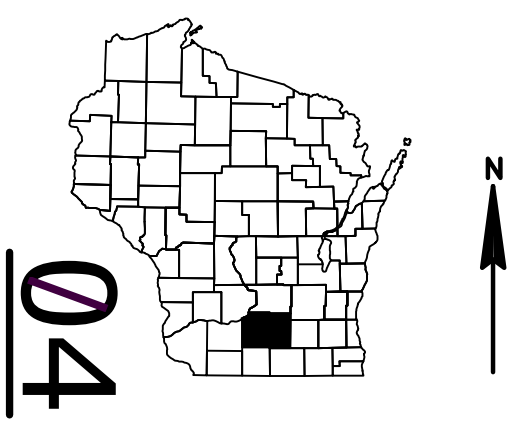


MAD
PROJECT ID:
WITH:
1200-01-83
COUNTY:
DANE

MAY 2021
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 Plan~~
~~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 = 58



DESIGN DESIGNATION
A.A.D.T. = N/A
A.A.D.T. = N/A
D.H.V. = N/A
D.D. = N/A
T. = N/A
DESIGN SPEED = N/A
ESALS = N/A

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS

PROPERTY LINE

LOT LINE

LIMITED HIGHWAY EASEMENT

EXISTING RIGHT OF WAY

PROPOSED OR NEW R/W LINE

SLOPE INTERCEPT

REFERENCE LINE

EXISTING CULVERT

PROPOSED CULVERT
(Box or Pipe)

COMBUSTIBLE FLUIDS

MARSH AREA

WOODED OR SHRUB AREA

PROFILE

GRADE LINE

ORIGINAL GROUND

MARSH OR ROCK PROFILE
(To be noted as such)

SPECIAL DITCH

GRADE ELEVATION

CULVERT (Profile View)

UTILITIES

ELECTRIC

FIBER OPTIC

GAS

SANITARY SEWER

STORM SEWER

TELEPHONE

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE

300' E8'

95.36

E

FO

G

SAN

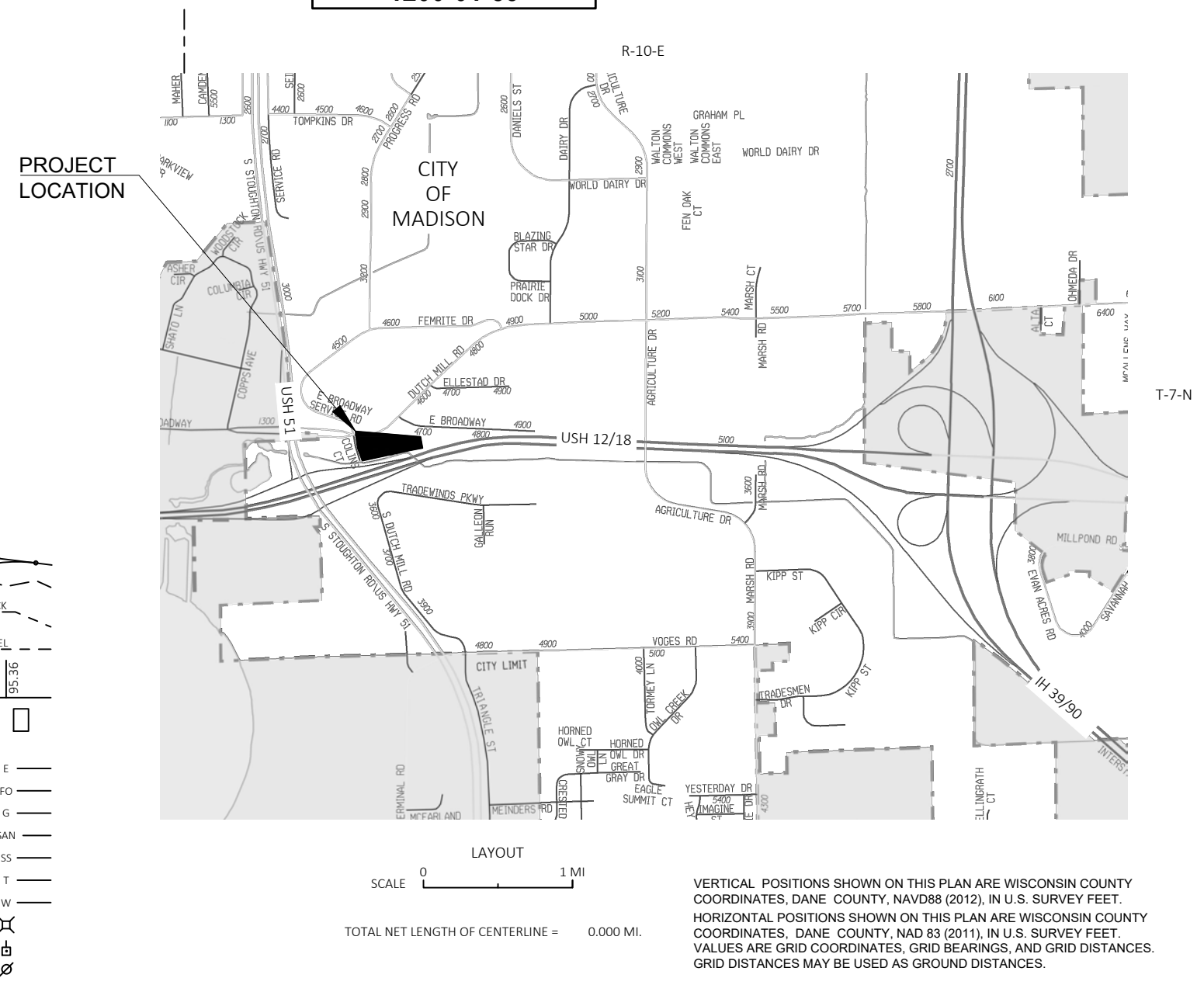
SS

T

W

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
MADISON - CAMBRIDGE
DUTCH MILL PARK & RIDE RESURFACING
USH 12
DANE COUNTY

STATE PROJECT NUMBER
1200-01-83



VERTICAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAVD88 (2012), IN U.S. SURVEY FEET. HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
PROJECT ID		
1200-01-83		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor

Designer

Project Manager

Regional Examiner

Regional Supervisor

R.A. SMITH

MIKE RAMPETSREITER

JEREMY HALL

SW REGION

JIM OETTINGER

APPROVED FOR THE DEPARTMENT

DATE: (Signature)

E

GENERAL NOTES

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

THE CONTRACTOR SHALL COORDINATE HIS/HER 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.

ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

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

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

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCLUDING ROADBED, ARE TO BE TOP SOILED, FERTILIZED, AND SEEDED AS DIRECTED BY THE ENGINEER. TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL SHALL NOT BE PERMITTED IN WETLANDS.

A SAWED JOINT IS REQUIRED WHERE NEW HMA SURFACE MEETS EXISTING ASPHALTIC CONCRETE SURFACE.

LONGITUDINAL JOINTS IN THE HMA PAVEMENT SHALL BE MINIMIZED. LIMIT THEIR PLACEMENT TO BETWEEN TRAVEL LANES AND/OR PARKING STALLS.

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

3.5" HMA PAVEMENT SHALL BE PLACED IN TWO LAYERS; 1.75" LOWER LAYER AND 1.75" UPPER LAYER.

DO NOT UTILIZE THE NOTCHED WEDGE JOINT (MICHIGAN JOINT). THE USE OF A VERTICAL JOINT IS ACCEPTABLE WHEN PAVING HMA.

ALL BENCHMARKS WERE ESTABLISHED BY THE 2011 CONSTRUCTION PROJECT FOR THE CREATION OF THE WEST LOT UNDER I.D. 1200-01-81

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

CONSTRUCT CURB RAMP K BEFORE CURB RAMP L.

STANDARD ABBREVIATIONS

AADT	AVERAGE ANNUAL DAILY TRAFFIC
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
B.M.	BENCH MARK
± OR CL	CENTER LINE
COR	CORNER
CR	CRUSHED
CTH	COUNTY TRUNK HIGHWAY
CWT	HUNDREDWEIGHT
CY	CUBIC YARD
DH	DOUBLE HEADED
DHV	DESIGN HOURLY VOLUME
DIR	DIRECTED
E	EAST
EL OR ELEV.	ELEVATION
EOL	EDGE OF LANE
F.E.	FIELD ENTRANCE
FT	FOOT (FEET)
GAL	GALLON
H.W.	HIGH WATER
HTCG	HIGH TENSION CABLE GUARD
IN	INCHES
K	SIGHT DISTANCE
L	LENGTH OF CURVE
L.F.	LINEAR FEET
L.H.F.	LEFT HAND FORWARD
L.S.	LUMP SUM
LT.	LEFT
MAX	MAXIMUM
MIN	MINIMUM
N	NORTH
NOR.	NORMAL
PAV'T.	PAVEMENT

P.C.	POINT OF CURVATURE
P.I.	POINT OF INTERSECTION
P.E.	PRIVATE ENTRANCE
P.K.	PARKER-KALON NAIL
± OR PL	PROPERTY LINE
P.P.	POWER POLE
PROJ.	PROJECT
P.T.	POINT OF TANGENCY
PVMT.	PAVEMENT
R	RADIUS
R.R.	RAILROAD
REINF.	REINFORCED
REQ'D.	REQUIRED
R/W	RIGHT-OF-WAY
RD.	ROAD
RDWY.	ROADWAY
RL	REFERENCE LINE
S	SOUTH
SE	SOUTHEAST
SHRK.	SHRINKAGE
S.R.	SIDE ROAD
STD.	STANDARD
STH	STATE TRUNK HIGHWAY
STA.	STATION
SY	SQUARE YARD
T	TANGENT LENGTH OF CURVE
TL	TRANSIT LINE
V	DESIGN SPEED
V.C.	VERTICAL CURVE
VAR.	VARIES
W	WEST

UTILITIES CONTACTS

CITY OF MADISON ENGINEERING - COMMUNICATION LINE/STREET LIGHTING
GRAHAM HEITZ
215 MARTIN LUTHER KING JR BLVD
PO BOX 2986
MADISON, WI 53701-2986
(608) 266-6546
gheitz@cityofmadison.com

WISCONSIN INDEPENDENT NETWORK, LLC - COMMUNICATION LINE
DICK HAMMETTER
800 WISCONSIN AVE, SUITE 219
EAU CLAIRE, WI 54703
(715) 838-4406
hammetter@wins.net

MADISON GAS AND ELECTRIC COMPANY - ELECTRICITY/GAS/PETROLEUM
JANE ROSSING
PO BOX 1231
MADISON, WI 53701-1231
(608) 252-7099
grossing@mge.com

MADISON WATER UTILITY - WATER
ADAM WIEDERHOEFT
119 E OLIN AVENUE
MADISON, WI 53713-1431
(608) 266-9121
awiederhoeft@madisonwater.org

STREET LIGHTING CONTACT

CITY OF MADISON ENGINEERING - COMMUNICATION LINE/STREET LIGHTING
GRAHAM HEITZ
215 MARTIN LUTHER KING JR BLVD
PO BOX 2986
MADISON, WI 53701-2986
(608) 266-6546
gheitz@cityofmadison.com

WDNR CONTACT

ERIC HEGGELUND
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PHONE: (608)-275-3301
ERIC.HEGGELUND@WISCONSIN.GOV

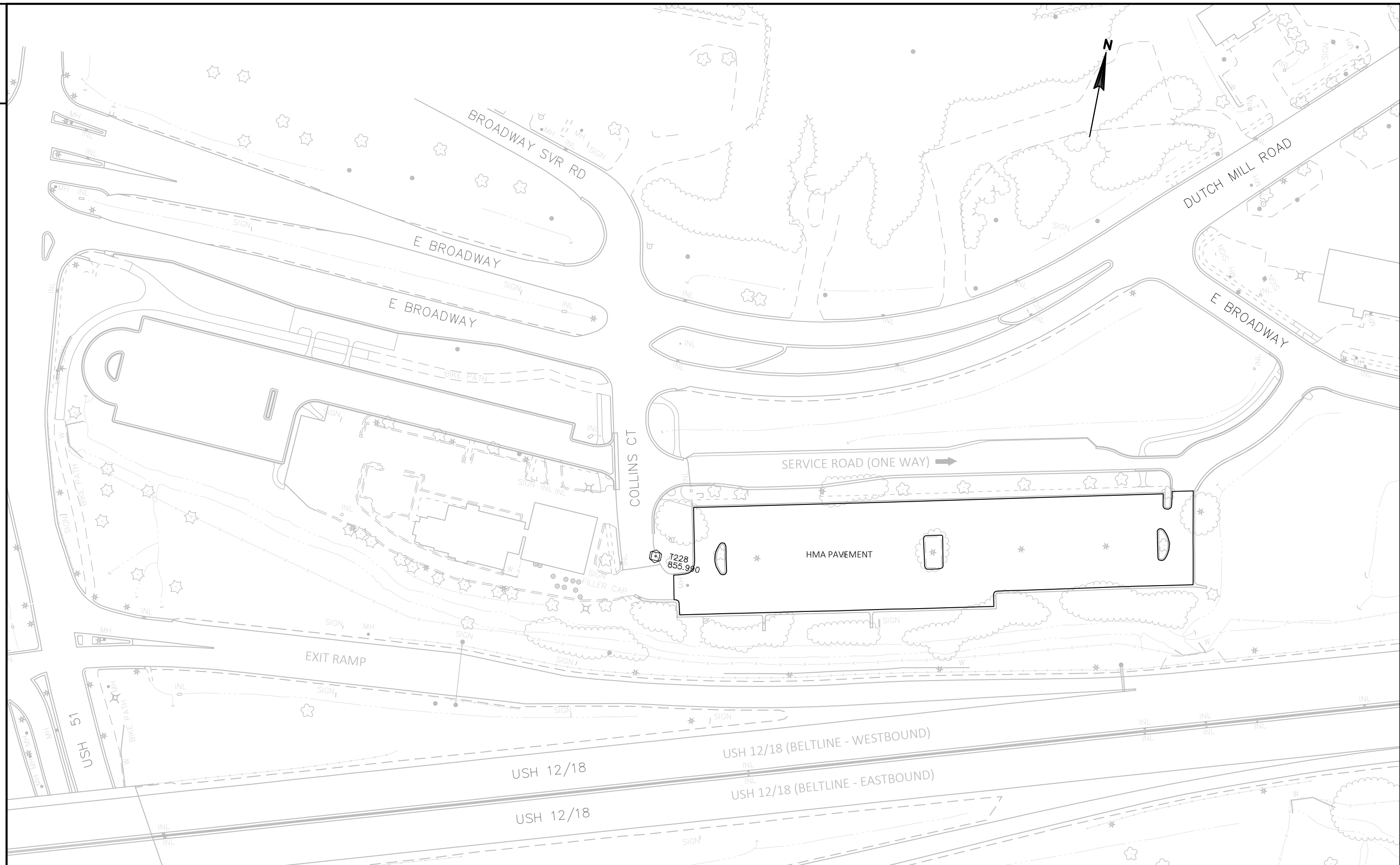
WISDOT CONTACT

JEREMY HALL, PE
PROJECT MANAGER
PDS - EAST UNIT
WISDOT DTSD
SW REGION - MADISON OFFICE
2101 WRIGHT ST.
MADISON, WI. 53704
(608) 245-2655
JEREMY.HALL@DOT.WI.GOV

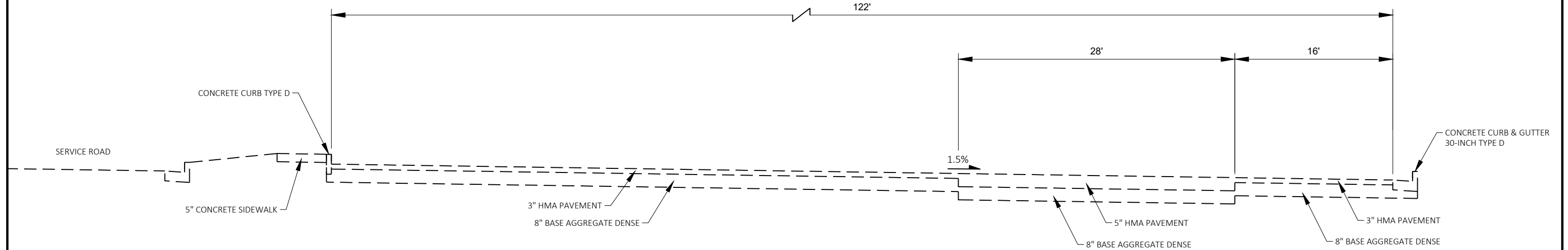
MIKE RAMPETSREITER
PROJECT ENGINEER
PDS - EAST UNIT
WISDOT DTSD
SW REGION - MADISON OFFICE
2101 WRIGHT ST.
MADISON, WI. 53704
(608) 246-7917
MICHAEL.RAMPETSREITER@DOT.WI.GOV



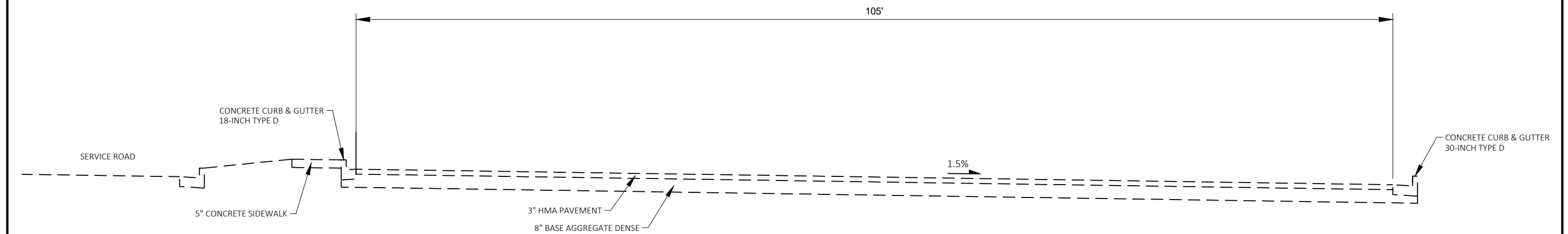
Dial 811 or (800)242-8511
www.DiggersHotline.com



PROJECT NO: 1200-01-83	HWY: USH 12	COUNTY: DANE	PROJECT OVERVIEW	SHEET	E
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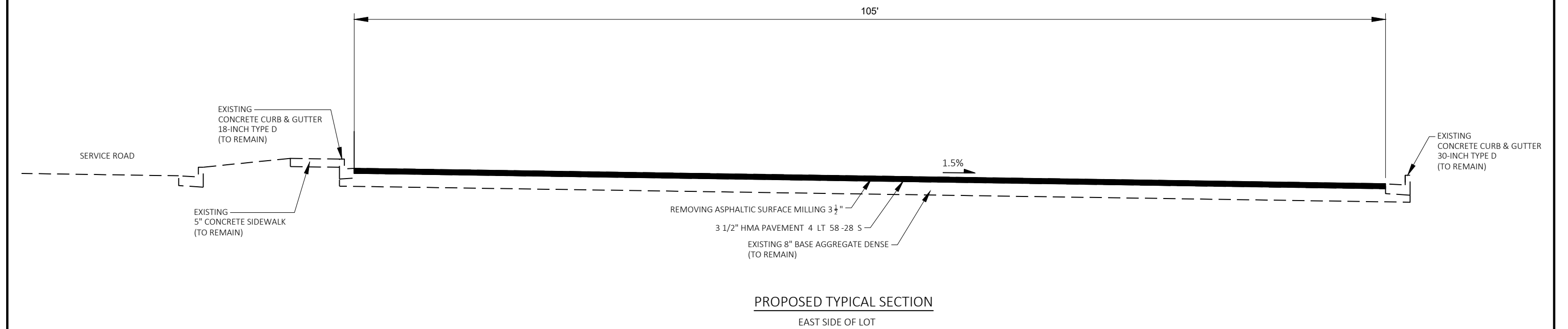
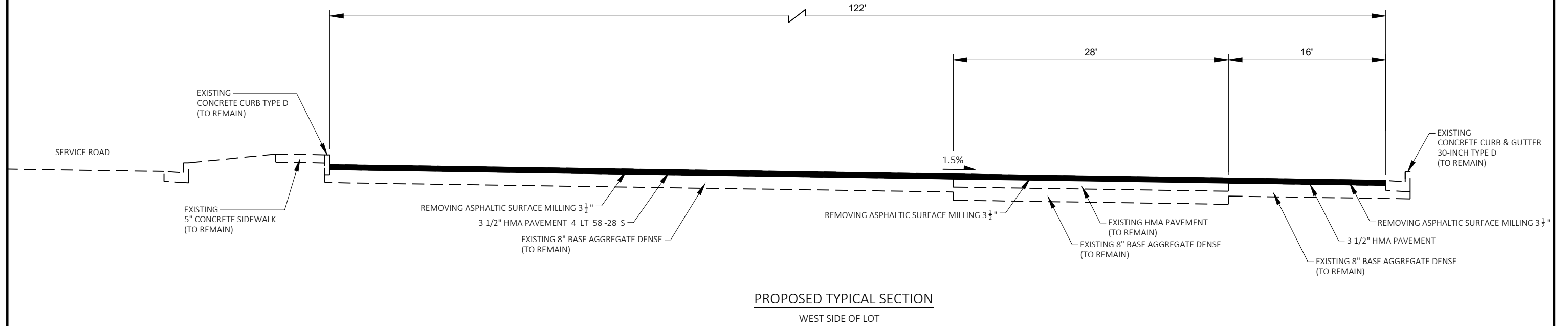


EXISTING TYPICAL SECTION
WEST SIDE OF LOT



EXISTING TYPICAL SECTION
EAST SIDE OF LOT

PROJECT NO: 1200-01-83	HWY: USH 12	COUNTY: DANE	EXISTING TYPICAL SECTIONS	SHEET	E
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BENCH MARK TABLE			
NO.	LOCATION	DESCRIPTION	ELEV.
BM1	BETWEEN COLLINS COURT AND THE WEST END OF EAST LOT	TOP OF S. FLANGE BOLT ON HYDRANT	857.89
BM2	ALONG SOUTH SIDE OF SERVICE ROAD AND EAST OF BUS PULLOUT	SW. COR. OR INLET @ B.O.C.	855.60
BM3	EAST SIDE OF DRIVEWAY APRON FOR KELBE BROTHERS EQUIPMENT	R.R SPIKE IN LIGHT POLE	856.08

LEGEND

●

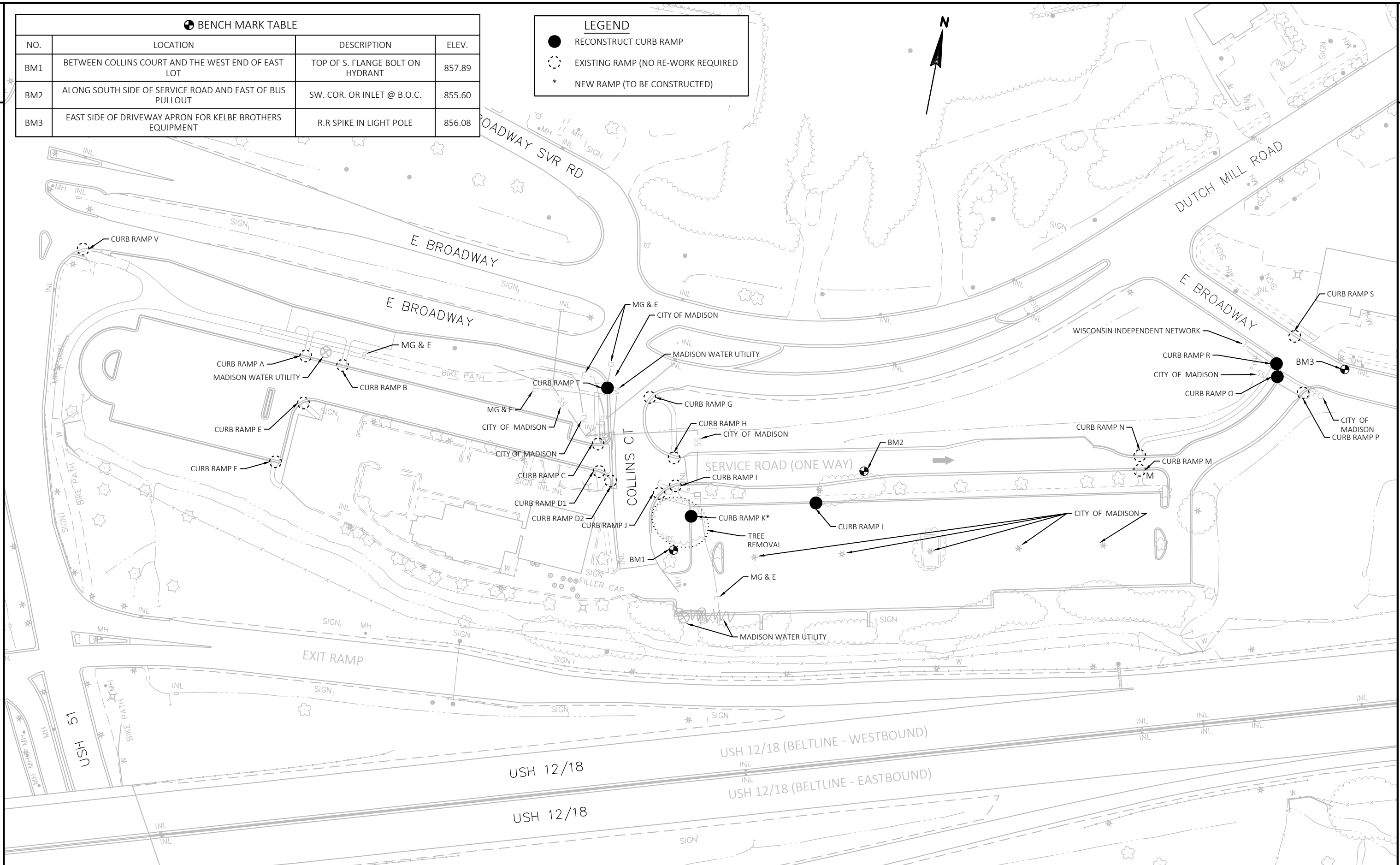
RECONSTRUCT CURB RAMP

○

EXISTING RAMP (NO RE-WORK REQUIRED)

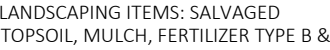
*

NEW RAMP (TO BE CONSTRUCTED)

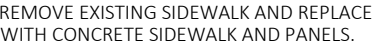


FIELD CONDITIONS AND OBSERVATIONS MAY REQUIRE MINOR ADJUSTMENTS (HORIZONTALLY AND VERTICALLY) TO THE LAYOUT OF SIDEWALK AND RAMPS.

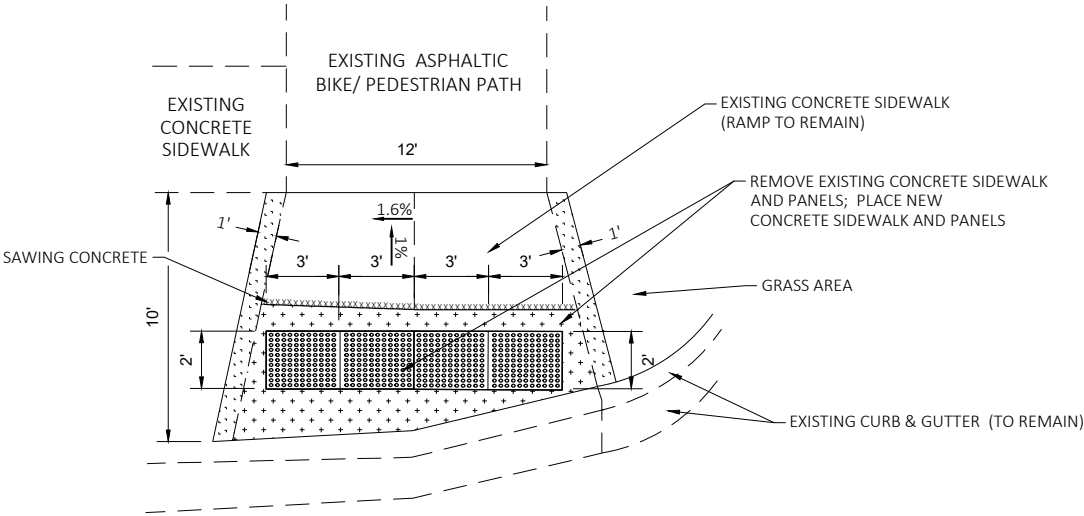
- (TOC) TOP OF CURB
- (FL) FLOW LINE



SEED MIX. 40

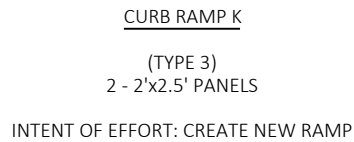


PANEL = DETECTABLE WARNING FIELD
* - INDICATES EXISTING ELEVATIONS



CURB RAMP T
(TYPE 3)
4-2'x3' PANELS
INTENT OF EFFORT: REPLACE WITH PROPER PANEL ALIGNMENT

Ramp K			
POINT NUMBER	ELEVATION	NORTHING	EASTING
01	855.77	472902.30	842427.73
02	855.72	472896.44	842428.99
03	855.66	472891.54	842430.04
04	855.62	472888.60	842430.64
05	856.27	472902.20	842427.24
06	855.72	472896.33	842428.50
07	855.66	472891.44	842429.55
08	856.12	472888.50	842430.15
09	856.34	472894.23	842418.72
10	856.26	472889.34	842419.77
11	856.19	472888.29	842414.89
12	856.26	472893.18	842413.83
13	856.18	472899.12	842417.67
14	856.10	472898.06	842412.78
15	856.07	472902.18	842417.01
16	856.02	472902.77	842411.77

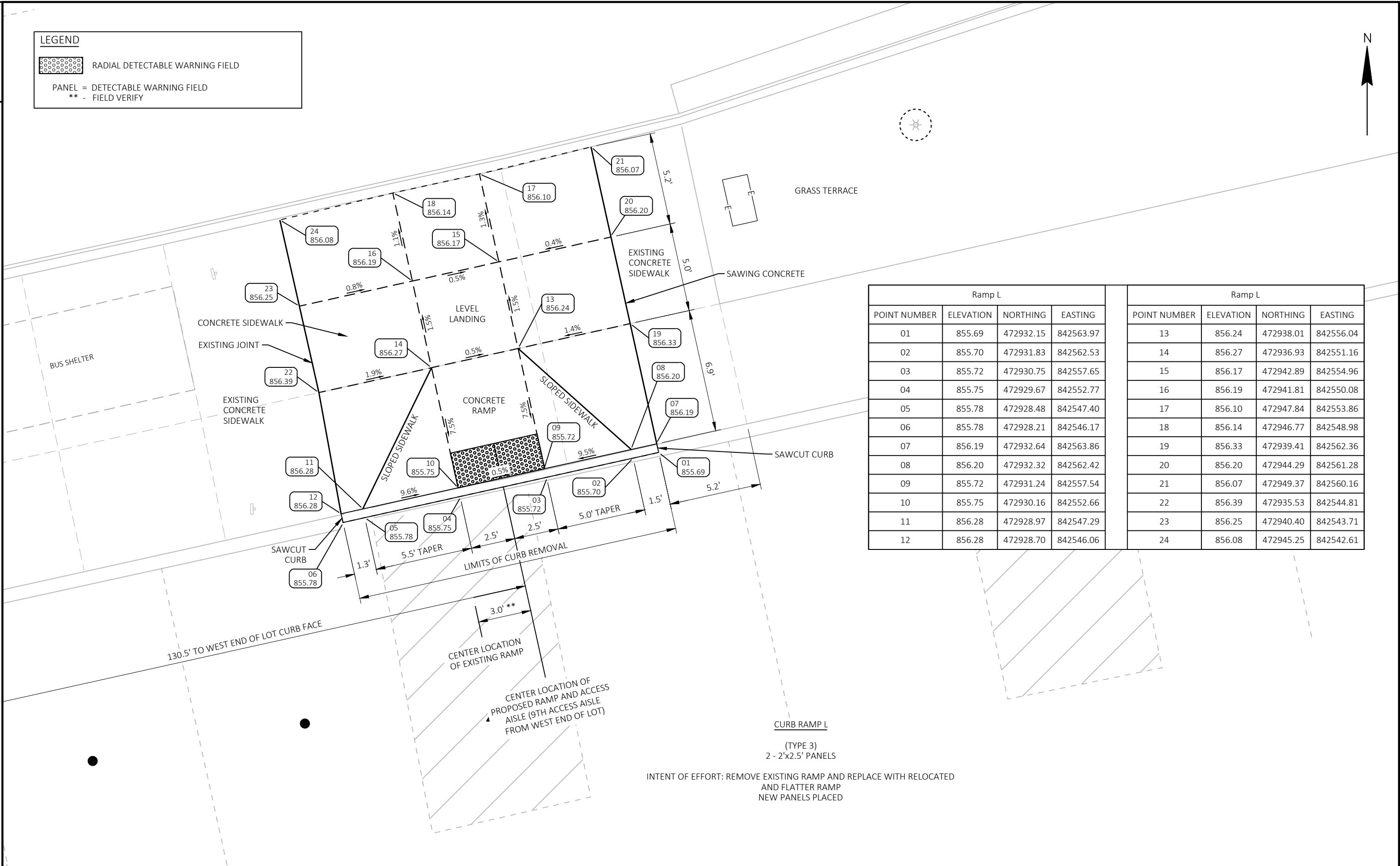


LEGEND

RADIAL DETECTABLE WARNING FIELD

PANEL = DETECTABLE WARNING FIELD

** - FIELD VERIFY



Ramp L				Ramp L			
POINT NUMBER	ELEVATION	NORTHING	EASTING	POINT NUMBER	ELEVATION	NORTHING	EASTING
01	855.69	472932.15	842563.97	13	856.24	472938.01	842556.04
02	855.70	472931.83	842562.53	14	856.27	472936.93	842551.16
03	855.72	472930.75	842557.65	15	856.17	472942.89	842554.96
04	855.75	472929.67	842552.77	16	856.19	472941.81	842550.08
05	855.78	472928.48	842547.40	17	856.10	472947.84	842553.86
06	855.78	472928.21	842546.17	18	856.14	472946.77	842548.98
07	856.19	472932.64	842563.86	19	856.33	472939.41	842562.36
08	856.20	472932.32	842562.42	20	856.20	472944.29	842561.28
09	855.72	472931.24	842557.54	21	856.07	472949.37	842560.16
10	855.75	472930.16	842552.66	22	856.39	472935.53	842544.81
11	856.28	472928.97	842547.29	23	856.25	472940.40	842543.71
12	856.28	472928.70	842546.06	24	856.08	472945.25	842542.61

INTENT OF EFFORT: REMOVE EXISTING RAMP AND REPLACE WITH RELOCATED AND FLATTER RAMP
NEW PANELS PLACED

LEGEND

LANDSCAPING ITEMS: TOPSOIL, MULCH, FERTILIZER
TYPE B & SEED MIX. 40

RADIAL DETECTABLE WARNING FIELD

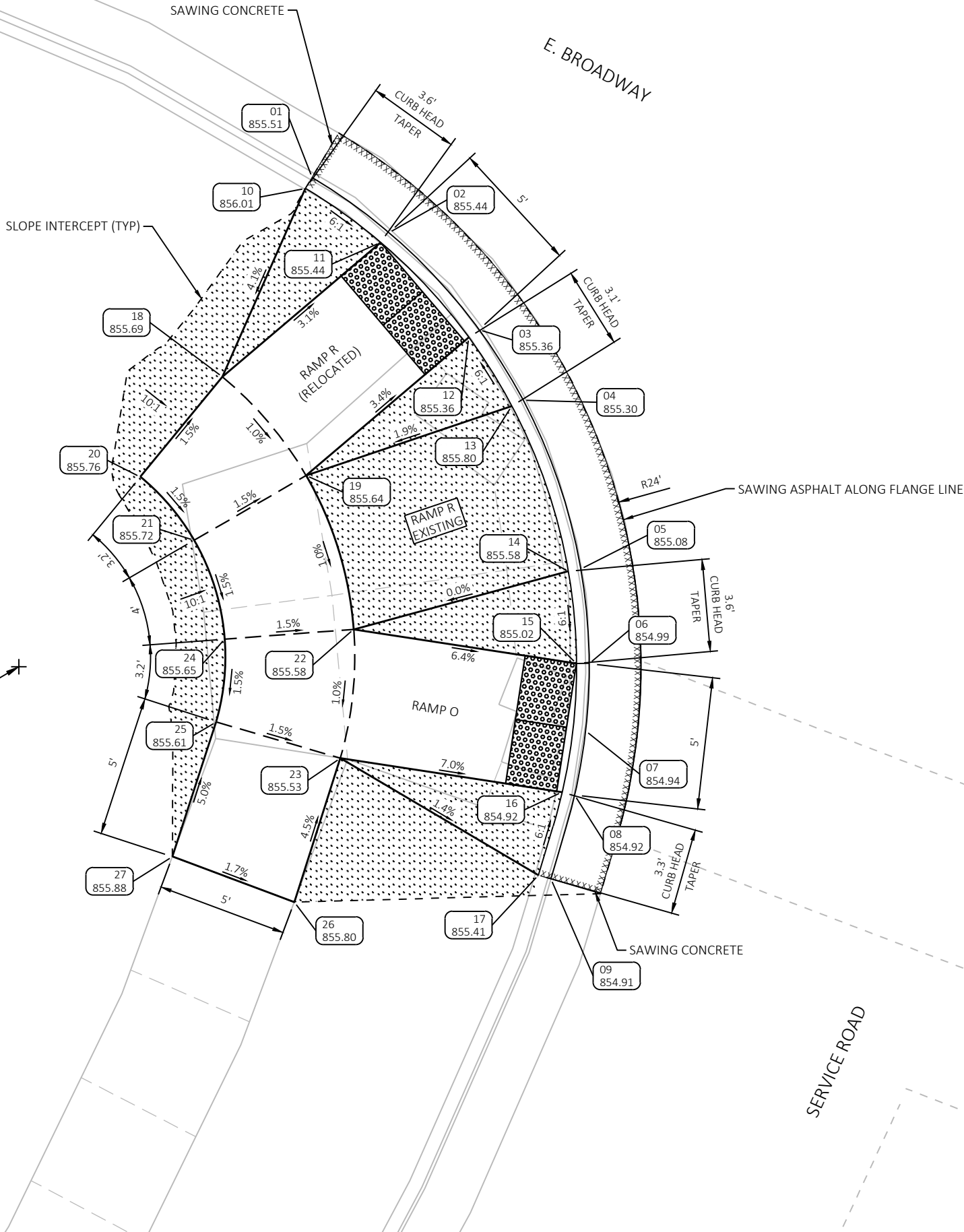
RAMP O & R

(TYPE 2)
2 - 2'x 2.5' PANELS
FOR EACH RAMP

INTENT OF EFFORT:

RAMP O - REPLACE WITH PROPER PANEL ALIGNMENT

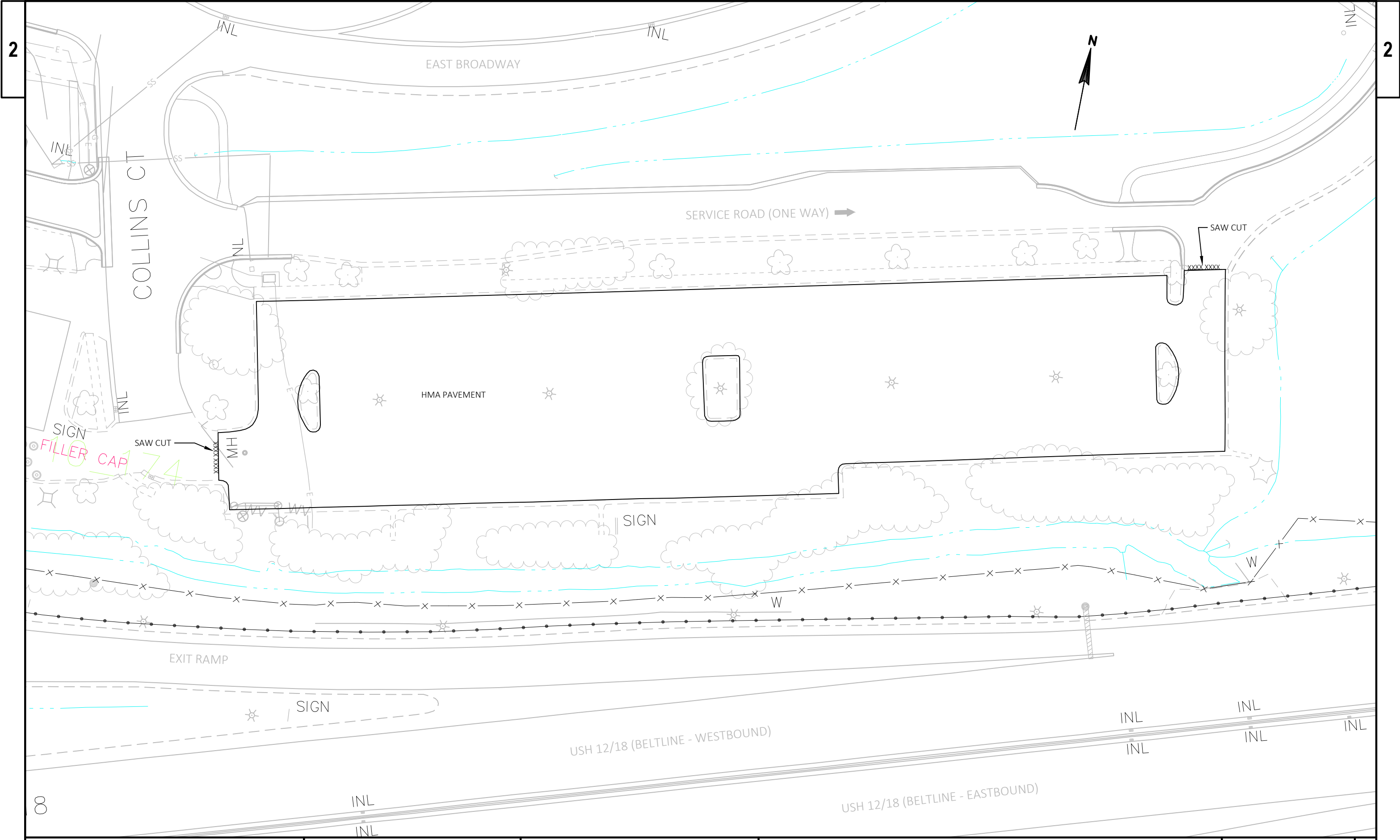
RAMP R - RELOCATE SO AS TO ALIGN WITH RAMP ON
THE OPPOSITE SIDE OF EAST BROADWAY.



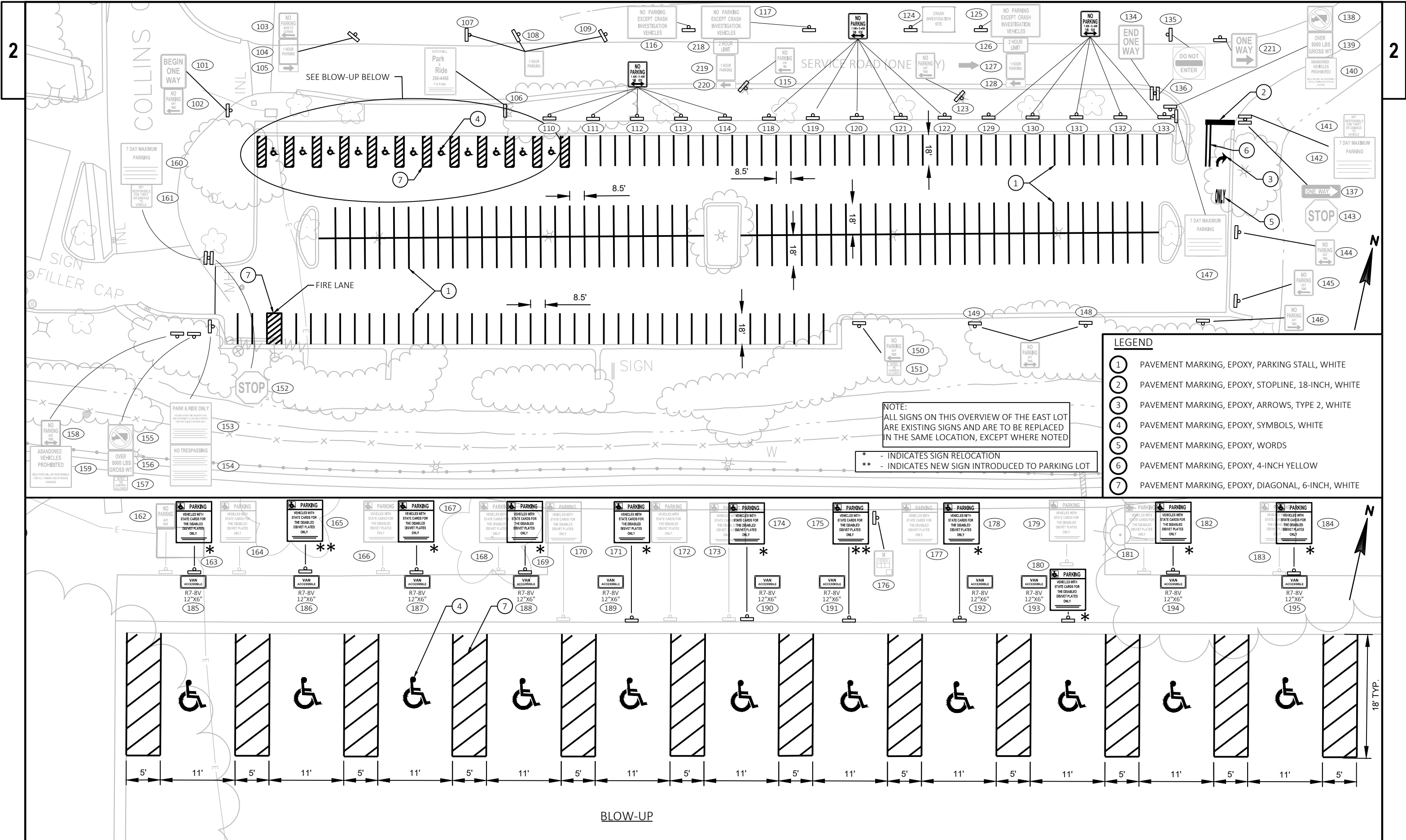
Ramps O & R			
POINT NUMBER	ELEVATION	NORTHING	EASTING
01	855.51	473189.82	843041.86
02	855.44	473187.68	843044.83
03	855.36	473183.93	843048.31
04	855.30	473181.21	843050.02
05	855.08	473174.68	843052.25
06	854.99	473171.03	843052.57
07	854.94	473168.42	843052.43
08	854.92	473165.94	843052.01
09	854.91	473162.70	843051.08
10	856.01	473189.39	843041.60
11	855.44	473187.30	843044.50
12	855.36	473183.64	843047.91
13	855.80	473180.98	843049.57
14	855.58	473174.59	843051.75
15	855.02	473171.03	843052.07
16	854.92	473166.06	843051.52
17	855.41	473162.84	843050.60
18	855.69	473182.11	843038.39
19	855.64	473178.30	843041.62
20	855.76	473178.24	843035.22
21	855.72	473175.79	843037.30
22	855.58	473172.35	843043.47
23	855.53	473167.37	843042.95
24	855.65	473171.97	843038.48
25	855.61	473168.77	843038.15
26	855.80	473161.81	843041.17
27	855.88	473163.57	843036.46



POST



PROJECT NO: 1200-01-83	HWY: USH 12	COUNTY: DANE	PLAN DETAIL	SHEET	E
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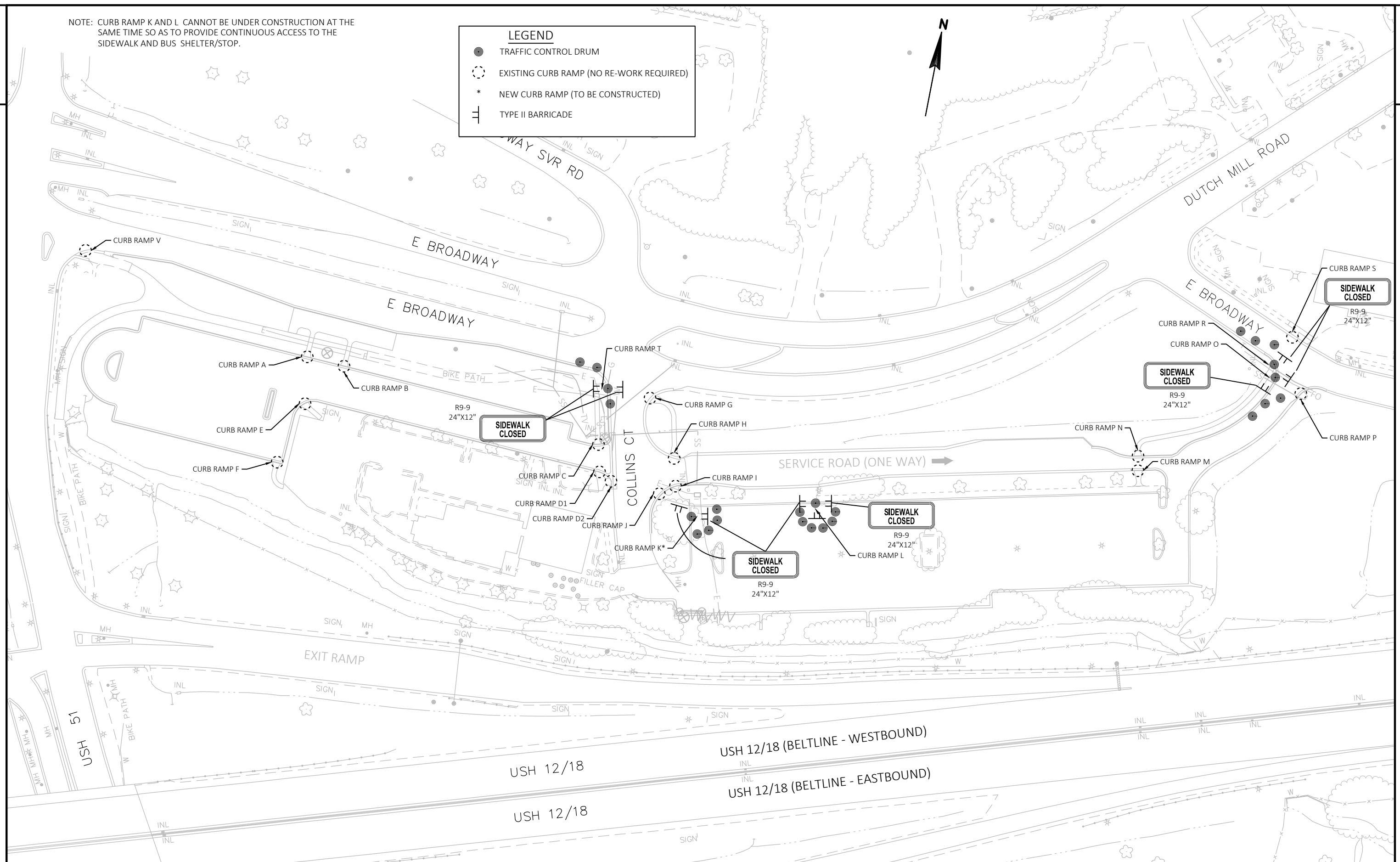
- LEGEND**
- 1 PAVEMENT MARKING, EPOXY, PARKING STALL, WHITE
 - 2 PAVEMENT MARKING, EPOXY, STOPLINE, 18-INCH, WHITE
 - 3 PAVEMENT MARKING, EPOXY, ARROWS, TYPE 2, WHITE
 - 4 PAVEMENT MARKING, EPOXY, SYMBOLS, WHITE
 - 5 PAVEMENT MARKING, EPOXY, WORDS
 - 6 PAVEMENT MARKING, EPOXY, 4-INCH YELLOW
 - 7 PAVEMENT MARKING, EPOXY, DIAGONAL, 6-INCH, WHITE

NOTE:
ALL SIGNS ON THIS OVERVIEW OF THE EAST LOT
ARE EXISTING SIGNS AND ARE TO BE REPLACED
IN THE SAME LOCATION, EXCEPT WHERE NOTED

* - INDICATES SIGN RELOCATION
** - INDICATES NEW SIGN INTRODUCED TO PARKING LOT

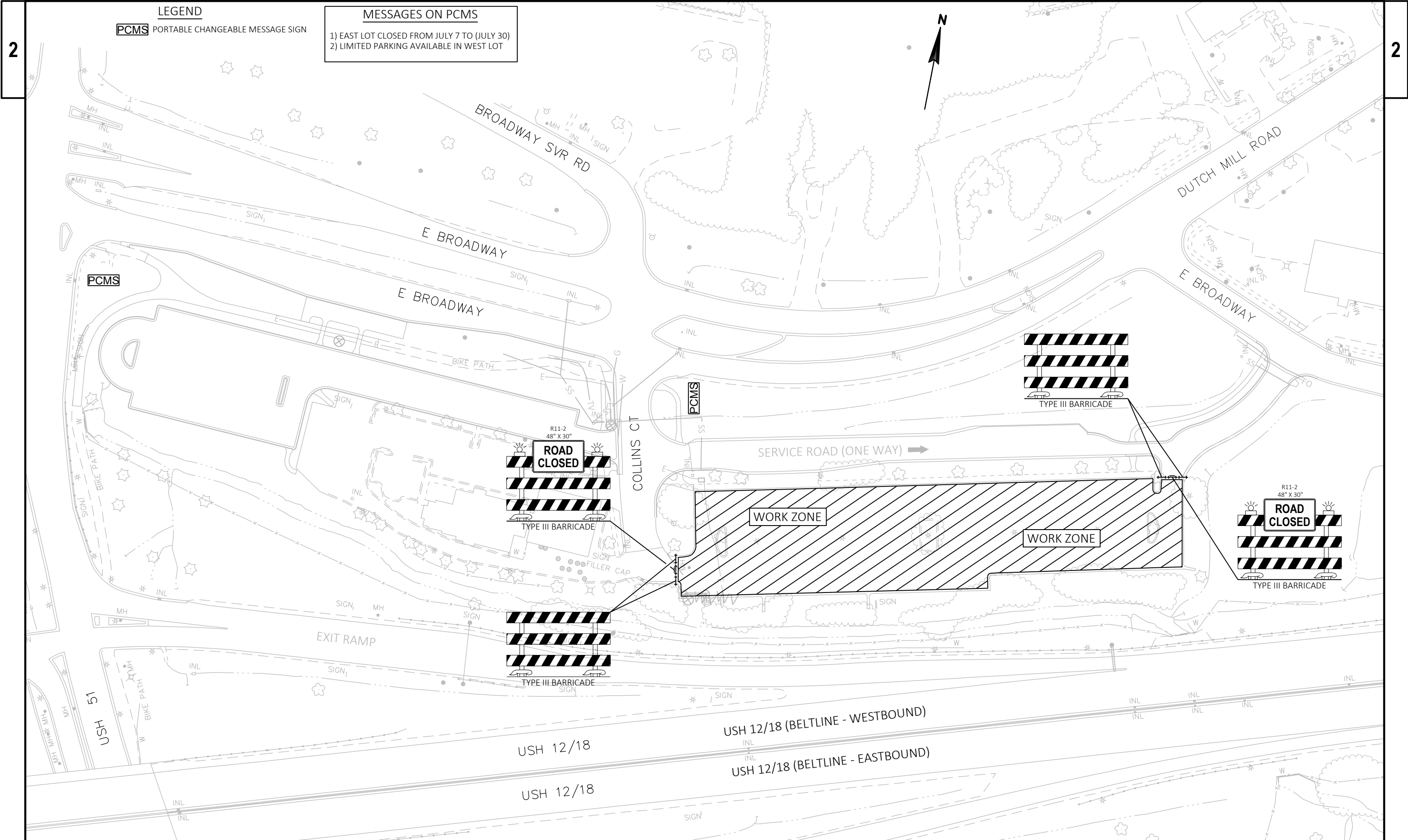
LEGEND

- | | |
|---|--|
|  | TRAFFIC CONTROL DRUM |
|  | EXISTING CURB RAMP (NO RE-WORK REQUIRED) |
|  | NEW CURB RAMP (TO BE CONSTRUCTED) |
|  | TYPE II BARRICADE |



11

WISDOT/CADDS SHEET 42

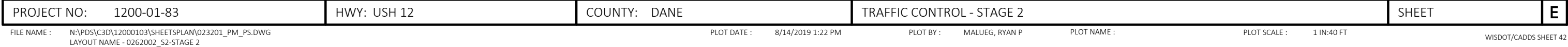


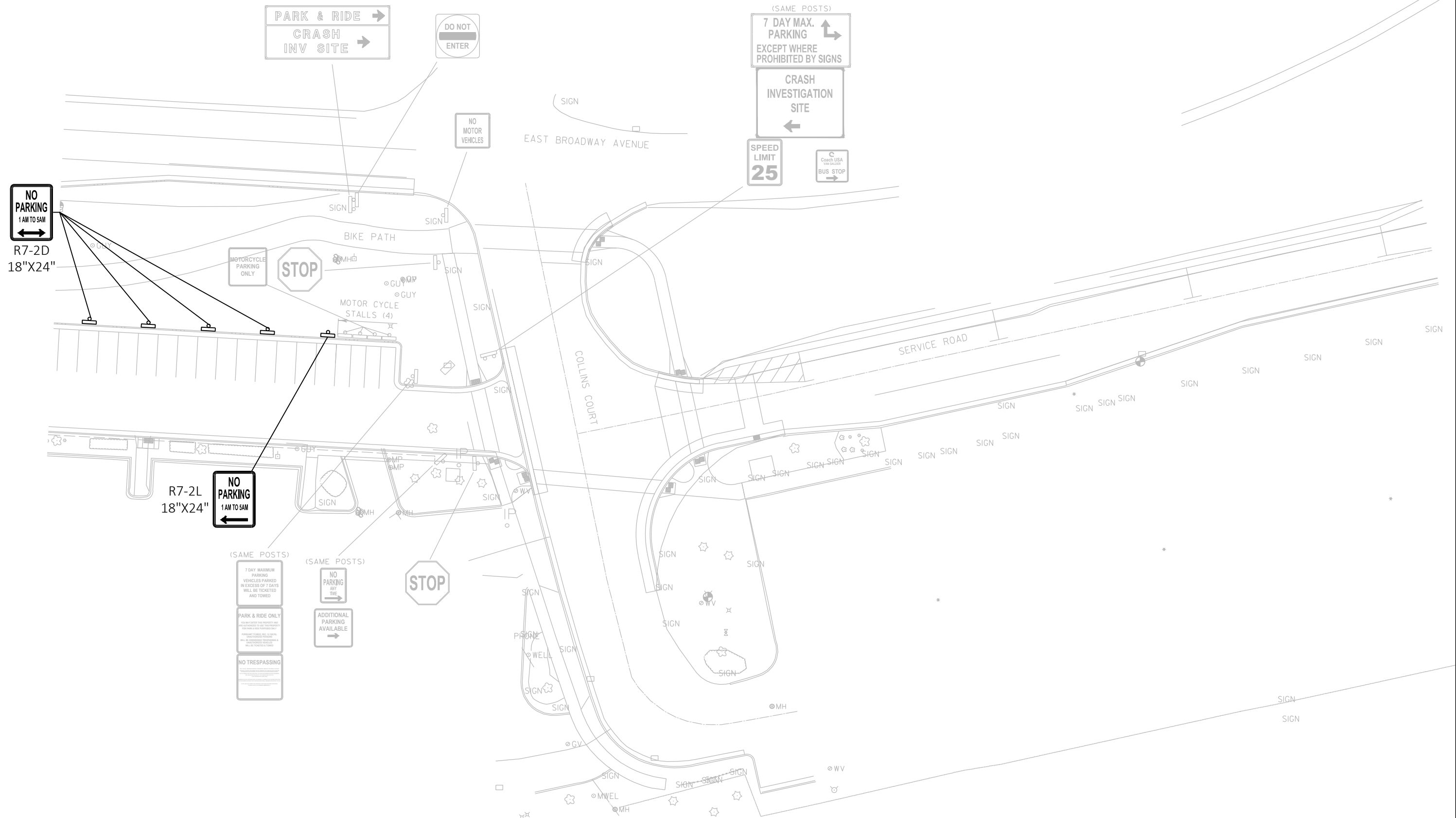
LEGEND

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

MESSAGES ON PCMS

- 1) EAST LOT CLOSED FROM JULY 7 TO (JULY 30)
- 2) LIMITED PARKING AVAILABLE IN WEST LOT





Estimate Of Quantities

1200-01-83

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	8.000	8.000
0004	201.0220	Grubbing	ID	8.000	8.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	6,553.000	6,553.000
0008	204.0130	Removing Curb	LF	40.000	40.000
0010	204.0150	Removing Curb & Gutter	LF	25.000	25.000
0012	204.0155	Removing Concrete Sidewalk	SY	38.000	38.000
0014	205.0100	Excavation Common	CY	185.000	185.000
0016	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1200-01-83	LS	1.000	1.000
0018	213.0100	Finishing Roadway (project) 01. 1200-01-83	EACH	1.000	1.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	370.000	370.000
0022	455.0605	Tack Coat	GAL	382.000	382.000
0024	460.2000	Incentive Density HMA Pavement	DOL	820.000	820.000
0026	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,284.000	1,284.000
0028	601.0110	Concrete Curb Type D	LF	26.000	26.000
0030	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	25.000	25.000
0032	602.0410	Concrete Sidewalk 5-Inch	SF	326.000	326.000
0034	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	64.000	64.000
0036	619.1000	Mobilization	EACH	1.000	1.000
0038	624.0100	Water	MGAL	1.000	1.000
0040	625.0100	Topsoil	SY	19.000	19.000
0042	627.0200	Mulching	SY	19.000	19.000
0044	628.7015	Inlet Protection Type C	EACH	1.000	1.000
0046	629.0210	Fertilizer Type B	CWT	0.300	0.300
0048	630.0140	Seeding Mixture No. 40	LB	3.000	3.000
0050	630.0500	Seed Water	MGAL	3.000	3.000
0052	637.2210	Signs Type II Reflective H	SF	6.000	6.000
0054	638.2102	Moving Signs Type II	EACH	41.000	41.000
0056	638.4000	Moving Small Sign Supports	EACH	41.000	41.000
0058	642.5001	Field Office Type B	EACH	1.000	1.000
0060	643.0300	Traffic Control Drums	DAY	312.000	312.000
0062	643.0410	Traffic Control Barricades Type II	DAY	130.000	130.000
0064	643.0420	Traffic Control Barricades Type III	DAY	66.000	66.000
0066	643.0900	Traffic Control Signs	DAY	251.000	251.000
0068	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0070	643.5000	Traffic Control	EACH	1.000	1.000
0072	644.1810	Temporary Pedestrian Barricade	LF	100.000	100.000
0074	646.1020	Marking Line Epoxy 4-Inch	LF	52.000	52.000
0076	646.5020	Marking Arrow Epoxy	EACH	1.000	1.000
0078	646.5120	Marking Word Epoxy	EACH	1.000	1.000

Estimate Of Quantities

1200-01-83

Line	Item	Item Description	Unit	Total	Qty
0080	646.5220	Marking Symbol Epoxy	EACH	11.000	11.000
0082	646.6120	Marking Stop Line Epoxy 18-Inch	LF	12.000	12.000
0084	646.7020	Marking Diagonal Epoxy 6-Inch	LF	422.000	422.000
0086	646.8320	Marking Parking Stall Epoxy	LF	4,167.000	4,167.000
0088	690.0150	Sawing Asphalt	LF	111.000	111.000
0090	690.0250	Sawing Concrete	LF	7.000	7.000
0092	SPV.0105	Special 01. Survey Project 1200-01-83	LS	1.000	1.000

CLEARING & GRUBBING				
		201.0120 CLEARING	201.0220 GRUBBING	
CATEGORY	LOCATION	ID	ID	
0010	RAMP K	8	8	
TOTAL 0010		8	8	

REMOVING ASPHALTIC SURFACE MILLING		
		204.0120 SY
CATEGORY	LOCATION	
0010	EAST LOT	6,553
TOTAL 0010		6,553

REMOVAL ITEMS				
		204.0130 REMOVING CURB	204.0150 REMOVING CURB & GUTTER	204.0155 REMOVING CONCRETE SIDEWALK
CATEGORY	LOCATION	LF	LF	SY
0010	RAMP T	-	-	8
0010	RAMP K	14	-	-
0010	RAMP L	17	-	13
0010	RAMP O	9	-	9
0010	RAMP R (EXISTING)	-	12	8
0010	RAMP R (RELOCATED)	-	13	-
TOTAL 0010		40	25	38

BASE REPAIR ITEMS				
		205.0100 EXCAVATION COMMON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	624.0100 WATER
CATEGORY	LOCATION	CY	TON	MGAL
0010	UNDISTRIBUTED	185	370	1.00
TOTAL 0010		185	370	1.00

SAWING ITEMS			
		690.0150 SAWING ASPHALT	690.0250 SAWING CONCRETE
CATEGORY	LOCATION	LF	LF
0010	RAMP K	14	1
0010	RAMP L	20	1
0010	RAMP R	25	5
0010	SW ENTRANCE	28	-
0010	NE ENTRANCE	24	-
TOTAL 0010		111	7

ASPHALT PAVING ITEMS				
		211.0100.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (01. 1200-01-83)	455.0605 TACK COAT	460.5224 HMA PAVEMENT 4 LT 58-28 S
CATEGORY	LOCATION	LS	GAL	TON
0010	EAST LOT	1	328	1,284
0010	EAST LOT - SPOT LOCATIONS	-	54	-
TOTAL 0010		1	382	1,284

CONCRETE ITEMS						
		601.0110 CONCRETE CURB TYPE D	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D	602.0410 CONCRETE SIDEWALK 5-INCH	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	REMARKS
CATEGORY	LOCATION	LF	LF	SF	SF	
0010	RAMP T	-	-	74	24	3'X 2' PANELS (4)
0010	RAMP K	9	-	-	10	2.5'X 2' PANELS (2)
0010	RAMP L	17	-	113	10	2.5'X 2' PANELS (2)
0010	RAMP O	-	-	79	10	2.5'X 2' PANELS (2)
0010	RAMP R (RELOCATED)	-	25	60	10	2.5'X 2' PANELS (2)
TOTAL 0010		26	25	326	64	

LANDSCAPING ITEMS							
		625.0100 TOPSOIL	627.0200 MULCHING	628.7015 INLET PROTECTION TYPE C	629.0210 FERTILIZER TYPE B	630.0140 SEEDING MIXTURE NO. 40	630.0500 SEED WATER
CATEGORY	LOCATION	SY	SY	EACH	CWT	LB	MGAL
0010	RAMP T	2	2	-	0.1	1	1
0010	RAMP K	3	3	-	0.1	1	1
0010	RAMPS O & R	14	14	1	0.1	1	1
TOTAL 0010		19	19	1	0.3	3	3

PERMANENT SIGNING ITEMS										
							637.2210	638.2102	638.4000	
							SIGNS	MOVING	MOVING	
							TYPE II	SIGNS	SMALL	
							REFLECTIVE	TYPE II	SIGN	
							H		SUPPORTS	
CATEGORY	SIGN NO.	SIGN CODE	W	X	H	MESSAGE	SF	EACH	EACH	REMARKS
0010	110	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	111	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	112	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	113	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	114	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	118	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	119	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	120	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	121	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	122	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	129	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	130	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	131	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	132	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	133	R7-2D	-	-	-	NO PARKING 1 AM - 5 AM (DOUBLE ARROW)	-	2	2	SEE NOTE*
0010	163	-	-	-	-	HANDICAP PARKING	-	1	1	
0010	165	-	-	-	-	HANDICAP PARKING	-	1	1	
0010	167	-	-	-	-	HANDICAP PARKING	-	1	1	
0010	169	-	-	-	-	HANDICAP PARKING	-	1	1	
0010	171	-	-	-	-	HANDICAP PARKING	-	1	1	
0010	174	-	-	-	-	HANDICAP PARKING	-	1	1	
0010	175	-	-	-	-	HANDICAP PARKING	-	1	1	
0010	178	-	-	-	-	HANDICAP PARKING	-	1	1	
0010	180	-	-	-	-	HANDICAP PARKING	-	1	1	
0010	182	-	-	-	-	HANDICAP PARKING	-	1	1	
0010	184	-	-	-	-	HANDICAP PARKING	-	1	1	
0010	185	R7-8V	12	X	6	VAN ACCESSIBLE	0.50	-	-	
0010	186	R7-8V	12	X	6	VAN ACCESSIBLE	0.50	-	-	
0010	187	R7-8V	12	X	6	VAN ACCESSIBLE	0.50	-	-	
0010	188	R7-8V	12	X	6	VAN ACCESSIBLE	0.50	-	-	
0010	189	R7-8V	12	X	6	VAN ACCESSIBLE	0.50	-	-	
0010	190	R7-8V	12	X	6	VAN ACCESSIBLE	0.50	-	-	
0010	191	R7-8V	12	X	6	VAN ACCESSIBLE	0.50	-	-	
0010	192	R7-8V	12	X	6	VAN ACCESSIBLE	0.50	-	-	
0010	193	R7-8V	12	X	6	VAN ACCESSIBLE	0.50	-	-	
0010	194	R7-8V	12	X	6	VAN ACCESSIBLE	0.50	-	-	
0010	195	R7-8V	12	X	6	VAN ACCESSIBLE	0.50	-	-	
0010	196	R7-8V	12	X	6	VAN ACCESSIBLE	0.50	-	-	
TOTAL 0010							6.00	41	41	

*MOVE SIGN TO WEST LOT FOR TEMPORARY PARKING DURING STAGE 2

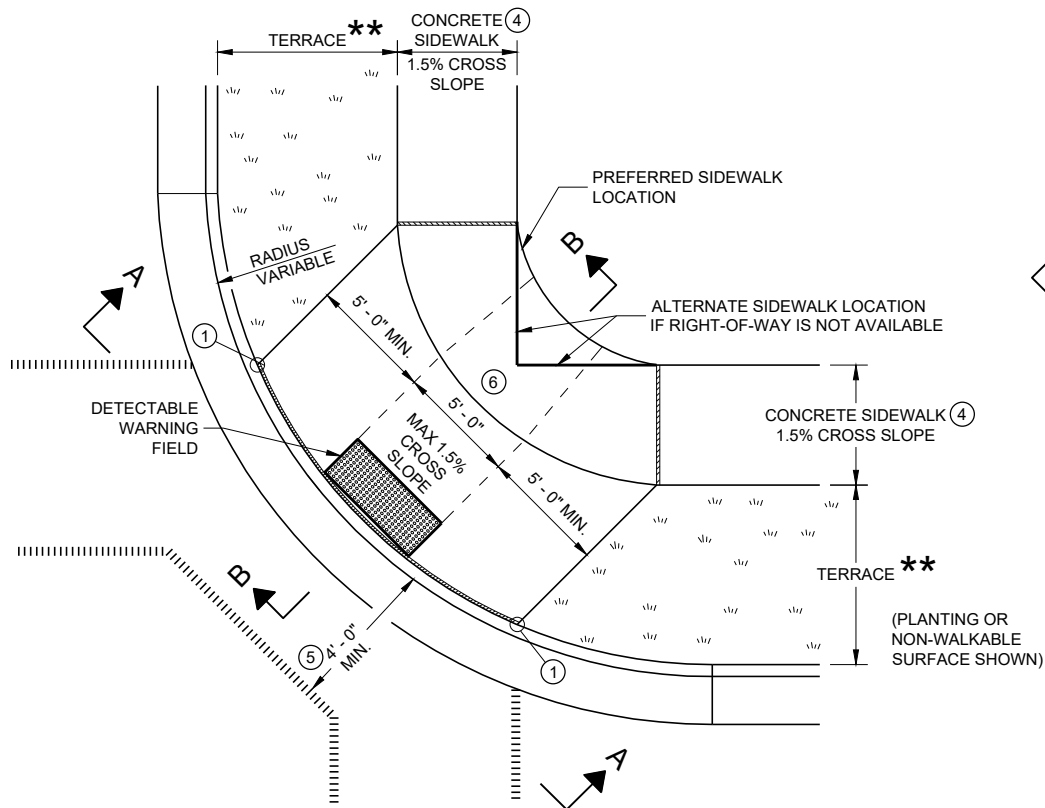
TRAFFIC CONTROL ITEMS															
CATEGORY	STAGE	LOCATION	DAYS*	643.0300		643.0410		643.0420		643.0900		643.1050		644.1810	
				TRAFFIC	CONTROL	TRAFFIC	CONTROL	TRAFFIC	CONTROL	TRAFFIC	CONTROL	TRAFFIC	CONTROL	TEMPORARY	
				DRUMS		BARRICADES		BARRICADES		SIGNS		SIGNS		PEDESTRIAN	
						TYPE II		TYPE III				PCMS		BARRICADE	
				EACH*	DAY	EACH*	DAY	EACH*	DAY	EACH*	DAY	EACH*	DAY	LF	
0010	1	RAMP T	13	4	52	2	26	-	-	2	26	-	-	-	
0010	1	RAMP K	13	5	65	2	26	-	-	2	26	-	-	-	
0010	1	RAMP L	13	7	91	3	39	-	-	3	39	-	-	-	
0010	1	RAMP O	13	4	52	1	13	-	-	1	13	-	-	-	
0010	1	RAMP R	13	4	52	2	26	-	-	2	26	-	-	-	
0010	2	SW ENTRANCE	11	-	-	-	-	3	33	1	11	-	-	-	
0010	2	NE ENTRANCE	11	-	-	-	-	3	33	1	11	-	-	-	
0010	2	WEST LOT	11	-	-	-	-	-	-	9	99	-	-	-	
0010	2	COLLINS COURT & E. BROADWAY	14	-	-	-	-	-	-	-	-	1	14	-	
0010	2	STROUGHTON RD. & E. BROADWAY	14	-	-	-	-	-	-	-	-	1	14	-	
0010	-	UNDISTRIBUTED	-	-	-	-	-	-	-	-	-	-	-	100	
TOTAL 0010					312	130	66	251	28	100					

*INFORMATIONAL PURPOSES ONLY

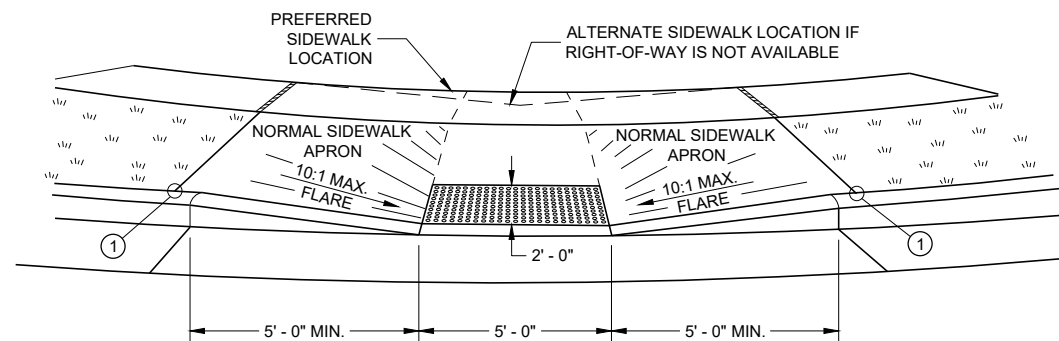
PAVEMENT MARKING ITEMS										
CATEGORY	LOCATION	646.1020	646.5020	646.5120	646.5220	646.6120	646.7020	646.8320	REMARKS	
		MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING		
		LINE	ARROW	WORD	SYMBOL	STOP LINE	DIAGONAL	PARKING		
		EPOXY	EPOXY	EPOXY	EPOXY	EPOXY	EPOXY	STALL		
		4-INCH				18-INCH	6-INCH	EPOXY		
		LF	EACH	EACH	EACH	LF	LF	LF		
0010	ROW 1	-	-	-	11	-	367	1,098		
0010	ROWS 2 & 3	-	-	-	-	-	-	2,331		
0010	ROW 4	-	-	-	-	-	-	738		
0010	NORTHEAST ENTRANCE	52	1	1	-	12	55	-	DIAGONAL FOR FIRE LANE	
TOTAL 0010		52	1	1	11	12	422	4,167		

Standard Detail Drawing List

08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

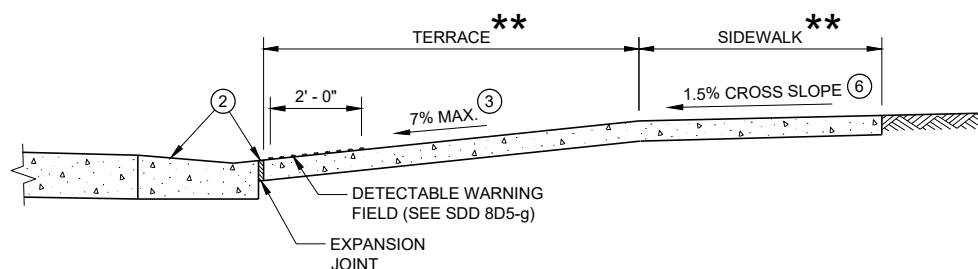


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

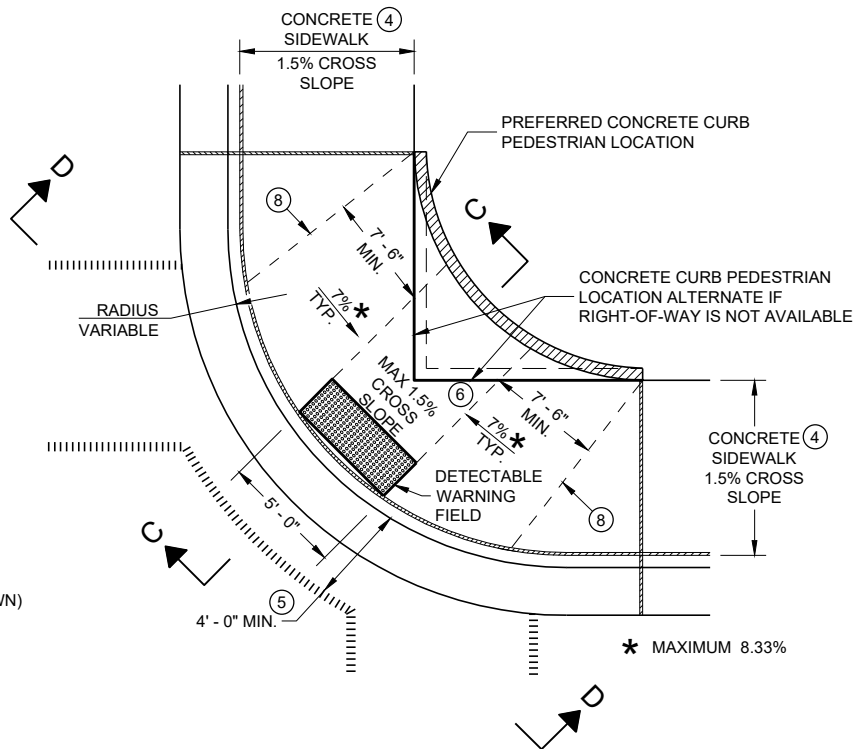


VIEW A - A FOR TYPE 1

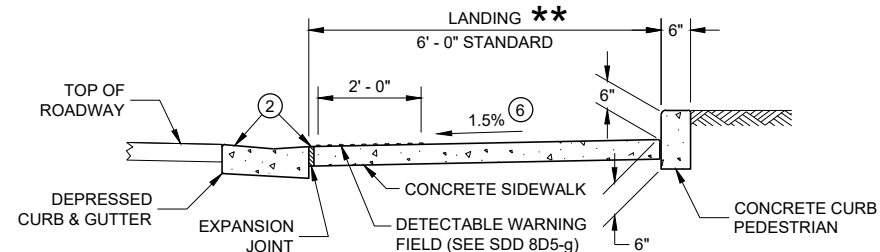
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IN THE PLANS**



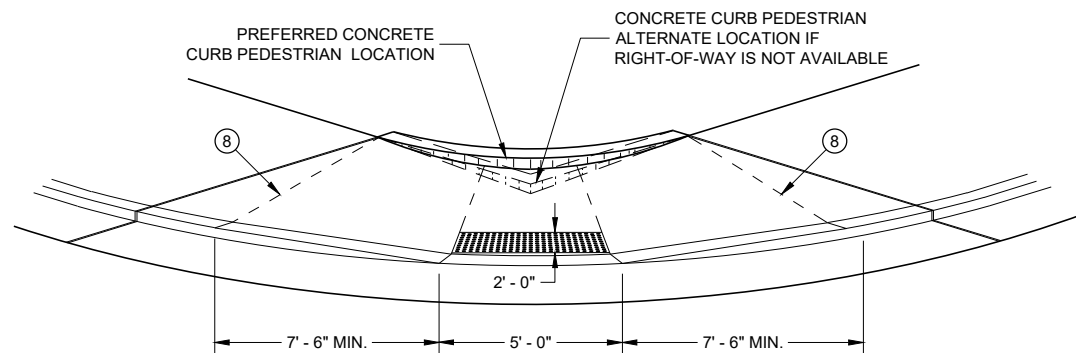
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

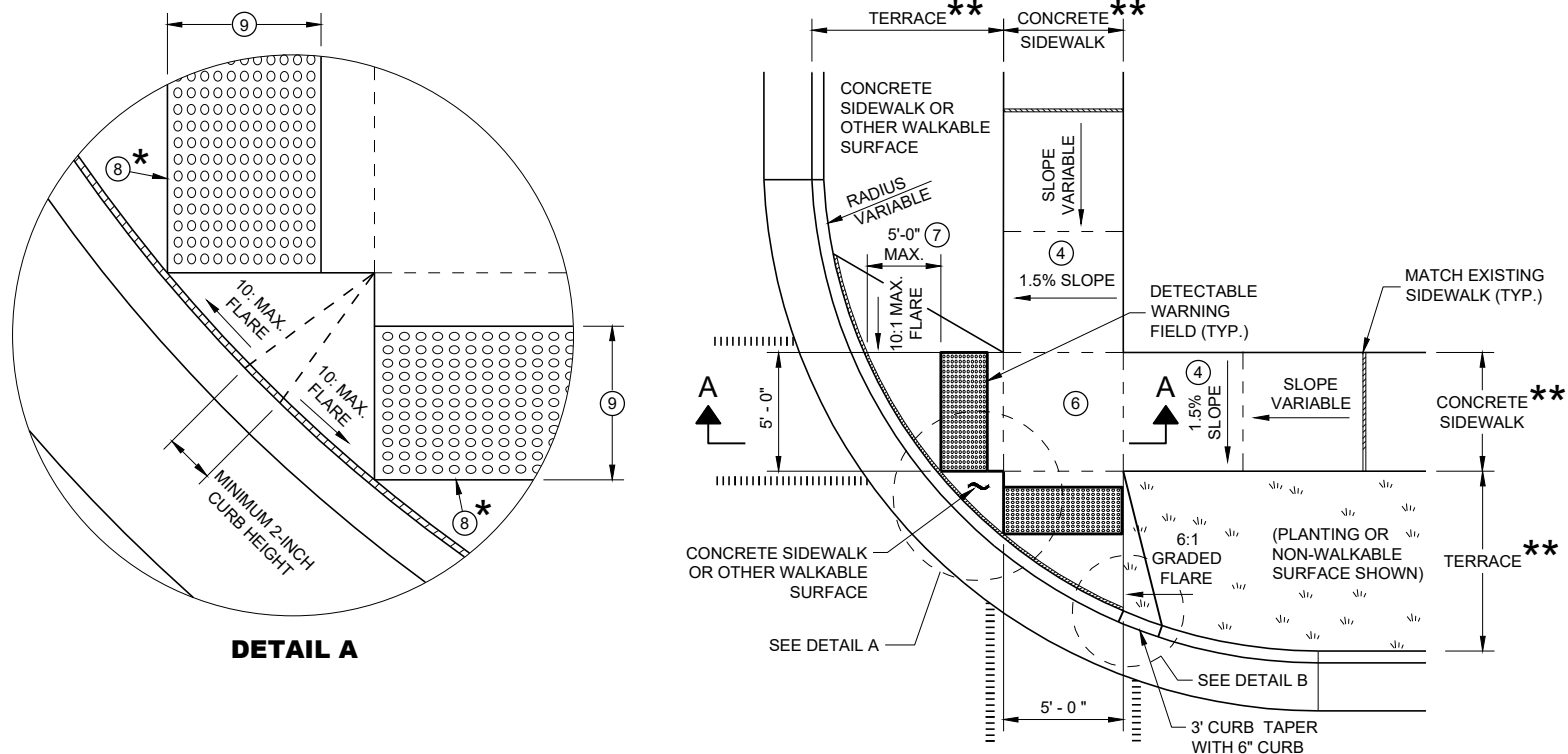
- 1 THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. 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

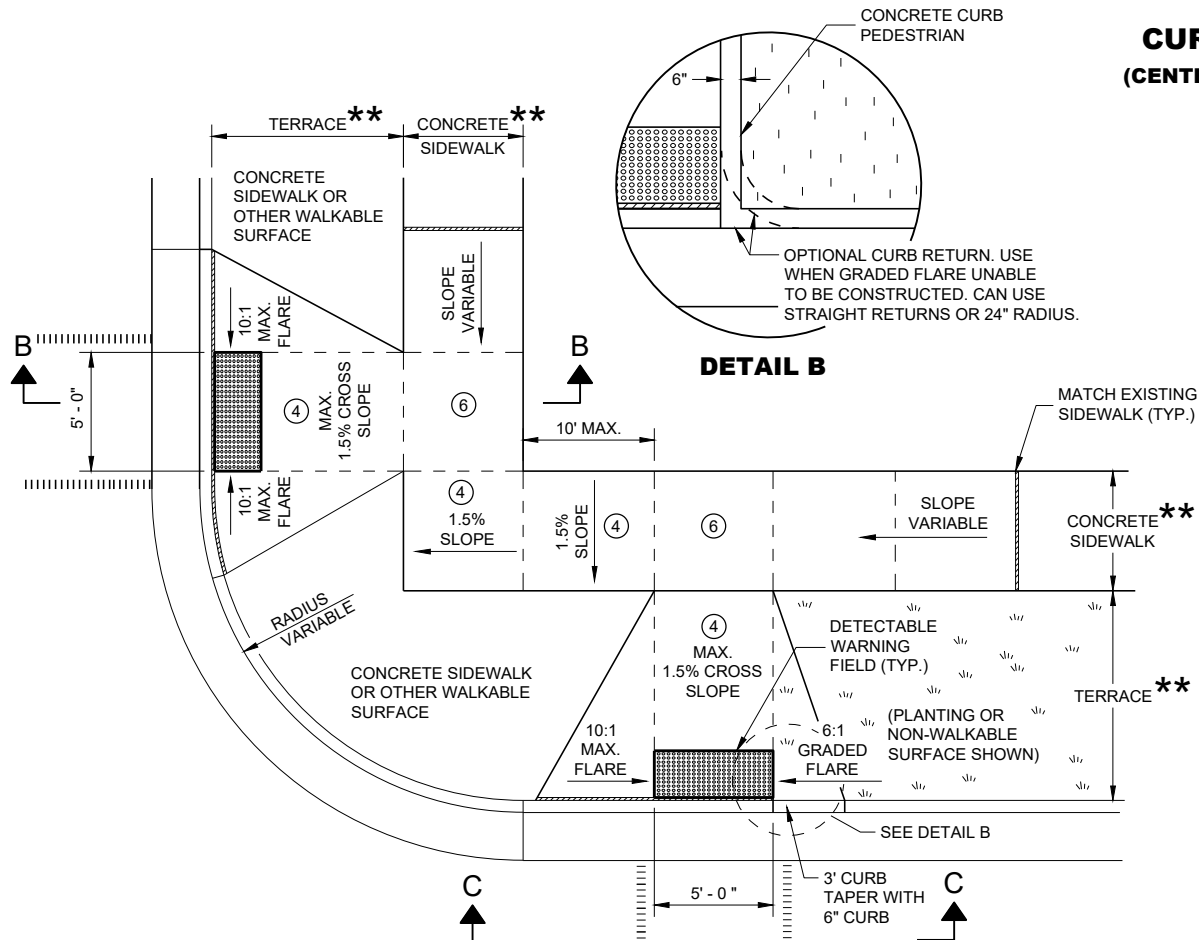
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



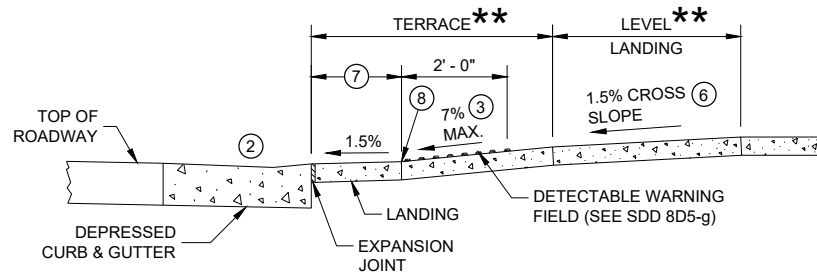
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



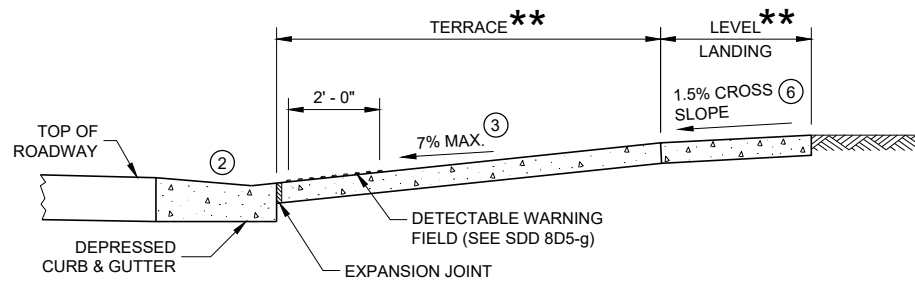
**PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)**

GENERAL NOTES

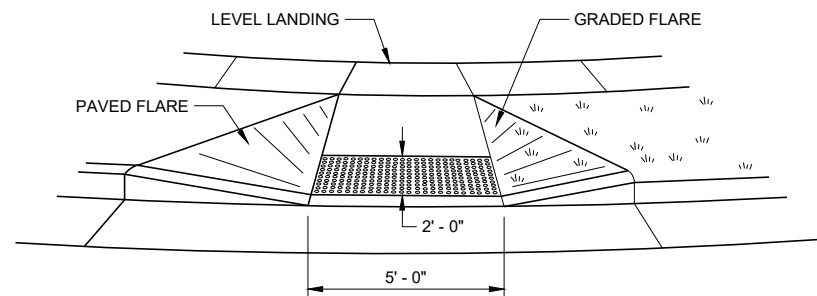
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE 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 1/2 - 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

LEGEND

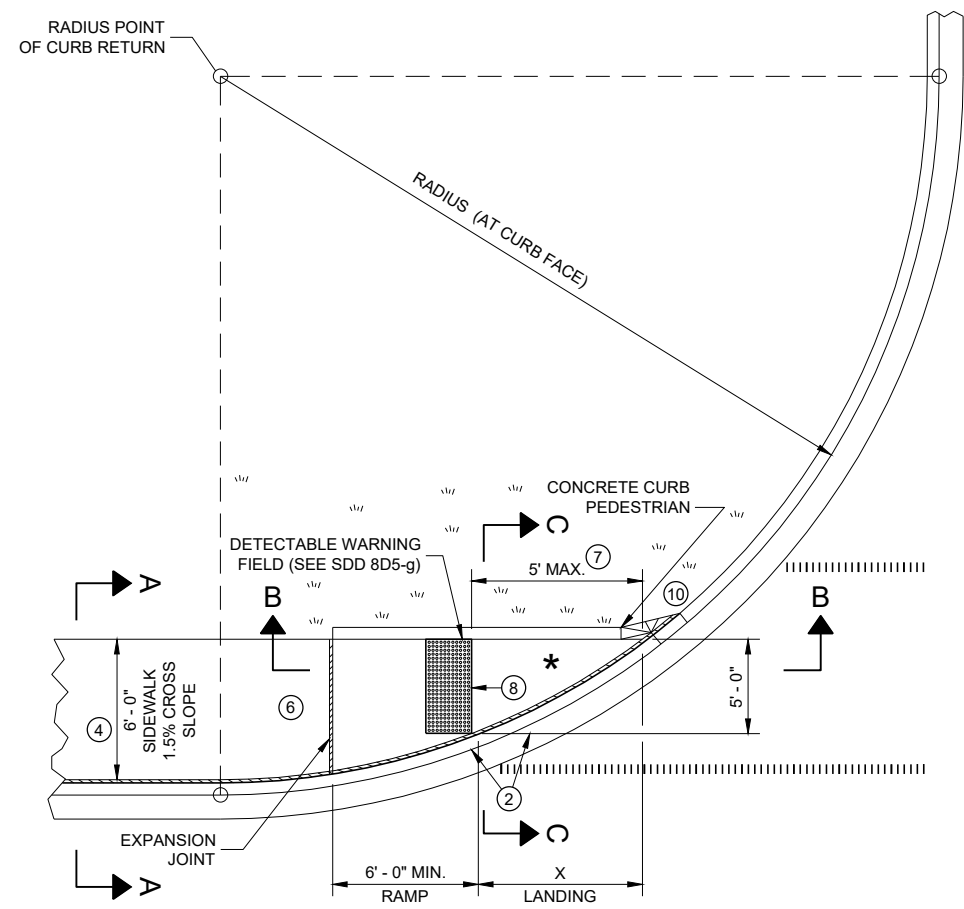
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

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

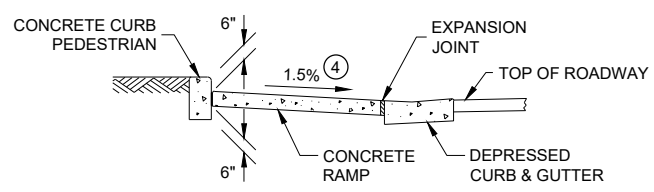
** WIDTH SHOWN ELSEWHERE IN THE PLANS

**CURB RAMPS
TYPE 2 AND 3**

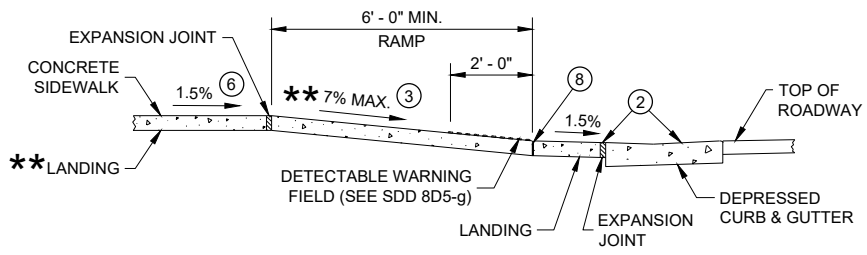
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



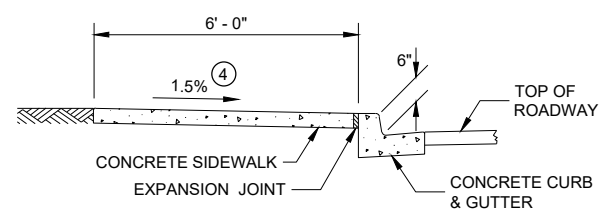
SECTION B - B FOR
TYPE 4A AND TYPE 4A1

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

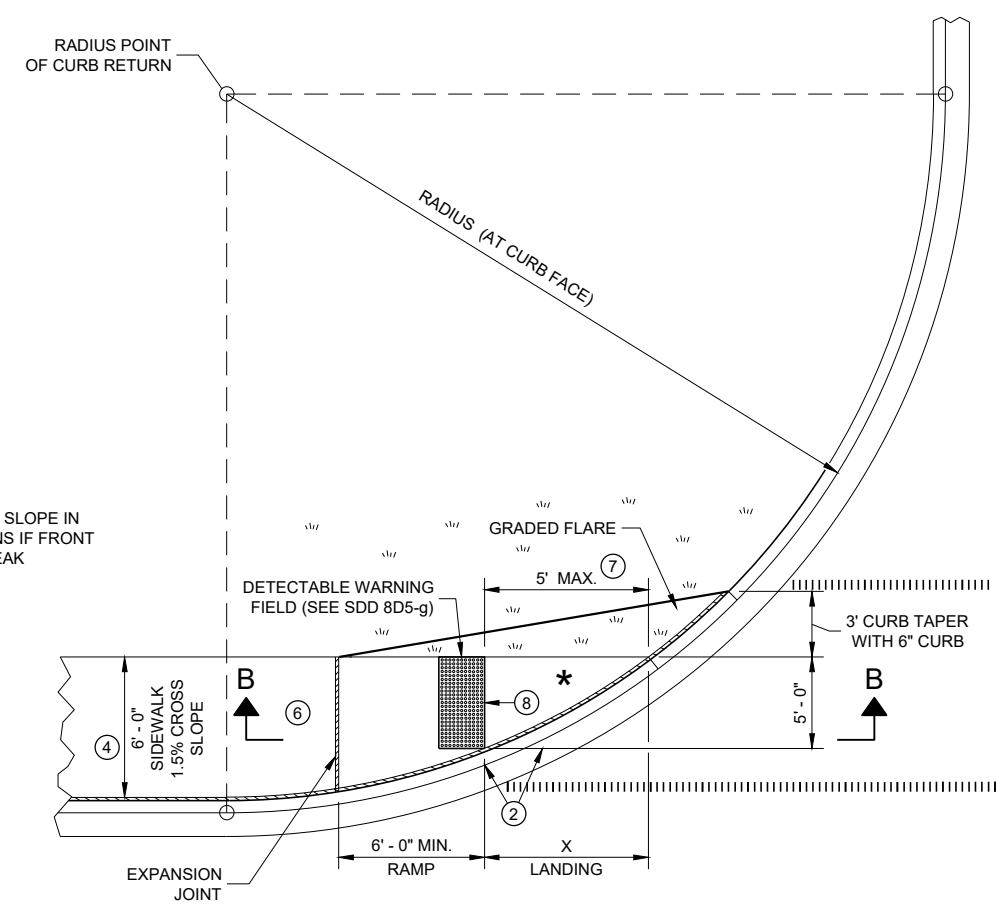
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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



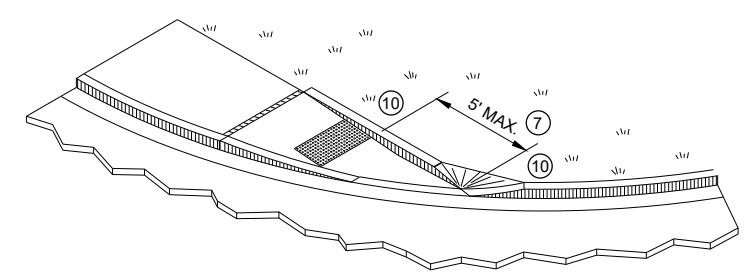
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

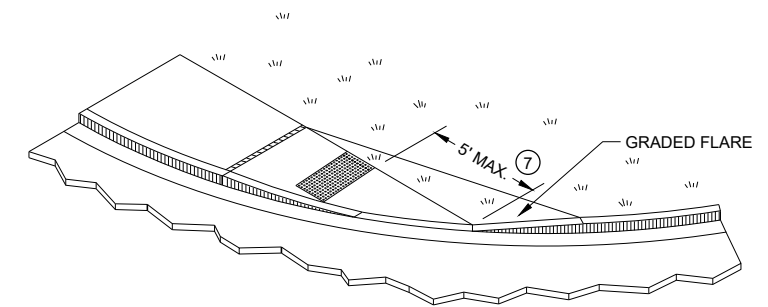
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE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

LEGEND

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



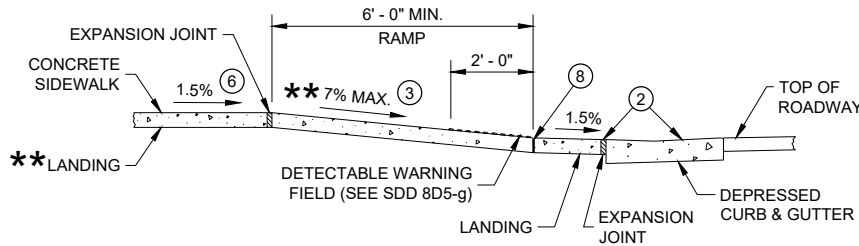
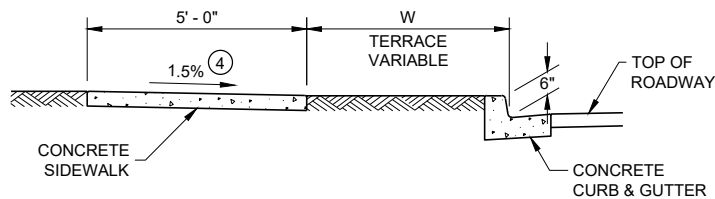
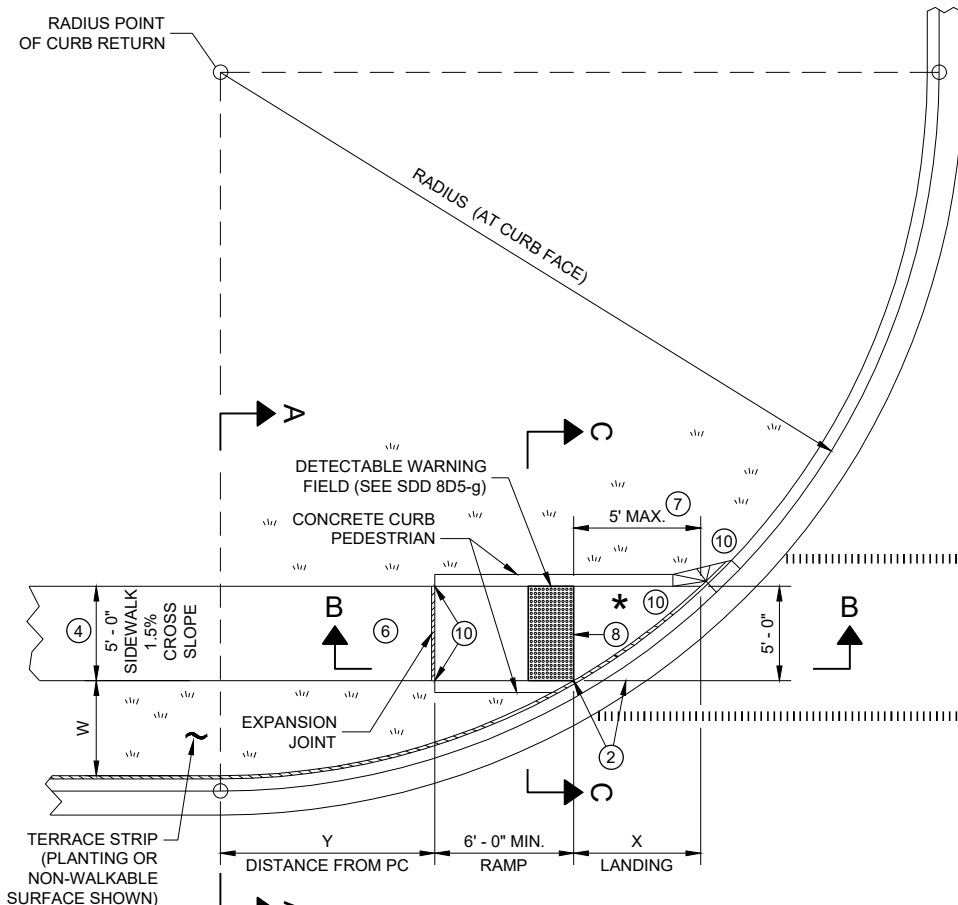
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

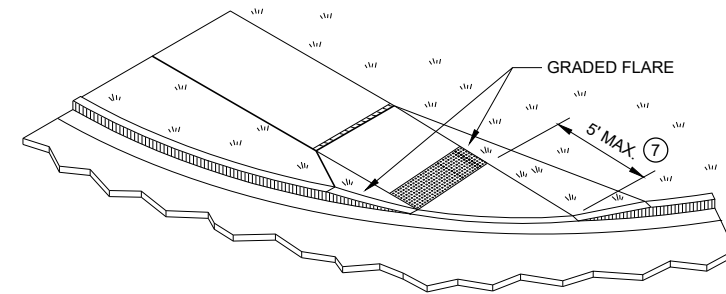
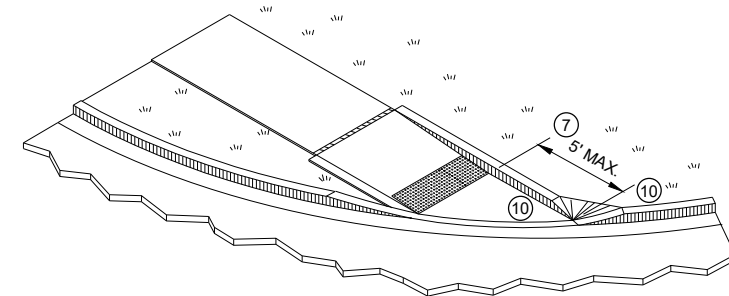
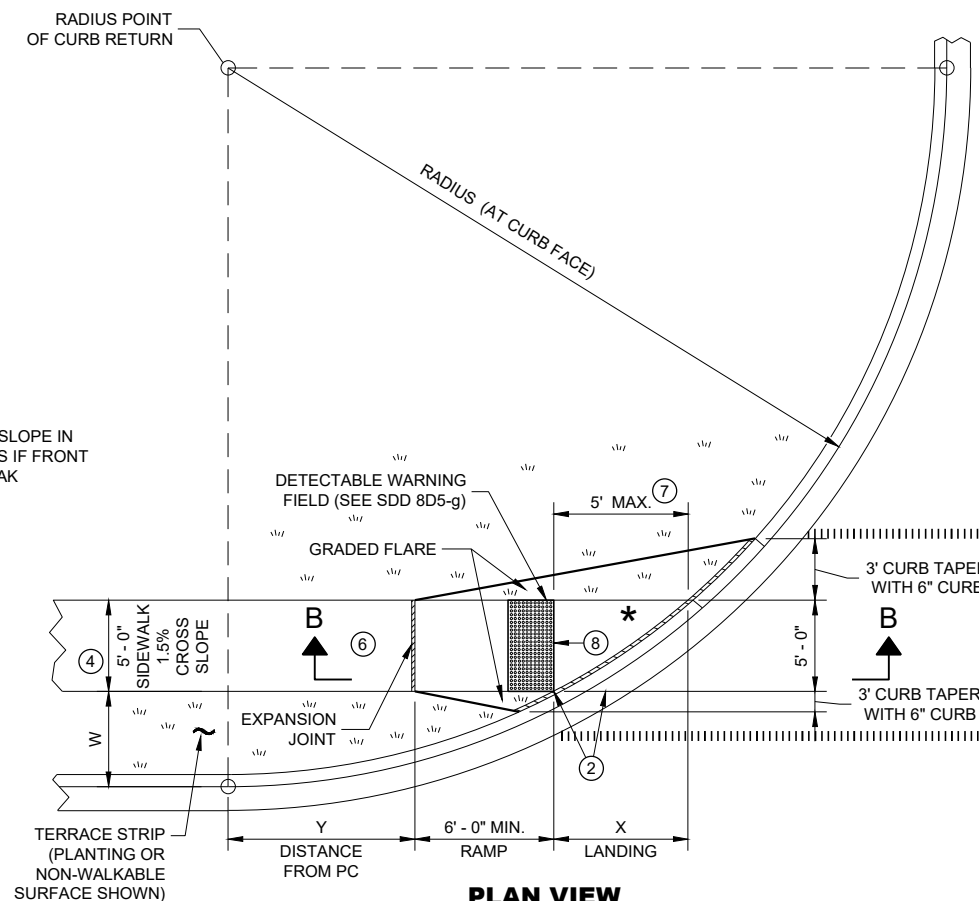
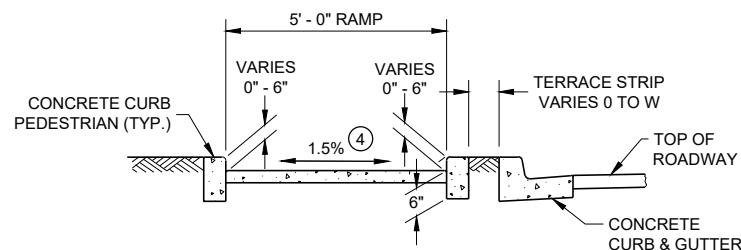


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 3/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET	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.

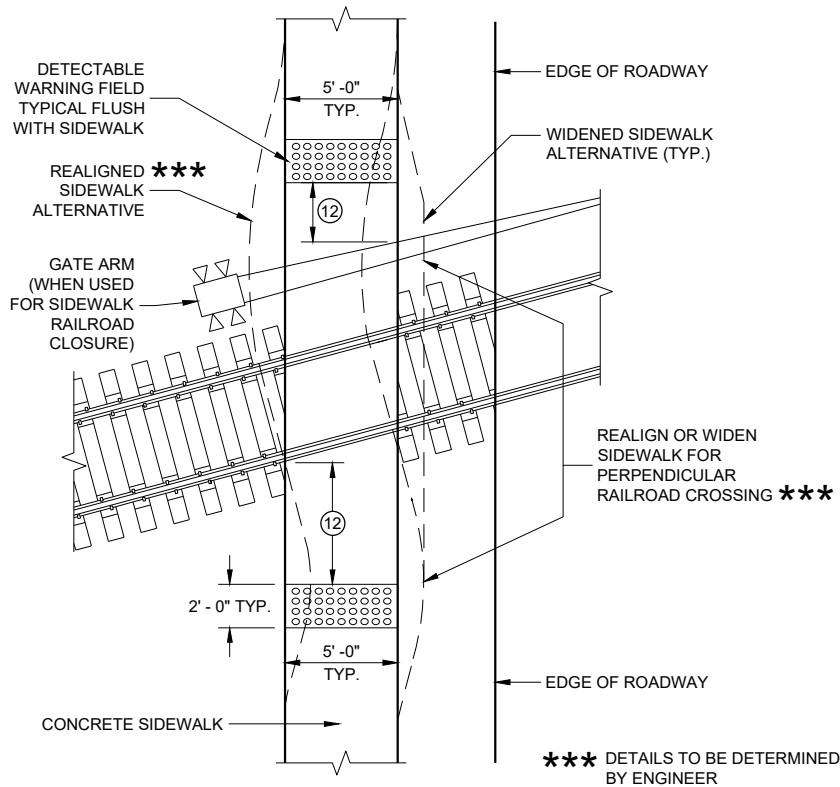
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

- 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.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

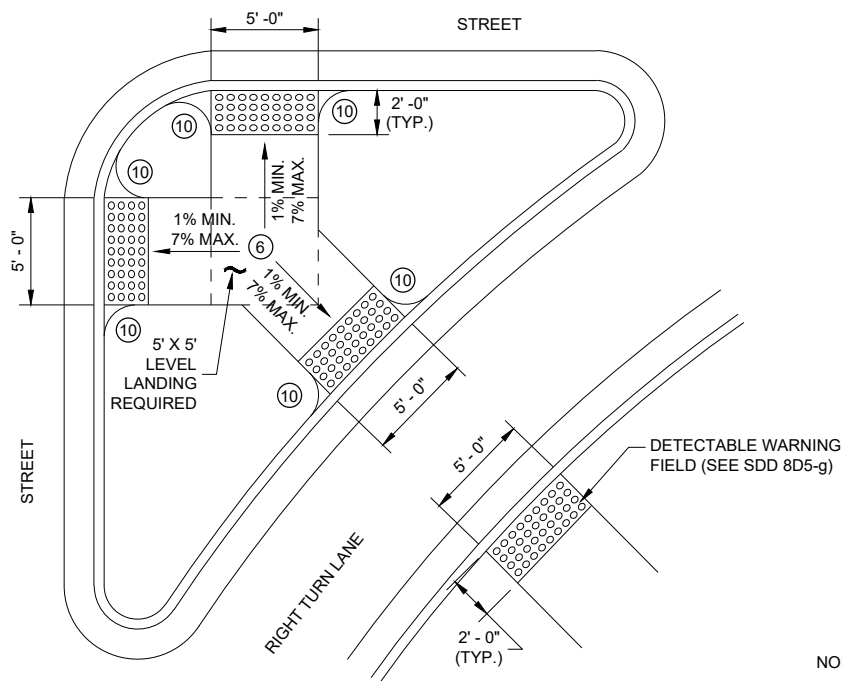
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
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CURB RAMP TYPE 8

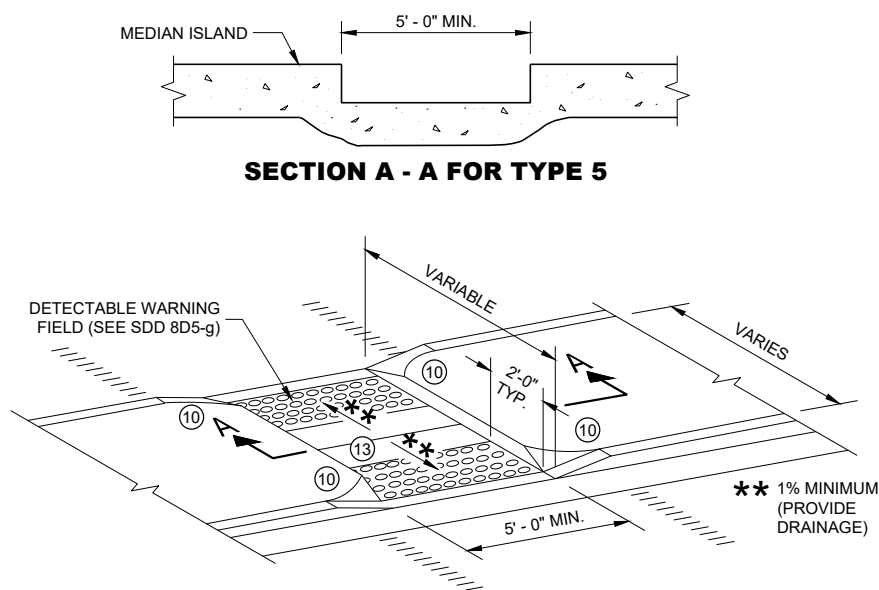
DETECTABLE WARNINGS AT RAILROAD CROSSING



CURB RAMP TYPE 6

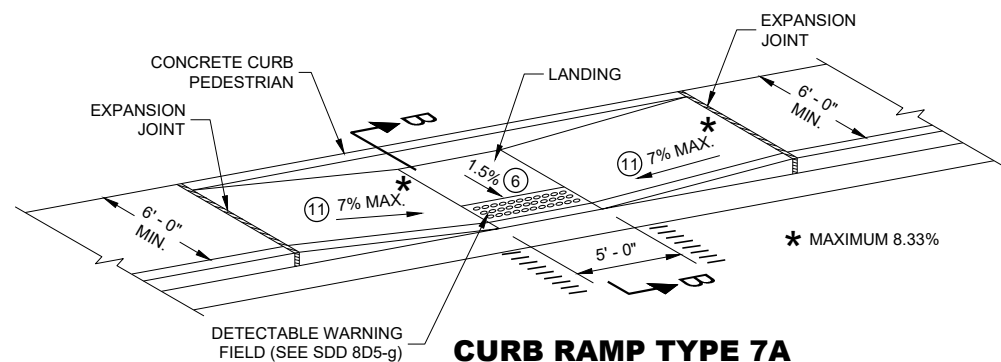
DETECTABLE WARNING AT ISLANDS

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

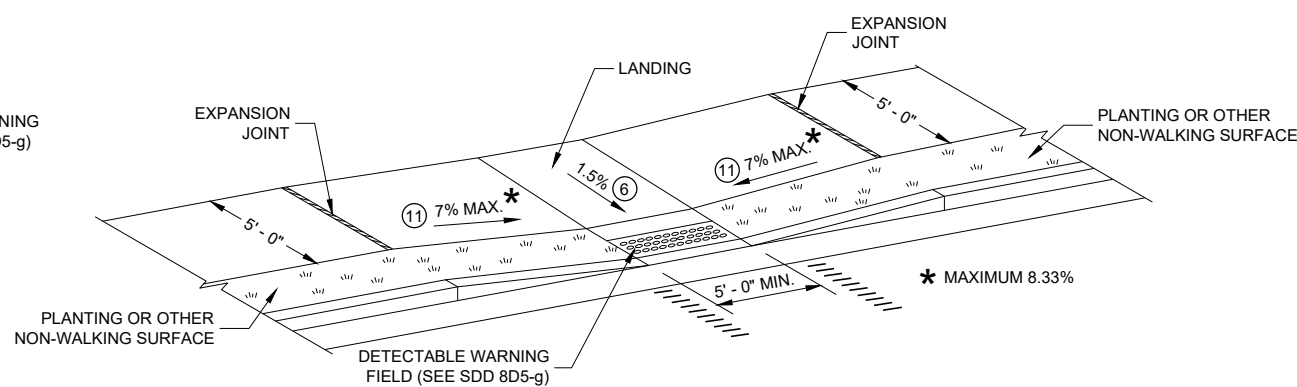


CURB RAMP TYPE 5

**MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING**



**CURB RAMP TYPE 7A
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.

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.

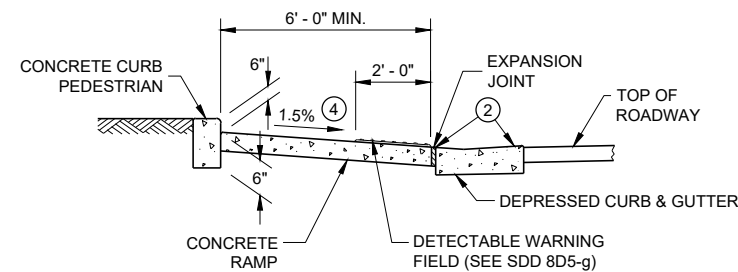
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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 STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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



SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

Diagram illustrating the placement of a detectable warning field when the 5-foot grade break distance is exceeded. The diagram shows a cross-section of a ramp and a landing area.

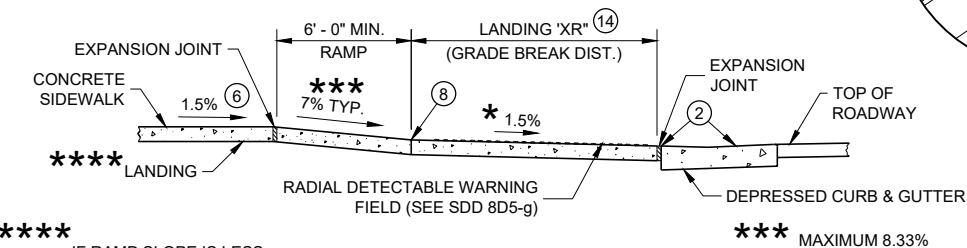
Key Components and Dimensions:

- EXPANSION JOINT:** Located at the start of the ramp.
- DETECTABLE WARNING FIELD RADIAL:** The area where the detectable warning field is placed, extending from the ramp onto the landing.
- GRADED FLARE:** The transition area between the ramp and the landing.
- SEE DETAIL A:** Points to the top of the ramp.
- MIN. 2'-0" DWF (16) COVERAGE:** Minimum detectable warning field coverage on the landing.
- MIN. 6'-0" RAMP:** Minimum ramp length.
- LANDING 'XR':** The landing area.
- 3' CURB WITH 6" SIDEWALK:** Located on the right side of the ramp.
- 5'-0" (17):** Vertical dimension from the ramp to the curb.
- 2'-0":** Horizontal dimension from the ramp to the start of the detectable warning field.
- 8 (14):** Callout for the detectable warning field.
- 16:** Callout for the minimum detectable warning field coverage.
- 15:** Callout for the graded flare.
- 17:** Callout for the vertical dimension from the ramp to the curb.
- 16:** Callout for the minimum detectable warning field coverage.
- 17:** Callout for the vertical dimension from the ramp to the curb.

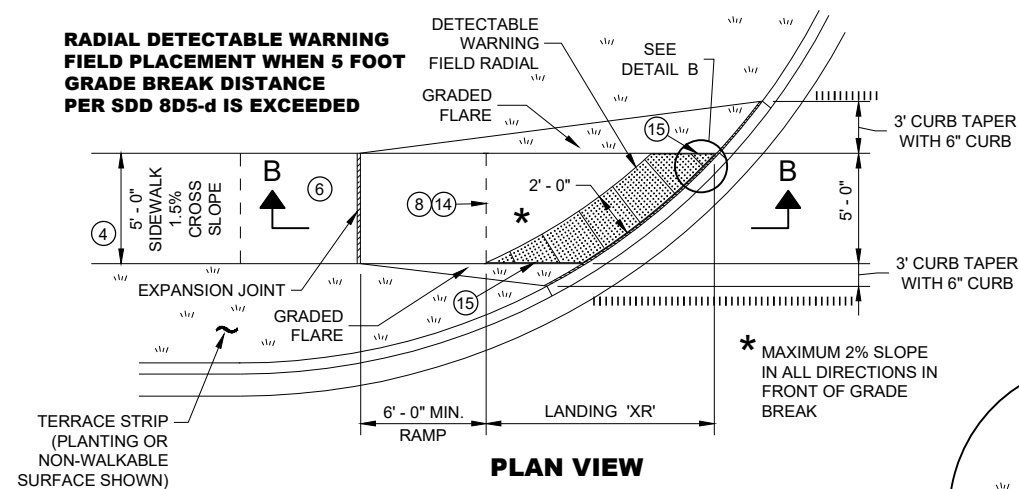
Notes:

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

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

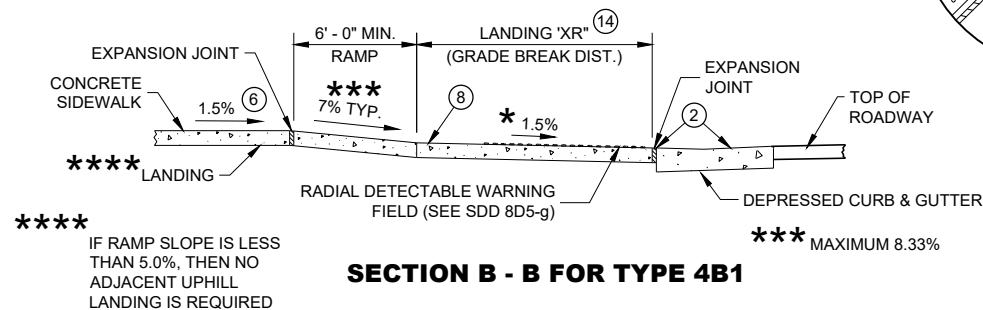


SECTION A - A FOR TYPE 4A1






NON-WALKABLE
SURFACE SHOWN)

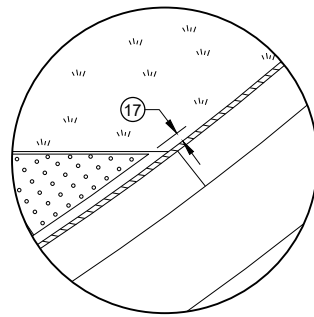
PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

LEGEND

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



DETAIL A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIO

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

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

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

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

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

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

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑭ CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- ⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- ⑯ USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
- ⑰ A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

EXPANSION

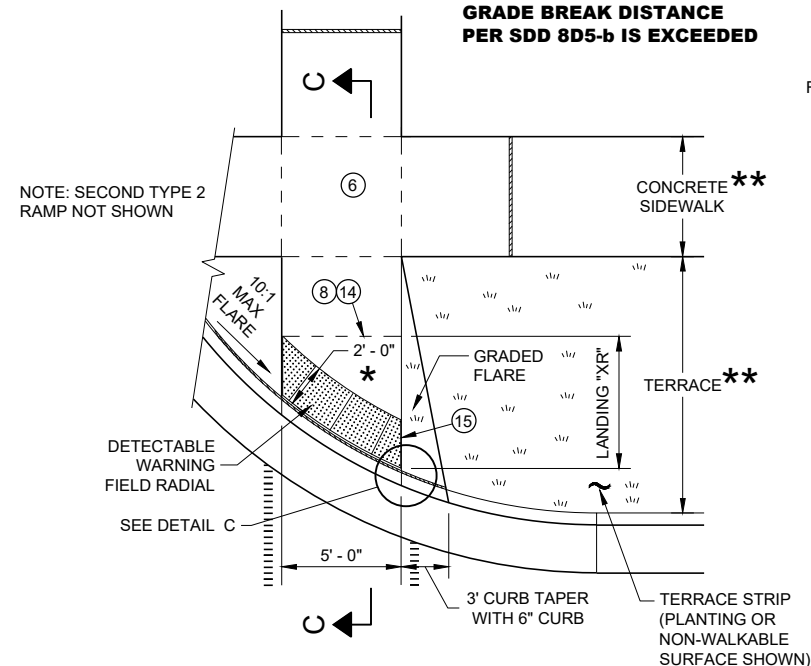
LANDING "XR" (14)

(8)

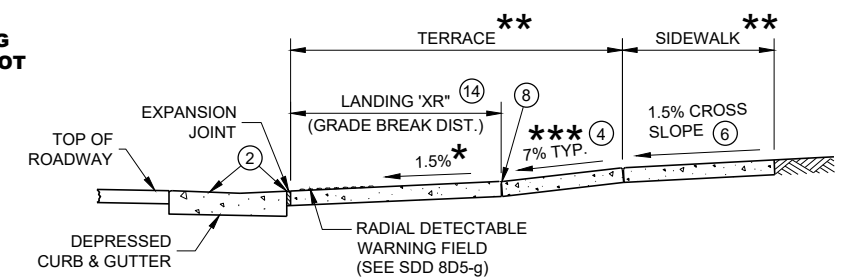
TERRACE

SIDEWALK

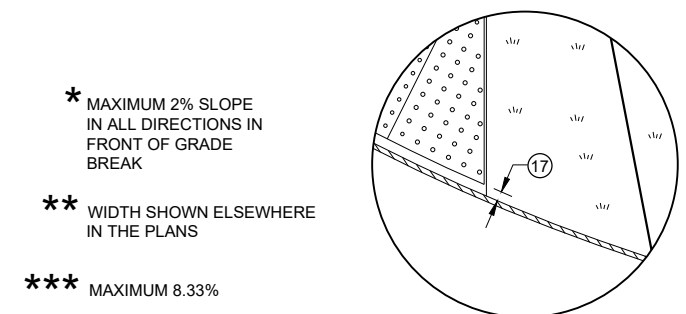
1.5% CROSS



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



SECTION C - C FOR TYPE 2



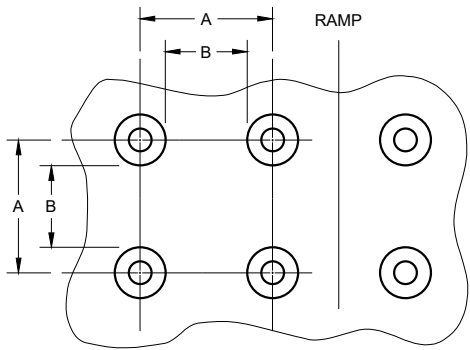
l) **DETAIL C**

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

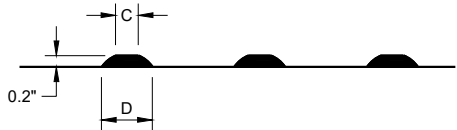
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

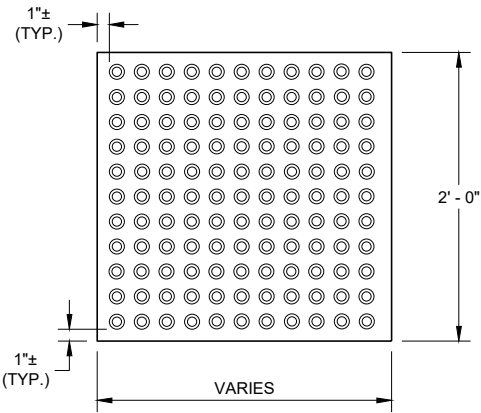


PLAN VIEW

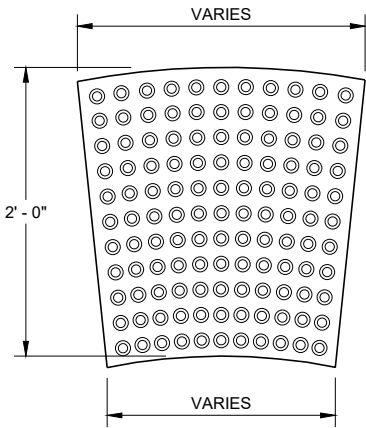


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

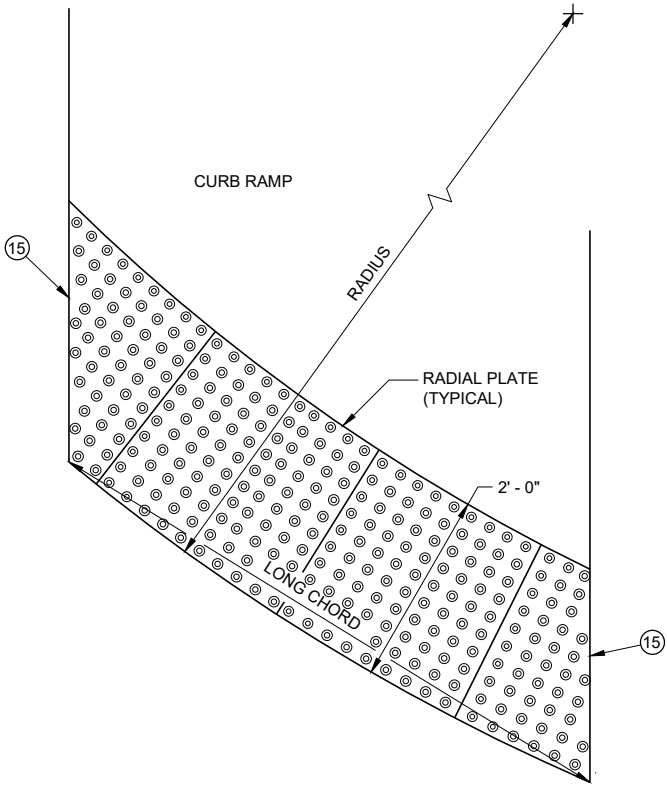


RECTANGULAR
PLATES



RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

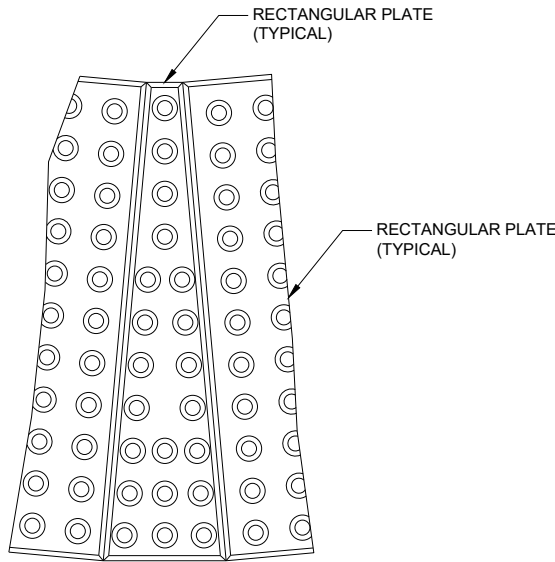
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

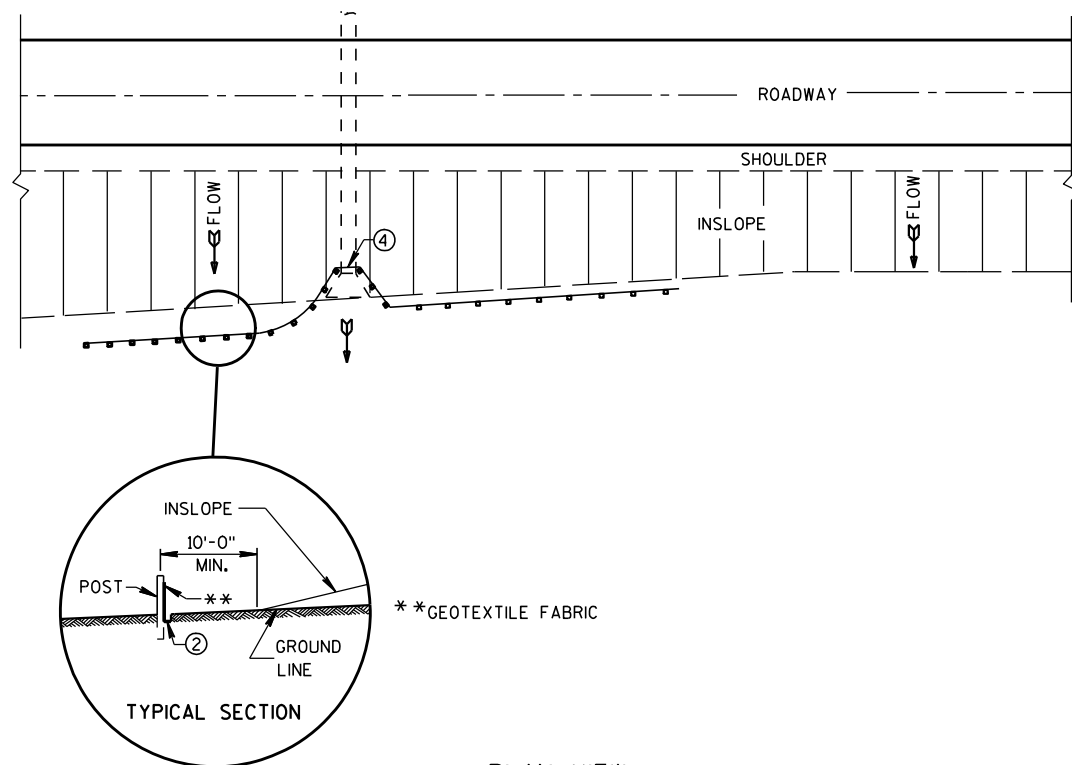


PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

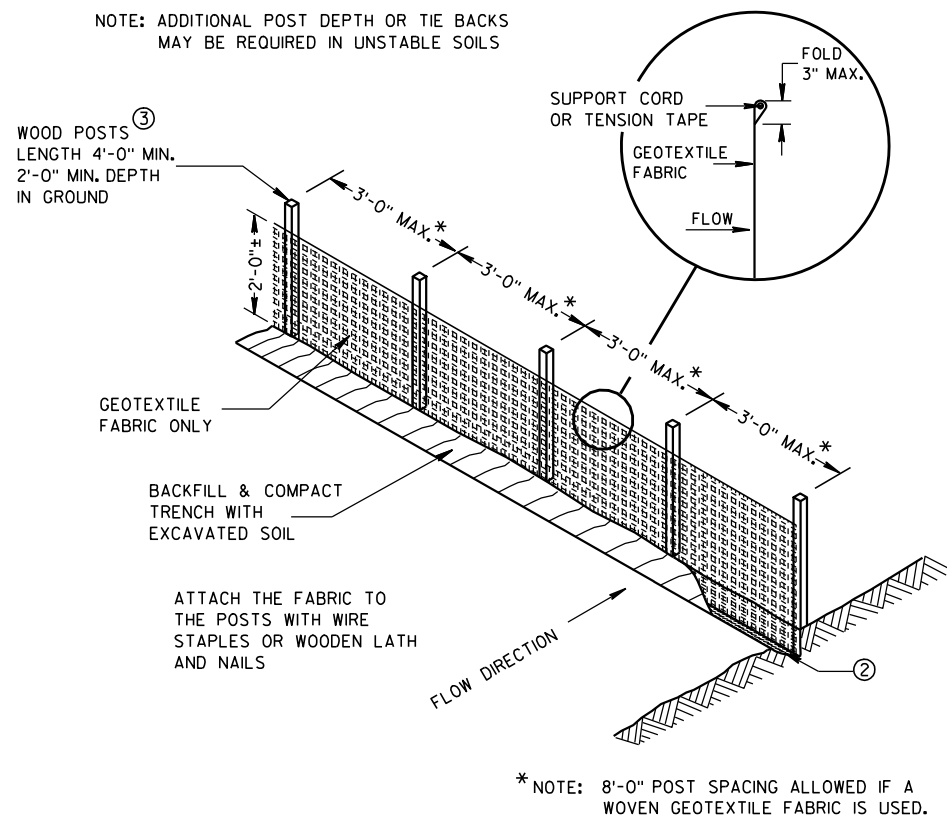
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

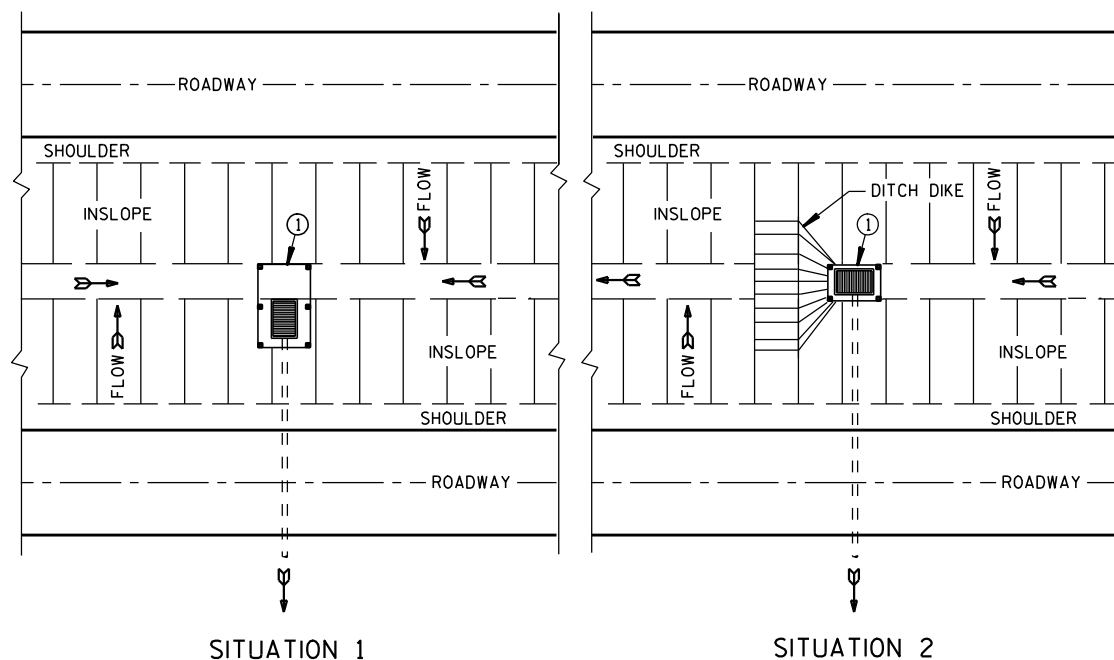


TYPICAL APPLICATION OF SILT FENCE

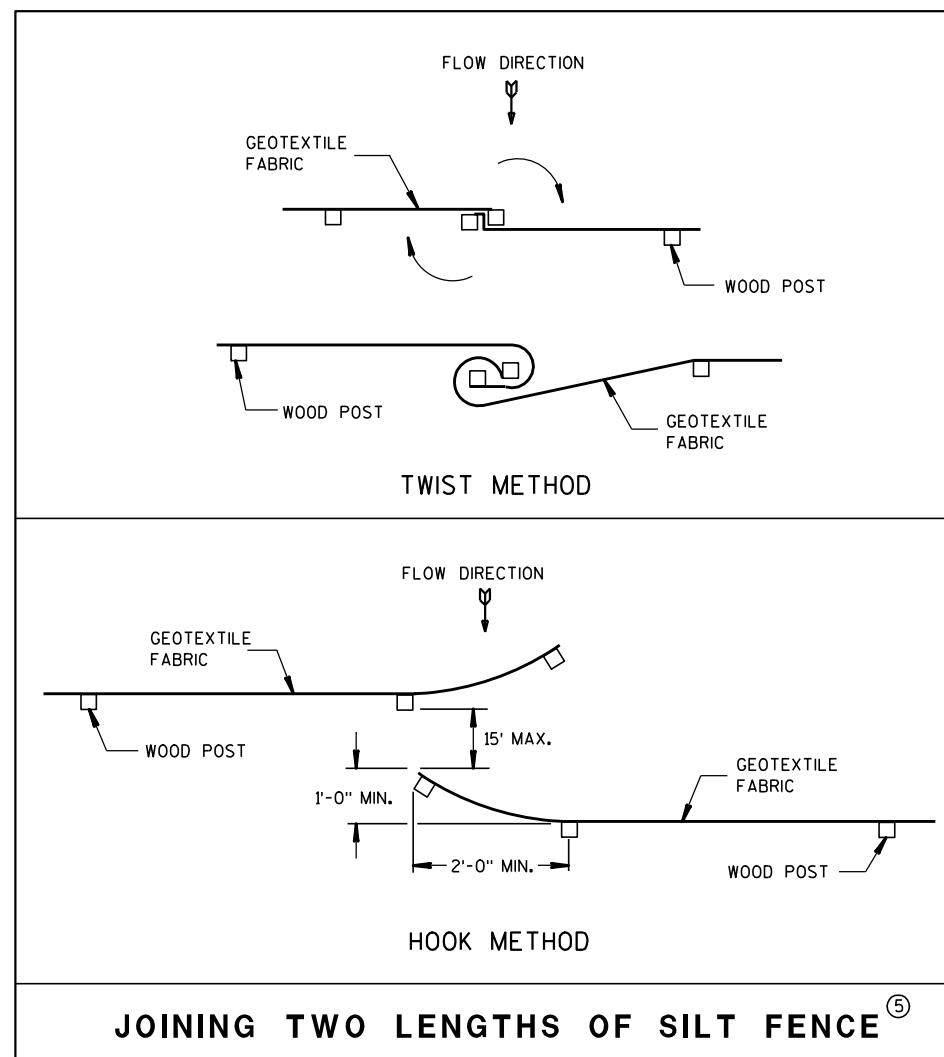
NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS



SILT FENCE



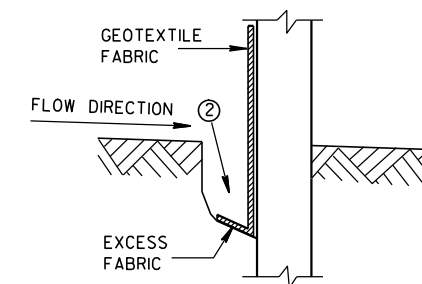
SILT FENCE AT MEDIAN SURFACE DRAINS



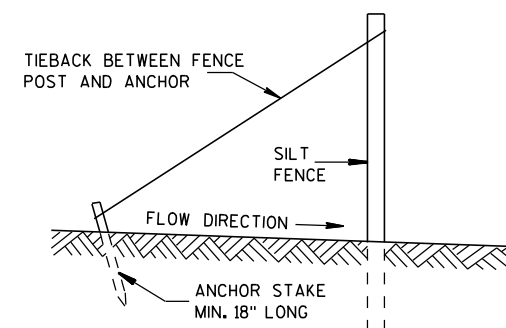
GENERAL NOTES

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

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



TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

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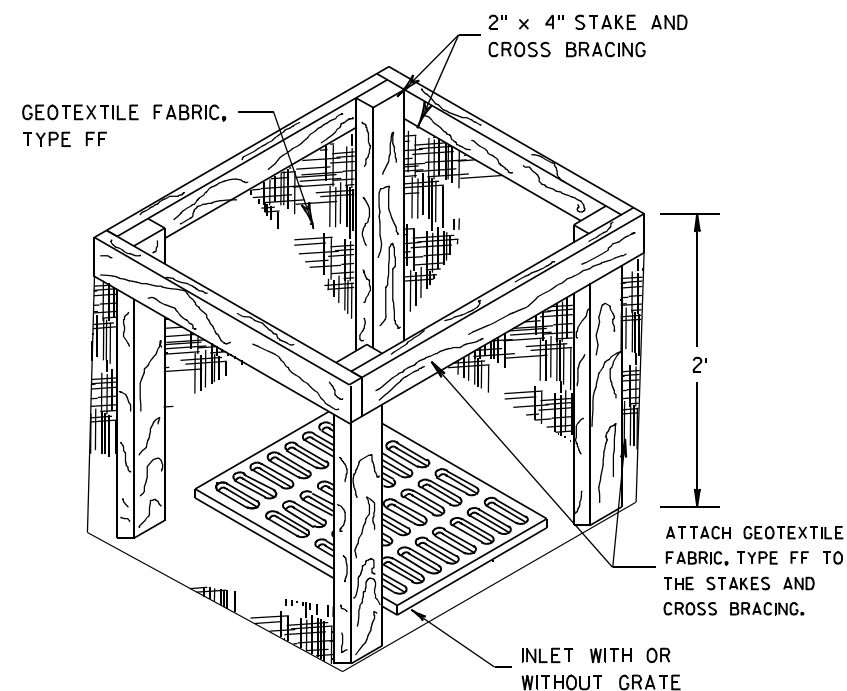
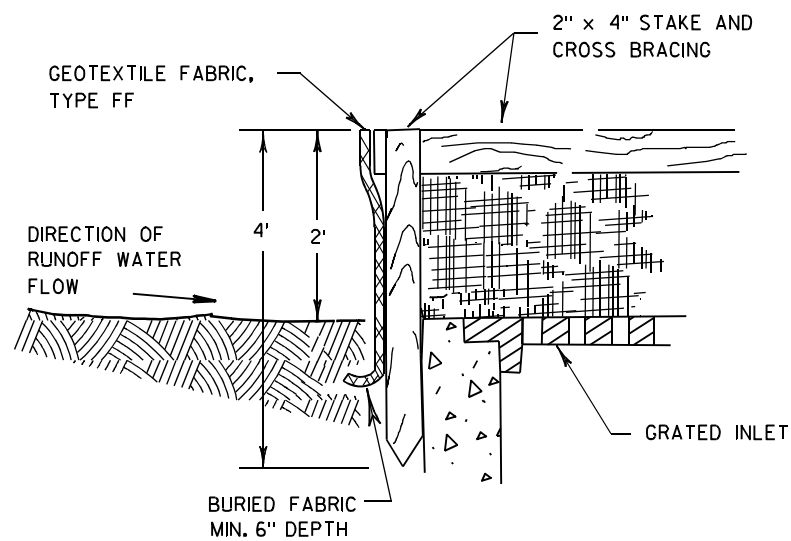
APPROVED

4-29-05

DATE

FHWA

/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER



INLET PROTECTION, TYPE A

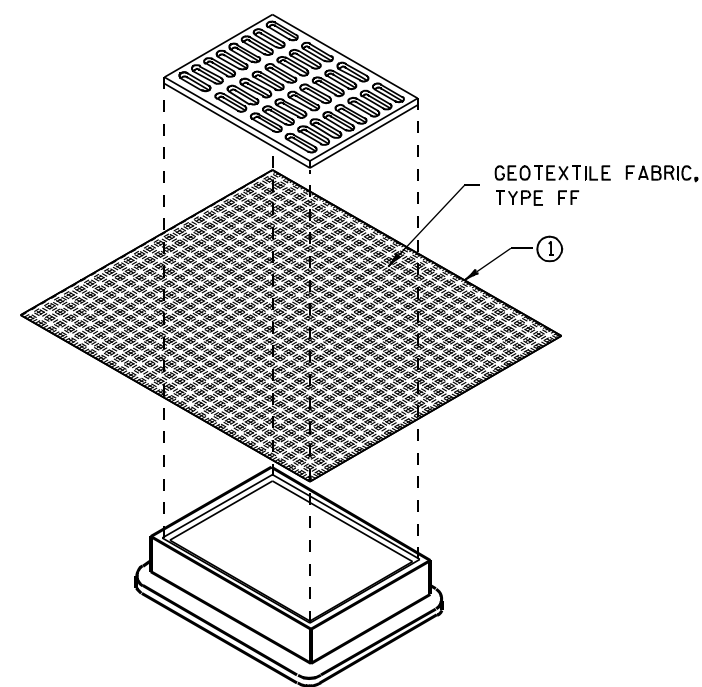
GENERAL NOTES

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.

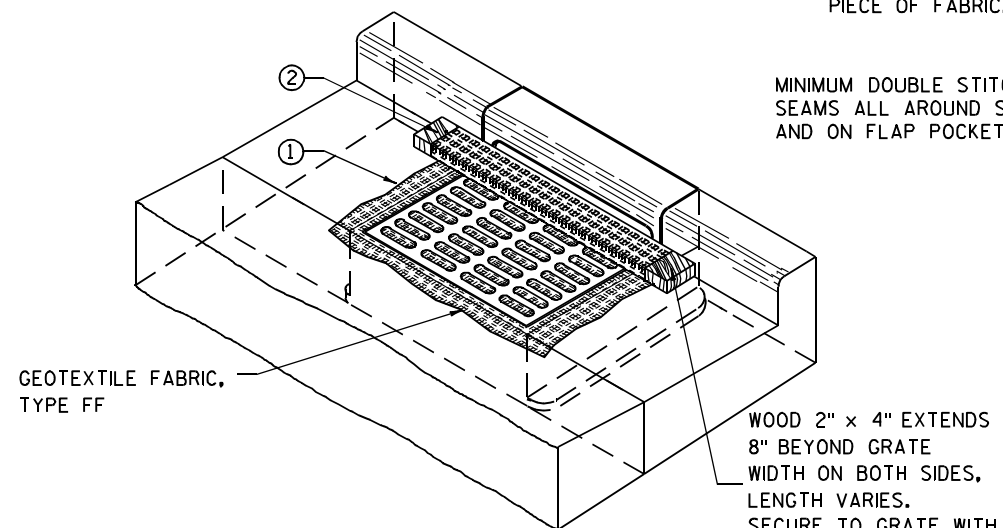
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

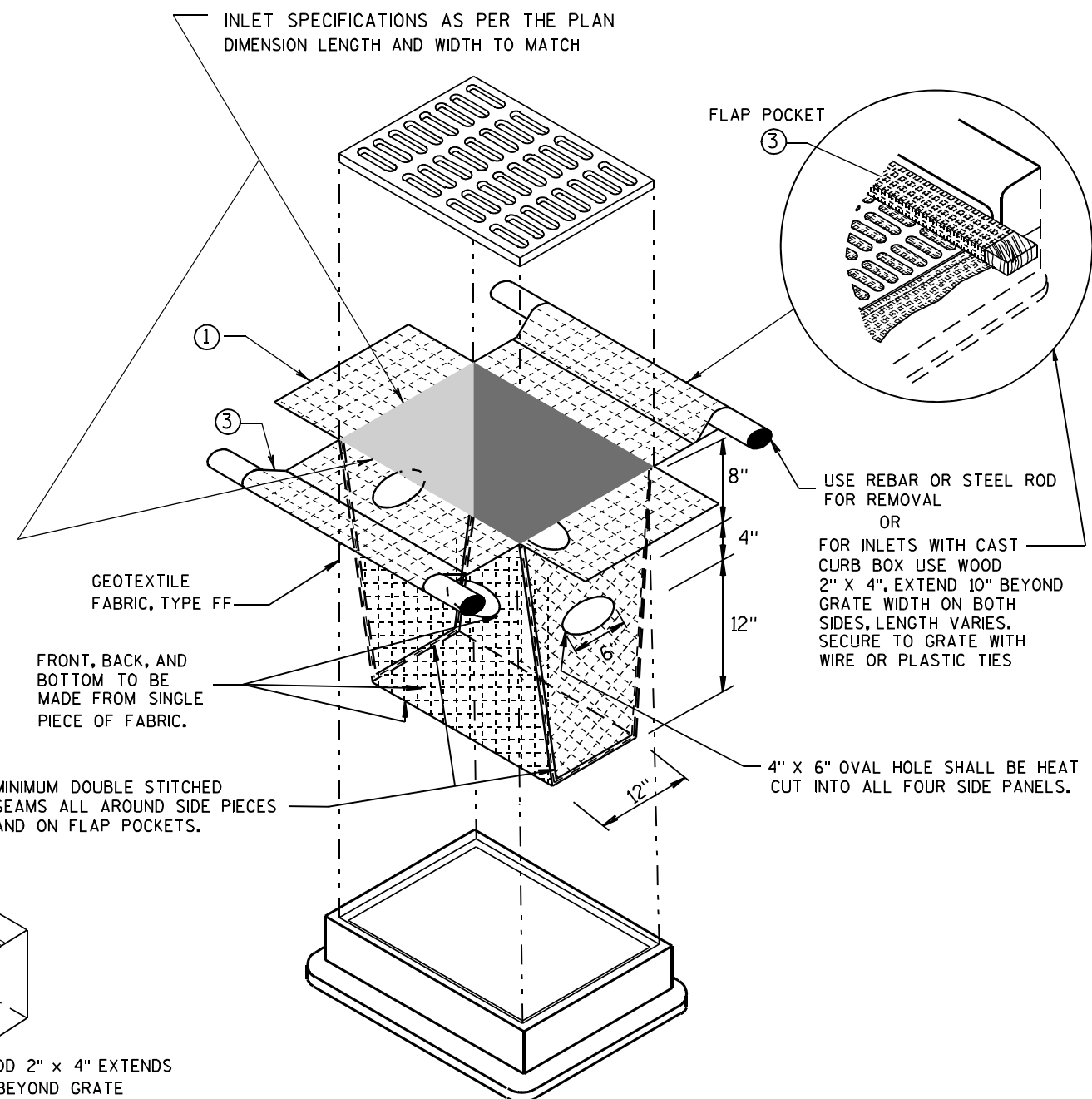
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



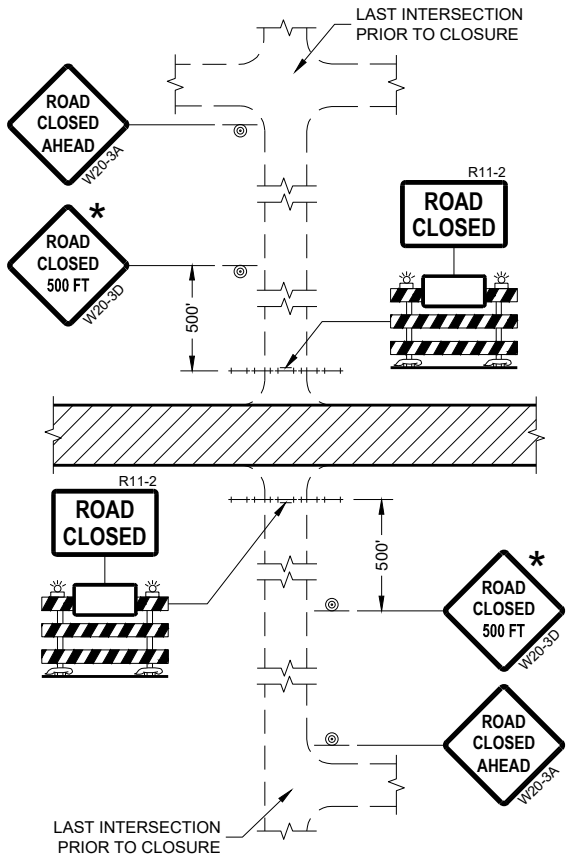
INLET PROTECTION, TYPE D

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

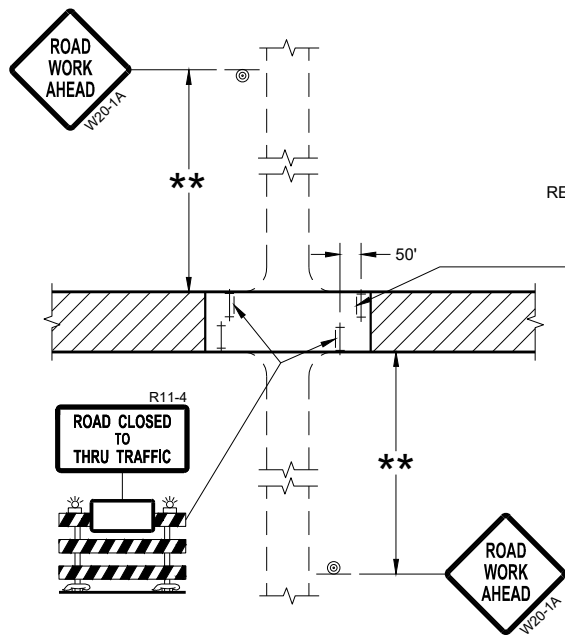
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

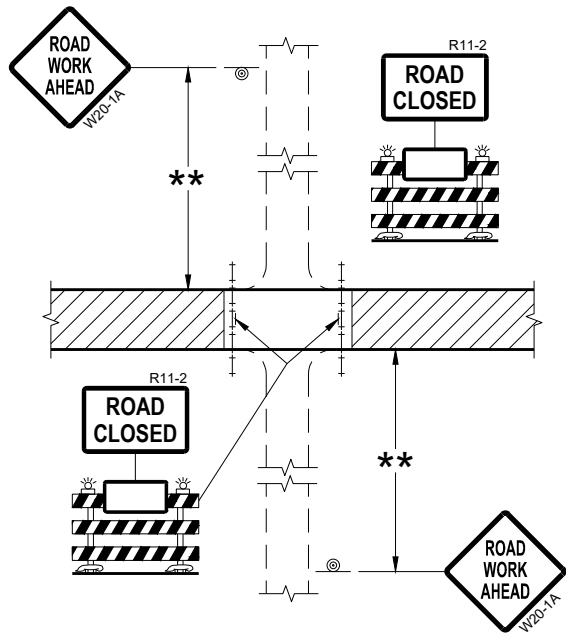
APPROVED
10/16/02 /S/ Beth Cannestra
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



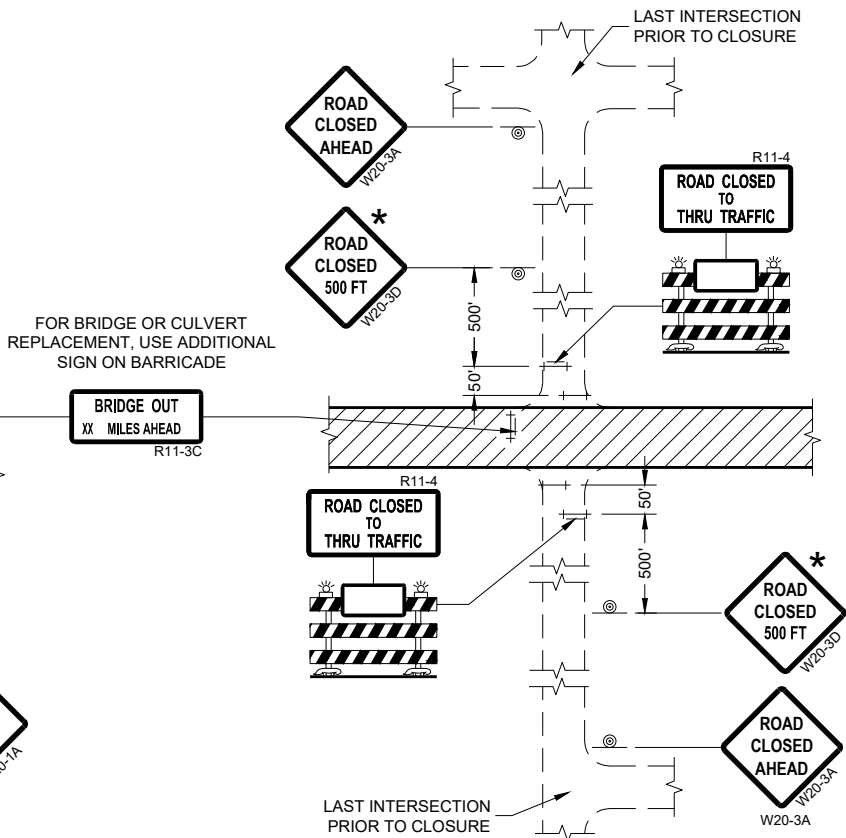
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

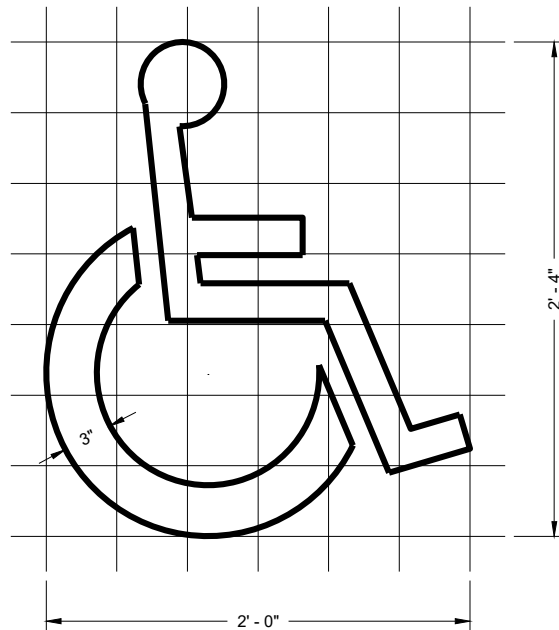
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

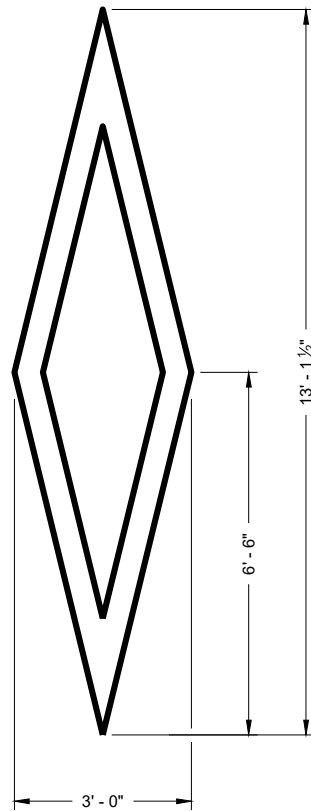
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



HANDICAP SYMBOL



PREFERENTIAL
LANE SYMBOL

GENERAL NOTES

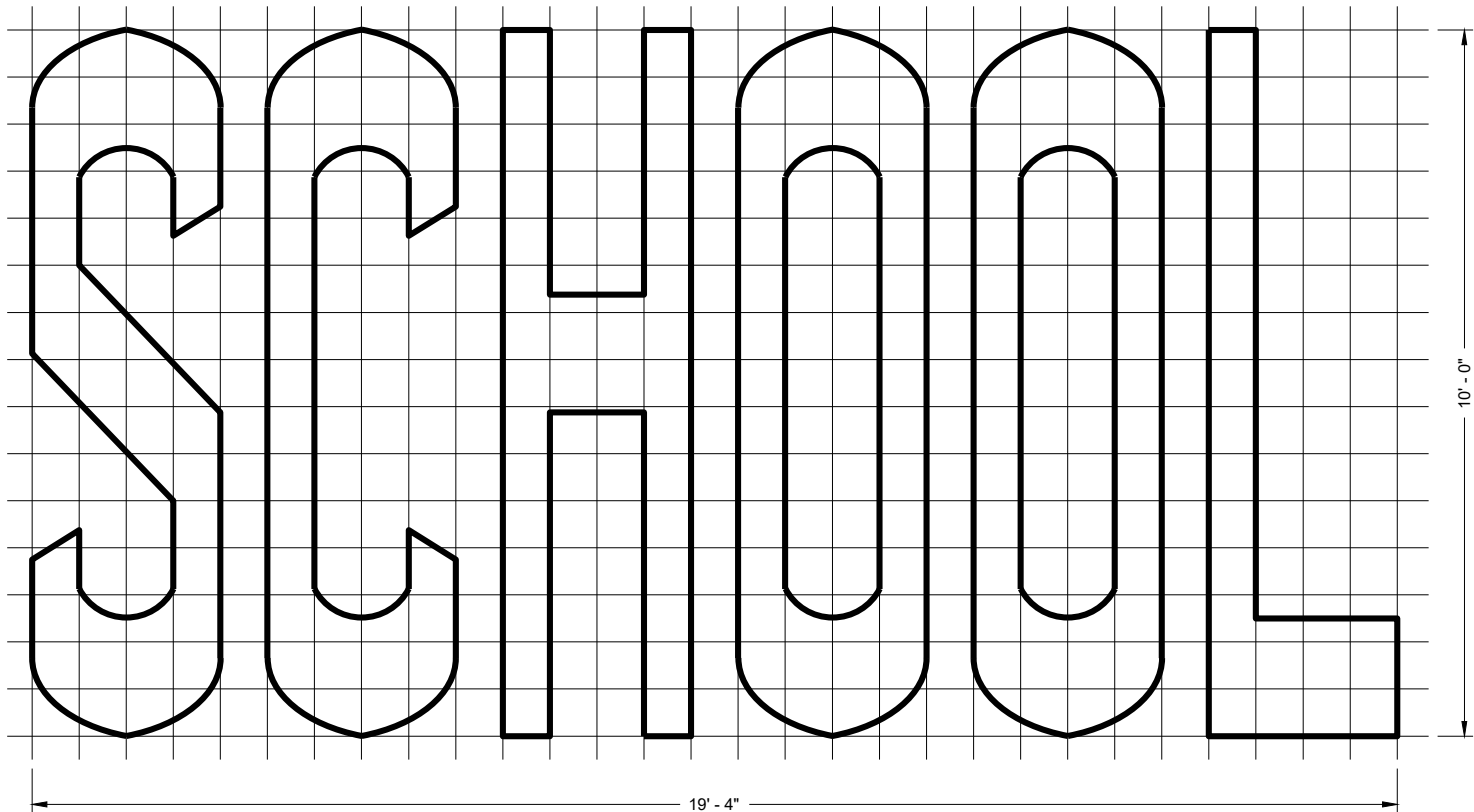
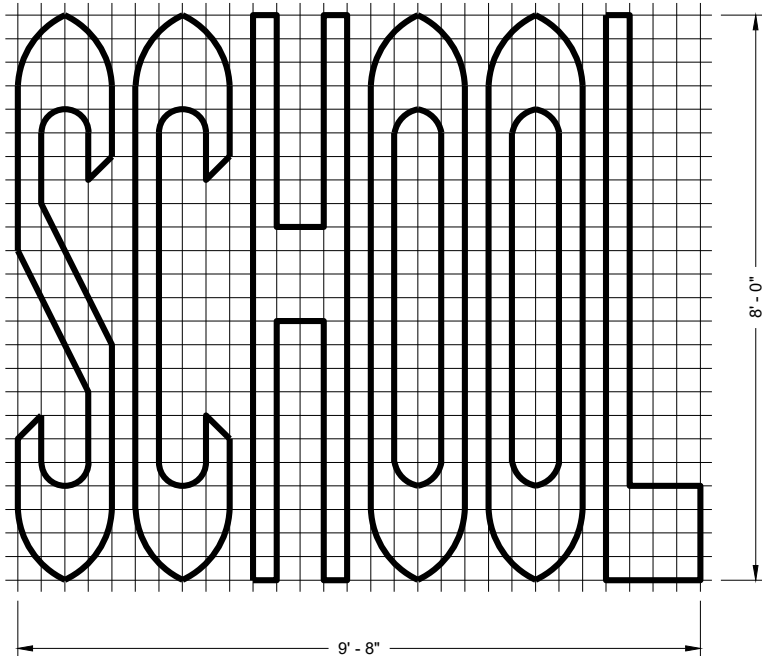
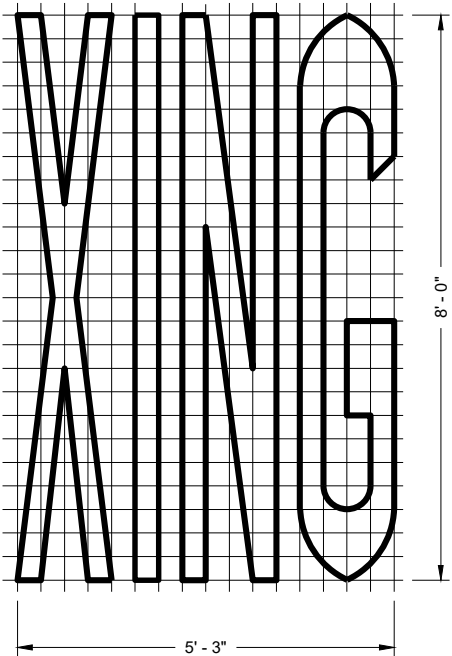
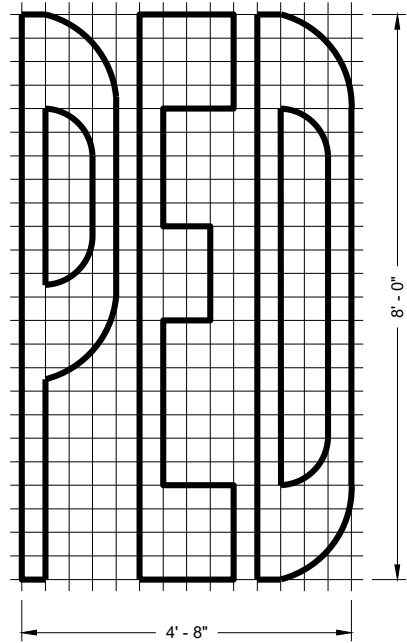
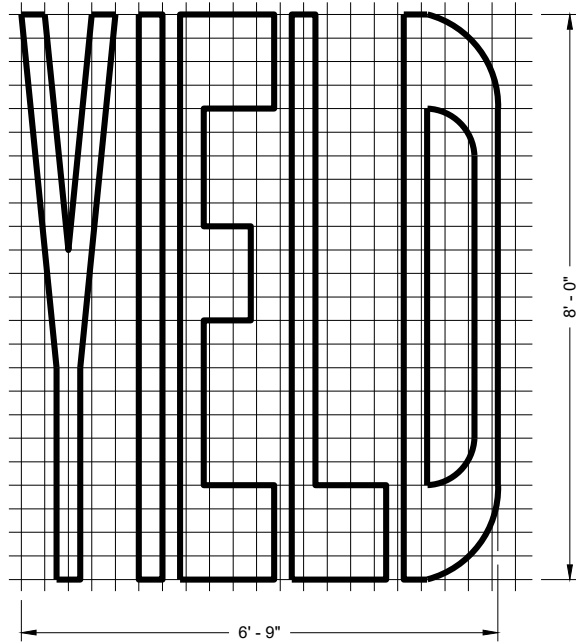
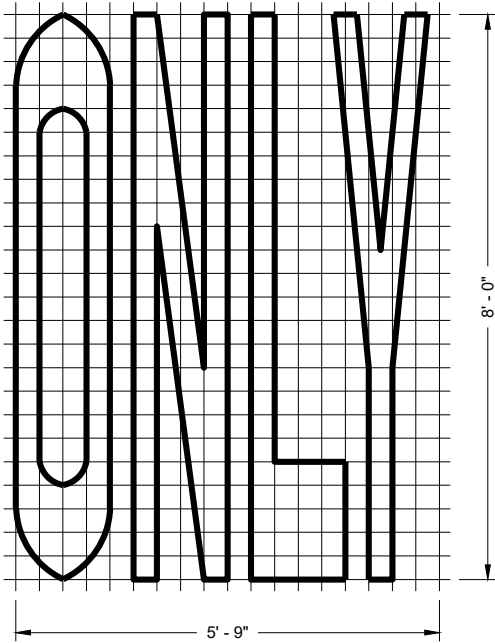
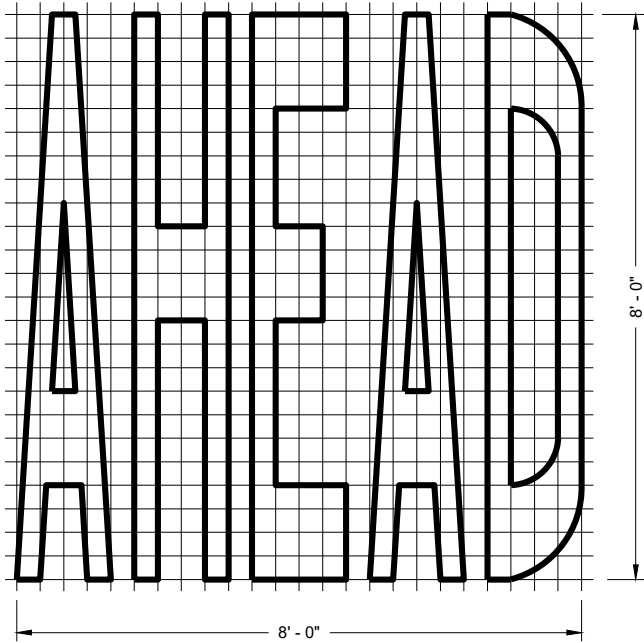
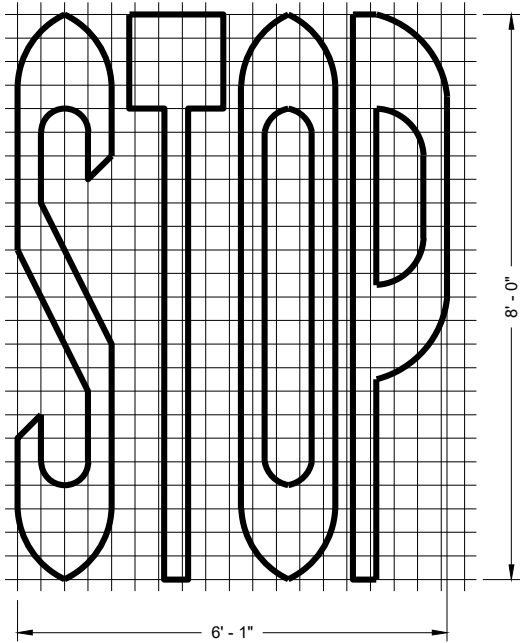
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



SINGLE LANE

TWO - LANE

GENERAL NOTES

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

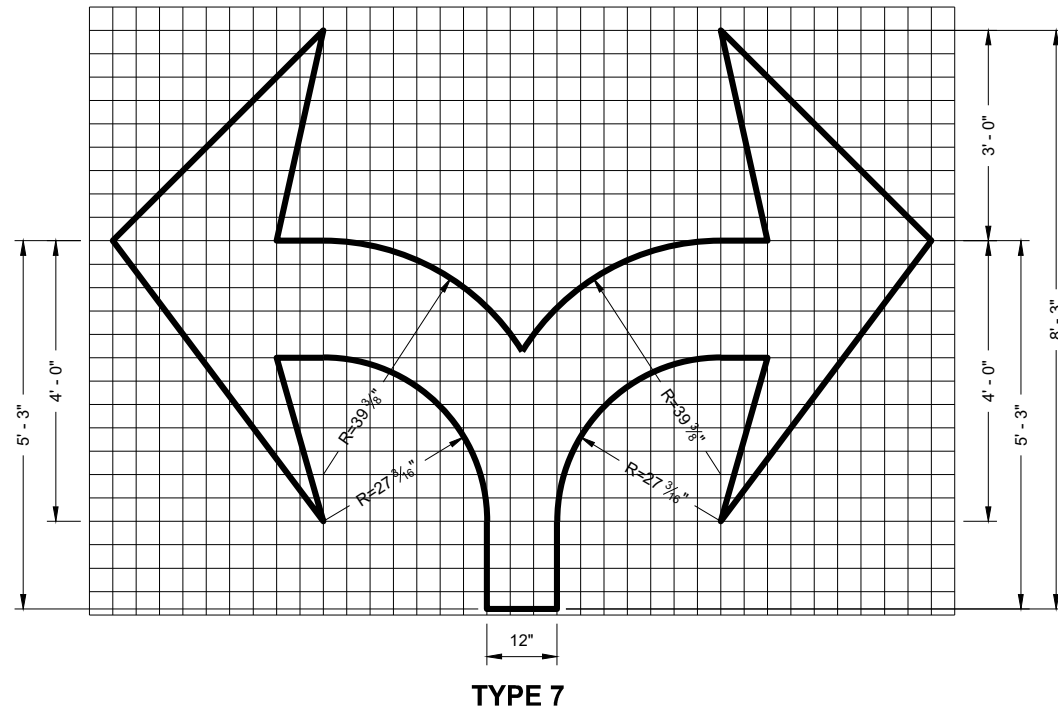
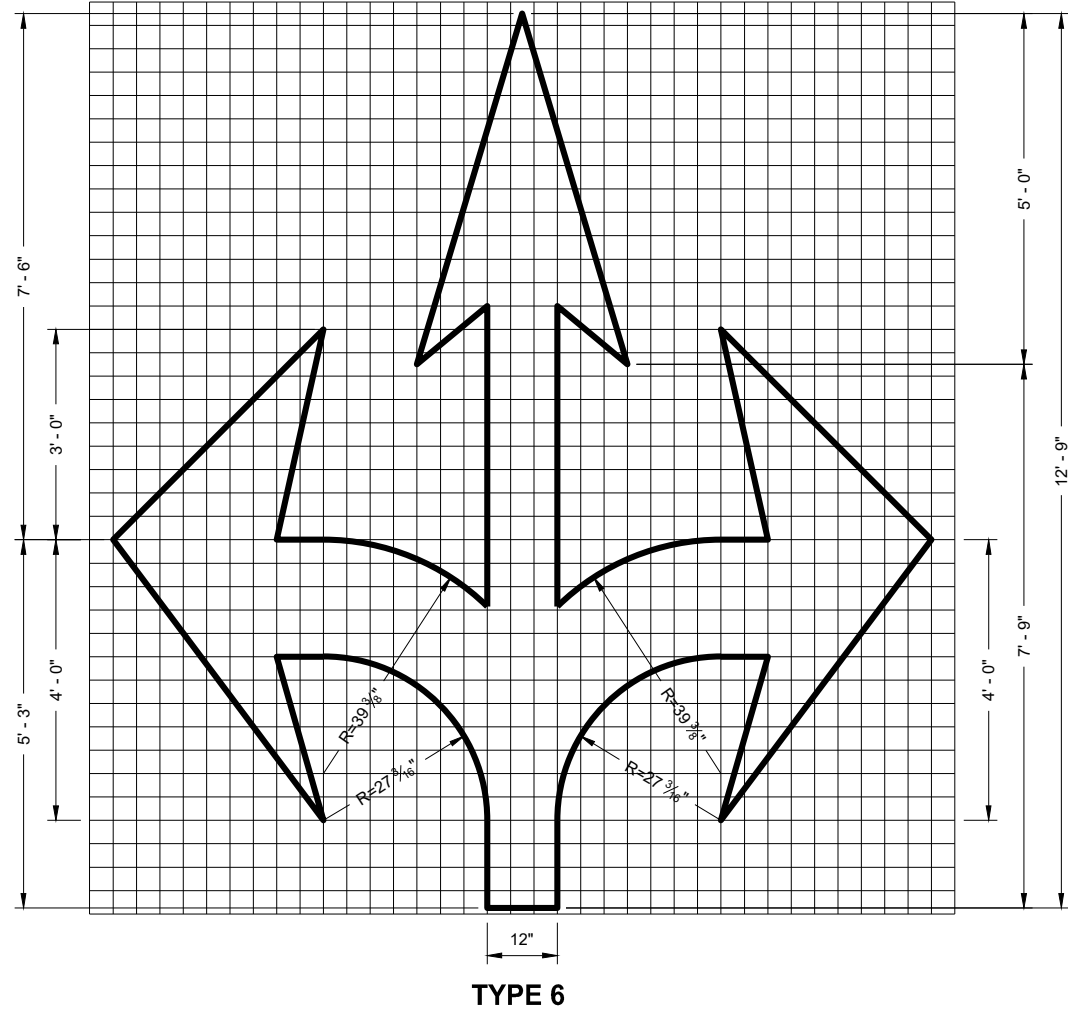
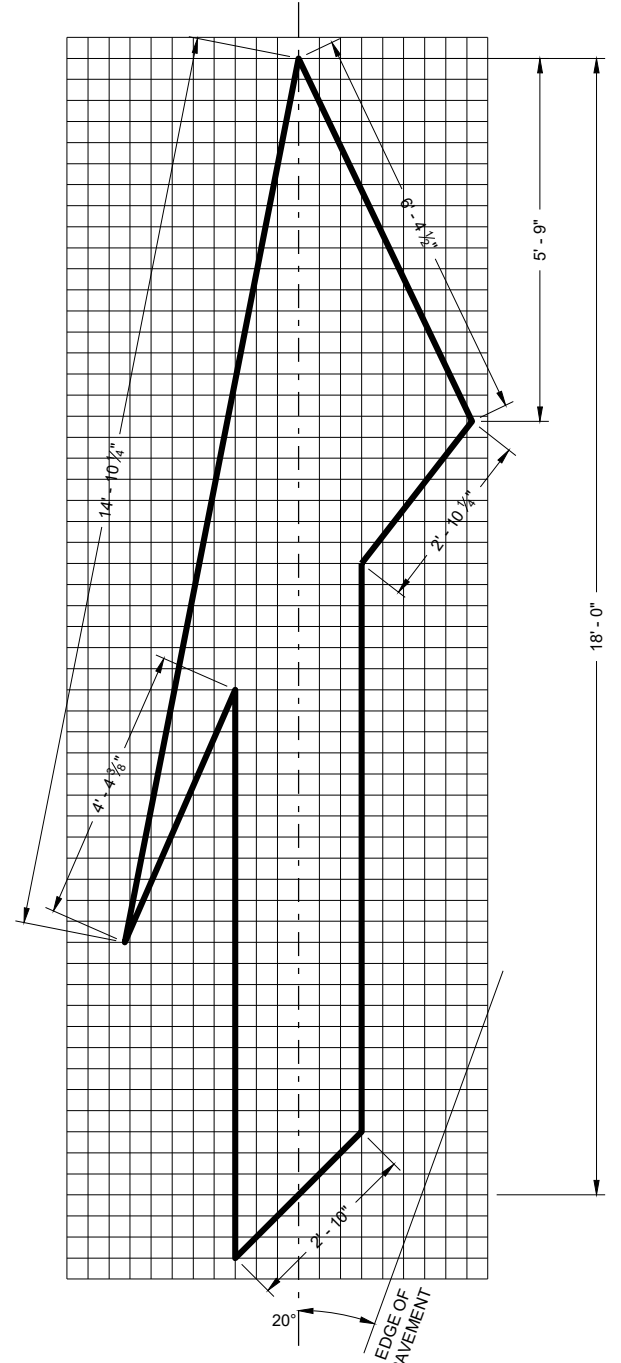
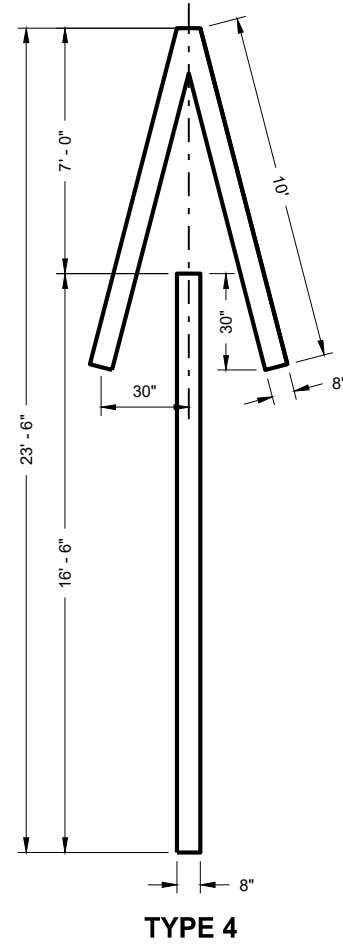
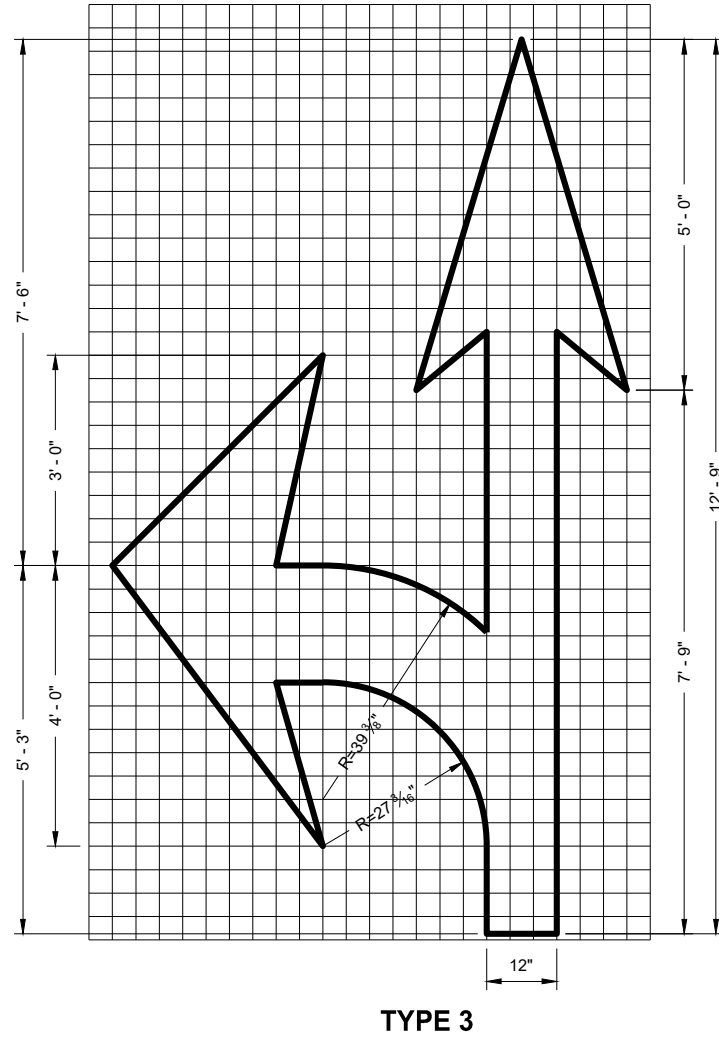
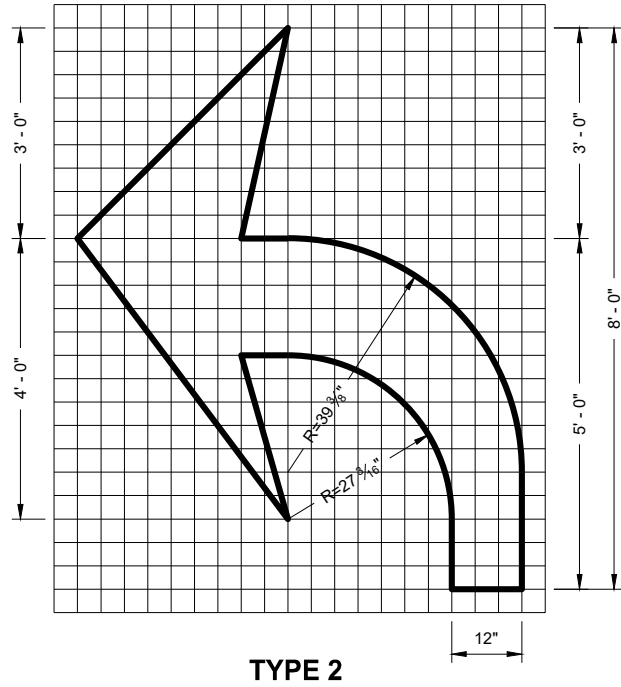
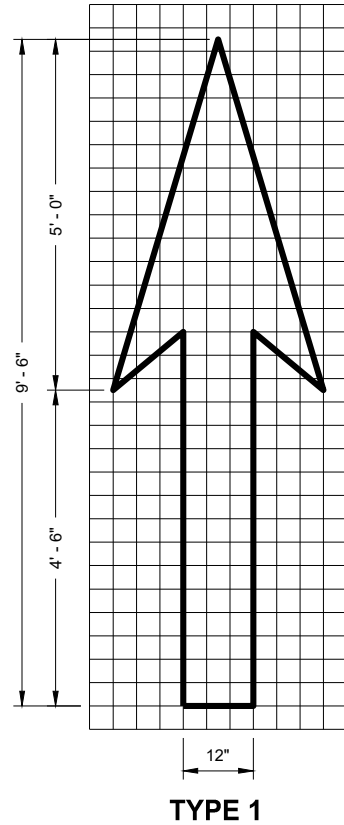
PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2019
DATE

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STATE SIGNING AND MARKING
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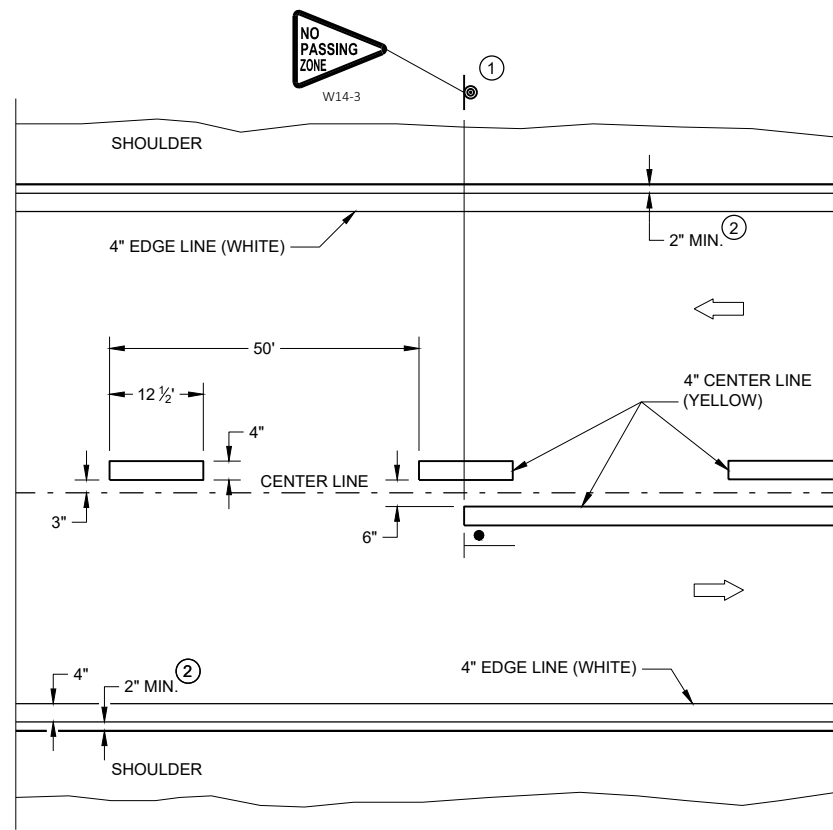
GENERAL NOTES

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

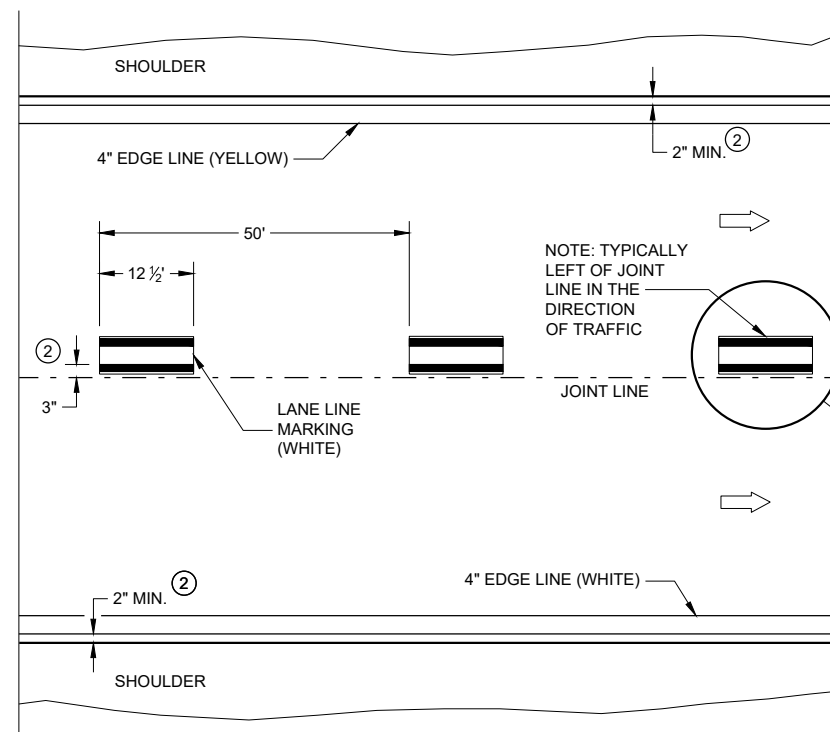
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
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STATE SIGNING AND MARKING
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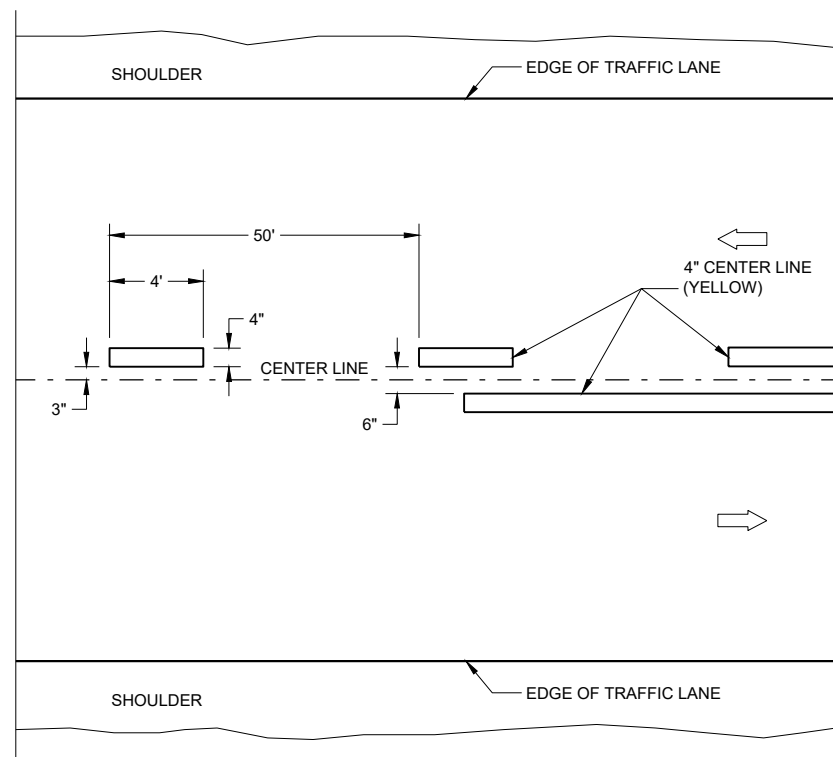


TWO WAY TRAFFIC

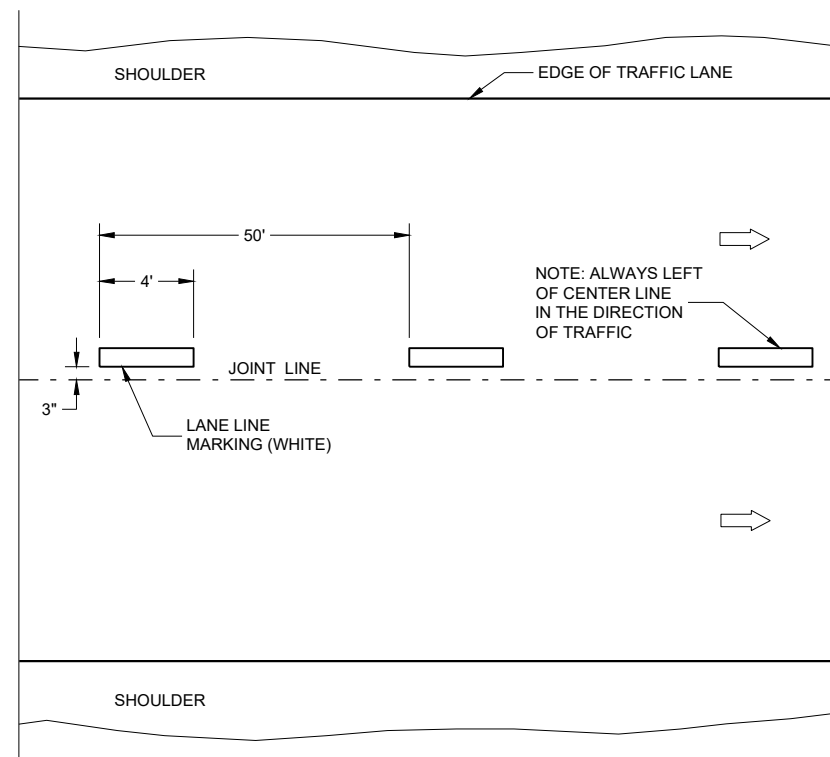


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC




TEMPORARY PAVEMENT MARKING

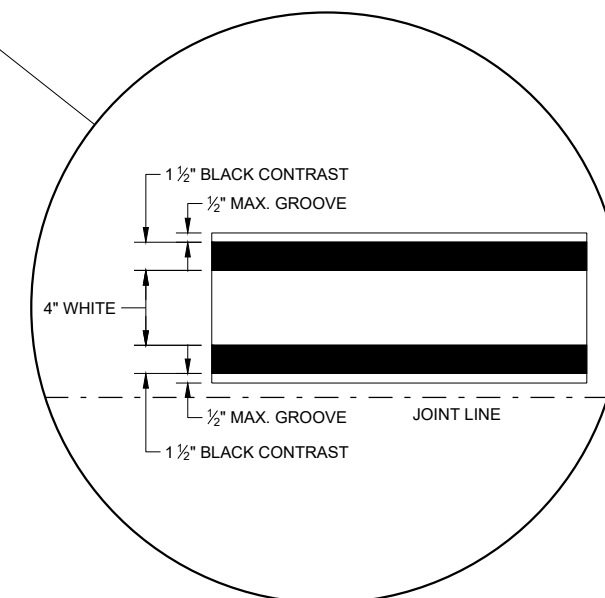
GENERAL NOTES

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

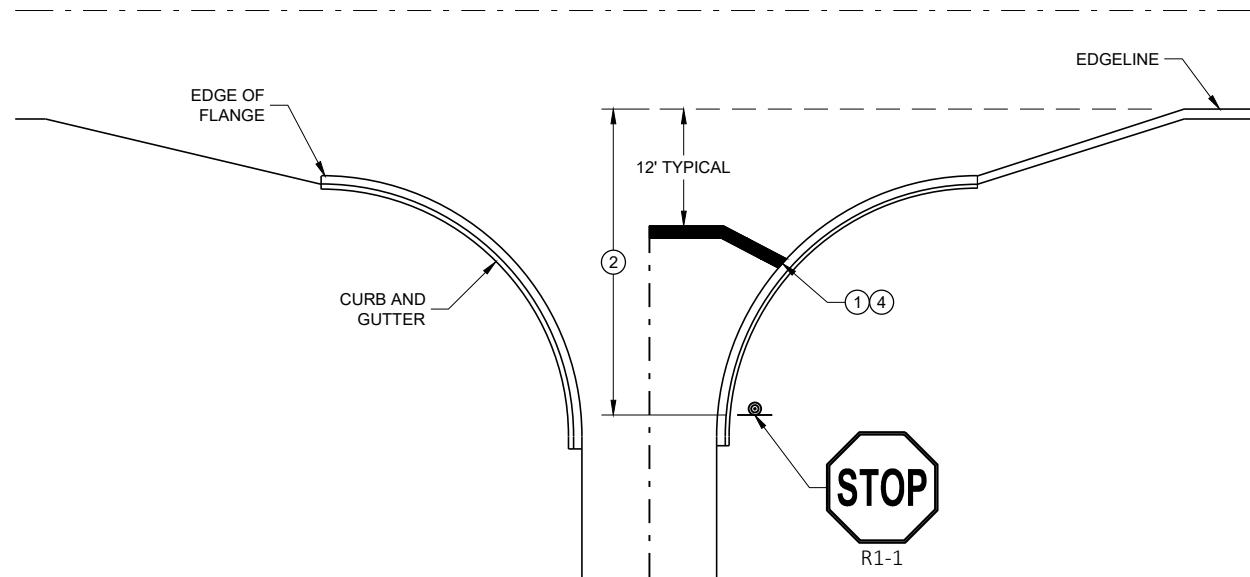


LONGITUDINAL MARKING (MAINLINE)

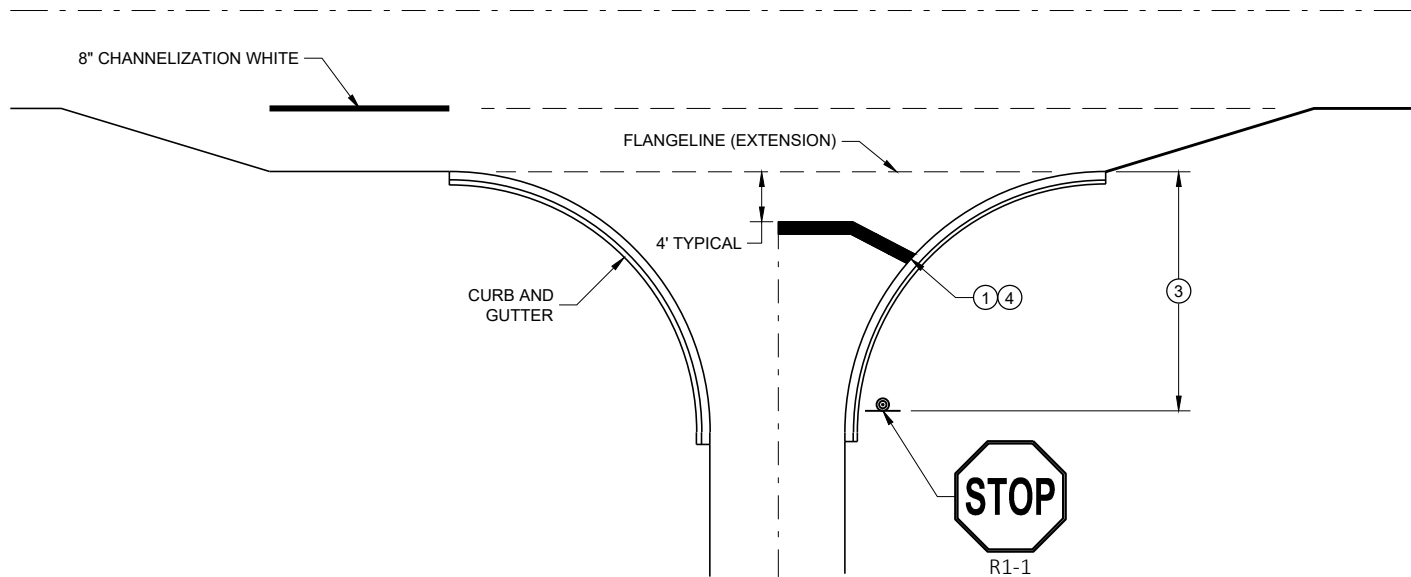
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

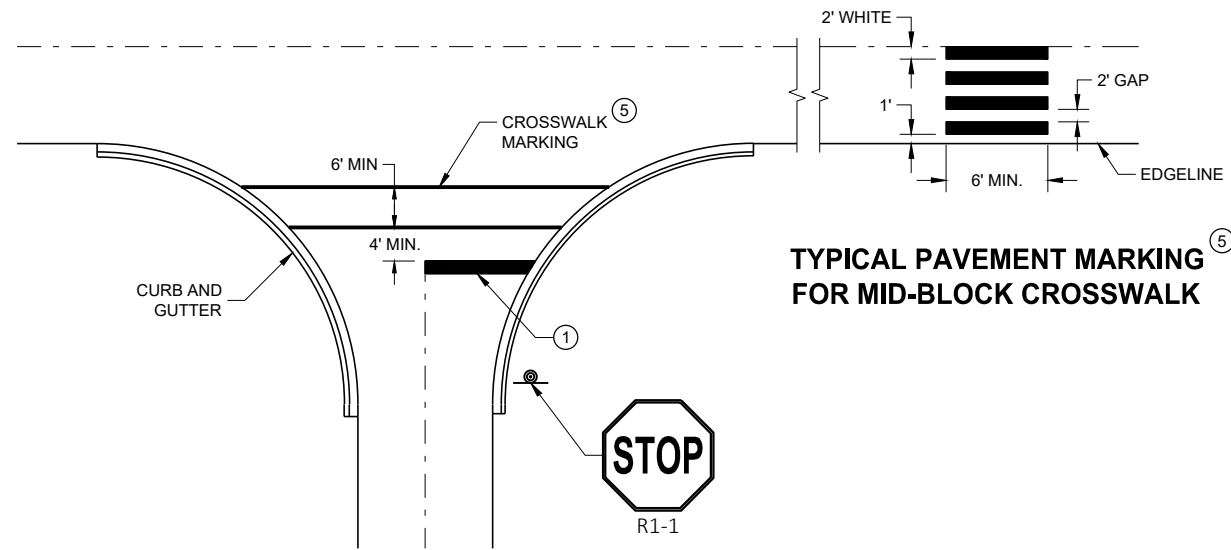
/S/ Matthew Rauch
STATEWIDE SIGNING AND MARKING
ENGINEER



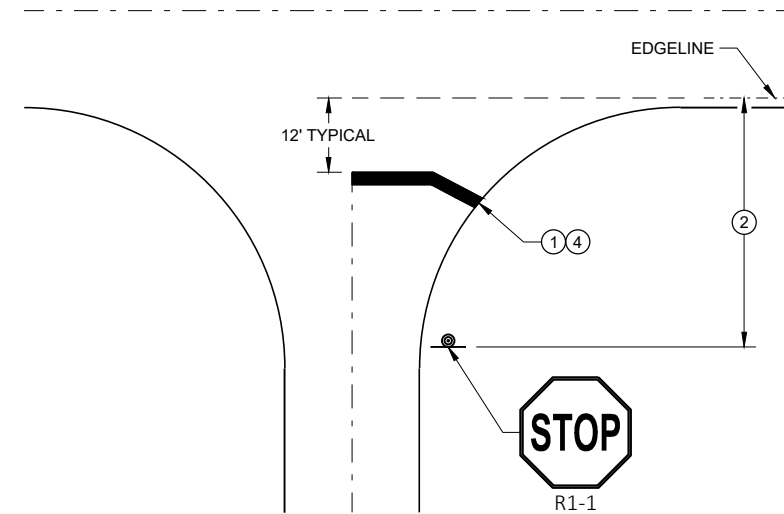
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

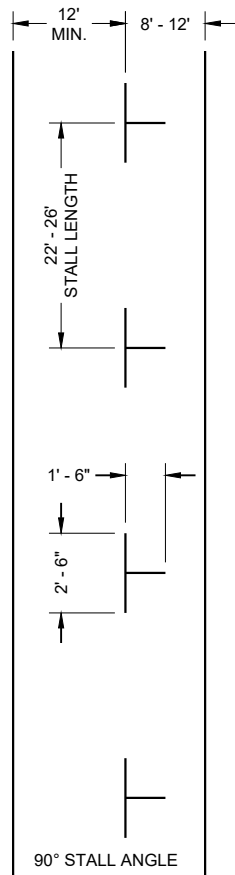
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGE LINE LOCATION.

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

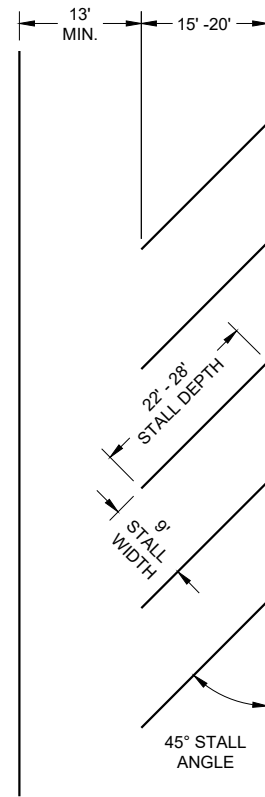
STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

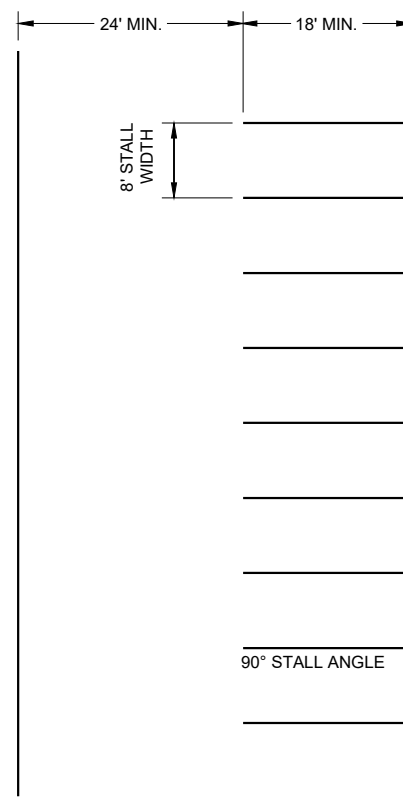
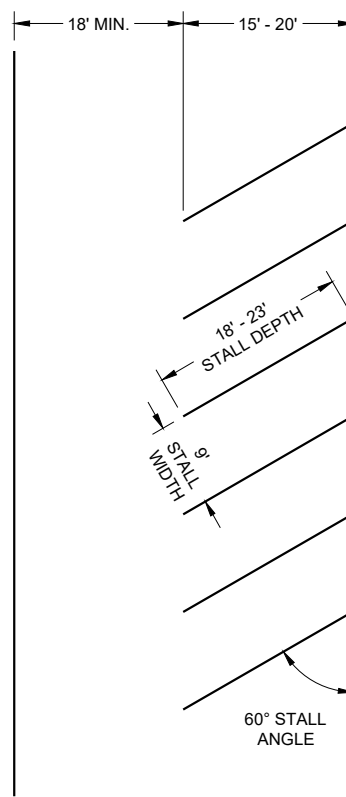


PARALLEL PARKING



ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

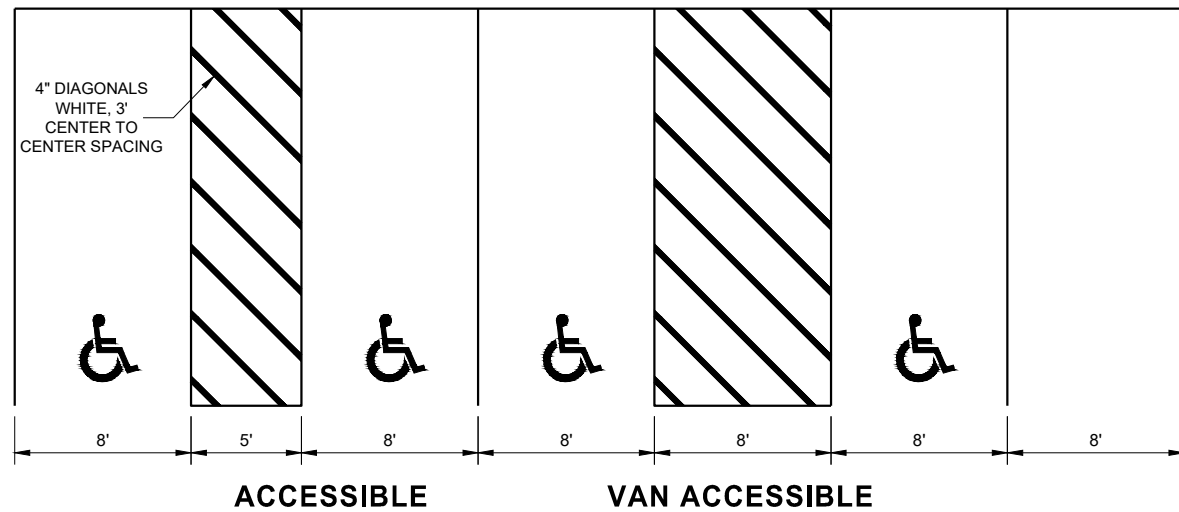
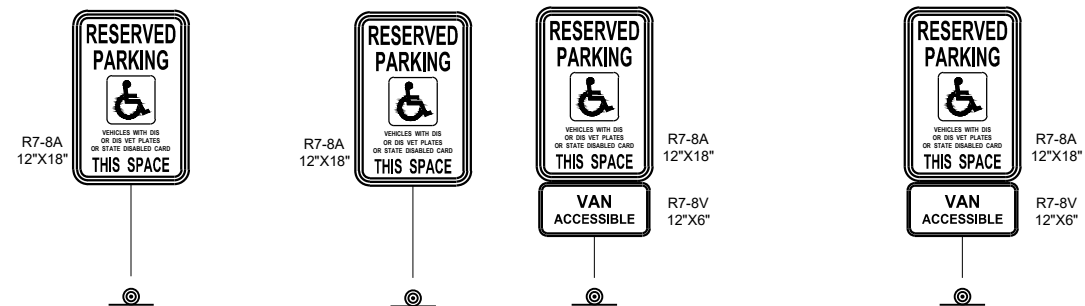
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

⦿ SIGN ON PERMANENT SUPPORT

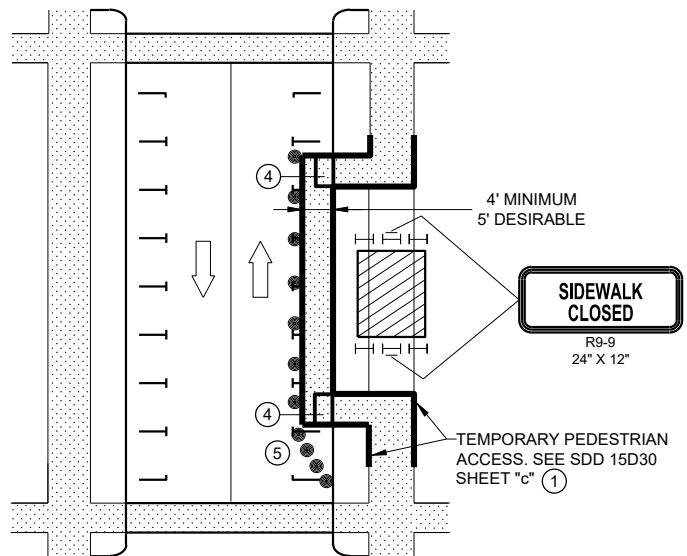


PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

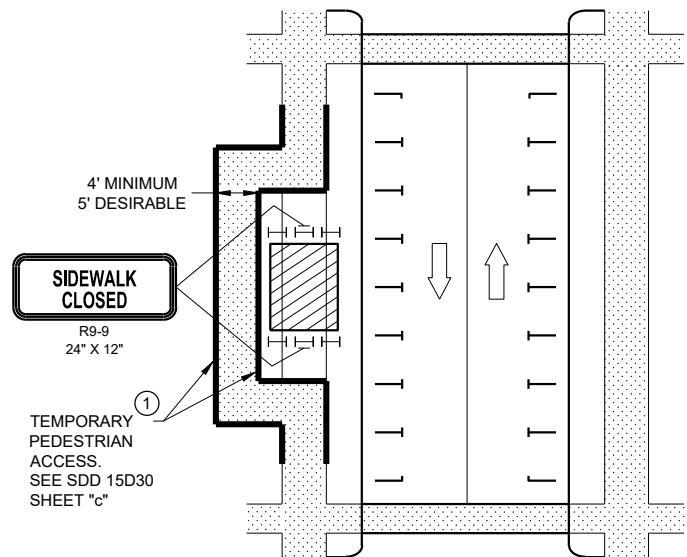
APPROVED
August 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER
FHWA

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

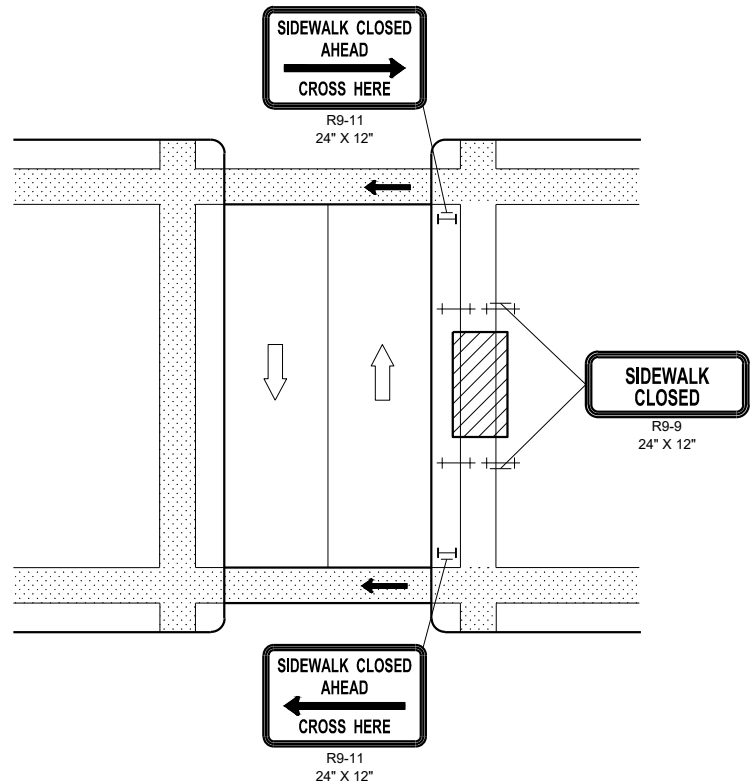


MID-BLOCK SIDEWALK CLOSURE
IN PARKING LANE

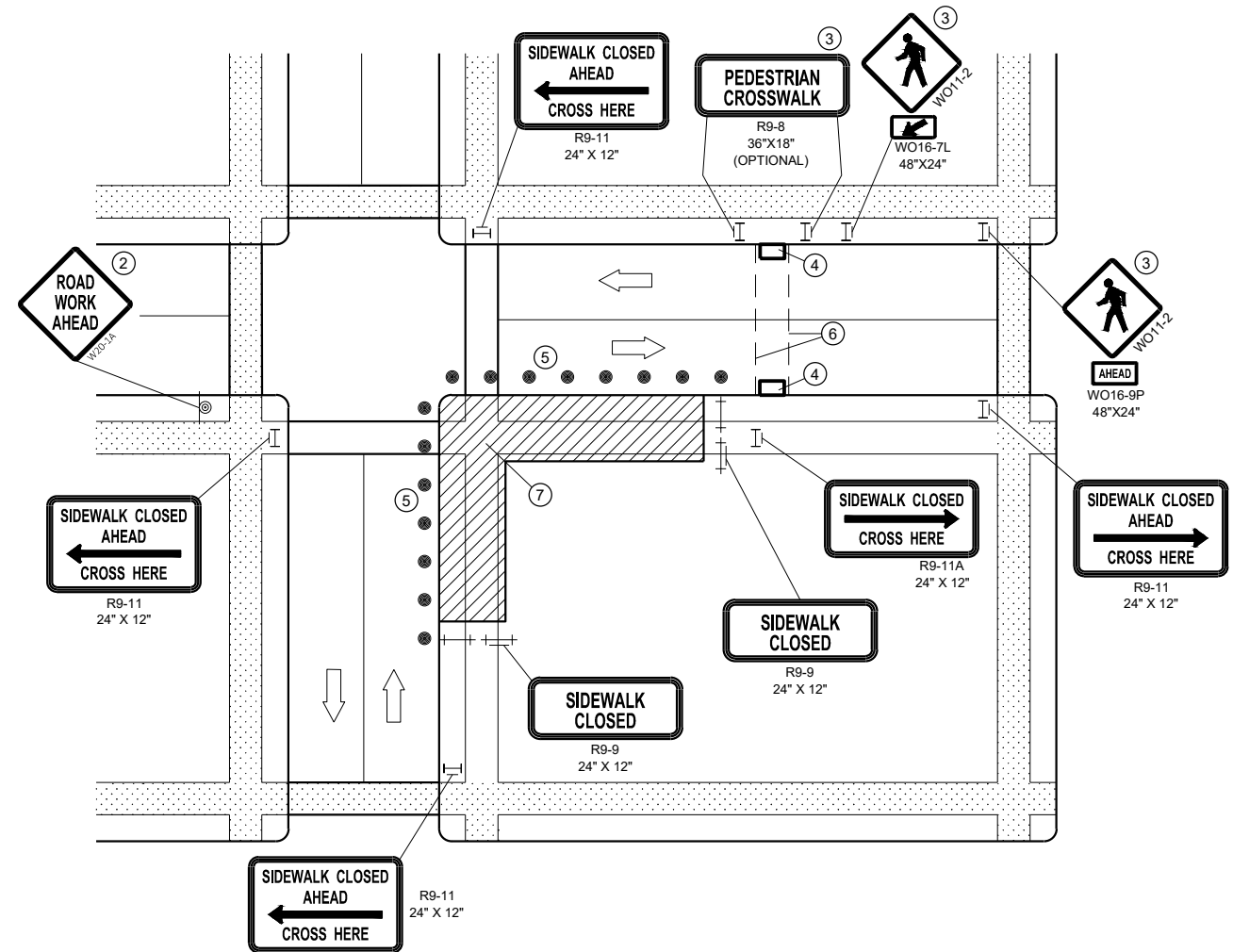
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK
CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

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

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

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

FOR 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

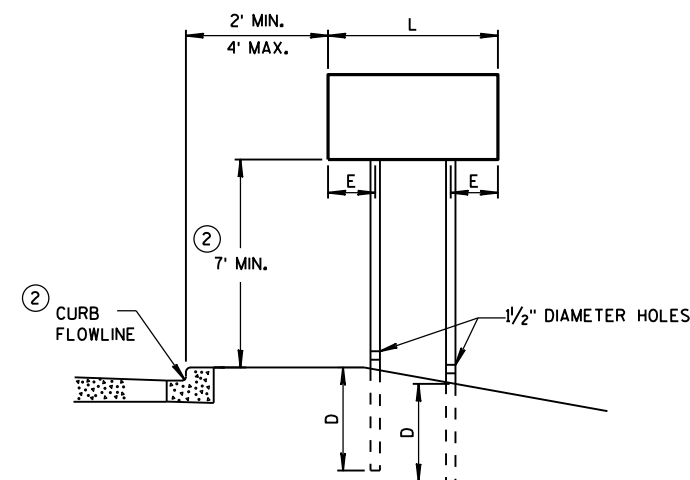
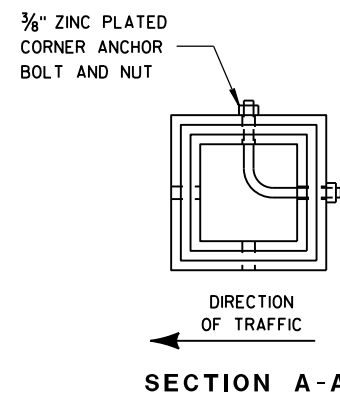
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 LARGER THAN 27 SQ.FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

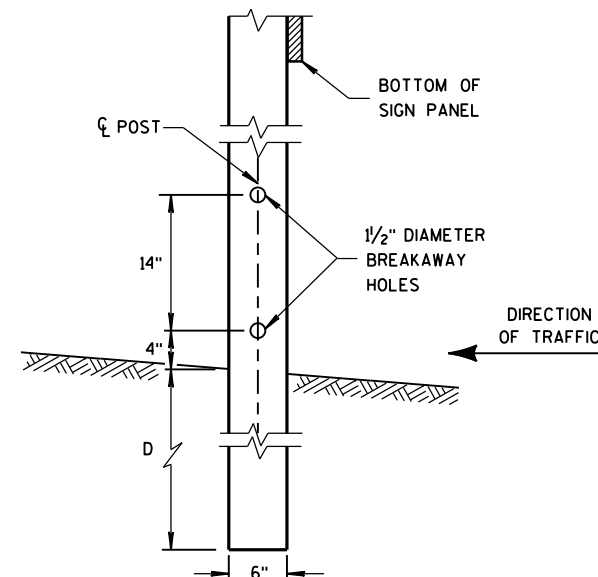


URBAN AREA

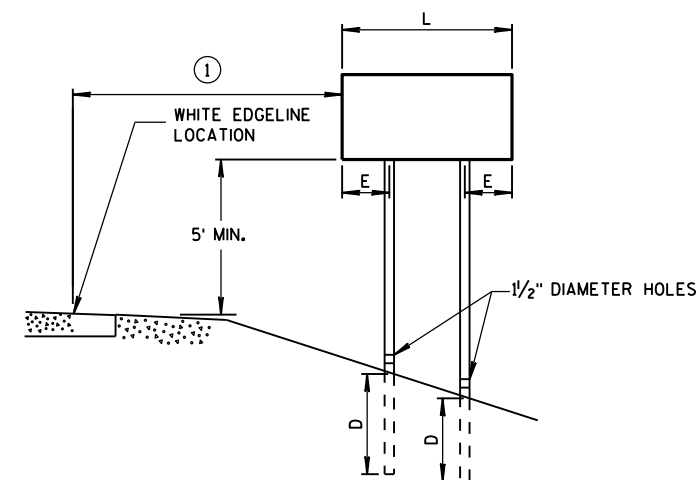
POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST
EMBEDMENT DEPTH

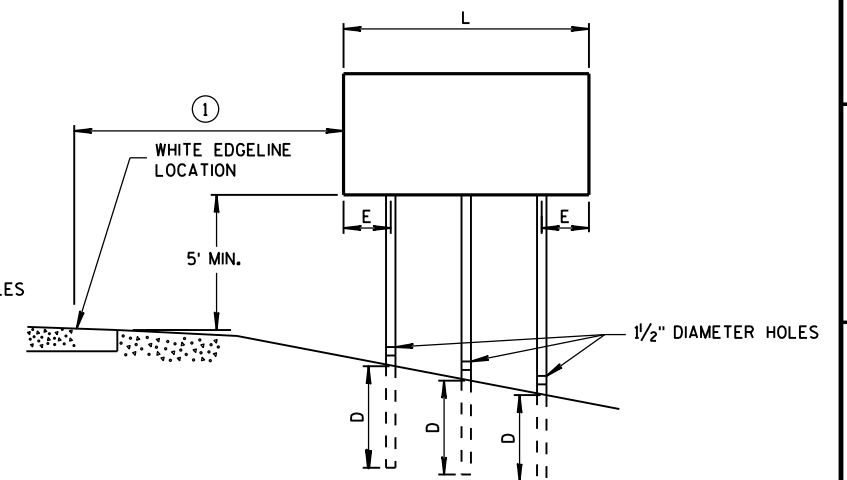
AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'



4" x 6" WOOD POST MODIFICATION



RURAL AREA



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.

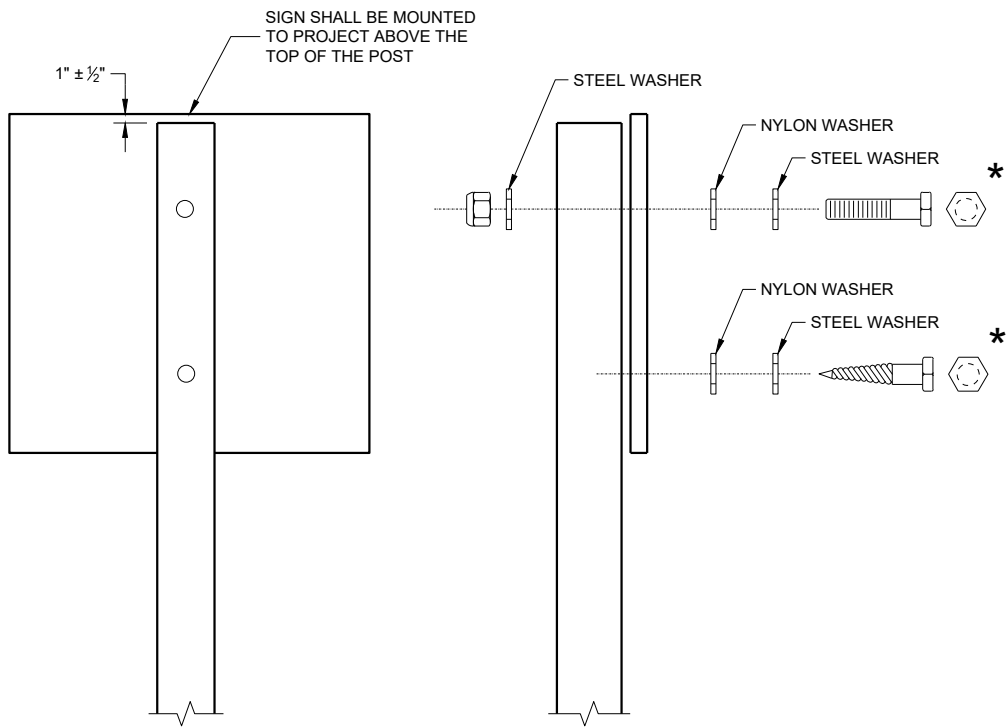
4" X 6" WOOD POST

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 - ¾" x 3"
MACHINE BOLTS - ⅝" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ¾" x 3 ¼" LENGTH W/NUTS
RIVETS - ⅝" (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 ¼" O.D. x ⅜" I.D. x ⅛" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 NYLON

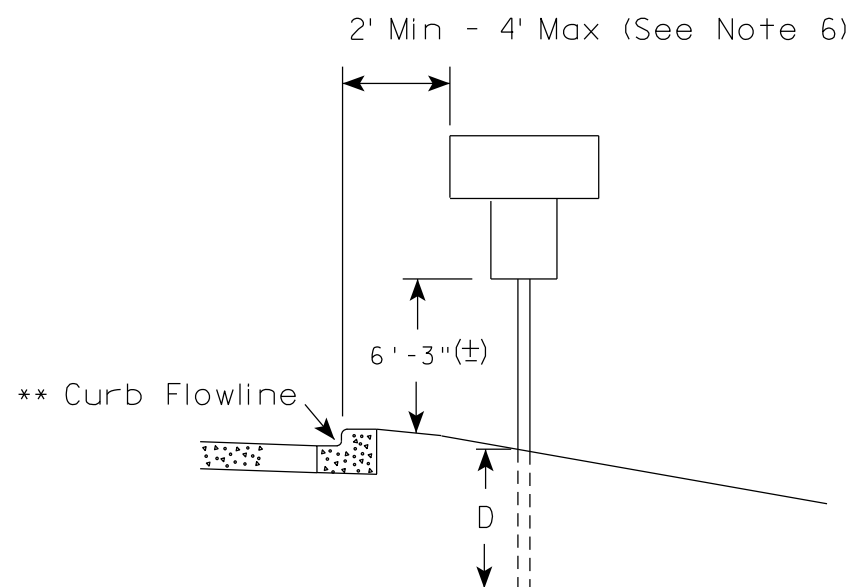
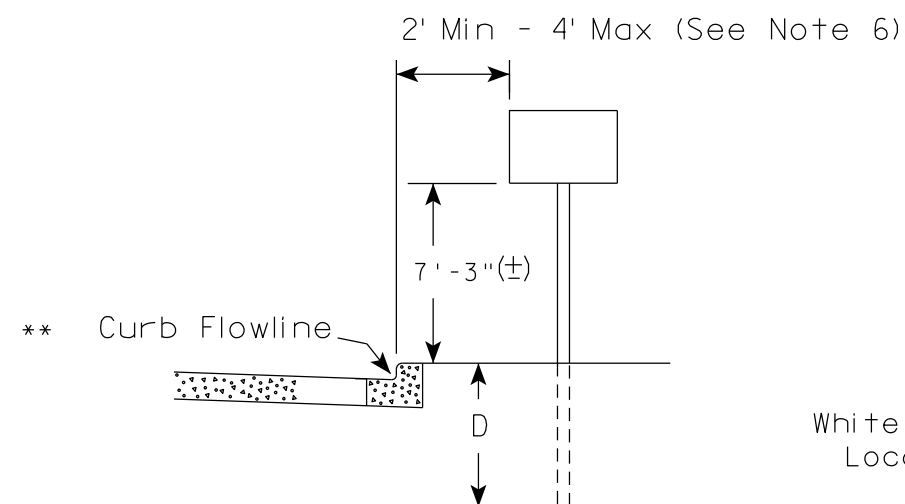
* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

ATTACHMENT OF SIGNS
TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

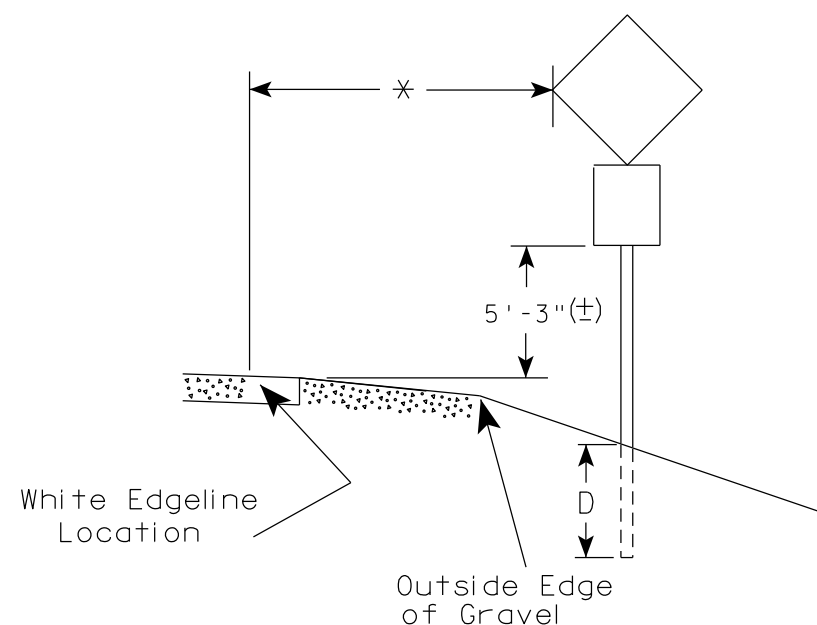
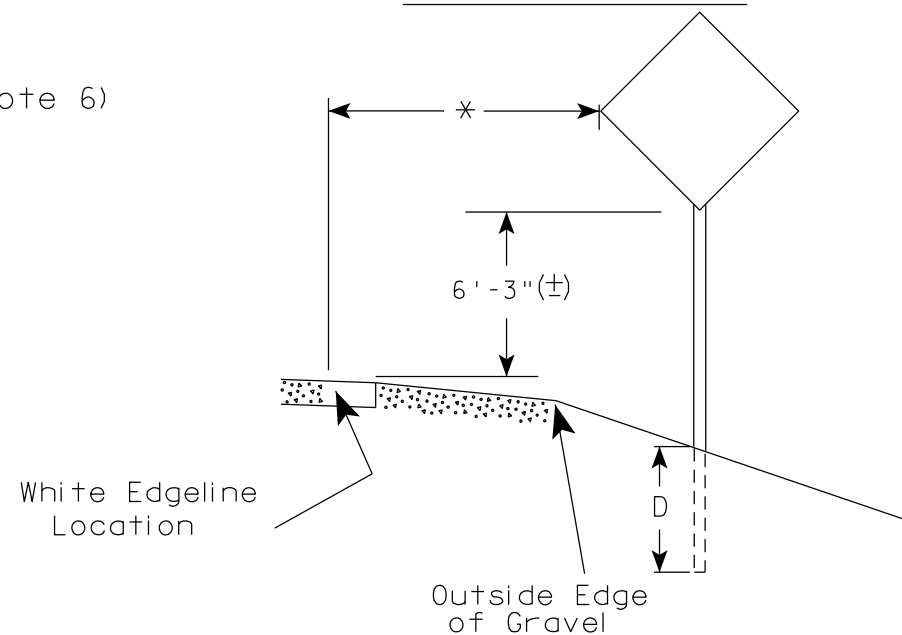
APPROVED
June 2017 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

URBAN AREA



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

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

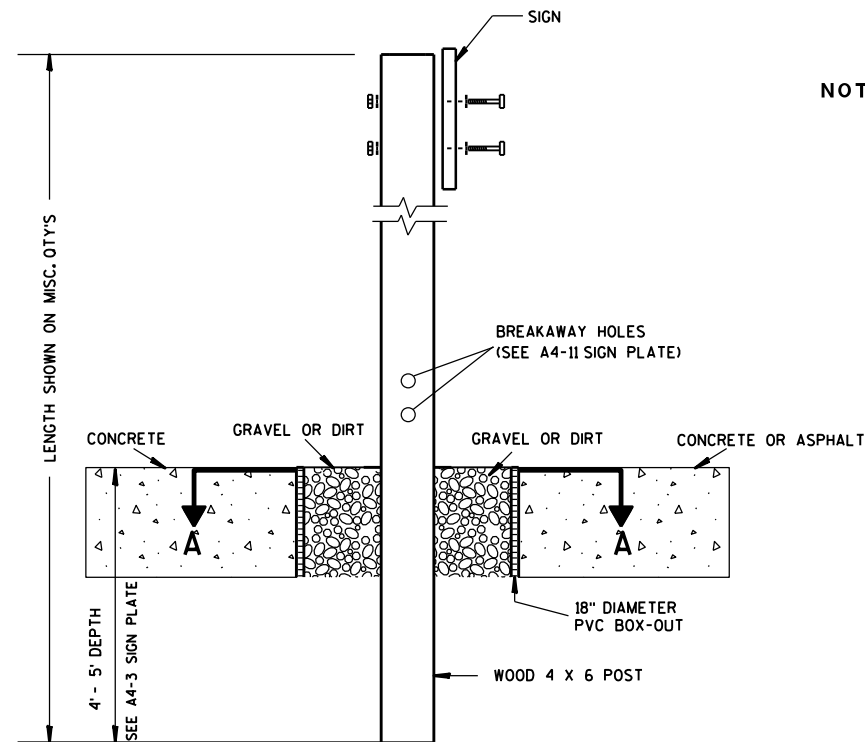
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

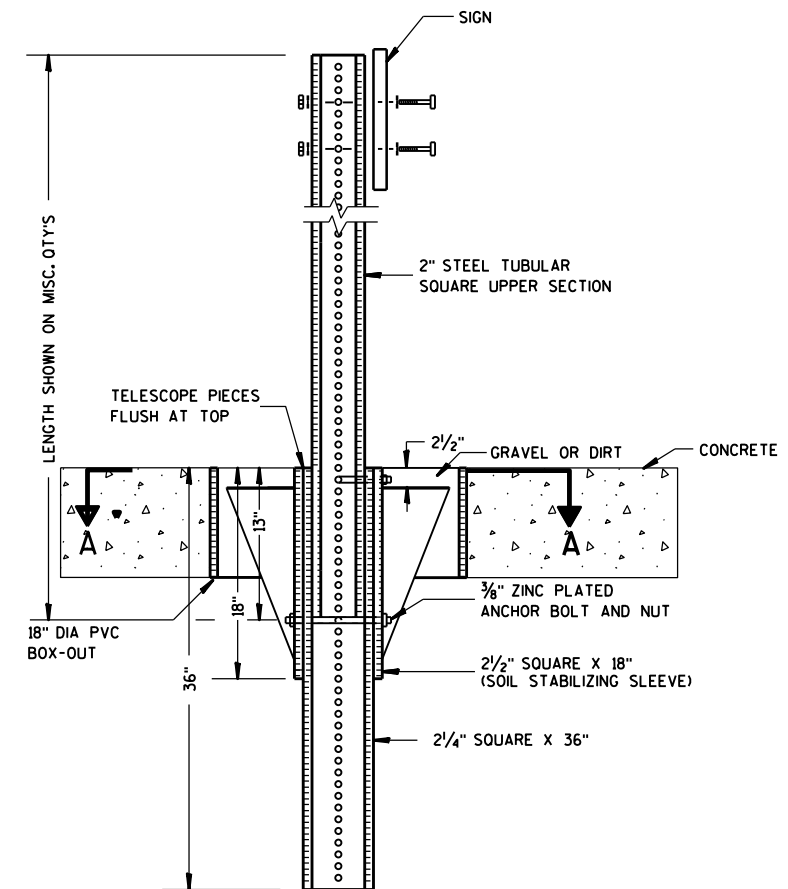
E



ELEVATION VIEW

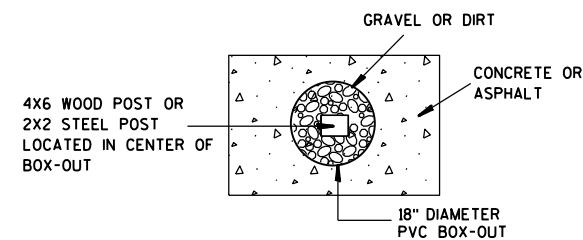
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

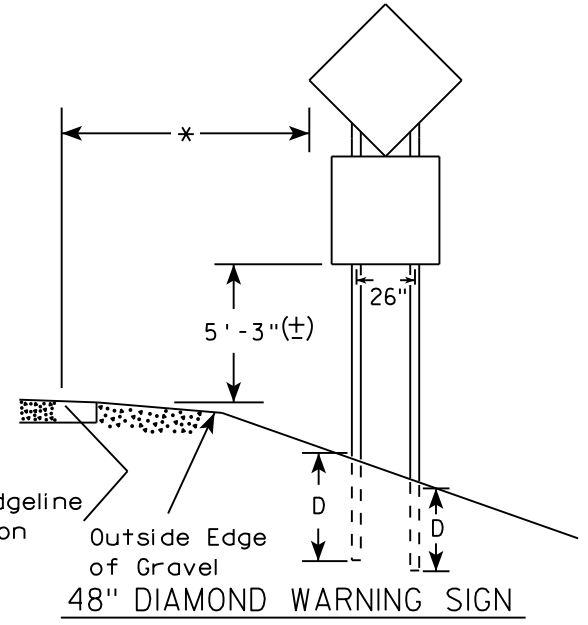
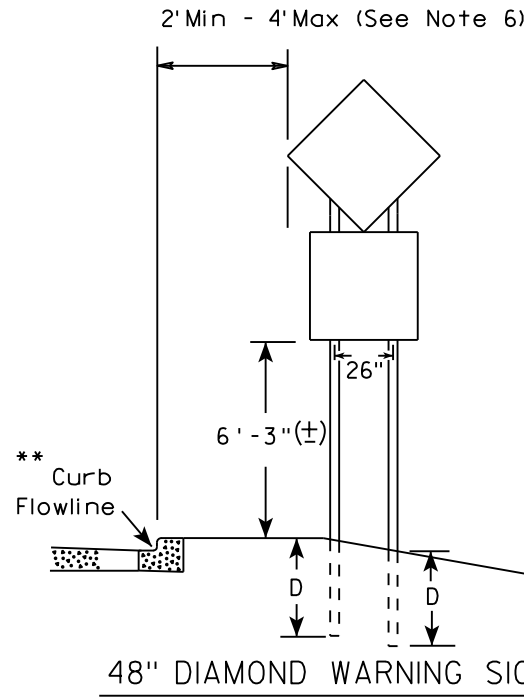
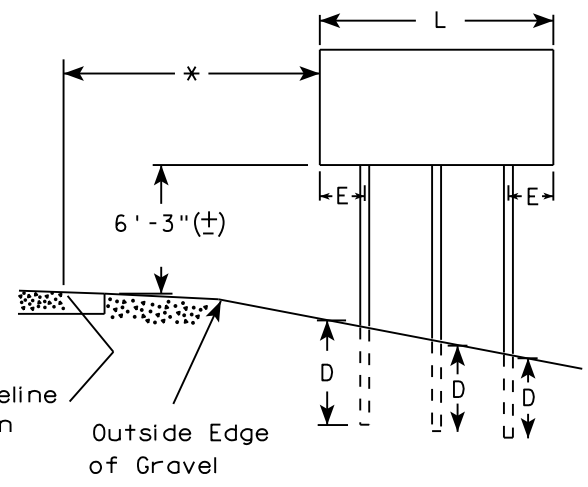
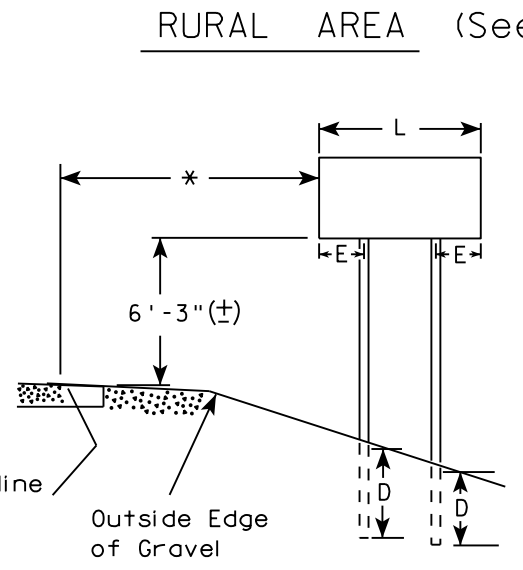
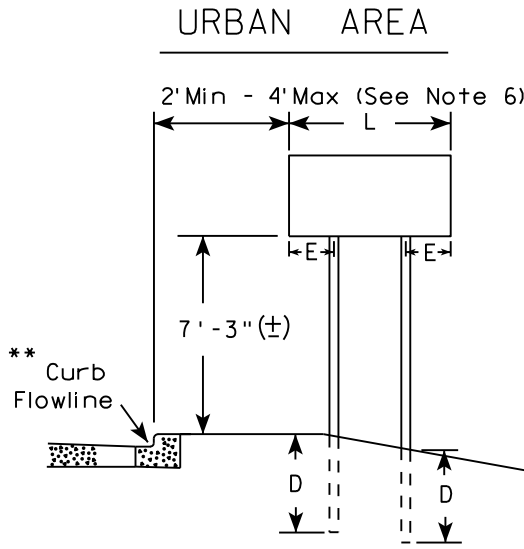
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

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

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

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

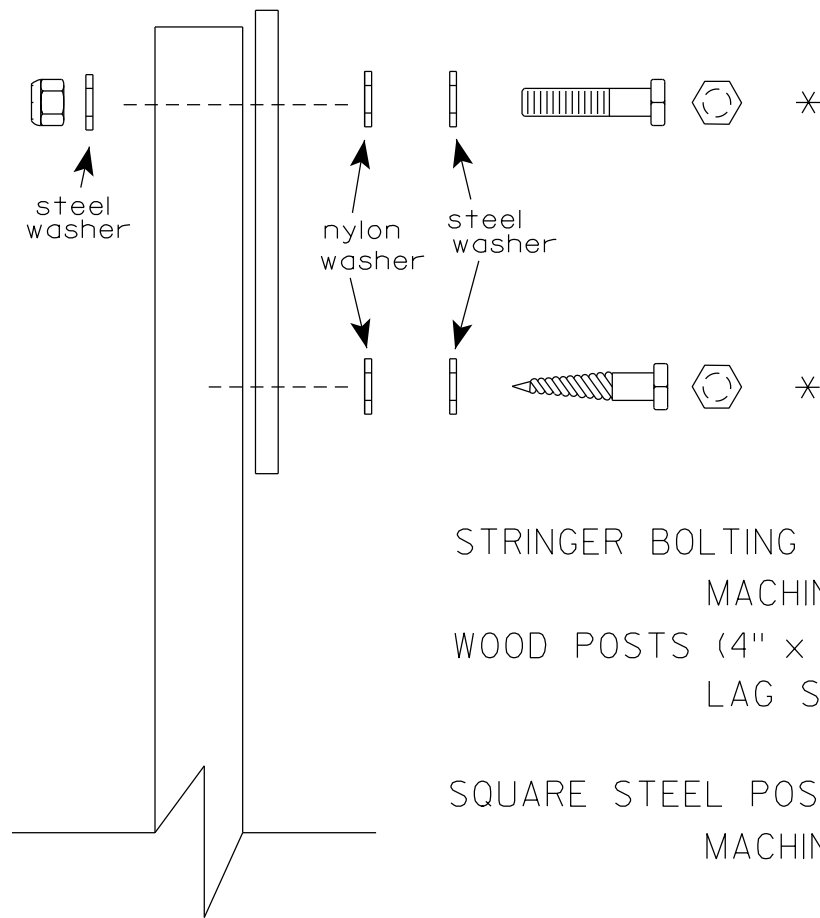
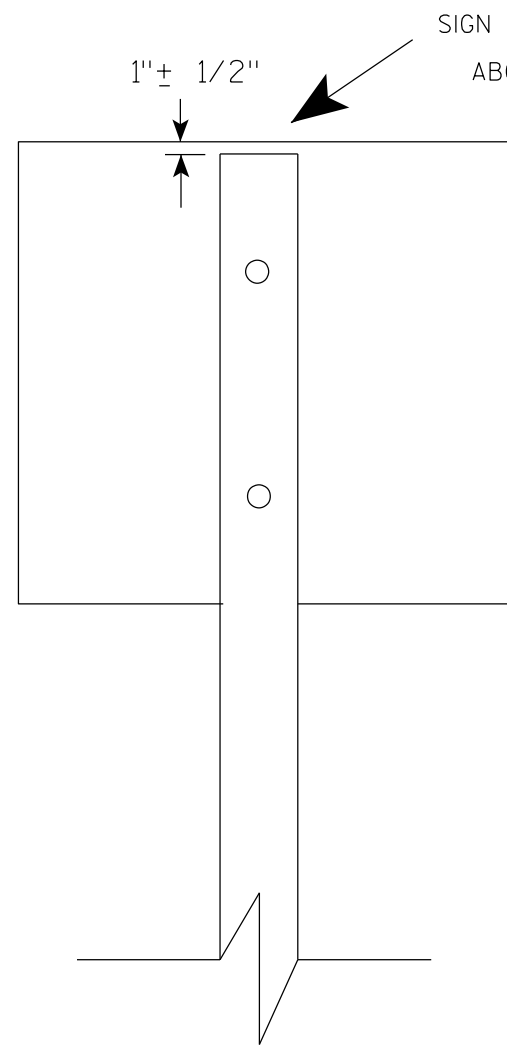
SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 8/21/17	PLATE NO. A4-4.15



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

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

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

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


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

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

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

1" $\frac{1}{8}$ "

ALL HOLES $\frac{7}{16}$ "
SPACED 1" C-C
ALL FOUR SIDES

4" x 10" x 10 GA. — 
STEEL PLATE (CUT
AS SHOWN) WELDED
TO ALL FOUR CORNERS
OF TELESPAR TUBE

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

2 1/2" TELES PAR TUBE

4"

2 1/2"

10"

3 1/2"

19"

4" x 10" x 10 GA. STEEL PLATE (CUT AS SHOWN) WELDED TO ALL FOUR CORNERS OF TELES PAR TUBE

LENGTH SHOWN ON MISC. Q'TYS
 SEE SIGN PLATE
 A4-8 FOR BOLT
 WASHER, & NUT
 MATERIAL
 2" STEEL TUBULAR
 SQUARE UPPER SECTION
 ALL HOLES $\frac{7}{16}$ "
 SPACED 1" C-C
 ALL FOUR SIDES
 $\frac{3}{8}$ " ZINC PLATED CORNER
 ANCHOR BOLT AND NUT
 2" GRAVEL OR DIRT
 TELESCOPE PIECES
 FLUSH AT TOP
 18" DIA SCHEDULE
 40 PVC
 BOX-OUT
 36"
 18"
 13"
 2"
 2" SQUARE X 18"
 (SOIL STABILIZING SLEEVE)
 2" SQUARE X 36"
 3" ZINC PLATED
 ANCHOR BOLT AND NUT

LENGTH SHOWN ON MISC. QTY'S

TELESCOPE PIECES FLUSH AT TOP

2" STEEL TUBULAR SQUARE UPPER SECTION

ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES

$\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT

1"

$\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT

2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

SIGN

SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL

8"

12"

18"

36"

A

B

C

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT

DIRECTION
OF TRAFFIC

SECTION A-A

The diagram shows a cross-section of a road with a centerline and two travel lanes. A north arrow points towards the top right. A dashed line indicates the centerline, and solid lines indicate the lane boundaries. A dashed line also indicates the location of Section A-A.

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E
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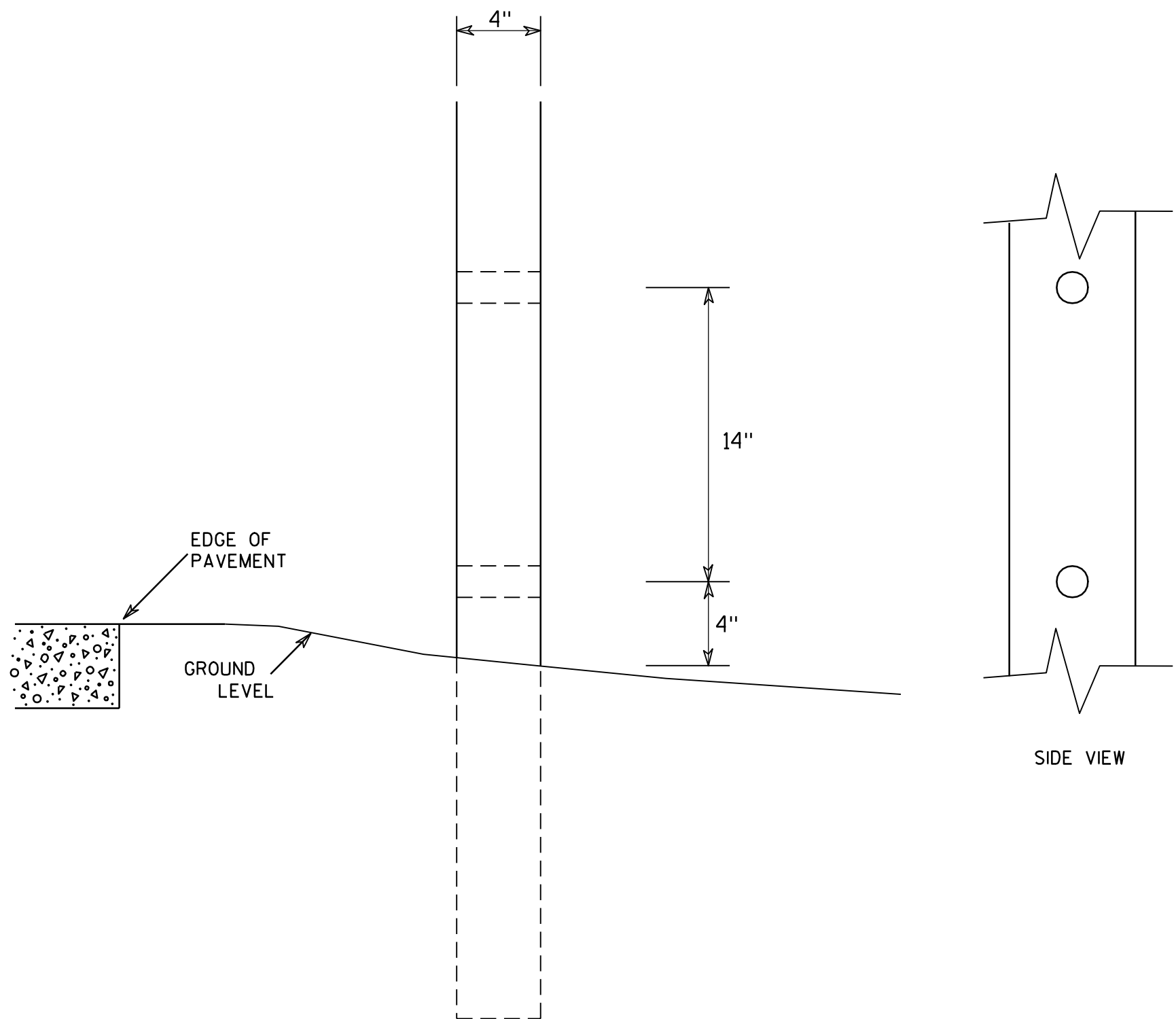
PLOT BY : mscs_ja

PLOT NAME :

PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42

7



GENERAL NOTES

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

7

4 X 6 WOOD POST
MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

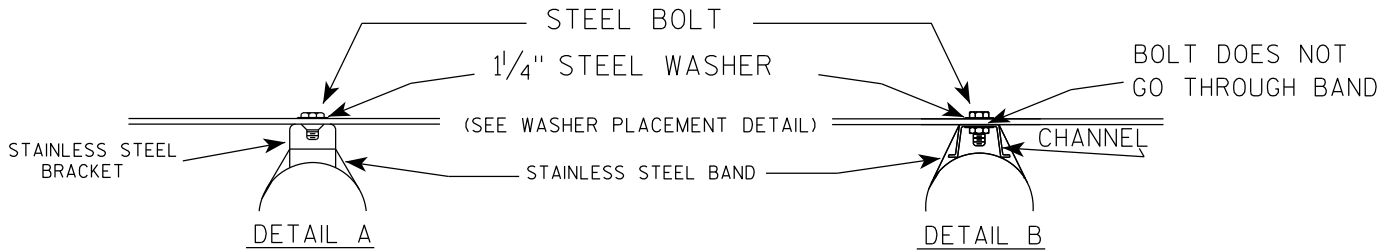
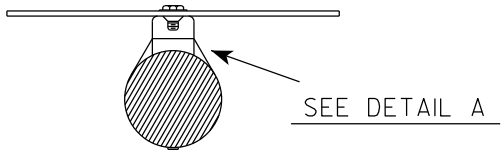
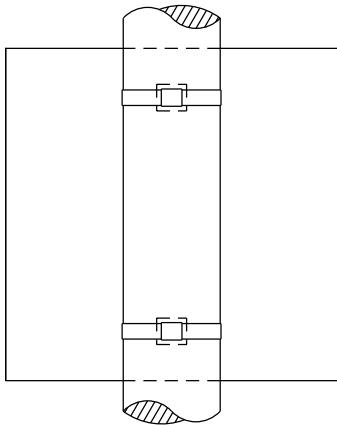
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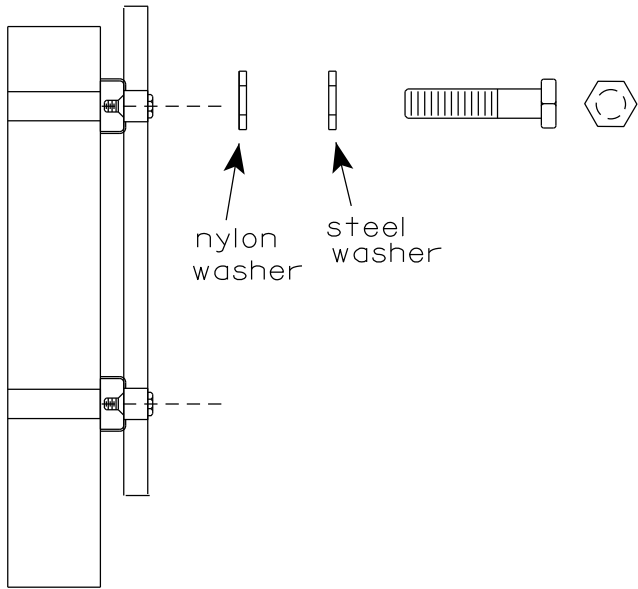
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BANDING

SINGLE SIGN



WASHER PLACEMENT

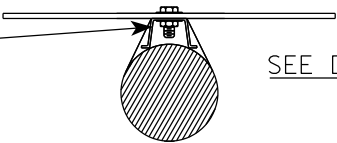
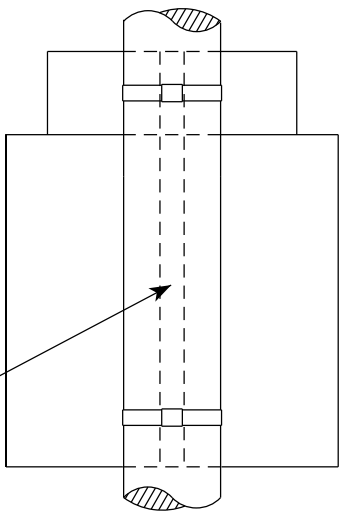


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

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

"J" ASSEMBLY

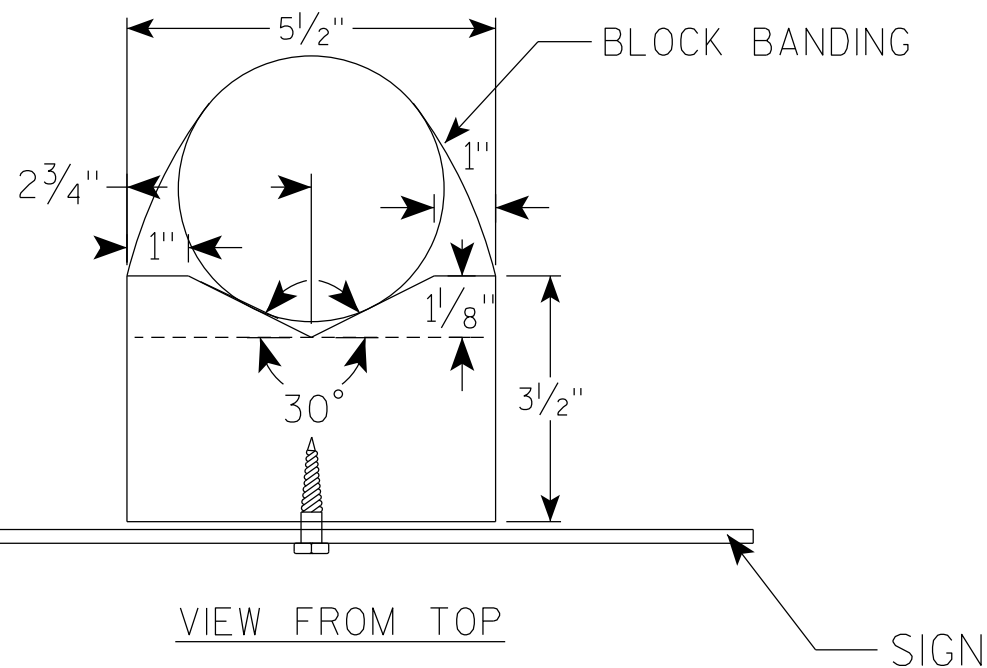
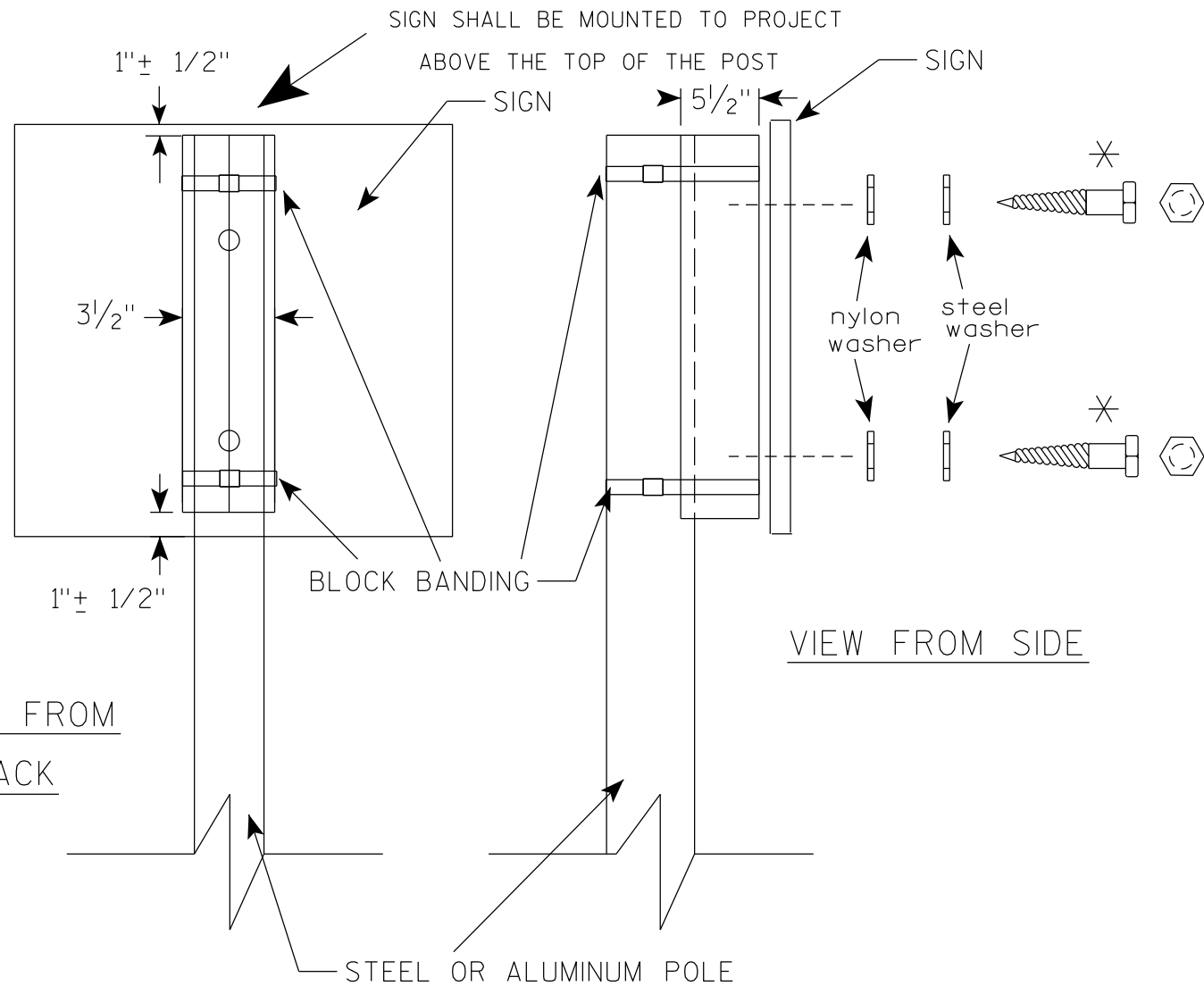


STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

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

VIEW FROM
BACK



GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

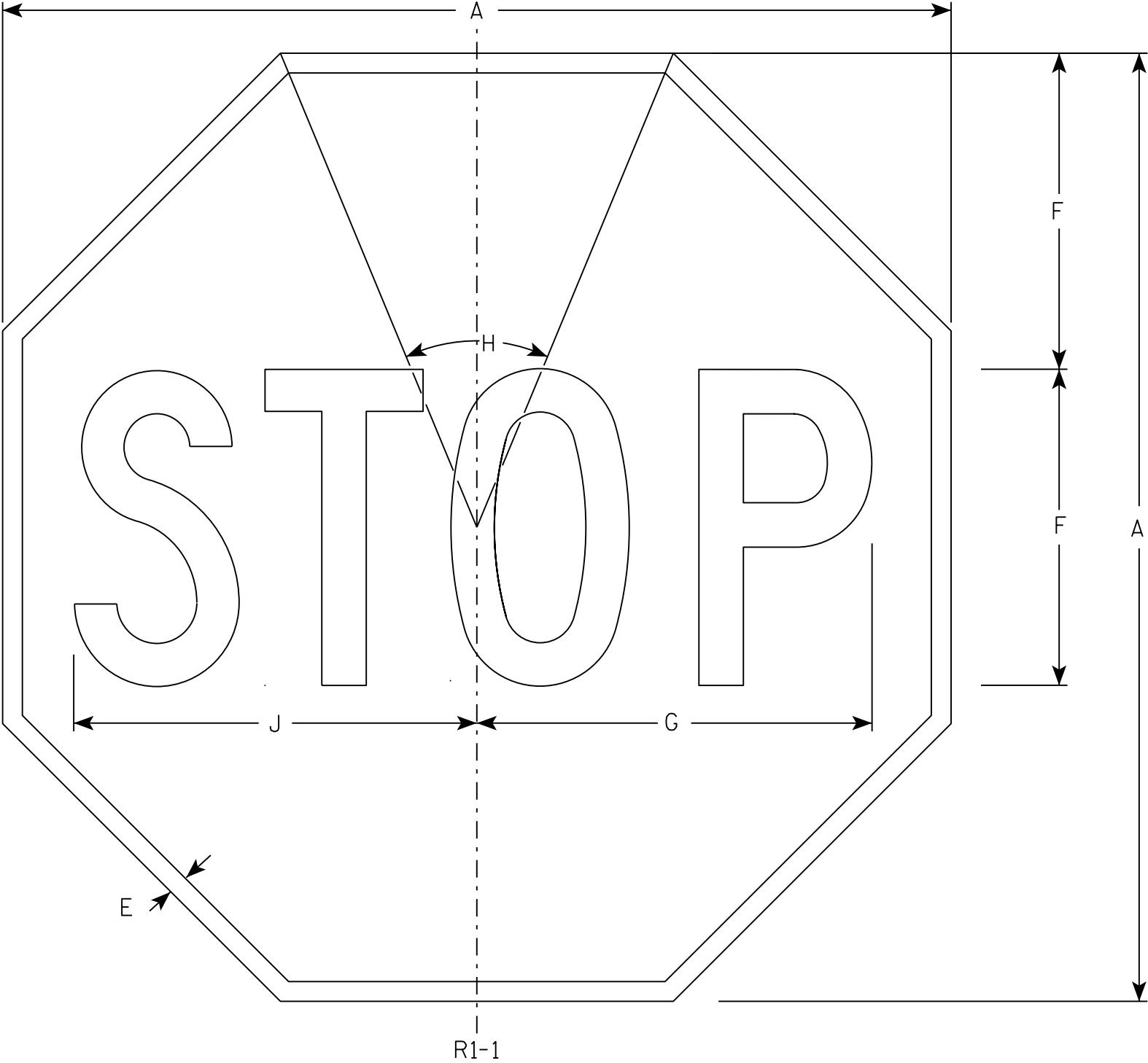
DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:

SHEET NO:

E

7



NOTES

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

7

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

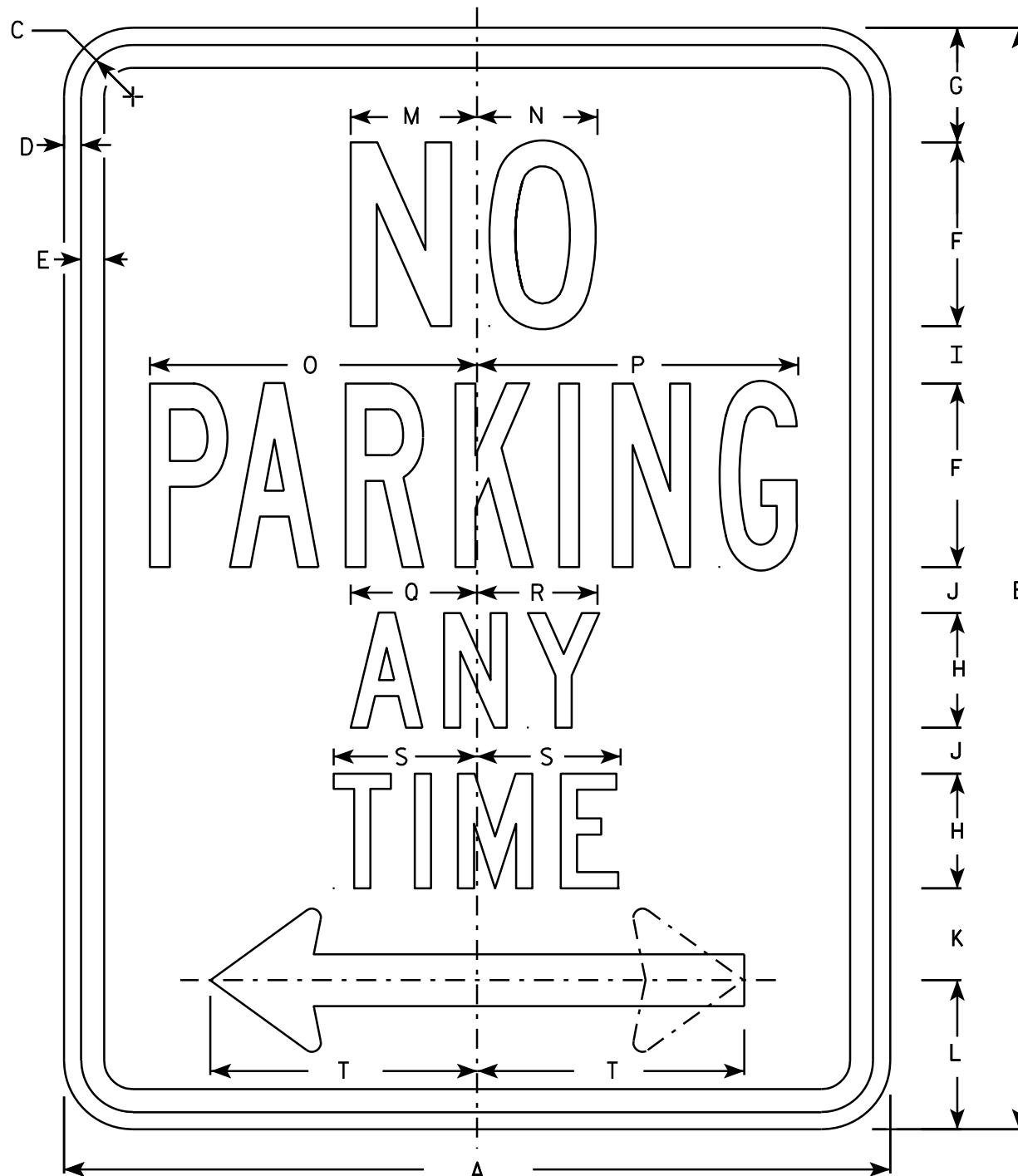
STANDARD SIGN

R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

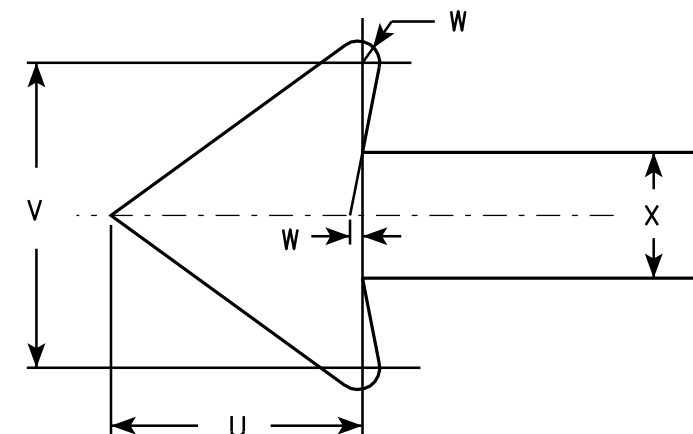
DATE 11/12/15 PLATE NO. R1-1.13



R7-1

NOTES

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



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

STANDARD SIGN R7-1

WISCONSIN DEPT OF TRANSPORTATION

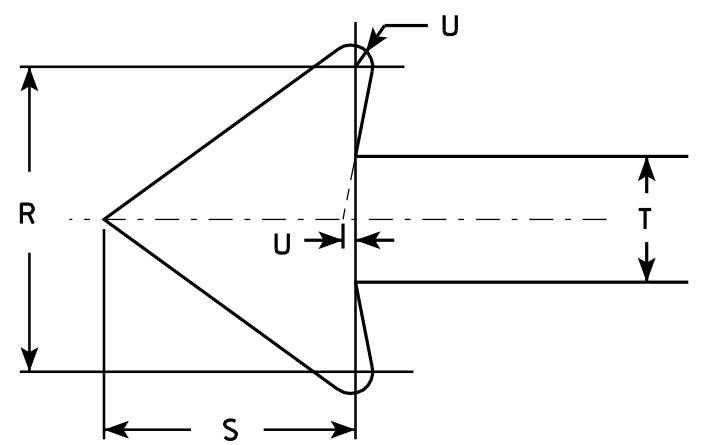
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO: HWY: COUNTY: SHEET NO: E



- NOTES**
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
 2. Color:
Background - White
Message - Red
 3. Message Series - See Note 7
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. Substitute appropriate numerals as required & adjust spacing to achieve proper balance.
 6. R7-2D (double arrow)
R7-2L (left arrow)
R7-2R (right arrow)
 7. Lines 1, 3 and 4 are series C, line 2 is series B.



R7-2 *- See Note 5

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

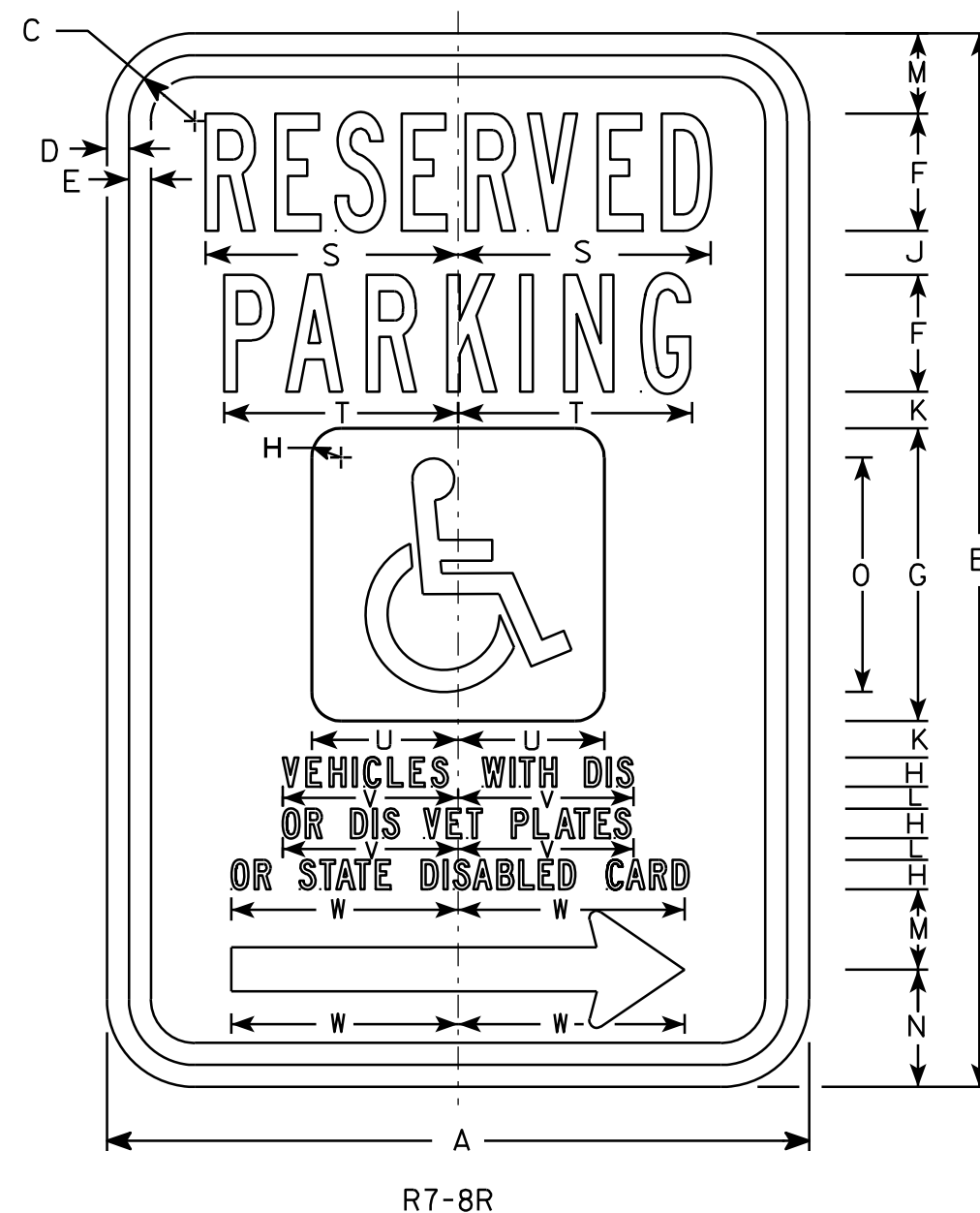
STANDARD SIGN
R7-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

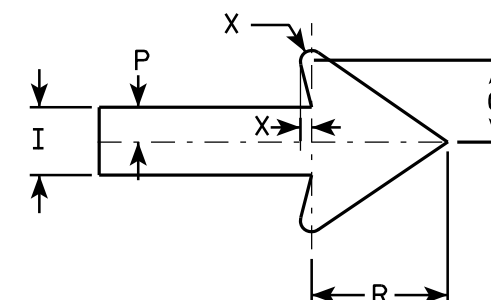
DATE 3/31/2011 PLATE NO. R7-2.9

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

- Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Sign is white Type H Reflective; paraplegic background is blue.
Message - Legend and border are green; paraplegic symbol is white
- Message Series - Lines 1 & 2 are Series B
Lines 3, 4, 5 & 6 are Series C
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- R7-8R (RIGHT ARROW)
R7-8L (LEFT ARROW)



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	18	1 1/8	3/8	3/8	2	5	1/2	3/4	3/4	5/8	3/8	1 3/8	2	4	3/8	7/8	1 1/2	4 3/8	4	2 1/2	3	3 7/8	3/16			1.5
2M	18	24	1 1/8	3/8	1/2	3	6	3/4	1 1/8	7/8	5/8	1/2	1 7/8	2 7/8	5	5/8	1 3/8	2 1/4	6 1/2	5 3/8	3	4 1/2	5 7/8	1/8			3.0
3	18	24	1 1/8	3/8	1/2	3	6	3/4	1 1/8	7/8	5/8	1/2	1 7/8	2 7/8	5	5/8	1 3/8	2 1/4	6 1/2	5 3/8	3	4 1/2	5 7/8	1/8			3.0
4																											
5																											

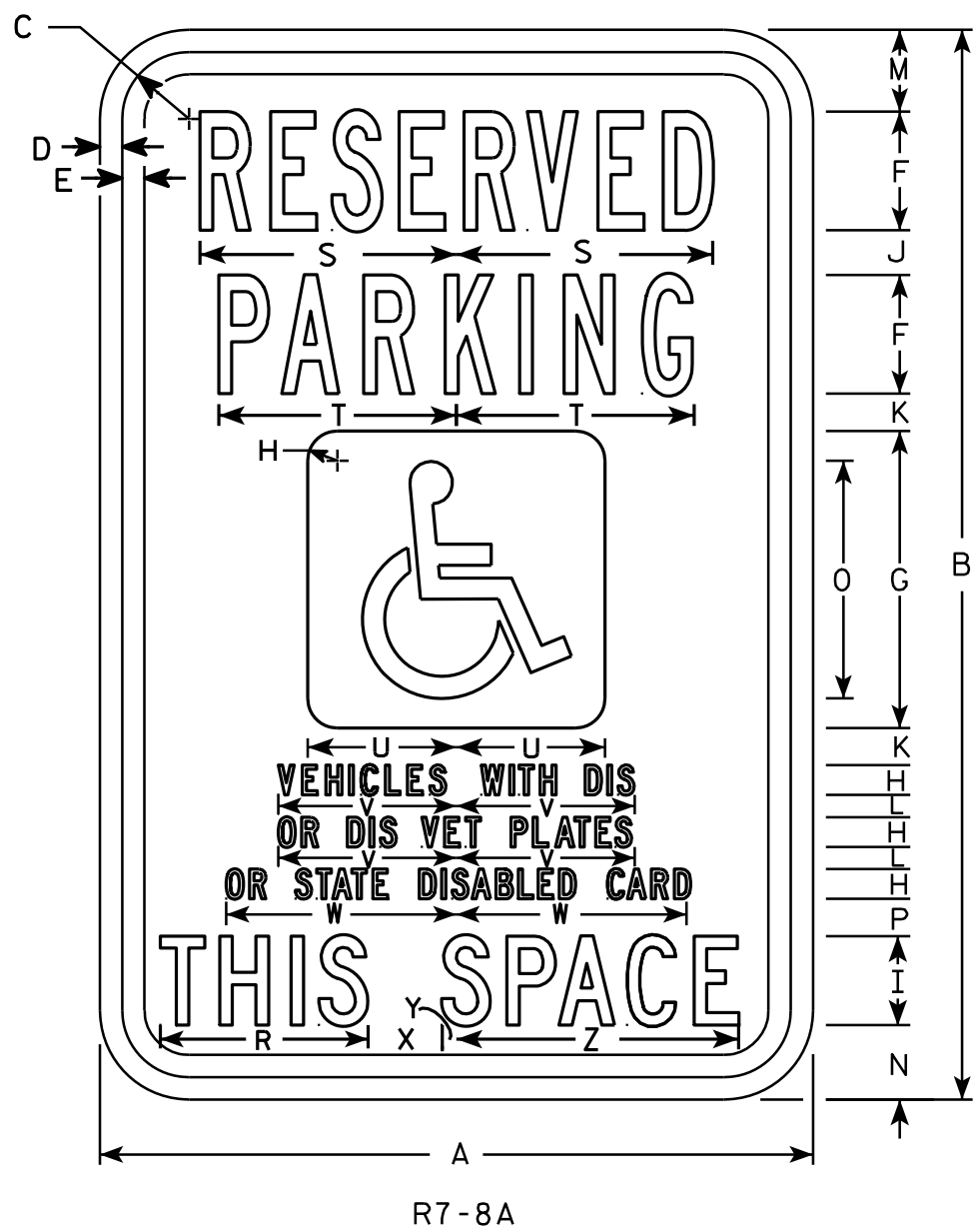
STANDARD SIGN R7-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-8.6

PROJECT NO: HWY: COUNTY: SHEET NO: E



NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
 - Background - Sign is white Type H Reflective; paraplegic background is blue.
 - Message - Legend and border are green; paraplegic symbol is white
- 3. Message Series - Lines 1 & 2 are Series B
Lines 3, 4, 5 & 6 are Series C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

STANDARD SIGN
R7-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

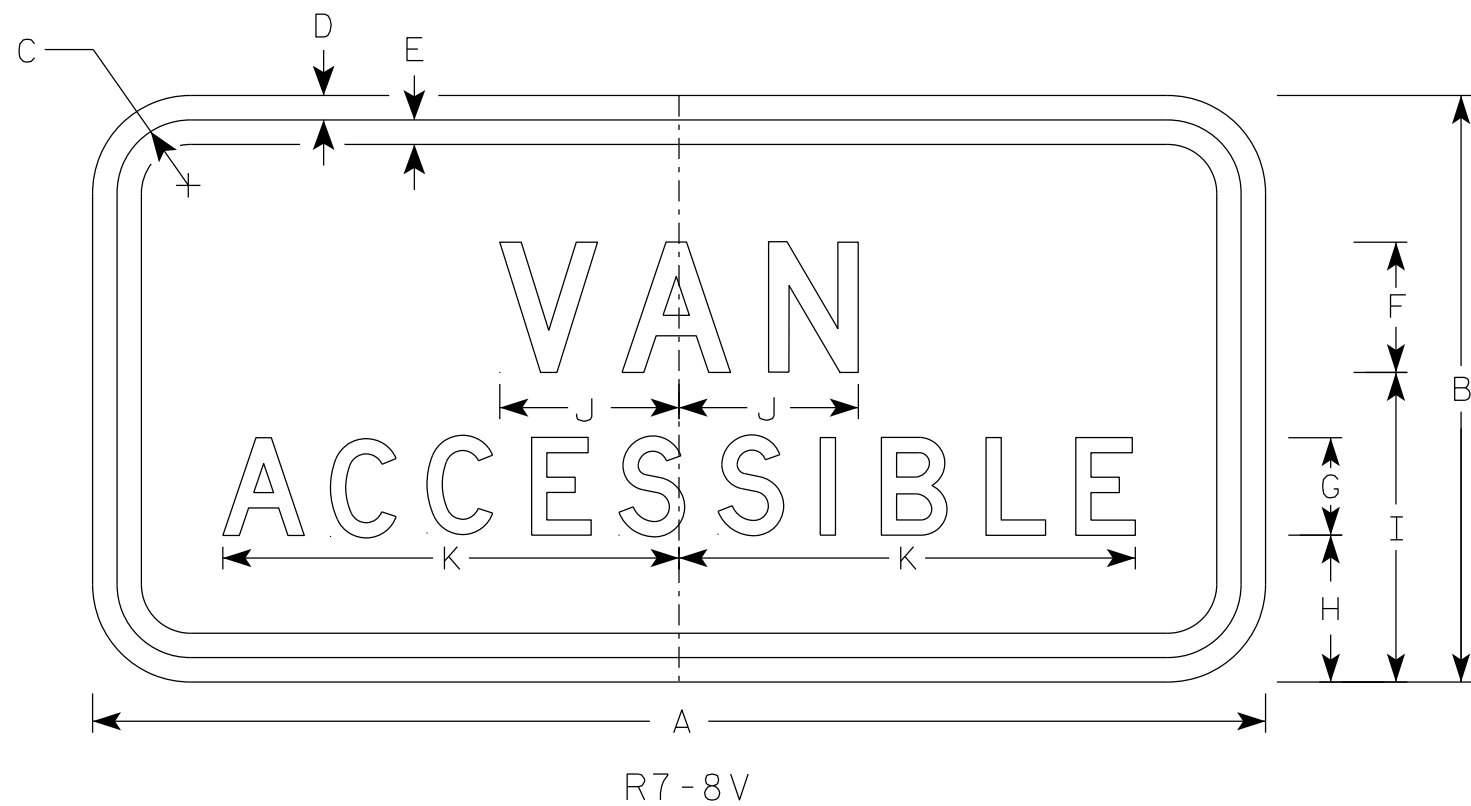
DATE 4/25/2011 PLATE NO. R7-8A.6

7

7

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	6	1 1/8	3/8	3/8	1 1/2	1	1 3/8	3 1/8	2	4 1/4																0.50
2M	18	9	1 1/8	3/8	3/8	2	1 1/2	2 1/4	4 3/4	2 3/4	7																0.75
3	18	9	1 1/8	3/8	3/8	2	1 1/2	2 1/4	4 3/4	2 3/4	7																0.75
4																											
5																											

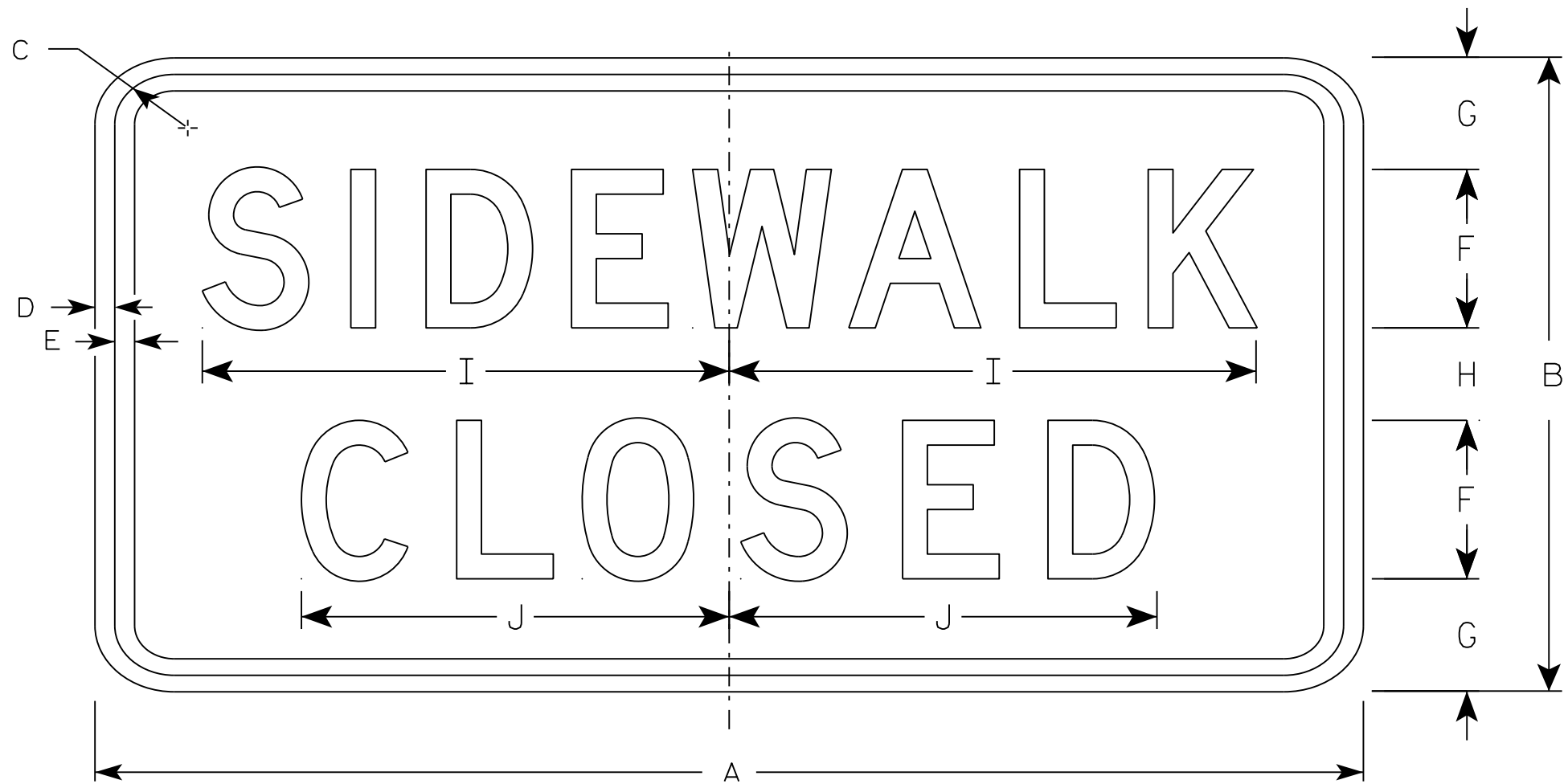
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



R9-9

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ¾	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ¾	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ¾	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

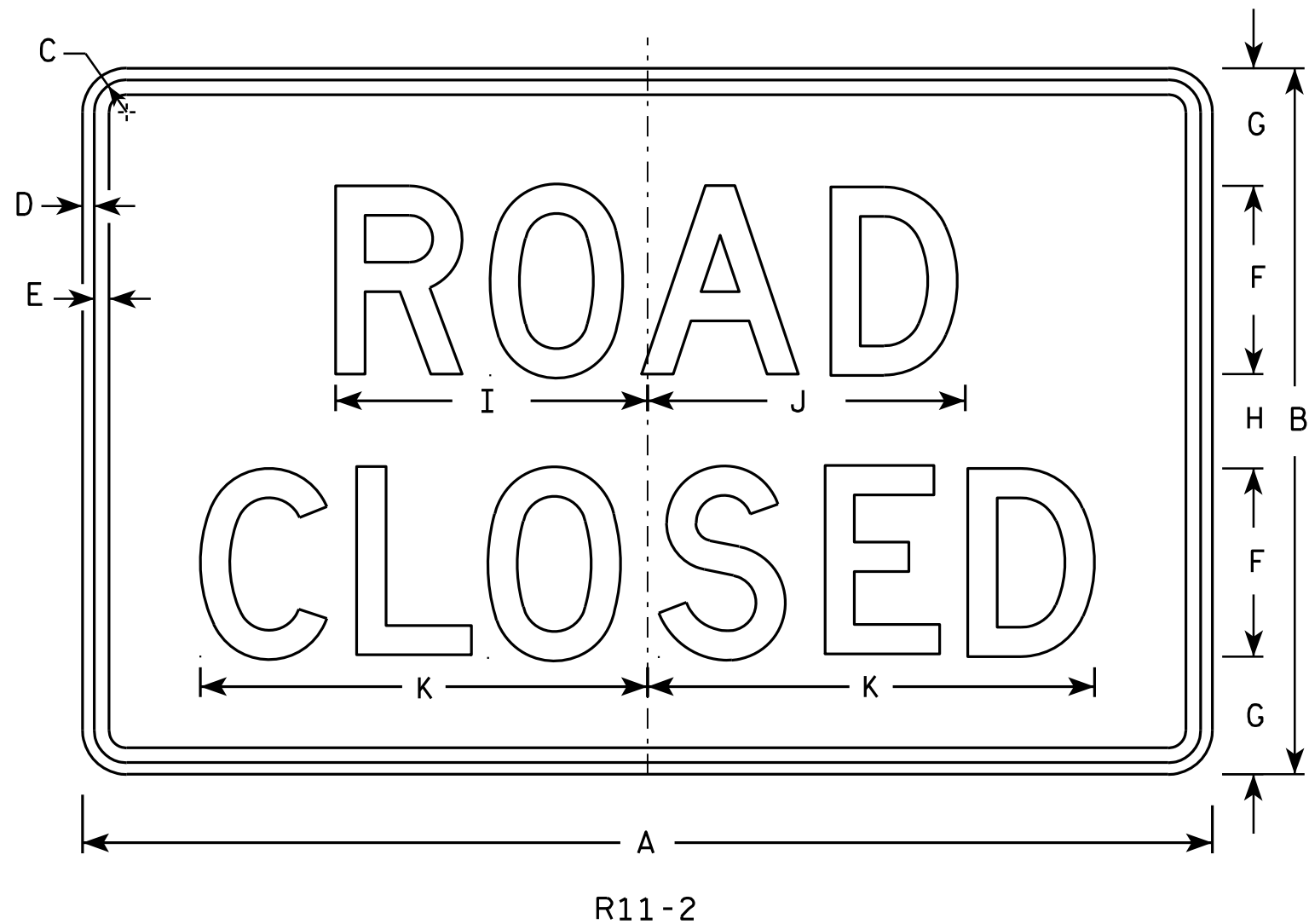
E

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

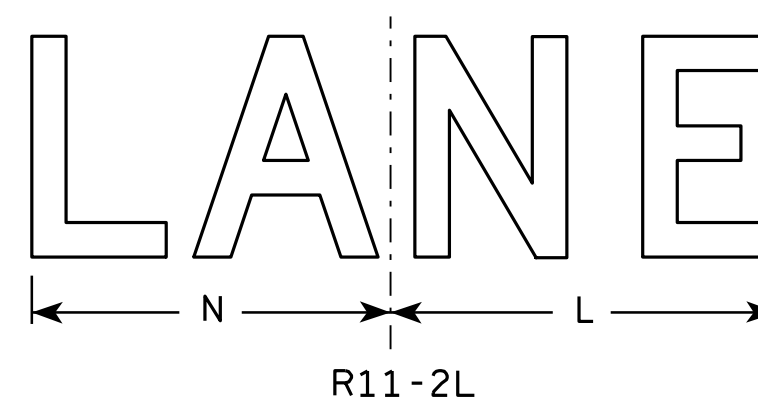
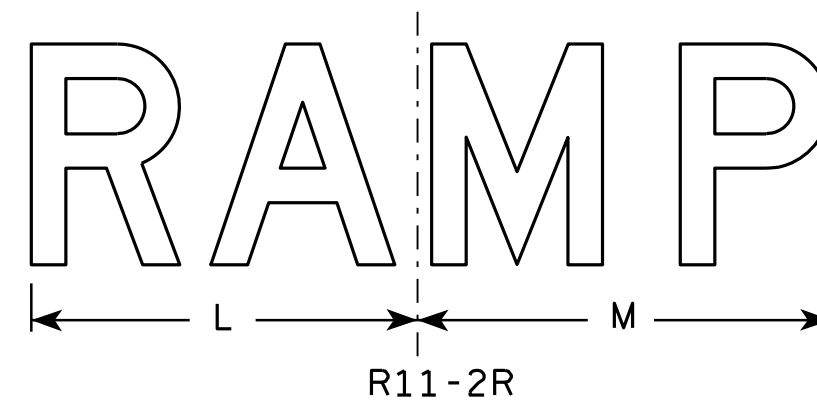
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



NOTES

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

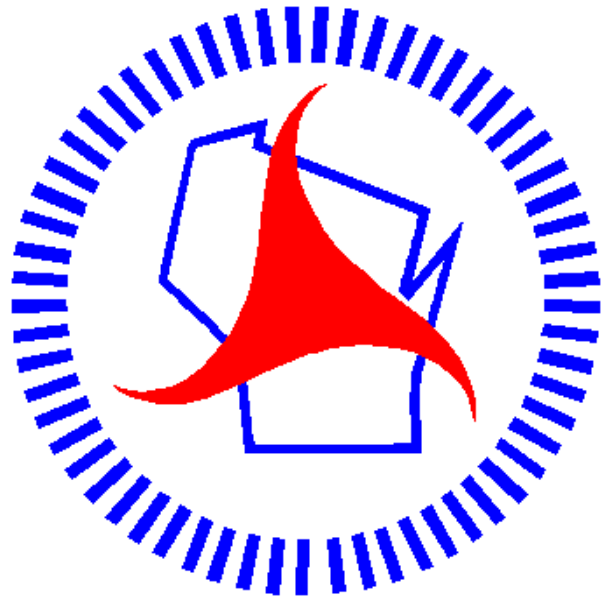


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13				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

STANDARD SIGN	
R11-2	
<small>WISCONSIN DEPT OF TRANSPORTATION</small>	
<small>APPROVED</small>	<i>Matthew R. Rauch</i> <small>for State Traffic Engineer</small>
<small>DATE</small> 4/1/11	<small>PLATE NO.</small> R11-2.10

PROJECT NO:	HWY:	COUNTY:	SHEET NO: E
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Notes



Wisconsin Department of Transportation

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