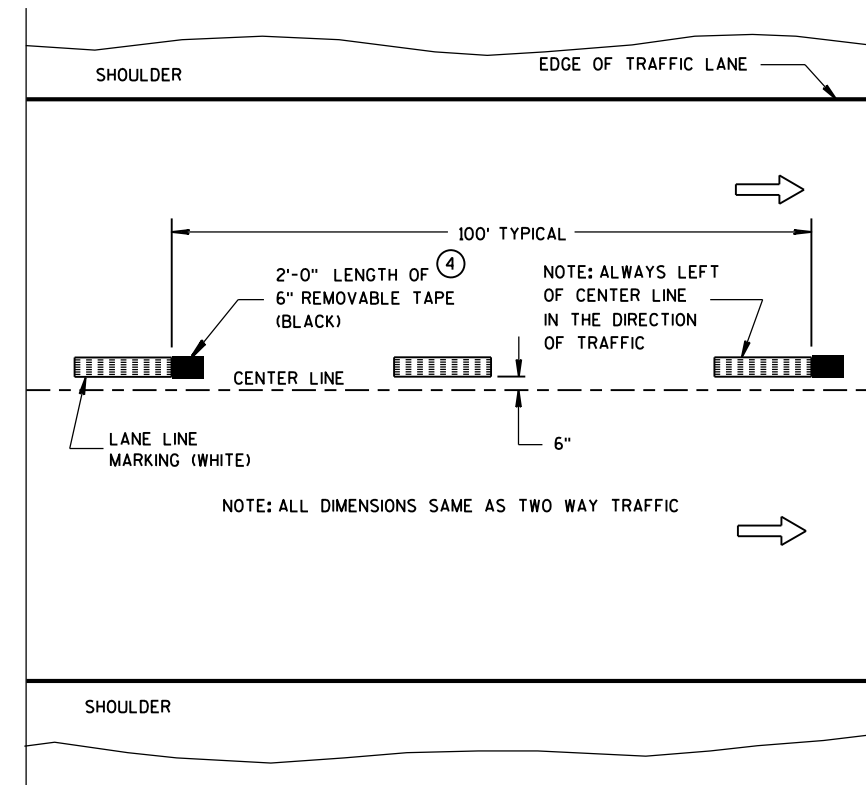


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING
(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

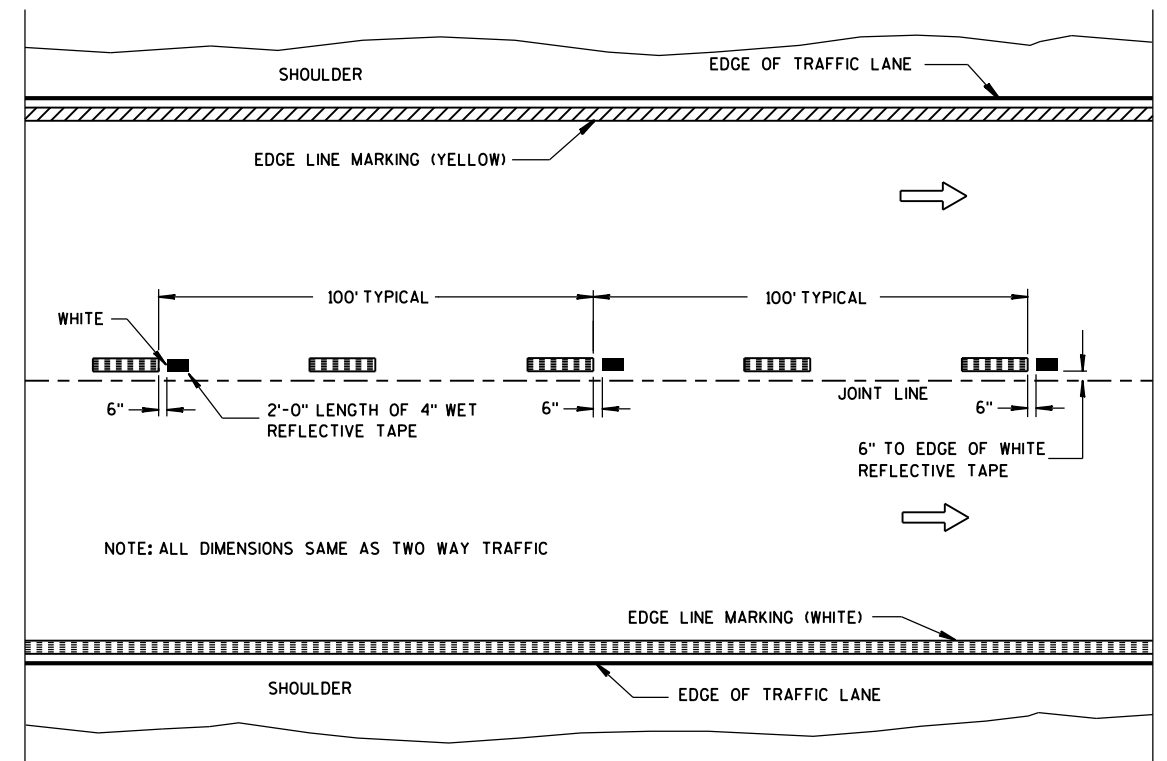
GENERAL NOTES

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

- 1 HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- 2 NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- 3 NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
- 4 CONCRETE ONLY.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

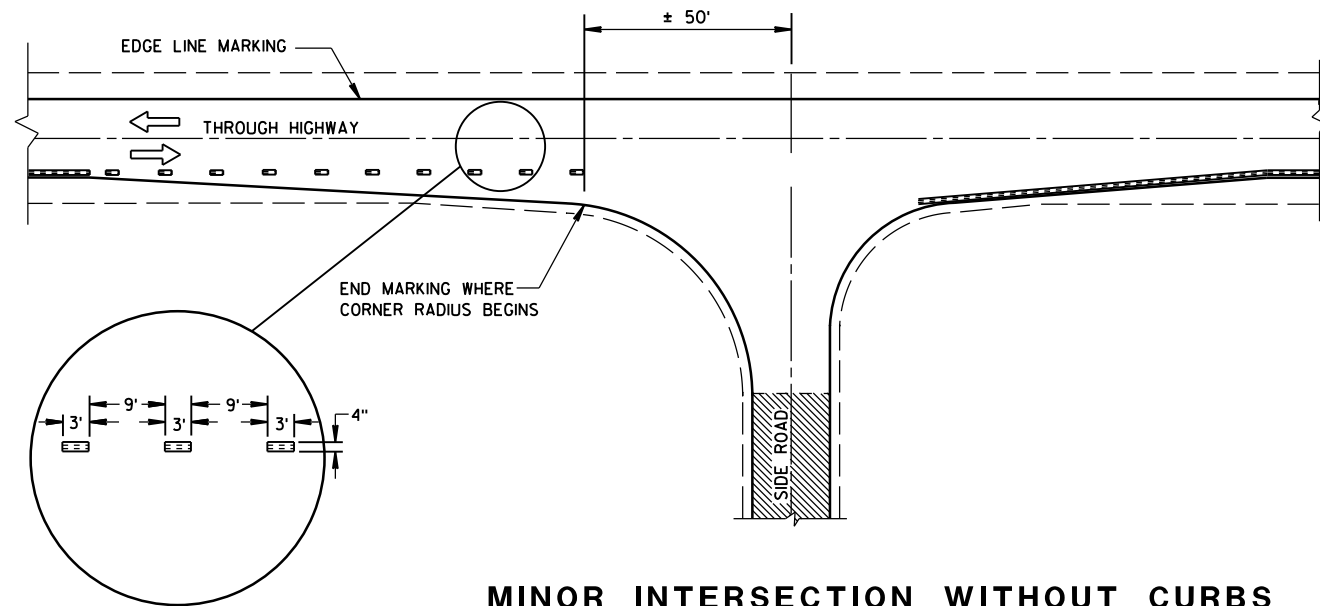
LEGEND

- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

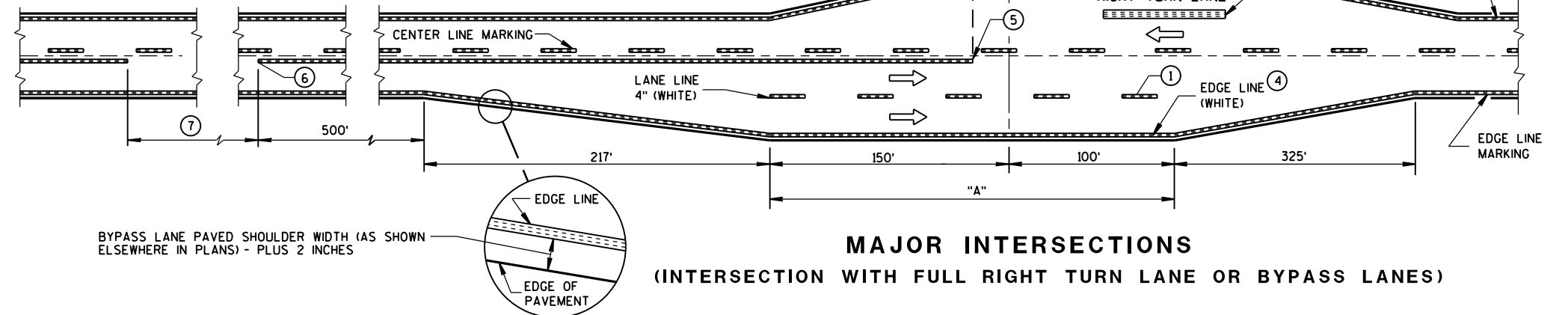
APPROVED
5-13-2013 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER
FHWA



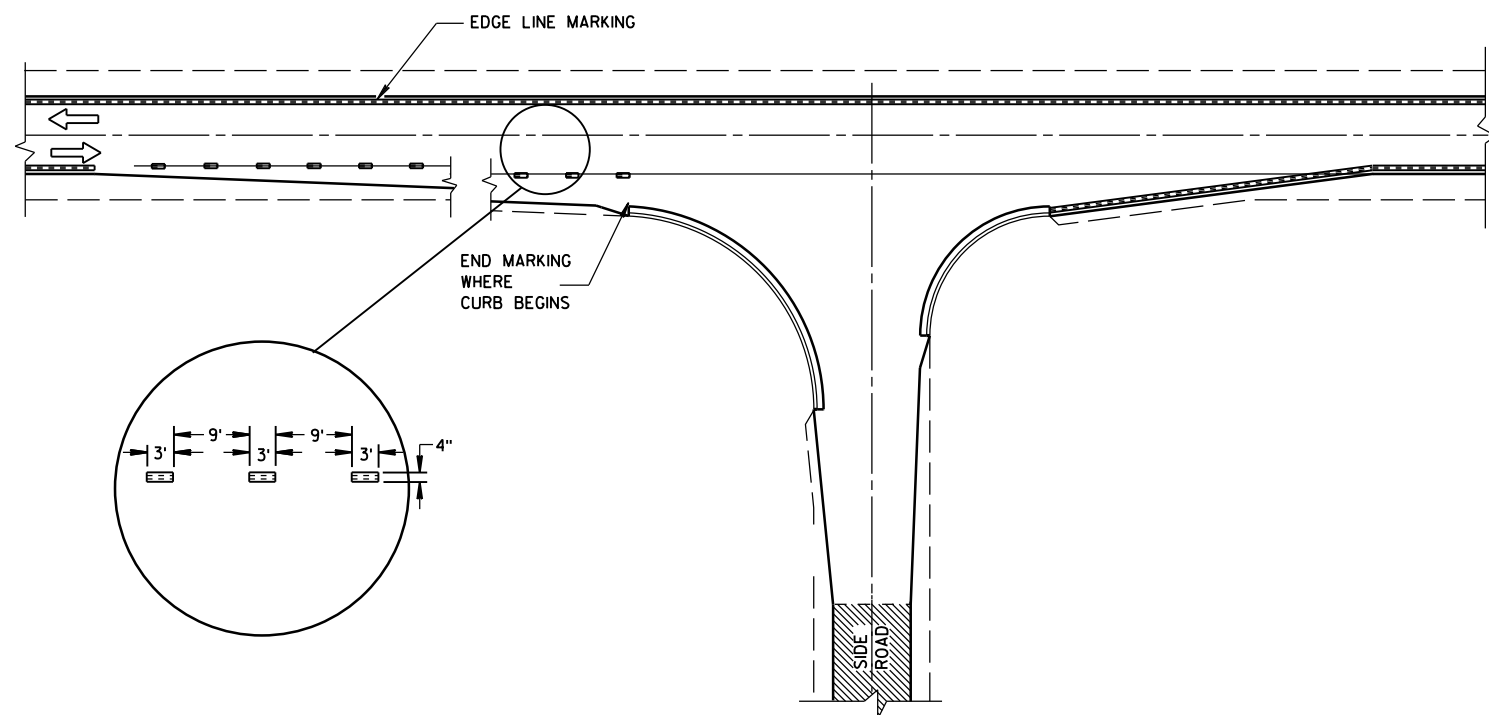
MINOR INTERSECTION WITHOUT CURBS

⑦

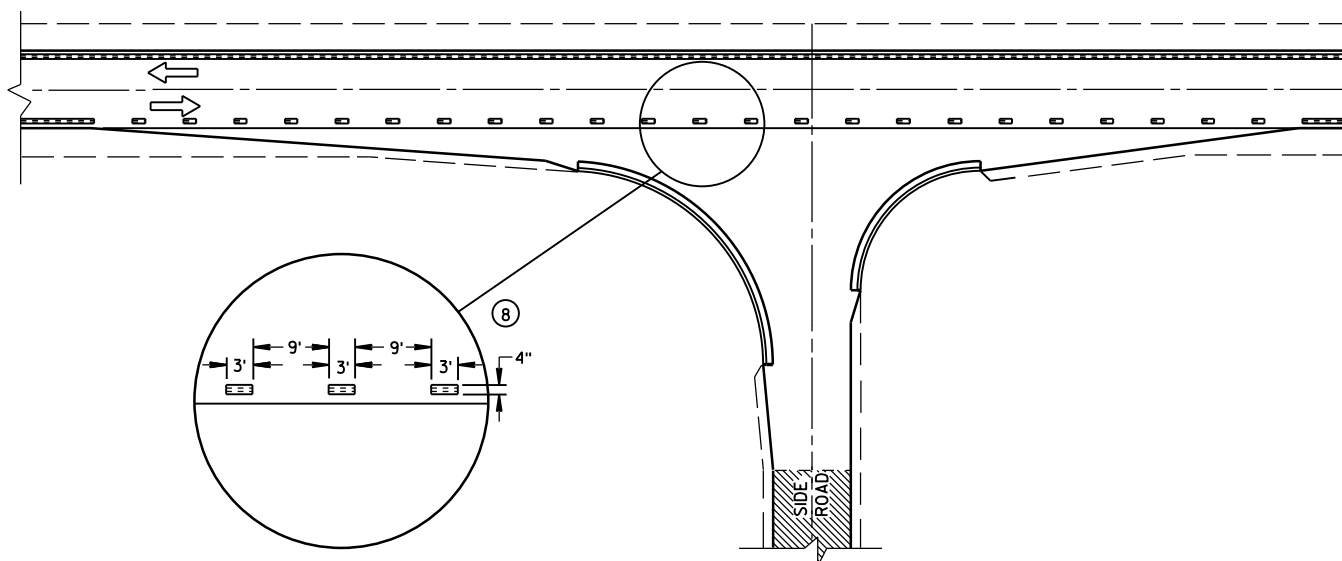
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



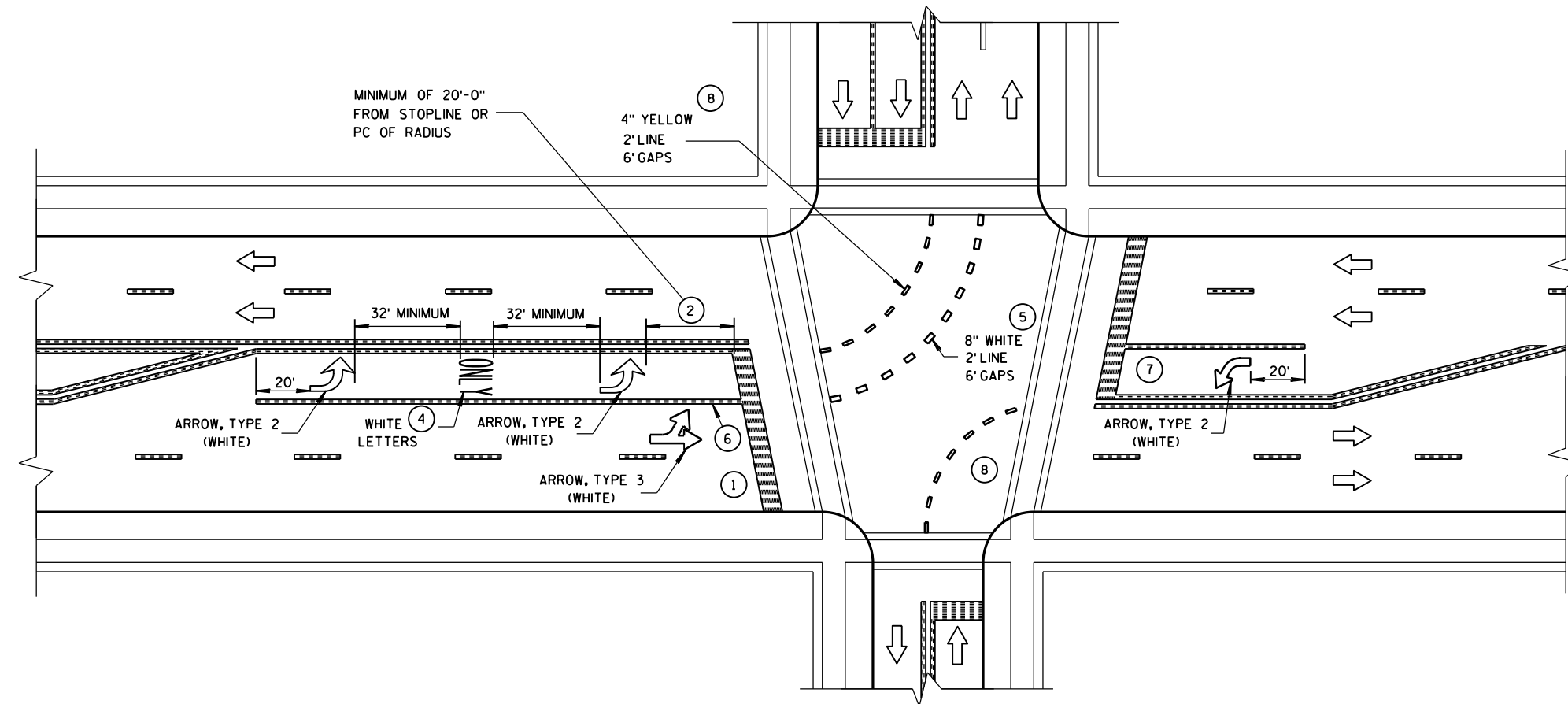
MINOR INTERSECTION WITH CURBS
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

GENERAL NOTES

- EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
 - ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
 - ③ ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
 - ④ THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
 - ⑤ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.
 - ⑥ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
 - ⑦ IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.
 - ⑧ 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING
(INTERSECTIONS)

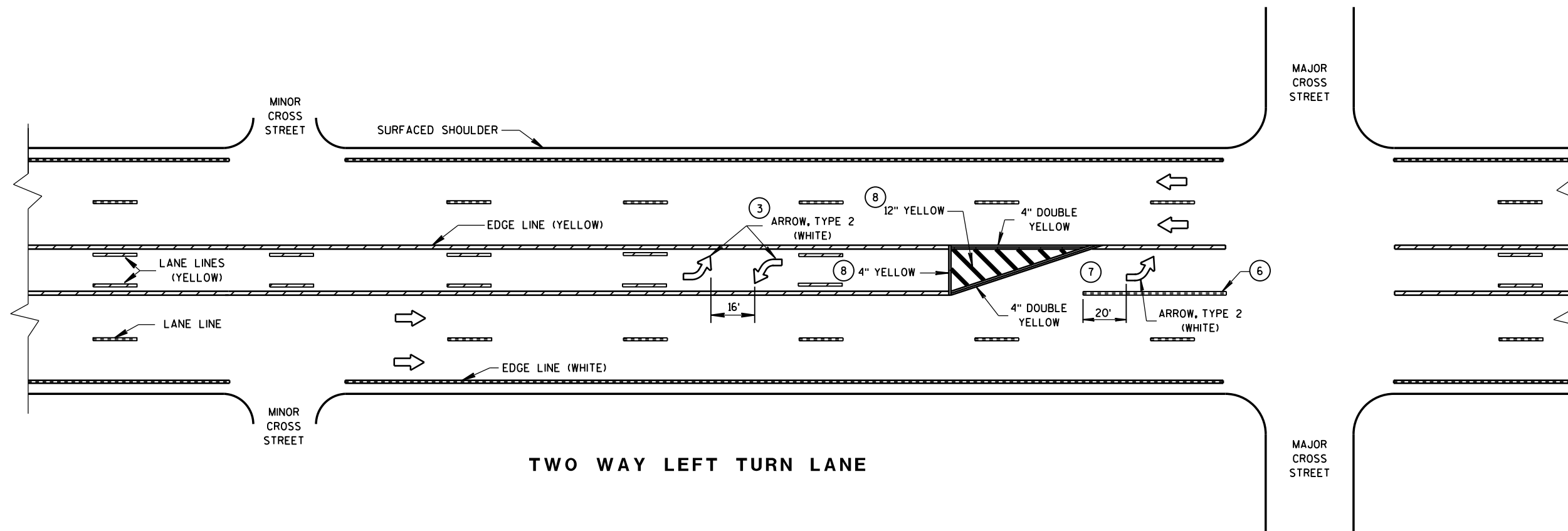
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

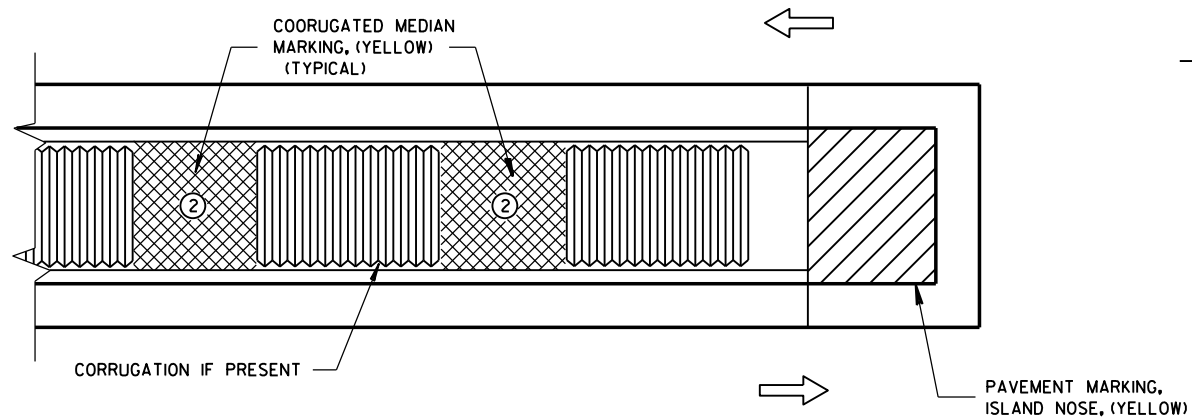
- ① STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DISTANCE MAY BE ADJUSTED TO ACCOMMODATE SHORT LEFT TURN LANES, AS APPROVED BY THE ENGINEER.
- ③ A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ④ ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
- ⑤ 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
- ⑥ 8" WHITE
- ⑦ ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
- ⑧ REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (➡)
SHOWS DIRECTION OF TRAVEL

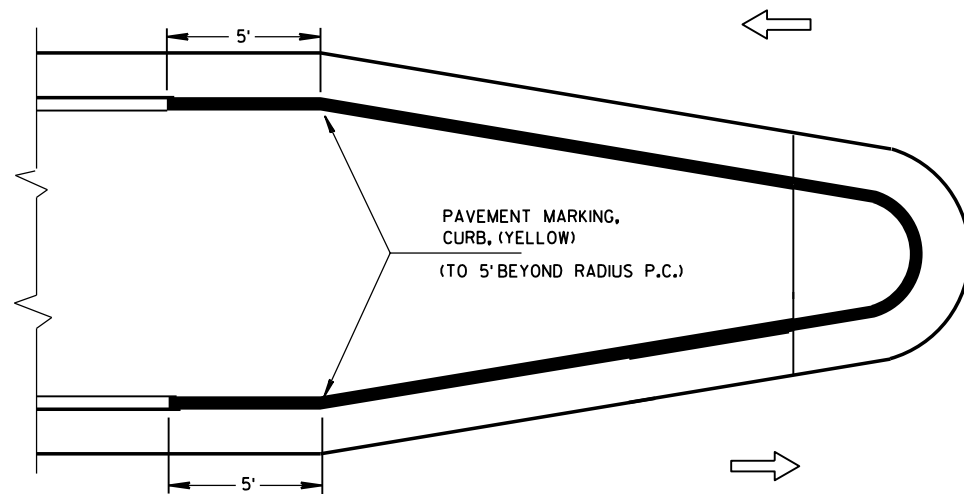


PAVEMENT MARKING
(LEFT TURN LANE)

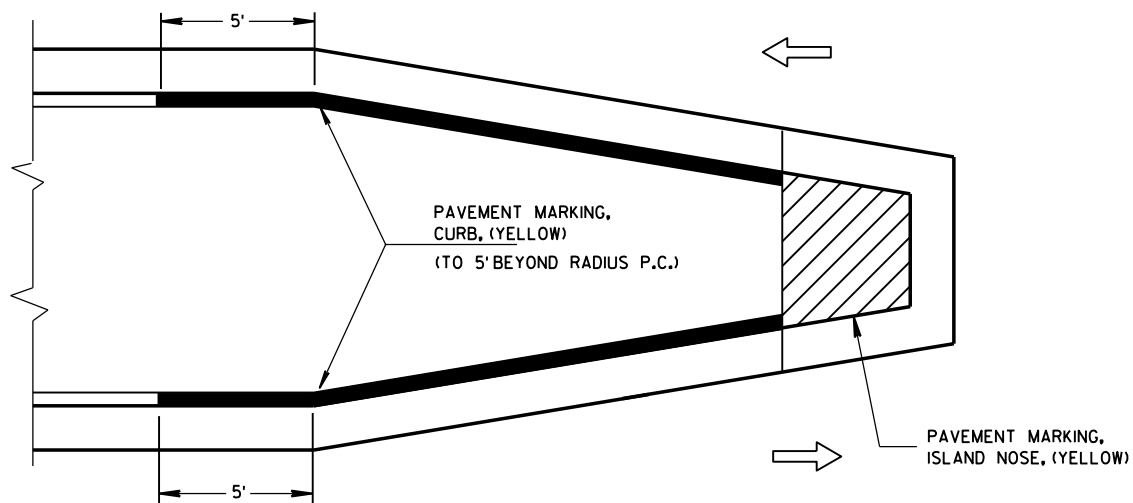
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

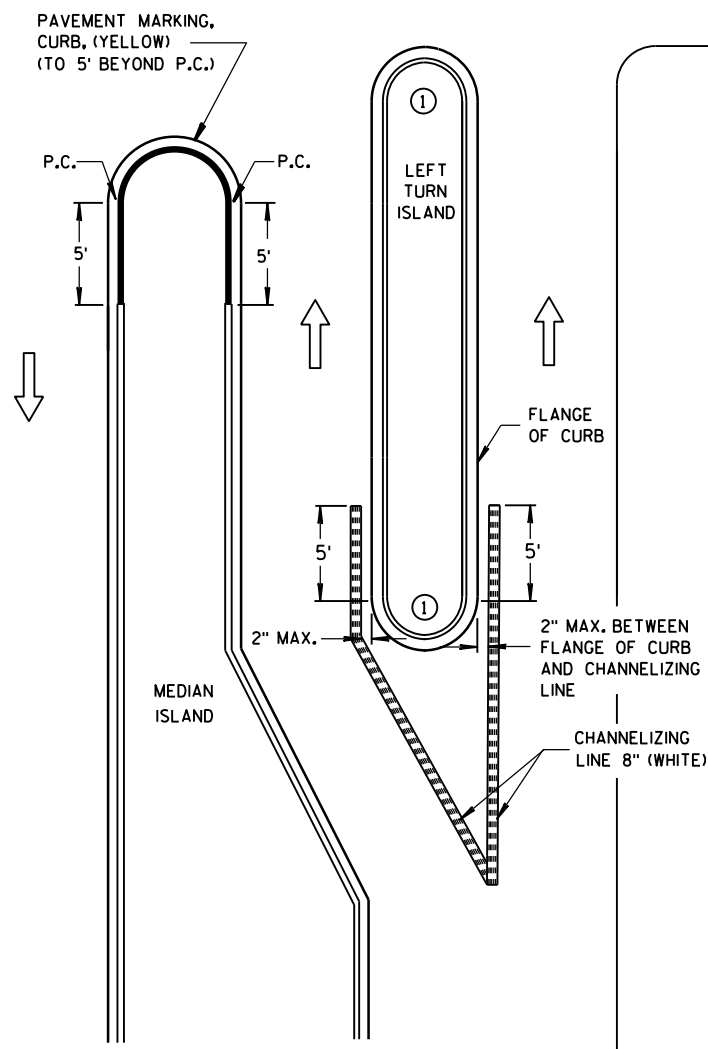


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

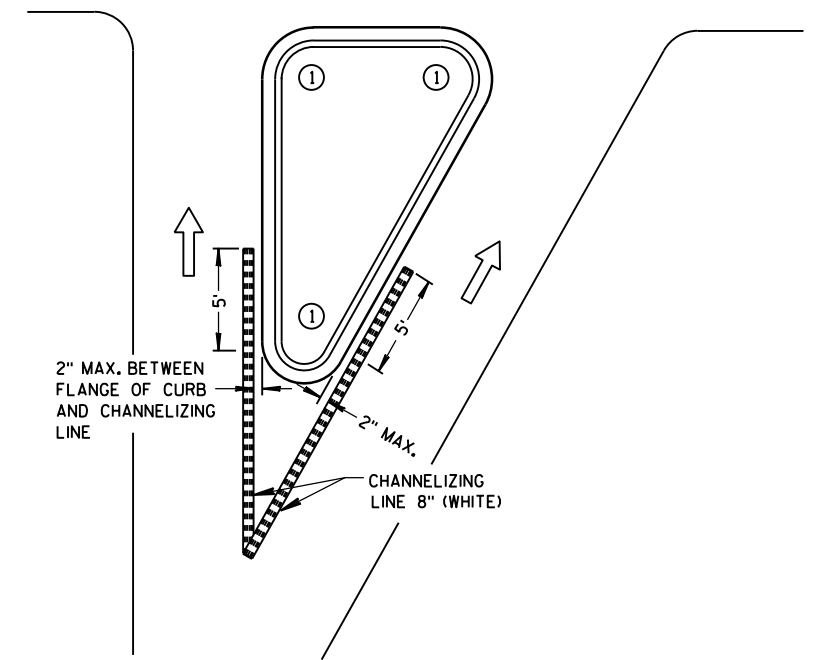
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

- 1 DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
- 2 WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING (ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

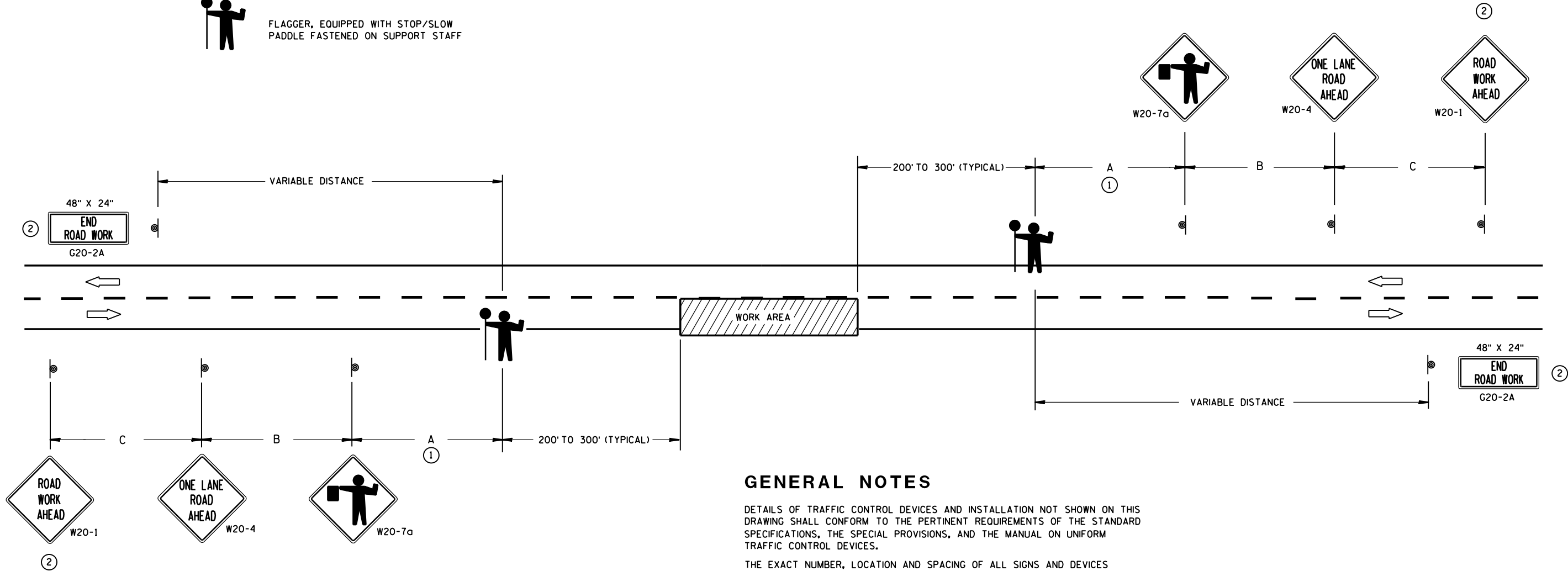
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



GENERAL NOTES

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

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

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

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

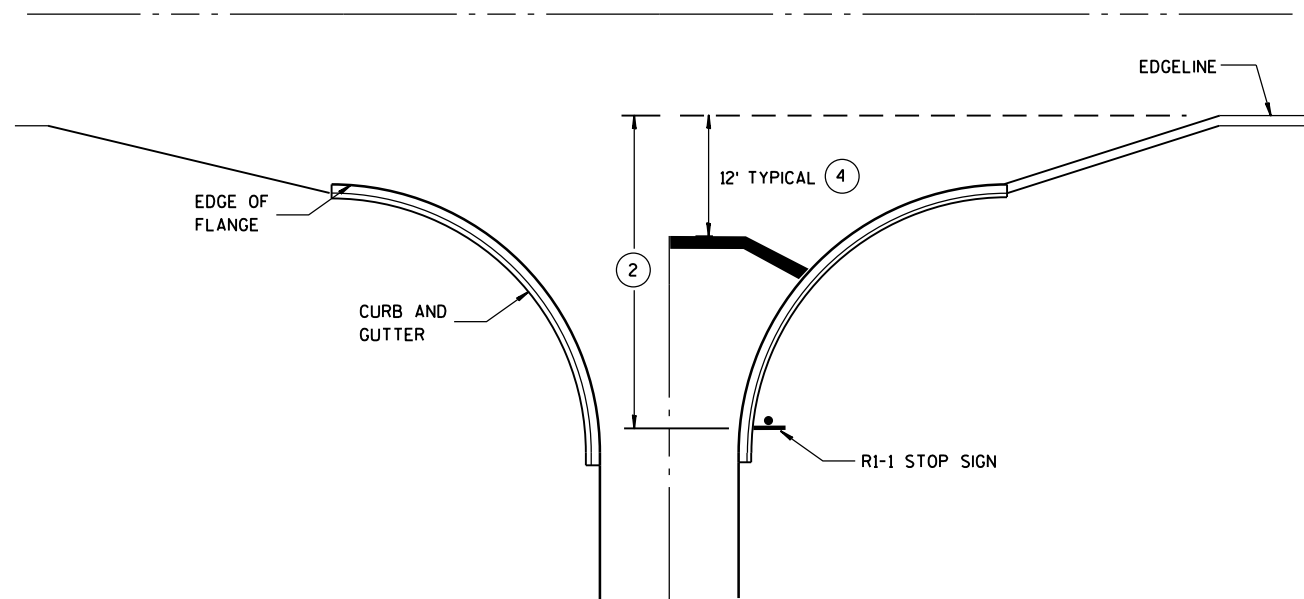
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

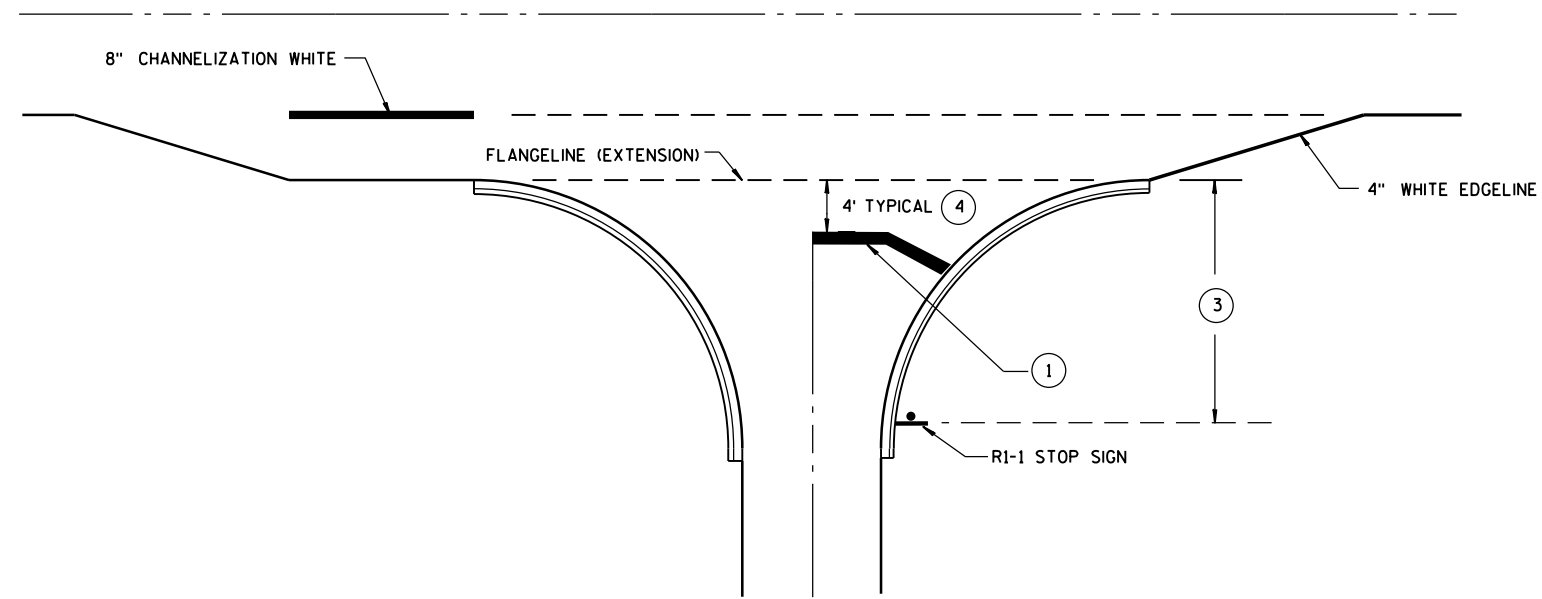
TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

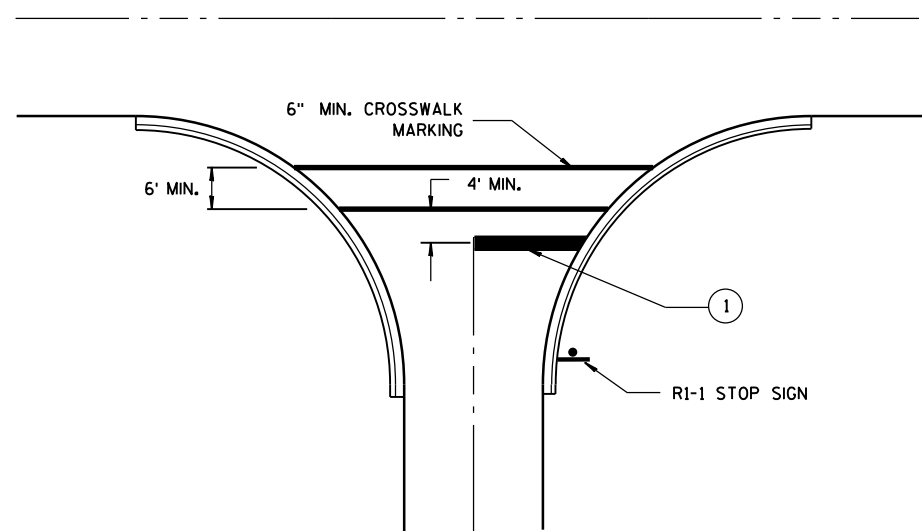
APPROVED
8/2013 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA



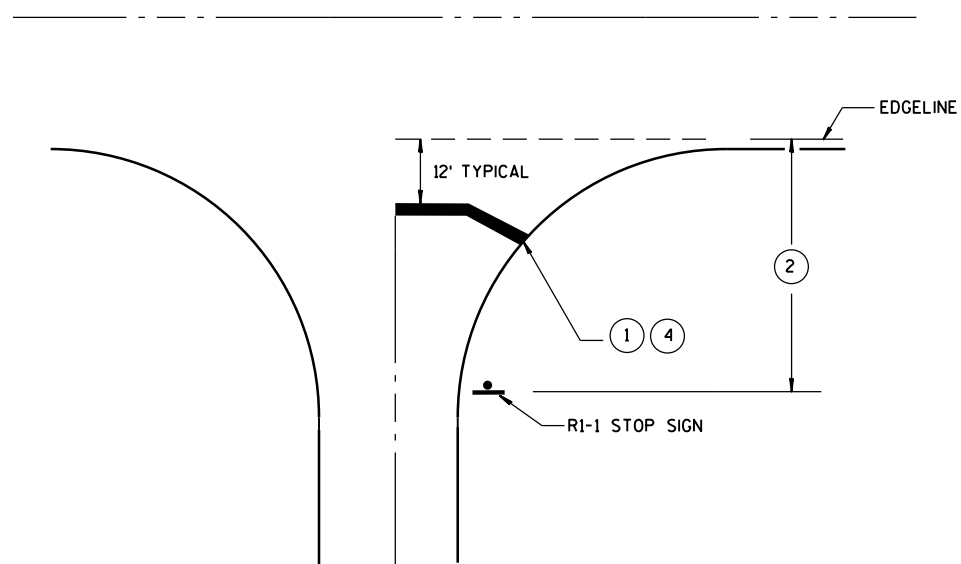
**TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER**



**TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE**



**TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH CROSSWALK MARKING**



**TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER**

GENERAL NOTES

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGE LINE THAN NO STOP LINE IS REQUIRED.
- ③ IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
- ④ MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

FHWA

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

GENERAL NOTES

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

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

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

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

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.

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

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

TABLE A

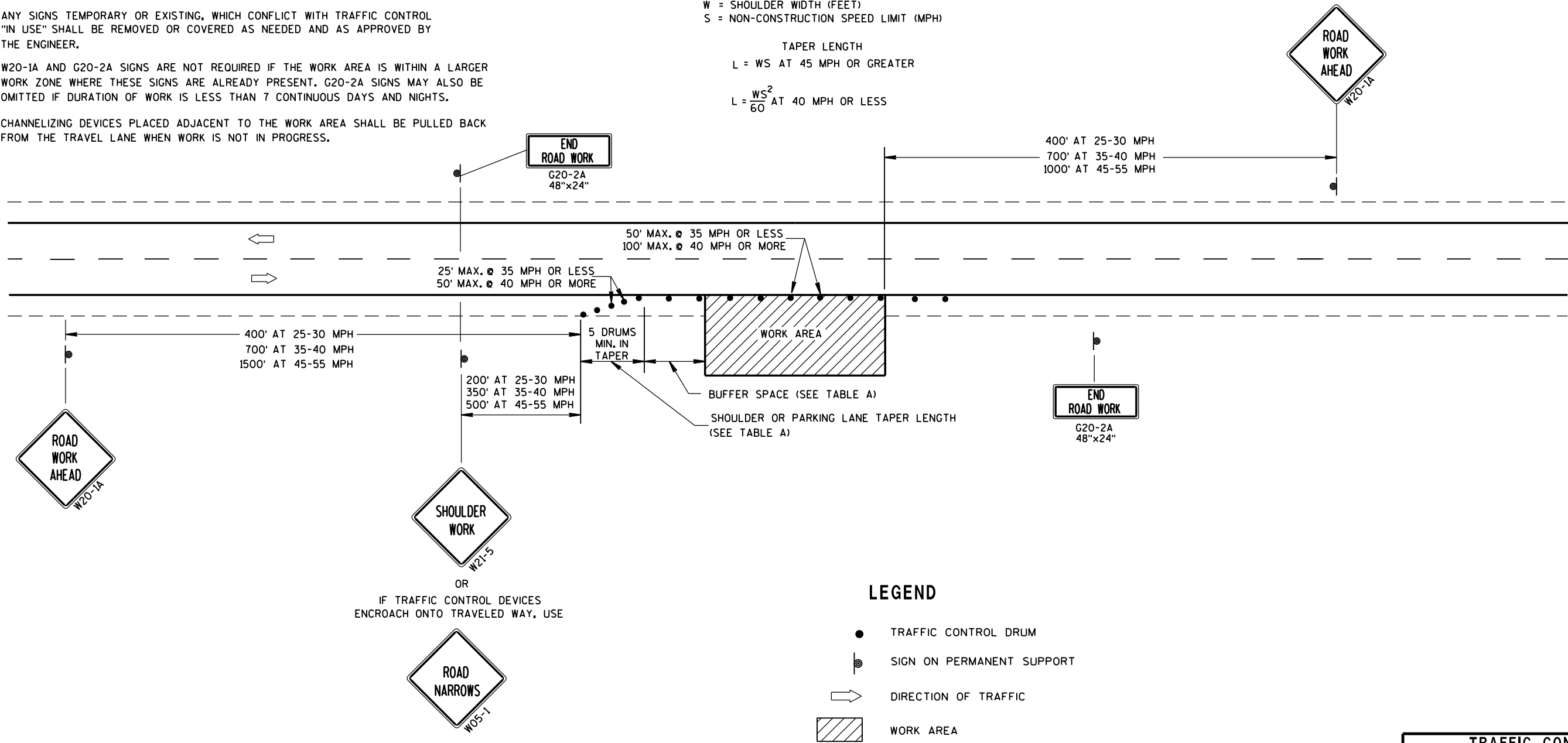
SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S	W	4	6	8	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH
L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ▨ WORK AREA

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED July 14, 2015 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	

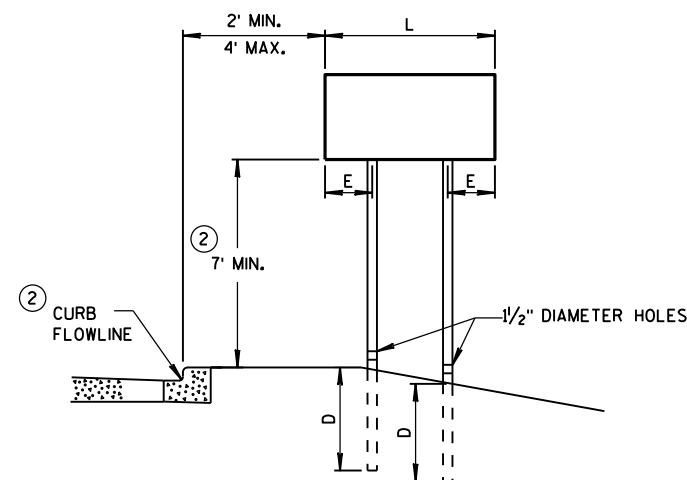
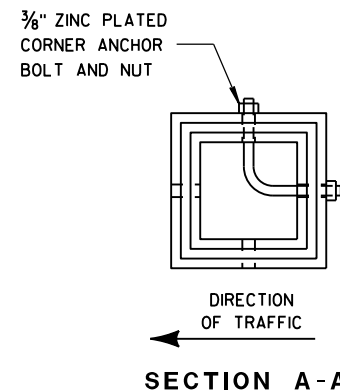


DETAIL OF TUBULAR STEEL SIGN POST

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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).
SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

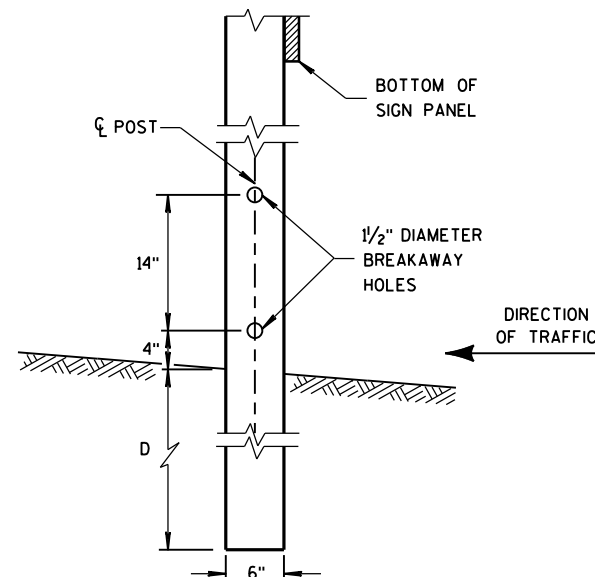


URBAN AREA

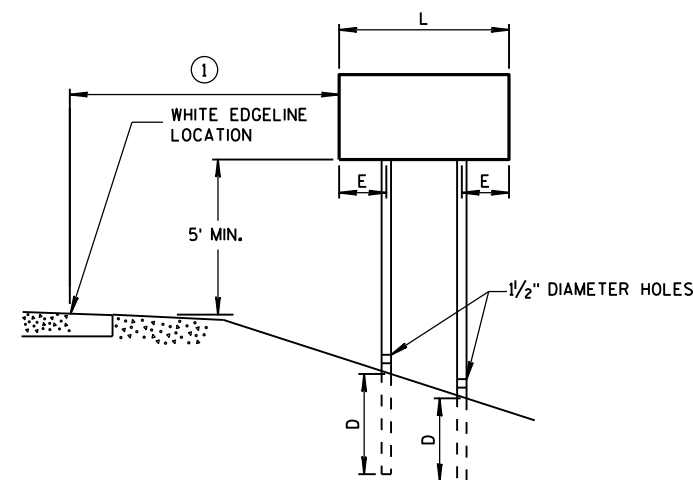
POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'



4"x6" WOOD POST MODIFICATION



RURAL AREA

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE ③

GENERAL NOTES

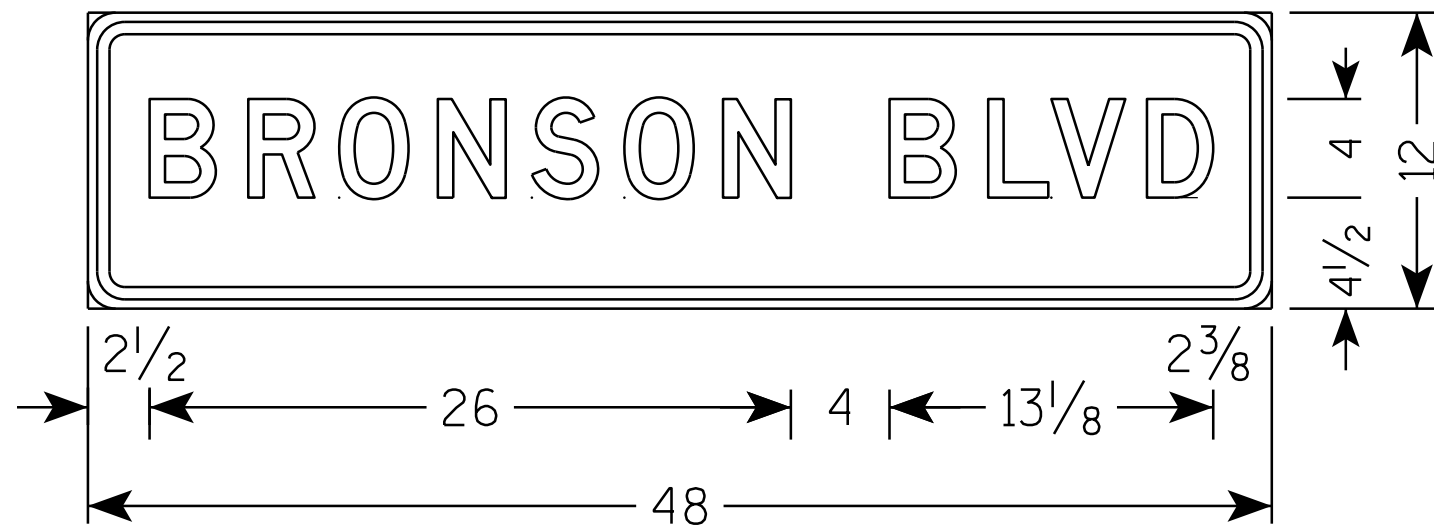
- ① 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
- ② THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
- ③ FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.

TEMPORARY TRAFFIC CONTROL
FIXED MESSAGE SIGNS

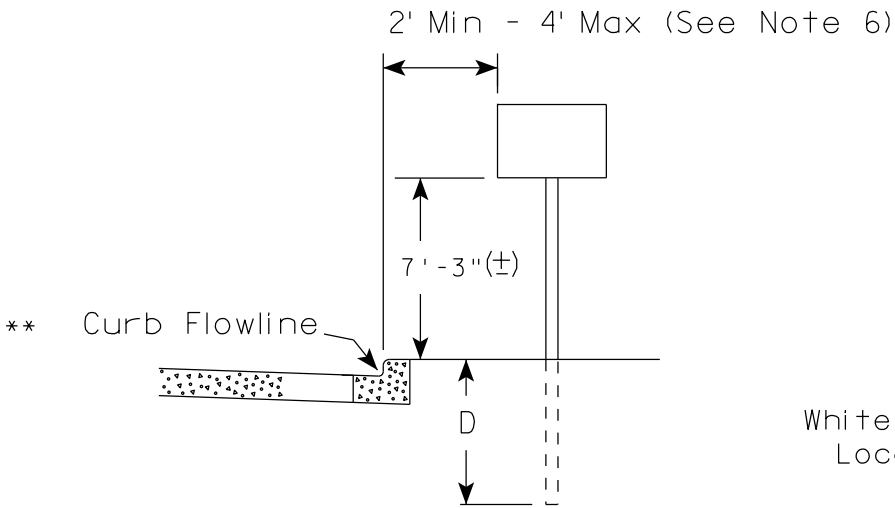
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

NOTES

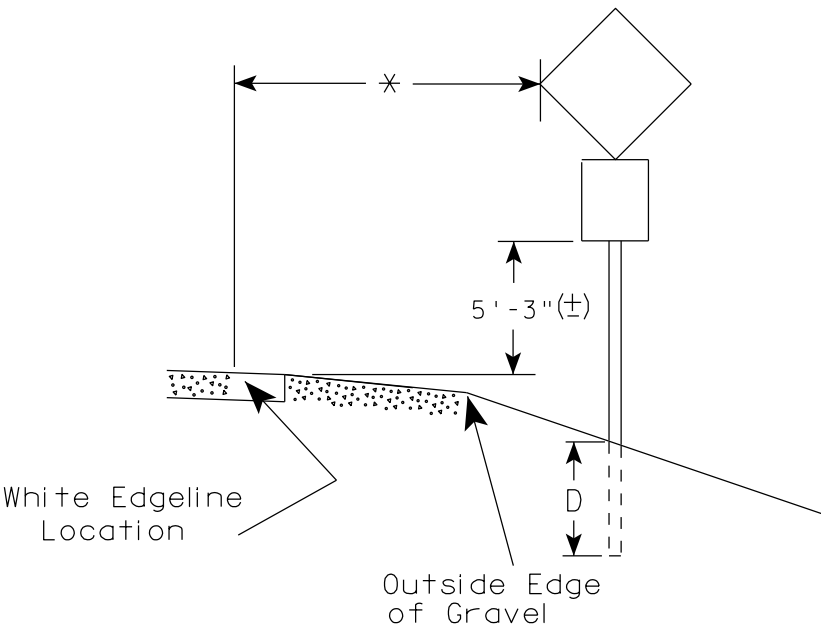
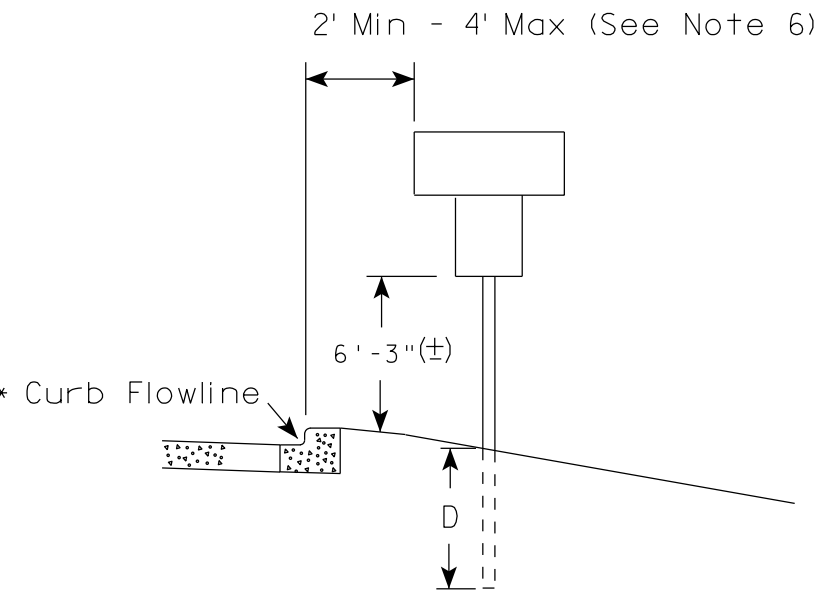
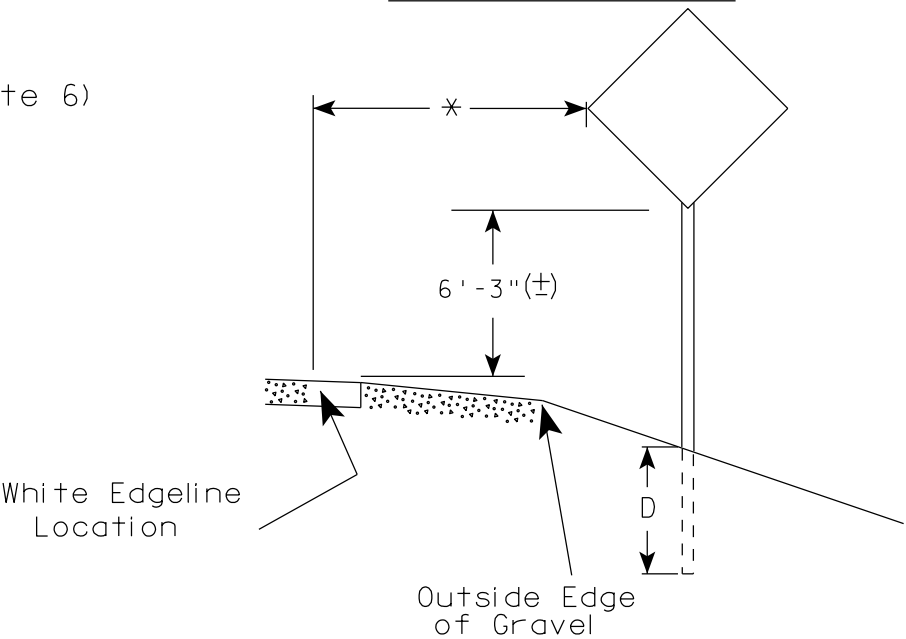
1. All Signs Type II - Type F Reflective
2. Color:
Background - ORANGE
Message - BLACK
3. Message Series - D



URBAN AREA



RURAL AREA (See Note 2)



GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

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

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

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20



ELEVATION VIEW

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

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

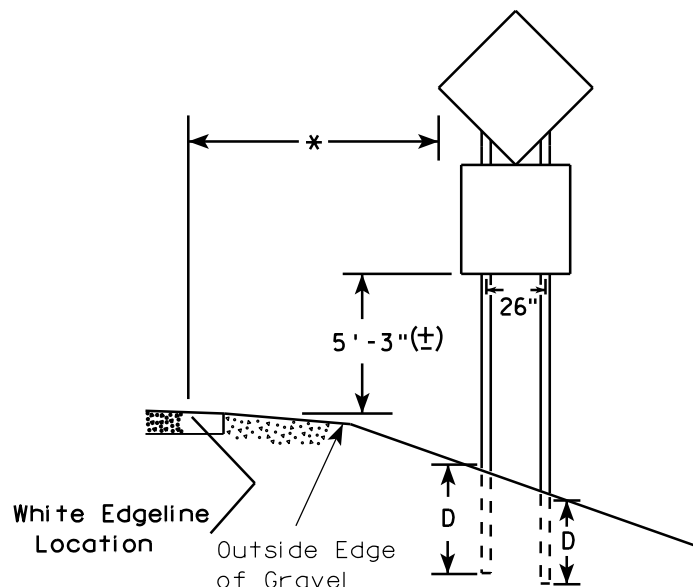
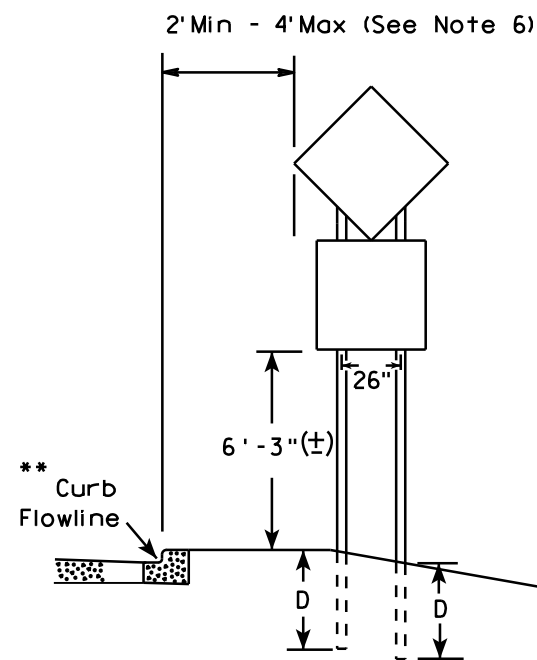
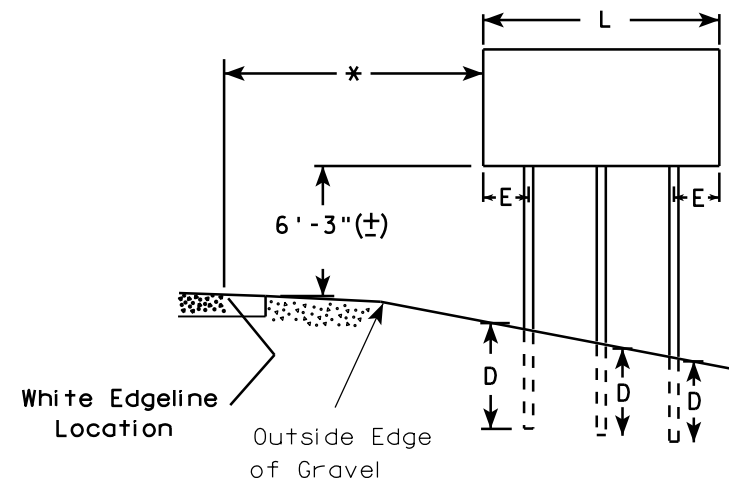
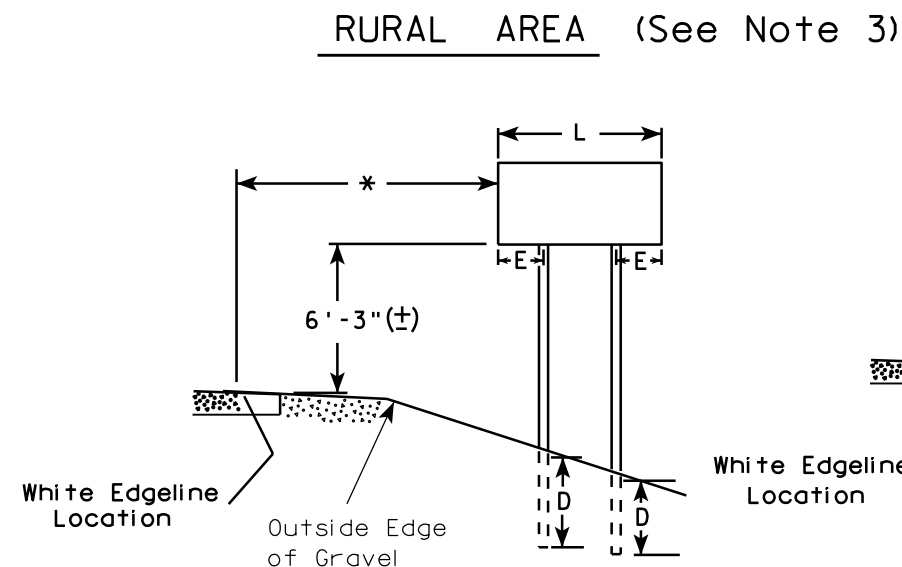
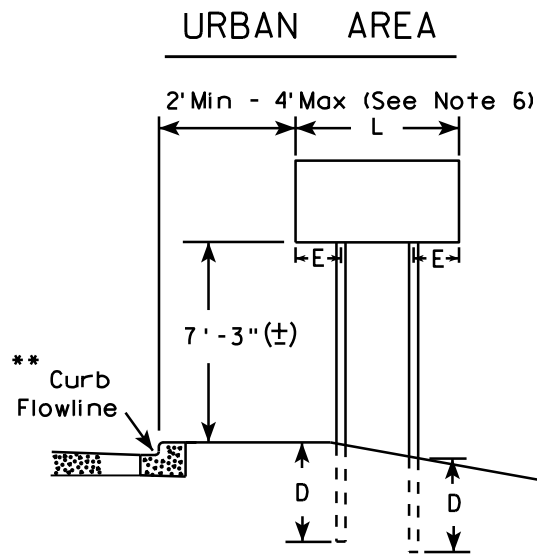
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



48" DIAMOND WARNING SIGN

48" DIAMOND WARNING SIGN

- GENERAL NOTES**
1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
 2. See tables below for required number of posts.
 3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
 4. The (±) tolerance for mounting height is 3 inches.
 5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
 6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
 7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
 8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

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

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

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

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 7/23/15	PLATE NO. A4-4.14



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

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

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

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

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

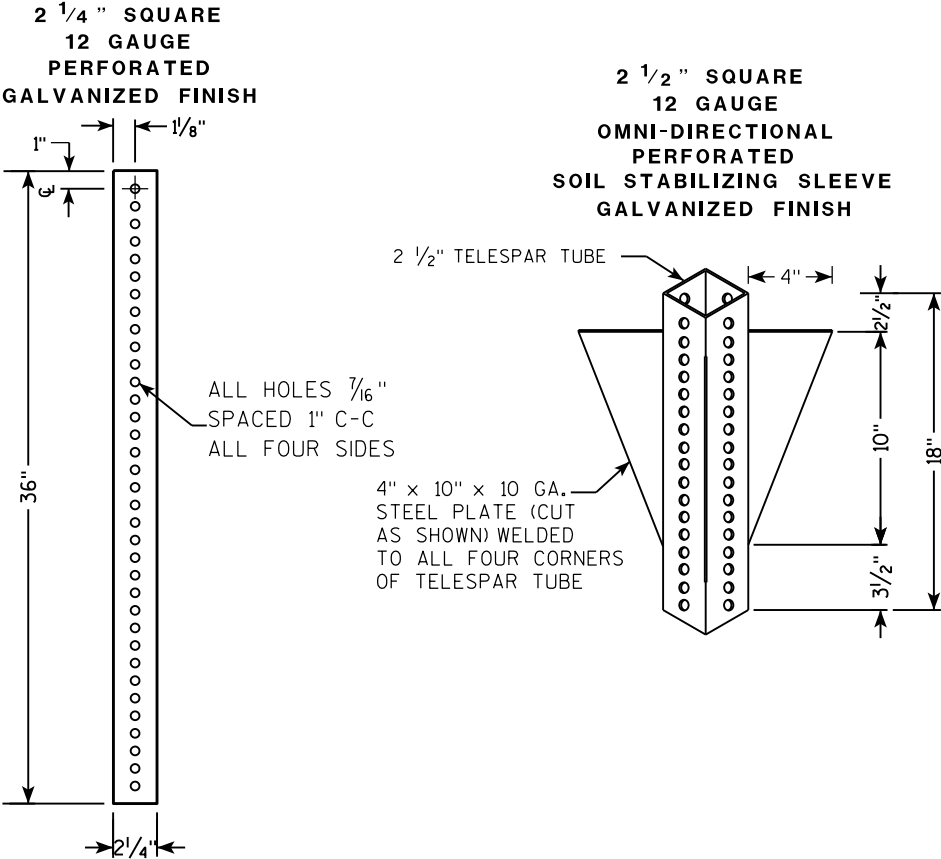
ATTACHMENT OF SIGNS
TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

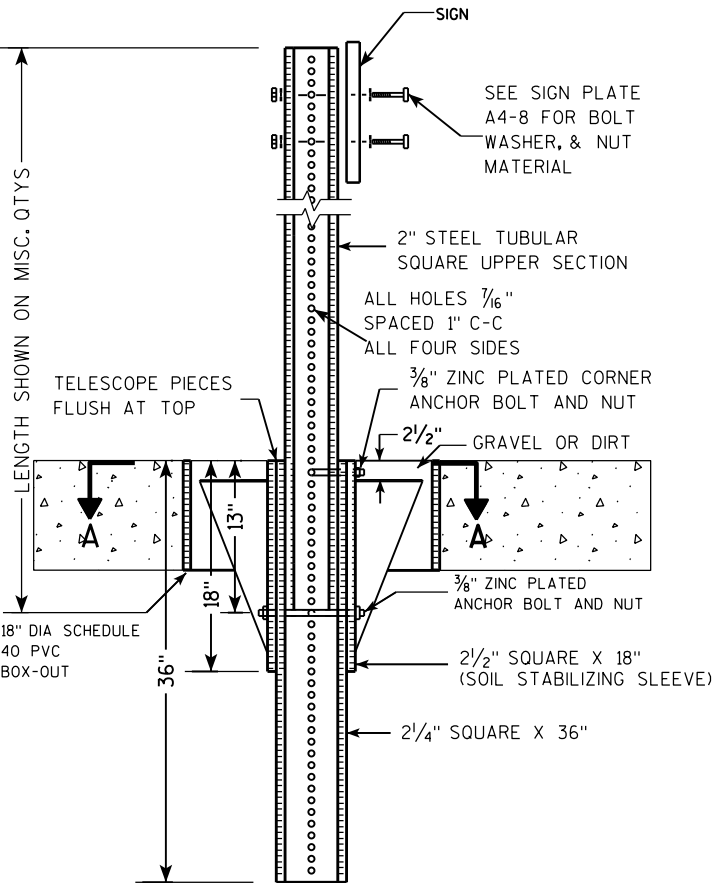
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

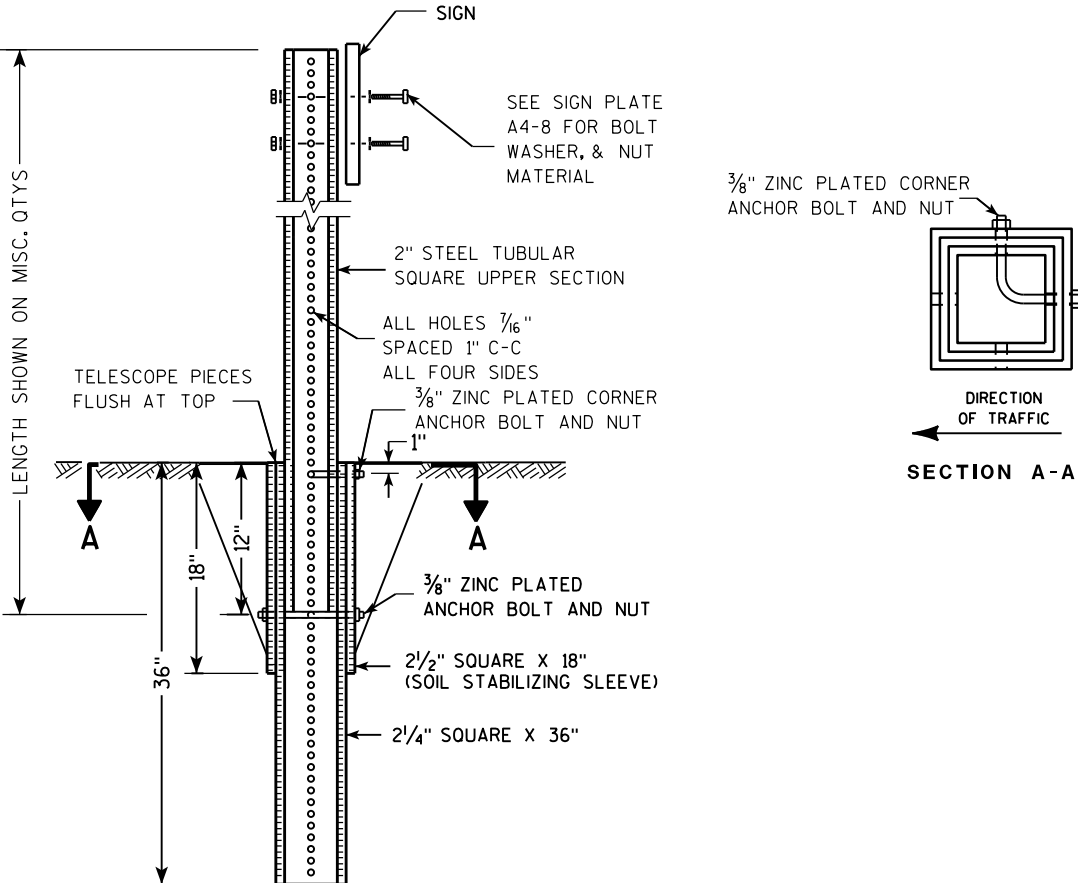
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

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

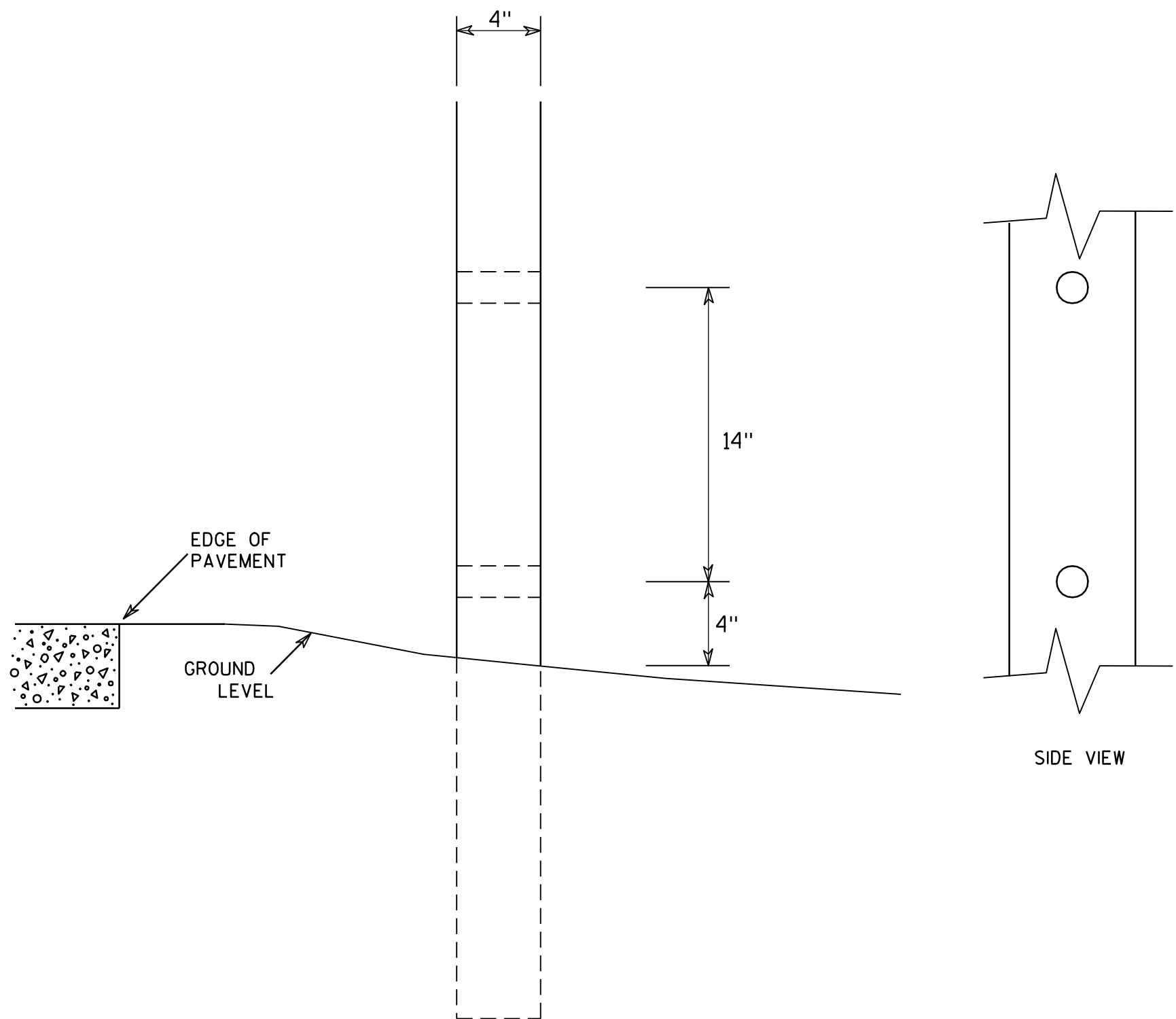
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



GENERAL NOTES

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

7

4 X 6 WOOD POST
MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

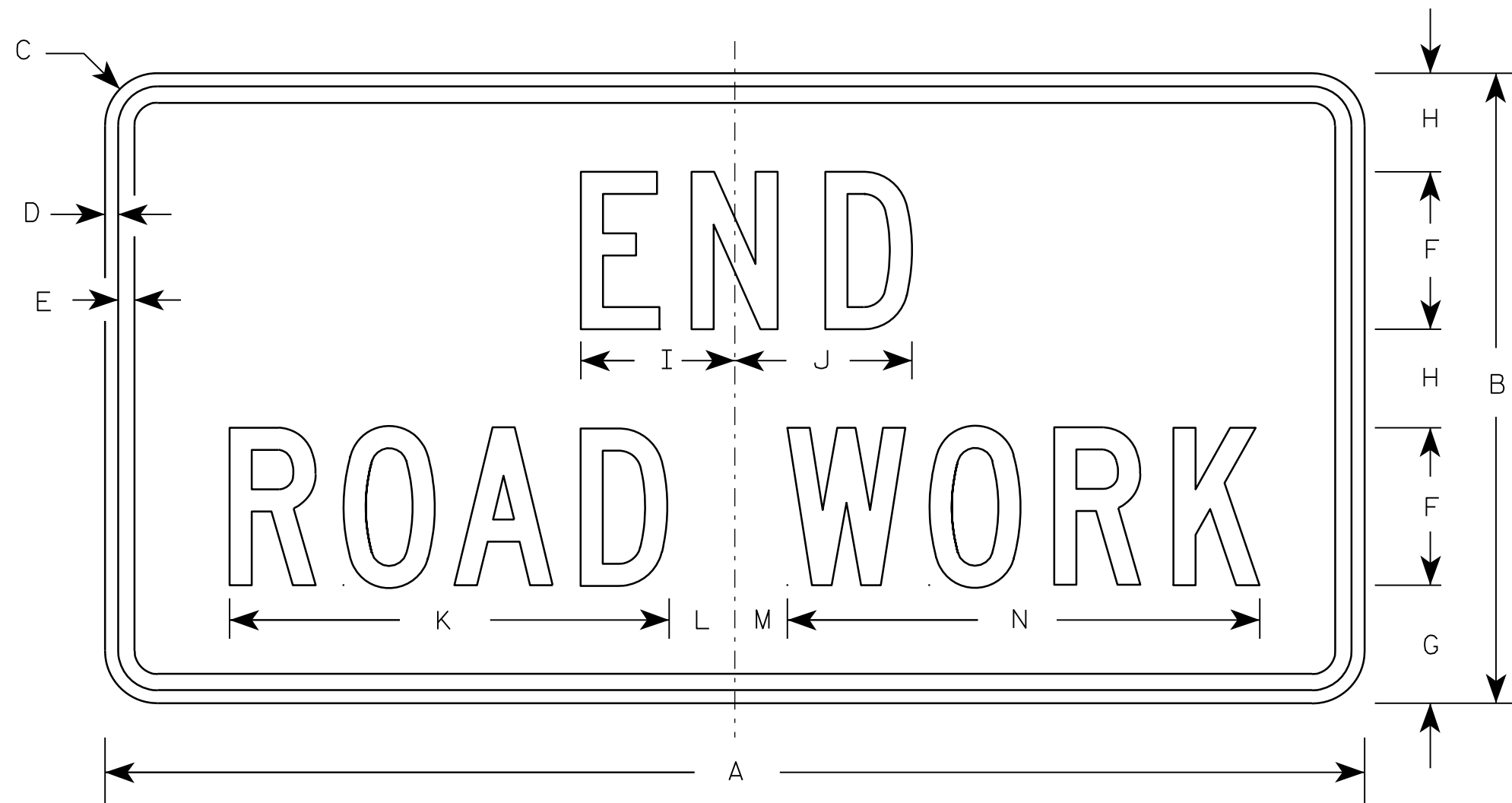
HWY:

COUNTY:

SHEET NO:

E

7



G20-2A

Metric equivalent
for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq. m.
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

NOTES

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

7

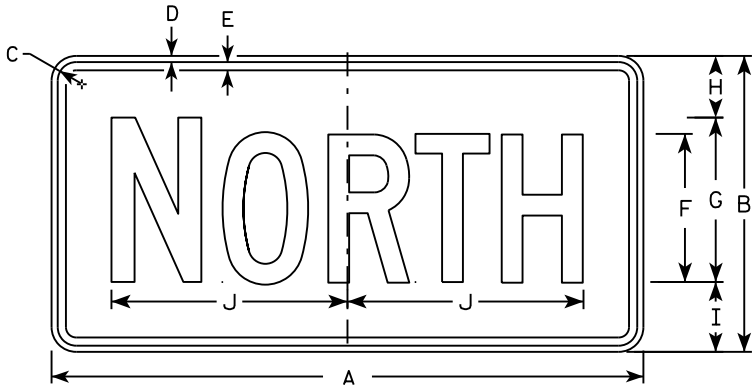
PROJECT NO:

HWY:

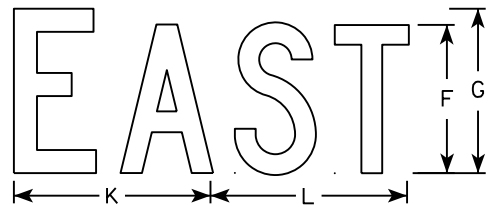
COUNTY:

SHEET NO:

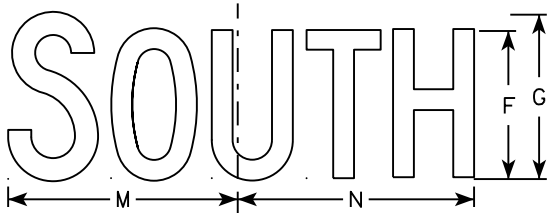
E



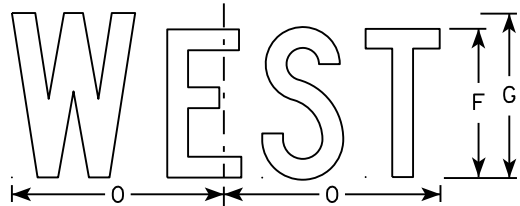
M3-1
MM3-1
MP3-1



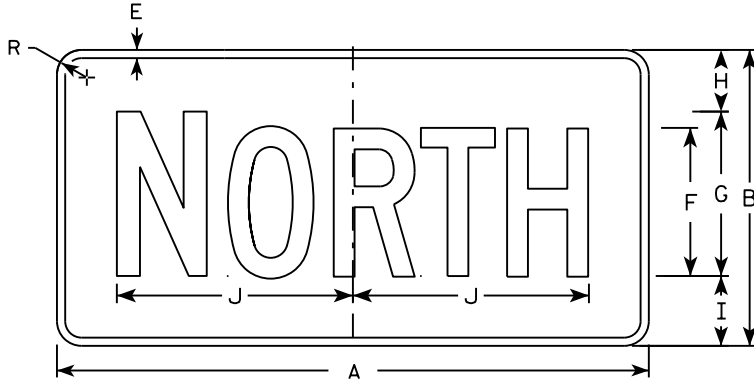
M3-2
MM3-2
MP3-2



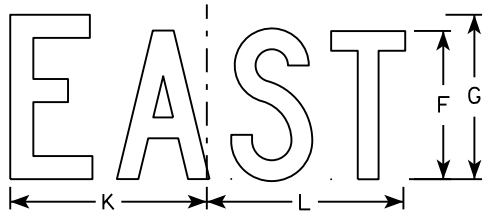
M3-3
MM3-3
MP3-3



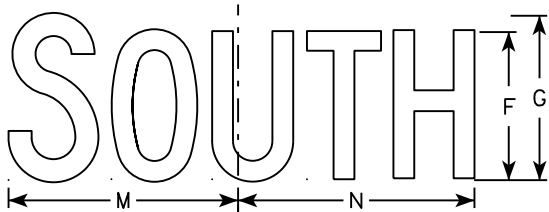
M3-4
MM3-4
MP3-4



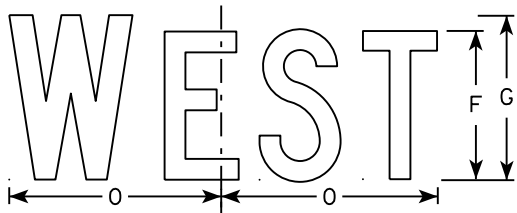
MB3-1
MK3-1
MN3-1



MB3-2
MK3-2
MN3-2



MB3-3
MK3-3
MN3-3



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
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.

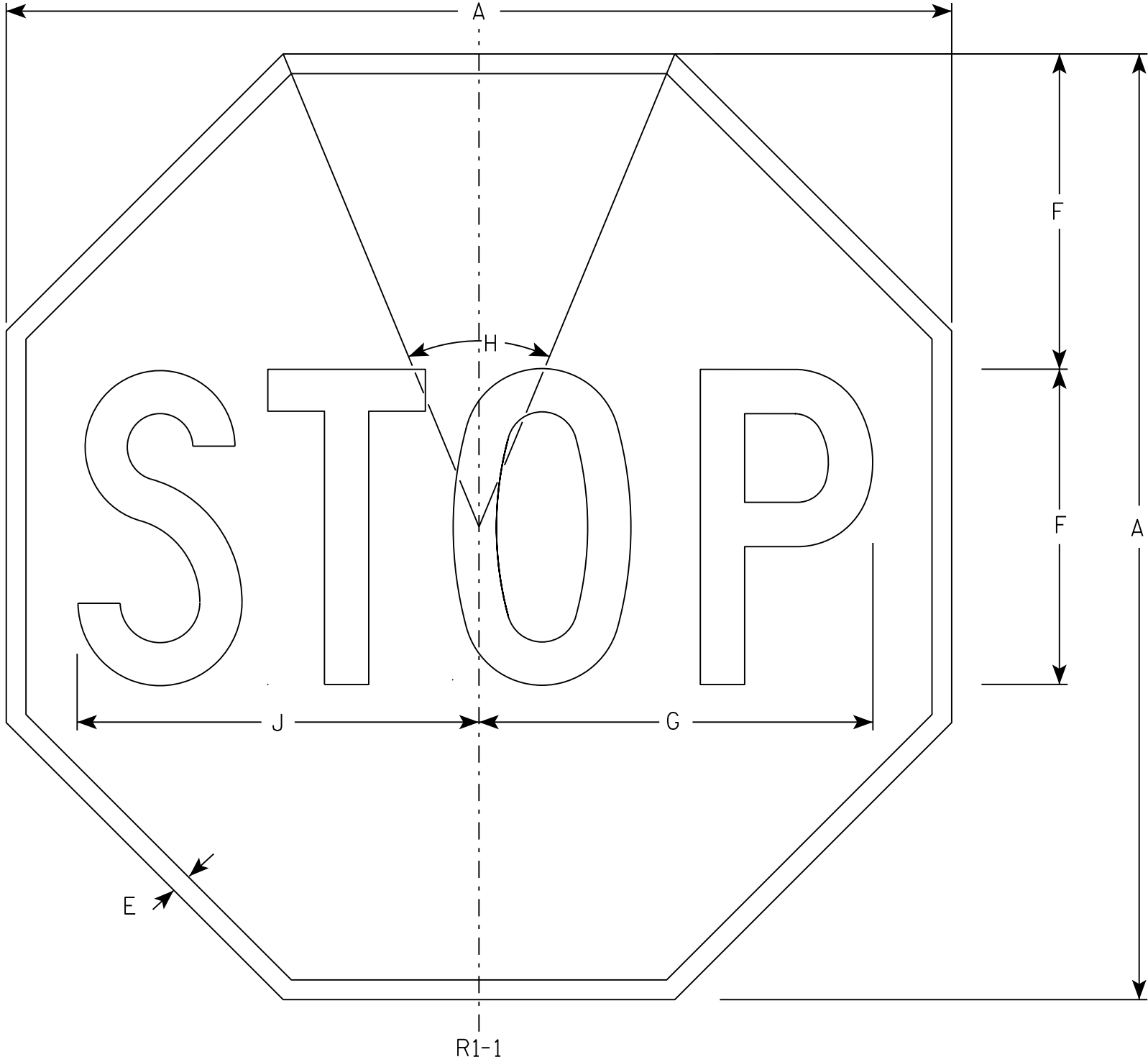
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	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 thru M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M3-1.14



NOTES

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

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

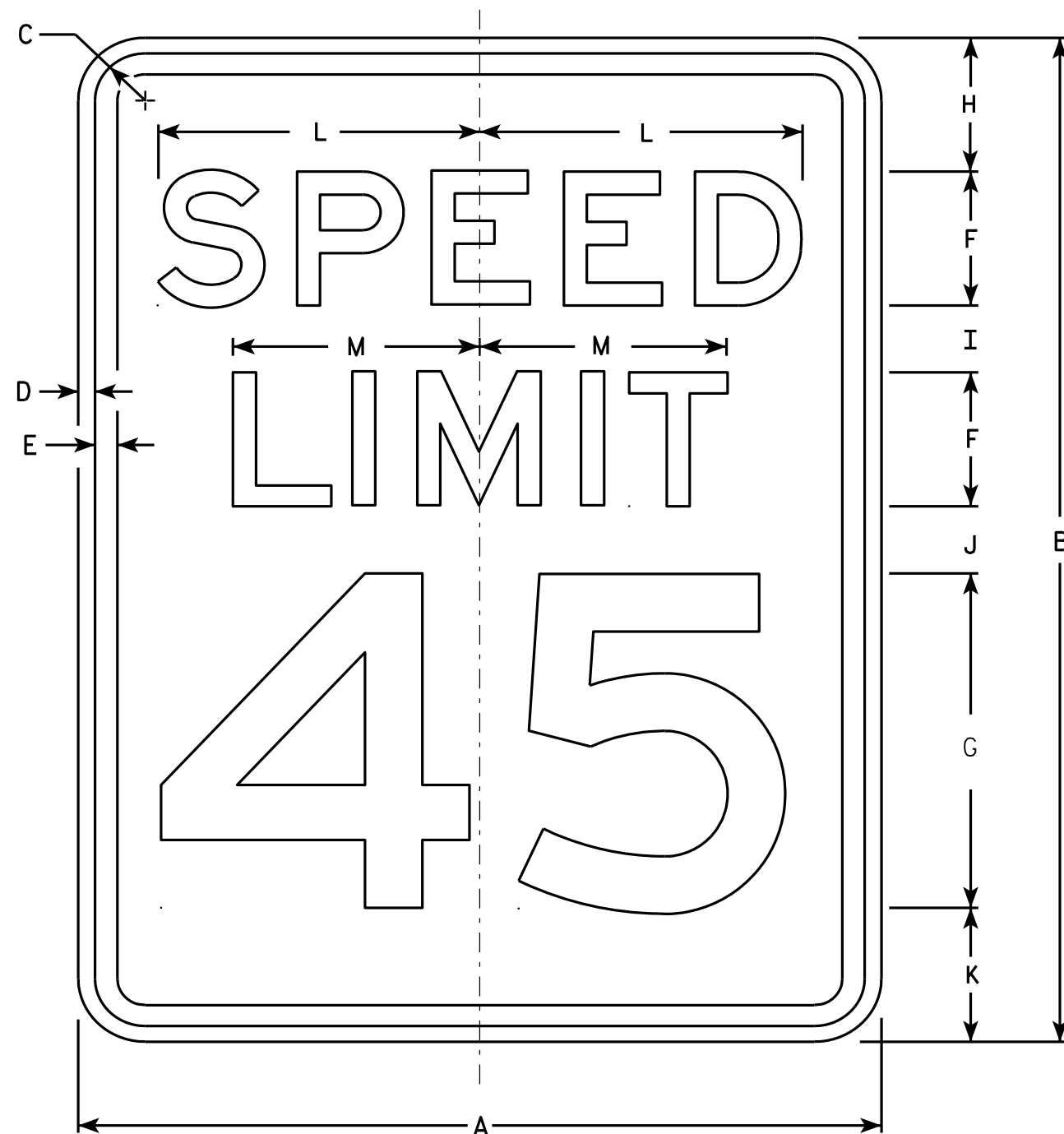
STANDARD SIGN

R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



R2-1

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 - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals 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	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

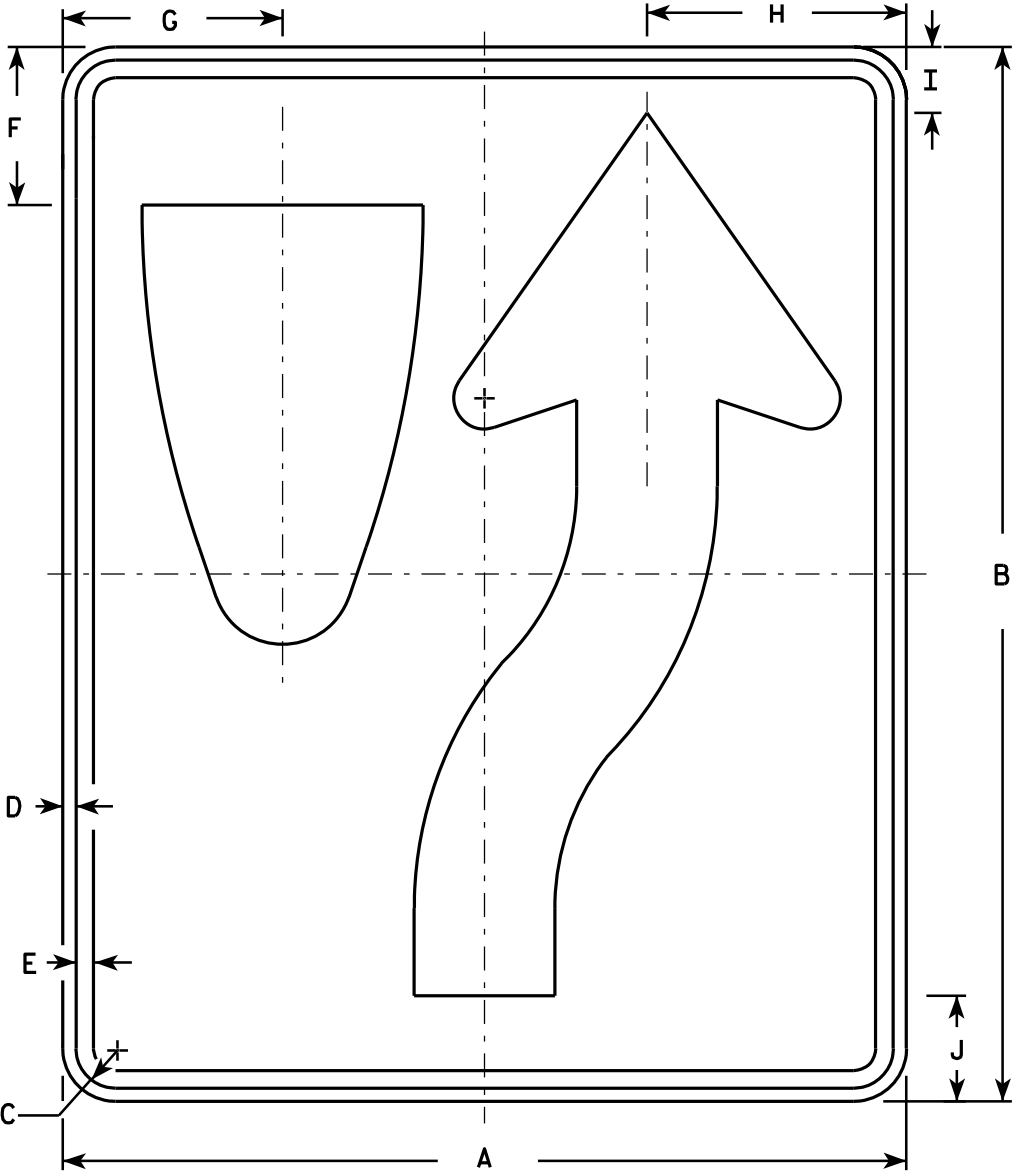
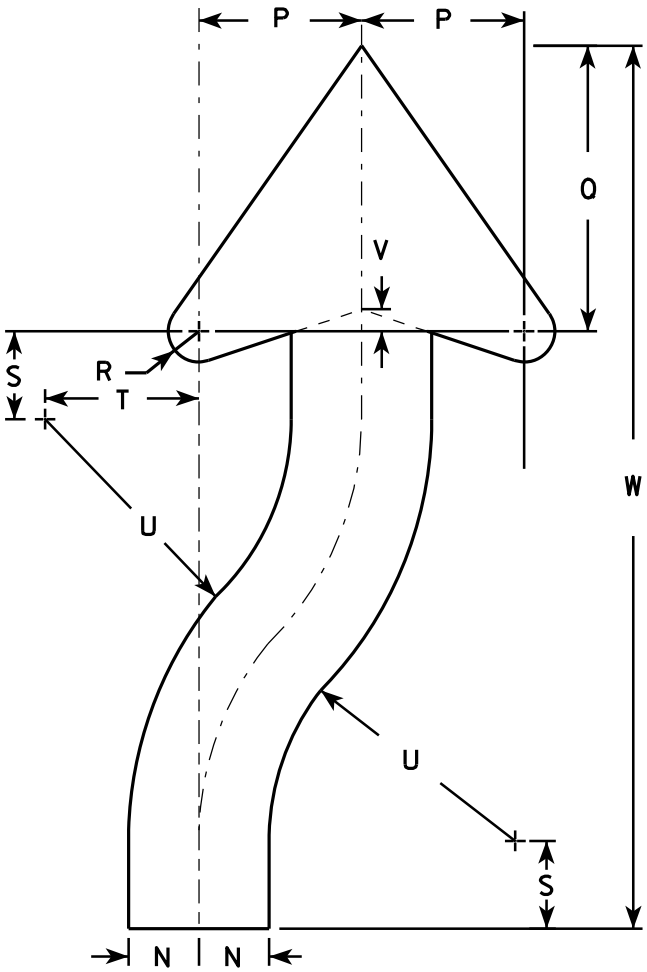
STANDARD SIGN R2-1

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
For State Traffic Engineer
DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: HWY: COUNTY: SHEET NO: E

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
Background - White
Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

STANDARD SIGN

R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

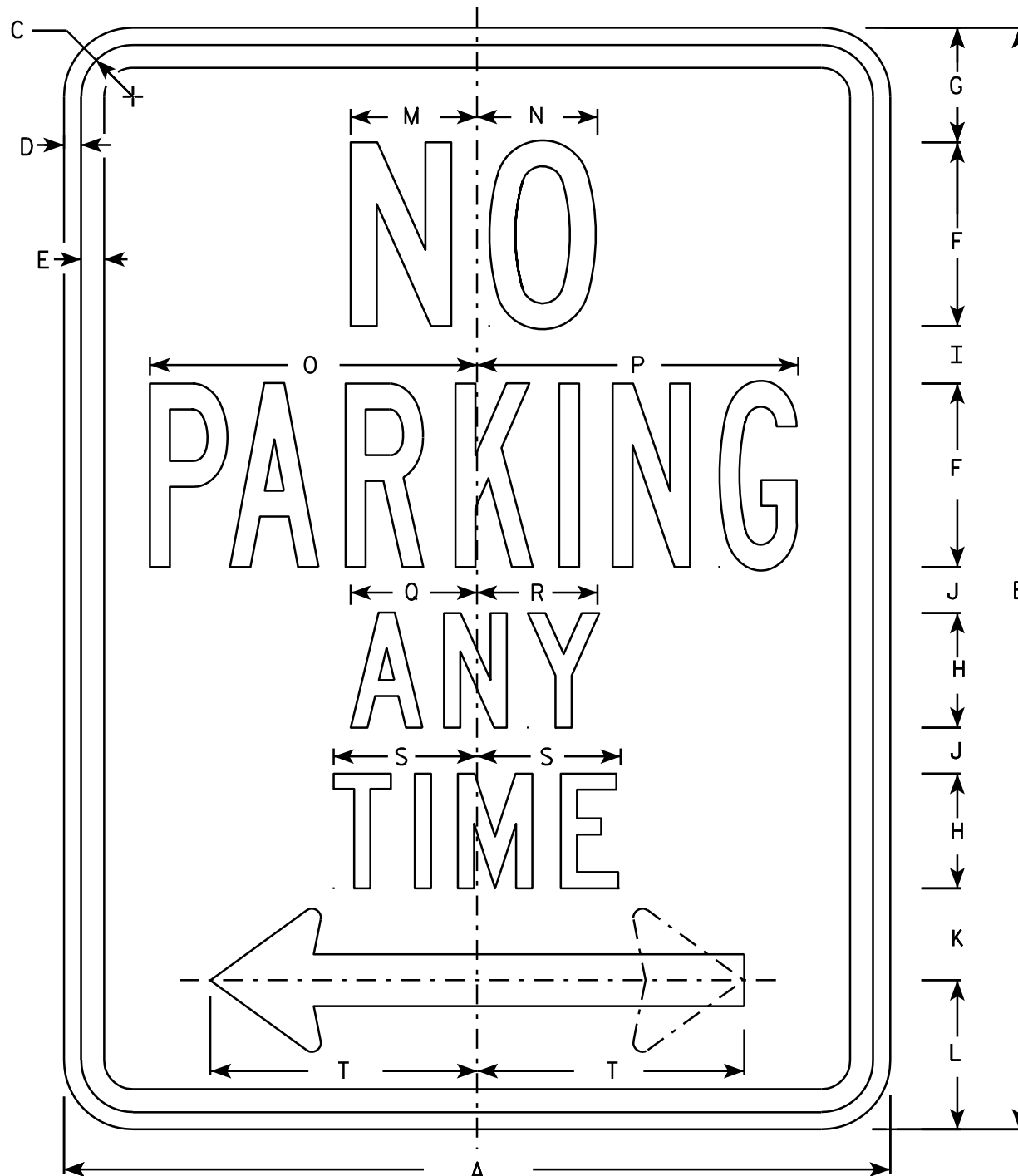
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

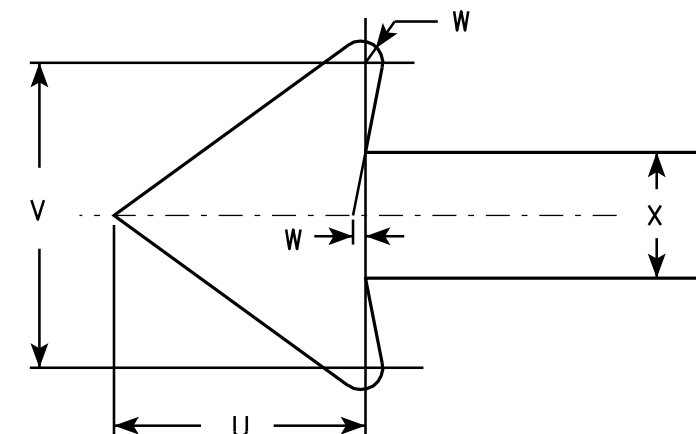
E



R7-1

NOTES

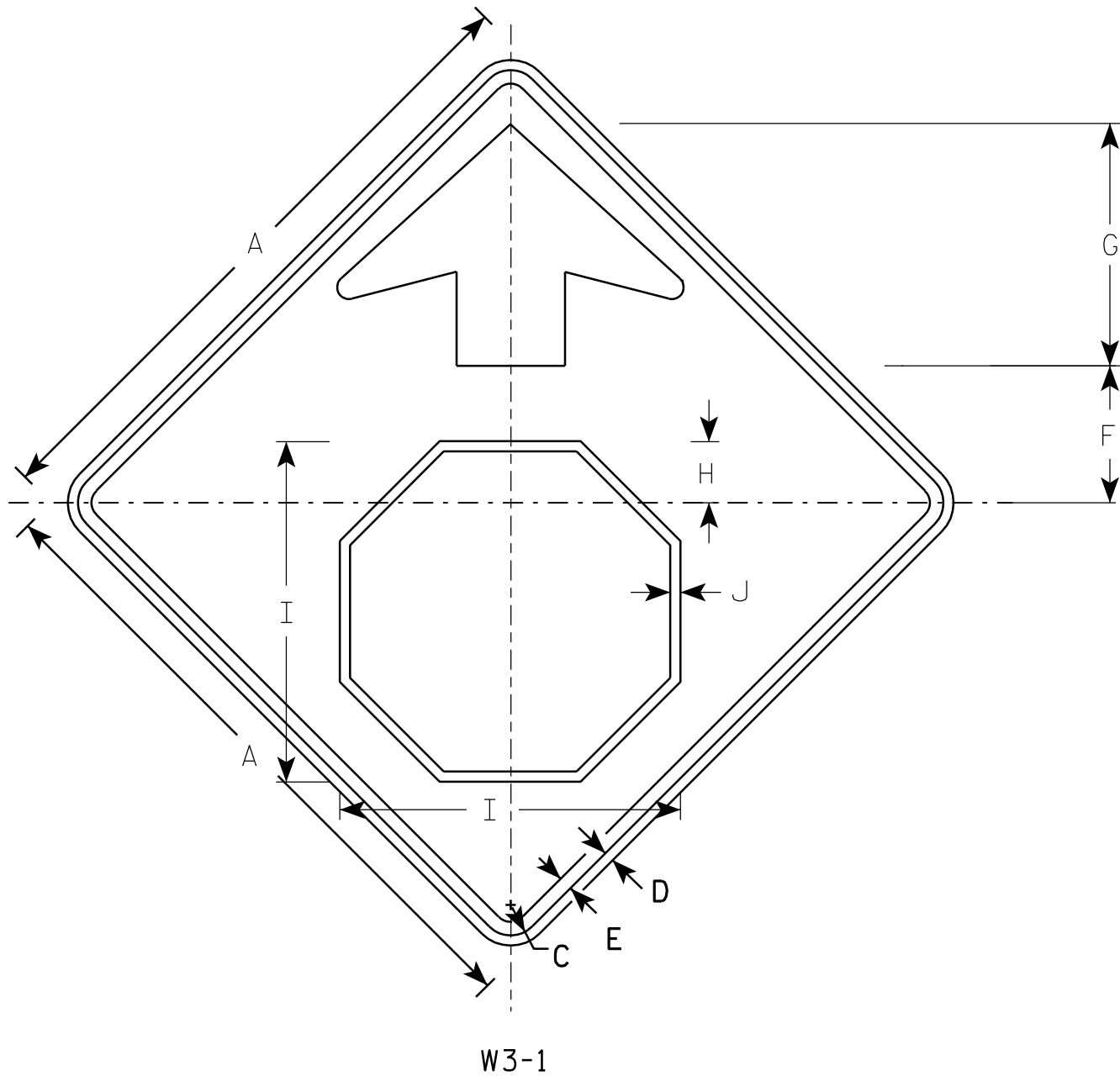
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
R7-1L (left arrow)
R7-1R (right arrow)



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

STANDARD SIGN R7-1	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/31/2011	PLATE NO. R7-1.9

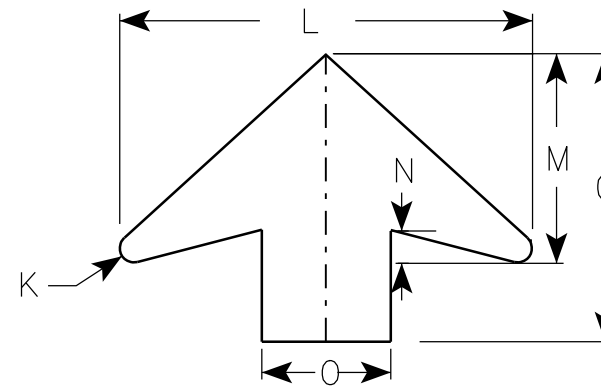
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - YELLOW
Arrow & Border - BLACK
Stop Symbol - WHITE BORDER ON RED BACKGROUND



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	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

PROJECT NO:					SHEET NO:	E
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STANDARD SIGN

W3-1

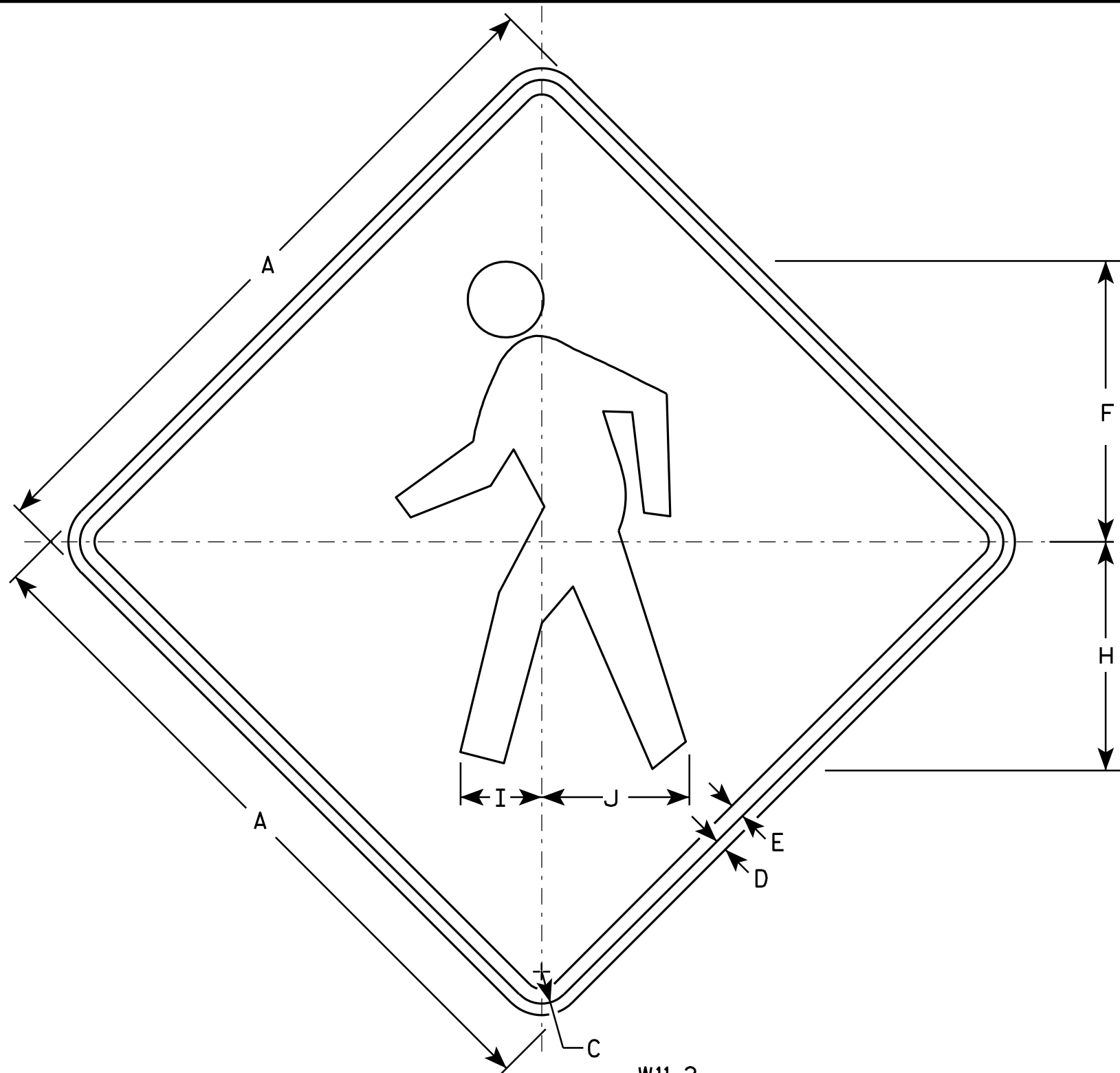
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

for State Traffic Engineer

DATE 6/7/10

PLATE NO. W3-1.12



W11-2

NOTES

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

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

STANDARD SIGN W11-2

WISCONSIN DEPT OF TRANSPORTATION

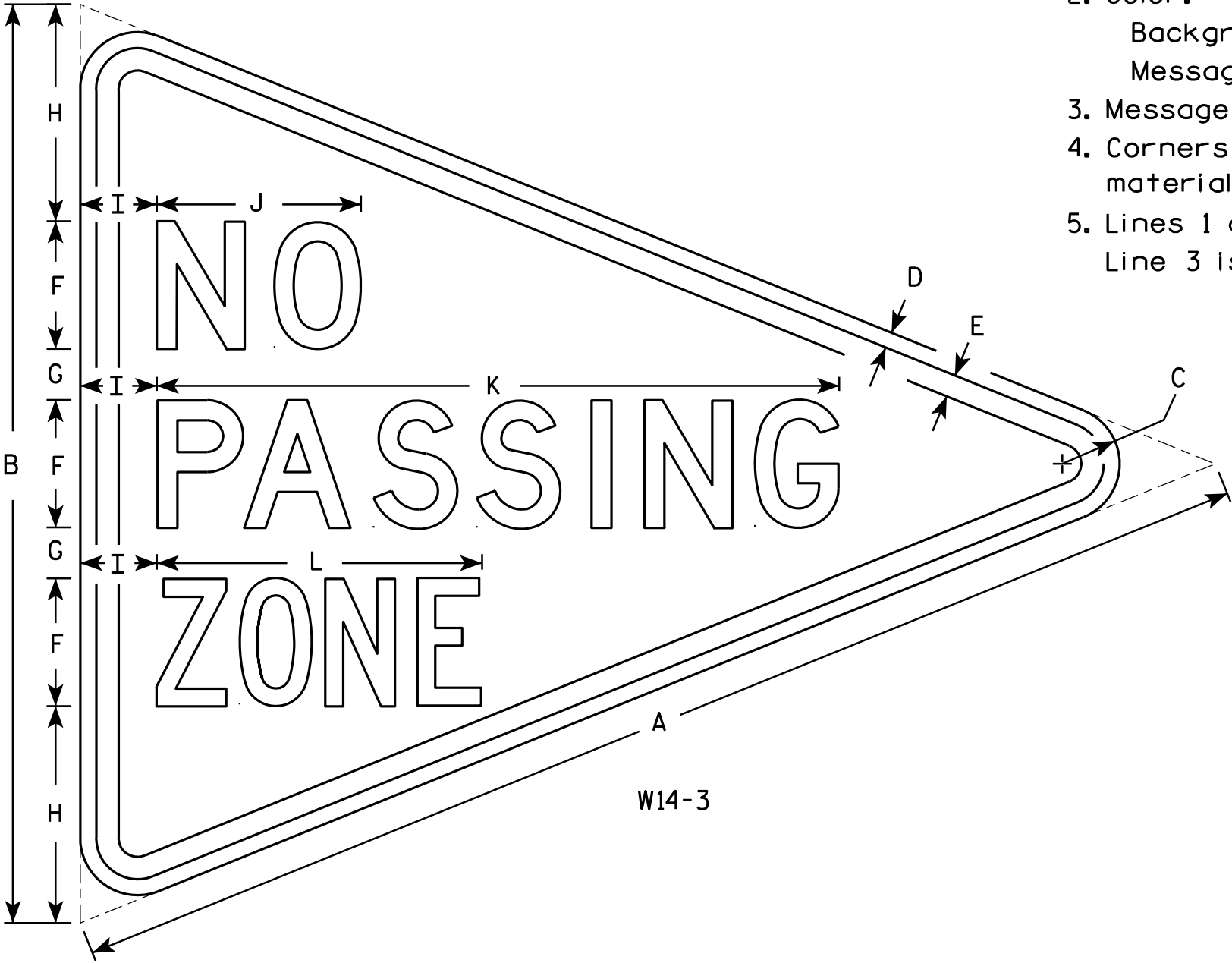
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO: HWY: COUNTY: SHEET NO: E

NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - See note 5
- 4. Corners and borders shall be rounded on all base materials for this sign.
- 5. Lines 1 and 2 are Series D.
Line 3 is series C.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

PROJECT NO:

HWY:

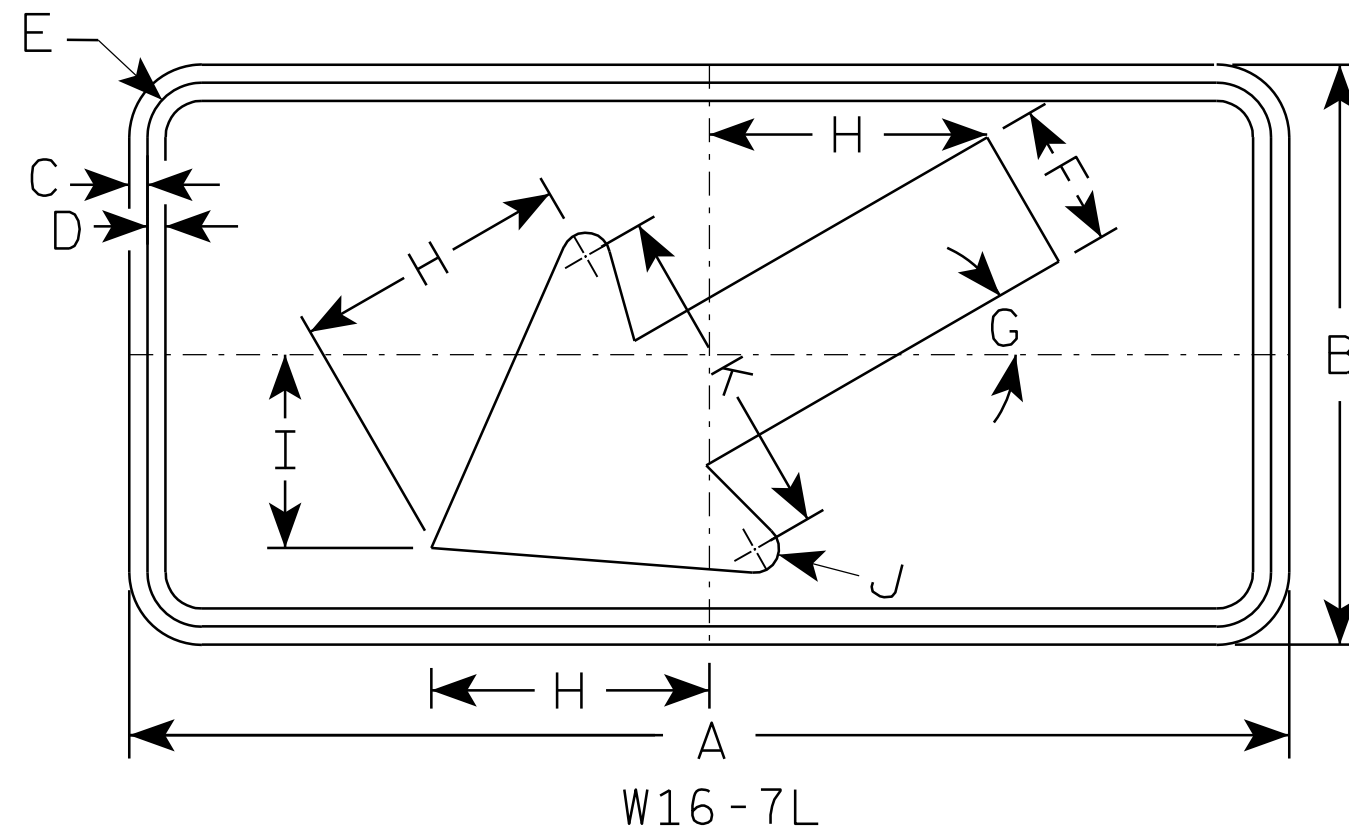
COUNTY:

SHEET NO:

E

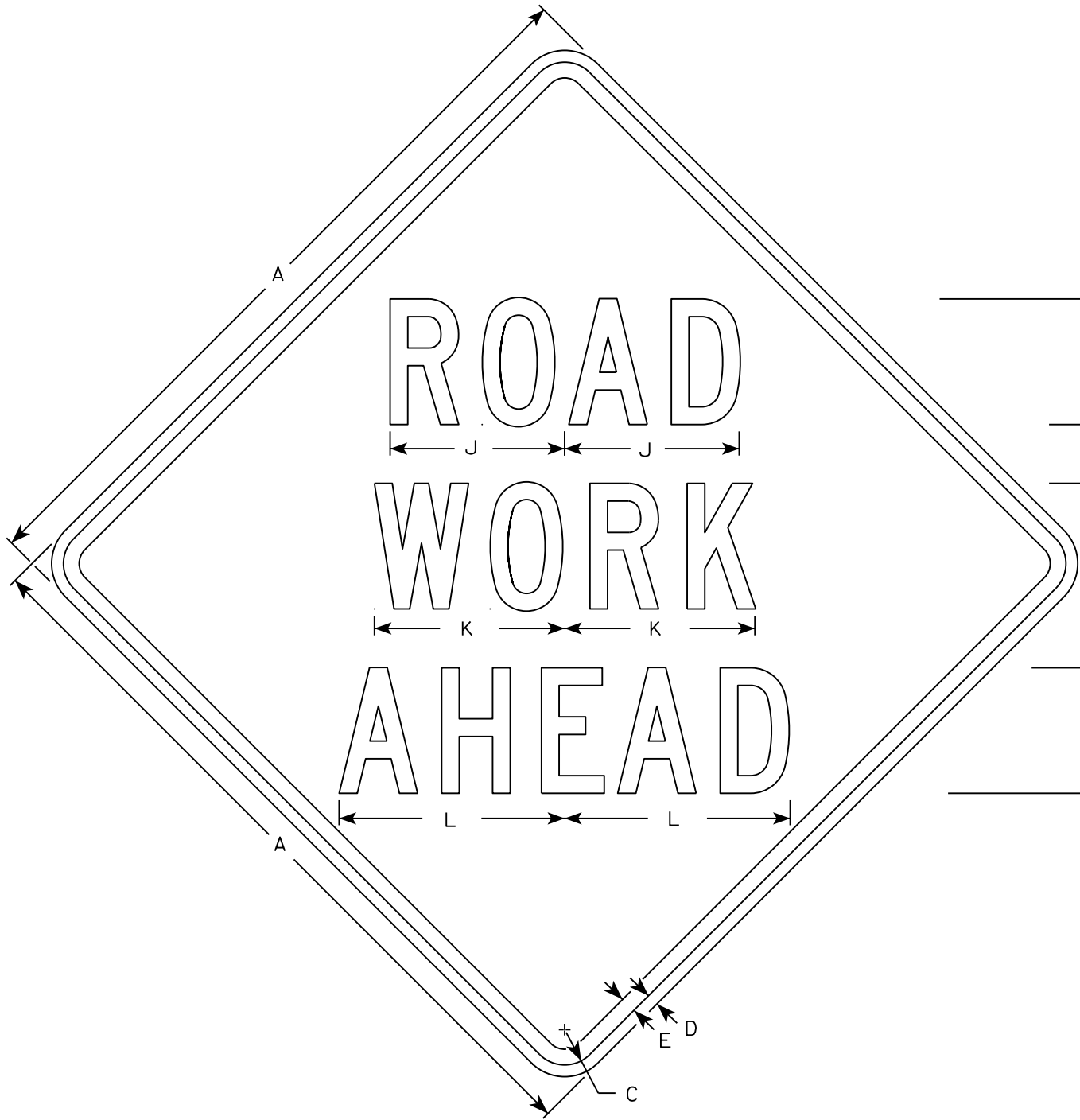
NOTES

1. Sign is Type II - Type F Reflective -
reference WIS DOT Standard Specification for
HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base
material is plywood but borders shall be rounded
as shown. When base material is metal, the
corners and borders shall be rounded.
4. W16-7R is the same as W16-L
except the arrow is reversed along
the vertical centerline.

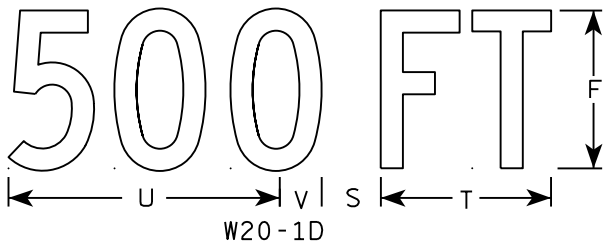


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75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

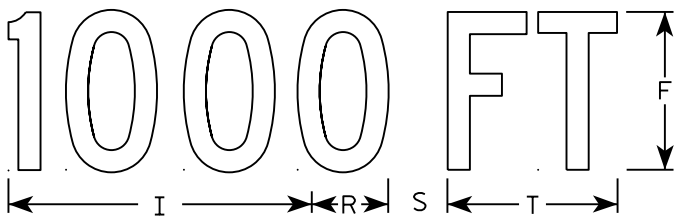
STANDARD SIGN	
W16-7	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 11/02/10	PLATE NO. W16-7.5



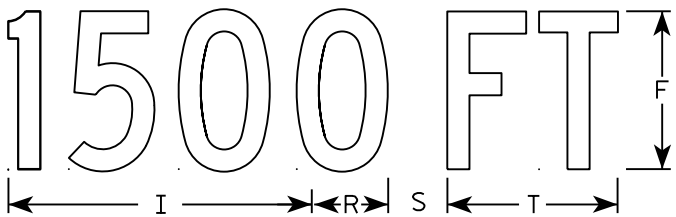
W20-1A



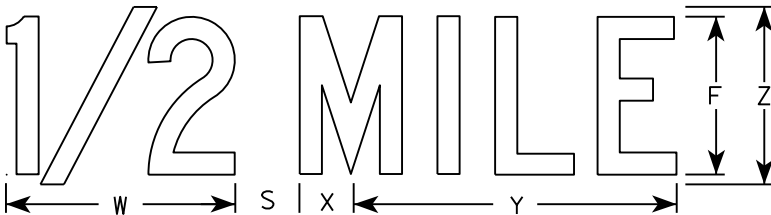
W20-1D



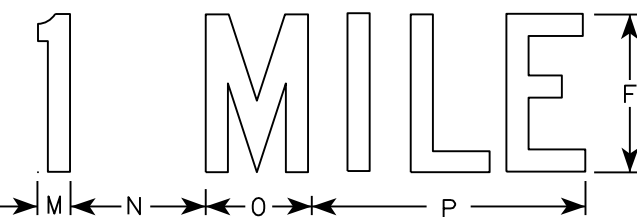
W20-1C



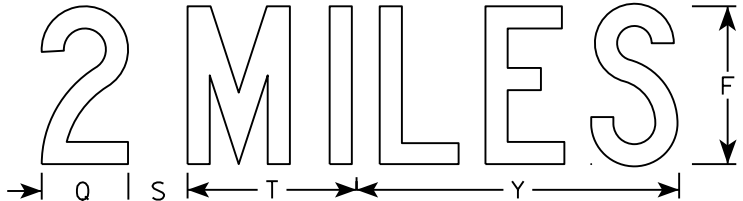
W20-1B



W20-1G



W20-1F



W20-1E

NOTES

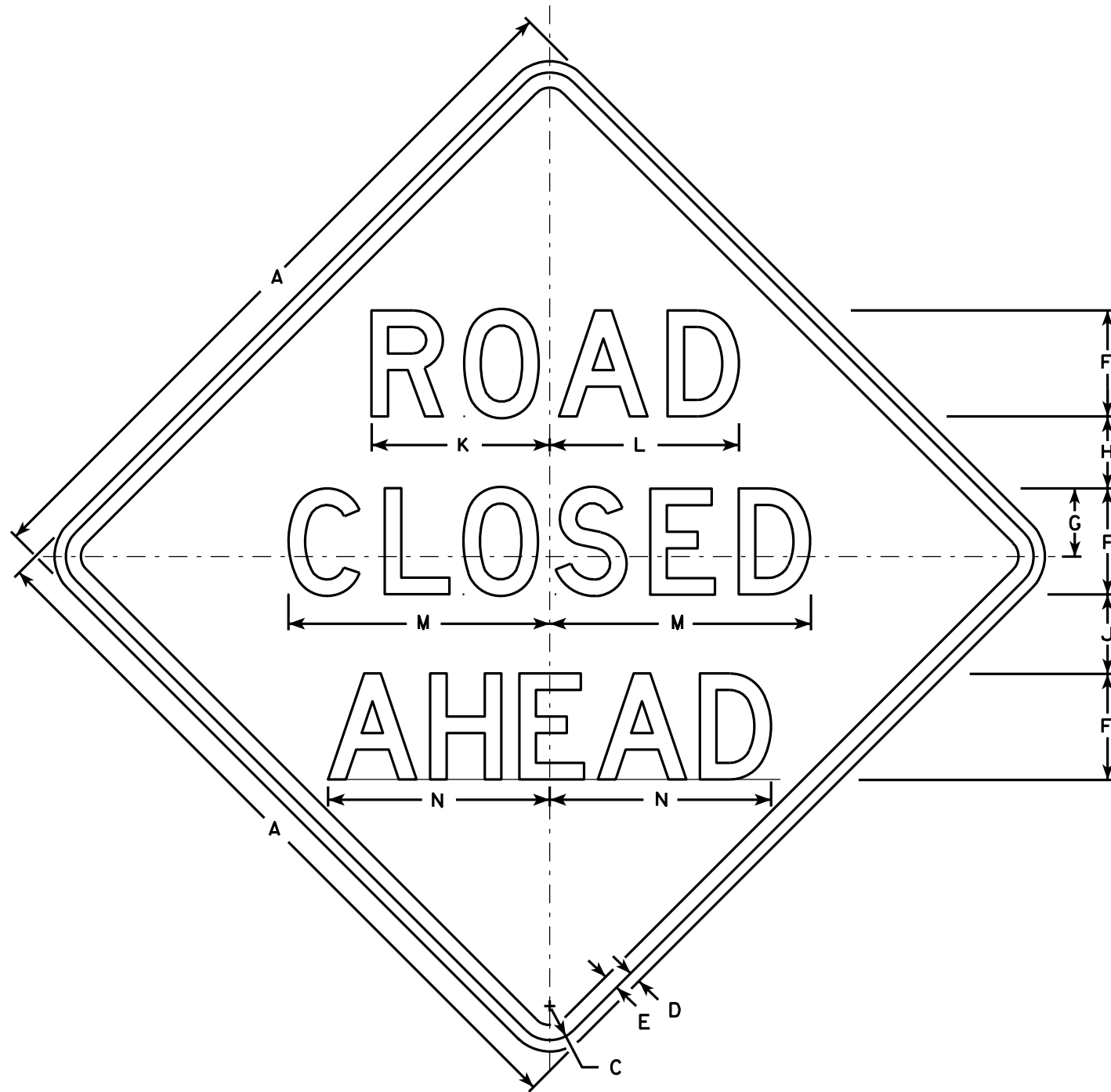
- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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 3/8	1/2	5/8	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		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

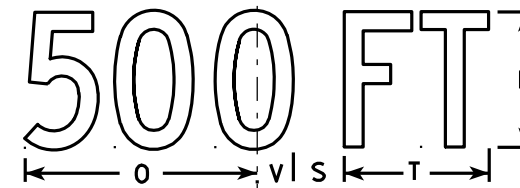
PROJECT NO:

SHEET NO:

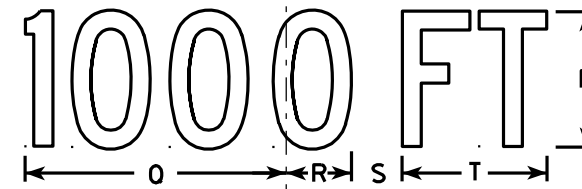
E



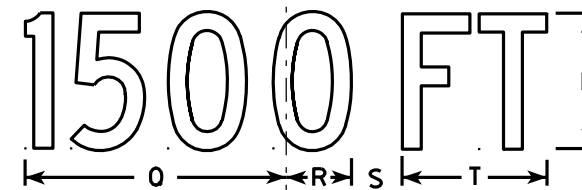
W20-3A



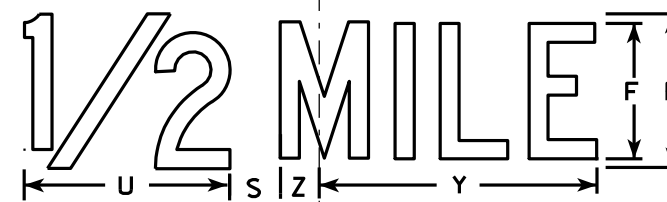
W20-3D



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

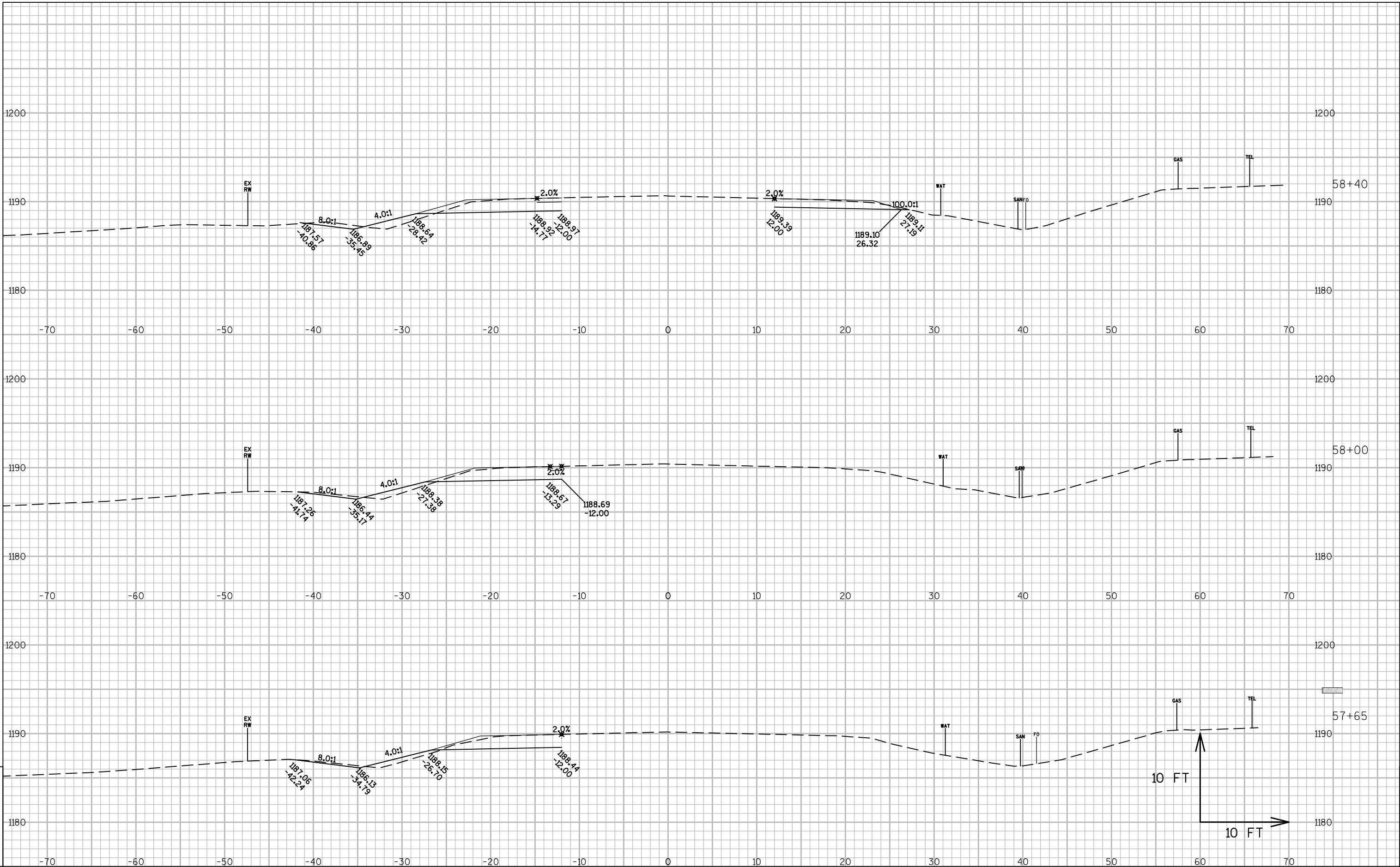
PROJECT NO:

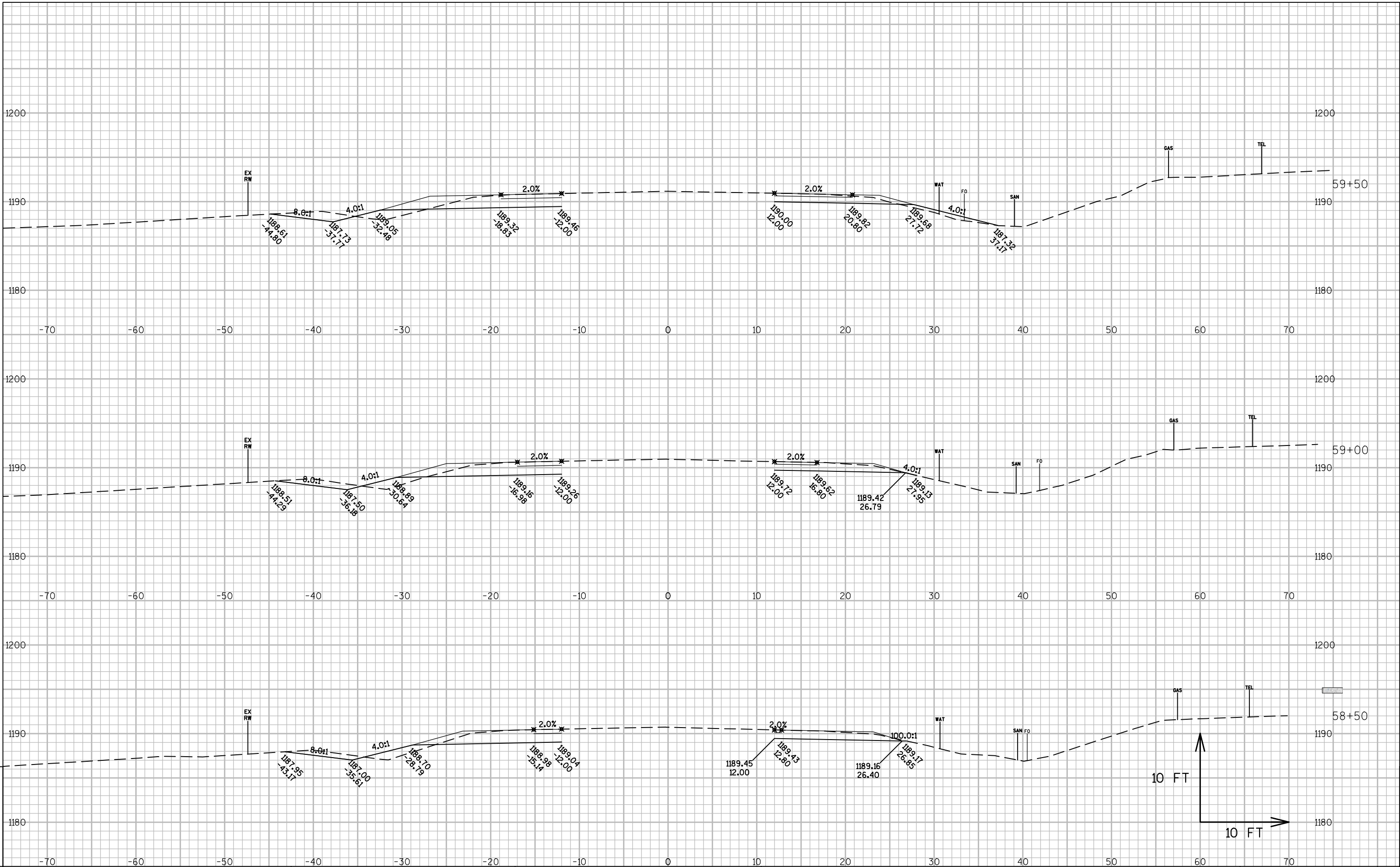
HWY:

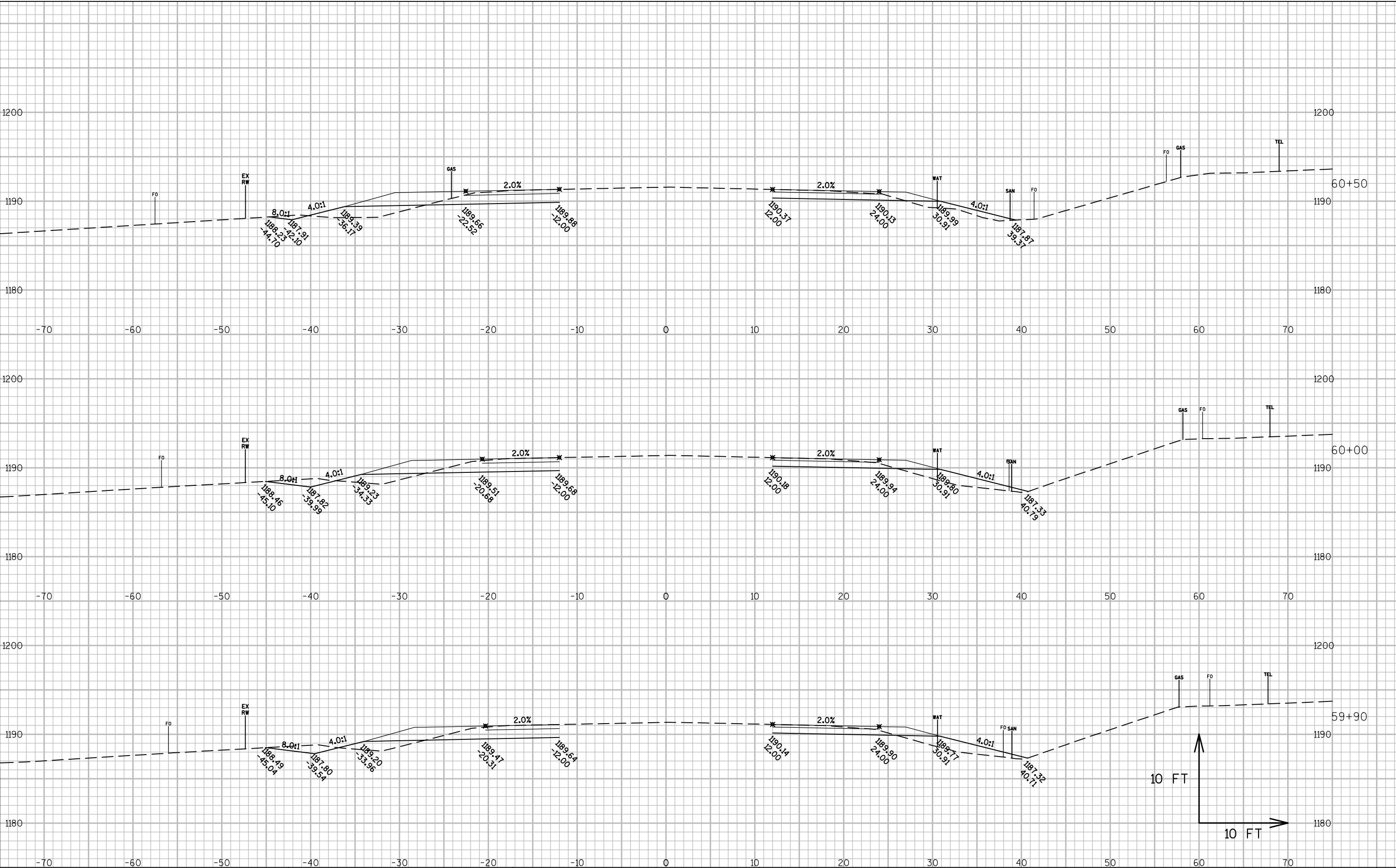
COUNTY:

SHEET NO:

E

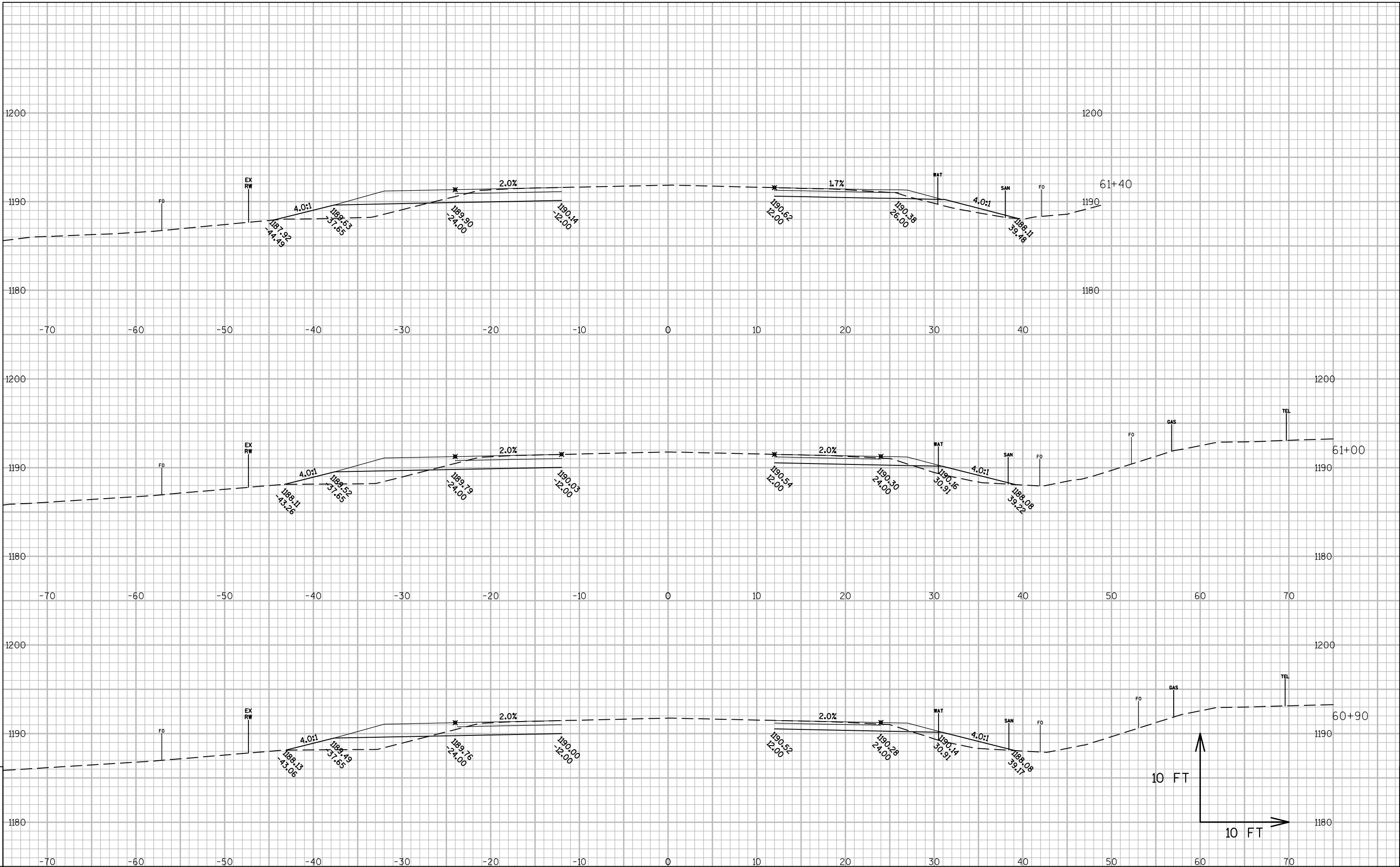


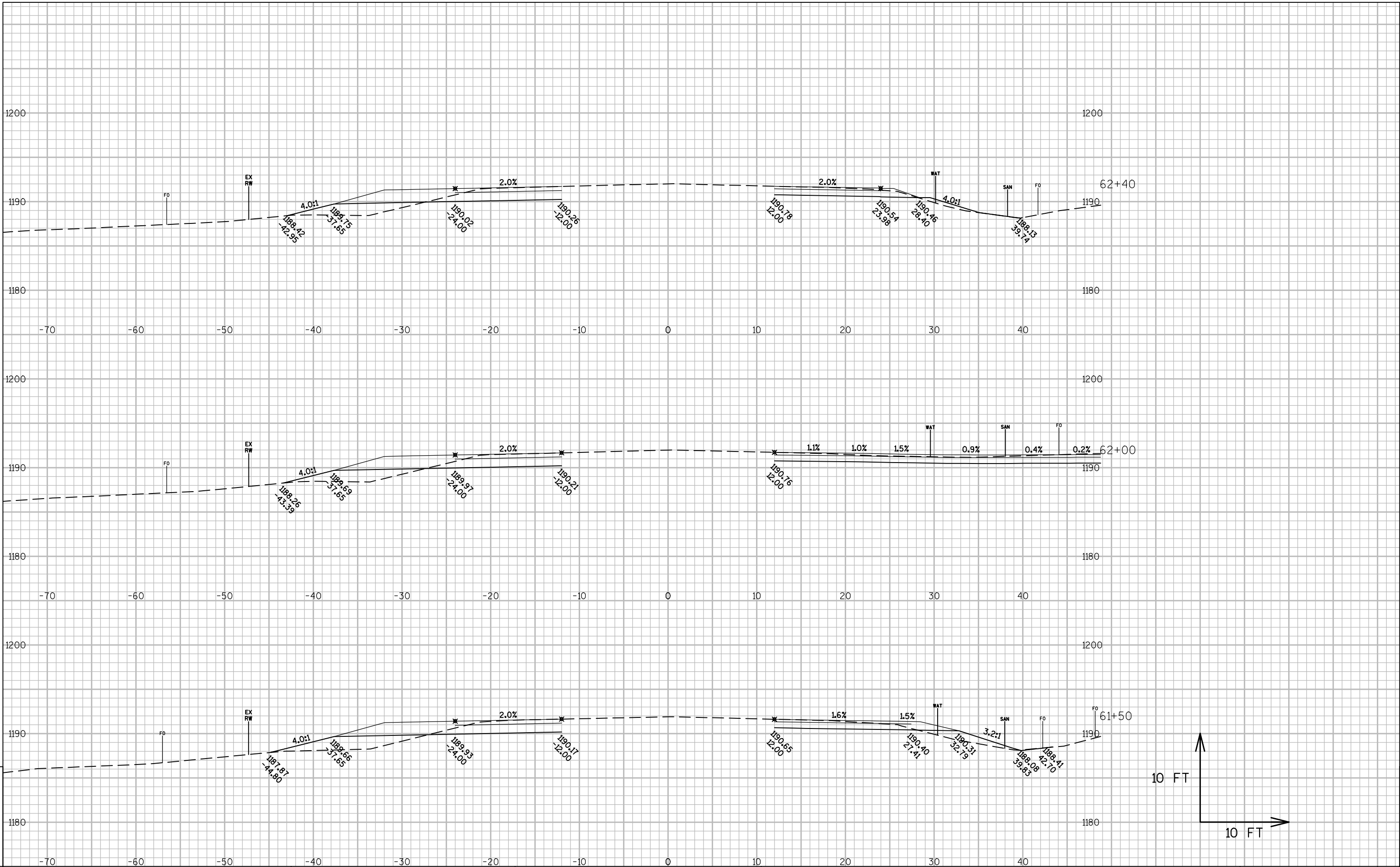


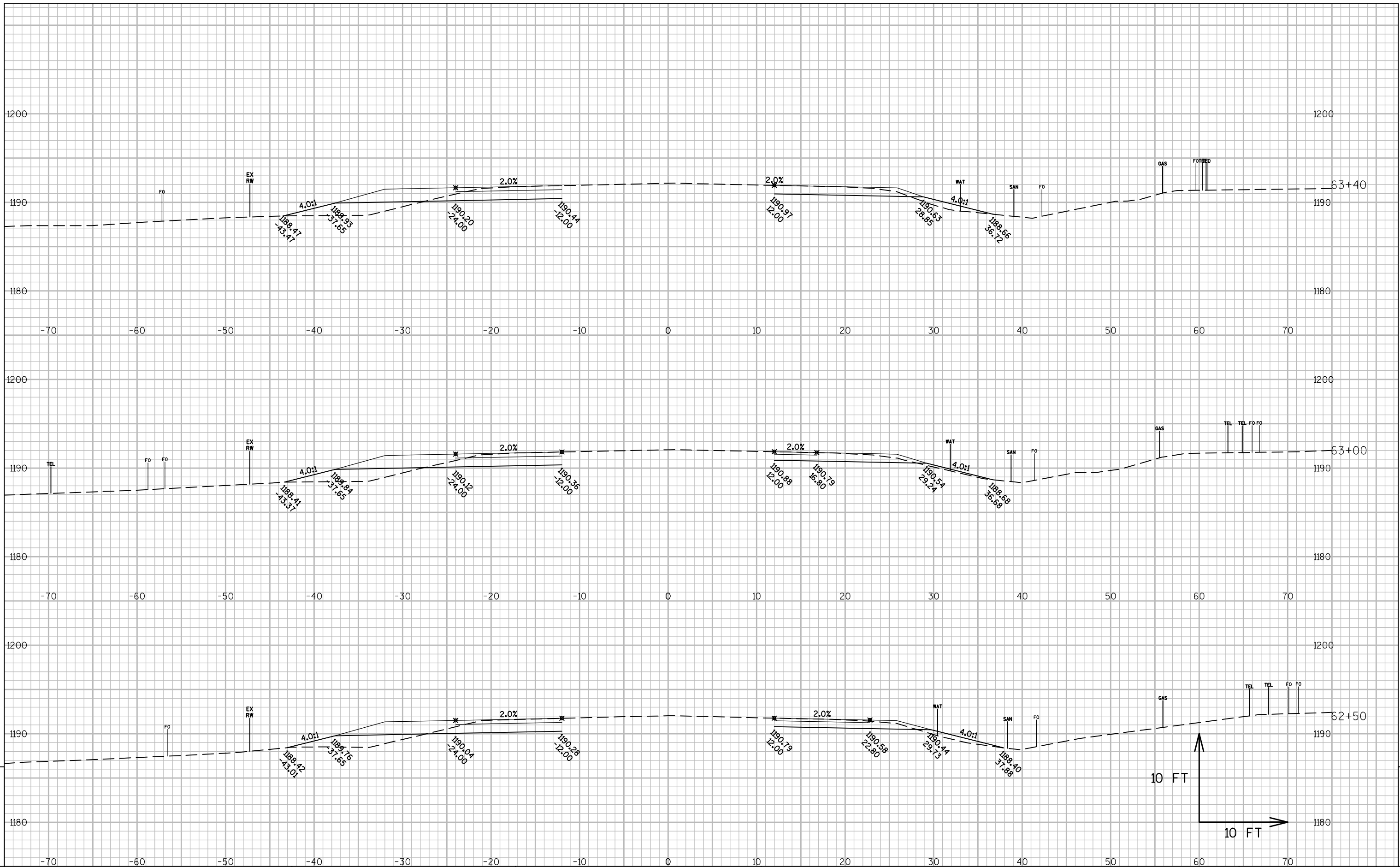


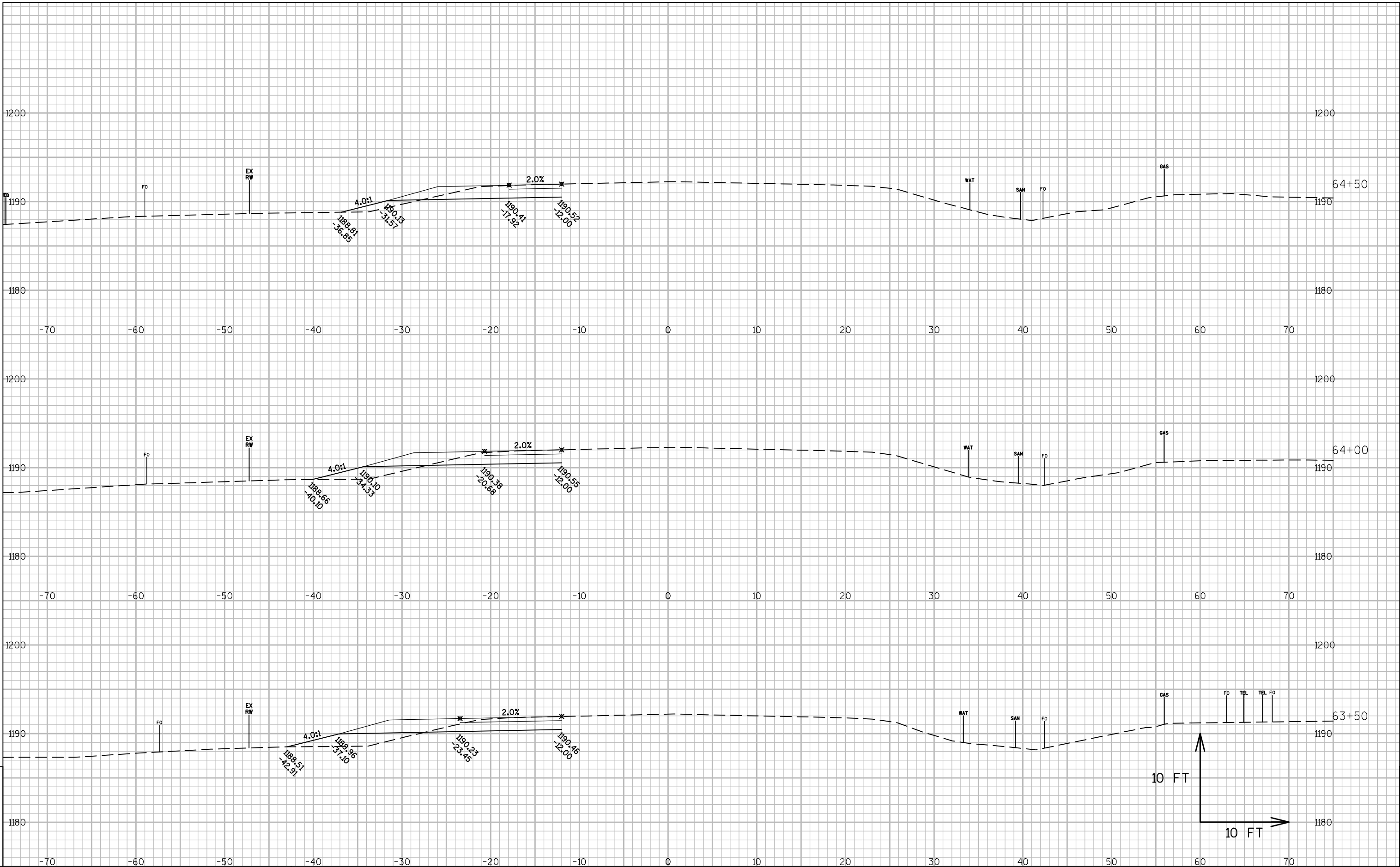
9

9



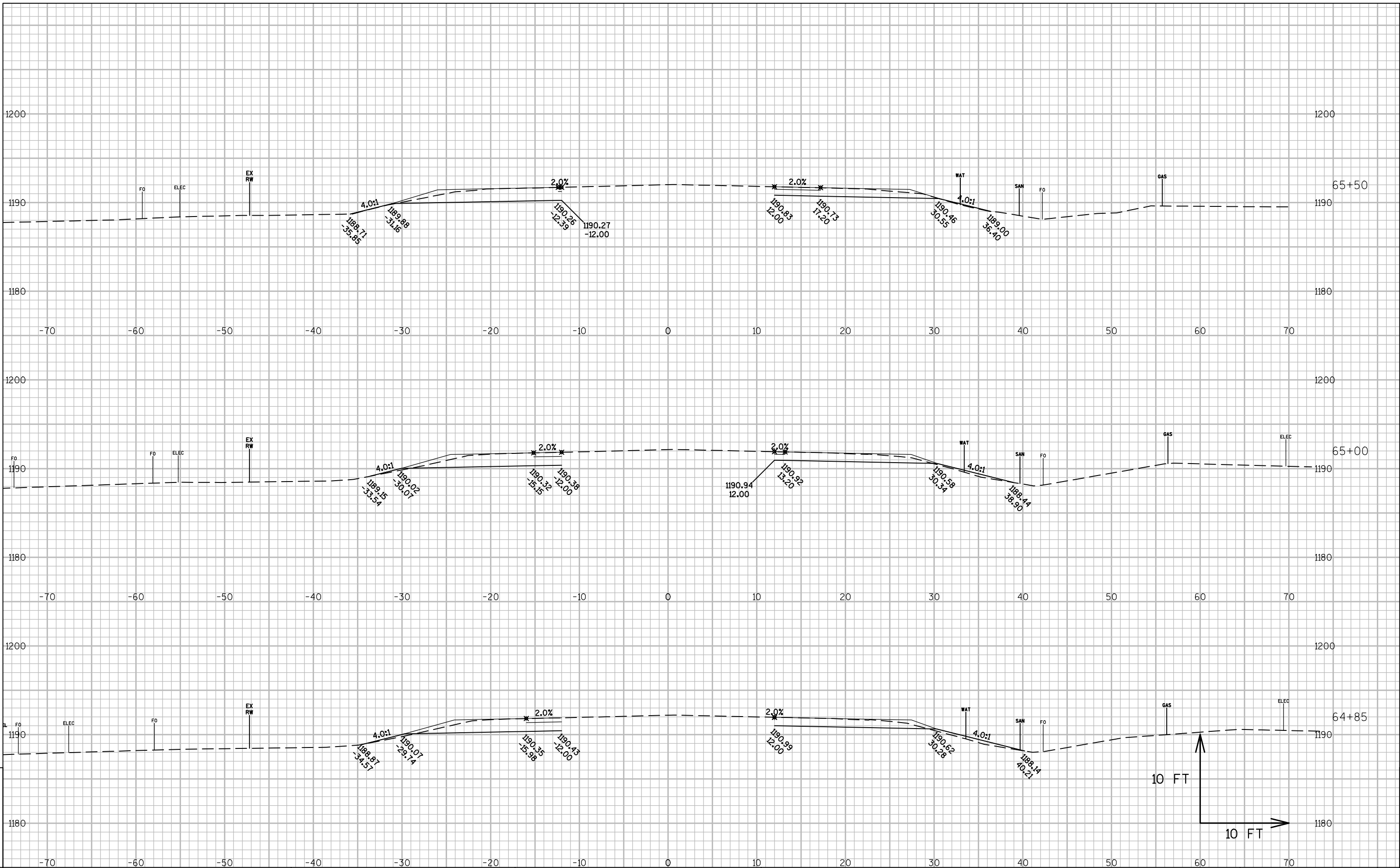


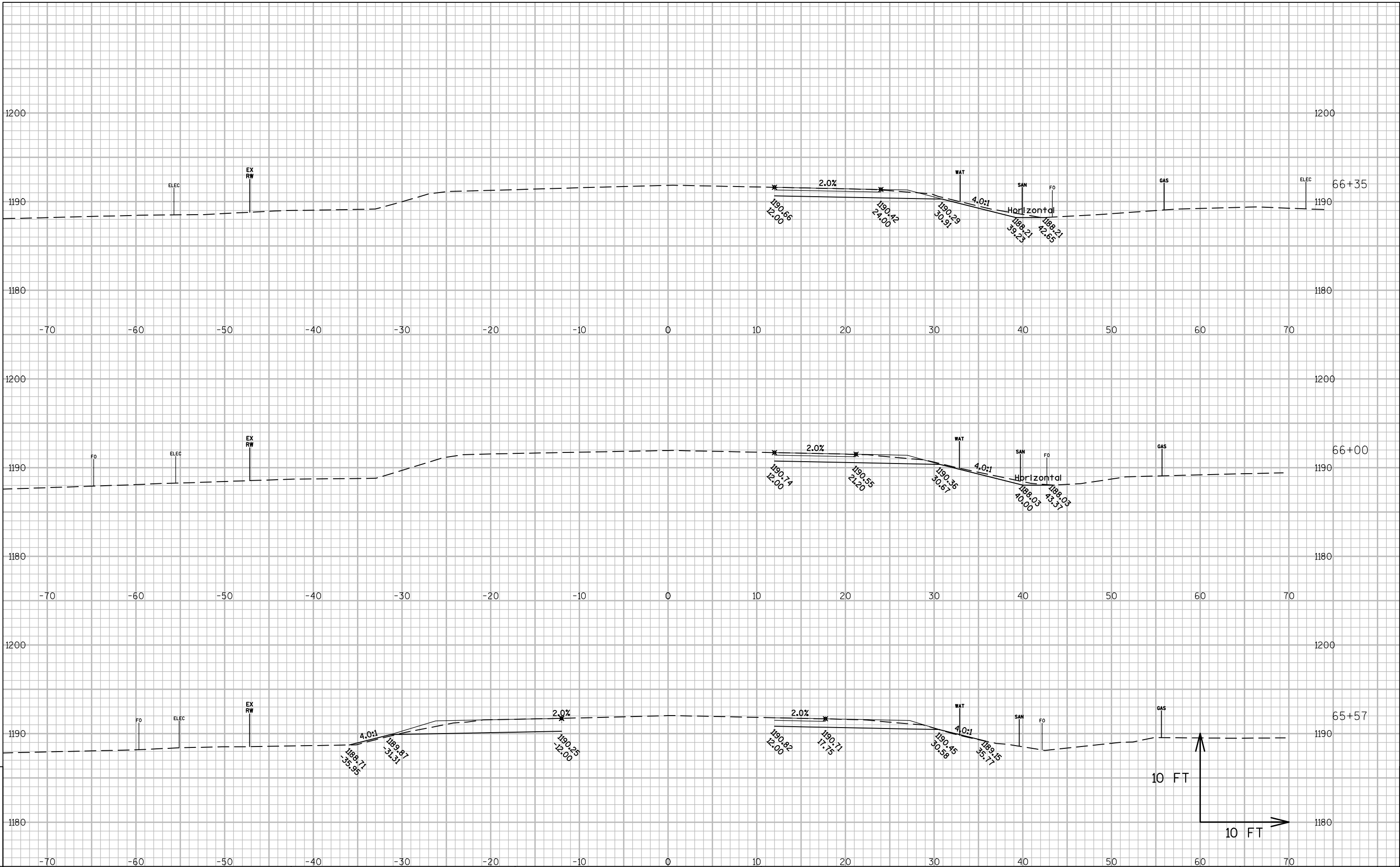


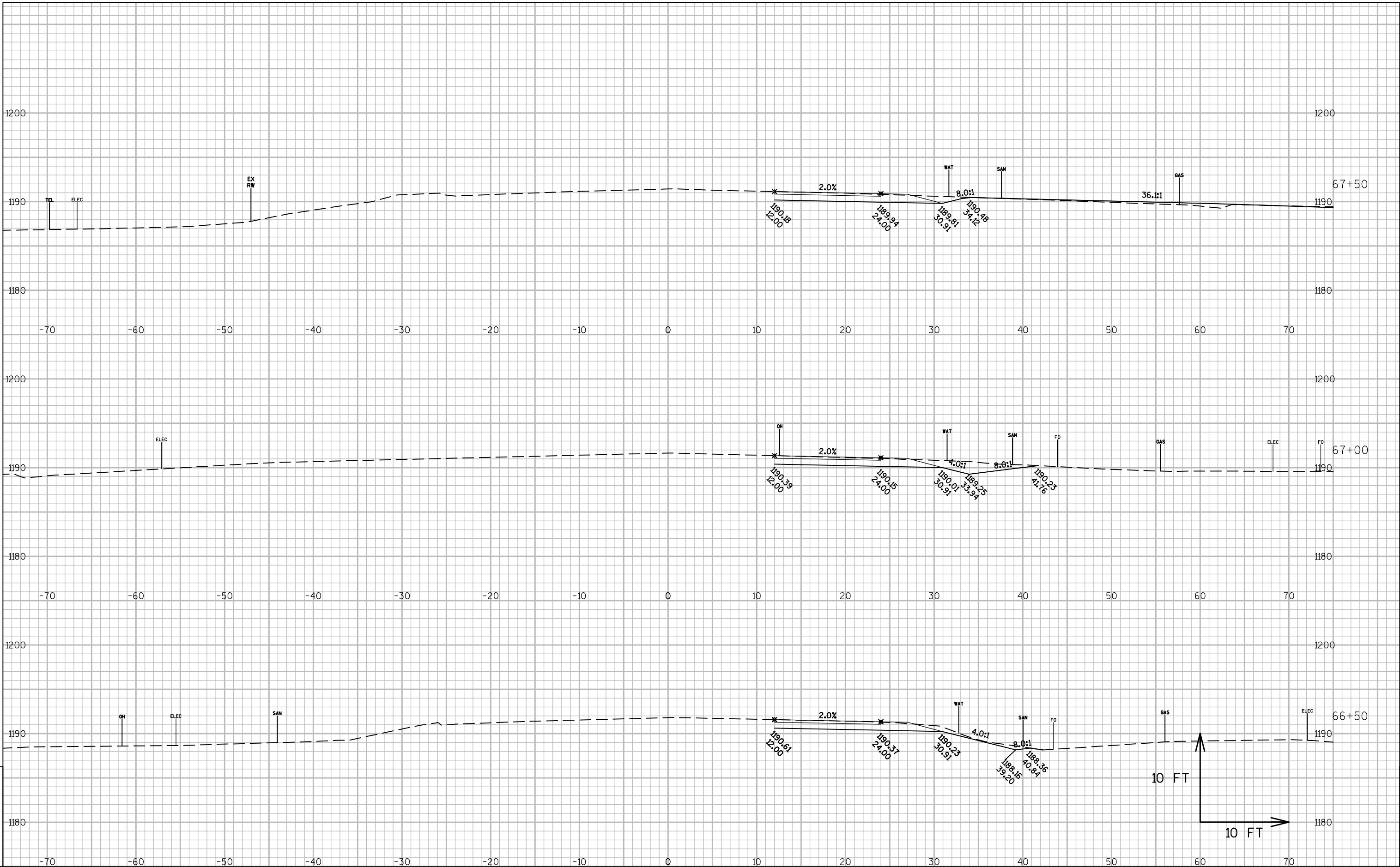


9

9







9

9

PROJECT NO:1662-00-76

HWY:USH 18

COUNTY:GRANT

CROSS SECTIONS: USH 18

SHEET

E

FILE NAME : N:\PDS\C3D\16620006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090210_XS

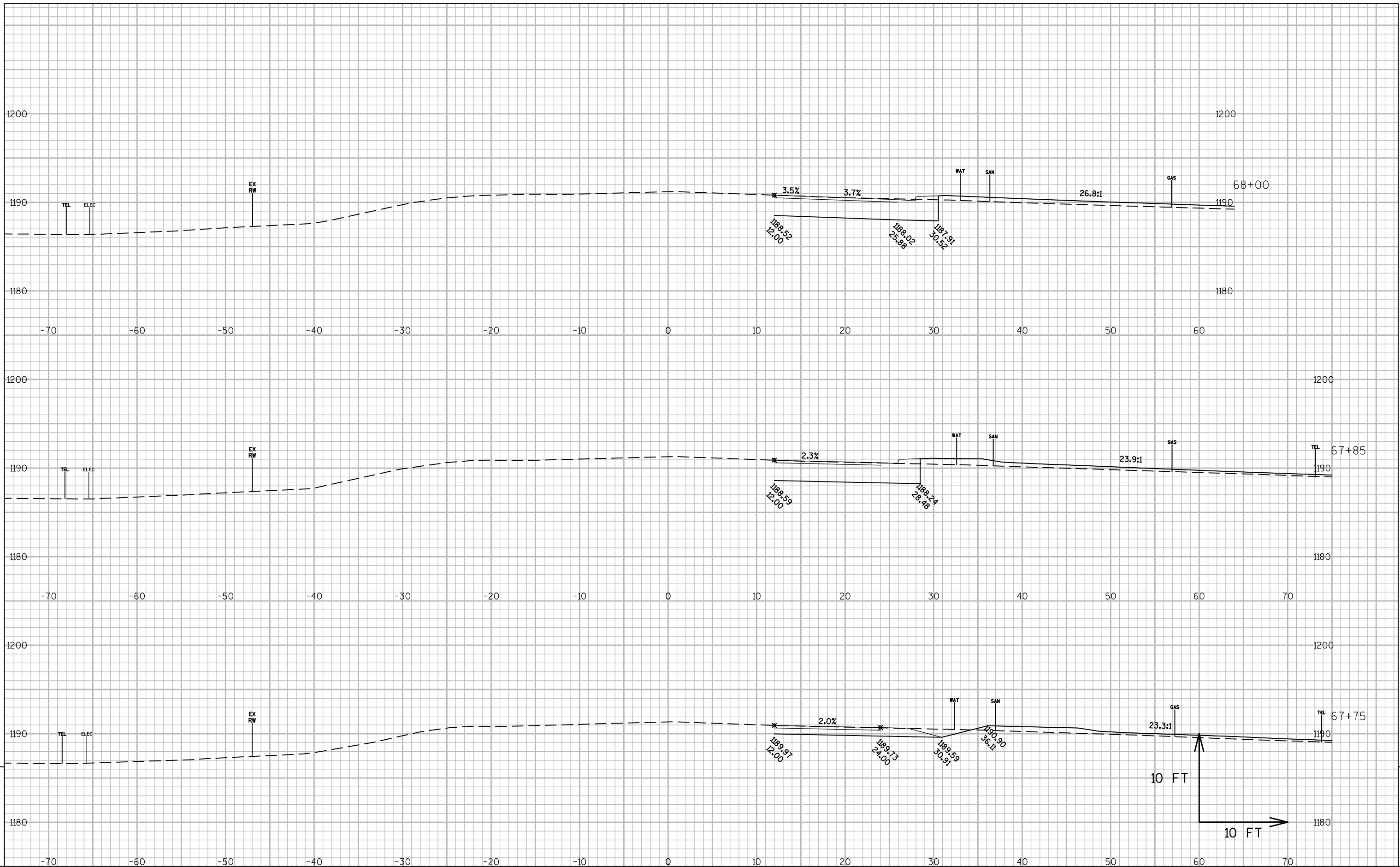
PLOT DATE : 3/17/2016 8:14 AM

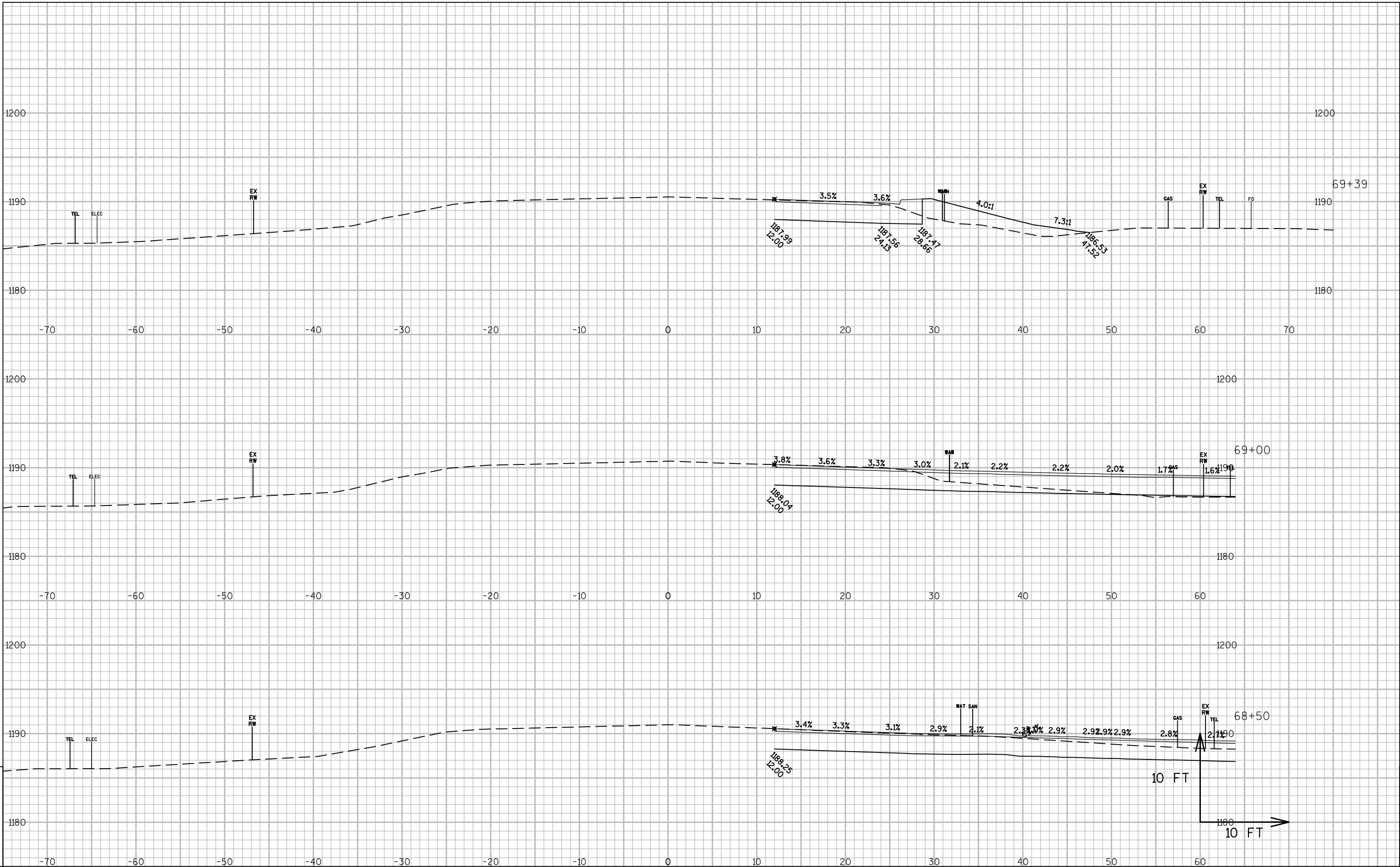
PLOT BY : BURG, ALEIGHA J

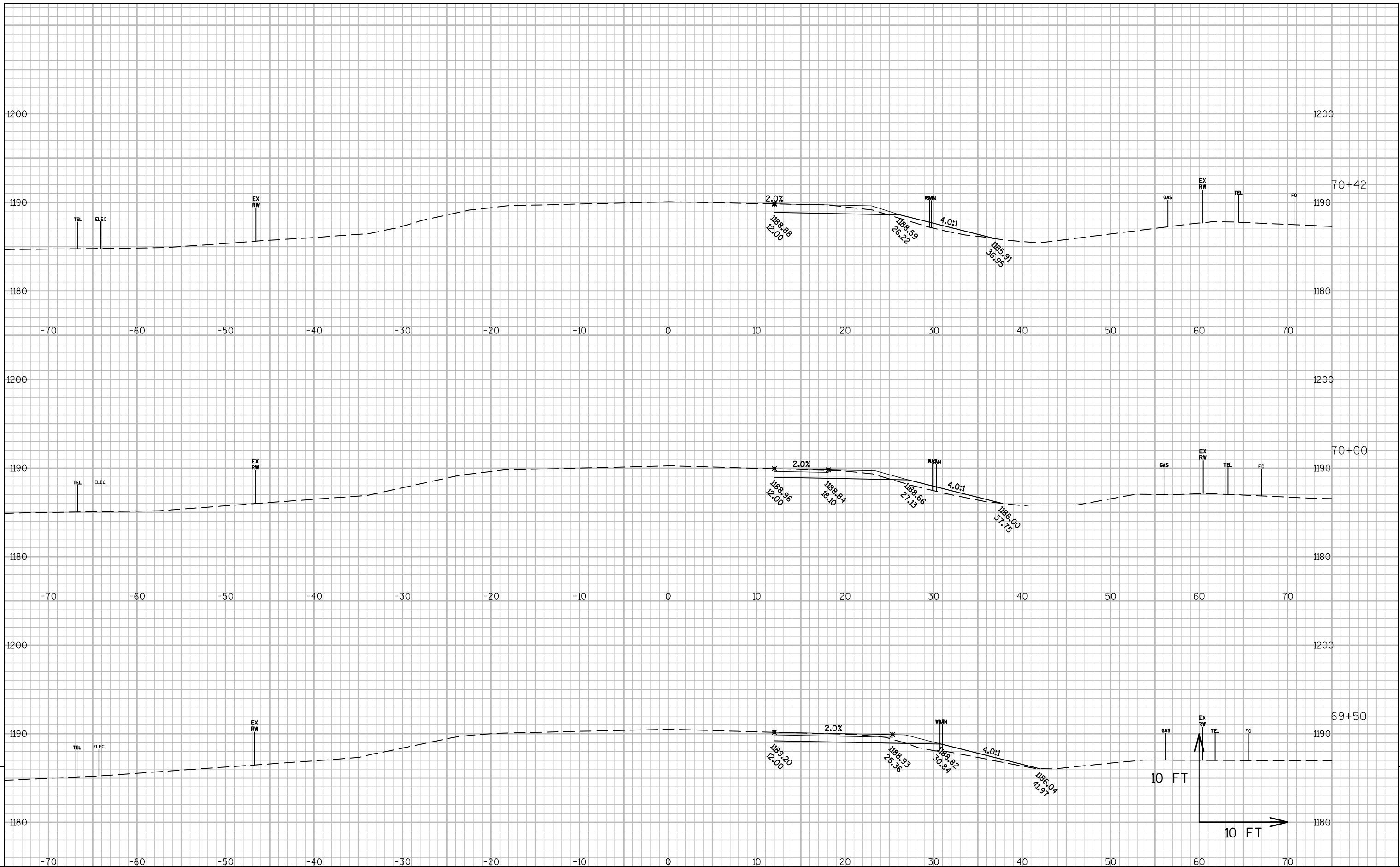
PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49







PROJECT NO:1662-00-76

HWY:USH 18

COUNTY:GRANT

CROSS SECTIONS: USH 18

SHEET

E

FILE NAME : N:\PDS\C3D\16620006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090213_XS

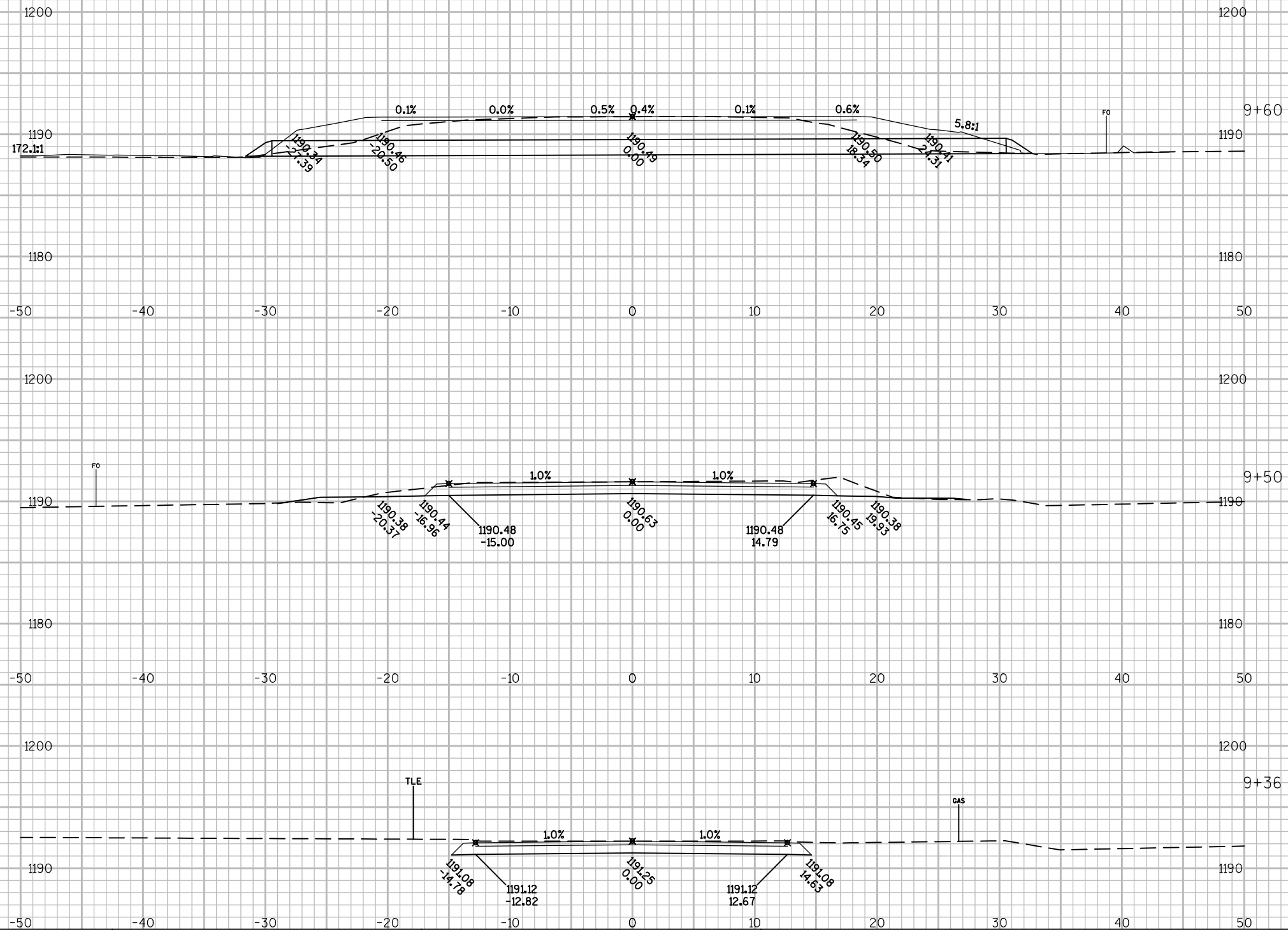
PLOT DATE : 3/17/2016 8:15 AM

PLOT BY : BURG, ALEIGHA J

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49



PROJECT NO: ~~1662-00-76X~~

HWY: ~~MSM~~ 18

COUNTY: ~~GRANT~~

CROSS SECTIONS: SW WI TECHNICAL COLLEGE DRIVEWAY

SHEET

E

FILE NAME : N:\PDS\C3D\16620006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090214_XS

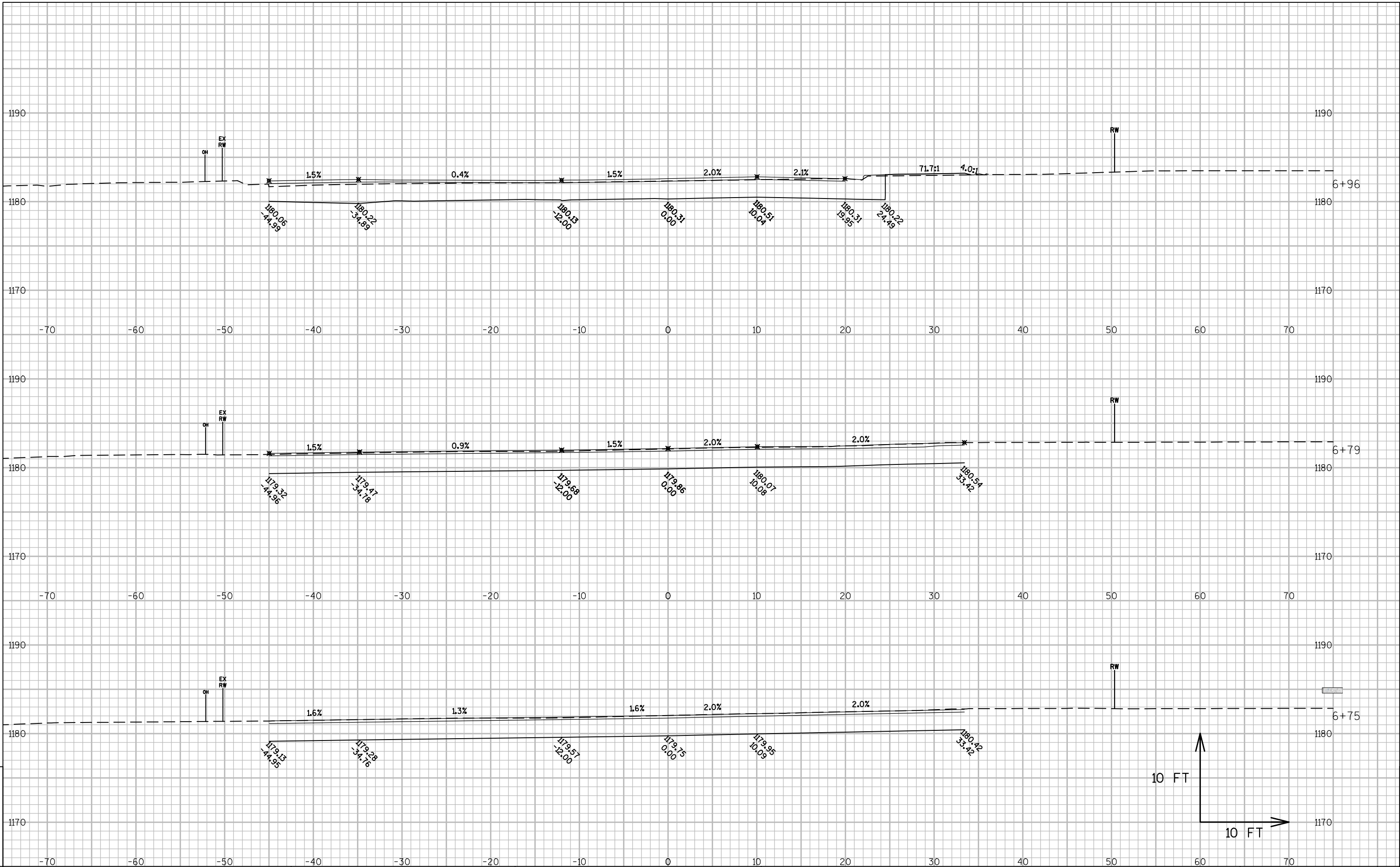
PLOT DATE : 3/17/2016 8:19 AM

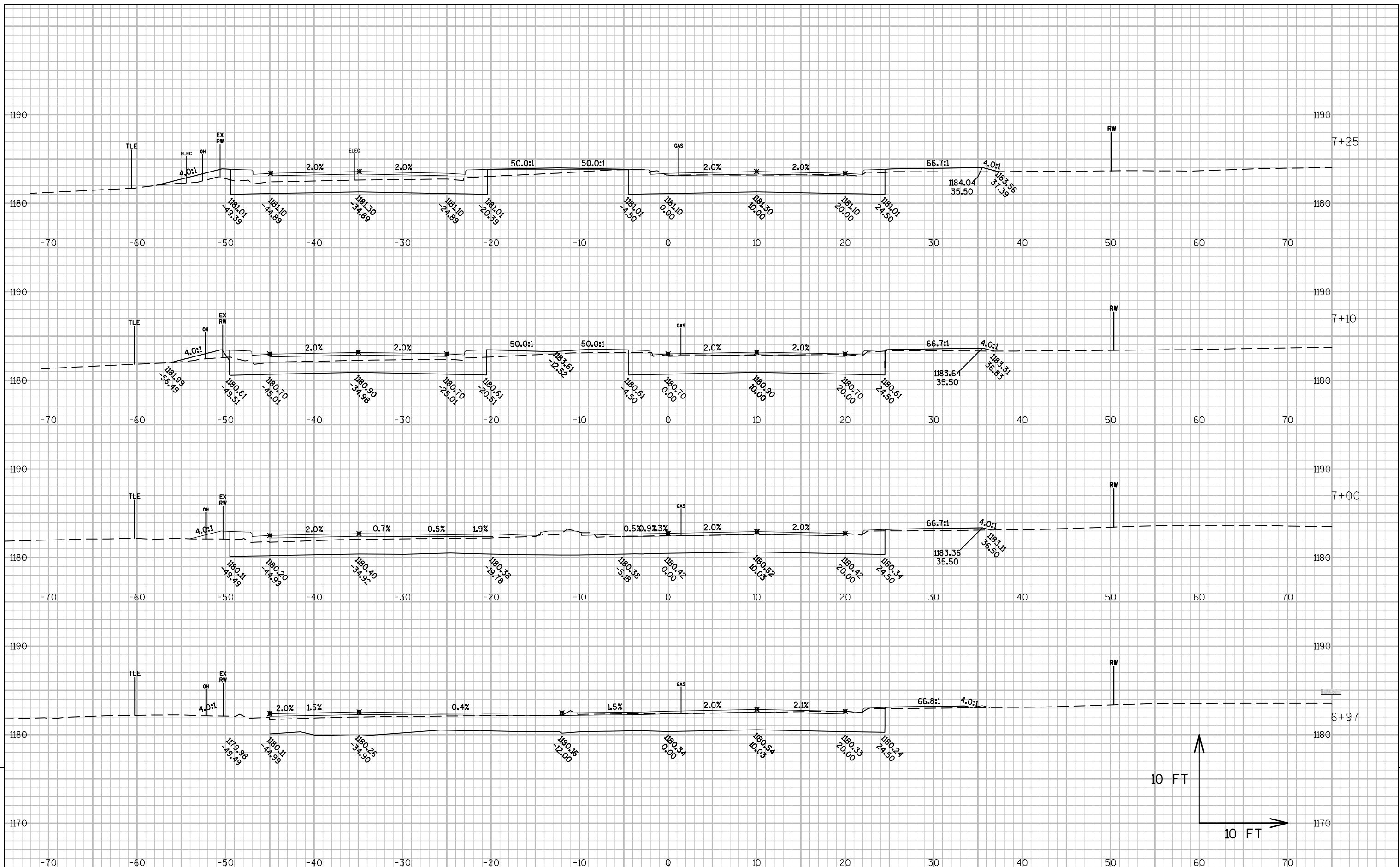
PLOT BY : BURG, ALEIGHA J

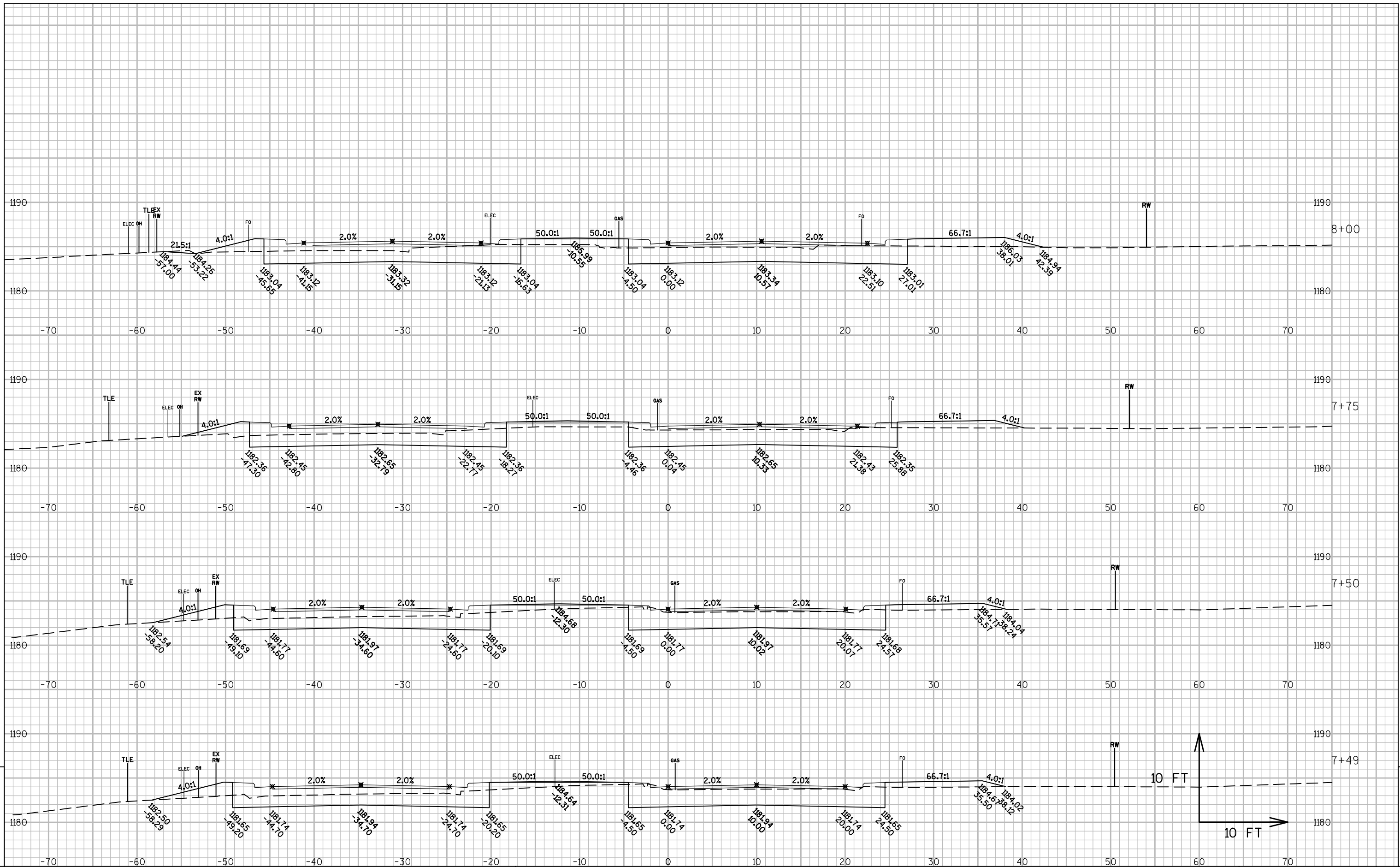
PLOT NAME :

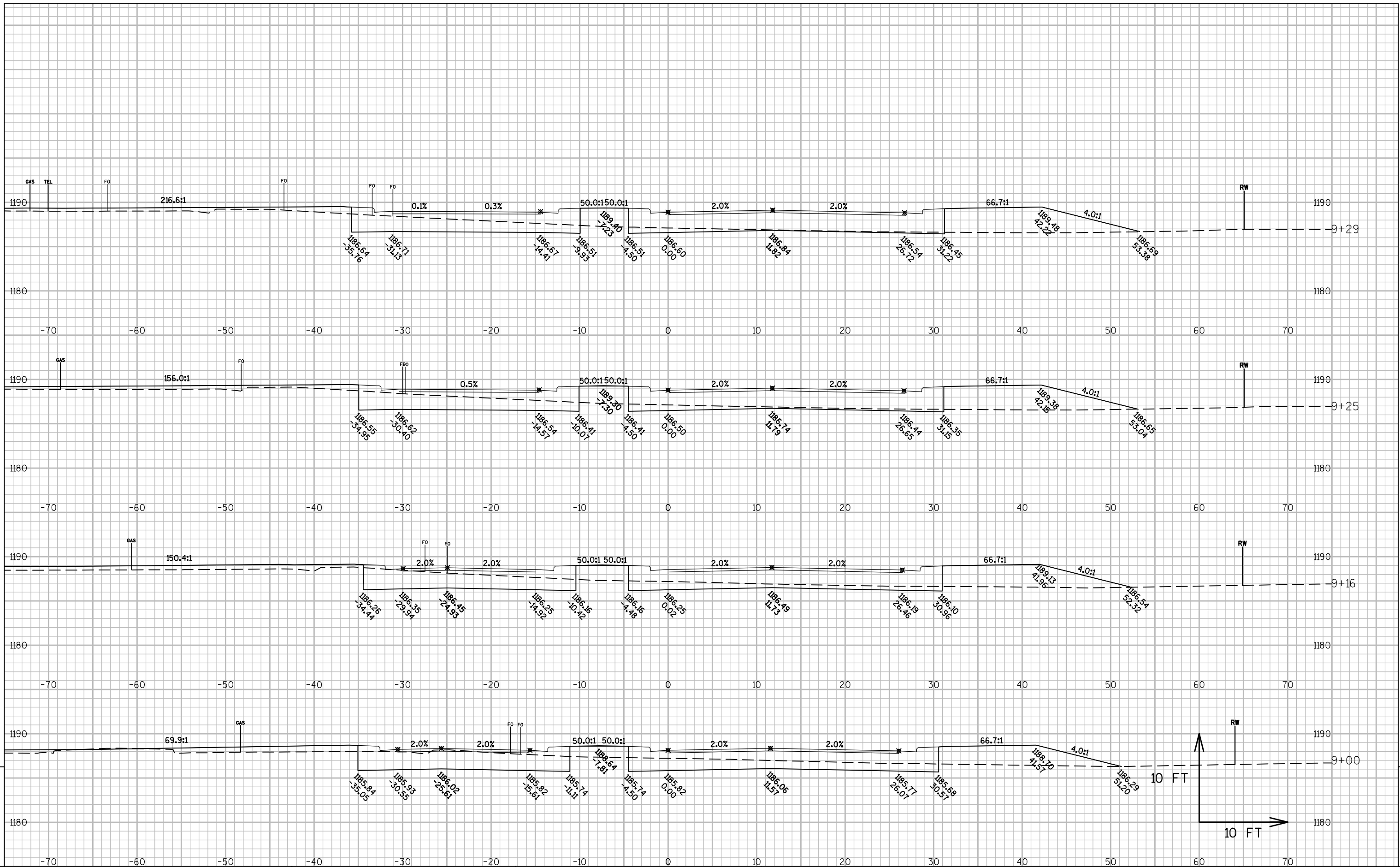
PLOT SCALE : 1 IN:10 FT

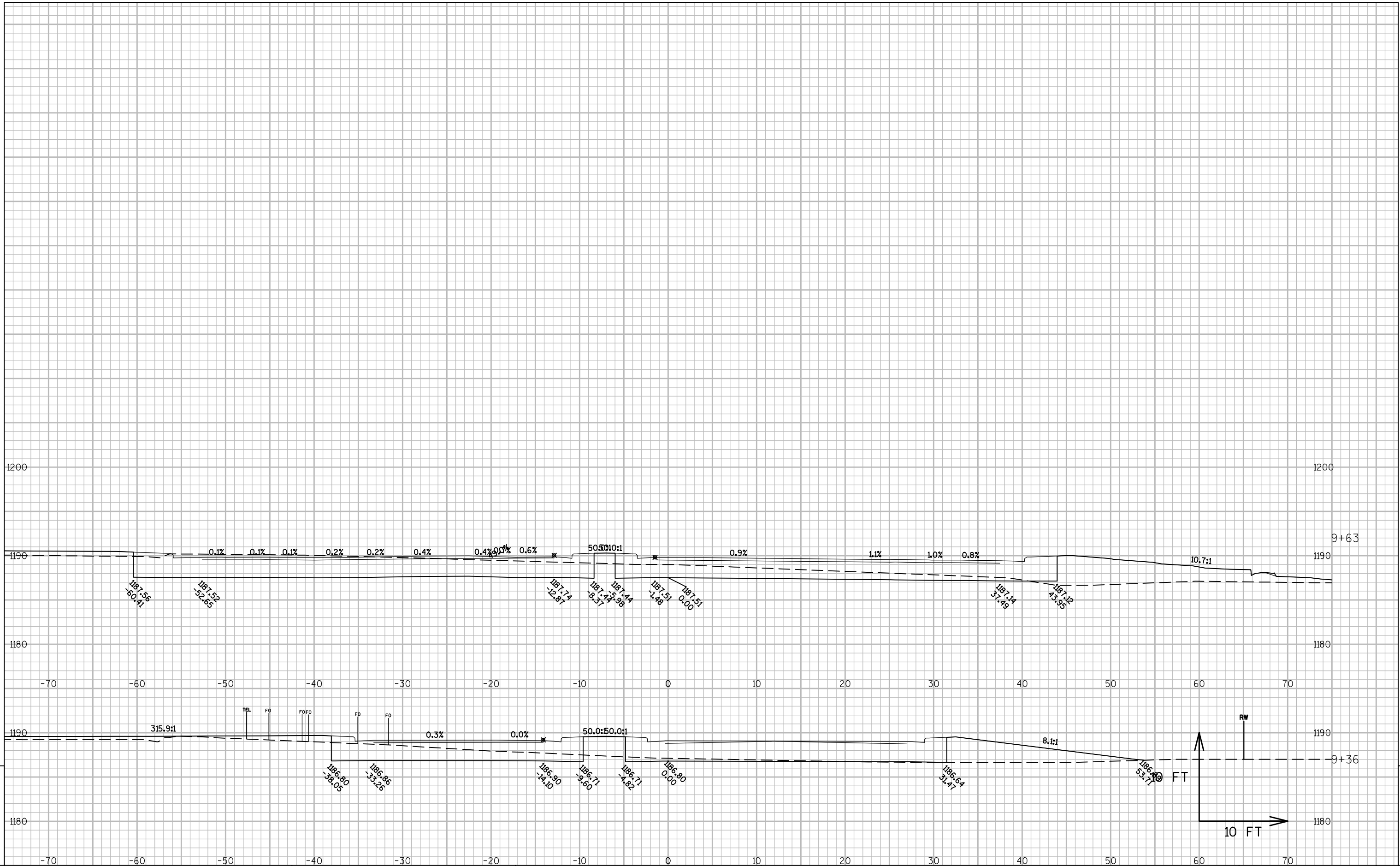
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Notes



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