

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 = 94

# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

## PLAN OF PROPOSED IMPROVEMENT

### FOX LAKE - WAUPUN

EDGELAWN DRIVE TO WEST STREET

### STH 68

### DODGE COUNTY

### C WAUPUN, FOX LAKE STREET

WEST STREET TO STH 49

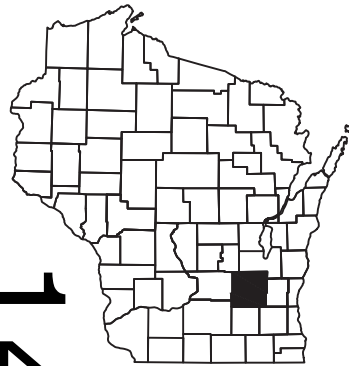
### STH 68

### DODGE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6070-02-60	WISC 2020554	1
6070-02-70	WISC 2020555	1

STATE PROJECT NUMBER
<b>6070-02-60</b>

STATE PROJECT NUMBER
<b>6070-02-70</b>



# 14

DESIGN DESIGNATION

A.A.D.T. 2014	=	2300
A.A.D.T. 2021	=	2500
D.H.V.	=	18.4%
D.D.	=	60/40
T.	=	21.9%
DESIGN SPEED	=	60 MPH (-60) / 30 MPH (-70)
ESALS	=	1,600,000

**BEGIN PROJECT 6070-02-60**  
**STA 10+00**  
**X=830006.617**  
**Y=763120.250**

**END PROJECT 6070-02-70**  
**STA 499+55**

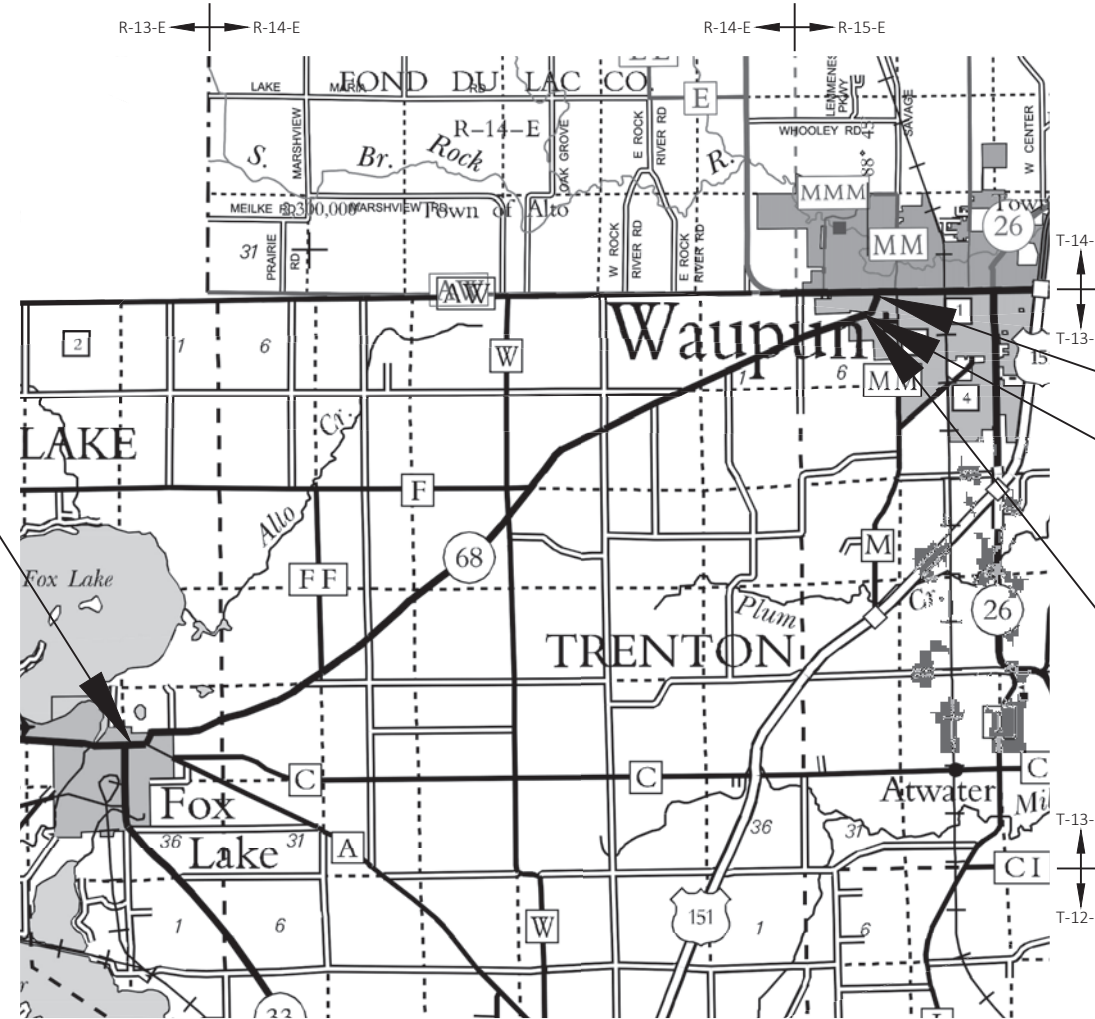
**BEGIN PROJECT 6070-02-70**  
**STA 484+02**  
**X=870076.710**  
**Y=786156.440**

**END PROJECT 6070-02-60**  
**STA 484+02**

CONVENTIONAL SYMBOLS

<b>PLAN</b>	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

<b>PROFILE</b>	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
<b>UTILITIES</b>	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	



TOTAL NET LENGTH OF CENTERLINE = 9.272 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DODGE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	SURVEYOR
Designer	MEGAN SCHERER
Project Manager	JEREMY HALL
Regional Examiner	SW REGION
Regional Supervisor	JAMES OETTINGER
APPROVED FOR THE DEPARTMENT	
DATE: 7/9/2020	(Signature)

**STANDARD ABBREVIATIONS**

AC	ACRE	LC.	LONG CHORD
AGG	AGGREGATE	LS	LUMP SUM
<	ANGLE	M.P.	MARKER POST
AE, AEW	APRON ENDWALL	MGAL	1000 GALLONS
ASPH.	ASPHALTIC	N.C.	NORMAL CROWN
A.D.T.	AVERAGE DAILY TRAFFIC	N	NORTH
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC	NB	NORTHBOUND
B.F.	BACK FACE	NOR	NORMAL
BM	BENCHMARK	NO.	NUMBER
BTWN	BETWEEN	PAVT	PAVEMENT
CTR.	CENTER	P.L.E.	PERMANENT LIMITED EASEMENT
C/L	CENTER LINE	P.C.	POINT OF CURVATURE
Δ	CENTRAL ANGLE OR DELTA	P.I.	POINT OF INTERSECTION
C.E.	COMMERCIAL ENTRANCE	P.T.	POINT OF TANGENCY
CONST.	CONSTRUCTION	PCC	PORTLAND CEMENT CONCRETE
CMCP	CORRUGATED METAL CULVERT PIPE	P.E.	PRIVATE ENTRANCE
CMP	CORRUGATED METAL PIPE	PGL	PROFILE GRADE LINE
CO.	COUNTY	P.L.	PROPERTY LINE
CTH	COUNTY TRUNK HIGHWAY	R	RADIUS OR RANGE
CR.	CREEK	R/L	REFERENCE LINE
CABC	CRUSHED AGGREGATE BASE COURSE	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
CY	CUBIC YARD	REQ'D	REQUIRED
CP	CONTROL POINT OR CULVERT PIPE	RT	RIGHT
C&G	CURB AND GUTTER	R.H.F.	RIGHT HAND FORWARD
D	DEGREE OF CURVE	R/W	RIGHT OF WAY
D.H.V.	DESIGN HOURLY VOLUME	RD.	ROAD
DIA.	DIAMETER	SHLD.	SHOULDER(S)
D.D.	DIRECTIONAL DISTRIBUTION	SHR.	SHRINKAGE
DISCH.	DISCHARGE	S	SOUTH
DMS	DYNAMIC MESSAGE SIGN	SB	SOUTHBOUND
EA	EACH	S.F.	SQUARE FOOT (FEET)
E	EAST	SDD	STANDARD DETAIL DRAWING(S)
EB	EASTBOUND	STH	STATE TRUNK HIGHWAY
ELEC.	ELECTRIC(AL), ELEC. CABLE	STA.	STATION
EL., ELEV.	ELEVATION	S.E.	SUPERELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS	S/L	SURVEY LINE
EXC.	EXCAVATION	SYM	SYMMETRICAL
EXIST	EXISTING	T.	PERCENT TRUCKS
F.F.	FACE TO FACE	TEL.	TELEPHONE
FERT.	FERTILIZER	TEMP.	TEMPORARY
F.E.	FIELD ENTRANCE	T.L.E.	TEMPORARY LIMITED EASEMENT
F/L, F.L.	FLOW LINE	T.O.C.	TOP OF CURB
GALV.	GALVANIZE	TYP	TYPICAL
H.S.	HIGH STRENGTH	UNCL.	UNCLASSIFIED
CWT	HUNDRED WEIGHT	U.G.	UNDERGROUND (CABLE)
INL	INLET	VAR	VARIABLE
INTER.	INTERSECTION	V.C.	VERTICAL CURVE
IH	INTERSTATE HIGHWAY	V.P.C.	VERTICAL POINT OF CURVATURE
JT.	JOINT	V.P.I.	VERTICAL POINT OF INTERSECTION
LT	LEFT	V.P.T.	VERTICAL POINT OF TANGENCY
L.H.F.	LEFT HAND FORWARD	Wt.	WEIGHT
L.	LENGTH OF CURVE	W	WEST
L.F.	LINEAR FOOT(FEET)	WB	WESTBOUND

**WISDOT CONTACTS**

WISDOT PROJECT MANAGER  
JEREMY HALL, P.E.  
2101 WRIGHT ST.  
MADISON, WI 53704  
(608) 245-2655  
jeremy.hall@dot.wi.gov

WISDOT PROJECT LEADER  
MEGAN SCHERER  
944 VANDERPERREN WAY  
GREEN BAY, WI 54304  
(920) 492-7702  
megan.scherer@dot.wi.gov

**DNR CONTACTS**

ERIC HEGGELUND  
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST  
WISCONSIN DEPT. OF NATURAL RESOURCES  
SOUTH CENTRAL REGION  
3911 FISH HATCHERY ROAD  
MADISON, WI 53711  
(608) 275-3301  
eric.heggelund@wisconsin.gov

**COMMUNICATIONS**

AT&T WISCONSIN  
CHARLES BARTELT  
70 E DIVISION ST  
FOND DU LAC, WI 54935  
PHONE: (920) 929-1013  
EMAIL: cb1461@att.com

**COMMUNICATIONS**

CHARTER COMMUNICATIONS  
NICK FRASE  
1515 WEST WASHINGTON ST  
WEST BEND, WI 53095  
PHONE: (920) 793-2216  
EMAIL: nick.frase@charter.com

**COMMUNICATIONS**

CENTURYLINK  
KEVIN ZICKERT  
224 INDUSTRIAL DR  
NORTH PRAIRIE, WI 53153  
PHONE: (262) 392-5200  
EMAIL: kevin.zickert@centurylink.com

**GENERAL NOTES**

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT THE APPROVAL OF THE FIELD ENGINEER.

DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED APPROXIMATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.

SEE STANDARD DETAIL DRAWINGS 15C4 "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" AND 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR TRAFFIC CONTROL DETAILS. PLACE ONE PCMS BOARD ON EACH END OF THE PROJECT ONE WEEK BEFORE CONSTRUCTION BEGINS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED 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, ALL SIGNS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

THE EXACT LOCATIONS AND LIMITS OF COMMERCIAL, FIELD, AND PRIVATE ENTRANCES SHALL BE DETERMINED BY THE FIELD ENGINEER.

APPLY TACK COAT TO THE MILLED SURFACE AT A RATE OF 0.07 GAL/SY AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

HMA PAVEMENT LIMITS AT INTERSECTIONS ARE TO BE DETERMINED BY THE FIELD ENGINEER.

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

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

MILLED MATERIAL SHALL NOT BE INCORPORATED IN THE NEW SHOULDERS UNLESS OTHERWISE DIRECTED BY THE FIELD ENGINEER.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN IN THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

IF THERE ARE CONFLICTS WITH SIGNS OR OTHER WORK UNDER THIS PROJECT, THE CONTRACTOR WILL WORK AROUND THE UTILITY FACILITIES.

LOCATE NO PASSING ZONES AND MOVE W14-3 "NO PASSING ZONE" SIGNS WHERE APPLICABLE.

SEE STANDARD DETAIL DRAWINGS 15C8 "PAVEMENT MARKING - MAINLINE, TURN LANES", 15C33 "STOP LINE AND CROSSWALK PAVEMENT MARKING", AND 15C35 "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING DETAILS.

**UTILITIES CONTACTS**

**ELECTRIC**

ALLIANT ENERGY  
MARY MONTGOMERY  
200 FIRST STREET  
CEDAR RAPIDS, IA 52401  
PHONE: (319) 786-4768  
marymontgomery@alliantenergy.com

**GAS**

ALLIANT ENERGY  
MICHAEL BROLIN  
4902 NORTH BILTMORE LN  
MADISON, WI 53713  
PHONE: (608) 458-4871  
EMAIL: michaelbrolin@alliantenergy.com

**GAS**

KOCH PIPELINE COMPANY L.P.  
ELIZABETH BARTLEY  
13775 CLARK RD  
ROSEMOUNT, MN 55068  
PHONE: (612) 244-9950  
EMAIL: elizabeth.bartley@fhr.com

**ELECTRIC - TRANSMISSION**

ATC MANAGEMENT, INC  
ANTHONY MARCINIAK  
W 234 N 2000 RIDGEVIEW PARKWAY CT  
P.O. BOX 47  
WAUKESHA, WI 53187-0047  
PHONE: (262) 506-6814  
EMAIL: amarciniak@atcllc.com

**WATER / SEWER**

CITY OF FOX LAKE UTILITIES  
SUSAN HOLLNAGEL  
248 E STATE ST  
P.O. BOX 105  
FOX LAKE, WI 53933  
PHONE: (920) 928-2280  
EMAIL: edd@internetwis.com

**ELECTRIC / WATER / SEWER**

WAUPUN UTILITIES  
RANDY POSTHUMA  
817 S MADISON ST  
P.O. BOX 431  
WAUPUN, WI 53963-0431  
PHONE: (920) 324-7920  
EMAIL: rposthuma@wppienergy.org

**ORDER OF SECTION 2 SHEETS**

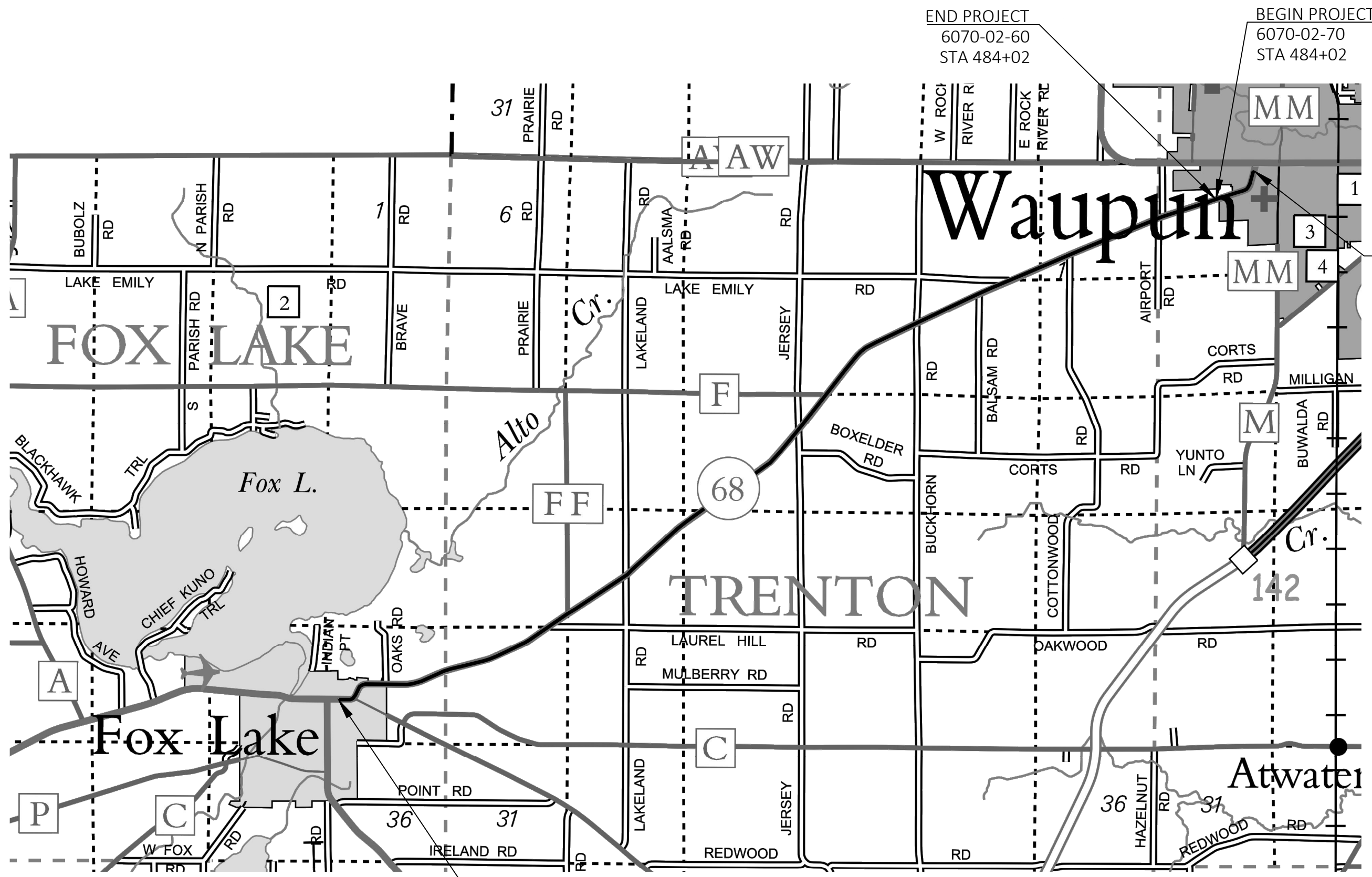
- GENERAL NOTES
- PROJECT OVERVIEW
- EXISTING TYPICAL SECTIONS
- PROPOSED TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- TRAFFIC CONTROL PLAN
- TRAFFIC CONTROL - DETOUR PLAN

TOTAL PAVEMENT THICKNESS	PAVEMENT TYPE	LAYERS
3" HMA PAVEMENT	4 MT 58-28 S	1.75" UPPER LAYER 1.25" LOWER LAYER
3.5" HMA PAVEMENT	4 MT 58-28 S	1.75" UPPER LAYER 1.75" LOWER LAYER



Dial 811 or (800)242-8511

www.DiggersHotline.com



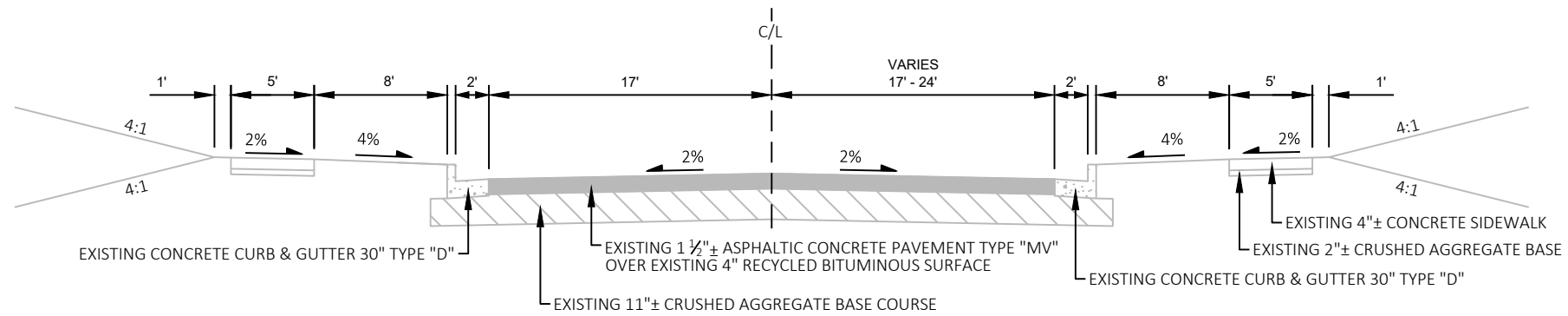
BEGIN PROJECT  
6070-02-60  
STA 10+00

END PROJECT  
6070-02-60  
STA 484+02

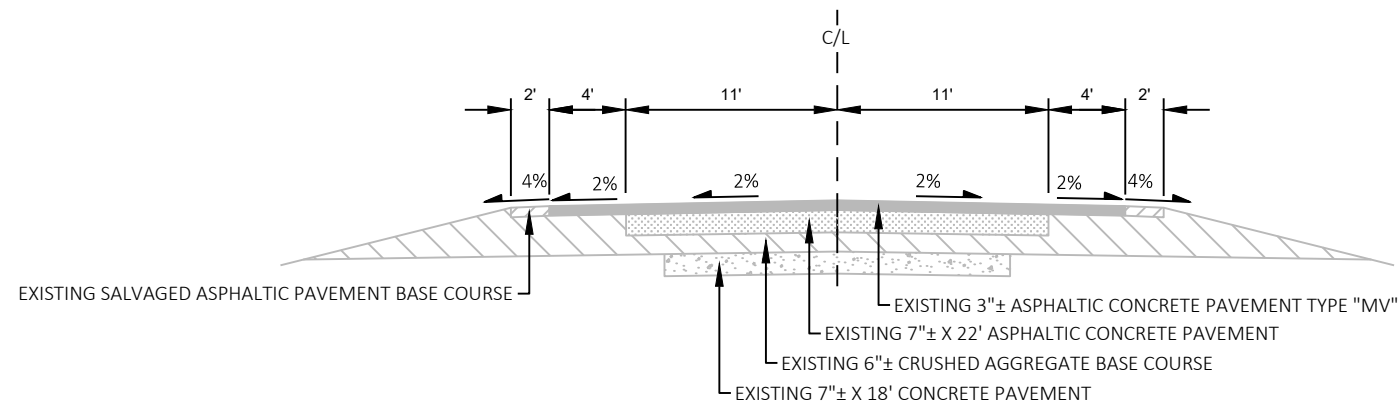
BEGIN PROJECT  
6070-02-70  
STA 484+02

END PROJECT  
6070-02-70  
STA 499+55

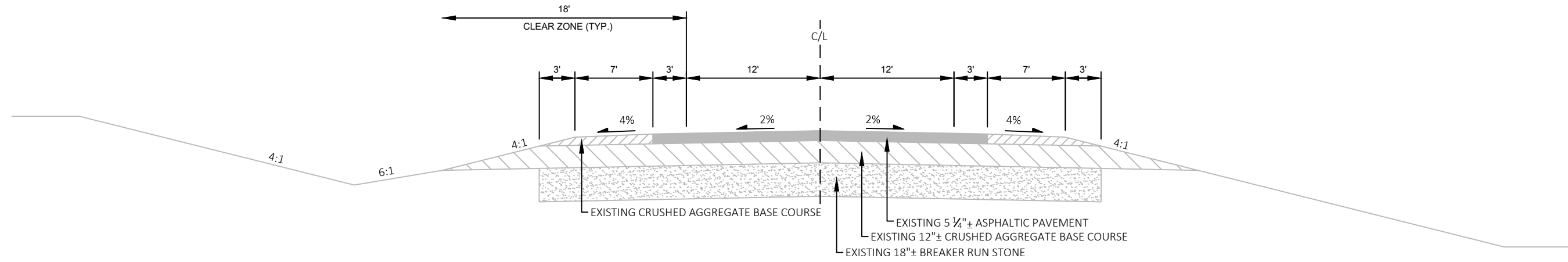
PROJECT NO: 6070-02-60 & 6070-02-70	HWY: STH 68	COUNTY: DODGE	PROJECT OVERVIEW	SHEET	E
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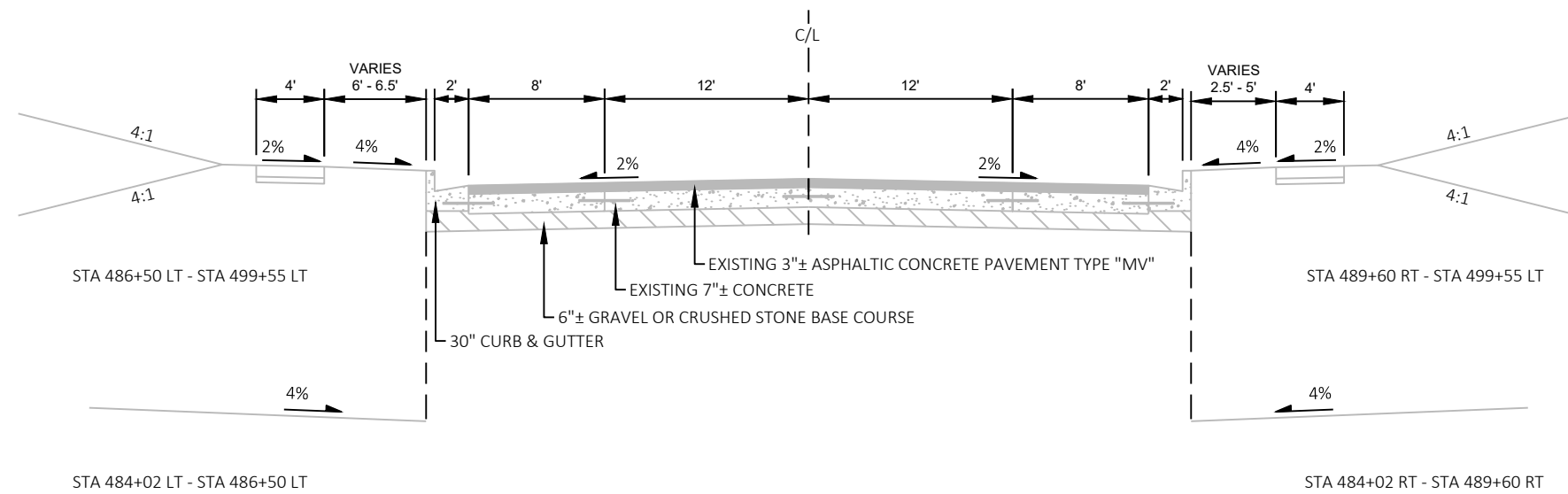
**EXISTING TYPICAL SECTION FOR STH 68**  
**STA 10+00 TO 13+41**



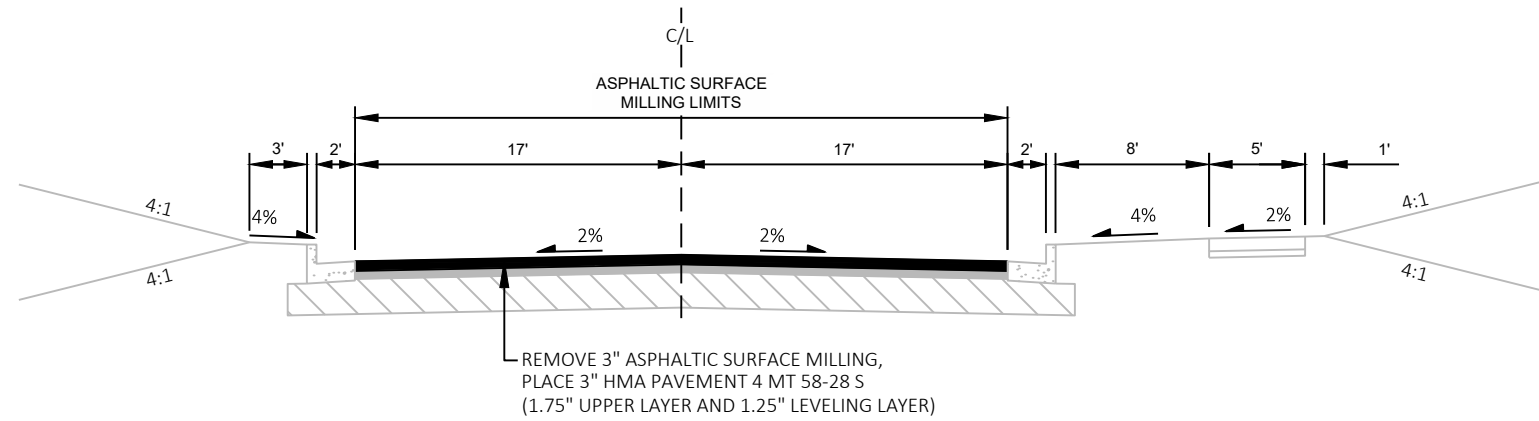
**EXISTING TYPICAL SECTION FOR STH 68**  
**STA 13+41 TO 36+20**  
**STA 66+30 TO 484+02**



**EXISTING TYPICAL SECTION FOR STH 68**  
**STA 36+20 TO 66+30**

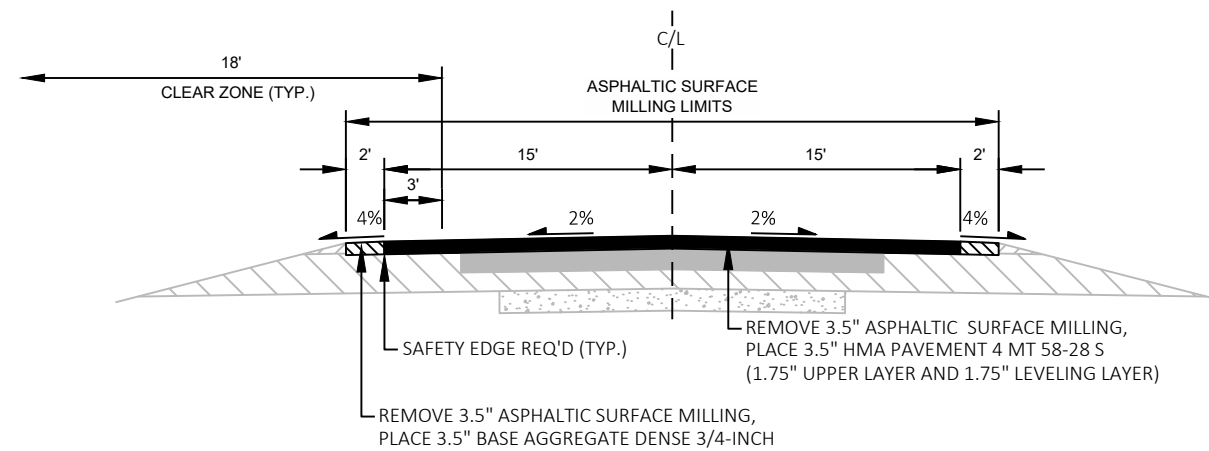


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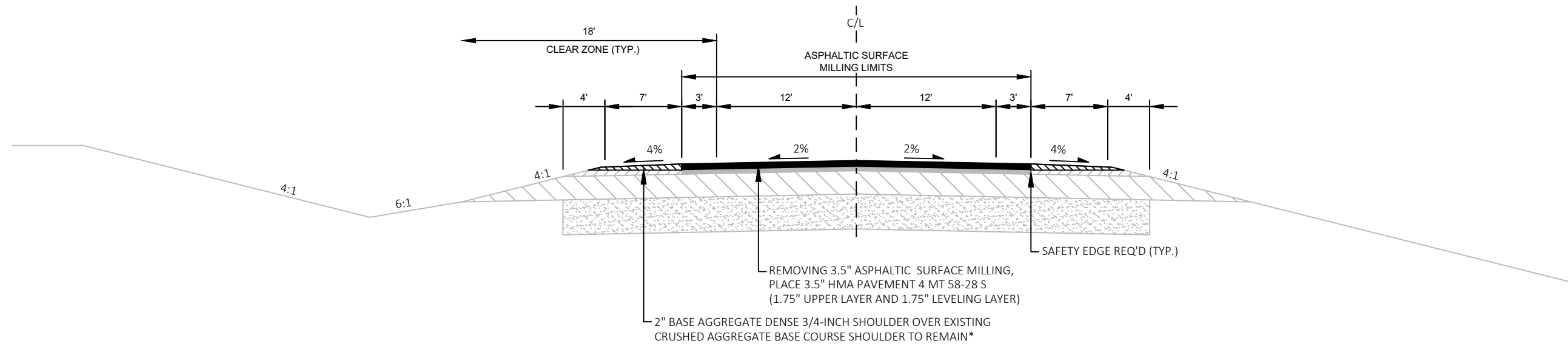


**PROPOSED TYPICAL SECTION FOR STH 68**  
**STA 10+00 TO 13+41**

NOTE:  
 THE CONTRACTOR SHALL VERIFY AND MAINTAIN  
 ALL EXISTING SUPERELEVATION RATES AND  
 SUPERELEVATION TRANSITION RATES OF ALL  
 EXISTING HORIZONTAL CURVES



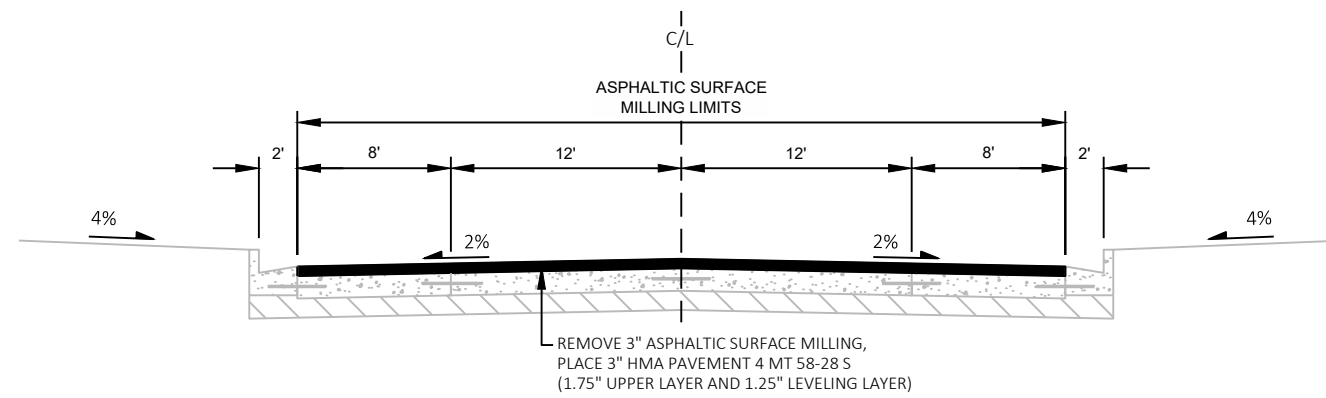
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**STA 13+41 TO 36+20**  
**STA 66+30 TO 484+02**



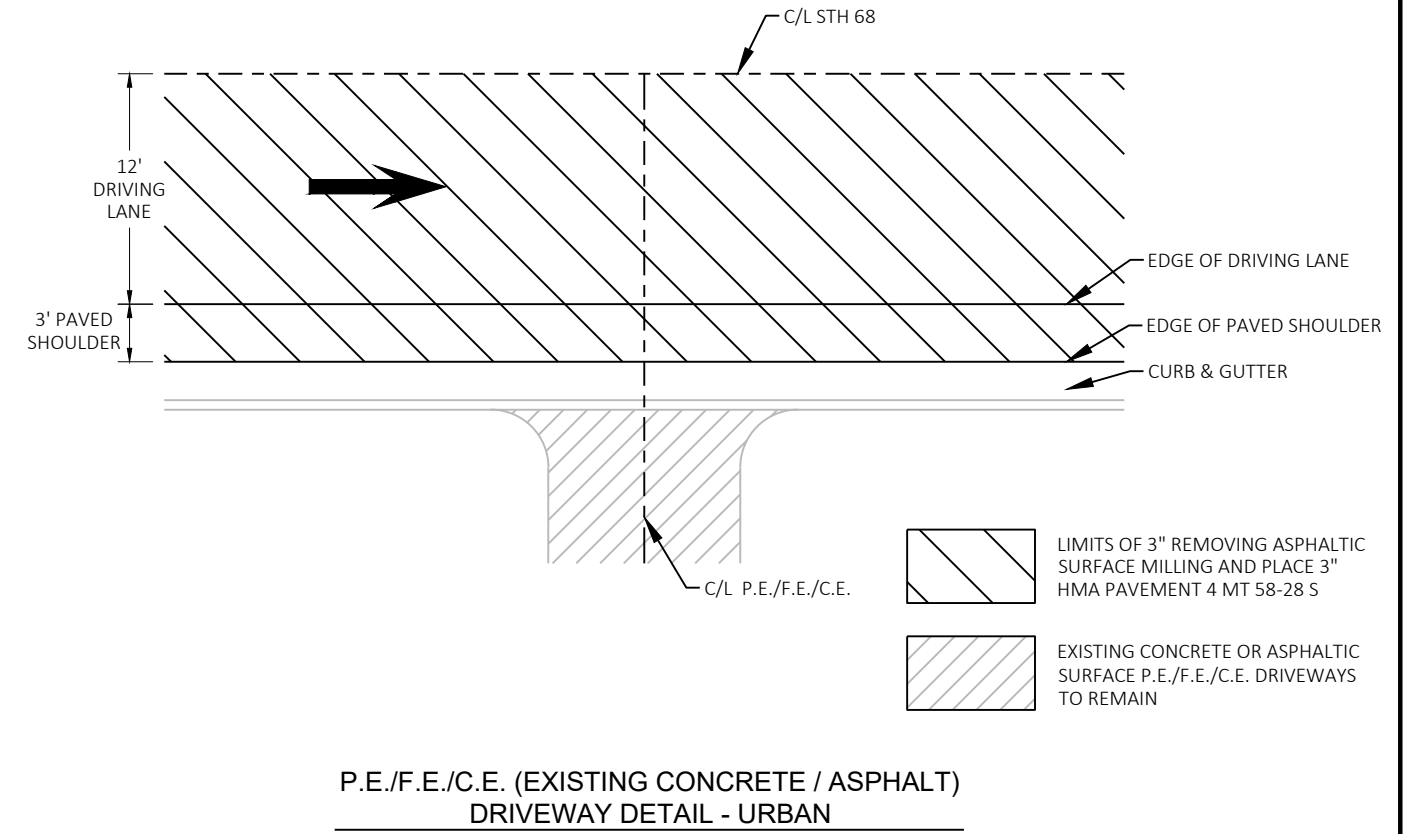
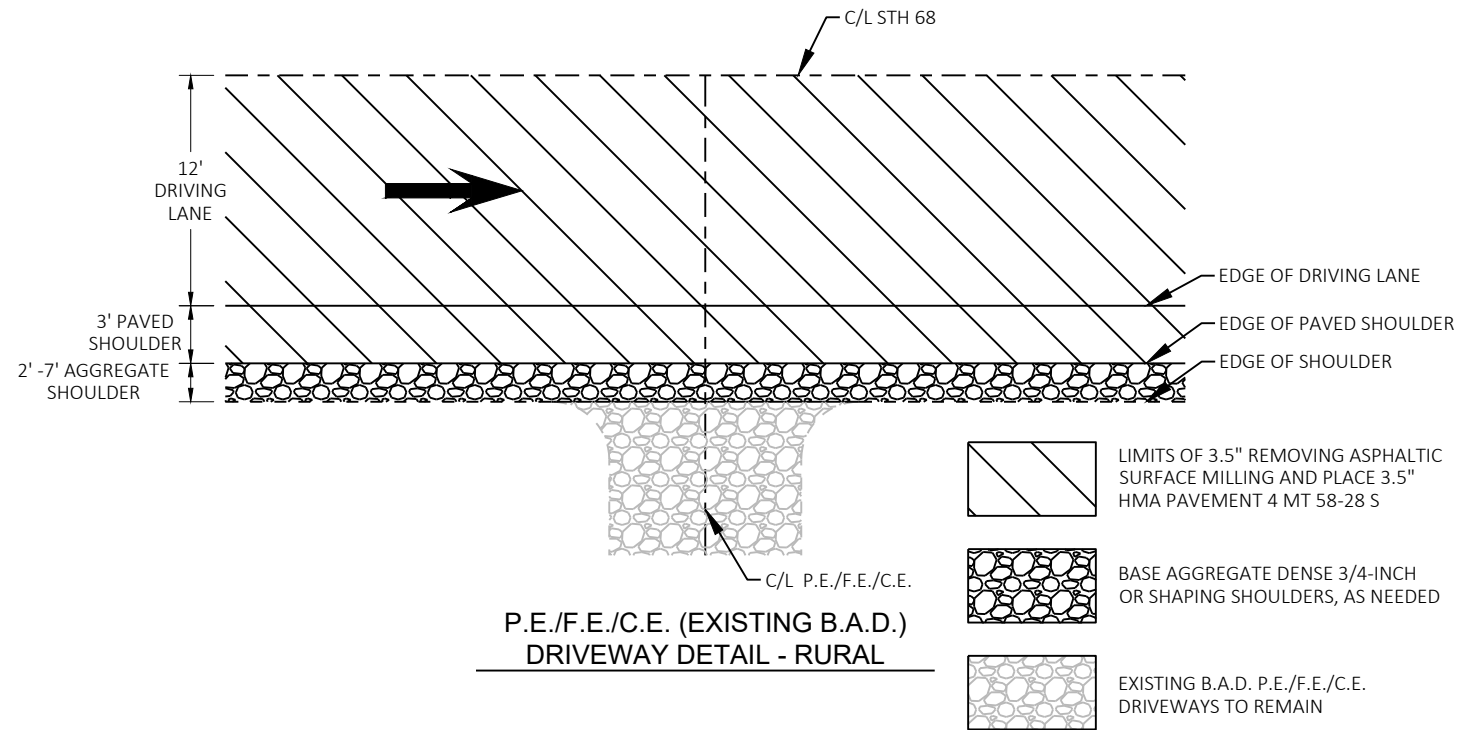
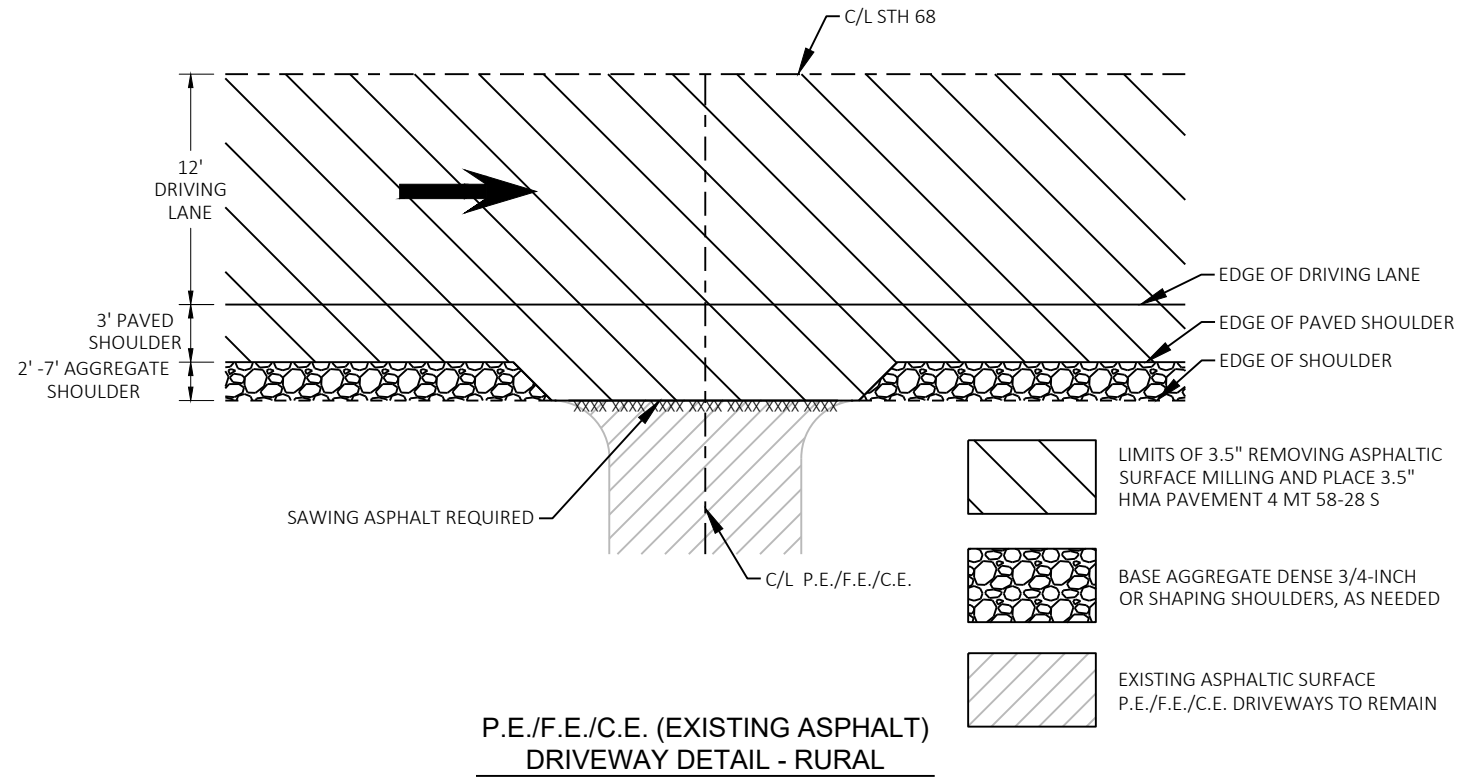
**PROPOSED TYPICAL SECTION FOR STH 68**  
**STA 36+20 TO 66+30**

\*SHAPING SHOULDERS TO BE USED AS DIRECTED BY THE FIELD ENGINEER

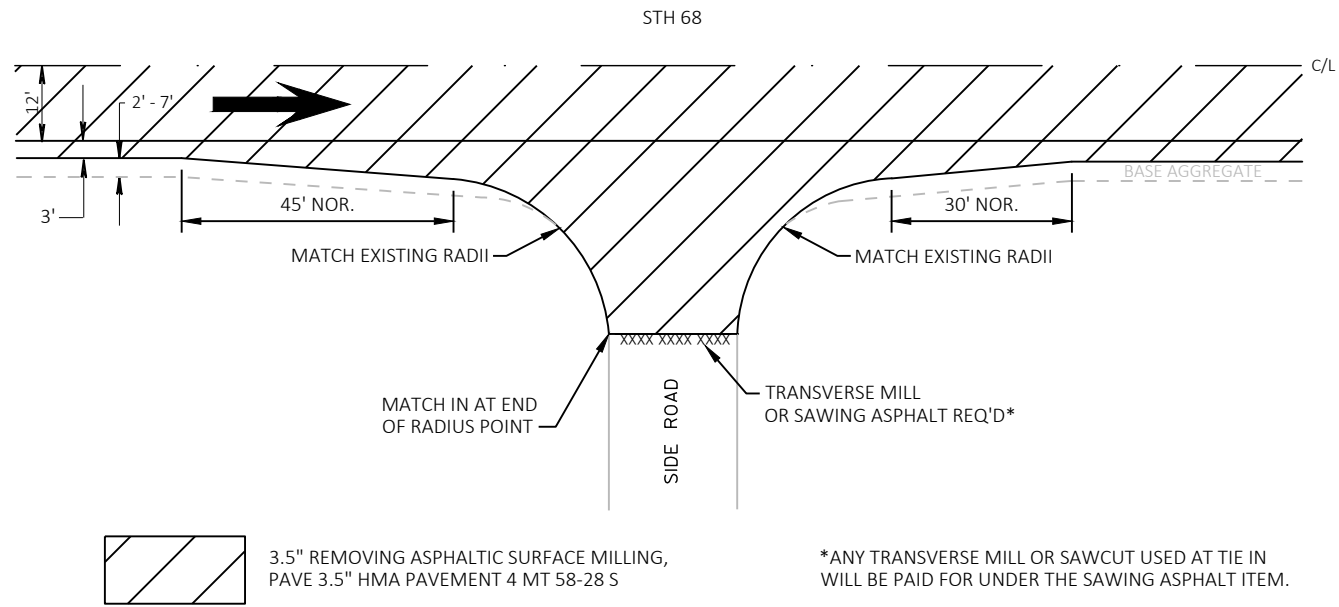
NOTE:  
 THE CONTRACTOR SHALL VERIFY AND MAINTAIN  
 ALL EXISTING SUPERELEVATION RATES AND  
 SUPERELEVATION TRANSITION RATES OF ALL  
 EXISTING HORIZONTAL CURVES



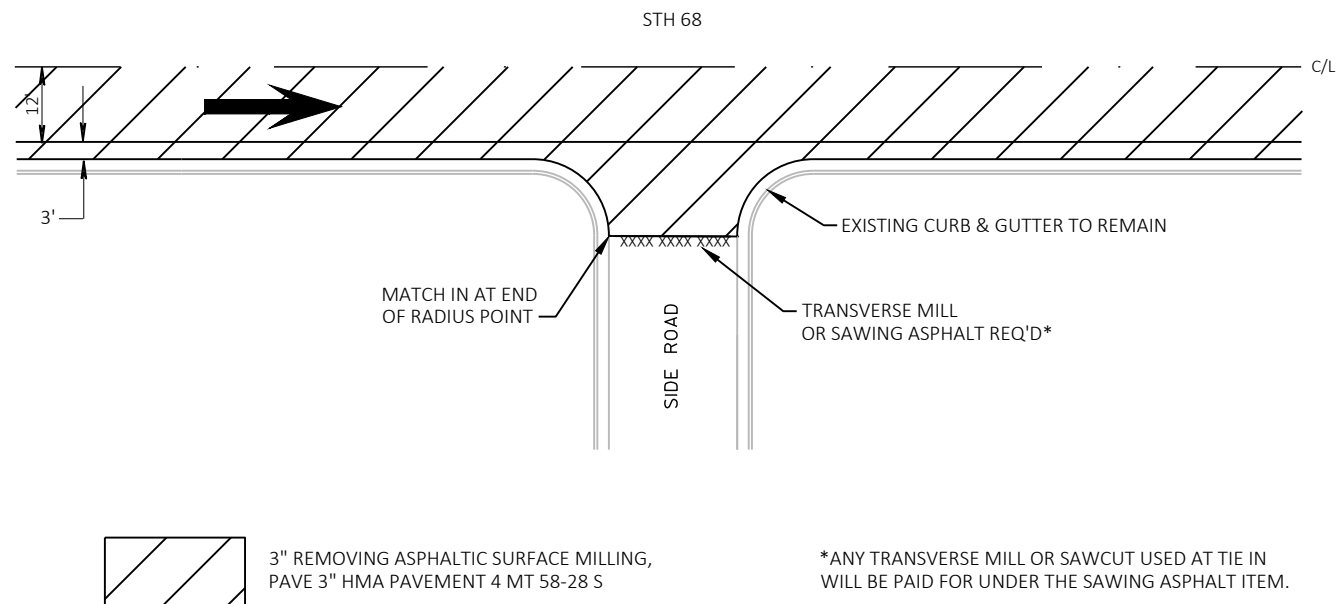
**PROPOSED TYPICAL SECTION FOR STH 68**  
**STA 484+02 TO 499+55**



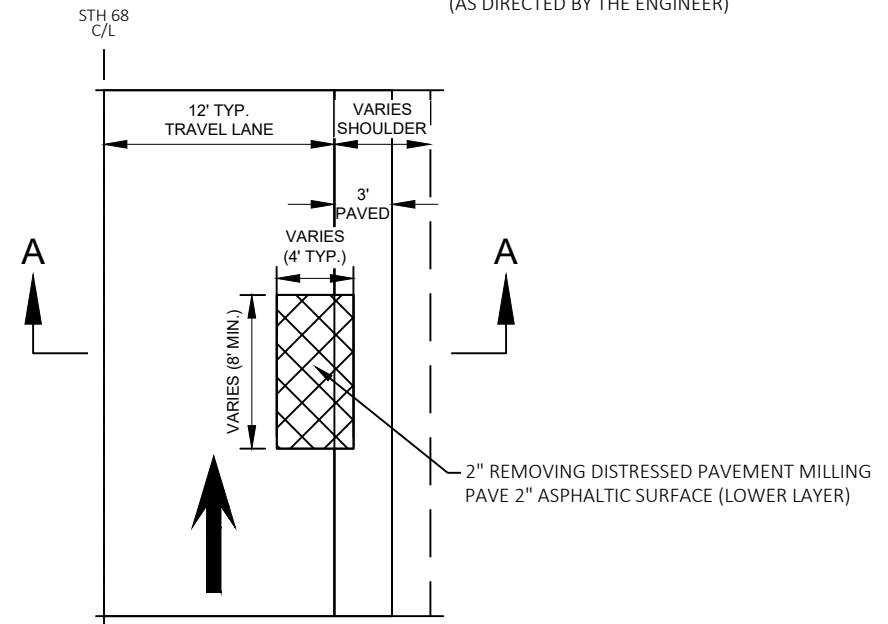
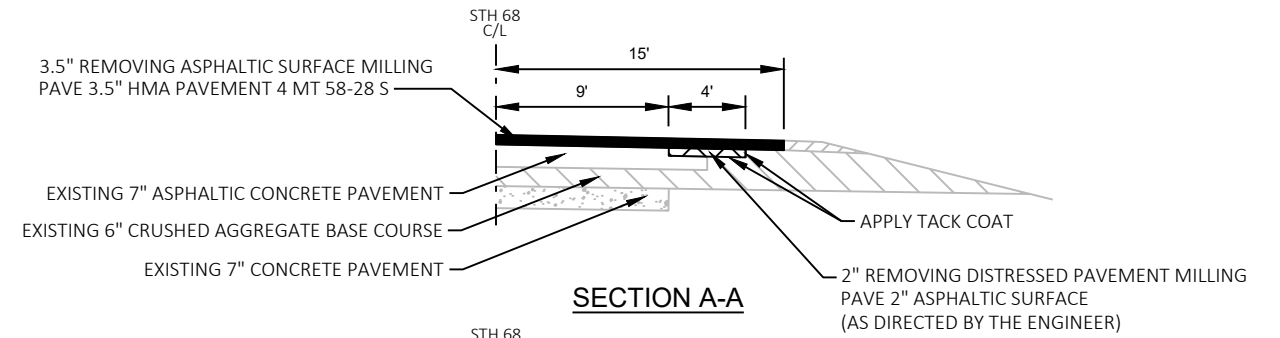




TYPICAL SIDE ROAD DETAIL - RURAL



TYPICAL SIDE ROAD DETAIL - URBAN



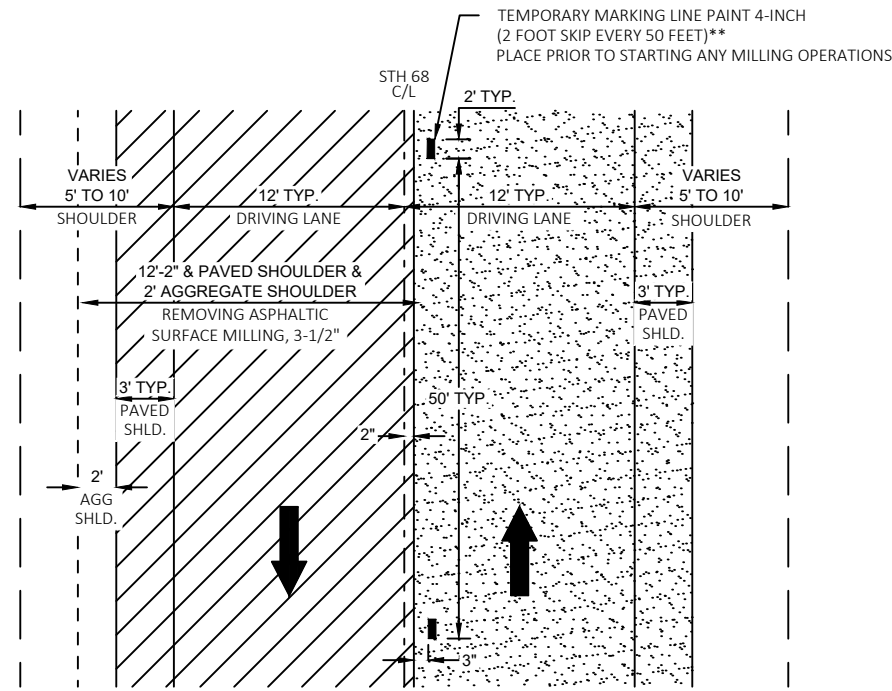
REMOVING DISTRESSED PAVEMENT MILLING DETAIL

SEE BELOW FOR APPROXIMATE LOCATIONS EXACT LOCATIONS AND WIDTHS TO BE DETERMINED BY THE FIELD ENGINEER.

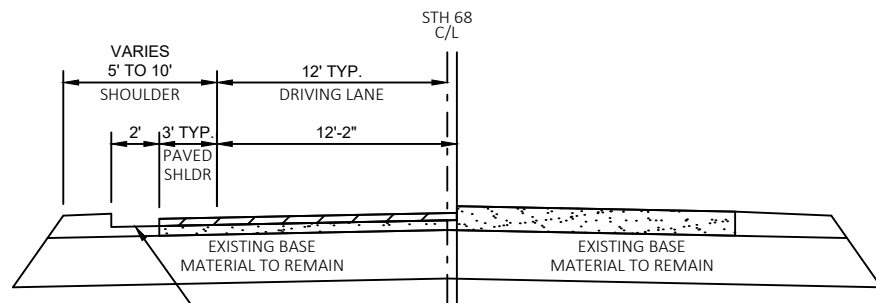
STATION TO STATION OFFSET		
56+90	-	69+50 RT
73+67	-	85+40 RT
89+20	-	139+70 RT
144+65	-	172+90 RT
178+40	-	197+40 RT
201+90	-	208+65 RT
215+70	-	223+40 RT
226+90	-	244+10 RT
252+00	-	285+30 RT
296+70	-	317+80 RT
317+60	-	350+50 RT
356+20	-	356+90 RT
360+30	-	393+25 RT
393+60	-	411+20 RT
414+85	-	473+90 RT

STATION TO STATION OFFSET		
26+20	-	13+90 LT
65+30	-	55+90 LT
77+30	-	72+30 LT
104+60	-	99+00 LT
113+30	-	108+90 LT
141+90	-	116+20 LT
173+20	-	142+20 LT
195+50	-	176+60 LT
218+00	-	200+20 LT
221+00	-	220+00 LT
230+30	-	229+30 LT
249+20	-	246+00 LT
256+90	-	252+60 LT
266+10	-	261+60 LT

STATION TO STATION OFFSET		
272+80	-	268+50 LT
285+65	-	284+10 LT
291+60	-	289+60 LT
297+80	-	294+60 LT
317+60	-	303+40 LT
344+85	-	341+95 LT
357+45	-	351+85 LT
395+35	-	392+60 LT
420+55	-	412+50 LT
434+15	-	423+55 LT
448+95	-	440+90 LT
468+65	-	457+60 LT
473+10	-	471+95 LT



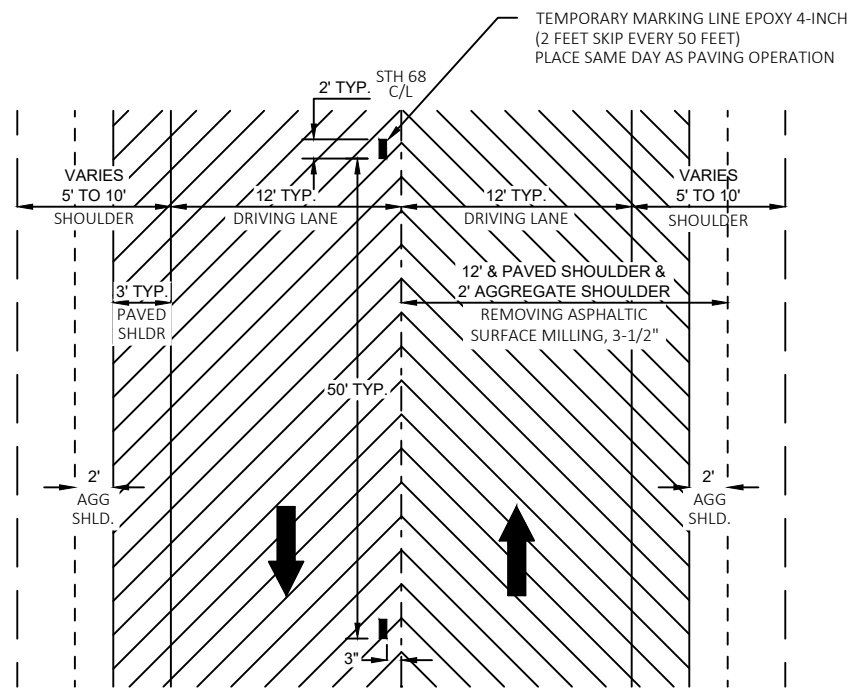
PLAN VIEW



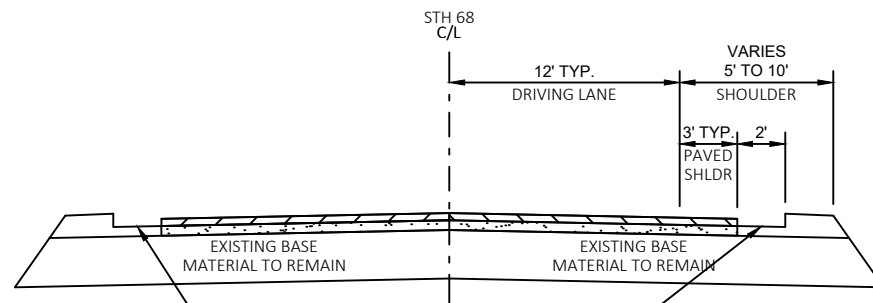
CROSS SECTION VIEW

RURAL LONGITUDINAL PAVEMENT JOINT DETAIL - FIRST PASS

STA 13+41 - STA 484+02



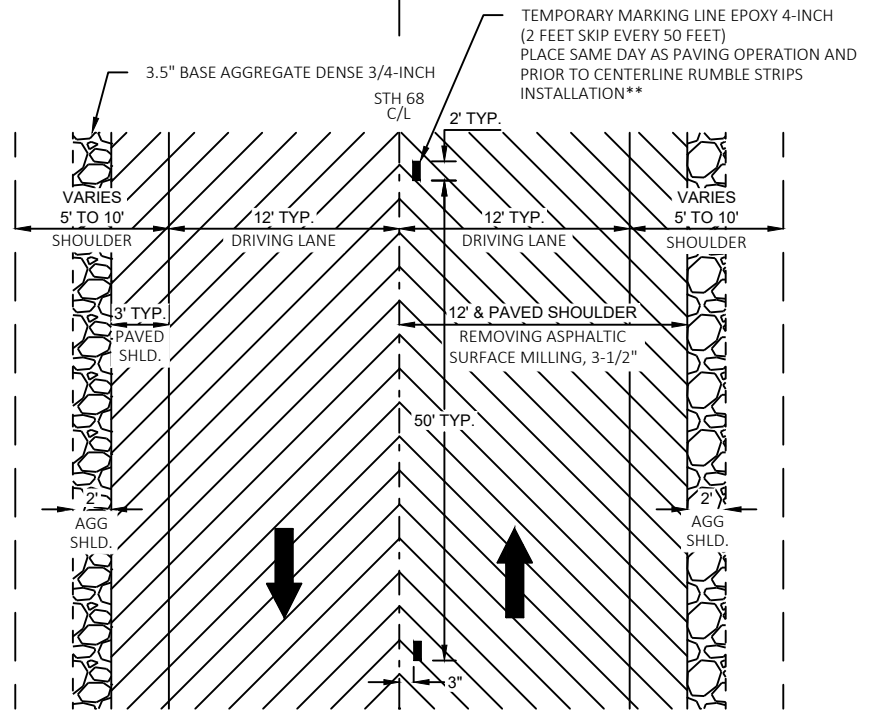
PLAN VIEW



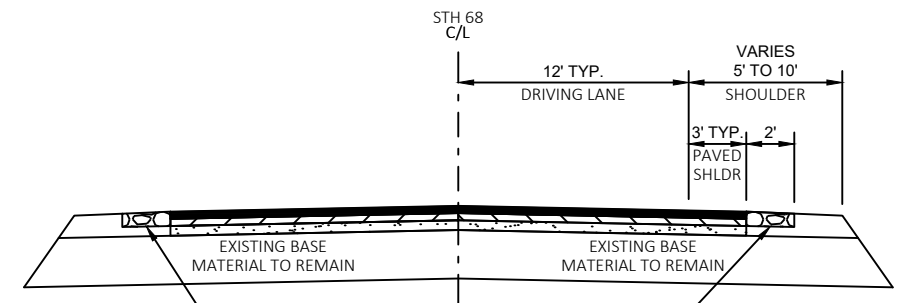
CROSS SECTION VIEW

RURAL LONGITUDINAL PAVEMENT JOINT DETAIL - SECOND PASS

STA 13+41 - STA 484+02



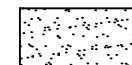
PLAN VIEW



CROSS SECTION VIEW

RURAL LONGITUDINAL PAVEMENT JOINT DETAIL - THIRD PASS

STA 13+41 - STA 484+02



EXISTING ASPHALTIC SURFACE TO REMAIN



SECOND PASS 1-3/4" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS



FIRST PASS 1-3/4" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS



THIRD PASS 1-3/4" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS



3.5" BASE AGGREGATE DENSE 3/4-INCH

NOTES

BINDER LAYER MUST BE PAVED PRIOR TO MILLING ADJACENT TRAVELED LANE.

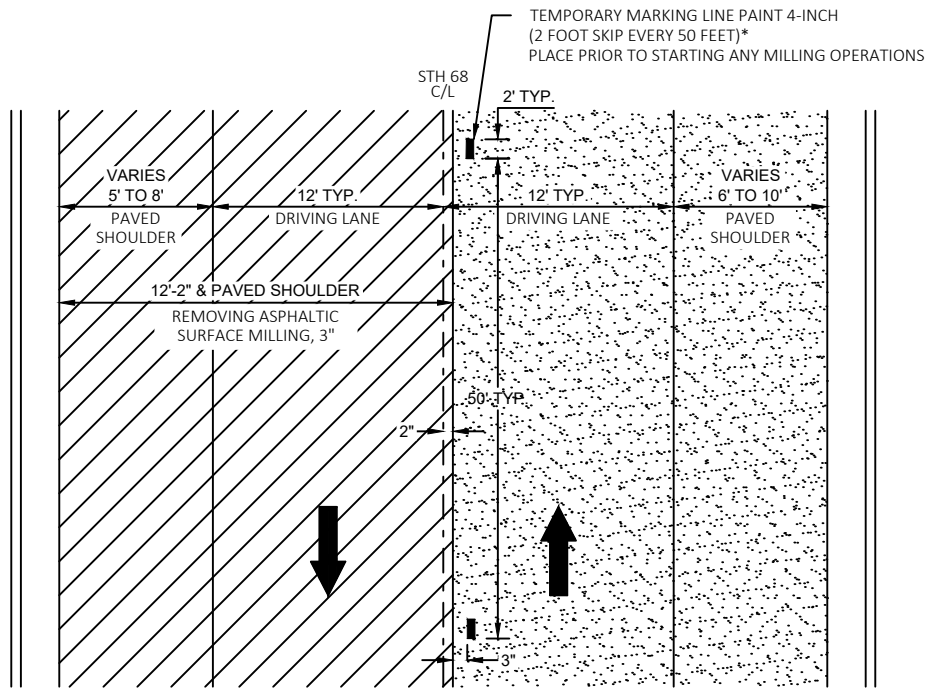
NORTHBOUND LANE TO BE MILLED AND BINDER PAVED PRIOR TO MILLING SOUTHBOUND LANE.

DIFFERING HEIGHT GREATER THAN 2" BETWEEN ADJACENT TRAVELED LANES WILL NOT BE PERMITTED OVERNIGHT.

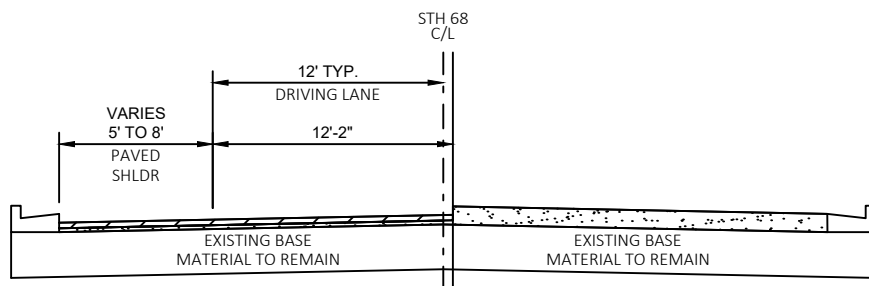
SEE STANDARD DETAIL DRAWING 15C8 PAVEMENT MARKING, MAINLINE AND TURN LANES AND 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING FOR PERMANENT PAVEMENT MARKING DETAILS.

\*REQUIRED ONLY IN LOCATIONS WHERE EXISTING PAVEMENT MARKING WILL NOT BE VISIBLE FOR MORE THAN 50 FEET AFTER MILLING.

\*\*TEMPORARY PAVEMENT MARKING TO BE PLACED IN LOCATION OF PERMANENT MARKINGS. MARKING LINE EPOXY 4-INCH REQUIRED AFTER INSTALLING CENTERLINE RUMBLE STRIPS.



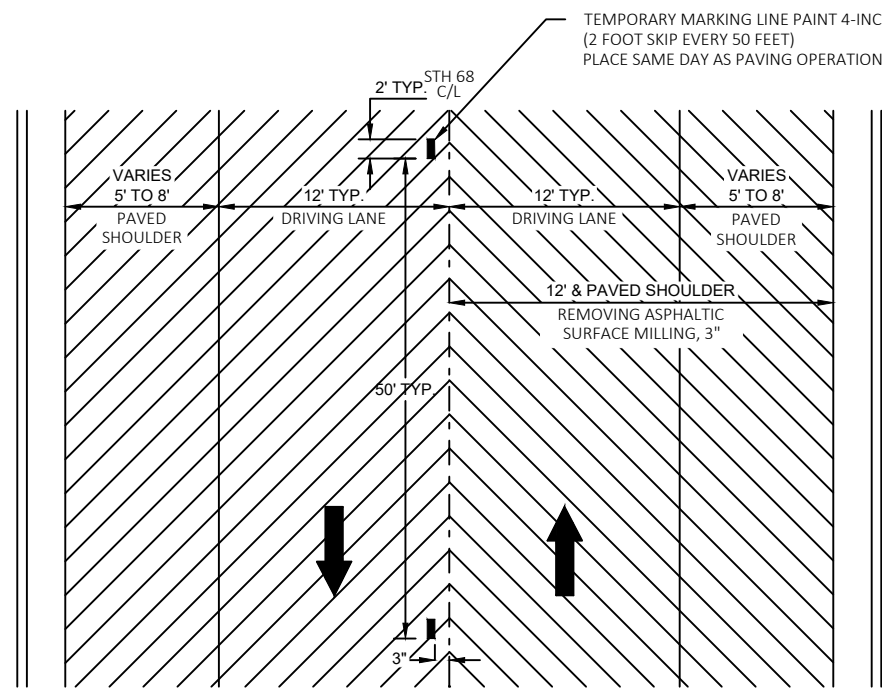
PLAN VIEW



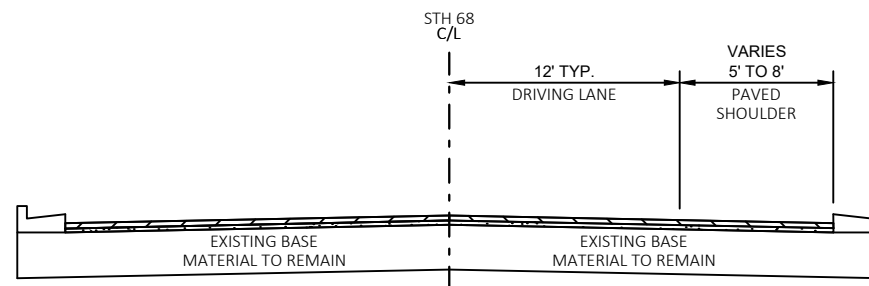
CROSS SECTION VIEW

URBAN LONGITUDINAL PAVEMENT JOINT DETAIL - FIRST PASS

STA 10+00 - STA 13+41  
STA 484+02 - STA 499+55



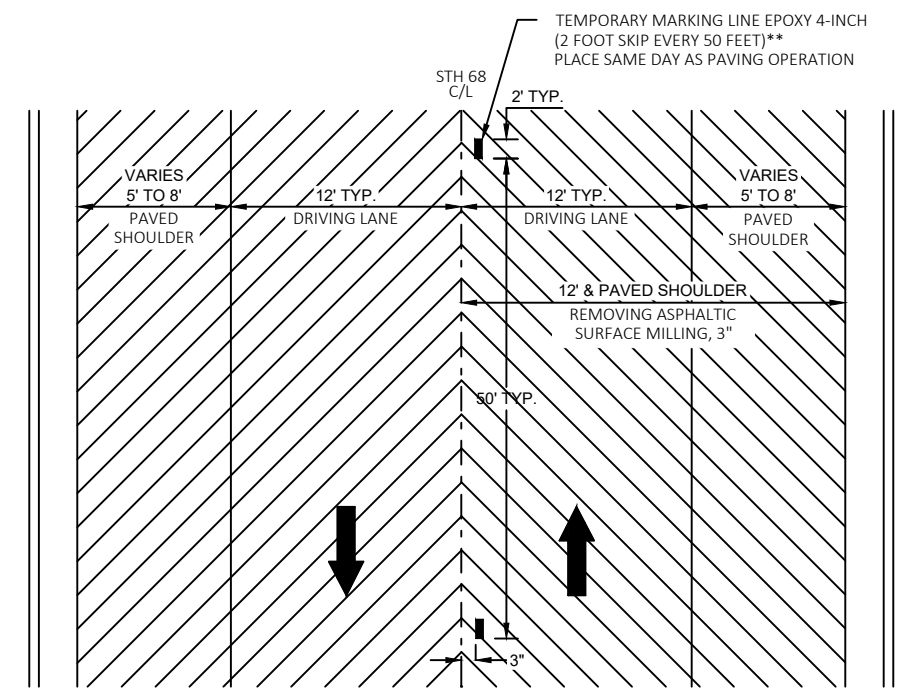
PLAN VIEW



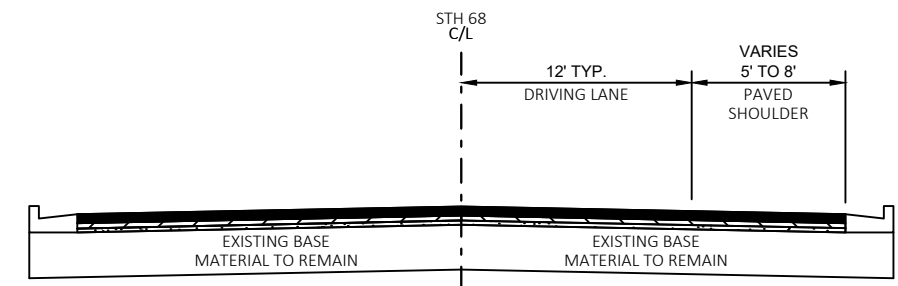
CROSS SECTION VIEW

URBAN LONGITUDINAL PAVEMENT JOINT DETAIL - SECOND PASS

STA 10+00 - STA 13+41  
STA 484+02 - STA 499+55



PLAN VIEW



CROSS SECTION VIEW

URBAN LONGITUDINAL PAVEMENT JOINT DETAIL - THIRD PASS

STA 10+00 - STA 13+41  
STA 484+02 - STA 499+55

NOTES

BINDER LAYER MUST BE PAVED PRIOR TO MILLING ADJACENT TRAVELED LANE.

NORTHBOUND LANE TO BE MILLED AND BINDER PAVED PRIOR TO MILLING SOUTHBOUND LANE.

DIFFERING HEIGHT GREATER THAN 2" BETWEEN ADJACENT TRAVELED LANES WILL NOT BE PERMITTED OVERNIGHT.

SEE STANDARD DETAIL DRAWING 15C8 PAVEMENT MARKING, MAINLINE AND TURN LANES AND 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING FOR PAVEMENT MARKING DETAILS.

\*REQUIRED ONLY IN LOCATIONS WHERE EXISTING PAVEMENT MARKING WILL NOT BE VISIBLE FOR MORE THAN 50 FEET AFTER MILLING.

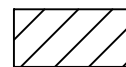
\*\*TEMPORARY PAVEMENT MARKING TO BE PLACED IN LOCATION OF PERMANENT MARKINGS.



EXISTING ASPHALTIC SURFACE TO REMAIN



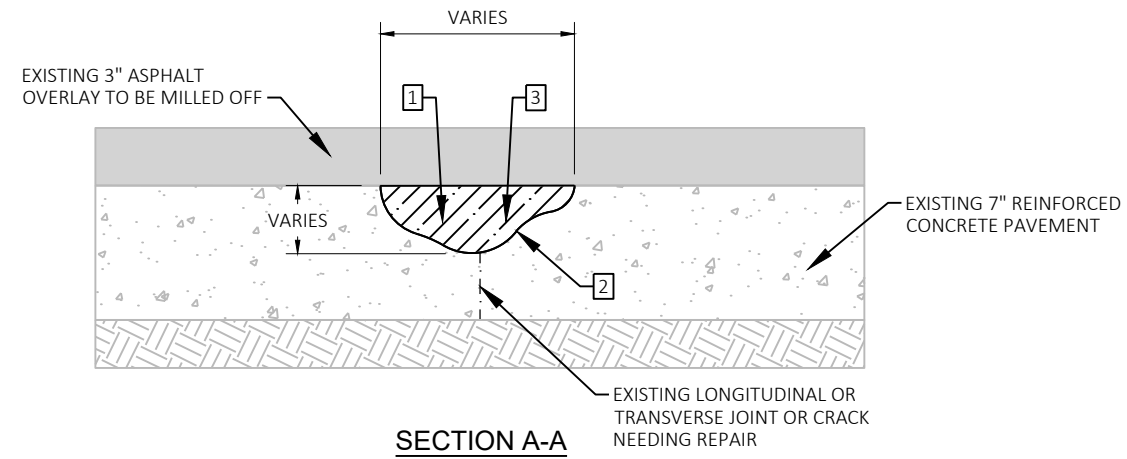
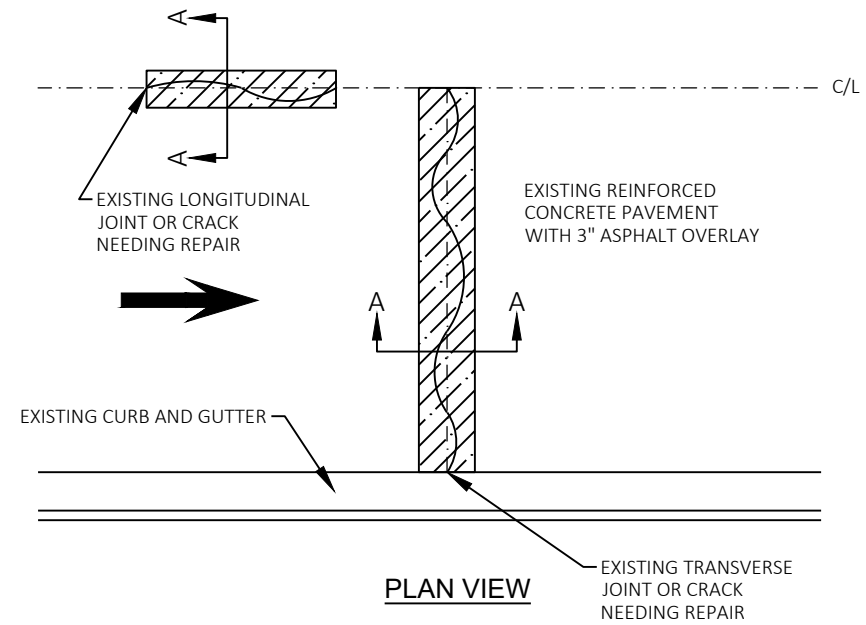
SECOND PASS 1-1/4" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS



FIRST PASS 1-1/4" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS



THIRD PASS 1-3/4" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS

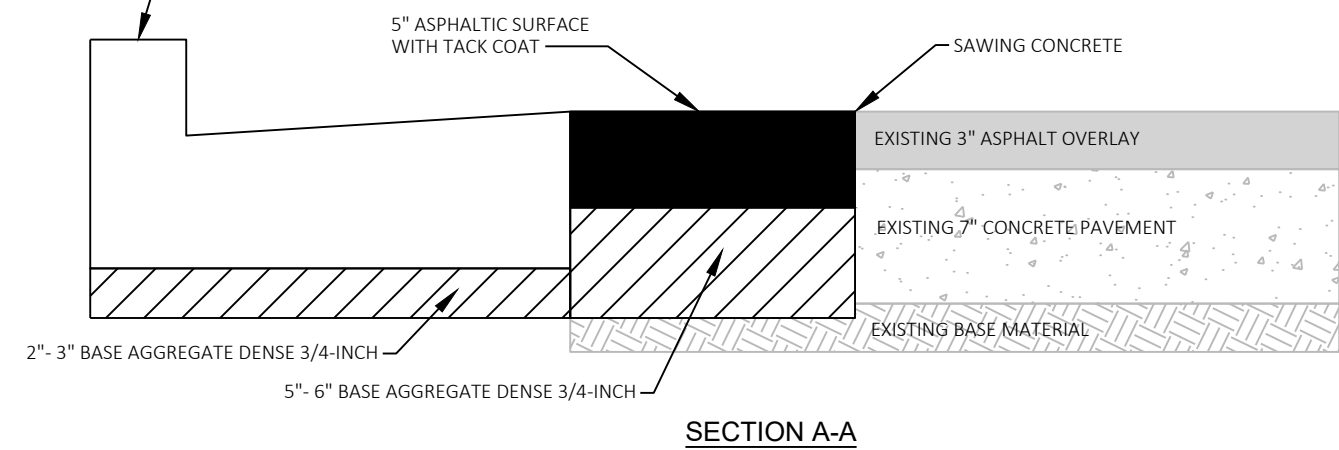
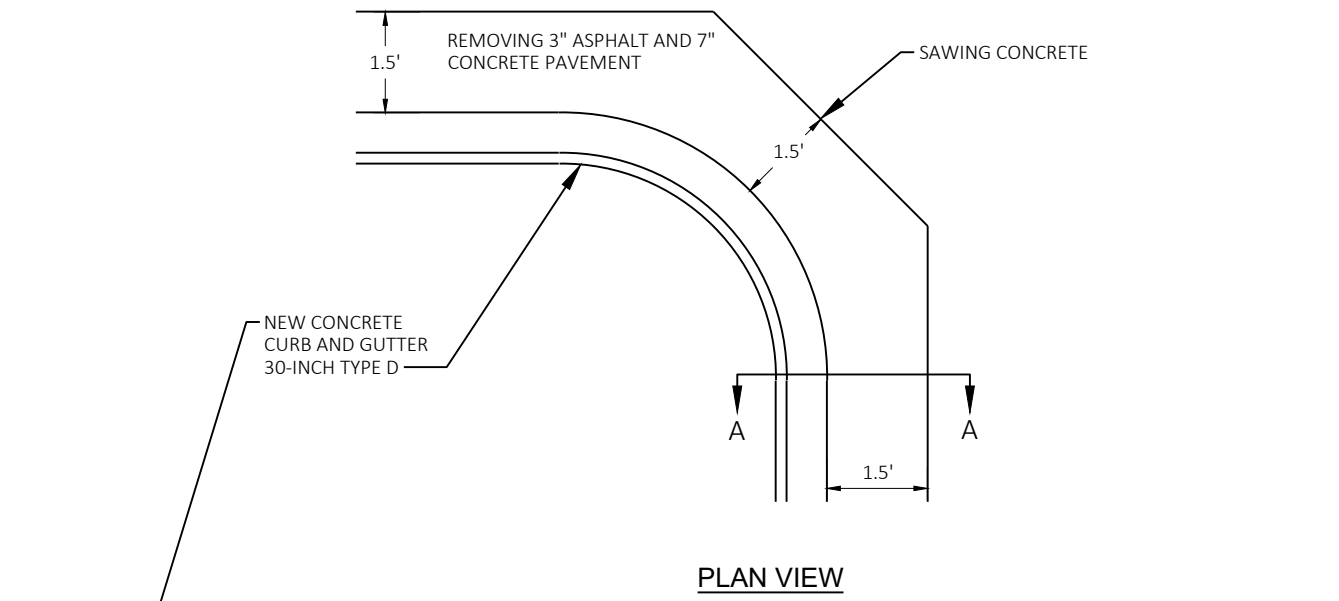


AFTER MILLING OFF ASPHALT OVERLAY, FOLLOW STEPS BELOW:

- 1 REMOVE ALL UNSOUND AND DETERIORATED MATERIAL
- 2 BLOW OUT REPAIR AREAS WITH 80 PSI MINIMUM COMPRESSED AIR
- 3 ASPHALTIC SURFACE WITH TACK COAT, CRACK OR JOINT FILLED TO ORIGINAL CONCRETE PAVEMENT LEVEL

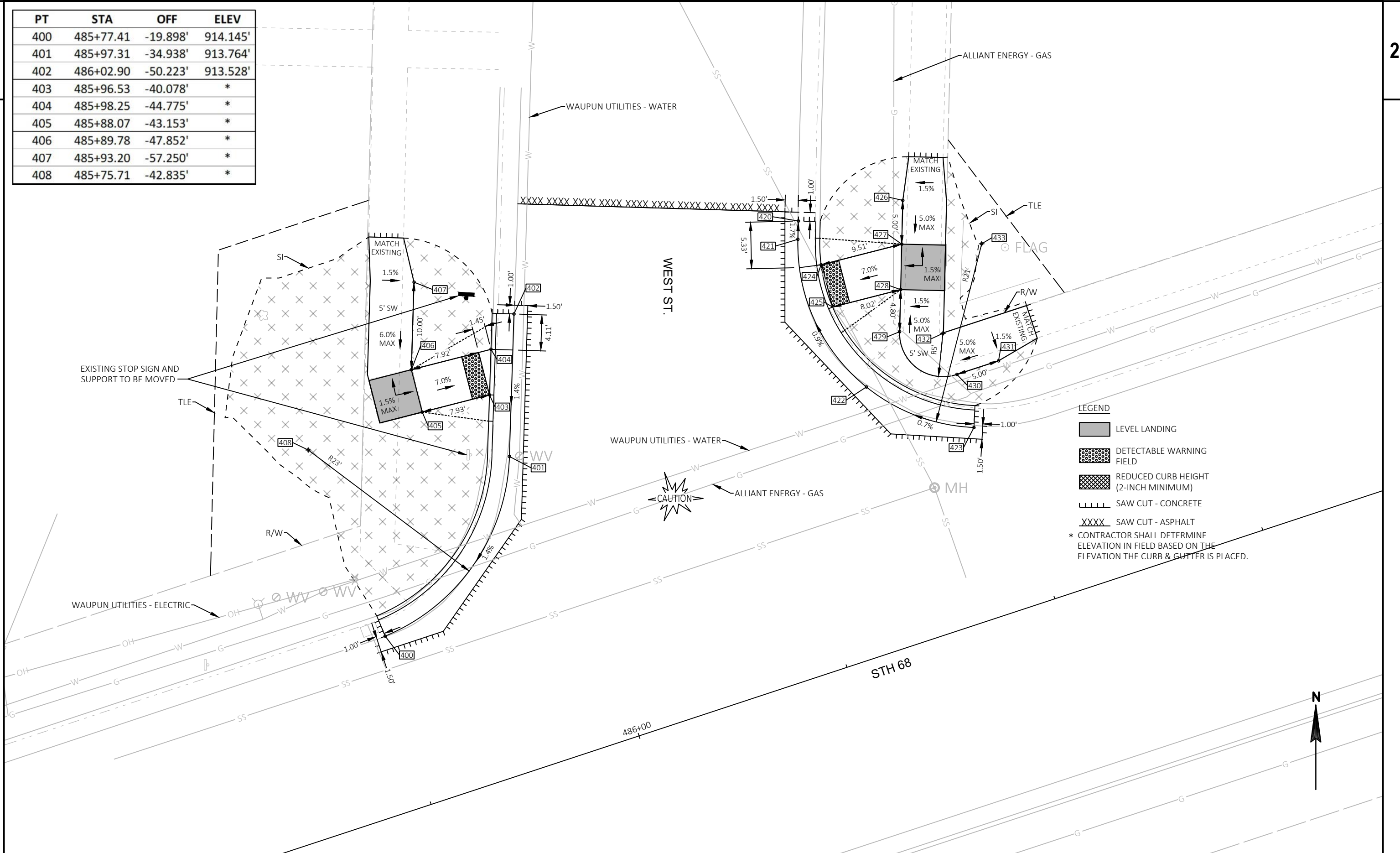
**CONCRETE JOINT AND CRACK CLEANING AND REPAIR**

LOCATIONS DETERMINED BY THE ENGINEER



**INTERMEDIATE PAVING AROUND NEW CURB AND GUTTER**

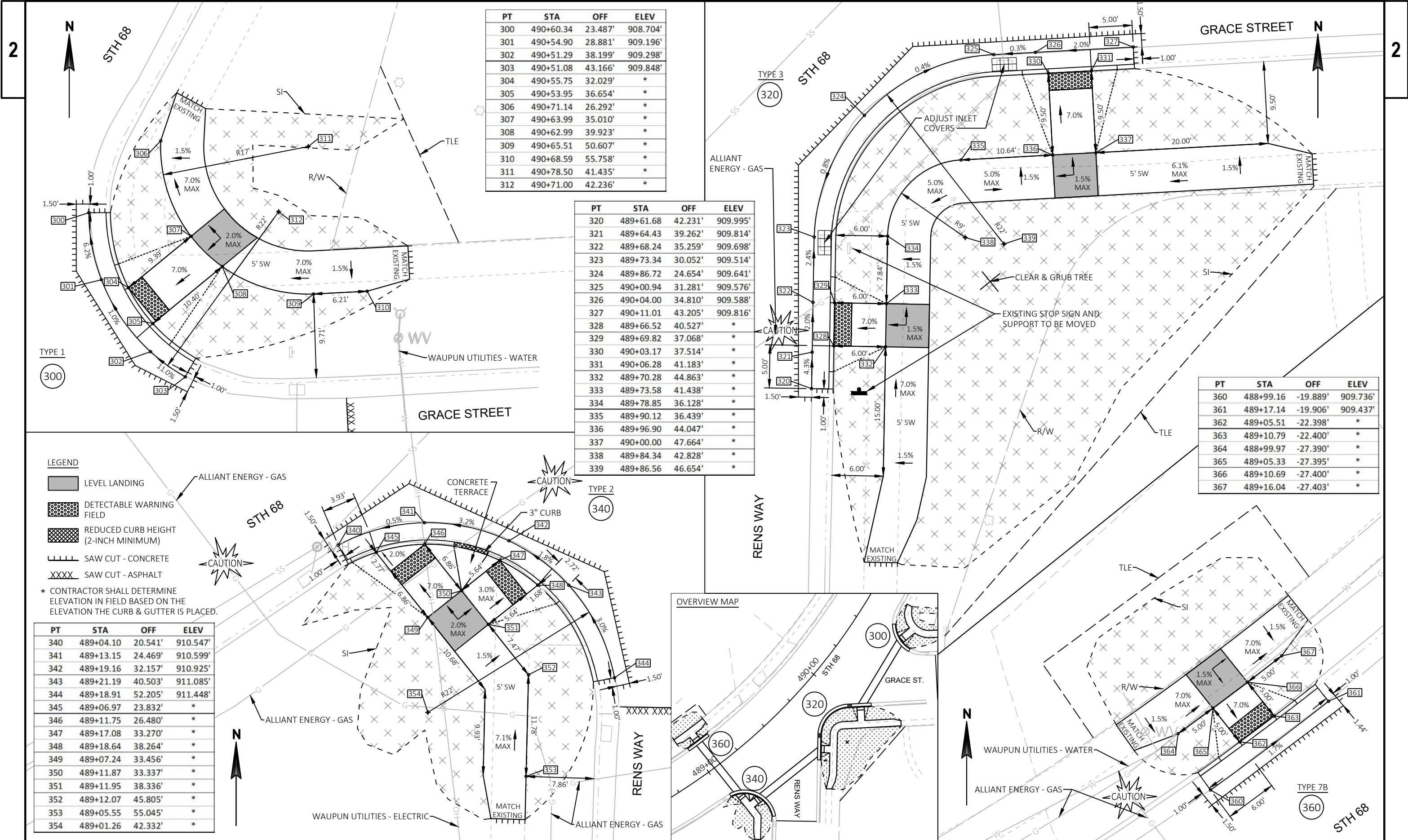
PT	STA	OFF	ELEV
400	485+77.41	-19.898'	914.145'
401	485+97.31	-34.938'	913.764'
402	486+02.90	-50.223'	913.528'
403	485+96.53	-40.078'	*
404	485+98.25	-44.775'	*
405	485+88.07	-43.153'	*
406	485+89.78	-47.852'	*
407	485+93.20	-57.250'	*
408	485+75.71	-42.835'	*



**LEGEND**

- LEVEL LANDING
- DETECTABLE WARNING FIELD
- REDUCED CURB HEIGHT (2-INCH MINIMUM)
- SAW CUT - CONCRETE
- SAW CUT - ASPHALT

\* CONTRACTOR SHALL DETERMINE ELEVATION IN FIELD BASED ON THE ELEVATION THE CURB & GUTTER IS PLACED.



PT	STA	OFF	ELEV
300	490+60.34	23.487'	908.704'
301	490+54.90	28.881'	909.196'
302	490+51.29	38.199'	909.298'
303	490+51.08	43.166'	909.848'
304	490+55.75	32.029'	*
305	490+53.95	36.654'	*
306	490+71.14	26.292'	*
307	490+63.99	35.010'	*
308	490+62.99	39.923'	*
309	490+65.51	50.607'	*
310	490+68.59	55.758'	*
311	490+78.50	41.435'	*
312	490+71.00	42.236'	*

PT	STA	OFF	ELEV
320	489+61.68	42.231'	909.995'
321	489+64.43	39.262'	909.814'
322	489+68.24	35.259'	909.698'
323	489+73.34	30.052'	909.514'
324	489+86.72	24.654'	909.641'
325	490+00.94	31.281'	909.576'
326	490+04.00	34.810'	909.588'
327	490+11.01	43.205'	909.816'
328	489+66.52	40.527'	*
329	489+69.82	37.068'	*
330	490+03.17	37.514'	*
331	490+06.28	41.183'	*
332	489+70.28	44.863'	*
333	489+73.58	41.438'	*
334	489+78.85	36.128'	*
335	489+90.12	36.439'	*
336	489+96.90	44.047'	*
337	490+00.00	47.664'	*
338	489+84.34	42.828'	*
339	489+86.56	46.654'	*

PT	STA	OFF	ELEV
360	488+99.16	-19.889'	909.736'
361	489+17.14	-19.906'	909.437'
362	489+05.51	-22.398'	*
363	489+10.79	-22.400'	*
364	488+99.97	-27.390'	*
365	489+05.33	-27.395'	*
366	489+10.69	-27.400'	*
367	489+16.04	-27.403'	*

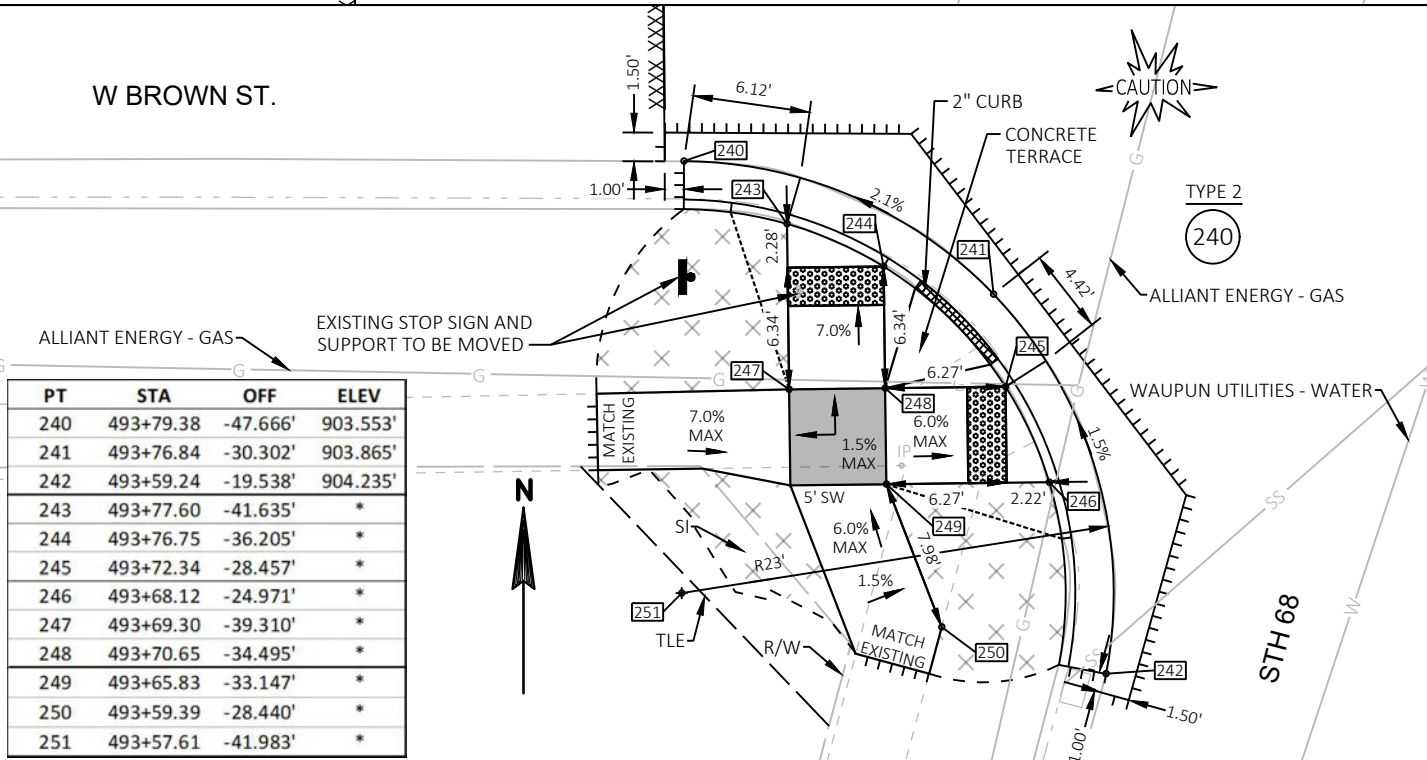
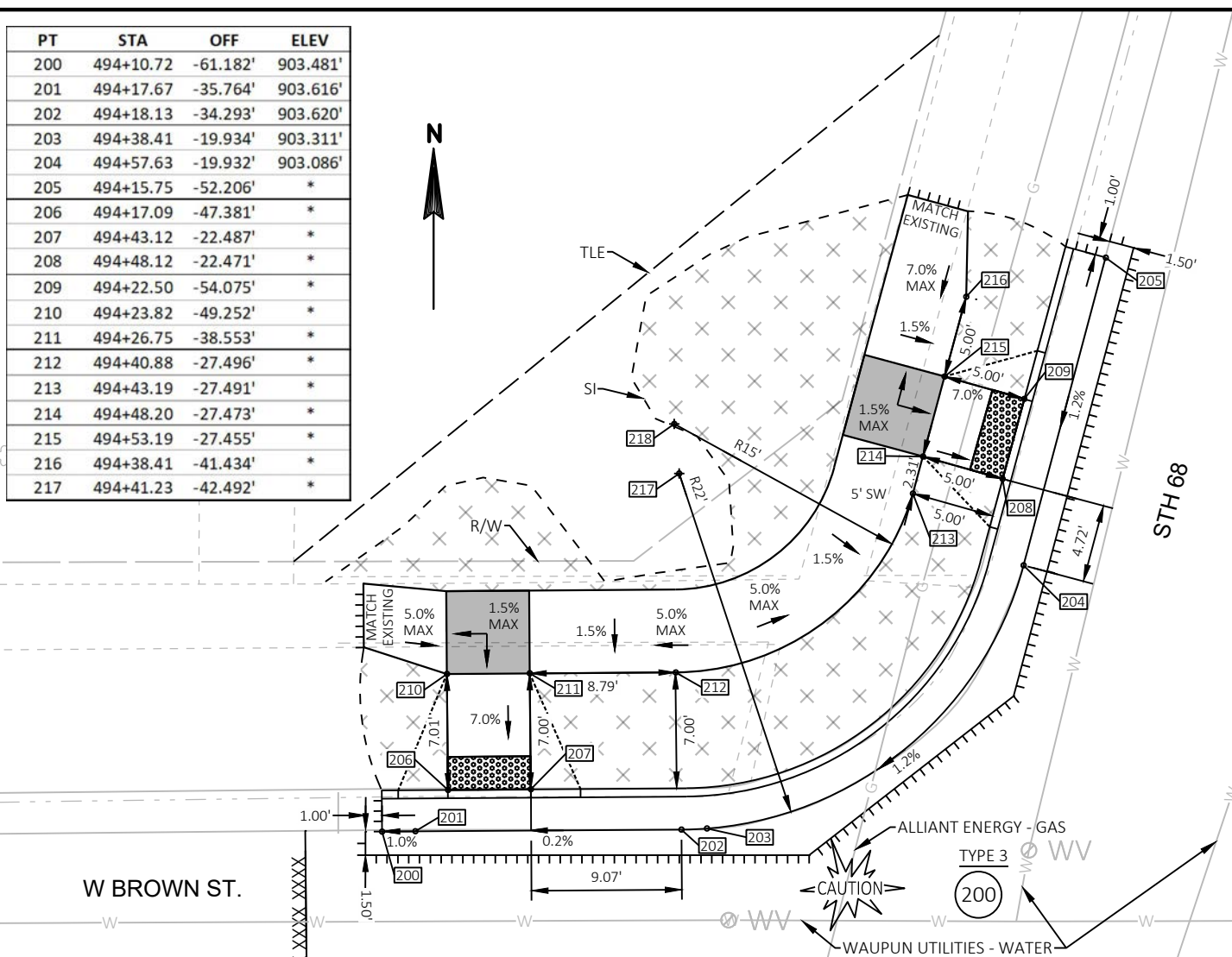
**LEGEND**

- LEVEL LANDING
- DETECTABLE WARNING FIELD
- REDUCED CURB HEIGHT (2-INCH MINIMUM)
- SAW CUT - CONCRETE
- SAW CUT - ASPHALT

\* CONTRACTOR SHALL DETERMINE ELEVATION IN FIELD BASED ON THE ELEVATION THE CURB & GUTTER IS PLACED.

PT	STA	OFF	ELEV
340	489+04.10	20.541'	910.547'
341	489+13.15	24.469'	910.599'
342	489+19.16	32.157'	910.925'
343	489+21.19	40.503'	911.085'
344	489+18.91	52.205'	911.448'
345	489+06.97	23.832'	*
346	489+11.75	26.480'	*
347	489+17.08	33.270'	*
348	489+18.64	38.264'	*
349	489+07.24	33.456'	*
350	489+11.87	33.337'	*
351	489+11.95	38.336'	*
352	489+12.07	45.805'	*
353	489+05.55	55.045'	*
354	489+01.26	42.332'	*

PT	STA	OFF	ELEV
200	494+10.72	-61.182'	903.481'
201	494+17.67	-35.764'	903.616'
202	494+18.13	-34.293'	903.620'
203	494+38.41	-19.934'	903.311'
204	494+57.63	-19.932'	903.086'
205	494+15.75	-52.206'	*
206	494+17.09	-47.381'	*
207	494+43.12	-22.487'	*
208	494+48.12	-22.471'	*
209	494+22.50	-54.075'	*
210	494+23.82	-49.252'	*
211	494+26.75	-38.553'	*
212	494+40.88	-27.496'	*
213	494+43.19	-27.491'	*
214	494+48.20	-27.473'	*
215	494+53.19	-27.455'	*
216	494+38.41	-41.434'	*
217	494+41.23	-42.492'	*



PT	STA	OFF	ELEV
240	493+79.38	-47.666'	903.553'
241	493+76.84	-30.302'	903.865'
242	493+59.24	-19.538'	904.235'
243	493+77.60	-41.635'	*
244	493+76.75	-36.205'	*
245	493+72.34	-28.457'	*
246	493+68.12	-24.971'	*
247	493+69.30	-39.310'	*
248	493+70.65	-34.495'	*
249	493+65.83	-33.147'	*
250	493+59.39	-28.440'	*
251	493+57.61	-41.983'	*



PROJECT NO: 6070-02-70

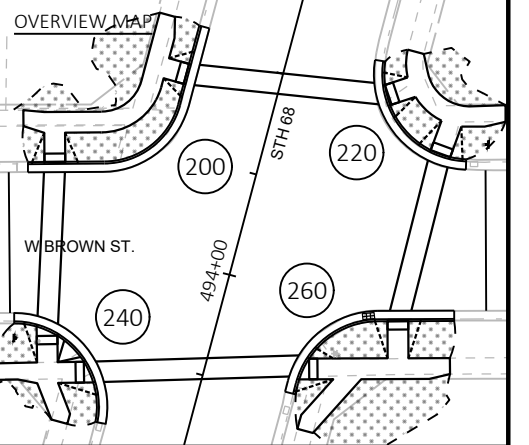
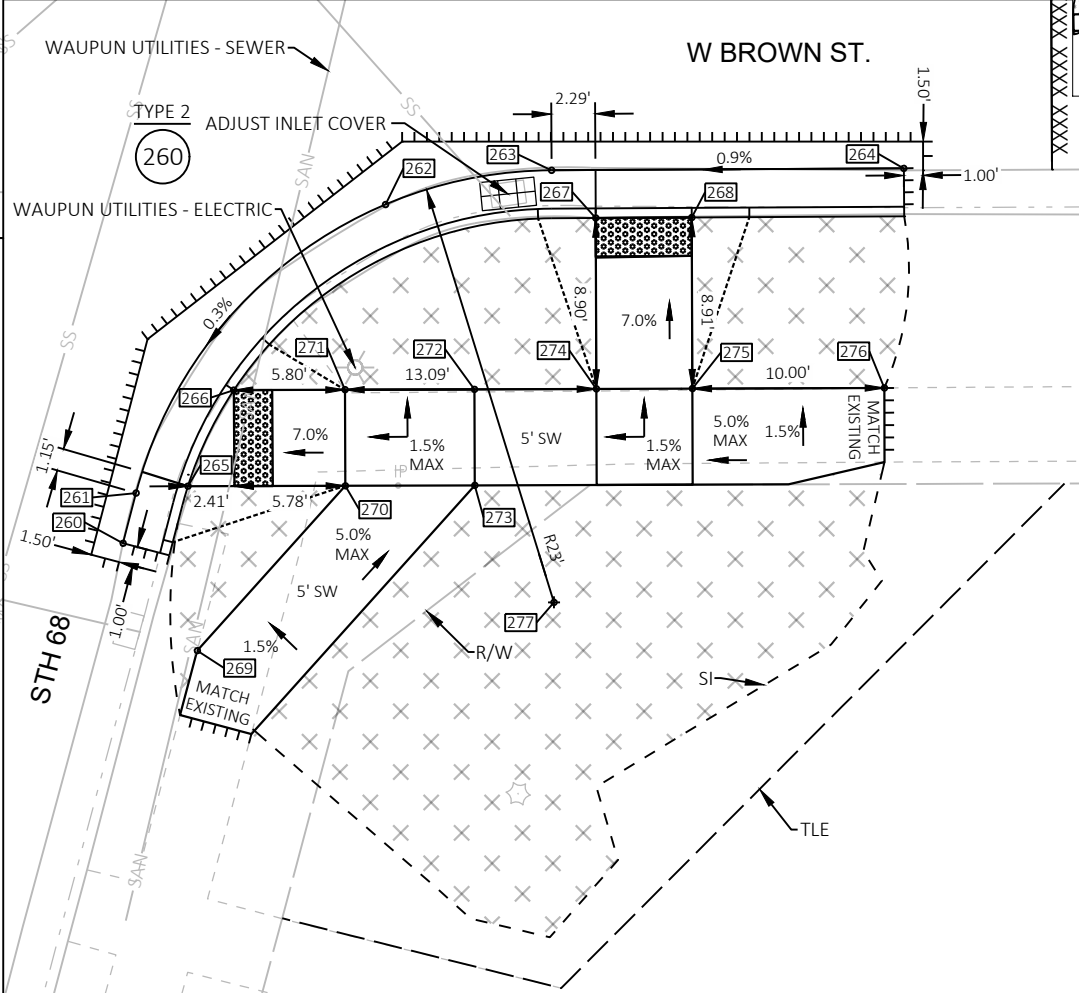
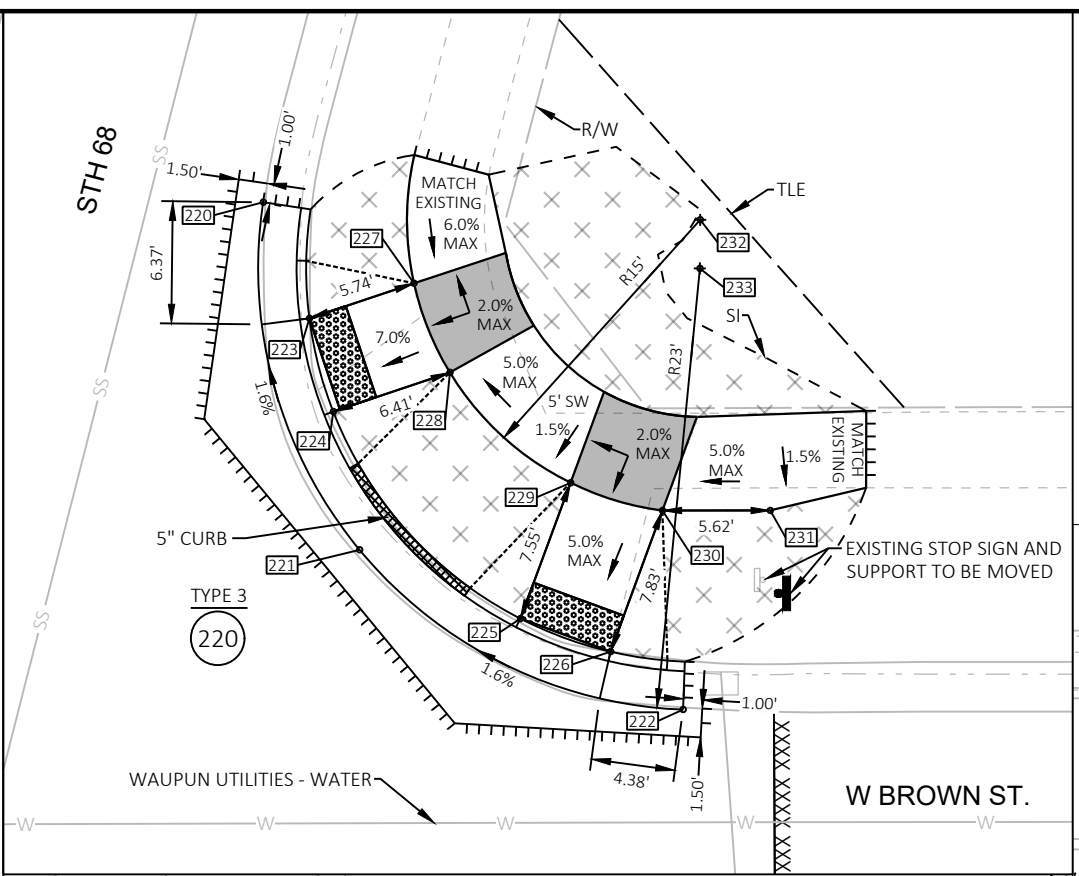
HWY: STH 68

COUNTY: DODGE

PLAN DETAILS - W BROWN STREET CURB RAMPS

SHEET

PT	STA	OFF	ELEV
220	494+60.56	20.498'	903.880'
221	494+44.35	30.012'	904.200'
222	494+40.65	48.433'	904.520'
223	494+55.33	24.382'	*
224	494+50.96	26.832'	*
225	494+43.05	39.031'	*
226	494+42.59	44.010'	*
227	494+58.50	29.175'	*
228	494+54.49	32.181'	*
229	494+50.56	39.729'	*
230	494+50.40	44.725'	*
231	494+51.85	50.155'	*
232	494+65.54	42.726'	*
233	494+63.09	43.358'	*



LEGEND

- LEVEL LANDING
- DETECTABLE WARNING FIELD
- REDUCED CURB HEIGHT (2-INCH MINIMUM)
- SAW CUT - CONCRETE
- SAW CUT - ASPHALT

\* CONTRACTOR SHALL DETERMINE ELEVATION IN FIELD BASED ON THE ELEVATION THE CURB & GUTTER IS PLACED.

PT	STA	OFF	ELEV
260	493+77.86	20.169'	904.351'
261	493+80.56	20.156'	904.359'
262	493+98.42	28.838'	904.435'
263	494+02.37	36.738'	904.518'
264	494+07.20	54.439'	904.689'
265	493+82.49	22.739'	*
266	493+88.04	24.063'	*
267	494+00.56	39.603'	*
268	494+01.88	44.427'	*
269	493+73.45	25.351'	*
270	493+85.58	34.061'	*
271	493+90.40	32.747'	*
272	493+85.86	35.096'	*
273	493+88.07	43.182'	*
274	493+92.88	41.803'	*
275	493+94.19	46.628'	*
276	493+96.82	56.277'	*
277	493+80.67	42.656'	*

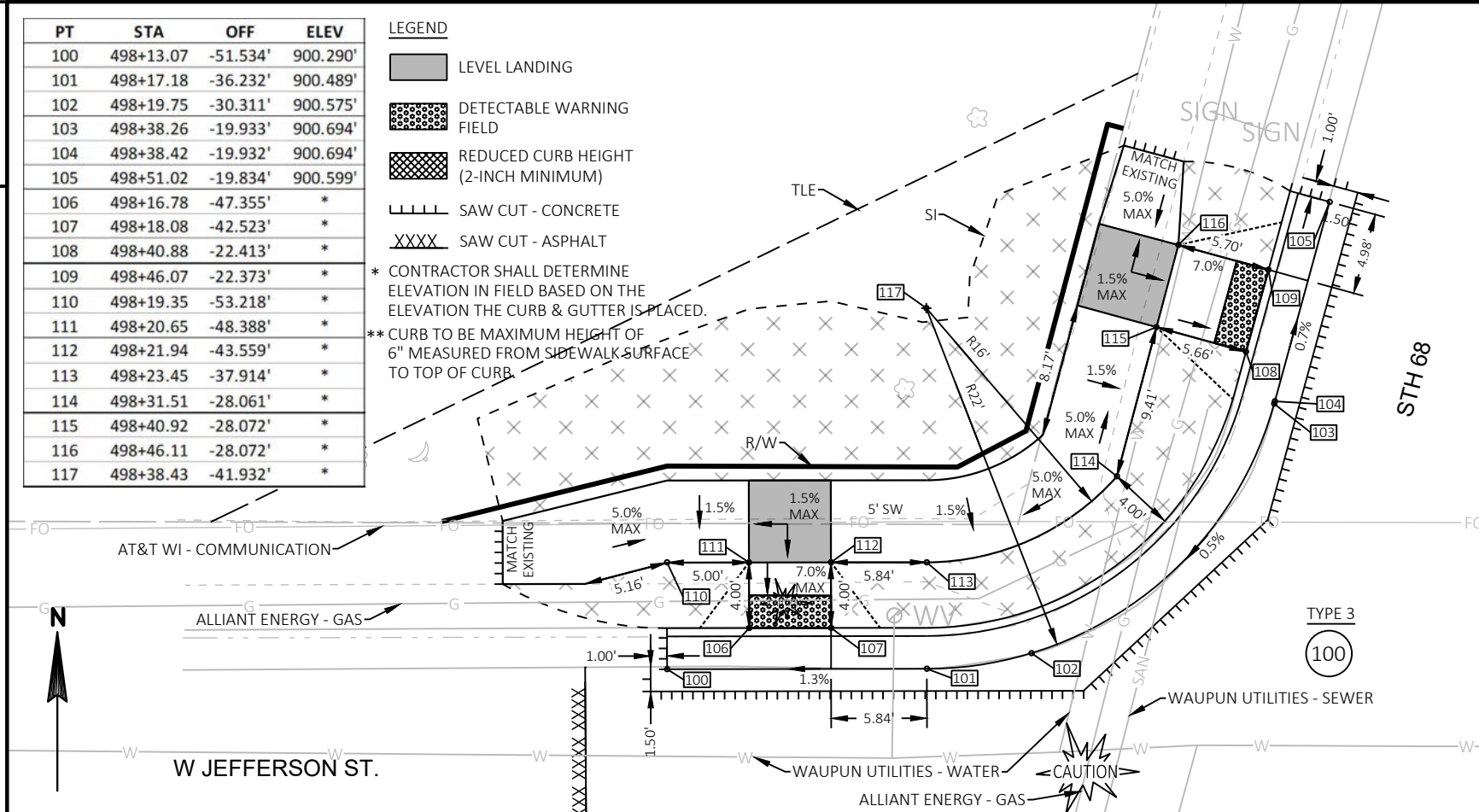


PT	STA	OFF	ELEV
100	498+13.07	-51.534'	900.290'
101	498+17.18	-36.232'	900.489'
102	498+19.75	-30.311'	900.575'
103	498+38.26	-19.933'	900.694'
104	498+38.42	-19.932'	900.694'
105	498+51.02	-19.834'	900.599'
106	498+16.78	-47.355'	*
107	498+18.08	-42.523'	*
108	498+40.88	-22.413'	*
109	498+46.07	-22.373'	*
110	498+19.35	-53.218'	*
111	498+20.65	-48.388'	*
112	498+21.94	-43.559'	*
113	498+23.45	-37.914'	*
114	498+31.51	-28.061'	*
115	498+40.92	-28.072'	*
116	498+46.11	-28.072'	*
117	498+38.43	-41.932'	*

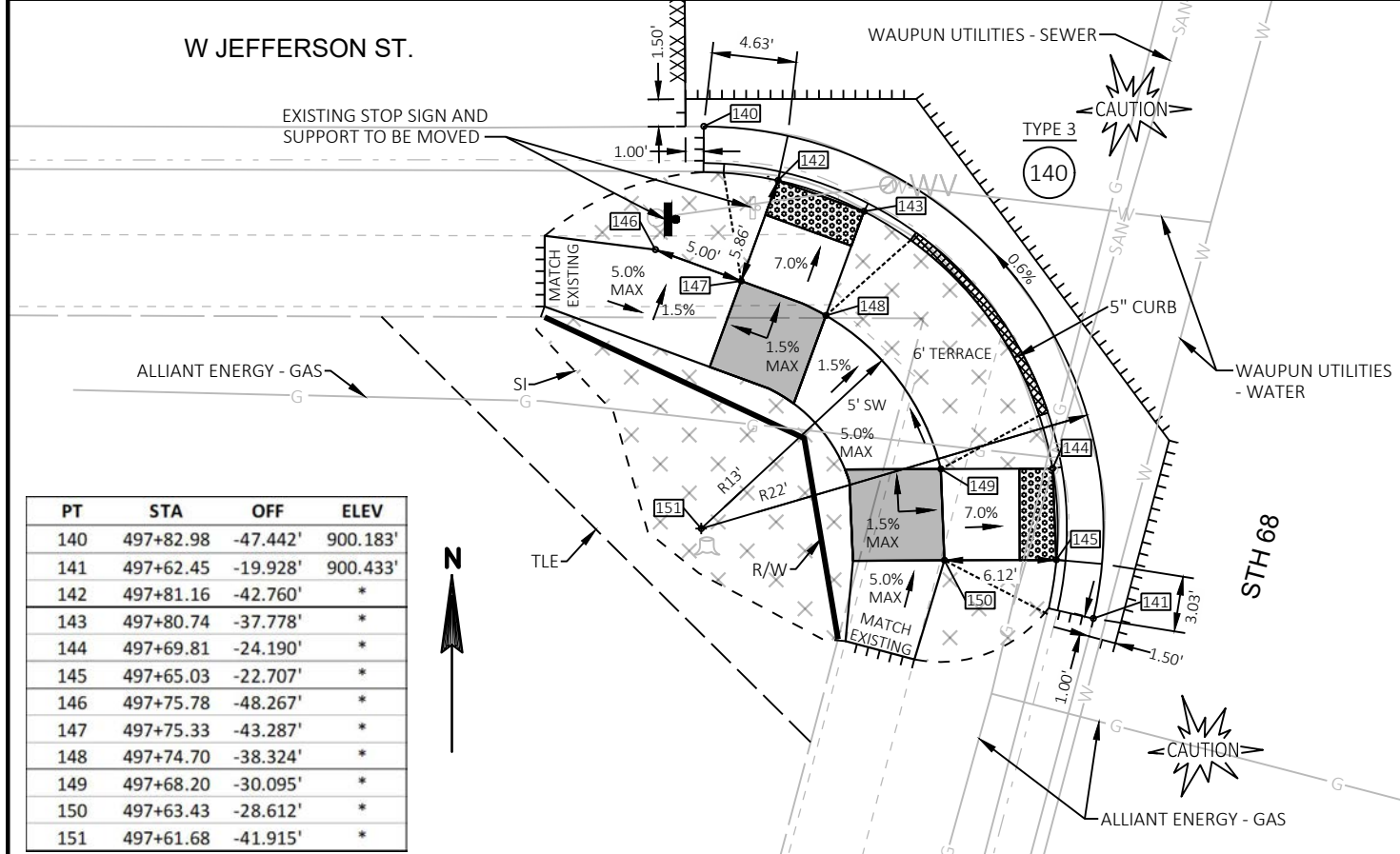
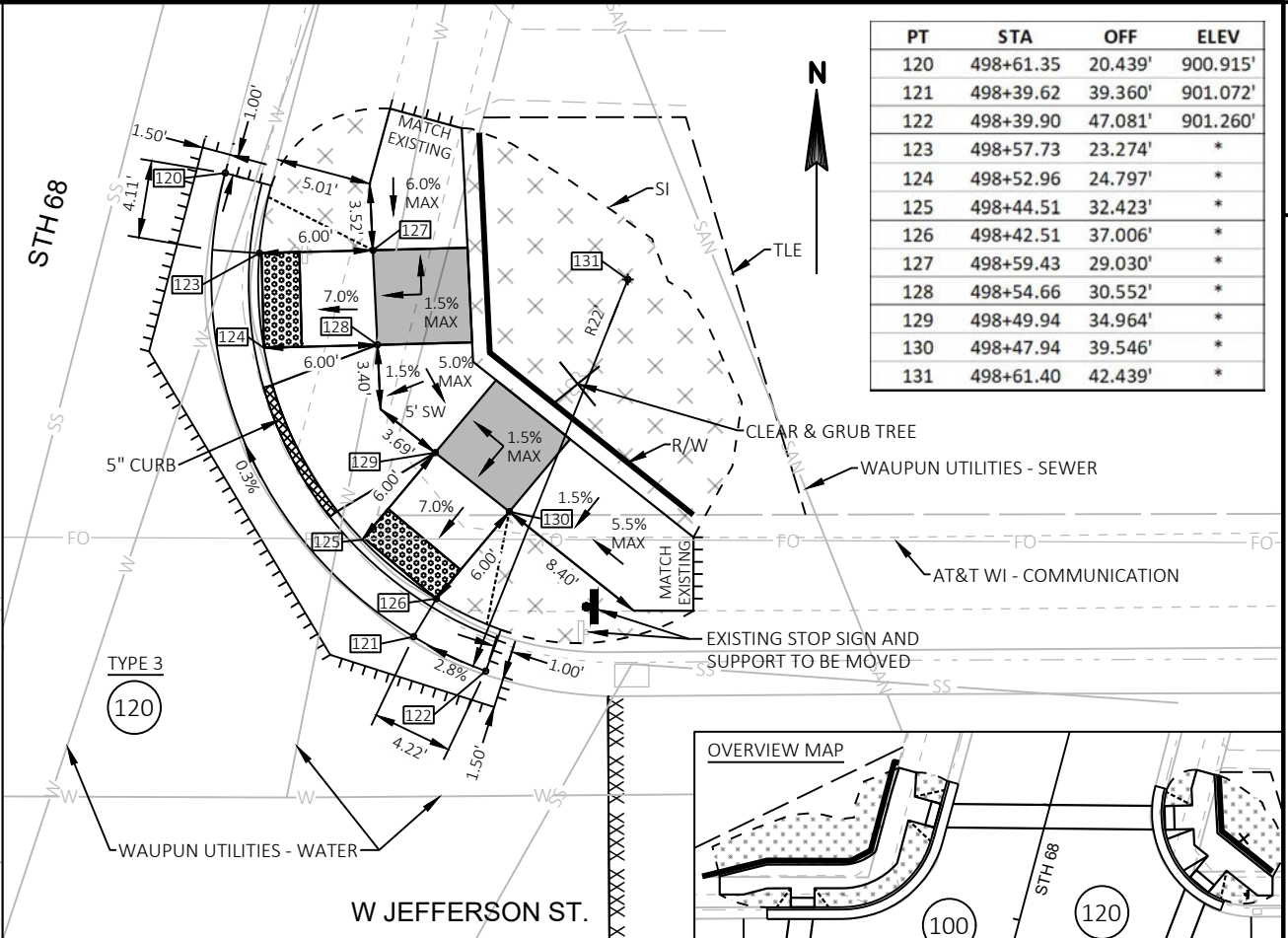
LEGEND

- LEVEL LANDING
- DETECTABLE WARNING FIELD
- REDUCED CURB HEIGHT (2-INCH MINIMUM)
- SAW CUT - CONCRETE
- SAW CUT - ASPHALT

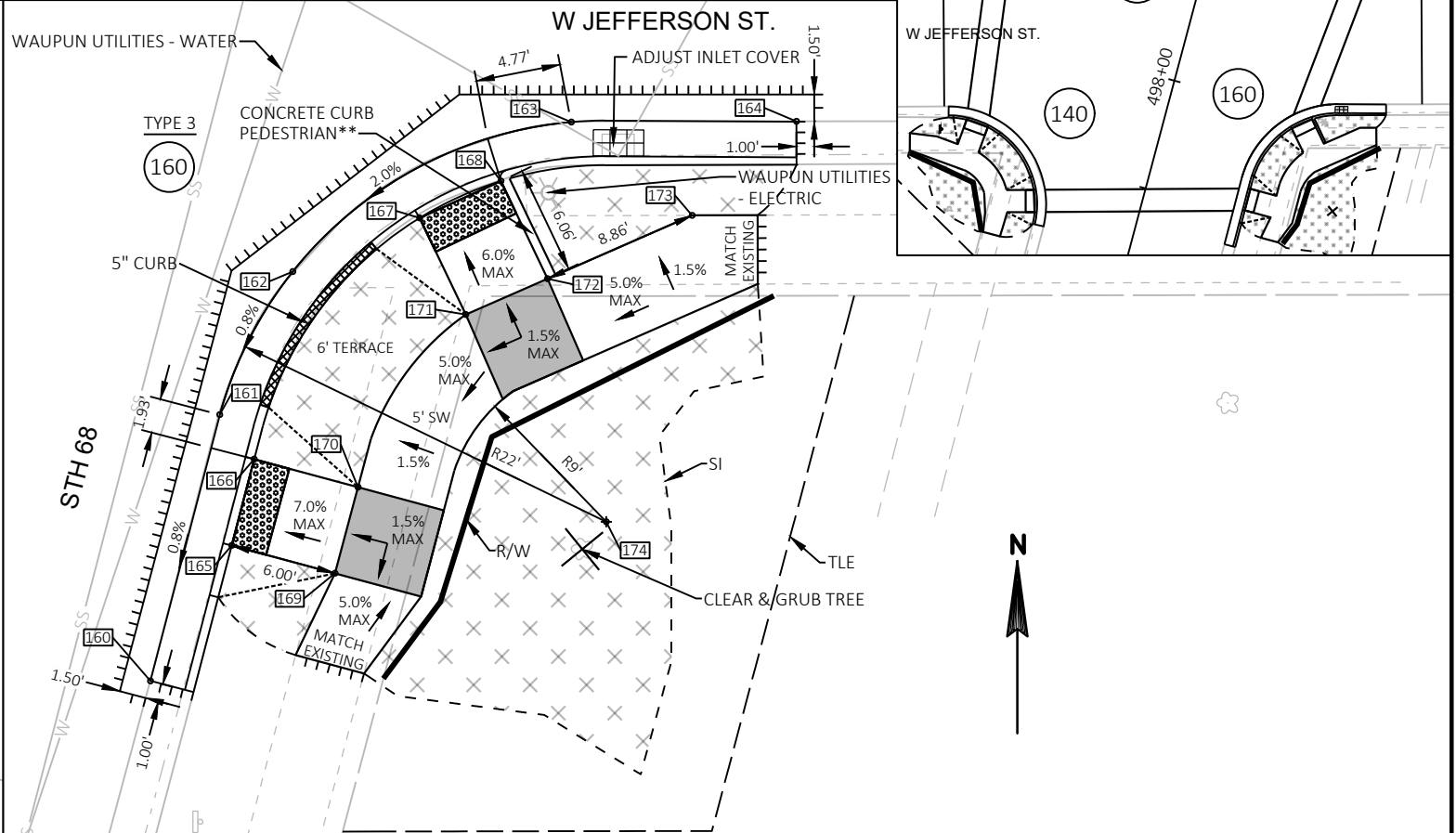
\* CONTRACTOR SHALL DETERMINE ELEVATION IN FIELD BASED ON THE ELEVATION THE CURB & GUTTER IS PLACED.  
 \*\* CURB TO BE MAXIMUM HEIGHT OF 6" MEASURED FROM SIDEWALK SURFACE TO TOP OF CURB



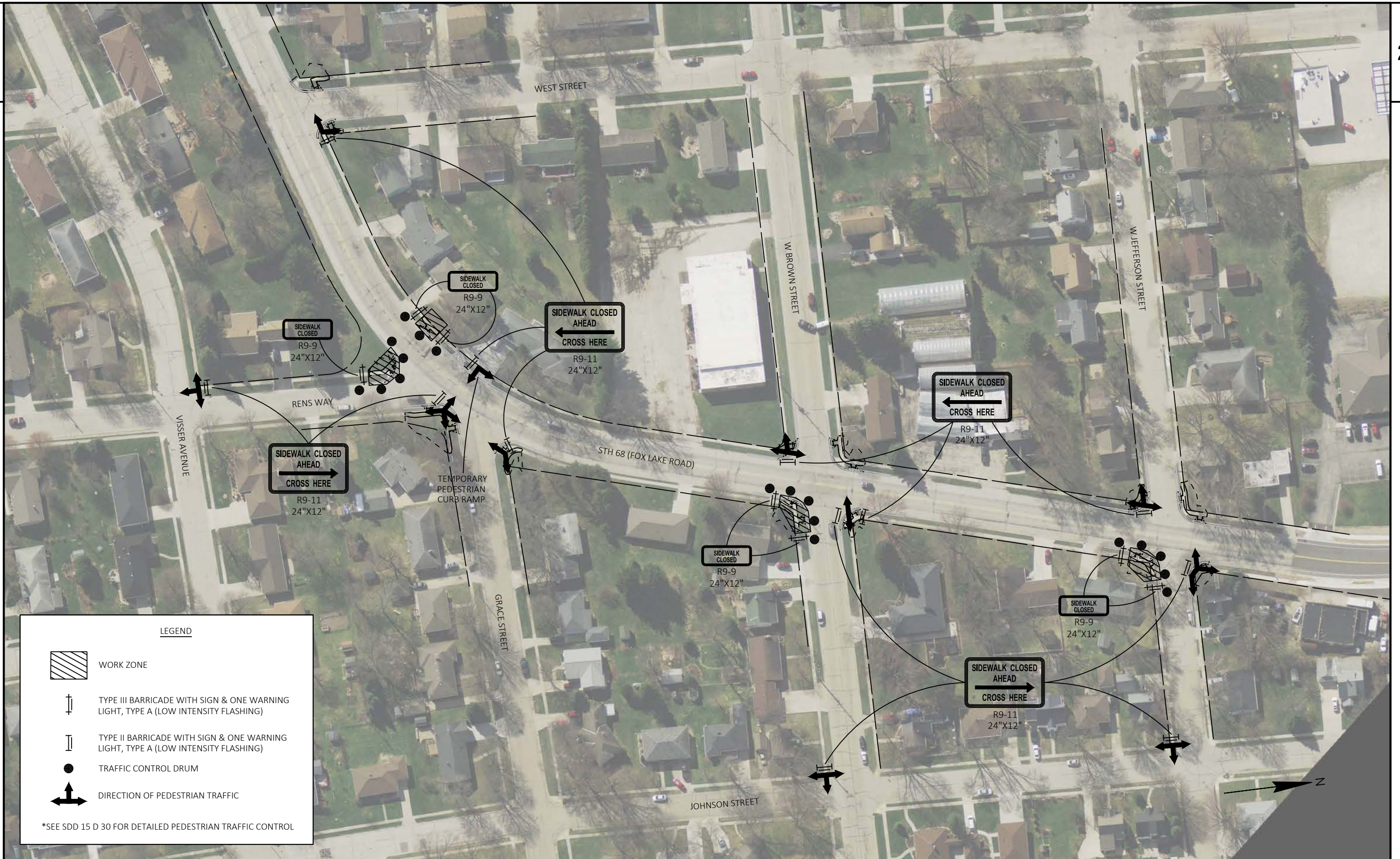
PT	STA	OFF	ELEV
120	498+61.35	20.439'	900.915'
121	498+39.62	39.360'	901.072'
122	498+39.90	47.081'	901.260'
123	498+57.73	23.274'	*
124	498+52.96	24.797'	*
125	498+44.51	32.423'	*
126	498+42.51	37.006'	*
127	498+59.43	29.030'	*
128	498+54.66	30.552'	*
129	498+49.94	34.964'	*
130	498+47.94	39.546'	*
131	498+61.40	42.439'	*








PT	STA	OFF	ELEV
140	497+82.98	-47.442'	900.183'
141	497+62.45	-19.928'	900.433'
142	497+81.16	-42.760'	*
143	497+80.74	-37.778'	*
144	497+69.81	-24.190'	*
145	497+65.03	-22.707'	*
146	497+75.78	-48.267'	*
147	497+75.33	-43.287'	*
148	497+74.70	-38.324'	*
149	497+68.20	-30.095'	*
150	497+63.43	-28.612'	*
151	497+61.68	-41.915'	*



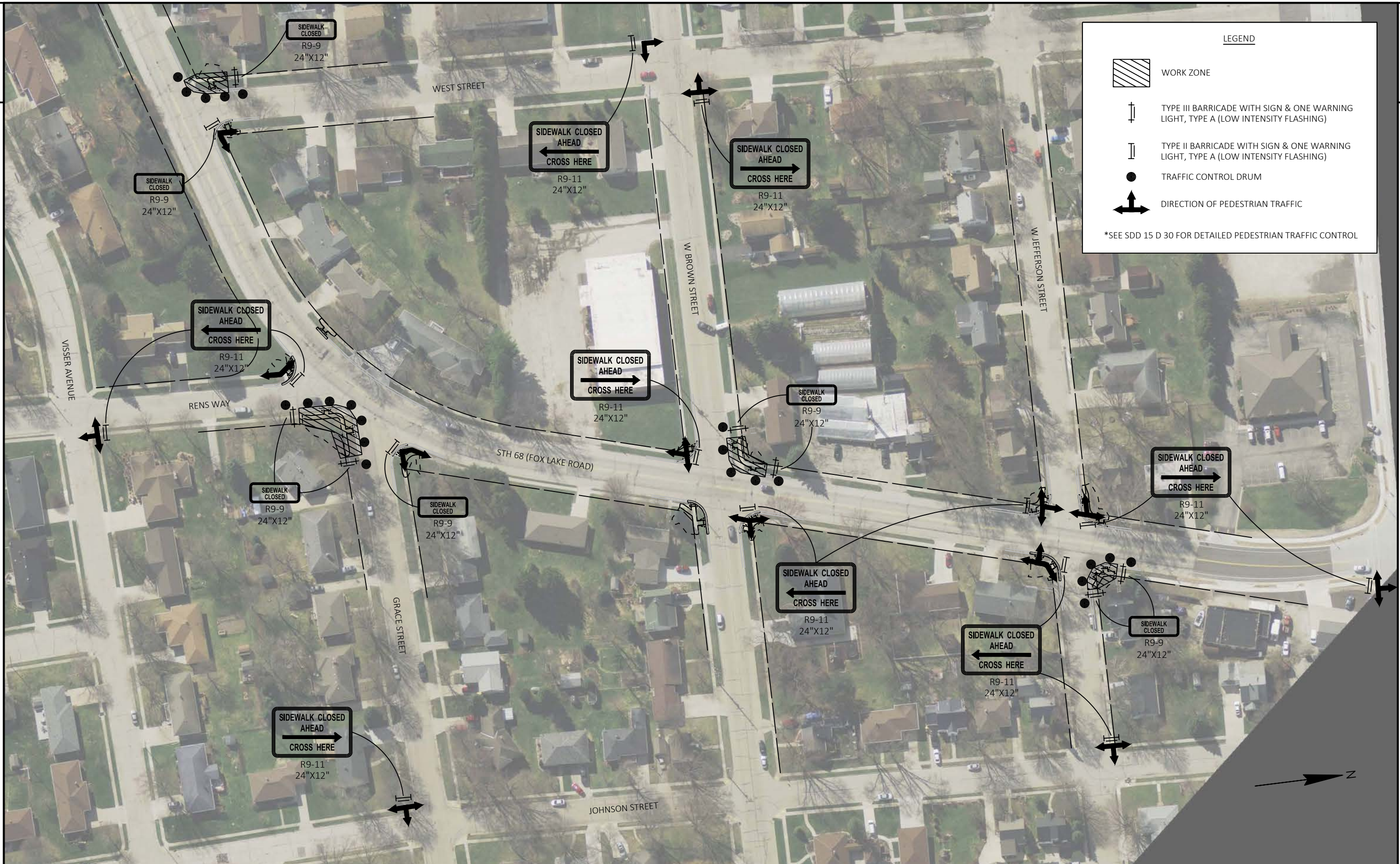




**LEGEND**

-  WORK ZONE
-  TYPE III BARRICADE WITH SIGN & ONE WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
-  TYPE II BARRICADE WITH SIGN & ONE WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF PEDESTRIAN TRAFFIC

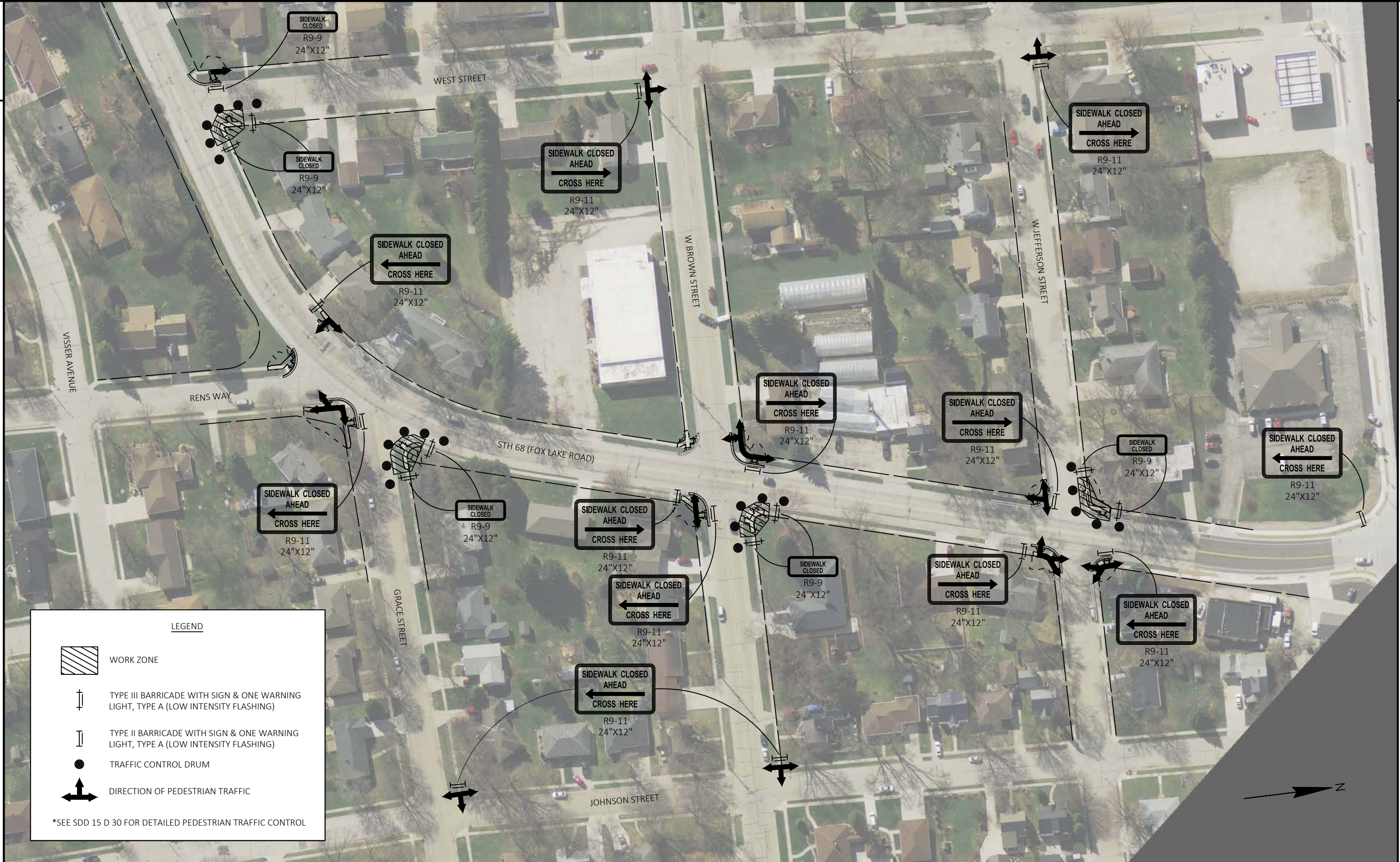
\*SEE SDD 15 D 30 FOR DETAILED PEDESTRIAN TRAFFIC CONTROL








**LEGEND**

- WORK ZONE
- TYPE III BARRICADE WITH SIGN & ONE WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
- TYPE II BARRICADE WITH SIGN & ONE WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM
- DIRECTION OF PEDESTRIAN TRAFFIC

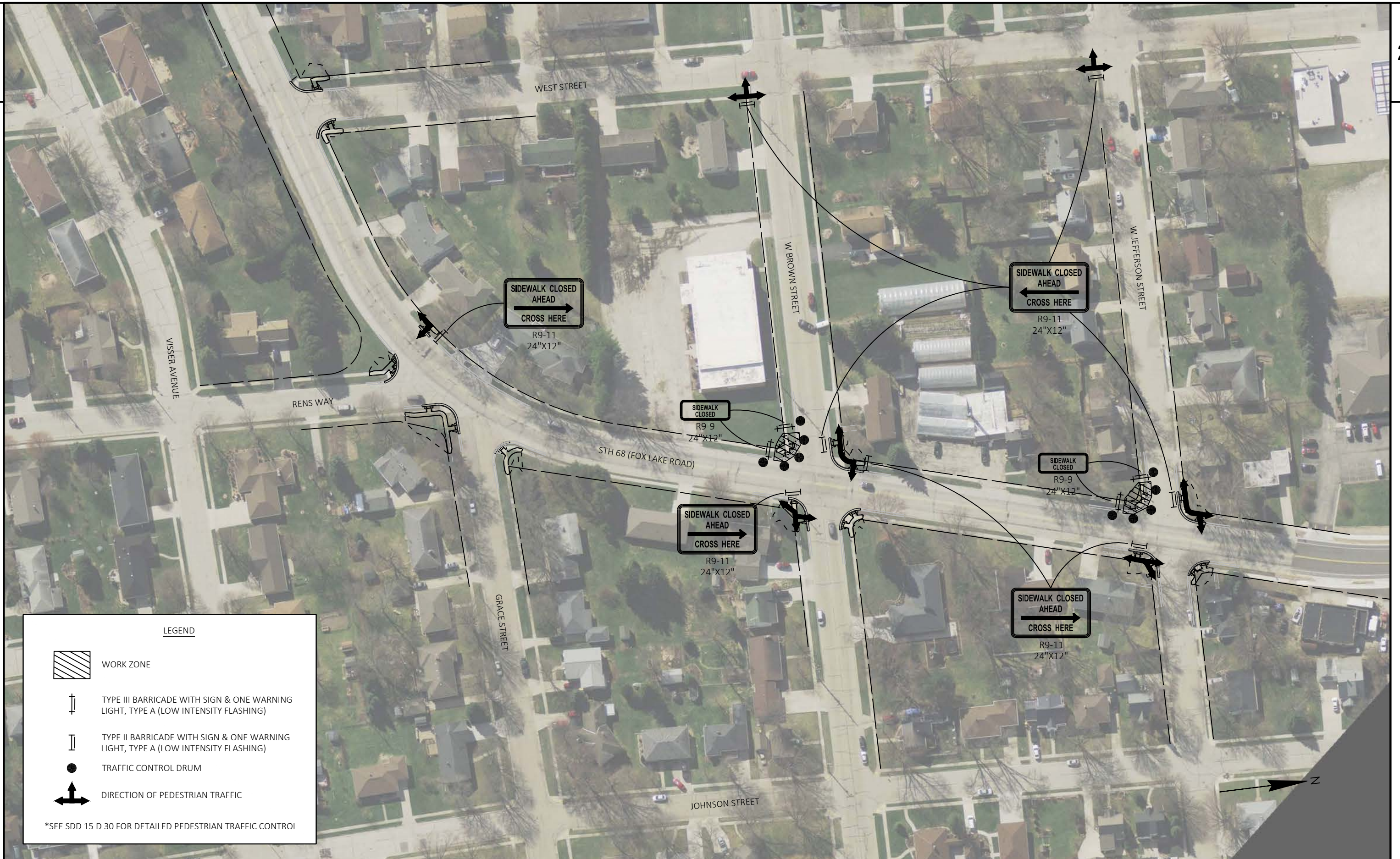
\*SEE SDD 15 D 30 FOR DETAILED PEDESTRIAN TRAFFIC CONTROL








**LEGEND**

-  WORK ZONE
-  TYPE III BARRICADE WITH SIGN & ONE WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
-  TYPE II BARRICADE WITH SIGN & ONE WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF PEDESTRIAN TRAFFIC

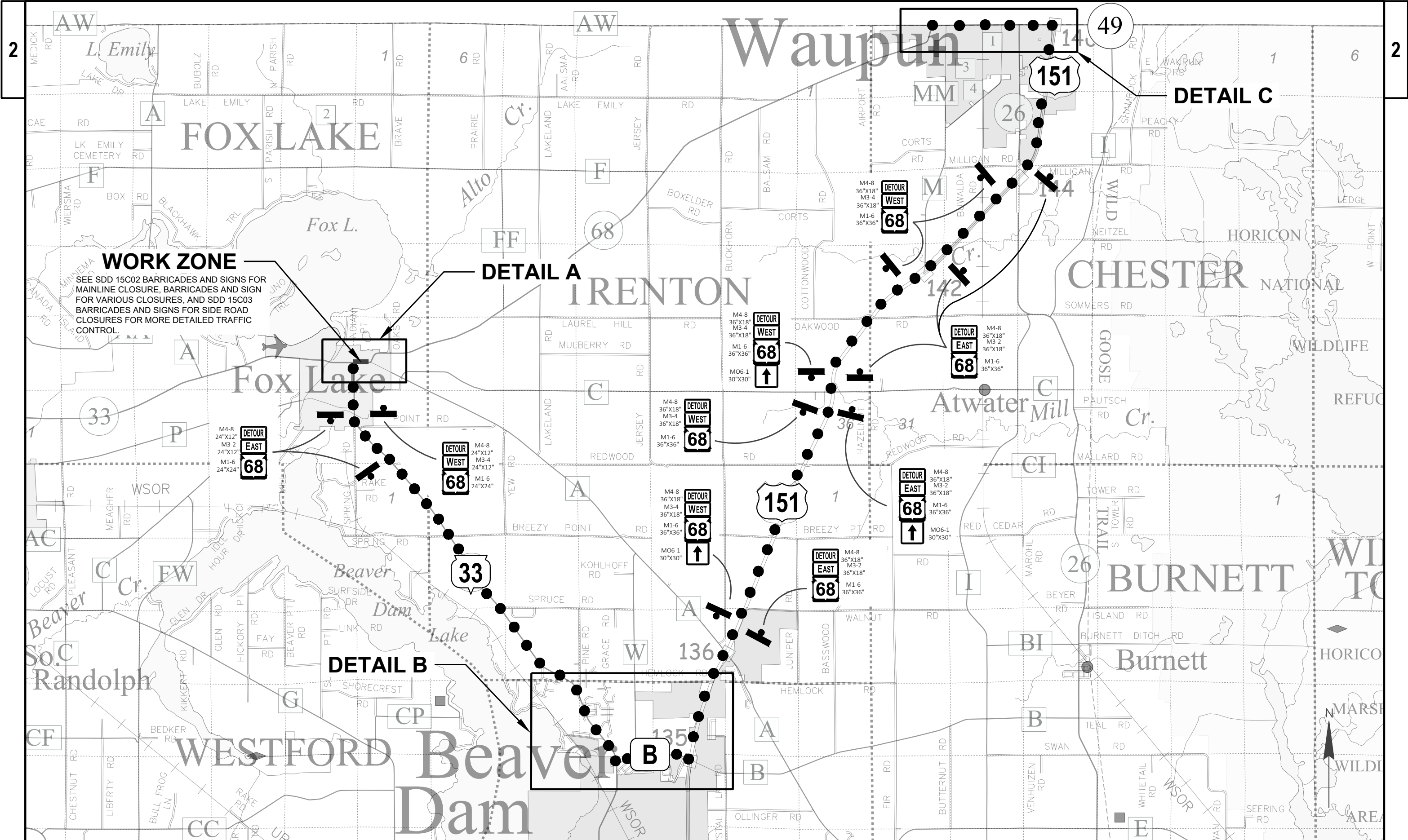
\*SEE SDD 15 D 30 FOR DETAILED PEDESTRIAN TRAFFIC CONTROL



**LEGEND**

-  WORK ZONE
-  TYPE III BARRICADE WITH SIGN & ONE WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
-  TYPE II BARRICADE WITH SIGN & ONE WARNING LIGHT, TYPE A (LOW INTENSITY FLASHING)
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF PEDESTRIAN TRAFFIC

\*SEE SDD 15 D 30 FOR DETAILED PEDESTRIAN TRAFFIC CONTROL



AW

49

151

DETAIL C

FOX LAKE

IRONTON

CHESTER

DETOUR EAST 68

DETOUR WEST 68

DETOUR WEST 68

DETOUR WEST 68

DETOUR EAST 68

DETOUR EAST 68

DETAIL B

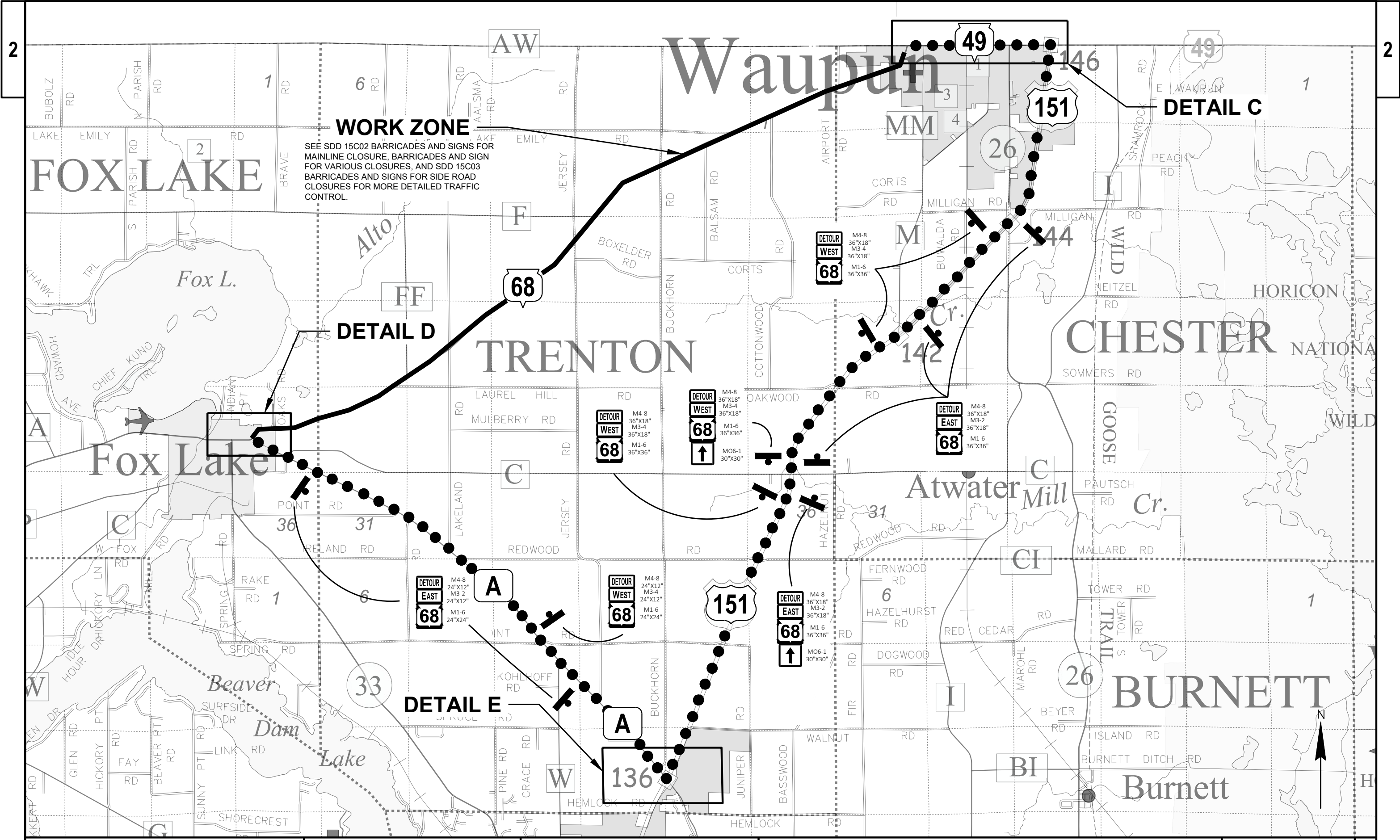
B

WESTFORD BEAVER DAM

BURNETT

PROJECT NO: 6070-02-60 & 6070-02-70 HWY: STH 68 COUNTY: DODGE DETOUR #1 - STH 33 to CTH B to USH 151 to STH 49 SHEET E

FILE NAME: C:\TELEWORK\C3D FILES\60700230\SHEETSPLAN\025001\_TC - TRAFFIC CONTROL\027000\_DT.DWG PLOT DATE: 7/3/2020 8:14 AM PLOT BY: SCHERER, MEGAN S PLOT NAME: PLOT SCALE: Custom WISDOT/CADD SHEET 44



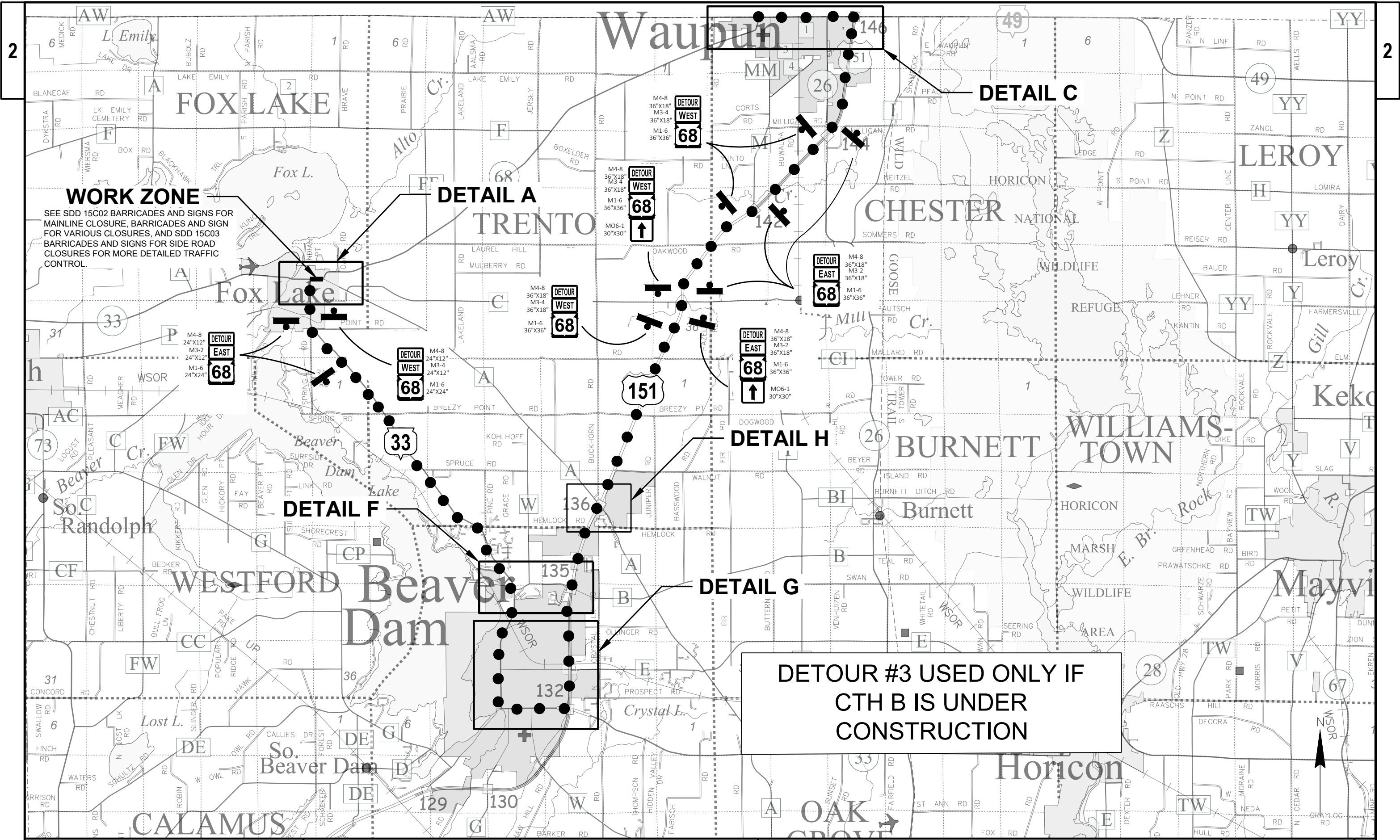
**WORK ZONE**

SEE SDD 15C02 BARRICADES AND SIGNS FOR MAINLINE CLOSURE, BARRICADES AND SIGN FOR VARIOUS CLOSURES, AND SDD 15C03 BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES FOR MORE DETAILED TRAFFIC CONTROL.

**DETAIL D**

**DETAIL E**

**DETAIL C**



**WORK ZONE**  
 SEE SDD 15C02 BARRICADES AND SIGNS FOR MAINLINE CLOSURE, BARRICADES AND SIGN FOR VARIOUS CLOSURES, AND SDD 15C03 BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES FOR MORE DETAILED TRAFFIC CONTROL.

**DETOUR #3 USED ONLY IF CTH B IS UNDER CONSTRUCTION**

LEGEND

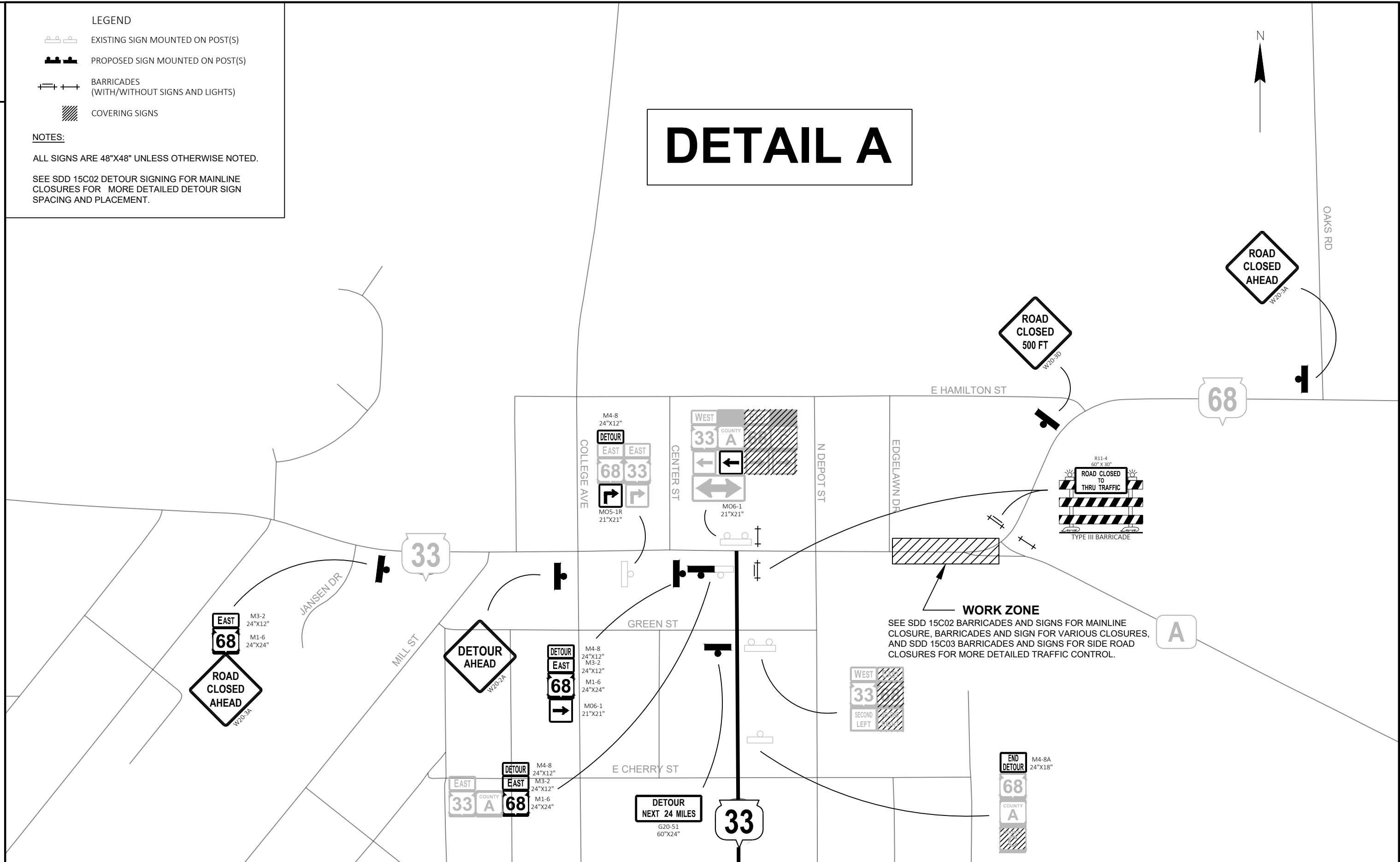
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- BARRICADES (WITH/WITHOUT SIGNS AND LIGHTS)
- COVERING SIGNS

NOTES:

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

SEE SDD 15C02 DETOUR SIGNING FOR MAINLINE CLOSURES FOR MORE DETAILED DETOUR SIGN SPACING AND PLACEMENT.

# DETAIL A





LEGEND

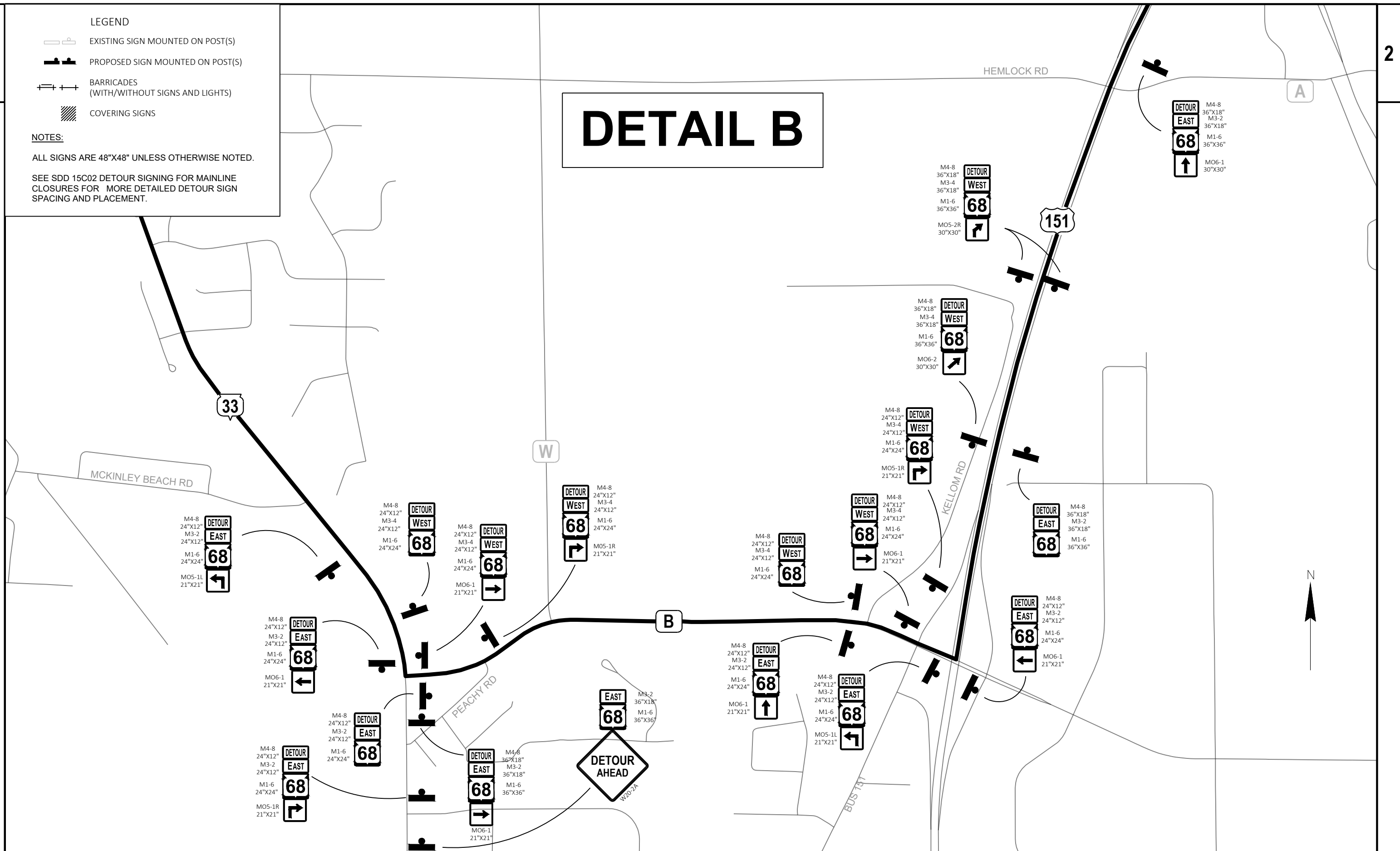
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- BARRICADES (WITH/WITHOUT SIGNS AND LIGHTS)
- COVERING SIGNS

NOTES:

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

SEE SDD 15C02 DETOUR SIGNING FOR MAINLINE CLOSURES FOR MORE DETAILED DETOUR SIGN SPACING AND PLACEMENT.

# DETAIL B



# DETAIL C

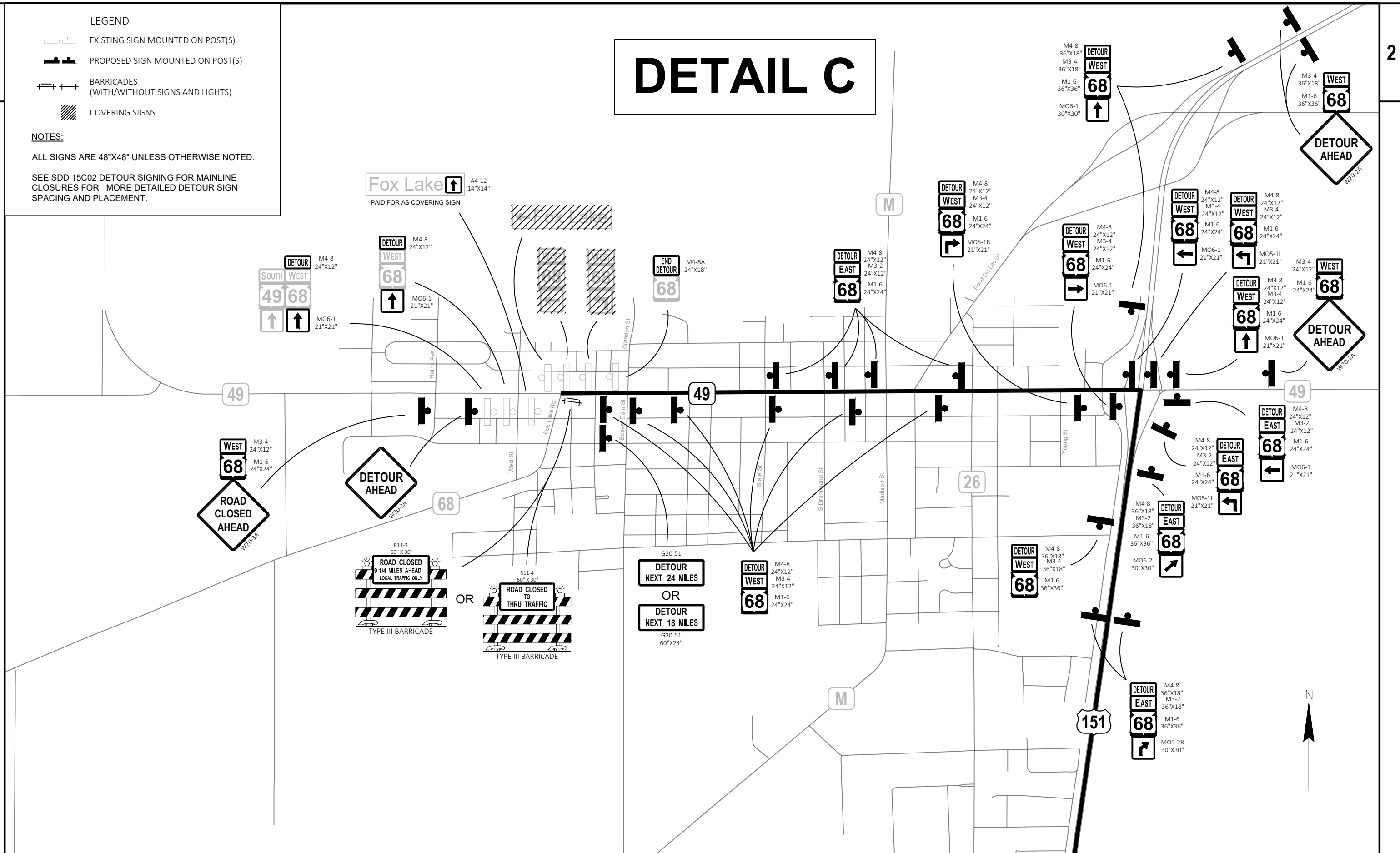
### LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- BARRICADES (WITH/WITHOUT SIGNS AND LIGHTS)
- COVERING SIGNS





### NOTES:

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

SEE SDD 15C02 DETOUR SIGNING FOR MAINLINE CLOSURES FOR MORE DETAILED DETOUR SIGN SPACING AND PLACEMENT.



LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN MOUNTED ON POST(S)
-  BARRICADES (WITH/WITHOUT SIGNS AND LIGHTS)
-  COVERING SIGNS

NOTES:

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

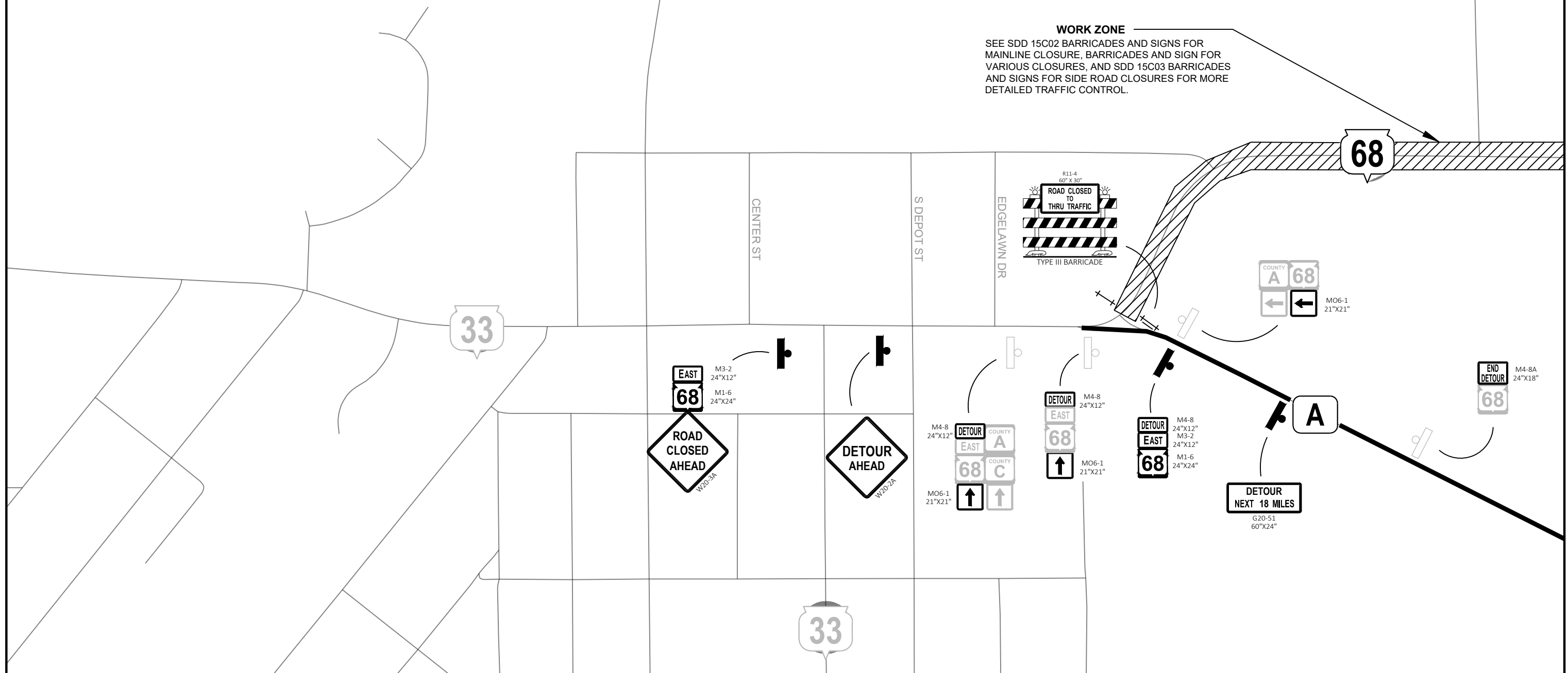
SEE SDD 15C02 DETOUR SIGNING FOR MAINLINE CLOSURES FOR MORE DETAILED DETOUR SIGN SPACING AND PLACEMENT.

# DETAIL D

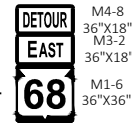
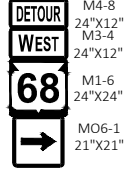
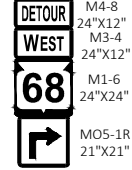
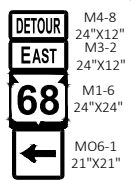
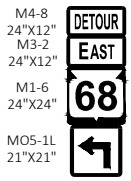
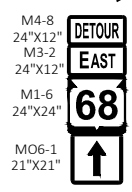
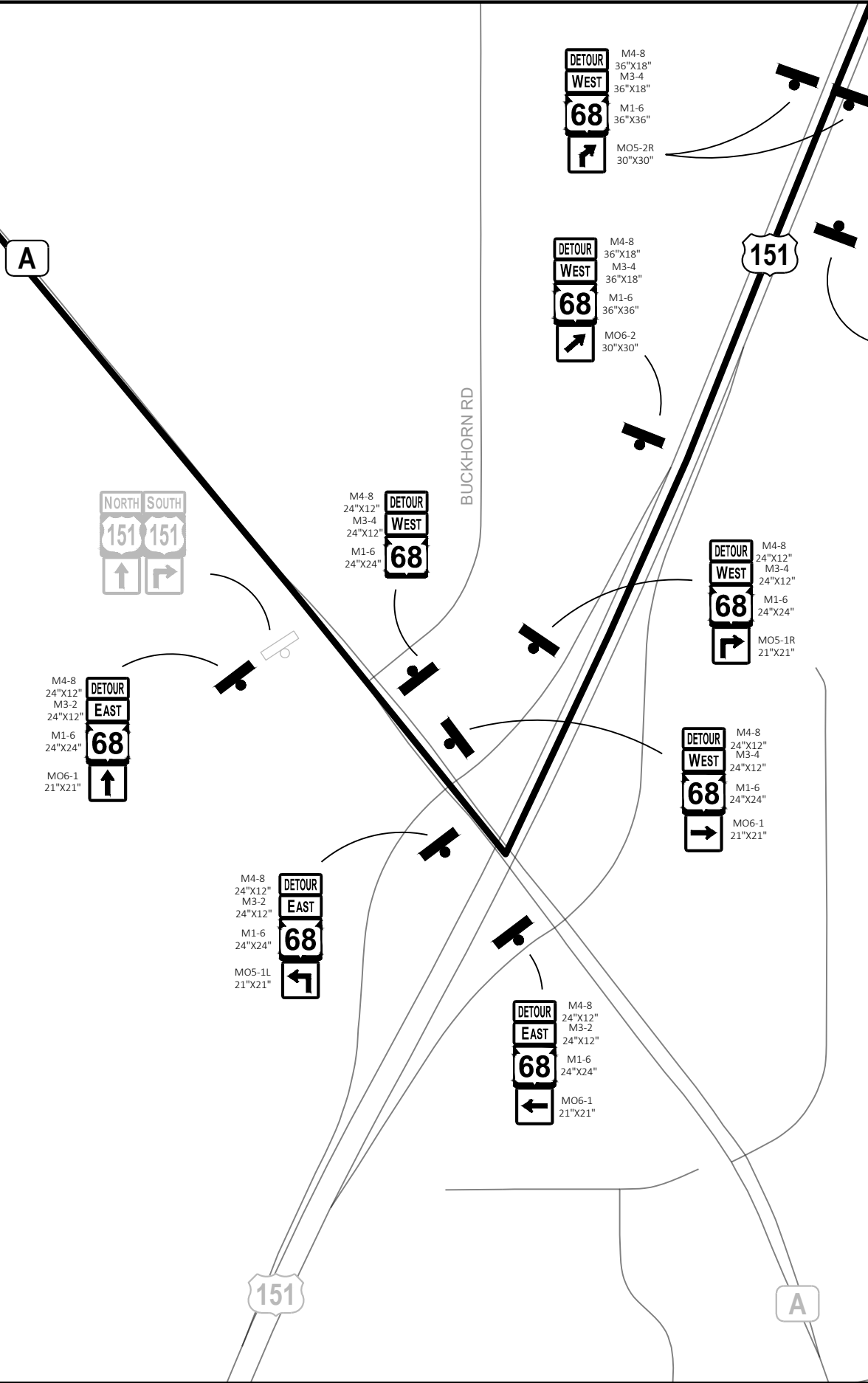


**WORK ZONE**

SEE SDD 15C02 BARRICADES AND SIGNS FOR MAINLINE CLOSURE, BARRICADES AND SIGN FOR VARIOUS CLOSURES, AND SDD 15C03 BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES FOR MORE DETAILED TRAFFIC CONTROL.



# DETAIL E



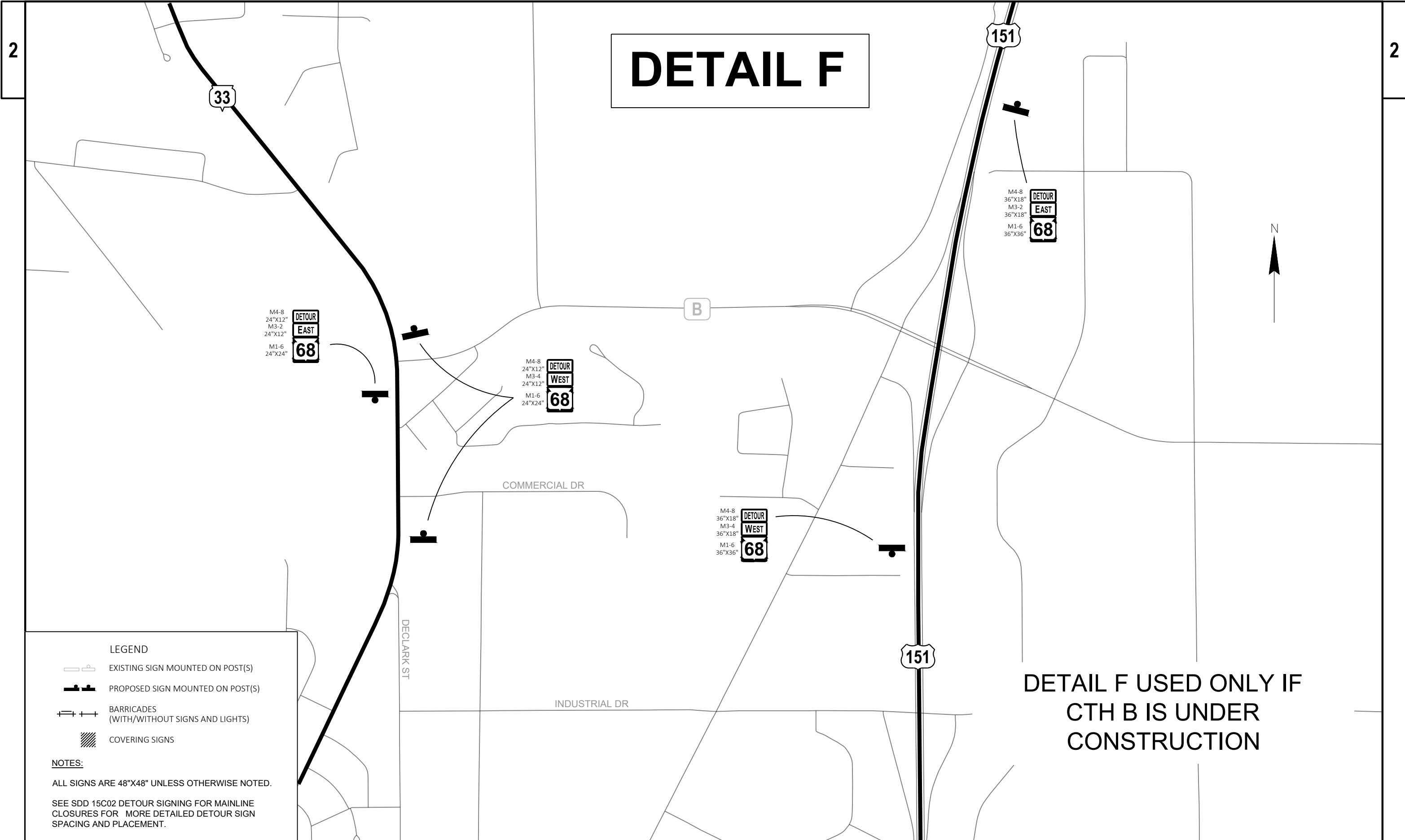
**LEGEND**

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- PROPOSED SIGN MOUNTED ON POST(S)
- BARRICADES (WITH/WITHOUT SIGNS AND LIGHTS)
- COVERING SIGNS

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# DETAIL F

**DETAIL F USED ONLY IF  
CTH B IS UNDER  
CONSTRUCTION**

**LEGEND**

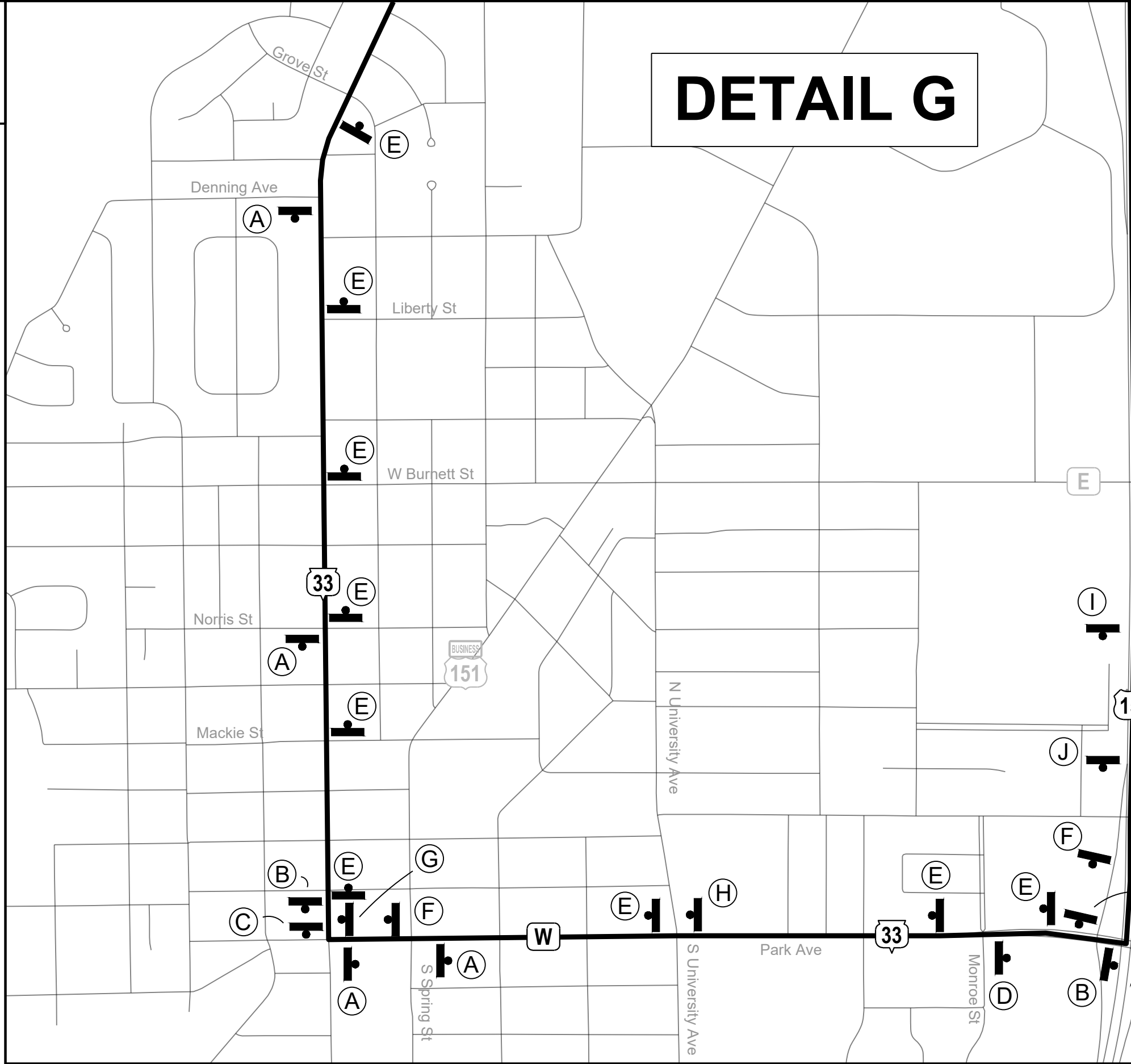
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- BARRICADES (WITH/WITHOUT SIGNS AND LIGHTS)
- COVERING SIGNS

**NOTES:**

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# DETAIL G



## SIGN LEGEND





<b>A</b> M4-8 24"x12" M3-2 24"x12" M1-6 24"x24"	<b>B</b> M4-8 24"x12" M3-2 24"x12" M1-6 24"x24" MO5-1L 21"x21"	<b>C</b> M4-8 24"x12" M3-2 24"x12" M1-6 24"x24" MO6-1 21"x21"	<b>D</b> M4-8 24"x12" M3-2 24"x12" M1-6 24"x24" MO6-1 21"x21"	<b>E</b> M4-8 24"x12" M3-4 24"x12" M1-6 24"x24"
<b>F</b> M4-8 24"x12" M3-4 24"x12" M1-6 24"x24" MO5-1R 21"x21"	<b>G</b> M4-8 24"x12" M3-4 24"x12" M1-6 24"x24" MO6-1 21"x21"	<b>H</b> M4-8 24"x12" M3-4 24"x12" M1-6 24"x24" MO6-1 21"x21"	<b>I</b> M4-8 36"x18" M3-4 36"x18" M1-6 36"x36" MO5-2R 30"x30"	<b>J</b> M4-8 36"x18" M3-4 36"x18" M1-6 36"x36" MO6-2 30"x30"
<b>K</b> M4-8 36"x18" M3-2 36"x18" M1-6 36"x36"	EXISTING SIGN MOUNTED ON POST(S) PROPOSED SIGN MOUNTED ON POST(S) BARRICADES (WITH/WITHOUT SIGNS AND LIGHTS) COVERING SIGNS			

**NOTES:**  
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**DETAIL G USED ONLY IF  
 CTH B IS UNDER  
 CONSTRUCTION**

# DETAIL H

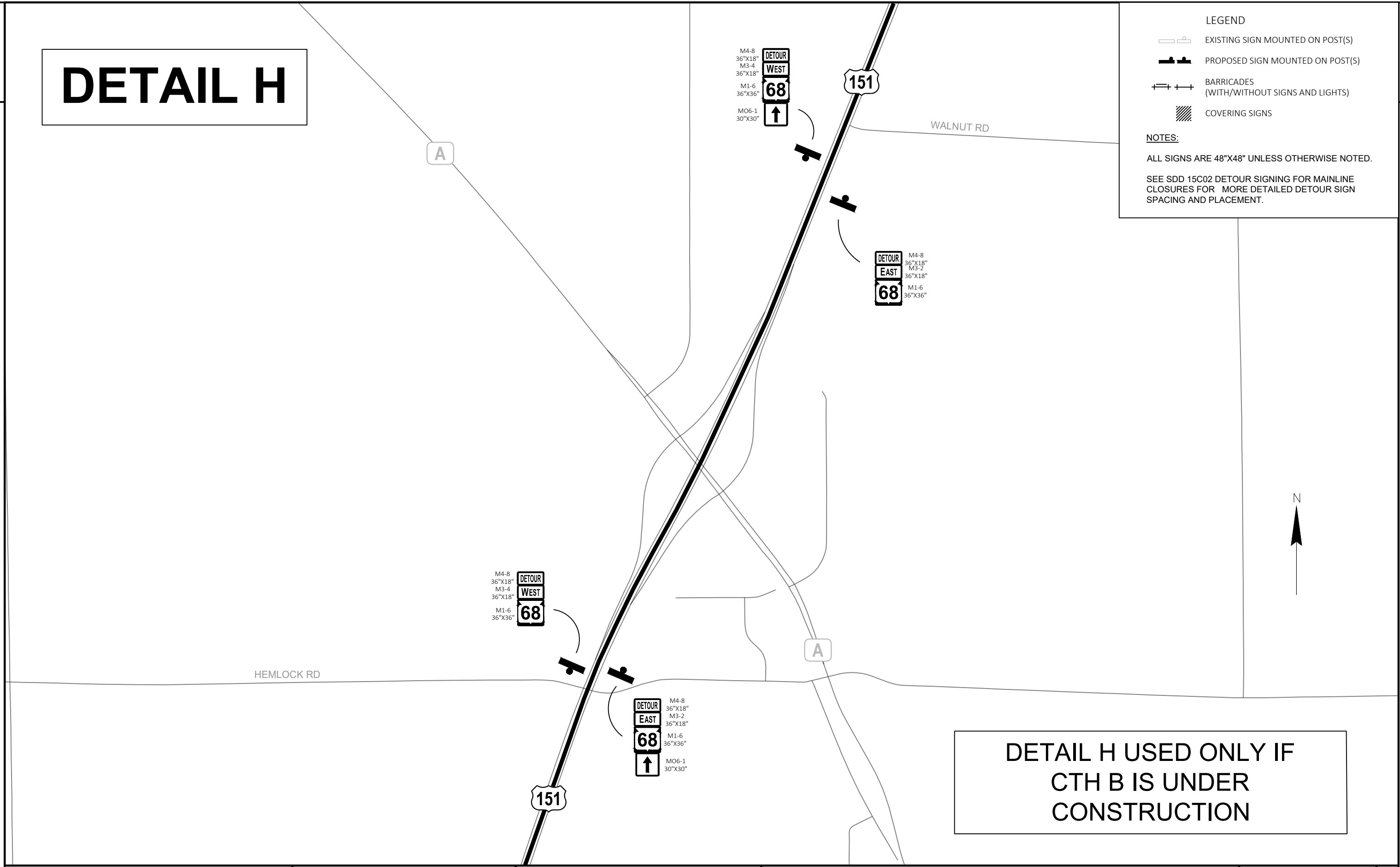
**LEGEND**

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-  PROPOSED SIGN MOUNTED ON POST(S)
-  BARRICADES (WITH/WITHOUT SIGNS AND LIGHTS)
-  COVERING SIGNS

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**DETAIL H USED ONLY IF  
CTH B IS UNDER  
CONSTRUCTION**

## Estimate Of Quantities

		6070-02-60	6070-02-70			
Line	Item	Item Description	Unit	Total	Qty	Qty
0002	201.0120	Clearing	ID	80.000		80.000
0004	201.0220	Grubbing	ID	80.000		80.000
0006	204.0100	Removing Concrete Pavement	SY	149.000		149.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	209,002.000	199,920.000	9,082.000
0010	204.0150	Removing Curb & Gutter	LF	572.000		572.000
0012	204.0155	Removing Concrete Sidewalk	SY	333.000		333.000
0014	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 6070-02-60	LS	1.000	1.000	
0016	211.0100	Prepare Foundation for Asphaltic Paving (project) 02. 6070-02-70	LS	1.000		1.000
0018	213.0100	Finishing Roadway (project) 01. 6070-02-60	EACH	1.000	1.000	
0020	213.0100	Finishing Roadway (project) 02. 6070-02-70	EACH	1.000		1.000
0022	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,107.000	916.000	191.000
0024	305.0500	Shaping Shoulders	STA	61.000	61.000	
0026	455.0605	Tack Coat	GAL	26,929.400	25,831.000	1,098.400
0028	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000	
0030	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000	
0032	460.2005	Incentive Density PWL HMA Pavement	DOL	24,850.000	24,850.000	
0034	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	18,550.000	17,960.000	590.000
0036	460.2010	Incentive Air Voids HMA Pavement	DOL	31,940.000	31,940.000	
0038	460.6224	HMA Pavement 4 MT 58-28 S	TON	33,313.000	31,933.000	1,380.000
0040	465.0105	Asphaltic Surface	TON	2,897.000	2,855.000	42.000
0042	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	47,048.000	47,048.000	
0044	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	572.000		572.000
0046	601.0600	Concrete Curb Pedestrian	LF	6.000		6.000
0048	602.0405	Concrete Sidewalk 4-Inch	SF	3,823.000		3,823.000
0050	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	240.000		240.000
0052	611.8115	Adjusting Inlet Covers	EACH	5.000		5.000
0054	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6070-02-60	EACH	1.000	1.000	
0056	618.0100	Maintenance And Repair of Haul Roads (project) 02. 6070-02-70	EACH	1.000		1.000
0058	619.1000	Mobilization	EACH	1.000	0.910	0.090
0060	624.0100	Water	MGAL	5.200	3.800	1.400
0062	625.0105	Topsoil	CY	161.000		161.000
0064	628.1905	Mobilizations Erosion Control	EACH	2.000		2.000
0066	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000		2.000
0068	628.2006	Erosion Mat Urban Class I Type A	SY	930.000		930.000
0070	628.7010	Inlet Protection Type B	EACH	2.000		2.000
0072	628.7015	Inlet Protection Type C	EACH	19.000	3.000	16.000
0074	629.0210	Fertilizer Type B	CWT	0.380		0.380



## Estimate Of Quantities

6070-02-60 6070-02-70

Line	Item	Item Description	Unit	Total	Qty	Qty
0076	630.0130	Seeding Mixture No. 30	LB	17.400		17.400
0078	630.0500	Seed Water	MGAL	21.400		21.400
0080	638.2102	Moving Signs Type II	EACH	5.000		5.000
0082	638.4000	Moving Small Sign Supports	EACH	5.000		5.000
0084	642.5001	Field Office Type B	EACH	1.000	0.910	0.090
0086	643.0300	Traffic Control Drums	DAY	522.000	35.000	487.000
0088	643.0410	Traffic Control Barricades Type II	DAY	304.000		304.000
0090	643.0420	Traffic Control Barricades Type III	DAY	2,060.000	1,266.000	794.000
0092	643.0705	Traffic Control Warning Lights Type A	DAY	2,644.000	1,406.000	1,238.000
0094	643.0715	Traffic Control Warning Lights Type C	DAY	452.000		452.000
0096	643.0900	Traffic Control Signs	DAY	9,777.000	8,714.000	1,063.000
0098	643.0920	Traffic Control Covering Signs Type II	EACH	11.000	11.000	
0100	643.1050	Traffic Control Signs PCMS	DAY	14.000	7.000	7.000
0102	643.5000	Traffic Control	EACH	1.000	0.910	0.090
0104	644.1601	Temporary Pedestrian Curb Ramp	DAY	6.000		6.000
0106	646.1020	Marking Line Epoxy 4-Inch	LF	39,502.500	36,538.000	2,964.500
0108	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	92,942.000	92,942.000	
0110	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	150.000	150.000	
0112	646.6120	Marking Stop Line Epoxy 18-Inch	LF	67.000	67.000	
0114	648.0100	Locating No-Passing Zones	MI	8.920	8.920	
0116	649.0105	Temporary Marking Line Paint 4-Inch	LF	2,938.000	2,845.000	93.000
0118	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	1,959.000	1,897.000	62.000
0120	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	572.000		572.000
0122	650.8000	Construction Staking Resurfacing Reference	LF	48,954.000	47,408.000	1,546.000
0124	650.9000	Construction Staking Curb Ramps	EACH	14.000		14.000
0126	650.9910	Construction Staking Supplemental Control (project) 01. 6070-02-60	LS	1.000	1.000	
0128	650.9910	Construction Staking Supplemental Control (project) 02. 6070-02-70	LS	1.000		1.000
0130	690.0150	Sawing Asphalt	LF	711.000	454.500	256.500
0132	690.0250	Sawing Concrete	LF	897.000		897.000
0134	740.0440	Incentive IRI Ride	DOL	37,088.000	35,911.000	1,177.000
0136	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	500.000	500.000	
0138	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	375.000	375.000	
0140	SPV.0060	Special 01. Adjust Water Valves	EACH	6.000		6.000
0142	SPV.0060	Special 02. Verify Landmark Reference Monuments	EACH	1.000	1.000	
0144	SPV.0090	Special 01. Concrete Joint and Crack Cleaning and Repair	LF	8,000.000		8,000.000
0146	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	25,380.000	25,380.000	

ASPHALTIC ITEMS

CATEGORY	STA	-	STA	PAVEMENT THICKNESS INCHES	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF	SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING SY
(6070-02-60) 0010	10+00	-	13+60	3	1508	181.5	229	-	-	-
	13+60	-	24+00	3.5	7950	986.8	1332	51	1040	449
	24+00	-	44+00	3.5	7928	960.9	1311	11	2000	98
	44+00	-	64+00	3.5	7412	939.4	1311	76	2000	676
	64+00	-	84+00	3.5	8182	1053.4	1311	111	2000	984
	84+00	-	104+00	3.5	8302	1064.9	1311	106	2000	943
	104+00	-	124+00	3.5	8258	1095.7	1311	164	2000	1458
	124+00	-	144+00	3.5	8301	1108.9	1311	177	2000	1574
	144+00	-	164+00	3.5	8264	1116.8	1311	196	2000	1749
	164+00	-	184+00	3.5	8301	1095.6	1311	155	2000	1383
	184+00	-	204+00	3.5	8301	1094.6	1311	154	2000	1369
	204+00	-	224+00	3.5	8301	1083.9	1311	137	2000	1216
	224+00	-	244+00	3.5	8301	1055.1	1311	91	2000	805
	244+00	-	264+00	3.5	8259	1062.2	1311	110	2000	978
	264+00	-	284+00	3.5	8281	1078.5	1311	132	2000	1174
	284+00	-	304+00	3.5	8301	1048.4	1311	80	2000	709
	304+00	-	324+00	3.5	8301	1061.0	1311	100	2000	889
	324+00	-	344+00	3.5	8273	1107.0	1311	179	2000	1594
	344+00	-	364+00	3.5	8289	1051.4	1311	87	2000	772
	364+00	-	384+00	3.5	8271	1057.4	1311	100	2000	889
	384+00	-	404+00	3.5	8284	1066.4	1311	112	2000	996
	404+00	-	424+00	3.5	8301	1076.1	1311	124	2000	1105
	424+00	-	444+00	3.5	8301	1102.2	1311	166	2000	1478
	444+00	-	464+00	3.5	8274	1093.1	1311	157	2000	1394
	464+00	-	484+08	3.5	4637	608.0	669	79	2008	698
			E STATE STREET	3.5	788	94.6	139	-	-	-
			W HAMILTON STREET	3.5	586	70.4	104	-	-	-
			OAKS ROAD	3.5	102	12.3	18	-	-	-
			LAUREL HILL ROAD	3.5	264	31.7	47	-	-	-
			CTH FF	3.5	196	23.6	35	-	-	-
			LAKELAND ROAD (RT)	3.5	241	29.0	43	-	-	-
			LAKELAND ROAD (LT)	3.5	177	21.3	32	-	-	-
			JERSEY ROAD (RT)	3.5	228	27.4	41	-	-	-
			JERSEY ROAD (LT)	3.5	273	32.8	49	-	-	-
			CTH F	3.5	673	80.8	119	-	-	-
			BUCKHORN ROAD (RT)	3.5	126	15.2	23	-	-	-
			BUCKHORN ROAD (LT)	3.5	158	19.0	28	-	-	-
			BALSAM ROAD	3.5	117	14.1	21	-	-	-
			LAKE EMILY ROAD	3.5	459	55.1	81	-	-	-
			COTTONWOOD ROAD	3.5	156	18.8	28	-	-	-
			AIRPORT ROAD	3.5	53	6.4	10	-	-	-
			VERHAGE ROAD	3.5	242	29.1	43	-	-	-
			PROJECT TOTAL		199920	25830.8	31933	2855	47048	25380
(6070-02-70) 0010	484+08	-	499+54	3	7674	920.9	1163	-	-	-
			S WEST STREET	3	186	23.4	29	5	-	-
			RENS WAY	3	285	35.1	44	5	-	-
			GRACE STREET	3	277	34.4	42	6	-	-
			W BROWN STREET (RT)	3	181	23.0	28	6	-	-
			W BROWN STREET (LT)	3	172	22.1	27	7	-	-
			W JEFFERSON STREET (RT)	3	152	19.5	23	6	-	-
			W JEFFERSON STREET (LT)	3	155	20.0	24	7	-	-
			PROJECT TOTAL		9082	1098.4	1380	42	0	0
			TOTAL		209002	26929.2	33313	2897	47048	25380

3

3

**PROJECT NO: 6070-02-60 & 6070-02-70**      **HWY: STH 68**      **COUNTY: DODGE**      **MISCELLANEOUS QUANTITIES**      **SHEET NO:**      **E**

FILE NAME : \_\_\_\_\_ PLOT DATE : \_\_\_\_\_ PLOT BY : \_\_\_\_\_ PLOT NAME : \_\_\_\_\_ ORG DATE : \_\_\_\_\_ ORIGINATOR : DIST \_ PLOT SCALE : 1:1

3

HMA QMP MIXTURE USE TABLE:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 FT DRIVING LANES	10+00 TO 13+60	UPPER LAYER	HMA PAVEMENT 4 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	94	1-3/4"	ITEM 460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT	ITEM 460.2005 INCENTIVE DENSITY PWL HMA PAVEMENT
12 FT DRIVING LANES	10+00 TO 13+60	LOWER LAYER	VARIES	HMA PAVEMENT 4 MT 58-28 S	68	1-1/4"	ITEM 460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT	ITEM 460.2005 INCENTIVE DENSITY PWL HMA PAVEMENT
SHOULDERS, TURN LANES, INTERSECTIONS	10+00 TO 13+60	UPPER & LOWER LAYER	VARIES	HMA PAVEMENT 4 MT 58-28 S	206	3"	ITEM 460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT	ACCEPTANCE TESTING BY THE DEPARTMENT
12 FT DRIVING LANES	13+60 TO 484+02	UPPER LAYER	HMA PAVEMENT 4 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	12,294	1-3/4"	ITEM 460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT	ITEM 460.2005 INCENTIVE DENSITY PWL HMA PAVEMENT
12 FT DRIVING LANES	13+60 TO 484+02	LOWER LAYER	VARIES	HMA PAVEMENT 4 MT 58-28 S	12,379	1-3/4"	ITEM 460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT	ITEM 460.2005 INCENTIVE DENSITY PWL HMA PAVEMENT
SHOULDERS, TURN LANES, INTERSECTIONS	13+60 TO 484+02	UPPER & LOWER LAYER	VARIES	HMA PAVEMENT 4 MT 58-28 S	6,892	3-1/2"	ITEM 460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT	ACCEPTANCE TESTING BY THE DEPARTMENT
12 FT DRIVING LANES	484+02 TO 499+55	UPPER LAYER	HMA PAVEMENT 4 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	406	1-3/4"	QMP AS PER SS 460	ITEM 460.2000 INCENTIVE TESTING DENSITY HMA PAVEMENT
12 FT DRIVING LANES	484+02 TO 499+55	LOWER LAYER	CONCRETE	HMA PAVEMENT 4 MT 58-28 S	292	1-1/4"	QMP AS PER SS 460	ITEM 460.2000 INCENTIVE TESTING DENSITY HMA PAVEMENT
SHOULDERS, TURN LANES, INTERSECTIONS	484+02 TO 499+55	UPPER & LOWER LAYER	CONCRETE	HMA PAVEMENT 4 MT 58-28 S	682	3"	QMP AS PER SS 460	ITEM 460.2000 INCENTIVE TESTING DENSITY HMA PAVEMENT

3

BASE AGGREGATE ITEMS

CATEGORY	LOCATION	305.0110	305.0500	624.0100
		BASE AGGREGATE	SHAPING	WATER
		DENSE 3/4-INCH TON	SHOULDERS STA	MGAL
(6070-02-60)				
0010	STH 68 (STA 13+60 - 36+20)	47	-	0.2
	STH 68 (STA 36+20 - 66+30)	9	61	0.1
	STH 68 (STA 66+30 - 484+08)	860	-	3.5
PROJECT TOTAL		916	61	3.8
(6070-02-70)				
0010	WEST ST - NW CORNER (400)	10	-	0.1
	WEST ST - NE CORNER (420)	11	-	0.1
	RENS WAY - LT (360)	7	-	0.1
	RENS WAY - RT (340)	13	-	0.1
	RENS WAY/GRACE ST (320)	24	-	0.1
	GRACE ST (300)	10	-	0.1
	W BROWN ST -SW (240)	13	-	0.1
	W BROWN ST -SE (260)	16	-	0.1
	W BROWN ST -NW (200)	18	-	0.1
	W BROWN ST -NE (220)	13	-	0.1
	W JEFFERSON ST -SW (140)	13	-	0.1
	W JEFFERSON ST -SE (160)	14	-	0.1
	W JEFFERSON ST -NW (100)	17	-	0.1
	W JEFFERSON ST -NE (120)	12	-	0.1
PROJECT TOTAL		191	0	1.4
TOTAL		1107	61	5.2

CONCRETE ITEMS

CATEGORY	LOCATION	204.0100	204.0150	204.0155	601.0411	601.0600	602.0405	602.0505
		REMOVING PAVEMENT SY	REMOVING CURB & GUTTER LF	REMOVING CONCRETE SIDEWALK SY	CONCRETE CURB & GUTTER 30-INCH TYPE D LF	CONCRETE CURB PEDESTRIAN LF	CONCRETE SIDEWALK 4-INCH SF	CURB RAMP DETECTABLE WARNING FIELD SF
		(6070-02-70)						
0010	WEST ST - NW CORNER (400)	10	41	20	41	-	161	10
	WEST ST - NE CORNER (420)	9	32	18	32	-	231	10
	RENS WAY - LT (360)	4	18	11	18	-	154	10
	RENS WAY - RT (340)	12	38	16	38	-	248	20
	RENS WAY/GRACE ST (320)	15	64	50	64	-	544	20
	GRACE ST (300)	6	22	28	22	-	263	10
	W BROWN ST -SW (240)	12	36	16	36	-	221	20
	W BROWN ST -SE (260)	11	48	24	48	-	334	20
	W BROWN ST -NW (200)	13	63	32	63	-	339	20
	W BROWN ST -NE (220)	12	36	30	36	-	249	20
	W JEFFERSON ST -SW (140)	12	36	20	36	-	244	20
	W JEFFERSON ST -SE (160)	12	53	21	53	6	255	20
	W JEFFERSON ST -NW (100)	12	55	28	55	-	340	20
	W JEFFERSON ST -NE (120)	9	30	19	30	-	240	20
TOTAL		149	572	333	572	6	3823	240

RESTORATION ITEMS

CATEGORY	LOCATION	625.0105	628.2006	629.0210	630.0130	630.0500
		TOPSOIL	EROSION MAT URBAN CLASS I TYPE A	FERTILIZER TYPE B	SEEDING MIXTURE NO. 30	SEED WATER
		CY	SY	CWT	LB	MGAL
(6070-02-70)						
0010	WEST ST - NW CORNER (400)	14	84	0.03	1.5	1.9
	WEST ST - NE CORNER (420)	5	27	0.01	0.5	0.7
	RENS WAY - LT (360)	6	34	0.02	0.7	0.8
	RENS WAY - RT (340)	9	49	0.02	0.9	1.1
	RENS WAY/GRACE ST (320)	30	180	0.06	3.3	4.1
	GRACE ST (300)	9	49	0.02	0.9	1.1
	W BROWN ST -SW (240)	4	22	0.01	0.4	0.5
	W BROWN ST -SE (260)	14	80	0.03	1.5	1.8
	W BROWN ST -NW (200)	12	67	0.03	1.2	1.6
	W BROWN ST -NE (220)	6	35	0.02	0.7	0.8
	W JEFFERSON ST -SW (140)	6	35	0.02	0.7	0.8
	W JEFFERSON ST -SE (160)	9	51	0.02	1.0	1.2
	W JEFFERSON ST -NW (100)	11	66	0.03	1.2	1.5
	W JEFFERSON ST -NE (120)	5	29	0.01	0.6	0.7
UNDISTRIBUTED QUANTITY		21	122	0.05	2.3	2.8
TOTAL		161	930	0.38	17.4	21.4

ADJUST INLET COVERS

CATEGORY	STATION	OFFSET	611.8115
			ADJUSTING INLET COVERS EACH
(6070-02-70)			
0010	489+72	31.5', RT	1
	489+99	33', RT	1
	493+99	34.5', RT	1
	494+40	50.0', RT	1
	498+03	38', RT	1
TOTAL			5

CLEARING & GRUBBING

CATEGORY	STATION	OFFSET	201.0120	201.0220
			CLEARING ID	GRUBBING ID
(6070-02-70)				
0010	489+81.2	49' RT	15	15
	497+80.8	42' RT	30	30
	498+53.8	41' RT	35	35
TOTAL			80	80

HMA PWL TEST STRIP ITEM

CATEGORY	LOCATION	460.0105.S	460.0110.S
		HMA PWL TEST STRIP VOLUMETRICS EACH	HMA PWL TEST STRIP DENSITY EACH
(6070-02-60)			
0010	STH 68 (6070-02-60)	1	2
TOTAL		1	2

PROJECT NO: 6070-02-60 & 6070-02-70

HWY: STH 68

COUNTY: DODGE

MISCELLANEOUS QUANTITIES

SHEET NO:

E

FILE NAME :

PLOT DATE :

PLOT BY :

PLOT NAME :

ORG DATE :

ORIGINATOR : DIST \_

PLOT SCALE : 1:1

3

MOBILIZATION

CATEGORY	LOCATION	619.1000 MOBILIZATION EACH	628.1905 MOBILIZATION EROSION CONTROL EACH	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL EACH
(6070-02-60) 0010	STH 68 (6070-02-60)	0.91	0	0
PROJECT TOTAL		0.91	0	0
(6070-02-70) 0010	STH 68 (6070-02-70)	0.09	2	2
PROJECT TOTAL		0.09	2	2
TOTAL		1	2	2

MOVING SIGNS & SUPPORTS

CATEGORY	STATION	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARK
(6070-02-70) 0010	485+92	NE CORNER - STH 68 & WEST ST	1	1	STOP SIGN
	489+73	NE CORNER - STH 68 & RENS WAY	1	1	STOP SIGN
	493+72	SE CORNER - STH 68 & W BROWN ST	1	1	STOP SIGN
	494+46	NE CORNER - STH 68 & W BROWN ST	1	1	STOP SIGN
	497+77	SE CORNER - STH 68 & W JEFFERSON ST	1	1	STOP SIGN
TOTAL			5	5	

INLET PROTECTION

CATEGORY	STATION	OFFSET	628.7010 INLET PROTECTION TYPE B EACH	629.7015 INLET PROTECTION TYPE C EACH
(6070-02-60) 0010	9+34	17.5', RT	-	1
	9+34	17.5', LT	-	1
	12+46	57', RT	-	1
PROJECT TOTAL			0	3
(6070-02-70) 0010	484+92	21.5', LT	-	1
	485+75	21.5', LT	-	1
	488+98	21.5', RT	-	1
	489+13	57', RT	-	1
	489+72	31.5', RT	-	1
	489+99	33', RT	-	1
	490+08	21.5', LT	1	-
	490+55	55', RT	-	1
	493+57	21.5', LT	-	1
	493+72	21.5', RT	-	1
	493+99	34.5', RT	-	1
	497+41	50', RT	-	1
	497+41	50', RT	-	1
	497+13	21.5', RT	-	1
	497+13	21.5', LT	-	1
	497+13	15.5', RT	1	-
	498+03	38', RT	-	1
	498+40	48', RT	-	1
PROJECT TOTAL			2	16
TOTAL			2	19

TEMPORARY PEDESTRIAN CURB RAMP ITEM

CATEGORY	STAGE	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAYS
(6070-02-70) 0010	SIDEWALK CLOSURE STAGE 1	6
TOTAL		6

TRAFFIC CONTROL ITEM

CATEGORY	LOCATION	643.5000 TRAFFIC CONTROL EACH
(6070-02-60) 0010	STH 68 (6070-02-60)	0.91
PROJECT TOTAL		0.91
(6070-02-70) 0010	STH 68 (6070-02-70)	0.09
PROJECT TOTAL		0.09
TOTAL		1

FIELD OFFICE

CATEGORY	LOCATION	642.5001 FIELD OFFICE TYPE C EACH
(6070-02-60) 0010	STH 68 (6070-02-60)	0.91
PROJECT TOTAL		0.91
(6070-02-70) 0010	STH 68 (6070-02-70)	0.09
PROJECT TOTAL		0.09
TOTAL		1

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3

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TRAFFIC CONTROL ITEMS

CATEGORY	LOCATION /STAGE	DAYS	643.0300 TRAFFIC CONTROL DRUMS		643.0410 TRAFFIC CONTROL BARRICADES TYPE II		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0900 TRAFFIC CONTROL SIGNS		643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II			643.1050 TRAFFIC CONTROL SIGNS PCMS		
			EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	NO. OF SIGNS	NO. OF CYCLES	EACH	EACH	DAYS	
(6070-02-60) 0010	DETOUR #1 / #3	3	-	-	-	-	-	-	-	-	-	-	278	834	7	1	7	-	-	
	DETOUR #2	32	-	-	-	-	-	-	-	-	-	-	188	6016	4	1	4	-	-	
	START OF PROJECT	35	-	-	-	-	4	140	8	280	-	-	5	175	-	-	-	-	-	
	E STATE STREET	3	-	-	-	-	2	6	2	6	-	-	3	9	-	-	-	-	-	
	W HAMILTON STREET	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	OAKS ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	LAUREL HILL ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	CTH FF	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	N LAKELAND ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	S LAKELAND ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	N JERSEY ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	S JERSEY ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	CTH F	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	N BUCKHORN ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	S BUCKHORN ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	BALSAM ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	LAKE EMILY ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	COTTONWOOD ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	AIRPORT ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	VERHAGE ROAD	35	-	-	-	-	2	70	2	70	-	-	3	105	-	-	-	-	-	
	PROJECT	7	5	35	-	-	-	-	-	-	-	-	-	-	-	-	-	1	7	
	PROJECT TOTAL			35		0		1266		1406		0		8714				13		7
(6070-02-70) 0010	S WEST STREET	35	-	-	-	-	2	70	2	70	-	-	2	70	-	-	-	-	-	
	RENS WAY	35	-	-	-	-	2	70	2	70	-	-	2	70	-	-	-	-	-	
	GRACE STREET	35	-	-	-	-	2	70	2	70	-	-	2	70	-	-	-	-	-	
	W BROWN STREET	35	-	-	-	-	2	70	2	70	-	-	2	70	-	-	-	-	-	
	W BROWN STREET	35	-	-	-	-	2	70	2	70	-	-	2	70	-	-	-	-	-	
	W JEFFERSON STREET	35	-	-	-	-	2	70	2	70	-	-	2	70	-	-	-	-	-	
	W JEFFERSON STREET	35	-	-	-	-	2	70	2	70	-	-	2	70	-	-	-	-	-	
	END OF PROJECT	35	-	-	-	-	4	140	8	280	-	-	3	105	-	-	-	-	-	
	STAGE 1 - CURB RAMPS	6	18	108	12	72	7	42	19	114	18	108	19	114	-	-	-	-	-	
	STAGE 2 - CURB RAMPS	6	22	132	14	84	7	42	21	126	22	132	21	126	-	-	-	-	-	
	STAGE 3 - CURB RAMPS	6	22	132	14	84	8	48	22	132	22	132	22	132	-	-	-	-	-	
	STAGE 4 - CURB RAMPS	8	10	80	8	64	4	32	12	96	10	80	12	96	-	-	-	-	-	
	PROJECT	7	5	35	-	-	-	-	-	-	-	-	-	-	-	-	-	1	7	
	PROJECT TOTAL			487		304		794		1238		452		1063				0		7
	TOTAL			522		304		2060		2644		452		9777				13		14

PROJECT NO: 6070-02-60 & 6070-02-70

HWY: STH 68

COUNTY: DODGE

MISCELLANEOUS QUANTITIES

SHEET NO:

E

FILE NAME :

PLOT DATE :

PLOT BY :

PLOT NAME :

ORG DATE :

ORIGINATOR : DIST \_

PLOT SCALE : 1:1

PAVEMENT MARKING ITEMS

CATEGORY	STA	-	STA	RT / LT / CL	646.1020 MARKING LINE EPOXY 4-INCH 4-INCH		646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH		646.304 MARKING LINE GROOVED WET REF EPOXY 8-INCH	646.612 MARKING STOP LINE 18-INCH	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW 2' SKIP	649.0120* TEMPORARY MARKING LINE EPOXY 4-INCH YELLOW 2' SKIP
					YELLOW SOLID LF	YELLOW 12.5' SKIP LF	WHITE SOLID LF	WHITE 3' SKIP LF	WHITE SOLID LF	LF	LF	LF
(6070-02-60) 0010	10+00	-	484+08	CL	25533	10927	-	-	-	-	2845	1897
	13+60	-	19+32	LT	-	-	572	-	-	-	-	-
	19+32	-	20+68	LT	-	-	-	34	-	-	-	-
	20+68	-	30+52	LT	-	-	984	-	-	-	-	-
	31+21	-	120+72	LT	-	-	8951	-	-	-	-	-
	120+88	-	151+65	LT	-	-	3077	-	-	-	-	-
	152+48	-	254+20	LT	-	-	10172	-	-	-	-	-
	255+33	-	273+55	LT	-	-	1822	-	-	-	-	-
	273+85	-	327+60	LT	-	-	5375	-	-	-	-	-
	328+06	-	373+48	LT	-	-	4542	-	-	-	-	-
	374+44	-	448+49	LT	-	-	7405	-	-	-	-	-
	449+31	-	484+08	LT	-	-	3477	-	-	-	-	-
	12+10	-	12+58	RT	-	-	-	-	150	-	-	-
	13+60	-	109+55	RT	-	-	9595	-	-	-	-	-
	110+92	-	151+24	RT	-	-	4032	-	-	-	-	-
	152+26	-	253+69	RT	-	-	10143	-	-	-	-	-
	254+67	-	327+30	RT	-	-	7263	-	-	-	-	-
	327+80	-	358+57	RT	-	-	3077	-	-	-	-	-
	359+05	-	403+11	RT	-	-	4406	-	-	-	-	-
	403+93	-	484+08	RT	-	-	8015	-	-	-	-	-
	E STATE STREET			RT	78	-	-	-	-	32	-	-
	W HAMILTON STREET			LT	-	-	-	-	-	35	-	-
	PROJECT TOTALS					36538		92942	150	67	2845	1897
(6070-02-70) 0010	484+08	-	499+54	CL	2922	-	-	-	-	-	93	62
	484+08	-	485+78	CL	-	42.5	-	-	-	-	-	-
	PROJECT TOTALS					2964.5		0	0	0	93	62
	TOTAL					39502.5		92942	150	67	2938	1959

\* PLACE TEMPORARY MARKING LINE EPOXY IN LOCATION OF FUTURE PERMENANT MARKING LINES.

VERIFY LANDMARK REFERENCE MONUMENTS

SPV.0060.02  
VERIFY LANDMARK  
REFERENCE MONUMENTS

CATEGORY	LOCATION	EACH
(6070-02-60) 0010	STA 31+16.59, 3.9' RT	1
TOTAL		1

LOCATING NO-PASSING ZONE

648.0100  
LOCATING  
NO-PASSING ZONES

CATEGORY	LOCATION	MI
(6070-02-60) 0010	STH 68 (13+60 - 484+08)	8.92
TOTAL		8.92

SAWCUTS

CATEGORY	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	COMMENTS
(6070-02-60) 0010	START OF PROJECT	34	-	TIE IN
	E STATE STREET	46.5	-	TIE IN
	W HAMILTON STREET	35	-	TIE IN
	OAKS ROAD	20	-	TIE IN
	LAUREL HILL ROAD	20	-	TIE IN
	CTH FF	25	-	TIE IN
	LAKELAND ROAD (RT)	24	-	TIE IN
	LAKELAND ROAD (LT)	24	-	TIE IN
	JERSEY ROAD (RT)	24	-	TIE IN
	JERSEY ROAD (LT)	24	-	TIE IN
	CTH F	32.5	-	TIE IN
	BUCKHORN ROAD (RT)	21.5	-	TIE IN
	BUCKHORN ROAD (LT)	20	-	TIE IN
	BALSAM ROAD	20	-	TIE IN
	LAKE EMILY ROAD	18	-	TIE IN
	COTTONWOOD ROAD	25	-	TIE IN
	AIRPORT ROAD	17	-	TIE IN
	VERHAGE ROAD	24	-	TIE IN
PROJECT TOTALS		454.5	0	

ADJUST WATER VALVES

SPV.0060.01  
ADJUSTING  
WATER VALVES

CATEGORY	STATION	OFFSET	EACH
(6070-02-70) 0010	485+97	34.5', LT	1
	488+95	29.5', LT	1
	494+12	31.5', LT	1
	494+20	15', LT	1
	497+81	37', LT	1
	498+18	39', LT	1
TOTAL			6

CONCRETE JOINT AND CRACK CLEANING AND REPAIR

SPV.0090.01  
CONCRETE JOINT  
AND CRACK CLEANING  
AND REPAIR

CATEGORY	LOCATION	LF
(6070-02-70) 0010	STH 68 (484+08 - 499+54)	8000
TOTAL		8000

(6070-02-70) 0010	S WEST STREET	32.5	117	TIE IN, C&G, SW
	RENS WAY	27	99	TIE IN, C&G, SW
	GRACE STREET	31	133	TIE IN, C&G, SW
	W BROWN STREET (RT)	34	126	TIE IN, C&G, SW
	W BROWN STREET (LT)	34	147	TIE IN, C&G, SW
	W JEFFERSON STREET (RT)	29	132	TIE IN, C&G, SW
	W JEFFERSON STREET (LT)	29	143	TIE IN, C&G, SW
	END OF PROJECT	40	-	TIE IN
PROJECT TOTALS		256.5	897	
TOTAL		711	897	

CONSTRUCTION STAKING

650.5500 CURB, GUTTER  
CURB & GUTTER LF  
650.8000 RESURFACING  
REFERENCE LF  
650.9000 CURB  
RAMPS EACH  
650.9910 SUPPLEMENTAL  
CONTROL LS

CATEGORY	LOCATION	650.5500 CURB, GUTTER CURB & GUTTER LF	650.8000 RESURFACING REFERENCE LF	650.9000 CURB RAMPS EACH	650.9910 SUPPLEMENTAL CONTROL LS
(6070-02-60) 0010	STH 68 (6070-02-60)	-	47408	-	1
PROJECT TOTAL		0	47408	0	1
(6070-02-70) 0010	STH 68 (6070-02-70)	572	1546	14	1
PROJECT TOTAL		572	1546	14	1
TOTAL		572	48954	14	2

PROJECT NO: 6070-02-60 & 6070-02-70

HWY: STH 68

COUNTY: DODGE

MISCELLANEOUS QUANTITIES

SHEET NO:

E

FILE NAME : \_\_\_\_\_

PLOT DATE : \_\_\_\_\_

PLOT BY : \_\_\_\_\_

PLOT NAME : \_\_\_\_\_

ORG DATE : \_\_\_\_\_

ORIGINATOR : DIST \_

PLOT SCALE : 1:1



PAVEMENT MARKING ITEMS

CATEGORY	STA	-	STA	RT / LT / CL	646.1020		646.1040		646.304	646.612	649.0105	649.0120*
					MARKING LINE	MARKING LINE	MARKING LINE	MARKING	TEMPORARY	TEMPORARY		
					EPOXY 4-INCH	GROOVED WET REF	GROOVED WET REF	STOP LINE	MARKING LINE	MARKING LINE	MARKING LINE	MARKING LINE
					4-INCH	EPOXY 4-INCH	EPOXY 8-INCH	EPOXY	PAINT 4-INCH	EPOXY 4-INCH	EPOXY 4-INCH	EPOXY 4-INCH
					YELLOW	YELLOW	WHITE	WHITE	WHITE	18-INCH	YELLOW	YELLOW
					SOLID	12.5' SKIP	SOLID	3' SKIP	SOLID		2' SKIP	2' SKIP
					LF	LF	LF	LF	LF	LF	LF	LF
(6070-02-60)												
0010	10+00	-	484+08	CL	25533	10927	-	-	-	-	2845	1897
	13+60	-	19+32	LT	-	-	572	-	-	-	-	-
	19+32	-	20+68	LT	-	-	-	34	-	-	-	-
	20+68	-	30+52	LT	-	-	984	-	-	-	-	-
	31+21	-	120+72	LT	-	-	8951	-	-	-	-	-
	120+88	-	151+65	LT	-	-	3077	-	-	-	-	-
	152+48	-	254+20	LT	-	-	10172	-	-	-	-	-
	255+33	-	273+55	LT	-	-	1822	-	-	-	-	-
	273+85	-	327+60	LT	-	-	5375	-	-	-	-	-
	328+06	-	373+48	LT	-	-	4542	-	-	-	-	-
	374+44	-	448+49	LT	-	-	7405	-	-	-	-	-
	449+31	-	484+08	LT	-	-	3477	-	-	-	-	-
	12+10	-	12+58	RT	-	-	-	-	150	-	-	-
	13+60	-	109+55	RT	-	-	9595	-	-	-	-	-
	110+92	-	151+24	RT	-	-	4032	-	-	-	-	-
	152+26	-	253+69	RT	-	-	10143	-	-	-	-	-
	254+67	-	327+30	RT	-	-	7263	-	-	-	-	-
	327+80	-	358+57	RT	-	-	3077	-	-	-	-	-
	359+05	-	403+11	RT	-	-	4406	-	-	-	-	-
	403+93	-	484+08	RT	-	-	8015	-	-	-	-	-
	E STATE STREET			RT	78	-	-	-	-	32	-	-
	W HAMILTON STREET			LT	-	-	-	-	-	35	-	-
PROJECT TOTALS					36538		92942		150	67	2845	1897
(6070-02-70)												
0010	484+08	-	499+54	CL	2922	-	-	-	-	-	93	62
	484+08	-	485+78	CL	-	42.5	-	-	-	-	-	-
PROJECT TOTALS					2964.5		0		0	0	93	62
TOTAL					39502.5		92942		150	67	2938	1959

\* PLACE TEMPORARY MARKING LINE EPOXY IN LOCATION OF FUTURE PERMENANT MARKING LINES.

VERIFY LANDMARK REFERENCE MONUMENTS

SPV.0060.02 VERIFY LANDMARK REFERENCE MONUMENTS		
CATEGORY	LOCATION	EACH
(6070-02-60) 0010	STA 31+16.59, 3.9' RT	1
TOTAL		1

LOCATING NO-PASSING ZONE

648.0100 LOCATING NO-PASSING ZONES		
CATEGORY	LOCATION	MI
(6070-02-60) 0010	STH 68 (13+60 - 484+08)	8.92
TOTAL		8.92

SAWCUTS

CATEGORY	LOCATION	690.0150	690.0250	COMMENTS
		SAWING ASPHALT	SAWING CONCRETE	
LF	LF			
(6070-02-60) 0010	START OF PROJECT	34	-	TIE IN
	E STATE STREET	46.5	-	TIE IN
	W HAMILTON STREET	35	-	TIE IN
	OAKS ROAD	20	-	TIE IN
	LAUREL HILL ROAD	20	-	TIE IN
	CTH FF	25	-	TIE IN
	LAKELAND ROAD (RT)	24	-	TIE IN
	LAKELAND ROAD (LT)	24	-	TIE IN
	JERSEY ROAD (RT)	24	-	TIE IN
	JERSEY ROAD (LT)	24	-	TIE IN
	CTH F	32.5	-	TIE IN
	BUCKHORN ROAD (RT)	21.5	-	TIE IN
	BUCKHORN ROAD (LT)	20	-	TIE IN
	BALSAM ROAD	20	-	TIE IN
	LAKE EMILY ROAD	18	-	TIE IN
	COTTONWOOD ROAD	25	-	TIE IN
	AIRPORT ROAD	17	-	TIE IN
	VERHAGE ROAD	24	-	TIE IN
PROJECT TOTALS		454.5	0	

ADJUST WATER VALVES

SPV.0060.01 ADJUSTING WATER VALVES			
CATEGORY	STATION	OFFSET	EACH
(6070-02-70) 0010	485+97	34.5', LT	1
	488+95	29.5', LT	1
	494+12	31.5', LT	1
	494+20	15', LT	1
	497+81	37', LT	1
	498+18	39', LT	1
TOTAL			6

CONCRETE JOINT AND CRACK CLEANING AND REPAIR

SPV.0090.01 CONCRETE JOINT AND CRACK CLEANING AND REPAIR		
CATEGORY	LOCATION	LF
(6070-02-70) 0010	STH 68 (484+08 - 499+54)	8000
TOTAL		8000

CONSTRUCTION STAKING

CATEGORY	LOCATION	650.5500	650.8000	650.9000	650.9910
		CURB, GUTTER CURB & GUTTER	RESURFACING REFERENCE	CURB RAMPS	SUPPLEMENTAL CONTROL
LF	LF	EACH	LS		
(6070-02-60) 0010	STH 68 (6070-02-60)	-	1553	-	1
PROJECT TOTAL		0	1553	0	1
(6070-02-70) 0010	STH 68 (6070-02-70)	572	47408	14	1
PROJECT TOTAL		572	47408	14	1
TOTAL		572	48961	14	2

CATEGORY	LOCATION	LF	LF	COMMENTS
	RENS WAY	27	99	TIE IN, C&G, SW
	GRACE STREET	31	133	TIE IN, C&G, SW
	W BROWN STREET (RT)	34	126	TIE IN, C&G, SW
	W BROWN STREET (LT)	34	147	TIE IN, C&G, SW
	W JEFFERSON STREET (RT)	29	132	TIE IN, C&G, SW
	W JEFFERSON STREET (LT)	29	143	TIE IN, C&G, SW
	END OF PROJECT	40	-	TIE IN
PROJECT TOTALS		256.5	897	
TOTAL		711	897	

PROJECT NO: 6070-02-60 & 6070-02-70

HWY: STH 68

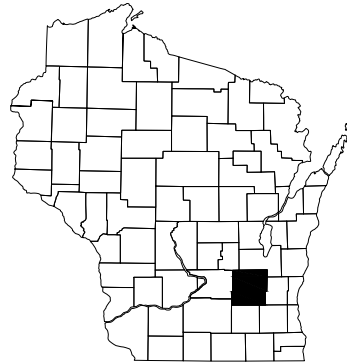
COUNTY: DODGE

MISCELLANEOUS QUANTITIES

SHEET NO:

E

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION PROJECT PLAT TITLE SHEET  
**6070-02-21**  
 CITY OF WAUPUN, FOX LAKE STREET  
 WEST STREET TO STH 49  
 STH 68  
 DODGE COUNTY



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6070-02-21.

**NOTES:**

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

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

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

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

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

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

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 DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

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

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

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

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

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

**CONVENTIONAL SYMBOLS**

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	●
QUARTER LINE	---	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	---	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP ●
NEW REFERENCE LINE	---	SIXTEENTH CORNER MONUMENT		OFF-PREMISE SIGN	
NEW R/W LINE	---	SIGN		SIGN	
EXISTING R/W OR HE LINE	---	COMPENSABLE		NON-COMPENSABLE	
PROPERTY LINE	---	ELECTRIC POLE		TELEPHONE POLE	
LOT, TIE & OTHER MINOR LINES	---	PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)			
SLOPE INTERCEPT	---	ACCESS RESTRICTED BY ACQUISITION		NO ACCESS (BY STATUTORY AUTHORITY)	
CORPORATE LIMITS	---	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)		NO ACCESS (NEW HIGHWAY)	
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	---	PARCEL NUMBER (25)		UTILITY NUMBER (40)	
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---	PARALLEL OFFSETS			
TEMPORARY LIMITED EASEMENT AREA	---				
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---				
TRANSMISSION STRUCTURES	---				
BUILDING TO BE REMOVED	---				
BRIDGE	---				

**CONVENTIONAL ABBREVIATIONS**

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS (100')	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT	RDE
CENTERLINE	C/L	EASEMENT	
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV		
GRID NORTH	GN	TRANSPORTATION PROJECT PLAT	TPP
HIGHWAY EASEMENT	HE		
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		

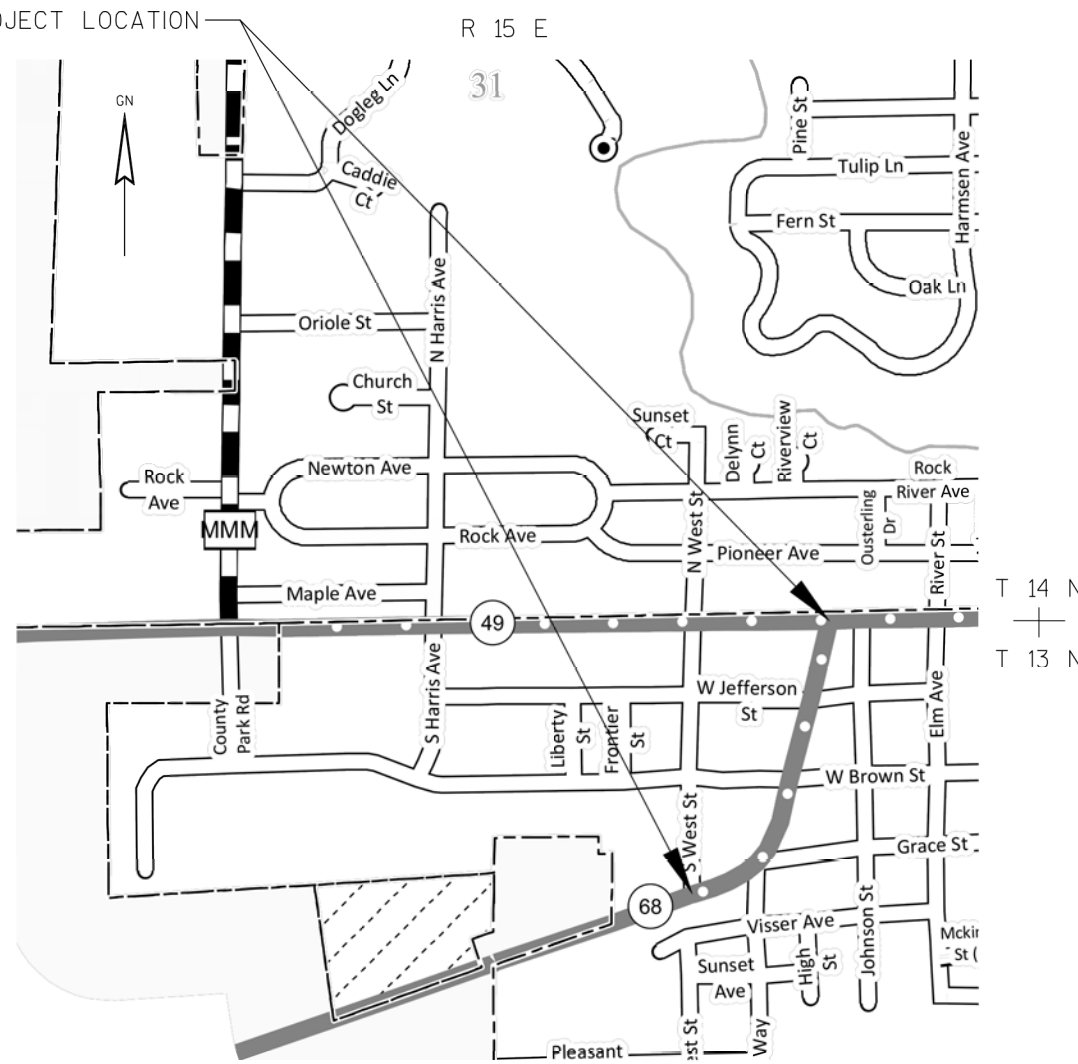
**CURVE DATA**

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	---

**PROJECT LOCATION**



T 14 N  
 T 13 N

LAYOUT  
 SCALE 0 500 FT.

PROJECT NUMBER 6070-02-21 - 4.01  
 SHEET 2 OF 2

**SCHEDULE OF LANDS & INTERESTS REQUIRED**

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W SQ FT REQUIRED			TLE SQ FT
			NEW	EXISTING	TOTAL	
1	ANDREW D. & KIMBERLY A. HANKE	FEE, TLE	127		127	551
2	CHRISTINE J. GIESE	FEE, TLE	109		109	241
3	ELTON E. DEBOER AND DONNA D. DEBOER, HUSBAND AND WIFE AND JODY DEBOER, KURT DEBOER, DANIEL DEBOER, GREGORY DEBOER AND BECKY DEBOER, AS TENANTS IN COMMON	FEE, TLE	99		99	522
4	SAMANTHA J. MOCCO	FEE, TLE	110		110	234

ALL AREAS SHOWN IN SQ FT UNLESS OTHERWISE NOTED.  
PURPOSE OF ALL OF TLES IS FOR GRADING, UNLESS OTHERWISE NOTED.

**UTILITY SCHEDULE & INTEREST REQUIRED**

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
10	AT&T - COMMUNICATION	RELEASE OF RIGHTS
20	WAUPUN PUBLIC UTILITIES - SANITARY SEWER	RELEASE OF RIGHTS

10 AT & T - COMMUNICATIONS  
NO RECORD OF EASEMENT - PARCEL 1

20 WAUPUN PUBLIC UTILITIES - SANITARY SEWER  
NO RECORD OF EASEMENT - PARCEL 2



RESERVED FOR REGISTER OF DEEDS  
PROJECT NUMBER 6070-02-21 - 4.01  
SHEET 1 OF 2  
AMENDMENT NO:...

**R/W Course Table**

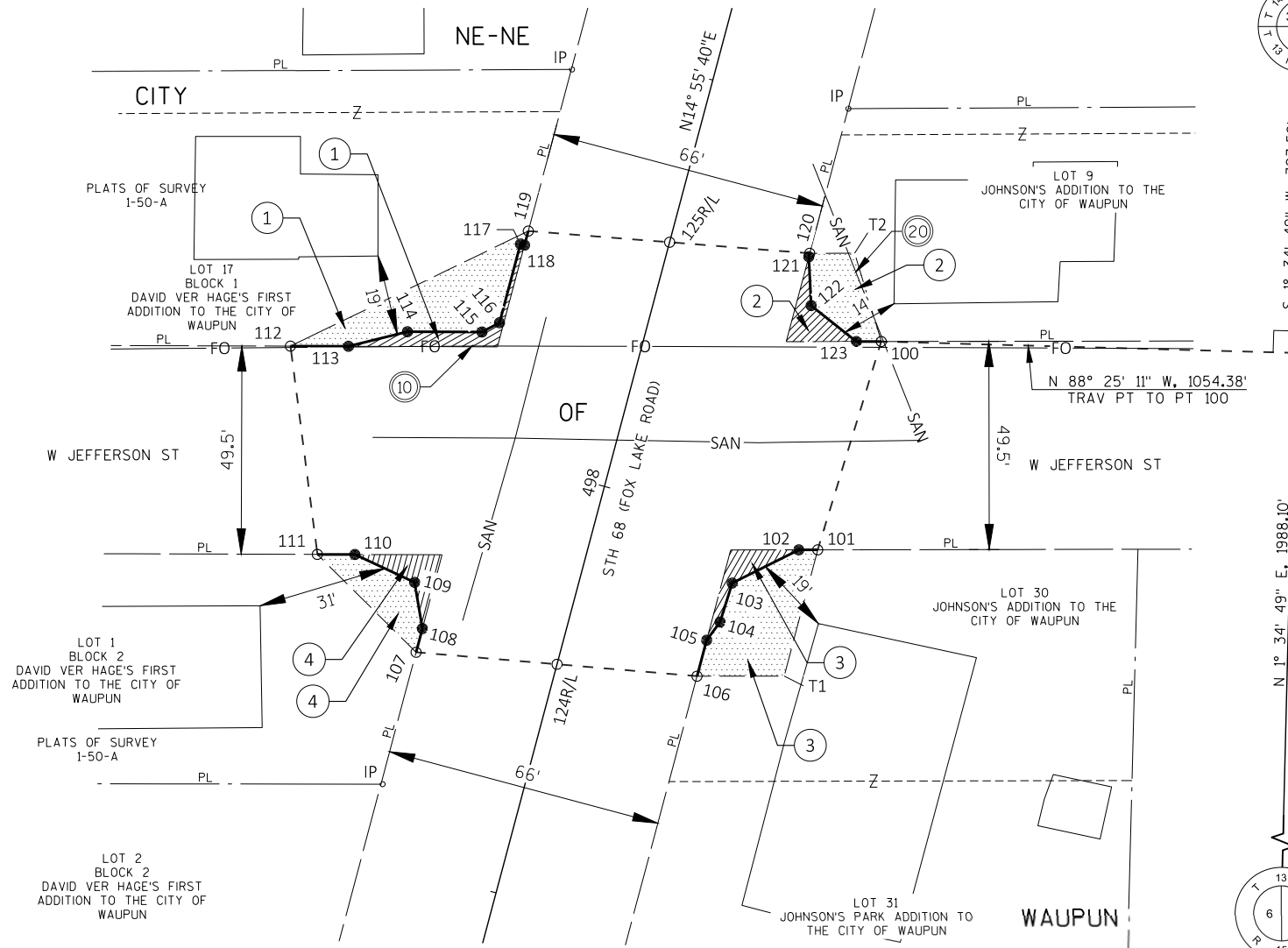
Point No.	Station	Offset
100-101	S 16° 57' 43" W	51.78'
101-102	S 89° 54' 04" W	4.51'
102-103	S 63° 26' 45" W	17.68'
103-104	S 17° 19' 11" W	9.69'
104-105	S 36° 33' 09" W	5.39'
105-106	S 14° 55' 02" W	8.86'
106-124R/L	N 85° 07' 51" W	33.39'
124R/L-107	N 85° 07' 51" W	33.64'
107-108	N 14° 55' 02" E	5.83'
108-109	N 9° 32' 09" W	11.14'
109-110	N 64° 59' 15" W	15.67'
110-111	N 89° 48' 58" W	8.92'
111-112	N 7° 22' 09" W	49.93'
112-113	S 89° 48' 58" E	13.80'
113-114	N 76° 10' 11" E	14.45'
114-115	S 89° 48' 58" E	17.71'
115-116	N 62° 12' 43" E	4.72'
116-117	N 14° 55' 02" E	19.36'
117-118	S 75° 04' 58" E	1.00'
118-119	N 14° 55' 02" E	3.47'
119-125R/L	S 85° 28' 32" E	33.70'
125R/L-120	S 85° 28' 32" E	33.41'
120-121	S 14° 55' 02" W	0.84'
121-122	S 2° 46' 46" E	11.62'
122-123	S 51° 27' 31" E	13.74'
123-100	N 89° 54' 04" E	5.93'

**R/W Station & Offset Table**

Point No.	Station	Offset
100	498+50.24	54.71'
101	497+98.49	52.87'
102	497+97.32	48.51'
103	497+85.61	35.27'
104	497+75.94	34.86'
105	497+70.92	32.87'
106	497+62.06	32.88'
107	497+50.36	33.12'
108	497+56.19	33.12'
109	497+66.33	37.74'
110	497+69.07	53.17'
111	497+66.80	61.80'
112	498+13.00	80.74'
113	498+16.51	67.40'
114	498+23.47	54.73'
115	498+27.97	37.60'
116	498+31.17	34.14'
117	498+50.53	34.14'
118	498+50.53	33.14'
119	498+54.00	33.14'
120	498+66.12	32.86'
121	498+65.28	32.86'
122	498+54.21	36.39'
123	498+48.70	48.98'
124	497+56.23	0.00'
125	498+60.08	0.00'

**TLE Station & Offset Table**

Point No.	Station	Offset
T1	497+67.43	52.88'
T2	498+68.89	43.18'



COMPUTED  
CALCULATED POSITION PER DODGE COUNTY

Y 787558.911  
X 871989.092



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

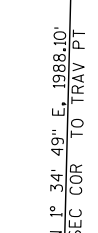
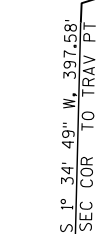
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT OF WAY FOR STH 68 (FOX LAKE RD) IS ESTABLISHED FROM PREVIOUS PROJECT 6090-06-23, DAVID VER HAGE'S FIRST ADDITION TO THE CITY OF WAUPUN, PLAT OF JOHNSON'S ADDITION TO THE CITY OF WAUPUN, PLAT OF JOHNSON'S PARK ADDITION TO THE CITY OF WAUPUN, CSM 5994 AND PLAT OF SURVEY I-50-A.

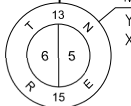
EXISTING HIGHWAY RIGHT OF WAY FOR WEST JEFFERSON ST IS ESTABLISHED FROM DAVID VER HAGE'S FIRST ADDITION TO THE CITY OF WAUPUN, PLAT OF JOHNSON'S ADDITION TO THE CITY OF WAUPUN, PLAT OF JOHNSON'S PARK ADDITION TO THE CITY OF WAUPUN AND PLAT OF SURVEY I-50-A.

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2. FOUND IRON PINS ARE 1", UNLESS OTHERWISE NOTED.



MAG NAIL W/SHINER  
Y 785174.137  
X 871923.302



**TRANSPORTATION PROJECT PLAT NO: 6070-02-21 - 4.01**

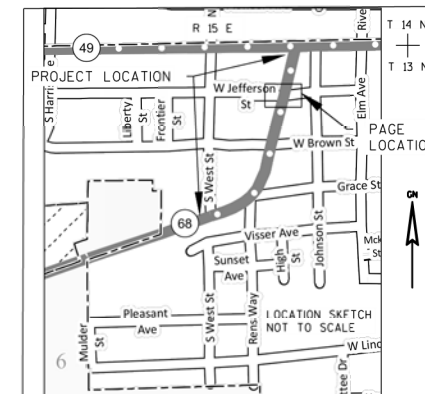
THAT PART OF LOT 17, BLOCK 1 AND LOT 1, BLOCK 2 OF DAVID VER HAGE'S FIRST ADDITION TO THE CITY OF WAUPUN. ALSO, THAT PART OF LOT 9 AND LOT 30 OF JOHNSON'S ADDITION TO THE CITY OF WAUPUN. ALL LOCATED IN THE NE 1/4 OF THE NE 1/4 OF SECTION 6, T 13 N, R 15 E, CITY OF WAUPUN, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 68 CITY OF WAUPUN, FOX LAKE STREET (WEST STREET TO STH 49), DODGE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WAUPUN 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 62.22 WISCONSIN STATUTES, THE CITY OF WAUPUN HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED BY THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUPUN, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

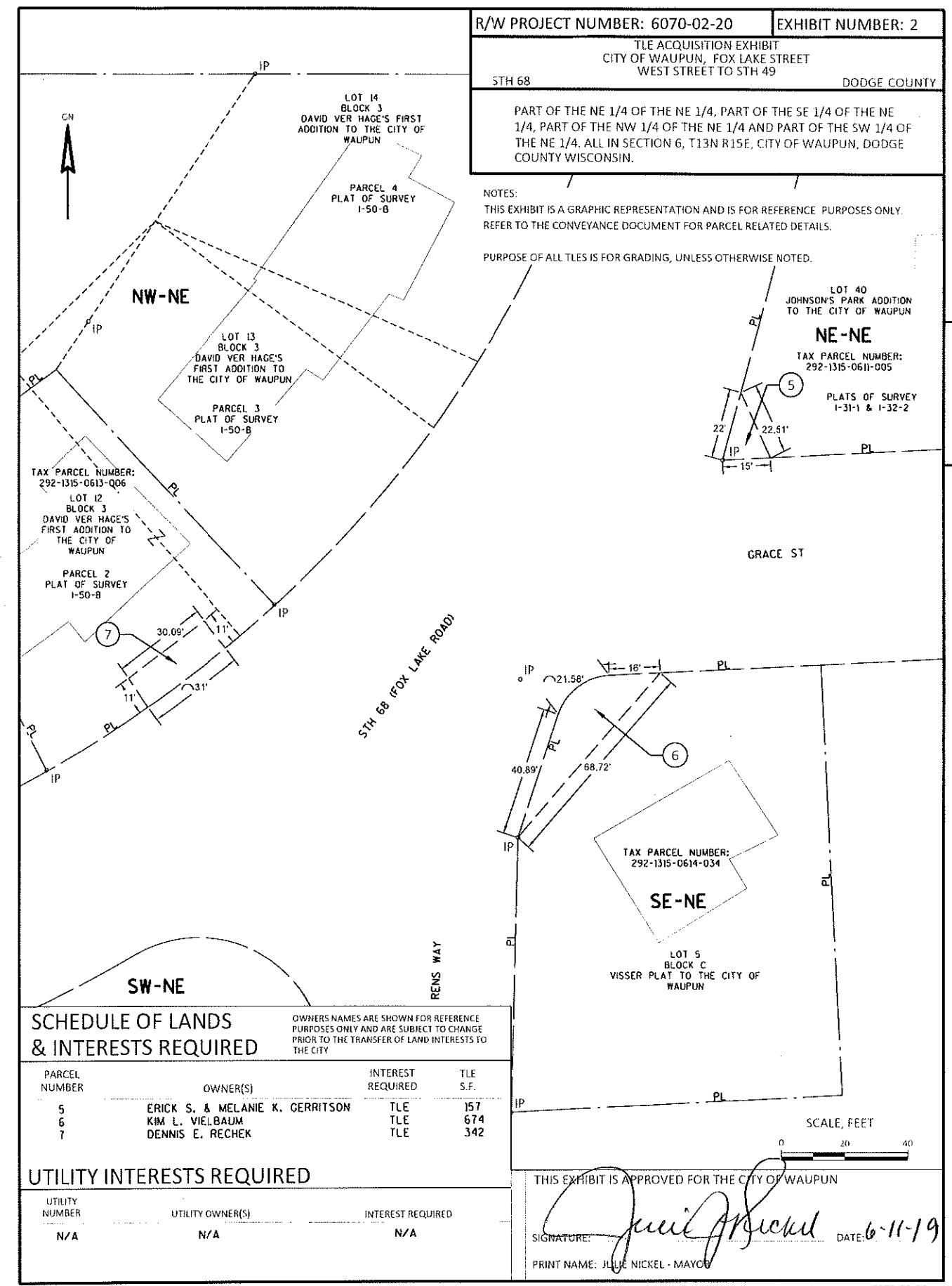
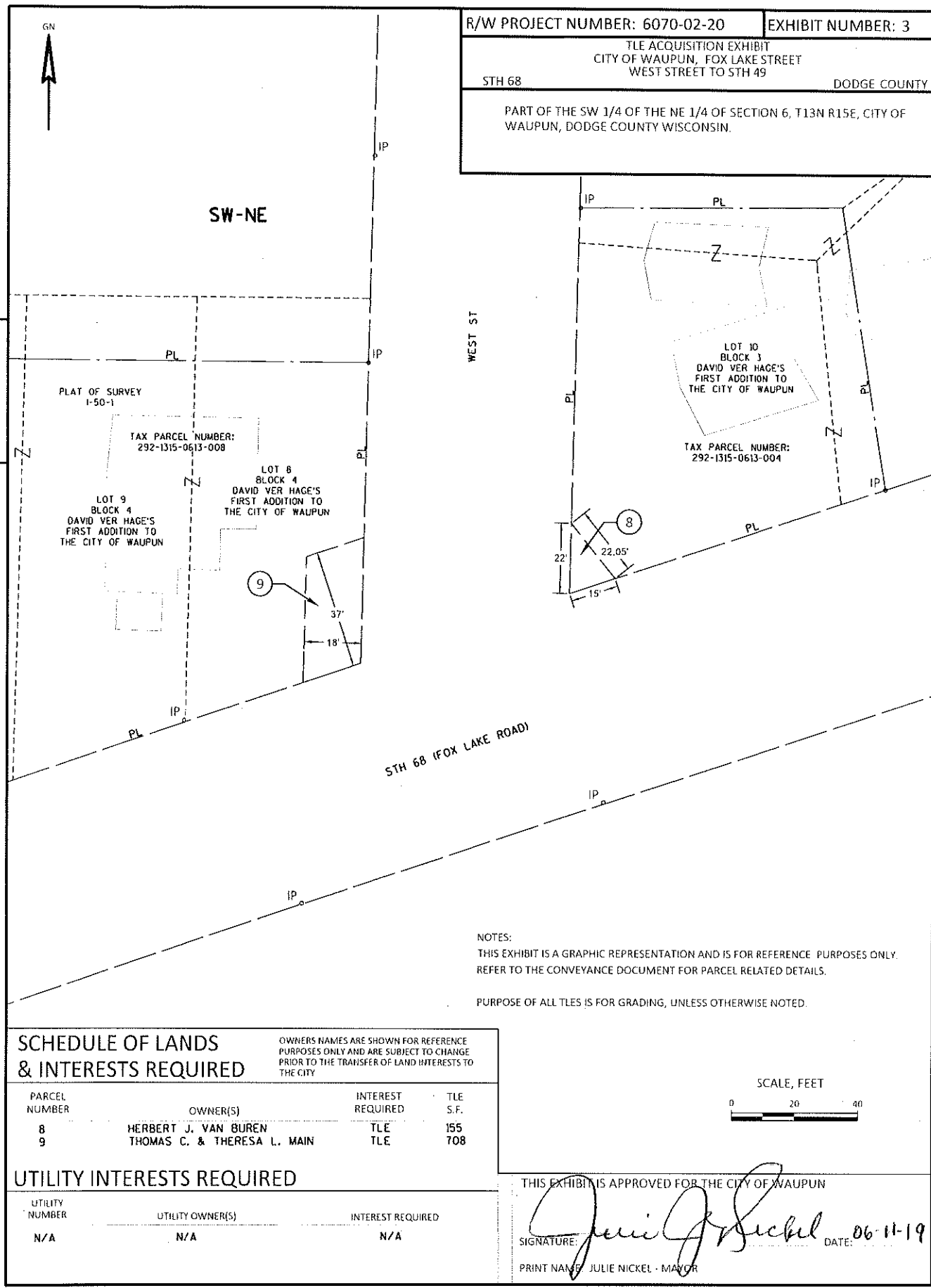


**STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION**

I, KEIF S. CALLAWAY, 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 CITY OF WAUPUN, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



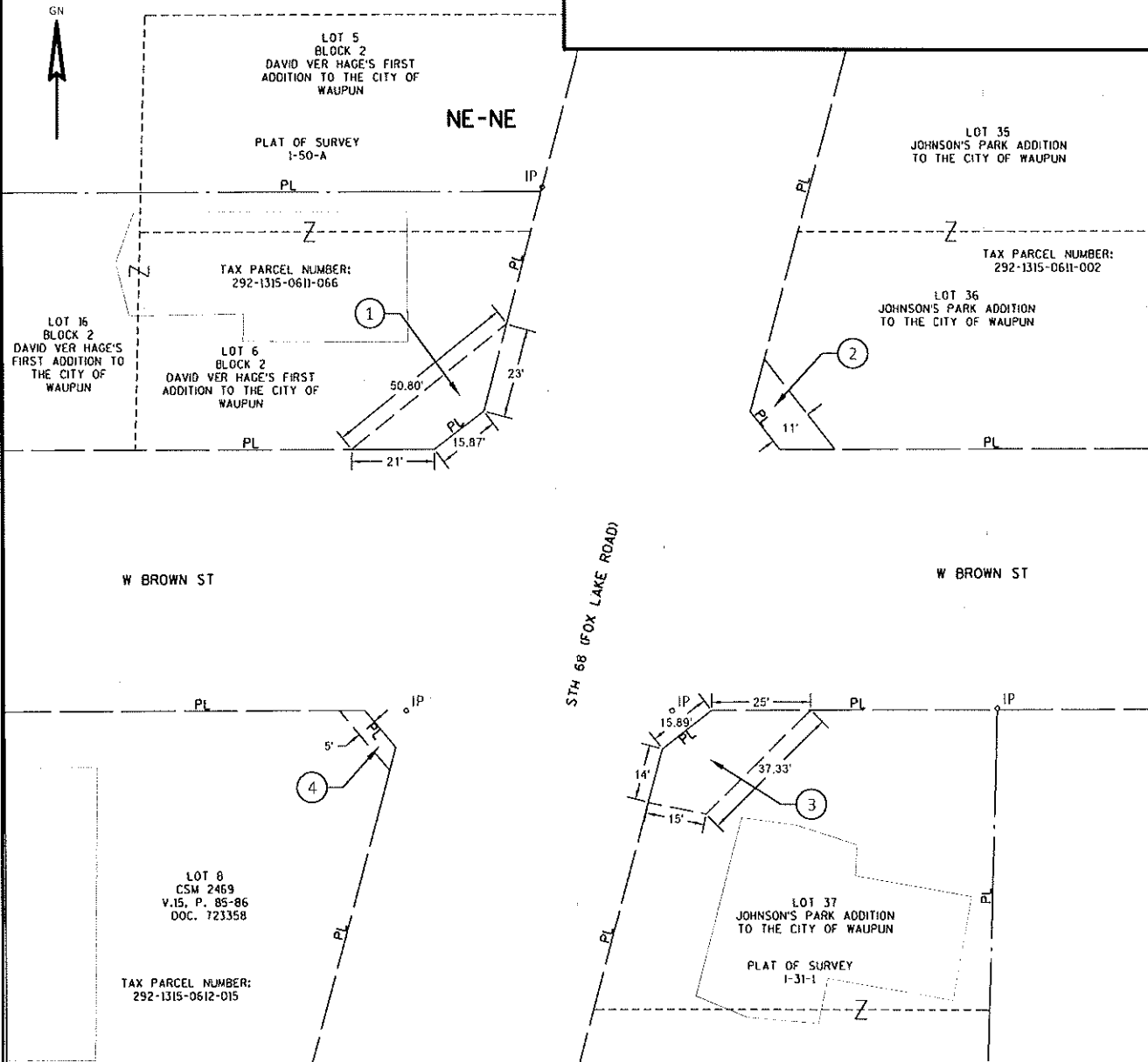
SIGNATURE: *Keif S. Callaway* DATE: 03/22/19  
PRINT NAME: KEIF S. CALLAWAY  
REGISTRATION NUMBER: S-2607  
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR CITY OF WAUPUN  
SIGNATURE: *Julie J. Nickel* DATE: 6/21/19  
PRINT NAME: JULIE NICKEL - MAYOR



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

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

R/W PROJECT NUMBER: 6070-02-20 EXHIBIT NUMBER: 1  
TLE ACQUISITION EXHIBIT  
CITY OF WAUPUN, FOX LAKE STREET  
WEST STREET TO STH 49  
DODGE COUNTY  
PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 6, T13N R15E, CITY OF  
WAUPUN, DODGE COUNTY WISCONSIN.



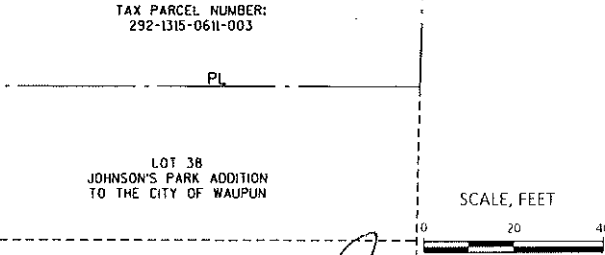
**SCHEDULE OF LANDS & INTERESTS REQUIRED**

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	SCOTT R. ZIMMERMAN	TLE	446
2	WARREN D. BALEY	TLE	226
3	RONALD W. & JUDITH M. HOMAN	TLE	590
4	FAITH BIBLE FELLOWSHIP, INC	TLE	80

**UTILITY INTERESTS REQUIRED**

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



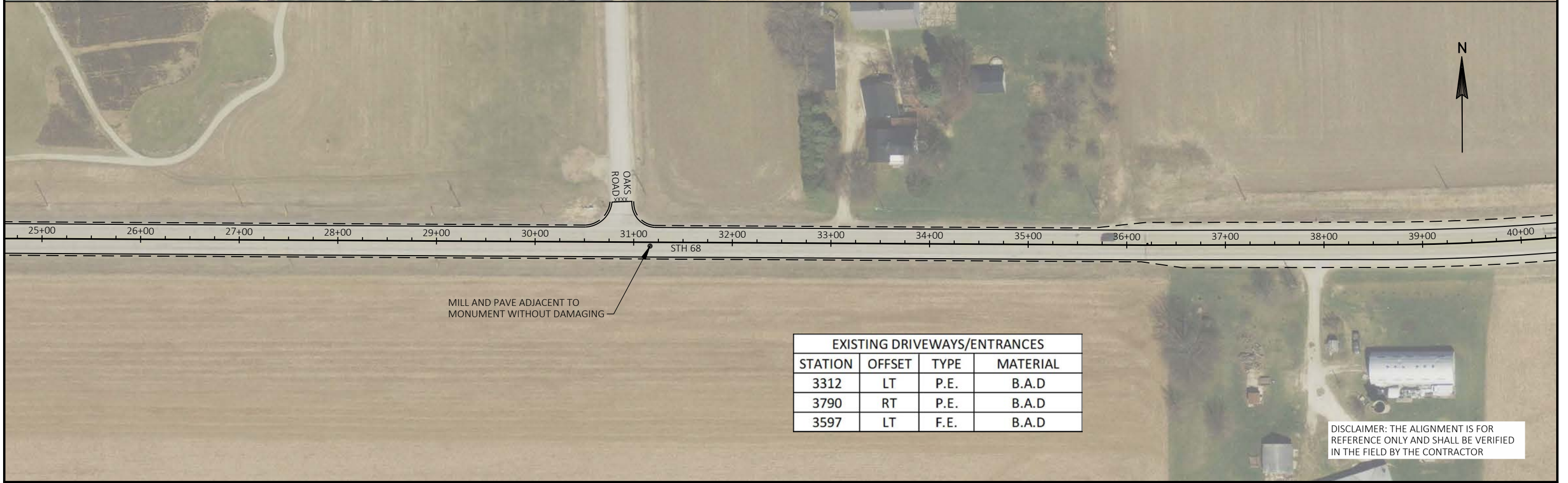
THIS EXHIBIT IS APPROVED FOR THE CITY OF WAUPUN  
SIGNATURE: *Julie Nickel* DATE: 06-11-19  
PRINT NAME: JULIE NICKEL - MAYOR



EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
21+25	LT	P.E.	B.A.D

\* Driveways/entrances in areas with curb and gutter are not listed in table above

DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR



EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
3312	LT	P.E.	B.A.D
3790	RT	P.E.	B.A.D
3597	LT	F.E.	B.A.D

DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR



DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
51+18	RT	F.E.	B.A.D.
53+59	LT	P.E.	B.A.D.
54+24	RT	F.E.	B.A.D.
55+19	LT	P.E.	B.A.D.



DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
56+74	LT	F.E.	B.A.D.
59+03	LT	F.E.	B.A.D.
59+75	RT	F.E.	B.A.D.
62+34	LT	P.E.	ASPHALT
65+46	RT	F.E.	B.A.D.
66+70	LT	F.E.	B.A.D.
68+95	RT	F.E.	B.A.D.
69+15	LT	P.E.	B.A.D.





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EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
82+23	LT	FE	B.A.D.



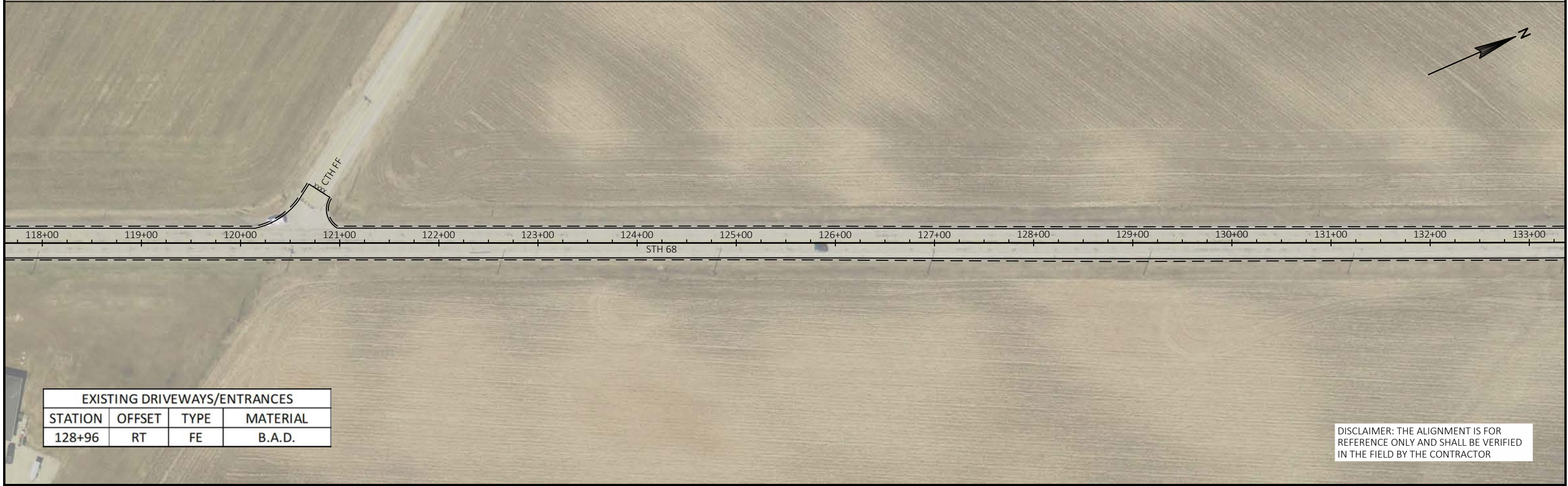
DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
89+14	LT	FE	B.A.D.
98+45	RT	PE	B.A.D.
98+72	LT	FE	B.A.D.



5

5





134+00 135+00 136+00 137+00 138+00 139+00 140+00 141+00 142+00 143+00 144+00 145+00 146+00 147+00 148+00

STH 68



EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
139+10	RT	FE	B.A.D.
141+94	LT	PE	B.A.D.
148+70	RT	PE	B.A.D.
148+70	LT	FE	B.A.D.

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149+00 150+00 151+00 152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00

STH 68



EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
163+32	RT	FE	B.A.D.
163+32	LT	FE	B.A.D.

DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR



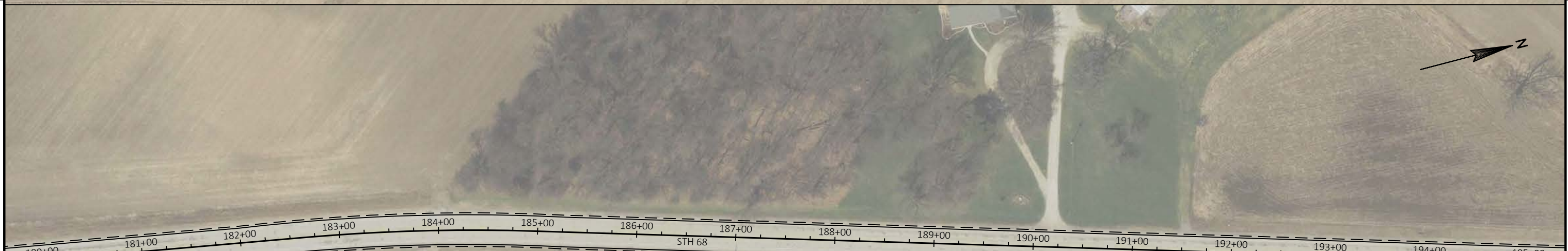
165+00 166+00 167+00 168+00 169+00 170+00 171+00 172+00 173+00 174+00 175+00 176+00 177+00 178+00 179+00  
STH 68

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
167+62	LT	PE	B.A.D.
174+89	LT	PE	B.A.D.
177+03	RT	FE	B.A.D.

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180+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00  
STH 68

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
183+94	RT	FE	B.A.D.
184+07	LT	FE	B.A.D.
190+18	LT	PE	B.A.D.
191+54	LT	FE	B.A.D.
191+62	RT	FE	B.A.D.

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PROJECT NO: 6070-02-60 HWY: STH 68 COUNTY: DODGE PLAN SHEETS SHEET E



196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00  
STH 68

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
200+40	LT	FE	B.A.D.
201+30	RT	PE	B.A.D.
209+32	RT	PE	B.A.D.

DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

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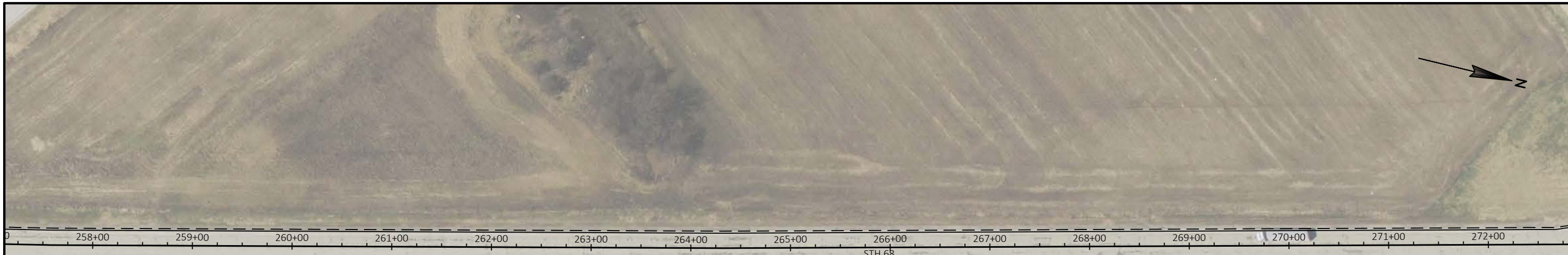
211+00 212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00 224+00 225+00 226+00  
STH 68

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
212+45	LT	PE	B.A.D.
219+29	RT	PE	B.A.D.

DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

PROJECT NO: 6070-02-60 HWY: STH 68 COUNTY: DODGE PLAN SHEETS SHEET E

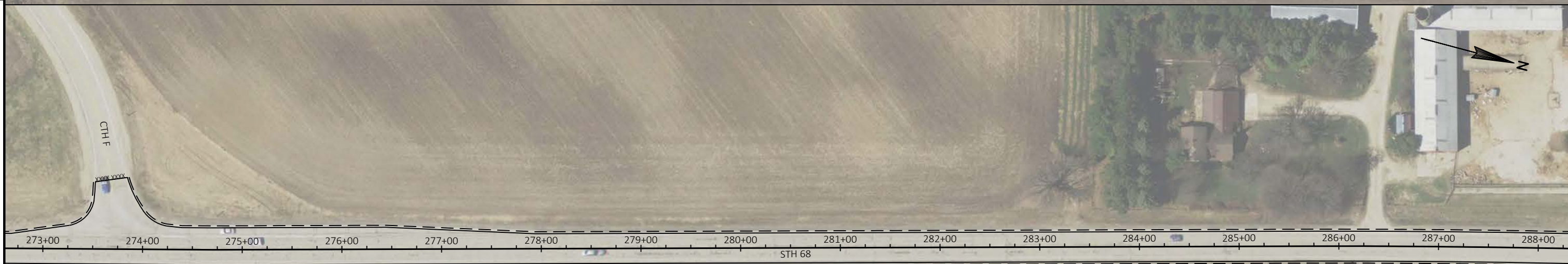




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DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

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DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
283+31	LT	FE	B.A.D.
286+35	LT	PE	B.A.D.
286+35	RT	FE	B.A.D.

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
302+68	RT	PE	B.A.D.

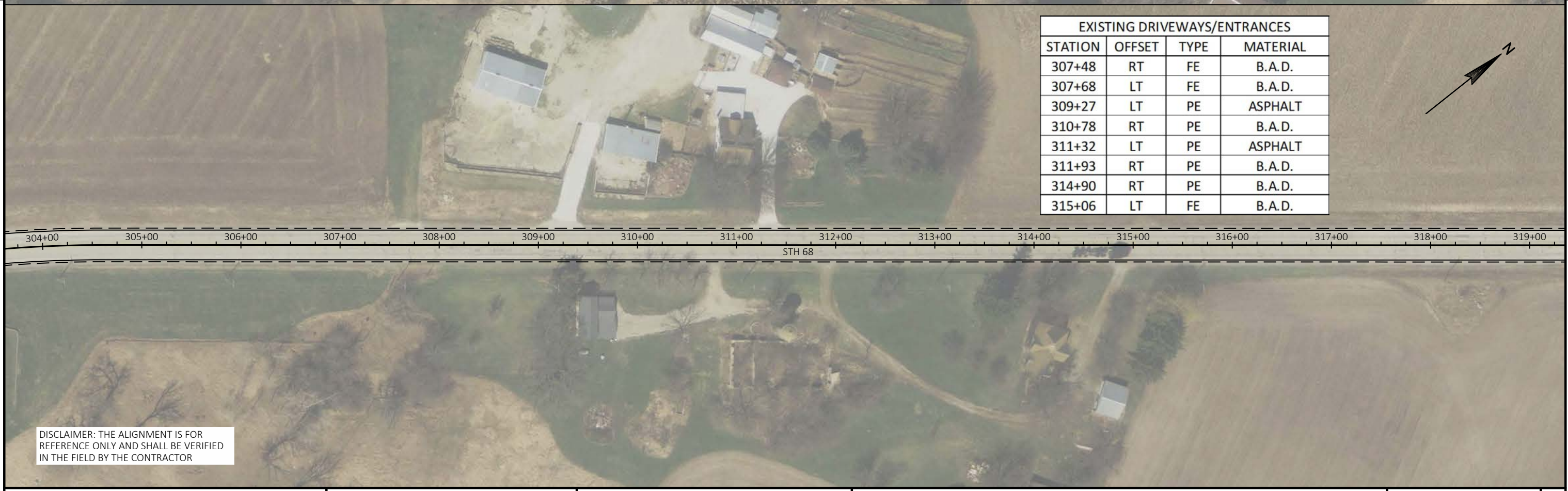


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EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
307+48	RT	FE	B.A.D.
307+68	LT	FE	B.A.D.
309+27	LT	PE	ASPHALT
310+78	RT	PE	B.A.D.
311+32	LT	PE	ASPHALT
311+93	RT	PE	B.A.D.
314+90	RT	PE	B.A.D.
315+06	LT	FE	B.A.D.



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DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
333+48	RT	FE	B.A.D.
333+48	LT	PE	B.A.D.



DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

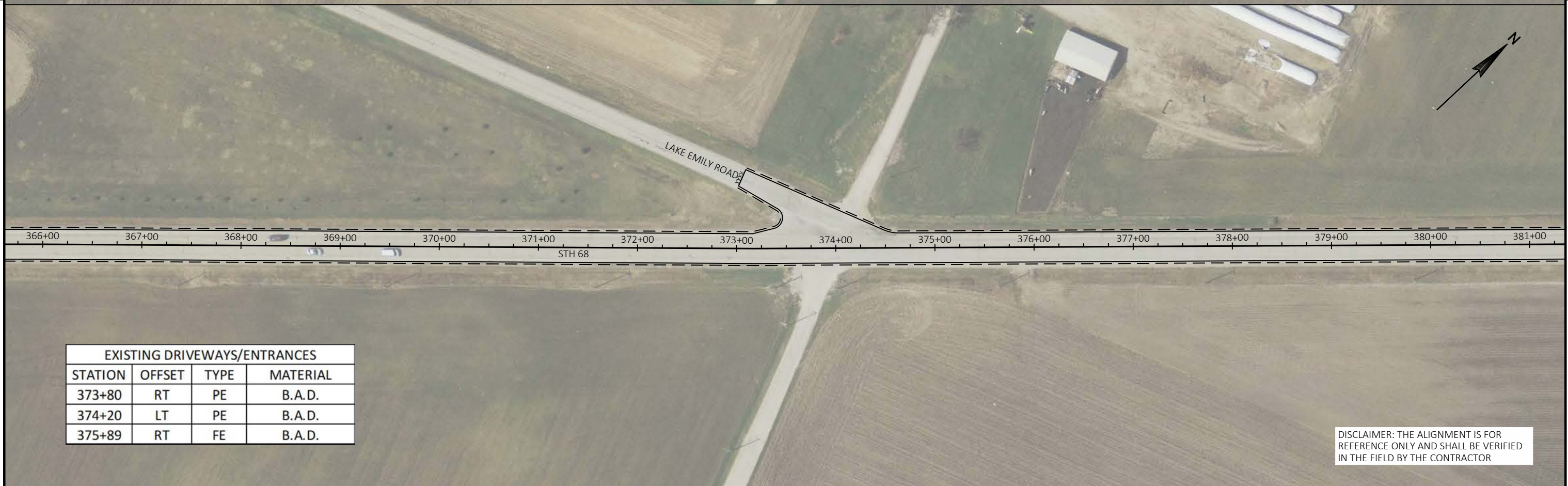
EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
341+56	LT	FE	B.A.D.
341+56	RT	FE	B.A.D.
346+32	RT	FE	B.A.D.

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
357+56	RT	PE	ASPHALT
358+78	LT	FE	B.A.D.

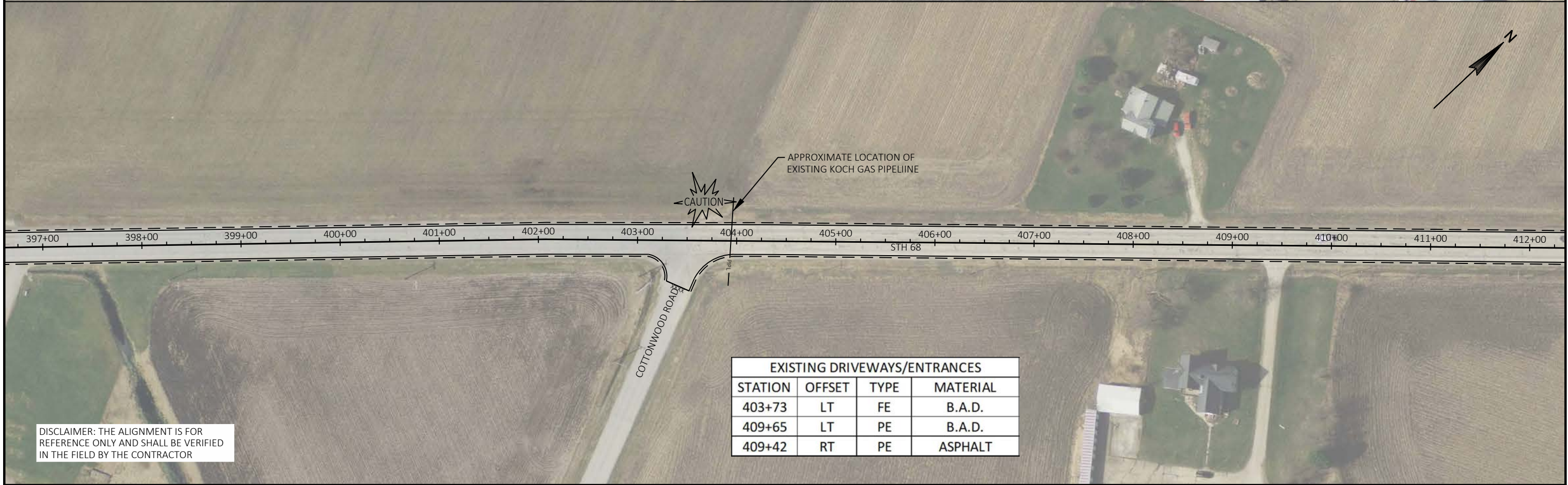
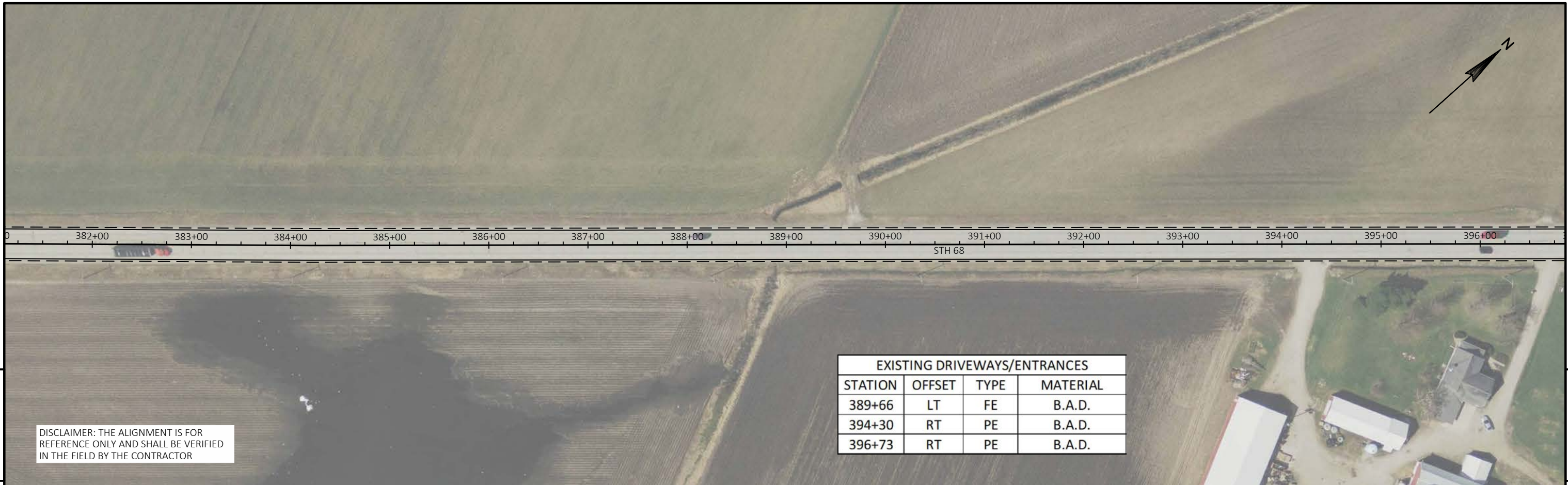


DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
373+80	RT	PE	B.A.D.
374+20	LT	PE	B.A.D.
375+89	RT	FE	B.A.D.



DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR





EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
413+88	LT	FE	B.A.D.
420+38	LT	PE	ASPHALT
422+09	LT	FE	B.A.D.
422+09	RT	PE	ASPHALT

DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

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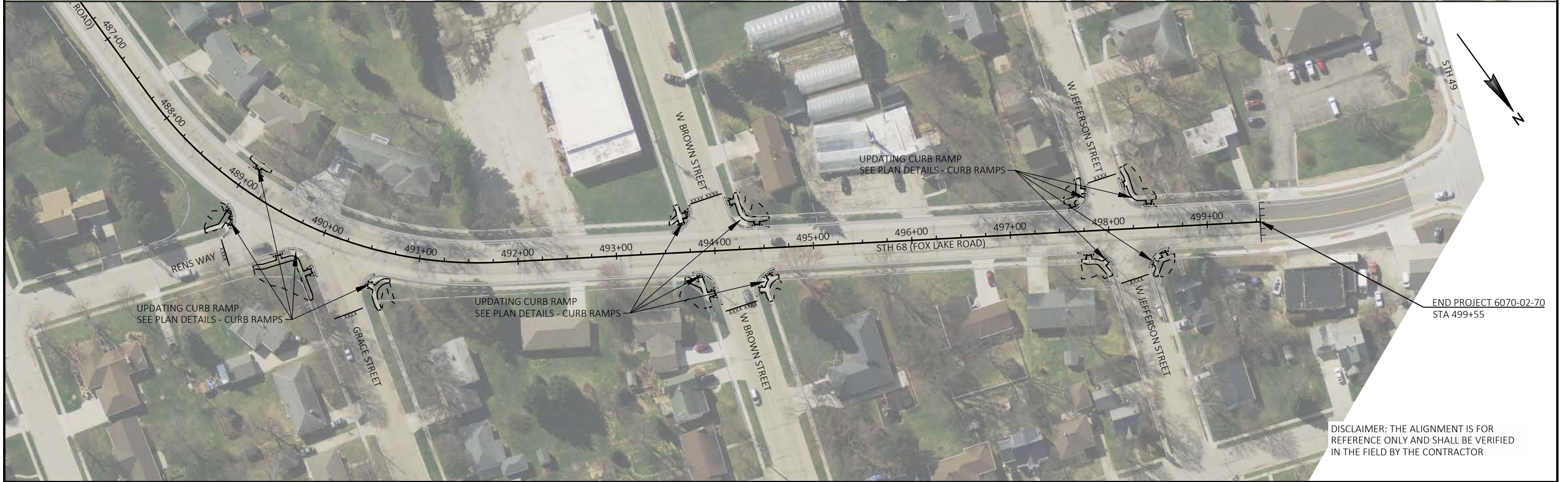
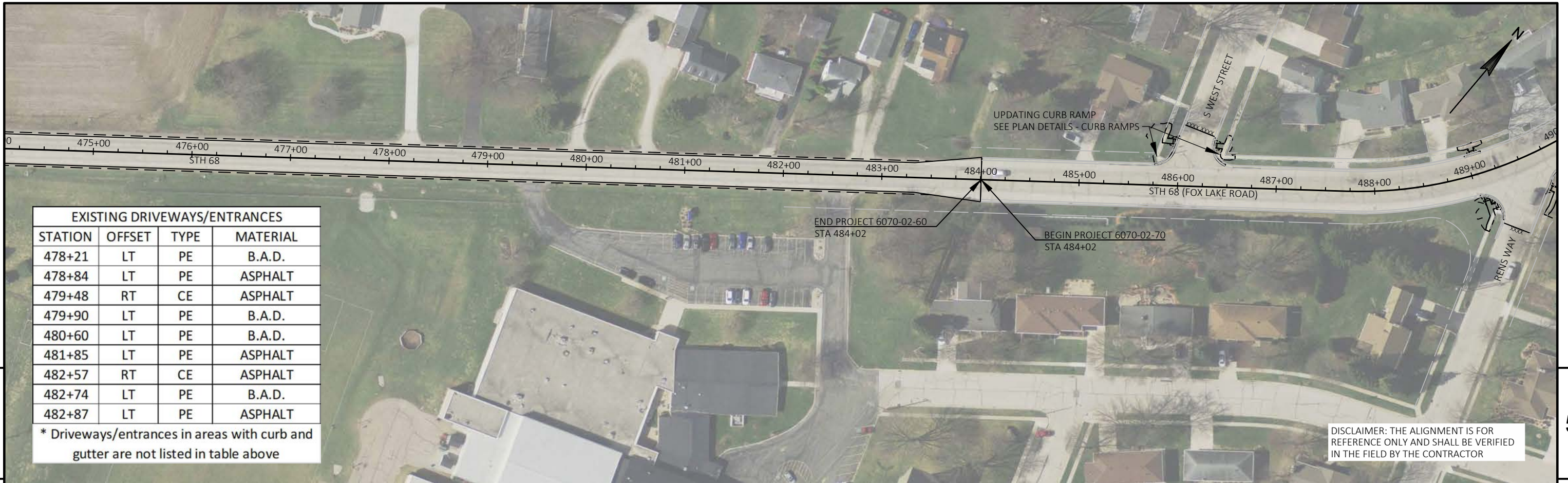
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EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
430+34	LT	FE	B.A.D.
434+45	RT	FE	B.A.D.

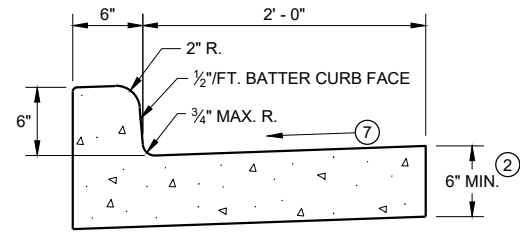
DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR



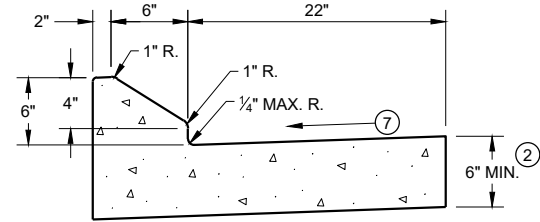


## Standard Detail Drawing List

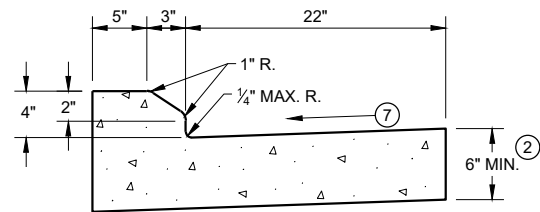
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-02	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M. P. H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20B	PAVEMENT MARKING (TURN LANES)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS



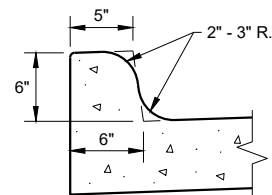
TYPES A<sup>①</sup> & D



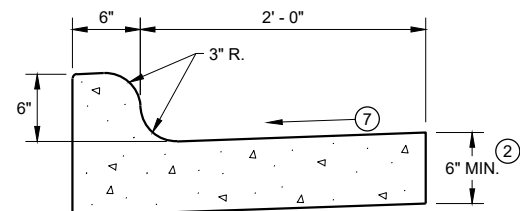
6" SLOPED CURB TYPES G<sup>①</sup> & J



4" SLOPED CURB TYPES G<sup>①</sup> & J

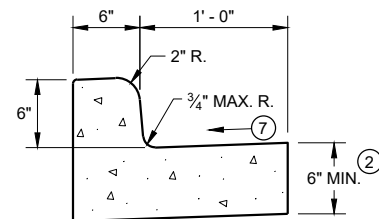


TYPES K<sup>①</sup> & L  
(OPTIONAL CURB SHAPE)



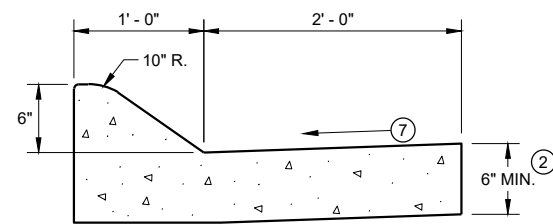
TYPES K<sup>①</sup> & L

CONCRETE CURB AND GUTTER 30"

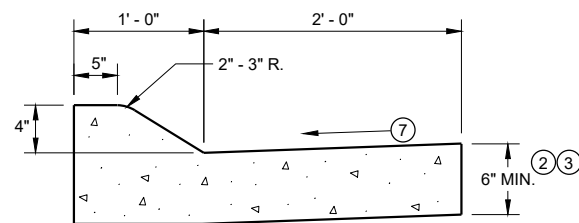


TYPES A<sup>①</sup> & D

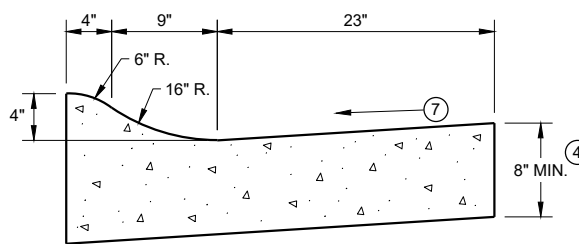
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A<sup>①</sup> & D



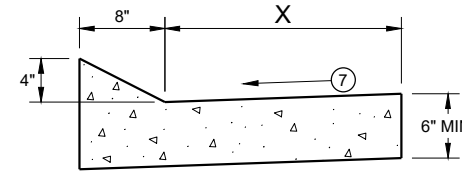
4" SLOPED CURB TYPES A<sup>①</sup> & D



4" SLOPED CURB TYPES R<sup>①</sup> & T<sup>⑤</sup>

CONCRETE CURB AND GUTTER 36"

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

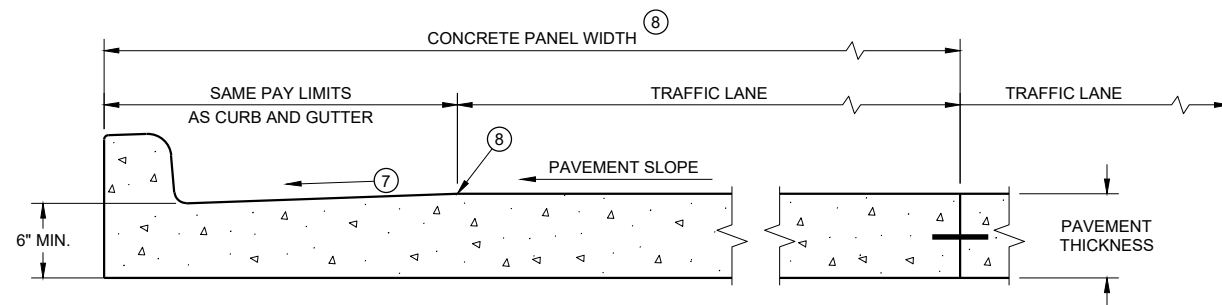


TYPES TBT & TBTT<sup>①</sup>

CONCRETE CURB AND GUTTER

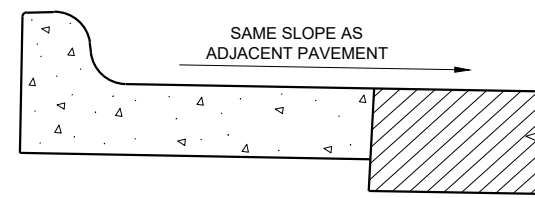
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT \*  
WITH INTEGRAL CURB AND GUTTER

\* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER<sup>⑥</sup>  
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

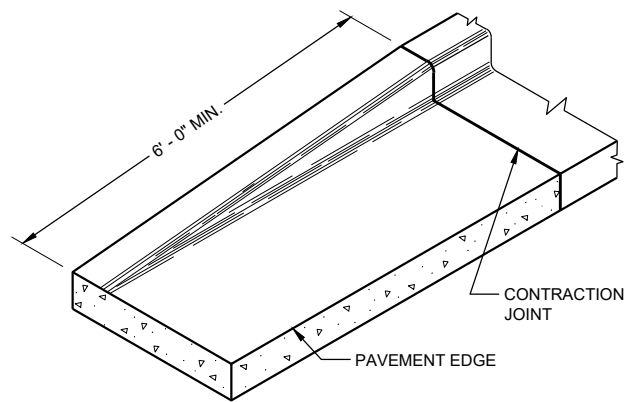
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

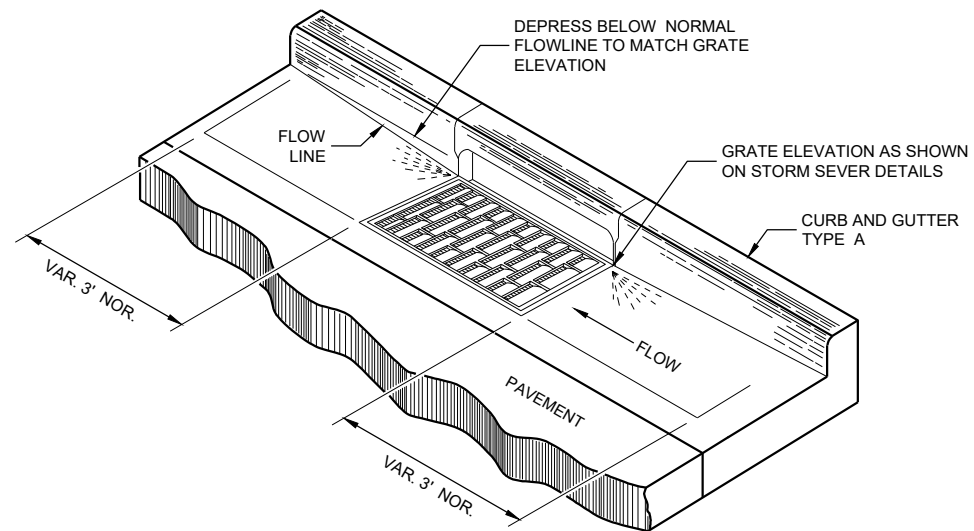
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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





**END SECTION CURB AND GUTTER**



**DETAIL OF CURB AND GUTTER AT INLETS**  
(TYPICAL H INLET COVER SHOWN)

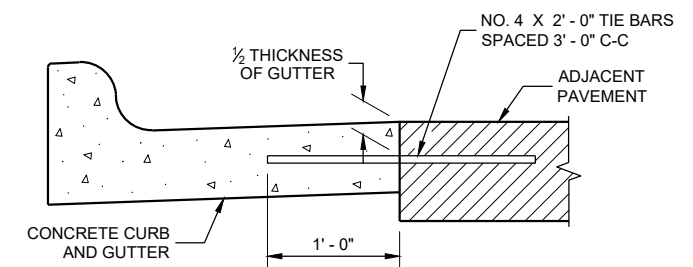
**GENERAL NOTES**

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

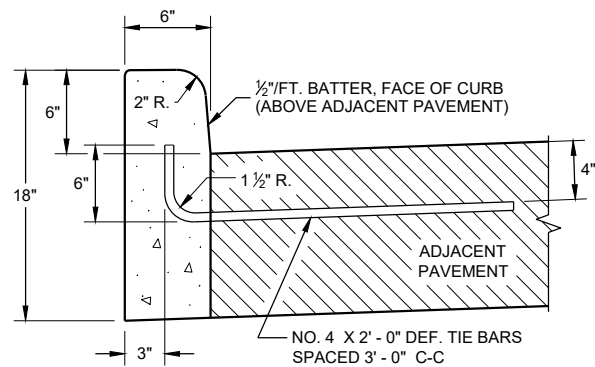
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

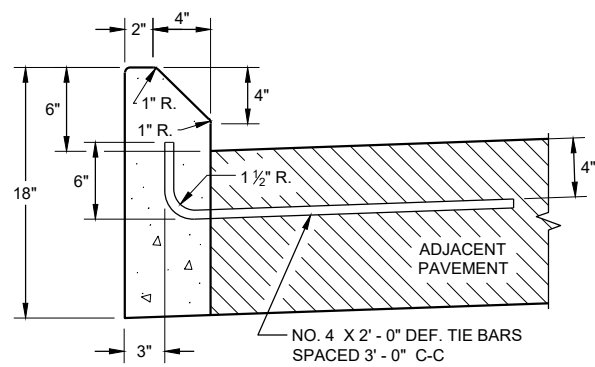
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑨ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



**TYPICAL TIE BAR LOCATION** ①

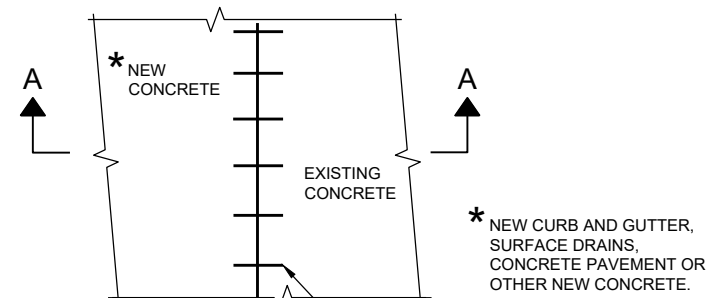


**TYPES A ① & D**

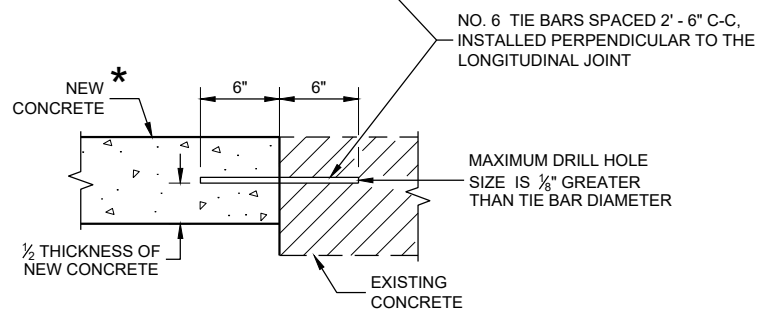


**TYPES G ① & J**

**CONCRETE CURB**

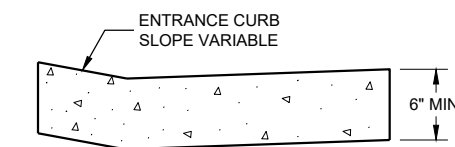


**PLAN VIEW**



**SECTION A - A**

**TIE BARS DRILLED INTO EXISTING PAVEMENT**



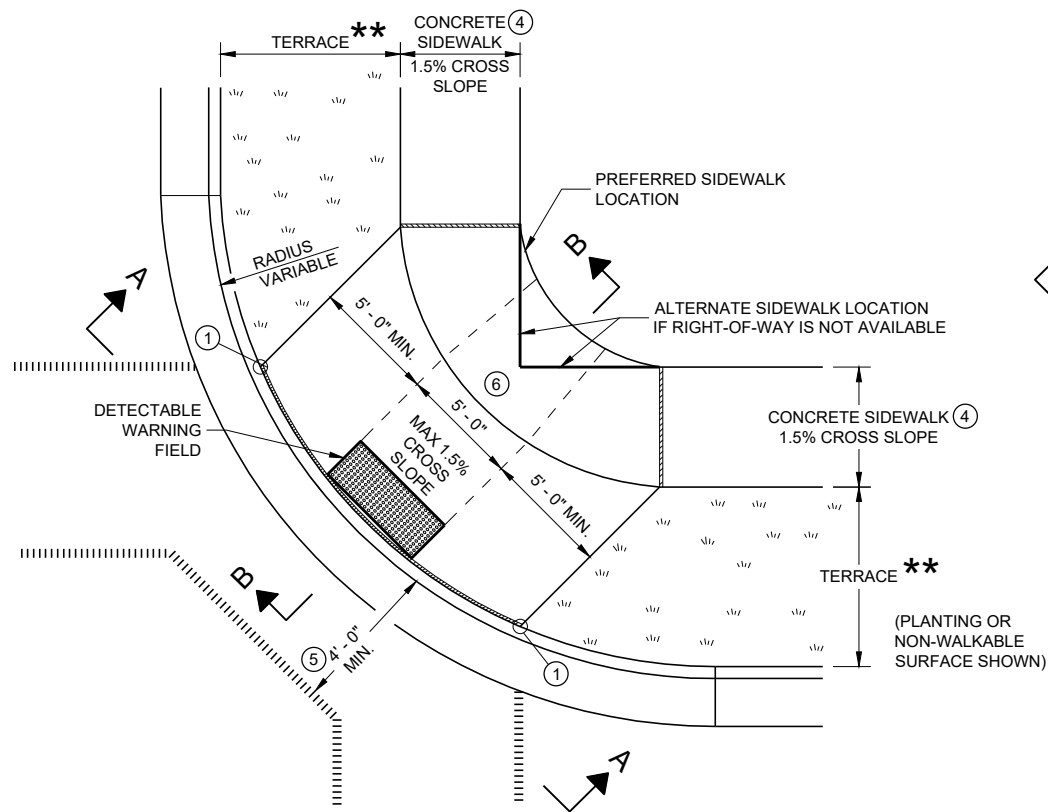
**DRIVEWAY ENTRANCE CURB** ⑨  
(WHEN DIRECTED BY THE ENGINEER)

**CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS**

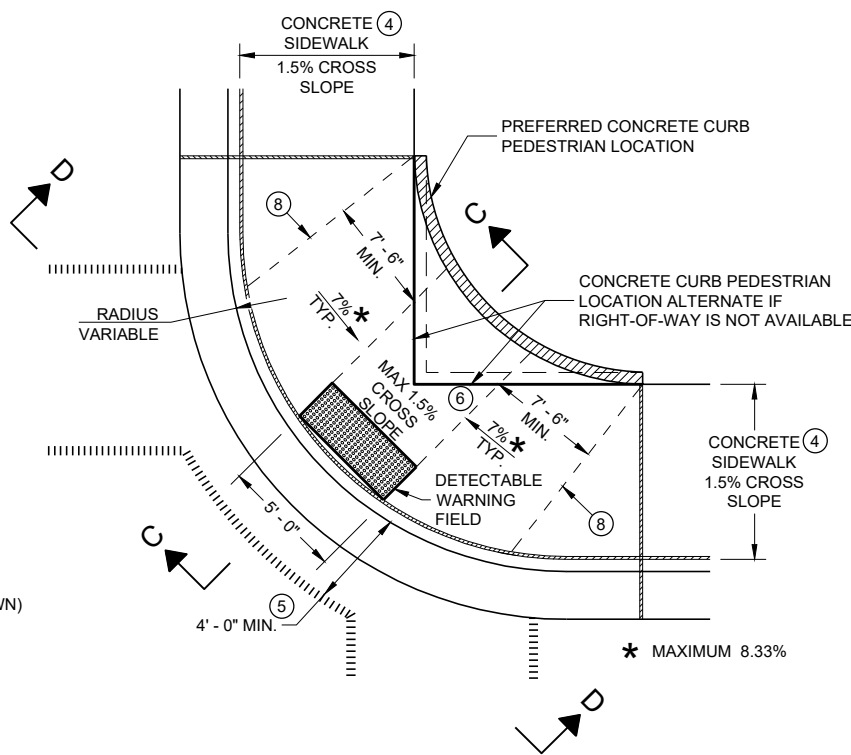
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2020 /S/ Rodney Taylor  
DATE ROADWAY STANDARDS DEVELOPMENT  
ENGINEER

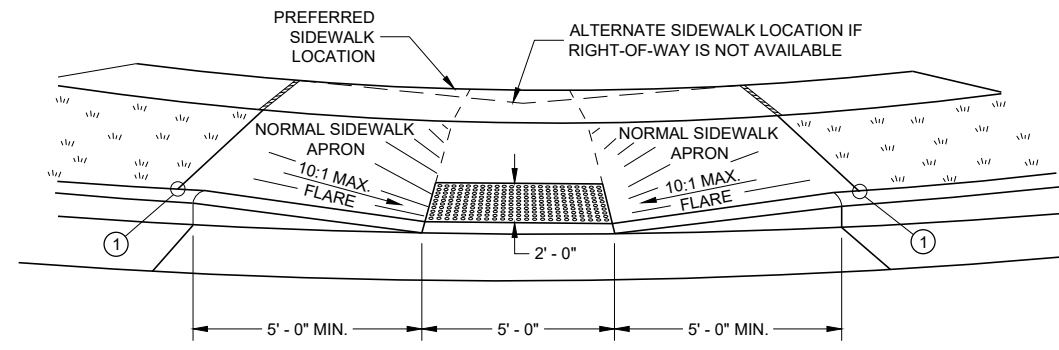
FHWA



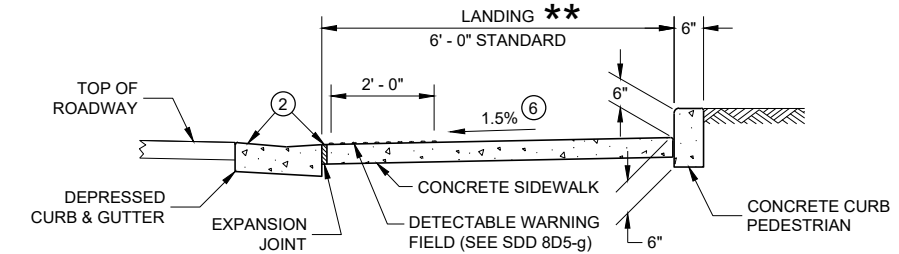
**PLAN VIEW  
CURB RAMP TYPE 1  
(CENTER OF CORNER RADIUS)**



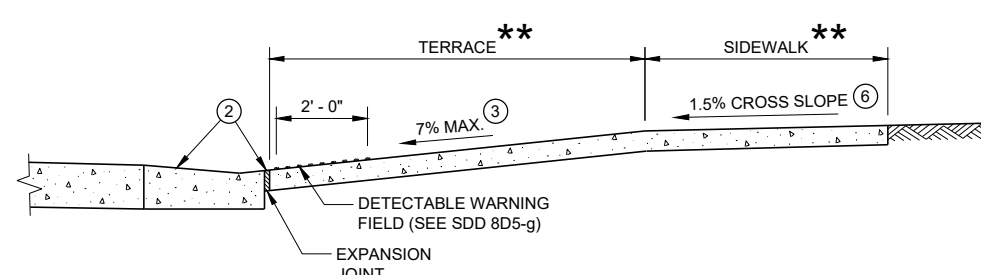
**PLAN VIEW  
CURB RAMP TYPE 1 - A  
(NO TERRACE)**



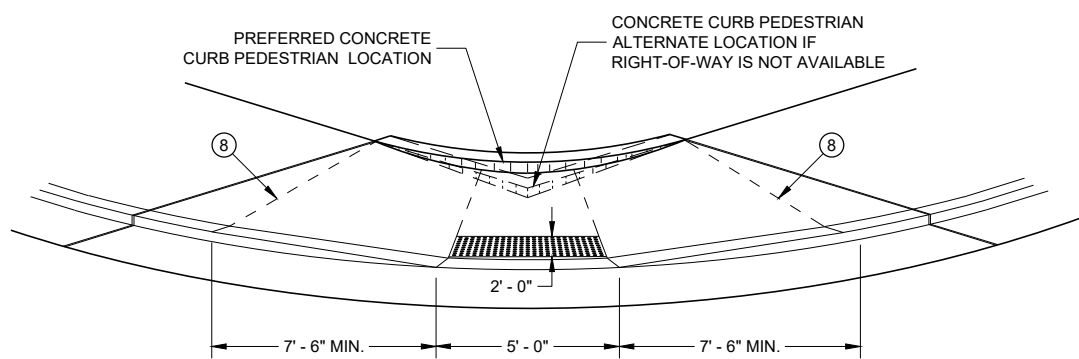
**VIEW A - A FOR TYPE 1**



**SECTION C - C FOR TYPE 1 - A**



**SECTION B - B FOR TYPE 1**



**VIEW D - D FOR TYPE 1 - A**

**GENERAL NOTES**

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

**LEGEND**

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

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

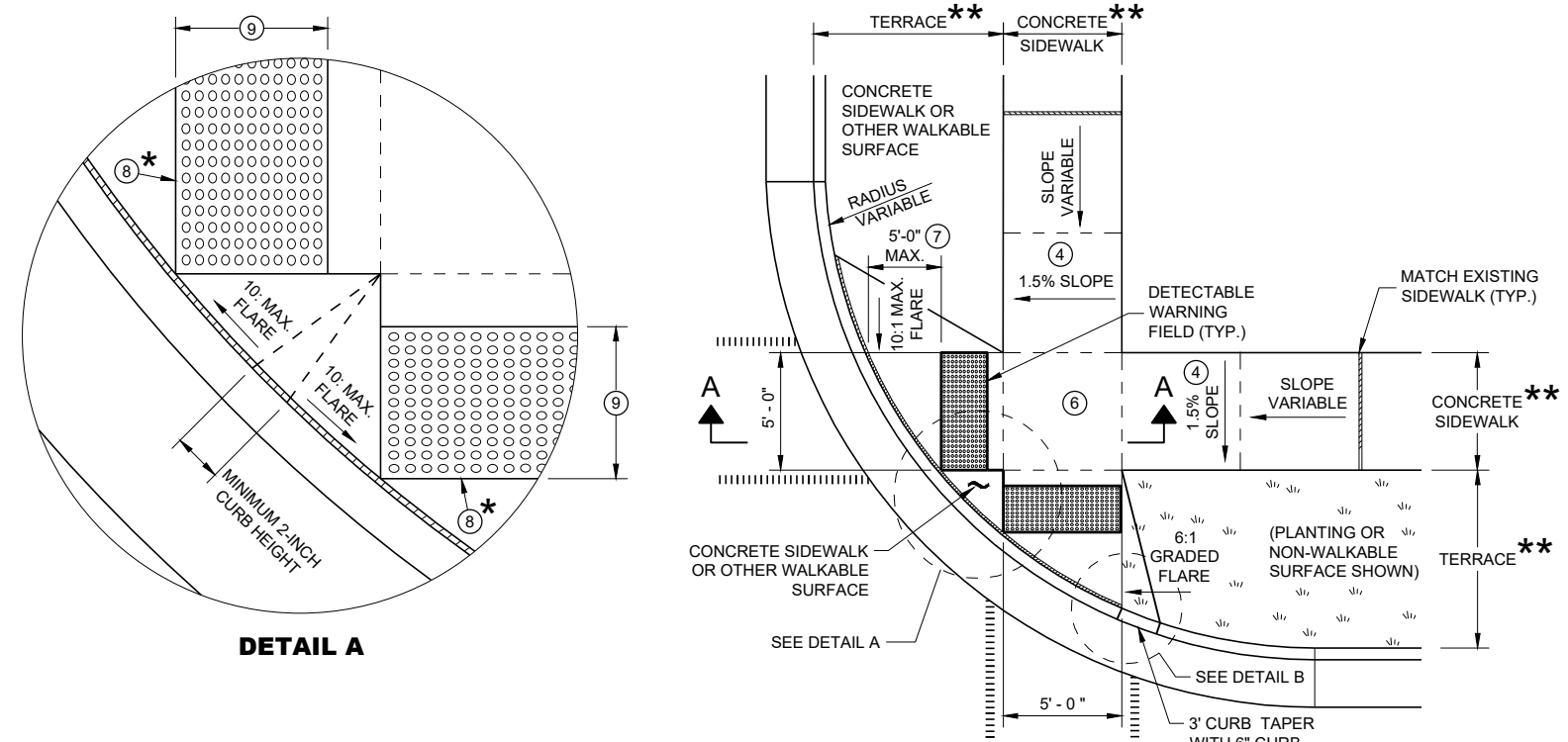
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

6

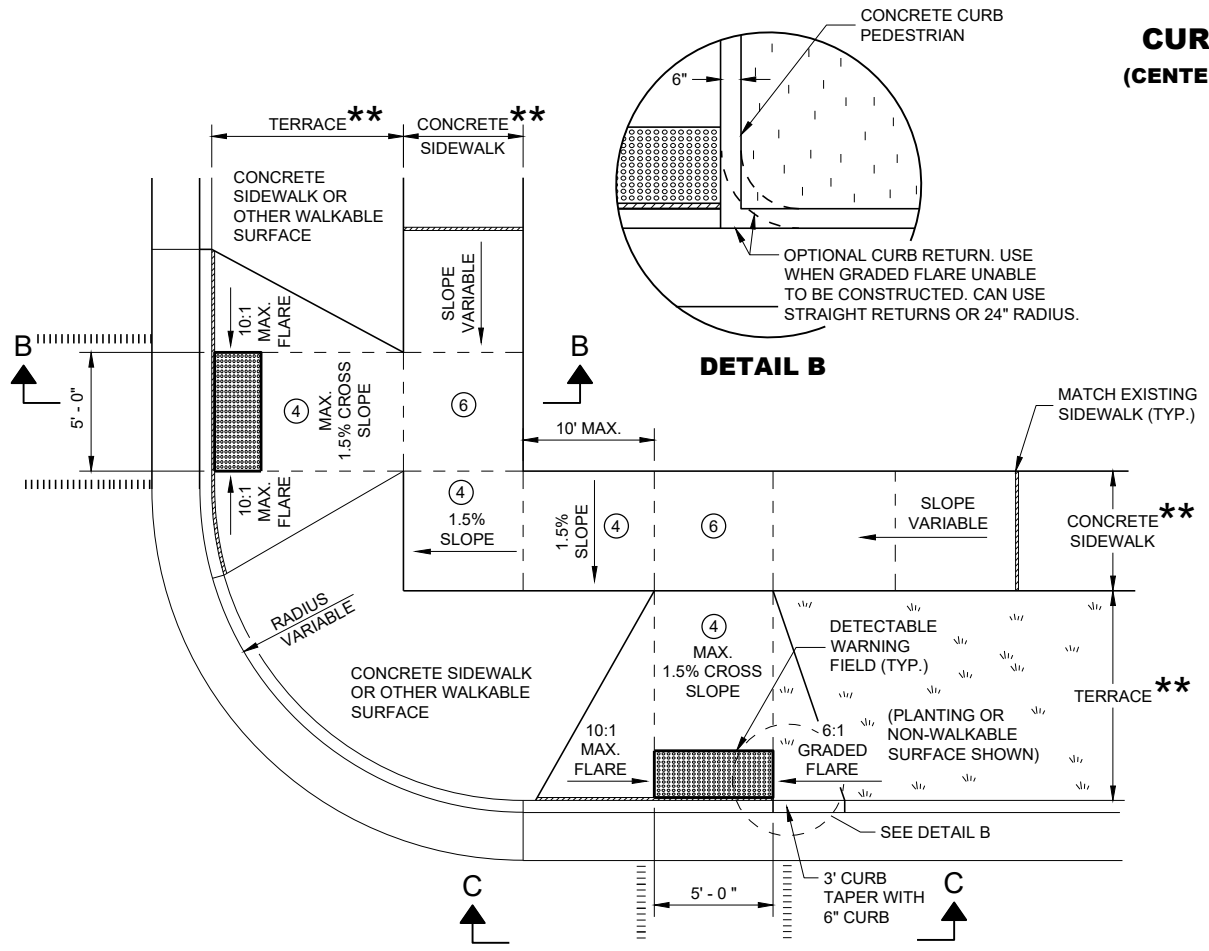
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SDD08D05 - 20a

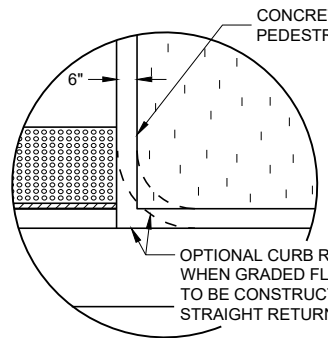
SDD08D05 - 20a



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



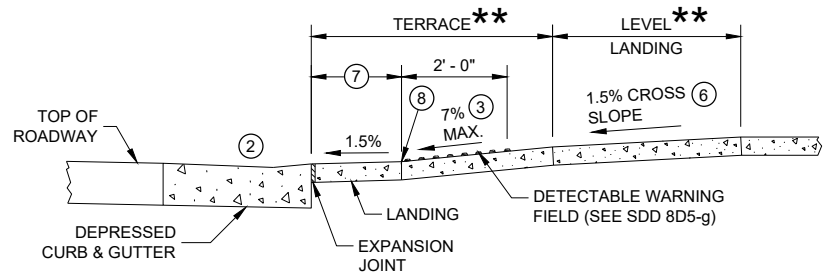
**PLAN VIEW CURB RAMP TYPE 3 (OUTSIDE OF CROSSWALK AREA)**



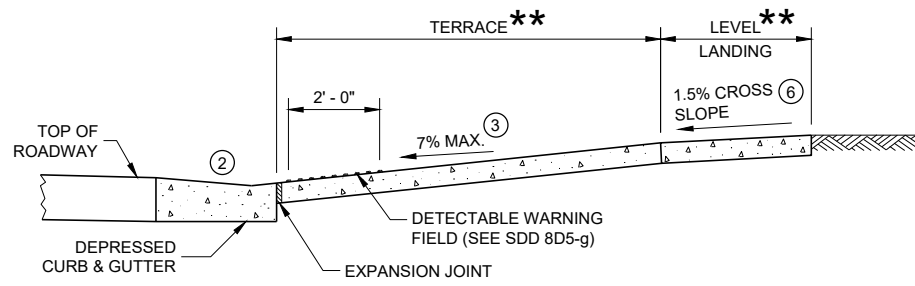
**DETAIL B**

**GENERAL NOTES**

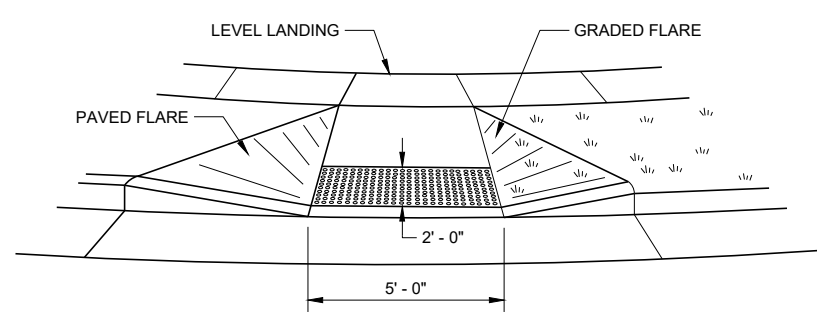
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE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



**SECTION A - A FOR TYPE 2**



**SECTION B - B FOR TYPE 3**



**VIEW C - C FOR TYPE 3**

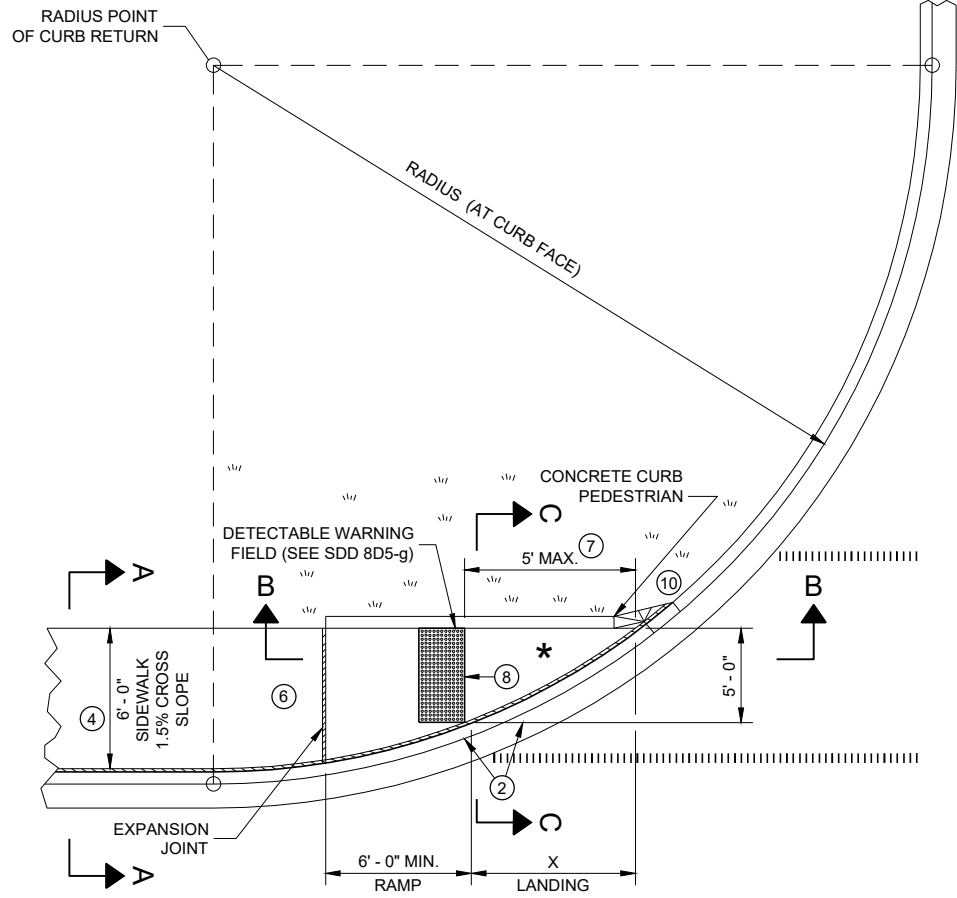
- \* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- \*\* WIDTH SHOWN ELSEWHERE IN THE PLANS

**LEGEND**

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

**CURB RAMPS  
TYPE 2 AND 3**

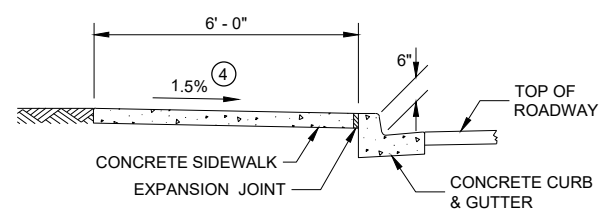
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**PLAN VIEW CURB RAMP TYPE 4A**

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



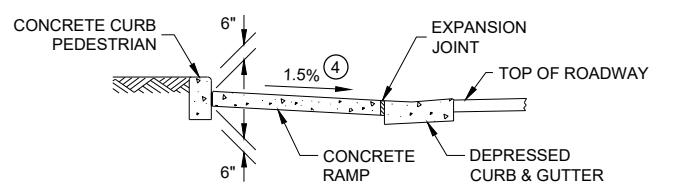
**SECTION A - A FOR TYPE 4A**

**GENERAL NOTES**

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

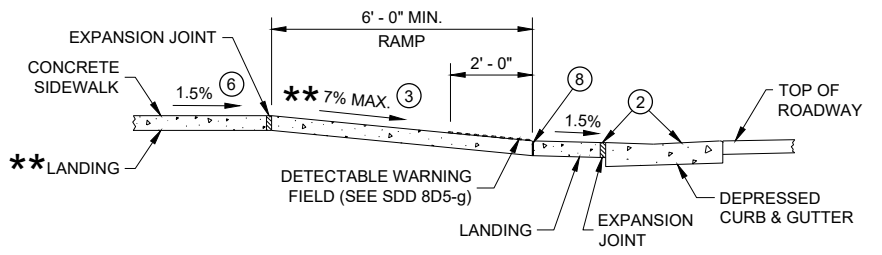
**LEGEND**

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



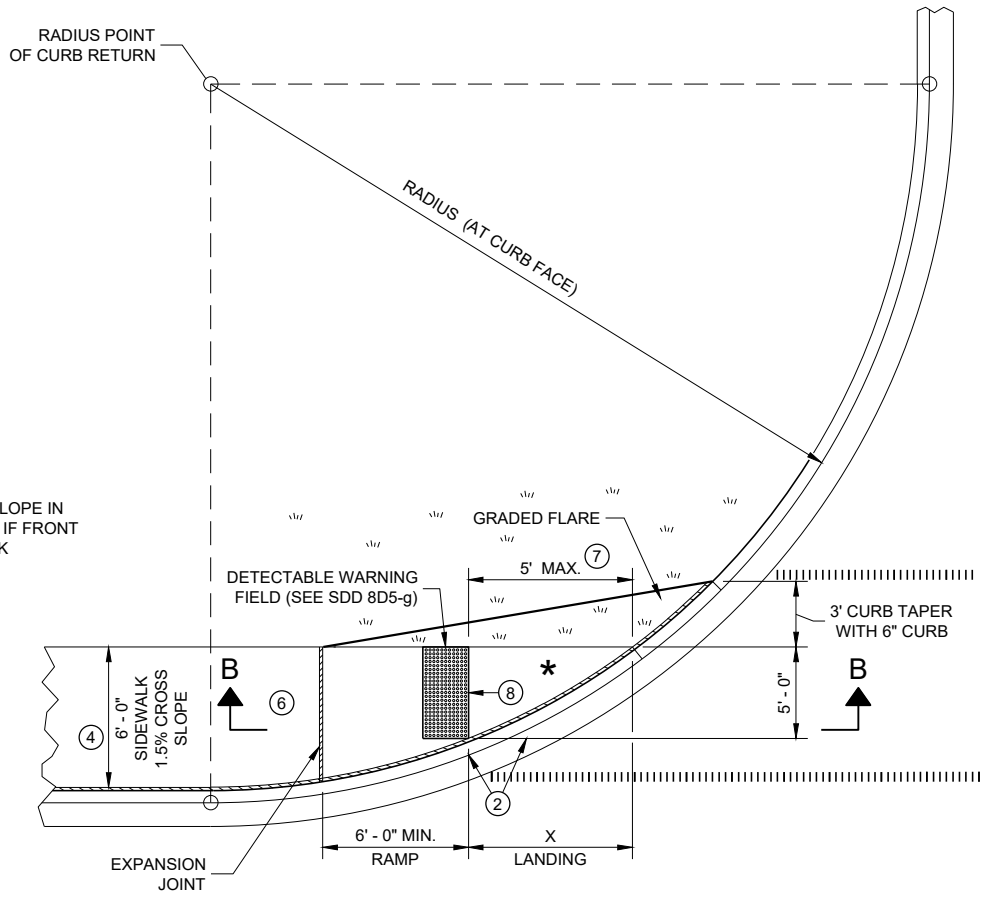
**SECTION C - C FOR TYPE 4A**

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

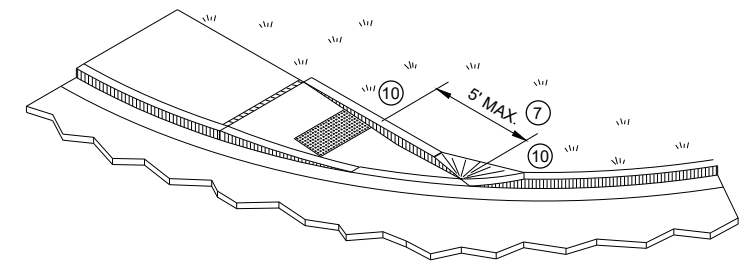


**SECTION B - B FOR TYPE 4A AND TYPE 4A1**

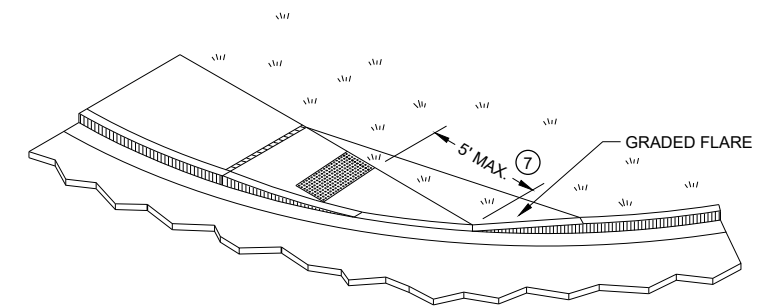
\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



**PLAN VIEW CURB RAMP TYPE 4A1**



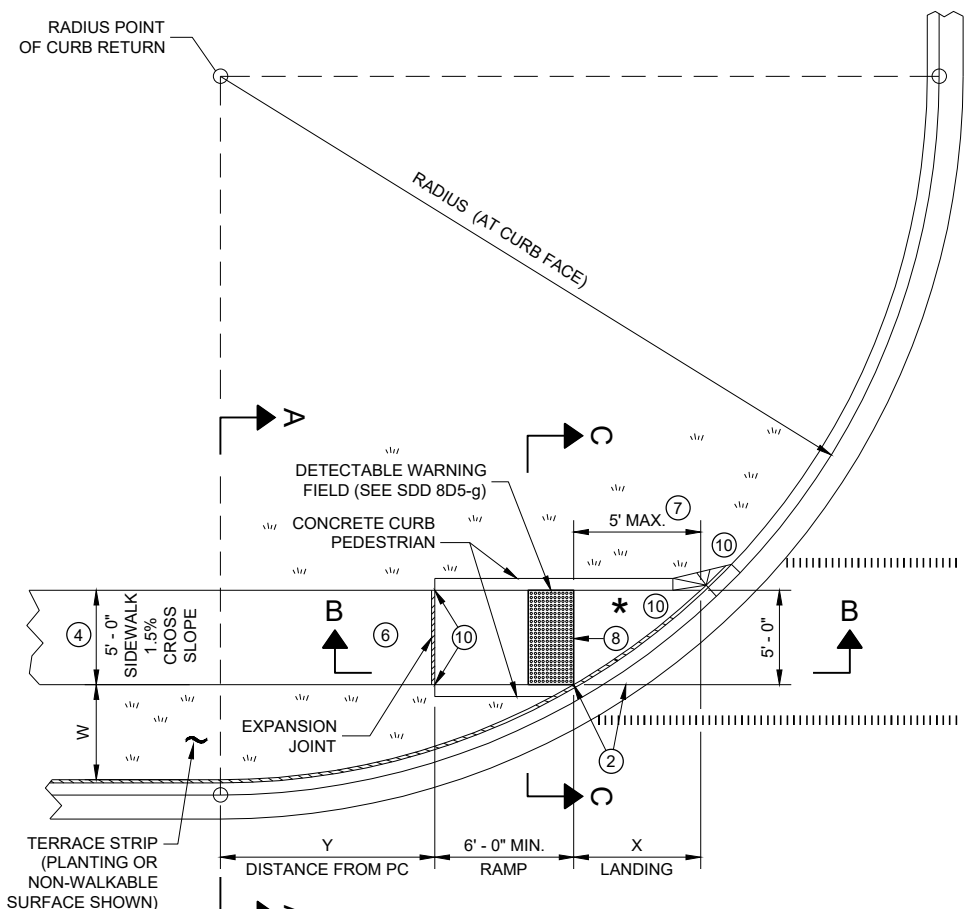
**ISOMETRIC VIEW FOR TYPE 4A**



**ISOMETRIC VIEW FOR TYPE 4A1**

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

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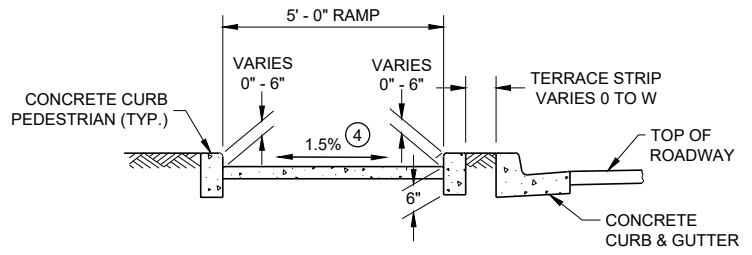
RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET	5' - 9 3/4"	3' - 6 1/2"	4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET			6' - 9 1/4"	7' - 11 1/4"	6' - 0 1/4"	9' - 8"	5' - 5"	11' - 1 3/4"	4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET									6' - 1 3/4"	15' - 8 1/2"	5' - 8"	17' - 2"	5' - 3"	18' - 5 3/4"	4' - 10 3/4"	19' - 8 1/4"
50 FEET															5' - 10 1/4"	23' - 2"

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

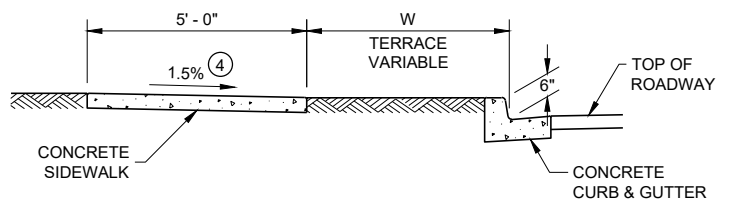
- LEGEND**
- ===== 1/2" EXPANSION JOINT SIDEWALK
  - - - - - CONTRACTION JOINT SIDEWALK
  - ||||| PAVEMENT MARKING CROSSWALK (WHITE)

**GENERAL NOTES**

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

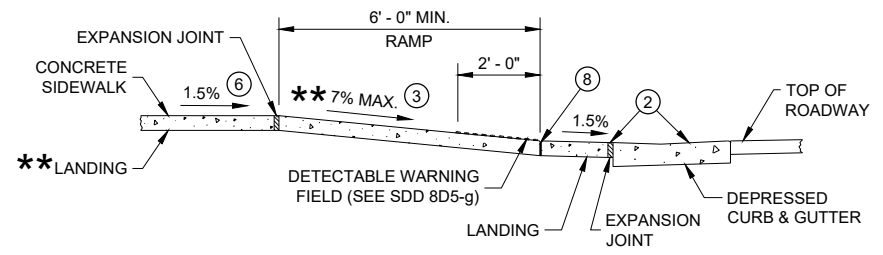


**SECTION C - C FOR TYPE 4B**



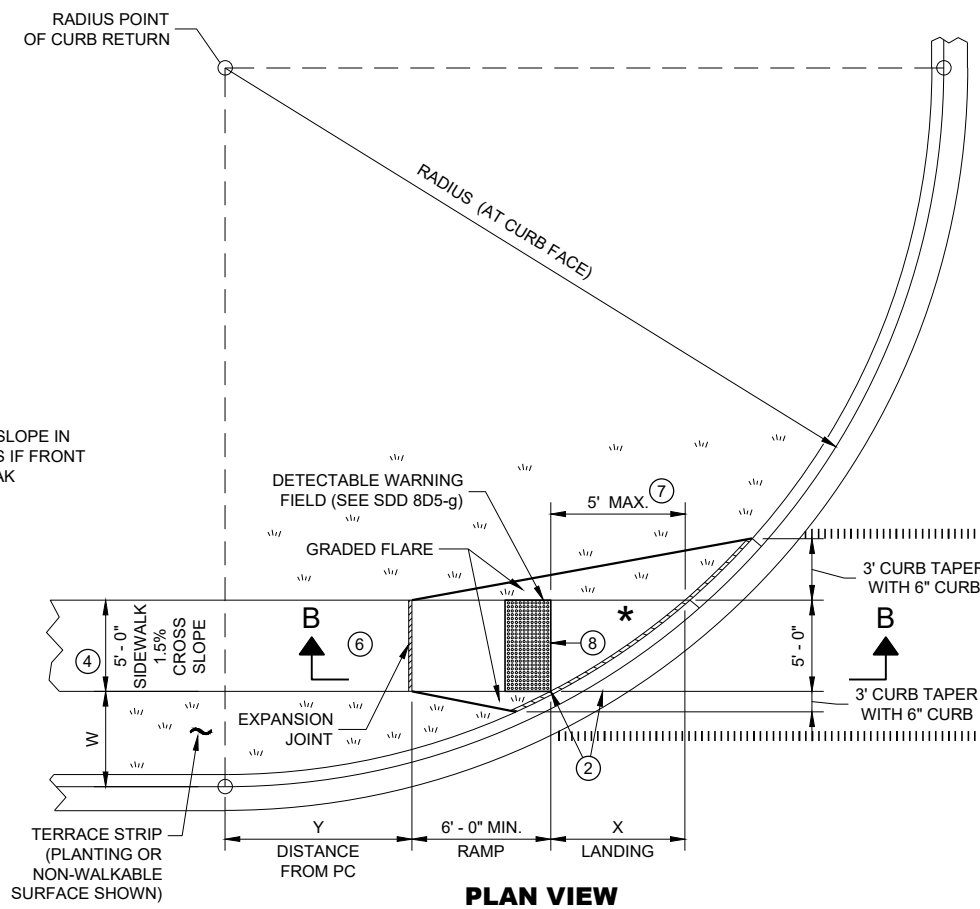
**SECTION A - A FOR TYPE 4B**

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

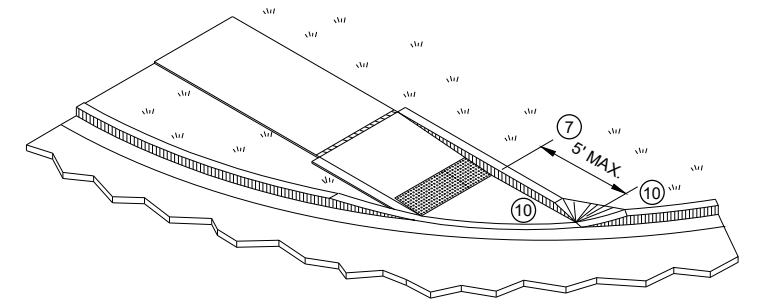


**SECTION B - B FOR TYPE 4B AND TYPE 4B1**

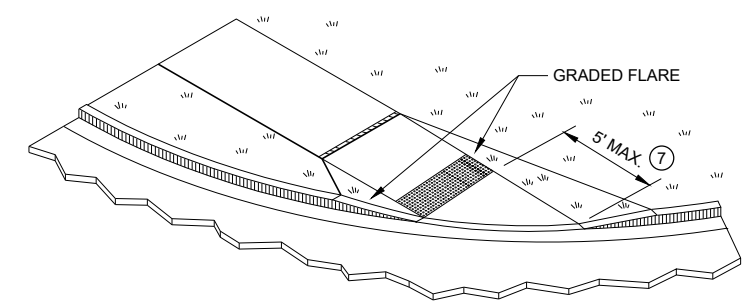
\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



**PLAN VIEW CURB RAMP TYPE 4B1**



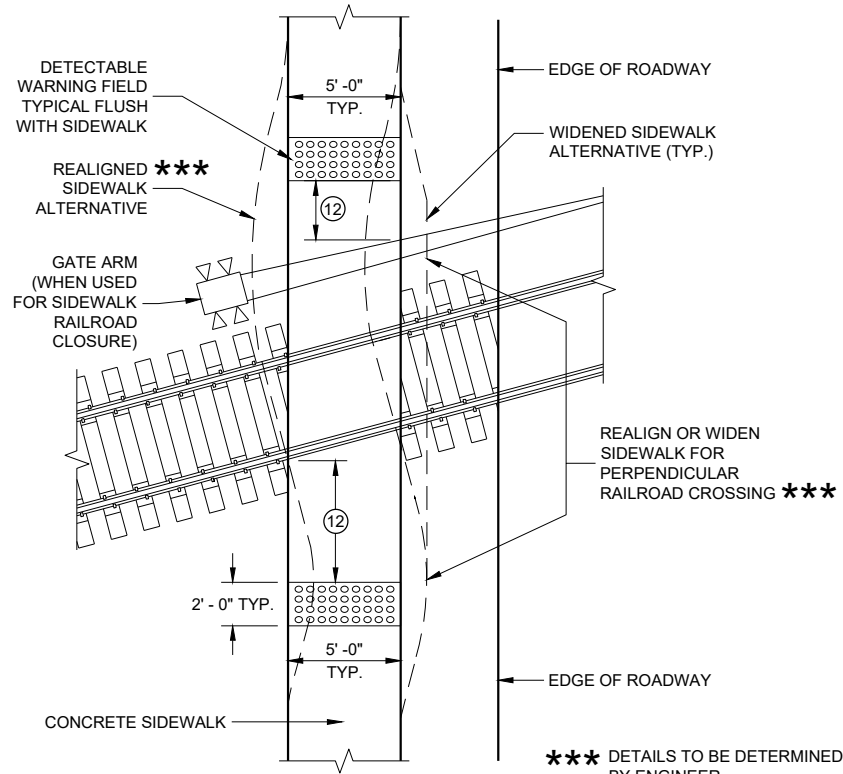
**ISOMETRIC VIEW FOR TYPE 4B**



**ISOMETRIC VIEW FOR TYPE 4B1**

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

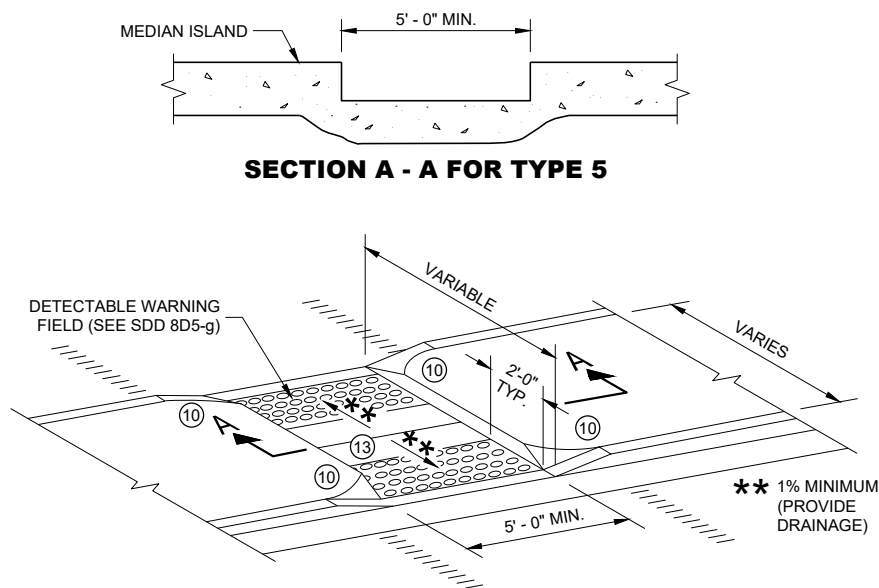
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 DEPARTMENT OF TRANSPORTATION



**CURB RAMP TYPE 8**

**DETECTABLE WARNINGS AT RAILROAD CROSSING**

\*\*\* DETAILS TO BE DETERMINED BY ENGINEER



**SECTION A - A FOR TYPE 5**

**CURB RAMP TYPE 5**

**MEDIAN ISLAND  
NON-ELEVATED PEDESTRIAN CROSSING**

**GENERAL NOTES**

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

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

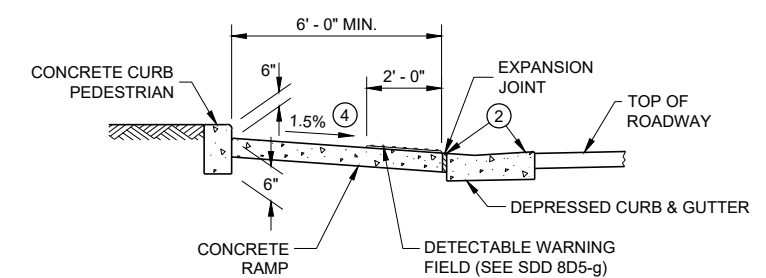
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

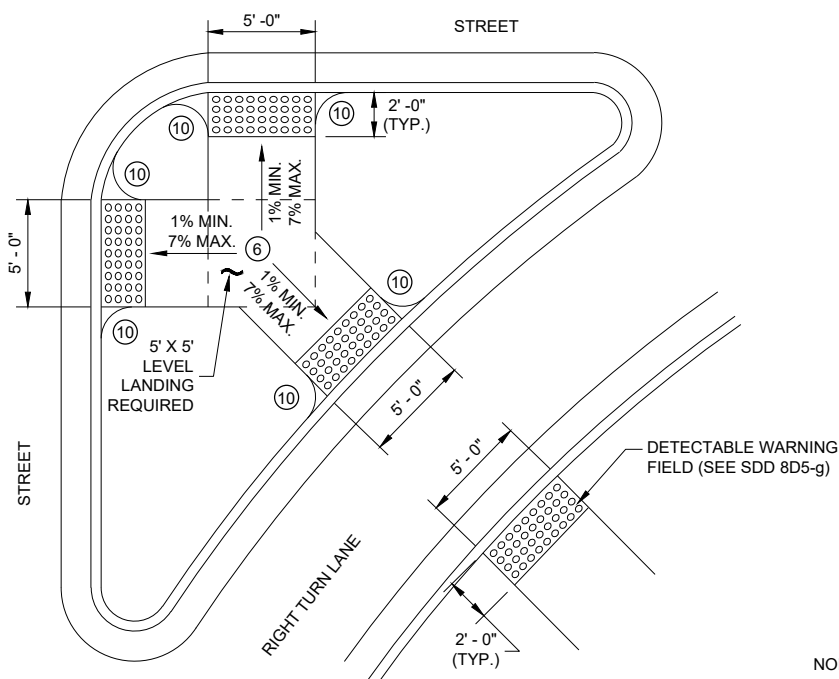
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- ⑪ SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- ⑫ THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

**LEGEND**

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



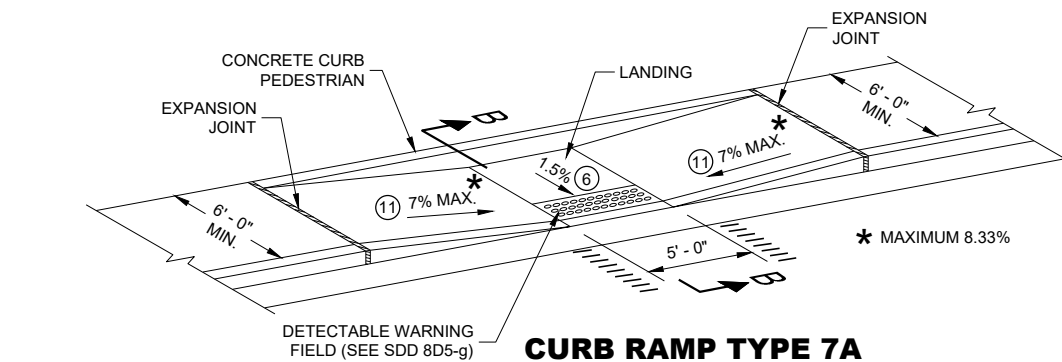
**SECTION B - B FOR TYPE 7A**



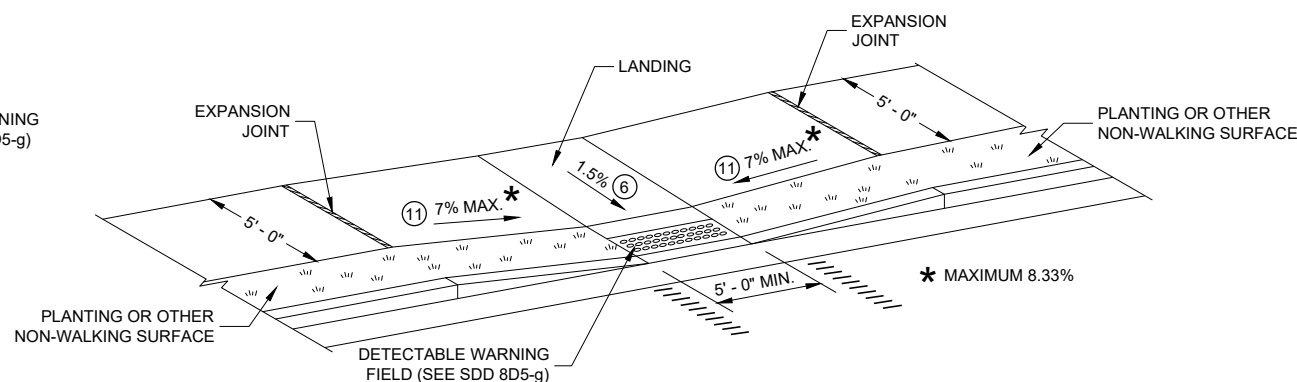
**CURB RAMP TYPE 6**

**DETECTABLE WARNING AT ISLANDS**

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



**CURB RAMP TYPE 7A  
MID BLOCK CROSSING**



**CURB RAMP TYPE 7B  
MID BLOCK CROSSING**

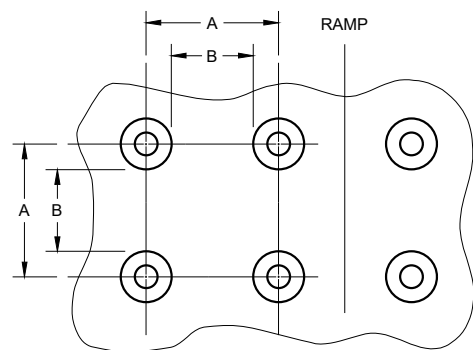
NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

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

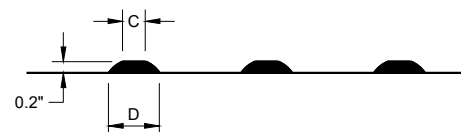
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	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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

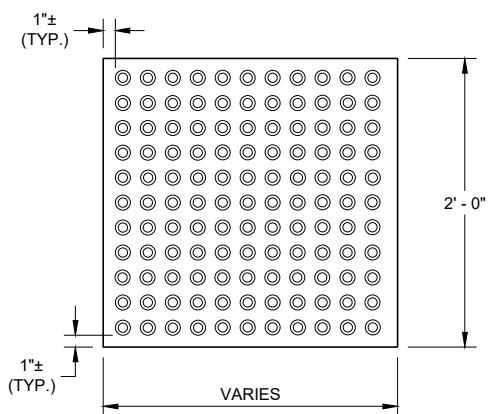


PLAN VIEW

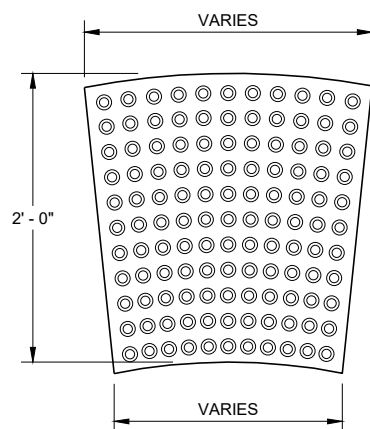


ELEVATION VIEW

**TRUNCATED DOMES  
DETECTABLE WARNING PATTERN DETAIL**

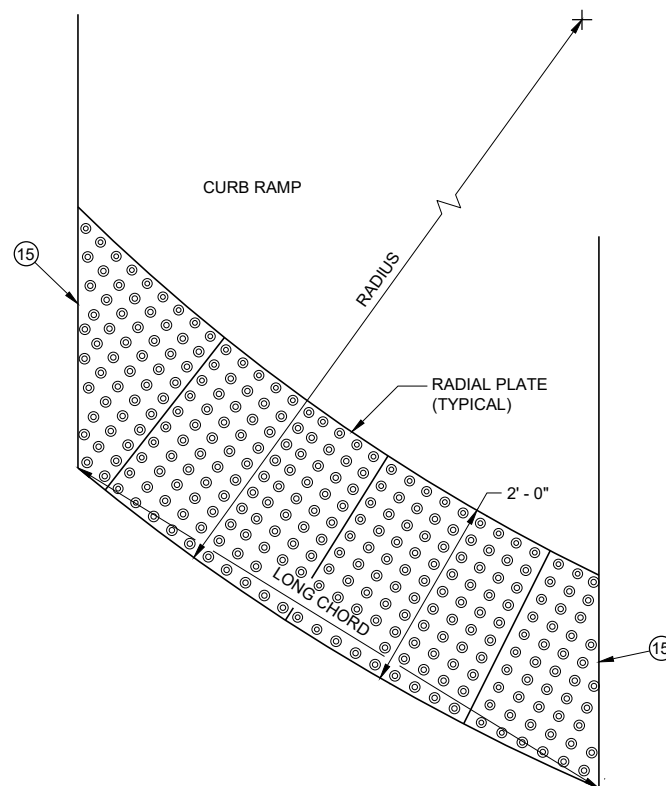


RECTANGULAR  
PLATES

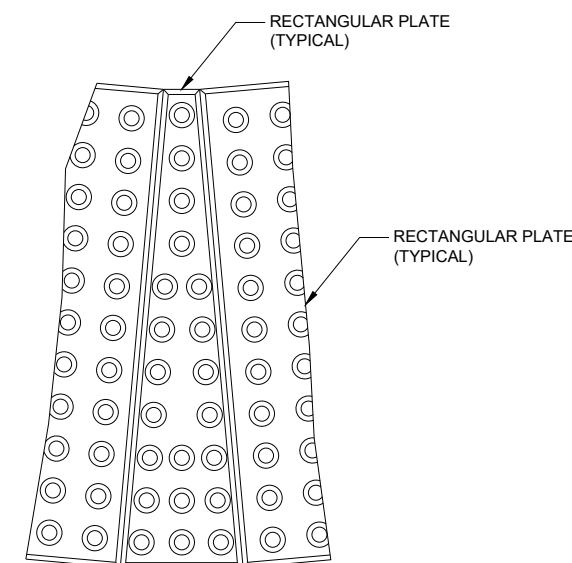


RADIAL  
PLATES

PLAN VIEW  
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW  
RADIAL DETECTABLE  
WARNING FIELD ATTRIBUTES



PLAN VIEW  
RADIAL WEDGE PLATE  
CONNECTION DETAIL

**GENERAL NOTES**

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

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

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

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

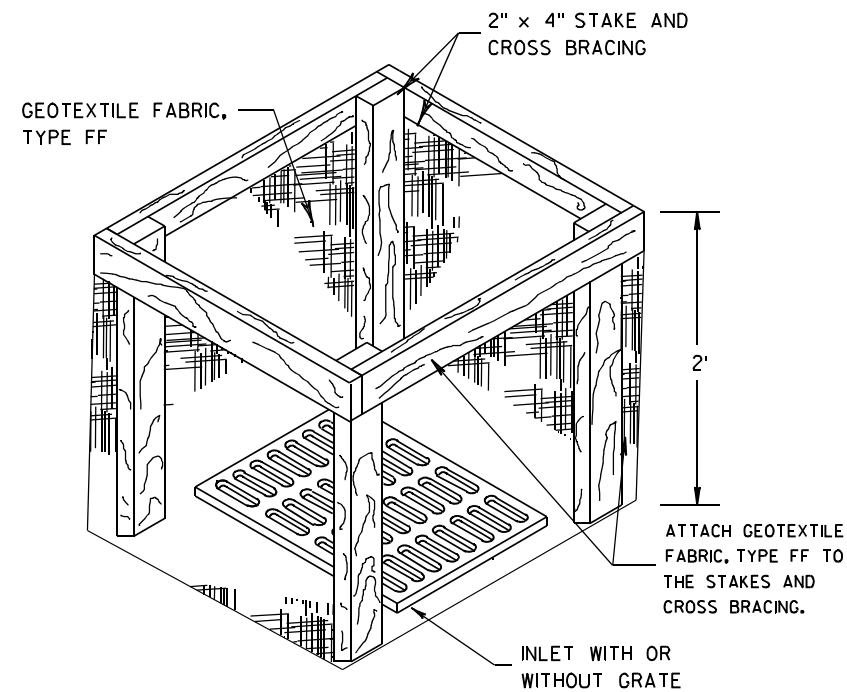
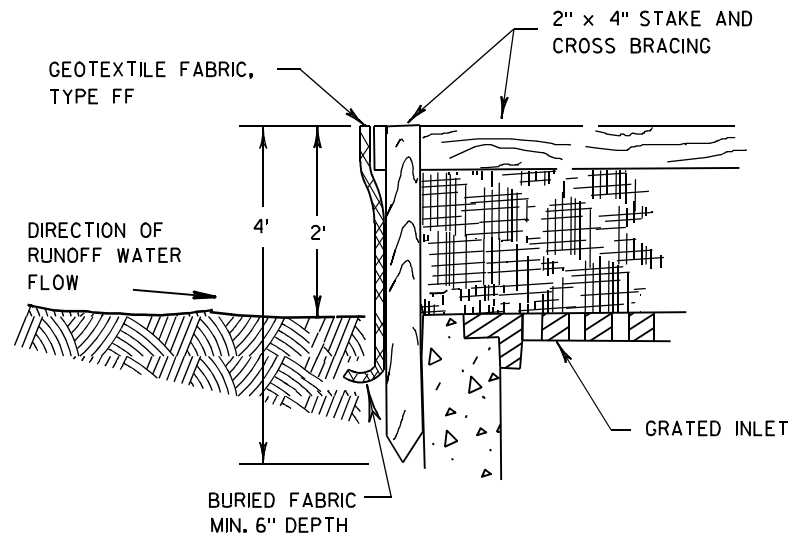
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

<b>CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
<small>FHWA</small>	



**INLET PROTECTION, TYPE A**

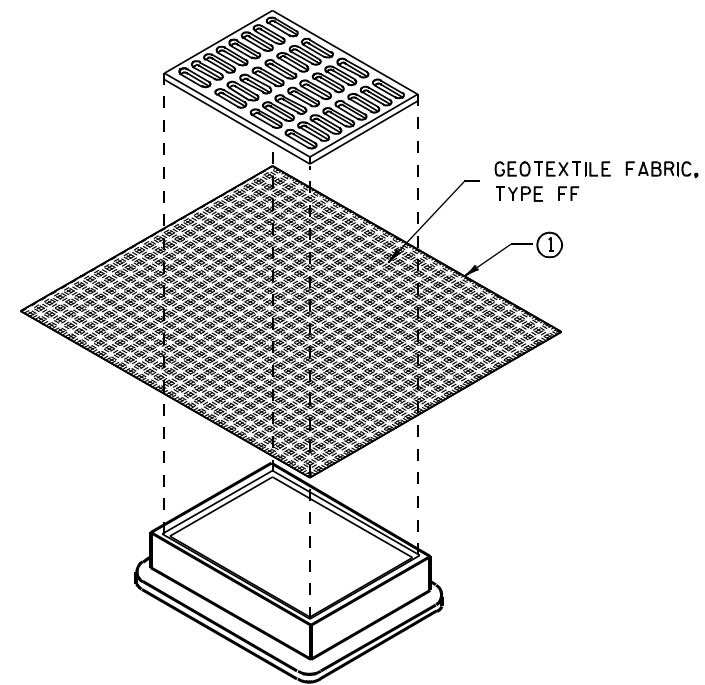
**GENERAL NOTES**

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

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

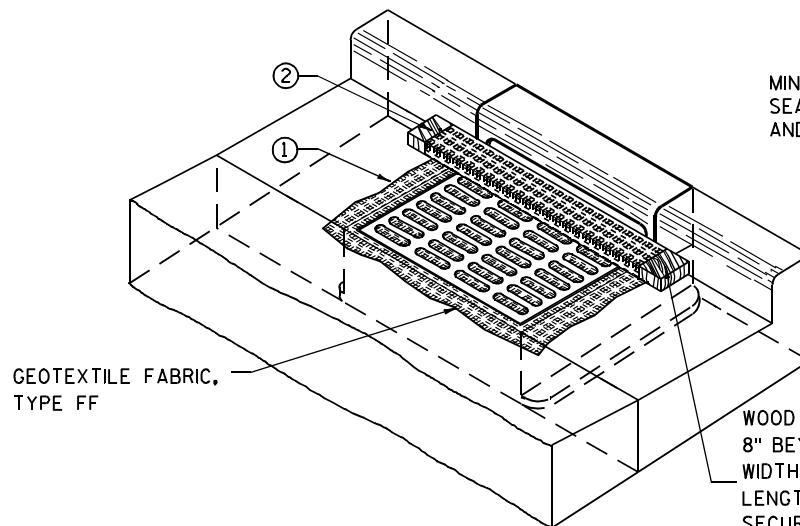
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



**INLET PROTECTION, TYPE C (WITH CURB BOX)**

**INSTALLATION NOTES**

**TYPE B & C**

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

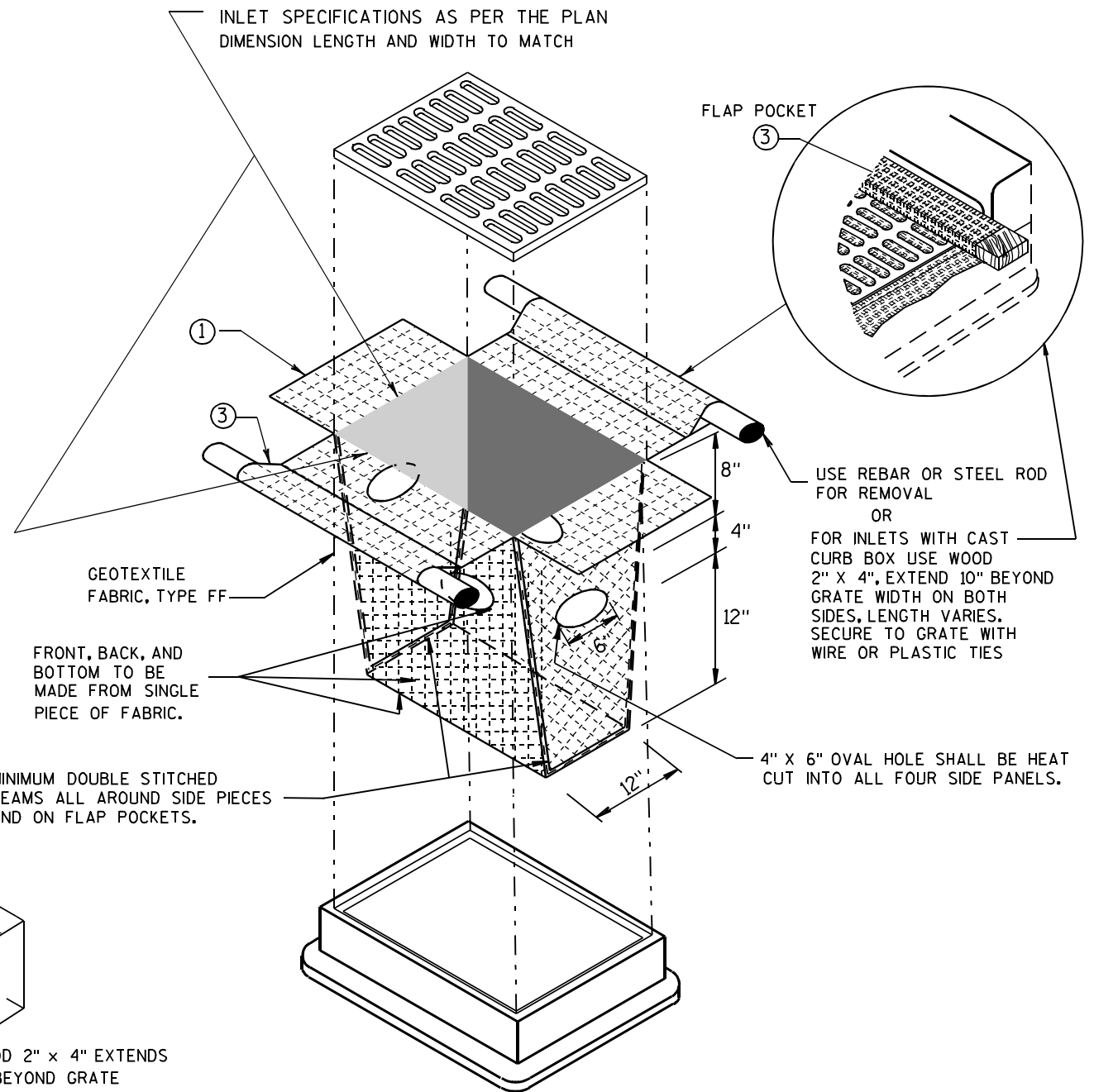
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

**TYPE D**

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

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

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



**INLET PROTECTION, TYPE D**

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

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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



**GENERAL NOTES**

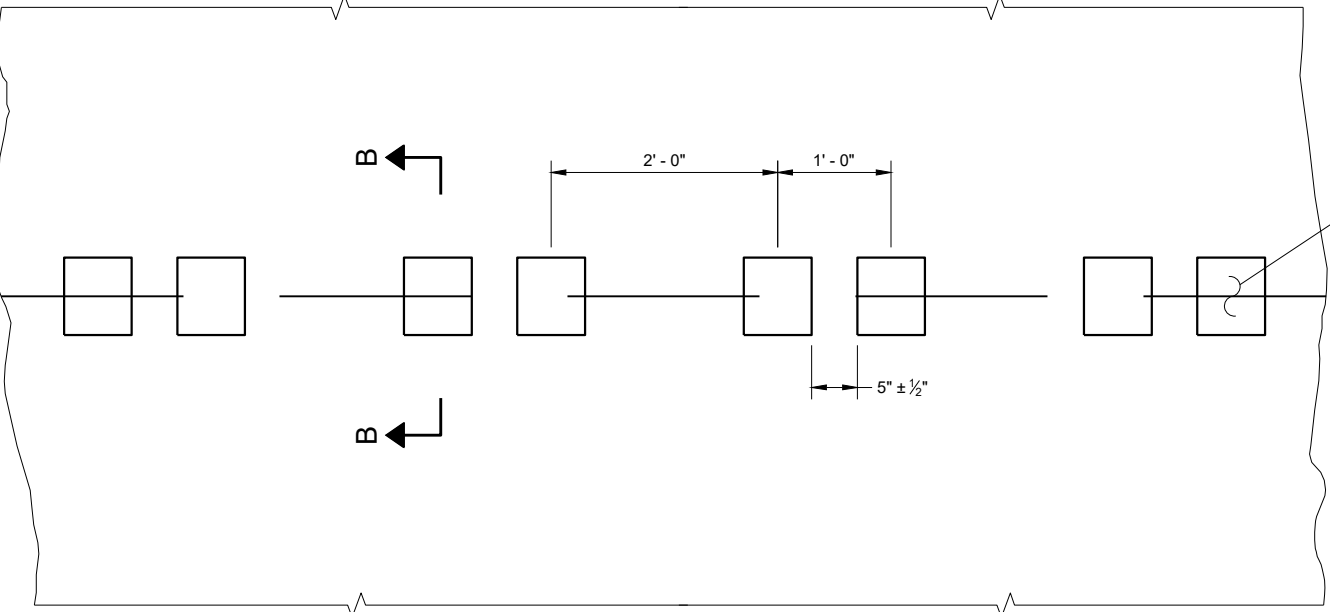
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

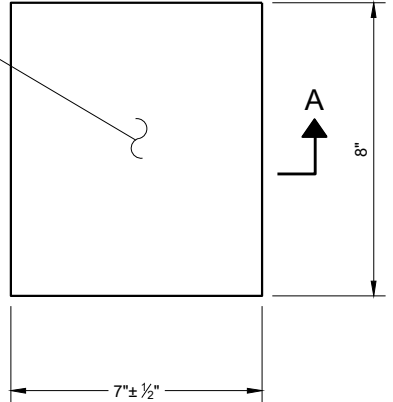
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

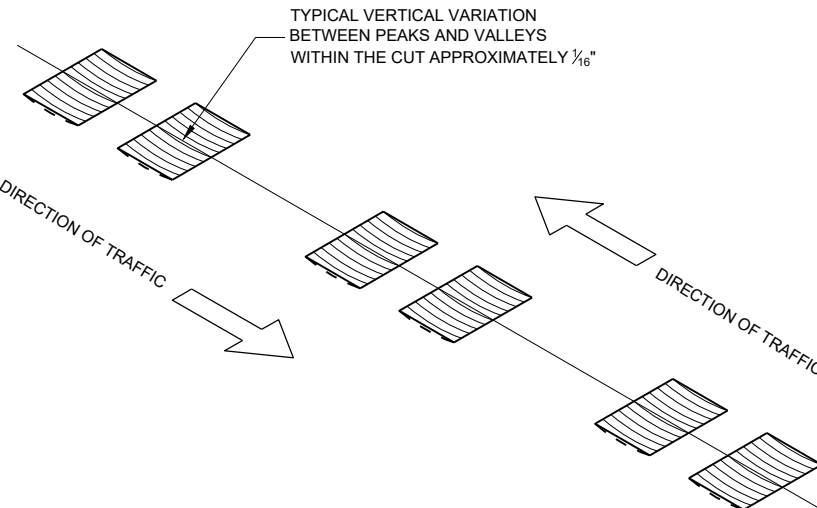
- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



**PLAN VIEW  
SHOULDER WITH GROOVES**

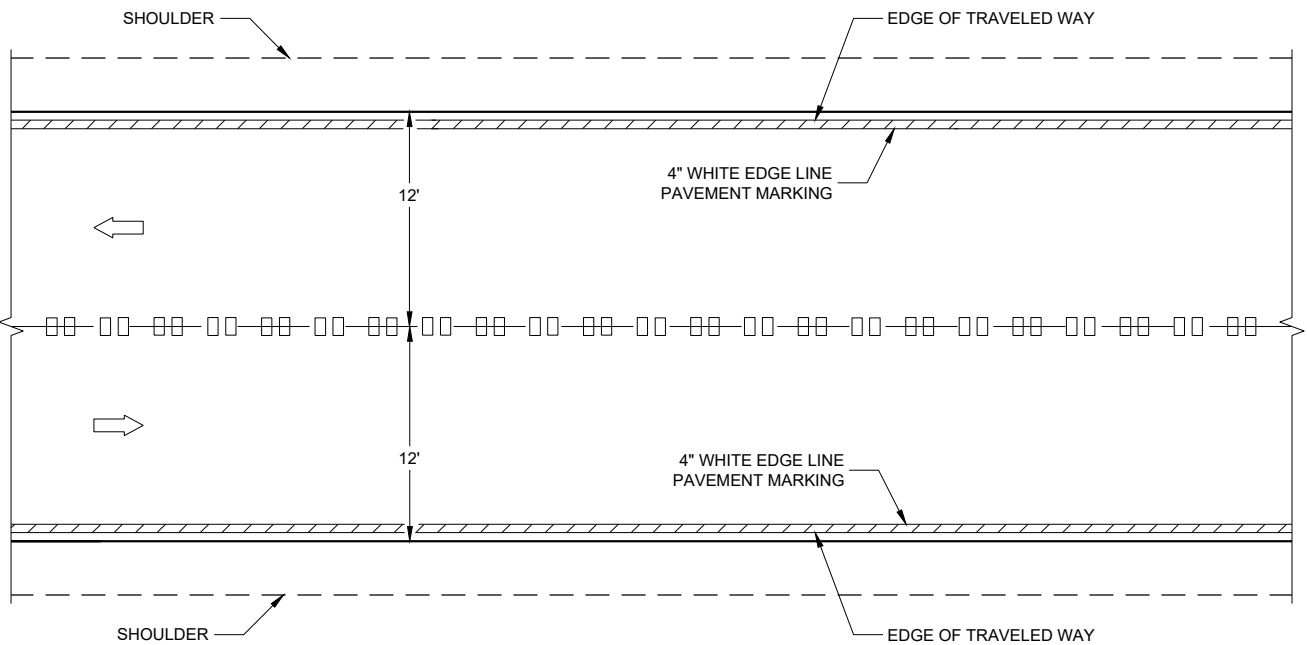


**PLAN VIEW  
(SINGLE GROOVE)**

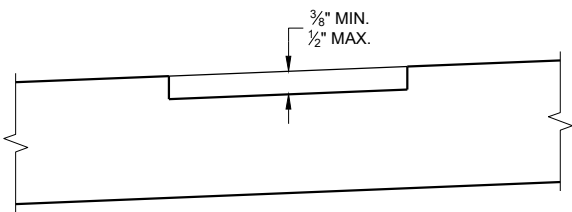


**ISOMETRIC**

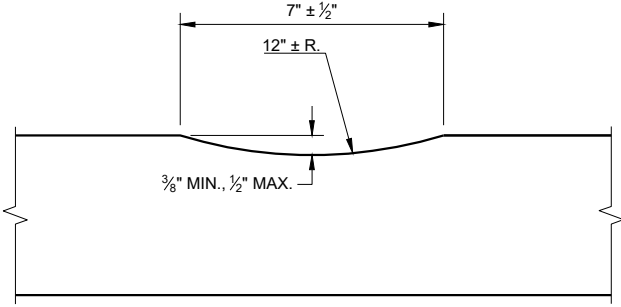
**PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP**



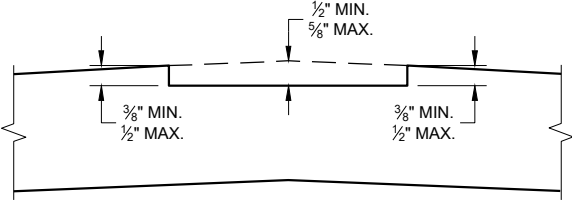
**CENTERLINE GROOVES ON TWO-WAY ROADWAYS**



**SECTION B - B  
SUPERELEVATED ROADWAY**



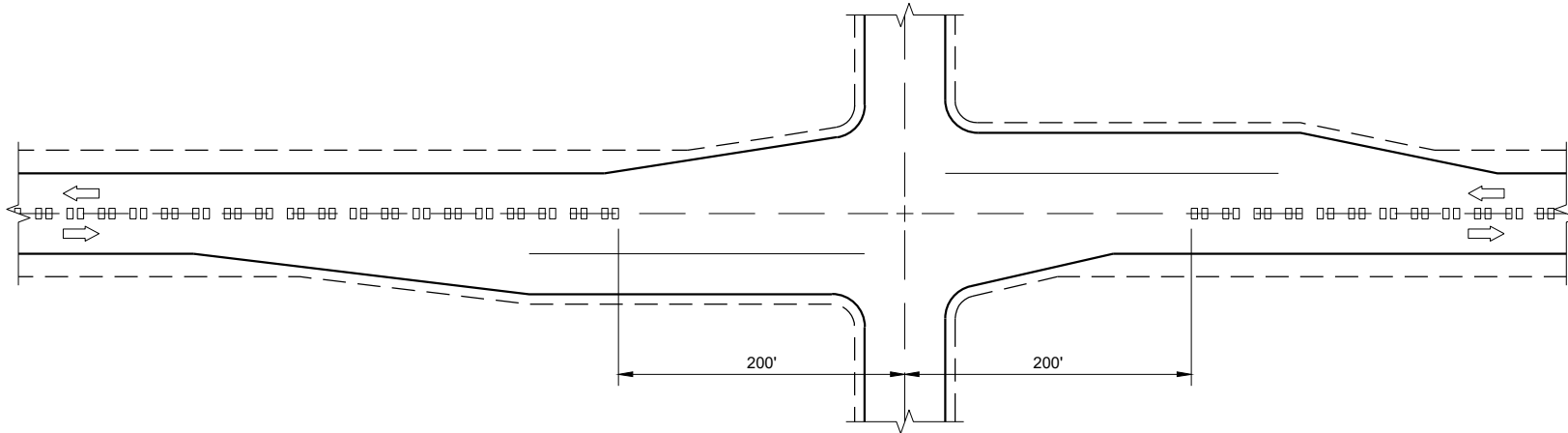
**SECTION A - A**



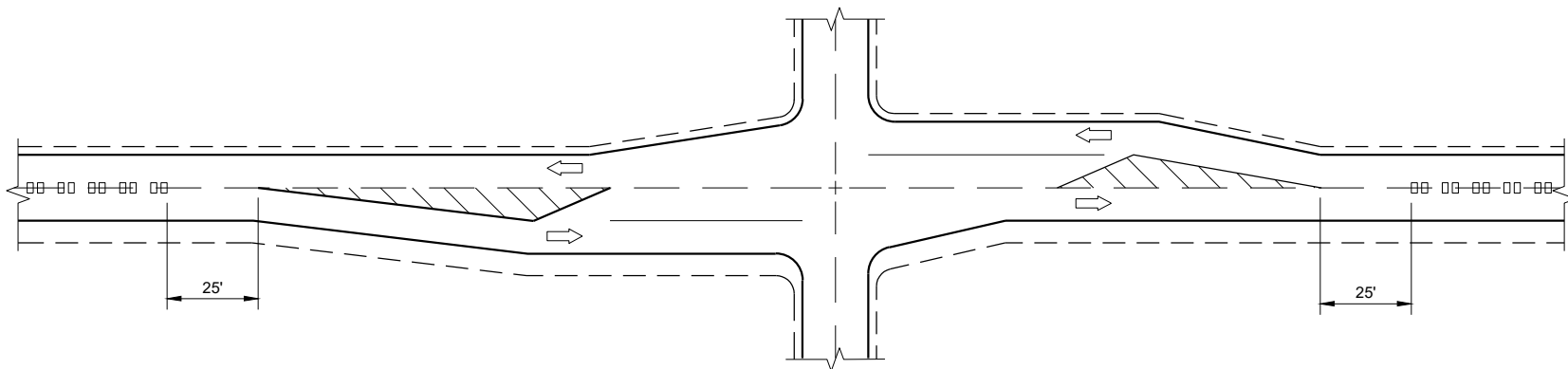
**SECTION B - B  
CROWNED ROADWAY**

**2-LANE RURAL  
CENTER LINE RUMBLE STRIP,  
MILLING**

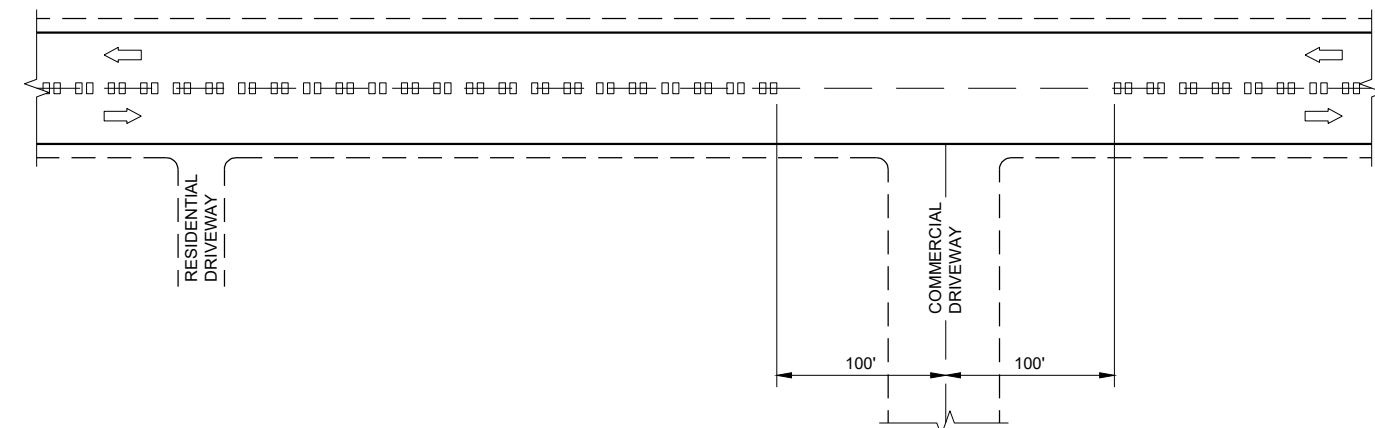
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**CENTERLINE GROOVES AT INTERSECTIONS**



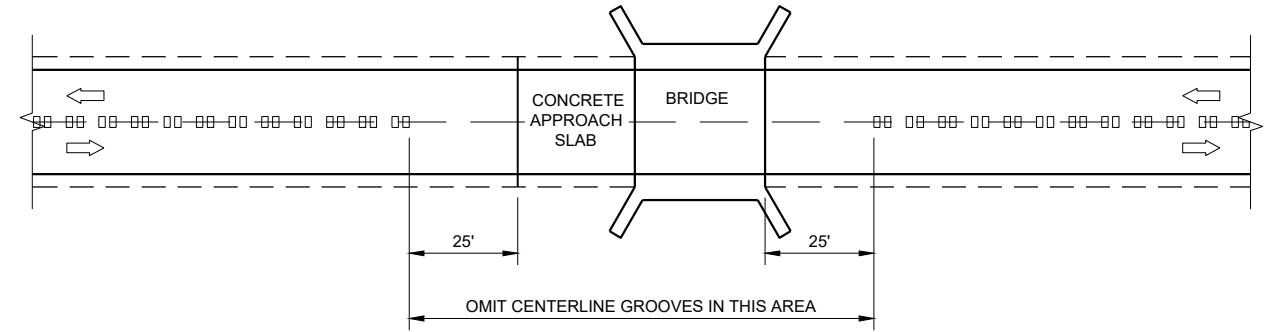
**CENTERLINE GROOVES AT INTERSECTIONS  
(WITH LEFT TURN LANES)**



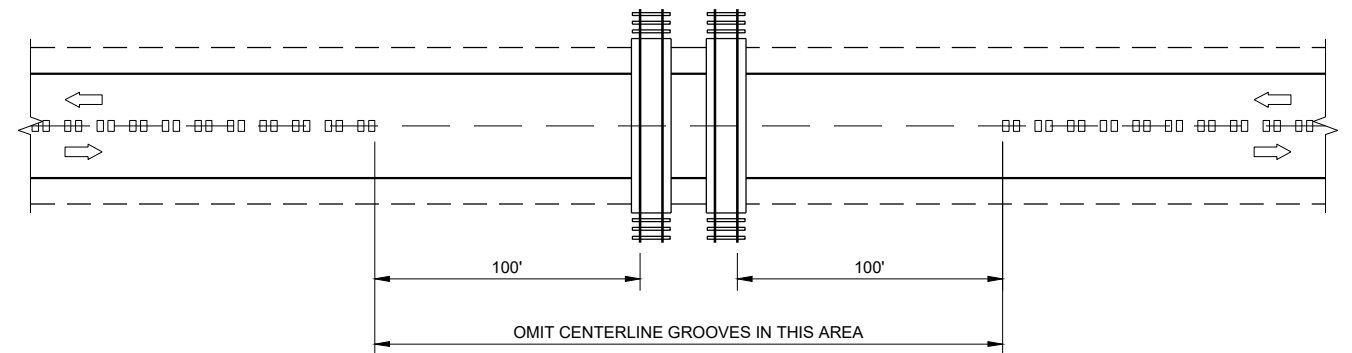
**CENTERLINE GROOVES AT DRIVEWAYS<sup>①</sup>**

**GENERAL NOTES**

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



**CENTERLINE GROOVES AT BRIDGES**



**CENTERLINE GROOVES AT RAILROADS**

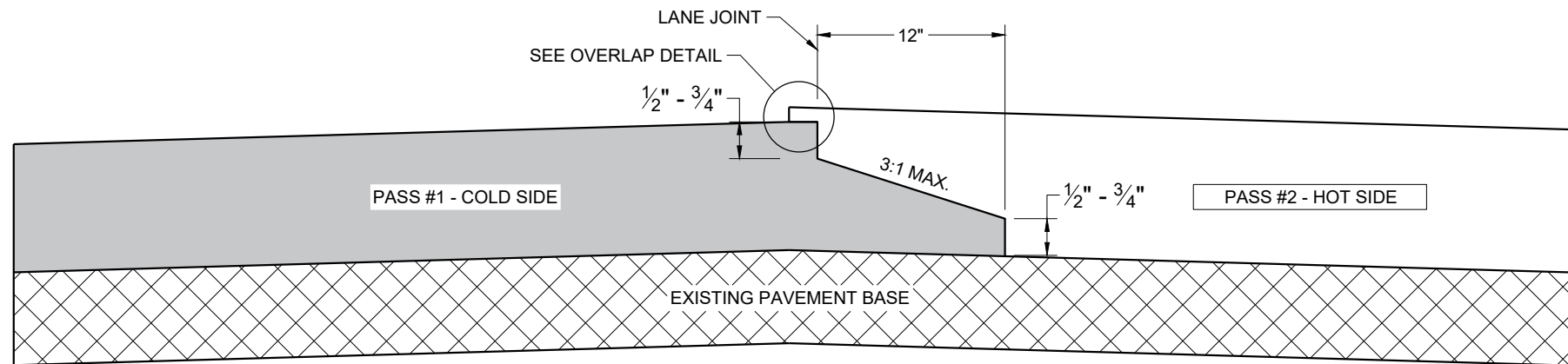
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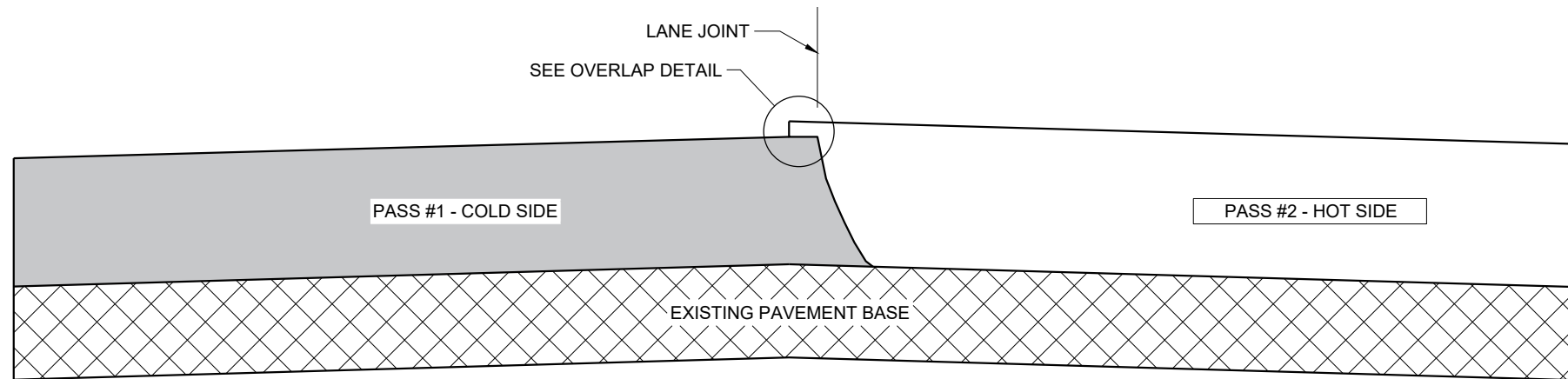
SDD 13A11 - 03b

SDD 13A11 - 03b

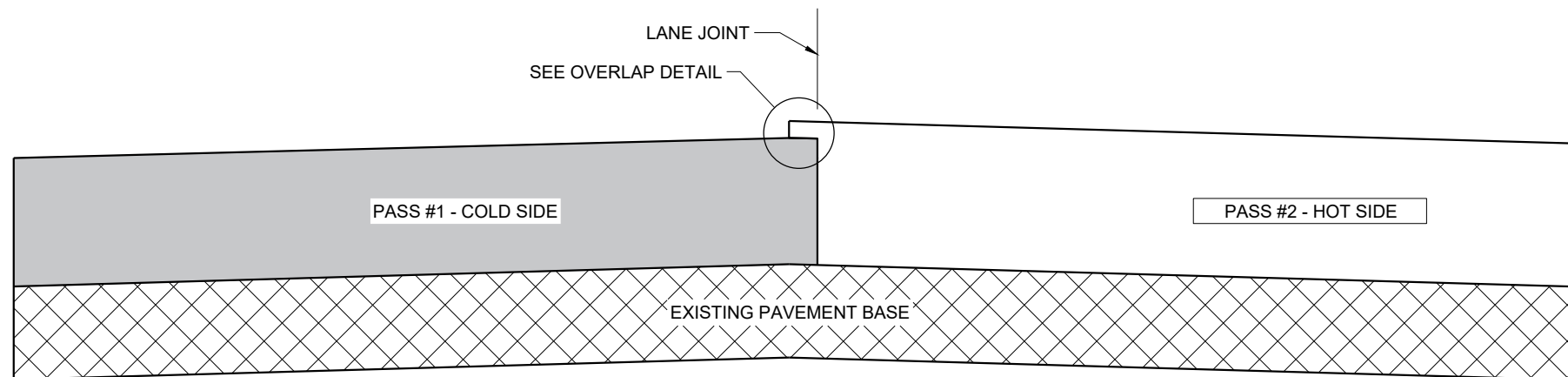
<b>2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 7/2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



**TYPICAL PAVEMENT CROSS SECTION OF NOTCHED WEDGE LONGITUDINAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION OF VERTICAL LONGITUDINAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION OF MILLED LONGITUDINAL JOINT**

**GENERAL NOTES**

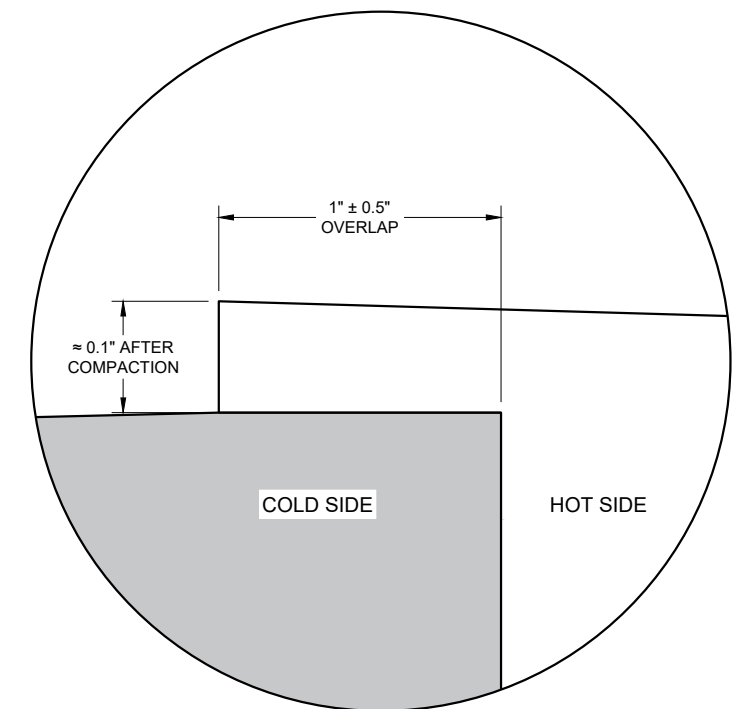
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY  $1" \pm 0.5"$  AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION.

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

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

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



**OVERLAP DETAIL (TYPICAL)**

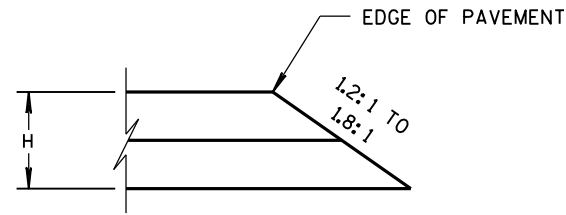
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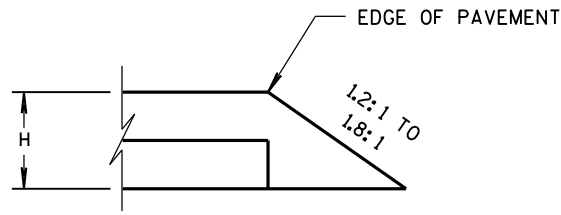
SDD 13C19 - 02

SDD 13C19 - 02

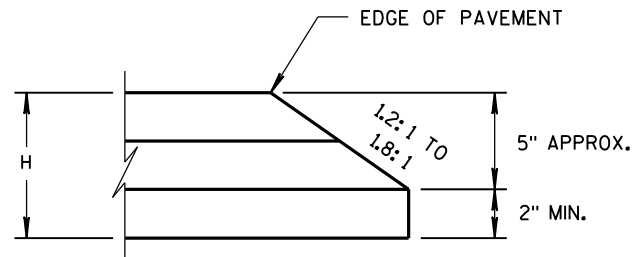
<b>HMA LONGITUDINAL JOINTS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGINEER
<small>FHWA</small>	



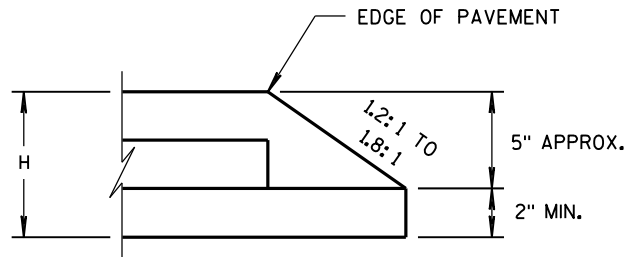
CONSTRUCTED WITH FINAL TWO LAYERS  
FOR H 5" OR LESS



CONSTRUCTED WITH FINAL LAYER  
FOR H 5" OR LESS

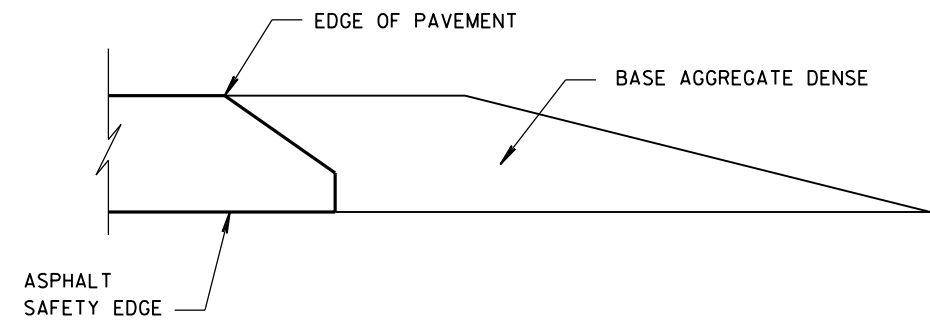


CONSTRUCTED WITH FINAL TWO LAYERS  
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER  
FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

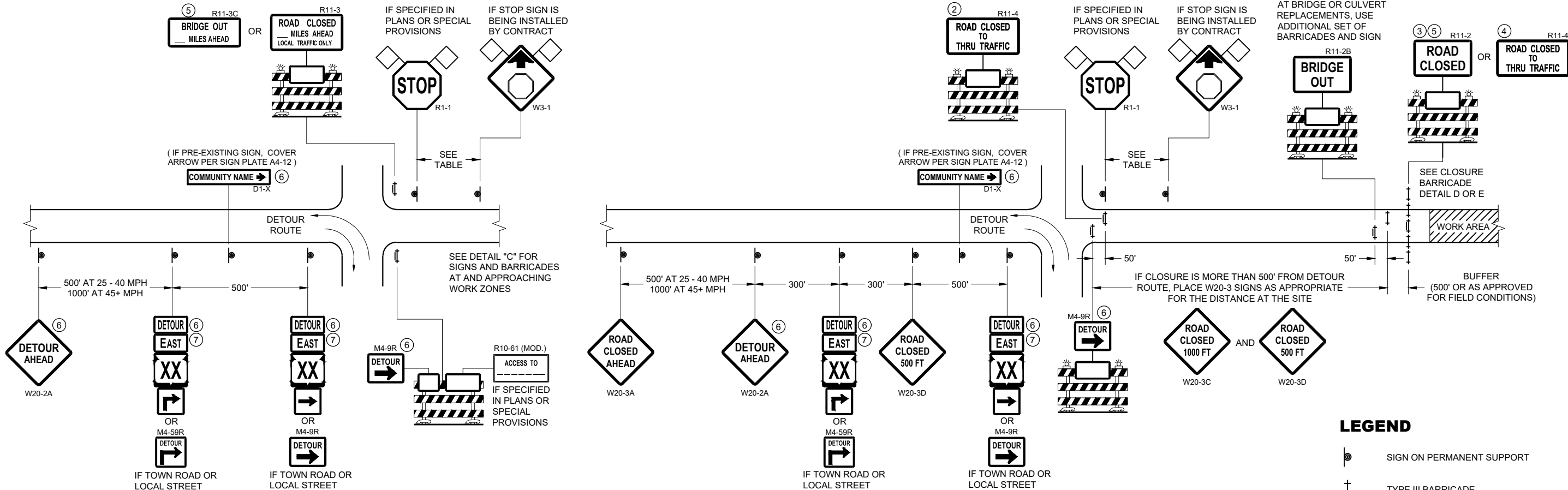
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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE <sub>SM</sub>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE	/s/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



**DETAIL A  
MAINLINE CLOSURE WITH POSTED DETOUR**

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

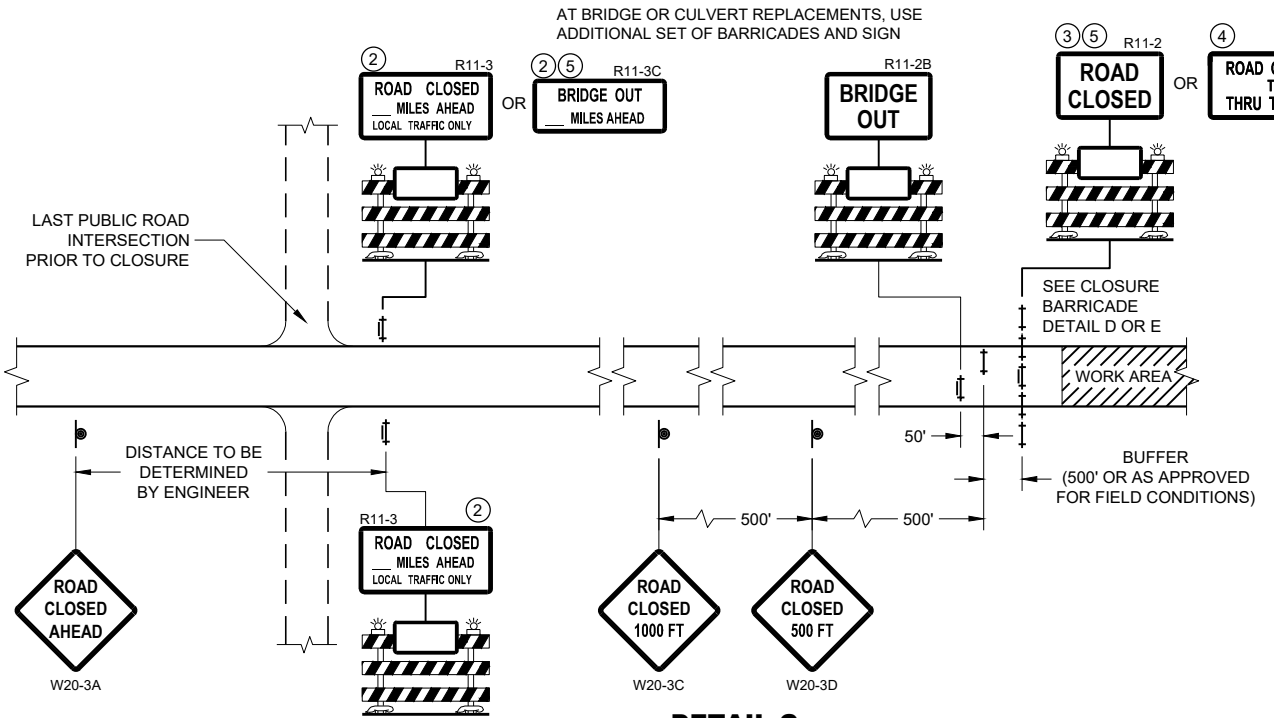
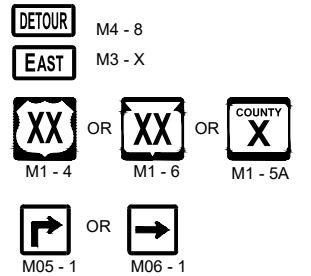
**DETAIL B  
MAINLINE CLOSURE WITH POSTED DETOUR**

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

**LEGEND**

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

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



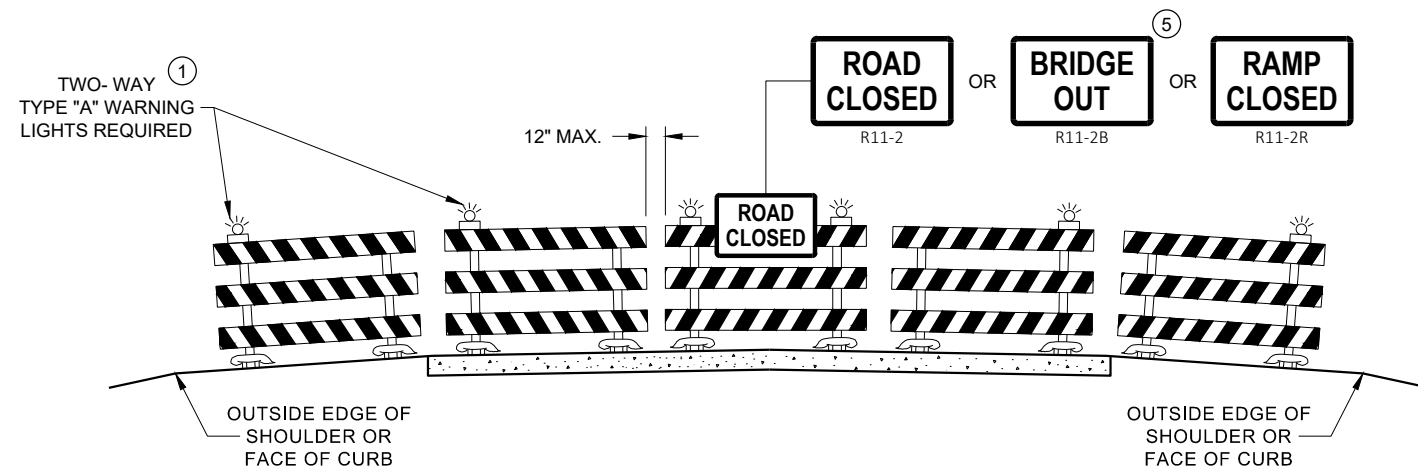
**DETAIL C  
MAINLINE CLOSURE, NO POSTED DETOUR**

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

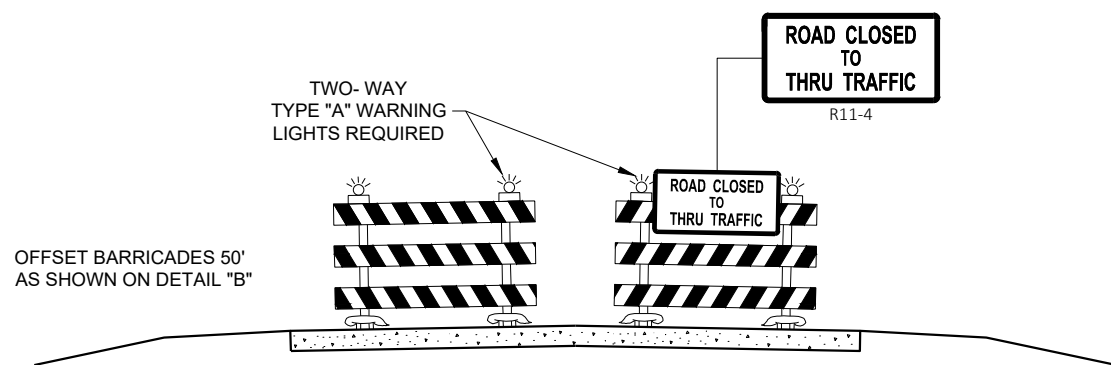
**BARRICADES AND SIGNS  
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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



**DETAIL D  
ROAD CLOSURE BARRICADE DETAIL  
APPROACH VIEW**



**DETAIL E  
LANE CLOSURE BARRICADE DETAIL  
APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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

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

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

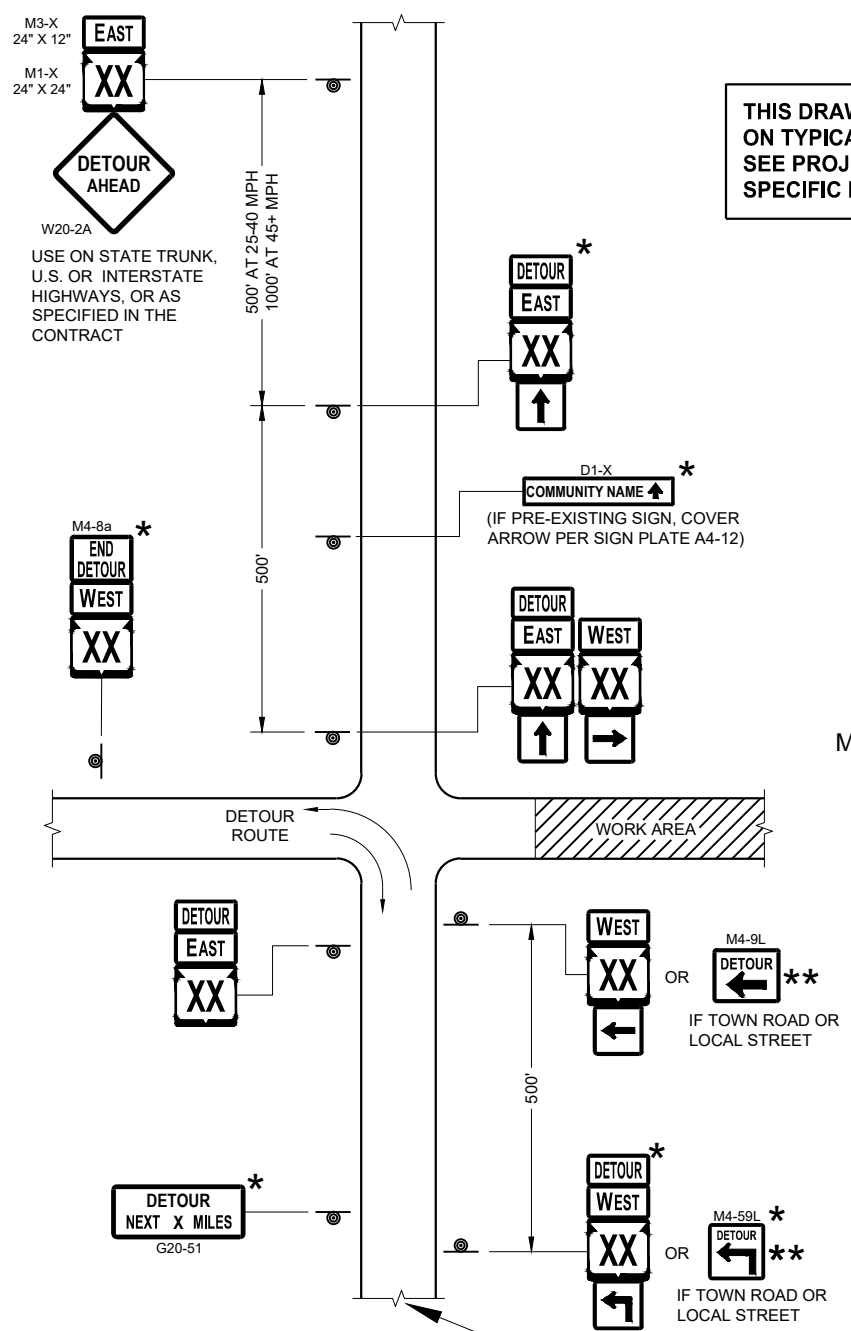
- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS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

**BARRICADES AND SIGNS  
FOR  
VARIOUS CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA



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

**LEGEND**

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1
- M06 - 1

**GENERAL NOTES**

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

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

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

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

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

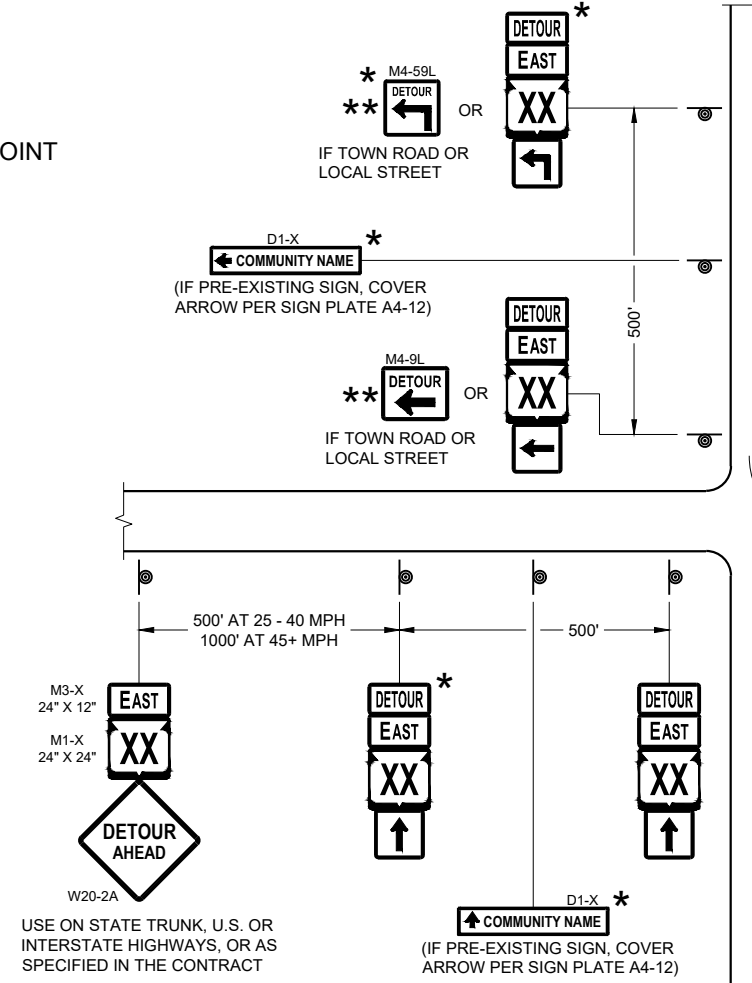
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

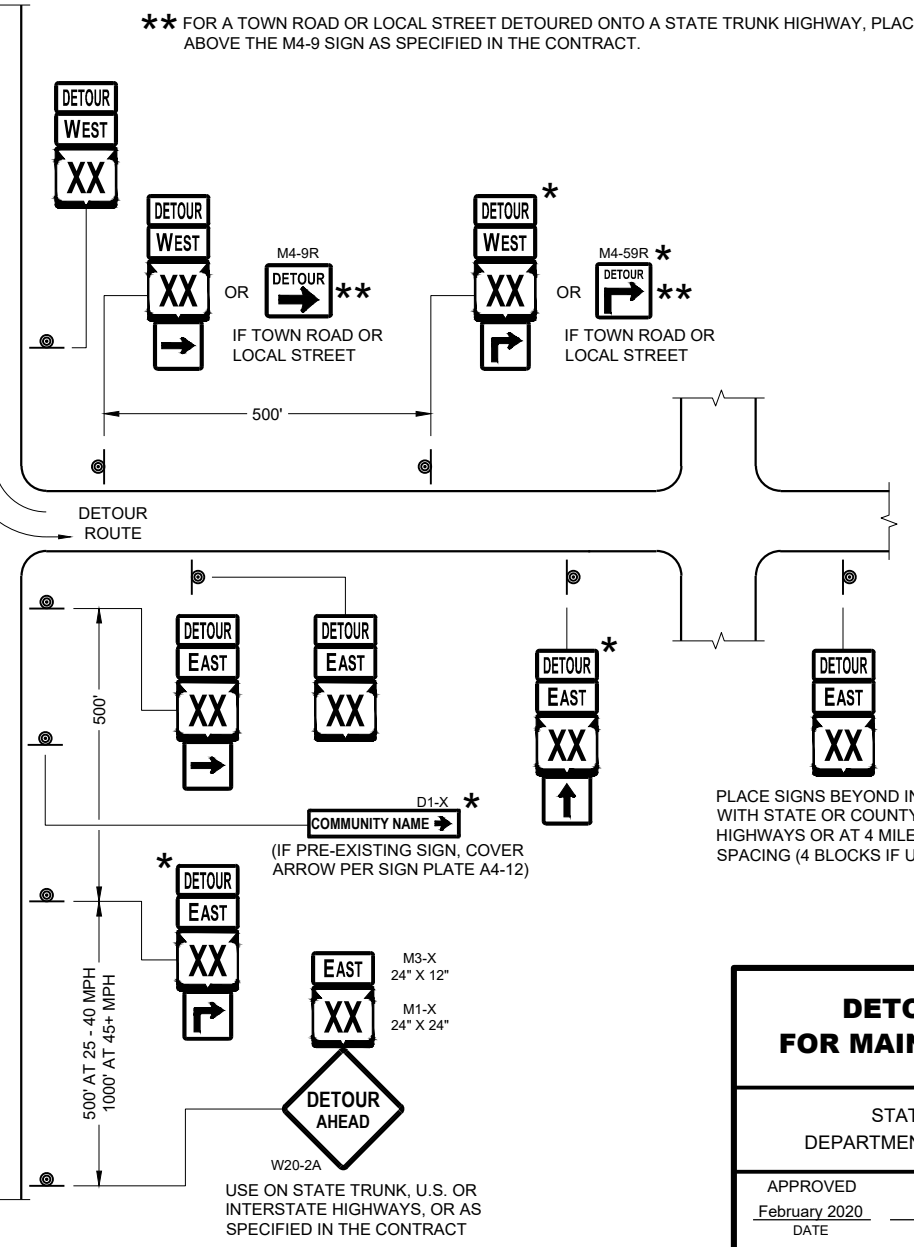
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING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

- \* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.
- \*\* FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

MATCH POINT



**DETAIL F  
DETOUR SIGNING**



**DETOUR SIGNING  
FOR MAINLINE CLOSURES**

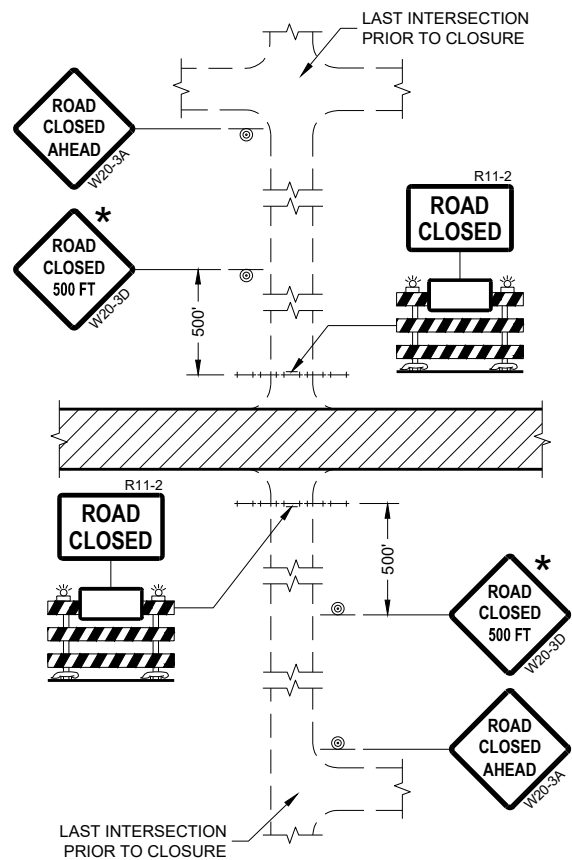
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

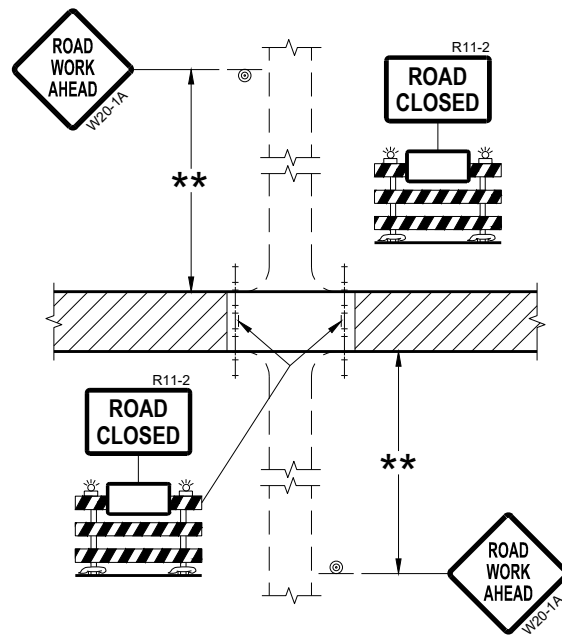
FHWA

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

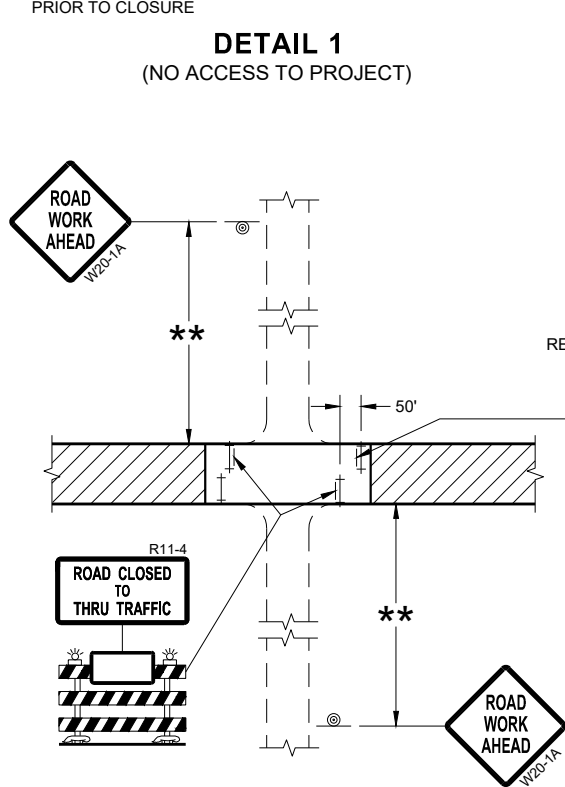
PLACE SIGNS BEYOND INTERSECTIONS WITH STATE OR COUNTY TRUNK HIGHWAYS OR AT 4 MILE MAXIMUM SPACING (4 BLOCKS IF URBAN AREA)



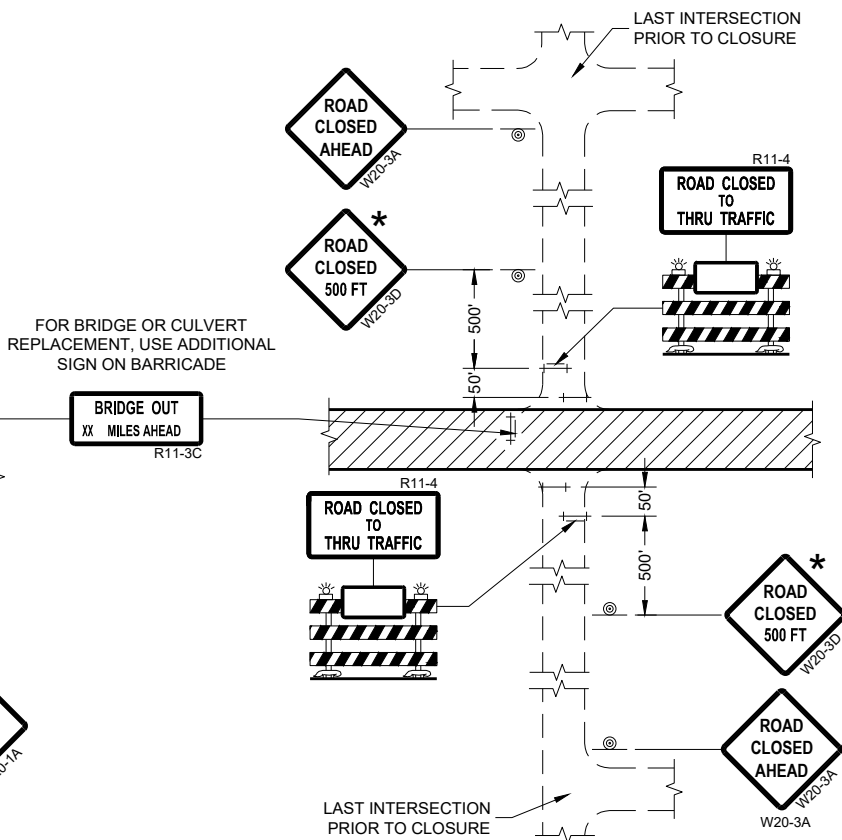
**DETAIL 1**  
(NO ACCESS TO PROJECT)



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



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



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

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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

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

- \* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- \*\* 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

**LEGEND**

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

**BARRICADES AND SIGNS  
FOR  
SIDEROAD CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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



**GENERAL NOTES**

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

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




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

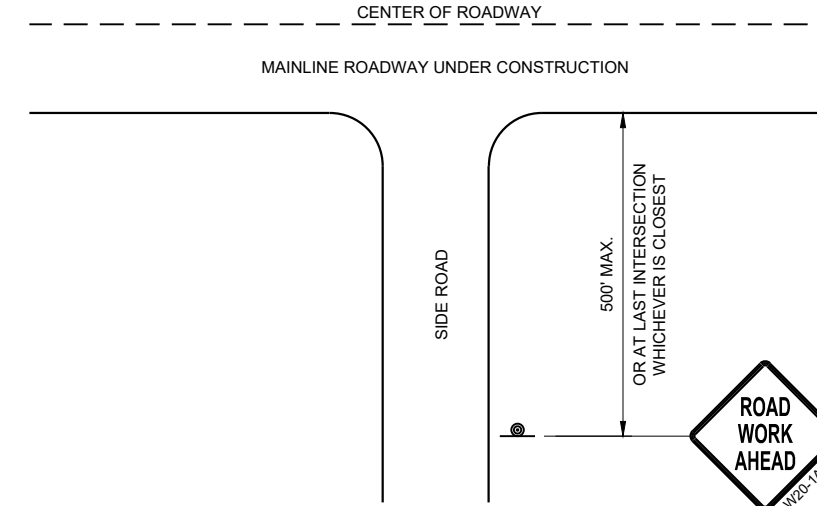
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

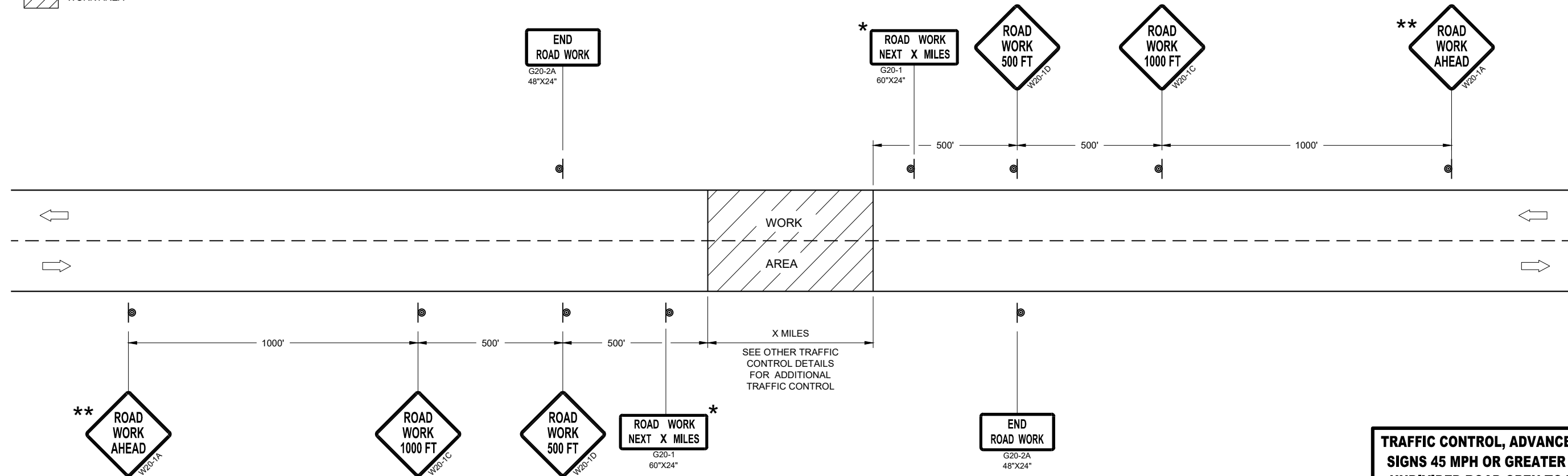
- \* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- \*\* PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

**LEGEND**

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



**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**



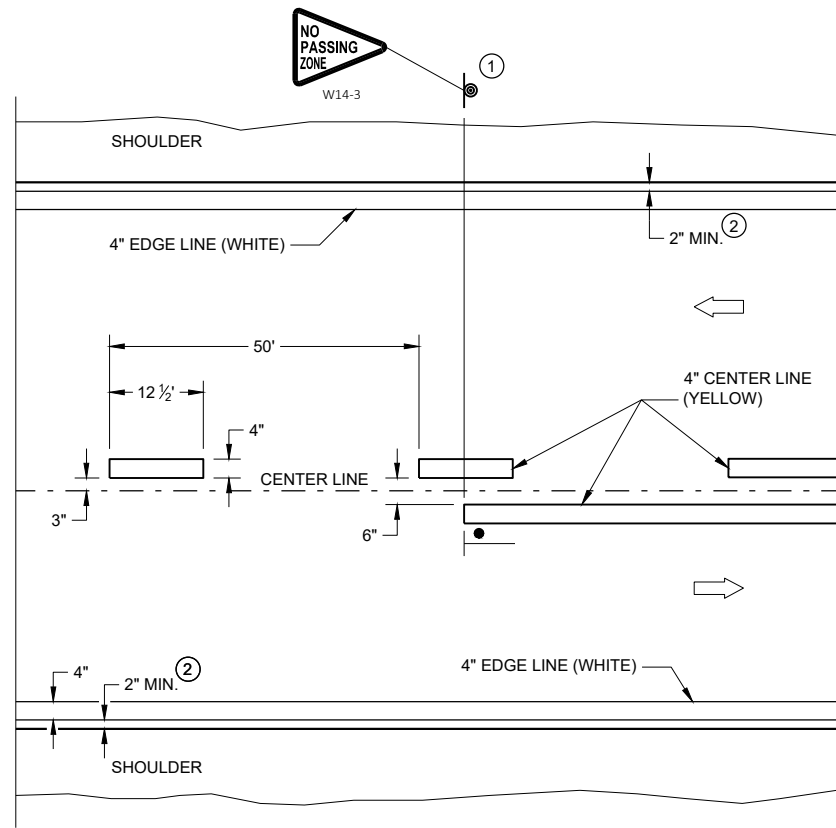
**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER**

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

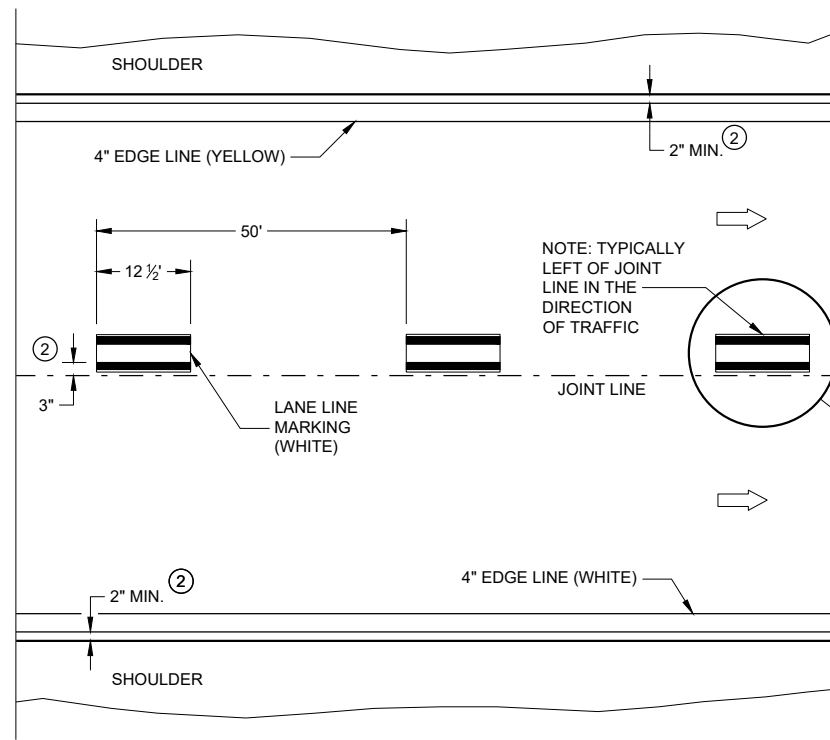
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA

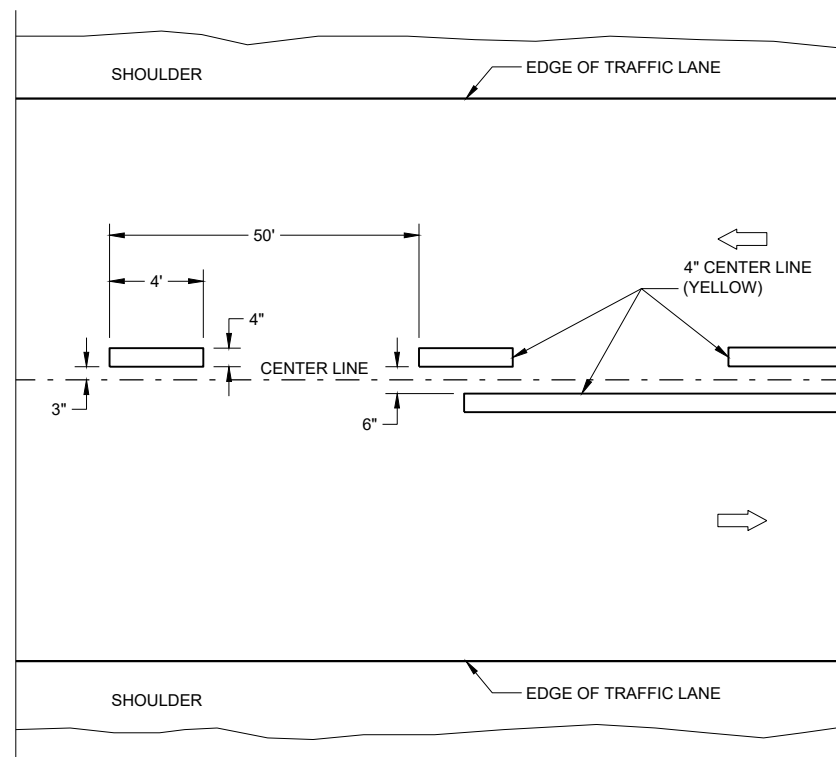


**TWO WAY TRAFFIC**

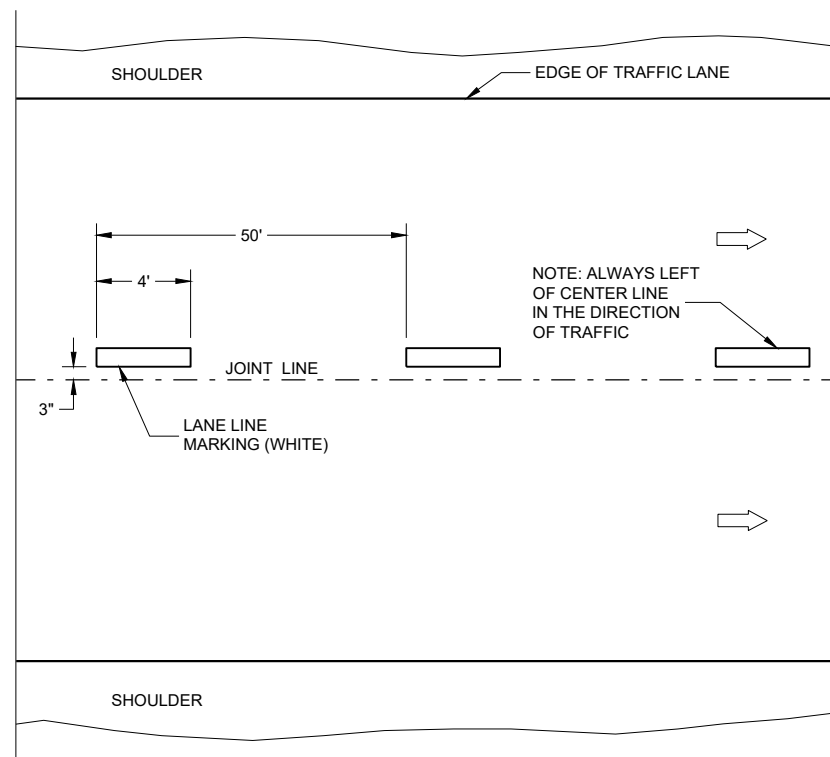


**ONE WAY TRAFFIC**

**PERMANENT PAVEMENT MARKING**



**TWO WAY TRAFFIC**



**ONE WAY TRAFFIC**

**TEMPORARY PAVEMENT MARKING**

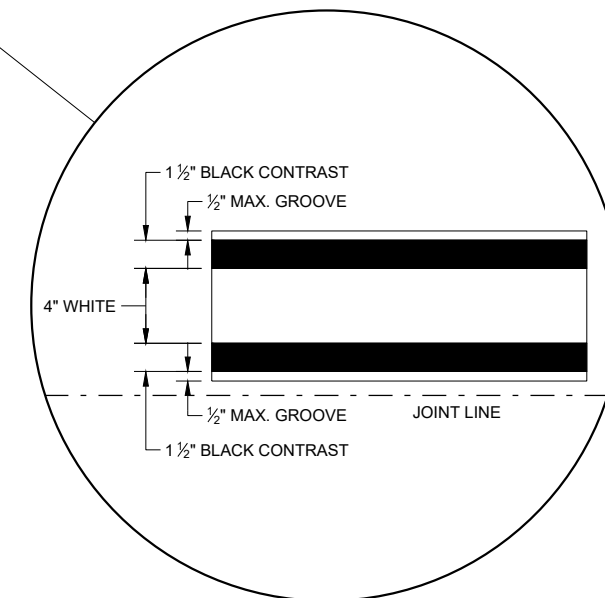
**GENERAL NOTES**

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

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

**LEGEND**

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



**LONGITUDINAL MARKING  
(MAINLINE)**

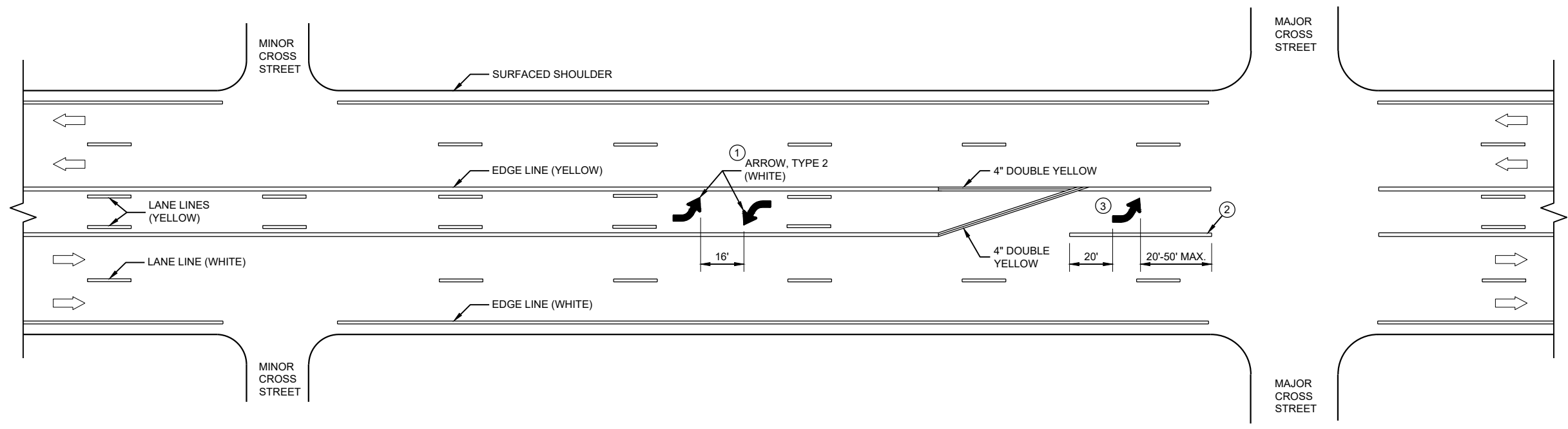
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

**GENERAL NOTES**

- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 8" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC



**TWO WAY LEFT TURN LANE**

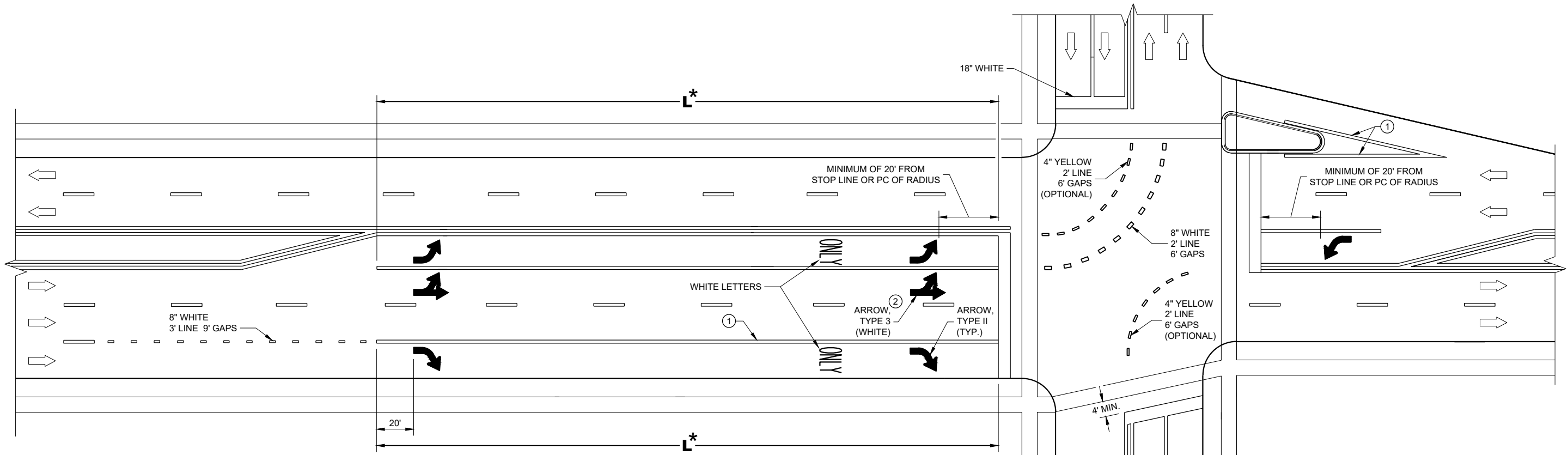
6

6

SDD 15C08 - 20b

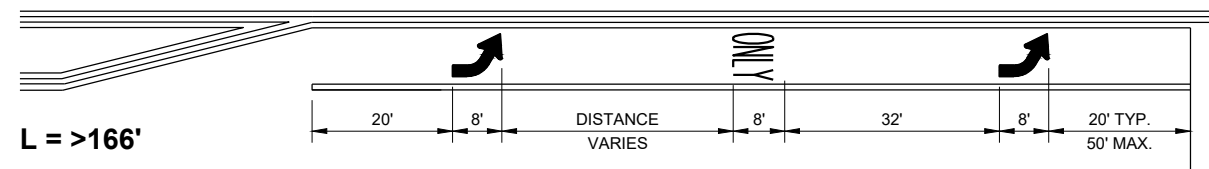
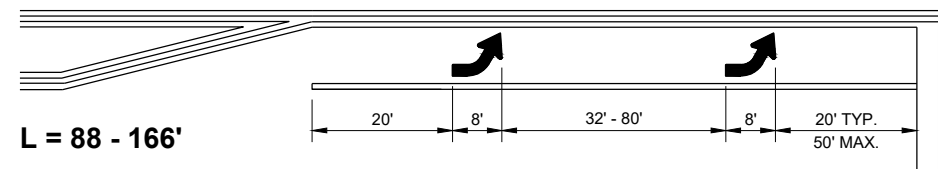
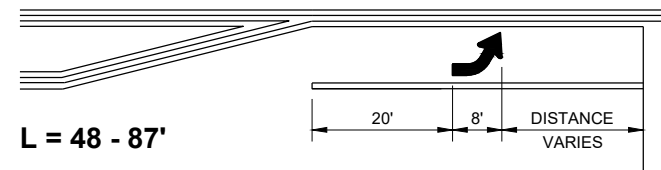
SDD 15C08 - 20b

<p><b>PAVEMENT MARKING (TURN LANES)</b></p>
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>



**TURN LANE OPTIONS**

LENGTH OF TURN BAY ( **L** ) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



\*(SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

**GENERAL NOTES**

- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.






➡ DIRECTION OF TRAFFIC

**L** = LENGTH OF TURN BAY

**PAVEMENT MARKING (TURN LANES)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

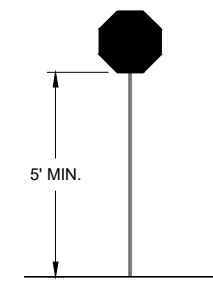
WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

**FLAGGING**

- FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.
- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
  - ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

**TEMPORARY PORTABLE RUMBLE STRIPS**

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



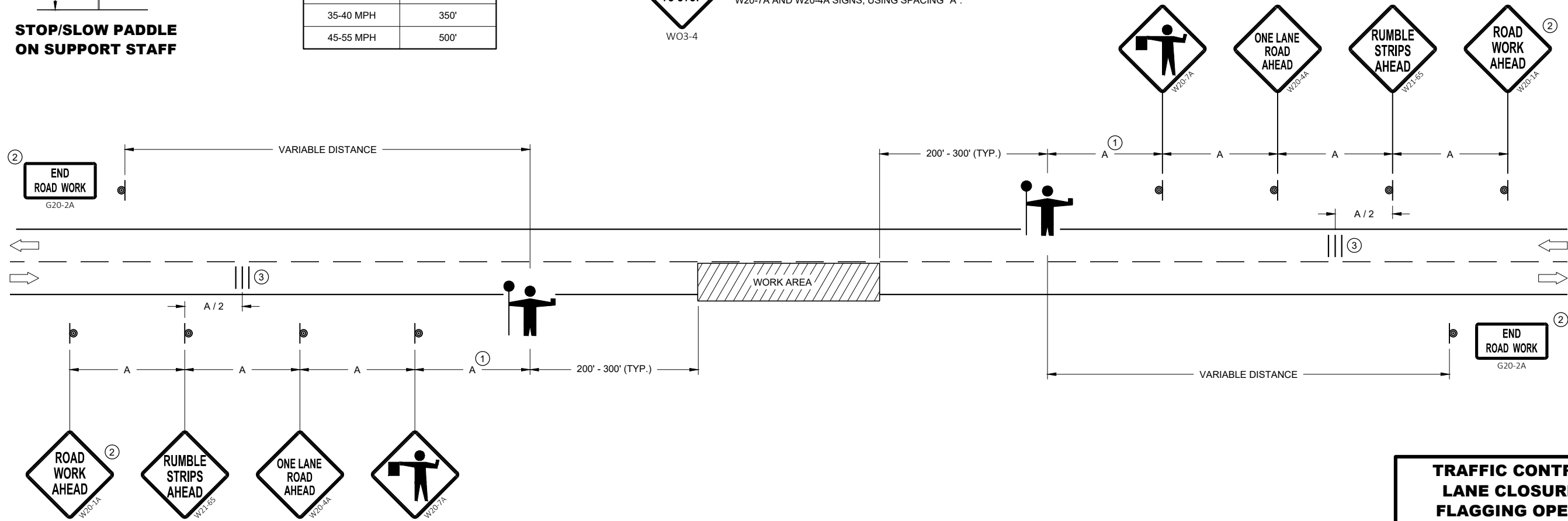
**STOP/SLOW PADDLE ON SUPPORT STAFF**

**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

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



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



**TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION**

**TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

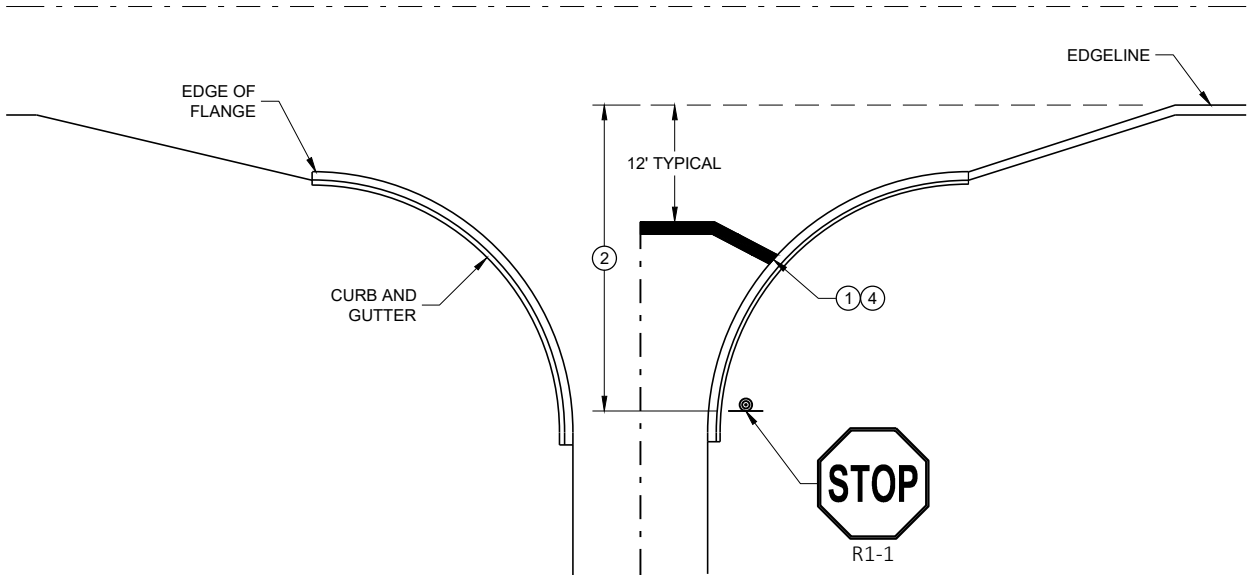
APPROVED  
DATE May 2019 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA

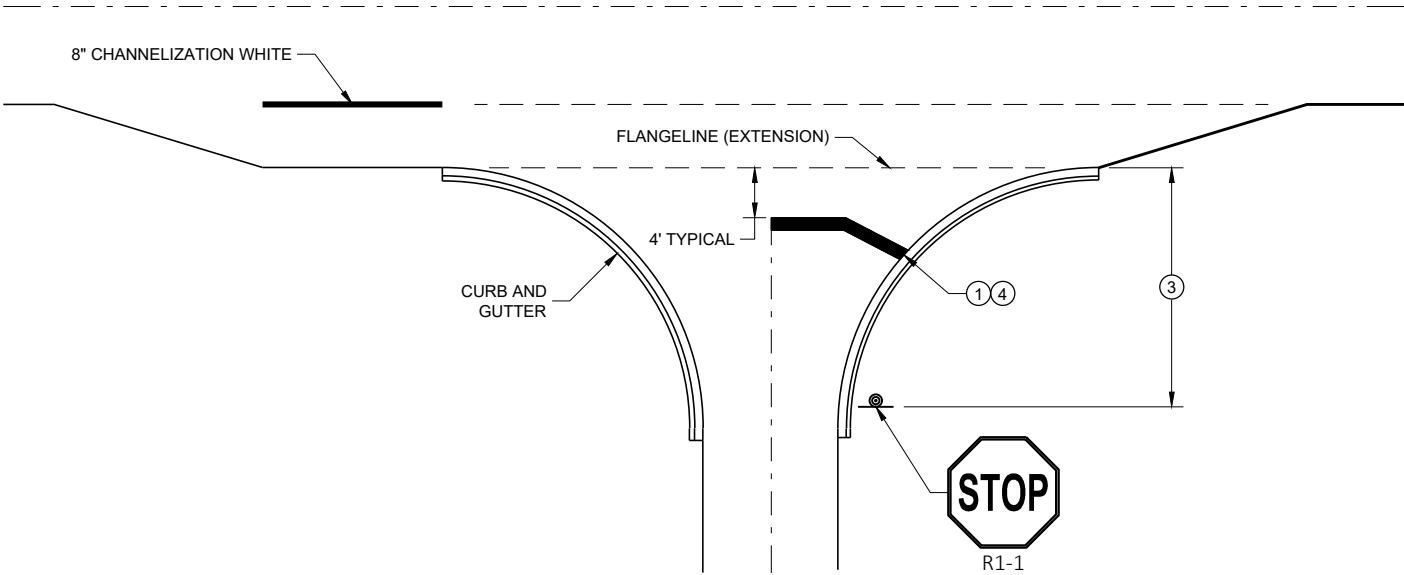
**GENERAL NOTES**

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

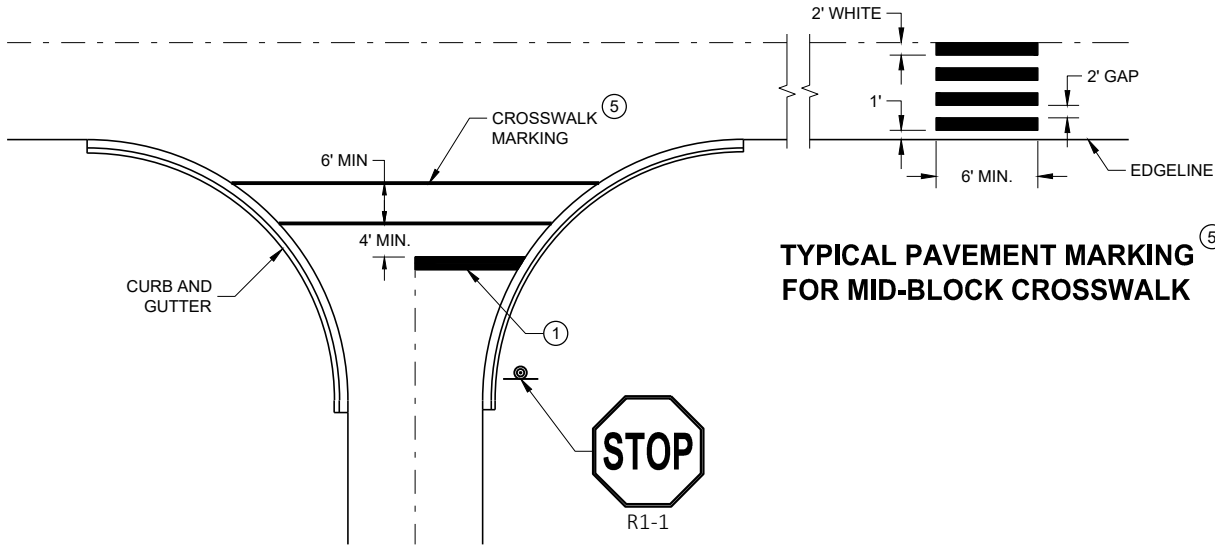
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



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

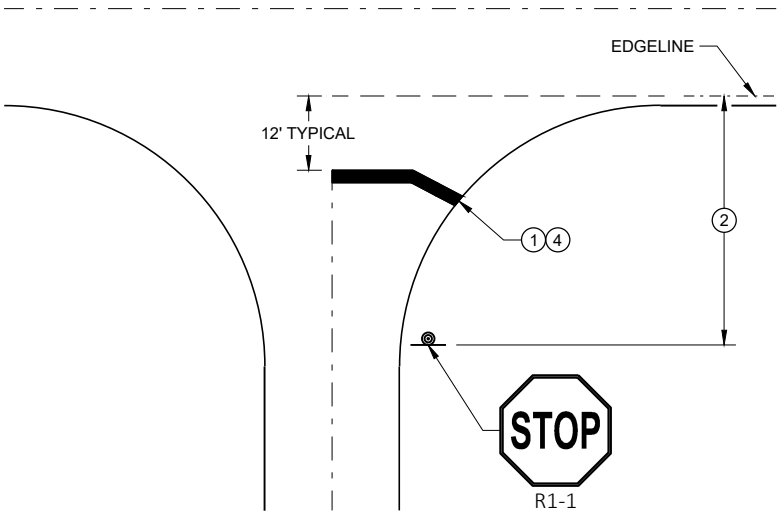


**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE**



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

**TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK**



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

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA

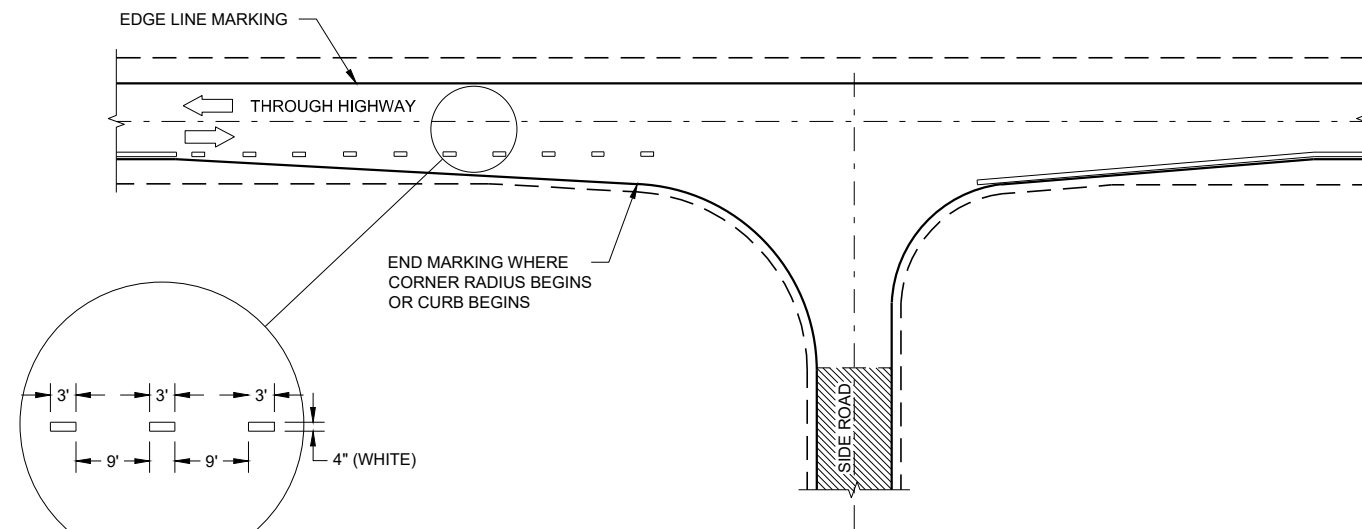
**GENERAL NOTES**

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

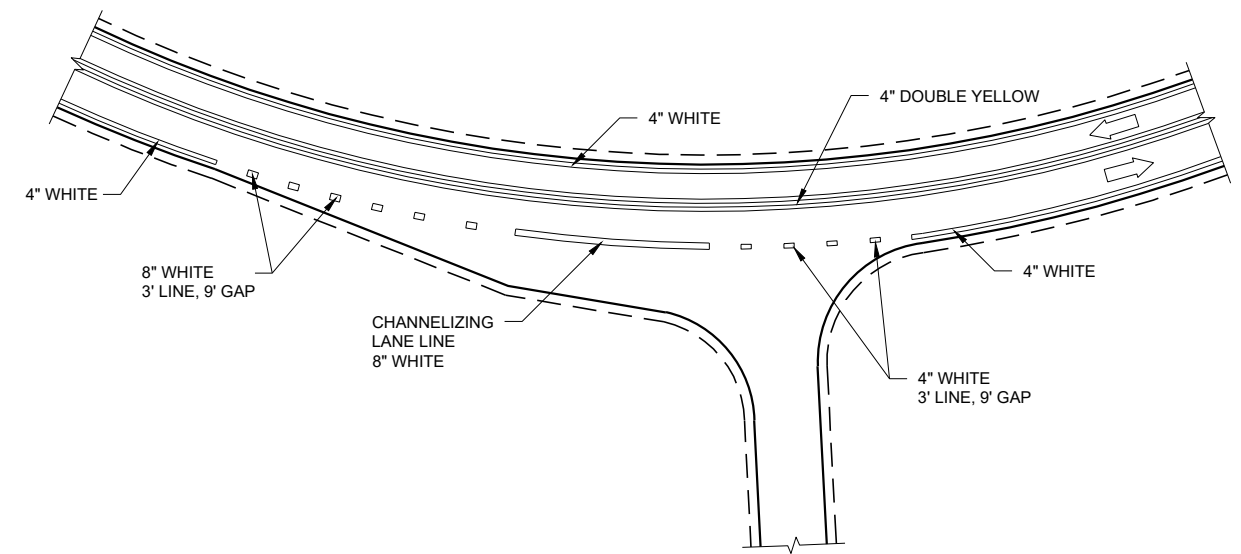
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

**LEGEND**

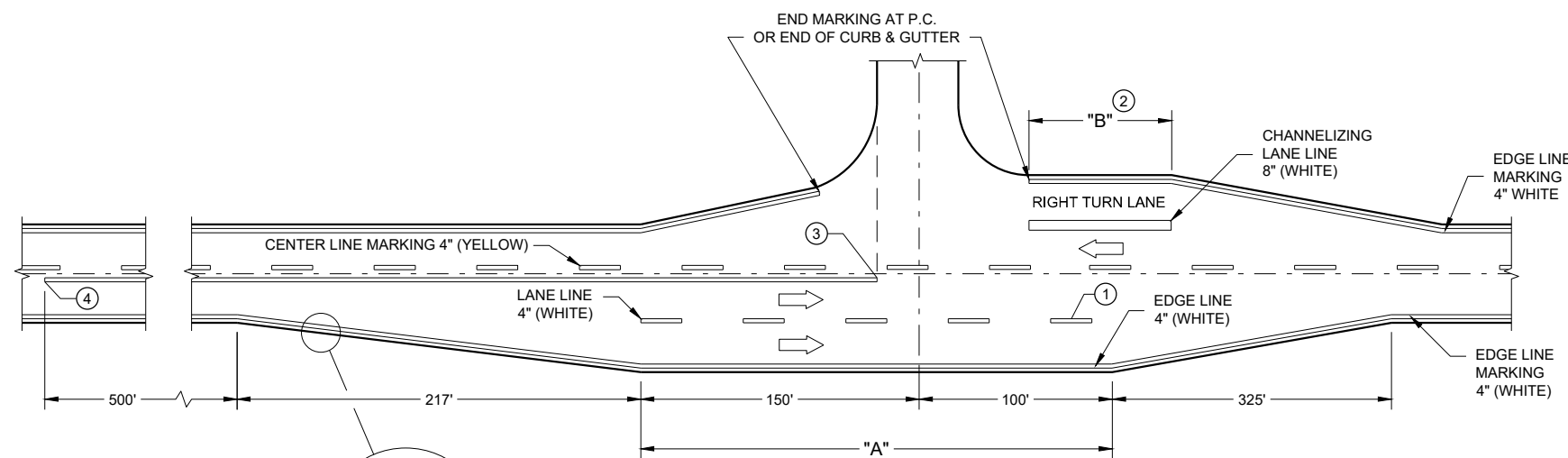
➡ DIRECTION OF TRAVEL



**MINOR INTERSECTION**



**INTERSECTION ON OUTSIDE OF CURVE**

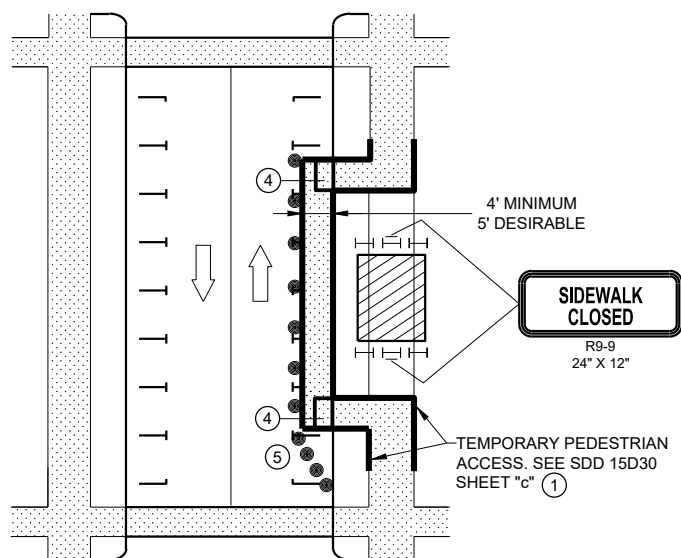


**MAJOR INTERSECTIONS  
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**

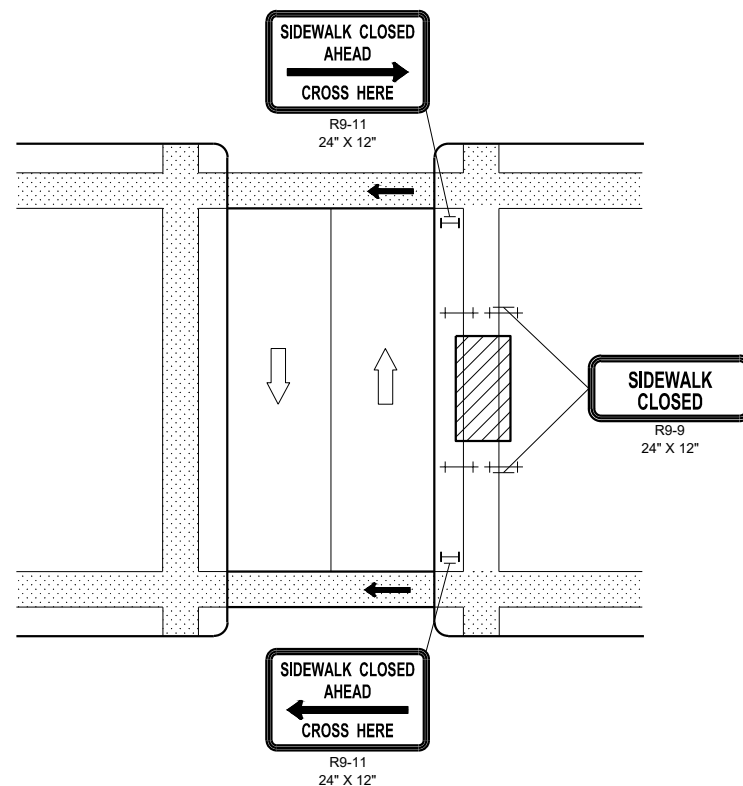
**PAVEMENT MARKING  
(INTERSECTIONS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

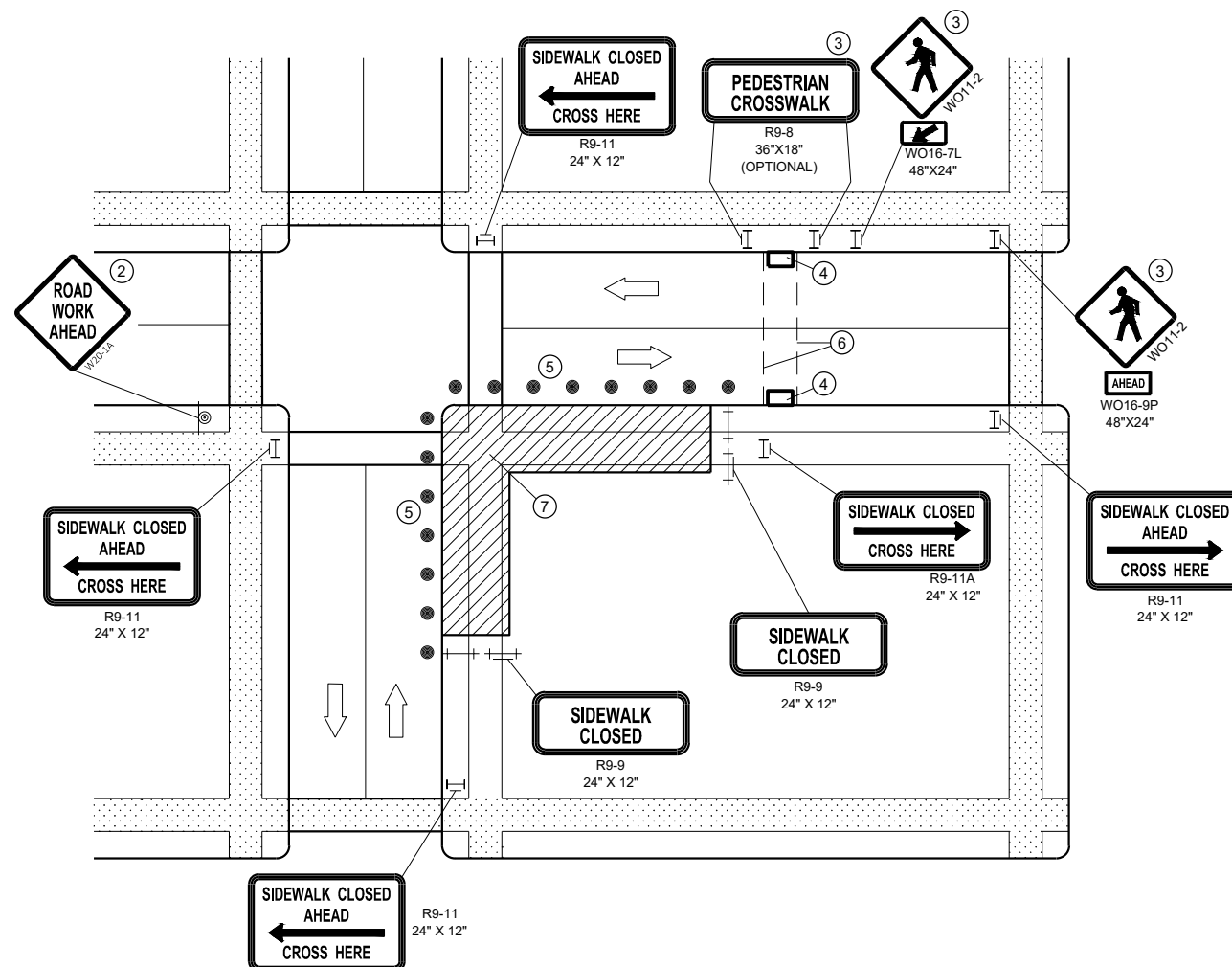
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.



**MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE**

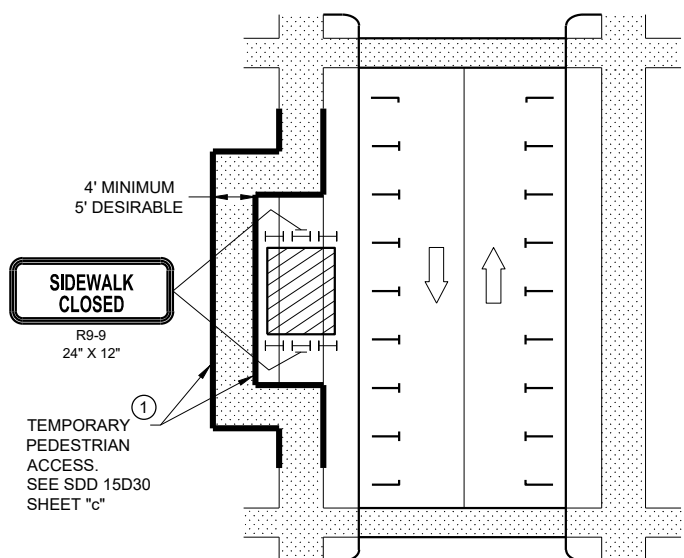


**MID-BLOCK SIDEWALK CLOSURE**



**CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK**

NOTE: LAYOUT SAME AS ABOVE.



**SIDEWALK DIVERSION**

**GENERAL NOTES**

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

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

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

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

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

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

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

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

**LEGEND**

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

**TRAFFIC CONTROL,  
PEDESTRIAN ACCOMMODATION**

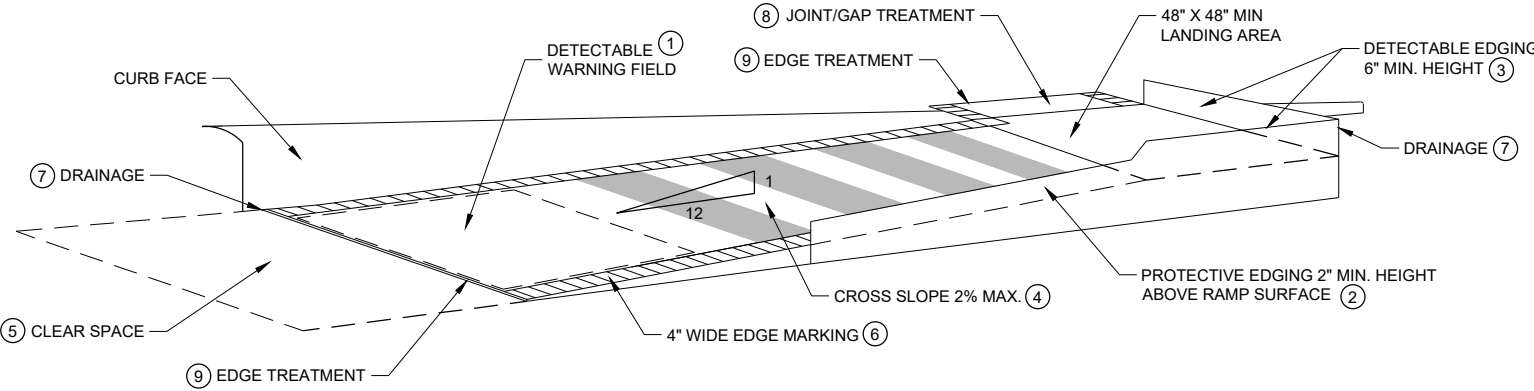
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



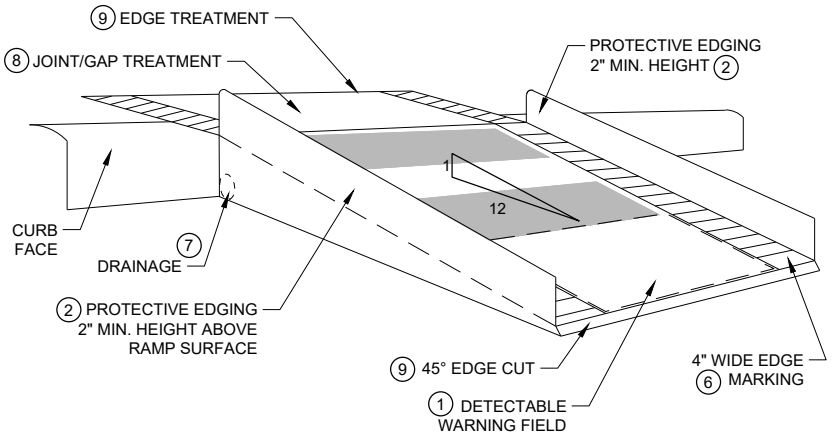
**GENERAL NOTES**

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.  
 ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

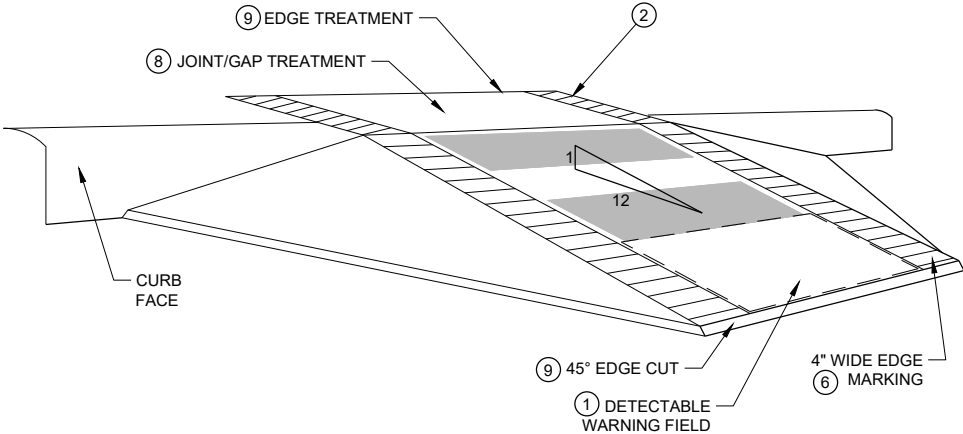
- ① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
- ⑤ CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
- ⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
- ⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
- ⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".
- ⑩ 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



**TEMPORARY CURB RAMP PARALLEL TO CURB**

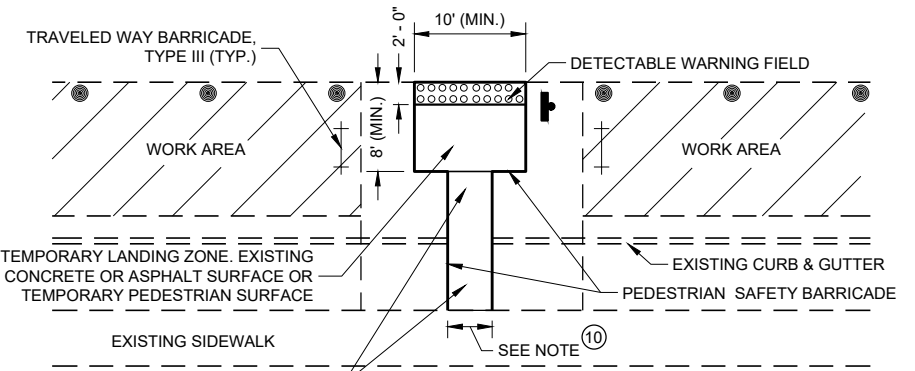


**WITH PROTECTIVE EDGE**

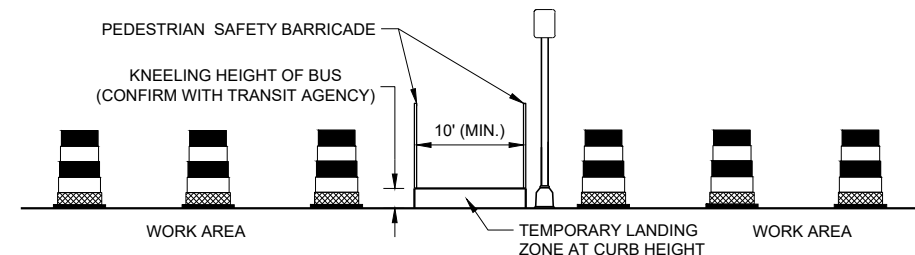


**WITH SIDE APRON**

**TEMPORARY CURB RAMP PERPENDICULAR TO CURB**



**PLAN VIEW**



**PROFILE VIEW**

**TEMPORARY BUS STOP PAD**

- LEGEND**
- TRAFFIC CONTROL DRUM
  - ⊥ TYPE III BARRICADE
  - ▨ WORK AREA

**TRAFFIC CONTROL,  
 PEDESTRIAN ACCOMMODATION**

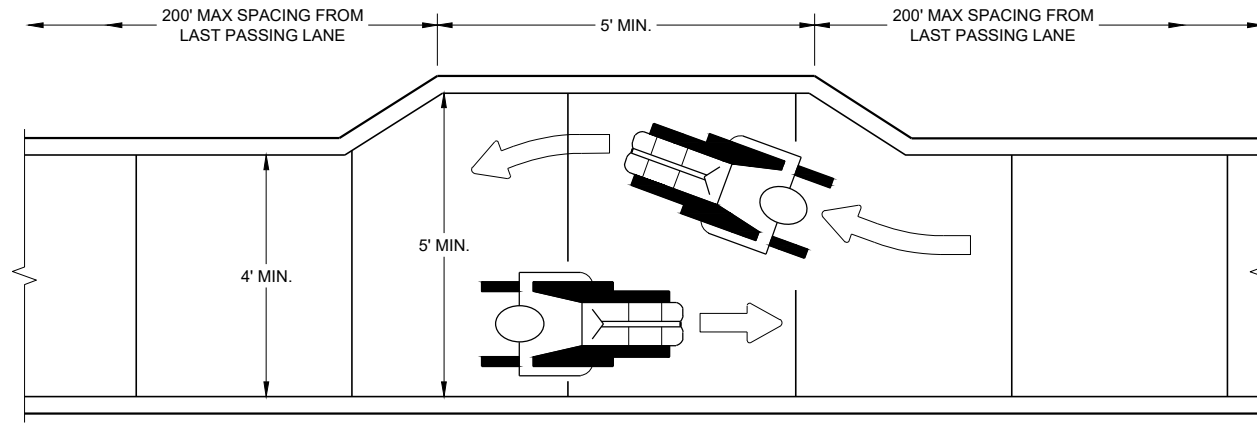
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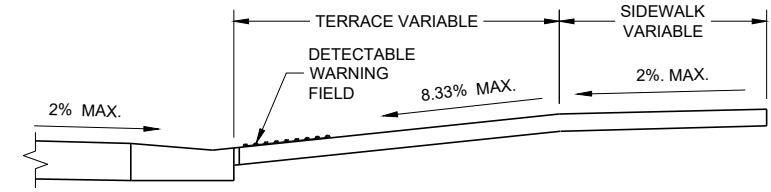
6

SDD 15D30 - 06b

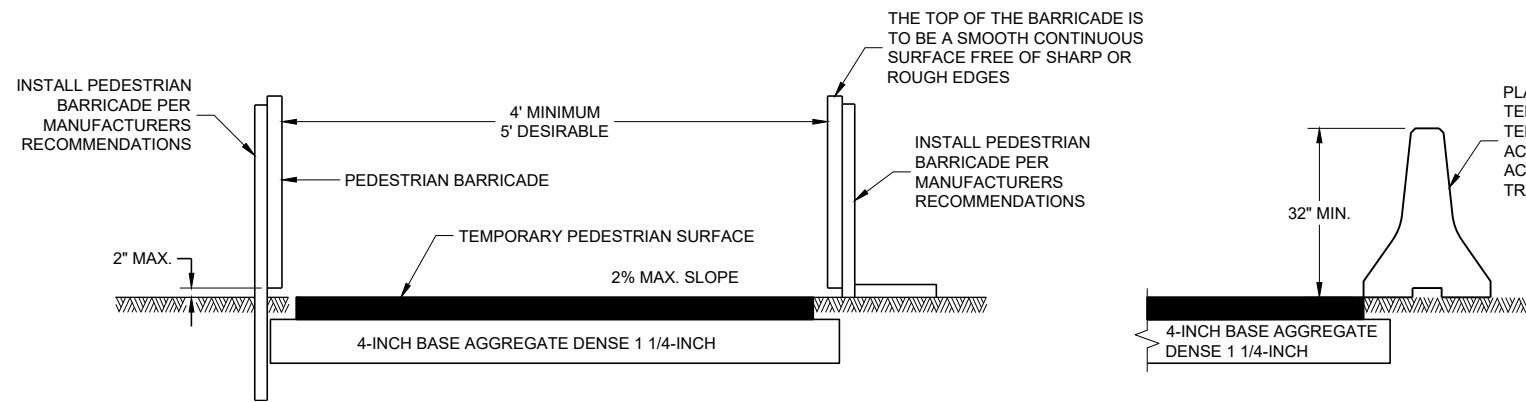
SDD 15D30 - 06b



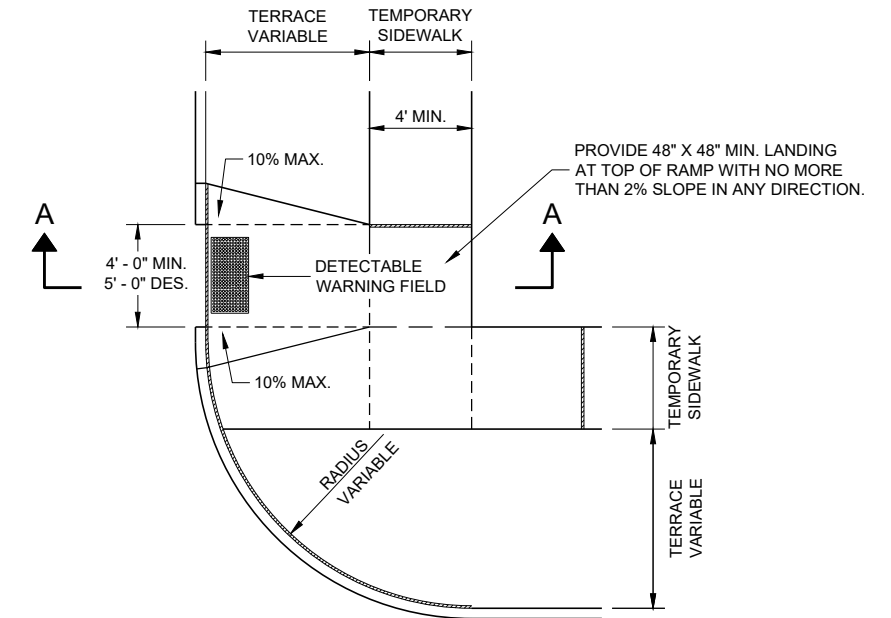
**NARROW SIDEWALK PASSING DETAIL**



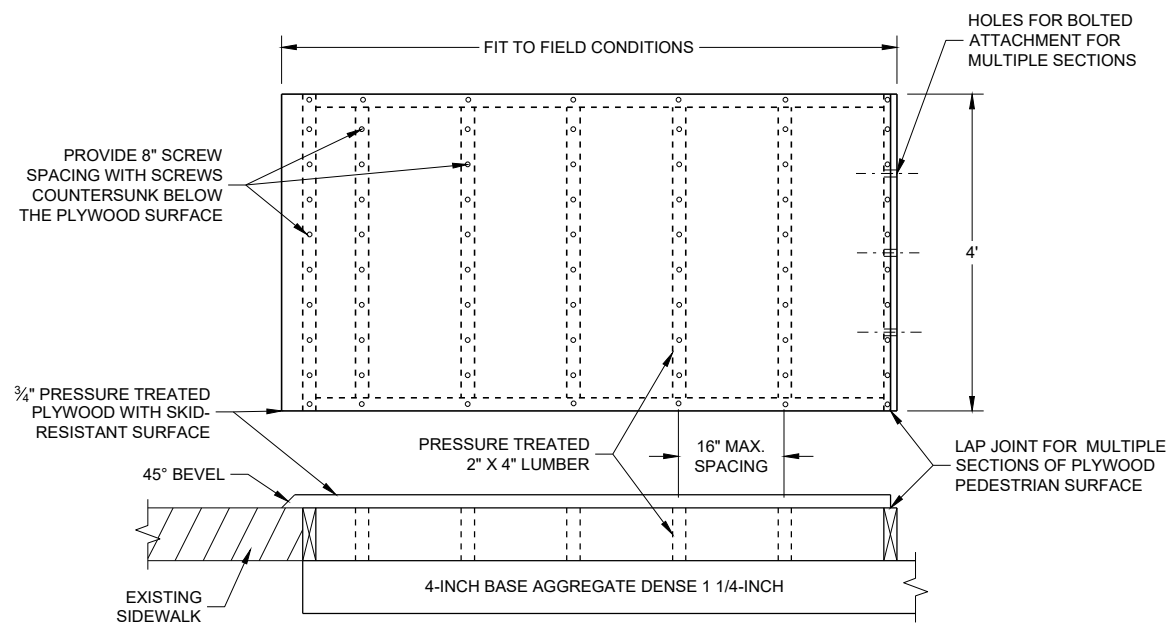
**SECTION A - A**



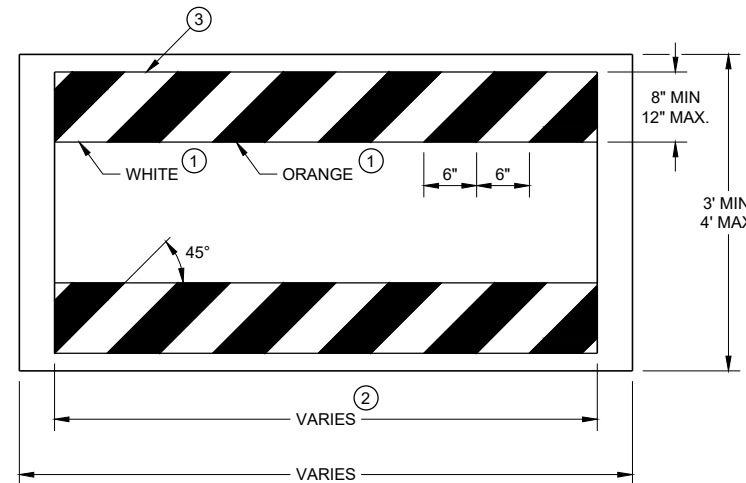
**TEMPORARY PEDESTRIAN ACCESS**



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



**TEMPORARY PEDESTRIAN SURFACE PLYWOOD**



**TEMPORARY PEDESTRIAN BARRICADE \***

**GENERAL NOTES**

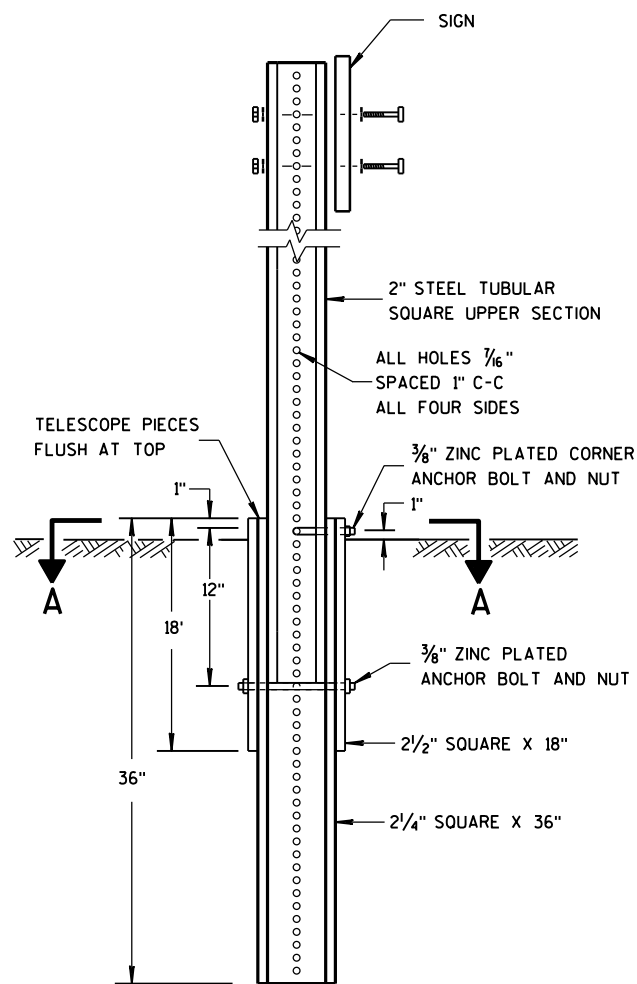
- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- \* USE THIS DETAIL FOR SHEETING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

**TRAFFIC CONTROL,  
PEDESTRIAN ACCOMMODATION**

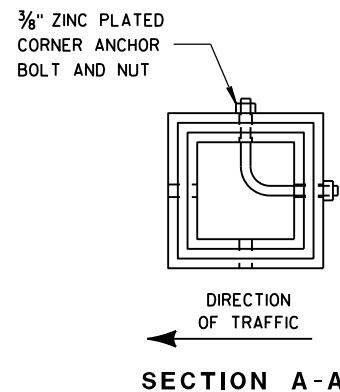
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APPROVED  
November 2019 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

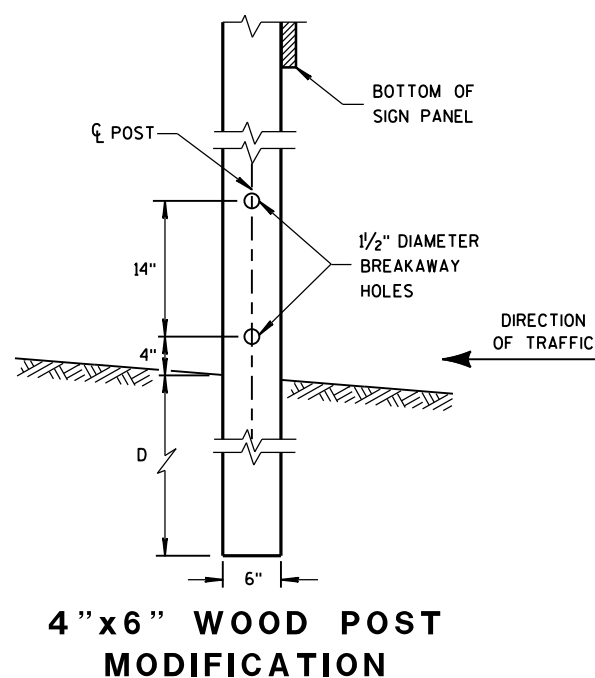
FHWA



**DETAIL OF TUBULAR STEEL SIGN POST**



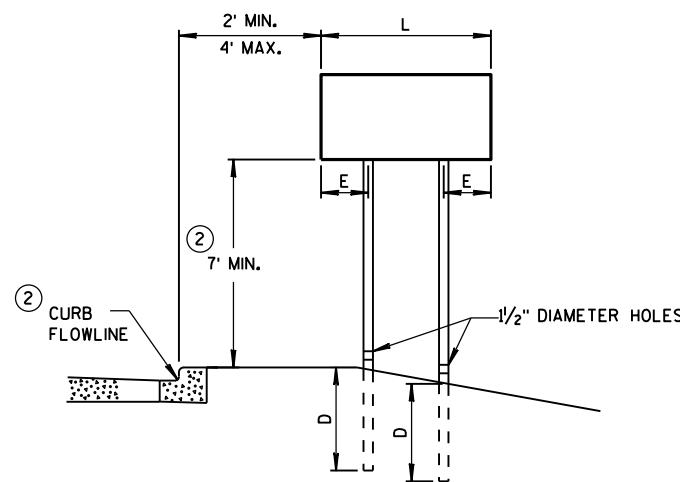
**SECTION A-A**



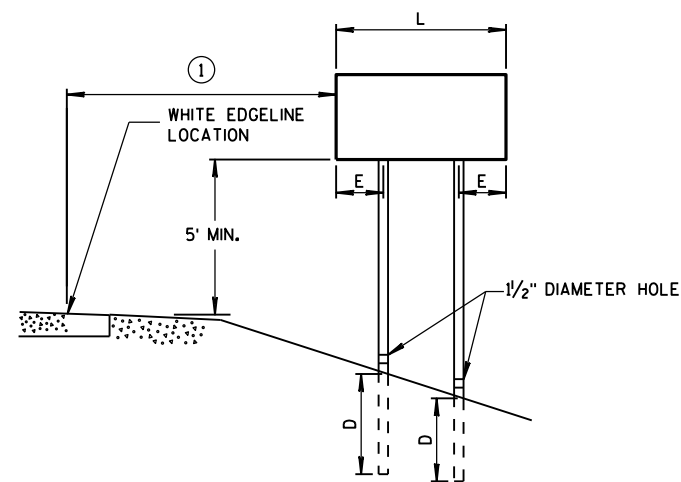
**4" X 6" WOOD POST MODIFICATION**

**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.



**URBAN AREA**



**RURAL AREA**

**POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS**

**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.

**WOOD POST EMBEDMENT DEPTH**

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

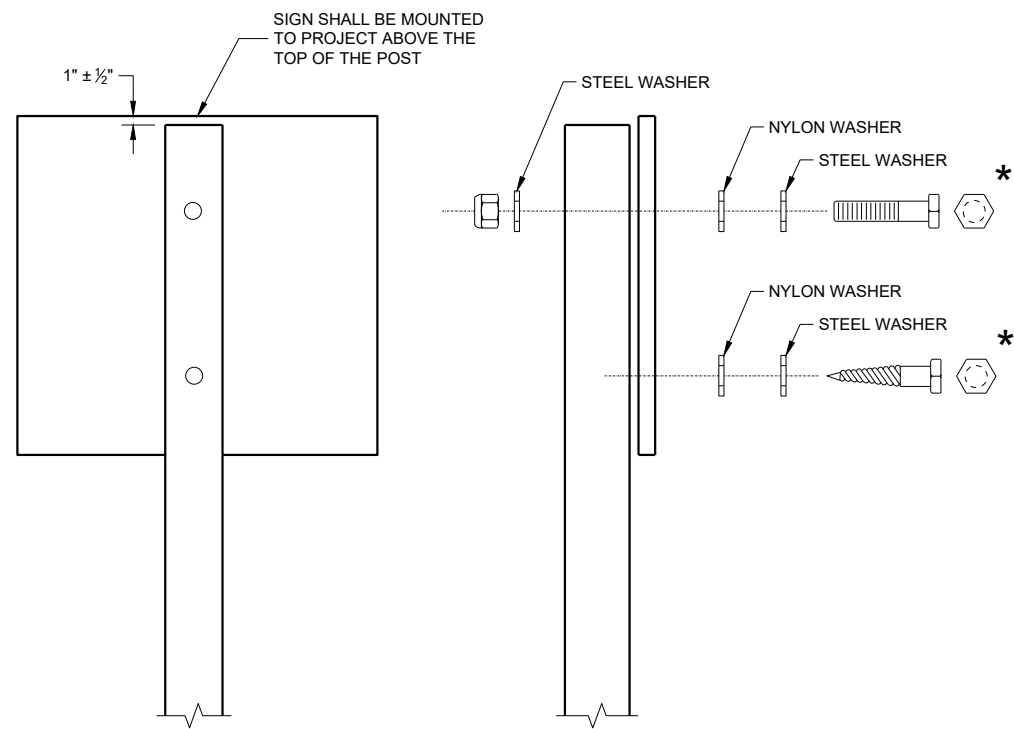
**4" X 6" WOOD POST**

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

**TEMPORARY TRAFFIC CONTROL SIGN MOUNTING**

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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.

WOOD POST (4" x 6")  
 LAG SCREWS - 3/8" x 3"  
 MACHINE BOLTS - 5/16" x 6 1/2" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")  
 MACHINE BOLTS - 3/8" x 3 1/4" LENGTH W/NUTS  
 RIVETS - 3/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM  
 BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH,  
 GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -  
 1 1/4" O.D. x 3/8" I.D. x 1/16" STEEL  
 1 1/4" O.D. x 3/8" I.D. x 0.080 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

<b>ATTACHMENT OF SIGNS TO POSTS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

Notes



## ***Wisconsin Department of Transportation***

Dedicated people creating transportation solutions through innovation and exceptional service.

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