MAD

Apr 12, 2022

PROJECT ID: 3575-04-81

COUNTY: JEFFERSON

03

ORDER OF SHEETS

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

TOTAL SHEETS = 288

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

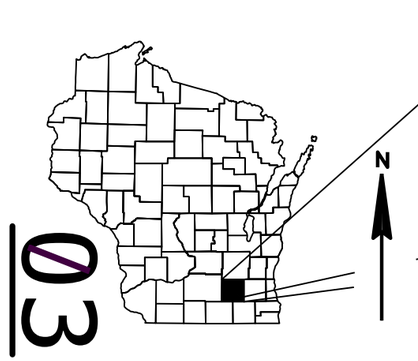
C FORT ATKINSON, ROBERT STREET

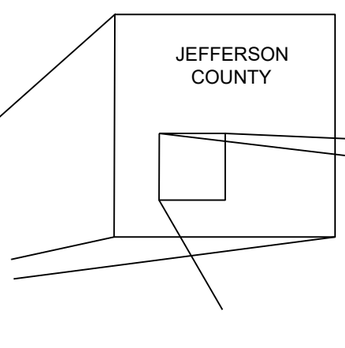
ROCK RIVER BRIDGE B-28-0009

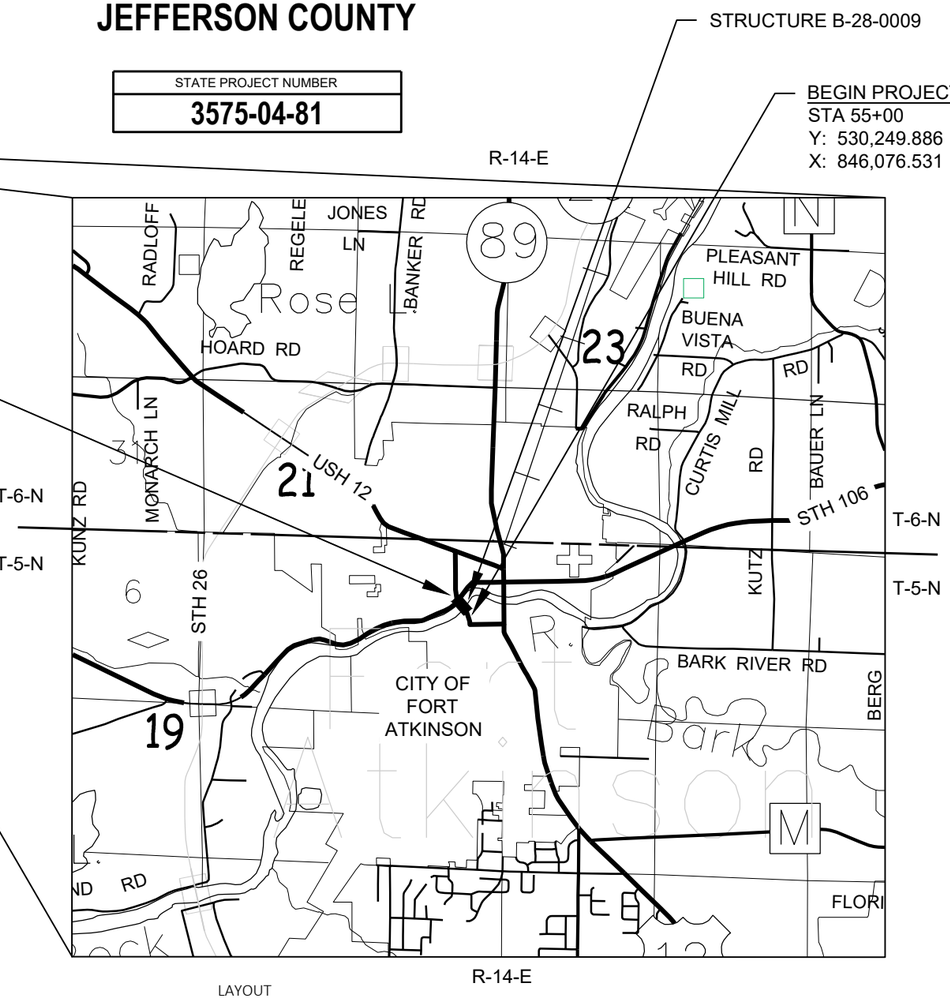
USH 12
JEFFERSON COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3575-04-81	WISC 2022282	1

STATE PROJECT NUMBER
3575-04-81







LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.083 MILES

VERTICAL: NAVD 88 (2012)

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

DESIGN DESIGNATION 3575-04-81

A.A.D.T.	2022	=	15000
A.A.D.T.	2042	=	16300
D.H.V.		=	16.9%
D.D.		=	59/41
T.		=	16.9%
DESIGN SPEED		=	30 MPH
ESALS		=	5,200,000

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 (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES

- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

ACCEPTED FOR
CITY OF FORT ATKINSON

Date 12/21/21 (CITY ENGINEER)

ORIGINAL PLANS PREPARED BY

AYRES

WISCONSIN
JOHN A. BANECK
E-37477
MADISON, WI
PROFESSIONAL ENGINEER

12-30-2021 (Date) John A. Baneck (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JSD PROFESSIONAL SERVICES
Designer	AYRES ASSOCIATES
Project Manager	FRANK PRITZLAFF, P.E.
Regional Examiner	SOUTHWEST REGION
Regional Supervisor	JAMES OETTINGER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 12/22/2021 *Frank J. Pritzlaff* (Signature)

E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_010101_TI.DWG PLOT DATE : 12/21/2021 4:40 PM PLOT BY : BUTTERIS, BRADLEY PLOT NAME :

GENERAL NOTES

1. NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
3. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN T HE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
4. SAWCUT ASPHALT AND CONCRETE AT THE MATCHLINE AS SHOWN ON THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER.
5. WETLANDS, WATERWAYS, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIAL NEAR THESE SITES UNLESS APPROVED BY THE ENGINEER.
6. PLACE EROSION CONTROL DEVICES IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER. EROSION CONTROL FEATURES ARE SHOWN AT APPROXIMATE LOCATIONS, WITH EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER. REMOVAL OF ITEMS ARE INCIDENTAL TO THE RESPECTIVE EROSION CONTROL BID ITEM COSTS.
7. PLACE SALVAGED TOPSOIL OR TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. SEED, MULCH AND FERTILIZE ALL AREAS 5 DAYS AFTER PLACEMENT OF SALVAGED TOPSOIL OR TOPSOIL.
8. STATIONING, DISTANCES, AND OFFSETS FOR SIGNS AND TRAFFIC CONTROL DEVICES SHOWN IN THE PLANS ARE APPROXIMATE. EXACT LOCATIONS ARE DETERMINED BY THE ENGINEER.
9. COVER ALL SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
10. RESHAPING AND RESTORING OF ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS OUTSIDE OF THE ENGINEER DETERMINED CONSTRUCTION LIMITS ARE INCIDENTAL TO THE CONTRACT.
11. AFTER PLACING CURB & GUTTER, ANY EXCESS CONCRETE PROTRUDING BEYOND THE BACK OF THE CURB LINE SHALL BE REMOVED BY THE CONTRACTOR BEFORE BACKFILLING.
12. HMA PAVEMENT 4 MT 58-28 H TO BE USED AT TIE-IN LOCATIONS. SEE PLAN DETAILS.
    SUGGESTED LAYER THICKNESS:
    - UPPER: 2"
    - MIDDLE: 2"
    - LOWER: 2.5"

STANDARD ABBREVIATIONS

A.D.T.	AVERAGE DAILY TRAFFIC
A.A.D.T	ANNUAL AVERAGE DAILY TRAFFIC
BM	BENCHMARK
BOC	BACK OF CURB
C/L	CENTERLINE
CP	CONTROL POINT
D.D.	DIRECTIONAL DISTRIBUTION
D.H.V.	DESIGN HOURLY VOLUME
EXIST	EXISTING
HMA	HOT MIX ASPHALT
NOR	NORMAL
PC	POINT OF CURVATURE
PCC	POINT OF COMMON CURVATURE
PI	POINT OF INTERSECTION
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PCC	PORTLAND CEMENT CONCRETE
PL	PROPERTY LINE
REQ'D	REQUIRED
T.	PERCENT TRUCKS
TEL	TELEPHONE
TLE	TEMPORARY LIMITED EASEMENT
TOC	TOP OF CURB
TYP	TYPICAL
VAR	VARIABLE
VC	VERTICAL CURVE
VPC	VERTICAL POINT OF CURVE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
Wt.	WEIGHT

UTILITY CONTACTS

AT&T WISCONSIN
RYAN DENEWELLIS
152 DIXON ST
MADISON, WI 53704
PHONE: (608) 252-2879
EMAIL: RD1238@ATT.COM

CITY OF FORT ATKINSON - SEWER, WATER, & ELECTRICITY
ANDY SELLE
101 N MAIN ST
FORT ATKINSON, WI 53588
PHONE: (920) 563-7760
EMAIL: ASELLE@FORTATKINSONWI.NET

WE ENERGIES - GAS/PETROLEUM
SCOTT HOLSTEIN
700 S KANE ST
BURLINGTON, WI 53105
PHONE: (262) 763-1084
EMAIL: SCOTT.HOLSTEIN@WE-ENERGIES.COM

WE ENERGIES - ELECTRICITY
ERIC KICKHAVER
500 S 116TH ST
WEST ALLIS, WI 53214
PHONE: (414) 944-5917
EMAIL: ERIC.KICKHAVER@WE-ENERGIES.COM

CHARTER COMMUNICATIONS
DAVID MOLDENHAUER
1348 PLAINFIELD AVE
JANESVILLE, WI 53545
PHONE: (608) 206-0494
EMAIL: DAVID.MOLDENHAUER@CHARTER.COM

✱ DENOTES NOT A MEMBER OF DIGGERS HOTLINE

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

ORDER OF SECTION 2 SHEETS

GENERAL NOTES AND CONTACTS
PROJECT OVERVIEW
EXISTING TYPICAL SECTIONS
PROPOSED TYPICAL SECTIONS
HORIZONTAL & VERTICAL CONTROLS
CONSTRUCTION DETAILS
SEPARATION BARRIER
PAVING DETAILS
CURB RAMP DETAILS
EROSION CONTROL & RESTORATION PLAN
PERMANENT SIGNING & MARKING
LIGHTING PLAN
TRAFFIC SIGNAL PLAN
TRAFFIC CONTROL AND DETOUR
ALIGNMENT DIAGRAM

PROJECT CONTACTS

WisDOT PROJECT MANAGER

FRANK PRITZLAFF
WISDOT SW RREGION
141 NW BARSTOW ST
WAUKESHA, WI 53187
PHONE: (262) 548-5683
EMAIL: FRANK.PRITZLAFF@DOT.WI.GOV

CONSULTANT DESIGN

JOHN BANECK
AYRES ASSOCIATES
5201 E TERRACE DR, STE 200
MADISON, WI 53718
PHONE: (608) 443-1200
EMAIL: BANECKJ@AYRESASSOCIATES.COM

STRUCTURE DESIGN

PRASAD NARAYAN
KAPUR & ASSOCIATES
7711 N PORT WASHINGTON RD
MILWAUKEE, WI 53217
PHONE: (414) 751-7228
EMAIL: PRASAD@KAPURINC.COM

DNR AREA LIAISON

SHELLEY NELSON
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
3911 FISH HATCHERY RD
FITCHBURG, WI 53711
PHONE: (608) 444-2835
EMAIL: SHELLEY.NELSON@WISCONSIN.GOV

CITY OF FORT ATKINSON

ANDY SELLE
CITY OF FORT ATKINSON ENGINEER
101 N MAIN ST
FORT ATKINSON, WI 53538
PHONE: (920) 563-7760
EMAIL: ASELLE@FORTATKINSONWI.NET

2

2

N

CITY OF FORT ATKINSON

SHERMAN AVE

USH 12 EB / ROBERT ST

SHERMAN AVE

END PROJECT 3575-04-81
STA 59+39

N WATER ST

VAN BUREN ST

ROCK RIVER

RANKIN ST

JACKSON ST

MONROE ST

B-28-0009

LORMAN
BICENTENNIAL
PARK

GLACIAL RIVER TRAIL

USH 12 WB / MAIN ST

S WATER ST

STH 106 / RIVERSIDE DR

MILWAUKEE AVE

BEGIN PROJECT 3575-04-81
STA 55+00
STRUCTURE B-28-0009

GRANT ST

ROCK RIVER

USH 12 EB / S 3RD ST

MILWAUKEE AVE

JONES AVE

JANESVILLE AVE

GROVE ST

MAPLE ST

CITY OF FORT ATKINSON

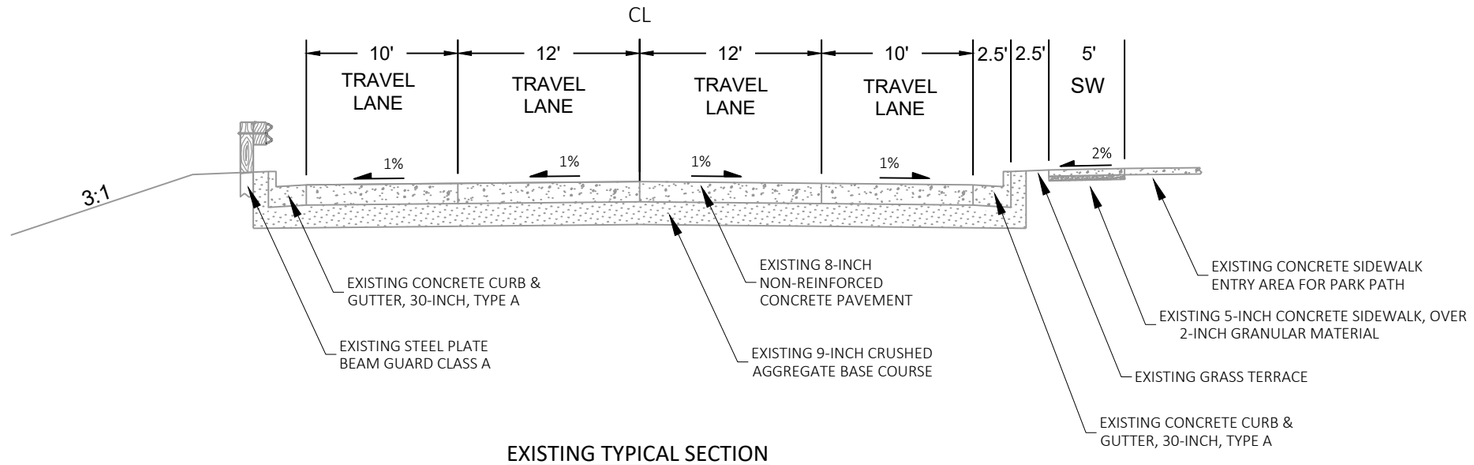
PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_020201_PO.DWG
LAYOUT NAME - 01

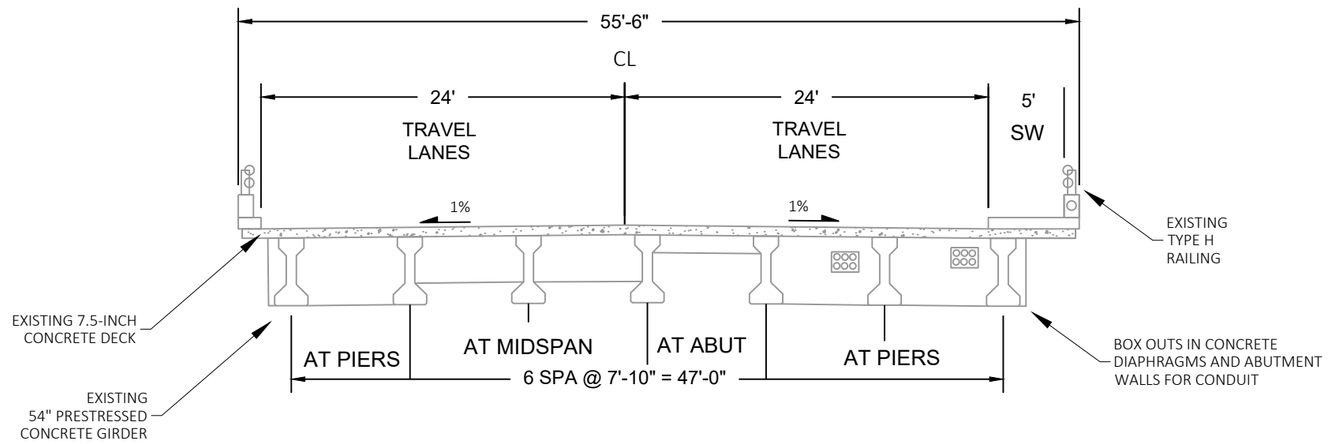
PLOT DATE : 12/27/2021 9:32 PM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2



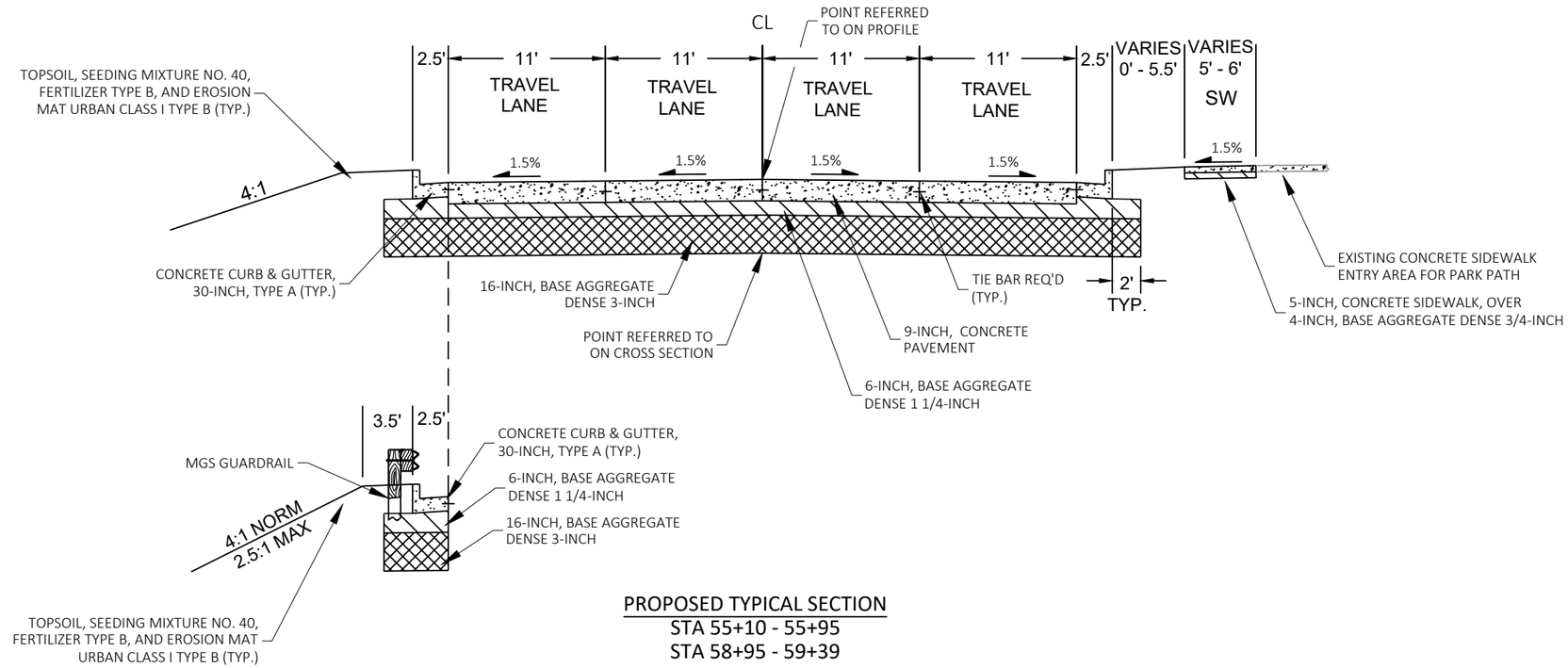
EXISTING TYPICAL SECTION
STA 55+00 - STA 55+95
STA 58+95 - STA 59+39



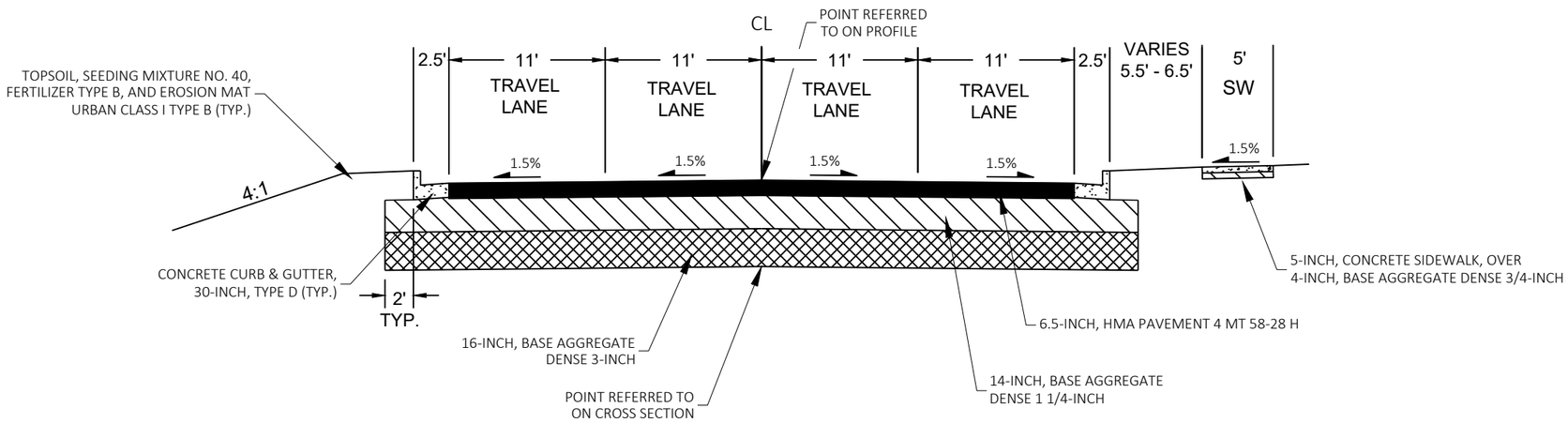
EXISTING TYPICAL SECTION ACROSS BRIDGE
STA 55+95 - STA 58+95

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	EXISTING TYPICAL SECTION	SHEET 4	E

2



PROPOSED TYPICAL SECTION
STA 55+10 - 55+95
STA 58+95 - 59+39



PROPOSED TYPICAL SECTION
STA 55+00 - 55+10

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	PROPOSED TYPICAL SECTION	SHEET 5	E

2

2

CITY OF FORT ATKINSON

N

SHERMAN AVE

SHERMAN AVE

USH 12 EB / ROBERT ST

USH 12 WB / MAIN ST

911
N: 531008.638
E: 845736.902
798.989
CP

912
N: 530911.748
E: 845687.764
798.515
CP

913
N: 530756.722
E: 845877.712
798.238
CP

906
N: 530748.908
E: 846314.442
779.725
CP

VAN BUREN ST

ROCK RIVER

LORMAN BICENTENNIAL PARK

GLACIAL RIVER TRAIL

901
N: 530590.597
E: 845737.054
796.795
CP

RANKIN ST

JACKSON ST

MONROE ST

907
N: 530407.327
E: 846074.331
780.386
CP

902
N: 530358.280
E: 846106.978
792.906
CP

915
N: 530436.970
E: 845742.579
779.833
CP

900
N: 530255.948
E: 845427.186
796.797
CP

5329
N: 530351.797
E: 846035.927
794.313
BM

WATER ST

909
N: 530294.626
E: 845980.087
779.350
CP

908
N: 530269.123
E: 846097.092
793.502
CP

910
N: 530254.574
E: 845506.617
779.676
CP

905
N: 530207.461
E: 845230.528
796.446
CP

MILWAUKEE AVE

STH 106 / RIVERSIDE DR

903
N: 530051.328
E: 846116.283
794.461
CP

GRANT ST

904
N: 529854.292
E: 846071.656
792.264
CP

ROCK RIVER

USH 12 EB / S 3RD ST

MILWAUKEE AVE

JONES AVE

JANESVILLE AVE

GROVE ST

MAPLE ST

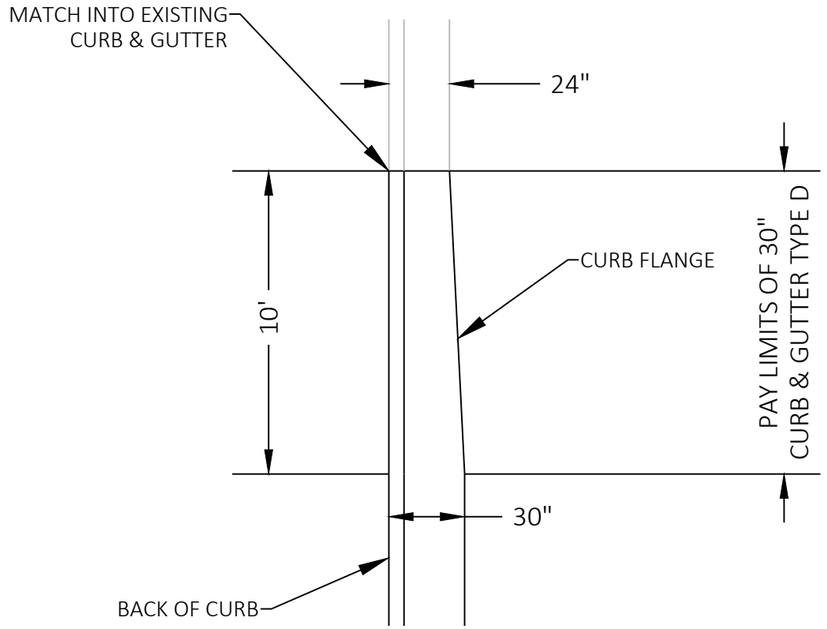
CITY OF FORT ATKINSON

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	PROJECT HORIZONTAL & VERTICAL CONTROLS	SHEET 6	E

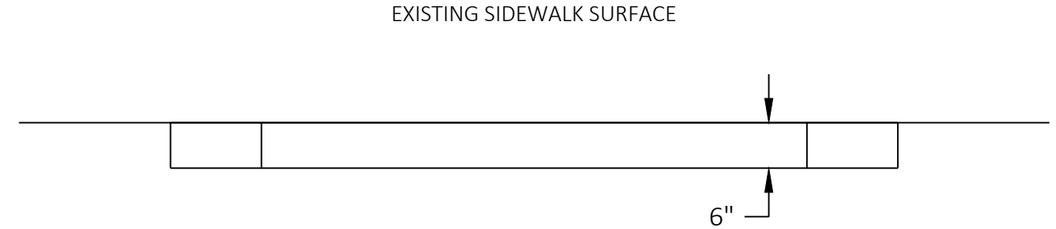
FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_027301_PC.DWG
LAYOUT NAME - 01

PLOT DATE : 12/27/2021 9:42 PM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:200 FT

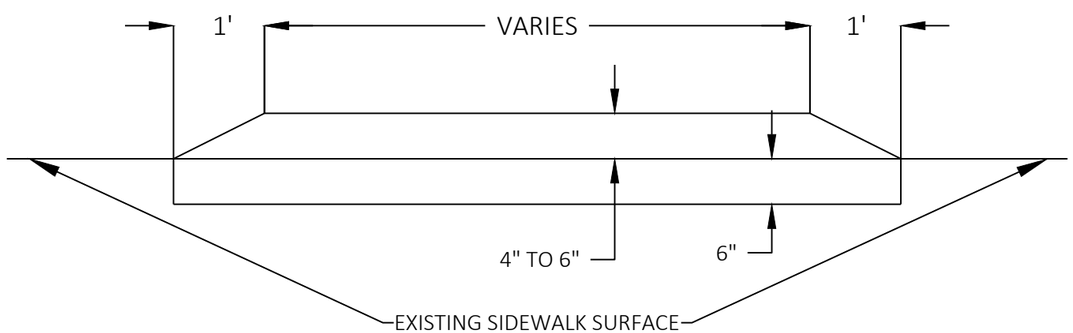
WISDOT/CADDS SHEET 42



CURB & GUTTER TRANSITION BETWEEN 30" AND 24"



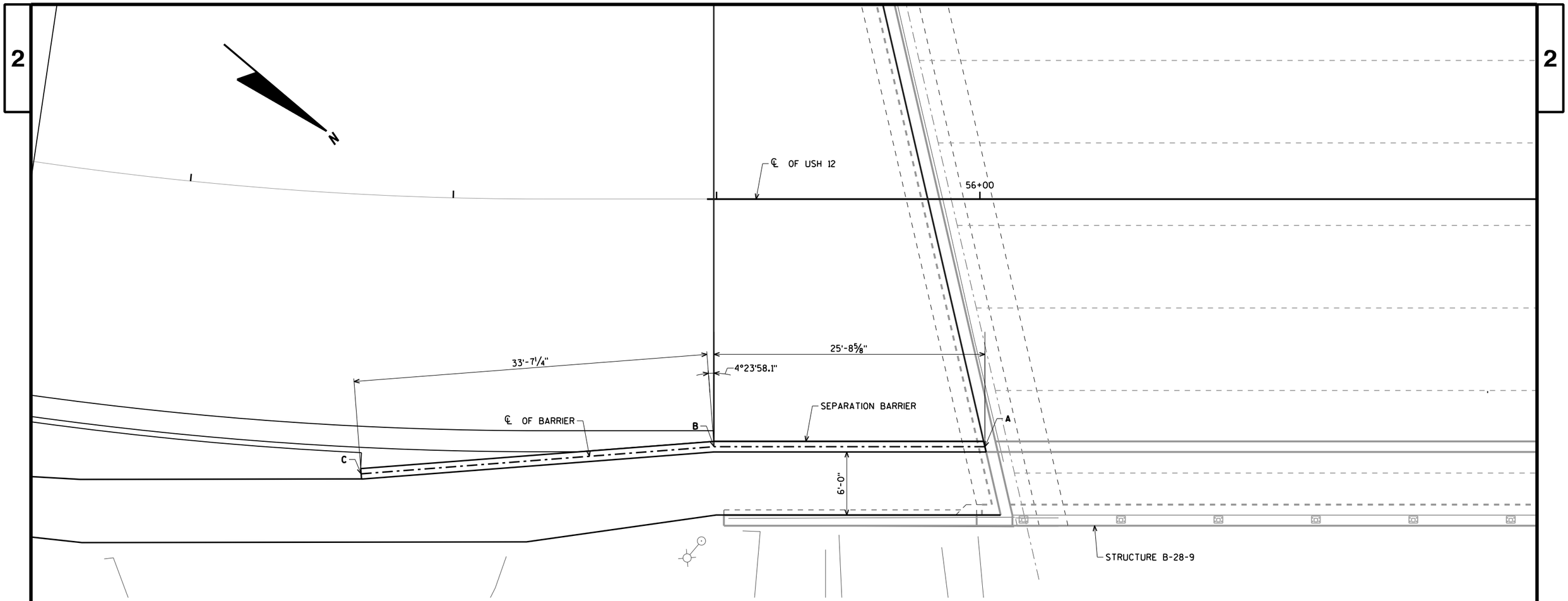
PLAN VIEW



ELEVATION VIEW

CONCRETE CURB PEDESTRIAN DETAIL

VAN BUREN STREET INTERSECTION



PLAN

NOTES

DRAWINGS SHALL NOT BE SCALED.

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

SEE STRUCTURE PLANS FOR RAIL FIELD ERECTION JOINT DETAIL AT POINT A.

MATERIAL PROPERTIES

CONCRETE MASONRY _____ f'_c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT (GRADE 60) _____ f_y = 60,000 P.S.I.

DESIGN DATA

CONTRACTOR, AND RAILING FABRICATOR SHALL COORDINATE RAILING POST SPACING.

GEOMETRY TABLE

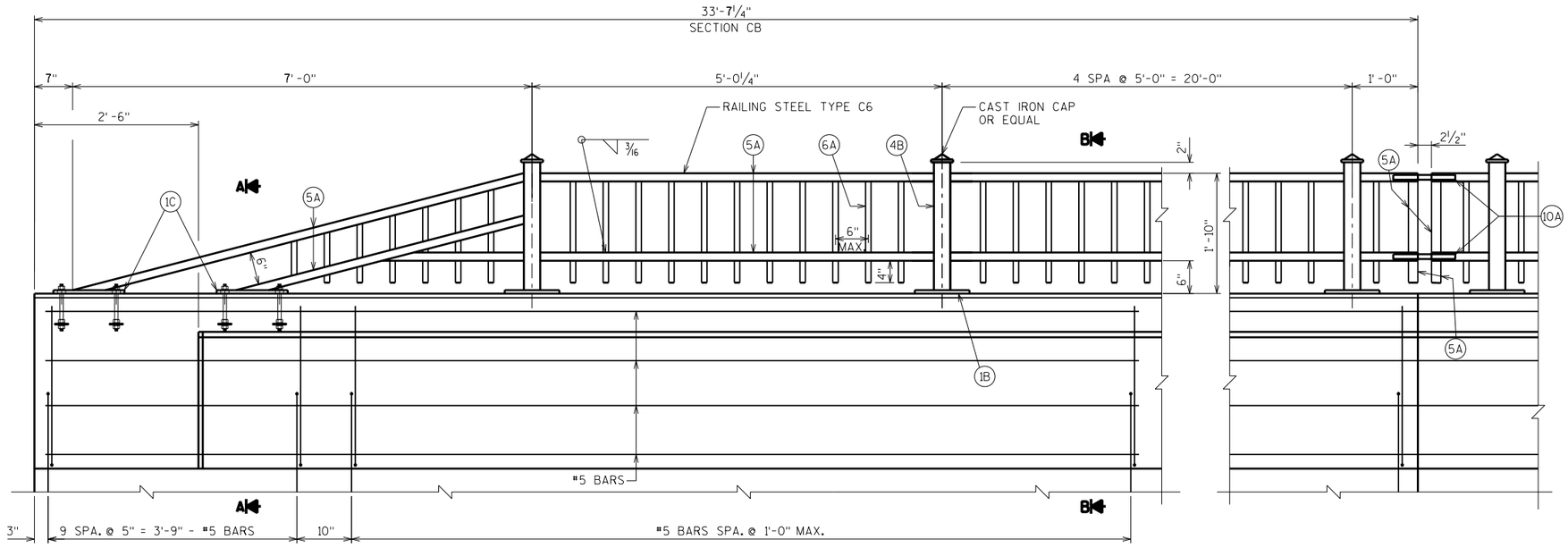
LOCATION	STATION	OFFSET TO ℄ OF BARRIER	Y COORDINATE	X COORDINATE	TOP OF BARRIER ELEV.	TOP OF FOOTING ELEV.	BOTTOM OF FOOTING ELEV.
A	56+00.48	23.5' RT	530344.87	846033.71	796.55	793.88	790.88
B	55+74.76	23.5' RT	530325.24	846050.32	796.80	794.13	791.13
C	55+42.53	26.5' RT	530301.33	846073.93	796.30	793.63	790.63

TOTAL ESTIMATED QUANTITIES

BID ITEMS	AMOUNT
513.7031 RAILING STEEL TYPE C6	59.2 LF
SPV.0090.01 SEPARATION BARRIER	59.2 LF

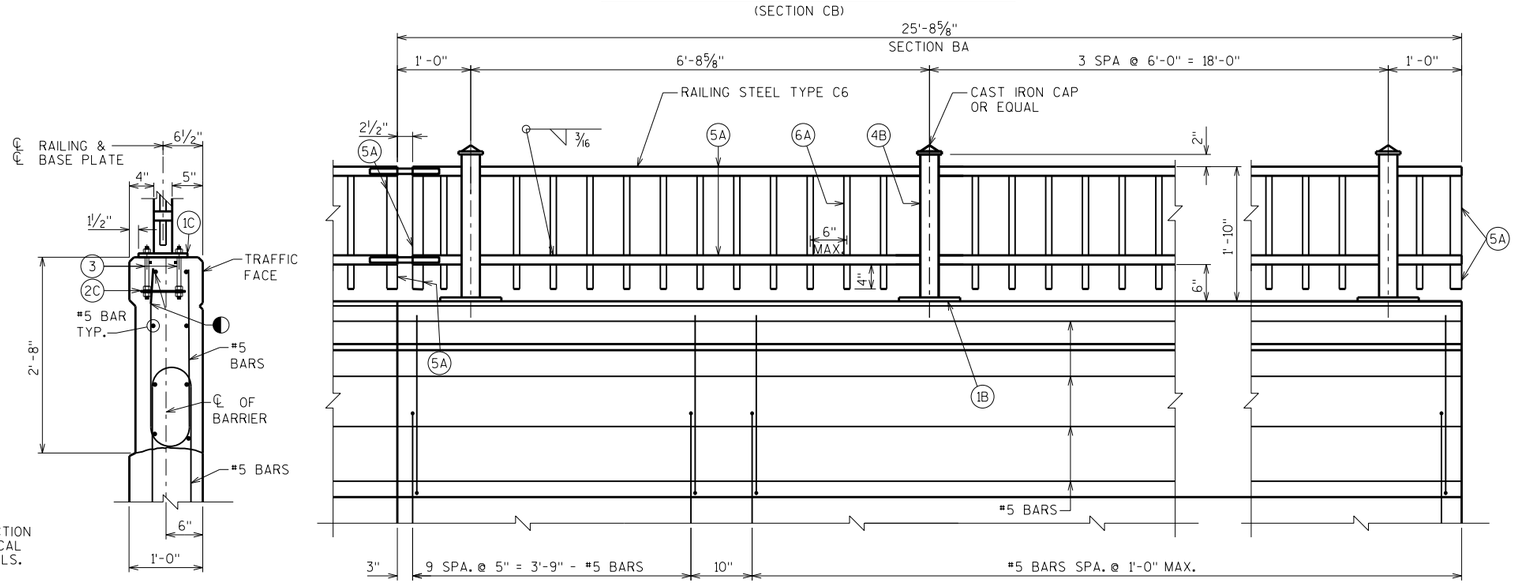
PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	SEPARATION BARRIER	SHEET 8	E

◐ WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.



ELEVATION OF SEPARATION BARRIER

(SECTION CB)

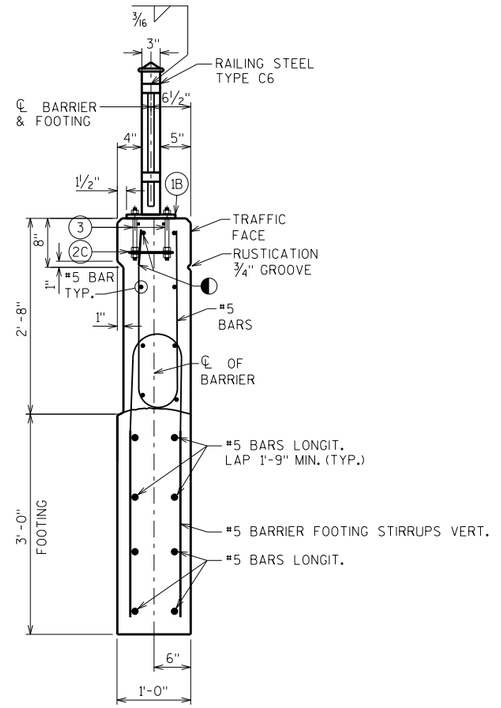


ELEVATION OF SEPARATION BARRIER

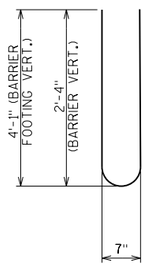
(SECTION BA)

NOTE: SEE SECTION B-B FOR TYPICAL FOOTING DETAILS.

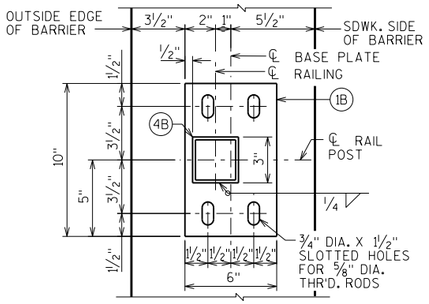
SECTION A-A



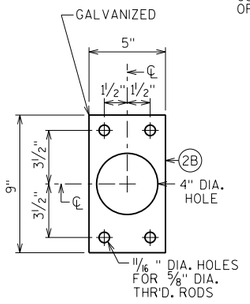
SECTION B-B



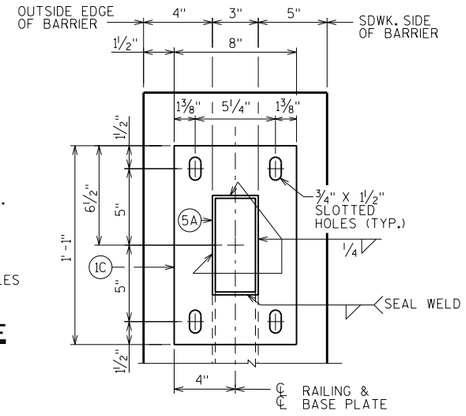
#5 VERTICAL BARS



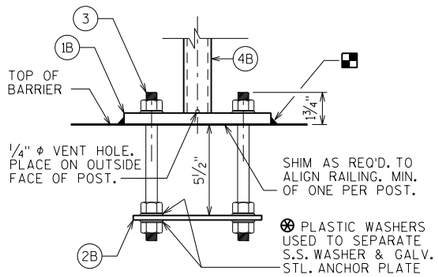
TYPICAL RAIL POST BASE PLATE



ANCHOR PLATE

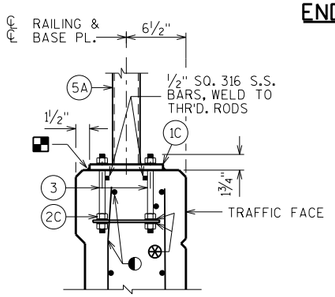


END RAIL BASE PLATE



ANCHORAGE FOR RAIL POSTS

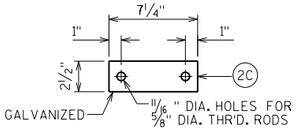
NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



ANCHORAGE FOR END RAIL

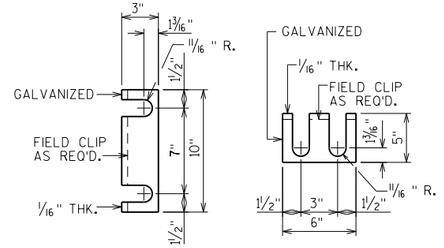
NOTE: ANCHOR PLATES NOT REQ'D. WHEN ADHESIVE ANCHORS ARE USED.

◐ WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.



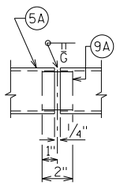
END RAIL ANCHOR PLATE

2 REQ'D. PER END RAIL BASE PLATE



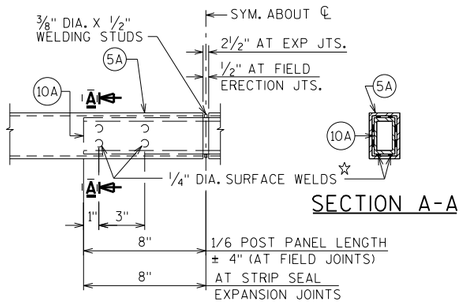
RAIL POST SHIM DETAIL

(2 SETS PER POST)



SHOP RAIL SPLICE DETAIL

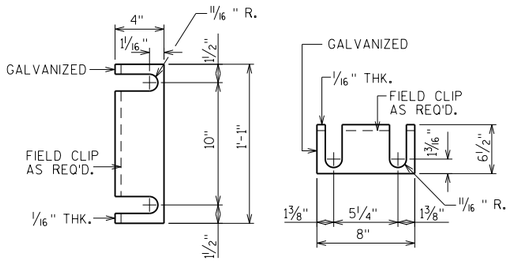
(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



SECTION A-A

FIELD ERECTION JOINT DETAIL

☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



END RAIL SHIM DETAIL

(2 SETS PER POST)

LEGEND

(1B) PLATE ⅝" X 6" X 10" WITH ¾" X 1½" SLOTTED HOLES.

(1C) PLATE ⅝" X 8" X 1'-1" WITH ¾" X 1½" SLOTTED HOLES.

(2B) ¼" X 5" X 9" ANCHOR PLATE WITH 11/16 " ϕ HOLES FOR THR'D. RODS NO. 3.

(2C) ¼" X 2½" X 7¼" ANCHOR PLATE WITH 11/16 " ϕ HOLES FOR THR'D. RODS NO. 3.

(3) ⅝" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

(4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" ⊗ FIELD ERECTION JTS.) (1'-4" ⊗ STRIP SEAL EXP. JTS.). BEND AS REQUIRED AT LOCATION B.

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C6", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

◪ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL JOINTS AND RECESSES IN CONCRETE BARRIER ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3 & 12) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. ~~PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. , (FILL IN COLOR NAME).~~

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

~~TOUCH UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.~~

OPTIONAL CONSTRUCTION JOINTS IN THE BARRIER MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". DEFINE CONSTR. JT. WITH A ¾" "V"-GROOVE.

2

EXISTING R/W

ROCK RIVER

N

HMA PAVEMENT 4 MT 58-28 H, 6.5-INCH
(LOWER: 2.5", MIDDLE: 2", UPPER: 2")

CITY OF FORT
ATKINSON-STORM

SAWCUT REQ'D
(TYP.)

CONCRETE CURB & GUTTER
30-INCH TYPE A

USH 12 / ROBERT ST

R306'

792.787

792.977

793.325

793.670

15'

GUTTER SLOPE 1.5%

13'

1.5%

11'

GUTTER SLOPE 4%

CONCRETE PAVEMENT
APPROACH SLAB, 12-INCH

55+00

793.125

793.307

793.655

794.000

56+00

57+00

10'

11'

1.5%

R354'

792.787

792.977

793.325

793.670

GUTTER SLOPE 1.5%

5'

9"

AT&T - TEL

CITY OF FORT
ATKINSON-ELEC

CONCRETE CURB & GUTTER
30-INCH TYPE D (TYP.)

CONCRETE PAVEMENT 9-INCH

GUTTER SLOPE 4%

CONCRETE SIDEWALK 5-INCH

CONCRETE CURB & GUTTER
30-INCH TYPE A

CITY OF FORT
ATKINSON-STORM

WE ENERGIES-ELEC WITH CHARTER

PROPERTY LINE

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	PAVING DETAILS	SHEET 11	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_021201_PD.DWG
LAYOUT NAME - 02

PLOT DATE : 2/7/2022 11:52 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

PROPERTY LINE (TYP)

EXISTING R/W

CITY OF FORT ATKINSON-SANITARY

CITY OF FORT ATKINSON-WATER

CONCRETE SIDEWALK 5-INCH

CITY OF FORT ATKINSON-ELEC

HMA PAVEMENT 4 MT 58-28 H, 6.5-INCH (LOWER: 2.5", MIDDLE: 2", UPPER: 2")

CONCRETE CURB & GUTTER 30-INCH TYPE D

USH 12 / ROBERT ST

STH 106 / RIVERSIDE DR

WE ENERGIES-GAS

CONCRETE PAVEMENT 9-INCH

SAWCUT REQ'D (TYP.)

AT&T - TEL/FO (3 LINES)

CITY OF FORT ATKINSON-STORM

694+00

695+00

696+00

795.379

795.578

795.825

796.129

796.542

796.388

796.300

796.307

795.180

795.401

795.639

796.073

795.864

795.976

796.574

796.334

796.096

796.144

796.223

796.024

795.945

STEEL PLATE BEAM GUARD, THRIE BEAM STRUCTURE APPROACH & BEAM GUARD CLASS A

CONCRETE CURB & GUTTER 30-INCH TYPE A

GUTTER SLOPE 4%

GUTTER SLOPE 1.5%

CONCRETE PAVEMENT APPROACH SLAB, 12-INCH

STRUCTURE B-28-0009

CONCRETE SIDEWALK 5-INCH

WE ENERGIES-ELEC WITH CHARTER

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	PAVING DETAILS	SHEET 12	E

2

2

EXISTING R/W

CONCRETE CURB PEDESTRIAN
(SEE DETAIL)

REMOVE EXISTING CURB RAMP

CONCRETE CURB &
GUTTER 30-INCH TYPE D

VAN BUREN ST

USH 12 / ROBERT ST

HMA PAVEMENT 4 MT 58-28 H, 6.5-INCH
(LOWER: 2.5", MIDDLE: 2", UPPER: 2")

WE ENERGIES-ELEC
WITH CHARTER

AT&T - TEL/FO

CITY OF FORT
ATKINSON-SANITARY

CITY OF FORT
ATKINSON-STORM

CITY OF FORT
ATKINSON-WATER

REMOVE EXISTING CURB RAMP

CITY OF FORT
ATKINSON-ELEC

WE ENERGIES-ELEC

SAWCUT
REQ'D (TYP.)

WE ENERGIES-GAS

CONCRETE CURB PEDESTRIAN
(SEE DETAIL)

CONCRETE CURB &
GUTTER 18-INCH TYPE D

EXISTING R/W

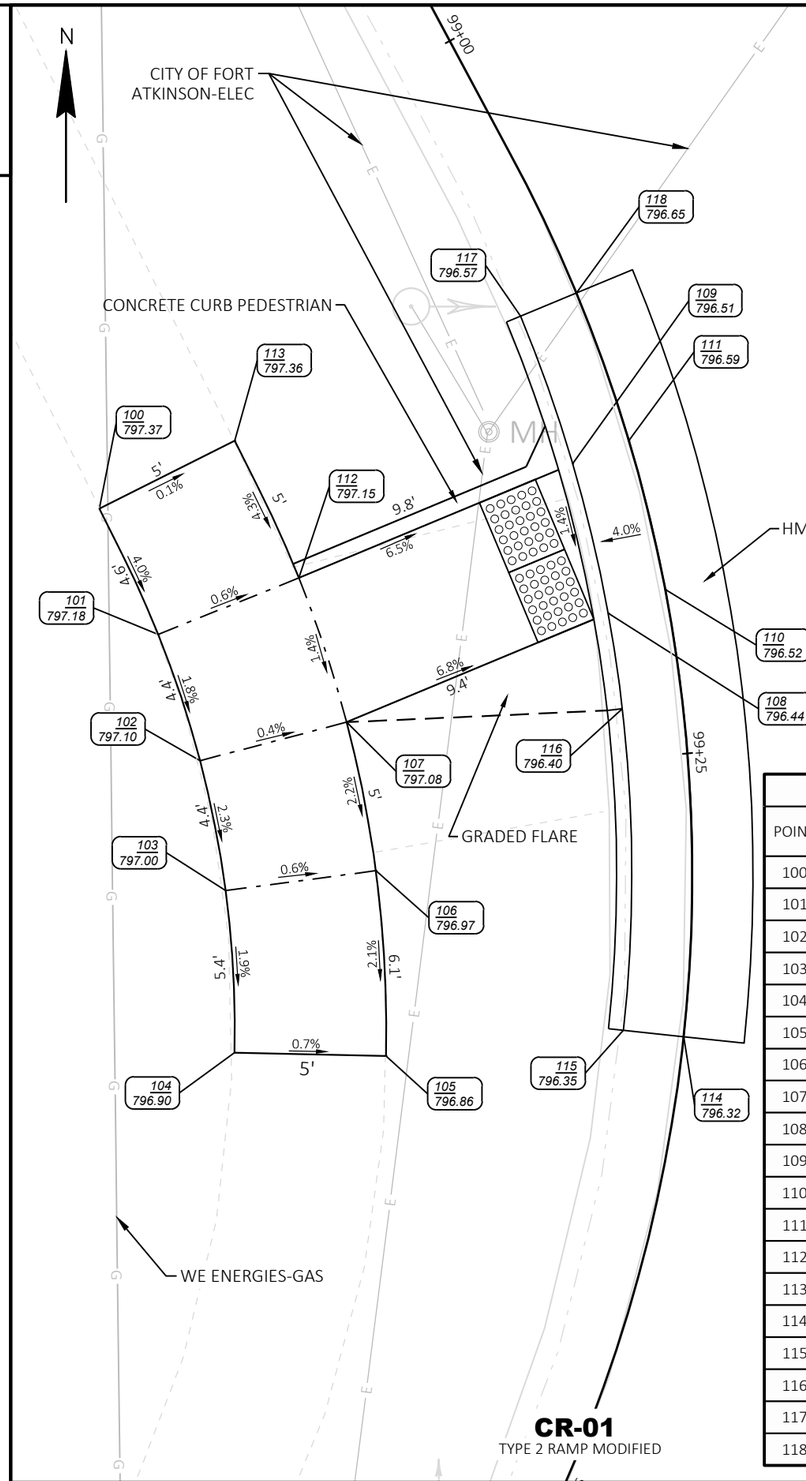
PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	PAVING DETAILS	SHEET 13	E

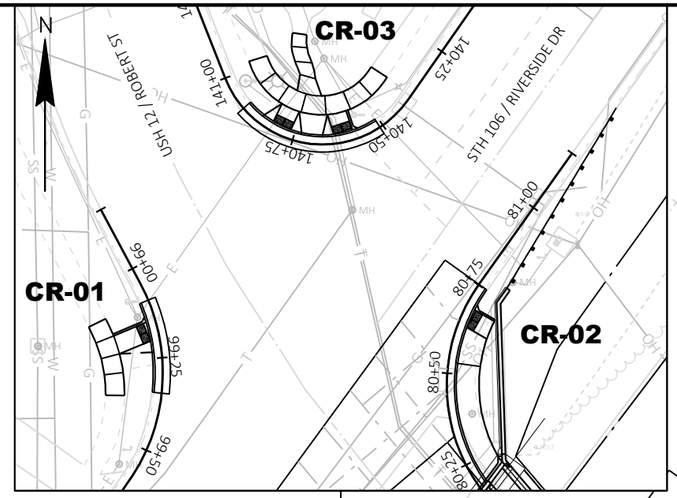
FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_021201_PD.DWG
LAYOUT NAME - 03

PLOT DATE : 2/7/2022 11:53 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

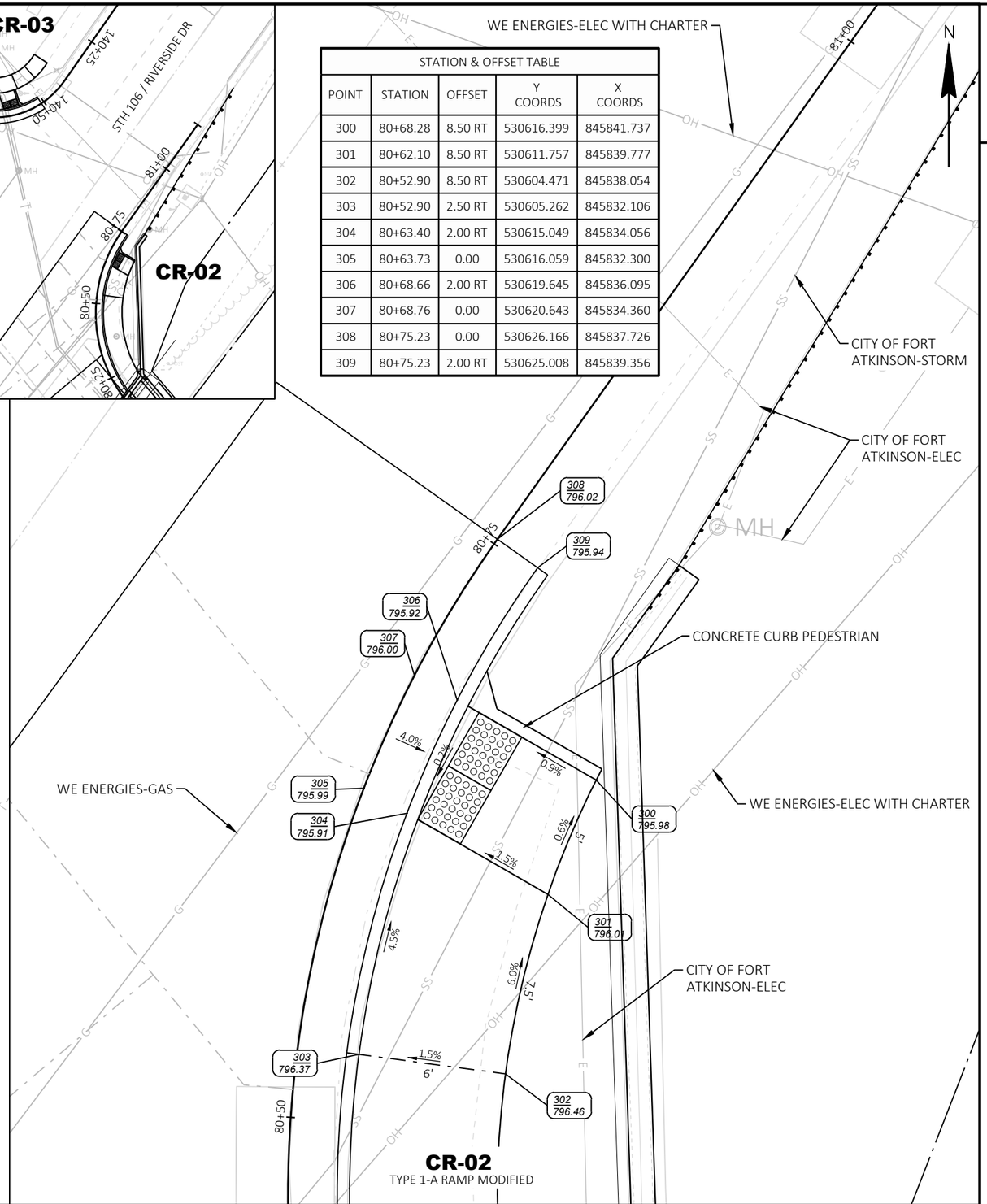




STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
100	99+10.13	17.26 RT	530614.865	845734.743
101	99+17.01	16.67 RT	530610.716	845736.691
102	99+23.46	16.03 RT	530606.550	845738.069
103	99+29.76	15.40 RT	530602.264	845738.912
104	99+37.33	14.62 RT	530596.915	845739.208
105	99+36.44	9.66 RT	530596.808	845744.207
106	99+28.84	10.44 RT	530602.921	845743.869
107	99+22.52	11.08 RT	530607.820	845742.905
108	99+19.97	2.00 RT	530611.416	845751.537
109	99+14.69	2.00 RT	530616.345	845750.366
110	99+19.54	0.00	530612.202	845753.425
111	99+14.48	0.00	530617.118	845752.223
112	99+16.08	11.71 RT	530612.581	845741.330
113	99+09.55	12.28 RT	530617.108	845739.212
114	99+34.36	0.00	530597.445	845754.030
115	99+34.36	2.00 RT	530597.659	845752.041
116	99+23.29	2.00 RT	530608.262	845752.005
117	99+09.32	2.00 RT	530621.210	845748.646
118	99+09.32	0.00	530621.977	845750.493

CR-01
TYPE 2 RAMP MODIFIED

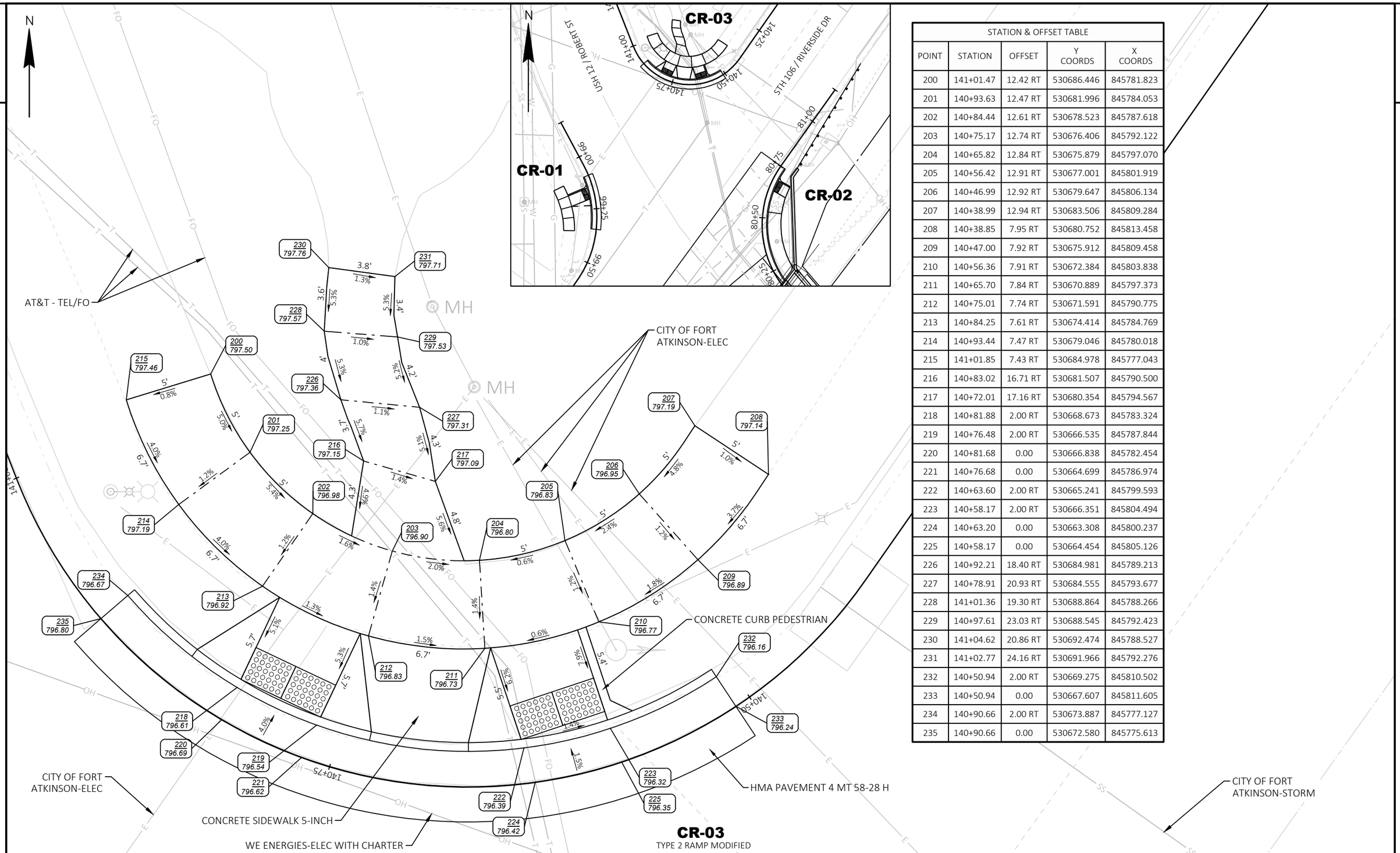
STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
300	80+68.28	8.50 RT	530616.399	845841.737
301	80+62.10	8.50 RT	530611.757	845839.777
302	80+52.90	8.50 RT	530604.471	845838.054
303	80+52.90	2.50 RT	530605.262	845832.106
304	80+63.40	2.00 RT	530615.049	845834.056
305	80+63.73	0.00	530616.059	845832.300
306	80+68.66	2.00 RT	530619.645	845836.095
307	80+68.76	0.00	530620.643	845834.360
308	80+75.23	0.00	530626.166	845837.726
309	80+75.23	2.00 RT	530625.008	845839.356



CR-02
TYPE 1-A RAMP MODIFIED

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	CURB RAMP DETAILS	SHEET 14	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_021301_CR.DWG
LAYOUT NAME - 01
PLOT DATE : 2/7/2022 11:55 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : ##########



CR-03
TYPE 2 RAMP MODIFIED

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
200	141+01.47	12.42 RT	530686.446	845781.823
201	140+93.63	12.47 RT	530681.996	845784.053
202	140+84.44	12.61 RT	530678.523	845787.618
203	140+75.17	12.74 RT	530676.406	845792.122
204	140+65.82	12.84 RT	530675.879	845797.070
205	140+56.42	12.91 RT	530677.001	845801.919
206	140+46.99	12.92 RT	530679.647	845806.134
207	140+38.99	12.94 RT	530683.506	845809.284
208	140+38.85	7.95 RT	530680.752	845813.458
209	140+47.00	7.92 RT	530675.912	845809.458
210	140+56.36	7.91 RT	530672.384	845803.838
211	140+65.70	7.84 RT	530670.889	845797.373
212	140+75.01	7.74 RT	530671.591	845790.775
213	140+84.25	7.61 RT	530674.414	845784.769
214	140+93.44	7.47 RT	530679.046	845780.018
215	141+01.85	7.43 RT	530684.978	845777.043
216	140+83.02	16.71 RT	530681.507	845790.500
217	140+72.01	17.16 RT	530680.354	845794.567
218	140+81.88	2.00 RT	530668.673	845783.324
219	140+76.48	2.00 RT	530666.535	845787.844
220	140+81.68	0.00	530666.838	845782.454
221	140+76.68	0.00	530664.699	845786.974
222	140+63.60	2.00 RT	530665.241	845799.593
223	140+58.17	2.00 RT	530666.351	845804.494
224	140+63.20	0.00	530663.308	845800.237
225	140+58.17	0.00	530664.454	845805.126
226	140+92.21	18.40 RT	530684.981	845789.213
227	140+78.91	20.93 RT	530684.555	845793.677
228	141+01.36	19.30 RT	530688.864	845788.266
229	140+97.61	23.03 RT	530688.545	845792.423
230	141+04.62	20.86 RT	530692.474	845788.527
231	141+02.77	24.16 RT	530691.966	845792.276
232	140+50.94	2.00 RT	530669.275	845810.502
233	140+50.94	0.00	530667.607	845811.605
234	140+90.66	2.00 RT	530673.887	845777.127
235	140+90.66	0.00	530672.580	845775.613

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	CURB RAMP DETAILS	SHEET 15	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_021301_CR.DWG
LAYOUT NAME - 02
PLOT DATE : 2/7/2022 11:55 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

ROCK RIVER

STH 106 / RIVERSIDE DR

USH 12 / ROBERT ST

55 56 57 58 59 60

N

NOTE:
ADD INLET PROTECTION TO INLET AT NW QUAD OF ROBERT ST / VAN BUREN ST INTERSECTION

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	EROSION CONTROL	SHEET 16	E

2

N

ROCK RIVER

STH 106 / RIVERSIDE DR

USH 12 / ROBERT ST

54

55

56

57

58

59

1-15

LEFT LANE MUST TURN LEFT

R3-7L
30"X30"

NO PARKING ANY TIME

RIGHT LANE ENDS

REMOVE

NO PARKING ANY TIME

MOVE TO NEW SIGN LOCATION

M-09

LEGEND

PROPOSED SIGN
(SUPPORT TYPE SPECIFIED FOR EACH SIGN)

X-XX — SIGN NUMBER
(CORRESPONDS TO MISC. QUANTITIES)

M-XX — MOVE SIGN NUMBER
(CORRESPONDS TO MISC. QUANTITIES)

NOTES:
ALL SIGNS ARE TYPE II UNLESS NOTED OTHERWISE

ALL PAVEMENT MARKING IS EPOXY UNLESS NOTED

CBY	MARKING CURB, YELLOW
W4	MARKING LINE 4-INCH, WHITE
W4-S	MARKING LINE 4-INCH, WHITE (12.5' LINE, 37.5' GAP)
W8	MARKING LINE 8-INCH, WHITE
DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
SL18	MARKING STOPLINE 18-INCH, WHITE
XW6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH, WHITE
A-1	MARKING ARROW TYPE 2

2

N

ROCK RIVER

MARKING LINE 4-INCH
(DOUBLE YELLOW) = 215 FT

STH 106 / RIVERSIDE DR

DY4

M-08
LOCAL SIGN AND SIGN
SUPPORT TO BE MOVED

1-05
EAST 106 | WEST 106
ON LIGHT/SIGNAL POLE
J3-2
48"X57"

1-04
R1-1F
36"X36"
STOP
ON SIGNAL POLE

CBY

A-1

W8

M-04 Robert St
M-05 Riverside Dr
M-06 ROCK RIVER
ON LIGHT/SIGNAL POLE

W4-S

A-2

DY4

CBY

55 56 57 58 59 60

USH 12 / ROBERT ST

SL18

1-09
R10-4
9"X12"

XW6

1-10
R9-3A
24"X24"
USE CROSSWALK
R9-3BR
18"X12"

1-11

1-06
R10-4
9"X12"

XW6

1-08
R10-4
9"X12"

CBY

CBY

CBY

CBY

W4-S

W8-S

A-1

W8

M-02
M1-92
24"X24"
M-03
S16-5PL
24"X18"
ON LIGHT POLE

1-02
106
ON LIGHT/SIGNAL POLE
J13-1
24"X45"

A-1

SL18

1-03
STOP
R1-1F
36"X36"
ON LIGHT/SIGNAL POLE

CBY

1-07
R10-4
9"X12"

SL18

1-12
R9-3A
24"X24"
1-13
USE CROSSWALK
R9-3BL
18"X12"

ROCK RIVER
ON LIGHT POLE
M-01

1-01
JCT 106
ON LIGHT POLE
J1-1
24"X39"

1-14
ONLY
R3-8LF
36"X30"

M-07
LOCAL SIGN ATTACHED TO
LIGHT/SIGNAL POLE TO BE MOVED

NOTE:
ATTACH R10-4 SIGNS
TO PROPOSED
PEDESTRIAN PEDESTALS

ON
SIGNAL/LIGHT
POLE
REMOVE

W8

DY4

MARKING LINE 4-INCH
(DOUBLE YELLOW) = 185 FT

LEGEND

PROPOSED SIGN
(SUPPORT TYPE SPECIFIED FOR EACH SIGN)

X-XX
SIGN NUMBER
(CORRESPONDS TO MISC. QUANTITIES)

M-XX
MOVE SIGN NUMBER
(CORRESPONDS TO MISC. QUANTITIES)

NOTES:
ALL SIGNS ARE TYPE II UNLESS NOTED OTHERWISE

ALL PAVEMENT MARKING IS EPOXY UNLESS NOTED

CBY	MARKING CURB, YELLOW
W4	MARKING LINE 4-INCH, WHITE
W4-S	MARKING LINE 4-INCH, WHITE (12.5' LINE, 37.5' GAP)
W8	MARKING LINE 8-INCH, WHITE
W8-S	MARKING LINE 8-INCH, WHITE (3' LINE, 9' GAP)
DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
SL18	MARKING STOPLINE 18-INCH, WHITE
XW6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH, WHITE
A-1	MARKING ARROW TYPE 2
A-2	MARKING WORD

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	PERMANENT SIGNING AND MARKING	SHEET 18	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_023201_PS.DWG
LAYOUT NAME - 01

PLOT DATE : 2/8/2022 11:25 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

GENERAL NOTES

ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO CONSTRUCTION.

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATION ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

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

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACKFEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM OLD SOURCE.

LOCATIONS OF THE PVC CONDUITS ARE IDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. APPROPRIATE ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. FIELD MARK EACH CONDUIT LOCATION IN RED.

ALL CONDUITS SHALL BE CAPPED OR PLUGGED WITH ENGINEER APPROVED FITTINGS IMMEDIATELY AFTER INSTALLATION. THE TRENCH SHALL NOT BE BACK FILLED PRIOR TO INSPECTION OF THE CONDUIT.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT. ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS.

PRIOR TO CONDUIT ACCEPTANCE, ALL CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND BE CAPPED WITH THE APPROPRIATE CAST PLASTIC CAP WHICH FITS SNUGGLY ON THE CONDUIT, BUT EASILY REMOVED IN THE FUTURE. DUCT TAPE OR ANY OTHER CAPPING METHOD IS NOT ACCEPTABLE.

CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX-TO-PULL BOX OR JUNCTION BOX OR BASE-TO-BASE, ETC.) UNLESS OTHERWISE NOTED ON PLANS.

PULL ROPE (3/8-INCH NYLON) SHALL BE INSTALLED IN ALL NEW CONDUITS.

CONTRACTOR SHALL SUPPLY AS-BUILT DRAWING FOR ALL THE WORK BEING DONE.

INSTALLATION OF LATERAL UNDERGROUND CONDUIT UNDER PAVEMENT SHALL BE INSTALLED MINIMUM 30 INCHES BELOW PROPOSED GRADE AND A MINIMUM OF 3 INCHES BELOW ALL PAVEMENT BASE MATERIALS. CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION. CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH ROADWAY CONSTRUCTION FOR CONDUIT LATERALS INSTALLATION.

PITCH ALL CONDUITS TOWARD PULL BOXES. INSTALL A 2" DRAIN DUCT TO STORM SEWER OR DRAIN SUMP AS REQUIRED FOR DRAINAGE. THE 2" DRAIN DUCT OR SUMP IS INCIDENTAL TO THE PULL BOX BID ITEM AND IS NOT SHOWN.

THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE, IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

HAND DIGGING MAY BE REQUIRED FOR LOCATIONS ADJACENT TO EXISTING GAS AND POWER LINES. HAND EXCAVATION SHOULD BE ANTICIPATED & WILL BE CONSIDERED INCIDENTAL TO THE CONCRETE BASES BID ITEM. COORDINATE ALL WORK NEAR GAS LINE WITH WE ENERGIES.

EXISTING CONDUIT AND CID NO LONGER BEING USED IS ABANDONED IN PLACE. THE CONTRACTOR MAY REMOVE ABANDONED WIRING AT THE CONTRACTOR'S EXPENSE. ABANDONED PULL BOX REMOVAL IS INCIDENTAL TO THE ROAD CONSTRUCTION.

ALL UNDERGROUND WIRING AND CONDUIT FOR POLES BEING REMOVED IS ABANDONED IN PLACE UNLESS NOTED OTHERWISE. CONTRACTOR MAY SALVAGE ABANDONED WIRING AT HIS OWN EXPENSE.

IF CID CONTAINS PHASE CONDUCTOR(S) THAT WILL NOT BE USED FOR SUBSEQUENT POLES, I.E. AT THE END OF A CIRCUIT, DO NOT ENERGIZE THE RESPECTIVE CONDUCTOR(S) PAST THE LAST POLE THE PHASE WAS UTILIZED. REMOVE UNUSED CONDUCTOR(S) EXPOSED BEYOND THE CID RACEWAY IN ALL SUBSEQUENT POLES.

SEAL THE ENDS OF ALL CID RACEWAY WITH A UL RECOGNIZED FOAM CONDUIT SEALANT. PROVIDE A 1/2" NYLON ROPE EXTENDING BEYOND THE PLUG TO ASSIST IN REMOVING THE PLUG IN THE FUTURE.

SEE DETAIL "CONDUIT DETAILS AT STRUCTURE PARAPET TO ROADWAY BARRIER INTERFACE" WHEN CONDUIT EXITS TO GRADE FROM A BRIDGE PARAPET OR RETAINING WALL. RIGID METALLIC CONDUIT IN THE CONCRETE BARRIER IS INCIDENTAL TO THE RIGID NONMETALLIC CONDUIT.

PROVIDE MINIMUM CABLE SLACK AS NOTED BELOW:

PULL BOXES:	10-FT	LIGHTING CONTROL CENTERS:	10-FT
EMBEDDED JUNCTION BOXES:	3-FT	POLES:	5-FT IN AND 5-FT OUT

WIRE AND CONDUIT IS LISTED IN THE MISCELLANEOUS QUANTITIES BASED UPON THE EARLIEST STAGE SHOWN. CONTRACTOR MAY INSTALL LATER WHEN LOAD NEEDS TO BE ENERGIZED.

CONDUCTOR COLORS: 120/240V, 1 PHASE - BLACK / RED / WHITE (NEUTRAL) / BARE OR GREEN (GROUND)

STAGING NOTES

MAINTAIN LIGHTING AT ALL TIMES DURING CONSTRUCTION USING EXISTING LIGHTING, PROPOSED TEMPORARY, FINAL LIGHTING OR COMBINATIONS.

DO NOT REMOVE EXISTING LIGHTING UNTIL THE NEW OR TEMPORARY LIGHTING IS OPERATIONAL. REFER TO DRAWINGS FOR STAGING INFORMATION.

MAINTAINING SYSTEM CONTINUITY SHALL BE INCIDENTAL TO THE "REMOVE EXISTING STREET LIGHTS" BID ITEM.

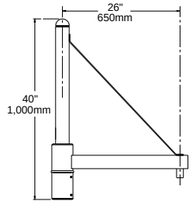
DUE TO THE PHASING OF CONSTRUCTION SOME FINAL LIGHTING UNITS MAY BE ORPHANED UNTIL A LATER STAGE IS COMPLETE. IT IS AT THE DISCRETION OF THE CONTRACTOR TO SCHEDULE THESE ITEMS. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF THE PLACEMENT OF RACEWAY THAT SPANS TWO DIFFERENT PHASES OF CONSTRUCTION. MISCELLANEOUS QUANTITIES SHOW WIRING ADDED WHEN CONDUIT IS INSTALLED. WIRING INSTALLATION MAY BE DEFERRED SUBJECT TO THE LIMITATIONS NOTED HEREIN.

TEMPORARY OR FINAL LIGHTING MUST ILLUMINATE AN AREA BEFORE EXISTING LIGHTING UNITS IN AN AREA CAN BE REMOVED. THE SCHEDULING OF REMOVAL IS AT THE DISCRETION OF THE CONTRACTOR WITH THE PROVISION THAT LIGHTING OF THE ROADWAY IS PROVIDED AT ALL TIMES. COORDINATE POLE REMOVAL WITH TRAFFIC CONTROL.

LEGEND - LIGHTING

- CABLE IN CONDUIT - SIZE AS NOTED
- EXISTING SINGLE ARM LIGHTING UNIT
- PROPOSED DECORATIVE SINGLE ARM LIGHTING UNIT
- LIGHTING CONTROL CABINET
- EXISTING PULL BOX
- PULL BOX 24" x 36"
- PULL BOX 24" x 42"
- CONDUIT STUB OUT

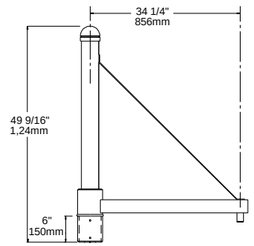
PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	LIGHTING PLAN - GENERAL NOTES	SHEET 19	E



SLA17 (4" pole)

DECORATIVE ARMS DETAILS FOR 4" DIA. POLE

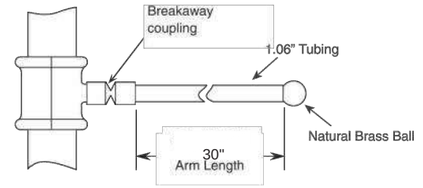
N.T.S.



SLA17(5) (5" pole)

DECORATIVE ARMS DETAILS FOR 5" DIA. POLE

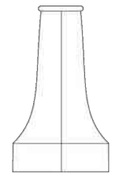
N.T.S.



BBS
Round pole

DECORATIVE BANNER ARM DETAILS

N.T.S.

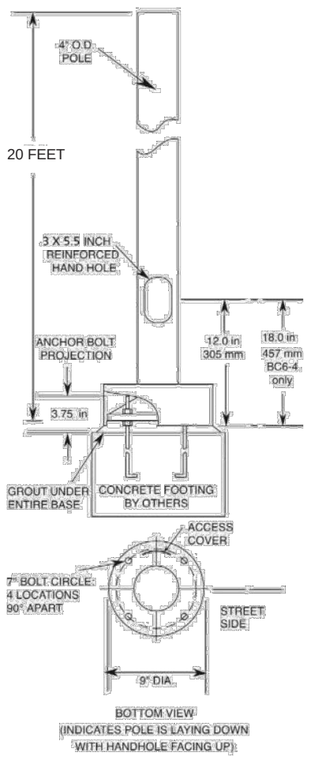


BC5-4 (Fits over a 4"/100mm round pole)
BC5-5 (Fits over a 5"/125mm round pole)

14"/350mm DIA x 24"/610mm high.
Two piece clamshell.

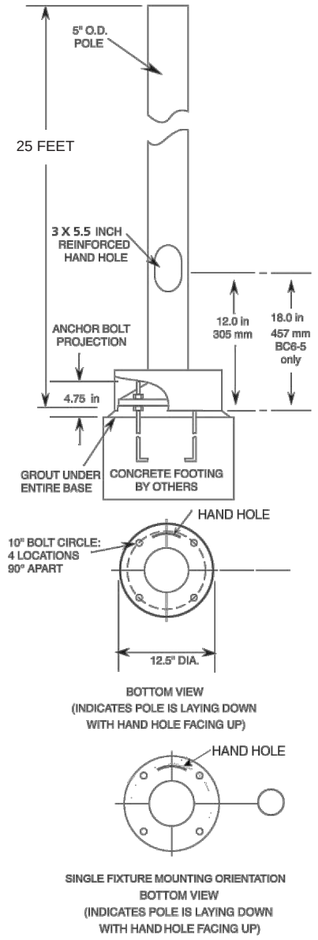
DECORATIVE POLE BASE COVER DETAILS

N.T.S.



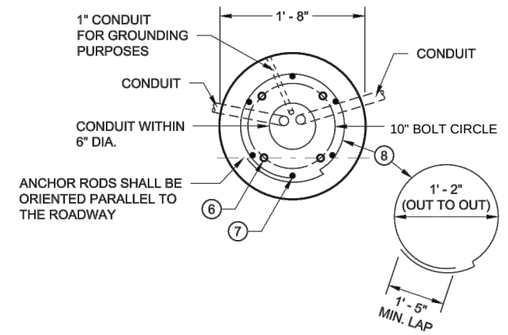
4" DIA. DECORATIVE POLE DETAILS

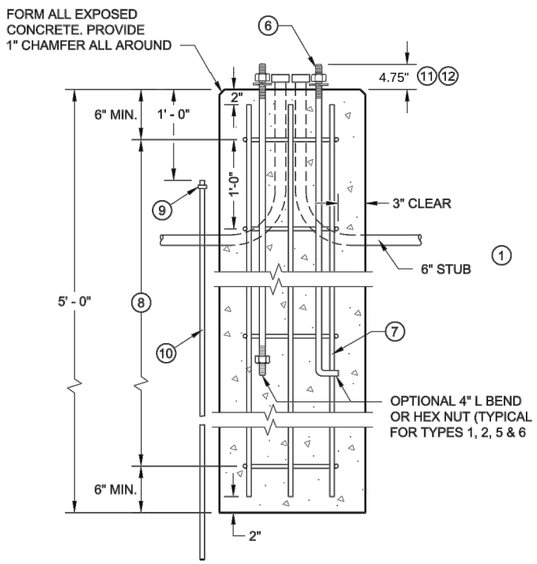
N.T.S.



5" DIA. DECORATIVE POLE DETAILS

N.T.S.





CONCRETE BASE TYPE 5 MODIFIED

N.T.S.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

(6) (4) 3/4" X 24" X 3" ANCHOR BOLTS.

(7) (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

(9) EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

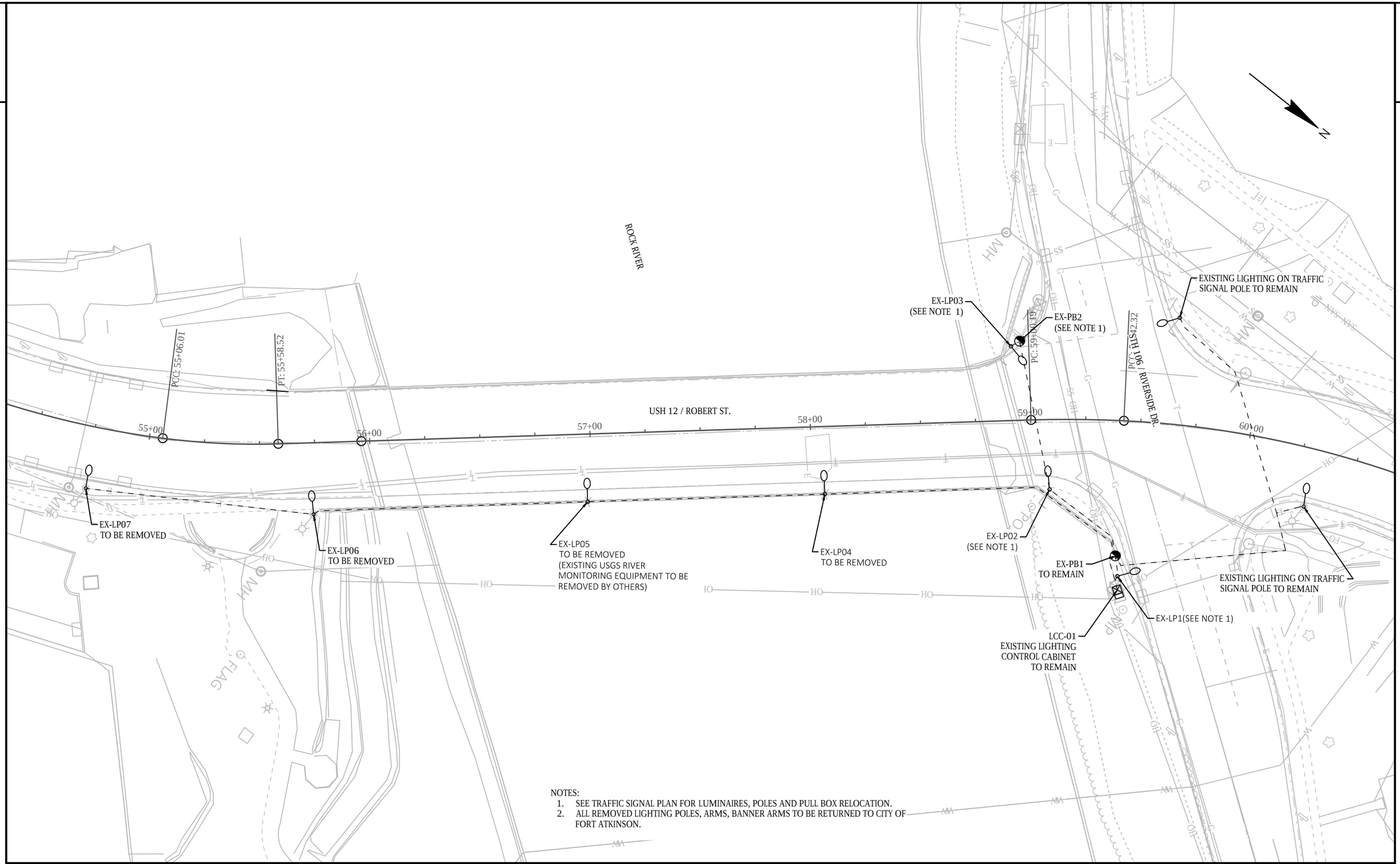
(10) ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

(11) ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

(12) FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

NOTE
1. CONTRACTOR TO CONFIRM BOLT CIRCLE WITH POLE SUPPLIER PRIOR TO INSTALLATION.
2. PLUG EXPOSED CONDUIT ENDS AT THE TOP OF THE CONCRETE BASE UNTIL CONSTRACTOR READY TO INSTALL NEW WIRING AND POLE.

2



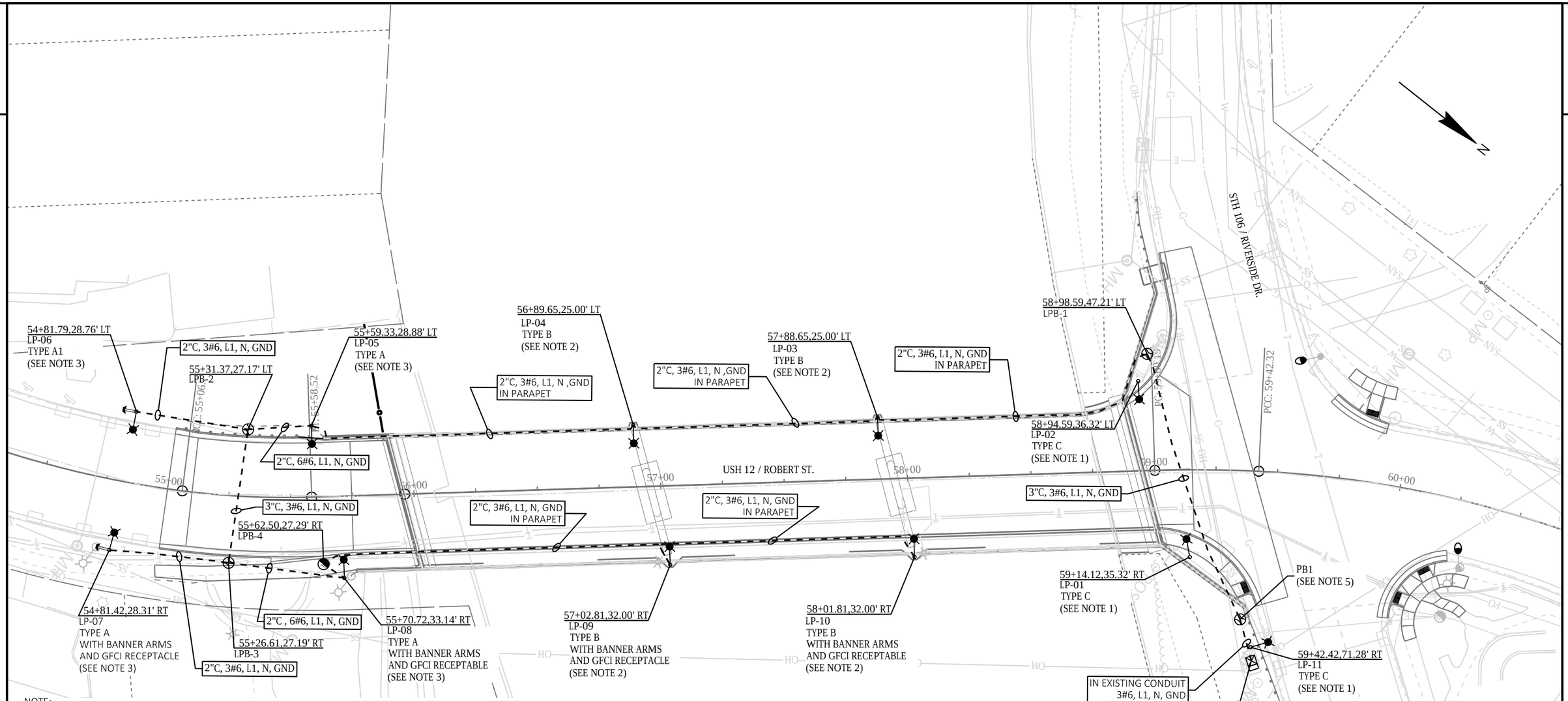
NOTES:
1. SEE TRAFFIC SIGNAL PLAN FOR LUMINAIRES, POLES AND PULL BOX RELOCATION.
2. ALL REMOVED LIGHTING POLES, ARMS, BANNER ARMS TO BE RETURNED TO CITY OF FORT ATKINSON.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	LIGHTING PLAN - REMOVAL	SHEET 21	E

FILE NAME : S:\DOT\DOT_SE\210646-ID3575-04-01\ELECT\DWG\LP_REM.DWG
LAYOUT NAME - LIGHTING PLAN - REMOVAL

PLOT DATE : 12/28/2021 10:16 AM PLOT BY : KIAN K. CHAI PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



NOTE:

1. LUMINAIRES AND ARMS (ARCHITECTURAL AREA LIGHTING) TO BE INSTALLED ON TRAFFIC SIGNAL POLE. SEE TRAFFIC SIGNAL PLAN FOR TRAFFIC SIGNAL POLE AND LIGHTING WIRING DETAILS.
   TYPE C:
   LED LUMINAIRES: UCL2-SR-ANG-72L-500-3K7-3-BLS-SLA17-CL-SF-UNV

2. LUMINAIRE AND ARM (ARCHITECTURAL AREA LIGHTING) TO BE MOUNTED ON NEW 20' POLE WITH 4" OUTSIDE DIAMETER.
   TYPE B:
   LED LUMINAIRES: UCM2-SR-STR-36L-260-3K7-2-BLS-SLA17-CL-SF-UNV
   POLE: PR4 - 4"X20' HEIGHT

3. LUMINAIRE AND ARM (ARCHITECTURAL AREA LIGHTING) TO BE MOUNTED ON NEW 25' POLE WITH 5" OUTSIDE DIAMETER. CONCRETE BASE TO BE SIMILAR TO WISDOT CONCRETE BASE TYPE 5, EXCEPT BOLT CIRCLE TO MATCH THE 25' POLE.
   TYPE A:
   LED LUMINAIRES: UCM2-SR-STR-36L-260-3K7-2-BLS-SLA17(5)-CL-SF-UNV
   POLE: PR5 - 5"X25' HEIGHT

   TYPE A1 WITH BACL LIGHT SHIELD:
   LED LUMINAIRES: UCM2-SR-STR-36L-260-3K7-2-BLS-SLA17(5)-CL-HS-SF-UNV
   POLE: PR5 - 5"X25' HEIGHT

4. FOR ELECTRICAL CONDUIT SIZE AND JUNCTION BOX LOCATION ON BRIDGE, SEE BRIDGE STRUCTURAL PLANS.

5. PULL BOXES AND CONDUITS TO BE INCLUDED IN TRAFFIC SIGNAL PLAN.

6. DO NOT SPLICE WIRES IN PULL BOX. ONLY SPLICE WIRES IN POLE.

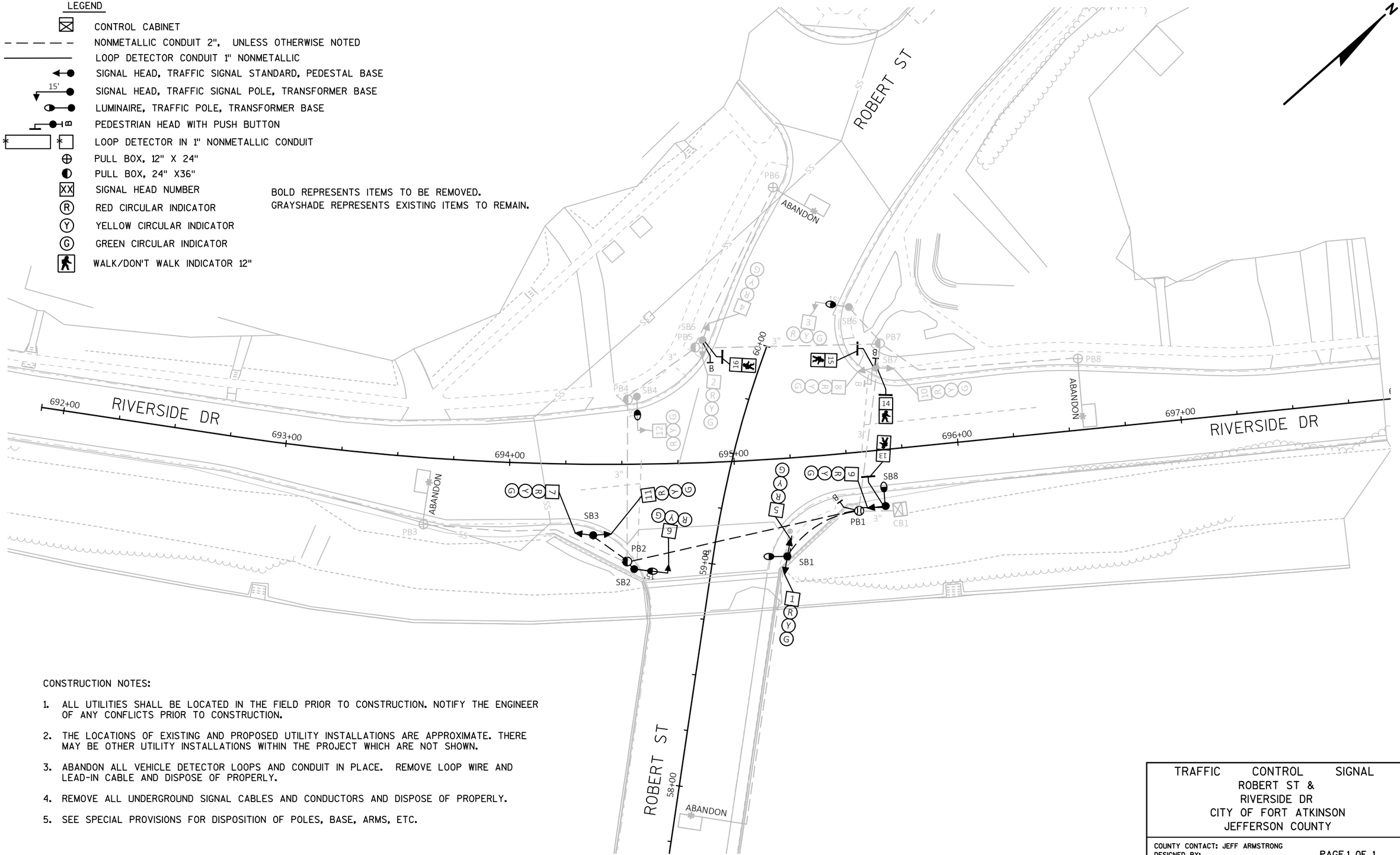
PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	LIGHTING PLAN - FINAL	SHEET 22	E

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 12" X 24"
- PULL BOX, 24" X36"
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR 12"

BOLD REPRESENTS ITEMS TO BE REMOVED.
GRAYSHADE REPRESENTS EXISTING ITEMS TO REMAIN.



CONSTRUCTION NOTES:

1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. ABANDON ALL VEHICLE DETECTOR LOOPS AND CONDUIT IN PLACE. REMOVE LOOP WIRE AND LEAD-IN CABLE AND DISPOSE OF PROPERLY.
4. REMOVE ALL UNDERGROUND SIGNAL CABLES AND CONDUCTORS AND DISPOSE OF PROPERLY.
5. SEE SPECIAL PROVISIONS FOR DISPOSITION OF POLES, BASE, ARMS, ETC.

TRAFFIC CONTROL SIGNAL
ROBERT ST &
RIVERSIDE DR
CITY OF FORT ATKINSON
JEFFERSON COUNTY

COUNTY CONTACT: JEFF ARMSTRONG
DESIGNED BY:
REVISED BY: TADI

PAGE 1 OF 1

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 23	E

FILE NAME : Z:\SHARED\WI\2729-2 ROBERTS ST SIGNAL\CAD\ROBERT AT RIVERSIDE SIGNAL REMOVALS.DWG
LAYOUT NAME - 024230_sp

PLOT DATE : 12/26/2021 7:26 PM PLOT BY : JEFF FAIT PLOT NAME :

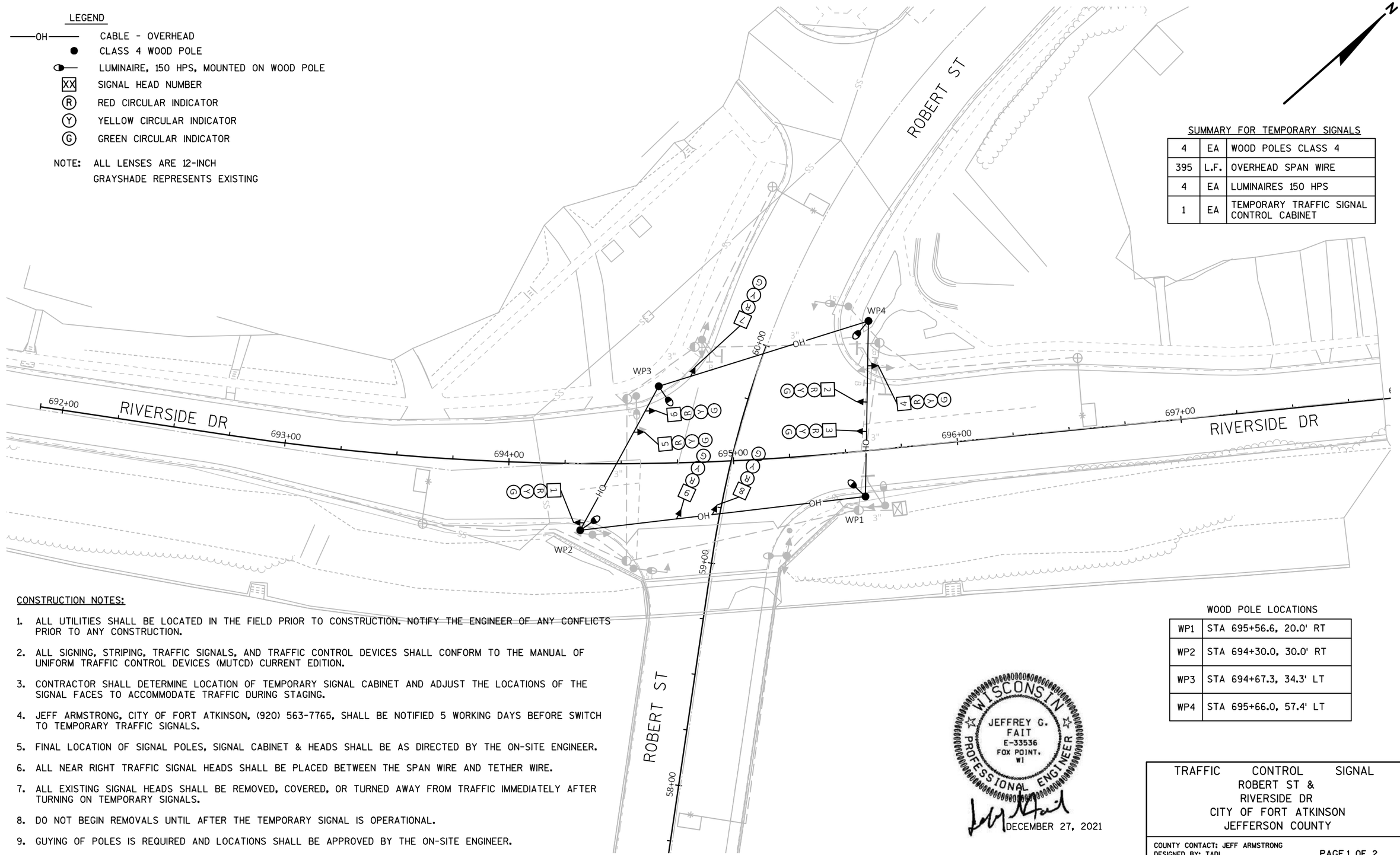
WISDOT/CADDS SHEET 42

2

LEGEND

——OH——	CABLE - OVERHEAD
●	CLASS 4 WOOD POLE
—●—	LUMINAIRE, 150 HPS, MOUNTED ON WOOD POLE
XX	SIGNAL HEAD NUMBER
R	RED CIRCULAR INDICATOR
Y	YELLOW CIRCULAR INDICATOR
G	GREEN CIRCULAR INDICATOR

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



SUMMARY FOR TEMPORARY SIGNALS

4	EA	WOOD POLES CLASS 4
395	L.F.	OVERHEAD SPAN WIRE
4	EA	LUMINAIRES 150 HPS
1	EA	TEMPORARY TRAFFIC SIGNAL CONTROL CABINET

CONSTRUCTION NOTES:

1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO ANY CONSTRUCTION.
2. ALL SIGNING, STRIPING, TRAFFIC SIGNALS, AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) CURRENT EDITION.
3. CONTRACTOR SHALL DETERMINE LOCATION OF TEMPORARY SIGNAL CABINET AND ADJUST THE LOCATIONS OF THE SIGNAL FACES TO ACCOMMODATE TRAFFIC DURING STAGING.
4. JEFF ARMSTRONG, CITY OF FORT ATKINSON, (920) 563-7765, SHALL BE NOTIFIED 5 WORKING DAYS BEFORE SWITCH TO TEMPORARY TRAFFIC SIGNALS.
5. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET & HEADS SHALL BE AS DIRECTED BY THE ON-SITE ENGINEER.
6. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
7. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
8. DO NOT BEGIN REMOVALS UNTIL AFTER THE TEMPORARY SIGNAL IS OPERATIONAL.
9. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ON-SITE ENGINEER.

WOOD POLE LOCATIONS

WP1	STA 695+56.6, 20.0' RT
WP2	STA 694+30.0, 30.0' RT
WP3	STA 694+67.3, 34.3' LT
WP4	STA 695+66.0, 57.4' LT

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

DECEMBER 27, 2021

TRAFFIC CONTROL SIGNAL
ROBERT ST &
RIVERSIDE DR
CITY OF FORT ATKINSON
JEFFERSON COUNTY

COUNTY CONTACT: JEFF ARMSTRONG
DESIGNED BY: TADI
REVISED BY:

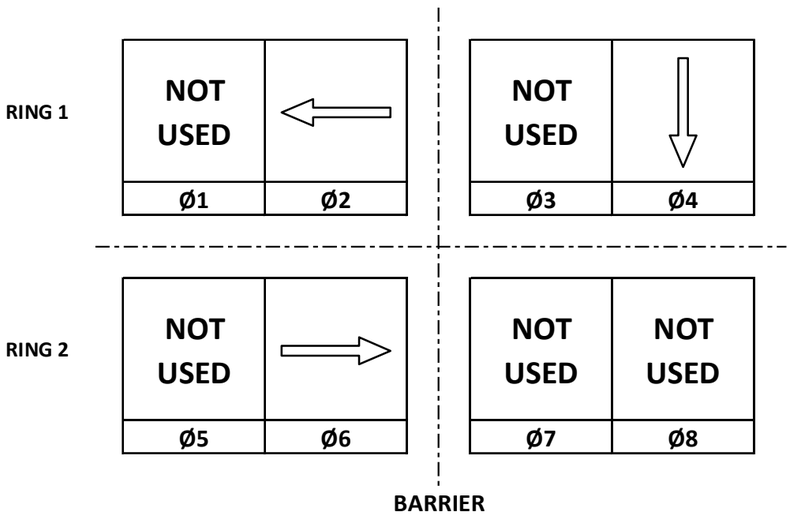
PAGE 1 OF 2

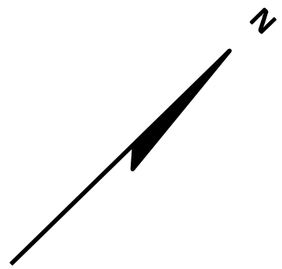
PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 24	E

FILE NAME : Z:\SHARED\WI\2729-2 ROBERTS ST SIGNAL\CAD\ROBERT AT RIVERSIDE TEMPORARY SIGNAL.DWG
LAYOUT NAME - 024230_sp
PLOT DATE : 12/26/2021 7:26 PM PLOT BY : JEFF FAIT PLOT NAME :

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		
Ø4	7,8,9	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8		
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA		
OLB		
OLC		
OLD		





CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MAX	X
3				
4	X		MAX	X
5				
6	X	2	MAX	X
7				
8				

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	
LIFT BRIDGE	
QUEUE DETECTION	

ROBERT ST & RIVERSIDE DR

CITY OF FORT ATKINSON

JEFFERSON COUNTY

SIGNAL NO: CABINET TYPE: TEMP

CONTROLLER TYPE: TEMP

DATE: 12/21 PAGE NUMBER: 2 OF 2

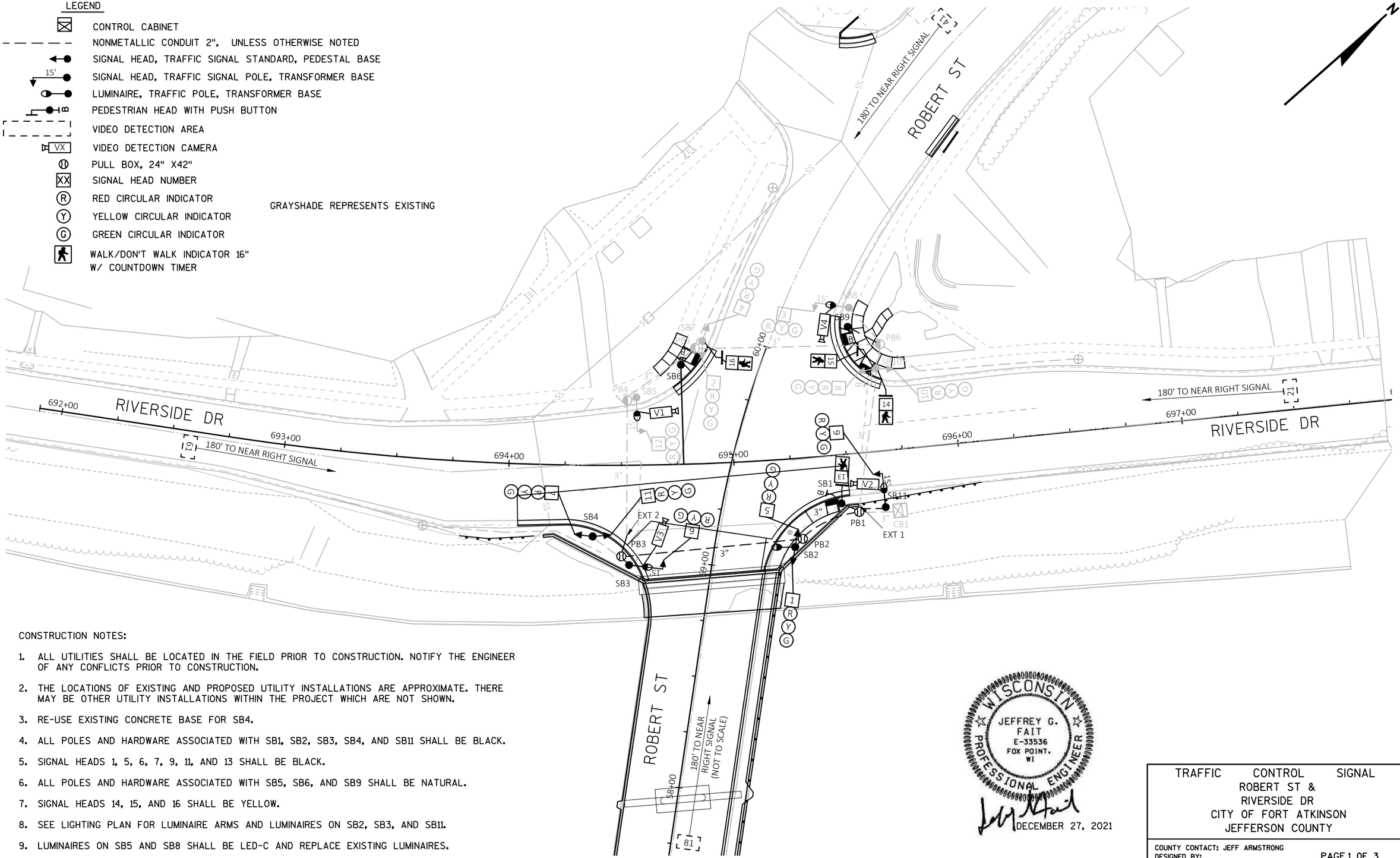
PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TEMPORARY SEQUENCE OF OPERATIONS	SHEET NO:	E

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA
- PULL BOX, 24" X42"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR 16" W/ COUNTDOWN TIMER

GRAYSHADE REPRESENTS EXISTING



CONSTRUCTION NOTES:

1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. RE-USE EXISTING CONCRETE BASE FOR SB4.
4. ALL POLES AND HARDWARE ASSOCIATED WITH SB1, SB2, SB3, SB4, AND SB11 SHALL BE BLACK.
5. SIGNAL HEADS 1, 5, 6, 7, 9, 11, AND 13 SHALL BE BLACK.
6. ALL POLES AND HARDWARE ASSOCIATED WITH SB5, SB6, AND SB9 SHALL BE NATURAL.
7. SIGNAL HEADS 14, 15, AND 16 SHALL BE YELLOW.
8. SEE LIGHTING PLAN FOR LUMINAIRE ARMS AND LUMINAIRES ON SB2, SB3, AND SB11.
9. LUMINAIRES ON SB5 AND SB8 SHALL BE LED-C AND REPLACE EXISTING LUMINAIRES.

DECEMBER 27, 2021

TRAFFIC CONTROL SIGNAL
ROBERT ST &
RIVERSIDE DR
CITY OF FORT ATKINSON
JEFFERSON COUNTY

COUNTY CONTACT: JEFF ARMSTRONG
DESIGNED BY:
REVISED BY: TADI

PAGE 1 OF 3

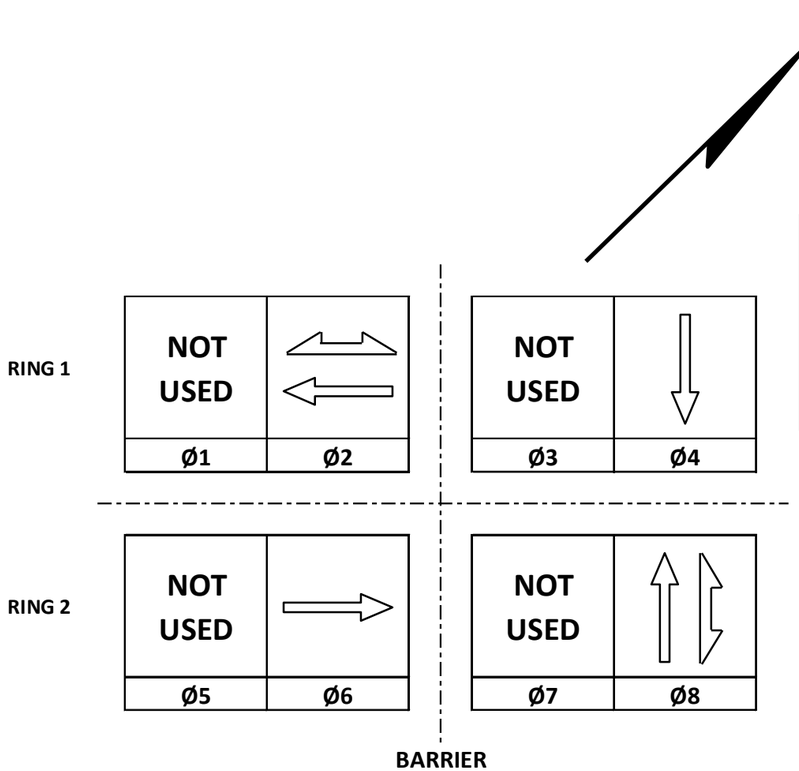
PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC SIGNAL PLAN	SHEET 26	E

FILE NAME : Z:\SHARED\WI\2729-2 ROBERTS ST SIGNAL\CAD\ROBERT AT RIVERSIDE SIGNAL MODIFICATIONS.DWG
LAYOUT NAME - 024230_sp

PLOT DATE : 12/26/2021 7:26 PM PLOT BY : JEFF FAIT PLOT NAME :

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	10,11,12	R
Ø3		
Ø4	4,5,6	R
Ø5		
Ø6	7,8,9	R
Ø7		
Ø8	1,2,3	R
Ø2P	13,14	
Ø4P		
Ø6P		
Ø8P	15,16	
OLA		
OLB		
OLC		
OLD		



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21	1	X			2	2				VIDEO	
41	2	X			4	4				VIDEO	
61	3	X			6	6				VIDEO	
81	4	X			8	8				VIDEO	

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8		X
5				
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	
LIFT BRIDGE	
QUEUE DETECTION	

GENERAL NOTES:

1 FURNISH AND INSTALL GPS CLOCK

ROBERT ST & RIVERSIDE DR

CITY OF FORT ATKINSON

JEFFERSON COUNTY

SIGNAL NO: CABINET TYPE: TS1

CONTROLLER TYPE: EPAC

DATE: 12/21 PAGE NUMBER: 2 OF 3

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	SEQUENCE OF OPERATIONS	SHEET NO:	E

PROJECT ID:	3575-04-81
INTERSECTION:	ROBERT ST & RIVERSIDE DR

SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN
	WHT-WHITE	BLU-BLUE	ORG-ORANGE

CB1 TO	JUMPER	# OF COND. AWG 14	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	PED BUTTON 2
				RED	YELLOW	GREEN	<RED	<YELLOW>	<FL YELLOW>	<GREEN>	D/WALK	WALK		
SB1		7	13								BLK	BLU		
			B										WHT/BLK	
SB2		12	1	RED	ORG	GRN								
			5	RED/BLK	ORG/BLK	GRN/BLK								
SB3		12	6	RED	ORG	GRN								
SB4		12	7	RED	ORG	GRN								
			11	RED/BLK	ORG/BLK	GRN/BLK								
SB5		12	12	RED	ORG	GRN								
SB6		7	B										WHT/BLK	
SB7		12	2	RED	ORG	GRN								
			4	RED/BLK	ORG/BLK	GRN/BLK								
			16								BLK	BLU		
SB8		12	3	RED	ORG	GRN								
SB9		7	B										WHT/BLK	
SB10		12	8	RED	ORG	GRN								
			10	RED/BLK	ORG/BLK	GRN/BLK								
			14								BLK	BLU		
			15								BLK/WHT	BLU/BLK		
			B										WHT/BLK	
SB11		12	9	RED	ORG	GRN								

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
SB2	PB2
SB3	PB3
SB5	PB4
SB7	PB5
SB8	PB6

LIGHTING UF 12 AWG W/GROUND	
FROM	TO
CB1	SB2
SB2	SB3
CB1	SB11
SB11	SB8

VIDEO DETECTION CABLE	
FROM	TO
CB1	SB3 (V3)
CB1	SB5 (V1)
CB1	SB8 (V4)
CB1	SB11 (V2)

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

Robert Street & Madison Avenue
Fort Atkinson, WI
February 10, 2022

Phase	2	4	5	6	7	8
Street	Madison	Robert	Madison	Madison	Robert	Robert
Direction	WB	NB	WB LT	EB	NB LT	SB
Yellow, sec	3.2	3.2	3.2	3.2	3.0	3.2
All Red, sec	2.0	2.5	0.5	2.0	0.5	2.5
Walk, sec	7.0	7.0	--	7.0	--	7.0
Flashing Don't Walk, sec	10.0	28.0	--	23.0	--	21.0

NOTES:
Only the timing parameters recommended to be changed are shown in the above table.

Robert Street & Riverside Drive
Fort Atkinson, WI
February 10, 2022

Phase	2	4	6	8
Street	Robert	Riverside	Robert	Riverside
Direction	NB	EB	SB	WB
Yellow, sec	3.0	3.2	3.0	3.2
All Red, sec	2.5	2.0	2.5	2.0
Walk, sec	7.0	--	--	7.0
Flashing Don't Walk, sec	17.0	--	--	18.0
Coordination Plans:				
1/1/1 Splits, sec	64.0	31.0	64.0	31.0
Recall	Coord	None	Coord	None
Offset / Cycle Length, sec	Offset: 16	Cycle: 95	--	--
2/1/1 Splits, sec	54.0	31.0	54.0	31.0
Recall	Coord	None	Coord	None
Offset / Cycle Length, sec	Offset: 10	Cycle: 85	--	--
3/1/1 Splits, sec	64.0	31.0	64.0	31.0
Recall	Coord	None	Coord	None
Offset / Cycle Length, sec	Offset: 13	Cycle: 95	--	--

NOTES:
Only the timing parameters recommended to be changed are shown in the above table.

Time-of-Day Plans
Midnight to 6:00am - Free
6:00am to 9:00am - 1/1/1
9:00am to 2:00pm - 2/1/1
2:00pm to 7:00pm - 3/1/1
7:00pm to Midnight - Free

Robert Street/Janesville Avenue & S. 3rd Street
Fort Atkinson, WI
February 10, 2022

Phase	2	4	5	6
Street	Robert	S. 3rd Street	Robert	Robert
Direction	SB	WB	SB LT	NB
Yellow, sec	3.0	3.0	3.0	3.0
All Red, sec	2.5	2.5	0.5	2.5
Walk, sec	--	7.0	--	7.0
Flashing Don't Walk, sec	--	20.0	--	23.0
Coordination Plans:				
1/1/1 Splits, sec	62.0	33.0	18.0	44.0
Recall	Coord	None	None	Coord
Offset / Cycle Length, sec	Offset: 0	Cycle: 95	--	--
2/1/1 Splits, sec	52.0	33.0	12.0	40.0
Recall	Coord	None	None	Coord
Offset / Cycle Length, sec	Offset: 0	Cycle: 85	--	--
3/1/1 Splits, sec	62.0	33.0	18.0	44.0
Recall	Coord	None	None	Coord
Offset / Cycle Length, sec	Offset: 0	Cycle: 95	--	--

NOTES:
Only the timing parameters recommended to be changed are shown in the above table.

Time-of-Day Plans
Midnight to 6:00am - Free
6:00am to 8:00am - 1/1/1
8:00am to 2:00pm - 2/1/1
2:00pm to 7:00pm - 3/1/1
7:00pm to Midnight - Free

FOR INFORMATION PURPOSES ONLY

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC SIGNAL TIMINGS	SHEET	E

FILE NAME : Robert at Riverside Signal Timing.pptx PLOT DATE : 2/21/2022 PLOT BY : TADI PLOT NAME : Robert at Riverside Signal Timing.pdf PLOT SCALE : 1:1

Main Street & S. 3rd Street
Fort Atkinson, WI
February 10, 2022

Phase Street Direction	1 Main SB LT	2 Main NB	4 S. 3rd Street EB	5 Main NB LT	6 Main SB	7 S. 3rd Street EB LT	8 S. 3rd Street WB
Yellow, sec	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All Red, sec	0.5	2.0	2.0	0.5	2.0	0.5	2.0
Walk, sec	--	7.0	7.0	--	7.0	--	7.0
Flashing Don't Walk, sec	--	15.0	18.0	--	15.0	--	13.0
Coordination Plans:							
1/1/1 Splits, sec	10.0	46.0	34.0	10.0	46.0	--	34.0
Recall	Max	Coord	Max	Max	Coord	Max	Max
Offset / Cycle Length, sec	Offset: 29	Cycle: 90	--	--	--	--	--
1/2/1 Splits, sec	10.0	43.0	37.0	10.0	43.0	10.0	27.0
Recall	Max	Coord	Max	Max	Coord	Max	Max
Offset / Cycle Length, sec	Offset: 29	Cycle: 90	--	--	--	--	--
2/1/1 Splits, sec	10.0	45.0	35.0	10.0	45.0	--	35.0
Recall	Max	Coord	Max	Max	Coord	Max	Max
Offset / Cycle Length, sec	Offset: 26	Cycle: 90	--	--	--	--	--
2/2/1 Splits, sec	10.0	43.0	37.0	10.0	43.0	11.0	27.0
Recall	Max	Coord	Max	Max	Coord	Max	Max
Offset / Cycle Length, sec	Offset: 22	Cycle: 90	--	--	--	--	--
3/1/1 Splits, sec	10.0	49.0	31.0	10.0	49.0	--	31.0
Recall	Max	Coord	Max	Max	Coord	Max	Max
Offset / Cycle Length, sec	Offset: 35	Cycle: 90	--	--	--	--	--
3/2/1 Splits, sec	10.0	45.0	35.0	10.0	45.0	10.0	25.0
Recall	Max	Coord	Max	Max	Coord	Max	Max
Offset / Cycle Length, sec	Offset: 35	Cycle: 90	--	--	--	--	--

NOTES:
Only the timing parameters recommended to be changed are shown in the above table.
Per MUTCD allowances, 3.0 seconds of Phase 8 FDW timed into yellow to reduce WB split time.

Time-of-Day Plans
Midnight to 5:00am - Flash
5:00am to 7:00am - 1/1/1
7:00am to 8:00am - 1/2/1
8:00am to 11:45am - 2/1/1
11:45am to 1:15pm - 2/2/1
1:15pm to 2:30pm - 2/1/1
2:30pm to 5:00pm - 3/2/1
5:00pm to 7:00pm - 3/1/1
7:00pm to Midnight - 2/1/1

Main Street & Milwaukee Street
Fort Atkinson, WI
February 10, 2022

Phase Street Direction	1 Main SB LT	2 Main NB	4 Milwaukee EB	5 Main NB LT	6 Main SB	8 Milwaukee WB
Yellow, sec	3.0	3.0	3.0	3.0	3.0	3.0
All Red, sec	0.5	2.0	2.0	0.5	2.0	2.0
Walk, sec	--	7.0	7.0	--	7.0	7.0
Flashing Don't Walk, sec	--	15.0	16.0	--	15.0	16.0
Coordination Plans:						
1/1/1 Splits, sec	10.0	50.0	30.0	10.0	50.0	30.0
Recall	Max	Coord	Max	Max	Coord	Max
Offset / Cycle Length, sec	Offset: 22	Cycle: 90	--	--	--	--
2/1/1 Splits, sec	10.0	50.0	30.0	10.0	50.0	30.0
Recall	Max	Coord	Max	Max	Coord	Max
Offset / Cycle Length, sec	Offset: 14	Cycle: 90	--	--	--	--
3/1/1 Splits, sec	10.0	50.0	30.0	10.0	50.0	30.0
Recall	Max	Coord	Max	Max	Coord	Max
Offset / Cycle Length, sec	Offset: 26	Cycle: 90	--	--	--	--

NOTES:
Only the timing parameters recommended to be changed are shown in the above table.

Time-of-Day Plans
Midnight to 5:00am - Flash
5:00am to 8:00am - 1/1/1
8:00am to 2:30pm - 2/1/1
2:30pm to 7:00pm - 3/1/1
7:00pm to Midnight - 2/1/1

FOR INFORMATION PURPOSES ONLY

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC SIGNAL TIMINGS	SHEET	E

FILE NAME : Robert at Riverside Signal Timing.pptx PLOT DATE : 11/13/2021 PLOT BY : TADI PLOT NAME : Robert at Riverside Signal Timing.pdf PLOT SCALE : 1:1

Main Street & Sherman Avenue
Fort Atkinson, WI
February 10, 2022

Phase Street Direction	1 Main SB LT	2 Main NB	4 Sherman EB	5 Main NB LT	6 Main SB	8 Sherman WB
Yellow, sec	3.0	3.0	3.0	3.0	3.0	3.0
All Red, sec	0.5	2.0	2.0	0.5	2.0	2.0
Coordination Plans:						
1/1/1 Splits, sec	10.0	50.0	30.0	10.0	50.0	30.0
Recall	Max	Coord	Max	Max	Coord	Max
Offset / Cycle Length, sec	Offset: 64	Cycle: 90	--	--	--	--
2/1/1 Splits, sec	10.0	50.0	30.0	10.0	50.0	30.0
Recall	Max	Coord	Max	Max	Coord	Max
Offset / Cycle Length, sec	Offset: 57	Cycle: 90	--	--	--	--
3/1/1 Splits, sec	10.0	50.0	30.0	10.0	50.0	30.0
Recall	Max	Coord	Max	Max	Coord	Max
Offset / Cycle Length, sec	Offset: 70	Cycle: 90	--	--	--	--

NOTES:
Only the timing parameters recommended to be changed are shown in the above table.

Time-of-Day Plans
Midnight to 5:00am - Flash
5:00am to 8:00am - 1/1/1
8:00am to 2:30pm - 2/1/1
2:30pm to 7:00pm - 3/2/1
7:00pm to Midnight - 2/1/1

Main Street & Madison Avenue
Fort Atkinson, WI
February 10, 2022

Phase Street Direction	1 Main SB LT	2 Main NB	3 N. 3rd WB LT	4 Madison EB	5 Main NB LT	6 Main SB	8 N. 3rd WB
Yellow, sec	3.0	3.0	3.0	3.2	3.0	3.0	3.2
All Red, sec	0.5	2.5	0.5	2.0	0.5	2.5	2.0
Walk, sec	--	7.0	--	7.0	--	7.0	7.0
Flashing Don't Walk, sec	--	27.0	--	16.0	--	27.0	22.0
Coordination Plans:							
1/1/1 Splits, sec	10.0	41.0	10.0	29.0	10.0	41.0	39.0
Recall	Max	Coord	Max	Max	Max	Coord	Max
Offset / Cycle Length, sec	Offset: 84	Cycle: 90	--	--	--	--	--
2/1/1 Splits, sec	10.0	41.0	10.0	29.0	10.0	41.0	39.0
Recall	Max	Coord	Max	Max	Max	Coord	Max
Offset / Cycle Length, sec	Offset: 77	Cycle: 90	--	--	--	--	--
3/1/1 Splits, sec	10.0	41.0	10.0	29.0	10.0	41.0	39.0
Recall	Max	Coord	Max	Max	Max	Coord	Max
Offset / Cycle Length, sec	Offset: 0	Cycle: 90	--	--	--	--	--

NOTES:
Only the timing parameters recommended to be changed are shown in the above table.

Time-of-Day Plans
Midnight to 5:00am - Flash
5:00am to 8:00am - 1/1/1
8:00am to 2:30pm - 2/1/1
2:30pm to 7:00pm - 3/2/1
7:00pm to Midnight - 2/1/1

FOR INFORMATION PURPOSES ONLY

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC SIGNAL TIMINGS	SHEET	E

FILE NAME : Robert at Riverside Signal Timing.pptx PLOT DATE : 11/13/2021 PLOT BY : TADI PLOT NAME : Robert at Riverside Signal Timing.pdf PLOT SCALE : 1:1

2

2

N

26

ROCK RIVER

COUNTY N

106

MAX. 9' WIDTH W12-52
2 MILES AHEAD
WO57-52 48"X36"

EAST 12 M3-2 36"X18" M1-4 24"X24"
MAX. 9' WIDTH W12-52

EAST 106 M3-2 36"X18" M1-6 36"X36"
MAX. 11' WIDTH W12-52
3 MILES AHEAD
WO57-52 48"X36"

EAST 12 M3-2 36"X18" M1-4 24"X24"
MAX. 9' WIDTH W12-52
3 MILES AHEAD
WO57-52 48"X36"

EAST 106 M3-2 36"X18" M1-6 36"X36"
MAX. 11' WIDTH W12-52
3 MILES AHEAD
WO57-52 48"X36"

LIMITS OF MAIN STREET TEMPORARY RE-MARKING

ROBERT STREET PROJECT LOCATION

106

EAST 106 M3-2 36"X18" M1-6 36"X36"
MAX. 11' WIDTH W12-52
2 MILES AHEAD
WO57-52 48"X36"

EAST 106 M3-2 36"X18" M1-6 36"X36"
MAX. 11' WIDTH W12-52

EAST 106 M3-2 36"X18" M1-6 36"X36"
MAX. 11' WIDTH W12-52
3 MILES AHEAD
WO57-52 48"X36"

WEST 12 M3-4 24"X12" M1-4 24"X24"
MAX. 9' WIDTH W12-52
1 1/2MILES AHEAD
WO57-52 48"X36"

WEST 12 M3-4 24"X12" M1-4 24"X24"
MAX. 9' WIDTH W12-52

COUNTY M

MAX. 11' WIDTH W12-52
4 MILES AHEAD
WO57-52 48"X36"

LEGEND:

ROAD WORK AHEAD W20-1A — PROPOSED TEMPORARY SIGN

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

NOTES

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

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

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

MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

IF EXISTING SIGNS TO BE REMOVED, OR TO BE MOVED TO A NEW PERMANENT LOCATION, ARE FIRST MOVED FOR SERVICE UNDER STAGED CONSTRUCTION, AS APPROVED BY THE ENGINEER, THE SIGNS AND SUPPORTS WILL BE PAID FOR AS "TRAFFIC CONTROL SIGNS".

MAX WIDTH 9-FOOT SIGNS FOR MAIN STREET WIDTH RESTRICTION TO ONLY BE IN PLACE DURING STAGES 1 & 2 AND 4 & 5 FOR THE MAIN STREET RE-MARKING. SEE MAIN STREET TRAFFIC CONTROL SHEETS FOR STAGES.

MAX WIDTH 11-FOOT SIGNS TO BE INSTALLED AND TO REMAIN IN PLACE FOR THE ENTIRE DURATION ROBERT STREET IS CLOSED.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - ADVANCED MINIMUM WIDTH WARNING	SHEET 32	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025100_TC-ROBERT ST.DWG
LAYOUT NAME - ADVANCED MINIMUM WIDTH WARNING

PLOT DATE : 2/11/2022 9:23 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WISDOT/CADDS SHEET 42

2

N

JACKSON ST

MONROE ST

ROBERT ST

LINCOLN ST

ADAMS ST

N MAIN ST

N 3RD ST

SHERMAN AVE W

SHERMAN AVE E

VAN BUREN ST

S WATER ST

MILWAUKEE AVE

S MAIN ST

S 3RD ST

JANESVILLE AVE

RIVERSIDE DR

ROCK RIVER

ROAD CLOSED AHEAD W20-3A

ROAD CLOSED 500 FT W20-3D

ROAD CLOSED 250 FT W20-1H(MOD)

ROAD WORK AHEAD W20-1A

MAX. 11' WIDTH W12-52

WEST 106 M3-4 24"X12" M1-6 24"X24"

1/4 MILES AHEAD WO57-52 48"X36"

106

PCMS

FRAME A: BRIDGE CLOSED BEGINS

FRAME B: D.O.W. MM–DD

(IN PLACE 7 DAYS PRIOR TO BRIDGE CLOSURE)

BUSINESS 26

LEGEND:

- GENERAL WORK AREA
- PROPOSED TEMPORARY SIGN (ROAD WORK AHEAD W20-1A)
- SIGN ON PERMANENT SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

NOTES

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

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

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

MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

IF EXISTING SIGNS TO BE REMOVED, OR TO BE MOVED TO A NEW PERMANENT LOCATION, ARE FIRST MOVED FOR SERVICE UNDER STAGED CONSTRUCTION, AS APPROVED BY THE ENGINEER, THE SIGNS AND SUPPORTS WILL BE PAID FOR AS "TRAFFIC CONTROL SIGNS".

MAX WIDTH 11-FOOT SIGNS TO BE INSTALLED AND TO REMAIN IN PLACE FOR THE ENTIRE DURATION ROBERT STREET IS CLOSED.

ABBREVIATIONS:
D.O.W. = DAY OF WEEK
MM-DD = MONTH DATE

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - OVERVIEW	SHEET 33	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025100_TC-ROBERT ST.DWG
LAYOUT NAME - OVERVIEW

PLOT DATE : 2/11/2022 9:23 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:300 FT

2

N

SHERMAN AVE W

JACKSON ST

MONROE ST

ROBERT ST

LINCOLN ST

ADAMS ST

SHERMAN AVE W

SIGNS COVERED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71

SIGN COVERED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71

(LOCAL SIGN)

EAST 106 WEST 106

(LOCAL SIGN)

GLACIAL RIVER TRAIL

VAN BUREN ST

RANKIN ST

SIGNS INSTALLED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71

DETOUR EAST 12

DETOUR EAST 106 EAST 12

(LOCAL SIGN)

BUSINESS 26 EAST 12

ROCK RIVER

ROBERT ST

106 RIVERSIDE DR

MILWAUKEE AVE

NOTE:
SEE USH 12 / STH 89 DETOUR ROUTE SHEETS FOR ADDITIONAL INFORMATION.

LEGEND:

- WORK ZONE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- TRAFFIC CONTROL BARRICADE TYPE III
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- 15C2b-D — STANDARD DETAIL - BARRICADES AND SIGNS FOR VARIOUS CLOSURES (DETAIL D)
- 15C2b-E — STANDARD DETAIL - BARRICADES AND SIGNS FOR VARIOUS CLOSURES (DETAIL E)

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - DETAIL SHEET #1	SHEET 34	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_027002_DT-BUS 26 & US 12 E.DWG
LAYOUT NAME - DETAIL SHEET #1

PLOT DATE : 2/11/2022 9:24 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:150 FT

WISDOT/CADDS SHEET 42

2

2

N

MADISON AVE
LINCOLN ST
ADAMS ST
ADAMS ST
WASHINGTON ST
MECHANIC ST
N MAIN ST
EDWARD ST
CLARENCE ST
JEFFERSON ST
N 4TH ST
N 3RD ST E
BARRIE ST
GLACIAL RIVER TRAIL
SHERMAN AVE W
SHERMAN AVE E
MECHANIC ST
EDWARD ST
NORTH WATER ST W
NORTH WATER ST E

JCT 12
89
WEST 12
BUSINESS 26
WEST 12
BUSINESS 26
JCT BUSINESS 26 JCT 89
WEST 12
BUSINESS 26
WEST NORTH 12 89
WEST BUSINESS 12 26
WEST 12 89 BUSINESS 26
WEST BUSINESS 12 26
106

SIGNS INSTALLED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71

DETOUR DETOUR
EAST SOUTH WEST
12 89 12

SIGNS COVERED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71

SOUTH WEST NORTH
12

ON OVERHEAD CANTILEVER

NORTH 89

LEGEND:

- WORK ZONE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- TRAFFIC CONTROL BARRICADE TYPE III
- 26 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- 15C2b-D — STANDARD DETAIL - BARRICADES AND SIGNS FOR VARIOUS CLOSURES (DETAIL D)
- 15C2b-E — STANDARD DETAIL - BARRICADES AND SIGNS FOR VARIOUS CLOSURES (DETAIL E)

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - DETAIL SHEET #2	SHEET 35	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_027002_DT-BUS 26 & US 12 E.DWG
LAYOUT NAME - DETAIL SHEET #2
PLOT DATE : 2/11/2022 9:24 AM
PLOT BY : BUTTERIS, BRADLEY
PLOT NAME :
PLOT SCALE : 1 IN:150 FT

2

N

MADISON AVE

HARRISON ST

ADAMS ST

WASHINGTON ST

SIGN COVERED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71

SIGNS INSTALLED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71

DETOUR EAST 12

(LOCAL SIGN)

JACKSON ST

MONROE ST

DETOUR NORTH 89

BUSINESS 26

COVER WITH

SIGN COVERED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71

ROBERT ST

SIGNS INSTALLED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71

MADISON AVE

WEST 12 BUSINESS 26

EAST 12 BUSINESS 26

LINCOLN ST

ADAMS ST

BARRIE ST

BARRIE ST

LEGEND:

- WORK ZONE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- TRAFFIC CONTROL BARRICADE TYPE III
- EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- 15C2b-D — STANDARD DETAIL - BARRICADES AND SIGNS FOR VARIOUS CLOSURES (DETAIL D)
- 15C2b-E — STANDARD DETAIL - BARRICADES AND SIGNS FOR VARIOUS CLOSURES (DETAIL E)

NOTES:

1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - DETAIL SHEET #3	SHEET 36 E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_027002_DT-BUS 26 & US 12 E.DWG
LAYOUT NAME - DETAIL SHEET #3

PLOT DATE : 2/11/2022 9:24 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:150 FT

2

N

S 3RD ST

EXISTING TYPE 1 ARROWS AND MARKING WORD TO REMAIN

REMOVE EXISTING TYPE 3 ARROWS AND REPLACE WITH (2) RIGHT TURN ARROWS, TYPE 2 AND MARKING WORD, ONLY

ONLY

T-W8

REMOVE EXISTING MARKING LINE 4-INCH, 12.5' SKIPS

ONLY ONLY

R3-8AR
36"X30"

T-W8-S

JANESVILLE AVE

GROVE ST

RIGHT LANE
MUST
TURN RIGHT

R3-7R
30"X30"

LEGEND:

- WORK ZONE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- TRAFFIC CONTROL DRUM, TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- MARKING REMOVAL LINE
- 16" X 16" ORANGE WARNING FLAGS (INCIDENTAL TO OTHER ITEMS OF WORK)
- T-W8 — TEMPORARY MARKING LINE 8-INCH (WHITE)
- T-W8-S — TEMPORARY MARKING LINE 8-INCH (SKIPS, 3' LINE - 9' GAP)(WHITE)

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

NOTE:
SEE SDD 15D20-b TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE FOR TRAFFIC CONTROL SETUP. TEMPORARY MARKING 4-INCH REMOVABLE TAPE AND MARKING REMOVAL LINE IS NOT REQUIRED.

WHEN CONSTRUCTION ON ROBERT STREET HAS ENDED, REMOVE THE TEMPORARY MARKINGS WITH WATER BLASTING AND PAINT 12.5' SKIPS, EPOXY TO MATCH PREVIOUS EXISTING CONDITIONS

ACCESS TO ADJACENT BUSINESSES SHALL REMAIN OPEN DURING CONSTRUCTION OPERATIONS.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - DETAIL SHEET #4	SHEET 37	E

2

2

N

MILWAUKEE AVE

ROBERT ST

GLACIAL RIVER TRAIL

JANESVILLE AVE

S 3RD ST

CROSSWALK TO REMAIN OPEN
DO NOT PLACE DRUMS WITHIN CROSSWALK

12' MIN

25' TYP.

LANE CLOSED
R11-2L
48"X30"

15' TYP.

CROSSWALK TO REMAIN OPEN
DO NOT PLACE DRUMS WITHIN CROSSWALK

LEGEND:

- WORK ZONE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- TRAFFIC CONTROL DRUM, TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- MARKING REMOVAL LINE
- 16" X 16" ORANGE WARNING FLAGS (INCIDENTAL TO OTHER ITEMS OF WORK)

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - DETAIL SHEET #5	SHEET 38	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025100_TC-ROBERT ST.DWG
LAYOUT NAME - DETAIL SHEET #5
PLOT DATE : 2/11/2022 9:24 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

BICENTENNIAL PARK

ROCK RIVER

GLACIAL RIVER TRAIL

MILWAUKEE AVE

ROBERT ST

SIDEWALK CLOSED
R9-9
24"X12"

10'

PRIOR TO CLOSING SIDEWALK ACCESS, INSTALL TEMPORARY PEDESTRIAN SURFACE PLYWOOD ACCESS TO BICENTENNIAL PARK

INSTALL TEMPORARY PEDESTRIAN BARRICADES ALONG ACCESS

SIDEWALK CLOSED
R9-9
24"X12"

R3-1
24"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

ROAD CLOSED
R11-2
48"X30"

CROSSWALK TO REMAIN OPEN
DO NOT PLACE BARRICADES WITHIN CROSSWALK

R3-2
24"X24"

LEGEND:

- WORK ZONE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- TRAFFIC CONTROL DRUM, TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- TEMPORARY PEDESTRIAN BARRICADE (SIGN MOUNTED BEHIND BARRICADE)
- EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- MARKING REMOVAL LINE
- 16" X 16" ORANGE WARNING FLAGS (INCIDENTAL TO OTHER ITEMS OF WORK)

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - DETAIL SHEET #6	SHEET 39	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025100_TC-ROBERT ST.DWG
LAYOUT NAME - DETAIL SHEET #6

PLOT DATE : 2/11/2022 9:24 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND:

- WORK ZONE
- TYPE II TEMPORARY SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- TRAFFIC CONTROL DRUM, TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- MARKING REMOVAL LINE
- 16" X 16" ORANGE WARNING FLAGS (INCIDENTAL TO OTHER ITEMS OF WORK)
- XW6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

WB — REMOVE PAVEMENT MARKING WITH WATER BLASTING

WORK MUST BE COMPLETED BEFORE THE ROBERT STREET BRIDGE IS CLOSED AND THE PEDESTRIAN DETOUR FOR THE PROJECT IS IMPLEMENTED.

N

BARRIE ST

ROBERT ST

LINCOLN ST

ADAMS ST

SHERMAN AVE

ROAD WORK AHEAD W20-1A

LANE CLOSED R11-2L 48"X30"

R3-2 24"X24"

CLOSE LEFT TURN LANE ON SB ROBERT ST

DO NOT ENTER R5-1 30"X30"

15' TYP.

25' TYP.

ACCESS TO REMAIN OPEN FOR RESIDENTS IN WORK ZONE

SIGN W20-1A (ROAD WORK AHEAD) TO BE PLACED ALONG SHERMAN AVE AT THE INTERSECTION OF SHERMAN AVE/WASHINGTON ST

XW6

CROSSWALK TO REMAIN OPEN
DO NOT PLACE DRUMS WITHIN CROSSWALK

R3-1 24"X24"

DO NOT IMPEDE TRAFFIC LANES ALONG RIVERSIDE DR

REMOVE AND REPAINT CROSSWALK IN ACCORDANCE WITH SDD 08D05-A: CURB RAMPS TYPES 1 AND 1-A

WB

ROAD CLOSED 500 FT W20-3D

SIGN W20-3A (ROAD CLOSED AHEAD) TO BE PLACED ALONG SHERMAN AVE AT THE INTERSECTION OF SHERMAN AVE/JACKSON ST

MONROE ST

RIVERSIDE DR

ROCK RIVER

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - DETAIL SHEET #7	SHEET 40	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025100_TC-ROBERT ST.DWG
LAYOUT NAME - DETAIL SHEET #7

PLOT DATE : 2/11/2022 1:15 PM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:75 FT

2

2

MONROE ST

VAN BUREN ST

ROBERT ST

RIVERSIDE DR

ROCK RIVER

LEGEND:

- WORK ZONE
- TYPE II SIGN ON PERMANENT SUPPORT, TYPE II SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM, TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- TEMPORARY PEDESTRIAN BARRICADE (SIGN MOUNTED BEHIND BARRICADE)
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST AND BASE
- EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- 16" X 16" WARNING ORANGE FLAGS (INCIDENTAL TO OTHER ITEMS OF WORK)
- MARKING REMOVAL LINE
- T-DY4 TEMPORARY MARKING LINE 4-INCH (DOUBLE YELLOW)
- DY4 MARKING LINE 4-INCH EPOXY (DOUBLE YELLOW)
- XW6 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- W8 MARKING LINE EPOXY 8-INCH (WHITE)

NOTES:

1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

REMOVE EXISTING TYPE 2 & TYPE 3 ARROWS AND REMOVE MARKING WORD WITH WATER BLASTING

MAINTAIN MIN 12' LANE

LANE CLOSED
R11-2L
48"X30"

R3-1
24"X24"

SIDEWALK CLOSED
R9-9
24"X12"

ROAD CLOSED
R11-2
48"X30"

MAINTAIN MIN 12' LANE

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

25' TYP

REMOVE EXISTING TYPE 2 ARROWS AND REMOVE MARKING WORD WITH WATER BLASTING

STAGES 1-7 FOR RIVERSIDE DRIVE OCCUR AS NEEDED WHILE THE ROBERT STREET BRIDGE IS CLOSED.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - RIVERSIDE DRIVE, STAGE 1 LEFT TURN LANE CLOSED	SHEET 41	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025102_TC-ROBERT ST NORTH.DWG
LAYOUT NAME - STAGE 1 LEFT TURN LANE CLOSED

PLOT DATE : 2/11/2022 9:24 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

MONROE ST

VAN BUREN ST

ROBERT ST

RIVERSIDE DR

ROCK RIVER

LEGEND:

- WORK ZONE
- TYPE II SIGN ON PERMANENT SUPPORT, TYPE II SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM, TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- TEMPORARY PEDESTRIAN BARRICADE (SIGN MOUNTED BEHIND BARRICADE)
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST AND BASE
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- 16" X 16" WARNING ORANGE FLAGS (INCIDENTAL TO OTHER ITEMS OF WORK)
- MARKING REMOVAL LINE
- T-DY4 — TEMPORARY MARKING LINE 4-INCH (DOUBLE YELLOW)
- DY4 — MARKING LINE 4-INCH EPOXY (DOUBLE YELLOW)
- XW6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- W8 — MARKING LINE EPOXY 8-INCH (WHITE)

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

MAINTAIN MIN 12' LANE

SIDEWALK CLOSED
R9-9
24"X12"

25' TYP

MAINTAIN MIN 12' LANE

REMOVE EXISTING TYPE 3 ARROWS WITH WATER BLASTING

LANE CLOSED
R11-2L
48"X30"

R3-1
24"X24"

REMOVE EXISTING TYPE 3 ARROW WITH WATER BLASTING

ROAD CLOSED
R11-2
48"X30"

STAGES 1-7 FOR RIVERSIDE DRIVE OCCUR AS NEEDED WHILE THE ROBERT STREET BRIDGE IS CLOSED.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - RIVERSIDE DRIVE, STAGE 2 RIGHT LANE CLOSED	SHEET 42	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025102_TC-ROBERT ST NORTH.DWG
LAYOUT NAME - STAGE 2 RIGHT LANE CLOSED

PLOT DATE : 2/11/2022 9:25 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

MONROE ST

VAN BUREN ST

ROBERT ST

LEGEND:

- WORK ZONE
- TYPE II SIGN ON PERMANENT SUPPORT, TYPE II SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM, TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- TEMPORARY PEDESTRIAN BARRICADE (SIGN MOUNTED BEHIND BARRICADE)
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST AND BASE
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- 16" X 16" WARNING ORANGE FLAGS (INCIDENTAL TO OTHER ITEMS OF WORK)
- MARKING REMOVAL LINE
- T-DY4 — TEMPORARY MARKING LINE 4-INCH (DOUBLE YELLOW)
- DY4 — MARKING LINE 4-INCH EPOXY (DOUBLE YELLOW)
- XW6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- W8 — MARKING LINE EPOXY 8-INCH (WHITE)

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
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3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

STAGES 1-7 FOR RIVERSIDE DRIVE OCCUR AS NEEDED WHILE THE ROBERT STREET BRIDGE IS CLOSED.

EXTENDED 18" STOP BAR TO TEMPORARY CENTERLINE

SIDEWALK CLOSED
R9-9
24"X12"

T-DY4

T-DY4

MAINTAIN MIN 12' LANE

25' TYP

25' TYP

RIVERSIDE DR

REMOVE EXISTING STOP BAR TO TEMPORARY CENTERLINE WITH WATER BLASTING

ROAD CLOSED
R11-2
48"X30"

ROCK RIVER

NOTE:
ADVANCED WARNING SIGNS TO BE INSTALLED PER SDD 15C12 TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION.
AVAILABLE TIME FOR FLAGGING: 9AM - 11AM, 6PM - 7AM

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - RIVERSIDE DRIVE, STAGE 3 FLAGGING OPERATION	SHEET 43	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025102_TC-ROBERT ST NORTH.DWG
LAYOUT NAME - STAGE 3 FLAGGING OPERATION

PLOT DATE : 2/11/2022 9:25 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

NOTE:
STAGES 1-7 FOR RIVERSIDE DRIVE OCCUR AS NEEDED WHILE THE ROBERT STREET BRIDGE IS CLOSED.

CURB RAMPS AT RIVERSIDE DRIVE MUST BE REPLACED BEFORE CROSSWALK AT VAN BUREN STREET IS REMOVED.

LEGEND:

- WORK ZONE
- TYPE II SIGN ON PERMANENT SUPPORT, TYPE II SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM, TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- TEMPORARY PEDESTRIAN BARRICADE (SIGN MOUNTED BEHIND BARRICADE)
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST AND BASE
- EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- 16" X 16" WARNING ORANGE FLAGS (INCIDENTAL TO OTHER ITEMS OF WORK)
- MARKING REMOVAL LINE
- T-DY4 — TEMPORARY MARKING LINE 4-INCH (DOUBLE YELLOW)
- DY4 — MARKING LINE 4-INCH EPOXY (DOUBLE YELLOW)
- XW6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- W8 — MARKING LINE EPOXY 8-INCH (WHITE)

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

N

MONROE ST

VAN BUREN ST

ROBERT ST

RIVERSIDE DR

ROCK RIVER

SIDEWALK CLOSED
R9-9
24"X12"

INSTALL TEMPORARY PEDESTRIAN BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

T-DY4

T-DY4

MAINTAIN MIN 12' LANES

W24-1L

W24-1R

WO1-6
48"X24"

25'
TYP

ROAD CLOSED
R11-2
48"X30"

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - RIVERSIDE DRIVE, STAGE 4 ROBERT STREET CONSTRUCTION	SHEET 44	E

2

2

N

MONROE ST

VAN BUREN ST

ROBERT ST

RIVERSIDE DR

ROCK RIVER

LEGEND:

- WORK ZONE
- TYPE II SIGN ON PERMANENT SUPPORT, TYPE II SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM, TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- TEMPORARY PEDESTRIAN BARRICADE (SIGN MOUNTED BEHIND BARRICADE)
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST AND BASE
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- 16" X 16" WARNING ORANGE FLAGS (INCIDENTAL TO OTHER ITEMS OF WORK)
- MARKING REMOVAL LINE
- T-DY4 — TEMPORARY MARKING LINE 4-INCH (DOUBLE YELLOW)
- DY4 — MARKING LINE 4-INCH EPOXY (DOUBLE YELLOW)
- XW6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- W8 — MARKING LINE EPOXY 8-INCH (WHITE)

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

SIDEWALK CLOSED
R9-9
24"X12"

WB — REMOVE PAVEMENT MARKING WITH WATER BLASTING

STAGES 1-7 FOR RIVERSIDE DRIVE OCCUR AS NEEDED WHILE THE ROBERT STREET BRIDGE IS CLOSED.

WB — REMOVE STOP BAR TO CENTERLINE WITH WATER BLASTING

WB — MAINTAIN MIN 12' LANE

XW6

25' TYP

DY4

DY4

REMOVE FLEXIBLE TUBULAR MARKER POSTS AND BASES

REMOVE EXISTING CROSSWALK AND STOP BAR WITHIN CLOSURE WITH WATER BLASTING

ROAD CLOSED
R11-2
48"X30"

NOTE:
ADVANCED WARNING SIGNS TO BE INSTALLED PER SDD 15C12 TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION.

FLAGGING OPERATIONS ONLY ALLOWED DURING THE FOLLOWING TIMES: 9AM - 11AM, 6PM - 7AM

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - RIVERSIDE DRIVE, STAGE 5 FLAGGING OPERATION	SHEET 45	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025102_TC-ROBERT ST NORTH.DWG
LAYOUT NAME - STAGE 5 FLAGGING OPERATION

PLOT DATE : 2/11/2022 9:25 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

VAN BUREN ST

MONROE ST

ROBERT ST

RIVERSIDE DR

ROCK RIVER

INSTALL TEMPORARY PEDESTRIAN BARRICADE

LANE CLOSED
R11-2L
48"X30"

ONLY REMOVE CROSSWALK AND CURB RAMPS AFTER CURB RAMPS HAVE BEEN REPLACED AT ROBERT ST/RIVERSIDE DR INTERSECTION.

CURB RAMPS TO BE REPLACED ONE SIDE AT A TIME.

REMOVE CROSSWALK WITHIN CLOSURE WITH WATER BLASTING

MAINTAIN MIN 12' LANES

LANE CLOSED
R11-2L
48"X30"

REMOVE (2) TYPE 5 ARROWS WITH WATER BLASTING

REMOVE EXISTING CROSSWALK AND STOP BAR WITHIN CLOSURE WITH WATER BLASTING

ON SIGNAL/LIGHT POLE

REMOVE

SIDEWALK CLOSED
R9-9
24"X12"

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

MAINTAIN MIN 12' LANE

XW6

25' TYP

MAINTAIN MIN 12' LANE

LANE CLOSED
R11-2L
48"X30"

R3-1
24"X24"

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

PAINT STOP BAR

STAGES 1-7 FOR RIVERSIDE DRIVE OCCUR AS NEEDED WHILE THE ROBERT STREET BRIDGE IS CLOSED.

LEGEND:

- WORK ZONE
- TYPE II SIGN ON PERMANENT SUPPORT, TYPE II SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM, TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- TEMPORARY PEDESTRIAN BARRICADE (SIGN MOUNTED BEHIND BARRICADE)
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST AND BASE
- EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- 16" X 16" WARNING ORANGE FLAGS (INCIDENTAL TO OTHER ITEMS OF WORK)
- MARKING REMOVAL LINE
- T-DY4 — TEMPORARY MARKING LINE 4-INCH (DOUBLE YELLOW)
- DY4 — MARKING LINE 4-INCH EPOXY (DOUBLE YELLOW)
- XW6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- W8 — MARKING LINE EPOXY 8-INCH (WHITE)

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - RIVERSIDE DRIVE, STAGE 6 RIGHT LANE CLOSED	SHEET 46	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025102_TC-ROBERT ST NORTH.DWG
LAYOUT NAME - STAGE 6 RIGHT LANE CLOSED

PLOT DATE : 2/11/2022 9:25 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

MONROE ST

VAN BUREN ST

ROBERT ST

RIVERSIDE DR

ROCK RIVER

ONLY REMOVE CROSSWALK AND CURB RAMPS AFTER CURB RAMPS HAVE BEEN REPLACED AT ROBERT ST/RIVERSIDE DR INTERSECTION.

CURB RAMPS TO BE REPLACED ONE SIDE AT A TIME.

LANE CLOSED
R11-2L
48"X30"

REMOVE CROSSWALK WITHIN CLOSURE WITH WATER BLASTING

TT

R3-2
24"X24"

XW6

REMOVE EXISTING CROSSWALK AND STOP BAR WITHIN CLOSURE WITH WATER BLASTING

SIDEWALK CLOSED
R9-9
24"X12"

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

W8

PAINT TYPE 2 ARROW

W8

25'
TYP

WO1-6
48"X24"

PAINT TYPE 2 ARROWS

LANE CLOSED
R11-2L
48"X30"

R3-1
24"X24"

ROAD CLOSED
R11-2
48"X30"

STAGES 1-7 FOR RIVERSIDE DRIVE OCCUR AS NEEDED WHILE THE ROBERT STREET BRIDGE IS CLOSED.

LEGEND:

- WORK ZONE
- TYPE II SIGN ON PERMANENT SUPPORT, TYPE II SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM, TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- TEMPORARY PEDESTRIAN BARRICADE (SIGN MOUNTED BEHIND BARRICADE)
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST AND BASE
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- 16" X 16" WARNING ORANGE FLAGS (INCIDENTAL TO OTHER ITEMS OF WORK)
- MARKING REMOVAL LINE
- T-DY4 — TEMPORARY MARKING LINE 4-INCH (DOUBLE YELLOW)
- DY4 — MARKING LINE 4-INCH EPOXY (DOUBLE YELLOW)
- XW6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- W8 — MARKING LINE EPOXY 8-INCH (WHITE)

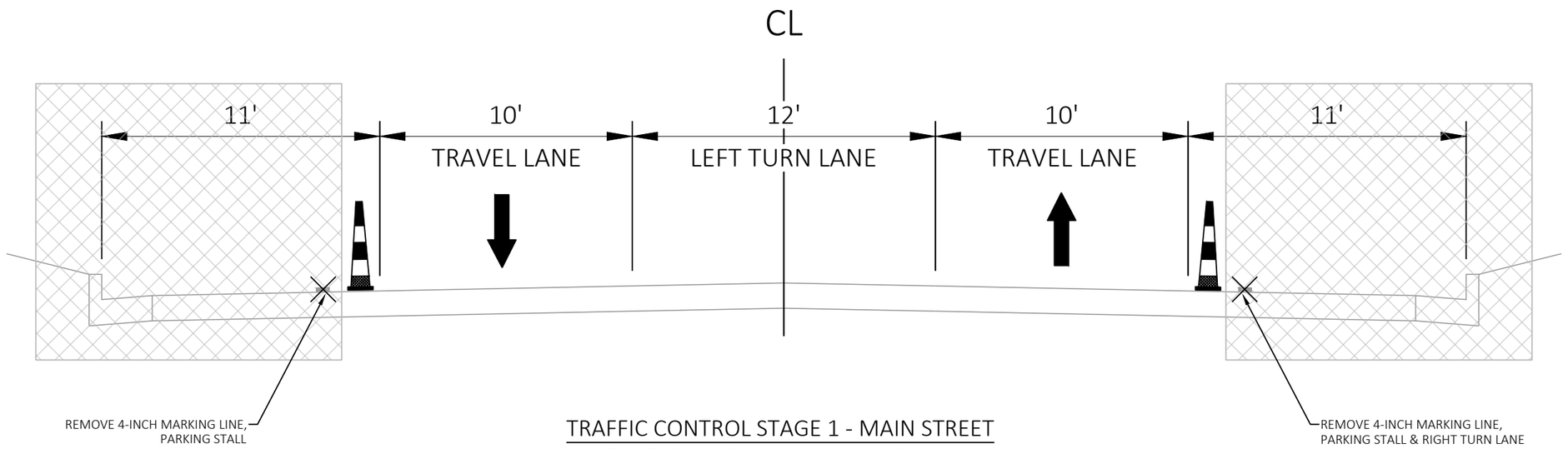
NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - RIVERSIDE DRIVE, STAGE 7 LEFT TURN LANE CLOSED	SHEET 47	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025102_TC-ROBERT ST NORTH.DWG
LAYOUT NAME - STAGE 7 LEFT TURN LANE CLOSED

PLOT DATE : 2/11/2022 9:25 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

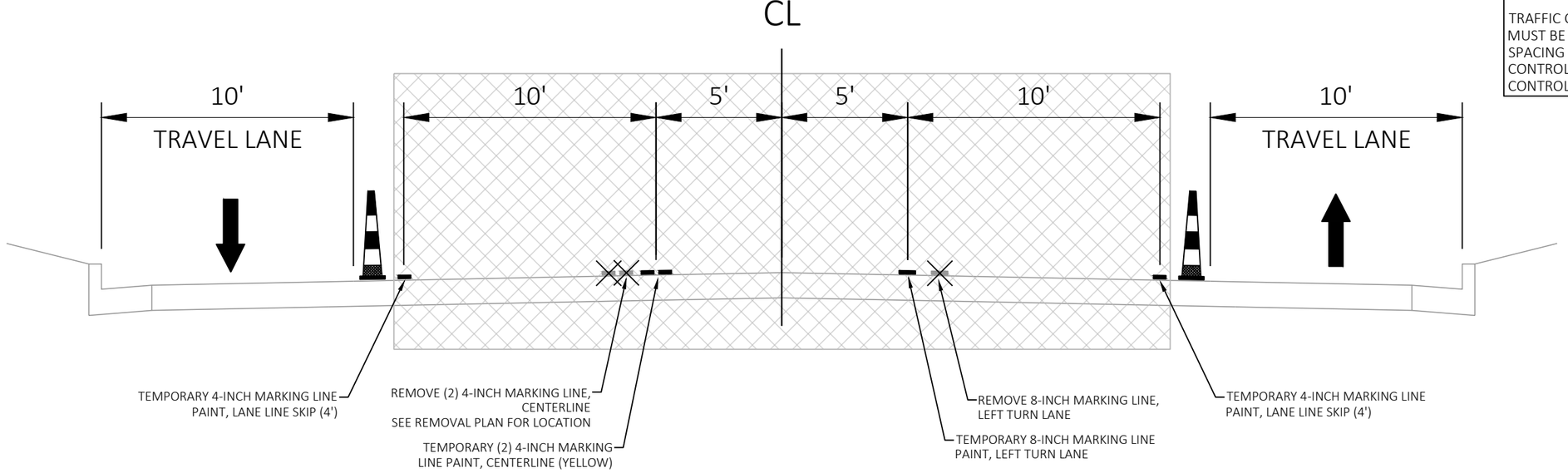


TRAFFIC CONTROL STAGE 1 - MAIN STREET

- SET UP TRAFFIC CONTROL TO CLOSE PARKING STALLS
- COVER EXISTING PARKING SIGNS AND INSTALL NO PARKING SIGNS
- REMOVE PARKING STALL & RIGHT TURN LANE MARKINGS
- PAINT YIELD MARKING

STAGES 1 & 2 FOR MAIN STREET MUST OCCUR PRIOR TO THE CLOSURE OF THE ROBERT STREET BRIDGE.

TRAFFIC CONTROL CONES 42-INCH MUST BE PLACED AT HALF THE SPACING REQUIRED FOR TRAFFIC CONTROL DRUMS FOR ALL TRAFFIC CONTROL INSTALLATIONS.



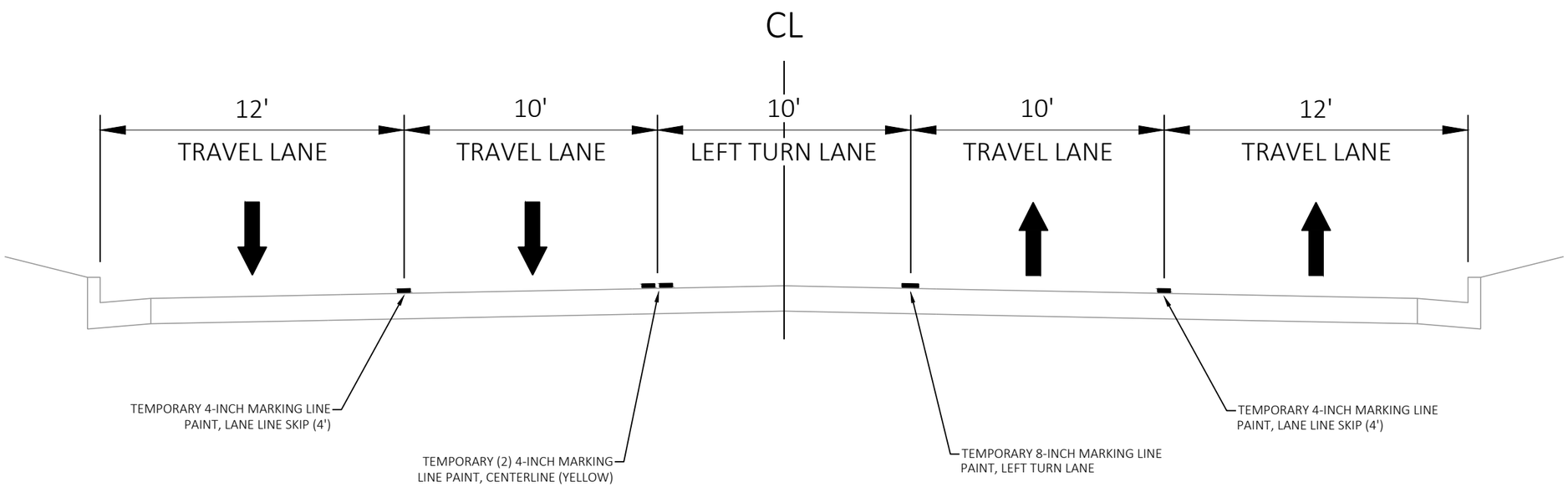
TRAFFIC CONTROL STAGE 2 - MAIN STREET

- SWITCH TRAFFIC CONTROL TO CLOSE TWO EXISTING THRU LANES AND LEFT TURN LANE
- REMOVE LEFT TURN LANE, BIKE LANE, AND CENTERLINE MARKING
- PAINT LEFT TURN LANE, CENTERLINE, SKIP LANE LINE, AND YIELD MARKING

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - MAIN STREET, TYPICAL SECTION STAGE 1 & 2	SHEET 48	E

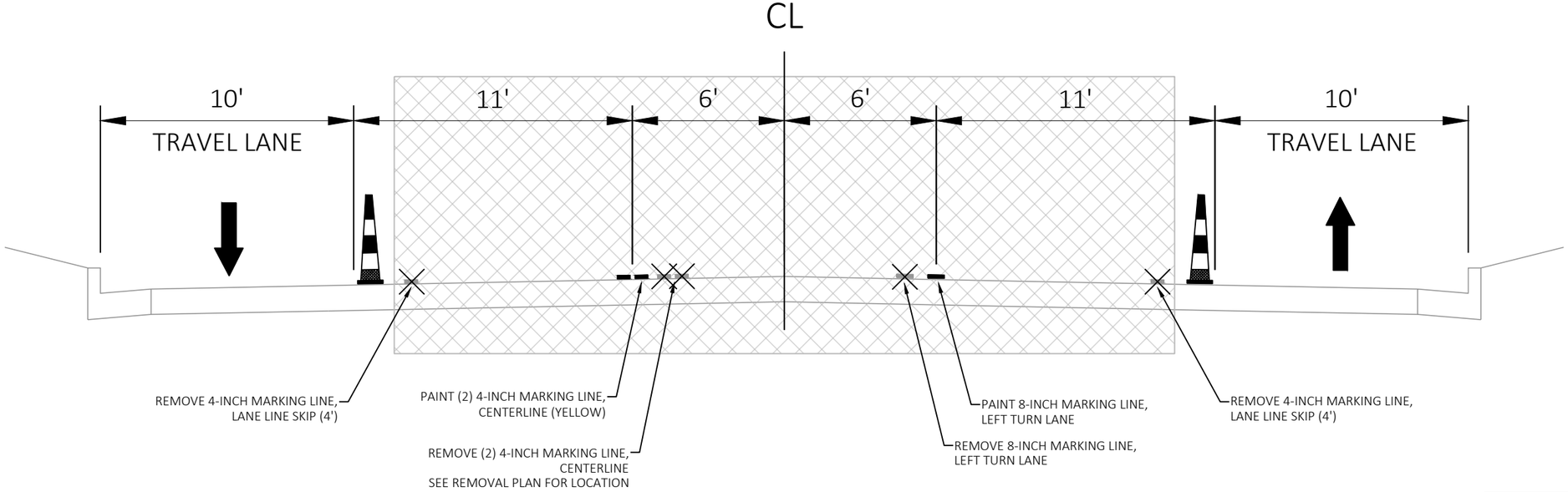
FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025101_TC-MAIN ST.DWG
LAYOUT NAME - TC-TYP 01
PLOT DATE : 2/11/2022 9:35 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL STAGE 3 - MAIN STREET

- REMOVE TRAFFIC CONTROL FROM MAIN STREET, ALL LANES OPEN
- STAGE 3 REMAINS IN PLACE WHILE ROBERT STREET BRIDGE IS CLOSED

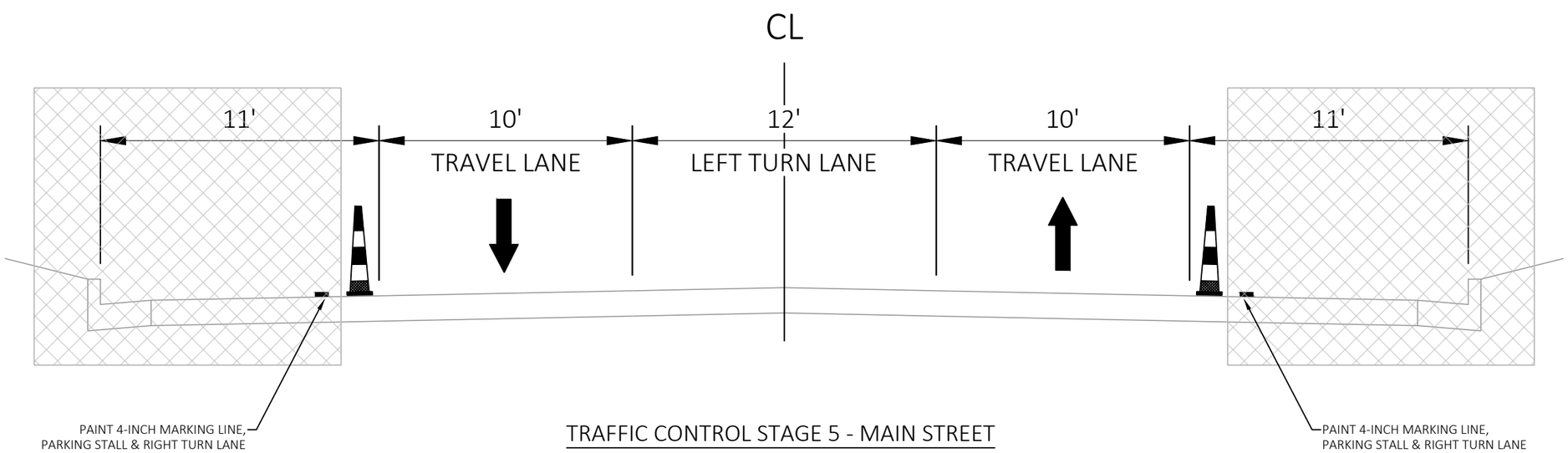


TRAFFIC CONTROL STAGE 4 - MAIN STREET

- SETUP TRAFFIC CONTROL TO CLOSE TWO INSIDE THRU LANES AND LEFT TURN LANES
- REMOVE LEFT TURN LANE, CENTERLINE, SKIP LANE LINE, AND YIELD MARKING
- PAINT LEFT TURN LANE, CENTERLINE, AND BIKE LANE

STAGES 4 & 5 FOR MAIN STREET MUST OCCUR AFTER THE ROBERT STREET BRIDGE IS RE-OPENED.

TRAFFIC CONTROL CONES 42-INCH MUST BE PLACED AT HALF THE SPACING REQUIRED FOR TRAFFIC CONTROL DRUMS FOR ALL TRAFFIC CONTROL INSTALLATIONS.



TRAFFIC CONTROL STAGE 5 - MAIN STREET

- SWITCH TRAFFIC CONTROL TO CLOSE OUTSIDE THRU LANES
- REMOVE YIELD MARKING
- PAINT PARKING STALLS, RIGHT TURN LANE
- UNCOVER EXISTING PARKING SIGNS

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - MAIN STREET, TYPICAL SECTION STAGE 4 & 5	SHEET 50	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025101_TC-MAIN ST.DWG
LAYOUT NAME - TC-TYP 03
PLOT DATE : 2/11/2022 9:35 AM
PLOT BY : BUTTERIS, BRADLEY
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

2

N

MAPLE ST

GRANT ST

S 4TH ST

S 3RD ST

MILWAUKEE AVE

S WATER ST

N WATER ST

SHERMAN AVE

MADISON AVE

N MAIN ST

S MAIN ST

MERCHANTS AVE

WHITEWATER AVE

EDWARD ST

N 3RD ST

N 4TH ST

SHERMAN AVE

ROCK RIVER

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

ROAD WORK 500 FT W20-1D

MAX. 9' WIDTH W12-52

PCMS

FRAME A: MAIN ST WORK BEGINS

FRAME B: D.O.W. MM–DD

(IN PLACE 7 DAYS PRIOR TO MAIN ST LANE CLOSURES)

LEGEND:

- GENERAL WORK AREA
- PROPOSED TEMPORARY SIGN
- SIGN ON TEMPORARY SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

NOTES

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

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

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

MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

IF EXISTING SIGNS TO BE REMOVED, OR TO BE MOVED TO A NEW PERMANENT LOCATION, ARE FIRST MOVED FOR SERVICE UNDER STAGED CONSTRUCTION, AS APPROVED BY THE ENGINEER, THE SIGNS AND SUPPORTS WILL BE PAID FOR AS "TRAFFIC CONTROL SIGNS".

SIGNS TO BE IN PLACE DURING STAGES 1 & 2 AND STAGES 4 & 5 FOR THE WORK ON MAIN STREET

ABBREVIATIONS:
D.O.W. = DAY OF WEEK
MM-DD = MONTH DATE

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - MAIN STREET, OVERVIEW	SHEET 51	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025101_TC-MAIN ST.DWG
LAYOUT NAME - OVERVIEW

PLOT DATE : 2/11/2022 9:35 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:300 FT

WISDOT/CADDS SHEET 42

2

2

N

S MAIN ST

WHITEWATER AVE

S 3RD ST

MILWAUKEE AVE

R3-8LA
36"X30"

ON LIGHT POLE

OUTSIDE SB LANE, SOUTH OF 3RD ST, TO REMAIN OPEN DURING STAGE 1 & 2

MARKING LINE 8-INCH MUST BE PAINTED IN STAGES TO ALLOW SB TRAFFIC ACCESS TO WHITEWATER AVE

EXISTING TYPE 2 ARROWS AND WORD TO REMAIN

EXISTING TYPE 1 ARROWS TO REMAIN

REMOVE TYPE 2 ARROW

PAINT (2) TYPE 2 ARROWS

REMOVE TYPE 2 ARROW AND MARKING WORD

PUBLIC PARKING
RO10-61 (MOD)
36"X24"
WO1-6
36"X18"

NO PARKING ANY TIME
R7-1D
18"X24"

M1-4
24"X24"

M1-6
24"X24"

SECOND LEFT
MO4-22L
24"X21"

BUSINESS

ON LIGHT POLE

EXISTING MARKING TO REMAIN

T-W8
T-W8-S
T-DY4
T-W4-S
15D50
15D23b
15D21a

LEGEND:

- STAGE 1 WORK ZONE
- STAGE 2 WORK ZONE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- MARKING REMOVAL LINE

- T-DY4 — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- T-W4 — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- T-W8 — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- T-W4-S — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 12.5' SKIPS)
- T-W8-S — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 3' SKIPS)
- 15D21a — STANDARD DETAIL - INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE
- 15D23b — STANDARD DETAIL - INTERSECTION WITHIN TWO LEFT LANE CLOSURE
- 15D50 — STANDARD DETAIL - ADDED LANE CLOSURE WITH/WITHOUT LANE SHIFT

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

TRAFFIC CONTROL CONES 42-INCH MUST BE PLACED AT HALF THE SPACING REQUIRED FOR TRAFFIC CONTROL DRUMS FOR ALL TRAFFIC CONTROL INSTALLATIONS.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - MAIN STREET, STAGE 1 & 2	SHEET 52	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025101_TC-MAIN ST.DWG
LAYOUT NAME - STG 1_2_PLAN 01

PLOT DATE : 2/11/2022 9:35 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

MILWAUKEE AVE

S WATER ST

N WATER ST

N

PUBLIC PARKING
RO10-61 (MOD)
36"X24"
WO1-6
36"X18"

REMOVE TYPE 2 ARROW

NO PARKING ANY TIME
R7-1D
18"X24"

T-W4-S

YIELD MARKING

15D21a

15D23b

T-W8

T-DY4

HERE TO
R1-5L
18"X18"

EXISTING MARKING TO REMAIN

MAY USE FULL LANE
R4-11
30"X30"

REMOVE BIKE LANE SYMBOL

EXISTING MARKING TO REMAIN

ROCK RIVER

LEGEND:

STAGE 1 WORK ZONE	T-DY4 — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
STAGE 2 WORK ZONE	T-W4 — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)	T-W8 — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
26 EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN	T-W4-S — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 12.5' SKIPS)
× × × MARKING REMOVAL LINE	T-W8-S — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 3' SKIPS)
	15D21a — STANDARD DETAIL - INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE
	15D23b — STANDARD DETAIL - INTERSECTION WITHIN TWO LEFT LANE CLOSURE
	15D50 — STANDARD DETAIL - ADDED LANE CLOSURE WITH/WITHOUT LANE SHIFT

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

TRAFFIC CONTROL CONES 42-INCH MUST BE PLACED AT HALF THE SPACING REQUIRED FOR TRAFFIC CONTROL DRUMS FOR ALL TRAFFIC CONTROL INSTALLATIONS.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - MAIN STREET, STAGE 1 & 2	SHEET 53	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025101_TC-MAIN ST.DWG
LAYOUT NAME - STG 1_2_PLAN 02

PLOT DATE : 2/11/2022 9:36 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N WATER ST

SHERMAN AVE

N

PUBLIC PARKING
RO10-61 (MOD) 36"X24"
WO1-6 36"X18"

REMOVE TAXI LOADING ZONE MARKINGS

R1-5L 18"X18"

NO PARKING ANY TIME
R7-1D 18"X24"

YIELD MARKING

T-DY4

T-W8

T-W4-S

EXISTING MARKING TO REMAIN

15D21a

15D23b

15D21a

REMOVE TYPE 2 ARROW

PUBLIC PARKING
RO10-61 (MOD) 36"X24"
WO1-6 36"X18"

NO PARKING ANY TIME
R7-1D 18"X24"

T-W8

T-W4-S

NO PARKING ANY TIME
R7-1D 18"X24"

EXISTING MARKING TO REMAIN

EXISTING ARROWS TO REMAIN

T-DY4

T-W4-S

T-W8-S

NO PARKING ANY TIME
R7-1D 18"X24"

NO PARKING ANY TIME
R7-1D 18"X24"

REMOVE TYPE 2 ARROW

PUBLIC PARKING
RO10-61 (MOD) 36"X24"
WO1-6 36"X18"

ONLY
R3-8LF 36"X30"

WEST 12 NORTH 89
ON LIGHT POLE

M3-4 24"X12"
M1-4 24"X24"
M5-1L 21"X21"

WEST 12 BUSINESS 26

SHERMAN AVE

N 3RD ST

LEGEND:

- STAGE 1 WORK ZONE
- STAGE 2 WORK ZONE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- × × × MARKING REMOVAL LINE

T-DY4	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
T-W4	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
T-W8	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
T-W4-S	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 12.5' SKIPS)
T-W8-S	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 3' SKIPS)
15D21a	STANDARD DETAIL - INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE
15D23b	STANDARD DETAIL - INTERSECTION WITHIN TWO LEFT LANE CLOSURE
15D50	STANDARD DETAIL - ADDED LANE CLOSURE WITH/WITHOUT LANE SHIFT

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

TRAFFIC CONTROL CONES 42-INCH MUST BE PLACED AT HALF THE SPACING REQUIRED FOR TRAFFIC CONTROL DRUMS FOR ALL TRAFFIC CONTROL INSTALLATIONS.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - MAIN STREET, STAGE 1 & 2	SHEET 54	E

2

2

N

S MAIN ST

WHITEWATER AVE

S 3RD ST

MILWAUKEE AVE

R3-8LA
36"X30"

ONLY ONLY

12

89

ON LIGHT POLE

PUBLIC PARKING

RO10-61 (MOD)
36"X24"

WO1-6
36"X18"

NO PARKING ANY TIME

R7-1D
18"X24"

12

M1-4
24"X24"

89

M1-6
24"X24"

SECOND LEFT

MO4-22L
24"X21"

BUSINESS

26

ON LIGHT POLE

T-W8

T-W8-S

T-W4-S

T-DY4

DYL-4

LEGEND:

TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)	T-DY4 — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
26 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN	T-W4 — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
× × × MARKING REMOVAL LINE	T-W8 — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
T-W8-S — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 3' SKIPS)	15D21a — STANDARD DETAIL - INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE
T-W4-S — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 12.5' SKIPS)	15D23b — STANDARD DETAIL - INTERSECTION WITHIN TWO LEFT LANE CLOSURE
	15D50 — STANDARD DETAIL - ADDED LANE CLOSURE WITH/WITHOUT LANE SHIFT

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - MAIN STREET, STAGE 3	SHEET 55	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025101_TC-MAIN ST.DWG
LAYOUT NAME - STG 3_PLAN 01

PLOT DATE : 2/11/2022 9:36 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

S WATER ST

N WATER ST

ROCK RIVER

N

PUBLIC PARKING
RO10-61 (MOD) 36"X24"
WO1-6 36"X18"

NO PARKING ANY TIME
R7-1D 18"X24"

HERE TO
R1-5L 18"X18"

MAY USE FULL LANE
R4-11 30"X30"

T-DY4

T-W4-S

T-W8

YIELD MARKING

LEGEND:

- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- MARKING REMOVAL LINE
- T-W8-S — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 3' SKIPS)
- T-W4-S — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 12.5' SKIPS)
- T-DY4 — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- T-W4 — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- T-W8 — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 15D21a — STANDARD DETAIL - INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE
- 15D23b — STANDARD DETAIL - INTERSECTION WITHIN TWO LEFT LANE CLOSURE
- 15D50 — STANDARD DETAIL - ADDED LANE CLOSURE WITH/WITHOUT LANE SHIFT

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - MAIN STREET, STAGE 3	SHEET 56	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025101_TC-MAIN ST.DWG
LAYOUT NAME - STG 3_PLAN 02
PLOT DATE : 2/11/2022 9:36 AM
PLOT BY : BUTTERIS, BRADLEY
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

N WATER ST

SHERMAN AVE

PUBLIC PARKING
RO10-61 (MOD) 36"X24"
WO1-6 36"X18"

R1-5L 18"X18"

NO PARKING ANY TIME
R7-1D 18"X24"

YIELD MARKING

T-DY4

T-W8

T-W4-S

T-W8-S

PUBLIC PARKING
RO10-61 (MOD) 36"X24"
WO1-6 36"X18"

NO PARKING ANY TIME
R7-1D 18"X24"

ONLY
R3-8LF 36"X30"

WEST NORTH
12 89
ON LIGHT POLE

M3-4 24"X12"
M1-4 24"X24"
M5-1L 21"X21"

WEST 12
BUSINESS 26

SHERMAN AVE

N 3RD ST

N

LEGEND:

- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- × × × — MARKING REMOVAL LINE
- T-W8-S — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 3' SKIPS)
- T-W4-S — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 12.5' SKIPS)
- T-DY4 — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- T-W4 — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- T-W8 — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 15D21a — STANDARD DETAIL - INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE
- 15D23b — STANDARD DETAIL - INTERSECTION WITHIN TWO LEFT LANE CLOSURE
- 15D50 — STANDARD DETAIL - ADDED LANE CLOSURE WITH/WITHOUT LANE SHIFT

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - MAIN STREET, STAGE 3	SHEET 57	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025101_TC-MAIN ST.DWG
LAYOUT NAME - STG 3_PLAN 03
PLOT DATE : 2/11/2022 9:36 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

N

REMOVE

ONLY ONLY

12

89

ON LIGHT POLE

REMOVE TYPE 2 ARROWS WITH WATER BLASTING

OUTSIDE SB LANE, SOUTH OF 3RD ST, TO REMAIN OPEN DURING STAGE 4 & 5

REMAIN ACCESS TO WHITEWATER AVE FOR SB TRAFFIC DURING LINE REMOVAL

S MAIN ST

WHITEWATER AVE

WB

W8

15D50

DYL-4

WB

PAINT TYPE 2 ARROWS AND WORD

PUBLIC PARKING

REMOVE

REMOVE

S 3RD ST

PUBLIC PARKING

REMOVE

REMOVE

NO PARKING ANY TIME

REMOVE

2 HOUR PARKING 9AM-5PM WEEKDAYS

UNCOVER

MILWAUKEE AVE

NO PARKING ANY TIME

REMOVE

PAINT TYPE 2 ARROW

W8

15D23b

15D21a

DY4

W4

WB

WB

W4

15D21a

2 HOUR PARKING 9AM-5PM WEEKDAYS

UNCOVER

NO PARKING ANY TIME

REMOVE

NO PARKING ANY TIME

REMOVE

UNCOVER

PUBLIC PARKING

REMOVE

REMOVE

W8

MILWAUKEE AVE

S 3RD ST

LEGEND:

- STAGE 4 WORK ZONE
- STAGE 5 WORK ZONE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- × × × — MARKING REMOVAL LINE

- DY4 — MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- W4 — MARKING LINE PAINT 4-INCH (WHITE)
- W8 — MARKING LINE PAINT 8-INCH (WHITE)
- 15D21a — STANDARD DETAIL - INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE
- 15D23b — STANDARD DETAIL - INTERSECTION WITHIN TWO LEFT LANE CLOSURE
- 15D50 — STANDARD DETAIL - ADDED LANE CLOSURE WITH/WITHOUT LANE SHIFT

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

TRAFFIC CONTROL CONES 42-INCH MUST BE PLACED AT HALF THE SPACING REQUIRED FOR TRAFFIC CONTROL DRUMS FOR ALL TRAFFIC CONTROL INSTALLATIONS.

WB — REMOVE PAVEMENT MARKING WITH WATER BLASTING

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - MAIN STREET, STAGE 4 & 5	SHEET 58	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025101_TC-MAIN ST.DWG
LAYOUT NAME - STG 4_5_PLAN 01

PLOT DATE : 2/11/2022 9:36 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

S WATER ST

N WATER ST

ROCK RIVER

PAINT TYPE 2 ARROW

PUBLIC PARKING
REMOVE
REMOVE

NO PARKING ANY TIME
REMOVE

2 HOUR PARKING 9AM-5PM WEEKDAYS
UNCOVER

2 HOUR PARKING 9AM-5PM WEEKDAYS
UNCOVER

NO PARKING ANY TIME
REMOVE

HERE TO
REMOVE

NO PARKING ANY TIME
REMOVE

NO PARKING ANY TIME
REMOVE

MAY USE FULL LANE
REMOVE

W4
W8
DY4
WB
15D21a
15D23b

REMOVE YIELD MARKING

PAINT BIKE LANE SYMBOL

NO PARKING ANY TIME
REMOVE

2 HOUR PARKING 9AM-5PM WEEKDAYS
UNCOVER

HERE TO
REMOVE

NO PARKING ANY TIME
REMOVE

MAY USE FULL LANE
REMOVE

NO PARKING ANY TIME
REMOVE

PUBLIC PARKING
REMOVE
REMOVE

PUBLIC PARKING
REMOVE
REMOVE

NO PARKING ANY TIME
REMOVE

HERE TO
REMOVE

PUBLIC PARKING
REMOVE
REMOVE

LEGEND:

- STAGE 4 WORK ZONE
- STAGE 5 WORK ZONE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- × × × MARKING REMOVAL LINE

- DY4 — MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- W4 — MARKING LINE PAINT 4-INCH (WHITE)
- W8 — MARKING LINE PAINT 8-INCH (WHITE)
- 15D21a — STANDARD DETAIL - INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE
- 15D23b — STANDARD DETAIL - INTERSECTION WITHIN TWO LEFT LANE CLOSURE
- 15D50 — STANDARD DETAIL - ADDED LANE CLOSURE WITH/WITHOUT LANE SHIFT

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

TRAFFIC CONTROL CONES 42-INCH MUST BE PLACED AT HALF THE SPACING REQUIRED FOR TRAFFIC CONTROL DRUMS FOR ALL TRAFFIC CONTROL INSTALLATIONS.

WB — REMOVE PAVEMENT MARKING WITH WATER BLASTING

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - MAIN STREET, STAGE 4 & 5	SHEET 59	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025101_TC-MAIN ST.DWG
LAYOUT NAME - STG 4_5_PLAN 02

PLOT DATE : 2/11/2022 9:36 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N WATER ST

SHERMAN AVE

N

PUBLIC PARKING — REMOVE

REMOVE

PAINT TAXI LOADING ZONE MARKINGS TO MATCH EXISTING MARKINGS

REMOVE

NO PARKING ANY TIME — REMOVE

REMOVE YIELD MARKING

W8 DY4 WB W4

15D21a

15D23b

15D21a

WB

W8

W4

NO PARKING ANY TIME — REMOVE

2 HOUR PARKING 9AM-5PM WEEKDAYS — UNCOVER

2 HOUR PARKING 9AM-5PM WEEKDAYS — UNCOVER

NO PARKING ANY TIME — REMOVE

PAINT TYPE 2 ARROW

PUBLIC PARKING — REMOVE

REMOVE

PAINT TYPE 2 ARROW

PUBLIC PARKING — REMOVE

REMOVE

NO PARKING ANY TIME — REMOVE

2 HOUR PARKING 9AM-5PM WEEKDAYS — UNCOVER

W4 WB

NO PARKING ANY TIME — REMOVE

DY4 W4

W8

NO PARKING ANY TIME — REMOVE

W8

NO PARKING ANY TIME — REMOVE

REMOVE

ONLY — REMOVE

WEST NORTH 12 89 — ON LIGHT POLE

REMOVE WEST 12 BUSINESS 26

REMOVE

REMOVE

SHERMAN AVE

N 3RD ST

LEGEND:

- STAGE 4 WORK ZONE
- STAGE 5 WORK ZONE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- 26 / 26 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN
- × × × MARKING REMOVAL LINE

- DY4 — MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- W4 — MARKING LINE PAINT 4-INCH (WHITE)
- W8 — MARKING LINE PAINT 8-INCH (WHITE)
- 15D21a — STANDARD DETAIL - INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE
- 15D23b — STANDARD DETAIL - INTERSECTION WITHIN TWO LEFT LANE CLOSURE
- 15D50 — STANDARD DETAIL - ADDED LANE CLOSURE WITH/WITHOUT LANE SHIFT

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

TRAFFIC CONTROL CONES 42-INCH MUST BE PLACED AT HALF THE SPACING REQUIRED FOR TRAFFIC CONTROL DRUMS FOR ALL TRAFFIC CONTROL INSTALLATIONS.

WB — REMOVE PAVEMENT MARKING WITH WATER BLASTING

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	TRAFFIC CONTROL - MAIN STREET, STAGE 4 & 5	SHEET 60	E

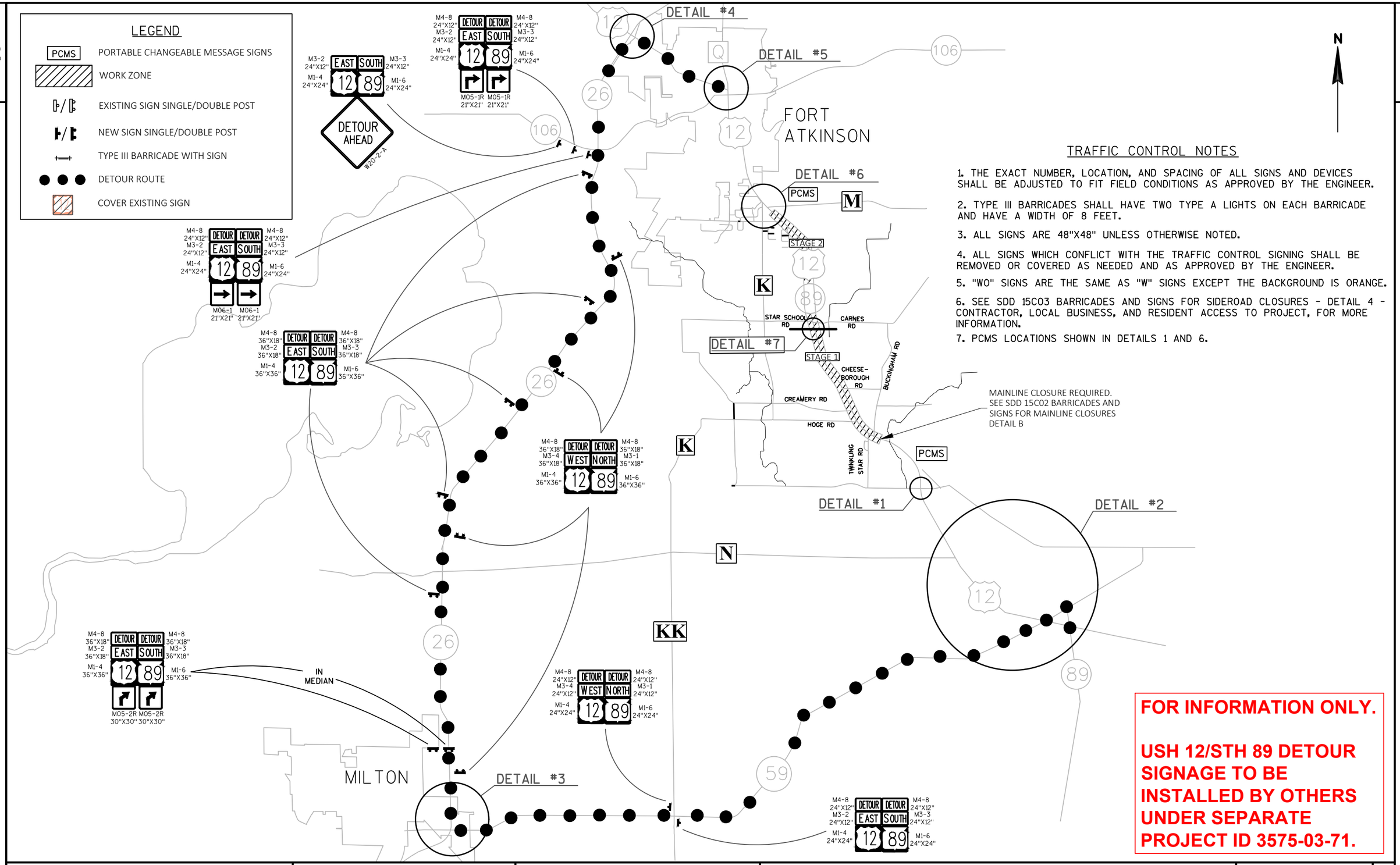
FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_025101_TC-MAIN ST.DWG
LAYOUT NAME - STG 4_5_PLAN 03

PLOT DATE : 2/11/2022 9:36 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

LEGEND

- PCMS — PORTABLE CHANGEABLE MESSAGE SIGNS
- WORK ZONE
- EXISTING SIGN SINGLE/DOUBLE POST
- NEW SIGN SINGLE/DOUBLE POST
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- COVER EXISTING SIGN



TRAFFIC CONTROL NOTES

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. TYPE III BARRICADES SHALL HAVE TWO TYPE A LIGHTS ON EACH BARRICADE AND HAVE A WIDTH OF 8 FEET.
3. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
4. ALL SIGNS WHICH CONFLICT WITH THE TRAFFIC CONTROL SIGNING SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
5. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. SEE SDD 15C03 BARRICADES AND SIGNS FOR SIDEROAD CLOSURES - DETAIL 4 - CONTRACTOR, LOCAL BUSINESS, AND RESIDENT ACCESS TO PROJECT, FOR MORE INFORMATION.
7. PCMS LOCATIONS SHOWN IN DETAILS 1 AND 6.

FOR INFORMATION ONLY.

USH 12/STH 89 DETOUR SIGNAGE TO BE INSTALLED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	USH 12 & STH 89 DETOUR ROUTE - OVERVIEW	SHEET 61	E

LEGEND

- PCMS — PORTABLE CHANGEABLE MESSAGE SIGNS
- WORK ZONE
- EXISTING SIGN SINGLE/DOUBLE POST
- NEW SIGN SINGLE/DOUBLE POST
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- COVER EXISTING SIGN

PCMS MESSAGE

FRAME 1	FRAME 2
ROAD CLOSED BEGINS	(DAY) (DATE)

N

PCMS

12 89 — M06-1 21"X21" M06-1 21"X21"

LANE CLOSED — R11-2L 48"X30"

E. COUNTY LINE RD.

*ADD 10 DRUMS TO CLOSE OFF TURN LANE

12 89 — M06-1 21"X21" M06-1 21"X21"

ROAD CLOSED TO THRU TRAFFIC — R11-4 60"X30"

M4-8 24"X12" DETOUR DETOUR M4-8 24"X12"
M3-4 24"X12" WEST NORTH M3-1 24"X12"
M1-4 24"X24" 12 89 M1-6 24"X24"

EAST SOUTH 12 89

500'

ROAD CLOSED 500 FT — W20-3D

500'

ROAD CLOSED 1000 FT — W20-3C

500'

ROAD CLOSED AHEAD — W20-3

12 89

DETAIL #1

59 M — WHITEWATER MILTON

M4-8 36"X18" DETOUR DETOUR M4-8 36"X18"
M3-2 36"X18" EAST SOUTH M3-3 36"X18"
M1-4 36"X36" 12 89 M1-6 36"X36"
M06-2 30"X30" M06-2 30"X30"

M4-8 24"X12" DETOUR DETOUR M4-8 24"X12"
M3-2 24"X12" EAST SOUTH M3-3 24"X12"
M1-4 24"X24" 12 89 M1-6 24"X24"
M05-1L 21"X21" M05-1L 21"X21"

M4-8 24"X12" DETOUR DETOUR M4-8 24"X12"
M3-2 24"X12" EAST SOUTH M3-3 24"X12"
M1-4 24"X24" 12 89 M1-6 24"X24"
M06-1 21"X21" M06-1 21"X21"

M4-8 24"X12" DETOUR DETOUR M4-8 24"X12"
M3-4 24"X12" WEST NORTH M3-1 24"X12"
M1-4 24"X24" 12 89 M1-6 24"X24"
M06-1 21"X21" M06-1 21"X21"

M4-8 24"X12" DETOUR DETOUR M4-8 24"X12"
M3-4 24"X12" WEST NORTH M3-1 24"X12"
M1-4 24"X24" 12 89 M1-6 24"X24"
M05-1R 21"X21" M05-1R 21"X21"

M4-8 24"X12" DETOUR DETOUR M4-8 24"X12"
M3-4 24"X12" WEST NORTH M3-1 24"X12"
M1-4 24"X24" 12 89 M1-6 24"X24"

M4-8 24"X12" DETOUR DETOUR M4-8 24"X12"
M3-4 24"X12" WEST NORTH M3-1 24"X12"
M1-4 24"X24" 12 89 M1-6 24"X24"
M06-1 21"X21" M06-1 21"X21"

M4-8 24"X12" DETOUR DETOUR M4-8 24"X12"
M3-2 24"X12" EAST SOUTH M3-3 24"X12"
M1-4 24"X24" 12 89 M1-6 24"X24"
M06-1 21"X21" M06-1 21"X21"

M4-8 24"X12" DETOUR DETOUR M4-8 24"X12"
M3-2 24"X12" EAST SOUTH M3-3 24"X12"
M1-4 24"X24" 12 89 M1-6 24"X24"
M06-1 21"X21" M06-1 21"X21"

M4-8 24"X12" DETOUR DETOUR M4-8 24"X12"
M3-2 24"X12" EAST SOUTH M3-3 24"X12"
M1-4 24"X24" 12 89 M1-6 24"X24"
M06-1 21"X21" M06-1 21"X21"

26 59 M 59 26

N

DETAIL #3

FOR INFORMATION ONLY.

USH 12/STH 89 DETOUR SIGNAGE TO BE INSTALLED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71.

2

LEGEND

- WORK ZONE
- EXISTING SIGN SINGLE/DOUBLE POST
- NEW SIGN SINGLE/DOUBLE POST
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- COVER EXISTING SIGN

N

ROAD CLOSED 1.2 MILES AHEAD LOCAL TRAFFIC ONLY
R11-3 60" X 30"

DETOUR AHEAD W20-2

W. WALWORTH AVE.

S. JANESVILLE ST.

N. COUNTY LINE RD.

DETOUR NEXT 24 MILES
G20-51 60"X24"

ROAD CLOSED 2.6 MILES AHEAD LOCAL TRAFFIC ONLY
R11-3 60"X30"

WHITEWATER
FT ATKINSON
ELKHORN

ROAD CLOSED AHEAD W20-3

FOR INFORMATION ONLY.

USH 12/STH 89 DETOUR SIGNAGE TO BE INSTALLED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71.

DETAIL #2

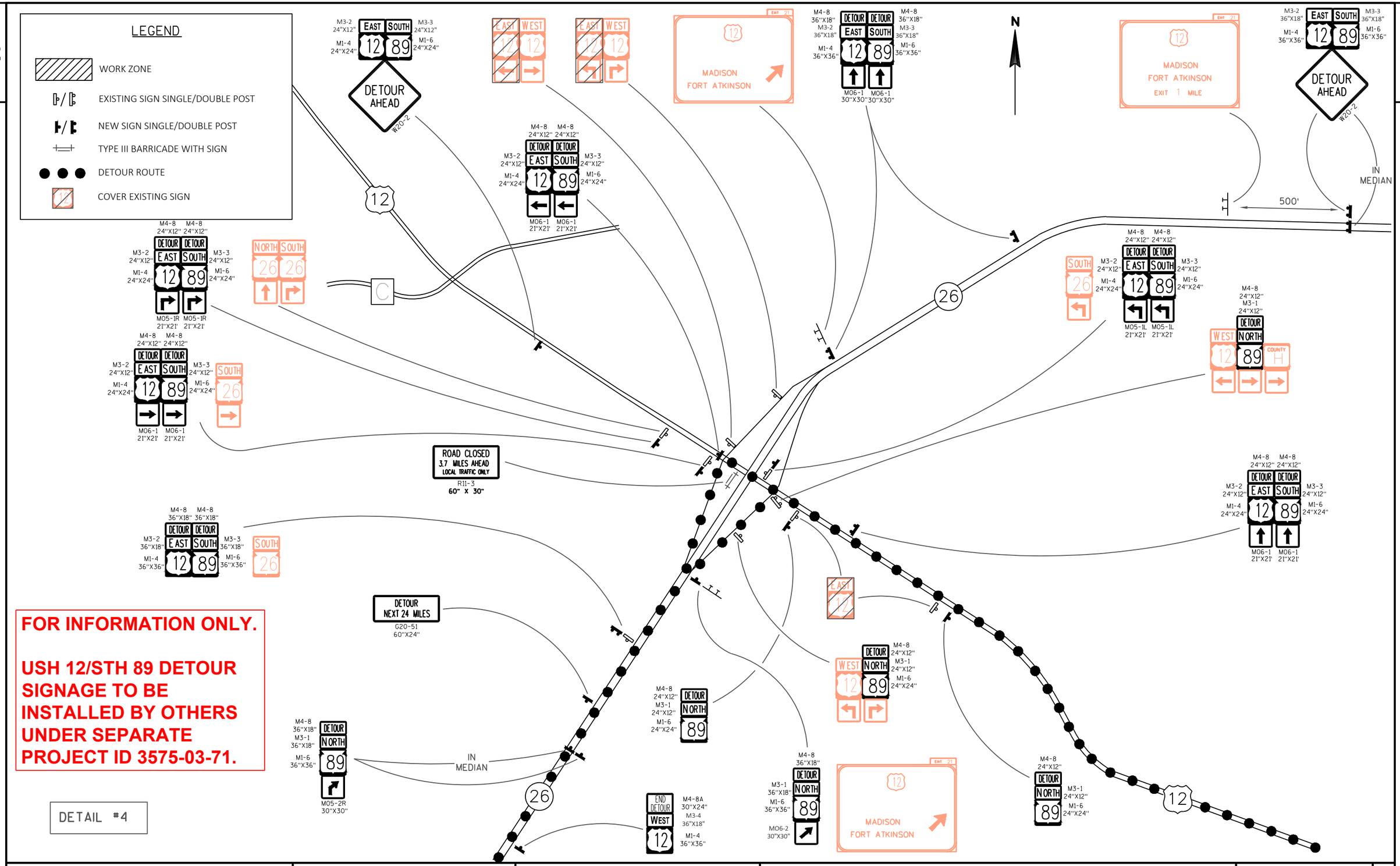
PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	USH 12 & STH 89 DETOUR ROUTE - DETAIL SHEET 2	SHEET 63	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_027001_DT-USH 12.DWG
LAYOUT NAME - DETAIL SHEET 2

PLOT DATE : 11/30/2021 8:38 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : Custom

LEGEND

- WORK ZONE
- EXISTING SIGN SINGLE/DOUBLE POST
- NEW SIGN SINGLE/DOUBLE POST
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- COVER EXISTING SIGN

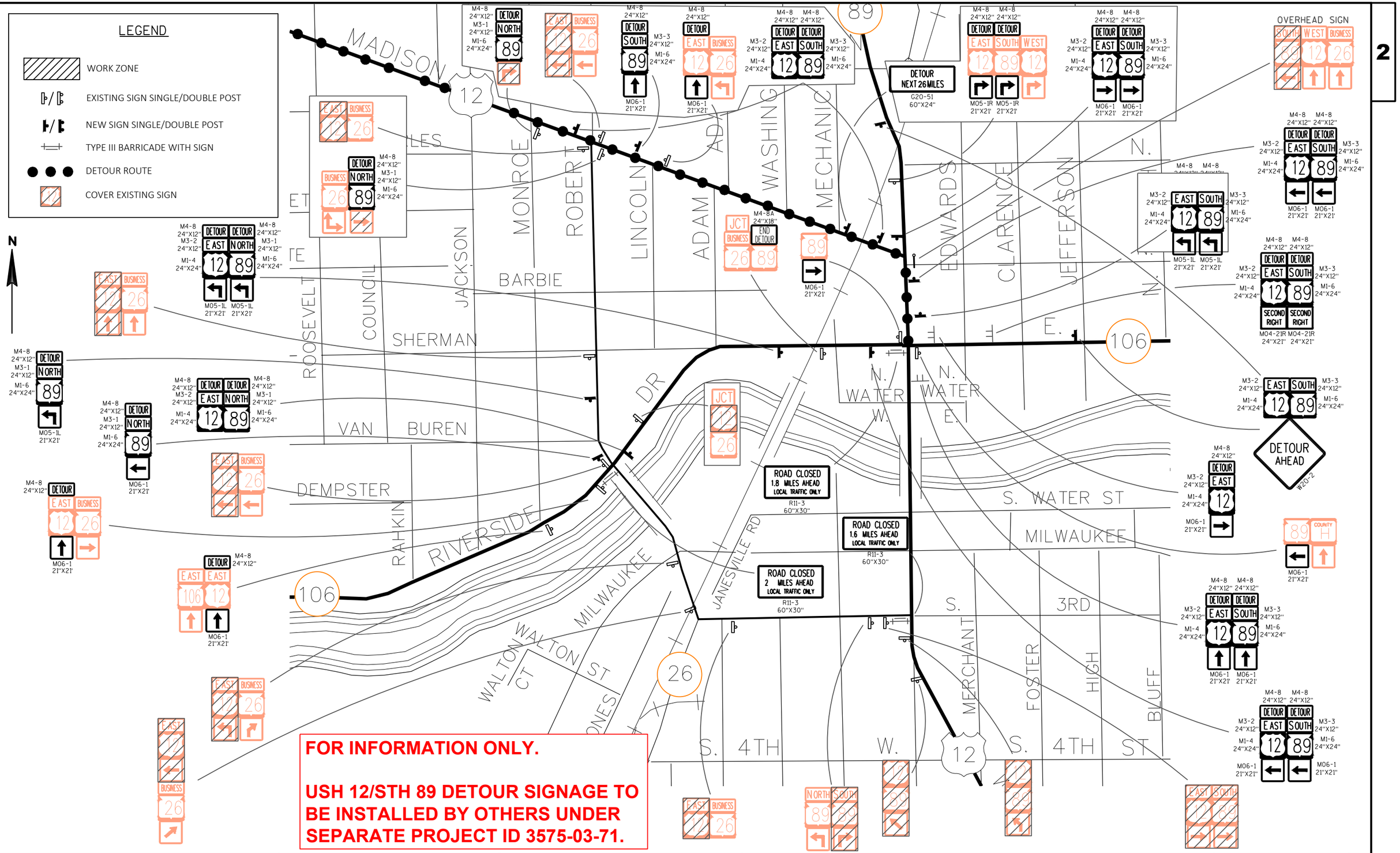


FOR INFORMATION ONLY.

USH 12/STH 89 DETOUR SIGNAGE TO BE INSTALLED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71.

DETAIL #4

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	USH 12 & STH 89 DETOUR ROUTE - DETAIL SHEET 4	SHEET 64	E



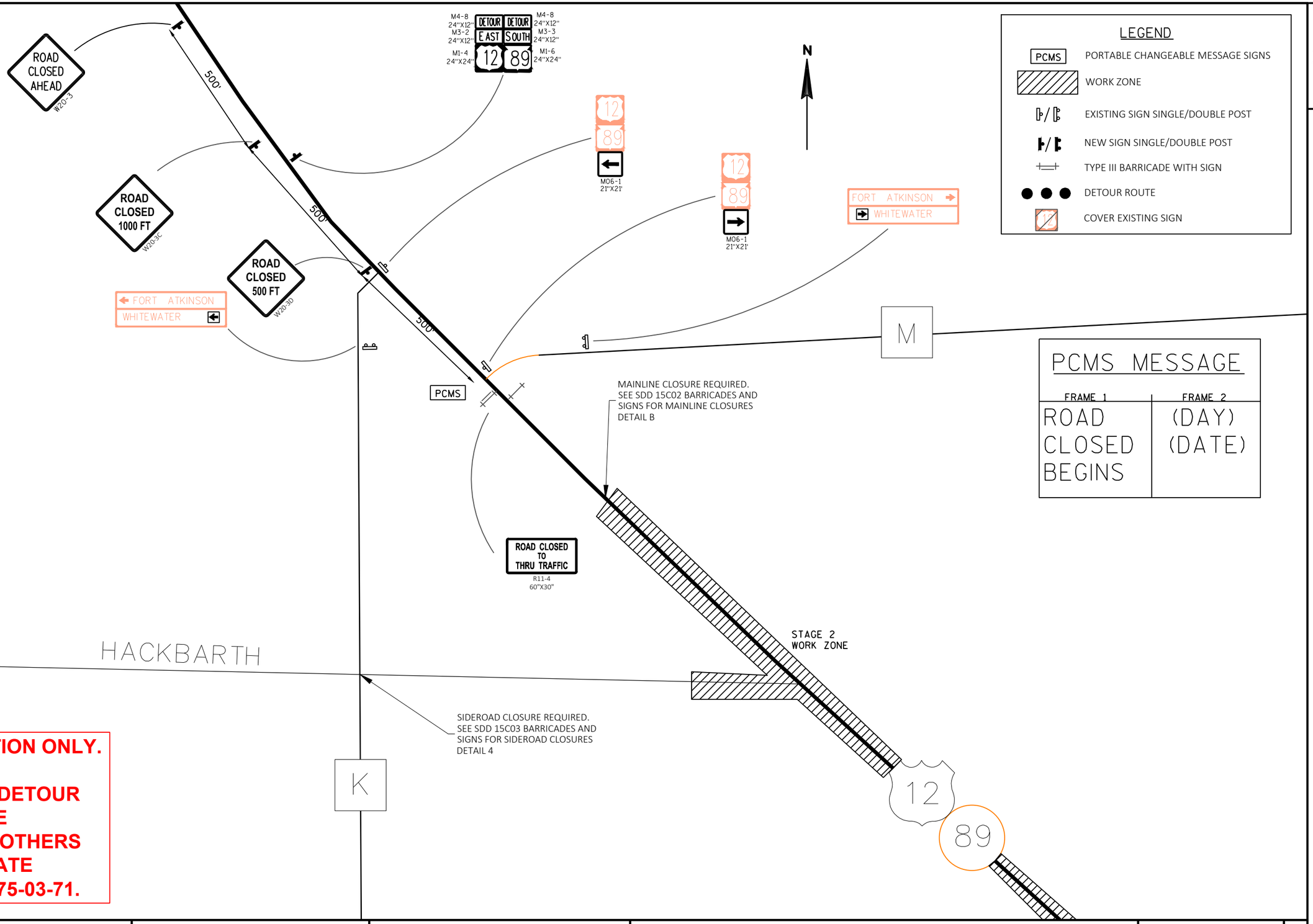
PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	USH 12 & STH 89 DETOUR ROUTE - DETAIL SHEET 5	SHEET 65	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_027001_DT-USH 12.DWG
LAYOUT NAME - DETAIL SHEET 5

PLOT DATE : 11/30/2021 8:38 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME :

WISDOT/CADDS SHEET 42

2

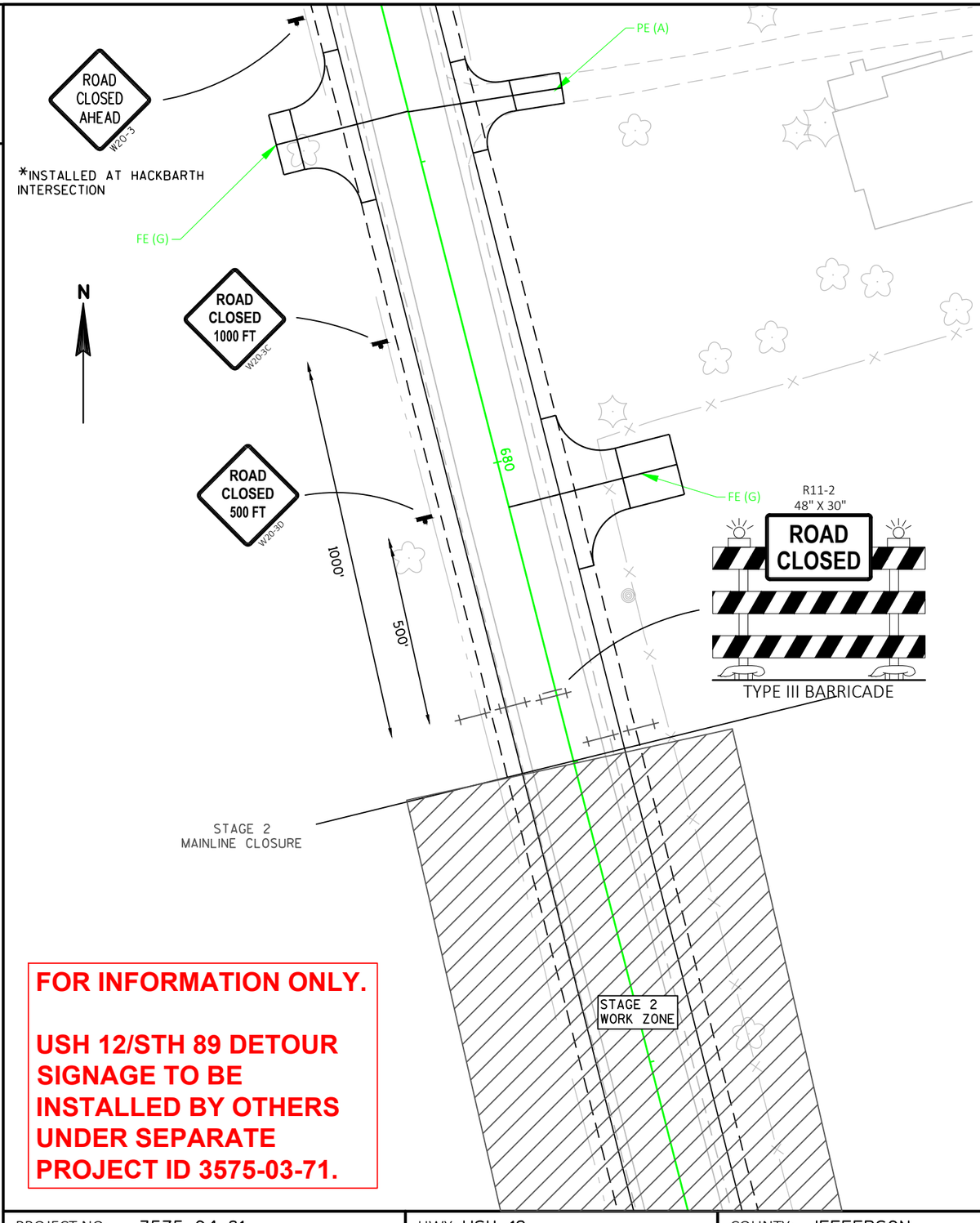


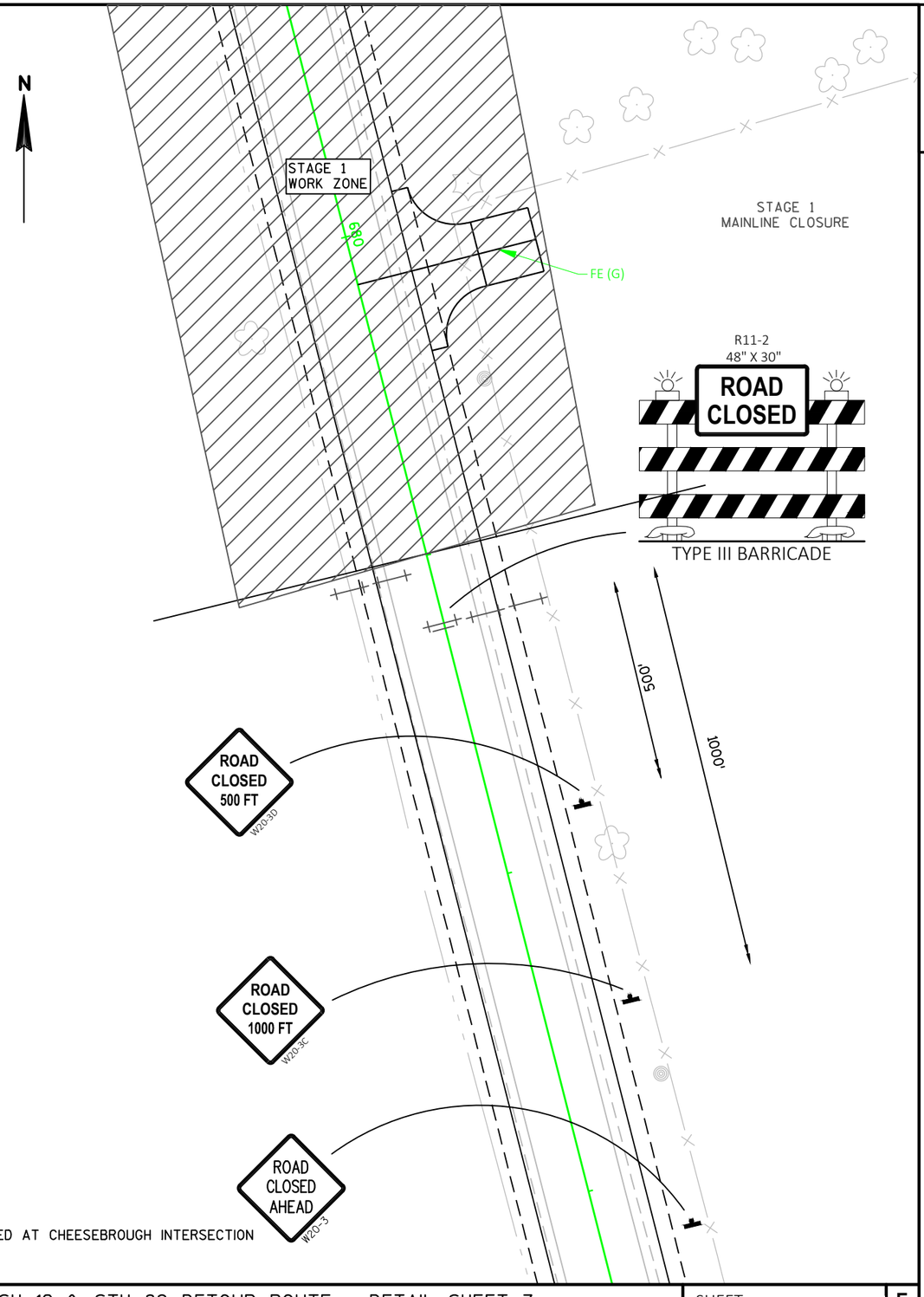
FOR INFORMATION ONLY.

USH 12/STH 89 DETOUR SIGNAGE TO BE INSTALLED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	USH 12 & STH 89 DETOUR ROUTE - DETAIL SHEET 6	SHEET 66	E

2





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FOR INFORMATION ONLY.

USH 12/STH 89 DETOUR SIGNAGE TO BE INSTALLED BY OTHERS UNDER SEPARATE PROJECT ID 3575-03-71.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	USH 12 & STH 89 DETOUR ROUTE - DETAIL SHEET 7	SHEET 67	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_027001_DT-USH 12.DWG
LAYOUT NAME - DETAIL SHEET 7

PLOT DATE : 11/30/2021 8:38 AM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

JACKSON ST

MONROE ST

SHERMAN AVE W

ROBERT ST

RIVERSIDE DR

VAN BUREN ST

PEDESTRIAN DETOUR ROUTE TO BE IN PLACE WHILE CURB RAMPS AT ROBERT ST / RIVERSIDE DR ARE BEING REPLACED.

NOTE:
SEE TRAFFIC CONTROL SHEETS FOR ADDITIONAL SIGNAGE

BICENTENNIAL PARK

GLACIAL RIVER TRAIL

SHARED USE PATH

SHERMAN AVE W

MECHANIC ST

N MAIN ST

N WATER ST W

S WATER ST W

S MAIN ST

MILWAUKEE AVE

GRANT ST

S 3RD ST W

JANESVILLE AVE

ROCK RIVER

RIVERSIDE DR

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9RA 30"X24"

DETOUR AHEAD M4-9BA 30"X24"

END DETOUR M4-8A 24"X18"

LEGEND:

- WORK ZONE
- PEDESTRIAN DETOUR ROUTE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- TEMPORARY PEDESTRIAN BARRICADE (SIGN MOUNTED BEHIND BARRICADE)
- EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	PEDESTRIAN DETOUR ROUTE - ROBERT STREET	SHEET 68	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_027003_DT-PEDESTRIAN.DWG
LAYOUT NAME - ROBERT STREET

PLOT DATE : 2/7/2022 10:20 PM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

N

SHERMAN AVE

SHERMAN AVE

LINCOLN ST

ADAM ST

WASHINGTON ST

MONROE ST

ROBERT ST

RIVERSIDE DR

ROCK RIVER

VAN BUREN ST

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9RA
30"X24"

DETOUR
M4-9RA
30"X24"

END DETOUR
M4-8A
24"X18"

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11L
24"X12"

DETOUR
M4-9RA
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11R
24"X12"

NOTE:
SEE TRAFFIC CONTROL SHEETS
FOR ADDITIONAL SIGNAGE

END DETOUR
M4-8A
24"X18"

DETOUR
M4-9RA
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

LEGEND:

- WORK ZONE
- PEDESTRIAN DETOUR ROUTE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- TEMPORARY PEDESTRIAN BARRICADE (SIGN MOUNTED BEHIND BARRICADE)
- 26 / 26 EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	PEDESTRIAN DETOUR ROUTE - SHERMAN AVE	SHEET 69	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_027003_DT-PEDESTRIAN.DWG
LAYOUT NAME - SHERMAN
PLOT DATE : 2/7/2022 10:20 PM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

SHERMAN AVE

JACKSON ST

MONROE ST

ROBERT ST

RIVERSIDE DR

ROCK RIVER

VAN BUREN ST

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11R
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED USE OTHER SIDE
R9-10
24"X12"

LEGEND:

- WORK ZONE
- PEDESTRIAN DETOUR ROUTE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- TEMPORARY PEDESTRIAN BARRICADE (SIGN MOUNTED BEHIND BARRICADE)
- 26 / 26 EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN

NOTES:

1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	PEDESTRIAN DETOUR ROUTE - VAN BUREN ST 1	SHEET 70	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_027003_DT-PEDESTRIAN.DWG
LAYOUT NAME - VAN BUREN

PLOT DATE : 2/7/2022 10:20 PM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

SHERMAN AVE

JACKSON ST

MONROE ST

ROBERT ST

RIVERSIDE DR

ROCK RIVER

VAN BUREN ST

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11L
24"X12"

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11R
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11R
24"X12"

LEGEND:

- WORK ZONE
- PEDESTRIAN DETOUR ROUTE
- TYPE II SIGN (LOCATION OF EXISTING AND/OR PROPOSED SIGN)
- TRAFFIC CONTROL BARRICADE TYPE II, TRAFFIC CONTROL BARRICADE TYPE III
- TEMPORARY PEDESTRIAN BARRICADE (SIGN MOUNTED BEHIND BARRICADE)
- 26 / 26 EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN

NOTES:
1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	PEDESTRIAN DETOUR ROUTE - VAN BUREN ST 2	SHEET 71	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_027003_DT-PEDESTRIAN.DWG
LAYOUT NAME - VAN BUREN (2)

PLOT DATE : 2/7/2022 10:20 PM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

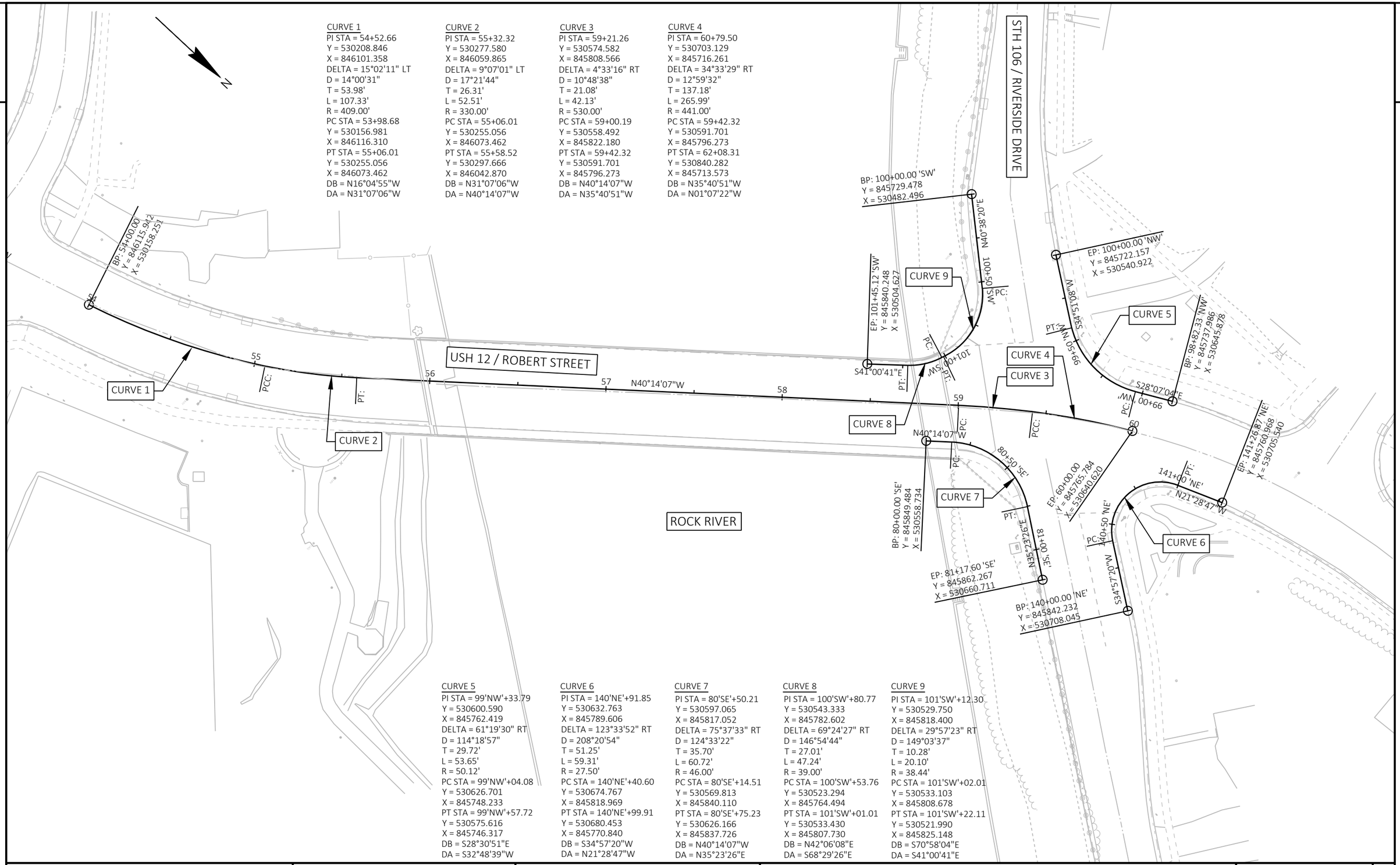
2

CURVE 1
PI STA = 54+52.66
Y = 530208.846
X = 846101.358
DELTA = 15°02'11" LT
D = 14°00'31"
T = 53.98'
L = 107.33'
R = 409.00'
PC STA = 53+98.68
Y = 530156.981
X = 846116.310
PT STA = 55+06.01
Y = 530255.056
X = 846073.462
DB = N16°04'55"W
DA = N31°07'06"W

CURVE 2
PI STA = 55+32.32
Y = 530277.580
X = 846059.865
DELTA = 9°07'01" LT
D = 17°21'44"
T = 26.31'
L = 52.51'
R = 330.00'
PC STA = 55+06.01
Y = 530255.056
X = 846073.462
PT STA = 55+58.52
Y = 530297.666
X = 846042.870
DB = N31°07'06"W
DA = N40°14'07"W

CURVE 3
PI STA = 59+21.26
Y = 530574.582
X = 845808.566
DELTA = 4°33'16" RT
D = 10°48'38"
T = 21.08'
L = 42.13'
R = 530.00'
PC STA = 59+00.19
Y = 530558.492
X = 845822.180
PT STA = 59+42.32
Y = 530591.701
X = 845796.273
DB = N40°14'07"W
DA = N35°40'51"W

CURVE 4
PI STA = 60+79.50
Y = 530703.129
X = 845716.261
DELTA = 34°33'29" RT
D = 12°59'32"
T = 137.18'
L = 265.99'
R = 441.00'
PC STA = 59+42.32
Y = 530591.701
X = 845796.273
PT STA = 62+08.31
Y = 530840.282
X = 845713.573
DB = N35°40'51"W
DA = N01°07'22"W



CURVE 5
PI STA = 99'NW'+33.79
Y = 530600.590
X = 845762.419
DELTA = 61°19'30" RT
D = 114°18'57"
T = 29.72'
L = 53.65'
R = 50.12'
PC STA = 99'NW'+04.08
Y = 530626.701
X = 845748.233
PT STA = 99'NW'+57.72
Y = 530575.616
X = 845746.317
DB = S28°30'51"E
DA = S32°48'39"W

CURVE 6
PI STA = 140'NE'+91.85
Y = 530632.763
X = 845789.606
DELTA = 123°33'52" RT
D = 208°20'54"
T = 51.25'
L = 59.31'
R = 27.50'
PC STA = 140'NE'+40.60
Y = 530674.767
X = 845818.969
PT STA = 140'NE'+99.91
Y = 530680.453
X = 845770.840
DB = S34°57'20"W
DA = N21°28'47"W

CURVE 7
PI STA = 80'SE'+50.21
Y = 530597.065
X = 845817.052
DELTA = 75°37'33" RT
D = 124°33'22"
T = 35.70'
L = 60.72'
R = 46.00'
PC STA = 80'SE'+14.51
Y = 530569.813
X = 845840.110
PT STA = 80'SE'+75.23
Y = 530626.166
X = 845837.726
DB = N40°14'07"W
DA = N35°23'26"E

CURVE 8
PI STA = 100'SW'+80.77
Y = 530543.333
X = 845782.602
DELTA = 69°24'27" RT
D = 146°54'44"
T = 27.01'
L = 47.24'
R = 39.00'
PC STA = 100'SW'+53.76
Y = 530523.294
X = 845764.494
PT STA = 101'SW'+01.01
Y = 530533.430
X = 845807.730
DB = N42°06'08"E
DA = S68°29'26"E

CURVE 9
PI STA = 101'SW'+12.30
Y = 530529.750
X = 845818.400
DELTA = 29°57'23" RT
D = 149°03'37"
T = 10.28'
L = 20.10'
R = 38.44'
PC STA = 101'SW'+02.01
Y = 530533.103
X = 845808.678
PT STA = 101'SW'+22.11
Y = 530521.990
X = 845825.148
DB = S70°58'04"E
DA = S41°00'41"E

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	ALIGNMENT DIAGRAM	SHEET 72	E

3575-04-81

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	18.000	18.000
0004	203.0211.S	Abatement of Asbestos Containing Material (structure) 01. B-28-0009	EACH	1.000	1.000
0006	203.0260	Removing Structure Over Waterway Minimal Debris (structure) 01. B-28-0009	EACH	1.000	1.000
0008	204.0100	Removing Concrete Pavement	SY	470.000	470.000
0010	204.0150	Removing Curb & Gutter	LF	383.000	383.000
0012	204.0155	Removing Concrete Sidewalk	SY	154.000	154.000
0014	204.0165	Removing Guardrail	LF	160.500	160.500
0016	204.0170	Removing Fence	LF	45.000	45.000
0018	204.0175	Removing Concrete Slope Paving	SY	25.000	25.000
0020	204.0195	Removing Concrete Bases	EACH	6.000	6.000
0022	204.9060.S	Removing (item description) 01. Traffic Signals Robert St & Riverside Dr	EACH	1.000	1.000
0024	204.9060.S	Removing (item description) 02. Loop Detector Wire and Lead-In Cable Robert St & Riverside Dr	EACH	1.000	1.000
0026	204.9060.S	Removing (item description) 31. Municipal Lighting Units	EACH	4.000	4.000
0028	205.0100	Excavation Common	CY	829.000	829.000
0030	206.1000	Excavation for Structures Bridges (structure) 01. B-28-0009	LS	1.000	1.000
0032	210.1500	Backfill Structure Type A	TON	550.000	550.000
0034	213.0100	Finishing Roadway (project) 01. 3575-04-81	EACH	1.000	1.000
0036	305.0110	Base Aggregate Dense 3/4-Inch	TON	46.000	46.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	336.000	336.000
0040	305.0130	Base Aggregate Dense 3-Inch	TON	1,030.000	1,030.000
0042	415.0090	Concrete Pavement 9-Inch	SY	624.000	624.000
0044	415.0410	Concrete Pavement Approach Slab	SY	233.000	233.000
0046	455.0605	Tack Coat	GAL	10.000	10.000
0048	460.6424	HMA Pavement 4 MT 58-28 H	TON	26.000	26.000
0050	502.0100	Concrete Masonry Bridges	CY	655.000	655.000
0052	502.3101	Expansion Device	LF	115.000	115.000
0054	502.3200	Protective Surface Treatment	SY	1,776.000	1,776.000
0056	502.3210	Pigmented Surface Sealer	SY	408.000	408.000
0058	502.4204	Adhesive Anchors No. 4 Bar	EACH	45.000	45.000
0060	502.4205	Adhesive Anchors No. 5 Bar	EACH	830.000	830.000
0062	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	180,160.000	180,160.000
0064	506.2610	Bearing Pads Elastomeric Laminated	EACH	14.000	14.000
0066	506.4000	Steel Diaphragms (structure) 01. B-28-0009	EACH	18.000	18.000
0068	506.7050.S	Removing Bearings (structure) 01. B-28-0009	EACH	14.000	14.000
0070	509.1500	Concrete Surface Repair	SF	50.000	50.000
0072	513.7031	Railing Steel Type C6	LF	799.200	799.200
0074	513.8031	Railing Steel Pedestrian Type C6	LF	298.000	298.000
0076	516.0500	Rubberized Membrane Waterproofing	SY	50.000	50.000
0078	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	21.000	21.000
0080	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	255.000	255.000
0082	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	96.000	96.000
0084	601.0600	Concrete Curb Pedestrian	LF	38.000	38.000
0086	602.0410	Concrete Sidewalk 5-Inch	SF	1,445.000	1,445.000
0088	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	40.000	40.000
0090	604.0400	Slope Paving Concrete	SY	25.000	25.000
0092	604.0600	Slope Paving Select Crushed Material	SY	93.000	93.000
0094	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0096	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	3.000	3.000

3575-04-81

Line	Item	Item Description	Unit	Total	Qty
0098	614.0200	Steel Thrie Beam Structure Approach	LF	41.200	41.200
0100	614.0305	Steel Plate Beam Guard Class A	LF	50.000	50.000
0102	614.2300	MGS Guardrail 3	LF	37.500	37.500
0104	614.2500	MGS Thrie Beam Transition	LF	8.100	8.100
0106	614.2620	MGS Guardrail Terminal Type 2	EACH	1.000	1.000
0108	616.0208	Fence Chain Link 8-FT	LF	45.000	45.000
0110	618.0100	Maintenance And Repair of Haul Roads (project) 01. 3575-04-81	EACH	1.000	1.000
0112	619.1000	Mobilization	EACH	1.000	1.000
0114	624.0100	Water	MGAL	21.300	21.300
0116	625.0100	Topsoil	SY	500.000	500.000
0118	628.1504	Silt Fence	LF	440.000	440.000
0120	628.1520	Silt Fence Maintenance	LF	880.000	880.000
0122	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0124	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0126	628.2008	Erosion Mat Urban Class I Type B	SY	500.000	500.000
0128	628.7015	Inlet Protection Type C	EACH	13.000	13.000
0130	629.0210	Fertilizer Type B	CWT	1.000	1.000
0132	630.0140	Seeding Mixture No. 40	LB	10.000	10.000
0134	630.0500	Seed Water	MGAL	11.000	11.000
0136	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	1.000	1.000
0138	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	2.000	2.000
0140	637.2210	Signs Type II Reflective H	SF	60.750	60.750
0142	637.2215	Signs Type II Reflective H Folding	SF	14.920	14.920
0144	638.2102	Moving Signs Type II	EACH	9.000	9.000
0146	638.2602	Removing Signs Type II	EACH	10.000	10.000
0148	638.3000	Removing Small Sign Supports	EACH	1.000	1.000
0150	638.4000	Moving Small Sign Supports	EACH	1.000	1.000
0152	642.5201	Field Office Type C	EACH	1.000	1.000
0154	643.0300	Traffic Control Drums	DAY	2,446.000	2,446.000
0156	643.0410	Traffic Control Barricades Type II	DAY	1,908.000	1,908.000
0158	643.0420	Traffic Control Barricades Type III	DAY	2,035.000	2,035.000
0160	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	16.000	16.000
0162	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	16.000	16.000
0164	643.0705	Traffic Control Warning Lights Type A	DAY	12,480.000	12,480.000
0166	643.0715	Traffic Control Warning Lights Type C	DAY	614.000	614.000
0168	643.0900	Traffic Control Signs	DAY	13,627.000	13,627.000
0170	643.0920	Traffic Control Covering Signs Type II	EACH	26.000	26.000
0172	643.1050	Traffic Control Signs PCMS	DAY	42.000	42.000
0174	643.1070	Traffic Control Cones 42-Inch	DAY	992.000	992.000
0176	643.5000	Traffic Control	EACH	1.000	1.000
0178	644.1420	Temporary Pedestrian Surface Plywood	SF	425.000	425.000
0180	644.1810	Temporary Pedestrian Barricade	LF	423.000	423.000
0182	646.1005	Marking Line Paint 4-Inch	LF	6,825.000	6,825.000
0184	646.1020	Marking Line Epoxy 4-Inch	LF	1,840.000	1,840.000
0186	646.3005	Marking Line Paint 8-Inch	LF	810.000	810.000
0188	646.3020	Marking Line Epoxy 8-Inch	LF	365.000	365.000
0190	646.5005	Marking Arrow Paint	EACH	5.000	5.000
0192	646.5020	Marking Arrow Epoxy	EACH	8.000	8.000
0194	646.5105	Marking Word Paint	EACH	2.000	2.000

3575-04-81

Line	Item	Item Description	Unit	Total	Qty
0196	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0198	646.5205	Marking Symbol Paint	EACH	4.000	4.000
0200	646.6120	Marking Stop Line Epoxy 18-Inch	LF	128.000	128.000
0202	646.6205	Marking Yield Line Paint 18-Inch	EACH	64.000	64.000
0204	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	240.000	240.000
0206	646.8120	Marking Curb Epoxy	LF	350.000	350.000
0208	646.9000	Marking Removal Line 4-Inch	LF	6,607.000	6,607.000
0210	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	3,227.000	3,227.000
0212	646.9100	Marking Removal Line 8-Inch	LF	852.000	852.000
0214	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	1,374.000	1,374.000
0216	646.9210	Marking Removal Line Water Blasting Wide	LF	550.000	550.000
0218	646.9300	Marking Removal Special Marking	EACH	14.000	14.000
0220	646.9310	Marking Removal Special Marking Water Blasting	EACH	13.000	13.000
0222	649.0105	Temporary Marking Line Paint 4-Inch	LF	3,227.000	3,227.000
0224	649.0205	Temporary Marking Line Paint 8-Inch	LF	1,003.000	1,003.000
0226	649.0505	Temporary Marking Arrow Paint	EACH	4.000	4.000
0228	649.0605	Temporary Marking Word Paint	EACH	1.000	1.000
0230	650.4500	Construction Staking Subgrade	LF	139.000	139.000
0232	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	117.000	117.000
0234	650.7000	Construction Staking Concrete Pavement	LF	139.000	139.000
0236	650.7500	Construction Staking Concrete Barrier	LF	59.200	59.200
0238	650.9000	Construction Staking Curb Ramps	EACH	4.000	4.000
0240	650.9910	Construction Staking Supplemental Control (project) 01. 3575-04-81	LS	1.000	1.000
0242	650.9920	Construction Staking Slope Stakes	LF	95.000	95.000
0244	652.0125	Conduit Rigid Metallic 2-Inch	LF	84.000	84.000
0246	652.0215	Conduit Rigid Nonmetallic Schedule 40 1 1/4-Inch	LF	24.000	24.000
0248	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,235.000	1,235.000
0250	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	179.000	179.000
0252	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	120.000	120.000
0254	653.0135	Pull Boxes Steel 24x36-Inch	EACH	1.000	1.000
0256	653.0140	Pull Boxes Steel 24x42-Inch	EACH	6.000	6.000
0258	653.0220	Junction Boxes 18x6x6-Inch	EACH	1.000	1.000
0260	653.0222	Junction Boxes 18x12x6-Inch	EACH	6.000	6.000
0262	653.0905	Removing Pull Boxes	EACH	2.000	2.000
0264	654.0101	Concrete Bases Type 1	EACH	3.000	3.000
0266	654.0102	Concrete Bases Type 2	EACH	3.000	3.000
0268	655.0230	Cable Traffic Signal 5-14 AWG	LF	400.000	400.000
0270	655.0240	Cable Traffic Signal 7-14 AWG	LF	430.000	430.000
0272	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,255.000	1,255.000
0274	655.0305	Cable Type UF 2-12 AWG Grounded	LF	440.000	440.000
0276	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,060.000	1,060.000
0278	655.0610	Electrical Wire Lighting 12 AWG	LF	2,080.000	2,080.000
0280	655.0625	Electrical Wire Lighting 6 AWG	LF	3,960.000	3,960.000
0282	657.0100	Pedestal Bases	EACH	4.000	4.000
0284	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	3.000	3.000
0286	657.0310	Poles Type 3	EACH	3.000	3.000
0288	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	2.000	2.000
0290	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	1.000	1.000
0292	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0294	657.0585	Trombone Arms 15-FT	EACH	2.000	2.000
0296	658.0173	Traffic Signal Face 3S 12-Inch	EACH	12.000	12.000
0298	658.0416	Pedestrian Signal Face 16-Inch	EACH	4.000	4.000
0300	658.0500	Pedestrian Push Buttons	EACH	3.000	3.000
0302	658.5069	Signal Mounting Hardware (location) 01. Robert St & Riverside Dr	LS	1.000	1.000
0304	659.1125	Luminaires Utility LED C	EACH	2.000	2.000
0306	661.0200	Temporary Traffic Signals for Intersections (location) 01. Robert St & Riverside Dr	LS	1.000	1.000
0308	690.0150	Sawing Asphalt	LF	309.000	309.000
0310	690.0250	Sawing Concrete	LF	123.000	123.000
0312	715.0502	Incentive Strength Concrete Structures	DOL	3,930.000	3,930.000
0314	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0316	999.2005.S	Maintaining Bird Deterrent System (station) 01. 57+50	EACH	1.000	1.000
0318	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,500.000	2,500.000
0320	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,650.000	1,650.000
0322	SPV.0060	Special 11. Modify Traffic Signals Intersection of Robert St & Riverside Dr	EACH	1.000	1.000
0324	SPV.0060	Special 12. Video Vehicle Detection System Intersection of Robert St & Riverside Dr	EACH	1.000	1.000
0326	SPV.0060	Special 13. Furnish and Install GPS Device and GPS Receiver Robert St & Riverside Dr	EACH	1.000	1.000
0328	SPV.0060	Special 14. Furnish and Install GPS Device and GPS Receiver Robert St & S 3rd St W	EACH	1.000	1.000
0330	SPV.0060	Special 21. Anchor Assemblies Poles on Structures Special	EACH	4.000	4.000
0332	SPV.0060	Special 22. Clean and Coat Concrete Beam Ends	EACH	14.000	14.000
0334	SPV.0060	Special 23. Embedded Galvanic Anodes	EACH	26.000	26.000
0336	SPV.0060	Special 24. Landscape Protection	EACH	1.000	1.000
0338	SPV.0060	Special 31. Decorative Lighting Unit Type A	EACH	3.000	3.000
0340	SPV.0060	Special 32. Decorative Lighting Unit Type A1 With Back Light Shield	EACH	1.000	1.000
0342	SPV.0060	Special 33. Decorative Lighting Unit Type B	EACH	4.000	4.000
0344	SPV.0060	Special 34. Decorative Lighting Unit Type C	EACH	3.000	3.000
0346	SPV.0060	Special 35. Decorative Banner Arm	EACH	8.000	8.000
0348	SPV.0060	Special 36. Concrete Bases Type 5 Modified	EACH	4.000	4.000
0350	SPV.0060	Special 37. Lamp Ballast LED Switch Disposal By Contractor	EACH	4.000	4.000
0352	SPV.0090	Special 01. Separation Barrier	LF	59.200	59.200
0354	SPV.0165	Special 21. Fiber Wrap Reinforcing Non-Structural	SF	1,025.000	1,025.000
0356	SPV.0165	Special 22. PPC Beam Surface Repair	SF	42.000	42.000
0358	SPV.0180	Special 21. Clean Abutment Seats	SY	12.000	12.000

3

CLEARING

CATEGORY	STATION	LOCATION	201.0120 CLEARING ID
0010	55+90	LT	18
		TOTAL 0010	18

FINISHING ROADWAY

CATEGORY	LOCATION	213.0100.01 FINISHING ROADWAY (PROJECT) (01. 3575-04-81) EACH
0010	ROBERT ST	1
	TOTAL 0010	1

REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0165 REMOVING GUARDRAIL LF	204.0170 REMOVING FENCE LF	REMARKS
0010	55+00	-	55+95	ROBERT ST	330					
	55+00	-	55+64	LT		60		62.5	45	
	55+00	-	56+00	RT		105	70			
	58+95	-	59+17	ROBERT ST	140					
	58+89	-	59+08	LT		67		40		RIVERSIDE DR / ROBERT ST
	58+99	-	59+70	RT		54	25	58		RIVERSIDE DR / ROBERT ST
	59+71	-	59+92	LT		24	21			RIVERSIDE DR / ROBERT ST
	60+05	-	60+39	RT		37	38			RIVERSIDE DR / ROBERT ST
	61+30	-	61+40	LT		15	8			VAN BUREN ST / ROBERT ST
	61+13		61+34	RT		21	4			VAN BUREN ST / ROBERT ST
				TOTAL 0010	470	383	154	160.5	45	

FROM/TO STATION	205.0100 COMMON EXCAVATION (1) CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED EILL EACTOR 1.25	MASS ORDINATE +/- (6)	WASTE	208.0100 BORROW
55+00 - 56+00	454	442	12	0	0	12	12	0
58+95 - 59+39	375	375	0	0	0	0	0	0
TOTALS	829	817	12	0	0	12	12	0

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(6) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

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BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	305.0130 BASE AGGREGATE DENSE 3-INCH TON	624.0100 WATER MGAL
0010	55+00	-	56+00	ROBERT ST	17	190	540	11
	58+95	-	59+39	ROBERT ST	7	140	490	10
	59+71	-	59+92	LT	7			0.1
	60+05		60+39	RT	15			0.2
	61+30	-	61+40	LT		3		
	61+13		61+34	RT		3		
				TOTAL 0010	46	336	1,030	21.3

CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY
0010	55+10	-	55+75	ROBERT ST	317	
	55+75	-	55+95	ROBERT ST		104
	58+95	-	59+15	ROBERT ST		129
	59+15	-	59+39	ROBERT ST	307	
				TOTAL 0010	624	233

ASPHALT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6424 HMA PAVEMENT 4 MT 58-28 H TON
0010	55+00	-	55+10	LT & RT	7	18
	59+69	-	59+91	LT	0.8	2
	60+01	-	60+25	RT	1.3	3
	61+30	-	61+40	LT	0.5	1
	61+13		61+34	RT	0.6	2
				TOTAL 0010	10	26

CONCRETE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
0010	55+00	-	55+10	LT & RT			20			
	55+10	-	55+75	LT & RT		130				
	55+00	-	56+00	RT					650	
	58+95	-	59+39	LT & RT		125		6	260	10
	59+71	-	59+92	LT			24	9	150	10
	60+05	-	60+39	RT			37		385	20
	61+30	-	61+40	LT			15	12		
	61+13		61+34	RT	21			11		
				TOTAL 0010	21	255	96	38	1,445	40

ADJUSTING STRUCTURES

CATEGORY	STATION	LOCATION	611.8115 ADJUSTING INLET COVERS EACH
0010	59+09	LT	1
	59+30	RT	1
		TOTAL 0010	2

GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH	REMARKS
0010	55+00	-	55+66	LT			37.5	8.1	1	ROBERT ST
	59+00			LT	20.6	12.5				RIVERSIDE DR
	59+66			RT	20.6	37.5				RIVERSIDE DR
				TOTAL 0010	41.2	50	37.5	8.1	1	

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CHAIN LINK FENCE

CATEGORY	STATION	LOCATION	616.0208 FENCE CHAIN LINK 8-FT LF
0010	55+88	LT	45
		TOTAL 0010	45

FINISHING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL
0010	55+00	-	56+00	LT & RT	150	150	0.1	3	3.4
	58+95		59+39	LT & RT	211	211	0.1	4	4.7
	59+75		60+50	LT & RT	41	41	0.1	1	0.9
				UNDISTRIBUTED (25%)	98	98	0.7	2	2.0
				TOTAL 0010	500	500	1	10	11

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MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT	618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (01. 3575-04-81) EACH
0010	3575-04-81	1
	TOTAL 0010	1

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7015 INLET PROTECTION TYPE C EACH	REMARKS
0010	54+50	-	56+00	LT	150	300			3	
	54+50	-	56+00	RT	55	110			3	
	58+75	-	60+50	LT	140	280			4	INLET PROTECTION ON RIVERSIDE DR
	58+75	-	60+50	RT	95	190			2	INLET PROTECTION ON RIVERSIDE DR
			61+40	LT					1	INLET PROTECTION AT VAN BUREN ST
				ROBERT ST			4	2		
				TOTAL 0010	440	880	4	2	13	

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PERMANENT SIGNING

CATEGORY	STATION	SIGN NO.	LOCATION	634.0614 POSTS WOOD 4X6-INCH X 14-ET EACH	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-ET EACH	637.2210 SIGNS TYPE II REELECTIVE H SE	637.2215 SIGNS TYPE II REFLECTIVE H EOLDING SE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	55+74	1-01	RT, LIGHT POLE			6.50			1			J1-1, ROUTE ASSEMBLY
	59+08	1-02	RT, LIGHT/SIGNAL POLE			7.50			1			J13-1, ROUTE ASSEMBLY
	59+08	1-03	RT, LIGHT/SIGNAL POLE				7.46		1			R1-1E, EOLDING STOP SIGN
	59+05	1-04	LT, SIGNAL POLE				7.46		1			R1-1E, EOLDING STOP SIGN
	58+93	1-05	LT, LIGHT/SIGNAL POLE			19.00			1			J3-2, ROUTE ASSEMBLY
	59+38	1-06	RT			0.75			1			R10-4, PEDESTRIAN PUSH BUTTON
	60+09	1-07	RT			0.75			1			R10-4, PEDESTRIAN PUSH BUTTON
	60+22	1-08	RT			0.75			1			R10-4, PEDESTRIAN PUSH BUTTON
	59+89	1-09	LT			0.75						R10-4, PEDESTRIAN PUSH BUTTON
	61+38	1-10	LT		1	4.00						R9-3A, NO PEDESTRIAN CROSSING
	61+38	1-11	LT			1.50						R9-3BR, USE CROSSWALK RT ARROW
	61+23	1-12	RT		1	4.00						R9-3A, NO PEDESTRIAN CROSSING
	61+23	1-13	RT			1.50						R9-3BL, USE CROSSWALK LT ARROW
		1-14	RT			7.50						R3-8LE, ONLY LEET AND THRU/RIGHT
	53+81	1-15	RT	1		6.25						R3-7L, LEET LANE MUST TURN LEET
	55+74	M-01	RT, LIGHT POLE					1				
	58+02	M-02	RT, LIGHT POLE					1				
	58+02	M-03	RT, LIGHT POLE					1				
	58+93	M-04	LT, LIGHT/SIGNAL POLE					1				
	58+93	M-05	LT, LIGHT/SIGNAL POLE					1				
	58+93	M-06	LT, LIGHT/SIGNAL POLE					1				
	59+43	M-07	RT, LIGHT/SIGNAL POLE					1				
	58+95	M-08	LT					1			1	
	54+37	M-09	RT					1				MOVE TO POST EOR SIGN NO. 1-15
	54+37		RT						1	1		
	60+31		RT, LIGHT/SIGNAL POLE						1			
			TOTAL 0010	1	2	60.75	14.92	9	10	1	1	

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TRAFFIC CONTROL

CATEGORY	STAGE	LOCATION	NO. OF DAYS	QTY	643.0300 TRAFFIC CONTROL DRUMS DAY	QTY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	QTY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	QTY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	QTY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	QTY	643.0900 TRAFFIC CONTROL SIGNS DAY	# OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	QTY	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	643.5000 TRAFFIC CONTROL EACH	644.1420 TEMPORARY PEDESTRIAN SURFACE PLYWOOD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
0010		**MAIN STREET**																			28					
	STAGE ONE & TWO	ADVANCED WARNING	2													57	114									
		ROAD CLOSURE	2															1	9							
		WHITEWATER AVE - S 3RD ST		16	32		2	4			4	8	8	16	3	6				32	64				
		S 3RD ST - MILWAUKEE AVE		16	32		2	4			4	8	8	16	2	4				40	80				
		MILWAUKEE AVE - S WATER ST		16	32		2	4			4	8	8	16	2	4				16	32				
		S WATER ST - N WATER ST		16	32		2	4			4	8	8	16	2	4				80	160				
		N WATER ST - SHERMAN AVE		16	32		2	4			4	8	8	16	2	4				32	64				
		SHERMAN AVE - MADISON AVE		16	32		2	4			4	8	8	16	2	4				48	96				
	STAGE THREE	ADVANCED WARNING																								
		ROAD CLOSURE	96													6	576									
		WHITEWATER AVE - S 3RD ST														2	192									
		S 3RD ST - MILWAUKEE AVE														11	1056									
		MILWAUKEE AVE - S WATER ST														9	864									
		S WATER ST - N WATER ST														12	1152									
		N WATER ST - SHERMAN AVE														9	864									
		SHERMAN AVE - MADISON AVE														2	192									
	STAGE FOUR & FIVE	ADVANCED WARNING	2													57	114									
		ROAD CLOSURE	2																							
		WHITEWATER AVE - S 3RD ST		16	32		2	4			4	8	8	16	3	6				32	64				
		S 3RD ST - MILWAUKEE AVE		16	32		2	4			4	8	8	16	2	4				40	80				
		MILWAUKEE AVE - S WATER ST		16	32		2	4			4	8	8	16	2	4				16	32				
		S WATER ST - N WATER ST		16	32		2	4			4	8	8	16	2	4				80	160				
		N WATER ST - SHERMAN AVE		16	32		2	4			4	8	8	16	2	4				32	64				
		SHERMAN AVE - MADISON AVE		16	32		2	4			4	8	8	16	2	4				48	96				
		ROBERT STREET	96																					1		
		ADVANCED WARNING														49	4704				14					
		ROAD CLOSURE		19	1824	1	96	20	1920			40	3840	4	384	19	1824	1	17					425	247	
		JANESVILLE AVE	1	20	20			2	2			2	192	5	5	6	6									
		SHERMAN AVE	1	33	33	4	4	3	3			6	576	3	3	18	18									
	STAGE ONE TO SEVEN	RIVERSIDE DR	1	185	185			62	62	16	16	81	7776	30	30	49	49									116
		PEDESTRIAN DETOUR																								
		ROBERT ST	96			18	1728									18	1728									
		ROBERT ST EXTENSION	4			10	40									10	40									
		SHERMAN AVE	1			10	10									16	16									24
		VAN BUREN ST	6			5	30									11	66									36
		TOTAL 0010			2,446		1,908		2,035	16	16		12,480		614		13,627		26		42		992	1	425	423

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MARKING REMOVAL

CATEGORY	STREET	TO	STREET	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9110 MARKING REMOVAL LINE WATER BLASTING 8-INCH LF	646.9210 MARKING REMOVAL LINE WATER BLASTING WIDE LF	646.9300 MARKING REMOVAL SPECIAL MARKING EACH	646.9310 MARKING REMOVAL SPECIAL MARKING WATER BLASTING EACH
0010	S 4TH ST	-	S 3RD ST	JANESVILLE AVE				196		3	
	MONROE ST	-	SHERMAN AVE	RIVERSIDE DR	810	800	103	258	448		8
	RIVERSIDE DR		VAN BUREN ST	ROBERT ST				113	102		2
				MAIN STREET (STAGE 1 & 2)							
	WHITEWATER AVE	-	S 3RD ST		505		80			2	
	S 3RD ST	-	MILWAUKEE AVE		795		95			2	
	MILWAUKEE AVE	-	S WATER ST		365		65			1	
	S WATER ST	-	N WATER ST		1,595		65			4	
	N WATER ST	-	SHERMAN AVE		640		100			1	1
	SHERMAN AVE	-	MADISON AVE		430		115			1	
				MAIN STREET (STAGE 4 & 5)							
	WHITEWATER AVE	-	S 3RD ST		90	651		388			2
	S 3RD ST	-	MILWAUKEE AVE		140	356		95			
	MILWAUKEE AVE	-	S WATER ST		42	208		43			
	S WATER ST	-	N WATER ST		882	443	69	64			
	N WATER ST	-	SHERMAN AVE		63	447	65	80			
	SHERMAN AVE	-	MADISON AVE		250	322	95	137			
				TOTAL 0010	6,607	3,227	852	1,374	550	14	13

3

PAVEMENT MARKING

CATEGORY	STREET	TO	STREET	LOCATION	646.1005 MARKING LINE PAINT 4-INCH (SOLID WHITE) LF	646.1005 (SOLID YELLOW) LF	646.1020 MARKING LINE EPOXY 4-INCH (SOLID YELLOW) LF	646.1020 (12.5' SKIP WHITE) LF	646.3005 MARKING LINE PAINT 8-INCH LF	646.3020 MARKING LINE EPOXY 8-INCH (SOLID WHITE) LF	646.3020 (3' SKIP WHITE) LF	646.5005 MARKING ARROW PAINT (WHITE) EACH	646.5020 MARKING ARROW EPOXY (TYPE 2, WHITE) EACH	646.5020 (TYPE 3, WHITE) EACH	646.5105 MARKING WORD PAINT EACH	646.5120 MARKING WORD EPOXY EACH	646.5205 MARKING SYMBOL PAINT (WHITE) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.6205 MARKING YIELD LINE PAINT 18-INCH (WHITE) EACH	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.8120 MARKING CURB EPOXY (YELLOW) LF
0010	S 4TH ST	-	S 3RD ST	JANESVILLE AVE				85						3							
	MONROE ST	-	SHERMAN AVE	RIVERSIDE DR			800			135			3					102		240	
	MILWAUKEE AVE		RIVERSIDE DR	ROBERT ST			830	125		200	30		2			1		26			350
				MAIN STREET (STAGE 1 & 2)																	
	WHITEWATER AVE	-	S 3RD ST																		
	S 3RD ST	-	MILWAUKEE AVE																		
	MILWAUKEE AVE	-	S WATER ST																16		
	S WATER ST	-	N WATER ST																32		
	N WATER ST	-	SHERMAN AVE																16		
	SHERMAN AVE	-	MADISON AVE																		
				MAIN STREET (STAGE 4 & 5)																	
	WHITEWATER AVE	-	S 3RD ST			600			80			2			1						
	S 3RD ST	-	MILWAUKEE AVE		538	496			135			2									
	MILWAUKEE AVE	-	S WATER ST		220	230			105			1									
	S WATER ST	-	N WATER ST		1,660	1,060			135								4				
	N WATER ST	-	SHERMAN AVE		470	500			165						1						
	SHERMAN AVE	-	MADISON AVE		345	706			190												
				ITEM SUBTOTALS	3,233	3,592	1,630	210		335	30		5	3							
				TOTAL 0010	6,825		1,840		810	365		5	8		2	1	4	128	64	240	350

3

TEMPORARY MARKING

CATEGORY	STREET	TO	STREET	LOCATION	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (SOLID YELLOW) LF	649.0105 (12.5' SKIP WHITE) LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH (SOLID WHITE) LF	649.0205 (3' SKIP WHITE) LF	649.0505 TEMPORARY MARKING ARROW PAINT (TYPE 2, WHITE) EACH	649.0605 TEMPORARY MARKING WORD PAINT (WHITE) EACH
0010	S 4TH ST	-	S 3RD ST	JANESVILLE AVE			160	36	2	1
	MONROE ST	-	SHERMAN AVE	RIVERSIDE DR	800					
				MAIN STREET (STAGE 1 & 2)						
	WHITEWATER AVE	-	S 3RD ST		600	51	317	71	2	
	S 3RD ST	-	MILWAUKEE AVE		220	136	95			
	MILWAUKEE AVE	-	S WATER ST		144	64	43			
	S WATER ST	-	N WATER ST		178	265	64			
	N WATER ST	-	SHERMAN AVE		330	117	80			
	SHERMAN AVE	-	MADISON AVE		210	112	94	43		
				ITEM SUBTOTALS	2,482	745	853	150	4	1
				TOTAL 0010	3,227		1,003		4	1

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LE	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LE	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LE	650.7500 CONSTRUCTION STAKING CONCRETE BARRIER LE	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9910.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 3575-04-81) LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LE
0010	55+00	-	55+95	LT & RT	95	20	95	59.2			95
	58+95	-	59+39	LT & RT	44		44		1		
	59+69	-	59+91	LT		24			1		
	60+01	-	60+25	RT		37			2		
	55+00	-	59+39	ROBERT ST						1	
	61+12	-	61+34	VAN BUREN ST		36					
				TOTAL 0010	139	117	139	59.2	4	1	95

3

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	55+00	-	56+00	LT & RT	45	52
	59+00	-	59+39	LT & RT	147	5
	59+75	-	60+50	LT	28	15
	59+75	-	60+50	RT	43	19
	61+30	-	61+40	LT	21	18
	61+13		61+34	RT	25	14
				TOTAL 0010	309	123

MAINTAINING BIRD DETERRENT SYSTEM

CATEGORY	STATION	TO	STATION	LOCATION	999.2005.S.01 MAINTAINING BIRD DETERRENT SYSTEM (STATION) (01. 57+50) EACH
0010	56+00	-	59+00	B-28-0009	1
				TOTAL 0010	1

SEPARATION BARRIER

CATEGORY	STATION	TO	STATION	LOCATION	* 513.7031 RAILING STEEL TYPE C6 LF	SPV.0090.01 SPECIAL (01. SEPARATION BARRIER) LF
0010	55+42	-	56+00	RT	59.2	59.2
				TOTAL 0010	59.2	59.2

* ADDITIONAL QUANTITIES LISTED IN STRUCTURE PLAN

3

LIGHTING - REMOVAL

CATEGORY	DESCRIPTION	LOCATION	204.0195* REMOVING CONCRETE BASES EACH	204.9060.S.31 REMOVING MUNICIPAL LIGHTING UNITS EACH	SPV.0060.37 LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH	REMARKS
0030	EX-LP04	58+05.64, 30.60' RT	--	1	1	
	EX-LP05	56+97.99, 30.70' RT	--	1	1	
	EX-LP06	55+73.57, 32.46' RT	1	1	1	
	EX-LP07	54+76.25, 28.13' RT	1	1	1	
		TOTALS	2	4	4	

3

LIGHTING AND MISCELLANEOUS - FINAL

CATEGORY	DESCRIPTION	LOCATION	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0140* PULL BOXES STEEL 24x42-INCH EACH	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG LF	SPV.0060.31 DECORATIVE LIGHTING UNIT TYPE A EACH	SPV.0060.32 DECORATIVE LIGHTING UNIT TYPE A1 WITH BACK LIGHT SHIELD EACH	SPV.0060.33 DECORATIVE LIGHTING UNIT TYPE B EACH	SPV.0060.34 DECORATIVE LIGHTING UNIT TYPE C EACH	SPV.0060.35 DECORATIVE BANNER ARM EACH	SPV.0060.36 CONCRETE BASES TYPE 5 MODIFIED EACH	REMARKS
0030	LP-01	59+14.12, 35.32' RT	--	--	120	--	--	--	1	--	--	ON TRAFFIC SIGNAL POLE
	LP-02	58+94.59, 36.32' LT	--	--	120	--	--	--	1	--	--	ON TRAFFIC SIGNAL POLE
	LPB-1	58+98.59, 47.21' LT	--	1	--	--	--	--	--	--	--	
	LP-03	57+88.65, SM	--	--	120	--	--	1	--	--	--	
	LP-04	56+89.65 SM	--	--	120	--	--	1	--	--	--	
	LP-05	55+59.33, 28.88' LT	--	--	120	1	--	--	--	--	1	
	LPB-2	55+31.37, 27.17' LT	--	1	--	--	--	--	--	--	--	
	LP-06	54+81.79,28.76' LT	--	--	120	--	1	--	--	--	1	
	LPB-3	55+26.61, 27.19' RT	--	1	--	--	--	--	--	--	--	
	LP-07	54+81.42, 28.31' RT	--	--	190	1	--	--	--	2	1	ADDITIONAL #12 AWG WIRE FOR RECEPTACLE WIRING
	LP-08	55+70.72, 33.14' RT	--	--	190	1	--	--	--	2	1	ADDITIONAL #12 AWG WIRE FOR RECEPTACLE WIRING
	LPB-4	55+62.50, 27.29' RT	1	--	--	--	--	--	--	--	--	
	LP-09	57+02.81, SM	--	--	190	--	--	1	--	2	--	ADDITIONAL #12 AWG WIRE FOR RECEPTACLE WIRING
	LP-10	58+01.81, SM	--	--	190	--	--	1	--	2	--	ADDITIONAL #12 AWG WIRE FOR RECEPTACLE WIRING
	LP-11	59+42.42, 71.28' RT	--	--	120	--	--	--	1	--	--	ON TRAFFIC SIGNAL POLE
		TOTALS	1	3	1,600	3	1	4	3	8	4	

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	MISCELLANEOUS QUANTITIES	SHEET:	E

3

LIGHTING - WIRE AND CONDUIT - FINAL

CATEGORY	STAGE	FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	655.0625* ELECTRICAL WIRE LIGHTING 6 AWG LF	REMARKS
0030		LCC	PB1	EXISTING	--	88	
		PB1	LPB-1	--	119	379	
		LPB-1	LP-03	20	--	81	
		LPB-1	LP-03	SM	--	362	
		LP-03	LP-04	SM	--	337	
		LP-04	LP-05	SM	--	397	
		LP-04	LP-05	20	--	81	
		LP-05	LPB-2	31	--	226	
		LPB-2	LP-06	51	--	173	
		LP-06	STUB	15	--	66	
		LPB-2	LPB-3	--	60	200	
		LPB-3	LP-07	54	--	182	
		LP-07	STUB	15	--	66	
		LPB-3	LP-08	52	--	356	
		LP-08	LPB-4	15	--	67	
		LPB-4	LP-09	SM	--	445	
		LPB-4	LP-09	15	--	66	
		LP-09	LP-10	SM	--	388	
			TOTALS	288	179	3960	

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

ROBERT ST & RIVERSIDE DR

ALL ITEMS ARE CATEGORY 0010

3

3

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195* REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB8	1
TOTAL	4

REMOVE PULL BOXES

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
TOTAL	2

REMOVING TRAFFIC SIGNALS

LOCATION	204.0060.S.01 REMOVING TRAFFIC SIGNALS EACH
ROBERT ST & RIVERSIDE DR	1
TOTAL	1

REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE

LOCATION	204.0060.S.02 REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE EACH
ROBERT ST & RIVERSIDE DR	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0200.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS L.S.
ROBERT ST & RIVERSIDE DR	1
TOTAL	1

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
PB1	SB1	10	--
PB1	SB11	10	--
PB1	EXT 1	--	5
PB1	PB2	--	25
PB2	SB2	5	--
PB2	PB3	--	80
PB3	SB3	5	--
PB3	SB4	5	--
PB3	EXT 2	--	10
PB5	SB6	10	--
PB6	SB9	15	--
	TOTAL	60	120

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.
CB1	SB1	70	--
CB1	SB2	--	90
CB1	SB3	--	170
CB1	SB4	--	180
CB1	SB5	--	240
CB1	SB6	215	--
CB1	SB7	--	210
CB1	SB8	--	150
CB1	SB9	145	--
CB1	SB10	--	145
CB1	SB11	--	70
	TOTAL	430	1255

CONCRETE BASES

SIGNAL BASE NO.	LOCATION STA	LOCATION OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH
SB1	695+45.6	21.4 RT	1	--
SB2	695+24.5	39.1 RT	--	1
SB3	694+53.2	44.4 RT	--	1
SB4	EXISTING TO REMAIN		--	--
SB6	694+77.7	44.3 LT	1	--
SB9	695+26.2	56.3 LT	1	--
SB11	695+65.0	24.7 RT	--	1
TOTAL		TOTAL	3	3

PULL BOXES

PULL BOX NO.	LOCATION STA	LOCATION OFFSET	653.0140* PULL BOXES STEEL 24x42-INCH EACH
PB1	695+53.5	26.0 RT	1
PB2	695+27.9	35.9 RT	1
PB3	694+49.7	40.3 RT	1
TOTAL		TOTAL	3

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	50
SB1	SB2	65
SB2	SB3	115
SB3	SB4	45
SB4	SB5	115
SB5	SB6	80
SB6	SB7	40
SB7	SB8	125
SB8	SB9	60
SB9	SB10	50
SB10	SB11	120
SB11	CB1	50
CB1	PB1	30
SB2	PB2	20
SB3	PB3	20
SB5	PB4	20
SB7	PB5	20
SB8	PB6	35
	TOTAL	1060

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO SIGNAL HEAD NUMBER	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.
SB1	13	20
SB2	1	20
SB2	5	20
SB3	6	40
SB4	7	20
SB4	11	20
SB5	12	40
SB7	2	20
SB7	4	20
SB7	16	20
SB8	3	40
SB10	8	20
SB10	10	20
SB10	14	20
SB10	15	20
SB11	9	40
	TOTAL	400

FACES

SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0173 TRAFFIC SIGNAL FACE 3S-12 INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
SB1	13	--	1
SB2	1	1	--
SB2	5	1	--
SB3	6	1	--
SB4	7	1	--
SB4	11	1	--
SB5	12	1	--
SB7	2	1	--
SB7	4	1	--
SB7	16	--	1
SB8	3	1	--
SB10	8	1	--
SB10	10	1	--
SB10	14	--	1
SB10	15	--	1
SB11	9	1	--
	TOTAL	12	4

POLES

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0585 TROMBONE ARMS 15-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
SB1	1	--	--	--	--	1	--	1	--
SB2	--	1	1	--	--	--	--	--	--
SB3	--	1	1	--	--	--	1	--	--
SB4	1	--	--	--	1	--	--	--	--
SB5	--	--	--	--	--	--	--	--	1
SB6	1	--	--	1	--	--	--	1	--
SB8	--	--	--	--	--	--	--	--	1
SB9	1	--	--	1	--	--	--	1	--
SB11	--	1	1	--	--	--	1	--	--
TOTAL	4	3	3	2	1	1	2	3	2

ROBERT ST & RIVERSIDE DR

ALL ITEMS ARE CATEGORY 0010

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG L.F.
CB1	SB2	90	--
SB2	LUMINAIRE 1	--	120
SB2	SB3	135	--
SB3	LUMINAIRE 1	--	120
CB1	SB11	70	--
SB11	LUMINAIRE 1	--	120
SB11	SB8	145	--
SB8	LUMINAIRE1	--	120
	TOTAL	440	480

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE L.S.
ROBERT ST & RIVERSIDE DR	1
TOTAL	1

MODIFY TRAFFIC SIGNALS

LOCATION		SPV.0060.11 MODIFY TRAFFIC SIGNALS EACH	SPV.0060.13 FURNISH AND INSTALL GPS DEVICE AND GPS RECEIVER EACH	SPV.0060.14 FURNISH AND INSTALL GPS DEVICE AND GPS RECEIVER EACH
ROBERT ST & RIVERSIDE DR		1	1	--
ROBERT ST & S 3RD ST W		--	--	1
	TOTAL	1	1	1

VIDEO VEHICLE DETECTION SYSTEM

LOCATION		SPV.0060.12 VIDEO VEHICLE DETECTION SYSTEM EACH
ROBERT ST & RIVERSIDE DR		1
	TOTAL	1

MARK HILDENBRAND
MGS THRIE BEAM TRANSITION
EXISTING R/W
ROCK RIVER
ADJUST INLET COVER
CITY OF FORT ATKINSON
STEEL PLATE BEAM GUARD, THRIE BEAM STRUCTURE APPROACH & BEAM GUARD CLASS A
MICHAEL P. & SUSAN M. DOLESCHY
SARA J. STAHL
WE ENERGIES-GAS/PETROLEUM (TYP.)
SAWCUT (TYP.)
FO
MGS TYPE 2 TERMINAL
CONCRETE CURB & GUTTER 30-INCH, TYPE A (TYP.)
CITY OF FORT ATKINSON-SANITARY
CITY OF FORT ATKINSON-STORM (TYP.)
CITY OF FORT ATKINSON-STORM (TYP.)
MGS GUARDRAIL 3 (3 - 12.5' PANELS)
REMOVE AND REPLACE CHAIN LINK FENCE
PROPOSED AT&T DUCT PACKAGE TO BE BORED UNDER ROCK RIVER. VERIFY LOCATION PRIOR TO START OF CONSTRUCTION
CONCRETE PAVEMENT APPROACH SLAB
CAUTION
STH 106 / RIVERSIDE DR
REMOVE TREE
USH 12 / ROBERT ST
PROPOSED USH 12 C/L
55+00
56+00
57+00
58+00
59+00
60+00
CITY OF FORT ATKINSON-LIGHTING (TYP.)
MATCH INTO CONCRETE CURB & GUTTER 24-INCH (SEE DETAIL)
CITY OF FORT ATKINSON-WATER (TYP.)
ADJUST INLET COVER
SLOPE INTERCEPTS (TYP.)
CONCRETE PAVEMENT APPROACH SLAB
AT&T-TEL (HUNG UNDER DECK)
PROPERTY LINE
AT&T
WE ENERGIES - ELEC (VACANT)
BEGIN PROJECT
STA 55+00
MATCH EXISTING
SEPARATION BARRIER
EXISTING USH 12 C/L
STRUCTURE B-28-0009
MANHOLE TO BE REMOVED (BY WE ENERGIES)
CITY OF FORT ATKINSON
USGS EQUIPMENT ON LIGHTPOLE, PARAPET AND PIERS
CITY OF FORT ATKINSON (LOOP IN DECK, WIRING IN PARAPET AND RAILING)
WE ENERGIES-ELEC WITH CHARTER
CITY OF FORT ATKINSON-LIGHTING
CONCRETE CURB & GUTTER 30-INCH (TYP.)
EXISTING R/W
STEEL PLATE BEAM GUARD, THRIE BEAM STRUCTURE APPROACH & BEAM GUARD CLASS A
MEDICAL HEALTH BUILDING GROUP
CITY OF FORT ATKINSON
END PROJECT
STA 59+39
MATCH EXISTING

VCL = 45.00
K = 37.51
STA 55+00.00 EL 793.12
VPC STA 55+50.00 VPC EL 793.66
VPI STA 55+70.00 VPI EL 793.99
VPT STA 55+90.00 VPT EL 794.15
STA 58+95.00 EL 796.58
STA 59+39.00 EL 796.56
PROPOSED PROFILE
0.80%
-0.05%
0.16%
1.66%
0.80%
EDGE OF DECK STA 58+95
EXISTING PROFILE
EDGE OF DECK STA 55+95
VPC STA 55+02.50 VPC EL 793.14
VPI STA 55+25.00 VPI EL 793.24
VPT STA 55+47.50 VPT EL 793.61
STA 55+94.80 EL 794.19
VCL = 40.00
K = 46.44
EXISTING ELEVATION
PROPOSED ELEVATION

| | | |

Standard Detail Drawing List

08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
10A01-03	ELECTRICAL HANDHOLE WIRING
10A05-03	ELECTRICAL DETAILS GROUND MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
10A08-03	ELECTRICAL DETAILS STRUCTURE MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
12A03-10	NAME PLATE (STRUCTURES)
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B20-11A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-11C	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-03A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03D	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03E	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03F	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03G	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS

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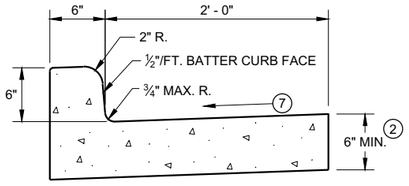
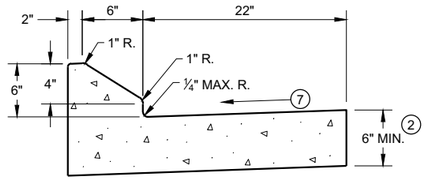
Standard Detail Drawing List

15C07-15C	PAVEMENT MARKING ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-09A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-08	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C20-02	YIELD MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING
15D20-05B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D23-07B	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D50-01A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-01B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

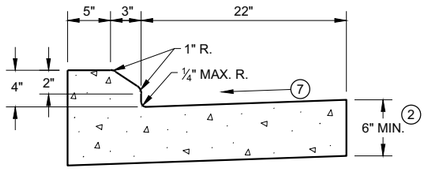
6



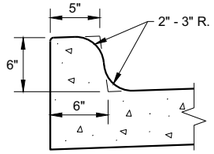
TYPES A (1) & D



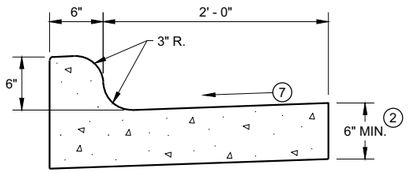
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

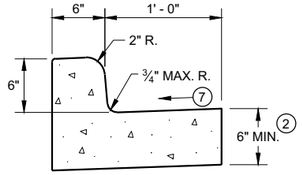


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



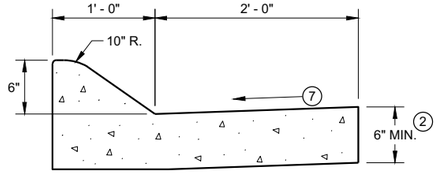
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

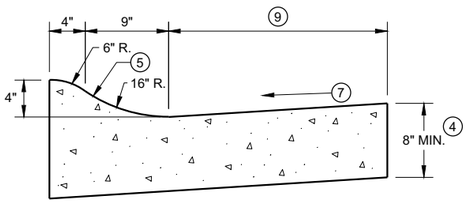
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

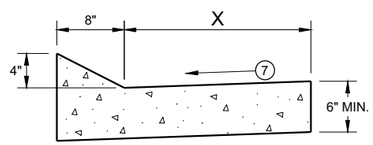
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

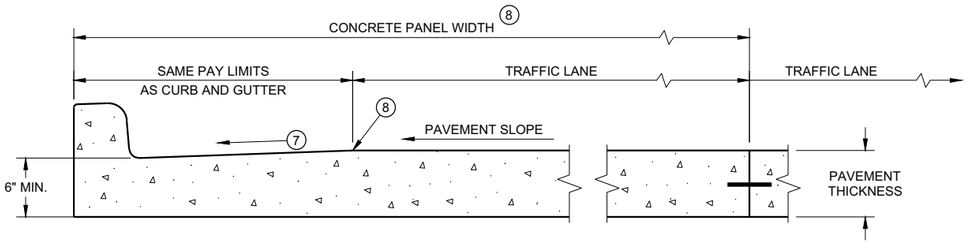


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

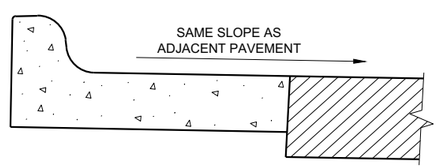
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

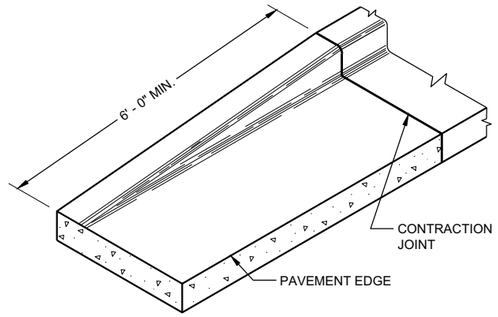
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

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

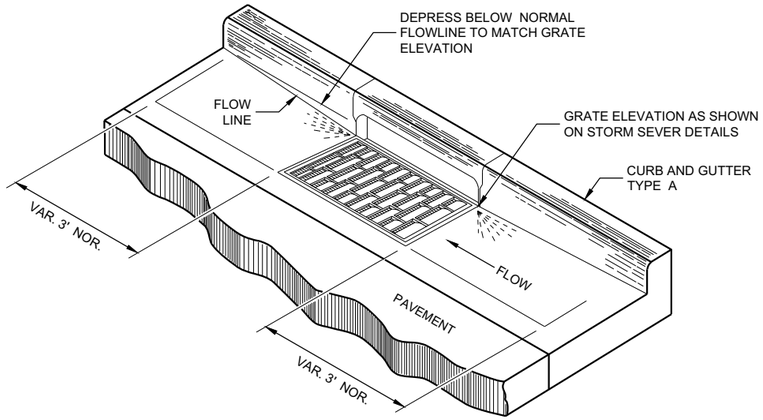
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

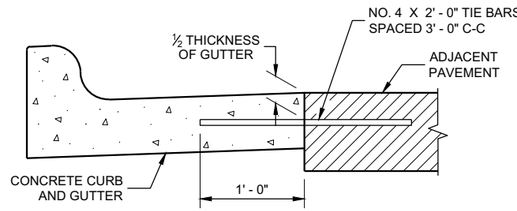
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

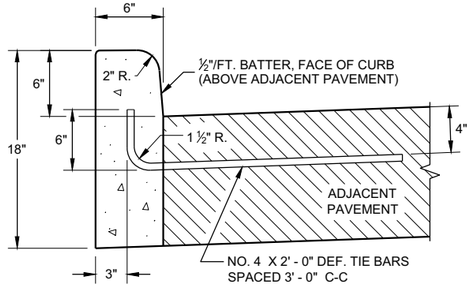
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

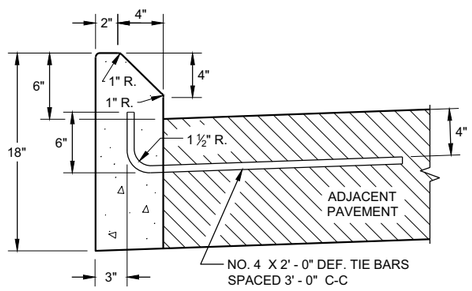
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

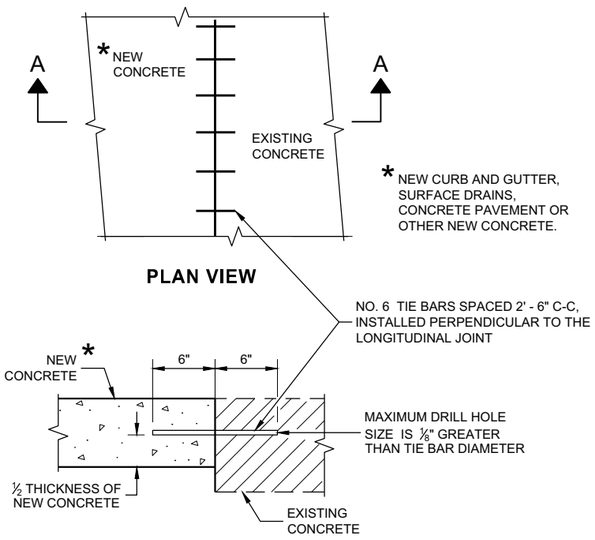


TYPES A (1) & D



TYPES G (1) & J

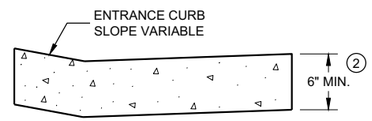
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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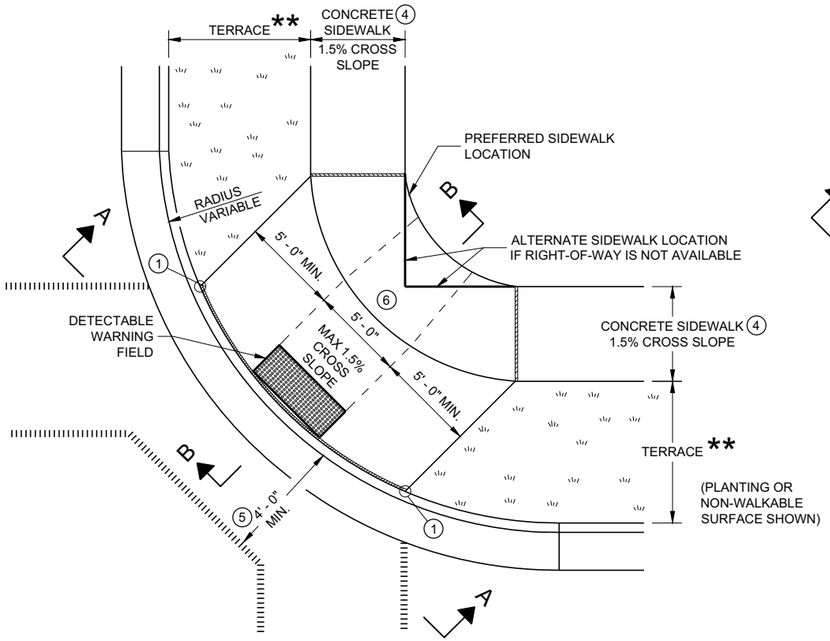
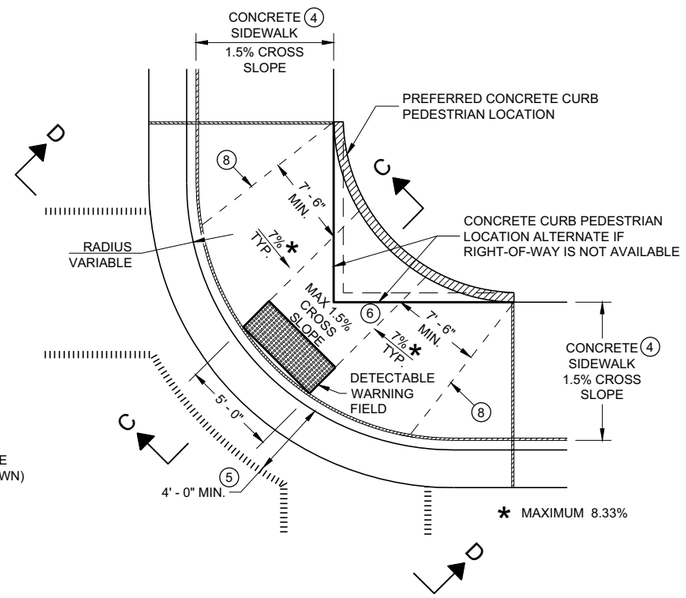
SDD08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

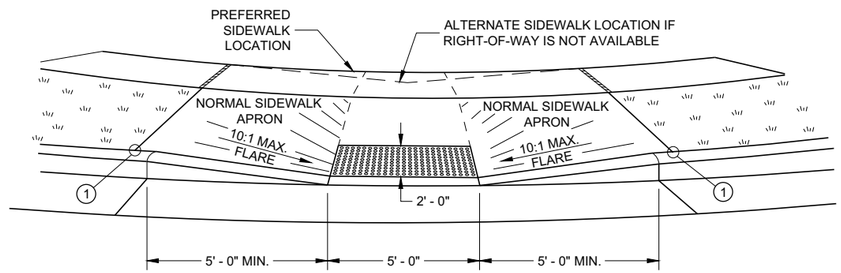
(CENTER OF CORNER RADIUS)



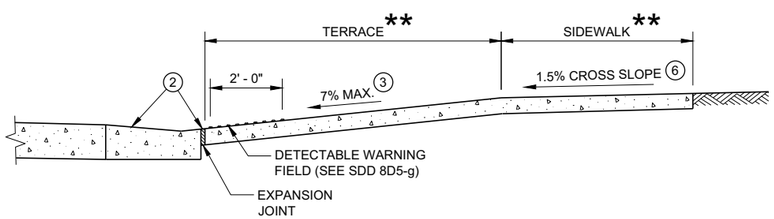
PLAN VIEW

CURB RAMP TYPE 1 - A

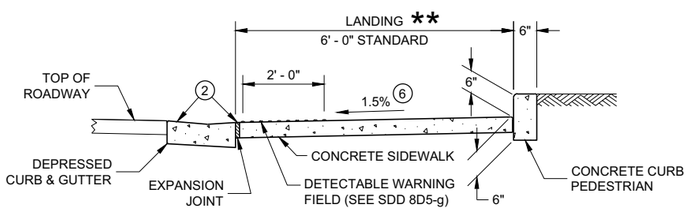
(NO TERRACE)



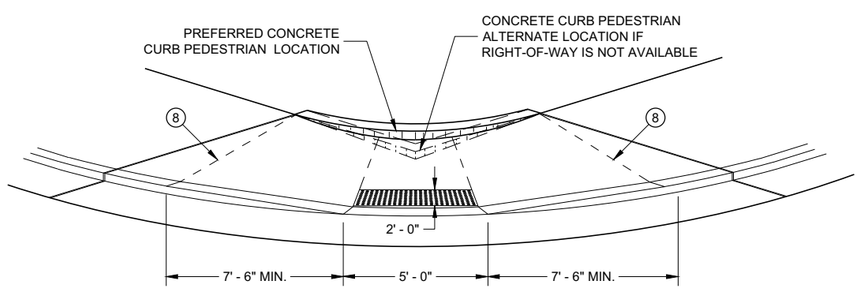
VIEW A - A FOR TYPE 1



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS

GENERAL NOTES

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

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

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

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

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

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

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

LEGEND

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

CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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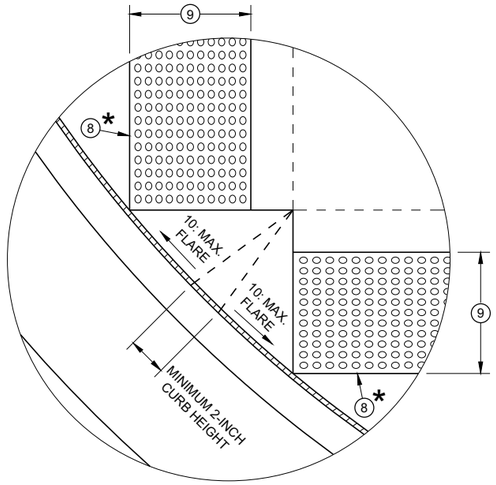
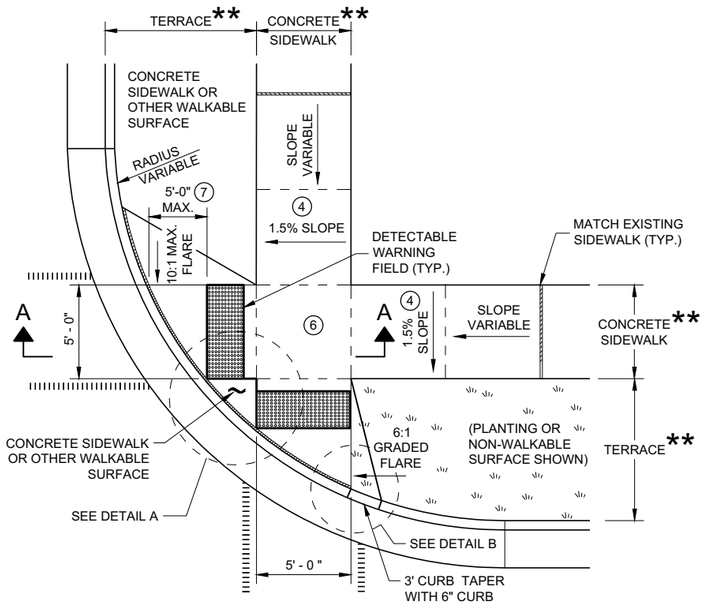
SDD 08D05 - 20a



DETAIL A



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

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

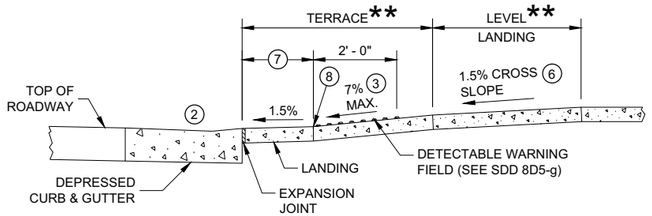
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

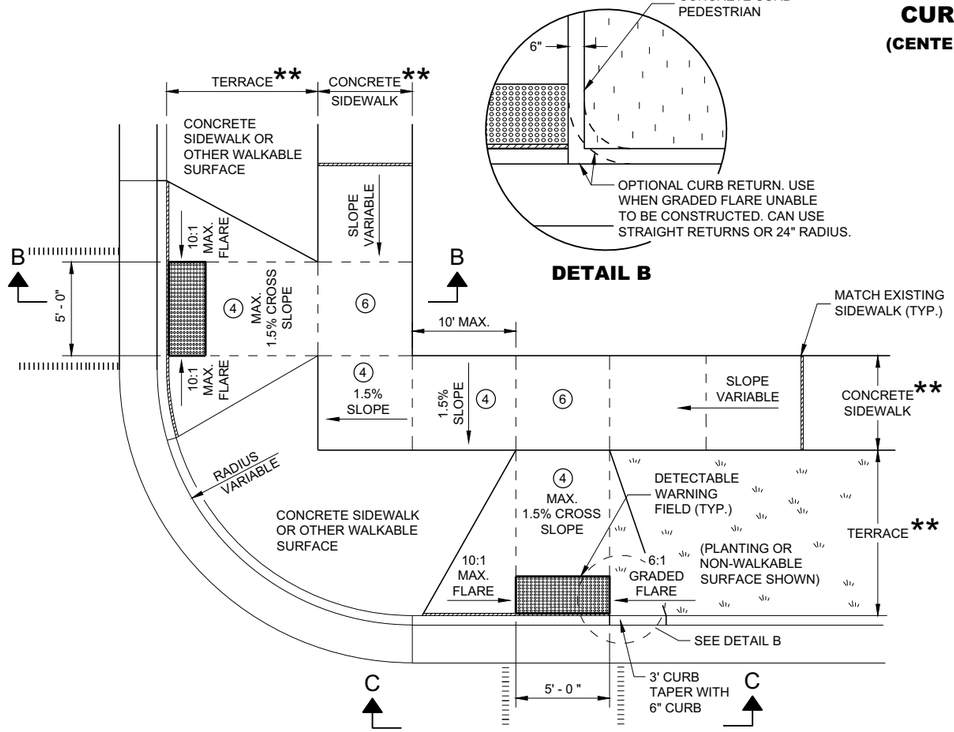
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

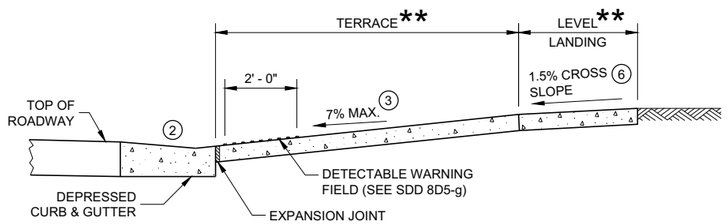
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

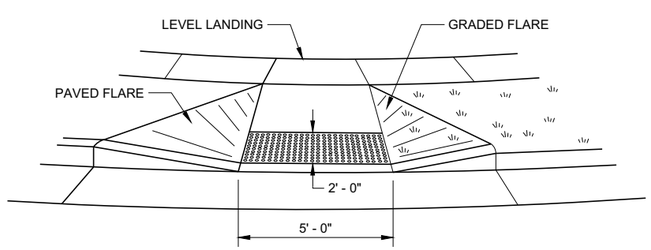


DETAIL B

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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

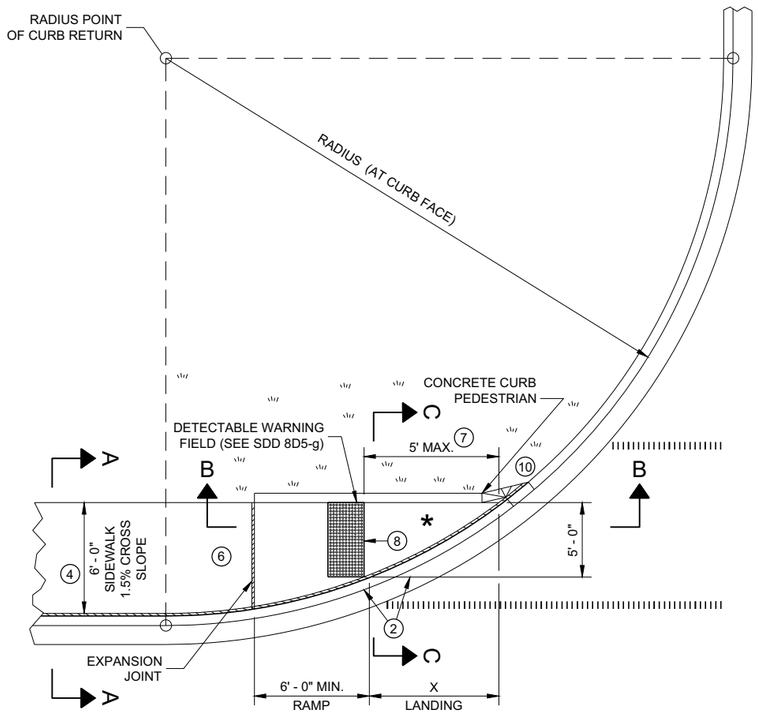
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

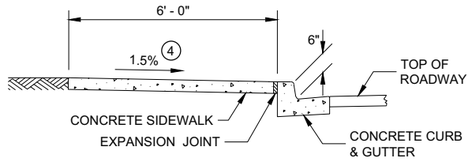


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

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

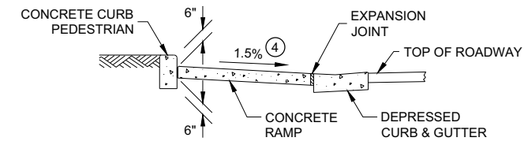
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

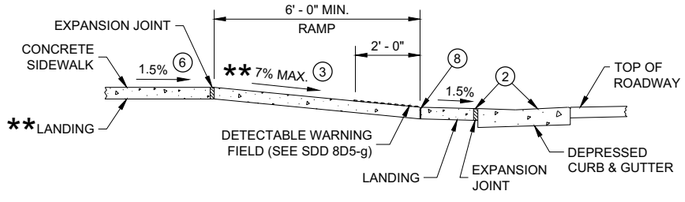
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



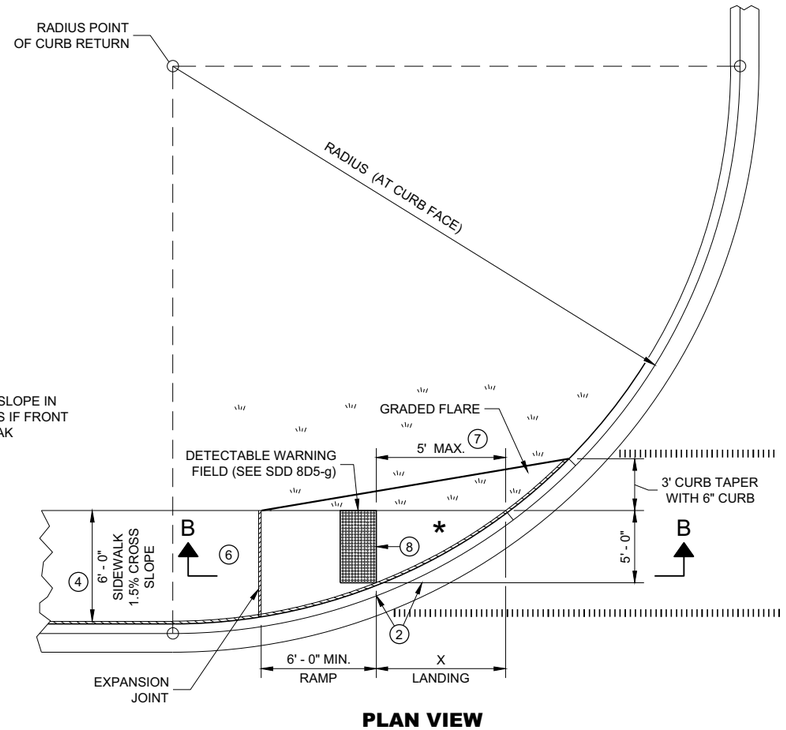
SECTION C - C FOR TYPE 4A



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

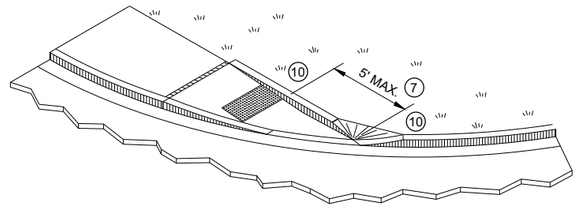
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

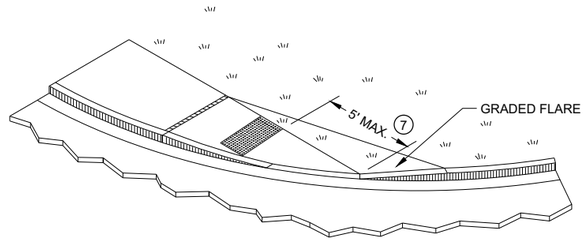


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



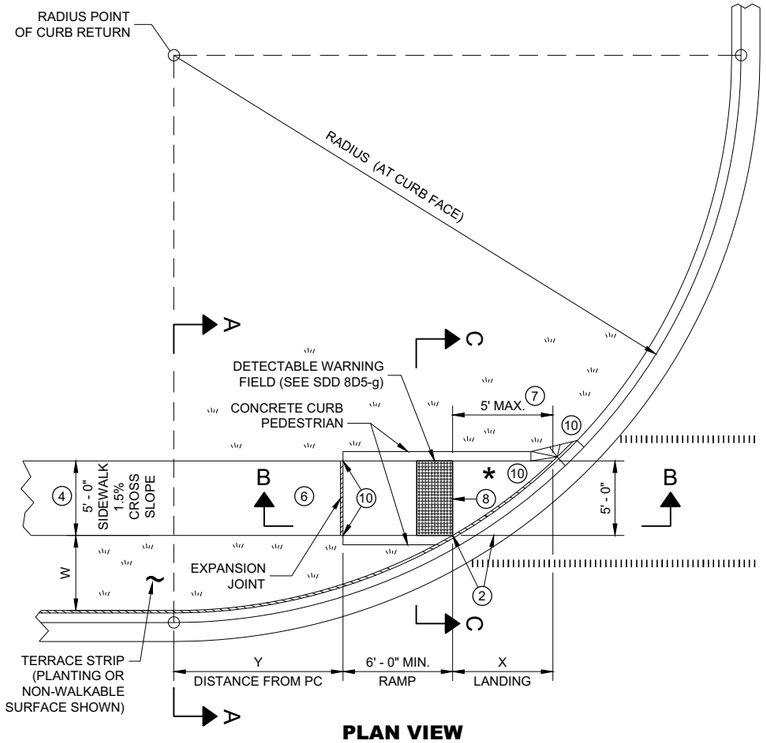
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

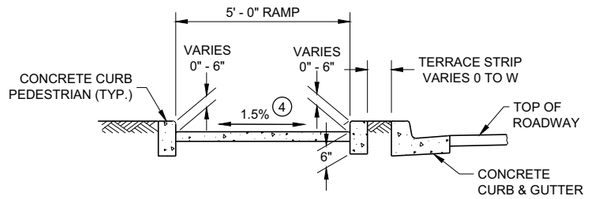


PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

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



SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

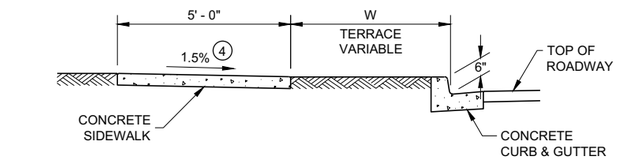
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

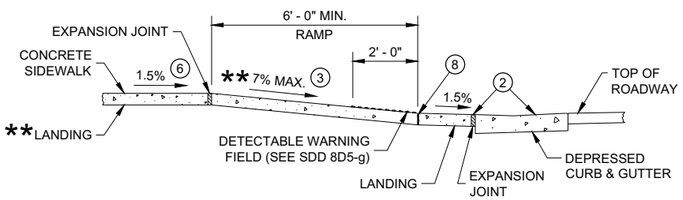
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

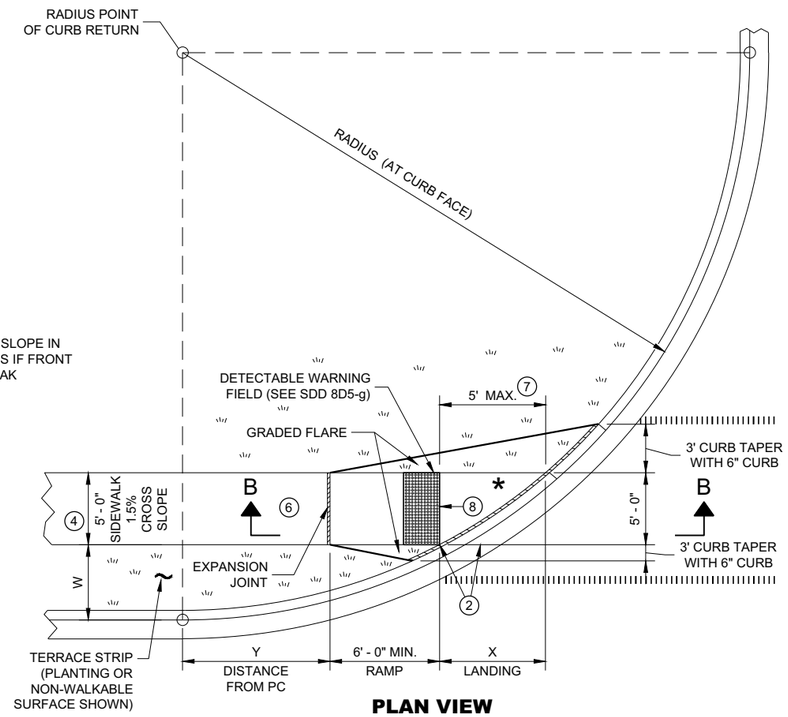


SECTION A - A FOR TYPE 4B



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

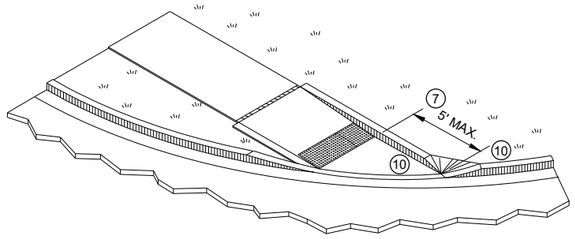
SECTION B - B FOR TYPE 4B AND TYPE 4B1



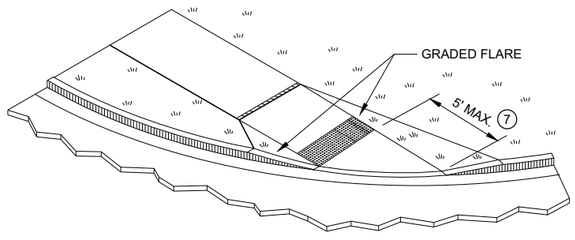
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



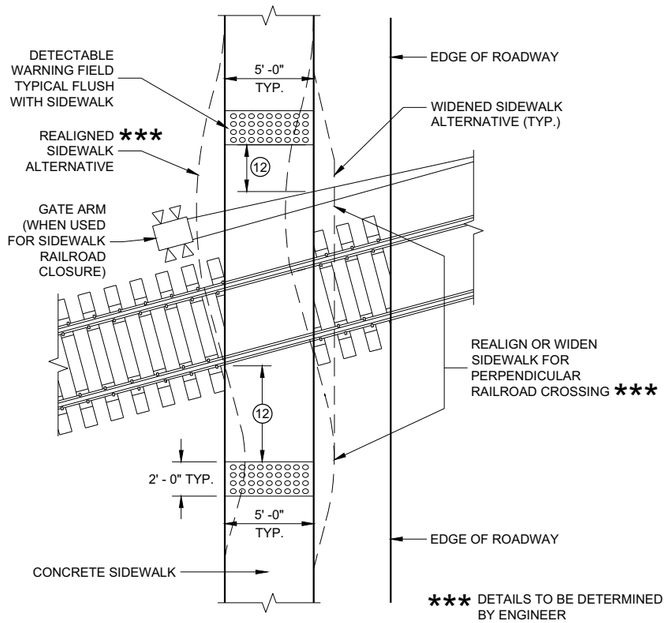
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

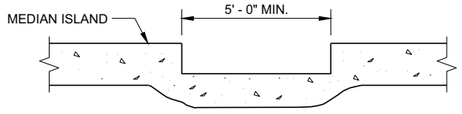
6

SDD 08D05 - 20d

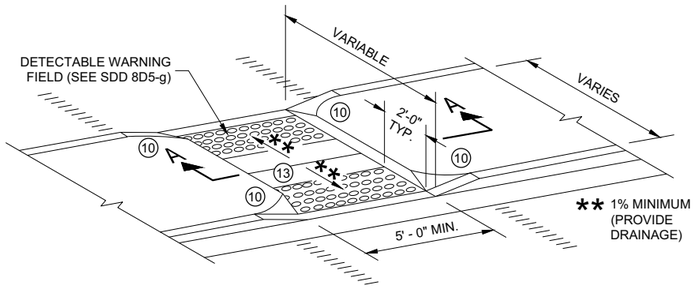


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

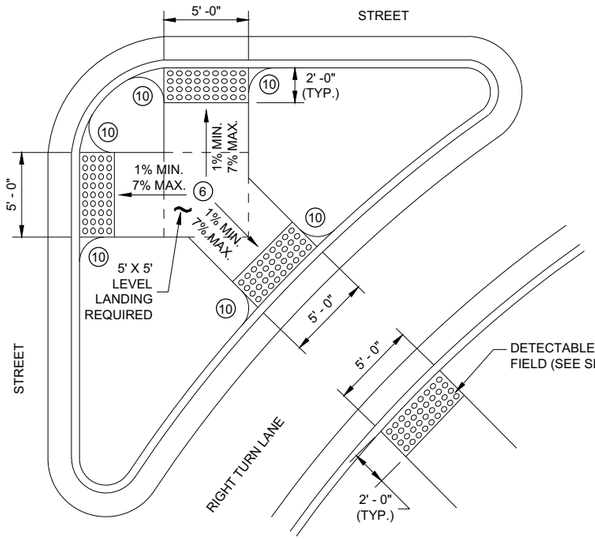
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

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

LEGEND

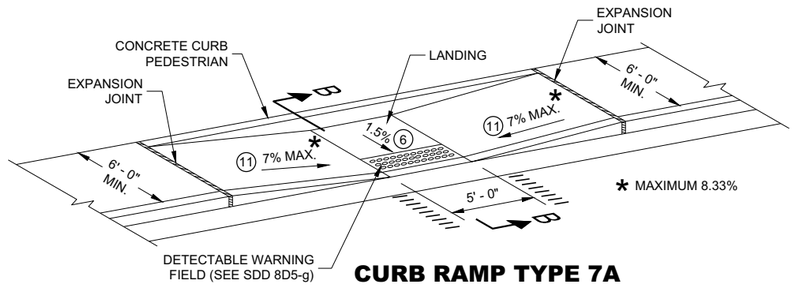
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

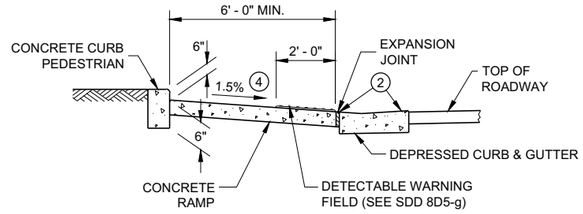
DETECTABLE WARNING AT ISLANDS

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

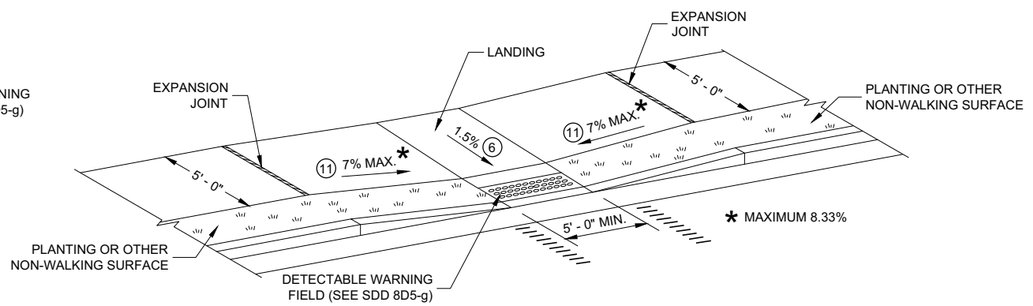


CURB RAMP TYPE 7A

MID BLOCK CROSSING



SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

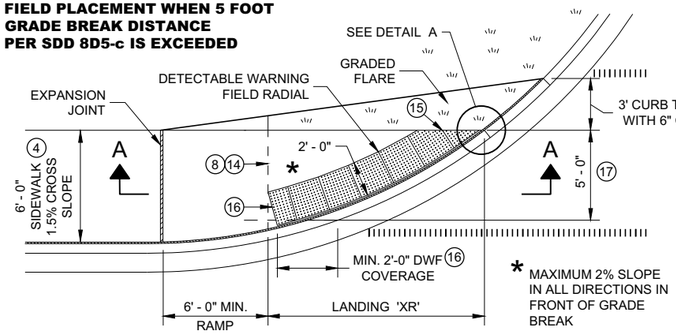
6

SDD 08D05 - 20e

6

SDD 08D05 - 20e

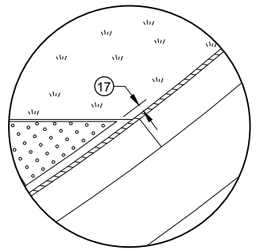
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



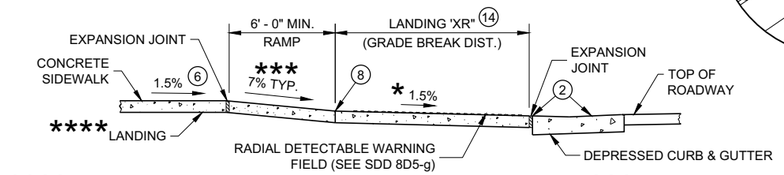
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

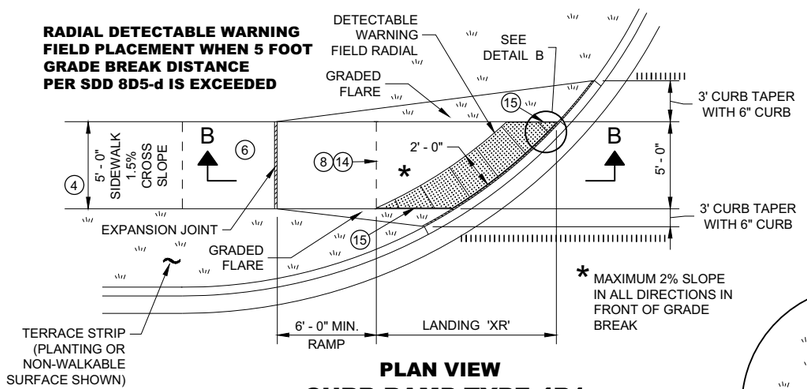


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

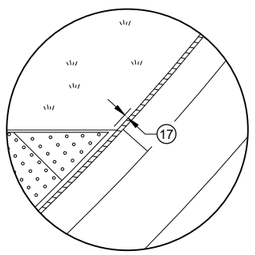
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



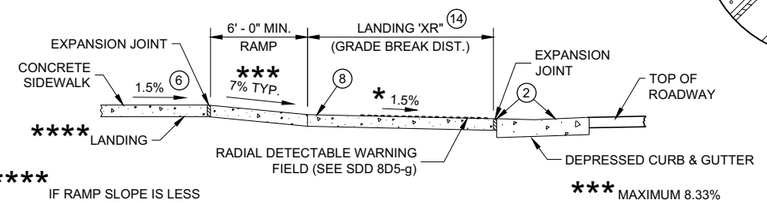
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



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

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

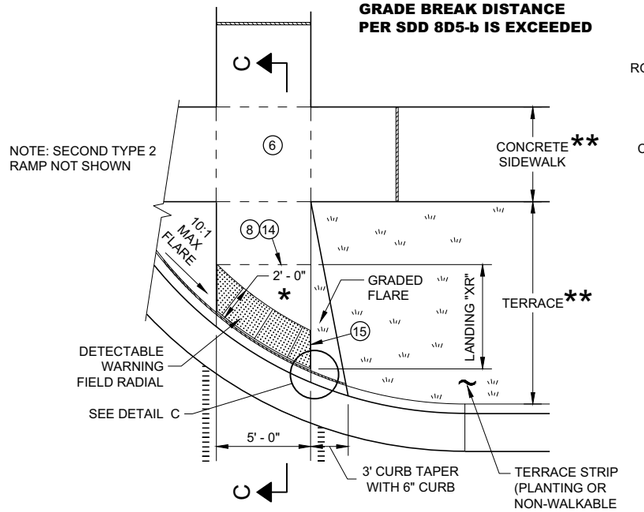
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

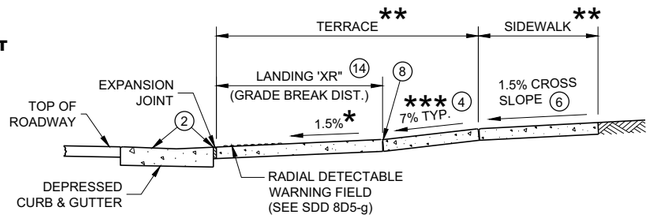


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

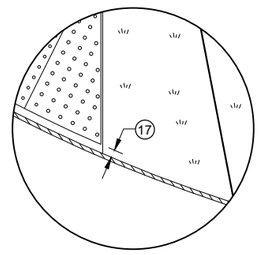


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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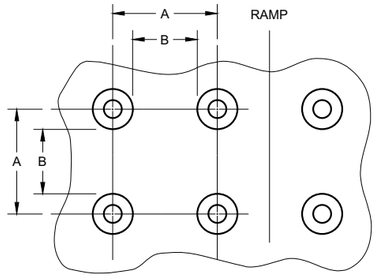
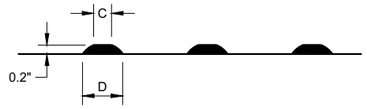
SDD 08D05 - 20f

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

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

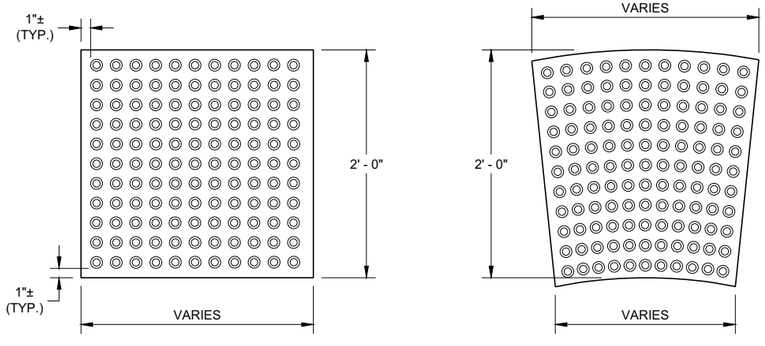


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

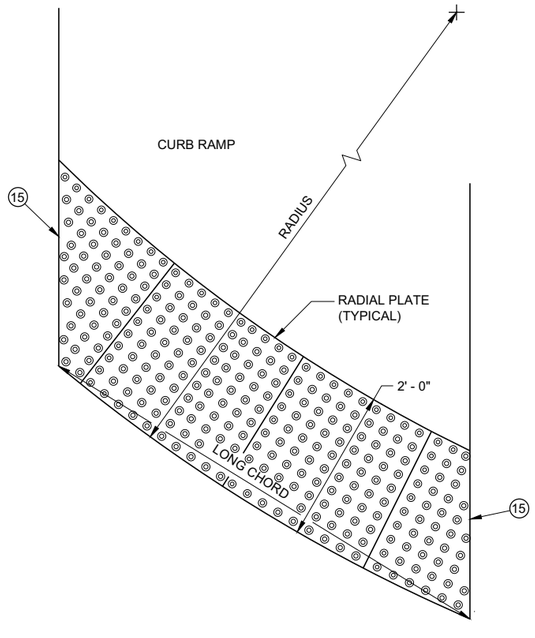
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

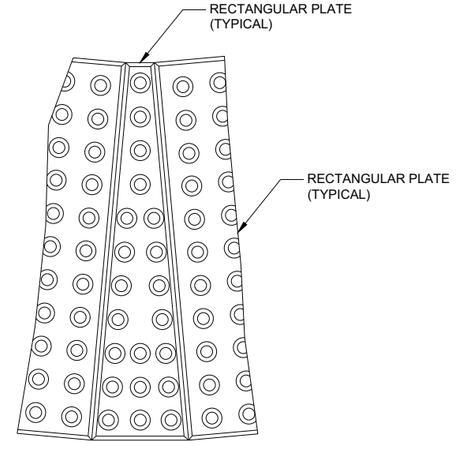
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 08D05 - 20g

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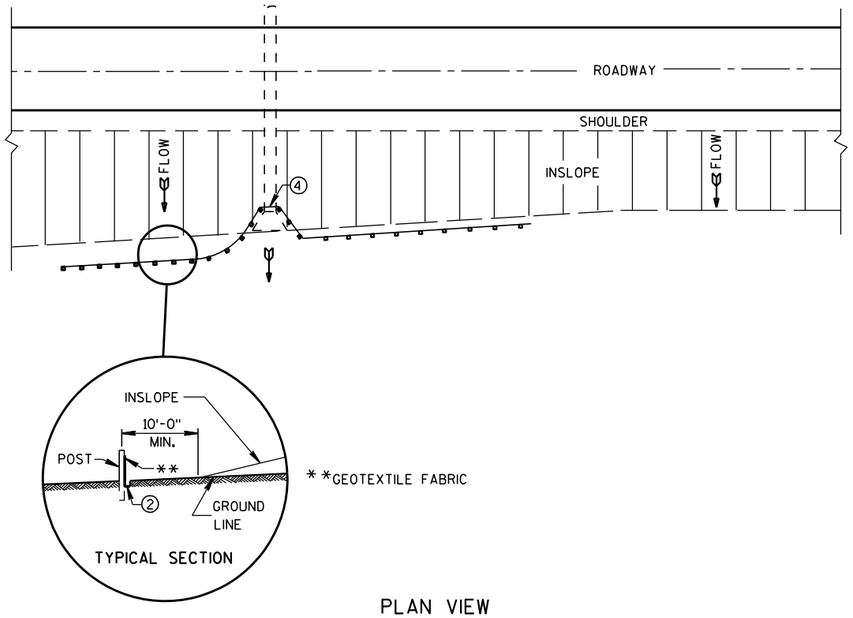
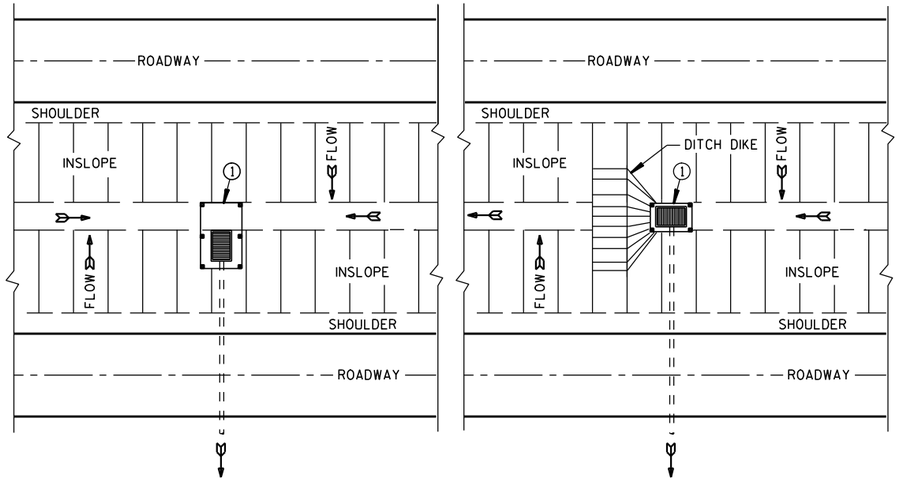
SDD 08D05 - 20g



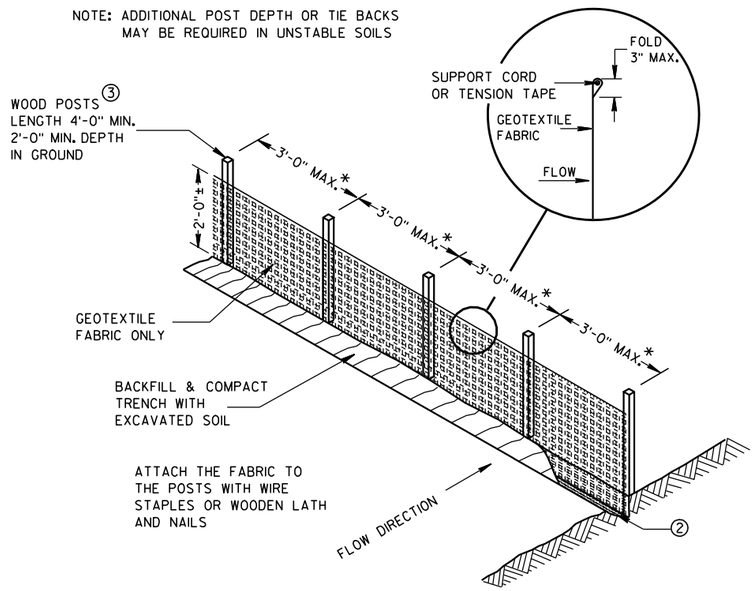
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



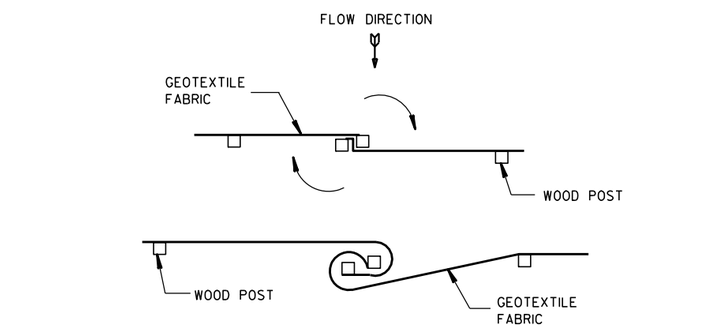
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

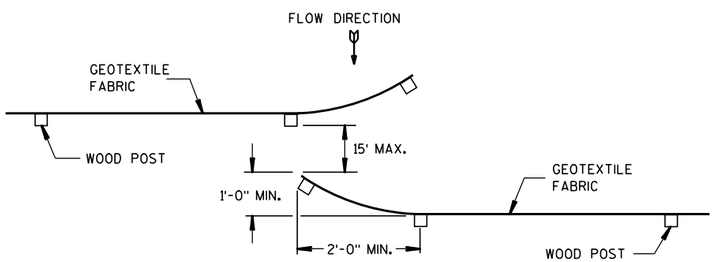


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE



TWIST METHOD



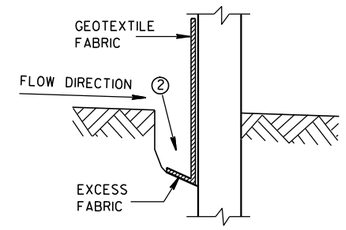
HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5

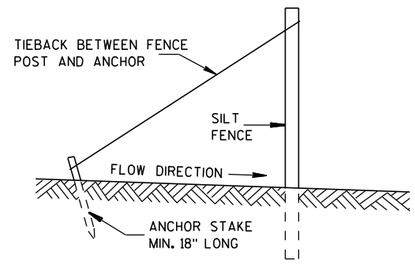
GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 9-6

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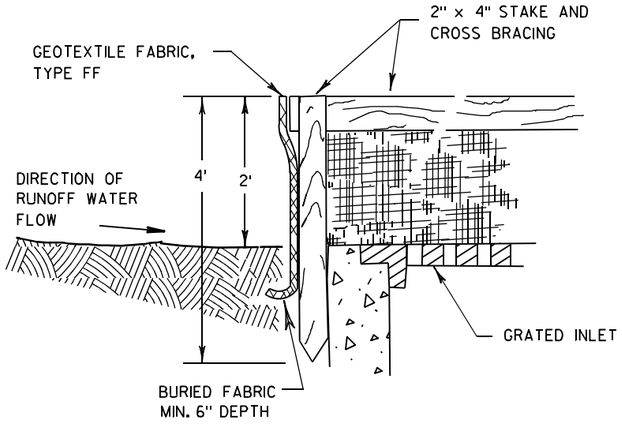
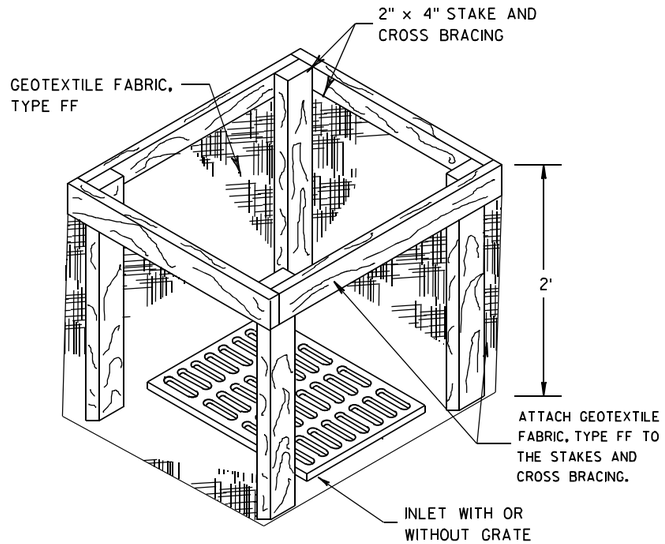
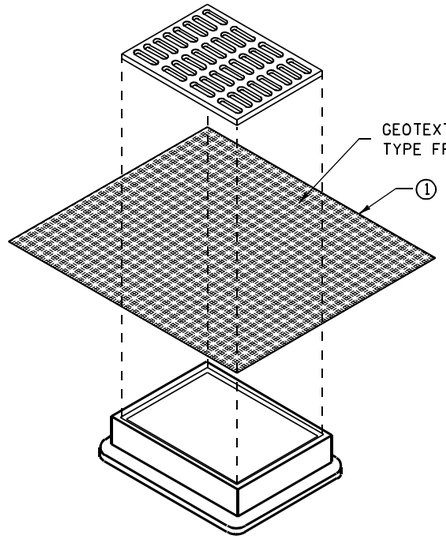
S.D.D. 8 E 9-6



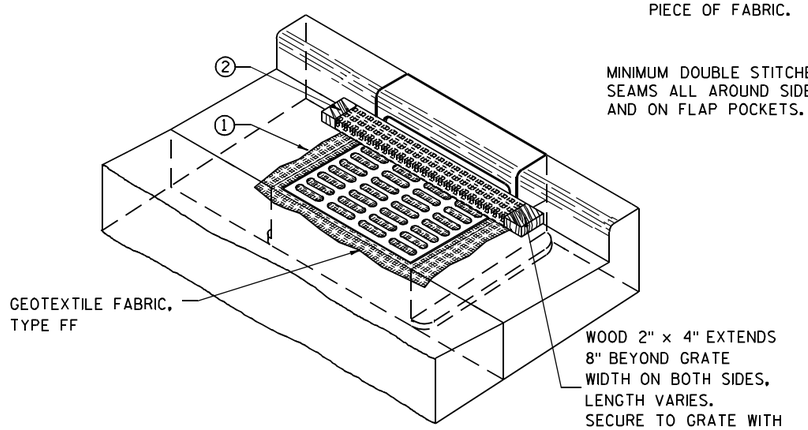


INLET PROTECTION, TYPE A

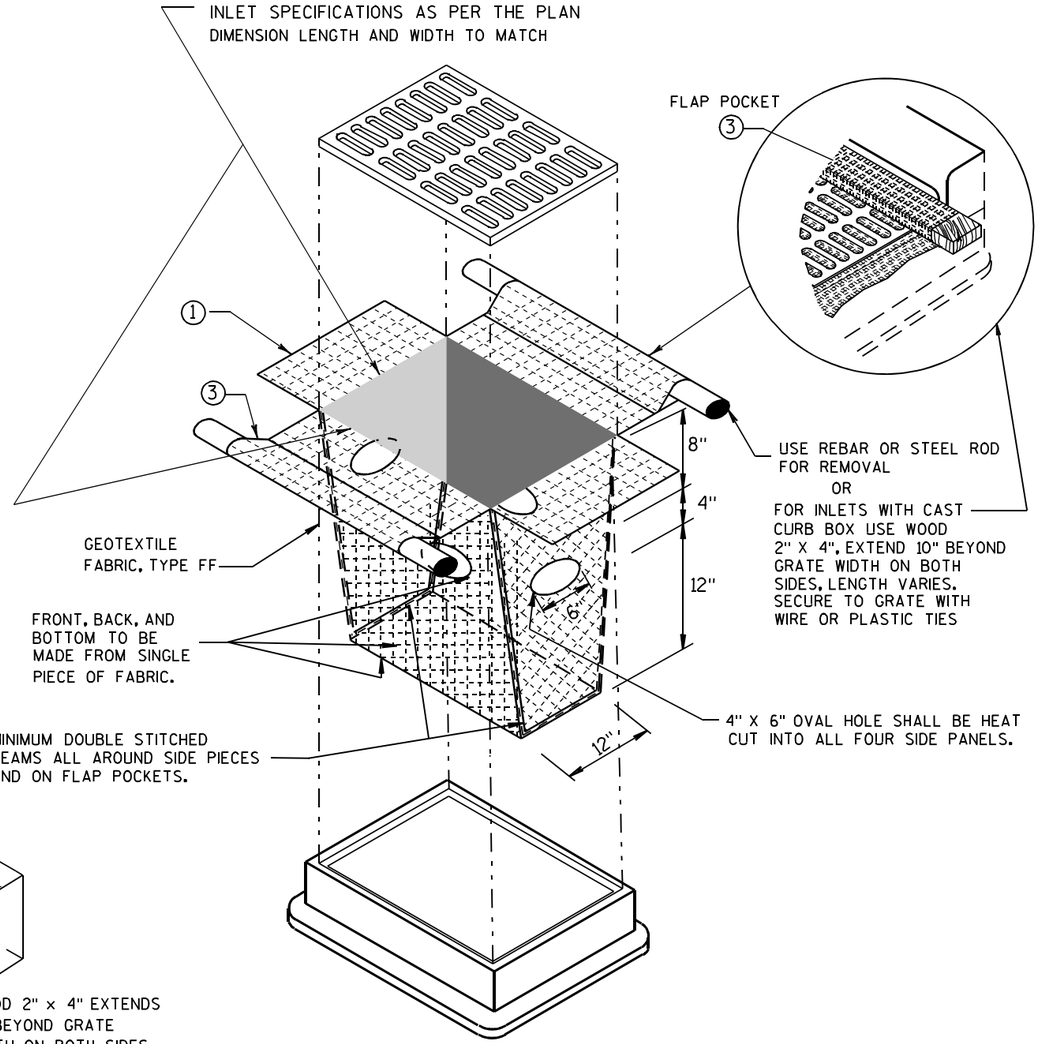


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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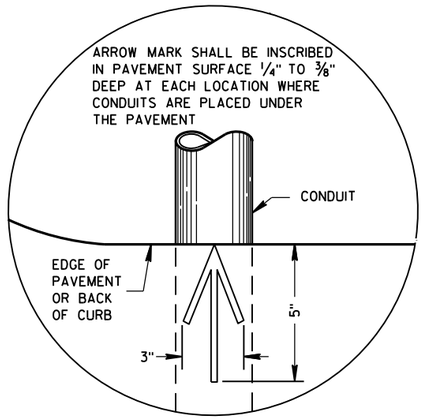
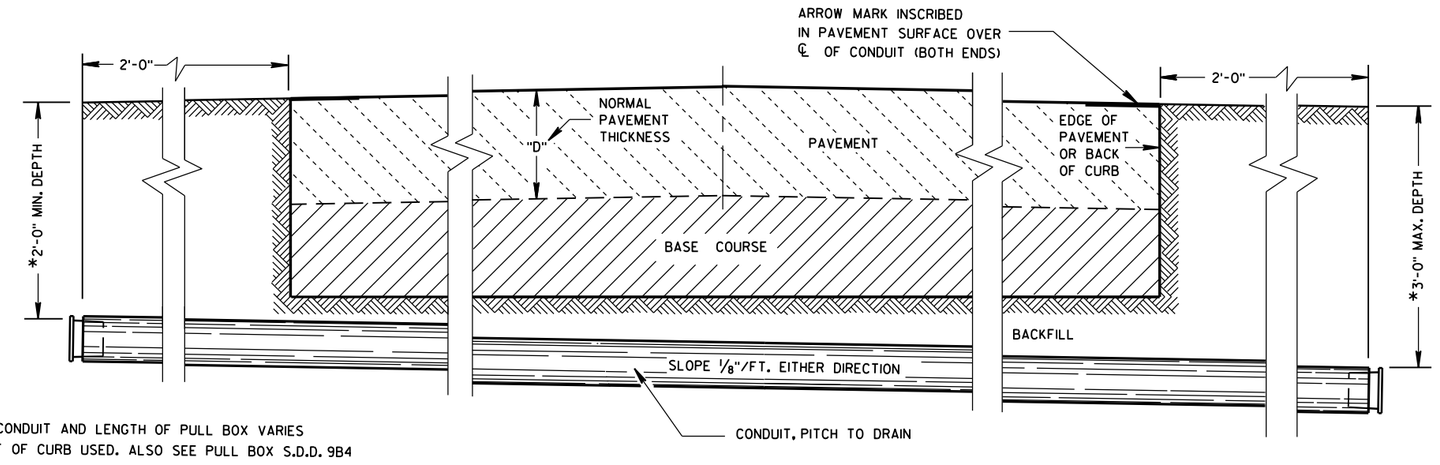
S.D.D. 8 E 10-2



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

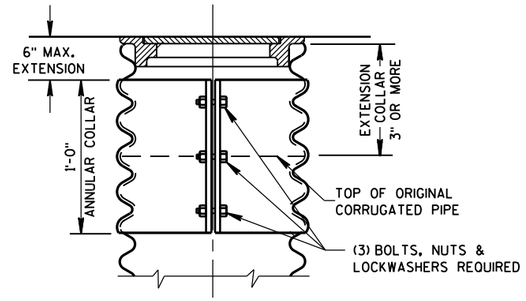
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

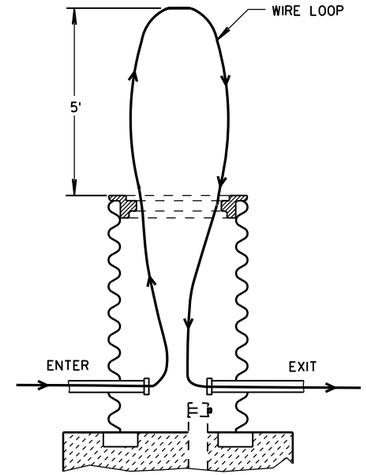
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

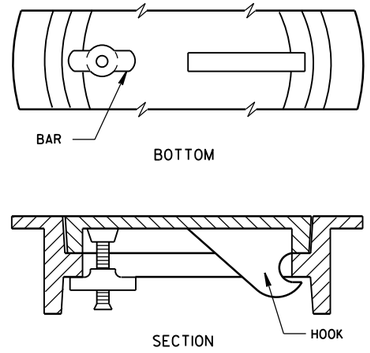
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

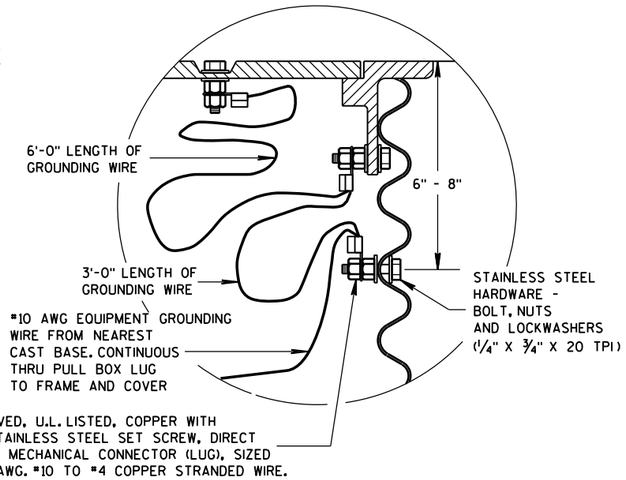


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

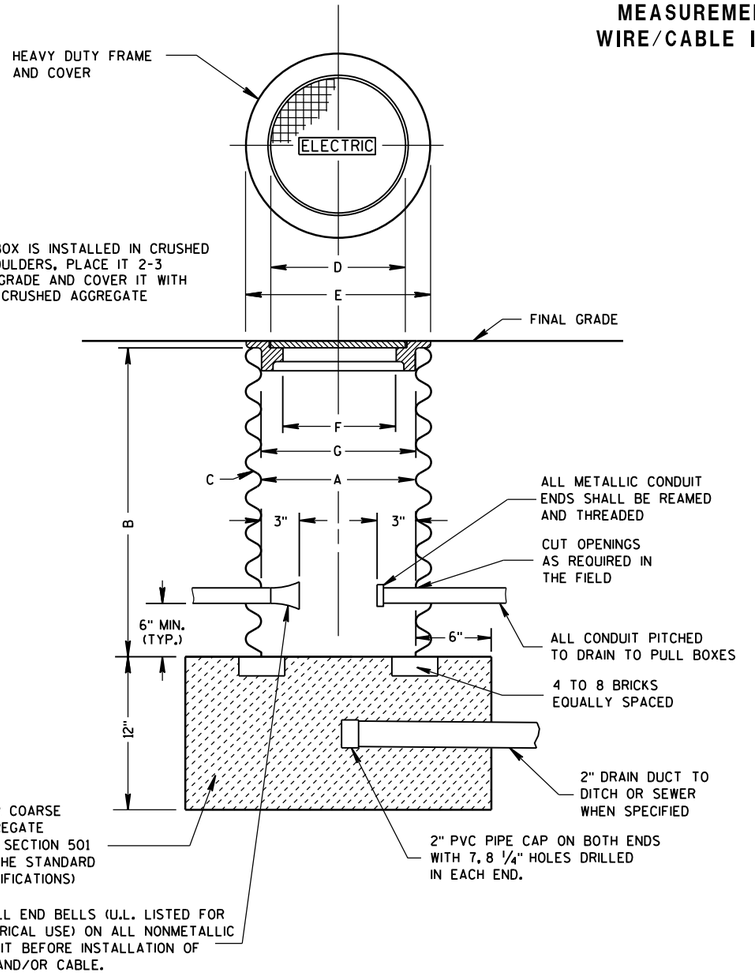


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

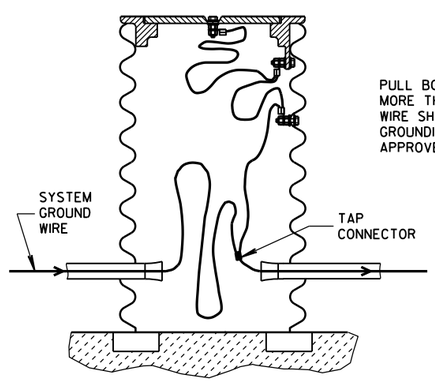
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

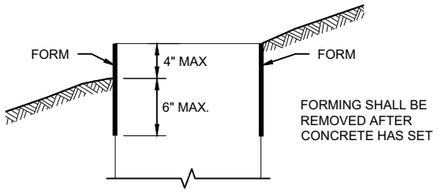
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 4-11

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

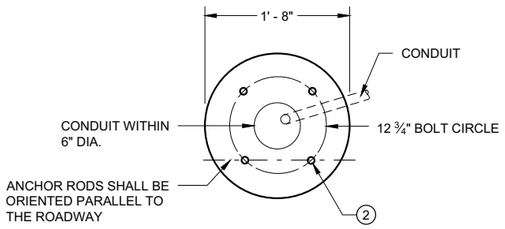
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

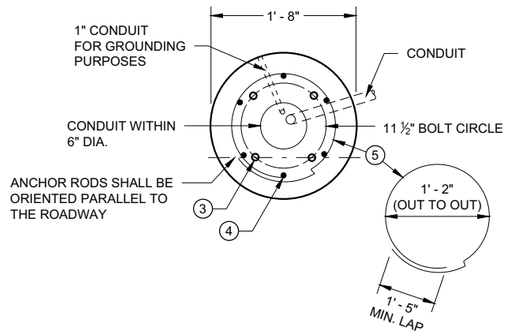
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

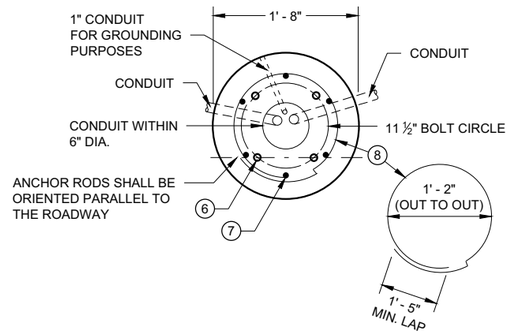
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

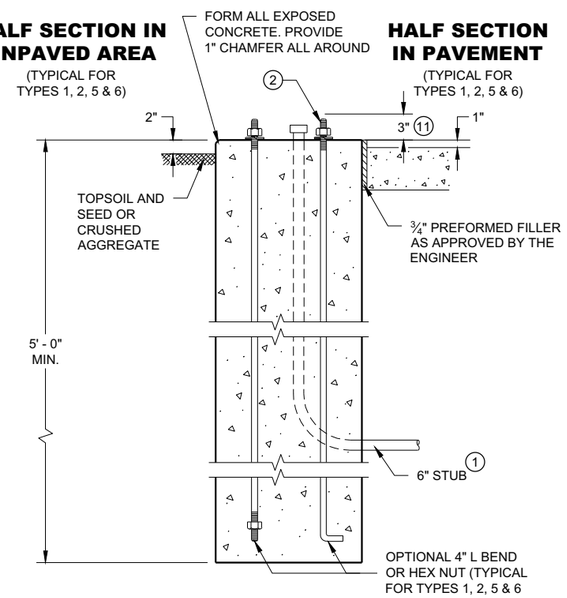
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

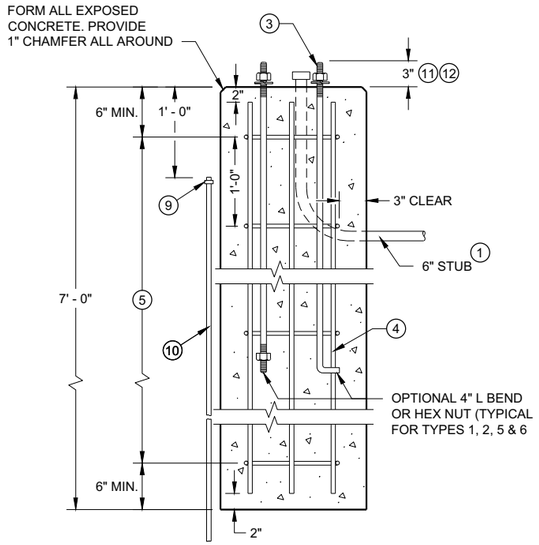
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



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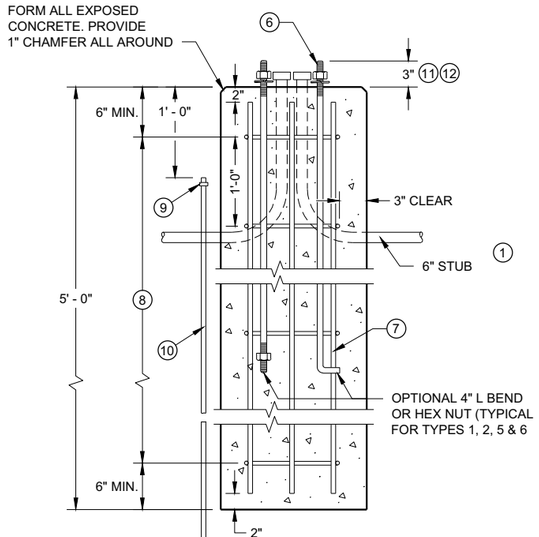


TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

6
SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

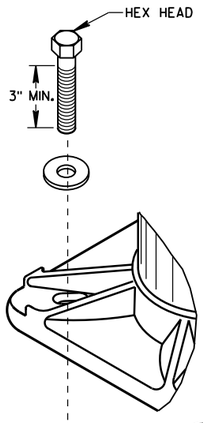
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

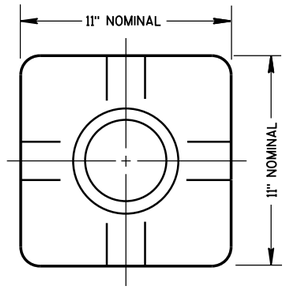
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

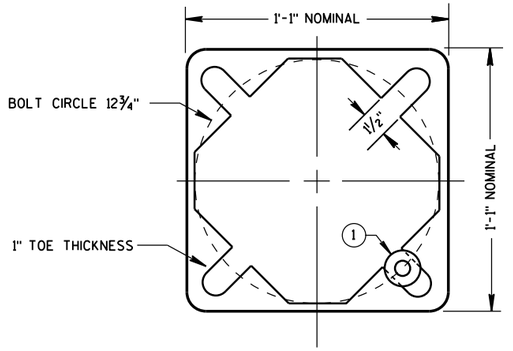
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

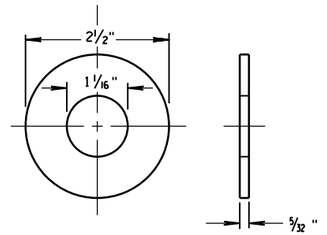




TOP VIEW
(PEDESTAL BASE)

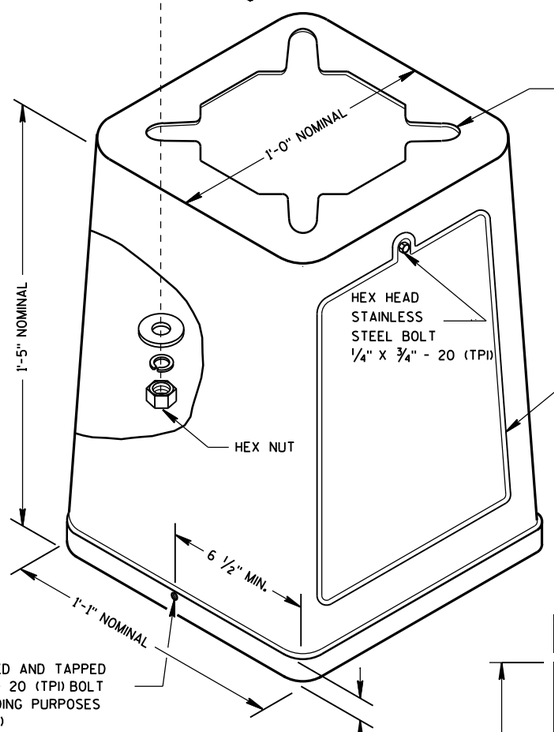


BOTTOM VIEW
(PEDESTAL BASE)

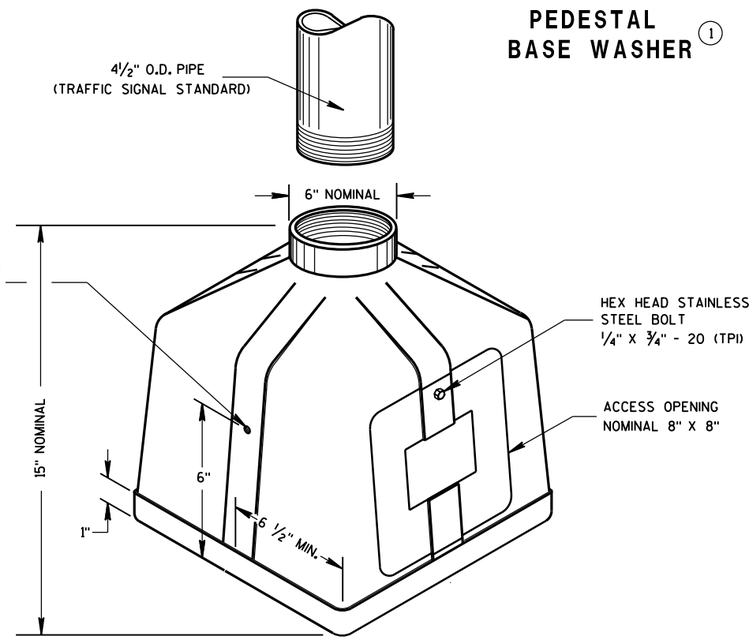


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

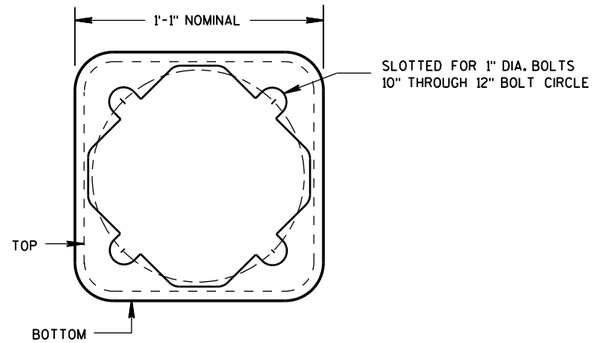


ISOMETRIC VIEW

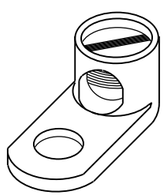


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

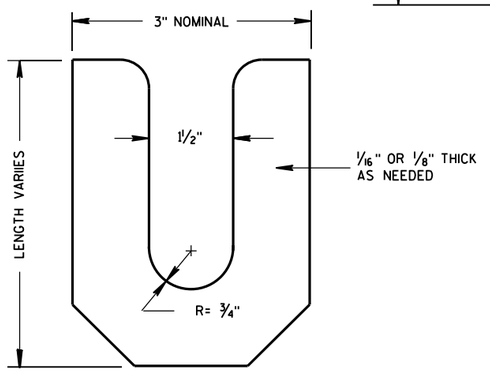


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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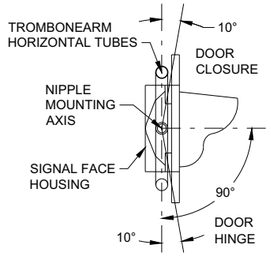
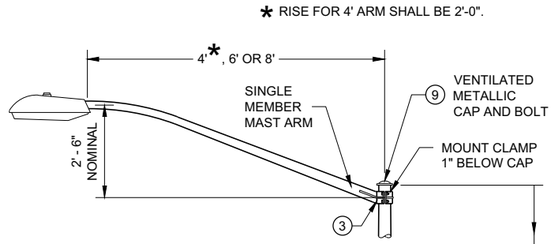
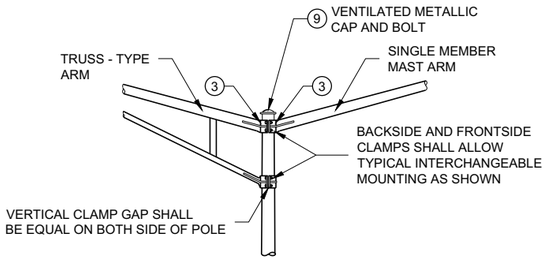
S.D.D. 9 C 3-4

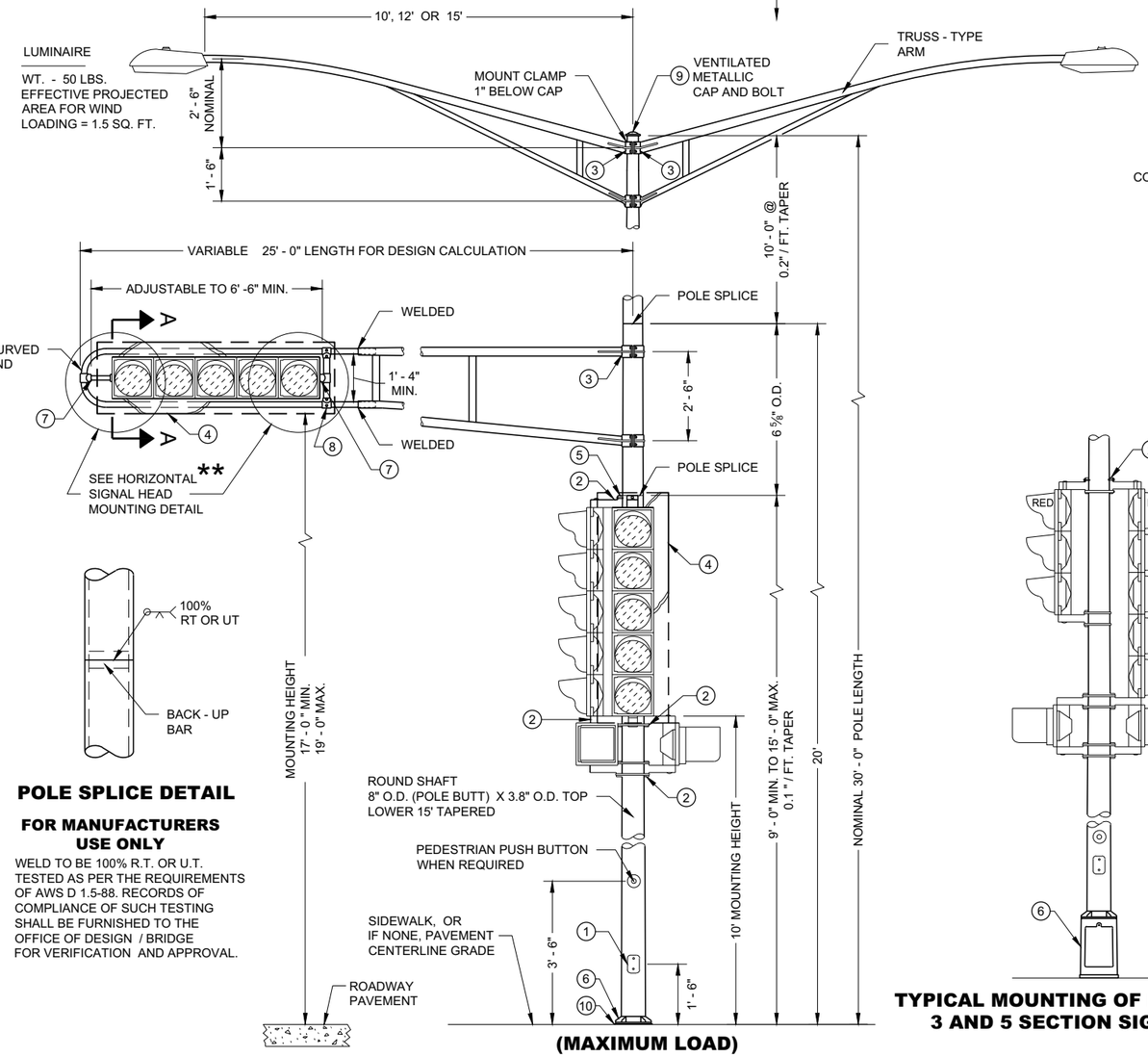


SECTION A-A





INTERCHANGEABLE MOUNTING DETAIL

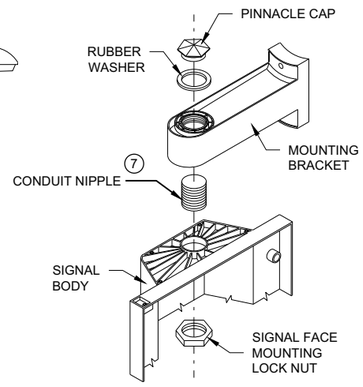


POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

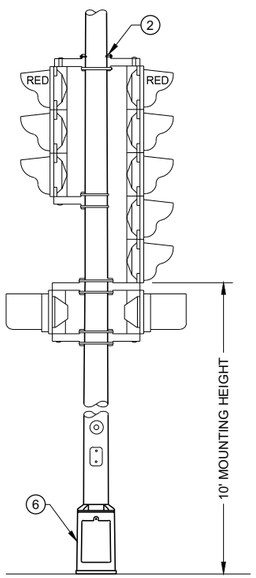
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.

(MAXIMUM LOAD)

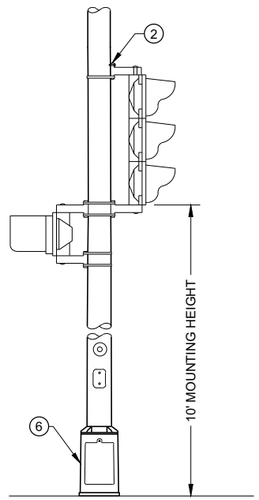


SIGNAL FACE MOUNTING DETAIL

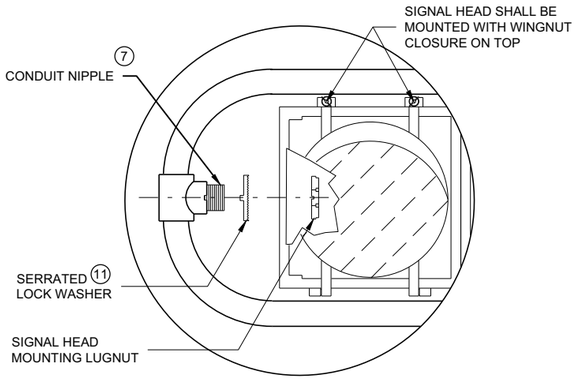
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

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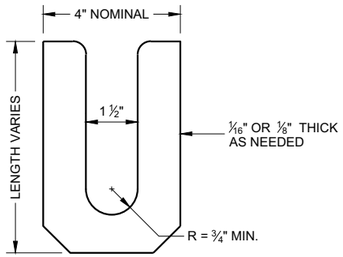
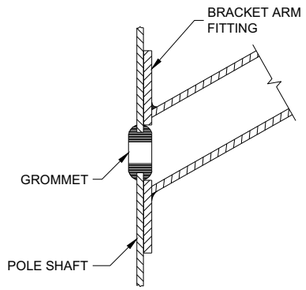
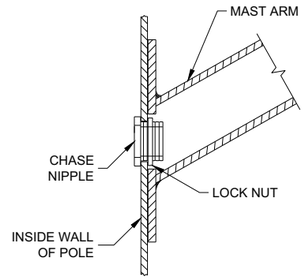


LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

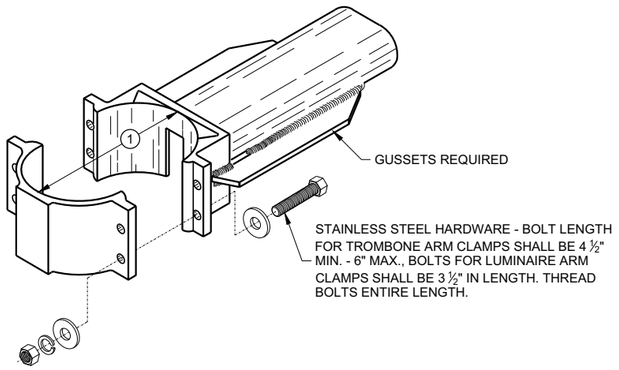
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

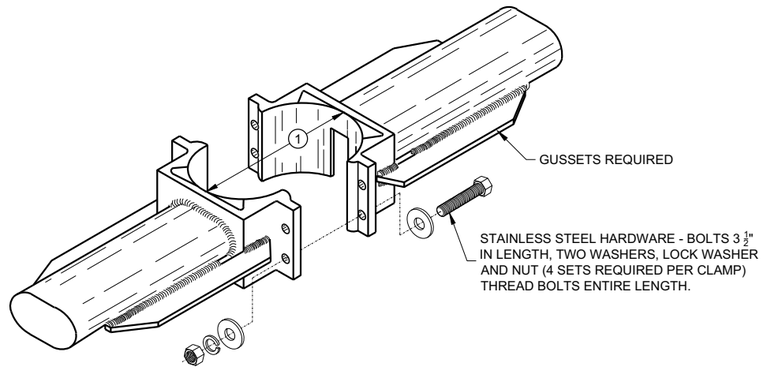
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

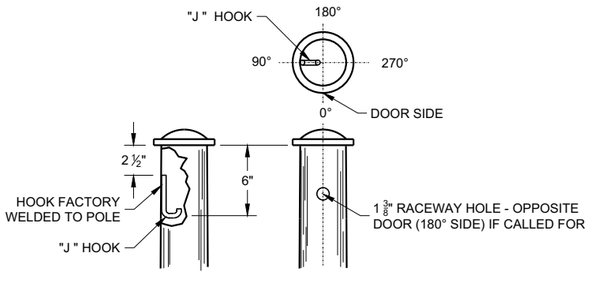
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



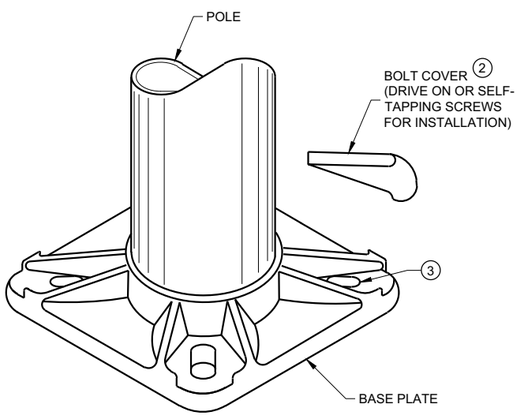
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



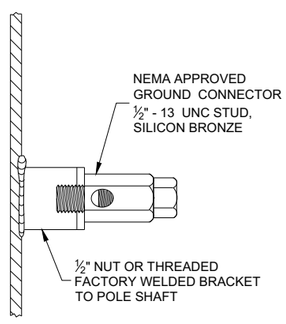
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

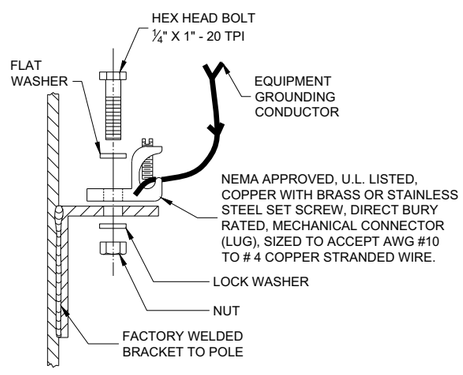


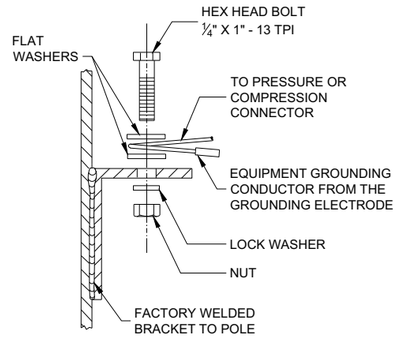
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
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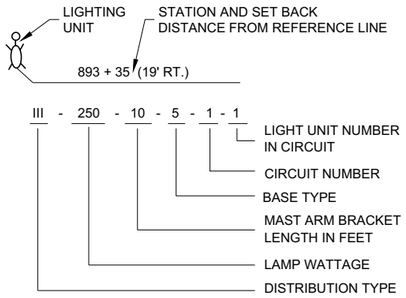
GENERAL NOTES

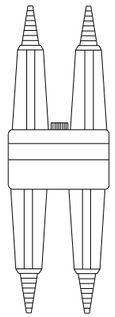
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

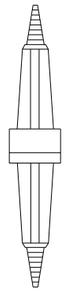
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



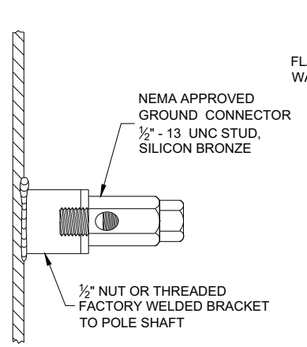
LIGHTING UNIT CODE
(TYPICAL)



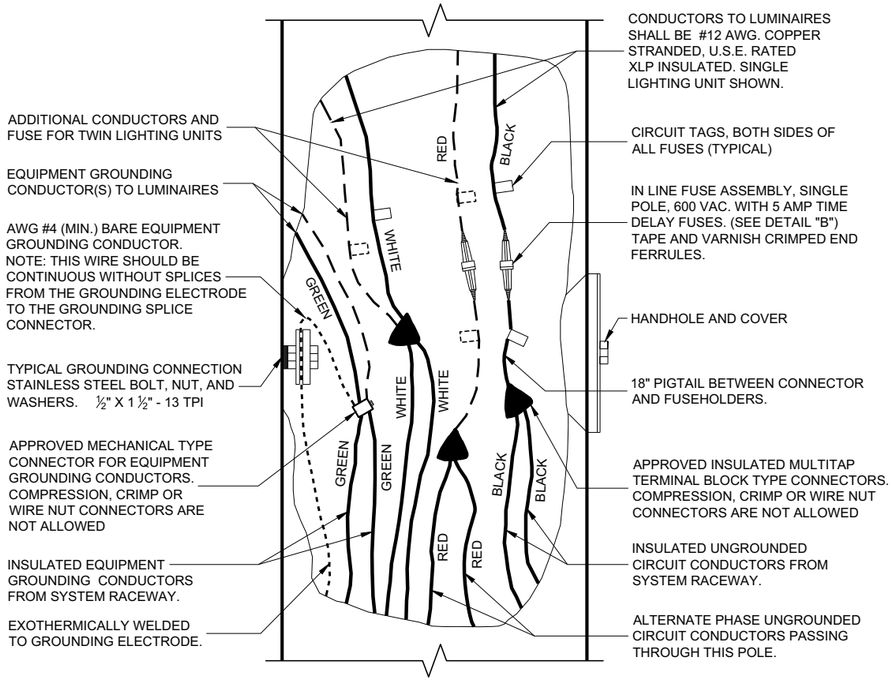
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



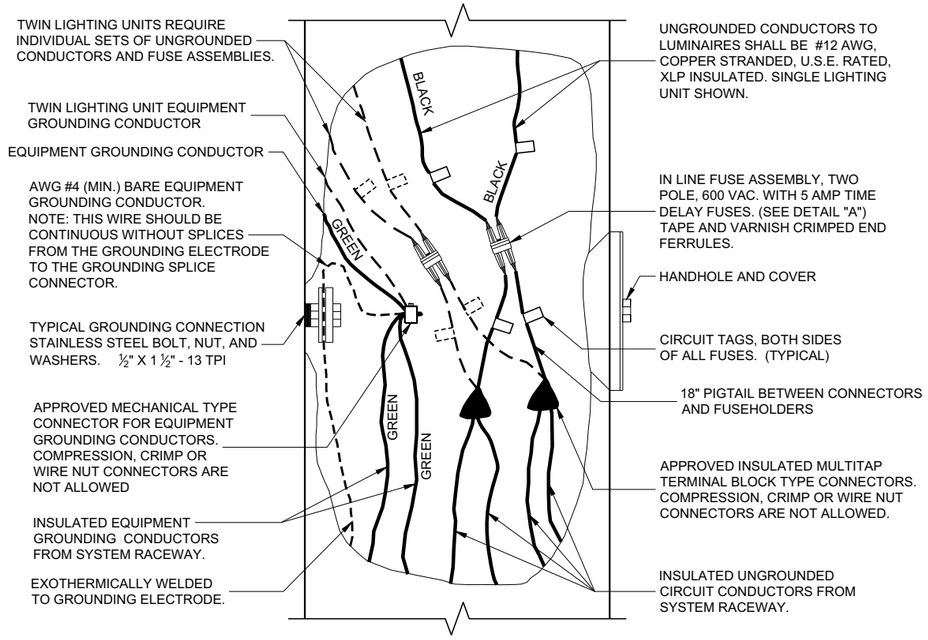
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
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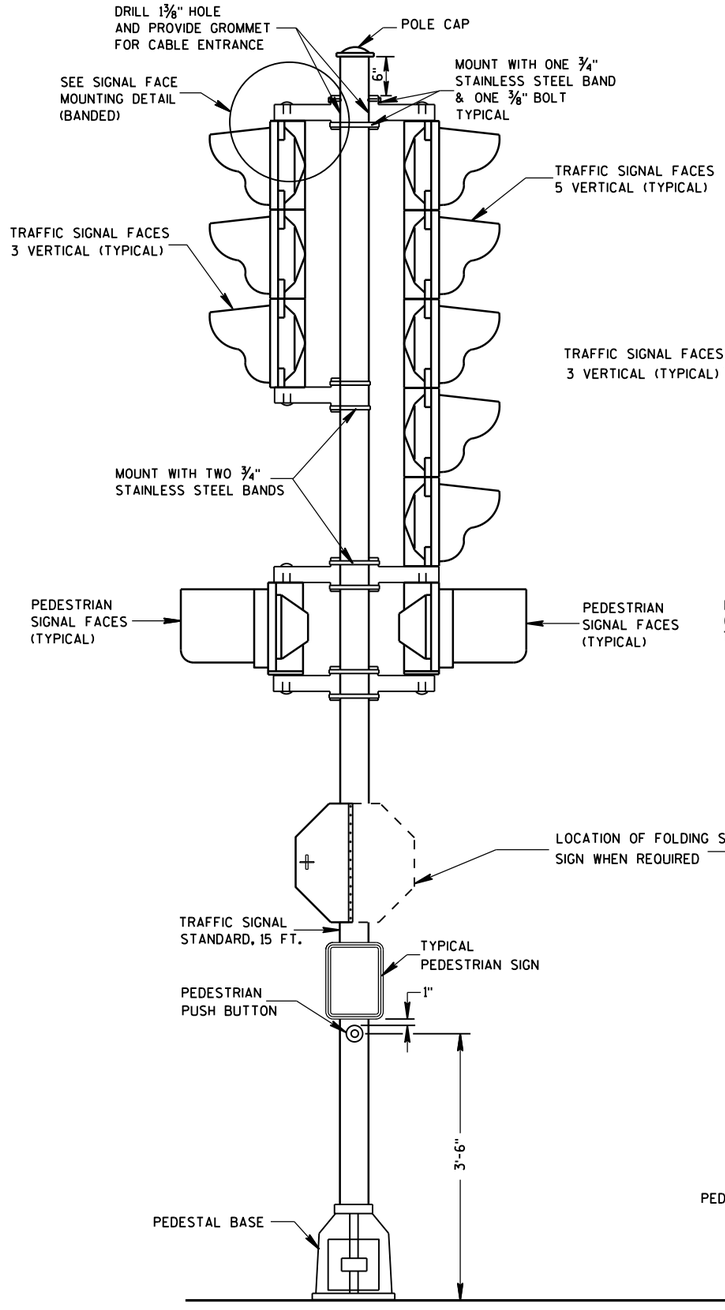
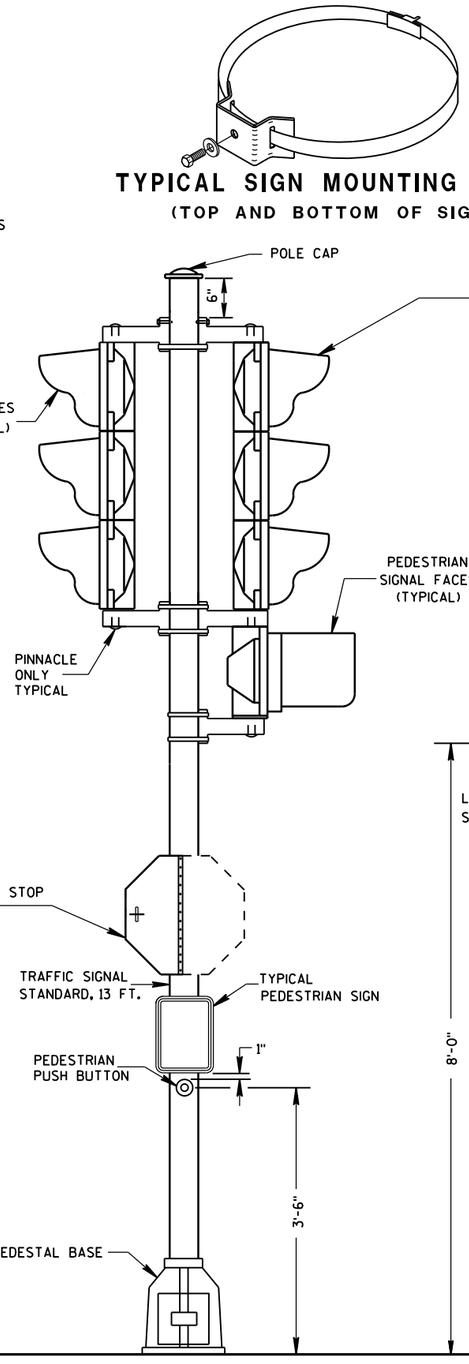
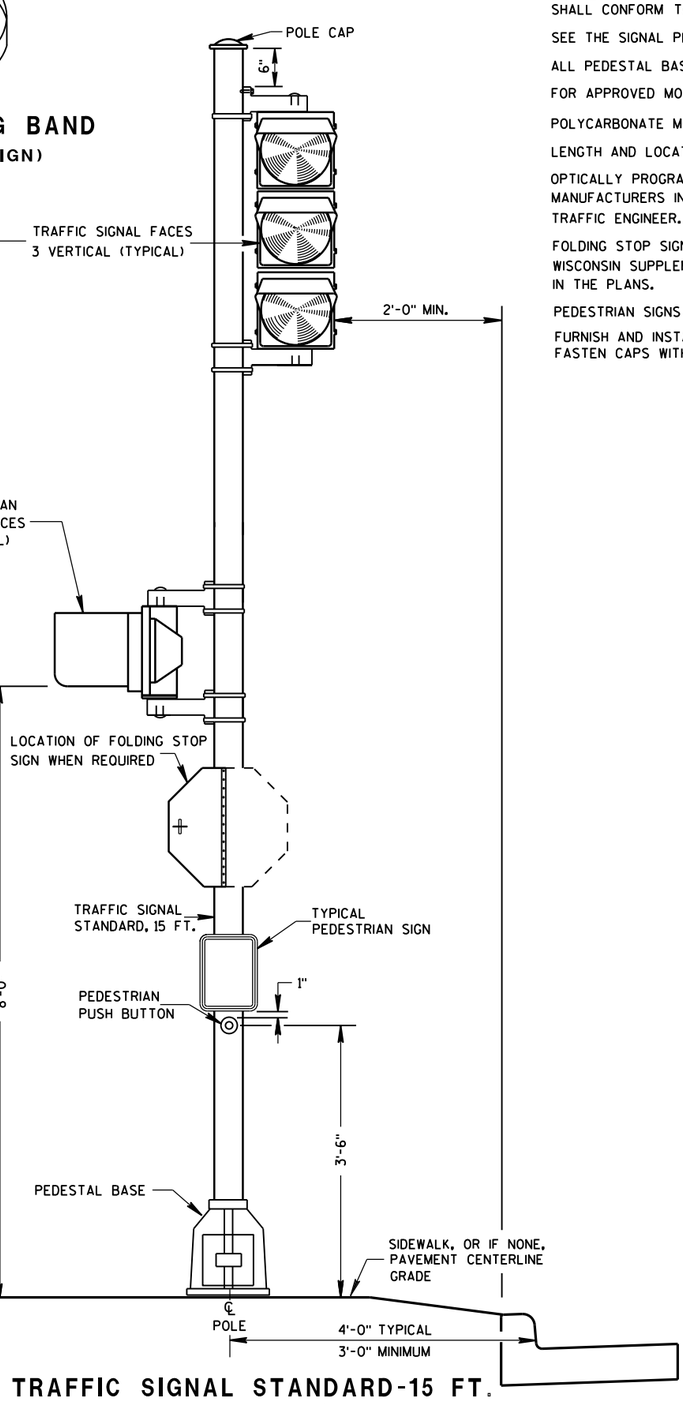


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

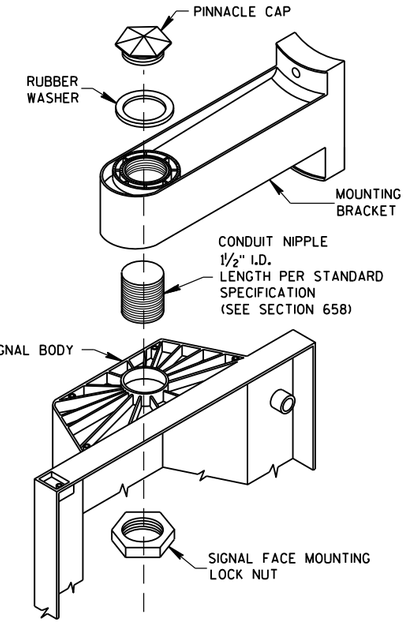
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
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2/28/2013 — DATE
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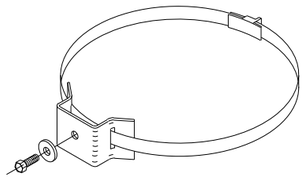
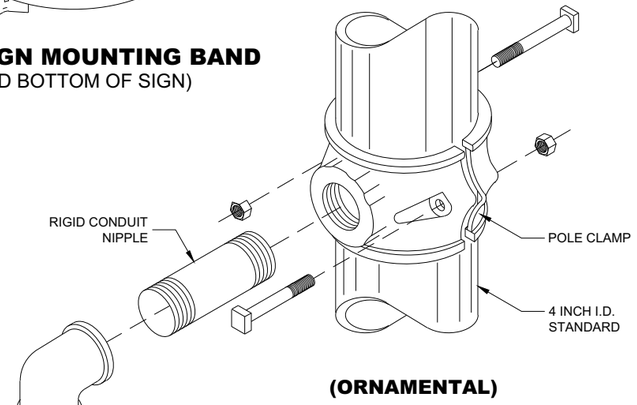
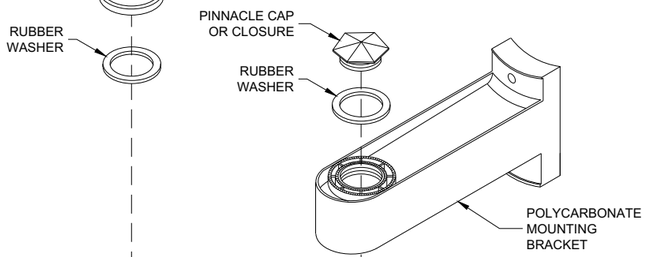


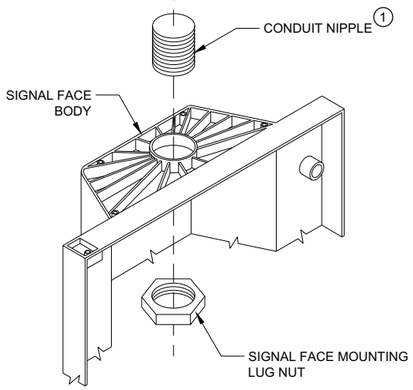
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



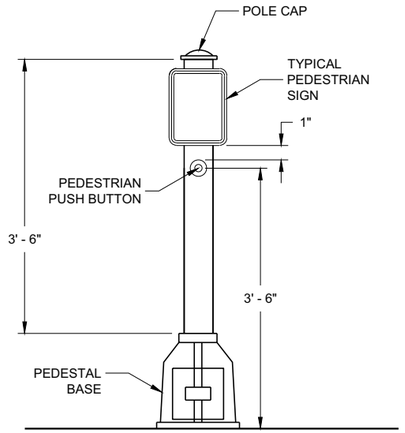
(ORNAMENTAL)



(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

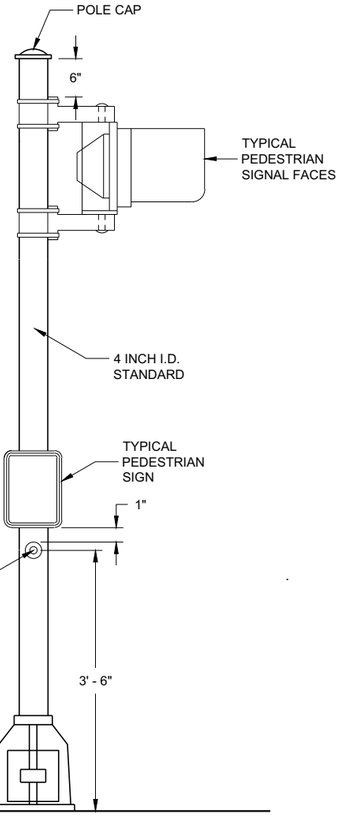
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

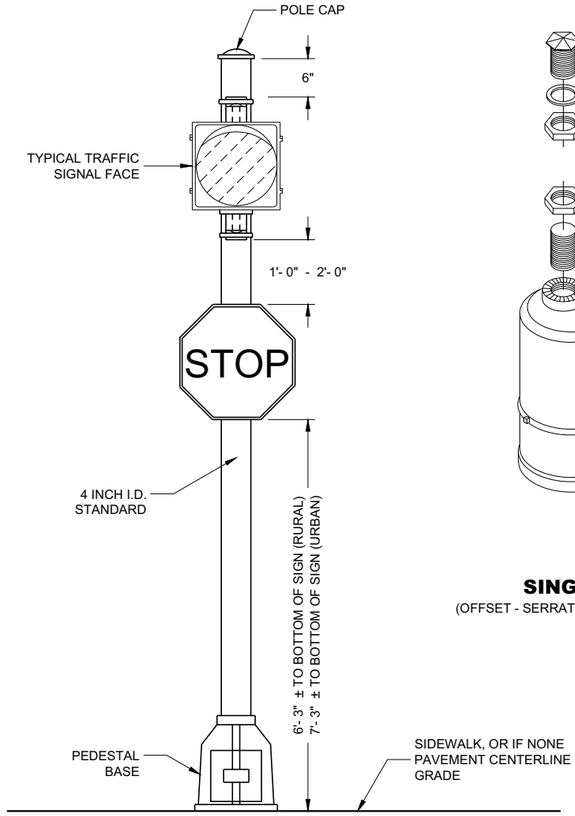
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

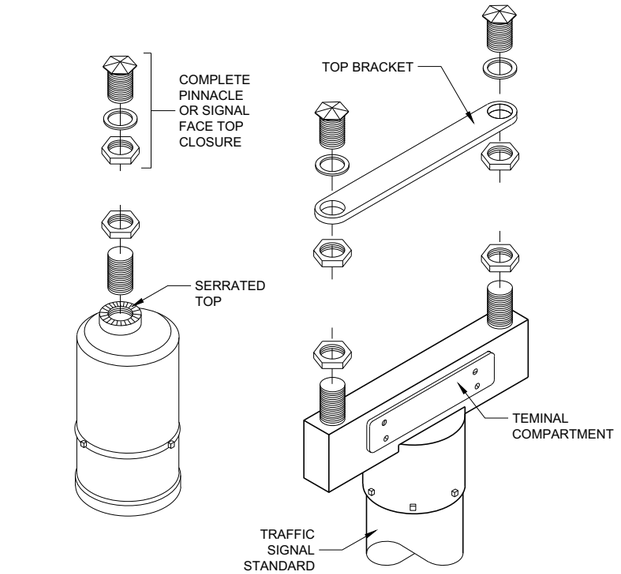
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

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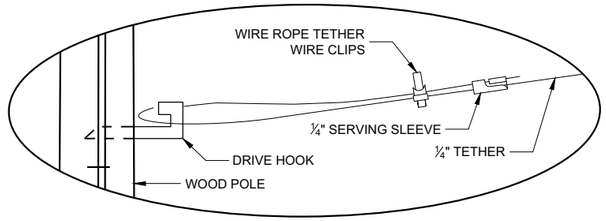
MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

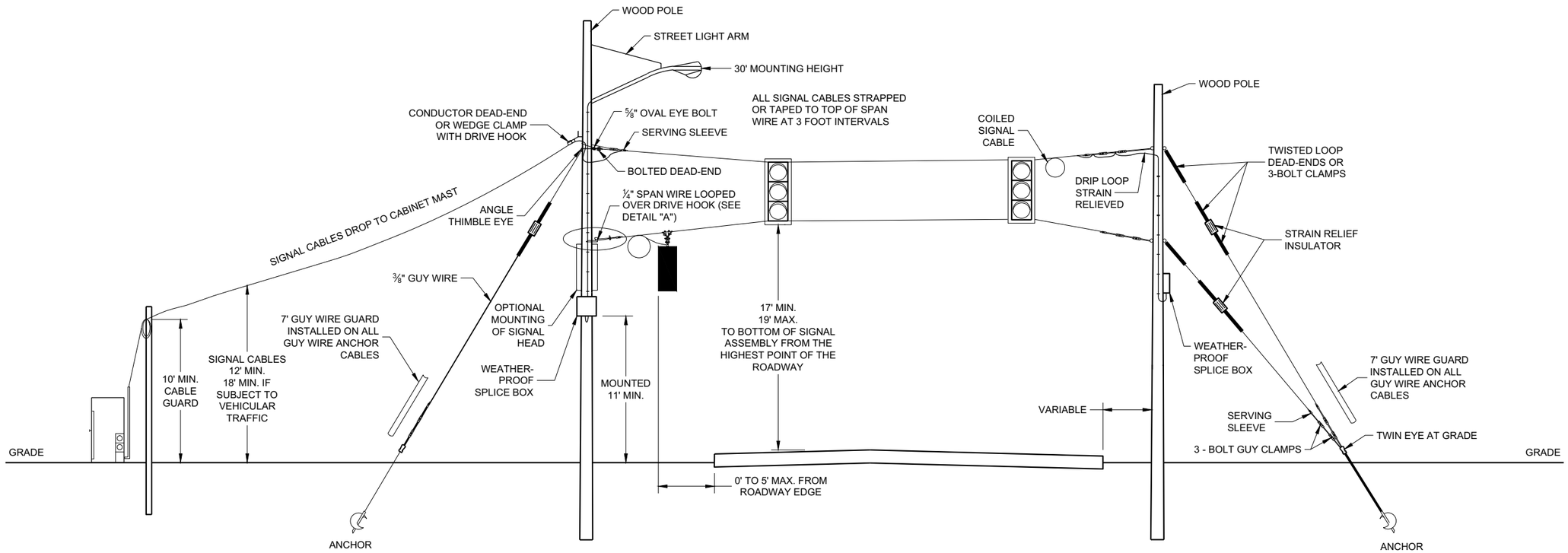


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 114

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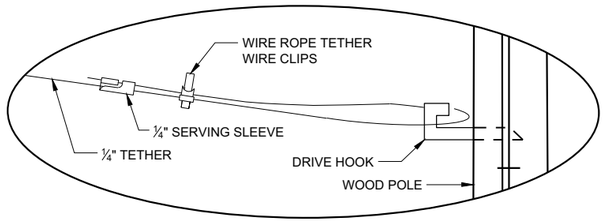
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



DETAIL "A"

GENERAL NOTES

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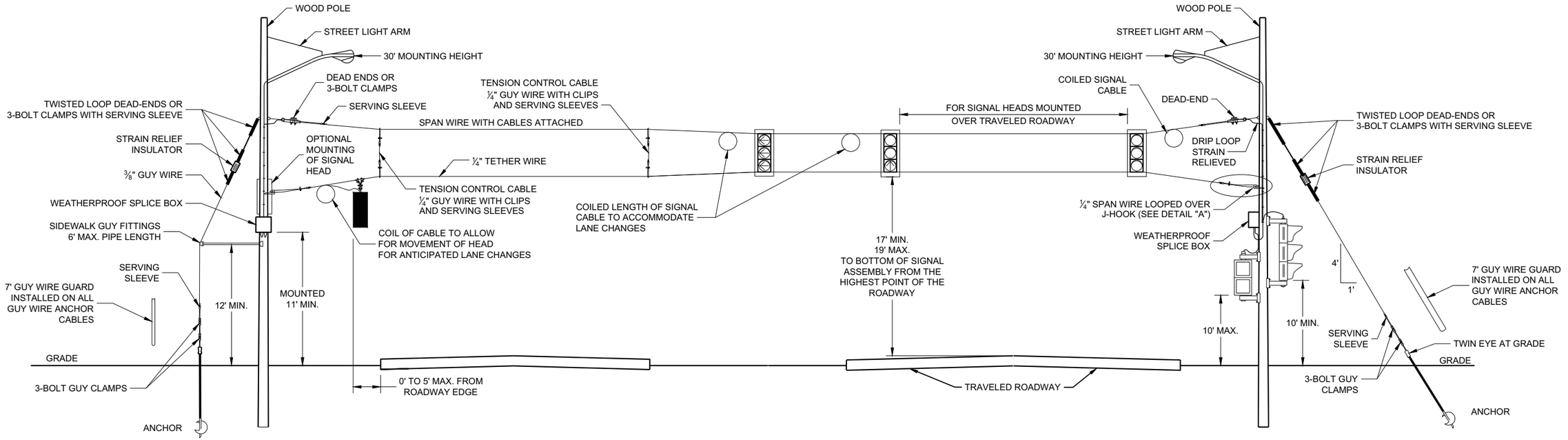
1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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SDD09G01 - 04b

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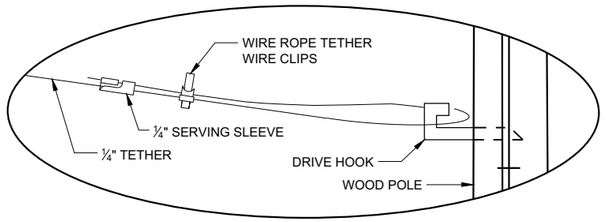
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

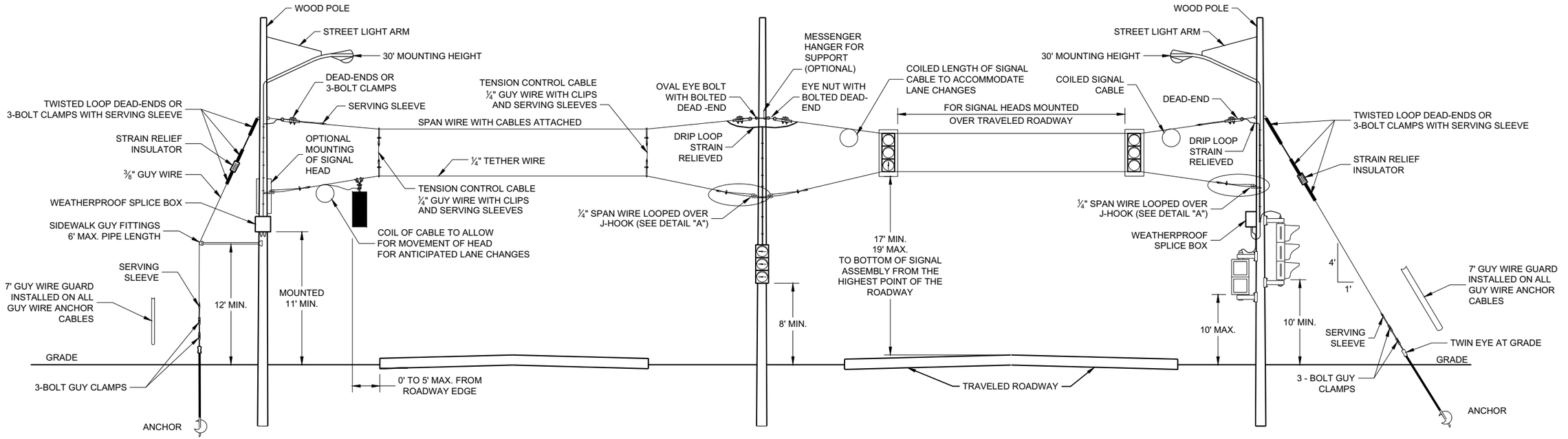


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
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/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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SDD09G01 - 04c

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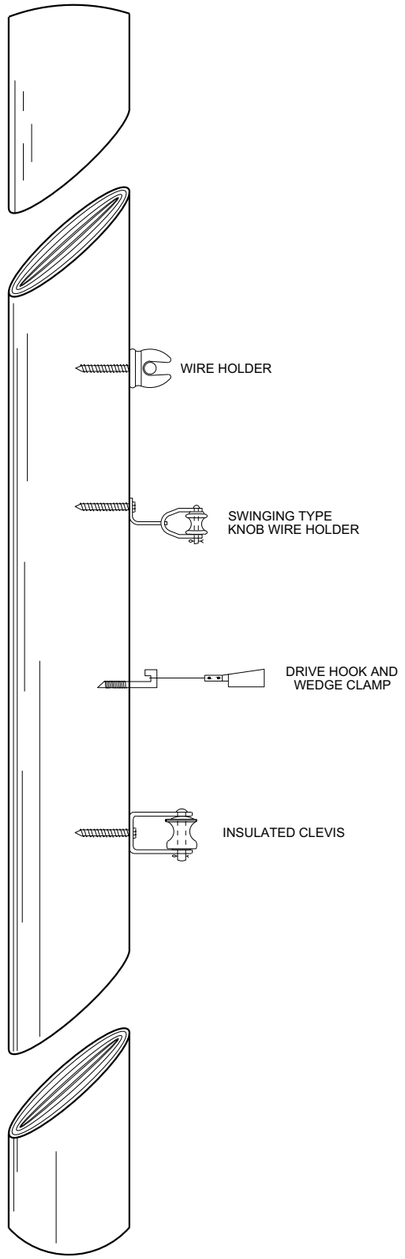

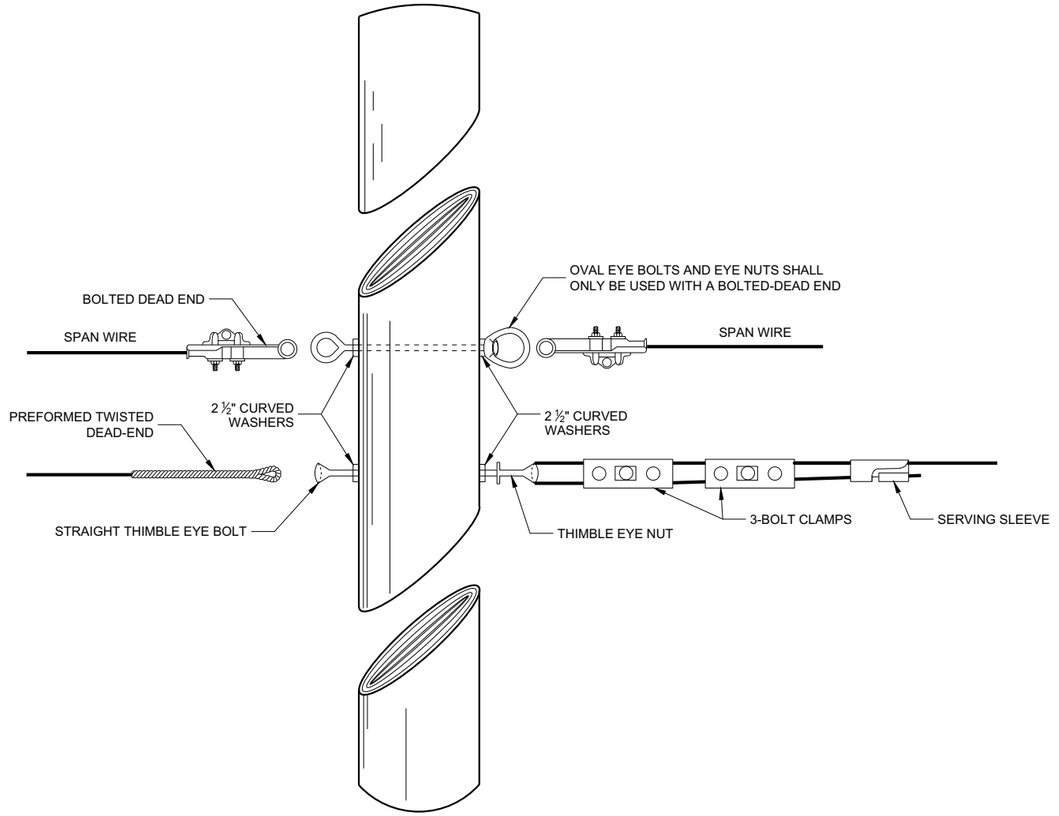

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SDD 09G01 - 4d

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

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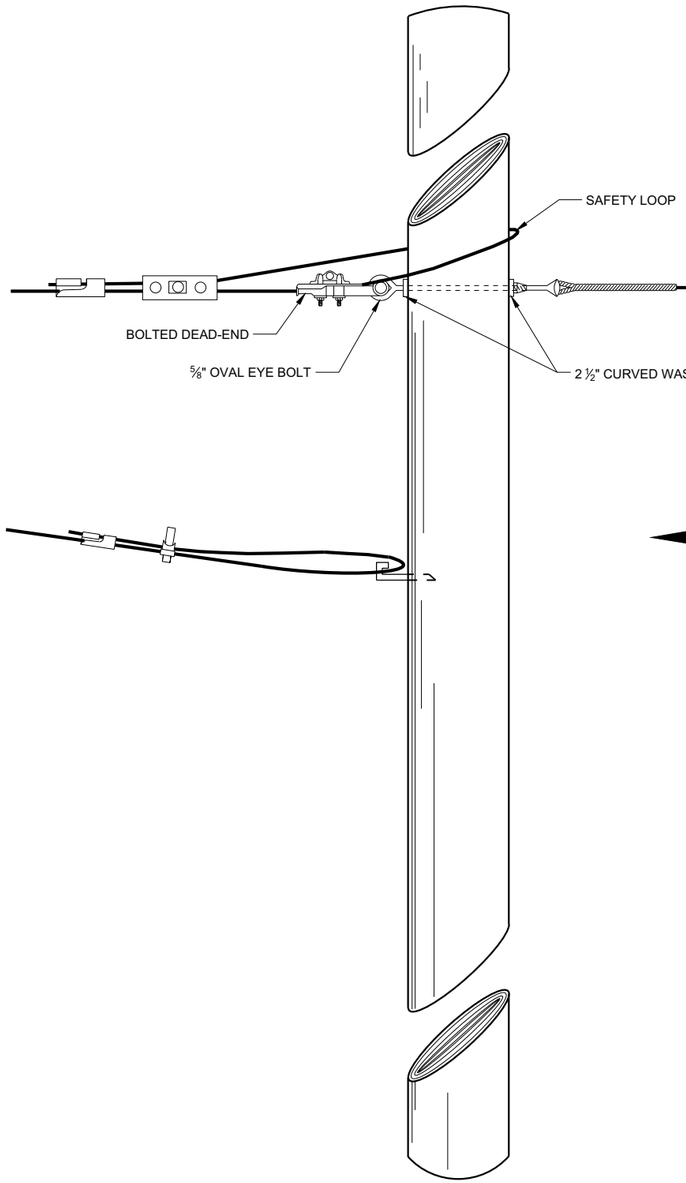
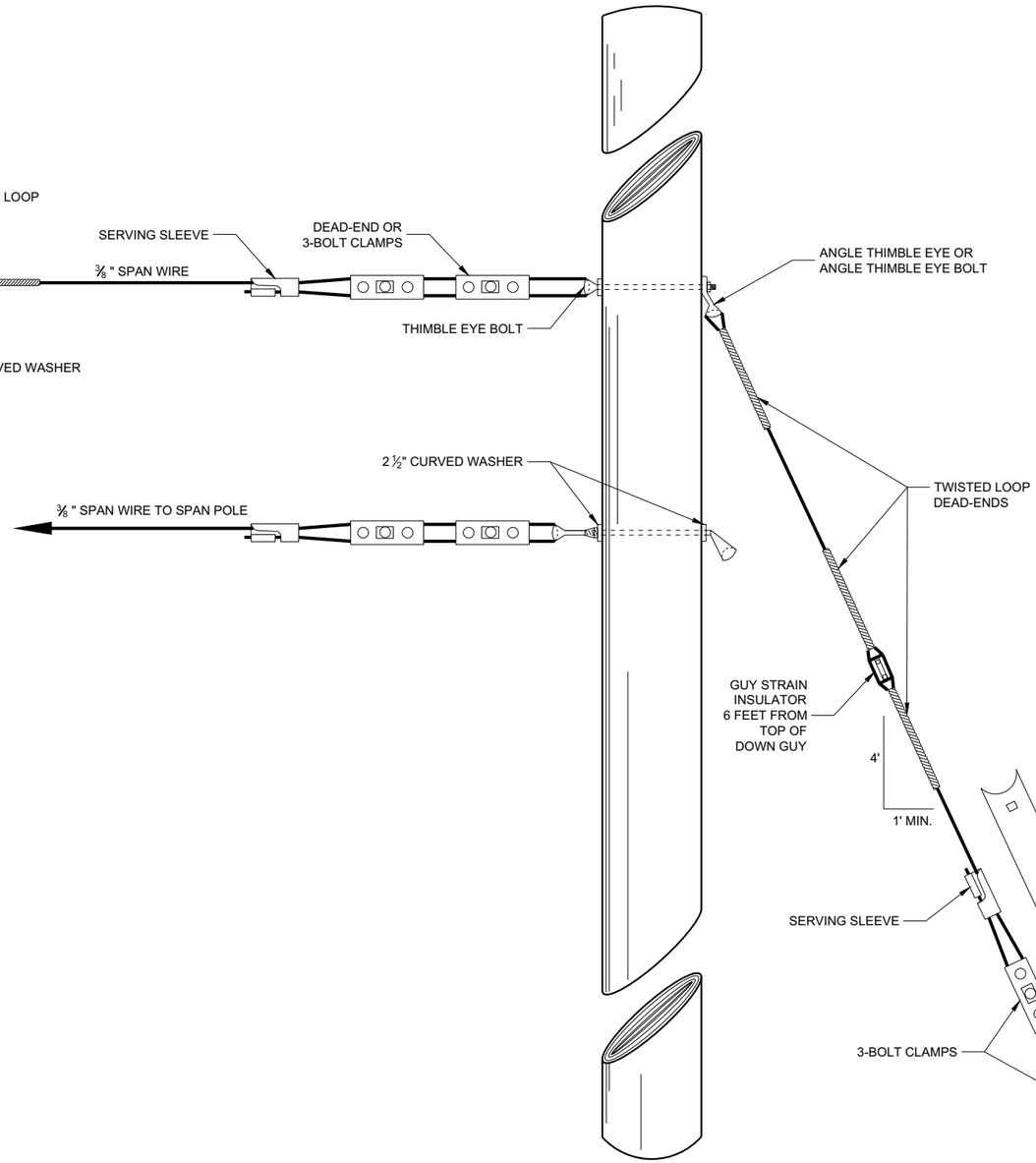
GENERAL NOTES

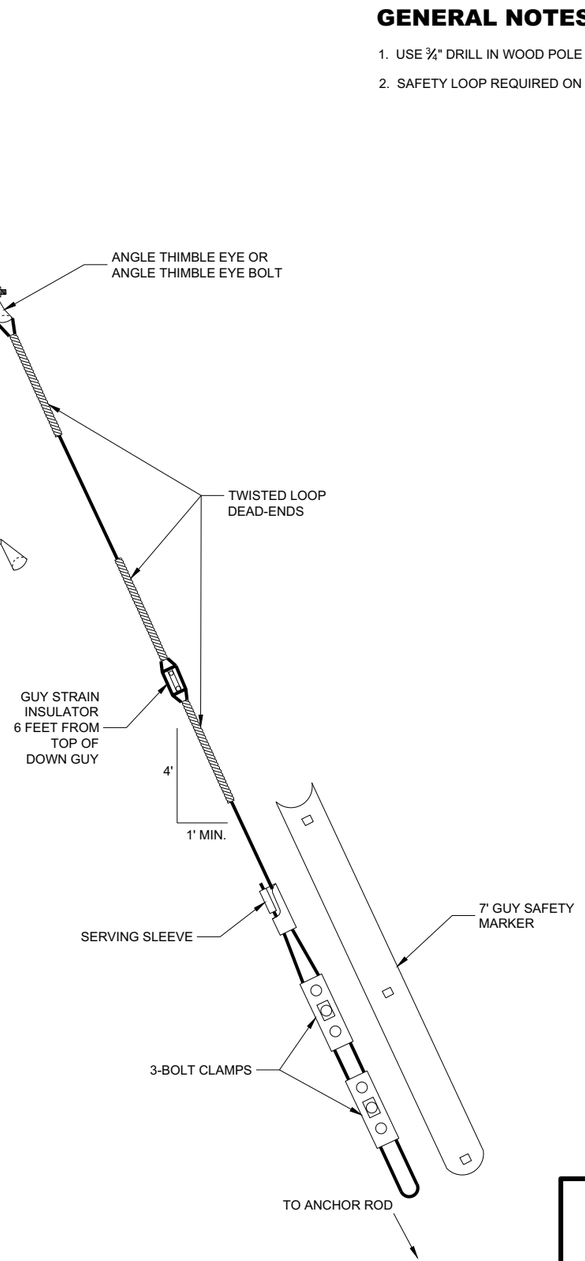
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
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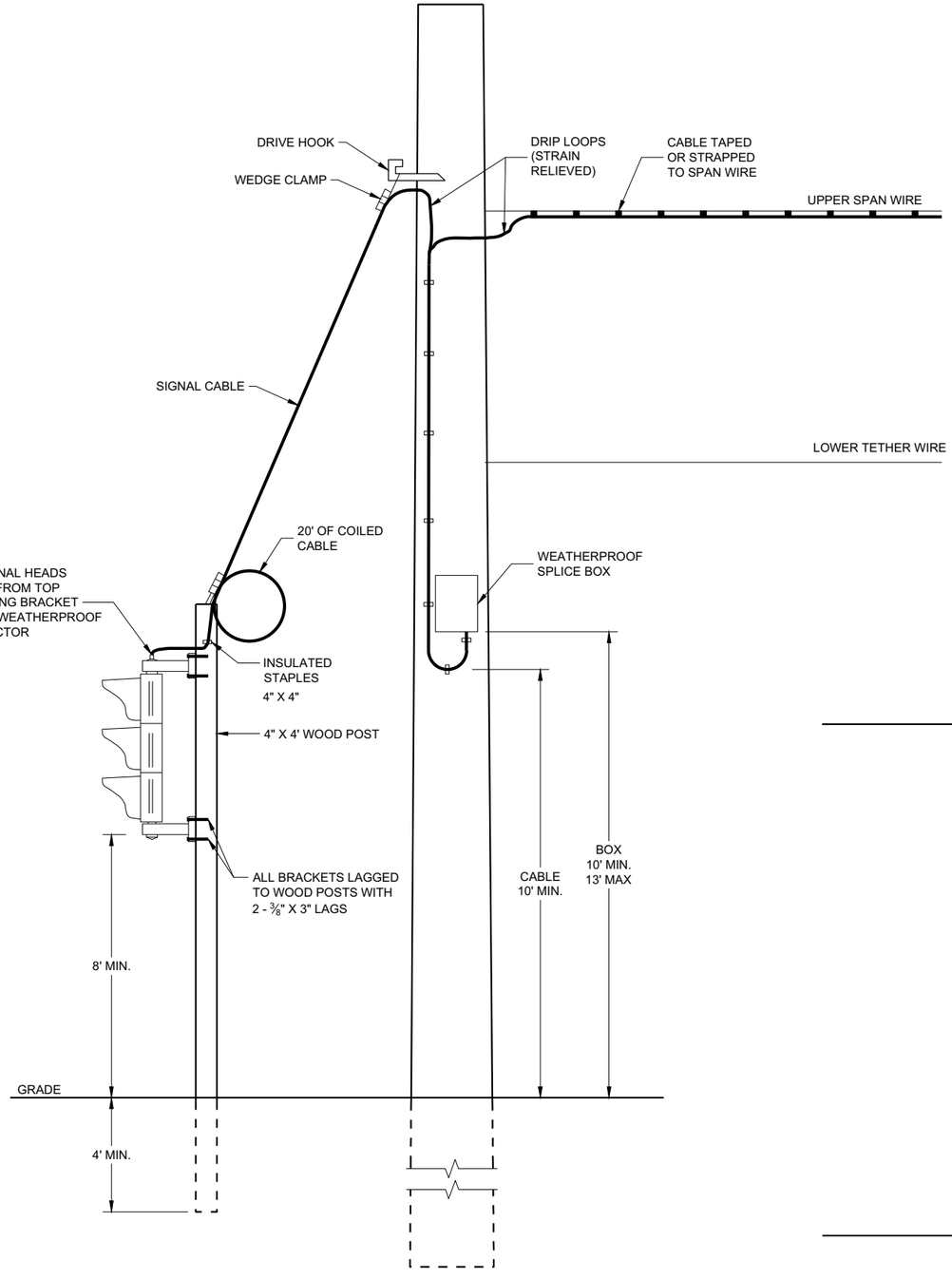
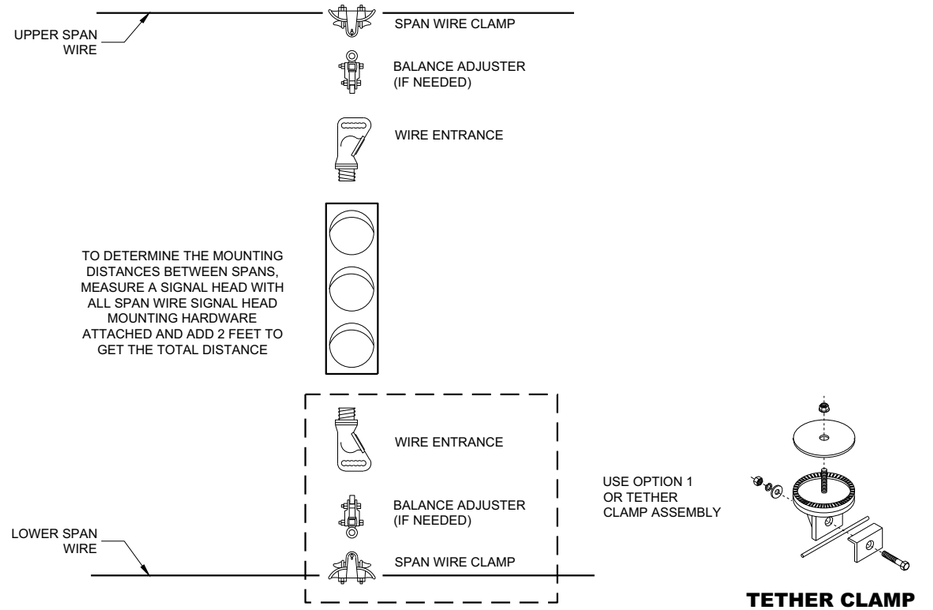


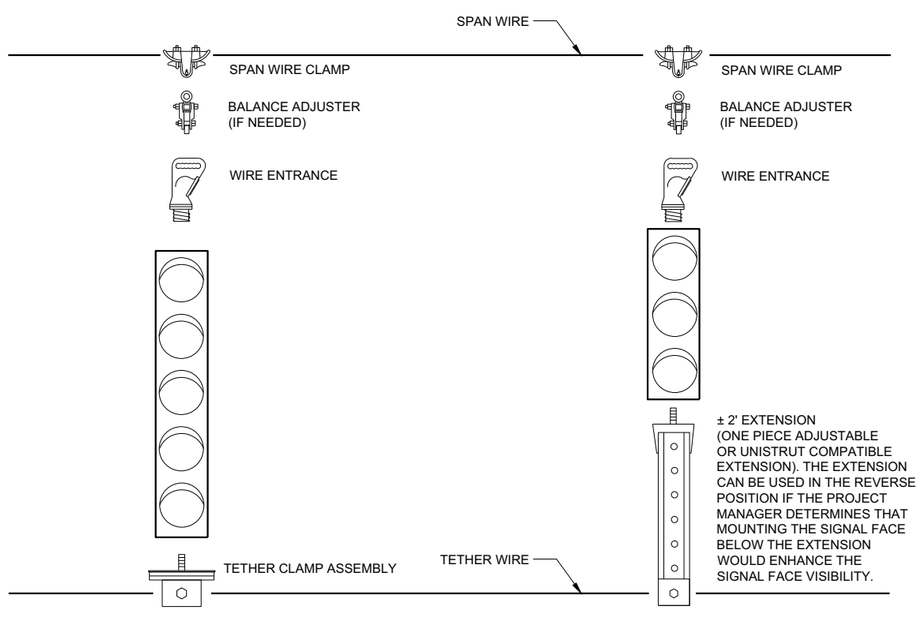
TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



OPTION 1

TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

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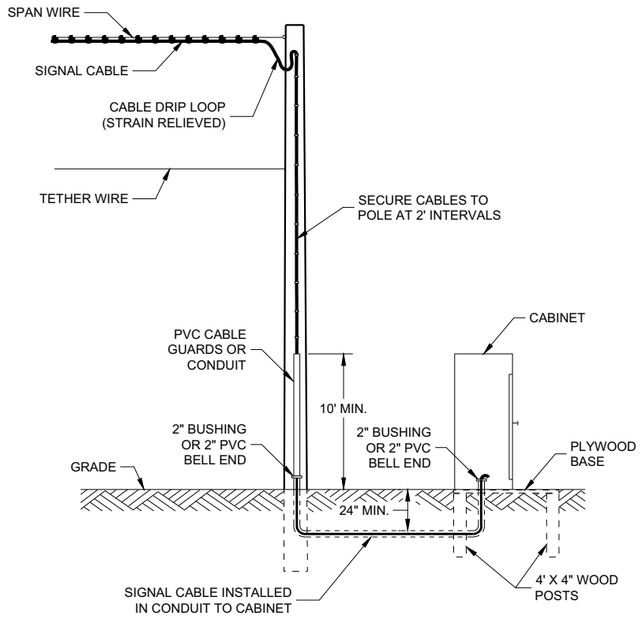
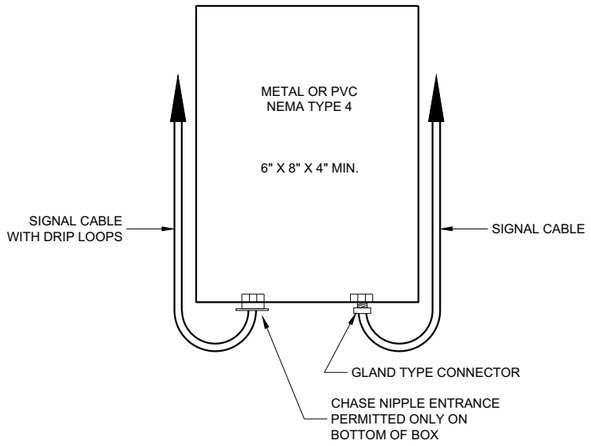
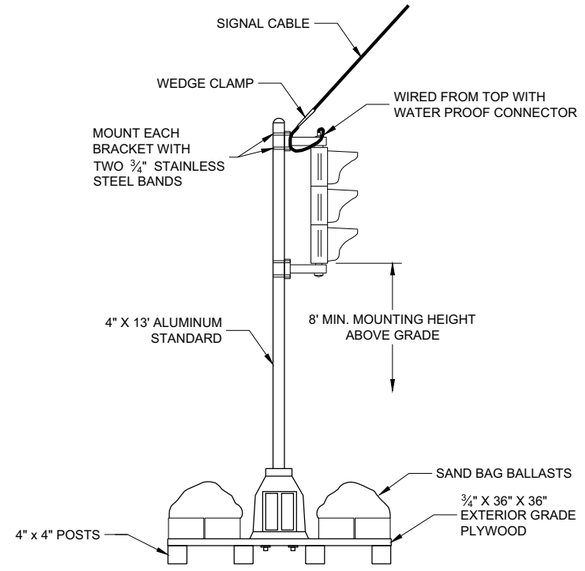
SDD 09G01 - 4f

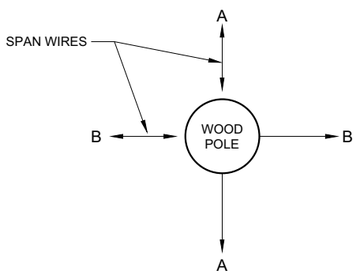




SPLICE BOX

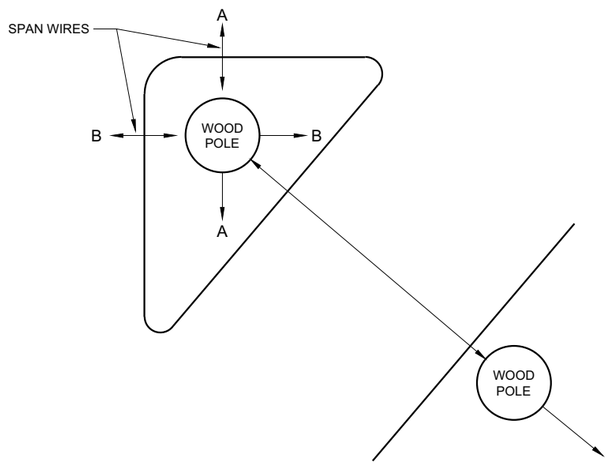


TYPICAL SKID TYPE TEMPORARY

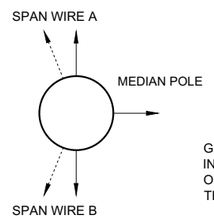


ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM INTERSECTION OR IN OPPOSITE DIRECTION OF THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

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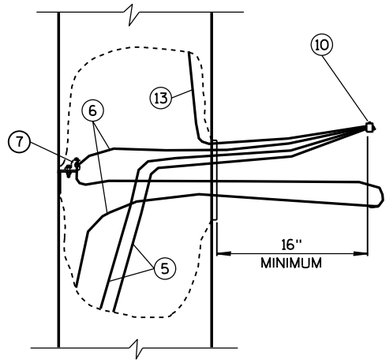
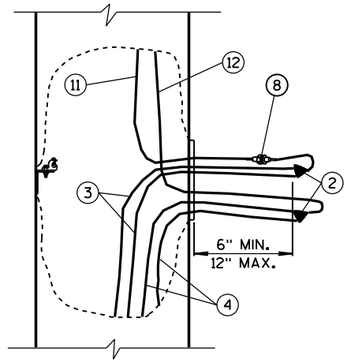
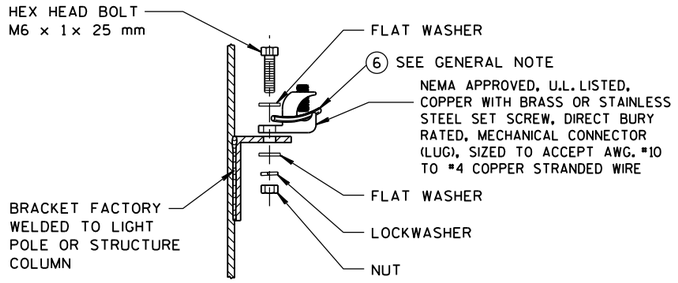


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



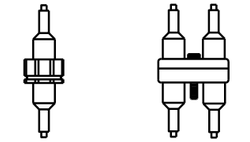
HANDHOLE GROUNDING LUG

(NUT, BOLT, WASHERS, AND LOCK WASHERS SHALL BE STAINLESS STEEL)

CONDUCTOR COLOR CODES

KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



1 POLE (1P) 2 POLE (2P)

FUSE ASSEMBLIES

GENERAL NOTES

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

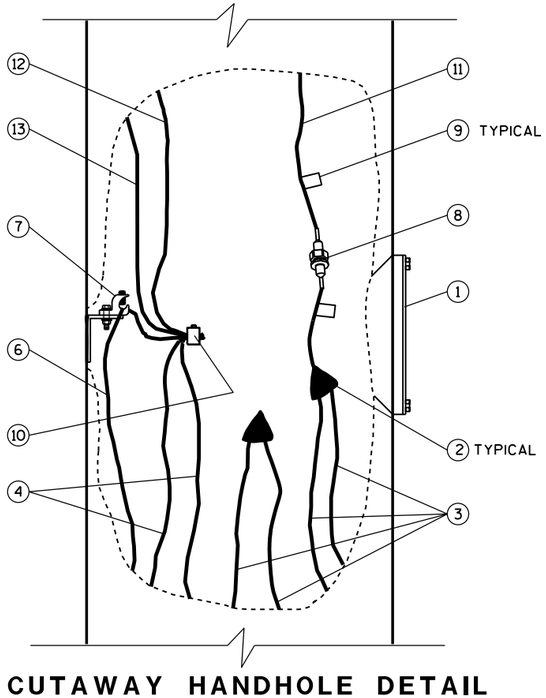
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

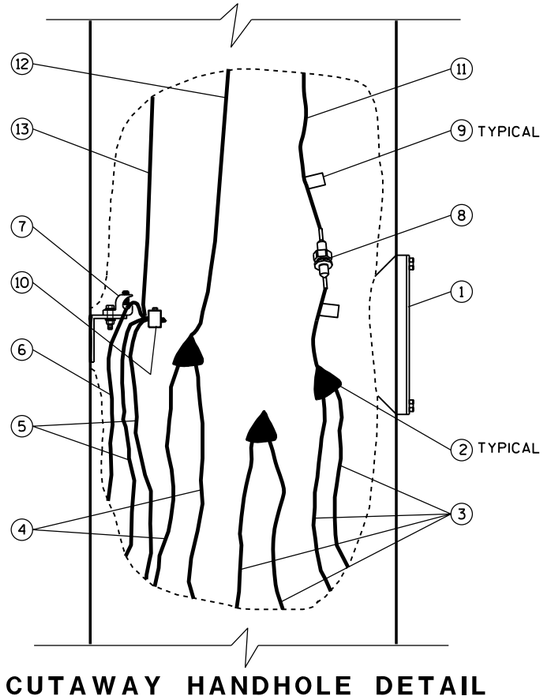
IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



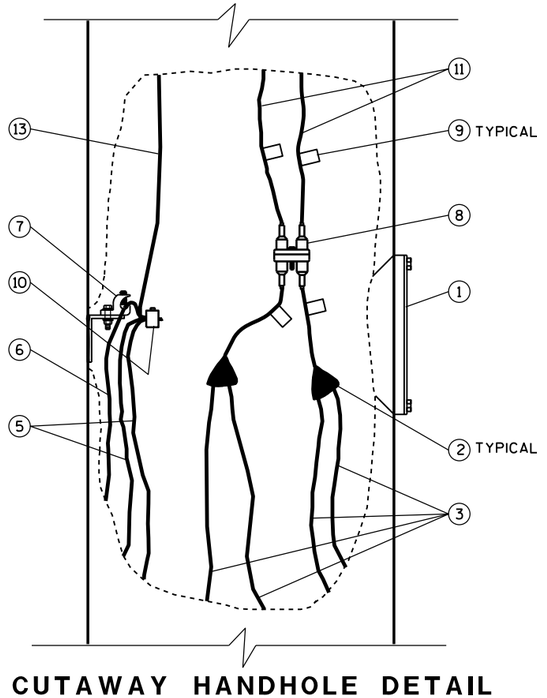
CUTAWAY HANDHOLE DETAIL

GROUNDED NEUTRAL SYSTEMS
1-Φ



CUTAWAY HANDHOLE DETAIL

ISOLATED NEUTRAL SYSTEMS
1-Φ SHOWN; 3-Φ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL

PHASE-TO-PHASE SYSTEMS
1-Φ SHOWN; 3-Φ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED LINE WIRE
4. GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. GROUNDING ELECTRODE CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
11. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 10 A 1-3

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING, SDD10A01.

USE TIME DELAY FUSE PER LUMINAIRE MANUFACTURER RECOMMENDATION.

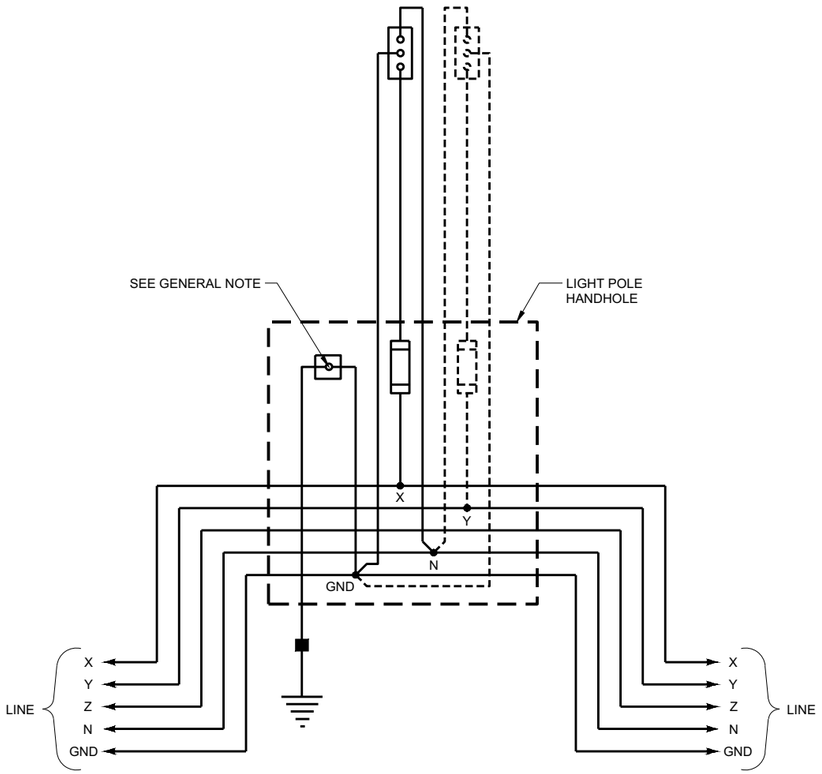
THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLD GROUNDING LUG TO THE CONNECTOR.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

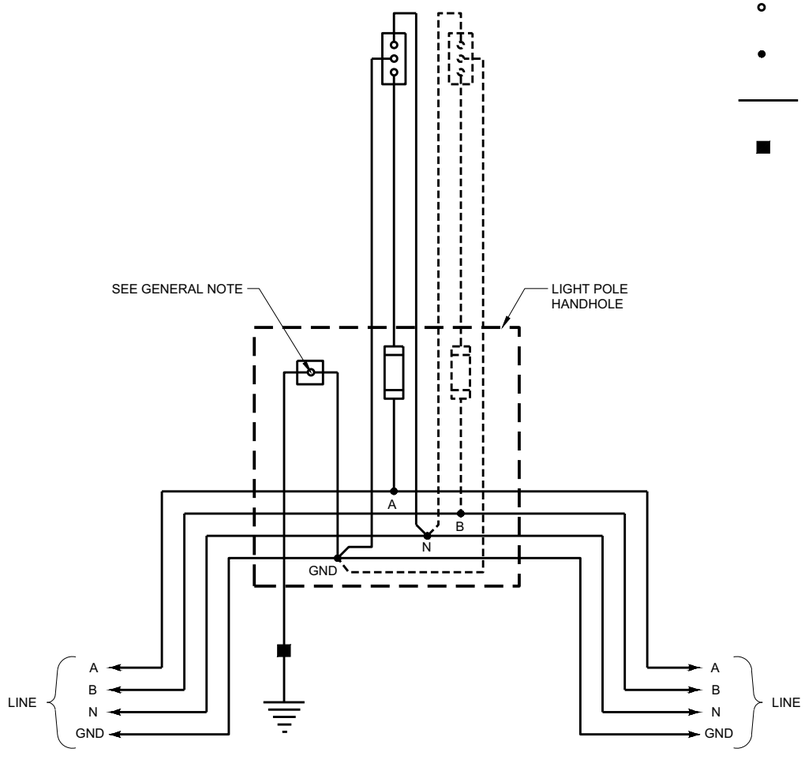
LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
ϕ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM

ISOLATED NEUTRAL SYSTEM
3 - ϕ 208Y / 120VAC OR 480Y / 277VAC 4 WIRE



TYPICAL WIRING DIAGRAM

ISOLATED NEUTRAL SYSTEM
1 - ϕ 120 / 240VAC OR 240 / 480VAC 3 WIRE

ELECTRICAL DETAILS
GROUND MOUNT LIGHT POLES
ISOLATED NEUTRAL SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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SDD 10A05 - 03

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING, SDD10A01.

USE TIME DELAY FUSE PER LUMINAIRE MANUFACTURER RECOMMENDATION.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

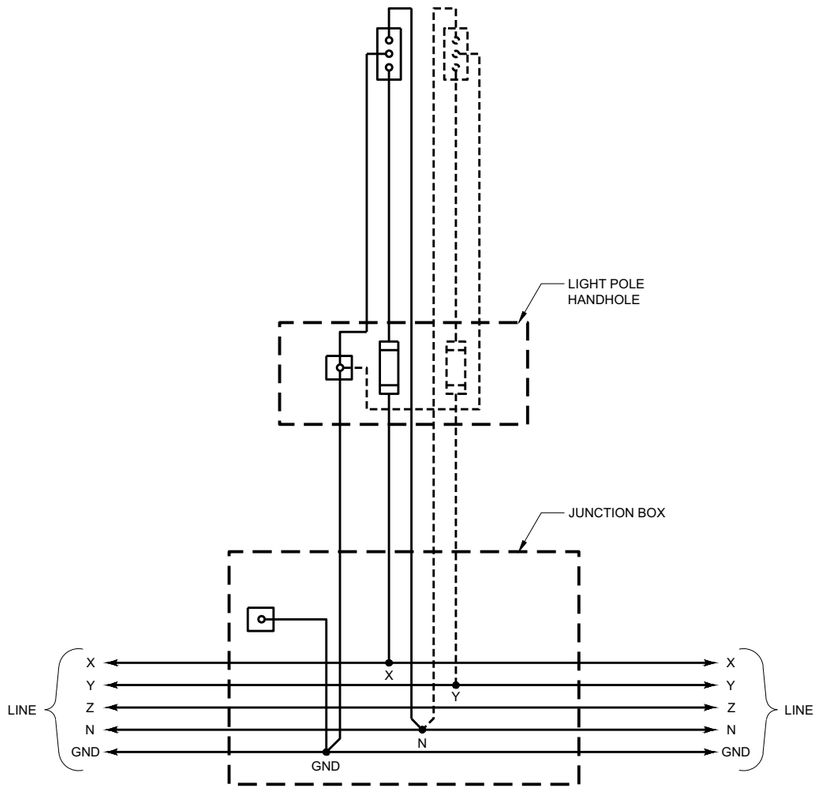
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

WIRE SIZE FROM THE JUNCTION BOX TO THE POLE HANDHOLE SHALL EQUAL THE SIZE OF THE POLE WIRE.

THE INTENT OF JUNCTION BOX SPLICES AS SHOWN IN THIS DETAIL IS FOR LIGHTING SYSTEMS WITH HEAVY LINE WIRE TOO LARGE TO PULL THROUGH THE CONDUIT INTO THE POLE HANDHOLE, DUE TO CONDUIT FILL REQUIREMENTS OF N.E.C. AND / OR THE STIFFNESS OF THE WIRE COMPARED TO THE NUMBER OF BENDS IN THE CONDUIT. IN CASES WHERE LINE WIRE IS LIGHTER, SUCH AS SMALL ER SYSTEMS OR TOWARD THE FURTHEST END OF A LARGER SYSTEM PULL THE LINE WIRE INTO THE POLE HANDHOLE FOR SPLICING.

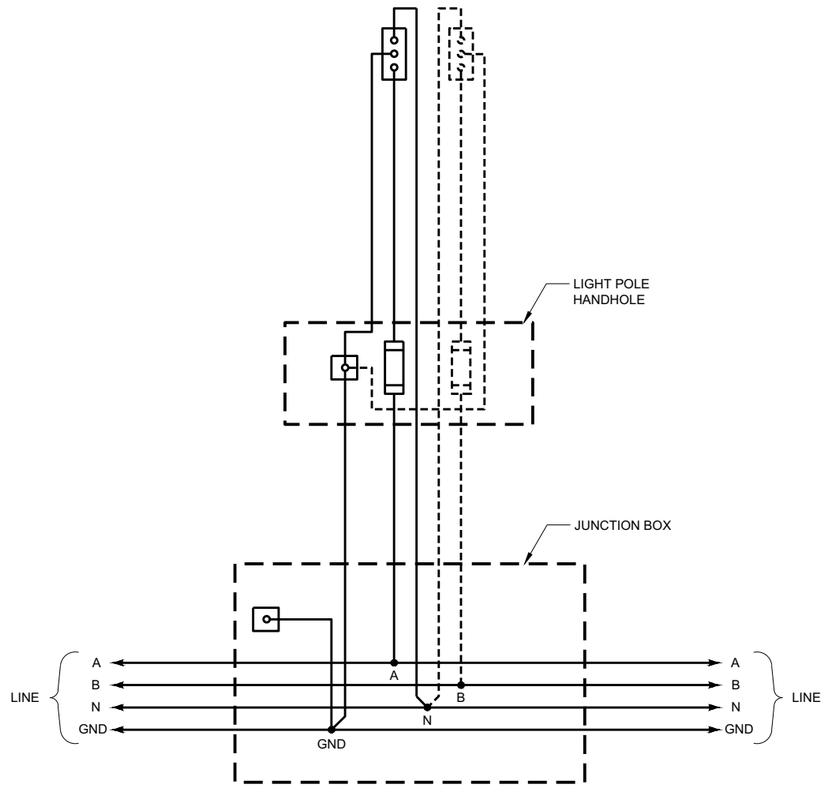
LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
ϕ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM

ISOLATED NEUTRAL SYSTEM
3 - ϕ 208Y / 120VAC OR 480Y / 277VAC 4 WIRE



TYPICAL WIRING DIAGRAM

ISOLATED NEUTRAL SYSTEM
1 - ϕ 120 / 240VAC OR 240 / 480VAC 3 WIRE

ELECTRICAL DETAILS
STRUCTURE MOUNT LIGHT POLES
ISOLATED NEUTRAL SYSTEMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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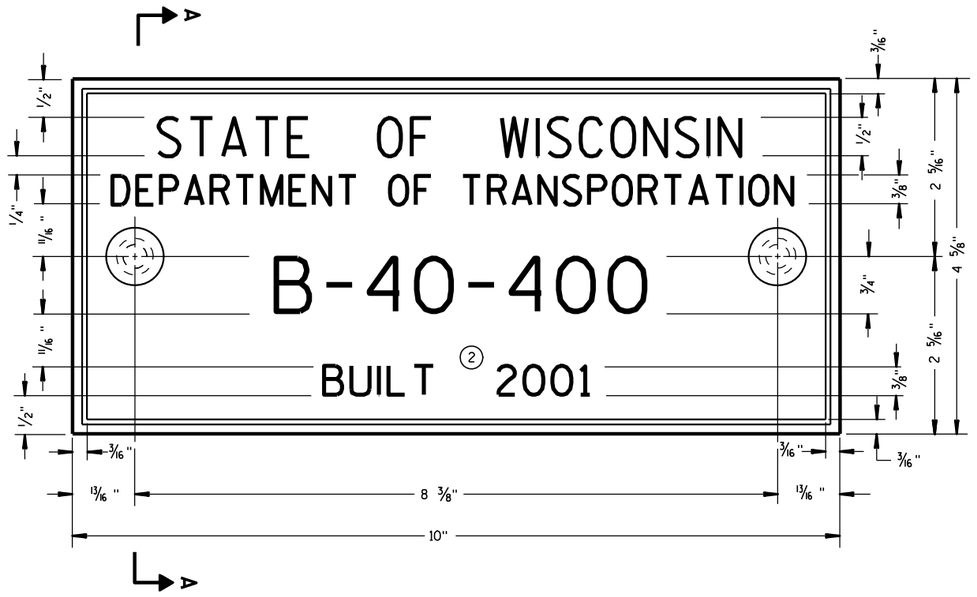


TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

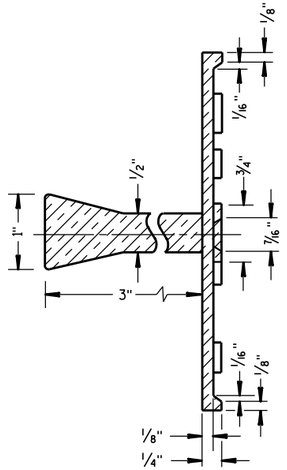
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

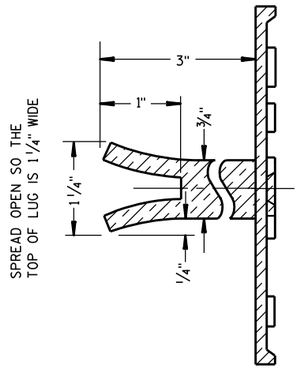
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

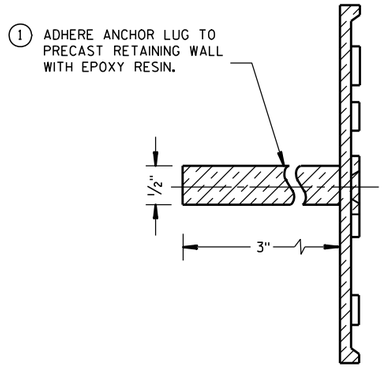
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

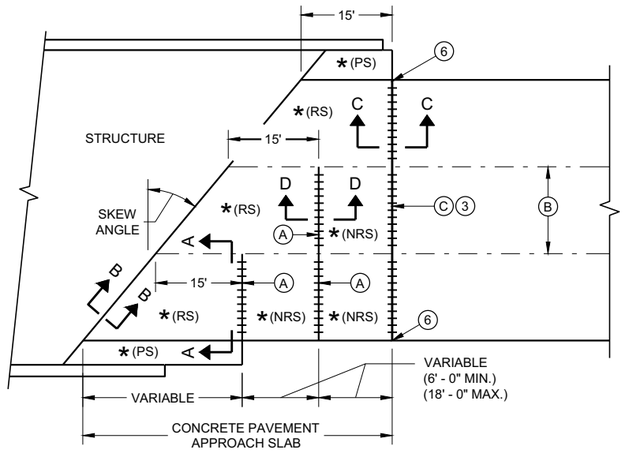
FHWA

6

S.D.D. 12 A 3-10

6

S.D.D. 12 A 3-10



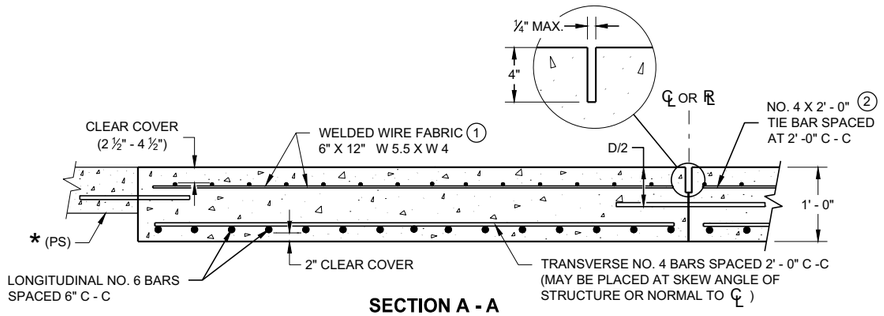
SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)

(RS) = REINFORCED CONCRETE SLAB

(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

(NRS) - NON - REINFORCED CONCRETE SLAB

*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

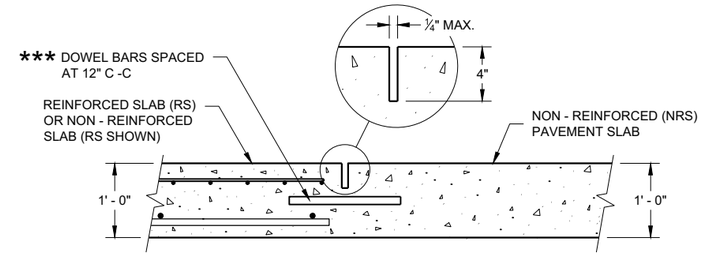
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

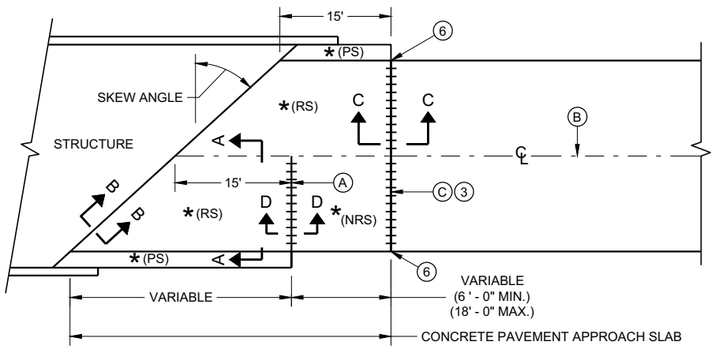
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .

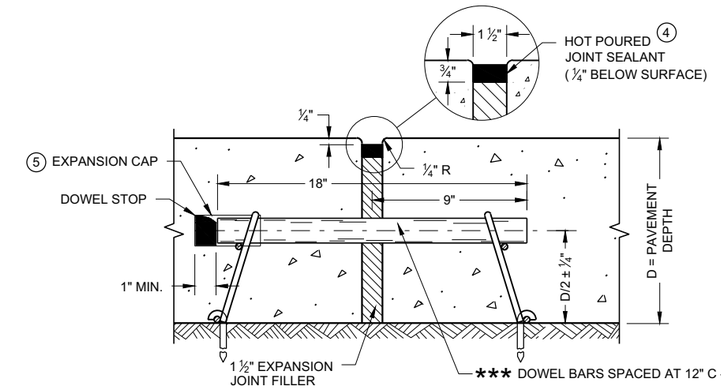


SECTION D - D
CONTRACTION JOINT

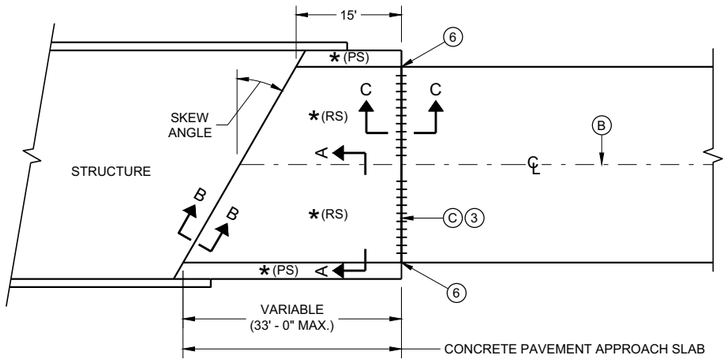


SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')

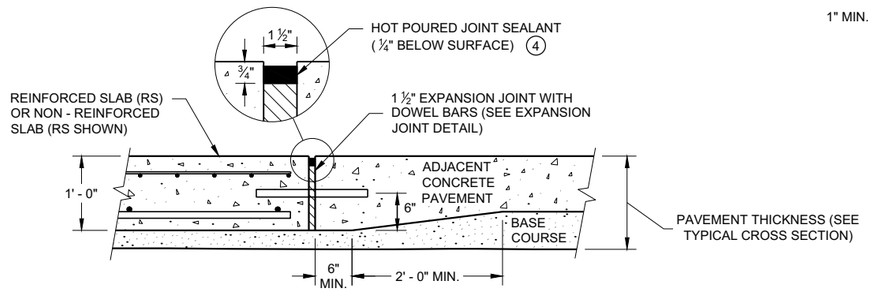
SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT



EXPANSION JOINT DETAIL



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

APPROACH SLAB AND ADJACENT PAVEMENT

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

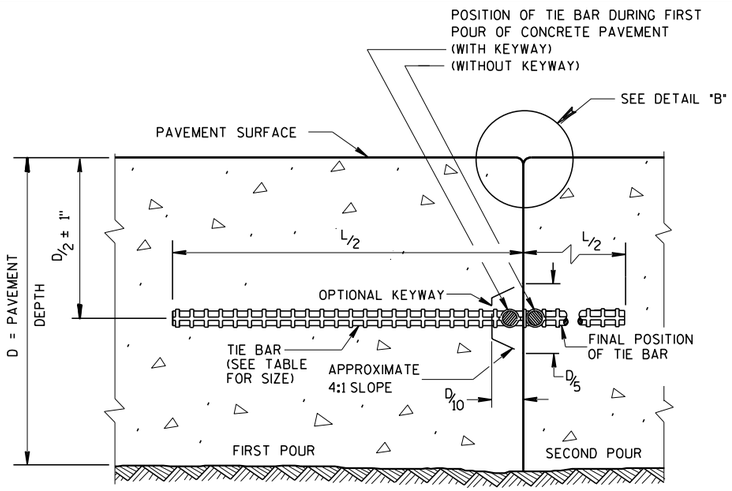
APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISOR

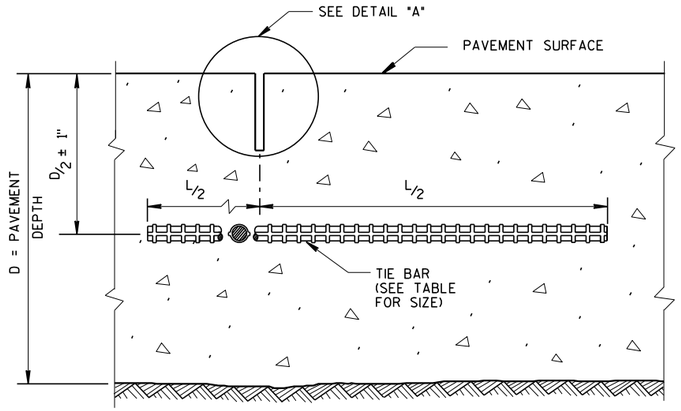
FHWA

6

SDD 13B02 - 09a



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp PE
PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19

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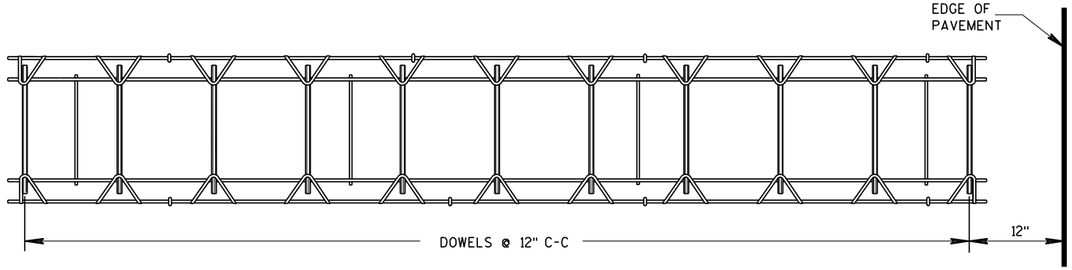
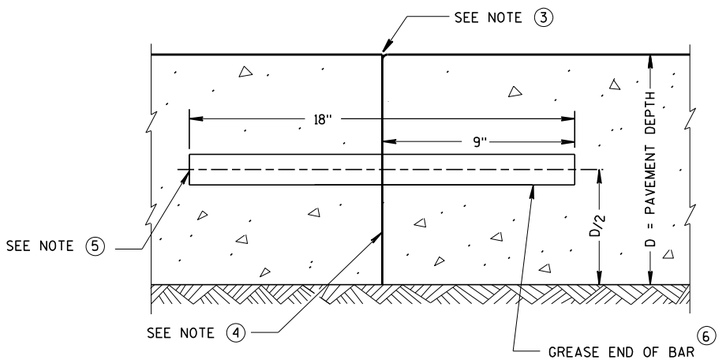
S.D.D. 13 C 1-19



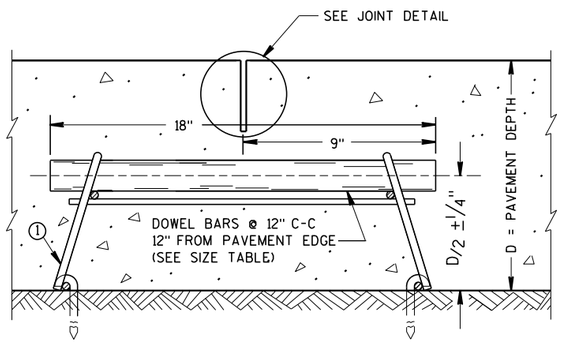
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



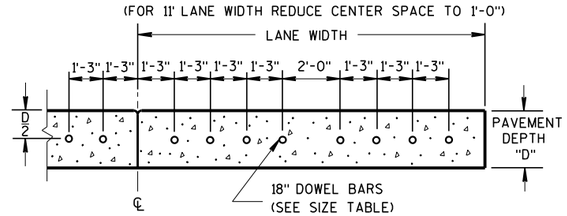
TRANSVERSE CONSTRUCTION JOINT



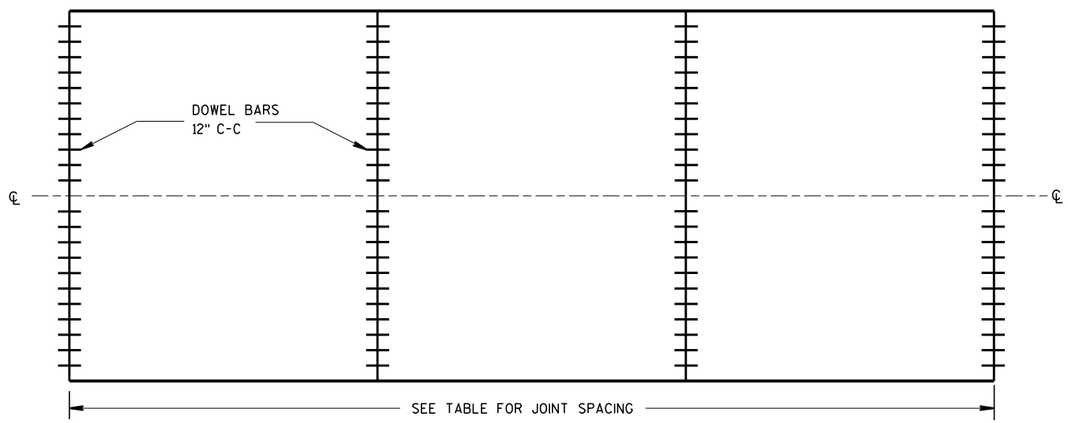
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

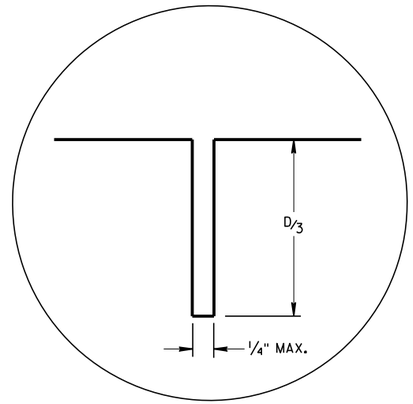
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

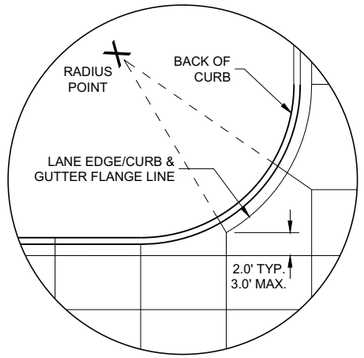
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

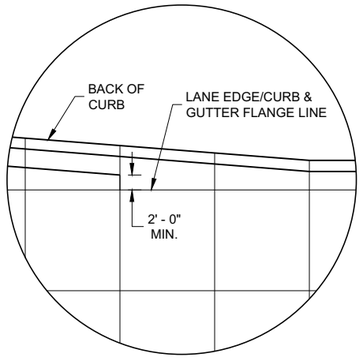
APPROVED
March 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUP
FHWA

6

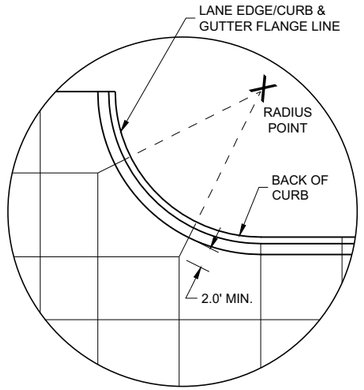
S.D.D. 13 C 13-9



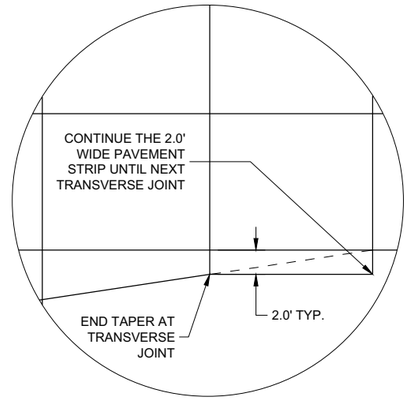
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

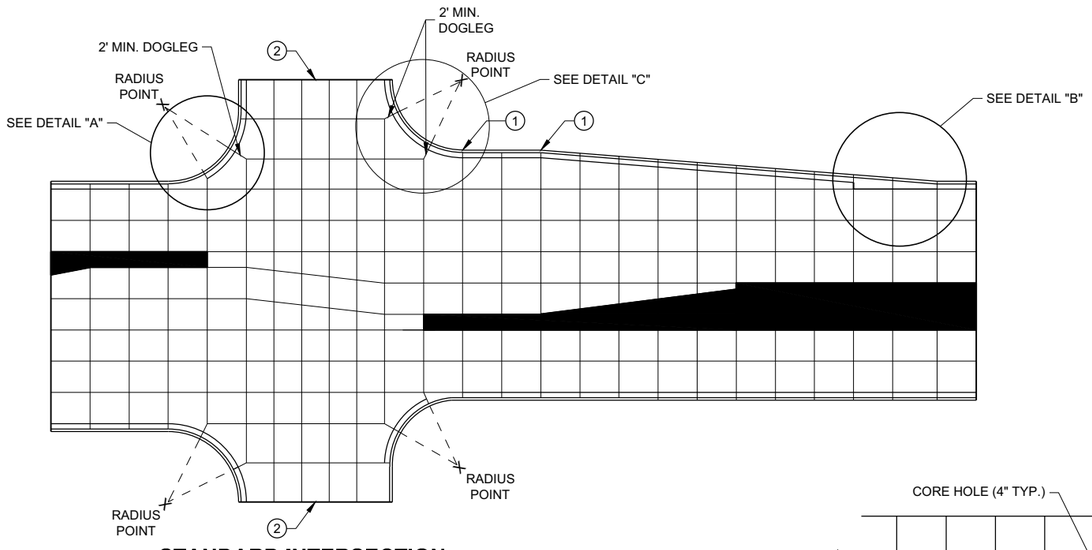
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.

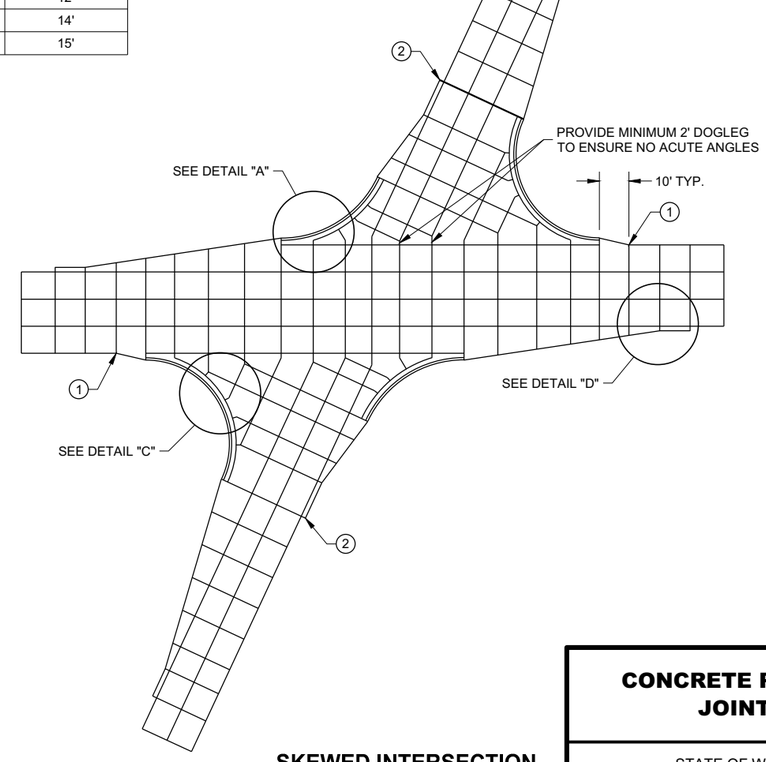
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



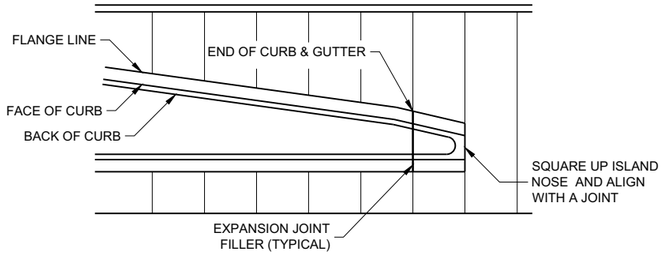
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

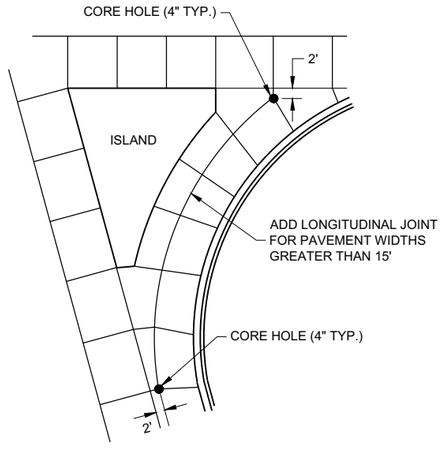
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07a

6

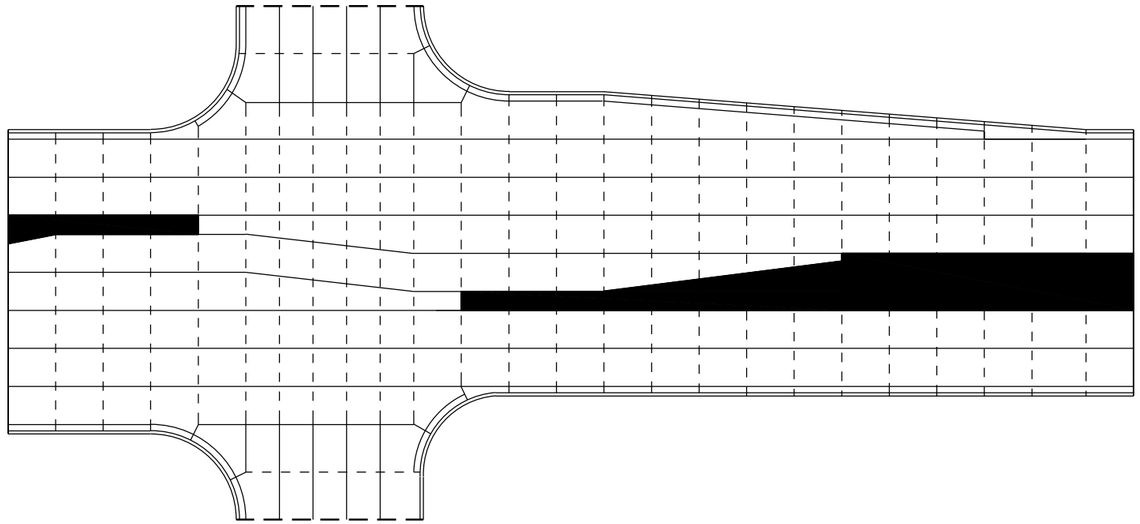
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

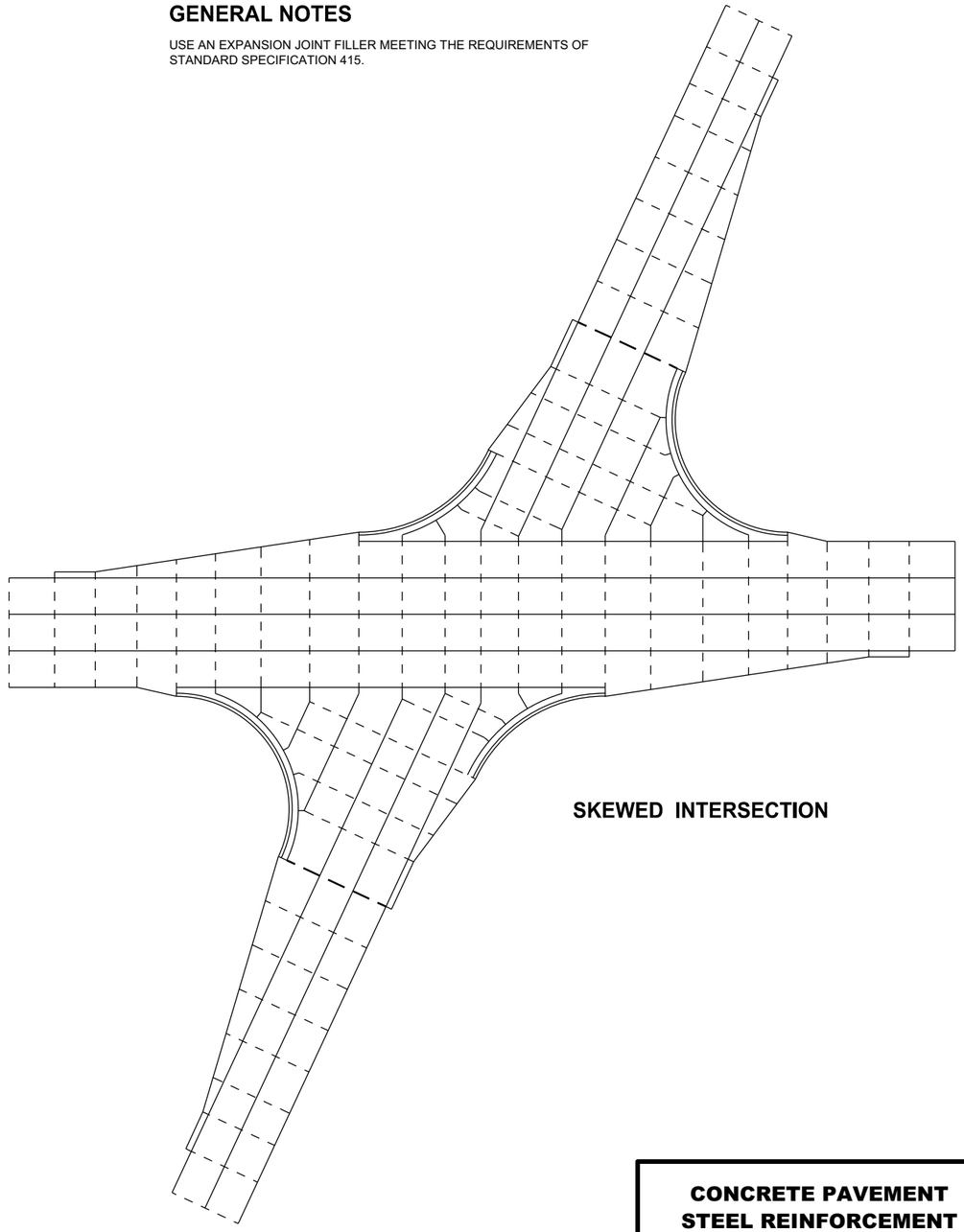
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

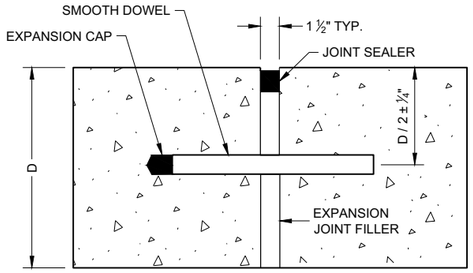
SDD 13C18 - 07b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

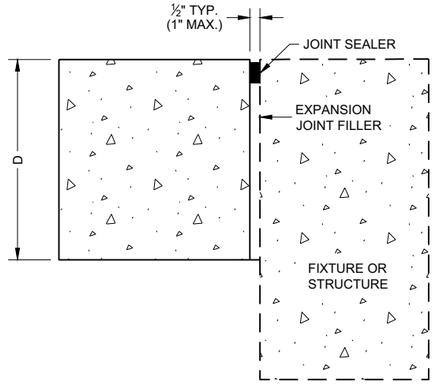
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

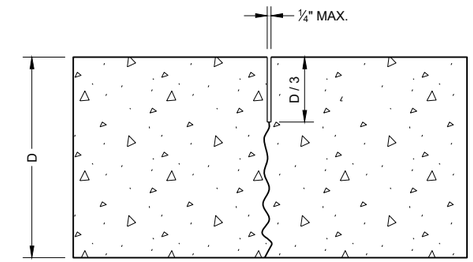
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

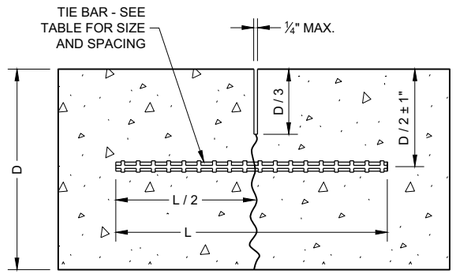
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

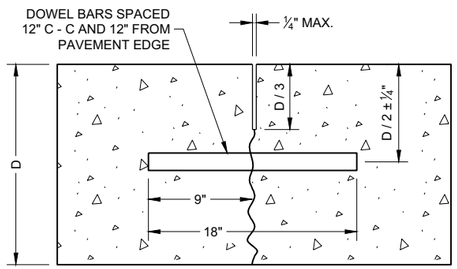
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

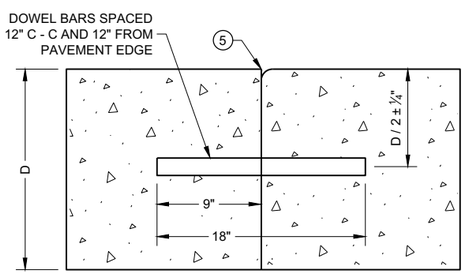


TIED LONGITUDINAL

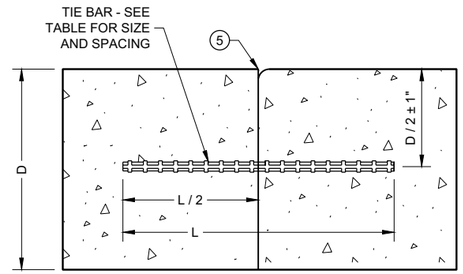


DOWELED TRANSVERSE

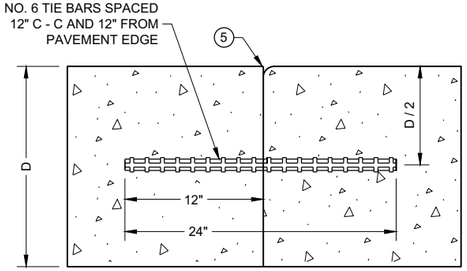
CONTRACTION JOINTS (2)



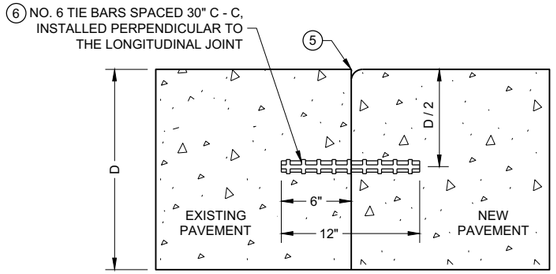
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

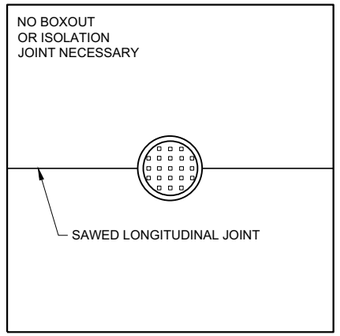
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

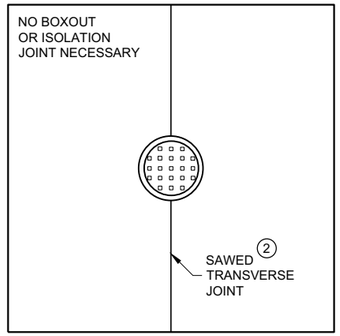
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

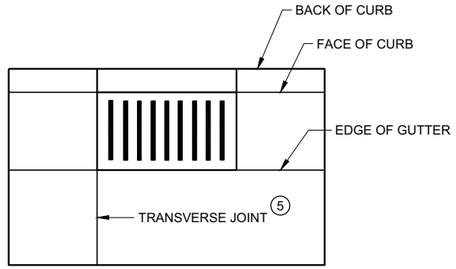
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



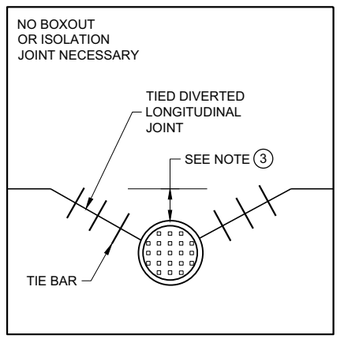
MANHOLE WITH TRANSVERSE JOINT



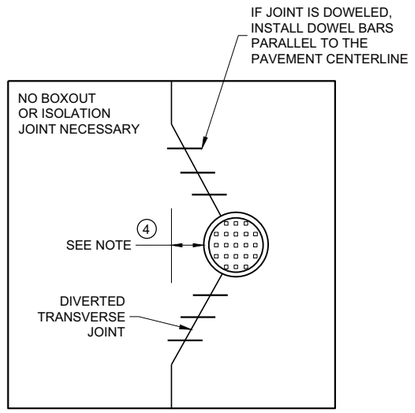
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

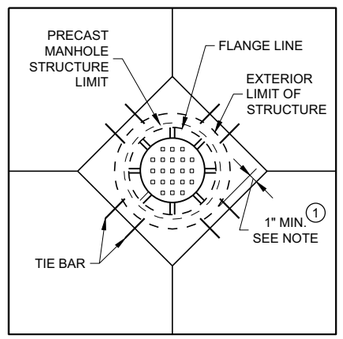
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

6

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

SDD13C18 - 07d

SDD13C18 - 07d

GENERAL NOTES

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

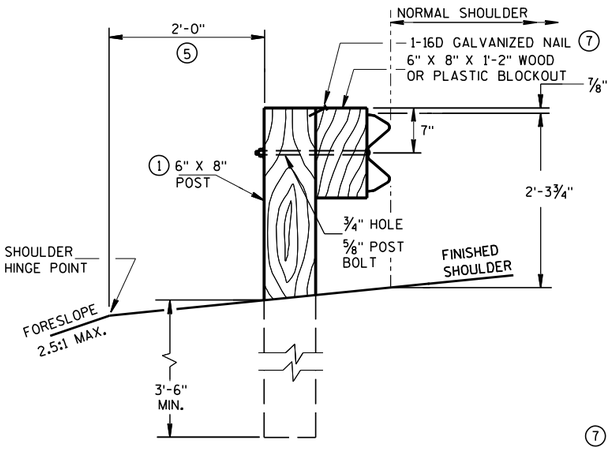
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

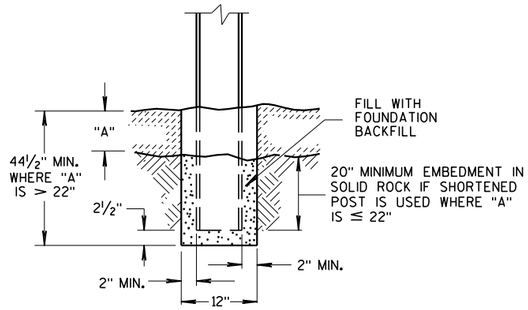
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

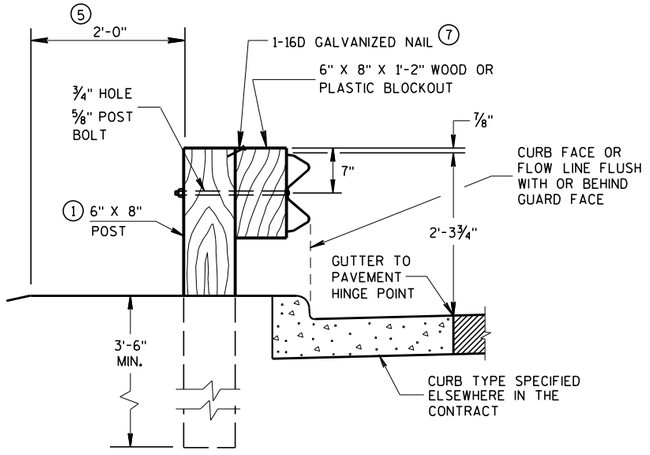
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



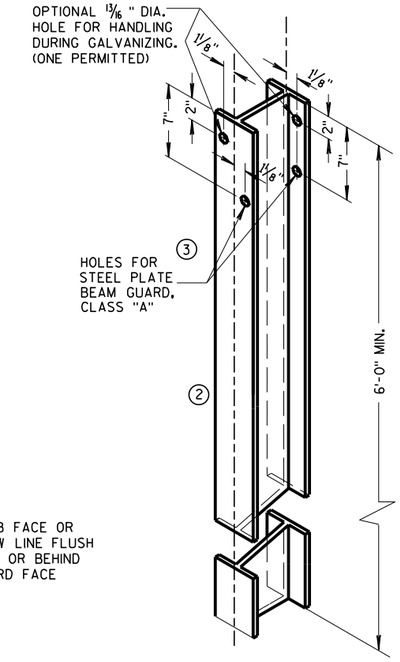
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

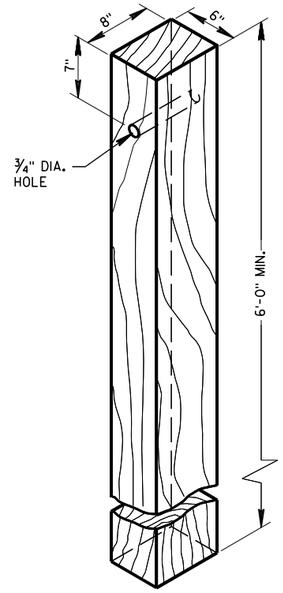


END VIEW
LOCATED ALONG A CURBED ROADWAY

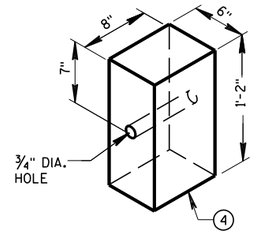


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

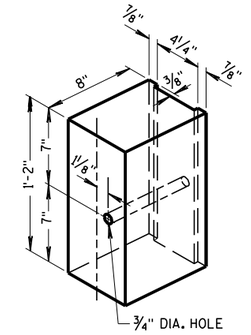
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



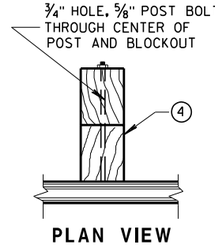
WOOD POST
(6"X8") NOMINAL



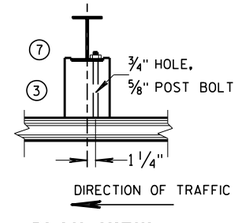
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



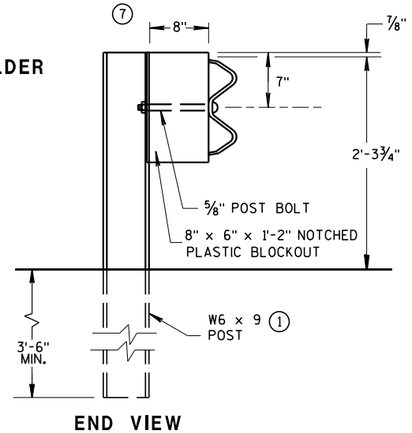
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



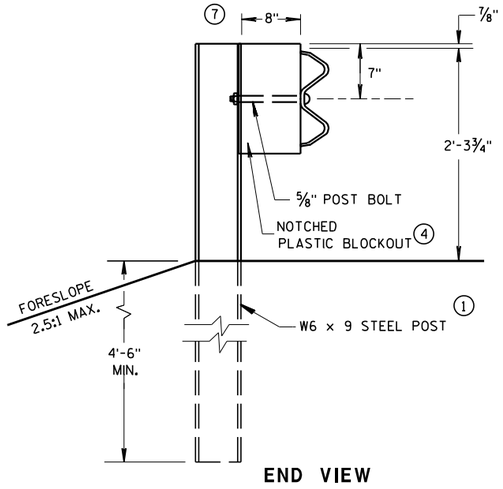
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



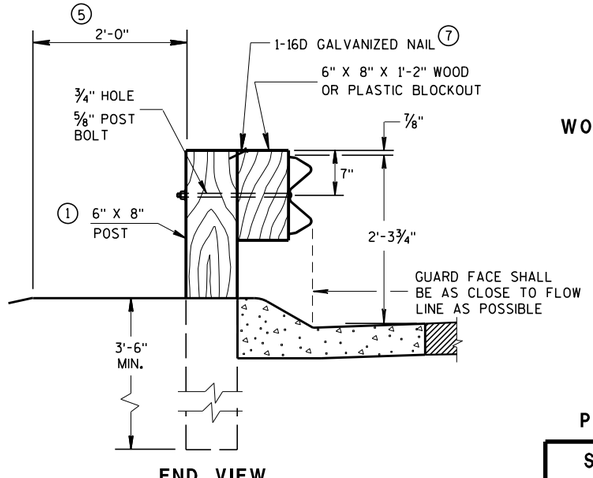
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

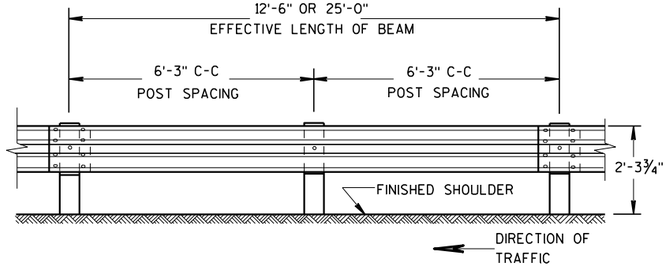
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

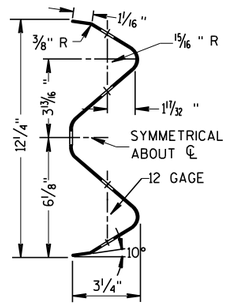
S.D.D. 14 B 15-11a

S.D.D. 14 B 15-11a

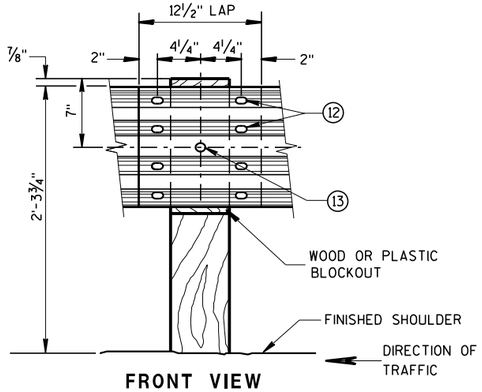


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

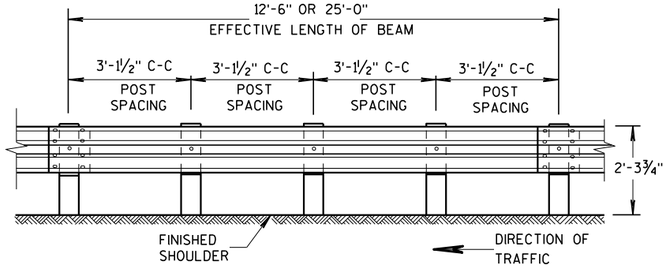
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

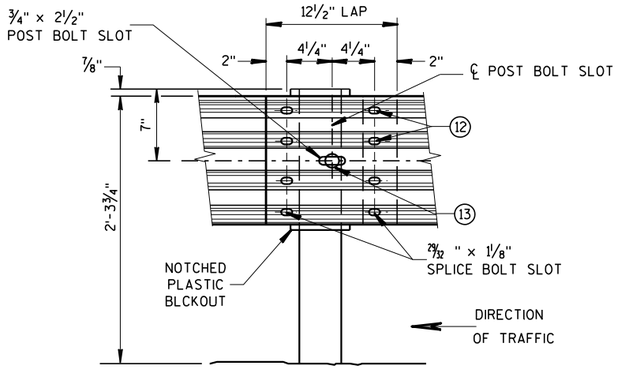
(12) 8 -5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.



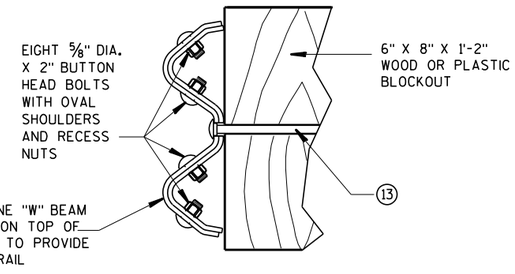
FRONT VIEW

POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

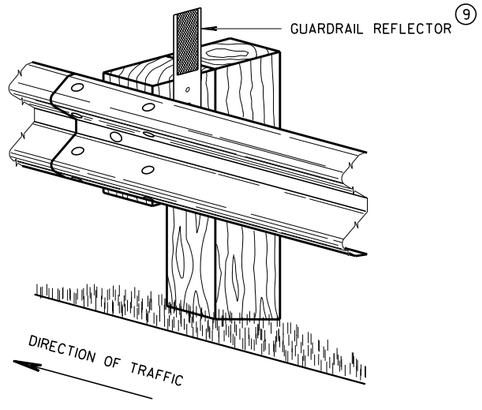


NESTED W BEAM (NW)

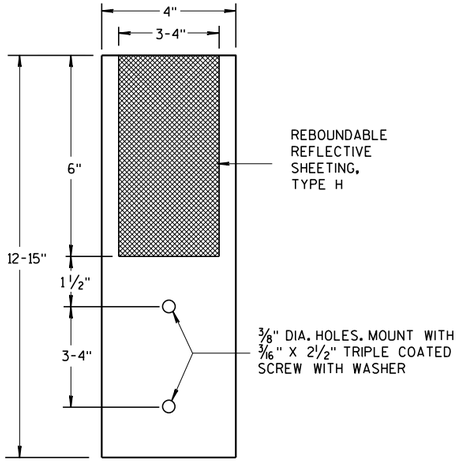
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCO 133
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 15-11b

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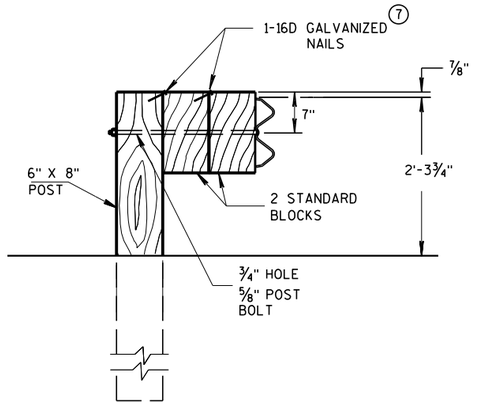
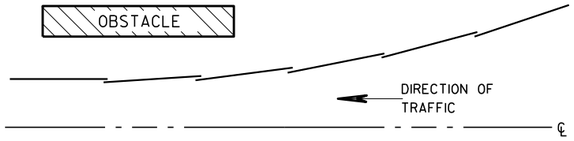
S.D.D. 14 B 15-11b

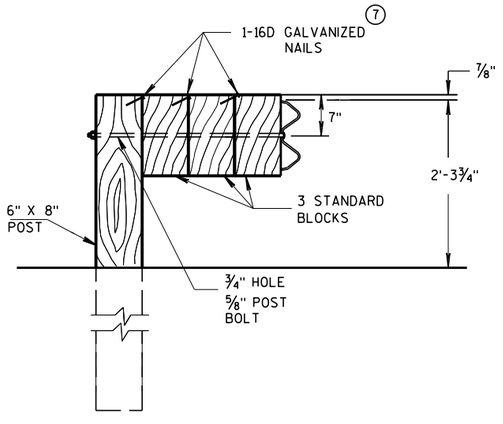


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

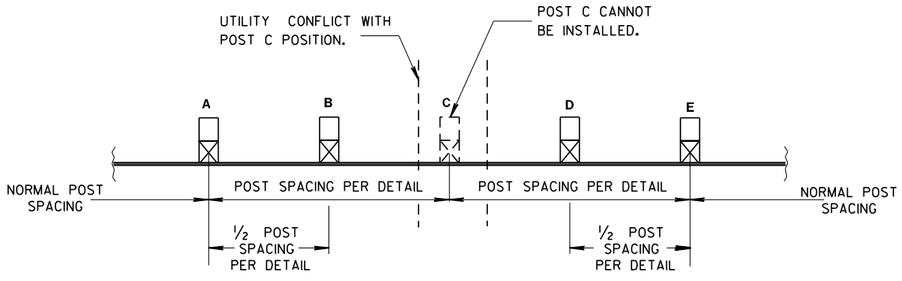


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

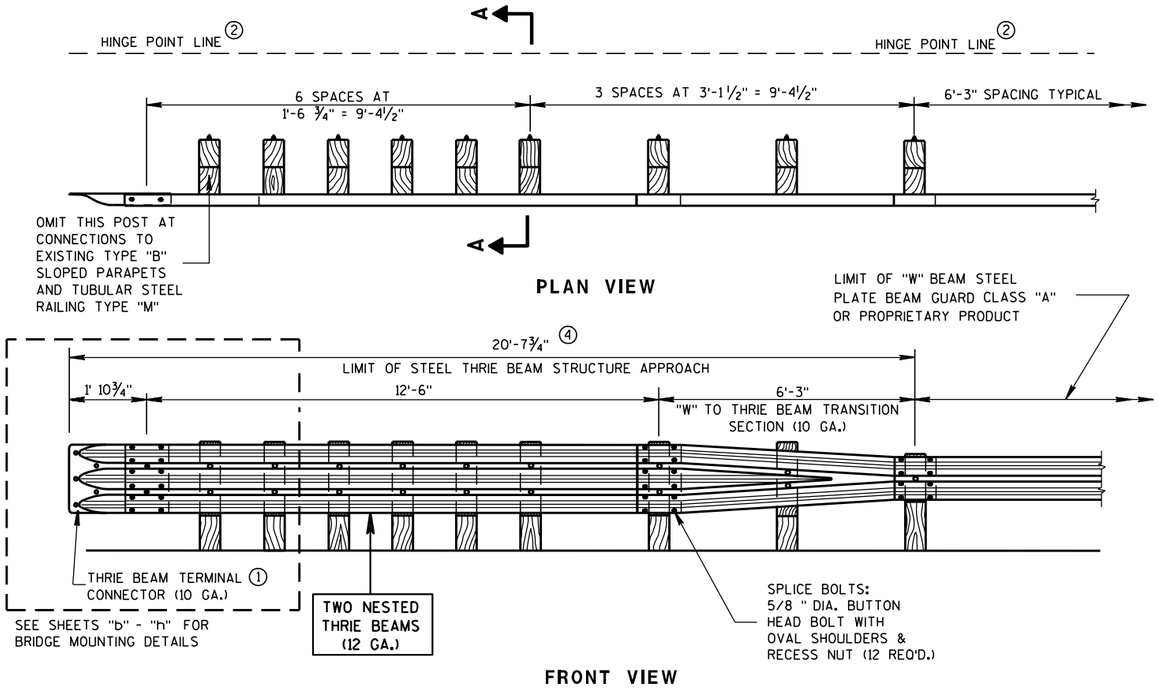
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR

FHWA

6
S.D.D. 14 B 15-11c



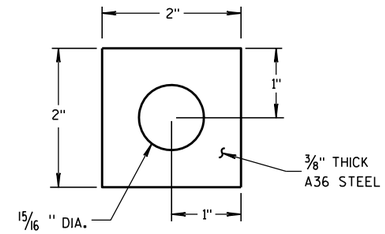


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

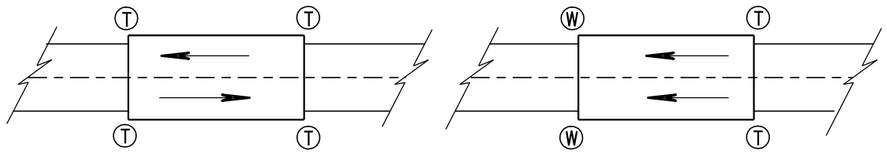
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



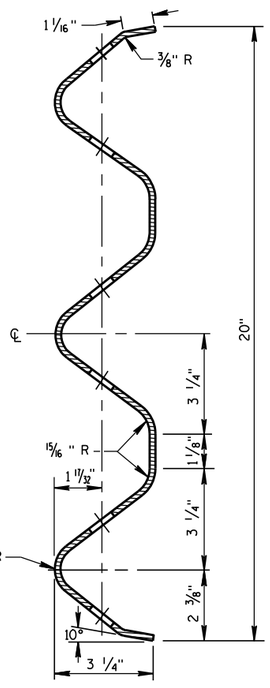
TWO WAY TRAFFIC

ONE WAY TRAFFIC

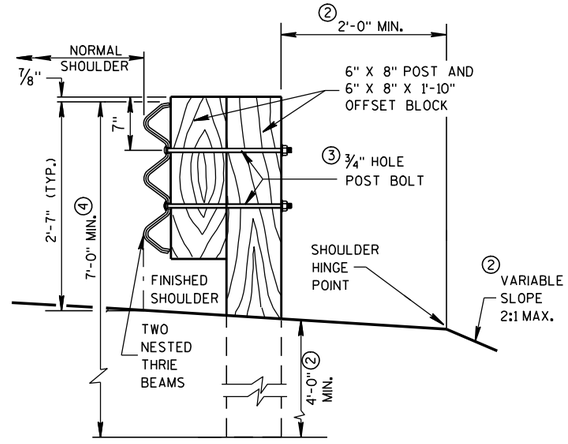
T THRIE BEAM CONNECTION

W W-BEAM CONNECTION WHEN REQUIRED

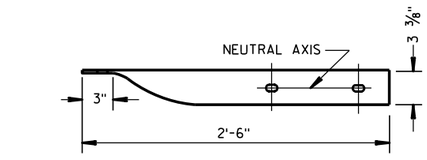
TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

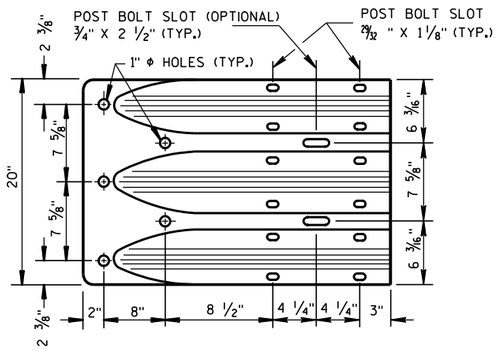


SECTION THRU THRIE BEAM RAIL ELEMENT

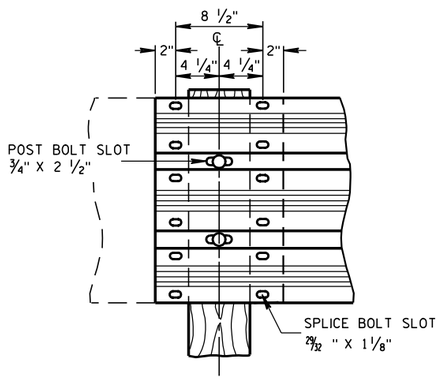


SECTION A-A





THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE

STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

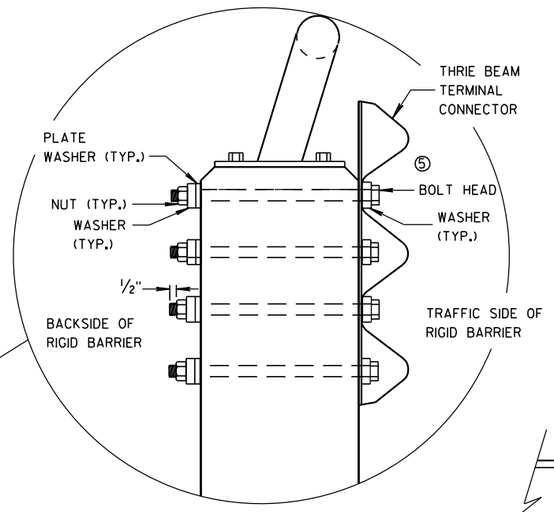
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

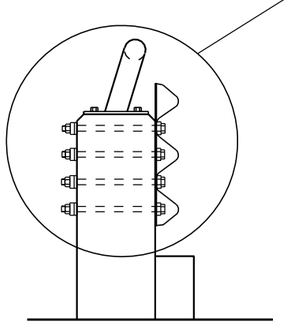
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

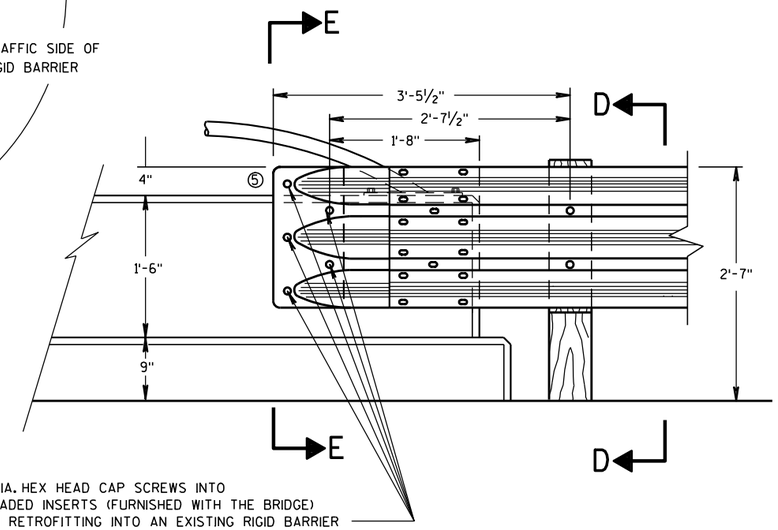
⑤ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



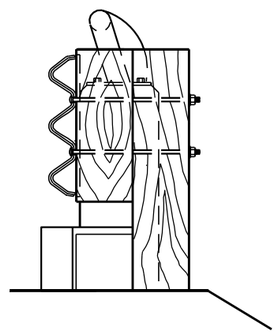


SECTION E-E



① ② 7/8" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER
7/8" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (4 REQ'D.)

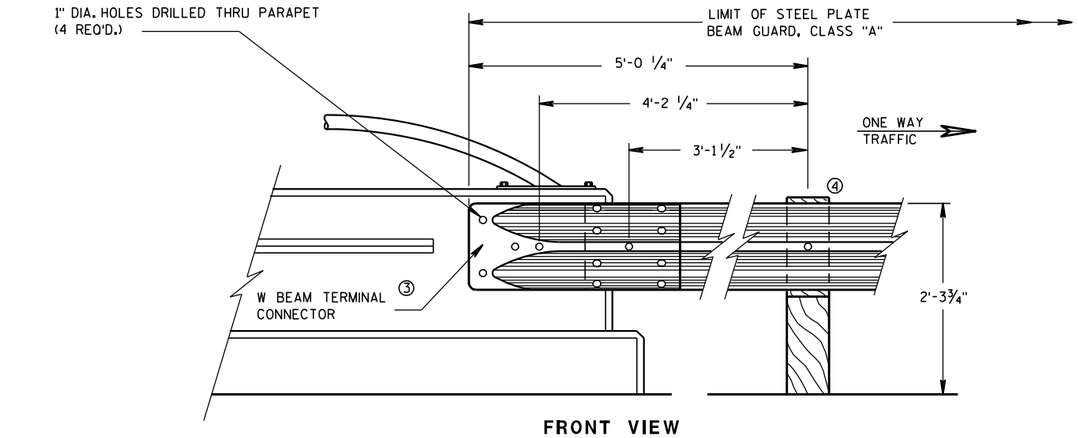
FRONT VIEW



SECTION D-D

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

① ② 7/8" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER
7/8" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER
7/8" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (4 REQ'D.)



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 20-11c

6

S.D.D. 14 B 20-11c

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

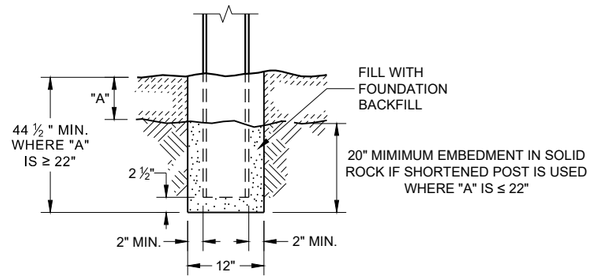
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

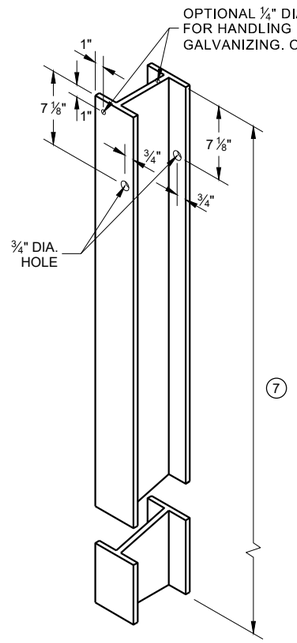
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

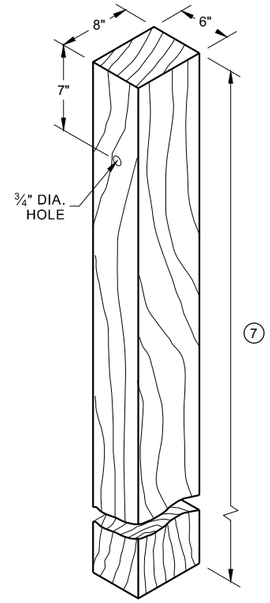
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



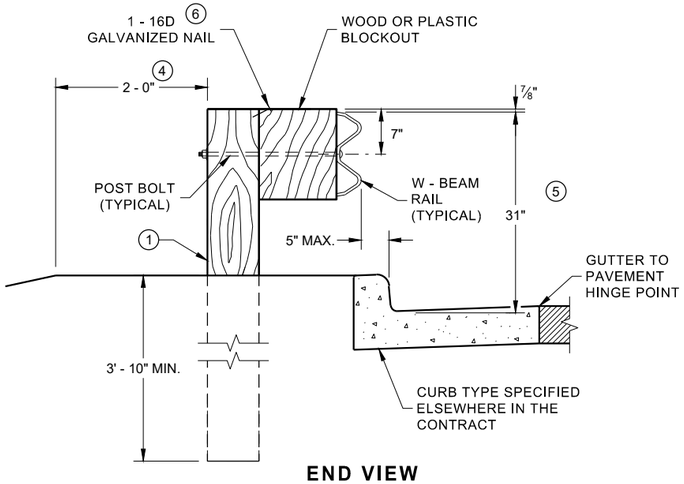
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



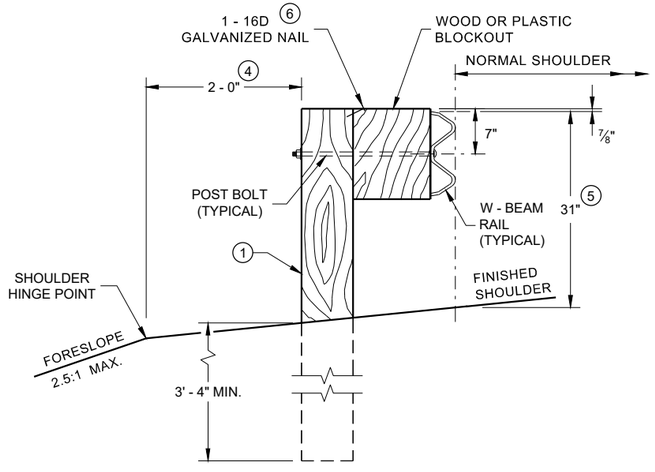
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



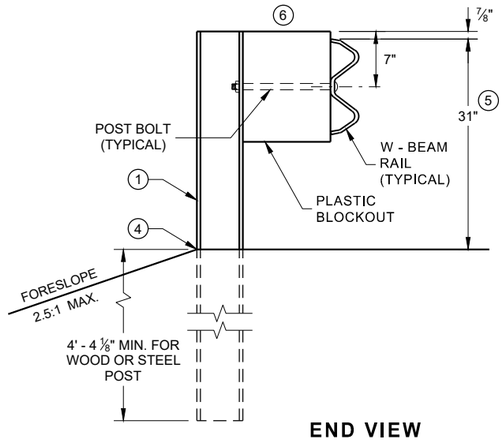
WOOD POST (6" X 8") NOMINAL (1)



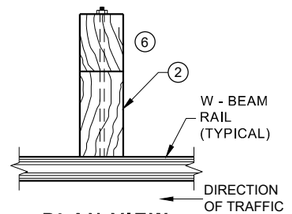
END VIEW
LOCATED ALONG A CURBED ROADWAY



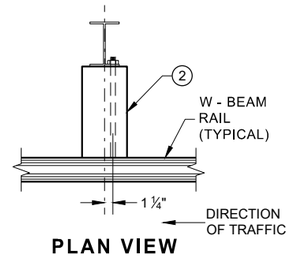
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



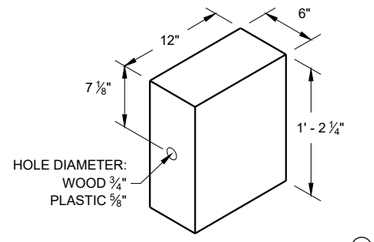
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 07a

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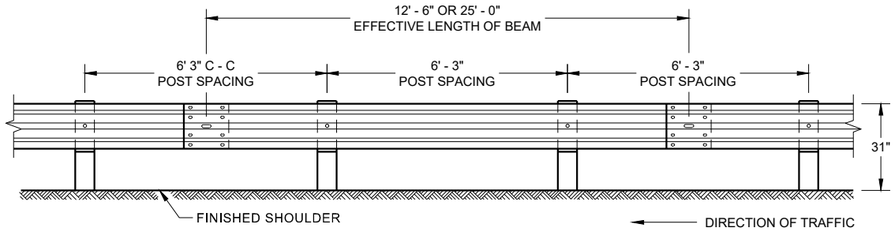
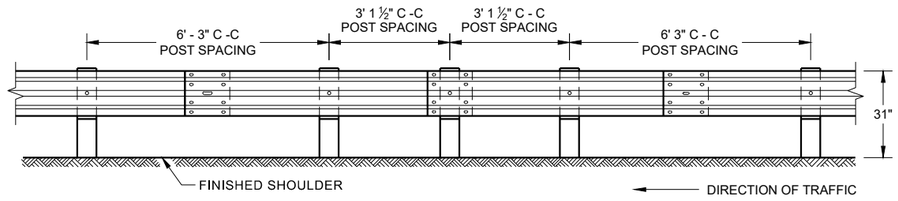
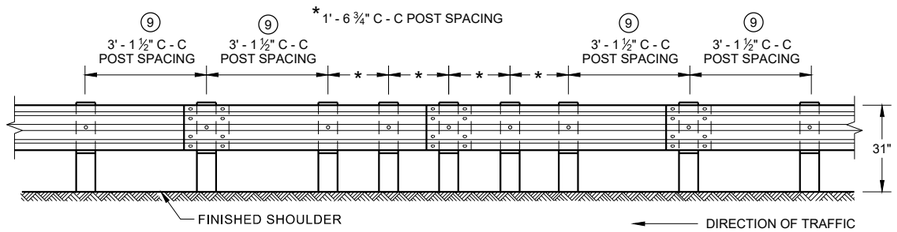


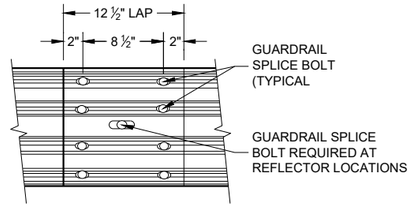
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

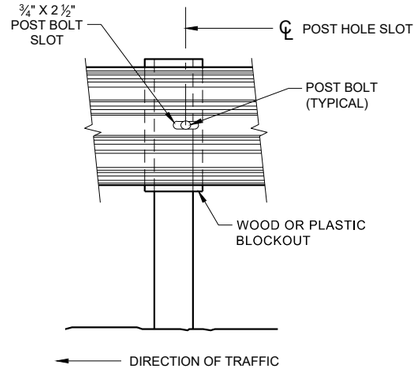
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

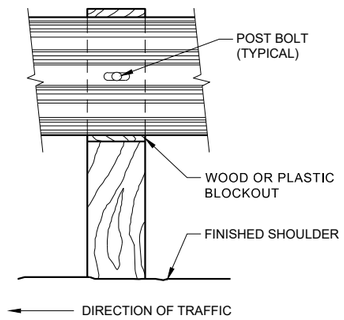
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

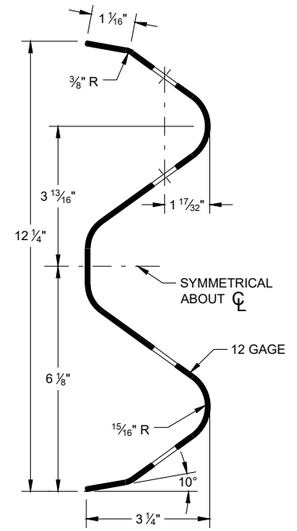
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



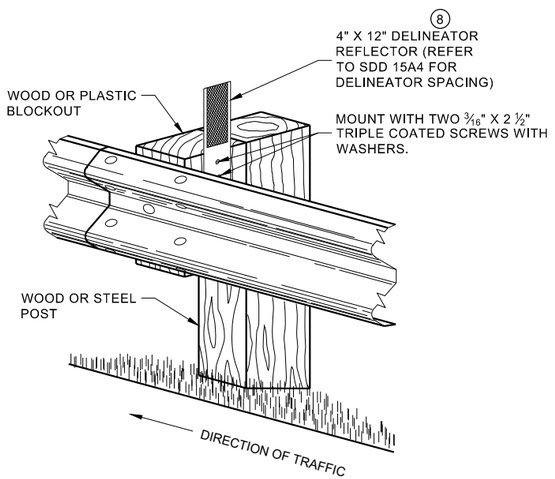
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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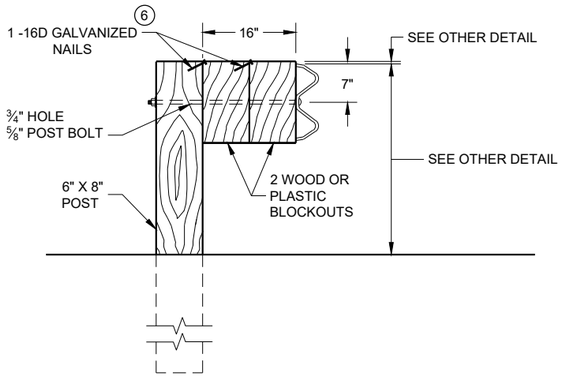
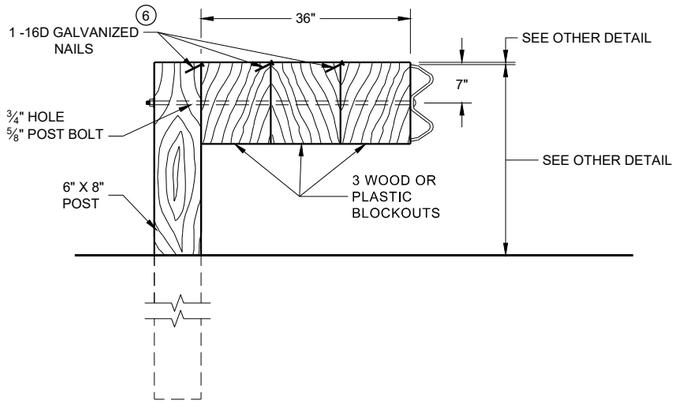


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.



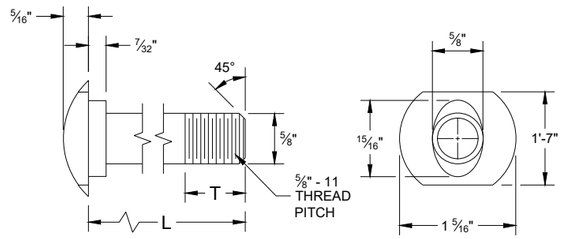
DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

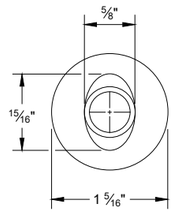
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

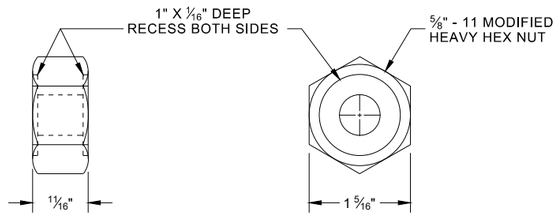


POST BOLT TABLE

L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"

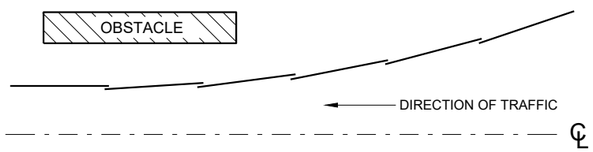


ALTERNATE BOLT HEAD

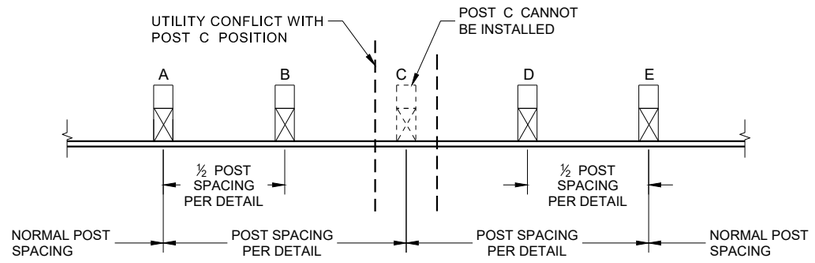


POST BOLT, SPLICE BOLT AND RECESS NUT

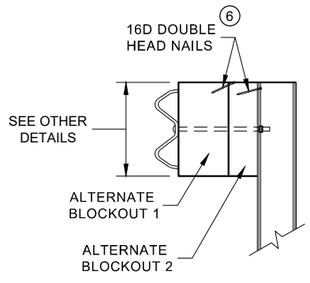
6 WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



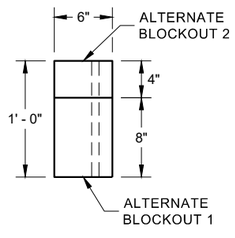
PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

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SDD 14B42 - 07c

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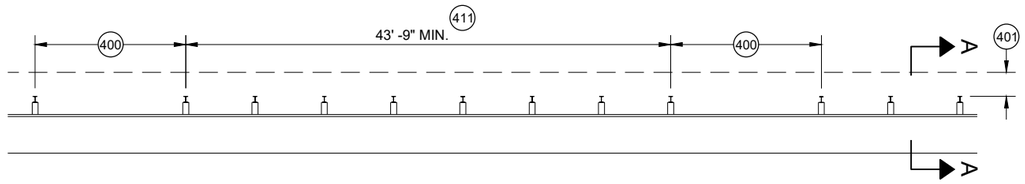
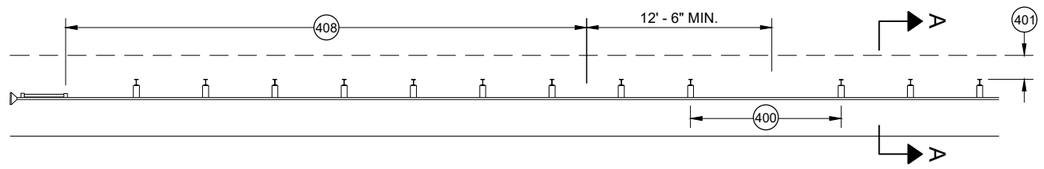
SDD 14B42 - 07c

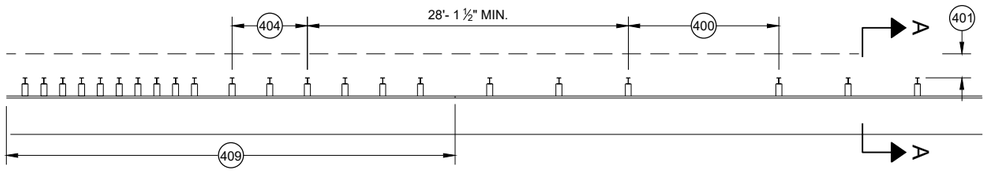
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



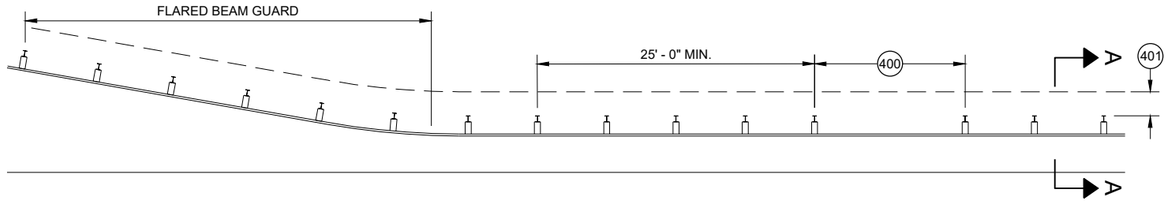
MISSING POST IN MGS GUARDRAIL



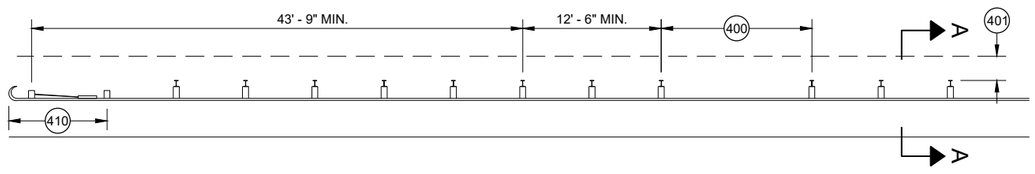
MISSING POST IN MGS GUARDRAIL NEAR EAT



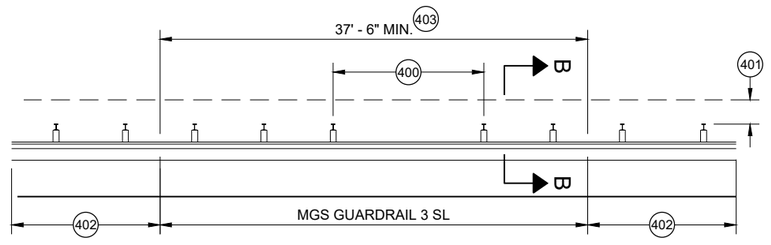
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

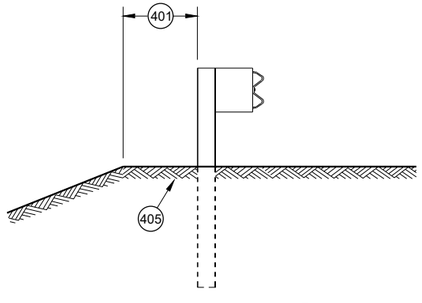


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

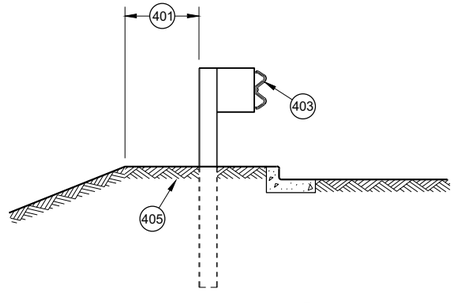


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

400 MAX SPAN 12' - 6"
401 2' MIN.
402 MGS GUARDRAIL 3
403 NESTING BEAM GUARD
404 ASYMMETRIC TRANSITION
405 SOIL WELL DRAINED AND COMPACTED
406 SEE OTHER DRAWINGS IN THIS SDD
407 SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
408 SEE SDD 14B44
409 SEE SDD 14B45
410 SEE SDD 14B47
411 MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

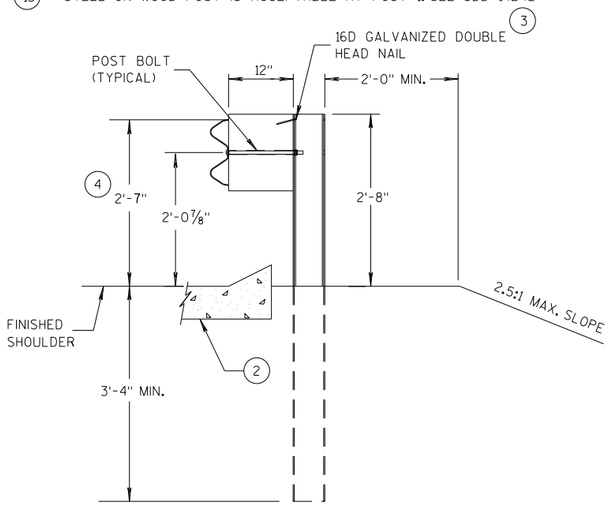
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

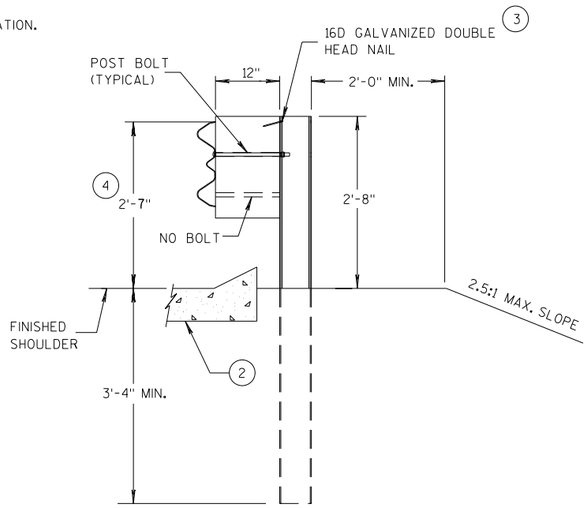
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



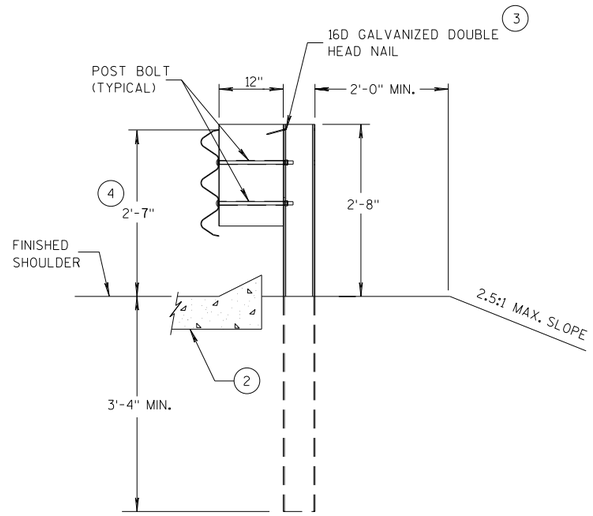
SECTION A-A (13)

POSTS 1-5



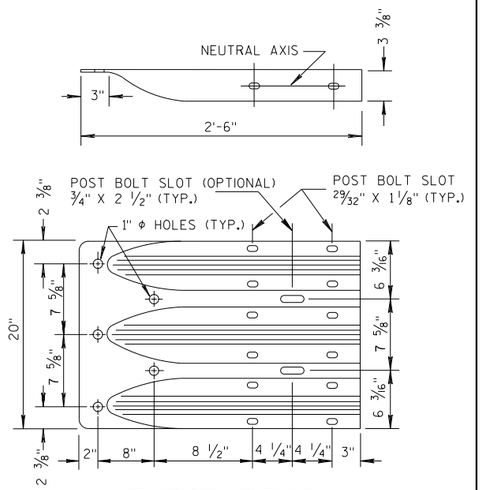
SECTION B-B

POST 6

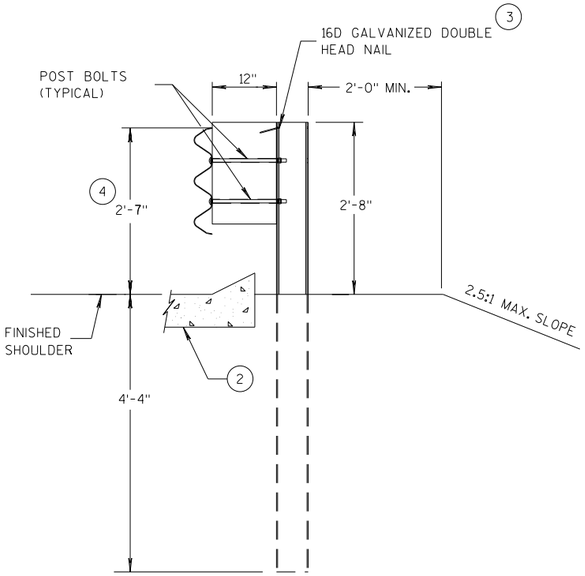


SECTION C-C

POSTS 7-11

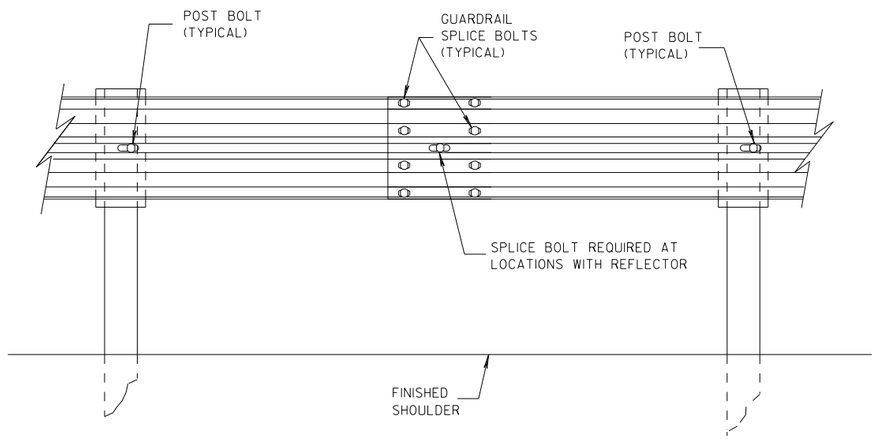


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

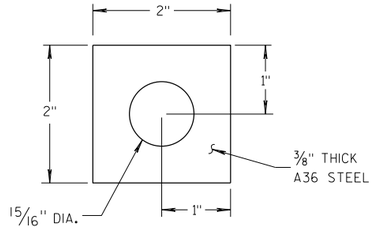
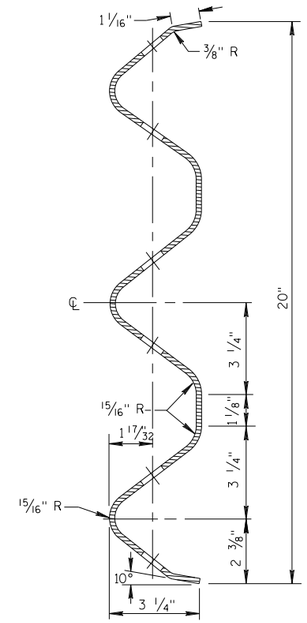


PLATE WASHER DETAIL



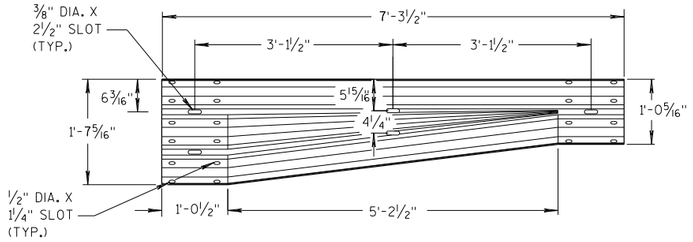
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

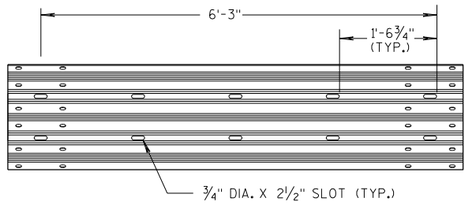
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

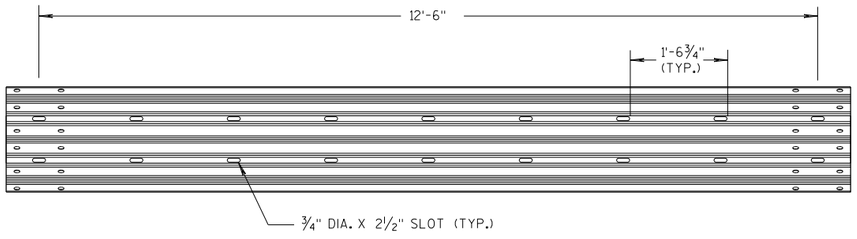
S.D.D. 14 B 45-5b



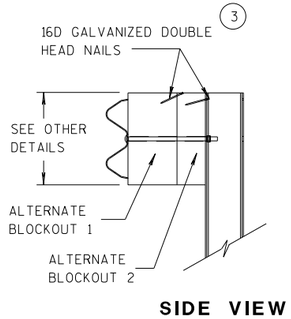
W-BEAM TO THRIE BEAM TRANSITION SECTION



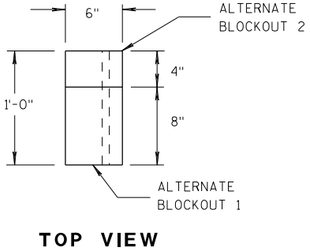
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

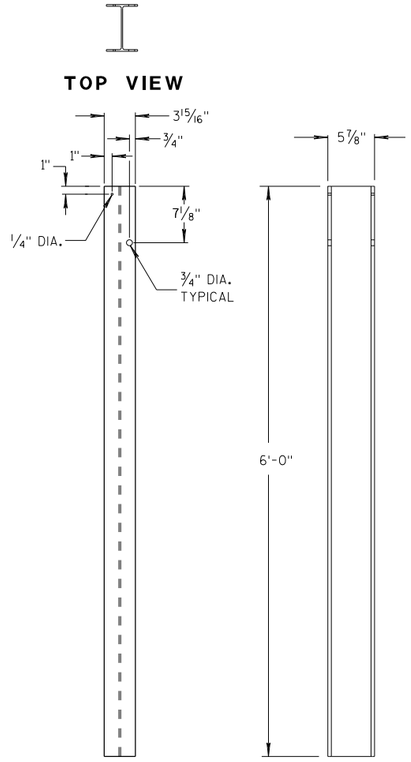


SIDE VIEW



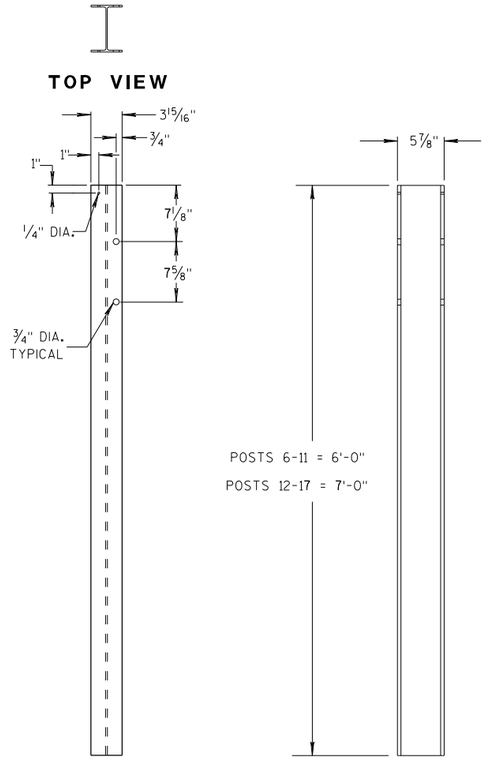
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



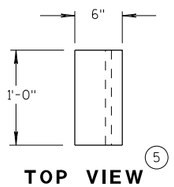
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

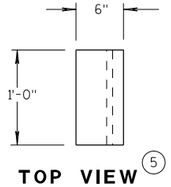


FRONT VIEW SIDE VIEW

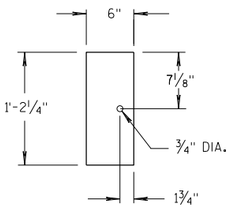
STEEL POSTS 6-17



TOP VIEW (5)

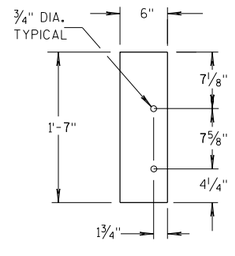


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

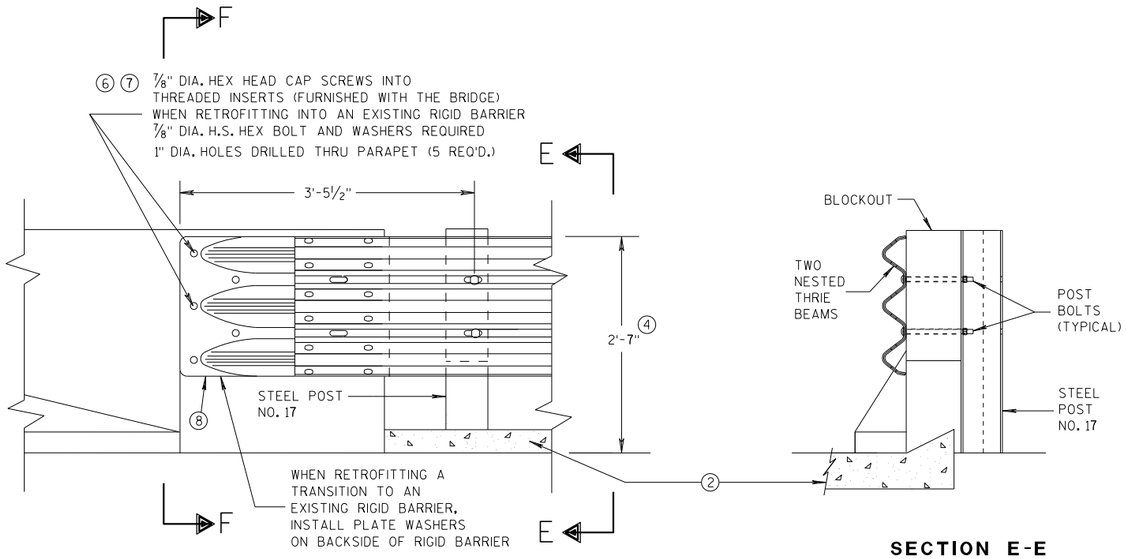
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

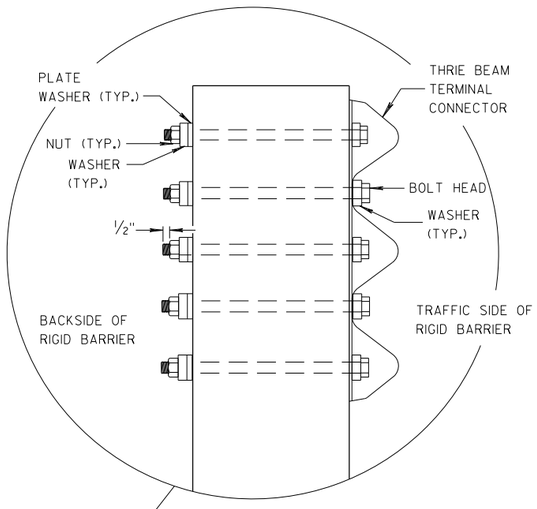
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

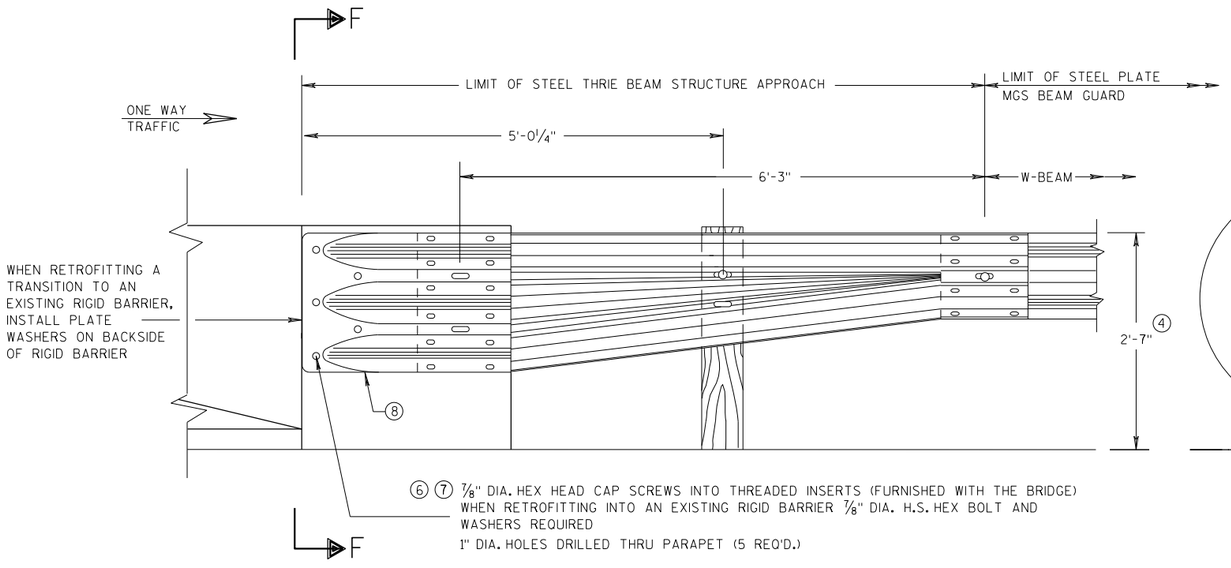
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

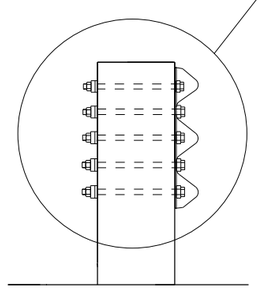
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

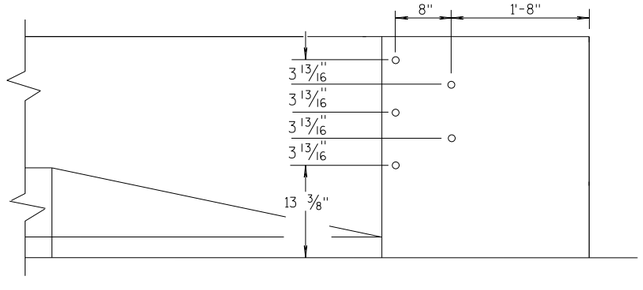




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

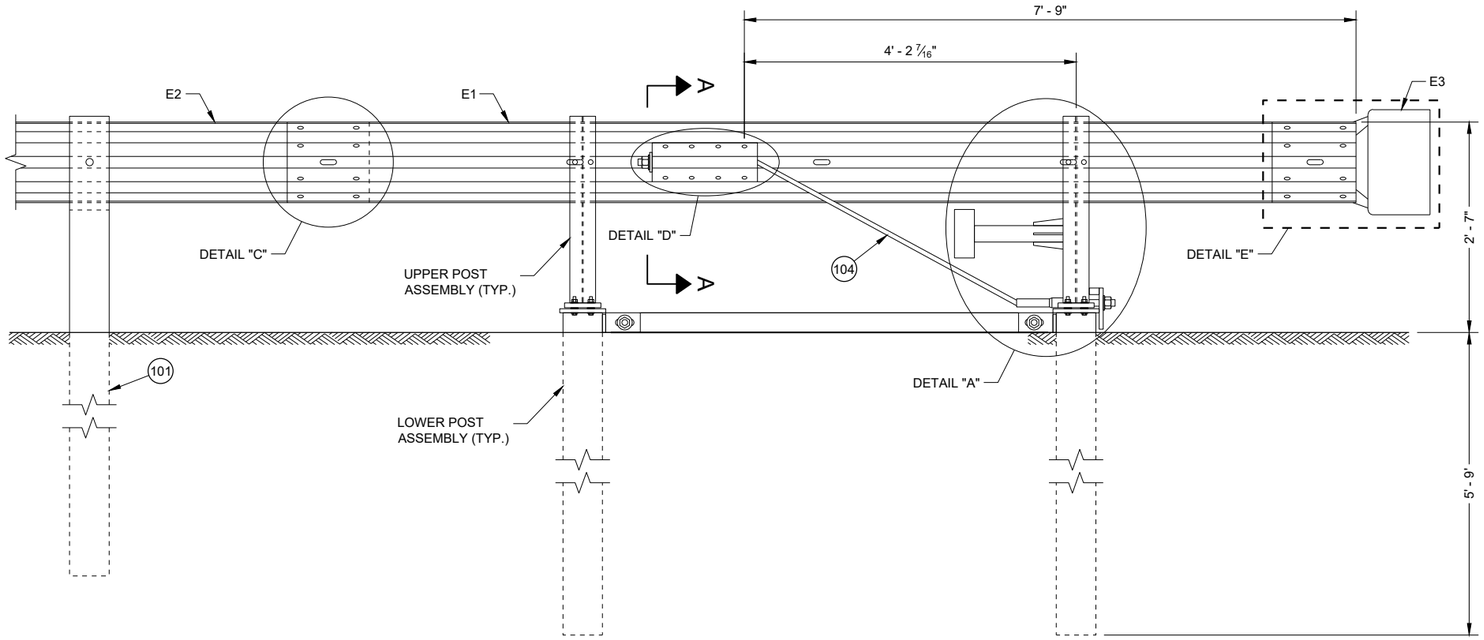
APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[illegible] UNIT SUPERVIS[illegible]NT
FHWA

6

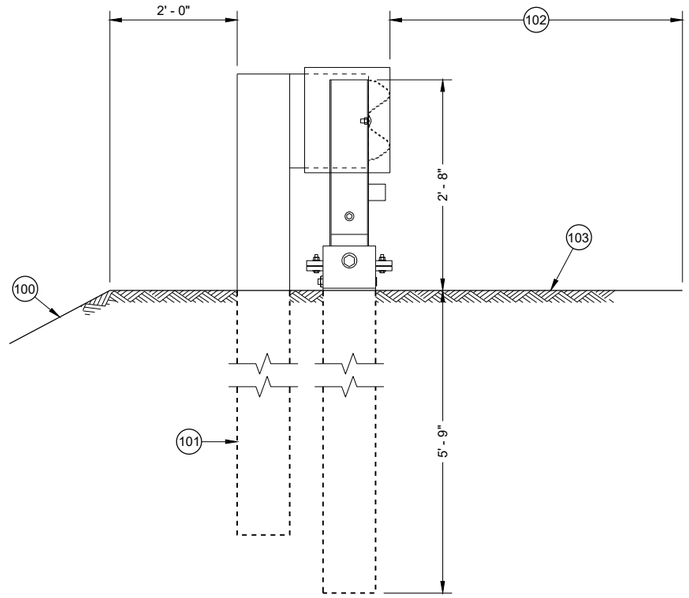
S.D.D. 14 B 45-5d

6

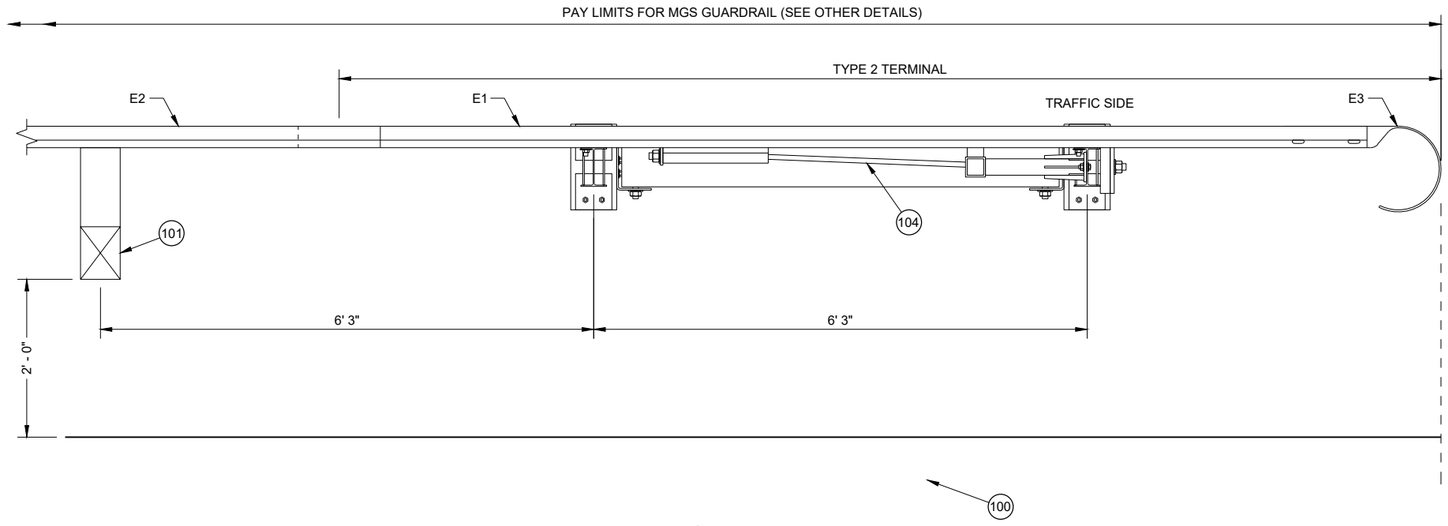
S.D.D. 14 B 45-5d



BACK VIEW
TYPE 2 TERMINAL



SIDE VIEW
TYPE 2 TERMINAL



TOP VIEW
TYPE 2 TERMINAL

GENERAL NOTES

(100) MAXIMUM SLOPE IS 2.5:1.

(101) SEE SDD 14B42 FOR MORE INFORMATION.

(102) SHOULDER

(103) MAXIMUM SLOPE IS 10:1.

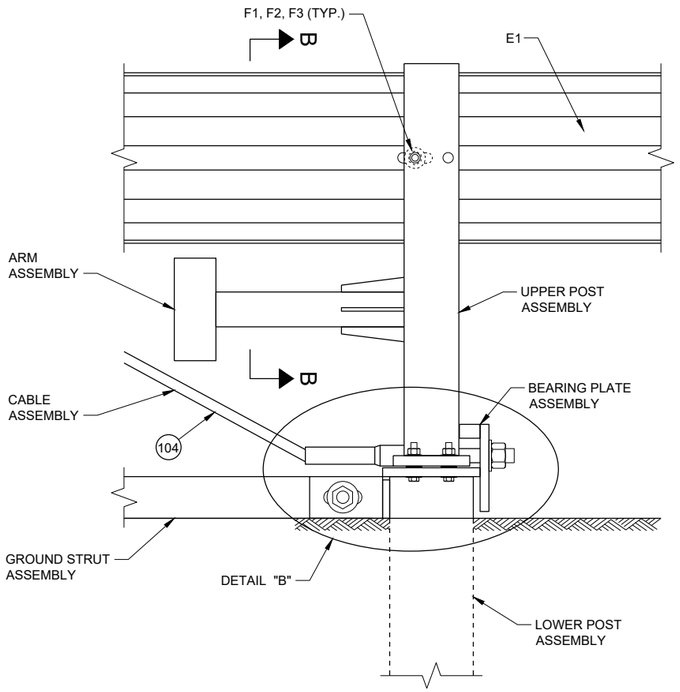
(104) AFTER ASSEMBLY, CABLE IS TO BE TIGHTENED WITHOUT TWISTING THE CABLE.

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

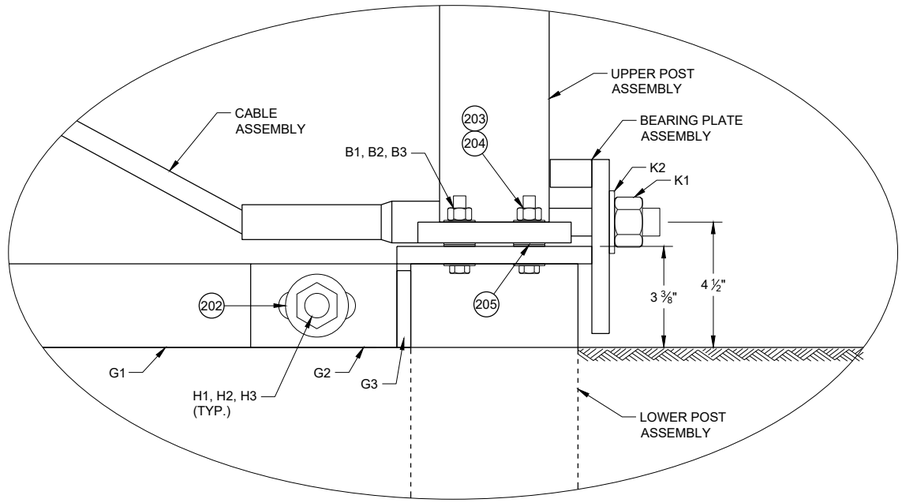
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

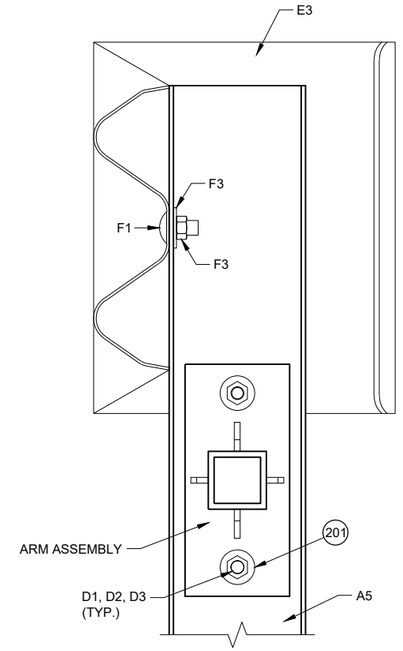
SDD 14B47 - 03a



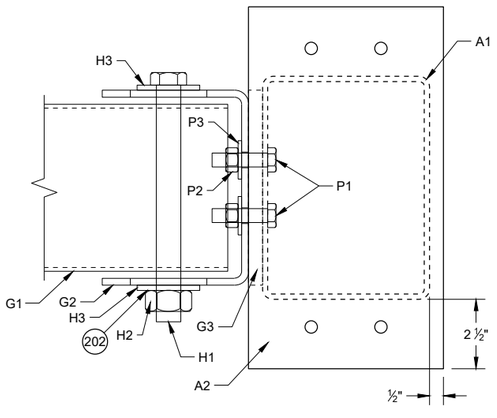
DETAIL "A"



DETAIL "B"

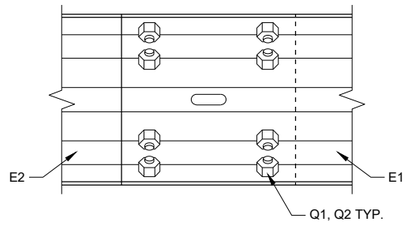


SECTION B - B

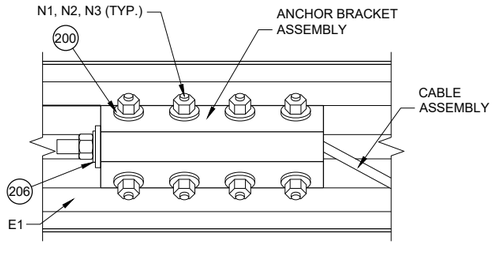


TOP VIEW

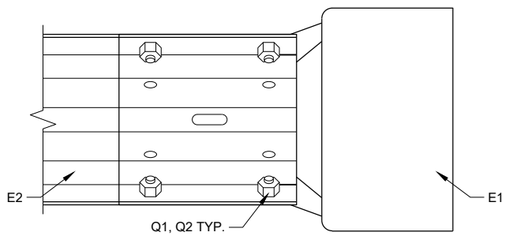
GROUND STRUT CONNECTION DETAIL



DETAIL "C"



DETAIL "D"



DETAIL "E"

GENERAL NOTES

200 INSTALL ONE WASHER UNDER BOLT HEAD AND RAIL AND ON WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

201 INSTALL ONE WASHER UNDER BOLT HEAD AND UPPER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND ARM PLATE.

202 INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

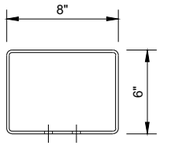
203 INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

204 TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

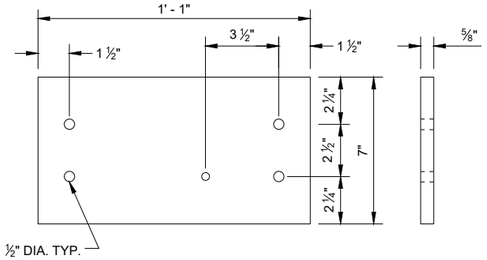
205 TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

206 INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

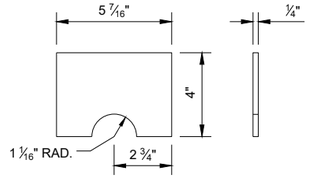
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL



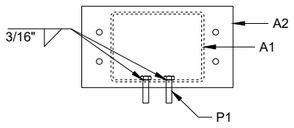
TOP VIEW



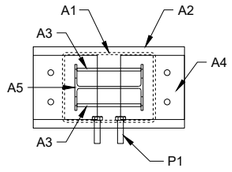
LOWER PLATE (A2)

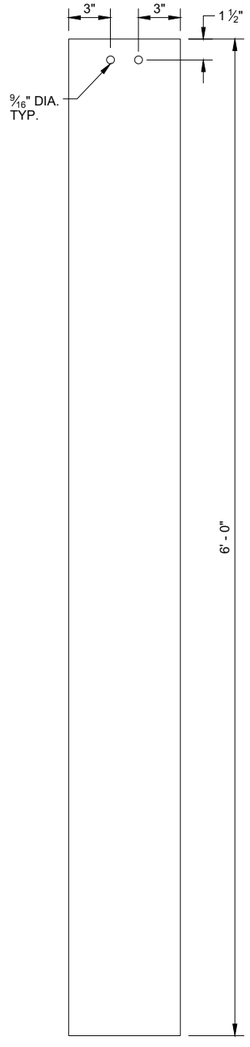


POST GUSSET (A3)



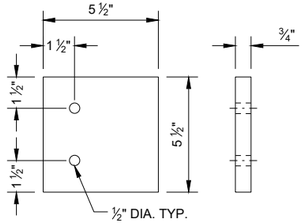
PLAN VIEW



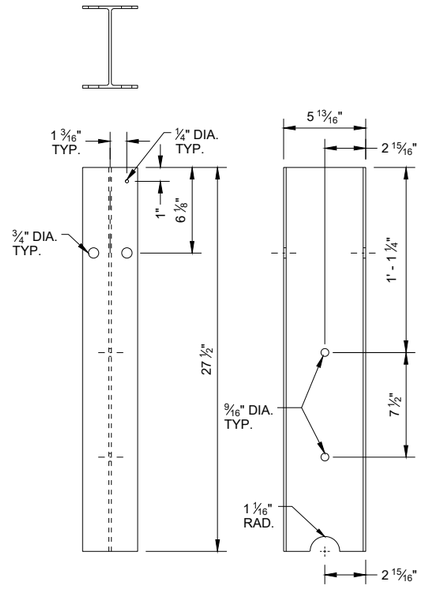


SIDE VIEW

FOUNDATION TUBE (A1)

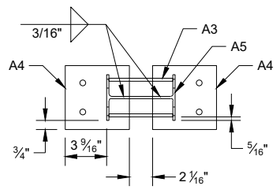


UPPER PLATE (A4)

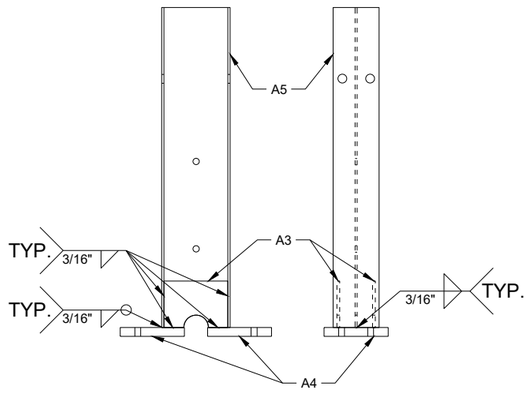


FRONT VIEW SIDE VIEW

TYPE 2 POST (A5)

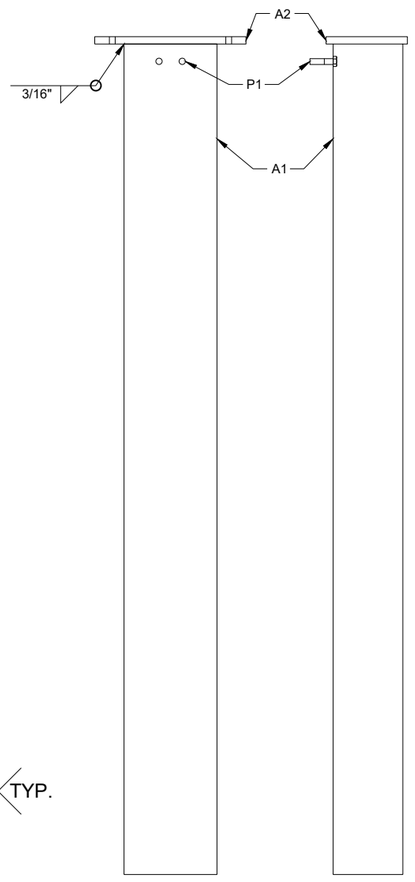


PLAN VIEW



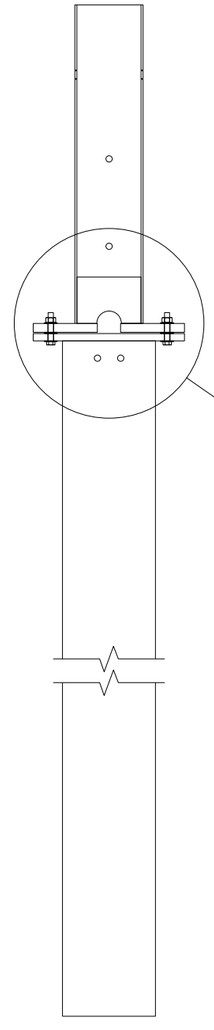
SIDE VIEW FRONT VIEW

UPPER POST ASSEMBLY

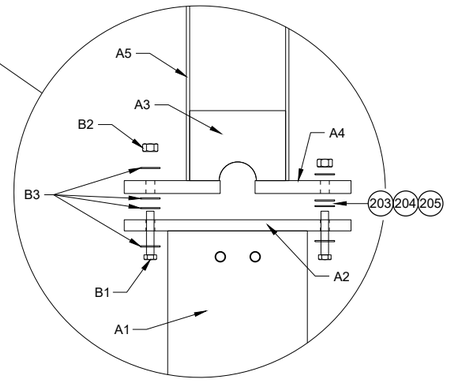


FRONT VIEW SIDE VIEW

LOWER POST ASSEMBLY



ASSEMBLED POST



POST CONNECTION DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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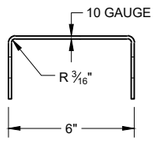
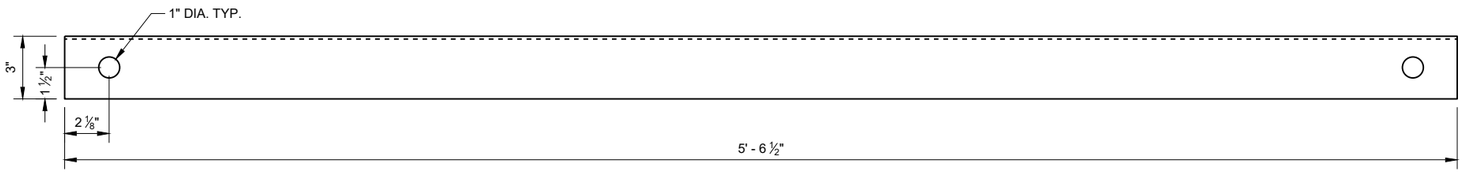
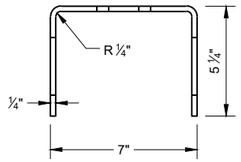


SIDE VIEW

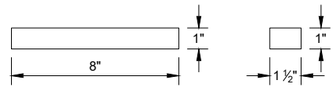


FRONT VIEW

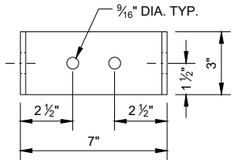
GROUND STRUT CHANNEL (G1)



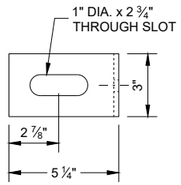
TOP VIEW



BEARING PLATE FLANGE (L2)

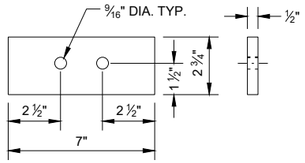


FRONT VIEW

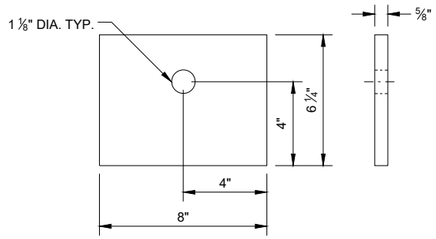


SIDE VIEW

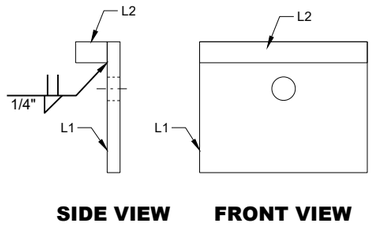
GROUND STRUT CONNECTOR (G2)



GROUND STRUT PLATE (G3)

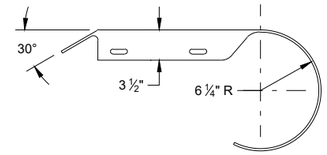


BEARING PLATE (L1)

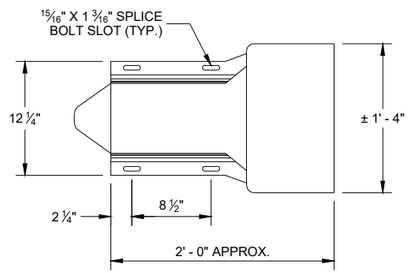


SIDE VIEW FRONT VIEW

BEARING PLATE ASSEMBLY

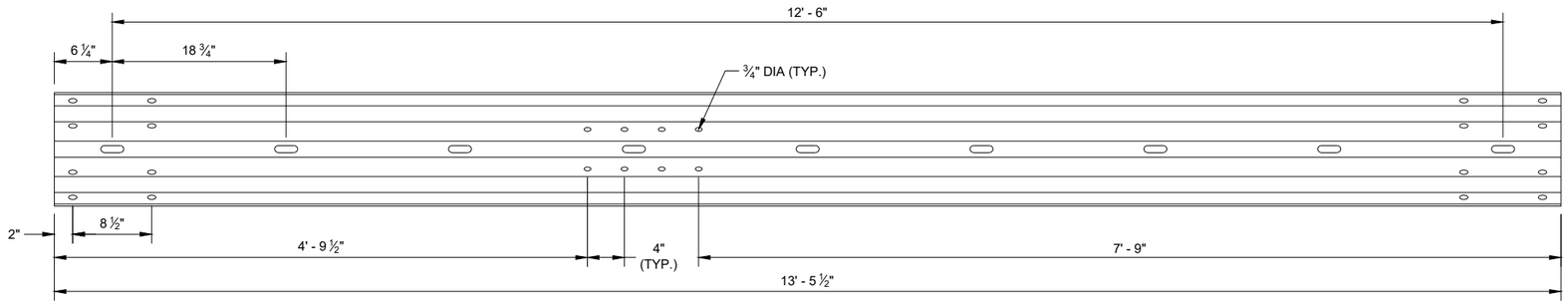


PLAN VIEW

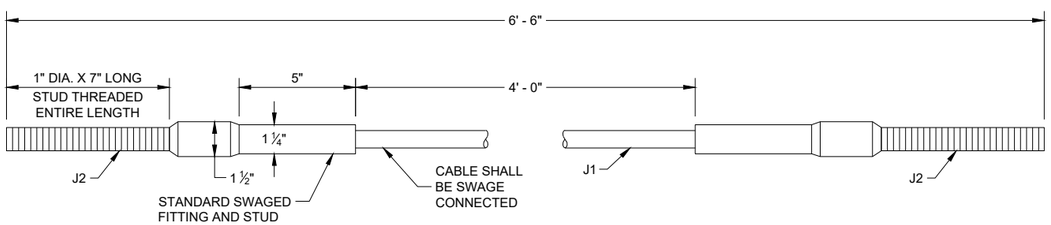


ELEVATION VIEW

ROUNDED BUFFER END (E3)



TYPE 2 GUARDRAIL (E1)



CABLE ASSEMBLY

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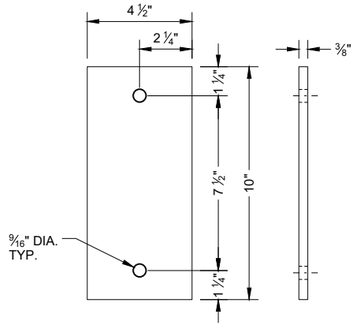
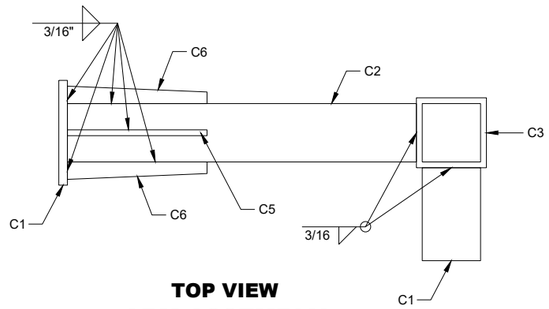
MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

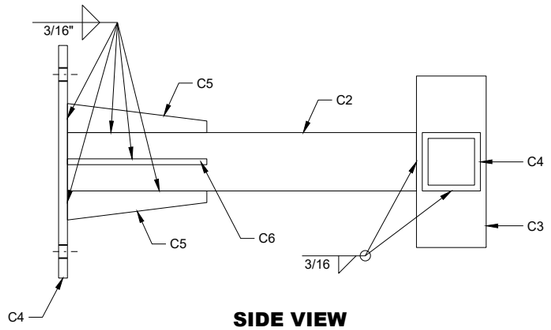
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



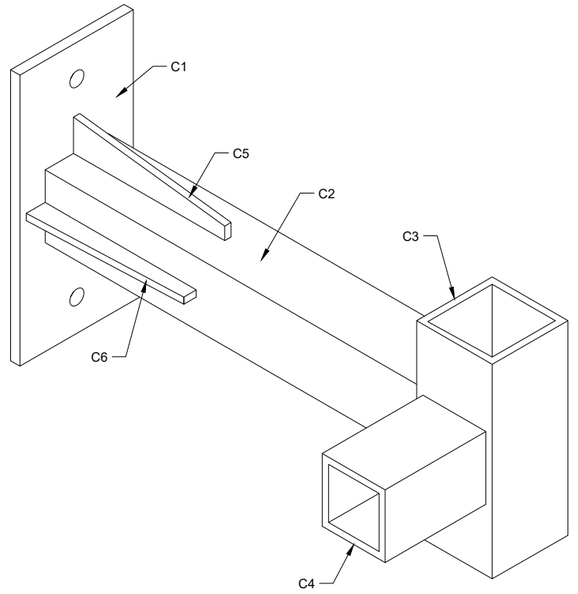
ARM PLATE (C1)



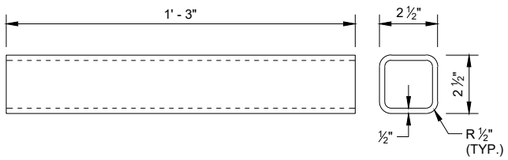
TOP VIEW
ARM ASSEMBLY



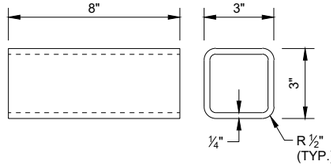
SIDE VIEW
ARM ASSEMBLY



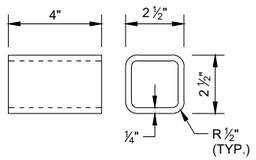
ISOMETRIC VIEW
ARM ASSEMBLY



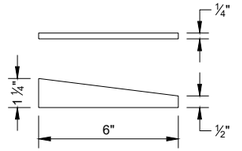
ARM TUBE 1 (C2)



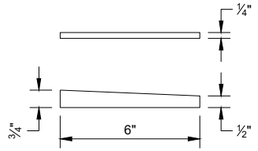
ARM TUBE 2 (C3)



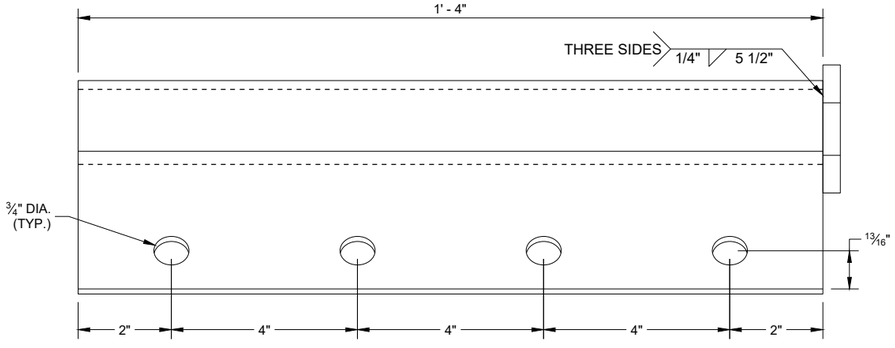
ARM TUBE 3 (C4)

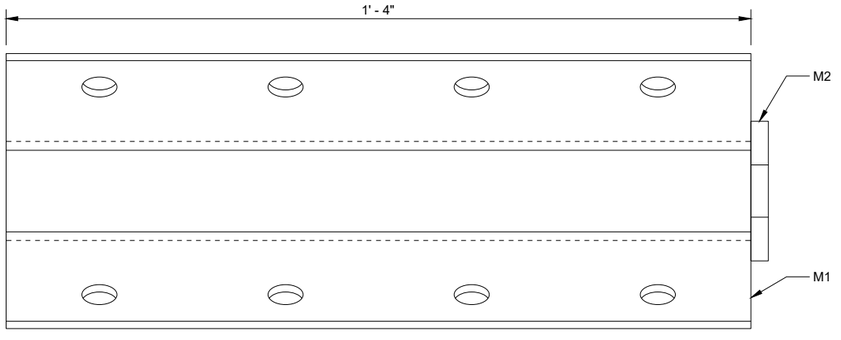


ARM GUSSET PLATE 1 (C5)

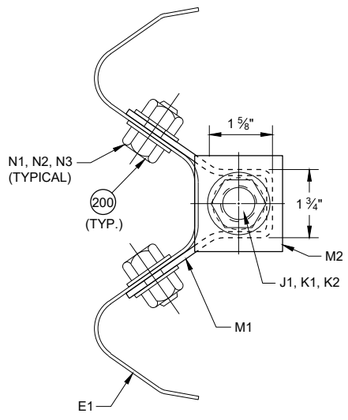


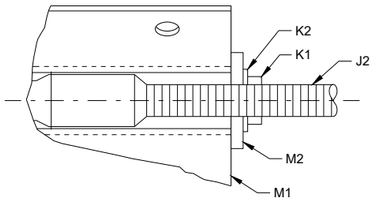
ARM GUSSET PLATE 2 (C6)



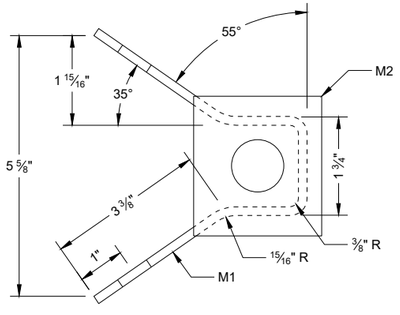


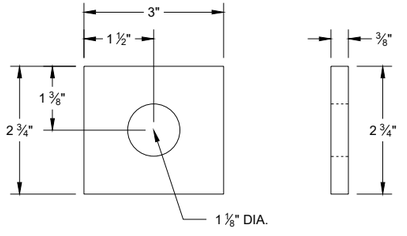
ANCHOR BRACKET (M1, M2)





SECTION A - A





ANCHOR BRACKET BEARING PLATE (M2)

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	TYPE 2 FOUNDATION TUBE	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
A2	LOWER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
A3	POST GUSSET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
A4	UPPER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/4" THICKNESS
A5	TYPE 2 POST	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	
B1	BREAKAWAY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED . PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	7/16" DIA.
B2	BREAKAWAY BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/16" DIA.
B3	BREAKAWAY BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
C1	ARM ASSEMBLY PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
C2	ARM ASSEMBLY TUBE 1	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
C3	ARM ASSEMBLY TUBE 2	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 3" x 3" x 1/4"
C4	ARM ASSEMBLY TUBE 3	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 2 1/2" x 2 1/2" X 1/4"
C5	ARM ASSEMBLY GUSSET PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
C6	ARM ASSEMBLY GUSSET PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
D1	ARM ASSEMBLY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	1/2" DIA.
D2	ARM ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	1/2" DIA.
D3	ARM ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
E1	TYPE 2 GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E2	BEAM GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E3	BEAM GUARD ROUNDED BUFFER END	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
F1	POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
F2	POST BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
F3	POST BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
G1	GROUND STRUT CHANNEL	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" x 11 3/4" x 10 GAUGE
G2	GROUND STRUT CONNECTOR	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
G3	GROUND STRUT PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" THICKNESS

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SDD 14B47 - 03f

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
H1	GROUND STRUT BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	7/8" DIA.
H2	GROUND STRUT BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/8" DIA.
H3	GROUND STRUT BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
J1	BCT CABLE	AASHTO M30 / ASTM A741 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN. BREAKING STRENGTH OF 42.7 KIPS	**3/4" DIA.**
J2	BCT CABLE	UNC 1" ASTM A576 GRADE 1035 SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. MIN BREAKING STRENGTH OF 42.7 KIPS ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."	
K1	CABLE ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1" DIA.
K2	CABLE ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1	1" DIA.
L1	BEARING PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
L2	BEARING PLATE FLANGE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1" THICKNESS
M1	BEAM GUARD ANCHOR BRACKET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	
M2	BEAM GUARD ANCHOR END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
N1	ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
N2	ANCHOR BRACKET BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
N3	ANCHOR BRACKET BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
P1	FOUNDATION TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
P2	FOUNDATION TUBE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDENED WASHER ONLY)	1/2" DIA.
P3	FOUNDATION TUBE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
Q1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
Q2	SPLICE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	5/8" DIA.

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SDD 14B47 - 03g

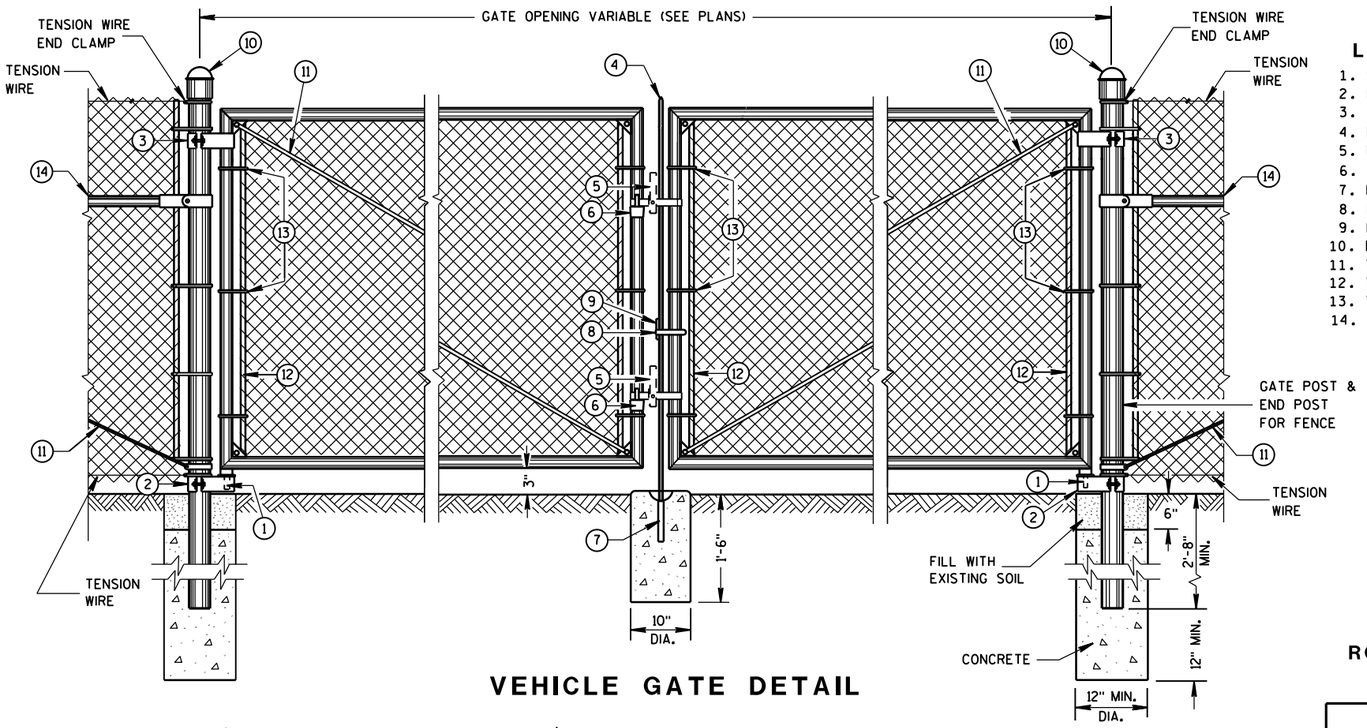
SDD 14B47 - 03g

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

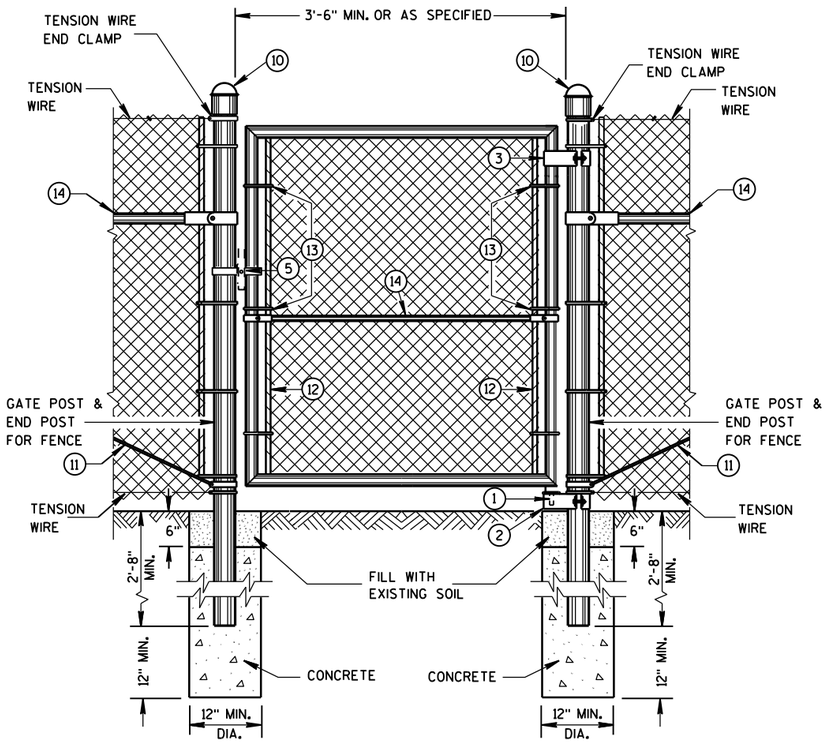
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

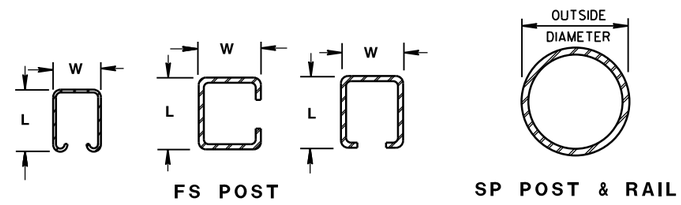
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST

SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

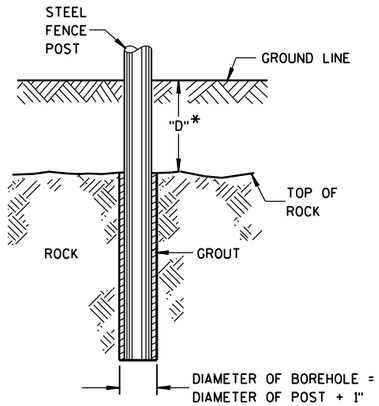
** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

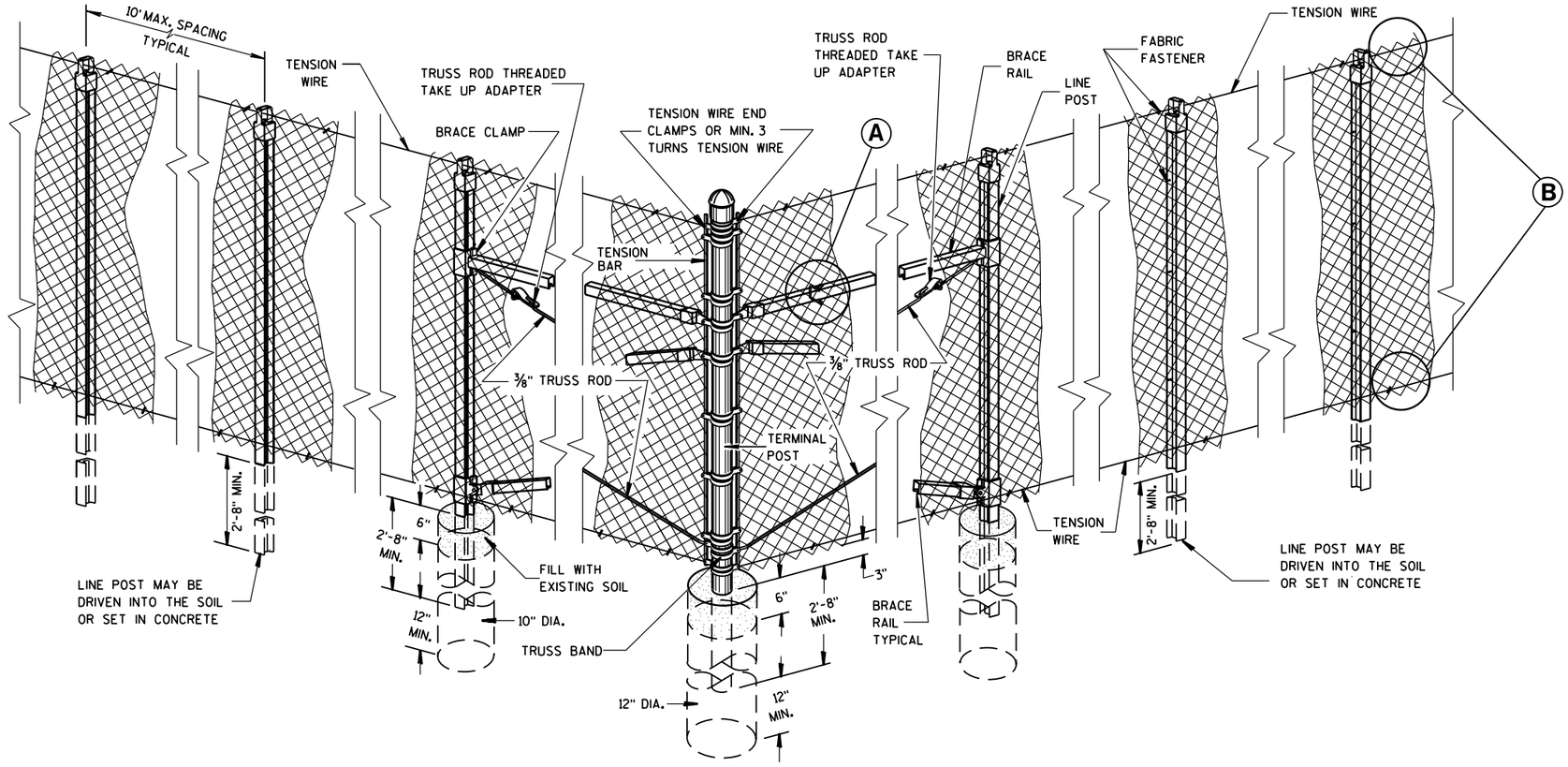
6

S.D.D. 15 B 3-15a

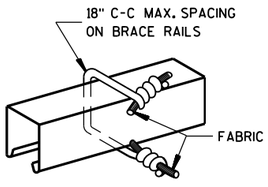


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



BRACE RAIL

FABRIC FASTENER

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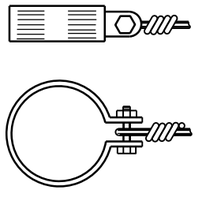
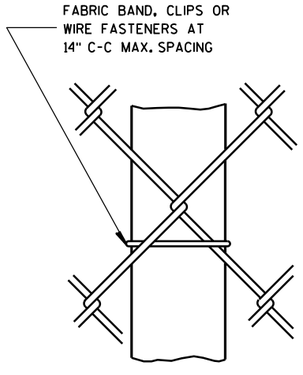


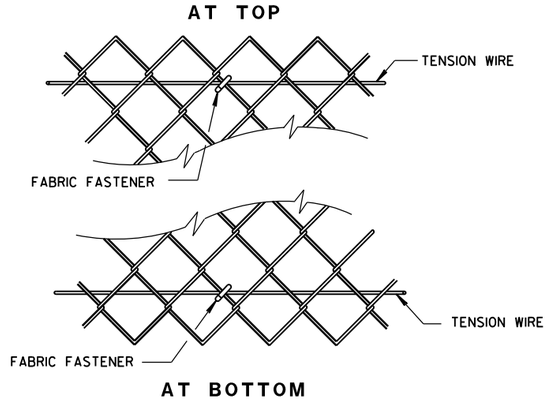
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

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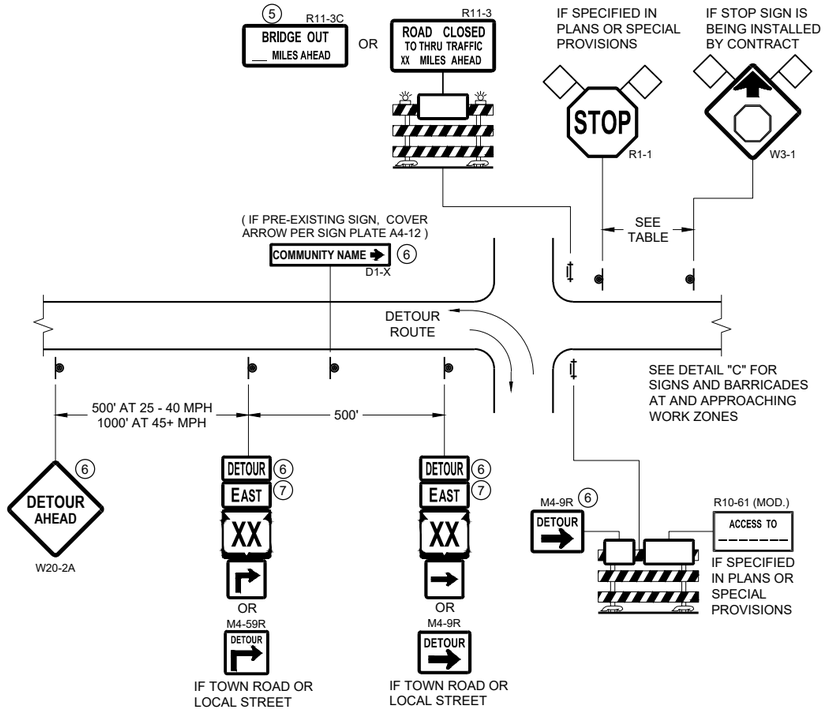
FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

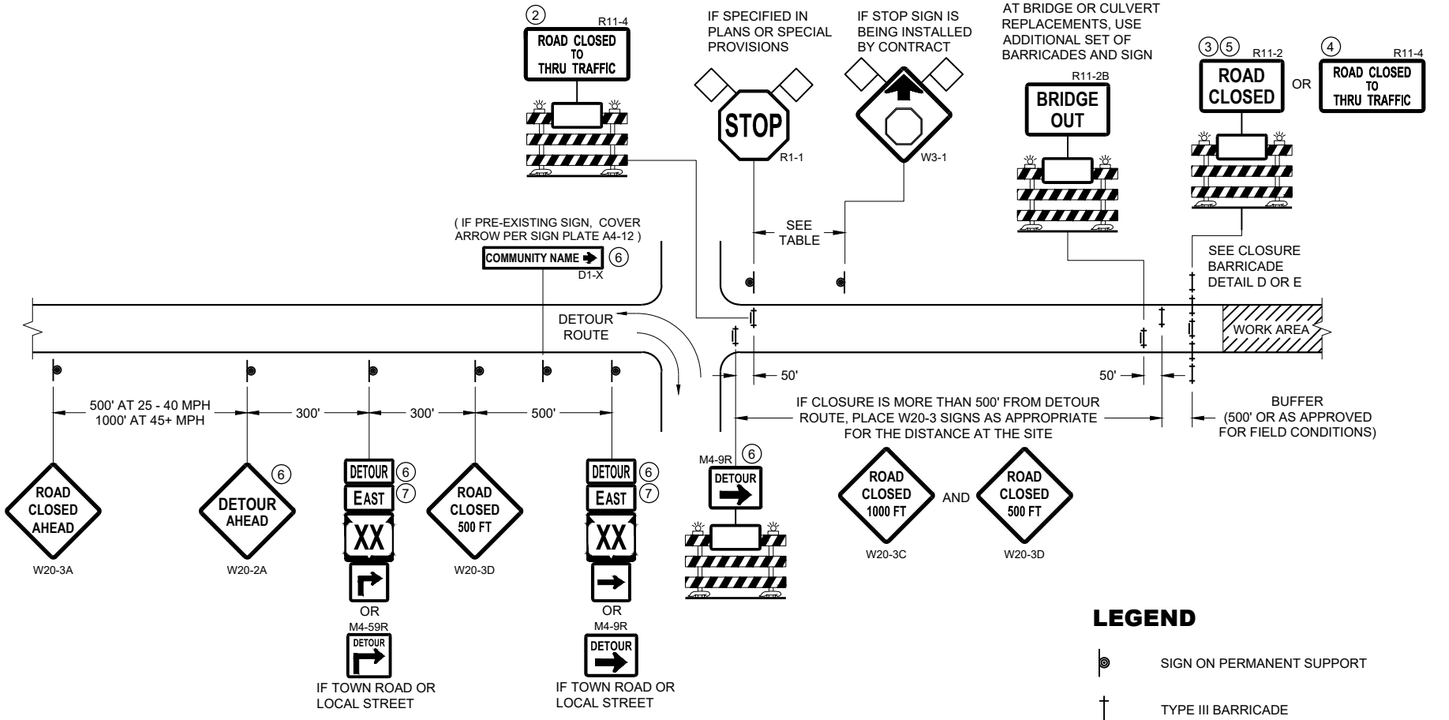
6

S.D.D. 15 B 3-15b



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



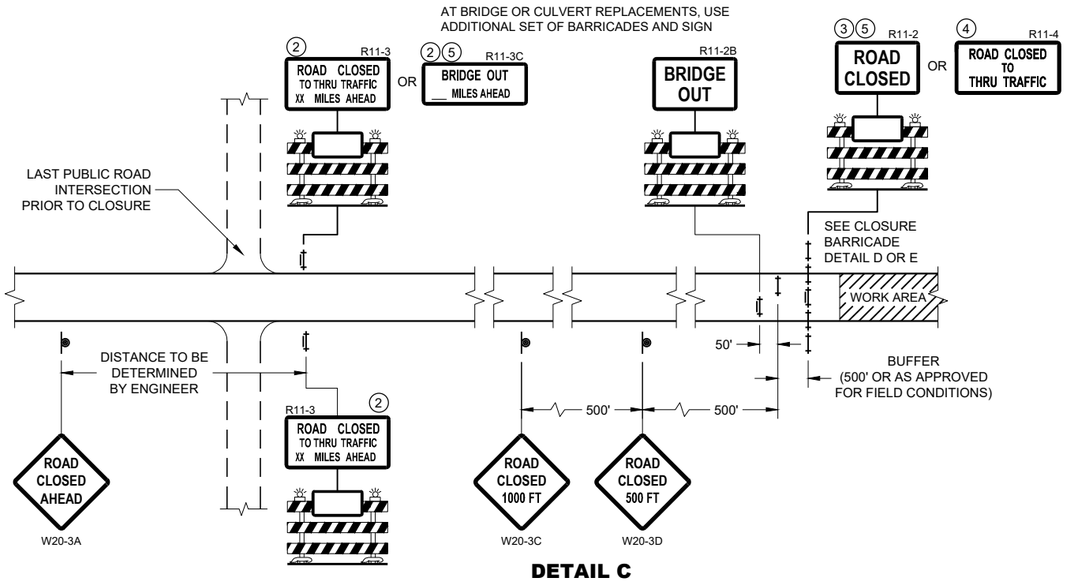
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

LEGEND

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

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

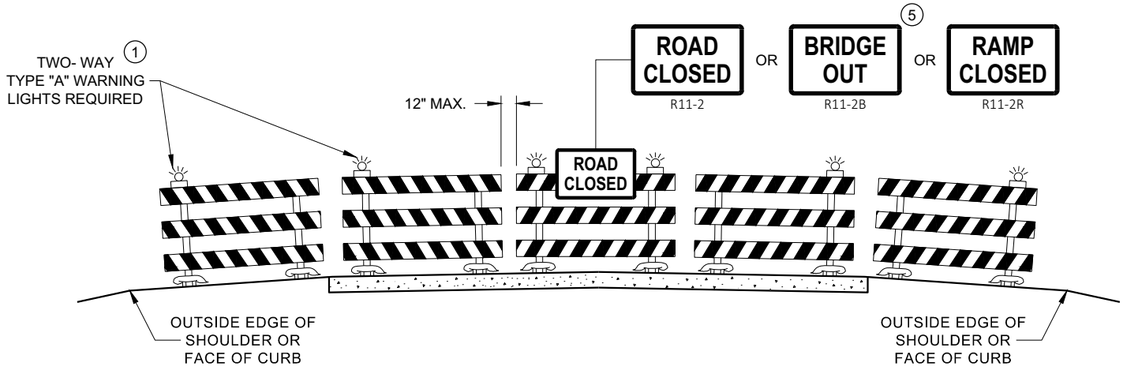
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

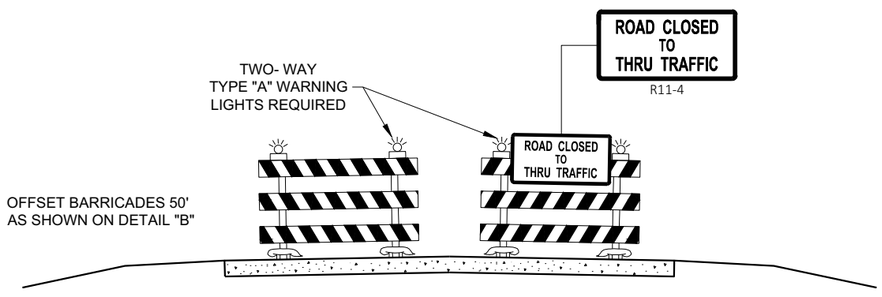
6

SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C02 - 08b

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

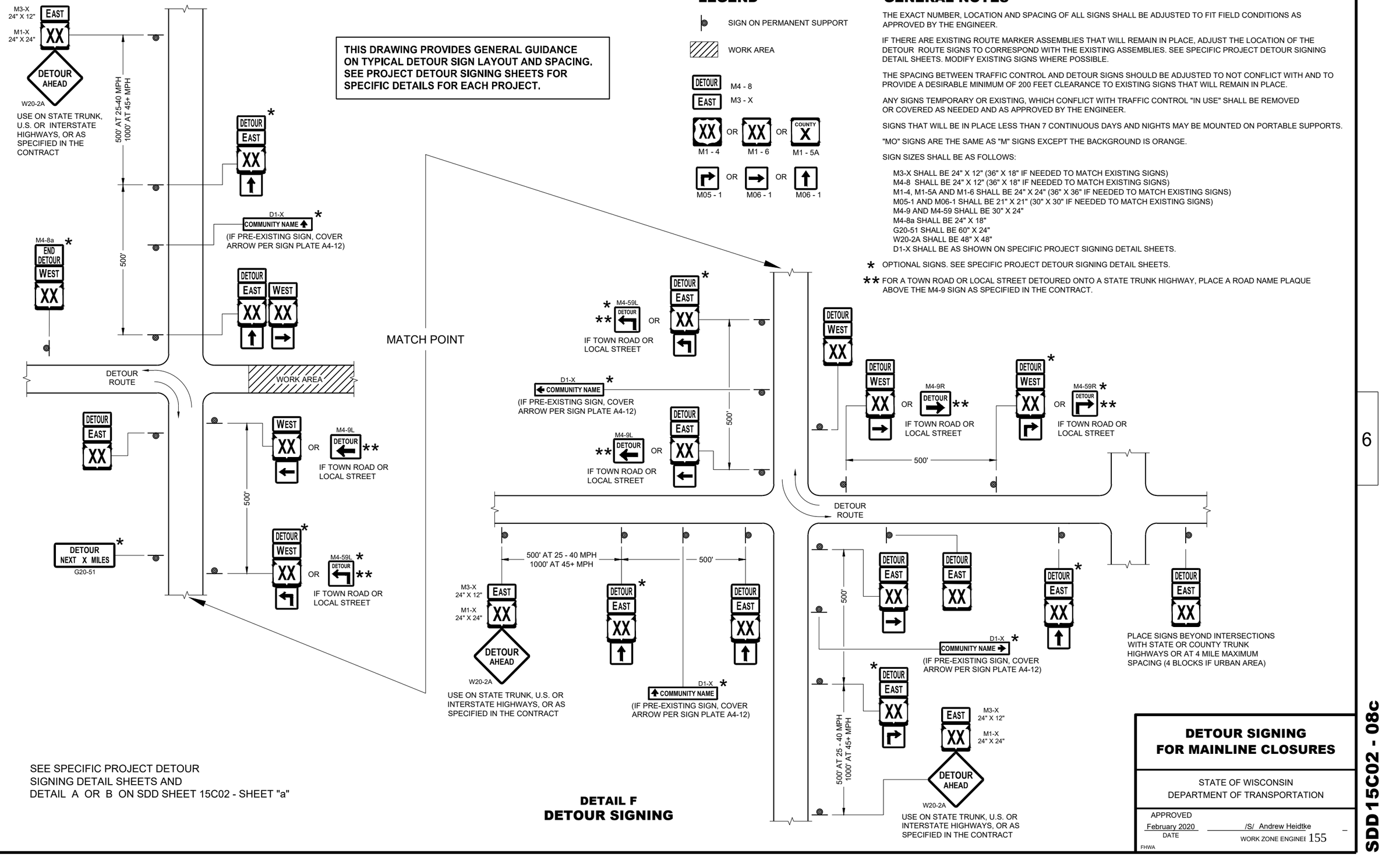
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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



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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

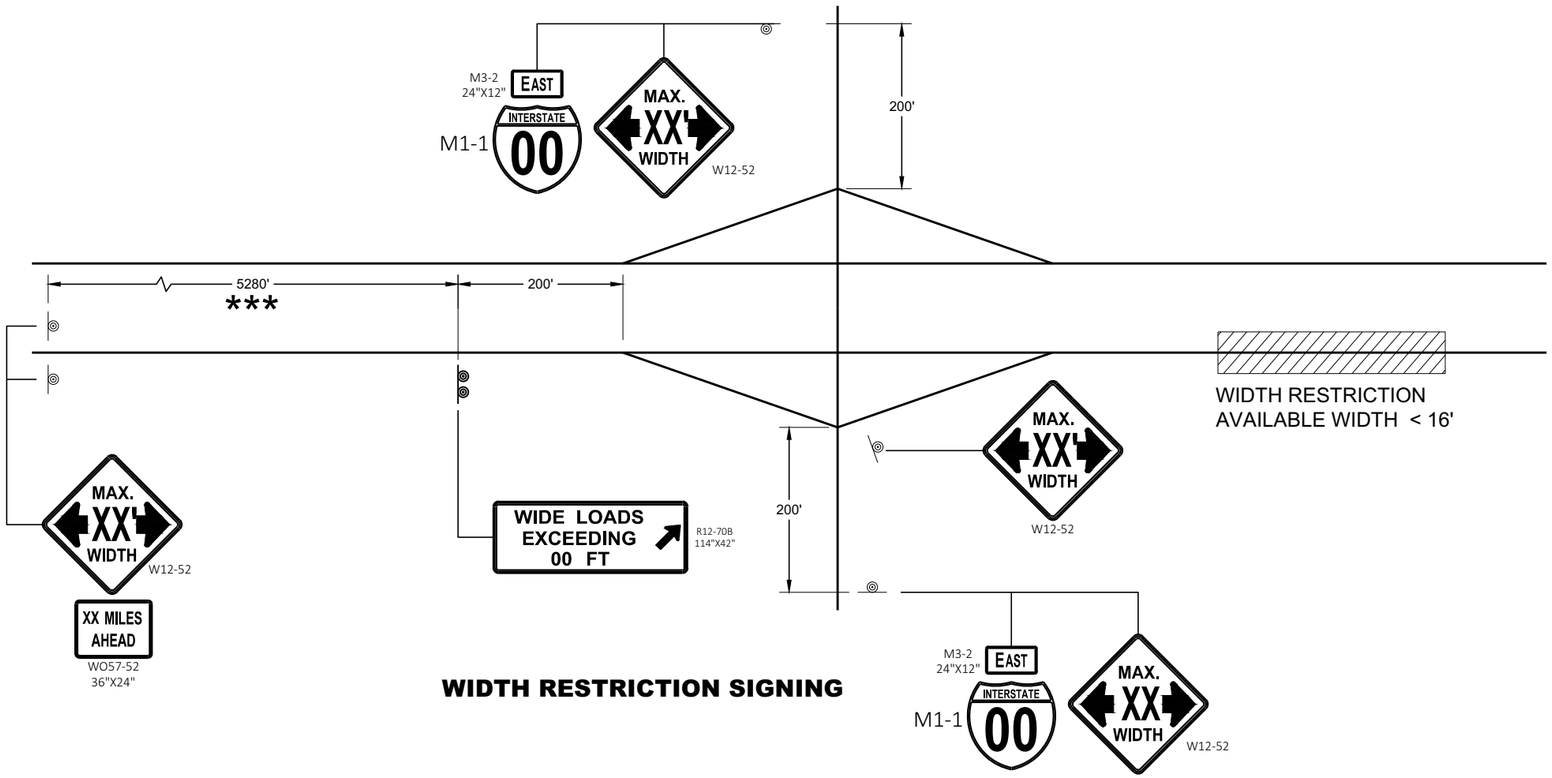
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C02 - 08c



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

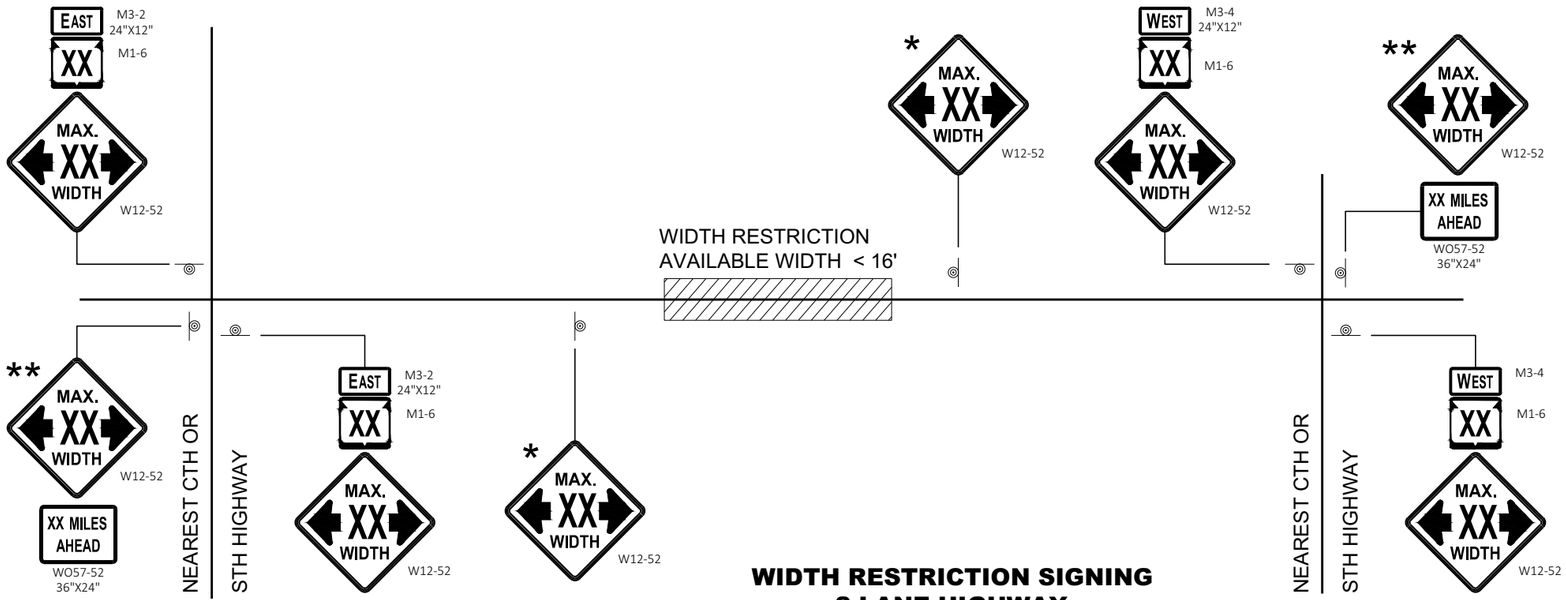
WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE 156

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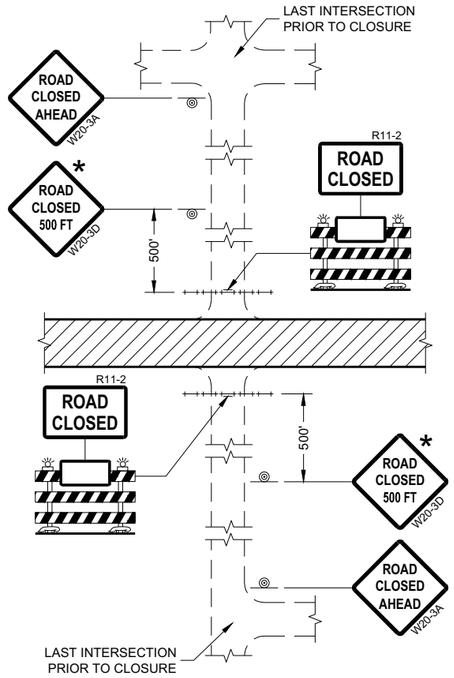
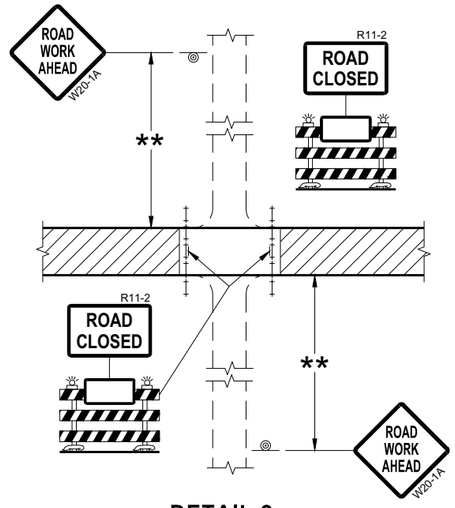
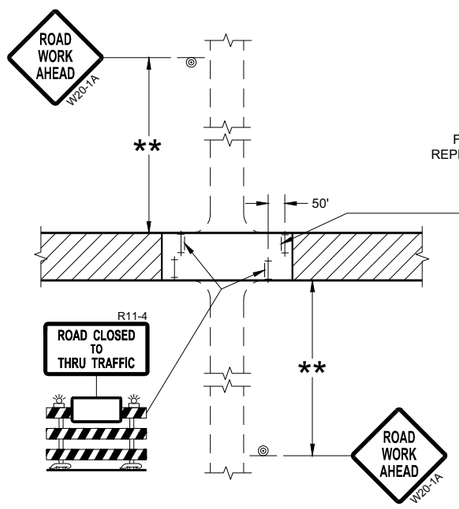
SDD 15C02 - 08f



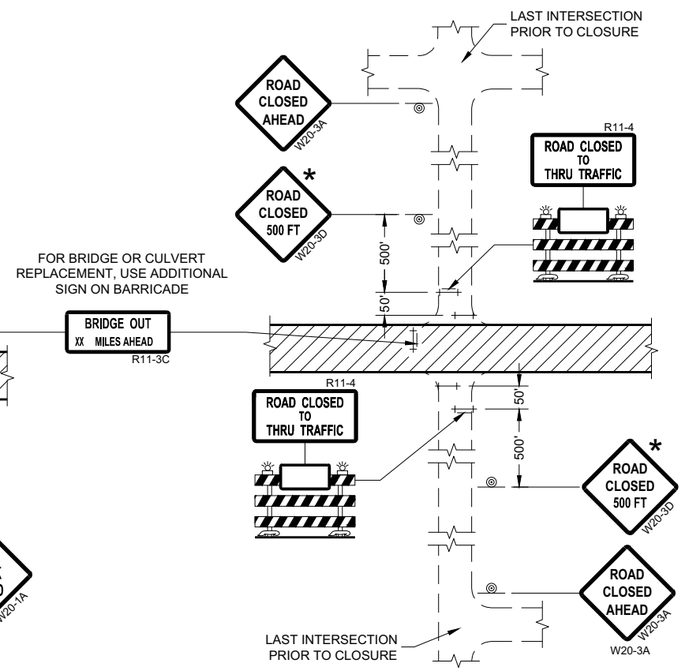
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C03 - 05

6

SDD 15C03 - 05

GENERAL NOTES

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

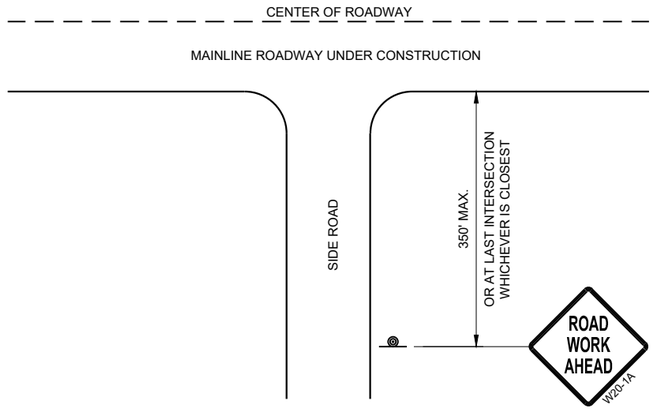
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

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



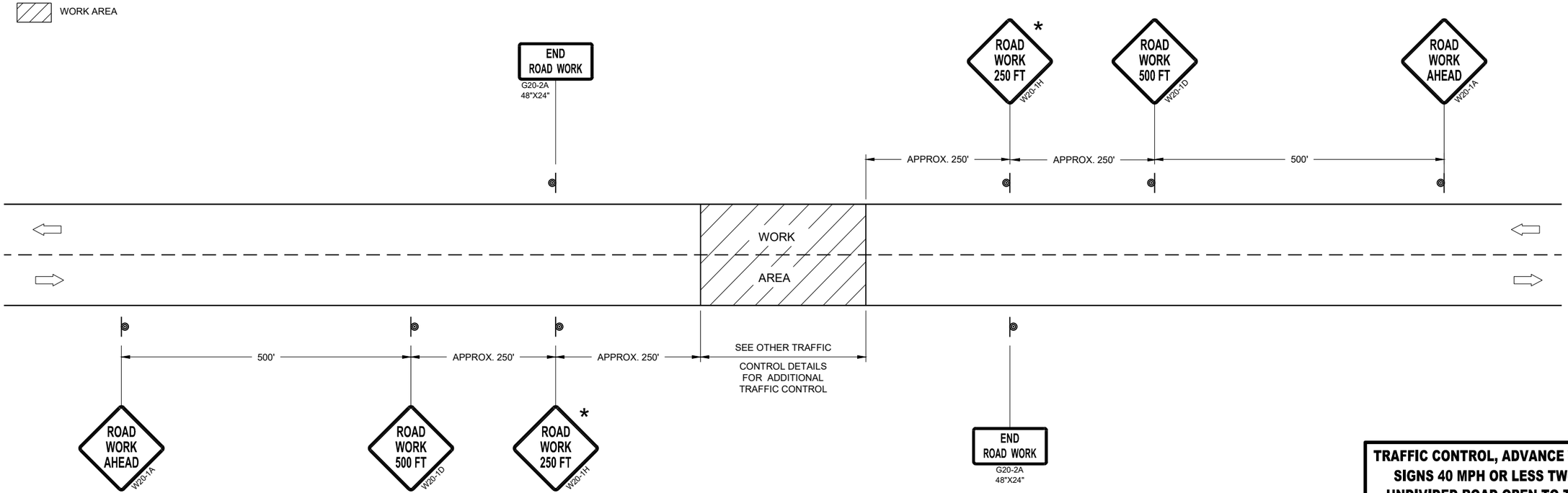
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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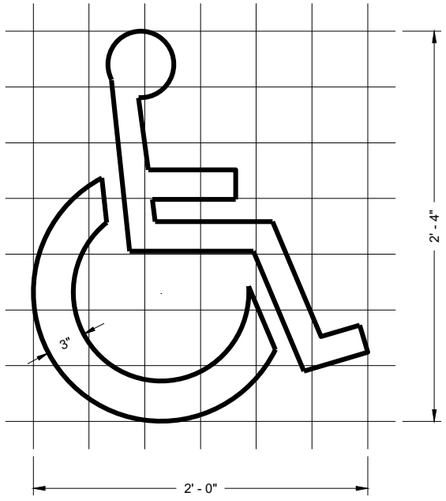
6

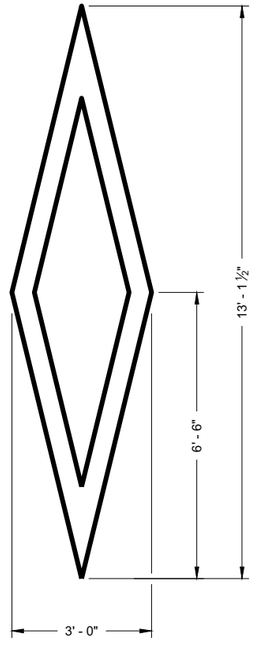
SDD 15C05 - 05

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.



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

SDD 15C07 - 15a

SDD 15C07 - 15a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

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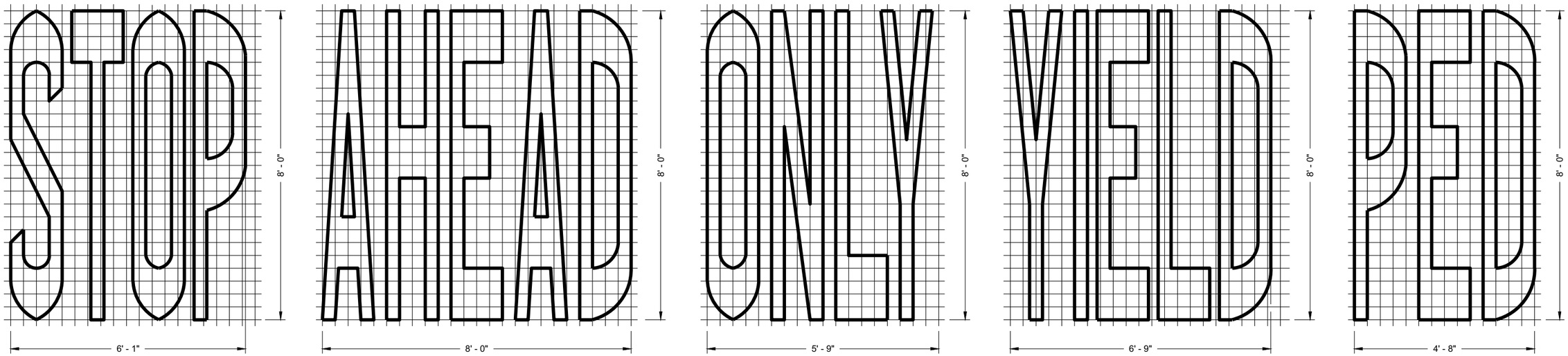
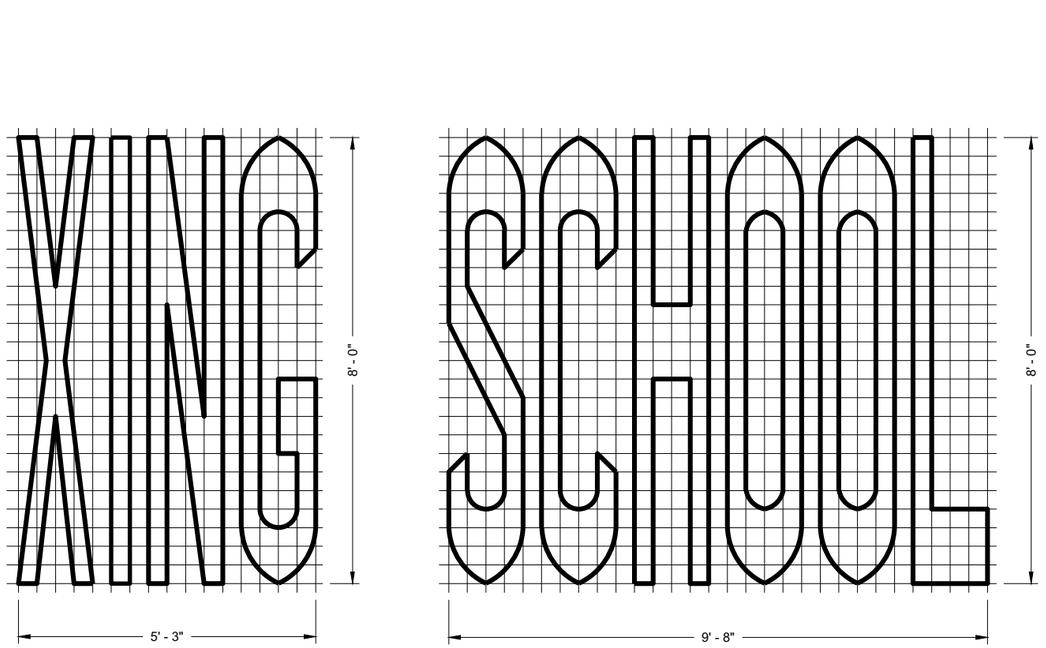
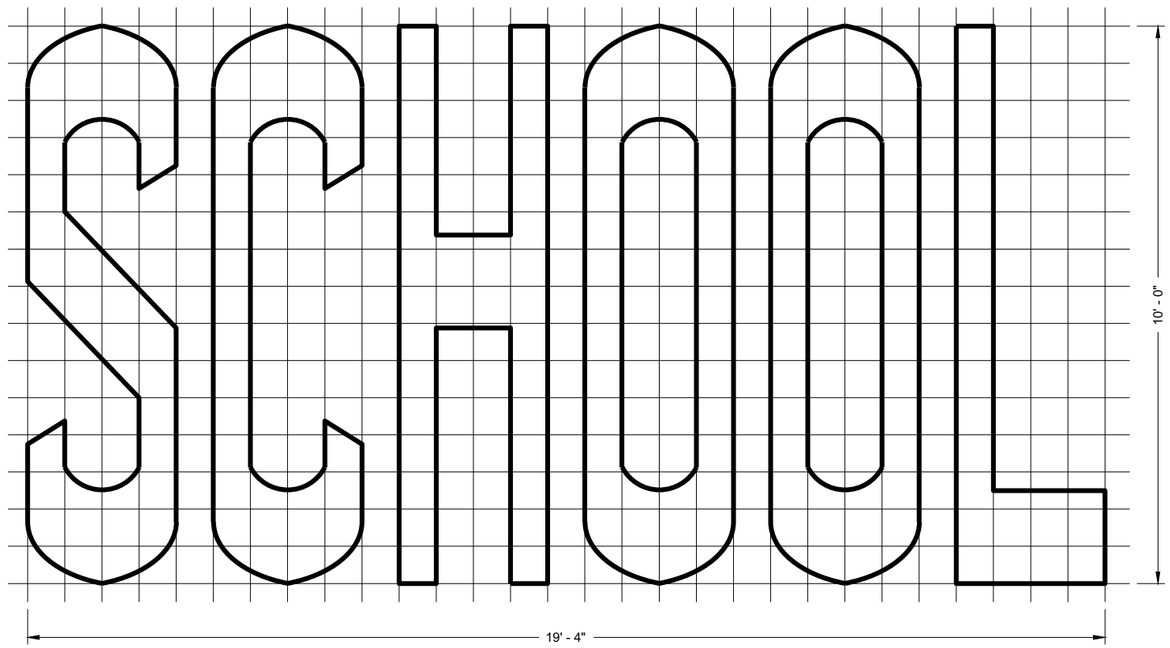




SINGLE LANE



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

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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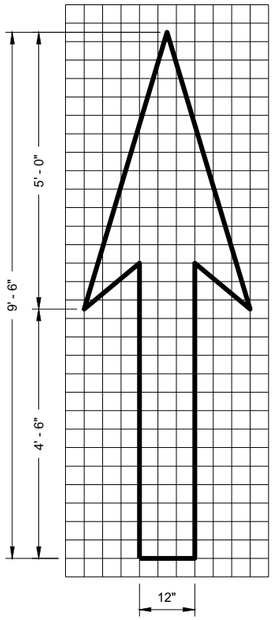
6

SDD 15C07 - 15b

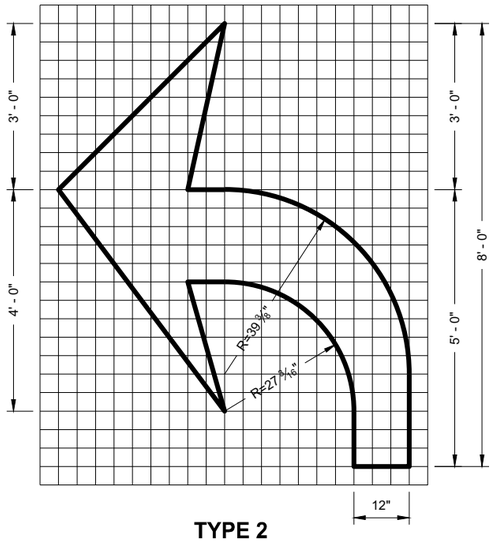
SDD 15C07 - 15b

GENERAL NOTES

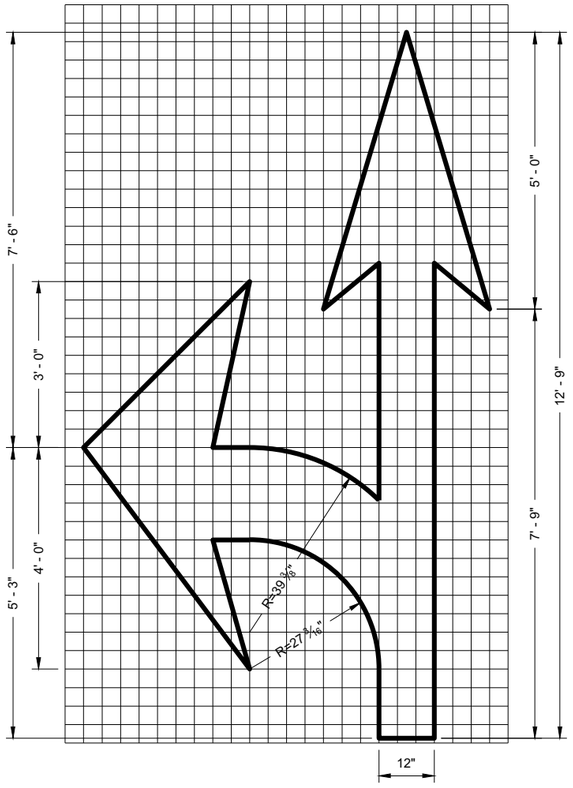
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



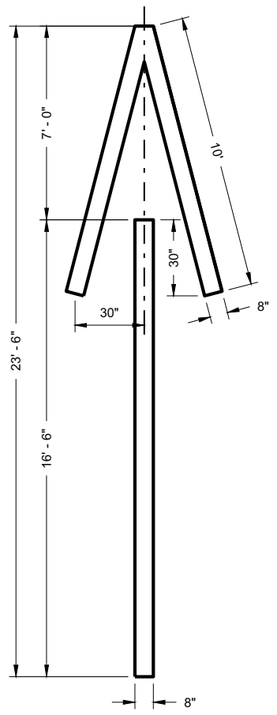
TYPE 1



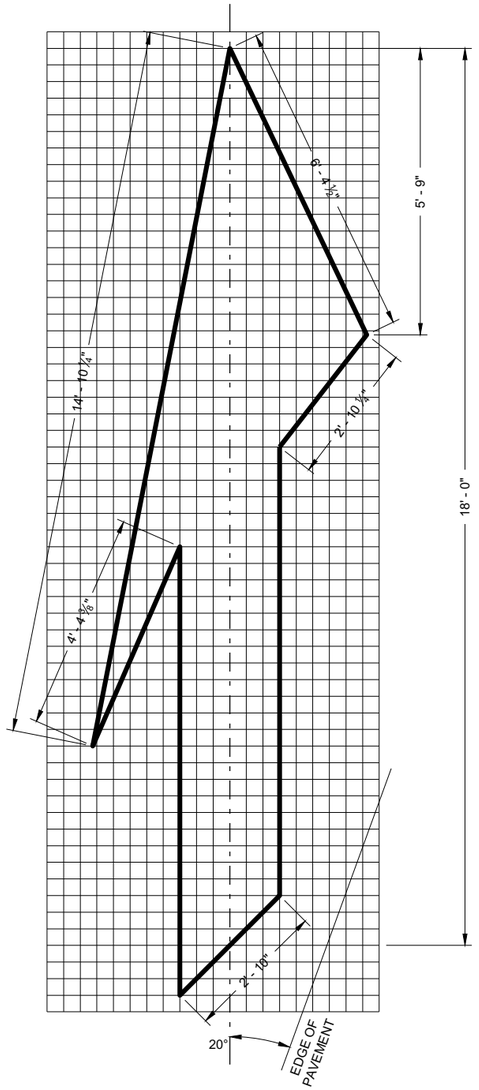
TYPE 2



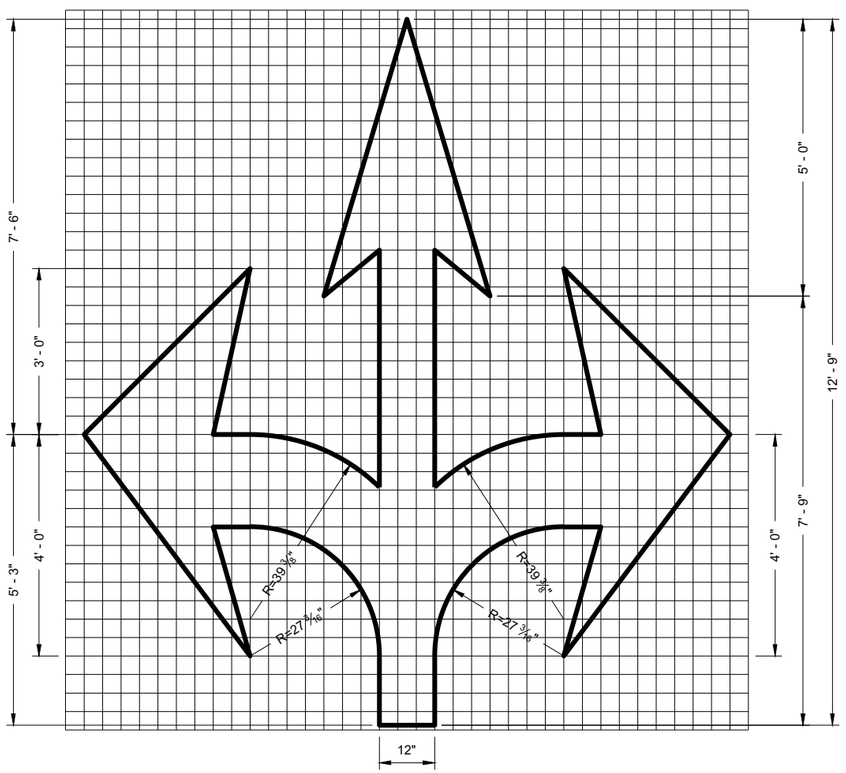
TYPE 3



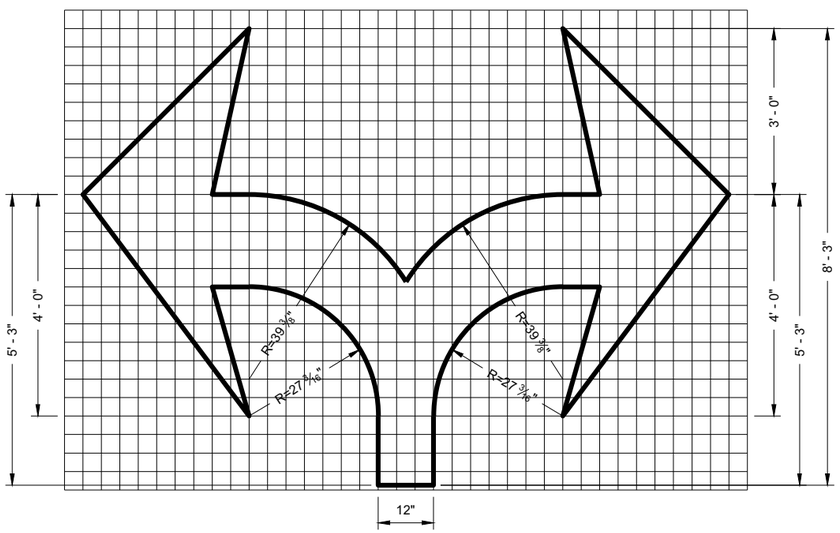
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C07 - 15c

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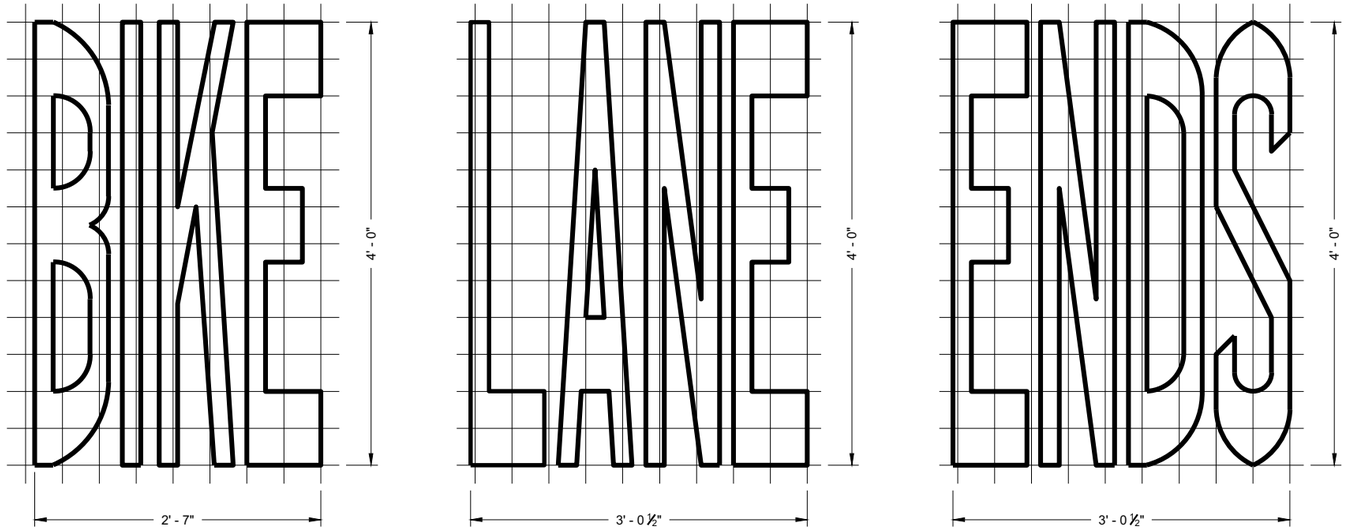
SDD 15C07 - 15c

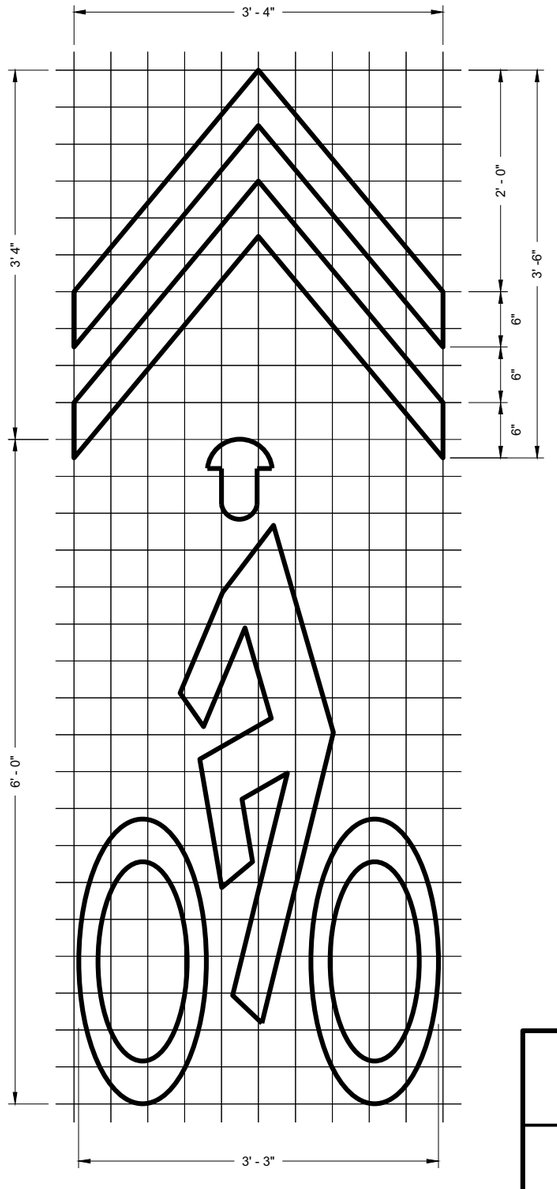
SDD 15C7-e Pavement Marking For Bike Lanes

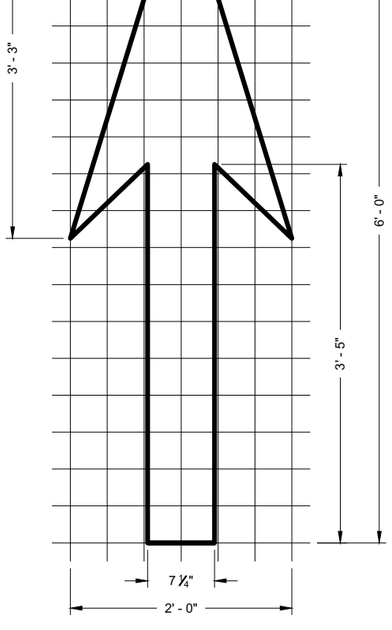


BIKE LANE WORDS

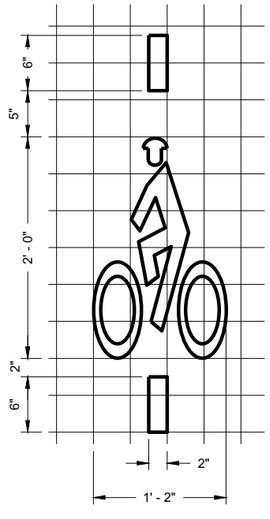
GENERAL NOTES

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

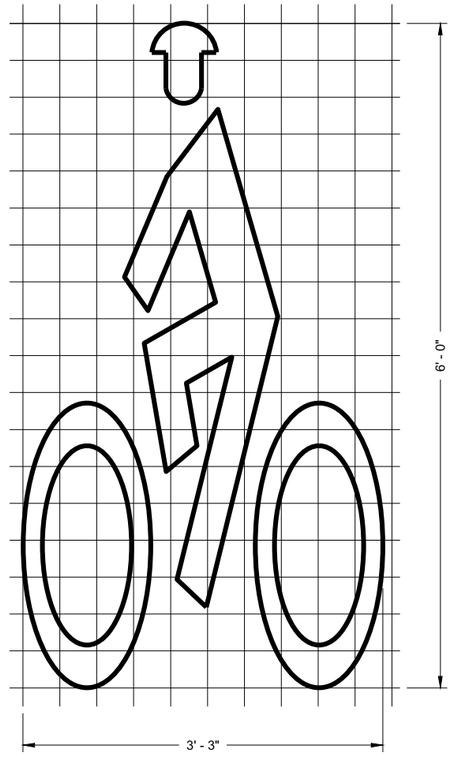




BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C07 - 15e

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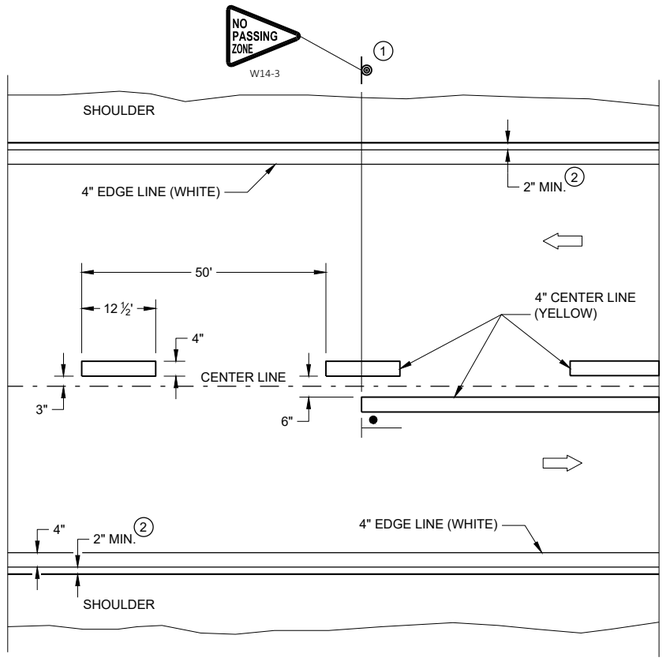
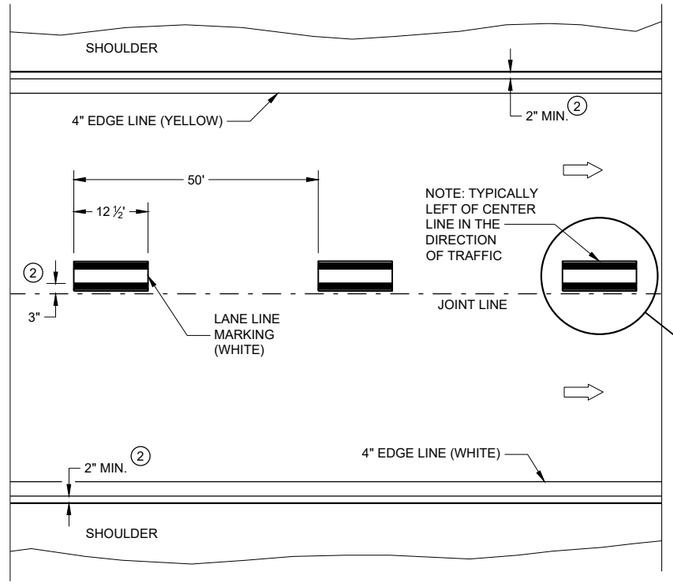
SDD15C07 - 15e

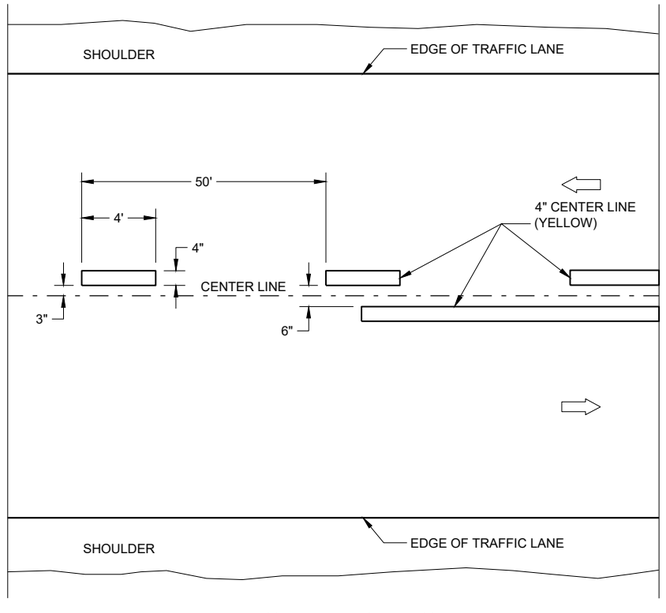


TWO WAY TRAFFIC

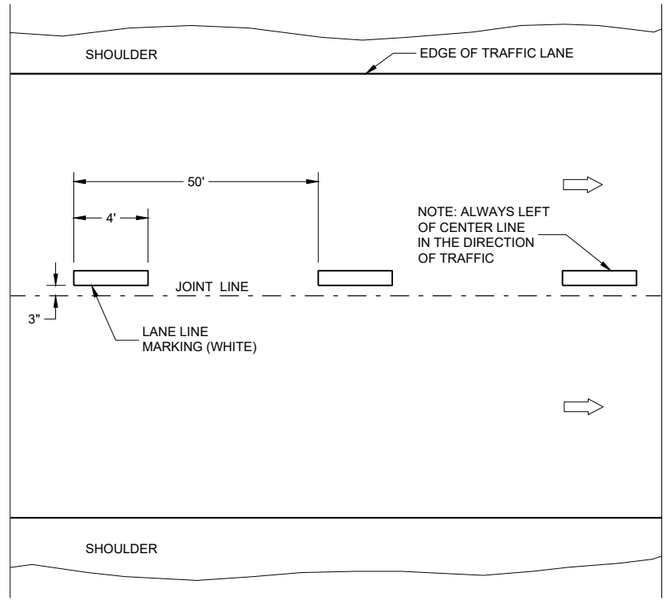


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

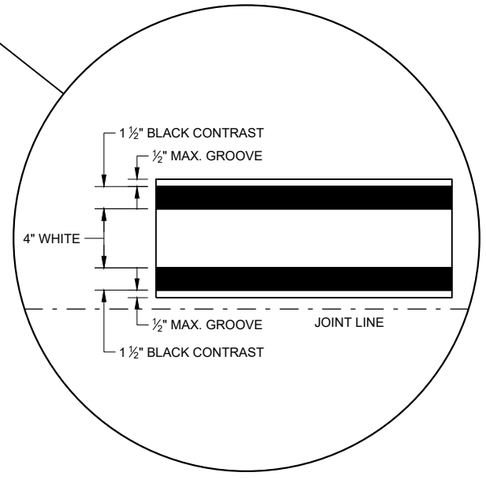
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

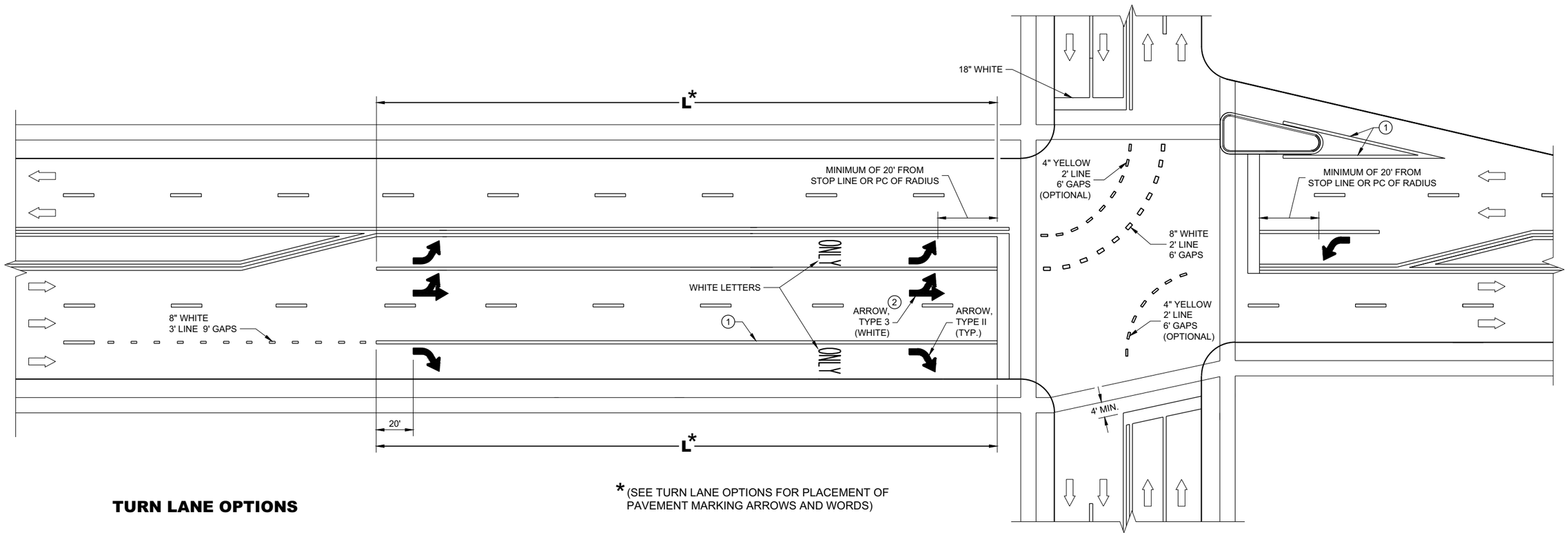
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

SDD 15C08 - 20a

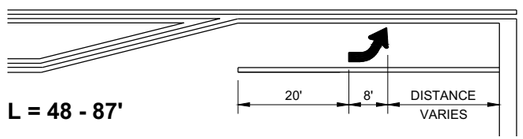
SDD 15C08 - 20a



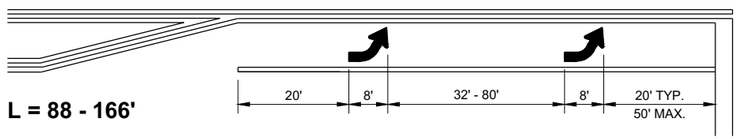
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

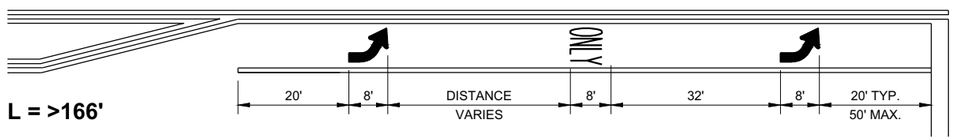
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

DIRECTION OF TRAFFIC

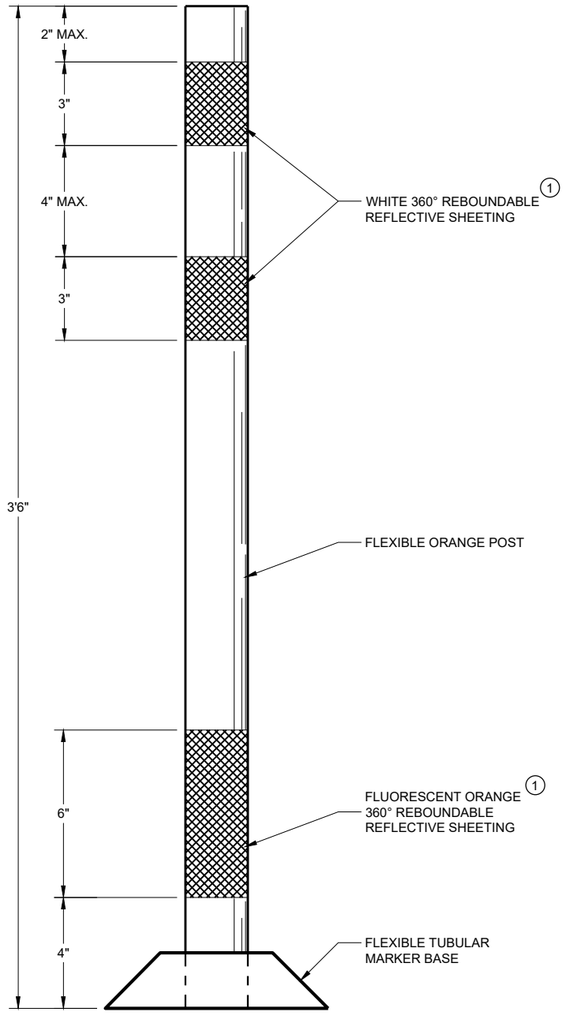
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08 - 20c



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

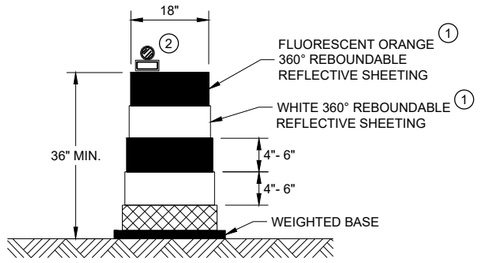
6

SDD 15C11 - 09a

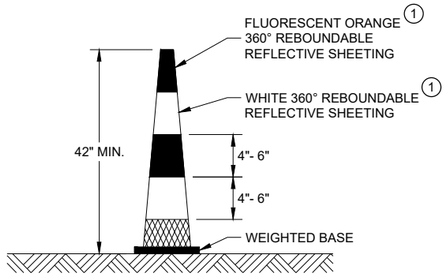
SDD 15C11 - 09a

GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

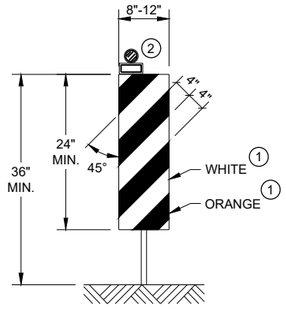


DRUM



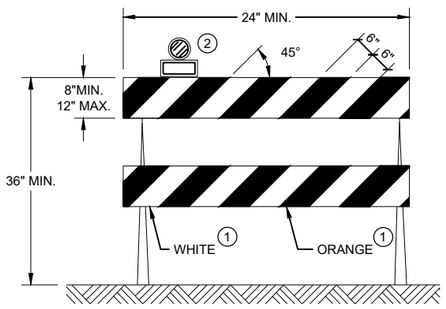
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



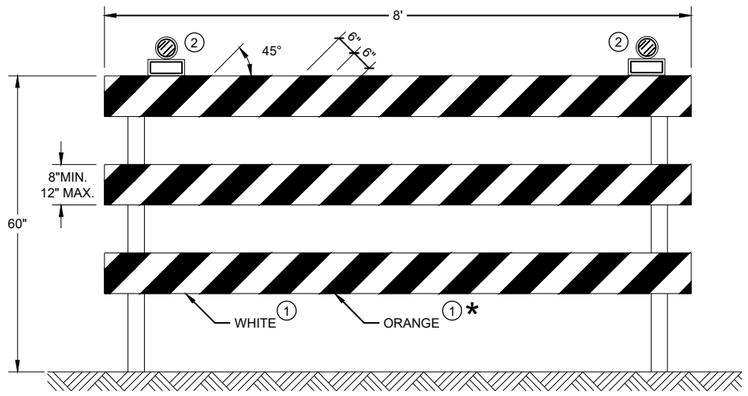
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 09b

6

SDD 15C11 - 09b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

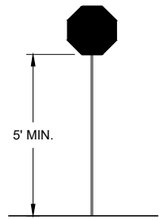
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



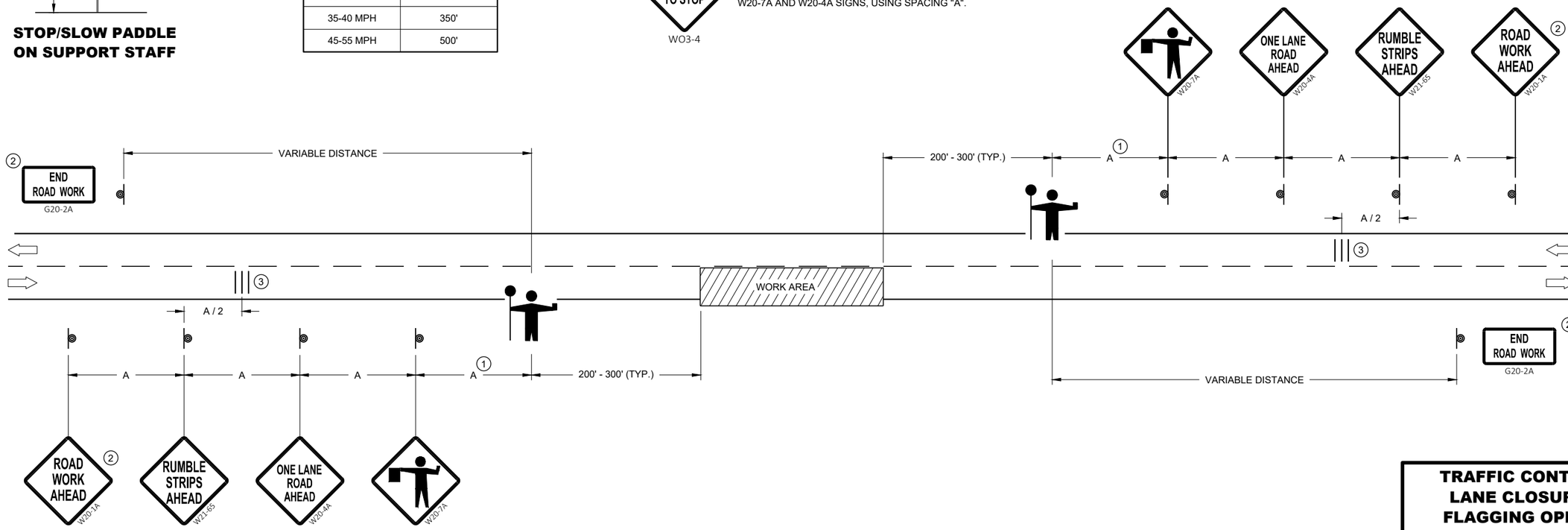
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

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SDD 15C12 - 08

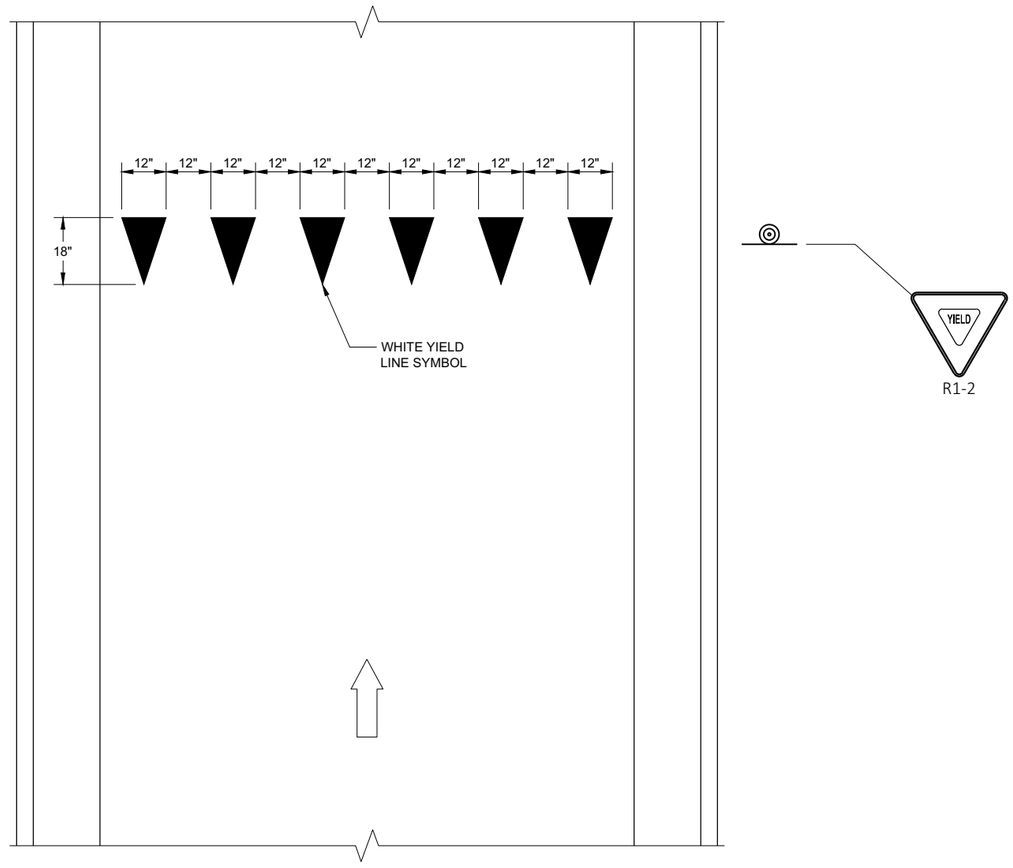
6

SDD 15C12 - 08

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL



R1-2

YIELD LINE

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-81-2016
DATE

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

FHWA

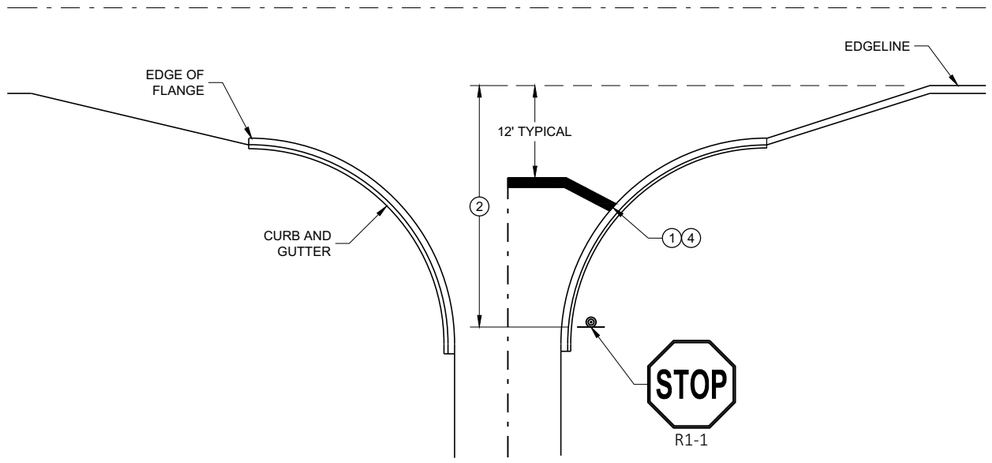
6

SDD 15C20 - 02

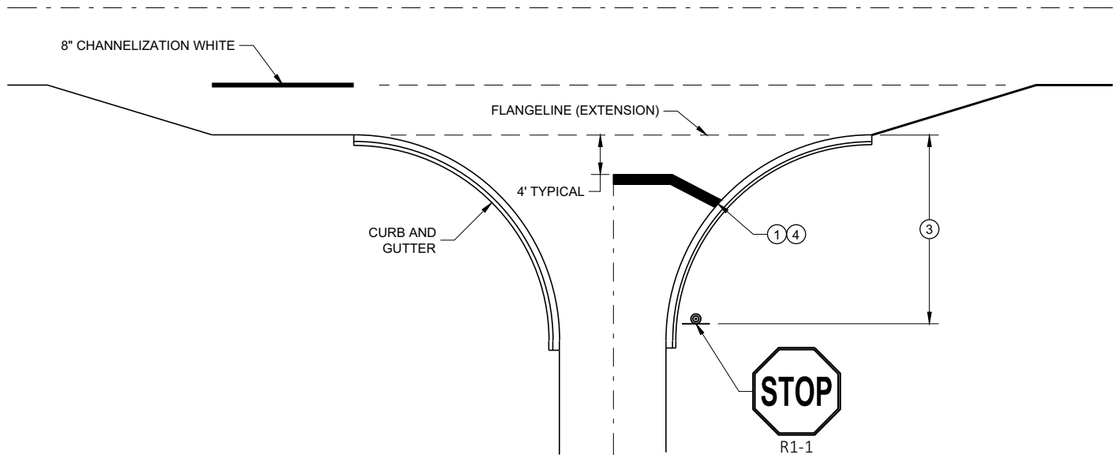
GENERAL NOTES

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

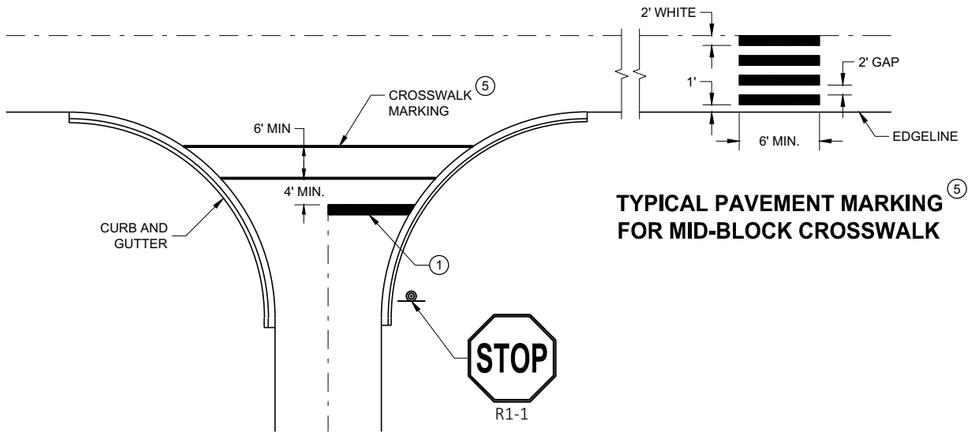
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

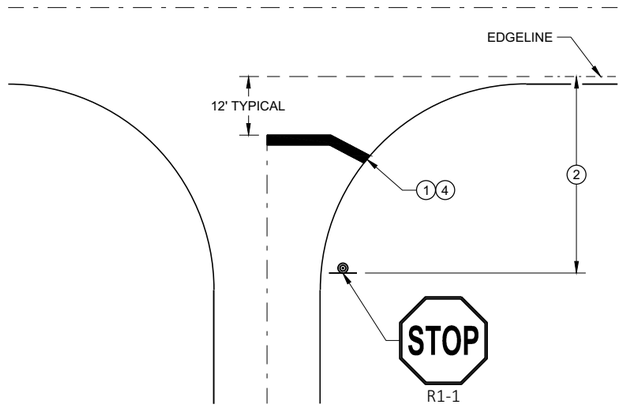


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 15C33 - 04

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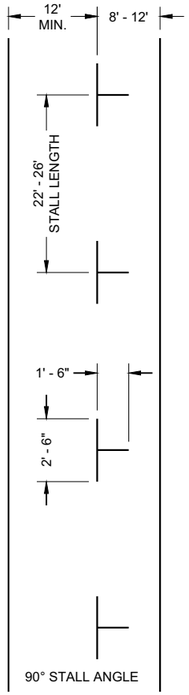
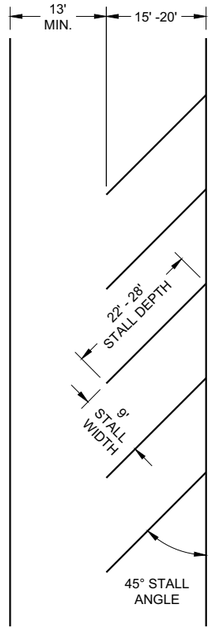
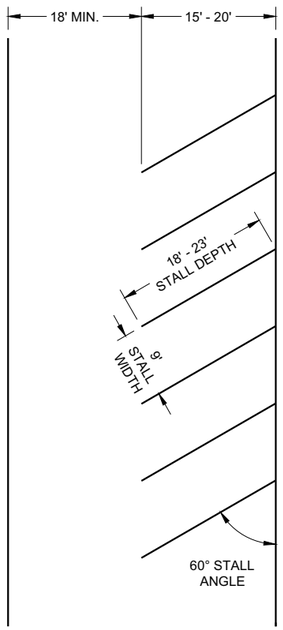
SDD 15C33 - 04



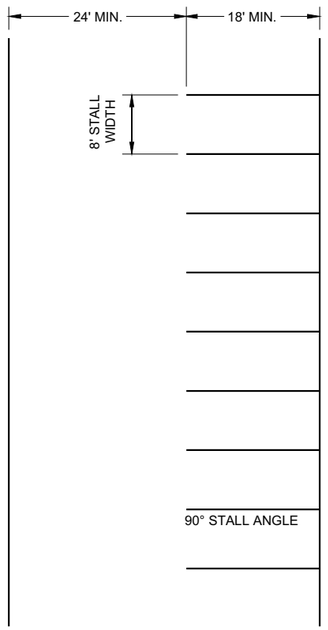
PARALLEL PARKING





ANGLED PARKING

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



PARKING LOTS

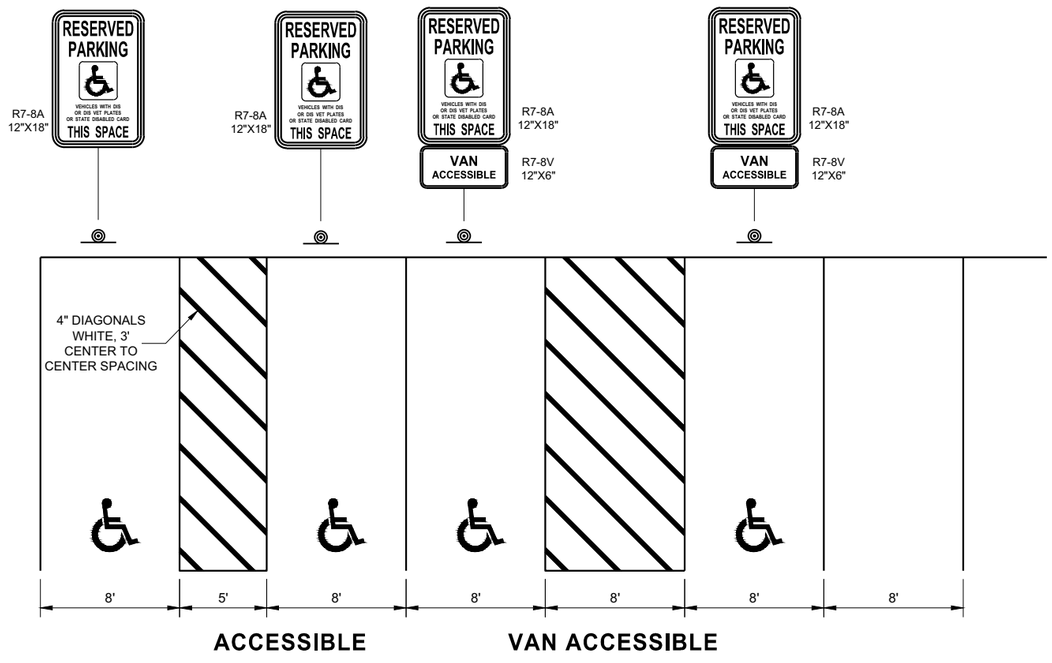
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

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

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE

VAN ACCESSIBLE

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

FHWA

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SDD 15C36 - 01

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

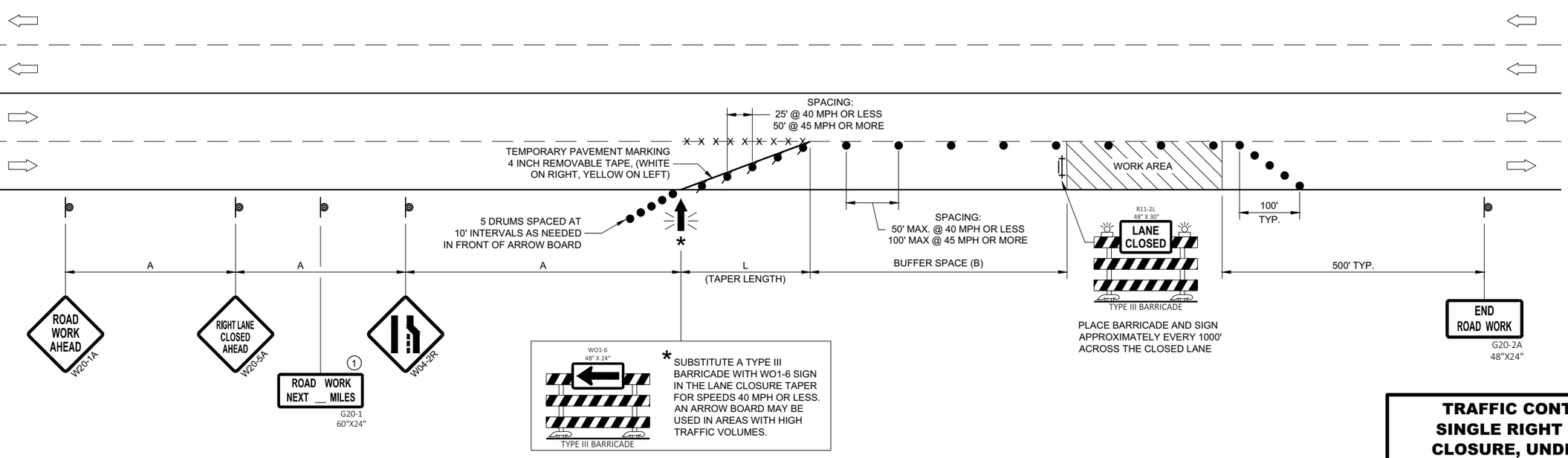
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

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

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



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

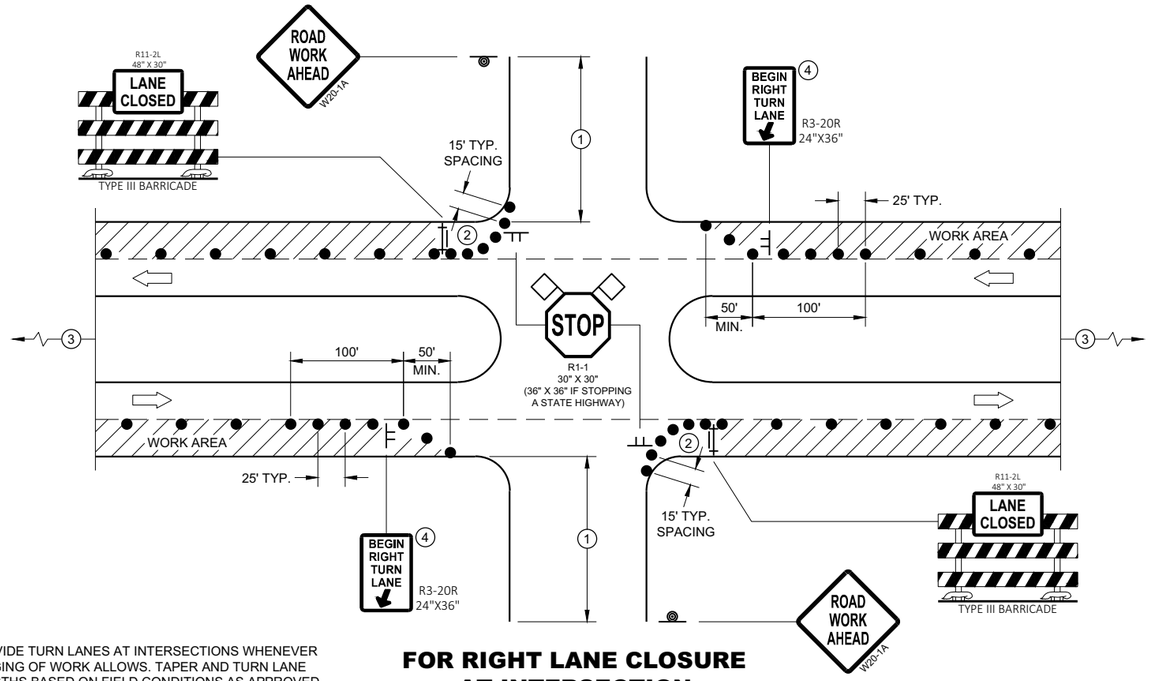
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

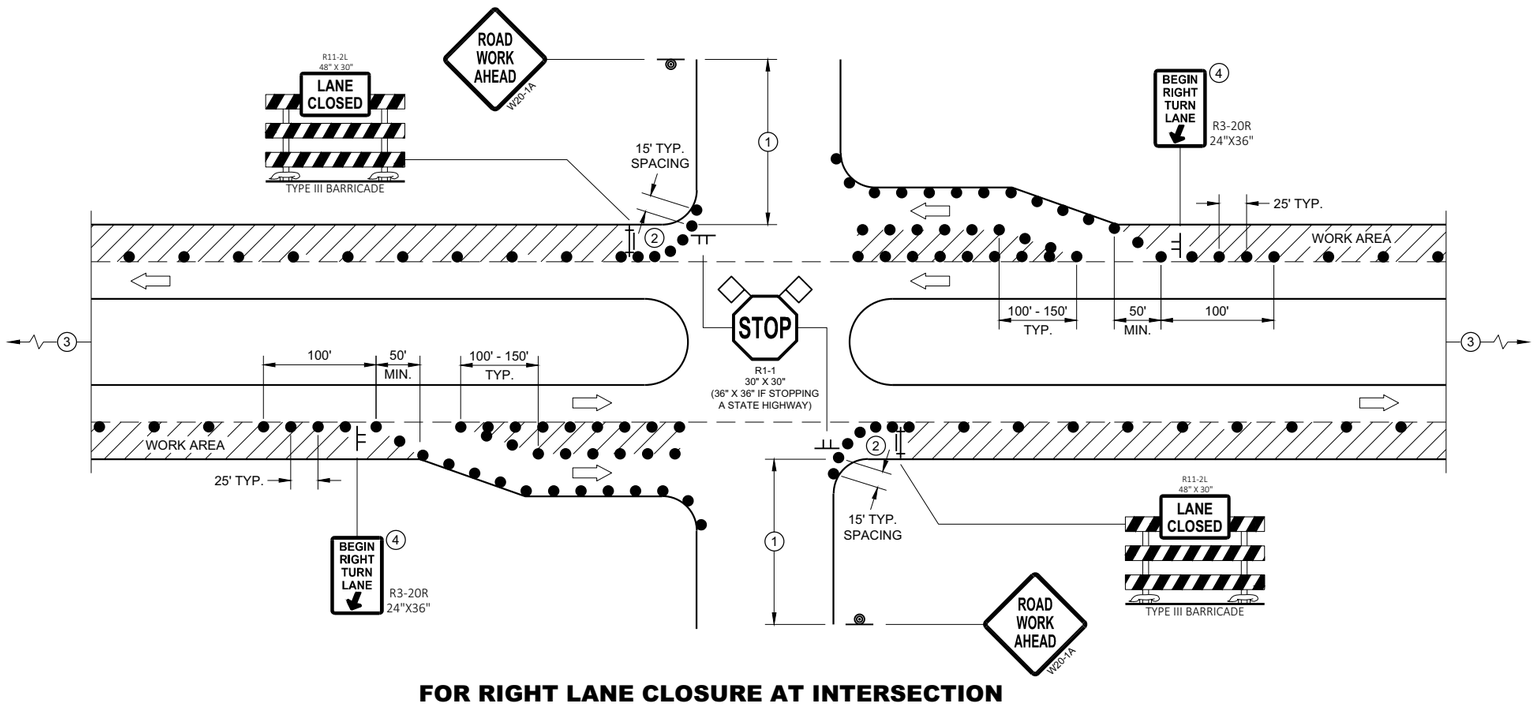
SDD 15D20 - 05b

SDD 15D20 - 05b



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

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

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

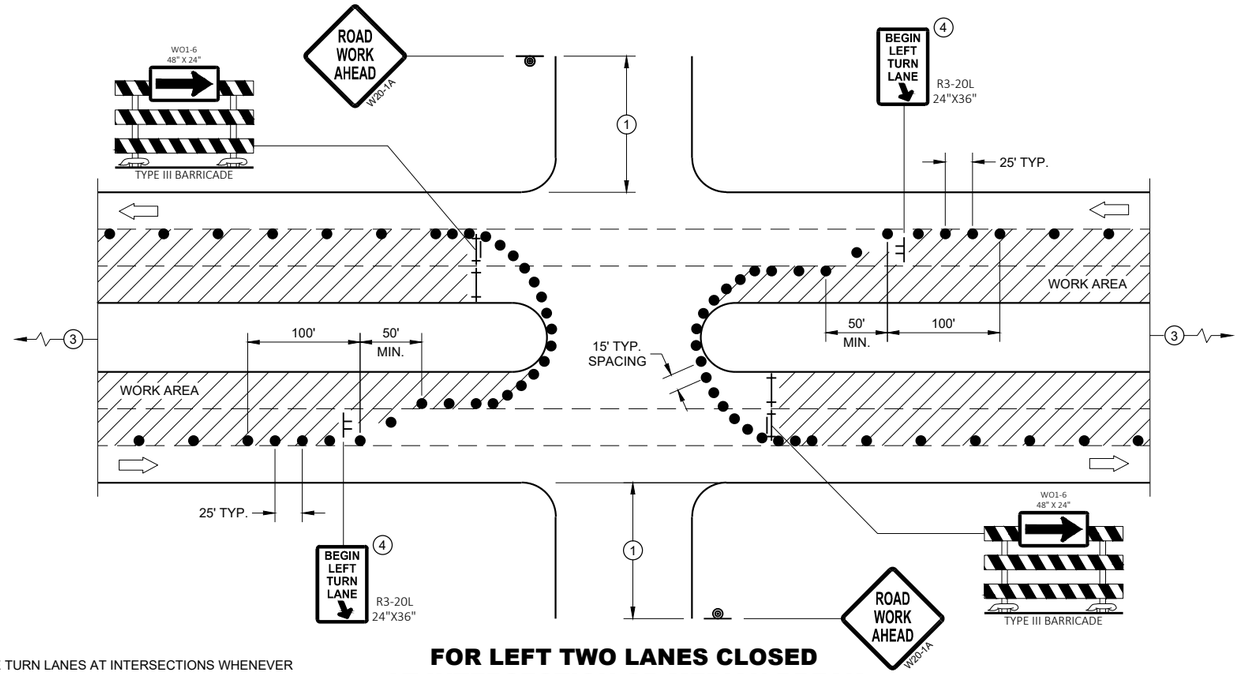
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

6

SDD 15D21 - 07a



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

GENERAL NOTES

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

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

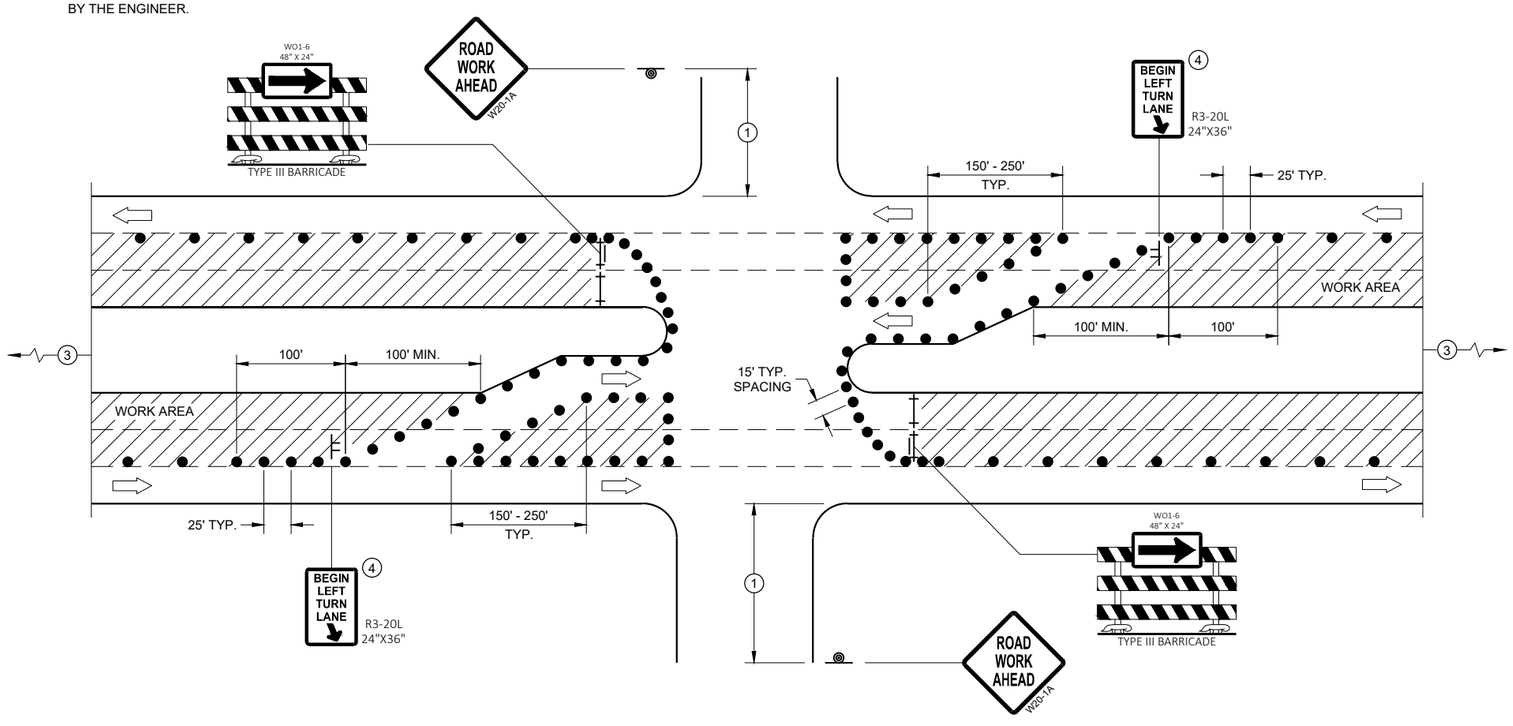
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN TWO LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D23 - 07b

6

SDD 15D23 - 07b

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

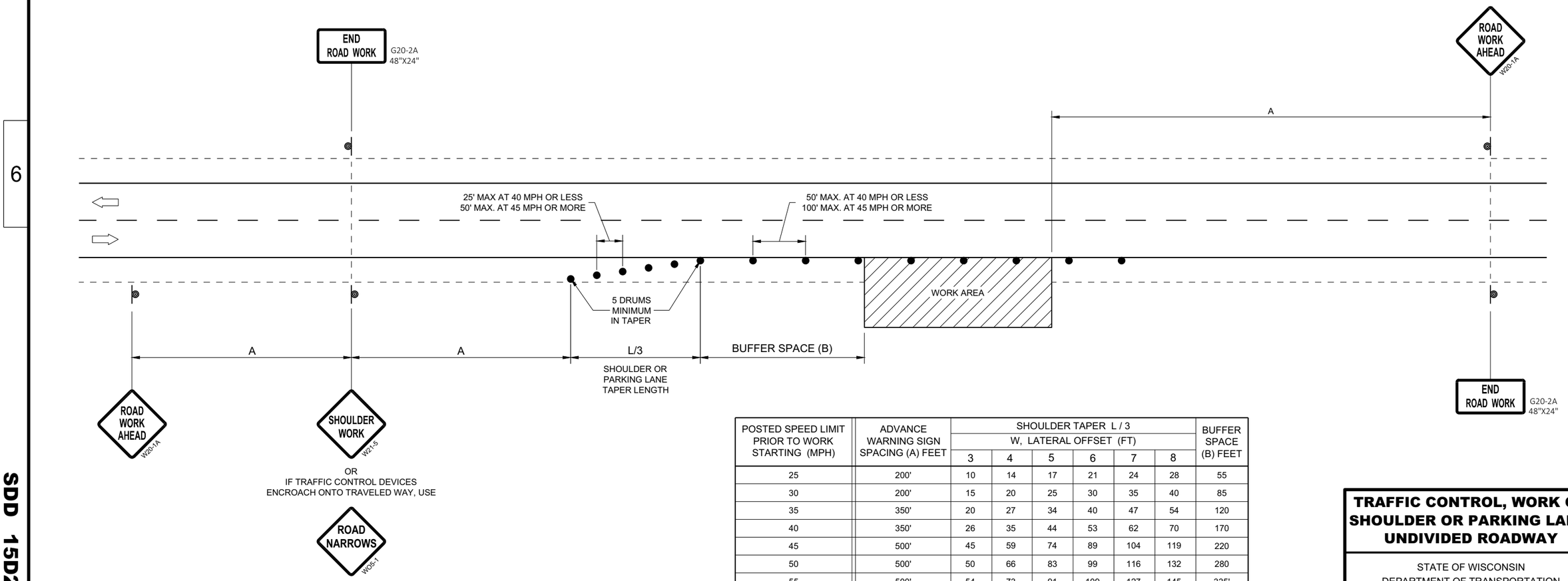
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

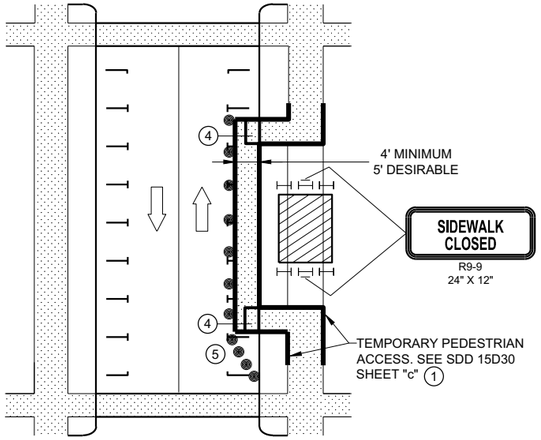
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

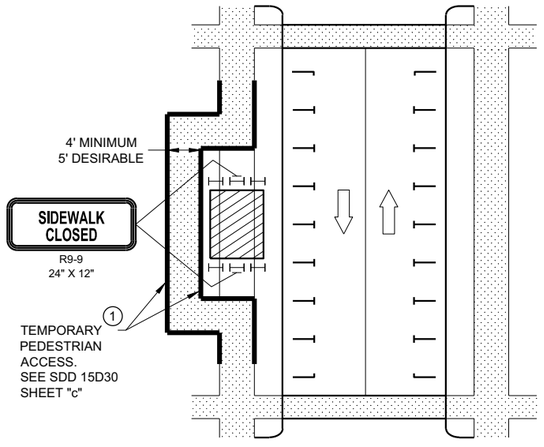
SDD 15D28 - 04

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

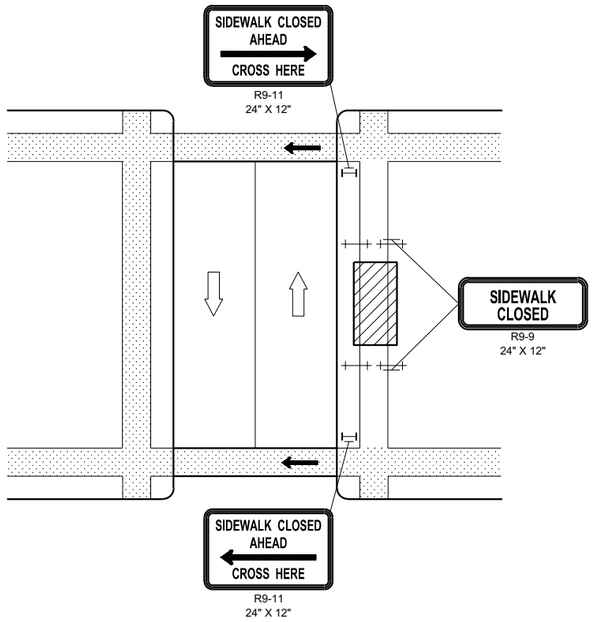


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

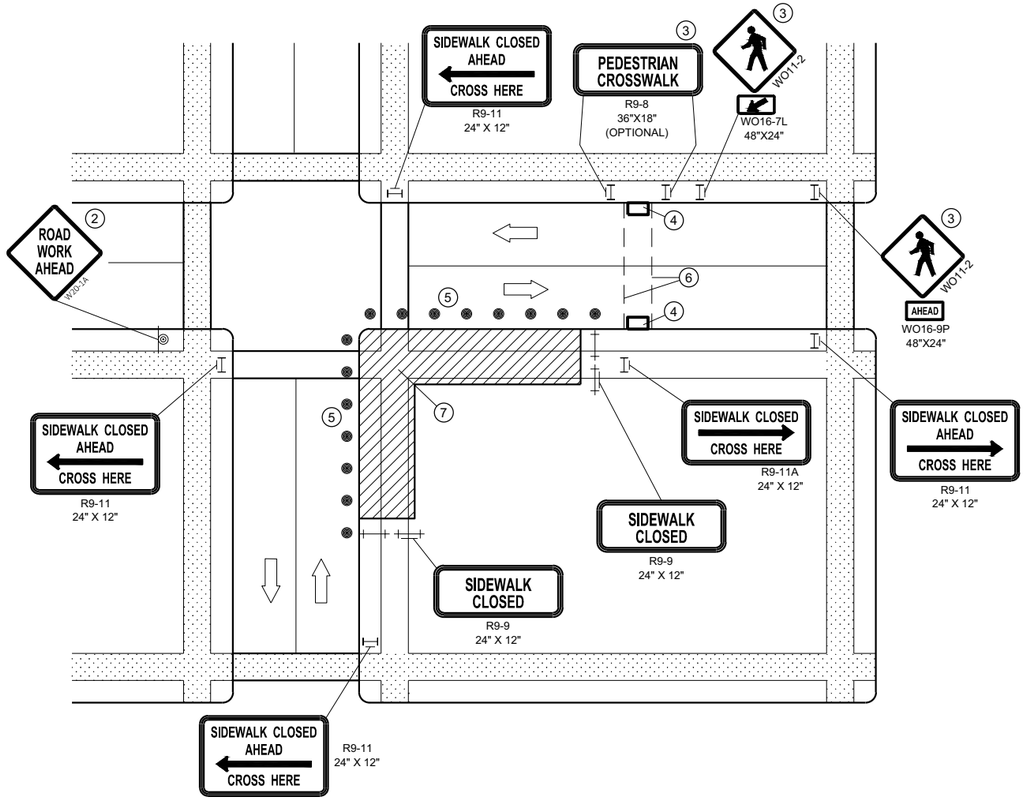
NOTE: LAYOUT SAME AS ABOVE.



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

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

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

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

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

LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 06a

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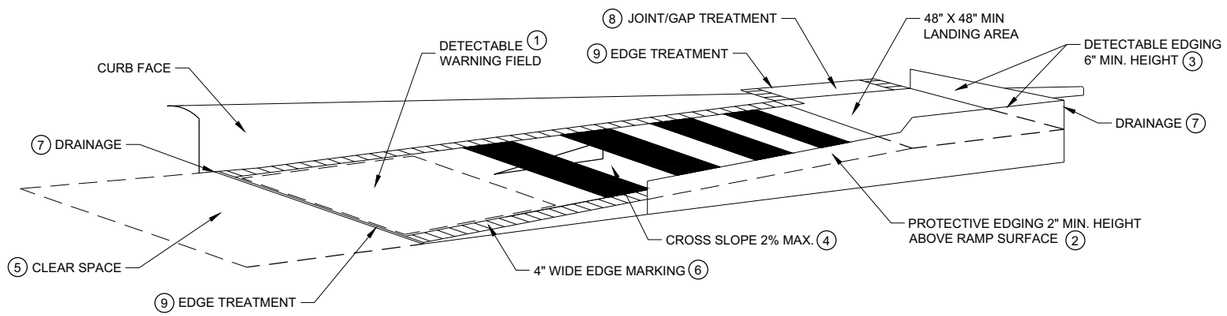
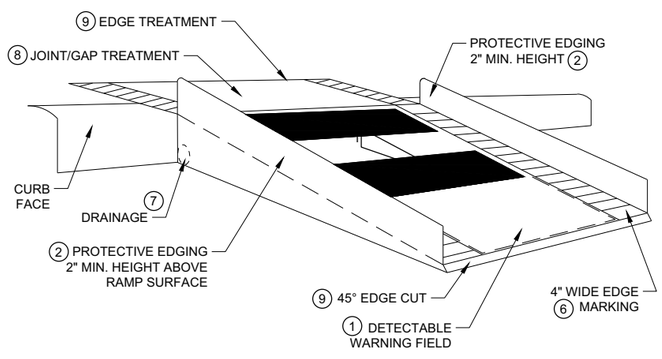
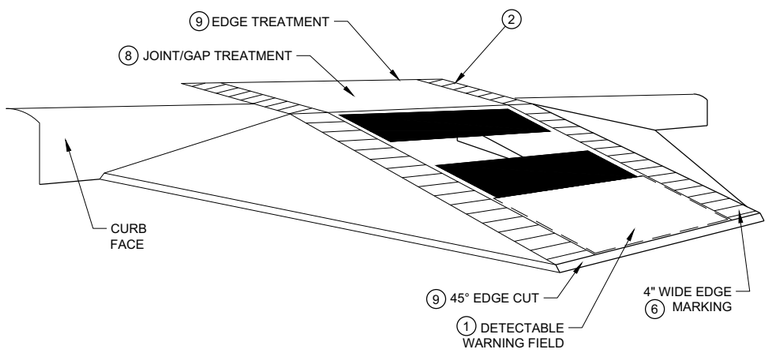
SDD15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

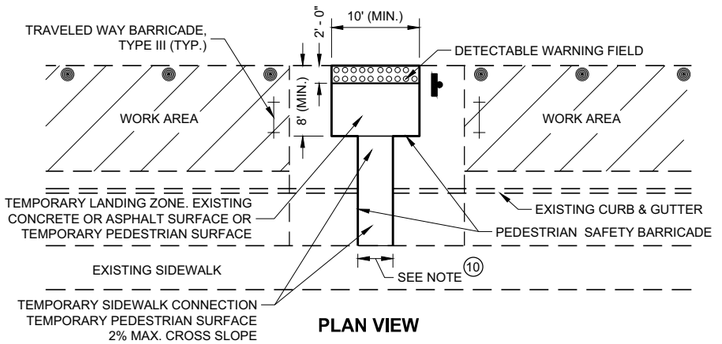
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

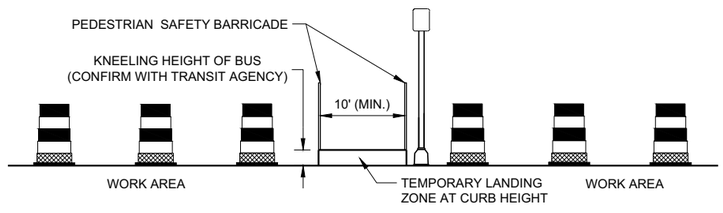
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 15D30 - 06b

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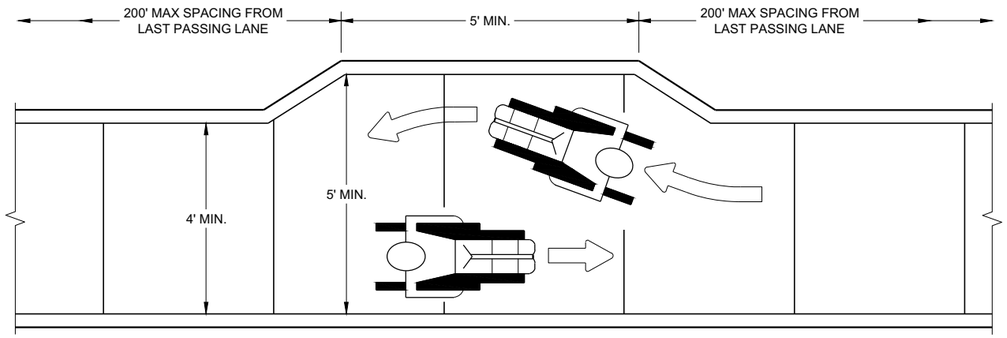
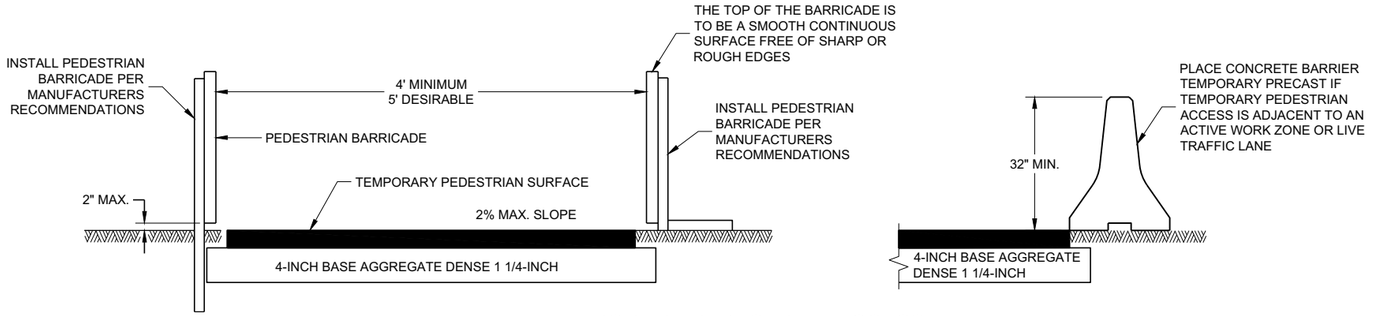
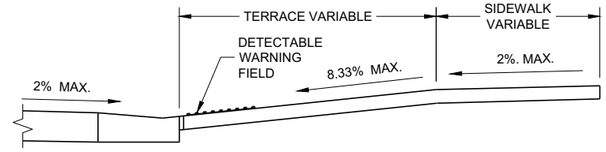
SDD 15D30 - 06b



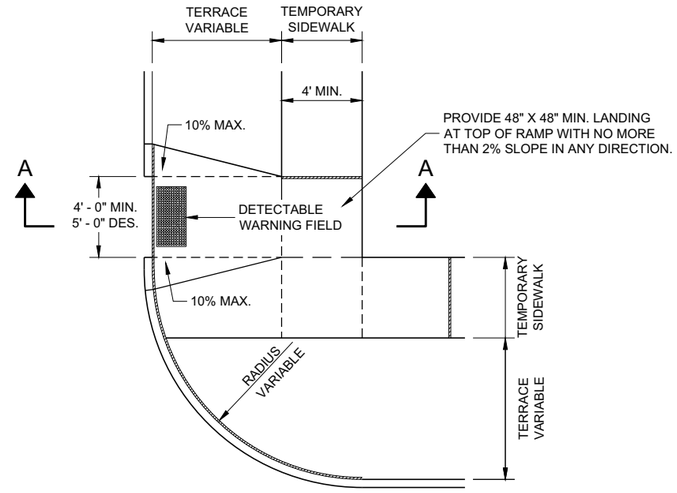
NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS



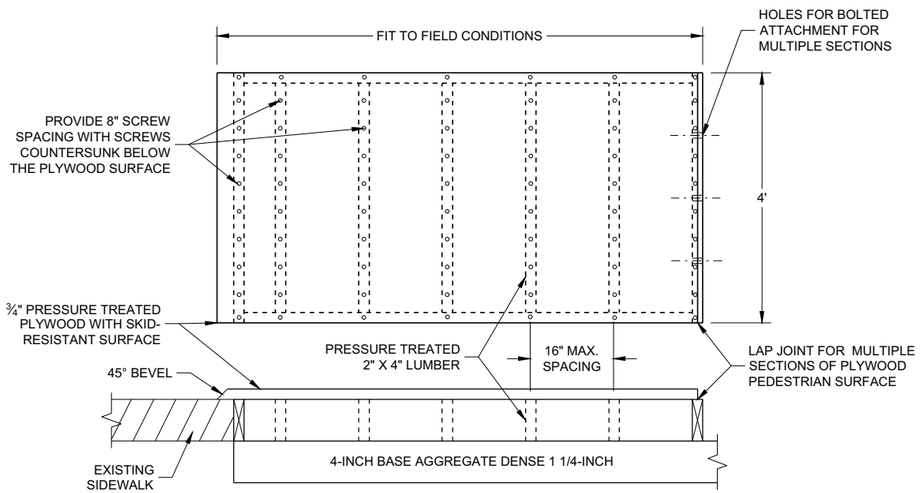
SECTION A - A



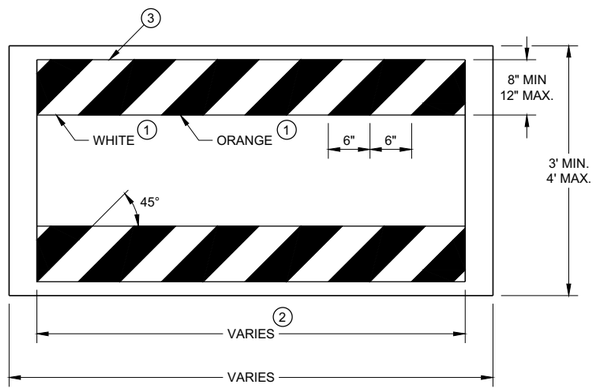
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D30 - 06c

6

SDD 15D30 - 06c

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					
		3	4	5	6	7	8
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

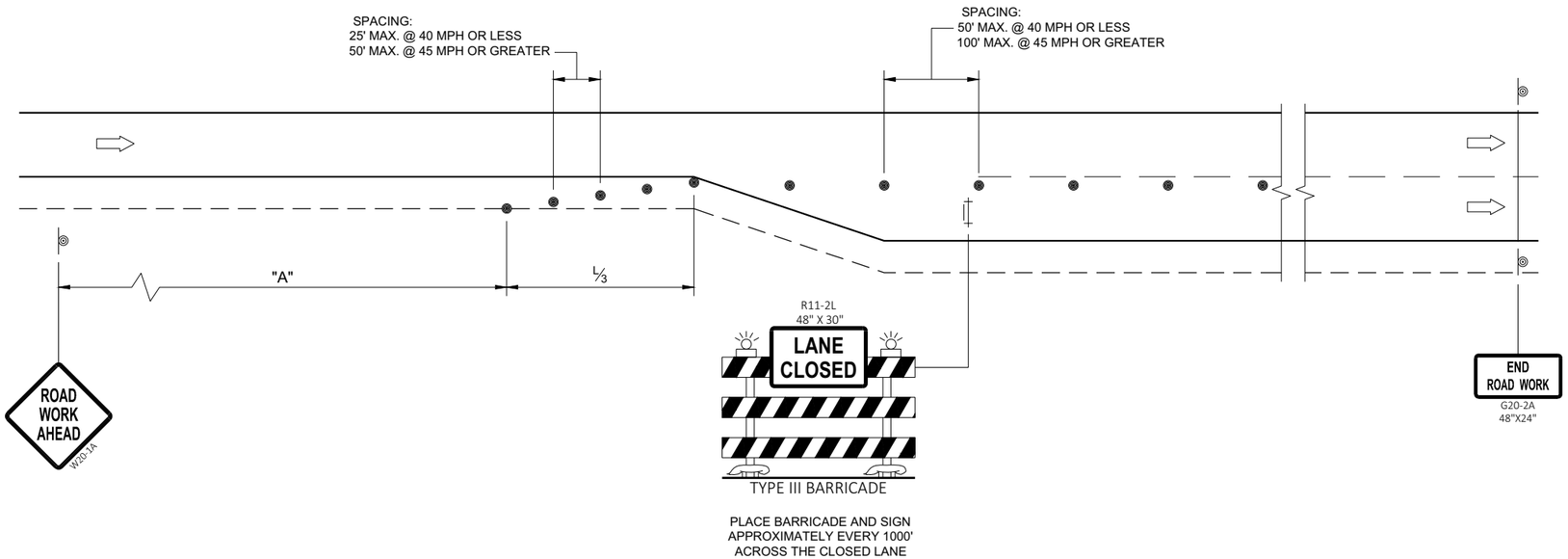
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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.

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

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

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



PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE

ADDED LANE CLOSURE WITHOUT LANE SHIFT

TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D50 - 01a

6

SDD 15D50 - 01a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER (L/2) FEET
25	200	60
30	200	90
35	350	120
40	350	160
45	500	270
50	500	300
55	500	330

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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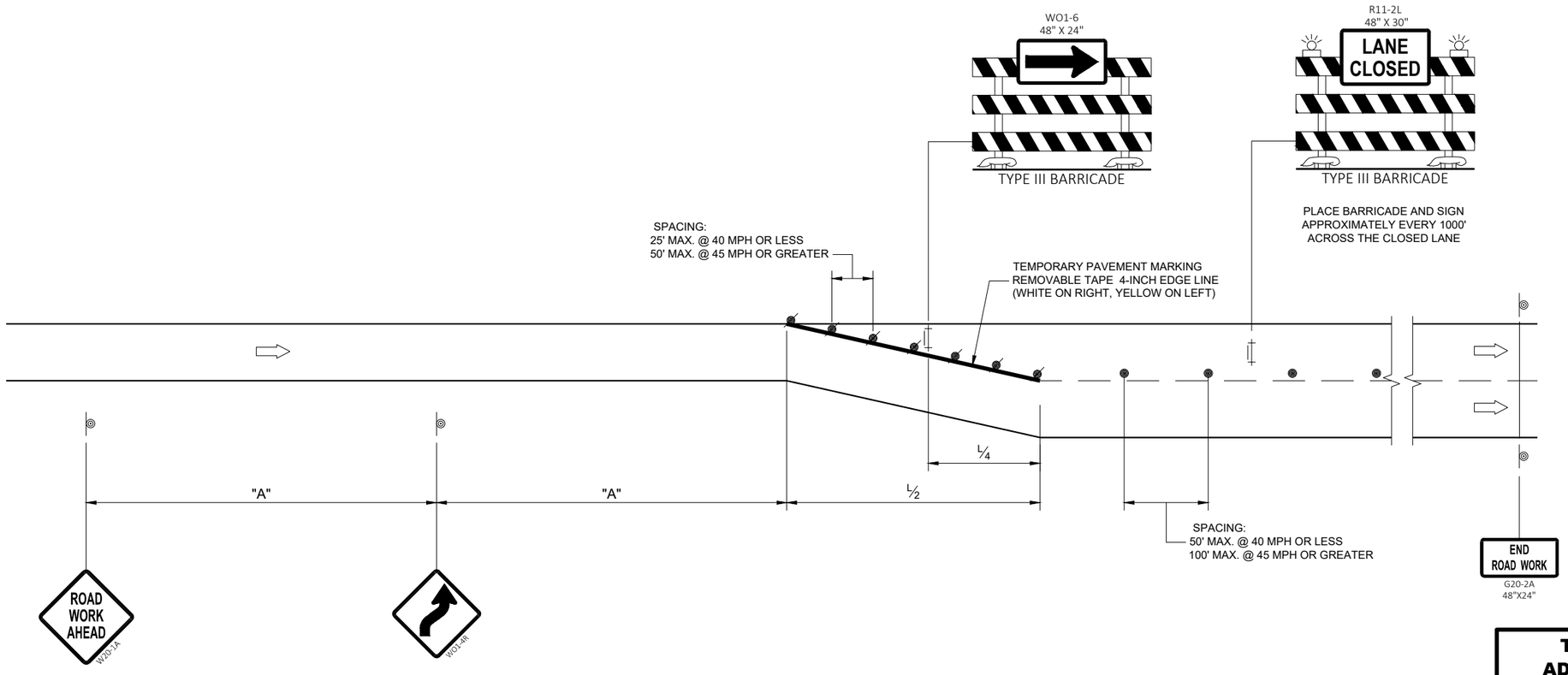
W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR FOUR CONTINUOUS DAYS AND NIGHTS.



ADDED LANE CLOSURE WITH LANE SHIFT

TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

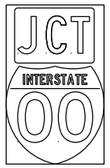
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

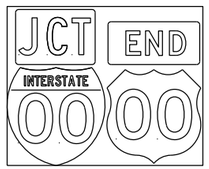
SDD 15D50 - 01b

SDD 15D50 - 01b

TYPICAL ASSEMBLIES



J1-1



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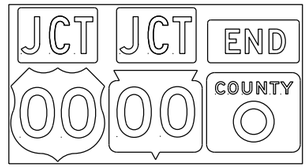
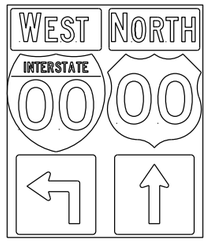


J1-3

JR1-1

J2-1



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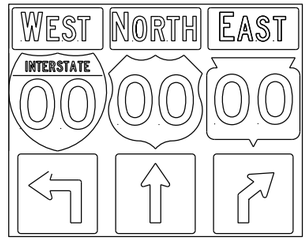
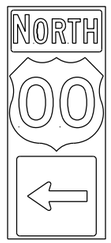
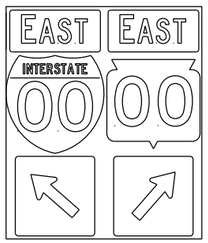


J2-3

JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1



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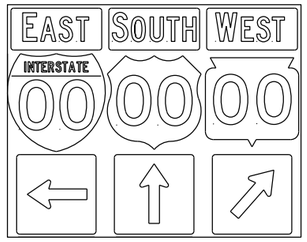
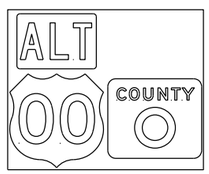


J3-3

J4-1



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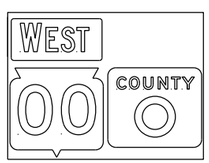
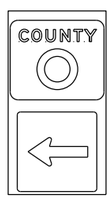


J4-2

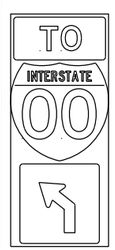
J12-1



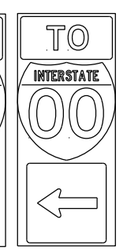
J13-1

J32-1

J33-1



J22-1

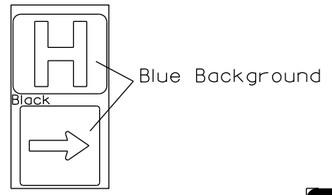


J23-1

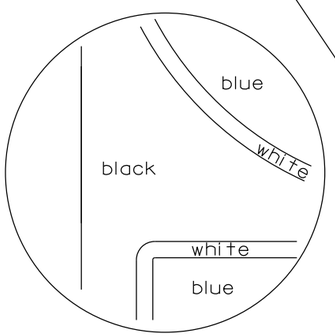
JR13-1

JR23-1

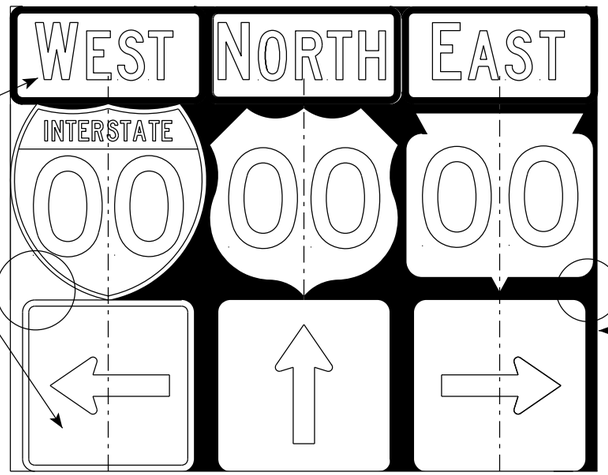
JR99-1

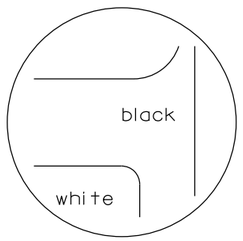


JH-1



blue background with interstate





black background

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

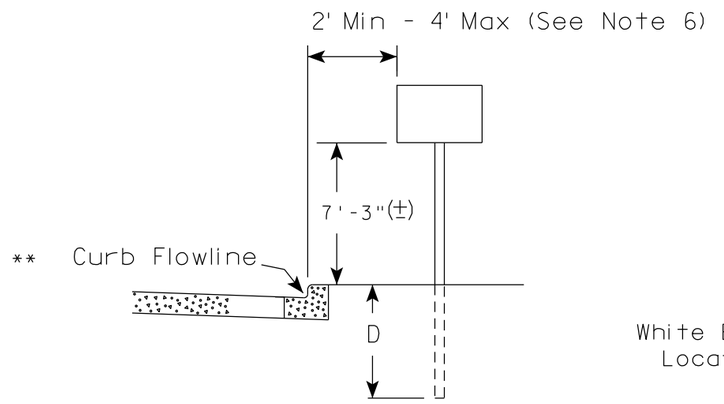
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/21 PLATE NO. A2-1S.9

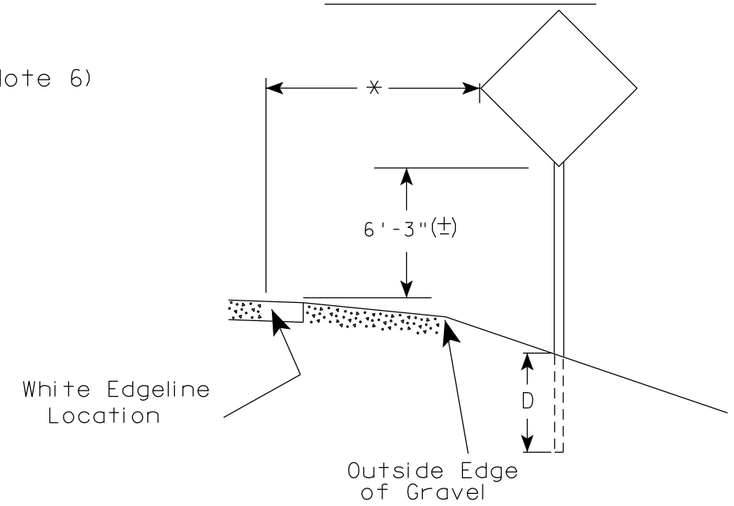
PROJECT NO:

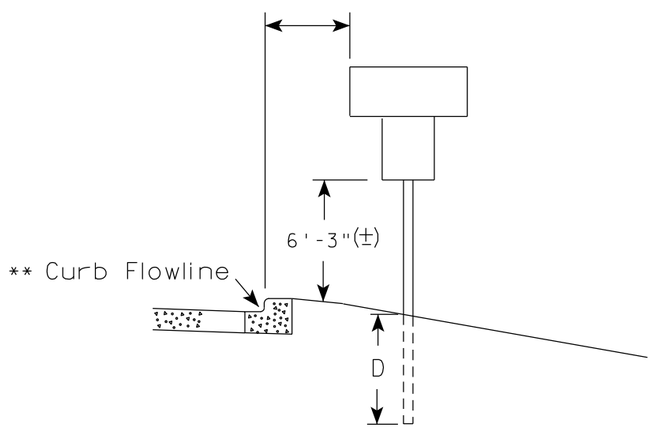
SHEET NO: 180 E

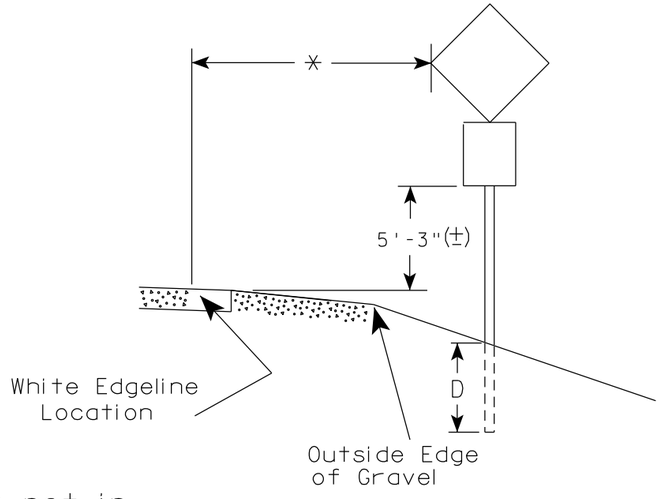
URBAN AREA



RURAL AREA (See Note 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. Offset of signs is measured from the flow line.

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

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 directd by the Engineer.

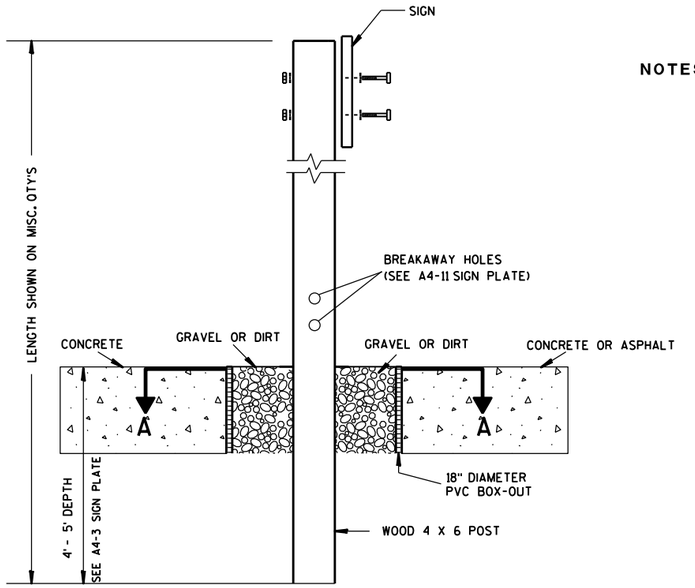
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

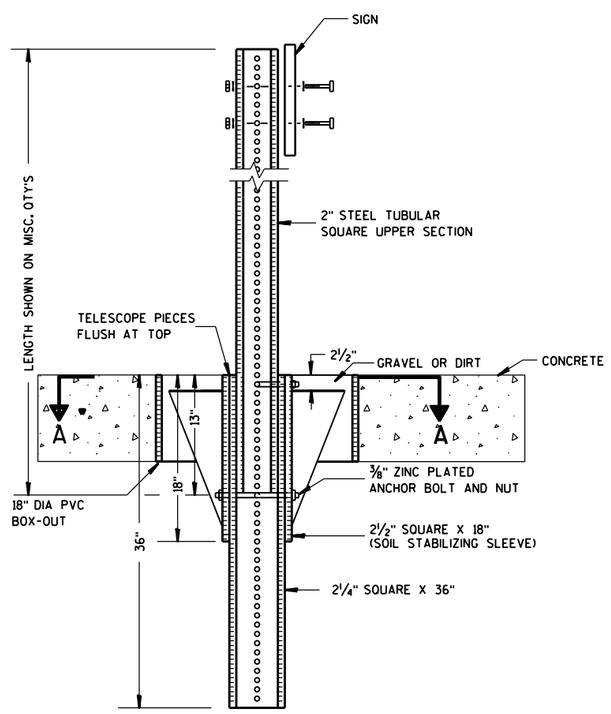
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 181	E



ELEVATION VIEW

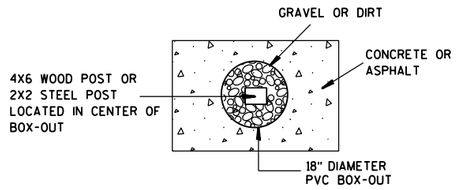
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

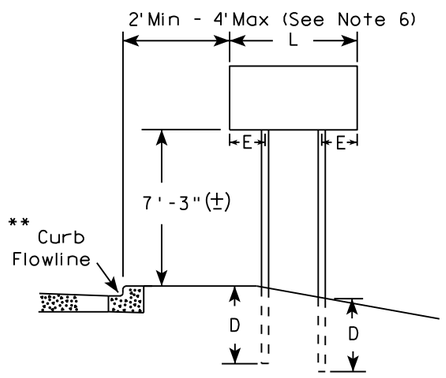
APPROVED Matthew R Rauch
for State Traffic Engineer

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

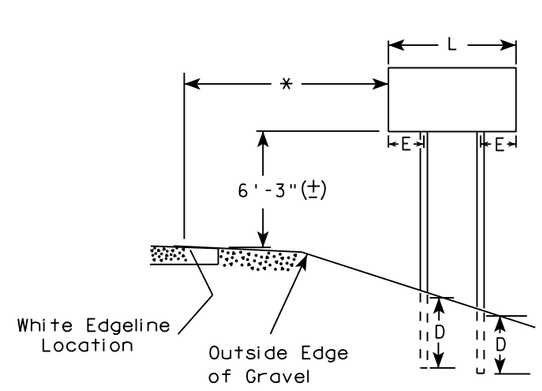
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

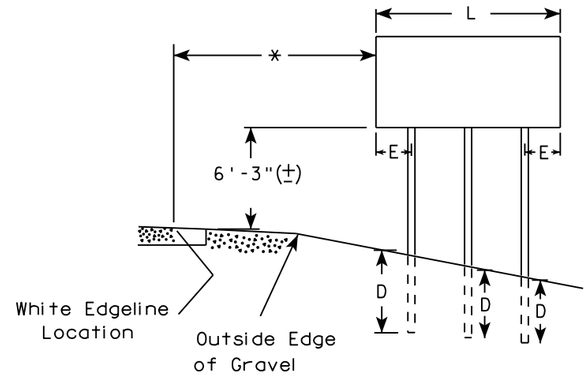
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

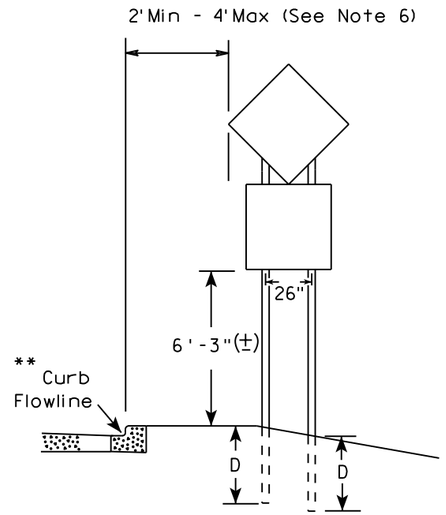
URBAN AREA



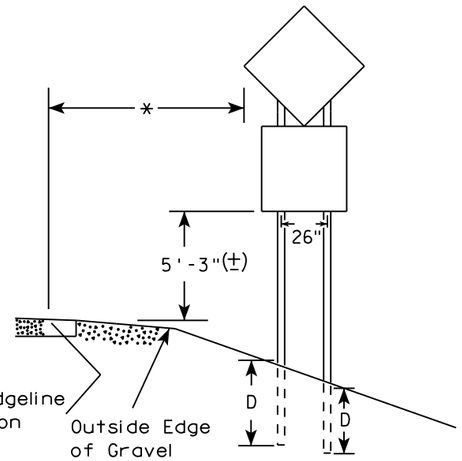
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	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"

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.

POST EMBEDMENT DEPTH

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

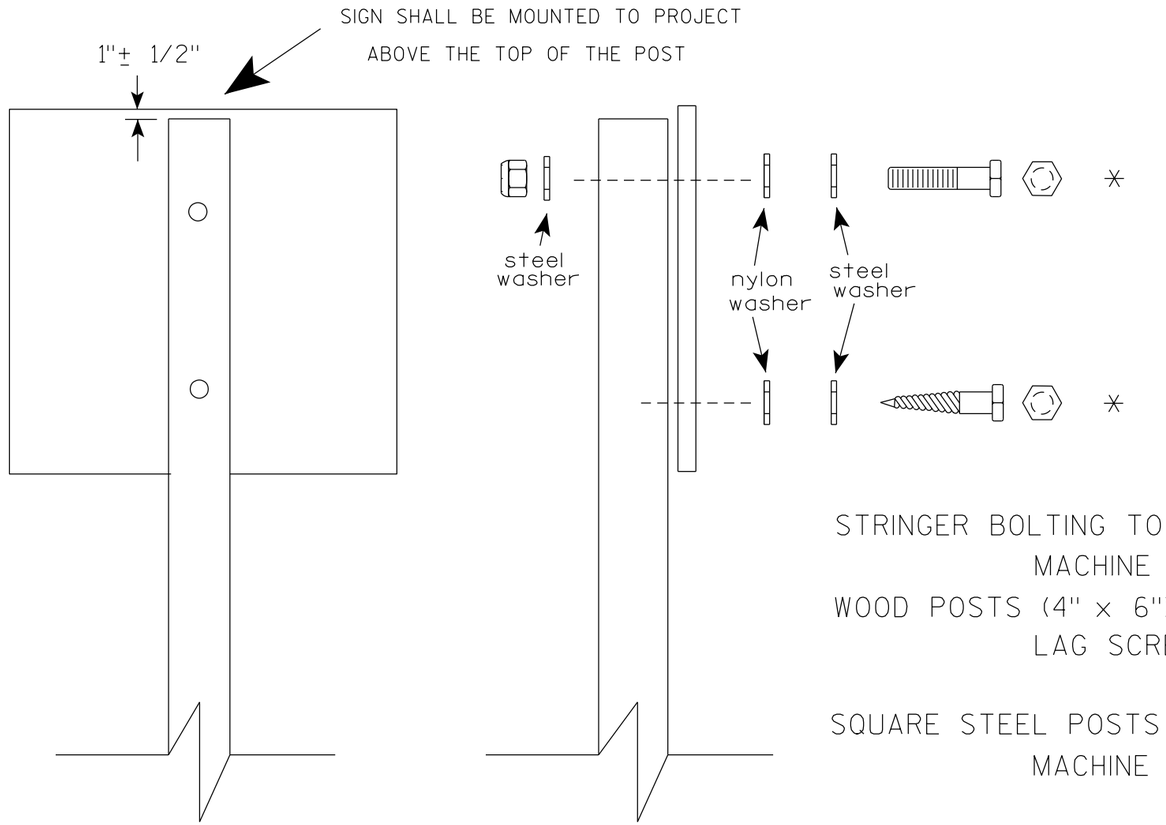
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 183	E



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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

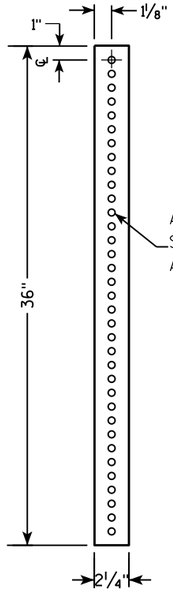
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

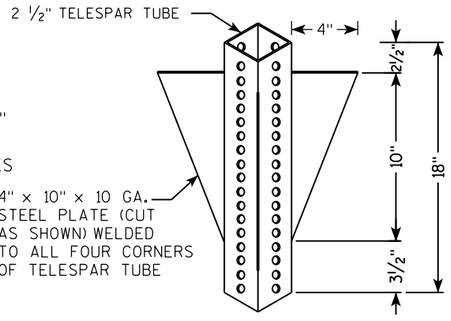
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

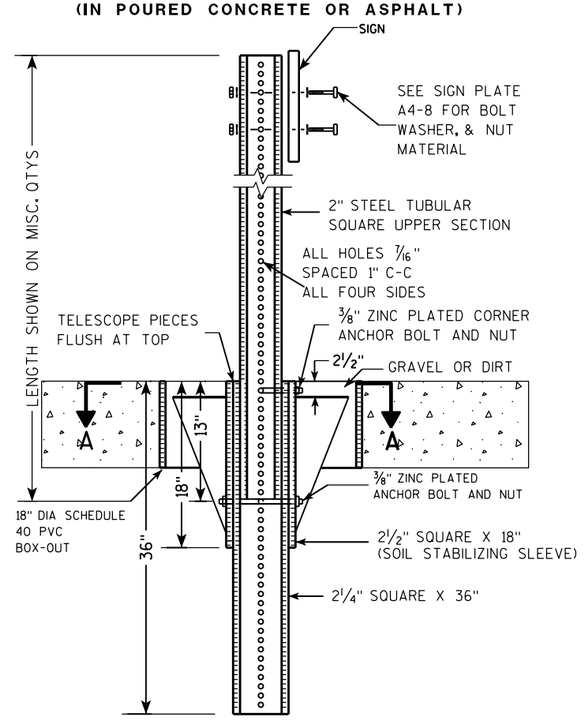
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



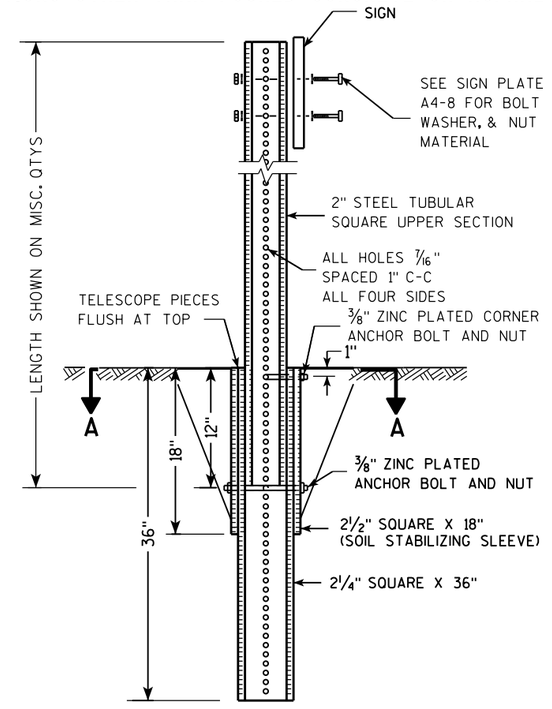
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

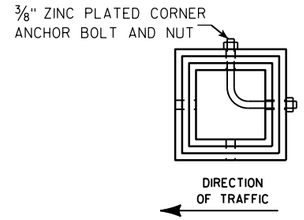


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

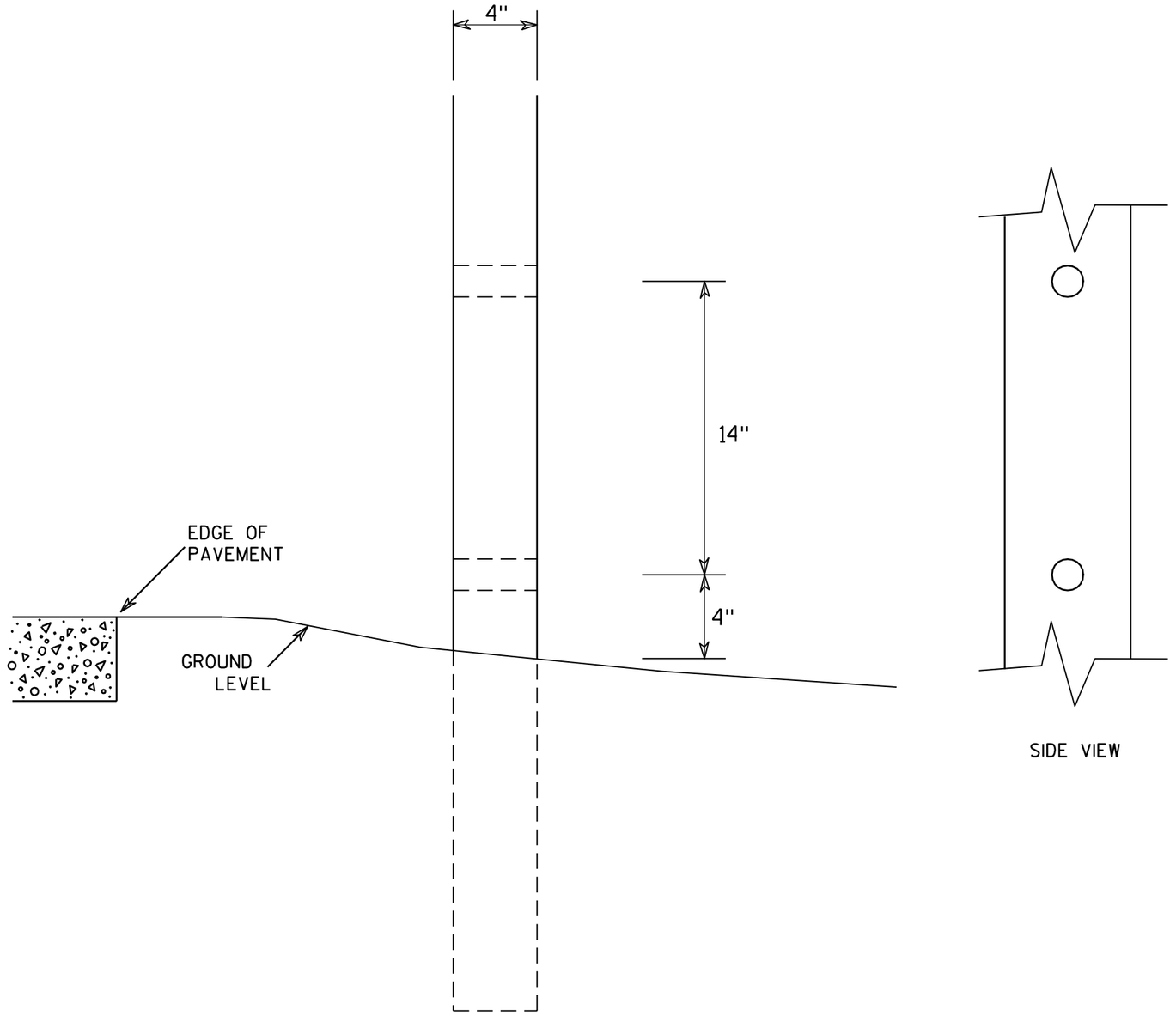
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

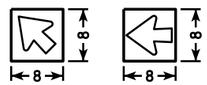
WISCONSIN DEPT OF TRANSPORTATION

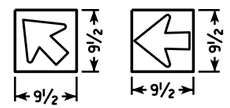
APPROVED Chester J Spang for State Traffic Engineer

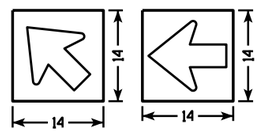
DATE 3/27/97 PLATE NO. A4-11.2

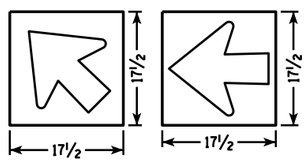
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 186	E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES







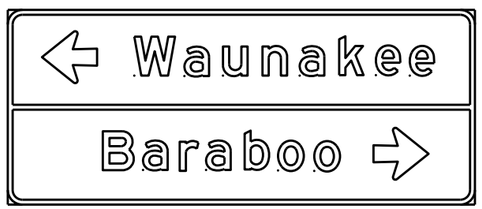


GENERAL NOTES

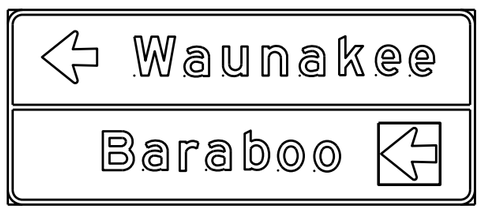
1. Materials shall conform to Standard Specification Section 637.
   Base - Sheet Aluminum 0.040" Thickness
   Sheeting - Orange Type F Reflective
   Arrow - Black Non-Reflective
2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws. There shall be a minmum of 2 fasteners used per arrow sign.
3. There shall be a spacer consisting of a 0.08" nylon washer between the back of the arrow sign and the face of the permanent sign.
4. Arrows are per standard plate A1-2
5. Use separate arrow sign for each destination
6. Tilt arrow is always at 45 degrees
7. Arrow is centered on arrow sign

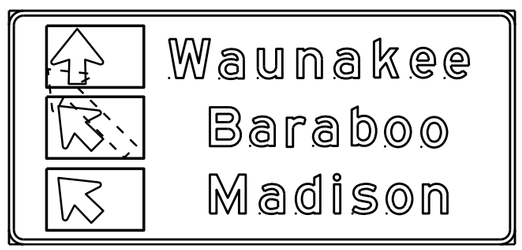
Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3¾" Series C	8	9 ½	14 ½	8
4½" Series D & E	9 ½	10	15	9 ½
6" Series D & E	14	16	20 ½	14
8" Series E	17 ½	20 ½	25	17 ½

BEFORE



AFTER





DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/08/14

A4-12.2

PROJECT NO:

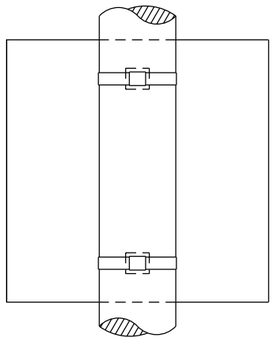
SHEET NO: E

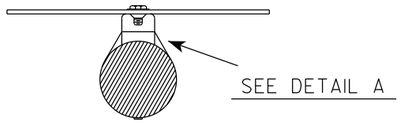
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A412.DGN PLOT DATE : 08-OCT-2014 11:50 PLOT BY : mscsja

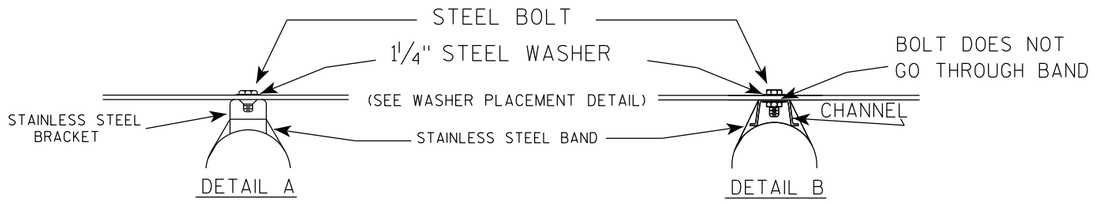
WISDOT/CADDS SHEET 42

BANDING

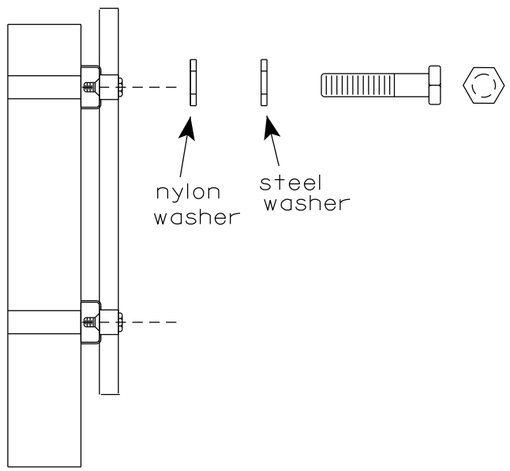
SINGLE SIGN







WASHER PLACEMENT

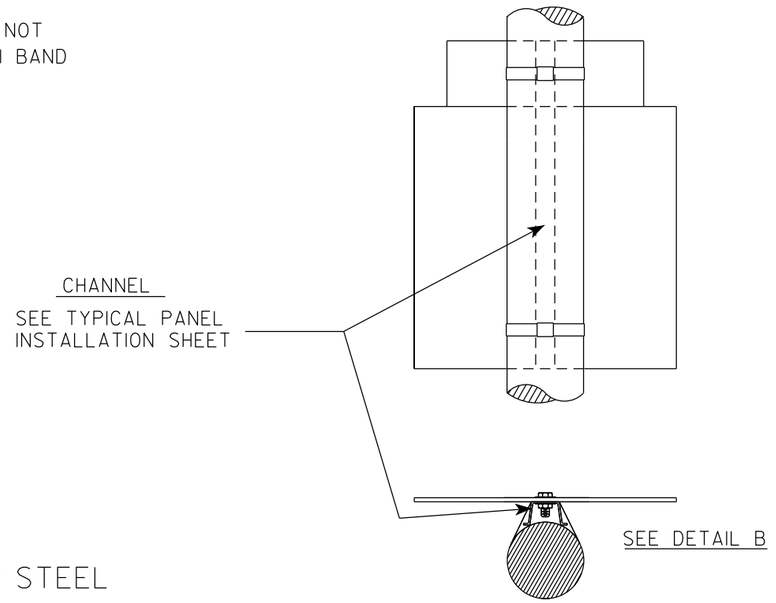


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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 ¾" 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

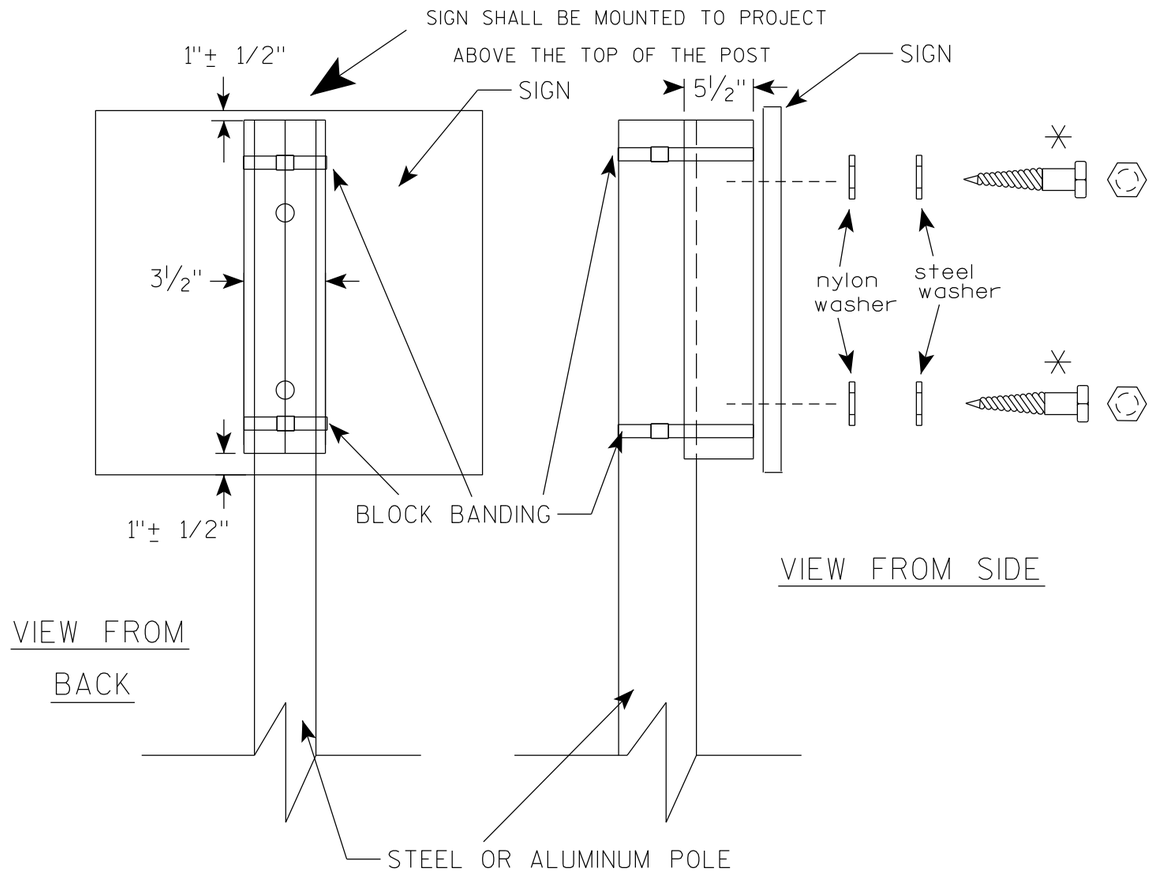
DATE 6/10/19 PLATE NO. A5-9.4

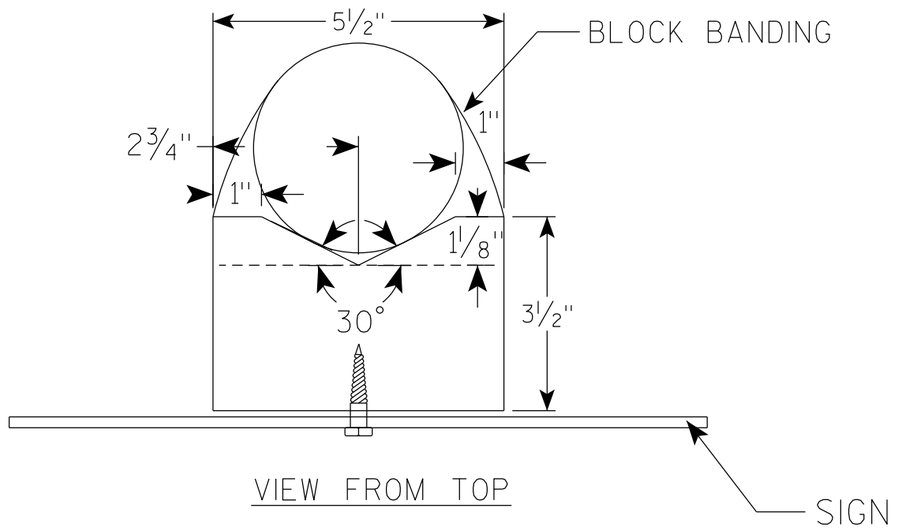
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 188	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





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, ¾" 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 NORNALLY 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 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

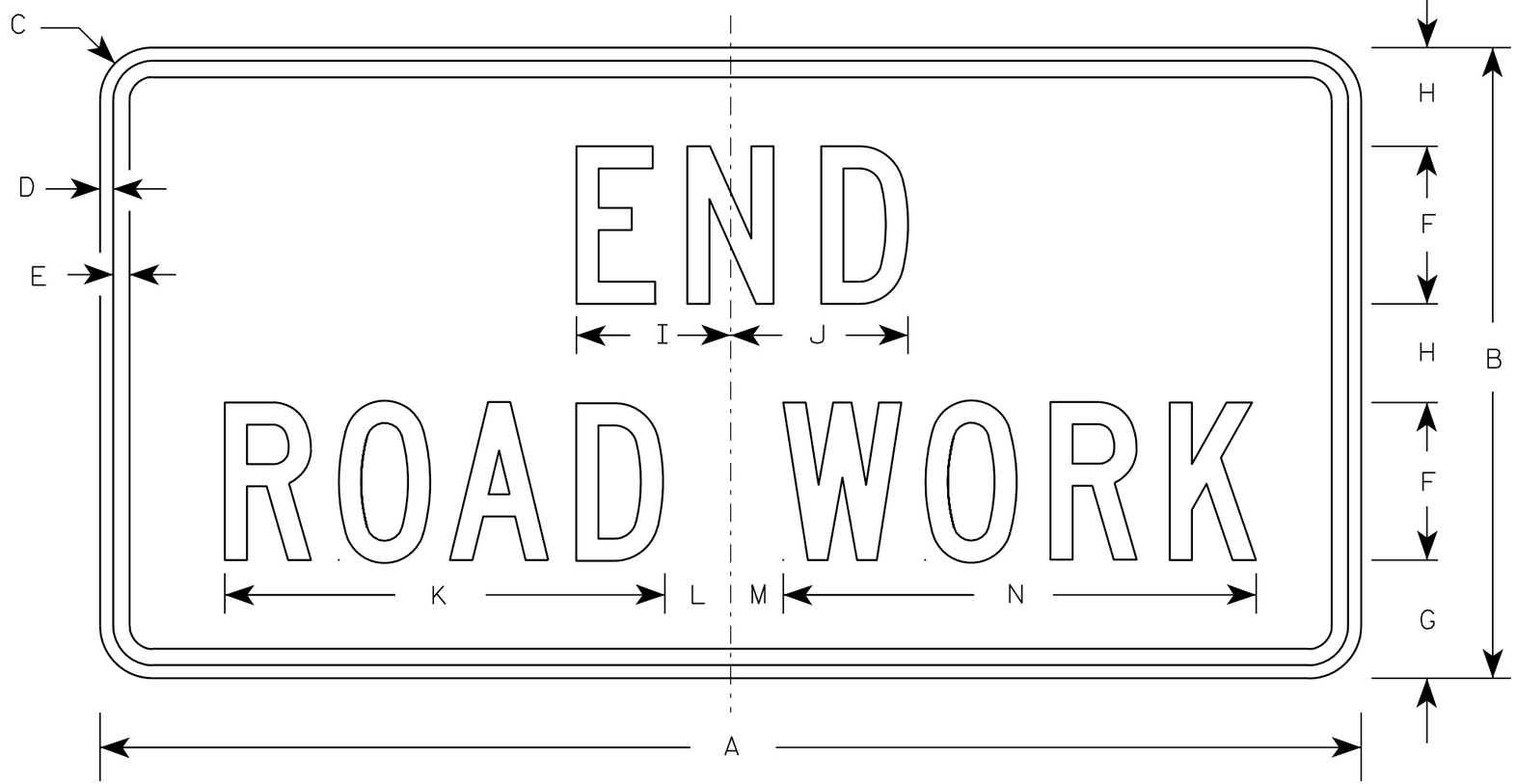
BLOCK BANDING DETAIL (V-BLOCK OPTION)

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: 189 | E



G20-2A

NOTES

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

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

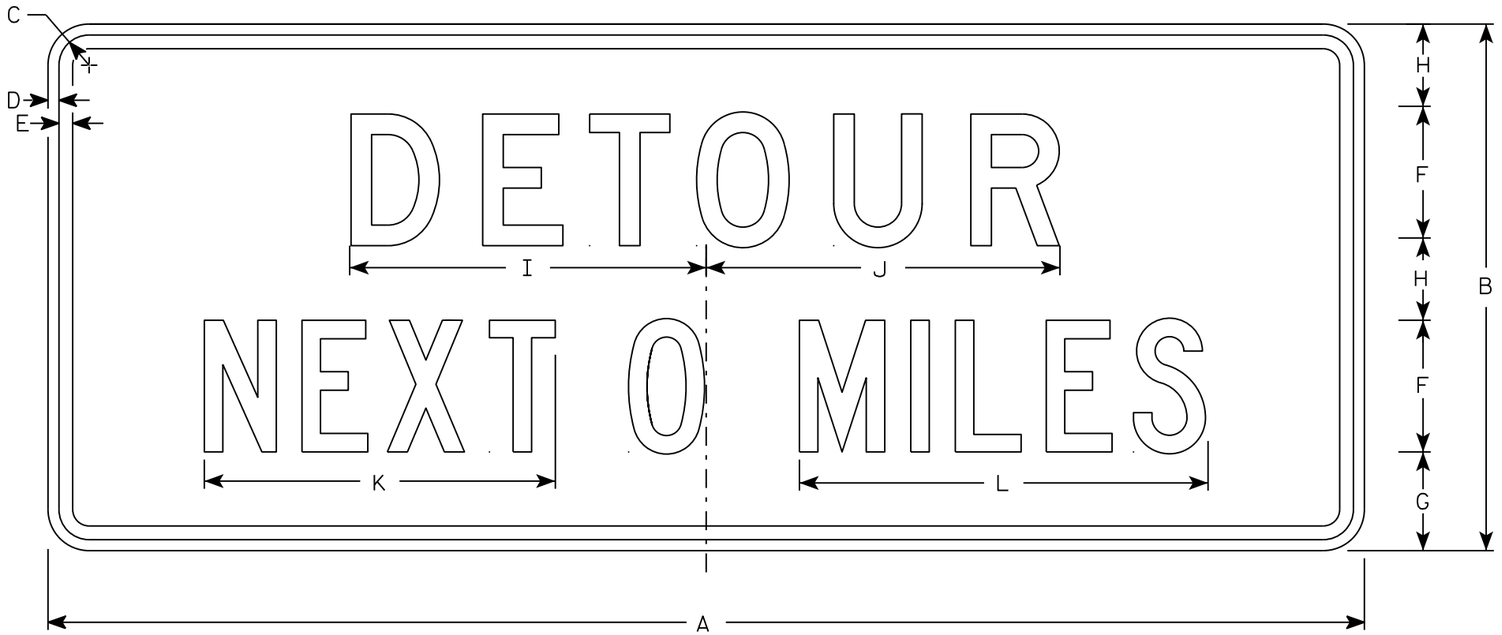
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 190	E



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
5																											

STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

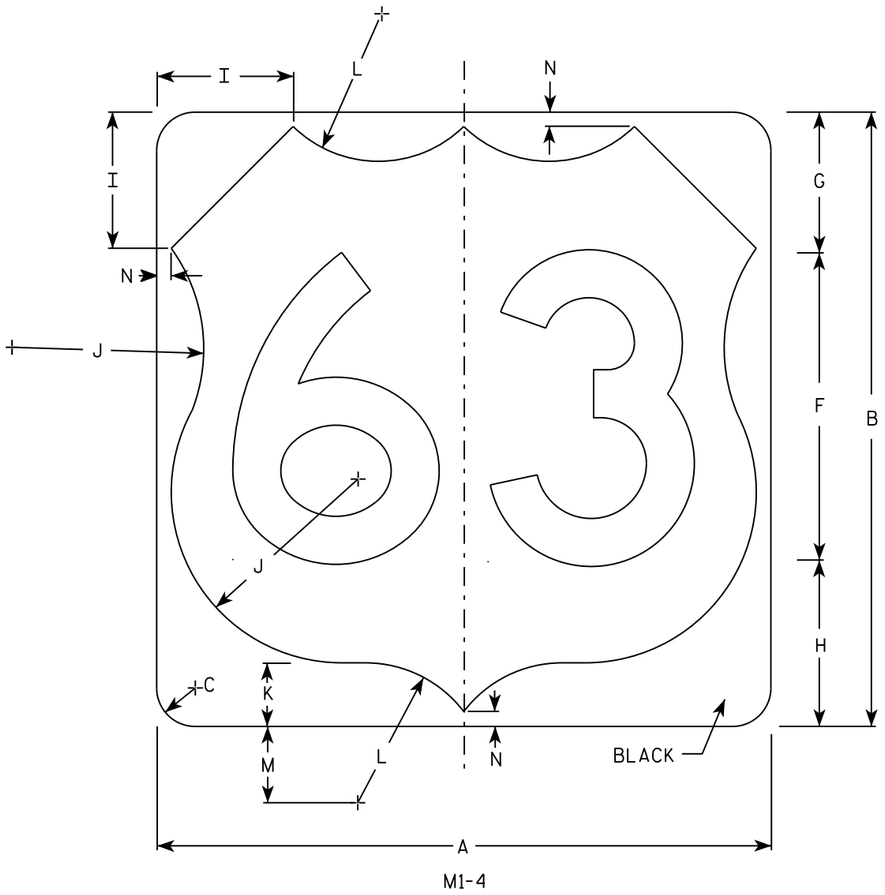
APPROVED Matthew R Rauch
for State Traffic Engineer

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

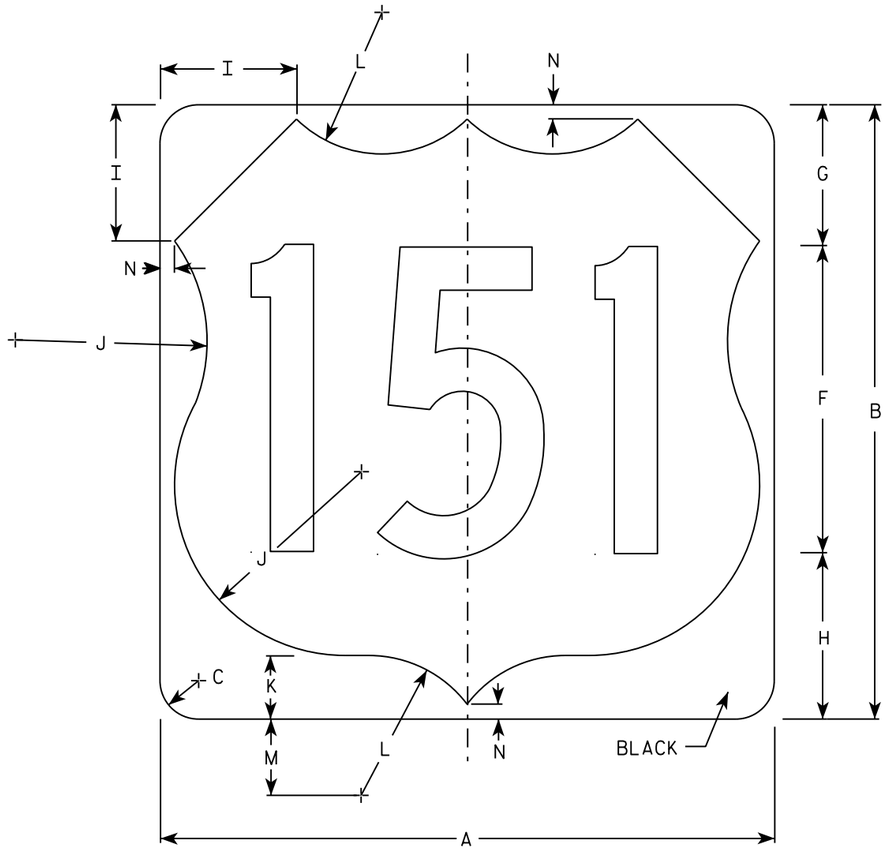
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 191	E

NOTES

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



M1-4



M1-4

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

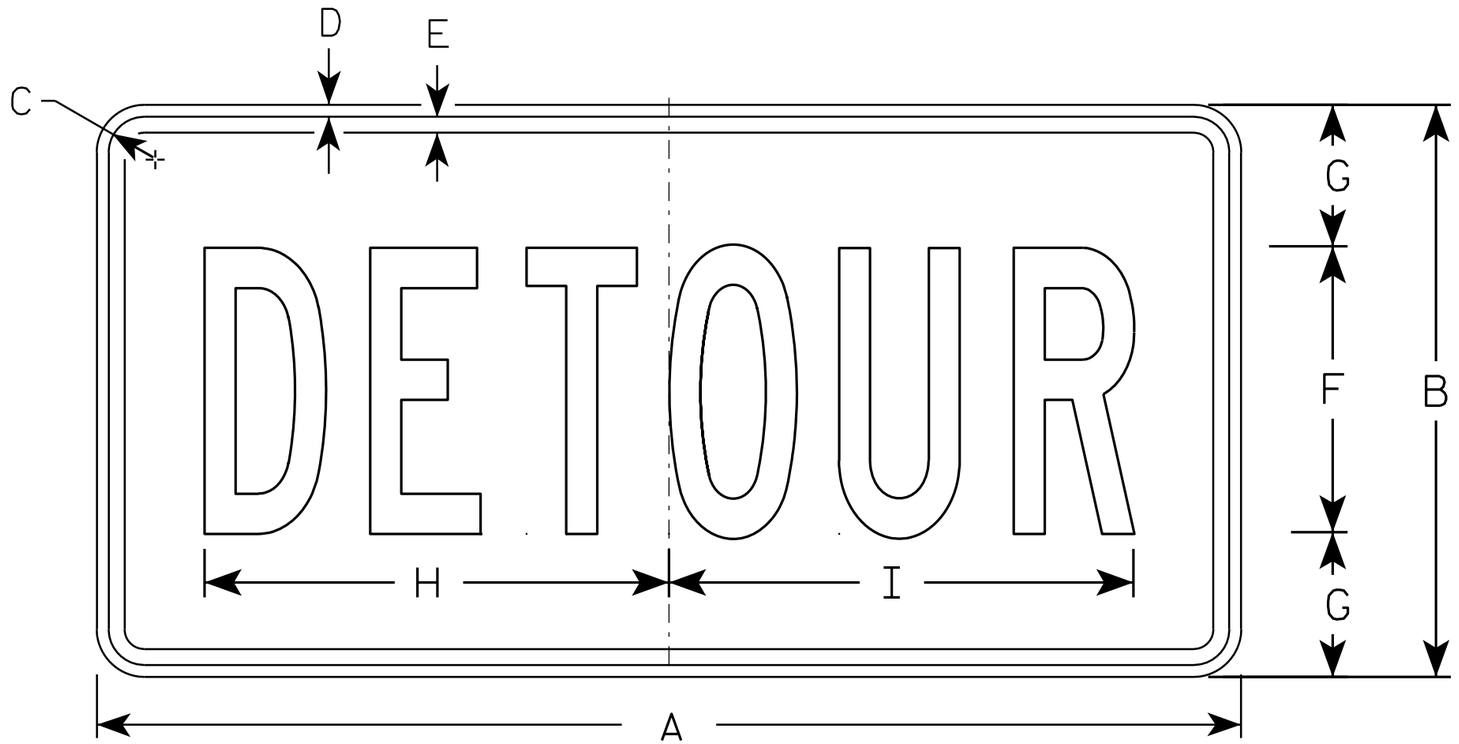
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 192	E



M4-8

NOTES

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

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

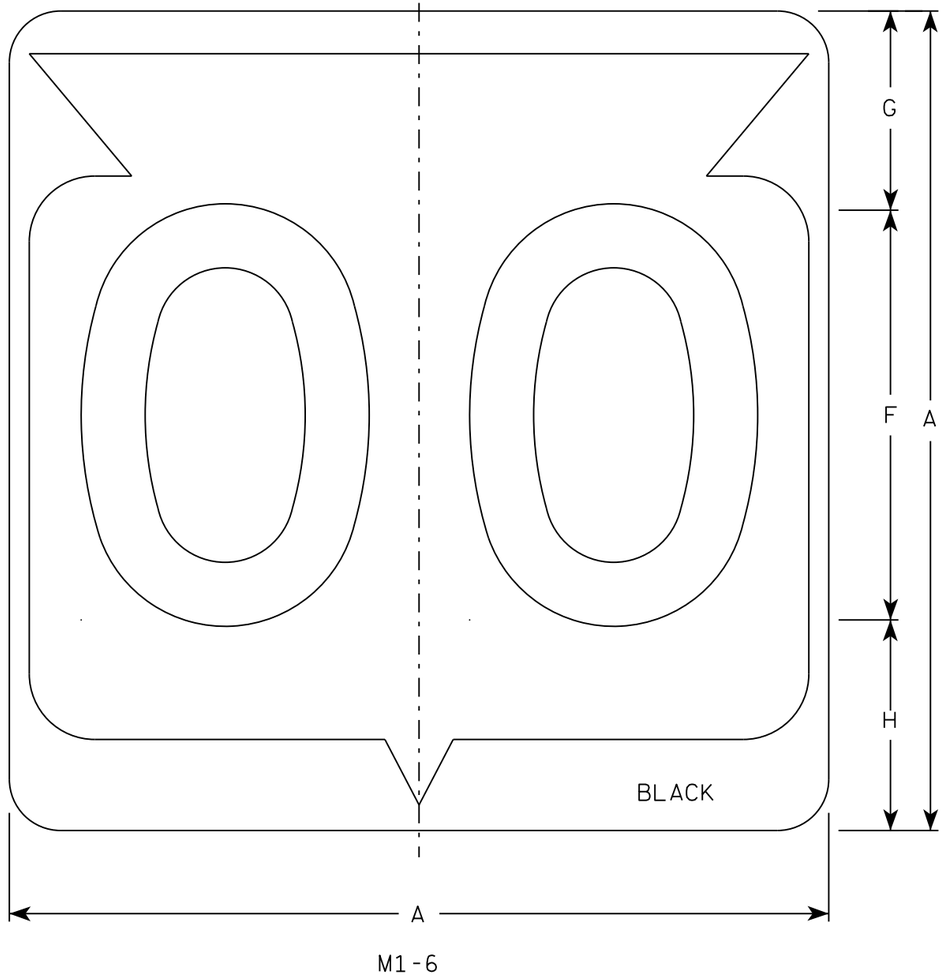
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

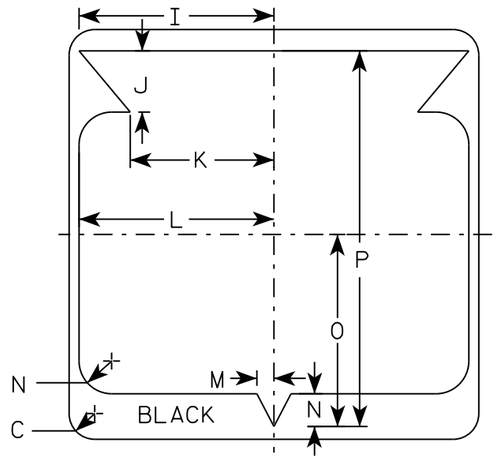
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 193	E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs 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																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

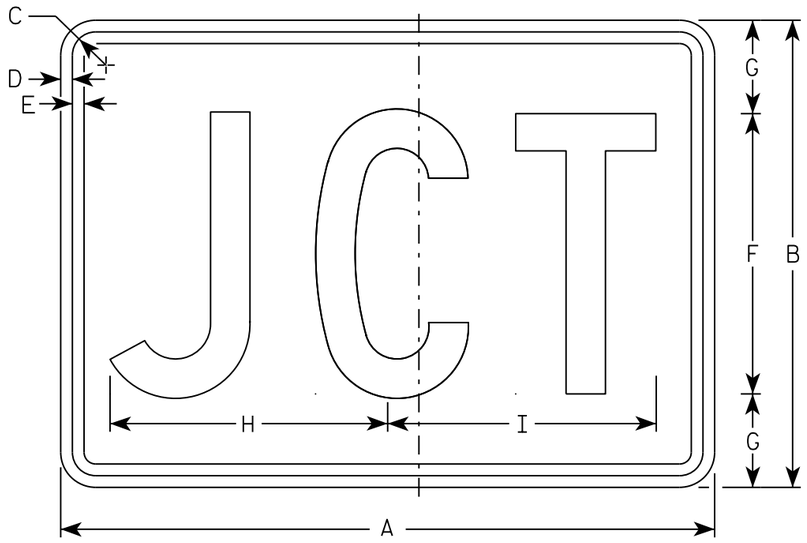
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

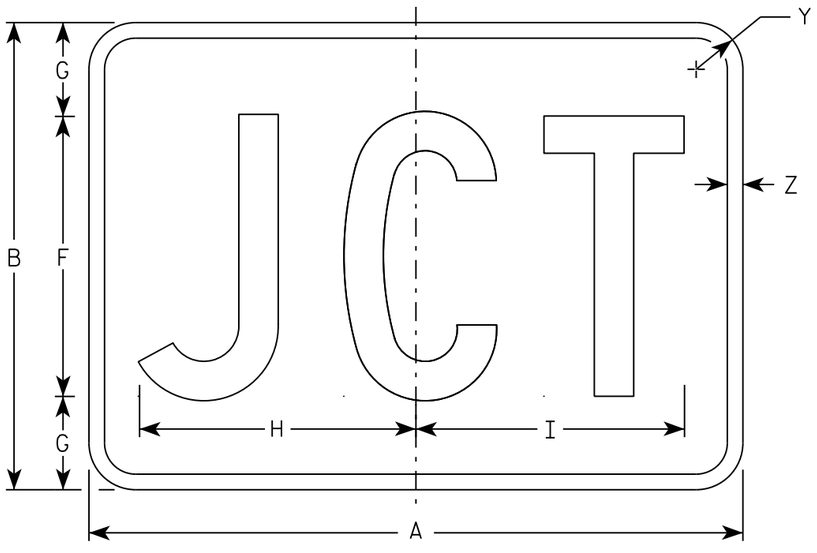
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 194 E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

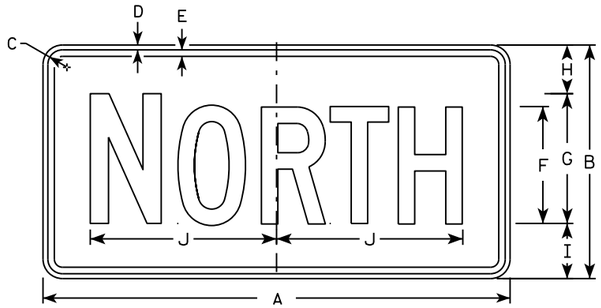
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

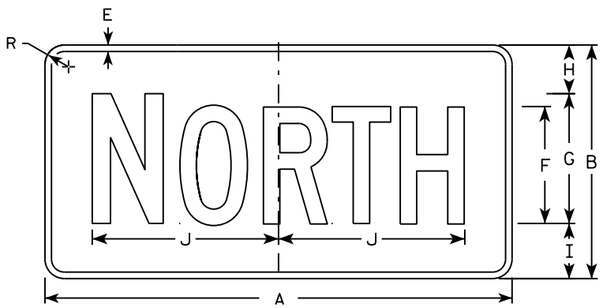
DATE 10/15/15 PLATE 195 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



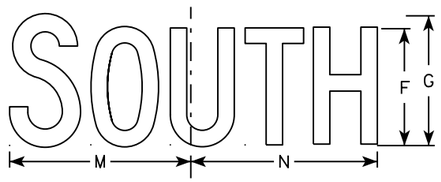
M3-1
MM3-1
MP3-1



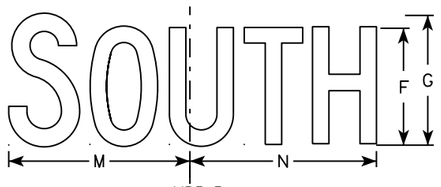
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

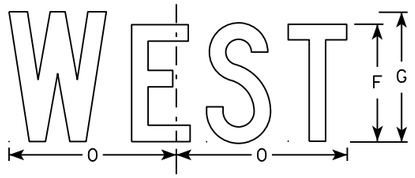
MB3-2
MK3-2
MN3-2



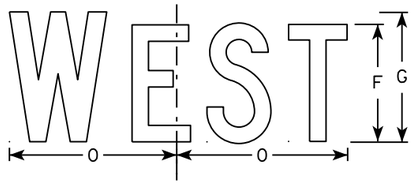
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

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

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

STANDARD SIGNS
M3-1 thur M3-4
SERIES

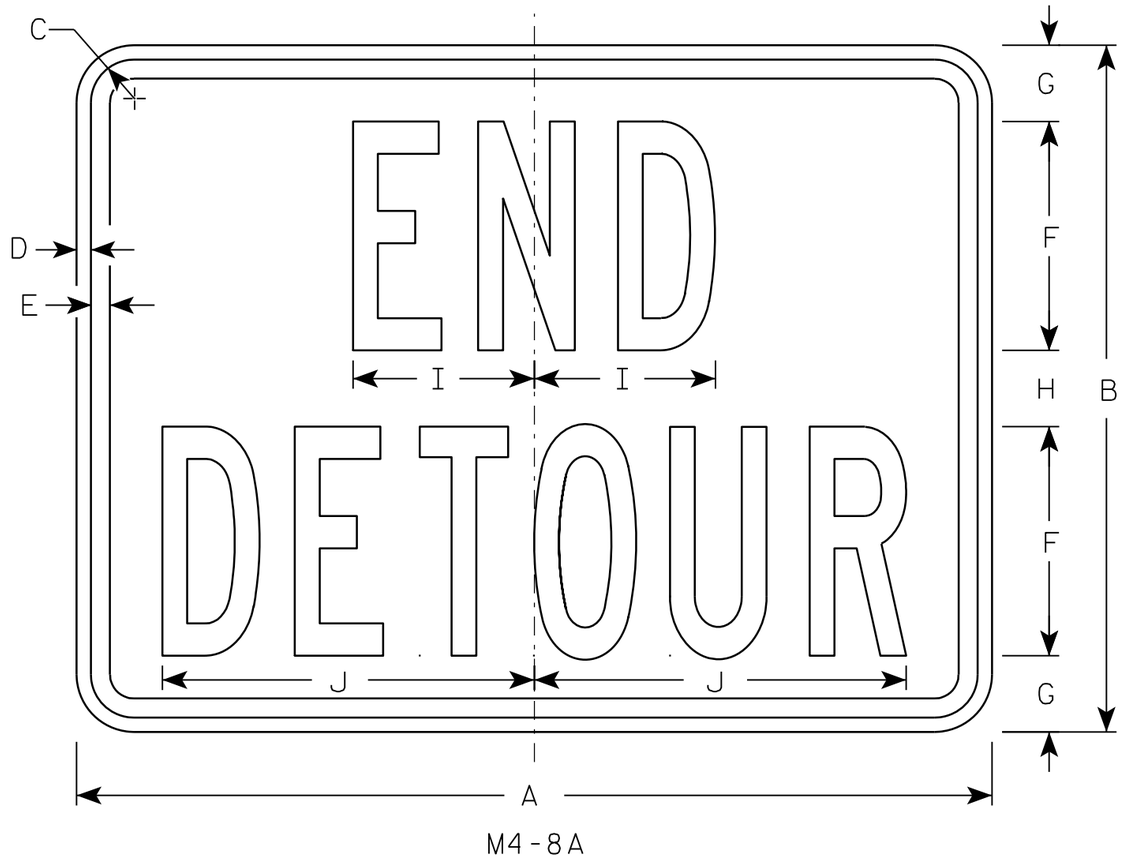
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

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



M4-8A

NOTES

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

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

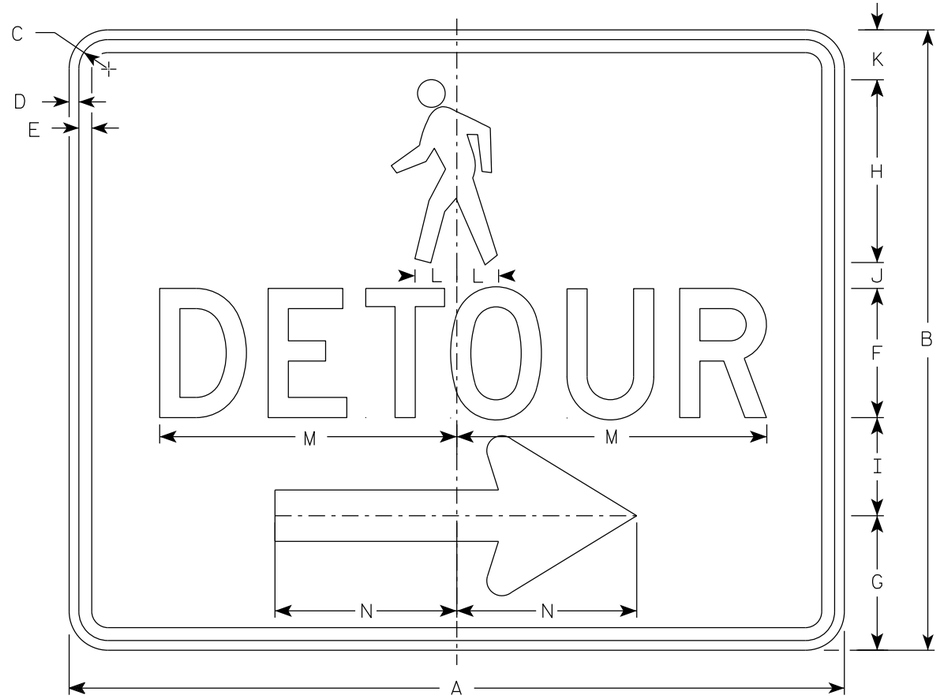
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

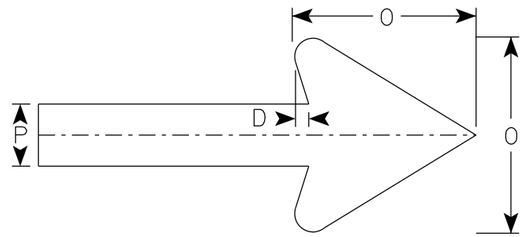
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 197	E



M4-9BR

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

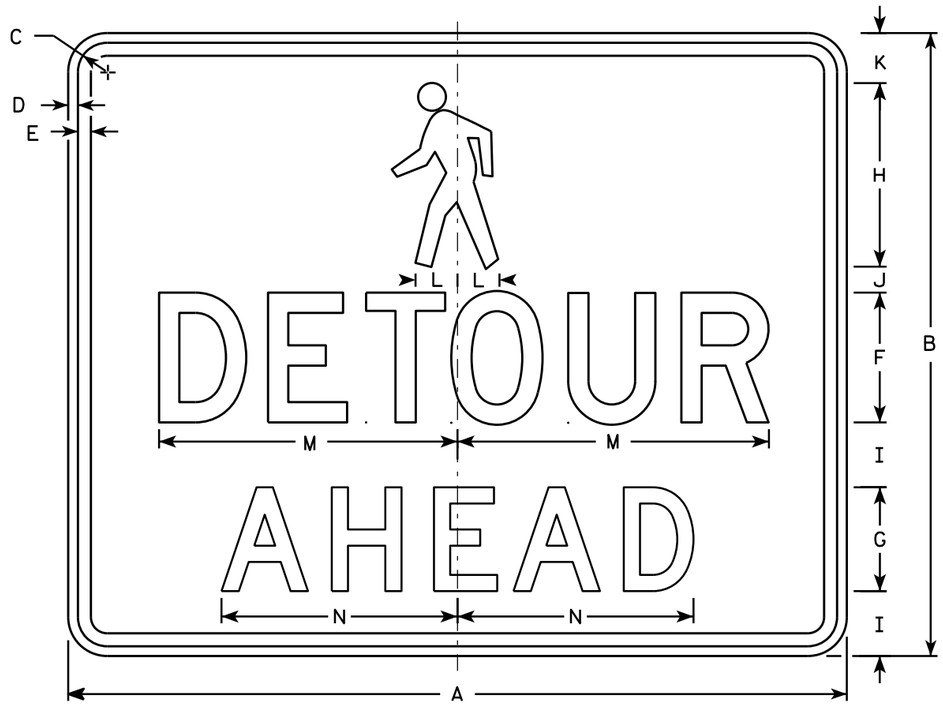
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 198 | E



M4-9BA

NOTES

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

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

STANDARD SIGN
M4-9BA

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

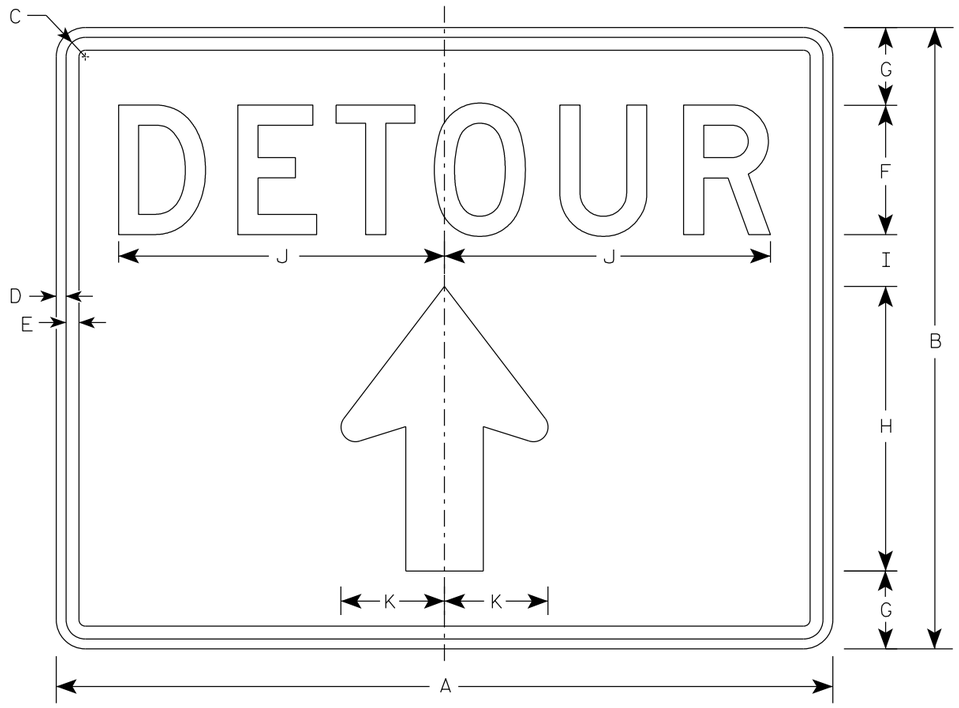
DATE 3/24/16 PLATE NO. M4-9BA.1

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

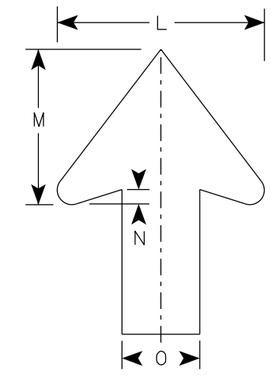
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M49BA.dgn PLOT DATE : 24-MAR-2016 14:57 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42

NOTES

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



M4-9RA



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	3	11	2	12 5/8	4	8	6	1/2	3												5.00
3																											
4																											
5																											

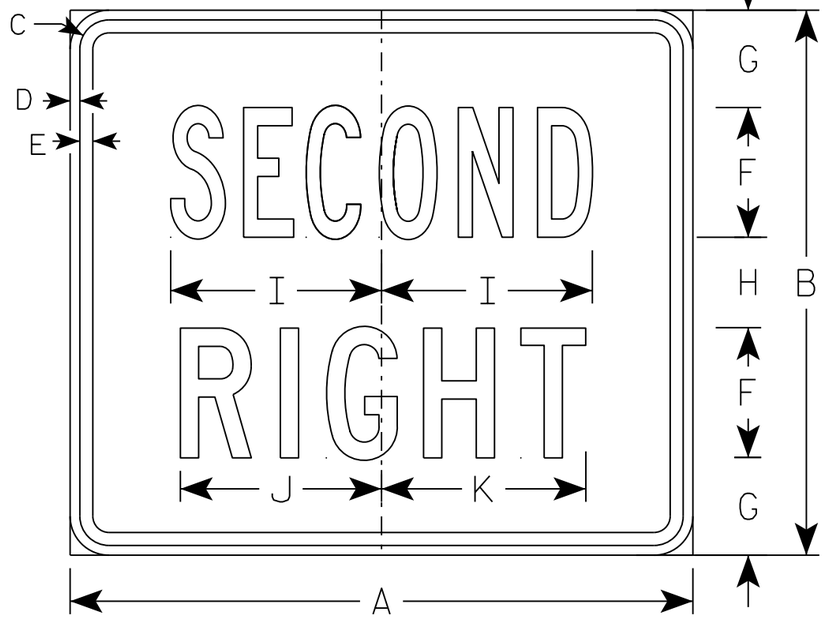
STANDARD SIGN
M4-9RA

WISCONSIN DEPT OF TRANSPORTATION

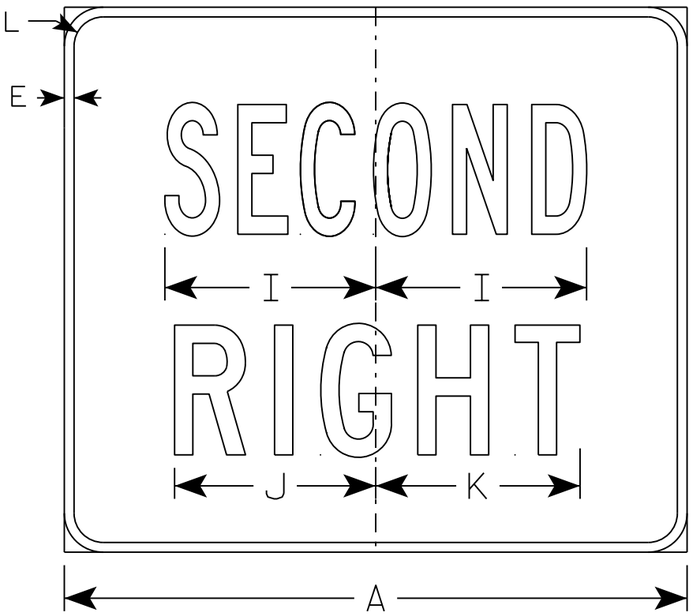
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/10/2020 PLATE NO. M4-9RA.1

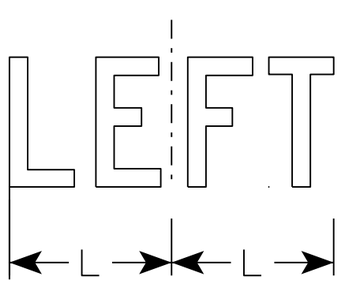
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 200 | E



M4-22R
MM4-22R
M04-22R
MP4-22R



MB4-22R
MK4-22R
MN4-22R
MR4-22R



M4-22L
MB4-22L
MK4-22L
MM4-22L
MN4-22L
M04-22L
MP4-22L
MR4-22L

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-22 Background - White
   Message - Black
   MB4-22 Background - Blue
   Message - White
   MK4-22 Background - Green
   Message - White
   MM4-22 Background - White
   Message - Green
   MN4-22 Background - Brown
   Message - White
   M04-22 Background - Orange - Type F Reflective
   Message - Black
   MP4-22 Background - White
   Message - Blue
   MR4-22 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	21	1 1/8	3/8	1/2	5	3 3/4	3 1/2	8 1/8	7 3/4	7 7/8	1 1/2															3.5
3	36	30	1 5/8	5/8	3/4	8	4 3/4	4 1/2	13 1/8	12 5/8	12 1/2	1 7/8															7.5
4																											
5																											

STANDARD SIGN
M4-22

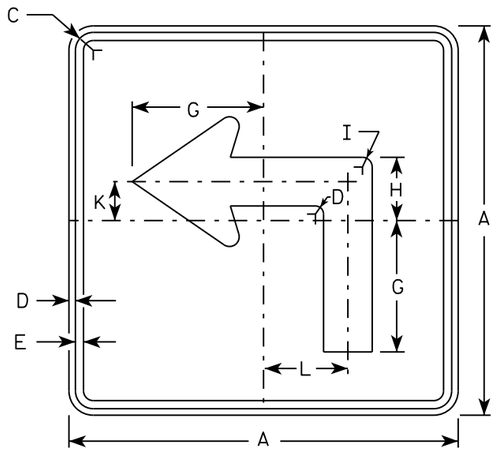
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

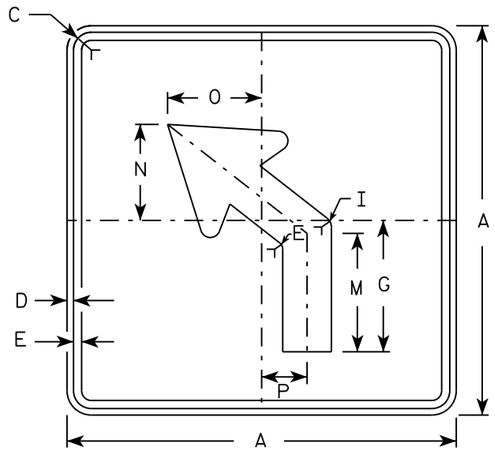
DATE 10/15/15 PLATE NO. M4-22.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

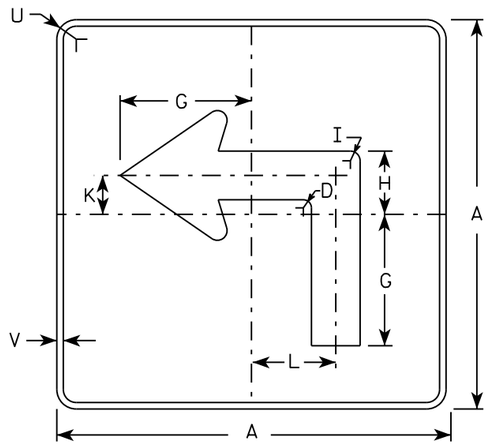
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M422.DGN PLOT DATE : 01-DEC-2015 18:04 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



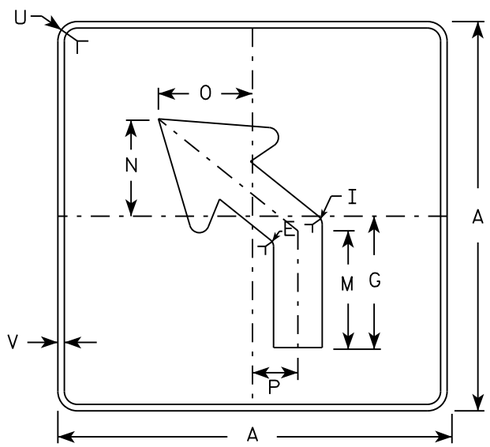
M5-1L
MM5-1L
MO5-1L
MP5-1L



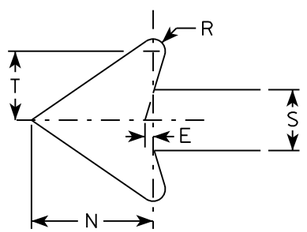
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

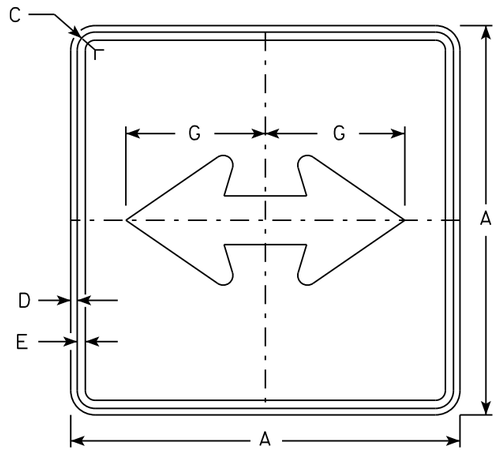
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

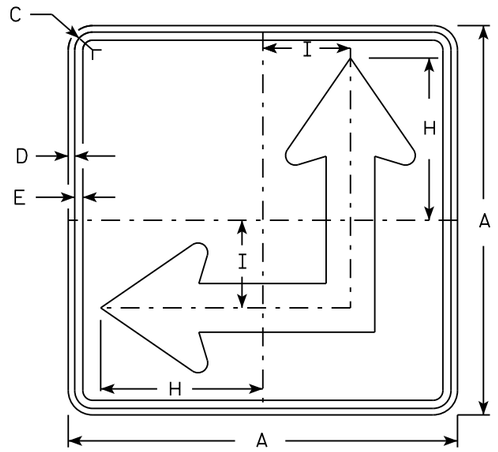
DATE 10/15/15 PLATE NO. M5-1.13

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

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



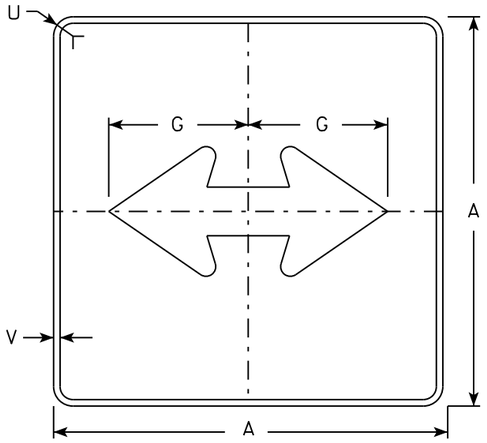
M6-4
MM6-4
MO6-4
MP6-4



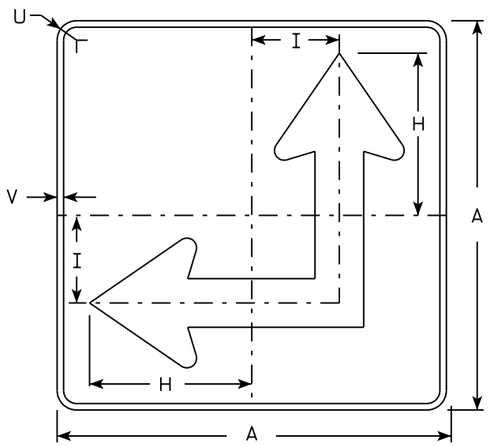
M6-6
MM6-6
MO6-6
MP6-6

NOTES

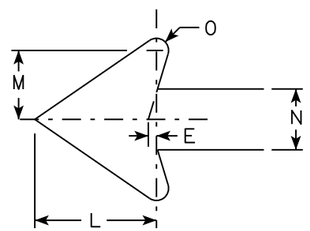
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

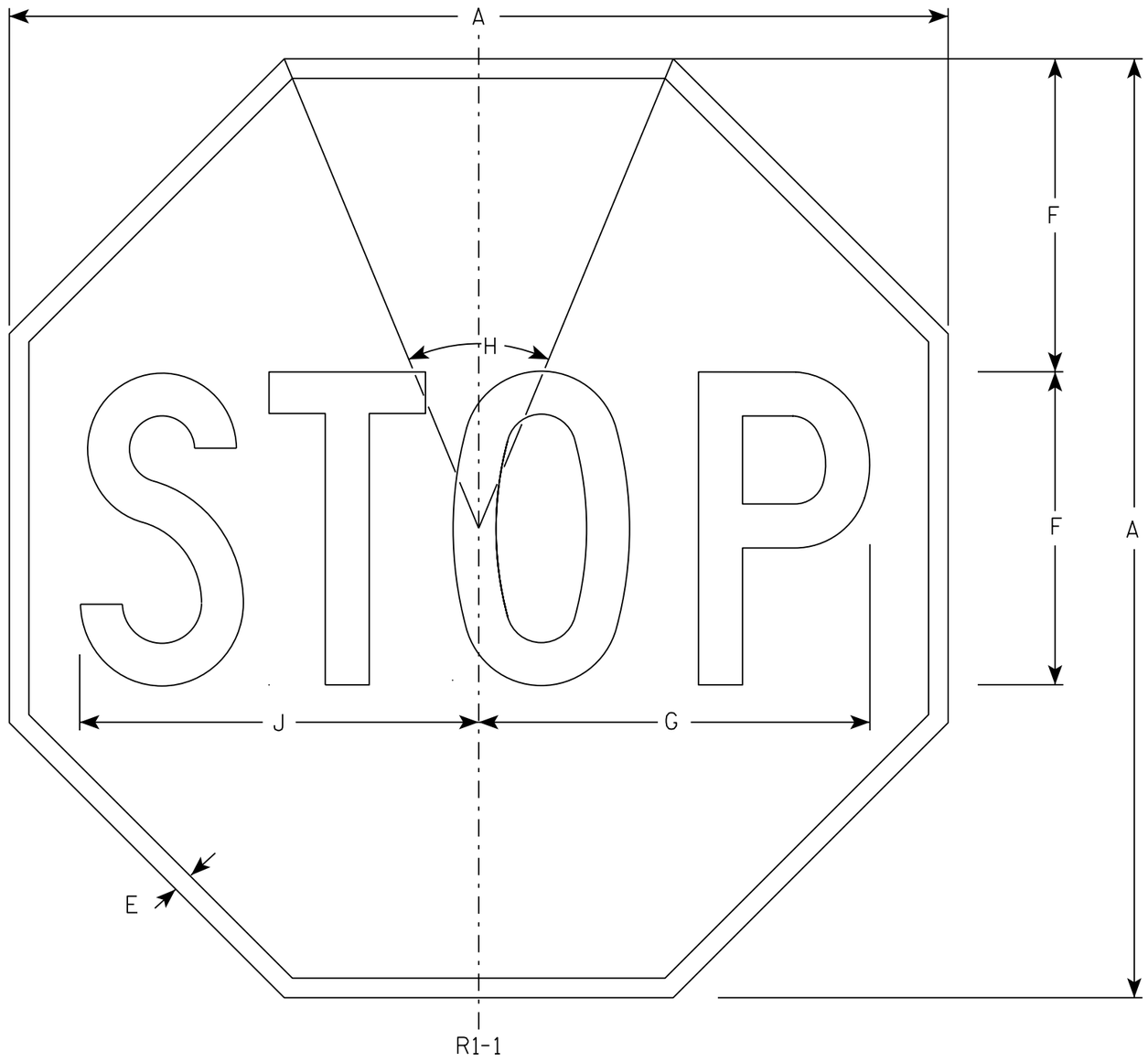
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 203 M6-4.10

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

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

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

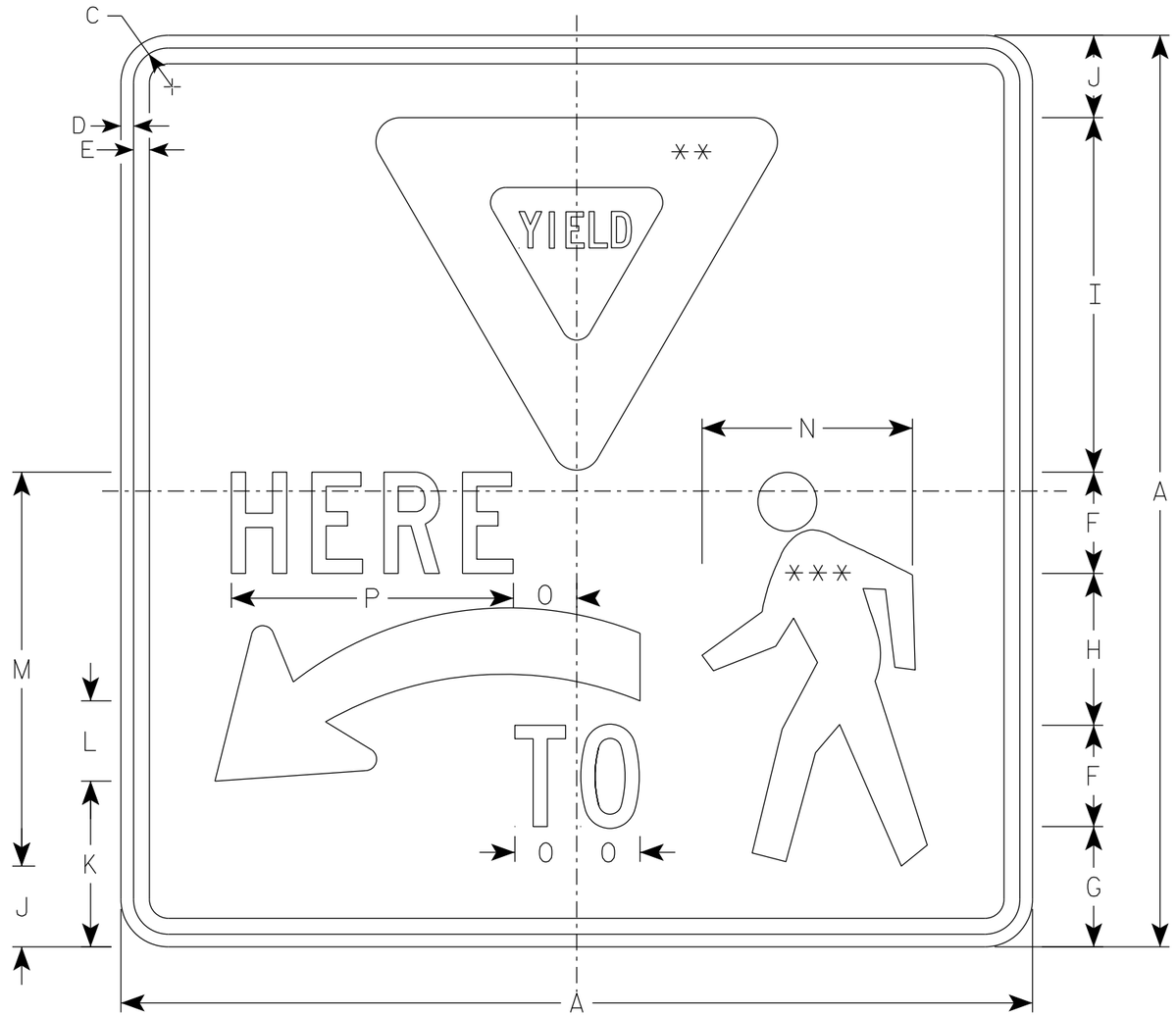
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 204	E



R1-5L

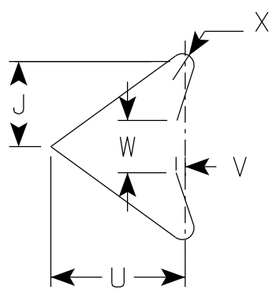
NOTES

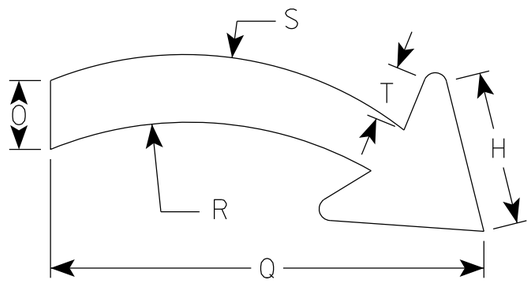
1. Sign is Type II - Type H Reflective
2. Color:
   - Background - WHITE
   - Message - BLACK
   - YIELD SYMBOL - RED ON WHITE
   - PED SYMBOL - BLACK ON WHITE
3. Message Series - D

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT

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	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
2S	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
2M	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
3	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
4																											
5																											

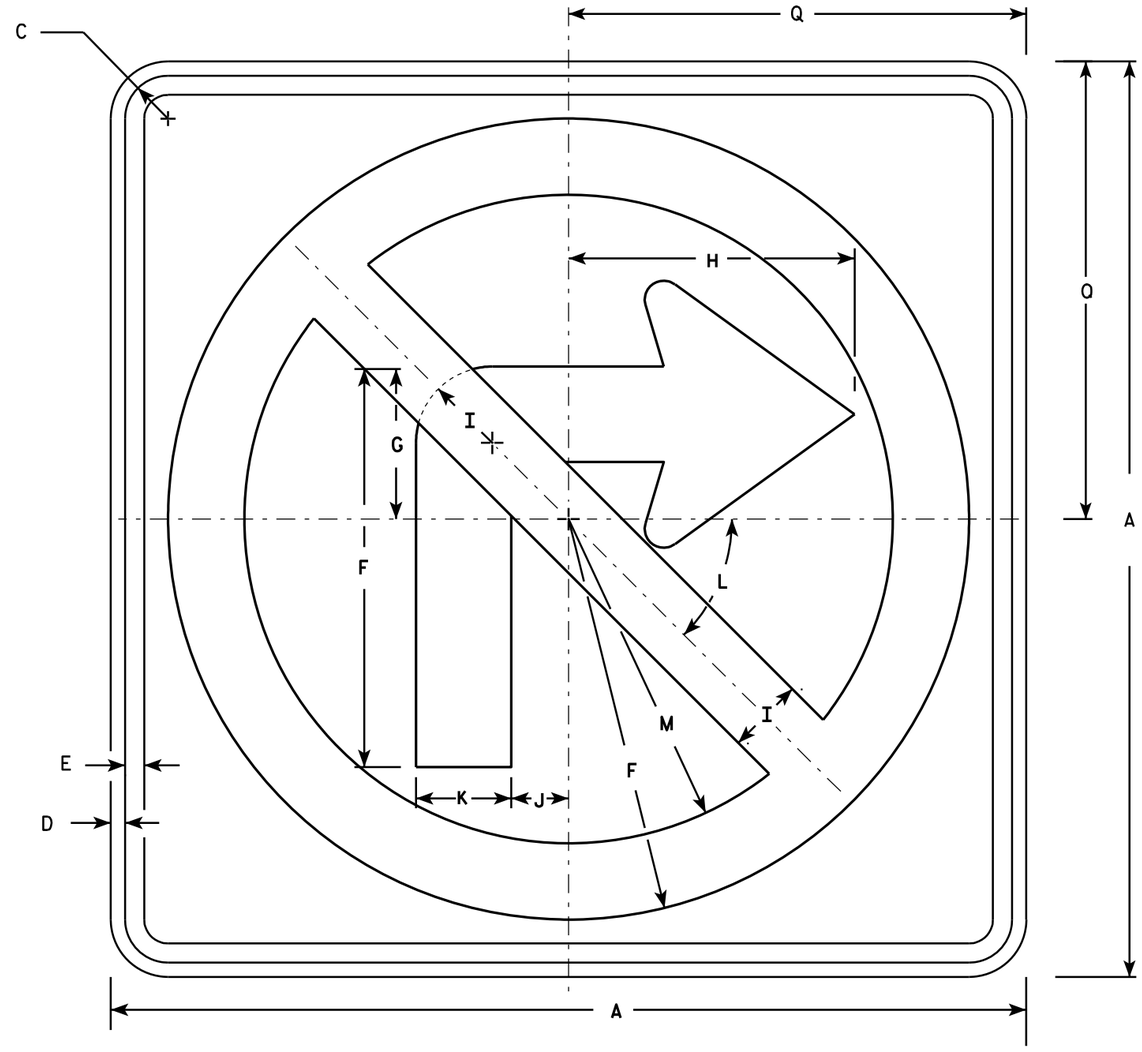
STANDARD SIGN
R1-5L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/15/21 PLATE NO. R1-5L.5

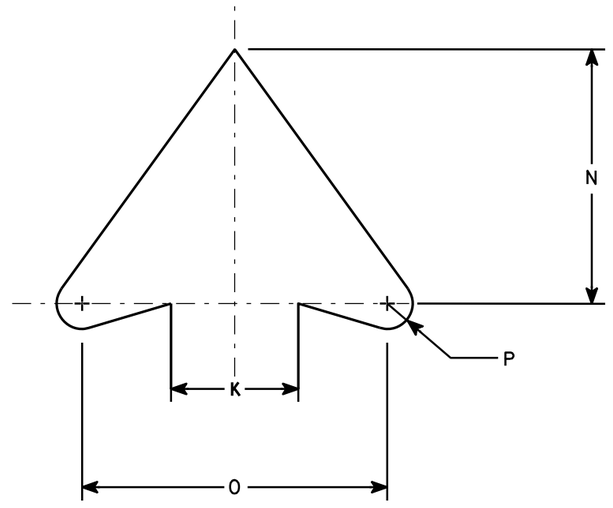
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 205	E



R3-1

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 - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

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

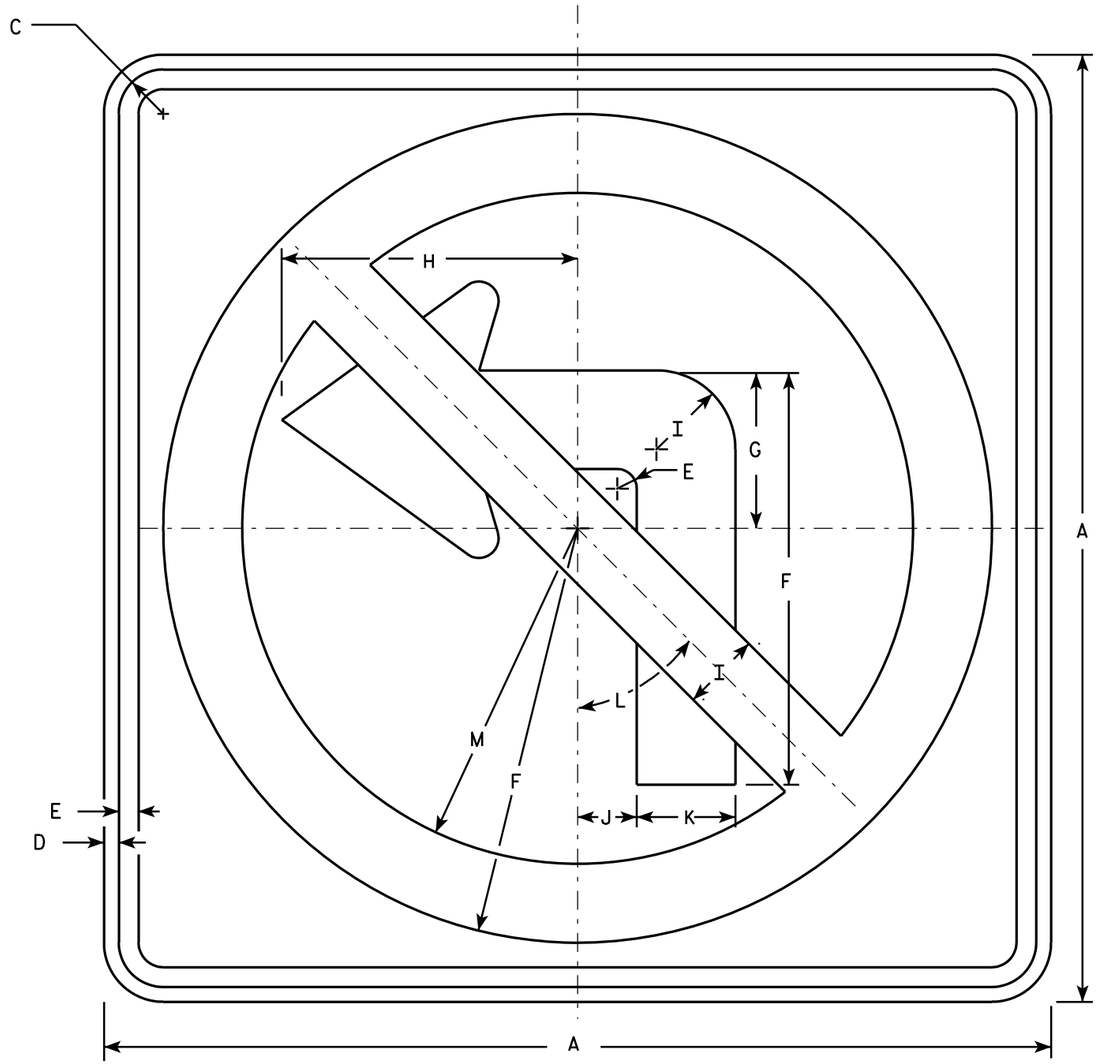
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

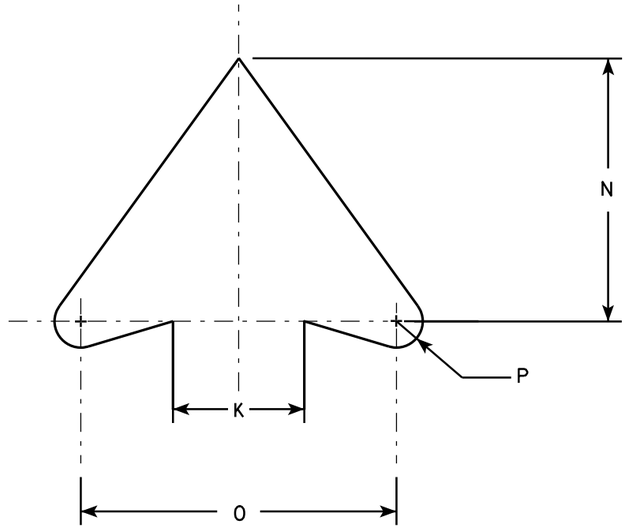
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 206	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

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

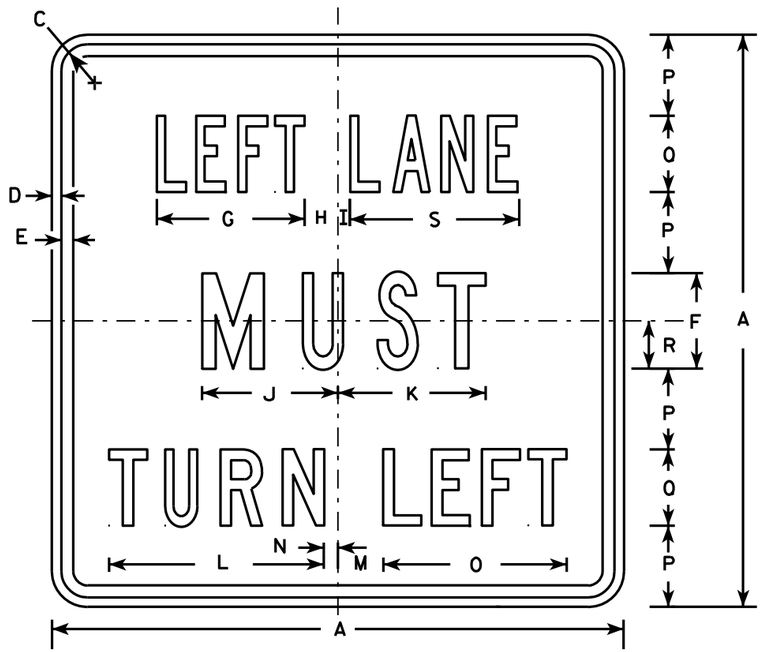
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

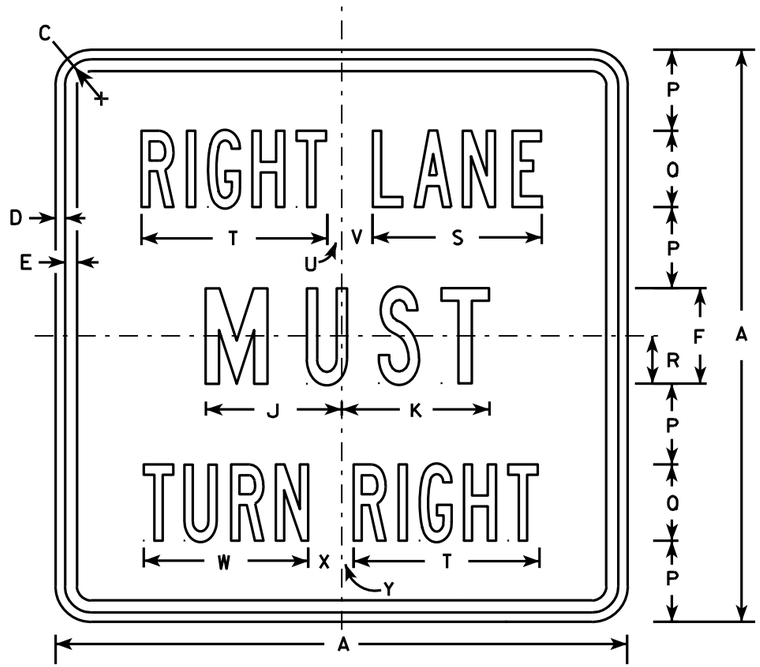
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 207	E



R3-7L



R3-7R

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 - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
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	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

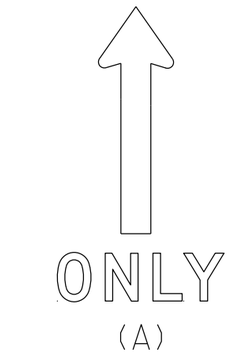
DATE 3/18/2011 PLATE NO. R3-7.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 208	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R37.DGN PLOT DATE : 18-MAR-2011 09:43 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

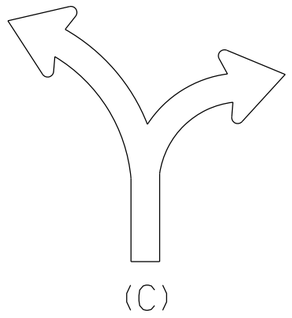
WISDOT/CADDS SHEET 42

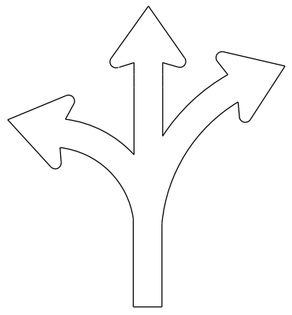
7

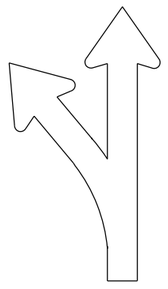


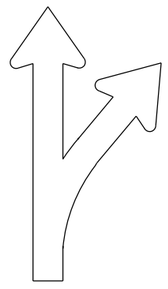
(A)

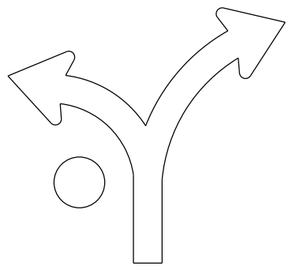
(B)

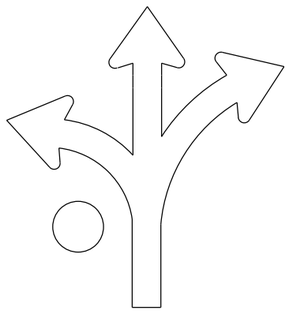

(C)

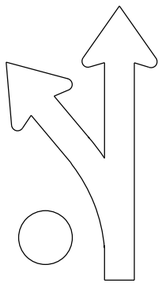

(D)

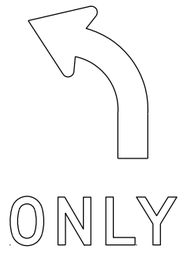

(E)


(F)

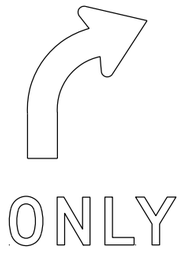

(G)


(H)

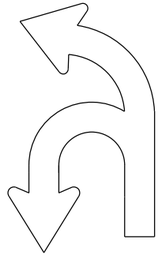

(I)



(L)



(R)


(U)

NOTES

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

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

7

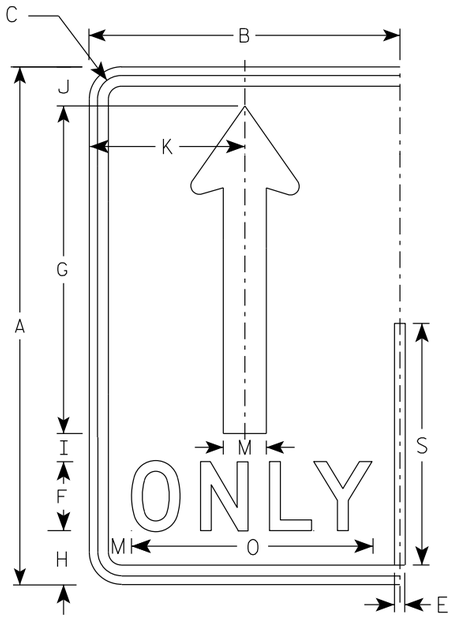
7

PROJECT NO:

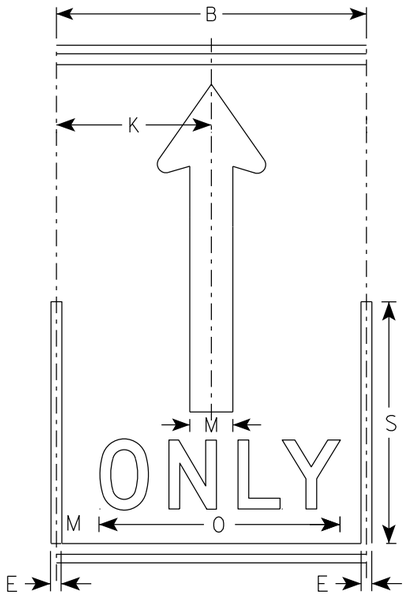
SHEET NO: 209 E

NOTES

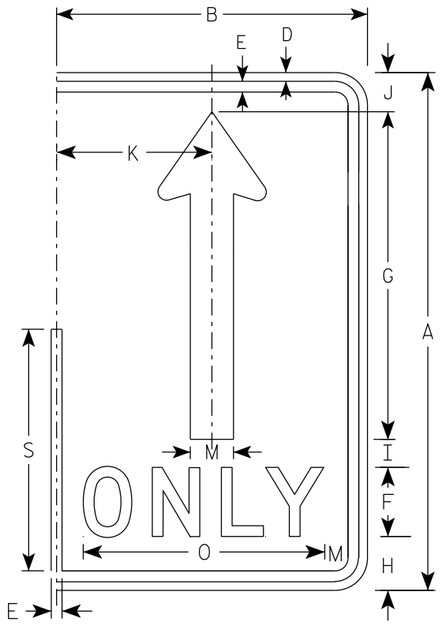
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



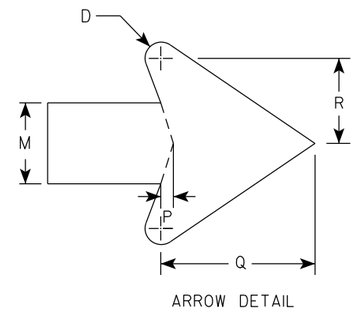
(A)



(A)



(A)



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	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

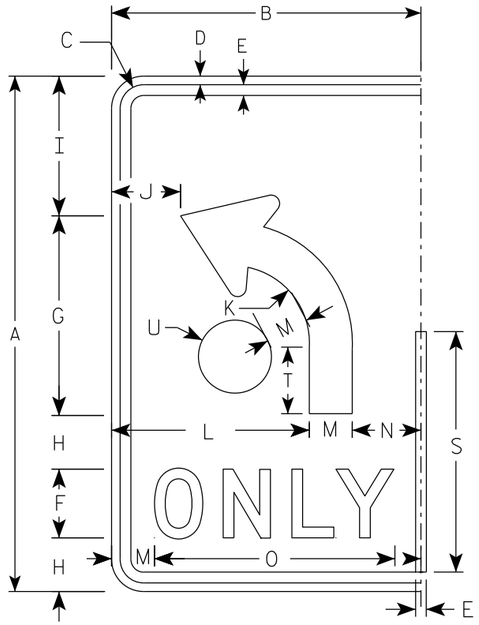
APPROVED Matthew R Rauch
for State Traffic Engineer

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

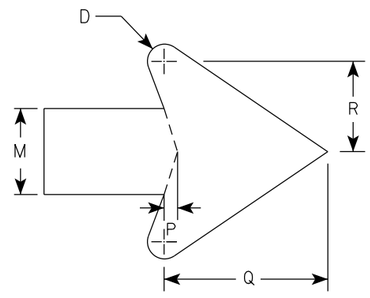
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E

NOTES

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



(B)



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	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

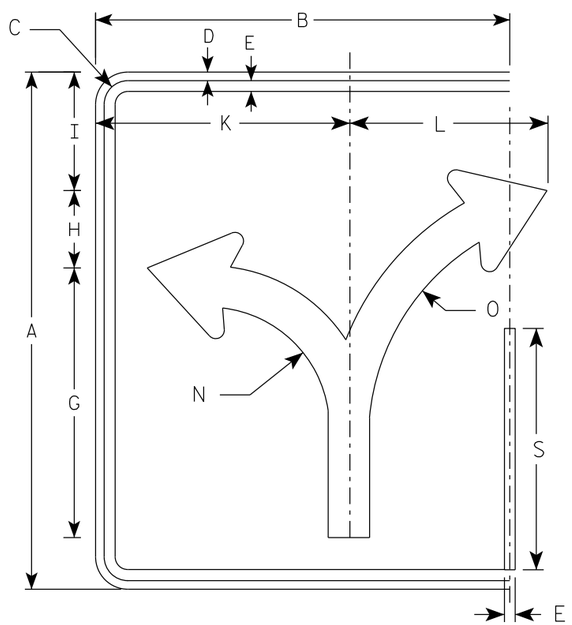
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

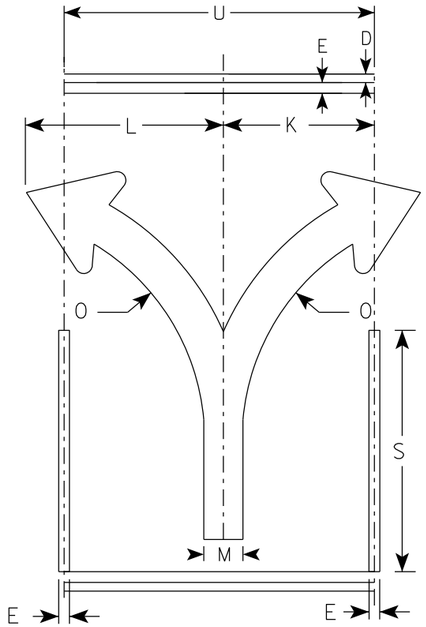
SHEET NO: 211 E

NOTES

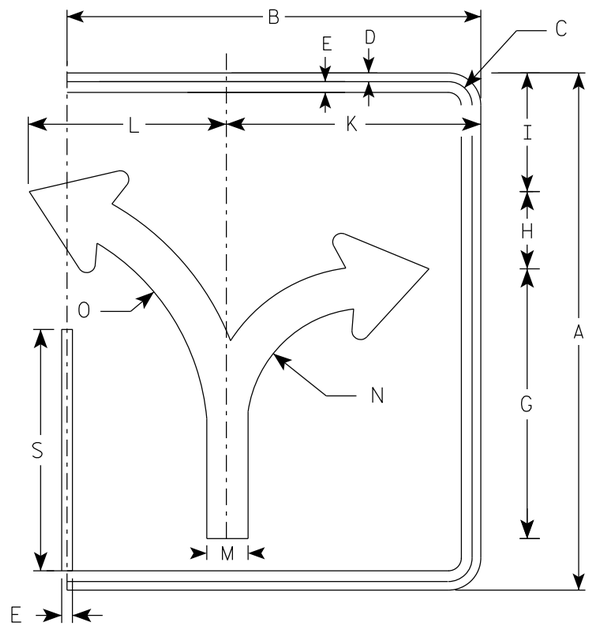
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



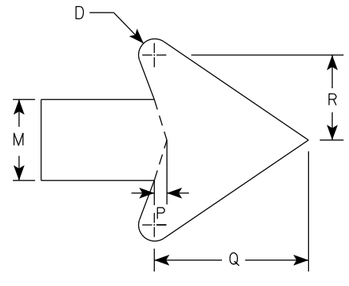
(C)



(C)



(C)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

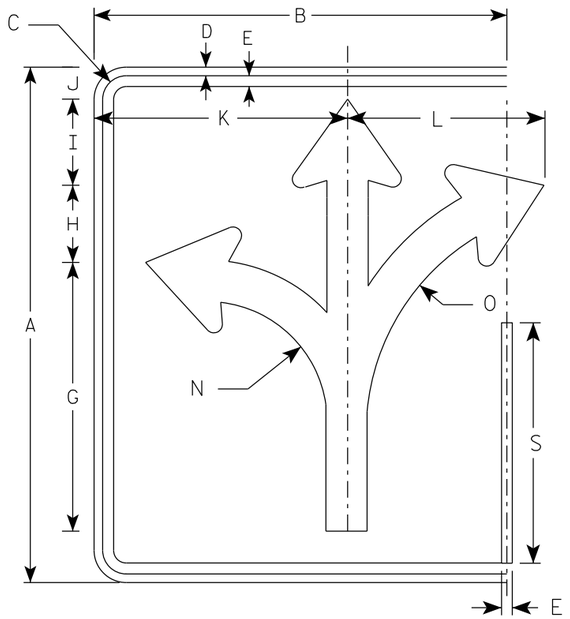
APPROVED Matthew R Rauch
for State Traffic Engineer

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

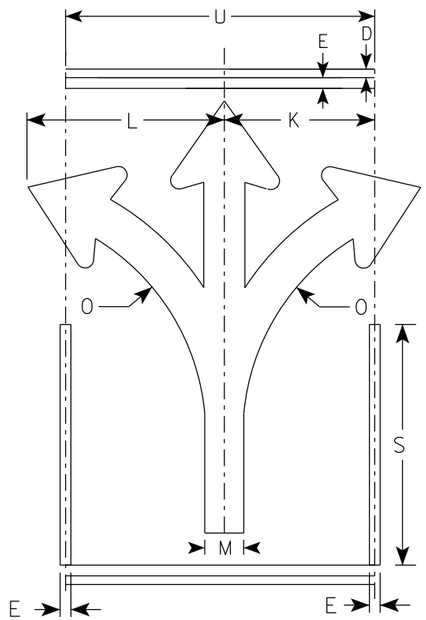
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 212 | E

NOTES

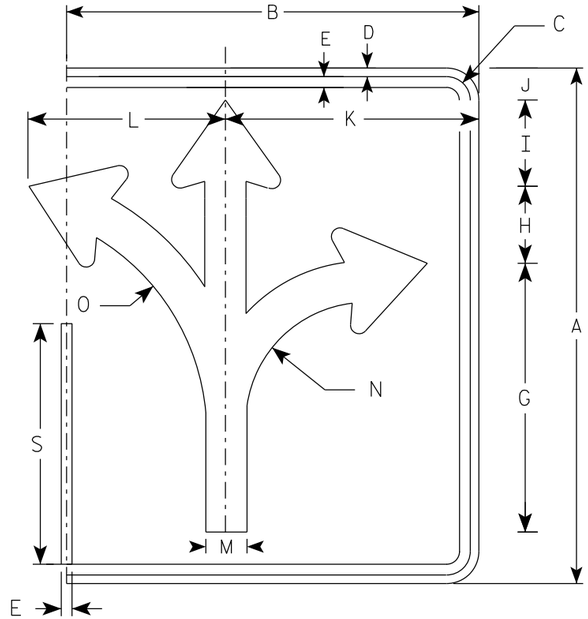
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



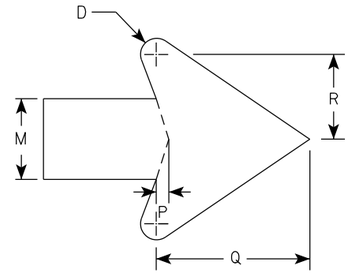
(D)



(D)



(D)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

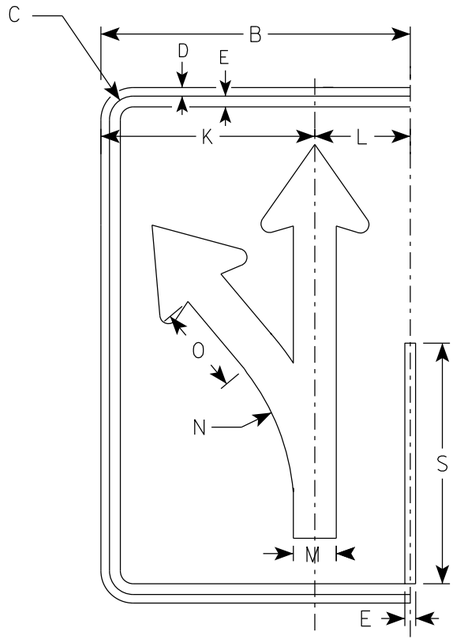
APPROVED Matthew R Rauch
for State Traffic Engineer

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

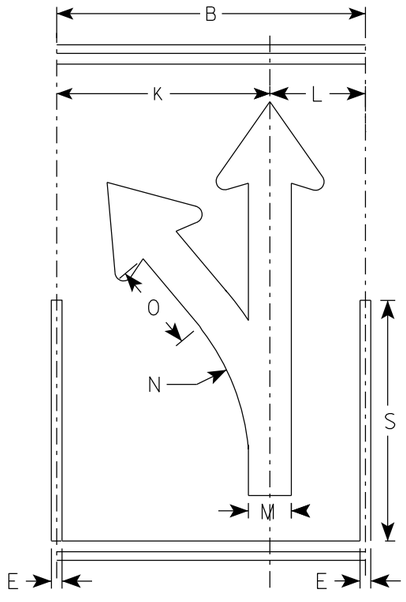
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 213 | E

NOTES

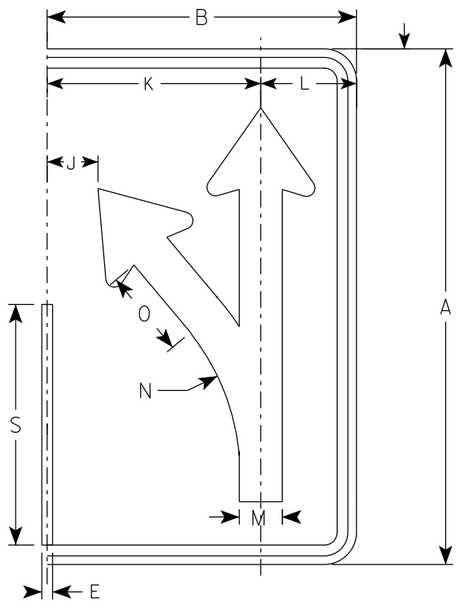
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



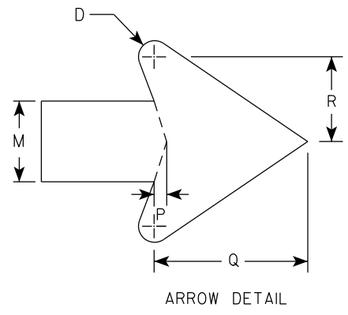
(E)



(E)



(E)



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	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

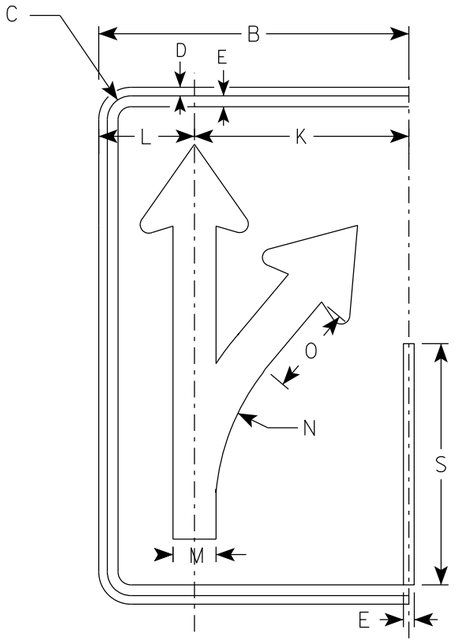
APPROVED Matthew R Rauch
For State Traffic Engineer

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

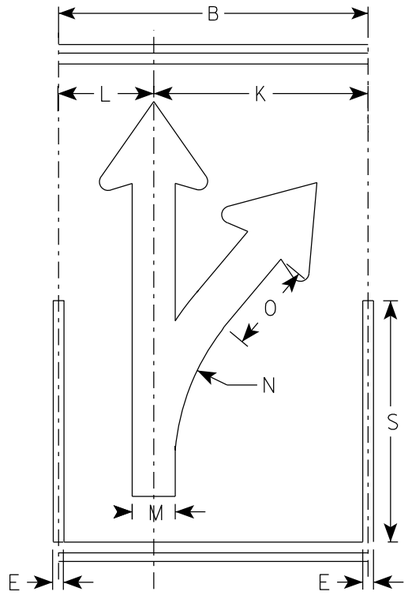
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 | E

NOTES

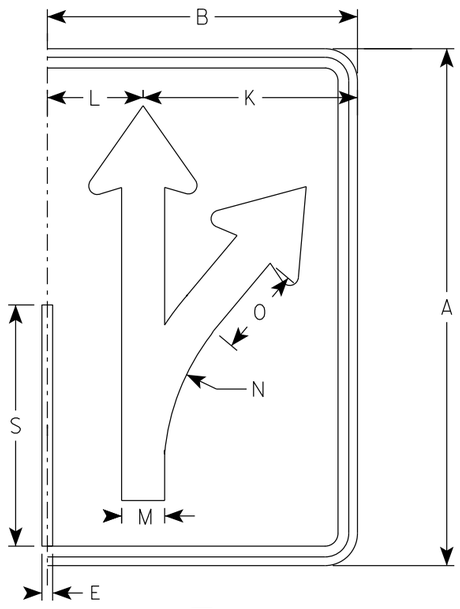
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



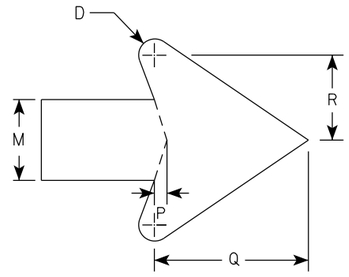
(F)



(F)



(F)



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	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

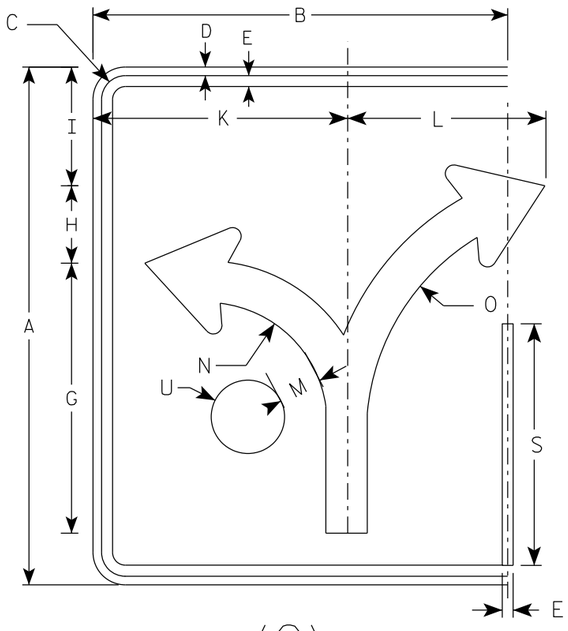
APPROVED Matthew R Rauch
for State Traffic Engineer

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

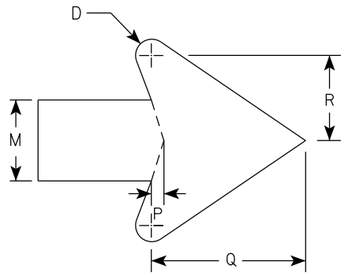
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 | E

NOTES

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



(G)



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

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

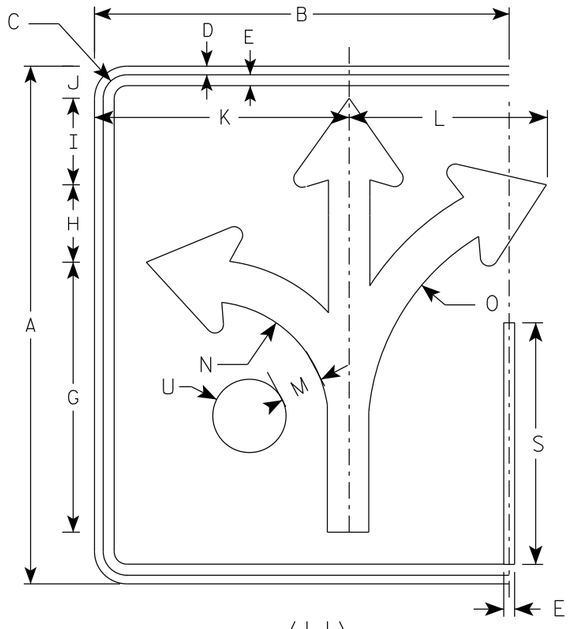
APPROVED Matthew R Rauch
for State Traffic Engineer

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

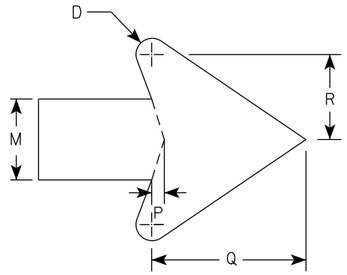
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 216 | E

NOTES

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



(H)



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

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

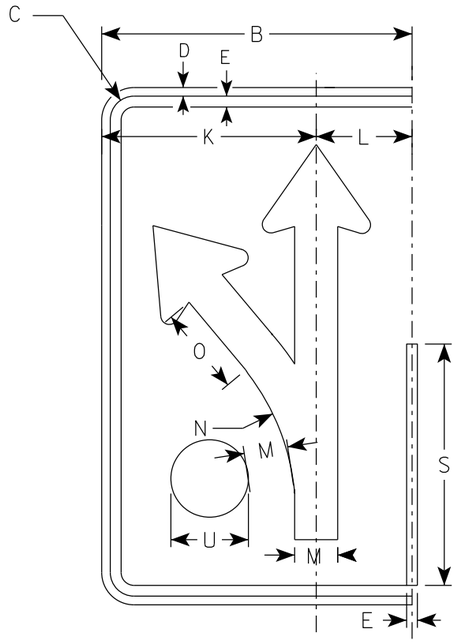
APPROVED Matthew R Rauch
for State Traffic Engineer

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

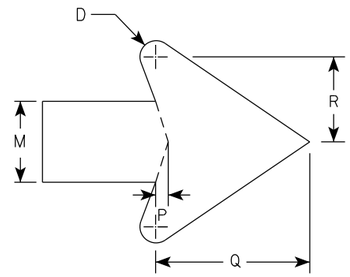
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 217	E

NOTES

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



(I)



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	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

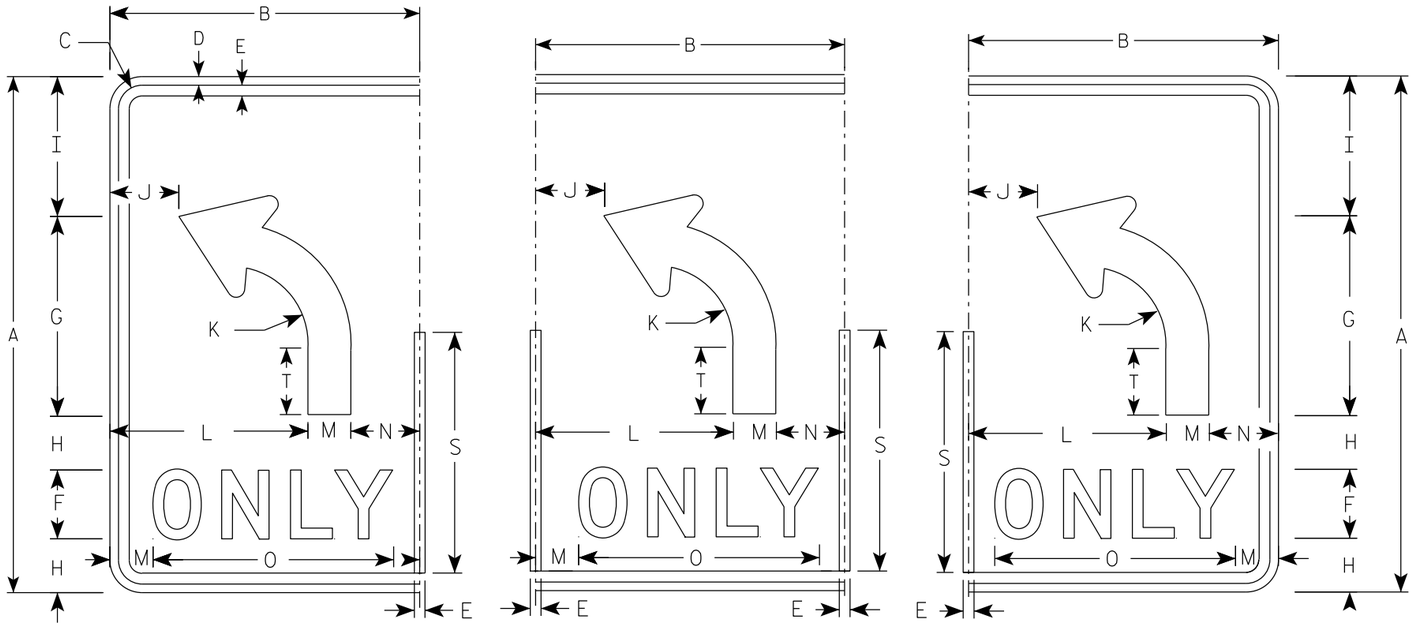
APPROVED Matthew R Rauch
For State Traffic Engineer

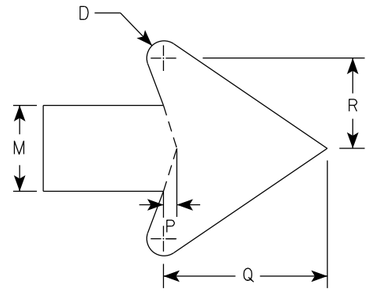
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | E

NOTES

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





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	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

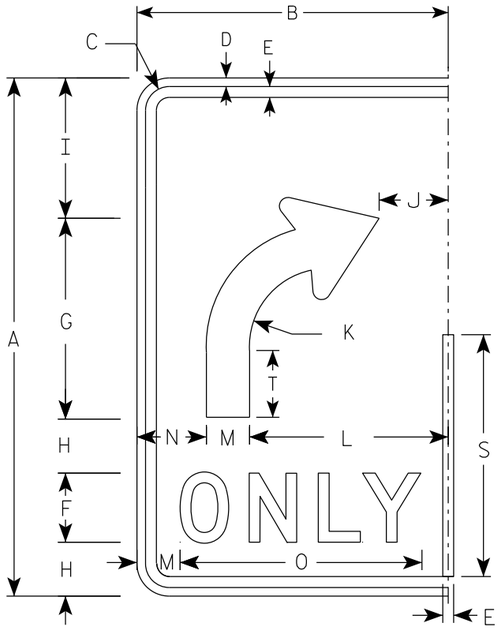
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

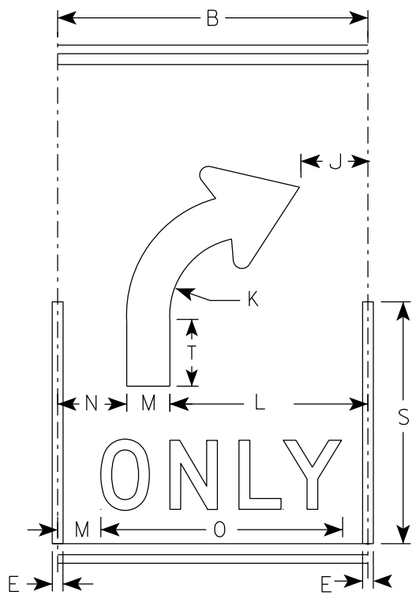
SHEET NO: 219 E

NOTES

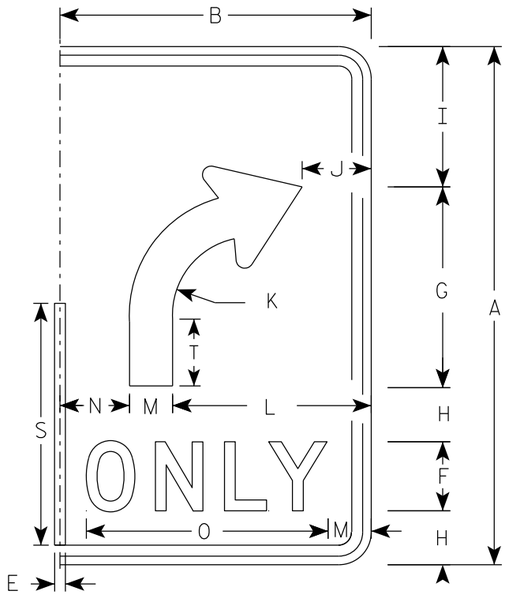
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



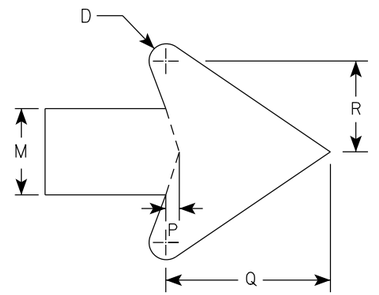
(R)



(R)



(R)



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	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

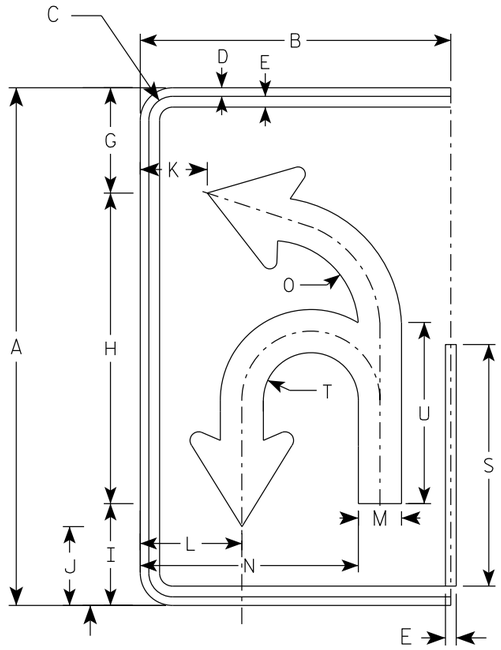
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

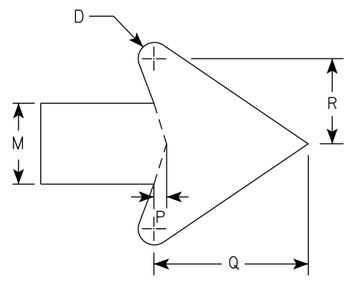
SHEET NO: 220 **E**

NOTES

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



(U)



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	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 221 | E

R4-11

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 3/8	1/2	5/8	4	3 1/8	10	2 1/2	3 7/8	8 5/8	8 3/4	8 1/2	1 1/4	1 3/4	7 7/8		10 3/8	2	1	11 1/4						6.25
2M	30		1 3/8	1/2	5/8	4	3 1/8	10	2 1/2	3 7/8	8 5/8	8 3/4	8 1/2	1 1/4	1 3/4	7 7/8		10 3/8	2	1	11 1/4						6.25
3																											
4																											
5																											

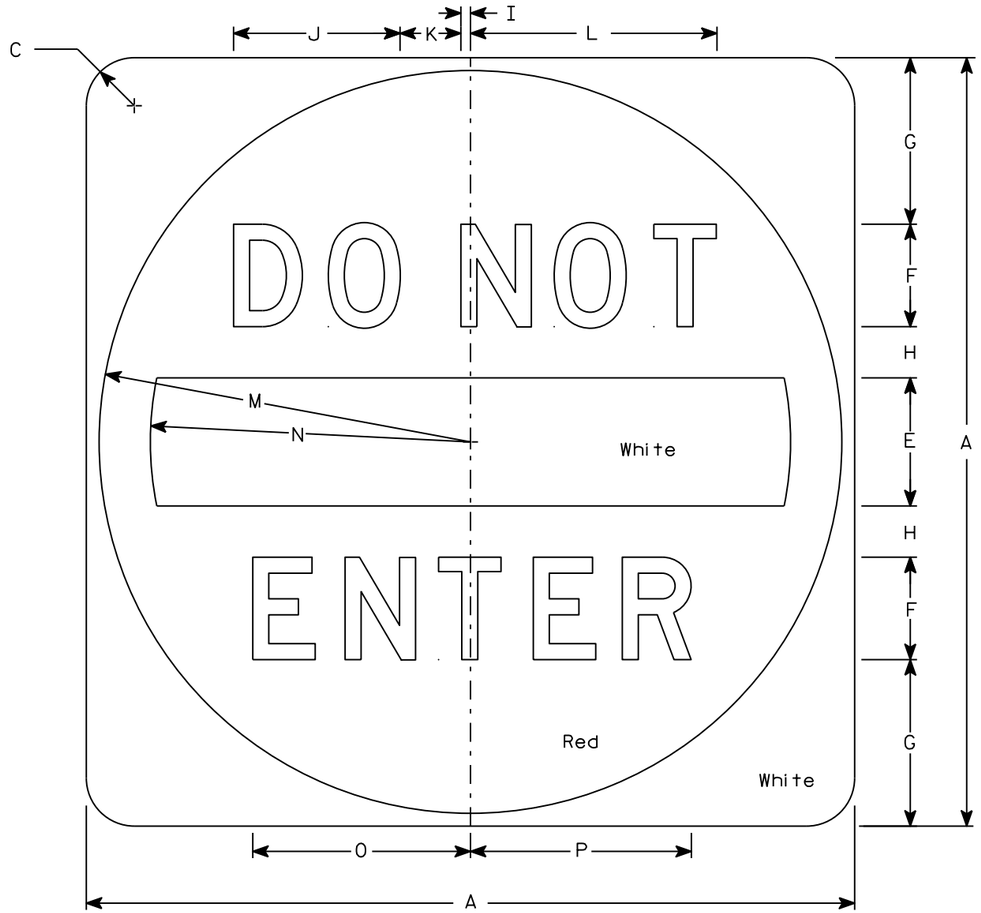
STANDARD SIGN
R4-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/16/15 PLATE R4-11.1

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



R5-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

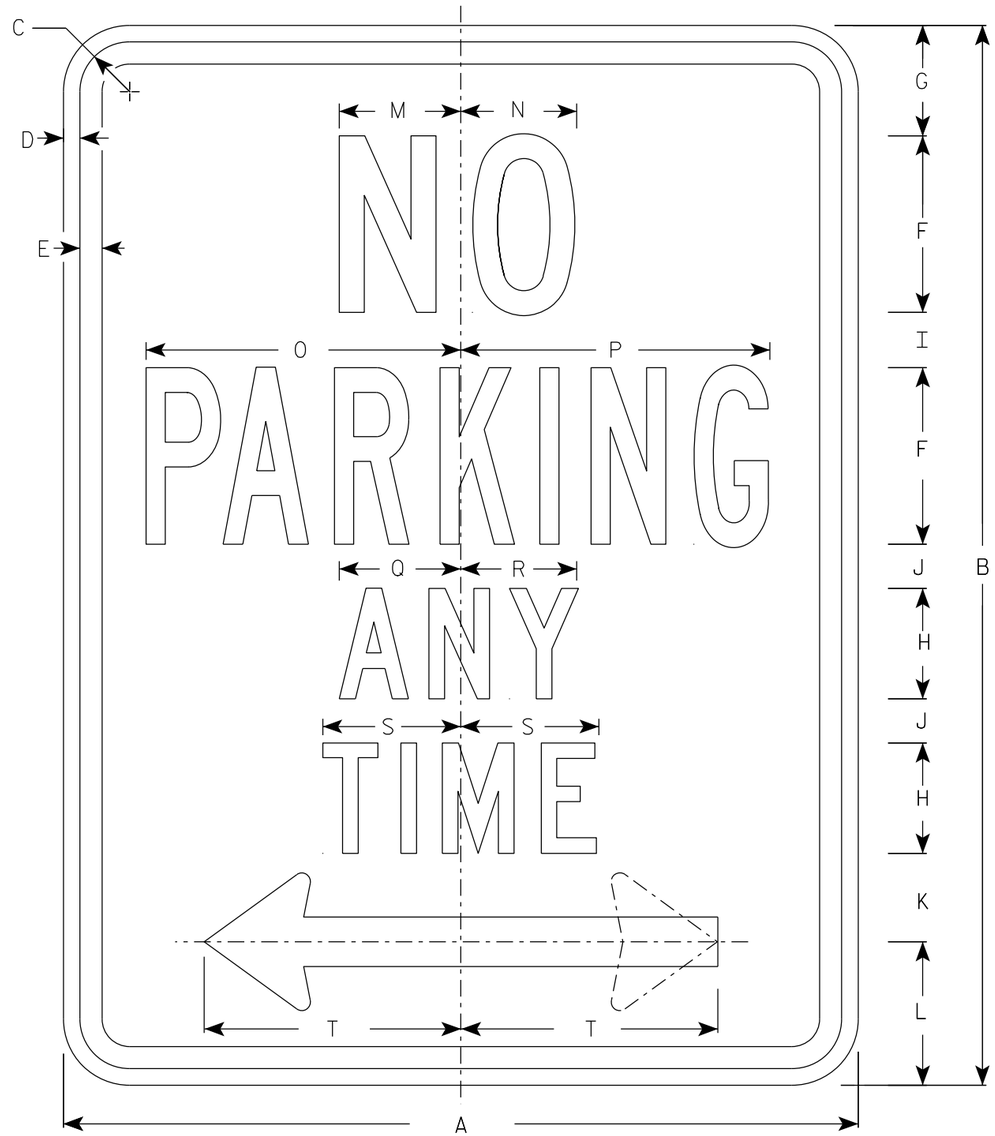
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

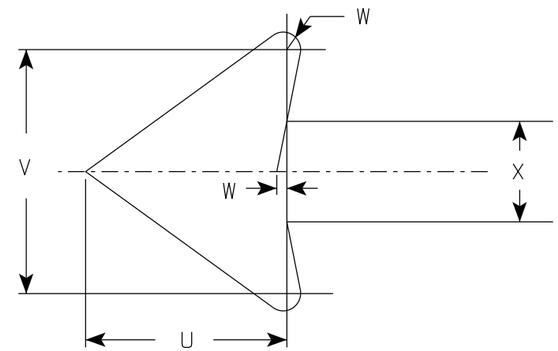
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 223 | E



R7-1



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

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

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

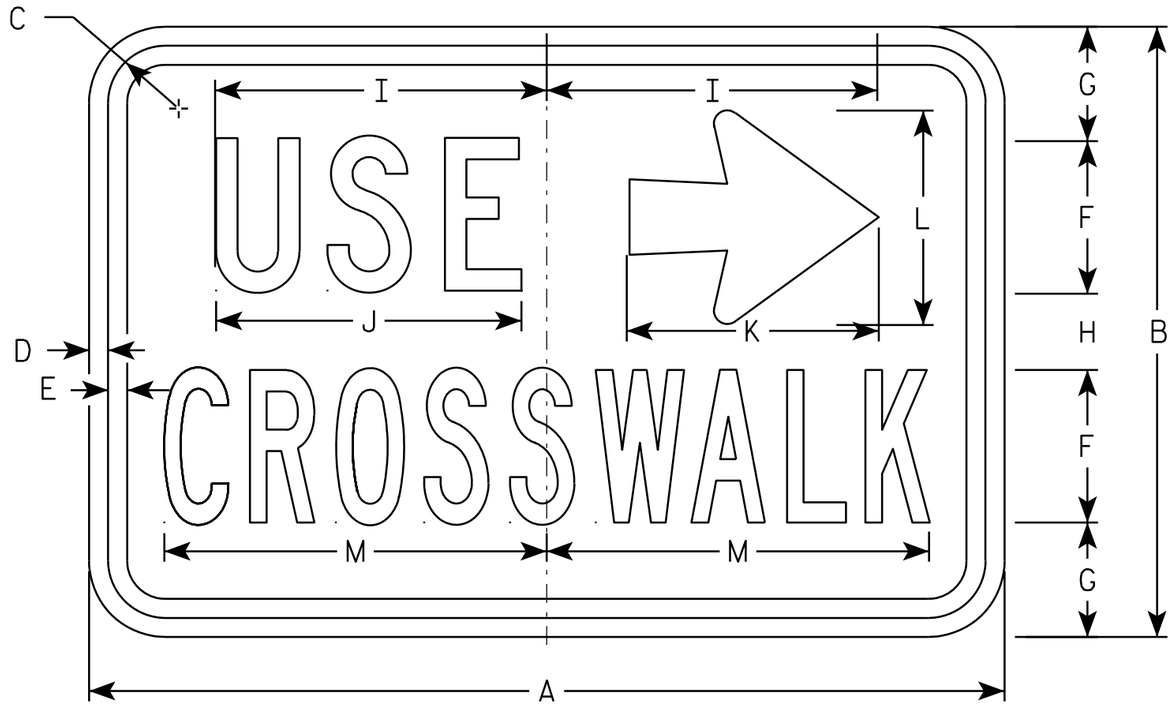
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 224 E

7

7



R9-3BR

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 Line 1, Series B Line 2
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. R9-3BL is the same as R9-3BR except USE and the arrow are switched.

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	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

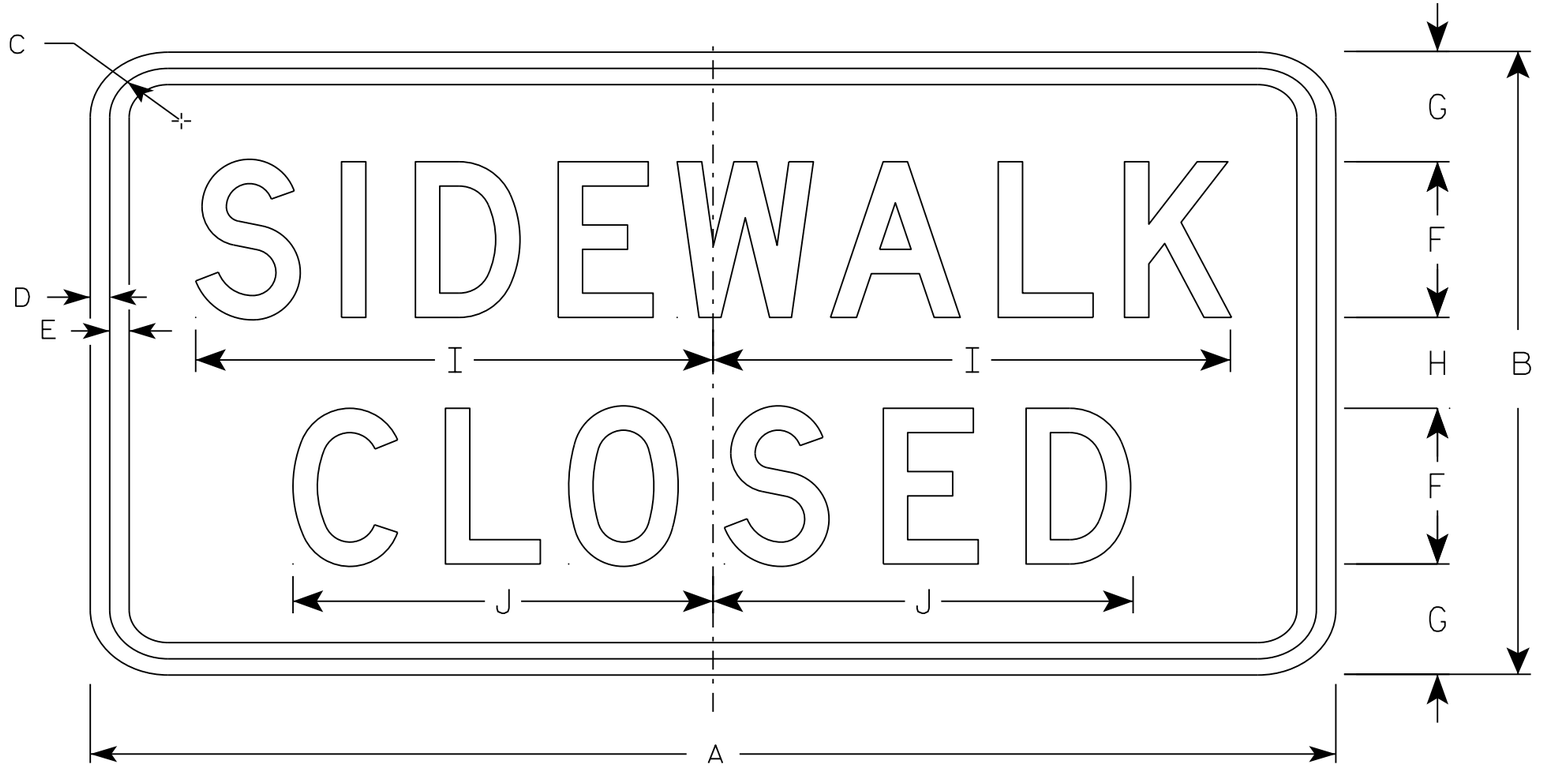
STANDARD SIGN
R9-3BR&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 225 | 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 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

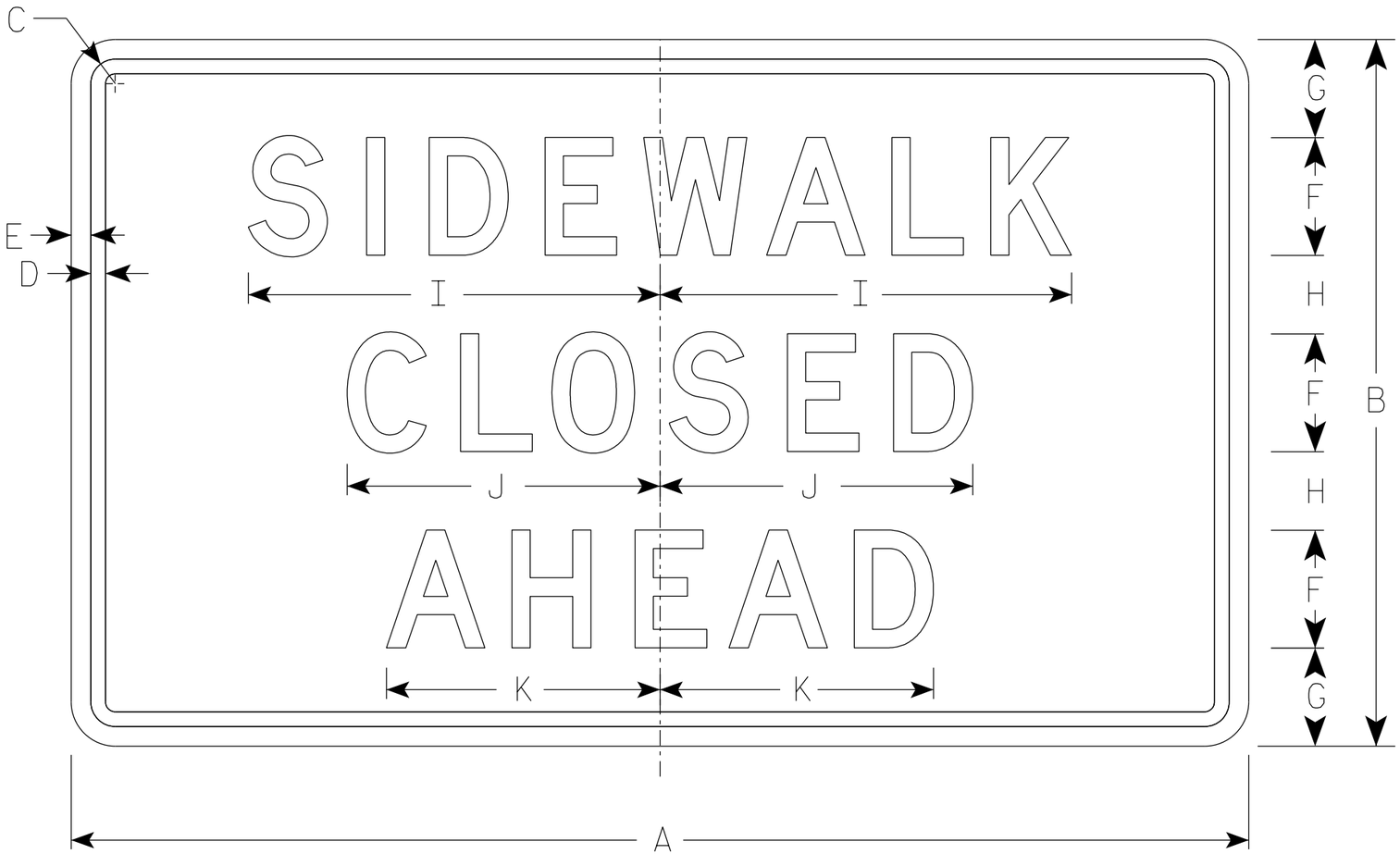
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 226 R9-9.6

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

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



R9-9A

NOTES

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

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

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

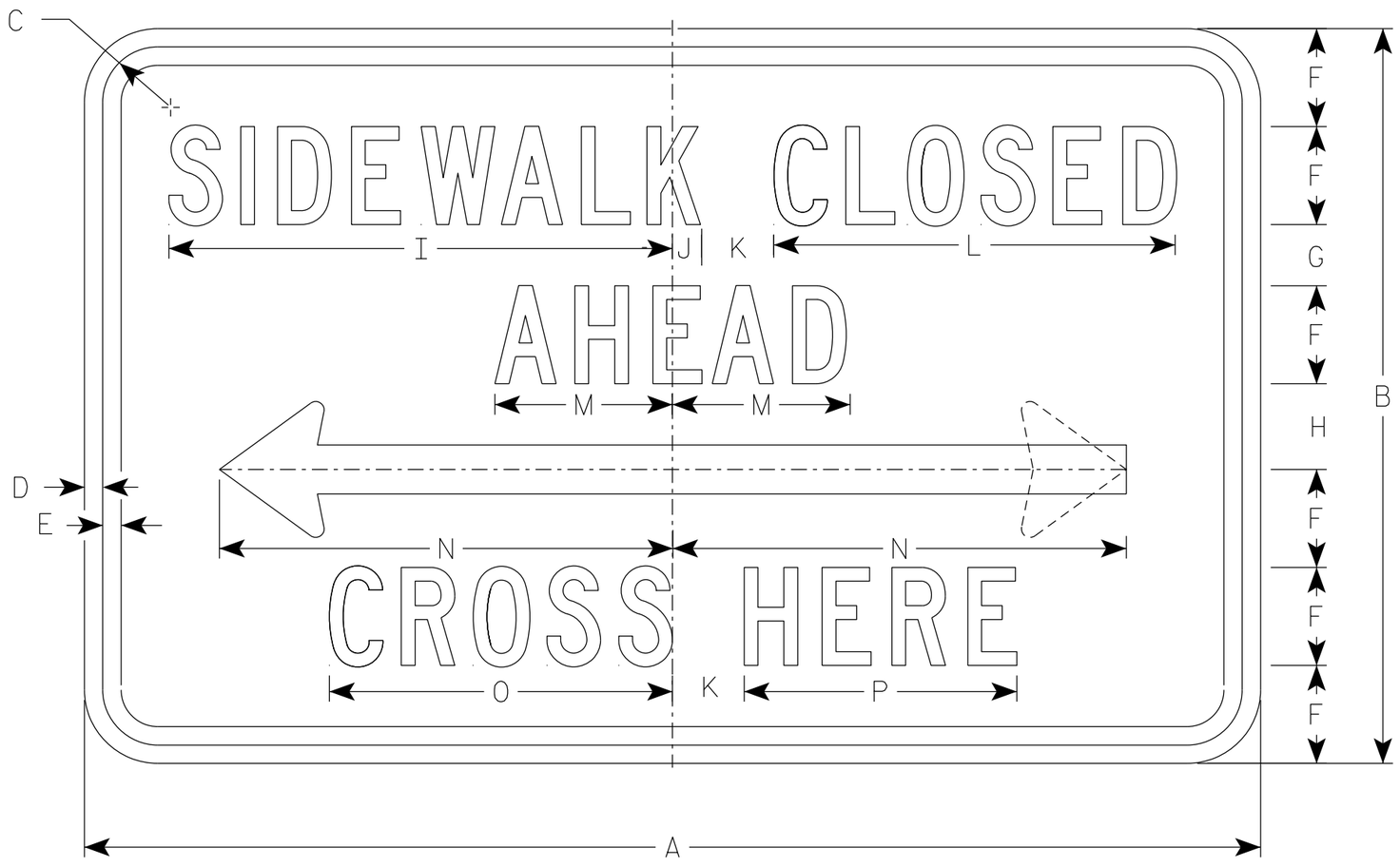
APPROVED Matthew R Rauch
For State Traffic Engineer

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

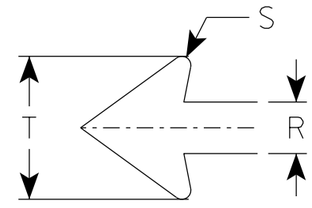
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 227 | E

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

7 7



R9-11



NOTES

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

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

STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 228 | E

R10-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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. Size (1) comes as a decal only.

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	6	9	1 1/8	3/8	3/8	3/4	1/2	1 5/8	1 1/4	1 7/8	7/8	1 3/8	1 7/8														0.38
2S	9	12	1 1/8	3/8	3/8	1	1	1 1/2	1 3/4	2 1/2	1 1/4	1 3/4	2 3/8														0.75
2M	9	12	1 1/8	3/8	3/8	1	1	1 1/2	1 3/4	2 1/2	1 1/4	1 3/4	2 3/8														0.75
3																											
4																											
5																											

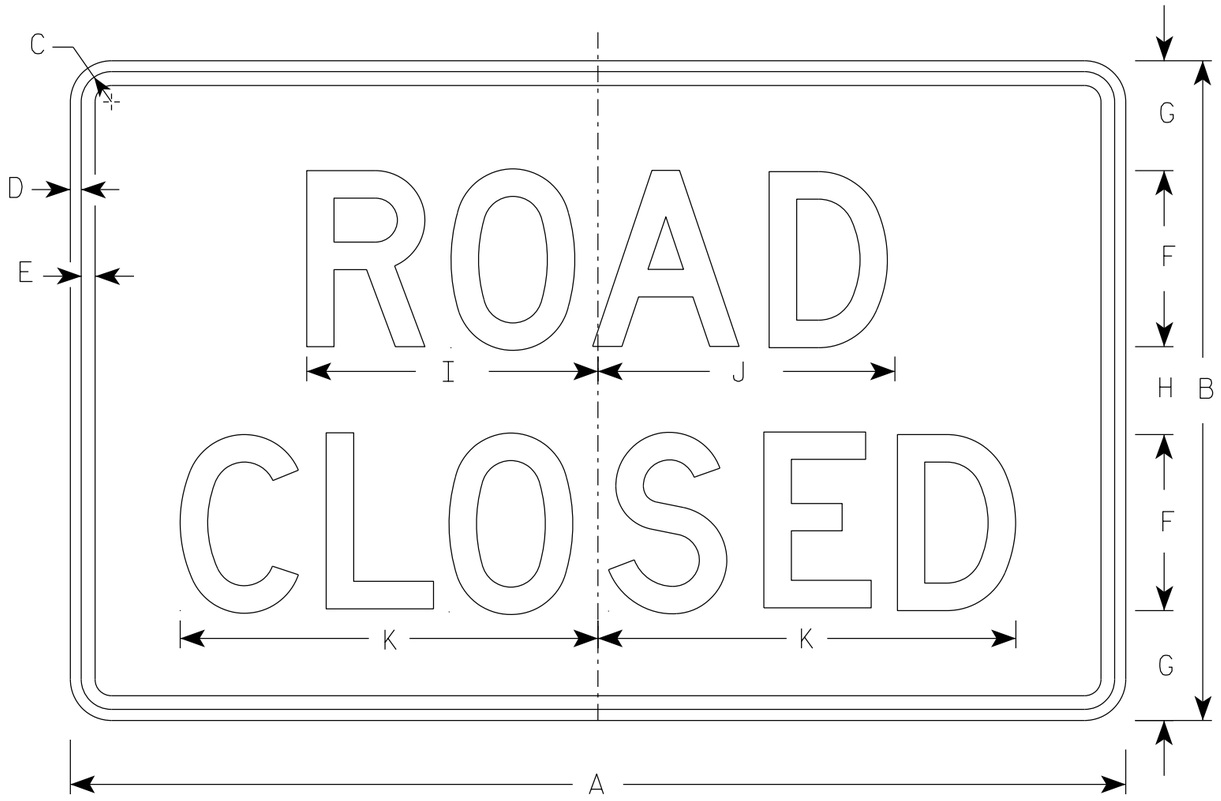
STANDARD SIGN
R10-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-4.7

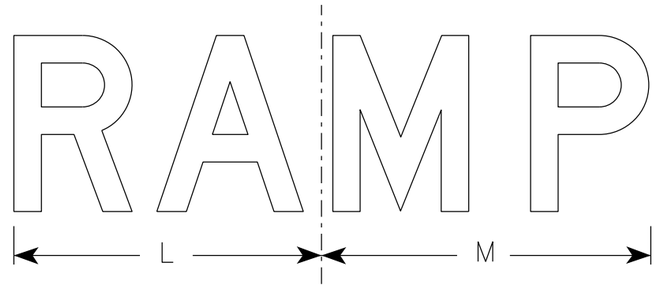
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 229	E



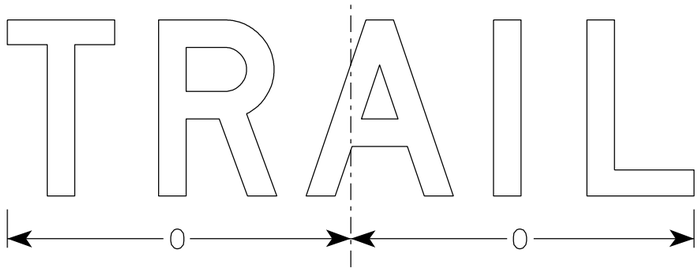
R11-2

NOTES

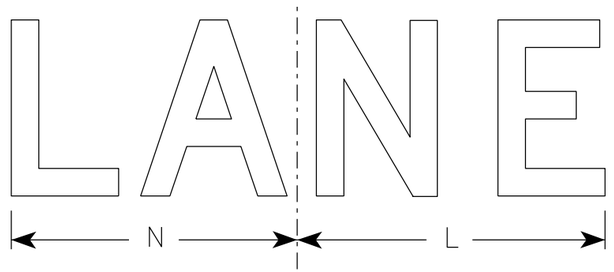
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

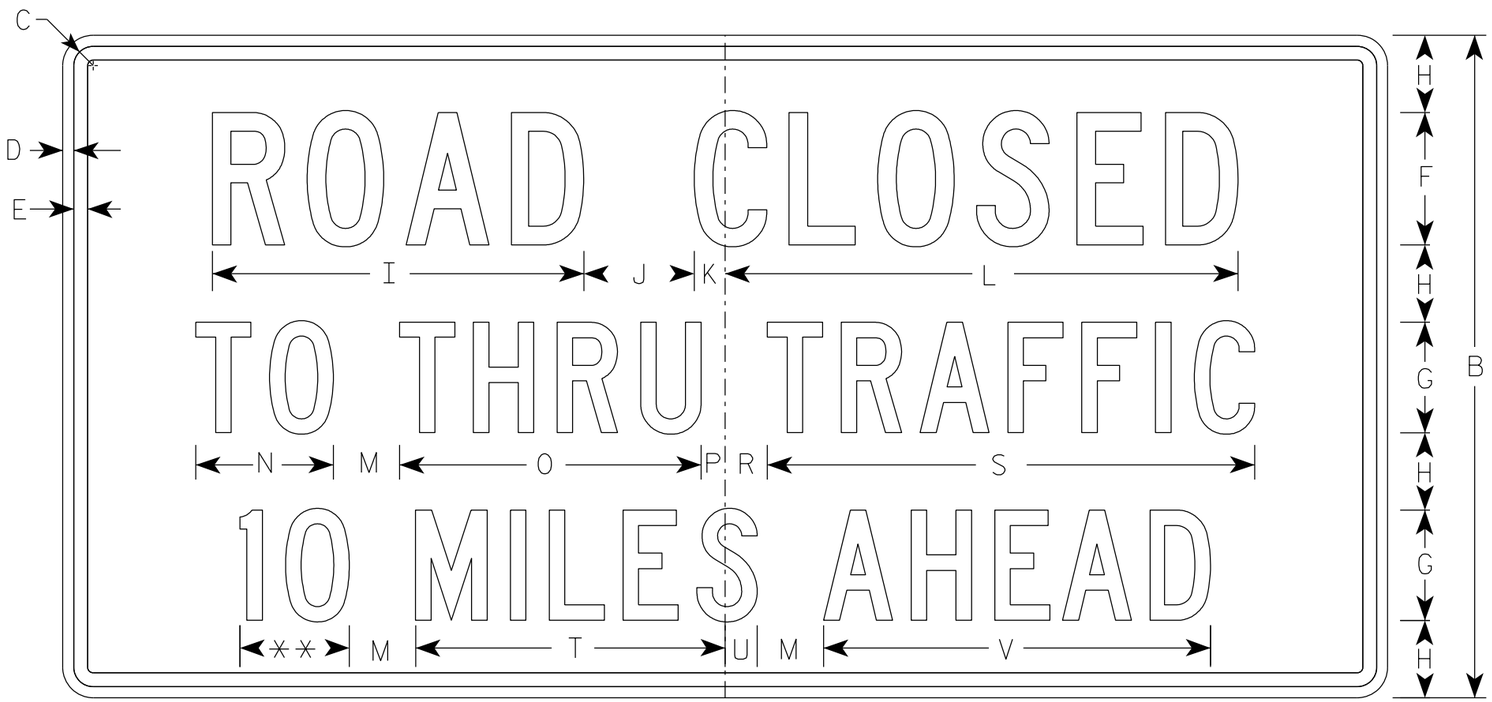
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

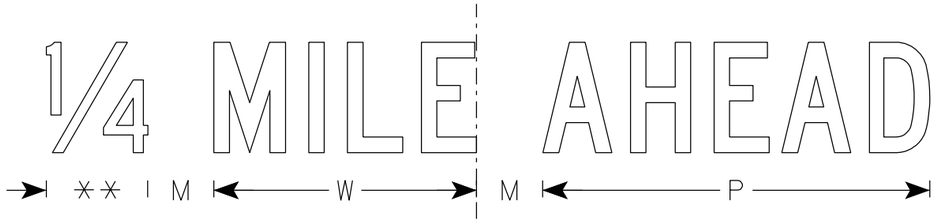
DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 230 E



R11-3

** See Note 5



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.

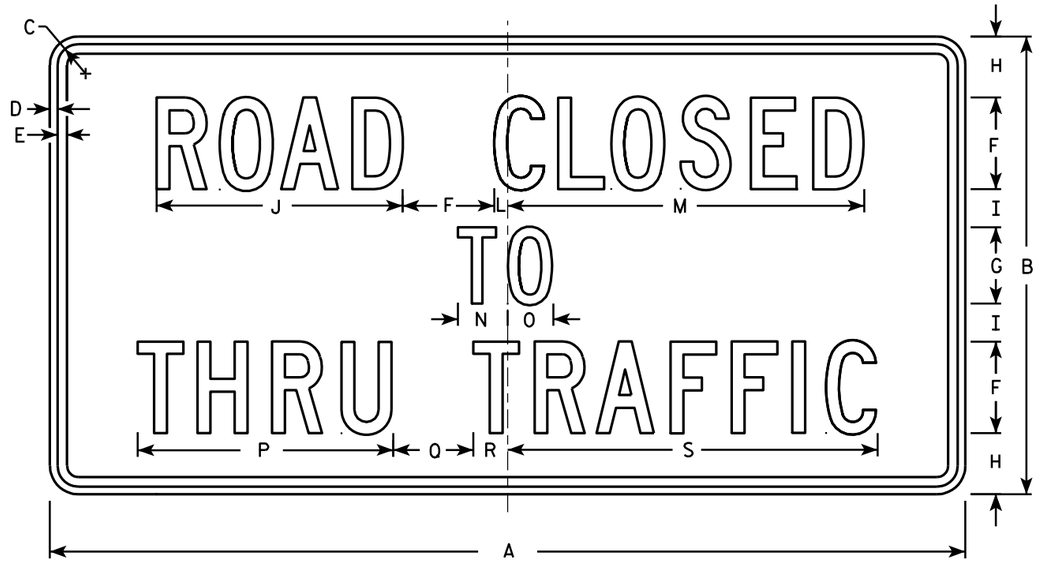
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 6/14/2021 PLATE NO. R11-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 231	E



R11-4

NOTES

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

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

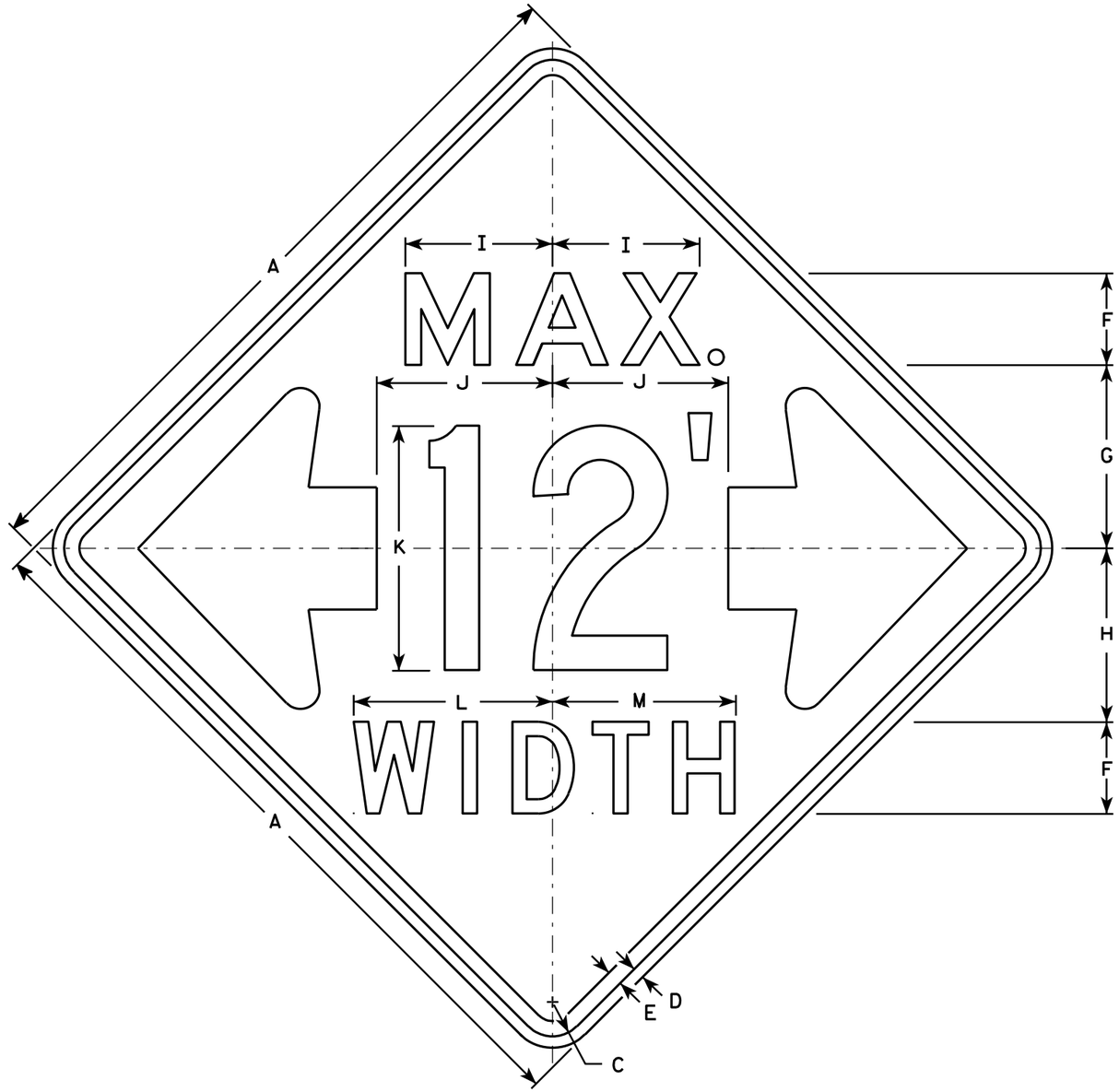
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

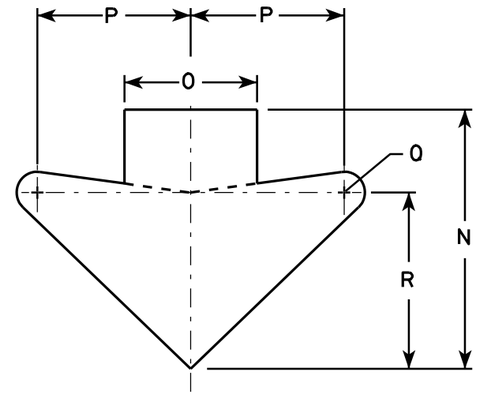
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 232 | E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



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	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

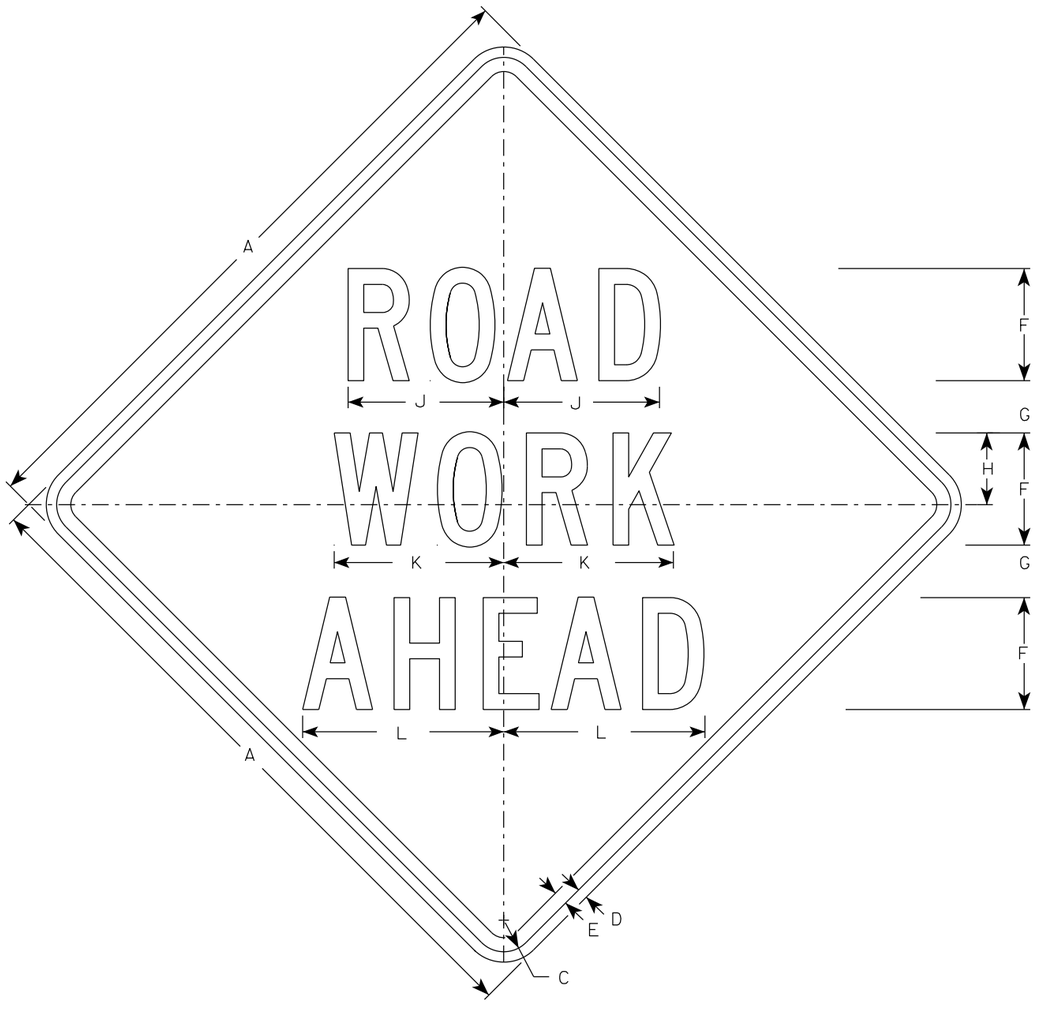
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

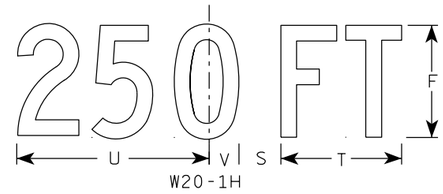
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 233 | E

7

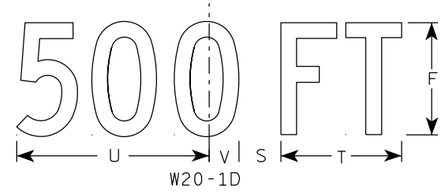
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000



W20-1A

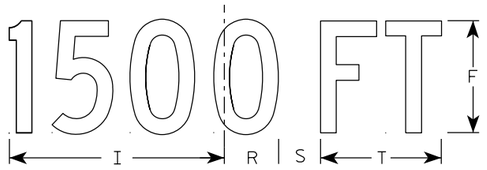


W20-1H



W20-1D

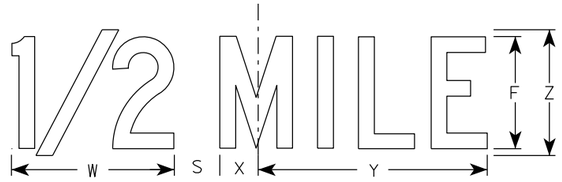
W20-1C



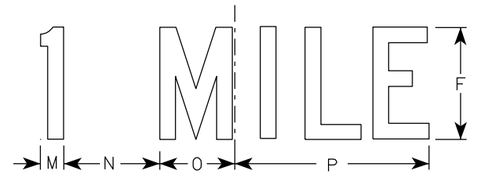
W20-1B

NOTES

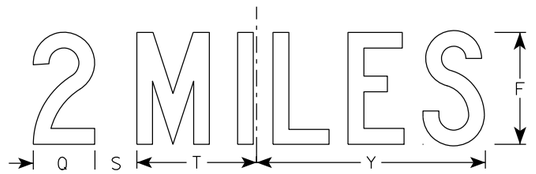
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

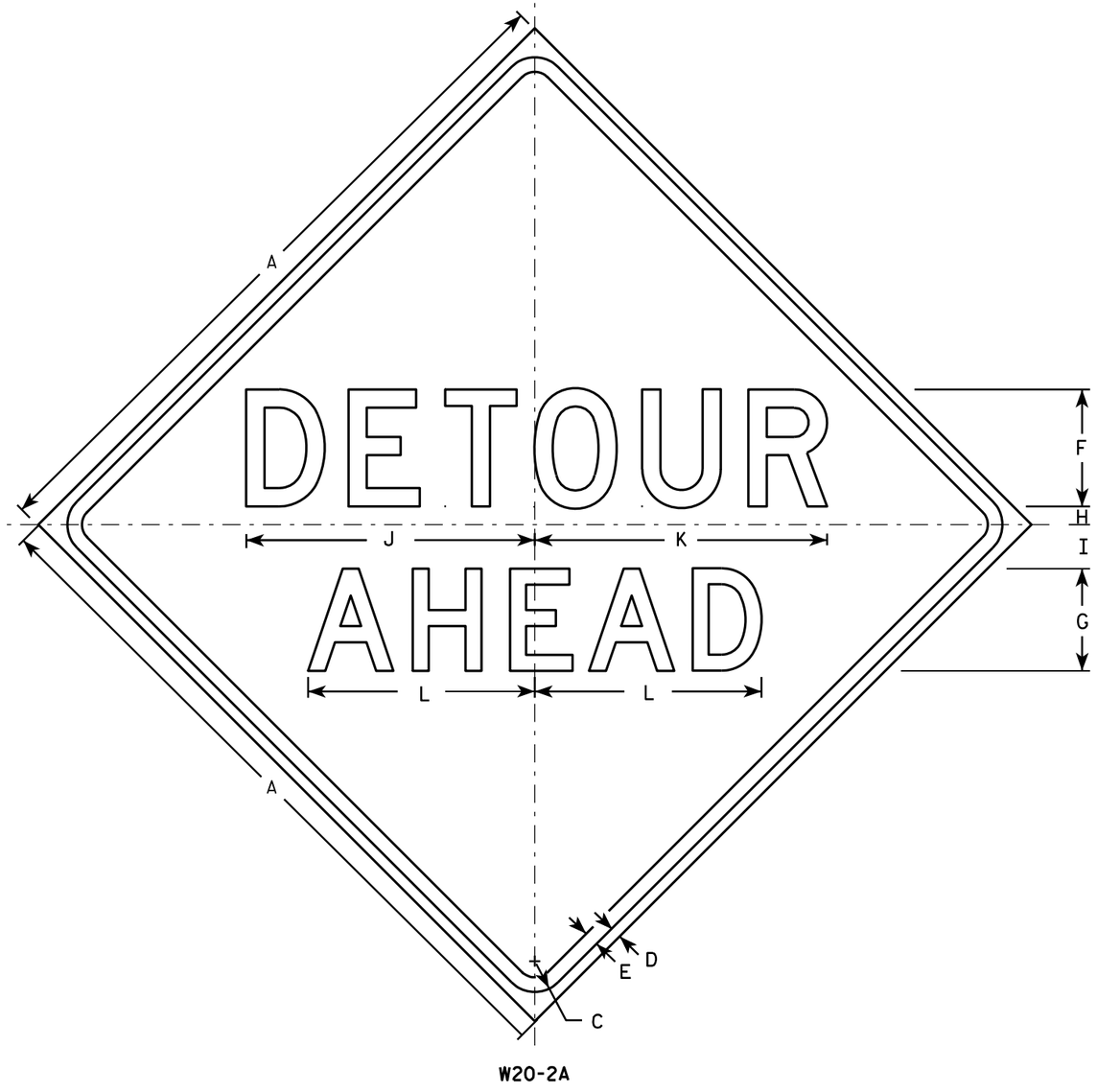
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

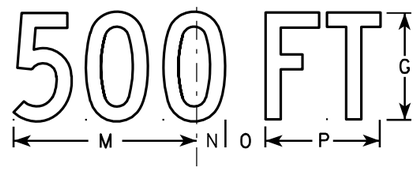
WISDOT/CADDS SHEET 42

7

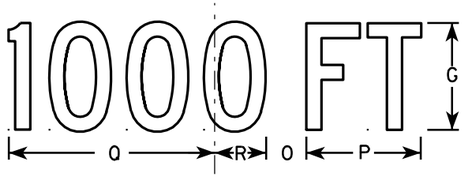
7



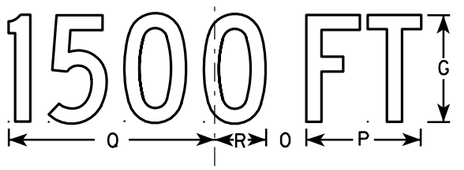
W20-2A



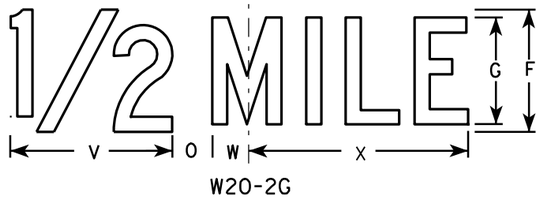
W20-2D



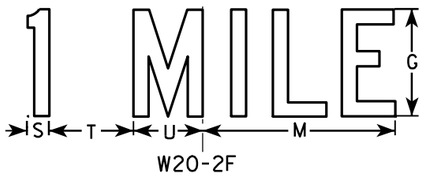
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

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

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

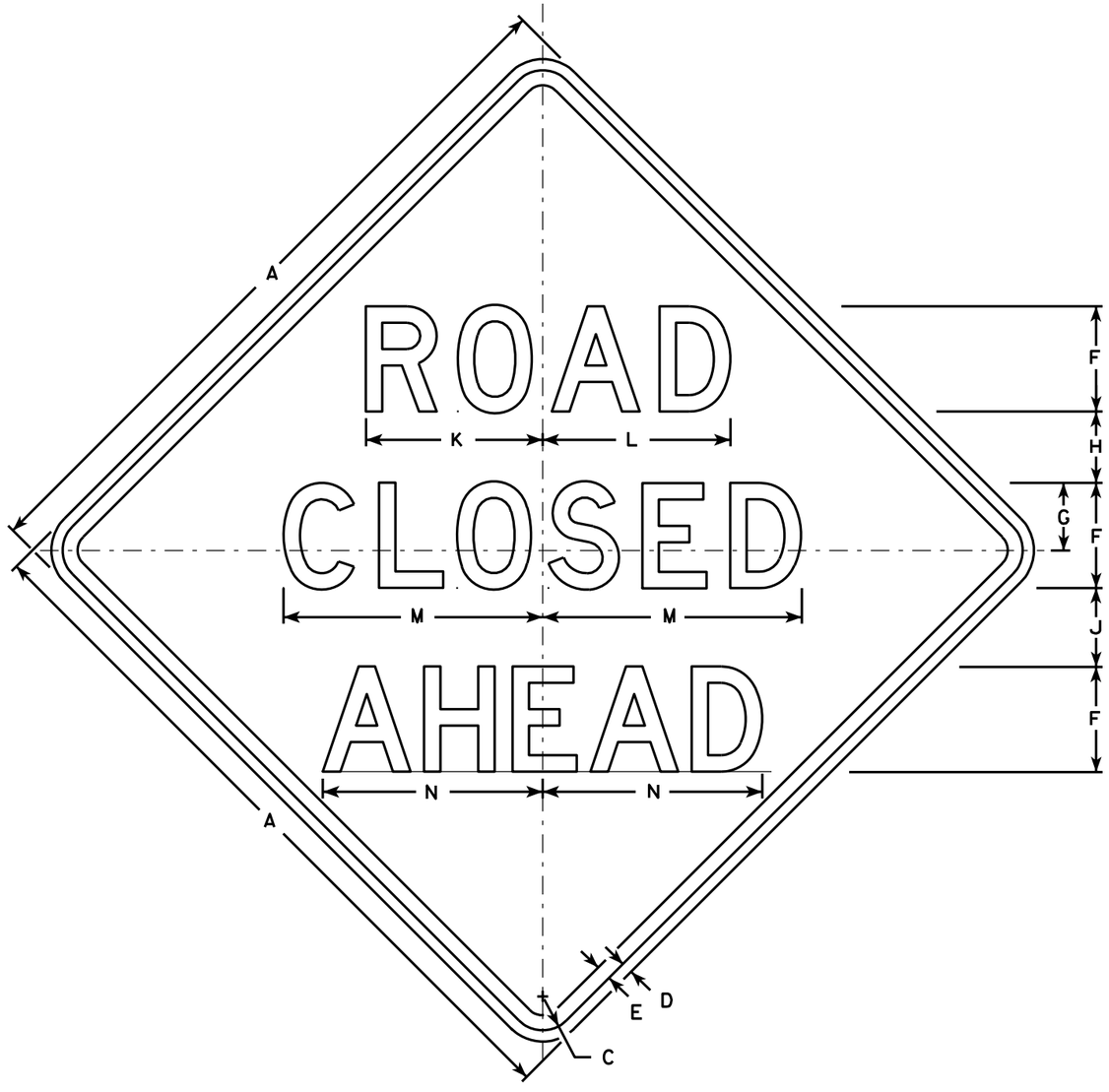
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

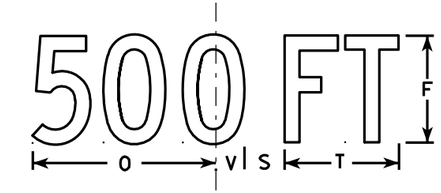
APPROVED Matthew R Rauch
for State Traffic Engineer

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

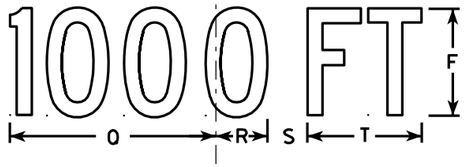
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 235	E



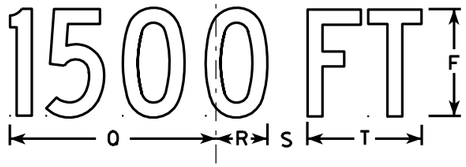
W20-3A



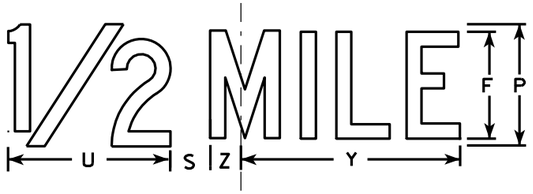
W20-3D



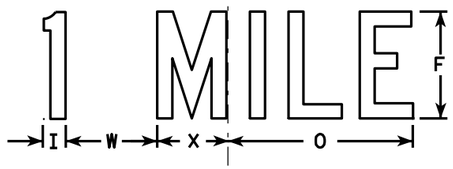
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

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

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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

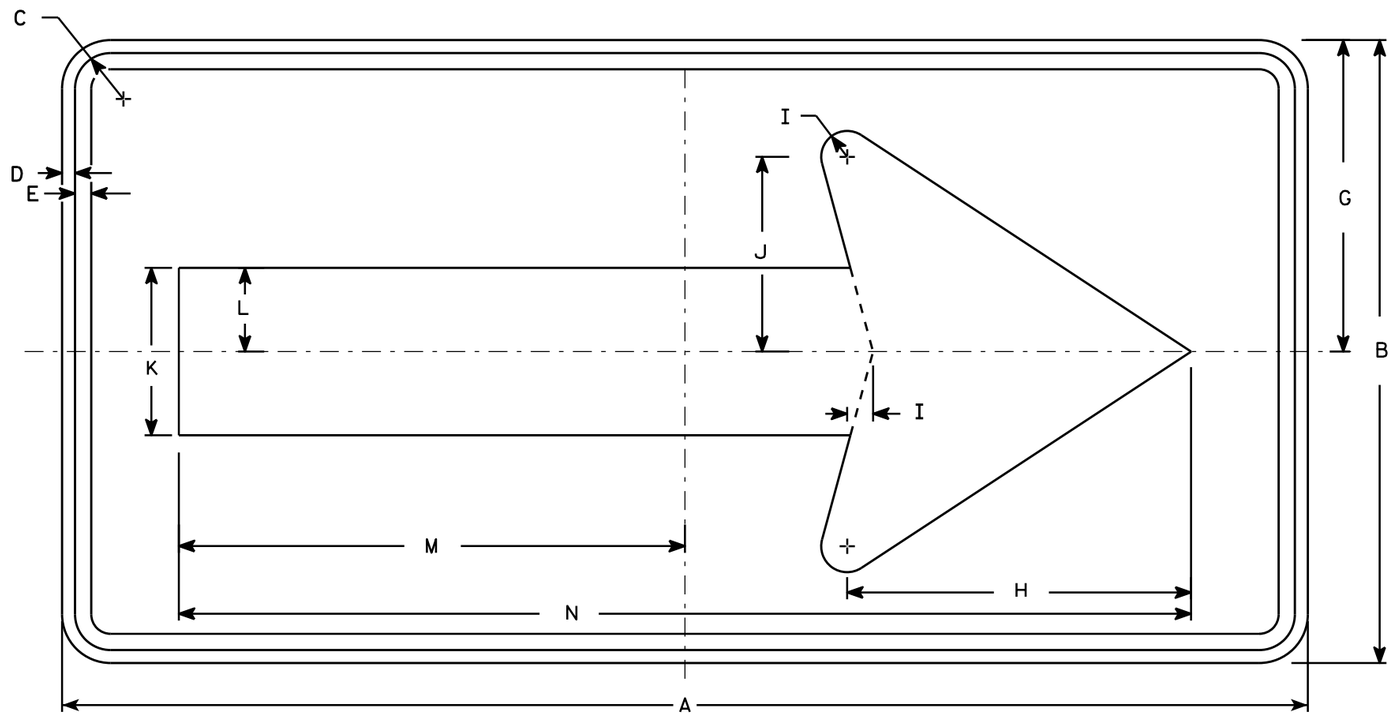
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 236 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

WISDOT/CADDS SHEET 42

7

7



W01-6

NOTES

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

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

STANDARD SIGN
W01-6

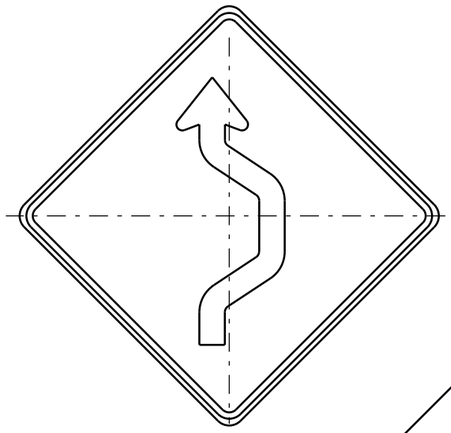
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

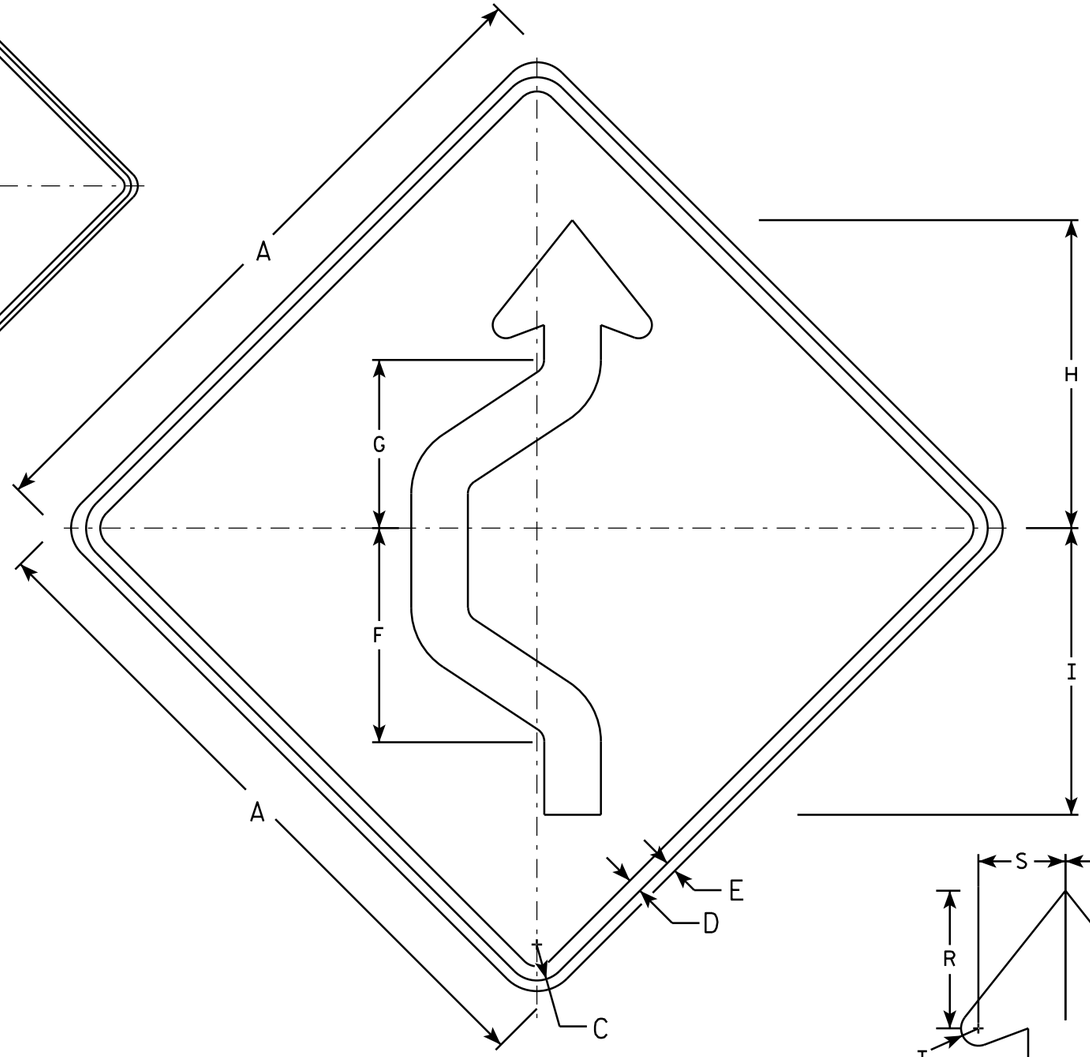
DATE 11/18/13 PLATE NO. W01-6.1

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

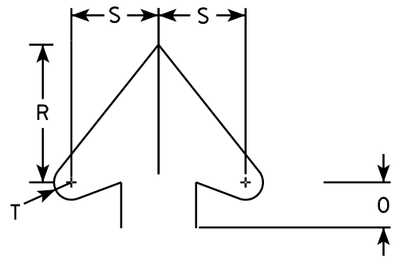
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W024-1R



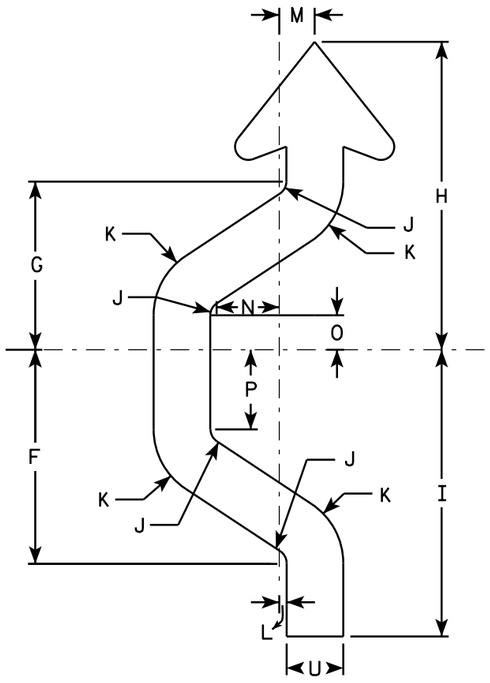
W024-1L



Arrowhead Detail

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W024-1R is the same as W024-1L except reversed along the vertical centerline.



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	36		1 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
2S	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
2M	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
3	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
4	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
5	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16

STANDARD SIGN
W024-1 L & R

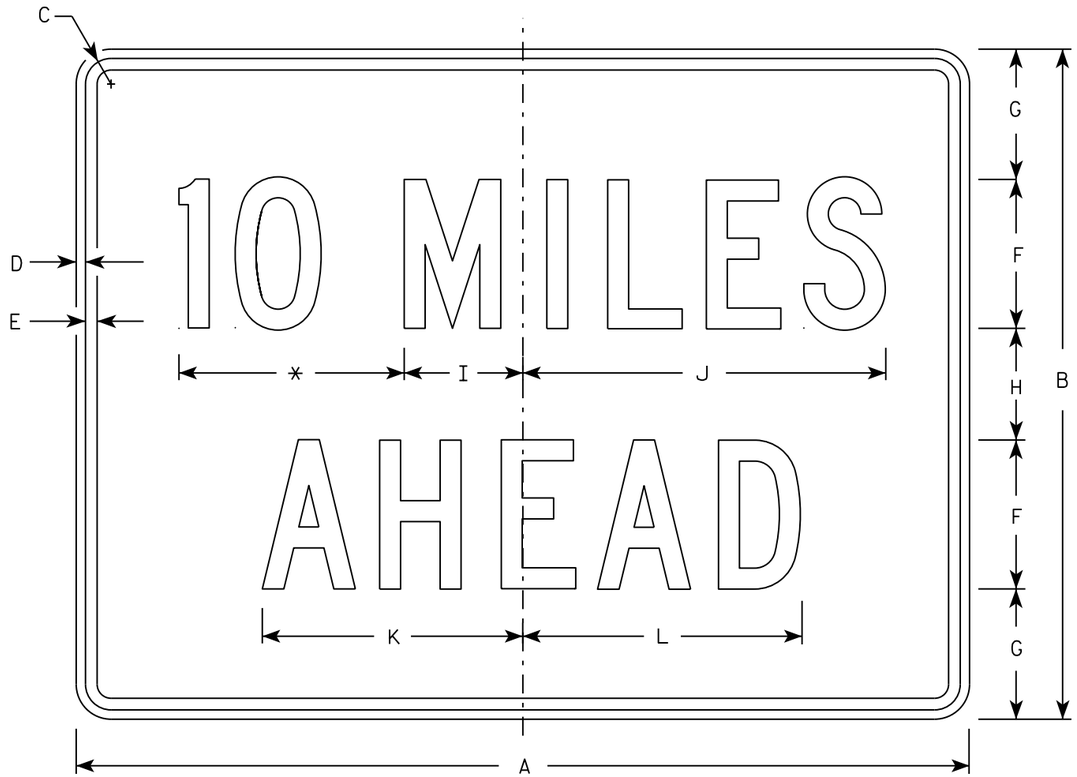
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

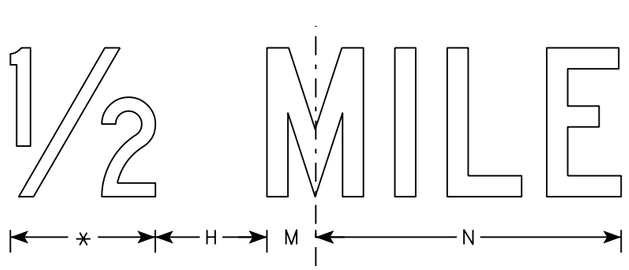
DATE 9/25/2013 PLATE W024-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0241.DGN PLOT DATE : 25-SEP-2013 13:08 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 10.702132:1.000000 WISDOT/CADDS SHEET 42



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

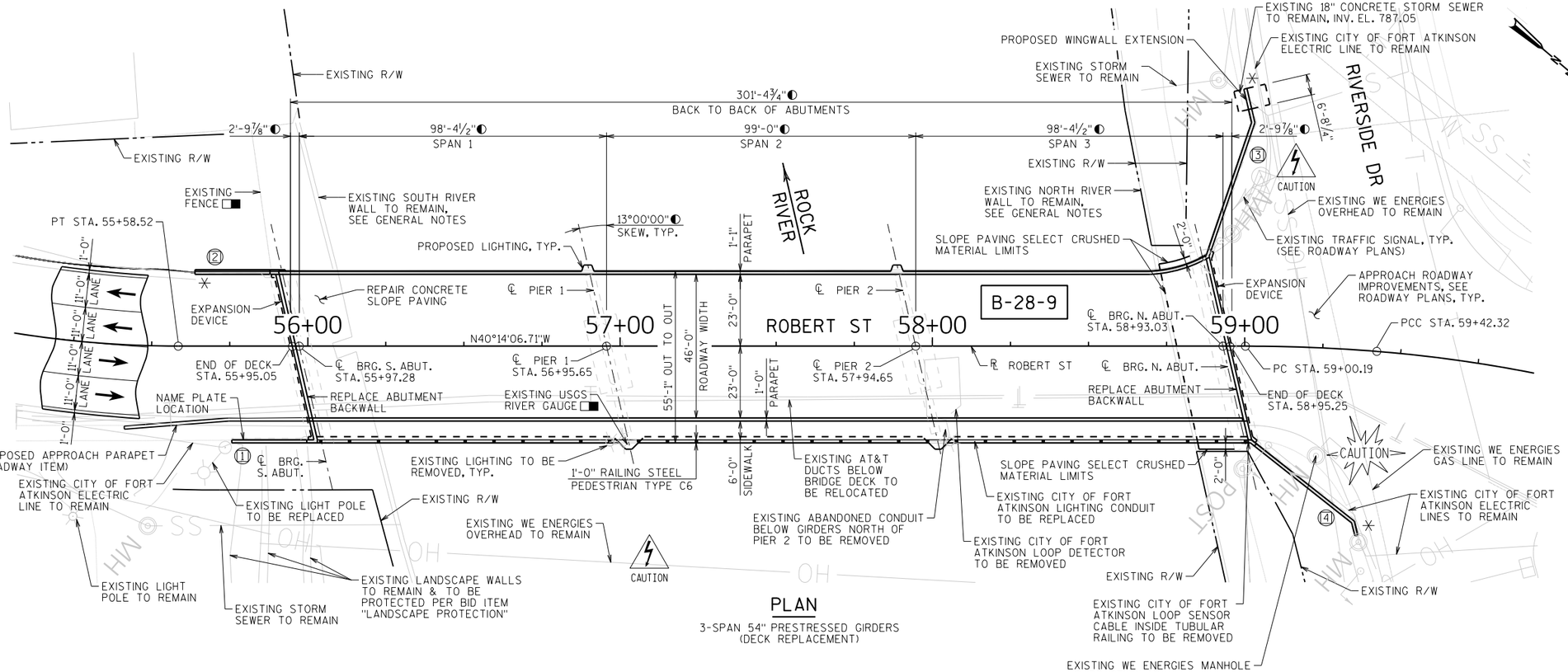
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

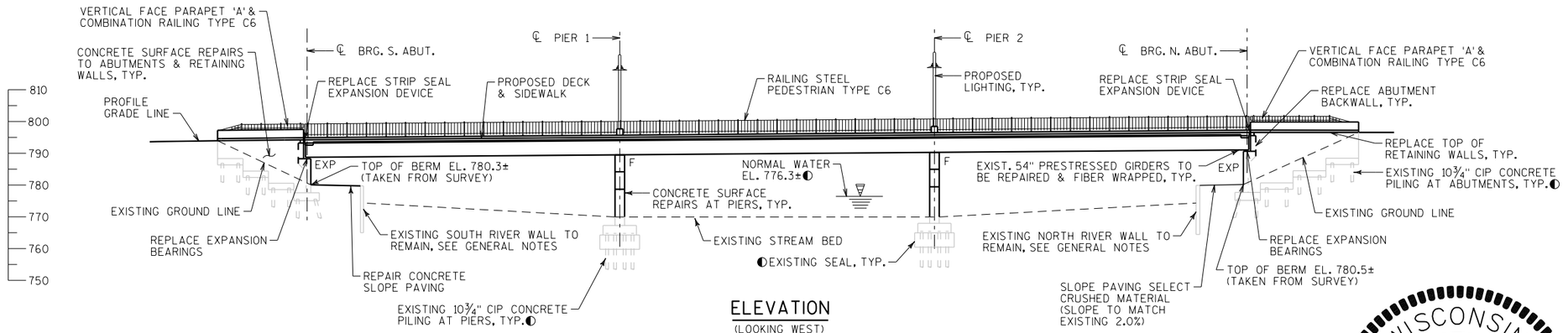
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 239	E

STATE PROJECT NUMBER
3575-04-81



PLAN

3-SPAN 54" PRESTRESSED GIRDERS
(DECK REPLACEMENT)



ELEVATION

(LOOKING WEST)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS20
INVENTORY RATING: HS22
OPERATING RATING: HS37
WISCONSIN STANDARD PERMIT (WIS-SPV): 250 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY
SUPERSTRUCTURE.....f'c = 4,000 PSI
ALL OTHER.....f'c = 3,500 PSI
BAR STEEL REINFORCEMENT.....fy = 60,000 PSI

LEGEND

- DIRECTION OF TRAFFIC
- LOCATION OF STEEL PLATE BEAM GUARD ATTACHMENT TO PARAPET
- SEE ROADWAY PLANS AND CONTRACT SPECIFICATIONS
- ◐ INFORMATION TAKEN FROM THE EXISTING AS-BUILT STRUCTURE PLANS DATE JULY 17, 1972
- (X) WINGWALL NUMBER

TRAFFIC DATA

ROBERT ST

2022 AADT = 15,000
2042 AADT = 16,300
RDS = 30 MPH

LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. TYPICAL SECTION
3. QUANTITIES & GENERAL NOTES
4. REMOVAL DETAILS (1 OF 2)
5. REMOVAL DETAILS (2 OF 2)
6. SOUTH ABUTMENT
7. SOUTH ABUTMENT DETAILS
8. SOUTH ABUTMENT WINGWALLS
9. SOUTH ABUTMENT BILL OF BARS
10. NORTH ABUTMENT
11. NORTH ABUTMENT DETAILS
12. WINGWALL 3 DETAILS
13. WINGWALL 3 EXTENSION DETAILS
14. WINGWALL 4 DETAILS
15. NORTH ABUTMENT BILL OF BARS
16. EXPANSION BEARINGS
17. GIRDER & CONCRETE REPAIR DETAILS
18. FRAMING PLAN
19 STEEL DIAPHRAGM
20. SUPERSTRUCTURE REINFORCEMENT
21. SUPERSTRUCTURE CROSS SECTION
22. DIAPHRAGM RENIFORCEMENT
23 GIRDER & HAUNCH DETAILS
24. SIDEWALK REINFORCEMENT
25. TAPERED OVERHANG DETAILS & DECK POUR SEQUENCE
26. VERTICAL FACE PARAPET 'A' ON BRIDGE
27. VERTICAL FACE PARAPET 'A' ON WINGS (1 OF 2)
28. VERTICAL FACE PARAPET 'A' ON WINGS (2 OF 2)
29. LIGHT SUPPORT REINFORCEMENT (1 OF 2)
30. LIGHT SUPPORT REINFORCEMENT (2 OF 2)
31. CONDUIT PLAN
32. CONDUIT DETAILS (1 OF 2)
33. CONDUIT DETAILS (2 OF 2)
34. EXPANSION JOINT DETAILS (1 OF 3)
35. EXPANSION JOINT DETAILS (2 OF 3)
36. EXPANSION JOINT DETAILS (3 OF 3)
37. COMBINATION RAILING (1 OF 2)
38. COMBINATION RAILING (2 OF 2)
39. COMBINATION RAILING DETAILS
40. PEDESTRIAN RAILING
41. SLOPE PAVING CONCRETE
42. SLOPE PAVING SELECT CRUSHED MATERIAL
43. CATHODIC PROTECTION

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MOHAMMED ZAGLOUL (414) 751-7200

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

kapur
7711 N. Port Washington Road
Milwaukee, Wisconsin 53217
kapurinc.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 02/01/22
CHIEF STRUCTURES DESIGN ENGINEER DATE

WISCONSIN
ANDREW J. ASCHENBRENNER
E-45274
RACINE
WISCONSIN
12/22/2021
PROFESSIONAL ENGINEER

STRUCTURE B-28-9

ROBERT STREET OVER ROCK RIVER

COUNTY	CITY
JEFFERSON	FORT ATKINSON

DESIGN SPEC. REHABILITATION N/A

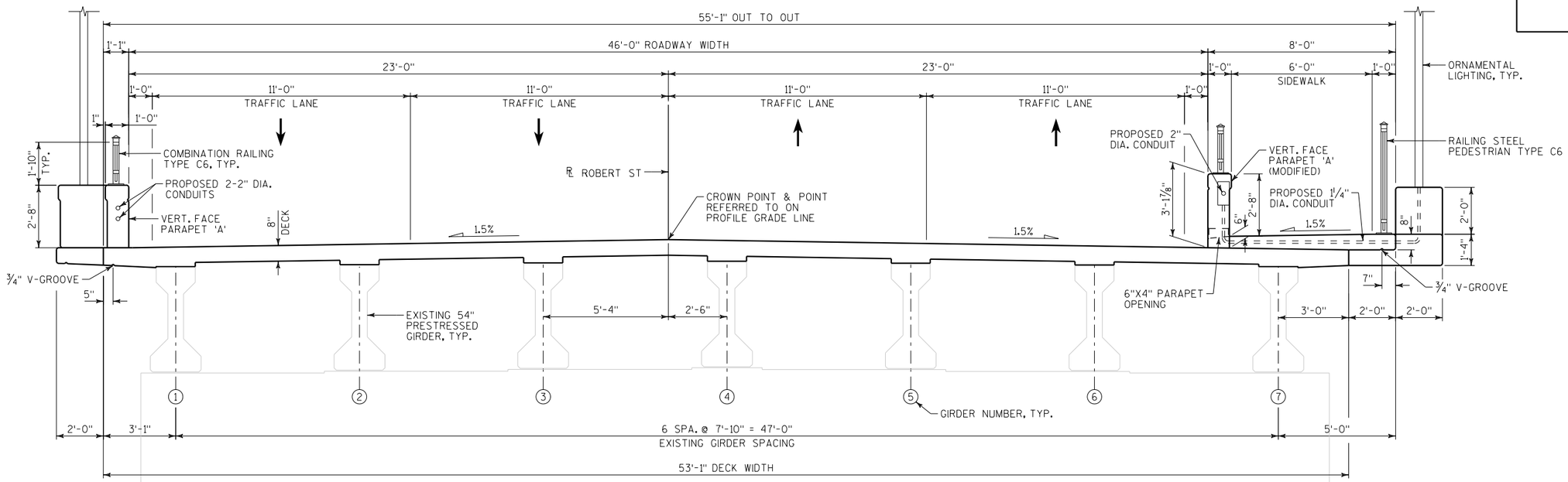
DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
AJA	MHZ	AJA	MHZ

GENERAL PLAN & ELEVATION

SHEET 1 OF 43

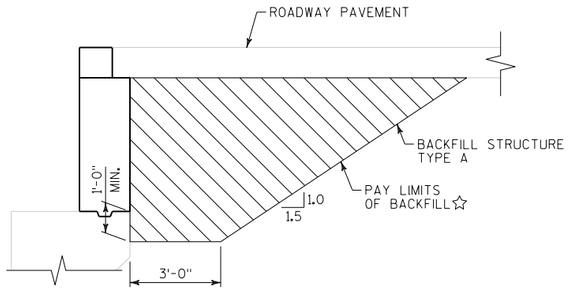
FILE NAME : S:\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080101_gp.dgn PLOT DATE : 12/22/2021 PLOT BY : skolhe PLOT NAME : $FILE$ PLOT SCALE : 1:40.0033

STATE PROJECT NUMBER
3575-04-81



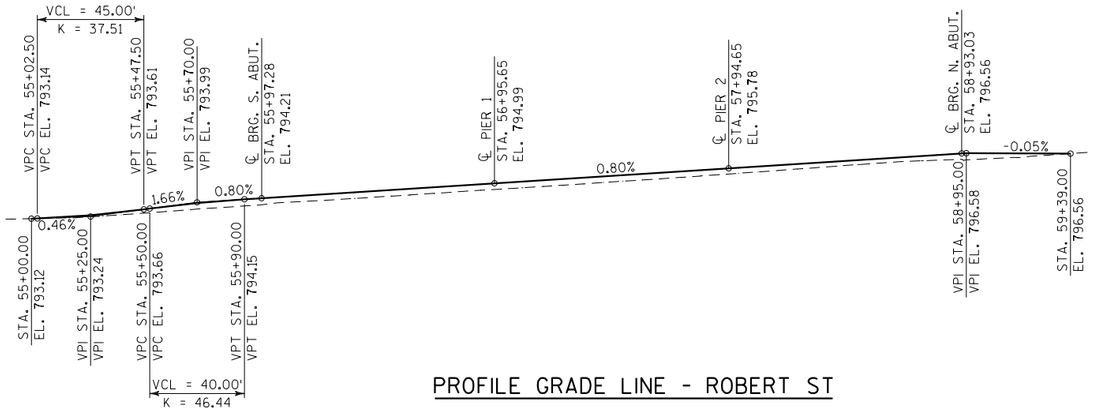
TYPICAL SECTION

(LOOKING NORTH)



BACKFILL LIMITS

(LOOKING EAST AT SOUTH ABUTMENT)
(LOOKING WEST AT NORTH ABUTMENT)



PROFILE GRADE LINE - ROBERT ST

BENCHMARK DATA

NO.	DESCRIPTION	NORTHING	EASTING	ELEVATION
1J49	STA. 59+12.64, 38.17' RT., 2" ALUMINUM WISCONSIN DEPARTMENT OF TRANSPORTATION SURVEY CONTROL DISK SET FLUSH WITH TOP OF CONCRETE AT THE NE WINGWALL PARAPET	530592.05	845843.96	798.16
CP-900	2" ALUMINUM WISCONSIN DEPARTMENT OF TRANSPORTATION SURVEY CONTROL DISK SET FLUSH WITH GROUND LOCATED AT THE SE CORNER OF MONROE ST AND RIVERSIDE DR (FENO MONUMENT)	530255.95	845427.19	796.80
CP-901	STA. 59+72.56, 49.90' LT., 2" ALUMINUM WISCONSIN DEPARTMENT OF TRANSPORTATION SURVEY CONTROL DISK SET FLUSH WITH GROUND LOCATED AT THE NW CORNER OF ROBERT ST AND RIVERSIDE DR (FENO MONUMENT)	530590.60	845737.05	796.80
CP-902	STA. 55+63.39, 88.09' RT., 2" ALUMINUM WISCONSIN DEPARTMENT OF TRANSPORTATION SURVEY CONTROL DISK SET FLUSH WITH GROUND LOCATED APPROXIMATELY 63' FROM ROBERT ST (FENO MONUMENT)	530358.28	846106.98	792.91

LEGEND

→ DIRECTION OF TRAFFIC

☆ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SMC | PLANS CK'D. MHZ

TYPICAL SECTION

SHEET 2 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080201_ts.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:5.00003

STATE PROJECT NUMBER
3575-04-81

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	SOUTH ABUTMENT	PIER 1	PIER 2	NORTH ABUTMENT	SUPER.	TOTAL
203.0211.S.01	ABATEMENT OF ASBESTOS CONTAINING MATERIAL B-28-9	EACH	-	-	-	-	-	1
203.0260.01	REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS B-28-9	EACH	-	-	-	-	-	1
204.0175	REMOVING CONCRETE SLOPE PAVING	SY	25	-	-	-	-	25
206.1000.01	EXCAVATION FOR STRUCTURES BRIDGES B-28-9	LS	-	-	-	-	-	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	212	-	-	338	-	550
502.0100	CONCRETE MASONRY BRIDGES	CY	33	-	-	46	576	655
502.3101	EXPANSION DEVICE	LF	-	-	-	-	115	115
502.3200	PROTECTIVE SURFACE TREATMENT	SY	10	-	-	11	1,755	1,776
502.3210	PIGMENTED SURFACE SEALER	SY	22	-	-	39	347	408
502.4204	ADHESIVE ANCHORS NO. 4 BAR	EACH	23	-	-	-	22	45
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	270	-	-	392	168	830
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	5,370	-	-	7,390	167,400	180,160
506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH	7	-	-	7	-	14
506.4000.01	STEEL DIAPHRAGMS B-28-9	EACH	-	-	-	-	18	18
506.7050.S.01	REMOVING BEARINGS, B-28-9	EACH	7	-	-	7	-	14
509.1500	CONCRETE SURFACE REPAIR	SF	20	5	5	20	-	50
513.7031	RAILING STEEL TYPE C6	LF	55	-	-	89	596	740
513.8031	RAILING STEEL PEDESTRIAN TYPE C6	LF	-	-	-	-	298	298
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	21	-	-	29	-	50
604.0400	SLOPE PAVING CONCRETE	SY	25	-	-	-	-	25
604.0600	SLOPE PAVING SELECT CRUSHED MATERIAL	SY	-	-	-	93	-	93
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	1	-	-	2	-	3
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	22	-	-	12	50	84
652.0215	CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/4-INCH	LF	-	-	-	-	24	24
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	54	-	-	50	783	887
653.0220	JUNCTION BOXES 18X6X6-INCH	EACH	-	-	-	-	1	1
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	-	-	-	-	6	6
SPV.0060.21	ANCHOR ASSEMBLIES POLES ON STRUCTURES SPECIAL	EACH	-	-	-	-	4	4
SPV.0060.22	CLEAN AND COAT CONCRETE BEAM ENDS	EACH	-	-	-	-	14	14
SPV.0060.23	EMBEDDED GALVANIC ANODES	EACH	10	3	3	10	-	26
SPV.0060.24	LANDSCAPE PROTECTION	EACH	1	-	-	-	-	1
SPV.0165.21	FIBER WRAP REINFORCING NON-STRUCTURAL	SF	-	-	-	-	1,025	1,025
SPV.0165.22	PPC BEAM SURFACE REPAIR	SF	-	-	-	-	42	42
SPV.0180.21	CLEAN ABUTMENT SEATS	SY	6	-	-	6	-	12
	NON BID ITEMS							
	BRIDGE SEAT PROTECTION	LS						1
	PREFORMED JOINT FILLER	SIZE						1/2", 3/4"
	NAME PLATE	EACH						1

ALL ITEMS ARE CATEGORY 0020

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

VARIATIONS TO THE NEW GRADE LINE OVER 1/4" MUST BE SUBMITTED BY THE FIELD ENGINEER TO THE STRUCTURES DESIGN SECTION FOR REVIEW.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), JEFFERSON COUNTY ZONE NAD 83 (2011).

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCODANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR OF 1973.

APPLY PROTECTIVE SURFACE TREATMENT TO THE EXPOSED DECK, TOP & VERTICAL SURFACES OF THE SIDEWALK AND PAVING NOTCHES ON THE BRIDGE.

APPLY PIGMENTED SURFACE SEALER TO ALL EXPOSED FACES OF THE EAST PARAPET ON THE BRIDGE. APPLY PIGMENTED SURFACE SEALER TO THE TOP AND INSIDE FACE TO ALL OTHER PARAPETS ON THE BRIDGE AND WINGWALLS.

THE HAUNCH CONCRETE QUANTITIY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE PRESTRESSED GIRDER DETAILS SHEET.

BEVEL EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE NOTED.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE SLOPE PAVING SHEETS.

ANY EXCAVATION OR BACKFILL REQUIRED TO COMPLETE THE SLOPE PAVING REPAIR AT THE SOUTH ABUTMENT SHALL BE INCIDENTAL TO BID ITEM "SLOPE PAVING CONCRETE".

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

REMOVE ANY/ALL LOOSE CONCRETE UNDER BID ITEM "CONCRETE SURFACE REPAIR". SURFACES SHALL BE BLAST CLEANED AND ANY EXPOSED STEEL SHALL BE BRUSHED CLEANED PRIOR TO THE CONCRETE SURFACE REPAIRS BEING COMPLETED. REPAIR AREAS SHALL BE VERIFIED AND APPROVED BY THE FIELD ENGINEER.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-28-9" SHALL BE THE EXISTING GROUNDLINE.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

THE CONTRACTOR SHALL PROTECT THE EXISTING LANDSCAPING AND LANDSCAPE WALLS AT THE SOUTHEAST CORNER OF THE BRIDGE NEAR BICENTENNIAL PARK. THIS IS TO BE PAID UNDER BID ITEM "LANDSCAPE PROTECTION".

THE CONTRACTOR SHALL EXERCISE CAUTION WHEN REMOVING OLD DECK AS TO NOT DAMAGE THE EXISTING GIRDERS.

THE CONTRACTOR IS RESPONSIBLE FOR GIRDER STABILITY DURING REMOVAL AND REPLACEMENT OF THE GIRDER DIAPHRAGMS.

THE CONTRACTOR SHALL EXERCISE CAUTION FOR THE WORK NEAR AND ADJACENT TO THE EXISTING RIVER WALLS TO NOT DAMAGE THE EXISTING RIVER WALLS.

ALL CONCRETE REMOVAL LIMITS SHALL BE DEFINED BY A 1 INCH DEEP SAWCUT.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER, QUANTITIES SHOWN FOR THESE BID ITEMS ARE APPROXIMATE:
-REMOVING CONCRETE SLOPE PAVING
-CONCRETE SURFACE REPAIR
-SLOPE PAVING CONCRETE
-EMBEDDED GALVANIC ANODES
-FIBER WRAP REINFORCING NON-STRUCTURAL
-PPC BEAM SURFACE REPAIR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

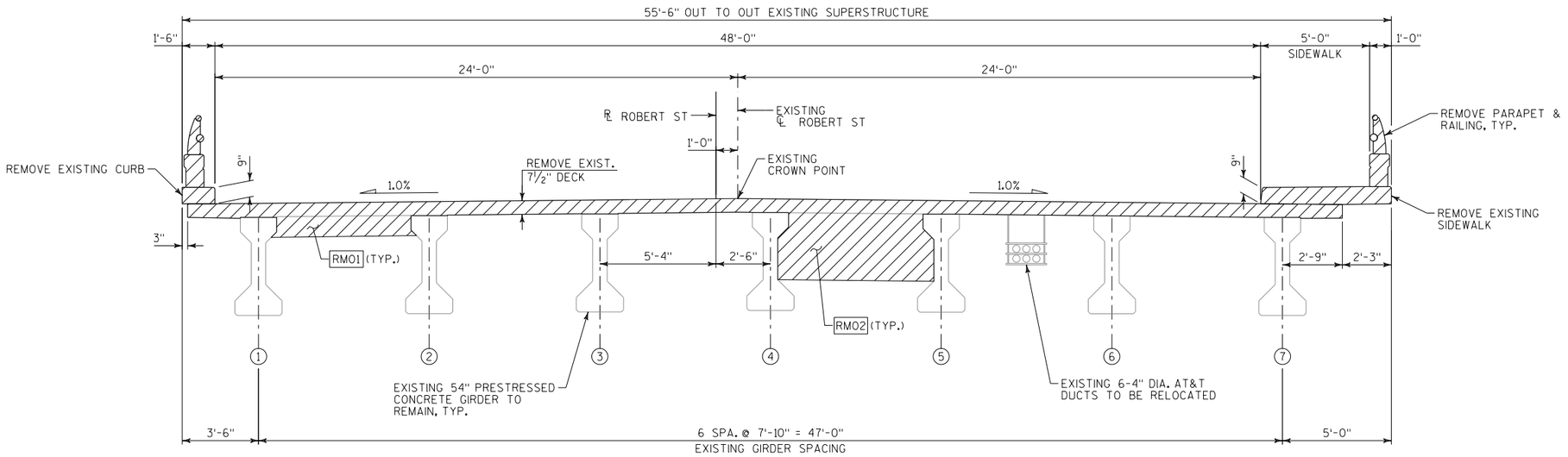
DRAWN BY	AJA	PLANS CK'D.	MHZ

QUANTITIES & GENERAL NOTES

SHEET 3 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080202_qu.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:8

STATE PROJECT NUMBER
3575-04-81

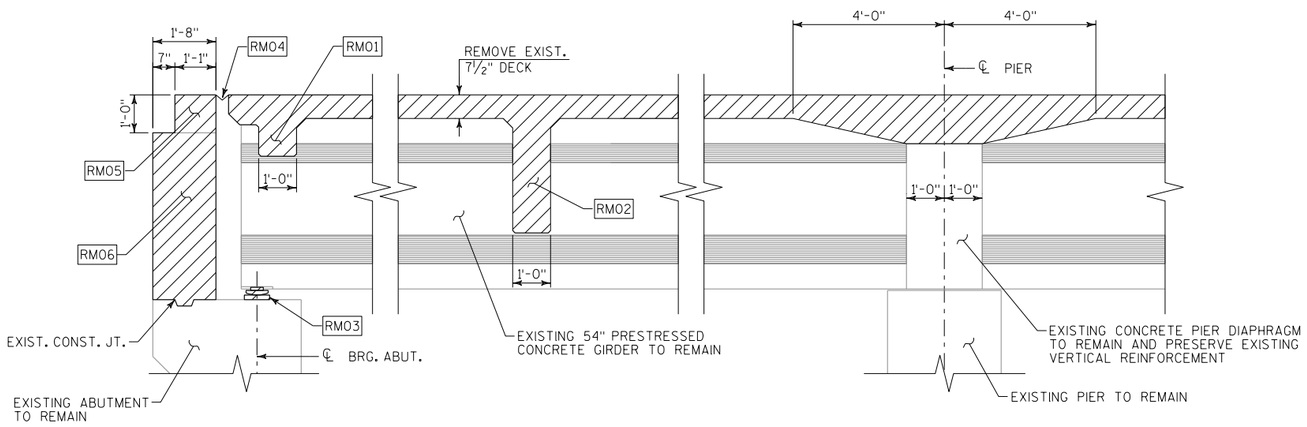


EXISTING TYPICAL SECTION

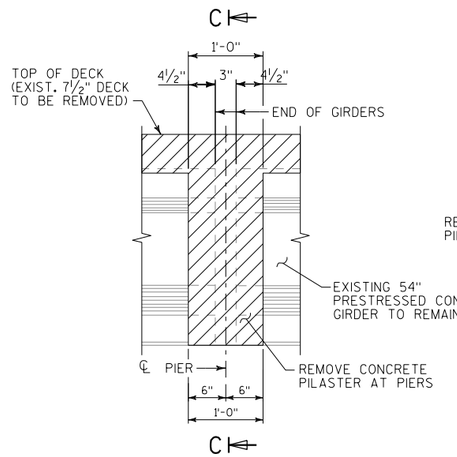
(LOOKING NORTH)

LEGEND

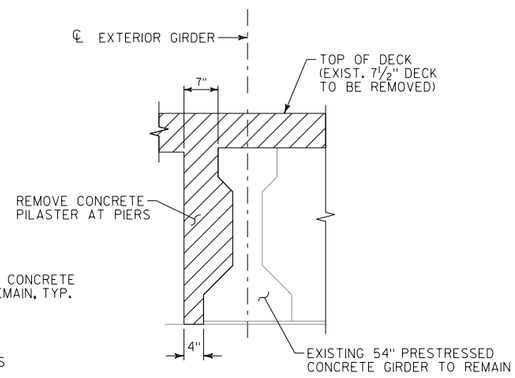
- RM01 EXISTING CONCRETE DIAPHRAGM AT ABUTMENTS TO BE REMOVED
- RM02 EXISTING INTERMEDIATE CONCRETE DIAPHRAGMS TO BE REMOVED
- RM03 EXISTING STEEL BEARINGS AT ABUTMENTS TO BE REMOVED
- RM04 EXISTING STRIP SEAL EXPANSION DEVICE TO BE REMOVED
- RM05 EXISTING ABUTMENT PAVING BLOCK TO BE REMOVED
- RM06 EXISTING ABUTMENT BACKWALL TO BE REMOVED AND PRESERVE EXISTING VERTICAL REINFORCEMENT
- REMOVAL AREA
- (X) GIRDER NUMBER



PARTIAL LONGITUDINAL SECTION



EXISTING PILASTER DETAIL AT PIERS



SECTION C-C

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SMC | PLANS CK'D. MHZ

REMOVAL DETAILS (1 OF 2)

SHEET 4 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080203_rm.dgn
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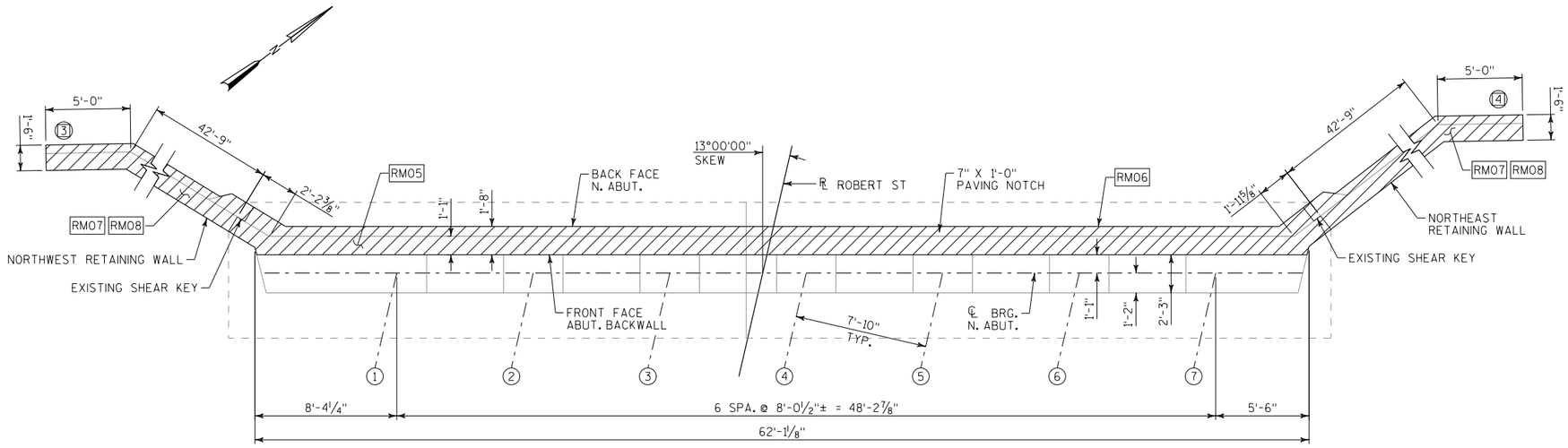
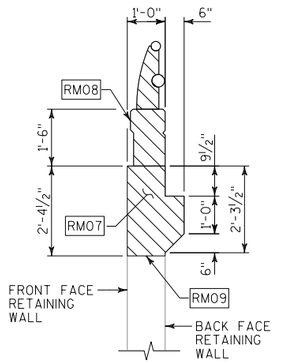
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:6.00004

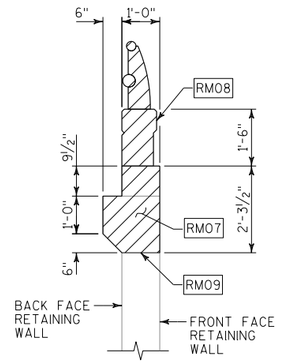
STATE PROJECT NUMBER
3575-04-81



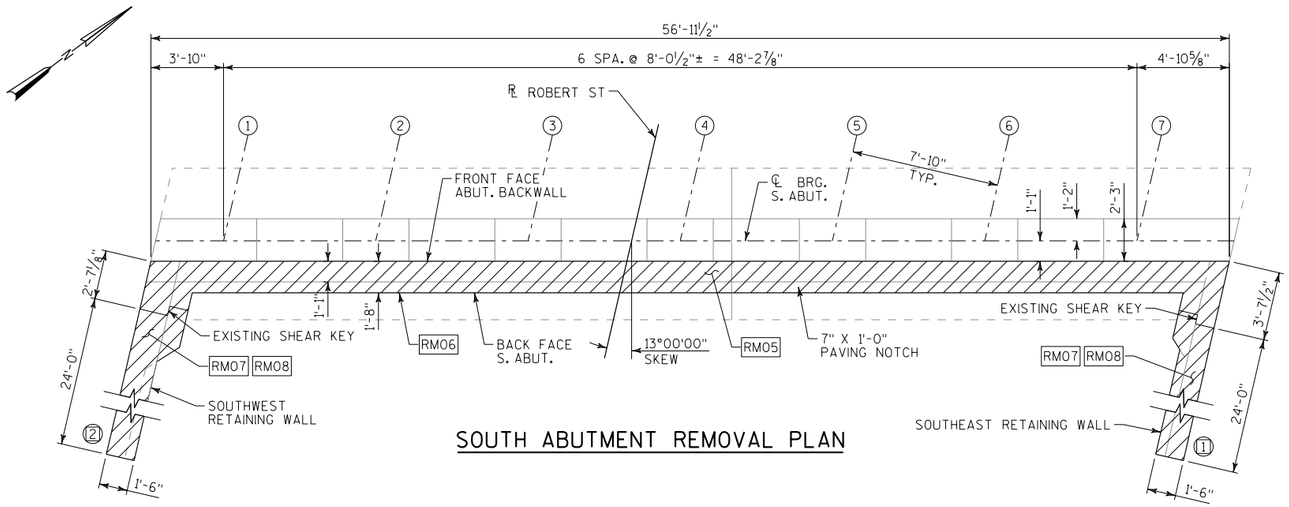
NORTH ABUTMENT REMOVAL PLAN



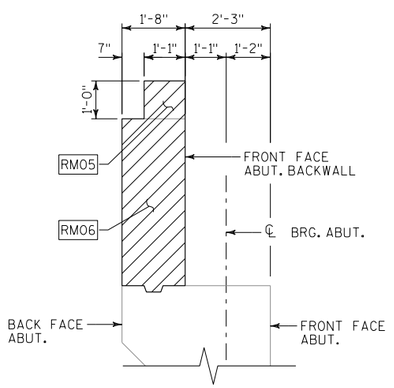
SECTION THRU
NORTHWEST WALL ③
(LOOKING WEST)



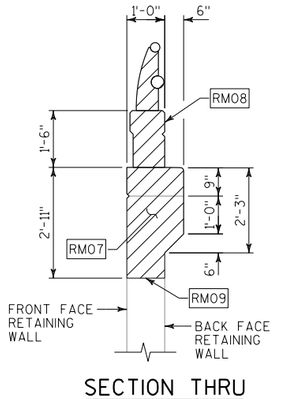
SECTION THRU
NORTHEAST WALL ④
(LOOKING NORTH)



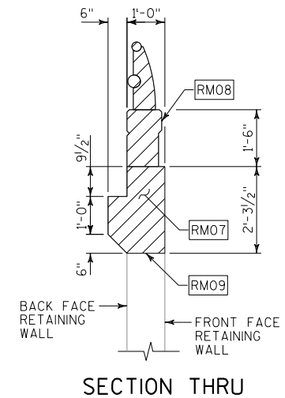
SOUTH ABUTMENT REMOVAL PLAN



SECTION THRU ABUTMENT
(LOOKING EAST AT NORTH ABUTMENT)
(LOOKING WEST AT SOUTH ABUTMENT)



SECTION THRU
SOUTHWEST WALL ②
(LOOKING NORTH)



SECTION THRU
SOUTHEAST WALL ①
(LOOKING NORTH)

LEGEND

RM05	EXISTING ABUTMENT PAVING BLOCK TO BE REMOVED
RM06	EXISTING ABUTMENT BACKWALL TO BE REMOVED AND PRESERVE EXISTING VERTICAL REINFORCEMENT
RM07	PARTIALLY REMOVE EXISTING WINGWALL
RM08	EXISTING CONCRETE PARAPET AND TUBULAR RAILING TO BE REMOVED
RM09	SAW CUT AND PRESERVE EXISTING VERTICAL REINFORCEMENT, SEE SHEETS 8, 12 & 14 FOR ELEVATIONS
▨	REMOVAL AREA
(X)	GIRDER NUMBER
ⓧ	WINGWALL NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SMC | PLANS CK'D. MHZ

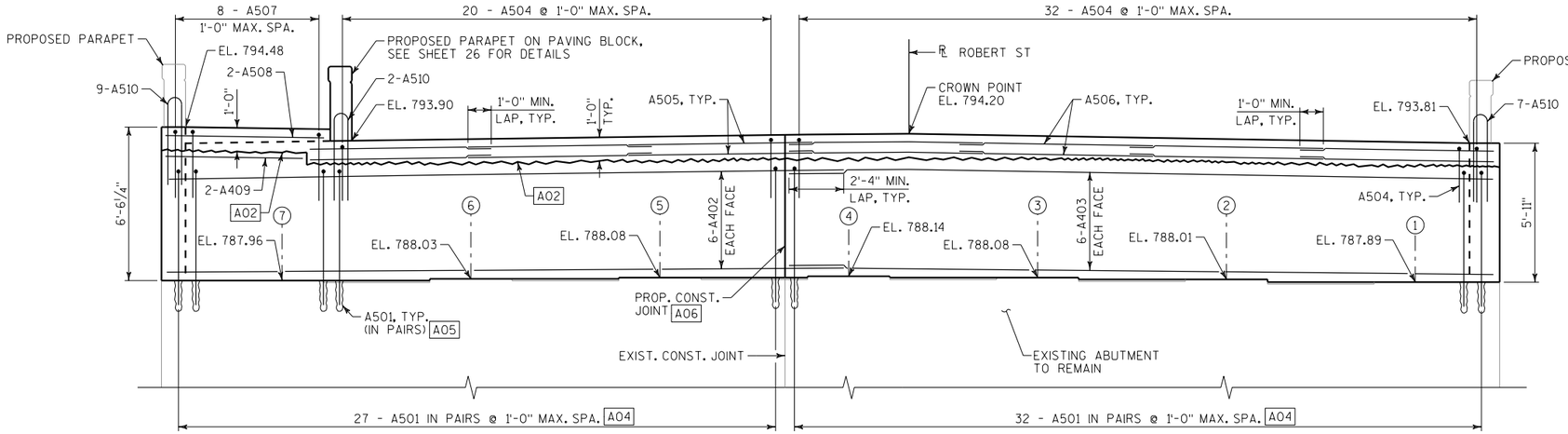
REMOVAL DETAILS
(2 OF 2)

SHEET 5 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080204_rm.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:8.00006

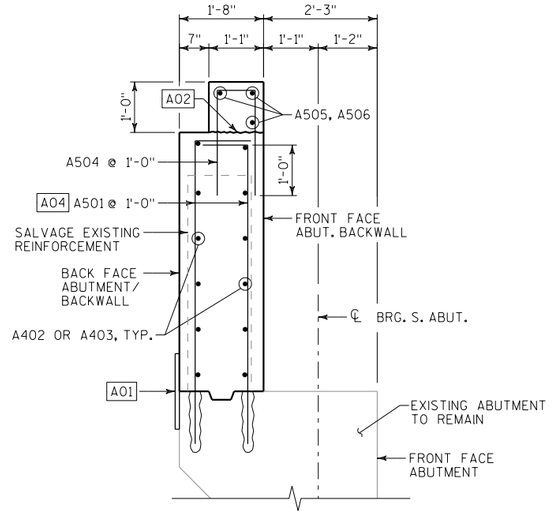
STATE PROJECT NUMBER

3575-04-81



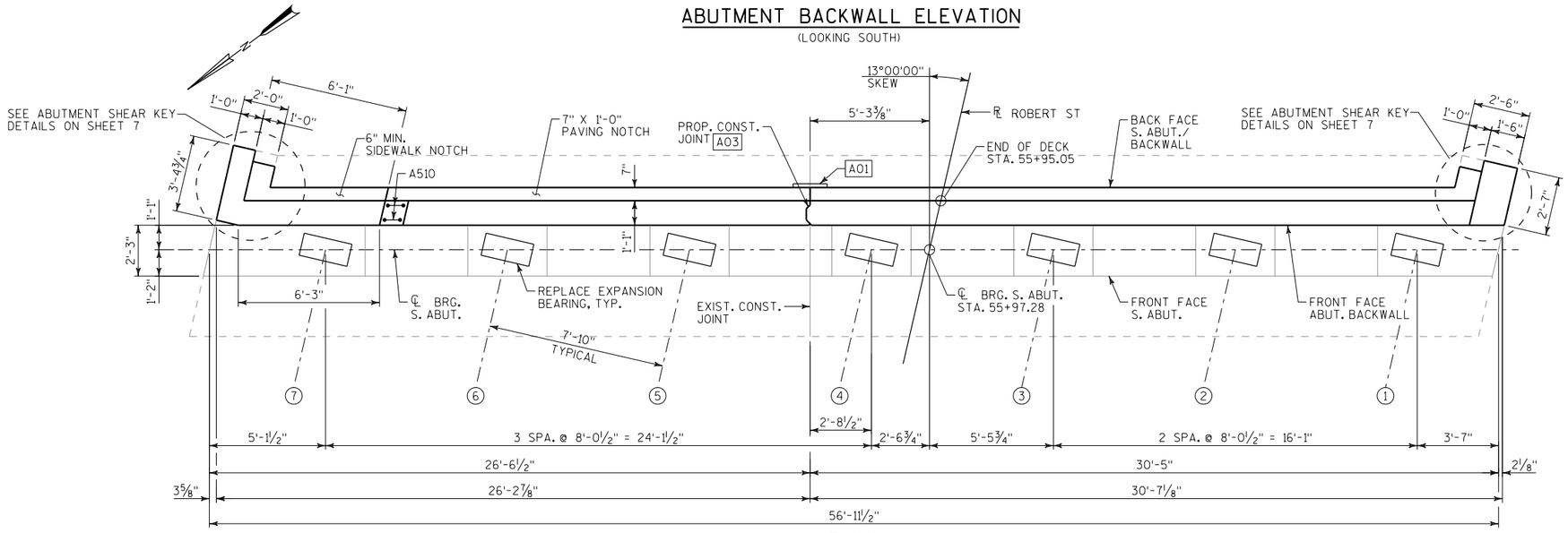
ABUTMENT BACKWALL ELEVATION

(LOOKING SOUTH)

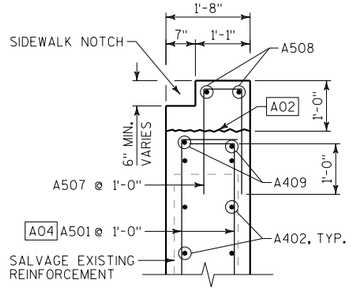


SECTION THRU ABUTMENT

(LOOKING WEST)

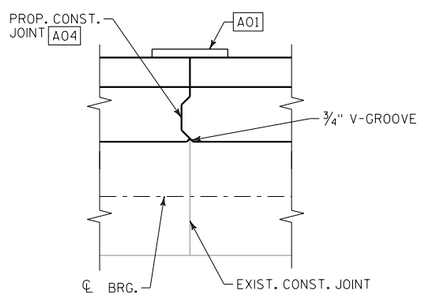


PLAN



SECTION AT SIDEWALK

(LOOKING WEST)



VERT. CONST. JOINT

NOTES

ABUTMENT BEAM SEAT/TOP OF CONCRETE ELEVATIONS ARE TAKEN FROM SURVEY.

ABUTMENT BACKWALL ELEVATIONS ARE TAKEN AT THE FRONT FACE OF BACKWALL.

FOR SOUTH ABUTMENT SHEAR KEY REINFORCEMENT DETAILS, SEE SHEET 7.

FOR SOUTH ABUTMENT WINGWALL REINFORCEMENT DETAILS, SEE SHEET 8.

FOR SOUTH ABUTMENT BILL OF BARS & ALTERNATE CONSTRUCTION JOINT DETAIL, SEE SHEET 9.

FOR EXPANSION BEARING DETAILS, SEE SHEET 16.

FOR SOUTH ABUTMENT PARAPET REINFORCEMENT & DETAILS, SEE SHEET 27.

FOR SLOPE PAVING CONCRETE DETAILS, SEE SHEET 41.

LEGEND

A01 18" RUBBERIZED MEMBRANE WATERPROOFING

A02 CONST. JOINT - POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE IS IN PLACE (STRIKE OFF AND LEAVE ROUGH)

A03 KEYED CONST. JT. FORMED BY A BEVELED 2" X 8". SEE SHEET 9 FOR ALTERNATE CONSTRUCTION JOINT

A04 ADHESIVE ANCHORS NO. 5 BAR
-EDGE DISTANCE = 4"
-EMBEDMENT = 1'-1"

(X) GIRDER NUMBER, TYP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY AJA | PLANS CK'D. MHZ

SOUTH ABUTMENT

SHEET 6 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080301_ab.dgn

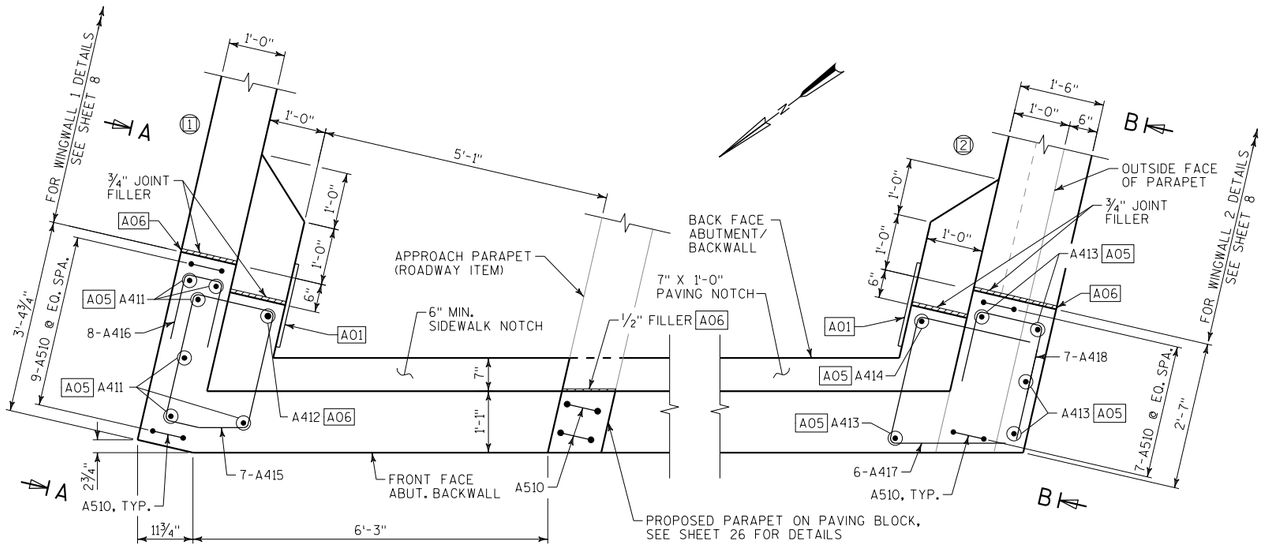
PLOT DATE : 12/22/2021

PLOT BY : skolhe

PLOT NAME : $FILE$

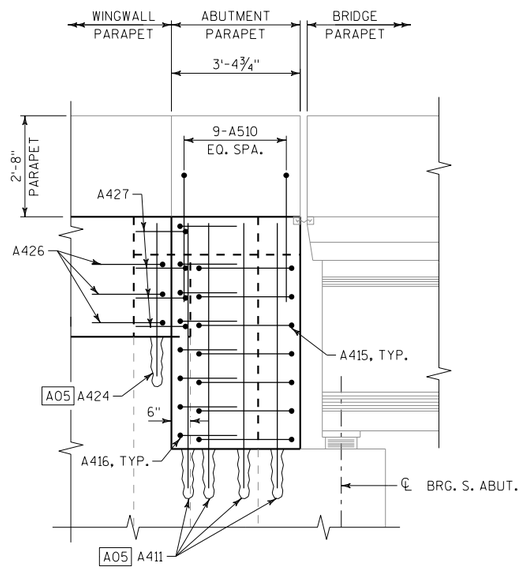
PLOT SCALE : 1:6

STATE PROJECT NUMBER
3575-04-81

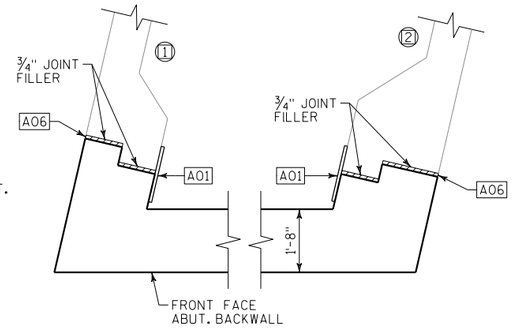


SHEAR KEY PLAN

(WINGWALL SHEAR KEY REINFORCEMENT NOT SHOWN FOR CLARITY)



ELEVATION VIEW A-A



SHEAR KEY AT EXISTING WINGWALLS

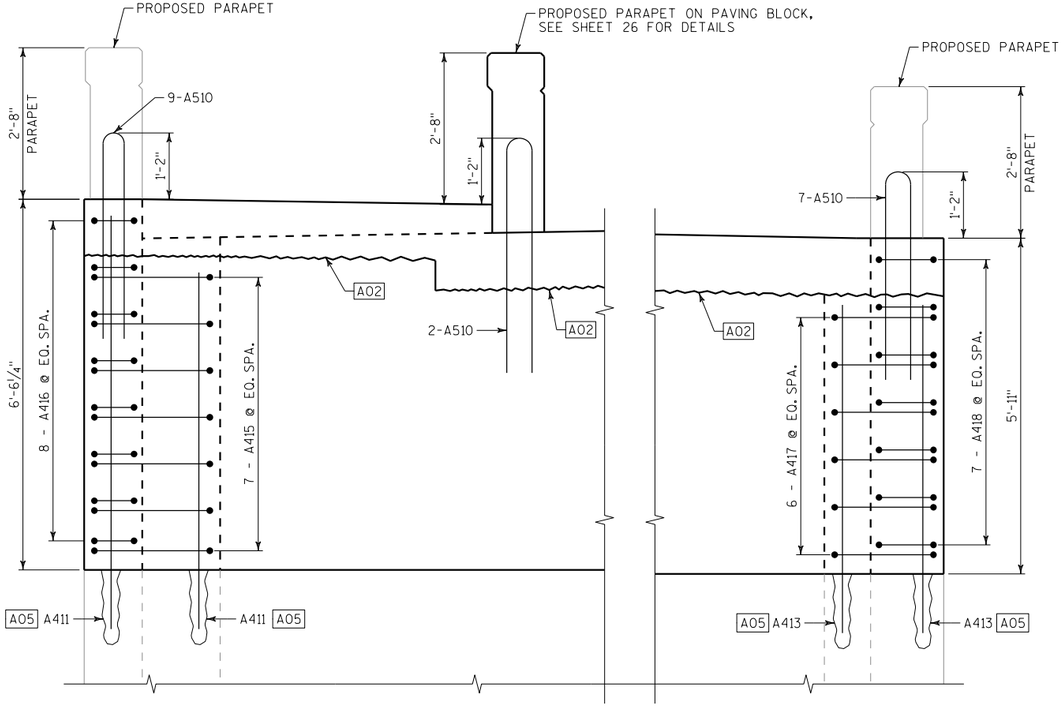
NOTES

FOR SOUTH ABUTMENT ELEVATIONS, SEE SHEET 6.

FOR SOUTH ABUTMENT WINGWALL REINFORCEMENT DETAILS, SEE SHEET 8.

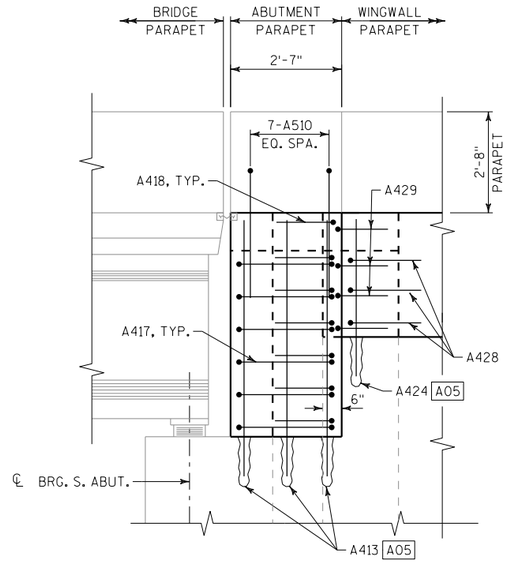
FOR SOUTH ABUTMENT BILL OF BARS, SEE SHEET 9.

FOR SOUTH ABUTMENT PARAPET & WINGWALL PARAPET REINFORCEMENT DETAILS, SEE SHEET 27.



SHEAR KEY PARTIAL ELEVATION

(LOOKING SOUTH)
(BACKWALL REINFORCEMENT NOT SHOWN FOR CLARITY)



ELEVATION VIEW B-B

LEGEND

- A01 18" RUBBERIZED MEMBRANE WATERPROOFING
- A02 CONST. JOINT - POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE IS IN PLACE (STRIKE OFF AND LEAVE ROUGH)
- A05 ADHESIVE ANCHORS NO. 4 BAR
  -EDGE DISTANCE = 3"
  -EMBEDMENT = 10"
- A06 SEAL ALL EXPOSED HORIZONTAL & VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE)
- (X) WINGWALL NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY AJA | PLANS CK'D. MHZ

SOUTH ABUTMENT DETAILS

SHEET 7 OF 43

8

8

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080302_ab.dgn
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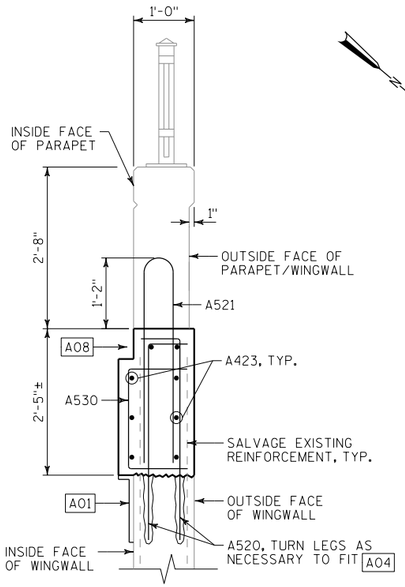
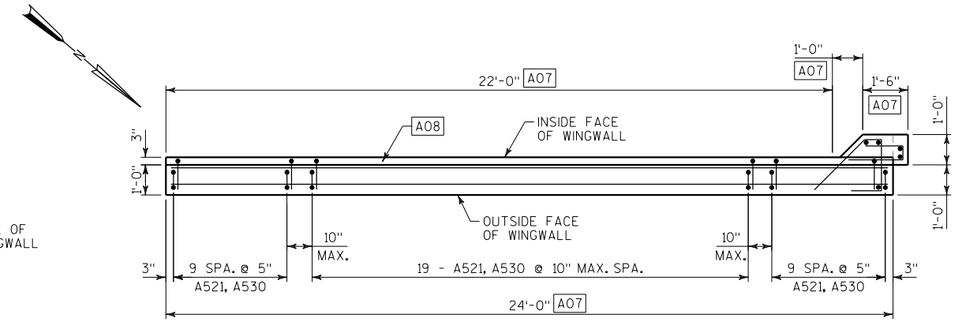
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:4

STATE PROJECT NUMBER
3575-04-81

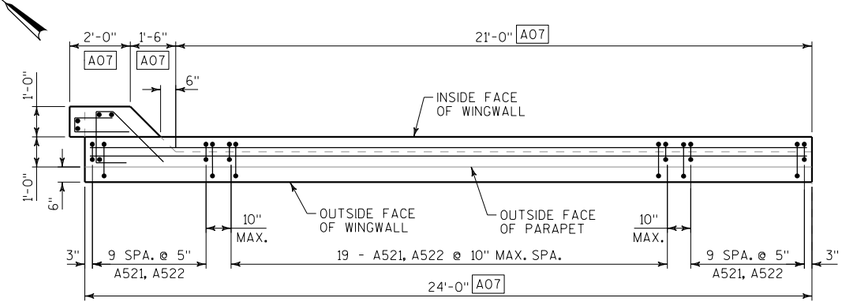


SECTION THRU WINGWALL 1

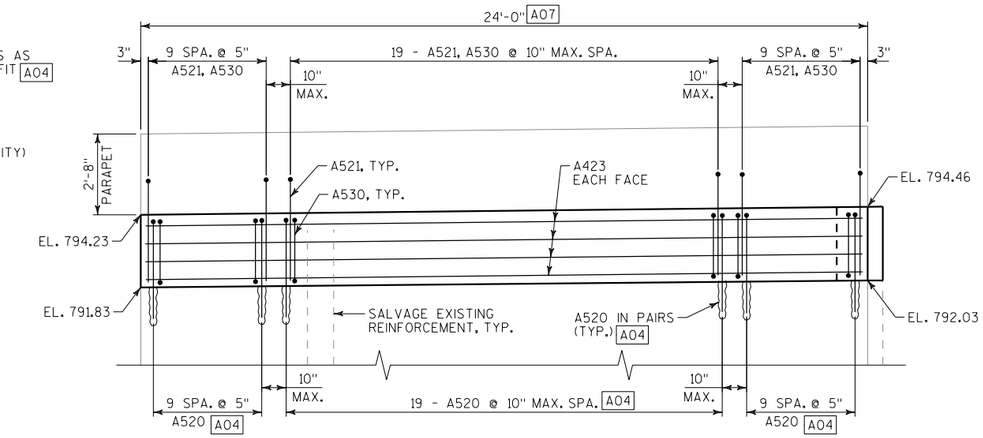
(LOOKING NORTH)
(CONDUIT & PARAPET DETAILS NOT SHOWN FOR CLARITY)



WINGWALL 1 - PLAN

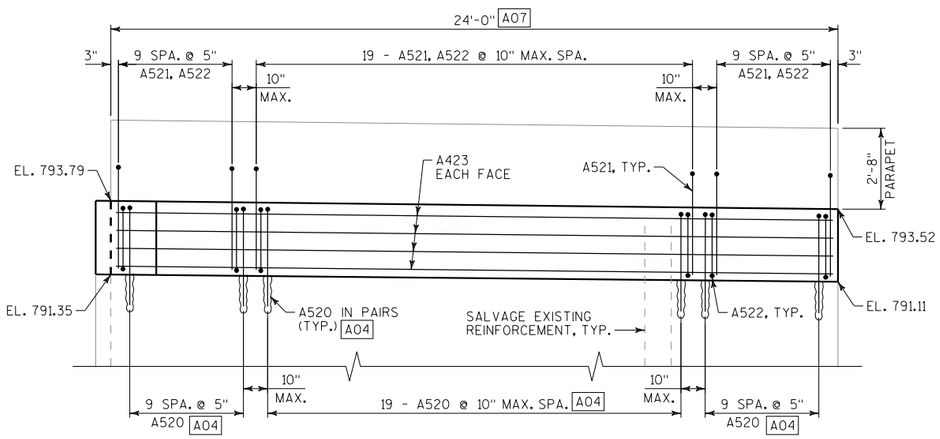


WINGWALL 2 - PLAN



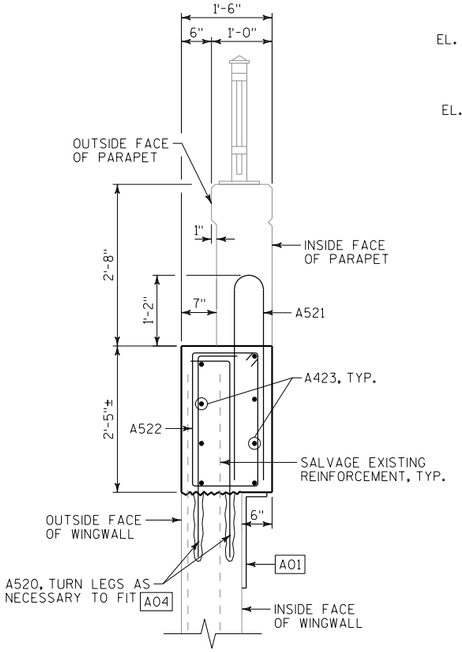
WINGWALL 1 - OUTSIDE ELEVATION

(LOOKING WEST)



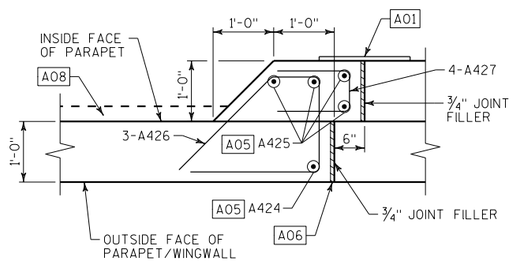
WINGWALL 2 - OUTSIDE ELEVATION

(LOOKING EAST)



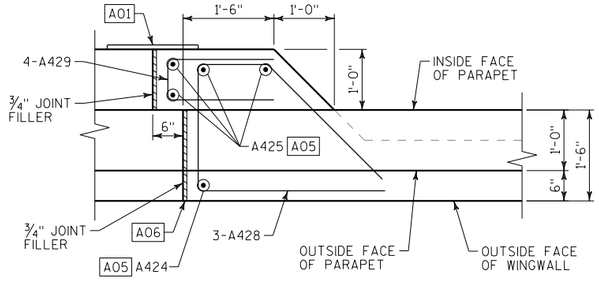
SECTION THRU WINGWALL 2

(LOOKING NORTH)
(CONDUIT & PARAPET DETAILS NOT SHOWN FOR CLARITY)



SHEAR KEY PLAN DETAIL - WINGWALL 1

(FOR SHEAR KEY DETAILS, SEE SHEET 7)



SHEAR KEY PLAN DETAIL - WINGWALL 2

(FOR SHEAR KEY DETAILS, SEE SHEET 7)

LEGEND

- A01 18" RUBBERIZED MEMBRANE WATERPROOFING
- A04 ADHESIVE ANCHORS NO. 5 BAR -EDGE DISTANCE = 4" -EMBEDMENT = 1'-1"
- A05 ADHESIVE ANCHORS NO. 4 BAR -EDGE DISTANCE = 3" -EMBEDMENT = 10"
- A06 SEAL ALL EXPOSED HORIZONTAL & VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE)
- A07 TAKEN FROM EXISTING SURVEY
- A08 3" WIDE X 6" MIN. SIDEWALK NOTCH

NOTES

FOR SOUTH ABUTMENT SHEAR KEY REINFORCEMENT DETAILS, SEE SHEET 7.

FOR SOUTH ABUTMENT BILL OF BARS & ALTERNATE CONSTRUCTION JOINT DETAIL, SEE SHEET 9.

FOR SOUTH ABUTMENT PARAPET & WINGWALL PARAPET REINFORCEMENT DETAILS, SEE SHEET 27.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY AJA | PLANS CK'D. MHZ

SOUTH ABUTMENT WINGWALLS

SHEET 8 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080303_ab.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:5

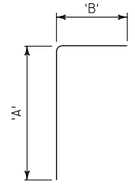
STATE PROJECT NUMBER

3575-04-81

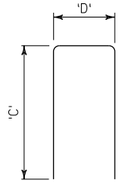
BILL OF BARS

BAR MARK	COAT	NO REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
A501	X	118	6'-11"	X	-	ABUTMENT BACKWALL - VERT.
A402	X	12	29'-0"	-	-	ABUTMENT BACKWALL - LONG.
A403	X	12	30'-3"	-	-	ABUTMENT BACKWALL - LONG.
A504	X	52	5'-6"	X	-	ABUTMENT PAVING BLOCK - VERT.
A505	X	9	7'-10"	-	-	ABUTMENT PAVING BLOCK - LONG.
A506	X	12	8'-4"	-	-	ABUTMENT PAVING BLOCK - LONG.
A507	X	8	6'-10"	X	-	ABUTMENT PAVING BLOCK AT SIDEWALK - VERT.
A508	X	2	6'-10"	-	-	ABUTMENT PAVING BLOCK AT SIDEWALK - LONG.
A409	X	2	6'-10"	-	-	ABUTMENT PAVING BLOCK AT SIDEWALK - LONG.
A510	X	18	7'-0"	X	-	ABUTMENT BACKWALL PARAPET DOWEL - VERT.
A411	X	6	7'-2"	-	-	ABUTMENT SHEAR KEY - VERT.
A412	X	1	6'-1"	-	-	ABUTMENT SHEAR KEY - VERT.
A413	X	5	6'-7"	-	-	ABUTMENT SHEAR KEY - VERT.
A414	X	1	5'-7"	-	-	ABUTMENT SHEAR KEY - VERT.
A415	X	7	8'-6"	X	-	ABUTMENT SHEAR KEY - HORIZ.
A416	X	8	3'-6"	X	-	ABUTMENT SHEAR KEY - HORIZ.
A417	X	6	6'-4"	X	-	ABUTMENT SHEAR KEY - HORIZ.
A418	X	7	4'-8"	X	-	ABUTMENT SHEAR KEY - HORIZ.
A520	X	152	4'-1"	X	-	WINGWALL - VERT.
A521	X	78	7'-0"	X	-	WINGWALL PARAPET DOWEL - VERT.
A522	X	78	7'-0"	X	-	WINGWALL 2 - VERT.
A423	X	16	23'-8"	-	-	WINGWALL - LONG.
A424	X	2	3'-1"	-	-	WINGWALL SHEAR KEY - VERT.
A425	X	8	2'-1"	-	-	WINGWALL SHEAR KEY - VERT.
A426	X	3	6'-6"	X	-	WINGWALL 1 SHEAR KEY - HORIZ.
A427	X	4	2'-8"	X	-	WINGWALL 1 SHEAR KEY - HORIZ.
A428	X	3	9'-2"	X	-	WINGWALL 2 SHEAR KEY - HORIZ.
A429	X	4	3'-8"	X	-	WINGWALL 2 SHEAR KEY - HORIZ.
A530	X	40	3'-0"	X	-	WINGWALL 1 - VERT.

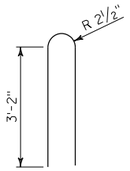
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE



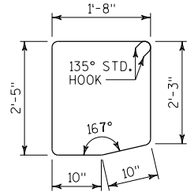
BAR MARK	DIM. 'A'	DIM. 'B'
A501	5'-10"	1'-2"
A520	3'-4"	10"



BAR MARK	DIM. 'C'	DIM. 'D'
A504	2'-6"	9"
A507	3'-2"	9"
A416	1'-6"	8"
A427	1'-1"	8"
A429	1'-7"	8"
A530	11"	1'-5"



A510, A521



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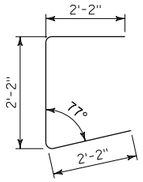

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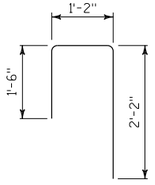

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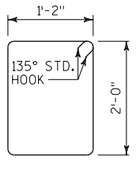

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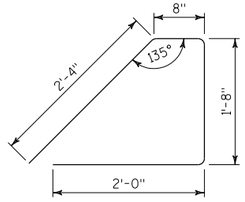

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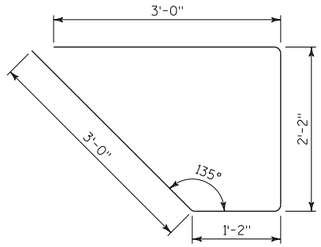
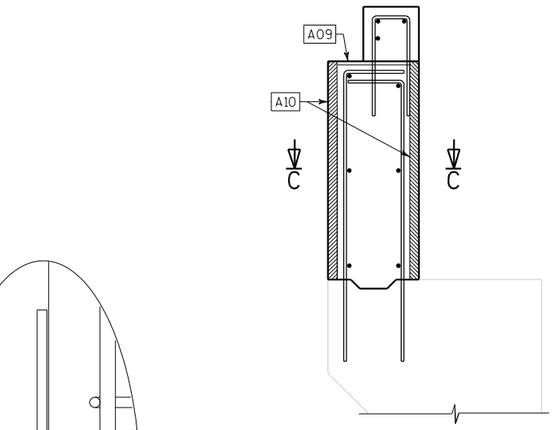


A428

BENDING DIAGRAMS



SECTION THRU ABUTMENT BACKWALL

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

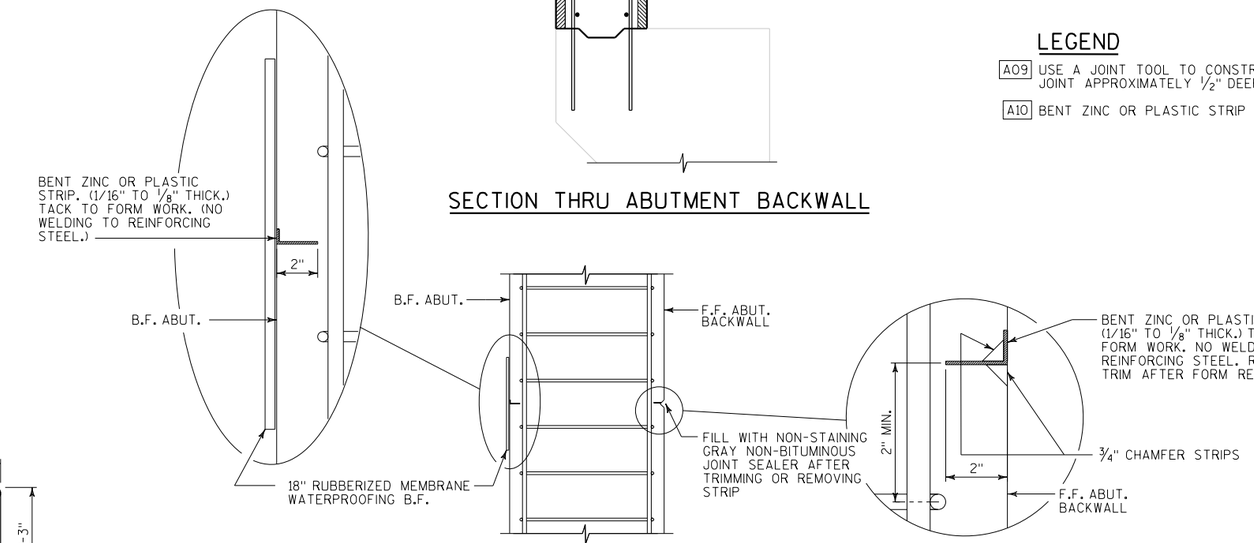
CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

SAW CUTTING JOINT IS NOT ALLOWED.

LEGEND

A09 USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY ½" DEEP

A10 BENT ZINC OR PLASTIC STRIP



SECTION C-C

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

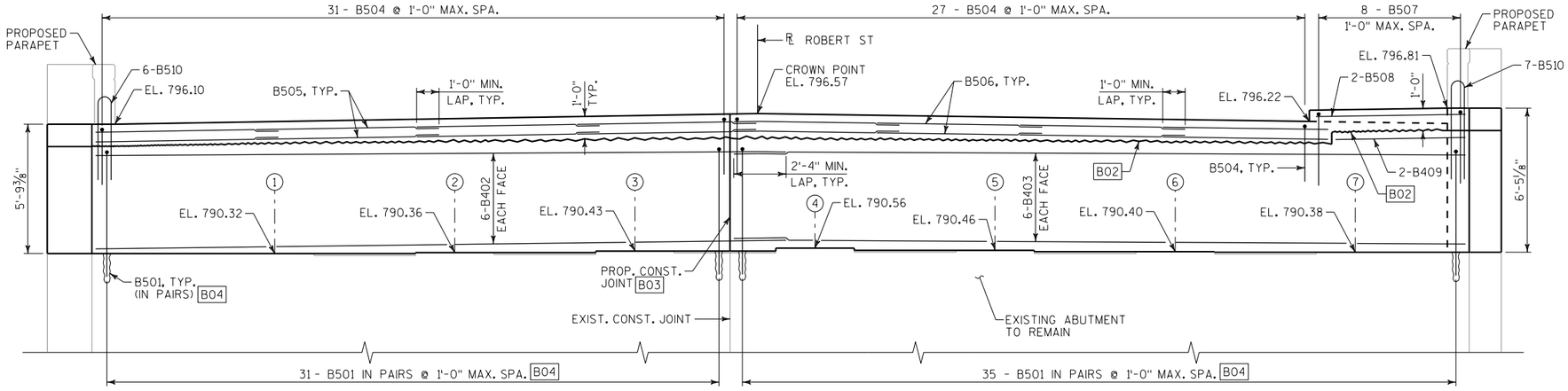
STRUCTURE B-28-9

DRAWN BY AJA | PLANS CK'D. MHZ

SOUTH ABUTMENT BILL OF BARS

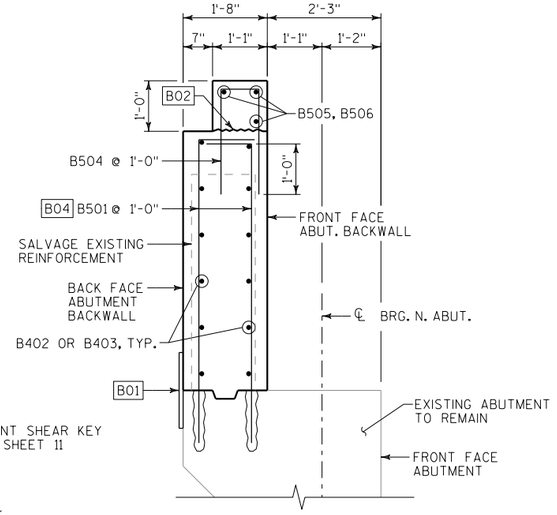
SHEET 9 OF 43

STATE PROJECT NUMBER
3575-04-81



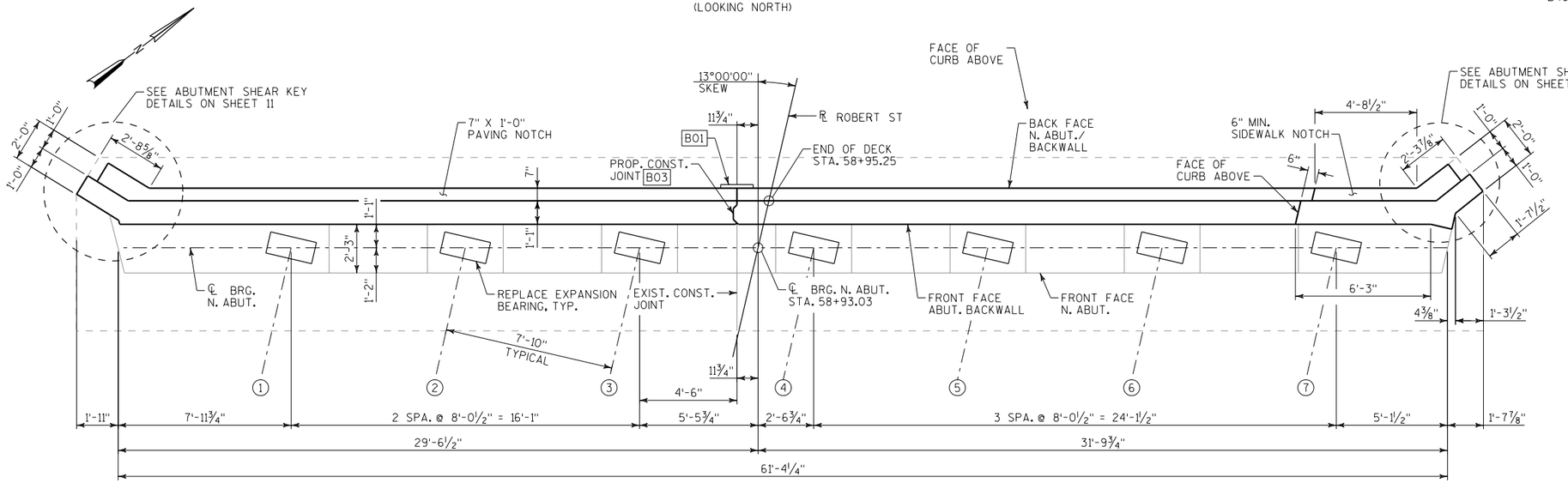
ABUTMENT BACKWALL ELEVATION

(LOOKING NORTH)

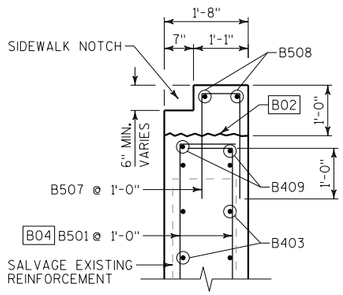


SECTION THRU ABUTMENT

(LOOKING EAST)

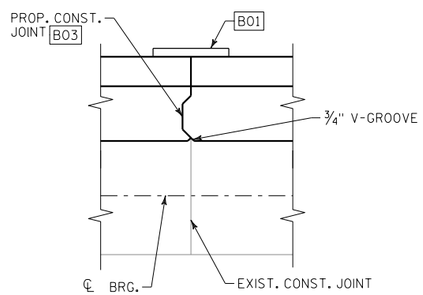


PLAN



SECTION AT SIDEWALK

(LOOKING EAST)



VERT. CONST. JOINT

NOTES

ABUTMENT BEAM SEAT/TOP OF CONCRETE ELEVATIONS ARE TAKEN FROM SURVEY.

ABUTMENT BACKWALL ELEVATIONS ARE TAKEN AT THE FRONT FACE OF BACKWALL.

FOR NORTH ABUTMENT SHEAR KEY REINFORCEMENT DETAILS, SEE SHEET 11.

FOR NORTH ABUTMENT WINGWALL REINFORCEMENT DETAILS, SEE SHEETS 12, 13 & 14.

FOR NORTH ABUTMENT BILL OF BARS & ALTERNATE CONSTRUCTION JOINT DETAIL, SEE SHEET 15.

FOR EXPANSION BEARING DETAILS, SEE SHEET 16.

FOR NORTH ABUTMENT PARAPET & WINGWALL PARAPET REINFORCEMENT DETAILS, SEE SHEET 28.

FOR SLOPE PAVING SELECT CRUSHED MATERIAL DETAILS, SEE SHEET 42.

LEGEND

B01 18" RUBBERIZED MEMBRANE WATERPROOFING

B02 CONST. JOINT - POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE IS IN PLACE (STRIKE OFF AND LEAVE ROUGH)

B03 KEYED CONST. JT. FORMED BY A BEVELED 2" X 8". SEE SHEET 15 FOR ALTERNATE CONSTRUCTION JOINT

B04 ADHESIVE ANCHORS NO. 5 BAR
-EDGE DISTANCE = 4"
-EMBEDMENT = 1'-1"

(X) GIRDER NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY AJA | PLANS CK'D. MHZ

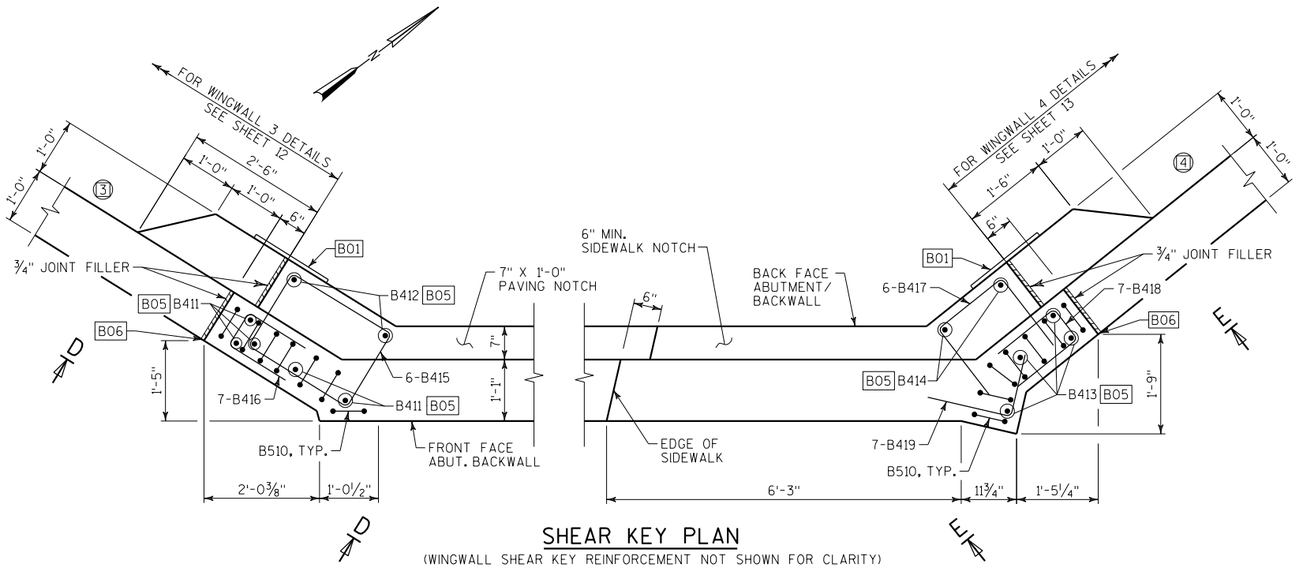
NORTH ABUTMENT

SHEET 10 OF 43

FILE NAME : S:\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080310_ab.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:6

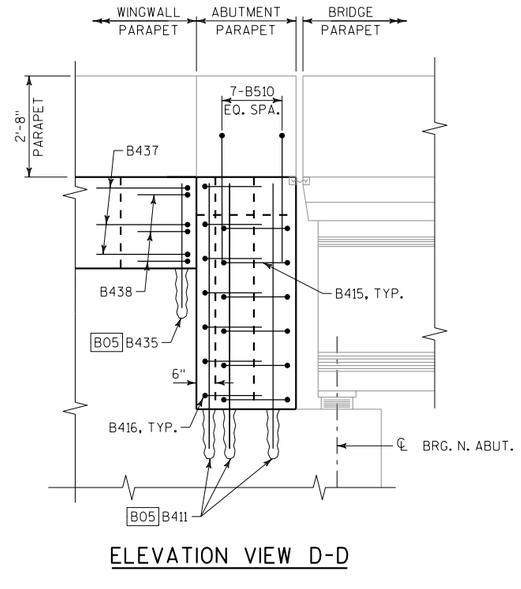
STATE PROJECT NUMBER

3575-04-81



SHEAR KEY PLAN

(WINGWALL SHEAR KEY REINFORCEMENT NOT SHOWN FOR CLARITY)



ELEVATION VIEW D-D

SHEAR KEY PARTIAL ELEVATION

(LOOKING NORTH)
(BACKWALL REINFORCEMENT NOT SHOWN FOR CLARITY)

NOTES

FOR NORTH ABUTMENT ELEVATIONS, SEE SHEET 10.

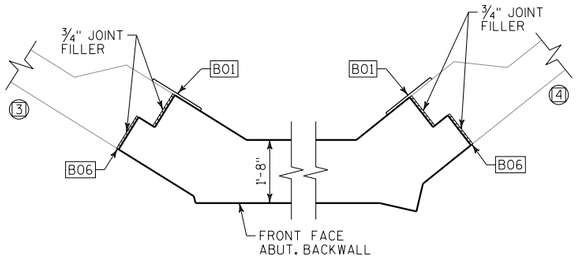
FOR NORTH ABUTMENT WINGWALL REINFORCEMENT DETAILS, SEE SHEETS 12, 13 & 14.

FOR NORTH ABUTMENT BILL OF BARS, SEE SHEET 15.

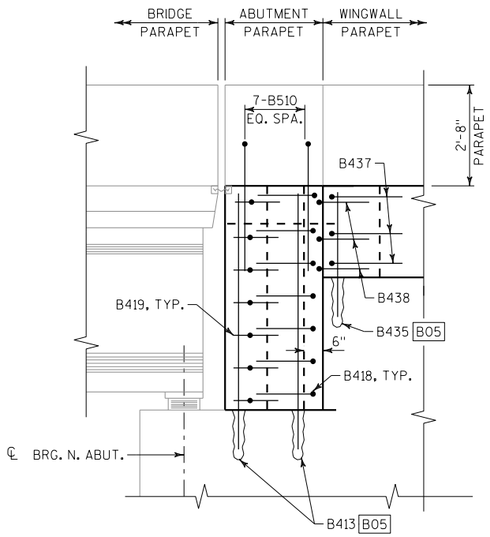
FOR NORTH ABUTMENT PARAPET & WINGWALL PARAPET REINFORCEMENT DETAILS, SEE SHEET 28.

LEGEND

- B01 — 18" RUBBERIZED MEMBRANE WATERPROOFING
- B02 — CONST. JOINT - POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE IS IN PLACE (STRIKE OFF AND LEAVE ROUGH)
- B05 — ADHESIVE ANCHORS NO. 4 BAR
  -EDGE DISTANCE = 3"
  -EMBEDMENT = 10"
- B06 — SEAL ALL EXPOSED HORIZONTAL & VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE)
- (X) WINGWALL NUMBER



SHEAR KEY AT EXISTING WINGWALLS



ELEVATION VIEW E-E

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY AJA | PLANS CK'D. MHZ

NORTH ABUTMENT DETAILS

SHEET 11 OF 43

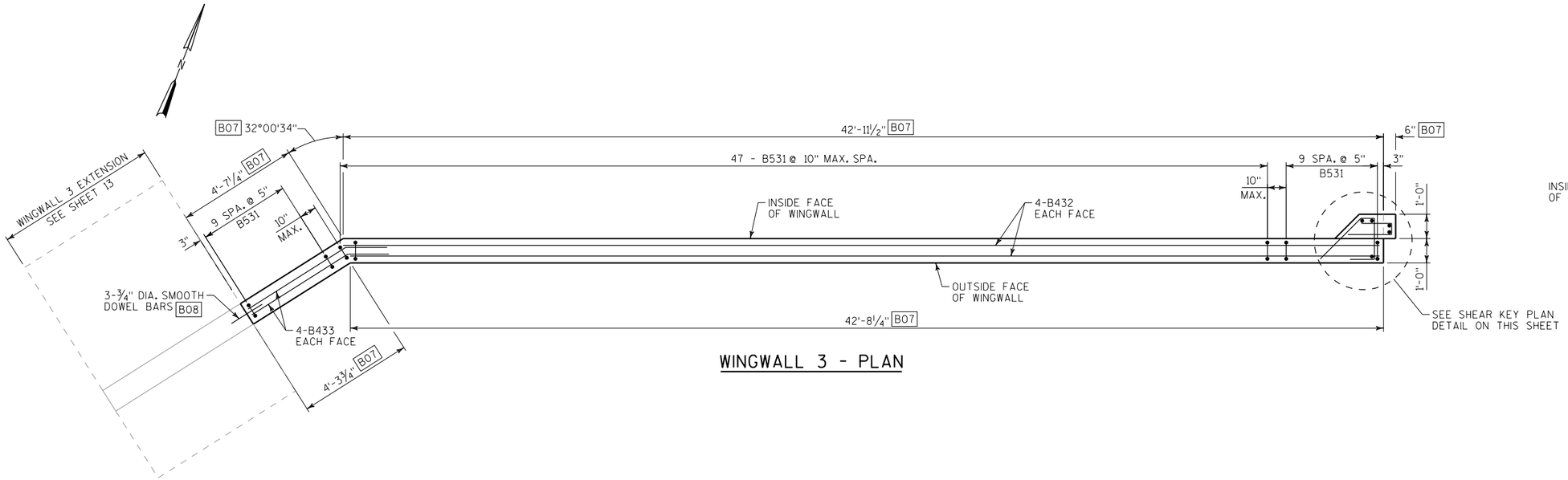
250

8

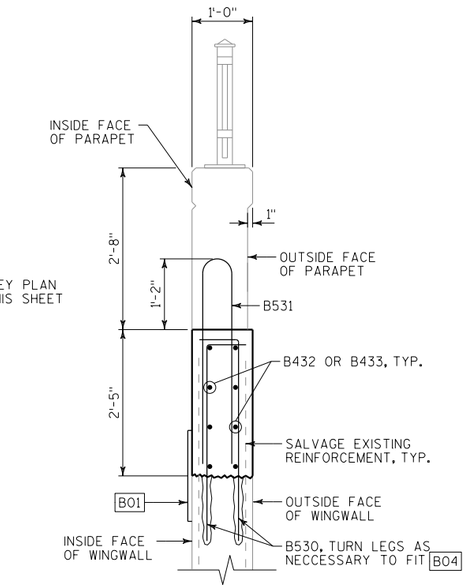
8

STATE PROJECT NUMBER

3575-04-81

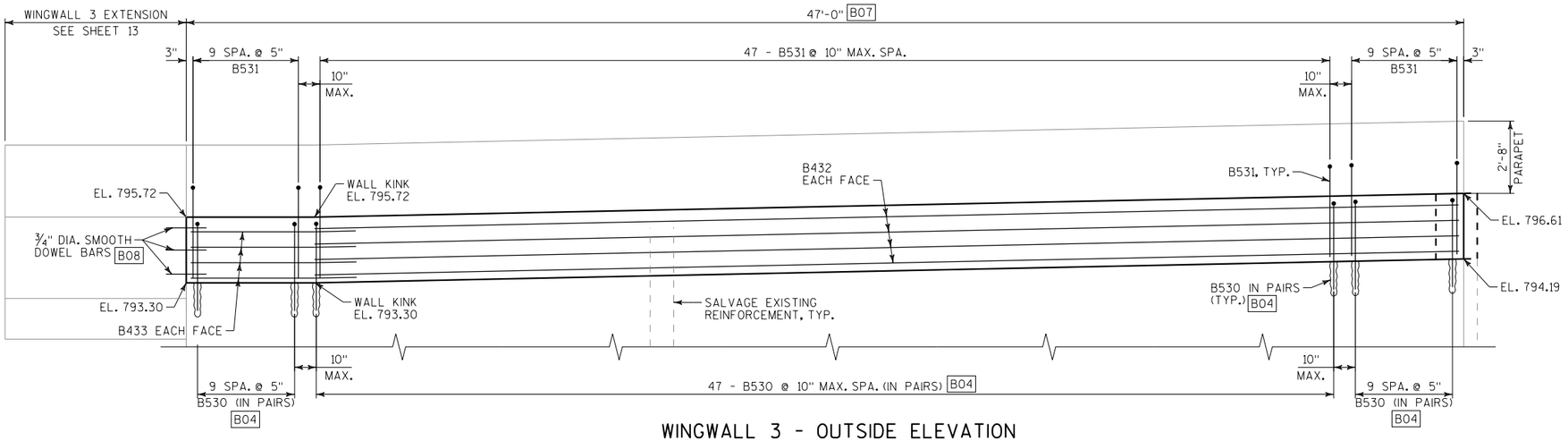


WINGWALL 3 - PLAN



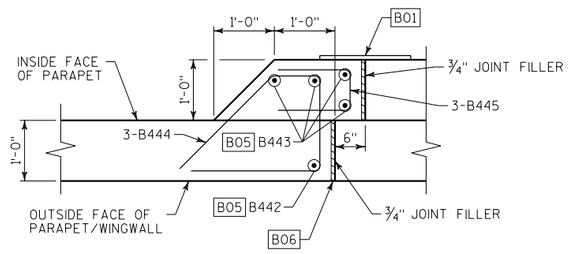
SECTION THRU WINGWALL 3

(LOOKING EAST)
(CONDUIT & PARAPET DETAILS NOT SHOWN FOR CLARITY)



WINGWALL 3 - OUTSIDE ELEVATION

(LOOKING NORTH)



SHEAR KEY PLAN DETAIL - WINGWALL 3

LEGEND

- B01 18" RUBBERIZED MEMBRANE WATERPROOFING
- B04 ADHESIVE ANCHORS NO. 5 BAR
  -EDGE DISTANCE = 4"
  -EMBEDMENT = 1'-1"
- B05 ADHESIVE ANCHORS NO. 4 BAR
  -EDGE DISTANCE = 3"
  -EMBEDMENT = 10"
- B06 SEAL ALL EXPOSED HORIZONTAL & VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE)
- B07 TAKEN FROM EXISTING SURVEY
- B08 3-¾" SMOOTH DOWEL BARS, 1'-6" LONG AND EMBED 9". USE APPROVED DEBONDER ON ½ BAR LENGTH. COST INCLUDED IN "CONCRETE MASONRY BRIDGES".

NOTES

FOR NORTH ABUTMENT SHEAR KEY REINFORCEMENT DETAILS, SEE SHEET 11.

FOR NORTH ABUTMENT BILL OF BARS, SEE SHEET 15.

FOR NORTH ABUTMENT PARAPET REINFORCEMENT & DETAILS, SEE SHEET 28.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY AJA | PLANS CK'D. MHZ

WINGWALL 3 DETAILS

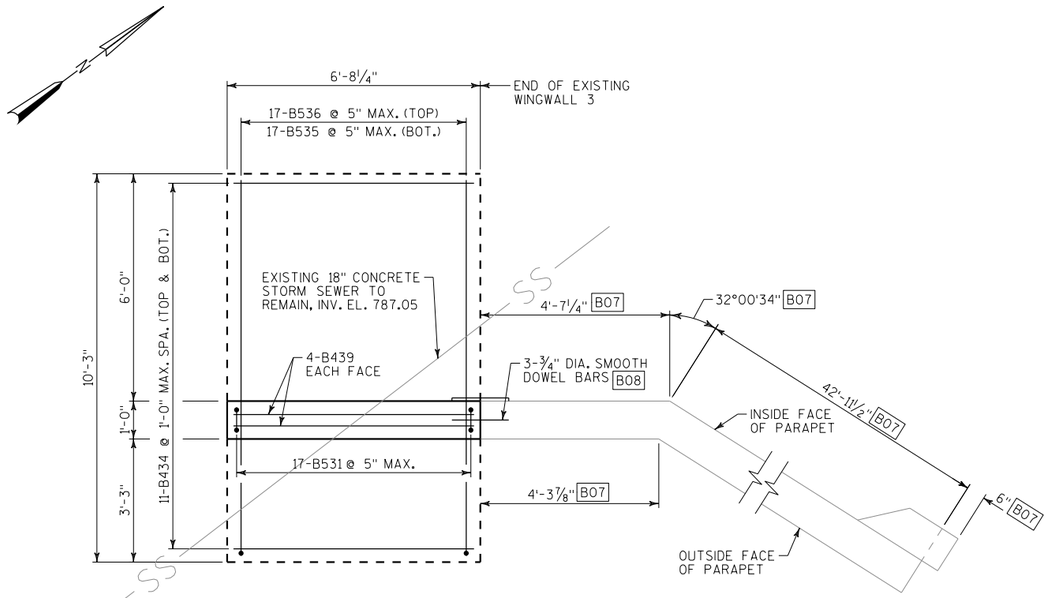
SHEET 12 OF 43

8

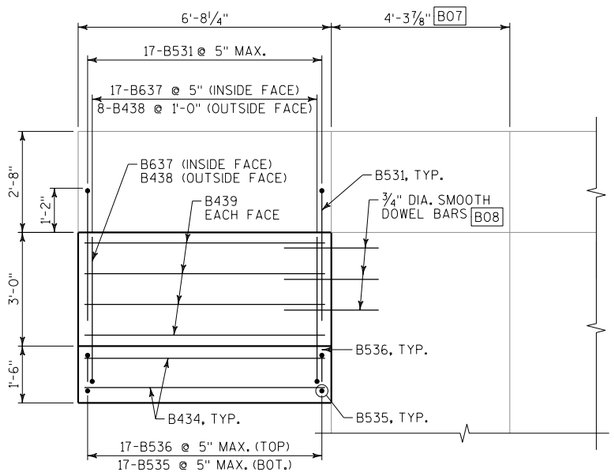
8

FILE NAME : S:\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080312_ab.dgn | PLOT DATE : 12/22/2021 | PLOT BY : skolhe | PLOT NAME : $FILE$ | PLOT SCALE : 1:5

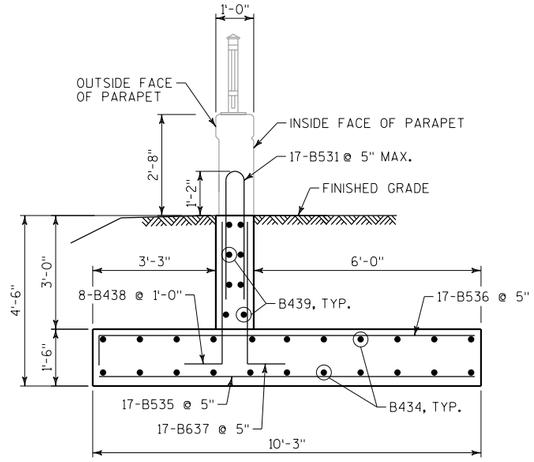
STATE PROJECT NUMBER
3575-04-81



WINGWALL 3 EXTENSION - PLAN

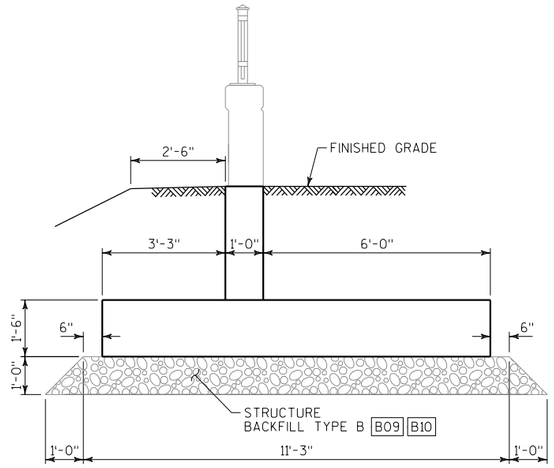


WINGWALL 3 EXTENSION - OUTSIDE ELEVATION



SECTION THRU WINGWALL 3 EXTENSION

(LOOKING WEST)
(¾" DOWELS NOT SHOWN FOR CLARITY)



BACKFILL LIMITS - WINGWALL 3 EXTENSION

(LOOKING WEST)

LEGEND

B07 TAKEN FROM EXISTING SURVEY

B08 ¾" DIA. SMOOTH DOWEL BARS, 1'-6" LONG AND EMBED 9". USE APPROVED DEBONDER ON ½ OF BAR LENGTH. COST INCLUDED IN "CONCRETE MASONRY BRIDGES"

B09 THE MINIMUM FACTORED BEARING CAPACITY = 2,500 PSF WHICH INCLUDES A RESISTANCE FACTOR OF 0.55

B10 STRUCTURE BACKFILL TYPE B SHALL BE INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES". STRUCTURE BACKFILL TYPE B MAY BE SUBSTITUTED WITH STRUCTURE BACKFILL TYPE A WITH THE APPROVAL OF THE ENGINEER.

NOTES

FOR WINGWALL 3 DETAILS, SEE SHEET 12.

FOR NORTH ABUTMENT BILL OF BARS, SEE SHEET 15.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY AJA | PLANS CK'D. MHZ

WINGWALL 3 EXTENSION DETAILS

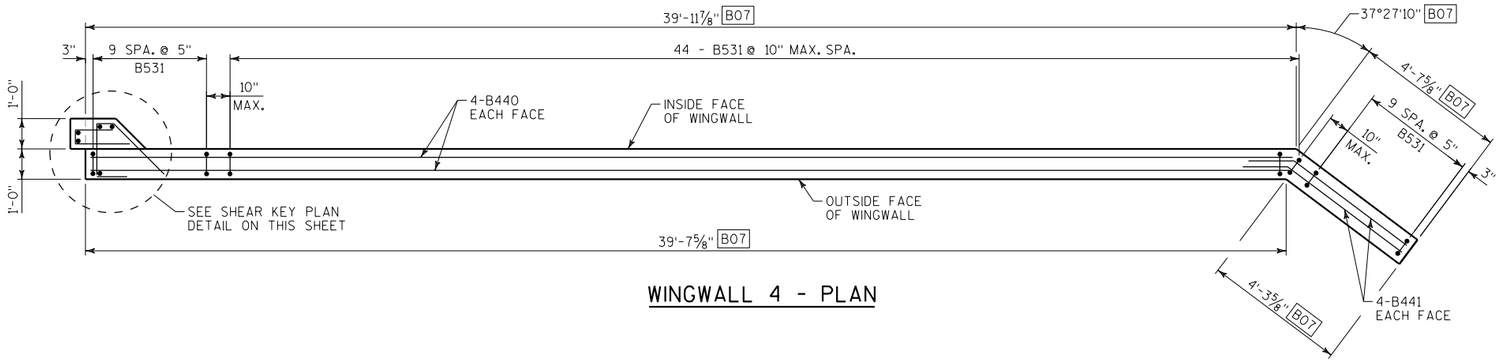
SHEET 13 OF 43

8

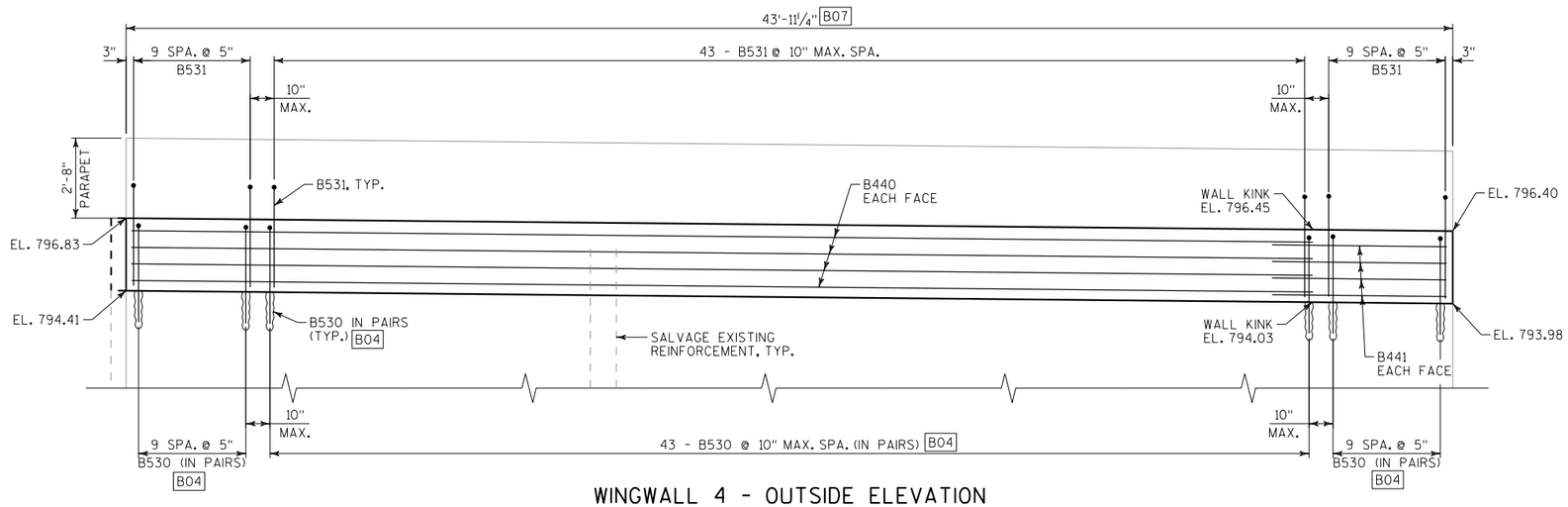
8

FILE NAME : S:\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080313_ab.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:4

STATE PROJECT NUMBER
3575-04-81

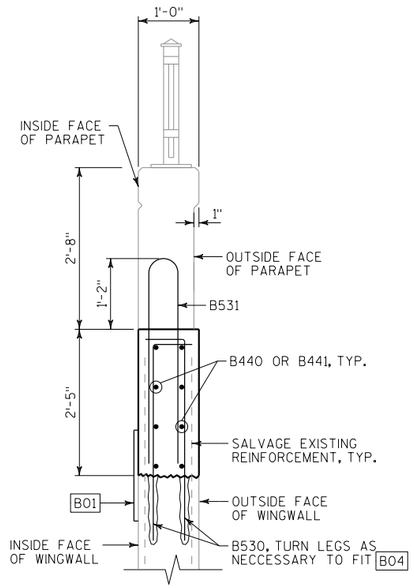


WINGWALL 4 - PLAN



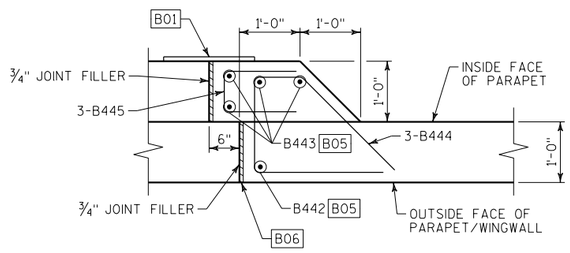
WINGWALL 4 - OUTSIDE ELEVATION

(LOOKING WEST)



SECTION THRU WINGWALL 4

(LOOKING NORTH)
(PARAPET DETAILS NOT SHOWN FOR CLARITY)



SHEAR KEY PLAN DETAIL - WINGWALL 4

LEGEND

- B01 18" RUBBERIZED MEMBRANE WATERPROOFING
- B04 ADHESIVE ANCHORS NO. 5 BAR
  -EDGE DISTANCE = 4"
  -EMBEDMENT = 1'-1"
- B05 ADHESIVE ANCHORS NO. 4 BAR
  -EDGE DISTANCE = 3"
  -EMBEDMENT = 10"
- B06 SEAL ALL EXPOSED HORIZONTAL & VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE)
- B07 TAKEN FROM EXISTING SURVEY

NOTES

FOR NORTH ABUTMENT SHEAR KEY REINFORCEMENT DETAILS, SEE SHEET 11.

FOR NORTH ABUTMENT BILL OF BARS, SEE SHEET 15.

FOR NORTH ABUTMENT PARAPET & WINGWALL PARAPET REINFORCEMENT DETAILS, SEE SHEET 28.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY AJA | PLANS CK'D. MHZ

WINGWALL 4 DETAILS

SHEET 14 OF 43

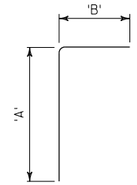
FILE NAME : S:\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080314_ab.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:5

STATE PROJECT NUMBER
3575-04-81

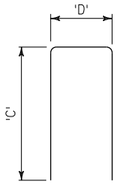
BILL OF BARS

BAR MARK	COAT	NO REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
B501	X	132	6'-9"	X	-	ABUTMENT BACKWALL - VERT.
B402	X	12	32'-4"	-	-	ABUTMENT BACKWALL - LONG.
B403	X	12	32'-10"	-	-	ABUTMENT BACKWALL - LONG.
B504	X	58	5'-6"	X	-	ABUTMENT PAVING BLOCK - VERT.
B505	X	12	8'-6"	-	-	ABUTMENT PAVING BLOCK - LONG.
B506	X	12	7'-6"	-	-	ABUTMENT PAVING BLOCK - LONG.
B507	X	8	6'-10"	X	-	ABUTMENT PAVING BLOCK AT SIDEWALK - VERT.
B508	X	2	6'-10"	-	-	ABUTMENT PAVING BLOCK AT SIDEWALK - LONG.
B409	X	2	6'-10"	-	-	ABUTMENT BACKWALL AT SIDEWALK - LONG.
B510	X	14	7'-0"	X	-	ABUTMENT BACKWALL PARAPET DOWEL - VERT.
B411	X	4	6'-5"	-	-	ABUTMENT SHEAR KEY - VERT.
B412	X	2	5'-5"	-	-	ABUTMENT SHEAR KEY - VERT.
B413	X	4	6'-11"	-	-	ABUTMENT SHEAR KEY - VERT.
B414	X	2	5'-11"	-	-	ABUTMENT SHEAR KEY - VERT.
B415	X	6	7'-10"	X	-	ABUTMENT SHEAR KEY - HORIZ.
B416	X	7	3'-6"	X	-	ABUTMENT SHEAR KEY - HORIZ.
B417	X	6	4'-9"	X	-	ABUTMENT SHEAR KEY - HORIZ.
B418	X	7	3'-6"	X	-	ABUTMENT SHEAR KEY - HORIZ.
B419	X	7	2'-11"	X	-	ABUTMENT SHEAR KEY - HORIZ.
B530	X	260	4'-1"	X	-	WINGWALL - VERT.
B531	X	147	7'-0"	X	-	WINGWALL PARAPET DOWEL - VERT.
B432	X	8	42'-9"	-	-	WINGWALL 3 - LONG.
B433	X	8	5'-10"	X	-	WINGWALL 3 - LONG.
B434	X	22	6'-4"	-	-	WINGWALL 3 EXTENSION FOOTING TOP & BOT. - LONG.
B535	X	17	9'-11"	-	-	WINGWALL 3 EXTENSION FOOTING BOT. - TRANS.
B536	X	17	10'-11"	X	-	WINGWALL 3 EXTENSION FOOTING TOP - TRANS.
B637	X	17	4'-10"	X	-	WINGWALL 3 EXTENSION STEM - VERT.
B438	X	8	4'-11"	X	-	WINGWALL 3 EXTENSION STEM - VERT.
B439	X	8	6'-4"	-	-	WINGWALL 3 EXTENSION STEM - LONG.
B440	X	8	39'-9"	-	-	WINGWALL 4 - LONG.
B441	X	8	5'-11"	X	-	WINGWALL 4 - LONG.
B442	X	2	3'-1"	-	-	WINGWALL SHEAR KEY - VERT.
B443	X	8	2'-1"	-	-	WINGWALL SHEAR KEY - VERT.
B444	X	6	6'-6"	X	-	WINGWALL SHEAR KEY - HORIZ.
B445	X	6	2'-8"	X	-	WINGWALL SHEAR KEY - HORIZ.

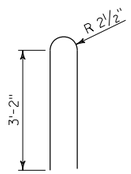
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE



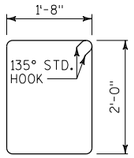
BAR MARK	DIM. 'A'	DIM. 'B'
B501	5'-8"	1'-2"
B419	1'-6"	1'-6"
B530	3'-4"	10"
B536	9'-11"	1'-1"
B637	4'-0"	1'-0"
B438	4'-0"	1'-0"



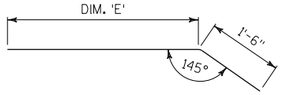
BAR MARK	DIM. 'C'	DIM. 'D'
B504	2'-6"	9"
B507	3'-2"	9"
B416	1'-6"	8"
B417	1'-8"	1'-1"
B418	1'-6"	8"
B445	1'-1"	8"



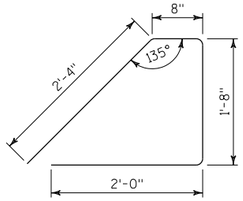
B510, B531



B415

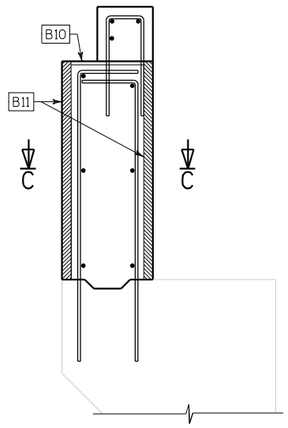


BAR MARK	DIM. 'E'
B433	4'-4"
B441	4'-5"



B444

BENDING DIAGRAMS



SECTION THRU ABUTMENT BACKWALL

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

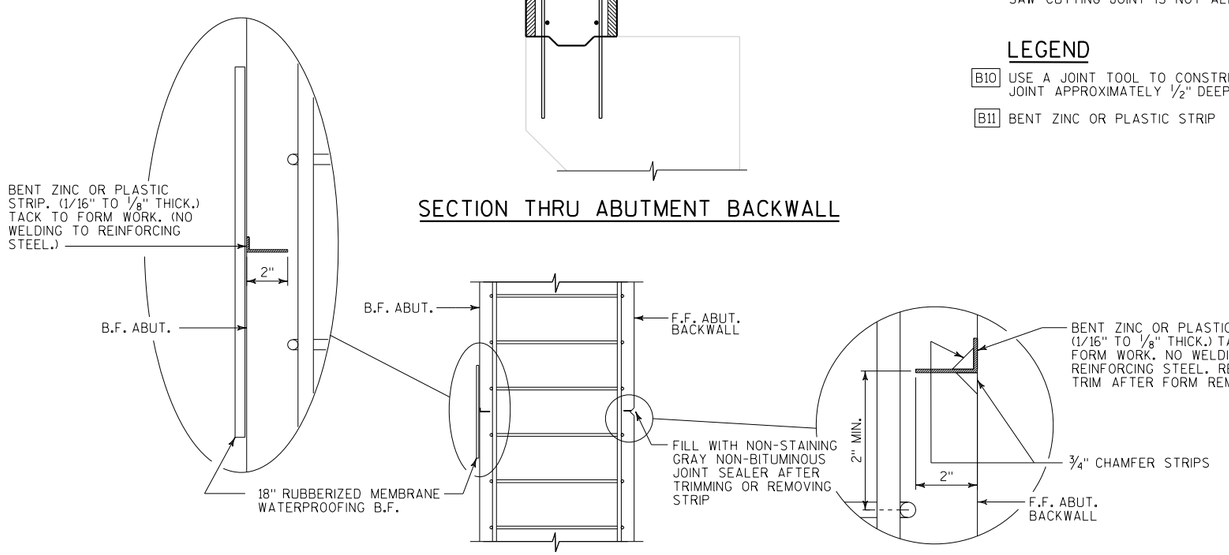
CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

SAW CUTTING JOINT IS NOT ALLOWED.

LEGEND

B10 USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY ½" DEEP

B11 BENT ZINC OR PLASTIC STRIP



SECTION C-C

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

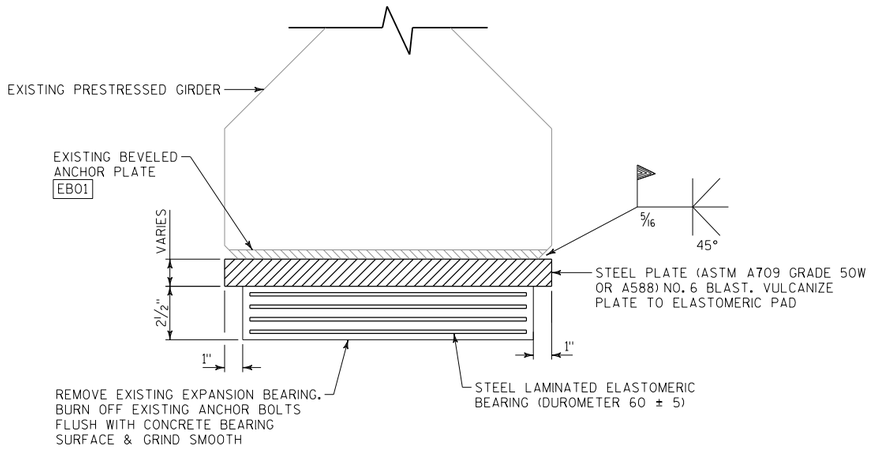
STRUCTURE B-28-9

DRAWN BY AJA | PLANS CK'D. MHZ

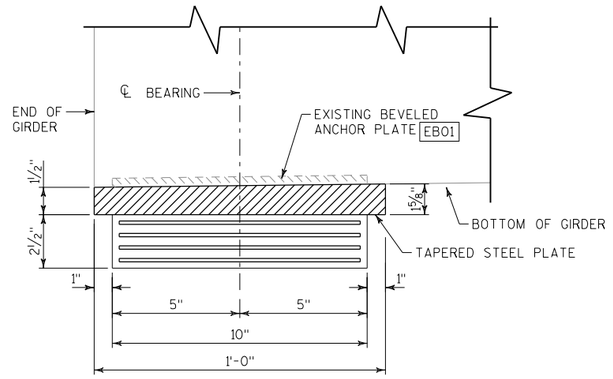
NORTH ABUTMENT BILL OF BARS

SHEET 15 OF 43

STATE PROJECT NUMBER
3575-04-81

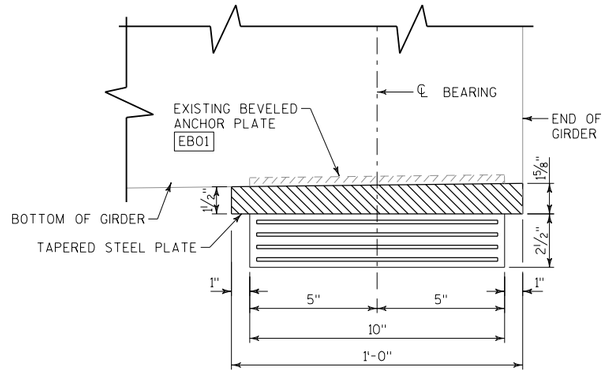


FRONT ELEVATION VIEW



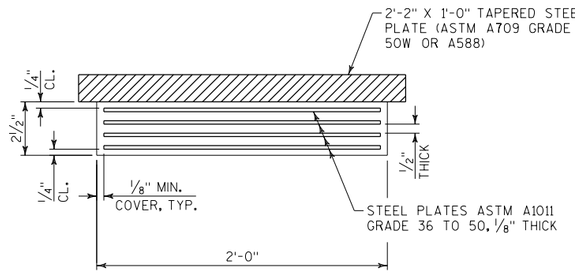
SOUTH ABUTMENT SIDE ELEVATION VIEW

(TOP STEEL PLATE TAPERED)

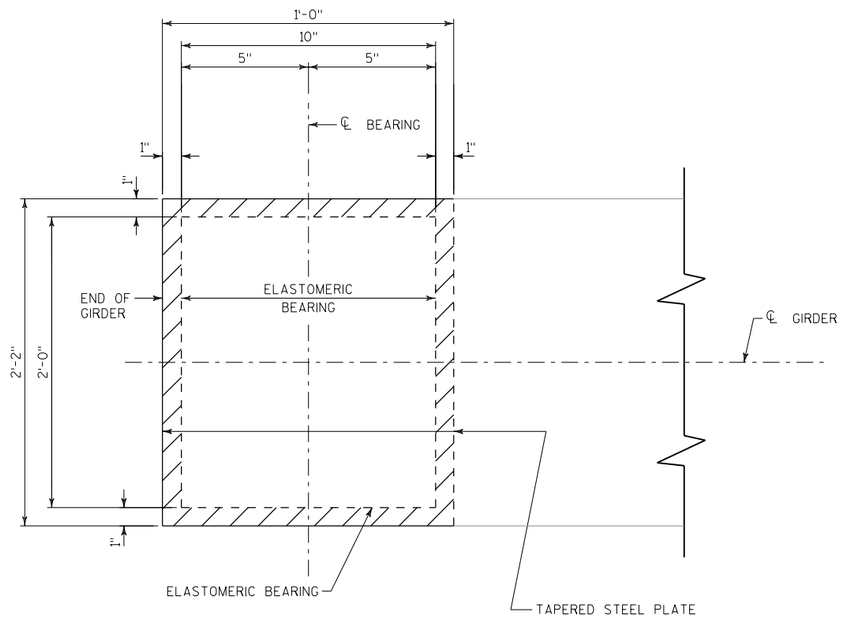


NORTH ABUTMENT SIDE ELEVATION VIEW

(TOP STEEL PLATE TAPERED)



SECTION THRU ELASTOMERIC BEARING



PLAN VIEW

LEGEND

EB01 CLEAN EXISTING BEVELED ANCHOR PLATE FROM ANY DEPOSITS OR RUST BEFORE PLACING EXPANSION BEARINGS.

NOTES

ALL MATERIAL USED FOR BEARINGS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING PADS ELASTOMERIC LAMINATED", EACH.

GRIND EXISTING WELD THAT ATTACHED EXISTING TOP PLATE TO EXISTING BOTTOM FLANGE. GRIND AFFECTED AREAS SMOOTH.

BEARINGS SHAL NOT BE PLACED AT A TEMPERATURE GREATER THAN 85° F.

ALL STRUCTURAL STEEL PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY AJA | PLANS CK'D. MHZ

EXPANSION BEARINGS

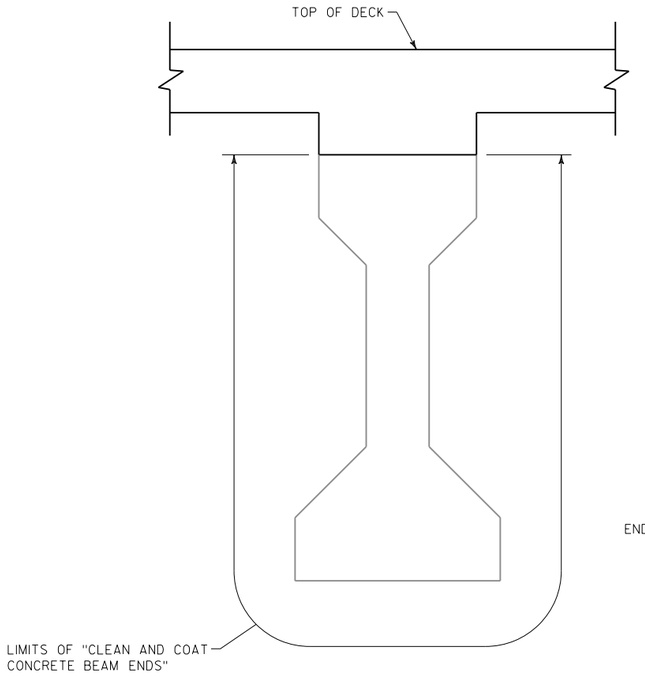
SHEET 16 OF 43

8

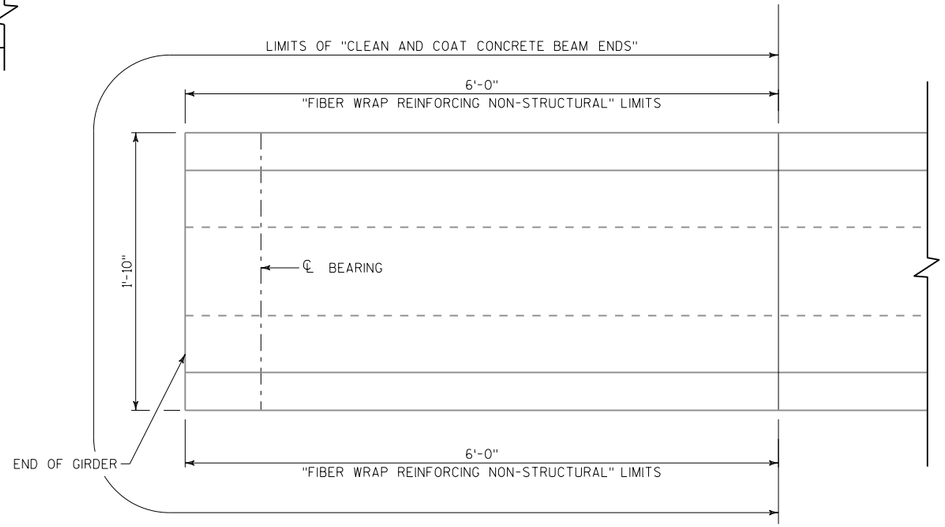
8

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080401_br.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:2

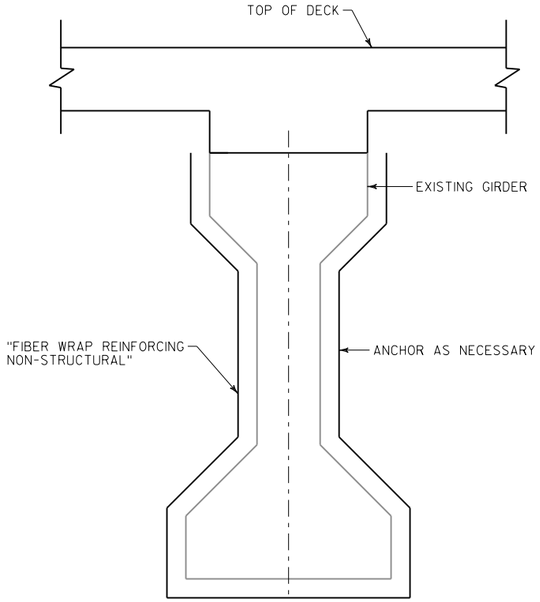
STATE PROJECT NUMBER
3575-04-81



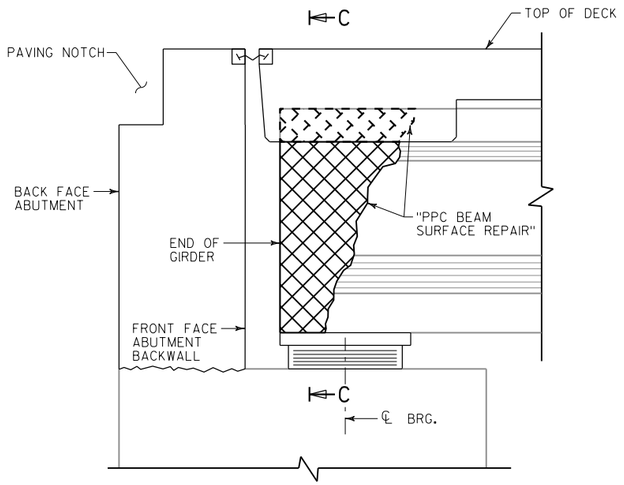
CLEANING AND COATING BEAM ENDS G01



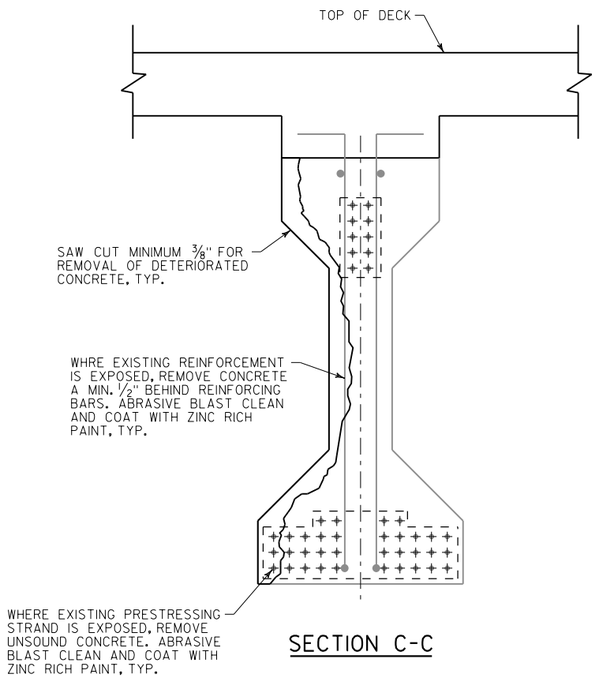
GIRDER REPAIR LIMITS DETAIL G01



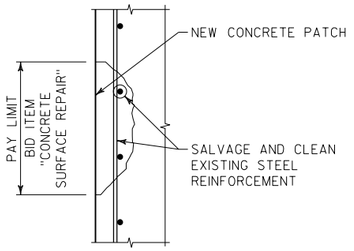
FIBER WRAP REINFORCEMENT G01



PPC BEAM SURFACE REPAIR G01

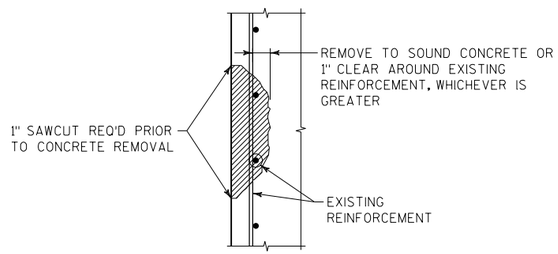


SECTION C-C



TYPICAL CONCRETE SURFACE REPAIR DETAIL

(FOR ABUTMENTS AND PIERS)



TYPICAL CONCRETE SURFACE REMOVAL DETAIL

(FOR ABUTMENTS AND PIERS)

LEGEND

G01 "PPC BEAM SURFACE REPAIR", "CLEAN AND COAT CONCRETE BEAM ENDS" AND "FIBER WRAP REINFORCING NON-STRUCTURAL" TO BE COMPLETED ON ALL GIRDER ENDS AT THE SOUTH ABUTMENT AND ALL GIRDER ENDS AT THE NORTH ABUTMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

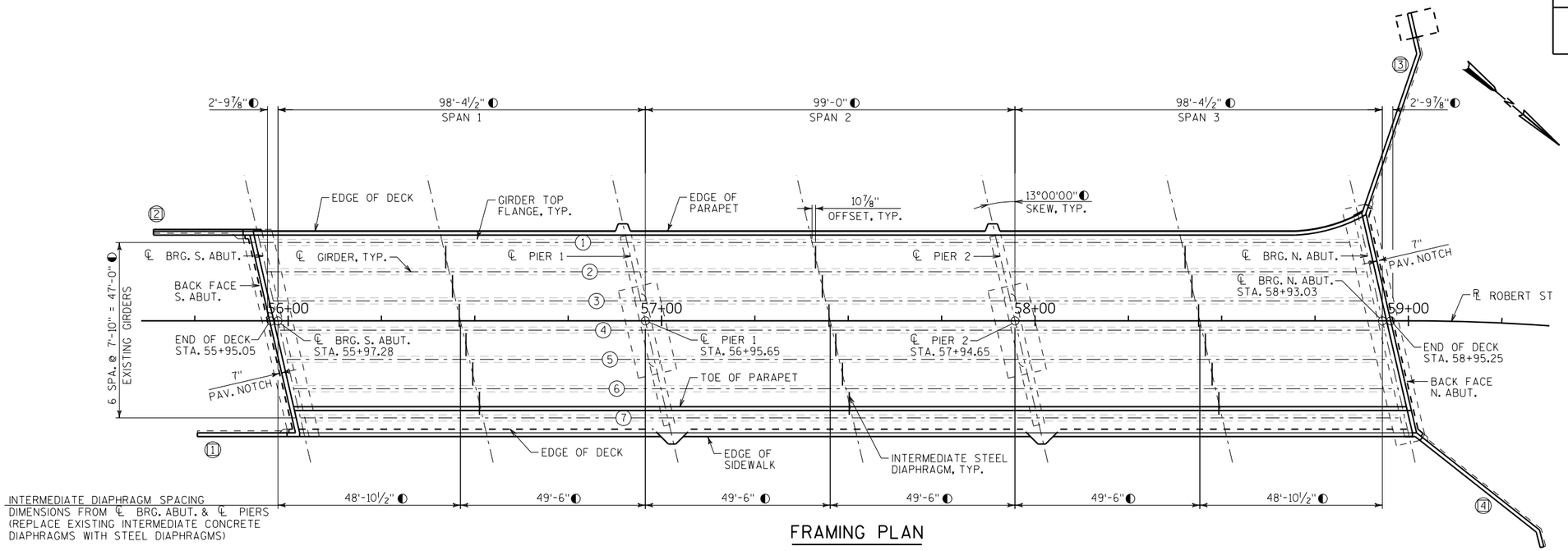
STRUCTURE B-28-9

DRAWN BY AJA | PLANS CK'D. MHZ

GIRDER & CONCRETE REPAIR DETAILS

SHEET 17 OF 43

STATE PROJECT NUMBER
3575-04-81



FRAMING PLAN

TOP OF DECK ELEVATIONS

LOCATION	℄ BRG. S. ABUT.	SPAN 1									℄ PIER 1	SPAN 2									℄ PIER 2
		0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L		0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	
WEST EDGE OF DECK	793.82	793.90	793.98	794.06	794.13	794.21	794.29	794.37	794.45	794.53	794.60	794.68	794.76	794.84	794.92	795.00	795.08	795.16	795.24	795.31	795.39
℄ GIRDER 1	793.85	793.93	794.01	794.09	794.17	794.25	794.32	794.40	794.48	794.56	794.64	794.72	794.80	794.87	794.95	795.03	795.11	795.19	795.27	795.35	795.43
℄ GIRDER 2	793.99	794.06	794.14	794.22	794.30	794.38	794.46	794.53	794.61	794.69	794.77	794.85	794.93	795.01	795.09	795.16	795.24	795.32	795.40	795.48	795.56
℄ GIRDER 3	794.12	794.20	794.27	794.35	794.43	794.51	794.59	794.67	794.75	794.82	794.90	794.98	795.06	795.14	795.22	795.30	795.38	795.45	795.53	795.61	795.69
PGL/CROWN	794.21	794.29	794.36	794.44	794.52	794.60	794.68	794.76	794.84	794.91	794.99	795.07	795.15	795.23	795.31	795.39	795.47	795.54	795.62	795.70	795.78
℄ GIRDER 4	794.18	794.25	794.33	794.41	794.49	794.57	794.65	794.72	794.80	794.88	794.96	795.04	795.12	795.20	795.27	795.35	795.43	795.51	795.59	795.67	795.75
℄ GIRDER 5	794.07	794.15	794.23	794.31	794.39	794.46	794.54	794.62	794.70	794.78	794.86	794.93	795.01	795.09	795.17	795.25	795.33	795.41	795.49	795.57	795.64
℄ GIRDER 6	793.97	794.05	794.13	794.20	794.28	794.36	794.44	794.52	794.60	794.67	794.75	794.83	794.91	794.99	795.07	795.15	795.23	795.30	795.38	795.46	795.54
INSIDE FACE INT. PARAPET	793.91	793.98	794.06	794.14	794.22	794.30	794.38	794.45	794.53	794.61	794.69	794.77	794.85	794.93	795.00	795.08	795.16	795.24	795.32	795.40	795.48
℄ GIRDER 7	793.87	793.94	794.02	794.10	794.18	794.26	794.34	794.41	794.49	794.57	794.65	794.73	794.81	794.89	794.97	795.04	795.12	795.20	795.28	795.36	795.44
EAST EDGE OF DECK	793.83	793.90	793.98	794.06	794.14	794.22	794.30	794.37	794.45	794.53	794.61	794.69	794.77	794.85	794.93	795.00	795.08	795.16	795.24	795.32	795.40

TOP OF DECK ELEVATIONS CONTINUED

LOCATION	℄ PIER 2	SPAN 3									℄ BRG. N. ABUT.
		0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	
WEST EDGE OF DECK	795.39	795.47	795.55	795.63	795.71	795.79	795.86	795.94	796.02	796.08	796.11
℄ GIRDER 1	795.43	795.51	795.58	795.66	795.74	795.82	795.90	795.98	796.05	796.13	796.21
℄ GIRDER 2	795.56	795.64	795.72	795.79	795.87	795.95	796.03	796.11	796.19	796.26	796.34
℄ GIRDER 3	795.69	795.77	795.85	795.93	796.00	796.08	796.16	796.24	796.32	796.40	796.47
PGL/CROWN	795.78	795.86	795.94	796.02	796.09	796.17	796.25	796.33	796.41	796.49	796.56
℄ GIRDER 4	795.75	795.83	795.90	795.98	796.06	796.14	796.22	796.30	796.37	796.45	796.53
℄ GIRDER 5	795.64	795.72	795.80	795.88	795.96	796.04	796.11	796.19	796.27	796.35	796.42
℄ GIRDER 6	795.54	795.62	795.70	795.78	795.85	795.93	796.01	796.09	796.17	796.25	796.31
INSIDE FACE INT. PARAPET	795.48	795.56	795.63	795.71	795.79	795.87	795.95	796.03	796.10	796.18	796.23
℄ GIRDER 7	795.44	795.52	795.60	795.67	795.75	795.83	795.91	795.99	796.07	796.14	796.19
EAST EDGE OF DECK	795.40	795.48	795.56	795.63	795.71	795.79	795.87	795.95	796.03	796.10	796.14

LEGEND

◐ PER EXISTING AS-BUILT STRUCTURE PLAN

Ⓧ WINGWALL NUMBER

(X) GIRDER NUMBER

NOTE

REPLACE EXISTING INTERMEDIATE CONCRETE DIAPHRAGMS WITH NEW STEEL DIAPHRAGMS AT EXISTING DIAPHRAGM LOCATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

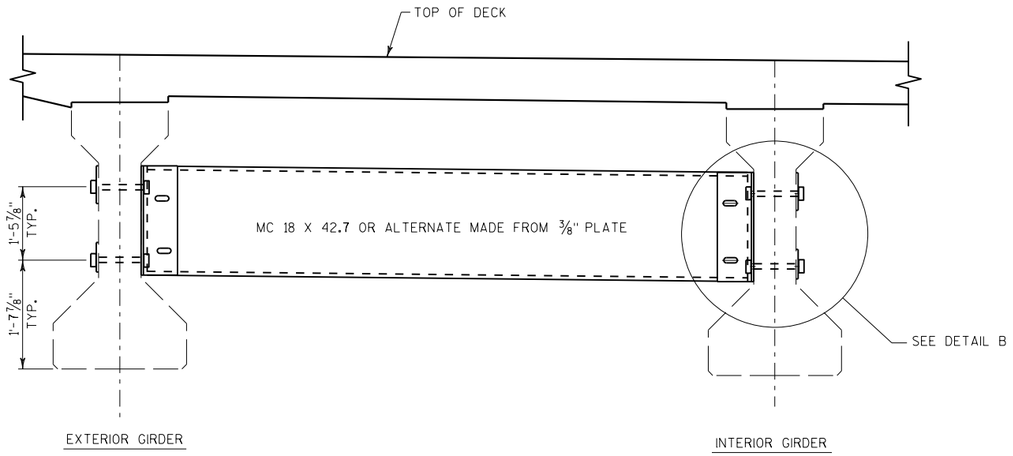
DRAWN BY SMC | PLANS CK'D. MHZ

FRAMING PLAN

SHEET 18 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080510_ss.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:33.3361

STATE PROJECT NUMBER
3575-04-81



PART TRANSVERSE SECTION AT DIAPHRAGM

NOTES

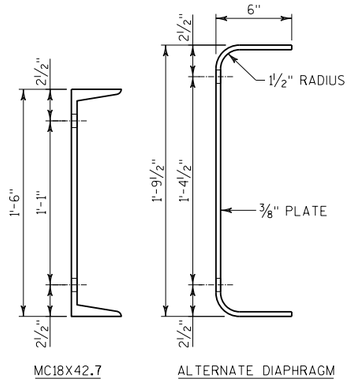
ALL DIAPHRAGM MATERIAL AND CORED HOLES SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-28-9", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

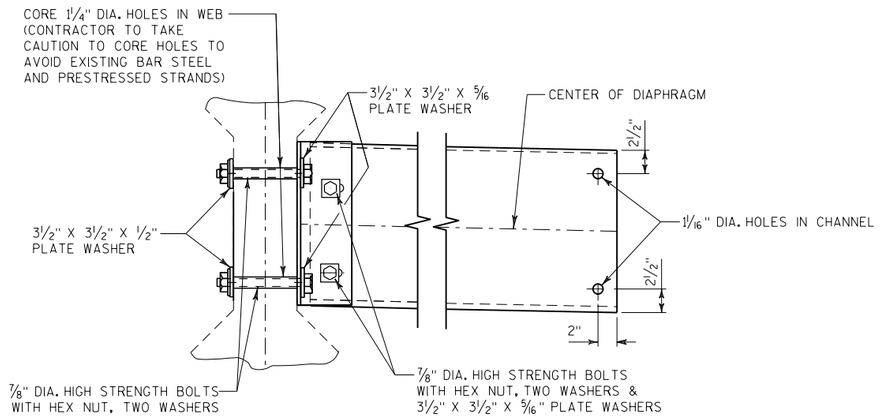
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

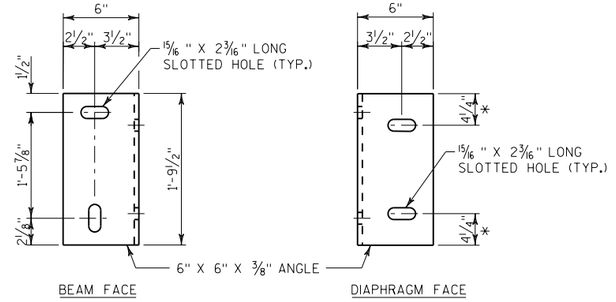
STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS 1/4 TURN, UNLESS NOTED OTHERWISE. HIGH STRENGH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.



SECTION THRU DIAPHRAGM



DETAIL B



DIAPHRAGM SUPPORT

*2 1/2" FOR ALTERNATE PLATE DIAPHRAGM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

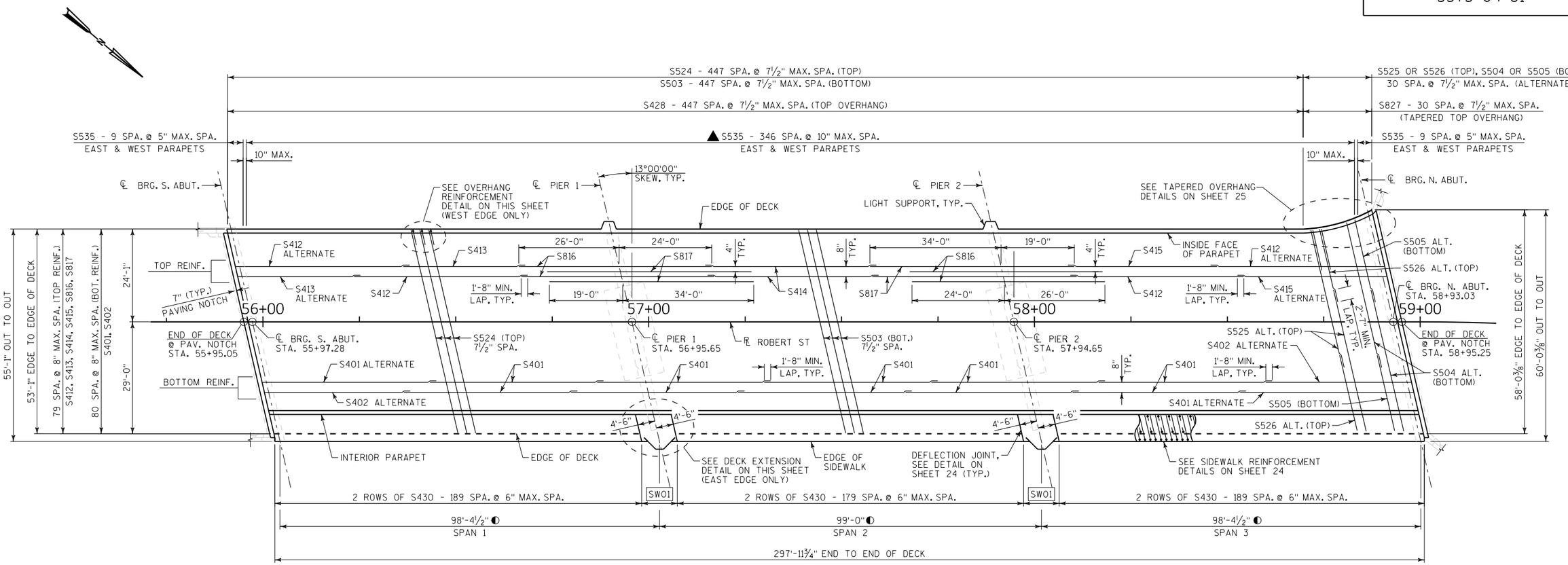
DRAWN BY SMC | PLANS CK'D. MHZ

STEEL DIAPHRAGM

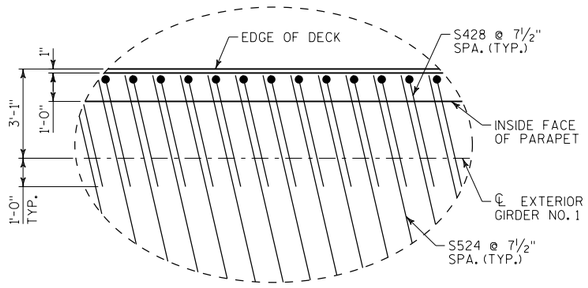
SHEET 19 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080511_ss.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:2

STATE PROJECT NUMBER
3575-04-81

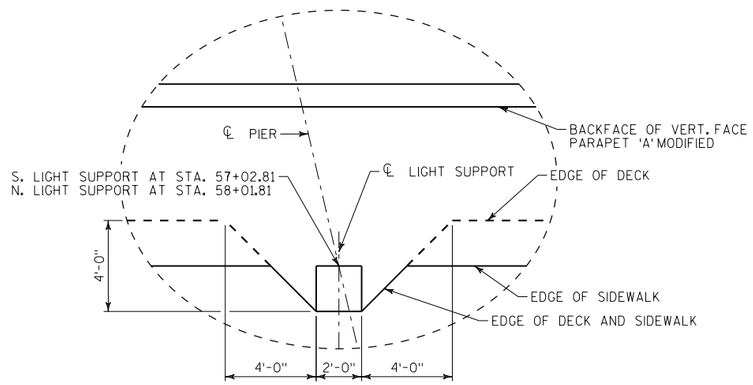


DECK REINFORCEMENT PLAN



OVERHANG REINFORCEMENT DETAIL

(WEST SIDE OF DECK ONLY)
(LONGITUDINAL REINFORCEMENT NOT SHOWN FOR CLARITY)



DECK EXTENSION DETAIL

(EAST SIDE OF DECK AT LIGHT SUPPORTS ONLY)
(DEFLECTION JOINTS NOT SHOWN FOR CLARITY)
(REINFORCEMENT NOT SHOWN FOR CLARITY)

NOTES

FOR SUPERSTRUCTURE CROSS SECTION, SEE SHEET 21.

FOR ABUTMENT & PIER DIAPHRAGM REINFORCEMENT, SEE SHEET 22.

FOR HAUNCH REINFORCEMENT & GIRDER DETAILS, SEE SHEET 23.

FOR SIDEWALK REINFORCEMENT DETAILS, SEE SHEET 24.

FOR DEFLECTION JOINT DETAIL, SEE SHEET 24.

FOR TAPERED OVERHANG DETAILS, DECK POUR SEQUENCE & BILL OF BARS, SEE SHEET 25.

FOR BRIDGE PARAPET REINFORCEMENT DETAILS, SEE SHEET 26.

FOR LIGHT SUPPORT DETAILS, SEE SHEETS 29 & 30.

LEGEND

◐ PER EXISTING AS-BUILT STRUCTURE PLAN

▲ 2 ADDITIONAL S535 BARS REQUIRED AT JUNCTION BOXES, SEE SHEET 32 FOR DETAILS

SW01 2 SETS OF S430 - 18 SPA. @ 6" MAX SPA.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

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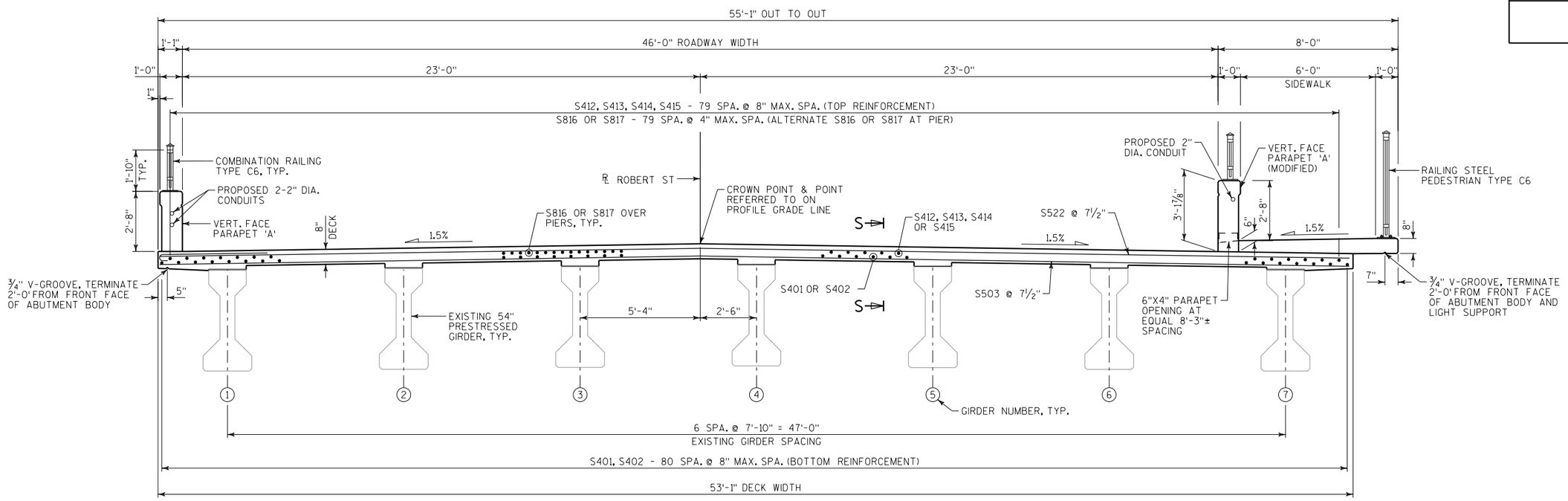
SUPERSTRUCTURE REINFORCEMENT

SHEET 20 OF 43

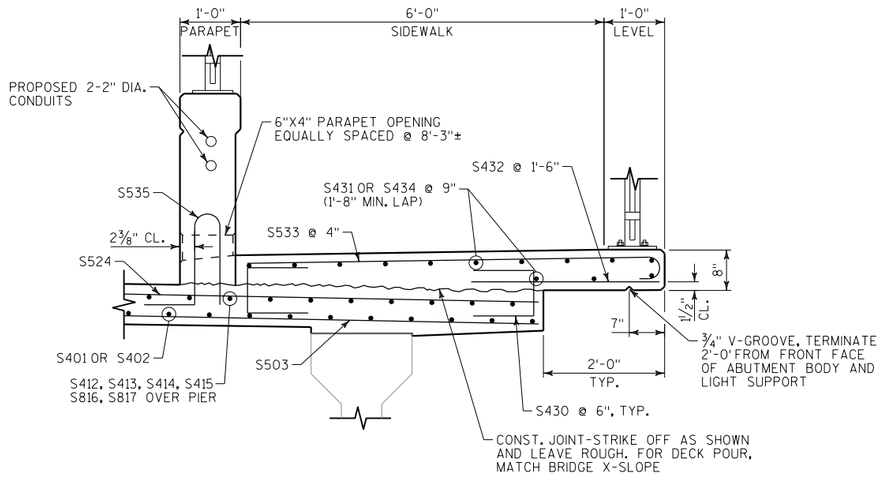
FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080512_ss.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:26.6667

STATE PROJECT NUMBER
3575-04-81



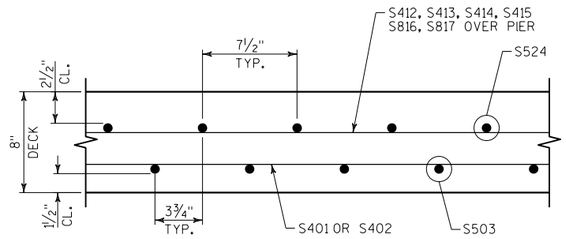
CROSS SECTION THRU DECK

(LOOKING NORTH)
(LIGHT SUPPORTS NOT SHOWN FOR CLARITY)

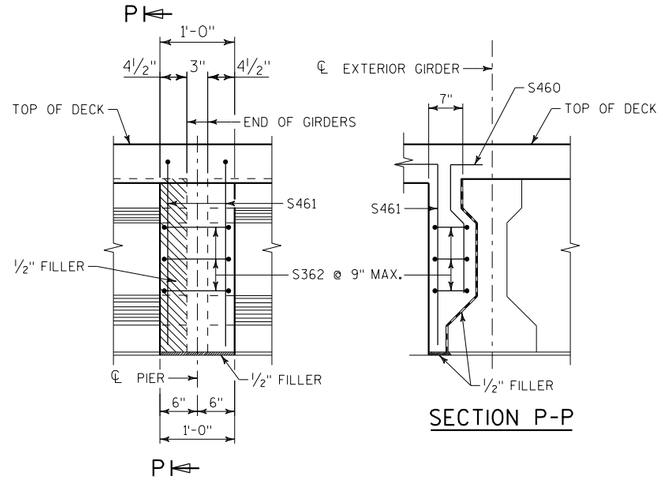


SIDEWALK REINFORCEMENT SECTION

(LIGHT SUPPORT NOT SHOWN FOR CLARITY)



SECTION S-S



PILASTER DETAIL AT PIER

SECTION P-P

NOTES

FOR SUPERSTRUCTURE REINFORCEMENT PLAN, SEE SHEET 20.

FOR ABUTMENT & PIER DIAPHRAGM REINFORCEMENT, SEE SHEET 22.

FOR HAUNCH REINFORCEMENT & GIRDER DETAILS, SEE SHEET 23.

FOR SIDEWALK REINFORCEMENT DETAILS, SEE SHEET 24.

FOR TAPERED OVERHANG DETAILS, DECK POUR SEQUENCE & BILL OF BARS, SEE SHEET 25.

FOR PARAPET ON BRIDGE REINFORCEMENT DETAILS, SEE SHEET 26.

FOR PARAPET OPENING DETAILS, SEE SHEET 26.

FOR LIGHT STANDARD DETAILS, SEE SHEETS 29 & 30.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SMC | PLANS CK'D. MHZ

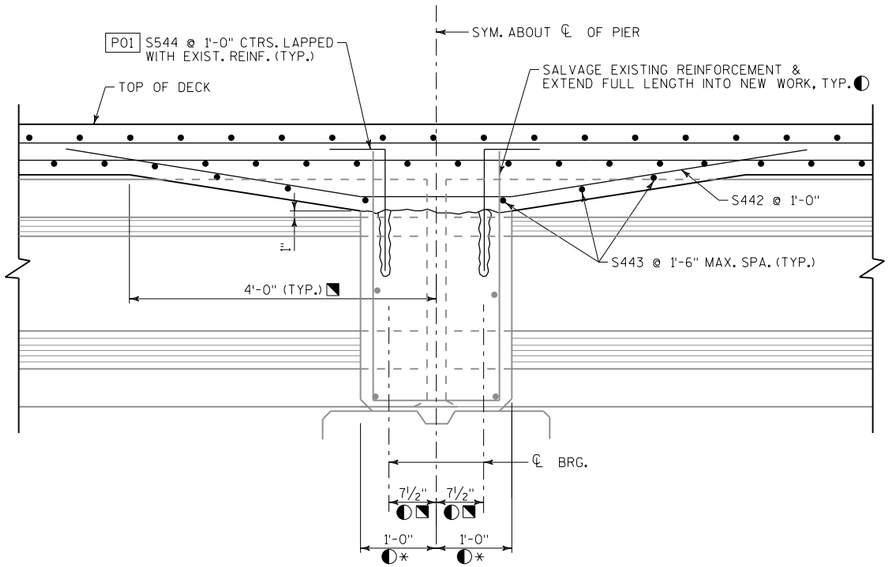
SUPERSTRUCTURE CROSS SECTION

SHEET 21 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080513_ss.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:5

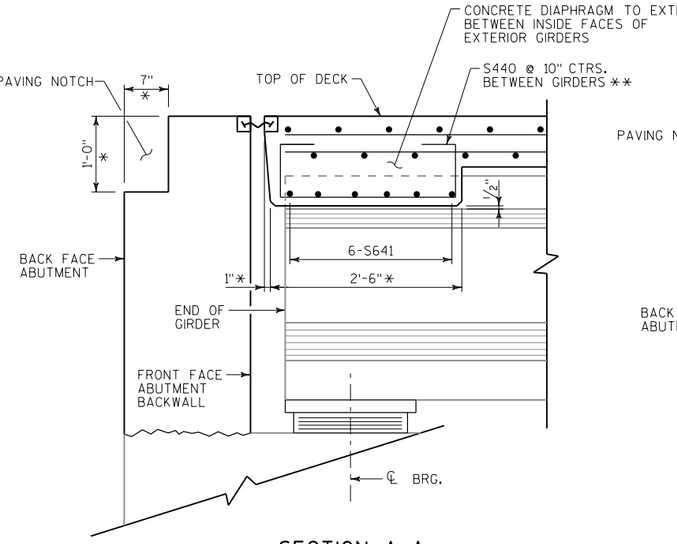
STATE PROJECT NUMBER

3575-04-81



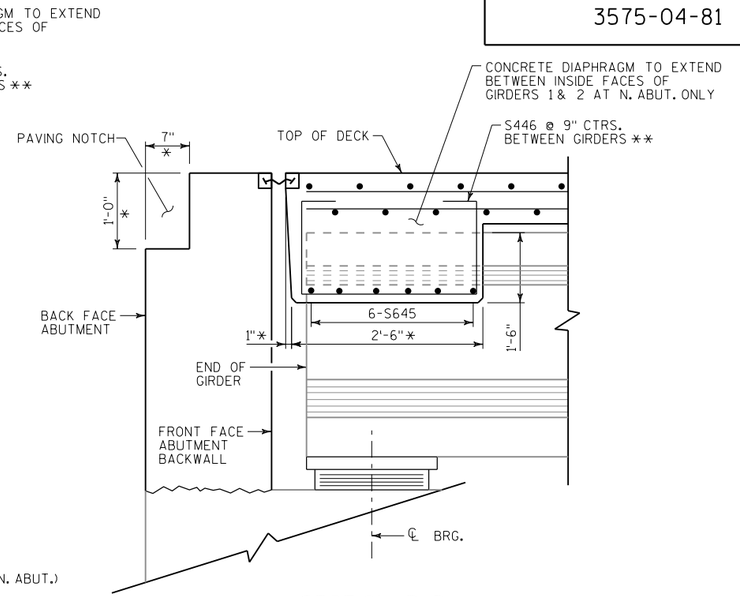
PART LONGITUDINAL SECTION AT PIER

(CONC. DIAPHRAGM TO EXTEND BETWEEN INSIDE WEB FACES OF EXTERIOR GIRDERS)



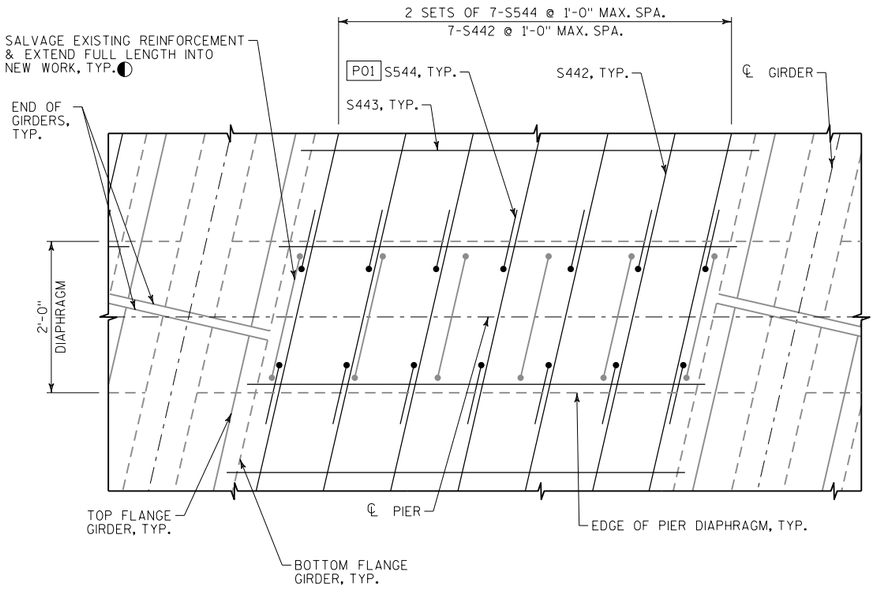
SECTION A-A

(TYPICAL ALL BAYS BETWEEN GIRDERS EXCEPT BETWEEN GIRDERS 1& 2 AT N. ABUT.)

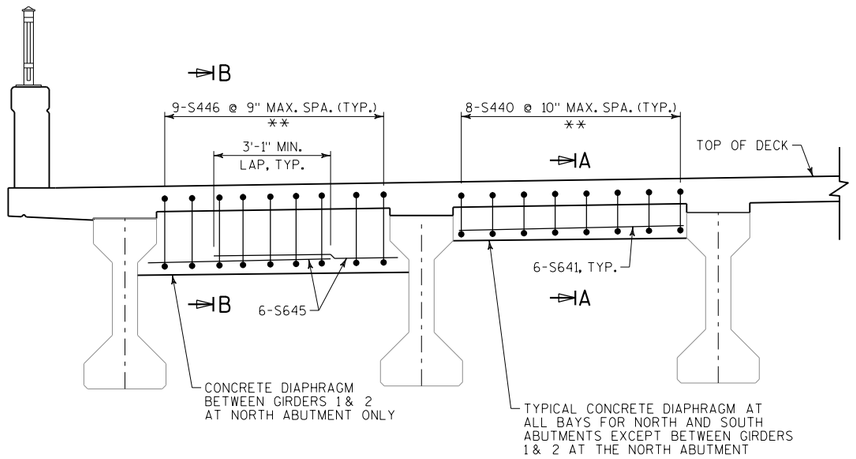


SECTION B-B

(DETAIL FOR DIAPHRAGM BETWEEN GIRDER 1& 2 AT N. ABUT. ONLY)



PARTIAL PLAN PIER HAUNCH



PART TRANSVERSE SECTION AT ABUTMENT DIAPHRAGM

NOTES

FOR SUPERSTRUCTURE REINFORCEMENT PLAN, SEE SHEET 20.

FOR SUPERSTRUCTURE CROSS SECTION, SEE SHEET 21.

FOR TAPERED OVERHANG DETAILS & BILL OF BARS, SEE SHEET 25.

LEGEND

◥ DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS.

◐ PER EXISTING AS-BUILT STRUCTURE PLAN

P01 NO. 5 ADHESIVE ANCHOR:
-EDGE DISTANCE = 4"
-EMBEDMENT = 1'-1"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

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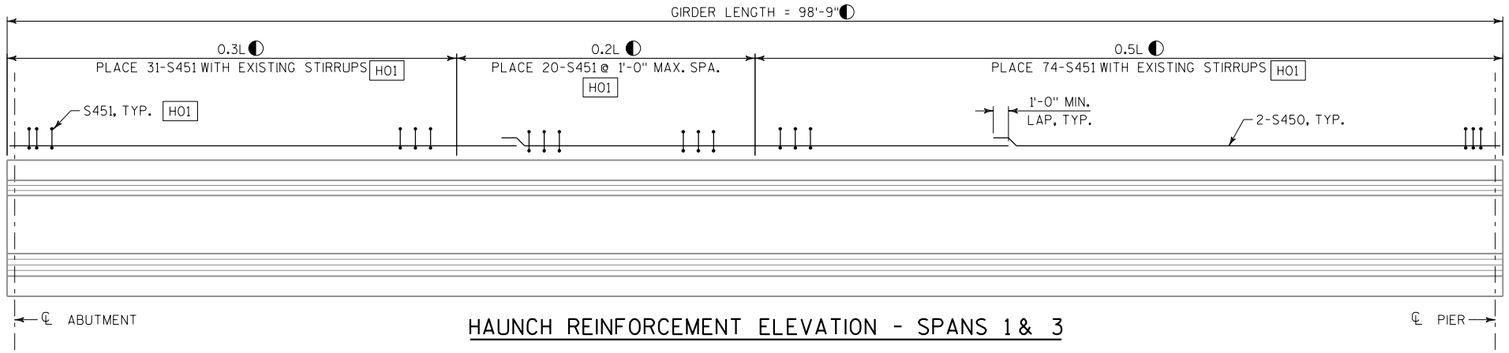
DIAPHRAGM REINFORCEMENT

SHEET 22 OF 43

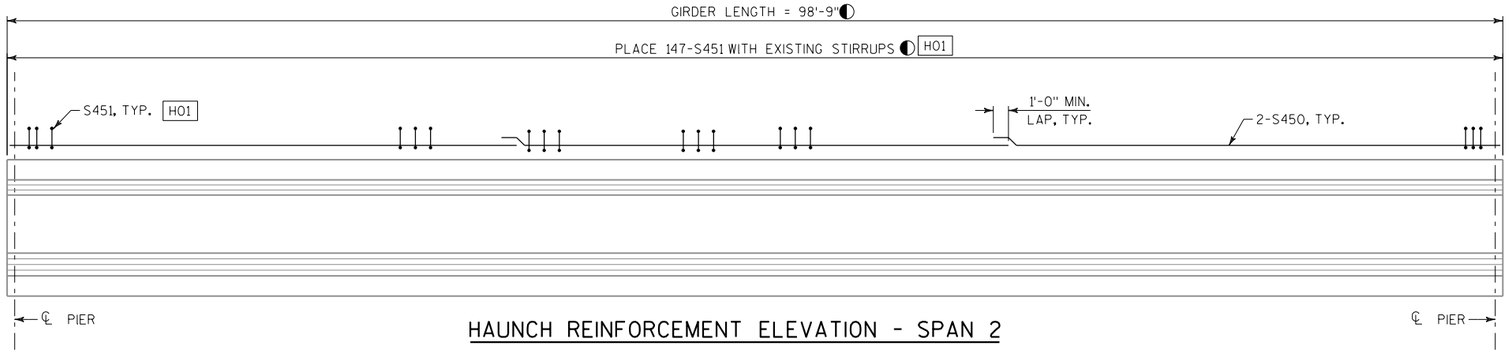
FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080514_ss.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:2

STATE PROJECT NUMBER

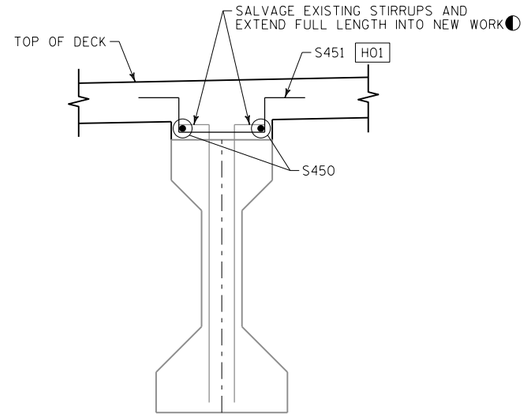
3575-04-81



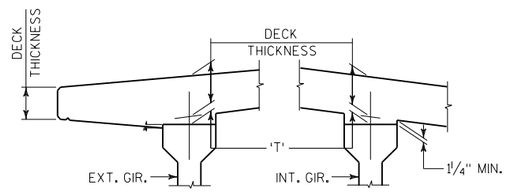
HAUNCH REINFORCEMENT ELEVATION - SPANS 1 & 3



HAUNCH REINFORCEMENT ELEVATION - SPAN 2



HAUNCH REINFORCEMENT DETAIL



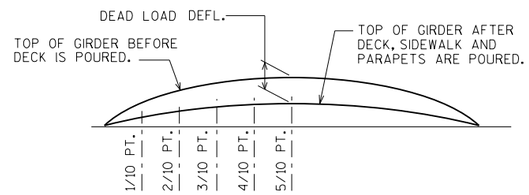
DECK HAUNCH DETAIL

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 5" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM

SPANS	GIRDER	DEAD LOAD DEFL. (IN.) ***								
		1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10
1	1 & 7	⅜"	¾"	1"	1¼"	1¼"	1¼"	1⅛"	¾"	⅜"
1	2 - 6	⅜"	¾"	1⅛"	1¼"	1⅜"	1¼"	1⅛"	¾"	⅜"
2	1 & 7	⅜"	¾"	1"	1¼"	1¼"	1¼"	1"	¾"	⅜"
2	2 - 6	⅜"	¾"	1"	1¼"	1¼"	1¼"	1"	¾"	⅜"
3	1 & 7	⅜"	¾"	1"	1¼"	1¼"	1¼"	1⅛"	¾"	⅜"
3	2 - 6	⅜"	¾"	1⅛"	1¼"	1⅜"	1¼"	1⅛"	¾"	⅜"

*** SEE DEAD LOAD DEFLECTION DIAGRAM

LEGEND

◐ PER EXISTING AS-BUILT STRUCTURE PLAN

H01 FIELD ORIENTATE REINFORCEMENT IN CONFLICT WITH DECK SLAB TOP REINFORCEMENT MAT AS NEEDED

NOTES

FOR SUPERSTRUCTURE REINFORCEMENT PLAN, SEE SHEET 20.

FOR SUPERSTRUCTURE CROSS SECTION, SEE SHEET 21.

FOR ABUTMENT & PIER DIAPHRAGM REINFORCEMENT, SEE SHEET 22.

FOR SUPERSTRUCTURE BILL OF BARS, SEE SHEET 25.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

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GIRDER & HAUNCH DETAILS

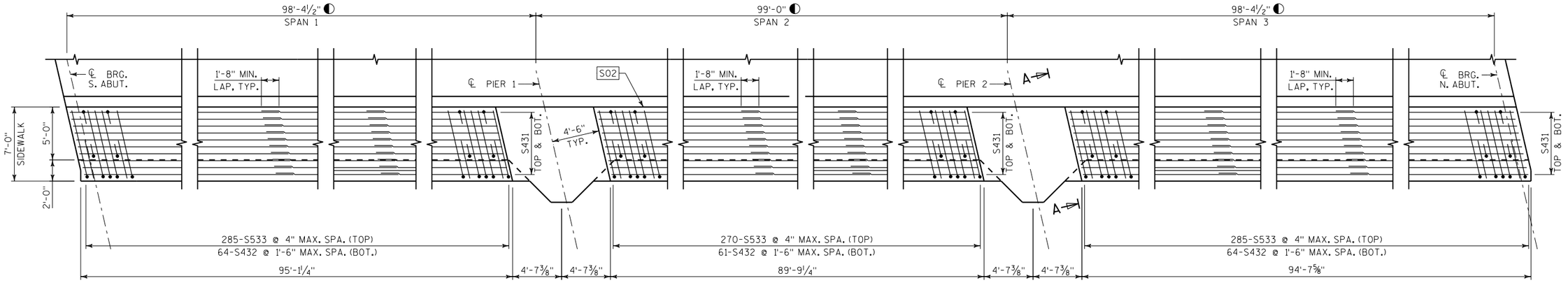
SHEET 23 OF 43

8

8

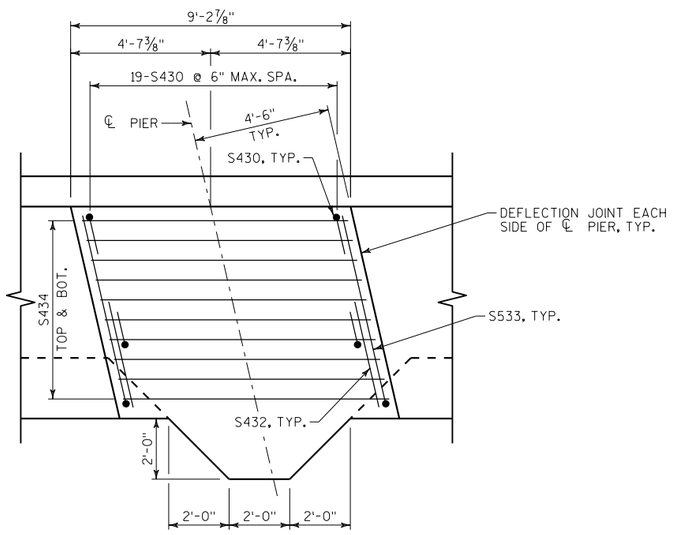
FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080515_ss.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:9.99982

STATE PROJECT NUMBER
3575-04-81



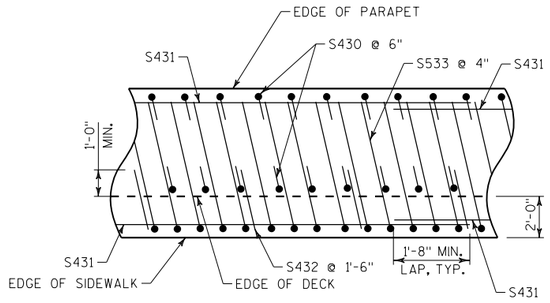
SIDEWALK REINFORCEMENT PLAN

(RAILING NOT SHOWN FOR CLARITY)

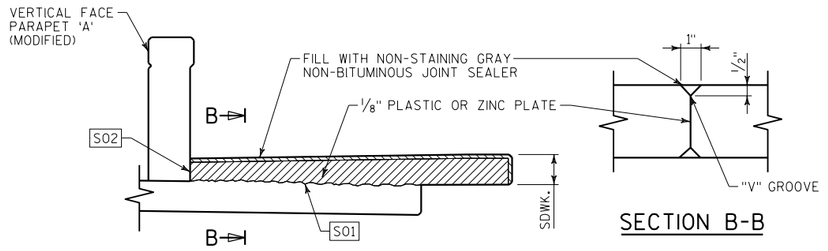


SIDEWALK PLAN BETWEEN DEFLECTION JOINTS

(PARAPET & LIGHT SUPPORT REINFORCEMENT NOT SHOWN FOR CLARITY)



PARTIAL PLAN SIDEWALK REINFORCEMENT



SECTION A-A

(SHOWING DEFLECTION JOINT IN SIDEWALK.)

SECTION B-B

LEGEND

S01 HORIZ. CONST. JOINT-STRIKE OFF AS SHOWN AND LEAVE ROUGH

S02 ONE SIDE OF CONCRETE BETWEEN SIDEWALK AND PARAPET SHALL BE COATED WITH AN APPROVED LIQUID BOND BREAKER. BOND BREAKER INCIDENTAL TO ITEM "CONCRETE MASONRY BRIDGES".

◐ PER EXISTING AS-BUILT STRUCTURE PLAN

NOTES

WHEN SIDEWALKS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF ⅛" ZINC OR PLASTIC PLATE CUT AS SHOWN IN SECTION A-A BY SHADED AREA. IF CONSTRUCTION JOINTS IN SIDEWALK ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH AN APPROVED LIQUID BOND BREAKER AND PLATE SEPARATORS MAY BE OMITTED.

FOR SUPERSTRUCTURE REINFORCEMENT PLAN, SEE SHEET 20.

FOR SUPERSTRUCTURE CROSS SECTION, SEE SHEET 21.

FOR SUPERSTRUCTURE BILL OF BARS, SEE SHEET 25.

FOR LIGHT SUPPORT DETAILS, SEE SHEETS 29 & 30.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

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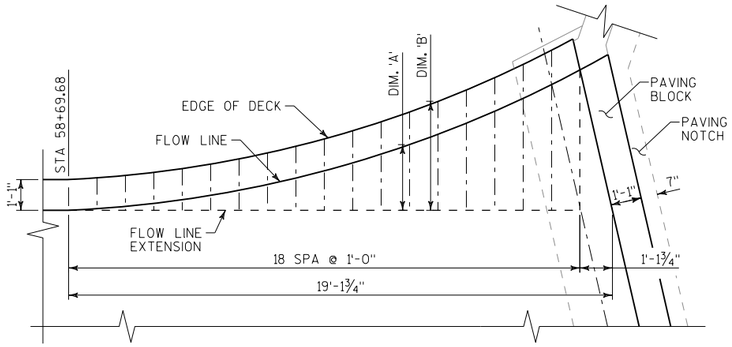
SIDEWALK REINFORCEMENT

SHEET 24 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080516_ss.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:10

STATE PROJECT NUMBER

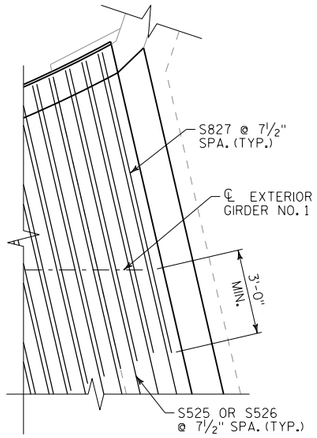
3575-04-81



TAPERED OVERHANG DETAIL - DIMENSIONS

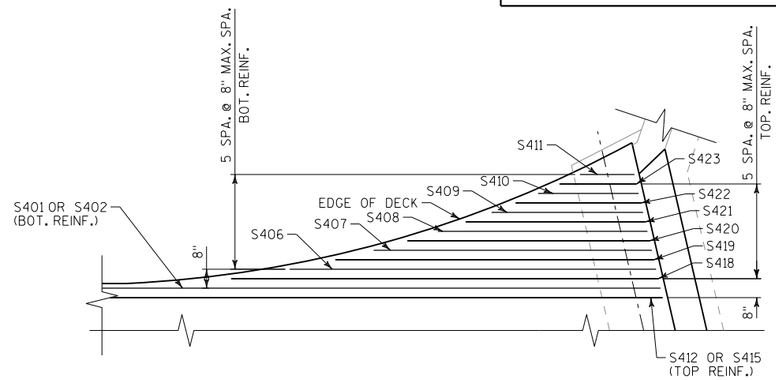
(REINFORCEMENT NOT SHOWN FOR CLARITY)

STATION	DIM. 'A'	DIM. 'B'
58+69.68	0'-0"	0'-0"
58+70.68	0'-0¾"	1'-1¾"
58+71.68	0'-1⅝"	1'-2¾"
58+72.68	0'-2⅞"	1'-4"
58+73.68	0'-4½"	1'-5⅝"
58+74.68	0'-6⅜"	1'-7½"
58+75.68	0'-8½"	1'-9¾"
58+76.68	0'-10⅞"	2'-0¾"
58+77.68	1'-1⅝"	2'-3"
58+78.68	1'-4⅝"	2'-6⅛"
58+79.68	1'-8"	2'-9⅝"
58+80.68	1'-11¾"	3'-1⅜"
58+81.68	2'-3¾"	3'-5½"
58+82.68	2'-8⅛"	3'-10"
58+83.68	3'-0¾"	4'-2⅞"
58+84.68	3'-5⅞"	4'-8⅛"
58+85.68	3'-11¼"	5'-1⅝"
58+86.68	4'-5⅛"	5'-7⅝"
58+87.68	4'-11⅜"	-



TAPERED OVERHANG DETAIL - TRANS. REINF.

(LONG. REINFORCEMENT NOT SHOWN FOR CLARITY)



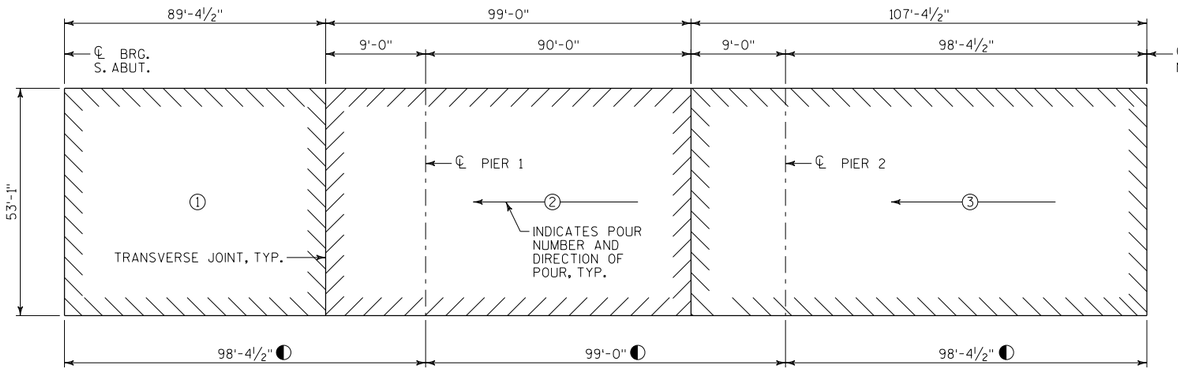
TAPERED OVERHANG DETAIL - LONG. REINF.

(TRANS. REINFORCEMENT NOT SHOWN FOR CLARITY)
(PARAPET NOT SHOWN FOR CLARITY)

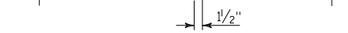
BILL OF BARS

BAR MARK	COAT	NO REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
S401	X	486	45'-0"	-	-	DECK BOTTOM - LONG.
S402	X	81	38'-0"	-	-	DECK BOTTOM - LONG.
S503	X	448	54'-1"	-	-	DECK BOTTOM - TRANS.
S504	X	31	40'-0"	-	-	DECK BOTTOM - TRANS. AT DECK TAPER
S505	X	31	21'-9"	-	-	DECK BOTTOM - TRANS. AT DECK TAPER
S406	X	1	12'-11"	-	-	DECK BOTTOM - LONG. AT DECK TAPER
S407	X	1	9'-9"	-	-	DECK BOTTOM - LONG. AT DECK TAPER
S408	X	1	7'-4"	-	-	DECK BOTTOM - LONG. AT DECK TAPER
S409	X	1	5'-4"	-	-	DECK BOTTOM - LONG. AT DECK TAPER
S410	X	1	3'-6"	-	-	DECK BOTTOM - LONG. AT DECK TAPER
S411	X	1	1'-11"	-	-	DECK BOTTOM - LONG. AT DECK TAPER
S412	X	160	45'-0"	-	-	DECK TOP - LONG.
S413	X	80	31'-8"	-	-	DECK TOP - LONG
S414	X	80	44'-4	-	-	DECK TOP - LONG.
S415	X	80	38'-8"	-	-	DECK TOP - LONG
S816	X	160	50'-0"	-	-	DECK TOP OVER PIERS - LONG.
S817	X	160	53'-0"	-	-	DECK TOP OVER PIERS - LONG.
S418	X	1	15'-0"	-	-	DECK TOP - LONG. AT DECK TAPER
S419	X	1	11'-2"	-	-	DECK TOP - LONG. AT DECK TAPER
S420	X	1	8'-6"	-	-	DECK TOP - LONG. AT DECK TAPER
S421	X	1	6'-4"	-	-	DECK TOP - LONG. AT DECK TAPER
S422	X	1	4'-5"	-	-	DECK TOP - LONG. AT DECK TAPER
S423	X	1	2'-8"	-	-	DECK TOP - LONG. AT DECK TAPER
S524	X	448	54'-1"	-	-	DECK TOP - TRANS.
S525	X	31	40'-0"	-	-	DECK TOP - TRANS. AT DECK TAPER
S526	X	31	21'-9"	-	-	DECK TOP - TRANS. AT DECK TAPER
S827	X	31	11'-0"	-	-	DECK TOP OVERHANG - TRANS. AT DECK TAPER
S428	X	448	4'-8"	X	-	DECK TOP OVERHANG - TRANS.
S430	X	1196	2'-6"	X	-	SIDEWALK DOWELS
S431	X	117	32'-8"	-	-	SIDEWALK LONG.
S432	X	203	3'-0"	-	-	SIDEWALK BOTTOM - TRANS.
S533	X	896	7'-5"	X	-	SIDEWALK TOP - TRANS.
S434	X	26	8'-11"	-	-	SIDEWALK OVER PIERS - LONG.
S535	X	748	4'-4"	X	-	PARAPET DOWELS
S440	X	88	6'-4"	X	-	ABUTMENT DIAPHRAGM - VERT.
S641	X	66	5'-11"	-	-	ABUTMENT DIAPHRAGM - TRANS.
S442	X	84	9'-8"	X	-	DECK HAUNCH AT PIER - LONG.
S443	X	72	5'-11"	-	-	DECK HAUNCH AT PIER - TRANS.
S544	X	168	3'-2"	X	-	PIER DIAPHRAGM ANCHORS
S645	X	12	5'-0"	-		N. ABUT/WEST BAY DIAPHRAGM - TRANS.
S446	X	9	8'-6"	X	-	N. ABUT/WEST BAY DIAPHRAGM - VERT.
S447	X	24	5'-11"	-	-	TRANS. AT STRIP SEAL
S450	X	126	33'-7"	-		GIRDER HAUNCH - LONG.
S451	X	2779	3'-8"	X		GIRDER HAUNCH - VERT.
S460	X	8	4'-9"	X		PIER PILASTER - VERT.
S461	X	8	5'-11"	X		PIER PILASTER - VERT.
S362	X	12	3'-1"	X		PIER PILASTER - HORIZ.

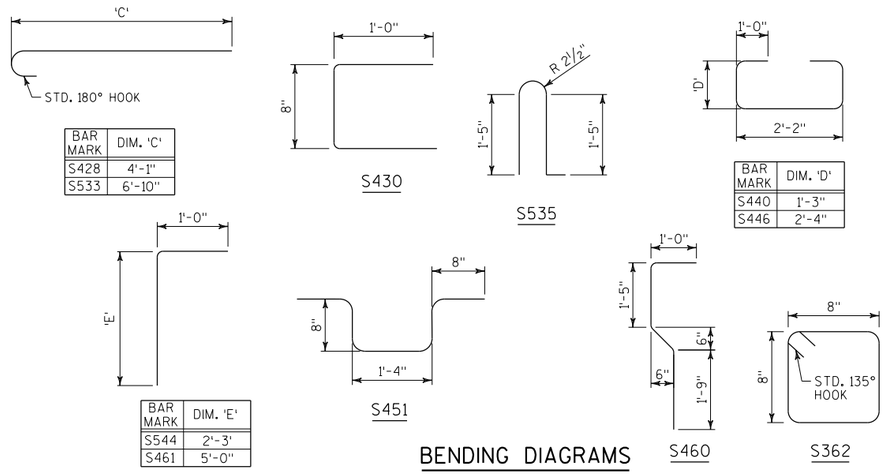
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE



DECK POUR SEQUENCE



SECTION THRU TRANSVERSE JOINT



BENDING DIAGRAMS

LEGEND

◐ INFORMATION TAKEN FROM THE EXISTING AS-BUILT STRUCTURE PLANS DATED JULY 17, 1972

NOTES

FOR SUPERSTRUCTURE REINFORCEMENT PLAN, SEE SHEET 20.

FOR SUPERSTRUCTURE CROSS SECTION, SEE SHEET 21.

FOR ABUTMENT & PIER DIAPHRAGM REINFORCEMENT, SEE SHEET 22.

FOR HAUNCH REINFORCEMENT & GIRDER DETAILS, SEE SHEET 23.

FOR SIDEWALK REINFORCEMENT DETAILS, SEE SHEET 24.

DECK POUR NOTES

IF OPTIONAL JOINTS ARE PROVIDED, TWO OR MORE SEQUENTIAL POURS MAY BE COMBINED AND PLACED IN ONE CONTINUOUS OPERATION. TWO OR MORE ALTERNATE DECK POURS (E.G. 1 & 3) MAY BE PLACED ON THE SAME DAY.

THE NEXT DECK POUR CAN BE MADE NO LESS THAN 72 HOURS AFTER THE PREVIOUS POUR.

THE CONTRACTOR SHALL POUR THE ENTIRE DECK PER THE DECK POUR SEQUENCE IF REQUIRED TRANSVERSE CONSTRUCTION JOINTS ARE SHOWN ON THE PLANS. THE CONTRACTOR MAY SUBMIT AN ALTERNATE POURING SEQUENCE SUBJECT TO THE APPROVAL OF THE STRUCTURES DESIGN SECTION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SMC | PLANS CK'D. MHZ

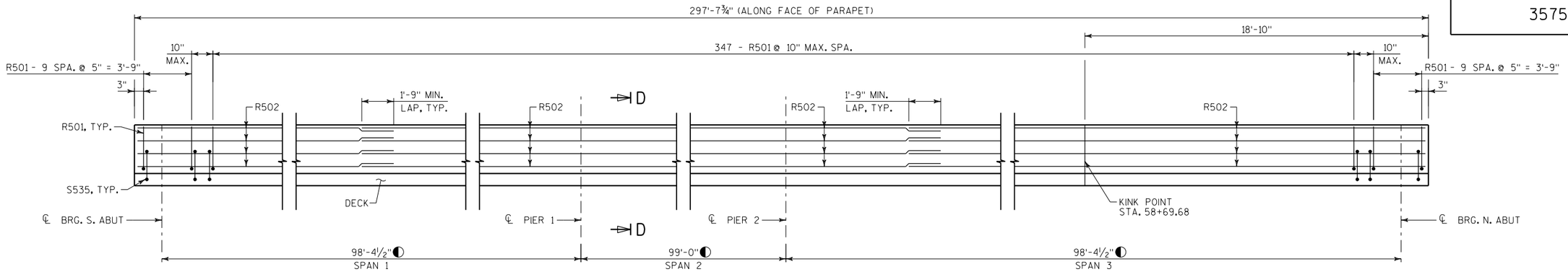
TAPERED OVERHANG DETAILS & DECK POUR SEQUENCE

SHEET 25 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080517_ss.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:26.6667

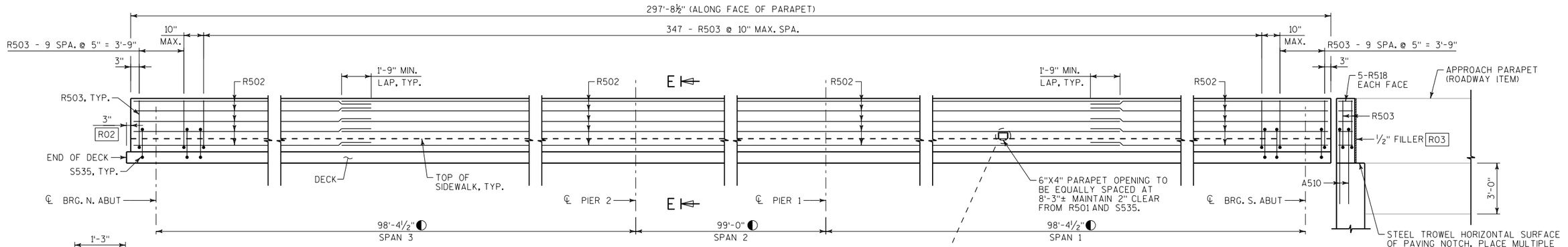
STATE PROJECT NUMBER

3575-04-81



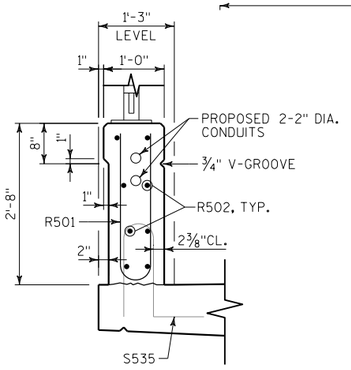
INSIDE ELEVATION OF WEST PARAPET - VERT. FACE PARAPET 'A'

(LOOKING WEST)
(LIGHT SUPPORTS, CONDUIT & RAILING NOT SHOWN FOR CLARITY)

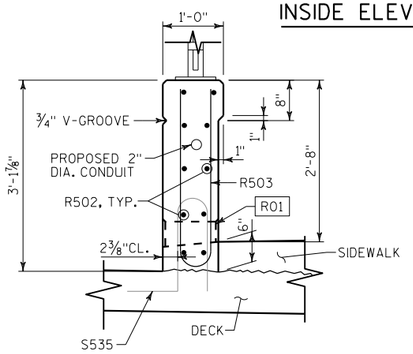


INSIDE ELEVATION OF EAST PARAPET - VERT. FACE PARAPET 'A' (MODIFIED)

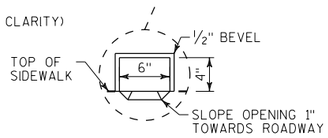
(LOOKING EAST)
(LIGHT SUPPORTS, CONDUIT & RAILING NOT SHOWN FOR CLARITY)



SECTION D-D



SECTION E-E



PARAPET OPENING DETAIL

NOTES

FOR S535 PARAPET DOWEL SPACING, SEE SHEET 20.

FOR PARAPET REINFORCEMENT ON WINGWALLS, SEE SHEETS 27 & 28.

FOR LIGHT SUPPORT REINFORCEMENT & DETAILS, SEE SHEETS 29 & 30.

FOR CONDUIT DETAILS SEE SHEETS 31, 32 & 33.

FOR RAIL POST SPACING ON BRIDGE, SEE SHEET 40.

LEGEND

◐ PER EXISTING AS-BUILT STRUCTURE PLAN

R01 4" X 6" PARAPET OPENING AT 8'-0" O.C. SLOPE 1" TOWARDS RDWY FACE.

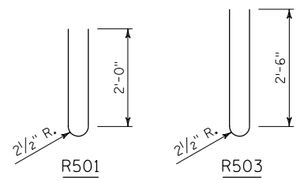
R02 EAST PARAPET TO STOP SHORT OF N. STRIP SEAL JOINT. SEE SHEETS 34-36 FOR STRIP SEAL DETAILS.

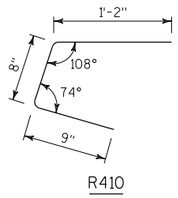
R03 SEAL ALL EXPOSED HORIZONTAL & VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

BILL OF BARS

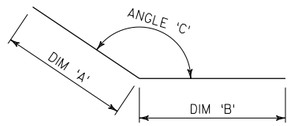
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	623	4'-9"	X	-	WEST PARAPET - VERT.
R502	X	108	51'-2"	-	-	PARAPET - LONG.
R503	X	369	5'-9"	X	-	EAST PARAPET - VERT.
R504	X	16	23'-8"	-	-	WINGWALLS 1 & 2 PARAPET - LONG.
R505	X	8	3'-0"	-	-	WINGWALL 1 PARAPET AT ABUTMENT - LONG.
R506	X	8	2'-3"	-	-	WINGWALL 2 PARAPET AT ABUTMENT - LONG.
R507	X	8	42'-9"	-	-	WINGWALL 3 PARAPET - LONG.
R508	X	8	6'-4"	X	-	WINGWALL 3 PARAPET - LONG.
R509	X	8	2'-5"	-	-	WINGWALL 3 PARAPET AT ABUTMENT - LONG.
R410	X	4	2'-6"	X	-	WINGWALL 3 EXTENSION PARAPET - LONG.
R511	X	8	6'-4"	-	-	WINGWALL 4 PARAPET - LONG.
R512	X	8	39'-9"	-	-	WINGWALL 4 PARAPET - LONG.
R513	X	8	6'-5"	X	-	WINGWALL 4 PARAPET AT ABUTMENT - LONG.
R514	X	4	2'-7"	X	-	WINGWALL 4 PARAPET AT ABUTMENT INSIDE FACE - LONG.
R515	X	4	2'-2"	X	-	WINGWALL 4 PARAPET AT ABUTMENT OUTSIDE FACE - LONG.
R516	X	8	2'-4"	-	-	WEST PARAPET AT JUNCTION BOX - VERT.
R517	X	6	2'-10"	-	-	EAST PARAPET AT JUNCTION BOX - VERT.
R518	X	10	0'-9"	-	-	EAST PARAPET AT PAVING BLOCK - LONG.





BENDING DIAGRAMS



BAR MARK	DIM 'A'	DIM 'B'	ANGLE 'C'
R508	4'-4"	2'-0"	145°
R513	4'-5"	2'-0"	145°
R514	1'-9"	10"	142°
R515	1'-6"	8"	142°

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SMC | PLANS CK'D. MHZ

VERTICAL FACE PARAPET 'A' ON BRIDGE

SHEET 26 OF 43

265

8

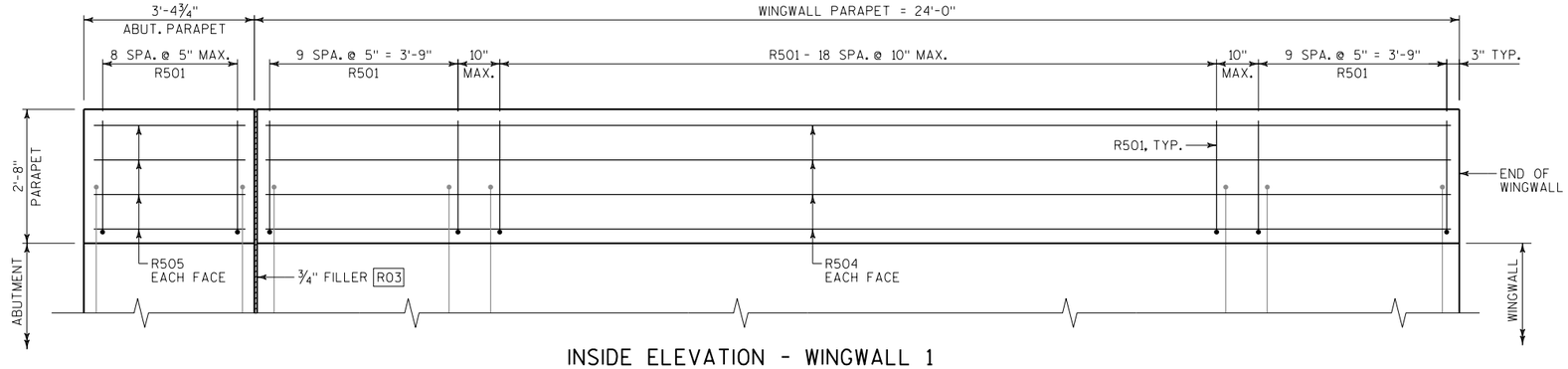
8

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080701_rp.dgn

PLOT DATE : 12/22/2021 PLOT BY : skolhe PLOT NAME : $FILE$ PLOT SCALE : 1:6

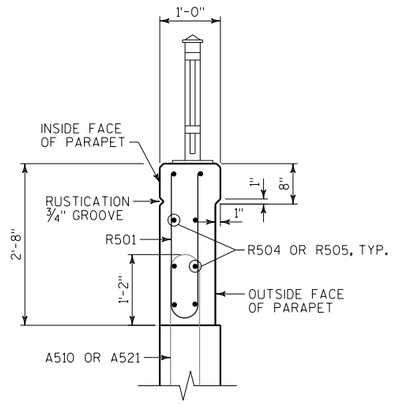
STATE PROJECT NUMBER

3575-04-81



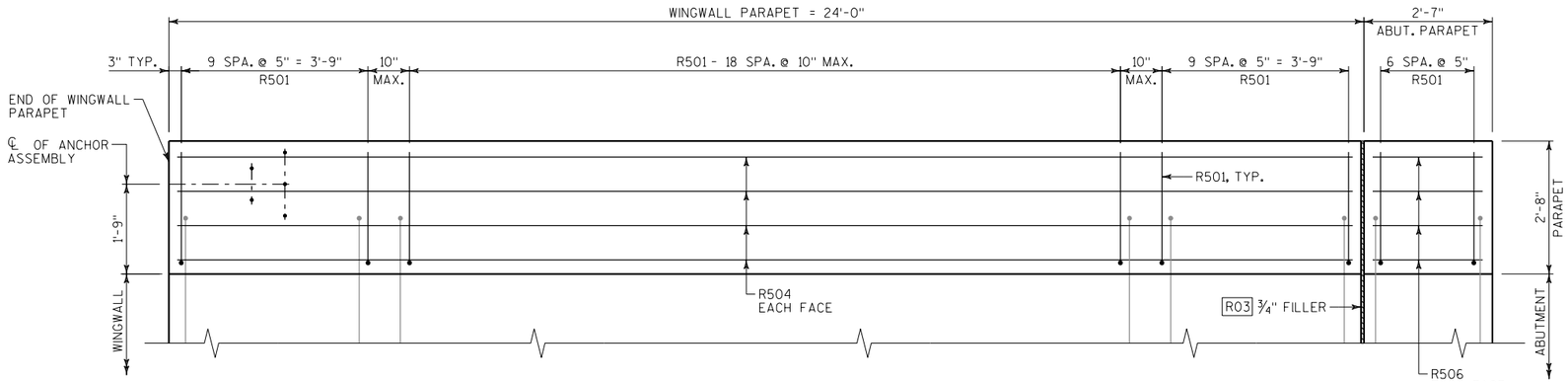
INSIDE ELEVATION - WINGWALL 1

(LOOKING EAST)
(CONDUIT & RAILING NOT SHOWN FOR CLARITY)



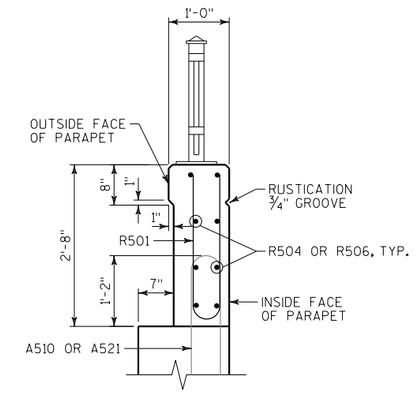
SECTION THRU PARAPET AT WINGWALL 1

(LOOKING NORTH)



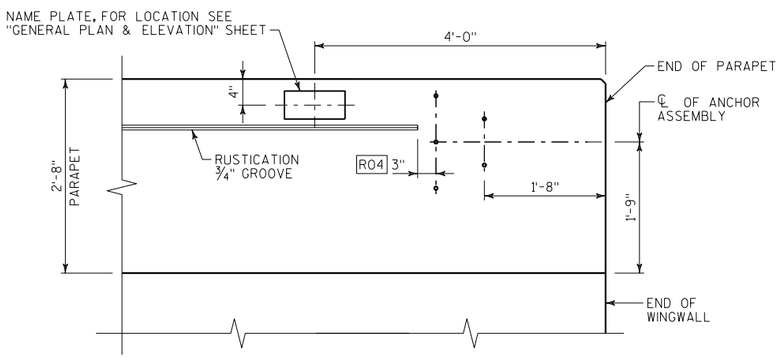
INSIDE ELEVATION - WINGWALL 2

(LOOKING WEST)
(CONDUIT & RAILING NOT SHOWN FOR CLARITY)



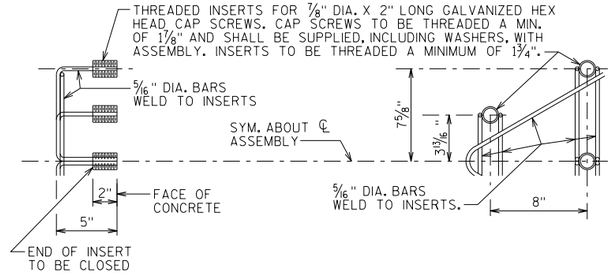
SECTION THRU PARAPET AT WINGWALL 2

(LOOKING NORTH)



END OF PARAPET DETAIL

(LOOKING AT INSIDE FACE OF PARAPET)



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

NOTES

FOR WINGWALL REINFORCEMENT, SEE SHEET 8.

FOR PARAPET BILL OF BARS, SEE SHEET 26.

FOR CONDUIT DETAILS, SEE SHEETS 31, 32 & 33.

FOR RAIL POST SPACING, SEE SHEET 37.

LEGEND

R03 SEAL ALL EXPOSED HORIZONTAL & VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

R04 EXTEND ¾" GROOVE TO END OF PARAPET WHEN ANCHOR ASSEMBLY IS NOT USED

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

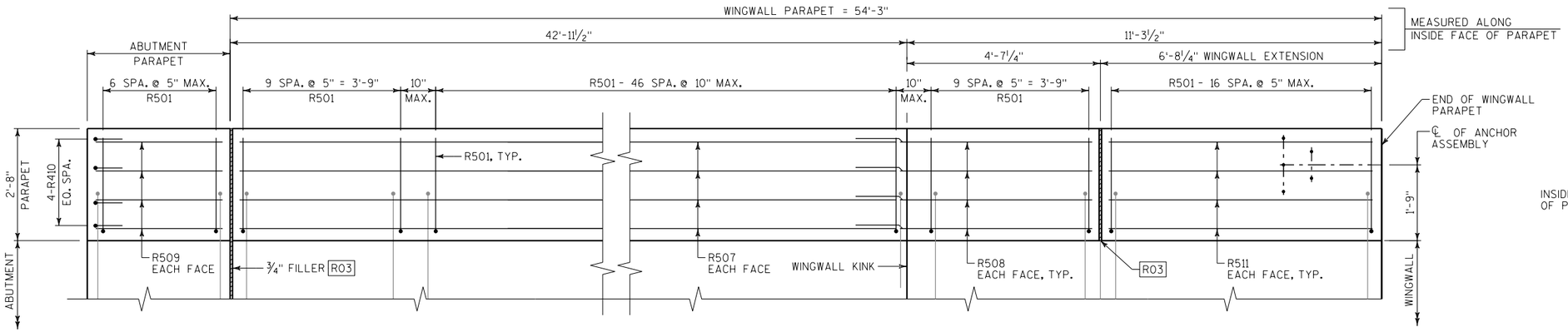
DRAWN BY SMC | PLANS CK'D. MHZ

VERTICAL FACE PARAPET 'A' ON WINGS (1 OF 2)

SHEET 27 OF 43

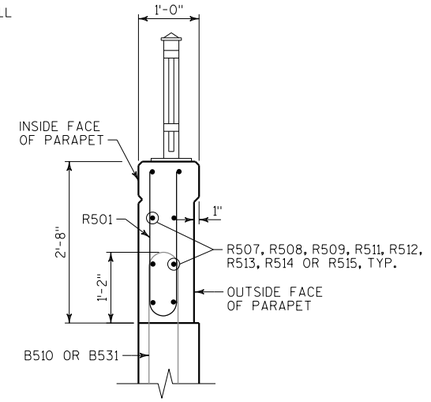
STATE PROJECT NUMBER

3575-04-81



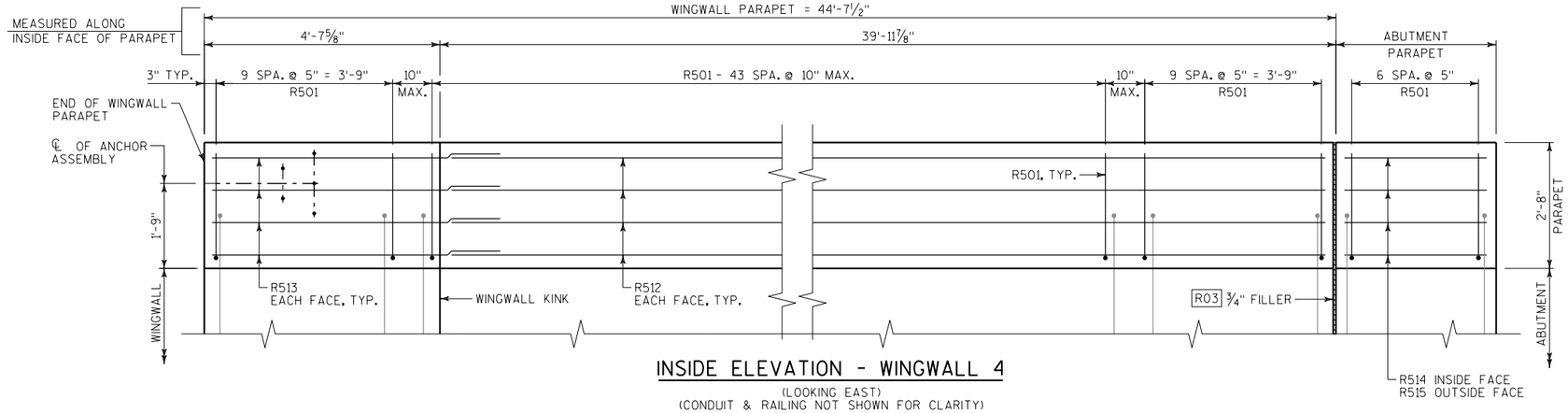
INSIDE ELEVATION - WINGWALL 3

(LOOKING SOUTH)
(CONDUIT & RAILING NOT SHOWN FOR CLARITY)



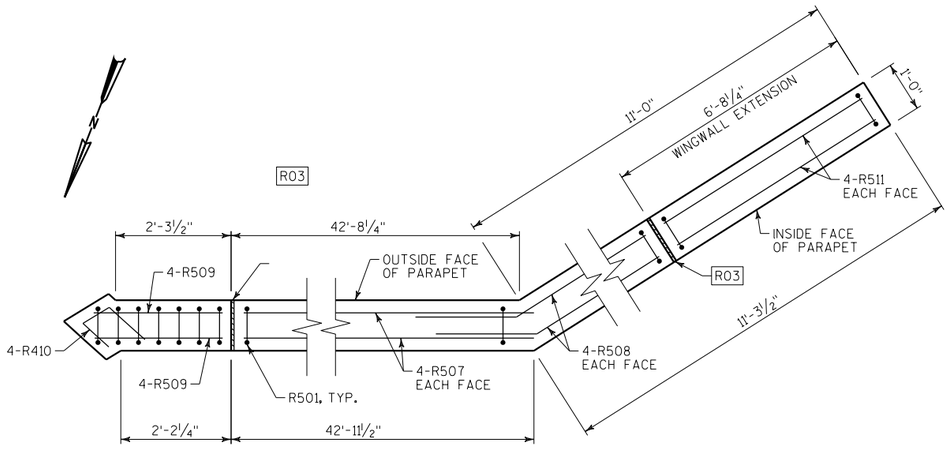
SECTION THRU PARAPET AT WINGWALLS 3 & 4

(LOOKING WEST AT WINGWALL 3)
(LOOKING NORTH AT WINGWALL 4

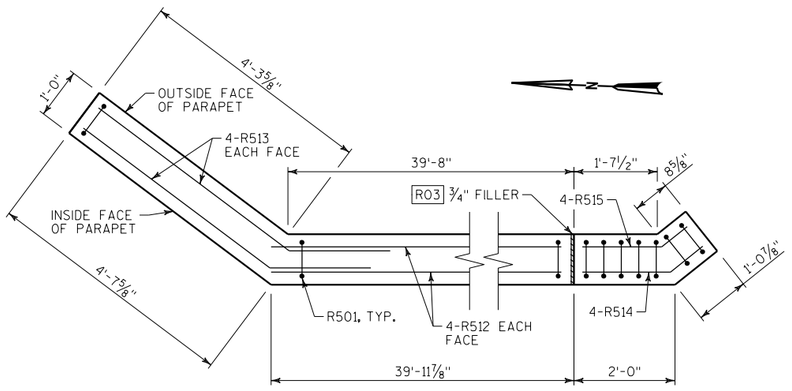


INSIDE ELEVATION - WINGWALL 4

(LOOKING EAST)
(CONDUIT & RAILING NOT SHOWN FOR CLARITY)



PARTIAL PLAN - WINGWALL 3



PARTIAL PLAN - WINGWALL 4

NOTES

FOR WINGWALL REINFORCEMENT, SEE SHEETS 12, 13 & 14.

FOR PARAPET BILL OF BARS, SEE SHEET 26.

FOR END OF PARAPET & ANCHOR ASSEMBLY DETAILS, SEE SHEET 27.

FOR CONDUIT DETAILS, SEE SHEETS 31, 32 & 33.

FOR RAIL POST SPACING, SEE SHEET 38.

LEGEND

R03 SEAL ALL EXPOSED HORIZONTAL & VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SMC | PLANS CK'D. MHZ

VERTICAL FACE PARAPET 'A' ON WINGS (2 OF 2)

SHEET 28 OF 43

8

8

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080703_rp.dgn

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PLOT BY : skolhe

PLOT NAME : $FILE$

PLOT SCALE : 1:6

STATE PROJECT NUMBER
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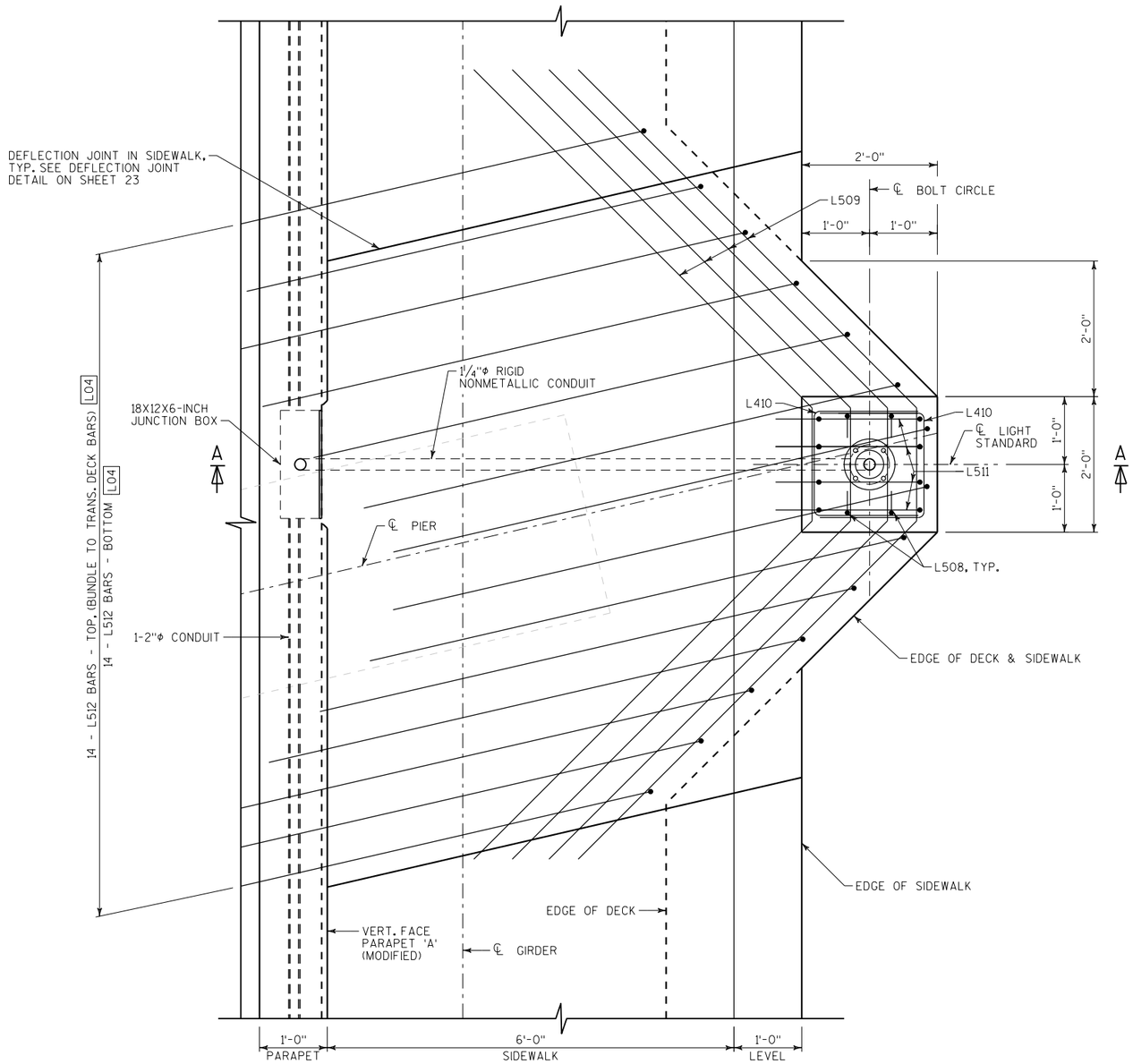
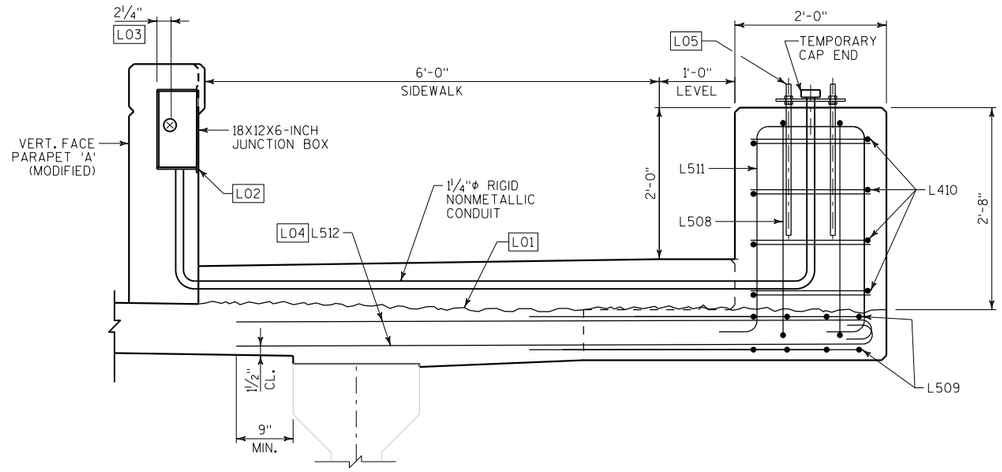


PLAN AT EAST LIGHT STANDARD

(DECK & SIDEWALK REINFORCEMENT NOT SHOWN FOR CLARITY)



SECTION A-A

(DECK & SIDEWALK REINFORCEMENT NOT SHOWN FOR CLARITY)

LEGEND

- L01 CONST. JT. STIRKE OFF AS SHOWN
- L02 CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE
- L03 LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX
- L04 THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN DECK
- L05 INSTALL ANCHORS PER MANUFACTURER SPECIFICATIONS AND TO BE PAID FOR UNDER BID ITEM "ANCHOR ASSEMBLIES POLES ON STRUCTURES SPECIAL"

NOTE

FOR LIGHT SUPPORT BILL OF BARS, SEE SHEET 30.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SMC | PLANS CK'D. MHZ

LIGHT SUPPORT REINFORCEMENT (1 OF 2)

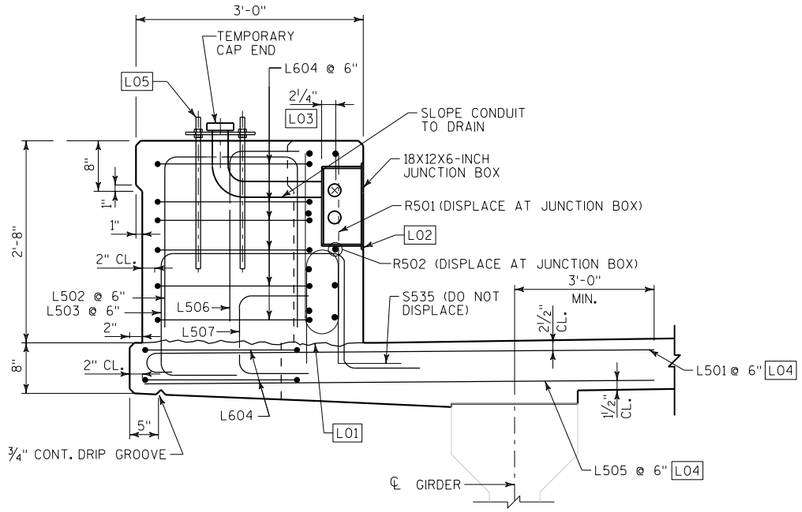
SHEET 29 OF 43

8

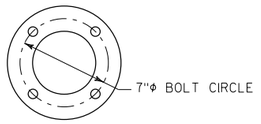
8

FILE NAME : S:\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080710_ls.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:6

STATE PROJECT NUMBER
3575-04-81



SECTION B-B

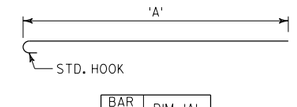


BOLT CIRCLE DETAIL L05
(4 REQ'D.)

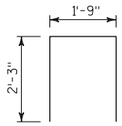
BILL OF BARS

BAR MARK	COAT	NO REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
L501	X	24	8'-11"	X	-	WEST LIGHT STD. - TRANS. TOP IN DECK
L502	X	8	6'-0"	X	-	WEST LIGHT STD. - VERT.
L503	X	8	7'-2"	X	-	WEST LIGHT STD. - VERT. IN DECK
L604	X	16	10'-0"	X	-	WEST LIGHT STD. - HORIZ.
L505	X	24	8'-4"	-	-	WEST LIGHT STD. - TRANS. BOT. IN DECK
L506	X	4	3'-2"	X	-	WEST LIGHT STD. - VERT.
L507	X	4	3'-4"	X	-	WEST LIGHT STD. - VERT. IN DECK
L508	X	8	3'-8"	X	-	EAST LIGHT STD. - VERT. IN DECK
L509	X	16	16'-2"	X	-	EAST LIGHT STD. - HORIZ. IN DECK
L410	X	16	4'-4"	X	-	EAST LIGHT STD. - HORIZ.
L511	X	8	7'-9"	X	-	EAST LIGHT STD. - VERT. IN DECK
L512	X	56	9'-5"	X	-	EAST LIGHT STD. - TRANS. IN DECK

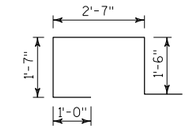
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE



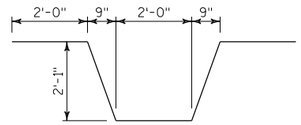
BAR MARK	DIM. 'A'
L501	8'-4"
L512	8'-10"



L502

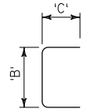


L503

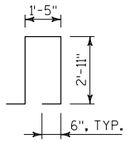


L604

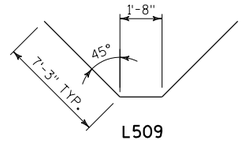
L506



BAR MARK	DIM. 'B'	DIM. 'C'
L507	1'-7"	1'-0"
L508	2'-11"	6"
L410	1'-8"	1'-5"

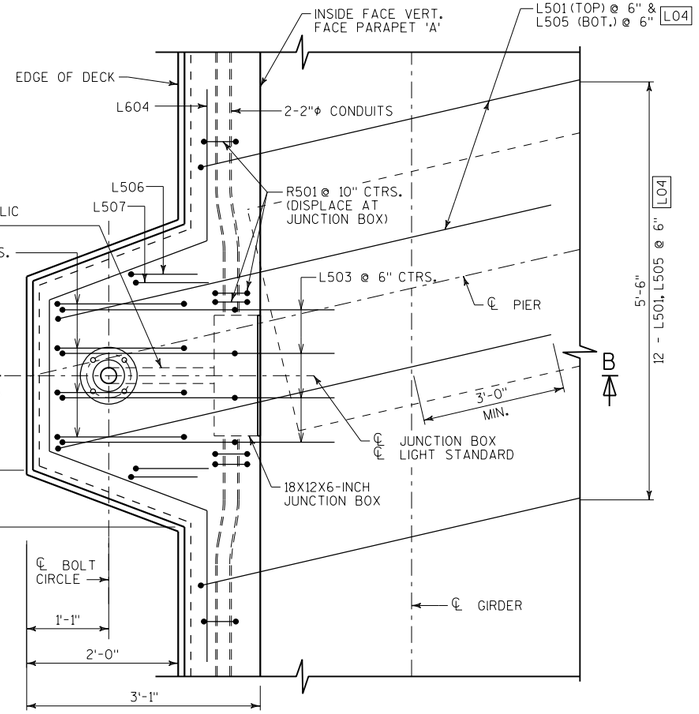


L511



L509

BENDING DIAGRAMS



PLAN AT WEST LIGHT STANDARD

LEGEND

L01 CONST. JT. STIRKE OFF AS SHOWN

L02 CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE

L03 LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX

L04 THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN DECK

L05 INSTALL ANCHORS PER MANUFACTURER SPECIFICATIONS AND TO BE PAID FOR UNDER BID ITEM "ANCHOR ASSEMBLIES POLES ON STRUCTURES SPECIAL"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

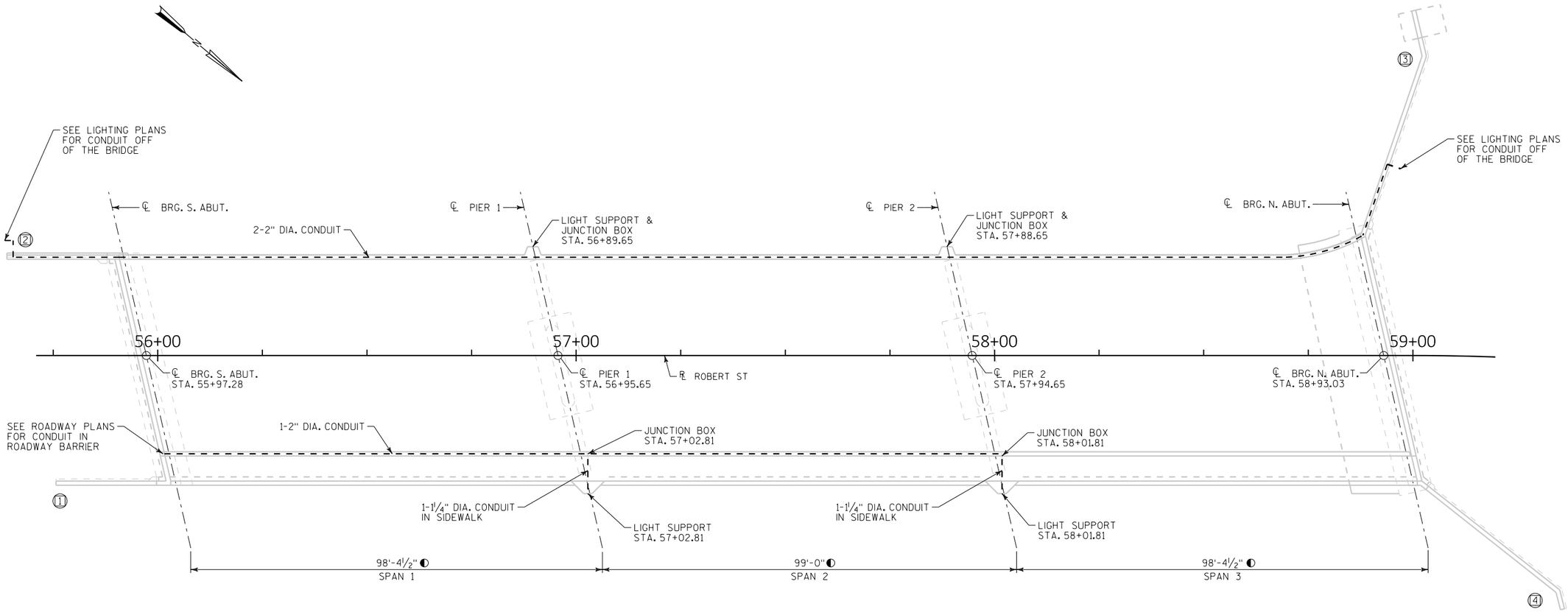
STRUCTURE B-28-9

DRAWN BY SMC | PLANS CK'D. MHZ

LIGHT SUPPORT REINFORCEMENT (2 OF 2)

SHEET 30 OF 43

STATE PROJECT NUMBER
3575-04-81



STREET LIGHTING CONDUIT PLAN

NOTES

FOR CONDUIT DETAILS SEE SHEETS 32 & 33.

LEGEND

◐ PER EXISTING AS-BUILT STRUCTURE PLAN

(X) WINGWALL NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY	SMC	PLANS CK'D.	MHZ

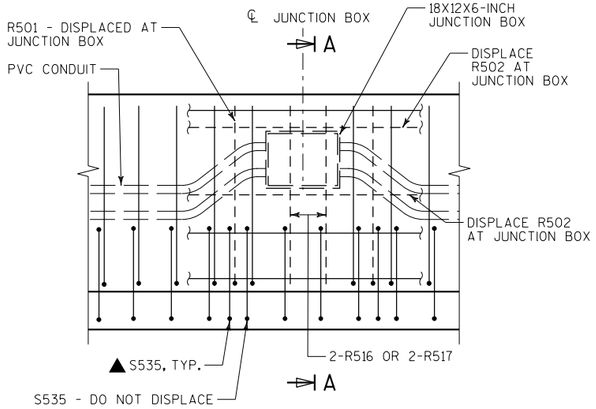
CONDUIT PLAN

SHEET 31 OF 43

FILE NAME : S:\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080750_1c.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:26.6667

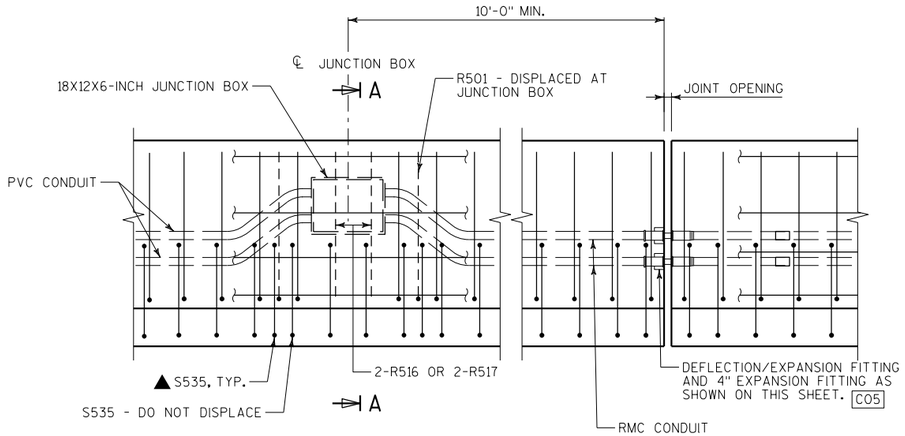
STATE PROJECT NUMBER

3575-04-81



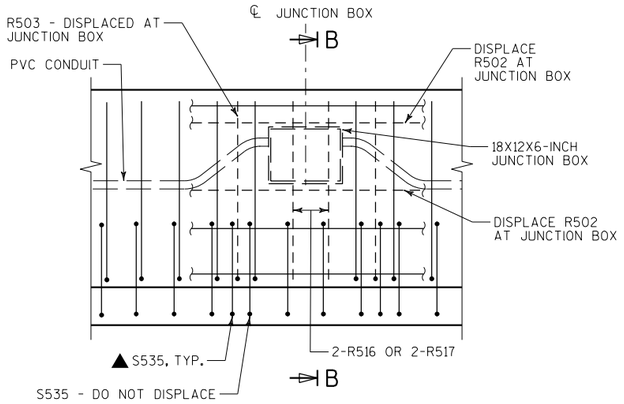
WEST PARAPET INSIDE ELEVATION AT JUNCTION BOX AT LIGHT SUPPORTS

(DECK STEEL NOT SHOWN FOR CLARITY)
(LIGHT SUPPORT STEEL NOT SHOWN FOR CLARITY)



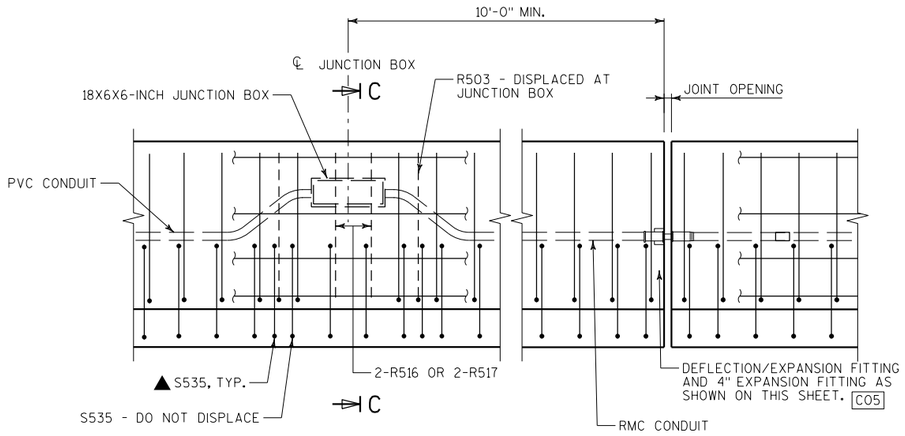
WEST PARAPET INSIDE ELEVATION AT JUNCTION BOX AT EXP. JOINT

(DECK STEEL NOT SHOWN FOR CLARITY)



EAST PARAPET INSIDE ELEVATION AT JUNCTION BOX AT LIGHT SUPPORTS

(DECK STEEL NOT SHOWN FOR CLARITY)
(LIGHT SUPPORT STEEL NOT SHOWN FOR CLARITY)



EAST PARAPET INSIDE ELEVATION AT JUNCTION BOX AT EXP. JOINT

(DECK STEEL NOT SHOWN FOR CLARITY)

LEGEND

C01 USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENING UNLESS NOTED OTHERWISE.

C02 NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).

C03 SPONGE RUBBER WRAP TO BE AASHTO M153 TYPE 1 OR EQUIVALENT. ¼" MINIMUM THICKNESS. PROVIDE WRAP FOR ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".

C04 POSITION MOVABLE END OF CONDUIT INSIDE EXPANSION FITTING, SUCH THAT IT WILL HAVE THE SAME ALLOWANCE FOR MOVEMENT (EXPANSION/CONTRACTION) AS THE EXPANSION DEVICE SET IN PLACE IN THE DECK BELOW IT. TAKE CARE TO INSTALL EXPANSION FITTING AND CONDUIT EXACTLY PARALLEL TO BRIDGE MOVEMENT.

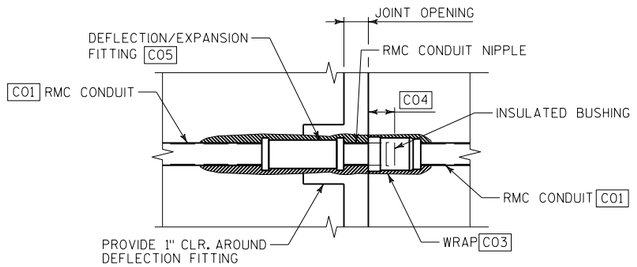
C05 DEFLECTION/EXPANSION FITTING AND 4" EXPANSION FITTING REQUIREMENTS :
MAXIMUM 4" TOTAL CONDUIT MOVEMENT WITH BONDING JUMPER UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER.

C06 DEFLECTION/EXPANSION FITTING REQUIREMENTS :
MAXIMUM ¾" TOTAL CONDUIT MOVEMENT WITH BONDING JUMPER UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER.

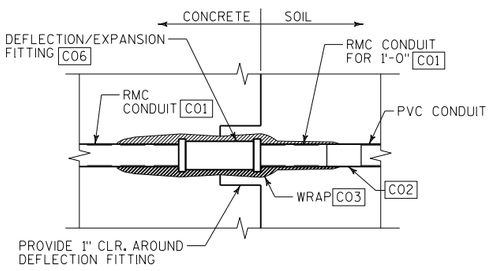
C07 CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE. LOCATION OF JUNCTION BOX TO BE DETERMINED BY ENGINEER.

C08 LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

▲ 2 ADDITIONAL S535 BARS REQUIRED AT JUNCTION BOXES

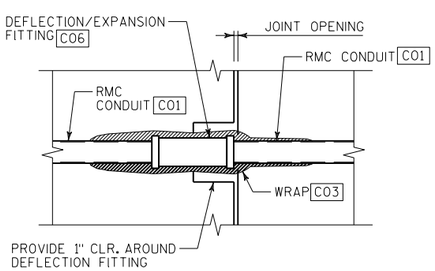


DEFLECTION/EXPANSION AND 4" EXPANSION FITTING



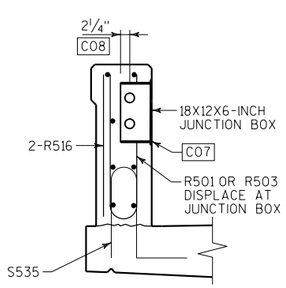
DEFLECTION/EXPANSION FITTING

(CONCRETE TO SOIL FITTING)

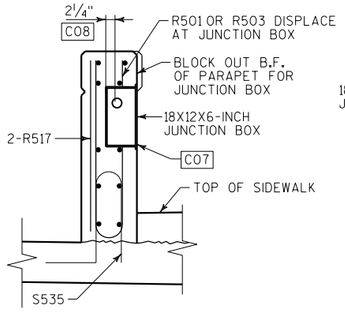


DEFLECTION/EXPANSION FITTING

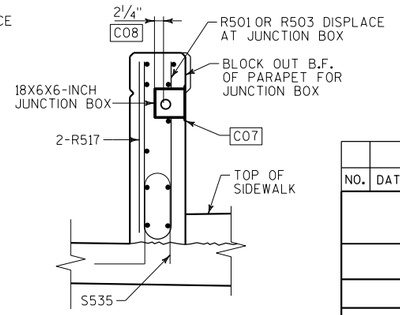
(CONCRETE TO CONCRETE FITTING)



SECTION A-A



SECTION B-B



SECTION C-C

NOTES

FOR S535 PARAPET DOWEL SPACING, SEE SHEET 20.

FOR PARAPET REINFORCEMENT, SEE SHEETS 26 THRU 28.

FOR LIGHT SUPPORT REINFORCEMENT, SEE SHEETS 29 & 30.

FOR CONDUIT PLAN, SEE SHEET 31.

FOR CONDUIT DETAILS AT WINGWALLS, SEE SHEET 33.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

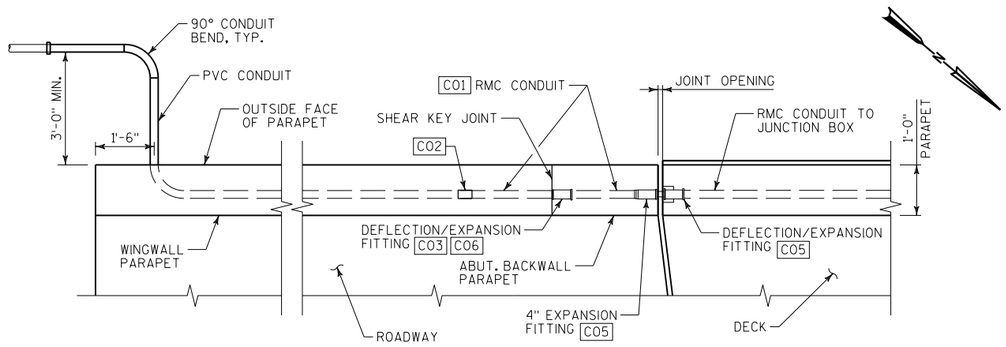
DRAWN BY SMC | PLANS CK'D. MHZ

CONDUIT DETAILS (1 OF 2)

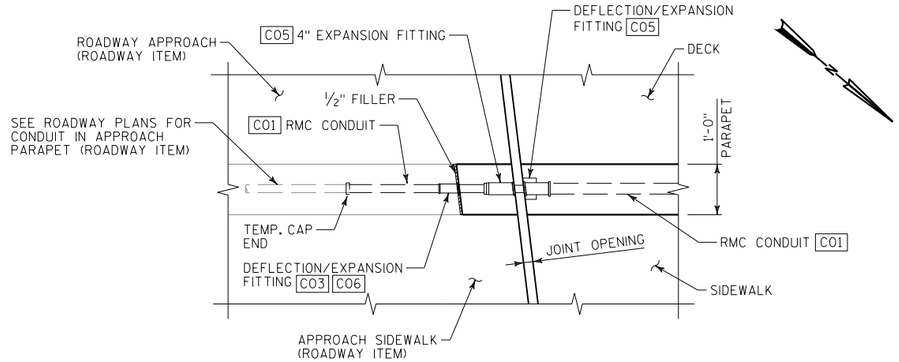
SHEET 32 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080751_lc.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:6

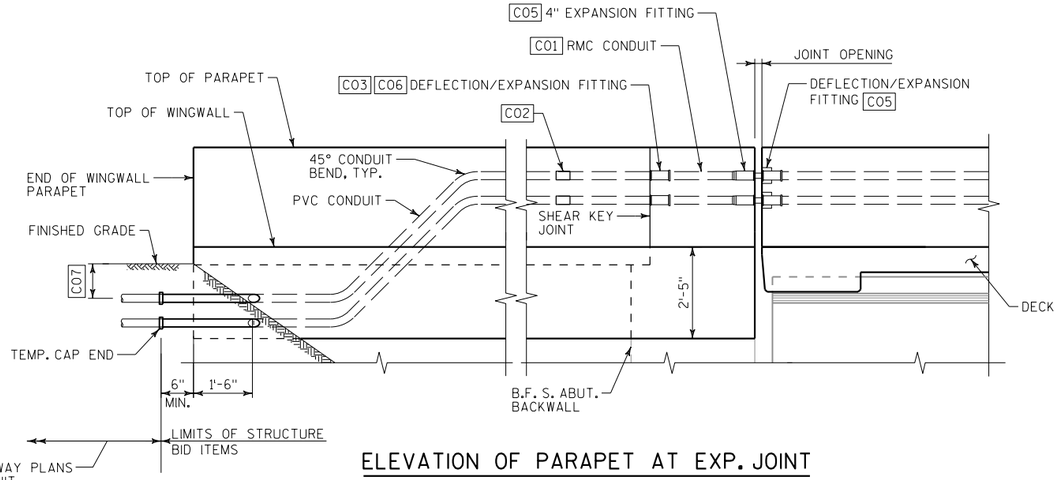
STATE PROJECT NUMBER
3575-04-81



WINGWALL 2 PLAN OF PARAPET AT EXP. JOINT

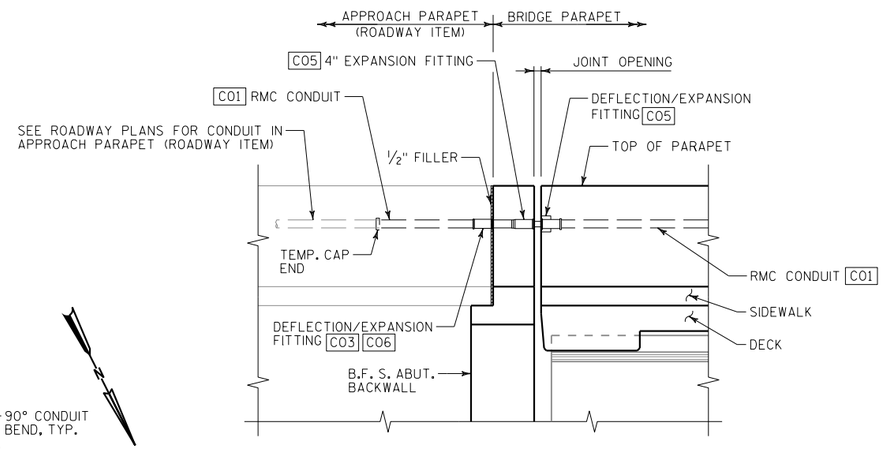


PLAN OF EAST PARAPET AT EXP. JOINT



ELEVATION OF PARAPET AT EXP. JOINT

(WINGWALL 2 SHOWN, WINGWALL 3 SIMILAR)



ELEVATION OF EAST PARAPET AT EXP. JOINT

(LOOKING WEST)

LEGEND

C01 USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENING UNLESS NOTED OTHERWISE.

C02 NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).

C03 SPONGE RUBBER WRAP TO BE AASHTO M153 TYPE 1 OR EQUIVALENT, ¼" MINIMUM THICKNESS. PROVIDE WRAP FOR ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".

C05 DEFLECTION/EXPANSION FITTING AND 4" EXPANSION FITTING REQUIREMENTS :
MAXIMUM 4" TOTAL CONDUIT MOVEMENT WITH BONDING JUMPER UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER.

C06 DEFLECTION/EXPANSION FITTING REQUIREMENTS :
MAXIMUM ¾" TOTAL CONDUIT MOVEMENT WITH BONDING JUMPER UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER.

C07 2'-0" MIN. CONDUIT COVER UNDER ROADWAY, 1'-6" OTHERWISE. CONDUIT COVER SHALL NOT EXCEED 3'-0"

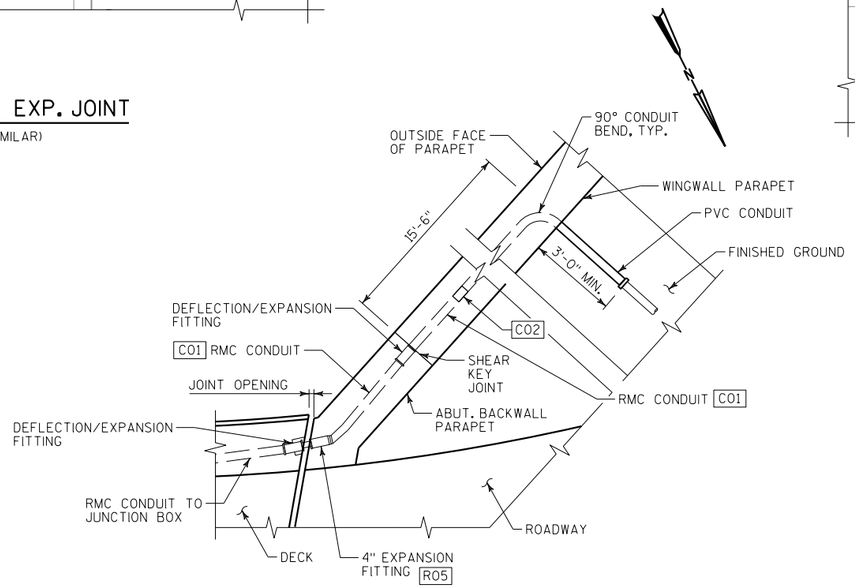
NOTES

FOR PARAPET REINFORCEMENT, SEE SHEETS 26 THRU 28.

FOR CONDUIT PLAN, SEE SHEET 31.

FOR LIGHT SUPPORT REINFORCEMENT, SEE SHEETS 29 & 30.

FOR CONDUIT DETAILS SEE SHEET 32.



WINGWALL 3 PLAN OF PARAPET AT EXP. JOINT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SMC | PLANS CK'D. MHZ

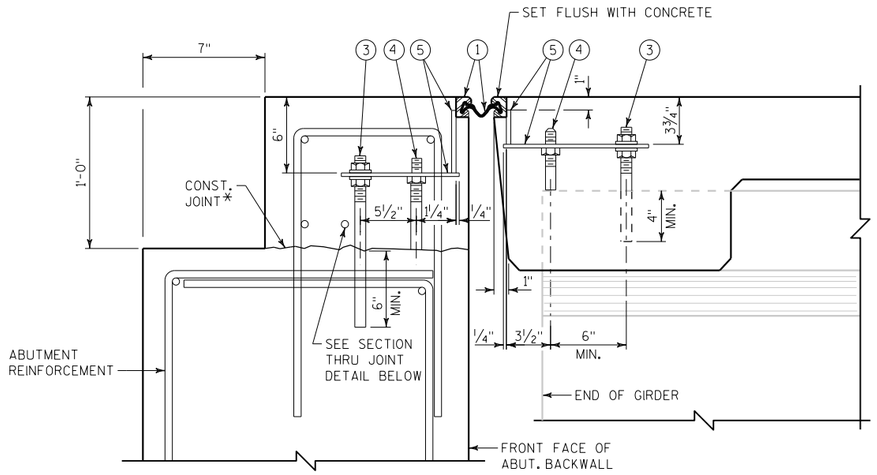
CONDUIT DETAILS (2 OF 2)

SHEET 33 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080752_lc.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:6

STATE PROJECT NUMBER

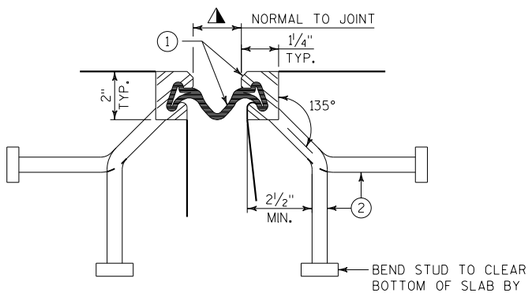
3575-04-81



* POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE IS IN PLACE. STRIKE OFF AND LEAVE ROUGH.

SECTION THRU JOINT AT PRESTRESSED GIRDER

NORMAL TO ℄ SUBSTRUCTURE



SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF SLAB & AT PARAPETS & SIDEWALKS

LEGEND

⚠ (1) NEOPRENE STRIP SEAL (4-INCH) AND STEEL EXTRUSIONS. SET JOINT OPENING AT 1¾". JOINT OPENING GIVEN NORMAL TO JOINT.

(2) STUDS ⅝" DIA. X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

(2A) ½" THICK ANCHOR PLATE WITH ⅝" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.

(3) ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES ON ℄ OF GIRDER. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

(4) ¾" DIA. THREADED ROD WITH NUT, TACK WELD NUT TO NO. 5.

(5) FABRICATE SUPPORT FROM 3" X ½" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" DIA. HOLE FOR NO. 3 & 1" DIA. HOLE FOR NO. 4.

REFER TO SHEETS 35 & 36

(6) GALVANIZED PLATE ⅜" X 10" X 2'-2" WITH HOLES FOR NO. 7.

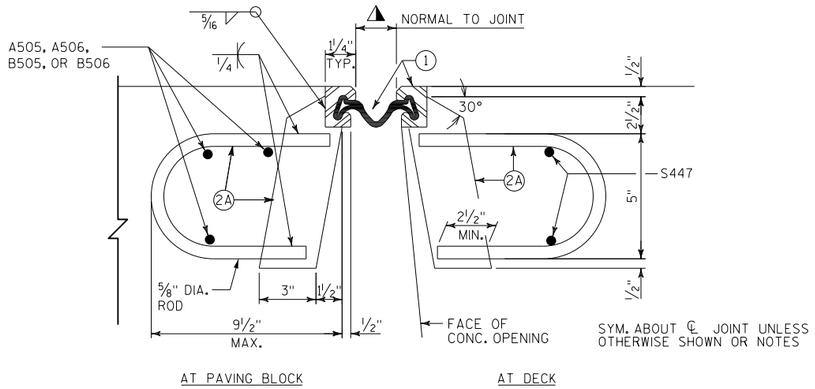
(7) ¾" DIA. X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

(8) ¾" DIA. X 4" GALVANIZED HEX HEAD BOLT, BEND 45°.

(9) ¾" X 2¼" GALVANIZED THREADED COUPLING.

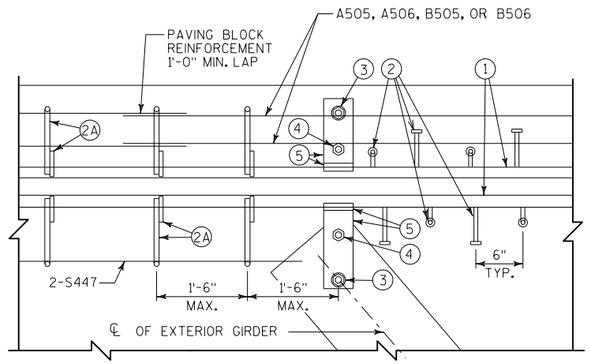
(10) SIDEWALK COVER PLATE ⅜" X 2'-0" X LIMITS SHOWN. BEND DOWN FACE OF SIDEWALK WITH HOLES FOR NO. 7. GALVANIZE PLATE AFTER SLIP-RESISTANT SURFACE IS APPLIED.

(11) 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

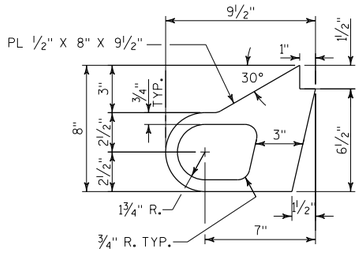


SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS.



PART PLAN



ALTERNATE STRIP SEAL ANCHOR

NOTES

ONE FIELD SPLCE PERMITTED IN STEEL EXTRUSIONS. UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, ANCHOR PLATES SHALL BE PROVIDED 3" FROM EACH SIDE OF THE FEILD SPLICE. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP.#6 "COMMERICAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED. SLIP-RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECCOMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS SURFACE.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

ALL MATERIAL IN THE EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID AT THE UNIT PRICE BID FOR "EXPANSION DEVICE B-28-9", LF.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

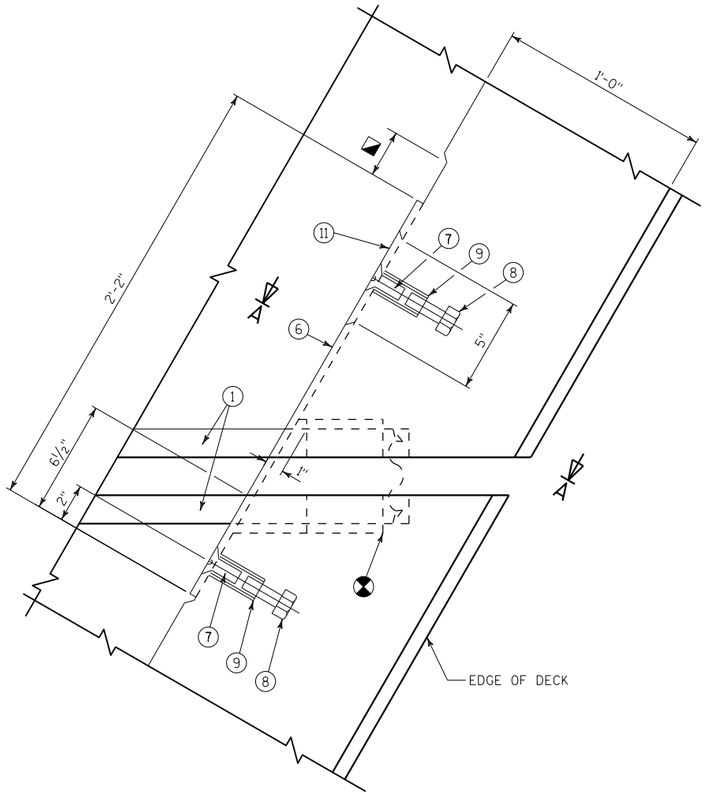
DRAWN BY SK | PLANS CK'D. MHZ

EXPANSION JOINT DETAILS (1 OF 3)

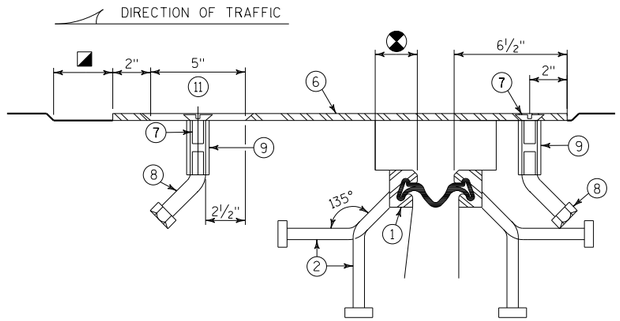
SHEET 34 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080801_ej.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:6

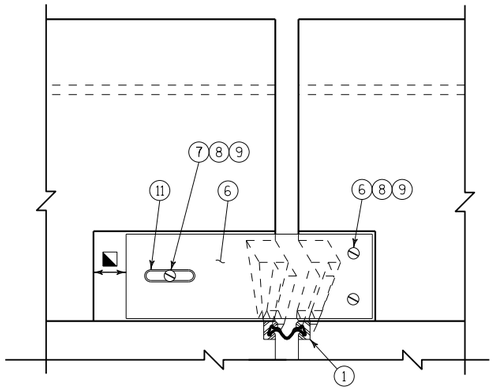
STATE PROJECT NUMBER
3575-04-81



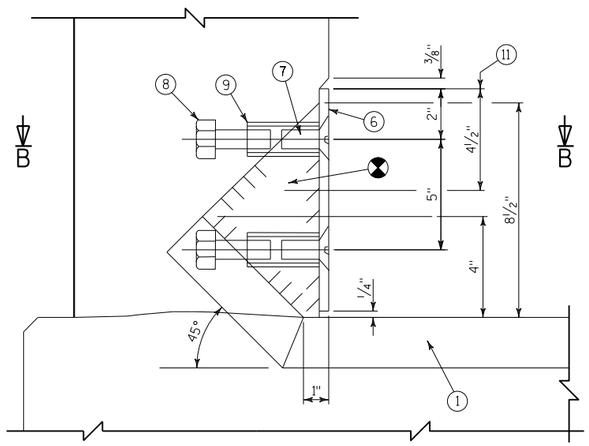
PLAN AT WEST PARAPET



SECTION B-B



VIEW OF PARAPET PLATE FROM ROADWAY
VERTICAL FACE PARAPET



SECTION A-A
VERTICAL FACE PARAPET

NOTE

SEE SHEET 34 FOR LEGEND

LEGEND

BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

JOINT OPENING DIMENSION ALONG SKEW PLUS ½".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

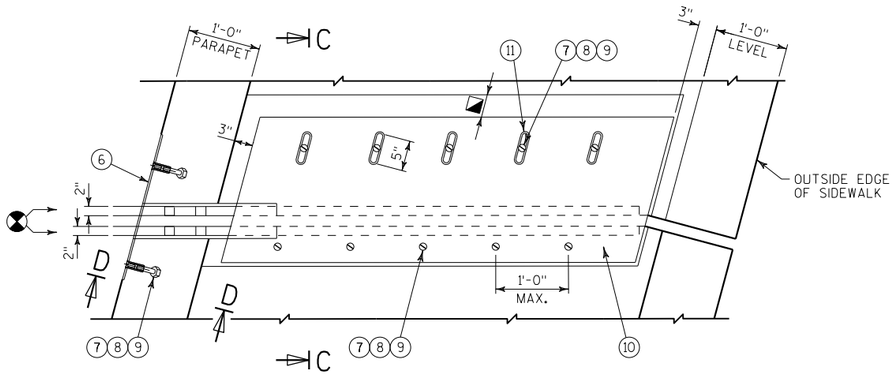
STRUCTURE B-28-9

DRAWN BY SK | PLANS CK'D. MHZ

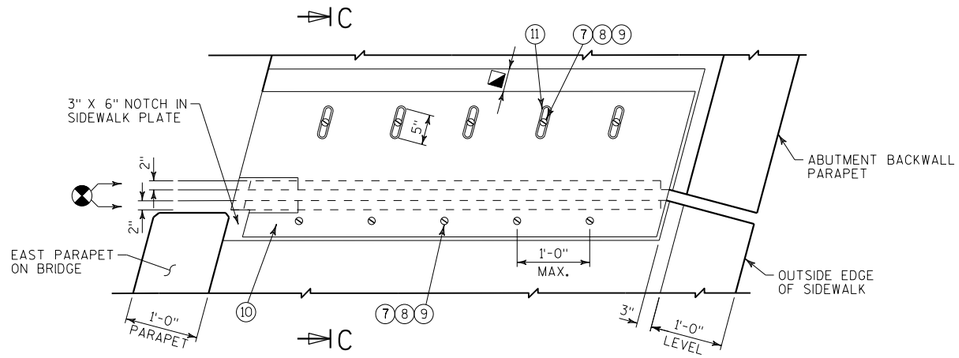
EXPANSION JOINT DETAILS (2 OF 3)

SHEET 35 OF 43

STATE PROJECT NUMBER
3575-04-81



PLAN AT SIDEWALK - SOUTH END



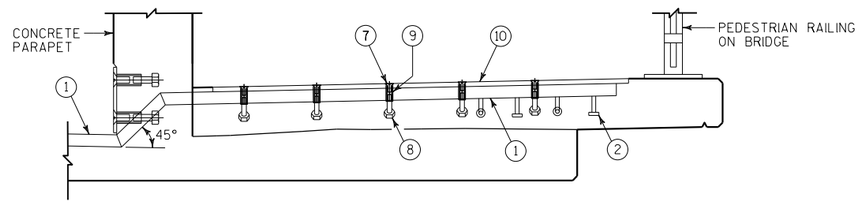
PLAN AT SIDEWALK - NORTH JOINT

NOTE

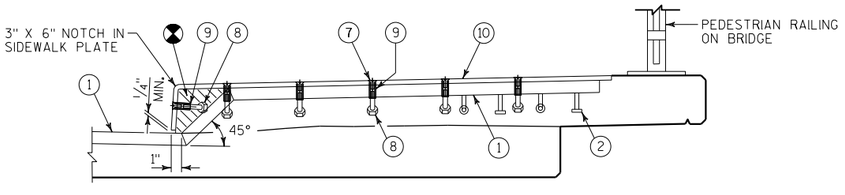
SEE SHEET 34 FOR LEGEND

LEGEND

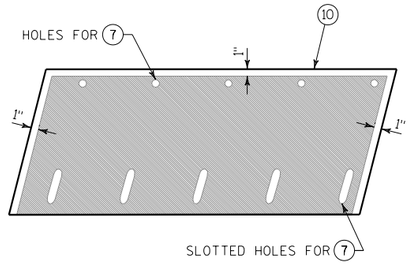
- BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.
- JOINT OPENING DIMENSION ALONG SKEW PLUS ½".



SECTION AT SIDEWALK - SOUTH END
(LOOKING NORTH)

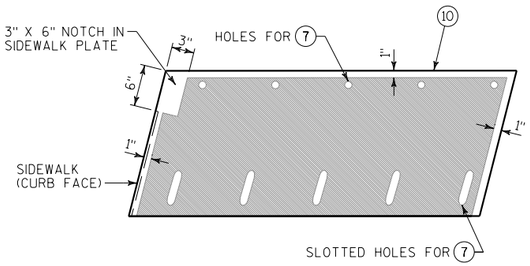


SECTION AT SIDEWALK - NORTH END
(LOOKING NORTH)



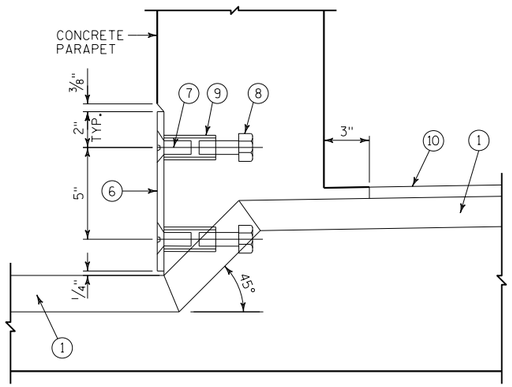
PLAN OF SIDEWALK COVER PLATE WITH SLIP-RESISTANT SURFACE - SOUTH END

PLATE SLIP-RESISTANT SURFACE ON TOP WALKING SURFACE IN SHADED AREA ONLY

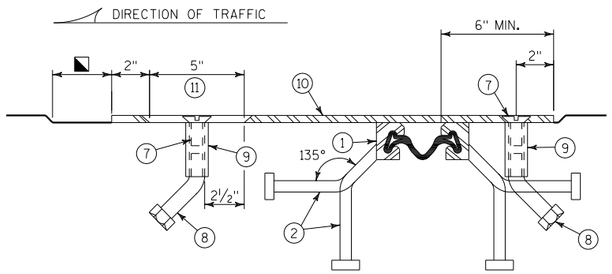


PLAN OF SIDEWALK COVER PLATE WITH SLIP-RESISTANT SURFACE - NORTH END

PLATE SLIP-RESISTANT SURFACE ON TOP WALKING SURFACE IN SHADED AREA ONLY



SECTION D-D



SECTION C-C

APPROVED SLIP-RESISTANT APPLIED SURFACES FOR STEEL PLATES		
PRODUCT	MANUFACTURER	CONTACT AT
SLIPNOT GRADE 2, STEEL	W. S. MOLNAR COMPANY	1-800-SLIPNOT
ALGRIP, STEEL	ROSS TECHNOLOGY CORP.	1-800-345-8170

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SK | PLANS CK'D. MHZ

EXPANSION JOINT DETAILS (3 OF 3)

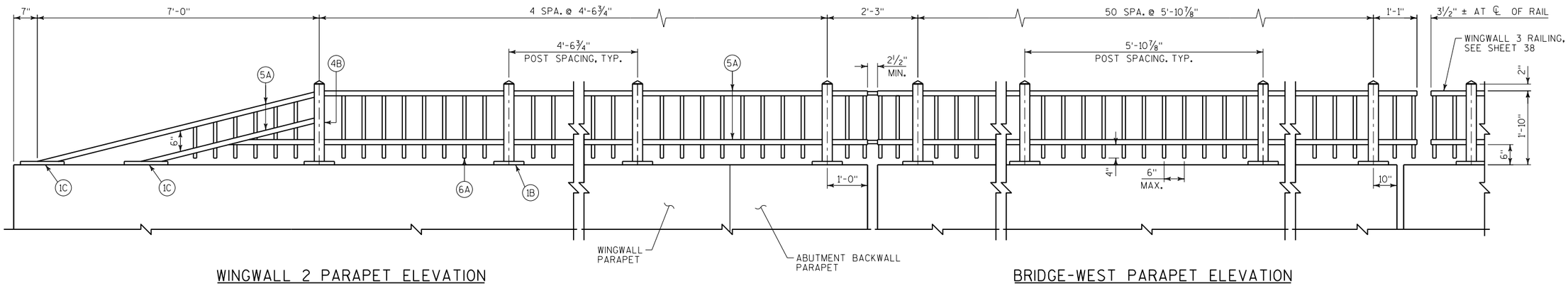
SHEET 36 OF 43

8

8

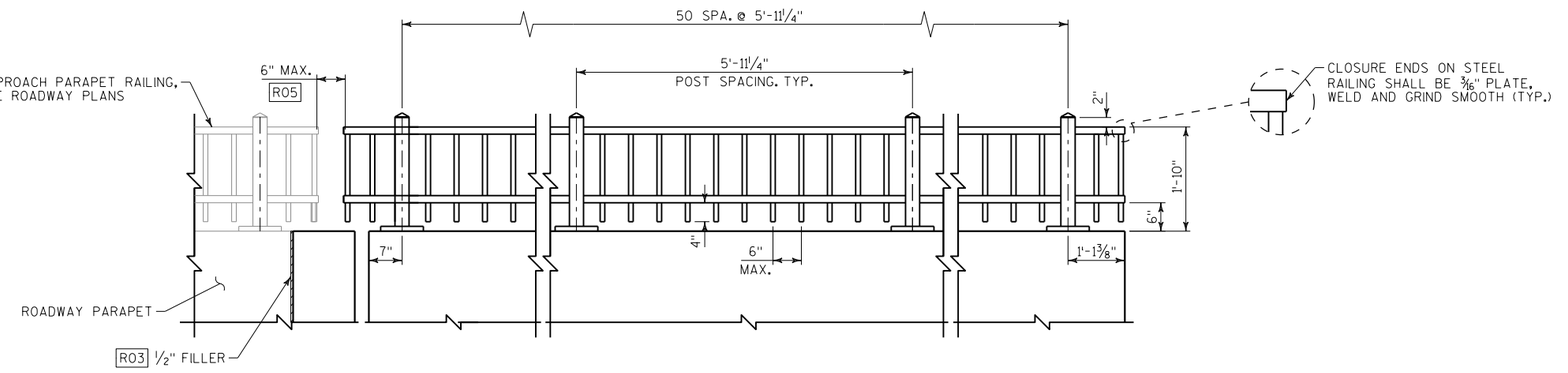
FILE NAME : S:\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080803_ej.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:6

STATE PROJECT NUMBER
3575-04-81

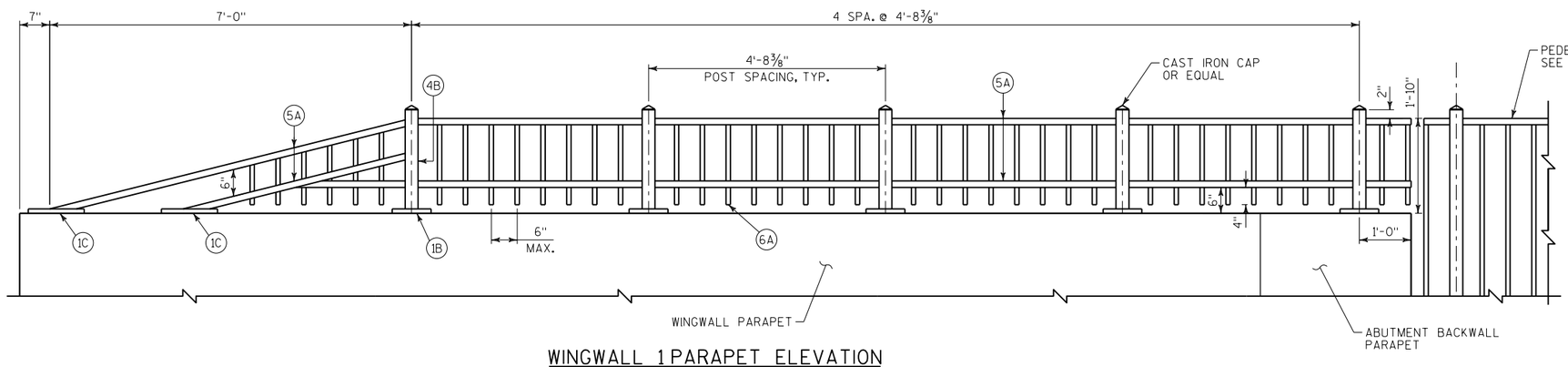


WINGWALL 2 PARAPET ELEVATION
(LOOKING WEST)

BRIDGE-WEST PARAPET ELEVATION
(LOOKING WEST)



BRIDGE-EAST PARAPET ELEVATION
(LOOKING WEST)



WINGWALL 1 PARAPET ELEVATION
(LOOKING WEST)

NOTES

FOR LEGEND AND COMBINATION RAILING DETAILS, SEE SHEET 39.

LEGEND

R03 SEAL ALL EXPOSED HORIZONTAL & VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE)

R05 6" MAX. SPACING BETWEEN OVERHANG RAILINGS SHALL BE MET FOR ALL TEMPERATURES

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

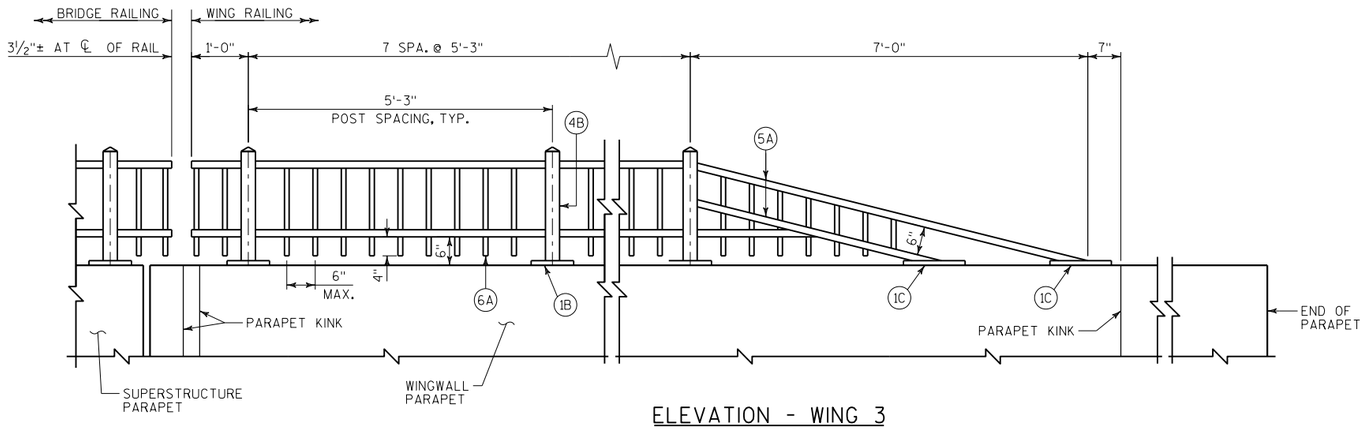
DRAWN BY	SK	PLANS CK'D.	MHZ

COMBINATION RAILING (1 OF 2)

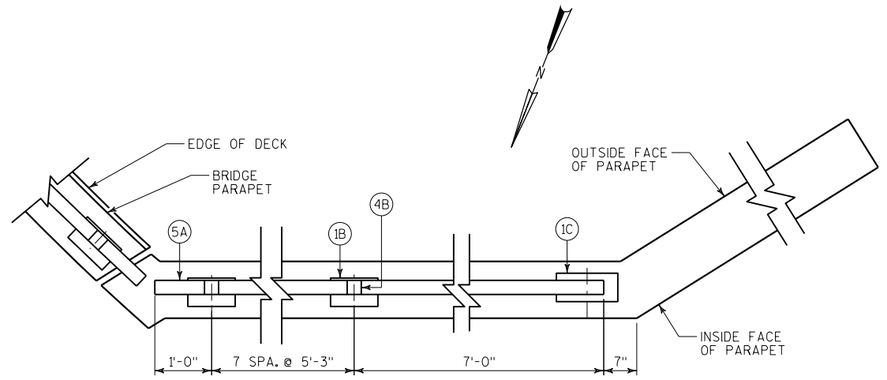
SHEET 37 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080810_rp.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:8

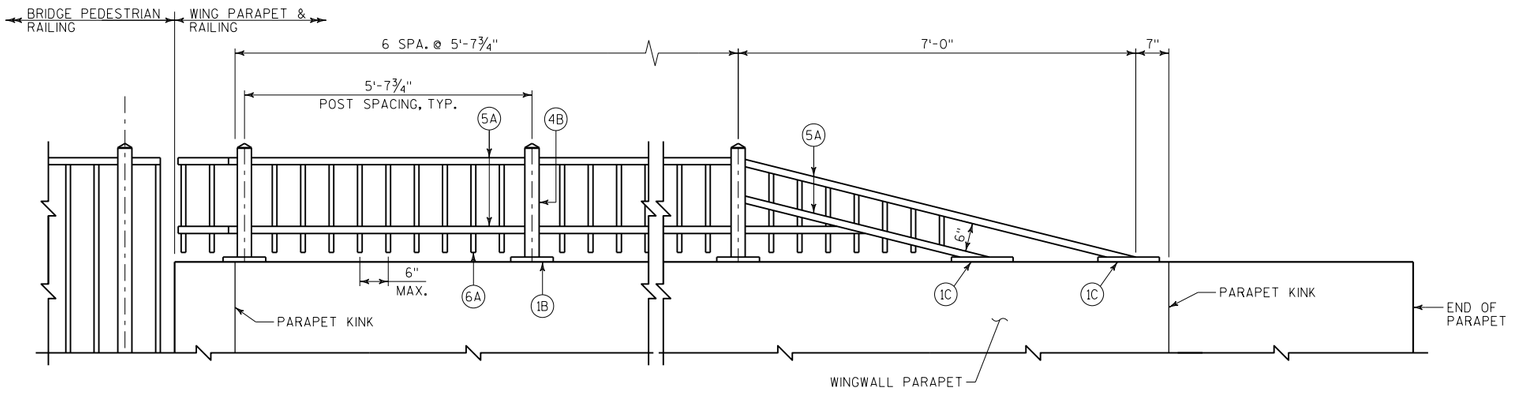
STATE PROJECT NUMBER
3575-04-81



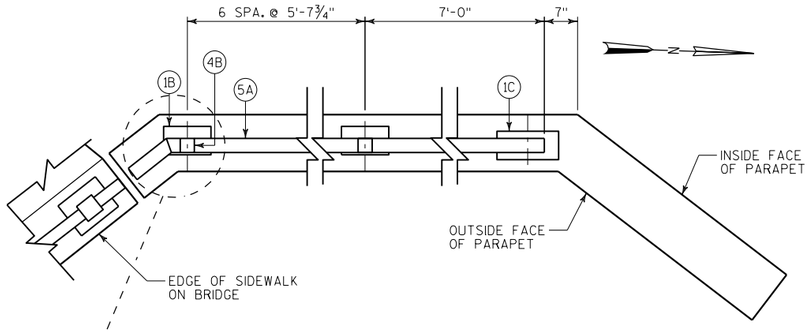
ELEVATION - WING 3
(LOOKING WEST)



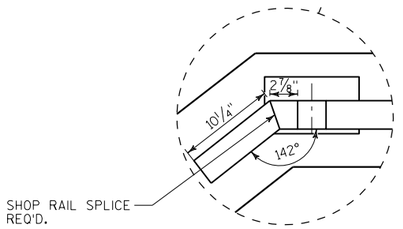
WINGWALL 3 PLAN



ELEVATION - WING 4
(LOOKING WEST)



WINGWALL 4 PLAN



NOTES

FOR LEGEND AND COMBINATION RAILING DETAILS, SEE SHEET 39.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SK | PLANS CK'D. MHZ

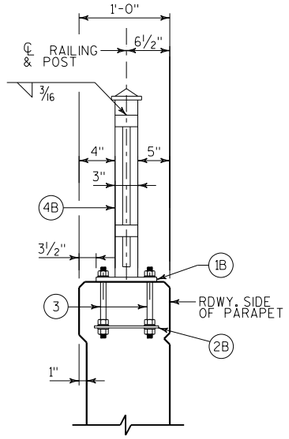
COMBINATION RAILING (2 OF 2)

SHEET 38 OF 43

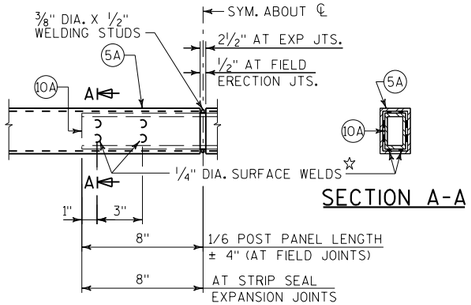
8

8

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080811_rp.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:8.00006

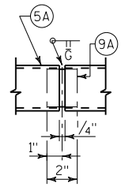


SECTION THRU PARAPETS



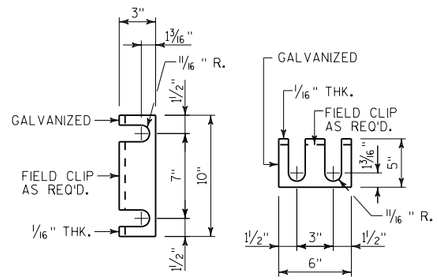
FIELD ERECTION JOINT DETAIL

☆MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



RAIL POST SHIM DETAIL

(2 SETS PER POST)

LEGEND

(1B) PLATE 5/8" X 6" X 10" WITH 3/4" X 1½" SLOTTED HOLES.

(1C) PLATE 5/8" X 8" X 1'-1" WITH 3/4" X 1½" SLOTTED HOLES.

(2B) 1/4" X 5" X 9" ANCHOR PLATE WITH 11/16" DIA. HOLES FOR THR'D. RODS NO. 3.

(2C) 1/4" X 2½" X 7¼" ANCHOR PLATE WITH 11/16" DIA. HOLES FOR THR'D. RODS NO. 3.

(3) 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS 5/8-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 AND 502.3.14 OF THE STANDARD SPECIFICATIONS.

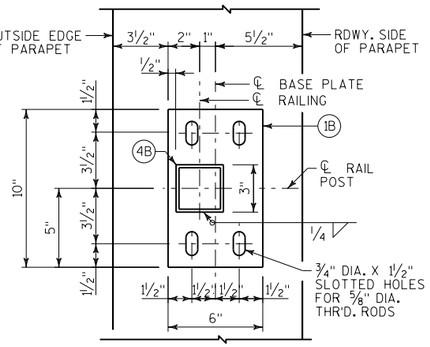
(4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. (SPACE AT 6" MAX ℄ TO ℄ SPACING). PLACE VERTICAL

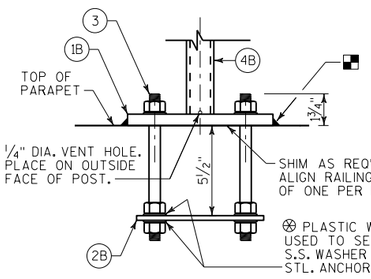
(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT"

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)



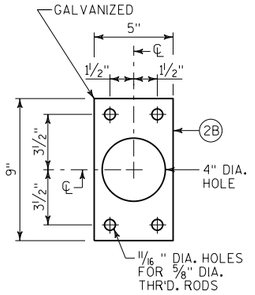
TYPICAL RAIL POST BASE PLATE

FOR 3" X 3" X 3/16" POSTS (4B)



ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



ANCHOR PLATE

FOR 3" X 3" X 3/16" POSTS (4B)

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C6", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

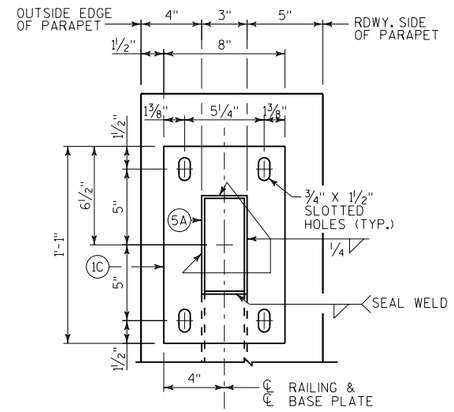
ALL MATERIAL (EXCEPT NO. 3 & 12) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 27038, BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

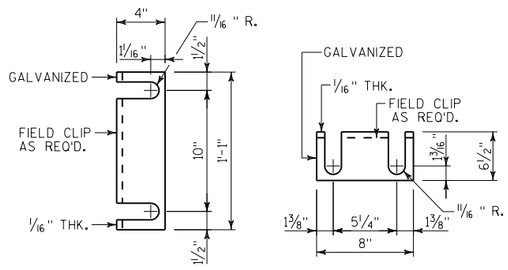
TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

◒ WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.



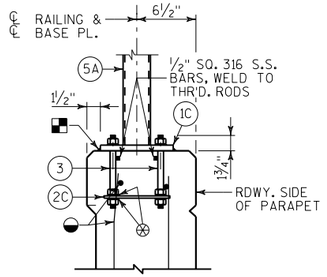
END RAIL BASE PLATE

FOR 3" X 1½" X 3/16" RAILS (5A)



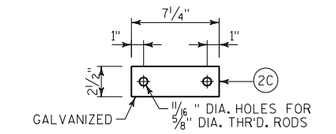
END RAIL SHIM DETAIL

(2 SETS PER POST)



ANCHORAGE FOR END RAIL

NOTE: ANCHOR PLATES NOT REQ'D. WHEN ADHESIVE ANCHORS ARE USED.



END RAIL ANCHOR PLATE

FOR END RAIL BASE PLATES (1C)
2 REQ'D. PER END RAIL BASE PLATE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SK | PLANS CK'D. MHZ

COMBINATION RAILING DETAILS

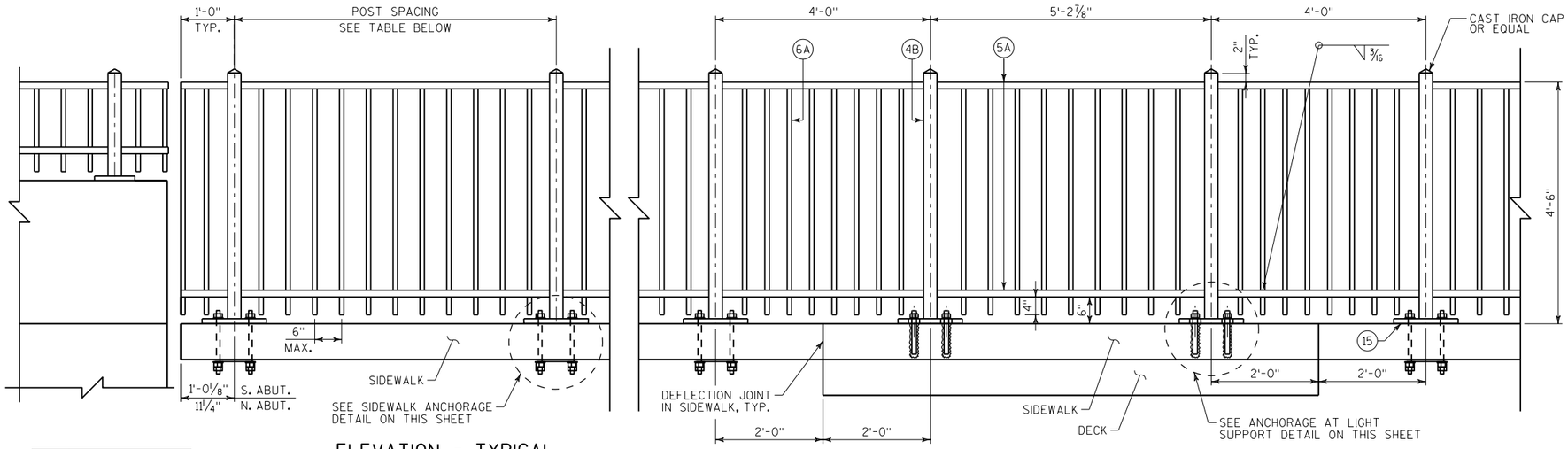
SHEET 39 OF 43

278

8

8

STATE PROJECT NUMBER
3575-04-81

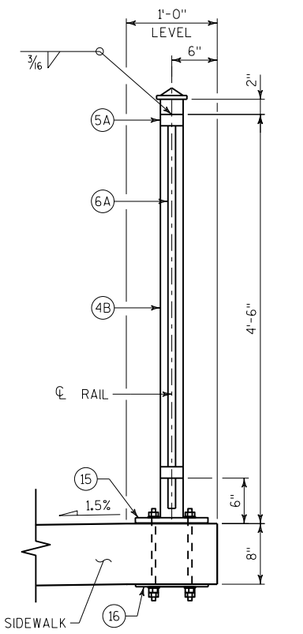


ELEVATION - TYPICAL

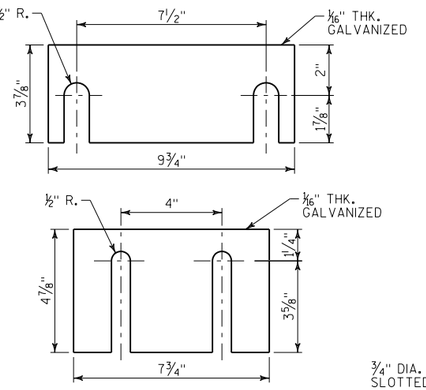
SPAN	POST SPACING
1	15 SPA. @ 6'-1 3/8"
2	14 SPA. @ 6'-1 1/2"
3	15 SPA. @ 6'-1 1/4"

ELEVATION - AT LIGHT SUPPORTS

(LIGHT BASE NOT SHOWN FOR CLARITY)

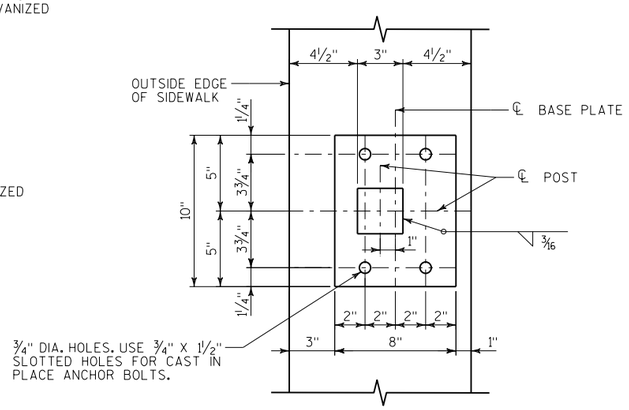


PEDESTRIAN RAILING SECTION

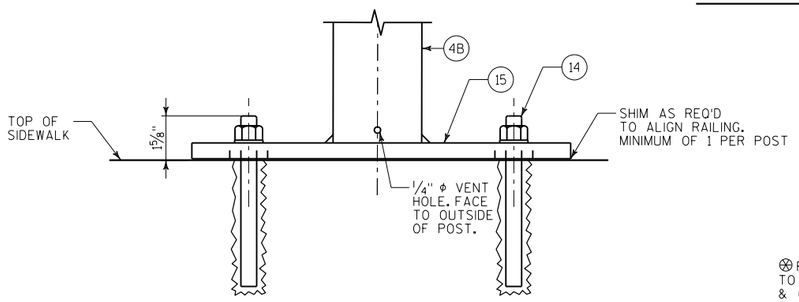


SHIM PLATE DETAILS

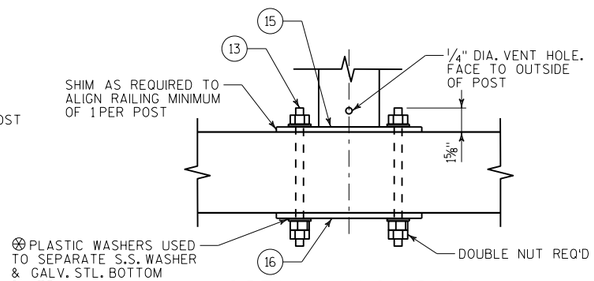
TWO SHIMS OF EACH SIZE REQUIRED PER POST



BASE PLATE



ANCHORAGE AT LIGHT SUPPORT



SIDEWALK ANCHORAGE

NOTES

BID ITEM SHALL BE "RAILING STEEL PEDESTRIAN TYPE C6", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN, CONCRETE MASONRY ANCHORS, AND PAINTING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

RAILS AND POSTS TO BE ASTM A500, GRADE B. BASE PLATES AND SHIMS TO BE ASTM A709, GRADE 36. ALL GALVANIZED AFTER FABRICATION.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPA. ARE TAKEN HORIZ. ALONG CENTER LINE OF RAILING AT BASE OF POST.

SHIMS SHALL BE PROVIDED AND USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GREY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE AND LONGITUDINAL DIRECTION.

RAILING TO BE PAINTED AMS STD. COLOR NO. 27038 BLACK.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS AND STEEL TUBING SHALL BE GIVEN A #6 BLAST CLEANING BY SSPC SPECIFICATIONS. THEN PAINT GALVANIZED RAILING ASSEMBLIES WITH A TWO COAT SYSTEM SPECIFICALLY INTENDED FOR PAINTING OF GALVANIZED SURFACES PER THE SPECIAL PROVISIONS. SHIMS SHALL BE GALVANIZED PER ASTM 123.

PAINT TOUCH-UP TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

LEGEND

(4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16" RAILS. WELD TO NO. 1 & 4 INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO.5 (SPACE AT 6" MAX ℄ TO ℄ SPACING). PLACE VERTICAL.

(13) 5/8" DIA. X 1'-1" LONG. TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STREENGTH = 70 KSI) WITH NUTS AND WASHERS OF SAME ALLOY GROUP.

(14) CONCRETE ADHESIVE ANCHORS 5/8" EMBED 7" IN CONCRETE FOR RAIL POSTS. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 AND 502.3.14 OF THE STANDARD SPECIFICATION.

(15) PLATE 1/2" X 8" X 10" WITH 3/4" DIA. HOLES.

(16) PLATE 1/2" X 8" X 10" WITH 3/4" DIA. HOLES. GALVANIZED AND UNPAINTED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

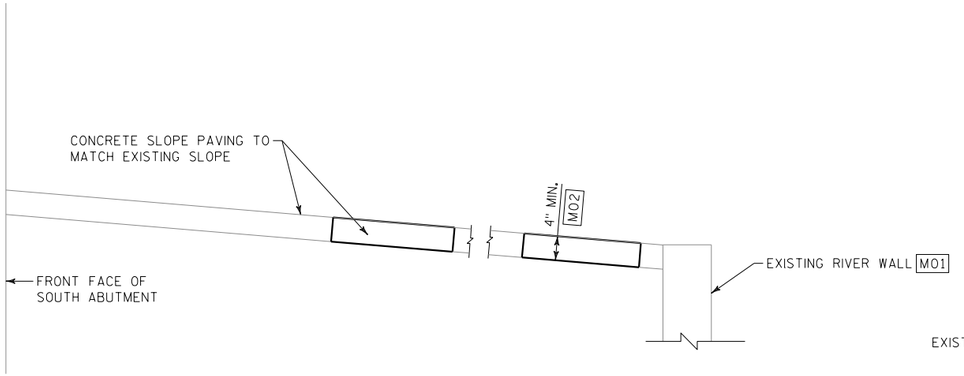
DRAWN BY SK | PLANS CK'D. MHZ

PEDESTRIAN RAILING

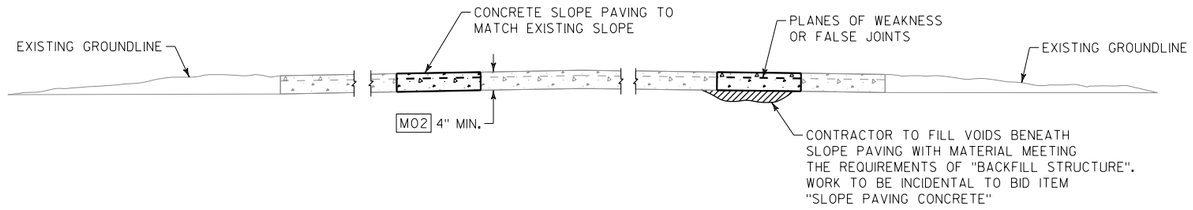
SHEET 40 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080813_rp.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:2.5

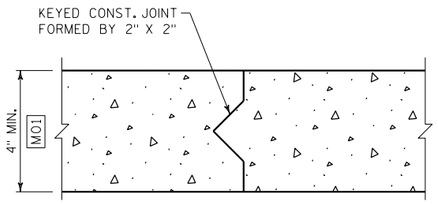
STATE PROJECT NUMBER
3575-04-81



SLOPE PAVING CONCRETE TYPICAL SECTION



SECTION THRU PAVING CONCRETE



CONSTRUCTION JOINT DETAIL

LEGEND

M01 THE CONTRACTOR SHALL EXERCISE CAUTION TO NOT DAMAGE THE EXISITING RIVER WALL

M02 EXISTING CONSTRUCTION/CONTROL JOINT SPACING AND THICKNESS MAY VARY AT DIFFERENT LOCATIONS

NOTES

BID ITEM SHALL BE "SLOPE PAVING CONCRETE"

DETAILS OF CONSTRUCTION NOT SHOWN HEREIN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY	SK	PLANS CK'D.	MHZ

SLOPE PAVING CONCRETE

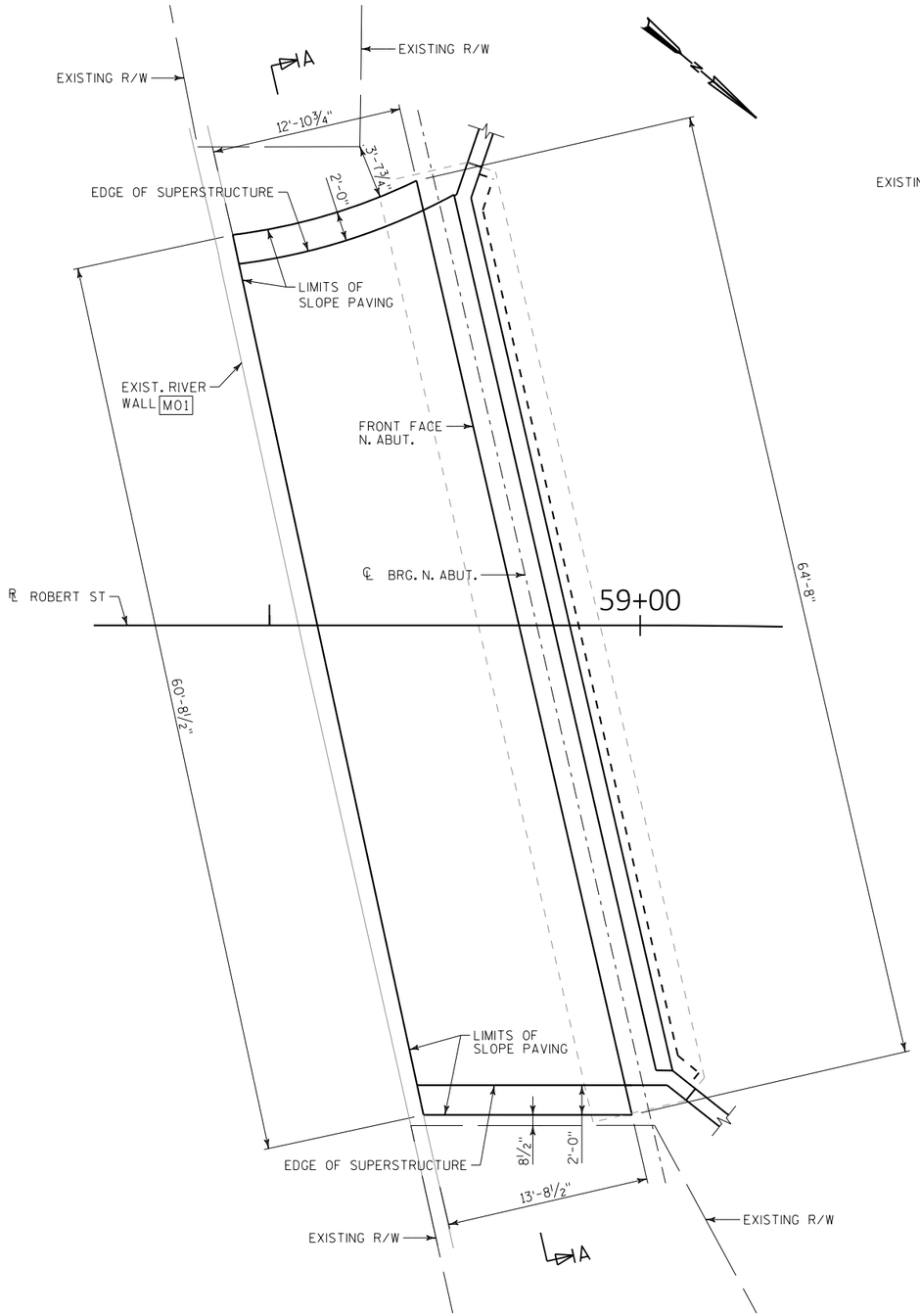
SHEET 41 OF 43

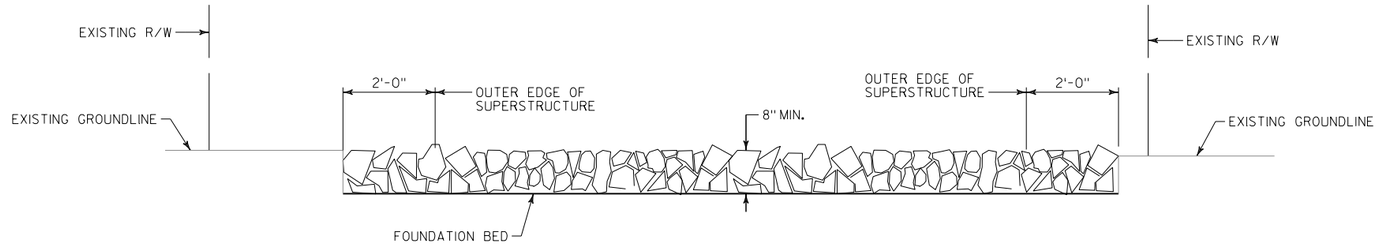
8

8

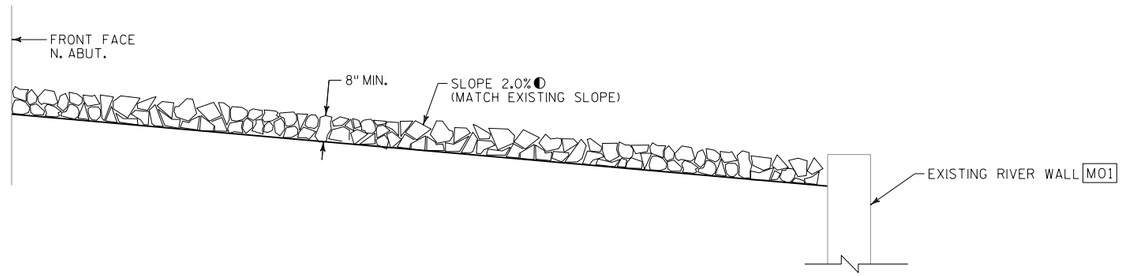
FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080820_sp.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:10.4167

STATE PROJECT NUMBER
3575-04-81





SECTION A-A



TYPICAL SECTION THRU SELECT CRUSHED MATERIAL

(LOOKING EAST)
(ASPHALTIC MATERIAL SHALL NOT BE APPLIED TO THE SURFACE OF SELECT CRUSHED MATERIAL)

LEGEND

M01 THE CONTRACTOR SHALL EXERCISE CAUTION TO NOT DAMAGE THE EXISITING RIVER WALL

◐ INFORMATION TAKEN FROM THE EXISTING AS-BUILT STRUCTURE PLANS DATED JULY 17, 1972

NOTES

BID ITEM SHALL BE "SLOPE PAVING SELECT CRUSHED MATERIAL".

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SK | PLANS CK'D. MHZ

SLOPE PAVING SELECT CRUSHED MATERIAL

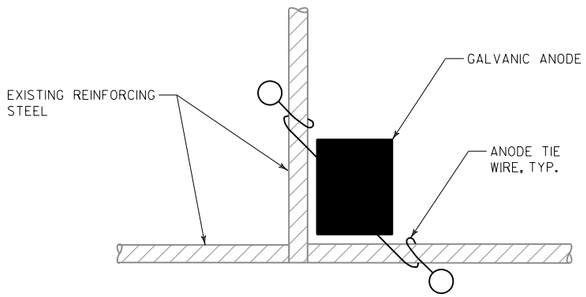
SHEET 42 OF 43

8

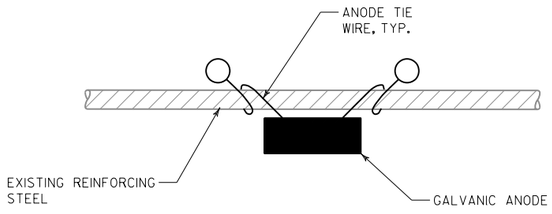
8

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080821_sp.dgn PLOT DATE : 12/22/2021 PLOT BY : skolhe PLOT NAME : $FILE$ PLOT SCALE : 1:10

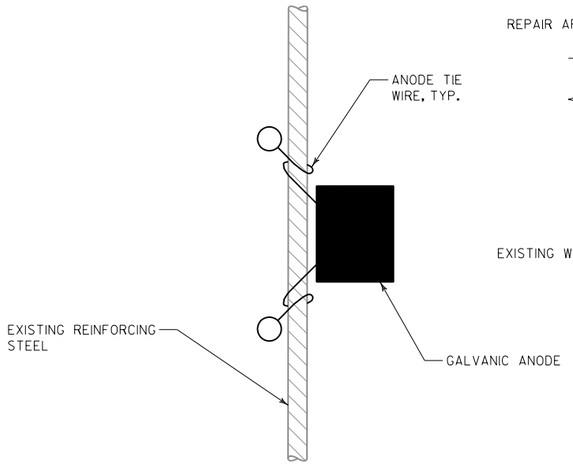
STATE PROJECT NUMBER
3575-04-81



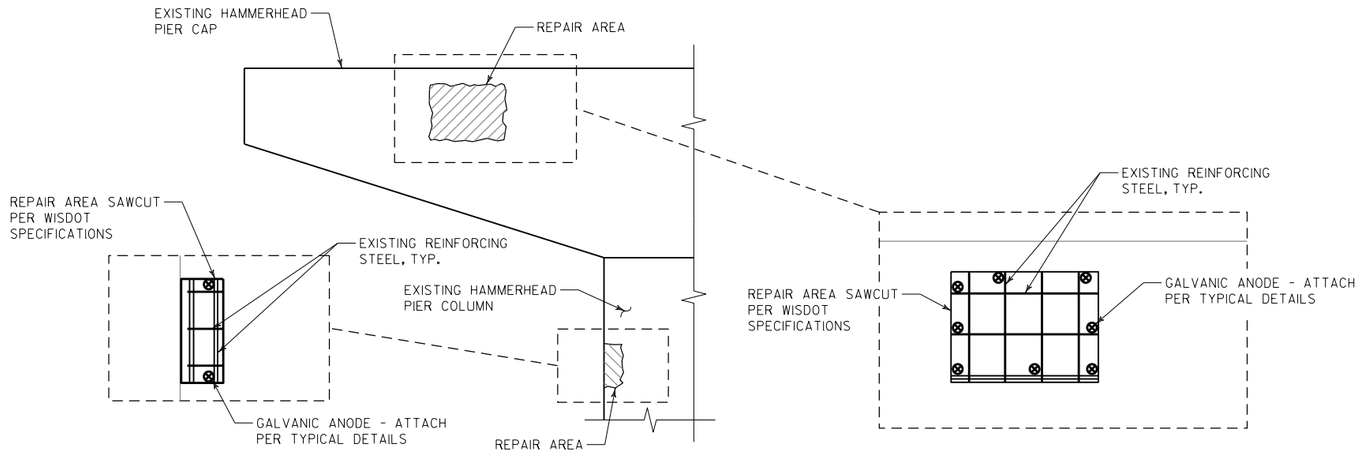
TYPICAL INSTALLATION AT BAR STEEL INTERSECTION



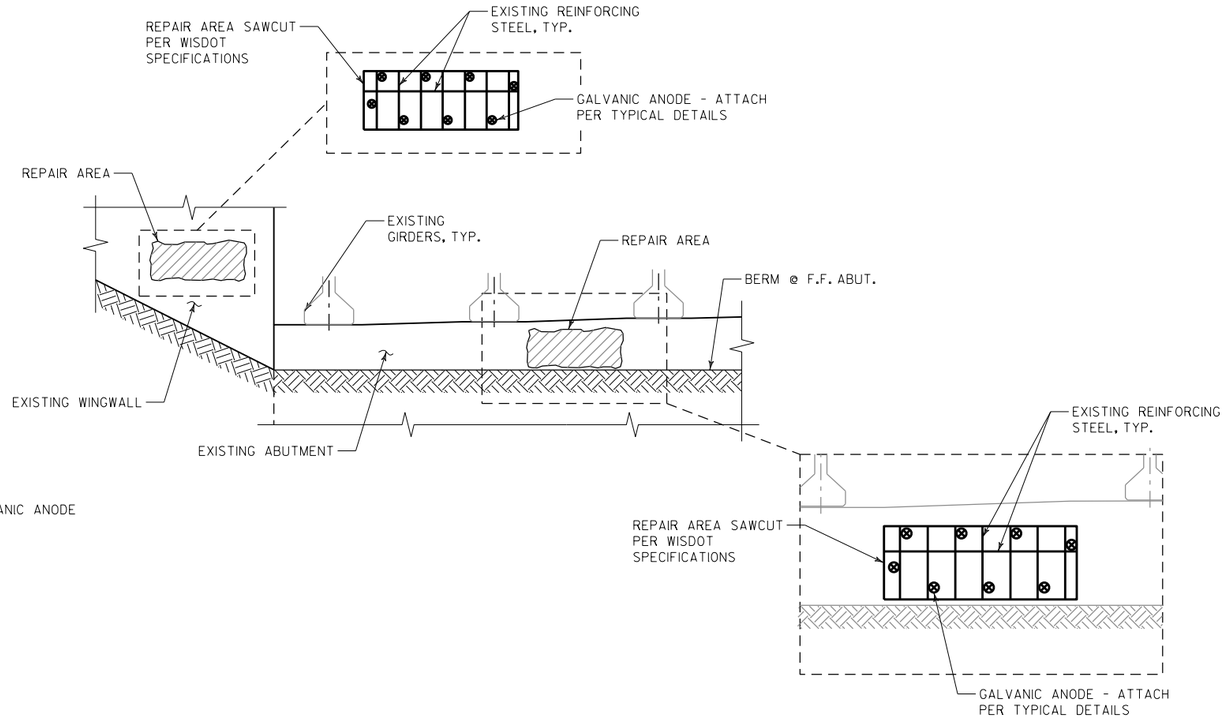
TYPICAL INSTALLATION BELOW BAR STEEL



TYPICAL INSTALLATION BESIDE BAR STEEL



TYPICAL PIER REPAIR DETAIL



TYPICAL ABUTMENT & WINGWALL REPAIR DETAIL

NOTES

SURFACE REPAIR AREAS WITH CATHODIC PROTECTION ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. THE PLAT QUANTITY FOR THE BID ITEM "EMBEDDED GLAVANIC ANODES" IS BASED ON A MAXIMUM SPACING OF 24-INCHES AROUND THE SURFACE REPAIR PERIMETER. THE ACTUAL QUANTITY SHALL BE BASED ON THE FIELD CONDITOINS AND AS RECOMMENDED BY THE GALVANIC ANODE SUPPLIER.

SURFACE REPAIRS SHALL BE FILLED WITH REPAIR MATERIALS COMPATIBLE WITH CATHODIC PROTECTION, AS RECOMMENDED BY THE ANODE SUPPLIER.

EXISTING REINFORCING STEEL TO BE COMPLETELY CLEANED OF CORRODED MATERIAL AND CONCRETE TO PROVIDE SUFFICIENT ELECTRICAL CONNECTION AND BOND. CATHODIC PROTECTION PREPARATIONS ARE INCLUDED IN THE BID ITEM "EMBEDDED GALVANIC ANODES".

ANODES NEAREST TO EDGE OF REPAIR TO BE WITHIN 6" OF EDGE.

AFTER PLACEMENT, GALVANIC ANODES SHOULD MAINTAIN A MINIMUM TOP COVER OF 1½" AND A MINIMUM BOTTOM COVER OF ¾".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-28-9

DRAWN BY SMC | PLANS CK'D. MHZ

CATHODIC PROTECTION

SHEET 43 OF 43

FILE NAME : I:\milw\s-drive\DOT\DOT_SE\210646-ID3575-04-01\Structure\cds\B-28-9_080830_ga.dgn
PLOT DATE : 12/22/2021
PLOT BY : skolhe
PLOT NAME : $FILE$
PLOT SCALE : 1:2

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
55+00	0.00	167.23	161.23	0.00	0.00	0.00	0.00	0.00	0.00	0
55+10	10.00	141.32	135.23	0.00	57.00	55.00	0.00	57.00	0.00	2
55+25	15.00	137.90	131.90	0.00	78.00	74.00	0.00	135.00	0.00	6
55+50	25.00	129.32	125.32	0.00	124.00	119.00	0.00	259.00	0.00	11
55+64	14.00	121.64	121.64	0.00	65.00	64.00	0.00	324.00	0.00	12
55+75	11.00	109.08	109.08	0.00	47.00	47.00	0.00	371.00	0.00	12
55+90	15.00	112.45	112.45	0.00	62.00	62.00	0.00	433.00	0.00	12
56+00	10.00	0.00	0.00	0.00	21.00	21.00	0.00	454.00	0.00	12
BRIDGE	-	-	-	-	-	-	-	-	-	-
NORTH OF STR	-	-	-	-	375.00	375.00	0.00	829.00	0.00	12
					829	817	0			

9

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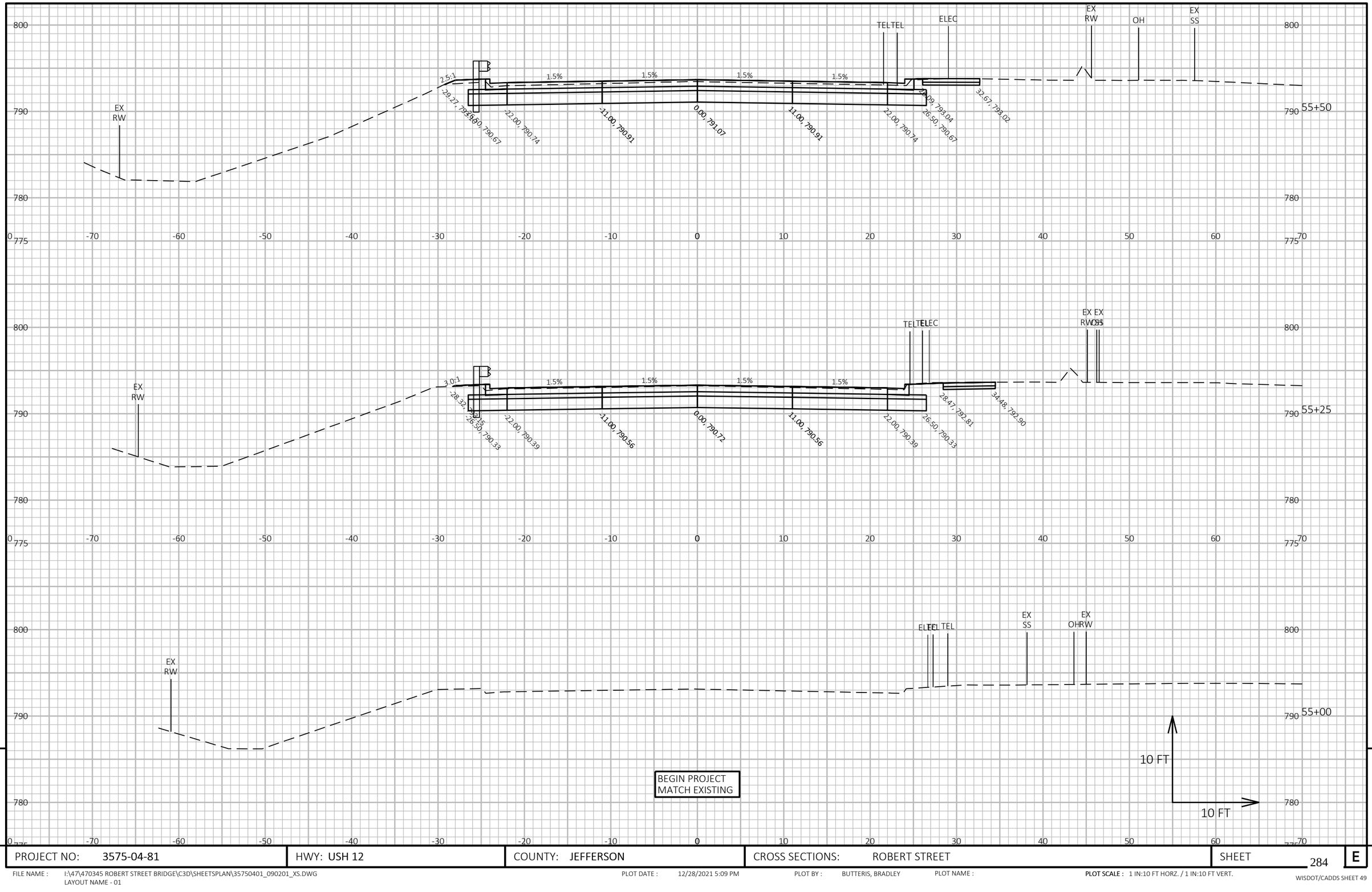
PROJECT NO: 3575-04-81 | HWY: USH 12 | COUNTY: JEFFERSON | EARTHWORK DATA | SHEET 283 | E



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PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	CROSS SECTIONS: ROBERT STREET	SHEET 284	E

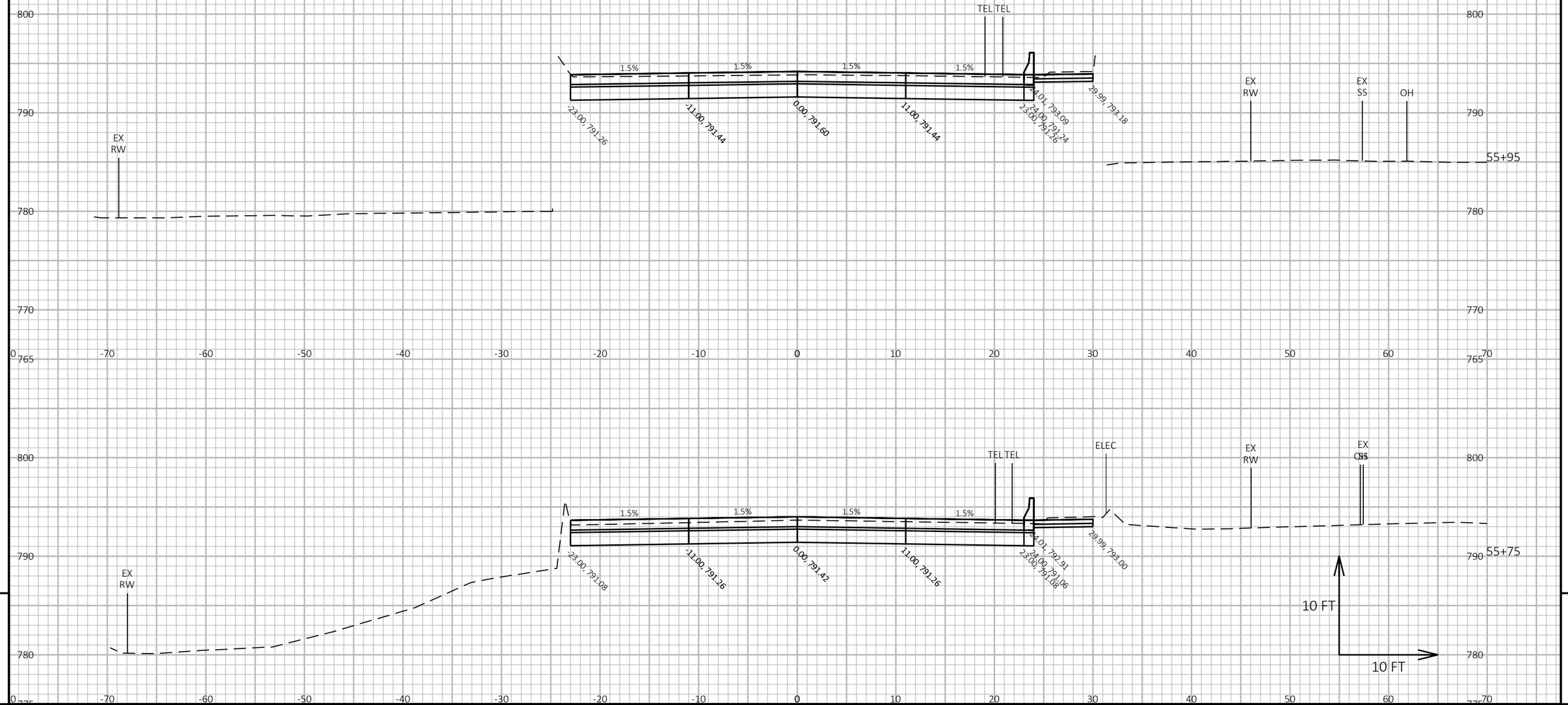
FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_090201_XS.DWG
LAYOUT NAME - 01

PLOT DATE : 12/28/2021 5:09 PM PLOT BY : BUTTERIS, BRADLEY PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STRUCTURE B-28-0009



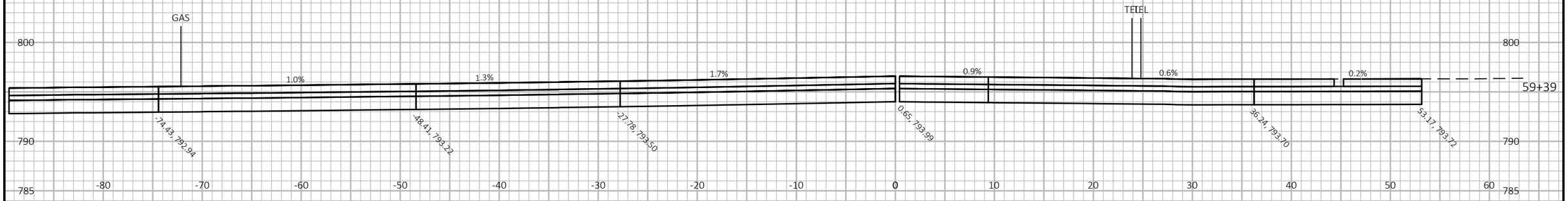
PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	CROSS SECTIONS: ROBERT STREET	SHEET 285 E

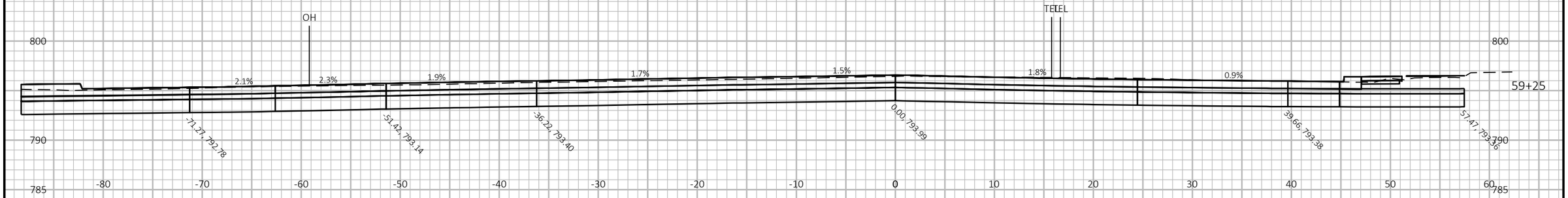
FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_090201_XS.DWG
LAYOUT NAME - 02

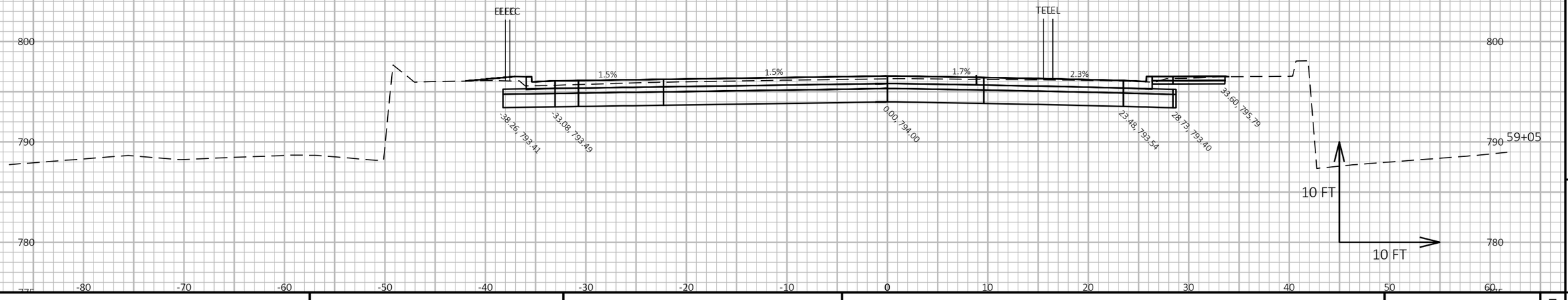
PLOT DATE : 12/28/2021 5:09 PM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END PROJECT
MATCH EXISTING







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PROJECT NO: 3575-04-81	HWY: USH 12	COUNTY: JEFFERSON	CROSS SECTIONS: ROBERT STREET	SHEET 286	E

FILE NAME : I:\47\470345 ROBERT STREET BRIDGE\C3D\SHEETSPLAN\35750401_090201_XS.DWG
LAYOUT NAME - 03

PLOT DATE : 12/28/2021 5:09 PM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov