WIS

APRIL 2022

PROJECT ID: 6999-11-78

WITH: N/A

COUNTY: WOOD

ORDER OF SHEETS

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

TOTAL SHEETS = 340

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6999-11-78	WISC 2022306	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C WISCONSIN RAPIDS, W JACKSON ST

W RIVERVIEW EXP TO JACKSON ST BRDGE

LOCAL STREET

WOOD COUNTY

STATE PROJECT NUMBER

6999-11-78

26

DESIGN DESIGNATION

A.A.D.T. (2022)	=	9,315
A.A.D.T. (2042)	=	10,575
D.H.V.	=	1,163
D.D.	=	59/41
T.	=	11.6%
DESIGN SPEED	=	25 MPH
ESALS	=	3,000,000

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
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA
- HIGH VOLTAGE (CAUTION)

PROFILE

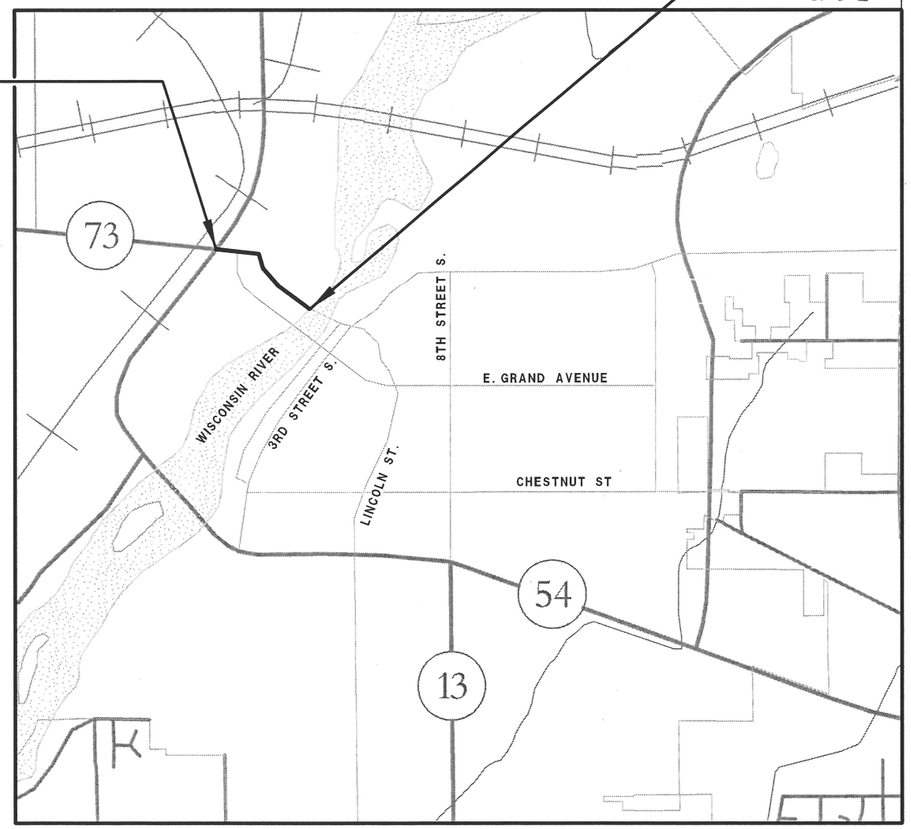
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES

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

BEGIN PROJECT
STA. 11+06.44
Y = 453,528.97
X = 727,829.68

END PROJECT
STA. 31+58.20



LAYOUT

SCALE 0 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.389 MI.

COORDINATES AND BEARINGS ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WOOD COUNTY, NAD 83 (2011) ADJUSTMENT. ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) (NAVD83).

STORM SEWER
DESIGNED BY: STRAND ASSOCIATES, INC.

WISCONSIN
ALEXANDER M ZWART
E-45549
MADISON WI
PROFESSIONAL ENGINEER
10-18-21

STREET LIGHTING
DESIGNED BY: STRAND ASSOCIATES, INC.

WISCONSIN
MARY SEEHAFER
E-45070
MADISON WI
PROFESSIONAL ENGINEER
10/18/21

ACCEPTED FOR
CITY OF WISCONSIN RAPIDS
10/18/21 (Date)
CITY ENGINEER

ORIGINAL PLANS PREPARED BY
STRAND ASSOCIATES

WISCONSIN
ERIC D. HANSON
E-38350
MADISON, WI
PROFESSIONAL ENGINEER
10-18-21

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CITY OF WISCONSIN RAPIDS
Designer	STRAND ASSOCIATES INC.
WisDOT Project Manager	Jason Schaeffer

APPROVED FOR THE DEPARTMENT
DATE: 10/18/2021 (Signature)

E

GENERAL NOTES

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

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

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER IN CONSULTATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

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

MISCELLANEOUS REMOVAL ITEMS SHALL BE REMOVED TO AN EXISTING JOINT, SAWCUT WHERE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

STORM SEWER PIPE ELEVATIONS, LENGTH, AND LOCATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

ASPHALTIC PAVING TABLES

7-INCH HMA PAVEMENT		
	THICKNESS	HMA TYPE
UPPER LAYER	2.0"	HMA PAVEMENT 4 HT 58-28 H
LOWER LAYER	2.5"	HMA PAVEMENT 3 MT 58-28 S
LOWER LAYER	2.5"	HMA PAVEMENT 3 MT 58-28 S

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVALS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
SEWER AND WATER MAIN (FOR INFORMATION ONLY)
SIGNING REMOVALS
PERMANENT SIGNING
LIGHTING
TRAFFIC SIGNALS
PAVEMENT MARKING
TRAFFIC CONTROL
DETOUR SIGNING
PEDESTRIAN DETOUR
ALIGNMENT DETAIL SHEET
CONTROL POINT DATA SHEET

UTILITIES

* CHARTER COMMUNICATIONS
  UTILITY TYPE: COMMUNICATIONS
  ATTENTION: JAMES CHRISTOPHERSON
  5024 HEFFRON STREET
  STEVENS POINT, WI 54481
  (715) 383-5535
  E-MAIL: james.chrlstopherson@charter.com

* CITY OF WISCONSIN RAPIDS
  UTILITY TYPE: SANITARY SEWER
  ATTENTION: JOE EICHSTEADT
  444 WEST GRAND AVENUE
  WISCONSIN RAPIDS, WI 54495
  (715) 421-8251
  E-MAIL: jeichsteadt@wirapids.org

* SOLARUS
  UTILITY TYPE: ELECTRIC/COMMUNICATIONS
  ATTENTION: DENNIS PIERCE
  440 EAST GRAND AVENUE
  WISCONSIN RAPIDS, WI 54494
  (715) 421-8172
  CELL: (715) 572-0152
  E-MAIL: pierce@solarus.net

* WE ENERGIES
  UTILITY TYPE: GAS
  ATTENTION: TRAVIS KAHL
  1921 8TH STREET SOUTH
  WISCONSIN RAPIDS, WI 54494
  (715) 421-7256
  CELL: (715) 498-6180
  E-MAIL: travis.kahl@we-energies.com

* WISCONSIN RAPIDS WATER WORKS & LIGHTING COMMISSION
  UTILITY TYPE: ELECTRIC/STREET LIGHTING
  ATTENTION: JACOB JOHNSON
  221 16TH STREET SOUTH
  WISCONSIN RAPIDS, WI 54494
  (715) 423-6328
  E-MAIL: jacob.johnson@wrwwlc.com

* DENOTES DIGGERS HOTLINE MEMBER

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

CITY CONTACT

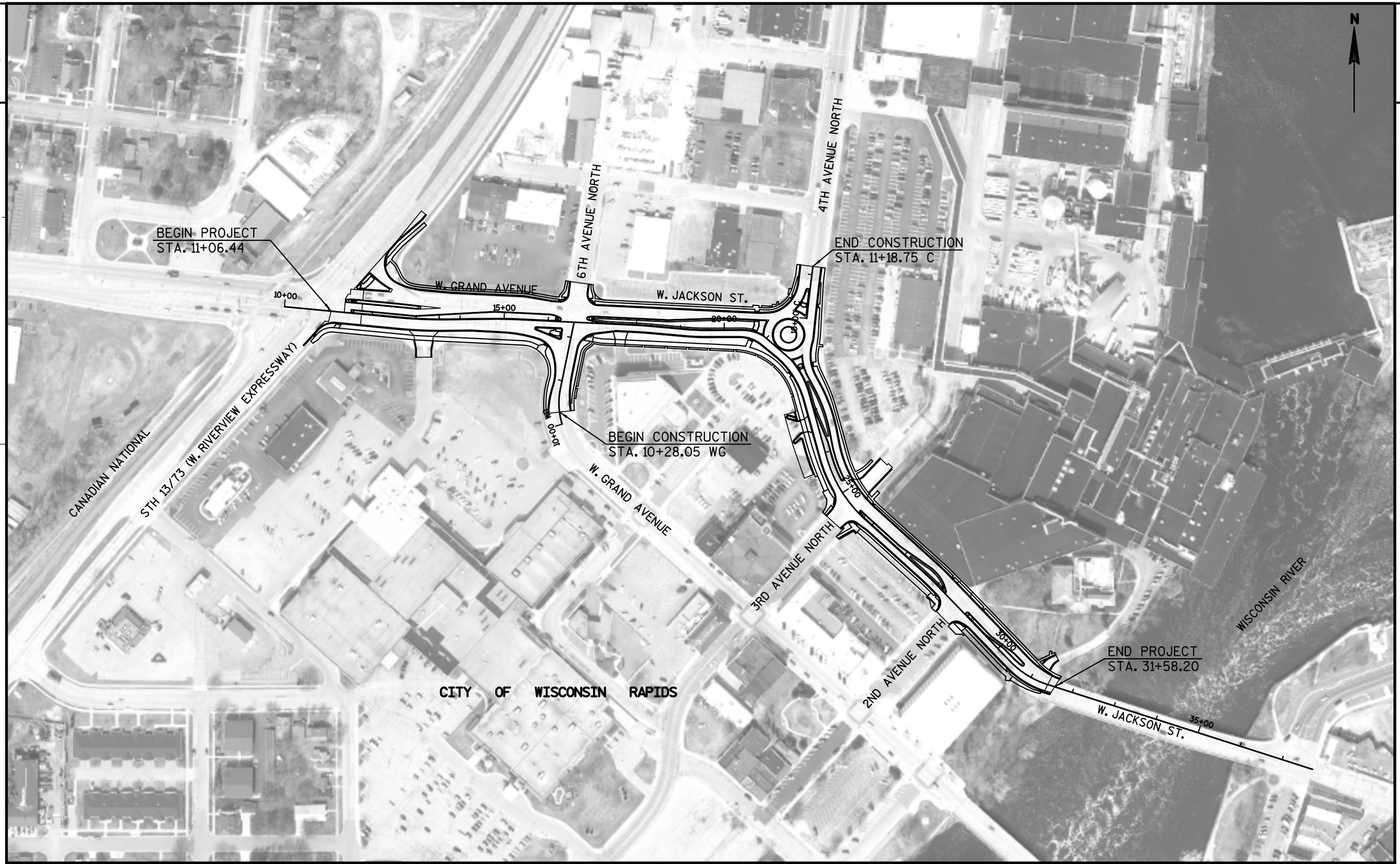
JOE EICHSTEADT, P.E.
CITY OF WISCONSIN RAPIDS
444 WEST GRAND AVENUE
WISCONSIN RAPIDS, WI 54495
(715) 421-8251
E-MAIL: jeichsteadt@wirapids.org

DESIGN CONTACT

ERIC HANSON, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843
E-MAIL: eric.hanson@strand.com

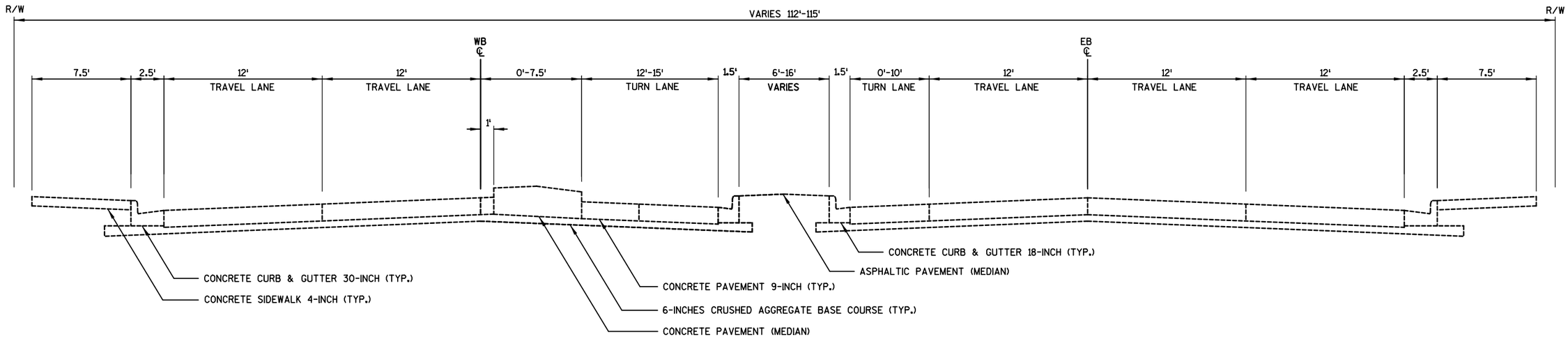
DNR LIAISON

BRAD BETTHAUSER
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
473 GRIFFITH DRIVE
WISCONSIN RAPIDS, WI 54494
(715) 421-7851
E-MAIL: Bradley.Betthauser@wisconsin.gov



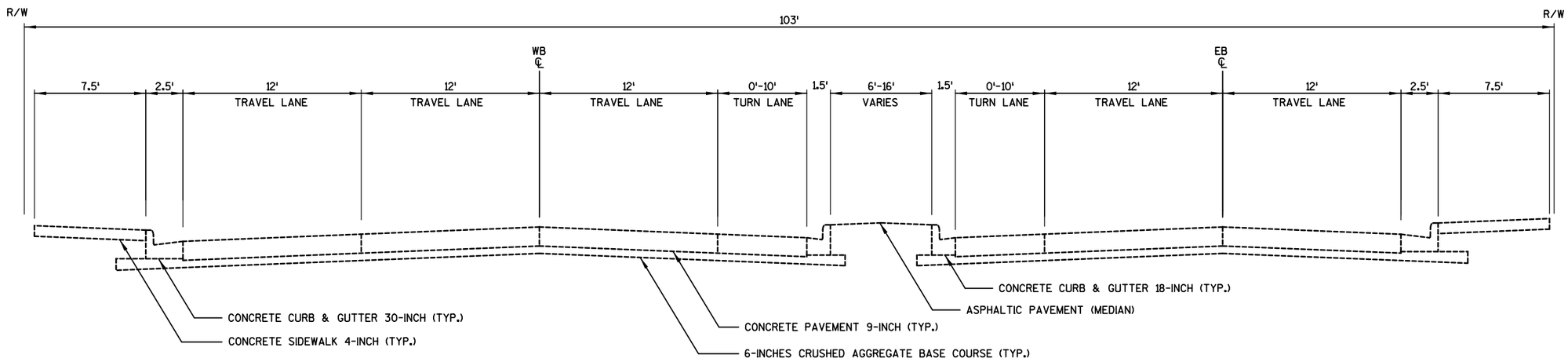
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PROJECT OVERVIEW	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\020201_po.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



TYPICAL EXISTING SECTION - WEST GRAND AVENUE

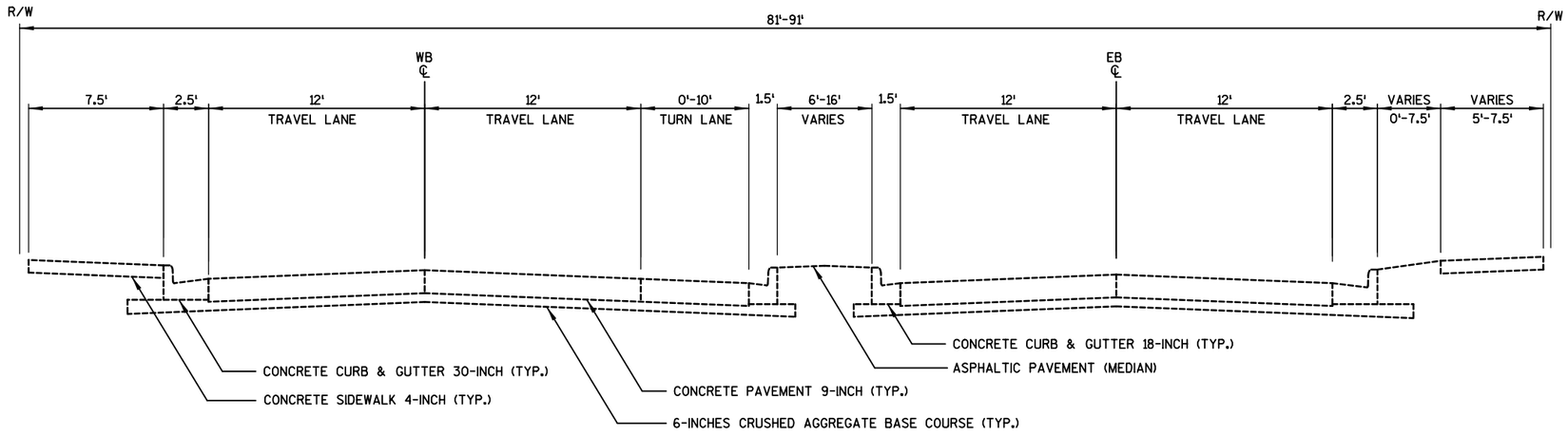
STA. 11+06 - STA. 17+09



TYPICAL EXISTING SECTION - WEST JACKSON STREET

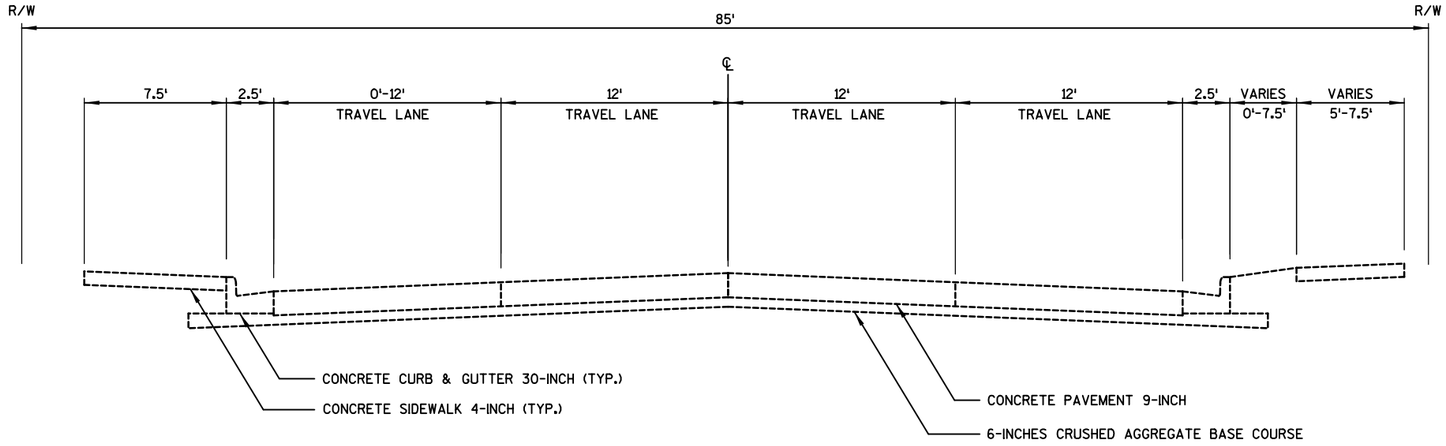
STA. 17+09 - STA. 21+70

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	EXISTING TYPICAL SECTION	SHEET 4	E



TYPICAL EXISTING SECTION - WEST JACKSON STREET

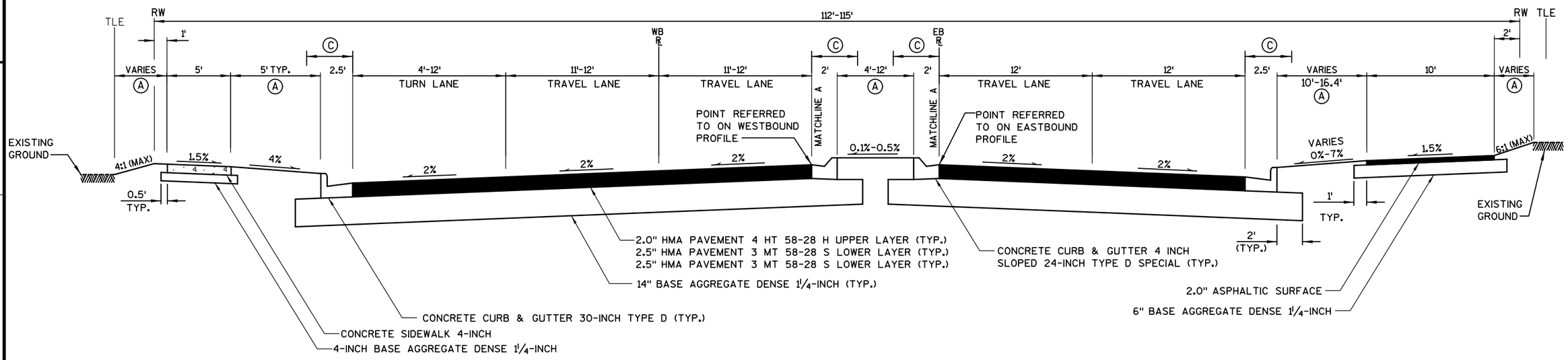
STA. 21+70 - STA. 29+51

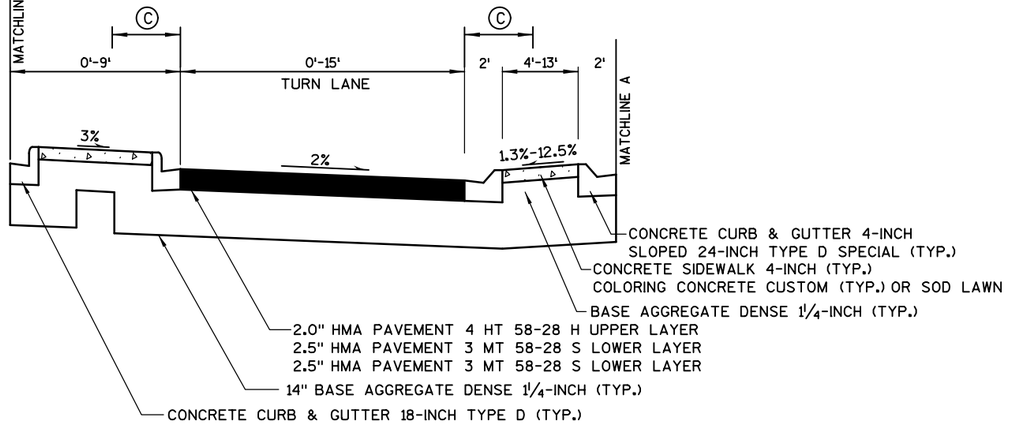


TYPICAL EXISTING SECTION - WEST JACKSON STREET

STA. 29+51 - STA. 31+58

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	EXISTING TYPICAL SECTION	SHEET 5	E





STA. 11+76 - STA. 14+79

(A) TOPSOIL; FERTILIZER TYPE B; SOD LAWN (TYP.) SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

(B) REVERSED FOR WESTBOUND LEFT TURN LANE

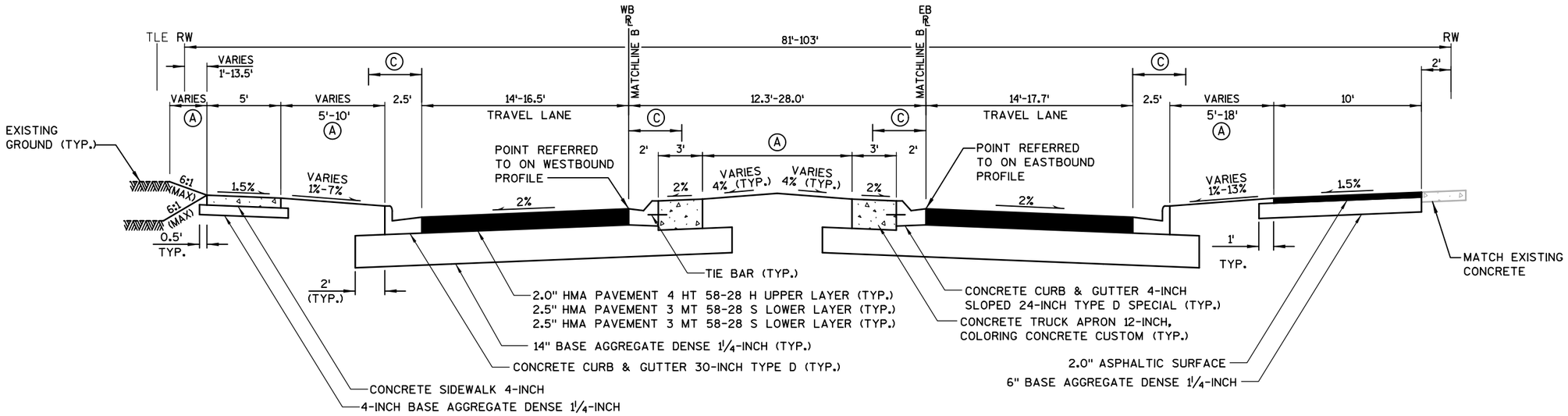
(C) 4' LATERAL CLEARANCE

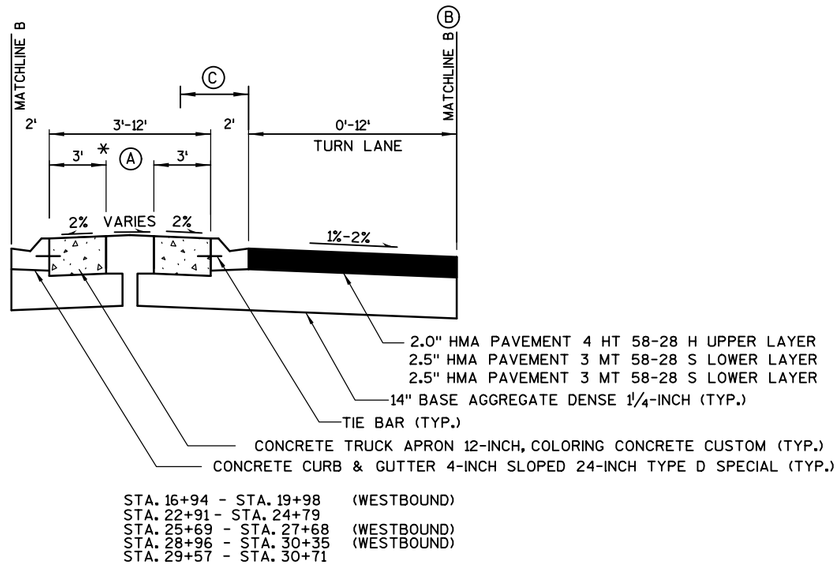
TYPICAL FINISHED SECTION W. JACKSON STREET

STA. 11+06 - STA. 15+70

** CONCRETE PAVEMENT FROM STA. 11+06 - STA. 11+76 **
(SEE PLAN DETAIL SHEETS FOR ADDITIONAL INFORMATION;
TIE BARS REQ'D WHEN CONCRETE PAVEMENT)

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PROPOSED TYPICAL SECTION	SHEET 6	E





STA. 16+94 - STA. 19+98 (WESTBOUND)
STA. 22+91 - STA. 24+79
STA. 25+69 - STA. 27+68 (WESTBOUND)
STA. 28+96 - STA. 30+35 (WESTBOUND)
STA. 29+57 - STA. 30+71

Ⓐ TOPSOIL; FERTILIZER TYPE B; SOD LAWN (TYP.) SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

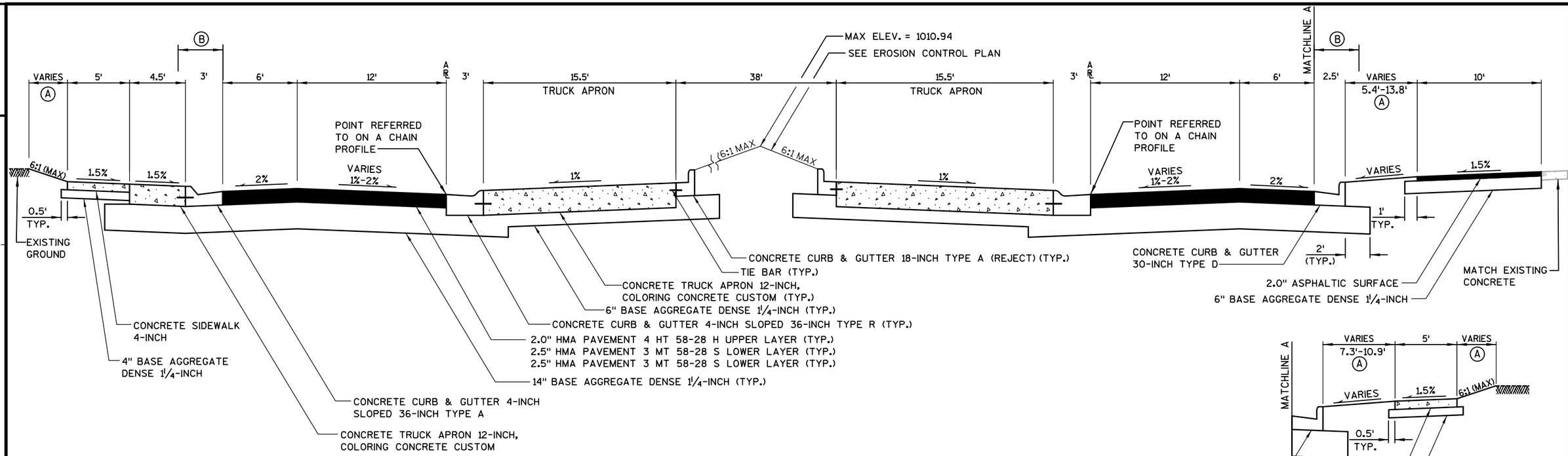
Ⓑ REVERSED FOR WESTBOUND LEFT TURN LANE

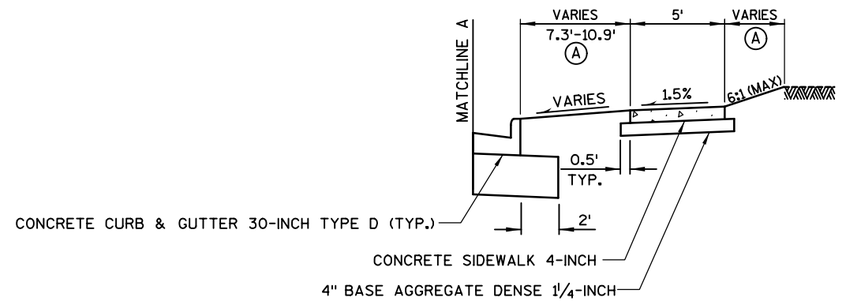
Ⓒ 4' LATERAL CLEARANCE

TYPICAL FINISHED SECTION W. JACKSON STREET

STA. 15+70 - STA. 20+93
STA. 21+72 - STA. 30+71

* WHEN MEDIAN WIDTH IS LESS THAN 6', PAVE CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE CUSTOM FROM BACK OF CURB TO BACK OF CURB

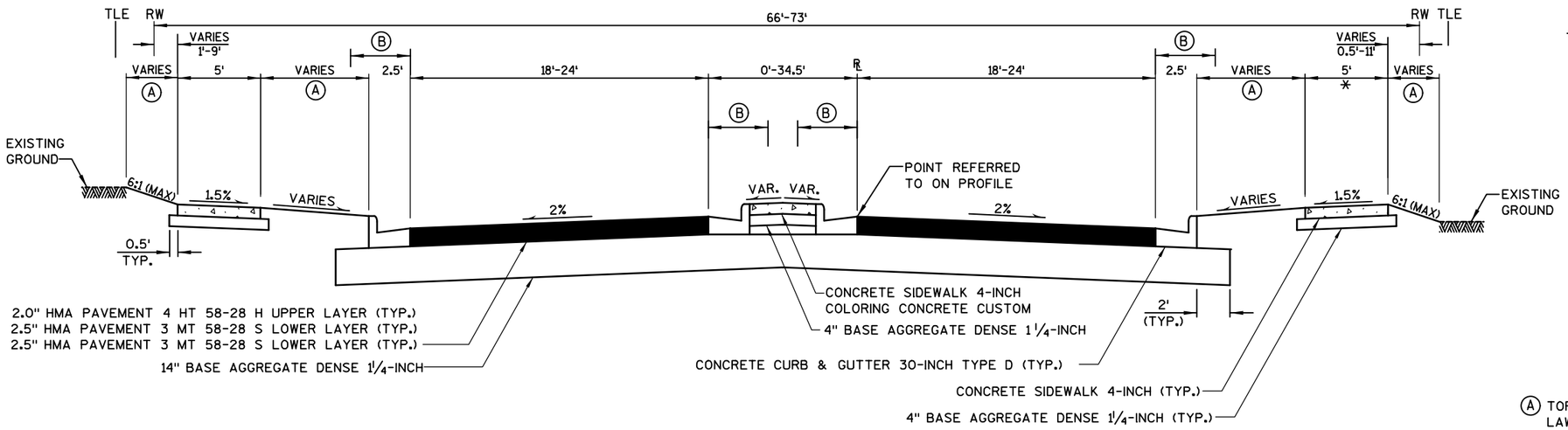




TYPICAL FINISHED SECTION W. JACKSON STREET

STA. 10+00 A - STA. 12+36 A

STA. 11+03 A - STA. 11+43 A



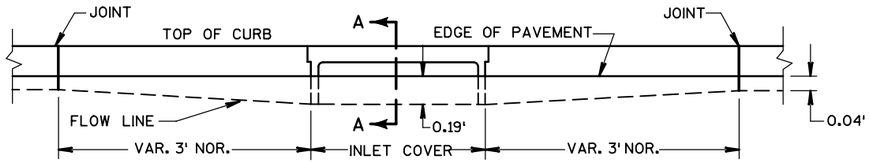
TYPICAL FINISHED SECTION W. JACKSON STREET / 4TH STREET NORTH / W. GRAND AVENUE

STA. 30+71 - STA. 31+58
STA. 10+28 WG - STA. 12+21 WG
STA. 10+00 C - STA. 11+19 C

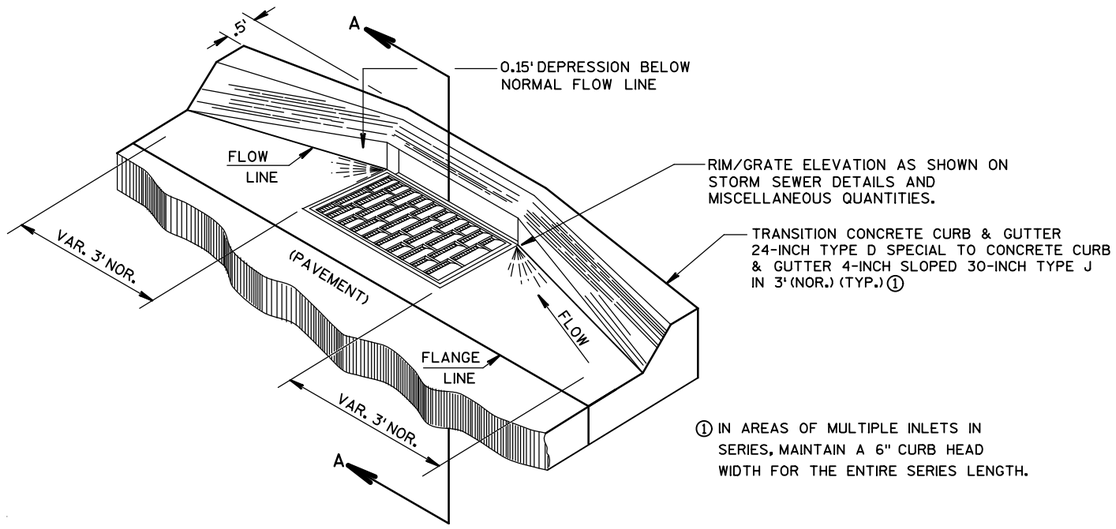
(A) TOPSOIL; FERTILIZER TYPE B; SOD LAWN (TYP.) SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

(B) 4' LATERAL CLEARANCE

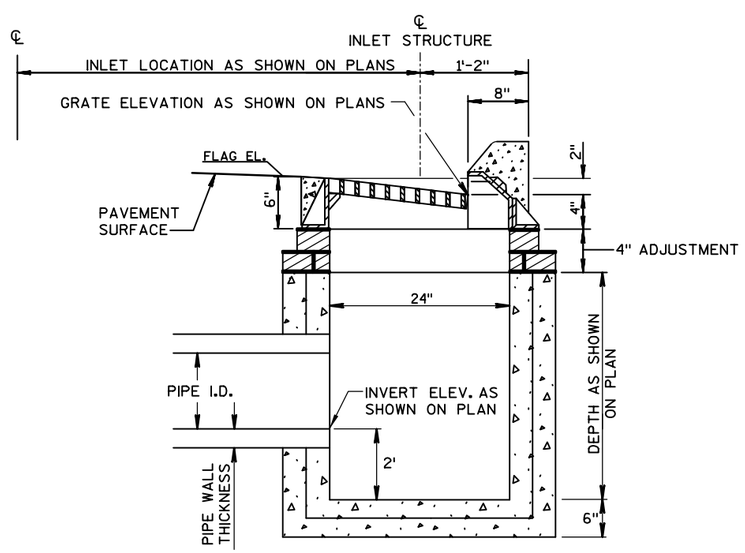
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PROPOSED TYPICAL SECTION	SHEET 8	E



ELEVATION

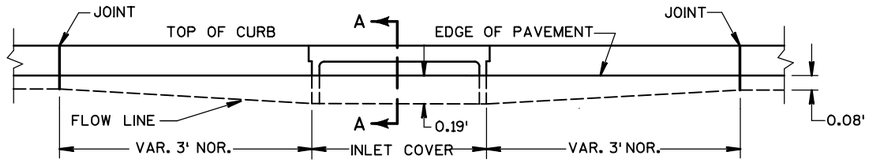


① IN AREAS OF MULTIPLE INLETS IN SERIES, MAINTAIN A 6" CURB HEAD WIDTH FOR THE ENTIRE SERIES LENGTH.

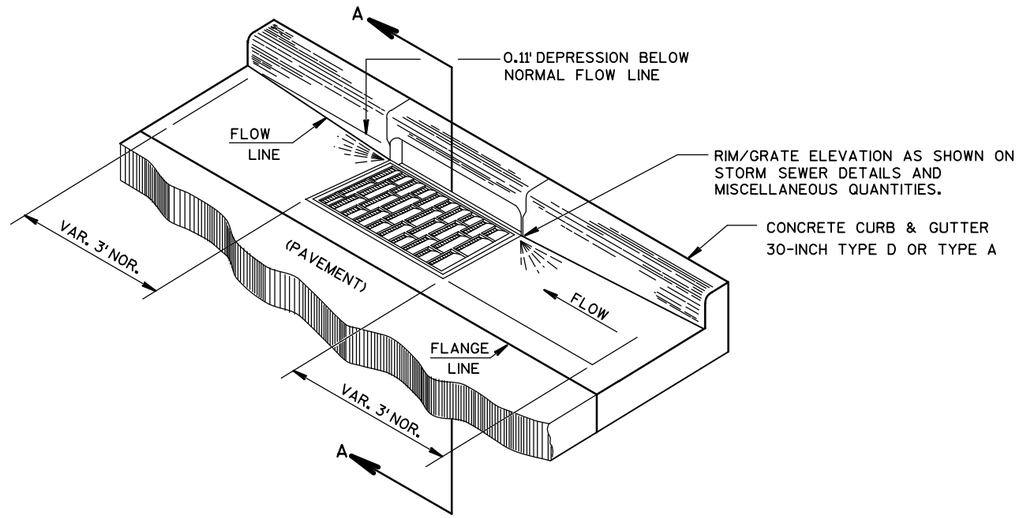


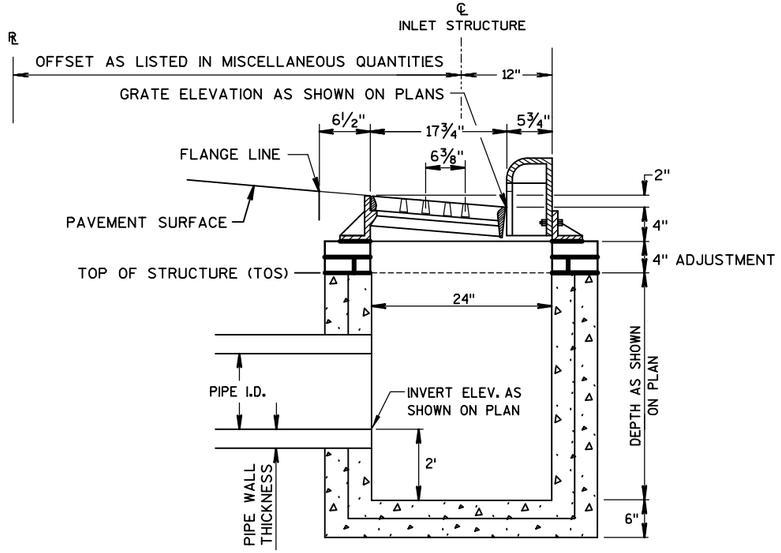
SECTION A-A
(CATCH BASIN 2X3-FT - HM-GJ SHOWN)

DETAIL OF CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL AT CATCH BASINS - MAINLINE (MEDIAN CURB)



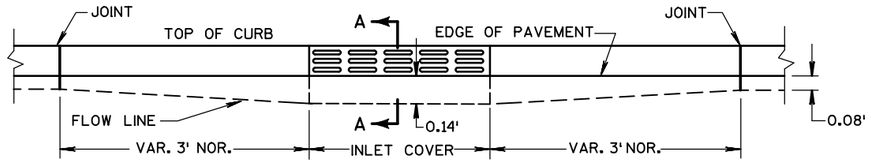
ELEVATION

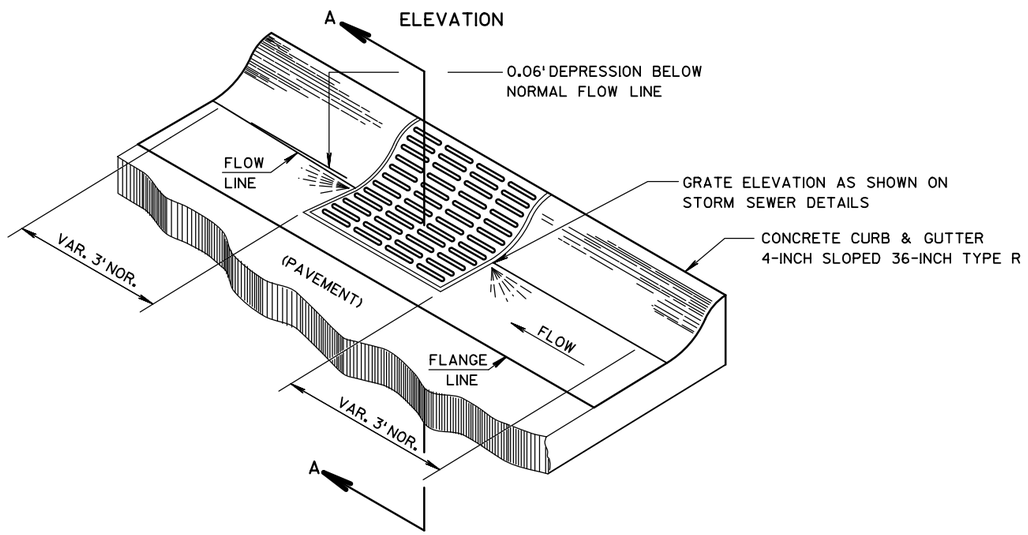


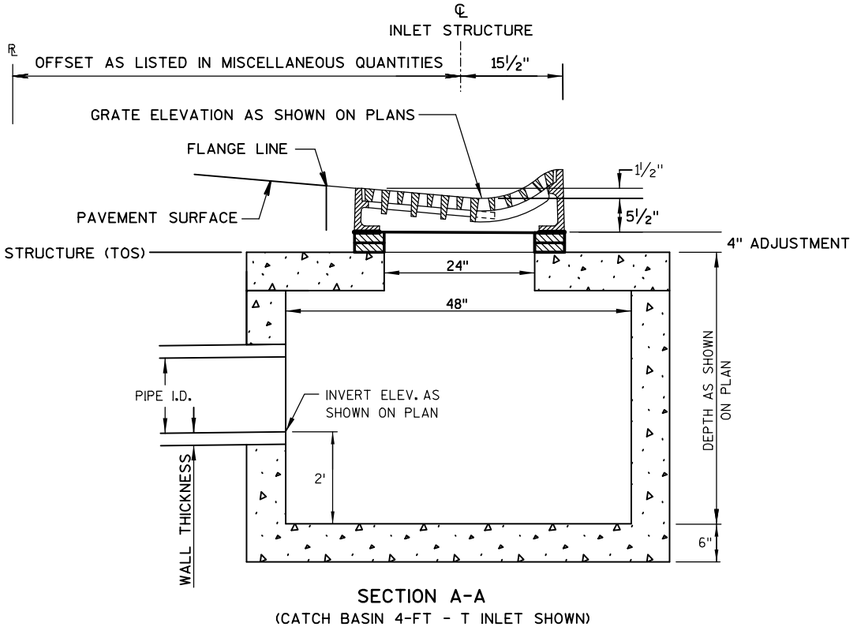


SECTION A-A
(CATCH BASIN 2X3-FT - H SHOWN)

DETAIL OF CONCRETE CURB & GUTTER 30-INCH TYPE D OR TYPE A AT CATH BASINS - MAINLINE (OUTSIDE CURB)

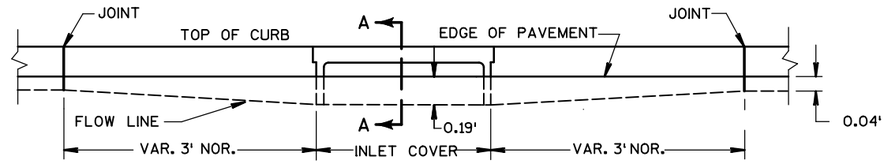




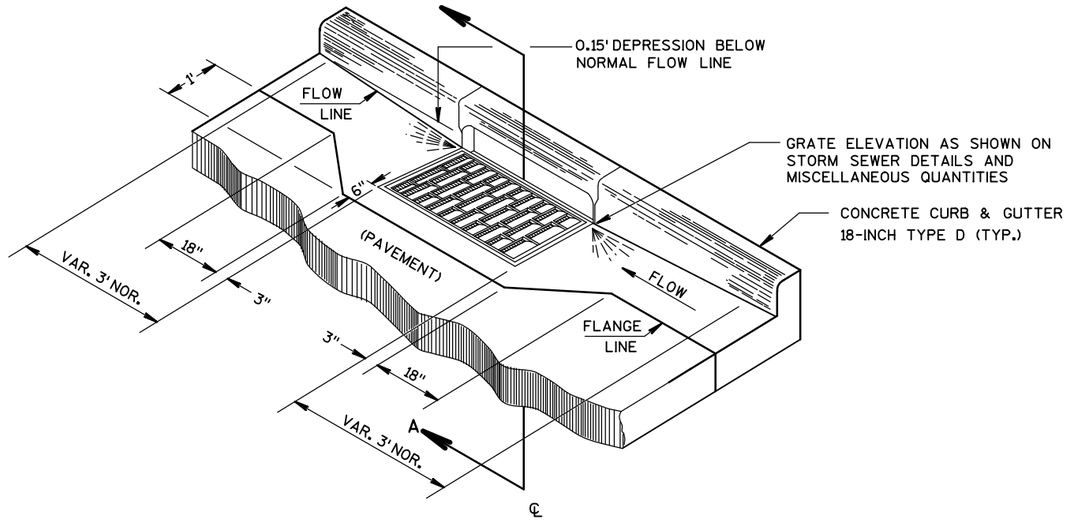


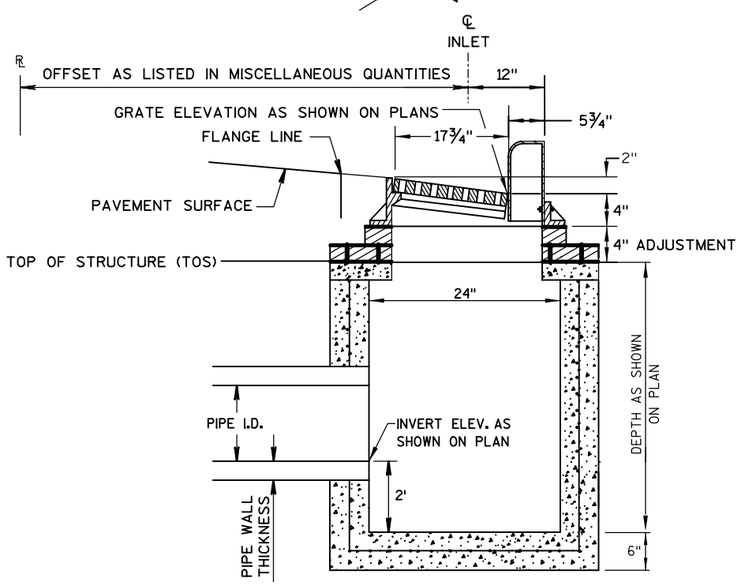
SECTION A-A
(CATCH BASIN 4-FT - T INLET SHOWN)

DETAIL OF CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R AT CATCH BASINS



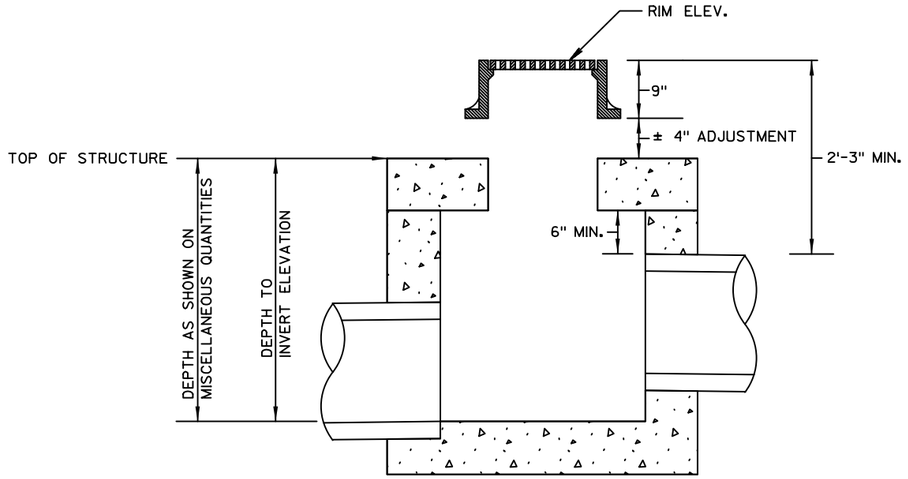
ELEVATION





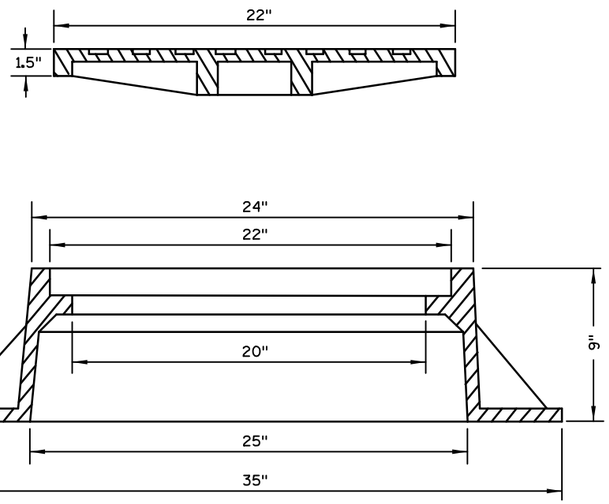
SECTION A-A
(CATCH BASIN 2X3-FT WITH INLET COVERS TYPE H SHOWN)

DETAIL OF CONCRETE CURB & GUTTER 18-INCH TYPE D AT CATCH BASINS



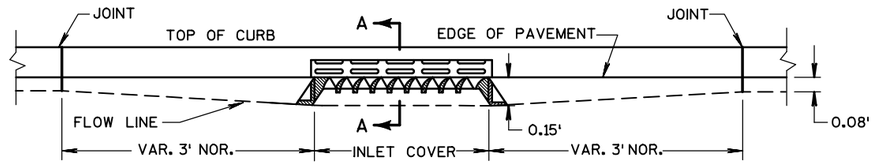
DETAIL FOR COMPUTING MANHOLE ELEVATIONS

(MANHOLES 4-FT DIAMETER AND MANHOLE COVERS TYPE JB SHOWN)

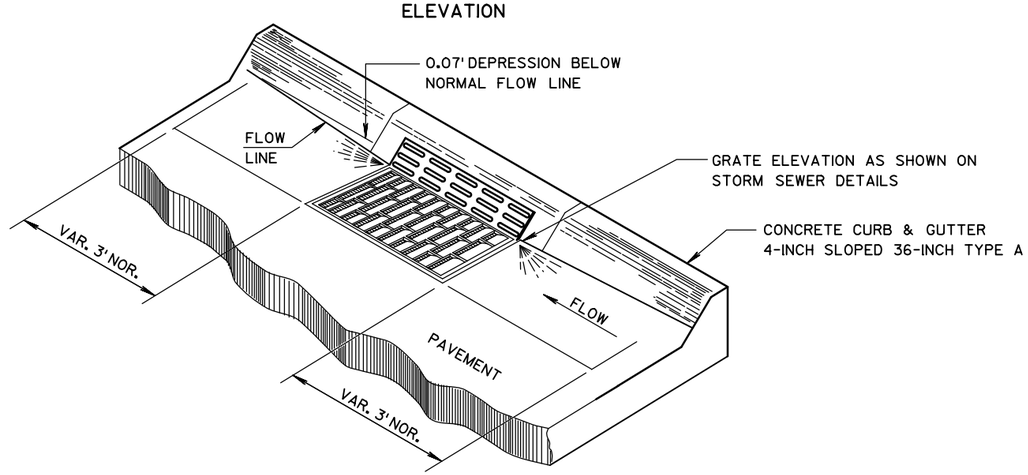


MANHOLE COVERS TYPE JB

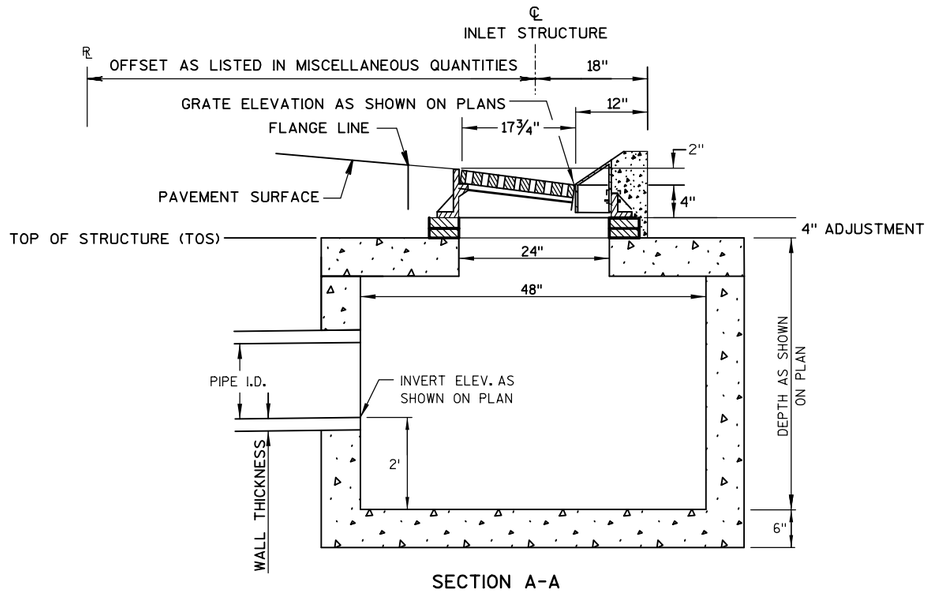
TOTAL WEIGHT APPROXIMATELY 310 POUNDS



ELEVATION



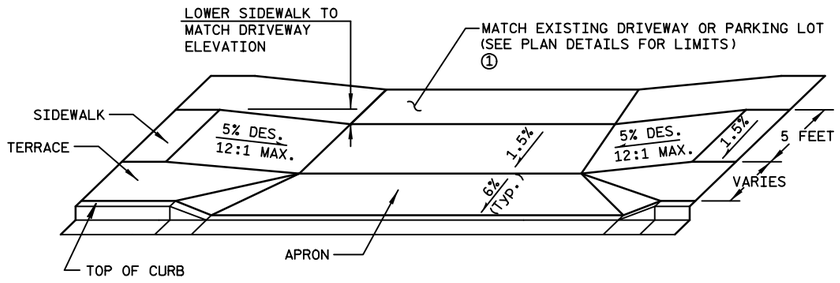
DETAIL OF CURB AND GUTTER AT INLETS



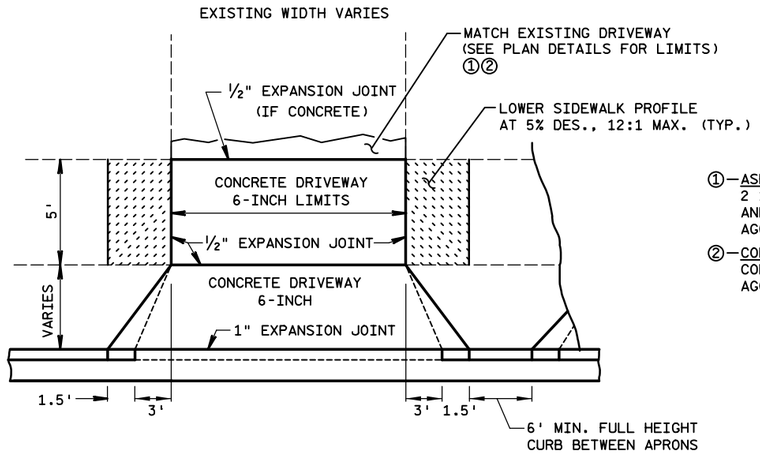
SECTION A-A

(CATCH BASIN 4-FT - HM INLET SHOWN)

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A AT INLETS



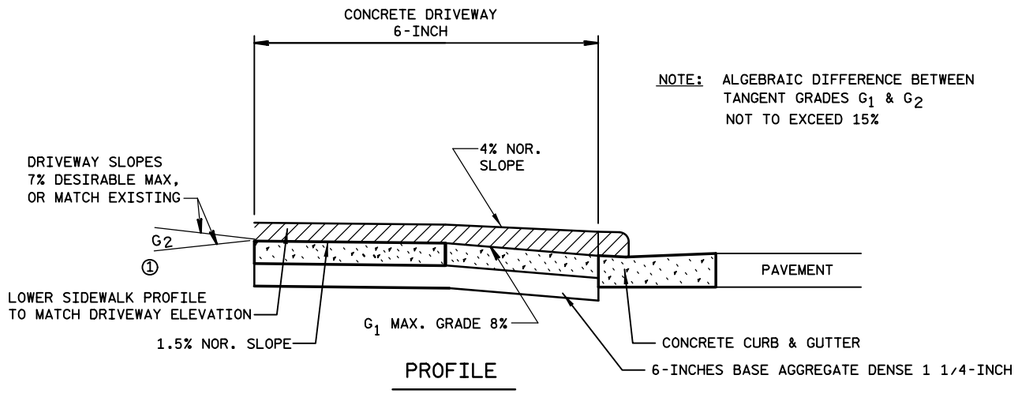
LOWERING SIDEWALK AT DRIVEWAY APRONS



PLAN

① ASPHALT DRIVEWAY / ASPHALT PARKING LOT
2 1/2-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES / 8-INCHES BASE AGGREGATE DENSE 1 1/4 -INCH

② CONCRETE DRIVEWAY / CONCRETE PARKING LOT
CONCRETE DRIVEWAY 6-INCH / 6-INCHES BASE AGGREGATE DENSE 1 1/4 -INCH



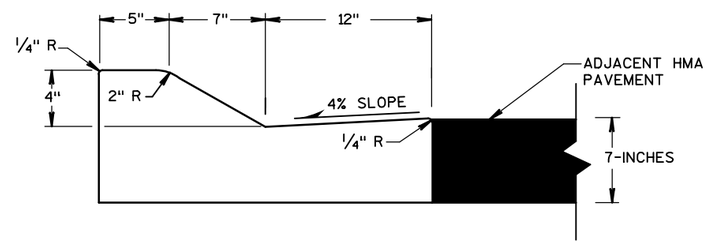
PROFILE

DRIVEWAY ENTRANCE DETAIL WITH TERRACE

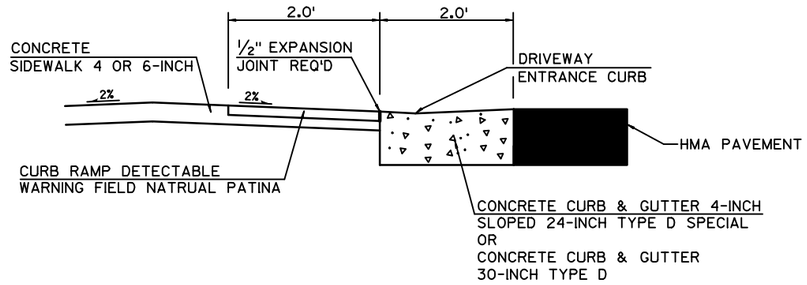
RUNOFF COEFFICIENT TABLE

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

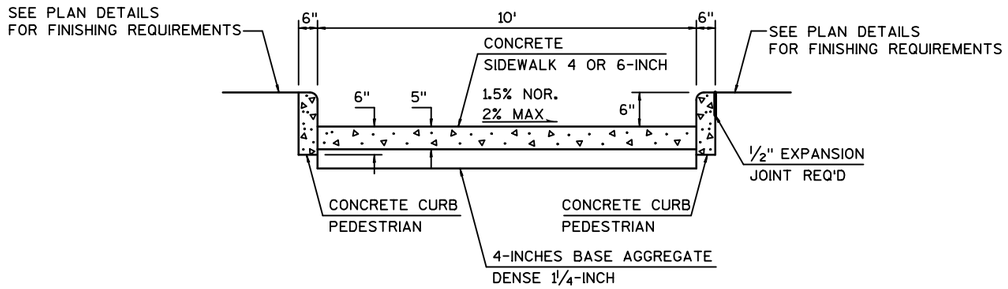
TOTAL PROJECT AREA = 6.45 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 5.72 ACRES



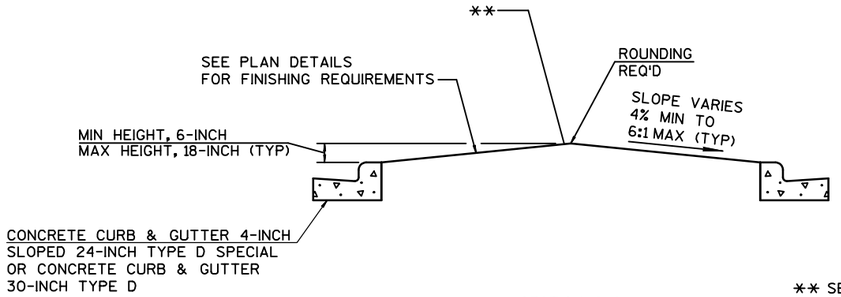
CONCRETE CURB & GUTTER 4-INCH SLOPED 24-INCH TYPE D SPECIAL



SECTION A-A

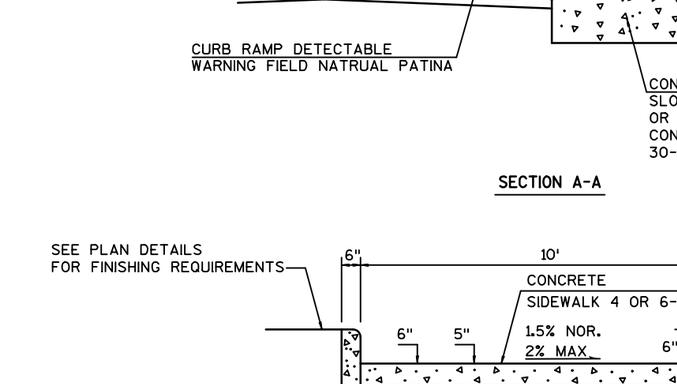


SECTION B-B



SECTION C-C

** SEE TYPICAL SECTIONS AND PLAN DETAILS FOR ADDITIONAL INFORMATION ON CONCRETE TRUCK APRON 12-INCH LOCATIONS.

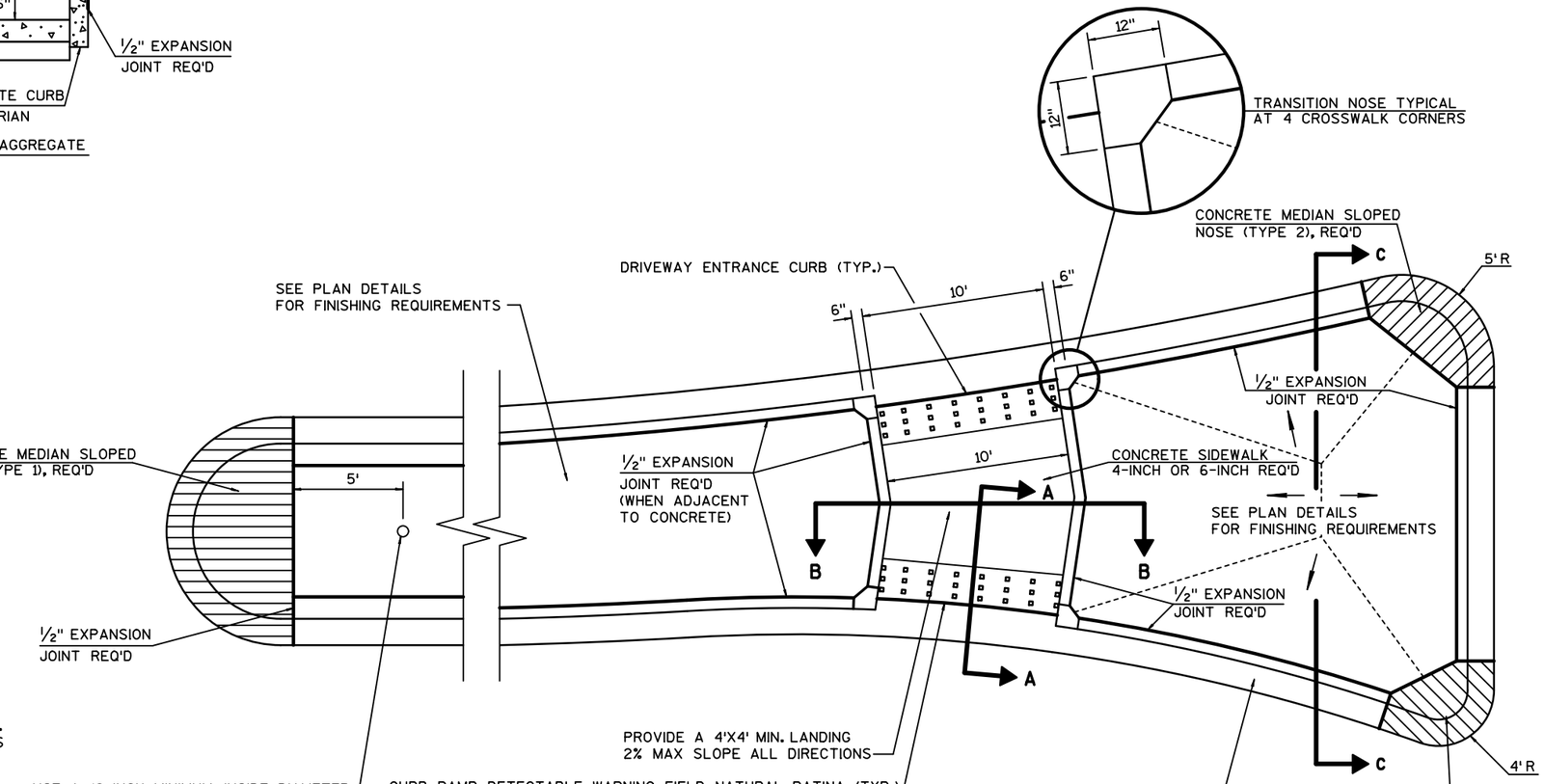


* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

** SEE A4-4 SIGN PLATE FOR POST SPACING REQUIREMENTS.

USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). PVC BOX OUT DEPTH SHOULD MATCH ADJACENT PAVEMENT DEPTH. THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND. GRAVEL BACKFILL IS INCIDENTAL TO POSTS WOOD BID ITEM. SEE A4-3B SIGN PLATE FOR BOX OUT DETAIL.

CENTER AND SPLITTER ISLAND SIGN LOCATION DETAIL (TYP)

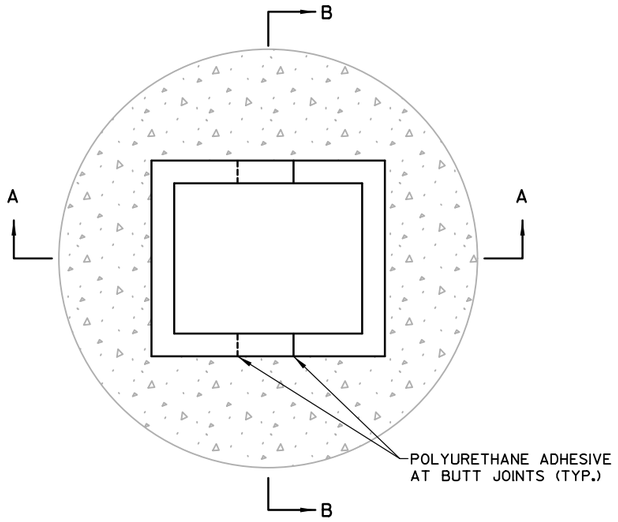


SPLITTER ISLAND DETAIL

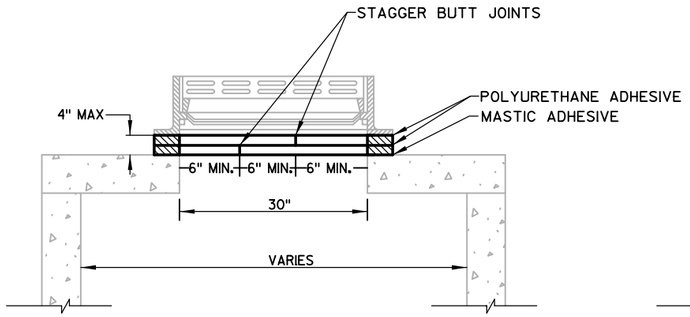
----- DRAINAGE BREAK POINT
◄— DIRECTION OF DRAINAGE

NOTES: INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE. USE FULL DETECTABLE WARNING FIELD PANELS.

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION DETAILS	SHEET 13	E

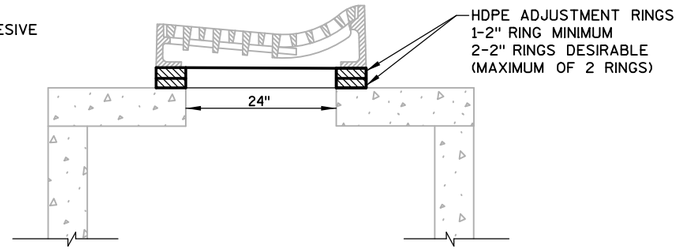


PLAN VIEW



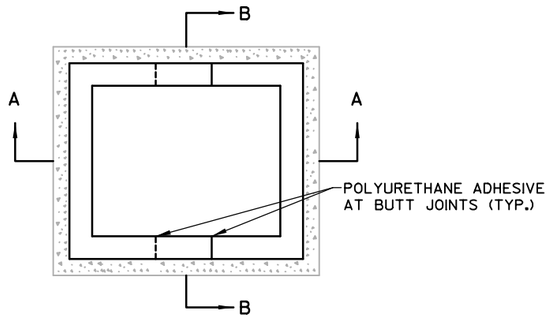
SECTION A-A

NOTE:
ALL CUTS MADE TO HDPE ADJUSTMENT
RINGS WILL BE PERPENDICULAR AND PROVIDE
A TIGHT JOINT.

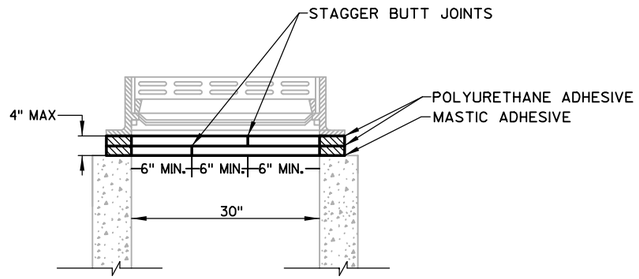


SECTION B-B

HDPE RING CUTTING DETAIL FOR CATCH BASINS 4-FT AND MANHOLES 5-FT

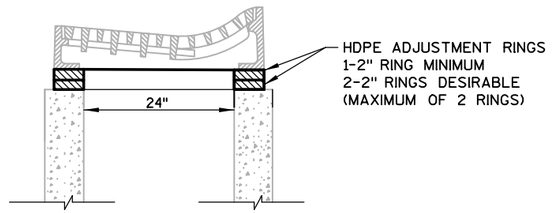


PLAN VIEW



SECTION A-A

NOTE:
ALL CUTS MADE TO HDPE ADJUSTMENT
RINGS WILL BE PERPENDICULAR AND PROVIDE
A TIGHT JOINT.

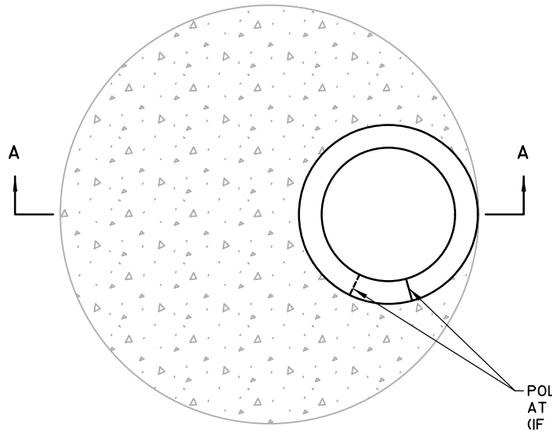


SECTION B-B

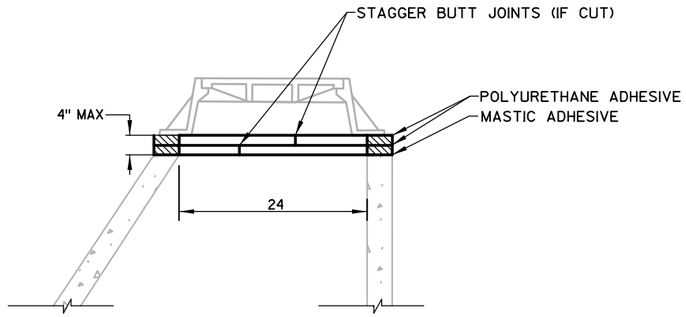
HDPE RING CUTTING DETAIL FOR CATCH BASINS 2X3-FT & 2X2.5-FT

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION DETAILS	SHEET 14	E

NOTE:
ALL CUTS MADE TO HDPE ADJUSTMENT RINGS WILL BE PERPENDICULAR AND PROVIDE A TIGHT JOINT.

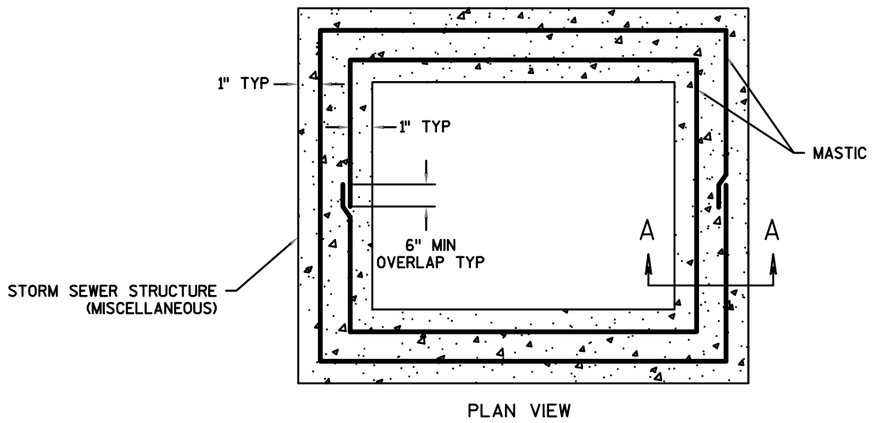


PLAN VIEW

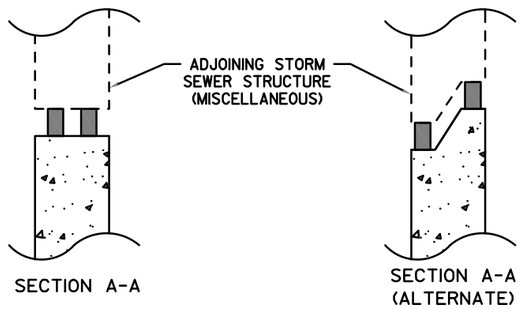


SECTION A-A

HDPE RING CUTTING DETAIL FOR MANHOLES 4-FT & 5-FT



PLAN VIEW

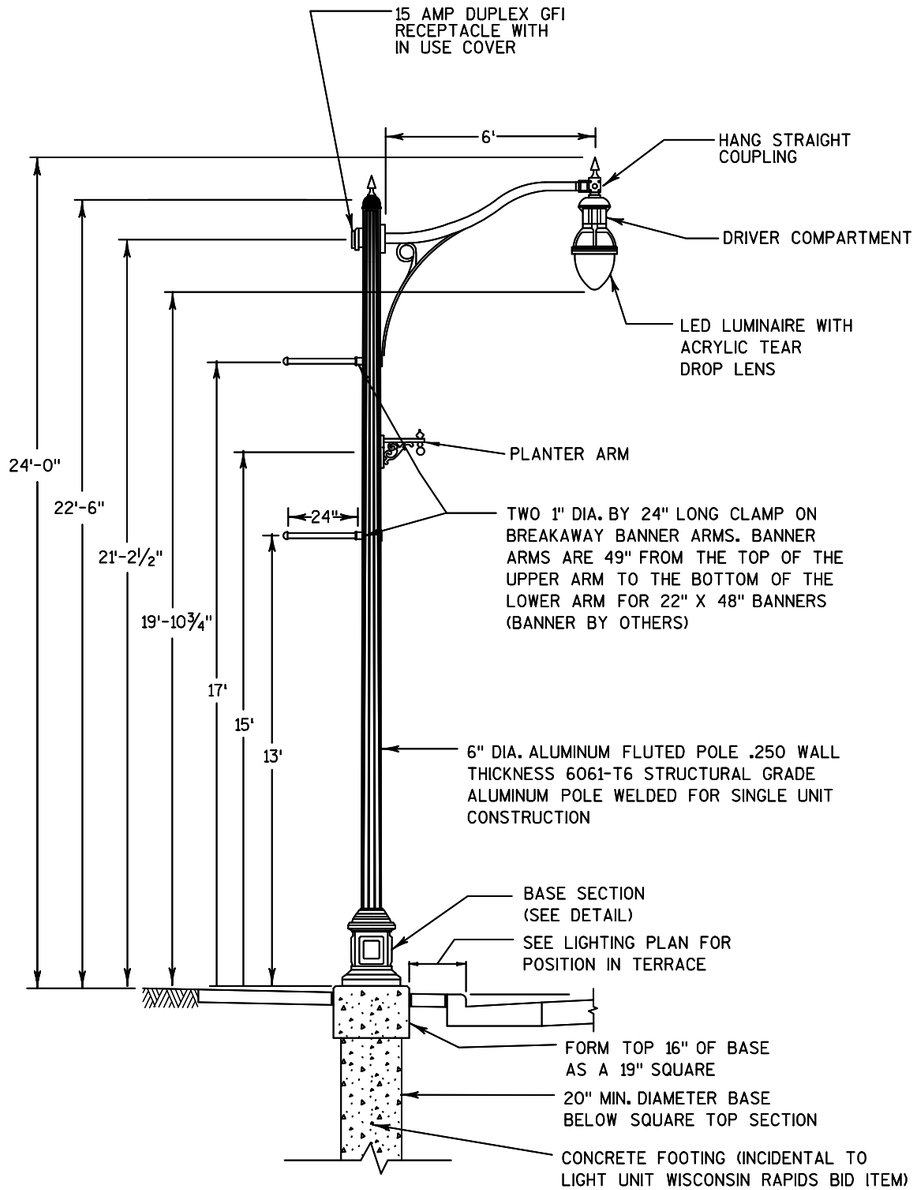


SECTION A-A

SECTION A-A
(ALTERNATE)

MASTIC CONNECTION DETAIL

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION DETAILS	SHEET 15	E



LIGHT UNIT WISCONSIN RAPIDS DETAIL

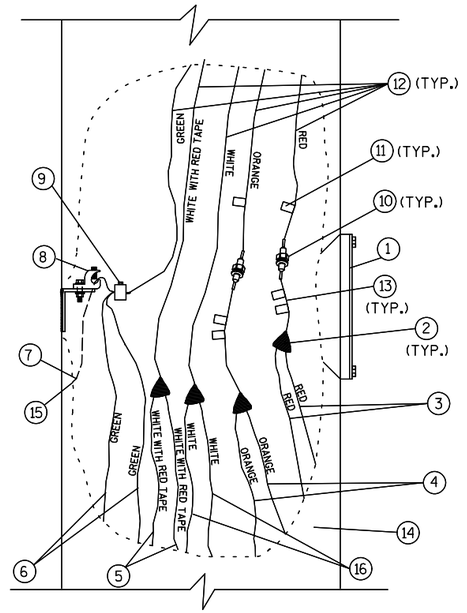
NO SCALE

NOTE: ADJUST POSITION OF RECEPTACLE AND BANNER ARMS 90 DEGREES FOR TWIN ARM LUMINAIRE UNIT.

SEE SDD'S "NON FREEWAY LIGHTING UNIT POLE WIRING" FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS DETAIL

1. HANDHOLE AND COVER
2. APPROVED INSULATED MULTITAP TERMINAL BLOCK TYPE CONNECTORS. COMPRESSION, CRIMP OR WIRE NUT CONNECTORS ARE NOT ALLOWED.
3. INSULATED UNGROUNDED LIGHTING CKT CONDUCTORS FROM SYSTEM RACEWAY
4. INSULATED UNGROUNDED RECEPTACLE CKT CONDUCTORS FROM SYSTEM RACEWAY
5. LIGHTING CKT GROUNDED CONDUCTORS FROM SYSTEM RACEWAY (MARK WITH RED TAPE AT BOTH ENDS OF WIRE)
6. EQUIPMENT GROUNDING CONDUCTORS FROM SYSTEM RACEWAY
7. #4 BARE EQUIPMENT GROUNDING CONDUCTOR TO GROUND ROD (SEE S.D.D. FOR ADDITIONAL INFORMATION)
8. TYPICAL GROUNDING CONNECTION STAINLESS STEEL BOLT, NUT AND WASHERS ½" X 1½" X 13 TPI
9. APPROVED MECHANICAL TYPE CONNECTOR FOR EQUIPMENT GROUNDING CONDUCTORS. COMPRESSION, CRIMP OR WIRE NUT CONNECTORS ARE NOT ALLOWED.
10. FUSE ASSEMBLY, (SEE S.D.D. FOR ADDITIONAL INFORMATION)
11. CIRCUIT TAG, BOTH SIDES OF ALL FUSES (TYP.)
12. #12 AWG CONDUCTORS TO LUMINAIRE(S)/RECEPTACLE (SEE S.D.D. FOR ADDITIONAL INFORMATION)
13. 18" PIGTAIL BETWEEN SPLICE AND FUSE
14. TWO ADDITIONAL BLACK CONDUCTORS FOR FUTURE USE IN SYSTEM RACEWAY (NOT SHOWN)
15. EXOTHERMICALLY WELDED TO GROUNDING ELECTRODE
16. RECEPTACLE CIRCUIT GROUNDED CONDUCTORS FROM SYSTEM RACEWAY

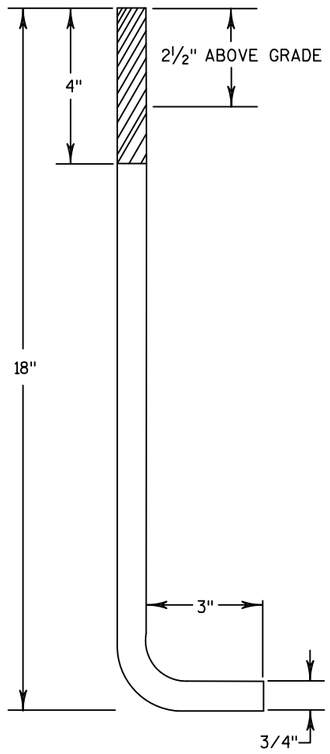
FUSE RATING
15A - RECEPTACLES
5A - LUMINAIRES

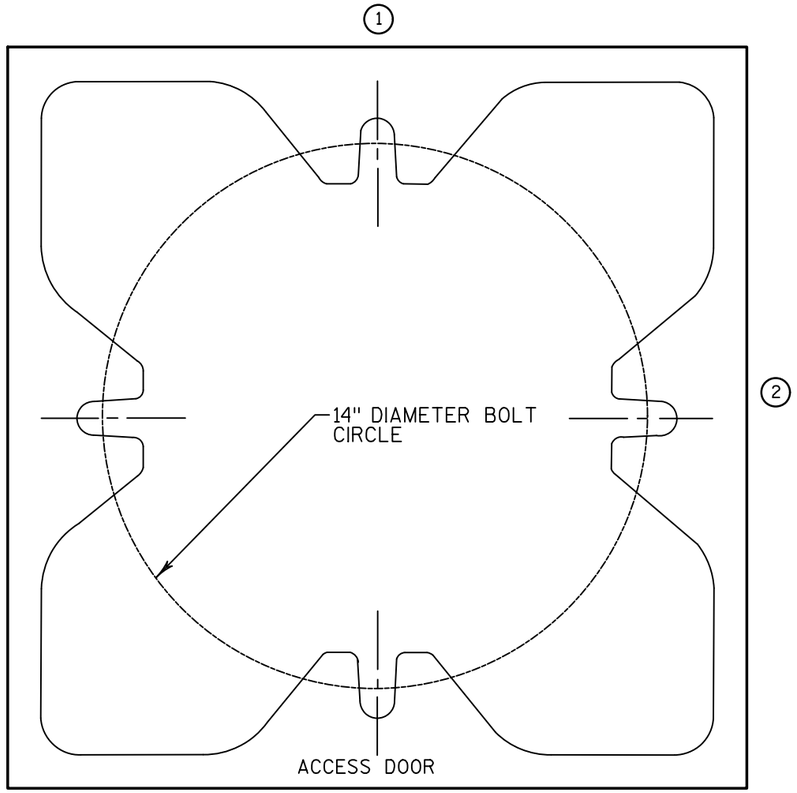


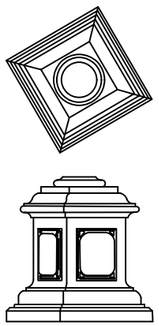
POLE WIRING DETAIL

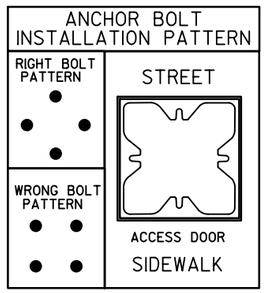
NO SCALE

TYPICAL HARDWARE REQUIRED PER BASE
· 4 ANCHOR BOLTS
· 4 NUTS
· 4 WASHERS
· 3 WASHERS FOR LEVELING IF NEEDED.



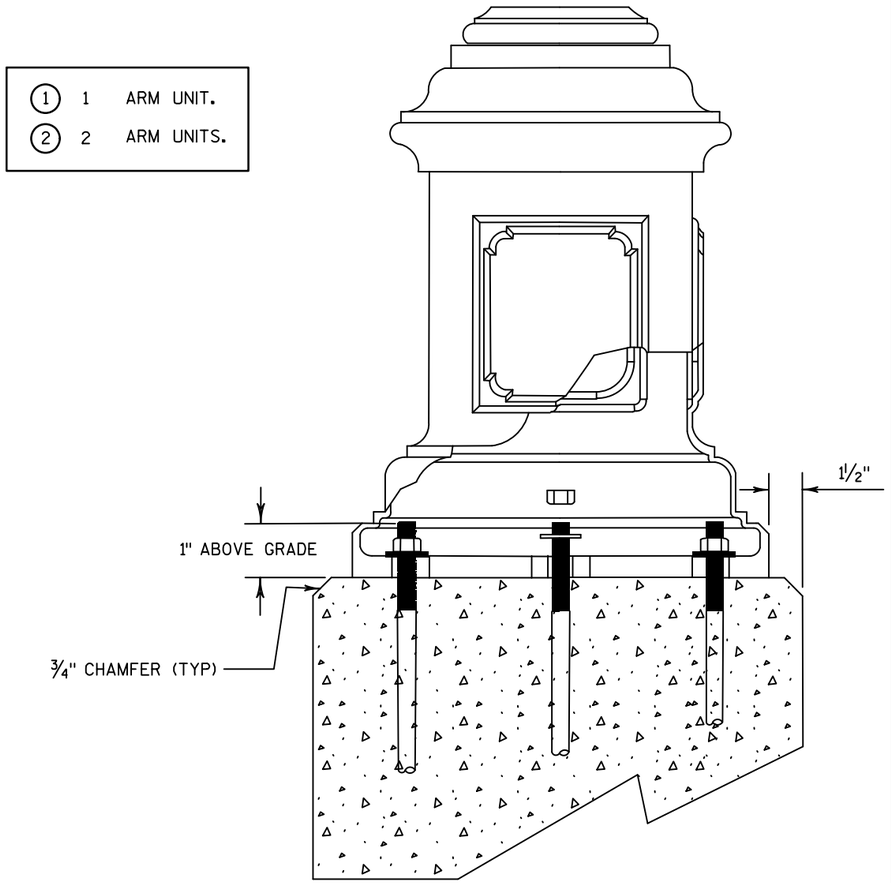




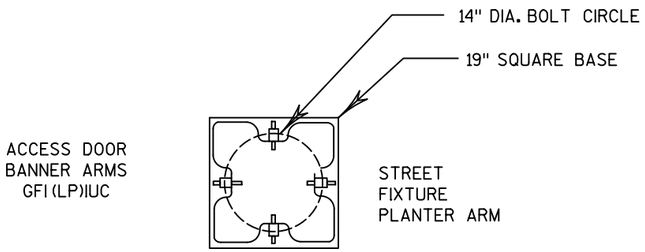


¾" DIAMETER X 18" LONG BOLTS WITH 4" +/- ½" OF THREAD AND 3" +/- ¼" HOOK.

1	1	ARM UNIT.
2	2	ARM UNITS.



NOTE:
THE EXACT SIZE, DEPTH & REINFORCEMENT FOR THE CONCRETE BASE TO BE DETERMINED BY POLE MANUFACTURER

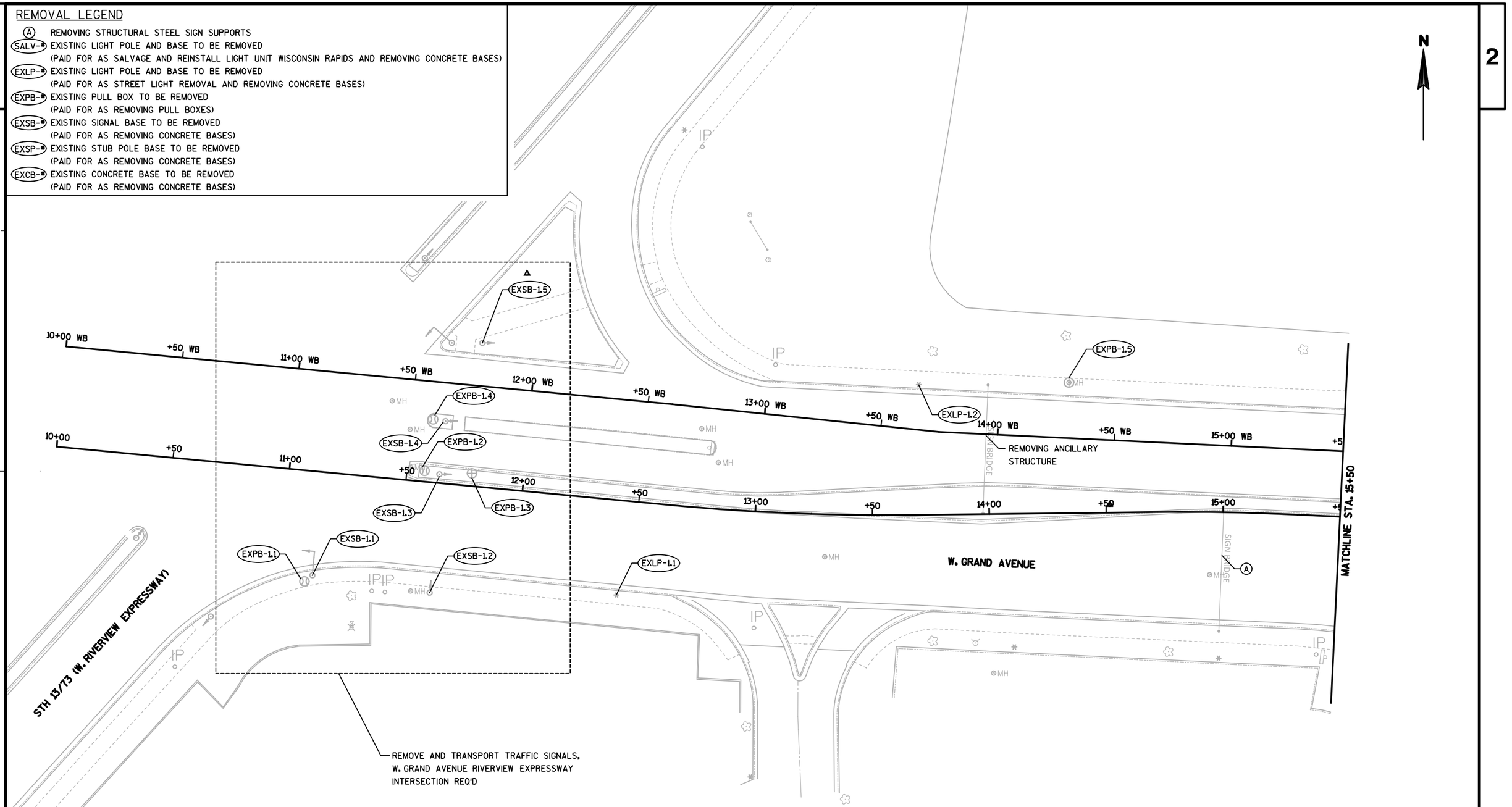


POLE BASE DETAIL

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION DETAILS	SHEET 17	E

REMOVAL LEGEND

- (A) REMOVING STRUCTURAL STEEL SIGN SUPPORTS
- (SALV-*) EXISTING LIGHT POLE AND BASE TO BE REMOVED
  (PAID FOR AS SALVAGE AND REINSTALL LIGHT UNIT WISCONSIN RAPIDS AND REMOVING CONCRETE BASES)
- (EXLP-*) EXISTING LIGHT POLE AND BASE TO BE REMOVED
  (PAID FOR AS STREET LIGHT REMOVAL AND REMOVING CONCRETE BASES)
- (EXPB-*) EXISTING PULL BOX TO BE REMOVED
  (PAID FOR AS REMOVING PULL BOXES)
- (EXSB-*) EXISTING SIGNAL BASE TO BE REMOVED
  (PAID FOR AS REMOVING CONCRETE BASES)
- (EXSP-*) EXISTING STUB POLE BASE TO BE REMOVED
  (PAID FOR AS REMOVING CONCRETE BASES)
- (EXCB-*) EXISTING CONCRETE BASE TO BE REMOVED
  (PAID FOR AS REMOVING CONCRETE BASES)



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	REMOVALS - STREET LIGHTING & SIGNALS	SHEET	E

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2

N

6TH AVENUE

REMOVE AND TRANSPORT TRAFFIC SIGNALS, W. JACKSON ST./6TH AVENUE NORTH/W. GRAND AVENUE INTERSECTION REQ'D

W. JACKSON ST.

W. GRAND AVENUE

MATCHLINE STA. 15+50

MATCHLINE STA. 20+50

EXSB-2.1
EXSB-2.2
EXSB-2.3
EXSB-2.4
EXSB-2.5
EXSB-2.6
EXSB-2.7
EXSB-2.8
EXSB-2.9
EXSB-2.10
EXPB-2.1
EXPB-2.2
EXPB-2.3
EXLP-2.1
EXLP-2.2
EXLP-2.3

16+00 WB
+50 WB
17+00 WB
18+00 WB
19+00 WB
20+00 WB
16+00
17+00
18+00
19+00
20+00
+50

MH
IP
A

REMOVAL LEGEND

(A)	REMOVING STRUCTURAL STEEL SIGN SUPPORTS
(SALV-*)	EXISTING LIGHT POLE AND BASE TO BE REMOVED (PAID FOR AS SALVAGE AND REINSTALL LIGHT UNIT WISCONSIN RAPIDS AND REMOVING CONCRETE BASES)
(EXLP-*)	EXISTING LIGHT POLE AND BASE TO BE REMOVED (PAID FOR AS STREET LIGHT REMOVAL AND REMOVING CONCRETE BASES)
(EXPB-*)	EXISTING PULL BOX TO BE REMOVED (PAID FOR AS REMOVING PULL BOXES)
(EXSB-*)	EXISTING SIGNAL BASE TO BE REMOVED (PAID FOR AS REMOVING CONCRETE BASES)
(EXSP-*)	EXISTING STUB POLE BASE TO BE REMOVED (PAID FOR AS REMOVING CONCRETE BASES)
(EXCB-*)	EXISTING CONCRETE BASE TO BE REMOVED (PAID FOR AS REMOVING CONCRETE BASES)

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	REMOVALS - STREET LIGHTING & SIGNALS	SHEET	E

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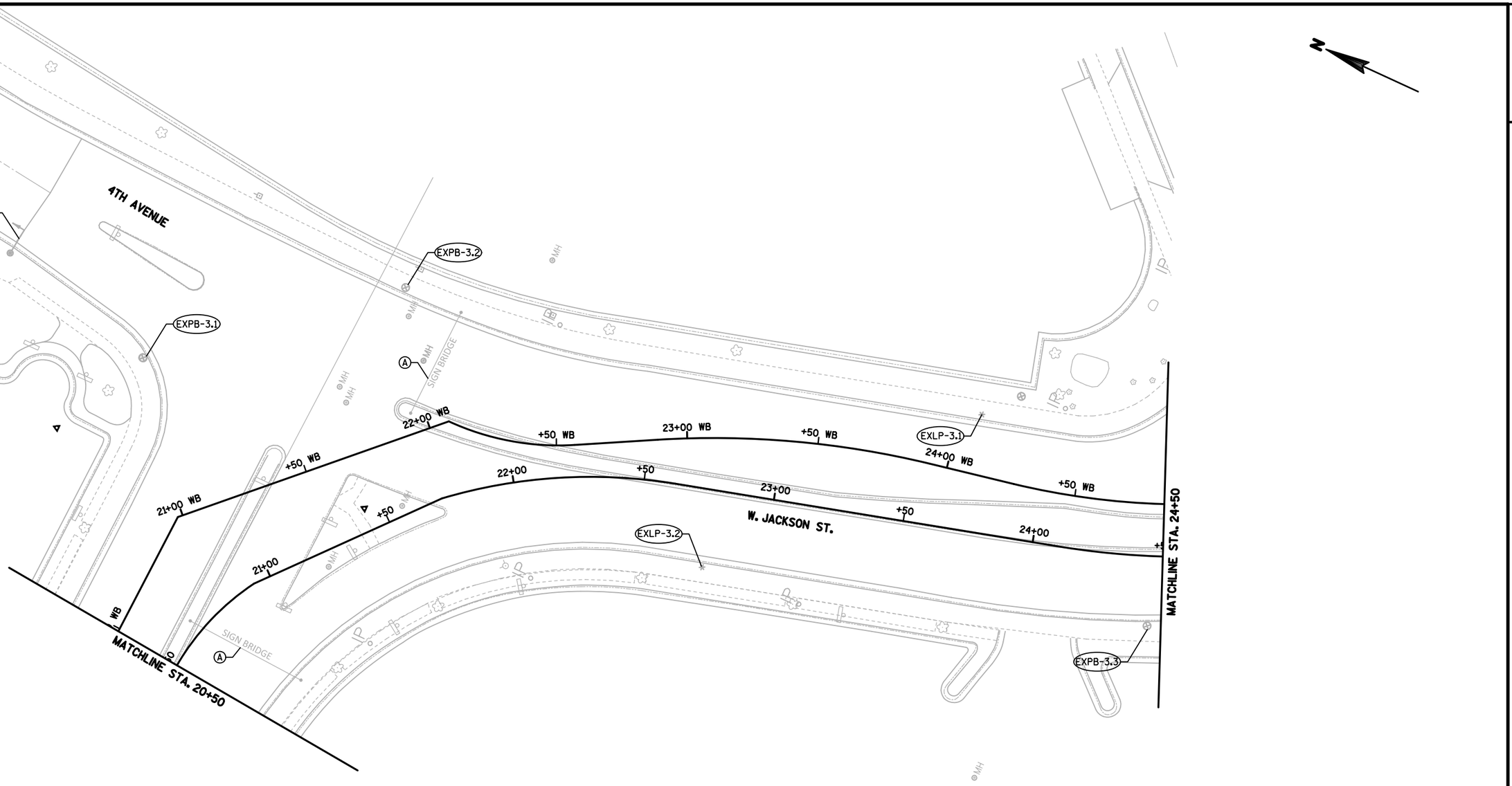
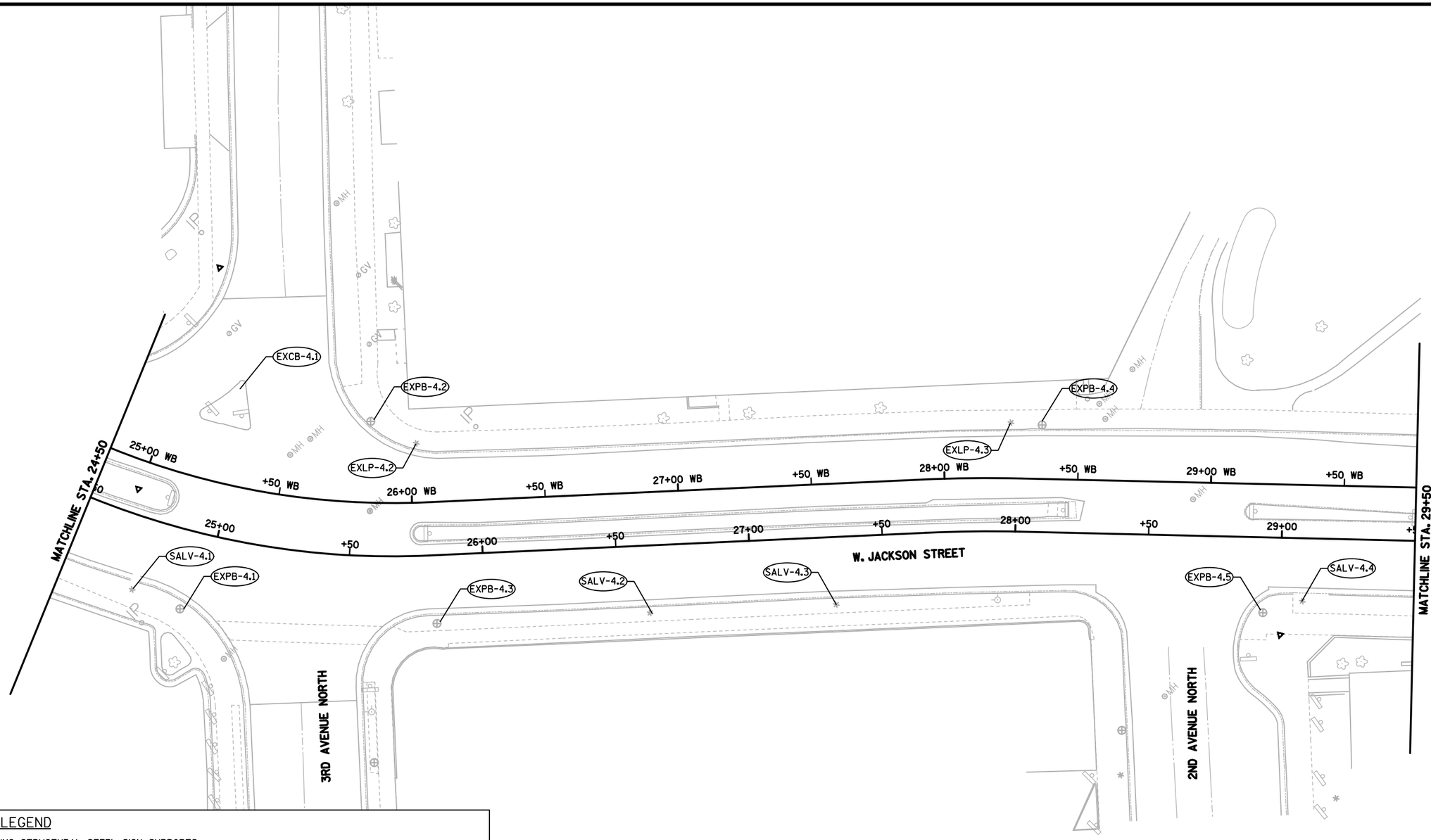


REMOVAL LEGEND

- (A) REMOVING STRUCTURAL STEEL SIGN SUPPORTS
- (SALV-*) EXISTING LIGHT POLE AND BASE TO BE REMOVED
  (PAID FOR AS SALVAGE AND REINSTALL LIGHT UNIT WISCONSIN RAPIDS AND REMOVING CONCRETE BASES)
- (EXLP-*) EXISTING LIGHT POLE AND BASE TO BE REMOVED
  (PAID FOR AS STREET LIGHT REMOVAL AND REMOVING CONCRETE BASES)
- (EXPB-*) EXISTING PULL BOX TO BE REMOVED
  (PAID FOR AS REMOVING PULL BOXES)
- (EXSB-*) EXISTING SIGNAL BASE TO BE REMOVED
  (PAID FOR AS REMOVING CONCRETE BASES)
- (EXSP-*) EXISTING STUB POLE BASE TO BE REMOVED
  (PAID FOR AS REMOVING CONCRETE BASES)
- (EXCB-*) EXISTING CONCRETE BASE TO BE REMOVED
  (PAID FOR AS REMOVING CONCRETE BASES)

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	REMOVALS - STREET LIGHTING & SIGNALS	SHEET 20	E

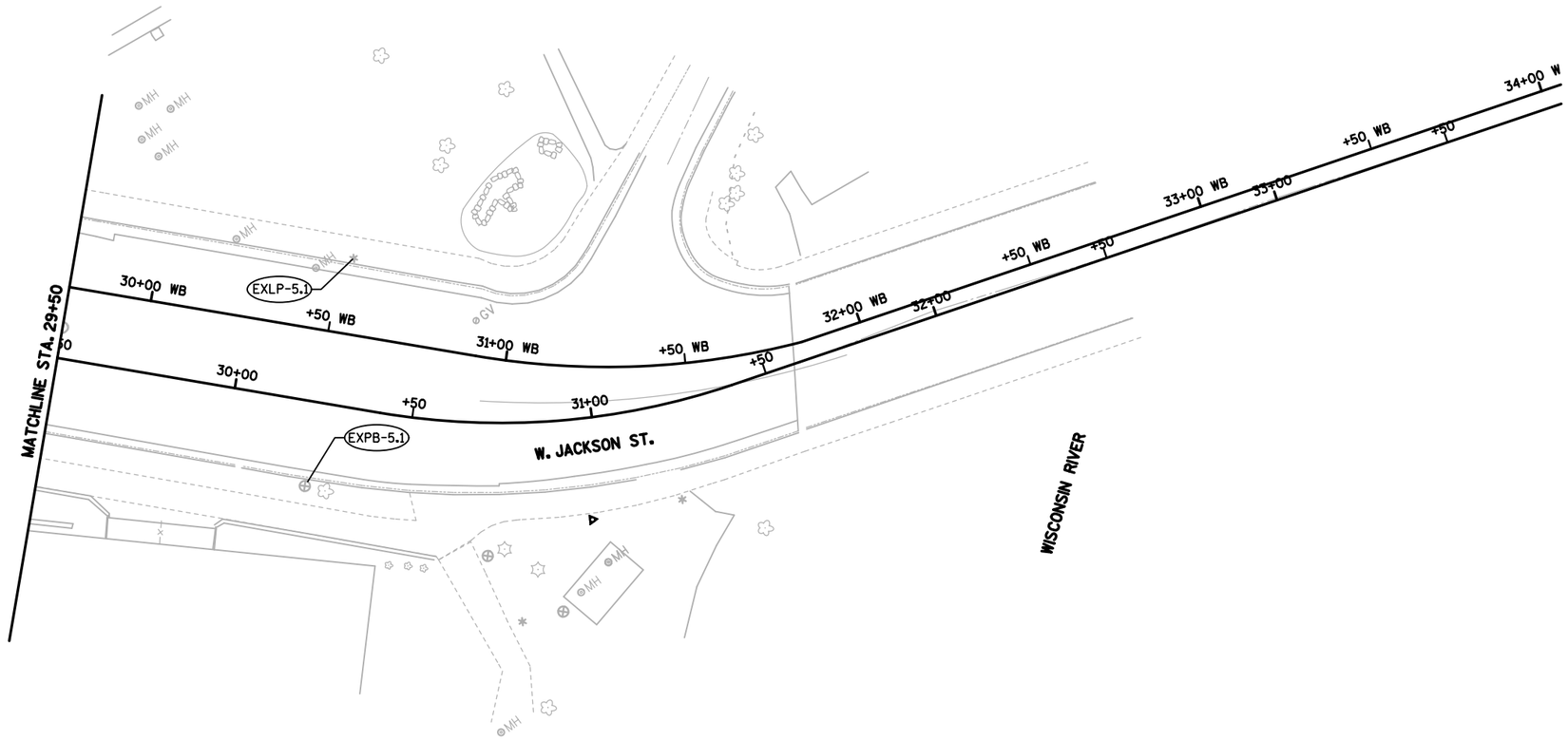
2



REMOVAL LEGEND

- (A) REMOVING STRUCTURAL STEEL SIGN SUPPORTS
- (SALV-*) EXISTING LIGHT POLE AND BASE TO BE REMOVED
  (PAID FOR AS SALVAGE AND REINSTALL LIGHT UNIT WISCONSIN RAPIDS AND REMOVING CONCRETE BASES)
- (EXLP-*) EXISTING LIGHT POLE AND BASE TO BE REMOVED
  (PAID FOR AS STREET LIGHT REMOVAL AND REMOVING CONCRETE BASES)
- (EXPB-*) EXISTING PULL BOX TO BE REMOVED
  (PAID FOR AS REMOVING PULL BOXES)
- (EXSB-*) EXISTING SIGNAL BASE TO BE REMOVED
  (PAID FOR AS REMOVING CONCRETE BASES)
- (EXSP-*) EXISTING STUB POLE BASE TO BE REMOVED
  (PAID FOR AS REMOVING CONCRETE BASES)
- (EXCB-*) EXISTING CONCRETE BASE TO BE REMOVED
  (PAID FOR AS REMOVING CONCRETE BASES)

2



REMOVAL LEGEND

(A)	REMOVING STRUCTURAL STEEL SIGN SUPPORTS
(SALV-*)	EXISTING LIGHT POLE AND BASE TO BE REMOVED (PAID FOR AS SALVAGE AND REINSTALL LIGHT UNIT WISCONSIN RAPIDS AND REMOVING CONCRETE BASES)
(EXLP-*)	EXISTING LIGHT POLE AND BASE TO BE REMOVED (PAID FOR AS STREET LIGHT REMOVAL AND REMOVING CONCRETE BASES)
(EXPB-*)	EXISTING PULL BOX TO BE REMOVED (PAID FOR AS REMOVING PULL BOXES)
(EXSB-*)	EXISTING SIGNAL BASE TO BE REMOVED (PAID FOR AS REMOVING CONCRETE BASES)
(EXSP-*)	EXISTING STUB POLE BASE TO BE REMOVED (PAID FOR AS REMOVING CONCRETE BASES)
(EXCB-*)	EXISTING CONCRETE BASE TO BE REMOVED (PAID FOR AS REMOVING CONCRETE BASES)

LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CS-6	CONCRETE SIDEWALK 6-INCH OVER 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
ASPH-2"	ASPHALTIC SURFACE 2-INCH	CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CONC-12	CONCRETE TRUCK APRON 12-INCH COLORING CONCRETE CUSTOM	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CD-6	CONCRETE DRIVEWAY 6-INCH	→	TRAFFIC FLOW
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	■	PROPOSED STORM SEWER CATCH BASIN
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	●	PROPOSED STORM SEWER MANHOLE
CG-24D(S)	CONCRETE CURB & GUTTER 4-INCH SLOPED 24-INCH TYPE D SPECIAL	▭	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	XXXXX	SAWING CONCRETE
CG-36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R	//////	SAWING ASPHALT
CG-36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A	------	SLOPE INTERCEPT
CS-4	CONCRETE SIDEWALK 4-INCH	▭	REVERSE SLOPE GUTTER
ASPH-HMA	HMA PAVEMENT - SEE TYPICAL SECTION FOR LAYER MIX AND THICKNESS	C-PD	CONCRETE CURB PEDESTRIAN
		⋰⋱	SOD LAWN

(A) CONCRETE MEDIAN SLOPED NOSE TYPE 1 REQ'D

N

CONCRETE PAVEMENT 8 1/2-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

CLEARING AND GRUBBING REQ'D

BEGIN PROJECT STA. 11+06.44

STH 13/73 (W. RIVERVIEW EXPRESSWAY)

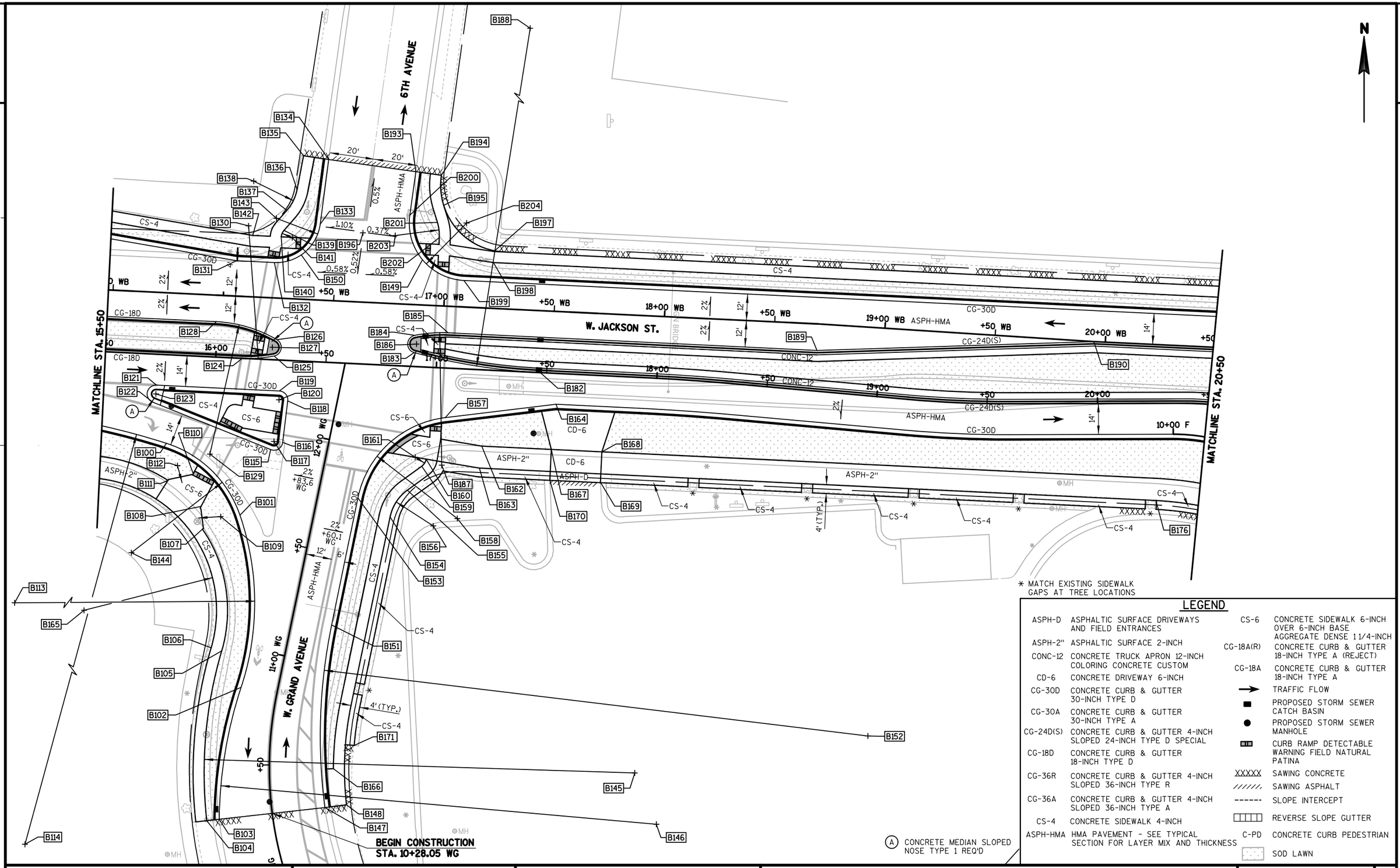
W. GRAND AVENUE

MATCHLINE STA. 15+50

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN DETAILS	SHEET 23	E

A POINTS						
POINT NO.	ML LINE STATION	ML LINE OFFSET	ELEV.	X	Y	REMARKS
A100	10+50.46	82.58'RT	---	453,451.80	727,766.10	MATCH EXISTING CURB & GUTTER
A101	10+66.61	72.06'RT	---	453,460.74	727,783.17	MATCH EXISTING SIDEWALK
A102	10+72.21	76.25'RT	---	453,456.03	727,788.36	MATCH EXISTING SIDEWALK
A103	10+84.81	64.53'RT	---	453,466.51	727,802.01	BOS
A104	10+89.15	58.73'RT	---	453,471.87	727,806.88	BOS
A105	11+13.32	46.59'RT	---	453,481.67	727,832.08	BOS
A106	11+19.34	74.00'RT	---	453,453.81	727,835.48	R=50'
A107	11+13.26	76.59'RT	---	453,451.81	727,829.18	R=30'
A108	10+79.31	44.04'RT	---	453,487.43	727,798.48	MATCH EXISTING PAVEMENT
A109	11+19.34	24.00'RT	1006.25	453,503.59	727,840.22	
A110	10+94.51	23.74'RT	---	453,506.20	727,815.52	MATCH EXISTING PAVEMENT
A111	11+02.72	23.74'RT	---	453,505.42	727,823.70	MATCH EXISTING PAVEMENT
A112	11+06.44	0.27'LT	---	453,528.97	727,829.68	MATCH EXISTING PAVEMENT
A113	11+36.35	0.29'LT	---	453,526.15	727,859.46	MATCH EXISTING PAVEMENT
A114	11+51.02	0.00'RT	1006.15	453,524.48	727,874.03	
A115	11+51.02	8.00'LT	1005.97	453,532.44	727,874.79	
A116	---	---	---	---	---	LAYOUT POINT NOT USED
A117	---	---	---	---	---	LAYOUT POINT NOT USED
A118	---	---	---	---	---	LAYOUT POINT NOT USED
A119	---	---	---	---	---	LAYOUT POINT NOT USED
A120	12+97.46	7.37'LT	1004.82	453,518.60	728,020.30	
A121	---	---	---	---	---	LAYOUT POINT NOT USED
A122	---	---	---	---	---	LAYOUT POINT NOT USED
A123	14+25.18	24.00'RT	1005.56	453,486.24	728,147.83	
A124	14+96.74	28.43'RT	1005.86	453,482.36	728,218.74	
A125	12+97.14	37.61'RT	1005.31	453,473.72	728,017.31	FOS
A126	12+99.66	47.72'RT	1005.47	453,463.48	728,019.35	BOS
A127	13+04.47	67.59'RT	1005.99	453,443.36	728,023.34	
A128	13+05.37	86.69'RT	---	453,424.23	728,023.33	MATCH EXISTING CURB & GUTTER
A129	13+35.35	85.28'RT	---	453,424.46	728,055.90	MATCH EXISTING CURB & GUTTER
A130	13+34.89	68.07'RT	1006.17	453,441.68	728,055.78	
A131	13+38.15	48.22'RT	1005.69	453,461.45	728,059.63	BOS
A132	13+39.83	38.27'RT	1005.54	453,471.37	728,061.56	FOS
A133	---	---	---	---	---	LAYOUT POINT NOT USED
A134	---	---	---	---	---	LAYOUT POINT NOT USED
A135	---	---	---	---	---	LAYOUT POINT NOT USED
A136	14+79.26	17.40'LT	1006.23	453,528.26	728,201.54	
A137	14+75.75	353.00'RT	---	453,157.85	728,200.98	R=325'
A138	---	---	---	---	---	LAYOUT POINT NOT USED
A139	13+05.83	22.35'LT	1005.14	453,533.10	728,029.36	END OF RADIUS
A140	13+05.65	30.32'LT	1005.30	453,541.07	728,029.59	END OF RADIUS
A141	13+05.40	26.33'LT	---	453,537.10	728,029.14	R=4'
A142	12+61.81	32.00'LT	1005.39	453,545.85	727,987.35	
A143	11+75.60	32.00'LT	1006.20	453,554.01	727,901.53	PAVEMENT TYPE CHANGE
A144	11+50.82	32.00'LT	1006.44	453,556.36	727,876.86	
A145	11+36.35	29.75'LT	---	453,555.49	727,862.25	MATCH EXISTING PAVEMENT
A146	11+36.35	23.00'LT	---	453,548.77	727,861.61	MATCH EXISTING PAVEMENT

A POINTS						
POINT NO.	ML LINE STATION	ML LINE OFFSET	ELEV.	X	Y	REMARKS
A147	15+45.88	57.37'RT	---	453,451.75	728,265.46	BEGIN RADIUS; BOS
A148	---	---	---	---	---	LAYOUT POINT NOT USED
A149	---	---	---	---	---	LAYOUT POINT NOT USED
A150	11+41.35	42.31'LT	---	453,567.51	727,868.41	MATCH EXISTING PAVEMENT
A151	11+46.25	42.32'LT	---	453,567.06	727,873.29	MATCH EXISTING PAVEMENT
A152	11+46.25	54.00'LT	---	453,578.69	727,874.40	MATCH EXISTING PAVEMENT
A153	11+52.55	54.00'LT	---	453,578.09	727,880.67	MATCH EXISTING PAVEMENT
A154	11+75.60	54.35'LT	1005.74	453,576.26	727,903.64	PAVEMENT TYPE CHANGE
A155	11+62.42	56.00'LT	---	453,579.15	727,890.69	END OF RADIUS; FOC
A156	11+60.01	60.78'LT	---	453,584.13	727,888.73	END OF RADIUS; FOC
A157	11+62.42	59.00'LT	---	453,582.13	727,890.97	R=3'; FOC
A158	11+82.85	91.89'LT	---	453,612.95	727,914.42	END OF RADIUS; FOC
A159	11+87.04	92.54'LT	---	453,613.19	727,918.65	END OF RADIUS; FOC
A160	11+85.27	90.12'LT	---	453,610.95	727,916.66	R=3'; FOC
A161	11+84.19	97.11'LT	---	453,618.01	727,916.25	MATCH EXISTING PAVEMENT
A162	12+03.44	82.98'LT	1005.79	453,602.13	727,934.07	
A163	12+40.07	62.69'LT	1005.03	453,578.46	727,968.61	
A164	12+37.23	56.02'LT	1005.10	453,572.09	727,965.16	
A165	12+17.20	142.07'LT	---	453,659.65	727,953.37	MATCH EXISTING PAVEMENT
A166	12+18.81	140.89'LT	---	453,658.32	727,954.86	
A167	12+46.46	77.66'LT	1004.86	453,592.75	727,976.40	
A168	13+07.42	65.03'LT	1004.60	453,575.65	728,033.01	
A169	13+80.80	59.34'LT	1004.92	453,569.05	728,102.46	
A170	15+43.33	52.00'LT	1005.89	453,561.11	728,268.15	
A171	13+08.04	77.51'LT	1005.29	453,588.10	728,034.20	BOS
A172	12+84.58	79.98'LT	1005.39	453,591.87	728,012.77	BOS
A173	12+58.37	96.60'LT	1005.68	453,610.48	727,990.05	BOS
A174	12+42.80	112.58'LT	1005.81	453,627.86	727,976.06	FOS
A175	12+36.24	119.74'LT	1005.92	453,635.62	727,970.20	FOS
A176	12+28.93	125.10'LT	1006.01	453,641.64	727,963.44	
A177	12+31.89	129.13'LT	1006.08	453,645.38	727,966.77	
A178	12+35.01	136.77'LT	1006.30	453,652.68	727,970.60	BOS
A179	12+53.73	162.26'LT	1007.38	453,676.29	727,991.64	BOS
A180	12+47.58	167.41'LT	1007.26	453,681.99	727,986.01	FOS
A181	13+14.46	213.27'LT	---	453,723.47	728,045.84	MATCH EXISTING SIDEWALK
A182	13+07.42	219.06'LT	---	453,729.50	728,040.59	MATCH EXISTING SIDEWALK
A183	12+98.91	225.88'LT	1006.73	453,736.67	728,034.35	
A184	12+85.91	233.04'LT	1007.00	453,744.46	728,024.81	
A185	12+46.77	183.22'LT	---	453,697.80	727,986.70	MATCH EXISTING PAVEMENT
A186	12+48.44	182.10'LT	---	453,696.54	727,988.25	
A187	12+21.44	99.59'LT	---	453,616.95	727,953.57	R=25'
A188	12+66.35	123.76'LT	---	453,636.83	728,000.01	R=50'
A189	12+91.70	114.39'LT	---	453,625.75	728,021.54	R=35'
A190	13+11.84	215.02'LT	---	453,725.30	728,043.86	R=165'
A191	13+16.14	214.84'LT	---	453,724.98	728,047.22	R=150'FLAG; R=137.5'BOS
A192	12+97.36	245.25'LT	---	453,756.08	728,034.30	MATCH EXISTING PAVEMENT
A193	13+10.31	238.06'LT	---	453,748.38	728,043.72	MATCH EXISTING CURB & GUTTER



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN DETAILS	SHEET 25	E

B POINTS						
POINT NO.	ML LINE STATION	ML LINE OFFSET	ELEV.	X	Y	REMARKS
B100	15+79.53	40.06'RT	1006.37	453,467.42	728,299.91	
B101	16+14.39	71.03'RT	1006.72	453,434.82	728,333.25	
B102	10+82.08 WG	16.41'LT	1006.61	453,356.93	728,333.76	
B103	10+24.41 WG	24.17'LT	---	453,297.23	728,323.83	MATCH EXISTING CURB & GUTTER
B104	10+28.48 WG	29.84'LT	---	453,296.59	728,318.20	MATCH EXISTING SIDEWALK
B105	10+96.40 WG	28.35'LT	---	453,373.41	728,324.98	FOS
B106	10+96.81 WG	33.33'LT	---	453,374.83	728,320.18	BOS
B107	15+97.72	78.10'RT	---	453,428.56	728,316.25	FOS
B108	15+96.61	67.86'RT	---	453,438.84	728,315.64	FOS
B109	16+05.69	72.06'RT	---	453,434.21	728,324.50	R=10'
B110	15+92.35	53.27'RT	---	453,453.61	728,312.07	FOS
B111	15+81.07	56.83'RT	---	453,450.60	728,300.64	FOS
B112	15+85.09	49.91'RT	---	453,457.32	728,304.98	R=8'
B113	14+97.05	115.68'RT	---	453,395.11	728,217.89	R=122'
B114	14+75.75	353.00'RT	---	453,157.85	728,200.98	R=325'
B115	16+26.83	40.66'RT	1006.75	453,464.55	728,347.12	END OF RADIUS
B116	16+32.13	37.18'RT	1006.79	453,467.78	728,352.58	END OF RADIUS
B117	16+28.14	36.88'RT	---	453,468.27	728,348.61	R=4'
B118	16+33.52	18.29'RT	1006.80	453,486.58	728,354.87	END OF RADIUS
B119	16+29.53	14.00'RT	1006.79	453,491.06	728,351.09	END OF RADIUS
B120	16+29.53	18.00'RT	---	453,487.06	728,350.90	R=4'
B121	15+73.76	14.00'RT	1006.51	453,493.73	728,295.39	END OF RADIUS
B122	15+72.45	21.78'RT	1006.43	453,486.02	728,293.70	END OF RADIUS
B123	15+73.76	18.00'RT	---	453,489.73	728,295.20	R=4'
B124	16+12.03	0.00'RT	1006.98	453,505.88	728,334.29	END OF RADIUS
B125	16+26.38	1.74'LT	1007.06	453,506.93	728,348.70	END OF RADIUS
B126	16+27.28	9.17'LT	1007.08	453,514.31	728,349.95	END OF RADIUS
B127	16+25.43	5.63'LT	---	453,510.86	728,347.93	R=4'
B128	15+99.48	16.00'LT	1006.93	453,522.46	728,322.51	END OF RADIUS
B129	15+99.48	44.00'RT	---	453,462.53	728,319.64	R=60'
B130	16+12.03	60.00'LT	---	453,565.81	728,337.16	R=60'
B131	16+07.33	44.00'LT	1006.42	453,550.05	728,331.70	
B132	16+24.47	44.00'LT	1006.52	453,549.23	728,348.81	
B133	16+44.40	62.35'LT	1006.69	453,566.61	728,369.60	HIGH POINT; END OF RADIUS
B134	16+46.83	91.74'LT	---	453,595.84	728,373.44	MATCH EXISTING CURB & GUTTER
B135	16+35.33	92.92'LT	---	453,597.57	728,362.01	MATCH EXISTING SIDEWALK
B136	16+33.14	77.49'LT	1007.22	453,582.27	728,359.08	BOS
B137	16+28.97	67.82'LT	1007.00	453,572.81	728,354.45	BOS
B138	16+13.34	80.30'LT	---	453,586.03	728,339.44	R=20'
B139	16+28.12	58.75'LT	1006.79	453,563.79	728,353.17	FOS
B140	16+27.03	55.75'LT	1006.79	453,560.85	728,351.93	FOS
B141	16+32.03	55.63'LT	---	453,560.48	728,356.92	R=5'
B142	16+14.11	55.75'LT	1007.11	453,561.47	728,339.03	BOS
B143	16+24.47	64.00'LT	---	453,569.21	728,349.77	R=20'
B144	15+66.09	90.29'RT	---	453,417.89	728,284.08	R=52'
B145	17+99.74	178.93'RT	---	453,318.21	728,512.00	R=195'
B146	18+13.61	201.51'RT	---	453,294.98	728,521.82	R=198'
B147	10+27.55 WG	24.00'RT	---	453,302.54	728,371.72	MATCH EXISTING CURB & GUTTER
B148	10+27.43 WG	33.80'RT	---	453,303.72	728,381.45	MATCH EXISTING SIDEWALK
B149	16+91.39	48.48'LT	1006.87	453,550.51	728,415.87	CURB LINE GRADE BREAK
B150	16+36.50	48.03'LT	1006.60	453,552.68	728,361.02	CURB LINE GRADE BREAK
B151	16+58.21	118.66'RT	1006.76	453,385.15	728,374.73	
B152	11+17.97 WG	266.00'RT	---	453,334.92	728,617.60	R=248'

B POINTS						
POINT NO.	ML LINE STATION	ML LINE OFFSET	ELEV.	X	Y	REMARKS
B153	11+76.72 WG	18.00'RT	1006.91	453,442.68	728,386.63	END OF RADIUS
B154	11+71.20 WG	34.00'RT	---	453,434.04	728,401.18	BOS
B155	11+84.70 WG	39.24'RT	1007.55	453,446.20	728,409.05	BOS
B156	11+71.20 WG	54.00'RT	---	453,429.99	728,420.77	R=20'
B157	17+05.12	22.41'RT	1007.15	453,479.04	728,426.20	END OF RADIUS
B158	11+76.72 WG	64.00'RT	---	453,433.37	728,431.68	R=46'
B159	16+95.51	44.90'RT	1007.55	453,457.04	728,415.52	FOS
B160	16+97.35	41.58'RT	1007.44	453,460.26	728,417.52	FOS
B161	16+92.39	40.99'RT	---	453,461.09	728,412.59	R=5'
B162	17+22.25	34.50'RT	---	453,466.14	728,442.73	FOS
B163	17+21.65	44.50'RT	---	453,456.18	728,441.65	BOS
B164	17+54.91	14.00'RT	1007.42	453,485.06	728,476.32	END TAPER
B165	15+45.92	117.40'RT	---	453,391.81	728,262.63	R=60'
B166	10+48.21 WG	29.00'RT	---	453,320.14	728,375.55	---
B167	17+53.78	34.52'RT	1008.07	453,464.61	728,474.22	FOS
B168	17+76.70	34.50'RT	1008.19	453,463.54	728,497.11	FOS
B169	17+76.70	48.28'RT	---	453,449.78	728,496.45	MATCH EXISTING PAVEMENT
B170	17+53.78	48.38'RT	---	453,450.77	728,473.56	MATCH EXISTING PAVEMENT
B171	10+61.83 WG	38.10'RT	---	453,330.64	728,384.98	MATCH EXISTING SIDEWALK
B172	---	---	---	---	---	LAYOUT POINT NOT USED
B173	---	---	---	---	---	LAYOUT POINT NOT USED
B174	---	---	---	---	---	LAYOUT POINT NOT USED
B175	---	---	---	---	---	LAYOUT POINT NOT USED
B176	20+26.35	43.99'RT	---	453,441.50	728,748.04	BOS
B177	---	---	---	---	---	LAYOUT POINT NOT USED
B178	---	---	---	---	---	LAYOUT POINT NOT USED
B179	---	---	---	---	---	LAYOUT POINT NOT USED
B180	---	---	---	---	---	LAYOUT POINT NOT USED
B181	---	---	---	---	---	LAYOUT POINT NOT USED
B182	17+47.13	0.00'RT	1007.66	453,499.41	728,469.23	END OF RADIUS
B183	16+89.66	6.31'LT	1007.40	453,508.46	728,412.13	END OF RADIUS
B184	16+89.53	14.08'LT	1007.44	453,516.24	728,412.37	END OF RADIUS
B185	17+04.57	16.00'LT	1007.54	453,517.43	728,427.49	END OF RADIUS
B186	16+90.53	10.21'LT	---	453,512.32	728,413.18	R=4'
B187	17+04.57	44.00'RT	---	453,457.50	728,424.61	R=60'
B188	17+47.13	265.00'LT	---	453,764.11	728,481.91	R=265'
B189	18+71.12	18.39'LT	1008.51	453,509.43	728,594.56	BEGIN TAPER
B190	19+98.41	28.02'LT	1008.80	453,513.43	728,719.90	END TAPER
B191	---	---	---	---	---	LAYOUT POINT NOT USED
B192	---	---	---	---	---	LAYOUT POINT NOT USED
B193	16+86.47	88.13'LT	---	453,590.35	728,412.86	MATCH EXISTING CURB & GUTTER
B194	16+98.10	87.04'LT	---	453,588.70	728,424.42	MATCH EXISTING SIDEWALK
B195	16+99.81	73.53'LT	---	453,575.13	728,425.48	BOS
B196	16+63.87	59.33'LT	---	453,562.66	728,388.90	CENTERLINE HIGH POINT
B197	17+23.54	53.75'LT	---	453,554.23	728,448.24	BOS
B198	17+23.54	48.75'LT	---	453,549.24	728,448.00	FOS
B199	17+10.60	40.00'LT	1007.09	453,541.12	728,434.65	END OF RADIUS
B200	16+84.70	68.31'LT	1006.68	453,570.64	728,410.14	END OF RADIUS
B201	16+97.35	65.64'LT	1007.28	453,567.36	728,422.65	FOS
B202	16+98.54	58.83'LT	1007.07	453,560.50	728,423.51	FOS
B203	16+78.54	58.83'LT	---	453,561.46	728,403.54	R=20'
B204	17+10.60	66.00'LT	---	453,567.09	728,435.90	R=26'

END CONSTRUCTION
STA. 11+18.75 C

4TH AVENUE

W. JACKSON ST.

MATCHLINE STA. 20+50

MATCHLINE STA. 24+50

SALVAGE AND REPLACE LANDSCAPING STONE REQ'D

CLEARING AND GRUBBING REQ'D

LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CS-6	CONCRETE SIDEWALK 6-INCH OVER 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
ASPH-2"	ASPHALTIC SURFACE 2-INCH	CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CONC-12	CONCRETE TRUCK APRON 12-INCH COLORING CONCRETE CUSTOM	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CD-6	CONCRETE DRIVEWAY 6-INCH	→	TRAFFIC FLOW
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	■	PROPOSED STORM SEWER CATCH BASIN
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	●	PROPOSED STORM SEWER MANHOLE
CG-24D(S)	CONCRETE CURB & GUTTER 4-INCH SLOPED 24-INCH TYPE D SPECIAL		CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	XXXXX	SAWING CONCRETE
CG-36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R	//////	SAWING ASPHALT
CG-36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A	------	SLOPE INTERCEPT
CS-4	CONCRETE SIDEWALK 4-INCH		REVERSE SLOPE GUTTER
ASPH-HMA	HMA PAVEMENT - SEE TYPICAL SECTION FOR LAYER MIX AND THICKNESS	C-PD	CONCRETE CURB PEDESTRIAN
			SOD LAWN

(A) CONCRETE MEDIAN SLOPED NOSE TYPE 1 REQ'D

* MATCH EXISTING SIDEWALK GAPS AT TREE LOCATIONS

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN DETAILS	SHEET 27	E

C POINTS						
POINT NO.	ML LINE STATION	ML LINE OFFSET	ELEV.	X	Y	REMARKS
C100	24+43.34	38.60'RT	---	453,152.81	728,928.27	MATCH EXISTING SIDEWALK
C101	---	---	---	---	---	LAYOUT POINT NOT USED
C102	---	---	---	---	---	LAYOUT POINT NOT USED
C103	---	---	---	---	---	LAYOUT POINT NOT USED
C104	22+55.27	35.41'RT	---	453,337.27	728,878.35	BOS
C105	23+14.81	35.50'RT	1006.84	453,281.01	728,893.89	BOS
C106	23+16.81	35.50'RT	1006.83	453,279.08	728,894.42	BOS
C107	23+16.81	37.15'RT	1006.84	453,278.64	728,892.83	END OF RADIUS
C108	23+14.77	44.70'RT	1006.87	453,278.60	728,885.00	END OF RADIUS
C109	23+04.54	62.26'RT	1007.48	453,283.79	728,865.35	END OF RADIUS
C110	22+95.90	57.23'RT	1007.40	453,293.45	728,867.91	END OF RADIUS
C111	23+03.76	43.73'RT	1006.97	453,289.47	728,883.01	
C112	22+93.16	43.78'RT	---	453,299.68	728,880.15	MATCH EXISTING CURB & GUTTER
C113	23+01.81	37.15'RT	---	453,293.10	728,888.83	R=15'
C114	22+93.25	66.78'RT	---	453,293.47	728,858.00	MATCH EXISTING PAVEMENT
C115	23+00.22	59.75'RT	---	453,288.62	728,866.63	R=5'
C116	23+14.81	25.50'RT	1006.74	453,283.67	728,903.53	FOS
C117	23+43.81	25.50'RT	1006.60	453,255.72	728,911.24	FOS
C118	23+43.81	35.50'RT	1006.75	453,253.06	728,901.60	BOS
C119	23+41.78	35.50'RT	1006.76	453,255.01	728,901.06	BOS
C120	23+41.81	37.15'RT	1006.76	453,254.54	728,899.48	END OF RADIUS
C121	23+43.85	44.70'RT	1006.81	453,250.57	728,892.74	END OF RADIUS
C122	23+56.81	37.15'RT	---	453,240.09	728,903.47	R=15'
C123	23+53.95	62.04'RT	1006.93	453,236.22	728,878.72	END OF RADIUS
C124	23+62.59	57.01'RT	1006.99	453,229.23	728,885.87	END OF RADIUS
C125	23+58.27	59.52'RT	---	453,232.73	728,882.30	R=5'
C126	23+56.52	46.59'RT	1007.05	453,237.85	728,894.29	END OF RADIUS
C127	23+58.26	43.59'RT	1007.08	453,236.97	728,897.66	END OF RADIUS
C128	23+58.25	45.59'RT	---	453,236.45	728,895.72	R=2'
C129	23+79.76	43.69'RT	1007.00	453,216.23	728,903.28	END OF RADIUS
C130	23+65.29	66.50'RT	---	453,224.10	728,877.45	MATCH EXISTING PAVEMENT
C131	24+38.14	63.14'RT	---	453,149.55	728,903.15	MATCH EXISTING PAVEMENT
C132	24+37.27	38.66'RT	---	453,159.16	728,925.69	MATCH EXISTING CURB & GUTTER
C133	23+63.58	25.50'RT	---	453,236.66	728,916.50	FOS
C134	24+35.57	22.97'RT	---	453,166.40	728,939.74	FOS
C135	24+48.27	22.77'RT	---	453,153.76	728,944.94	FOS
C136	24+04.55	306.55'LT	---	453,285.54	729,247.48	R=330'
C137	27+62.88	675.31'LT	---	453,433.74	729,630.30	R=740.5'
C138	26+10.26	400.63'LT	---	453,332.57	729,332.80	R=445'
C139	21+32.61	39.12'LT	1010.94	453,475.31	728,867.57	ROUNDABOUT CENTER HIGH POINT
C140	20+86.21	84.84'LT	---	453,550.33	728,845.00	SAW CUT LIMIT
C141	23+78.57	11.00'LT	1006.74	453,231.92	728,955.68	END TAPER
C142	22+90.57	0.00'RT	1006.96	453,313.82	728,921.66	BEGIN TAPER
C143	23+66.10	14.48'LT	---	453,244.87	728,955.72	LANDSCAPING LIMITS
C144	22+35.06	5.00'LT	---	453,368.74	728,909.77	LANDSCAPING LIMITS

C POINTS						
POINT NO.	ML LINE STATION	ML LINE OFFSET	ELEV.	X	Y	REMARKS
C145	24+17.64	50.42'LT	1006.66	453,206.00	729,003.81	BOS
C146	23+08.34	45.50'LT	1007.37	453,308.80	728,970.24	FOS
C147	22+42.83	40.14'LT	1007.70	453,373.89	728,945.58	FOS
C148	19+11.54	279.76'RT	---	453,208.86	728,608.29	R=375.5'
C149	22+26.63	44.17'LT	---	453,393.50	728,941.55	BOS
C150	21+94.74	59.65'LT	---	453,435.95	728,934.78	BOS
C151	22+26.20	117.67'LT	---	453,425.80	729,007.58	R=73.5'
C152	21+92.10	55.99'LT	1008.28	453,436.64	728,929.83	FOS
C153	21+75.43	78.88'LT	1008.61	453,468.26	728,934.24	FOS
C154	21+71.98	85.08'LT	1008.65	453,476.78	728,935.06	FOS
C155	21+03.70	23.04'LT	---	453,482.07	728,835.20	R=100'
C156	21+45.85	131.78'LT	1007.87	453,536.70	728,938.23	FOS
C157	21+40.94	138.10'LT	1007.80	453,544.69	728,938.65	FOS
C158	21+11.22	176.34'LT	---	453,593.05	728,941.22	FOS
C159	20+93.24	202.34'LT	---	453,627.96	728,940.50	MATCH EXISTING CURB & GUTTER
C160	20+96.16	207.81'LT	---	453,626.70	728,950.42	MATCH EXISTING SIDEWALK
C161	25+90.68	305.50'LT	---	453,275.20	729,254.44	R=260'
C162	---	---	---	---	---	LAYOUT POINT NOT USED
C163	21+52.20	176.56'RT	---	453,299.42	728,741.23	R=142.25'; MATCH EXISTING
C164	20+88.67	182.38'LT	---	453,633.63	728,896.08	MATCH EXISTING CURB & GUTTER
C165	20+85.55	178.95'LT	---	453,634.84	728,886.47	MATCH EXISTING SIDEWALK
C166	20+89.00	154.00'LT	---	453,608.35	728,883.16	MATCH EXISTING SIDEWALK
C167	20+90.84	155.28'LT	---	453,607.08	728,888.00	FOS
C168	20+93.24	130.68'LT	1008.07	453,582.49	728,881.18	FOS
C169	20+91.51	129.33'LT	1008.14	453,583.82	728,876.36	BOS; END RADIUS
C170	20+91.96	124.82'LT	1008.13	453,579.41	728,874.97	BOS
C171	20+89.42	122.47'LT	---	453,580.30	728,868.73	MATCH EXISTING SIDEWALK
C172	20+91.31	110.30'LT	---	453,567.65	728,866.33	MATCH EXISTING SIDEWALK
C173	20+92.57	111.09'LT	1008.07	453,566.93	728,869.07	BOS
C174	20+85.62	72.79'LT	1008.75	453,540.10	728,838.54	BOS; END RADIUS
C175	20+62.50	121.90'LT	---	453,601.87	728,811.32	R=67.5'
C176	20+80.60	65.39'LT	1008.56	453,537.14	728,827.54	BOS; END RADIUS
C177	20+71.33	98.71'LT	---	453,574.42	728,823.42	R=37.5'
C178	20+77.66	62.72'LT	---	453,536.61	728,821.97	BOS
C179	20+75.15	61.02'LT	---	453,536.54	728,817.49	BOS
C180	20+69.76	94.63'LT	---	453,571.50	728,819.16	R=35'
C181	20+53.54	240.93'LT	---	453,723.51	728,806.94	R=187.5'
C182	20+64.90	56.62'LT	1008.60	453,537.36	728,800.34	
C183	20+64.39	60.64'LT	---	453,541.46	728,800.54	MATCH EXISTING SIDEWALK
C184	20+55.85	58.53'LT	---	453,542.18	728,786.51	MATCH EXISTING SIDEWALK
C185	20+56.13	54.41'LT	---	453,538.03	728,786.29	MATCH EXISTING SIDEWALK
C186	20+87.88	78.44'LT	1008.70	453,543.23	728,844.76	
C187	20+81.40	69.26'LT	---	453,540.12	728,830.37	SAW CUT LIMIT
C188	20+67.82	61.96'LT	---	453,541.24	728,806.34	

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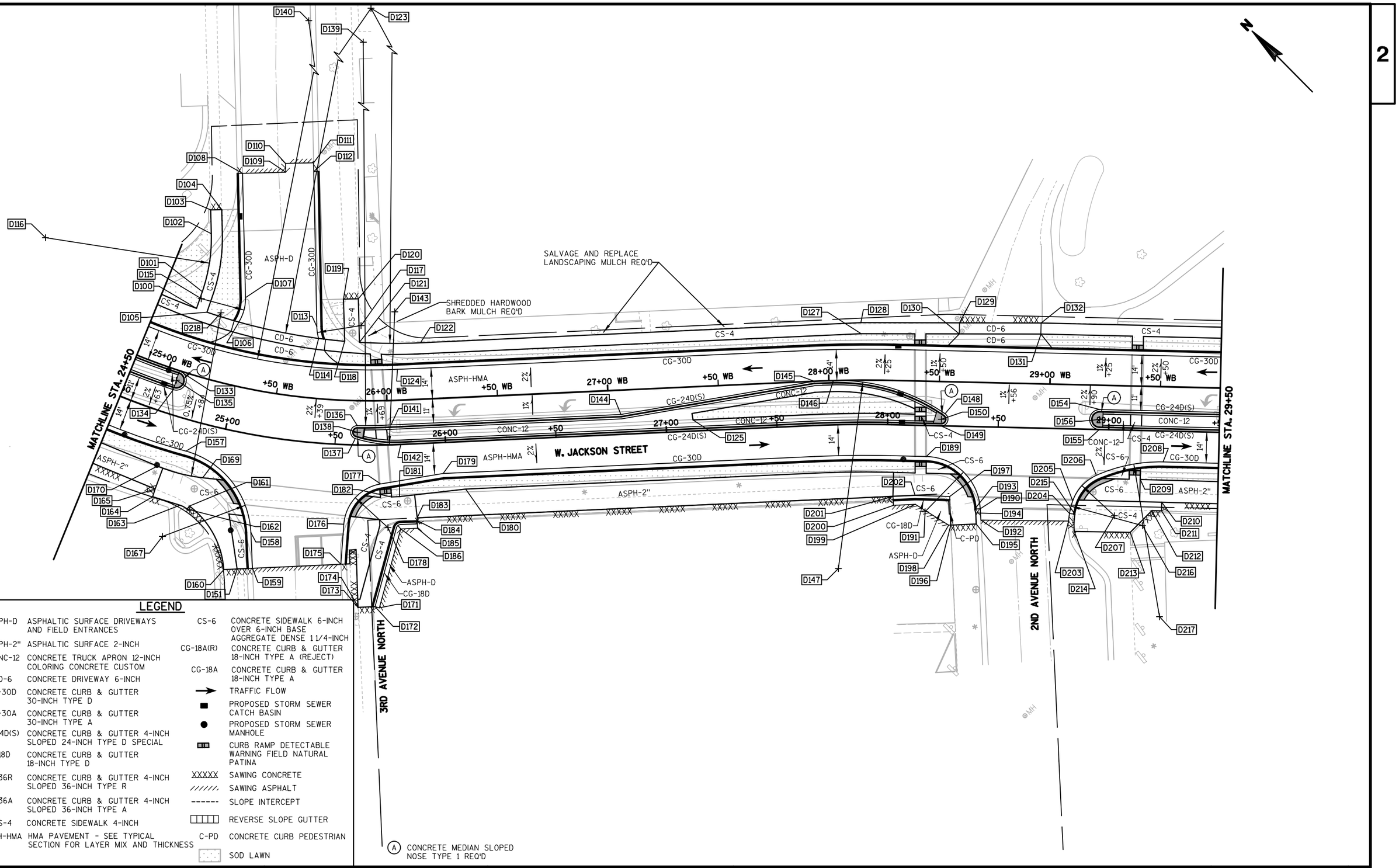


LEGEND

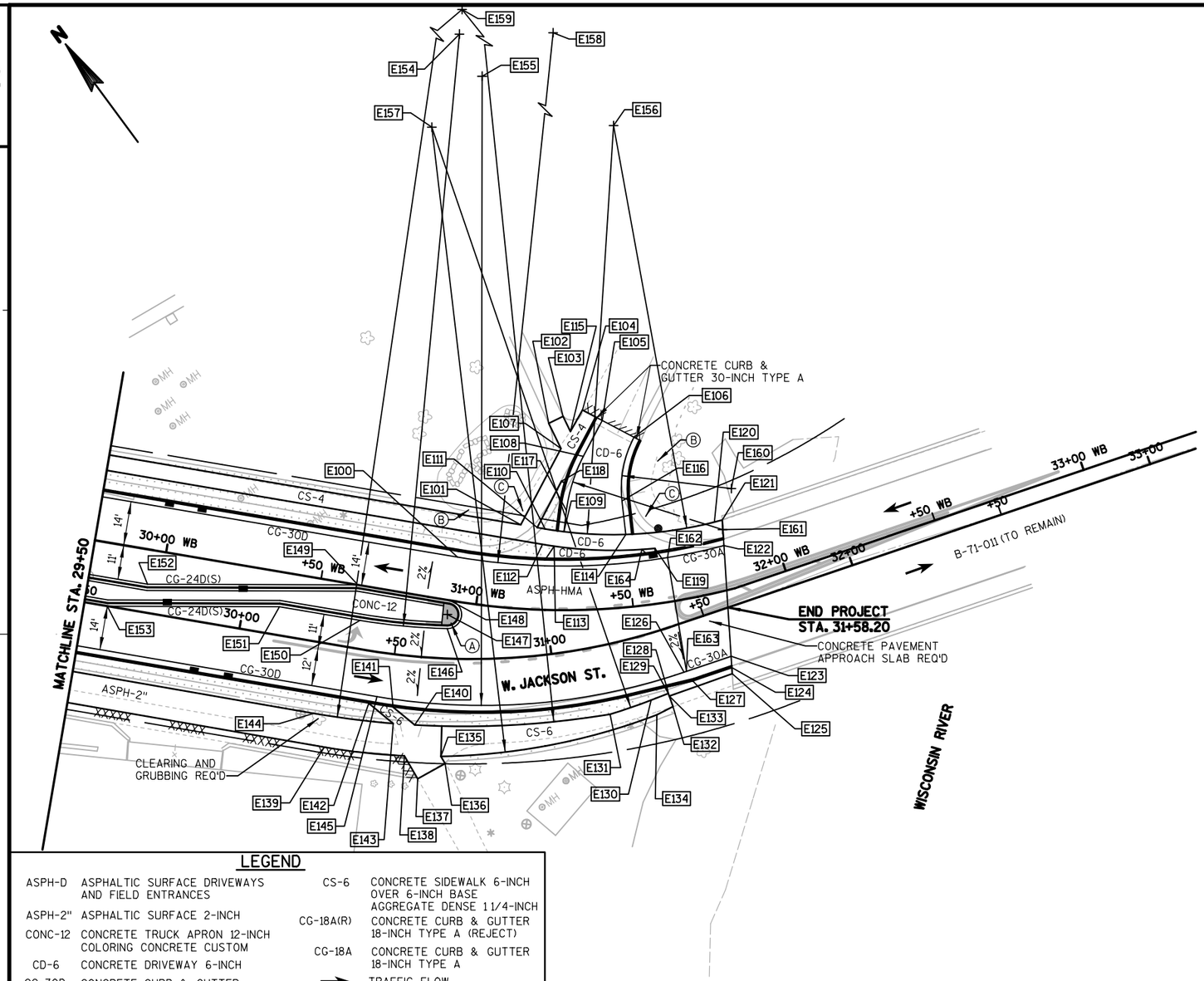
ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CS-6	CONCRETE SIDEWALK 6-INCH OVER 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
ASPH-2"	ASPHALTIC SURFACE 2-INCH	CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CONC-12	CONCRETE TRUCK APRON 12-INCH COLORING CONCRETE CUSTOM	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CD-6	CONCRETE DRIVEWAY 6-INCH	→	TRAFFIC FLOW
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	■	PROPOSED STORM SEWER CATCH BASIN
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	●	PROPOSED STORM SEWER MANHOLE
CG-24D(S)	CONCRETE CURB & GUTTER 4-INCH SLOPED 24-INCH TYPE D SPECIAL	▭	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	XXXXX	SAWING CONCRETE
CG-36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R	//////	SAWING ASPHALT
CG-36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A	------	SLOPE INTERCEPT
CS-4	CONCRETE SIDEWALK 4-INCH	⊟⊟⊟	REVERSE SLOPE GUTTER
ASPH-HMA	HMA PAVEMENT - SEE TYPICAL SECTION FOR LAYER MIX AND THICKNESS	C-PD	CONCRETE CURB PEDESTRIAN
		⋰⋱	SOD LAWN

(A) CONCRETE MEDIAN SLOPED NOSE TYPE 1 REQ'D

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN DETAILS	SHEET 29	E

D POINTS						
POINT NO.	ML LINE STATION	ML LINE OFFSET	ELEV.	X	Y	REMARKS
D100	24+70.42	49.17'LT	1006.29	453,164.75	729,019.06	BOS
D101	24+70.54	57.18'LT	1006.25	453,168.29	729,026.25	BOS
D102	24+64.52	83.29'LT	1006.05	453,184.03	729,047.58	BOS
D103	24+58.99	93.29'LT	---	453,191.84	729,054.96	MATCH EXISTING SIDEWALK
D104	24+65.79	95.10'LT	--	453,188.40	729,058.60	MATCH EXISTING SIDEWALK
D105	24+76.39	49.00'LT	1006.24	453,160.24	729,021.23	
D106	24+94.49	48.76'LT	1005.57	453,146.98	729,028.55	BOS
D107	24+94.78	59.93'LT	1005.47	453,152.63	729,038.19	
D108	24+71.35	113.65'LT	---	453,193.46	729,076.80	MATCH EXISTING CURB & GUTTER
D109	25+02.02	119.22'LT	---	453,180.02	729,091.02	MATCH EXISTING PAVEMENT
D110	25+00.43	123.11'LT	---	453,182.92	729,093.77	MATCH EXISTING PAVEMENT
D111	25+21.60	125.72'LT	---	453,174.23	729,102.97	MATCH EXISTING PAVEMENT
D112	25+22.72	121.77'LT	---	453,171.33	729,100.20	MATCH EXISTING CURB & GUTTER
D113	25+36.58	52.45'LT	1005.23	453,120.69	729,051.88	
D114	25+38.22	47.15'LT	1005.19	453,116.25	729,048.68	
D115	24+71.19	54.00'LT	---	453,166.37	729,023.66	R=20'
D116	23+85.02	48.03'LT	---	453,235.56	728,993.09	R=75'
D117	25+60.83	54.00'LT	---	453,106.88	729,066.35	R=20'
D118	25+52.24	46.69'LT	1004.96	453,107.05	729,056.13	BOS
D119	25+50.40	65.65'LT	---	453,120.94	729,069.13	MATCH EXISTING SIDEWALK
D120	25+59.01	66.11'LT	---	453,116.34	729,074.05	MATCH EXISTING SIDEWALK
D121	25+60.14	46.42'LT	1004.86	453,102.01	729,060.52	BOS
D122	25+90.68	45.50'LT	---	453,082.47	729,079.92	BOS
D123	25+90.68	305.50'LT	---	453,275.20	729,254.44	R=260'
D124	25+79.76	34.00'LT	1004.40	453,081.28	729,064.10	
D125	27+12.25	5.00'LT	---	452,970.85	729,142.85	LANDSCAPING LIMITS
D126	---	---	---	---	---	LAYOUT POINT NOT USED
D127	27+88.19	41.00'LT	---	452,945.03	729,224.25	FOS
D128	27+88.10	46.00'LT	---	452,948.66	729,227.70	BOS
D129	28+31.42	46.73'LT	---	452,917.21	729,259.24	MATCH EXISTING PAVEMENT
D130	28+31.52	41.73'LT	996.94	452,913.67	729,255.71	FOS
D131	28+68.39	42.50'LT	995.85	452,887.63	729,281.83	FOS
D132	28+68.34	47.50'LT	---	452,891.13	729,285.39	MATCH EXISTING PAVEMENT
D133	24+71.96	20.00'LT	1005.76	453,150.24	728,993.72	END OF RADIUS
D134	24+71.96	11.00'LT	1006.22	453,146.12	728,985.72	END OF RADIUS
D135	24+71.96	15.50'LT	---	453,148.18	728,989.72	R=4.5'
D136	25+59.92	8.76'LT	1005.12	453,075.96	729,033.32	END OF RADIUS
D137	25+59.12	2.88'LT	1005.06	453,072.44	729,028.54	END OF RADIUS
D138	25+59.96	5.76'LT	---	453,073.85	729,031.19	R=3'
D139	24+06.71	297.85'LT	---	453,281.14	729,239.68	R=291'
D140	24+10.09	300.00'LT	---	453,278.46	729,242.64	R=266'
D141	25+75.63	8.97'LT	1004.85	453,065.44	729,044.35	END OF RADIUS
D142	25+79.76	0.00'RT	1004.60	453,056.08	729,041.28	END OF RADIUS
D143	25+79.76	60.00'LT	---	453,100.55	729,081.55	R=60'
D144	26+79.76	9.00'LT	1002.25	452,995.63	729,121.44	BEGIN TAPER
D145	27+67.70	20.00'LT	998.96	452,944.71	729,194.06	END TAPER
D146	27+76.02	20.00'LT	998.65	452,938.85	729,200.40	END OF RADIUS
D147	27+76.02	65.00'RT	---	452,876.93	729,142.16	R=85'
D148	28+25.90	5.51'LT	996.94	452,892.60	729,225.71	END OF RADIUS
D149	28+24.26	0.00'RT	997.05	452,889.97	729,220.60	END OF RADIUS
D150	28+24.26	3.00'LT	---	452,892.05	729,222.76	R=3'
D151	25+15.71	61.00'RT	---	453,068.25	728,949.11	MATCH EXISTING SIDEWALK
D152	---	---	---	---	---	LAYOUT POINT NOT USED
D153	---	---	---	---	---	LAYOUT POINT NOT USED
D154	28+95.78	9.00'LT	995.18	452,844.67	729,276.67	END OF RADIUS
D155	28+95.78	0.00'RT	995.17	452,838.43	729,270.19	END OF RADIUS
D156	28+95.78	4.50'LT	---	452,841.55	729,273.43	R=4.5'
D157	24+85.37	14.00'RT	1005.69	453,122.35	728,970.20	END OF RADIUS
D158	25+18.64	43.74'RT	1005.13	453,075.61	728,965.14	END OF RADIUS
D159	25+21.37	59.63'RT	---	453,063.59	728,954.26	MATCH EXISTING CURB & GUTTER

D POINTS						
POINT NO.	ML LINE STATION	ML LINE OFFSET	ELEV.	X	Y	REMARKS
D160	25+10.83	62.36'RT	---	453,072.30	728,944.64	MATCH EXISTING SIDEWALK
D161	24+92.58	37.61'RT	---	453,103.62	728,953.83	MATCH EXISTING SIDEWALK
D162	24+92.00	39.19'RT	---	453,103.36	728,952.14	MATCH EXISTING SIDEWALK
D163	24+88.83	38.30'RT	---	453,106.90	728,951.07	MATCH EXISTING SIDEWALK
D164	24+77.35	37.97'RT	---	453,118.33	728,945.02	MATCH EXISTING SIDEWALK
D165	24+77.37	34.29'RT	---	453,120.05	728,948.27	MATCH EXISTING SIDEWALK
D166	---	---	---	---	---	LAYOUT POINT NOT USED
D167	24+85.37	54.00'RT	---	453,102.46	728,935.49	R=40'
D168	---	---	---	---	---	LAYOUT POINT NOT USED
D169	24+95.10	23.74'RT	1005.68	453,108.48	728,967.12	FOS
D170	24+75.56	24.11'RT	---	453,126.61	728,956.31	FOS
D171	25+69.26	73.55'RT	---	453,010.50	728,982.37	MATCH EXISTING PAVEMENT
D172	25+67.71	73.01'RT	---	453,012.23	728,981.37	MATCH EXISTING PAVEMENT
D173	25+61.49	73.37'RT	---	453,017.45	728,975.65	MATCH EXISTING SIDEWALK
D174	25+61.47	72.99'RT	---	453,017.74	728,975.91	MATCH EXISTING SIDEWALK
D175	25+54.69	54.08'RT	---	453,036.74	728,983.91	MATCH EXISTING CURB & GUTTER
D176	25+55.28	36.00'RT	1004.68	453,048.60	728,997.56	
D177	25+70.39	17.57'RT	1004.39	453,049.83	729,022.24	
D178	25+73.06	37.35'RT	---	453,033.51	729,010.68	R=20'
D179	25+98.26	14.00'RT	1003.89	453,033.28	729,045.60	END OF RADIUS
D180	26+08.12	21.50'RT	---	453,021.11	729,047.87	FOS
D181	25+78.24	23.50'RT	1004.59	453,039.76	729,024.29	FOS
D182	25+74.87	23.54'RT	1004.50	453,042.19	729,021.60	FOS
D183	25+85.67	33.50'RT	1004.91	453,027.28	729,023.17	BOS
D184	25+85.59	34.71'RT	---	453,026.43	729,022.30	MATCH EXISTING CURB & GUTTER
D185	25+85.56	38.21'RT	---	453,023.86	729,019.93	MATCH EXISTING PAVEMENT
D186	25+78.17	38.16'RT	---	453,028.99	729,014.35	R=2'(FLAG); MATCH EXISTING PAVEMENT
D187	---	---	---	---	---	LAYOUT POINT NOT USED
D188	---	---	---	---	---	LAYOUT POINT NOT USED
D189	28+17.84	14.00'RT	996.98	452,884.88	729,206.06	END OF RADIUS
D190	28+42.76	37.07'RT	---	452,850.93	729,206.71	MATCH EXISTING CURB & GUTTER
D191	28+17.84	39.00'RT	---	452,867.55	729,188.04	R=25'
D192	28+43.16	42.19'RT	---	452,847.09	729,203.30	MATCH EXISTING PAVEMENT
D193	28+40.27	37.27'RT	---	452,852.59	729,204.85	MATCH EXISTING CURB & GUTTER
D194	28+40.77	38.98'RT	---	452,851.04	729,203.96	MATCH EXISTING CURB & GUTTER
D195	28+41.10	43.97'RT	---	452,847.34	729,200.59	MATCH EXISTING CURB & GUTTER
D196	28+29.63	44.74'RT	---	452,855.08	729,192.09	MATCH EXISTING SIDEWALK
D197	28+28.87	31.83'RT	996.50	452,864.57	729,200.86	BOS
D198	28+28.63	44.80'RT	---	452,855.75	729,191.35	MATCH EXISTING PAVEMENT
D199	28+13.38	35.72'RT	---	452,873.04	729,187.32	MATCH EXISTING PAVEMENT
D200	28+03.48	36.40'RT	---	452,879.70	729,179.96	MATCH EXISTING PAVEMENT
D201	28+03.21	32.41'RT	---	452,882.66	729,182.65	MATCH EXISTING CURB & GUTTER
D202	28+13.18	31.72'RT	997.47	452,875.95	729,190.06	BOS
D203	28+82.82	41.73'RT	---	452,818.83	729,231.14	MATCH EXISTING CURB & GUTTER
D204	28+83.13	38.25'RT	---	452,821.02	729,233.85	MATCH EXISTING CURB & GUTTER
D205	28+84.47	32.53'RT	995.07	452,824.02	729,238.91	END OF RADIUS
D206	28+94.87	20.76'RT	994.85	452,824.68	729,254.60	END OF RADIUS
D207	29+03.45	38.83'RT	---	452,805.98	729,247.53	R=20'
D208	29+24.89	14.00'RT	994.43	452,807.74	729,280.28	END OF RADIUS
D209	29+14.78	22.19'RT	994.78	452,809.36	729,267.37	FOS
D210	29+24.73	32.22'RT	---	452,795.23	729,267.04	MATCH EXISTING
D211	29+24.71	36.10'RT	---	452,792.55	729,264.24	MATCHING EXISTING
D212	29+20.36	36.08'RT	995.26	452,795.70	729,261.23	BOS
D213	29+10.77	46.15'RT	---	452,795.63	729,247.32	MATCH EXISTING SIDEWALK
D214	28+85.51	46.32'RT	---	452,813.71	729,229.69	MATCH EXISTING SIDEWALK
D215	28+85.60	38.60'RT	---	452,819.00	729,235.32	MATCH EXISTING SIDEWALK
D216	29+16.28	43.01'RT	---	452,793.83	729,253.41	R=32.6'
D217	29+24.89	84.00'RT	---	452,759.21	729,229.84	R=70'
D218	24+83.75	50.49'LT	---	453,155.58	729,025.49	R=75'



LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CS-6	CONCRETE SIDEWALK 6-INCH OVER 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
ASPH-2"	ASPHALTIC SURFACE 2-INCH	CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CONC-12	CONCRETE TRUCK APRON 12-INCH COLORING CONCRETE CUSTOM	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CD-6	CONCRETE DRIVEWAY 6-INCH	→	TRAFFIC FLOW
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	■	PROPOSED STORM SEWER CATCH BASIN
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	●	PROPOSED STORM SEWER MANHOLE
CG-24D(S)	CONCRETE CURB & GUTTER 4-INCH SLOPED 24-INCH TYPE D SPECIAL	▭	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	XXXXX	SAWING CONCRETE
CG-36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R	//////	SAWING ASPHALT
CG-36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A	------	SLOPE INTERCEPT
CS-4	CONCRETE SIDEWALK 4-INCH	⊟⊟⊟⊟	REVERSE SLOPE GUTTER
ASPH-HMA	HMA PAVEMENT - SEE TYPICAL SECTION FOR LAYER MIX AND THICKNESS	C-PD	CONCRETE CURB PEDESTRIAN
		⁘	SOD LAWN

(A) CONCRETE MEDIAN SLOPED NOSE TYPE 1 REQ'D

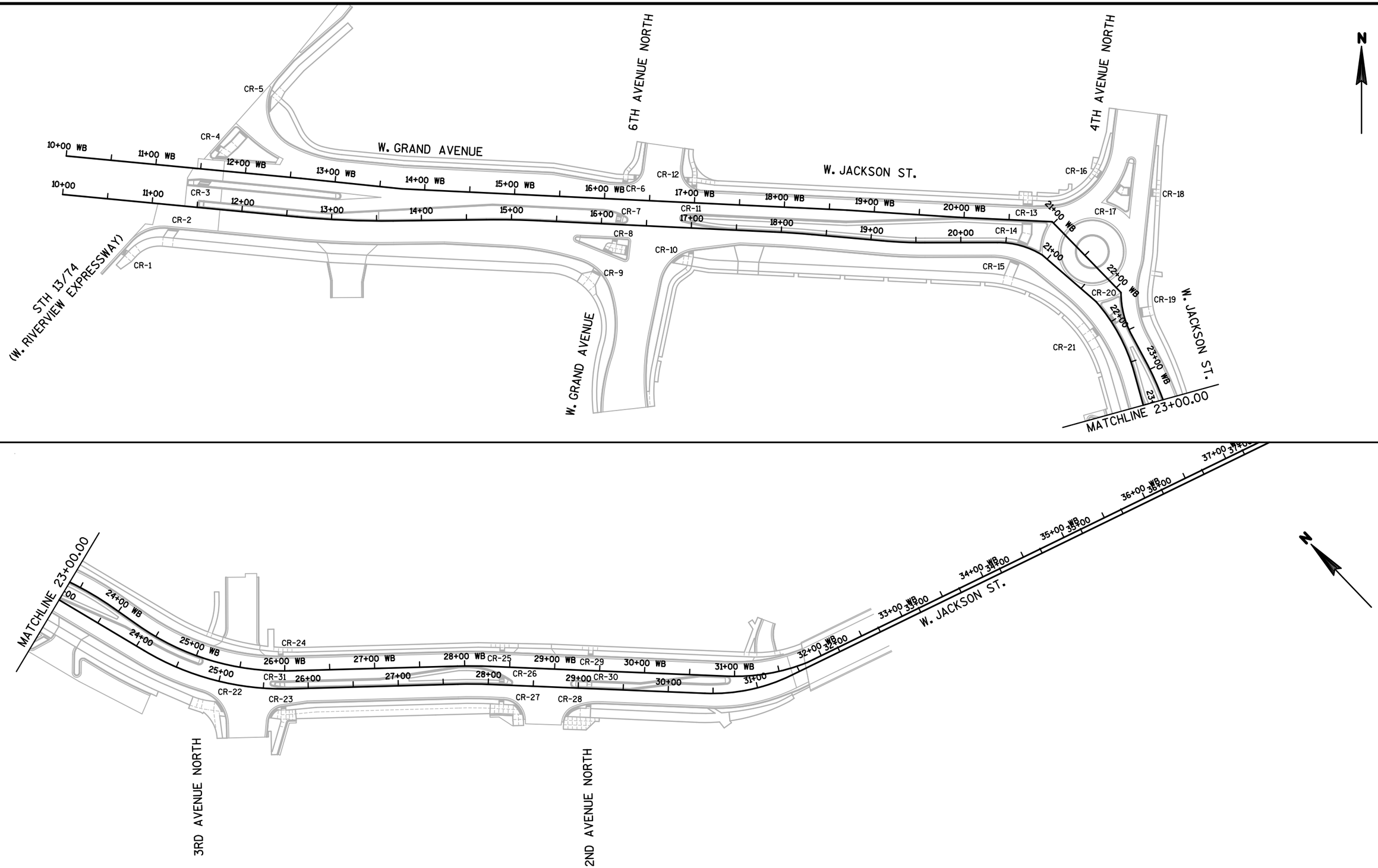
(B) SALVAGE AND REPLACE LANDSCAPING MULCH REQ'D

(C) SHREDDED HARDWOOD BARK MULCH REQ'D

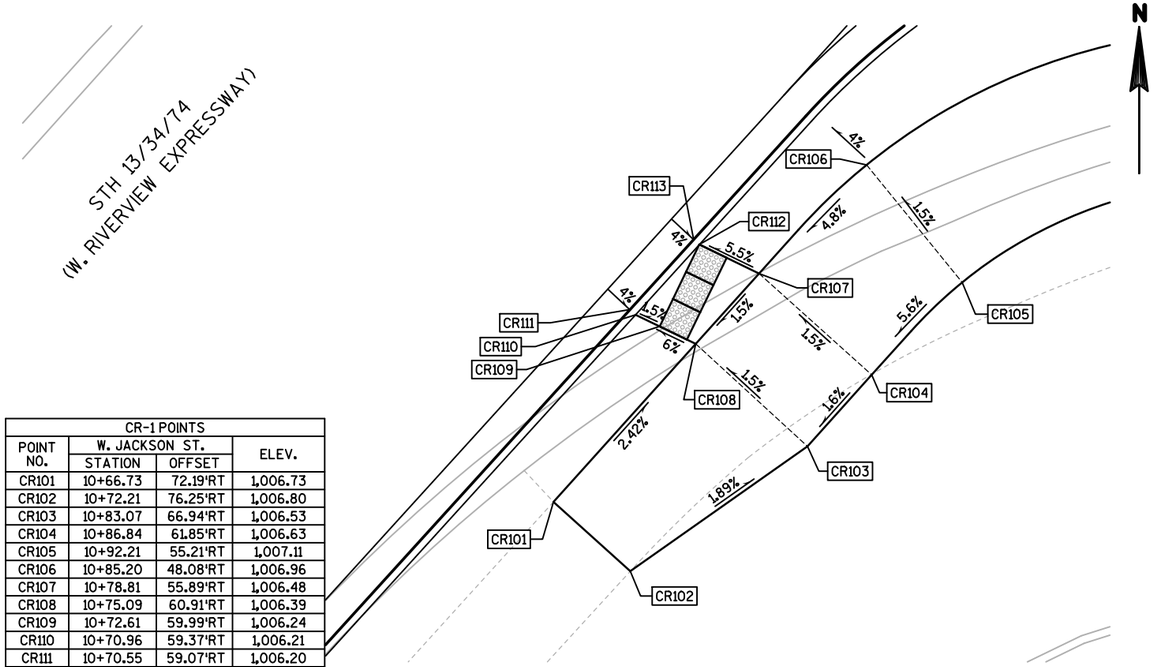
E POINTS

POINT NO.	ML LINE STATION	ML LINE OFFSET	ELEV.	X	Y	REMARKS
E100	30+69.22	32.34'LT	994.58	452,740.36	729,411.74	END OF RADIUS
E101	30+94.37	41.92'LT	995.81	452,736.67	729,434.02	BOS
E102	31+13.24	72.56'LT	---	452,757.31	729,460.33	MATCH EXISTING SIDEWALK
E103	31+20.99	73.76'LT	---	452,756.38	729,465.30	MATCH EXISTING SIDEWALK
E104	31+31.27	74.11'LT	---	452,754.31	729,471.45	MATCH EXISTING SIDEWALK
E105	31+39.09	69.08'LT	---	452,747.91	729,474.54	MATCH EXISTING PAVEMENT
E106	31+47.27	60.82'LT	---	452,737.65	729,479.49	MATCH EXISTING PAVEMENT
E107	31+16.58	63.96'LT	995.07	452,748.58	729,458.69	BOS
E108	31+25.80	59.85'LT	994.54	452,742.30	729,462.93	
E109	31+10.94	37.85'LT	995.55	452,726.77	729,443.74	BOS
E110	31+03.82	39.68'LT	995.68	452,731.01	729,439.46	BOS
E111	31+00.73	40.45'LT	995.74	452,732.88	729,437.67	BOS
E112	31+01.95	34.91'LT	995.61	452,727.55	729,435.86	FOS
E113	31+06.25	33.80'LT	995.53	452,724.89	729,438.48	FOS
E114	31+33.90	32.30'LT	996.12	452,714.34	729,459.04	BOS
E115	31+22.77	68.52'LT	994.82	452,751.11	729,464.31	BOS
E116	31+36.38	42.83'LT	995.44	452,723.62	729,464.39	
E117	31+13.52	44.26'LT	995.28	452,731.66	729,448.37	
E118	31+13.87	53.74'LT	995.36	452,741.12	729,452.66	
E119	31+42.27	25.22'LT	996.65	452,705.27	729,463.88	FOS
E120	31+62.87	27.09'LT	---	452,700.77	729,484.07	BOS
E121	31+65.42	26.91'LT	---	452,699.82	729,486.44	MATCH EXISTING SIDEWALK
E122	31+63.30	19.03'LT	---	452,692.96	729,482.03	MATCH EXISTING PAVEMENT
E123	31+54.18	15.00'RT	---	452,663.33	729,462.96	MATCH EXISTING PAVEMENT
E124	31+53.24	18.50'RT	---	452,660.28	729,461.00	MATCH EXISTING SIDEWALK
E125	31+52.73	20.40'RT	---	452,658.63	729,459.94	MATCH EXISTING SIDEWALK
E126	31+38.49	15.01'RT	996.29	452,668.15	729,447.91	
E127	31+40.11	18.50'RT	---	452,664.29	729,448.49	FOS
E128	31+32.34	17.89'RT	---	452,667.60	729,440.67	FOS
E129	31+32.24	20.01'RT	---	452,665.65	729,439.85	FOS
E130	31+26.97	20.54'RT	---	452,667.21	729,434.23	FOS
E131	31+14.52	21.92'RT	---	452,671.38	729,421.04	FOS
E132	31+32.47	24.43'RT	---	452,661.40	729,438.59	MATCH EXISTING SIDEWALK
E133	3132.3	20.85'RT	---	452,664.82	729,439.62	MATCH EXISTING SIDEWALK
E134	31+27.43	25.51'RT	---	452,662.39	729,432.90	BOS
E135	30+66.15	31.13'RT	994.89	452,692.58	729,369.84	BOS
E136	30+67.35	33.35'RT	---	452,689.97	729,369.54	MATCH EXISTING PAVEMENT
E137	30+60.19	38.71'RT	---	452,691.24	729,359.62	MATCH EXISTING PAVEMENT
E138	30+56.11	31.75'RT	---	452,699.63	729,360.59	MATCH EXISTING SIDEWALK
E139	30+32.92	32.64'RT	---	452,716.98	729,341.75	MATCH EXISTING SIDEWALK
E140	30+58.24	21.69'RT	---	452,705.56	729,369.06	FOS
E141	30+40.97	16.50'RT	---	452,722.36	729,358.97	
E142	30+44.23	16.53'RT	---	452,719.83	729,361.41	
E143	30+52.06	21.89'RT	---	452,710.01	729,363.84	
E144	30+27.82	22.62'RT	---	452,727.60	729,345.44	FOS
E145	30+46.35	14.07'RT	994.36	452,719.96	729,364.75	
E146	30+66.39	9.52'LT	994.97	452,724.06	729,395.56	END OF RADIUS
E147	30+66.29	14.02'LT	---	452,727.63	729,398.31	R=4.5'
E148	30+66.91	18.49'LT	994.86	452,730.75	729,401.56	END OF RADIUS
E149	30+34.80	20.00'LT	994.43	452,752.12	729,380.99	END TAPER
E150	30+37.37	9.00'LT	994.72	452,742.64	729,374.84	END OF RADIUS
E151	30+11.38	9.00'LT	994.53	452,761.37	729,356.83	END TAPER
E152	29+68.80	9.00'LT	994.38	452,792.05	729,327.30	BEGIN TAPER
E153	29+57.38	0.00'RT	994.39	452,794.04	729,312.90	BEGIN TAPER
E154	30+37.37	198.00'LT	---	452,873.69	729,511.04	R=189'
E155	31+17.70	184.91'LT	---	452,858.63	729,508.87	R=200'
E156	31+72.91	156.70'LT	---	452,821.15	729,533.14	R=130'
E157	30+33.68	167.36'LT	---	452,855.10	729,486.40	R=200' BOS; R=195' FOS
E158	31+77.85	220.51'LT	---	452,880.42	729,557.30	R=202'
E159	31+56.58	256.28'LT	---	452,920.97	729,547.94	R=280'
E160	31+71.37	35.45'LT	---	452,706.13	729,494.71	R=35'
E161	31+64.51	23.95'LT	---	452,697.28	729,484.67	R=50'
E162	31+45.12	21.18'LT	---	452,700.55	729,465.36	CONCRETE APPROACH SLAB / CURB TYPE TRANSITION
E163	31+39.24	15.00'RT	---	452,667.90	729,448.68	CONCRETE APPROACH SLAB / CURB TYPE TRANSITION
E164	31+37.92	26.23'LT	956.46	452,707.48	729,460.31	FOS

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN DETAILS	SHEET 31	E

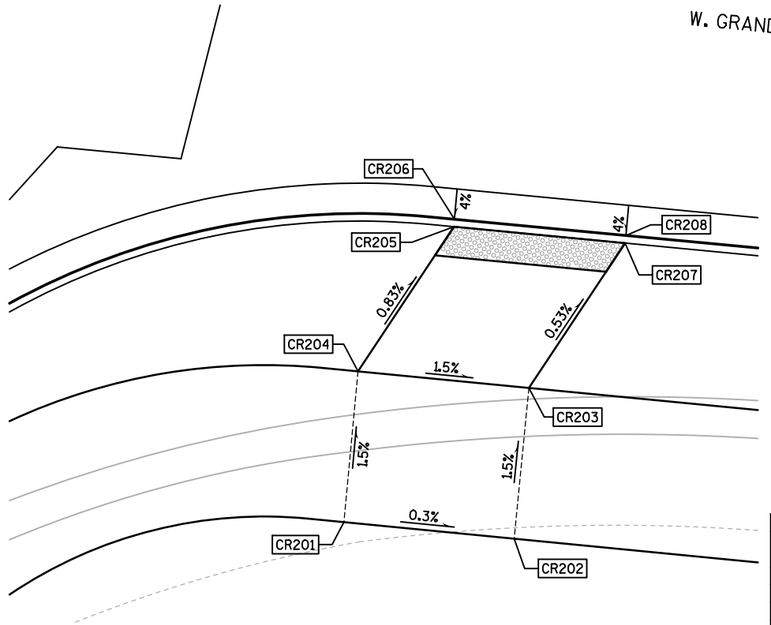


PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CURB RAMP DETAILS	SHEET 32	E



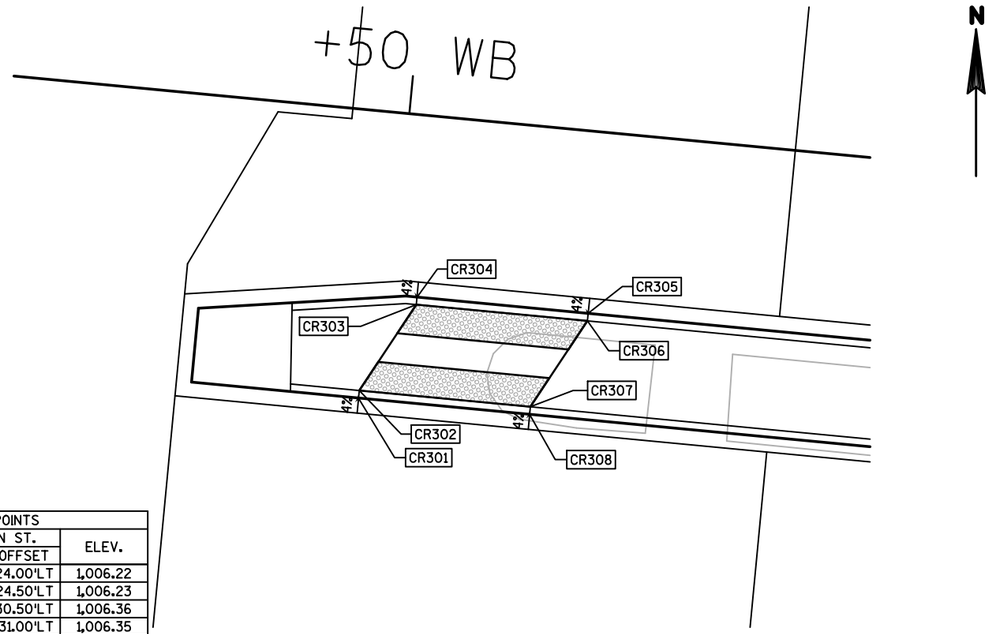
CR-1 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR101	10+66.73	72.19'RT	1,006.73
CR102	10+72.21	76.25'RT	1,006.80
CR103	10+83.07	66.94'RT	1,006.53
CR104	10+86.84	61.85'RT	1,006.63
CR105	10+92.21	55.21'RT	1,007.11
CR106	10+85.20	48.08'RT	1,006.96
CR107	10+78.81	55.89'RT	1,006.48
CR108	10+75.09	60.91'RT	1,006.39
CR109	10+72.61	59.99'RT	1,006.24
CR110	10+70.96	59.37'RT	1,006.21
CR111	10+70.55	59.07'RT	1,006.20
CR112	10+74.70	54.36'RT	1,006.24
CR113	10+74.30	54.06'RT	1,006.23

CR-1



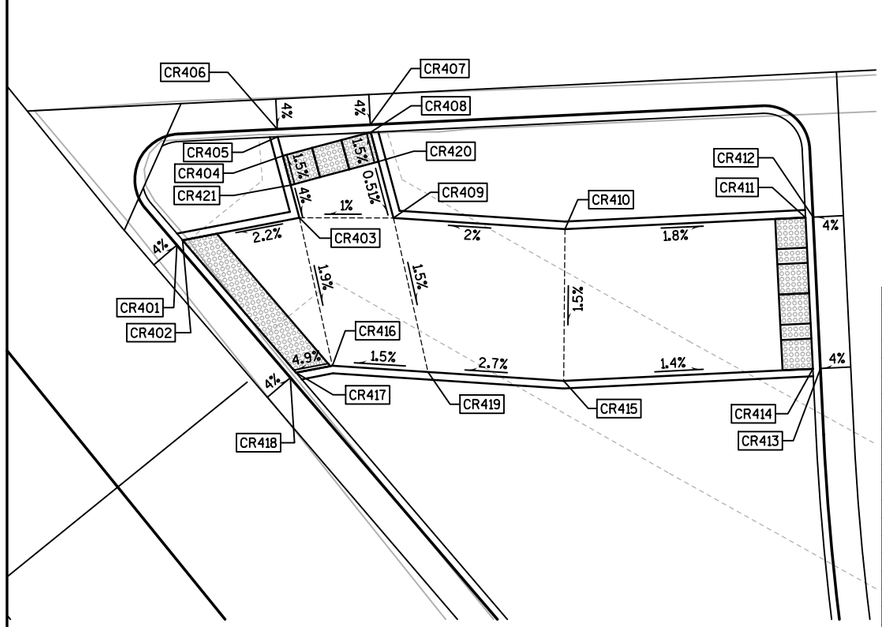
CR-2 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR201	11+15.69	46.60'RT	1,006.60
CR202	11+26.98	46.62'RT	1,006.43
CR203	11+27.00	36.62'RT	1,006.28
CR204	11+15.67	36.60'RT	1,006.45
CR205	11+21.08	26.50'RT	1,006.14
CR206	11+21.05	26.00'RT	1,006.13
CR207	11+32.43	26.50'RT	1,005.94
CR208	11+32.43	26.00'RT	1,005.93

CR-2



CR-3 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR301	11+48.43	24.00'LT	1,006.22
CR302	11+48.43	24.50'LT	1,006.23
CR303	11+51.65	30.50'LT	1,006.36
CR304	11+51.65	31.00'LT	1,006.35
CR305	11+62.99	31.00'LT	1,006.24
CR306	11+62.99	30.50'LT	1,006.25
CR307	11+59.78	24.50'LT	1,006.10
CR308	11+59.78	24.00'LT	1,006.09

CR-3

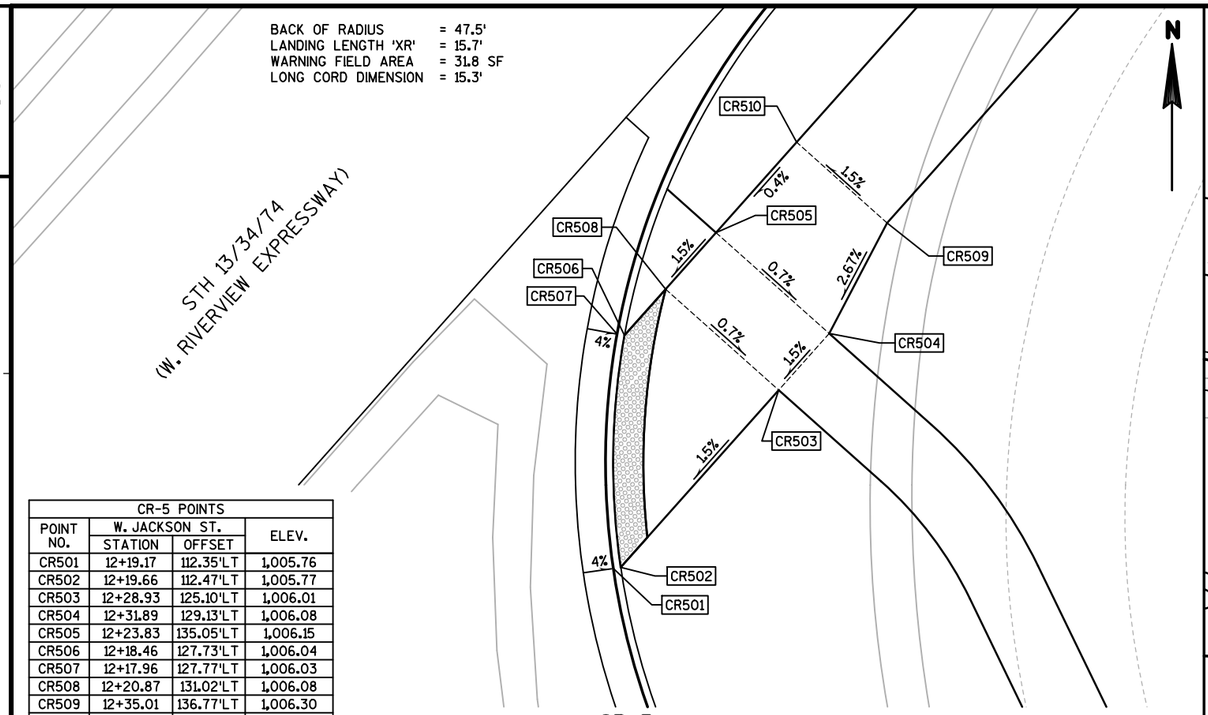


CR-4 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR401	11+65.65	56.09'LT	1,005.77
CR402	11+65.63	56.59'LT	1,005.78
CR403	11+69.35	63.51'LT	1,005.95
CR404	11+65.48	65.24'LT	1,006.01
CR405	11+64.29	65.77'LT	1,005.99
CR406	11+63.89	66.06'LT	1,005.98
CR407	11+67.52	71.01'LT	1,005.99
CR408	11+67.92	70.72'LT	1,006.00
CR409	11+73.27	68.33'LT	1,006.01
CR410	11+80.96	76.65'LT	1,006.24
CR411	11+90.37	89.47'LT	1,005.96
CR412	11+90.67	89.87'LT	1,005.95
CR413	11+98.73	83.96'LT	1,005.79
CR414	11+98.43	83.55'LT	1,005.80
CR415	11+88.69	70.28'LT	1,006.09
CR416	11+78.30	59.05'LT	1,005.76
CR417	11+77.15	56.90'LT	1,005.65
CR418	11+77.16	56.40'LT	1,005.64
CR419	11+82.59	63.69'LT	1,005.85
CR420	11+69.75	69.90'LT	1,006.03
CR421	11+67.30	64.42'LT	1,006.04

CR-4

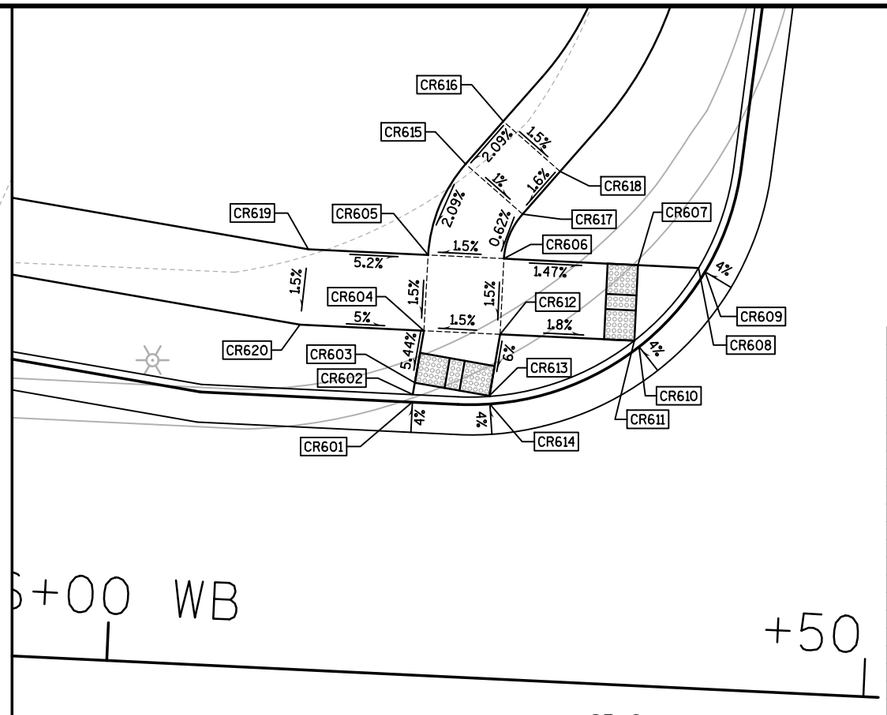
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CURB RAMP DETAILS	SHEET 33	E

BACK OF RADIUS = 47.5'
LANDING LENGTH 'XR' = 15.7'
WARNING FIELD AREA = 31.8 SF
LONG CORD DIMENSION = 15.3'



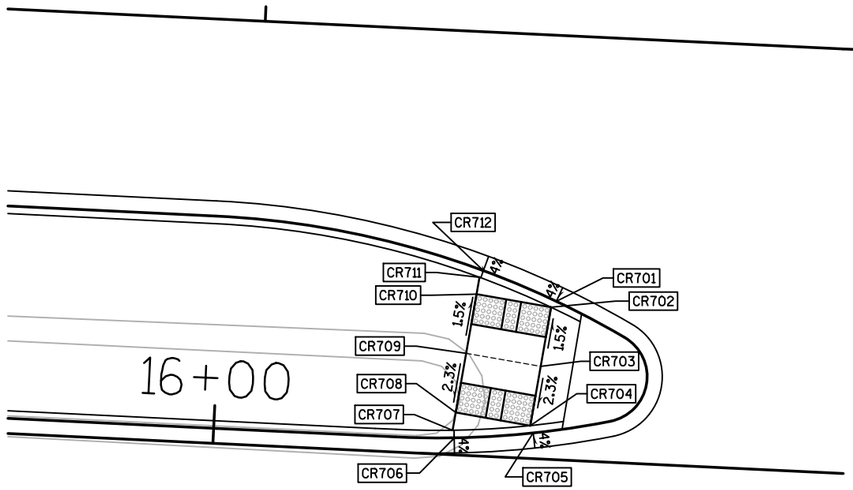
CR-5

CR-5 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR501	12+19.17	112.35'LT	1,005.76
CR502	12+19.66	112.47'LT	1,005.77
CR503	12+28.93	125.10'LT	1,006.01
CR504	12+31.89	129.13'LT	1,006.08
CR505	12+23.83	135.05'LT	1,006.15
CR506	12+18.46	127.73'LT	1,006.04
CR507	12+17.96	127.77'LT	1,006.03
CR508	12+20.87	131.02'LT	1,006.08
CR509	12+35.01	136.77'LT	1,006.30
CR510	12+28.56	141.50'LT	1,006.18



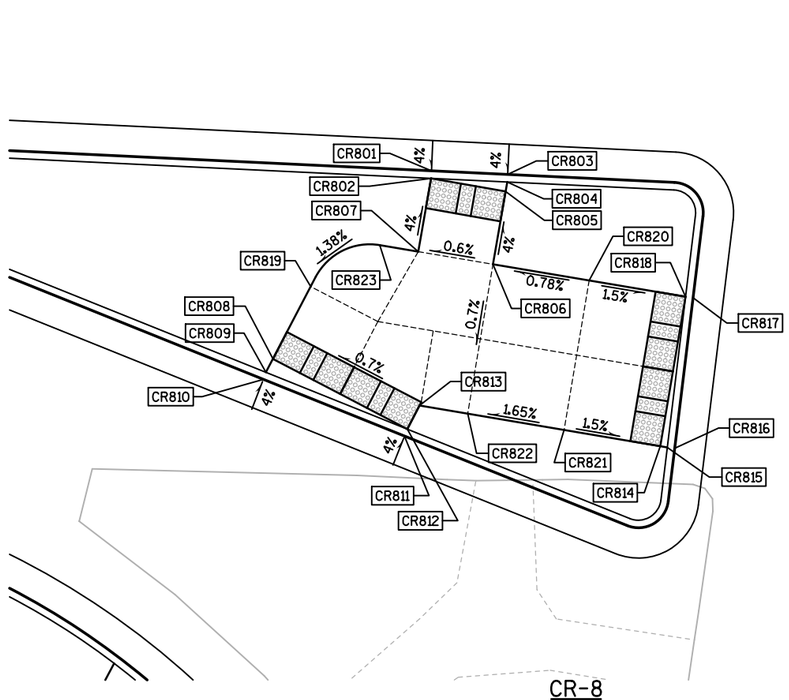
CR-6

CR-6 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR601	16+21.45	46.00'LT	1,006.42
CR602	16+21.45	46.50'LT	1,006.43
CR603	16+21.55	47.29'LT	1,006.44
CR604	16+21.99	50.75'LT	1,006.63
CR605	16+22.03	55.75'LT	1,006.70
CR606	16+27.03	55.75'LT	1,006.77
CR607	16+35.90	55.75'LT	1,006.64
CR608	16+39.90	55.75'LT	1,006.58
CR609	16+40.34	55.51'LT	1,006.57
CR610	16+36.22	50.37'LT	1,006.53
CR611	16+35.90	50.75'LT	1,006.54
CR612	16+27.03	50.75'LT	1,006.70
CR613	16+26.51	46.66'LT	1006.5+
CR614	16+26.56	46.12'LT	1,006.45
CR615	16+24.21	61.87'LT	1,006.84
CR616	16+26.55	64.80'LT	1,006.92
CR617	16+28.12	58.75'LT	1,006.79
CR618	16+30.46	61.68'LT	1,006.85
CR619	16+14.11	55.75'LT	1,007.11
CR620	16+13.80	50.75'LT	1,007.04



CR-7

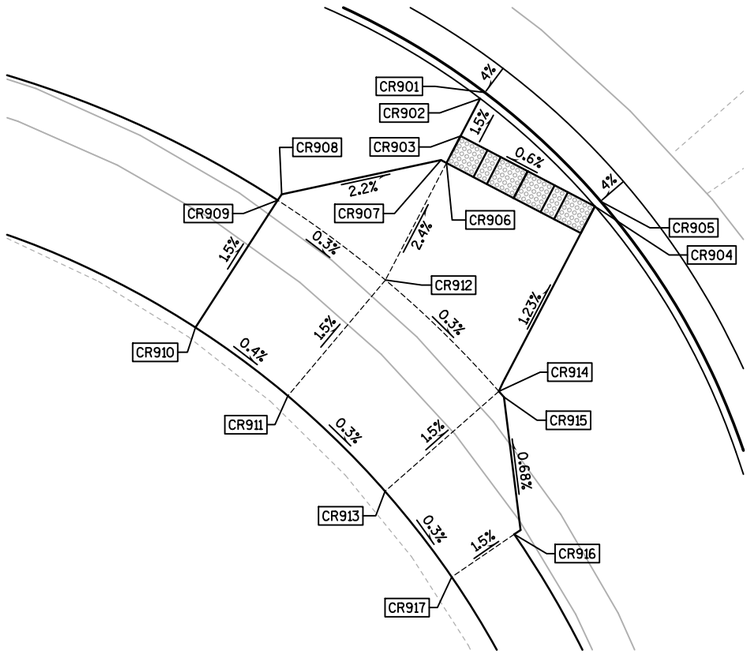
CR-7 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR701	16+22.19	10.45'LT	1,007.02
CR702	16+21.87	10.04'LT	1,007.03
CR703	16+21.37	6.11'LT	1,007.09
CR704	16+20.87	2.17'LT	1,007.00
CR705	16+21.09	1.70'LT	1,006.99
CR706	16+15.89	1.13'LT	1,006.96
CR707	16+15.76	1.62'LT	1,006.97
CR708	16+15.91	2.80'LT	1,007.08
CR709	16+16.41	6.74'LT	1,007.08
CR710	16+16.91	10.67'LT	1,007.02
CR711	16+17.05	11.80'LT	1,007.00
CR712	16+17.29	12.25'LT	1,006.99



CR-8

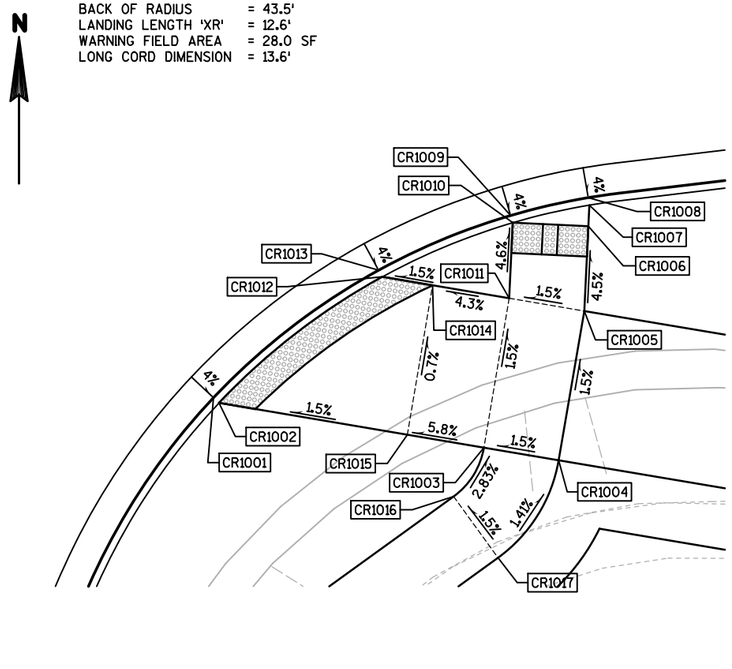
CR-8 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR801	16+13.47	16.00'RT	1,006.63
CR802	16+13.47	16.50'RT	1,006.64
CR803	16+18.51	16.00'RT	1,006.65
CR804	16+18.51	16.50'RT	1,006.66
CR805	16+18.43	17.13'RT	1,006.67
CR806	16+17.82	21.97'RT	1,006.77
CR807	16+12.85	21.37'RT	1,006.74
CR808	16+03.62	28.91'RT	1,006.55
CR809	16+03.20	29.81'RT	1,006.53
CR810	16+03.04	30.29'RT	1,006.52
CR811	16+12.53	33.58'RT	1,006.57
CR812	16+12.69	33.11'RT	1,006.58
CR813	16+13.43	31.51'RT	1,006.65
CR814	16+29.44	33.43'RT	1,006.71
CR815	16+29.89	33.49'RT	1,006.71
CR816	16+30.39	33.52'RT	1,006.70
CR817	16+31.13	23.54'RT	1,006.71
CR818	16+30.63	23.50'RT	1,006.72
CR819	16+05.88	24.01'RT	1,006.63
CR820	16+24.22	22.73'RT	1,006.82
CR821	16+23.03	32.66'RT	1,006.81
CR822	16+16.63	31.89'RT	1,006.70
CR823	16+10.29	21.06'RT	1,006.70

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CURB RAMP DETAILS	SHEET 34	E



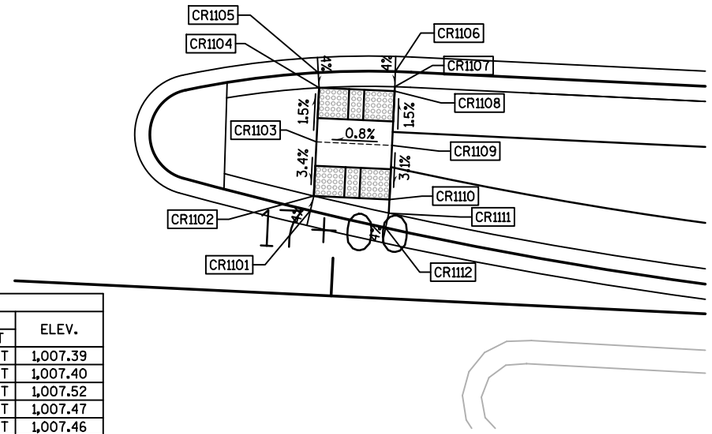
CR-9

CR-9 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR901	15+94.38	49.06'RT	1,006.43
CR902	15+94.10	49.48'RT	1,006.44
CR903	15+92.92	52.02'RT	1,006.48
CR904	16+02.00	56.22'RT	1,006.54
CR905	16+02.36	55.87'RT	1,006.53
CR906	15+92.08	53.83'RT	1,006.53
CR907	15+91.71	53.66'RT	1,006.53
CR908	15+81.31	56.42'RT	1,006.77
CR909	15+81.07	56.83'RT	1,006.77
CR910	15+76.05	65.48'RT	1,006.92
CR911	15+82.35	69.69'RT	1,006.89
CR912	15+88.42	61.74'RT	1,006.74
CR913	15+89.07	75.67'RT	1,006.86
CR914	15+96.26	68.72'RT	1,006.71
CR915	15+96.61	69.08'RT	1,006.71
CR916	15+97.72	78.10'RT	1,006.77
CR917	15+93.74	81.12'RT	1,006.84



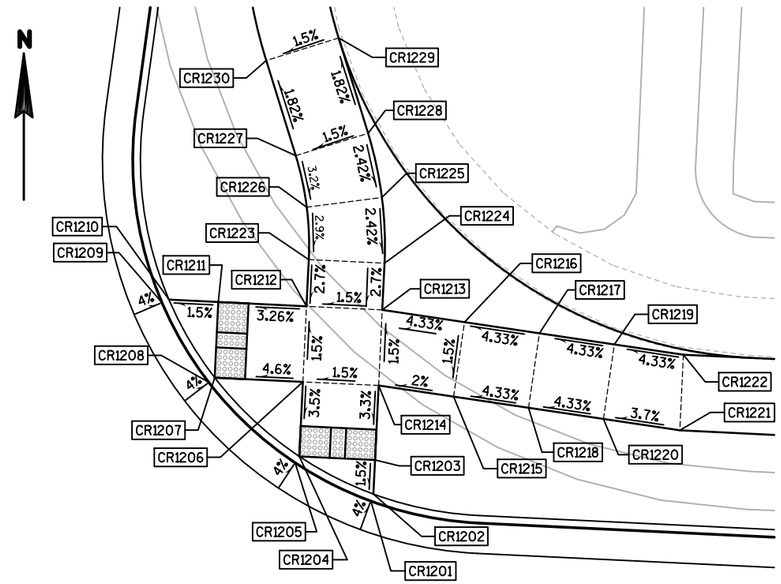
CR-10

CR-10 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR1001	16+79.37	39.15'RT	1,006.94
CR1002	16+79.75	39.47'RT	1,006.95
CR1003	16+97.35	41.58'RT	1,007.44
CR1004	17+02.32	42.18'RT	1,007.51
CR1005	17+03.54	32.25'RT	1,007.36
CR1006	17+03.54	26.66'RT	1,007.11
CR1007	17+03.54	25.26'RT	1,007.09
CR1008	17+03.44	24.77'RT	1,007.08
CR1009	16+98.38	26.19'RT	1,007.05
CR1010	16+98.54	26.66'RT	1,007.06
CR1011	16+98.54	31.65'RT	1,007.29
CR1012	16+90.11	30.64'RT	1,007.02
CR1013	16+89.85	30.22'RT	1,007.01
CR1014	16+93.46	31.04'RT	1,007.07
CR1015	16+92.26	40.97'RT	1,007.14
CR1016	16+95.51	44.90'RT	1,007.55
CR1017	16+98.63	48.80'RT	1,007.62



CR-11

CR-11 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR1101	16+98.36	5.54'LT	1,007.39
CR1102	16+98.55	6.53'LT	1,007.40
CR1103	16+98.54	10.11'LT	1,007.52
CR1104	16+98.54	13.69'LT	1,007.47
CR1105	16+98.44	14.68'LT	1,007.46
CR1106	17+03.53	14.99'LT	1,007.49
CR1107	17+03.54	13.99'LT	1,007.50
CR1108	17+03.54	13.69'LT	1,007.51
CR1109	17+03.54	10.11'LT	1,007.56
CR1110	17+03.55	6.53'LT	1,007.45
CR1111	17+03.54	5.64'LT	1,007.43
CR1112	17+03.38	4.65'LT	1,007.42



CR-12

CR-12 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR1201	17+03.39	43.11'LT	1,006.93
CR1202	17+03.54	43.58'LT	1,006.94
CR1203	17+03.54	45.83'LT	1,006.97
CR1204	16+98.54	45.83'LT	1,006.88
CR1205	16+98.29	45.40'LT	1,006.87
CR1206	16+98.54	50.75'LT	1,007.06
CR1207	16+92.72	50.75'LT	1,006.79
CR1208	16+92.34	50.43'LT	1,006.78
CR1209	16+89.00	55.53'LT	1,006.74
CR1210	16+89.45	55.75'LT	1,006.75
CR1211	16+92.72	55.75'LT	1,006.80
CR1212	16+98.54	55.75'LT	1,006.99
CR1213	17+03.54	55.75'LT	1,007.06
CR1214	17+03.54	50.75'LT	1,007.13
CR1215	17+08.52	50.25'LT	1,007.23
CR1216	17+09.01	55.20'LT	1,007.30
CR1217	17+13.99	54.71'LT	1,007.52
CR1218	17+13.49	49.76'LT	1,007.45
CR1219	17+18.97	54.21'LT	1,007.74
CR1220	17+18.47	49.26'LT	1,007.67
CR1221	17+23.54	48.75'LT	1,007.86
CR1222	17+23.54	53.75'LT	1,007.93
CR1223	16+98.54	58.83'LT	1,007.07
CR1224	17+03.54	58.83'LT	1,007.14
CR1225	17+03.17	63.15'LT	1,007.24
CR1226	16+98.24	62.29'LT	1,007.17
CR1227	16+97.35	65.64'LT	1,007.28
CR1228	17+02.05	67.34'LT	1,007.35
CR1229	16+99.81	73.53'LT	1,007.23
CR1230	16+95.11	71.83'LT	1,007.16

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CURB RAMP DETAILS	SHEET	E

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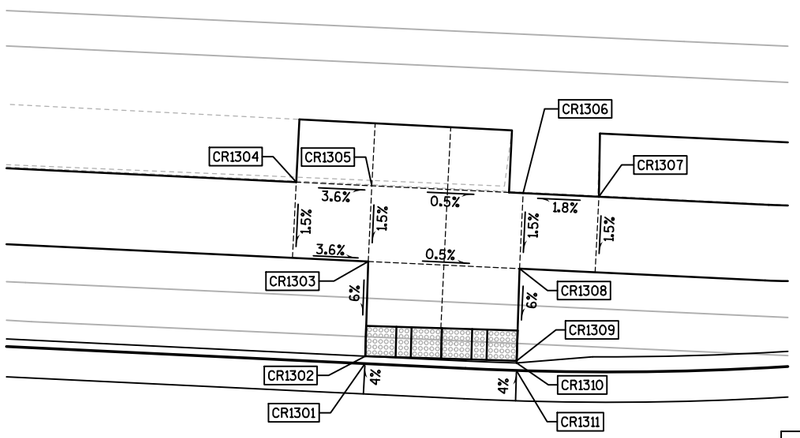
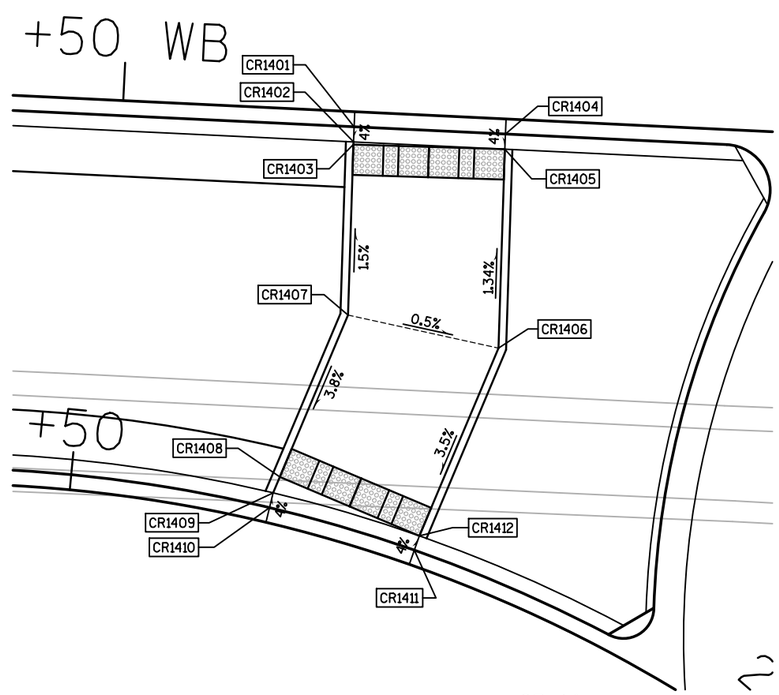


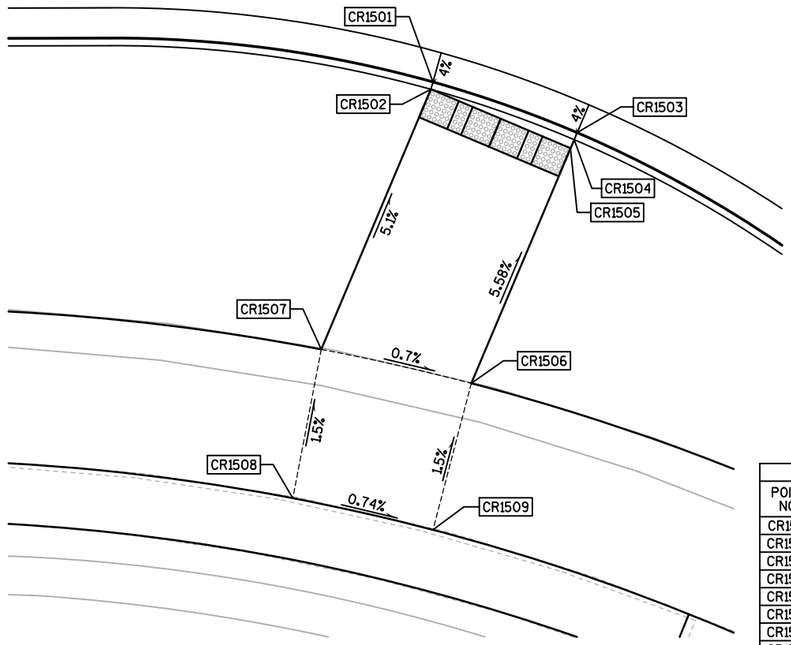
CR-13

CR-13 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR1301	20+60.51	43.45'LT	1,008.16
CR1302	20+60.46	43.94'LT	1,008.17
CR1303	20+59.74	50.10'LT	1,008.57
CR1304	20+56.13	54.41'LT	1,008.83
CR1305	20+59.27	55.05'LT	1,008.64
CR1306	20+65.47	56.82'LT	1,008.59
CR1307	20+68.51	57.94'LT	1,008.68
CR1308	20+66.14	51.93'LT	1,008.52
CR1309	20+67.09	46.02'LT	1,008.13
CR1310	20+67.12	45.89'LT	1,008.13
CR1311	20+67.20	45.40'LT	1,008.12



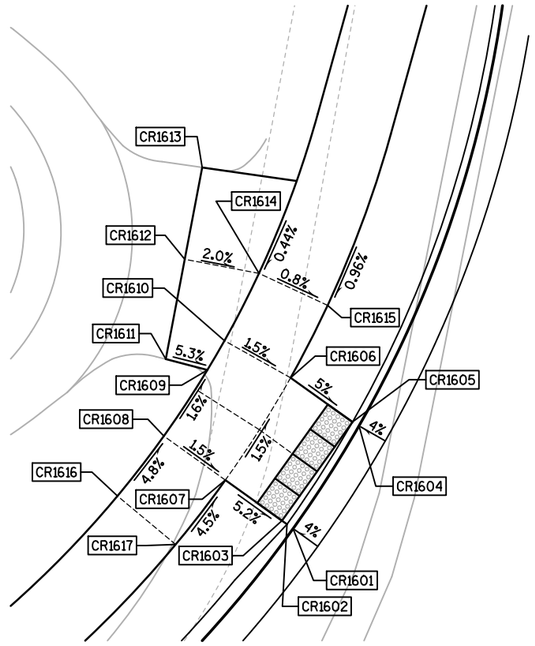
CR-14

CR-14 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR1401	20+62.84	26.75'LT	1,008.48
CR1402	20+62.98	25.76'LT	1,008.49
CR1403	20+63.01	25.60'LT	1,008.49
CR1404	20+70.39	28.95'LT	1,008.43
CR1405	20+70.59	27.99'LT	1,008.44
CR1406	20+73.72	15.43'LT	1,008.62
CR1407	20+64.96	14.58'LT	1,008.67
CR1408	20+63.32	3.13'LT	1,008.23
CR1409	20+63.14	2.00'LT	1,008.21
CR1410	20+63.14	1.00'LT	1,008.20
CR1411	20+73.00	1.00'LT	1,008.14
CR1412	20+73.00	2.00'LT	1,008.15



CR-15

CR-15 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR1501	20+59.04	17.52'RT	1,007.84
CR1502	20+58.99	18.02'RT	1,007.85
CR1503	20+71.44	18.35'RT	1,007.77
CR1504	20+71.39	18.85'RT	1,007.78
CR1505	20+71.33	19.46'RT	1,007.79
CR1506	20+69.16	36.23'RT	1,008.73
CR1507	20+52.73	36.12'RT	1,008.80
CR1508	20+51.47	46.09'RT	1,008.95
CR1509	20+69.96	46.22'RT	1,008.88

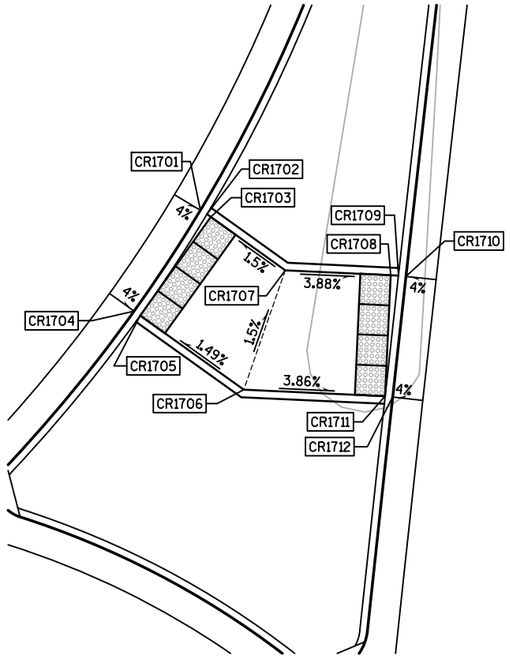


CR-16

CR-16 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR1601	20+93.24	105.49'LT	1,007.88
CR1602	20+93.24	105.48'LT	1,007.89
CR1603	20+93.24	105.48'LT	1,007.89
CR1604	20+93.24	113.54'LT	1,007.75
CR1605	20+93.24	113.48'LT	1,007.76
CR1606	20+93.24	113.57'LT	1,008.01
CR1607	20+93.24	105.56'LT	1,008.13
CR1608	20+92.47	105.87'LT	1,008.20
CR1609	20+92.57	111.09'LT	1,008.12
CR1610	20+92.55	113.33'LT	1,008.08
CR1611	20+91.31	110.30'LT	1,008.27
CR1612	20+90.30	116.64'LT	1,008.20
CR1613	20+89.42	122.47'LT	1,008.13
CR1614	20+92.40	118.31'LT	1,008.10
CR1615	20+93.24	118.91'LT	1,008.06
CR1616	20+92.19	100.90'LT	1,008.44
CR1617	20+93.24	100.21'LT	1,008.37

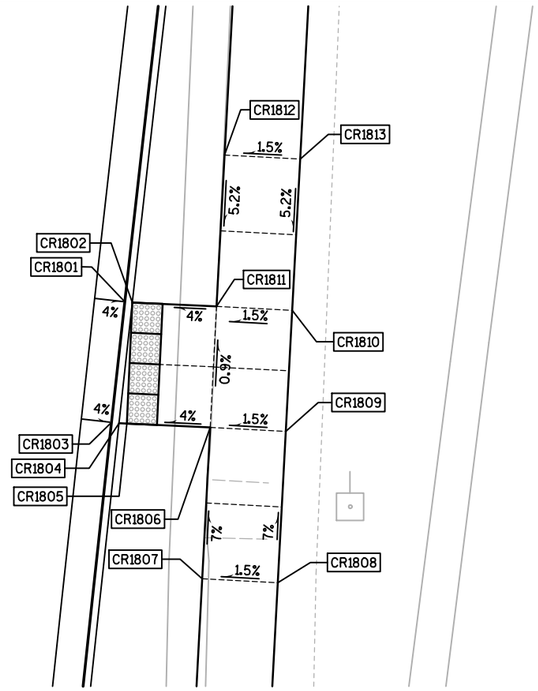
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CURB RAMP DETAILS	SHEET E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\021305_cr.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



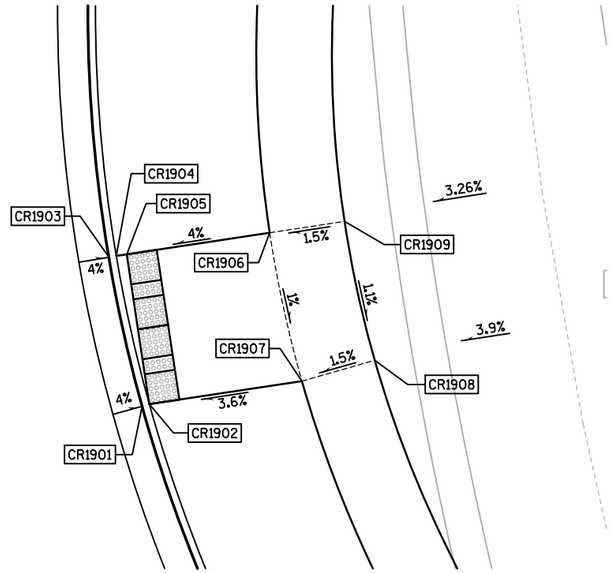
CR-17

CR-17 POINTS			
POINT NO.	W. JACKSON ST.		ELEV.
	STATION	OFFSET	
CR1701	21+05.77	115.08'LT	1,008.13
CR1702	21+06.26	115.17'LT	1,008.14
CR1703	21+06.58	115.20'LT	1,008.14
CR1704	21+06.82	107.18'LT	1,008.22
CR1705	21+07.31	107.23'LT	1,008.23
CR1706	21+15.69	108.00'LT	1,008.36
CR1707	21+12.59	115.75'LT	1,008.23
CR1708	21+18.06	120.07'LT	1,007.96
CR1709	21+18.46	120.38'LT	1,007.95
CR1710	21+18.88	120.67'LT	1,007.95
CR1711	21+23.02	113.78'LT	1,008.00
CR1712	21+23.43	114.07'LT	1,007.99



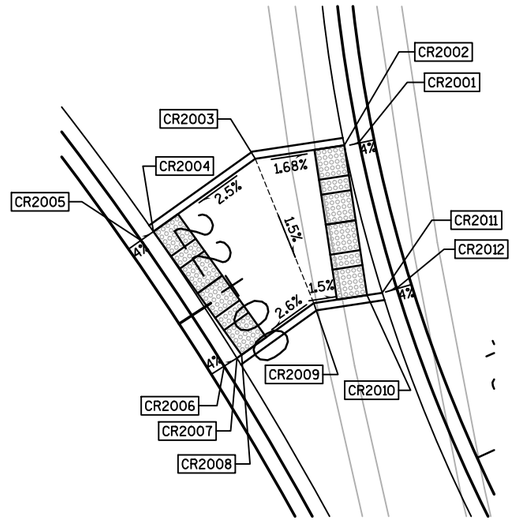
CR-18

CR-18 POINTS			
POINT NO.	W. JACKSON ST.		ELEV.
	STATION	OFFSET	
CR1801	21+36.15	134.37'LT	1,007.57
CR1802	21+36.56	134.65'LT	1,007.58
CR1803	21+40.70	127.77'LT	1,007.63
CR1804	21+41.11	128.05'LT	1,007.64
CR1805	21+41.52	128.37'LT	1,007.65
CR1806	21+45.85	131.78'LT	1,007.87
CR1807	21+51.98	123.89'LT	1,008.57
CR1808	21+55.93	126.95'LT	1,008.64
CR1809	21+49.79	134.85'LT	1,007.94
CR1810	21+44.88	141.17'LT	1,007.87
CR1811	21+40.94	138.10'LT	1,007.80
CR1812	21+34.80	146.00'LT	1,008.32
CR1813	21+38.75	149.06'LT	1,008.39



CR-19

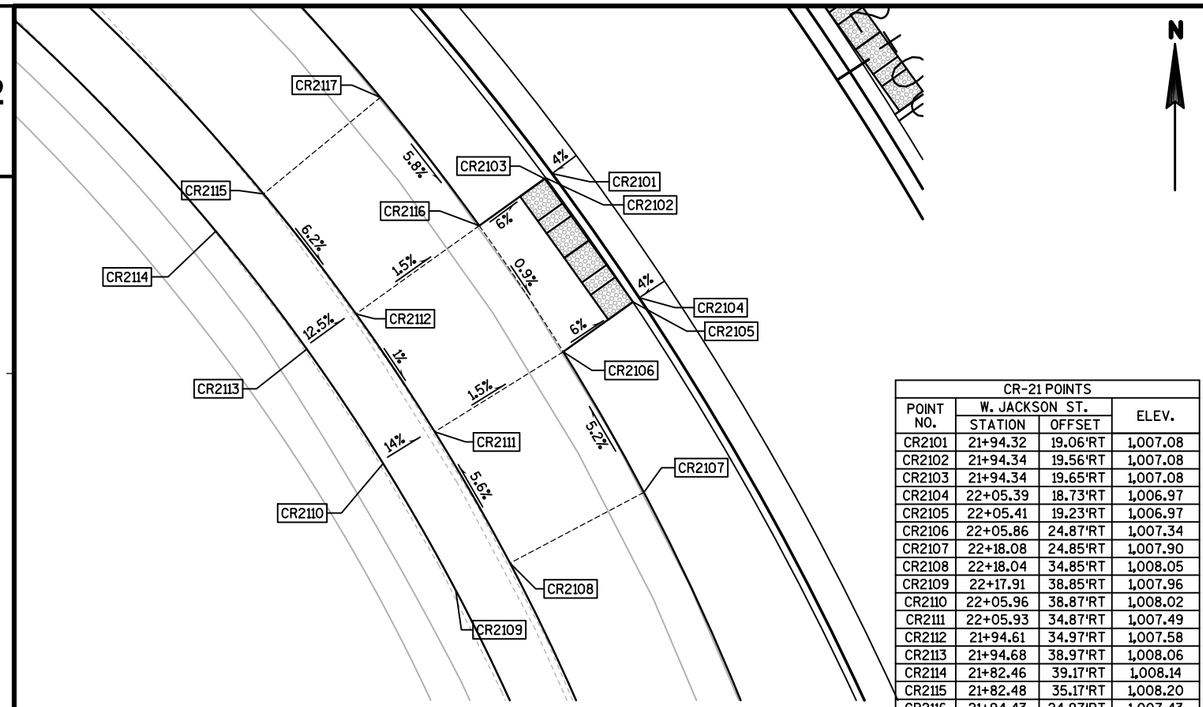
CR-19 POINTS			
POINT NO.	W. JACKSON ST.		ELEV.
	STATION	OFFSET	
CR1901	22+12.02	30.65'LT	1,007.08
CR1902	22+12.13	31.13'LT	1,007.08
CR1903	22+03.78	33.81'LT	1,007.15
CR1904	22+03.94	34.28'LT	1,007.16
CR1905	22+04.18	34.91'LT	1,007.17
CR1906	22+07.28	43.70'LT	1,007.55
CR1907	22+15.17	40.66'LT	1,007.45
CR1908	22+16.08	45.54'LT	1,007.52
CR1909	22+08.82	48.33'LT	1,007.62



CR-20

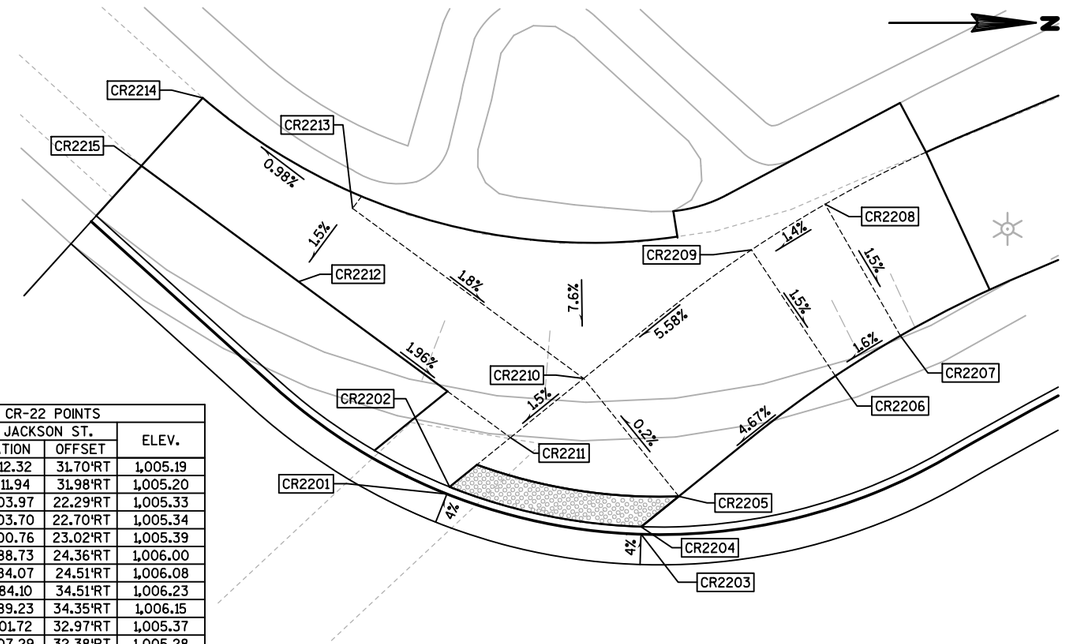
CR-20 POINTS			
POINT NO.	W. JACKSON ST.		ELEV.
	STATION	OFFSET	
CR2001	21+96.74	16.54'LT	1,007.52
CR2002	21+96.38	15.61'LT	1,007.53
CR2003	21+93.94	10.27'LT	1,007.63
CR2004	21+94.04	2.00'LT	1,007.42
CR2005	21+94.04	1.00'LT	1,007.41
CR2006	22+03.95	1.00'LT	1,007.36
CR2007	22+03.95	2.00'LT	1,007.37
CR2008	22+03.92	2.37'LT	1,007.38
CR2009	22+03.57	8.23'LT	1,007.53
CR2010	22+04.91	11.49'LT	1,007.48
CR2011	22+05.29	12.42'LT	1,007.46
CR2012	22+05.52	13.39'LT	1,007.45

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CURB RAMP DETAILS	SHEET 37 E



CR-21

CR-21 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR2101	21+94.32	19.06'RT	1,007.08
CR2102	21+94.34	19.56'RT	1,007.08
CR2103	21+94.34	19.65'RT	1,007.08
CR2104	22+05.39	18.73'RT	1,006.97
CR2105	22+05.41	19.23'RT	1,006.97
CR2106	22+05.86	24.87'RT	1,007.34
CR2107	22+18.08	24.85'RT	1,007.90
CR2108	22+18.04	34.85'RT	1,008.05
CR2109	22+17.91	38.85'RT	1,007.96
CR2110	22+05.96	38.87'RT	1,008.02
CR2111	22+05.93	34.87'RT	1,007.49
CR2112	21+94.61	34.97'RT	1,007.58
CR2113	21+94.68	38.97'RT	1,008.06
CR2114	21+82.46	39.17'RT	1,008.14
CR2115	21+82.48	35.17'RT	1,008.20
CR2116	21+94.43	24.97'RT	1,007.43
CR2117	21+82.19	25.17'RT	1,008.05

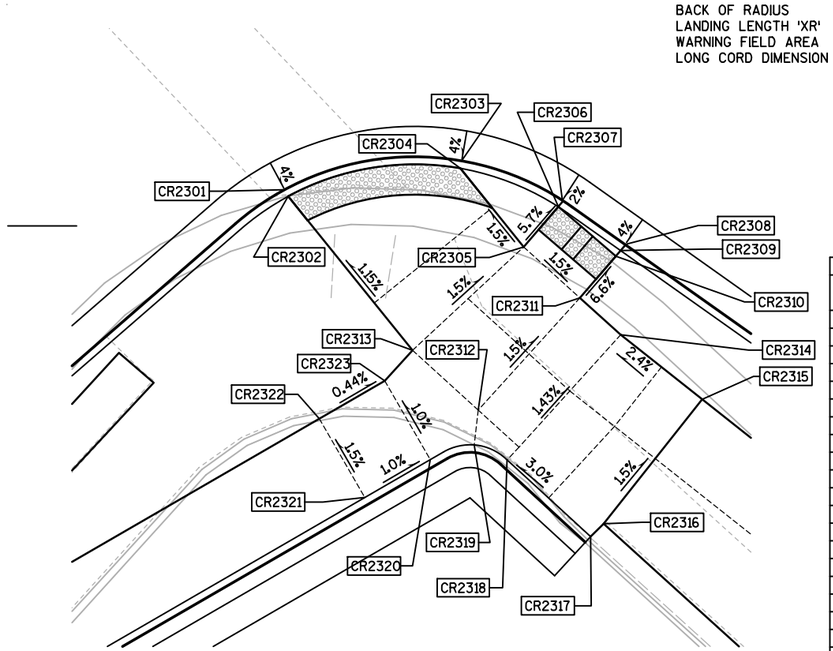


CR-22

CR-22 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR2201	25+12.32	31.70'RT	1,005.19
CR2202	25+11.94	31.98'RT	1,005.20
CR2203	25+03.97	22.29'RT	1,005.33
CR2204	25+03.70	22.70'RT	1,005.34
CR2205	25+00.76	23.02'RT	1,005.39
CR2206	24+88.73	24.36'RT	1,006.00
CR2207	24+84.07	24.51'RT	1,006.08
CR2208	24+84.10	34.51'RT	1,006.23
CR2209	24+89.23	34.35'RT	1,006.15
CR2210	25+01.72	32.97'RT	1,005.37
CR2211	25+07.29	32.38'RT	1,005.28
CR2212	25+12.29	48.79'RT	1,005.62
CR2213	25+07.43	50.75'RT	1,005.71
CR2214	25+10.82	62.36'RT	1,005.59
CR2215	25+15.71	61.03'RT	1,005.57

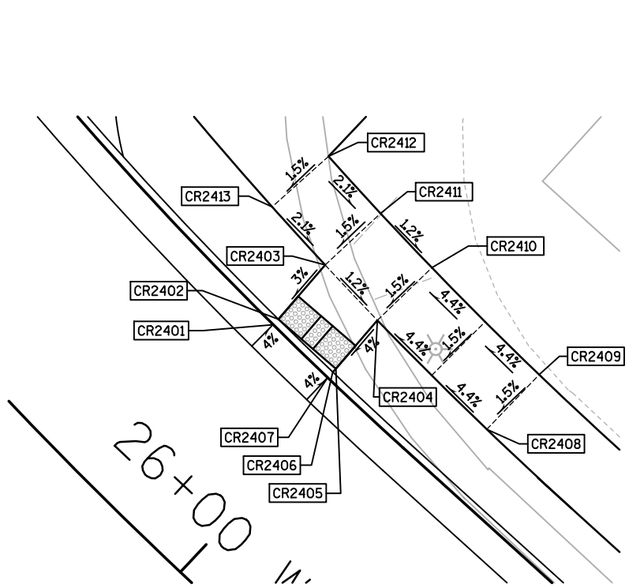
BACK OF RADIUS = 37.5'
LANDING LENGTH 'XR' = 11.4'
WARNING FIELD AREA = 26.5 SF
LONG CORD DIMENSION = 12.9'

BACK OF RADIUS = 17.5'
LANDING LENGTH 'XR' = 9.0'
WARNING FIELD AREA = 24.2 SF
LONG CORD DIMENSION = 11.5'



CR-23

CR-23 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR2301	25+57.60	32.20'RT	1,004.58
CR2302	25+58.04	32.33'RT	1,004.59
CR2303	25+63.82	22.50'RT	1,004.47
CR2304	25+64.09	22.90'RT	1,004.48
CR2305	25+70.24	23.66'RT	1,004.58
CR2306	25+70.05	20.17'RT	1,004.38
CR2307	25+69.96	19.68'RT	1,004.37
CR2308	25+74.65	18.93'RT	1,004.24
CR2309	25+74.71	19.43'RT	1,004.25
CR2310	25+74.73	19.92'RT	1,004.26
CR2311	25+74.87	23.54'RT	1,004.50
CR2312	25+75.02	33.54'RT	1,004.65
CR2313	25+69.74	33.67'RT	1,004.73
CR2314	25+78.24	23.50'RT	1,004.59
CR2315	25+84.97	23.50'RT	1,004.75
CR2316	25+85.67	33.50'RT	1,004.91
CR2317	25+85.59	34.71'RT	1,004.98
CR2318	25+78.28	34.66'RT	1,004.75
CR2319	25+76.25	35.40'RT	1,004.68
CR2320	25+74.94	38.08'RT	1,004.80
CR2321	25+73.67	42.87'RT	1,004.85
CR2322	25+68.62	41.20'RT	1,004.76
CR2323	25+69.82	36.39'RT	1,004.74

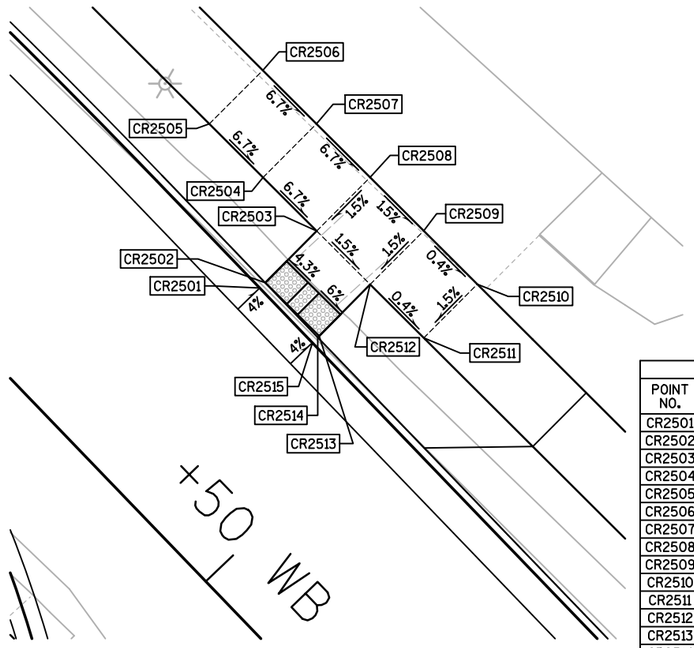


CR-24

CR-24 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR2401	25+66.31	36.00'LT	1,004.53
CR2402	25+66.31	36.50'LT	1,004.54
CR2403	25+65.93	41.21'LT	1,004.68
CR2404	25+71.75	41.01'LT	1,004.62
CR2405	25+72.00	36.80'LT	1,004.45
CR2406	25+72.01	36.50'LT	1,004.45
CR2407	25+72.01	36.00'LT	1,004.44
CR2408	25+83.03	40.61'LT	1,005.06
CR2409	25+83.17	45.61'LT	1,005.13
CR2410	25+71.99	46.00'LT	1,004.69
CR2411	25+66.17	46.21'LT	1,004.75
CR2412	25+60.14	46.42'LT	1,004.86
CR2413	25+59.91	41.42'LT	1,004.79

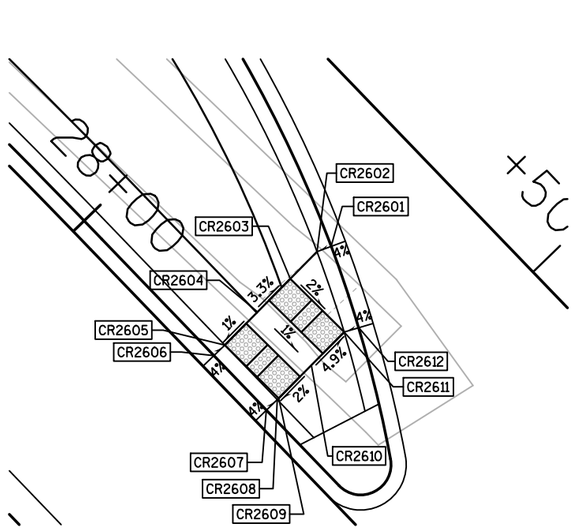
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CURB RAMP DETAILS	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\021307_cr.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



CR-25

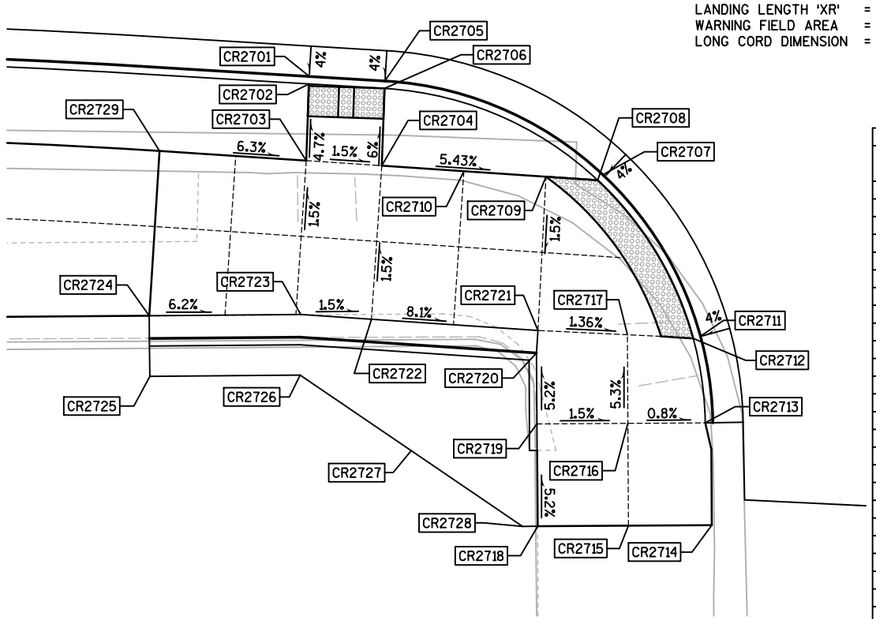
CR-25 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR2501	28+11.49	36.00'LT	997.08
CR2502	28+11.49	36.50'LT	997.08
CR2503	28+11.37	41.32'LT	997.32
CR2504	28+06.37	41.21'LT	997.67
CR2505	28+01.39	41.11'LT	997.99
CR2506	28+01.30	46.11'LT	998.06
CR2507	28+06.26	46.21'LT	997.74
CR2508	28+11.26	46.31'LT	997.39
CR2509	28+16.26	46.42'LT	997.32
CR2510	28+21.26	46.52'LT	997.30
CR2511	28+21.36	41.52'LT	997.23
CR2512	28+16.37	41.42'LT	997.25
CR2513	28+16.49	36.62'LT	996.92
CR2514	28+16.49	36.50'LT	996.92
CR2515	28+16.49	36.00'LT	996.92



CR-26

CR-26 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR2601	28+12.53	11.58'LT	997.29
CR2602	28+12.13	10.66'LT	997.30
CR2603	28+12.19	8.15'LT	997.33
CR2604	28+12.27	5.07'LT	997.43
CR2605	28+12.35	2.00'LT	997.40
CR2606	28+12.35	1.00'LT	997.39
CR2607	28+17.35	1.00'LT	997.31
CR2608	28+17.35	2.00'LT	997.33
CR2609	28+17.35	2.12'LT	997.33
CR2610	28+17.27	5.20'LT	997.38
CR2611	28+17.19	8.27'LT	997.23
CR2612	28+17.65	9.16'LT	997.22

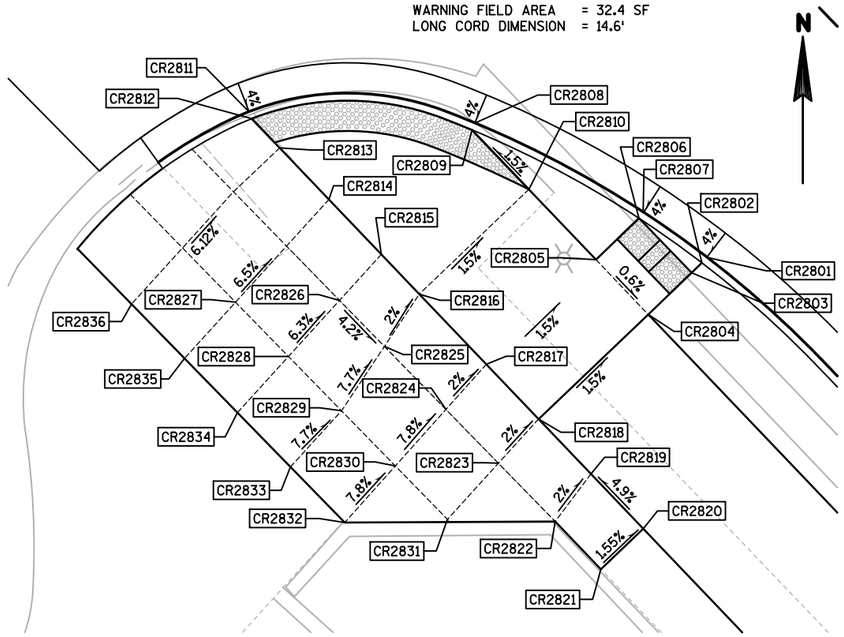
BACK OF RADIUS = 22.5'
LANDING LENGTH 'XR' = 10.3'
WARNING FIELD AREA = 25.5 SF
LONG CORD DIMENSION = 12.2'



CR-27

CR-27 POINTS			
POINT NO.	W. JACKSON ST. STATION	W. JACKSON ST. OFFSET	ELEV.
CR2701	28+12.81	16.00'RT	997.06
CR2702	28+12.81	16.50'RT	997.06
CR2703	28+12.94	21.57'RT	997.32
CR2704	28+17.94	21.60'RT	997.24
CR2705	28+17.81	16.50'RT	996.90
CR2706	28+17.81	16.00'RT	996.90
CR2707	28+32.54	21.32'RT	996.59
CR2708	28+32.22	21.70'RT	996.60
CR2709	28+28.80	21.68'RT	996.65
CR2710	28+23.37	21.64'RT	997.00
CR2711	28+39.61	31.59'RT	996.35
CR2712	28+39.14	31.75'RT	996.36
CR2713	28+40.27	37.27'RT	996.70
CR2714	28+41.10	43.97'RT	996.65
CR2715	28+35.62	44.34'RT	996.75
CR2716	28+35.17	37.61'RT	996.74
CR2717	28+34.78	31.76'RT	996.43
CR2718	28+29.63	44.74'RT	997.18
CR2719	28+29.18	38.00'RT	996.83
CR2720	28+28.87	33.33'RT	996.58
CR2721	28+28.87	31.83'RT	996.50
CR2722	28+17.87	31.75'RT	997.39
CR2723	28+13.18	31.72'RT	997.47
CR2724	28+03.21	32.41'RT	998.09
CR2725	28+03.48	36.40'RT	998.29
CR2726	28+13.38	35.72'RT	997.96
CR2727	28+21.01	40.26'RT	997.56
CR2728	28+28.63	44.80'RT	997.19
CR2729	28+03.24	21.50'RT	997.93

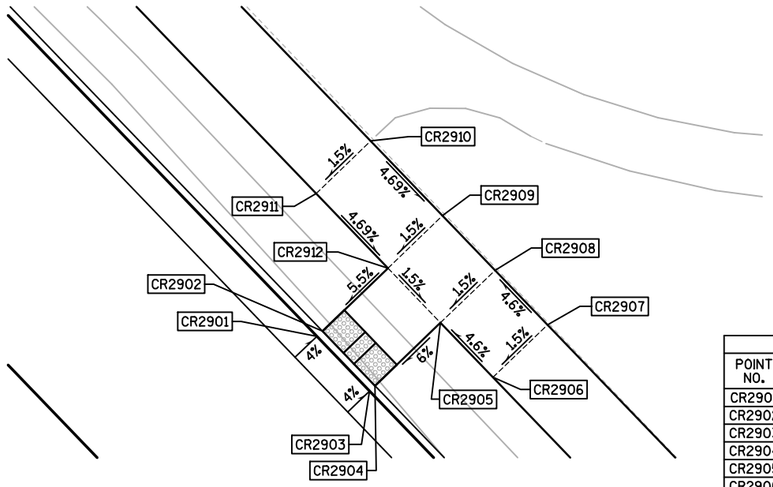
BACK OF RADIUS = 17.5'
LANDING LENGTH 'XR' = 16.0'
WARNING FIELD AREA = 32.4 SF
LONG CORD DIMENSION = 14.6'



CR-28

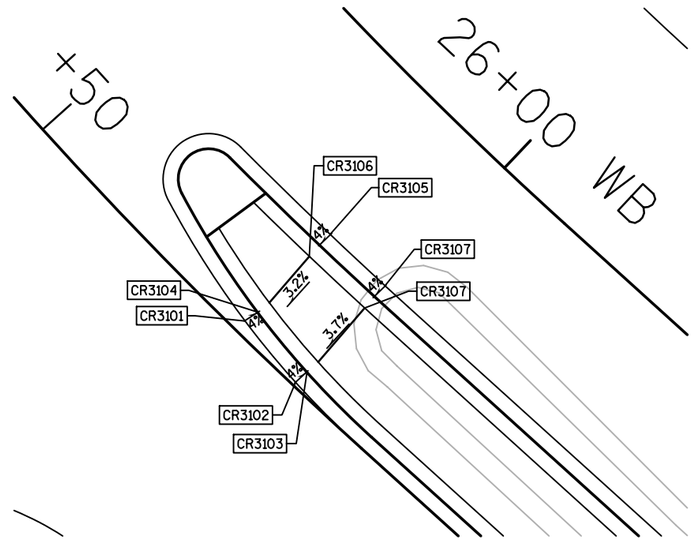
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CURB RAMP DETAILS	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\021308_cr.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



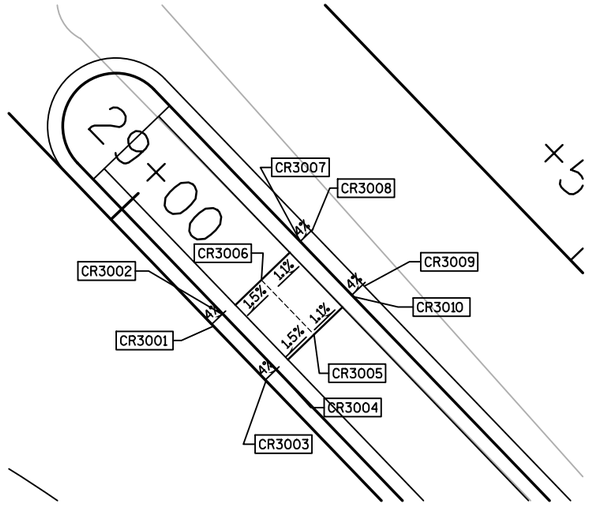
CR-29

CR-29 POINTS			
POINT NO.	W. JACKSON ST.		ELEV.
	STATION	OFFSET	
CR2901	29+09.76	36.00'LT	994.43
CR2902	29+09.76	36.50'LT	994.43
CR2903	29+14.76	36.00'LT	994.33
CR2904	29+14.76	36.50'LT	994.33
CR2905	29+14.76	42.50'LT	994.72
CR2906	29+19.76	42.50'LT	994.95
CR2907	29+19.76	47.50'LT	995.02
CR2908	29+14.76	47.50'LT	994.79
CR2909	29+09.76	47.50'LT	994.86
CR2910	29+02.92	47.50'LT	995.18
CR2911	29+02.92	42.50'LT	995.11
CR2912	29+09.76	42.50'LT	994.79



CR-31

CR-31 POINTS			
POINT NO.	W. JACKSON ST.		ELEV.
	STATION	OFFSET	
CR3101	25+68.40	0.86'LT	1,004.85
CR3102	25+73.62	0.03'LT	1,004.72
CR3103	25+73.71	1.25'LT	1,004.68
CR3104	25+68.55	1.85'LT	1,004.81
CR3105	25+68.42	8.88'LT	1,004.97
CR3106	25+68.45	6.88'LT	1,004.97
CR3107	25+73.54	8.94'LT	1,004.89
CR3108	25+73.57	6.94'LT	1,004.89



CR-30

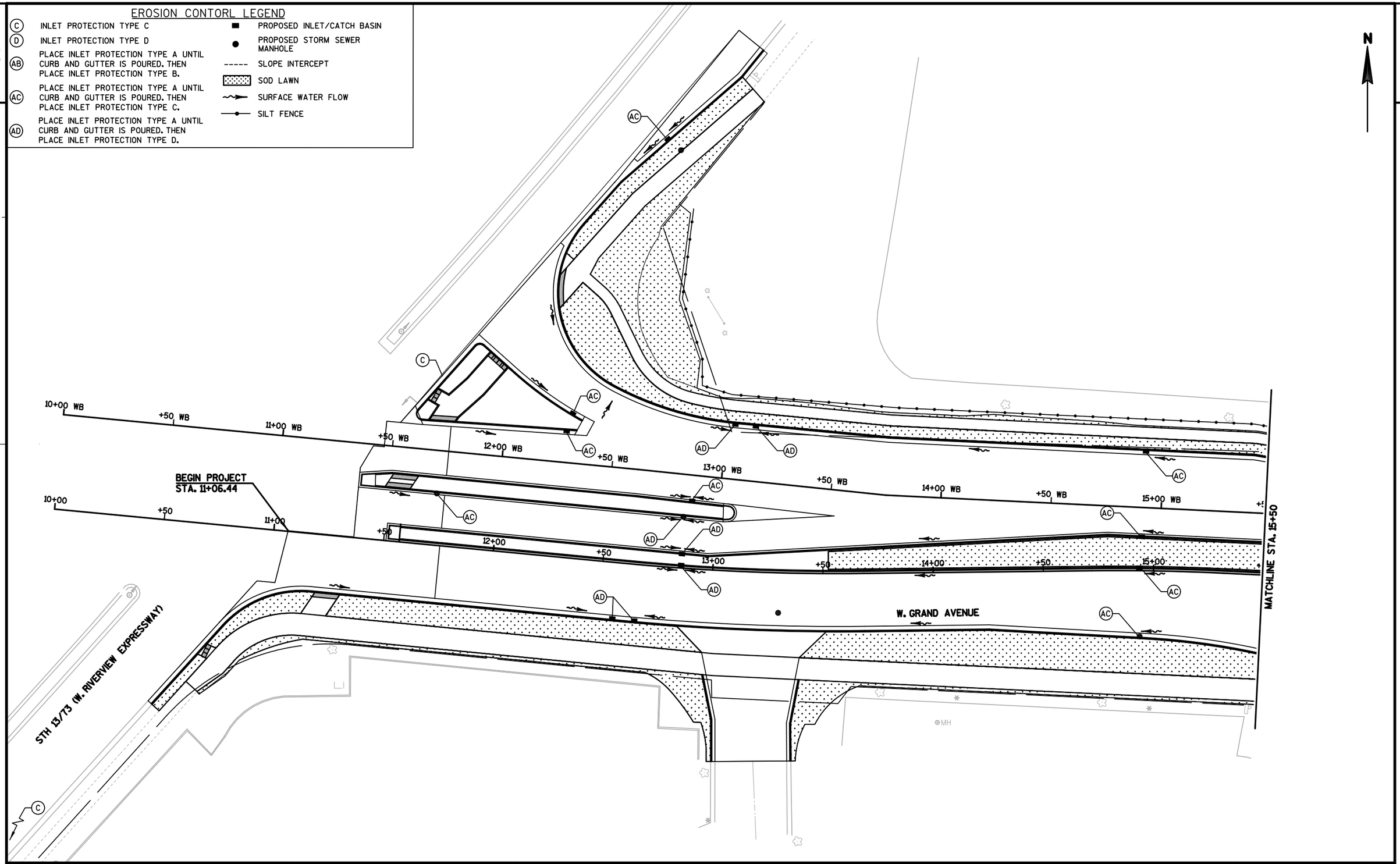
CR-30 POINTS			
POINT NO.	W. JACKSON ST.		ELEV.
	STATION	OFFSET	
CR3001	29+09.76	0.00'RT	994.93
CR3002	29+09.76	1.00'LT	994.89
CR3003	29+14.76	0.00'RT	994.85
CR3004	29+14.76	1.00'LT	994.81
CR3005	29+14.76	4.39'LT	994.86
CR3006	29+09.76	4.39'LT	994.94
CR3007	29+09.76	8.00'LT	994.90
CR3008	29+09.76	9.00'LT	994.94
CR3009	29+14.76	9.00'LT	994.86
CR3010	29+14.76	8.00'LT	994.82

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CURB RAMP DETAILS	SHEET 40	E

EROSION CONTORL LEGEND

- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

- PROPOSED INLET/CATCH BASIN
- PROPOSED STORM SEWER MANHOLE
- SLOPE INTERCEPT
- SOD LAWN
- SURFACE WATER FLOW
- SILT FENCE



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	EROSION CONTROL	SHEET	E

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2

N

6TH AVENUE

W. JACKSON ST.

W. GRAND AVENUE

MATCHLINE STA. 15+50

MATCHLINE STA. 20+50

BEGIN CONSTRUCTION
STA. 10+28.05 WG

EROSION CONTORL LEGEND

(C) INLET PROTECTION TYPE C	PROPOSED INLET/CATCH BASIN
(D) INLET PROTECTION TYPE D	PROPOSED STORM SEWER MANHOLE
(AB) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.	SLOPE INTERCEPT
(AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	SOD LAWN
(AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.	SURFACE WATER FLOW
	SILT FENCE

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	EROSION CONTROL	SHEET 42	E

2

END CONSTRUCTION
STA. 11+18.75 C

4TH AVENUE

W. JACKSON ST.

MATCHLINE STA. 20+50

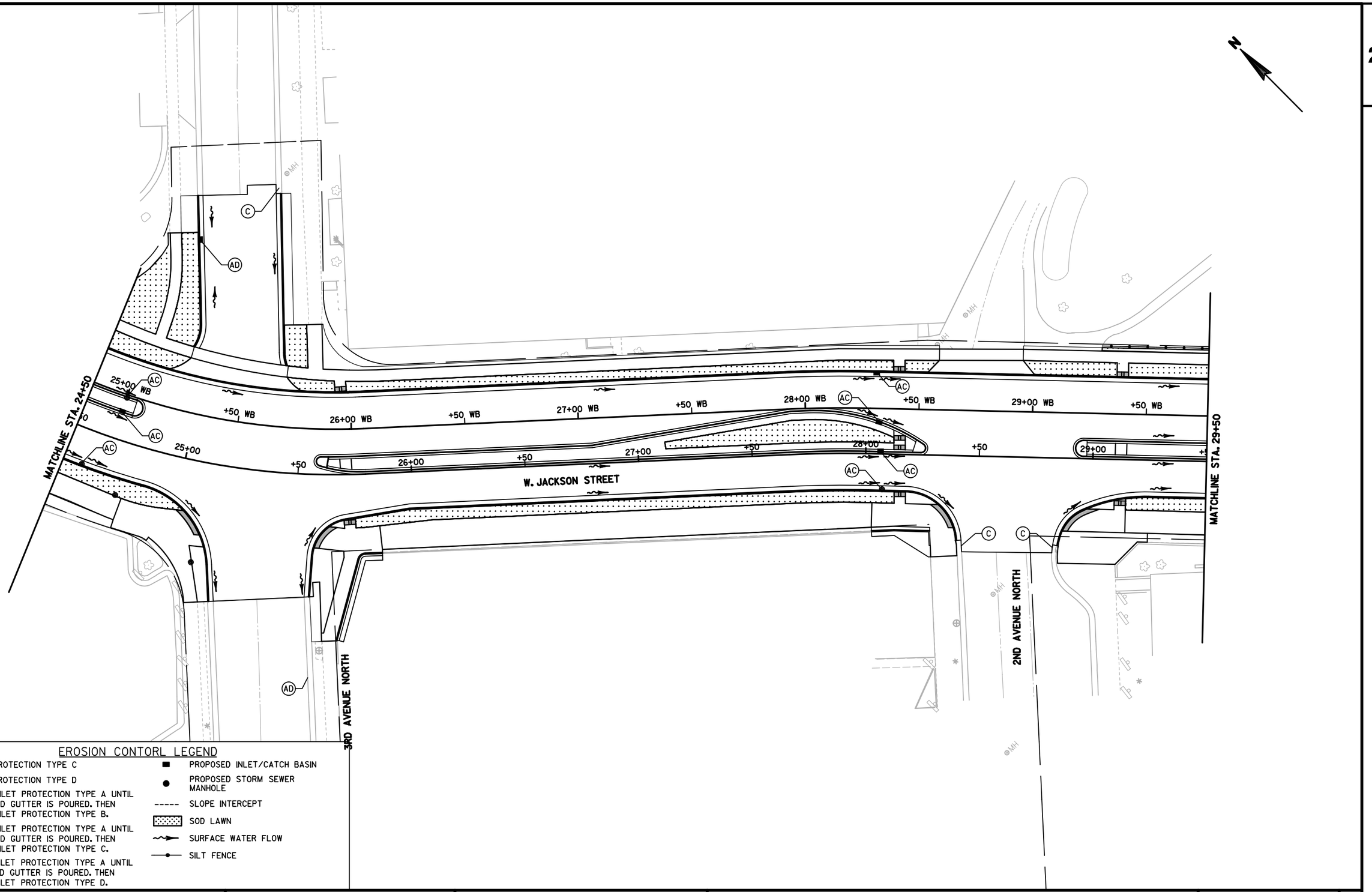
MATCHLINE STA. 24+50

EROSION CONTORL LEGEND

(C) INLET PROTECTION TYPE C	PROPOSED INLET/CATCH BASIN
(D) INLET PROTECTION TYPE D	PROPOSED STORM SEWER MANHOLE
(AB) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.	SLOPE INTERCEPT
(AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	SOD LAWN
(AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.	SURFACE WATER FLOW
	SILT FENCE

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	EROSION CONTROL	SHEET 43	E

2

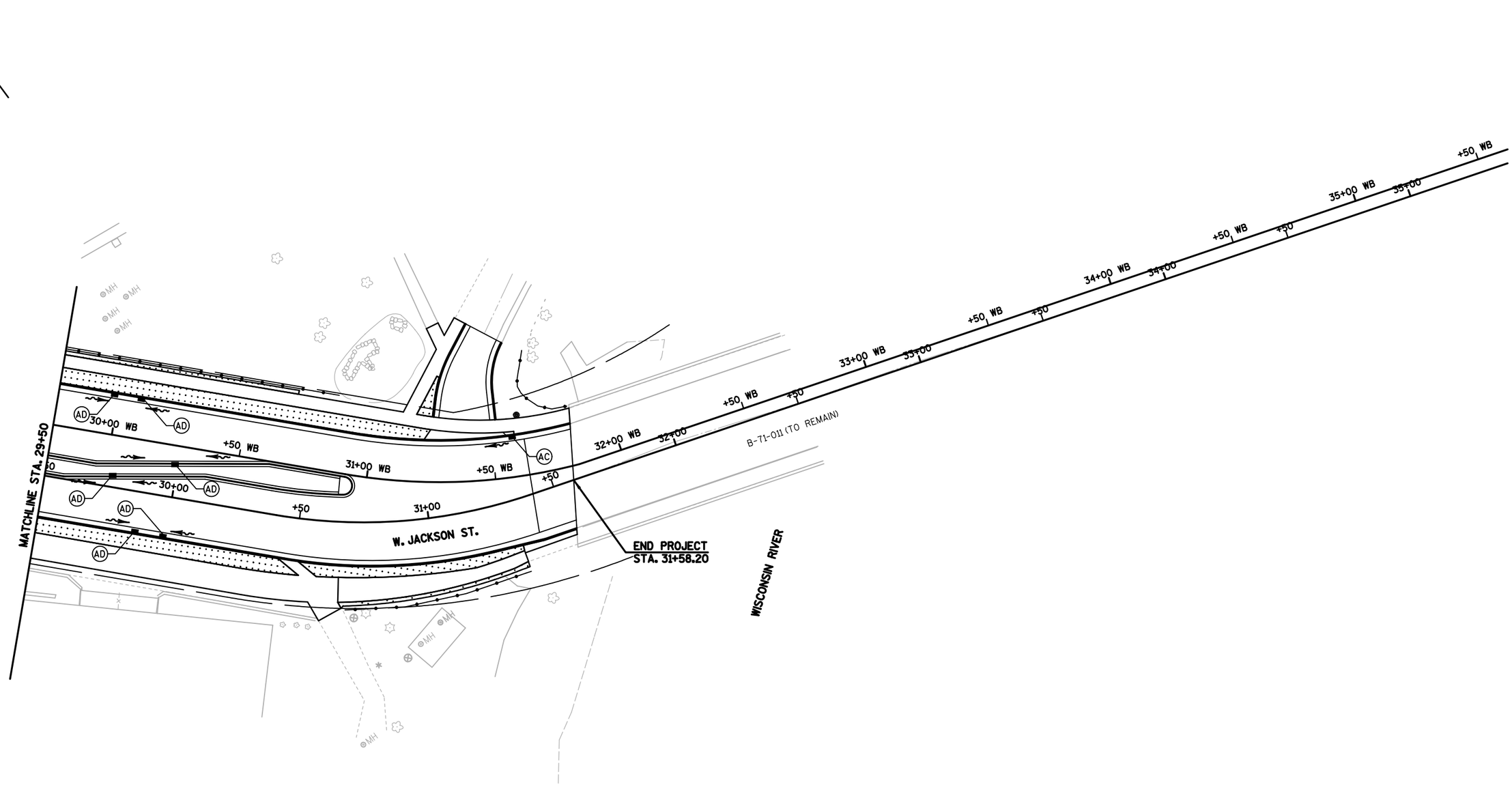


EROSION CONTORL LEGEND

- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- PROPOSED INLET/CATCH BASIN
- PROPOSED STORM SEWER MANHOLE
- SLOPE INTERCEPT
- SOD LAWN
- SURFACE WATER FLOW
- SILT FENCE

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	EROSION CONTROL	SHEET 44	E

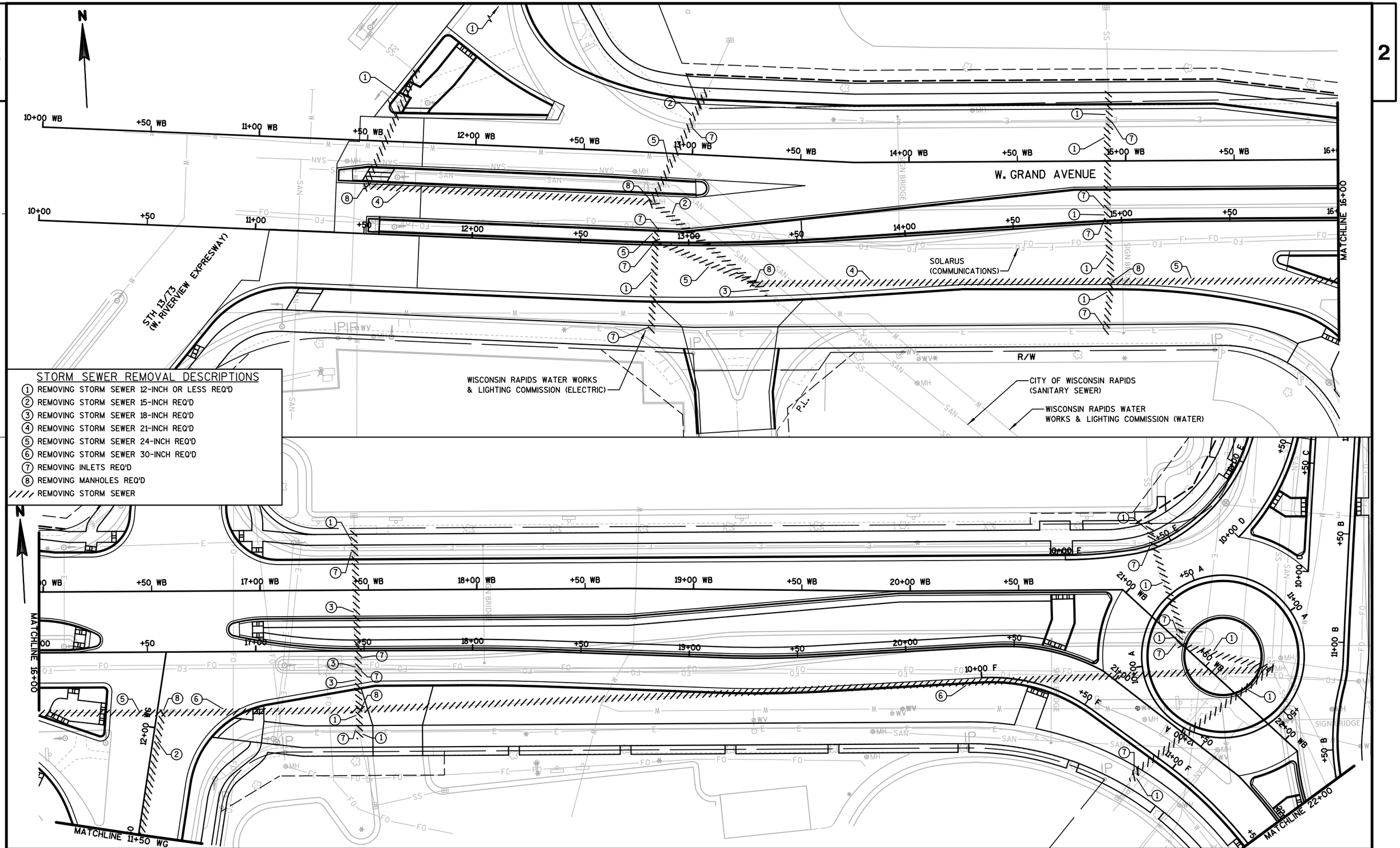
2



EROSION CONTORL LEGEND

(C) INLET PROTECTION TYPE C	PROPOSED INLET/CATCH BASIN
(D) INLET PROTECTION TYPE D	PROPOSED STORM SEWER MANHOLE
(AB) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE B.	SLOPE INTERCEPT
(AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	SOD LAWN
(AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.	SURFACE WATER FLOW
	SILT FENCE

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	EROSION CONTROL	SHEET 45	E



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	STORM SEWER REMOVALS	SHEET E

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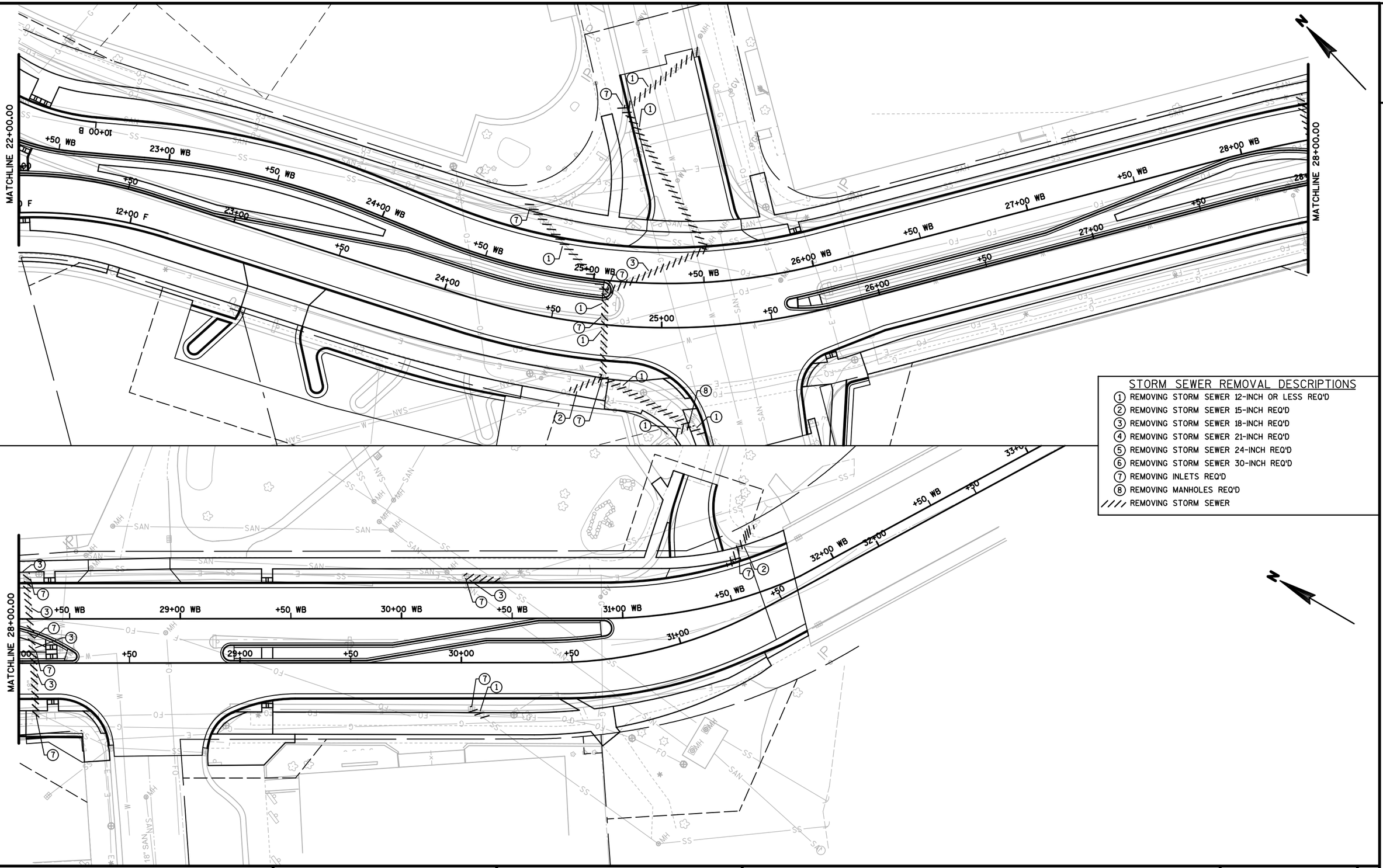
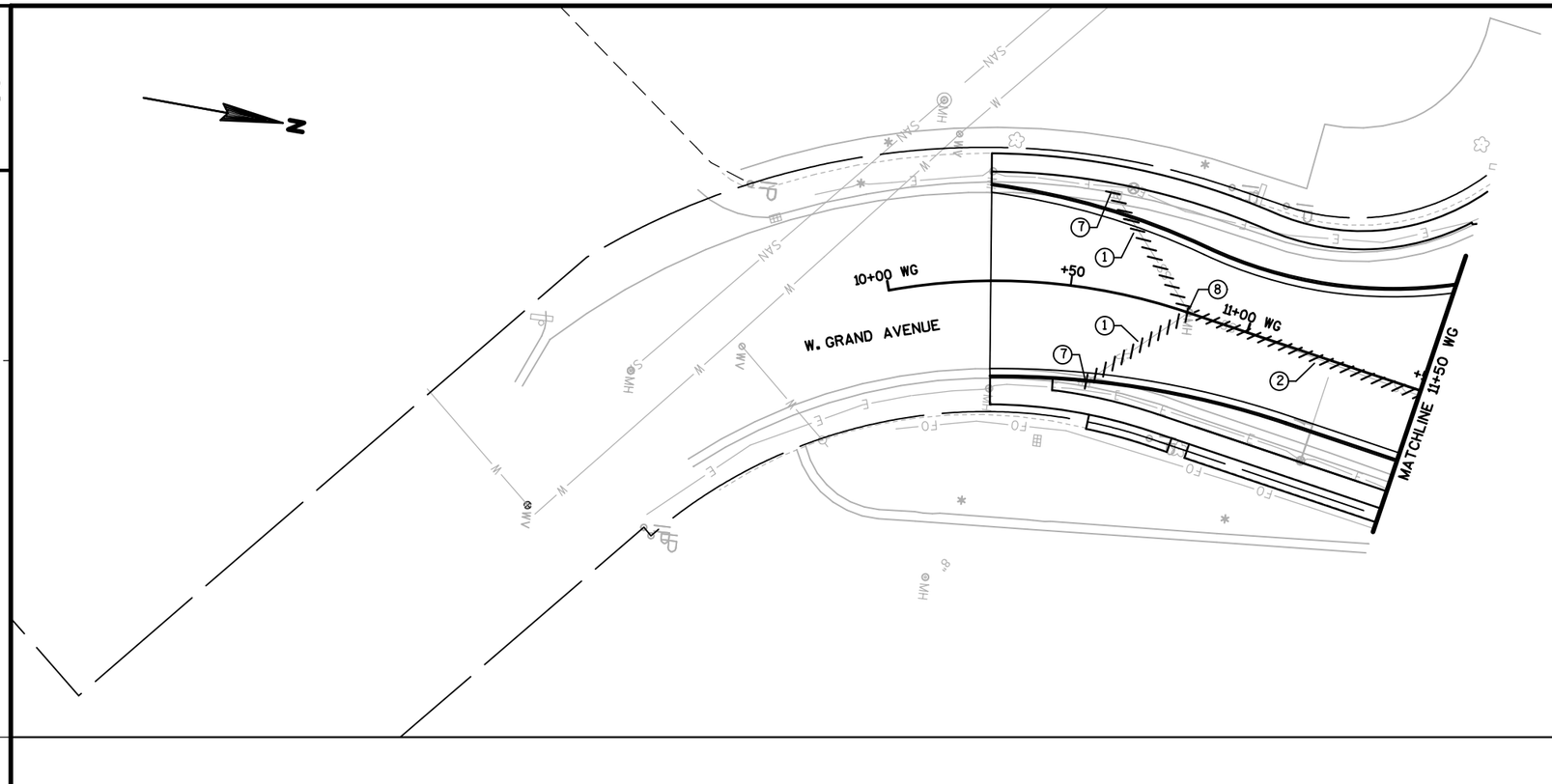


PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	STORM SEWER REMOVALS	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\022402_ss_removals.dgn PLOT DATE : 1/31/2022 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

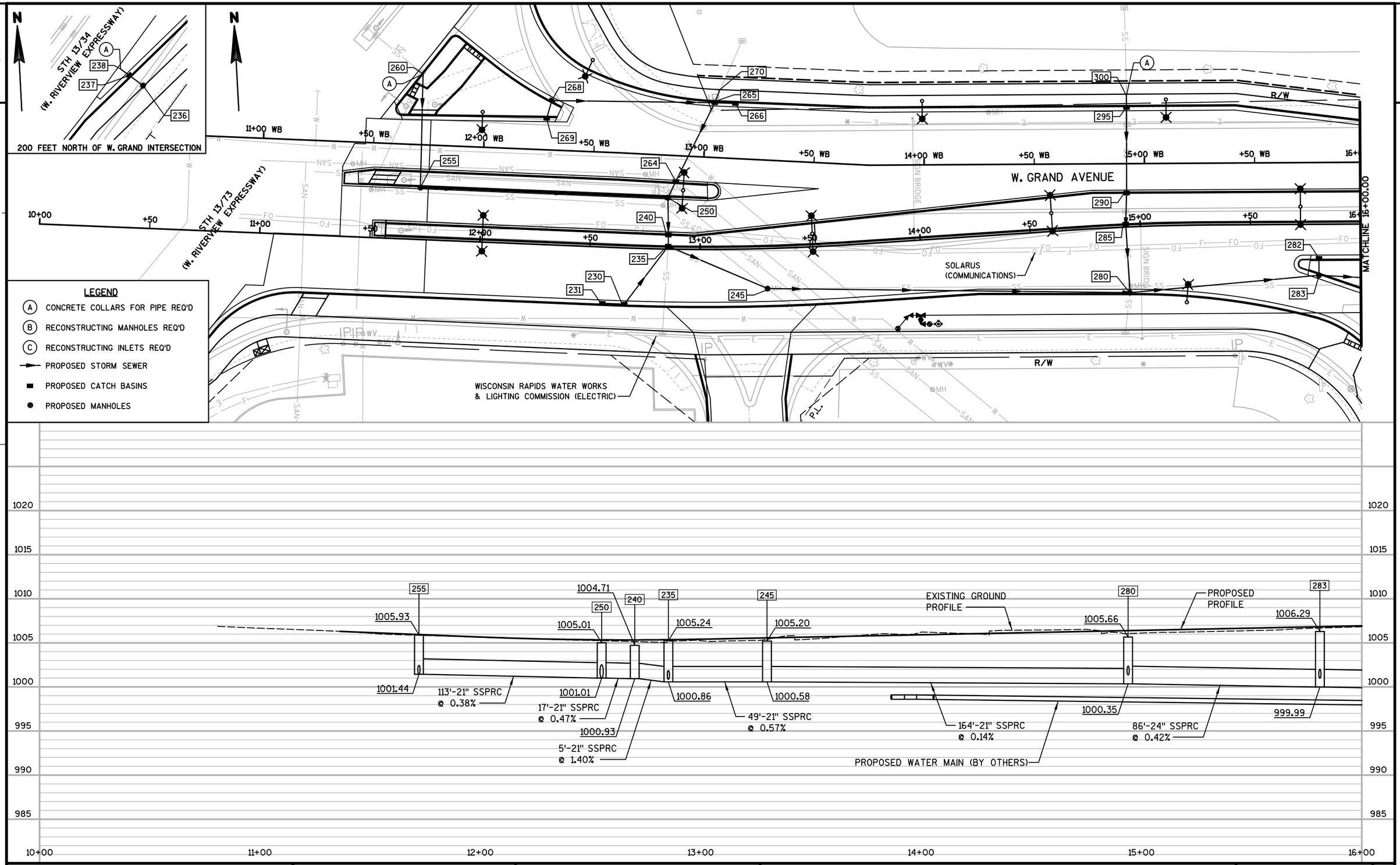


STORM SEWER REMOVAL DESCRIPTIONS

(1) REMOVING STORM SEWER 12-INCH OR LESS REQ'D
(2) REMOVING STORM SEWER 15-INCH REQ'D
(3) REMOVING STORM SEWER 18-INCH REQ'D
(4) REMOVING STORM SEWER 21-INCH REQ'D
(5) REMOVING STORM SEWER 24-INCH REQ'D
(6) REMOVING STORM SEWER 30-INCH REQ'D
(7) REMOVING INLETS REQ'D
(8) REMOVING MANHOLES REQ'D
//// REMOVING STORM SEWER

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	STORM SEWER REMOVALS	SHEET 48	E

200 FEET NORTH OF W. GRAND INTERSECTION



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	STORM SEWER	SHEET	E

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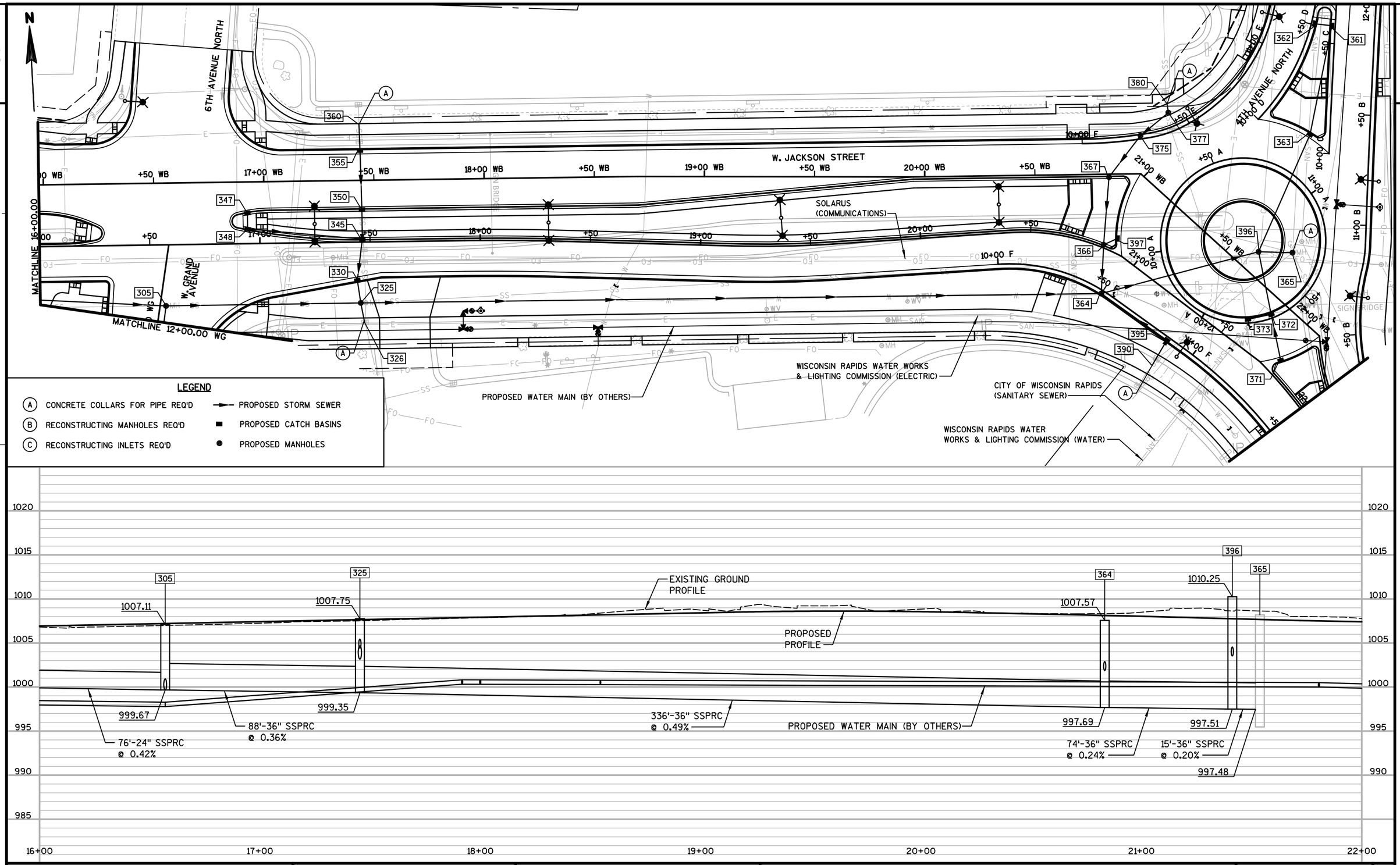

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	STORM SEWER	SHEET 50 E

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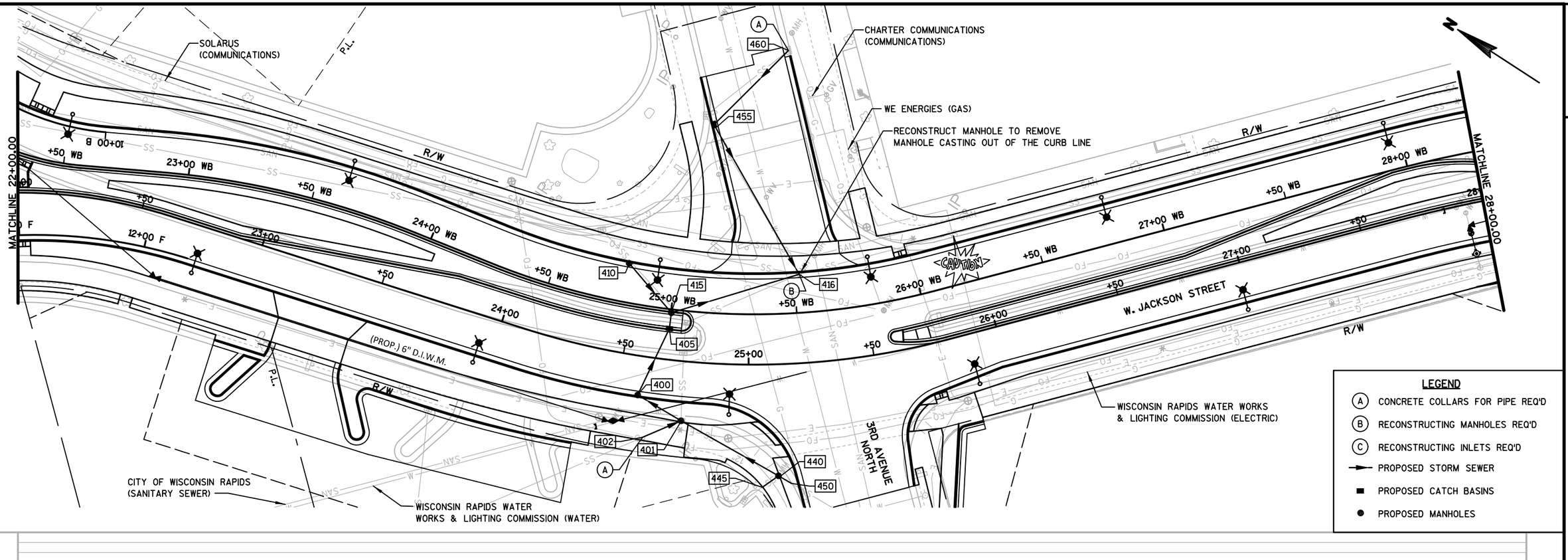

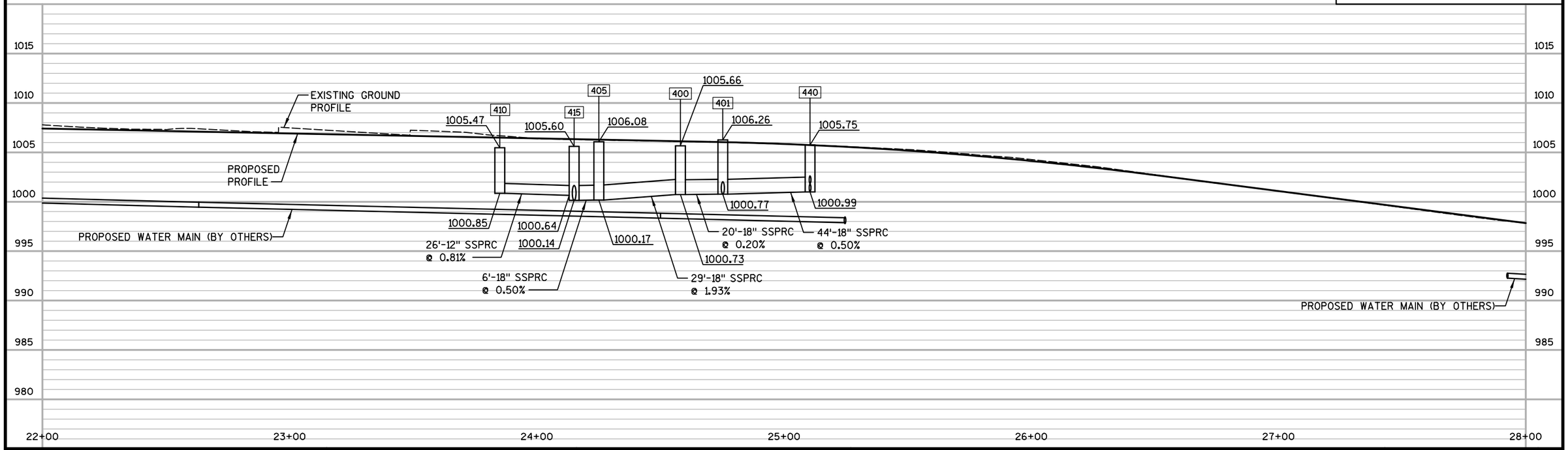

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	STORM SEWER	SHEET	E

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ADJUSTING MANHOLE COVERS REQ'D

CITY OF WISCONSIN RAPIDS (SANITARY SEWER)

RECONSTRUCT MANHOLE TO REMOVE MANHOLE CASTING OUT OF THE CURB LINE

MATCHLINE 28+00.00

W. JACKSON STREET

2ND AVENUE NORTH

R/W

P.L.

481 480 482 475 470 465 467 495 496 497 492 493 491 490 494 500 499 498

28+00 29+00 30+00 31+00 32+00 33+00 34+00 +50 WB +50

CAUTION

SOLARUS (COMMUNICATIONS)

WISCONSIN RAPIDS WATER WORKS & LIGHTING COMMISSION (ELECTRIC)

WE ENERGIES (GAS)

WISCONSIN RAPIDS WATER WORKS & LIGHTING COMMISSION (WATER)

RECONSTRUCT INLET TO ALLOW FOR JB CASTING INSTALLATION

LEGEND

- (A) CONCRETE COLLARS FOR PIPE REQ'D
- (B) RECONSTRUCTING MANHOLES REQ'D
- (C) RECONSTRUCTING INLETS REQ'D
- PROPOSED STORM SEWER
- PROPOSED CATCH BASINS
- PROPOSED MANHOLES

1010 1005 1000 995 990 985 980 975

EXISTING GROUND PROFILE

PROPOSED PROFILE

PROPOSED WATER MAIN (BY OTHERS)

28+00 29+00 30+00 31+00 32+00 33+00 34+00

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	STORM SEWER	SHEET	E

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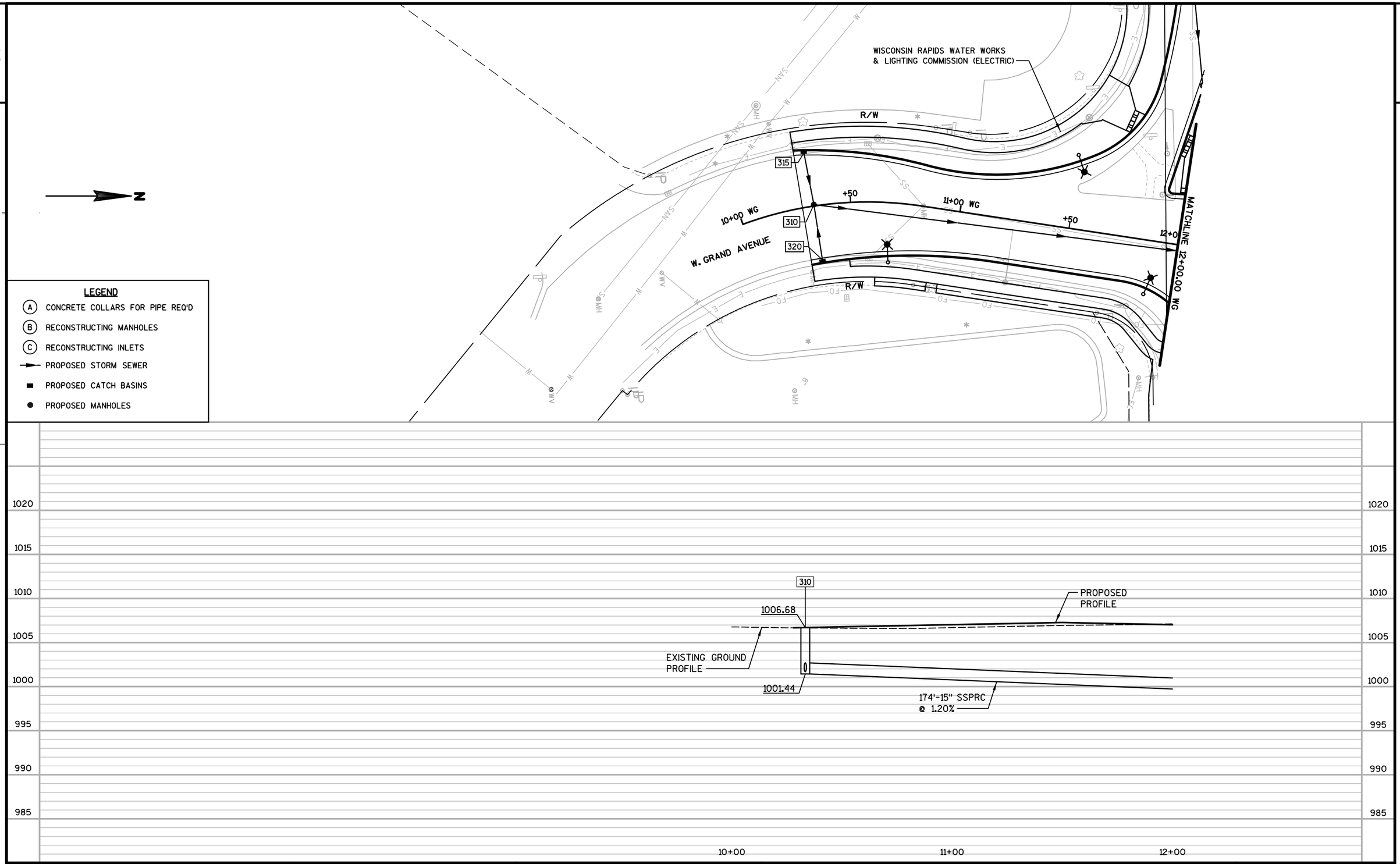


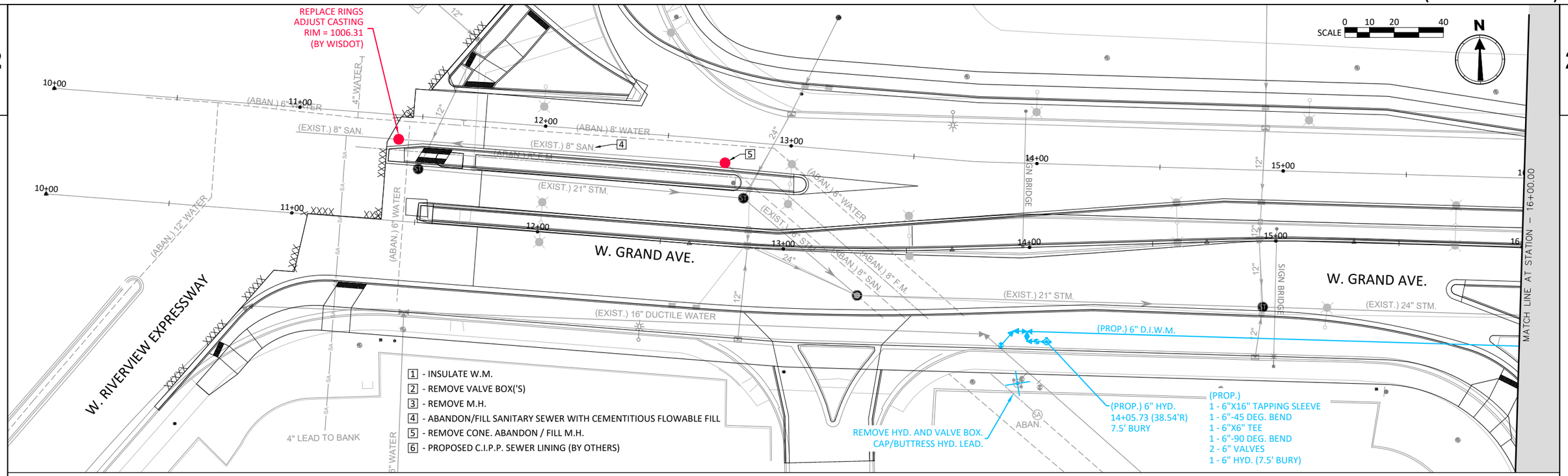
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	STORM SEWER - JACKSON STREET	SHEET 53 E

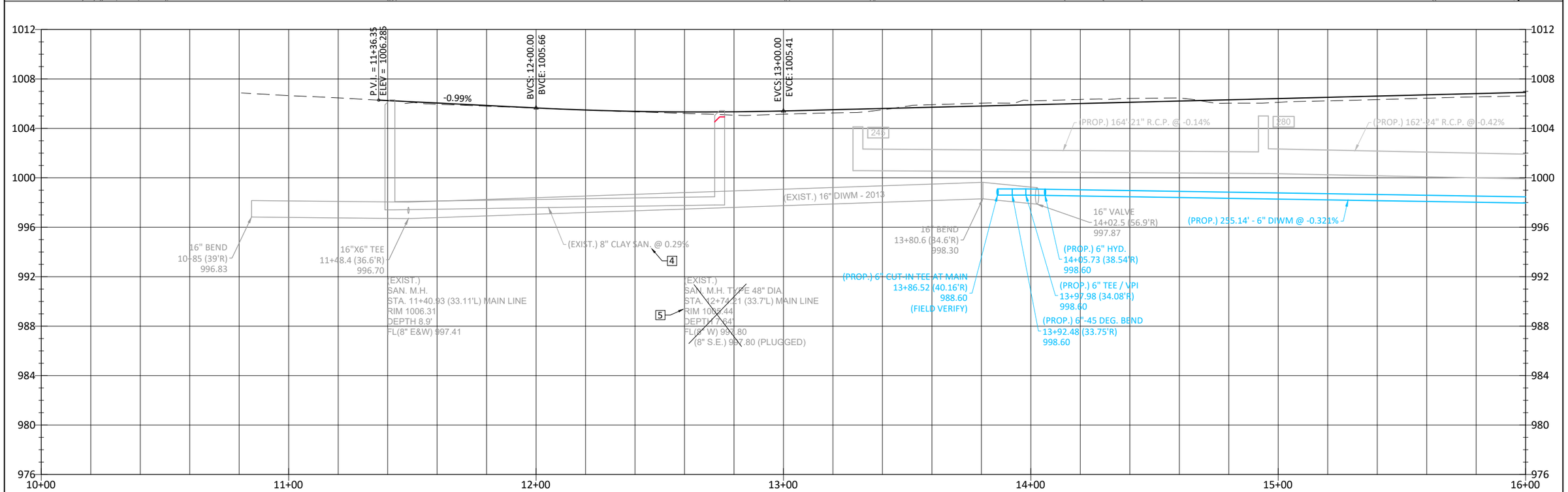
STRUCT NO.	STATION		OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	CATCH BASIN TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	PIPE TABLE REMARKS
230	12+66.5	ML	25.5'RT	33.0	235	-	2X3-FT	H-S	-	-	1004.71	1004.05	4.70	12	1001.35	1000.86	33	1.48%	2-FT SUMP REQ'D
231	12+56.6	ML	25.5'RT	10.0	230	-	2X3-FT	H-S	-	-	1004.70	1004.04	4.64	12	1001.40	1001.35	10	0.50%	2-FT SUMP REQ'D
235	12+85.5	ML	1.3'LT	49.1	245	-	4-FT	HM-GJ	-	-	1005.24	1004.58	5.72	21	1000.86	1000.58	49	0.57%	2-FT SUMP REQ'D
236	12+68.9	ML	189.0'LT	-	-	-	-	-	-	JB	1007.27	-	-	15	1002.56	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D; RECONSTRUCTING MANHOLES REQ'D
237	12+61.2	ML	193.4'LT	7.7	236	-	2X3-FT	H	-	-	1006.40	1005.74	5.08	15	1002.66	1002.56	8	1.25%	
238	12+57.1	ML	196.1'LT	5.0	237	-	-	-	-	-	-	-	-	15	1002.73	1002.66	5	1.40%	CONCRETE COLLARS FOR PIPE REQ'D
240	12+85.5	ML	6.4'LT	5.0	235	-	2X3-FT	HM-GJ	-	-	1004.71	1004.05	5.12	21	1000.93	1000.86	5	1.40%	2-FT SUMP REQ'D
245	13+30.1	ML	18.2'RT	164.4	280	-	-	-	4-FT	JB	1005.20	1004.12	3.54	21	1000.58	1000.35	164	0.14%	
250	12+85.0	ML	23.2'LT	16.8	240	-	-	H	5-FT	-	1005.01	1004.35	5.34	21	1001.01	1000.93	17	0.47%	FLAT SLAB TOP REQ'D; 2-FT SUMP REQ'D
255	11+72.0	ML	23.5'LT	112.5	250	-	4-FT	H	-	-	1005.93	1005.27	5.83	21	1001.44	1001.01	113	0.38%	2-FT SUMP REQ'D
260	11+71.1	ML	75.1'LT	51.7	255	-	-	-	-	-	-	-	-	12	1001.87	1001.44	52	0.83%	CONCRETE COLLARS FOR PIPE REQ'D
264	12+88.5	ML	30.7'LT	8.2	250	-	2X3-FT	H	-	-	1005.11	1004.45	5.37	18	1001.08	1001.01	8	0.88%	2-FT SUMP REQ'D
265	13+07.0	ML	66.5'LT	40.0	264	-	2X3-FT	H-S	-	-	1004.47	1003.81	4.35	18	1001.46	1001.08	40	0.95%	2-FT SUMP REQ'D
266	13+17.0	ML	66.1'LT	9.3	265	-	2X3-FT	H-S	-	-	1004.45	1003.79	4.28	12	1001.51	1001.46	9	0.56%	2-FT SUMP REQ'D
268	12+30.0	ML	65.4'LT	74.0	265	-	4-FT	H	-	-	1005.04	1004.38	4.55	12	1001.83	1001.46	74	0.50%	2-FT SUMP REQ'D
269	12+28.0	ML	57.3'LT	8.4	268	-	2X3-FT	H	-	-	1005.00	1004.34	4.47	12	1001.87	1001.83	8	0.50%	2-FT SUMP REQ'D
270	13+09.2	ML	71.9'LT	5.8	265	-	-	-	-	-	-	-	-	6	1001.63	1001.46	6	2.83%	6-INCH PVC PIPE REQ'D
280	14+94.0	ML	29.8'RT	86.2	283	-	4-FT	H	-	-	1005.66	1005.00	6.65	24	1000.35	999.99	86	0.42%	2-FT SUMP REQ'D
282	15+81.0	ML	15.5'RT	7.7	283	-	2X3-FT	H	-	-	1006.35	1005.69	6.66	12	1001.03	1000.99	8	0.50%	
283	15+81.0	ML	23.2'RT	76.1	305	-	4-FT	H	-	-	1006.29	1005.63	7.64	24	999.99	999.67	76	0.42%	
285	14+93.5	ML	1.3'LT	31.2	280	-	2X3-FT	HM-GJ	-	-	1006.26	1005.60	4.95	12	1002.65	1001.35	31	4.19%	2-FT SUMP REQ'D
290	14+94.5	ML	15.4'LT	14.0	285	-	2X3-FT	HM-GJ	-	-	1006.20	1005.54	4.66	12	1002.88	1002.65	14	1.64%	2-FT SUMP REQ'D
295	14+96.0	ML	54.2'LT	38.9	290	-	2X3-FT	H	-	-	1005.45	1004.79	3.79	12	1003.00	1002.88	39	0.31%	2-FT SUMP REQ'D
300	14+96.2	ML	59.4'LT	5.2	295	-	-	-	-	-	-	-	-	12	1003.07	1003.00	5	1.40%	CONCRETE COLLARS FOR PIPE REQ'D
305	16+57.0	ML	27.8'RT	88.3	325	-	-	-	5-FT	JB	1007.11	1006.03	6.36	36	999.67	999.35	88	0.36%	
310	10+33.4	WG	0.7'LT	173.7	305	-	-	-	4-FT	JB	1006.68	1005.60	4.16	15	1001.44	999.67	174	1.02%	
315	10+32.5	WG	25.0'LT	24.4	310	-	2X3-FT	H	-	-	1006.06	1005.40	5.40	12	1002.00	1001.69	24	1.29%	2-FT SUMP REQ'D
320	10+33.5	WG	25.5'RT	26.1	310	-	2X3-FT	H	-	-	1006.06	1005.40	5.40	12	1002.00	1001.69	26	1.19%	2-FT SUMP REQ'D
325	17+45.4	ML	27.6'RT	336.1	364	-	-	-	5-FT	JB	1007.75	1006.67	7.32	36	999.35	997.69	336	0.49%	
326	17+47.0	ML	36.4'RT	8.9	325	-	-	-	-	-	-	-	-	12	1004.48	1004.43	9	0.56%	CONCRETE COLLARS FOR PIPE REQ'D
330	17+44.0	ML	17.4'RT	10.3	325	-	4-FT	H	-	-	1007.30	1006.64	5.42	18	1003.22	1003.18	10	0.40%	2-FT SUMP REQ'D
345	17+46.5	ML	1.3'LT	18.9	330	-	2X3-FT	HM-GJ	-	-	1007.54	1006.88	5.56	18	1003.32	1003.22	19	0.53%	2-FT SUMP REQ'D
347	16+94.5	ML	13.8'LT	7.1	348	-	2X3-FT	HM-GJ	-	-	1007.29	1006.63	4.51	12	1004.12	1004.08	7	0.57%	2-FT SUMP REQ'D
348	16+94.5	ML	6.6'LT	52.3	345	-	2X3-FT	HM-GJ	-	-	1007.23	1006.57	4.49	12	1004.08	1003.82	52	0.50%	2-FT SUMP REQ'D
350	17+46.5	ML	14.7'LT	13.3	345	-	2X3-FT	HM-GJ	-	-	1007.67	1007.01	5.63	18	1003.38	1003.32	13	0.46%	2-FT SUMP REQ'D
355	17+46.0	ML	41.5'LT	26.8	350	-	2X3-FT	H	-	-	1007.14	1006.48	4.93	18	1003.55	1003.38	27	0.63%	2-FT SUMP REQ'D
360	17+45.7	ML	53.3'LT	11.8	355	-	-	-	-	-	-	-	-	18	1003.61	1003.55	12	0.50%	CONCRETE COLLARS FOR PIPE REQ'D

STRUCT NO.	STATION		OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	CATCH BASIN TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	PIPE TABLE REMARKS
361	21+05.5	ML	141.1'LT	50.2	363	-	2X3-FT	H	-	-	1007.84	1007.18	5.11	12	1004.07	1003.82	50	0.50%	2-FT SUMP REQ'D
362	20+98.7	ML	137.1'LT	7.8	361	-	2X3-FT	H	-	-	1007.80	1007.14	5.03	12	1004.11	1004.07	8	0.50%	2-FT SUMP REQ'D
363	21+27.5	ML	95.9'LT	58.2	396	-	2X3-FT	H-S	-	-	1008.20	1007.54	5.72	12	1003.82	1003.53	58	0.50%	2-FT SUMP REQ'D
364	20+96.0	ML	19.0'RT	73.9	396	-	-	-	5-FT	JB	1007.57	1006.49	8.80	36	997.69	997.51	74	0.24%	
365	21+53.8	ML	48.4'LT	-	-	-	-	-	-	JB	1008.19	-	-	-	-	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D
366	20+83.5	ML	1.3'LT	22.2	364	-	4-FT	HM-GJ	-	-	1008.01	1007.35	7.36	12	1001.99	1001.88	22	0.50%	2-FT SUMP REQ'D
367	20+76.5	ML	31.0'LT	30.7	366	-	4-FT	HM-GJ	-	-	1008.30	1007.64	7.60	12	1002.04	1001.99	31	0.16%	2-FT SUMP REQ'D
371	21+78.0	ML	7.2'LT	21.3	372	-	2X3-FT	H-S	-	-	1007.46	1006.80	5.01	12	1003.79	1003.67	21	0.57%	2-FT SUMP REQ'D
372	21+63.0	ML	20.2'LT	29.0	396	2X2.5-FT	-	T	-	-	1007.31	1006.56	4.89	12	1003.67	1003.53	29	0.48%	2-FT SUMP REQ'D
373	21+56.0	ML	12.0'LT	10.8	372	2X2.5-FT	-	T	-	-	1007.29	1006.54	4.82	12	1003.72	1003.67	11	0.45%	2-FT SUMP REQ'D
375	20+81.5	ML	53.5'LT	23.6	367	-	4-FT	HM	-	-	1007.89	1007.23	6.89	12	1002.34	1002.04	24	1.25%	2-FT SUMP REQ'D
377	20+86.2	ML	0.0'RT	16.5	375	-	-	-	3-FT	JB	1008.65	1007.57	5.18	12	1002.39	1002.34	16	0.31%	
380	20+85.0	ML	71.4'LT	4.0	377	-	-	-	-	-	-	-	-	12	1002.43	1002.39	4	1.00%	CONCRETE COLLARS FOR PIPE REQ'D
390	21+34.1	ML	31.1'RT	13.3	395	-	-	-	-	-	-	-	-	12	1003.94	1003.85	13	0.69%	CONCRETE COLLARS FOR PIPE REQ'D
395	21+32.5	ML	17.8'RT	36.5	364	-	2X3-FT	H	-	-	1007.51	1006.85	5.00	12	1003.85	1003.67	37	0.49%	2-FT SUMP REQ'D
396	21+41.2	ML	39.4'LT	15.4	365	-	-	-	5-FT	JB	1010.25	1009.17	11.66	36	997.51	997.48	15	0.20%	
397	20+88.0	ML	6.5'LT	7.0	366	-	2X3-FT	H-S	-	-	1008.00	1007.34	5.34	12	1004.00	1003.97	7	0.43%	2-FT SUMP REQ'D
400	24+58.0	ML	15.5'RT	29.3	405	-	4-FT	H	-	-	1005.66	1005.00	4.27	18	1000.73	1000.17	29	1.93%	
401	24+75.2	ML	23.7'RT	20.1	400	-	-	-	6-FT	JB	1006.26	1005.18	4.41	18	1000.77	1000.73	20	0.20%	
402	24+62.0	ML	31.9'RT	16.6	401	-	-	-	-	-	-	-	-	15	1000.86	1000.77	17	0.53%	CONCRETE COLLARS FOR PIPE REQ'D
405	24+67.0	ML	12.3'LT	6.3	415	-	2X3-FT	HM-GJ	-	-	1006.08	1005.42	7.25	18	1000.17	1000.14	6	0.50%	2-FT SUMP REQ'D
410	24+45.5	ML	35.5'LT	25.8	415	-	4-FT	H	-	-	1005.47	1004.81	5.96	12	1000.85	1000.64	26	0.81%	2-FT SUMP REQ'D
415	24+67.0	ML	18.7'LT	53.1	416	-	4-FT	HM-GJ	-	-	1005.60	1004.94	6.80	18	1000.14	999.89	53	0.47%	2-FT SUMP REQ'D
416	25+22.5	ML	35.3'LT	-	-	-	-	-	-	JB	1004.97	-	-	-	-	-	-	-	RECONSTRUCTING MANHOLES REQ'D
440	25+10.7	ML	44.3'RT	44.5	401	-	-	-	5-FT	JB	1005.75	1004.67	3.68	18	1000.99	1000.77	44	0.50%	
445	25+05.0	ML	48.8'RT	7.9	440	-	-	-	-	-	-	-	-	8	1001.97	1001.85	8	1.50%	8-INCH PVC PIPE REQ'D
450	25+15.1	ML	47.5'RT	6.0	440	-	-	-	-	-	-	-	-	8	1001.10	1001.04	6	1.00%	8-INCH PVC PIPE REQ'D
455	24+78.7	ML	94.8'LT	68.5	416	-	4-FT	H	-	-	1005.21	1004.55	5.19	12	1001.36	1001.02	69	0.49%	2-FT SUMP REQ'D
460	25+25.4	ML	124.3'LT	41.7	455	-	-	-	-	-	-	-	-	12	1001.95	1001.36	42	1.40%	CONCRETE COLLARS FOR PIPE REQ'D
465	28+07.5	ML	15.5'RT	16.8	470	-	2X3-FT	H	-	-	997.16	996.50	6.10	18	992.40	992.20	17	1.18%	2-FT SUMP REQ'D
467	28+07.7	ML	22.1'RT	6.6	465	-	-	-	-	JB	-	-	-	18	992.48	992.40	7	1.14%	CONCRETE COLLARS FOR PIPE REQ'D; RECONSTRUCTING INLETS REQ'D
470	28+06.5	ML	1.3'LT	12.6	475	-	2X3-FT	HM-GJ	-	-	997.50	996.84	6.64	18	992.20	992.06	13	1.08%	2-FT SUMP REQ'D
475	28+05.5	ML	13.9'LT	21.7	480	-	2X3-FT	HM-GJ	-	-	997.45	996.79	6.73	18	992.06	991.60	22	2.09%	2-FT SUMP REQ'D
480	28+04.0	ML	35.5'LT	5.6	481	-	2X3-FT	H	-	-	997.13	996.47	9.87	18	988.60	988.54	6	1.00%	2-FT SUMP REQ'D
481	28+03.8	ML	41.1'LT	-	-	-	-	-	-	-	-	-	-	18	988.54	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D
482	28+32.8	ML	43.0'LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D
490	29+99.0	ML	15.5'RT	23.4	494	-	2X3-FT	H-S	-	-	993.86	993.36	3.64	12	991.72	991.64	23	0.35%	2-FT SUMP REQ'D; CAST IN-PLACE REQ'D; 2-INCHES ADJUSTING RINGS REQ'D
491	29+88.0	ML	15.5'RT	11.0	490	-	2X3-FT	H-S	-	-	993.84	993.34	3.58	12	991.76	991.72	11	0.36%	2-FT SUMP REQ'D; CAST IN-PLACE REQ'D; 2-INCHES ADJUSTING RINGS REQ'D
492	29+99.0	ML	12.7'LT	24.4	493	-	2X3-FT	HM-GJ	-	-	993.87	993.21	4.93	12	990.28	990.16	24	0.50%	2-FT SUMP REQ'D
493	29+76.0	ML	4.5'LT	31.6	496	-	2X3-FT	HM-GJ	-	-	994.11	993.45	5.29	12	990.16	990.00	32	0.50%	2-FT SUMP REQ'D
494	30+17.3	ML	30.2'RT	-	-	-	-	-	-	-	-	-	-	12	991.64	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D
495	29+71.5	ML	35.5'LT	10.5	496	-	2X3-FT	H-S	-	-	993.72	993.06	5.03	12	990.03	990.00	10	0.30%	2-FT SUMP REQ'D
496	29+82.0	ML	35.5'LT	10.3	497	-	4-FT	H-S	-	-	993.70	993.04	5.04	15	990.00	989.95	10	0.50%	2-FT SUMP REQ'D
497	29+71.7	ML	36.1'LT	-	-	-	-	-	-	JB	-	-	-	12	989.95	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D; RECONSTRUCTING MANHOLES REQ'D
498	31+41.0	ML	23.4'LT	8.7	499	-	2X3-FT	H	-	-	996.04	995.38	6.60	15	990.78	990.65	9	1.44%	2-FT SUMP REQ'D
499	31+45.3	ML	30.9'LT	9.0	500	-	-	-	4-FT	JB	995.62	994.54	3.89	15	990.65	990.25	9	4.44%	
500	31+53.4	ML	34.6'LT	-	-	-	-	-	-	-	-	-	-	15	990.25	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D

FOR INFORMATION ONLY - WORK BY OTHERS (CITY OF W.R.)

2





PROJECT NO: 6999—11—78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES — SANITARY AND WATER MAINS	SHEET 56	E

FOR INFORMATION ONLY - WORK BY OTHERS (CITY OF W.R.)

1 - INSULATE W.M.
2 - REMOVE VALVE BOX('S)
3 - REMOVE M.H.
4 - ABANDON/FILL SANITARY SEWER WITH CEMENTITIOUS FLOWABLE FILL
5 - REMOVE CONE. ABANDON / FILL M.H.
6 - PROPOSED C.I.P.P. SEWER LINING (BY OTHERS)

SCALE 0 10 20 40

N

2

6TH AVE. N.

MATCH LINE AT STATION – 16+00.00

W. GRAND AVE.

W. JACKSON ST.

WEST JACKSON ST.

4TH AVE. N.

MATCH LINE AT STATION – 22+00.00

SIGN BRIDGE

(EXIST.) 30" STM.

(EXIST.) 16" STM.

(EXIST.) 4" WATER

(EXIST.) 6" WATER

(EXIST.) 12" STM.

(PROP.) 6" D.I.W.M.

(ABANDONED) 10" SAN.

(ABANDONED) 12" STM.

(EXIST.) 6" WATER (ABANDON)

ABANDON AND CAP EXISTING W.M. (BY WISDOT)

REMOVE VALVE BOX (BY WISDOT)

REMOVE W.M. (BY WISDOT)

ABANDON W.M. (BY WISDOT)

REPLACE RINGS ADJUST CASTING RIM = 1008.24 (BY WISDOT)

(PROP.) 6" HYD. 18+00 (31.95'R) 8' BURY

ABAND. W.M.

REMOVE ABANDONED SAN. SEWER

REMOVE HYDRANT, LEAD VALVE AND BOX

REMOVE SEWER AND WATER LINES TO OUTSIDE OF PROPOSED ROADWAY.

(PROP.)
1 - 6"X6" TEE
1 - 6"X4" TEE
2 - 6" VALVES
1 - 4" VALVE
1 - 6" 90 DEG. BEND
1 - 6" HYD.

REMOVE 4" W.M. FROM EXIST. TEE TO TIE-IN POINT

ABANDON AND FILL WITH CEMENTITIOUS FLOWABLE FILL

REMOVE HYDRANT. BULKHEAD / ABANDON EXIST. W.M.

BVCS: 19+15.00
BVCE: 1008.50

EVCS: 20+15.00
EVCE: 1008.49

P.V.I. = 20+93.24
ELEV = 1008.080

P.V.I. = 21+71.98
ELEV = 1007.560

0.50%

-0.52%

-0.66%

(PROP.) 88'-36" R.C.P. @ -0.36%

(PROP.) 392.17' - 6" DIWM @ -0.08%

(PROP.) 12" C.B. LEAD 21+71.23 (12.73'L)

(PROP.) 12" C.B. LEAD 21+24.16 (18.25'R)

VPI 16+55.33 (40.22'R) 997.78

(PROP.) 255.14' - 5" DIWM @ -0.321%

(PROP.) 136.4' - 6" DIWM @ 1.89%

6" TEE / VPI 17+91.77 (40.22'R) 1000.33

6" HYD. 18+00 (31.95'R) 1000.33

6"X4" TEE 18+54.5 (38.57'R) 1000.28

(PROP.) 336'-36" R.C.P. @ -0.49%

(PROP.) TEE 21+80.6 (33.76'L) 1000.00

(PROP.) 74'-36" R.C.P. @ -0.24%

(PROP.) 15'-36" R.C.P. @ -0.20%

36" INTO MH-365 997.48

(PROP.) 162'-24" R.C.P. @ -0.42%

(EXIST.) 21" CLAY SAN. @ -0.22%

(EXIST.) 60" R.C.P. @ -0.225%

(EXIST.) STM. M.H. STA. 21+53.76 (48.35'L) MAIN LINE RIM 1008.12 DEPTH 19.25' FL(60" N&SE) 988.83 (30" W) 997.48

(EXIST.) SAN. M.H. TYPE 48" DIA. STA. 21+54.02 (54.9'L) MAIN LINE STA. 11+23.84 (10.9'R) A-LINE RIM 1008.06 DEPTH 16.06' FL(21" N & SW) 992.00

1012 1008 1004 1000 996 992 988 984 980 976

16+00 17+00 18+00 19+00 20+00 21+00 22+00

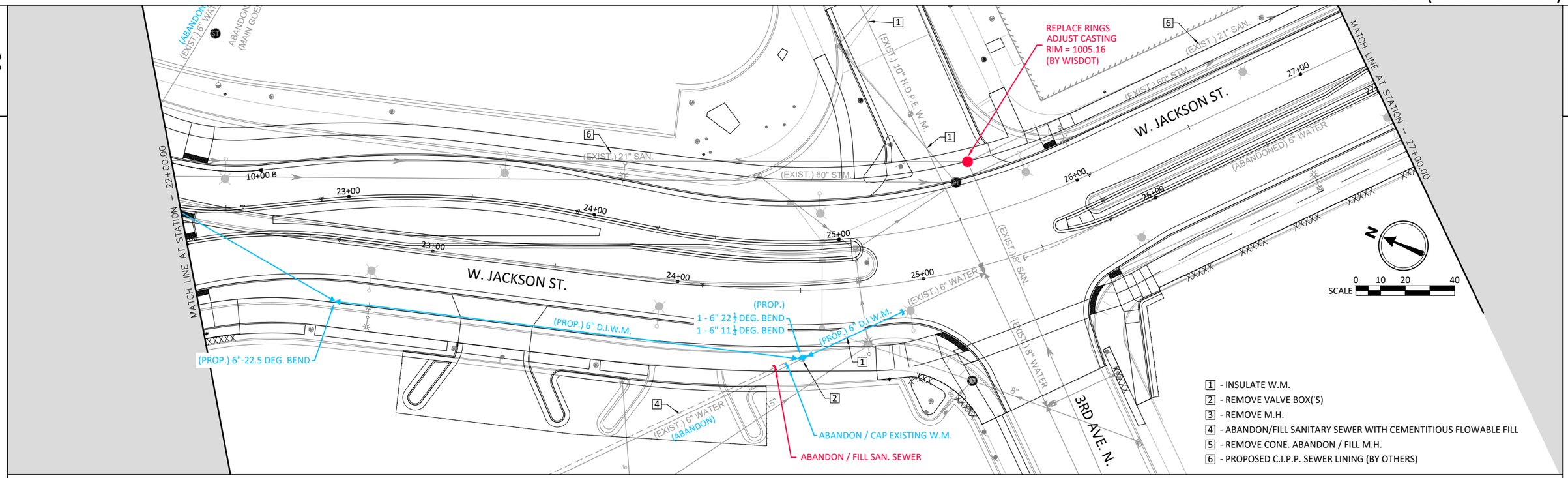
PROJECT NO: 6999–11–78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES – SANITARY AND WATER MAINS	SHEET 57	E

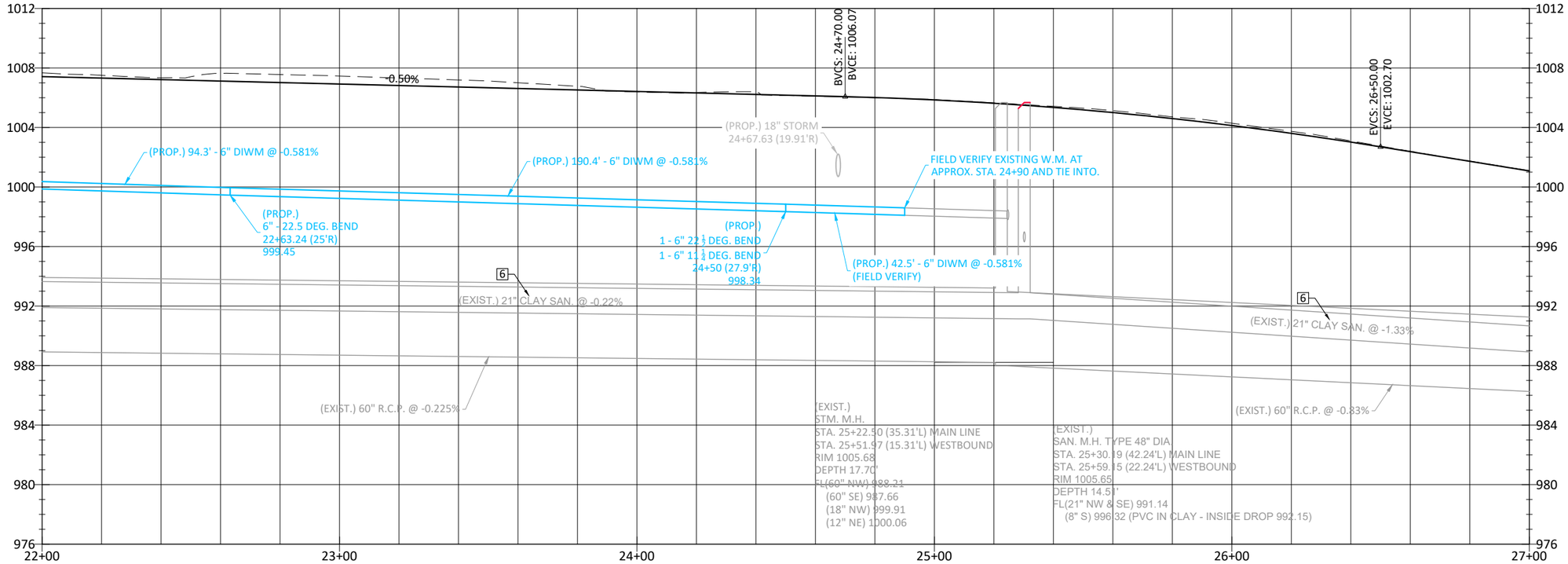
FILE NAME : S:\ENGINEERING\PROJECTS\2019–05 WEST JACKSON ST – EXPY TO BRIDGE\CAD\DRAWINGS\JACKSONDESIGN_FINAL.DWG
LAYOUT NAME – JACKSON – 2

PLOT DATE : 1/31/2022 7:53 AM PLOT BY : SCHULZE, MARC PLOT NAME :

FOR INFORMATION ONLY - WORK BY OTHERS (CITY OF W.R.)

2





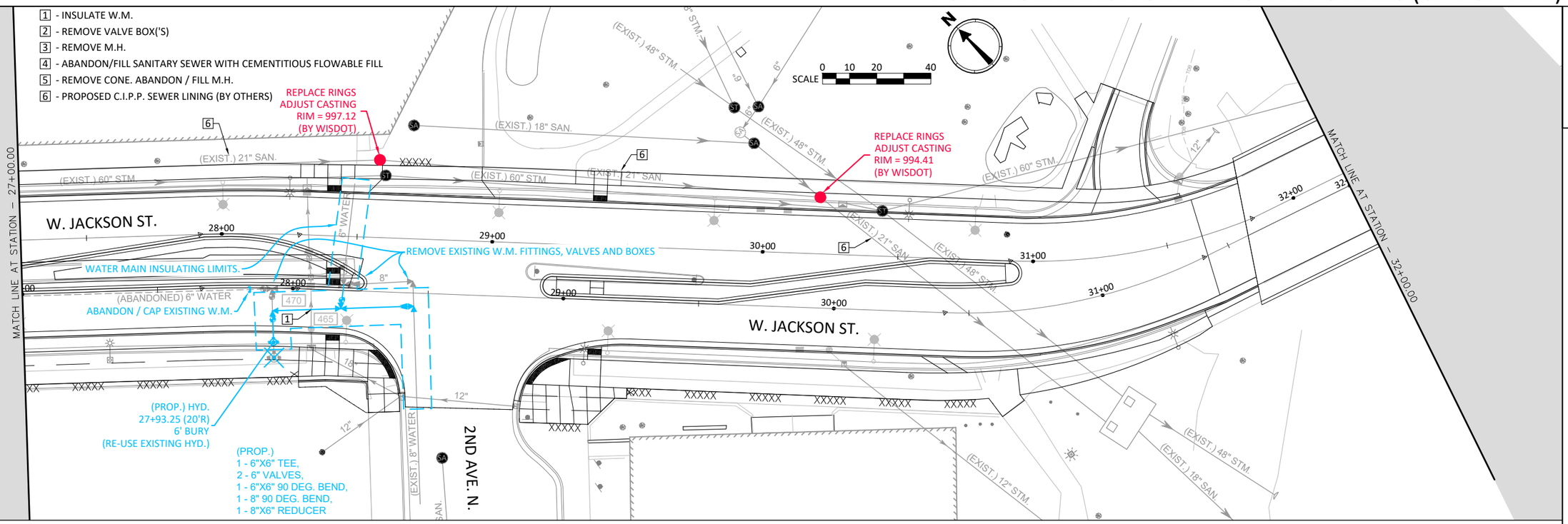
PROJECT NO: 6999—11—78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES — SANITARY AND WATER MAINS	SHEET 58	E

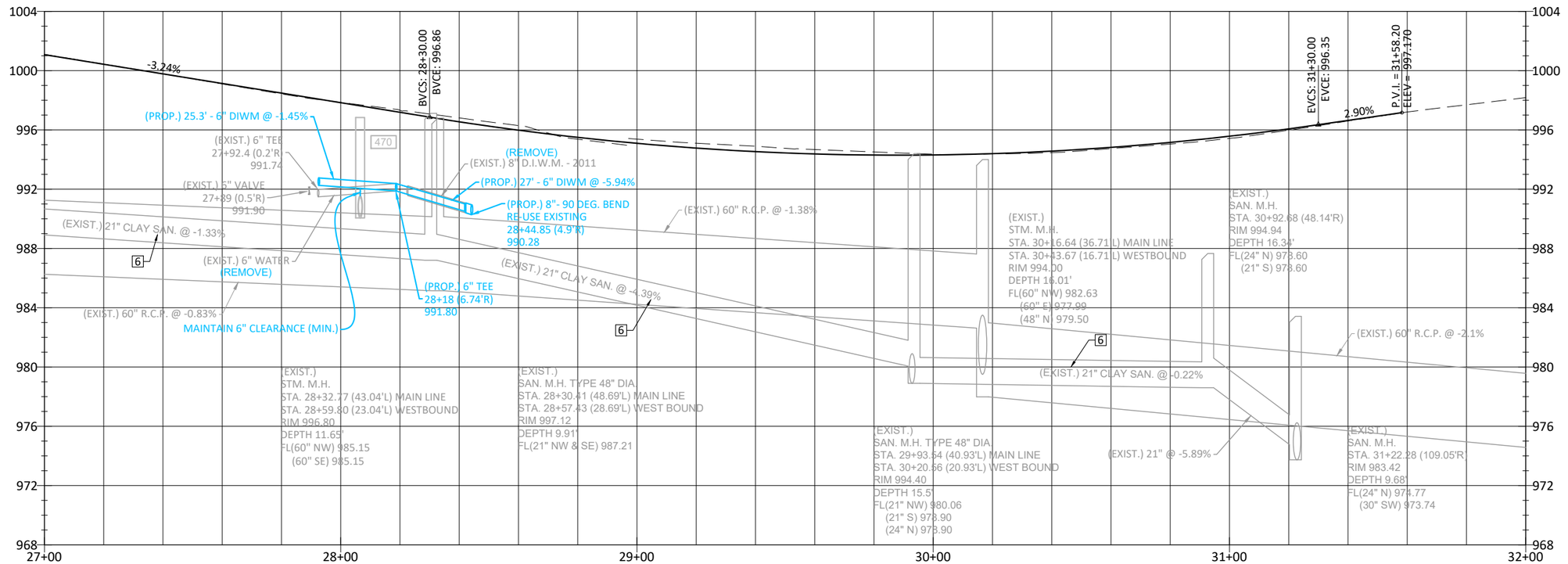
FILE NAME : S:\ENGINEERING\PROJECTS\2019-05 WEST JACKSON ST — EXPY TO BRIDGE\CAD\DRAWINGS\JACKSONDESIGN_FINAL.DWG
LAYOUT NAME — JACKSON — 3
PLOT DATE : 1/31/2022 7:53 AM PLOT BY : SCHULZE, MARC PLOT NAME :

FOR INFORMATION ONLY - WORK BY OTHERS (CITY OF W.R.)

2

1 - INSULATE W.M.
2 - REMOVE VALVE BOX('S)
3 - REMOVE M.H.
4 - ABANDON/FILL SANITARY SEWER WITH CEMENTITIOUS FLOWABLE FILL
5 - REMOVE CONE. ABANDON / FILL M.H.
6 - PROPOSED C.I.P.P. SEWER LINING (BY OTHERS)

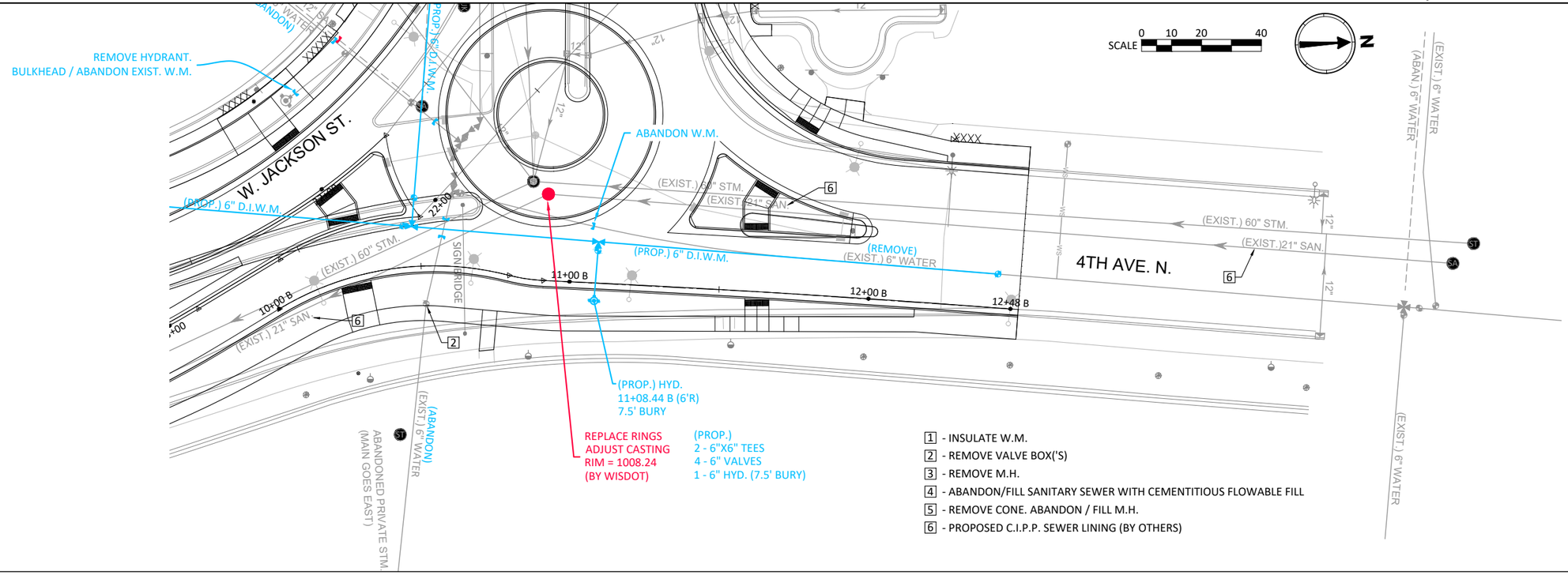


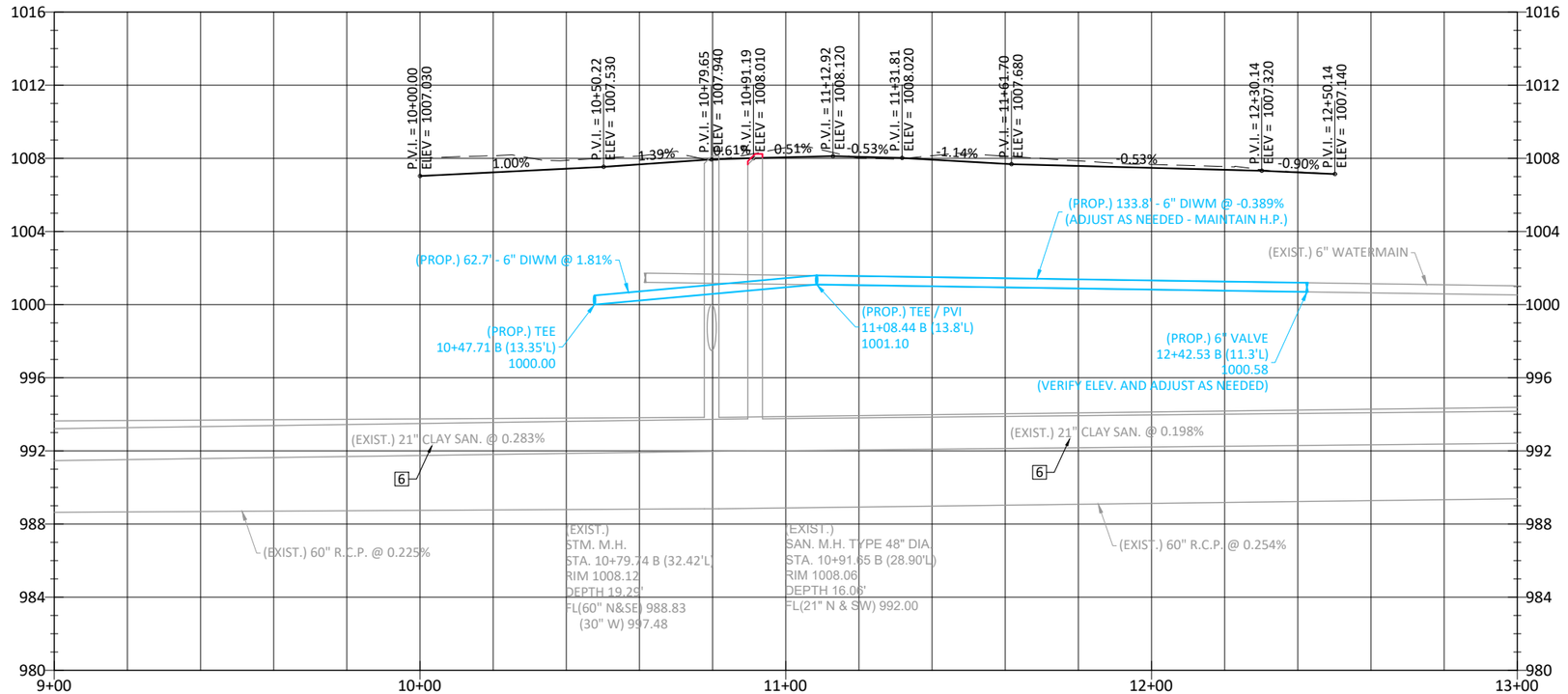


PROJECT NO: 6999–11–78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES – SANITARY AND WATER MAINS	SHEET 59	E

FILE NAME : S:\ENGINEERING\PROJECTS\2019–05 WEST JACKSON ST – EXPY TO BRIDGE\CAD\DRAWINGS\JACKSONDESIGN_FINAL.DWG
LAYOUT NAME – JACKSON – 4
PLOT DATE : 1/31/2022 7:53 AM PLOT BY : SCHULZE, MARC PLOT NAME :

2





PROJECT NO: 6999–11–78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES – SANITARY AND WATER MAINS	SHEET 60	E

FILE NAME : S:\ENGINEERING\PROJECTS\2019–05 WEST JACKSON ST – EXPY TO BRIDGE\CAD\DRAWINGS\JACKSONDESIGN_FINAL.DWG
LAYOUT NAME – 4TH AVENUE
PLOT DATE : 1/31/2022 7:53 AM PLOT BY : SCHULZE, MARC PLOT NAME :

SIGNING LEGEND

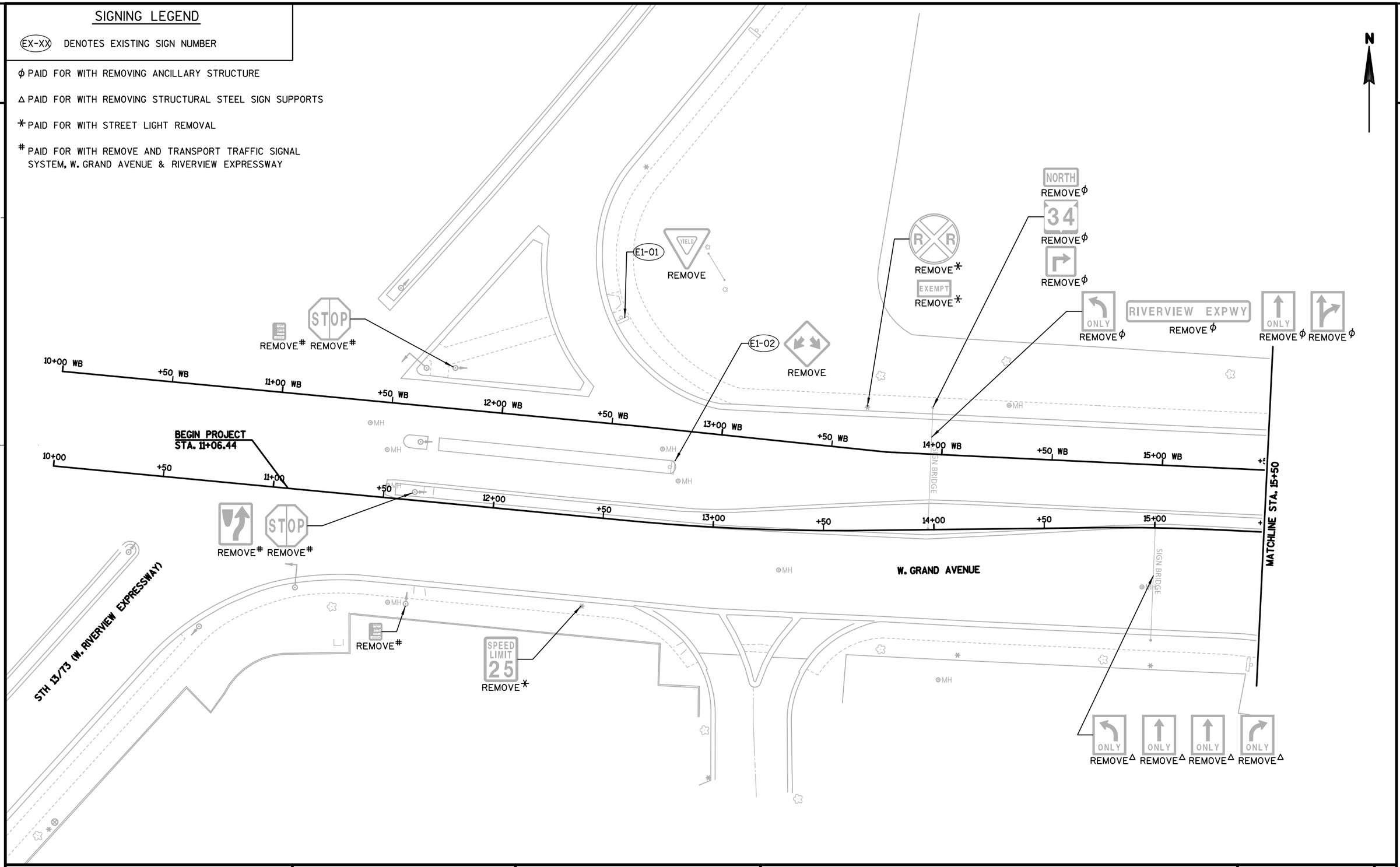
(EX-XX) DENOTES EXISTING SIGN NUMBER

ϕ PAID FOR WITH REMOVING ANCILLARY STRUCTURE

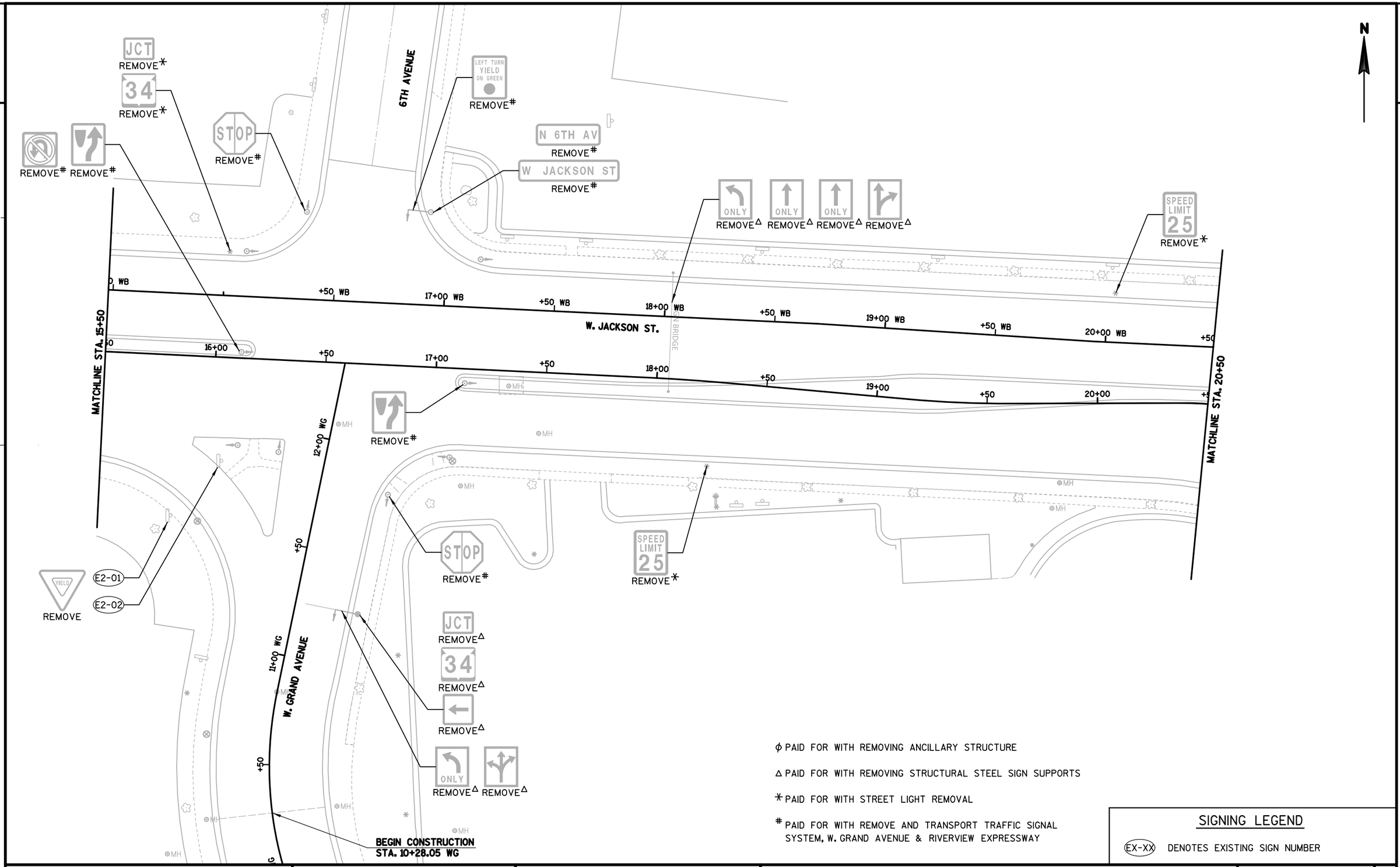
△ PAID FOR WITH REMOVING STRUCTURAL STEEL SIGN SUPPORTS

* PAID FOR WITH STREET LIGHT REMOVAL

PAID FOR WITH REMOVE AND TRANSPORT TRAFFIC SIGNAL SYSTEM, W. GRAND AVENUE & RIVERVIEW EXPRESSWAY



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	SIGNING REMOVAL DETAILS	SHEET 61	E



φ PAID FOR WITH REMOVING ANCILLARY STRUCTURE

△ PAID FOR WITH REMOVING STRUCTURAL STEEL SIGN SUPPORTS

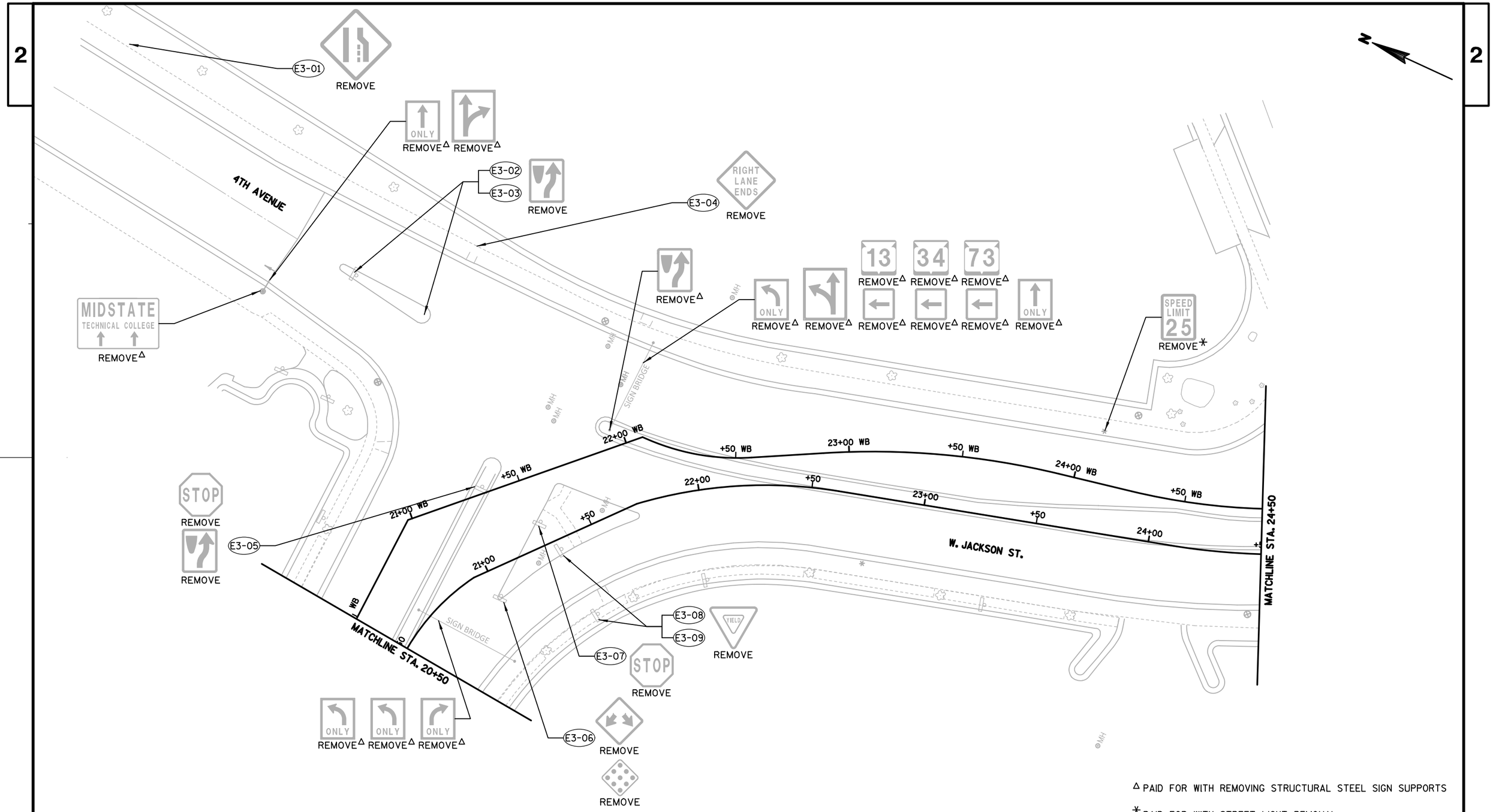
* PAID FOR WITH STREET LIGHT REMOVAL

PAID FOR WITH REMOVE AND TRANSPORT TRAFFIC SIGNAL SYSTEM, W. GRAND AVENUE & RIVERVIEW EXPRESSWAY

SIGNING LEGEND

(EX-XX) DENOTES EXISTING SIGN NUMBER

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	SIGNING REMOVAL DETAILS	SHEET 62	E



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	SIGNING REMOVAL DETAILS	SHEET 63	E

2

N 3RD AV
REMOVE
W JACKSON ST
REMOVE
YIELD
REMOVE

E4-01
E4-02
E4-03

YIELD
REMOVE
STOP
REMOVE

REMOVE
REMOVE
E4-04
E4-05
REMOVE

REMOVE
REMOVE
E4-06
REMOVE
E4-07
REMOVE

MH
MH MH
MH
MH
MH
MH
MH

MATCHLINE STA. 24+50

25+00 WB
+50 WB
26+00 WB
+50 WB
27+00 WB
+50 WB
28+00 WB
+50 WB
29+00 WB
+50 WB

25+00
+50
26+00
+50
27+00
+50
28+00
+50
29+00

W. JACKSON STREET

MATCHLINE STA. 29+50

E4-08
E4-09
REMOVE

STOP
EXISTING TO
REMAIN

3RD AVENUE NORTH

2ND AV N
REMOVE
W JACKSON ST
REMOVE
STOP
REMOVE

E4-10

2ND AVENUE NORTH

MH

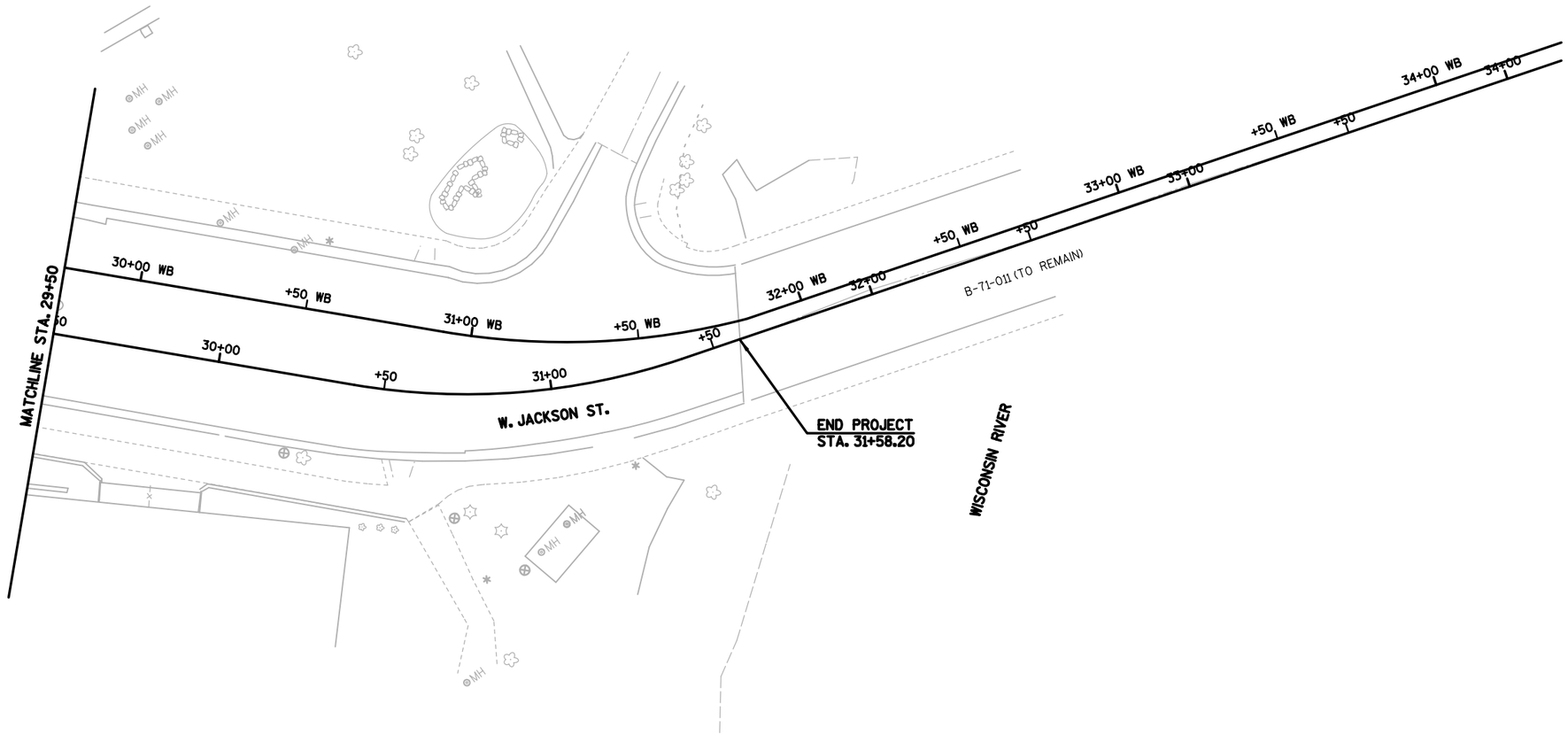
SIGNING LEGEND

(EX-XX) DENOTES EXISTING SIGN NUMBER

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	SIGNING REMOVAL DETAILS	SHEET 64	E

2

NO SIGN REMOVALS ON THIS SHEET. SHEET FOR INFORMATION ONLY.


MH
MH
MH

2

N

STOP
R1-1
36" X 36"

1-04

1-05

W12-1D
24" X 24"

1-06

NORTH
13
34
JV-1
48" X 81"

1-08

R R
W10-1
36" X 36"

1-10

NORTH
NORTH 13
73 34
JV-2
48" X 81"

STOP
R1-1F
36" X 36"

1-02

STOP
R1-1F
36" X 36"

1-03

1-09

EXEMPT
W10-1A
24" X 12"

1-07

W12-1D
24" X 24"

1-11

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

10+00 WB +50 WB 11+00 WB +50 WB 12+00 WB +50 WB 13+00 WB +50 WB 14+00 WB +50 WB 15+00 WB +50

R4-7
24" X 30"

1-01

BEGIN PROJECT
STA. 11+06.44

10+00 +50 11+00 +50 12+00 +50 13+00 +50 14+00 +50 15+00

MATCHLINE STA. 15+50

W. GRAND AVENUE

STH 13/73 (W. RIVERVIEW EXPRESSWAY)

RIGHT LANE MUST TURN RIGHT
R3-7R
30" X 30"

1-12

SPEED LIMIT 25
R2-1
24" X 30"

1-13

DO NOT ENTER
R5-1
30" X 30"

1-14

ONE WAY
R6-2R
24" X 30"

1-15

SOUTH SOUTH
13 73
J3-2
48" X 57"

1-16

RIGHT LANE MUST TURN RIGHT
R3-7R
30" X 30"

1-17

SOUTH SOUTH
13 73
J2-2
48" X 57"

1-18

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POSTS
- PROPOSED SIGN MOUNTED ON POLE
- X-XX DENOTES PROPOSED SIGN NUMBER

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PERMANENT SIGNING	SHEET 66	E

2

N

JCT 13 34 73
JV-3
24" X 87"
2-01

STOP
R1-1
36" X 36"
ALL WAY
R1-3P
24" X 9"
2-02
2-03

6TH AVENUE

2-04
R4-7
24" X 30"

2-05
R4-7
24" X 30"

N 6TH AVE
BY OTHERS
W JACKSON ST
BY OTHERS

2-06
STOP
R1-1
36" X 36"
ALL WAY
R1-3P
24" X 9"
2-07

2-08
STOP
R1-1
36" X 36"
ALL WAY
R1-3P
24" X 9"
2-09

SPEED LIMIT 25
R2-1
24" X 30"
2-10

W. JACKSON ST.

MATCHLINE STA. 15+50

16+00 WB
+50 WB
17+00 WB
+50 WB
18+00 WB
+50 WB
19+00 WB
+50 WB
20+00 WB
+50
16+00
+50
17+00
+50
18+00
+50
19+00
+50
20+00
+50

MATCHLINE STA. 20+50
10+00 F

12+00 WG

+50

W. GRAND AVENUE

11+00 WG

+50

2-11
W12-1D
24" X 24"

2-12
STOP
R1-1
36" X 36"

2-13
2-14
STOP
R1-1
36" X 36"
ALL WAY
R1-3P
24" X 9"

2-15
2-16
STOP
R1-1
36" X 36"
ALL WAY
R1-3P
24" X 9"

2-17
SPEED LIMIT 25
R2-1
24" X 30"

2-18
ONE WAY
R6-2R
24" X 30"

2-19
2-20
W2-6
30" X 30"
15 M.P.H.
W13-1
18" X 18"

2-21
4TH AVE N
W JACKSON ST
D1-2

BEGIN CONSTRUCTION
STA. 10+28.05 WG

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POSTS
- PROPOSED SIGN MOUNTED ON POLE
- (X-XX) DENOTES PROPOSED SIGN NUMBER

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PERMANENT SIGNING	SHEET 67	E

END CONSTRUCTION
STA. 11+18.75 C

4TH AVENUE

3-01 R4-7 24" X 30"

3-02 4TH AVE N D1-1

3-03 ONE WAY R6-1R 36" X 12"

3-04 R6-4B 48" X 18"

3-05 YIELD R1-2 36" X 31"

3-06 YIELD R1-2 36" X 31"

3-07 W JACKSON ST TO 13 34 73 D1-2

3-08 W2-6 30" X 30"

3-09 15 M.P.H. W13-1 18" X 18"

3-10 W2-6 30" X 30"

3-11 15 M.P.H. W13-1 18" X 18"

3-12 ONE WAY R6-1R 36" X 12"

3-13 R6-4B 48" X 18"

3-14 YIELD R1-2 36" X 31"

3-15 YIELD R1-2 36" X 31"

3-16 W JACKSON ST D1-1

3-17 YIELD R1-2 36" X 31"

3-18 YIELD R1-2 36" X 31"

3-19 W JACKSON ST D1-1

3-20 ONE WAY R6-1R 36" X 12"

3-21 R6-4B 48" X 18"

3-22 DO NOT ENTER R5-1 30" X 30"

3-23 BEGIN LEFT TURN LANE R3-20L 24" X 36"

3-24 ONE WAY R6-2R 24" X 30"

3-25 SPEED LIMIT 25 R2-1 24" X 30"

W. JACKSON ST.

MATCHLINE STA. 20+50

MATCHLINE STA. 24+50

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POSTS
- PROPOSED SIGN MOUNTED ON POLE
- (X-XX) DENOTES PROPOSED SIGN NUMBER

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PERMANENT SIGNING	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\023213_ps.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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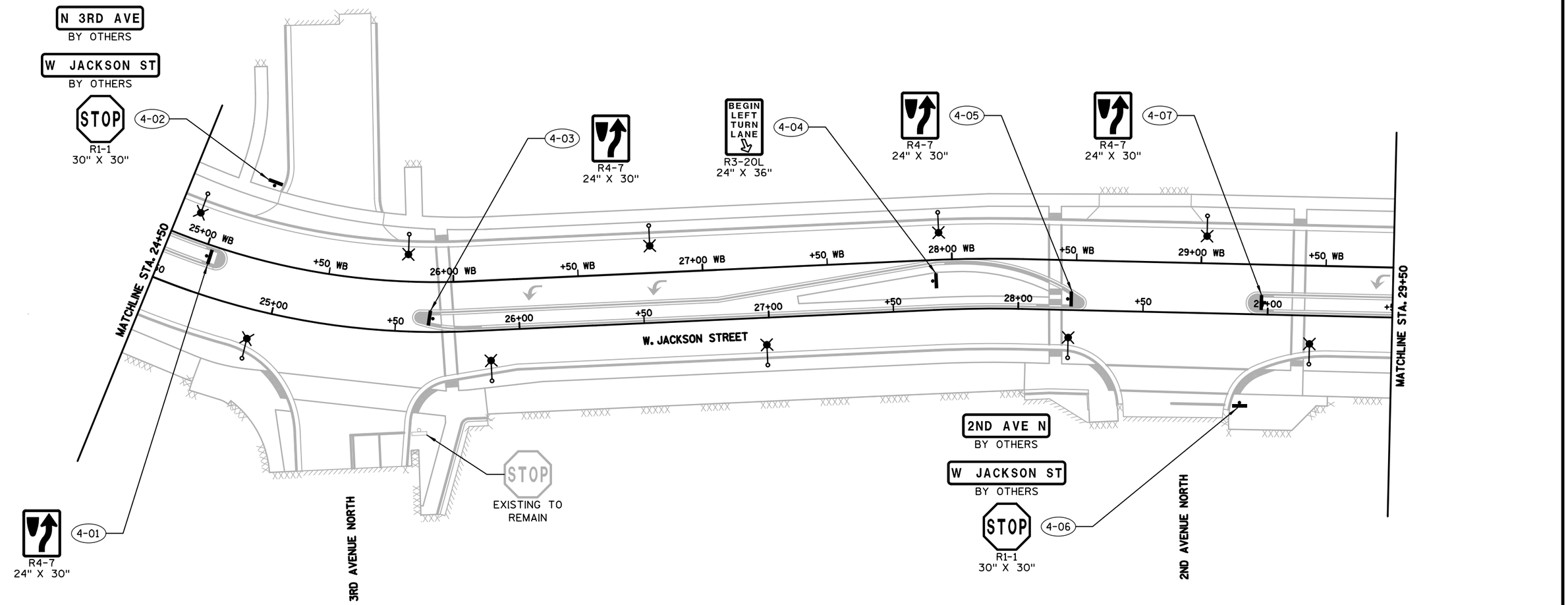

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POSTS
- PROPOSED SIGN MOUNTED ON POLE
- (X-XX) DENOTES PROPOSED SIGN NUMBER

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PERMANENT SIGNING	SHEET	E

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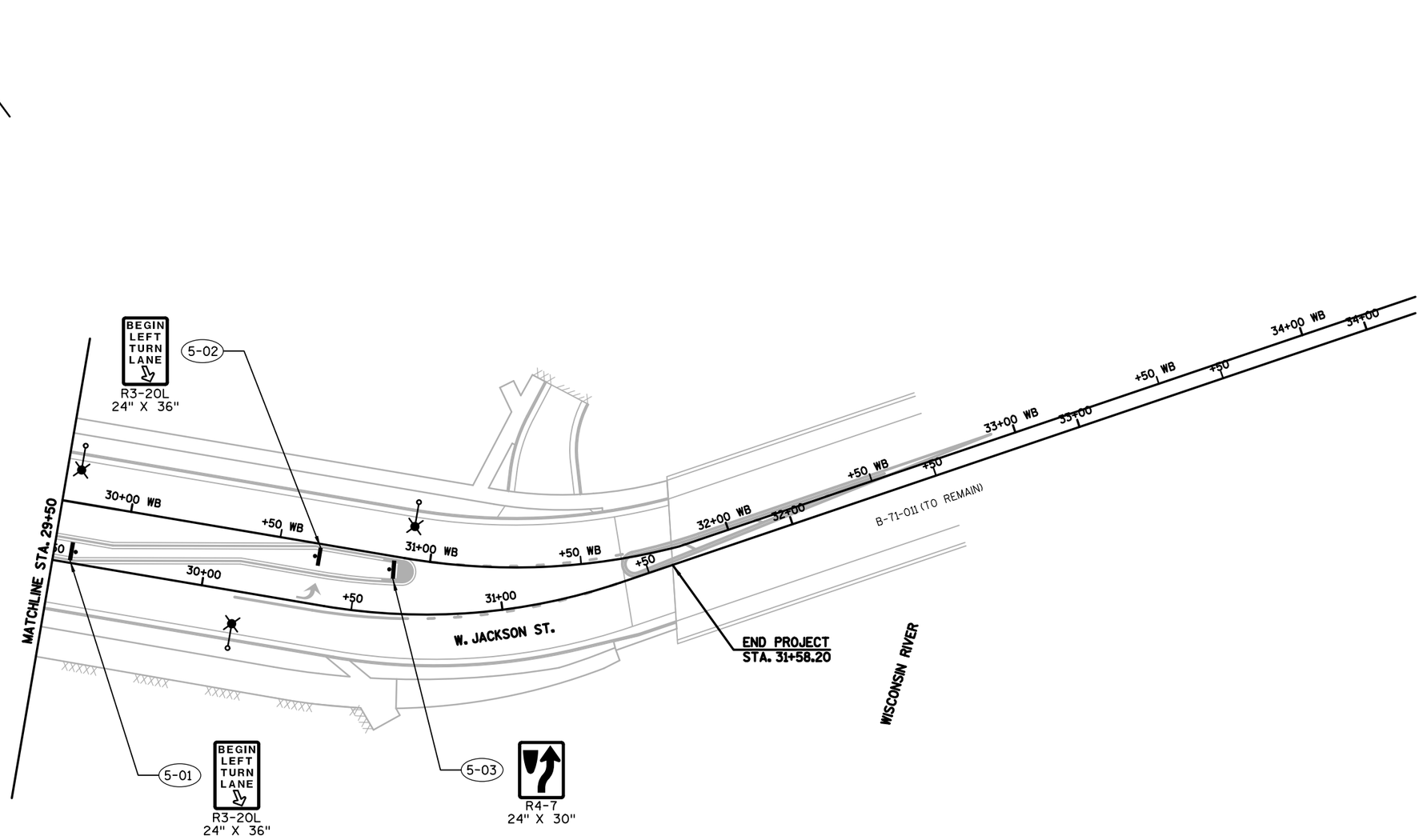
2



SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POSTS
- PROPOSED SIGN MOUNTED ON POLE
- (X-XX) DENOTES PROPOSED SIGN NUMBER

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PERMANENT SIGNING	SHEET 70	E

STREET LIGHTING LEGEND

- DECORATIVE LIGHT POLE AND LUMINAIRE (SINGLE)
- DECORATIVE LIGHT POLE AND LUMINAIRE (TWIN)
- LIGHTING CONTROL CABINET AND CONCRETE BASE ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH (UNLESS OTHERWISE NOTED)
- PULL BOXES NON-CONDUCTIVE 24X42-INCH, LPB-XX

STA. XX+XX.XX, XX.X' LT
- STATION AND SETBACK DISTANCE FROM REFERENCE LINE

LP-XX LCB-1
- CONTROL CABINET DESIGNATION
- LIGHT POLE NUMBER

III-LED-12-1,3-X
- FESTOON CIRCUIT NUMBER
- CIRCUIT NUMBERS
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- DISTRIBUTION TYPE

NOTES:
ALL POLE BASES SHALL BE A MINIMUM OF 2-FEET FROM EDGE OF SIDEWALK/PAVEMENT, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE.

ALL LUMINAIRES SHOWN ARE 240 VOLT LED.

QUANTITY OF CONDUCTORS (TYP)
SIZE (AWG) OF CONDUCTORS (TYP)

LUMINAIRE CIRCUIT	4	#4
FESTOON CIRCUIT	2	#4
SPARE CIRCUIT	2	#4
GROUND	1	#4

N

2-3 INCH CONDUITS

STA. 11+98.85, 59.0' LT
LP-01, LC-01
III-LED-6-2,4-6

LPB-06

STA. 12+47.81, 84.5' LT
LP-03, LC-01, III-LED-6-2,4-6

STA. 12+91.97, 26.7' LT
LP-04, LC-01, III-LED-6-2,4-6

STA. 14+04.98, 62.9' LT
LP-06, LC-01, III-LED-6-2,4-6

STA. 14+60.14, 8.3' LT
LP-07, LC-01, III-LED-6-1,3-5

STA. 15+13.10, 57.2' LT
LP-08, LC-01, III-LED-6-2,4-6

LPB-05

LPB-04

2-3 INCH CONDUITS

STA. 13+51.17, 6.0' LT
LP-05, LC-01, III-LED-6-1,3-5

LPB-03

LPB-02

W. GRAND AVENUE

STH 13/73 (W. RIVERVIEW EXPRESSWAY)

LC-01

LPB-01

2-3 INCH CONDUITS

6-3 INCH CONDUITS

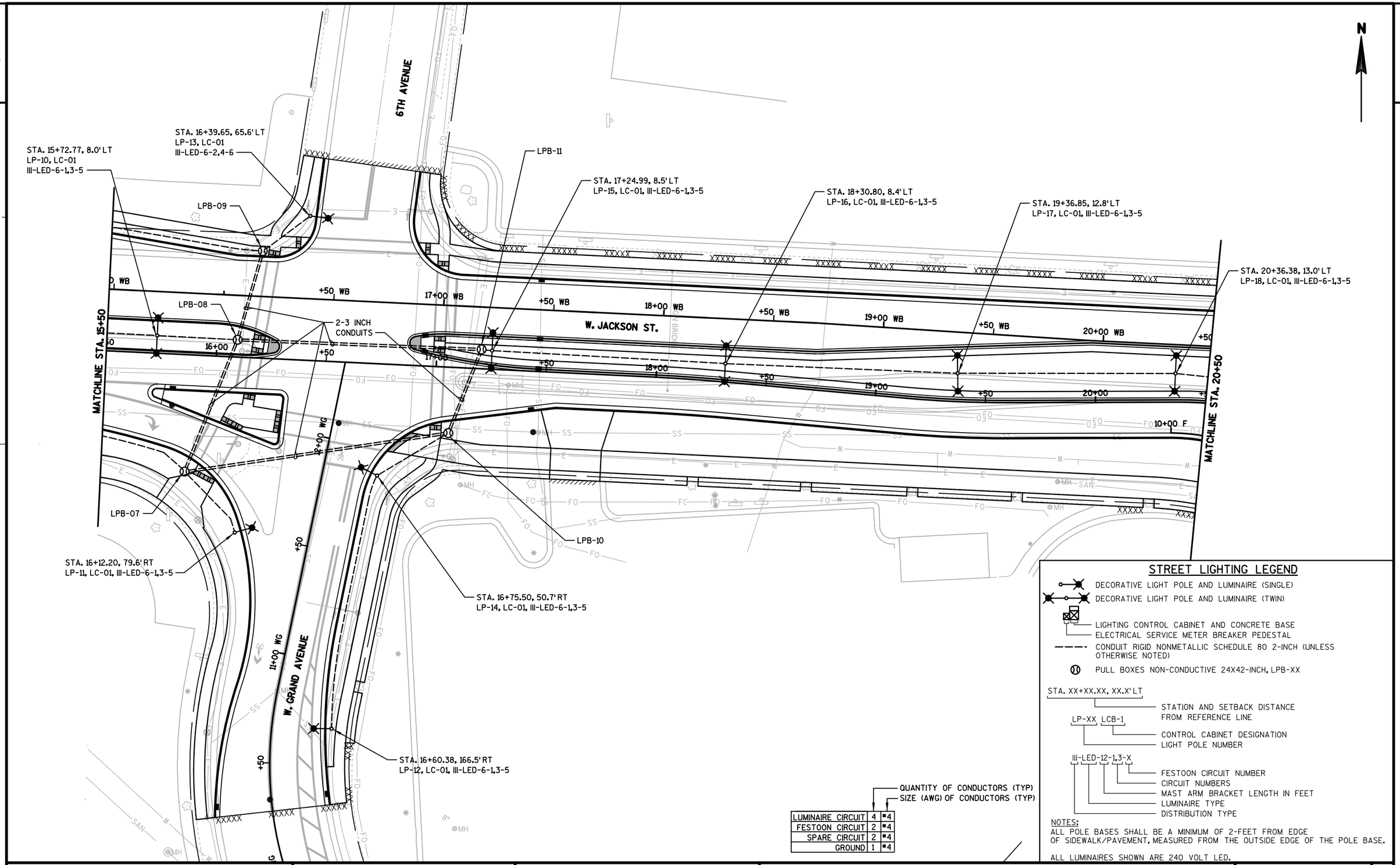
STA. 12+01.03, 4.0' LT
LP-02, LC-01
III-LED-6-1,3-5

LP-09, LC-01
III-LED-6-1,3-5

MATCHLINE STA. 15+50

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	LIGHTING PLAN	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\023501_lp.dgn PLOT DATE : 1/31/2022 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



QUANTITY OF CONDUCTORS (TYP)	SIZE (AWG) OF CONDUCTORS (TYP)
LUMINAIRE CIRCUIT	4	#4
FESTOON CIRCUIT	2	#4
SPARE CIRCUIT	2	#4
GROUND	1	#4

STREET LIGHTING LEGEND

- DECORATIVE LIGHT POLE AND LUMINAIRE (SINGLE)
- DECORATIVE LIGHT POLE AND LUMINAIRE (TWIN)
- LIGHTING CONTROL CABINET AND CONCRETE BASE
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH (UNLESS OTHERWISE NOTED)
- PULL BOXES NON-CONDUCTIVE 24X42-INCH, LPB-XX

STA. XX+XX.XX, XX.X' LT
- STATION AND SETBACK DISTANCE FROM REFERENCE LINE

LP-XX LCB-1
- CONTROL CABINET DESIGNATION
- LIGHT POLE NUMBER

III-LED-12-1,3-X
- FESTOON CIRCUIT NUMBER
- CIRCUIT NUMBERS
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- DISTRIBUTION TYPE

NOTES:
ALL POLE BASES SHALL BE A MINIMUM OF 2-FEET FROM EDGE OF SIDEWALK/PAVEMENT, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE.

ALL LUMINAIRES SHOWN ARE 240 VOLT LED.

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	LIGHTING PLAN	SHEET E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\023502_lp.dgn PLOT DATE : 1/31/2022 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

	QUANTITY OF CONDUCTORS (TYP)	SIZE (AWG) OF CONDUCTORS (TYP)
LUMINAIRE CIRCUIT	4	#4
FESTOON CIRCUIT	2	#4
SPARE CIRCUIT	2	#4
GROUND	1	#4

STREET LIGHTING LEGEND

- DECORATIVE LIGHT POLE AND LUMINAIRE (SINGLE)
- DECORATIVE LIGHT POLE AND LUMINAIRE (TWIN)
- LIGHTING CONTROL CABINET AND CONCRETE BASE
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH (UNLESS OTHERWISE NOTED)
- PULL BOXES NON-CONDUCTIVE 24X42-INCH, LPB-XX

STA. XX+XX.XX, XX.X'LT
- STATION AND SETBACK DISTANCE FROM REFERENCE LINE

LP-XX LCB-1
- CONTROL CABINET DESIGNATION
- LIGHT POLE NUMBER

III-LED-12-1,3-X
- FESTOON CIRCUIT NUMBER
- CIRCUIT NUMBERS
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- DISTRIBUTION TYPE

NOTES:
ALL POLE BASES SHALL BE A MINIMUM OF 2-FEET FROM EDGE OF SIDEWALK/PAVEMENT, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE.

ALL LUMINAIRES SHOWN ARE 240 VOLT LED.

STA. 20+93.63, 202.6'LT
LP-19, LC-01, III-LED-6-2,4-6

2-3 INCH CONDUITS

LPB-13

STA. 21+65.26, 97.7'LT
LP-22, LC-01, III-LED-6-2,4-6

STA. 21+82.92, 55.6'LT
LP-24, LC-01, III-LED-6-2,4-6

STA. 22+18.83, 32.2'LT
LP-25, LC-01, III-LED-6-2,4-6

STA. 23+24.92, 43.2'LT
LP-27, LC-01, III-LED-6-2,4-6

INSTALL CONDUIT INTO EXISTING ITEM

STA. 20+96.24, 127.9'LT
LP-20, LC-01
III-LED-6-2,4-6

LPB-12

STA. 20+90.24, 73.5'LT
LP-21, LC-01
III-LED-6-2,4-6

LPB-14

LPB-15

2-3 INCH CONDUITS

LPB-16

LPB-22

STA. 22+76.38, 19.0'RT
LP-26, LC-01
III-LED-6-1,3-5

STA. 21+40.50, 21.1'RT
LP-23, LC-01
III-LED-6-1,3-5

INSTALL CONDUIT INTO EXISTING ITEM
(INCIDENTAL TO PULL BOXES STEEL 24X42-INCH)

STA. 23+93.81, 19.0'RT
LP-28, LC-01, III-LED-6-1,3-5

4TH AVENUE

W. JACKSON ST.

MATCHLINE STA. 20+50

MATCHLINE STA. 24+50

N

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	LIGHTING PLAN	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\023503_lp.dgn PLOT DATE : 1/31/2022 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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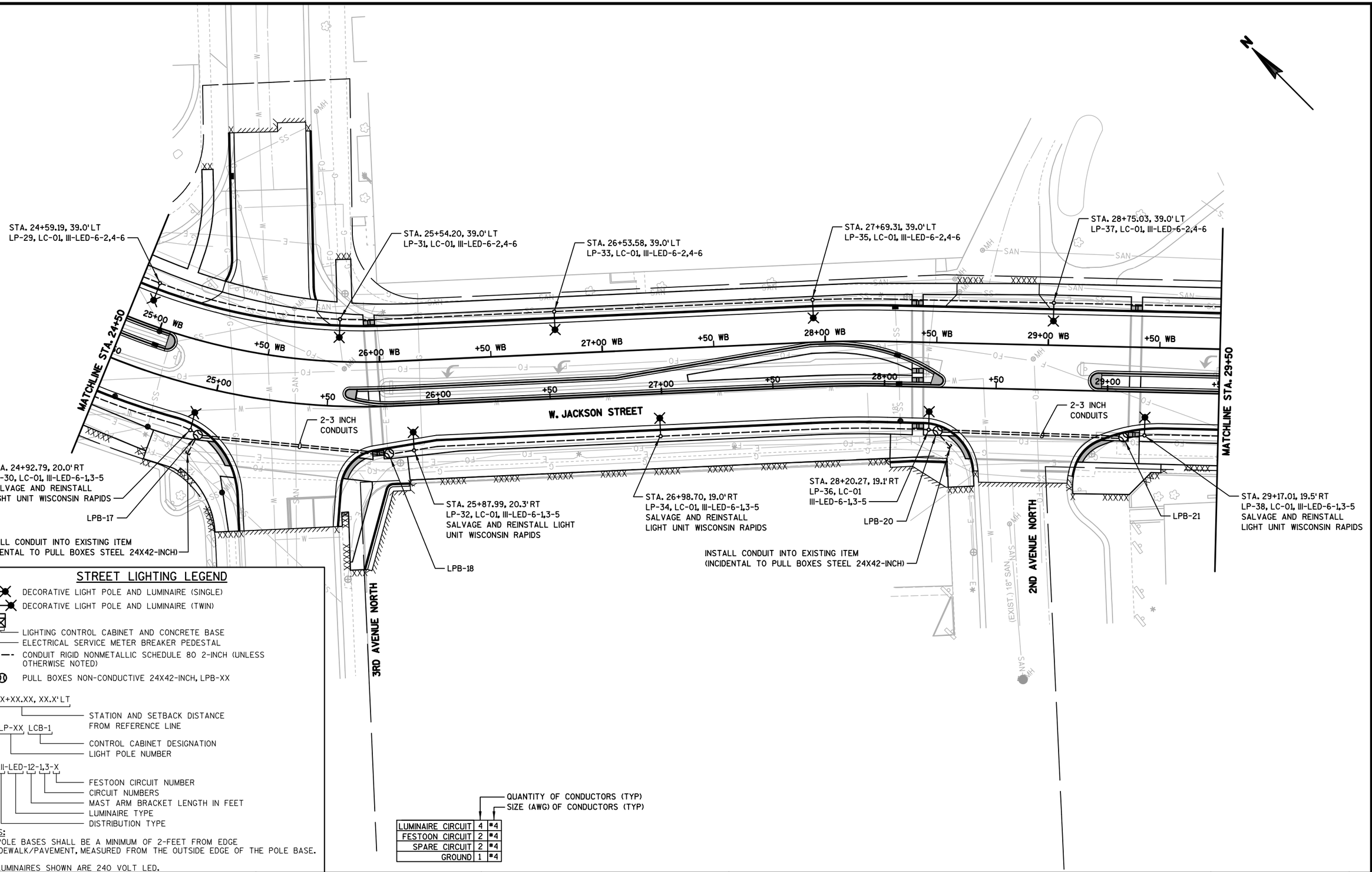


STREET LIGHTING LEGEND

- DECORATIVE LIGHT POLE AND LUMINAIRE (SINGLE)
- DECORATIVE LIGHT POLE AND LUMINAIRE (TWIN)
- LIGHTING CONTROL CABINET AND CONCRETE BASE
  ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH (UNLESS OTHERWISE NOTED)
- PULL BOXES NON-CONDUCTIVE 24X42-INCH, LPB-XX

STA. XX+XX.XX, XX.X' LT
- STATION AND SETBACK DISTANCE FROM REFERENCE LINE

LP-XX LCB-1
- CONTROL CABINET DESIGNATION
- LIGHT POLE NUMBER

III-LED-12-1,3-X
- FESTOON CIRCUIT NUMBER
- CIRCUIT NUMBERS
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- DISTRIBUTION TYPE

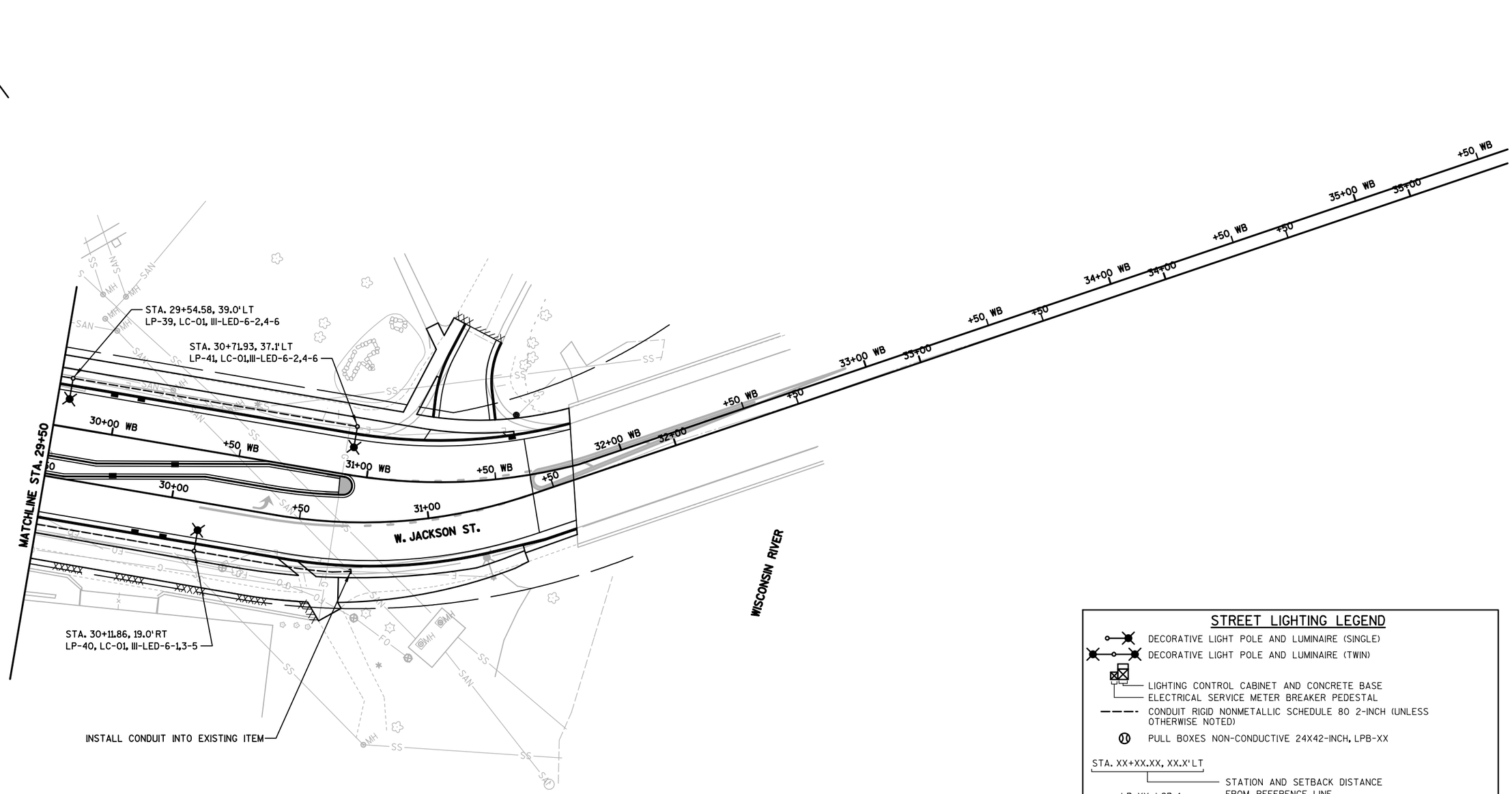
NOTES:
ALL POLE BASES SHALL BE A MINIMUM OF 2-FEET FROM EDGE OF SIDEWALK/PAVEMENT, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE.

ALL LUMINAIRES SHOWN ARE 240 VOLT LED.

	QUANTITY OF CONDUCTORS (TYP)	SIZE (AWG) OF CONDUCTORS (TYP)
LUMINAIRE CIRCUIT	4	#4
FESTOON CIRCUIT	2	#4
SPARE CIRCUIT	2	#4
GROUND	1	#4

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	LIGHTING PLAN	SHEET 74	E

2



LUMINAIRE CIRCUIT	4	#4
FESTOON CIRCUIT	2	#4
SPARE CIRCUIT	2	#4
GROUND	1	#4

QUANTITY OF CONDUCTORS (TYP)
SIZE (AWG) OF CONDUCTORS (TYP)

STREET LIGHTING LEGEND

- DECORATIVE LIGHT POLE AND LUMINAIRE (SINGLE)
- DECORATIVE LIGHT POLE AND LUMINAIRE (TWIN)
- LIGHTING CONTROL CABINET AND CONCRETE BASE
  ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH (UNLESS OTHERWISE NOTED)
- PULL BOXES NON-CONDUCTIVE 24X42-INCH, LPB-XX

STA. XX+XX.XX, XX.X'LT
- STATION AND SETBACK DISTANCE FROM REFERENCE LINE

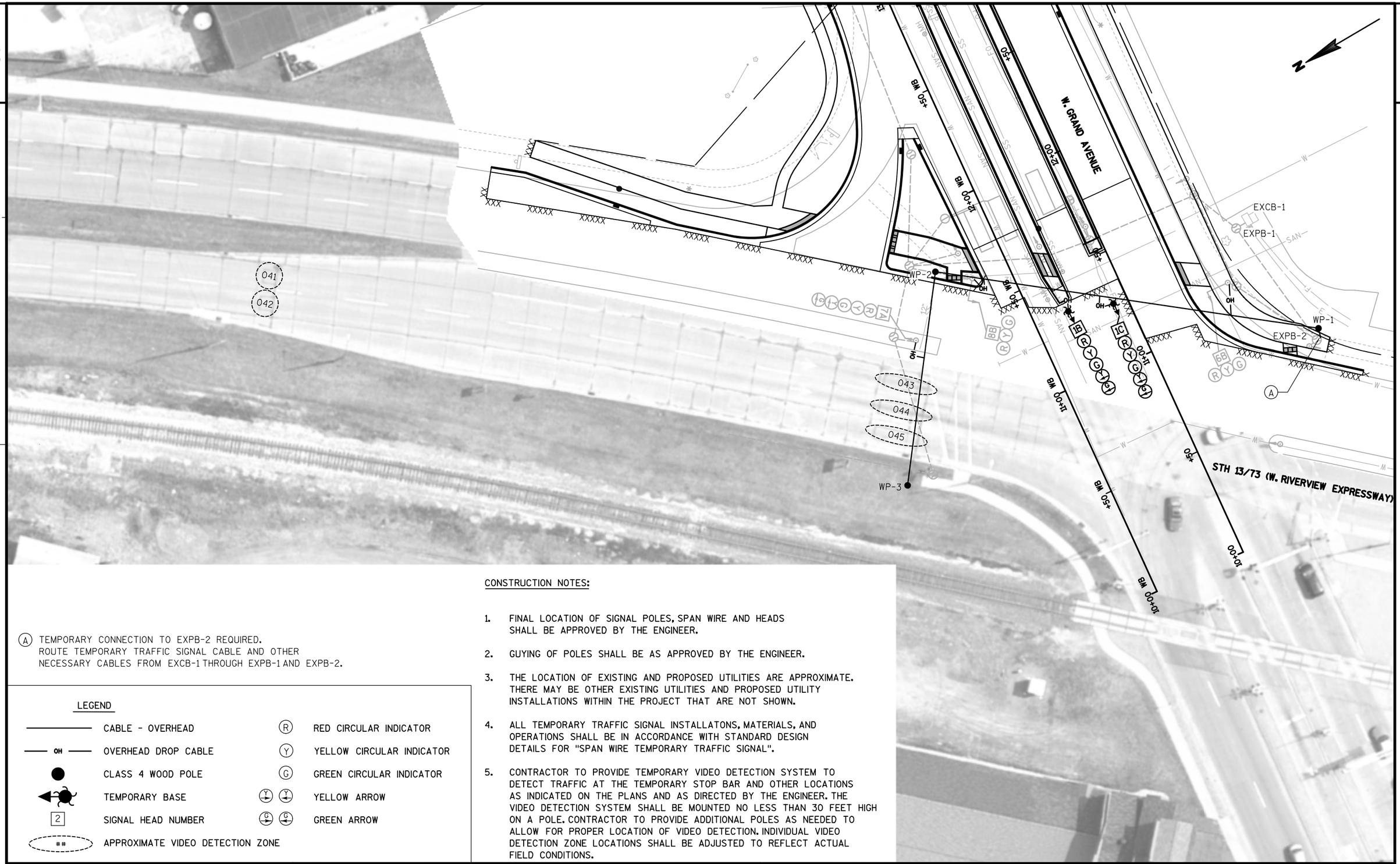
LP-XX LCB-1
- CONTROL CABINET DESIGNATION
- LIGHT POLE NUMBER

III-LED-12-1,3-X
- FESTOON CIRCUIT NUMBER
- CIRCUIT NUMBERS
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- DISTRIBUTION TYPE

NOTES:
ALL POLE BASES SHALL BE A MINIMUM OF 2-FEET FROM EDGE OF SIDEWALK/PAVEMENT, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE.

ALL LUMINAIRES SHOWN ARE 240 VOLT LED.

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	LIGHTING PLAN	SHEET 75	E



(A) TEMPORARY CONNECTION TO EXPB-2 REQUIRED.
ROUTE TEMPORARY TRAFFIC SIGNAL CABLE AND OTHER
NECESSARY CABLES FROM EXCB-1 THROUGH EXPB-1 AND EXPB-2.

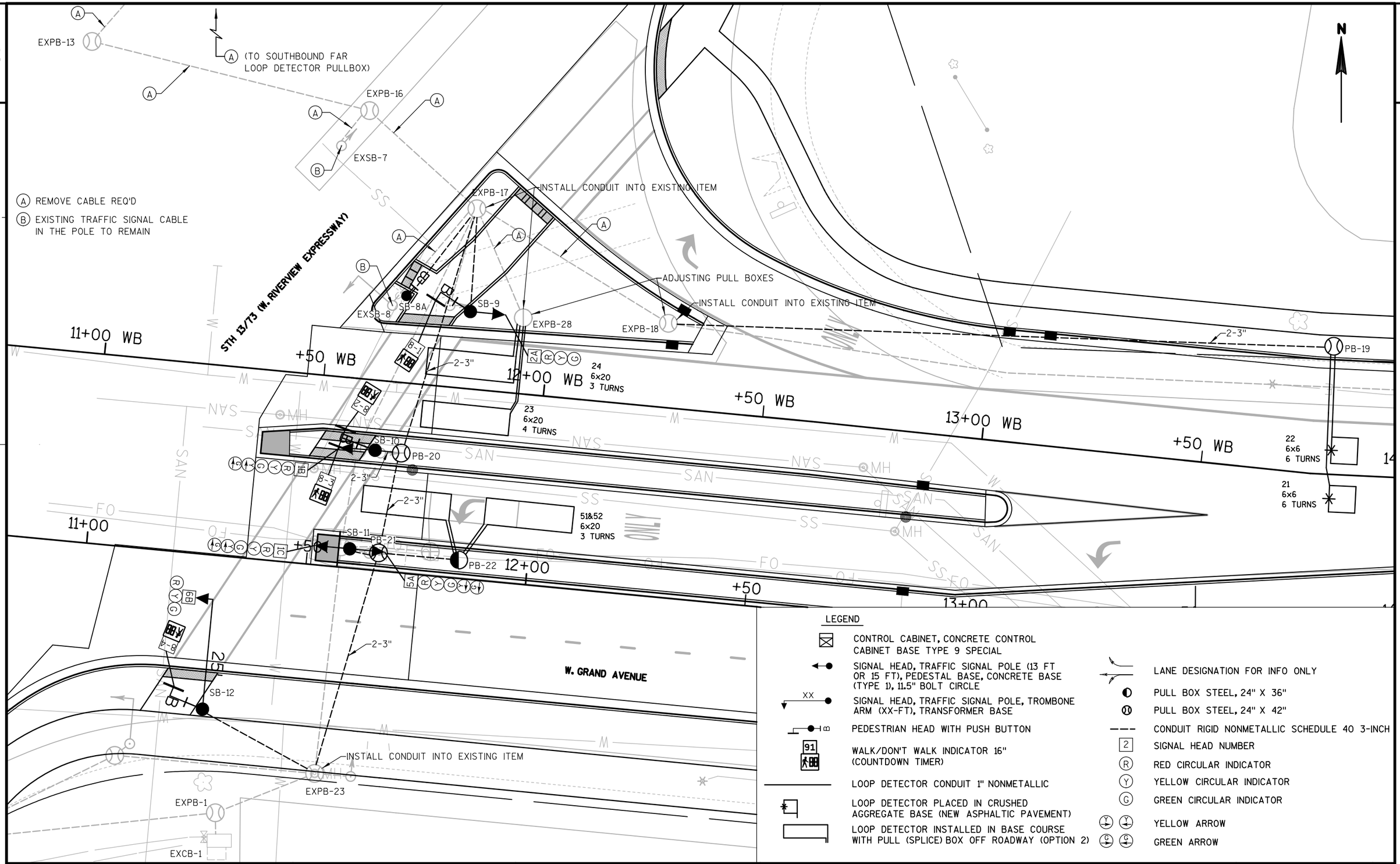
LEGEND

———	CABLE - OVERHEAD	(R)	RED CIRCULAR INDICATOR
—— OH ——	OVERHEAD DROP CABLE	(Y)	YELLOW CIRCULAR INDICATOR
●	CLASS 4 WOOD POLE	(G)	GREEN CIRCULAR INDICATOR
◀●	TEMPORARY BASE	(Y)(Y)	YELLOW ARROW
2	SIGNAL HEAD NUMBER	(G)(G)	GREEN ARROW
##	APPROXIMATE VIDEO DETECTION ZONE		

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SPAN WIRE AND HEADS SHALL BE APPROVED BY THE ENGINEER.
2. GUYING OF POLES SHALL BE AS APPROVED BY THE ENGINEER.
3. THE LOCATION OF EXISTING AND PROPOSED UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER EXISTING UTILITIES AND PROPOSED UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.
4. ALL TEMPORARY TRAFFIC SIGNAL INSTALLATONS, MATERIALS, AND OPERATIONS SHALL BE IN ACCORDANCE WITH STANDARD DESIGN DETAILS FOR "SPAN WIRE TEMPORARY TRAFFIC SIGNAL".
5. CONTRACTOR TO PROVIDE TEMPORARY VIDEO DETECTION SYSTEM TO DETECT TRAFFIC AT THE TEMPORARY STOP BAR AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE VIDEO DETECTION SYSTEM SHALL BE MOUNTED NO LESS THAN 30 FEET HIGH ON A POLE. CONTRACTOR TO PROVIDE ADDITIONAL POLES AS NEEDED TO ALLOW FOR PROPER LOCATION OF VIDEO DETECTION. INDIVIDUAL VIDEO DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDITIONS.

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	TEMPORARY TRAFFIC SIGNAL PLANS	SHEET 76	E



LEGEND

- CONTROL CABINET, CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL
- SIGNAL HEAD, TRAFFIC SIGNAL POLE (13 FT OR 15 FT), PEDESTAL BASE, CONCRETE BASE (TYPE 1), 11.5" BOLT CIRCLE
- XX — SIGNAL HEAD, TRAFFIC SIGNAL POLE, TROMBONE ARM (XX-FT), TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- 91 — WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LANE DESIGNATION FOR INFO ONLY
- PULL BOX STEEL, 24" X 36"
- PULL BOX STEEL, 24" X 42"
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
- 2 — SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (Y) (Y) YELLOW ARROW
- (G) (G) GREEN ARROW

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	TRAFFIC SIGNAL PLANS	SHEET 77	E

2

W GRAND AVENUE AND STH 13/73 W RIVERVIEW EXPRESSWAY
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
EXCB-1 TO EXSB-7	21/C	3B	WB	R	R	Ø 3
				Y	O	
				G	G	
				← Y	BLK/R	
				← G	BLU/BLK	
		7A	EB	R	R/BLK	Ø 7
				Y	O/BLK	
				G	G/BLK	
				← Y	O/R	
				← G	G/W	
		2-2	Ø 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
		2-3	Ø 2 PED	D/WALK	BLK/W	
				WALK	BLU/W	
				PED BUTTON	W/R	BUTTON
				RLB	R/W	
EXCB-1 TO EXSB-8	12/C			R	R	
				Y	O	
				G	G	
				D/WALK	BLK	
				WALK	BLU	
EXSB-8 TO SB-8A	5/C	JUMPER	Ø 2 PED	PED BUTTON	W/BLK	BUTTON
EXCB-1 TO SB-9	12/C	2A	WB	R	R	Ø 2
				Y	O	
				G	G	
				← Y	BLK/W	
				← G	BLU/BLK	
		8-1	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
EXCB-1 TO SB-10	12/C	1B	EB	R	R	Ø 1
				Y	O	
				G	G	
				← Y	BLK/W	
				← G	BLU/BLK	
		8-2	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
		8-3	Ø 8 PED	D/WALK	R/BLK	
				WALK	O/BLK	
				PED BUTTON	G/BLK	BUTTON
EXCB-1 TO SB-11	12/C	1C	WB	R	R	Ø 1
				Y	O	
				G	G	
				← Y	BLU	
				← G	BLK	
		5A	EB	R	R/BLK	Ø 5
				Y	O/BLK	
				G	G/BLK	
				← Y	BLU/BLK	
				← G	BLK/W	
EXCB-1 TO SB-12	12/C	6B	EB	R	R	Ø 6
				Y	O	
				G	G	
		8-4	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

EQUIPMENT GROUNDING CONDUCTOR 10 AWG	
FROM	TO
EXSB-8	SB-8A
SB-8A	SB-9
SB-9	SB-10
SB-10	SB-11
SB-11	SB-12
SB-12	EXCB-1

PULL BOX BONDING JUMPER 10 AWG	
FROM	TO
SB-10	PB-20
SB-11	PB-21

BLK = BLACK
W = WHITE
R = RED
G = GREEN
O = ORANGE
BLU = BLUE

1. ENSURE THE GROUNDED CONDUCTORS AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
2. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
3. USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCTOR (NEUTRAL) FOR ALL TRAFFIC SIGNAL INDICATIONS.

TRAFFIC CONTROL SIGNAL
W GRAND AVENUE AND W RIVERVIEW EXPWY
WISCONSIN RAPIDS
WOOD COUNTY

SIGNAL NO. LOCAL

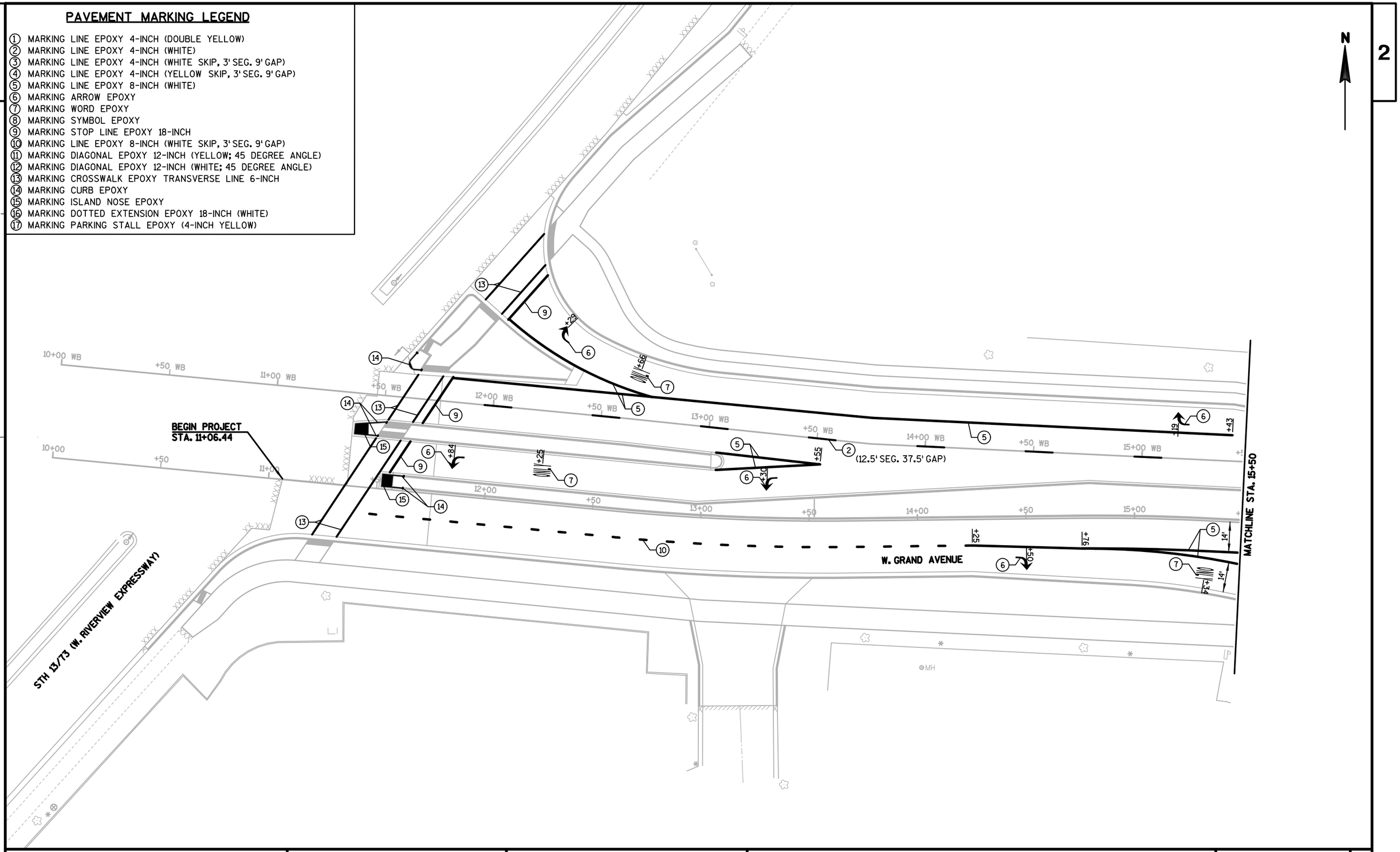
CITY CONTACT: JOE EICHSTEADT
DESIGNED BY:
REVISED BY:

PAGE NO. 2 OF 2

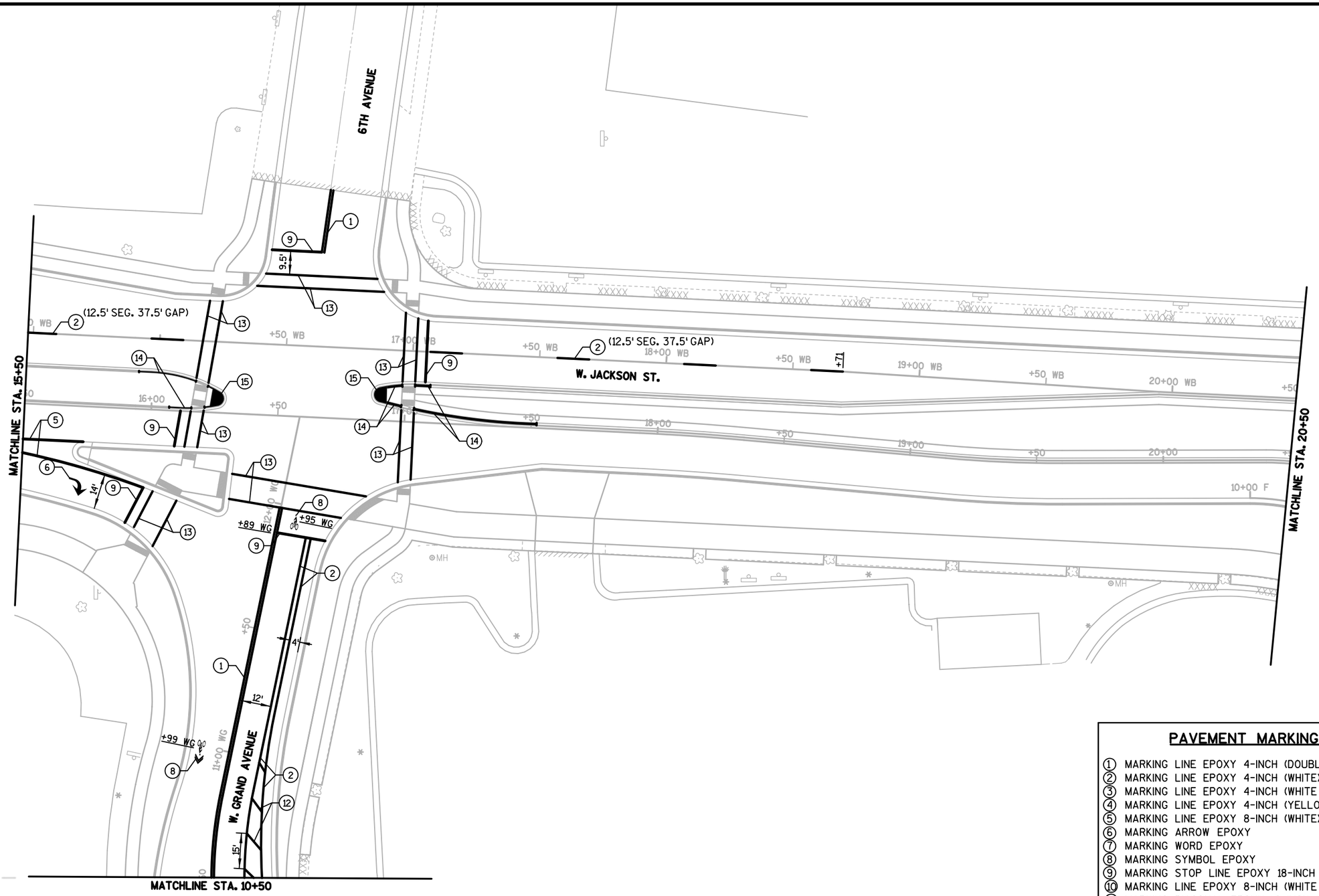
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CABLE ROUTING	SHEET 78	E

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG. 9' GAP)
4. MARKING LINE EPOXY 4-INCH (YELLOW SKIP, 3' SEG. 9' GAP)
5. MARKING LINE EPOXY 8-INCH (WHITE)
6. MARKING ARROW EPOXY
7. MARKING WORD EPOXY
8. MARKING SYMBOL EPOXY
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG. 9' GAP)
11. MARKING DIAGONAL EPOXY 12-INCH (YELLOW; 45 DEGREE ANGLE)
12. MARKING DIAGONAL EPOXY 12-INCH (WHITE; 45 DEGREE ANGLE)
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15. MARKING ISLAND NOSE EPOXY
16. MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE)
17. MARKING PARKING STALL EPOXY (4-INCH YELLOW)



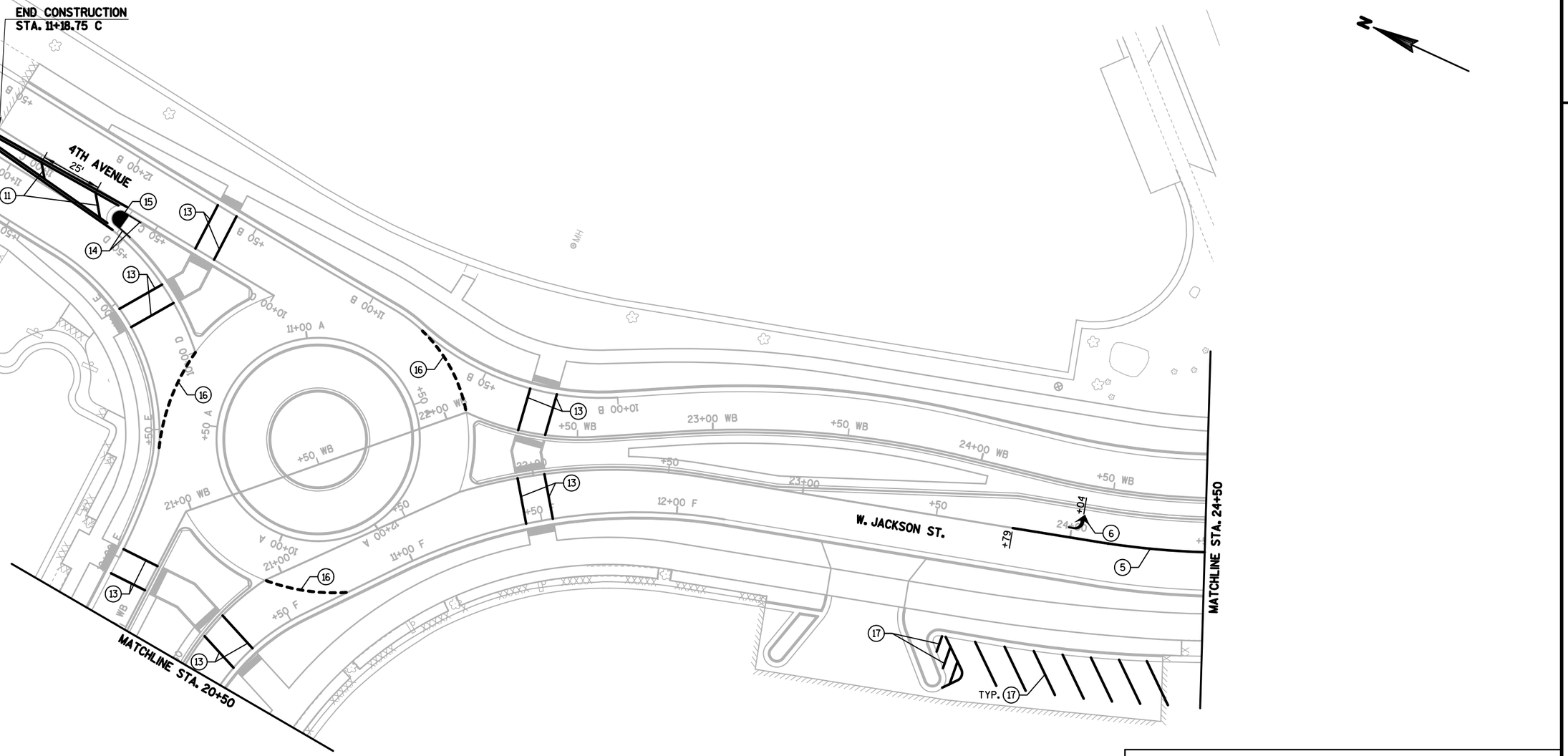
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PAVEMENT MARKING	SHEET 79	E



PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG. 9' GAP)
4. MARKING LINE EPOXY 4-INCH (YELLOW SKIP, 3' SEG. 9' GAP)
5. MARKING LINE EPOXY 8-INCH (WHITE)
6. MARKING ARROW EPOXY
7. MARKING WORD EPOXY
8. MARKING SYMBOL EPOXY
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG. 9' GAP)
11. MARKING DIAGONAL EPOXY 12-INCH (YELLOW; 45 DEGREE ANGLE)
12. MARKING DIAGONAL EPOXY 12-INCH (WHITE; 45 DEGREE ANGLE)
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15. MARKING ISLAND NOSE EPOXY
16. MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE)
17. MARKING PARKING STALL EPOXY (4-INCH YELLOW)

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PAVEMENT MARKING	SHEET 80	E



PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG. 9' GAP)
4. MARKING LINE EPOXY 4-INCH (YELLOW SKIP, 3' SEG. 9' GAP)
5. MARKING LINE EPOXY 8-INCH (WHITE)
6. MARKING ARROW EPOXY
7. MARKING WORD EPOXY
8. MARKING SYMBOL EPOXY
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG. 9' GAP)
11. MARKING DIAGONAL EPOXY 12-INCH (YELLOW; 45 DEGREE ANGLE)
12. MARKING DIAGONAL EPOXY 12-INCH (WHITE; 45 DEGREE ANGLE)
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15. MARKING ISLAND NOSE EPOXY
16. MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE)
17. MARKING PARKING STALL EPOXY (4-INCH YELLOW)

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PAVEMENT MARKING	SHEET	E

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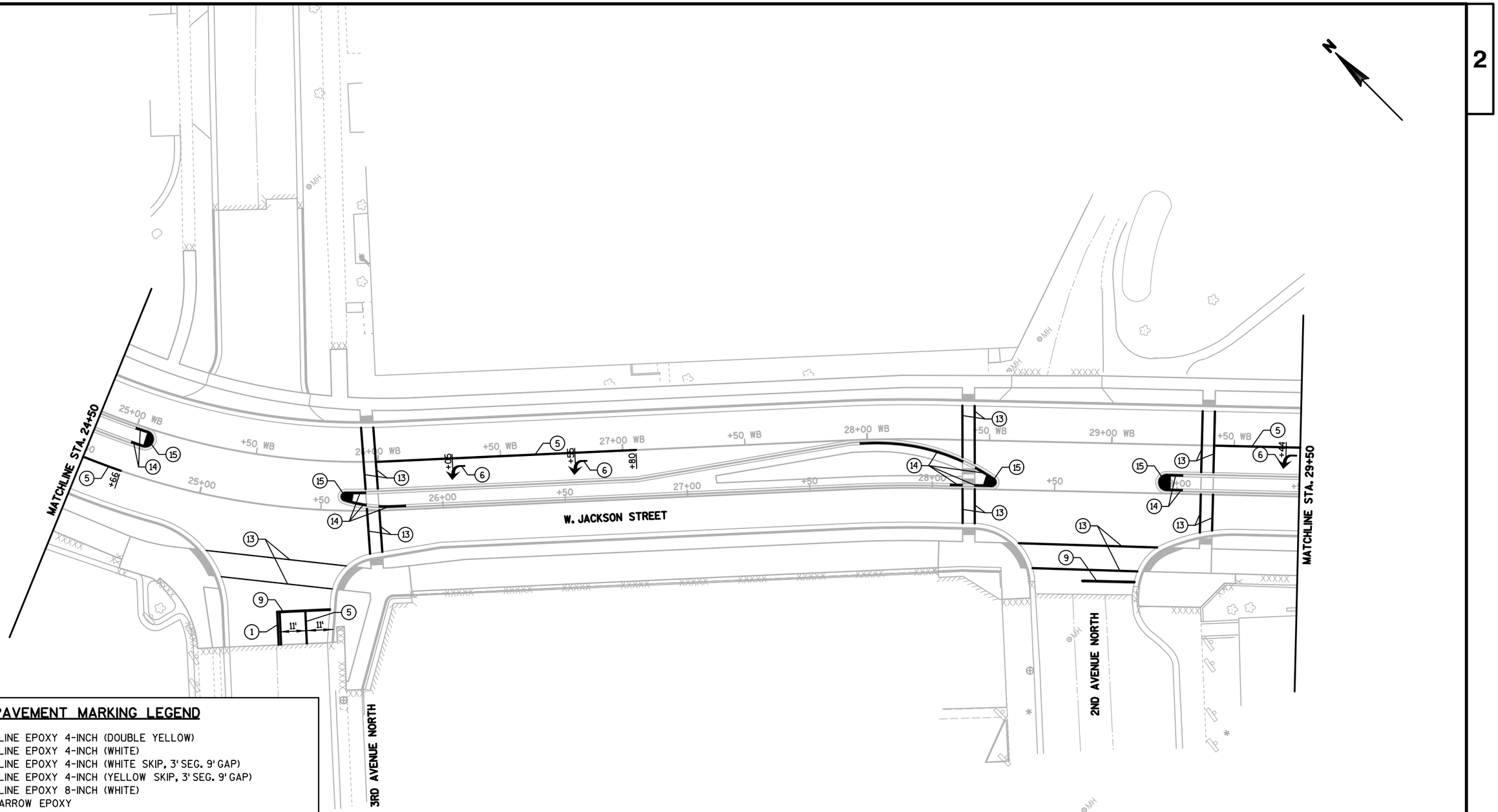
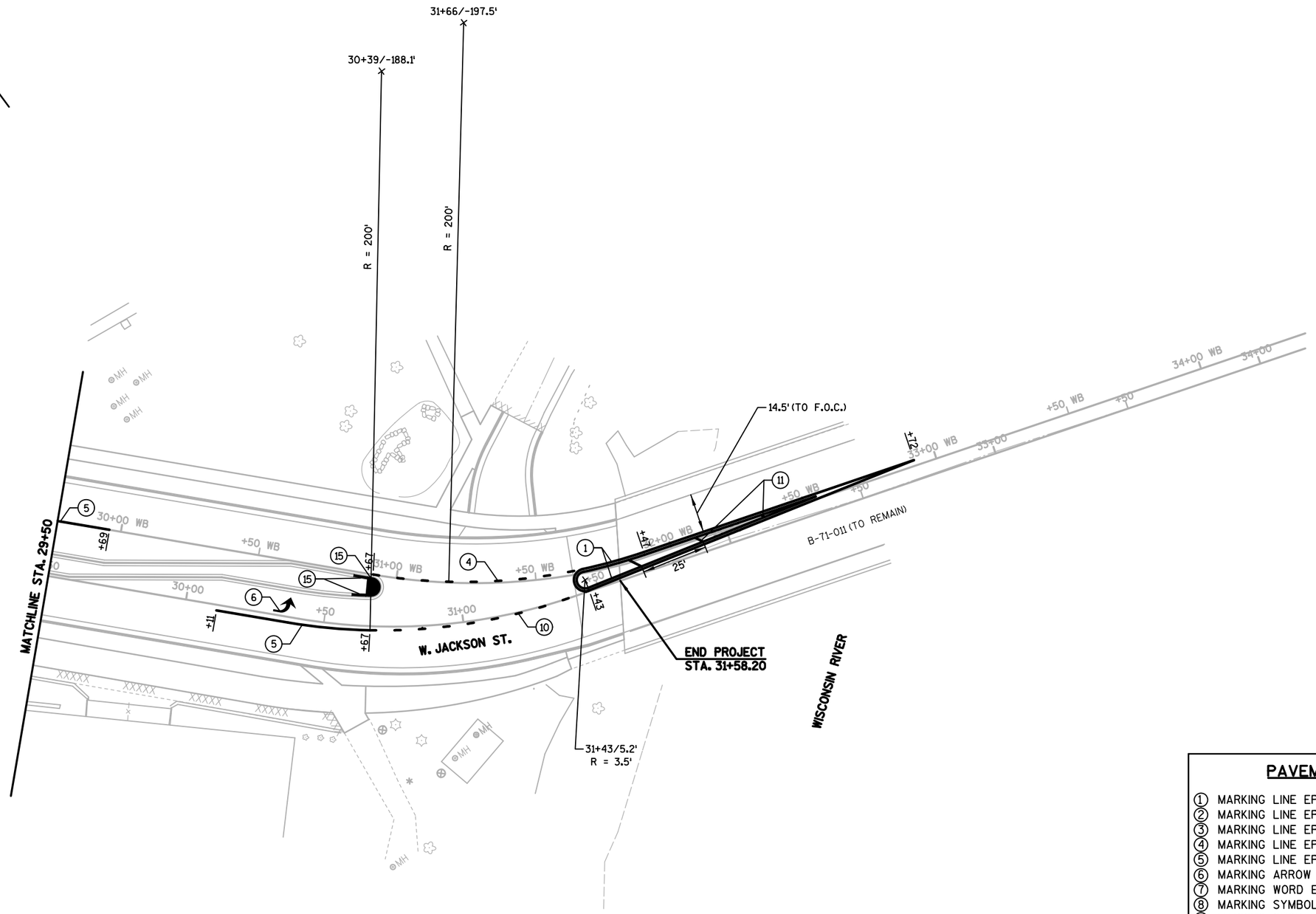


PAVEMENT MARKING LEGEND

① MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
② MARKING LINE EPOXY 4-INCH (WHITE)
③ MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG. 9' GAP)
④ MARKING LINE EPOXY 4-INCH (YELLOW SKIP, 3' SEG. 9' GAP)
⑤ MARKING LINE EPOXY 8-INCH (WHITE)
⑥ MARKING ARROW EPOXY
⑦ MARKING WORD EPOXY
⑧ MARKING SYMBOL EPOXY
⑨ MARKING STOP LINE EPOXY 18-INCH
⑩ MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG. 9' GAP)
⑪ MARKING DIAGONAL EPOXY 12-INCH (YELLOW; 45 DEGREE ANGLE)
⑫ MARKING DIAGONAL EPOXY 12-INCH (WHITE; 45 DEGREE ANGLE)
⑬ MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
⑭ MARKING CURB EPOXY
⑮ MARKING ISLAND NOSE EPOXY
⑯ MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE)
⑰ MARKING PARKING STALL EPOXY (4-INCH YELLOW)

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PAVEMENT MARKING	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\024504_pm.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



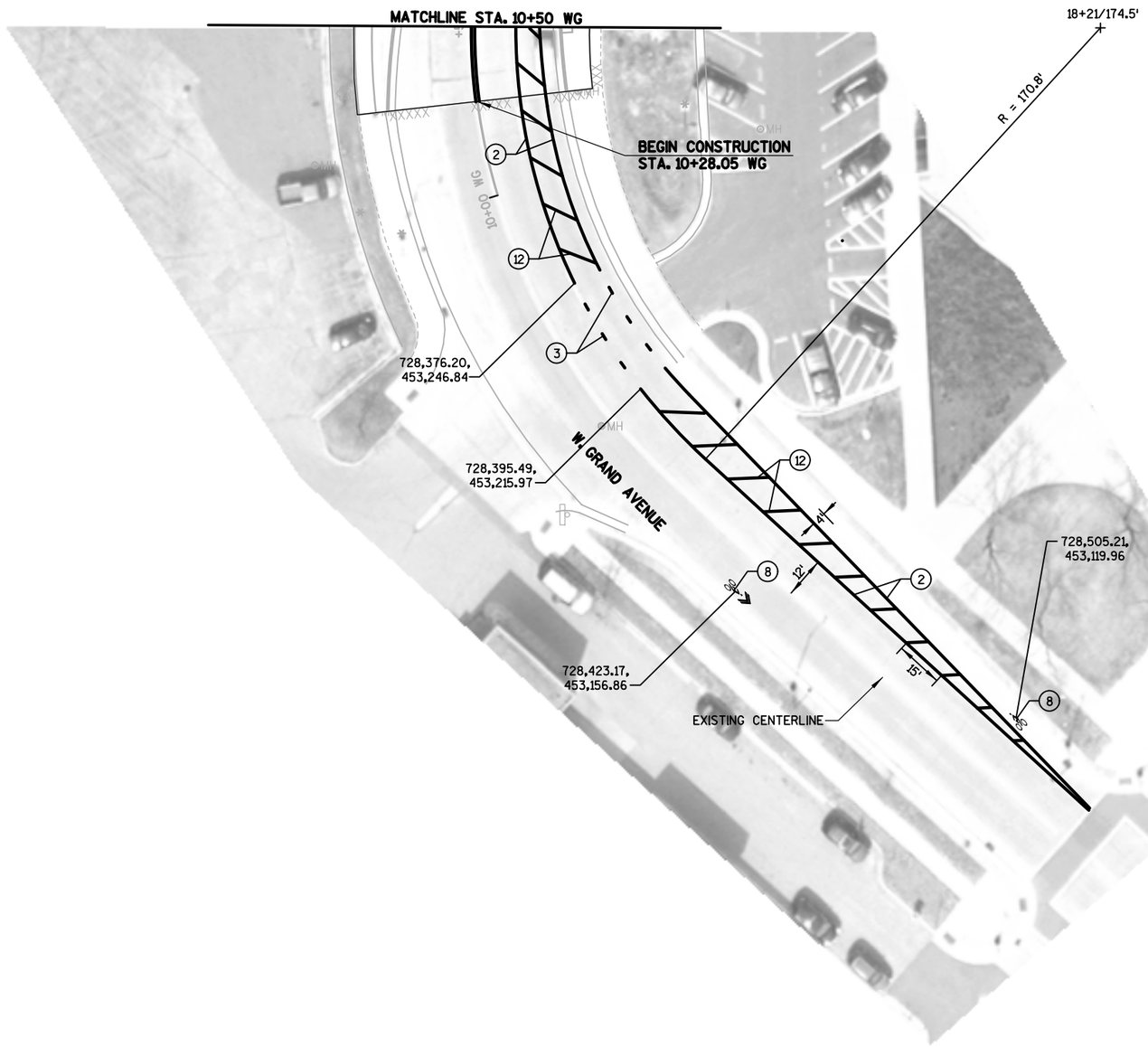
PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG. 9' GAP)
4. MARKING LINE EPOXY 4-INCH (YELLOW SKIP, 3' SEG. 9' GAP)
5. MARKING LINE EPOXY 8-INCH (WHITE)
6. MARKING ARROW EPOXY
7. MARKING WORD EPOXY
8. MARKING SYMBOL EPOXY
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG. 9' GAP)
11. MARKING DIAGONAL EPOXY 12-INCH (YELLOW; 45 DEGREE ANGLE)
12. MARKING DIAGONAL EPOXY 12-INCH (WHITE; 45 DEGREE ANGLE)
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15. MARKING ISLAND NOSE EPOXY
16. MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE)
17. MARKING PARKING STALL EPOXY (4-INCH YELLOW)

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PAVEMENT MARKING	SHEET 83	E

2

N



PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG. 9' GAP)
4. MARKING LINE EPOXY 4-INCH (YELLOW SKIP, 3' SEG. 9' GAP)
5. MARKING LINE EPOXY 8-INCH (WHITE)
6. MARKING ARROW EPOXY
7. MARKING WORD EPOXY
8. MARKING SYMBOL EPOXY
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG. 9' GAP)
11. MARKING DIAGONAL EPOXY 12-INCH (YELLOW; 45 DEGREE ANGLE)
12. MARKING DIAGONAL EPOXY 12-INCH (WHITE; 45 DEGREE ANGLE)
13. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
14. MARKING CURB EPOXY
15. MARKING ISLAND NOSE EPOXY
16. MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE)
17. MARKING PARKING STALL EPOXY (4-INCH YELLOW)

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PAVEMENT MARKING	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\024506_pm.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL GENERAL NOTES

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

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

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.

DO NOT PLACE TRAFFIC CONTROL DEVICES OR MARKINGS ON OR ACROSS A RAILROAD CROSSING SURFACE OR TRACK. TRAFFIC CONTROL DEVICES SHALL BE A MINIMUM OF 25 FEET FROM THE CROSSING.

SEE THE PEDESTRIAN ROUTING PLAN SHEETS FOR SIDEWALK AND PATH RELATED SIGNAGE DURING CONSTRUCTION.

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

REMOVE OR COVER ANY SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH TRAFFIC CONTROL "IN-USE" AS APPROVED BY THE ENGINEER.

USE ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC. SIGNS AS NEEDED AND REMOVE OR COVER THEM WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

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

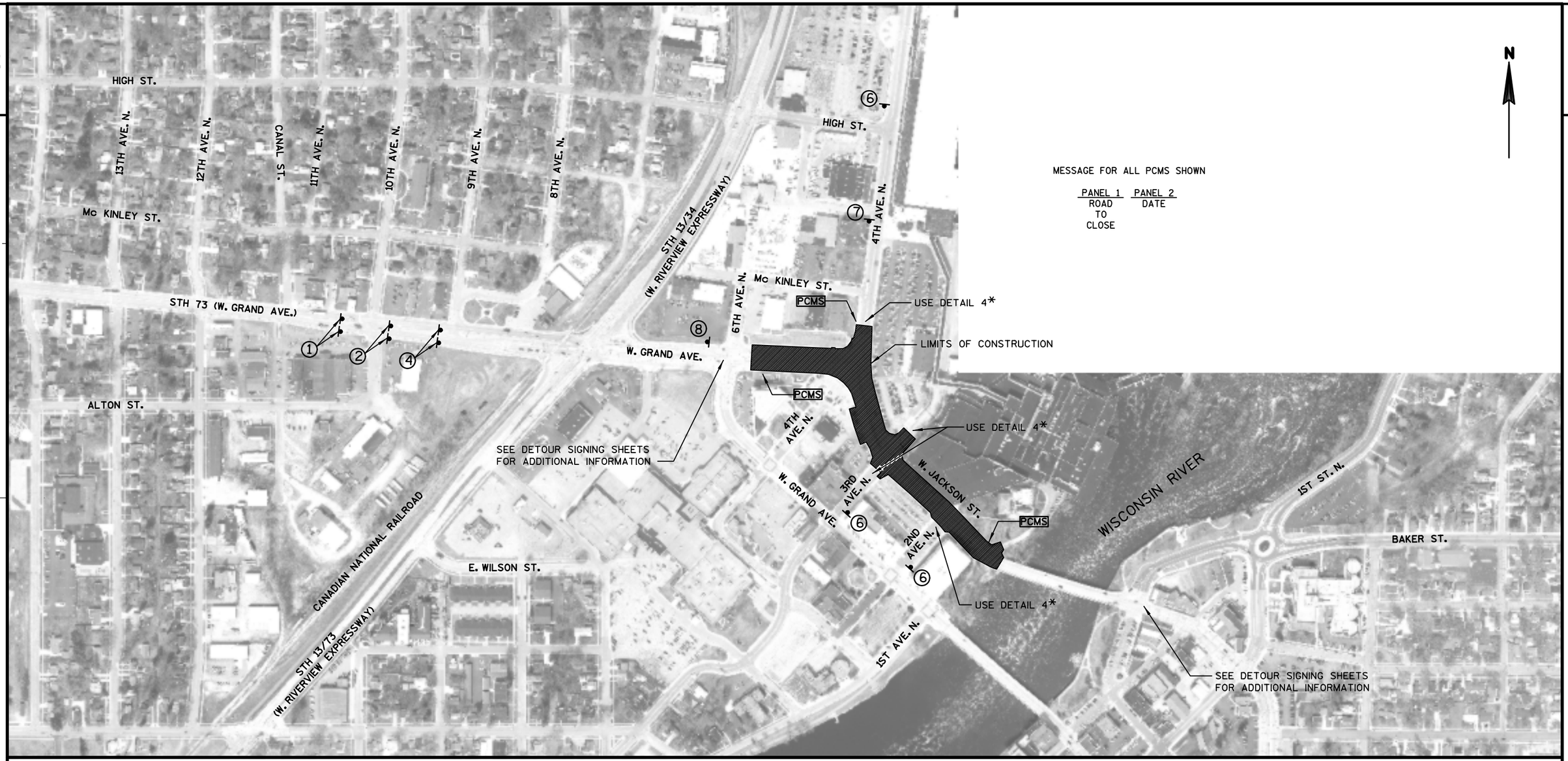
SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS. MAINTAIN LOCAL ACCESS AT ALL TIMES.

MASK OUT PAVEMENT MARKING THAT CONFLICTS WITH TRAFFIC CONTROL "IN-USE" AS DIRECTED BY THE ENGINEER.

ALL TRAFFIC CONTROL DRUM SPACING IS 25' ALONG TRAVEL LANES, UNLESS OTHERWISE NOTED. SPACING IS 10' AT INTERSECTIONS ALONG TURNING MOVEMENTS OR OTHER ACCESS POINTS.

FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMODATION"

2



SEE TRAFFIC CONTROL AND DETOUR SIGNING SHEETS FOR ADDITIONAL INFORMATION

FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWINGS:
"TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"
"TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"
*"TRAFFIC CONTROL, BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"

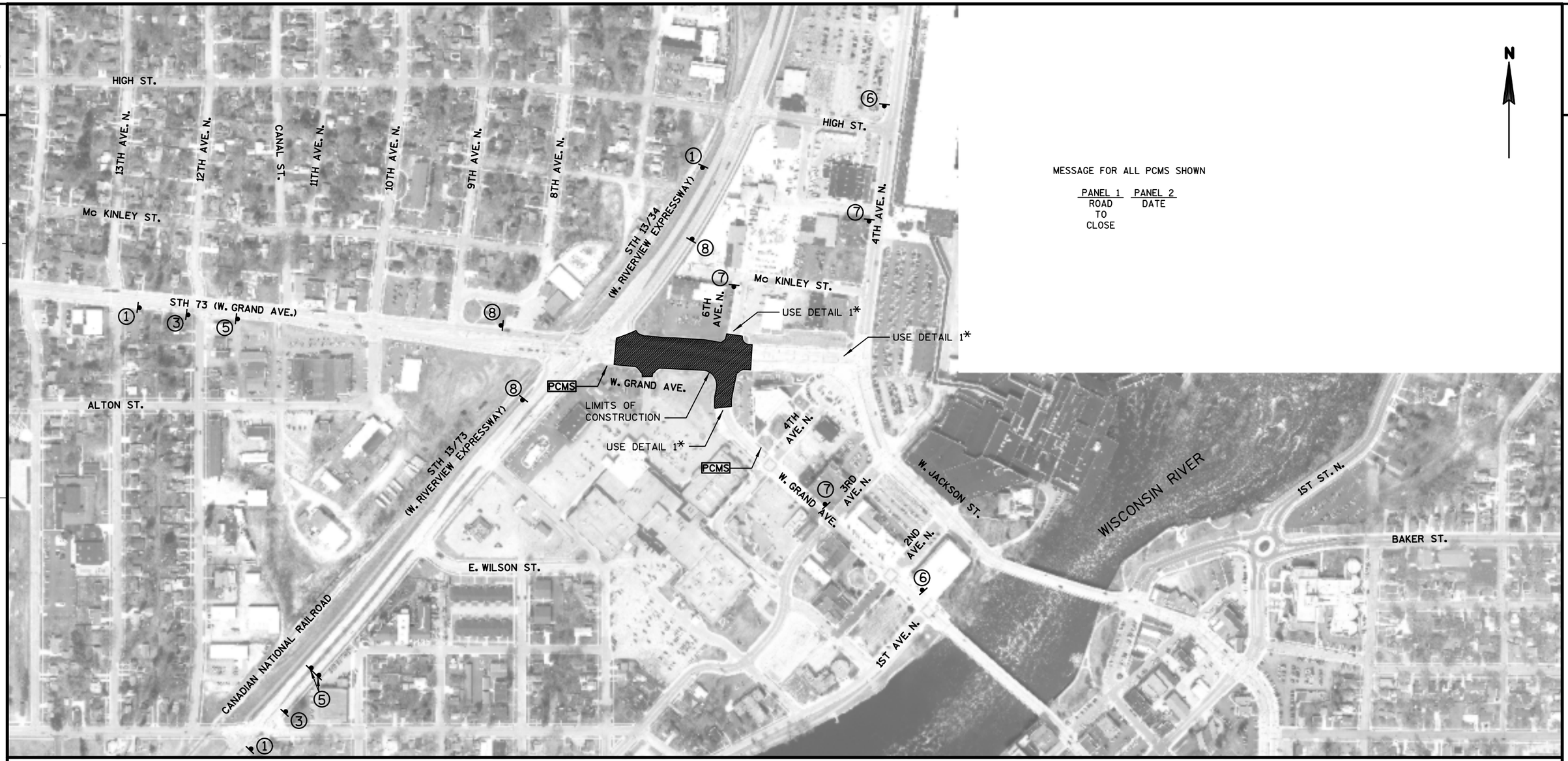
PCMS TRAFFIC CONTROL SIGNS PCMS
(PRIOR TO CONSTRUCTION; SEE SPECIAL PROVISONS FOR ADDITIONAL INFORMATION)

TRAFFIC CONTROL SIGN ATTACHED TO WOOD POST OR TEMPORARY SUPPORT

① ROAD WORK AHEAD W20-1A
② LEFT LANE CLOSED AHEAD W20-5SA
③ RIGHT LANE CLOSED AHEAD W20-5A
④ W04-2L
⑤ W04-2R
⑥ ROAD CLOSED AHEAD W20-3
⑦ ROAD CLOSED 500 FT W20-3
⑧ END ROAD WORK G20-2A 48" X 24"

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	ADVANCE WARNING - STAGE 1	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\026001_S1_Advance Warning.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



SEE TRAFFIC CONTROL AND DETOUR SIGNING SHEETS FOR ADDITIONAL INFORMATION

FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWINGS:
"TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"
"TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"
*"TRAFFIC CONTROL, BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"

① ROAD WORK AHEAD W20-1A

② LEFT LANE CLOSED AHEAD W20-5SA

③ RIGHT LANE CLOSED AHEAD W20-5A

④ W04-2L

⑤ W04-2R

⑥ ROAD CLOSED AHEAD W20-3

⑦ ROAD CLOSED 500 FT W20-3

⑧ END ROAD WORK G20-2A 48" X 24"

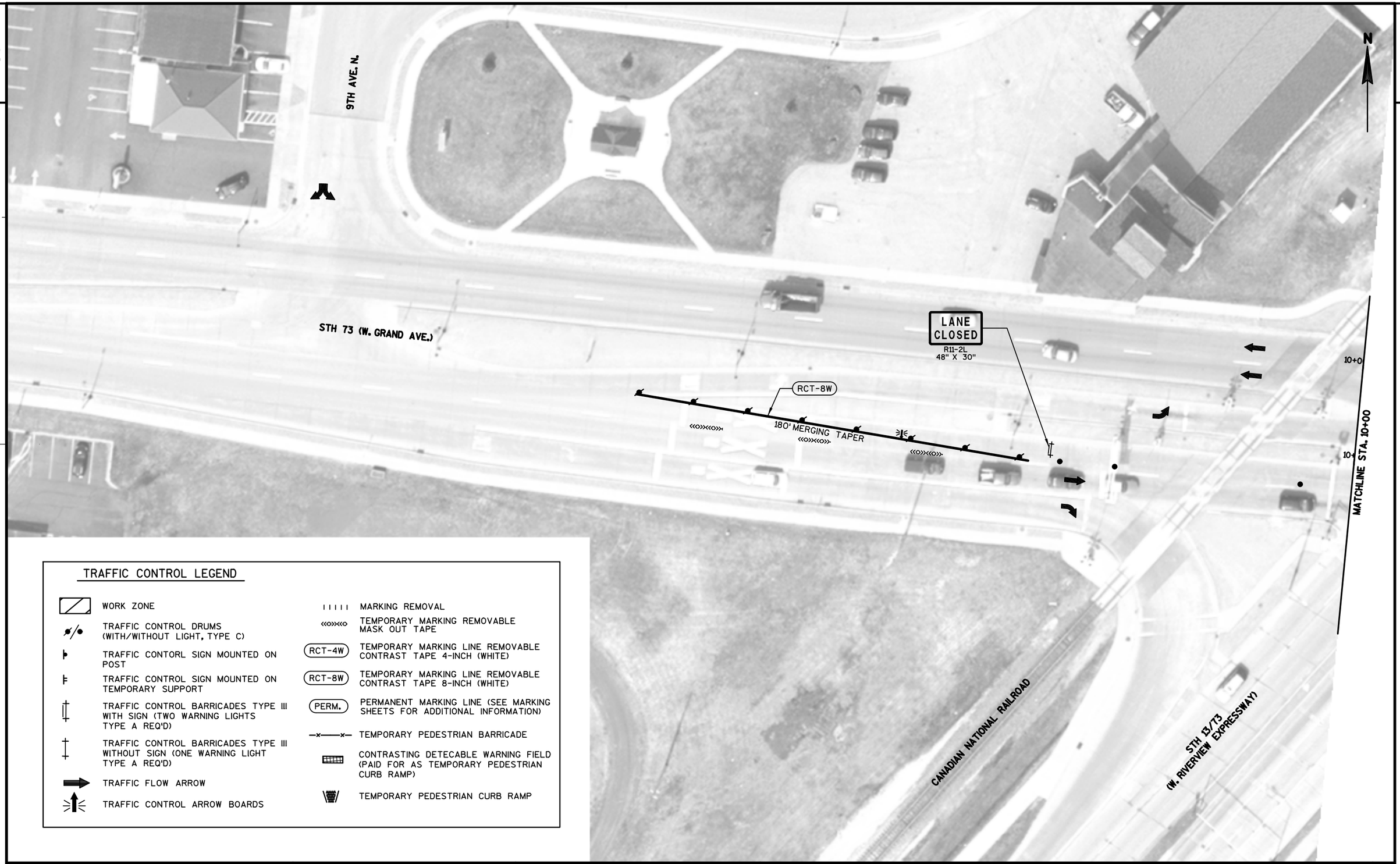
PCMS TRAFFIC CONTROL SIGNS PCMS
(PRIOR TO CONSTRUCTION; SEE SPECIAL PROVISONS FOR ADDITIONAL INFORMATION)

TRAFFIC CONTROL SIGN ATTACHED TO WOOD POST OR TEMPORARY SUPPORT

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	ADVANCE WARNING - STAGE 2	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\026002_S2_Advance Warning.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

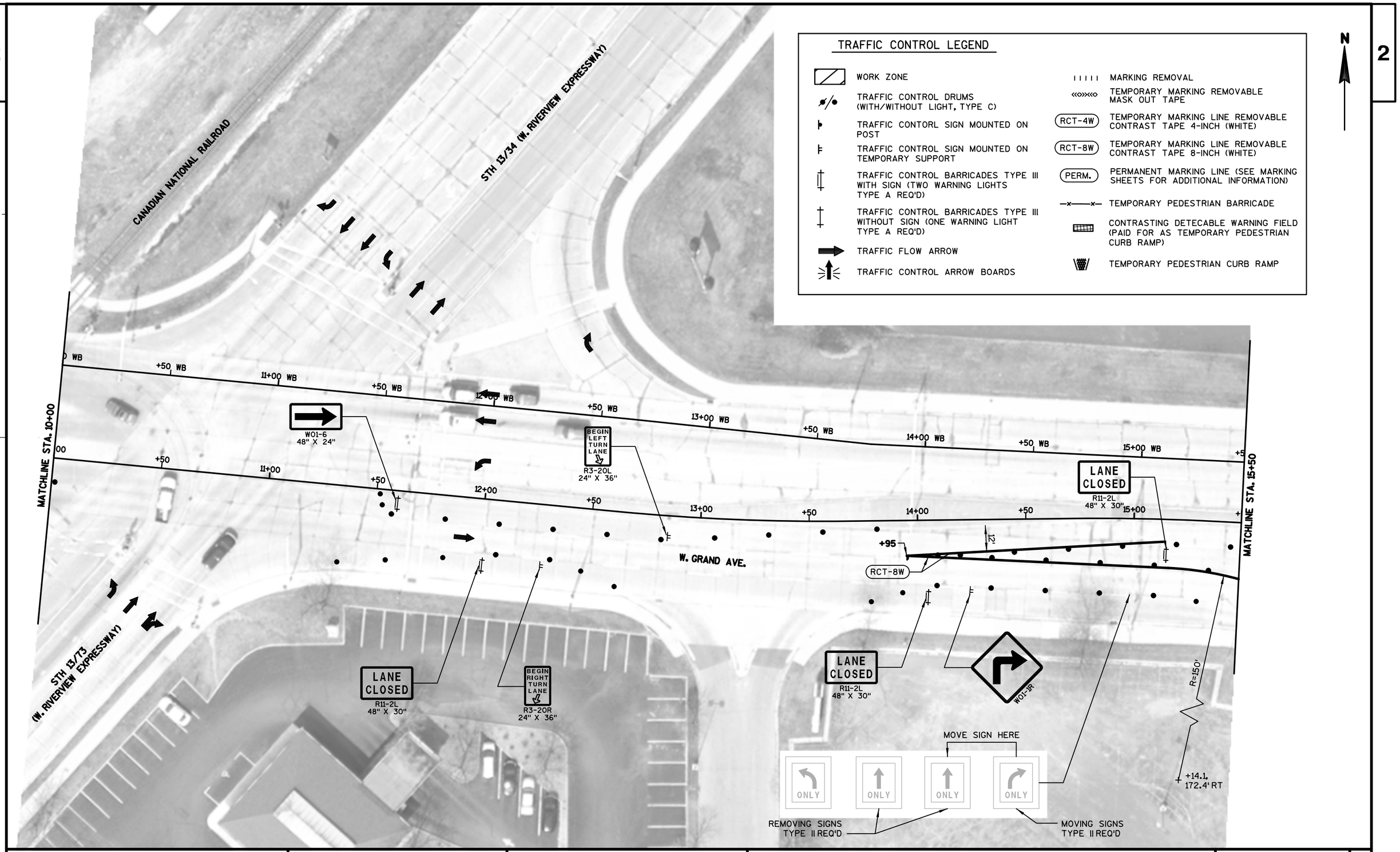
2



TRAFFIC CONTROL LEGEND

- WORK ZONE
- TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)
- TRAFFIC CONTORL SIGN MOUNTED ON POST
- TRAFFIC CONTROL SIGN MOUNTED ON TEMPORARY SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN (TWO WARNING LIGHTS TYPE A REQ'D)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D)
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL ARROW BOARDS
- MARKING REMOVAL
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
- RCT-4W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 4-INCH (WHITE)
- RCT-8W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 8-INCH (WHITE)
- PERM. — PERMANENT MARKING LINE (SEE MARKING SHEETS FOR ADDITIONAL INFORMATION)
- TEMPORARY PEDESTRIAN BARRICADE
- CONTRASTING DETECABLE WARNING FIELD (PAID FOR AS TEMPORARY PEDESTRIAN CURB RAMP)
- TEMPORARY PEDESTRIAN CURB RAMP

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 1	SHEET 88	E



TRAFFIC CONTROL LEGEND

- WORK ZONE
- TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)
- TRAFFIC CONTORL SIGN MOUNTED ON POST
- TRAFFIC CONTROL SIGN MOUNTED ON TEMPORARY SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN (TWO WARNING LIGHTS TYPE A REQ'D)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D)
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL ARROW BOARDS
- MARKING REMOVAL
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
- RCT-4W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 4-INCH (WHITE)
- RCT-8W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 8-INCH (WHITE)
- PERM. — PERMANENT MARKING LINE (SEE MARKING SHEETS FOR ADDITIONAL INFORMATION)
- TEMPORARY PEDESTRIAN BARRICADE
- CONTRASTING DETECABLE WARNING FIELD (PAID FOR AS TEMPORARY PEDESTRIAN CURB RAMP)
- TEMPORARY PEDESTRIAN CURB RAMP

N

2

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 1	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\026103_s1.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

6TH AVENUE

STOP
R1-1
36" X 36"
ALL WAY
R1-3P
24" X 9"

STOP
R1-1
36" X 36"
ALL WAY
R1-3P
24" X 9"

W. GRAND AVE.

W. JACKSON ST.

MATCHLINE STA. 15+50

0 WB | 16+00 WB | +50 WB | 17+00 WB | +50 WB | 18+00 WB | +50 WB | 19+00 WB | +50 WB | 20+00 WB | +50 WB | 21+00 WB

50 | 16+00 | +50 | 17+00 | +50 | 18+00 | +50 | 19+00 | +50 | 20+00 | +50 | 21+00

SEE DETOUR SIGNING SHEETS

STOP
R1-1
36" X 36"
ALL WAY
R1-3P
24" X 9"

LANE CLOSED
R11-2L
48" X 30"

W. GRAND AVENUE

ONLY

R3-6L
42" X 48"

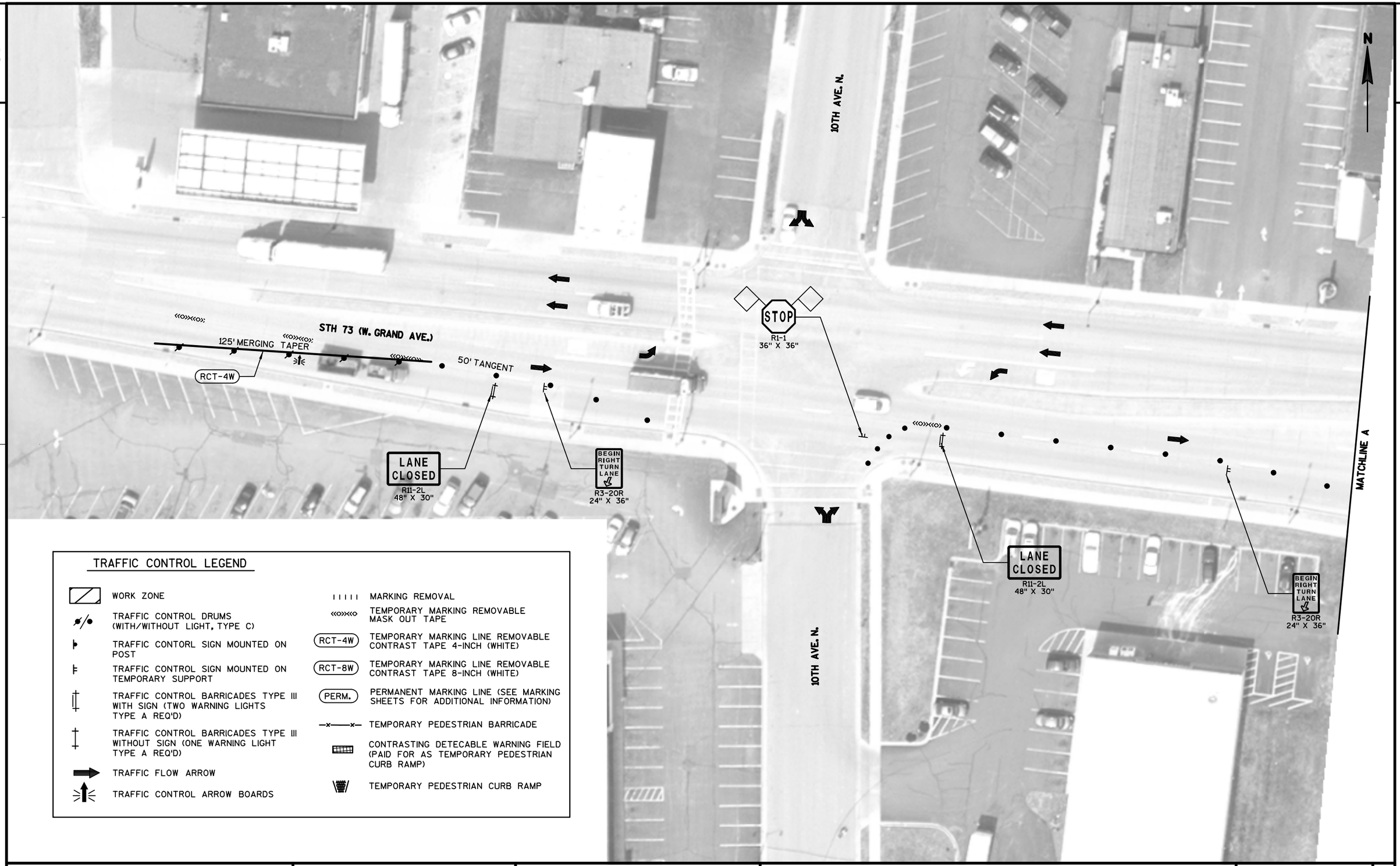
TRAFFIC CONTROL COVERING SIGNS TYPE II REQ'D (COVER WITH SIGN SHOWN)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)
- TRAFFIC CONTORL SIGN MOUNTED ON POST
- TRAFFIC CONTROL SIGN MOUNTED ON TEMPORARY SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN (TWO WARNING LIGHTS TYPE A REQ'D)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D)
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL ARROW BOARDS
- MARKING REMOVAL
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
- RCT-4W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 4-INCH (WHITE)
- RCT-8W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 8-INCH (WHITE)
- PERM. — PERMANENT MARKING LINE (SEE MARKING SHEETS FOR ADDITIONAL INFORMATION)
- TEMPORARY PEDESTRIAN BARRICADE
- CONTRASTING DETECABLE WARNING FIELD (PAID FOR AS TEMPORARY PEDESTRIAN CURB RAMP)
- TEMPORARY PEDESTRIAN CURB RAMP

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 1	SHEET 90	E

2



TRAFFIC CONTROL LEGEND

- WORK ZONE
- TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)
- TRAFFIC CONTORL SIGN MOUNTED ON POST
- TRAFFIC CONTROL SIGN MOUNTED ON TEMPORARY SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN (TWO WARNING LIGHTS TYPE A REQ'D)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D)
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL ARROW BOARDS
- MARKING REMOVAL
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
- RCT-4W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 4-INCH (WHITE)
- RCT-8W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 8-INCH (WHITE)
- PERM. — PERMANENT MARKING LINE (SEE MARKING SHEETS FOR ADDITIONAL INFORMATION)
- TEMPORARY PEDESTRIAN BARRICADE
- CONTRASTING DETECABLE WARNING FIELD (PAID FOR AS TEMPORARY PEDESTRIAN CURB RAMP)
- TEMPORARY PEDESTRIAN CURB RAMP

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 2	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\026201_s2.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

9TH AVE. N.

STH 73 (W. GRAND AVE.)

MATCHLINE A

Y=453,579.8
X=727,232.4

RCT-8W

Y=453,570.4
X=727,310.1

11'

14'

Y=453,556.2
X=727,327.1

LANE CLOSED
R11-2L
48" X 30"

10+0

SEE EXPRESSWAY TRAFFIC CONTROL SHEETS

CANADIAN NATIONAL RAILROAD

STH 13/73
(W. RIVERVIEW EXPRESSWAY)

N

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)
- TRAFFIC CONTORL SIGN MOUNTED ON POST
- TRAFFIC CONTROL SIGN MOUNTED ON TEMPORARY SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN (TWO WARNING LIGHTS TYPE A REQ'D)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D)
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL ARROW BOARDS
- MARKING REMOVAL
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
- RCT-4W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 4-INCH (WHITE)
- RCT-8W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 8-INCH (WHITE)
- PERM. — PERMANENT MARKING LINE (SEE MARKING SHEETS FOR ADDITIONAL INFORMATION)
- TEMPORARY PEDESTRIAN BARRICADE
- CONTRASTING DETECABLE WARNING FIELD (PAID FOR AS TEMPORARY PEDESTRIAN CURB RAMP)
- TEMPORARY PEDESTRIAN CURB RAMP

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 2	SHEET E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\026202_s2.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

STH 73 (W. GRAND AVE.)

CANADIAN NATIONAL RAILROAD

STH 13/73
(W. RIVERVIEW EXPRESSWAY)

MATCHLINE 2

MATCHLINE 3

10+00 WB

+50 WB

10+00

+50

ROAD CLOSED
R11-2
48" X 30"

11+00 WB

11+00

+50 WB

+50

R3-2
24" X 24"

R3-1
24" X 24"

LANE CLOSED
R11-2L
48" X 30"

12+00 WB

12+00

+50 WB

+50

13+00 WB

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)
- TRAFFIC CONTORL SIGN MOUNTED ON POST
- TRAFFIC CONTROL SIGN MOUNTED ON TEMPORARY SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN (TWO WARNING LIGHTS TYPE A REQ'D)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D)
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL ARROW BOARDS
- MARKING REMOVAL
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
- RCT-4W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 4-INCH (WHITE)
- RCT-8W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 8-INCH (WHITE)
- PERM. — PERMANENT MARKING LINE (SEE MARKING SHEETS FOR ADDITIONAL INFORMATION)
- TEMPORARY PEDESTRIAN BARRICADE
- CONTRASTING DETECABLE WARNING FIELD (PAID FOR AS TEMPORARY PEDESTRIAN CURB RAMP)
- TEMPORARY PEDESTRIAN CURB RAMP

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 2, PHASE 1 AND 2	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\026202a_s2 Phase 1 and 2.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)
- TRAFFIC CONTORL SIGN MOUNTED ON POST
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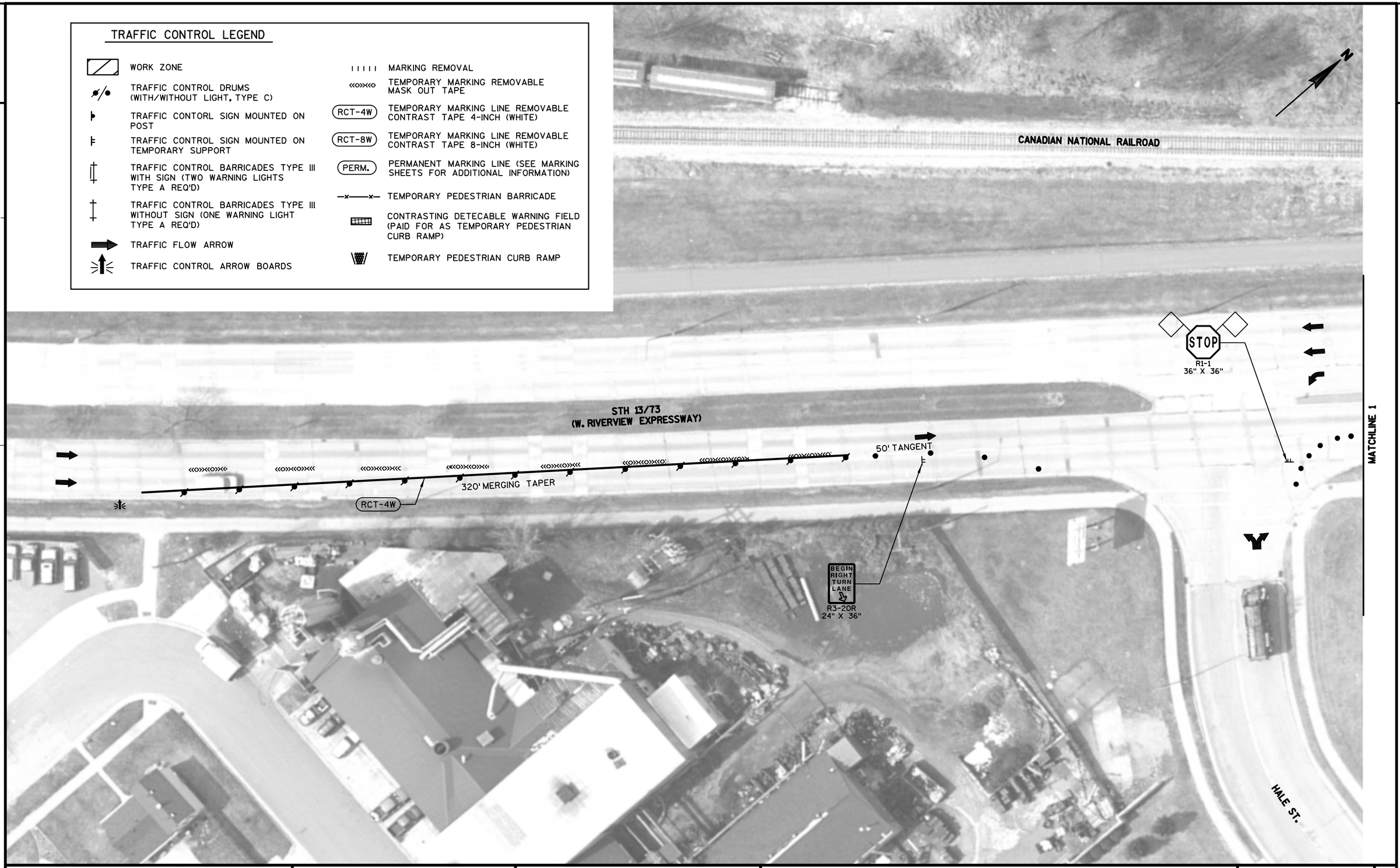
- RCT-4W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 4-INCH (WHITE)
- RCT-8W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 8-INCH (WHITE)
- PERM. — PERMANENT MARKING LINE (SEE MARKING SHEETS FOR ADDITIONAL INFORMATION)
- TEMPORARY PEDESTRIAN BARRICADE
- CONTRASTING DETECABLE WARNING FIELD (PAID FOR AS TEMPORARY PEDESTRIAN CURB RAMP)
- TEMPORARY PEDESTRIAN CURB RAMP



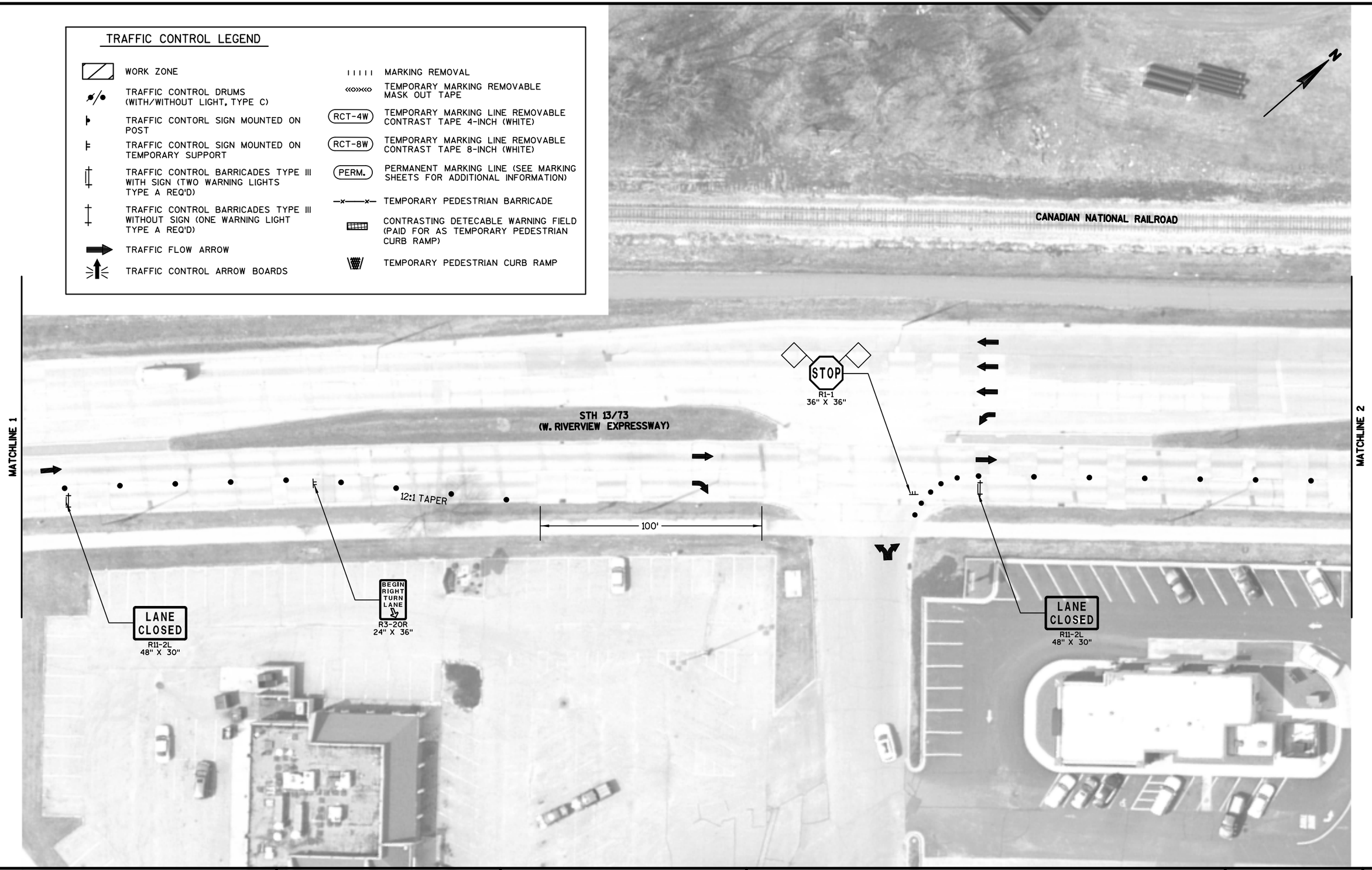
2

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 2, PHASE 3 AND 4	SHEET 94	E

2

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)
- TRAFFIC CONTORL SIGN MOUNTED ON POST
- TRAFFIC CONTROL SIGN MOUNTED ON TEMPORARY SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN (TWO WARNING LIGHTS TYPE A REQ'D)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D)
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL ARROW BOARDS
- MARKING REMOVAL
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
- RCT-4W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 4-INCH (WHITE)
- RCT-8W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 8-INCH (WHITE)
- PERM. — PERMANENT MARKING LINE (SEE MARKING SHEETS FOR ADDITIONAL INFORMATION)
- TEMPORARY PEDESTRIAN BARRICADE
- CONTRASTING DETECABLE WARNING FIELD (PAID FOR AS TEMPORARY PEDESTRIAN CURB RAMP)
- TEMPORARY PEDESTRIAN CURB RAMP



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 2, PHASE 3 AND 4	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\026206_s2.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

STH 73 (W. GRAND AVE.)

CANADIAN NATIONAL RAILROAD

STH 13/73
(W. RIVERVIEW EXPRESSWAY)

MATCHLINE 2

MATCHLINE 3

10+00 WB

+50 WB

10+00

+50

11+00 WB

11+00

+50 WB

+50

12+00 WB

12+00

+50 WB

+50

13+00 WB

R3-2
24" X 24"

ROAD CLOSED
R11-2
48" X 30"

R3-1
24" X 24"

LANE CLOSED
R11-2L
48" X 30"

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)
- TRAFFIC CONTORL SIGN MOUNTED ON POST
- TRAFFIC CONTROL SIGN MOUNTED ON TEMPORARY SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN (TWO WARNING LIGHTS TYPE A REQ'D)
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- TRAFFIC CONTROL ARROW BOARDS
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- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
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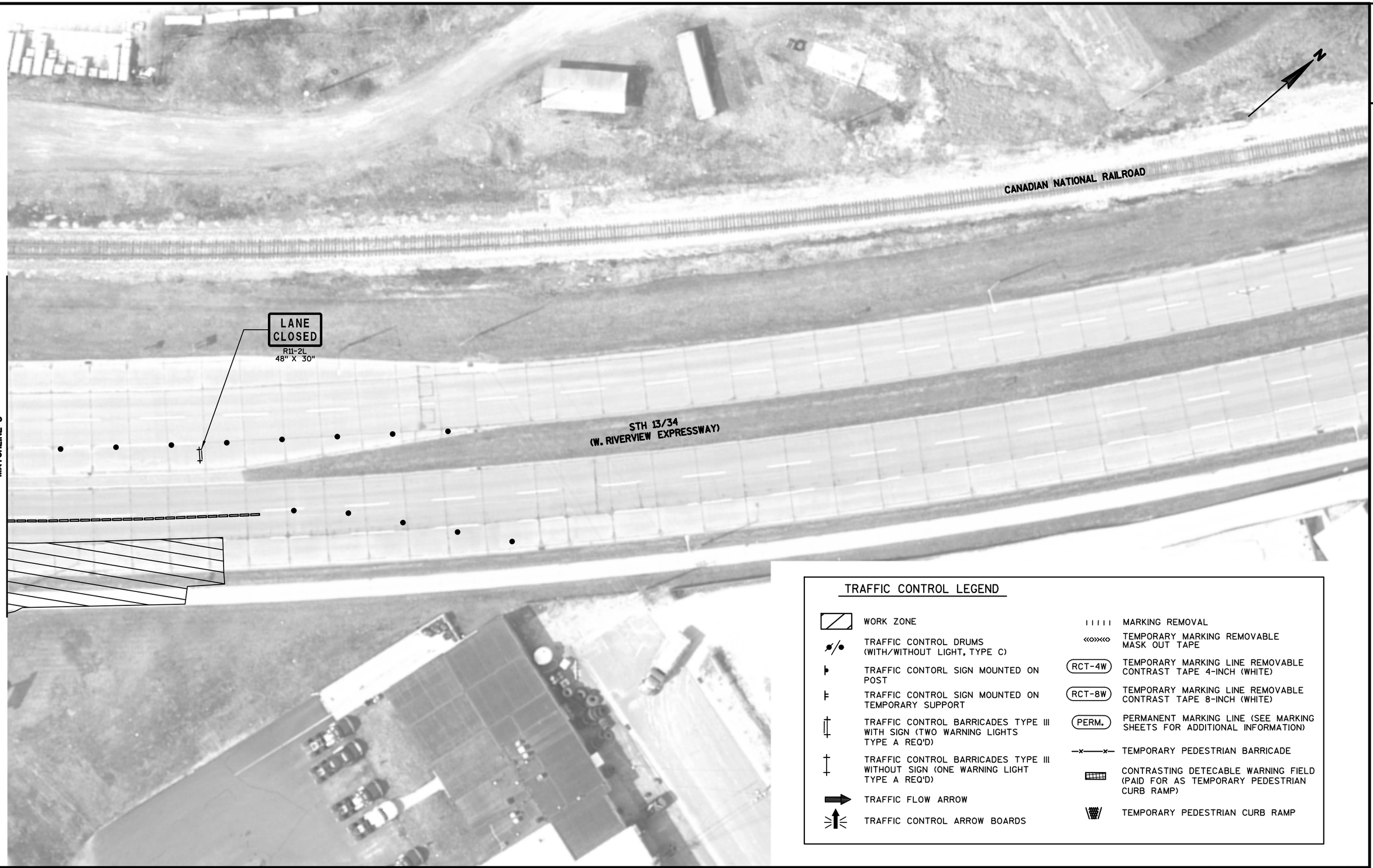
- RCT-8W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 8-INCH (WHITE)
- PERM. — PERMANENT MARKING LINE (SEE MARKING SHEETS FOR ADDITIONAL INFORMATION)
- TEMPORARY PEDESTRIAN BARRICADE
- CONTRASTING DETECABLE WARNING FIELD (PAID FOR AS TEMPORARY PEDESTRIAN CURB RAMP)
- TEMPORARY PEDESTRIAN CURB RAMP

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 2, PHASE 3 AND 4	SHEET 96	E

2



TRAFFIC CONTROL LEGEND

- WORK ZONE
- TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)
- TRAFFIC CONTORL SIGN MOUNTED ON POST
- TRAFFIC CONTROL SIGN MOUNTED ON TEMPORARY SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN (TWO WARNING LIGHTS TYPE A REQ'D)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D)
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL ARROW BOARDS
- MARKING REMOVAL
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
- RCT-4W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 4-INCH (WHITE)
- RCT-8W — TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 8-INCH (WHITE)
- PERM. — PERMANENT MARKING LINE (SEE MARKING SHEETS FOR ADDITIONAL INFORMATION)
- TEMPORARY PEDESTRIAN BARRICADE
- CONTRASTING DETECABLE WARNING FIELD (PAID FOR AS TEMPORARY PEDESTRIAN CURB RAMP)
- TEMPORARY PEDESTRIAN CURB RAMP

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONSTRUCTION STAGING - STAGE 2	SHEET 97	E

CITY OF WISCONSIN RAPIDS

HIGH ST.

6TH AVE. NORTH

4TH AVE. NORTH

W. GRAND AVE.

WORK ZONE

1ST ST. NORTH

WISCONSIN RIVER

DETAIL B

W. JACKSON ST.

DETAIL A

W. GRAND AVE.

BAKER STREET

STH 13/73 (W. RIVERVIEW EXPRESSWAY)

2ND AVE. NORTH

3RD AVE. NORTH

E. JACKSON ST.

8TH STREET

E. GRAND AVE.

DETAIL C

LINCOLN STREET

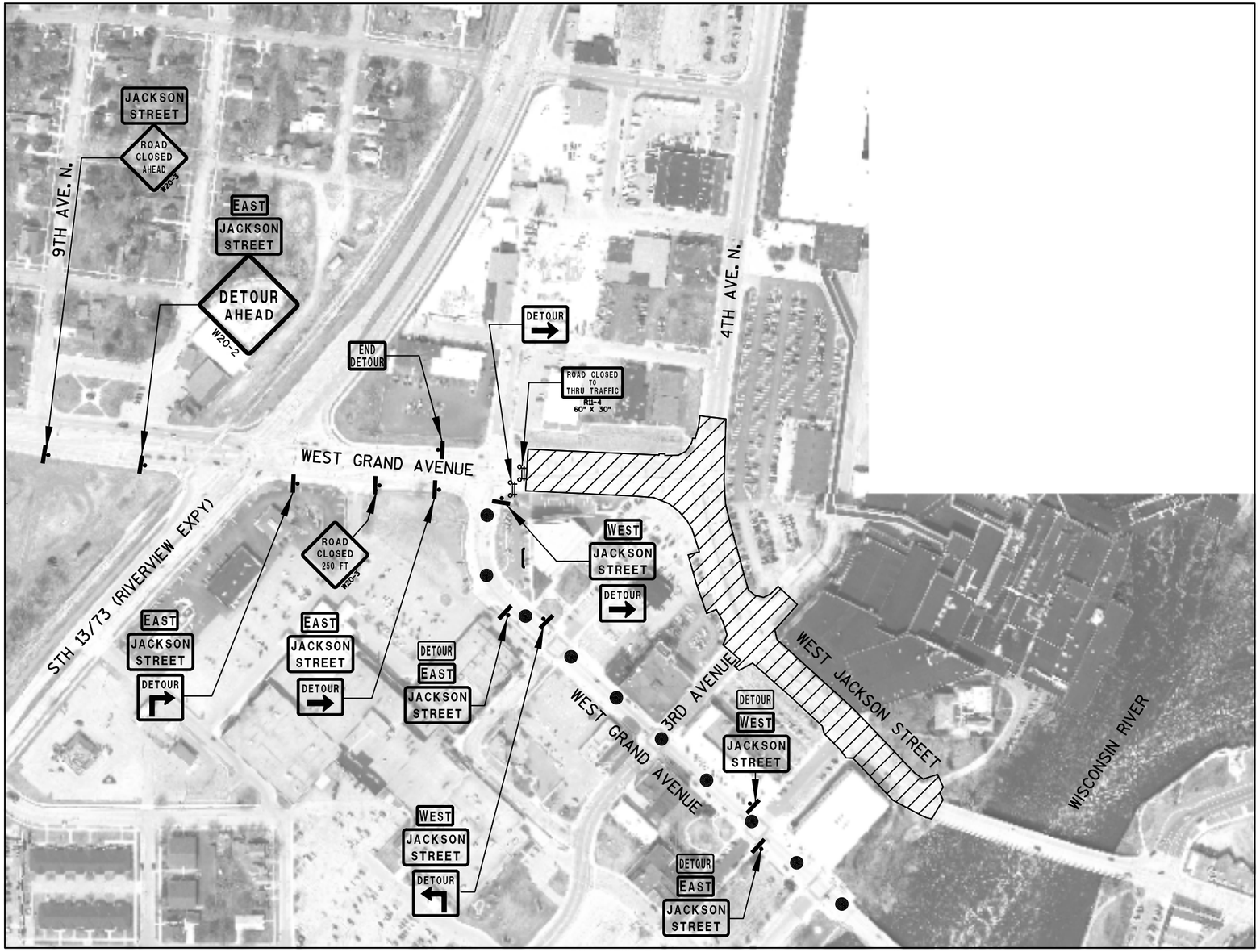
N

DETOUR ROUTE

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	DETOUR OVERVIEW - STAGE 1	SHEET 98	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\027000_dt_Overview_Stage 1.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

CITY OF WISCONSIN RAPIDS



DETAIL A

N

SIGN LEGEND

DETOUR →	M4-9R 30" X 24"	DETOUR	M4-8 24"X12"
DETOUR ←	M4-9L 30" X 24"	END DETOUR	M4-8A 24"X18"
DETOUR ↰	M4-59L 30" x 30"	WEST	M3-4 24" X 12"
DETOUR ↱	M4-59R 30" x 30"	EAST	M3-2 24" X 12"
		↑	M06-1 21"X21"
		→	M06-1 21"X21"
		↱	M05-1R 21" X 21"
JACKSON STREET	REFLECTIVE BACKGROUND APPROX. SIZE 30" X 24" BACKGROUND - ORANGE MESSAGE - BLACK 5" SERIES C LETTERS	ROAD CLOSED	R11-2 48" x 30"

LEGEND

- DETOUR ROUTE
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- TRAFFIC CONTROL SIGN ATTACHED TO WOOD POST OR TEMPORARY SUPPORT

GENERAL NOTES

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	DETOUR SIGNING - STAGE 1	SHEET 99	E

CITY OF WISCONSIN RAPIDS

DETAIL B

N

SIGN LEGEND

DETOUR →	M4-9R 30" X 24"	DETOUR	M4-8 24"X12"
DETOUR ←	M4-9L 30" X 24"	END DETOUR	M4-8A 24"X18"
DETOUR ↰	M4-59L 30" x 30"	WEST	M3-4 24" X 12"
DETOUR ↱	M4-59R 30" x 30"	EAST	M3-2 24" X 12"
GRAND AVENUE	REFLECTIVE BACKGROUND APPROX. SIZE 30" X 24" BACKGROUND - ORANGE MESSAGE - BLACK 5" SERIES C LETTERS	↑	M06-1 21"X21"
		→	M06-1 21"X21"
		↱	M05-1R 21" X 21"
		↖	M06-2 21" X 21"
		↗	M06-2 21" X 21"
		ROAD CLOSED	R11-2 48" x 30"

LEGEND

- DETOUR ROUTE
- TRAFFIC CONTORL BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- TRAFFIC CONTROL SIGN ATTACHED TO WOOD POST OR TEMPORARY SUPPORT

GENERAL NOTES

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

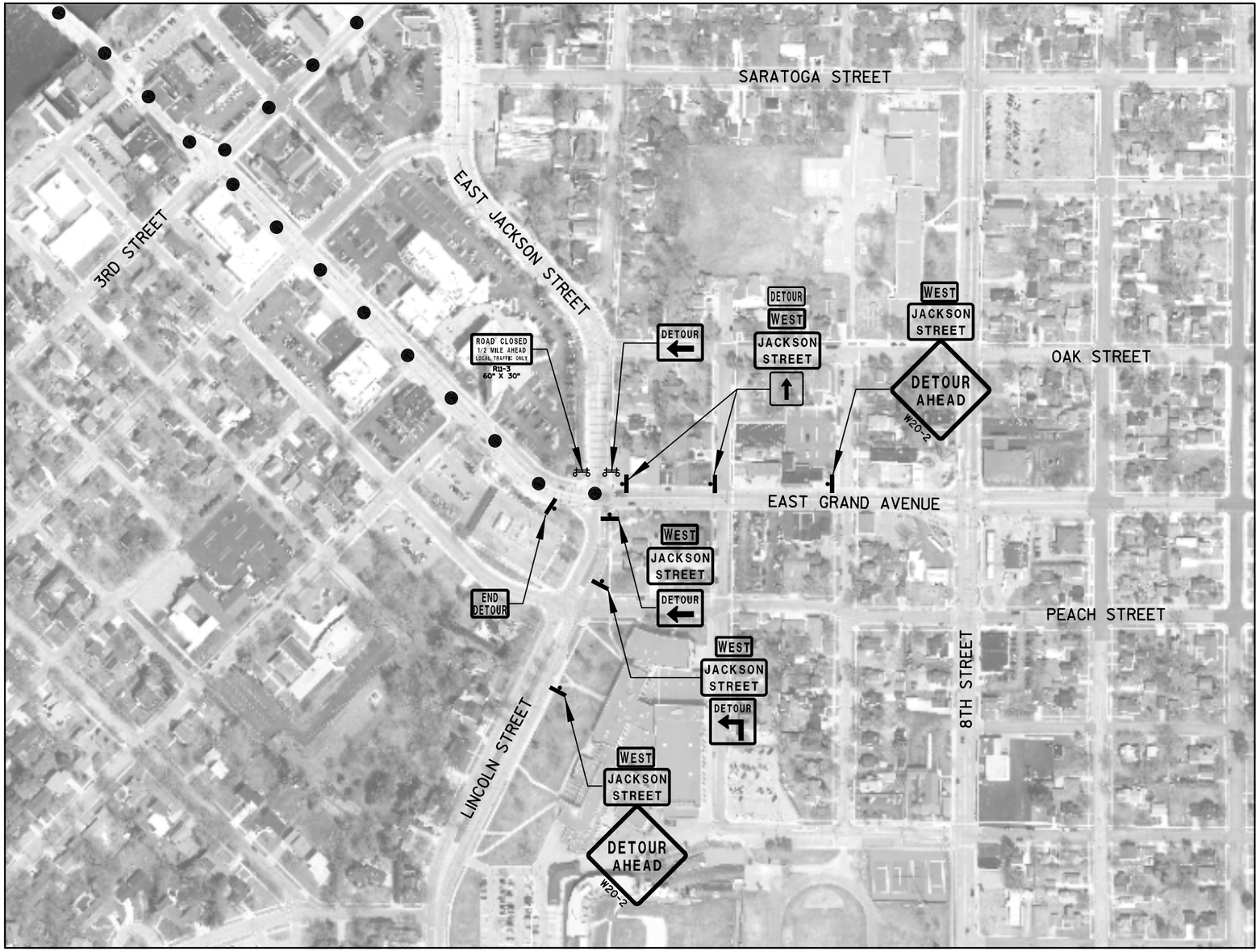
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	DETOUR SIGNING - STAGE 1	SHEET 100	E

CITY OF WISCONSIN RAPIDS



DETAIL C

SIGN LEGEND

DETOUR →	M4-9R 30" X 24"	DETOUR	M4-8 24"X12"
DETOUR ←	M4-9L 30" X 24"	END DETOUR	M4-8A 24"X18"
DETOUR ↰	M4-59L 30" x 30"	WEST	M3-4 24" X 12"
DETOUR ↱	M4-59R 30" x 30"	EAST	M3-2 24" X 12"
		↑	M06-1 21"X21"
		→	M06-1 21"X21"
		↱	M05-1R 21" X 21"
JACKSON STREET	REFLECTIVE BACKGROUND APPROX. SIZE 30" X 24" BACKGROUND - ORANGE MESSAGE - BLACK 5" SERIES C LETTERS	ROAD CLOSED	R11-2 48" x 30"

LEGEND

- DETOUR ROUTE
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- TRAFFIC CONTROL SIGN ATTACHED TO WOOD POST OR TEMPORARY SUPPORT

GENERAL NOTES

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	DETOUR SIGNING - STAGE 1	SHEET 101	E

CITY OF WISCONSIN RAPIDS

DETAIL A

HIGH ST.

6TH AVE. NORTH

4TH AVE. NORTH

W. GRAND AVE.

WORK ZONE

W. JACKSON ST.

WISCONSIN RIVER

1ST ST. NORTH

DETOUR
WEST
GRAND AVENUE

BAKER STREET

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

W. GRAND AVE.

2ND AVE. NORTH

STH 13/73 (W. RIVERVIEW EXPRESSWAY)

NO ACCESS TO EXPRESSWAY
R10-61(MOD.)
60" X 30"

3RD AVE. NORTH

ROAD CLOSED 1/2 MILE AHEAD LOCAL TRAFFIC ONLY
R11-3
60" X 30"

3RD ST.

E. JACKSON ST.

8TH STREET

E. GRAND AVE.

NO ACCESS TO EXPRESSWAY
R10-61(MOD.)
60" X 30"

DETOUR
EAST
GRAND AVENUE

DETAIL B

LINCOLN STREET

N

SIGN LEGEND

DETOUR	M4-8 24"X12"
WEST	M3-4 24" X 12"
EAST	M3-2 24" X 12"
↑	M06-1 21"X21"
GRAND AVENUE	REFLECTIVE BACKGROUND APPROX. SIZE 30" X 24" BACKGROUND - ORANGE MESSAGE - BLACK 5" SERIES C LETTERS

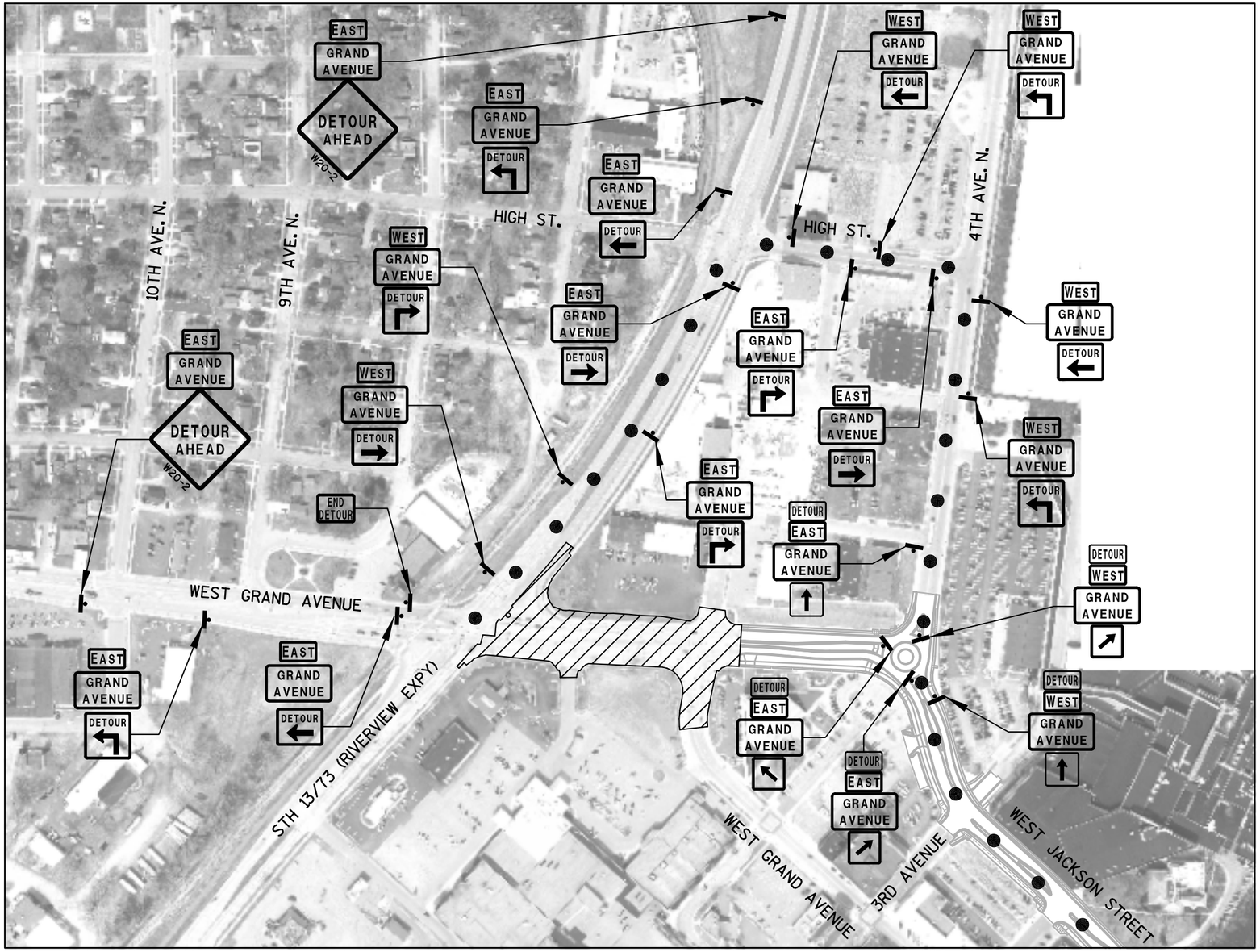
LEGEND

- DETOUR ROUTE
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- TRAFFIC CONTROL SIGN ATTACHED TO WOOD POST OR TEMPORARY SUPPORT

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	DETOUR OVERVIEW - STAGE 2	SHEET E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\027030_dt_Overview_Stage 2.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

CITY OF WISCONSIN RAPIDS



DETAIL A

N

SIGN LEGEND

DETOUR →	M4-9R 30" X 24"	DETOUR	M4-8 24"X12"
DETOUR ←	M4-9L 30" X 24"	END DETOUR	M4-8A 24"X18"
DETOUR ↰	M4-59L 30" x 30"	WEST	M3-4 24" X 12"
DETOUR ↱	M4-59R 30" x 30"	EAST	M3-2 24" X 12"
GRAND AVENUE	REFLECTIVE BACKGROUND APPROX. SIZE 30" X 24" BACKGROUND - ORANGE MESSAGE - BLACK 5" SERIES C LETTERS	↑	M06-1 21"X21"
		→	M06-1 21"X21"
		↱	M05-1R 21" X 21"
		↖	M06-2 21" X 21"
		↗	M06-2 21" X 21"
		ROAD CLOSED	R11-2 48" x 30"

LEGEND

- DETOUR ROUTE
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- TRAFFIC CONTROL SIGN ATTACHED TO WOOD POST OR TEMPORARY SUPPORT

GENERAL NOTES

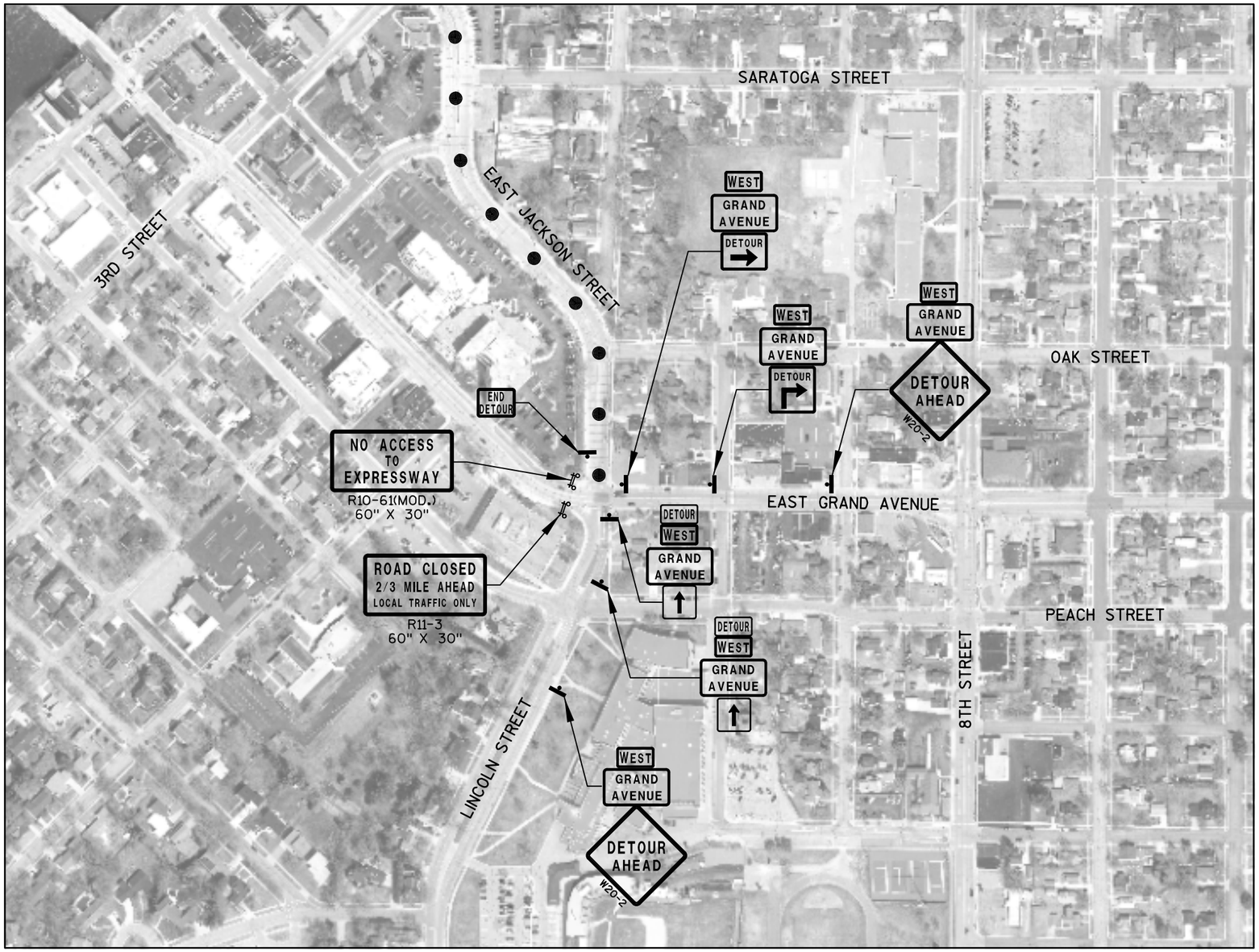
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

CITY OF WISCONSIN RAPIDS



DETAIL B

N

SIGN LEGEND

DETOUR →	M4-9R 30" X 24"	DETOUR	M4-8 24"X12"
DETOUR ←	M4-9L 30" X 24"	END DETOUR	M4-8A 24"X18"
DETOUR ↰	M4-59L 30" x 30"	WEST	M3-4 24" X 12"
DETOUR ↱	M4-59R 30" x 30"	EAST	M3-2 24" X 12"
		↑	M06-1 21"X21"
		→	M06-1 21"X21"
		↱	M05-1R 21" X 21"
GRAND AVENUE	REFLECTIVE BACKGROUND APPROX. SIZE 30" X 24" BACKGROUND - ORANGE MESSAGE - BLACK 5" SERIES C LETTERS	ROAD CLOSED	R11-2 48" x 30"

LEGEND

- DETOUR ROUTE
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- TRAFFIC CONTROL BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- TRAFFIC CONTROL SIGN ATTACHED TO WOOD POST OR TEMPORARY SUPPORT

GENERAL NOTES

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

LEGEND

PEDESTRIAN DETOUR ROUTE USING EITHER EXISTING SIDEWALK OR PAVEMENT OR USING TEMPORARY PEDESTRIAN SURFACE ASPHALT.

TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHTS TYPE A REQ'D.)

TRAFFIC CONTROL BARRICADES TYPE II WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHTS TYPE A REQ'D.)

WORK ZONE

①	②	③
SIDEWALK CLOSED	SIDEWALK CLOSED USE OTHER SIDE	SIDEWALK CLOSED AHEAD
R9-9 24" X 12"	R9-10 24" X 12"	R9-9 (MOD.) 24" X 18"

④	⑤	⑥	⑦
DETOUR ←	DETOUR →	END DETOUR	DETOUR ↑
M4-9BL 30" X 24"	M4-9BR 30" X 24"	M4-8A 24" X 18"	M4-9RA 30" X 24"

FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWING: "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

USE EXISTING SIDEWALK. SEPARATE FROM WORK ZONE WITH TEMPORARY PEDESTRIAN BARRICADE.

4TH AVE. N.
6TH AVE. N.
STH 13/34 (W. RIVERVIEW EXPRESSWAY)
W. GRAND AVE.
W. JACKSON ST.
4TH AVE. N.
3RD AVE. N.
2ND AVE. N.
1ST AVE. N.
WISCONSIN RIVER
1ST ST. N.
E. JACKSON ST.
2ND STREET
E. GRAND AVE.

GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PEDESTRIAN DETOUR - STAGE 1, PHASE 1	SHEET 105	E

LEGEND

PEDESTRIAN DETOUR ROUTE USING EITHER EXISTING SIDEWALK OR PAVEMENT OR USING TEMPORARY PEDESTRIAN SURFACE ASPHALT.

TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHTS TYPE A REQ'D.)

TRAFFIC CONTROL BARRICADES TYPE II WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHTS TYPE A REQ'D.)

WORK ZONE

①	②	③
SIDEWALK CLOSED	SIDEWALK CLOSED USE OTHER SIDE	SIDEWALK CLOSED AHEAD
R9-9 24" X 12"	R9-10 24" X 12"	R9-9 (MOD.) 24" X 18"

④	⑤	⑥	⑦
DETOUR ←	DETOUR →	END DETOUR	DETOUR ↑
M4-9BL 30" X 24"	M4-9BR 30" X 24"	M4-8A 24" X 18"	M4-9RA 30" X 24"

FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWING: "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

USE NEW SIDEWALK AND PATH. SEPARATE FROM WORK ZONE WITH TEMPORARY PEDESTRIAN BARRICADE.

4TH AVE. N.
6TH AVE. N.
STH 13/34 (W. RIVERVIEW EXPRESSWAY)
W. GRAND AVE.
W. JACKSON ST.
4TH AVE. N.
3RD AVE. N.
2ND AVE. N.
1ST AVE. N.
WISCONSIN RIVER
1ST ST. N.
E. JACKSON ST.
2ND STREET
E. GRAND AVE.

GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PEDESTRIAN DETOUR - STAGE 1, PHASE 2	SHEET 106	E

LEGEND

PEDESTRIAN DETOUR ROUTE USING EITHER EXISTING SIDEWALK OR PAVEMENT OR USING TEMPORARY PEDESTRIAN SURFACE ASPHALT.

TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHTS TYPE A REQ'D.)

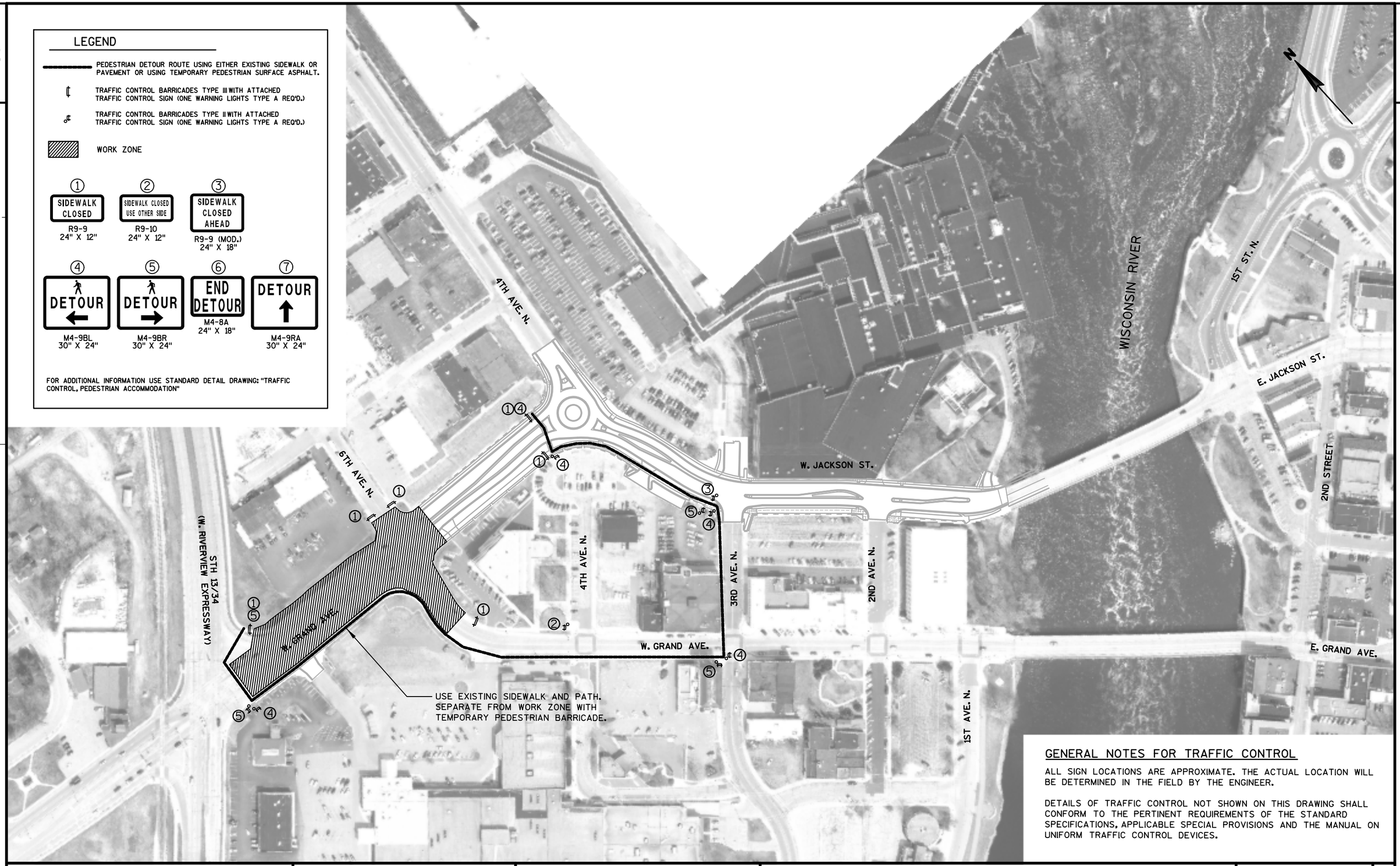
TRAFFIC CONTROL BARRICADES TYPE II WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHTS TYPE A REQ'D.)

WORK ZONE

①	②	③
SIDEWALK CLOSED	SIDEWALK CLOSED USE OTHER SIDE	SIDEWALK CLOSED AHEAD
R9-9 24" X 12"	R9-10 24" X 12"	R9-9 (MOD.) 24" X 18"

④	⑤	⑥	⑦
DETOUR ←	DETOUR →	END DETOUR	DETOUR ↑
M4-9BL 30" X 24"	M4-9BR 30" X 24"	M4-8A 24" X 18"	M4-9RA 30" X 24"

FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWING: "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"



GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PEDESTRIAN DETOUR - STAGE 2, PHASE 1	SHEET 107	E

LEGEND

PEDESTRIAN DETOUR ROUTE USING EITHER EXISTING SIDEWALK OR PAVEMENT OR USING TEMPORARY PEDESTRIAN SURFACE ASPHALT.

TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHTS TYPE A REQ'D.)

TRAFFIC CONTROL BARRICADES TYPE II WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHTS TYPE A REQ'D.)

WORK ZONE

①	②	③	④	⑤	⑥	⑦
SIDEWALK CLOSED	SIDEWALK CLOSED USE OTHER SIDE	SIDEWALK CLOSED AHEAD	DETOUR ←	DETOUR →	END DETOUR	DETOUR ↑
R9-9 24" X 12"	R9-10 24" X 12"	R9-9 (MOD.) 24" X 18"	M4-9BL 30" X 24"	M4-9BR 30" X 24"	M4-8A 24" X 18"	M4-9RA 30" X 24"

FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWING: "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

USE NEW AND EXISTING SIDEWALK. SEPARATE FROM WORK ZONE WITH TEMPORARY PEDESTRIAN BARRICADE.

4TH AVE. N.
6TH AVE. N.
STH 13/34 (W. RIVERVIEW EXPRESSWAY)
W. GRAND AVE.
W. JACKSON ST.
4TH AVE. N.
3RD AVE. N.
2ND AVE. N.
1ST AVE. N.
WISCONSIN RIVER
1ST ST. N.
E. JACKSON ST.
2ND STREET
E. GRAND AVE.

GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PEDESTRIAN DETOUR - STAGE 2, PHASE 2	SHEET 108	E

LEGEND

PEDESTRIAN DETOUR ROUTE USING EITHER EXISTING SIDEWALK OR PAVEMENT OR USING TEMPORARY PEDESTRIAN SURFACE ASPHALT.

TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHTS TYPE A REQ'D.)

TRAFFIC CONTROL BARRICADES TYPE II WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHTS TYPE A REQ'D.)

WORK ZONE

①	②	③
SIDEWALK CLOSED	SIDEWALK CLOSED USE OTHER SIDE	SIDEWALK CLOSED AHEAD
R9-9 24" X 12"	R9-10 24" X 12"	R9-9 (MOD.) 24" X 18"

④	⑤	⑥	⑦
DETOUR ←	DETOUR →	END DETOUR	DETOUR ↑
M4-9BL 30" X 24"	M4-9BR 30" X 24"	M4-8A 24" X 18"	M4-9RA 30" X 24"

FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWING: "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

USE EXISTING SIDEWALK AND TEMPROARY PEDESTRIAN SURFACE ASPHALT. SEPARATE FROM WORK ZONE WITH TEMPORARY PEDESTRIAN BARRICADE.

USE EXISTING SIDEWLAK AND NEW SIDEWALK AND PATH. SEPARATE FROM WORK ZONE WITH TEMPORARY PEDESTRIAN BARRICADE.

4TH AVE. N.
6TH AVE. N.
9TH AVE. N.
10TH AVE. N.
STH 13/34 (W. RIVERVIEW EXPRESSWAY)
STH 73 (W. GRAND AVE.)
W. GRAND AVE.
W. JACKSON ST.
4TH AVE. N.
3RD AVE. N.
2ND AVE. N.
1ST AVE. N.
N

GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PEDESTRIAN DETOUR - STAGE 2, PHASE 3	SHEET 109	E

LEGEND

PEDESTRIAN DETOUR ROUTE USING EITHER EXISTING SIDEWALK OR PAVEMENT OR USING TEMPORARY PEDESTRIAN SURFACE ASPHALT.

TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHTS TYPE A REQ'D.)

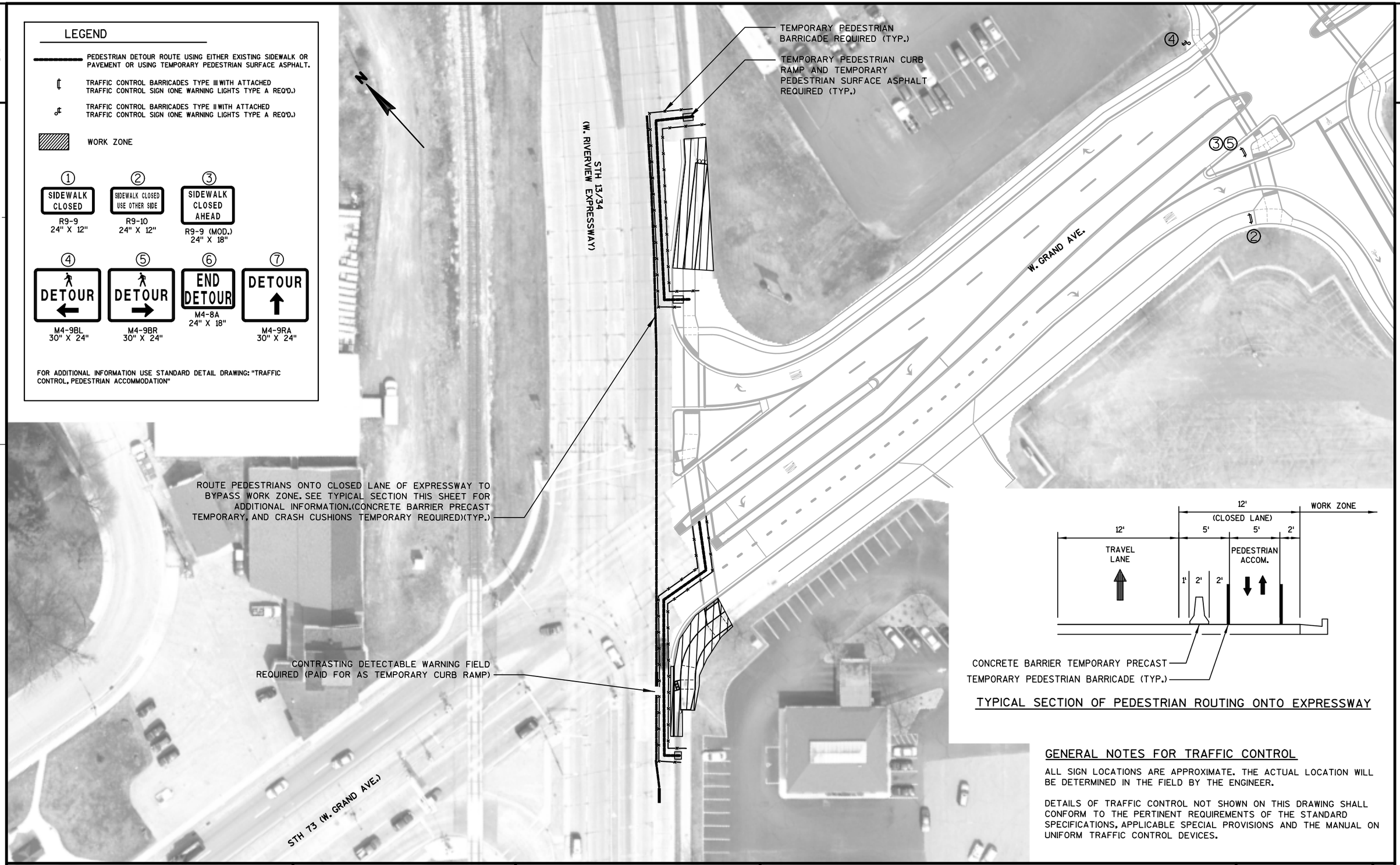
TRAFFIC CONTROL BARRICADES TYPE II WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHTS TYPE A REQ'D.)

WORK ZONE

①	②	③
SIDEWALK CLOSED	SIDEWALK CLOSED USE OTHER SIDE	SIDEWALK CLOSED AHEAD
R9-9 24" X 12"	R9-10 24" X 12"	R9-9 (MOD.) 24" X 18"

④	⑤	⑥	⑦
DETOUR ←	DETOUR →	END DETOUR	DETOUR ↑
M4-9BL 30" X 24"	M4-9BR 30" X 24"	M4-8A 24" X 18"	M4-9RA 30" X 24"

FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWING: "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"



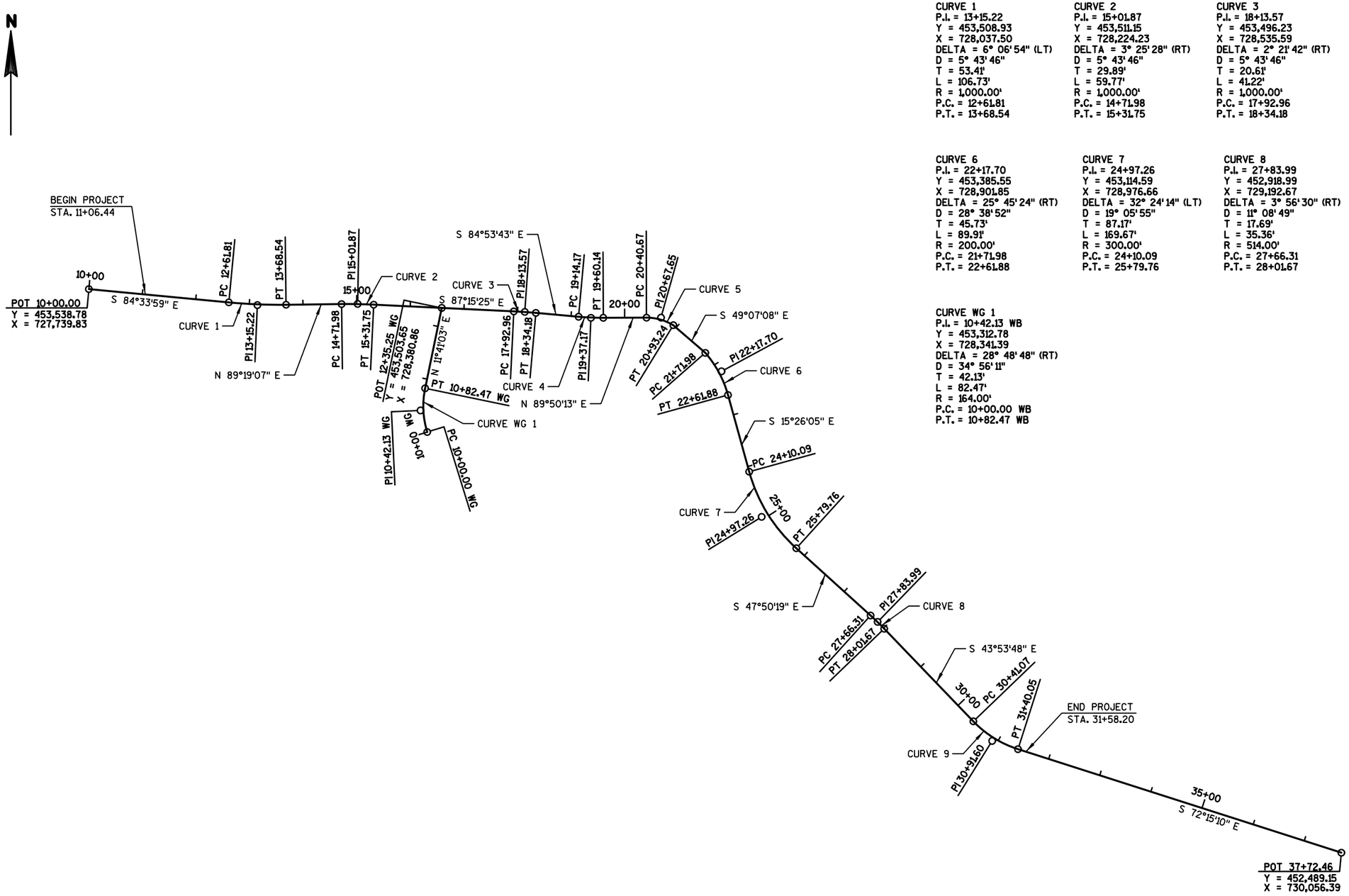
TYPICAL SECTION OF PEDESTRIAN ROUTING ONTO EXPRESSWAY

GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PEDESTRIAN DETOUR - STAGE 2, PHASE 4	SHEET 110	E



CURVE 1
P.I. = 13+15.22
Y = 453,508.93
X = 728,037.50
DELTA = 6° 06' 54" (LT)
D = 5° 43' 46"
T = 53.41'
L = 106.73'
R = 1,000.00'
P.C. = 12+61.81
P.T. = 13+68.54

CURVE 2
P.I. = 15+01.87
Y = 453,511.15
X = 728,224.23
DELTA = 3° 25' 28" (RT)
D = 5° 43' 46"
T = 29.89'
L = 59.77'
R = 1,000.00'
P.C. = 14+71.98
P.T. = 15+31.75

CURVE 3
P.I. = 18+13.57
Y = 453,496.23
X = 728,535.59
DELTA = 2° 21' 42" (RT)
D = 5° 43' 46"
T = 20.61'
L = 41.22'
R = 1,000.00'
P.C. = 17+92.96
P.T. = 18+34.18

CURVE 4
P.I. = 19+37.17
Y = 453,485.24
X = 728,658.71
DELTA = 5° 16' 04" (LT)
D = 11° 27' 33"
T = 23.00'
L = 45.97'
R = 500.00'
P.C. = 19+14.17
P.T. = 19+60.14

CURVE 5
P.I. = 20+67.65
Y = 453,485.61
X = 728,789.21
DELTA = 31° 42' 09" (RT)
D = 60° 18' 41"
T = 26.97'
L = 52.56'
R = 95.00'
P.C. = 20+40.67
P.T. = 20+93.24

CURVE 6
P.I. = 22+17.70
Y = 453,385.55
X = 728,901.85
DELTA = 25° 45' 24" (RT)
D = 28° 38' 52"
T = 45.73'
L = 89.91'
R = 200.00'
P.C. = 21+71.98
P.T. = 22+61.88

CURVE 7
P.I. = 24+97.26
Y = 453,114.59
X = 728,976.66
DELTA = 32° 24' 14" (LT)
D = 19° 05' 55"
T = 87.17'
L = 169.67'
R = 300.00'
P.C. = 24+10.09
P.T. = 25+79.76

CURVE 8
P.I. = 27+83.99
Y = 452,918.99
X = 729,192.67
DELTA = 3° 56' 30" (RT)
D = 11° 08' 49"
T = 17.69'
L = 35.36'
R = 514.00'
P.C. = 27+66.31
P.T. = 28+01.67

CURVE 9
P.I. = 30+91.60
Y = 452,697.32
X = 729,405.96
DELTA = 28° 21' 22" (LT)
D = 28° 38' 52"
T = 50.53'
L = 98.98'
R = 200.00'
P.C. = 30+41.07
P.T. = 31+40.05

CURVE WG 1
P.I. = 10+42.13 WB
Y = 453,312.78
X = 728,341.39
DELTA = 28° 48' 48" (RT)
D = 34° 56' 11"
T = 42.13'
L = 82.47'
R = 164.00'
P.C. = 10+00.00 WB
P.T. = 10+82.47 WB

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	ALIGNMENT DETAIL	SHEET	E

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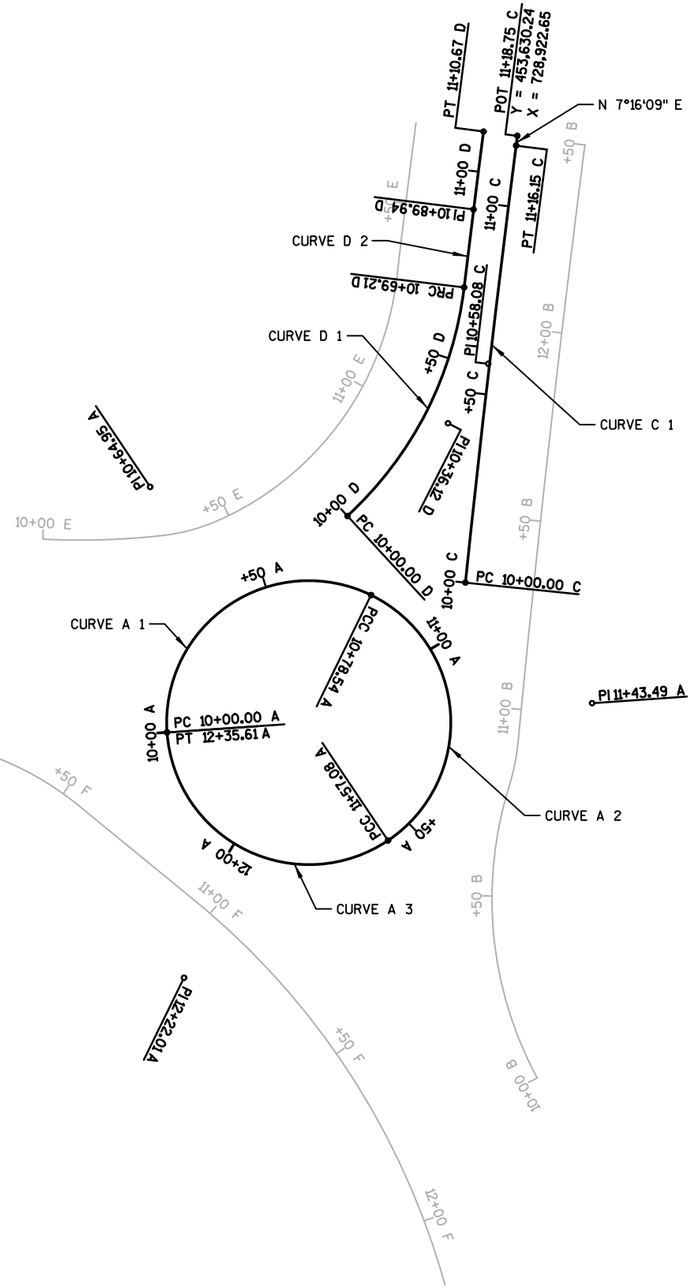
WISDOT/CADDS SHEET 42



N

CURVE A 1
P.I. = 10+64.95 A
Y = 453,537.53
X = 728,825.70
DELTA = 120° 00' 00" (RT)
D = 152° 47' 19"
T = 64.95'
L = 78.54'
R = 37.50'
P.C. = 10+00.00 A
P.T. = 10+78.54 A

CURVE A 2
P.I. = 11+43.49 A
Y = 453,480.45
X = 728,942.40
DELTA = 120° 00' 00" (RT)
D = 152° 47' 19"
T = 64.95'
L = 78.54'
R = 37.50'
P.C. = 10+78.54 A
P.T. = 11+57.08 A

CURVE A 3
P.I. = 12+22.01 A
Y = 453,407.95
X = 728,834.64
DELTA = 119° 59' 05" (RT)
D = 152° 47' 19"
T = 64.93'
L = 78.53'
R = 37.50'
P.C. = 11+57.08 A
P.T. = 12+35.61 A

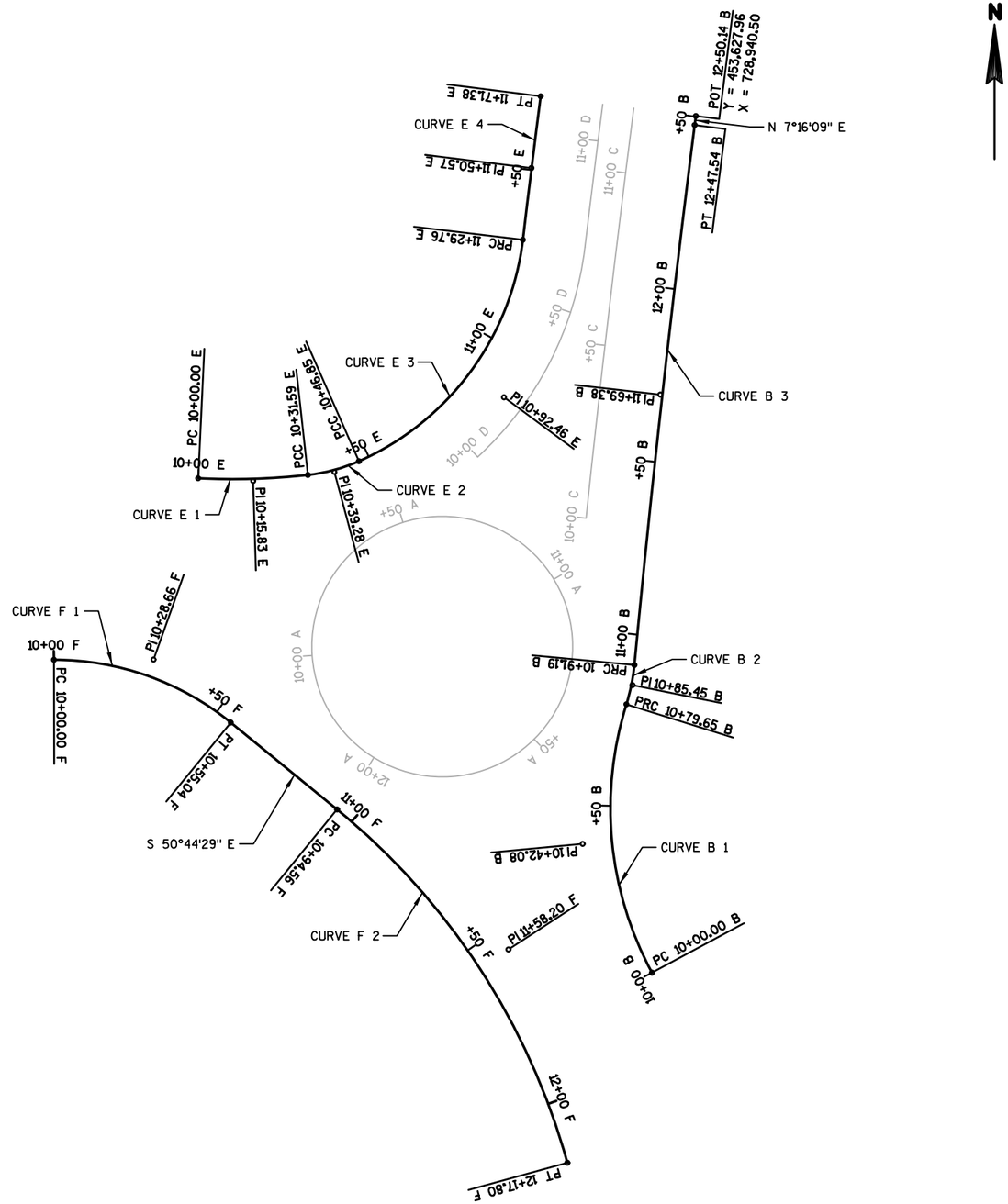
CURVE C 1
P.I. = 10+58.08 C
Y = 453,570.05
X = 728,914.97
DELTA = 1° 19' 34" (RT)
D = 1° 08' 31"
T = 58.08'
L = 116.15'
R = 5,018.00'
P.C. = 10+00.00 C
P.T. = 11+16.15 C

CURVE D 1
P.I. = 10+36.12 D
Y = 453,554.36
X = 728,904.33
DELTA = 40° 27' 46" (LT)
D = 58° 27' 54"
T = 36.12'
L = 69.21'
R = 98.00'
P.C. = 10+00.00 D
P.T. = 10+69.21 D

CURVE D 2
P.I. = 10+89.94 D
Y = 453,610.81
X = 728,911.09
DELTA = 0° 28' 21" (RT)
D = 1° 08' 23"
T = 20.73'
L = 41.47'
R = 5,027.00'
P.C. = 10+69.21 D
P.T. = 11+10.67 D

2

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	ALIGNMENT DETAIL	SHEET 112	E



CURVE B 1
P.I. = 10+42.08 B
Y = 453,418.57
X = 728,907.96
DELTA = 45° 38' 19" (RT)
D = 57° 17' 45"
T = 42.08'
L = 79.65'
R = 100.00'
P.C. = 10+00.00 B
P.T. = 10+79.65 B

CURVE B 2
P.I. = 10+85.45 B
Y = 453,464.24
X = 728,922.27
DELTA = 11° 54' 48" (RT)
D = 103° 14' 08"
T = 5.79'
L = 11.54'
R = 55.50'
P.C. = 10+79.65 B
P.T. = 10+91.19 B

CURVE B 3
P.I. = 11+69.38 B
Y = 453,547.83
X = 728,930.28
DELTA = 1° 47' 30" (RT)
D = 1° 08' 45"
T = 78.18'
L = 156.35'
R = 5,000.00'
P.C. = 10+91.19 B
P.T. = 12+47.54 B

CURVE E 1
P.I. = 10+15.83 E
Y = 453,522.98
X = 728,813.18
DELTA = 9° 03' 01" (LT)
D = 28° 38' 52"
T = 15.83'
L = 31.59'
R = 200.00'
P.C. = 10+00.00 E
P.T. = 10+31.59 E

CURVE E 2
P.I. = 10+39.28 E
Y = 453,525.56
X = 728,828.91
DELTA = 17° 28' 51" (LT)
D = 114° 35' 30"
T = 7.69'
L = 15.26'
R = 50.00'
P.C. = 10+31.59 E
P.T. = 10+46.85 E

CURVE E 3
P.I. = 10+92.46 E
Y = 453,547.06
X = 728,885.33
DELTA = 59° 23' 08" (LT)
D = 71° 37' 11"
T = 45.62'
L = 82.92'
R = 80.00'
P.C. = 10+46.85 E
P.T. = 11+29.76 E

CURVE E 4
P.I. = 11+50.57 E
Y = 453,613.02
X = 728,893.22
DELTA = 0° 28' 21" (RT)
D = 1° 08' 09"
T = 20.81'
L = 41.61'
R = 5,045.00'
P.C. = 11+29.76 E
P.T. = 11+71.38 E

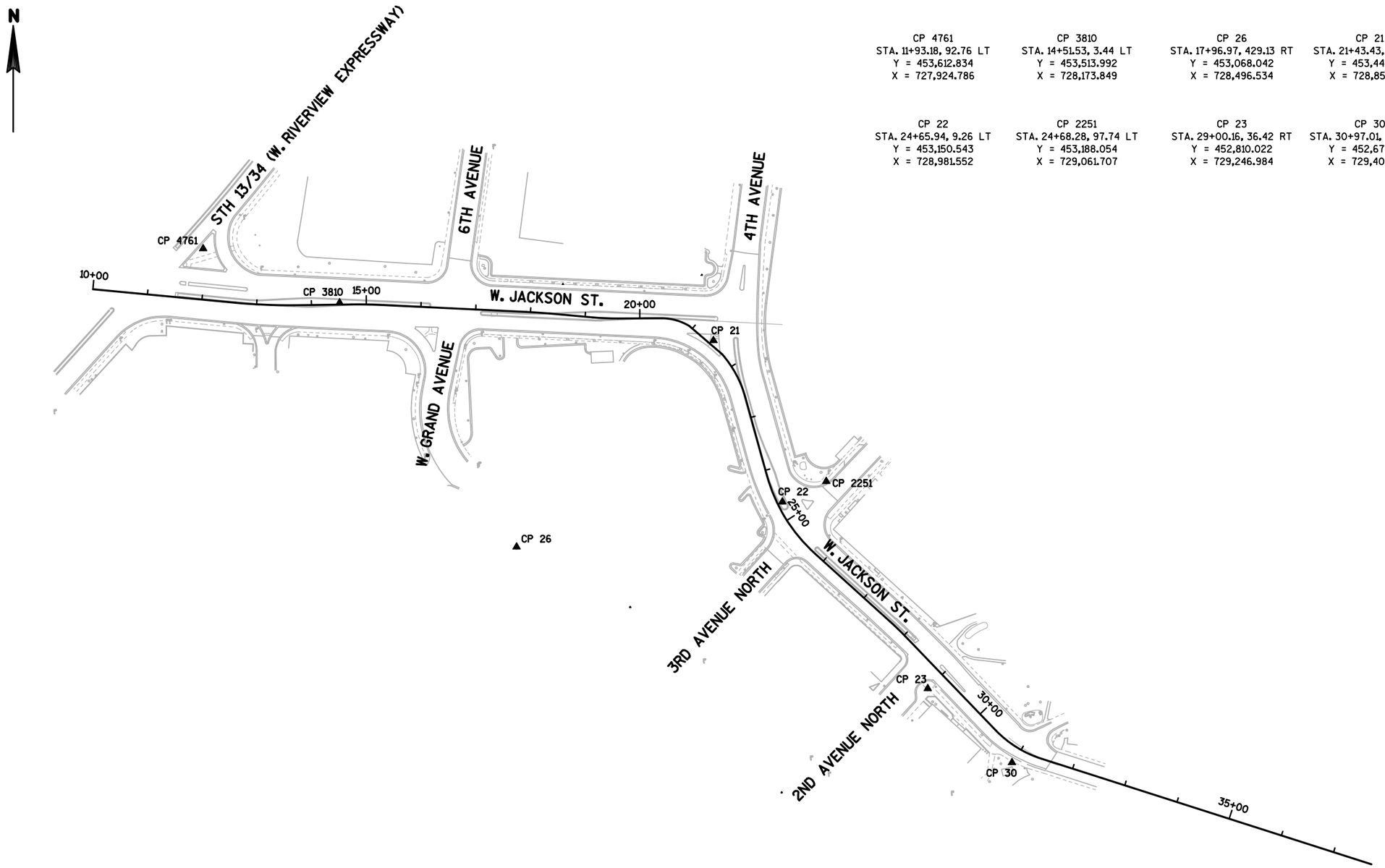
CURVE F 1
P.I. = 10+28.66 F
Y = 453,471.59
X = 728,784.53
DELTA = 39° 25' 18" (RT)
D = 71° 37' 11"
T = 28.66'
L = 55.04'
R = 80.00'
P.C. = 10+00.00 F
P.T. = 10+55.04 F

CURVE F 2
P.I. = 11+58.20 F
Y = 453,388.17
X = 728,886.60
DELTA = 35° 18' 24" (RT)
D = 28° 38' 52"
T = 63.65'
L = 123.24'
R = 200.00'
P.C. = 10+94.56 F
P.T. = 12+17.80 F

2

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	ALIGNMENT DETAIL	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\027203_ad.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



CP 4761
STA. 11+93.18, 92.76 LT
Y = 453,612.834
X = 727,924.786

CP 3810
STA. 14+51.53, 3.44 LT
Y = 453,513.992
X = 728,173.849

CP 26
STA. 17+96.97, 429.13 RT
Y = 453,068.042
X = 728,496.534

CP 21
STA. 21+43.43, 8.74 LT
Y = 453,445.253
X = 728,855.871

CP 22
STA. 24+65.94, 9.26 LT
Y = 453,150.543
X = 728,981.552

CP 2251
STA. 24+68.28, 97.74 LT
Y = 453,188.054
X = 729,061.707

CP 23
STA. 29+00.16, 36.42 RT
Y = 452,810.022
X = 729,246.984

CP 30
STA. 30+97.01, 28.28 RT
Y = 452,674.864
X = 729,400.632

2

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CONTROL POINT DATA	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\027301_cp.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

6999-11-78

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	30.000	30.000
0004	201.0220	Grubbing	ID	30.000	30.000
0006	204.0100	Removing Concrete Pavement	SY	20,200.000	20,200.000
0008	204.0150	Removing Curb & Gutter	LF	575.000	575.000
0010	204.0155	Removing Concrete Sidewalk	SY	4,375.000	4,375.000
0012	204.0185	Removing Masonry	CY	4.000	4.000
0014	204.0195	Removing Concrete Bases	EACH	35.000	35.000
0016	204.0210	Removing Manholes	EACH	8.000	8.000
0018	204.0220	Removing Inlets	EACH	30.000	30.000
0020	204.0245	Removing Storm Sewer (size) 01. 12-Inch or Less	LF	715.000	715.000
0022	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	226.000	226.000
0024	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	247.000	247.000
0026	204.0245	Removing Storm Sewer (size) 04. 21-Inch	LF	298.000	298.000
0028	204.0245	Removing Storm Sewer (size) 05. 24-Inch	LF	269.000	269.000
0030	204.0245	Removing Storm Sewer (size) 06. 30-Inch	LF	513.000	513.000
0032	204.0246	Removing Ancillary Structure (structure) 01. S-71-025	EACH	1.000	1.000
0034	205.0100	Excavation Common	CY	13,957.000	13,957.000
0036	213.0100	Finishing Roadway (project) 01. 6999-11-78	EACH	1.000	1.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	17,250.000	17,250.000
0040	312.0110	Select Crushed Material	TON	2,218.000	2,218.000
0042	405.0200	Coloring Concrete Custom	CY	372.000	372.000
0044	415.0085	Concrete Pavement 8 1/2-Inch	SY	430.000	430.000
0046	415.0410	Concrete Pavement Approach Slab	SY	65.000	65.000
0048	415.4100	Concrete Pavement Joint Filling	SY	430.000	430.000
0050	416.0160	Concrete Driveway 6-Inch	SY	435.000	435.000
0052	416.0512	Concrete Truck Apron 12-Inch	SY	1,030.000	1,030.000
0054	416.0610	Drilled Tie Bars	EACH	85.000	85.000
0056	416.0620	Drilled Dowel Bars	EACH	120.000	120.000
0058	450.4000	HMA Cold Weather Paving	TON	560.000	560.000
0060	455.0605	Tack Coat	GAL	1,245.000	1,245.000
0062	460.2000	Incentive Density HMA Pavement	DOL	3,270.000	3,270.000
0064	460.6223	HMA Pavement 3 MT 58-28 S	TON	3,650.000	3,650.000
0066	460.7424	HMA Pavement 4 HT 58-28 H	TON	1,460.000	1,460.000
0068	465.0105	Asphaltic Surface	TON	209.000	209.000
0070	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	117.000	117.000
0072	520.8000	Concrete Collars for Pipe	EACH	16.000	16.000
0074	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	215.000	215.000
0076	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	1,315.000	1,315.000
0078	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	440.000	440.000
0080	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	5,490.000	5,490.000
0082	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	85.000	85.000
0084	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	220.000	220.000
0086	601.0600	Concrete Curb Pedestrian	LF	189.000	189.000
0088	602.0405	Concrete Sidewalk 4-Inch	SF	19,400.000	19,400.000
0090	602.0415	Concrete Sidewalk 6-Inch	SF	5,930.000	5,930.000
0092	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	602.000	602.000
0094	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	143.000	143.000
0096	603.8000	Concrete Barrier Temporary Precast Delivered	LF	450.000	450.000
0098	603.8125	Concrete Barrier Temporary Precast Installed	LF	450.000	450.000

6999-11-78

Line	Item	Item Description	Unit	Total	Qty
0100	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	69.000	69.000
0102	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	513.000	513.000
0104	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	900.000	900.000
0106	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	227.000	227.000
0108	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	346.000	346.000
0110	608.0421	Storm Sewer Pipe Reinforced Concrete Class IV 21-Inch	LF	348.000	348.000
0112	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	162.000	162.000
0114	611.0420	Reconstructing Manholes	EACH	3.000	3.000
0116	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0118	611.0624	Inlet Covers Type H	EACH	23.000	23.000
0120	611.0627	Inlet Covers Type HM	EACH	1.000	1.000
0122	611.0630	Inlet Covers Type HM-GJ	EACH	16.000	16.000
0124	611.0639	Inlet Covers Type H-S	EACH	11.000	11.000
0126	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0128	611.1004	Catch Basins 4-FT Diameter	EACH	14.000	14.000
0130	611.1230	Catch Basins 2x3-FT	EACH	36.000	36.000
0132	611.2003	Manholes 3-FT Diameter	EACH	1.000	1.000
0134	611.2004	Manholes 4-FT Diameter	EACH	3.000	3.000
0136	611.2005	Manholes 5-FT Diameter	EACH	6.000	6.000
0138	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000
0140	611.3225	Inlets 2x2.5-FT	EACH	2.000	2.000
0142	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0144	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	6.000	6.000
0146	612.0208	Pipe Underdrain Unperforated 8-Inch	LF	14.000	14.000
0148	614.0905	Crash Cushions Temporary	EACH	2.000	2.000
0150	616.0700.S	Fence Safety	LF	1,000.000	1,000.000
0152	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6999-11-78	EACH	1.000	1.000
0154	619.1000	Mobilization	EACH	1.000	1.000
0156	620.0300	Concrete Median Sloped Nose	SF	746.000	746.000
0158	623.0200	Dust Control Surface Treatment	SY	24,950.000	24,950.000
0160	624.0100	Water	MGAL	255.000	255.000
0162	625.0100	Topsoil	SY	6,770.000	6,770.000
0164	627.0200	Mulching	SY	4,250.000	4,250.000
0166	628.1504	Silt Fence	LF	710.000	710.000
0168	628.1520	Silt Fence Maintenance	LF	1,420.000	1,420.000
0170	628.1905	Mobilizations Erosion Control	EACH	8.000	8.000
0172	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0174	628.7005	Inlet Protection Type A	EACH	61.000	61.000
0176	628.7010	Inlet Protection Type B	EACH	1.000	1.000
0178	628.7015	Inlet Protection Type C	EACH	47.000	47.000
0180	628.7020	Inlet Protection Type D	EACH	23.000	23.000
0182	628.7560	Tracking Pads	EACH	7.000	7.000
0184	629.0210	Fertilizer Type B	CWT	6.900	6.900
0186	630.0300	Seeding Borrow Pit	LB	46.000	46.000
0188	630.0500	Seed Water	MGAL	11.000	11.000
0190	631.0300	Sod Water	MGAL	134.000	134.000
0192	631.1000	Sod Lawn	SY	5,970.000	5,970.000
0194	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	4.000	4.000
0196	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	3.000	3.000

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Line	Item	Item Description	Unit	Total	Qty
0198	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	2.000	2.000
0200	637.2210	Signs Type II Reflective H	SF	354.100	354.100
0202	637.2215	Signs Type II Reflective H Folding	SF	10.360	10.360
0204	637.2230	Signs Type II Reflective F	SF	48.500	48.500
0206	638.2102	Moving Signs Type II	EACH	1.000	1.000
0208	638.2602	Removing Signs Type II	EACH	25.000	25.000
0210	638.3000	Removing Small Sign Supports	EACH	21.000	21.000
0212	638.3100	Removing Structural Steel Sign Supports	EACH	6.000	6.000
0214	642.5401	Field Office Type D	EACH	1.000	1.000
0216	643.0300	Traffic Control Drums	DAY	19,206.000	19,206.000
0218	643.0410	Traffic Control Barricades Type II	DAY	2,155.000	2,155.000
0220	643.0420	Traffic Control Barricades Type III	DAY	6,666.000	6,666.000
0222	643.0705	Traffic Control Warning Lights Type A	DAY	6,222.000	6,222.000
0224	643.0715	Traffic Control Warning Lights Type C	DAY	2,514.000	2,514.000
0226	643.0800	Traffic Control Arrow Boards	DAY	243.000	243.000
0228	643.0900	Traffic Control Signs	DAY	26,715.000	26,715.000
0230	643.0920	Traffic Control Covering Signs Type II	EACH	1.000	1.000
0232	643.1050	Traffic Control Signs PCMS	DAY	21.000	21.000
0234	643.5000	Traffic Control	EACH	1.000	1.000
0236	644.1410	Temporary Pedestrian Surface Asphalt	SF	905.000	905.000
0238	644.1420	Temporary Pedestrian Surface Plywood	SF	100.000	100.000
0240	644.1430	Temporary Pedestrian Surface Plate	SF	100.000	100.000
0242	644.1601	Temporary Pedestrian Curb Ramp	DAY	34.000	34.000
0244	644.1810	Temporary Pedestrian Barricade	LF	4,205.000	4,205.000
0246	646.1020	Marking Line Epoxy 4-Inch	LF	2,254.000	2,254.000
0248	646.3020	Marking Line Epoxy 8-Inch	LF	1,362.000	1,362.000
0250	646.5020	Marking Arrow Epoxy	EACH	11.000	11.000
0252	646.5120	Marking Word Epoxy	EACH	6.000	6.000
0254	646.5220	Marking Symbol Epoxy	EACH	4.000	4.000
0256	646.6120	Marking Stop Line Epoxy 18-Inch	LF	209.000	209.000
0258	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	105.000	105.000
0260	646.7120	Marking Diagonal Epoxy 12-Inch	LF	209.000	209.000
0262	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,300.000	1,300.000
0264	646.8120	Marking Curb Epoxy	LF	254.000	254.000
0266	646.8220	Marking Island Nose Epoxy	EACH	11.000	11.000
0268	646.8320	Marking Parking Stall Epoxy	LF	195.000	195.000
0270	649.0155	Temporary Marking Line Removable Contrast Tape 4-Inch	LF	445.000	445.000
0272	649.0255	Temporary Marking Line Removable Contrast Tape 8-Inch	LF	760.000	760.000
0274	649.0960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	245.000	245.000
0276	650.4000	Construction Staking Storm Sewer	EACH	63.000	63.000
0278	650.4500	Construction Staking Subgrade	LF	2,055.000	2,055.000
0280	650.5000	Construction Staking Base	LF	1,985.000	1,985.000
0282	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	9,560.000	9,560.000
0284	650.7000	Construction Staking Concrete Pavement	LF	69.000	69.000
0286	650.8500	Construction Staking Electrical Installations (project) 01. 6999-11-78	LS	1.000	1.000
0288	650.9000	Construction Staking Curb Ramps	EACH	50.000	50.000
0290	650.9910	Construction Staking Supplemental Control (project) 01. 6999-11-78	LS	1.000	1.000
0292	650.9920	Construction Staking Slope Stakes	LF	2,055.000	2,055.000
0294	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	672.000	672.000

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Line	Item	Item Description	Unit	Total	Qty
0296	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	3,640.000	3,640.000
0298	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	1,858.000	1,858.000
0300	652.0700.S	Install Conduit into Existing Item	EACH	9.000	9.000
0302	652.0800	Conduit Loop Detector	LF	391.000	391.000
0304	653.0135	Pull Boxes Steel 24x36-Inch	EACH	1.000	1.000
0306	653.0140	Pull Boxes Steel 24x42-Inch	EACH	3.000	3.000
0308	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	22.000	22.000
0310	653.0900	Adjusting Pull Boxes	EACH	2.000	2.000
0312	653.0905	Removing Pull Boxes	EACH	17.000	17.000
0314	654.0101	Concrete Bases Type 1	EACH	4.000	4.000
0316	654.0102	Concrete Bases Type 2	EACH	1.000	1.000
0318	654.0215	Concrete Control Cabinet Bases Type 9	EACH	1.000	1.000
0320	655.0230	Cable Traffic Signal 5-14 AWG	LF	220.000	220.000
0322	655.0240	Cable Traffic Signal 7-14 AWG	LF	63.000	63.000
0324	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,045.000	1,045.000
0326	655.0290	Cable Traffic Signal 21-14 AWG	LF	325.000	325.000
0328	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	638.000	638.000
0330	655.0610	Electrical Wire Lighting 12 AWG	LF	5,382.000	5,382.000
0332	655.0630	Electrical Wire Lighting 4 AWG	LF	41,129.000	41,129.000
0334	655.0700	Loop Detector Lead In Cable	LF	4,546.000	4,546.000
0336	655.0800	Loop Detector Wire	LF	1,342.000	1,342.000
0338	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. Lighting System	LS	1.000	1.000
0340	657.0100	Pedestal Bases	EACH	4.000	4.000
0342	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000	1.000
0344	657.0305	Poles Type 2	EACH	1.000	1.000
0346	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	1.000	1.000
0348	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	1.000	1.000
0350	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	2.000	2.000
0352	657.0595	Trombone Arms 25-FT	EACH	1.000	1.000
0354	658.0173	Traffic Signal Face 3S 12-Inch	EACH	2.000	2.000
0356	658.0175	Traffic Signal Face 5S 12-Inch	EACH	3.000	3.000
0358	658.0416	Pedestrian Signal Face 16-Inch	EACH	4.000	4.000
0360	658.0500	Pedestrian Push Buttons	EACH	4.000	4.000
0362	658.5069	Signal Mounting Hardware (location) 01. W. Grand Avenue & STH 13/34/73 (W. Riverview Expressway)	LS	1.000	1.000
0364	661.0200	Temporary Traffic Signals for Intersections (location) 01. W. Grand Avenue & STH 13/34/73 (W. Riverview Expressway)	LS	1.000	1.000
0366	674.0300	Remove Cable	LF	525.000	525.000
0368	690.0150	Sawing Asphalt	LF	636.000	636.000
0370	690.0250	Sawing Concrete	LF	2,728.000	2,728.000
0372	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	130.000	130.000
0374	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0376	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,260.000	1,260.000
0378	SPV.0060	Special 01. Manhole Covers Type JB	EACH	15.000	15.000
0380	SPV.0060	Special 02. Light Unit Wisconsin Rapids, Single Arm	EACH	28.000	28.000
0382	SPV.0060	Special 03. Light Unit Wisconsin Rapids, Dual Arm	EACH	9.000	9.000
0384	SPV.0060	Special 04. Salvage and Reinstall Light Unit Wisconsin Rapids	EACH	4.000	4.000
0386	SPV.0060	Special 05. Sign Pole Wisconsin Rapids	EACH	3.000	3.000
0388	SPV.0060	Special 06. Street Light Removal	EACH	10.000	10.000

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Line	Item	Item Description	Unit	Total	Qty
0390	SPV.0060	Special 07. Locate and Reference Property Corners	EACH	8.000	8.000
0392	SPV.0060	Special 08. Reset Property Corners	EACH	8.000	8.000
0394	SPV.0060	Special 09. Reconnect Storm Sewer Laterals	EACH	4.000	4.000
0396	SPV.0060	Special 10. Utility Line Opening (ULO)	EACH	6.000	6.000
0398	SPV.0060	Special 11. Remove and Transport Traffic Signal System, W. Jackson St. & W. Grand Ave.	EACH	1.000	1.000
0400	SPV.0060	Special 12. Remove and Transport Traffic Signal System, W. Grand Ave. & Riverview Exp.	EACH	1.000	1.000
0402	SPV.0060	Special 13. Install Sanitary Manhole Cover	EACH	5.000	5.000
0404	SPV.0060	Special 14. Adjust Water Valve Box	EACH	10.000	10.000
0406	SPV.0060	Special 15. Unclassified Excavation for Discontinued Water Main ID 6999-11-78	EACH	1.000	1.000
0408	SPV.0060	Special 16. Lighting Control Cabinet Wisconsin Rapids	EACH	1.000	1.000
0410	SPV.0075	Special 01. Street Sweeping	HRS	80.000	80.000
0412	SPV.0090	Special 01. Concrete Curb & Gutter 4-Inch Sloped 24-Inch Type D	LF	2,235.000	2,235.000
0414	SPV.0090	Special 02. Posts Round Tubular Steel 2 3/8-Inch	LF	599.500	599.500
0416	SPV.0180	Special 01. Salvage and Replace Landscaping Stone	SY	13.000	13.000
0418	SPV.0180	Special 02. Salvage and Replace Landscaping Mulch	SY	52.000	52.000
0420	SPV.0180	Special 03. Shredded Hardwood Bark Mulch	SY	60.000	60.000
0422	SPV.0180	Special 04. Preparing Topsoil for Lawn Type Turf	SY	5,970.000	5,970.000
0424	SPV.0195	Special 01. Excavation, Hauling, and Disposal Of Contam Material (Bioremediation)	TON	100.000	100.000
0426	SPV.0195	Special 02. Excavation, Hauling, and Disposal Of Contam Material (Direct Landfill)	TON	1,110.000	1,110.000

CLEARING AND GRUBBING

CATEGORY	STATION-STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
0010	BOP - 17+50	LT	8	8
	17+50 - 22+50	LT	8	8
	22+50 - 27+50	RT	6	6
	27+50 - EOP	RT	8	8
		TOTALS	30	30

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION - STATION	LOCATION	204.0100 SY
0010	BOP - 17+50	RT/LT	8,150
	17+50 - 22+50	RT/LT	5,300
	22+50 - 27+50	RT/LT	3,900
	27+50 - EOP	RT/LT	2,850
		TOTAL	20,200

REMOVING CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	204.0150 LF
0010	BOP - 17+50	RT/LT	170
	17+50 - 22+50	RT/LT	50
	22+50 - 27+50	RT/LT	320
	27+50 - EOP	RT/LT	35
		TOTAL	575

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION - STATION	LOCATION	204.0155 SY
0010	BOP - 17+50	RT/LT	1,500
	17+50 - 22+50	RT/LT	1,390
	22+50 - 27+50	RT/LT	850
	27+50 - EOP	RT/LT	635
		TOTAL	4,375

REMOVING MASONRY

CATEGORY	STATION - STATION	LOCATION	204.0185 CY
0010	UNDISTRIBUTED	RT/LT	4

REMOVING CONCRETE BASES

CATEGORY	STATION - STATION	LOCATION	204.0195 EACH
0010	BOP - 17+50	RT/LT	20
	17+50 - 22+50	RT/LT	9
	22+50 - 27+50	RT/LT	3
	27+50 - EOP	RT/LT	3
		TOTAL	35

STREET LIGHT REMOVAL

CATEGORY	STATION - STATION	LOCATION	SPV.0060.06 EACH
0010	BOP - 17+50	RT/LT	3
	17+50 - 22+50	RT/LT	2
	22+50 - 27+50	RT/LT	3
	27+50 - EOP	RT/LT	2
		TOTAL	10

STORM SEWER REMOVALS

CATEGORY	STATION - STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245 REMOVING STORM SEWER .01 12-INCH OR LESS LF	.02 15-INCH LF	.03 18-INCH LF	.04 21-INCH LF	.05 24-INCH LF	.06 30-INCH LF
0010	BOP - 17+50	RT/LT	7	14	237	209	134	298	269	91
	17+50 - 22+50	RT/LT	--	4	201	--	--	--	--	422
	22+50 - 27+50	RT/LT	1	5	248	17	49	--	--	--
	27+50 - EOP	RT/LT	--	7	29	--	64	--	--	--
		TOTALS	8	30	715	226	247	298	269	513

SIGN STRUCTURE REMOVALS

CATEGORY	STATION	LOCATION	204.0246 REMOVING ANCILLARY STRUCTURE 01. S-71-025 EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
0010	13+98	LT	1	--
	15+00	RT	--	1
	18+05	LT	--	1
	20+67	RT	--	1
	22+00	LT	--	1
	11+25 WG	RT	--	1
	10+94 C	LT	--	1
		TOTALS	1	6

EARTHWORK SUMMARY

CATEGORY	DIVISION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	SALVAGED/ UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	REDUCED EBS IN FILL (5) FACTOR 0.90 CY	EXPANDED EBS BACKFILL (6) FACTOR 1.30 CY	UNEXPANDED FILL CY	EXPANDED FILL (7) FACTOR 1.11 CY	MASS ORDINATE +/- (8)	WASTE CY	312.0110 SELECT CRUSHED MATERIAL (3) TON
0010	STAGE 1	MAINLINE	5,660	283	3,021	2,639	255	368	246	273	2,366	2,366	644
		ROUNDABOUT	800	42	0	800	37	54	137	152	648	648	95
		4TH STREET	398	19	0	398	17	25	7	8	390	390	44
		3rd STREET	689	34	0	689	31	45	0	0	689	689	78
		DRIVEWAYS / PARKING LOTS	156	8	0	156	7	10	0	0	156	156	18
		SUBTOTALS DIVISION 1		8,090	3,021	4,682	348	502	390	433	4,250	4,250	879
	STAGE 2	MAINLINE	3,627	506	2,003	1,624	455	657	105	117	1,507	1,507	1,150
		WESTBOUND RIGHT (SLIP LANE)	708	35	0	708	32	46	0	0	708	708	80
		W. GRAND AVENUE	635	32	0	635	29	42	44	49	586	586	73
		6TH AVENUE NORTH	245	12	0	245	11	16	0	0	245	245	28
		DRIVEWAYS	64	3	0	64	3	4	0	0	64	64	7
		SUBTOTALS DIVISION 2		5,867	2,003	3,275	530	765	150	166	3,109	3,109	1,339
		TOTALS		13,957									2,218

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100.

2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.

4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.

5) REDUCED EBS IN FILL: EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.90.

6) EXPANDED EBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL FACTOR = 1.30.

7) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.11.

8) MASS ORDINATE: MASS ORDINATE = (AVAILABLE MATERIAL - EXPANDED FILL)
PLUS MASS ORDINATE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS MASS ORDINATE QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

3

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100.01 EACH
0010	6999-11-78	1

BASE AGGREGATE DENSE

CATEGORY	STATION - STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER (FOR COMPACTION) MGAL
0010	BOP - 17+50	RT/LT	6,900	100
	17+50 - 22+50	RT/LT	4,400	66
	22+50 - 27+50	RT/LT	3,500	52
	27+50 - EOP	RT/LT	2,450	37
		TOTALS	17,250	255

COLORING CONCRETE CUSTOM

CATEGORY	STATION - STATION	LOCATION	405.0200 CY
0010	BOP - 17+50	RT/LT	41
	17+50 - 22+50	RT/LT	205
	22+50 - 27+50	RT/LT	84
	27+50 - EOP	RT/LT	43
		TOTAL	372

CONCRETE PAVEMENT ITEMS

CATEGORY	STATION - STATION	LOCATION	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	415.0085 CONCRETE PAVEMENT 8.5-INCH SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
0010	BOP - 17+50	RT/LT	---	430	430	85	120
	17+50 - 22+50	RT/LT	---	---	---	---	---
	22+50 - 27+50	RT/LT	---	---	---	---	---
	27+50 - EOP	RT/LT	65	---	---	---	---
		TOTALS	65	430	430	85	120

CONCRETE DRIVEWAY 6-INCH

CATEGORY	STATION	OFFSET	416.0160 SY
0010	15+19	RT	120
	17+65	RT	80
	23+29	RT	65
	25+15	LT	55
	28+50	LT	45
	31+21	LT	70
		TOTAL	435

CONCRETE TRUCK APRON 12-INCH

CATEGORY	STATION	OFFSET	416.0512 SY
0010	BOP - 17+50	RT/LT	30
	17+50 - 22+50	RT/LT	620
	22+50 - 27+50	RT/LT	250
	27+50 - EOP	RT/LT	130
		TOTAL	1,030

ASPHALTIC ITEMS

CATEGORY	STATION - STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.7424 HMA PAVEMENT 4 HT 58-28 H TON	465.0105 ASPHALTIC SURFACE (PATH) TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (DRIVEWAYS) TON
0010	BOP - 17+50	RT/LT	560	545	1,600	640	69	22
	17+50 - 22+50	RT/LT	---	275	810	325	58	2
	22+50 - 27+50	RT/LT	---	235	685	275	53	91
	27+50 - EOP	RT/LT	---	190	555	220	29	2
		TOTALS	560	1,245	3,650	1,460	209	117

NOTE: A CONVERSION FACTOR OF 112 LBS/SY/IN WAS USED TO ESTIMATE QUANTITIES FOR HMA PAVEMENT.

CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	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	601.0551 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.01 CONCRETE CURB & GUTTER 4-INCH SLOPED 24-INCH TYPE D SPECIAL LF
0010	BOP - 17+50	RT/LT	100	1,240	335	2,040	---	---	79	115
	17+50 - 22+50	RT/LT	115	---	---	1,320	85	220	110	825
	22+50 - 27+50	RT/LT	---	49	---	1,370	---	---	---	815
	27+50 - EOP	RT/LT	---	26	105	760	---	---	---	480
		TOTALS	215	1,315	440	5,490	85	220	189	2,235

CONCRETE SIDEWALK

CATEGORY	STATION - STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF
0010	BOP - 17+50	RT/LT	7,050	2,550
	17+50 - 22+50	RT/LT	6,700	730
	22+50 - 27+50	RT/LT	3,100	1,200
	27+50 - EOP	RT/LT	2,550	1,450
		TOTALS	19,400	5,930

CURB RAMP DETECTABLE WARNING FIELD

CATEGORY	STATION - STATION	LOCATION	602.0515 NATURAL PATINA SF	602.0615 RADIAL NATURAL PATINA SF
0010	BOP - 17+50	RT/LT	298	60
	17+50 - 22+50	RT/LT	224	---
	22+50 - 27+50	RT/LT	20	51
	27+50 - EOP	RT/LT	60	32
		TOTALS	602	143

STORM SEWER

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0421 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 21-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	612.0206 6-INCH LF	612.0208 8-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH
0010	230	235	---	---	33	---	---	---	---	---	---	---
	231	230	---	---	10	---	---	---	---	---	---	---
	235	245	---	---	---	---	---	49	---	---	---	---
	236	-	---	---	---	-	---	---	---	---	---	1
	237	236	---	---	---	8	---	---	---	---	---	---
	238	237	---	---	---	---	---	---	---	---	---	1
	240	235	---	---	---	---	---	5	---	---	---	---
	245	280	---	---	---	---	---	164	---	---	---	---
	250	240	---	---	---	---	---	17	---	---	---	---
	255	250	---	---	---	---	---	113	---	---	---	---
	260	255	---	---	52	---	---	---	---	---	---	1
	264	250	---	---	---	---	8	---	---	---	---	---
	265	264	---	---	---	---	40	---	---	---	---	---
	266	265	---	---	9	---	---	---	---	---	---	---
	268	265	---	---	74	---	---	---	---	---	---	---
	269	268	---	---	8	---	---	---	---	---	---	---
	270	265	---	---	---	---	---	---	---	6	---	---
	280	283	---	---	---	---	---	---	86	---	---	---
	282	283	---	---	8	---	---	---	---	---	---	---
	283	305	---	---	---	---	---	---	76	---	---	---
	285	280	---	---	31	---	---	---	---	---	---	---
	290	285	---	---	14	---	---	---	---	---	---	---
	295	290	---	---	39	---	---	---	---	---	---	---
	300	295	---	---	5	---	---	---	---	---	---	1
	305	325	---	88	---	---	---	---	---	---	---	---
	310	305	---	---	---	174	---	---	---	---	---	---
	315	310	---	---	24	---	---	---	---	---	---	---
	320	310	---	---	26	---	---	---	---	---	---	---
	325	364	---	336	---	---	---	---	---	---	---	---
	326	325	---	---	9	---	---	---	---	---	---	1
	330	325	---	---	---	---	10	---	---	---	---	---
	345	330	---	---	---	---	19	---	---	---	---	---
	347	348	---	---	7	---	---	---	---	---	---	---
	348	345	---	---	52	---	---	---	---	---	---	---
	350	345	---	---	---	---	13	---	---	---	---	---
	355	350	---	---	---	---	27	---	---	---	---	---
	360	355	---	---	---	---	12	---	---	---	---	1
	361	363	---	---	50	---	---	---	---	---	---	---
	362	361	---	---	8	---	---	---	---	---	---	---
	363	396	---	---	58	---	---	---	---	---	---	---
	364	396	---	74	---	---	---	---	---	---	---	---
	365	-	---	---	---	---	---	---	---	---	---	1
	366	364	22	---	---	---	---	---	---	---	---	---
	367	366	31	---	---	---	---	---	---	---	---	---
	371	372	---	---	21	---	---	---	---	---	---	---

CON'T NEXT SHEET

CON'T FROM PREVIOUS

STORM SEWER

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0421 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 21-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	612.0206 6-INCH LF	612.0208 8-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH
0010	372	396	---	---	29	---	---	---	---	---	---	---
	373	372	---	---	11	---	---	---	---	---	---	---
	375	367	---	---	24	---	---	---	---	---	---	---
	377	375	16	---	---	---	---	---	---	---	---	---
	380	377	---	---	4	---	---	---	---	---	---	1
	390	395	---	---	13	---	---	---	---	---	---	1
	395	364	---	---	37	---	---	---	---	---	---	---
	396	365	---	15	---	---	---	---	---	---	---	---
	397	366	---	---	7	---	---	---	---	---	---	---
	400	405	---	---	---	---	29	---	---	---	---	---
	401	400	---	---	---	---	20	---	---	---	---	---
	402	401	---	---	---	17	---	---	---	---	---	1
	405	415	---	---	---	---	6	---	---	---	---	---
	410	415	---	---	26	---	---	---	---	---	---	---
	415	416	---	---	---	---	53	---	---	---	---	---
	416	-	---	---	---	---	---	---	---	---	---	---
	440	401	---	---	---	---	44	---	---	---	---	---
	445	440	---	---	---	---	---	---	---	---	8	---
	450	440	---	---	---	---	---	---	---	---	6	---
	455	416	---	---	69	---	---	---	---	---	---	---
	460	455	---	---	42	---	---	---	---	---	---	1
	465	470	---	---	---	---	17	---	---	---	---	---
	467	465	---	---	---	---	7	---	---	---	---	1
	470	475	---	---	---	---	13	---	---	---	---	---
	475	480	---	---	---	---	22	---	---	---	---	---
	480	481	---	---	---	---	6	---	---	---	---	---
	481	-	---	---	---	---	-	---	---	---	---	1
	482	-	---	---	---	---	---	---	---	---	---	---
	490	494	---	---	23	---	---	---	---	---	---	---
	491	490	---	---	11	---	---	---	---	---	---	---
	492	493	---	---	24	---	---	---	---	---	---	---
	493	496	---	---	32	---	---	---	---	---	---	---
	494	-	---	---	-	---	---	---	---	---	---	1
	495	496	---	---	10	---	---	---	---	---	---	---
	496	497	---	---	---	10	---	---	---	---	---	---
	497	-	---	---	-	---	---	---	---	---	---	1
	498	499	---	---	---	9	---	---	---	---	---	---
	499	500	---	---	---	9	---	---	---	---	---	---
	500	-	---	---	---	-	---	---	---	---	---	1
TOTALS			69	513	900	227	346	348	162	6	14	16

INLETS, MANHOLES, MANHOLE COVERS, AND INLET COVERS

CATEGORY	STRUCT. ID#	STATION	OFFSET	611.0420 RECONSTRUCTING MANHOLES EACH	611.0430 RECONSTRUCTING INLETS EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1230 CATCH BASINS 2x3-FT EACH	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3225 INLETS 2x2.5-FT EACH	SPV.0060.01 MANHOLE COVERS TYPE JB EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0652 INLET COVERS TYPE T EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	230	12+66.5 ML	25.5 'RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	1
	231	12+56.6 ML	25.5 'RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	1
	235	12+85.5 ML	1.3 'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	1
	236	12+68.9 ML	189.0 'LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	237	12+61.2 ML	193.4 'LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	238	12+57.1 ML	196.1 'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	240	12+85.5 ML	6.4 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	245	13+30.1 ML	18.2 'RT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	250	12+85.0 ML	23.2 'LT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	1
	255	11+72.0 ML	23.5 'LT	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	260	11+71.1 ML	75.1 'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	264	12+88.5 ML	30.7 'LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	265	13+07.0 ML	66.5 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	1
	266	13+17.0 ML	66.1 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	1
	268	12+30.0 ML	65.4 'LT	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	269	12+28.0 ML	57.3 'LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	270	13+09.2 ML	71.9 'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	280	14+94.0 ML	29.8 'RT	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	282	15+81.0 ML	15.5 'RT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	283	15+81.0 ML	23.2 'RT	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	285	14+93.5 ML	1.3 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	290	14+94.5 ML	15.4 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	295	14+96.0 ML	54.2 'LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	300	14+96.2 ML	59.4 'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	305	16+57.0 ML	27.8 'RT	---	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	1
	310	10+33.4 WG	0.7 'LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	315	10+32.5 WG	25.0 'LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	320	10+33.5 WG	25.5 'RT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	325	17+45.4 ML	27.6 'RT	---	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	1
	326	17+47.0 ML	36.4 'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	330	17+44.0 ML	17.4 'RT	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	345	17+46.5 ML	1.3 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	347	16+94.5 ML	13.8 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	348	16+94.5 ML	6.6 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	350	17+46.5 ML	14.7 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	355	17+46.0 ML	41.5 'LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	360	17+45.7 ML	53.3 'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	361	21+05.5 ML	141.1 'LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	362	20+98.7 ML	137.1 'LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	363	21+27.5 ML	95.9 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	1
	364	20+96.0 ML	19.0 'RT	---	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	1
	365	21+53.8 ML	48.4 'LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	366	20+83.5 ML	1.3 'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	1
	367	20+76.5 ML	31.0 'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	1
	371	21+78.0 ML	7.2 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	1

CON'T NEXT SHEET

CON'T FROM PREVIOUS

INLETS, MANHOLES, MANHOLE COVERS, AND INLET COVERS

CATEGORY	STRUCT. ID#	STATION	OFFSET	611.0420 RECONSTRUCTING MANHOLES EACH	611.0430 RECONSTRUCTING INLETS EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1230 CATCH BASINS 2x3-FT EACH	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3225 INLETS 2x2.5-FT EACH	SPV.0060.01 MANHOLE COVERS TYPE JB EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0652 INLET COVERS TYPE T EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	372	21+63.0 ML	20.2 'LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	373	21+56.0 ML	12.0 'LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	375	20+81.5 ML	53.5 'LT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	1
	377	20+86.2 ML	0.0 'RT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	1
	380	20+85.0 ML	71.4 'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	390	21+34.1 ML	31.1 'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	395	21+32.5 ML	17.8 'RT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	396	21+41.2 ML	39.4 'LT	---	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	1
	397	20+88.0 ML	6.5 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	1
	400	24+58.0 ML	15.5 'RT	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	401	24+75.2 ML	23.7 'RT	---	---	---	---	---	---	---	---	1	---	1	---	---	---	---	---	1
	402	24+62.0 ML	31.9 'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	405	24+67.0 ML	12.3 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	410	24+45.5 ML	35.5 'LT	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	415	24+67.0 ML	18.7 'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	1
	416	25+22.5 ML	35.3 'LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	440	25+10.7 ML	44.3 'RT	---	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	1
	445	25+05.0 ML	48.8 'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	450	25+15.1 ML	47.5 'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	455	24+78.7 ML	94.8 'LT	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	460	25+25.4 ML	124.3 'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	465	28+07.5 ML	15.5 'RT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	467	28+07.7 ML	22.1 'RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	470	28+06.5 ML	1.3 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	475	28+05.5 ML	13.9 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	480	28+04.0 ML	35.5 'LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	481	28+03.8 ML	41.1 'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	482	28+32.8 ML	43.0 'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	490	29+99.0 ML	15.5 'RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	1
	491	29+88.0 ML	15.5 'RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	1
	492	29+99.0 ML	12.7 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	493	29+76.0 ML	4.5 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1
	494	30+17.3 ML	30.2 'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	495	29+71.5 ML	35.5 'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	1
	496	29+82.0 ML	35.5 'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	1
	497	29+71.7 ML	36.1 'LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	498	31+41.0 ML	23.4 'LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	499	31+45.3 ML	30.9 'LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	500	31+53.4 ML	34.6 'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	TOTALS			3	1	1	14	36	1	3	6	1	2	15	23	1	16	11	2	63

FENCE SAFETY

CATEGORY	LOCATION	616.0700.S LF
0010	UNDISTRIBUTED	1,000

MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT)

CATEGORY	PROJECT	618.0100 EACH
0030	6999-11-78	1

MOBILIZATION

CATEGORY	PROJECT	619.1000 EACH
0010	6999-11-78	1

CONCRETE MEDIAN NOSE ITEMS

CATEGORY	STATION - STATION	LOCATION	SLOPED NOSE 620.0300 SF
0010	BOP - 17+50	RT/LT	360
	17+50 - 22+50	RT/LT	190
	22+50 - 27+50	RT/LT	66
	27+50 - EOP	RT/LT	130
		TOTAL	746

DUST CONTROL SURFACE TREATMENT

CATEGORY	STATION - STATION	LOCATION	623.0200 SY
0010	BOP - 17+50	RT/LT	9,700
	17+50 - 22+50	RT/LT	6,350
	22+50 - 27+50	RT/LT	5,300
	27+50 - EOP	RT/LT	3,600
		TOTAL	24,950

MOBILIZATIONS EROSION CONTROL

CATEGORY	PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	6999-11-78	8	5

SILT FENCE SUMMARY

CATEGORY	STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	BOP - 17+50	RT/LT	445	890
	27+50 - EOP	RT/LT	265	530
		TOTALS	710	1,420

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY	SPV.0180.03 HARDWOOD MULCH SY	SPV.0180.04 PREPARING TOPSOIL FOR LAWN TYPE TURF SY
0010	BOP - 17+50	RT/LT	2,350	---	1.5	---	---	53	2,350	---	2,350
	17+50 - 22+50	RT/LT	1,600	---	1.0	---	---	36	1,600	---	1,600
	22+50 - 27+50	RT/LT	1,100	---	0.7	---	---	25	1,100	15	1,100
	27+50 - EOP	RT/LT	370	---	0.2	---	---	8	370	40	370
	WASTE SITE	---	---	3,400	2.1	46	9	---	---	---	---
	UNDISTRIBUTED	RT/LT	1,350	850	1.4	---	2	12	550	5	550
		TOTALS	6,770	4,250	6.9	46	11	134	5,970	60	5,970

REMOVING SIGN ITEMS

CATEGORY	SIGN NUMBER	*638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
0010	E1-01	1	1
	E1-02	1	1
	E2-01	1	1
	E2-02	1	1
	E3-01	1	---
	E3-02	1	1
	E3-03	1	1
	E3-04	1	---
	E3-05	1	1
	E3-06	1	1
	E3-07	1	1
	E3-08	1	1
	E3-09	1	1
	E4-01	1	1
	E4-02	1	1
	E4-03	1	1
	E4-04	1	1
	E4-05	1	1
	E4-06	1	1
	E4-07	1	1
	E4-08	1	1
	E4-09	1	1
	E4-10	1	1
TOTALS		23	21

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	SPV.0090.02 POSTS ROUND TUBULAR STEEL 2 3/8-INCH LF	SPV.0060.05 SIGN POLE WISCONSIN RAPIDS EACH	REMARKS
0010	1 - 01	11+57	LT	R4-7	KEEP RIGHT	24 x 30	5.0	---	---	---	---	---	---	---	MOUNT SIGN ON SB-11
	1 - 02	11+61	LT	R1-1F	STOP (FOLDING)	30 x 30	---	5.2	---	---	---	---	---	---	MOUNT SIGN ON SB-11
	1 - 03	11+84	LT	R1-1F	STOP (FOLDING)	30 x 30	---	5.2	---	---	---	---	---	---	MOUNT SIGN ON SB-9
	1 - 04	12+24	LT	R1-1	STOP	30 x 30	5.2	---	---	---	---	---	12	---	
	1 - 05	12+32	LT	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	4.0	---	---	---	8	---	
	1 - 06	12+71	LT	JV-1	(MODIFIED) DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	48 x 81	27.0	---	---	---	---	2	54	---	
	1 - 07	13+02	LT	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	4.0	---	---	---	8	---	
	1 - 08	13+76	LT	W10-1	RAILROAD CROSSING	36 x 36	---	---	9.0	---	---	---	14	---	
	1 - 09	13+76	LT	W10-1A	EXEMPT (SEE R 15-3 ALSO)	24 x 12	---	---	2.0	---	---	---	---	---	MOUNT UNDER SIGN 1-08
	1 - 10	14+71	LT	JV-2	(MODIFIED) ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	48 x 81	27.0	---	---	---	2	---	54	---	
	1 - 11	14+81	LT	R3-20L	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	24 x 36	6.0	---	---	---	---	---	12	---	
	1 - 12	11+62	RT	R3-7R	RIGHT LANE MUST TURN RIGHT	30 x 30	6.3	---	---	---	---	---	11	---	
	1 - 13	12+48	RT	R2-1	SPEED LIMIT_ MPH	24 x 30	5.0	---	---	---	---	---	12	---	
	1 - 14	12+50	RT	R5-1	DO NOT ENTER	30 x 30	6.3	---	---	---	---	---	---	---	MOUNT ON SAME POST AS SIGN 1-13
	1 - 15	13+25	LT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.0	---	---	---	---	---	12	---	
	1 - 16	13+60	LT	J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	48 x 57	19.0	---	---	2	---	---	---	---	
	1 - 17	14+73	RT	R3-7R	RIGHT LANE MUST TURN RIGHT	30 x 30	6.3	---	---	---	---	---	12	---	
	1 - 18	15+48	LT	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	48 x 57	19.0	---	---	2	---	---	---	---	
	2 - 01	16+09	LT	JV-3	(MODIFIED) JUNCTION ASSEMBLY	24 x 87	14.5	---	---	---	1	---	37	---	
	2 - 02	16+40	LT	R1-1	STOP	30 x 30	5.2	---	---	---	---	---	---	---	MOUNT SIGN ON NEW STREET LIGHT. TWO TEMPORARY 18" x 18" FLAGS REQ'D.
	2 - 03	16+40	LT	R1-3P	ALL WAY	18 x 6	0.8	---	---	---	---	---	---	---	MOUNT UNDER SIGN 2-02
	2 - 04	16+24	LT	R4-7	KEEP RIGHT	24 x 30	5.0	---	---	---	---	---	11	---	
	2 - 05	16+95	LT	R4-7	KEEP RIGHT	24 x 30	5.0	---	---	---	---	---	12	---	
	2 - 06	17+08	LT	R1-1	STOP	30 x 30	5.2	---	---	---	---	---	---	1	BLACK STREET NAME BRAKETS AND TWO TEMPORARY 18" x 18" FLAGS REQ'D.
	2 - 07	17+08	LT	R1-3P	ALL WAY	18 x 6	0.8	---	---	---	---	---	---	---	MOUNT UNDER SIGN 2-06
	2 - 08	17+08	LT	R1-1	STOP	30 x 30	5.2	---	---	---	---	---	12	---	TWO TEMPORARY 18" x 18" FLAGS REQ'D.
	2 - 09	17+08	LT	R1-3P	ALL WAY	18 x 6	0.8	---	---	---	---	---	---	---	MOUNT UNDER SIGN 2-08
	2 - 10	20+05	LT	R2-1	SPEED LIMIT_ MPH	24 x 30	5.0	---	---	---	---	---	11	---	
	2 - 11	15+82	RT	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	4.0	---	---	---	8	---	
	2 - 12	15+89	RT	R1-1	STOP	30 x 30	5.2	---	---	---	---	---	11	---	TWO TEMPORARY 18" x 18" FLAGS REQ'D.
	2 - 13	16+75	RT	R1-1	STOP	30 x 30	5.2	---	---	---	---	---	---	---	MOUNT SIGN ON NEW STREET LIGHT. TWO TEMPORARY 18" x 18" FLAGS REQ'D.
	2 - 14	16+75	RT	R1-3P	ALL WAY	18 x 6	0.8	---	---	---	---	---	---	---	MOUNT UNDER SIGN 2-13
	2 - 15	16+09	RT	R1-1	STOP	30 x 30	5.2	---	---	---	---	---	---	1	TWO TEMPORARY 18" x 18" FLAGS REQ'D.
	2 - 16	16+09	RT	R1-3P	ALL WAY	18 x 6	0.8	---	---	---	---	---	---	---	MOUNT UNDER SIGN 2-15
	2 - 17	17+37	RT	R2-1	SPEED LIMIT_ MPH	24 x 30	5.0	---	---	---	---	---	11	---	
	2 - 18	17+65	LT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.0	---	---	---	---	---	11	---	
	2 - 19	18+36	RT	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	---	6.3	---	---	---	11	---	
	2 - 20	18+36	RT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	---	2.3	---	---	---	10	---	
	2 - 21	19+39	RT	D1-2	TWO DESTINATIONS (ARROWS)	0 x 0	0.0	---	---	---	---	---	---	---	
	3 - 01	10+53 D	RT	R4-7	KEEP RIGHT	24 x 30	5.0	---	---	---	---	---	11	---	
	3 - 02	10+12 C	LT	D1-1	ONE DESTINATION (ARROW)	0 x 0	0.0	---	---	---	---	---	---	---	
	3 - 03	11+44 A	RT	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.0	---	---	---	---	---	9.5	---	
	3 - 04	11+44 A	RT	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.0	---	---	---	---	---	---	---	MOUNT UNDER SIGN 3-03
	3 - 05	10+66 B	RT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	---	MOUNT SIGN ON NEW STREET LIGHT
	3 - 06	10+43 B	LT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	12	---	
	3 - 07	23+18	LT	D1-2	TWO DESTINATIONS (ARROWS)	0 x 0	0.0	---	---	---	---	---	---	---	
	3 - 08	23+67	LT	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	---	6.3	---	---	---	11	---	
	3 - 09	23+67	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	---	2.3	---	---	---	---	---	
	3 - 10			W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	---	6.3	---	---	---	---	---	MOUNT SIGN ON EXISTING STREET LIGHT
	3 - 11			W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	---	2.3	---	---	---	---	---	MOUNT UNDER SIGN 3-10

CON'T NEXT SHEET

CON'T FROM PREVIOUS

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	SPV.0090.02 POSTS ROUND TUBULAR STEEL 2 3/8-INCH LF	SPV.0060.05 SIGN POLE WISCONSIN RAPIDS EACH	REMARKS
0010	3 - 12	10+54 A	RT	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.0	---	---	---	---	---	9.5	---	
	3 - 13	10+54 A	RT	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.0	---	---	---	---	---	---	---	MOUNT UNDER SIGN 3-12
	3 - 14	10+10 D	RT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	12	---	
	3 - 15	10+54 E	LT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	---	MOUNT SIGN ON NEW STREET LIGHT
	3 - 16	10+16 E	RT	D1-1	ONE DESTINATION (ARROW)	0 x 0	0.0	---	---	---	---	---	---	---	
	3 - 17	10+73 F	RT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	12	---	
	3 - 18	10+42 F	LT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	12	---	
	3 - 19	11+33 F	LT	D1-1	ONE DESTINATION (ARROW)	0 x 0	0.0	---	---	---	---	---	---	---	
	3 - 20	12+23 A	RT	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.0	---	---	---	---	---	9.5	---	
	3 - 21	12+23 A	RT	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.0	---	---	---	---	---	---	---	MOUNT UNDER SIGN 3-20
	3 - 22	22+91	RT	R5-1	DO NOT ENTER	30 x 30	6.3	---	---	---	---	---	11	---	
	3 - 23	23+08	LT	R3-20L	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	24 x 36	6.0	---	---	---	---	---	12	---	
	3 - 24	23+37	LT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.0	---	---	---	---	---	11	---	
	3 - 25	23+74	RT	R2-1	SPEED LIMIT_ MPH	24 x 30	5.0	---	---	---	---	---	11	---	
	4 - 01	24+69	LT	R4-7	KEEP RIGHT	24 x 30	5.0	---	---	---	---	---	11	---	
	4 - 02	24+88	LT	R1-1	STOP	30 x 30	5.2	---	---	---	---	---	11	---	
	4 - 03	25+64	LT	R4-7	KEEP RIGHT	24 x 30	5.0	---	---	---	---	---	11	---	
	4 - 04	27+68	LT	R3-20L	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	24 x 36	6.0	---	---	---	---	---	12	---	
	4 - 05	28+21	LT	R4-7	KEEP RIGHT	24 x 30	5.0	---	---	---	---	---	11	---	
	4 - 06	28+90	LT	R1-1	STOP	30 x 30	5.2	---	---	---	---	---	---	1	BLACK STREET NAME BRAKETS AND BLACK STOP SIGN FRAME REQ'D.
	4 - 07	28+97	RT	R4-7	KEEP RIGHT	24 x 30	5.0	---	---	---	---	---	11	---	
	5 - 01	29+56	LT	R3-20L	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	24 x 36	6.0	---	---	---	---	---	12	---	
	5 - 02	30+37	LT	R3-20L	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	24 x 36	6.0	---	---	---	---	---	12	---	
	5 - 03	30+63	LT	R4-7	KEEP RIGHT	24 x 30	5.0	---	---	---	---	---	11	---	
					TOTALS		354.1	10.36	48.5	4	3	2	599.5	3	

TEMPORARY CONCRETE BARRIER ITEMS

CATEGORY	STAGE	603.8000 DELIVERED LF	603.8125 INSTALLED LF
0010	STAGE 2 (PEDESTRIAN PHASE 3 AND 4)	450	450

CRASH CUSHIONS TEMPORARY

CATEGORY	STAGE	614.0905 EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
0010	STAGE 2 (PEDESTRIAN PHASE 3 AND 4)	1	2	OM-3R (W05-58R)	TL-3	UNIDIRECTIONAL	LT	BLUNT END OF CONCRETE BARRIER TEMPORARY PRECAST
	STAGE 2 (PEDESTRIAN PHASE 3 AND 4)	1	2	OM-3R (W05-58R)	TL-3	UNIDIRECTIONAL	LT	BLUNT END OF CONCRETE BARRIER TEMPORARY PRECAST
	TOTAL	2						

TRAFFIC CONTROL SIGNS - MISCELLANEOUS

CATEGORY	STAGE	638.2102 MOVING SIGNS TYPE II EACH	*638.2602 REMOVING SIGNS TYPE II EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER OF CYCLES	NUMBER OF SIGNS	EACH
0010	STAGE 1	1	2	1	1	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	6999-11-78	1

TEMPORARY PEDESTRIAN FACILITIES

CATEGORY	STAGE	644.1410 SURFACE ASPHALT SF	644.1420 SURFACE PLYWOOD SF	644.1430 SURFACE PLATE SF	644.1810 BARRICADE LF
0010	STAGE 1, PHASE 1	---	---	---	525
	STAGE 1, PHASE 2	100	---	---	700
	STAGE 2, PHASE 1	50	---	---	745
	STAGE 2, PHASE 2	60	---	---	575
	STAGE 2, PHASE 3	500	---	---	400
	STAGE 2, PHASE 4	95	---	---	710
	UNDISTRIBUTED	100	100	100	550
	TOTALS	905	100	100	4,205

TRAFFIC CONTROL SUMMARY

CATEGORY	STAGE	LOCATION	DURATION (DAYS)	643.0300 TRAFFIC CONTROL DRUMS QTY	643.0300 DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II QTY	643.0410 DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III QTY	643.0420 DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A QTY	643.0705 DAY	643.0715 TYPE C QTY	643.0715 DAY	643.0800 ARROW BOARDS QTY	643.0800 DAY	643.0900 TRAFFIC CONTROL SIGNS QTY	643.0900 DAY	643.1050 SIGNS PCMS QTY	643.1050 DAY	644.1601 TEMPORARY PEDESTRIAN CURB RAMP QTY	644.1601 DAY
0010	ADVANCE WARNING	STAGE 1	75	---	---	---	---	8	600	8	600	---	---	---	---	15	1,125	3	15	---	---
		STAGE 2	78	---	---	---	---	18	1,404	6	468	---	---	---	---	19	1,482	2	6	---	---
		SUBTOTALS (ADVANCE WARNING)			0		0		2,004		1,068		0		0		2,607		21		0
	DETOUR ROUTE	STAGE 1	75	9	675	---	---	10	750	10	750	---	---	---	---	115	8,625	---	---	---	---
		STAGE 2	78	---	---	---	---	6	468	12	936	---	---	---	---	104	8,112	---	---	---	---
		SUBTOTALS (DETOUR ROUTE)			675		0		1,218		1,686		0		0		16,737		0		0
	PEDESTRIAN ROUTING	STAGE 1, PAHSE 1	38	---	---	19	722	8	304	27	1,026	---	---	---	---	30	1,140	---	---	---	---
		STAGE 1, PAHSE 2	37	---	---	20	740	10	370	30	1,110	---	---	---	---	34	1,258	---	---	---	---
		STAGE 2, PAHSE 1	25	---	---	1	25	4	100	5	125	---	---	---	---	5	125	---	---	---	---
		STAGE 2, PAHSE 2	25	---	---	9	225	6	150	15	375	---	---	---	---	17	425	---	---	---	---
		STAGE 2, PAHSE 3	20	---	---	17	340	2	40	19	380	---	---	---	---	20	400	---	---	---	---
		STAGE 2, PAHSE 4	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	32
		SUBTOTALS			0		2,052		964		3,016		0		0		3,348		0		32
	STAGE 1		75	56	4,200	---	---	7	525	---	---	8	600	1	75	19	1,425	---	---	---	---
	STAGE 2		78	172	13,416	---	---	21	1,638	2	156	23	1,794	2	156	17	1,326	---	---	---	---
		SUBTOTALS			17,616		0		2,163		156		2,394		231		2,751		0		0
		UNDISTRIBUTED			915		103		317		296		120		12		1,272		--		2
		TOTALS		19,206		2,155		6,666		6,222		2,514		243		26,715		21		34	

TEMPORARY MARKING LINE SUMMARY

CATEGORY	STAGE	649.0155 TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 4-INCH (WHITE) LF	649.0255 TEMPORARY MARKING LINE REMOVABLE CONTRAST TAPE 8-INCH (WHITE) LF	649.0960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF
0010	STAGE 1	---	495	38
	STAGE 2	445	265	205
	TOTALS	445	760	245

INLET PROTECTION SUMMARY

CATEGORY	STATION - STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	BOP - 17+50	RT/LT	26	---	21	9
	17+50 - 22+50	RT/LT	12	---	10	4
	22+50 - 27+50	RT/LT	6	---	5	2
	27+50 - EOP	RT/LT	11	---	7	6
	UNDISTRIBUTED	---	6	1	4	2
		TOTALS	61	1	47	23

TRACKING PADS

CATEGORY	LOCATION	628.7560 EACH
0010	STAGE 1	3
	STAGE 2	3
	WASTE SITE	1
	TOTAL	7

FIELD OFFICE TYPE D

CATEGORY	PROJECT	642.5401 EACH
0010	6999-11-78	1

PAVEMENT MARKING

CATEGORY	STATION - STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	(DOUBLE YELLOW) LF	(WHITE SKIP 12.5' SEG., 37.5' GAP) LF	(WHITE SKIP 3' SEG., 9' GAP) LF	(YELLOW SKIP 3' SEG., 9' GAP) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) LF	(WHITE SKIP, 3' SEG., 9' GAP) LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.5220 MARKING SYMBOL EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF	(YELLOW) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY EACH	646.8220 MARKING ISLAND NOSE EPOXY EACH	646.8320 MARKING PARKING STALL EPOXY LF
0010	BOP - 17+50	RT/LT	780	390	125	90	---	845	72	6	3	4	165	---	180	---	655	135	5	---
	17+50 - 22+50	RT/LT	---	335	38	---	---	120	---	---	3	---	---	105	---	19	200	10	1	---
	22+50 - 27+50	RT/LT	---	27	---	---	---	195	---	3	---	---	22	---	---	---	190	32	2	195
	27+50 - EOP	RT/LT	---	450	---	---	19	110	20	2	---	---	22	---	---	10	255	77	3	---
	TOTALS		780	1,202	163	90	19	1,270	92	11	6	4	209	105	180	29	1,300	254	11	195
	ITEM TOTALS		2,254					1,362		11	6	4	209	105	209		1,300	254	11	195

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CONSTRUCTION STAKING

CATEGORY	STATION - STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB GUTTER AND CURB & GUTTER LF	650.7000 CONCRETE PAVEMENT LF	650.9000 CURB RAMPS EACH	650.9920 SLOPE STAKES LF
0010	BOP - 17+50	RT/LT	645	575	3,470	69	22	645
	17+50 - 22+50	RT/LT	500	500	2,560	---	12	500
	22+50 - 27+50	RT/LT	500	500	2,230	---	6	500
	27+50 - EOP	RT/LT	410	410	1,300	---	10	410
		TOTALS	2,055	1,985	9,560	69	50	2,055

CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS

CATEGORY	PROJECT	650.8500 LS
0010	6999-11-78	1

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

CATEGORY	PROJECT	650.9910 LS
0010	6999-11-78	1

TRAFFIC SIGNAL CONDUIT SUMMARY

CATEGORY	INTERSECTION	FROM	TO	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0010	W GRAND AVENUE & STH 13/34/73 (W. RIVERVIEW EXPRESSWAY)	EXPB-23	SB-12	27
		EXPB-23	PB-21	105
		PB-21	PB-22	18
		PB-21	SB-11	7
		PB-21	PB-20	46
		PB-20	SB-10	6
		PB-20	EXPB-17	115
		EXPB-17	SB-8A	25
		EXPB-17	SB-9	23
		EXPB-18	PB-19	300
			TOTAL	672

INSTALL CONDUIT INTO EXISTING ITEM

CATEGORY	EQUIP. LOCATION	STATION	OFFSET	652.0700.S* EACH
0010	EXPB-17	11+81.0	83.9 'LT	1
	EXPB-18	12+26.7	62.1 'LT	1
	EXPB-23	11+56.4	47.1 'RT	1
	EXPB-28	11+93.8	60.2 'LT	1
			TOTAL	4

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE BASE SUMMARY

CATEGORY	INTERSECTION	SB NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH
0010	W GRAND AVENUE & STH 13/34/73 (W. RIVERVIEW EXPRESSWAY)	SB-8A	11+66.9	62.67 'LT	1	--
		SB-9	11+81.7	60.5 'LT	1	--
		SB-10	11+63.1	27.1 'LT	1	--
		SB-11	11+59.5	4.4 'LT	1	--
		SB-12	11+29.7	35.0 'RT	--	1
				TOTALS	4	1

TRAFFIC SIGNAL PULL BOX SUMMARY

CATEGORY	INTERSECTION	PULL BOX NO.	LOCATION STATION	LOCATION OFFSET	653.0135 PULL BOXES STEEL 24X36-INCH EACH	653.0140 PULL BOXES STEEL 24X42-INCH EACH
0010	W GRAND AVENUE & STH 13/34/73 (W. RIVERVIEW EXPRESSWAY)	PB-19	13+84.6	64.2 'LT	--	1
		PB-20	11+69.1	27.1 'LT	--	1
		PB-21	11+66.1	4.0 'LT	--	1
		PB-22	11+84.4	4.2 'LT	1	--
				TOTALS	1	3

ADJUSTING PULL BOXES

CATEGORY	INTERSECTION	PULL BOX NO.	LOCATION STATION	LOCATION OFFSET	653.0900 EACH
0010	W GRAND AVENUE & STH 13/34/73 (W. RIVERVIEW EXPRESSWAY)	EXPB-18	12+26.67	62.1 'LT	1
		EXPB-28	11+93.8	60.2 'LT	1
				TOTAL	2

REMOVING PULL BOXES

CATEGORY	STATION	LOCATION	653.0905 EACH
0010	11+10.9	47' RT	1
	11+57.6	5' LT	1
	11+59.1	27' LT	1
	11+77.8	6' LT	1
	14+34.7	56' LT	1
	16+04.0	171' RT	1
	15+95.2	75' RT	1
	17+09.3	42' RT	1
	20+93.2	96' LT	1
	21+78.7	81' LT	1
	24+45.2	27' RT	1
	24+92.8	29' RT	1
	25+56.4	51' LT	1
	25+81.7	26' RT	1
	28+09.1	40' LT	1
	28+93.5	28' RT	1
	30+23.7	24' RT	1
		TOTAL	17

3

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	INTERSECTIONS	FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0290 CABLE TRAFFIC SIGNAL 21-14 AWG LF
0010	W GRAND AVENUE & STH 13/34/73 (W. RIVERVIEW EXPRESSWAY)	EXCB-1	EXSB-7	--	--	--	325
		EXCB-1	EXSB-8	--	--	295	--
		EXSB-8	SB-8A	71	--	--	--
		SB-8A	BUTTON	6	--	--	--
		EXCB-1	SB-9	--	--	290	--
		SB-9	HEAD 2A	19	--	--	--
		SB-9	HEAD 8-1	14	--	--	--
		SB-9	BUTTON	6	--	--	--
		EXCB-1	SB-10	--	--	195	--
		SB-10	HEAD 1B	--	21	--	--
		SB-10	HEAD 8-2	14	--	--	--
		SB-10	HEAD 8-3	14	--	--	--
		SB-10	BUTTON	6	--	--	--
		EXCB-1	SB-11	--	--	155	--
		SB-11	HEAD 1C	--	21	--	--
		SB-11	HEAD 5A	--	21	--	--
		EXCB-1	SB-12	--	--	110	--
		SB-12	HEAD 6B	50	--	--	--
		SB-12	HEAD 8-4	14	--	--	--
		SB-12	BUTTON	6	--	--	--
			TOTALS	220	63	1,045	325

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

CATEGORY	INTERSECTIONS	FROM	TO	655.0515 LF
0010	W GRAND AVENUE & STH 13/73 (W. RIVERVIEW EXPRESSWAY)	EXSB-8	SB-8A	77
		SB-8A	SB-9	71
		SB-9	SB-10	125
		SB-10	SB-11	74
		SB-11	SB-12	125
		SB-12	EXCB-1	115
		SB-10	PB-20	25
		SB-11	PB-21	26
			TOTAL	638

LOOP DETECTOR SCHEDULE

CATEGORY	LOOP NO.	STATION	LOCATION	SIZE	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF	REMARKS
0010	21	13+83.1	29.6'LT	6X6	54	490	223	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
	22	13+83.7	40.6'LT	6X6	43	490	201	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
	23	11+72.9	36.4'LT	6X20	91	300	282	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
	24	11+73.0	48.4'LT	6X20	67	300	210	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
	51	11+61.3	16.0'LT	6X20	68	180	210	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
	52	11+89.33	16.0'LT	6X20	68	180	216	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
	EX43	---	---	---	---	396	---	SPLICE INTO EXISTING LOOP DETECTOR CABLE (SB EXPRESSWAY NEAR DETECTION)
	EX44	---	---	---	---	396	---	SPLICE INTO EXISTING LOOP DETECTOR CABLE (SB EXPRESSWAY NEAR DETECTION)
	EX45	---	---	---	---	396	---	SPLICE INTO EXISTING LOOP DETECTOR CABLE (SB EXPRESSWAY NEAR DETECTION)
	EX41	---	---	---	---	709	---	SPLICE INTO EXISTING LOOP DETECTOR CABLE (SB EXPRESSWAY FAR DETECTION)
	EX42	---	---	---	---	709	---	SPLICE INTO EXISTING LOOP DETECTOR CABLE (SB EXPRESSWAY FAR DETECTION)
				TOTALS	391	4,546	1,342	

TRAFFIC SIGNAL BASES, POLES, ARMS, AND PUSH BUTTONS

CATEGORY	INTERSECTION	SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH BOLT CIRCLE EACH	657.0305 POLES TYPE 2 EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0595 TROMBONE ARMS 25-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH
0010	W GRAND AVENUE & STH 13/34/73 (W. RIVERVIEW EXPRESSWAY)	SB-8A	1	---	---	1	---	---	---	1
		SB-9	1	--	--	--	1	--	--	1
		SB-10	1	--	--	--	--	1	--	1
		SB-11	1	--	--	--	--	1	--	---
		SB-12	--	1	1	--	--	--	1	1
		TOTALS	4	1	1	1	1	2	1	4

TRAFFIC SIGNAL FACES SUMMARY

CATEGORY	INTERSECTION	SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0175 TRAFFIC SIGNAL FACE 5S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
0010	W GRAND AVENUE & STH 13/34/73 (W. RIVERVIEW EXPRESSWAY)	2A	SB-9	1	--	--
		8-1	SB-9	--	--	1
		1B	SB-10	--	1	--
		8-2	SB-10	--	--	1
		8-3	SB-10	--	--	1
		1C	SB-11	--	1	--
		5A	SB-11	--	1	--
		6B	SB-12	1	--	--
		8-4	SB-12	--	--	1
		TOTALS		2	3	4

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

CATEGORY	LOCATION	661.0200.01 LS
0010	W GRAND AVENUE & STH 13/34/73 (W. RIVERVIEW EXPRESSWAY)	1

TRAFFIC SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	658.5069.01 LS
0010	W GRAND AVENUE & STH 13/34/73 (W. RIVERVIEW EXPRESSWAY)	1

REMOVE CABLE

CATEGORY	FROM	-	TO	674.0300 LF
0010	SB EXPRESSWAY FAR LOOP PB	-	EXPB-13	310
	EXPB-13	-	EXPB-16	65
	EXPB-16	-	EXSB-7	10
	EXPB-16	-	EXPB-17	33
	EXPB-17	-	EXSB-8	29
	EXPB-17	-	EXPB-28	27
	EXPB-17	-	EXPB-18	51
			TOTAL	525

3

LIGHTING PULL BOXES

CATEGORY	PULL BOX NUMBER	LOCATION STATION	LOCATION OFFSET	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
0020	LPB-01	11+14.8	48.9' RT	1
	LPB-02	11+36.8	32.9' RT	1
	LPB-03	11+73.4	4.0' LT	1
	LPB-04	11+78.8	27.2' LT	1
	LPB-05	11+97.6	68.5' LT	1
	LPB-06	12+33.8	95.4' LT	1
	LPB-07	15+88.1	53.1' RT	1
	LPB-08	16+09.3	7.8' LT	1
	LPB-09	16+18.8	48.6' LT	1
	LPB-10	17+06.9	29.9' RT	1
	LPB-11	17+20.2	8.7' LT	1
	LPB-12	20+93.2	116.3' LT	1
	LPB-13	21+36.8	139.0' LT	1
	LPB-14	20+68.8	51.1' LT	1
	LPB-15	20+77.8	16.4' LT	1
	LPB-16	21+01.5	24.1' RT	1
	LPB-17	24+96.3	21.2' RT	1
	LPB-18	25+77.0	21.2' RT	1
	LPB-19	25+74.9	38.7' LT	1
	LPB-20	28+24.3	19.6' RT	1
	LPB-21	29+07.6	20.6' RT	1
	LPB-22	21+91.7	22.0' RT	1
			TOTAL	22

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	LOCATION	STATION	OFFSET	656.0200.01 LS
0020	LIGHTING SYSTEM	11+01.50	53.9' RT	1

STREET LIGHTING CONDUIT SUMMARY

CATEGORY	LOCATION FROM	LOCATION TO	CONDUIT RIGID NONMETALLIC 652.0325 SCHEDULE 80 2-INCH LF	CONDUIT RIGID NONMETALLIC *652.0335 SCHEDULE 80 3-INCH LF	CONDUIT RIGID NONMETALLIC *652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
0020	LC-01	LPB-01	---	66	---
	LPB-01	LPB-02	---	54	---
	LPB-02	LPB-03	---	104	---
	LPB-03	LPB-04	---	48	---
	LPB-05	LP-01	10	---	---
	LPB-04	LPB-05	---	90	---
	LPB-04	LP-04	110	---	---
	LPB-05	LPB-06	---	90	---
	LPB-06	LP-03	18	---	---
	LP-03	LP-06	152	---	---
	LP-06	LP-08	111	---	---
	LP-08	LPB-09	108	---	---
	LPB-09	LP-13	27	---	---
	LPB-09	LPB-08	---	84	---
	LPB-08	LPB-07	---	130	---
	LPB-07	LP-09	73	---	---
	LPB-07	LP-11	37	---	---
	LPB-03	LP-02	27	---	---
	LP-02	LP-05	150	---	---
	LP-05	LP-07	109	---	---
	LP-07	LP-10	113	---	---
	LP-10	LPB-08	37	---	---
	LPB-08	LPB-11	---	222	---
	LPB-07	LPB-10	---	242	---
	LPB-10	LP-14	38	---	---
	LP-14	LP-12	117	---	---
	LPB-10	LPB-11	---	82	---
	LPB-11	LP-15	5	---	---
	LP-15	LP-16	106	---	---
	LP-16	LP-17	105	---	---
	LP-17	LP-18	100	---	---
	LP-18	LPB-15	47	---	---
	LPB-15	LPB-14	---	74	---
	LPB-14	LP-21	42	---	---
	LP-21	LPB-12	45	---	---
	LPB-12	LP-20	12	---	---
	LPB-12	LPB-13	---	122	---
	LPB-13	LP-19	78	---	---
	LPB-13	LP-22	50	---	---
	LP-22	LP-24	53	---	---
	LP-24	LP-25	50	---	---
	LP-25	LP-27	114	---	---
	LP-27	LP-29	129	---	---
	LP-29	LP-31	82	---	---
	LP-31	LP-33	96	---	---
	LP-33	LP-35	116	---	---
	LP-35	LP-37	108	---	---
	LP-37	LP-39	79	---	---
	LP-39	LP-41	111	---	---
	LPB-15	LPB-16	---	92	---
	LPB-16	LP-23	40	---	---
	LP-23	LPB-22	46	---	---
	LPB-22	LP-26	78	---	---
	LP-26	LP-28	118	---	---
	LP-28	LP-30	104	---	---
	LP-30	LPB-17	4	---	---
	LPB-17	LPB-18	---	172	---
	LPB-18	LP-32	11	---	---
	LP-32	LP-34	111	---	---
	LP-34	LP-36	121	---	---
	LP-36	LPB-20	4	---	---
	LPB-20	LPB-21	---	186	---
	LPB-21	LP-38	9	---	---
	LP-38	LP-40	95	---	---
	LP-20	EXIST CONDUIT	34	---	1
	LP-40	EXIST CONDUIT	60	---	1
	LPB-17	EXIST CONDUIT	10	---	1
	LPB-20	EXIST CONDUIT	10	---	1
	LPB-22	EXIST CONDUIT	20		1
		TOTALS	3,640	1,858	5

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

STREET LIGHTING WIRE SUMMARY

CATEGORY	LOCATION FROM	LOCATION TO	*655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	*655.0630 ELECTRICAL WIRE LIGHTING 4 AWG (SPARE) LF
0020	LC-01	LP-02	328	328
	LP-02	LP-05	312	312
	LP-05	LP-07	230	230
	LP-07	LP-10	240	240
	LP-10	LP-09	384	384
	LP-09	LP-11	252	252
	LP-11	LP-14	444	444
	LP-14	LP-12	246	246
	LP-12	LP-15	454	454
	LP-15	LP-16	224	224
	LP-16	LP-17	224	224
	LP-17	LP-18	210	210
	LP-18	LP-23	320	320
	LP-23	LP-26	280	280
	LP-26	LP-28	248	248
	LP-28	LP-30	222	222
	LP-30	LP-32	258	258
	LP-32	LP-34	234	234
	LP-34	LP-36	252	252
	LP-36	LP-38	248	248
	LP-38	LP-40	202	202
	LC-01	LP-04	564	564
	LP-04	LP-01	388	388
	LP-01	LP-03	202	202
	LP-03	LP-06	316	316
	LP-06	LP-08	234	234
	LP-08	LP-13	302	302
	LP-13	LP-21	1364	1364
	LP-21	LP-20	146	146
	LP-20	LP-19	352	352
	LP-19	LP-22	288	288
	LP-22	LP-24	118	118
	LP-24	LP-25	114	114
	LP-25	LP-27	242	242
	LP-27	LP-29	270	270
	LP-29	LP-31	178	178
	LP-31	LP-33	216	216
	LP-33	LP-35	246	246
	LP-35	LP-37	228	228
	LP-37	LP-39	172	172
	LP-39	LP-41	238	238
		TOTALS	11,990	11,990

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

EQUIPMENT GROUNDING AND GROUNDED CONDUCTORS

CATEGORY	LOCATION FROM	LOCATION TO	*655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF
0020	LC-01	LP-02	164
	LP-02	LP-04	190
	LP-04	LP-01	194
	LP-01	LP-03	101
	LP-03	LP-06	158
	LP-06	LP-08	117
	LP-08	LP-13	151
	LP-02	LP-05	156
	LP-05	LP-07	115
	LP-07	LP-10	120
	LP-10	LP-11	166
	LP-11	LP-09	126
	LP-10	LP-15	181
	LP-15	LP-14	110
	LP-14	LP-12	123
	LP-15	LP-16	112
	LP-16	LP-17	112
	LP-17	LP-18	105
	LP-18	LP-23	160
	LP-23	LP-26	140
	LP-26	LP-28	124
	LP-28	LP-30	111
	LP-30	LP-32	129
	LP-32	LP-34	117
	LP-34	LP-36	126
	LP-36	LP-38	124
	LP-38	LP-40	101
	LP-18	LP-21	153
	LP-21	LP-20	73
	LP-20	LP-22	150
	LP-22	LP-19	144
	LP-22	LP-24	59
	LP-24	LP-25	57
	LP-25	LP-27	121
	LP-27	LP-29	135
	LP-29	LP-31	89
	LP-31	LP-33	103
	LP-33	LP-35	123
	LP-35	LP-37	114
	LP-37	LP-39	86
	LP-39	LP-41	119
		TOTAL	5,159

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STREET LIGHTING SUMMARY

CATEGORY	LP. NO.	STATION	LOCATION	SPV.0060.04 SALVAGE AND REINSTALL LIGHT UNIT WISCONSIN RAPIDS EACH	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	*655.0610 ELECTRICAL WIRE FESTOON 12 AWG LF	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF
0020	LP-01	11+98.9	59'LT	---	56	42	28
	LP-03	12+47.8	85'LT	---	56	42	28
	LP-06	14+05.0	63'LT	---	56	42	28
	LP-08	15+13.1	57'LT	---	56	42	28
	LP-09	15+20.6	35'RT	---	56	42	28
	LP-11	16+12.2	80'RT	---	56	42	28
	LP-12	16+60.4	166'RT	---	56	42	28
	LP-13	16+39.7	66'LT	---	56	42	28
	LP-14	16+75.5	51'RT	---	56	42	28
	LP-19	20+93.6	203'LT	---	56	42	28
	LP-20	20+96.2	128'LT	---	56	42	28
	LP-21	20+90.2	74'LT	---	56	42	28
	LP-22	21+65.3	98'LT	---	56	42	28
	LP-23	21+40.5	21'RT	---	56	42	28
	LP-24	21+82.9	56'LT	---	56	42	28
	LP-25	22+18.8	32'LT	---	56	42	28
	LP-26	22+76.4	19'RT	---	56	42	28
	LP-27	23+24.9	43'LT	---	56	42	28
	LP-28	23+93.8	19'RT	---	56	42	28
	LP-29	24+59.2	39'LT	---	56	42	28
	LP-30	24+92.8	20'RT	1	56	42	28
	LP-31	25+54.2	39'LT	---	56	42	28
	LP-32	25+88.0	20'RT	1	56	42	28
	LP-33	26+53.6	39'LT	---	56	42	28
	LP-34	26+98.7	19'RT	1	56	42	28
	LP-35	27+69.3	39'LT	---	56	42	28
	LP-36	28+20.3	19'RT	---	56	42	28
	LP-37	28+75.0	39'LT	---	56	42	28
	LP-38	29+17.0	20'RT	1	56	42	28
	LP-39	29+54.6	39'LT	---	56	42	28
	LP-40	30+11.9	19'RT	---	56	42	28
	LP-41	30+71.9	37'LT	---	56	42	28
			TOTALS	4	1,792	1,344	896
			ITEM TOTALS	4		4,032	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STREET LIGHTING SUMMARY

CATEGORY	LP. NO.	STATION	LOCATION	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	*655.0610 ELECTRICAL WIRE FESTOON 12 AWG LF	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF
0020	LP-02	12+01.0	4'LT	80	42	28
	LP-04	12+92.0	27'LT	80	42	28
	LP-05	13+51.1	6'LT	80	42	28
	LP-07	14+60.1	8'LT	80	42	28
	LP-10	15+72.8	8'LT	80	42	28
	LP-15	17+24.9	8'LT	80	42	28
	LP-16	18+30.8	8'LT	80	42	28
	LP-17	19+36.8	13'LT	80	42	28
	LP-18	20+36.4	13'LT	80	42	28
			TOTALS	720	378	252
			ITEM TOTALS		1,350	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

FESTOON LIGHTING WIRE SUMMARY

CATEGORY	LOCATION FROM	LOCATION TO	*655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF
0020	LC-01	LP-02	328
	LP-02	LP-05	312
	LP-05	LP-07	230
	LP-07	LP-10	240
	LP-10	LP-09	384
	LP-09	LP-11	252
	LP-11	LP-14	444
	LP-14	LP-12	246
	LP-12	LP-15	454
	LP-15	LP-16	224
	LP-16	LP-17	224
	LP-17	LP-18	210
	LP-18	LP-23	320
	LP-23	LP-26	280
	LP-26	LP-28	248
	LP-28	LP-30	222
	LP-30	LP-32	258
	LP-32	LP-34	234
	LP-34	LP-36	252
	LP-36	LP-38	248
	LP-38	LP-40	202
	LC-01	LP-04	564
	LP-04	LP-01	388
	LP-01	LP-03	202
	LP-03	LP-06	316
	LP-06	LP-08	234
	LP-08	LP-13	302
	LP-13	LP-21	1,364
	LP-21	LP-20	146
	LP-20	LP-19	352
	LP-19	LP-22	288
	LP-22	LP-24	118
	LP-24	LP-25	114
	LP-25	LP-27	242
	LP-27	LP-29	270
	LP-29	LP-31	178
	LP-31	LP-33	216
	LP-33	LP-35	246
	LP-35	LP-37	228
	LP-37	LP-39	172
	LP-39	LP-41	238
		TOTAL	11,990

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING CONTROL CABINET SUMMARY

CATEGORY	LOCATION	STATION	OFFSET	654.0215 CONCRETE CONTROL CABINET BASES TYPE 9 EACH	SPV.0060.16 LIGHTING CONTROL CABINET WISCONSIN RAPIDS EACH
0020	LC-01	11+03.88	51.4'RT	1	1

SAWING ASPHALT

CATEGORY	STATION - STATION	LOCATION	690.0150 LF
0010	BOP - 17+50	RT/LT	73
	17+50 - 22+50	RT/LT	68
	22+50 - 27+50	RT/LT	320
	27+50 - EOP	RT/LT	85
	UNDISTRIBUTED	---	90
		TOTAL	636

SAWING CONCRETE

CATEGORY	STATION - STATION	LOCATION	690.0250 LF
0010	BOP - 17+50	RT/LT	740
	17+50 - 22+50	RT/LT	945
	22+50 - 27+50	RT/LT	275
	27+50 - EOP	RT/LT	310
	STAGE BREAK	RT/LT	98
	UNDISTRIBUTED	---	360
		TOTAL	2,728

UTILITY LINE OPENING (ULO)

CATEGORY	STATION - STATION	LOCATION	SPV.0060.10 EACH
0010	UNDISTRIBUTED	RT/LT	6

RECONNECT STORM SEWER LATERALS

CATEGORY	STATION - STATION	LOCATION	SPV.0060.09 EACH
0010	UNDISTRIBUTED	RT/LT	4

REMOVE AND TRANSPORT TRAFFIC SIGNAL SYSTEM

CATEGORY	LOCATION	SPV.0060.11 EACH	SPV.0060.12 EACH
0010	W. JACKSON ST. & W. GRAND AVE.	1	--
	W. GRAND AVE. & RIVERVIEW EXP.	--	1
	TOTALS	1	1

PROPERTY CORNERS

CATEGORY	STATION - STATION	LOCATION	SPV.0060.07 LOCATE AND REFERENCE PROPERTY CORNERS EACH	SPV.0060.08 RESET PROPERTY CORNERS EACH
0010	BOP - EOP	RT/LT	8	8

3

STREET SWEEPING

CATEGORY	LOCATION	SPV.0075.01 HRS
0010	UNDISTRIBUTED	80

SALVAGE AND REPLACE LANDSCAPING STONE

CATEGORY	STATION	OFFSET	SPV.0180.01 SY
0010	20+90	95'LT	12
	24+00	50'LT	1
		TOTAL	13

SALVAGE AND REPLACE LANDSCAPING MULCH

CATEGORY	STATION-STATION	OFFSET	SPV.0180.02 SY
0010	25+60 - 28+22	45'LT	40
	30+60 - 31+16	45'LT	9
	31+48	38'LT	3
		TOTAL	52

EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED MATERIAL

CATEGORY	STATION - STATION	LOCATION	(BIOREMEDIATION) SPV.0195.01 TON	(DIRECT LANDFILL) SPV.0195.02 TON
0030	14+25 - 14+65	LT	---	90
	14+65 - 16+25	LT/RT	---	1,020
	UNDISTRIBUTED	---	100	---
		TOTALS	100	1,110

3

INSTALL SANITARY MANHOLE COVER

CATEGORY	STATION	OFFSET	SPV.0060.13 EACH
0030	11+40.93	33.1' LT	1
	21+54.02	54.9' LT	1
	25+30.19	42.2' LT	1
	28+30.41	48.7' LT	1
	29+93.54	40.9' LT	1
		TOTAL	5

UNCLASSIFIED EXCAVATION FOR DISCONTINUED WATER MAIN

CATEGORY	PROJECT	SPV.0060.15 EACH
0030	6999-11-78	1

ADJUST WATER VALVE BOX

CATEGORY	STATION	OFFSET	SPV.0060.14 EACH
0030	13+87.3	39.4' RT	1
	14+01.7	38.3' RT	1
	17+95.2	40.2' RT	1
	17+95.9	31.9' RT	1
	18+54.6	41.7' RT	1
	21+87.0 B	26.3' LT	1
	21+79.0 B	21.7' LT	1
	11+08.9 B	10.8' LT	1
	27+92.8	11.6' RT	1
	28+18.3	3.5' RT	1
		TOTAL	10

STREET LIGHTING SUMMARY

CATEGORY	LP. NO.	STATION	LOCATION	SPV.0060.02 LIGHT UNIT WISCONSIN RAPIDS, SINGLE ARM EACH	SPV.0060.03 LIGHT UNIT WISCONSIN RAPIDS, DUAL ARM EACH
0020	LP-01	11+98.9	59' LT	1	---
	LP-03	12+47.8	85' LT	1	---
	LP-06	14+05.0	63' LT	1	---
	LP-08	15+13.1	57' LT	1	---
	LP-09	15+20.6	35' RT	1	---
	LP-11	16+12.2	80' RT	1	---
	LP-12	16+60.4	166' RT	1	---
	LP-13	16+39.7	66' LT	1	---
	LP-14	16+75.5	51' RT	1	---
	LP-19	20+93.6	203' LT	1	---
	LP-20	20+96.2	128' LT	1	---
	LP-21	20+90.2	74' LT	1	---
	LP-22	21+65.3	98' LT	1	---
	LP-23	21+40.5	21' RT	1	---
	LP-24	21+82.9	56' LT	1	---
	LP-25	22+18.8	32' LT	1	---
	LP-26	22+76.4	19' RT	1	---
	LP-27	23+24.9	43' LT	1	---
	LP-28	23+93.8	19' RT	1	---
	LP-29	24+59.2	39' LT	1	---
	LP-31	25+54.2	39' LT	1	---
	LP-33	26+53.6	39' LT	1	---
	LP-35	27+69.3	39' LT	1	---
	LP-36	28+20.3	19' RT	1	---
	LP-37	28+75.0	39' LT	1	---
	LP-39	29+54.6	39' LT	1	---
	LP-40	30+11.9	19' RT	1	---
	LP-41	30+71.9	37' LT	1	---
	LP-02	12+01.0	4' LT	---	1
	LP-04	12+92.0	27' LT	---	1
	LP-05	13+51.1	6' LT	---	1
	LP-07	14+60.1	8' LT	---	1
	LP-10	15+72.8	8' LT	---	1
	LP-15	17+24.9	8' LT	---	1
	LP-16	18+30.8	8' LT	---	1
	LP-17	19+36.8	13' LT	---	1
	LP-18	20+36.4	13' LT	---	1
			TOTALS	28	9

TRANSPORTATION PROJECT PLAT TITLE SHEET

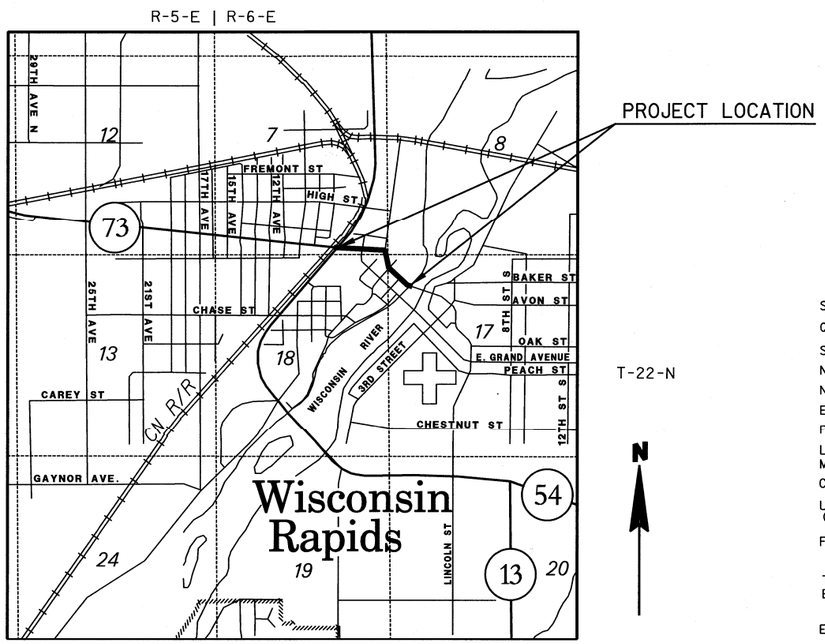
PROJECT 6999-11-08

C WISCONSIN RAPIDS, W JACKSON STREET

WEST RIVERVIEW EXPRESSWAY TO JACKSON STREET BRIDGE

LOCAL STREET
WOOD COUNTY

4



NOTES

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6999-11-08.

DISTANCES SHOWN FROM BUILDINGS TO RIGHT OF WAY LINES ARE APPROXIMATE.

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

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

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

EXISTING R/W ON W JACKSON STREET BASED ON: CSM 1010, CSM 1011, CSM 1080, CSM 1339, CSM 1340, CSM 3685, CSM 6144, WEST SIDE ASSESSORS'S PLAT NO. 1, WEST SIDE ASSESSOR'S PLAT NO. 25, SARGENT AND PHILLEO'S PLAT OF CENTRALIA.

EXISTING R/W ON W RIVERVIEW EXPY BASED ON: CSM 238, CSM 8000, WEST SIDE ASSESSOR'S PLAT NO. 1,

EXISTING R/W ON W GRAND AVE. BASED ON: CSM 238, CSM 8000, CSM 8416, WEST SIDE ASSESSOR'S PLAT NO. 1, WEST SIDE ASSESSOR'S PLAT NO. 25.

EXISTING R/W ON 6TH AVE N BASED ON: CSM 1011, CSM 1366.

EXISTING R/W ON 4TH AVE N BASED ON: CSM 1339, CSM 6144, WEST SIDE ASSESSOR'S PLAT NO. 1, CENTRALIA PLAT.

EXISTING R/W ON 3RD AVE N BASED ON: CSM 1340, WEST SIDE ASSESSOR'S PLAT NO. 25, SARGENT AND PHILLEO'S PLAT OF CENTRALIA.

EXISTING R/W ON 2ND AVE N BASED ON: WEST SIDE ASSESSOR'S PLAT NO. 25

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WISCONSIN RAPIDS ENGINEERING DEPARTMENT LOCATED AT 444 WEST GRAND AVENUE.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE. INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.'S) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	△
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE (P.L.)
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) (W TYPE)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER (23 24 26 25)
NOTATION FOR COMBUSTABLE FLUIDS (CAUTION)
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES (CAUTION)

R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN (3/4" REBAR UNLESS NOTED) IP
VALVE (GAS, WATER, ETC.) (TYPE)
SIGN (SIGN)
OFF-PREMISE SIGN (SIGN)
R/W BOUNDARY POINT (200)
TLE POINT [TLE205]

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

BRIDGE
PARCEL NUMBER (25)
UTILITY NUMBER (40)

CONVENTIONAL UTILITY SYMBOLS

WATER	W	SANITARY SEWER	SAN
GAS	G	STORM SEWER	SS
TELEPHONE	T		
OVERHEAD	OH		
TRANSMISSION LINES ELECTRIC	E		
CABLE TELEVISION	TV		
FIBER OPTIC	FO		

	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

TPP NUMBER 6999-11-08-4.01
SHEET 2 OF 2

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\040101_rt.dgn PLOT DATE : PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

6999-11-08-4.01

TRANSPORTATION PROJECT PLAT NO: 6999-11-08-4.01

THAT PART OF LOTS 1 & 2 OF CSM 238, AND PART OF LOT 2 OF CSM 1336, AND PART OF LOT 1 OF CSM 1339, AND PART OF LOT 1 OF CSM 1340, AND PART OF LOT 1 OF CSM 6144, AND PART OF LOT 1 OF CSM 8000, AND PART OF LOT 1 OF CSM 8416, AND PART OF LOT 1 OF WEST SIDE ASSESSOR'S PLAT NO. 1, AND PART OF LOTS 5, 6, & 7 OF BLOCK 21 OF THE PLAT OF CENTRALIA, AND PART OF FORMER ROOSEVELT STREET, ALL IN THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 7, T22N, R6E, CITY OF WISCONSIN RAPIDS, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER LOCAL STREET WOOD COUNTY C WISCONSIN RAPIDS, W JACKSON STREET (WEST RIVERVIEW EXPRESSWAY TO JACKSON STREET BRIDGE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF WISCONSIN RAPIDS HEREBY ORDERS THAT:

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

P.I. STA. = 10+00.00
Y = 453538.780
X = 727723.689

P.I. = 13+15.22
Y = 453508.931
X = 728037.497
DELTA = 6° 06' 54" (LT)
D = 5° 43' 46"
T = 53.41'
L = 106.73'
R = 1000.00'
P.C. = 12+61.81
P.T. = 13+68.54

P.I. = 15+01.87
Y = 453511.152
X = 728224.234
DELTA = 3° 25' 28" (RT)
D = 5° 43' 46"
T = 29.89'
L = 59.77'
R = 1000.00'
P.C. = 14+71.98
P.T. = 15+31.75

P.I. = 18+13.57
Y = 453496.234
X = 728535.593
DELTA = 2° 21' 42" (RT)
D = 5° 43' 46"
T = 20.61'
L = 41.22'
R = 1000.00'
P.C. = 17+92.96
P.T. = 18+34.18

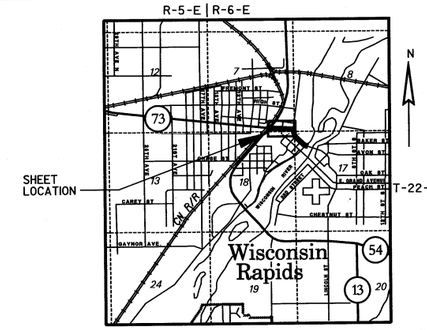
P.I. = 19+37.17
Y = 453485.236
X = 728658.707
DELTA = 5° 16' 04" (LT)
D = 11° 27' 33"
T = 23.00'
L = 45.97'
R = 500.00'
P.C. = 19+14.17
P.T. = 19+60.14

P.I. = 20+67.65
Y = 453485.607
X = 728789.214
DELTA = 31° 42' 09" (RT)
D = 60° 18' 41"
T = 26.91'
L = 52.56'
R = 95.00'
P.C. = 20+40.67
P.T. = 20+93.24

P.I. = 22+17.70
Y = 453385.554
X = 728901.851
DELTA = 25° 45' 24" (RT)
D = 28° 38' 52"
T = 45.73'
L = 89.91'
R = 200.00'
P.C. = 21+71.98
P.T. = 22+61.88

P.I. = 24+97.26
Y = 453114.589
X = 728976.663
DELTA = 32° 24' 14" (LT)
D = 19° 05' 55"
T = 87.17'
L = 169.67'
R = 300.00'
P.C. = 24+10.09
P.T. = 25+79.76

P.I. = 10+42.13 WG
Y = 453312.777
X = 728341.387
DELTA = 28° 48' 48" (RT)
D = 34° 56' 11"
T = 42.13'
L = 82.47'
R = 164.00'
P.C. = 10+00.00 WG
P.T. = 10+82.47 WG



STRAND ASSOCIATES®
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WISCONSIN RAPIDS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 EVANSVILLE WI AND SURVEYOR

(SIGNATURE) Heather Bartelt DATE 4/15/21
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WISCONSIN RAPIDS.

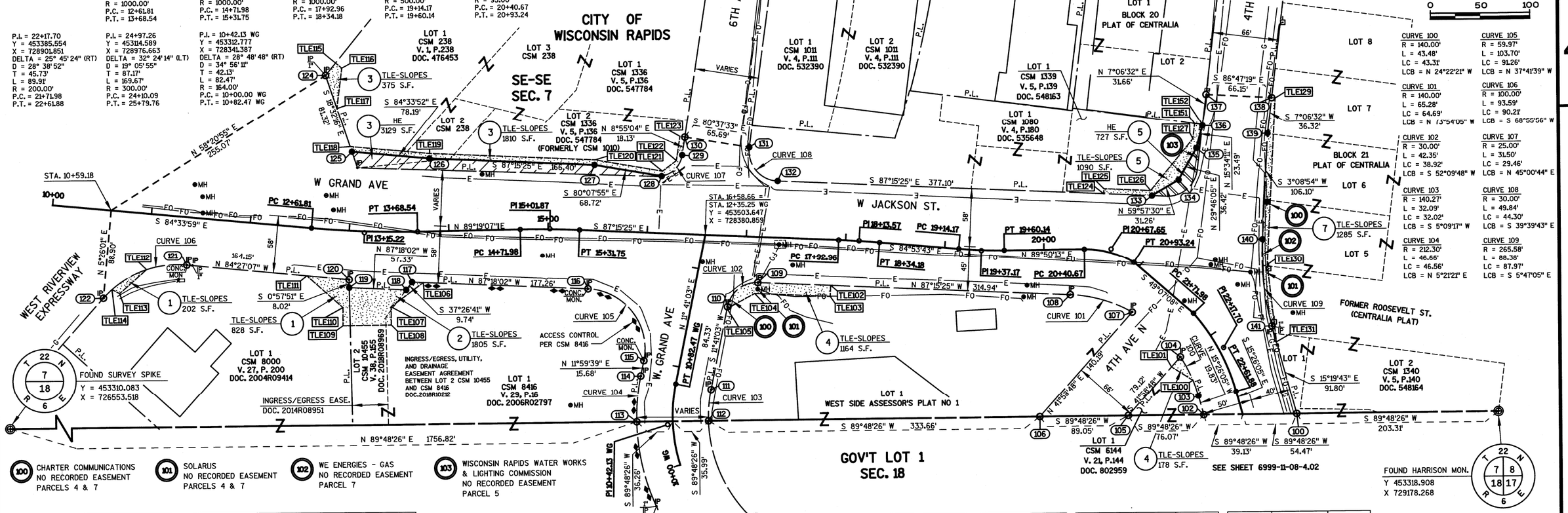
(SIGNATURE) Joe Eichstadt DATE 4/20/21
(PRINTED NAME) Joe Eichstadt - City Engineer

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF THIS DOCUMENT.

2021R04385
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
04/21/2021 01:30 PM
PLAT FEE 30.00
EXEMPT #:
PAGES: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-11-08-4.01
SHEET 1 OF 2
AMENDMENT NO:

SCALE, FEET
0 50 100



(100) CHARTER COMMUNICATIONS — NO RECORDED EASEMENT — PARCELS 4 & 7

(101) SOLARUS — NO RECORDED EASEMENT — PARCELS 4 & 7

(102) WE ENERGIES - GAS — NO RECORDED EASEMENT — PARCEL 7

(103) WISCONSIN RAPIDS WATER WORKS & LIGHTING COMMISSION — NO RECORDED EASEMENT — PARCEL 5

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE CITY OF WISCONSIN RAPIDS.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW	R/W EXISTING	R/W TOTAL	HE S.F.	TLE S.F.
1	FAE HOLDINGS 453826R LLC	TLE	---	---	---	---	1030
2	JOHN E ALEXANDER SOUTH WOOD COUNTY YOUNG MEN'S CHRISTIAN ASSOCIATION COMMUNITY CENTER INC	TLE	---	---	---	---	1805
3	RAPIDS NICMAR LLC	HE, TLE	---	---	---	3129	2185
4	CITY OF WISCONSIN RAPIDS	TLE	---	---	---	---	1342
5	WOOD COUNTY	HE,TLE	---	---	---	727	1090
7	NEWPAGE WISCONSIN SYSTEM INC.	TLE	---	---	---	---	1285

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
100	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS
101	SOLARUS	RELEASE OF RIGHTS
102	WE ENERGIES - GAS	RELEASE OF RIGHTS
103	WISCONSIN RAPIDS WATER WORKS & LIGHTING COMMISSION	RELEASE OF RIGHTS

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

FOUND CORNER MARKERS ARE DRILL HOLES IN CONCRETE UNLESS OTHERWISE NOTED.

HWY	
W JACKSON ST.	CSM 1010, CSM 1011, CSM 1080, CSM 1339, CSM 6144, WEST SIDE ASSESSORS'S PLAT NO. 1
WEST RIVERVIEW EXPRESSWAY	CSM 8000, CSM 238 WEST SIDE ASSESSOR'S PLAT NO. 1
W. GRAND AVE	WEST SIDE ASSESSOR'S PLAT NO. 1, CSM 8000, CSM 238
6TH AVE N.	CSM 1011, CSM 1366
4TH AVE N.	WEST SIDE ASSESSOR'S PLAT NO. 1, CENTRALIA PLAT, CSM 1339, CSM 6144,

POINT #	STATION	OFFSET
100	23+00.51	-52.55'
102	22+75.91	37.75'
103	22+54.73	37.65'
104	22+01.32	37.07'
105	22+48.46	110.95'
106	19+94.19	168.04'
107	21+24.25	39.18'
108	20+26.15	45.98'
109	17+13.36	46.50'
110	16+83.80	71.82'
111	10+83.89 WG	36.00'
112	10+43.15 WG	35.98'
113	10+45.07 WG	-36.25'
114	10+83.48 WG	-36.20'
115	10+99.16 WG	-36.11'
116	15+42.64	59.37'
117	13+62.41	51.26'
118	13+56.77	58.98'
119	13+02.61	57.82'
120	13+02.07	49.82'
121	11+39.91	48.65'

POINT #	STATION	OFFSET
122	10+59.18	88.90'
124	12+62.81	-153.81'
125	12+98.61	-78.88'
126	13+81.92	-72.80'
127	15+44.17	-65.50'
128	16+12.36	-56.98'
129	16+32.17	-78.77'
130	16+34.12	-96.80'
131	16+99.37	-89.21'
132	17+29.25	-56.50'
133	20+81.95	-68.08'
134	20+91.00	-94.47'
135	20+90.89	-130.90'
136	20+88.63	-153.70'
137	20+84.64	-183.37'
138	20+93.24	-216.17'
139	21+11.40	-185.97'
140	21+71.98	-102.16'
141	22+20.41	-58.26'

POINT #	STATION	OFFSET
TLE100	22+34.00	37.20'
TLE101	22+06.01	49.93'
TLE102	17+86.70	46.50'
TLE103	17+86.70	57.50'
TLE104	17+10.62	57.50'
TLE105	16+83.50	73.72'
TLE106	13+73.33	51.91'
TLE107	13+42.54	75.90'
TLE108	13+42.89	94.09'
TLE109	12+98.50	96.18'
TLE110	12+97.54	78.02'
TLE111	12+61.48	48.89'
TLE112	11+00.00	56.72'
TLE113	10+75.00	83.00'
TLE114	10+67.00	79.63'
TLE115	12+73.52	-166.98'
TLE116	12+81.38	-162.41'
TLE117	12+78.97	-121.70'
TLE118	12+96.38	-83.95'
TLE119	13+82.34	-77.78'
TLE120	15+44.48	-70.50'

POINT #	STATION	OFFSET
TLE121	16+12.98	-61.94'
TLE122	16+26.51	-72.95'
TLE123	16+29.15	-97.34'
TLE124	20+53.25	-56.73'
TLE125	20+53.00	-61.71'
TLE126	20+80.11	-72.20'
TLE127	20+87.77	-137.35'
TLE129	20+94.12	-218.11'
TLE130	21+80.99	-88.14'
TLE131	22+33.15	-55.32'
TLE151	20+85.63	-151.80'
TLE152	20+88.50	-154.54'

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\040101_rp.dgn
APPRAISAL PLAT DATE: 4/15/21
PLOT DATE :
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

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6999-11-08-4.01

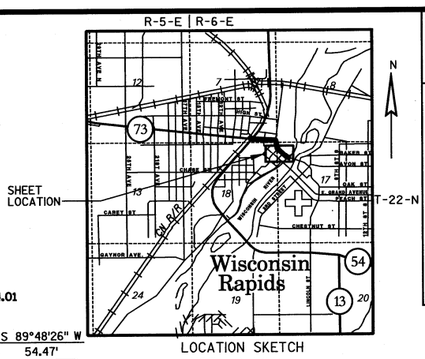
TRANSPORTATION PROJECT PLAT NO: 6999-11-08-4.02

THAT PART OF LOTS 1 & 2 OF CSM 6144 AND LOTS 5 & 6 OF THE WEST SIDE ASSESSOR'S PLAT NO. 25 IN GOVERNMENT LOT 1 OF SECTION 18, AND PART OF LOT 6 OF THE WEST SIDE ASSESSOR'S PLAT NO. 25, AND PART OF LOT 8 OF CSM 10327, AND PART OF LOT 2 OF CSM 3685, AND OTHER LANDS IN GOVERNMENT LOT 3, OF SECTION 17, ALL IN T22N, R6E, CITY OF WISCONSIN RAPIDS, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER LOCAL STREET WOOD COUNTY C WISCONSIN RAPIDS, W JACKSON STREET (WEST RIVERVIEW EXPRESSWAY TO JACKSON STREET BRIDGE)

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

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



STRAND ASSOCIATES®
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WISCONSIN RAPIDS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 EVANSVILLE W AND SURVEYOR

(SIGNATURE) _____ DATE 4/15/21
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WISCONSIN RAPIDS.
(SIGNATURE) _____ DATE 4/20/21
(PRINTED NAME) Joe Eichstaedt / City Engineer

2021R04386
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
04/21/2021 01:30 PM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-11-08-4.02
AMENDMENT NO:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT 2021R04385

SCALE, FEET
0 50 100

T 22 N, R 6 E, SECTION 7 — FOUND SURVEY SPIKE
Y = 453310.083
X = 726553.518

T 22 N, R 6 E, SECTIONS 7, 8, 18, 17 — FOUND HARRISON MON.
Y = 453318.908
X = 729178.268

T 22 N, R 6 E, SECTIONS 18, 17 — FOUND HARRISON MON.
Y = 450732.166
X = 729186.497

SE-SE SEC. 7

SEE SHEET 6999-11-08-4.01
PT 22+61.88

N 89°48'26" E 2327.85'

S 89°48'26" W 39.13'

S 89°48'26" W 54.47'

S 89°48'26" W 203.31'

STA. 22+86.19

STA. 27+66.23

LOT 1
WEST SIDE ASSESSOR'S PLAT NO 1

GOV'T LOT 1
SEC. 18

LOT 1
CSM 8416
V. 29, P.16
DOC. 2006R02797

LOT 13
WEST SIDE ASSESSOR'S PLAT NO 1

LOT 1
CSM 6144
V. 21, P.144
DOC. 802959

LOT 2
CSM 6144

LOT 1
CSM 1340
V. 5, P.140
DOC. 548164

LOT 3
WEST SIDE ASSESSOR'S PLAT NO. 25

LOT 4
WEST SIDE ASSESSOR'S PLAT NO. 25

LOT 5
WEST SIDE ASSESSOR'S PLAT NO. 25

LOT 2
WEST SIDE ASSESSOR'S PLAT NO. 25

LOT 6
WEST SIDE ASSESSOR'S PLAT NO 25

LOT 7
WEST SIDE ASSESSOR'S PLAT NO 25

CITY OF WISCONSIN RAPIDS

4TH AVE N
3RD AVE N
2ND AVE N
W. GRAND AVE
JACKSON STREET
FORMER MAIN STREET (SARGENT AND PHILLEO'S PLAT OF CENTRALIA)
VACATED 3RD AVE N

INGRESS/EGRESS AND PARKING EASEMENT BETWEEN LOTS 1& 2 OF CSM 6144

TLE-SLOPES 2669 S.F.
TLE-SLOPES 6741 S.F.
TLE-SLOPES 244 S.F.
TLE-SLOPES 1384 S.F.
TLE-SLOPES 723 S.F.
TLE-SLOPES 1024 S.F.
TLE-SLOPES 66 S.F.
TLE-SLOPES 1775 S.F.
TLE-SLOPES 3238 S.F.

CURVE 200
CURVE 201
CURVE 203
CURVE 204
CURVE 205
CURVE 206

P.I. = 22+17.70
Y = 453,385.55
X = 728,901.85
DELTA = 25° 45' 24" (RT)
D = 28° 38' 52"
T = 45.73'
L = 89.91'
R = 200.00'
P.C. = 21+71.98
P.T. = 22+61.88

P.I. = 24+97.26
Y = 453,114.59
X = 728,976.66
DELTA = 32° 24' 14" (LT)
D = 19° 05' 55"
T = 87.17'
L = 169.67'
R = 300.00'
P.C. = 24+10.09
P.T. = 25+79.76

P.I. = 27+83.99
Y = 452,918.99
X = 729,192.67
DELTA = 3° 56' 30" (RT)
D = 11° 08' 49"
T = 17.69'
L = 35.36'
R = 514.00'
P.C. = 27+66.31
P.T. = 28+01.67

P.I. = 30+91.60
Y = 452,697.32
X = 729,405.96
DELTA = 28° 21' 22" (LT)
D = 28° 38' 52"
T = 50.53'
L = 98.98'
R = 200.00'
P.C. = 30+41.07
P.T. = 31+40.05

P.I. = 10+42.13 WG
Y = 453312.777
X = 728341.387
DELTA = 28° 48' 48" (RT)
D = 34° 56' 11"
T = 42.13'
L = 82.47'
R = 164.00'
P.C. = 10+00.00 WG
P.T. = 10+82.47 WG

CURVE 200	CURVE 204
R = 38.00'	R = 290.65'
L = 79.62'	L = 128.28'
LC = 65.83'	LC = 127.24'
LCB = S 75° 46' 47" E	LCB = N 56° 09' 35" W
CURVE 201	**CURVE 205**
R = 30.00'	R = 40.01'
L = 47.99'	L = 48.95'
LC = 43.03'	LC = 45.95'
LCB = S 2° 0' 51" E	LCB = N 7° 18' 53" E
CURVE 203	**CURVE 206**
R = 218.65'	R = 377.41'
L = 33.16'	L = 82.92'
LC = 33.13'	LC = 82.75'
LCB = S 68° 6' 17" E	LCB = N 21° 43' 29" W

COURSE	BEARING	DIST.
204 - R/L	S 0° 10' 56" E	64.27'
R/L - 215	S 0° 10' 56" E	46.17'
215 - 213	S 0° 10' 56" E	43.06'

POINT *	STATION	OFFSET
100	23+00.51	-52.55'
102	22+75.91	37.75'
200	24+04.10	-52.36'
201	24+51.70	-107.73'
202	25+59.60	-77.86'
203	25+94.83	-47.50'
204	27+22.94	-47.50'
205	28+25.88	-50.50'
206	31+18.22	-38.65'
207	31+55.52	-37.21'
209	31+39.15	35.19'
210	30+27.51	34.50'
211	28+72.88	34.50'
212	28+78.02	108.08'
213	28+30.75	62.89'
214	28+28.69	33.33'
215	27+99.49	33.12'
216	27+90.65	32.96'
217	25+76.19	33.52'
218	25+66.47	72.99'
219	25+11.82	67.37'
220	24+81.56	38.24'
221	24+07.68	37.75'

POINT *	STATION	OFFSET
TLE200	30+83.36	-47.10'
TLE201	31+23.64	-84.43'
TLE202	31+66.18	-47.33'
TLE203	31+02.37	80.18'
TLE204	30+53.00	41.69'
TLE205	30+53.00	33.80'
TLE206	29+39.00	34.50'
TLE207	29+25.03	52.00'
TLE208	28+74.10	52.00'
TLE209	27+79.38	33.34'
TLE210	26+06.54	33.50'
TLE211	25+67.60	109.16'
TLE212	24+59.02	37.86'
TLE213	24+52.25	91.61'
TLE214	22+78.40	87.75'
TLE215	22+78.40	37.75'
TLE250	30+59.78	41.83'
TLE254	30+59.27	71.82'

101 SOLARUS
NO RECORDED EASEMENT
PARCEL 4

102 WE ENERGIES - GAS
(WISCONSIN GAS COMPANY)
EASEMENT
V.544 P.231-238
DOC.660826
PARCEL 11

103 WISCONSIN RAPIDS WATER WORKS & LIGHTING COMMISSION
NO RECORDED EASEMENT
PARCELS 8 & 9

104 CITY OF WISCONSIN RAPIDS - SANITARY SEWER
NO RECORDED EASEMENT
PARCELS 4 & 8

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

FOUND CORNER MARKERS ARE DRILL HOLES IN CONCRETE UNLESS OTHERWISE NOTED.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE CITY OF WISCONSIN RAPIDS.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW	R/W EXISTING	R/W TOTAL	TLE S.F.
4	CITY OF WISCONSIN RAPIDS	TLE	---	---	---	5907
7	NEWPAGE WISCONSIN SYSTEM INC.	TLE	---	--	---	1775
8	320 GRAND AVENUE LLC.	TLE	---	---	---	6741
9	MEAD REALTY CORPORATION	FEE, TLE	297	---	297	2107
11	MEAD WITTER FOUNDATION INC.	TLE	---	---	---	1090

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
101	SOLARUS	RELEASE OF RIGHTS
102	WE ENERGIES - GAS	RELEASE OF RIGHTS
103	WISCONSIN RAPIDS WATER WORKS & LIGHTING COMMISSION	RELEASE OF RIGHTS
104	CITY OF WISCONSIN RAPIDS - SANITARY SEWER	RELEASE OF RIGHTS

HWY	
JACKSON ST.	CSM 1340, CSM 6144, CSM 3685, WEST SIDE ASSESSOR'S PLAT NO. 25 SARGENT AND PHILLEO'S PLAT OF CENTRALIA
4TH AVE N	CSM 6144 WEST SIDE ASSESSOR'S PLAT NO. 1
W. GRAND AVE	CSM 8416 WEST SIDE ASSESSOR'S PLAT NO. 1, WEST SIDE ASSESSOR'S PLAT NO. 25
3RD AVE N	CSM 1340, DOC. 737852 (VACATION RESOLUTION) WEST SIDE ASSESSOR'S PLAT NO. 25 SARGENT AND PHILLEO'S PLAT OF CENTRALIA
2ND AVE N	WEST SIDE ASSESSOR'S PLAT NO. 25

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PLOT DATE :
PLOT BY : _username_
PLOT NAME :
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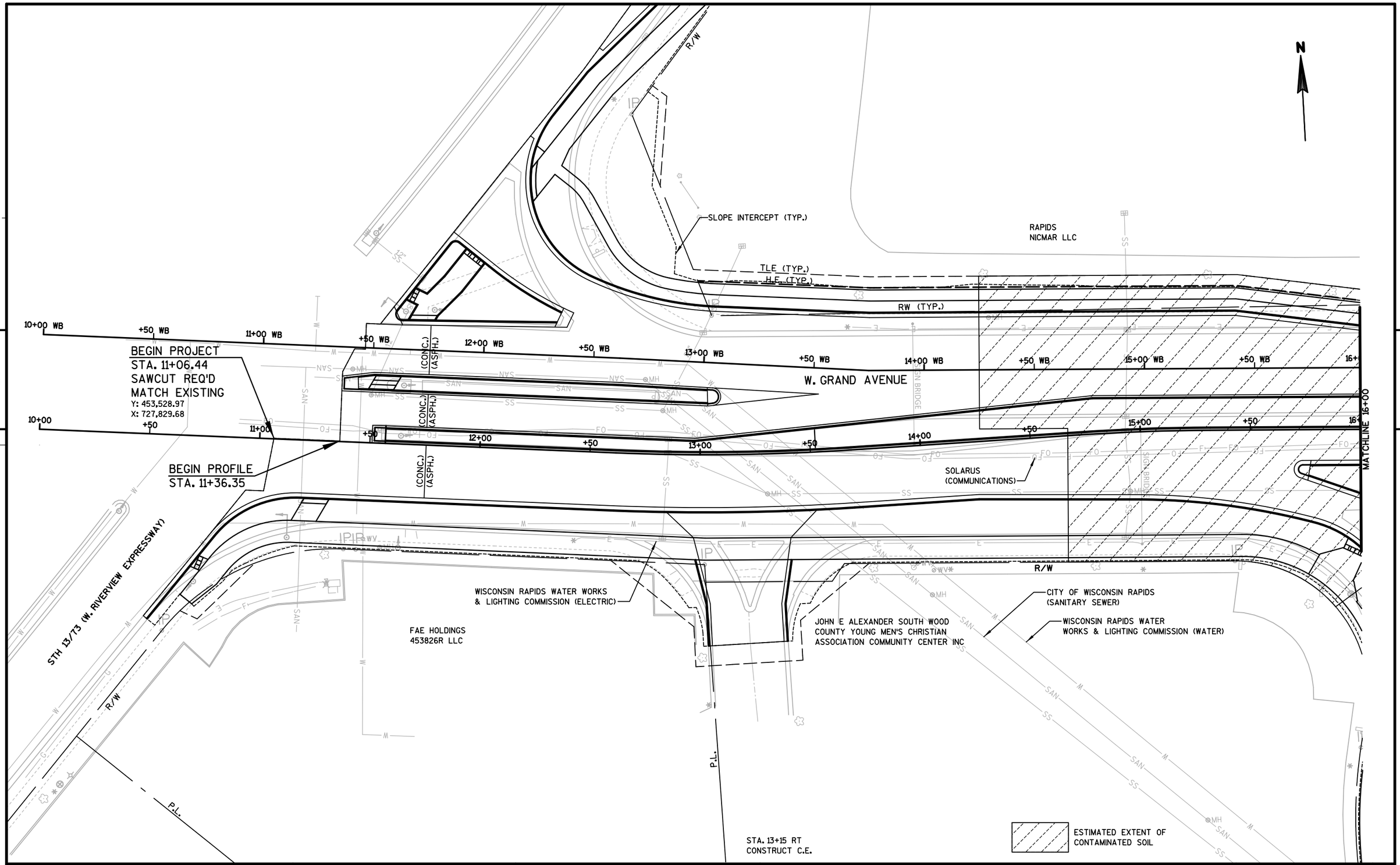
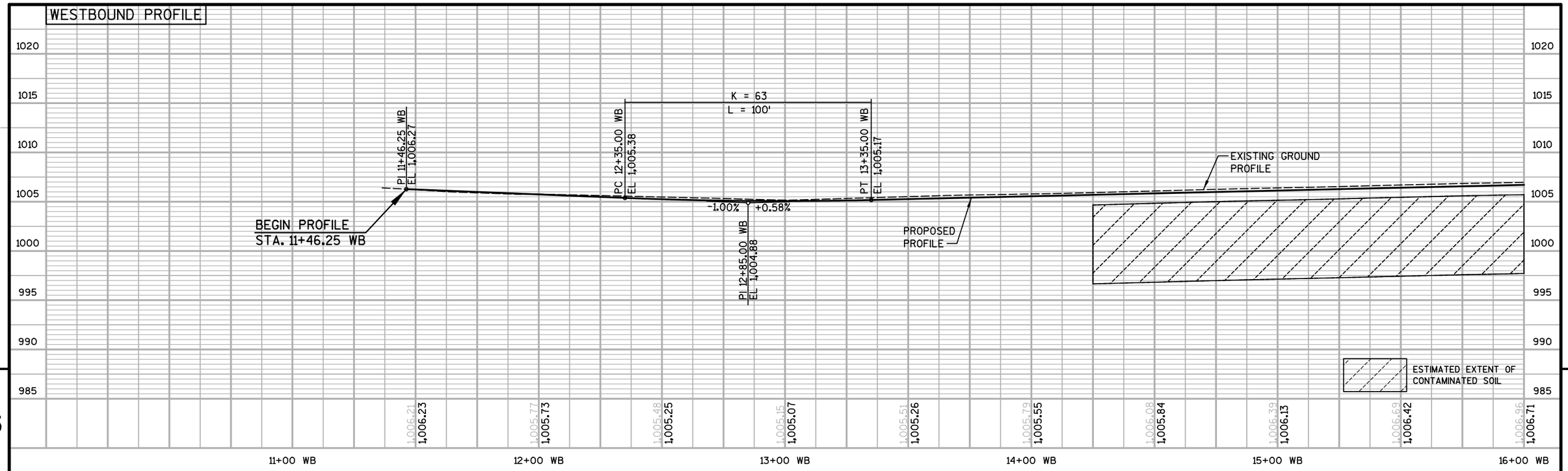


PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES - WEST JACKSON STREET	SHEET 148	E

WESTBOUND PROFILE



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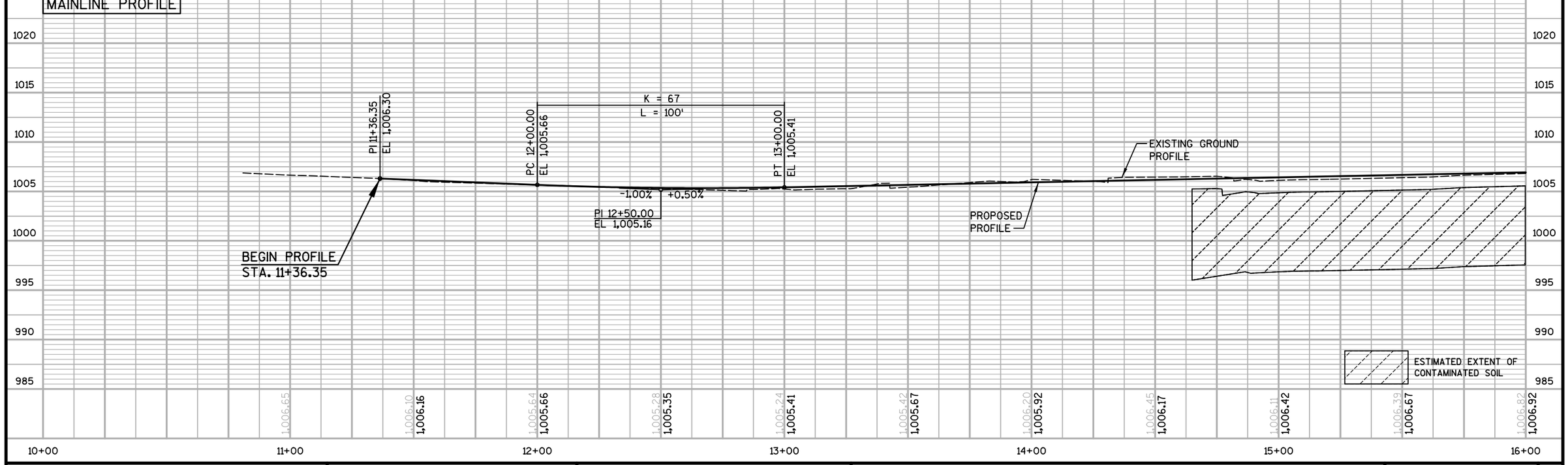


PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES - WEST JACKSON STREET	SHEET 149	E

END CONSTRUCTION
STA. 11+18.75 C

CHARTER COMMUNICATIONS (COMMUNICATIONS)

SOLARUS (COMMUNICATIONS)

SLOPE INTERCEPT (TYP.)

P.L.

P.L.

P.L.

WOOD COUNTY

6TH AVENUE NORTH

4TH AVENUE NORTH

W. JACKSON STREET

W. GRAND AVENUE

R/W

BM20

TLE (TYP.)

RW (TYP.)

H.E. (TYP.)

SOLARUS (COMMUNICATIONS)

WISCONSIN RAPIDS WATER WORKS & LIGHTING COMMISSION (ELECTRIC)

CITY OF WISCONSIN RAPIDS (SANITARY SEWER)

WISCONSIN RAPIDS WATER WORKS & LIGHTING COMMISSION (WATER)

CHARTER COMMUNICATIONS (COMMUNICATIONS)

SOLARUS (COMMUNICATIONS)

CITY OF WISCONSIN RAPIDS

BM479

MATCHLINE 16+00

MATCHLINE 22+00

BEGIN CONSTRUCTION
STA. 10+28.05 WG

BM233

STA. 17+60 RT
CONSTRUCT C.E.

ESTIMATED EXTENT OF CONTAMINATED SOIL

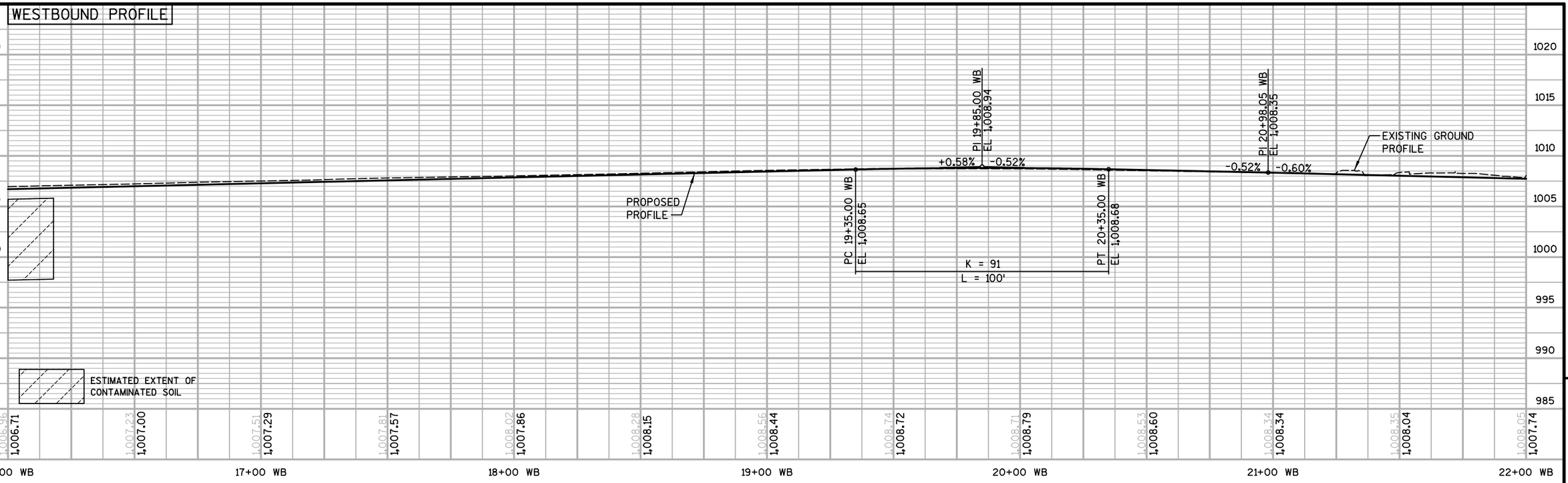
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
20	18+54, 55.6' LT	100D SPIKE	1008.71
479	21+91, 31' RT	SOUTHWEST CORNER 4TH AVE. AND W. JACKSON ST. BOLT UNDER CITY ON HYDRANT	1009.32
233	---	SOUTHWEST CORNER 4TH AVE. AND W. GRAND AVE. BURY BOLT ON HYDRANT	1008.53

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES - WEST JACKSON STREET	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\050103_pp.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44

WESTBOUND PROFILE



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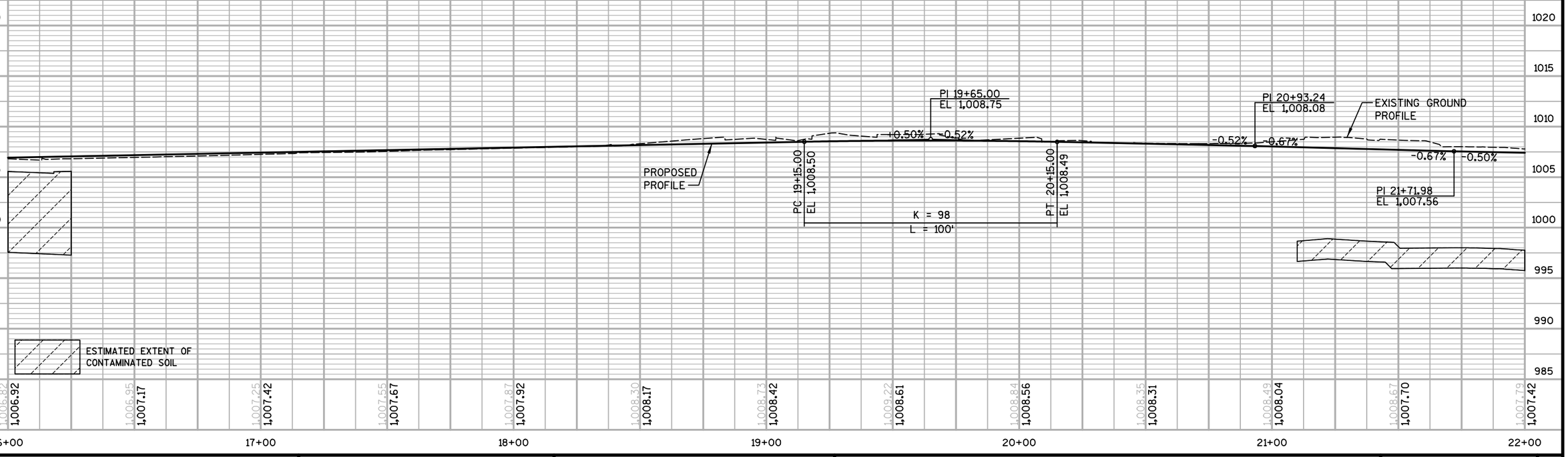

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES - WEST JACKSON STREET	SHEET	E

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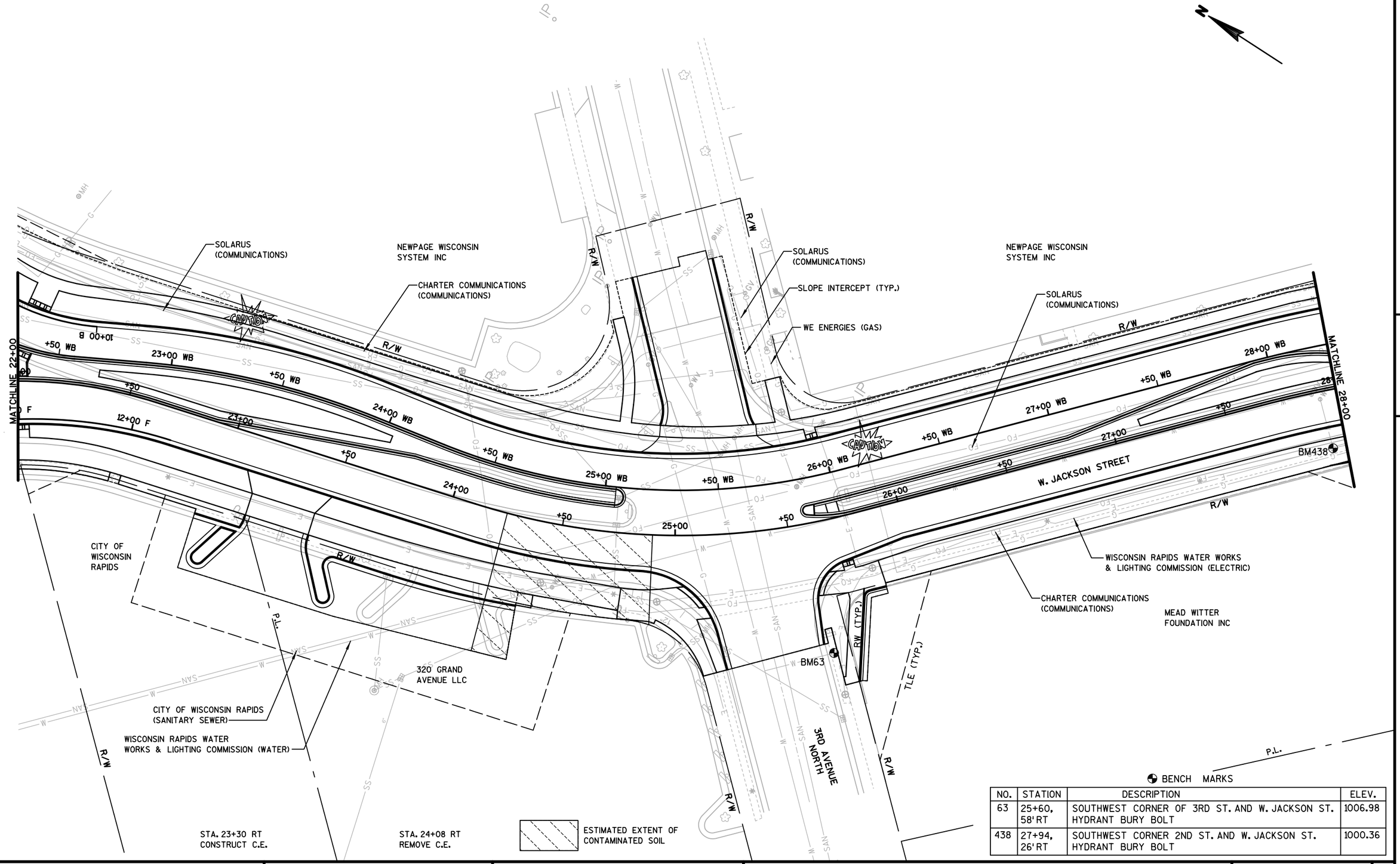

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
63	25+60, 58' RT	SOUTHWEST CORNER OF 3RD ST. AND W. JACKSON ST. HYDRANT BURY BOLT	1006.98
438	27+94, 26' RT	SOUTHWEST CORNER 2ND ST. AND W. JACKSON ST. HYDRANT BURY BOLT	1000.36

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES - WEST JACKSON STREET	SHEET	E

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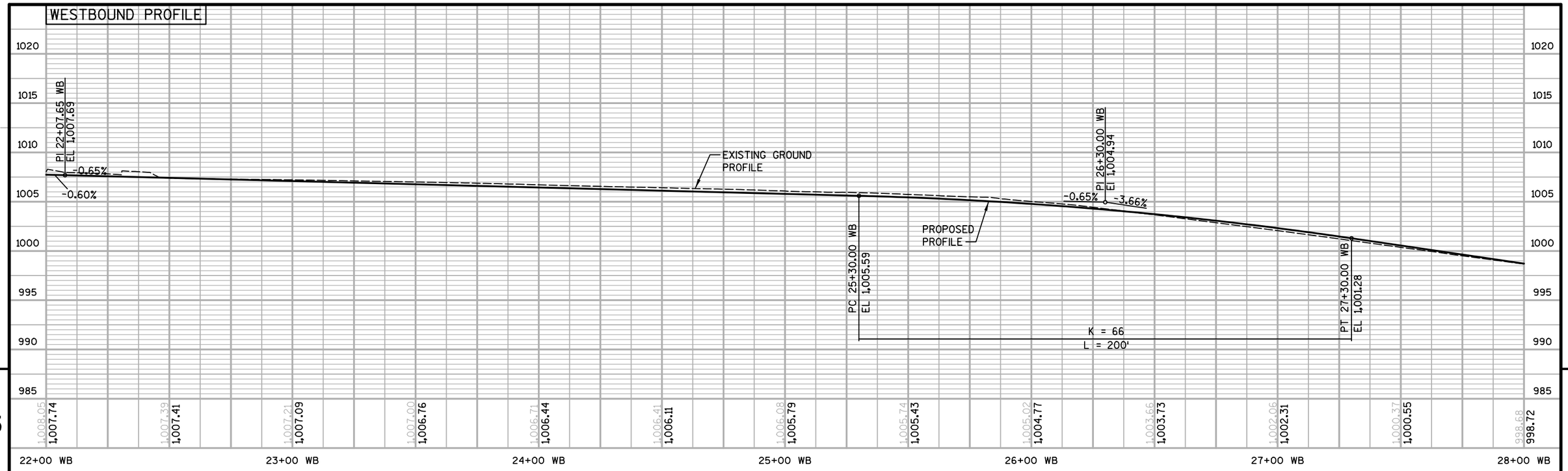
WESTBOUND PROFILE



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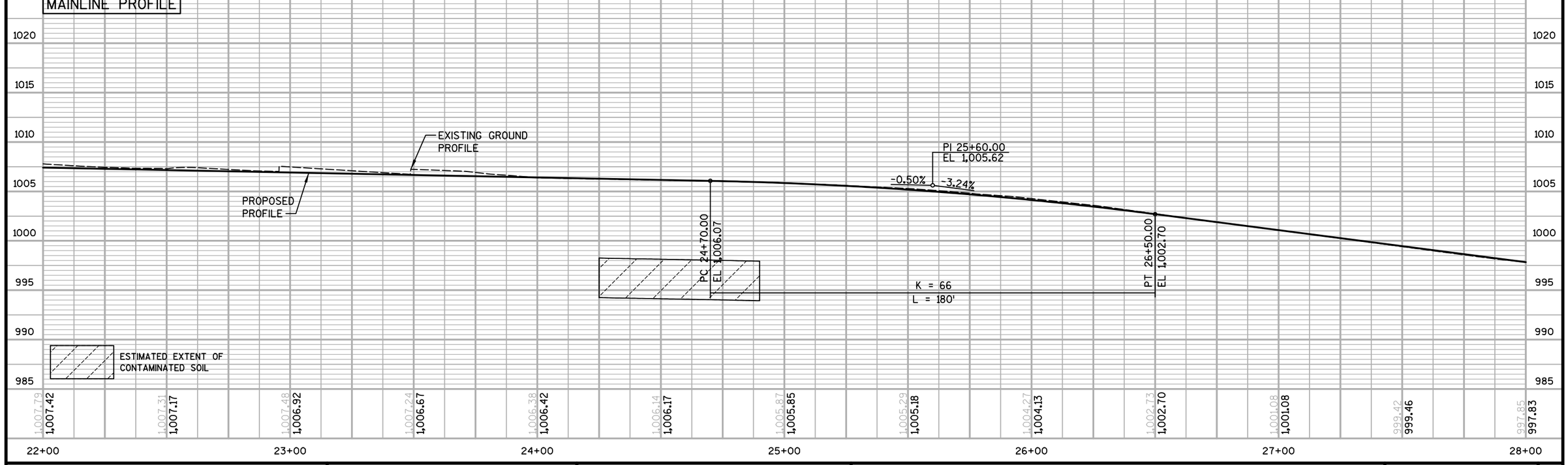

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES - WEST JACKSON STREET	SHEET	E

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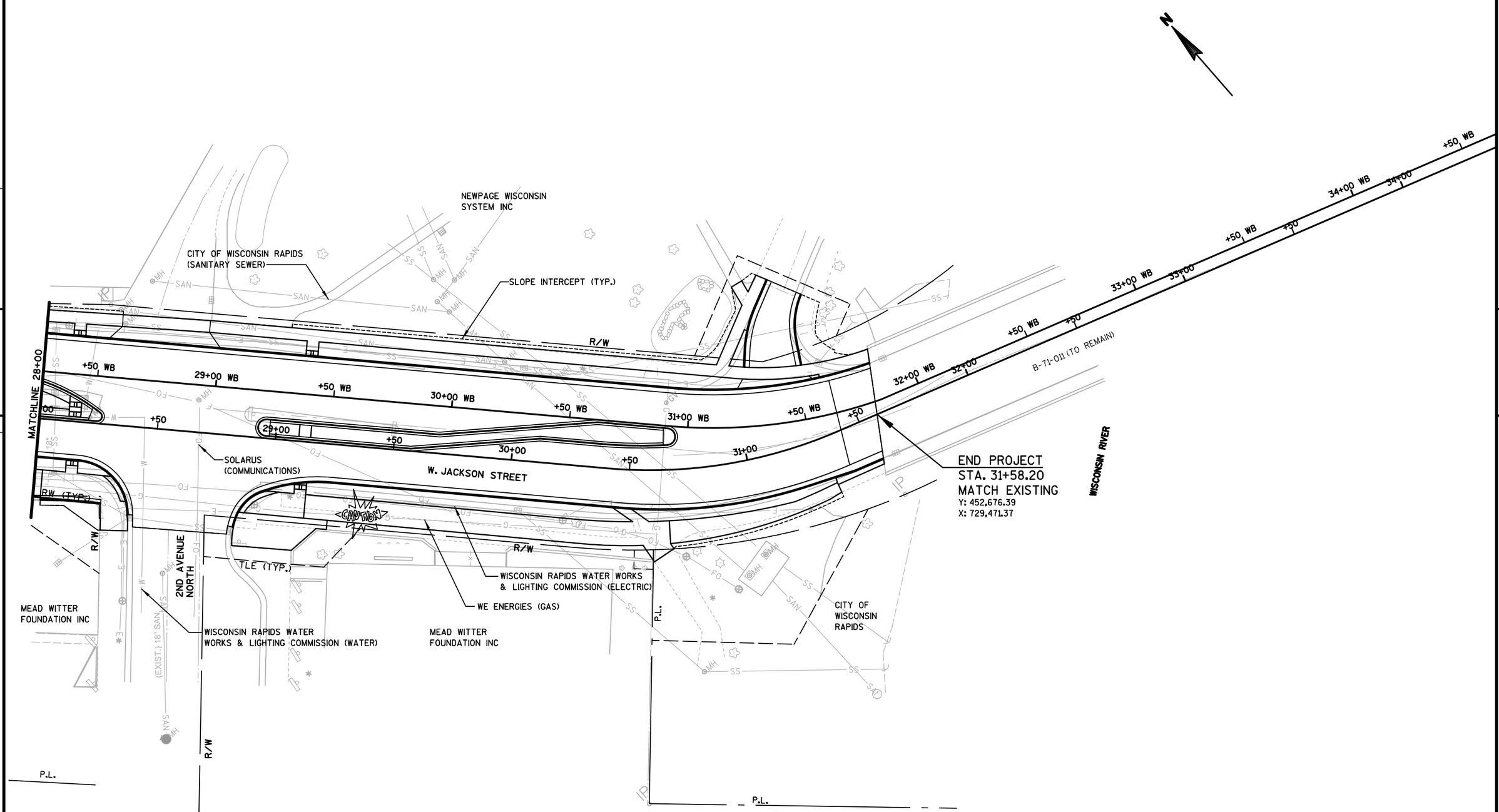
WISDOT/CADDS SHEET 46

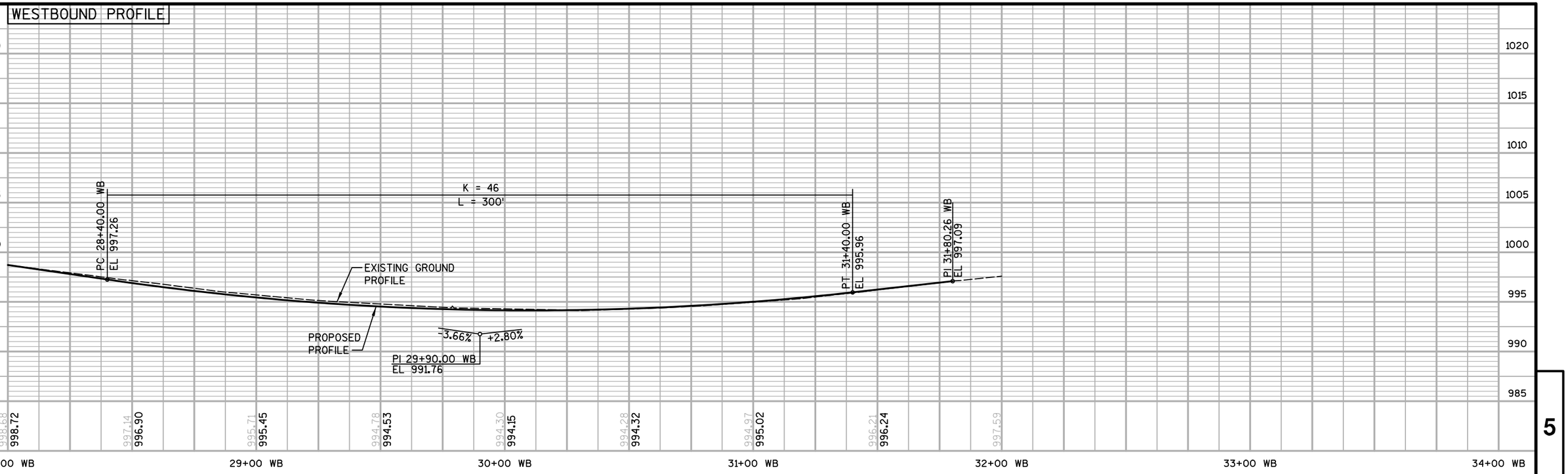
STA. 28+80 WB LT
CONSTRUCT C.E.

STA. 31+40 WB LT
CONSTRUCT C.E.



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES - WEST JACKSON STREET	SHEET 154	E

WESTBOUND PROFILE



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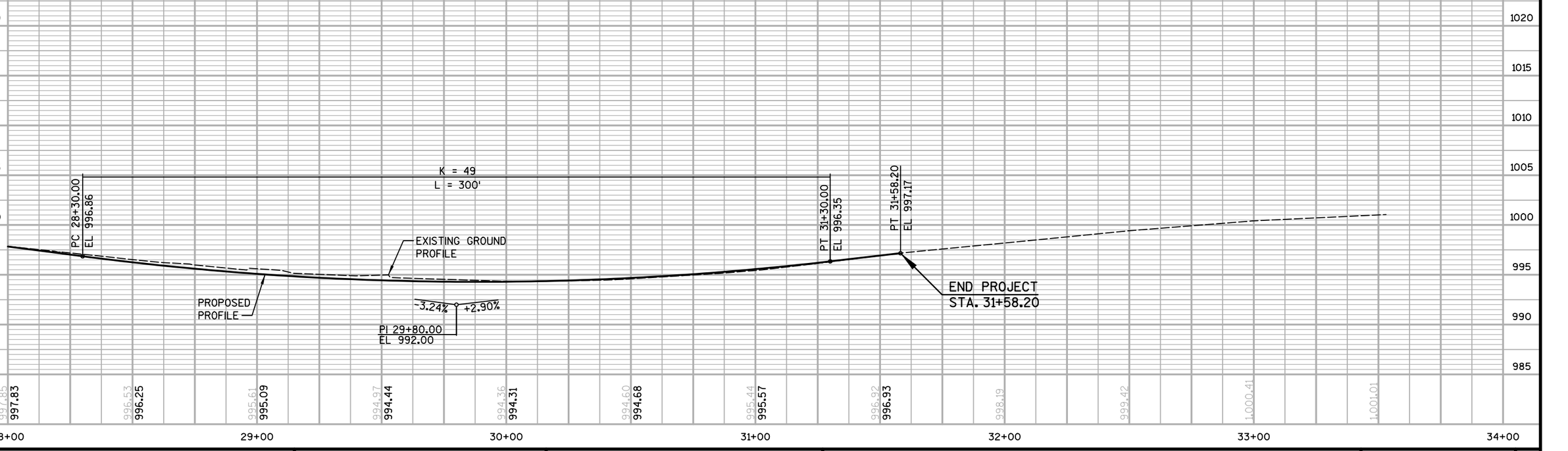
5

MAINLINE PROFILE



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES - WEST JACKSON STREET	SHEET	E

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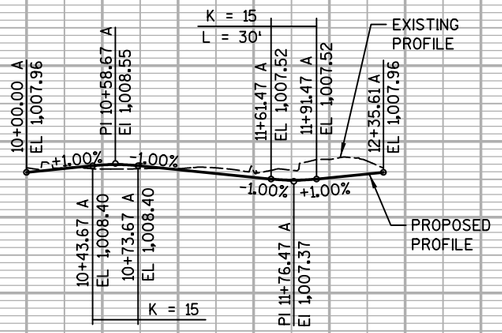
A PROFILE



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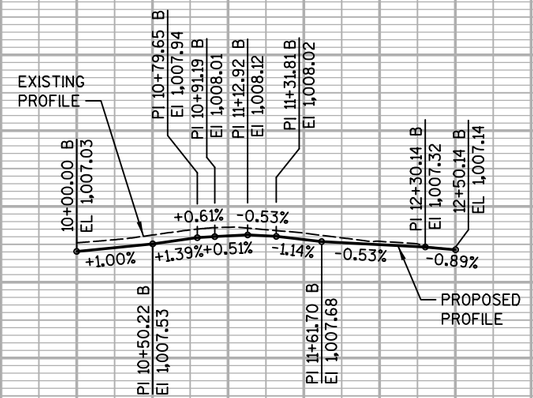

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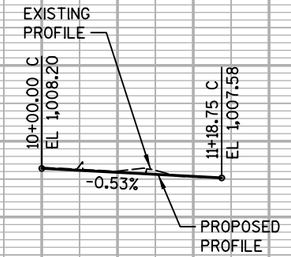

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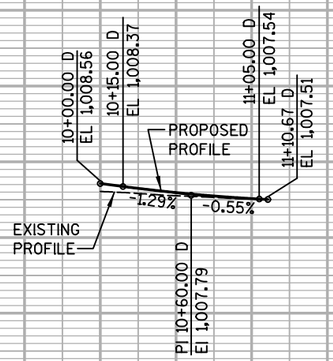

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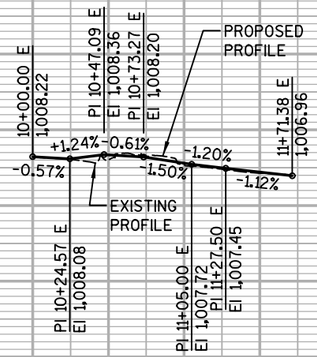

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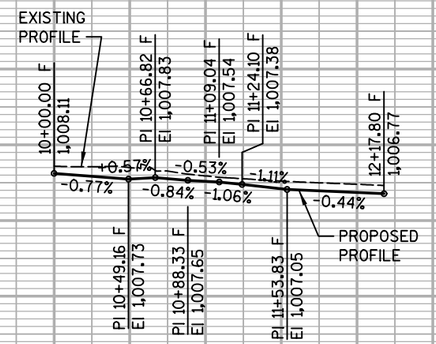


PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PROFILES - ROUNDABOUT	SHEET E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\050110_pp.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

JOHN E ALEXANDER SOUTH WOOD COUNTY YOUNG MEN'S CHRISTIAN ASSOCIATION COMMUNITY CENTER INC

CITY OF WISCONSIN RAPIDS (SANITARY SEWER)

WISCONSIN RAPIDS WATER WORKS & LIGHTING COMMISSION (WATER)

R/W

RAPIDS NICMAR LLC

ESTIMATED EXTENT OF CONTAMINATED SOIL

N

SLOPE INTERCEPT (TYP.)

15+00 WB

R/W (TYP.)

SOLARUS (COMMUNICATIONS)

+50

11+00 WG

12+00 WG

10+00 WG

W. GRAND AVENUE

+50 WB

6TH AVENUE NORTH

BEGIN CONSTRUCTION
STA. 10+28.05 WG

WISCONSIN RAPIDS WATER WORKS & LIGHTING COMMISSION (ELECTRIC)

CHARTER COMMUNICATIONS (COMMUNICATIONS)

17+00 WB

W. JACKSON STREET

TLE (TYP.)

R/W

CITY OF WISCONSIN RAPIDS

WOOD COUNTY

P.L.

5

5

PI 10+28.05 WG
EL 1,006.67

PROPOSED PROFILE

PI 11+50.00 WG
EL 1,007.28

PI 12+21.08 WG
EL 1,006.92

+0.50%

-0.50%

EXISTING GROUND PROFILE

1020
1015
1010
1005
1000
995
990

1,006.77
1,006.63
1,006.78
1,006.69
1,007.03
1,006.93
1,007.28
1,007.11
1,007.03

10+00 WG
11+00 WG
12+00 WG

PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	PLAN AND PROFILES - WEST GRAND AVENUE	SHEET	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\050111_pp.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

Standard Detail Drawing List

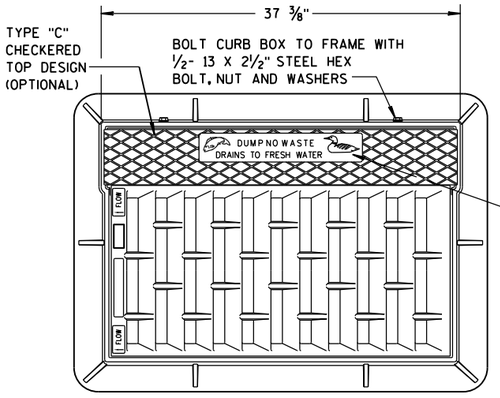
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-10	CONCRETE CONTROL CABINET BASES
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
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
09F08-04	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
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
11B02-02	CONCRETE MEDIAN NOSE
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
13C18-07F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
14B07-15A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES

6

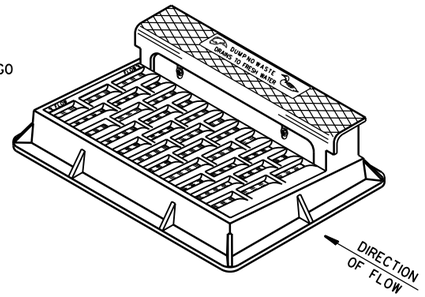
Standard Detail Drawing List

15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20B	PAVEMENT MARKING (TURN LANES)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-05A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-05B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-05C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C29-07A	BICYCLE LANE MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING
15D20-05A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D29-06	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

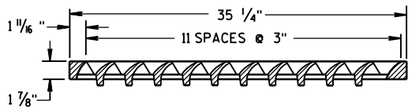
6

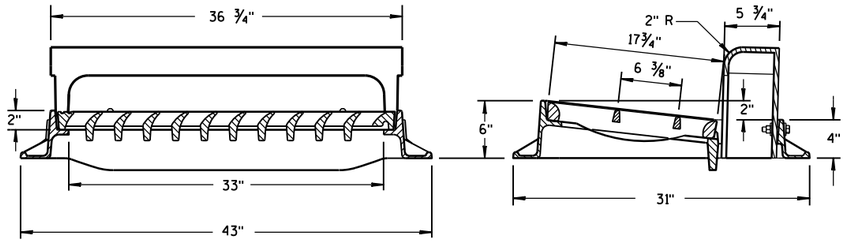


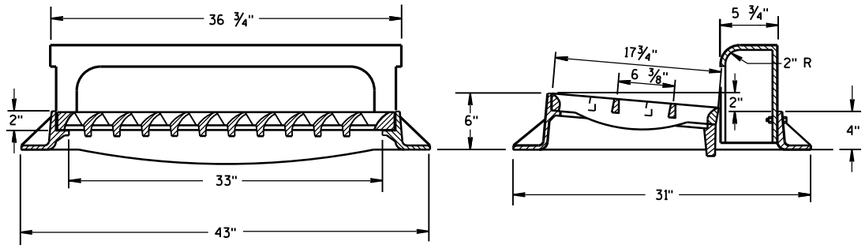
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

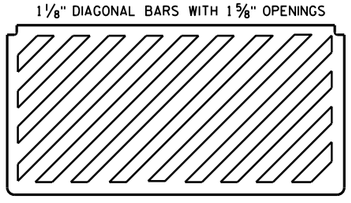






TYPE "H"

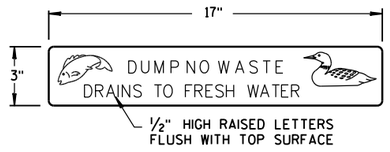
NOTE: EITHER CASTING IS ACCEPTABLE



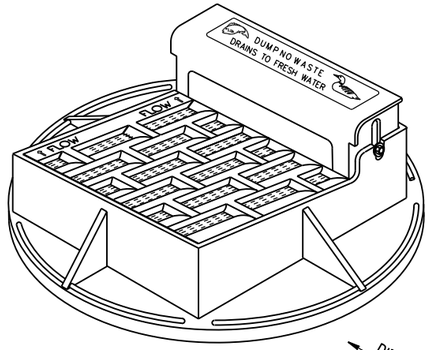
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

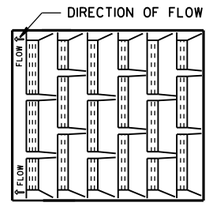
NOTE:
GRATE IS REVERSIBLE.

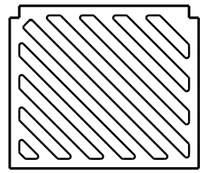
GENERAL NOTES

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

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

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

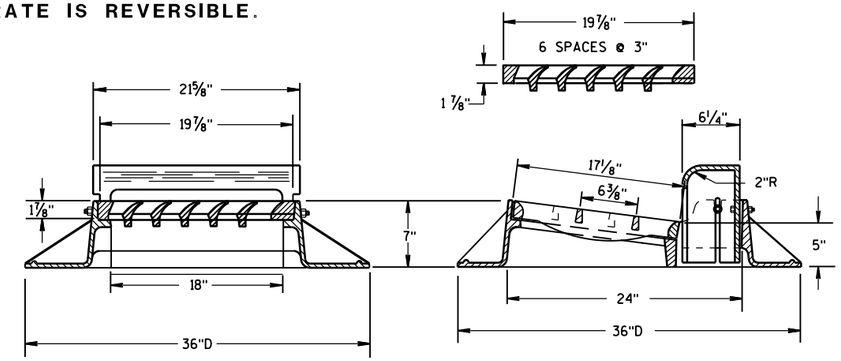




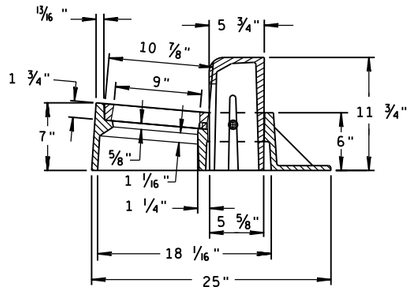
SPECIAL GRATE FOR TYPE "A" COVER

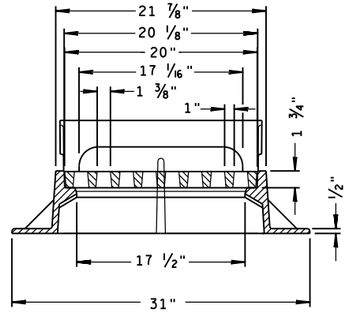
(MEASURES 19 3/4" X 17" X 1 7/8")

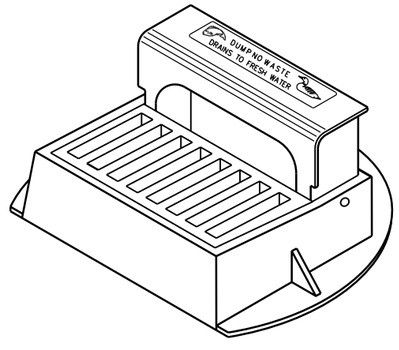
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

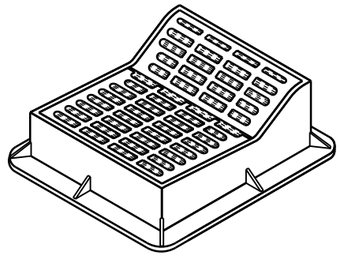
INLET COVERS
TYPE A, H, A-S, H-S & Z

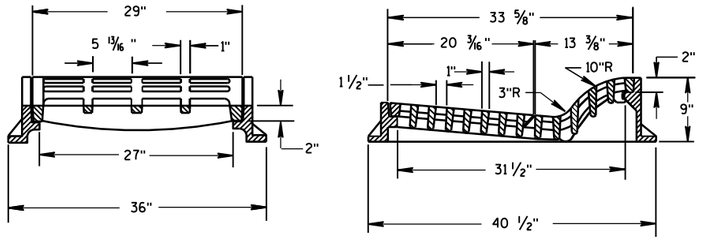
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

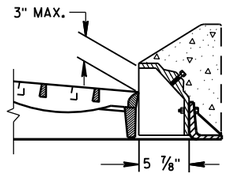
S.D.D. 8 A 5-19a





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

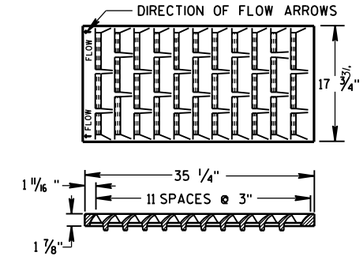
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

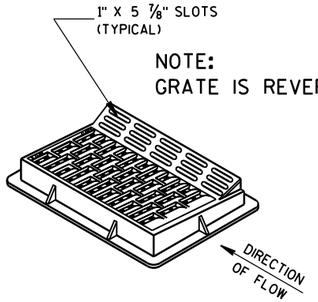
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

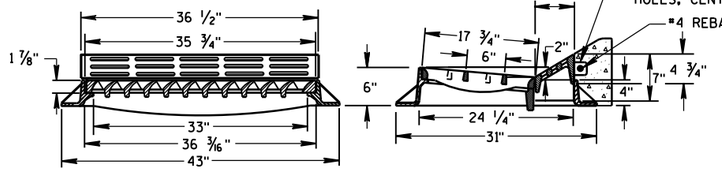
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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





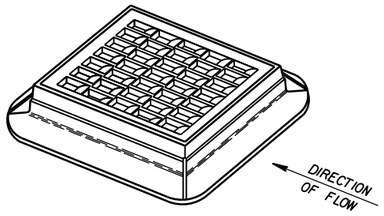
NOTE:
GRATE IS REVERSIBLE.

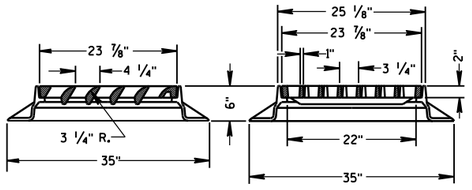


TYPE "HM"

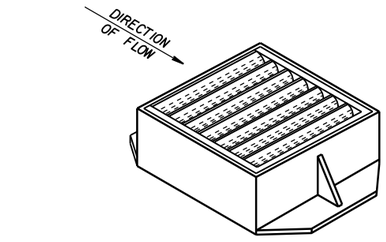
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

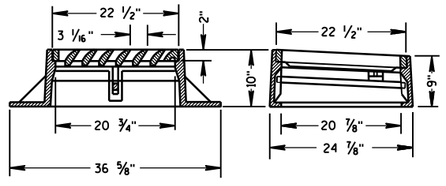
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



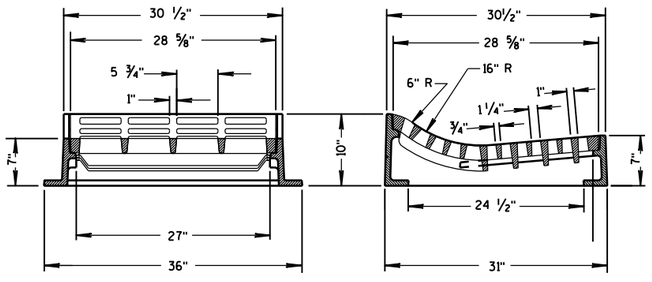


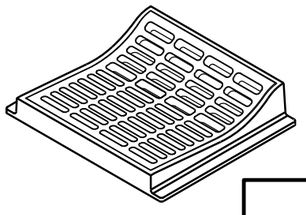
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

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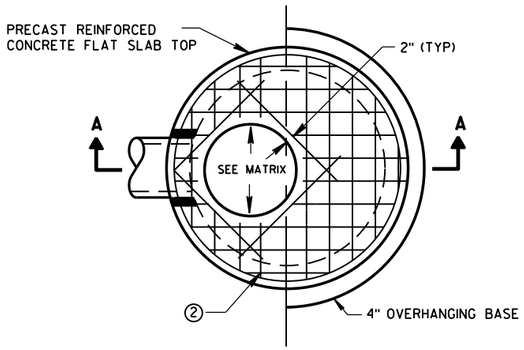
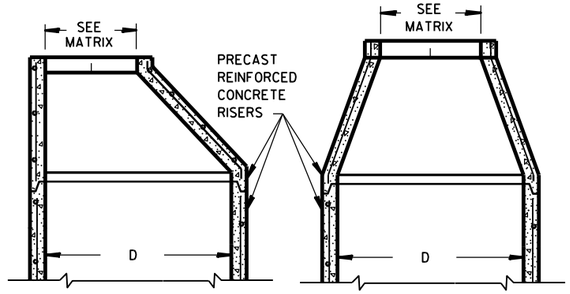
S.D.D. 8 A 5-19c

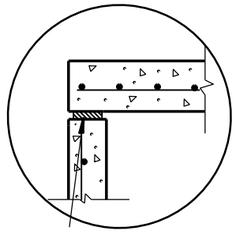


PLAN VIEW CIRCULAR OPENING

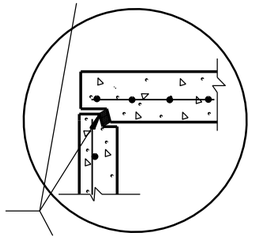


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

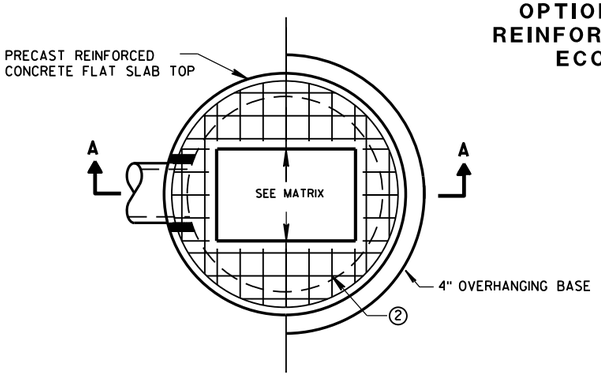
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



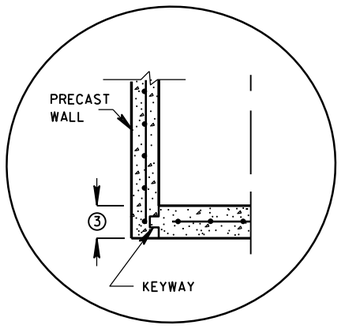
TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT

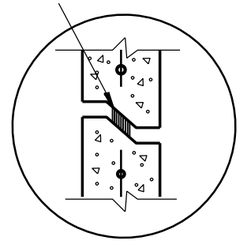


PLAN VIEW RECTANGULAR OPENING



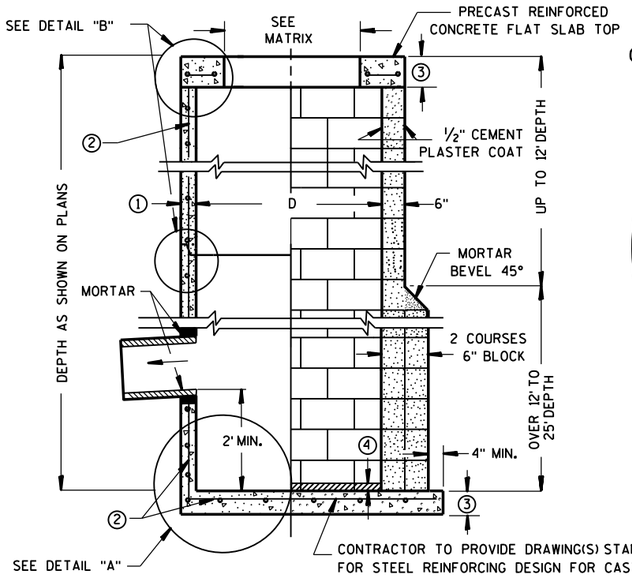
PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



RISER WITH TONGUE AND GROOVE JOINT

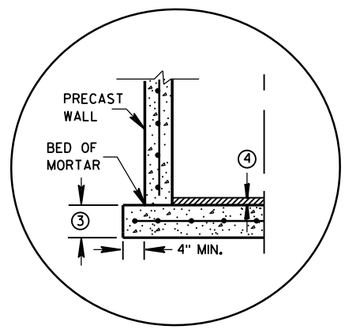
DETAIL "B"



SECTION A-A

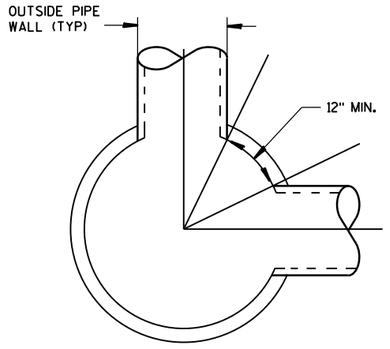
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

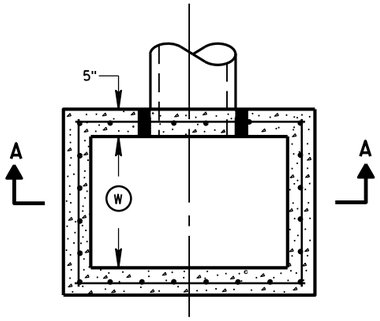
PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

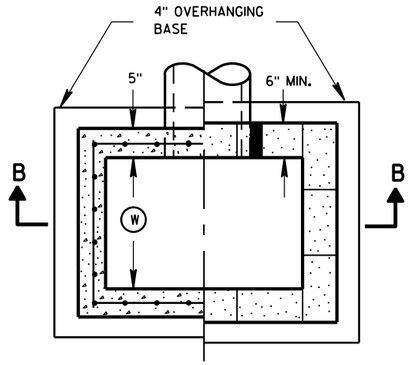
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

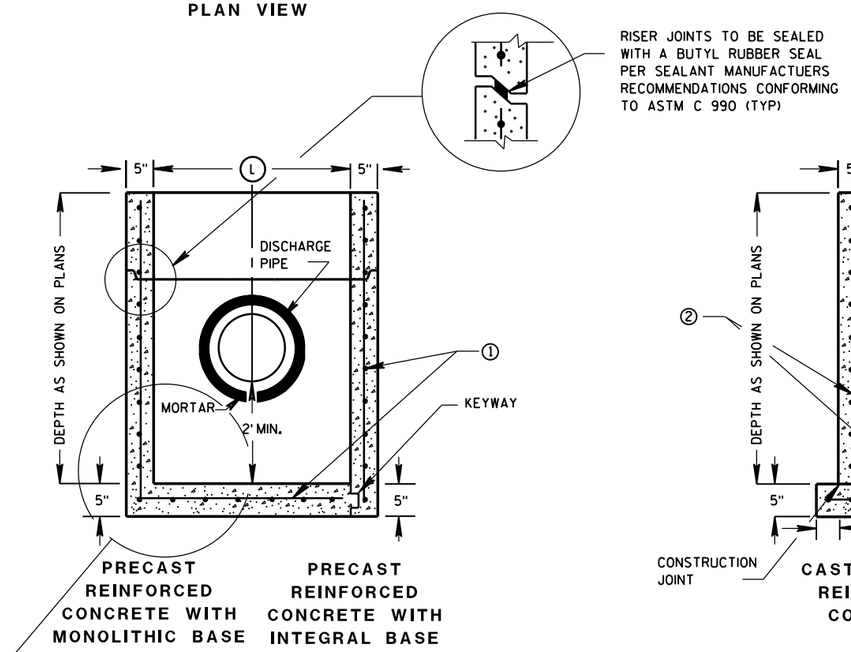
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI
FHWA



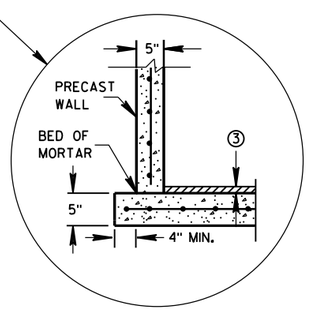
PLAN VIEW



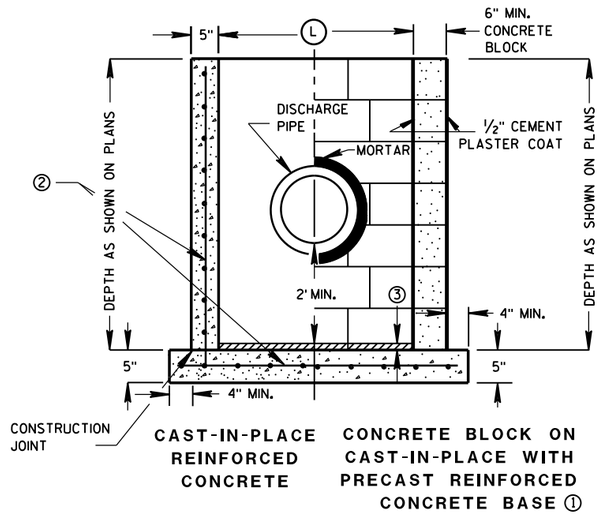
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



SECTION B-B

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

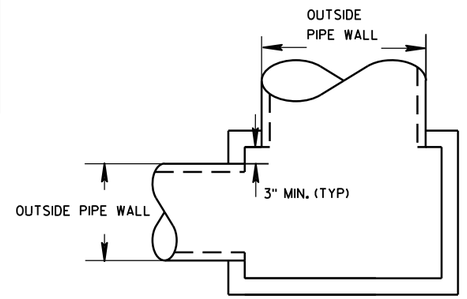
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

6

S.D.D. 8 A 9-2

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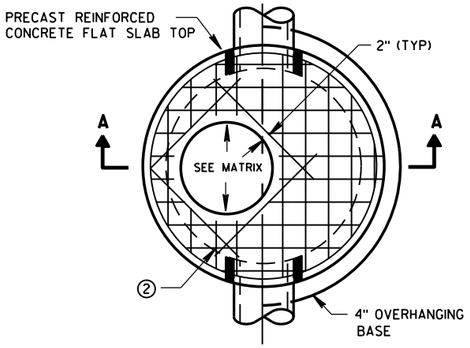
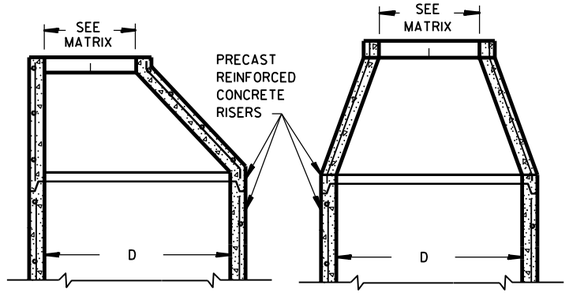
S.D.D. 8 A 9-2

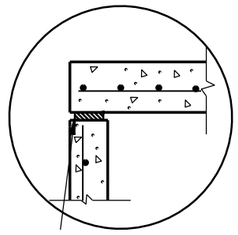


PLAN VIEW CIRCULAR OPENING

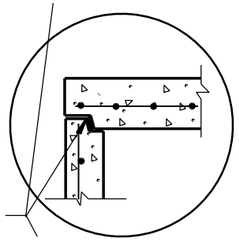


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

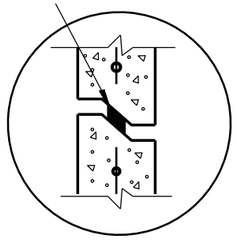


TOP WITH PLAIN END JOINT



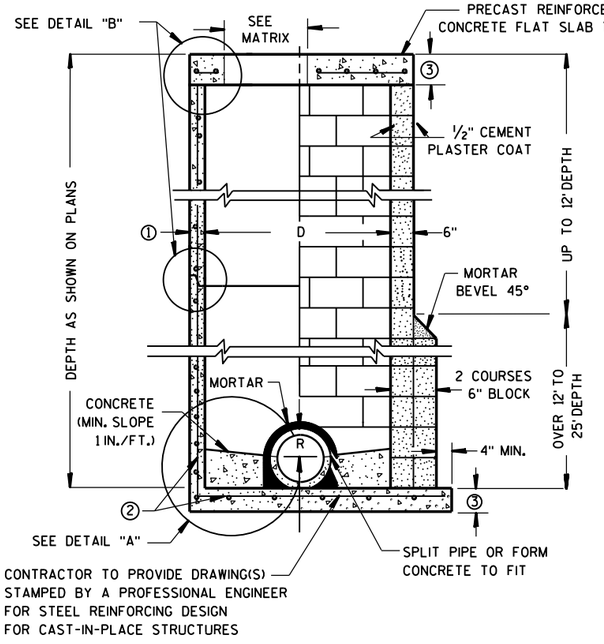
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



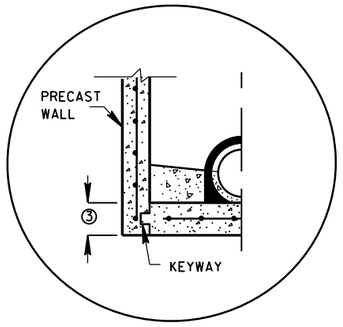
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

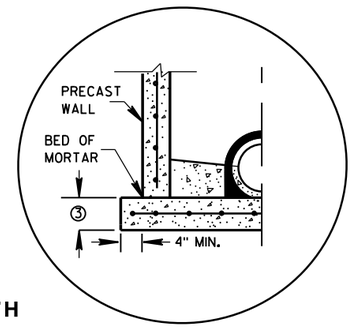


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

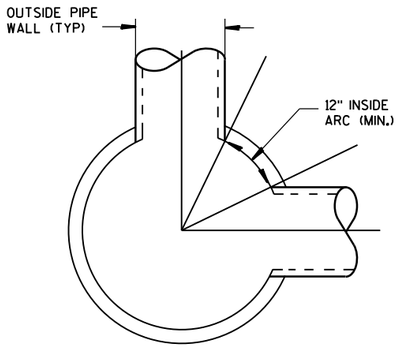


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

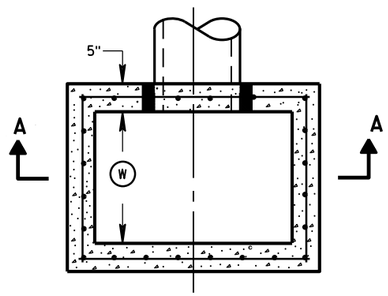
APPROVED

Sept., 2016
DATE

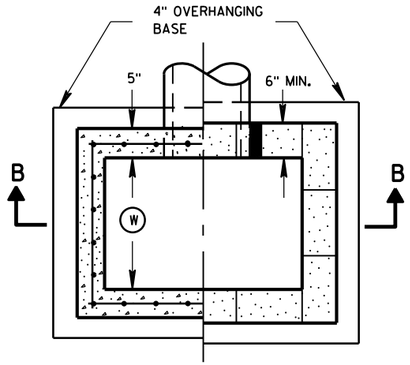
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

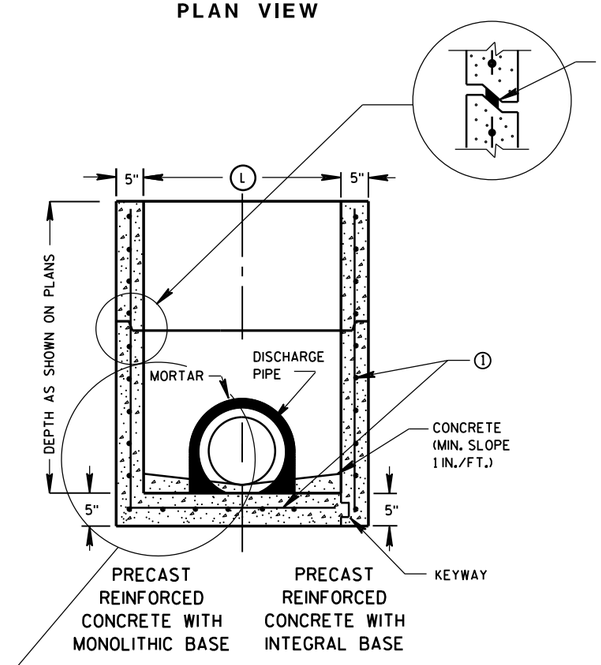
6
S.D.D. 8 B 9-2



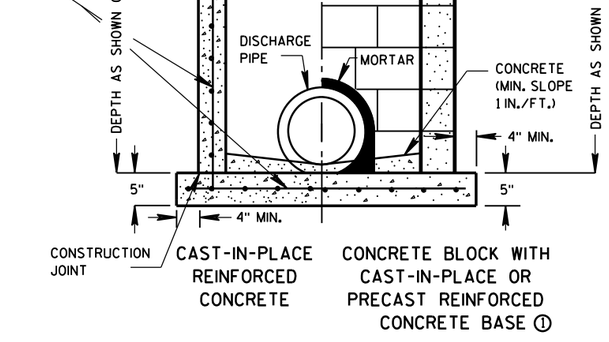
PLAN VIEW



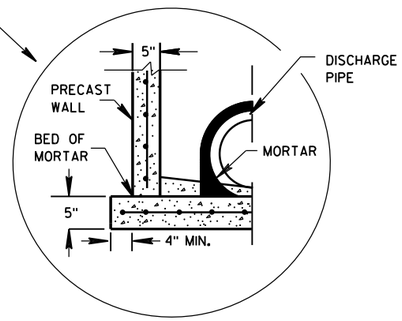
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

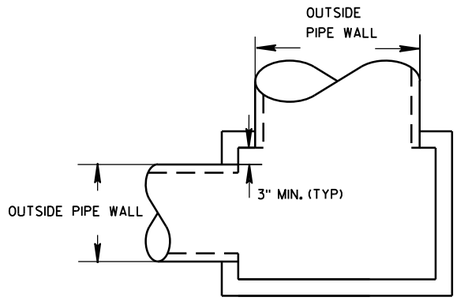
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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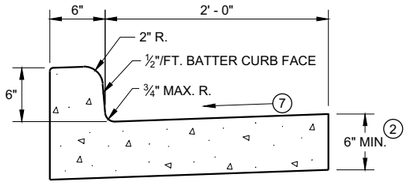
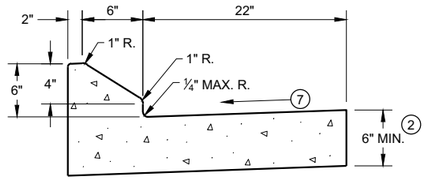
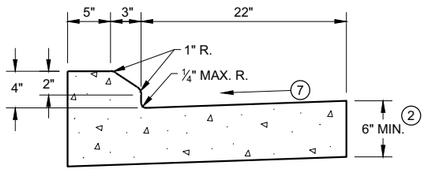
S.D.D. 8 C 7-2



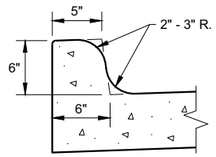
TYPES A (1) & D



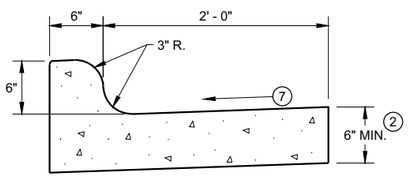
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

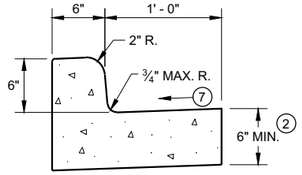


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



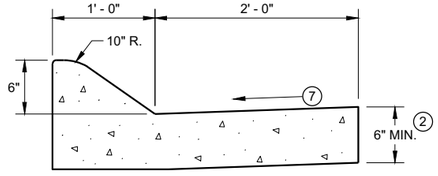
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

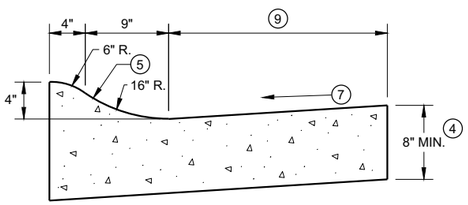
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

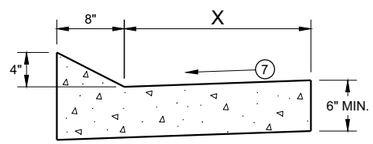
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

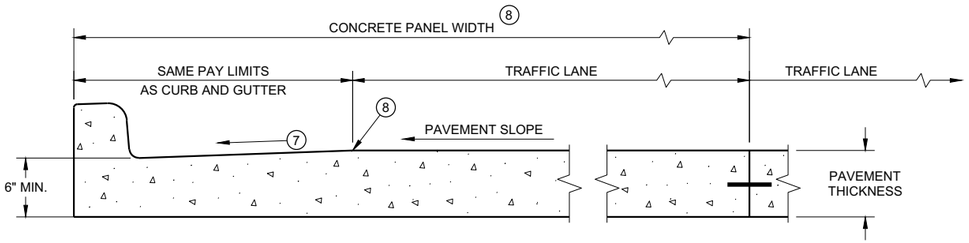


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

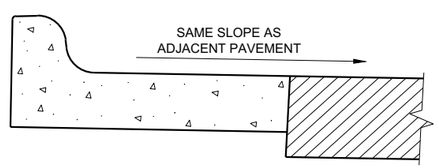
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

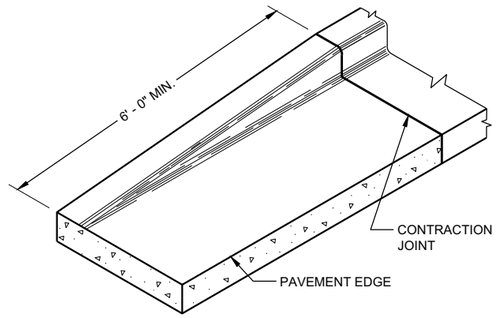
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

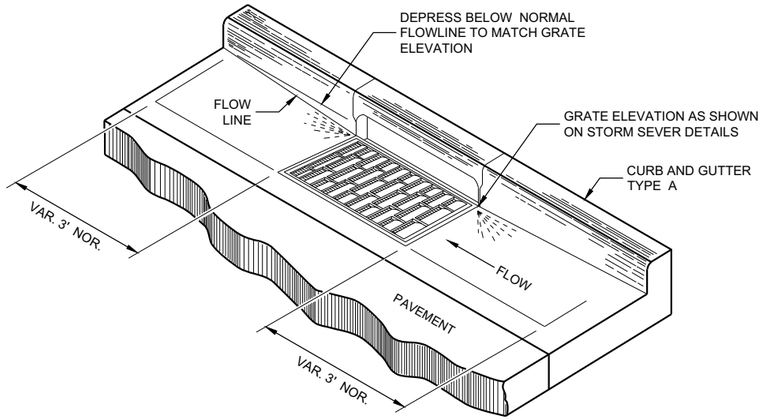
6

SDD 08D01 - 22a

SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

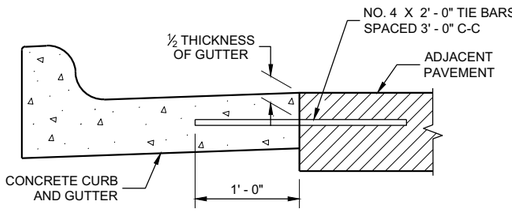
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

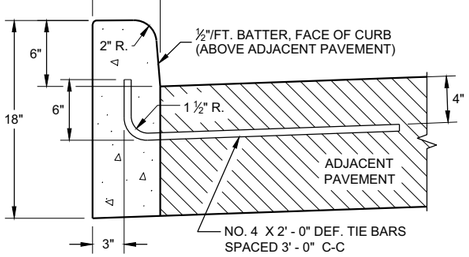
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

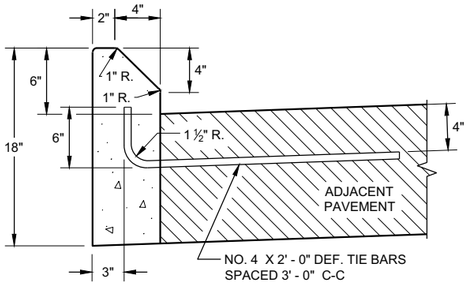
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

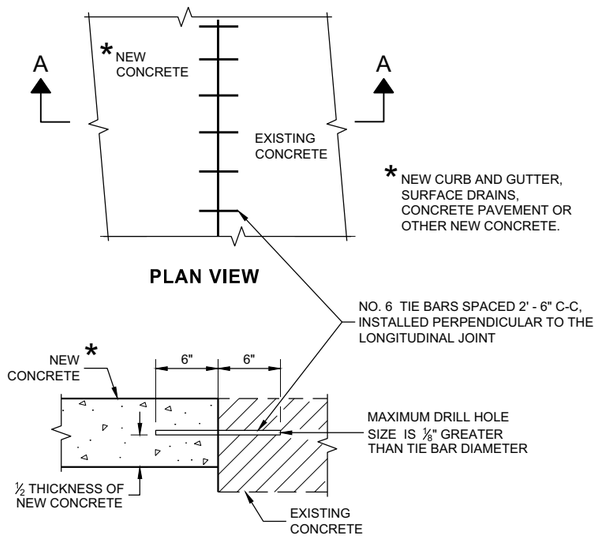


TYPES A (1) & D



TYPES G (1) & J

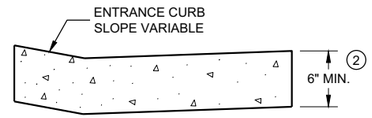
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD08D01 - 22b

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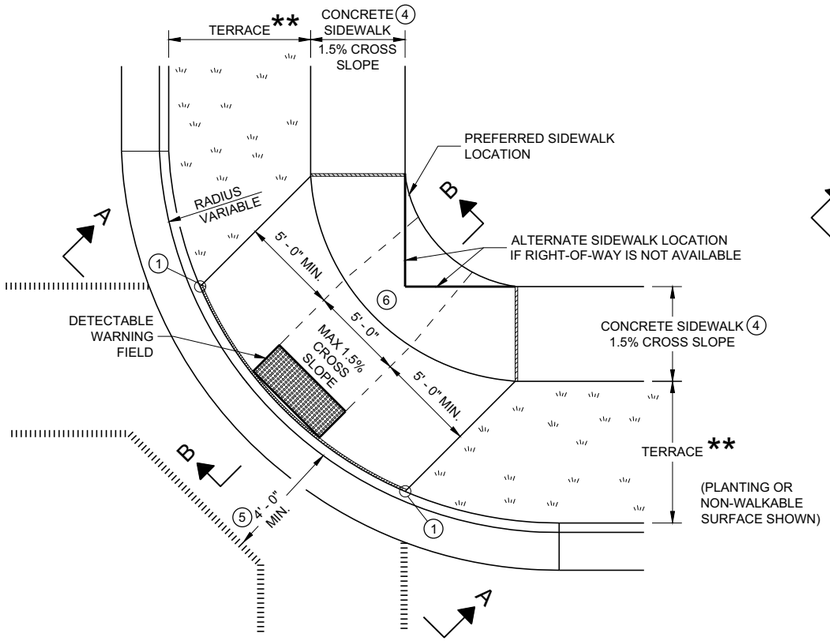
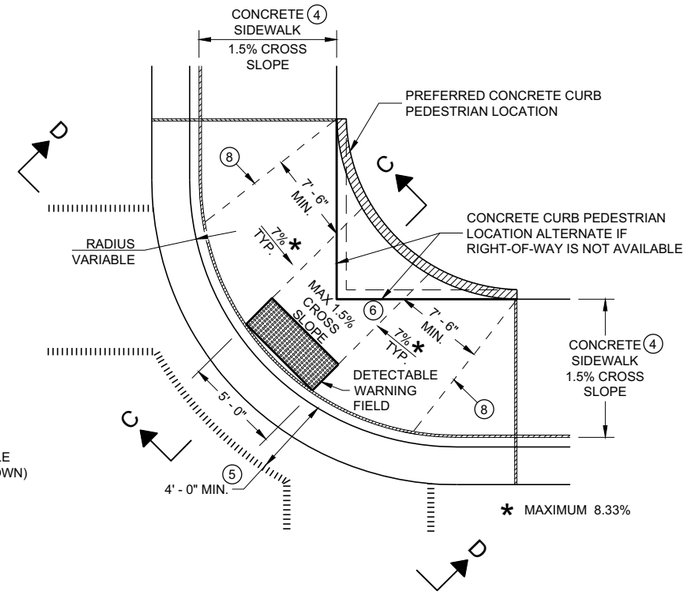
SDD08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

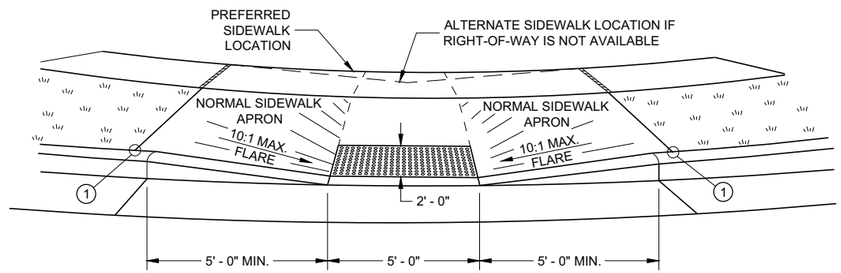
(CENTER OF CORNER RADIUS)



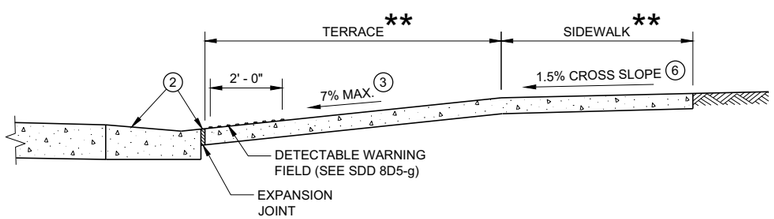
PLAN VIEW

CURB RAMP TYPE 1 - A

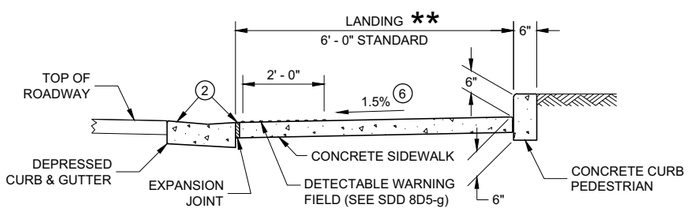
(NO TERRACE)



VIEW A - A FOR TYPE 1

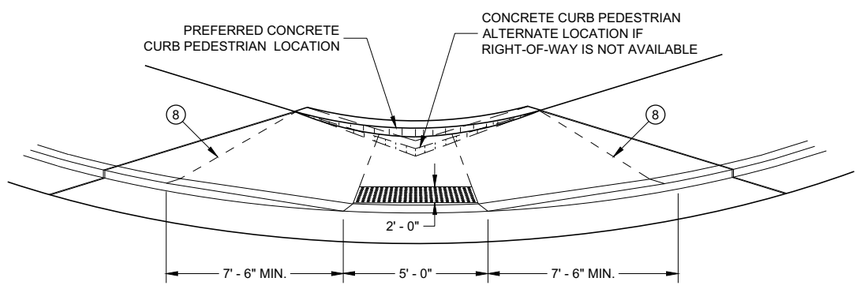


SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

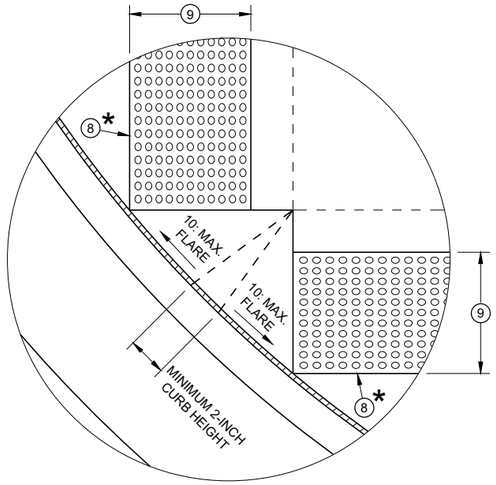
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

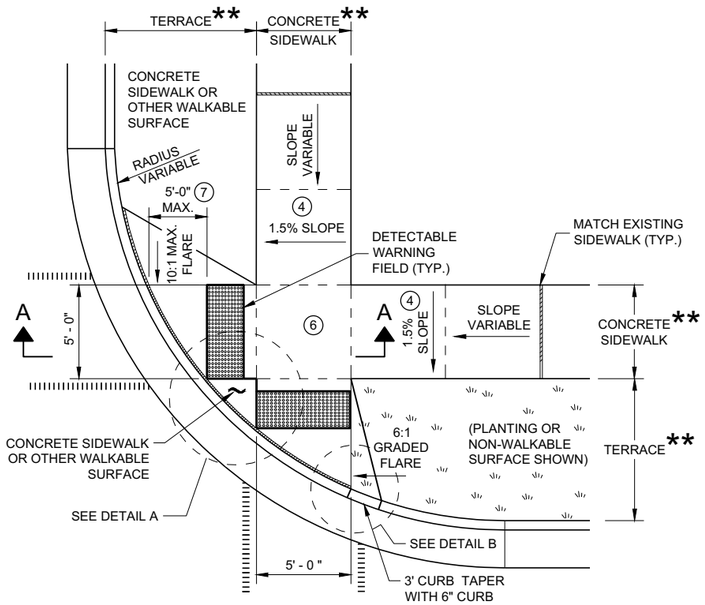
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20a
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.

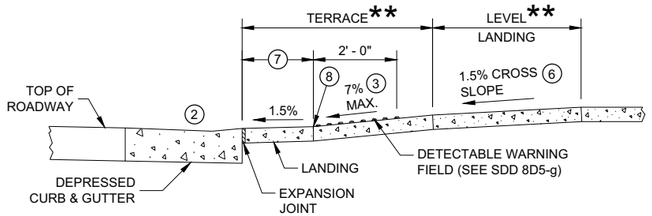
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

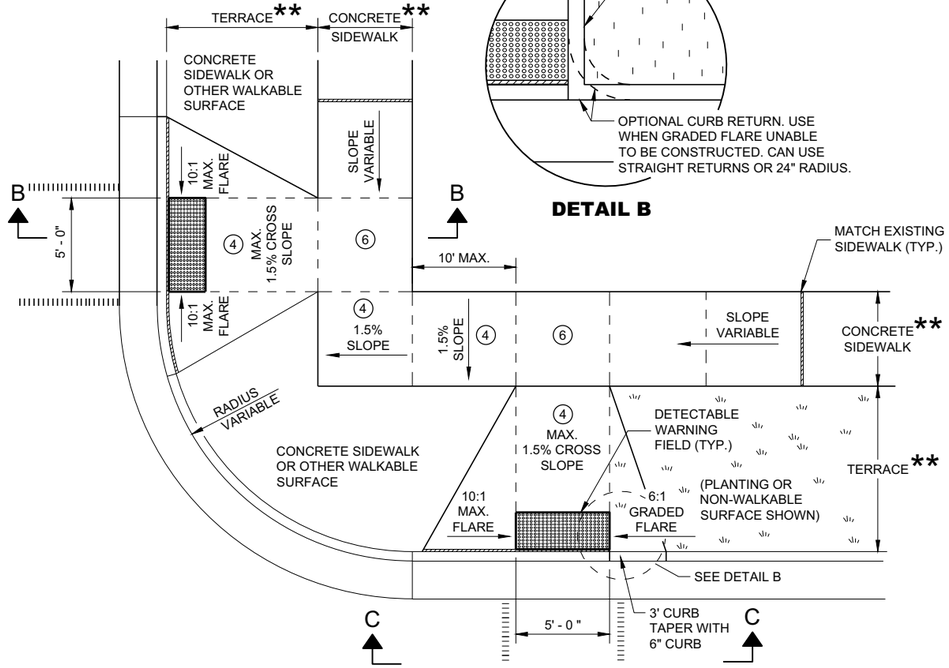
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



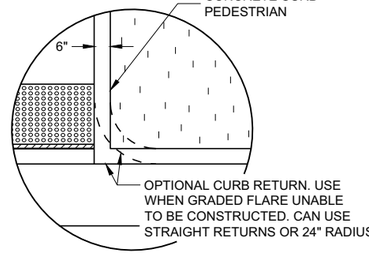
SECTION A - A FOR TYPE 2

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

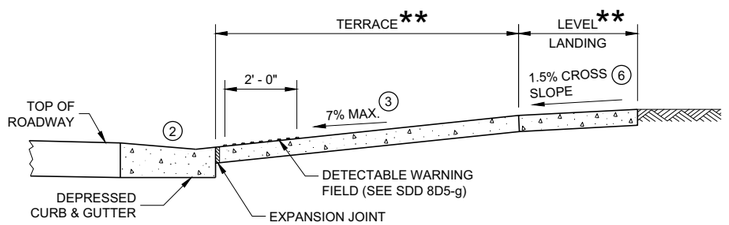
** WIDTH SHOWN ELSEWHERE IN THE PLANS



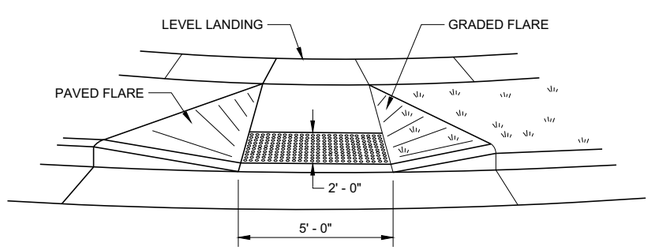
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



DETAIL B



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

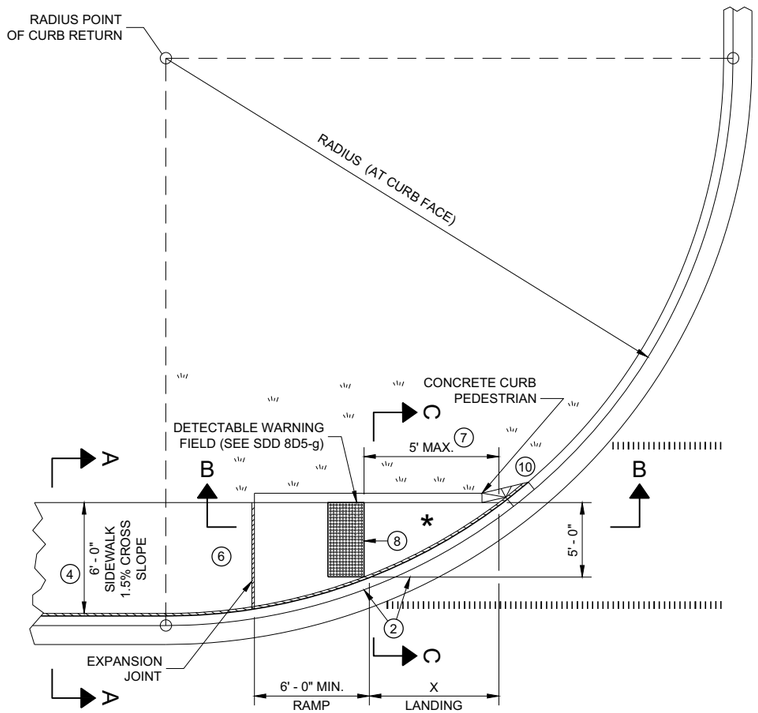
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

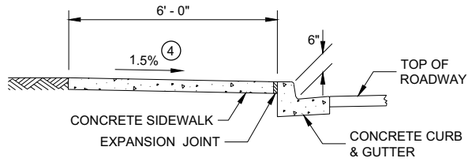


PLAN VIEW

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.

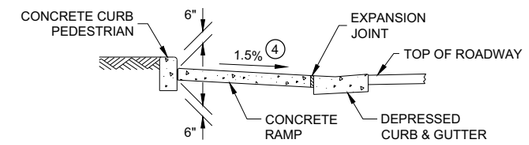
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

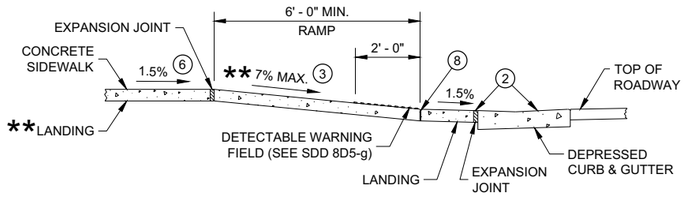
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



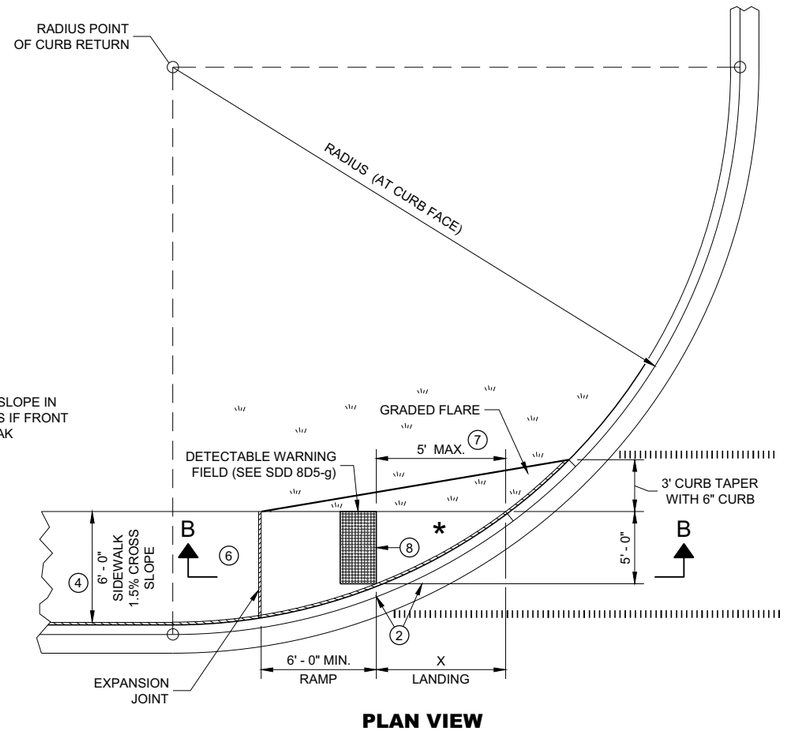
SECTION C - C FOR TYPE 4A



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

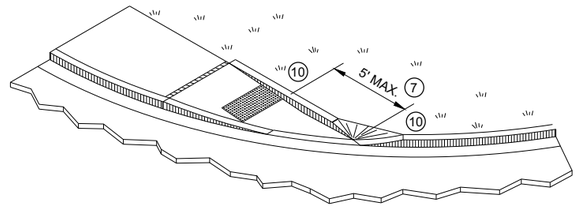
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

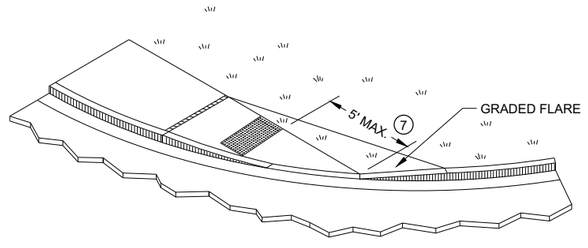


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



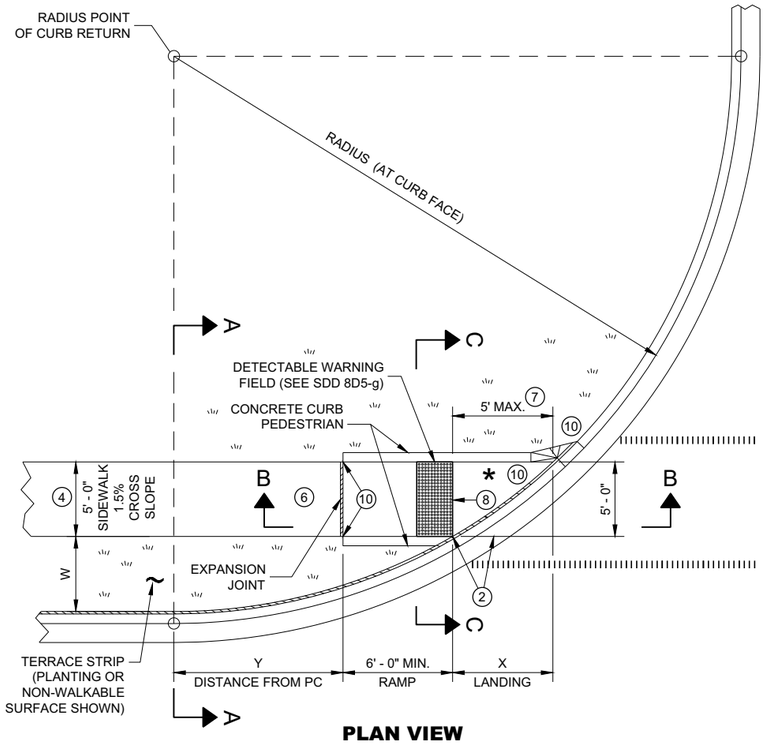
ISOMETRIC VIEW FOR TYPE 4A1

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

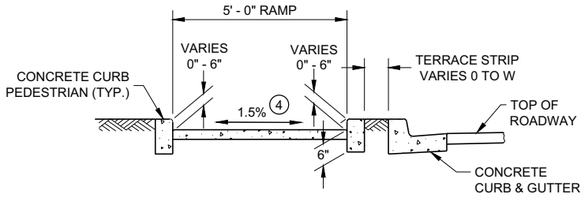
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

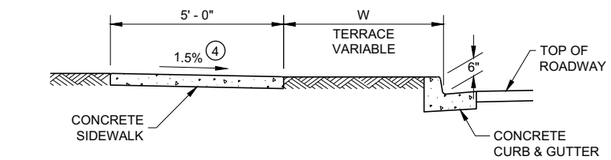
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

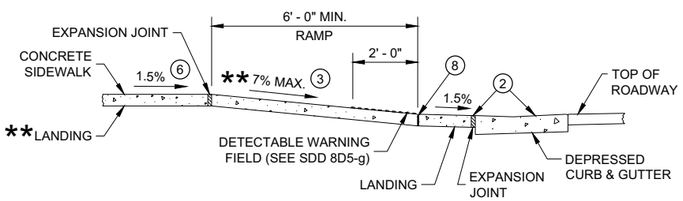
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



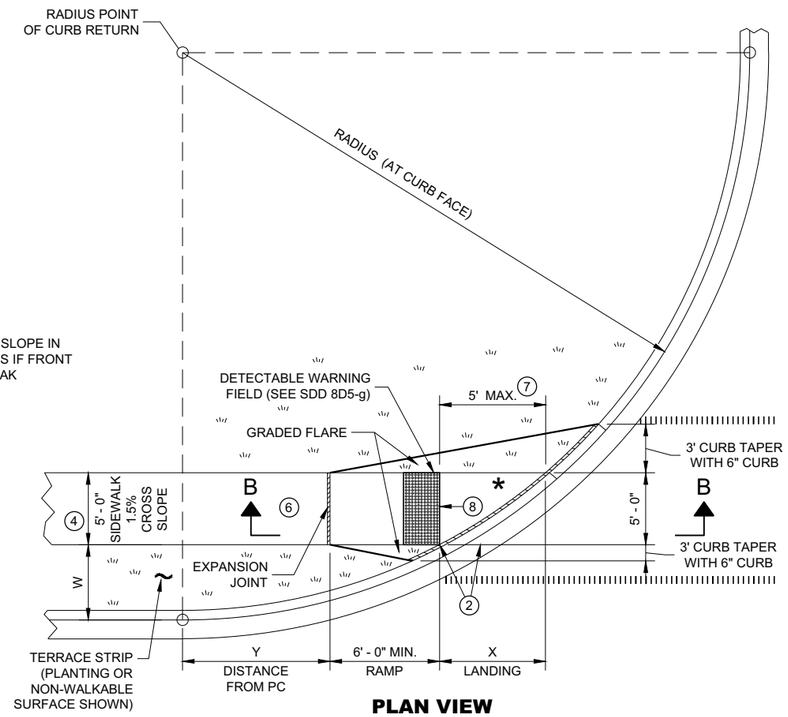
SECTION A - A FOR TYPE 4B



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

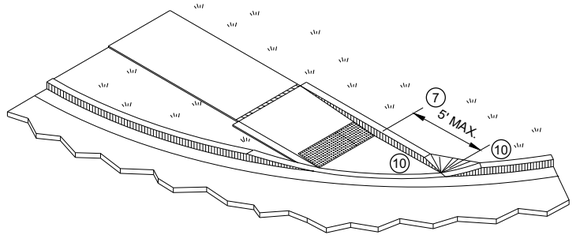
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

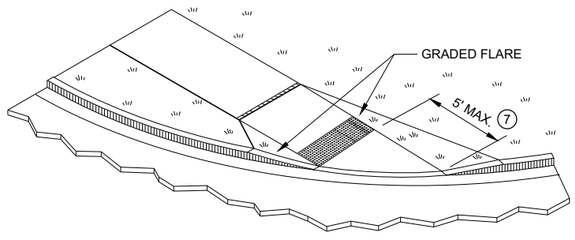


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



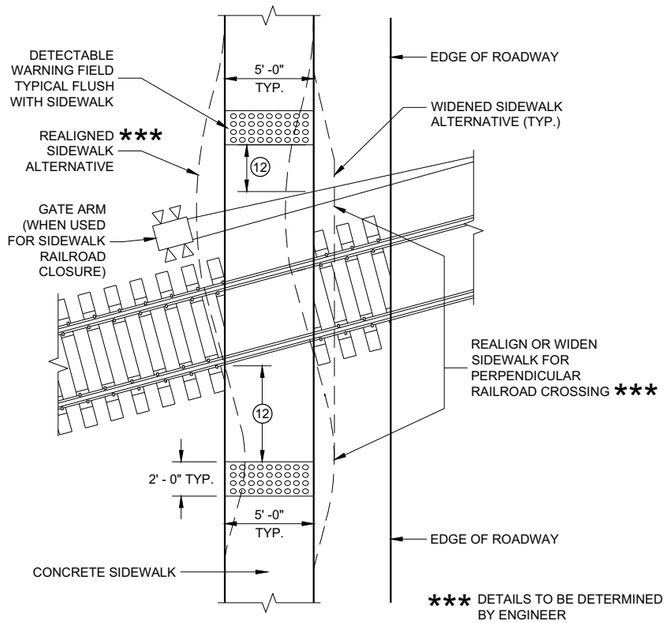
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

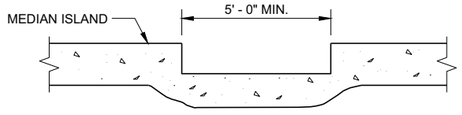
6

SDD 08D05 - 20d

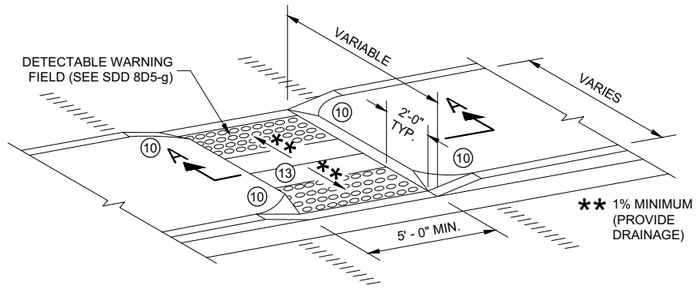


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

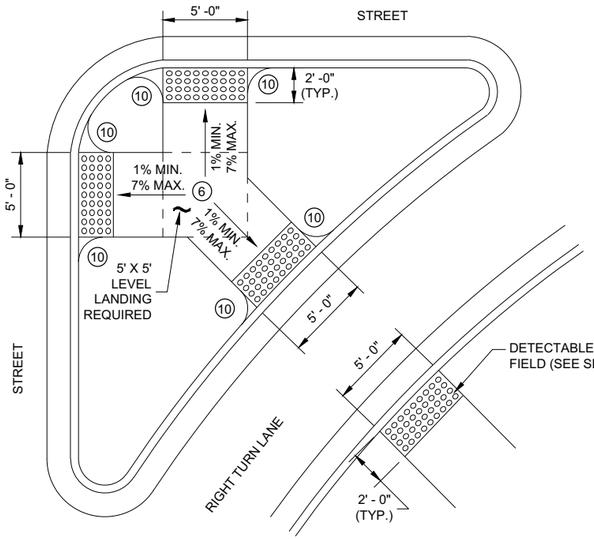
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

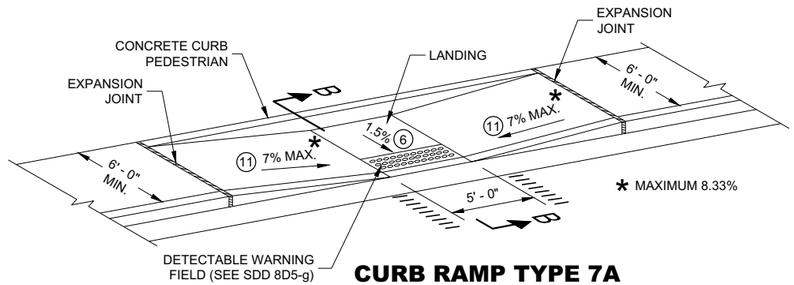
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

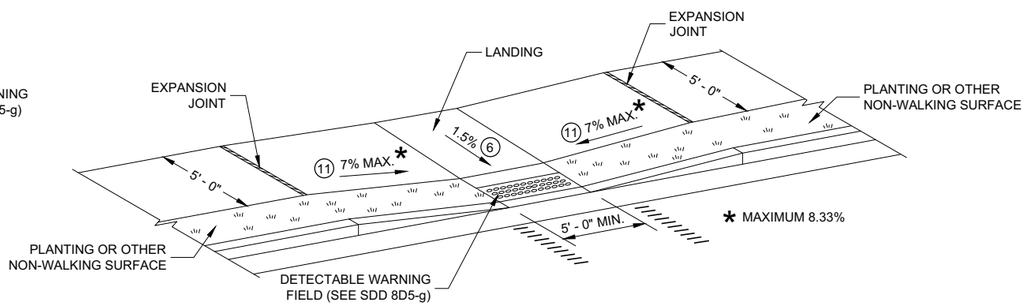
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

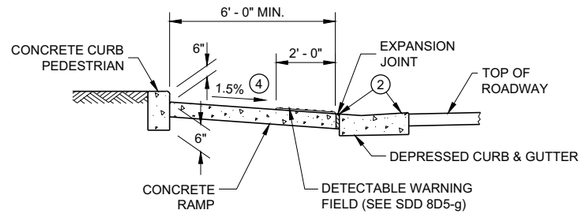
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



SECTION B - B FOR TYPE 7A

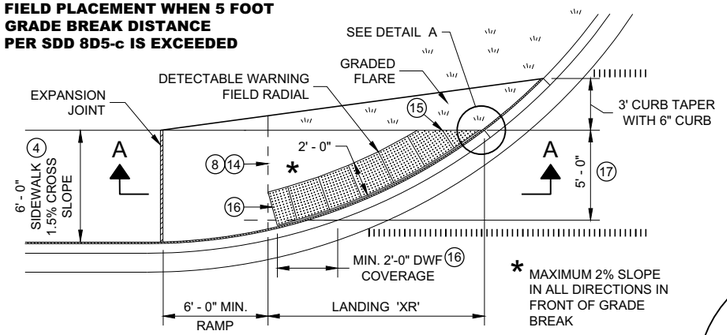
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

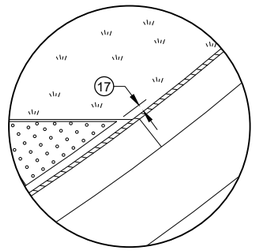
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



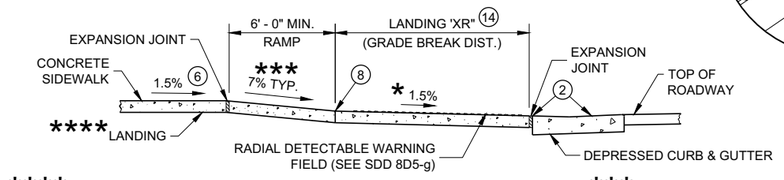
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

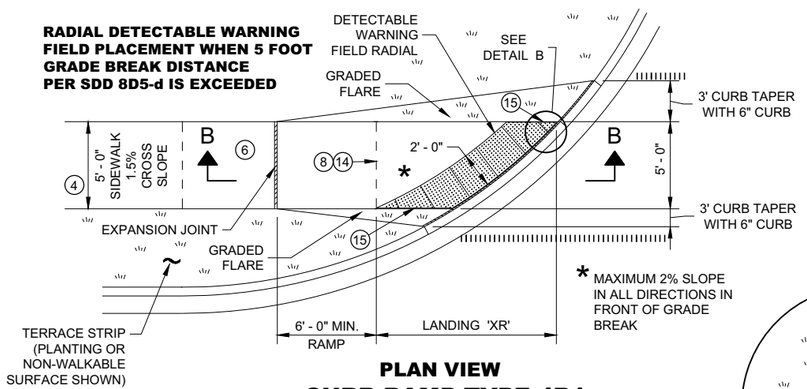


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

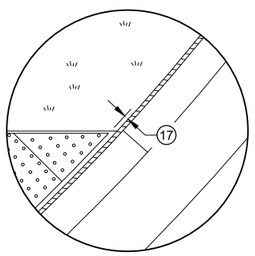
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



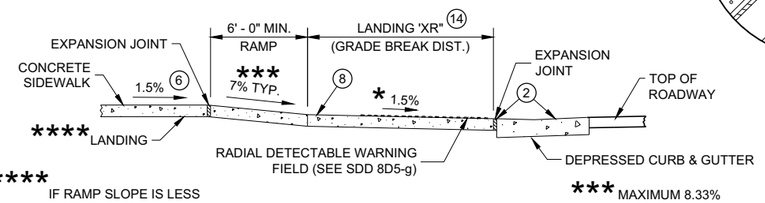
PLAN VIEW

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.

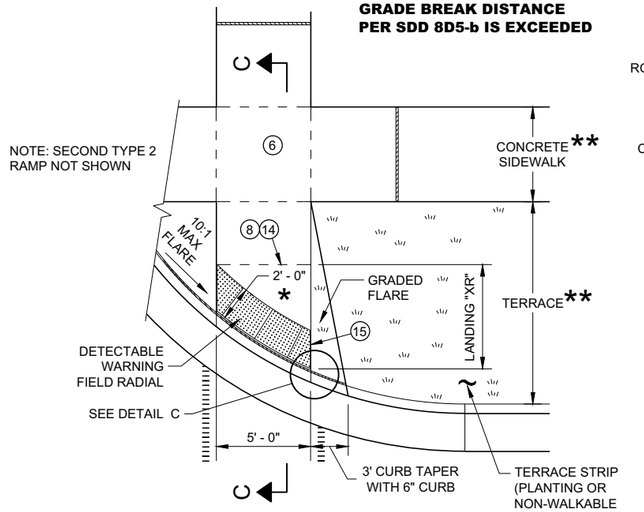
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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

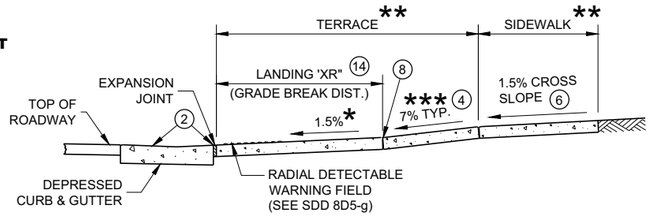


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

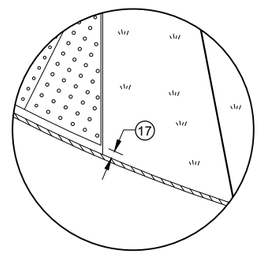


SECTION C - C FOR TYPE 2

* 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

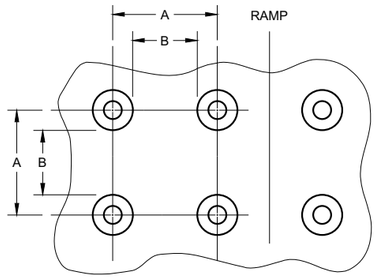
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

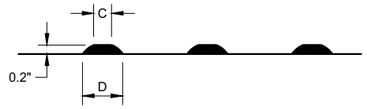
SDD 08D05 - 20f

	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.

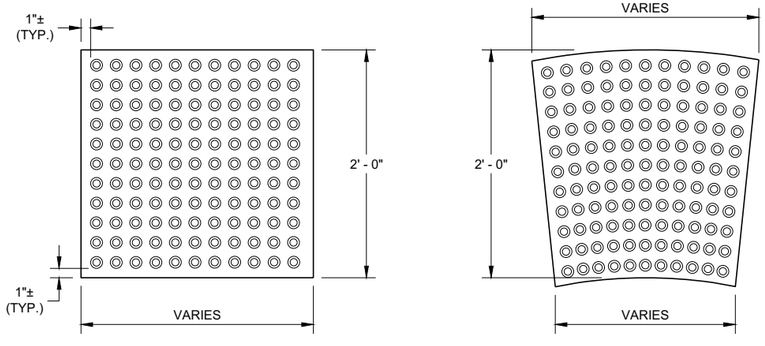


PLAN VIEW



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.

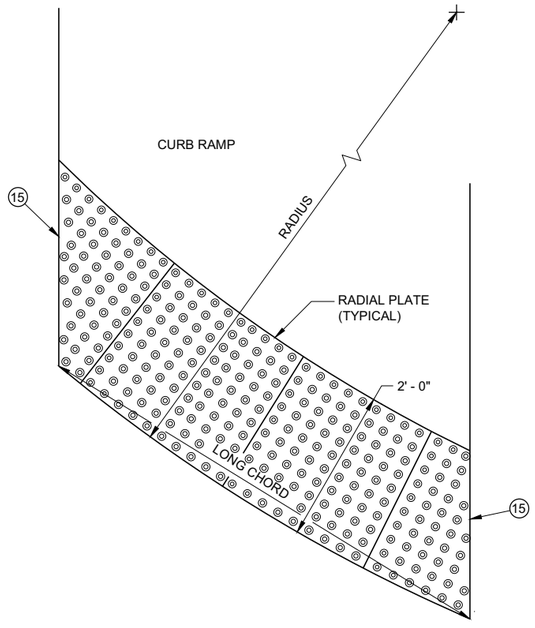
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

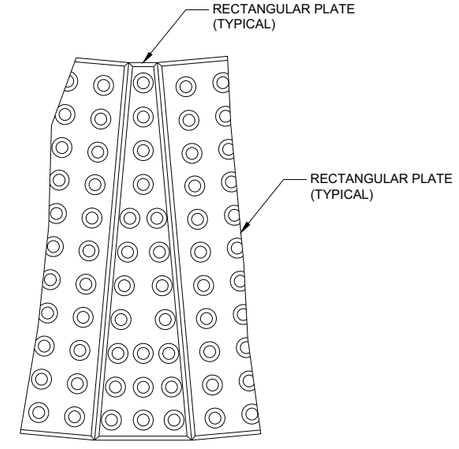
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

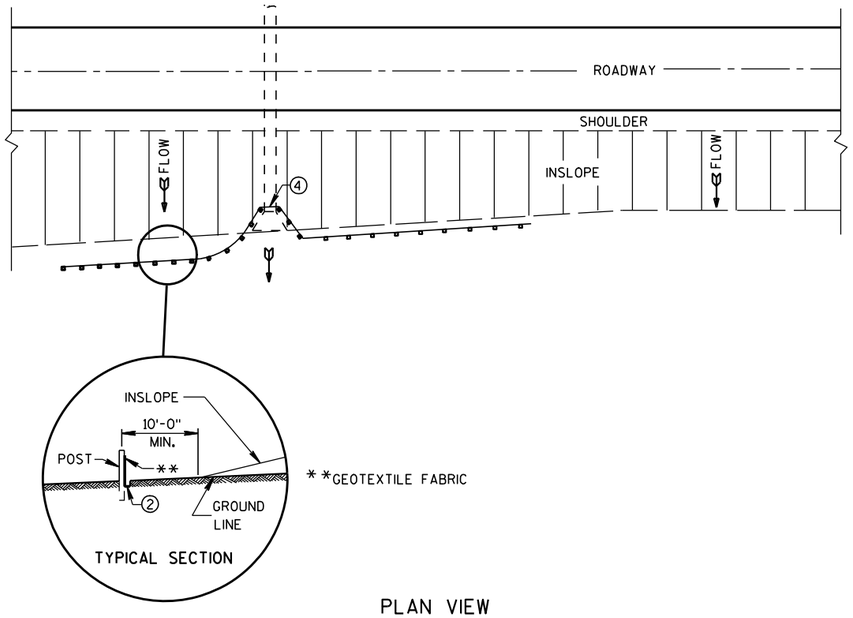
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

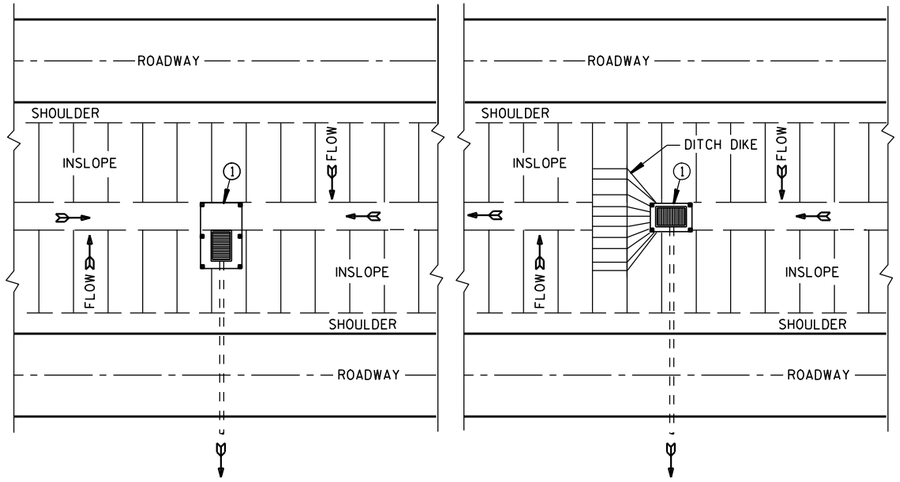
6

SDD 08D05 - 20g



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

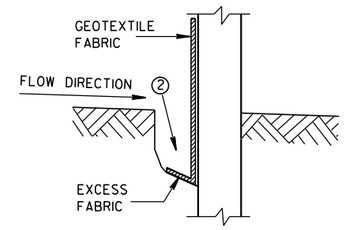
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

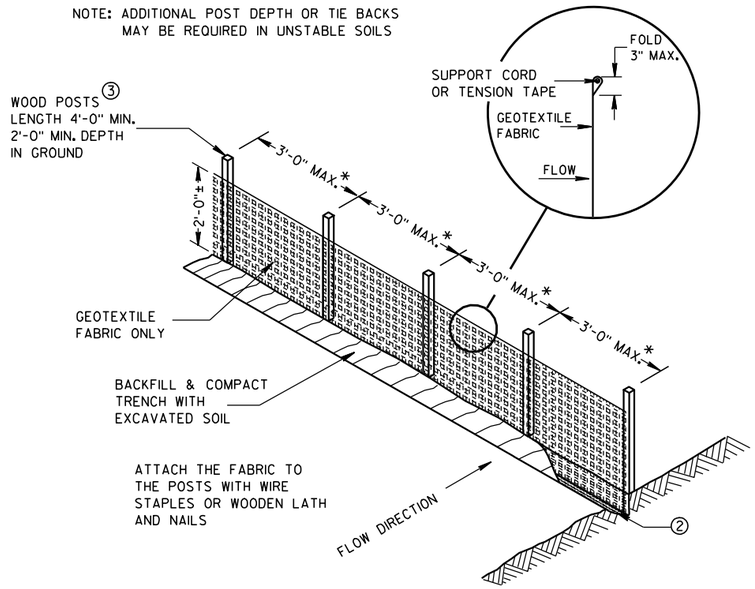
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

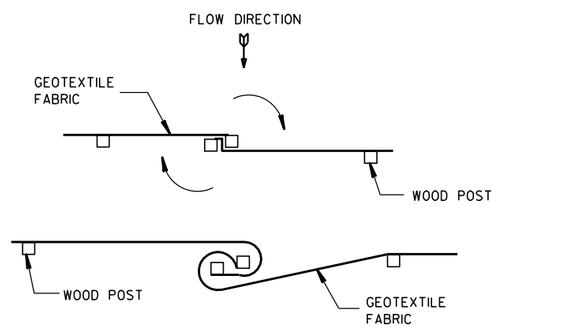
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



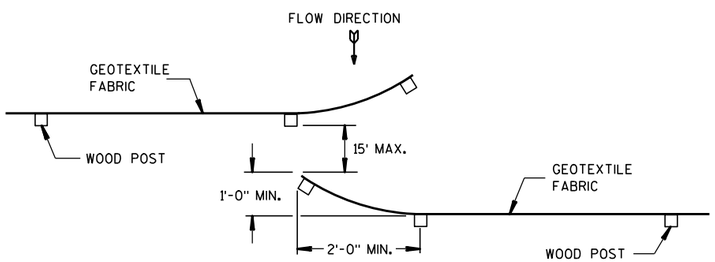
TRENCH DETAIL



SILT FENCE

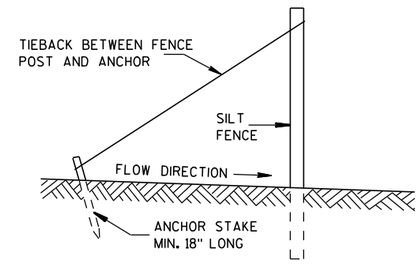


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

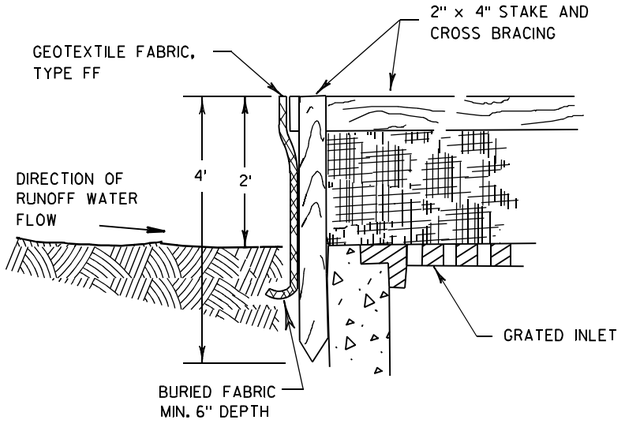
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

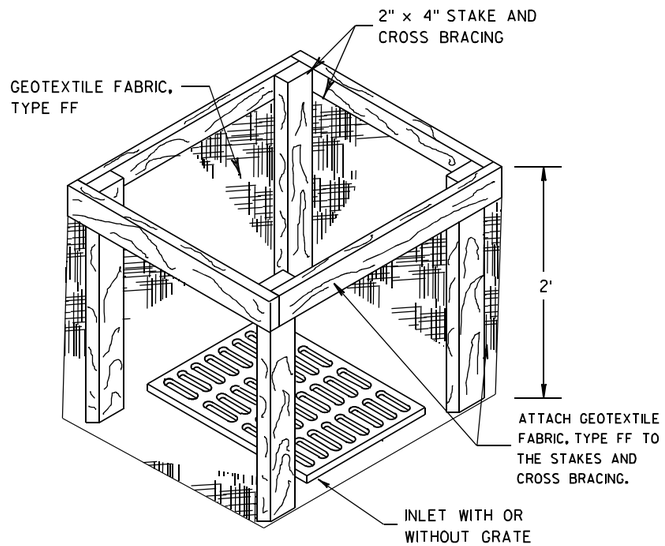
6

S.D.D. 8 E 9-6

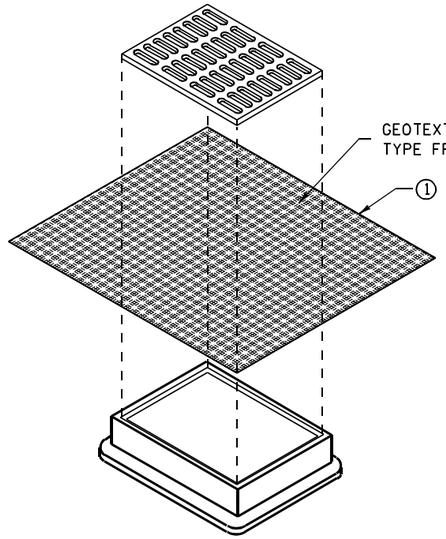
6

S.D.D. 8 E 9-6



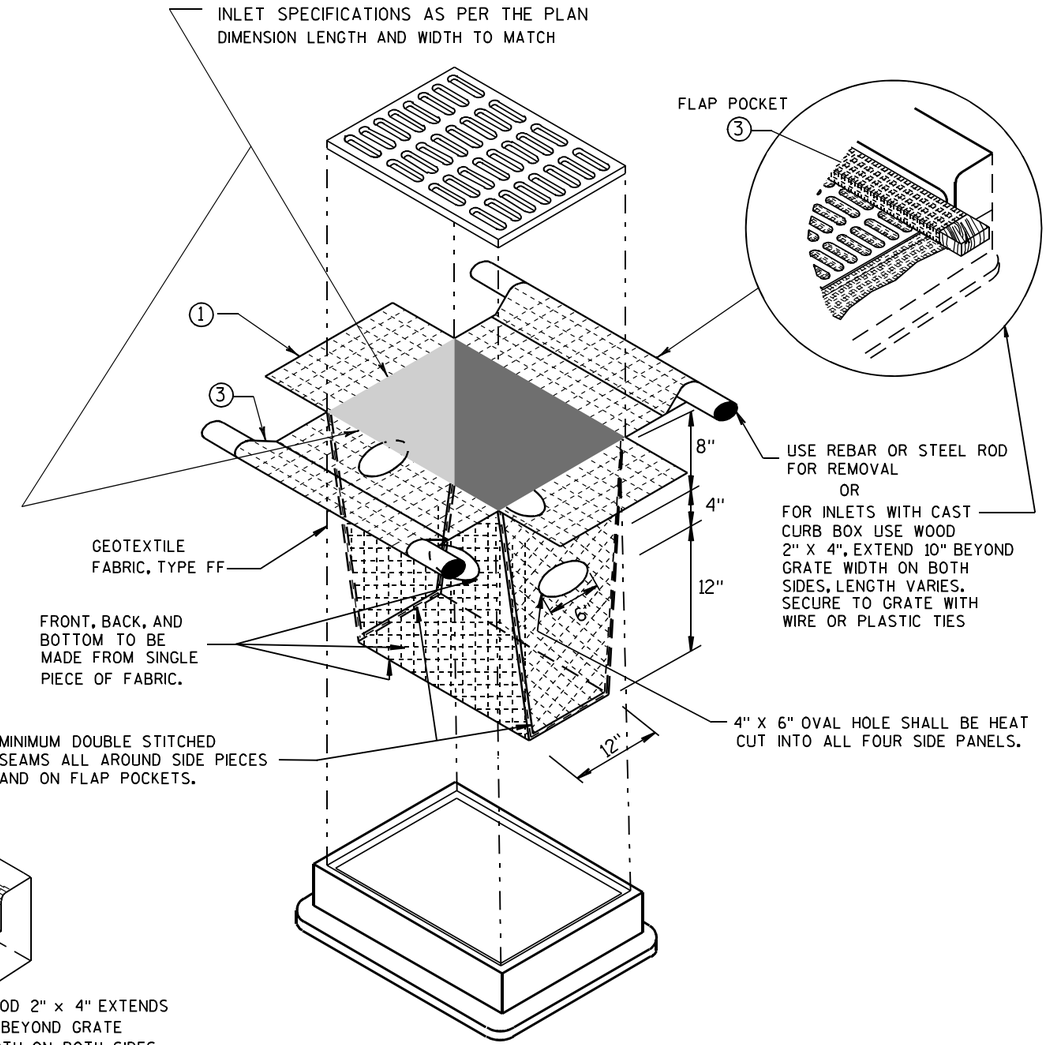


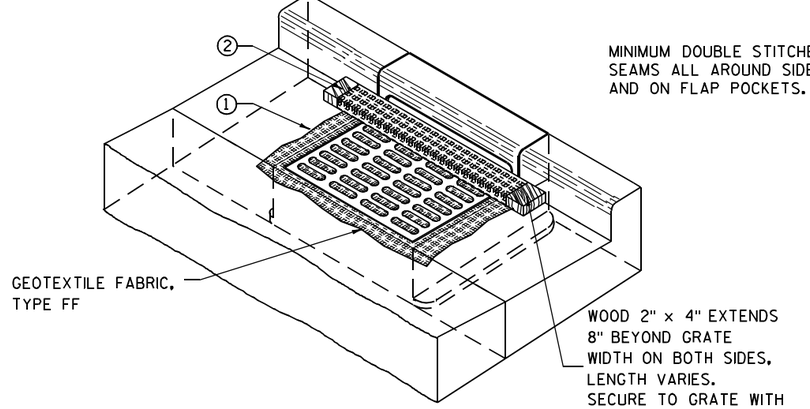
INLET PROTECTION, TYPE A



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.

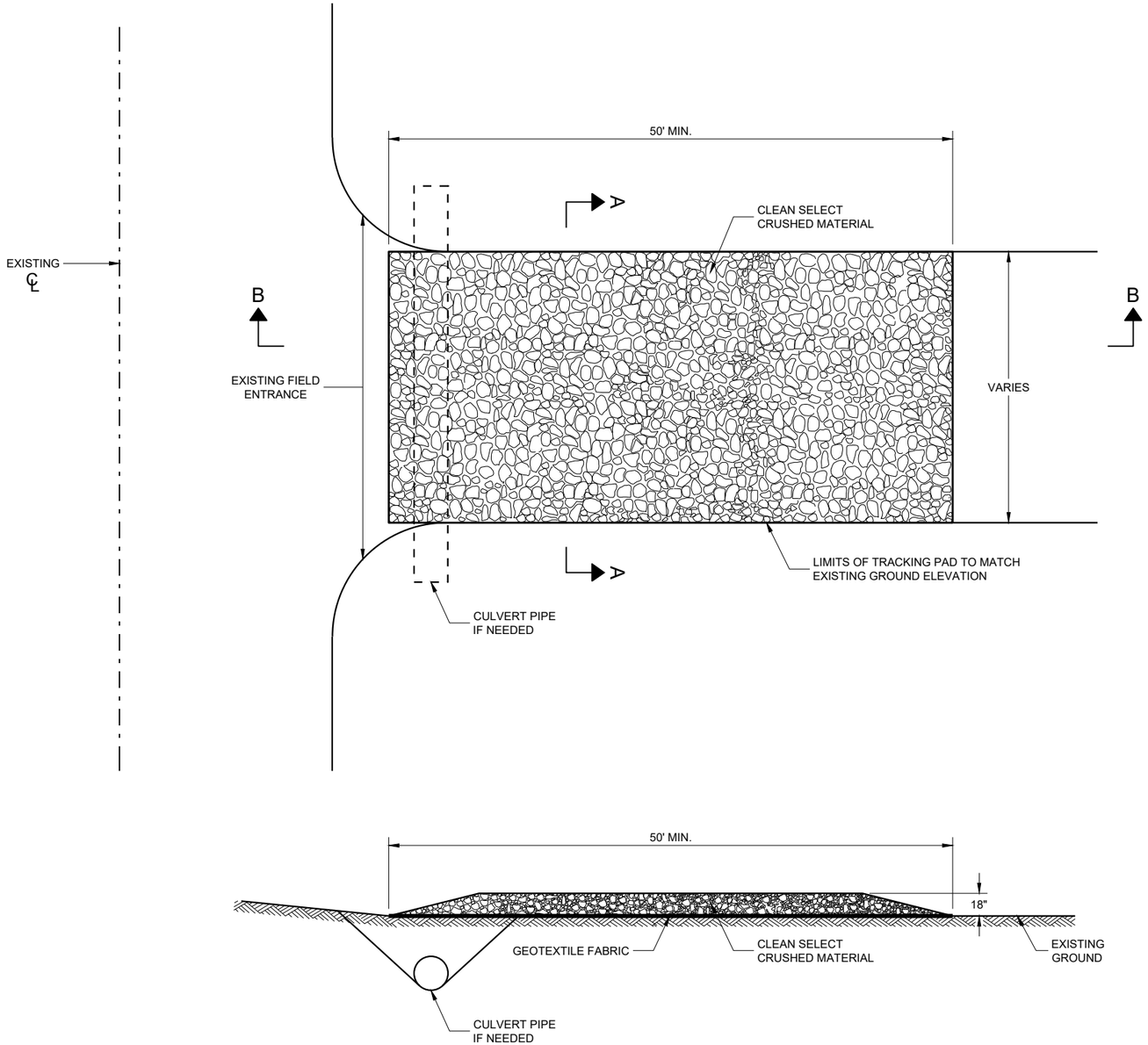
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

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



SECTION B - B

GENERAL NOTES

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

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

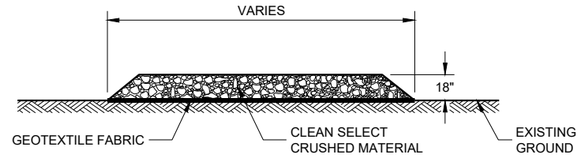
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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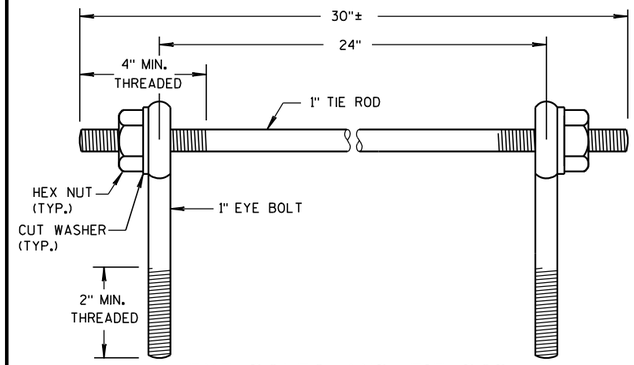
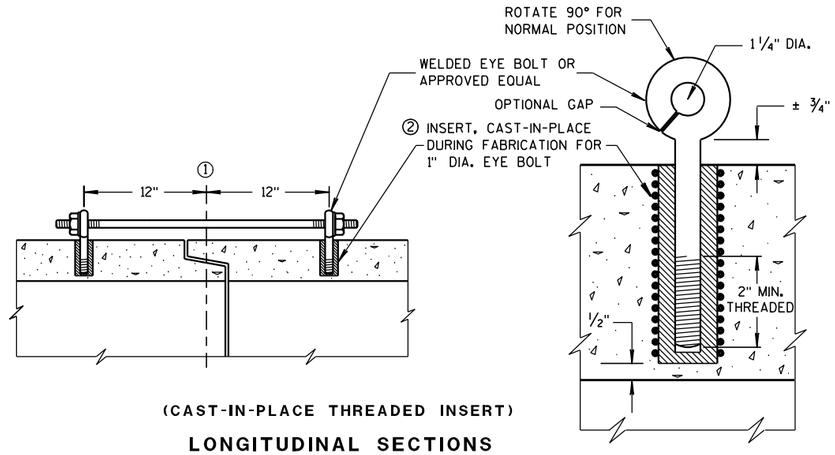


EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

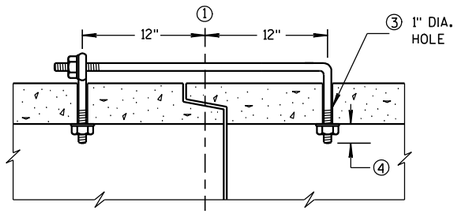
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

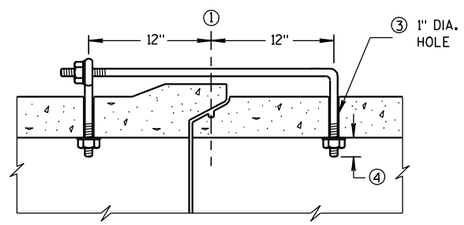
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

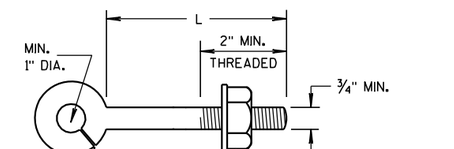


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

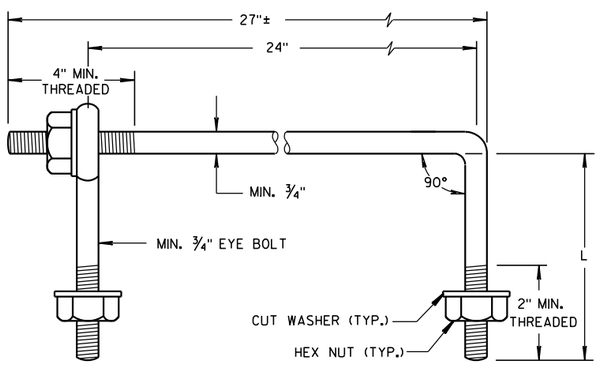
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

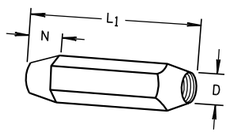
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



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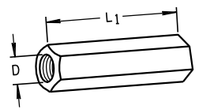
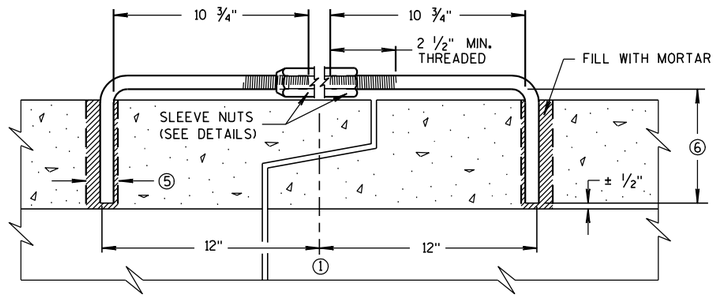


PLAIN

RIGHT AND LEFT THREADS

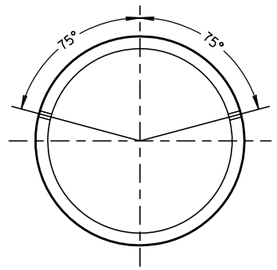
SLEEVE NUTS



LONGITUDINAL SECTION

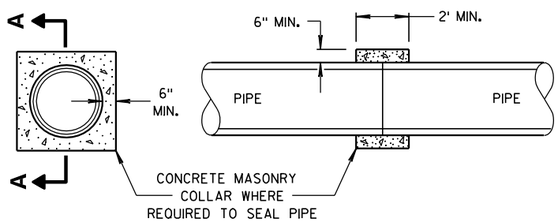
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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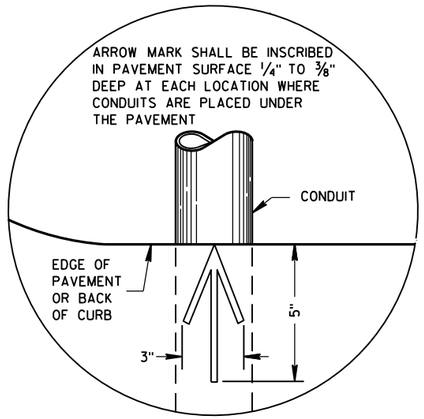
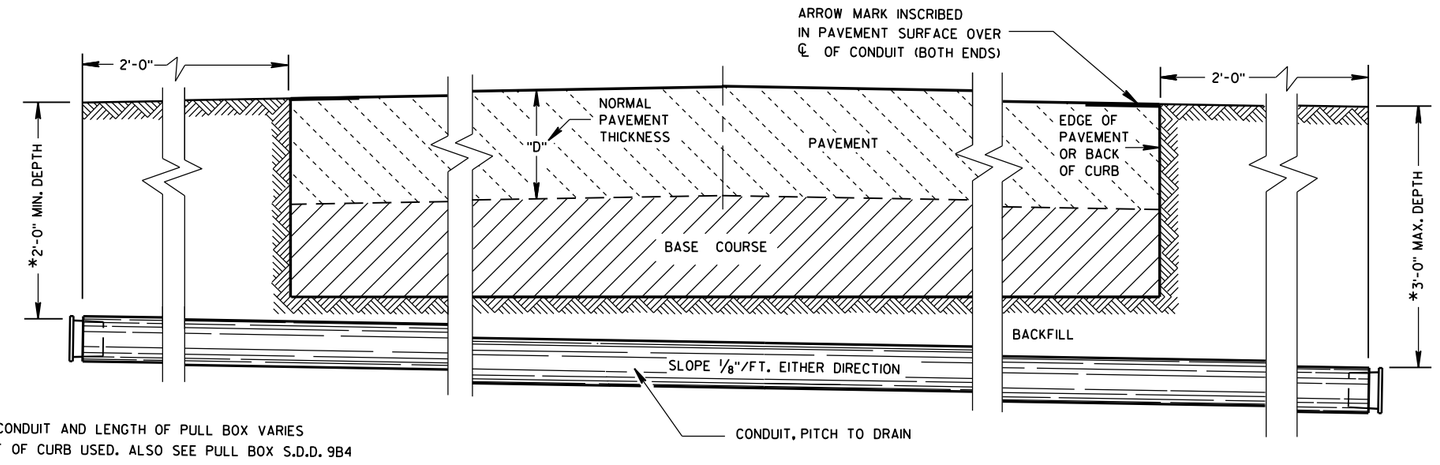
S.D.D. 8 F 4-7



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

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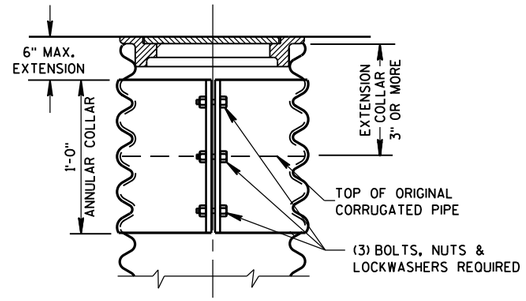
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

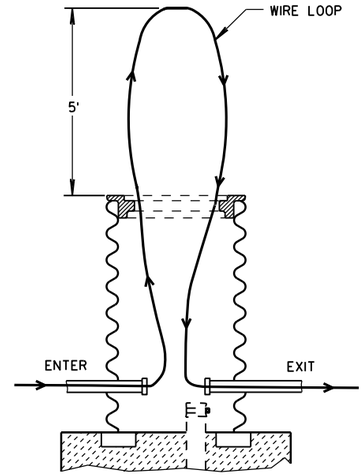
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

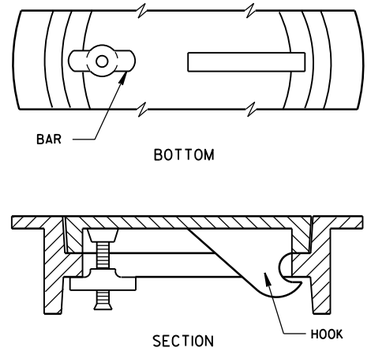
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

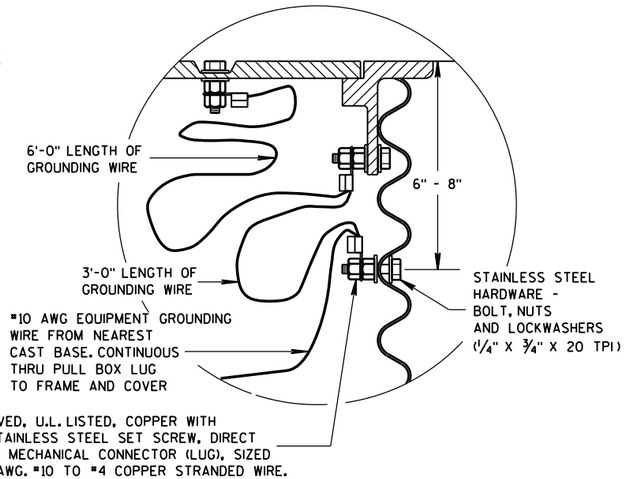


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

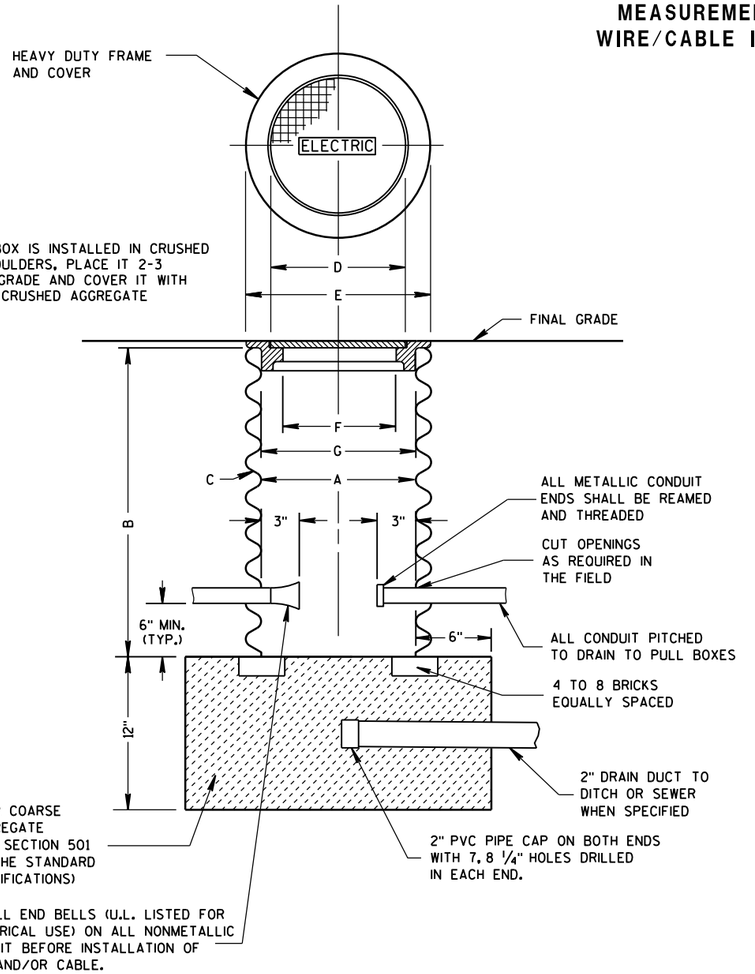


ALTERNATE COVER (LOCKING)

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.

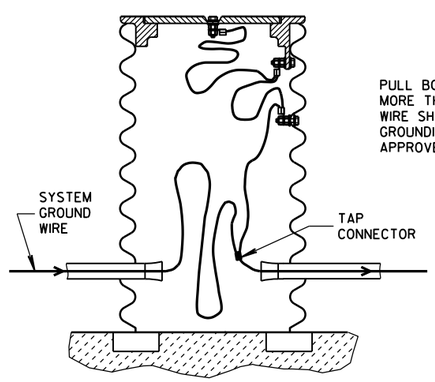
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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.



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

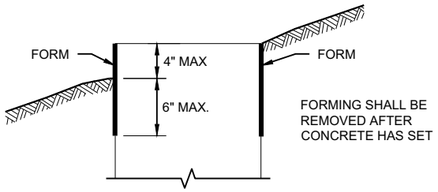
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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.

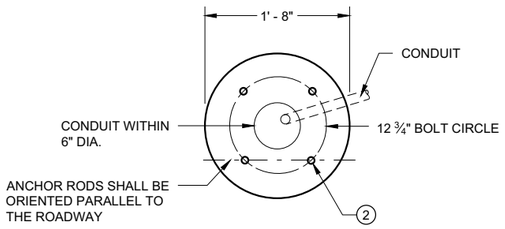
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

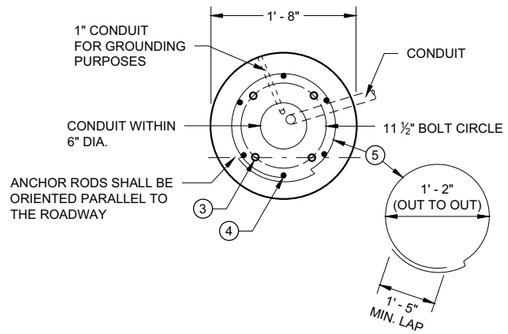
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

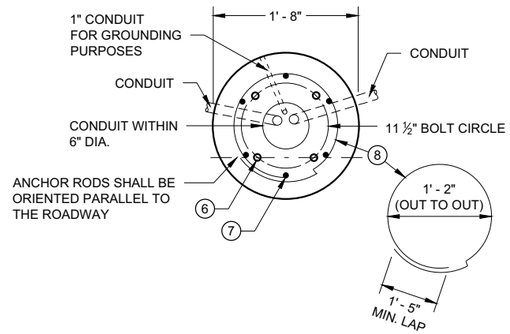
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

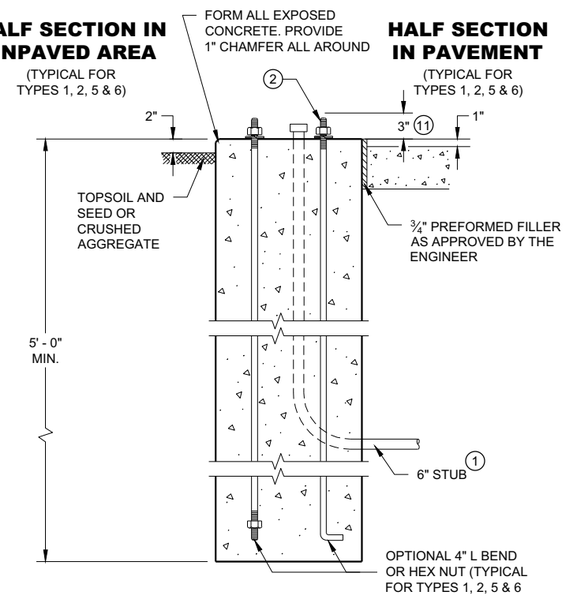
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

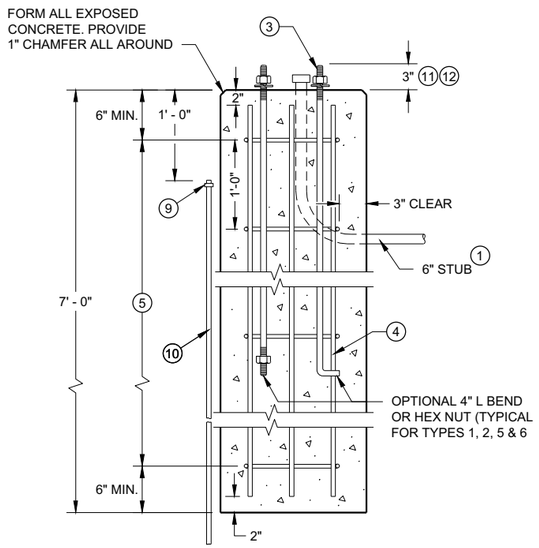
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

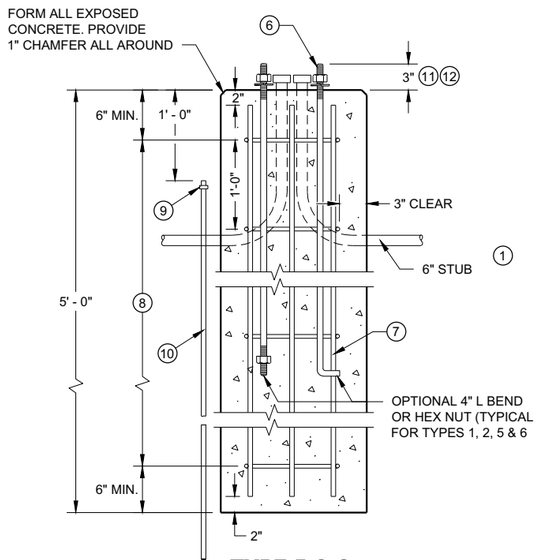
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



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

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.

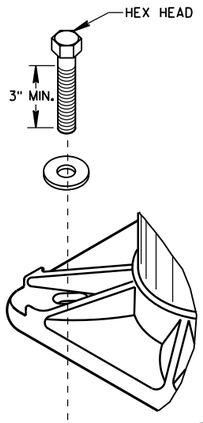
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

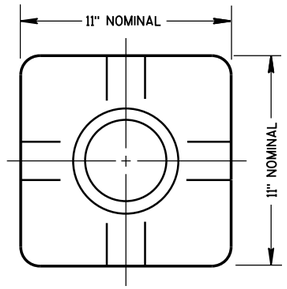
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

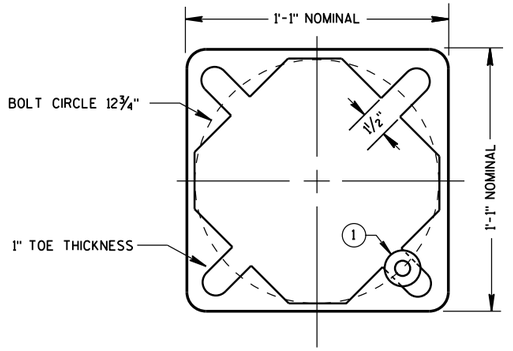
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

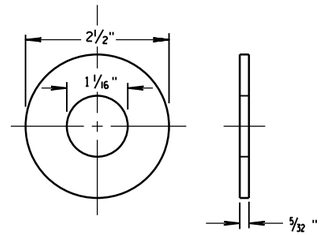




TOP VIEW
(PEDESTAL BASE)

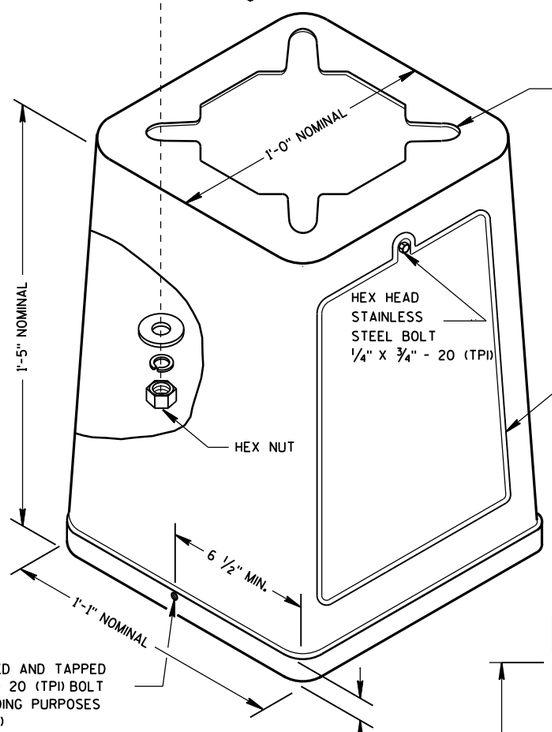


BOTTOM VIEW
(PEDESTAL BASE)

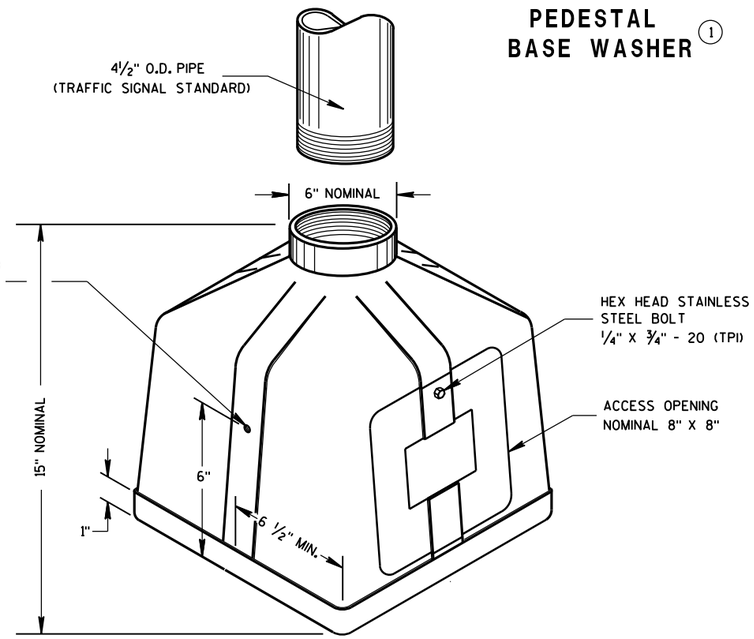


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

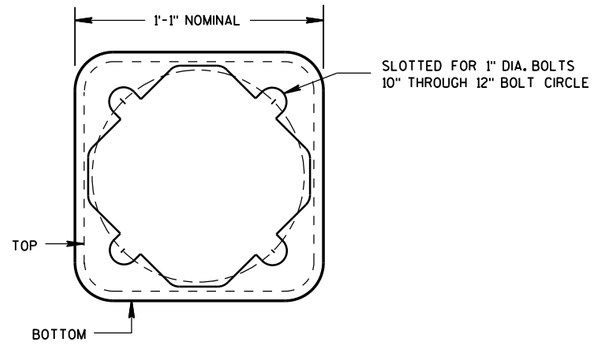


ISOMETRIC VIEW

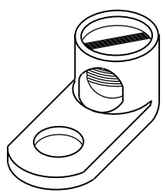


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

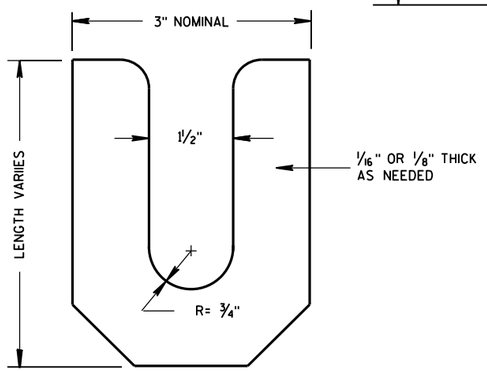


TYPICAL MECHANICAL CONNECTOR LUG

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

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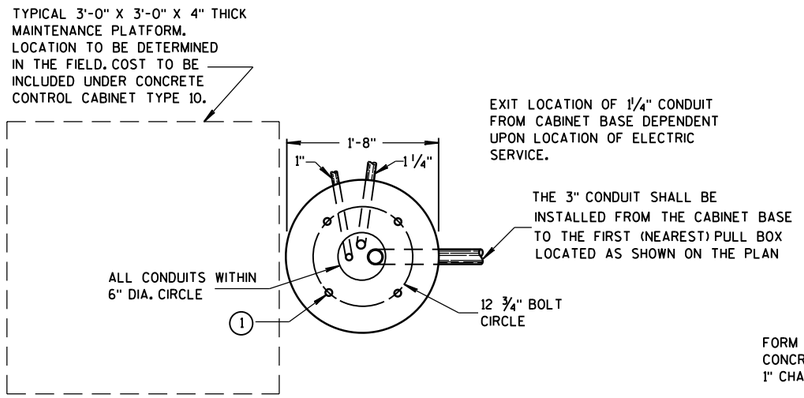
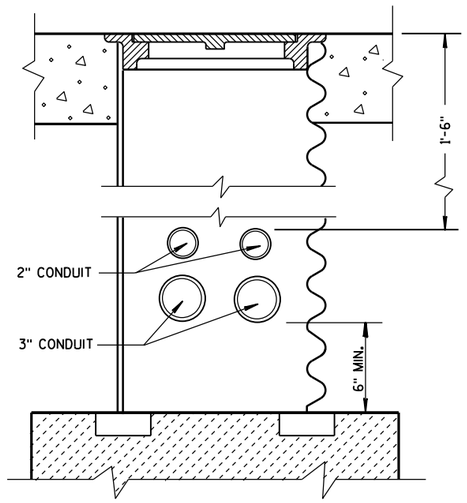
S.D.D. 9 C 3-4

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

* INCLUDES MAINTENANCE PLATFORM.





CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

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 NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

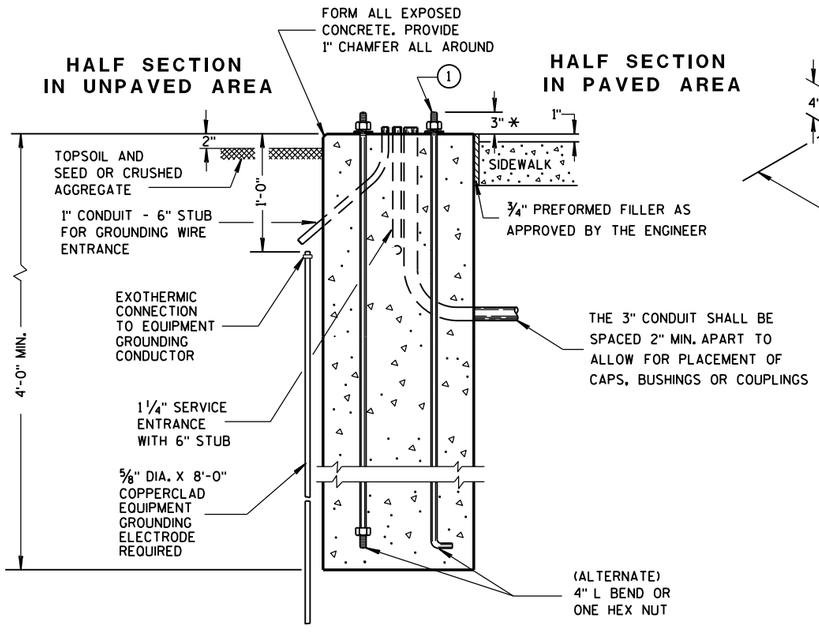
STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

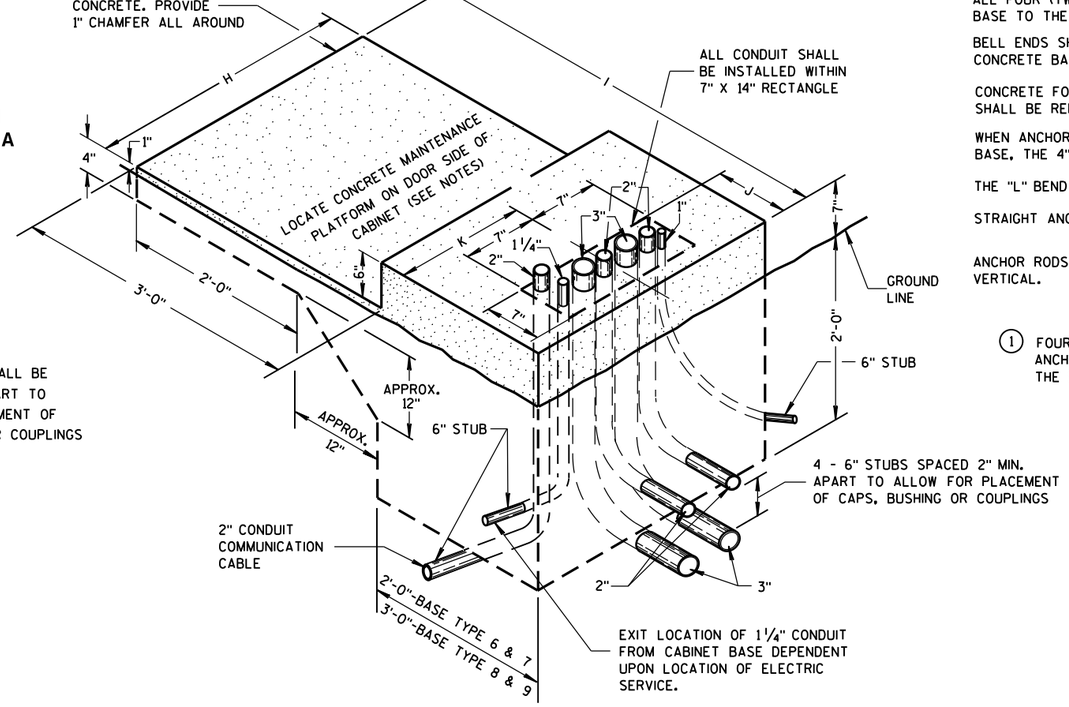
HALF SECTION IN UNPAVED AREA

HALF SECTION IN PAVED AREA



TYPE 10

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.



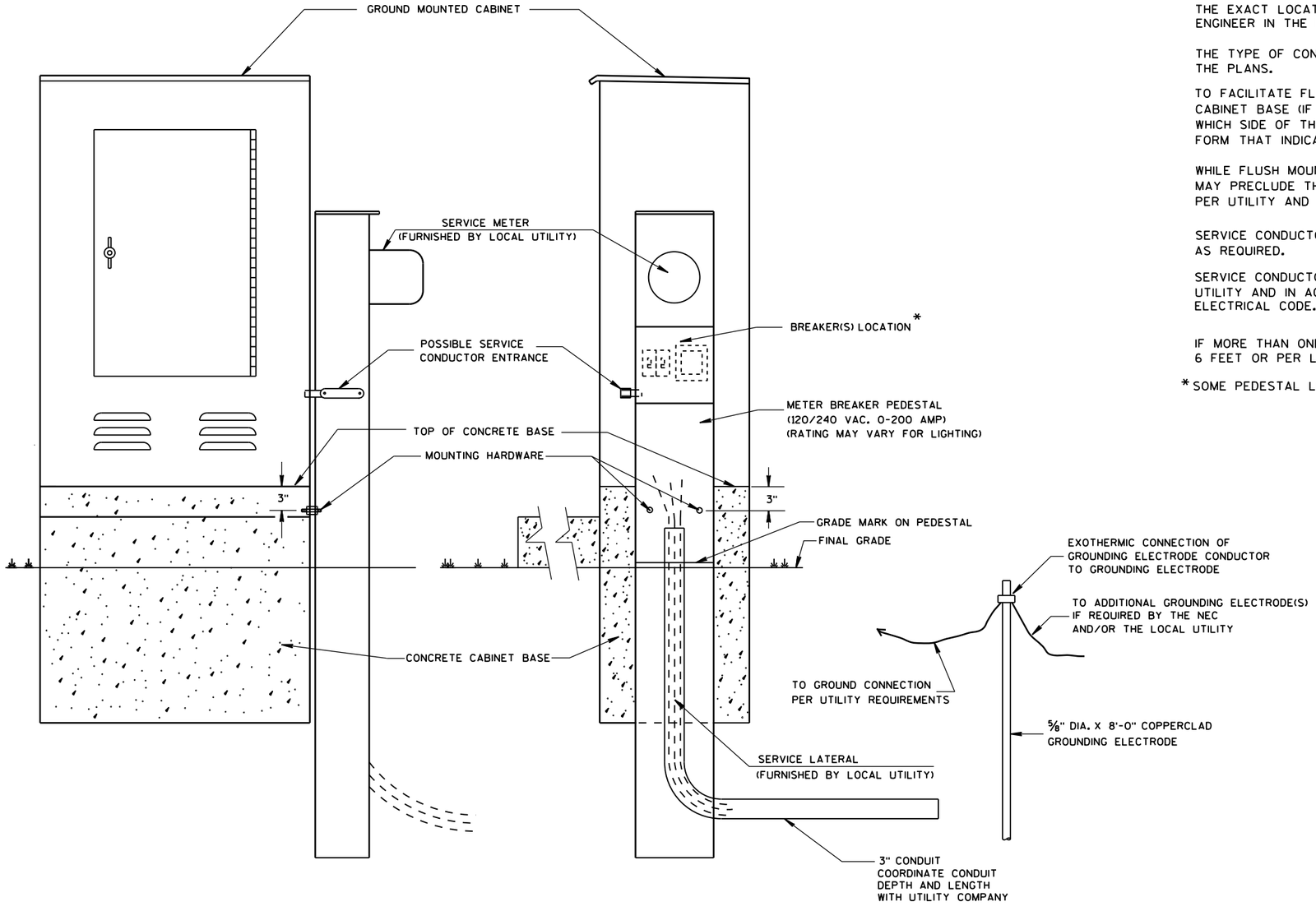
TYPE 6,7,8 AND 9 (ISOMETRIC VIEW)

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept. 2016 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	183

S.D.D. 9 C 5-10

S.D.D. 9 C 5-10



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

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S.D.D. 9 D 1-5

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

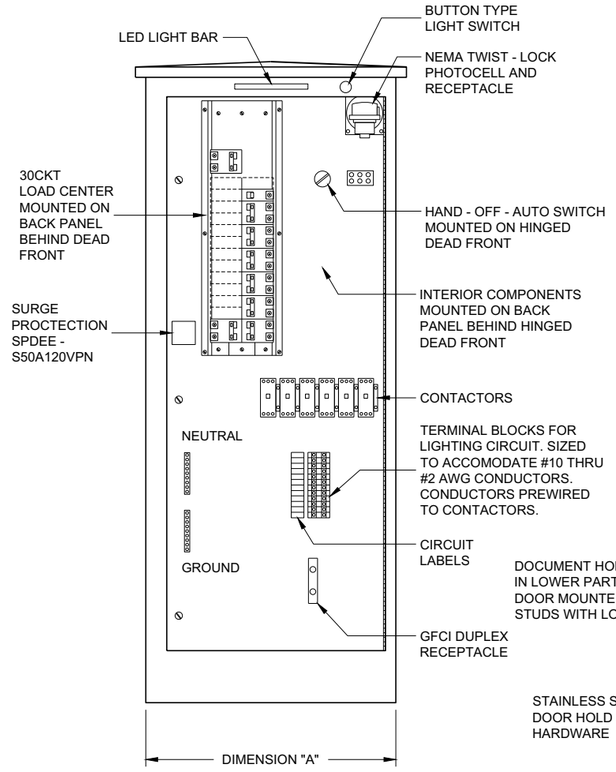
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

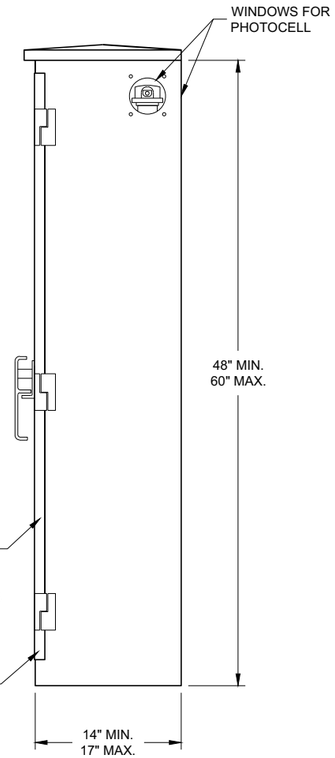
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

FRONT INTERIOR ELEVATION



SIDE VIEW



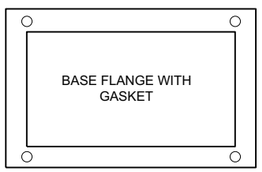
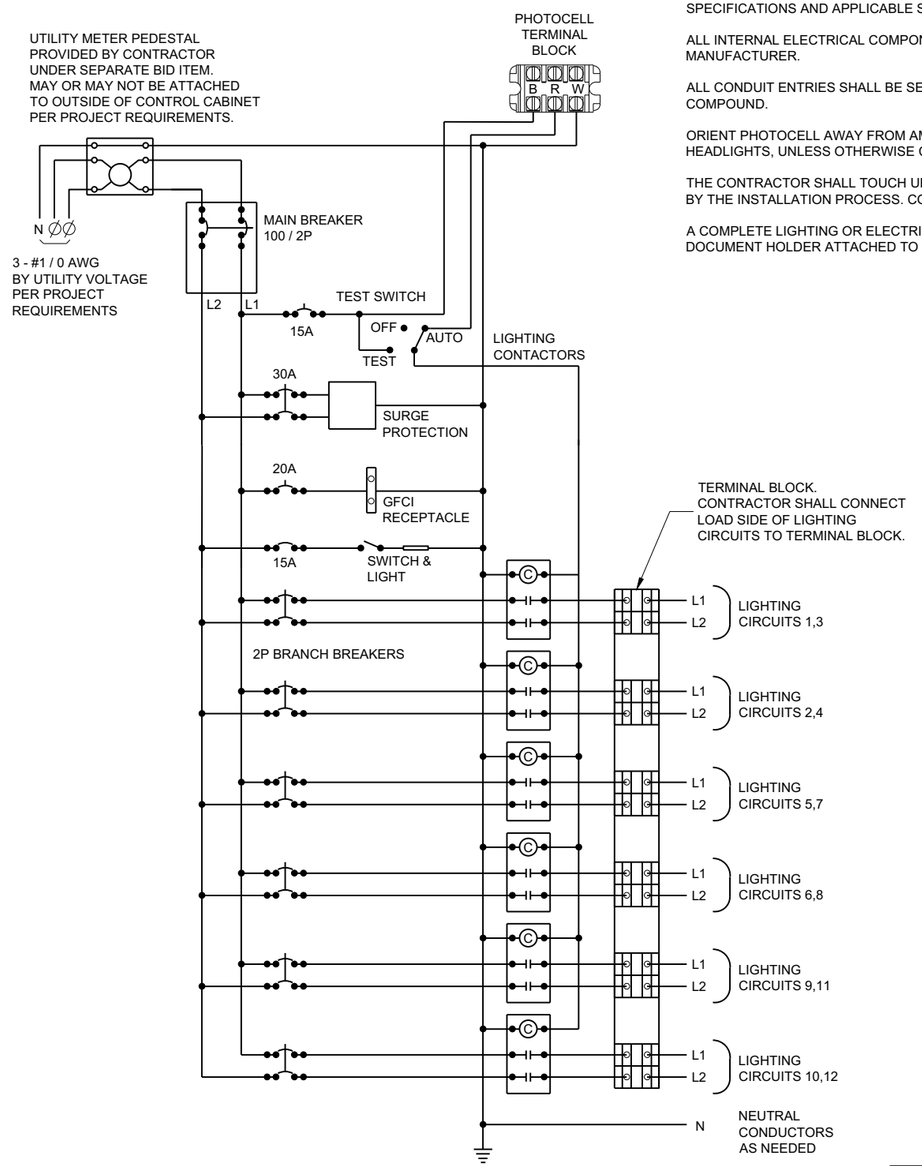


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET
120 / 240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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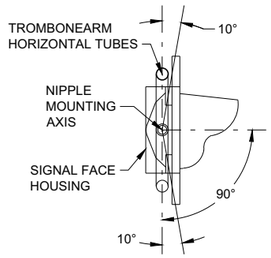
SDD 09D04 - 03

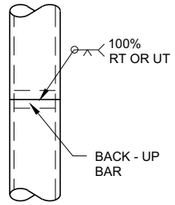


SECTION A-A

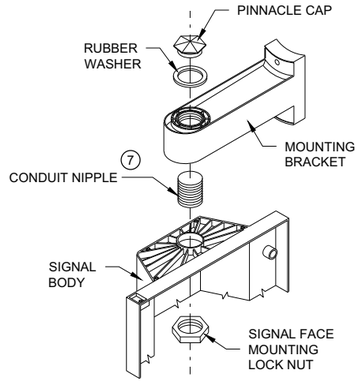
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

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.



POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

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.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

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 ⅜" 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) ASREQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

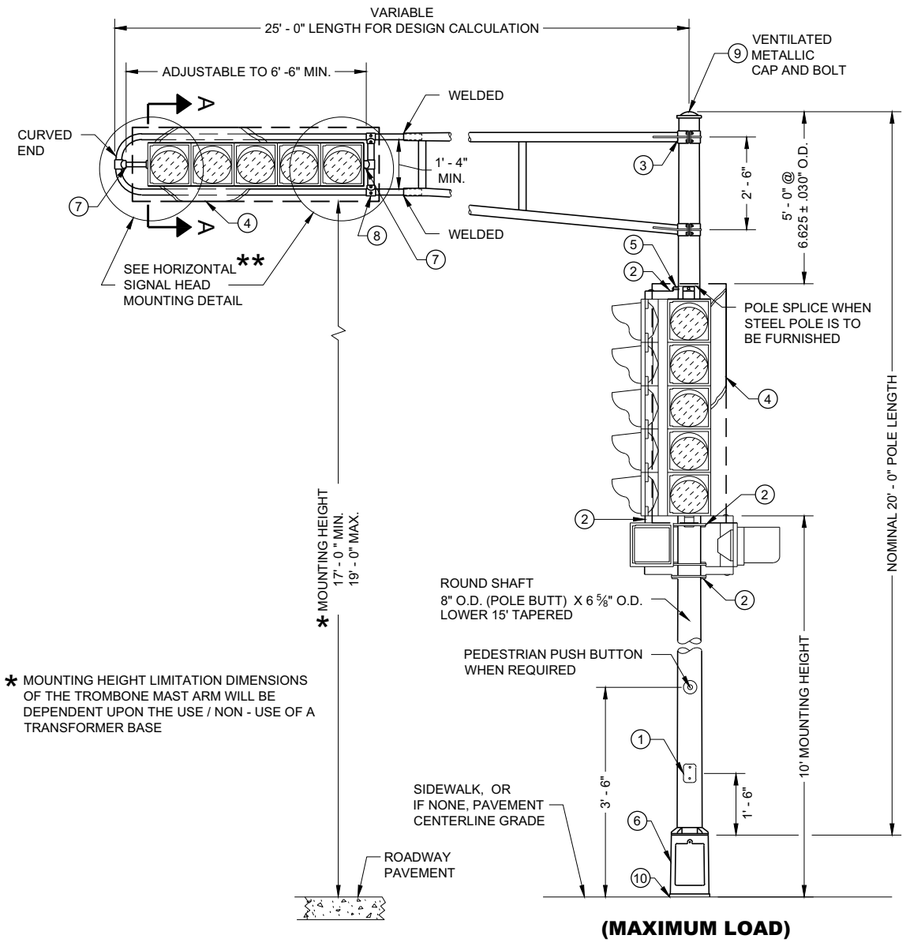
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOTINTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE 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 STRUTIS 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.

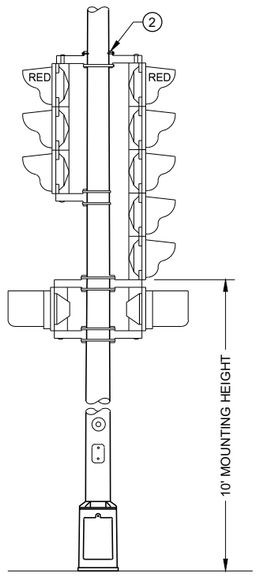
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

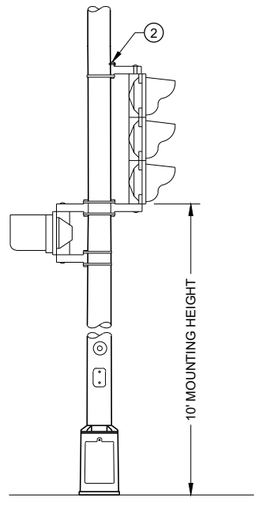


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

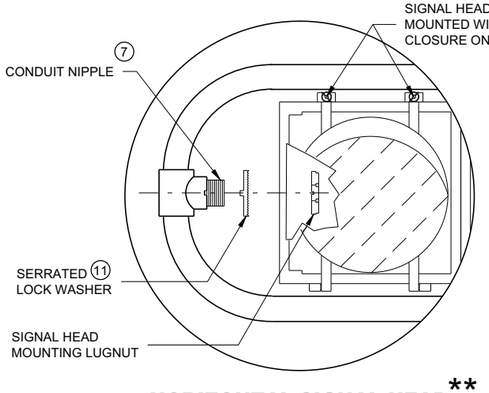
(MAXIMUM LOAD)



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

TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

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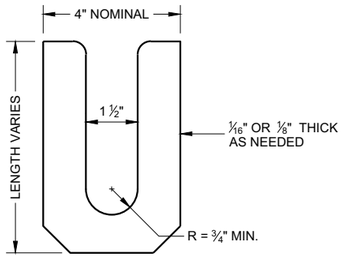
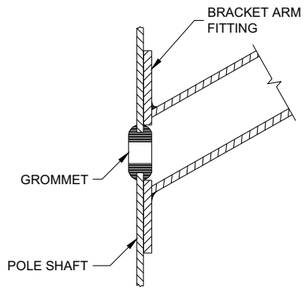
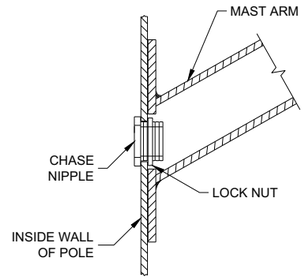


LEVELING SHIM (1)
SHALL BE ALUMINUM



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.

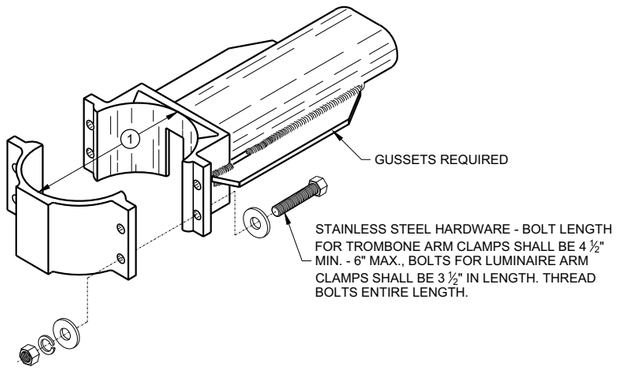
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

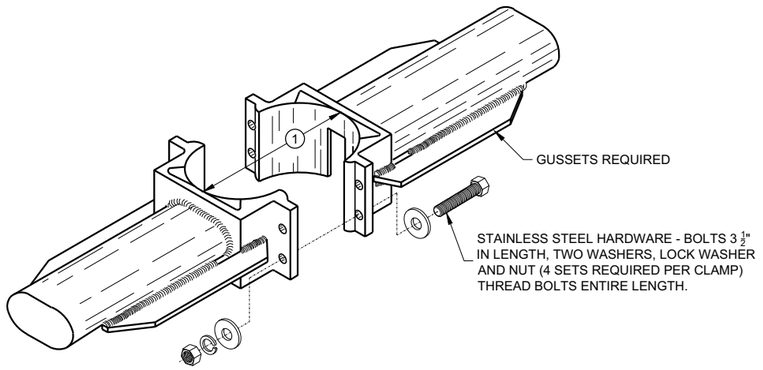
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

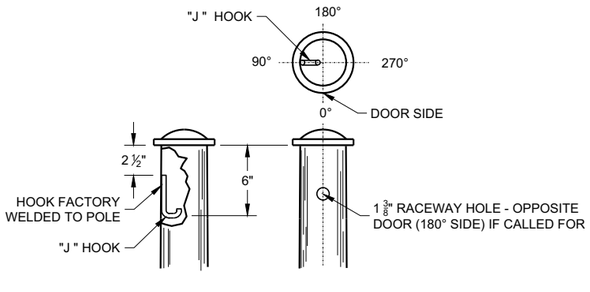
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



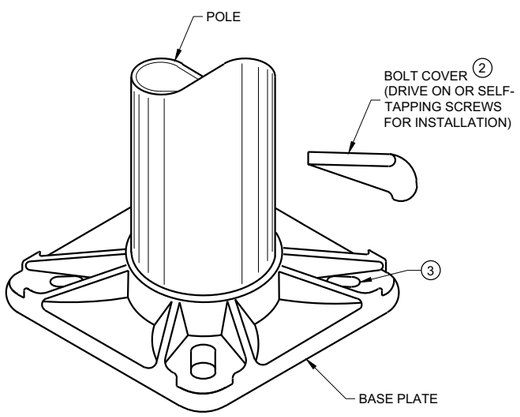
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



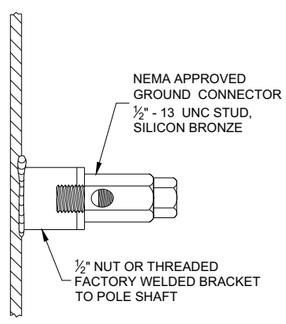
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

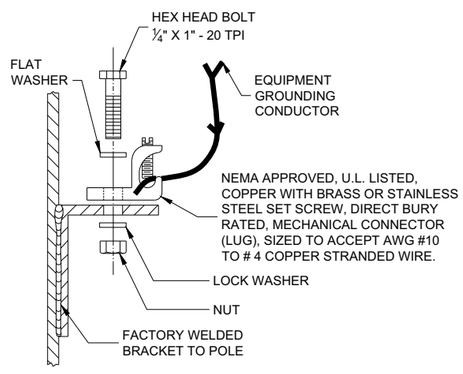


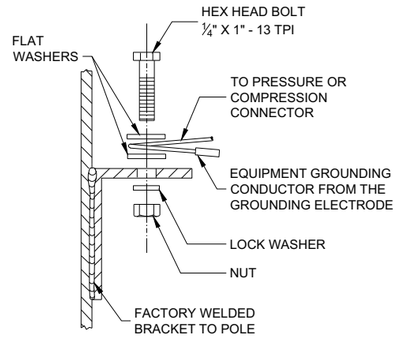
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

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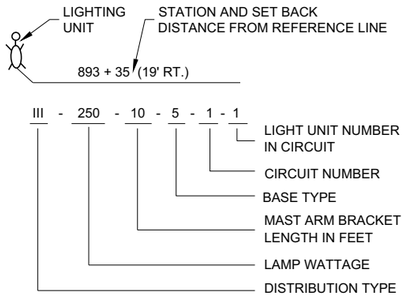
GENERAL NOTES

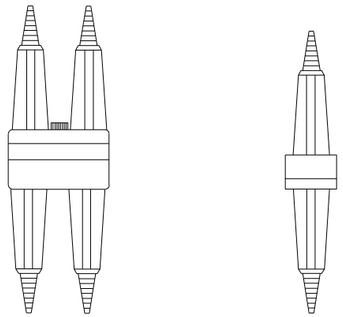
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

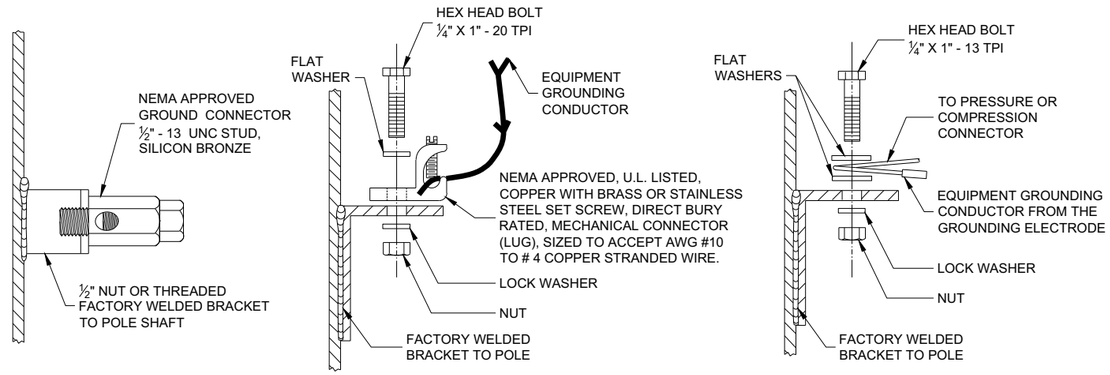


LIGHTING UNIT CODE
(TYPICAL)

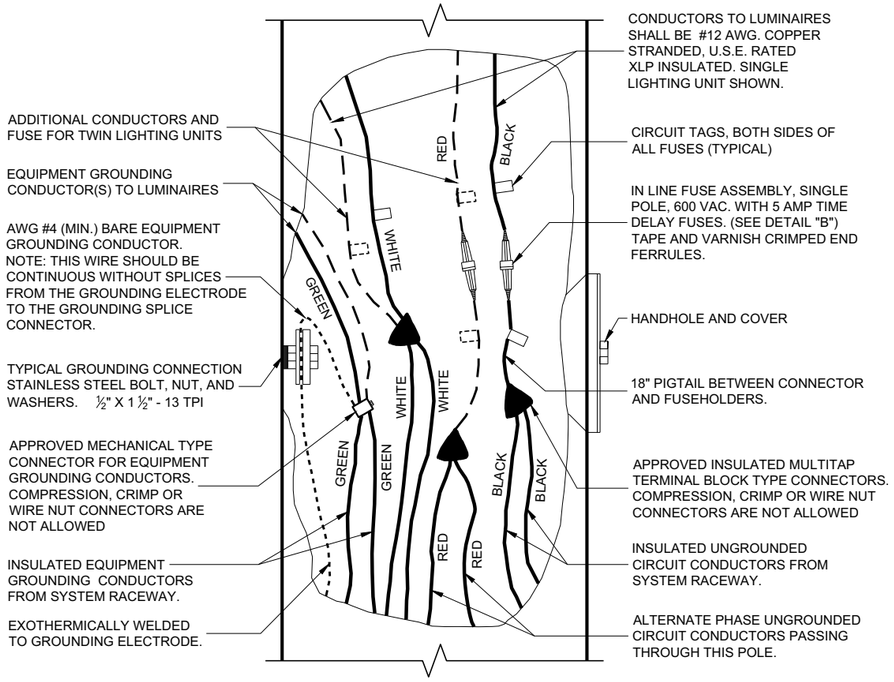


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

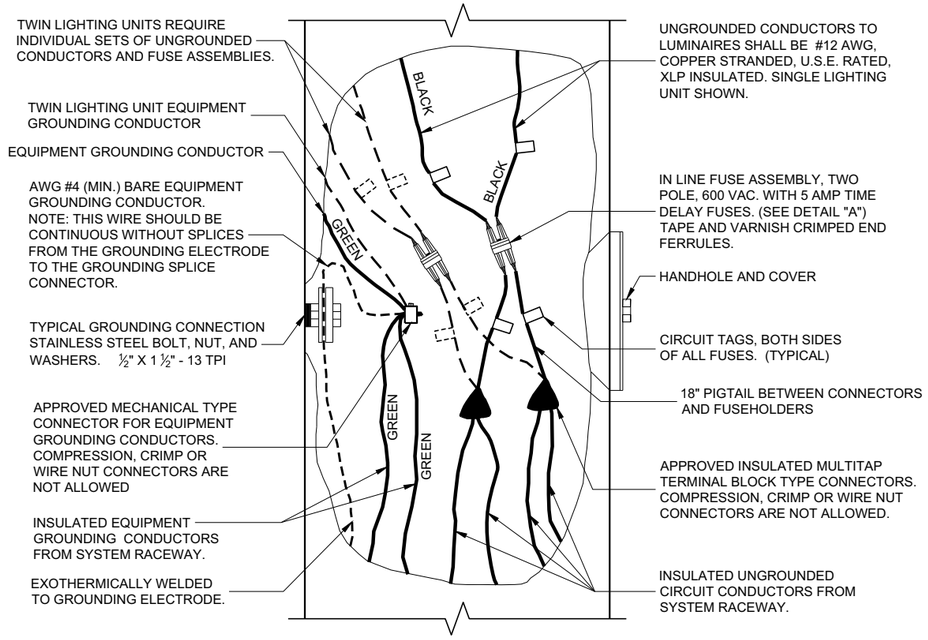
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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

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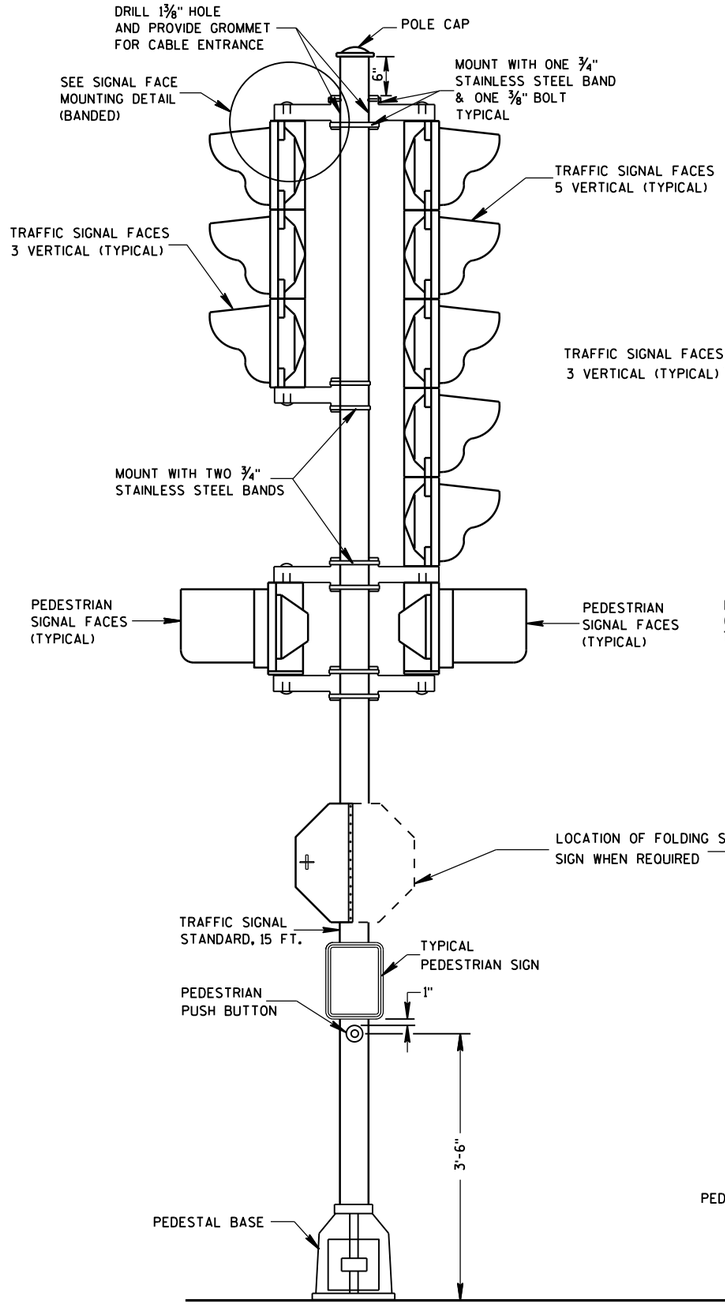
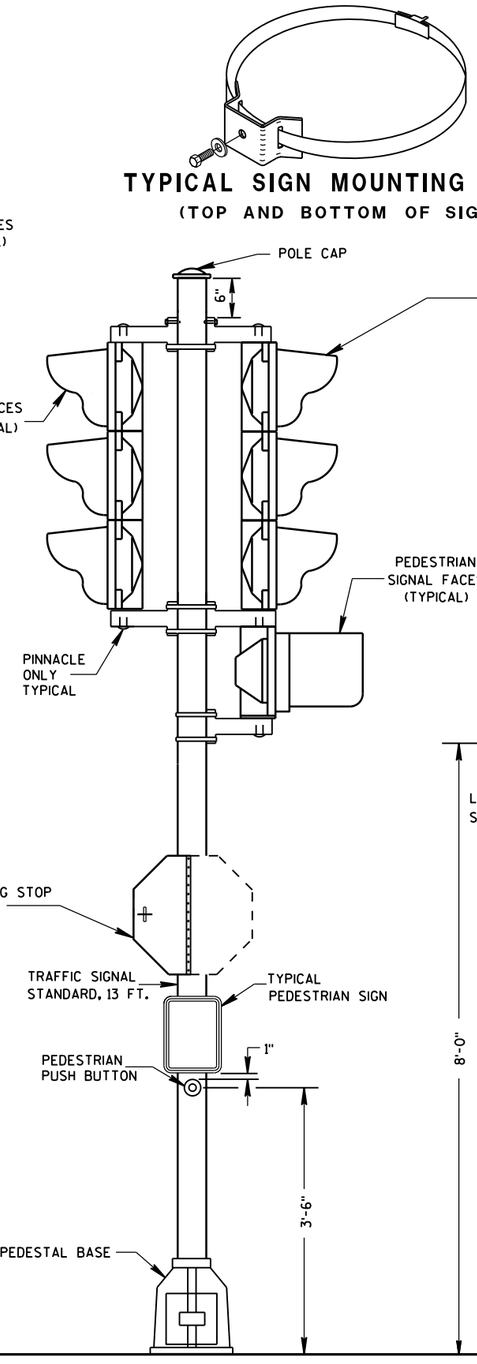
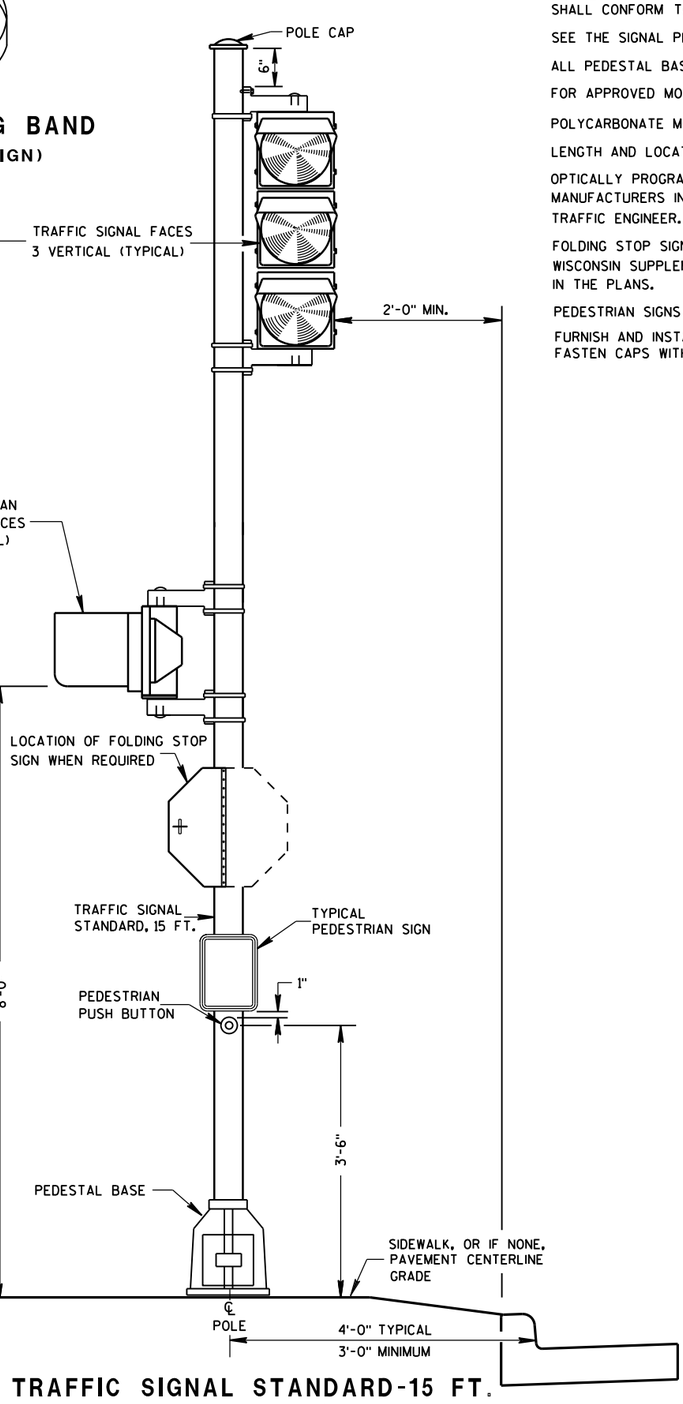


TRAFFIC SIGNAL STANDARD-15 FT.



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.

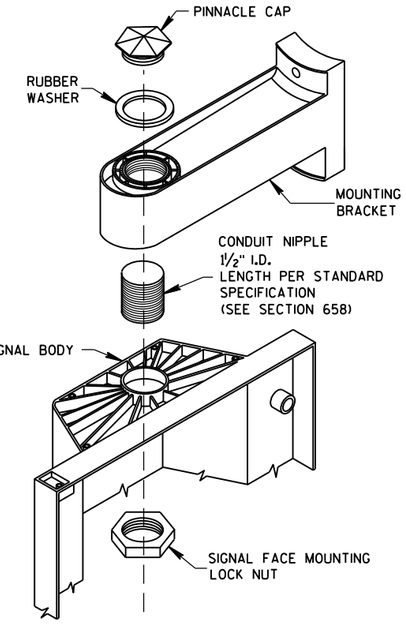
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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.

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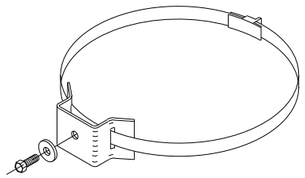
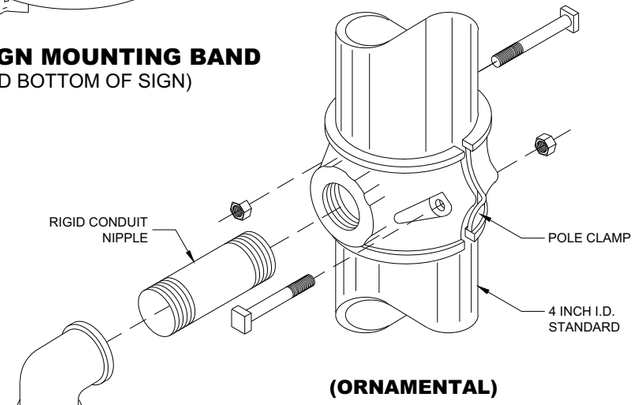


TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



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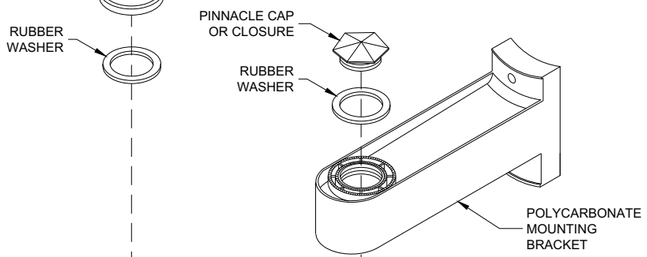

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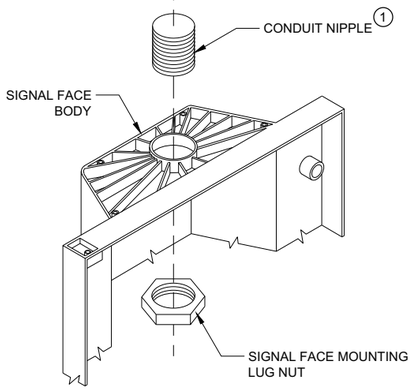
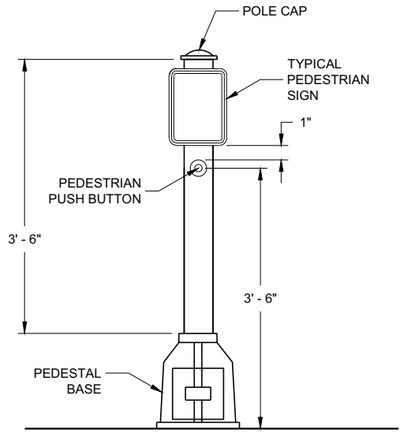


SIGNAL FACE MOUNTING DETAILS



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.

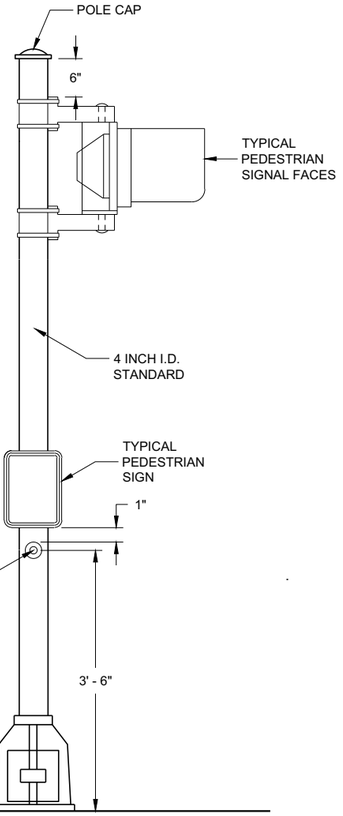
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

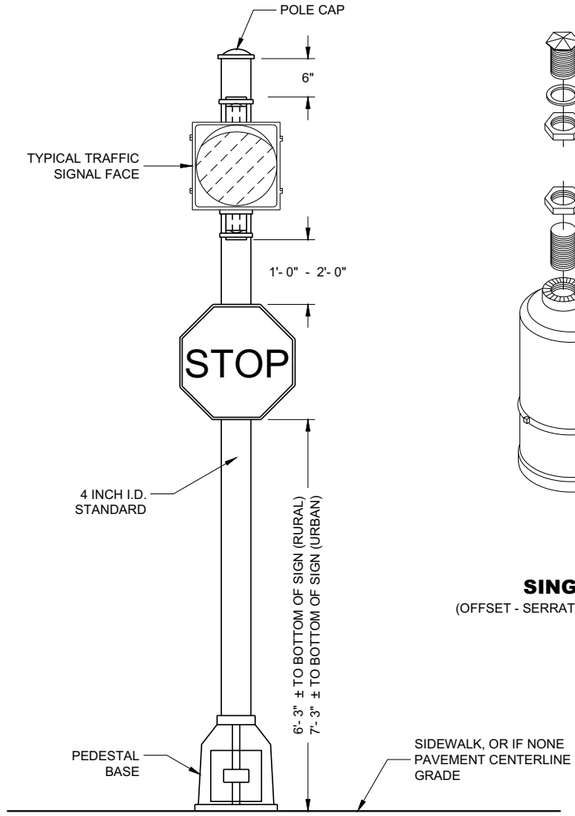
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

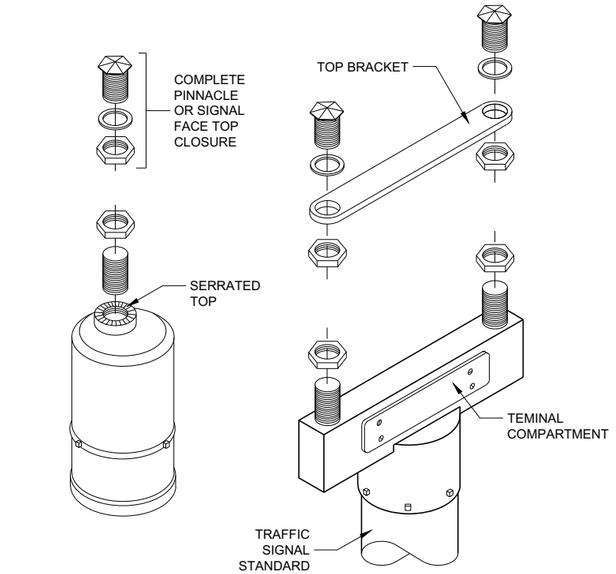
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE 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

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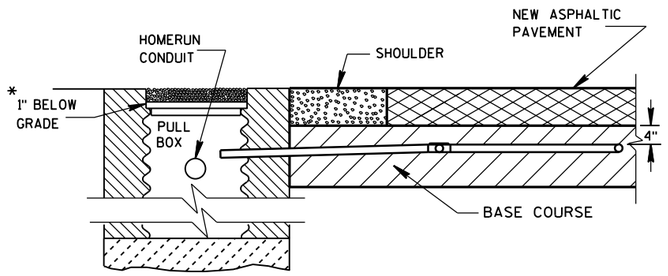
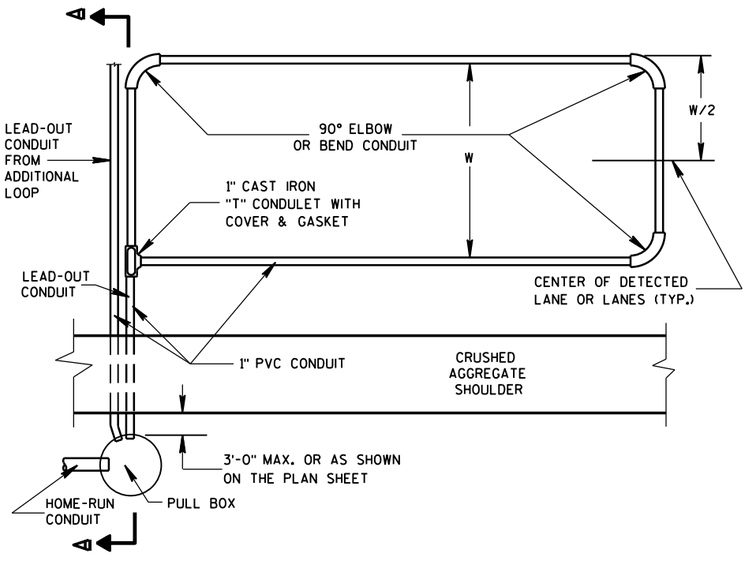


SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

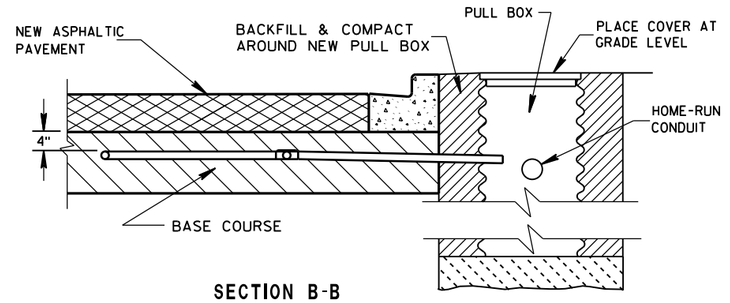
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

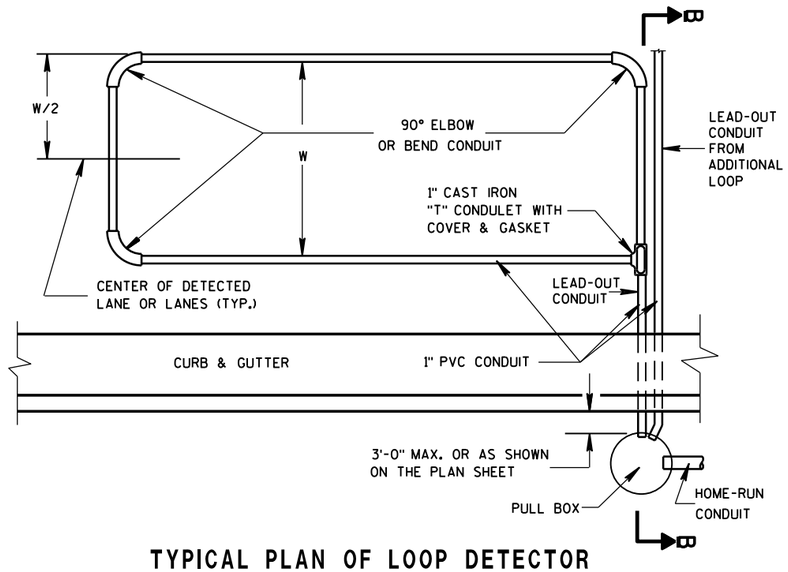
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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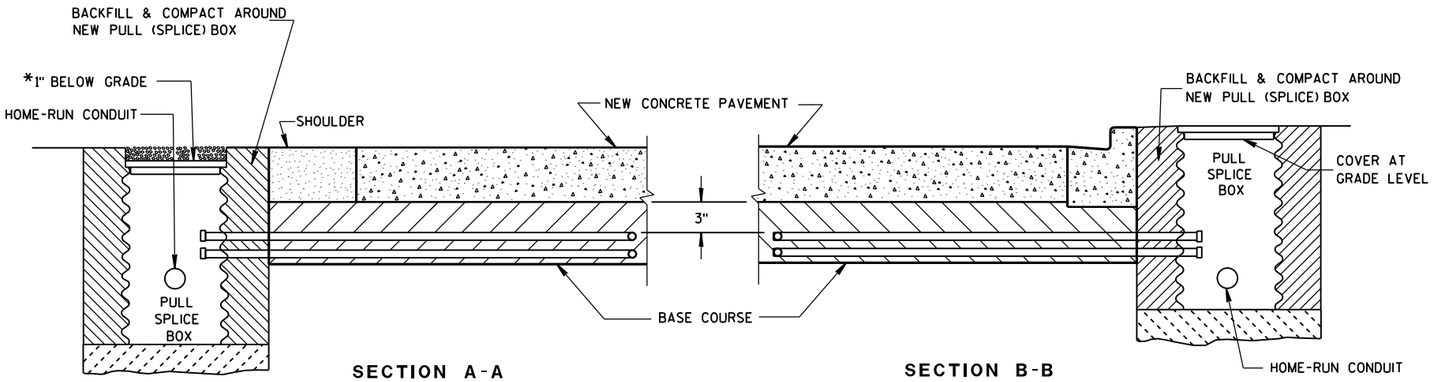


SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

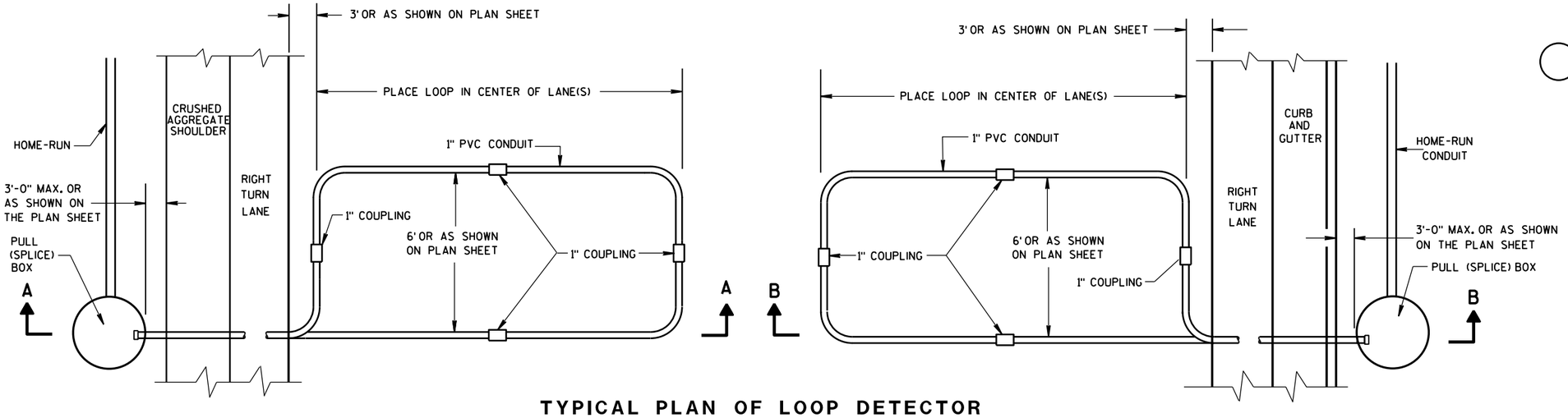
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

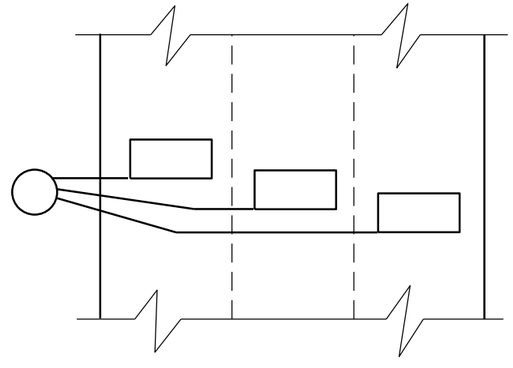
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



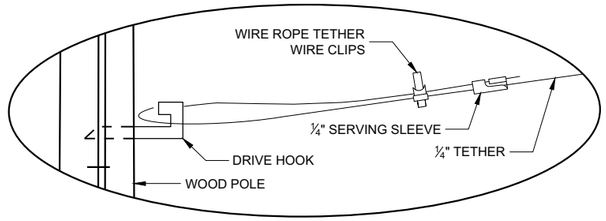
TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL FHWA

MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

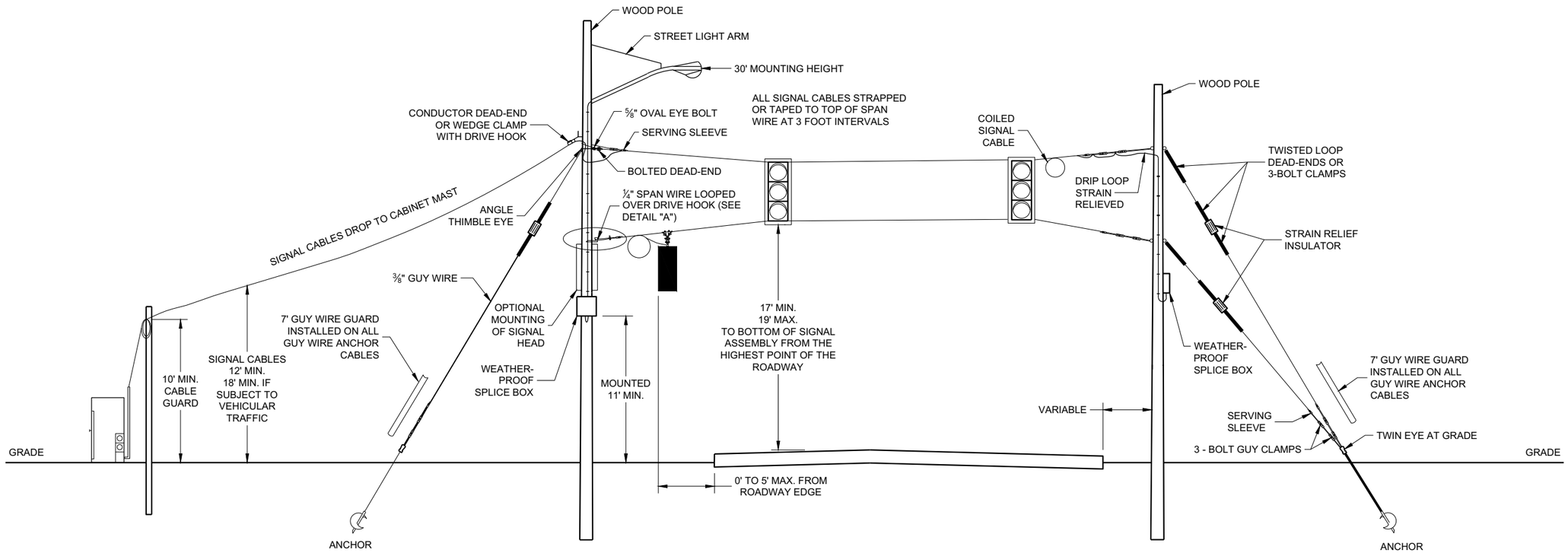


DETAIL "A"

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

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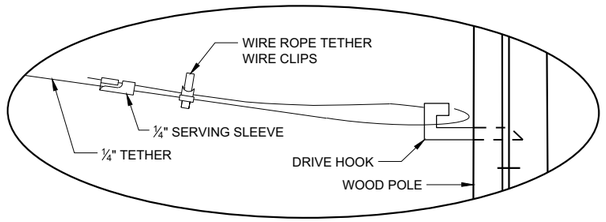
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



DETAIL "A"

GENERAL NOTES

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   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
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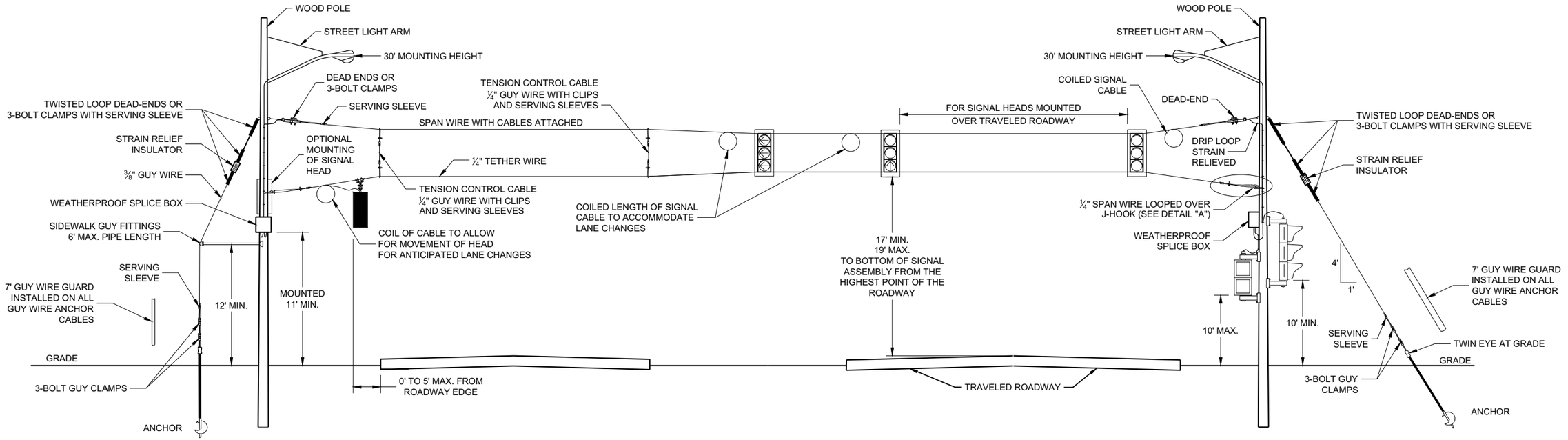


SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

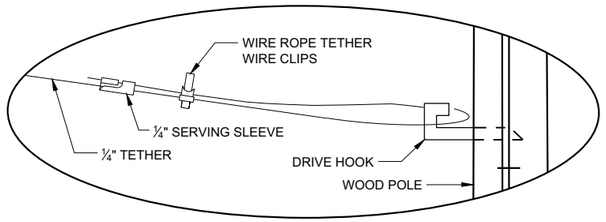
APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

FHWA

SDD09G01 - 04b

SDD09G01 - 04b

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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   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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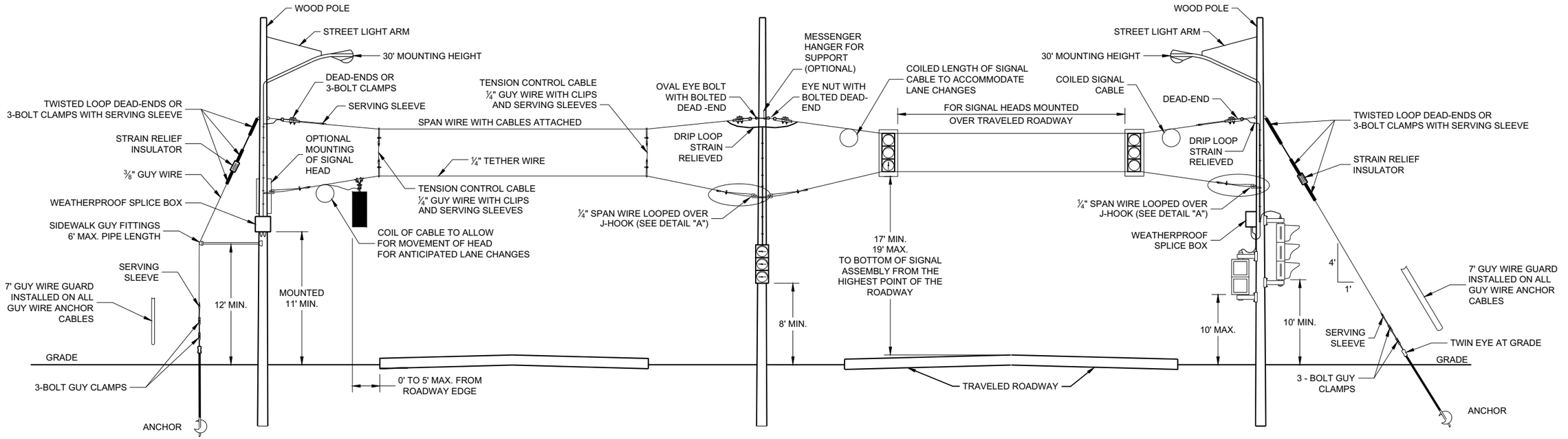

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

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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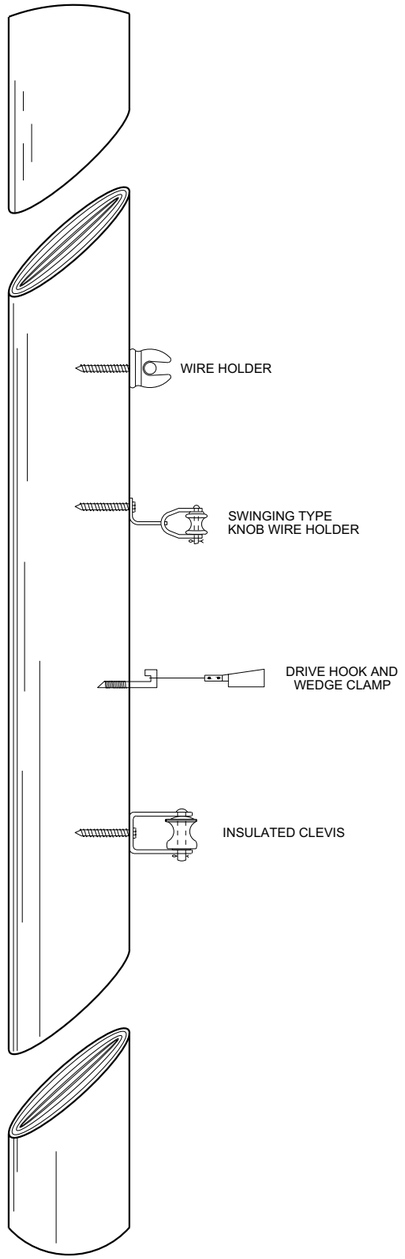

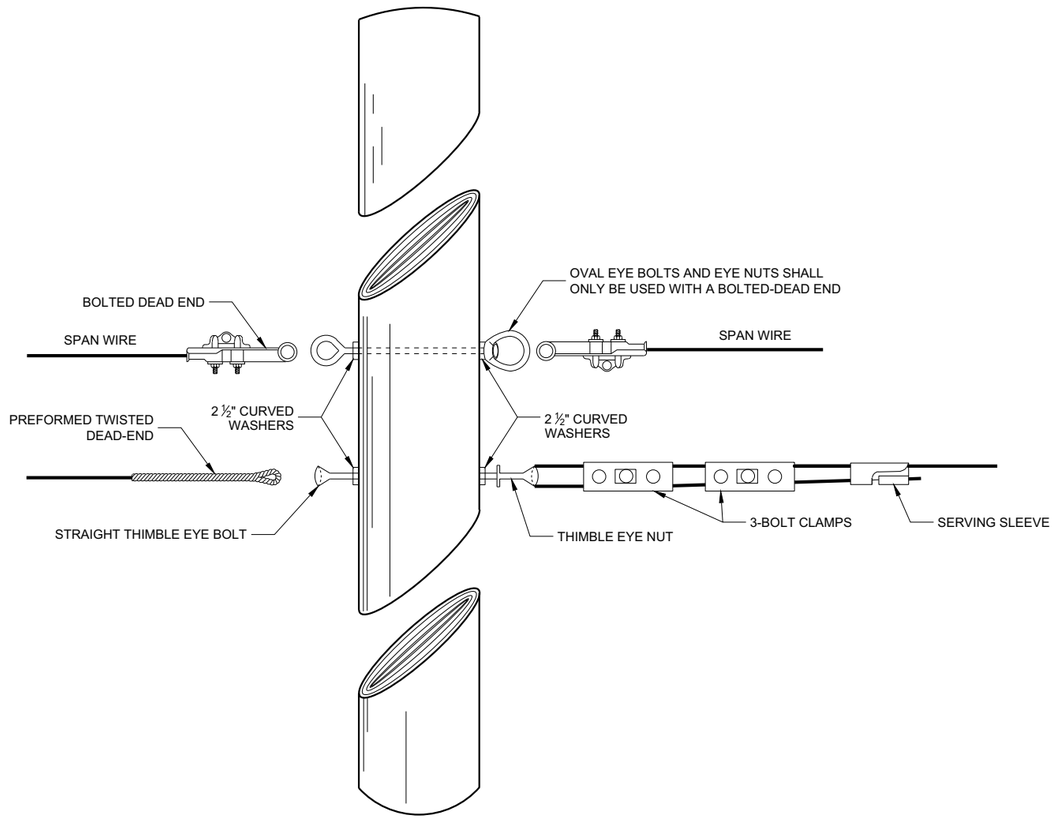

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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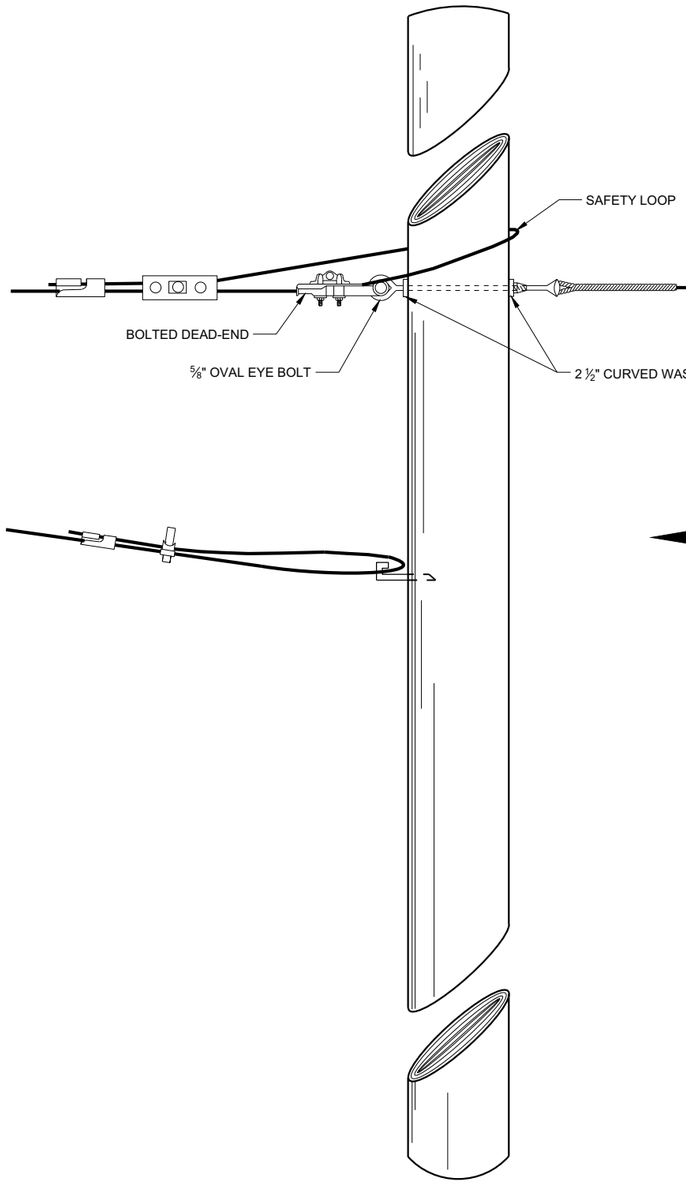
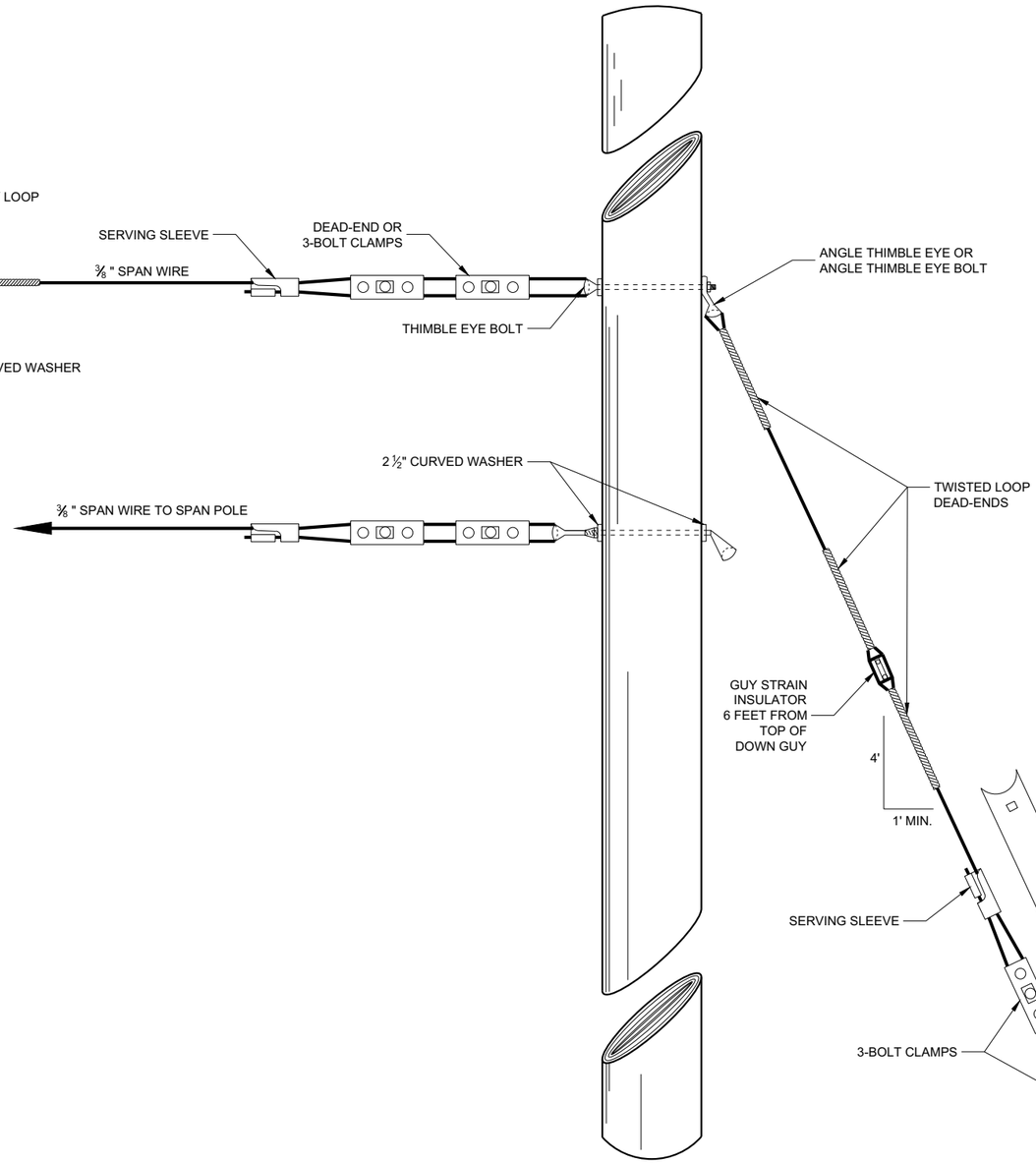
GENERAL NOTES

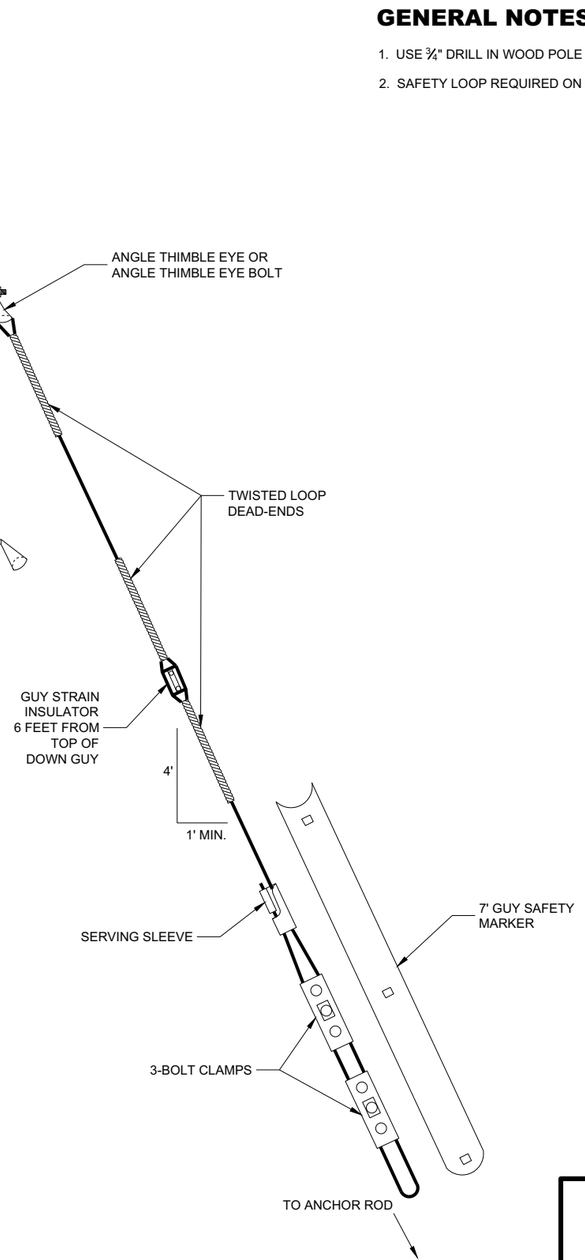
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



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
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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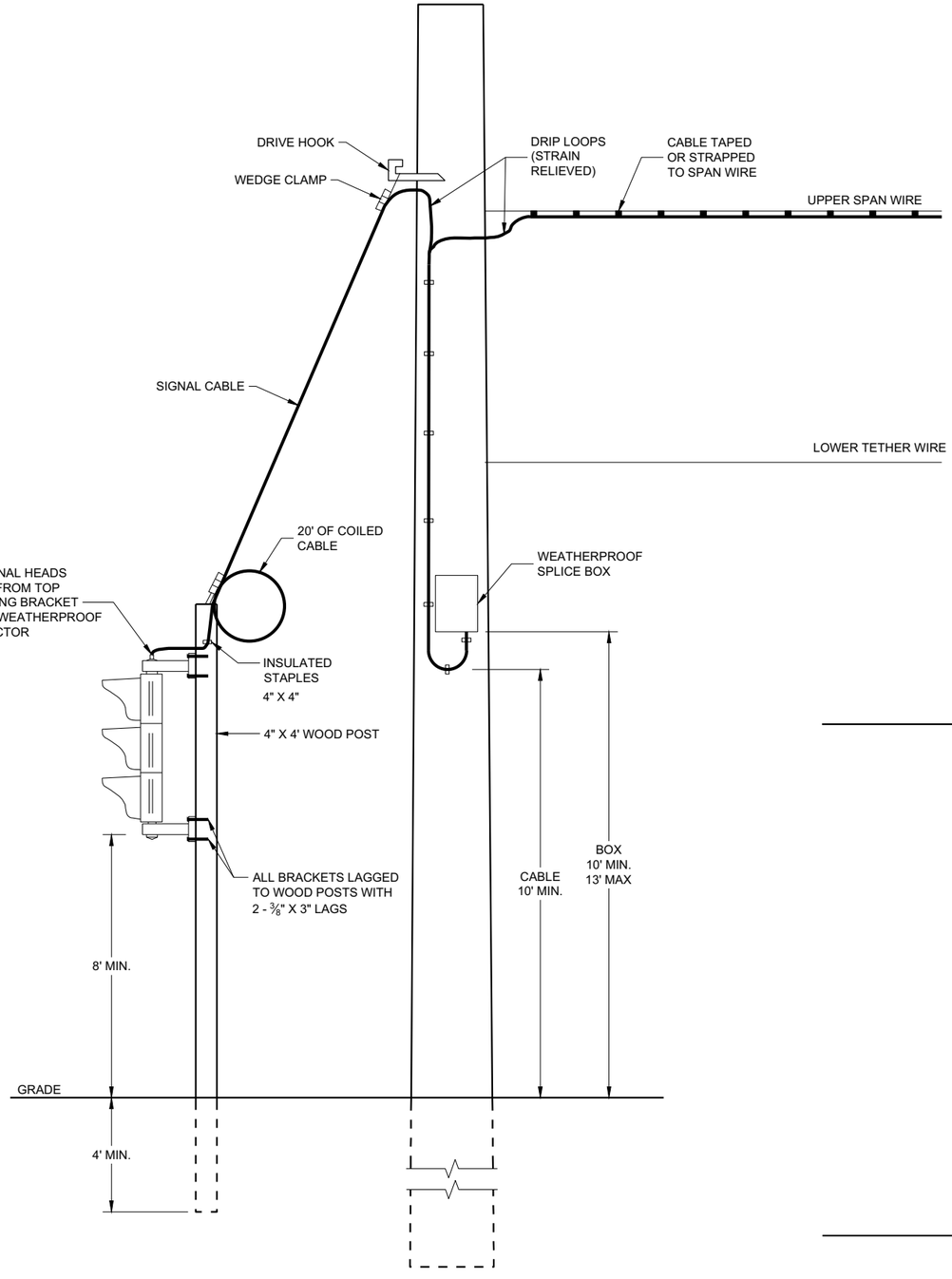
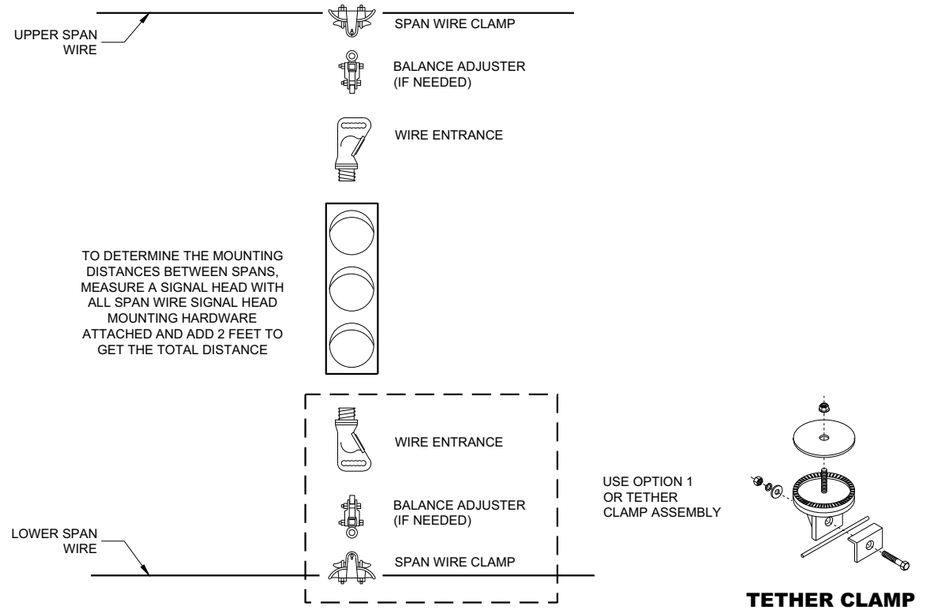


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

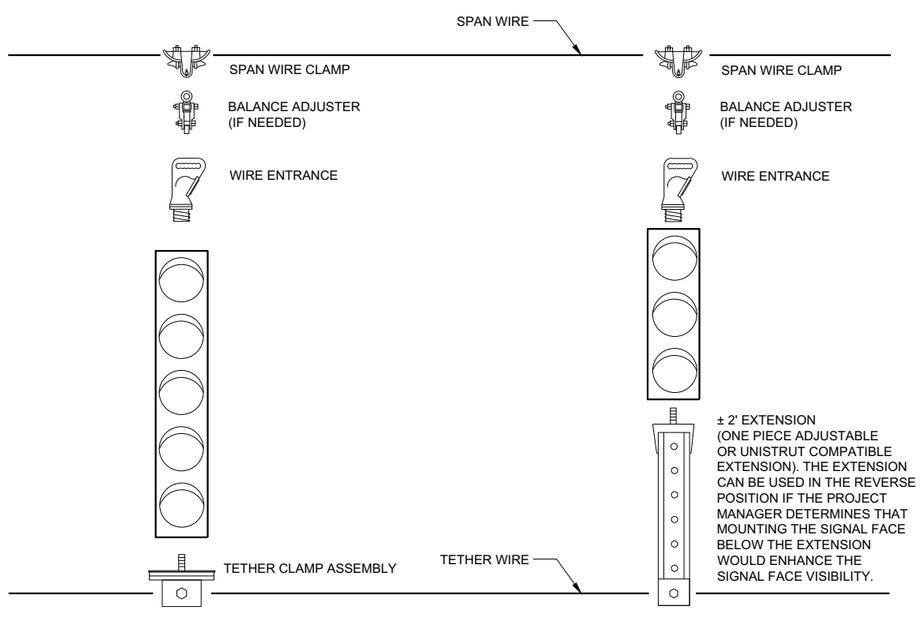


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

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

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June 2015
DATE

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ROADWAY STANDARDS DEVE ENGINEER

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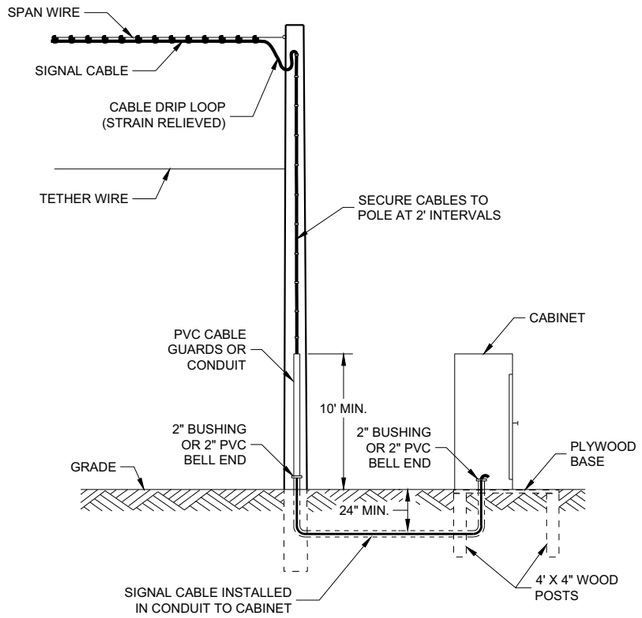
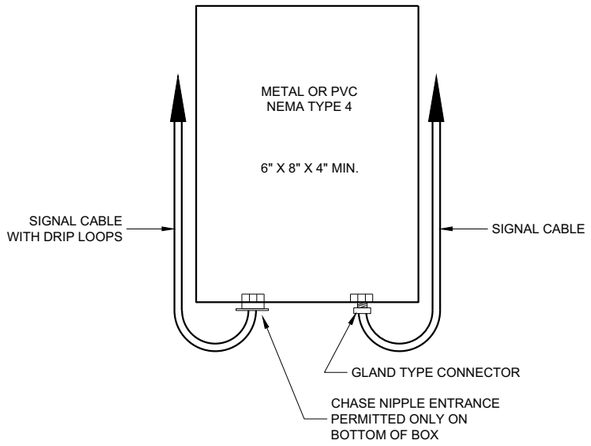
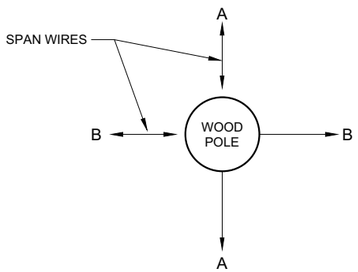




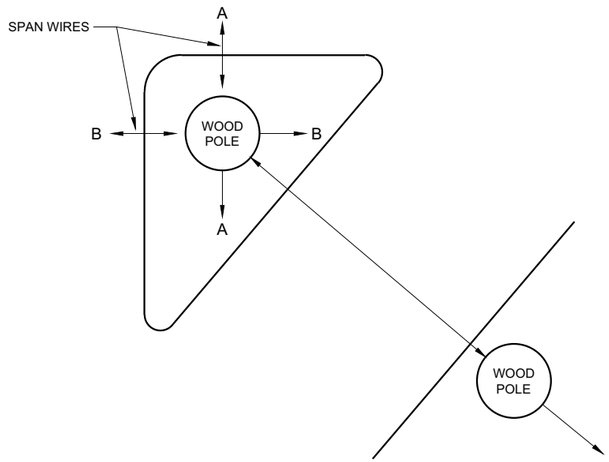
SPLICE BOX

TYPICAL SKID TYPE TEMPORARY

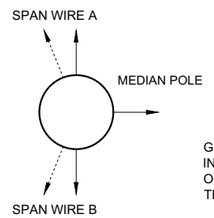


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

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

FHWA

SDD 09G01 - 4g

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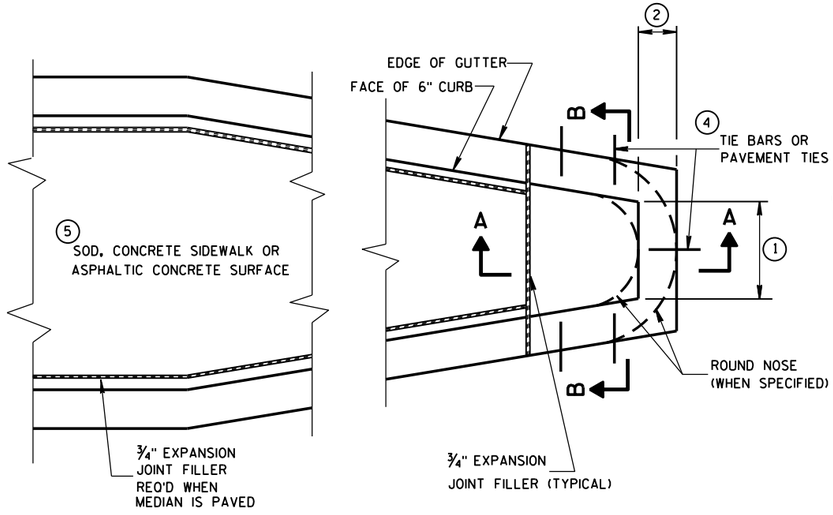
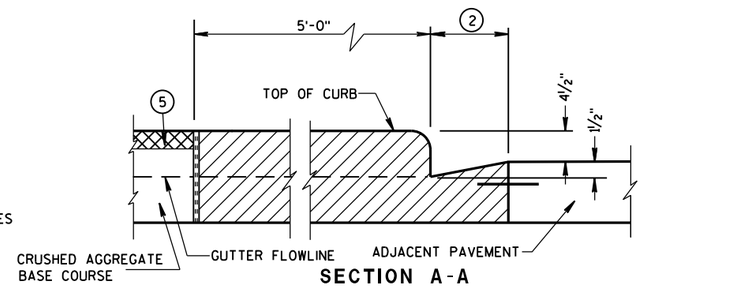
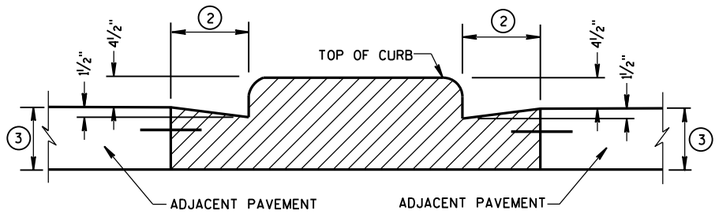






CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

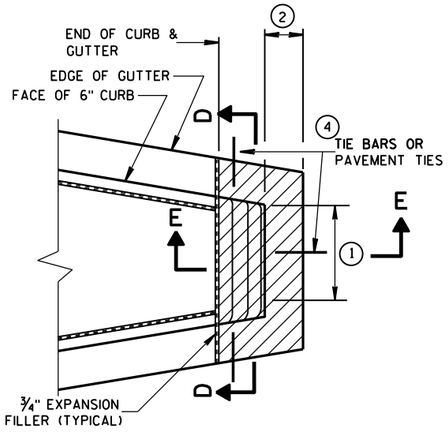
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

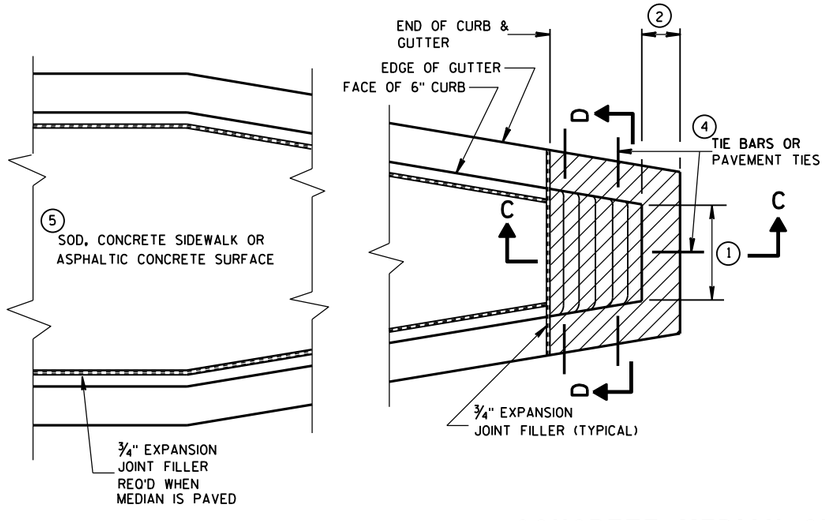
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

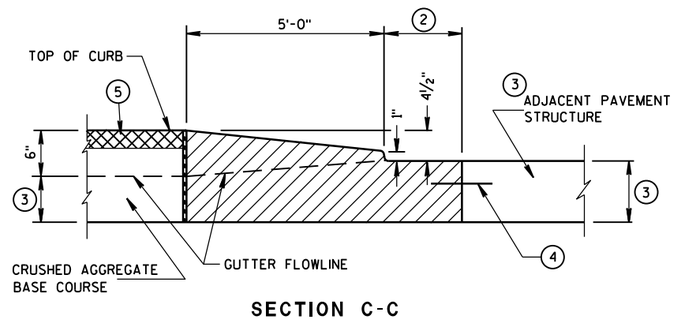
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

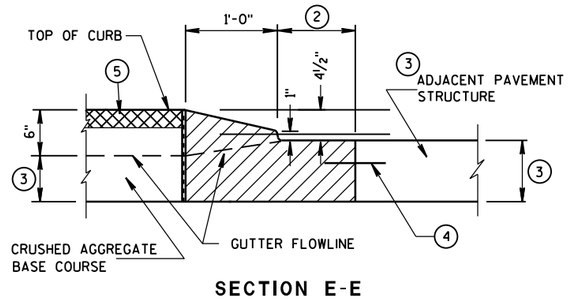
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

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



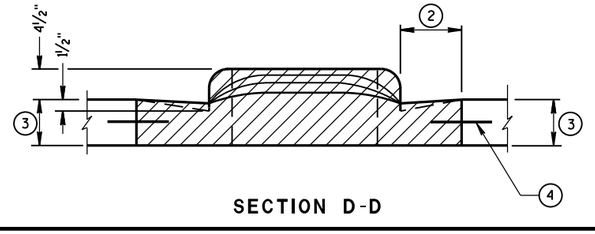






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

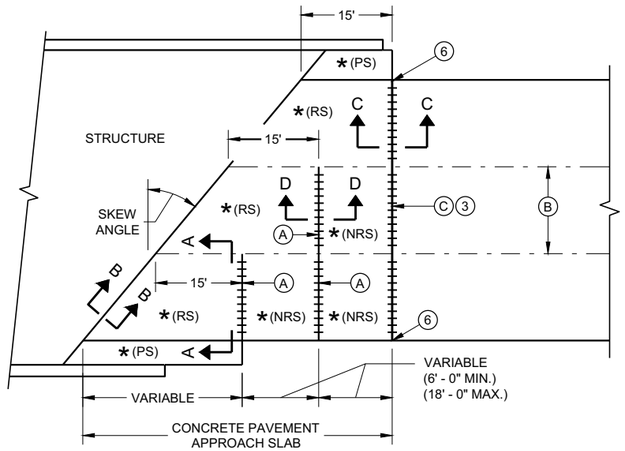
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



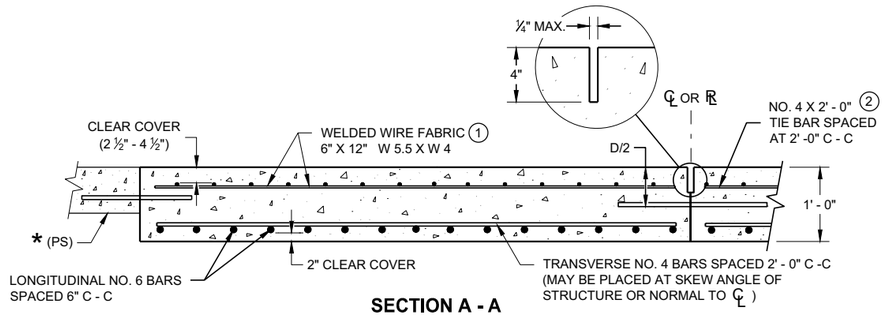
SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)

* (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.

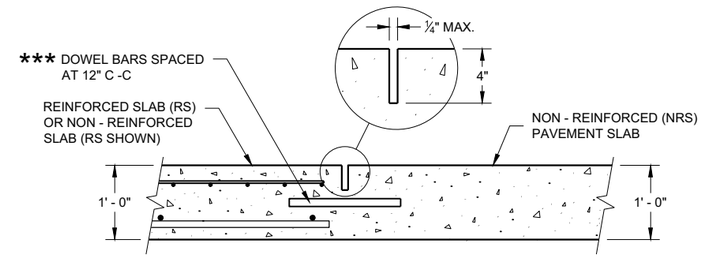
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

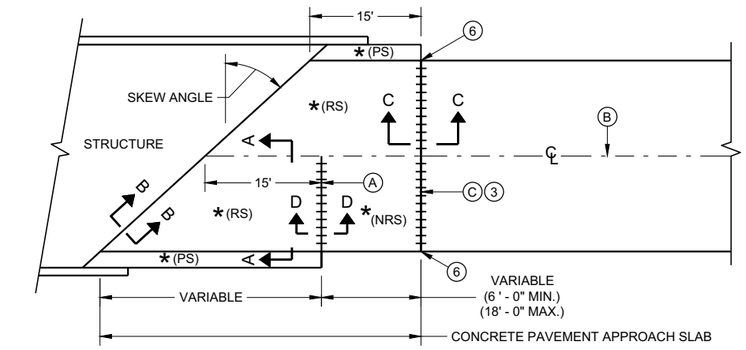
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .

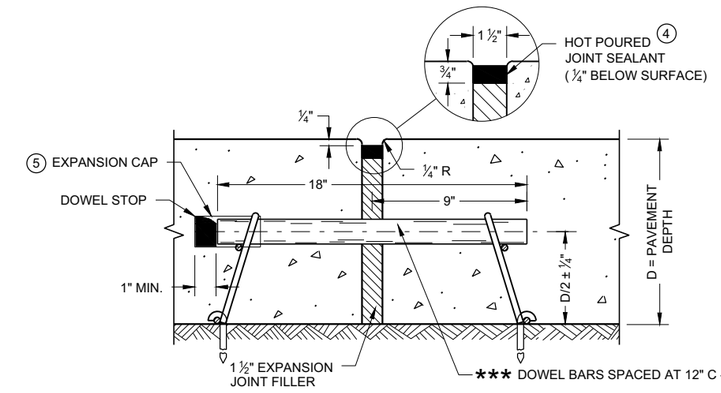


SECTION D - D
CONTRACTION JOINT

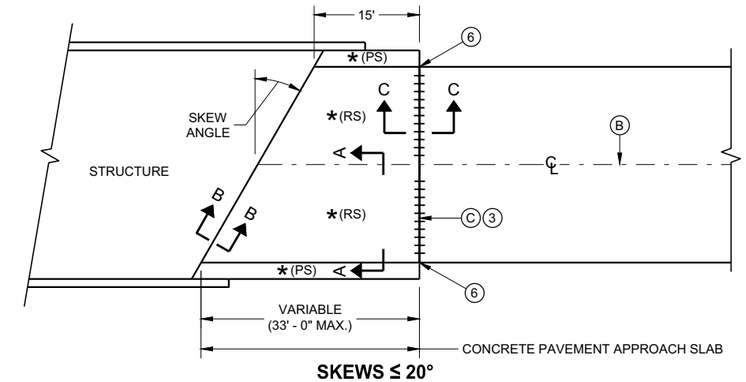


SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')

SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT

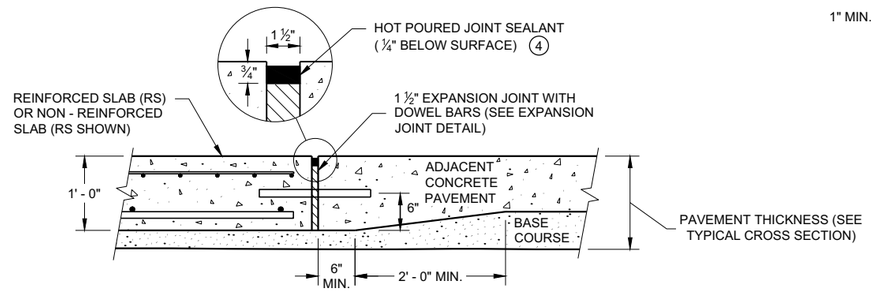


EXPANSION JOINT DETAIL



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

APPROACH SLAB AND ADJACENT PAVEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

FHWA

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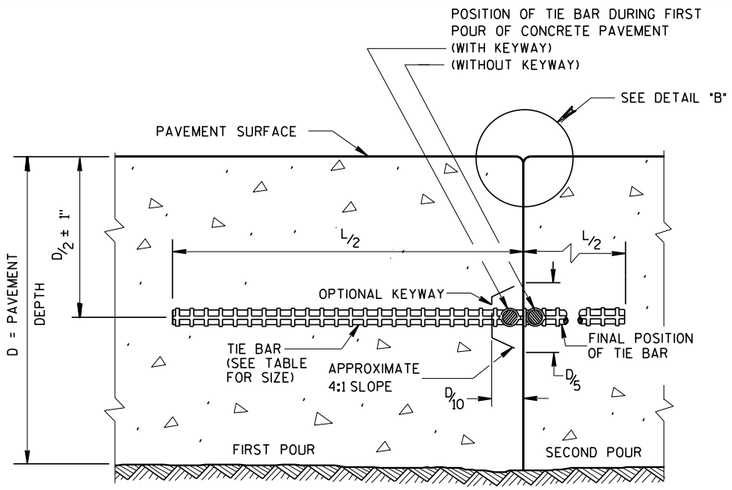
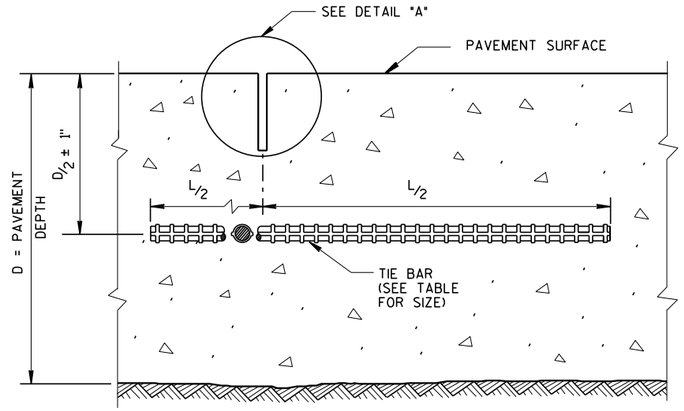
SDD 13B02 - 09a



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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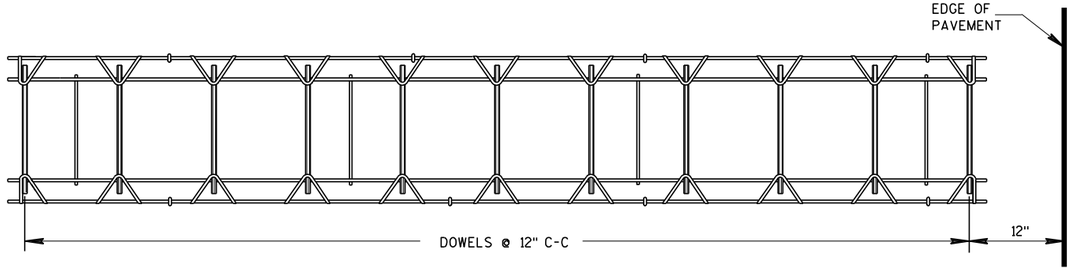
S.D.D. 13 C 1-19



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①

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'

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.

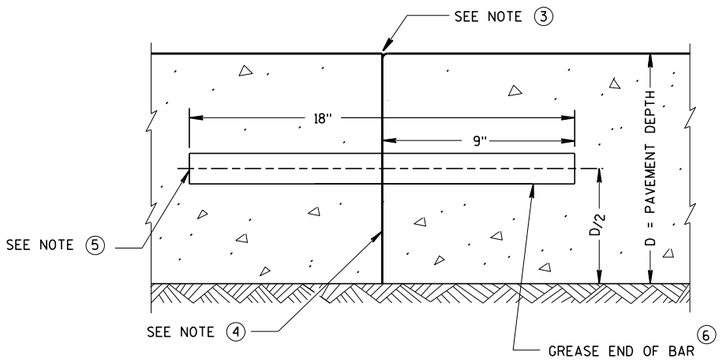
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

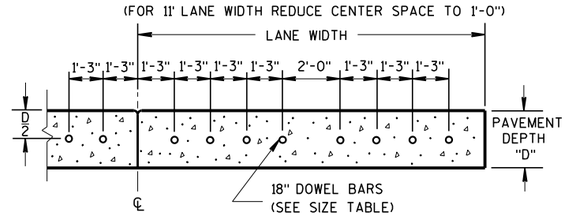
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

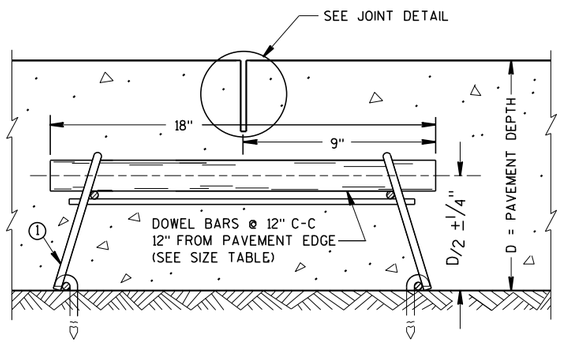
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



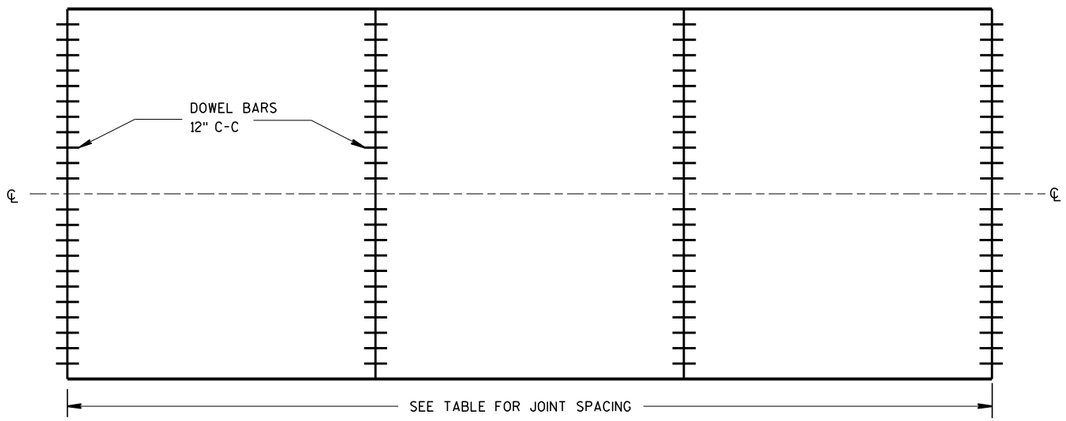
TRANSVERSE CONSTRUCTION JOINT



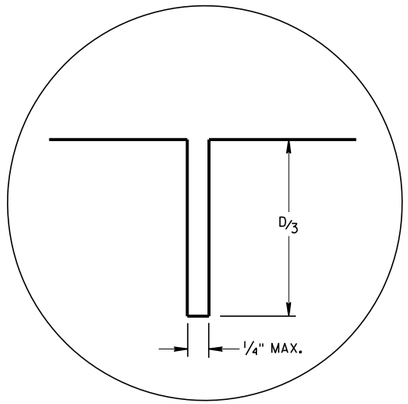
DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



DOWELED CONTRACTION JOINT



CONTRACTION JOINT LOCATIONS



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUP
FHWA

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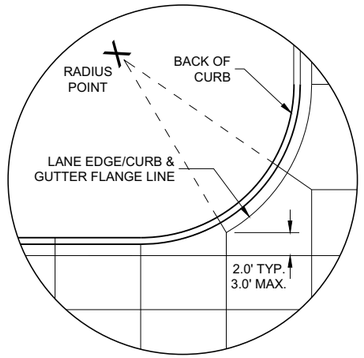
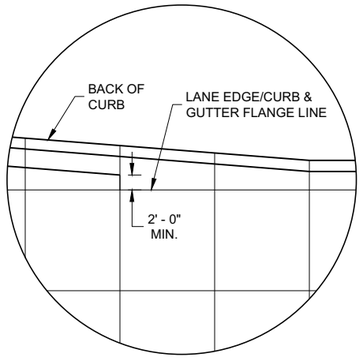
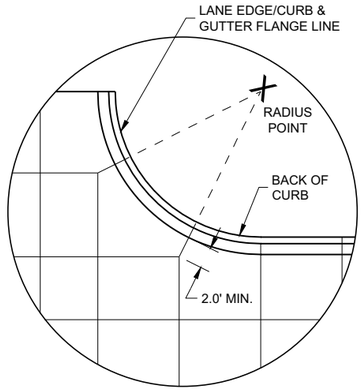
S.D.D. 13 C 13-9



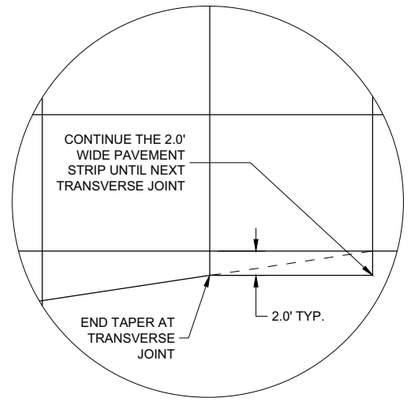
DETAIL "A"



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.

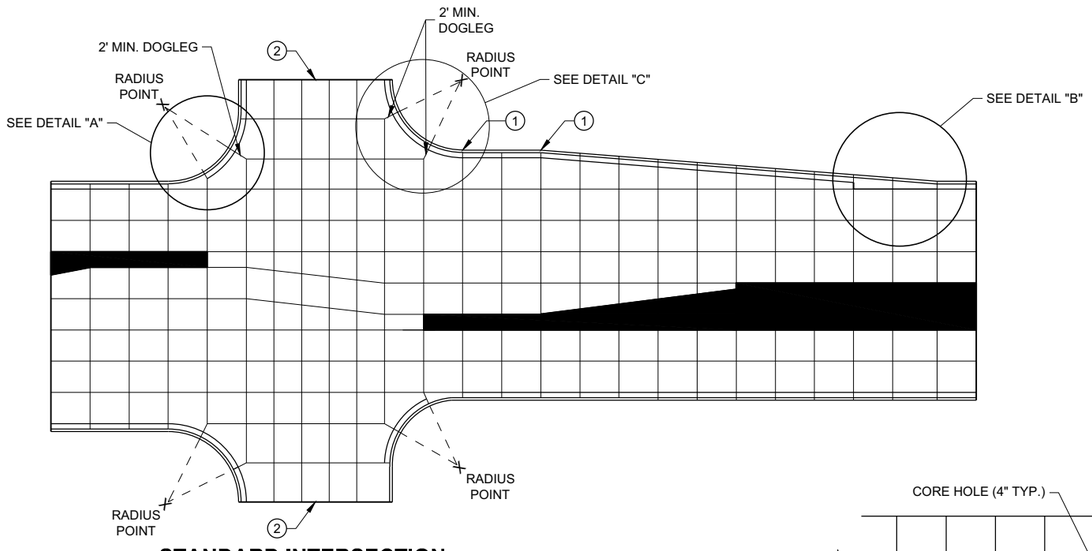
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

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.

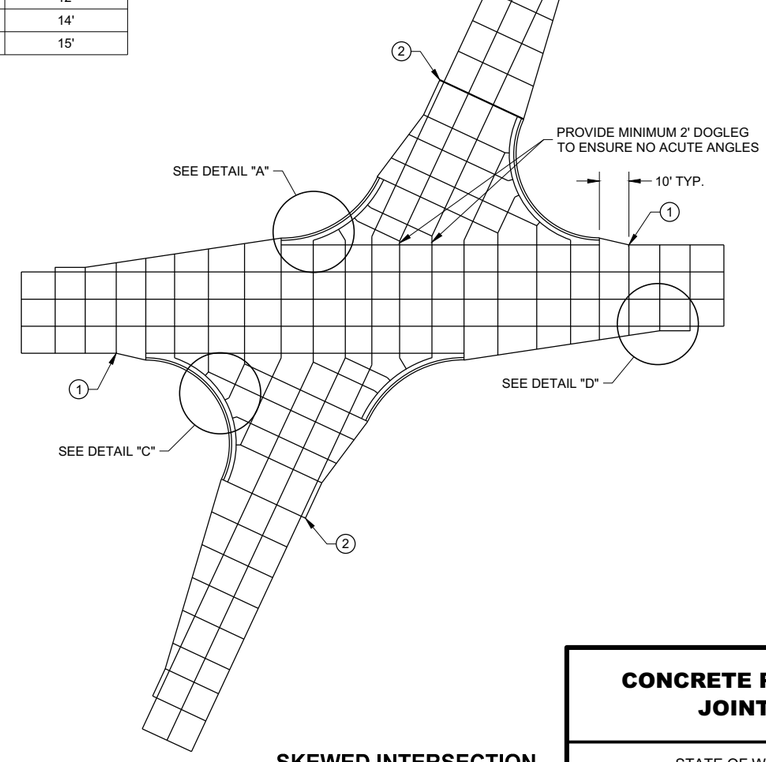
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



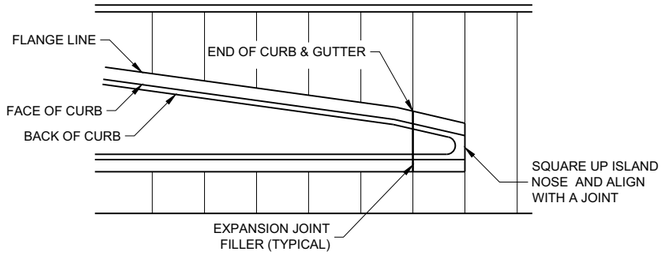
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

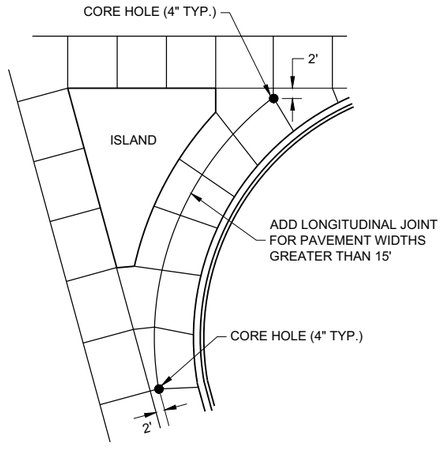
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 13C18 - 07a

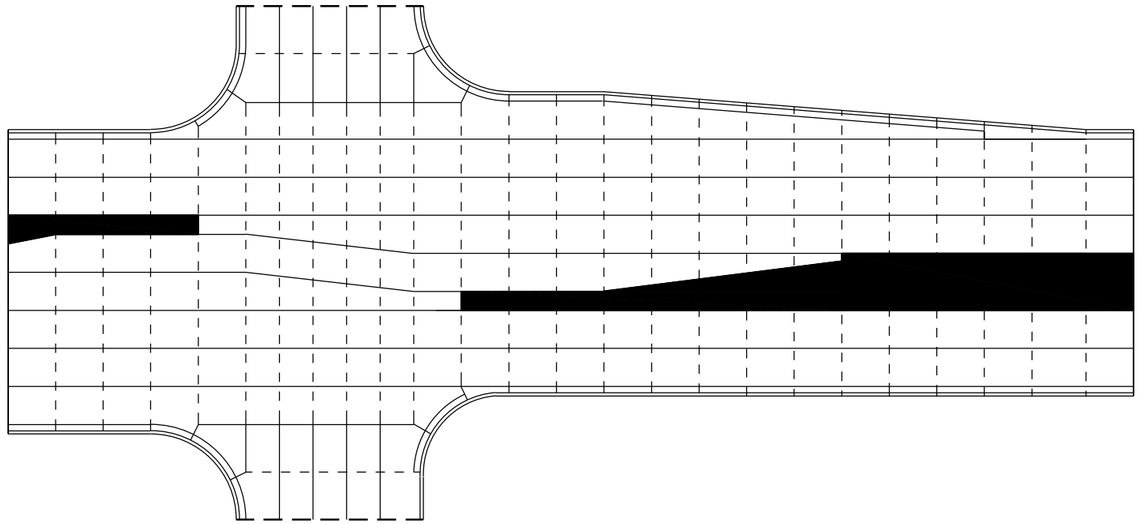
6

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

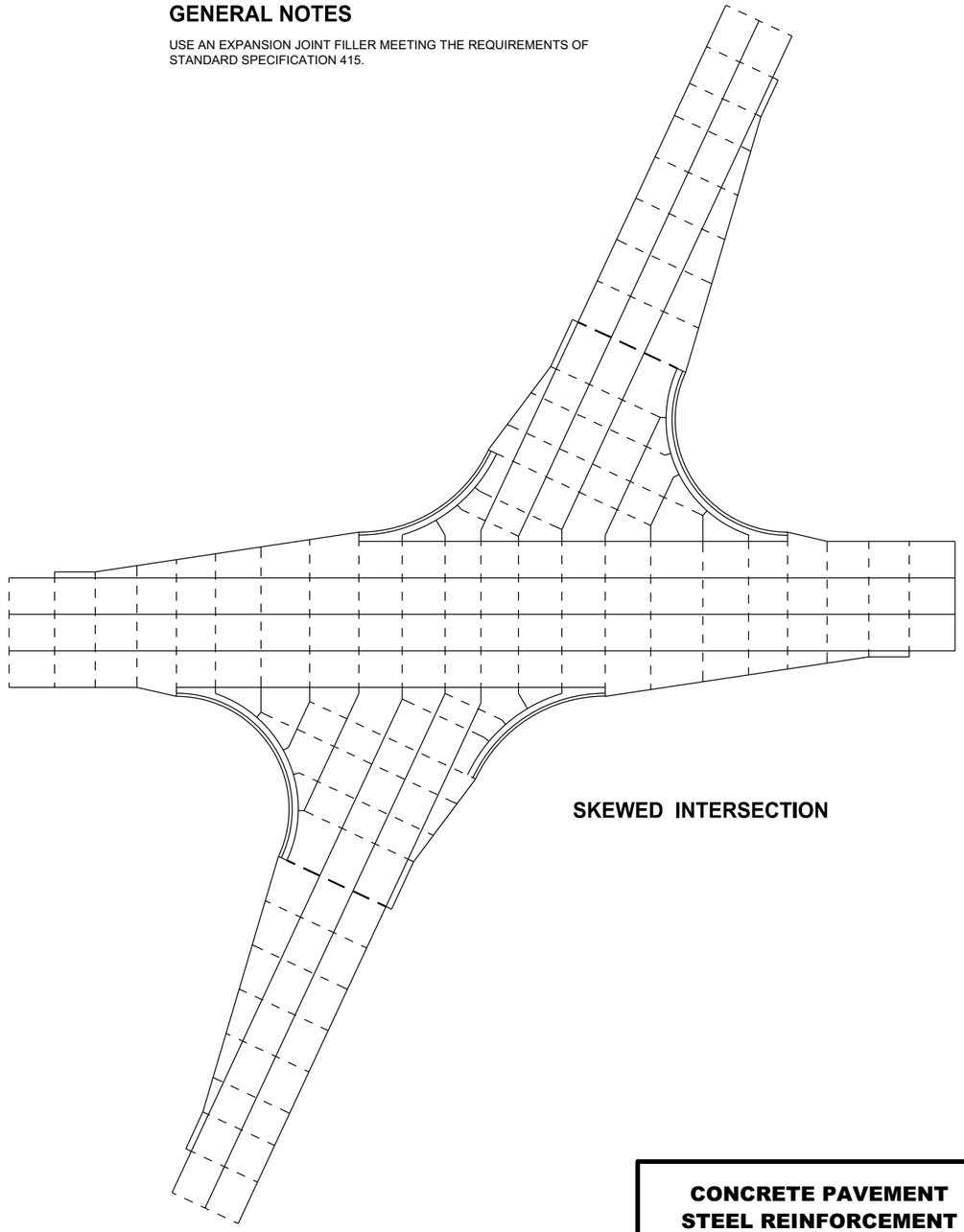
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

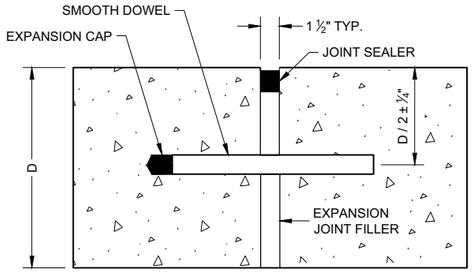
SDD 13C18 - 07b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

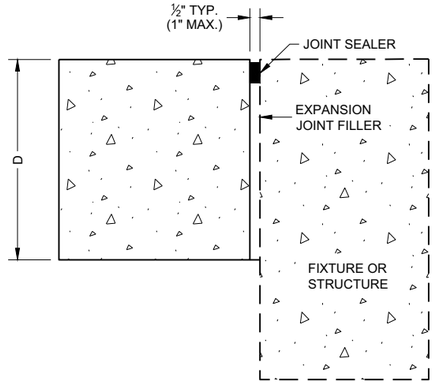
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

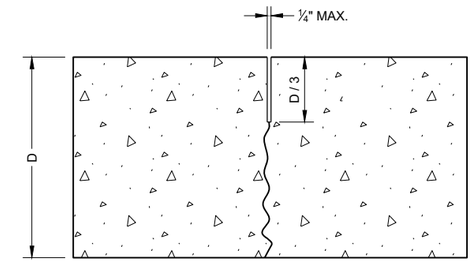
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

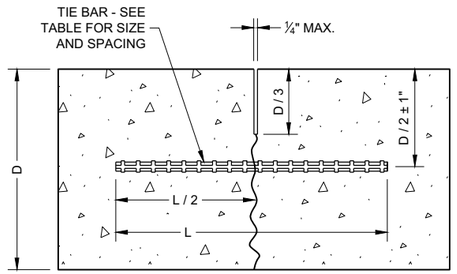
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

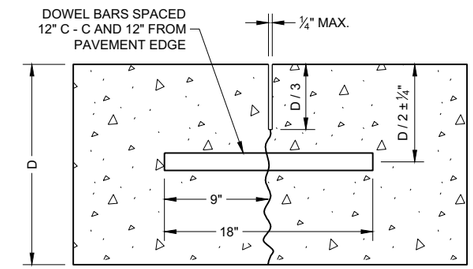
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM 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

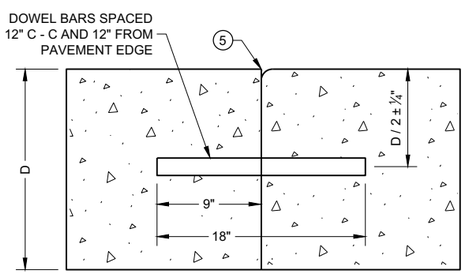


TIED LONGITUDINAL

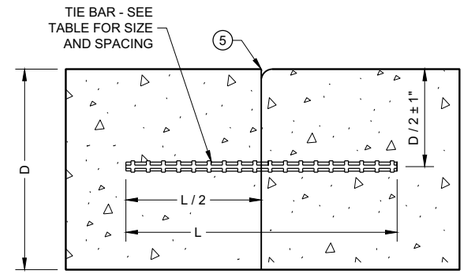


DOWELED TRANSVERSE

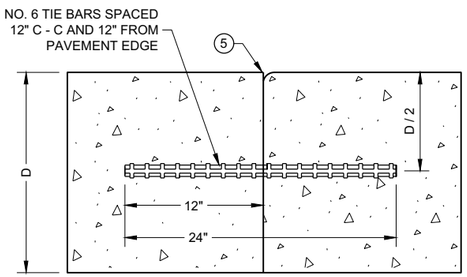
CONTRACTION JOINTS (2)



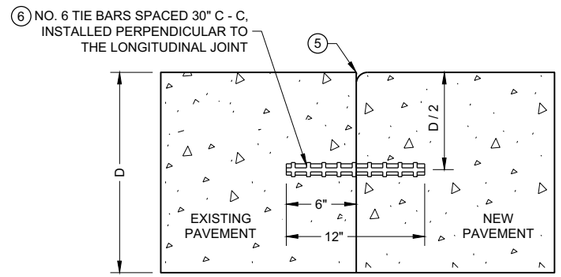
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



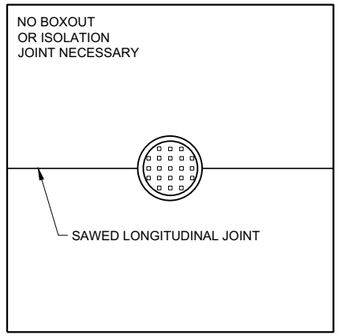
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

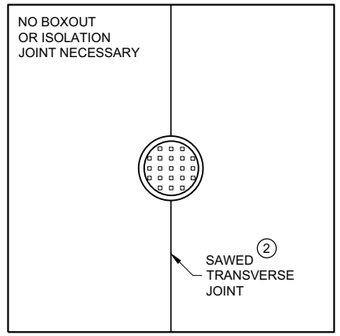
CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

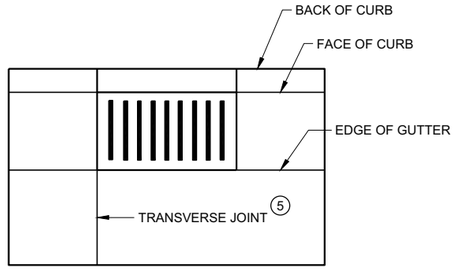
6
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



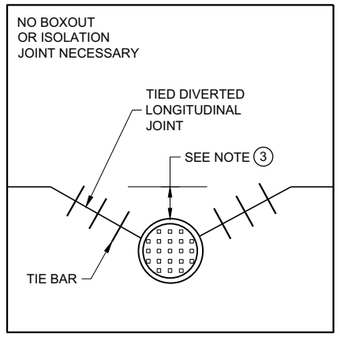
MANHOLE WITH TRANSVERSE JOINT



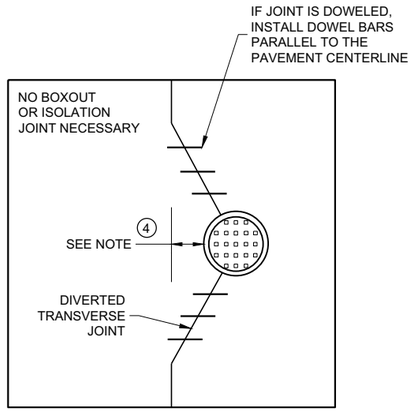
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

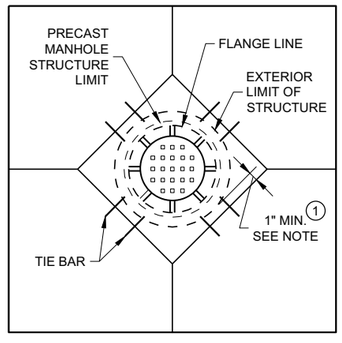
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF 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

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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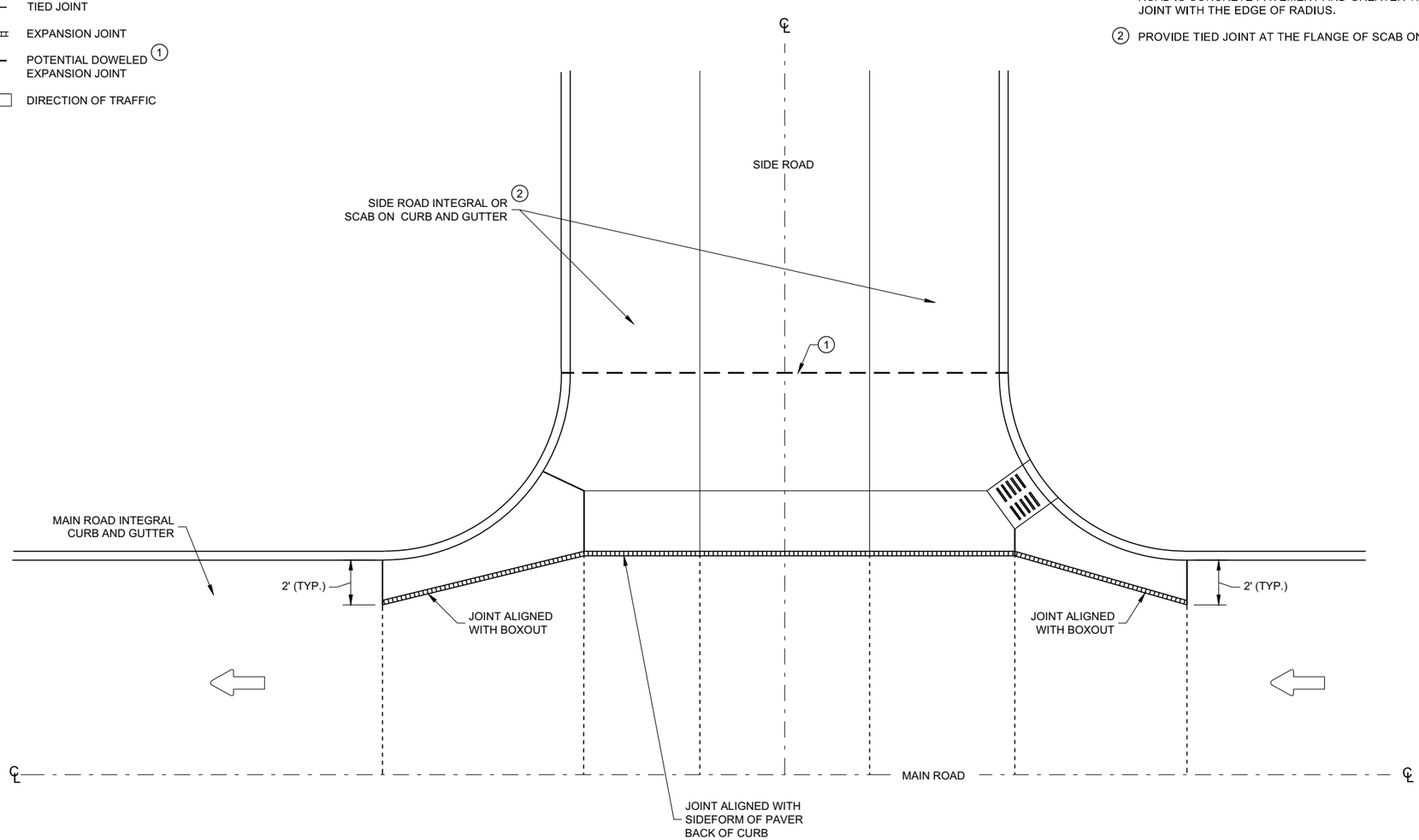
SDD 13C18 - 07d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) 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 WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 13C18 - 07f

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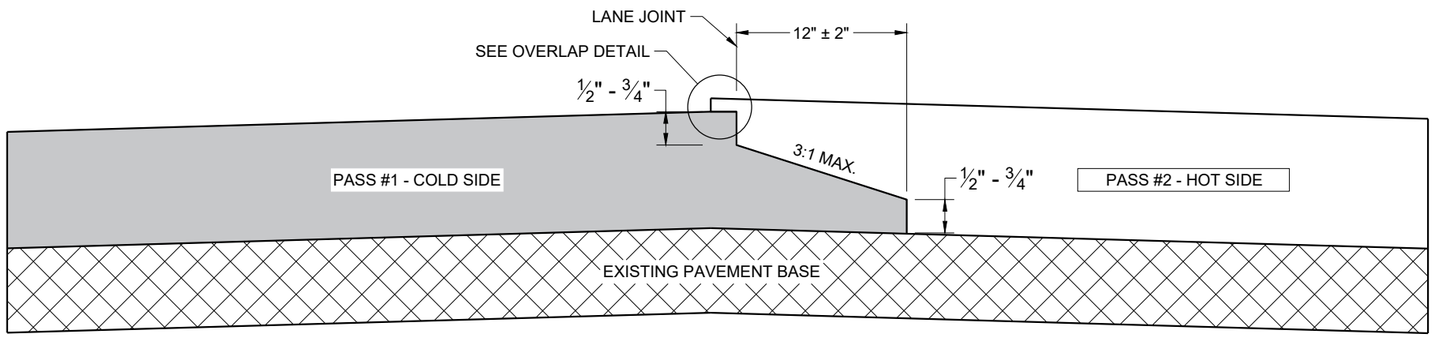
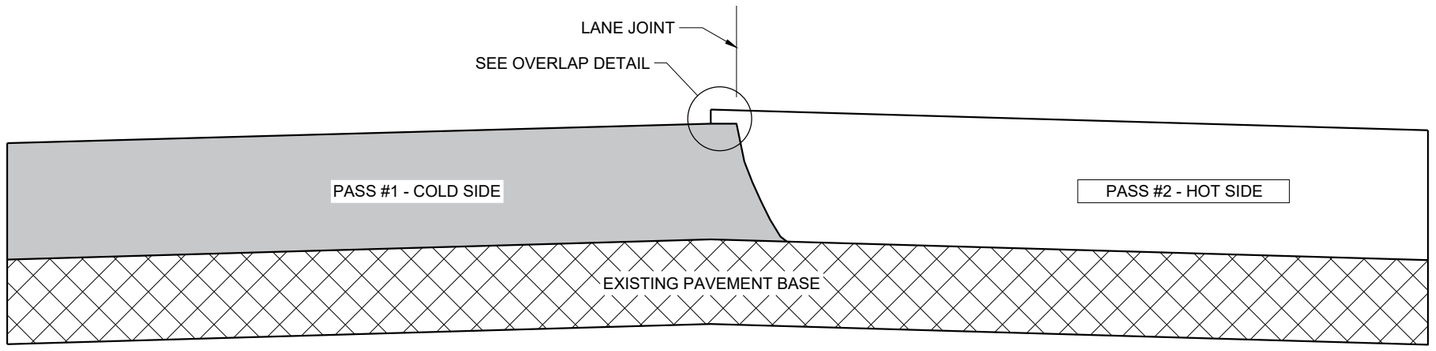
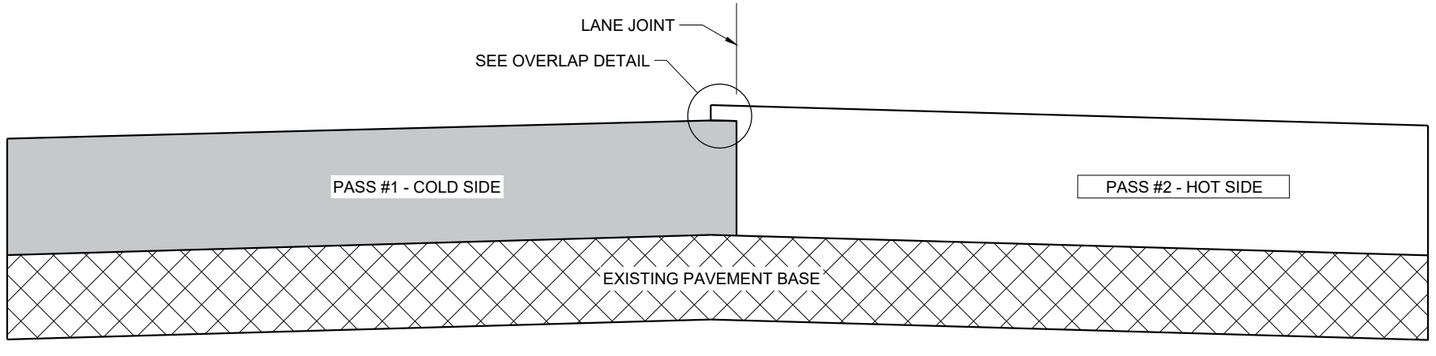
SDD 13C18 - 07f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

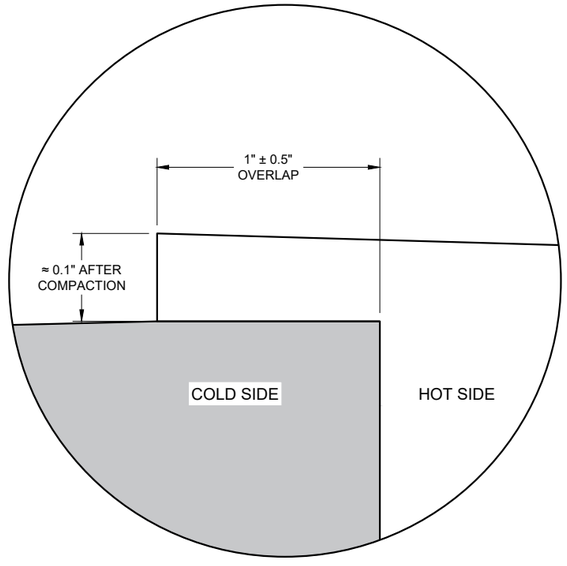
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

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SDD 13C19 - 03

SDD 13C19 - 03

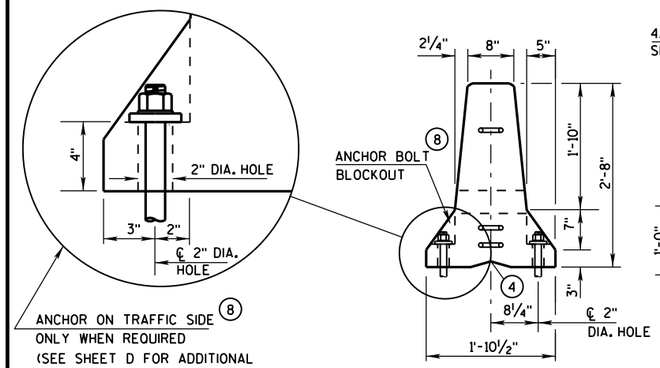
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

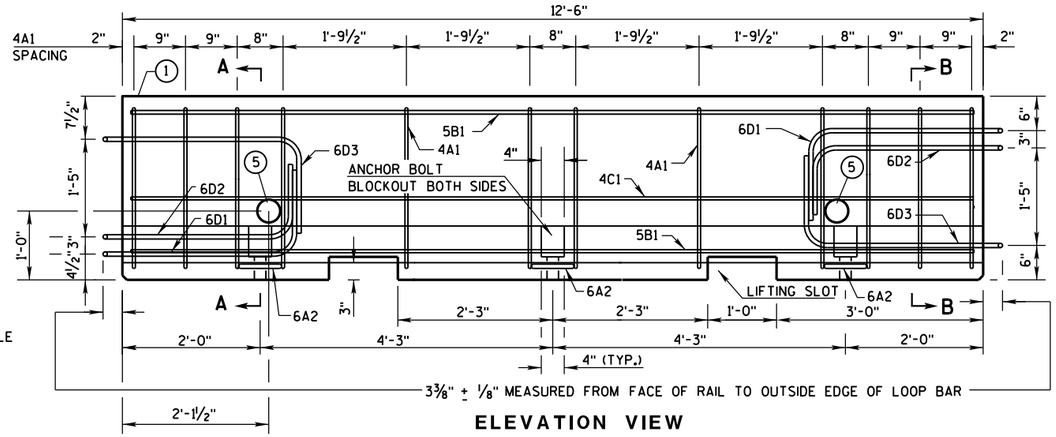
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

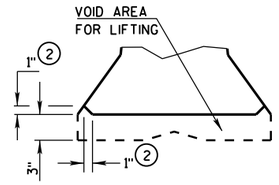
FHWA



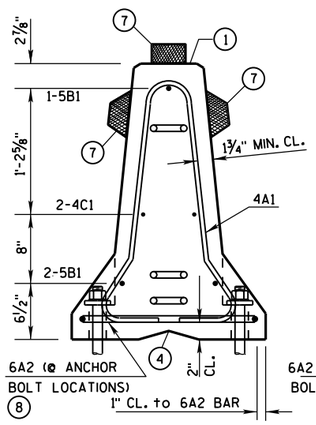
END VIEW



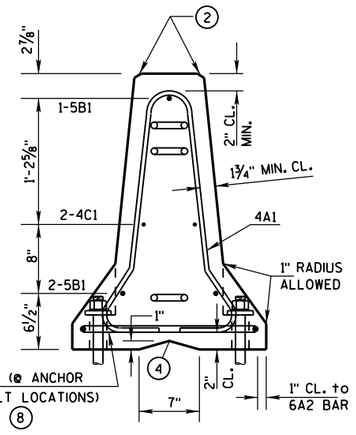
ELEVATION VIEW



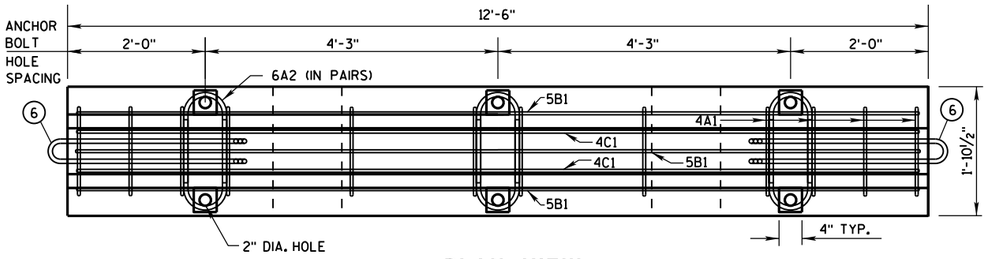
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

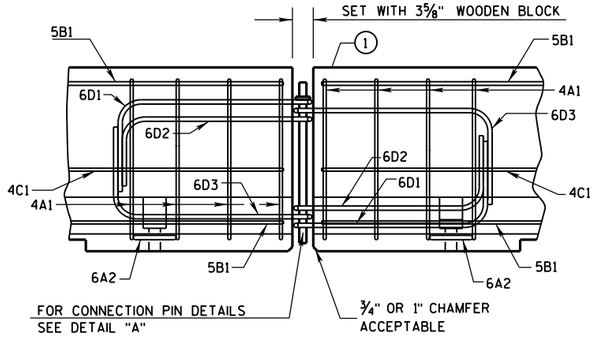


SECTION B-B
(STIRRUP PLACEMENT)

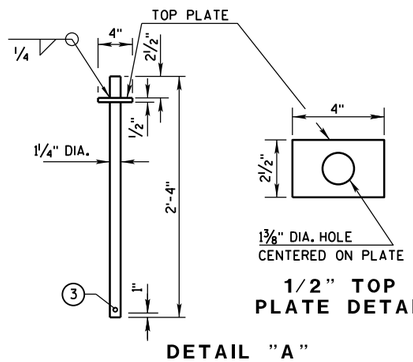


PLAN VIEW

DETAILS OF BARRIER SECTION

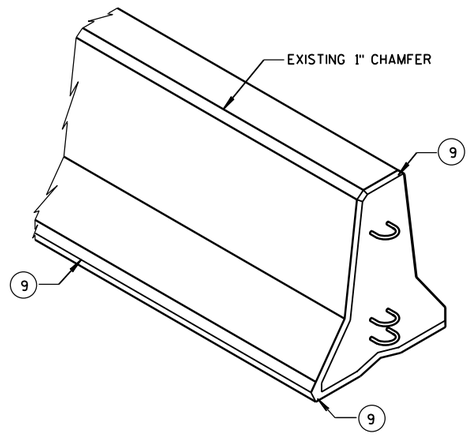


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

(9) 1" CHAMFER OPTIONAL.

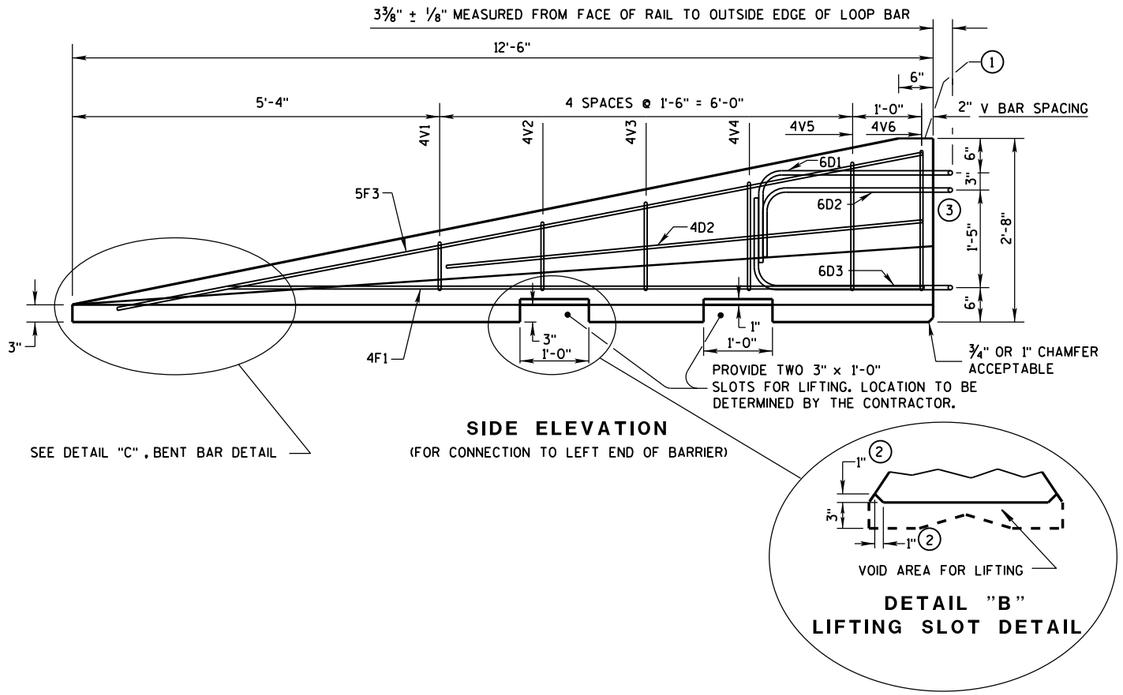
f'c = 4,000 psi

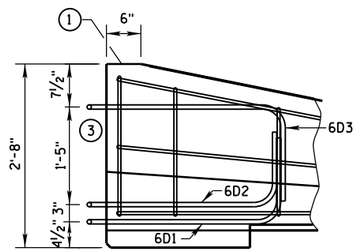
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

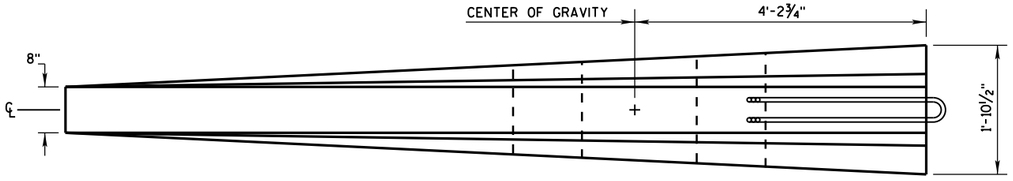
S.D.D. 14 B 7-15a

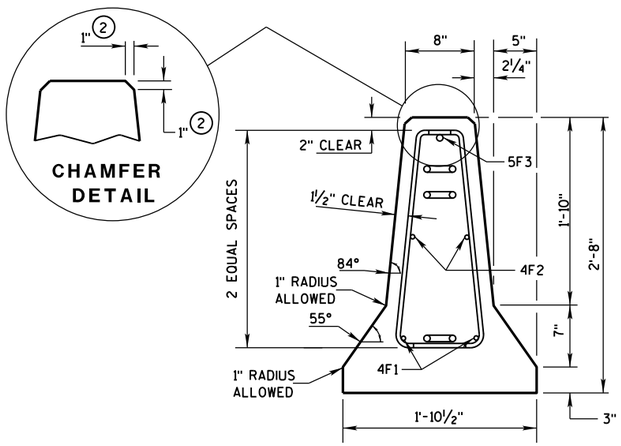


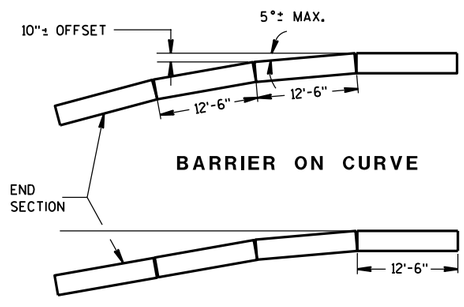


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

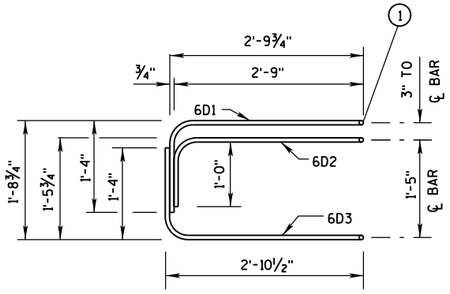
6

S.D.D. 14 B 7-15b

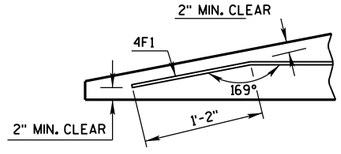
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

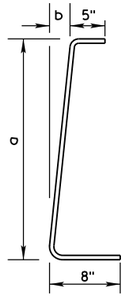
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

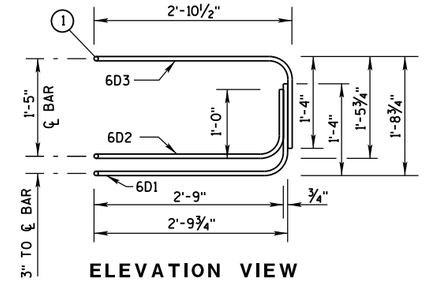
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

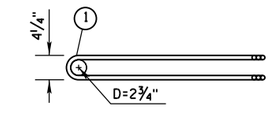
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

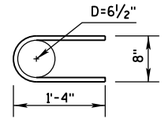
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



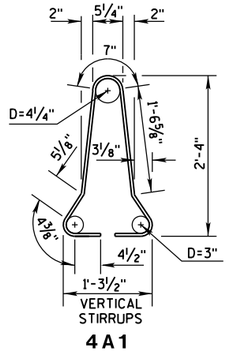
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



4A1

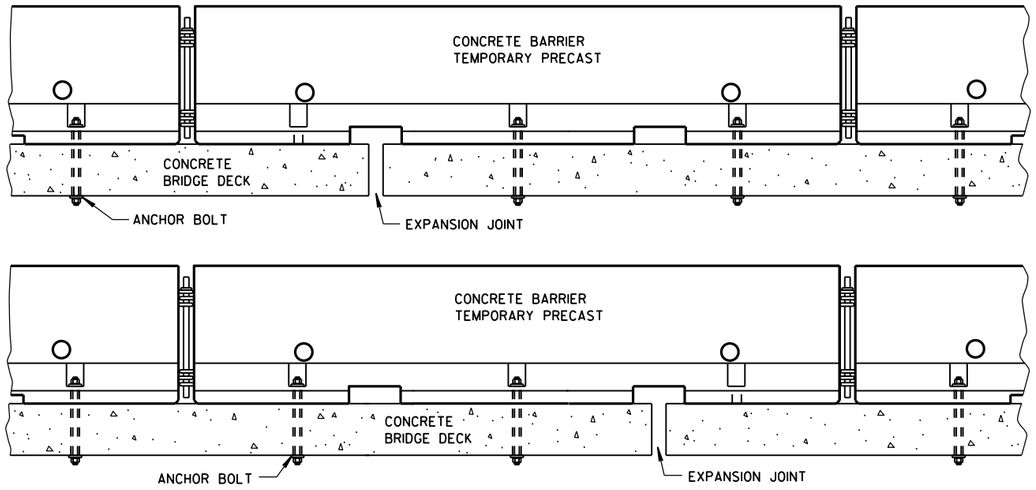
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 7-15c



TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)

GENERAL NOTES

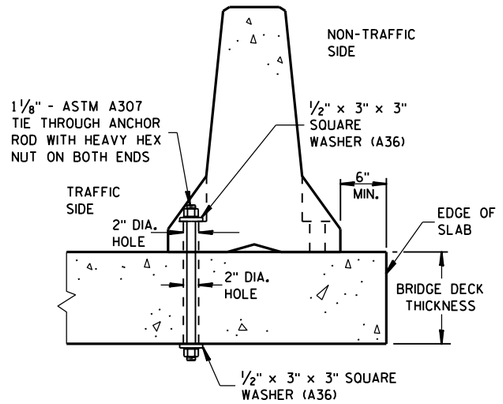
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERICAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(1) 1⅛" DIAMENTER A307 THREADED ROD. ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL. ASTM A563A HEAVY HEX NUT.

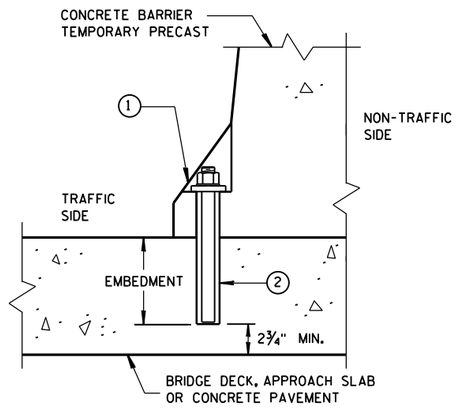
(2) ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.

(3) ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THAN DRIVE ASPHALT ANCHOR PIN.



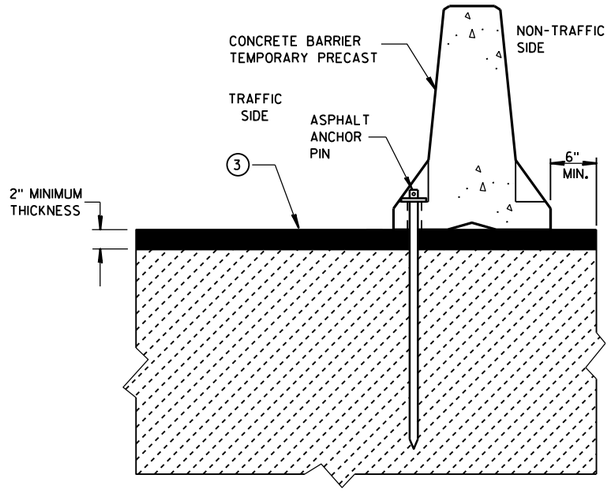
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)

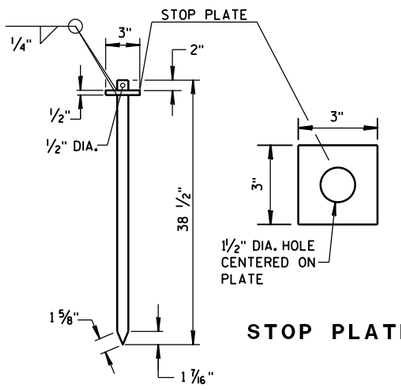


REMOVABLE ADHESIVE ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



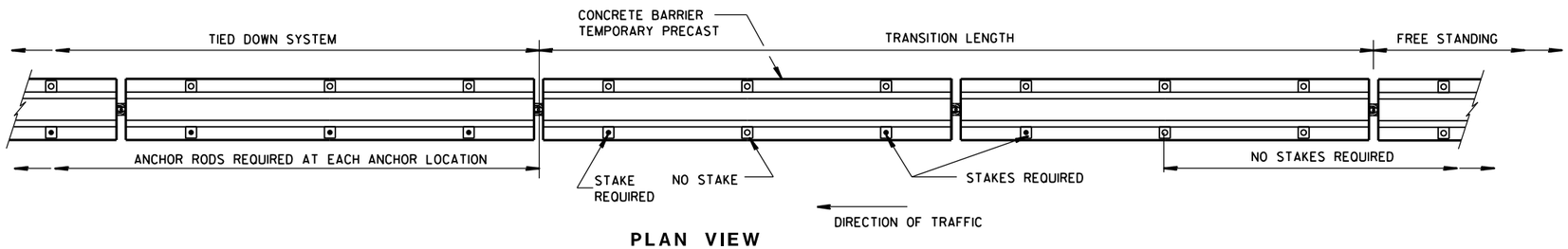
STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE



STOP PLATE

ASPHALT ANCHOR PIN

(ASTM A36 STEEL)



PLAN VIEW

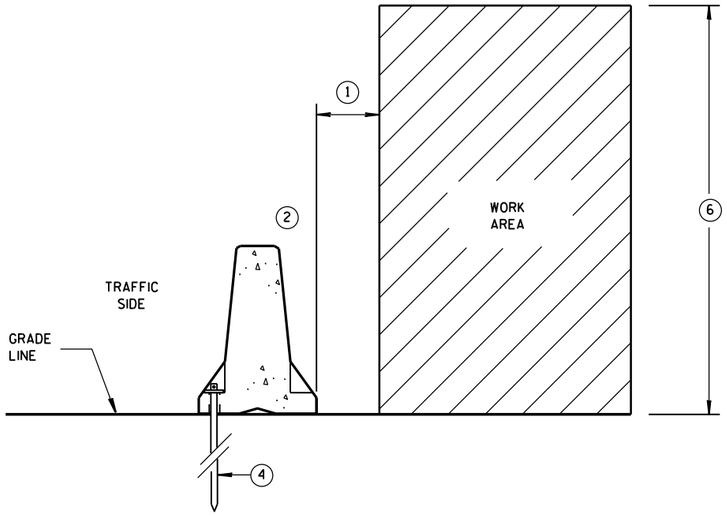
FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

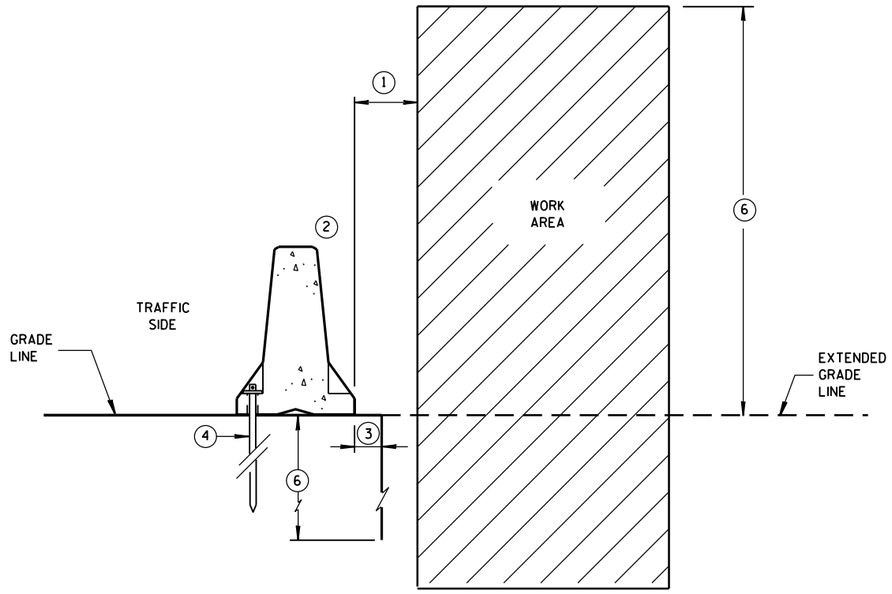
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-15d



ANCHORED BARRIER SPACE REQUIREMENTS FOR HAZARDS EXTENDED ABOVE THE GRADE LINE

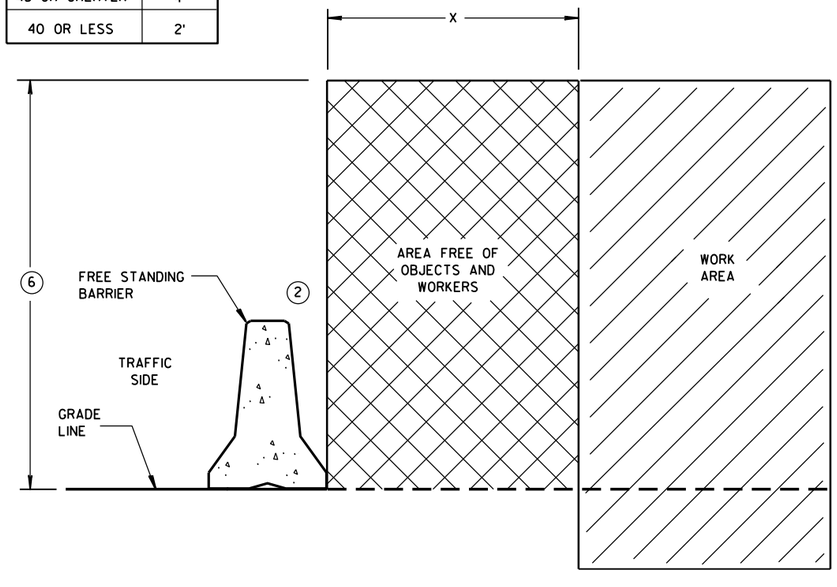


ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

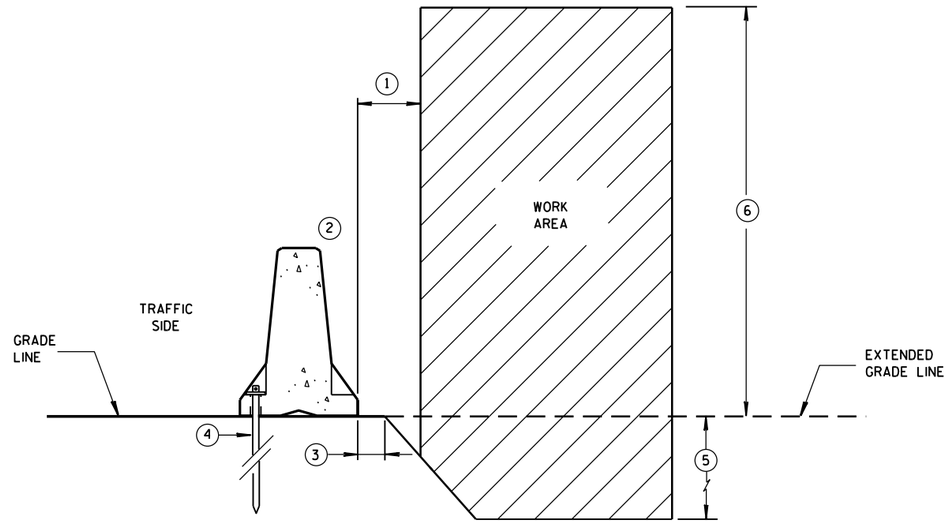
GENERAL NOTES

1. WHEN OBJECTS EXTEND ABOVE THE GRADE, A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT. SEE OTHER DETAILS FOR FOR THE MINIMUM OFFSET FROM BACK OF BARRIER TO SLOPES OR VERTICAL DROPS.
2. OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR LEANED AGAINST THE BARRIER WITHOUT PERMISSION OF THE PROJECT ENGINEER.
3. SEE OTHER DETAIL ON SHEET "D" FOR SPACE REQUIREMENTS.
4. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR A STAKE DOWN FOR ASPHALTIC SURFACE TREATMENT DETAILS. ASPHALTIC ANCHOR SHOWN.
5. DEPTH OF 3 FEET OR MORE.
6. Y = 6'-6".

POSTED SPEED MPH	X
45 OR GREATER	4'
40 OR LESS	2'



FREE STANDING BARRIER SPACE REQUIREMENTS



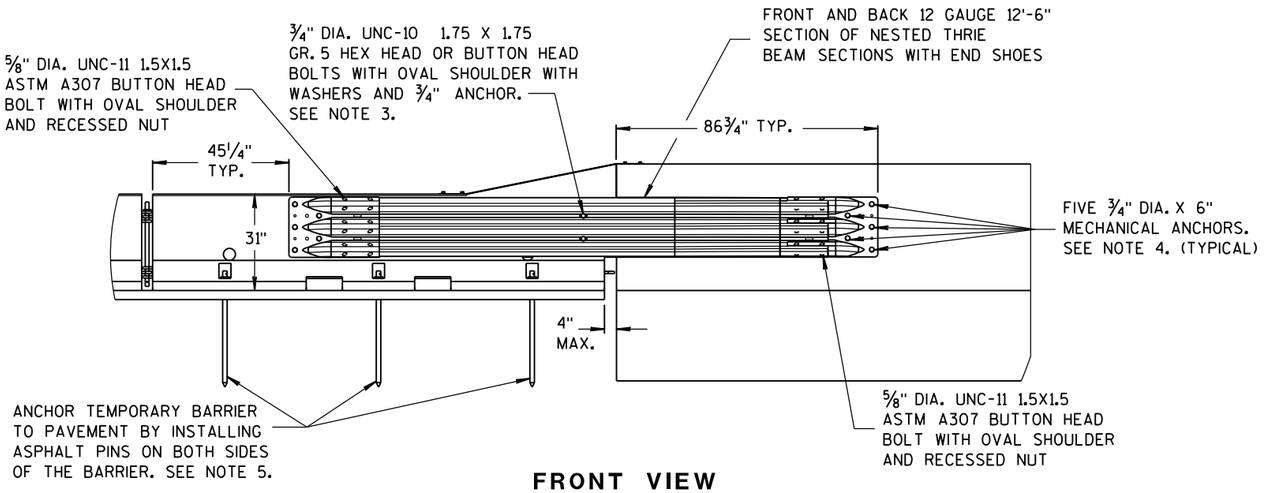
ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

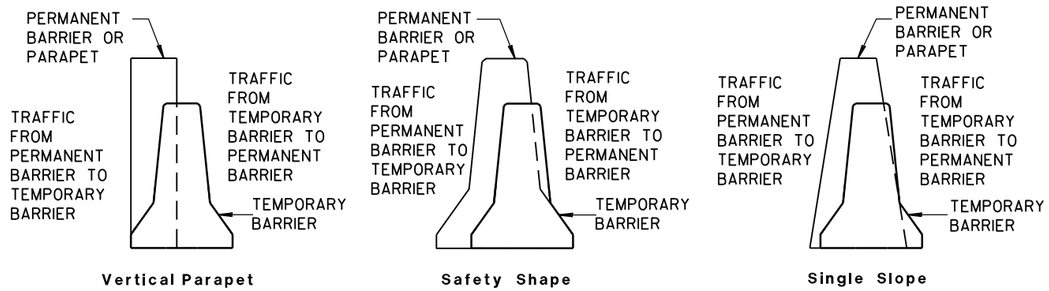
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-15e



FRONT VIEW

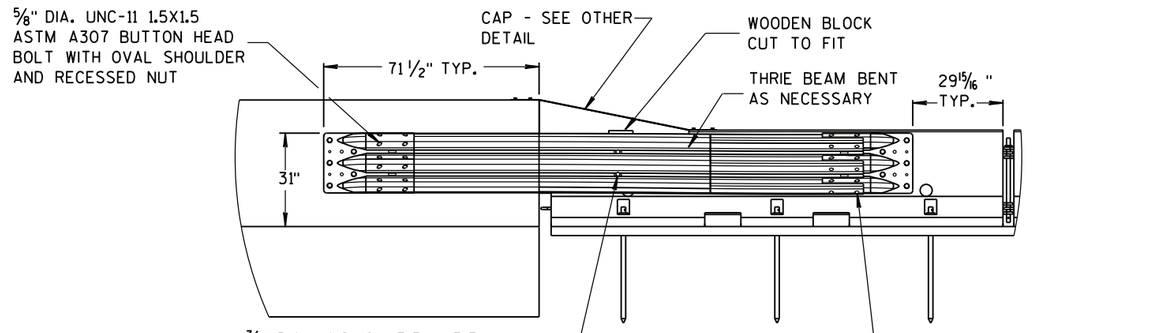


TEMPORARY BARRIER PLACEMENT FOR TRANSITION TO TIED DOWN SYSTEM

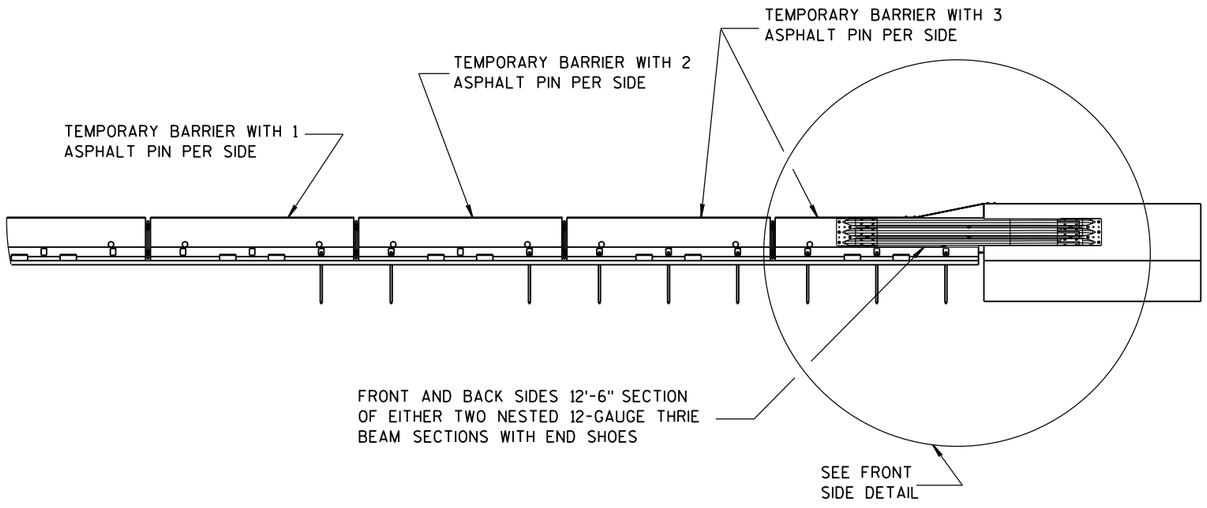
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

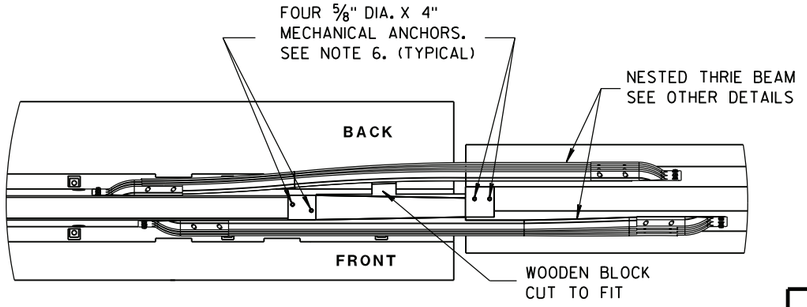
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



PLAN VIEW

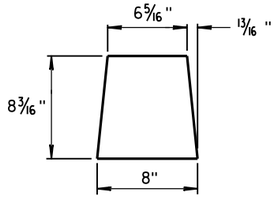
TRANSITION TO TIED DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

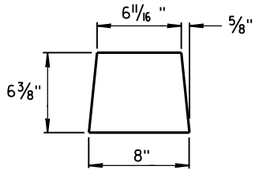
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

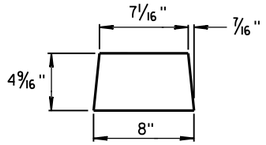
S.D.D. 14 B 7-15f



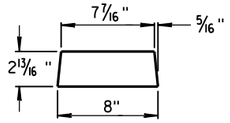
GUSSET 1



GUSSET 2

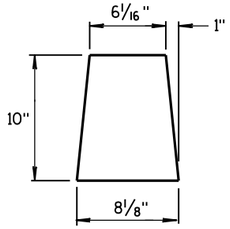


GUSSET 3

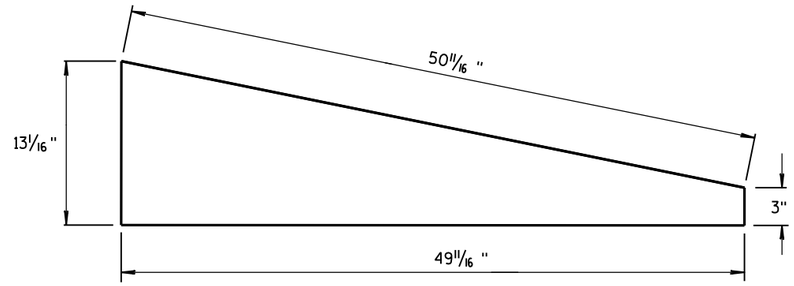


GUSSET 4

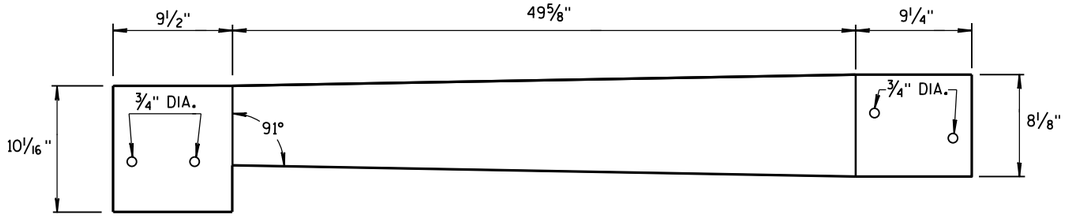
GUSSETS

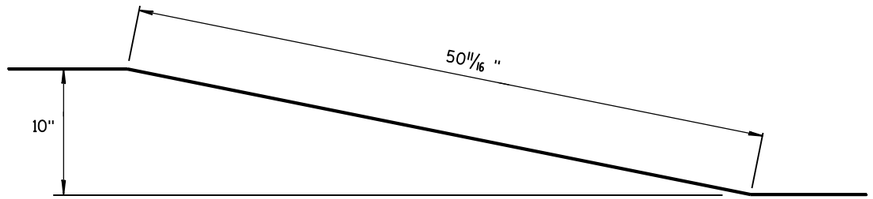


END PLATE



SIDE PLATE

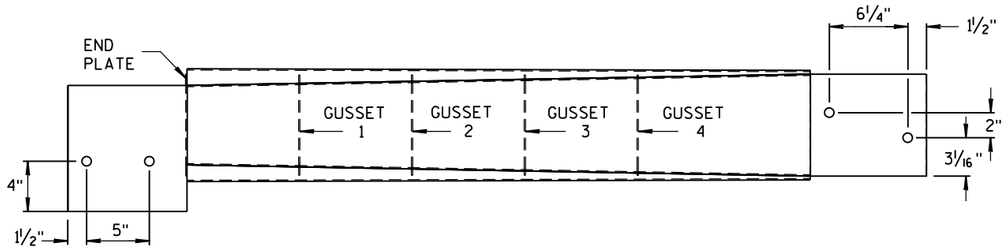


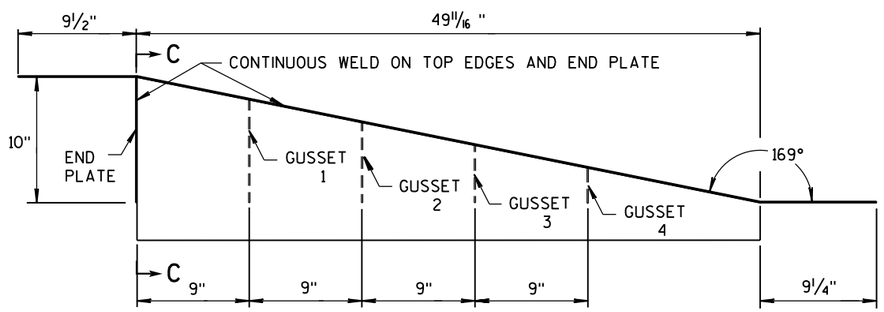


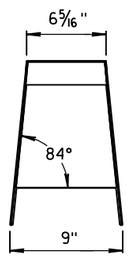
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

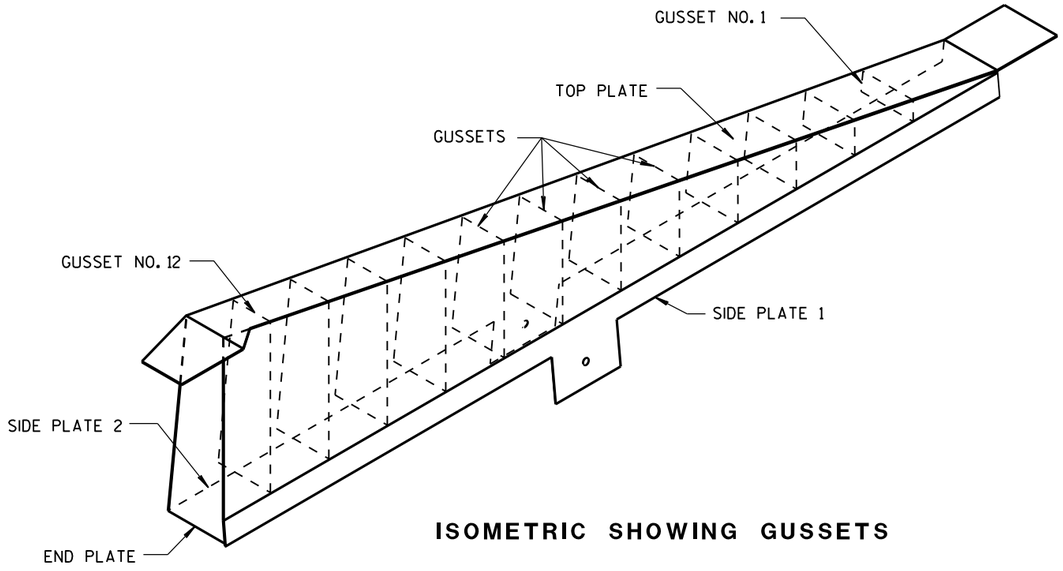
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

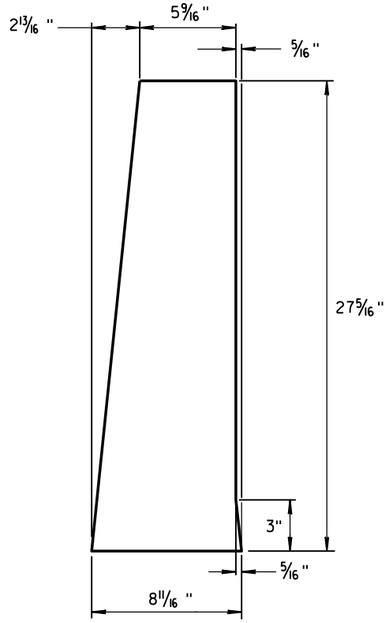
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-15g

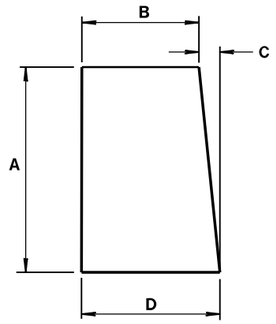


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



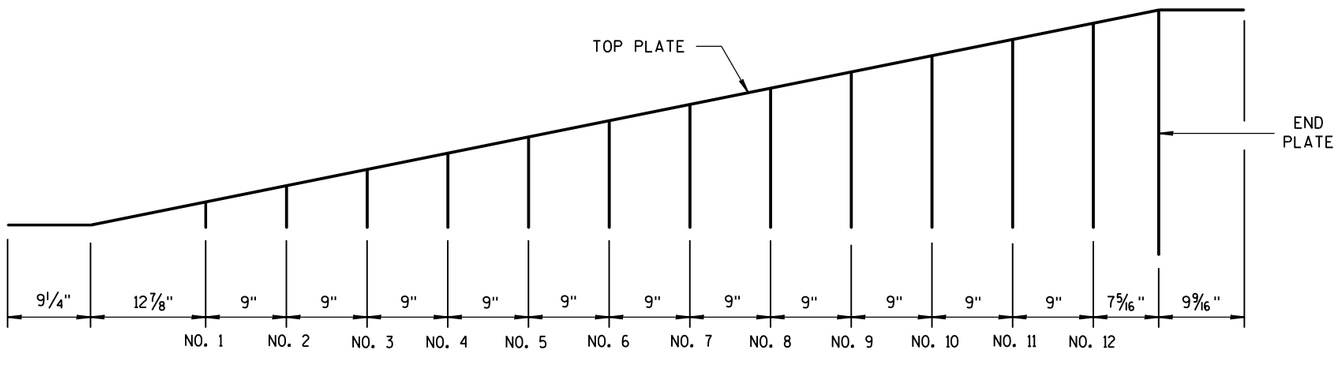
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

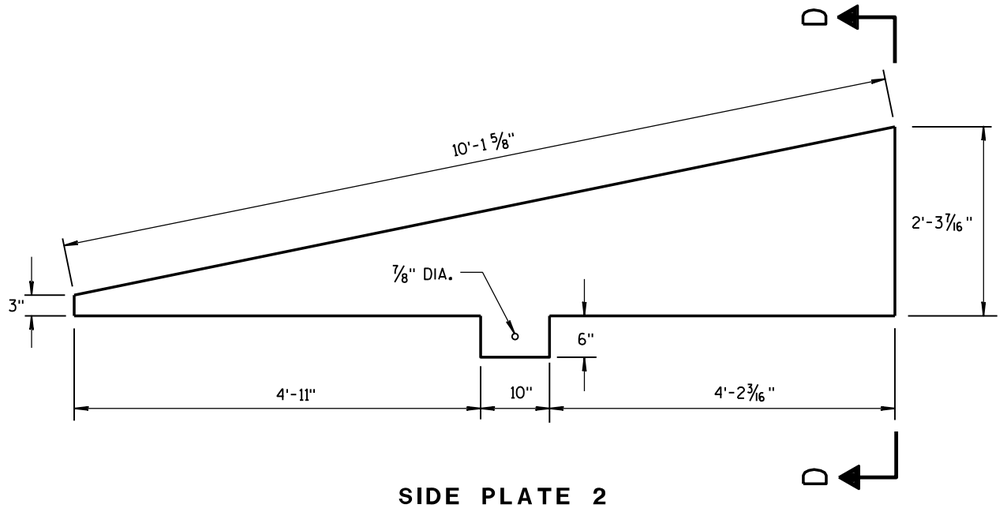
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

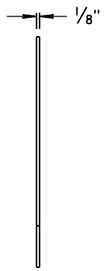
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

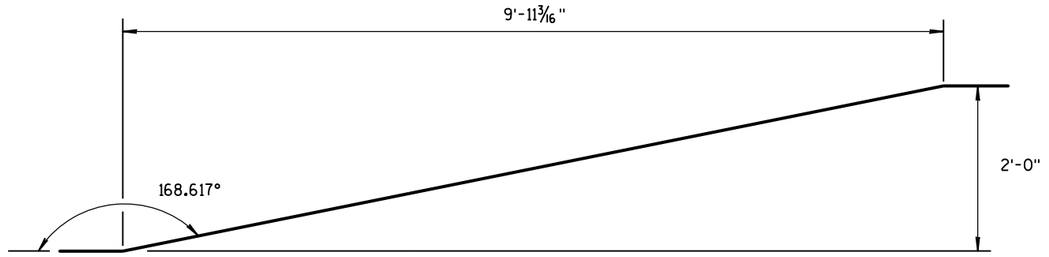
S.D.D. 14 B 7-15h



SIDE PLATE 2

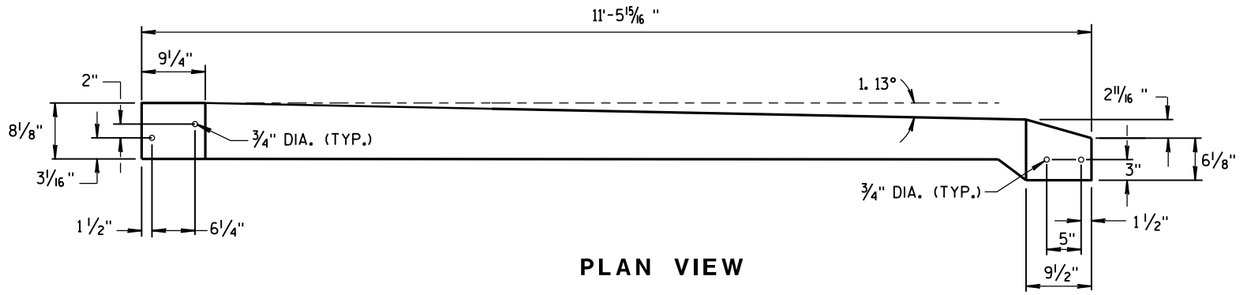


END VIEW



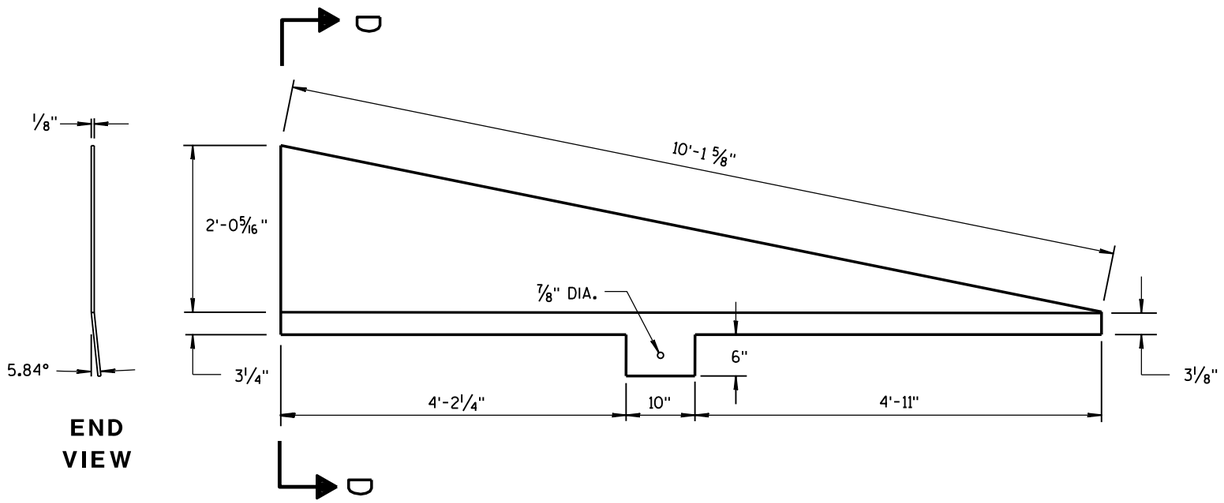
SIDE VIEW

TOP PLATE



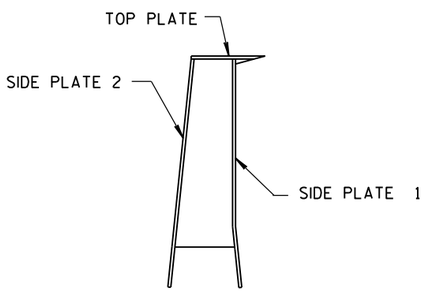
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

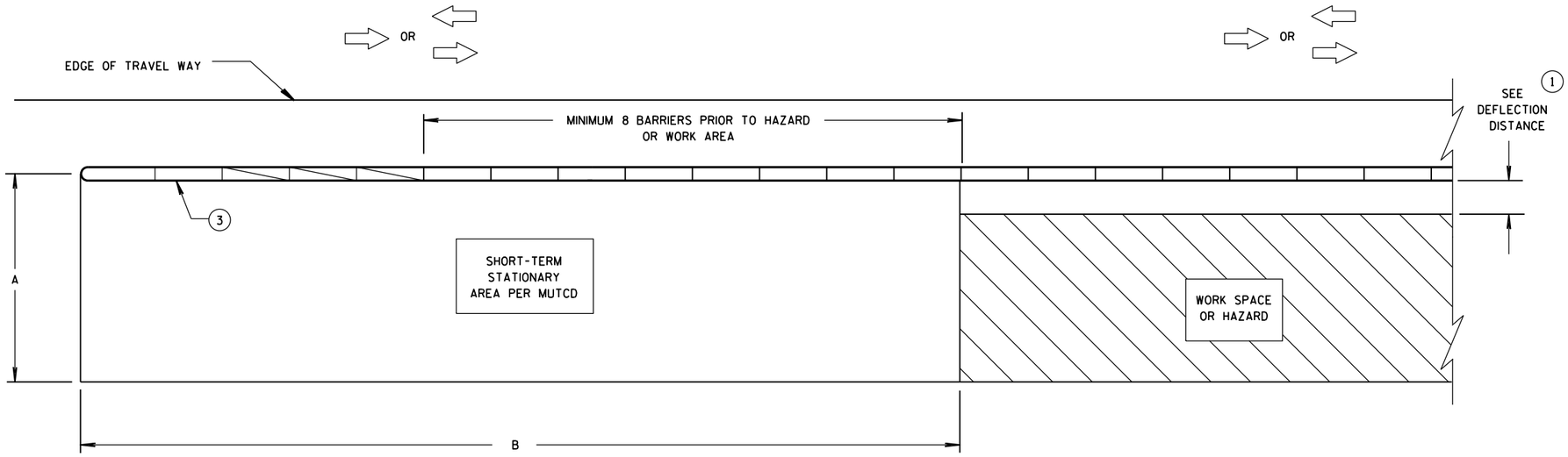
FHWA

UNIT SUPERVISOR

218

S.D.D. 14 B 7-15i

S.D.D. 14 B 7-15i



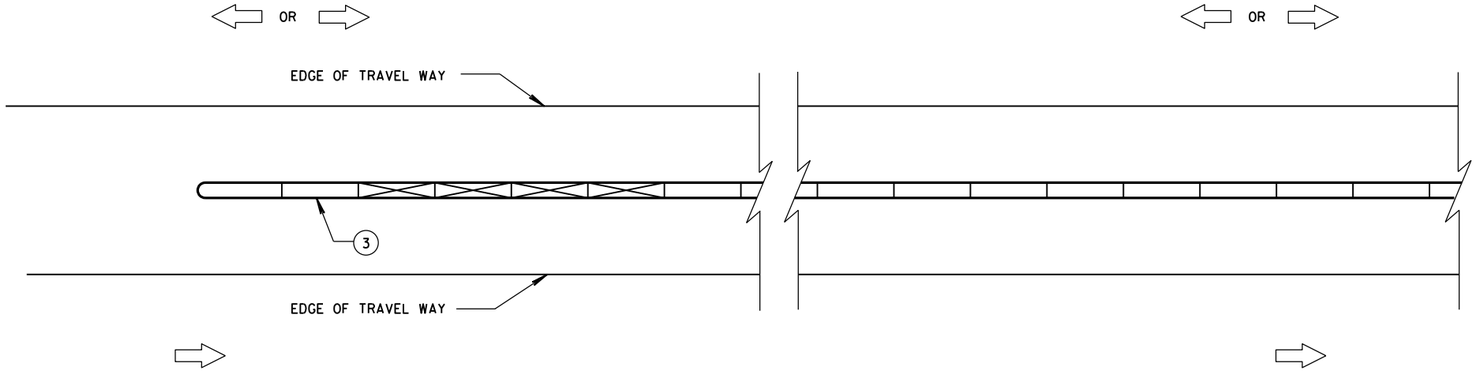
DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A MIN. FT	DIMENSION A MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

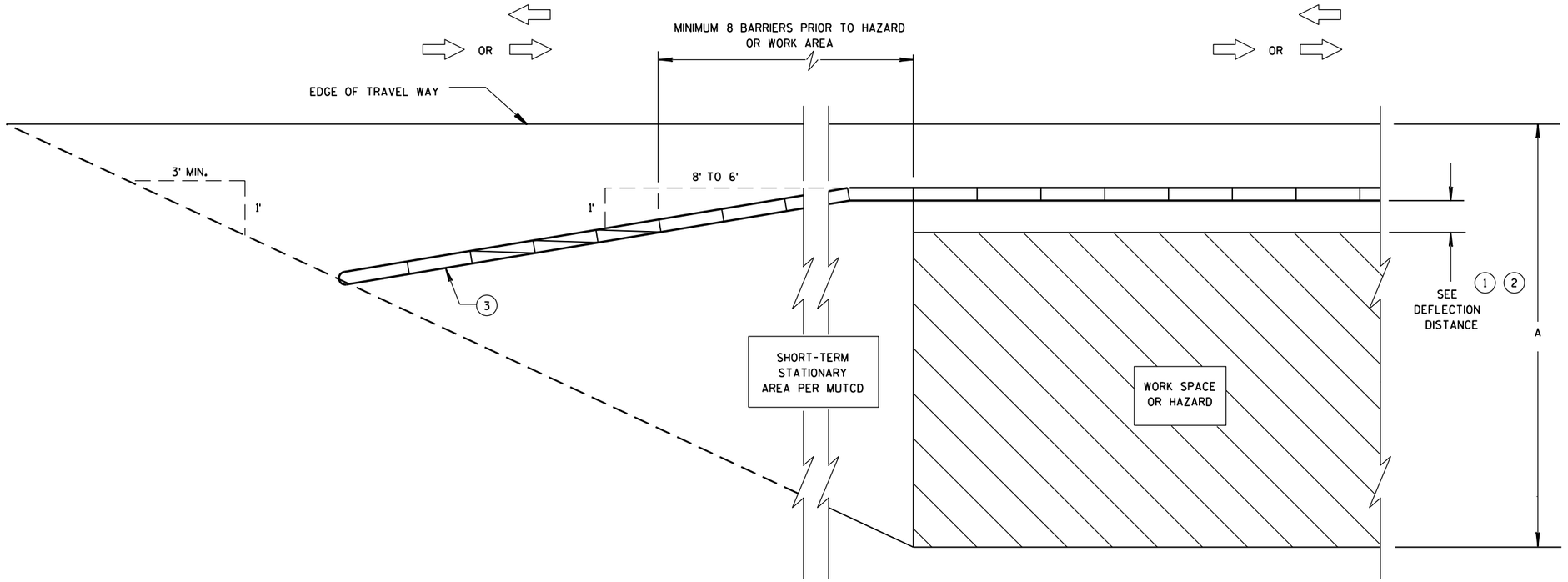
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

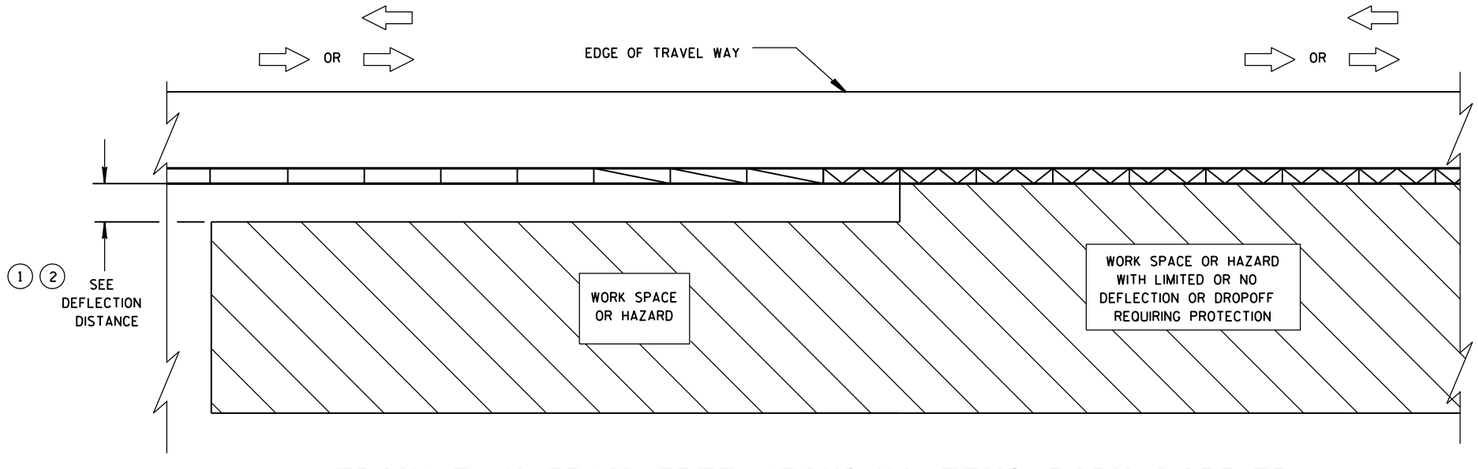
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 8-2b

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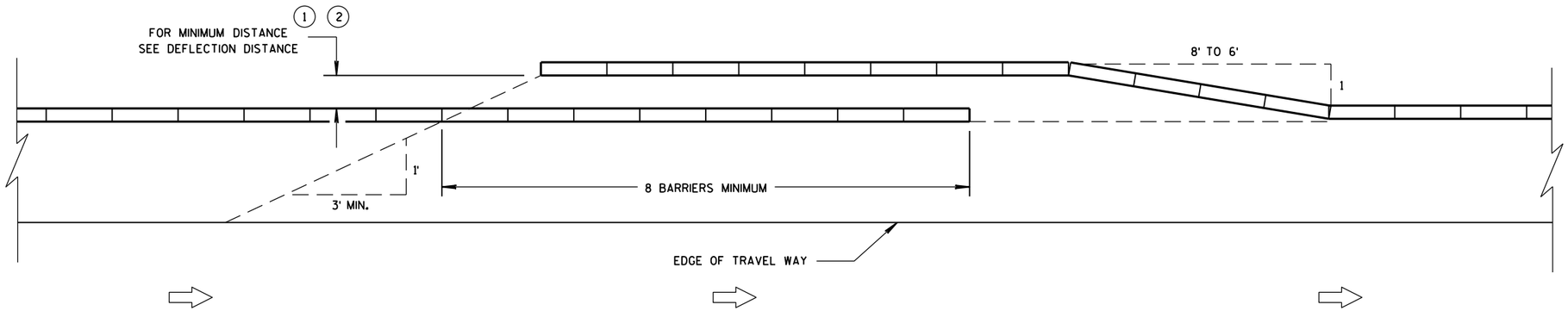
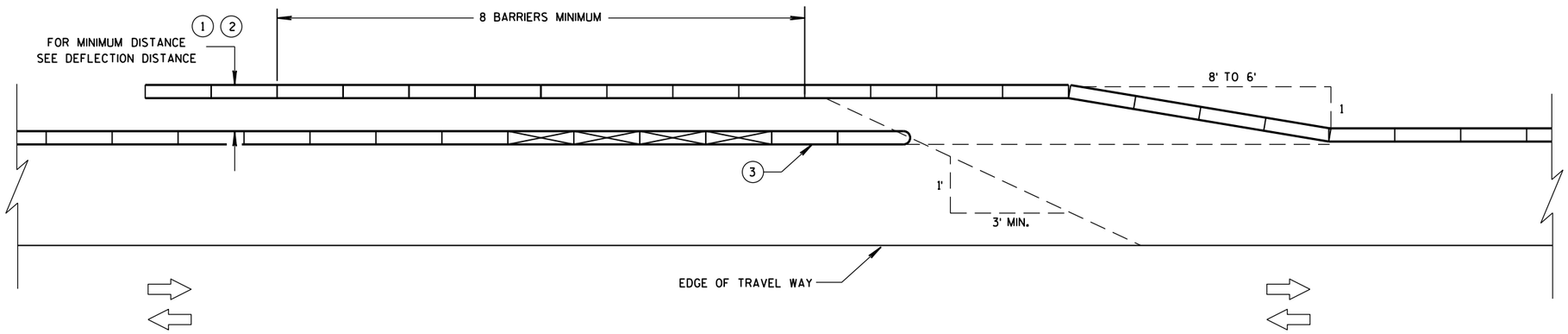
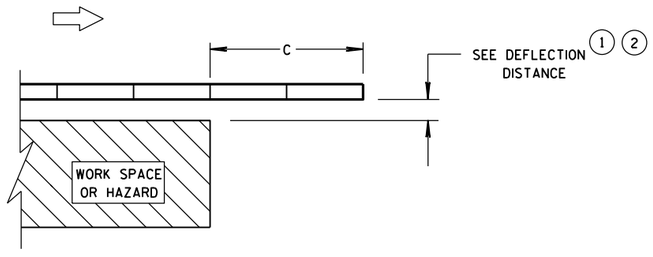
S.D.D. 14 B 8-2b



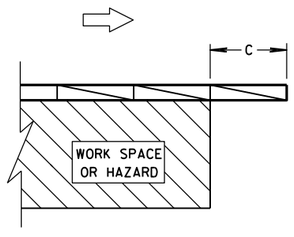
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

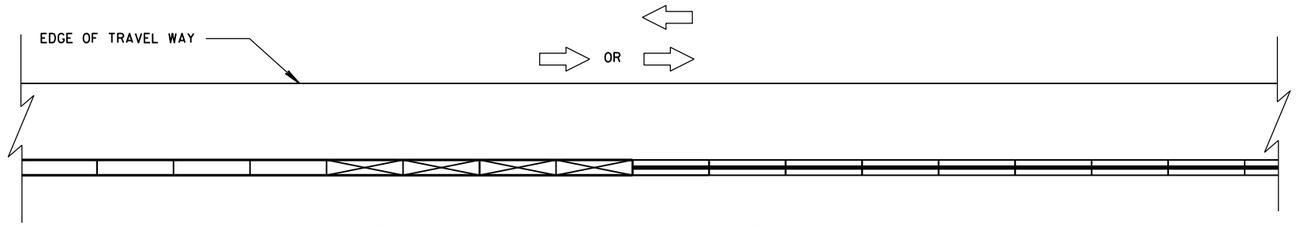
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

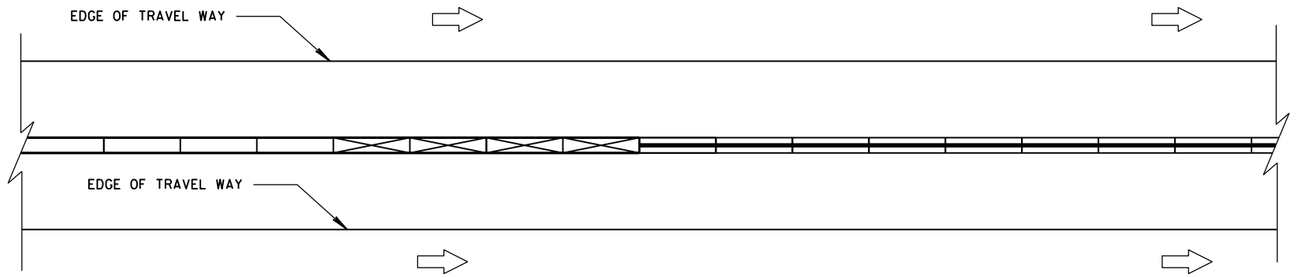
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 8-2c



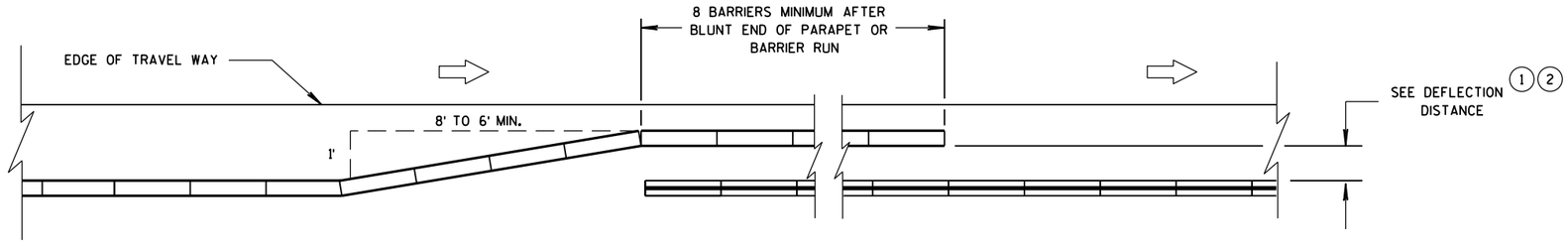
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



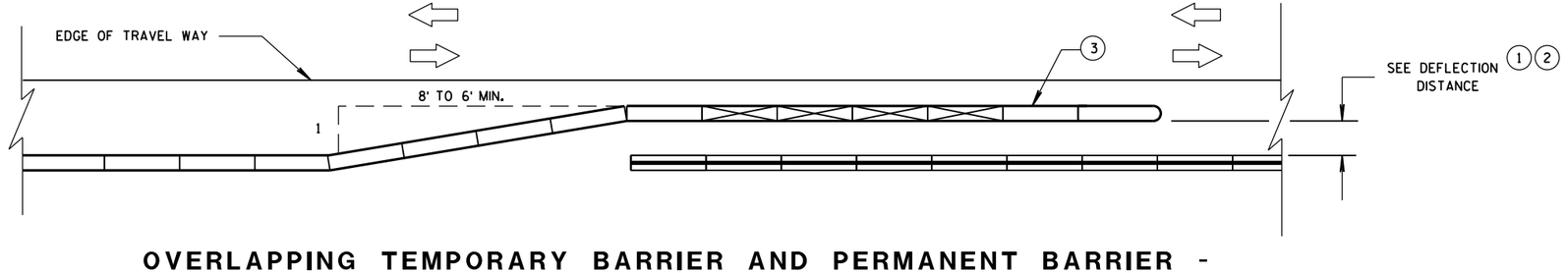
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

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S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

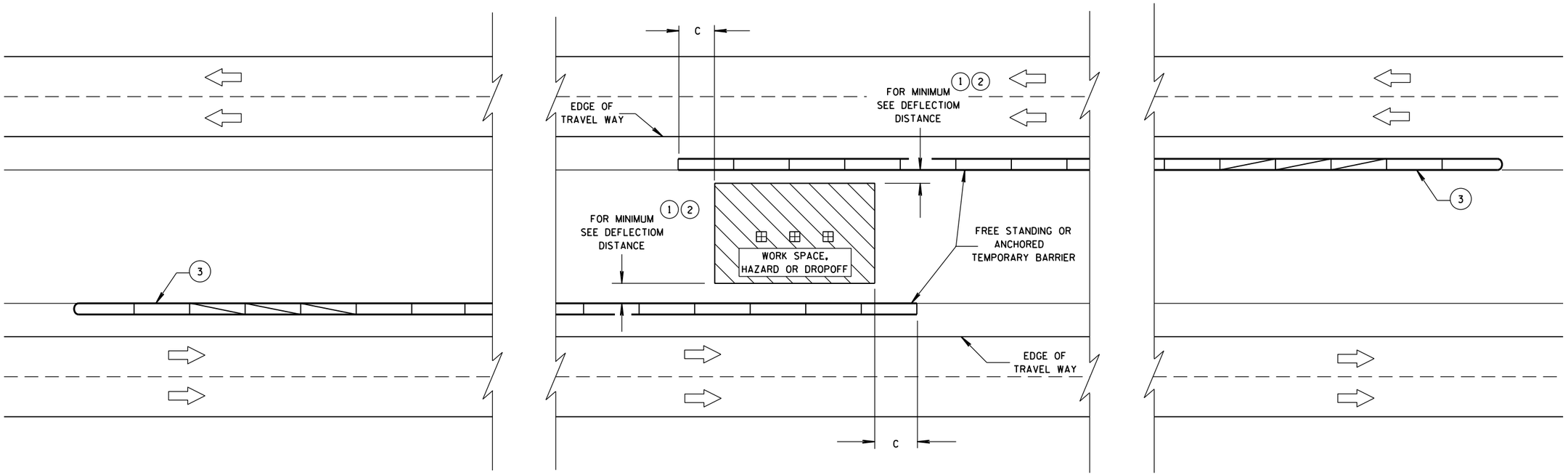
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



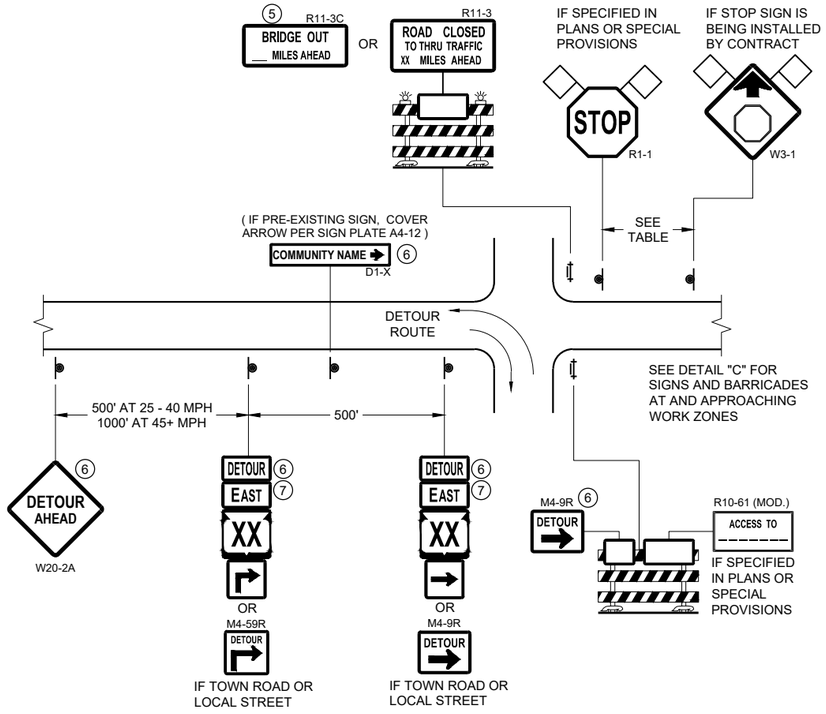
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

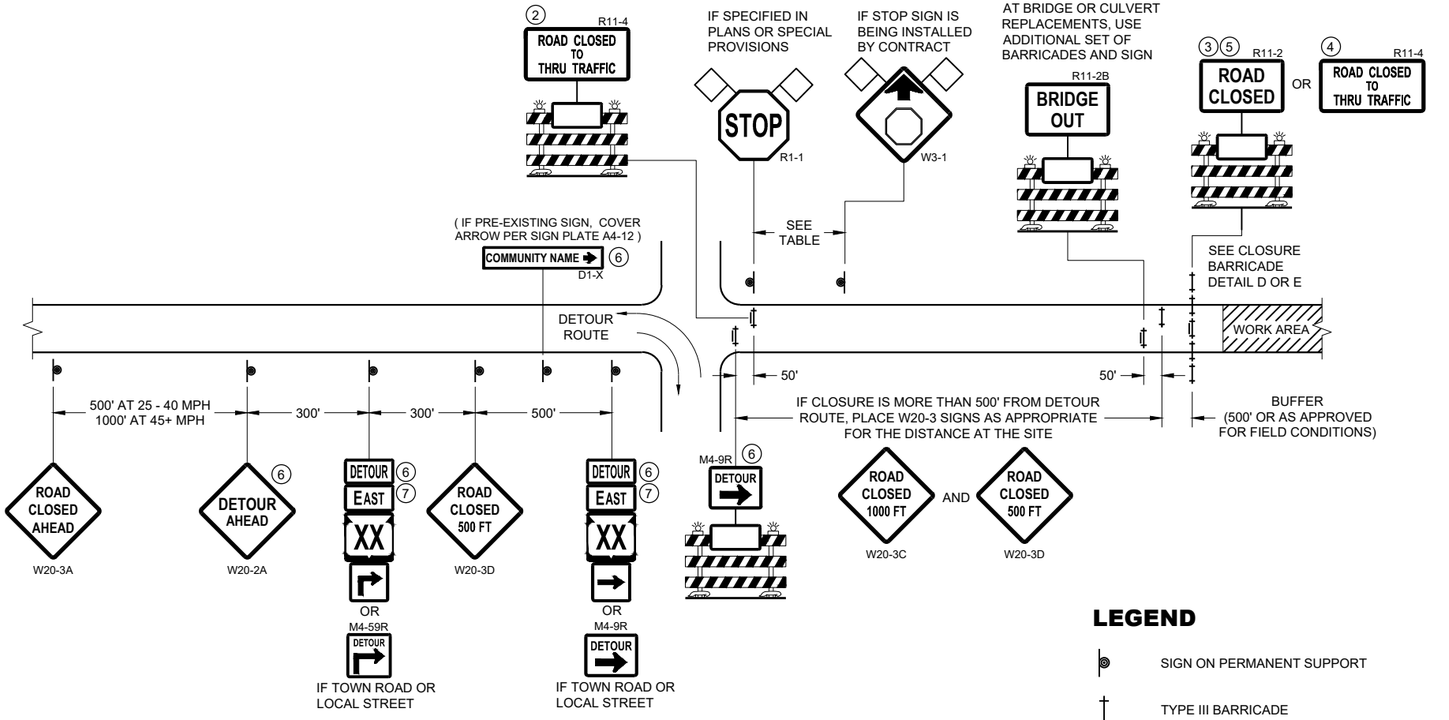
6

S.D.D. 14 B 8-2e



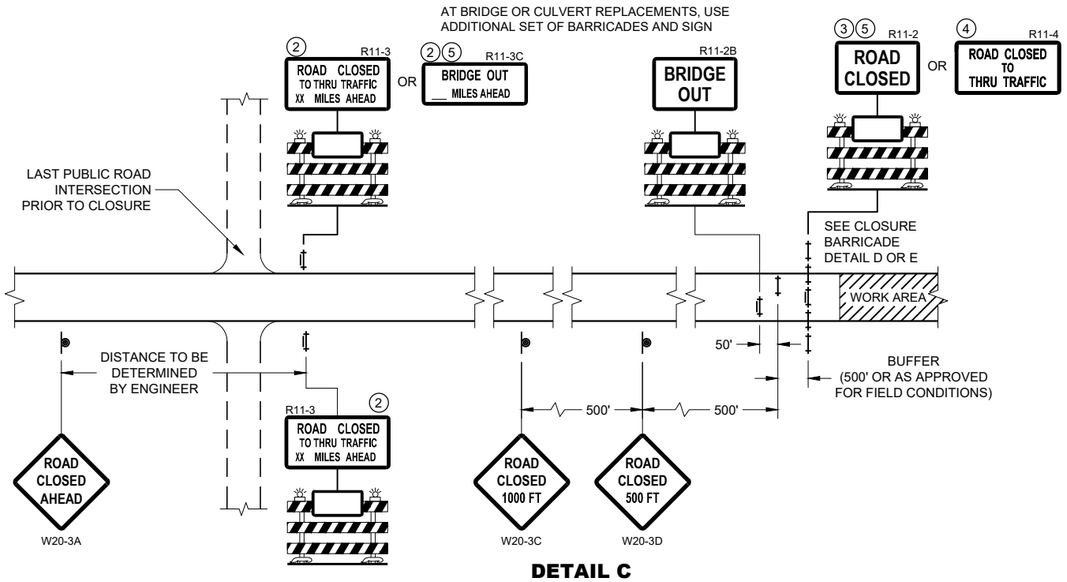
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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)



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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

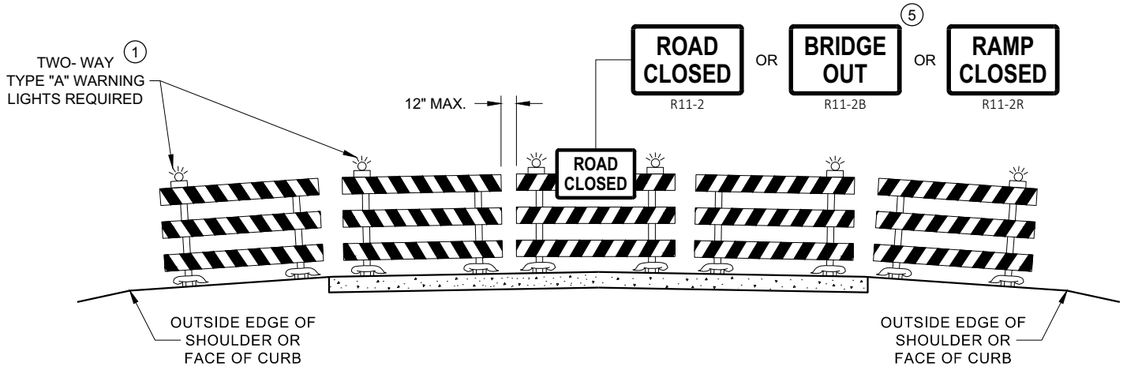
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

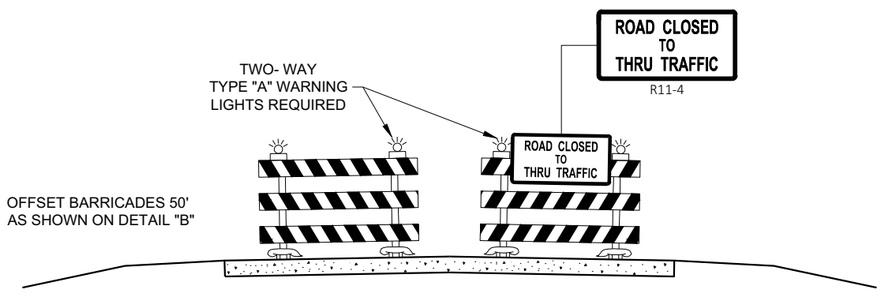
6

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

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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 / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- XX — M1 - 6
- COUNTY / X — M1 - 5A
- M05 - 1
- M06 - 1
- M06 - 1

GENERAL NOTES

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

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

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

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

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

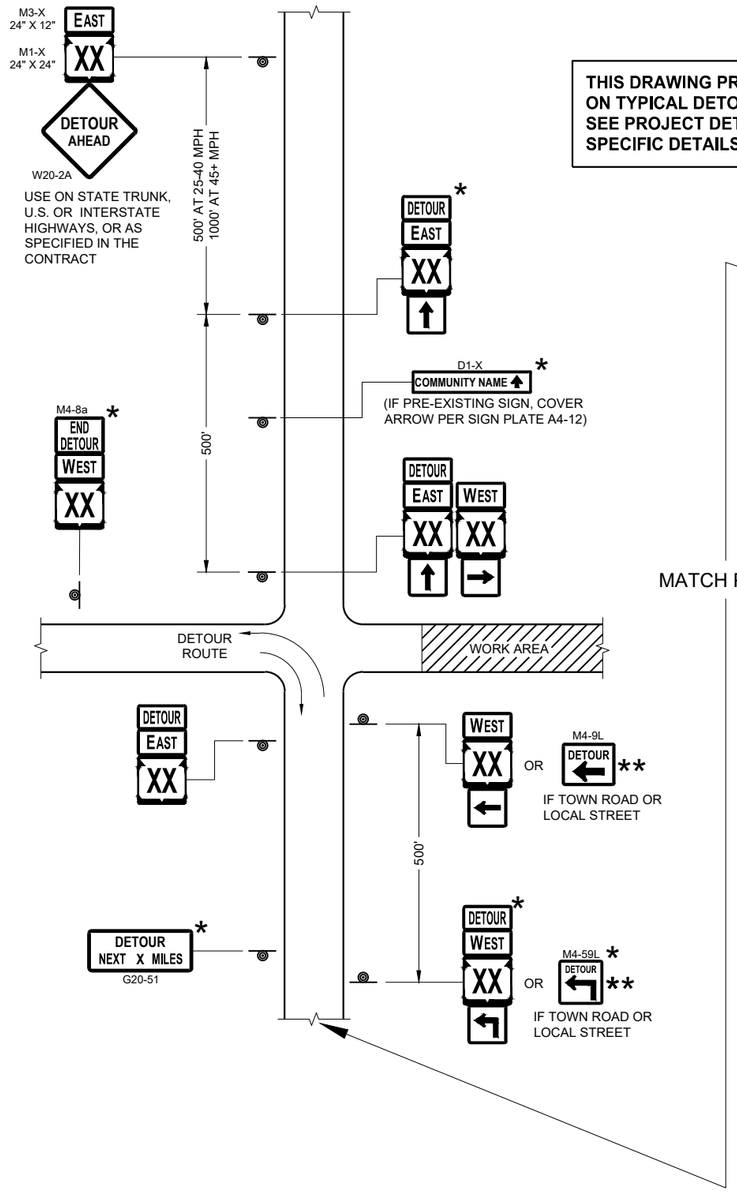
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

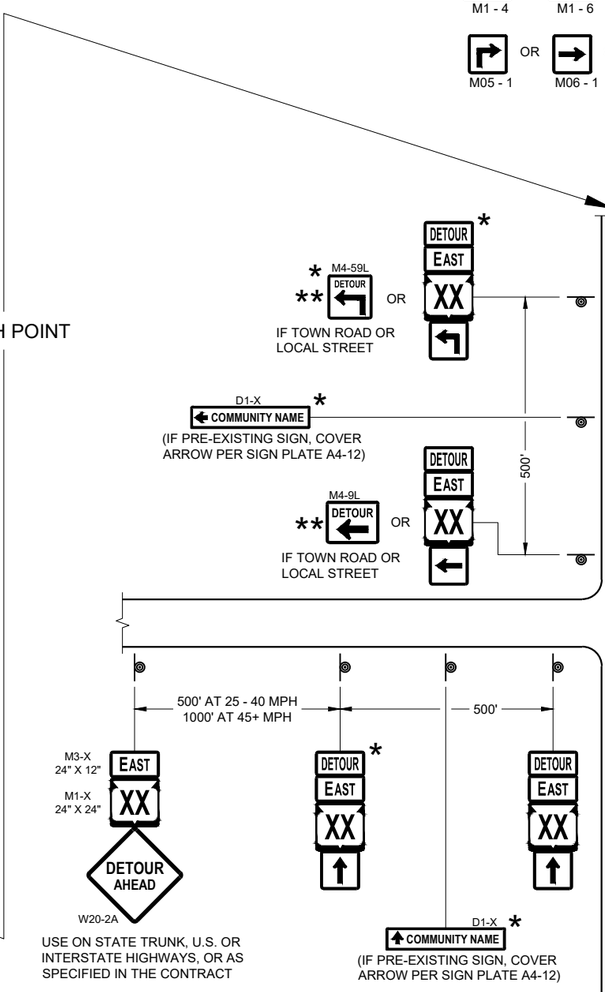
SIGN SIZES SHALL BE AS FOLLOWS:

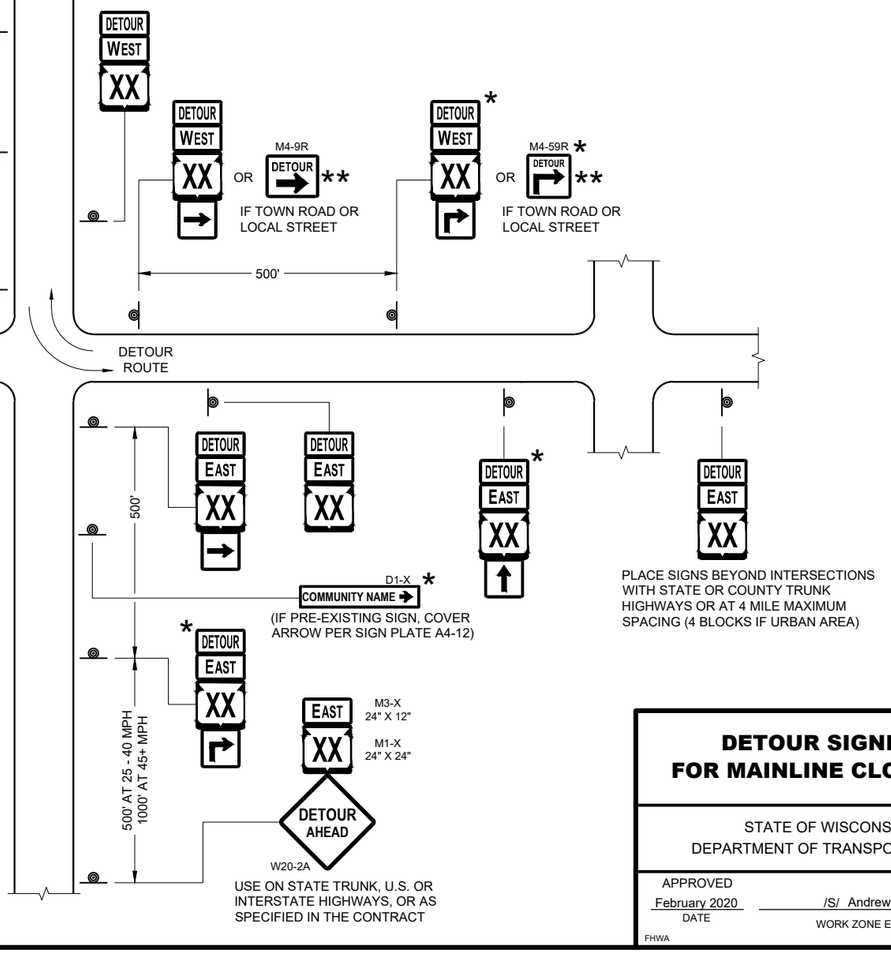
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING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

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

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







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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 08c

SDD 15C02 - 08c

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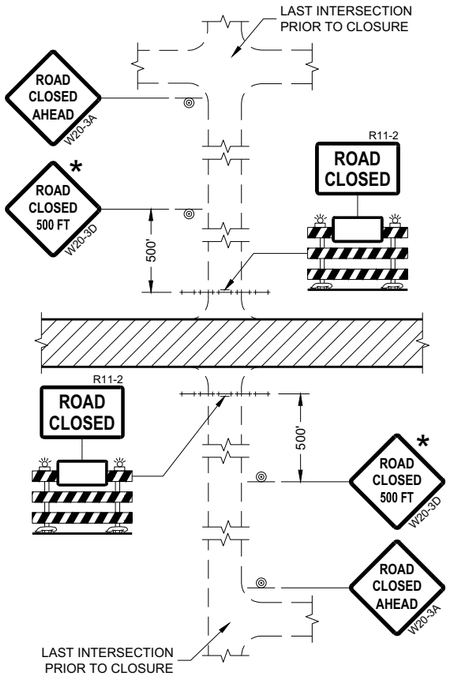
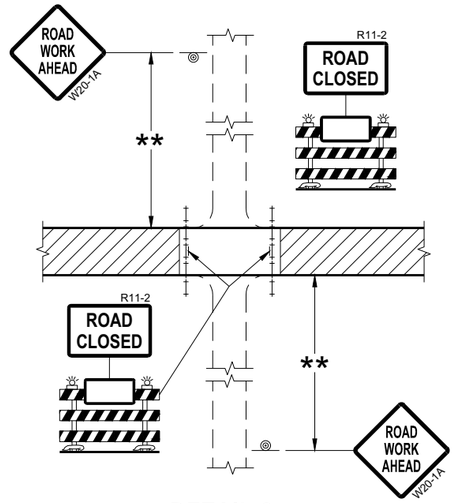
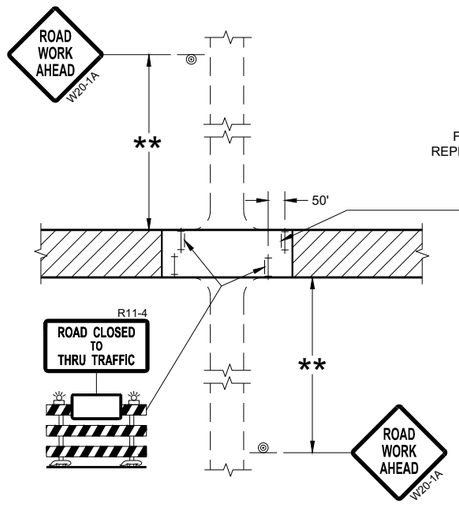


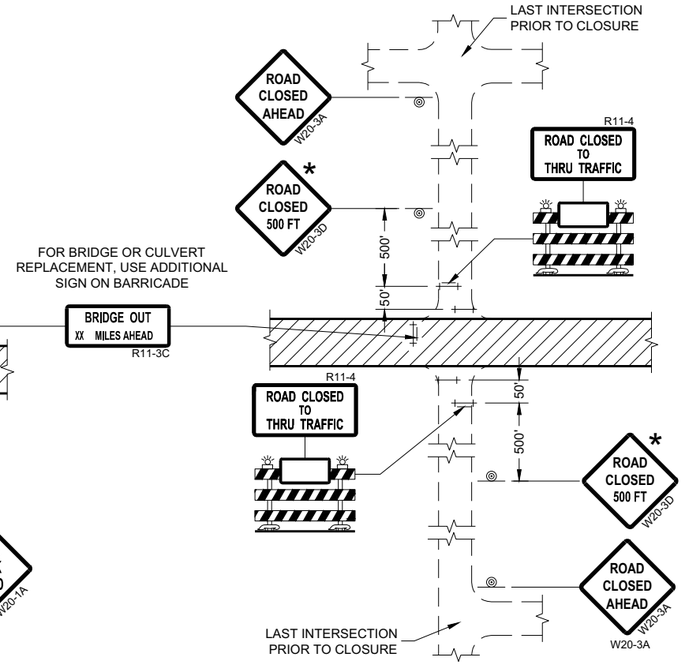
DETAIL 1
(NO ACCESS TO PROJECT)



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 ENGINEE

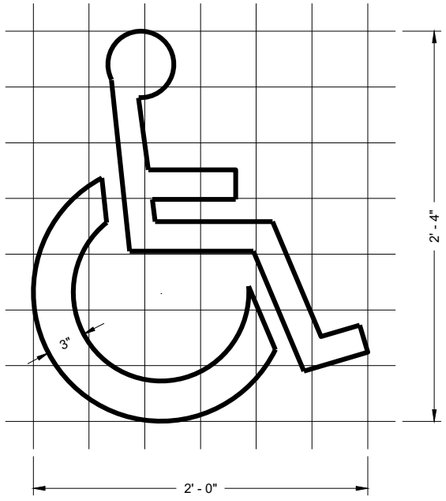
FHWA

6

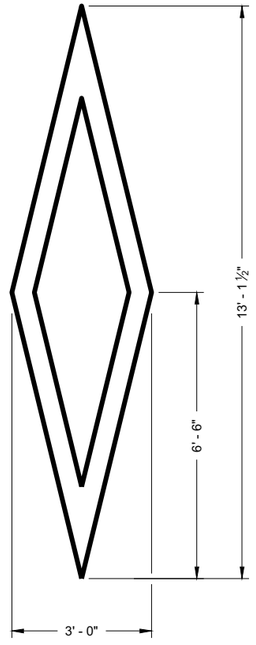
SDD 15C03 - 05

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

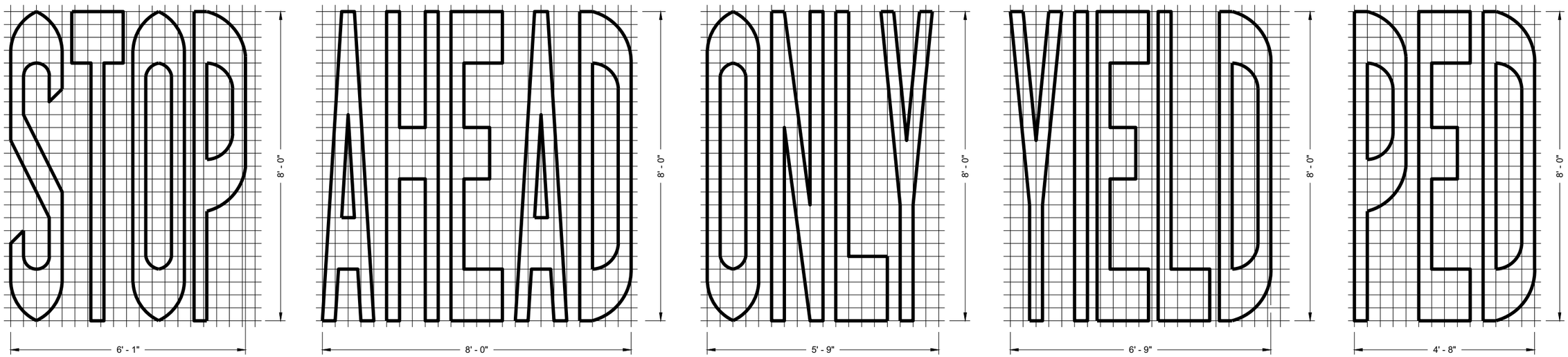
PAVEMENT MARKING SYMBOLS

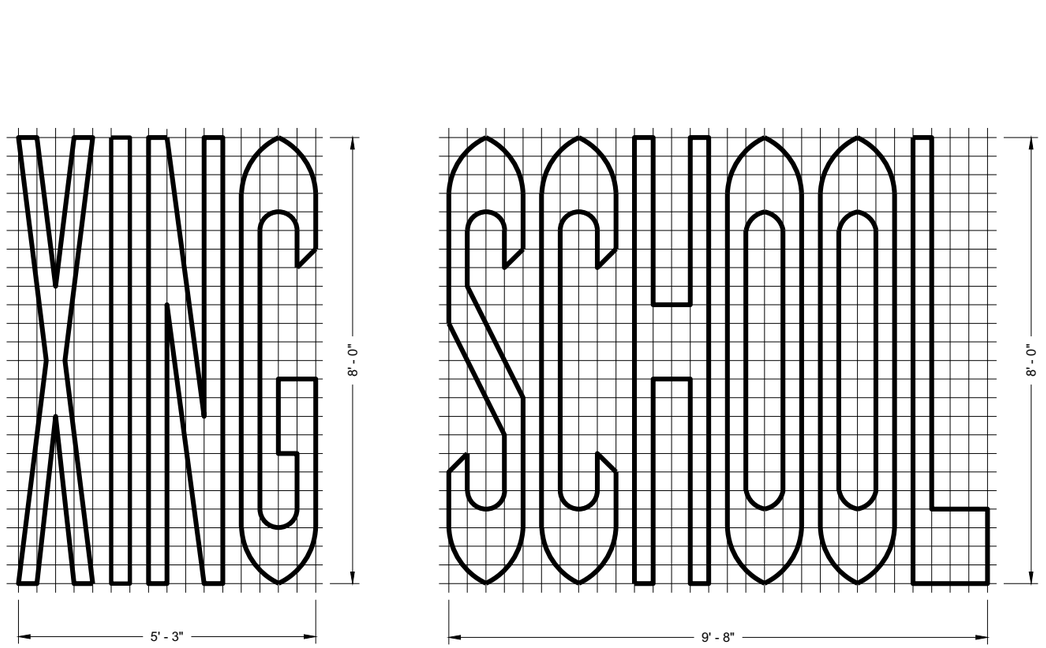
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

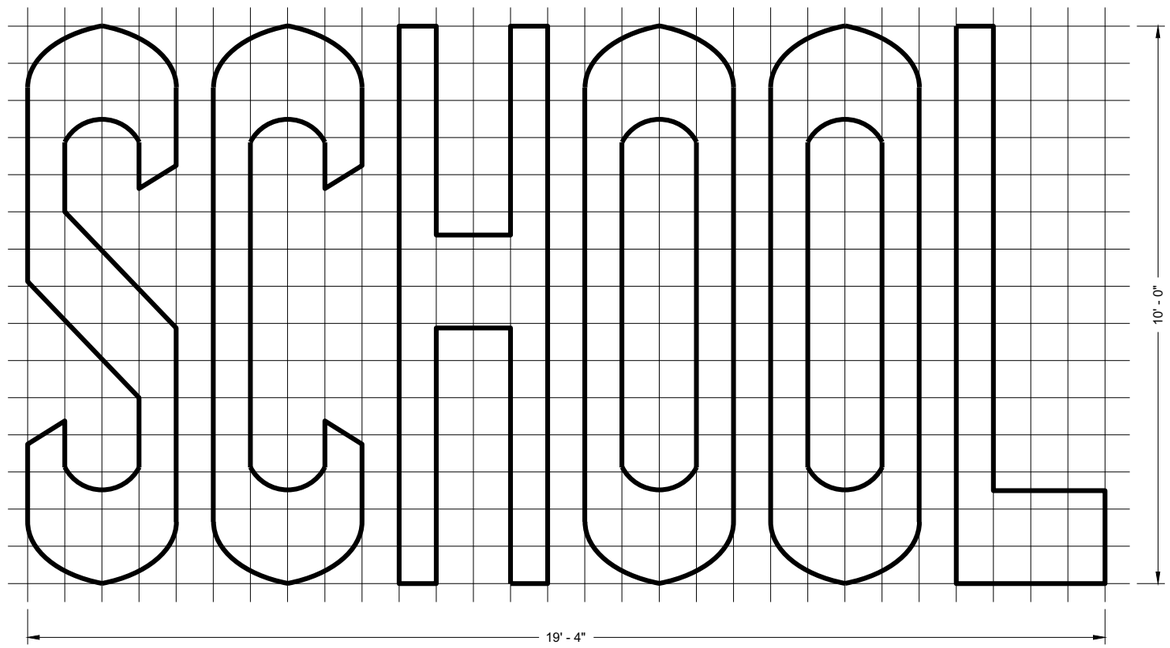
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

FHWA





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

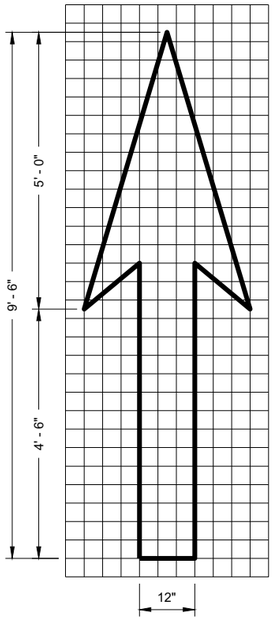
6

SDD 15C07 - 15b

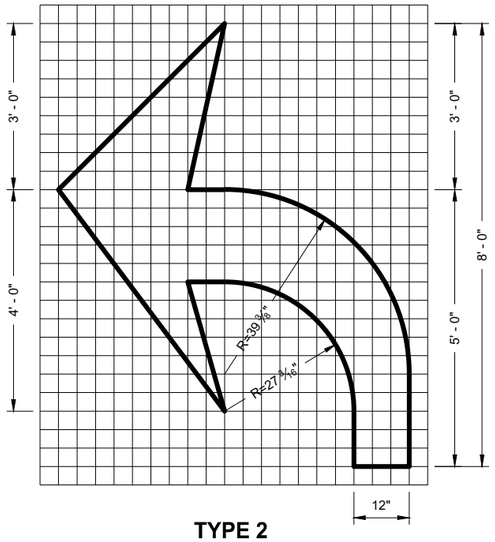
SDD 15C07 - 15b

GENERAL NOTES

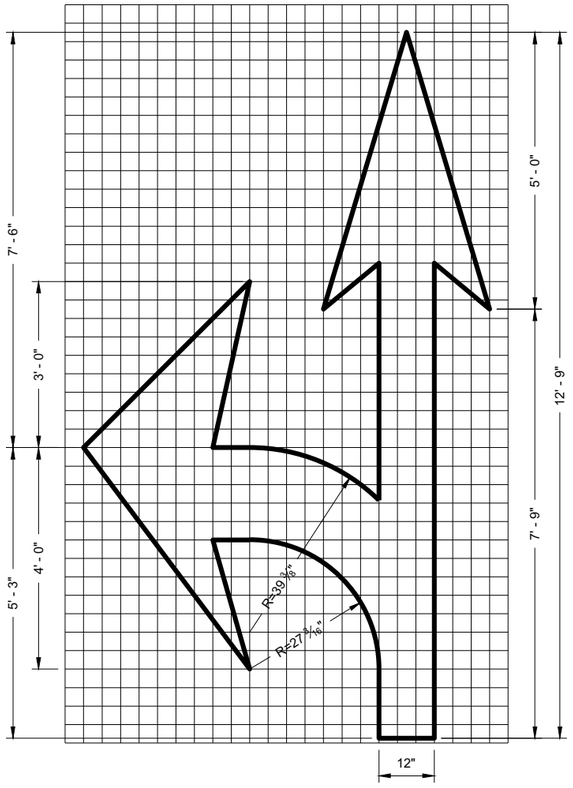
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



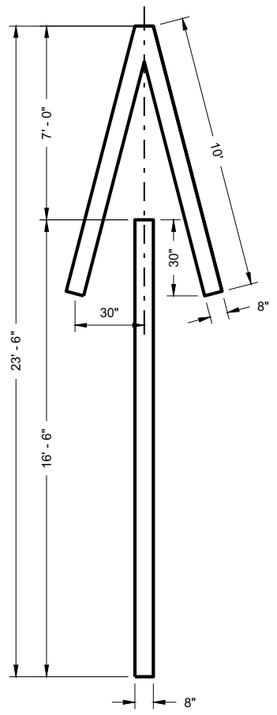
TYPE 1



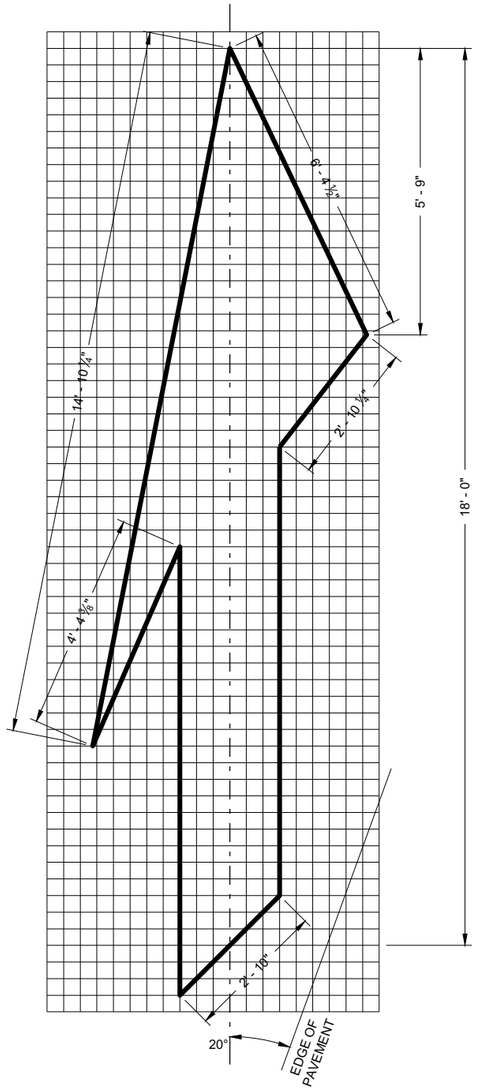
TYPE 2



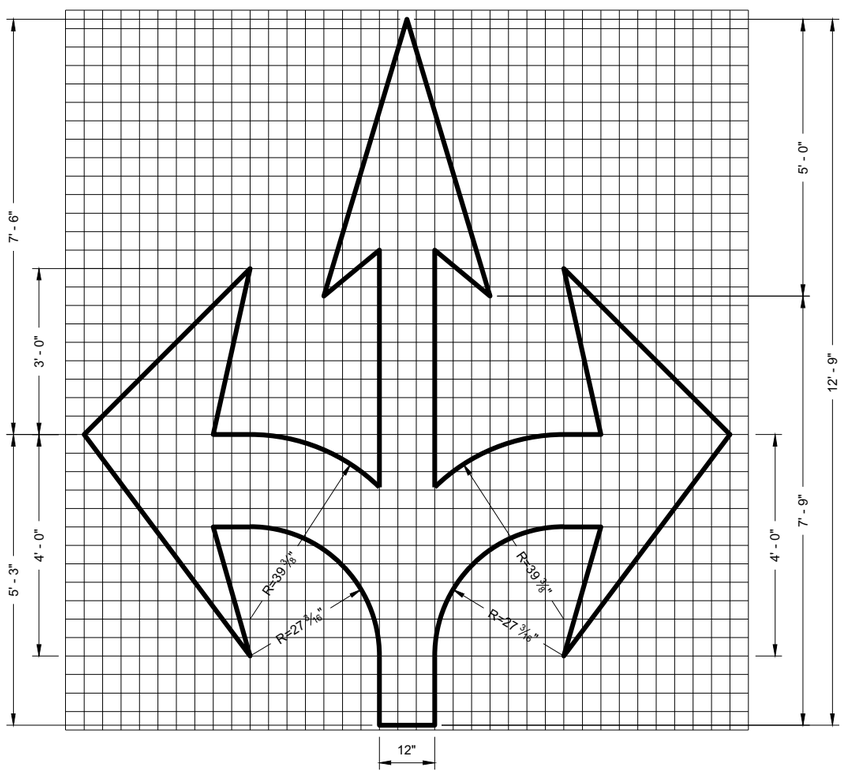
TYPE 3



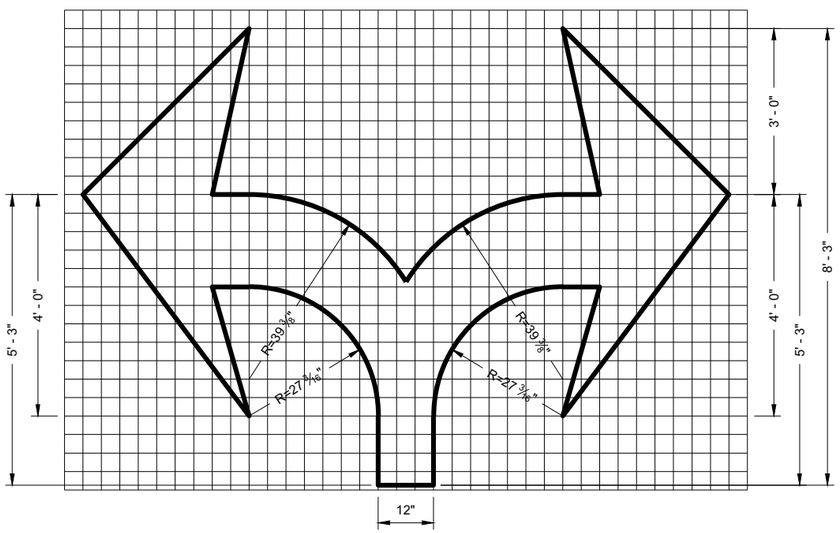
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C07 - 15c

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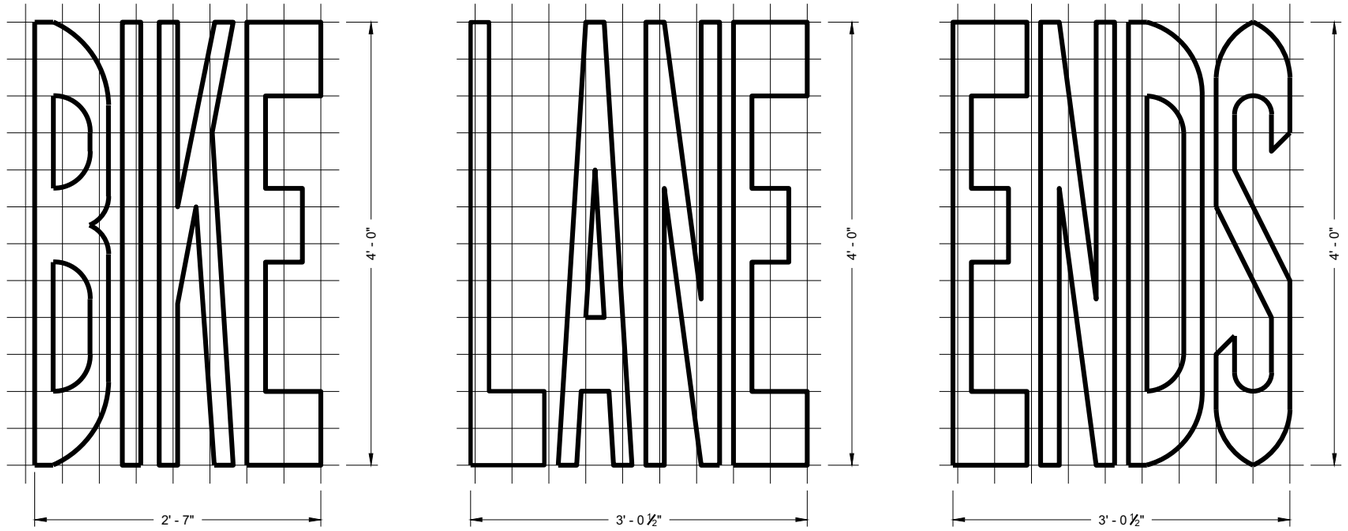
SDD 15C07 - 15c

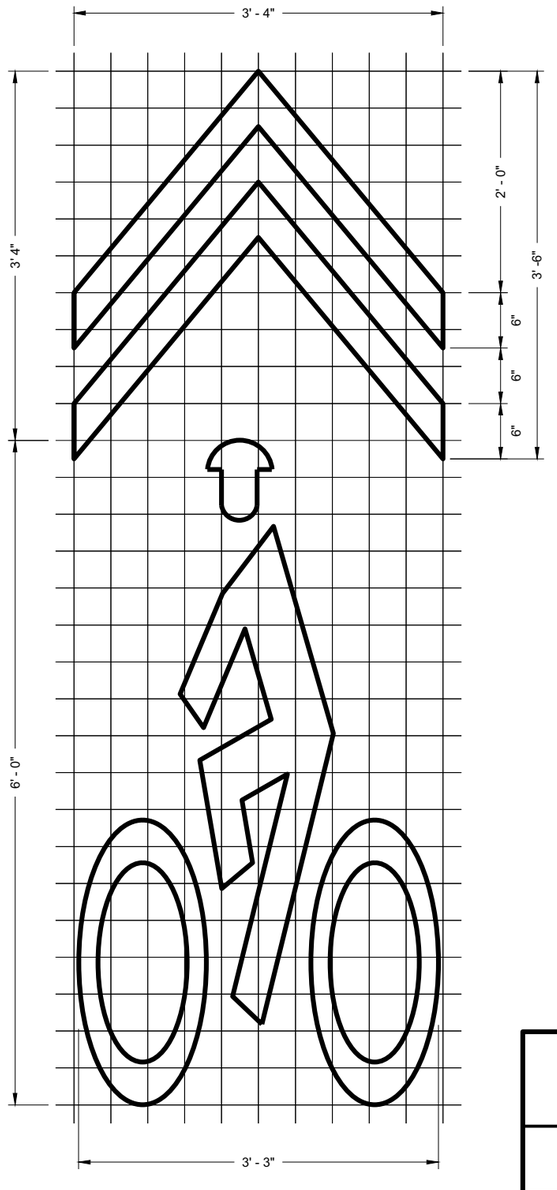
SDD 15C7-e Pavement Marking For Bike Lanes



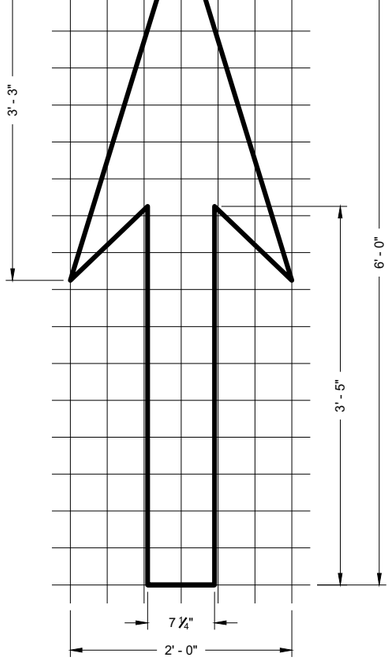
BIKE LANE WORDS

GENERAL NOTES

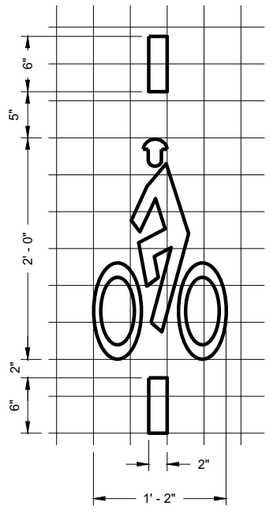
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



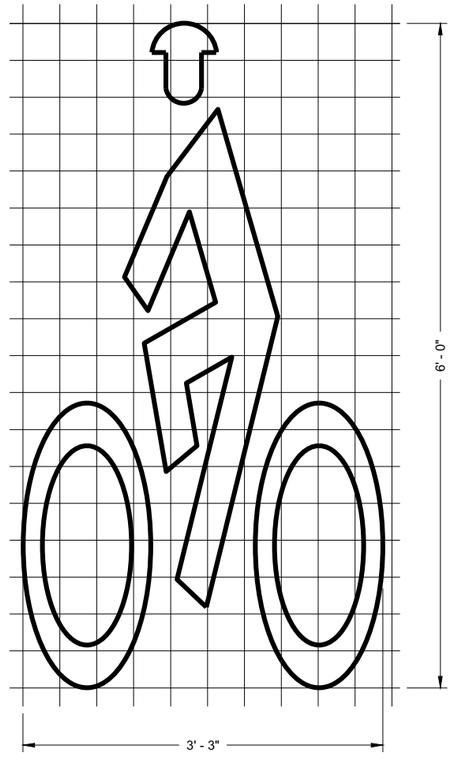
BIKE LANE SYMBOL FOR SHARED LANE



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C07 - 15e

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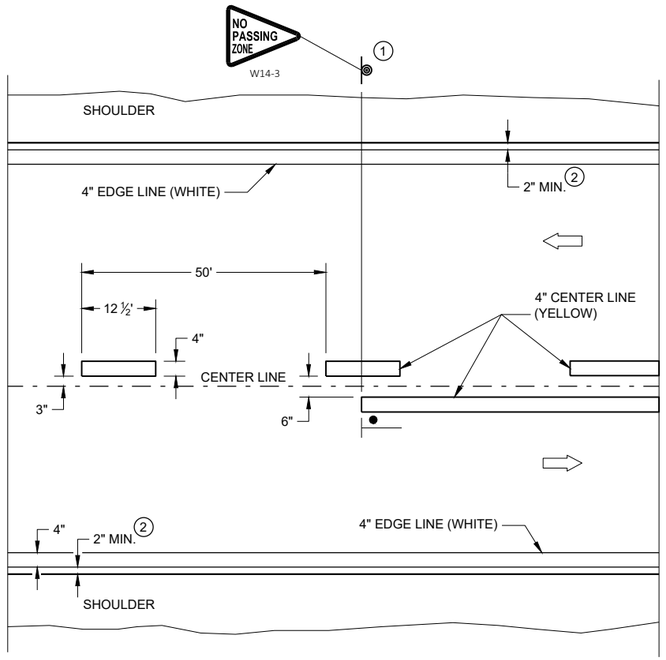
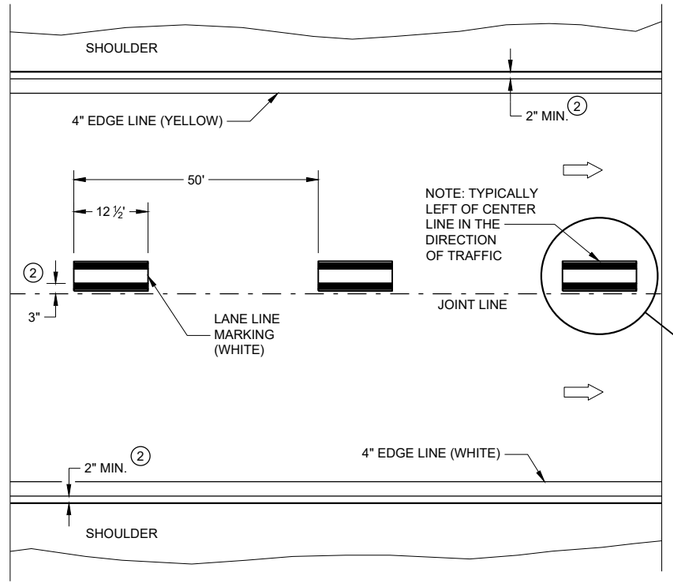
SDD15C07 - 15e

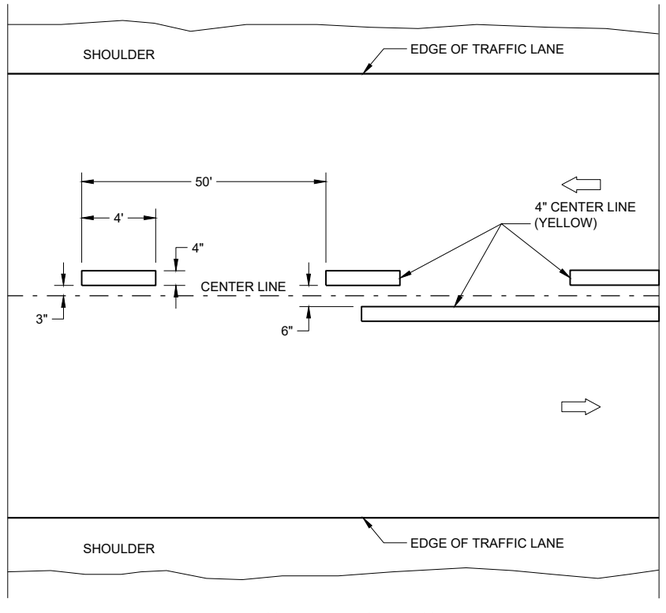


TWO WAY TRAFFIC

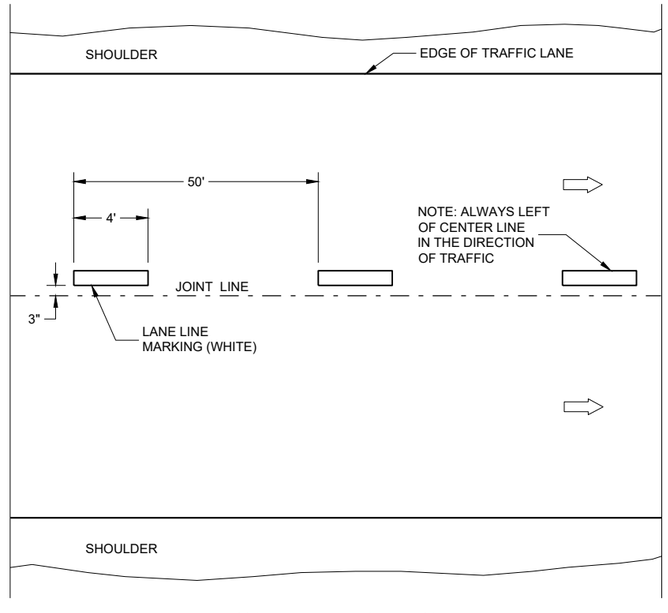


ONE WAY TRAFFIC

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.

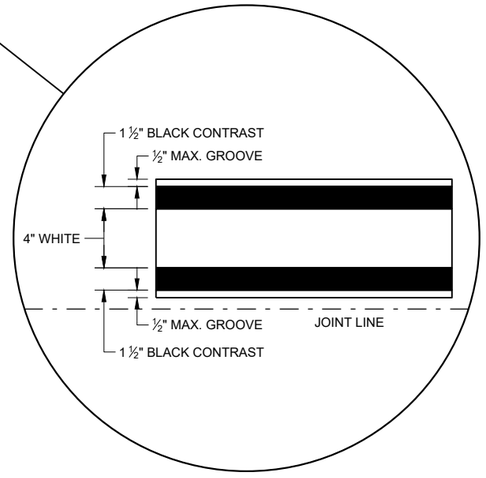
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

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

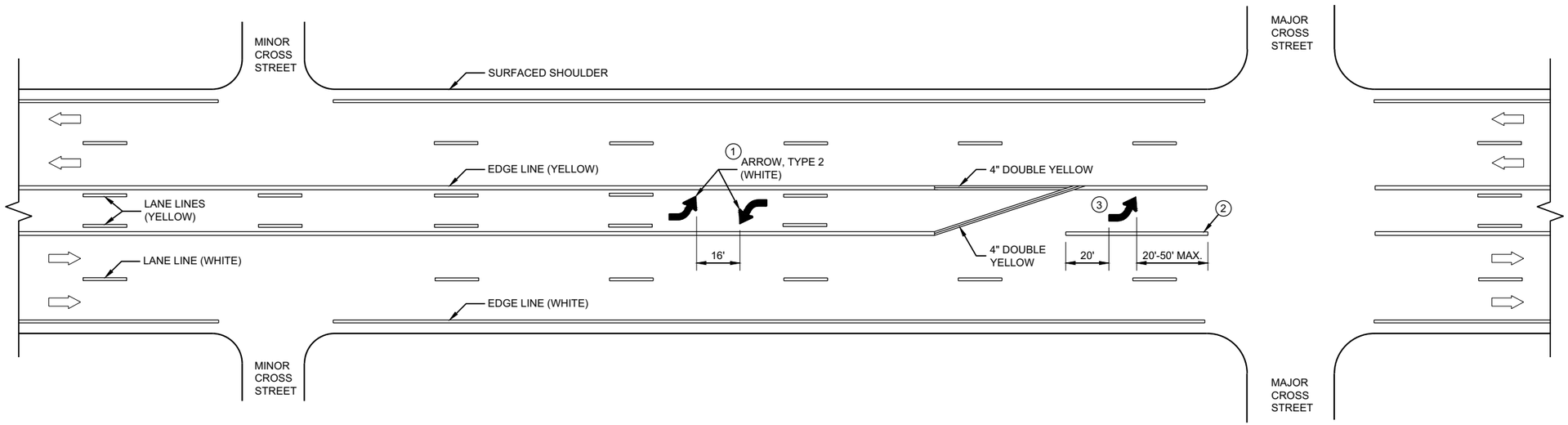
SDD 15C08 - 20a

SDD 15C08 - 20a

GENERAL NOTES

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

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

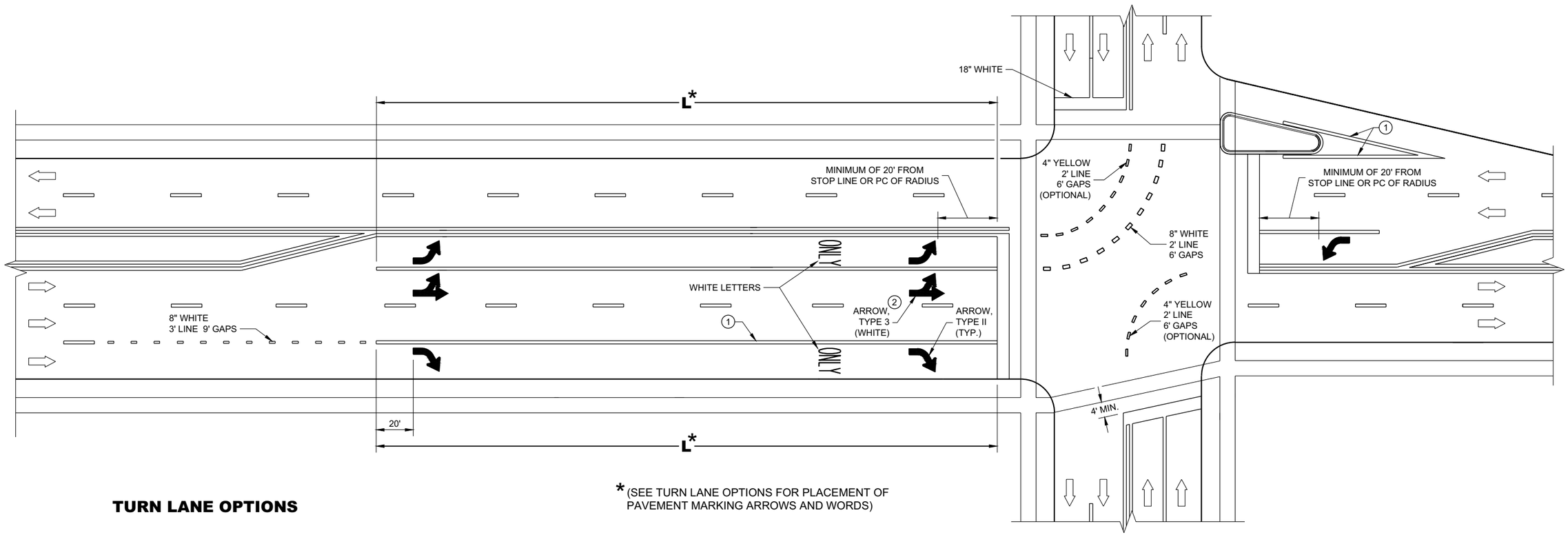
6

SDD 15C08 - 20b

SDD 15C08 - 20b

PAVEMENT MARKING (TURN LANES)

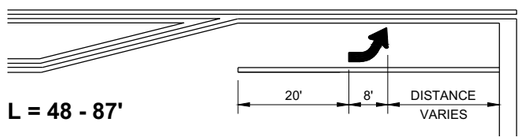
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



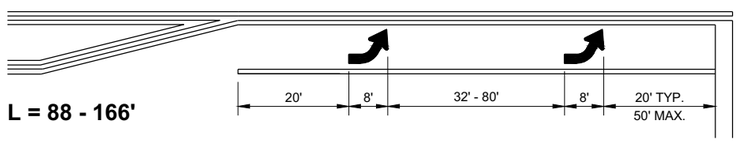
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

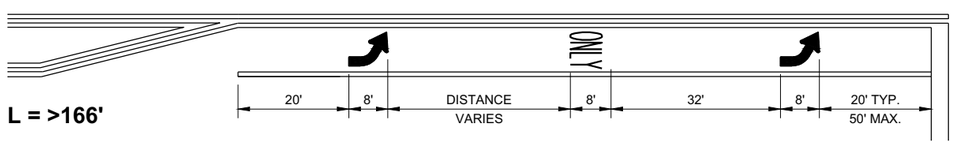
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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)

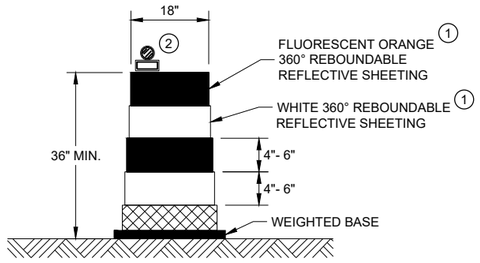
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

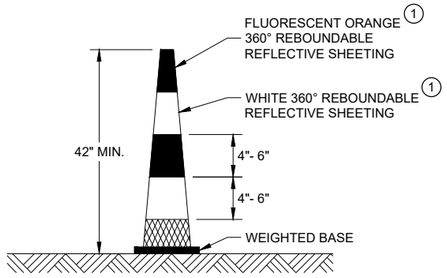
SDD 15C08 - 20c

GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

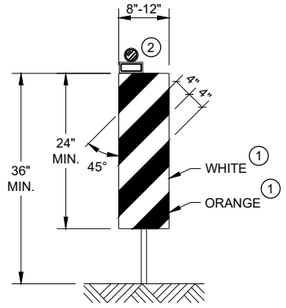


DRUM



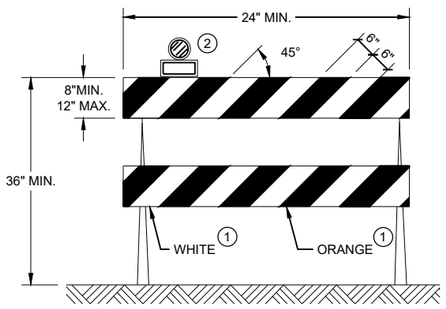
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



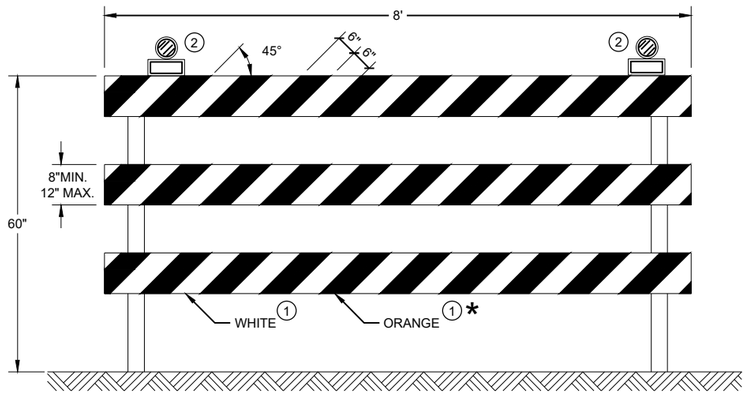
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

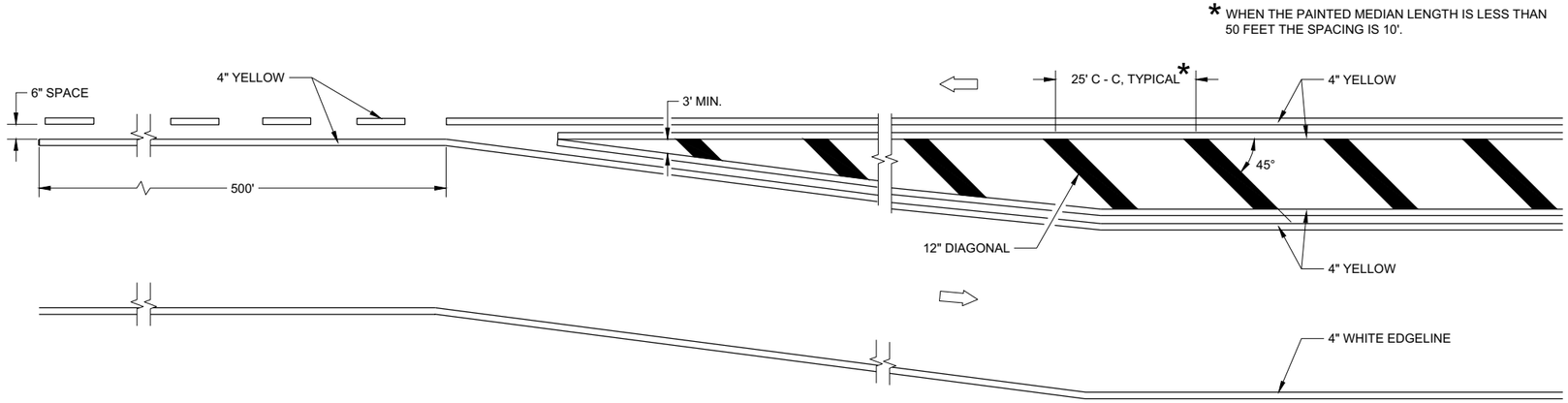
APPROVED
May 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15C11 - 09b

6

SDD 15C11 - 09b

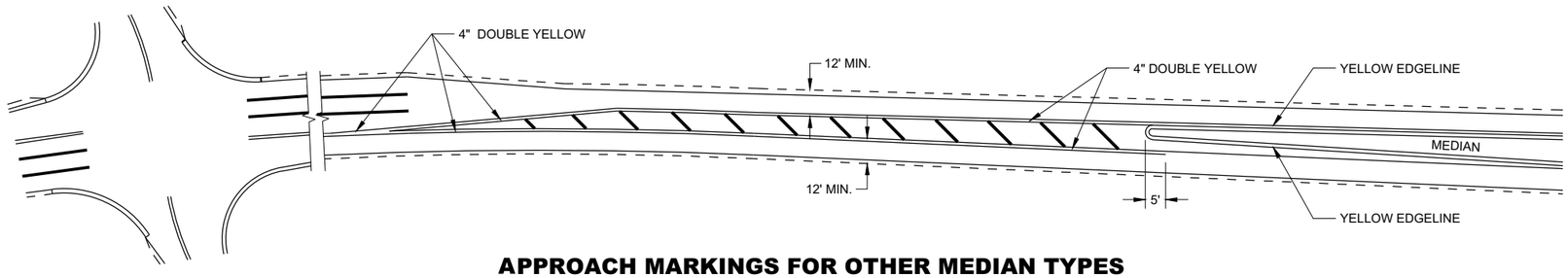


MEDIAN ISLAND DETAIL

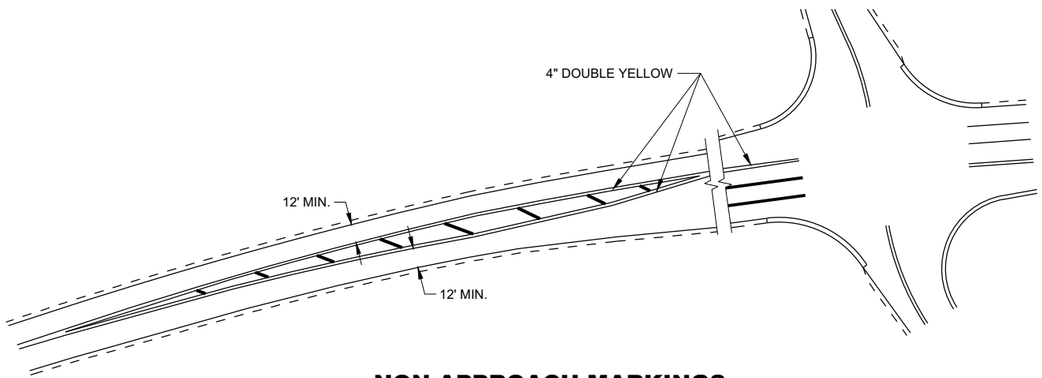
GENERAL NOTES

DIAGONALS ARE OPTIONAL WHEN PAINED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

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

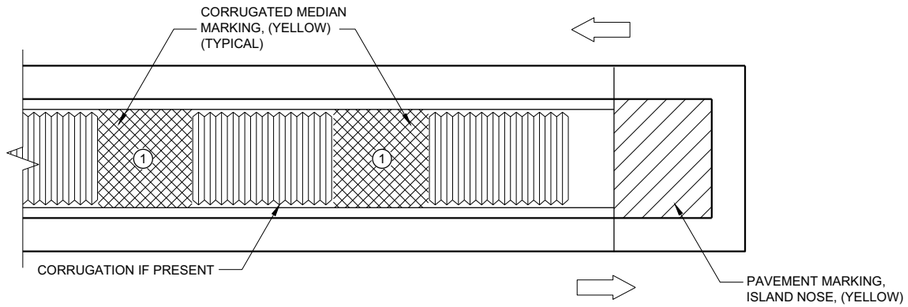
FHWA

6

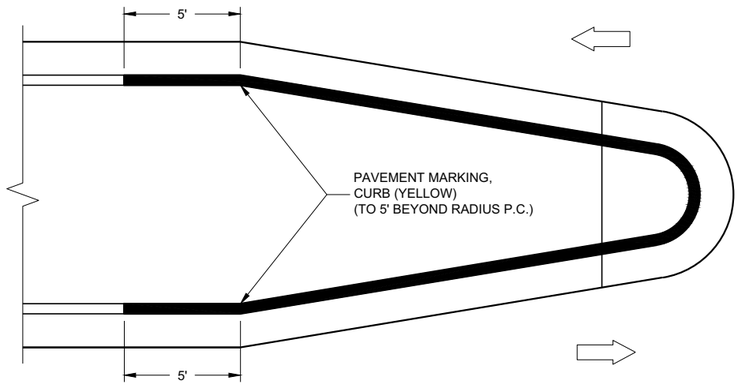
SDD 15C18 - 05a

6

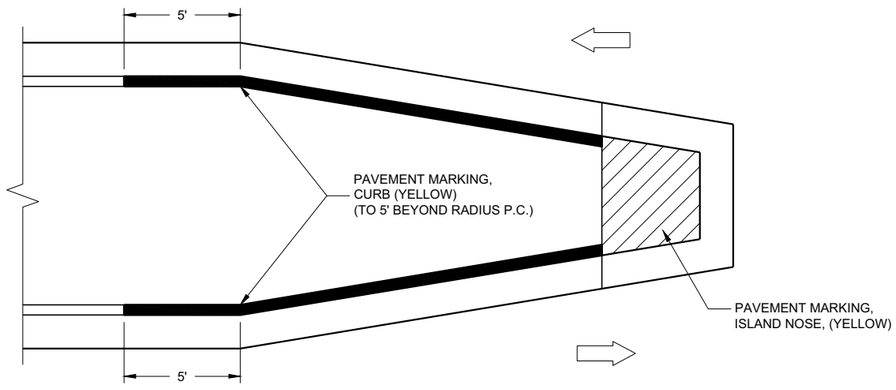
SDD 15C18 - 05a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

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

FHWA

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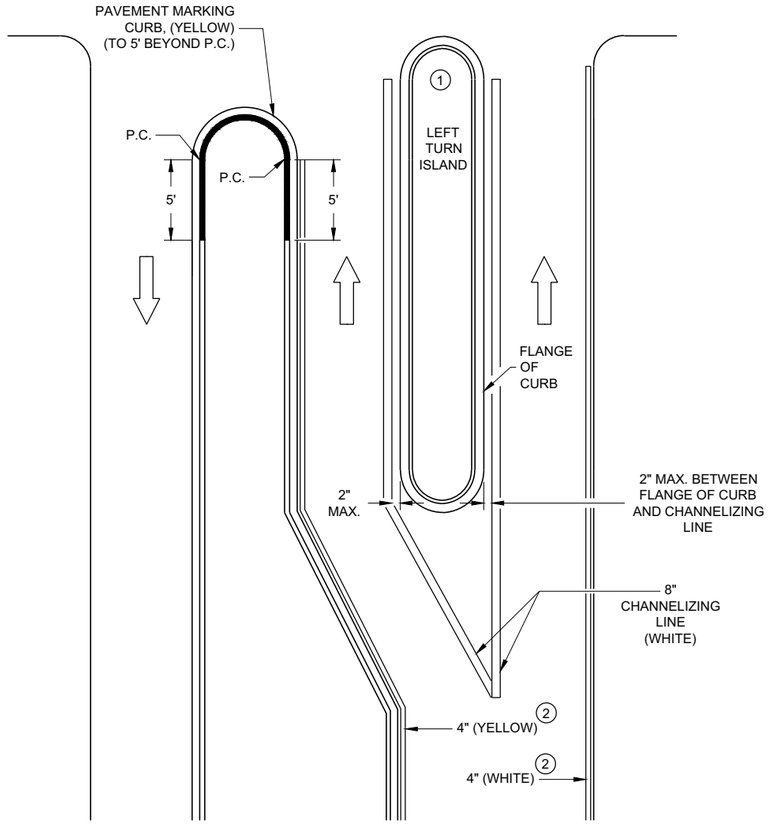
SDD 15C18 - 05b
SDD15C18 - 05b

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

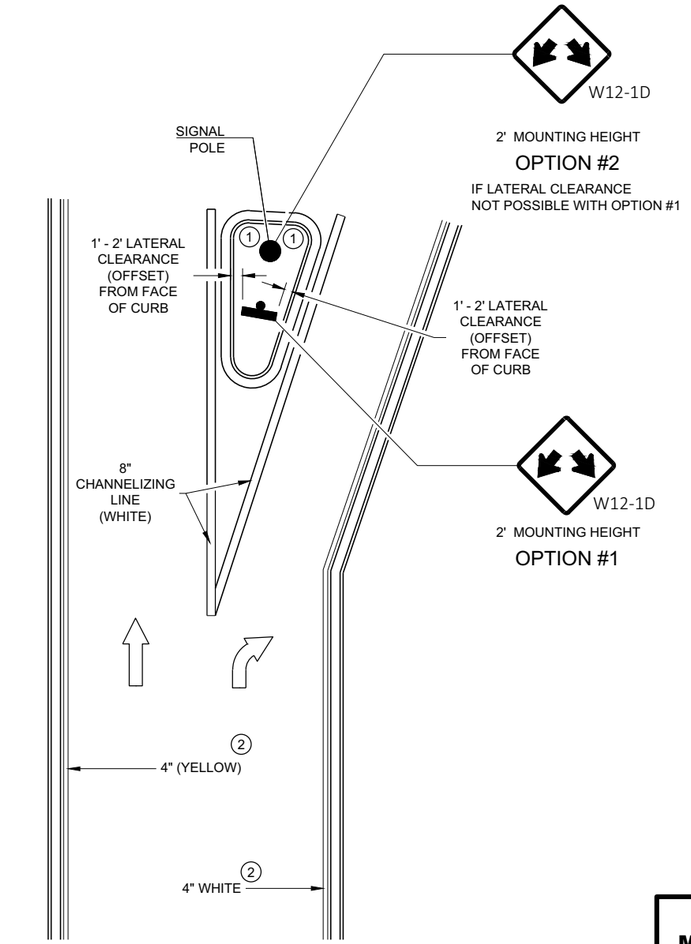
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

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

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SDD 15C18 - 05c

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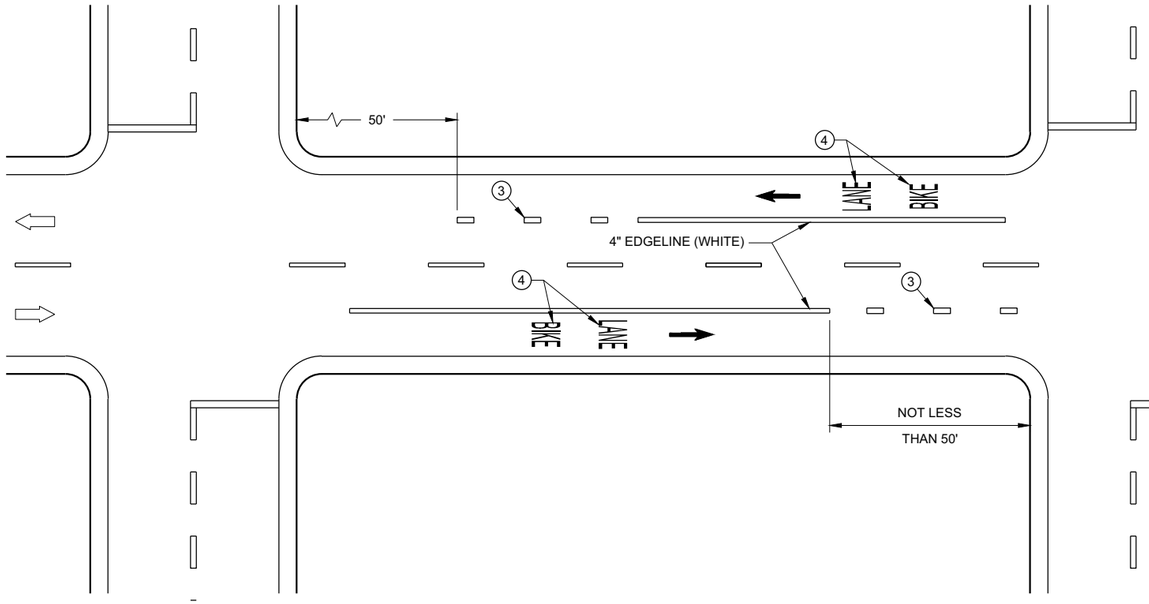
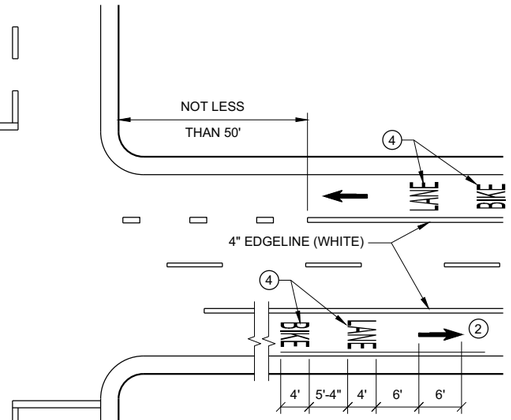
SDD15C18 - 05c



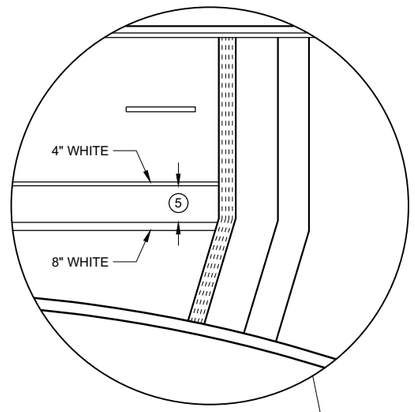


GENERAL NOTES

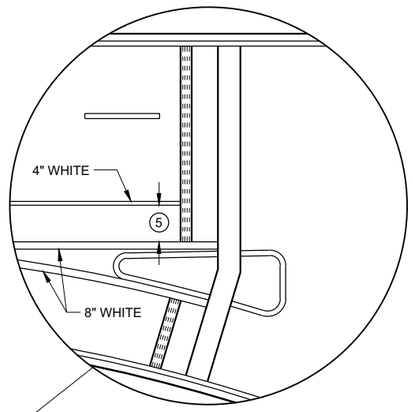
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

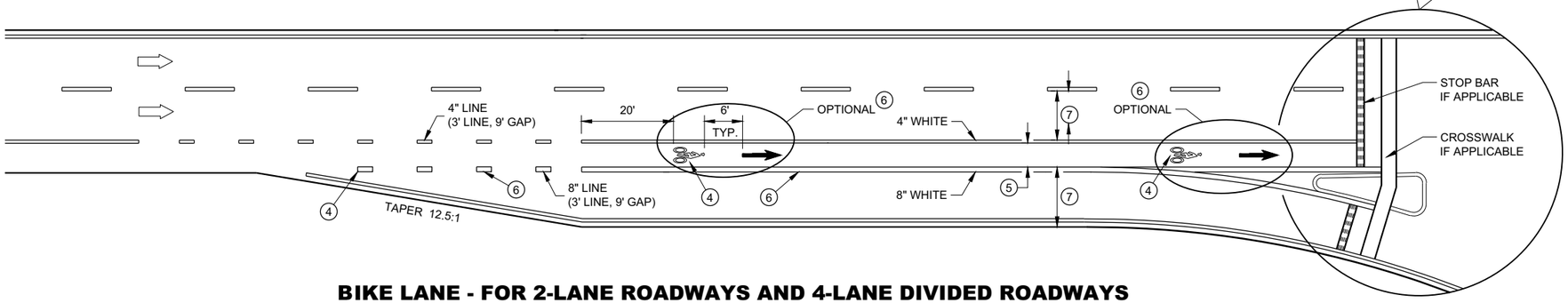
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C29 - 07a

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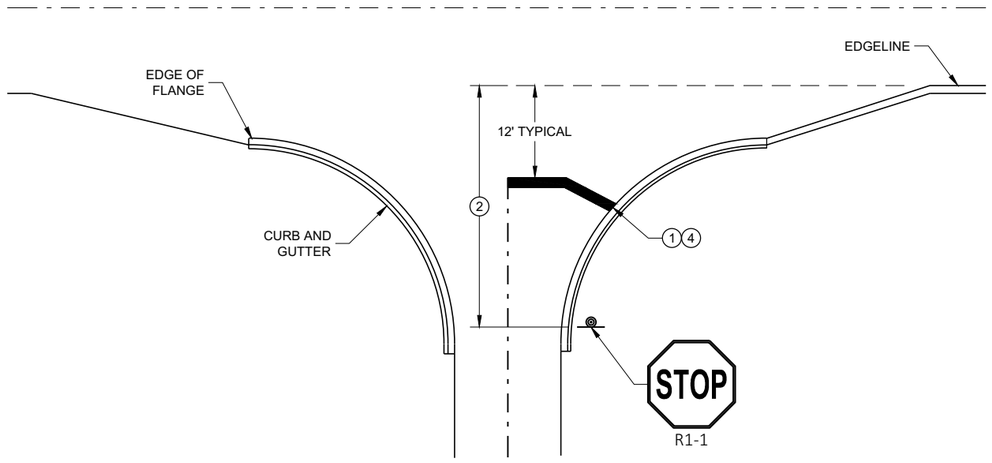
SDD 15C29 - 07a

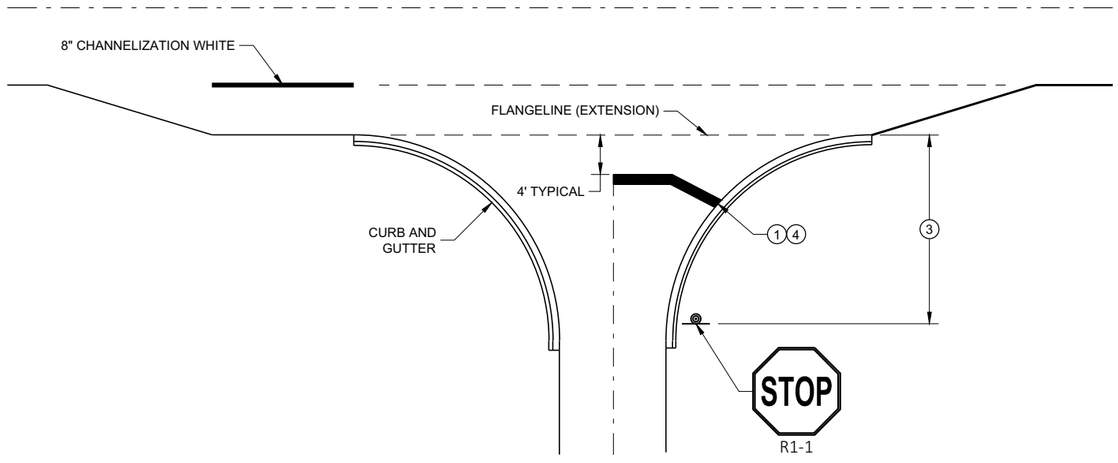
GENERAL NOTES

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

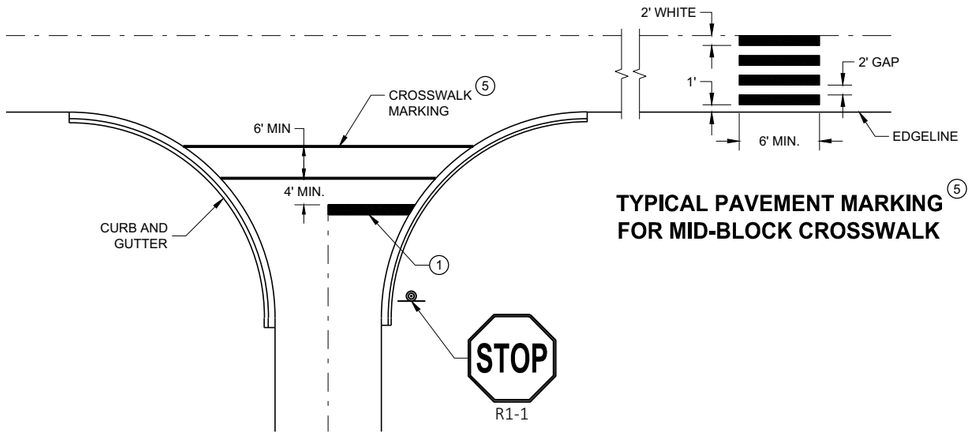
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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

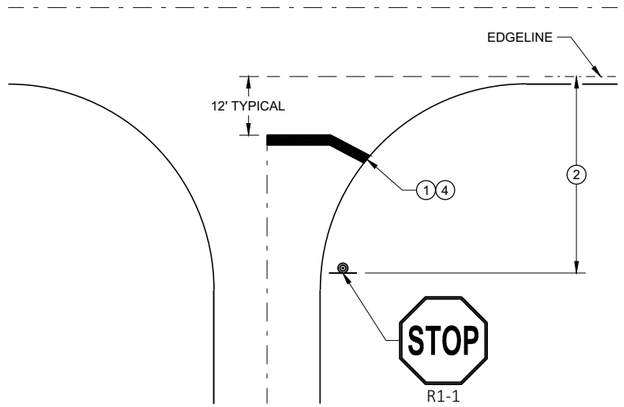


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



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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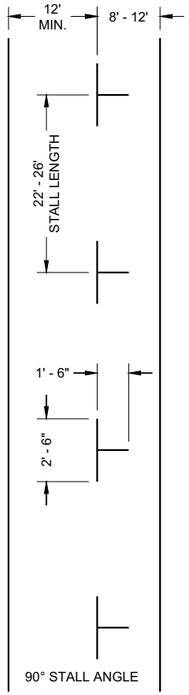
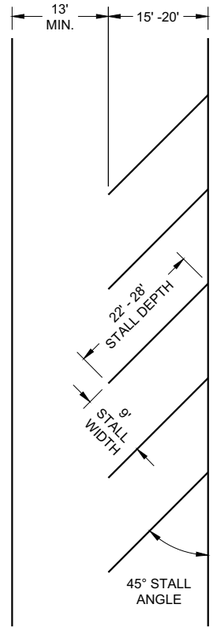
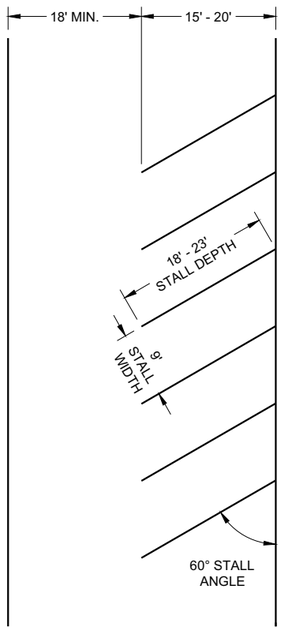
SDD 15C33 - 04



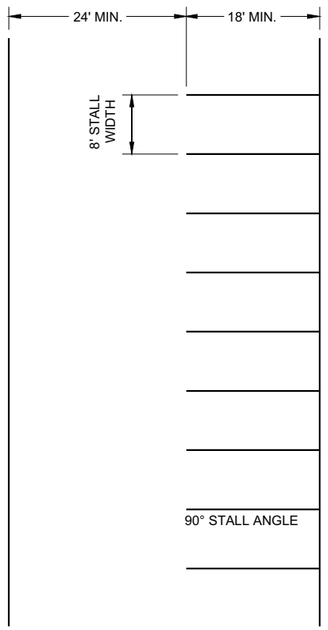
PARALLEL PARKING





ANGLED PARKING

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



PARKING LOTS

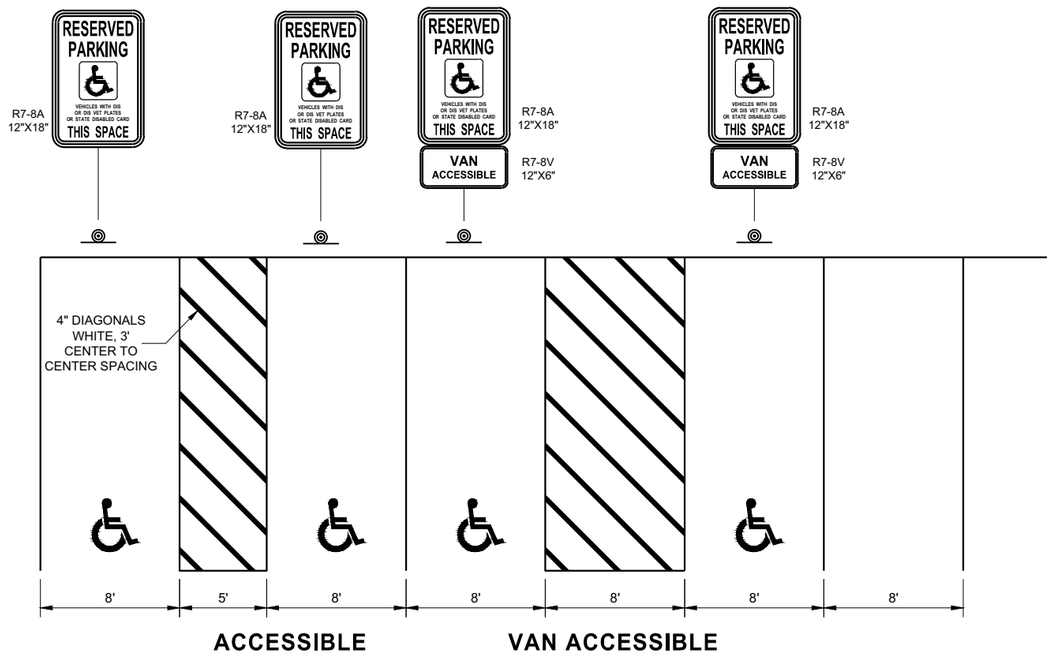
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

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

LEGEND

SIGN ON PERMANENT SUPPORT



PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

SDD 15C36 - 01

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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

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

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.

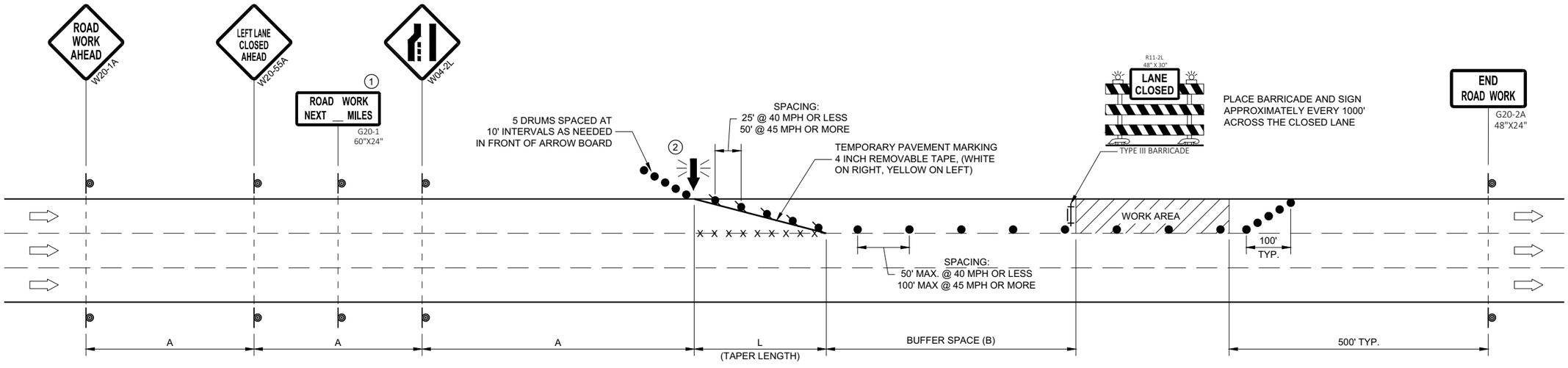
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



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'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

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SDD 15D20 - 05a

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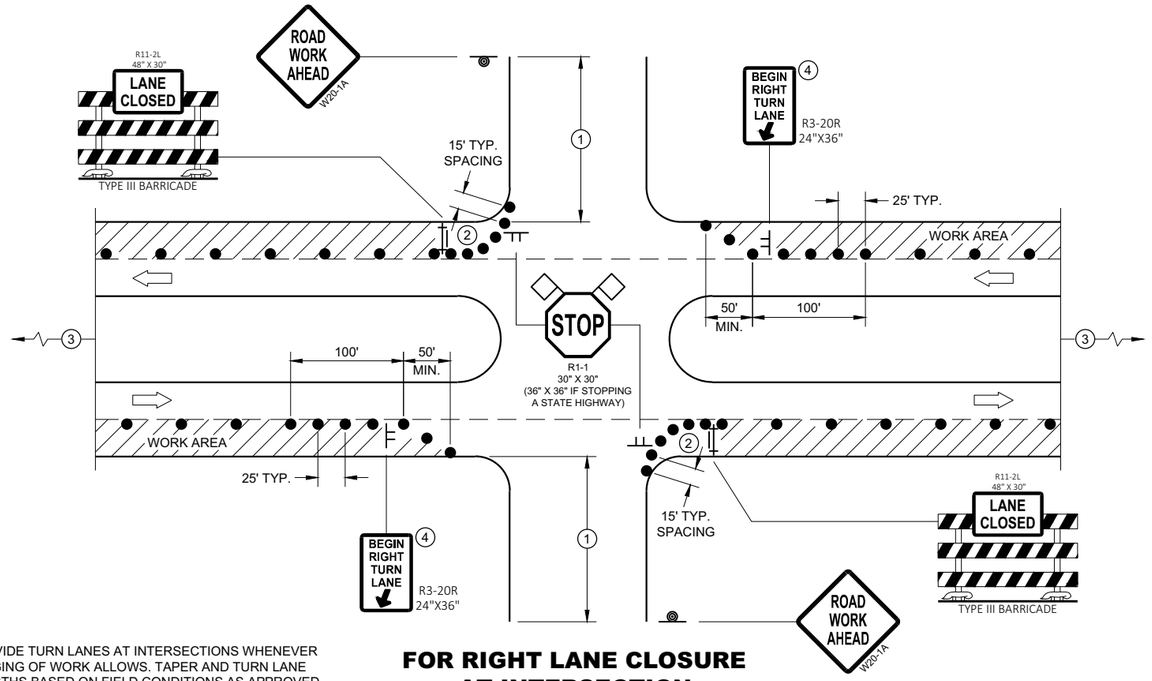
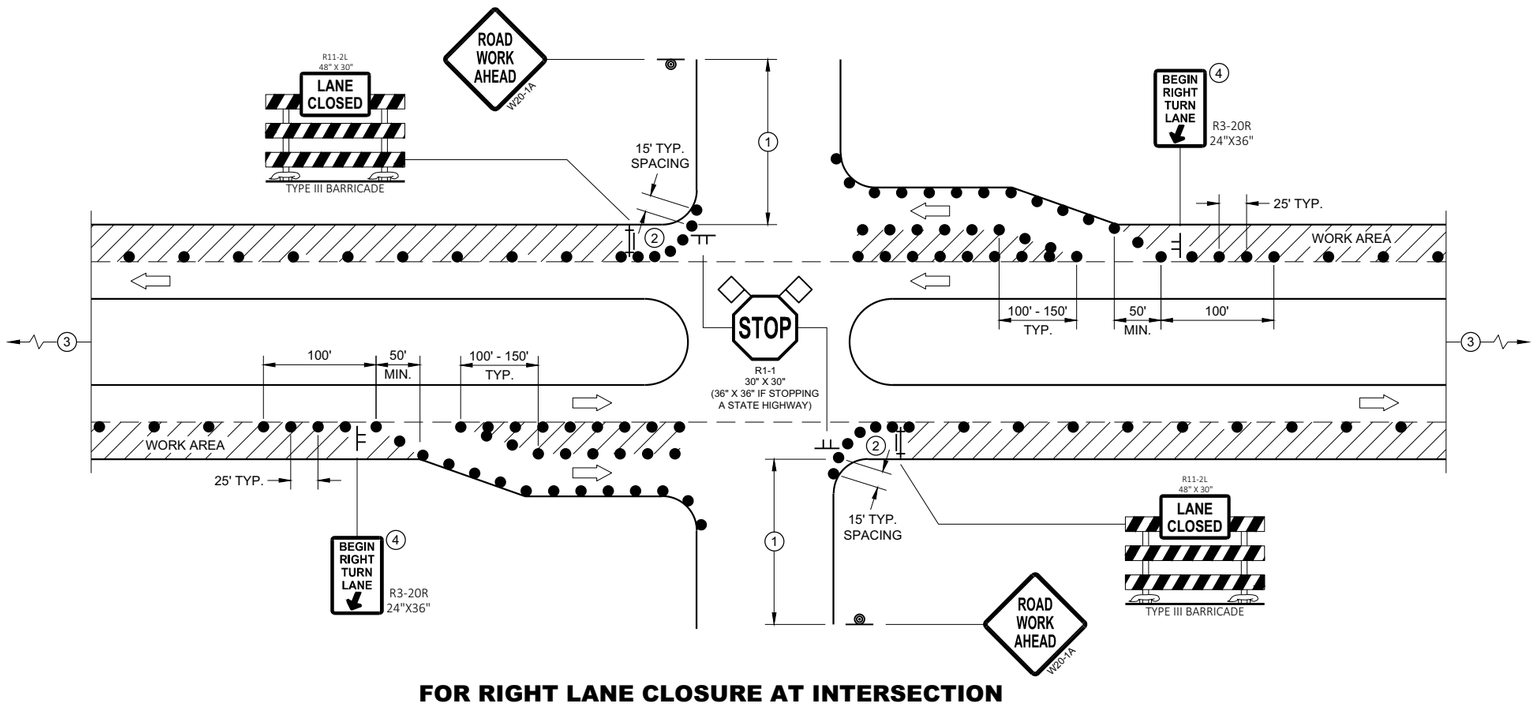
SDD15D20 - 05a



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.

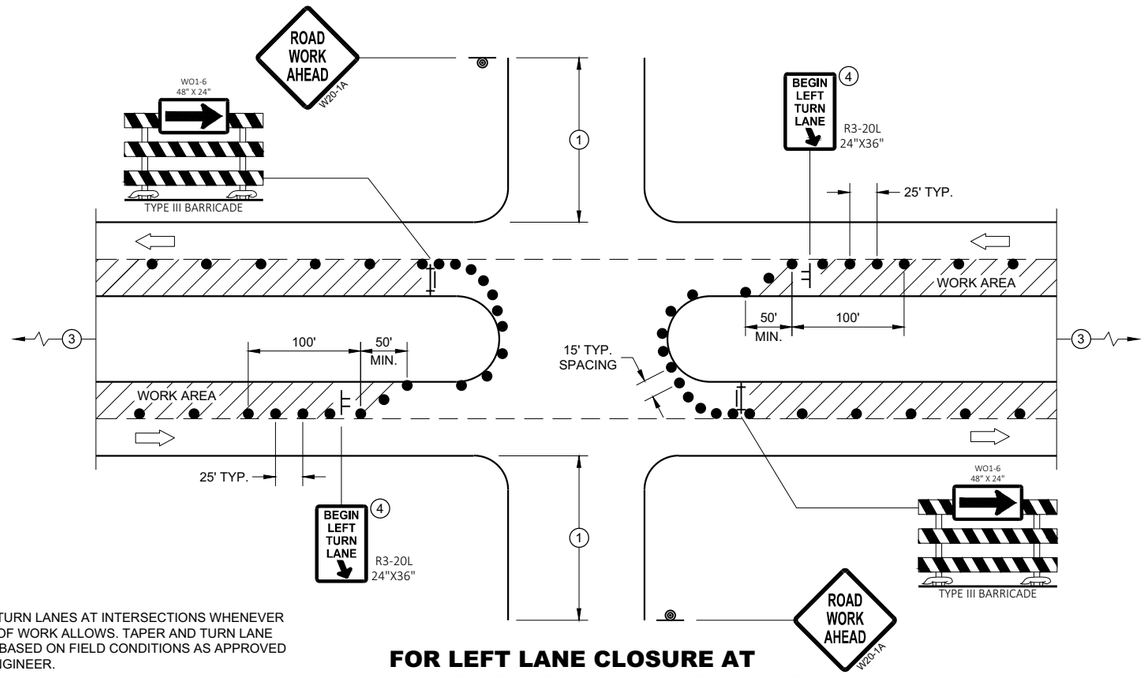
LEGEND

- 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

6

SDD15D21 - 07a



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 LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

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.

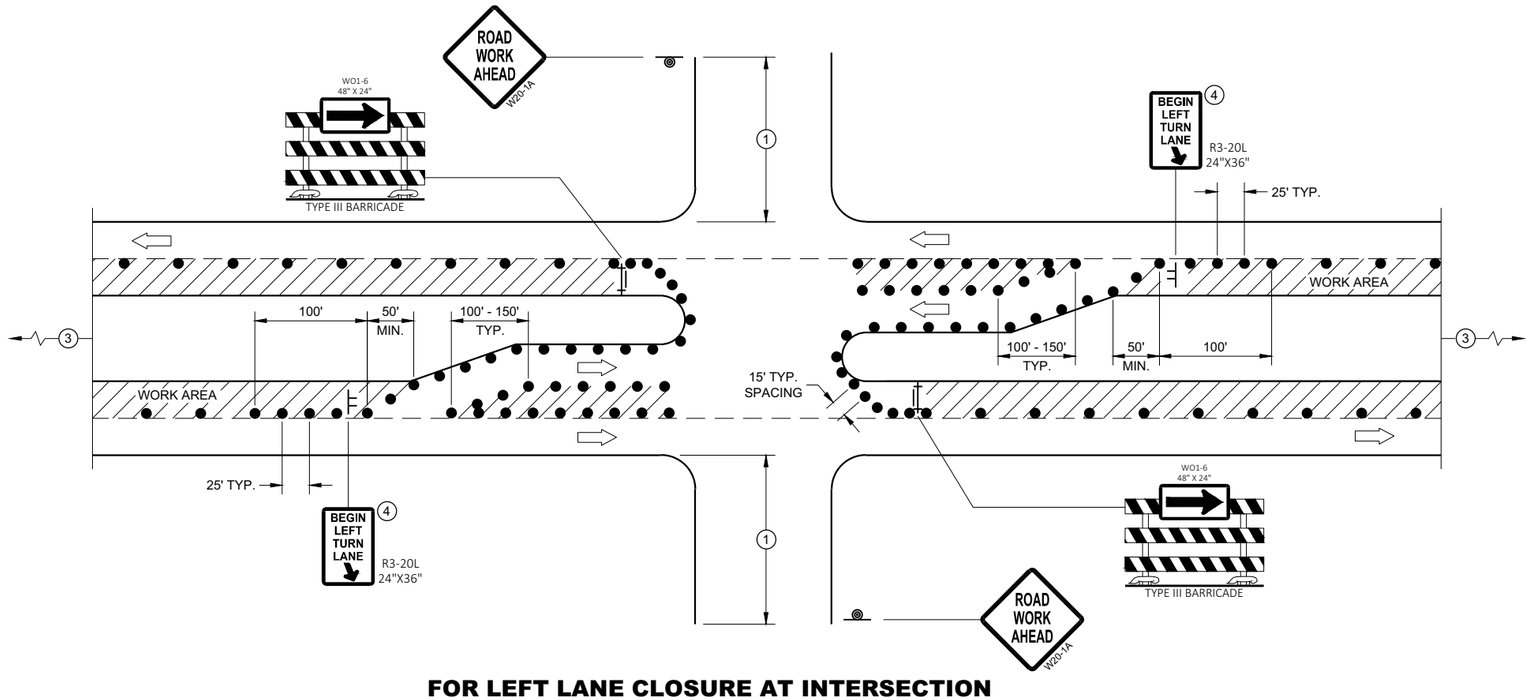
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(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 LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

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 LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET
0-30	200'
35-40	350'
45-55	500'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN 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.

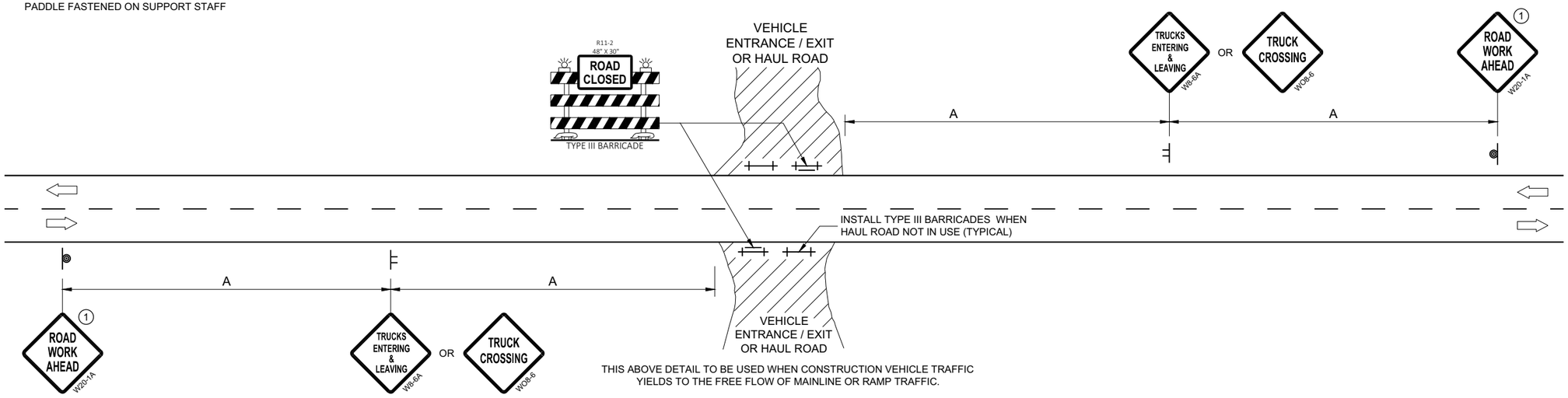
WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

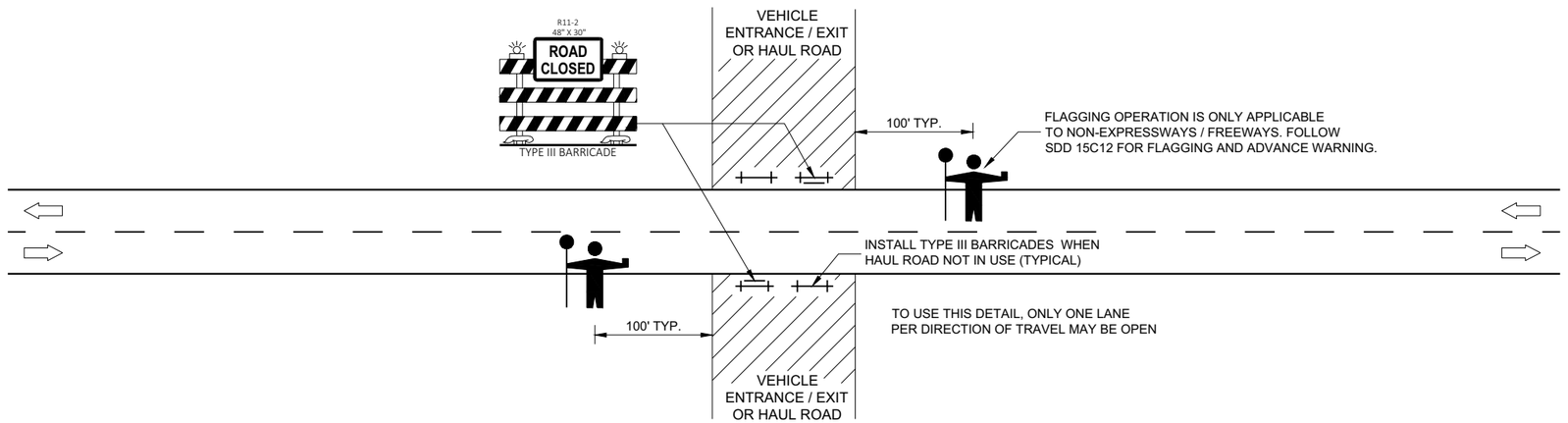
WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

(1) THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE / EXIT CONDITIONS ARE SEPARATED BY MORE THAN TWO MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.



THIS ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC.



TO USE THIS DETAIL, ONLY ONE LANE PER DIRECTION OF TRAVEL MAY BE OPEN

THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

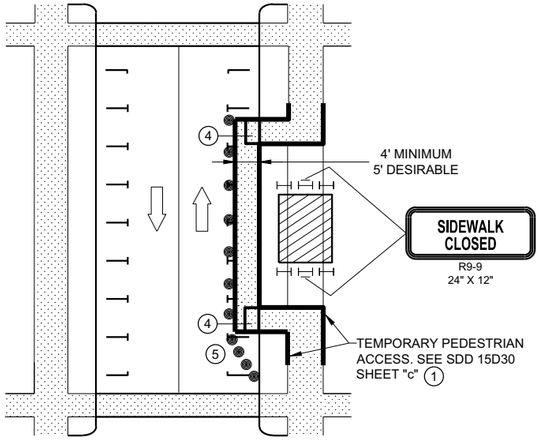
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

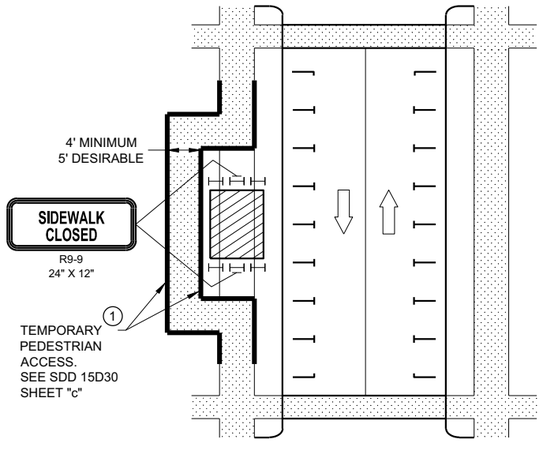
6
SDD 15D29 - 06

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

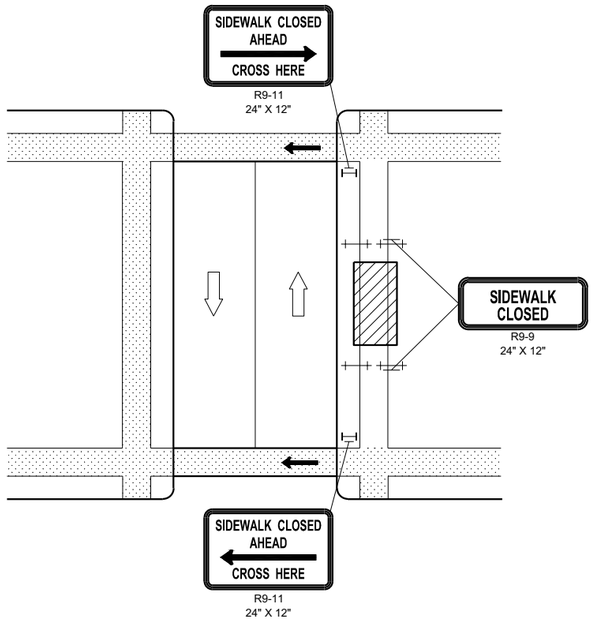


MID-BLOCK SIDEWALK SIDEWALK CLOSURE IN PARKING LANE

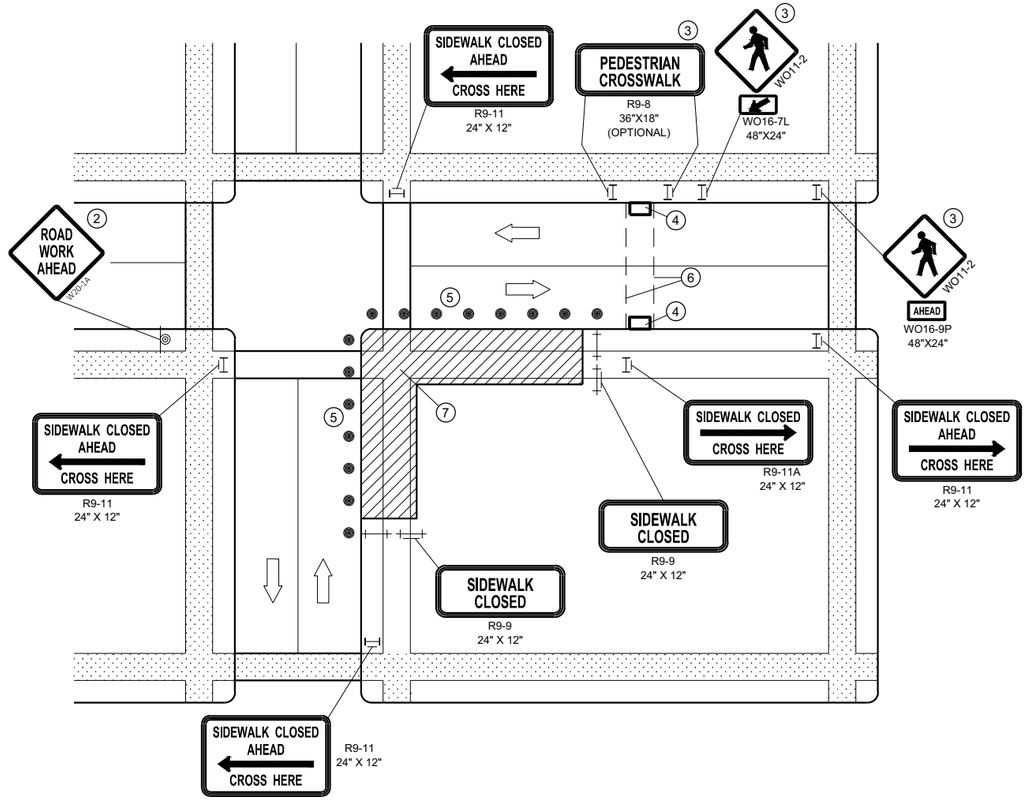
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

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

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

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

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

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

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

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

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

LEGEND

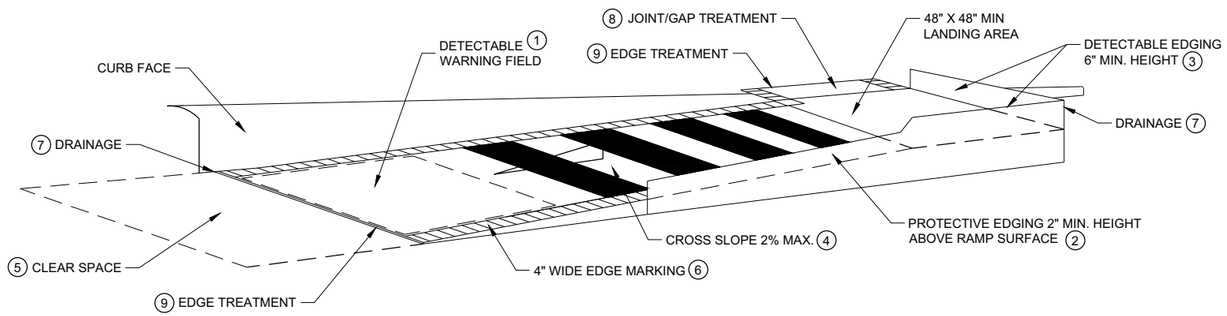
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

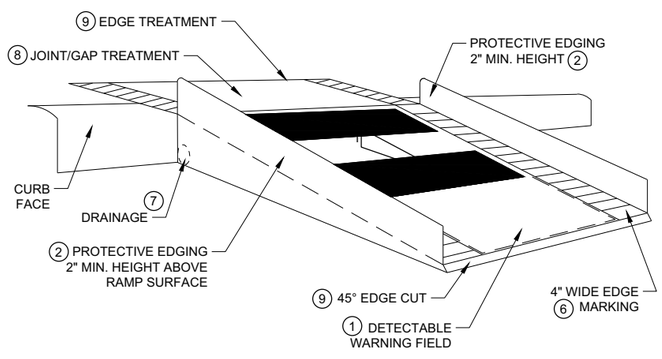
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

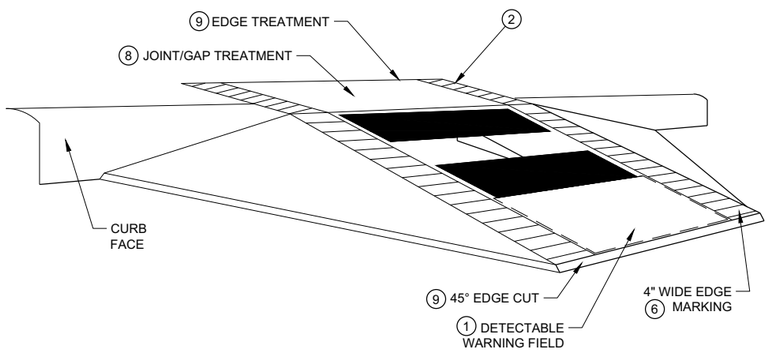
SDD15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

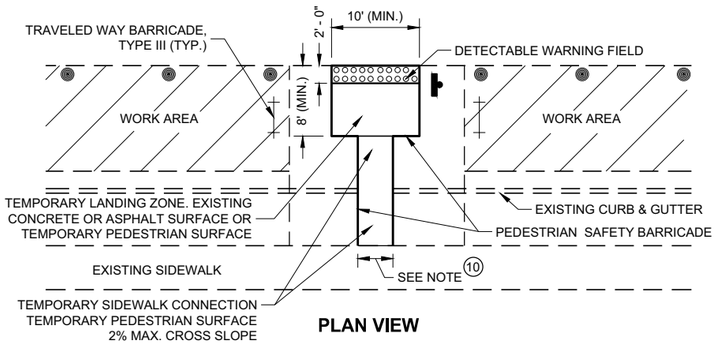
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

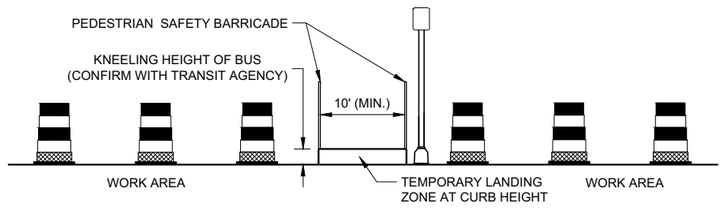
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

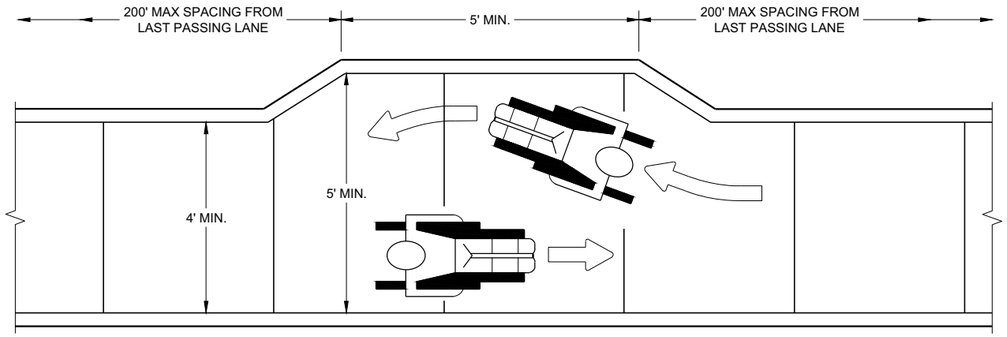
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

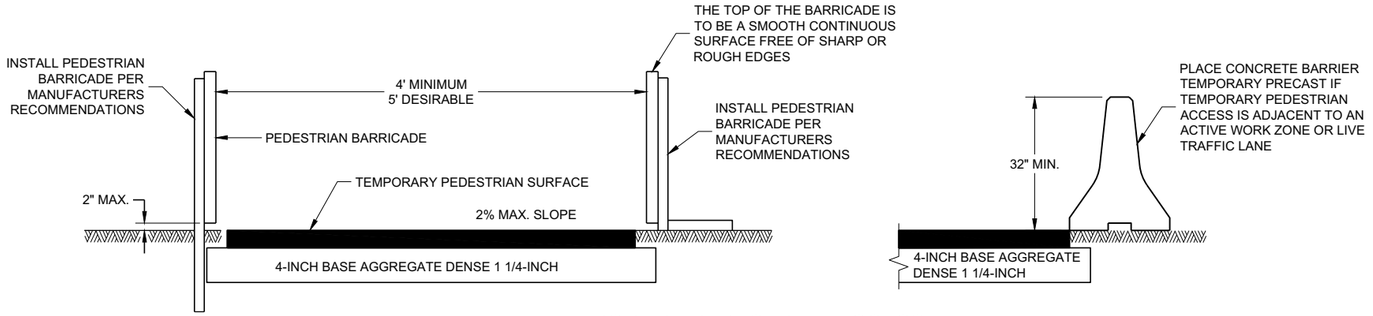
SDD 15D30 - 06b

6

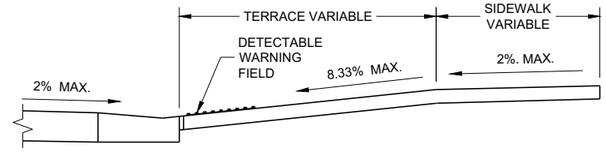
SDD 15D30 - 06b



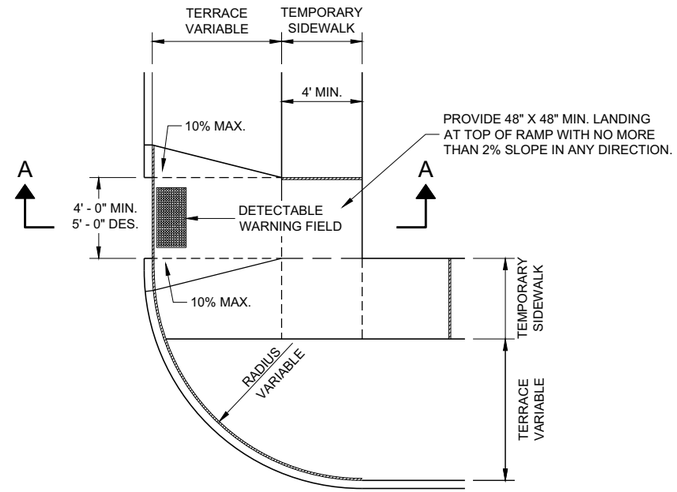
NARROW SIDEWALK PASSING DETAIL



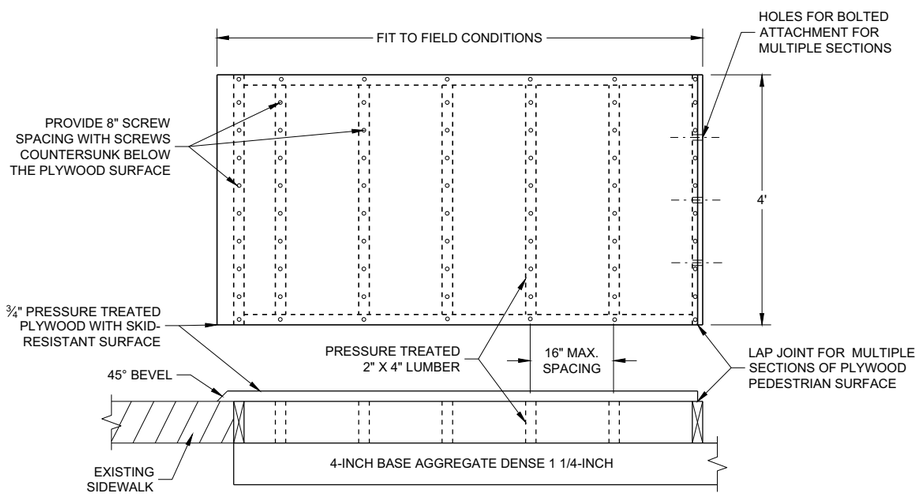
TEMPORARY PEDESTRIAN ACCESS



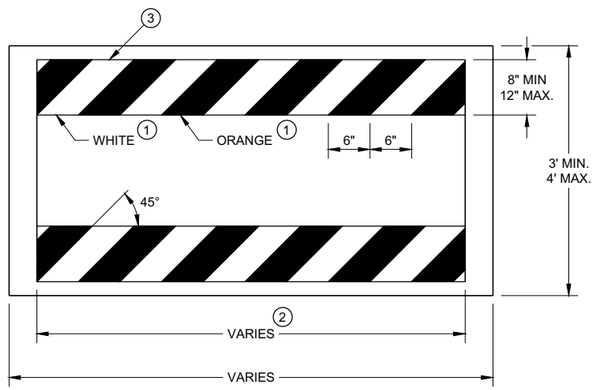
SECTION A - A



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



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

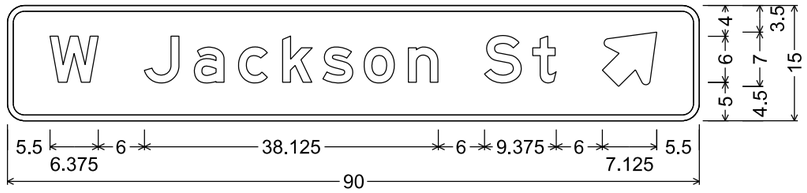
FHWA

SDD 15D30 - 06c

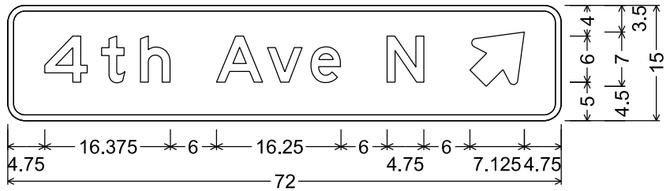
6
SDD 15D30 - 06c

NOTES

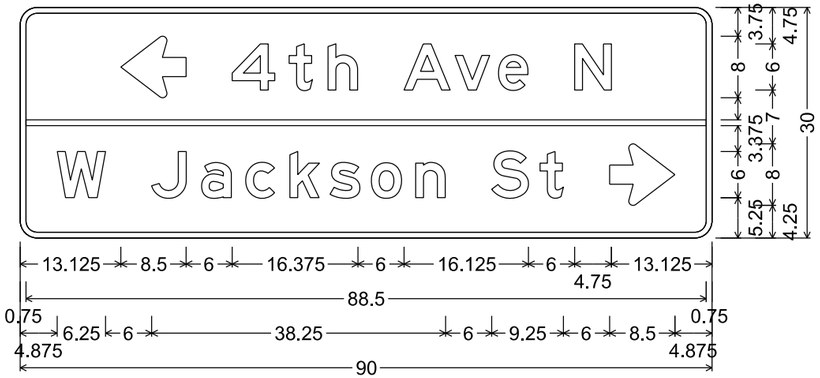
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E



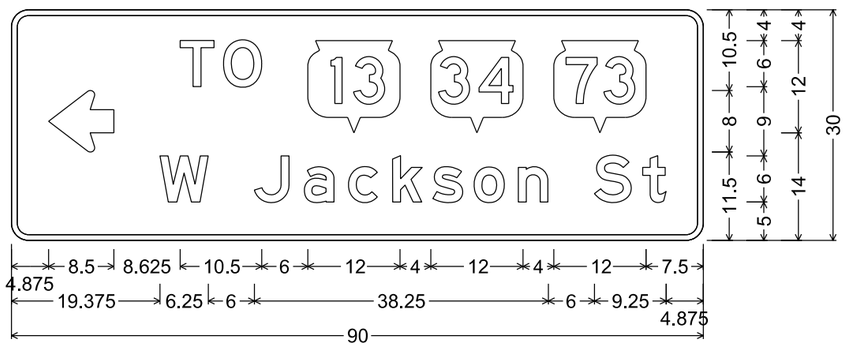
D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border



D1-2; 2.250" Radius, 0.750" Border



D1-2; 2.250" Radius, 0.750" Border

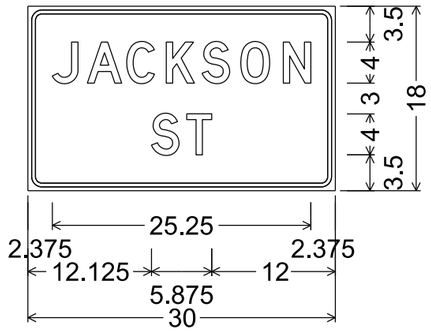
7

7

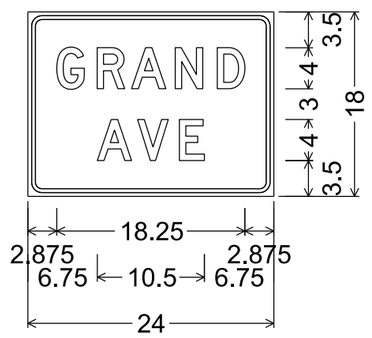
PROJECT NO: 6999-11-78	HWY: W JACKSON STREET	COUNTY: WOOD	PERMANENT SIGNING	SHEET NO: 249	E

NOTES

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



1.375" Radius, 0.375" Border, 0.375" Indent



1.375" Radius, 0.375" Border, 0.375" Indent

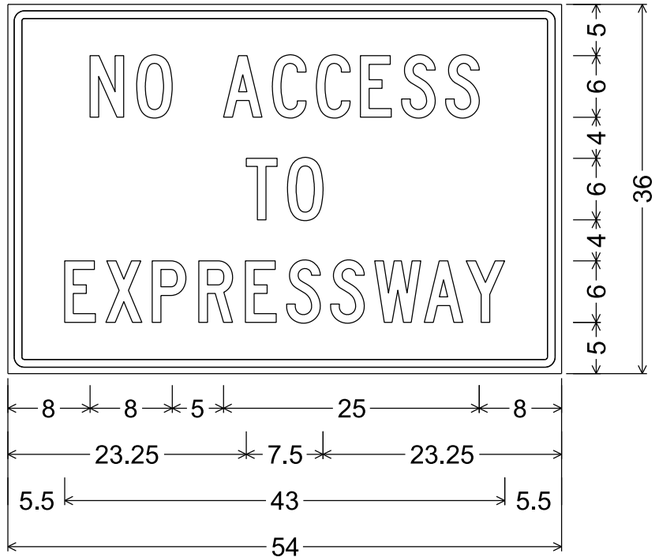
7

7

PROJECT NO: 6999-11-78	HWY: W JACKSON STREET	COUNTY: WOOD	TEMPORARY SIGNING	SHEET NO: 250	E

NOTES

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



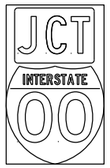
1.625" Radius, 0.750" Border, 0.625" Indent

7

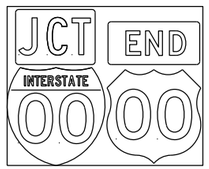
7

PROJECT NO: 6999-11-78	HWY: W JACKSON STREET	COUNTY: WOOD	TEMPORARY SIGNING	SHEET NO: 251	E

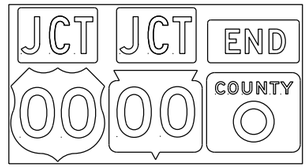
TYPICAL ASSEMBLIES



J1-1



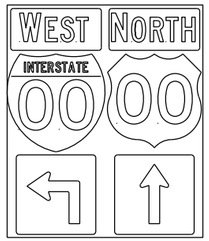
J1-2



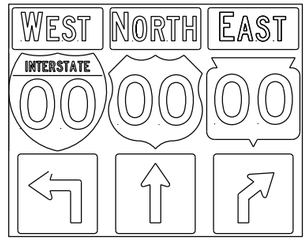
J1-3

JR1-1

J2-1

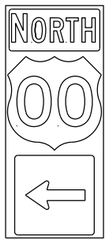


J2-2

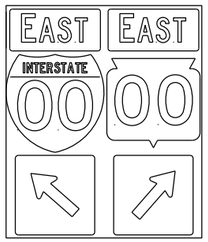


J2-3

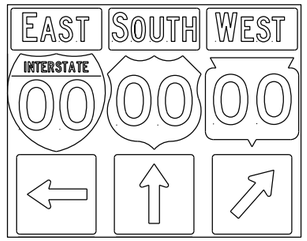
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



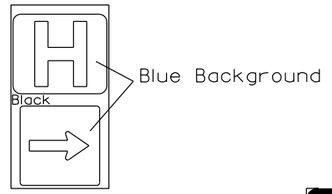
J3-1



J3-2

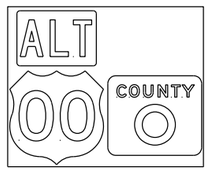


J3-3

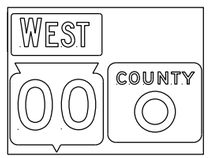


Blue Background
JH-1

J4-1

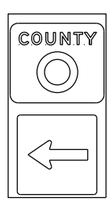


J4-2



J4-2

J12-1



J13-1

J32-1

J33-1

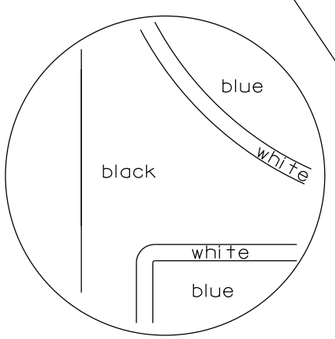
J22-1

J23-1

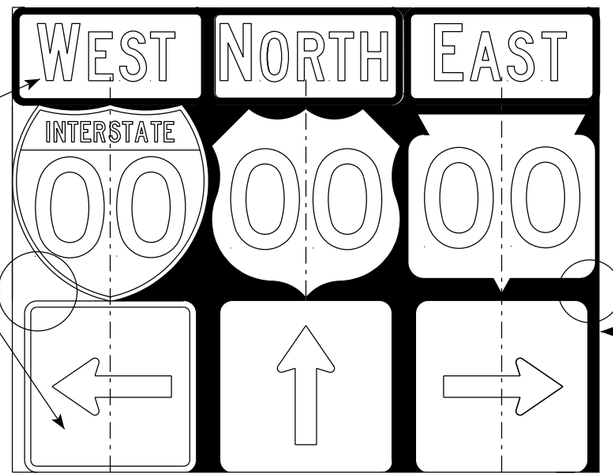
JR13-1

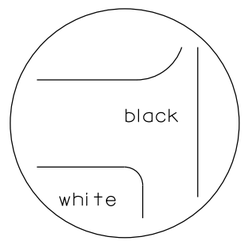
JR23-1

JR99-1



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: 252 E

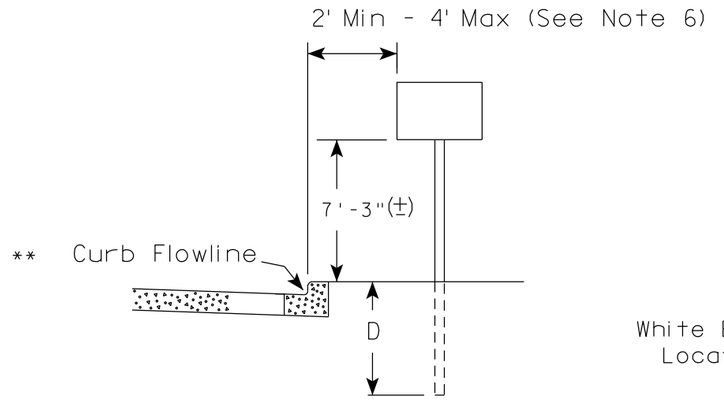
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

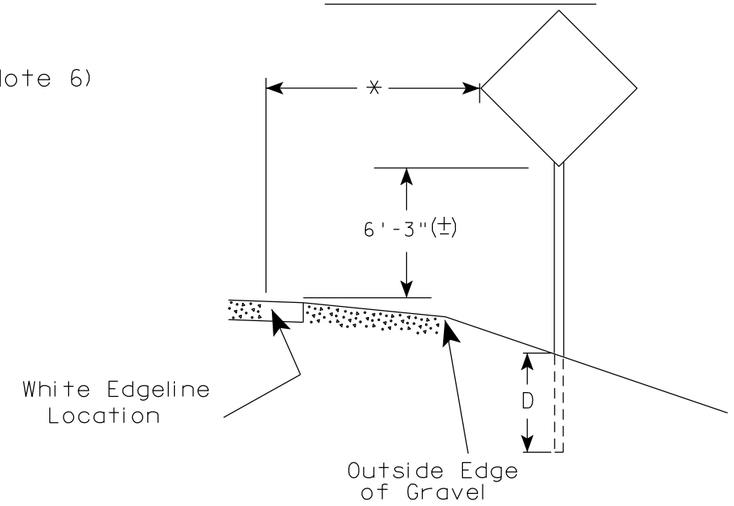
7

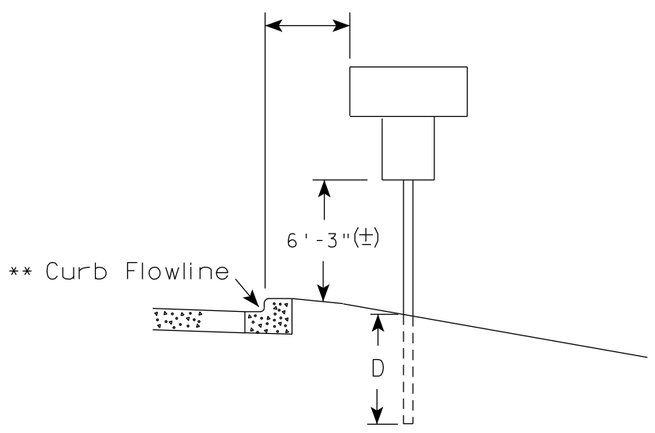
7

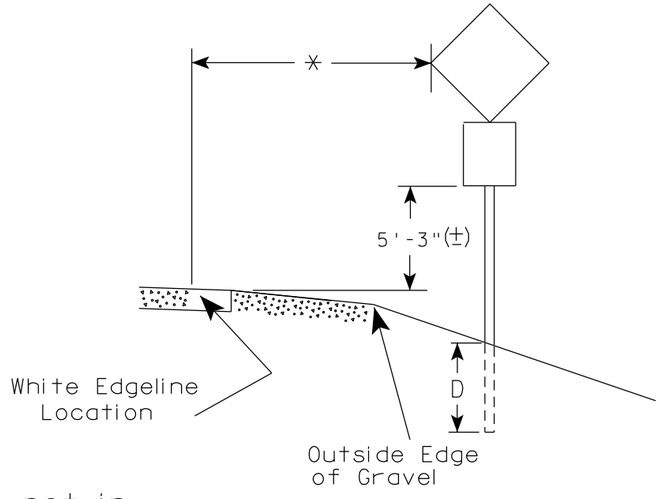
URBAN AREA



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.

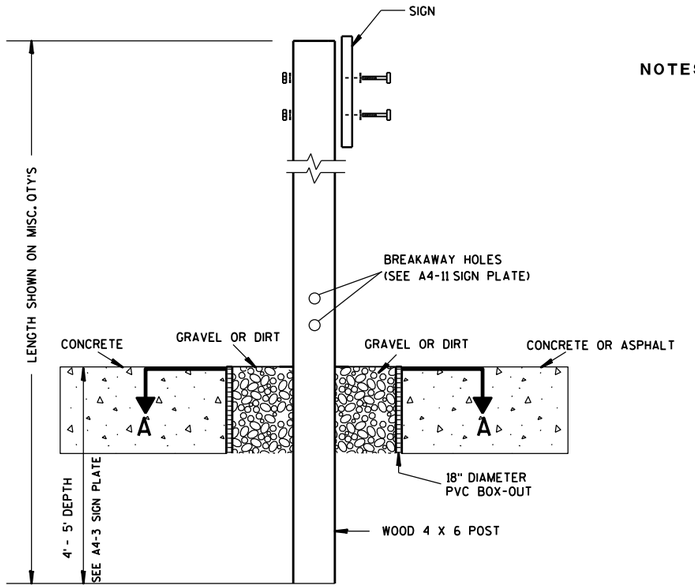
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

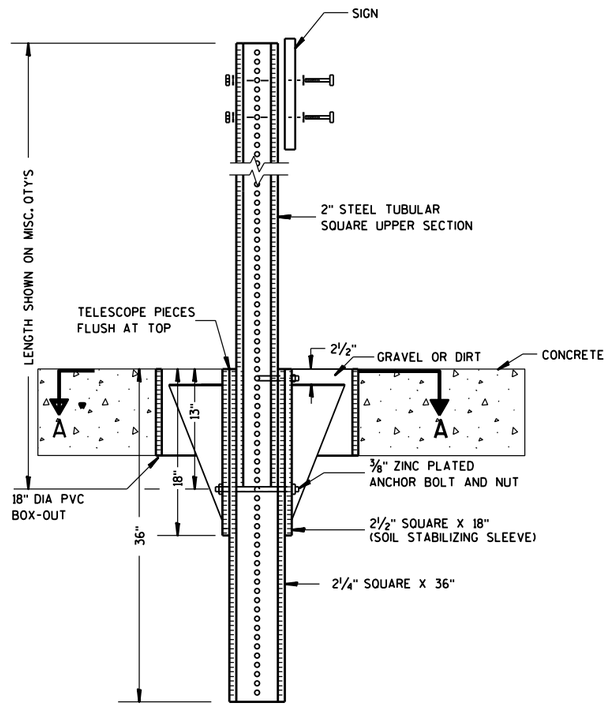
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 253	E



ELEVATION VIEW

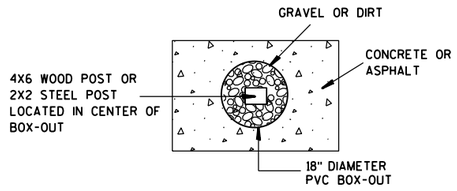
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

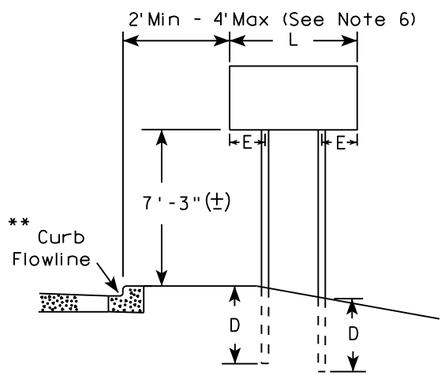
APPROVED Matthew R Rauch
for State Traffic Engineer

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

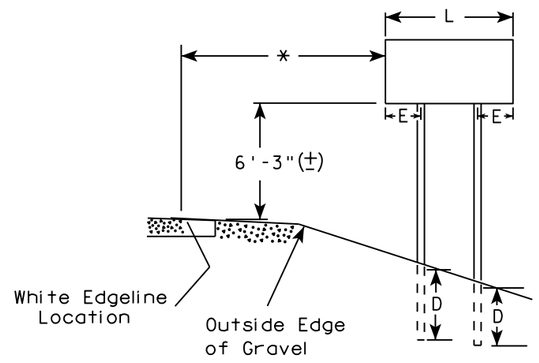
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

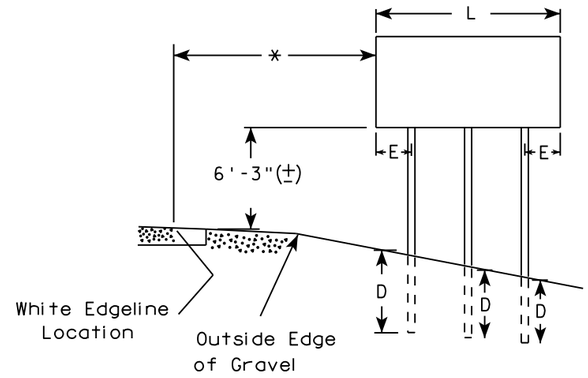
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

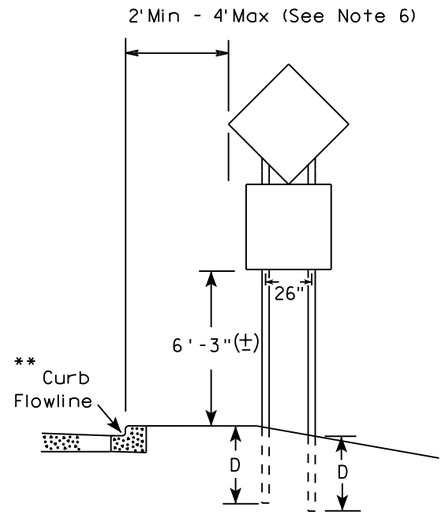
URBAN AREA



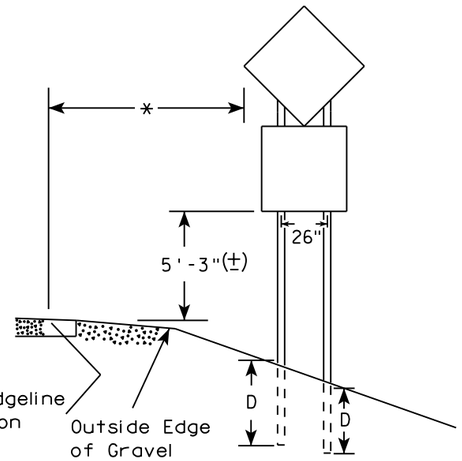
RURAL AREA (See Note 3)







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'

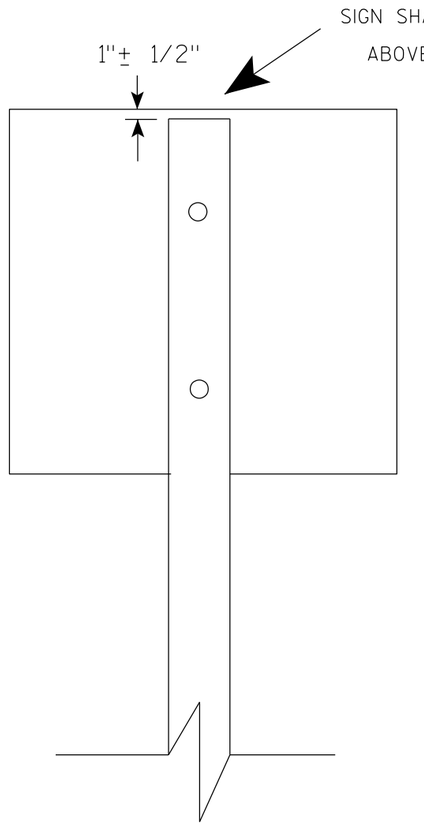
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

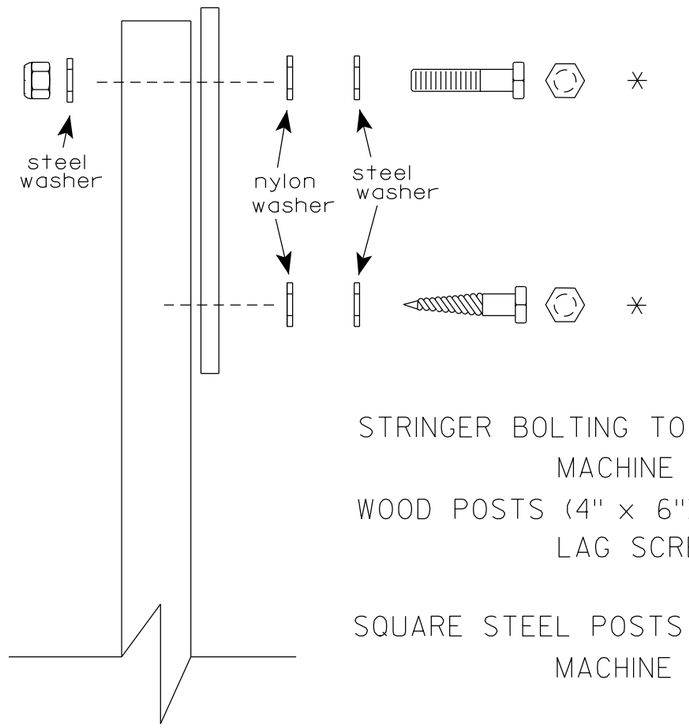
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 255	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

PROJECT NO:

SHEET NO: 256 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

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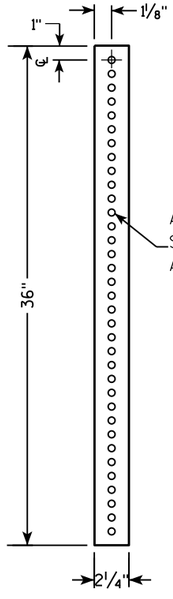
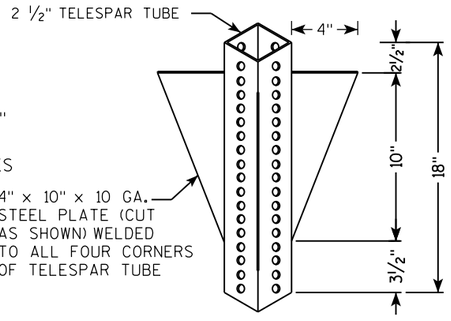
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

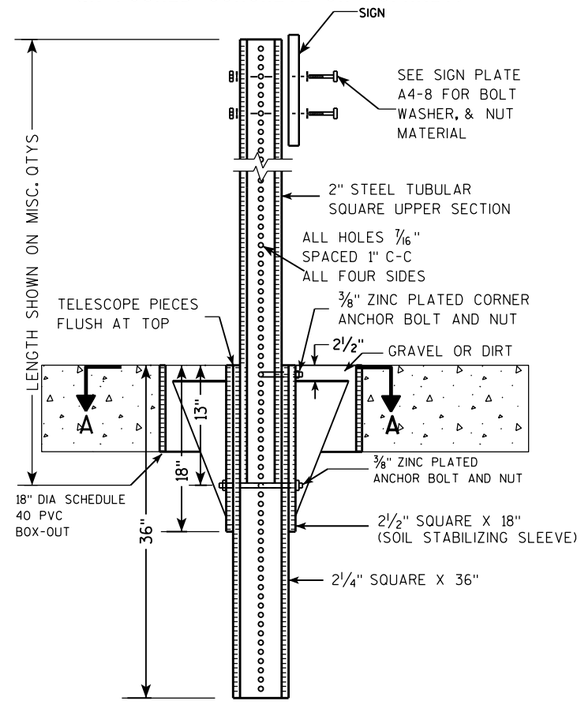
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



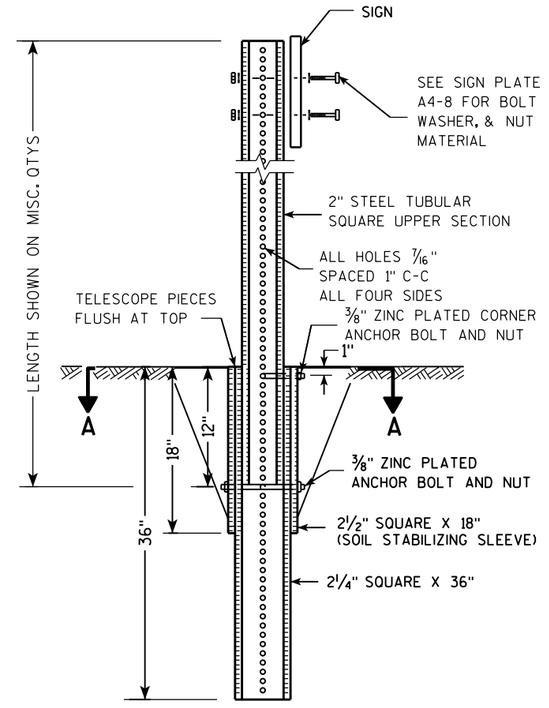
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

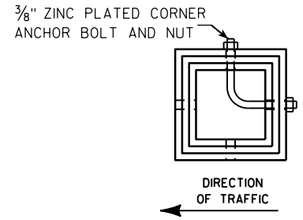


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

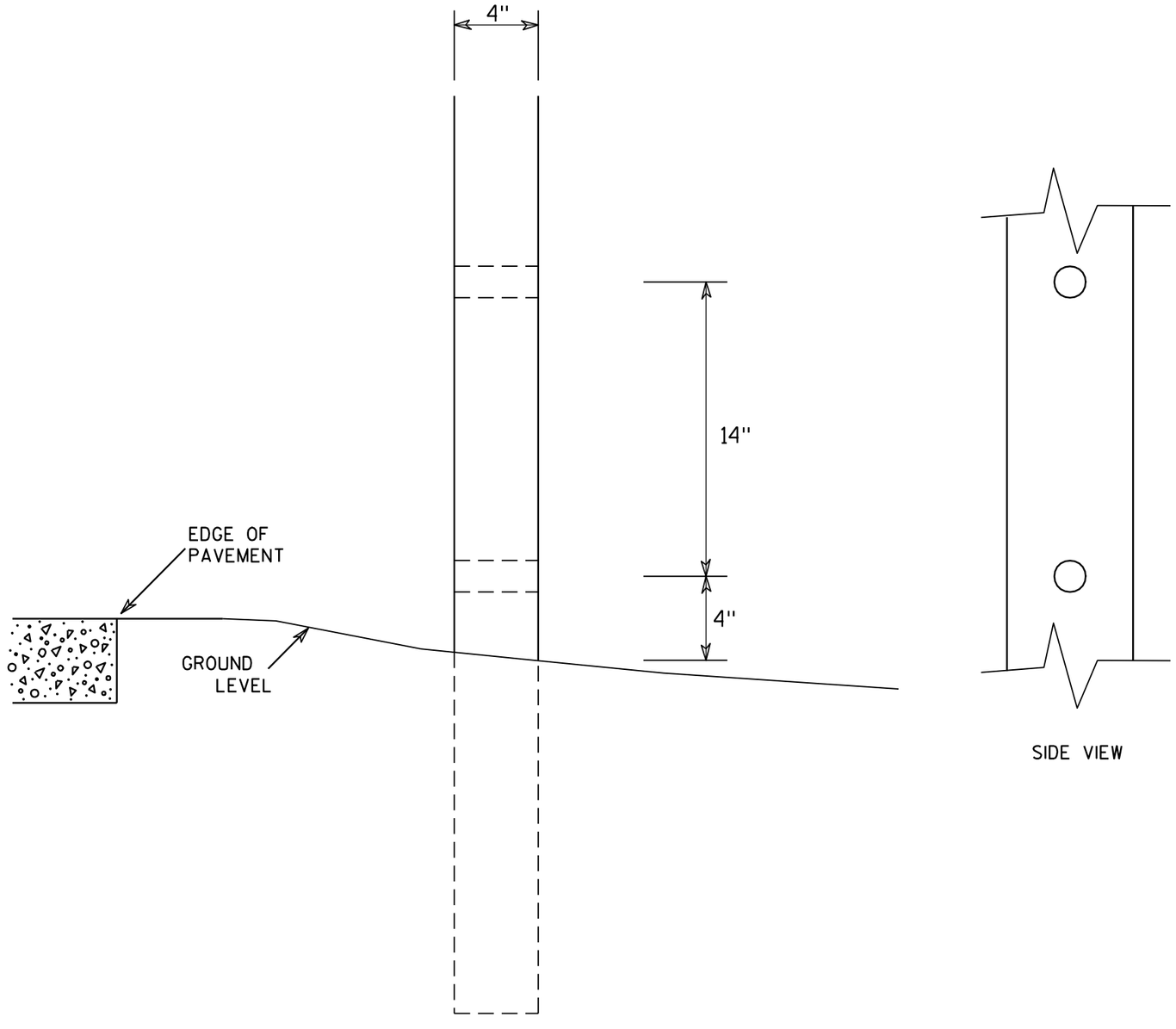
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 257 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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.

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4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

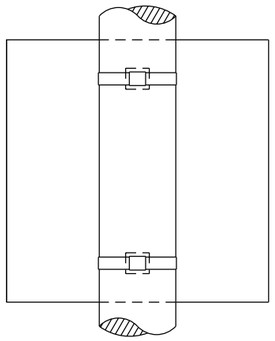
APPROVED Chester J Spang for State Traffic Engineer

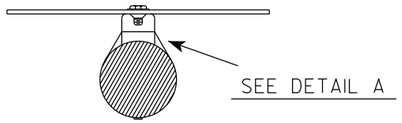
DATE 3/27/97 PLATE NO. A4-11.2

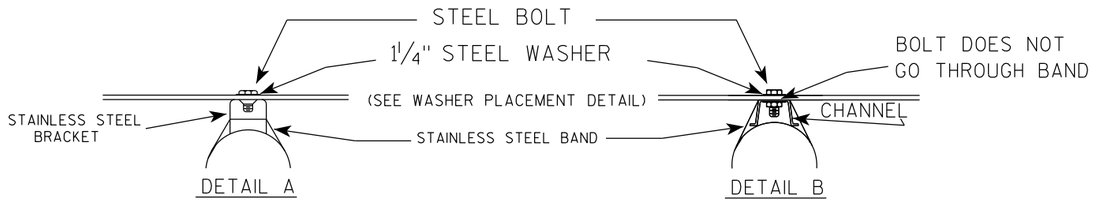
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 258	E

BANDING

SINGLE SIGN



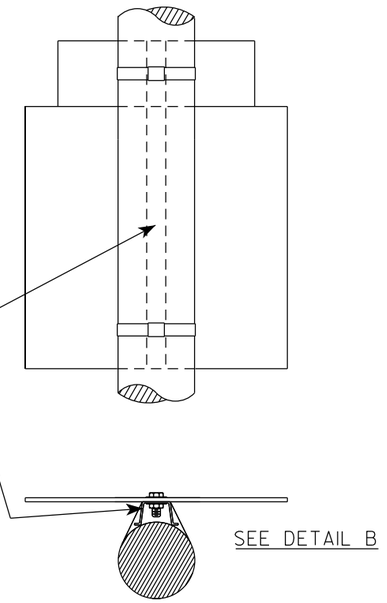




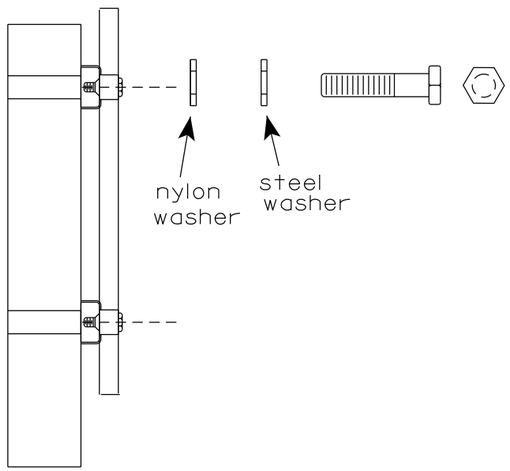
GENERAL NOTES

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



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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: 259	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

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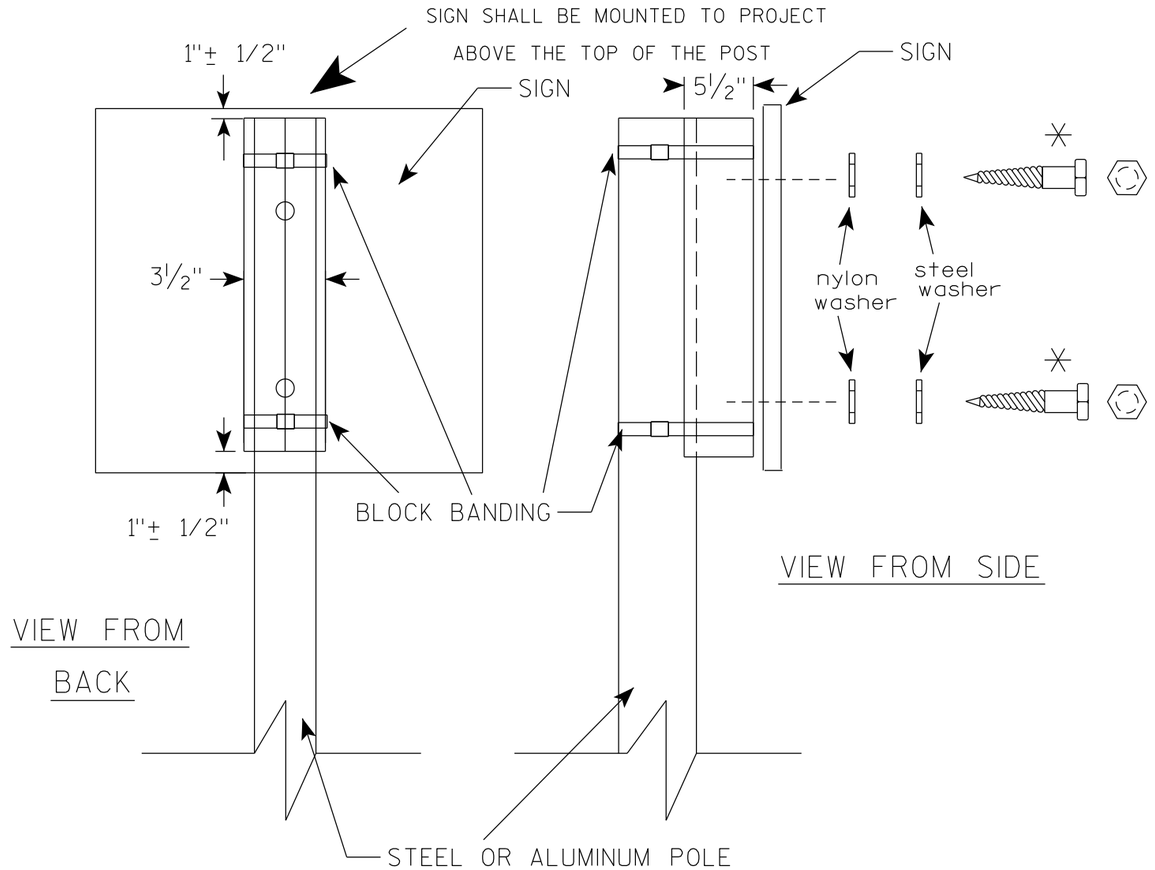
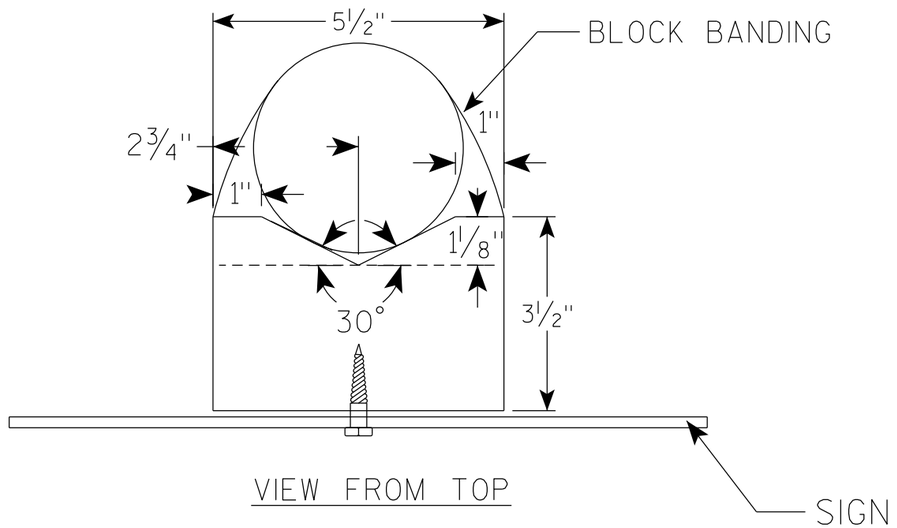




GENERAL NOTES

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"

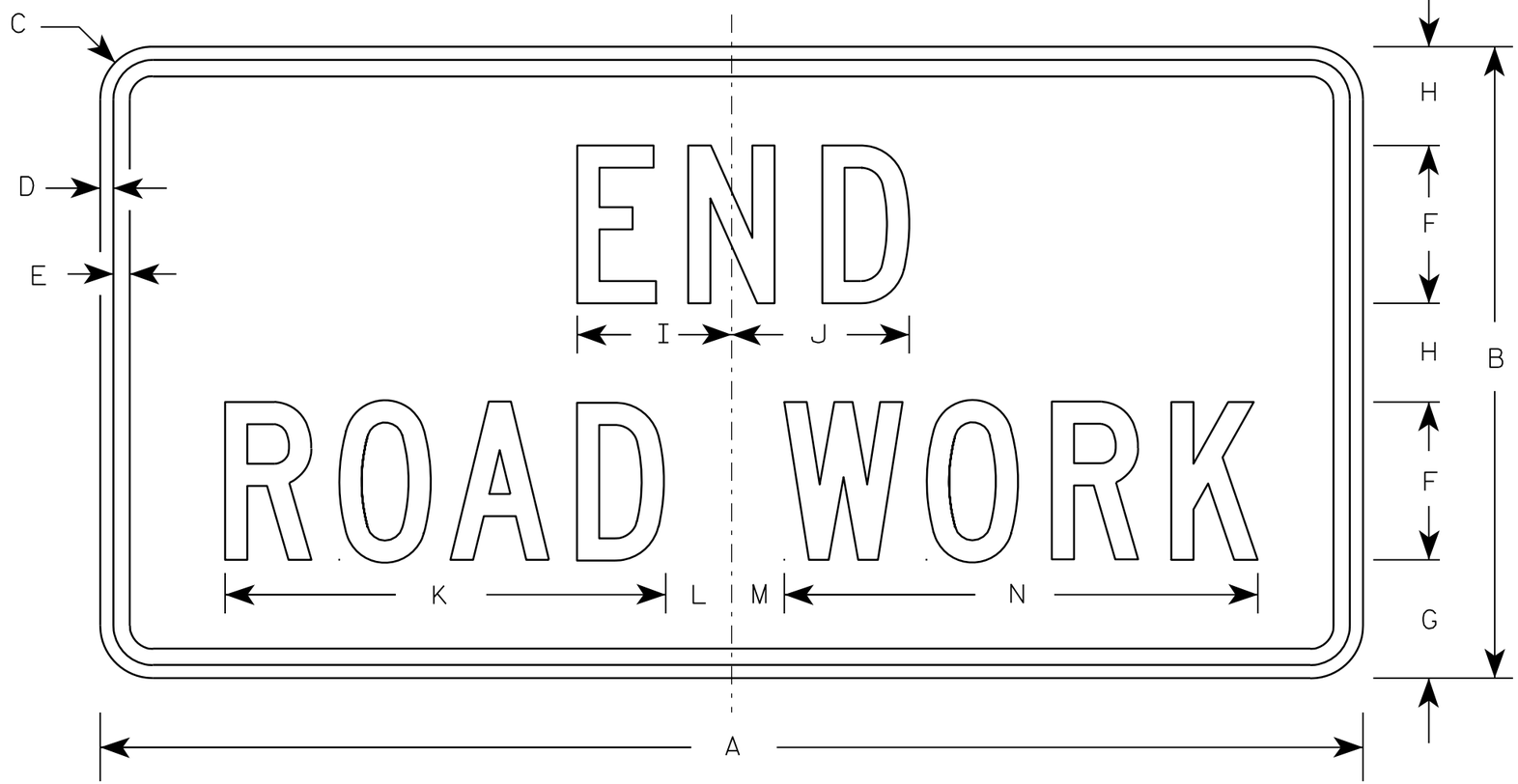
BLOCK BANDING DETAIL (V-BLOCK OPTION)

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: 260 | 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

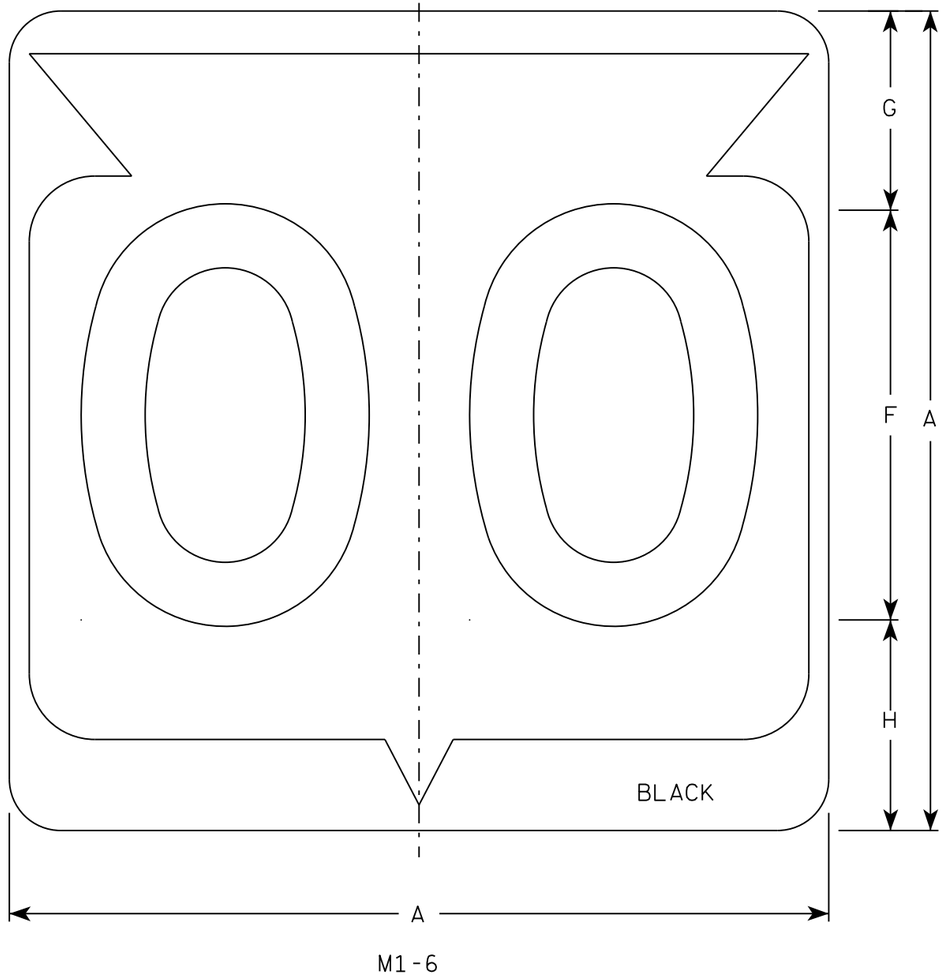
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

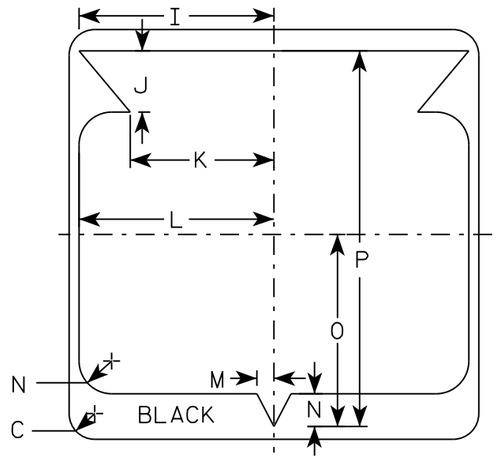
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 261	E



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

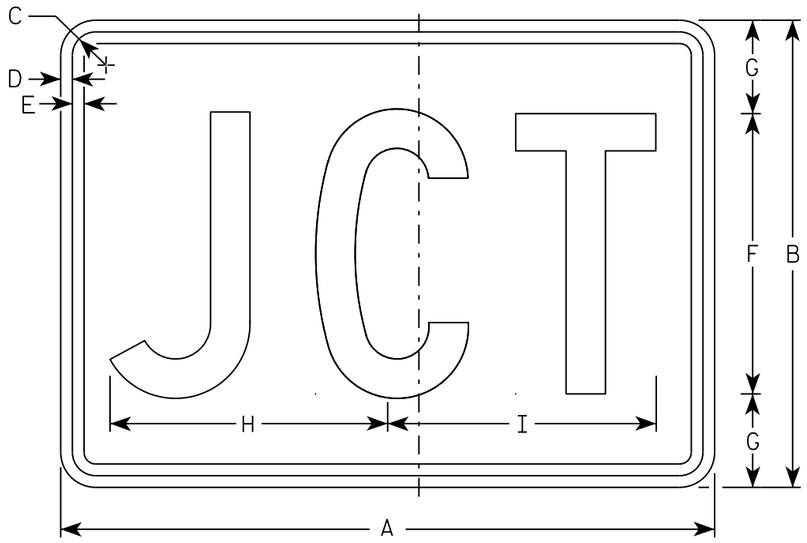
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

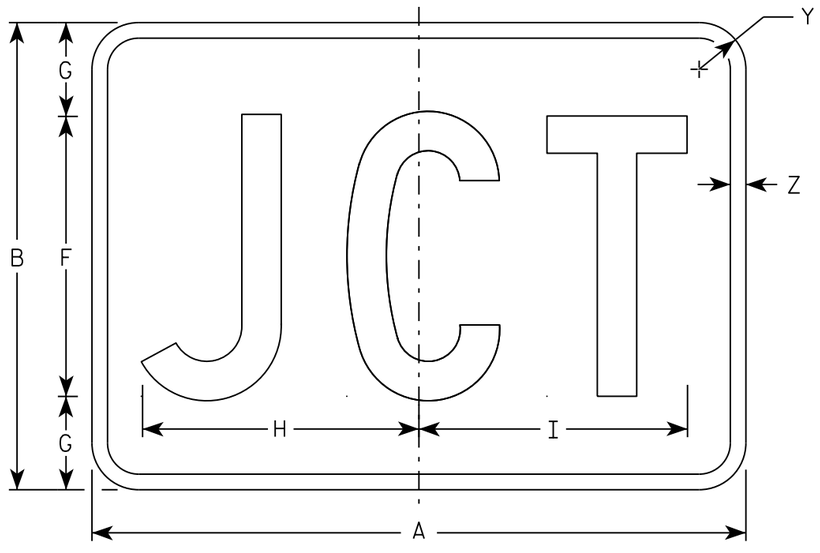
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 262	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

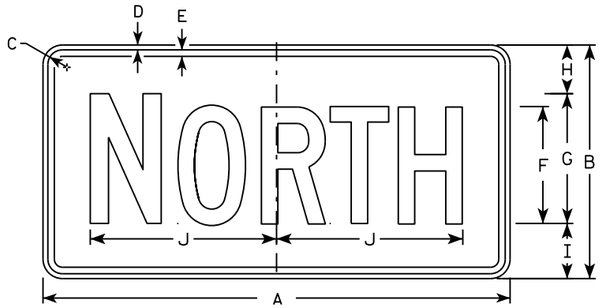
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

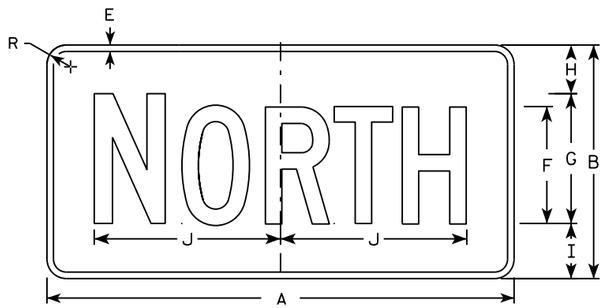
DATE 10/15/15 PLATE 263 12-1.12

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



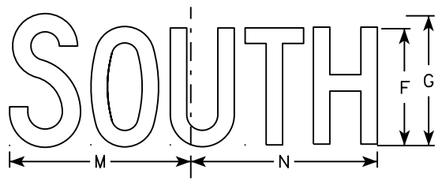
M3-1
MM3-1
MP3-1



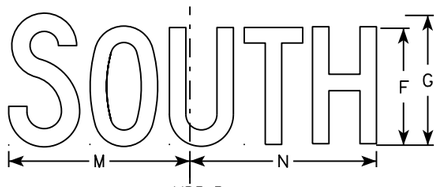
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

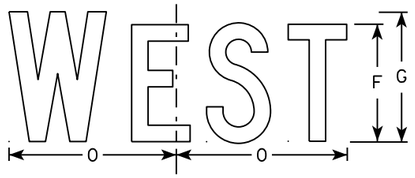
MB3-2
MK3-2
MN3-2



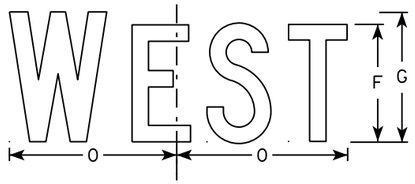
M3-3
MM3-3
MP3-3



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

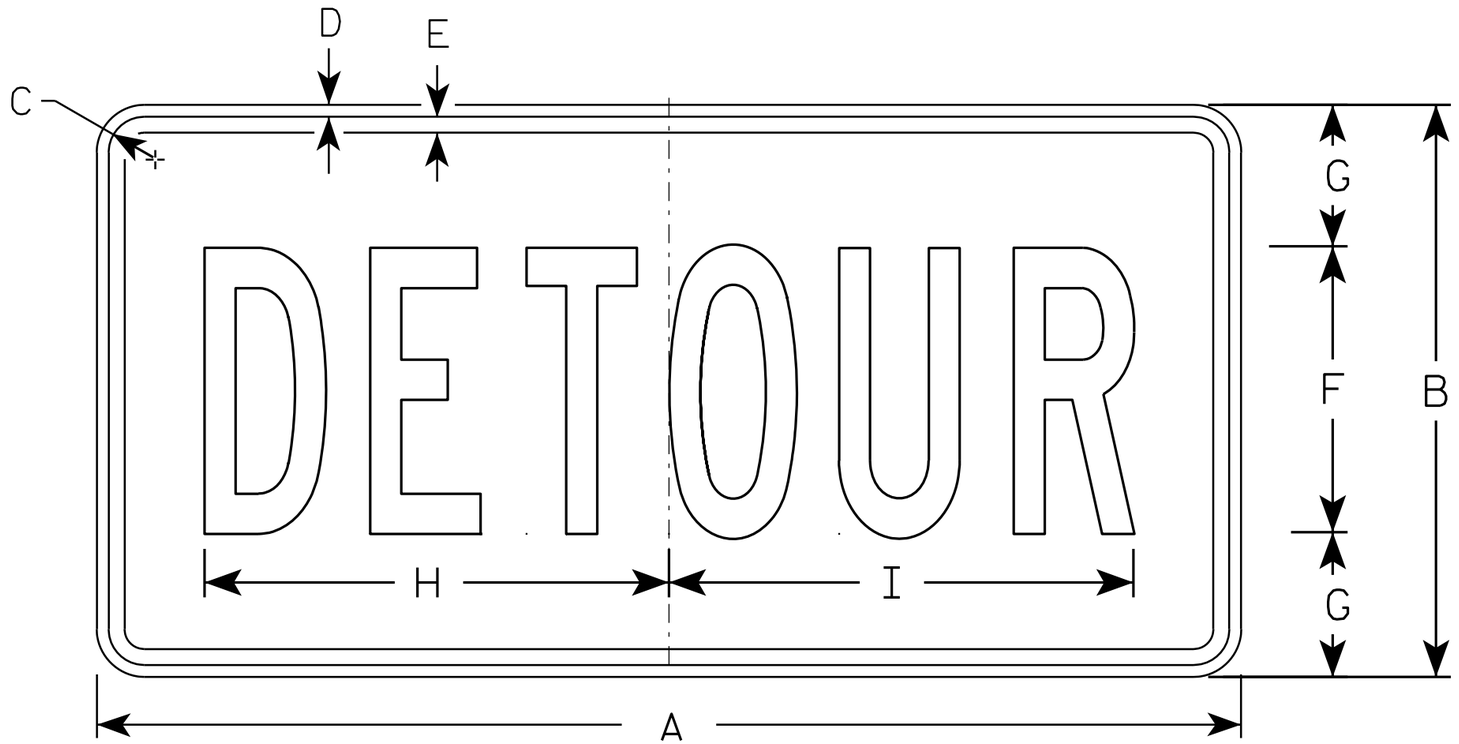
WISCONSIN DEPT OF TRANSPORTATION

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



M4-8

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																											

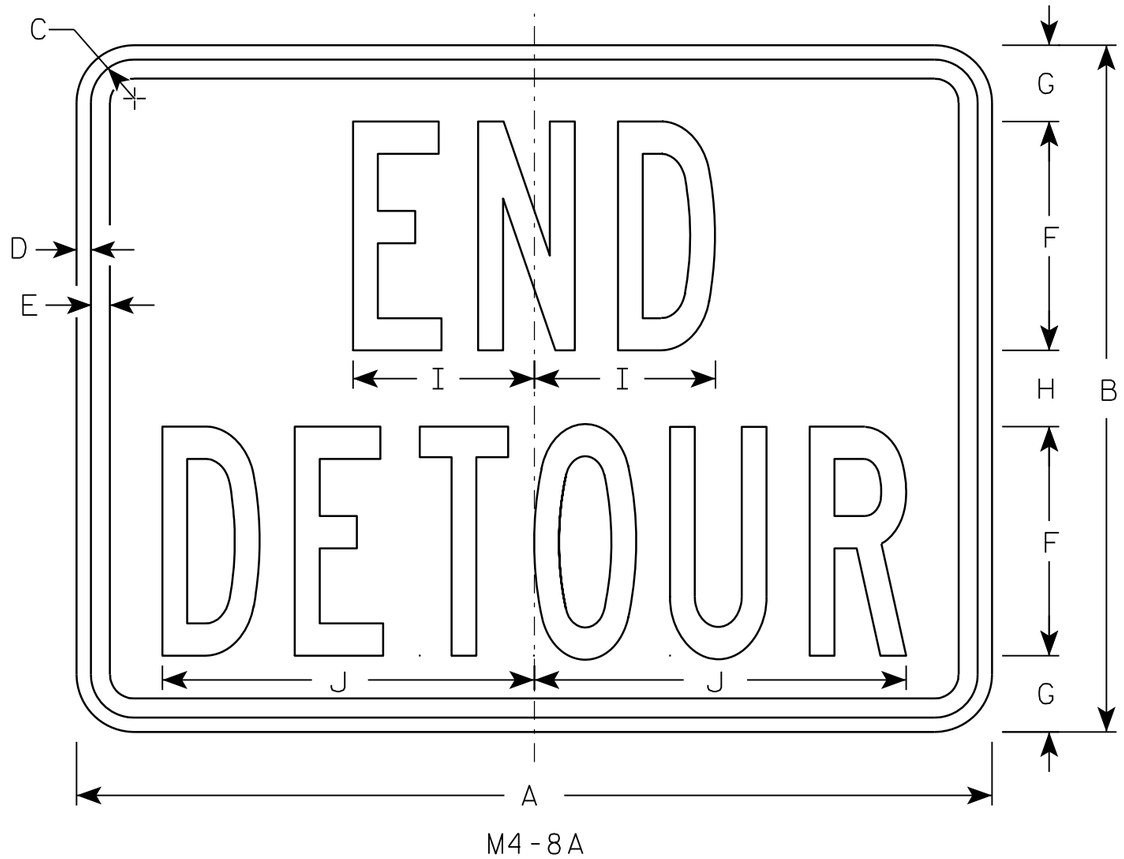
STANDARD SIGN
M4-8

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: 265	E



M4-8A

NOTES

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

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

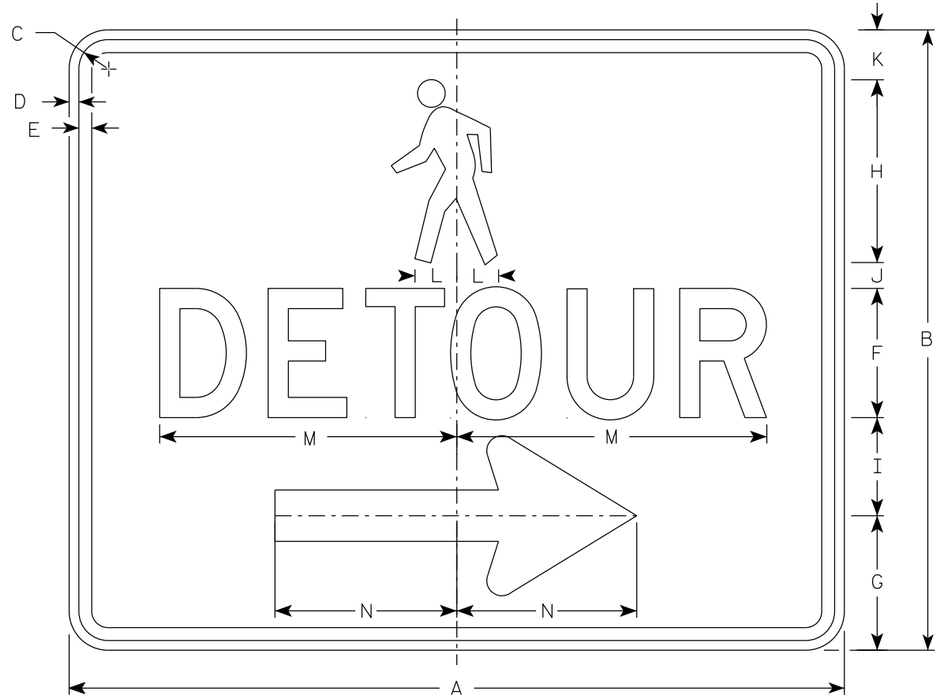
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

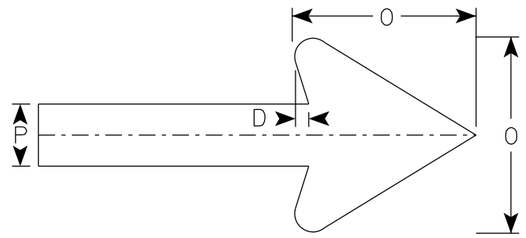
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 266	E



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																											

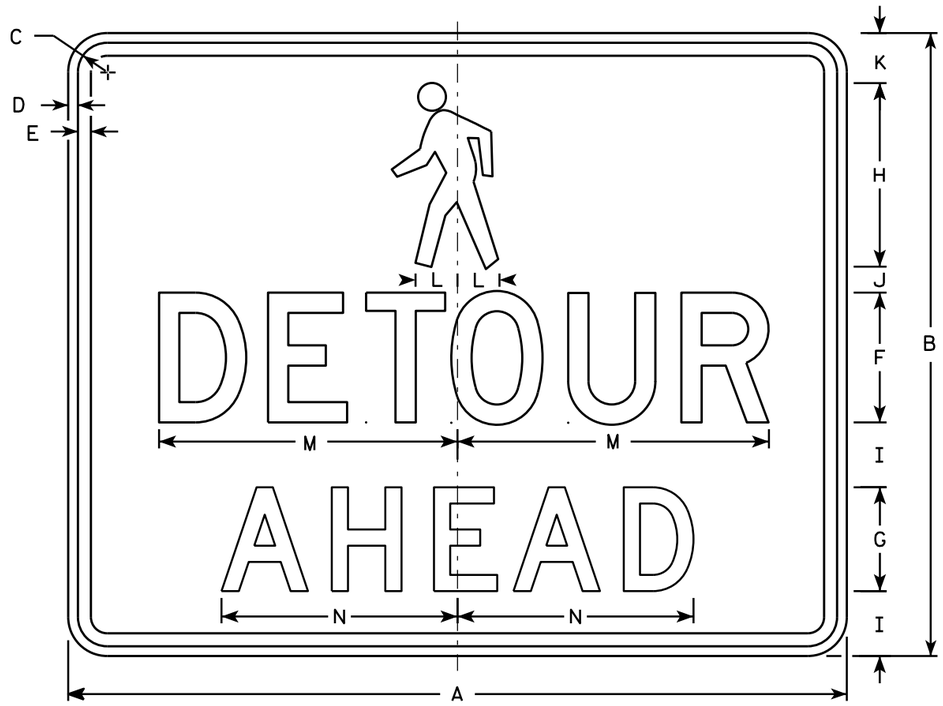
STANDARD SIGN
M4-9B L&R

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: 267 | 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

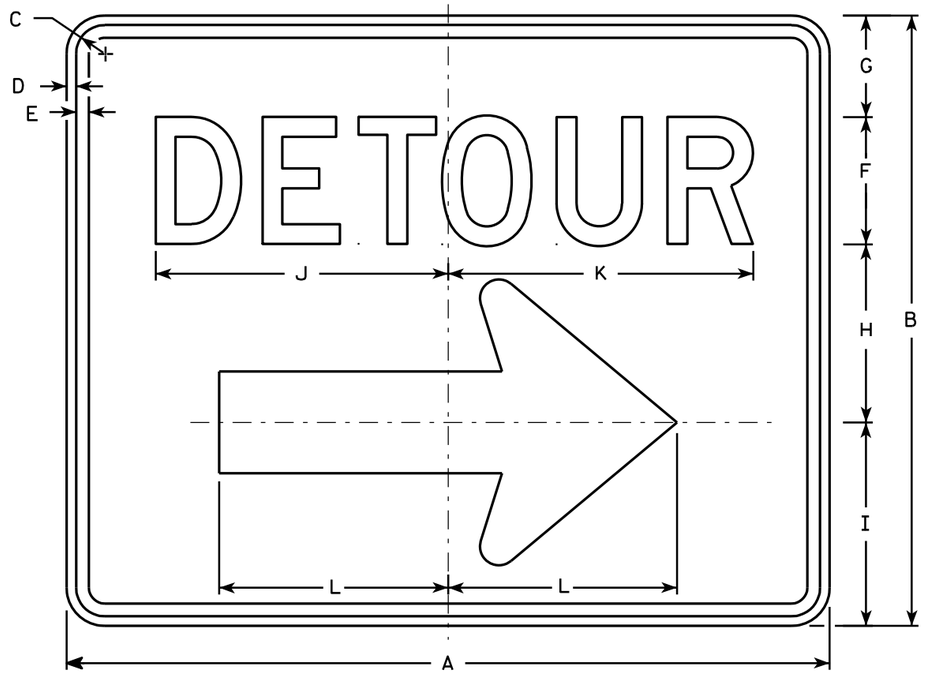
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/16 PLATE NO. M4-9BA.1

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

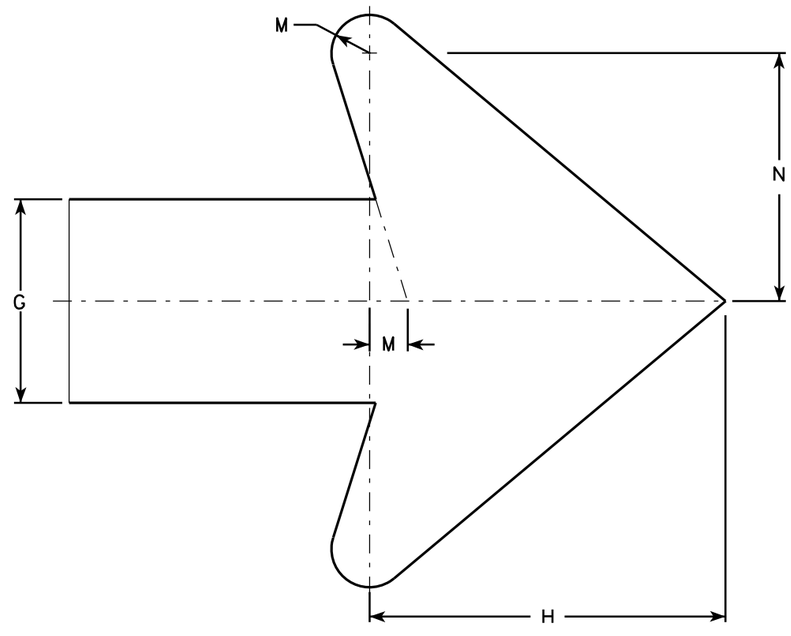
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M49BA.dgn PLOT DATE : 24-MAR-2016 14:57 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



M4-9R

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 - 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. M4-9L is the same as M4-9R 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	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

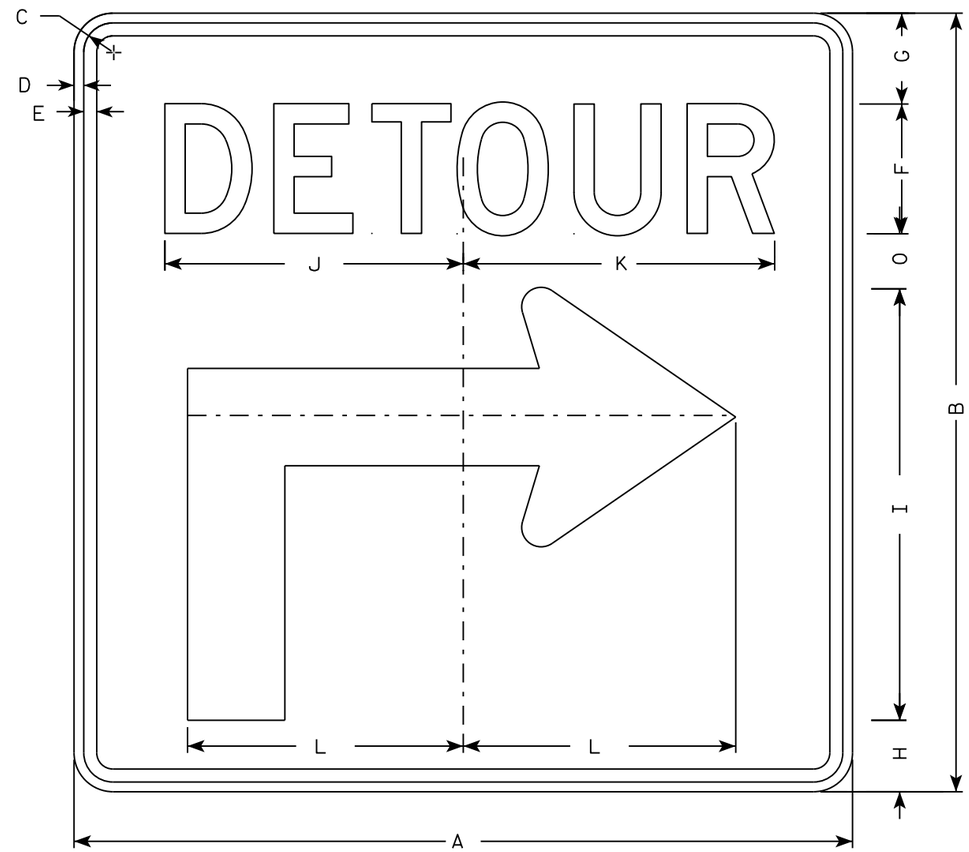
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

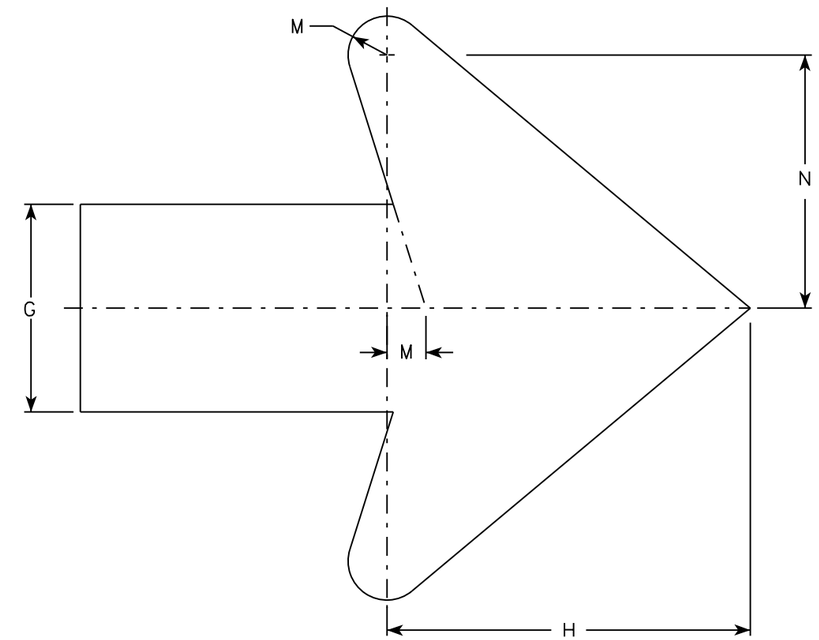
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 269 | E



M4-59R

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.
5. M4-59L is the same as M4-59R 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	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
3	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
4	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0
5	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0

STANDARD SIGN
M4-59 L&R

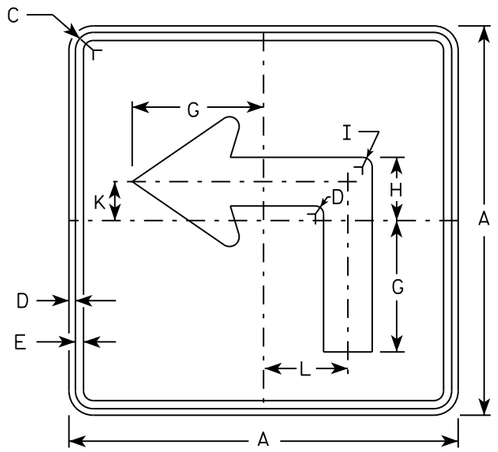
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

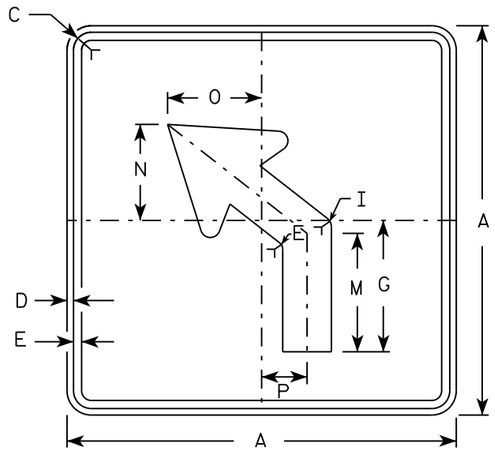
DATE 11/10/15 PLATE M4-59.1

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

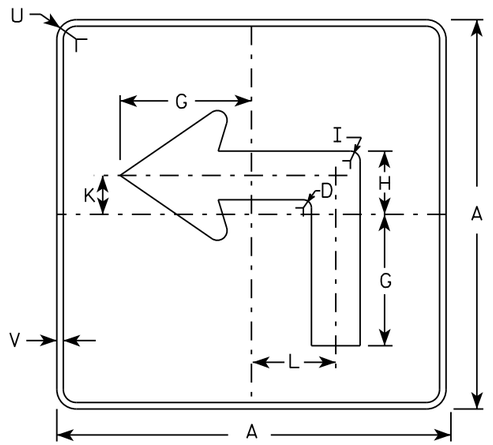
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M459.DGN PLOT DATE : 01-DEC-2015 18:05 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



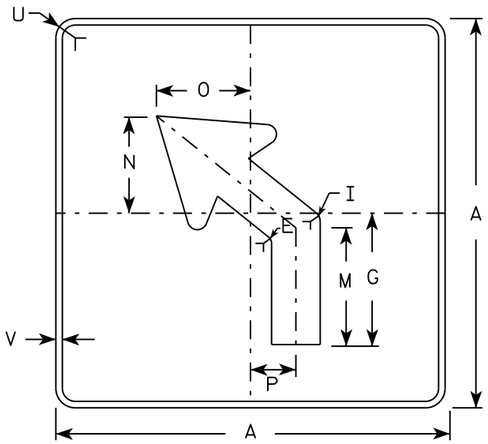
M5-1L
MM5-1L
MO5-1L
MP5-1L



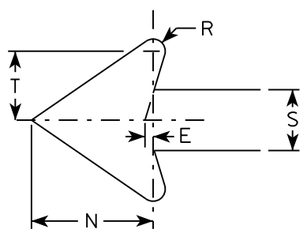
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

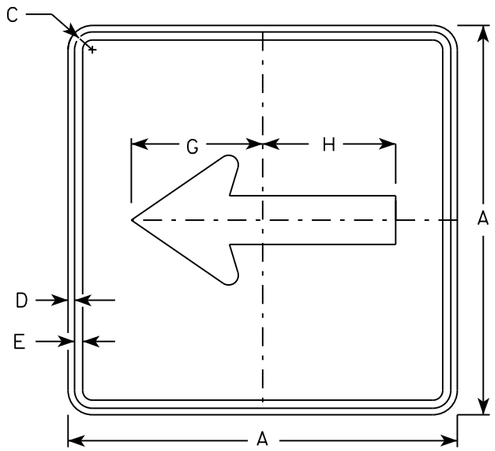
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

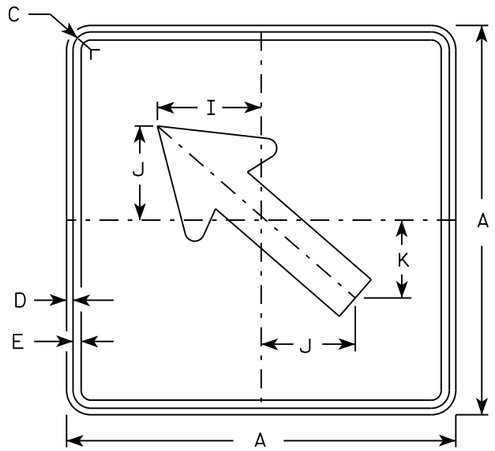
DATE 10/15/15 PLATE NO. M5-1.13

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



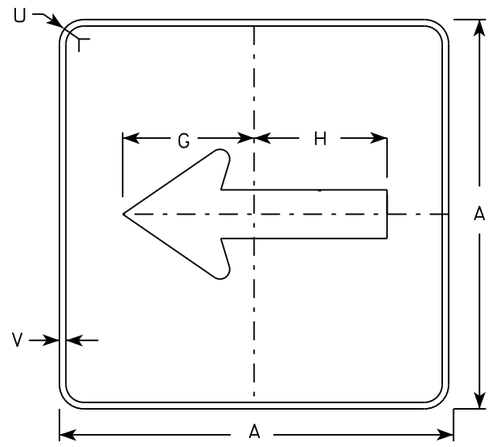
M6-1
MM6-1
MO6-1
MP6-1



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

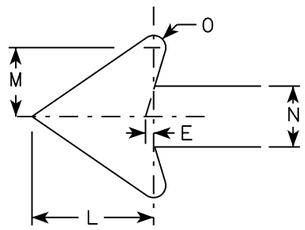
NOTES

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



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

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

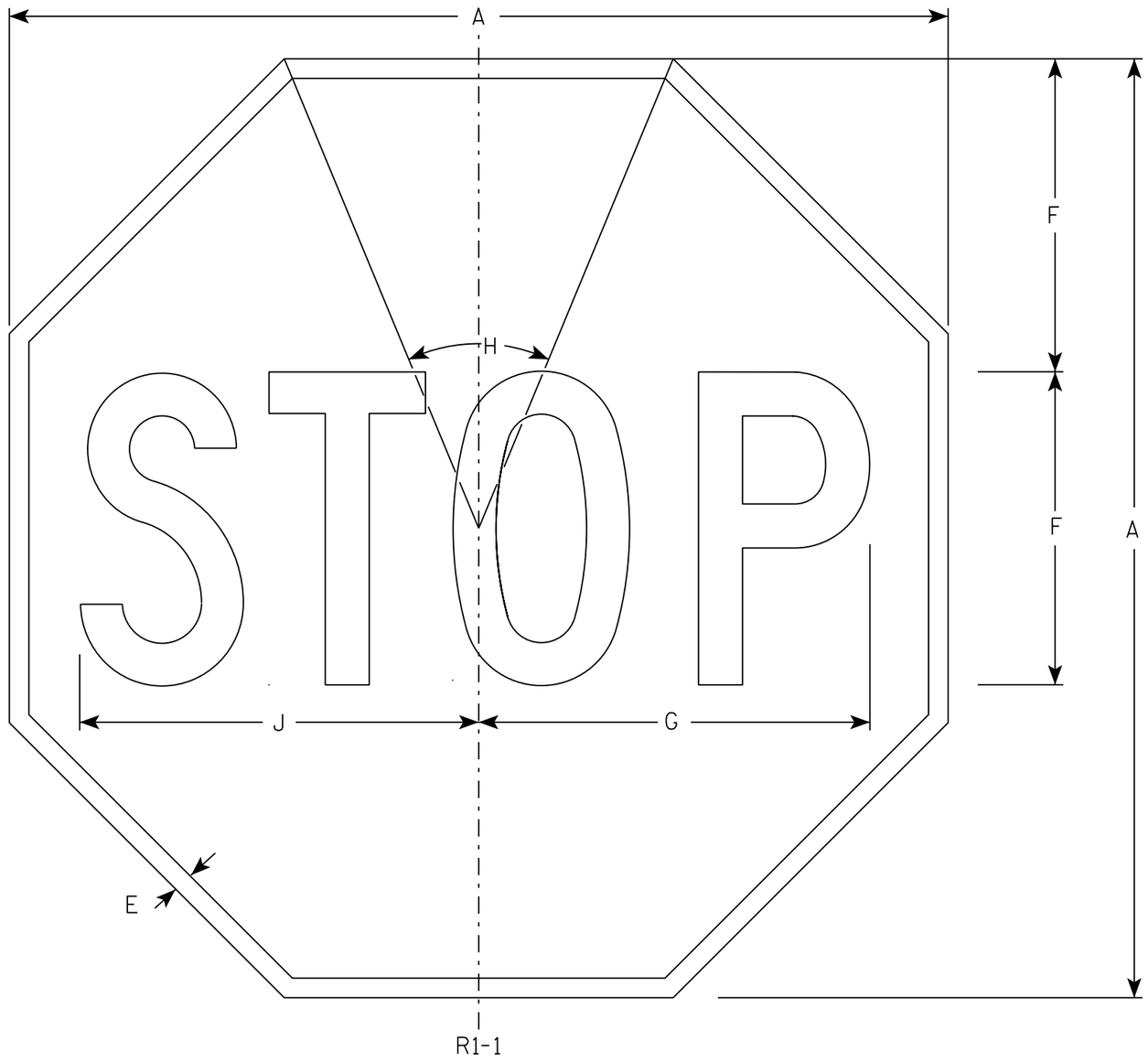
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATI 272 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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



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

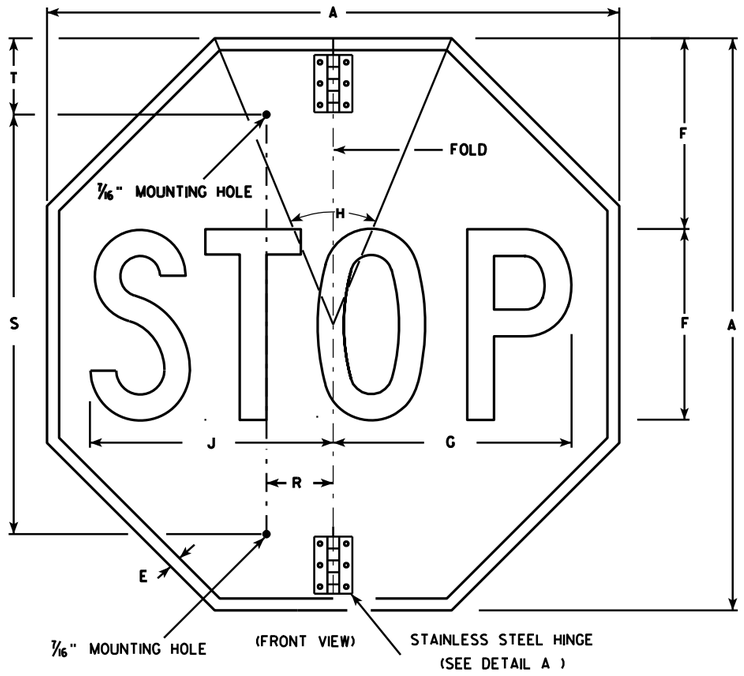
STANDARD SIGN
R1-1

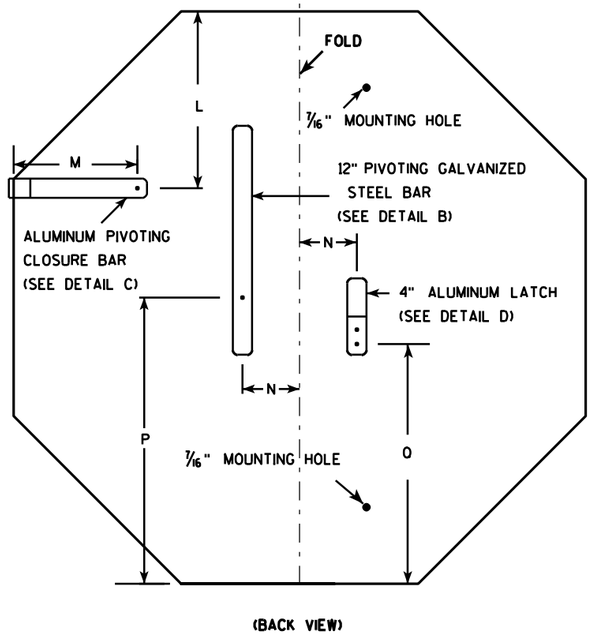
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

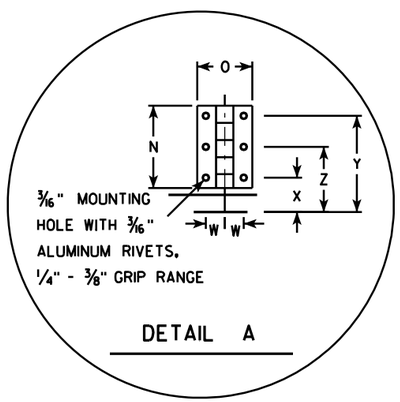
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 273	E



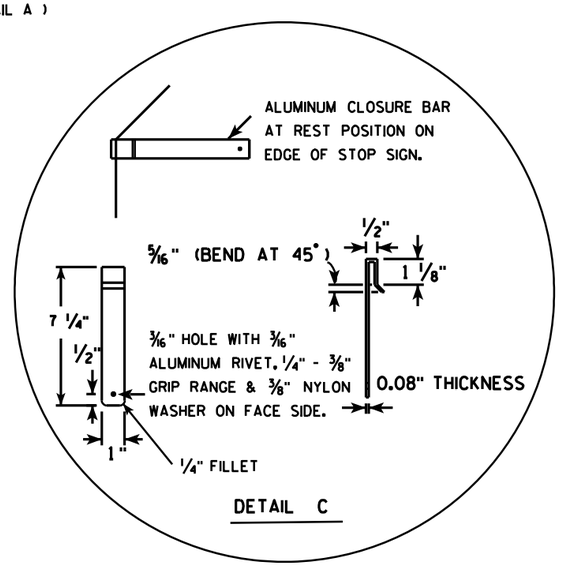


NOTES

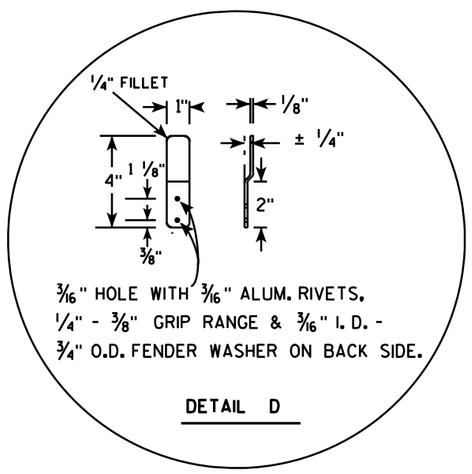
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



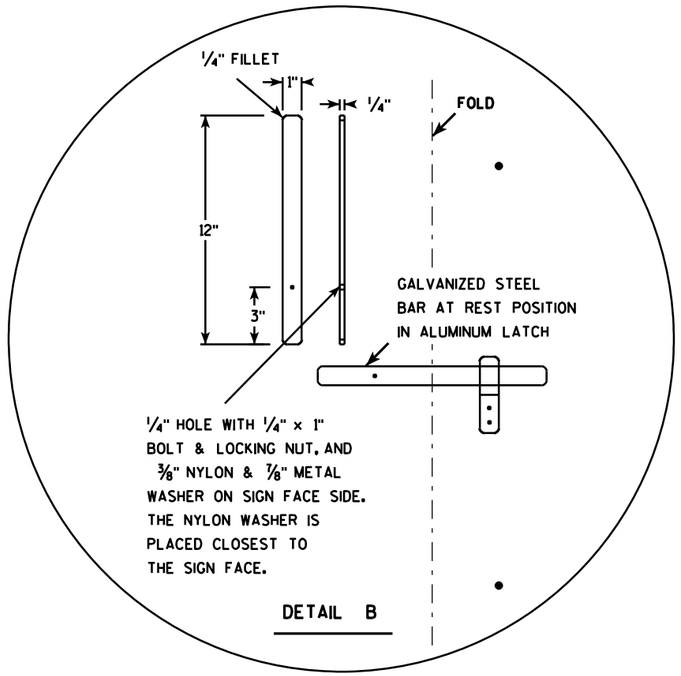
DETAIL A



DETAIL C



DETAIL D



DETAIL B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

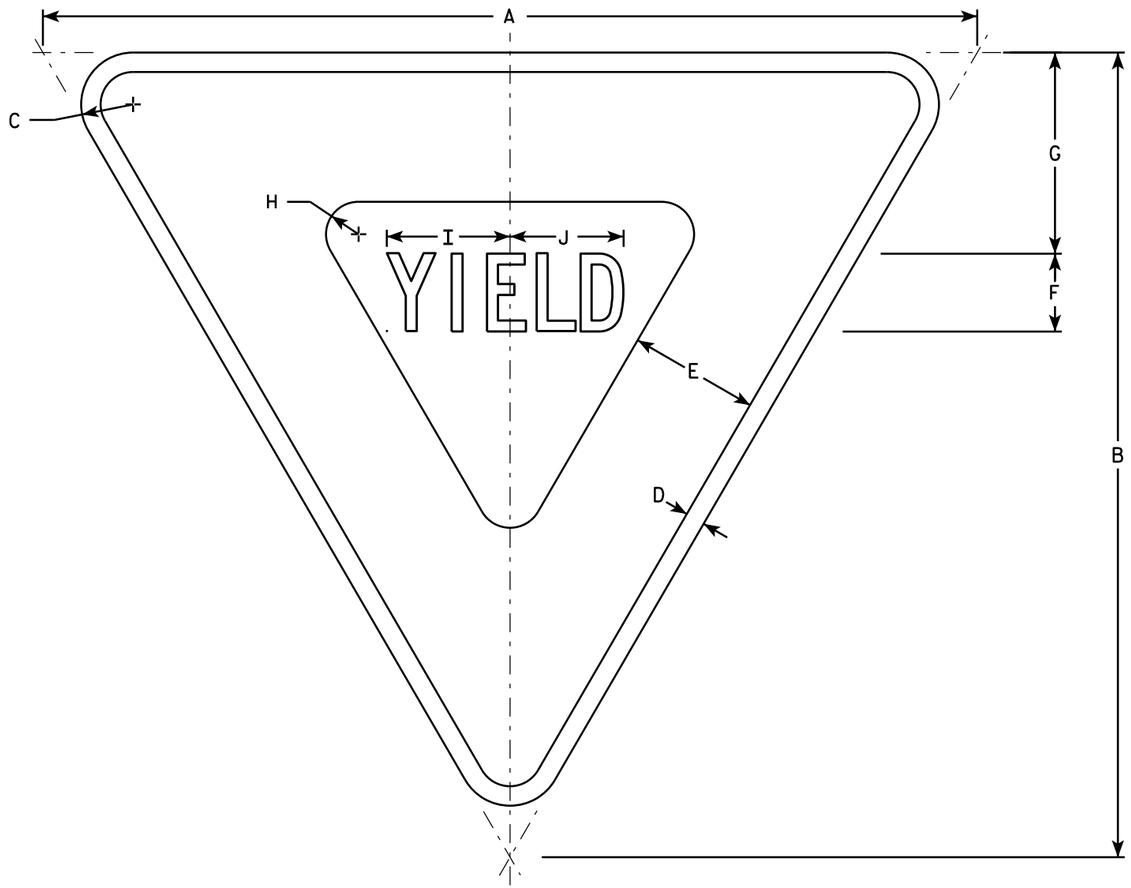
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 274	E



R1-2

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 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. The border strip and word message are reflectorized red.

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	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

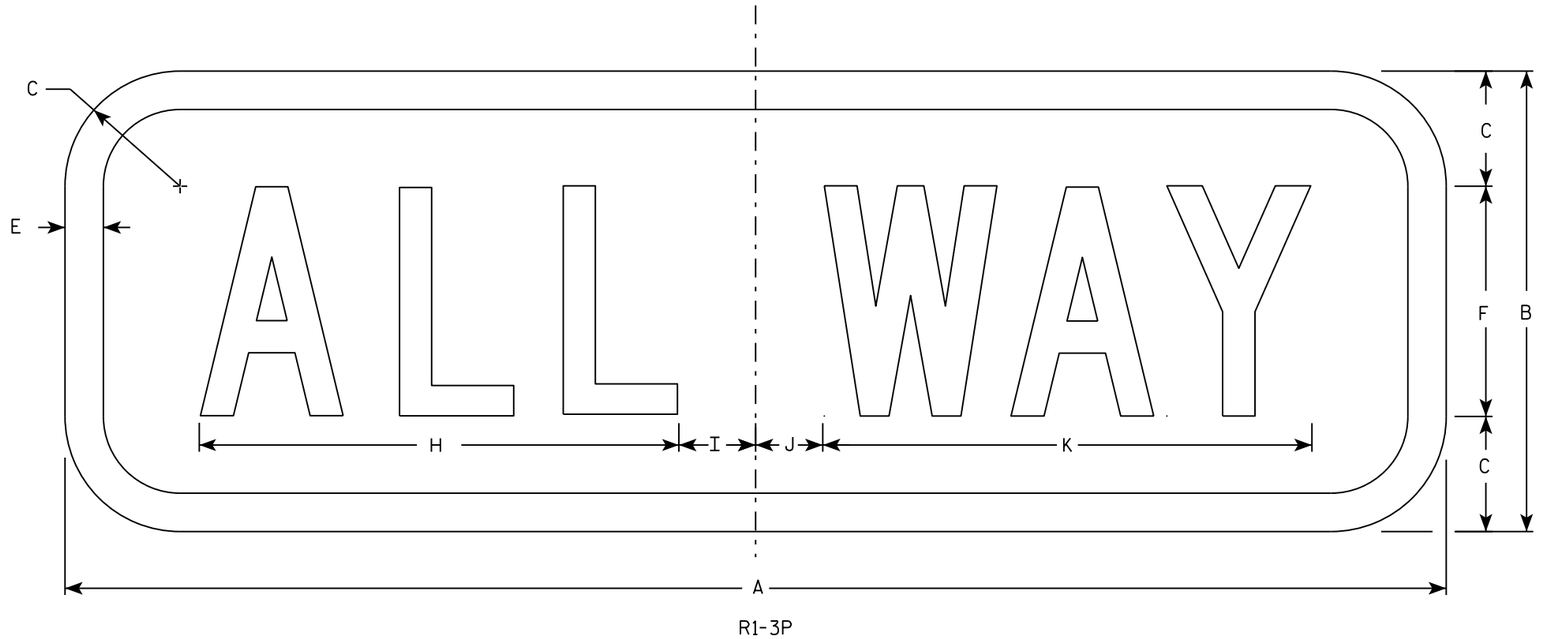
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-3P

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. For 30"x30" R1-1 use 18"x6" R1-3P sign
   For 36"x36" R1-1 use 24"x9" R1-3P sign
   For 48"x48" R1-1 use 30"x12" R1-3P sign

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																0.75
2S	18	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																1.5
2M	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
3	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
4	30	12	2 1/4		5/8	6		11	2 1/4	1 1/2	11 3/4																2.5
5	30	12	2 1/4		5/8	6		11	2 1/4	1 1/2	11 3/4																2.5

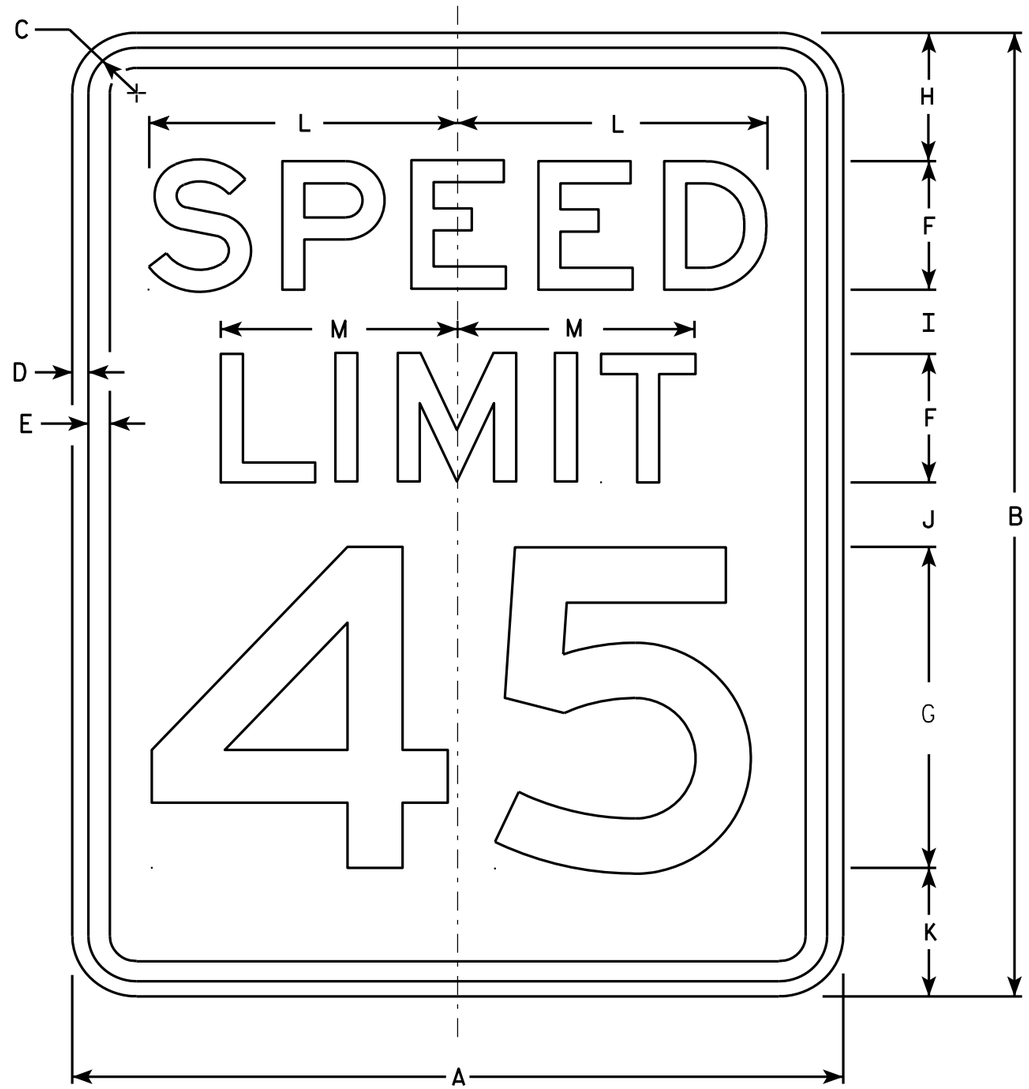
STANDARD SIGN
R1-3P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R1-3P.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 276 | E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

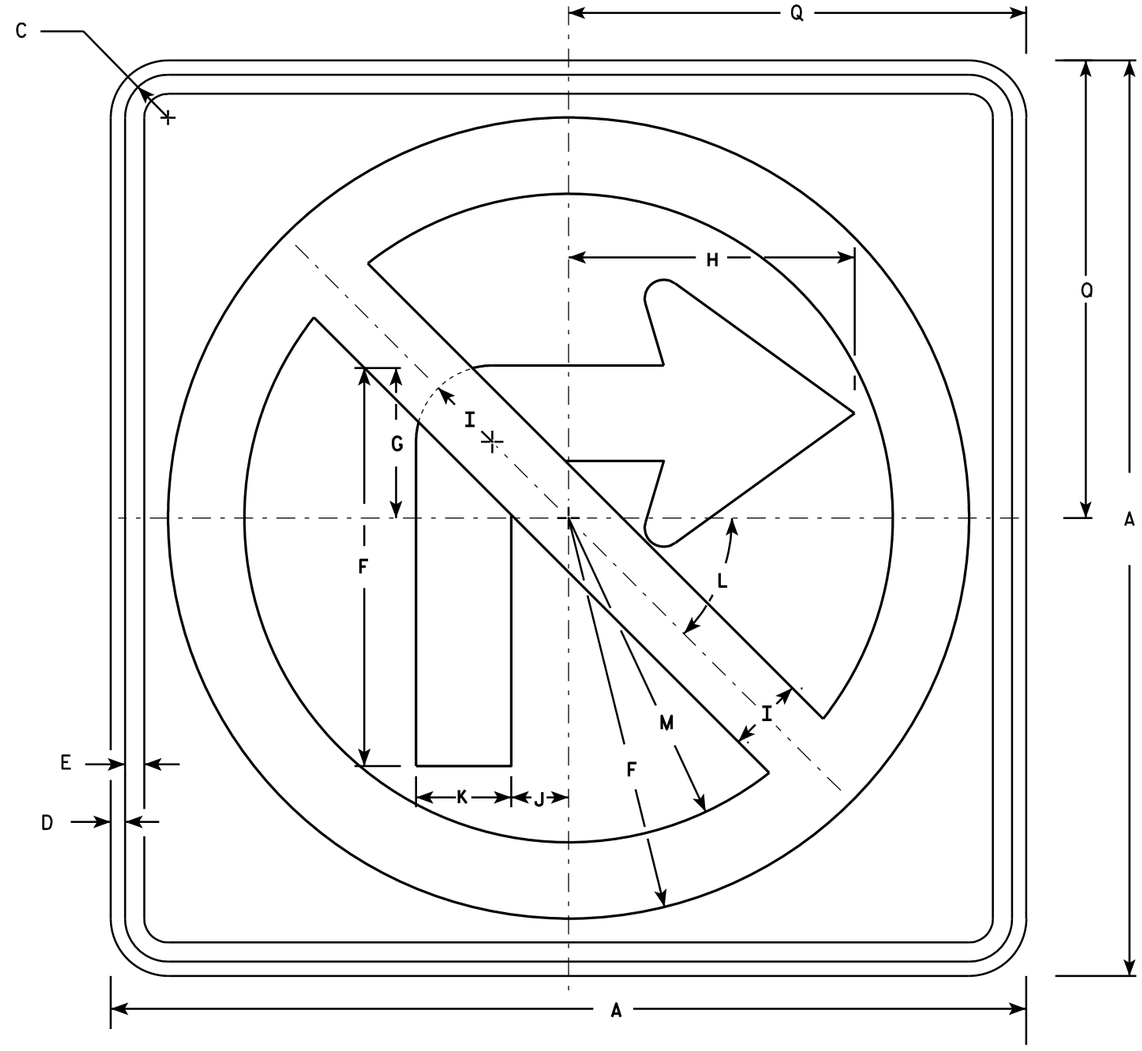
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

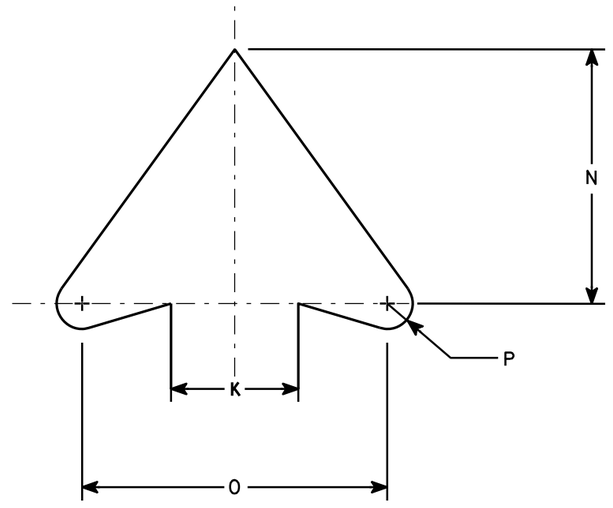
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 277 | E



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

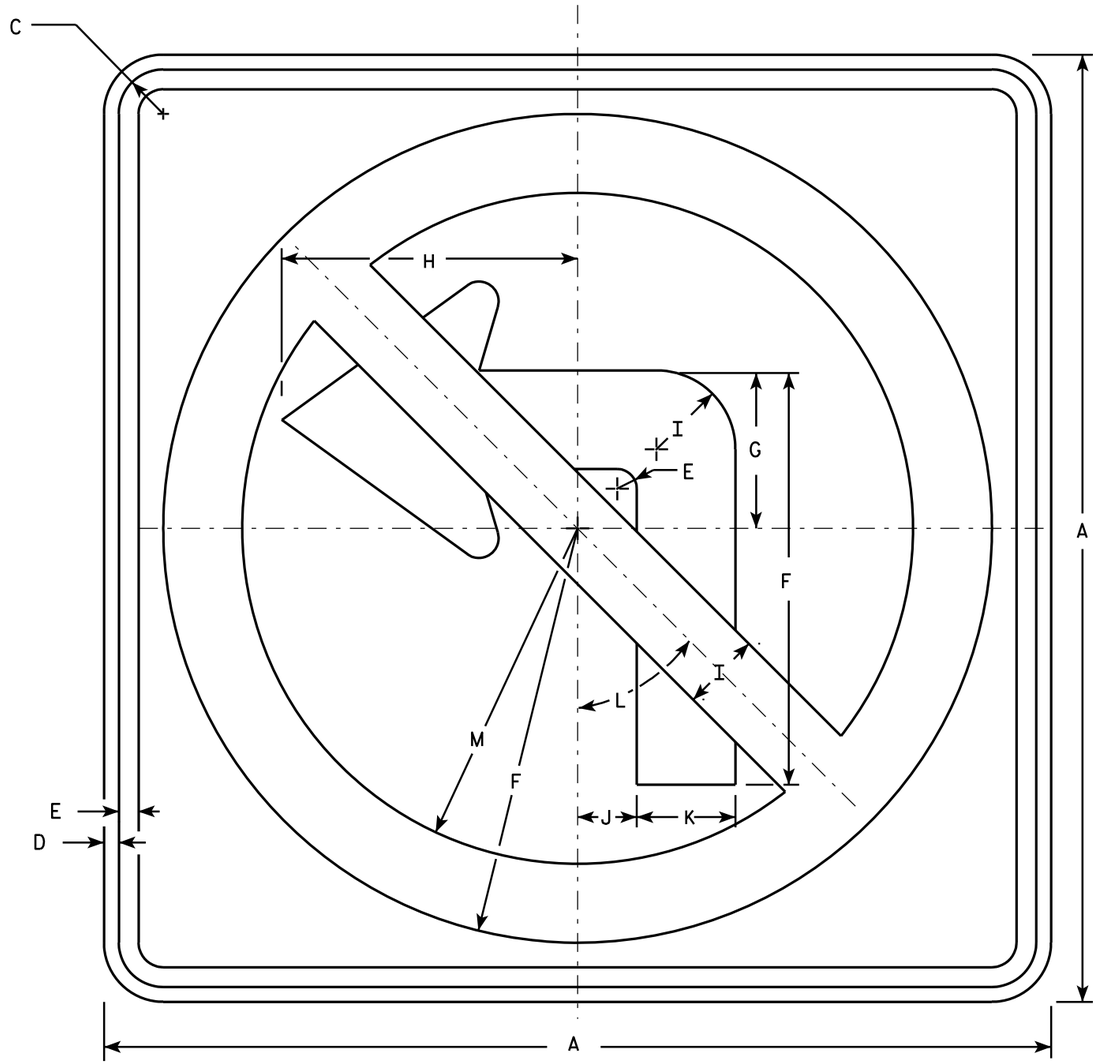
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

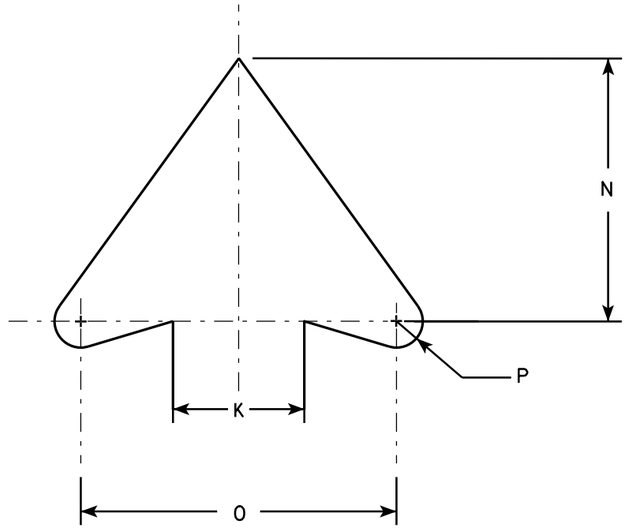
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 278	E



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

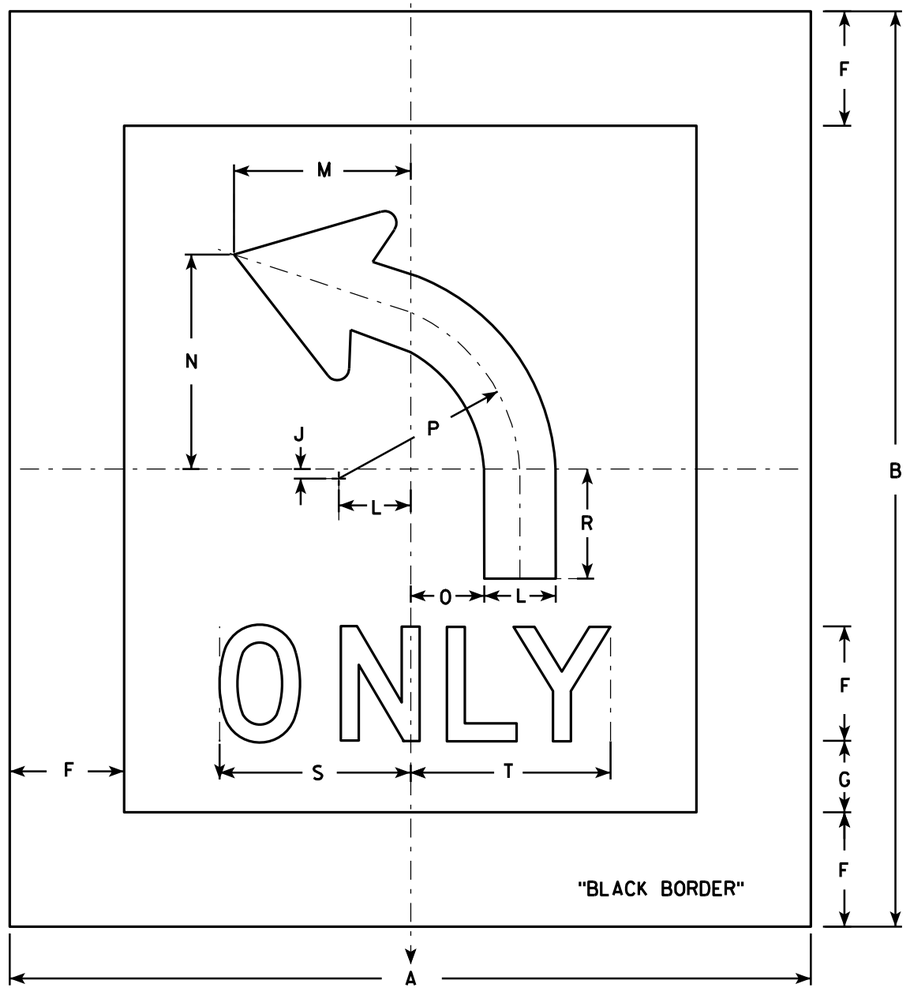
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

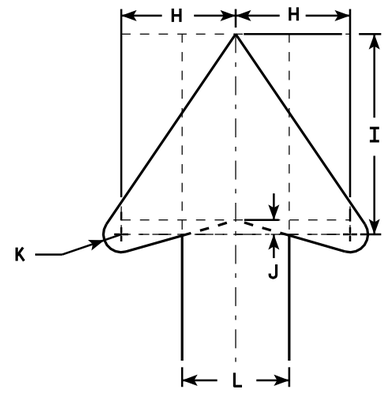
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 279	E



R3-5L

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. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.



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	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
2M	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
3																											
4																											
5																											

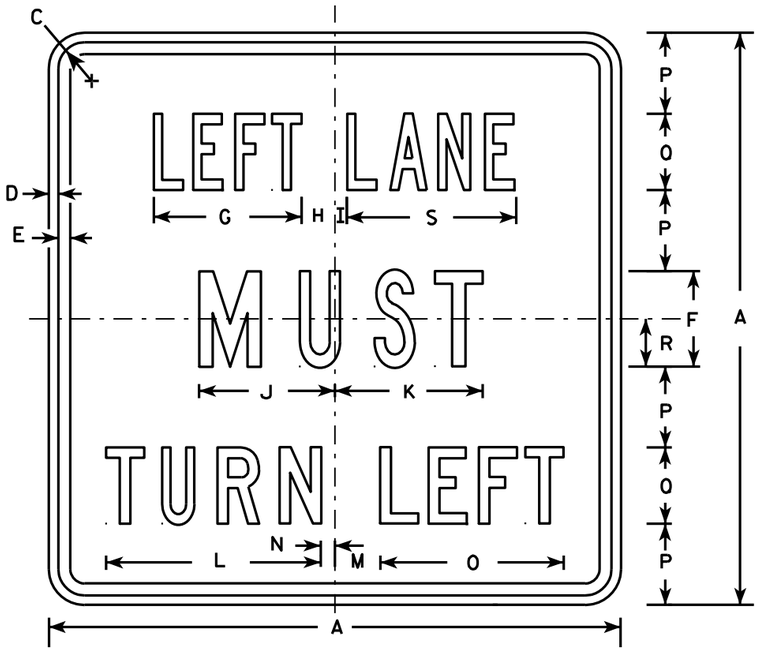
STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

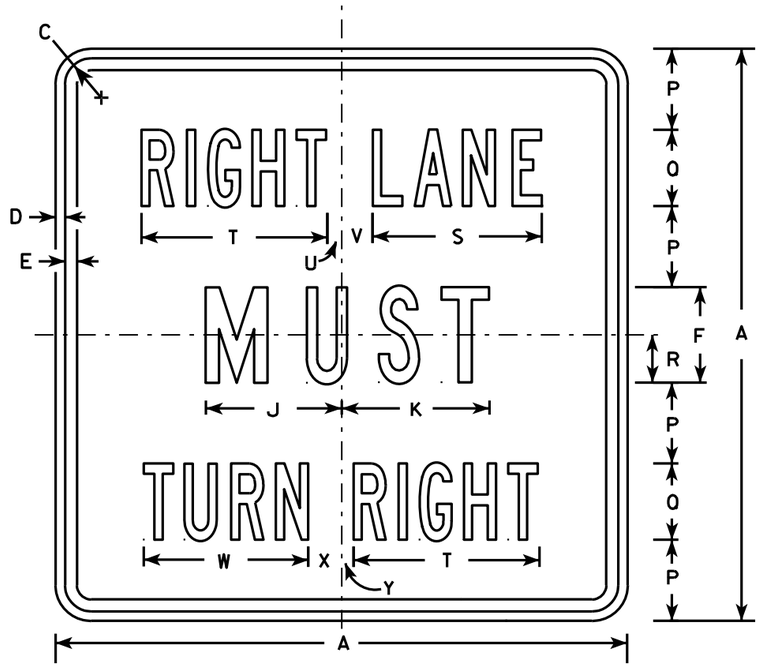
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 280 | 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																											

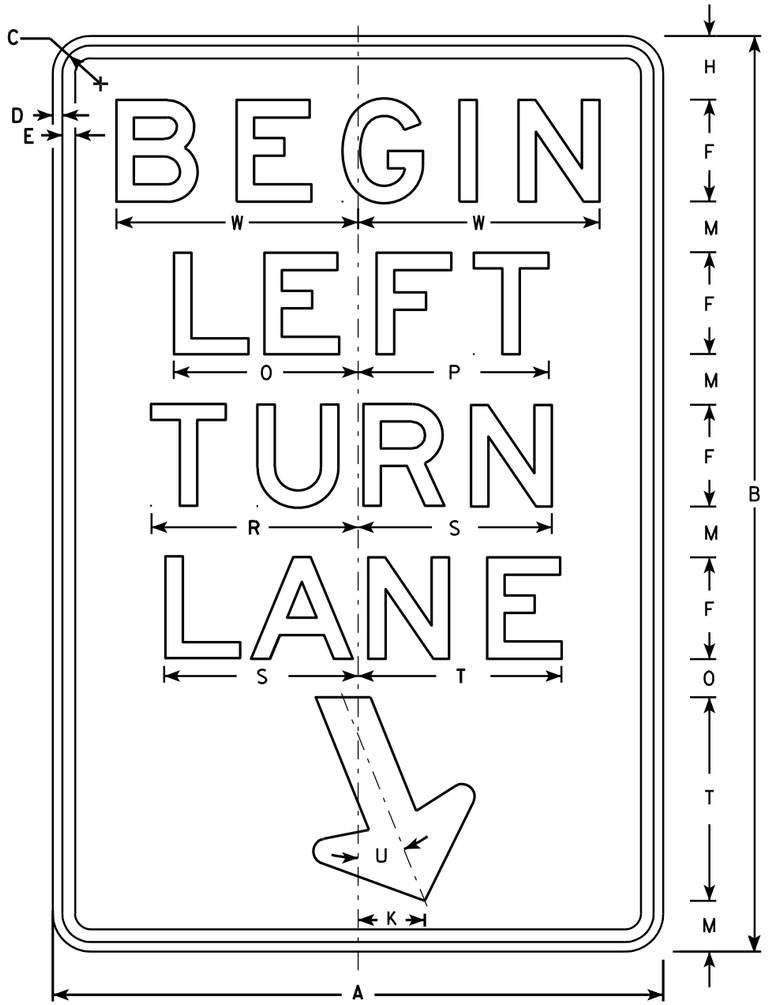
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

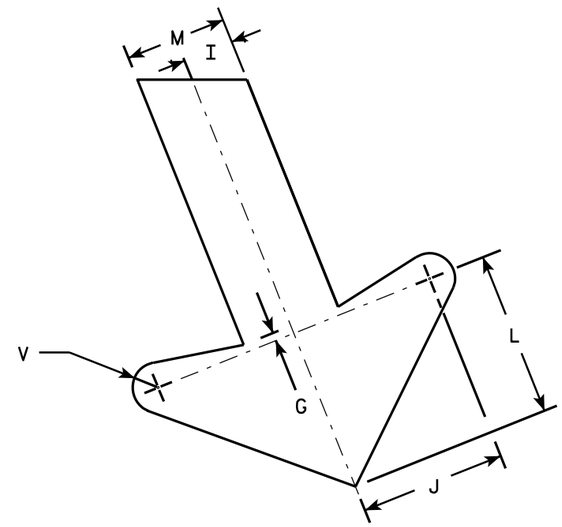
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 281	E



R3-20L

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

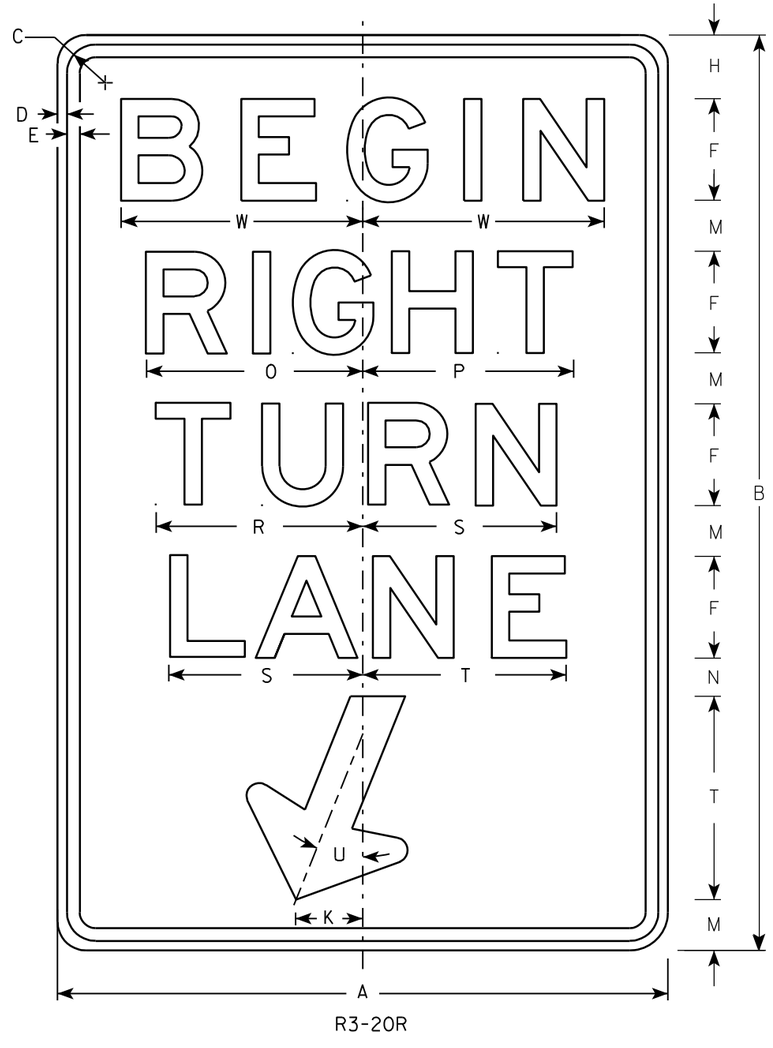
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

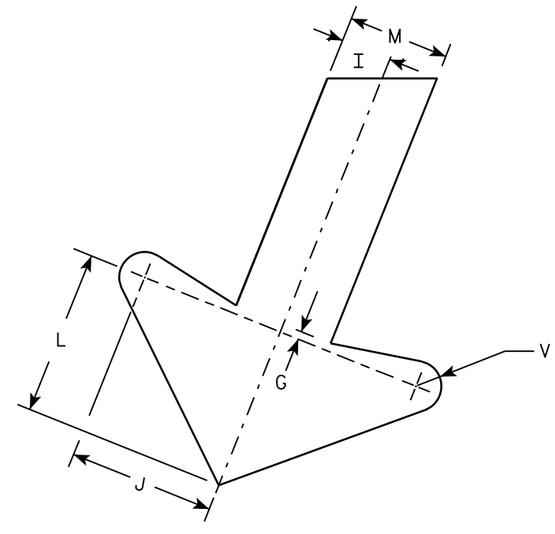
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 282 | E



R3-20R

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

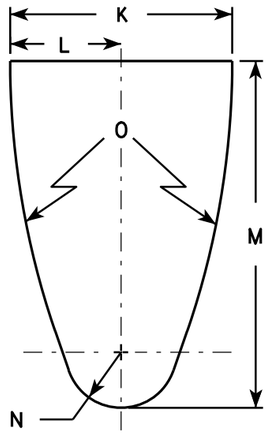
STANDARD SIGN
R3-20R

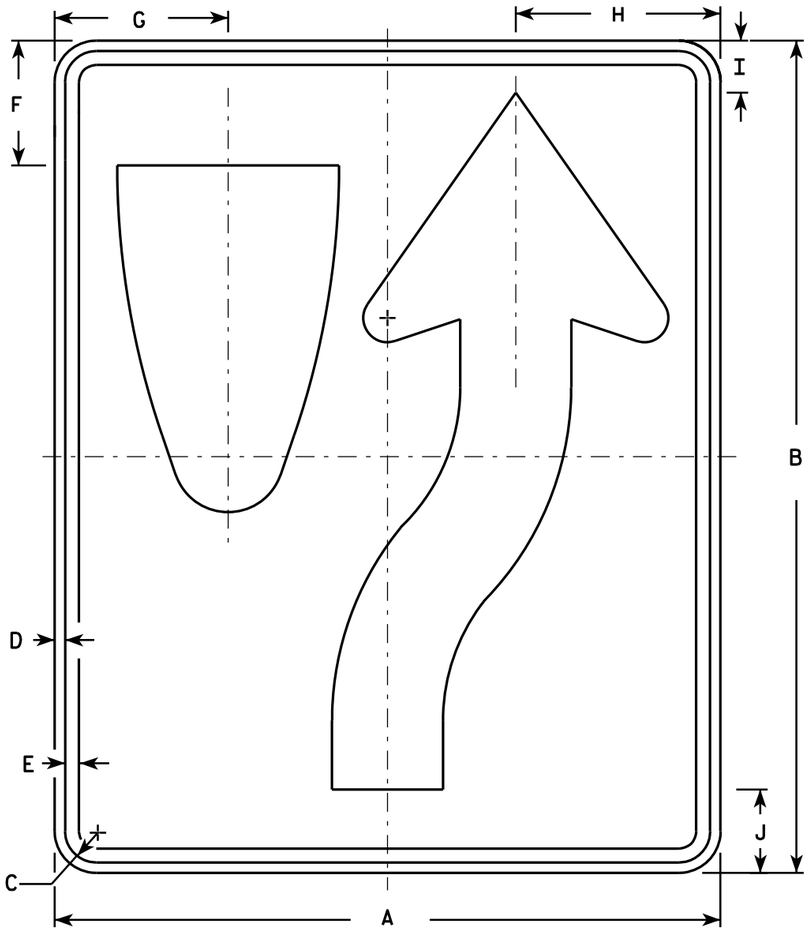
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 283 | E

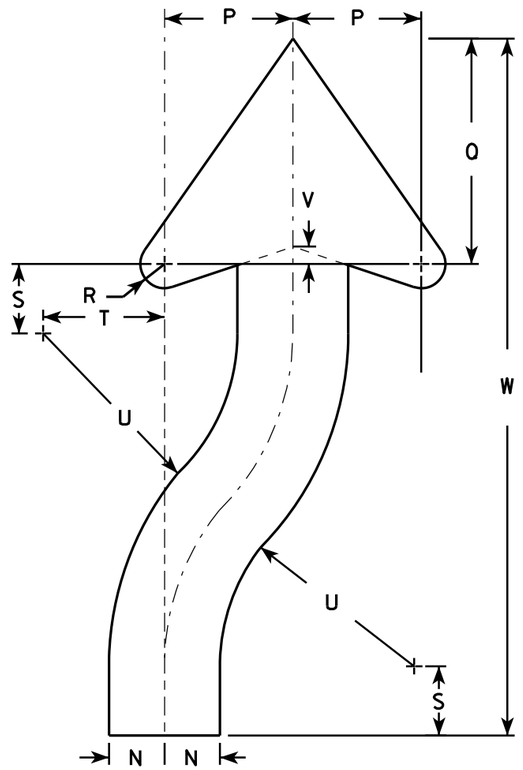




R4-7

NOTES

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



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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

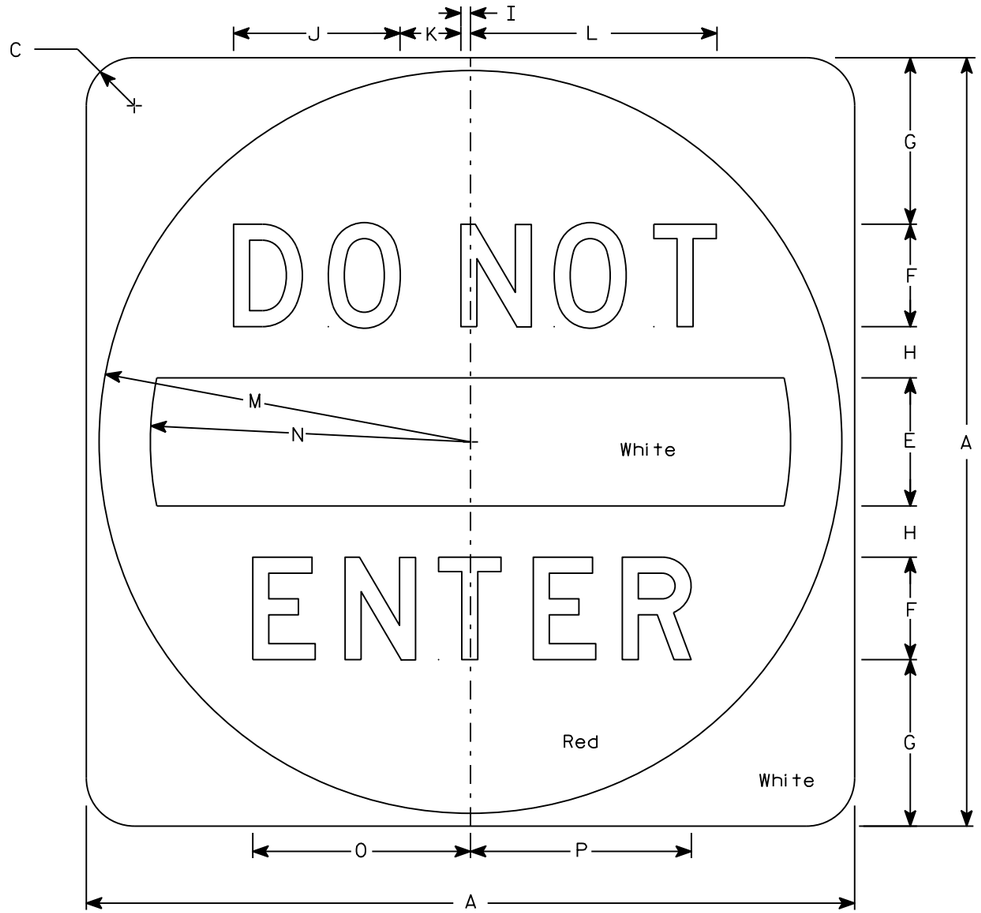
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 284	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

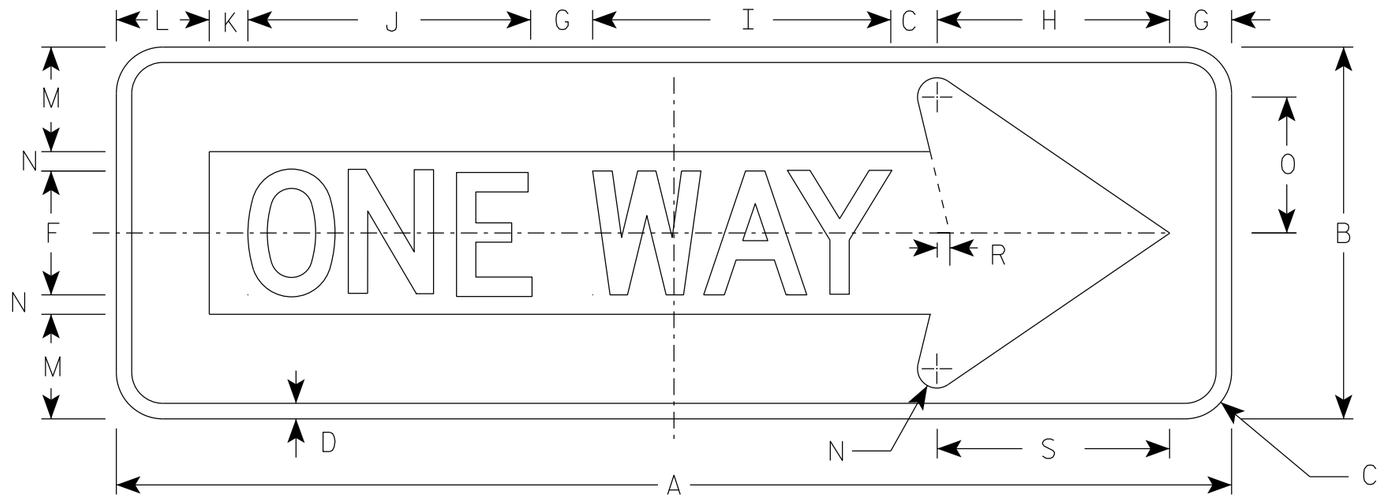
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

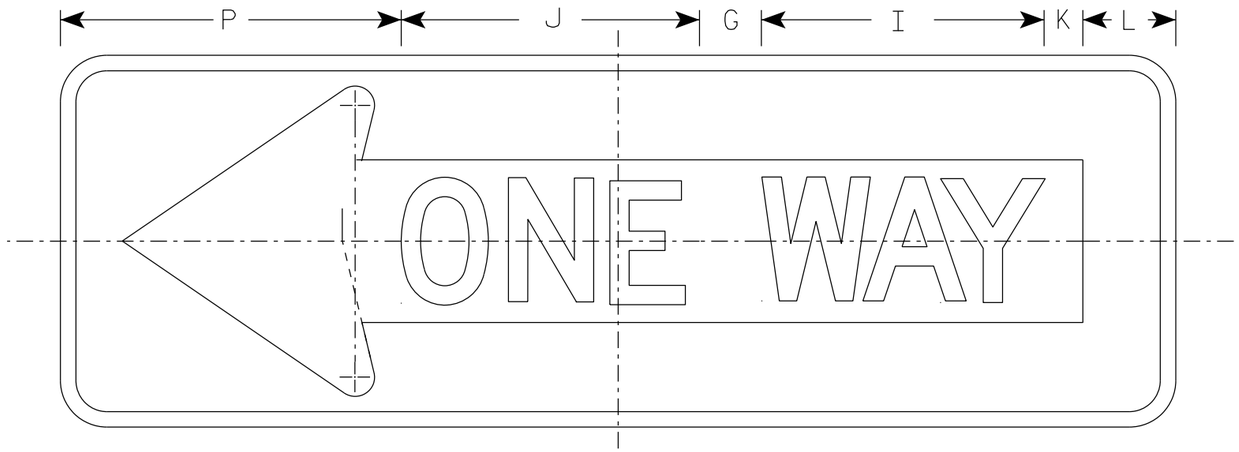
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 285 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

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	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

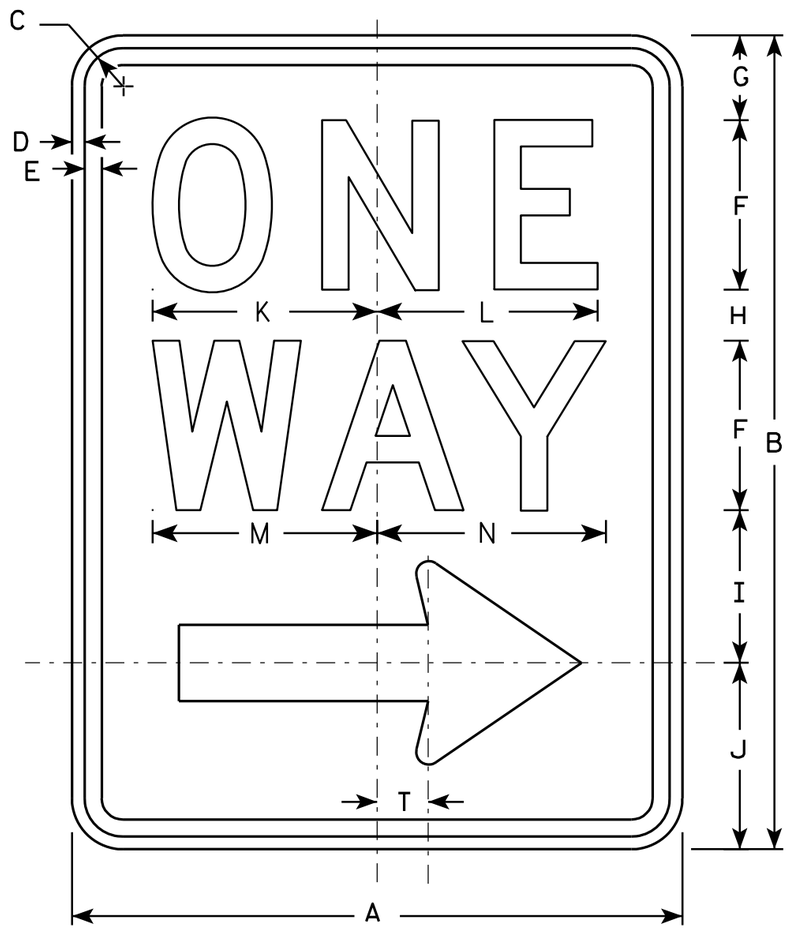
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

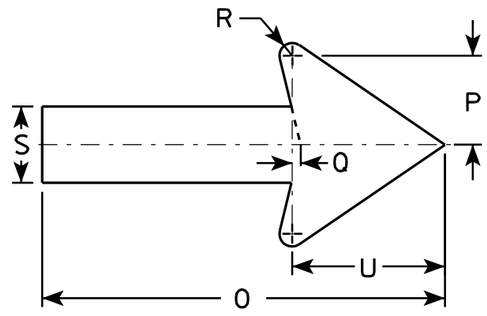
SHEET NO: 286 E



R6-2R

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. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

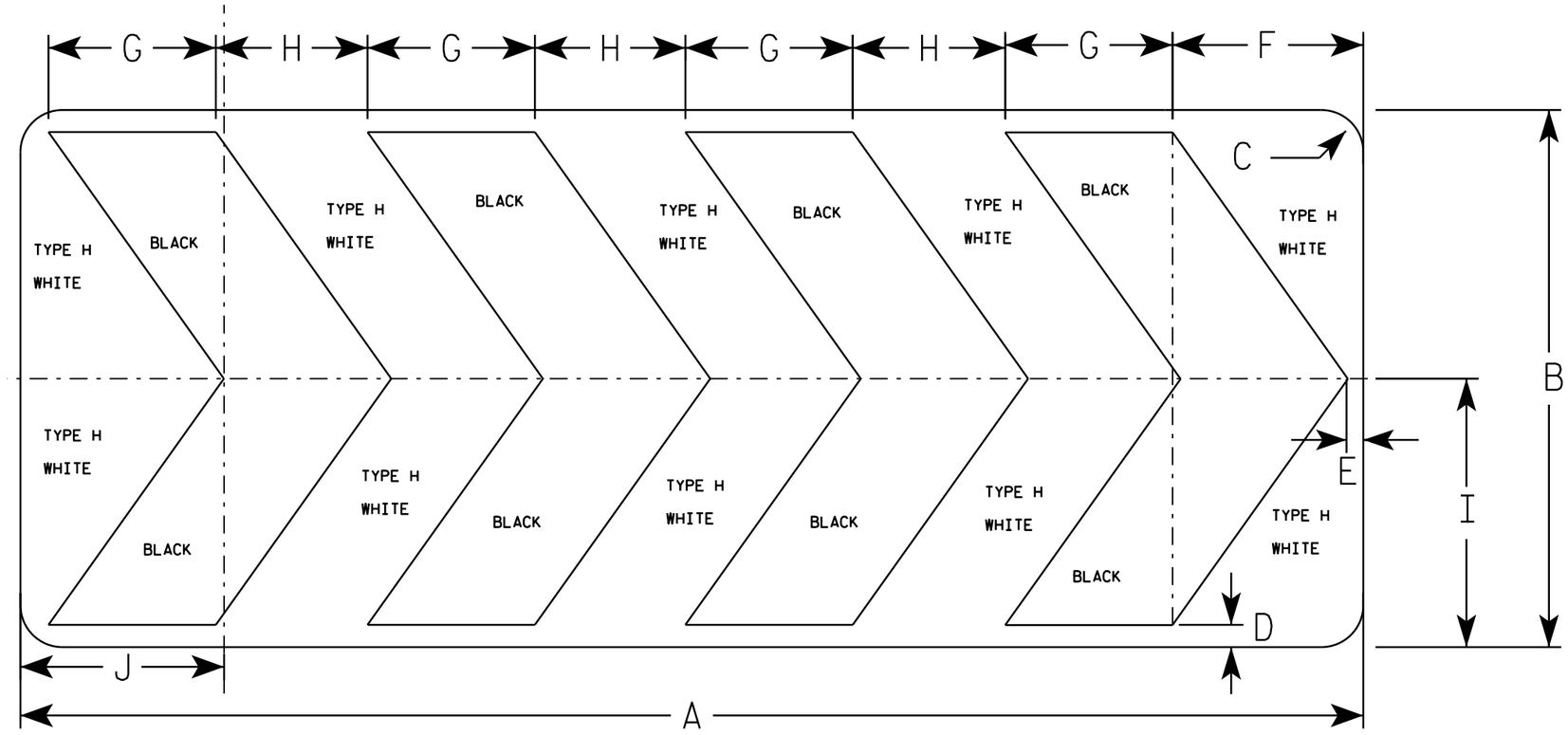
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 287 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   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.



R6-4B

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	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

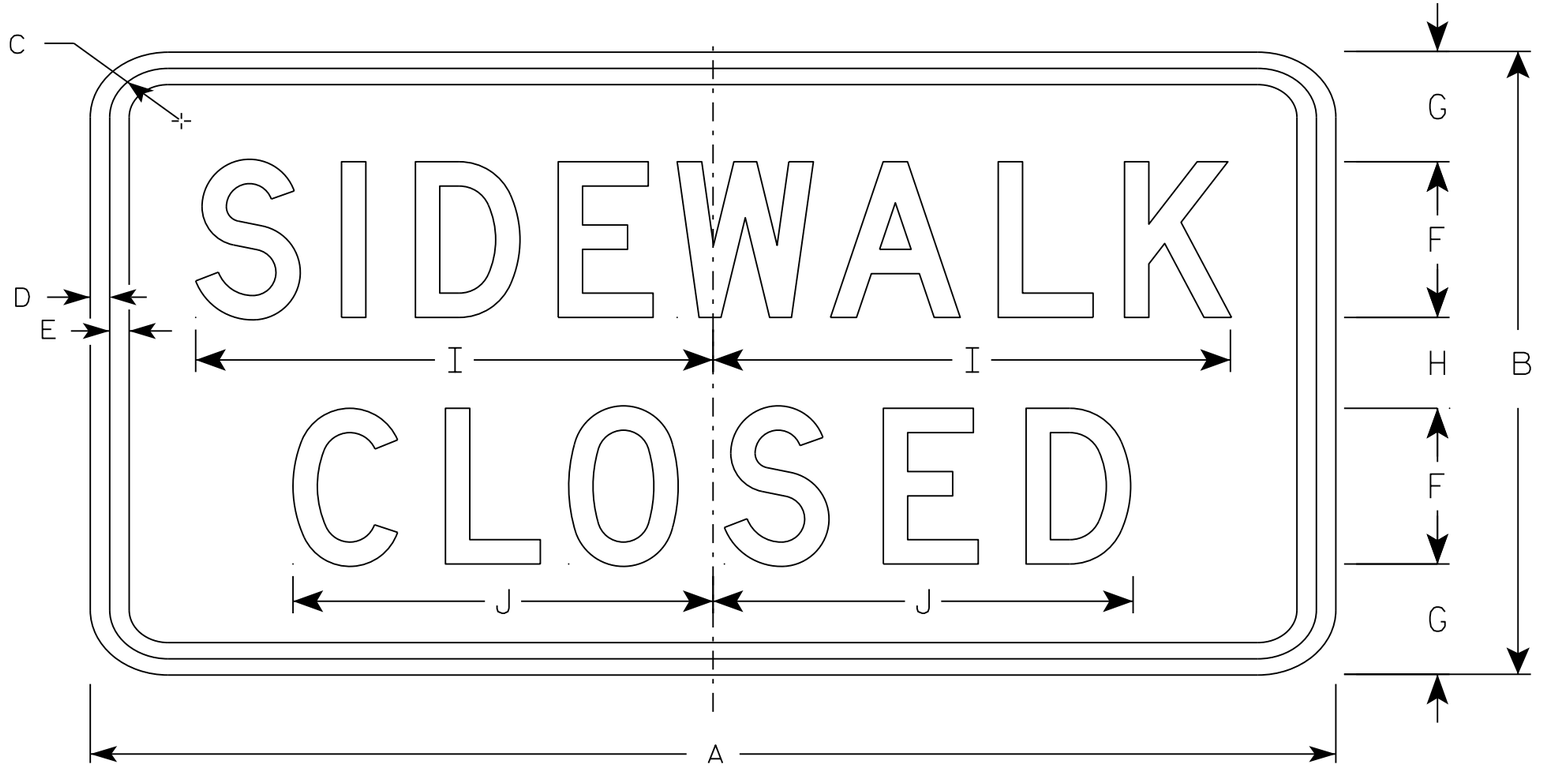
STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E



R9-9

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 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

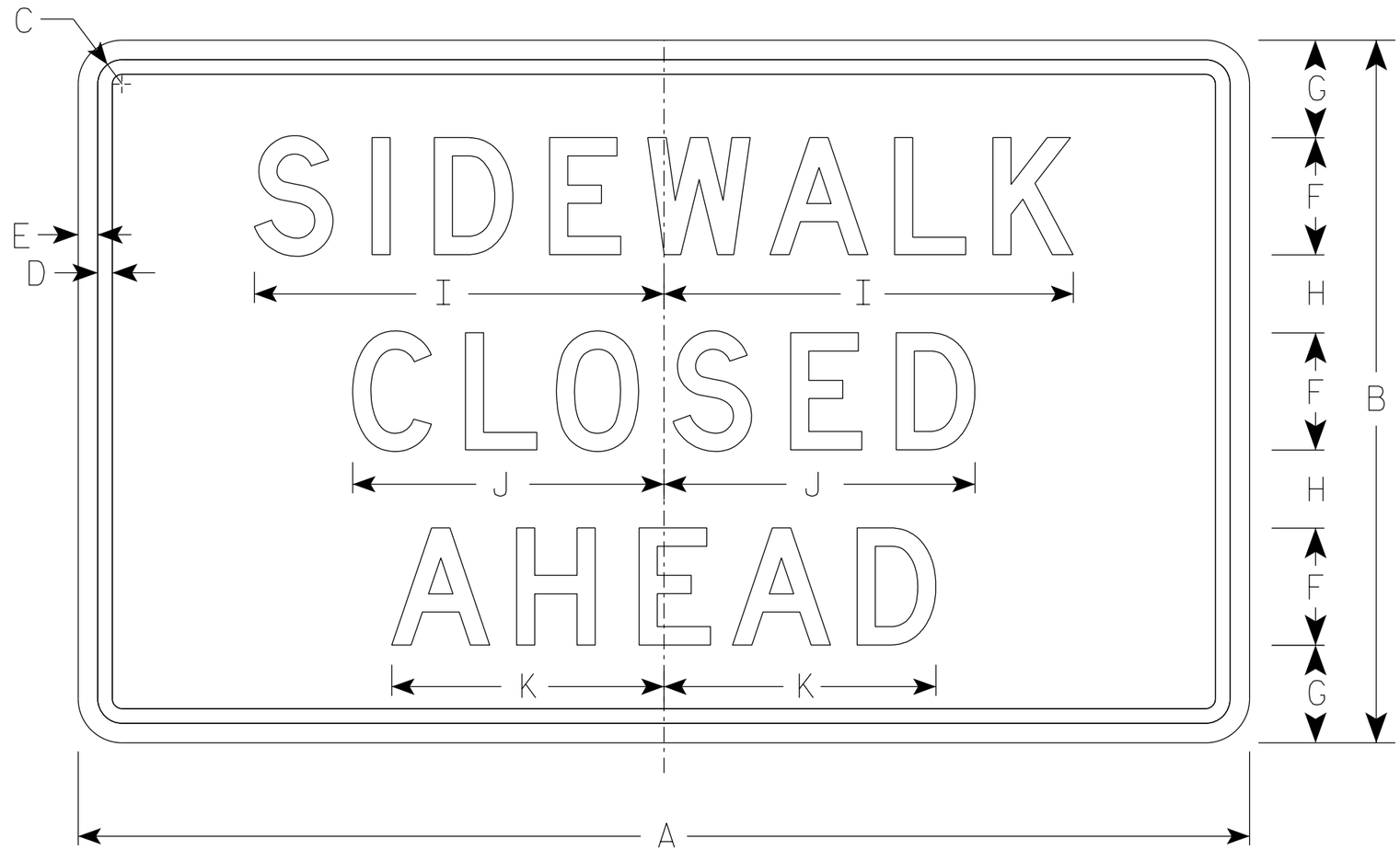
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 289 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

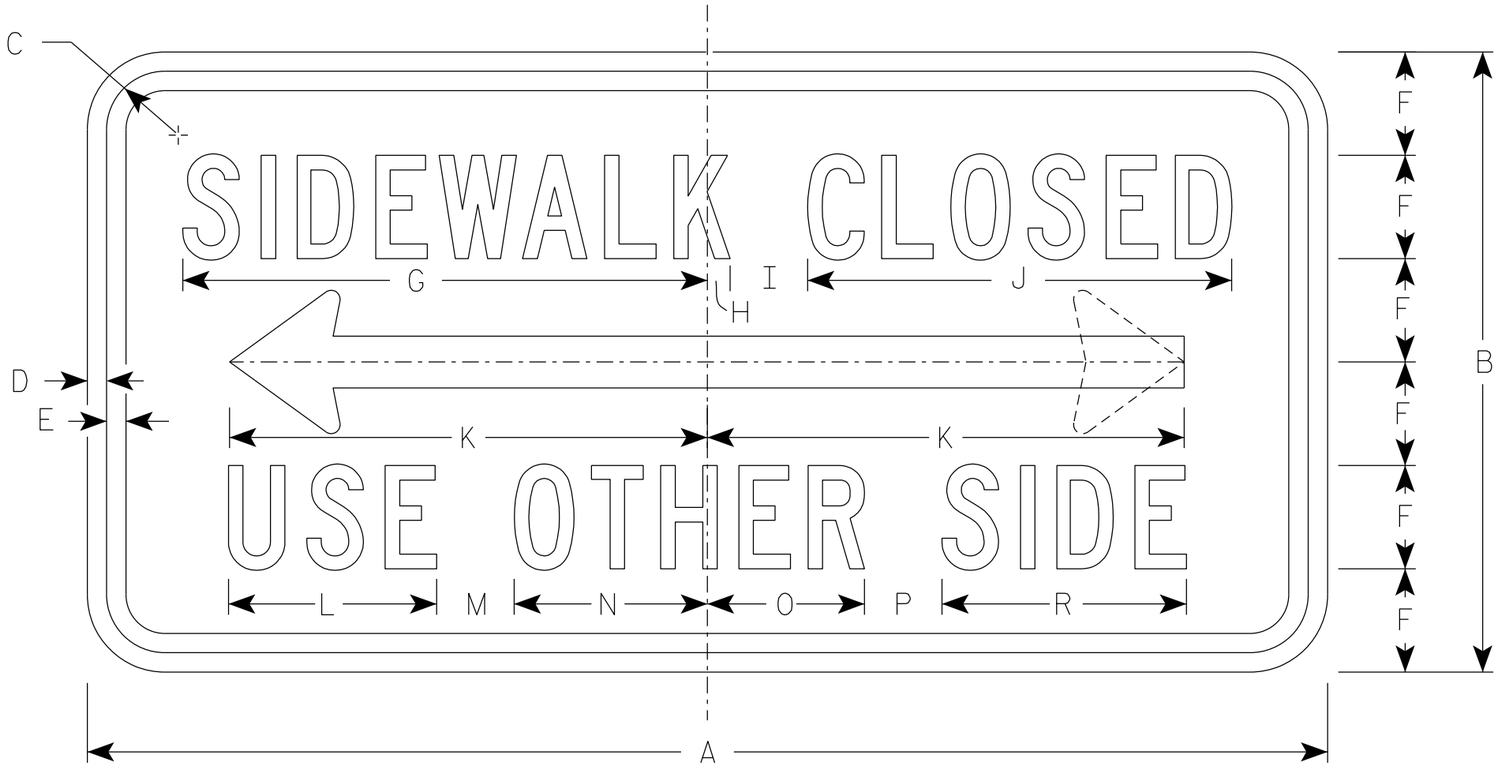
APPROVED Matthew R Rauch
For State Traffic Engineer

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

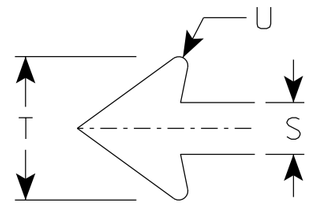
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 290 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for sidewalks. Use Size 3 for paths and trails.



R9-10



ARROW DETAIL

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

STANDARD SIGN
R9-10

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2020 PLATE NO. R9-10.7

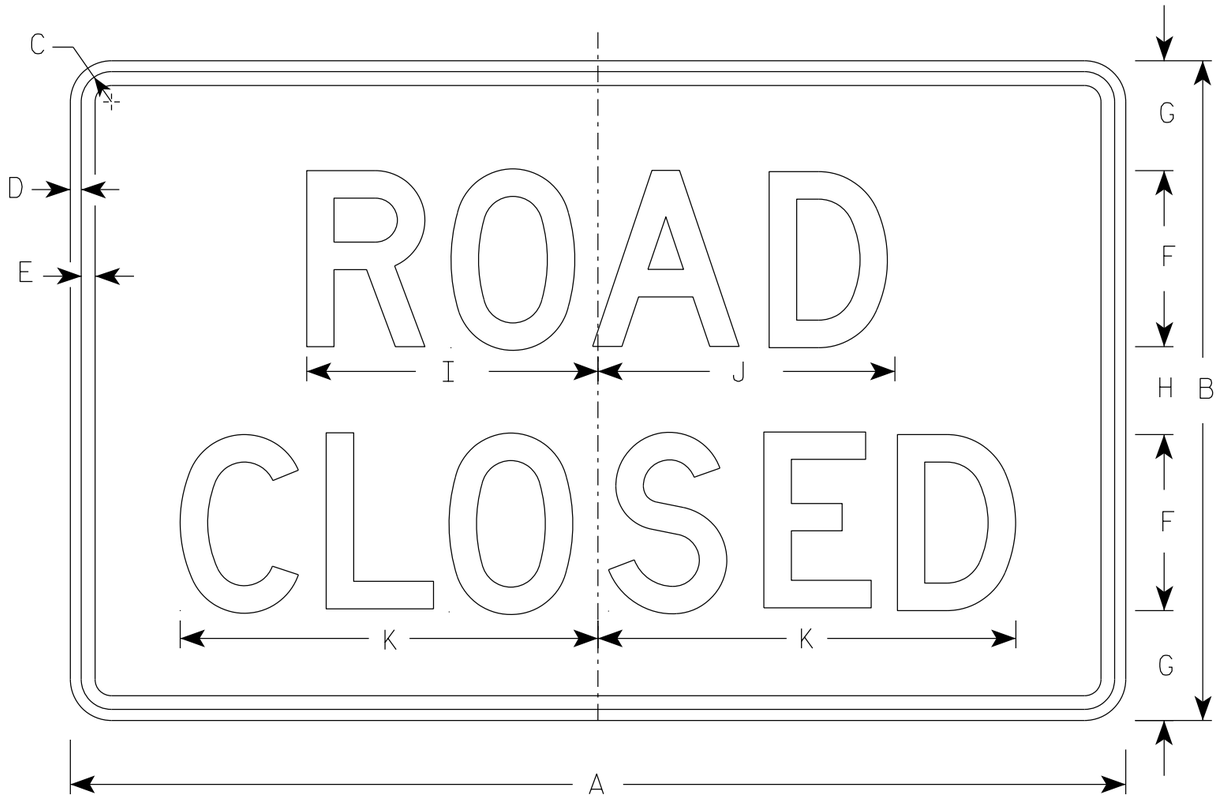
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 291 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R910.dgn PLOT DATE : 07-APRIL-2020 PLOT BY : dotc4c PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

7

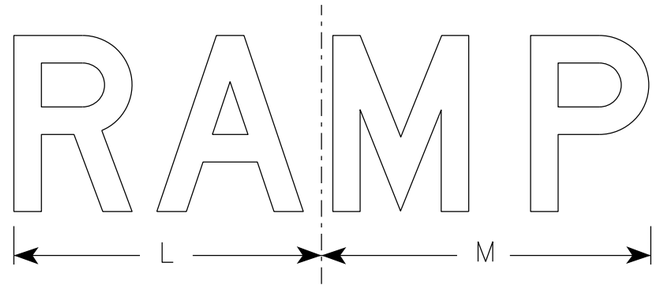
7



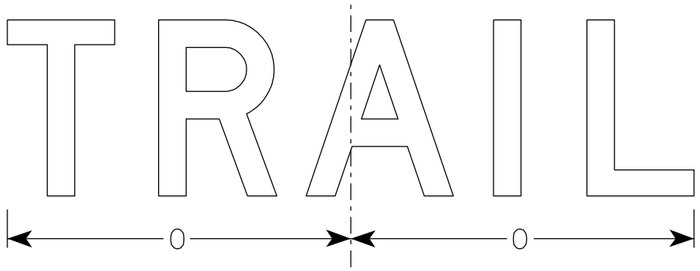
R11-2

NOTES

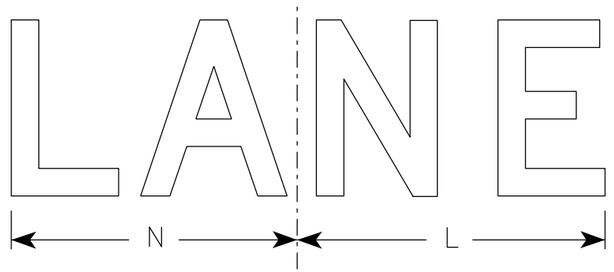
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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

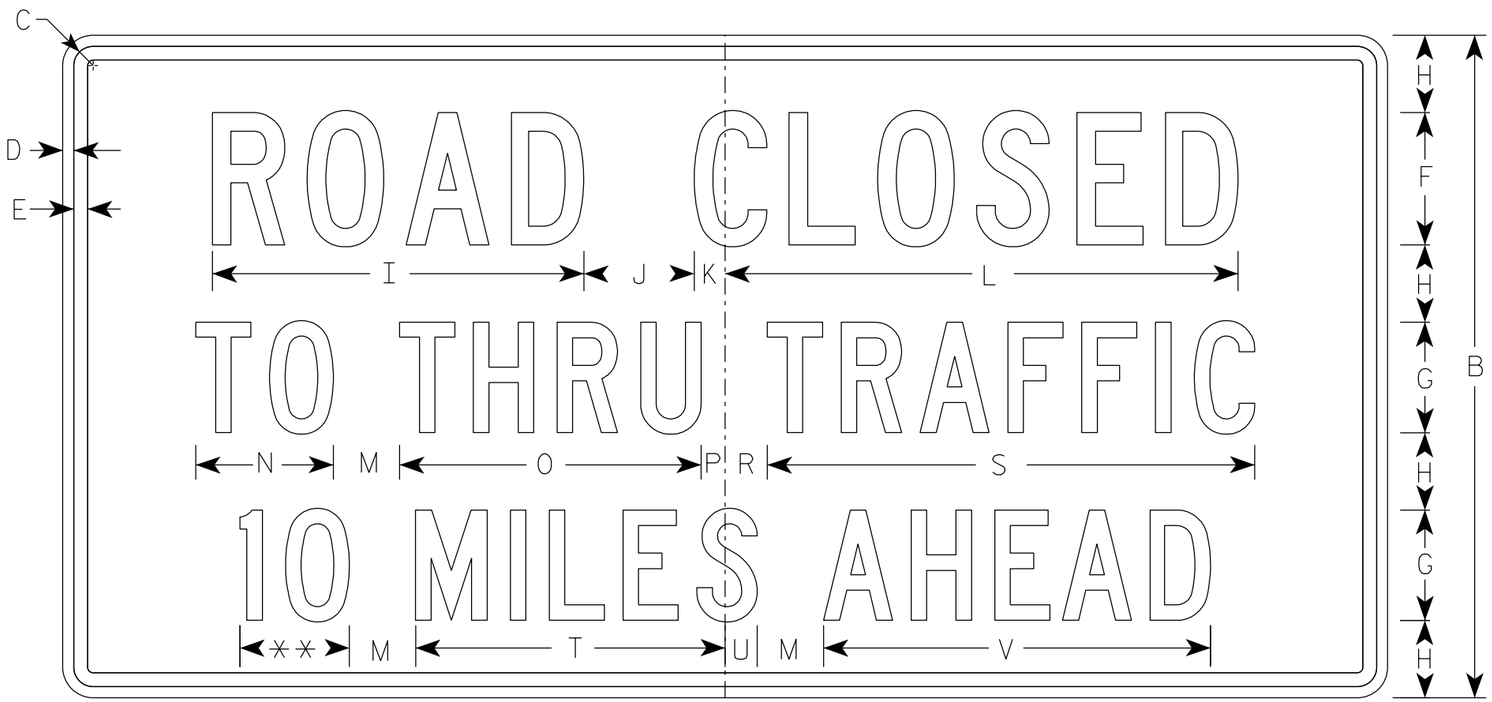
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 292 E

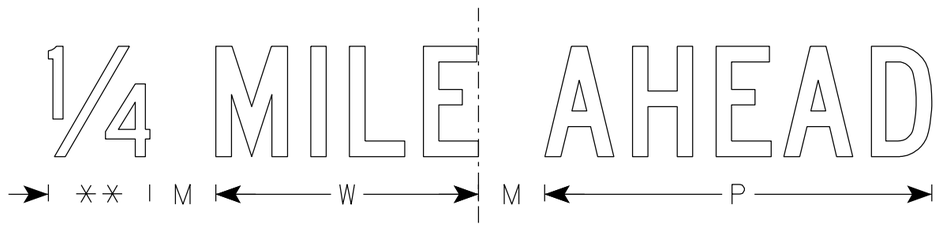
NOTES

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.



R11-3

** See Note 5



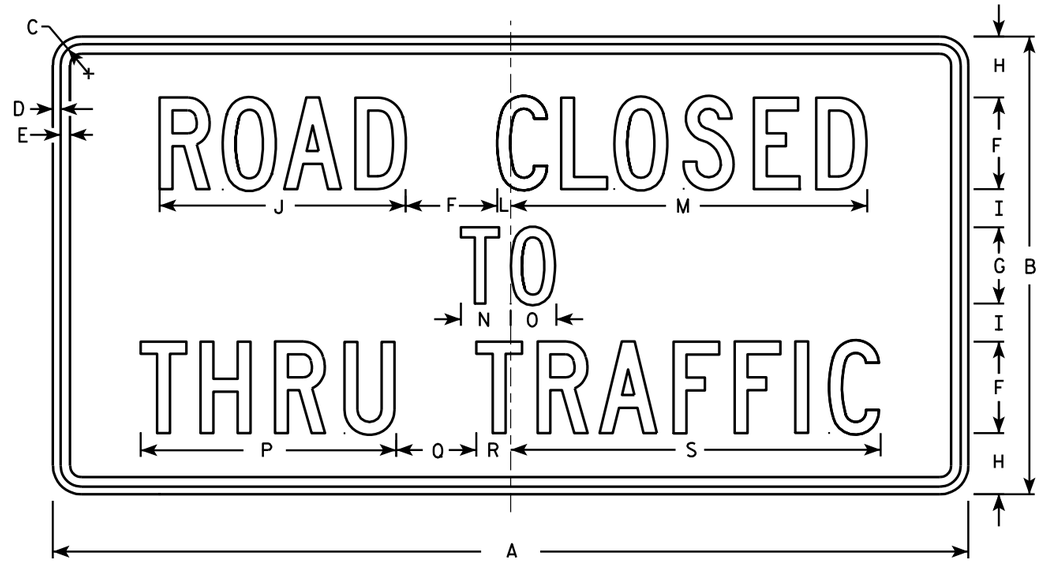
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
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: 293 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																											

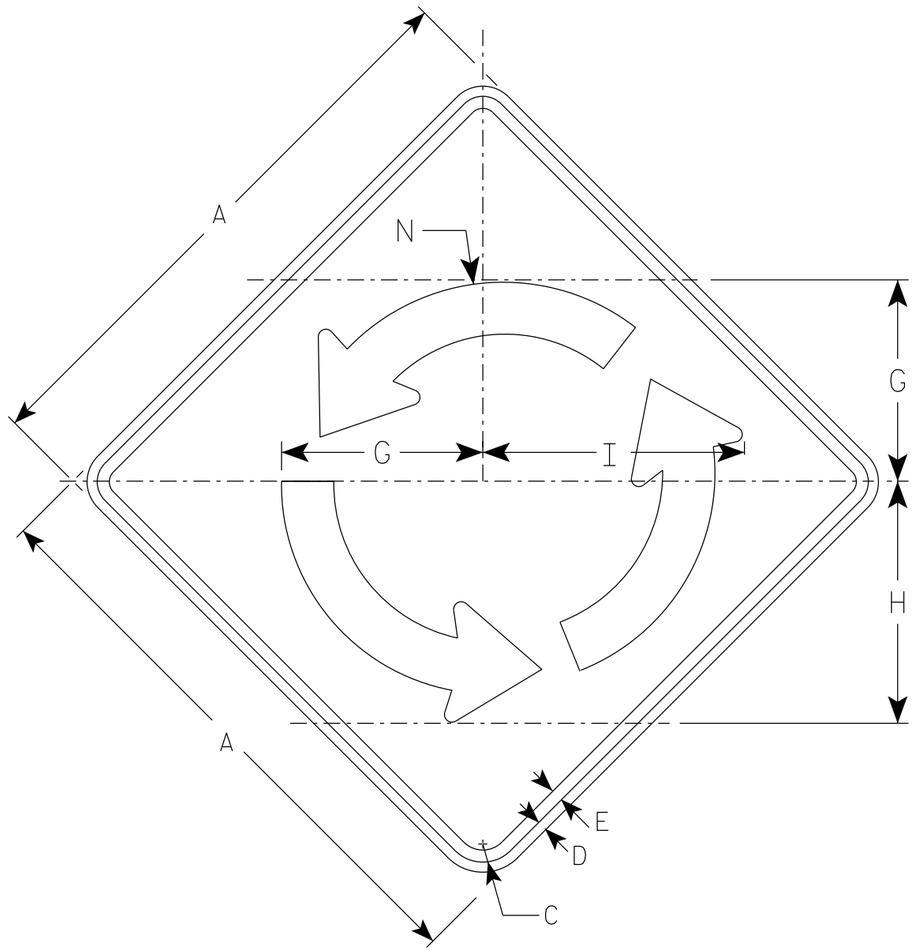
STANDARD SIGN
R11 - 4

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: 294 | E

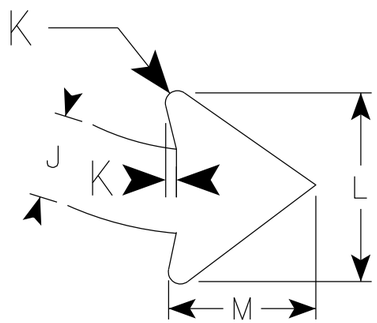


W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

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	Area sq. ft.
1																									
2S	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		1 5/8	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		2 1/4	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

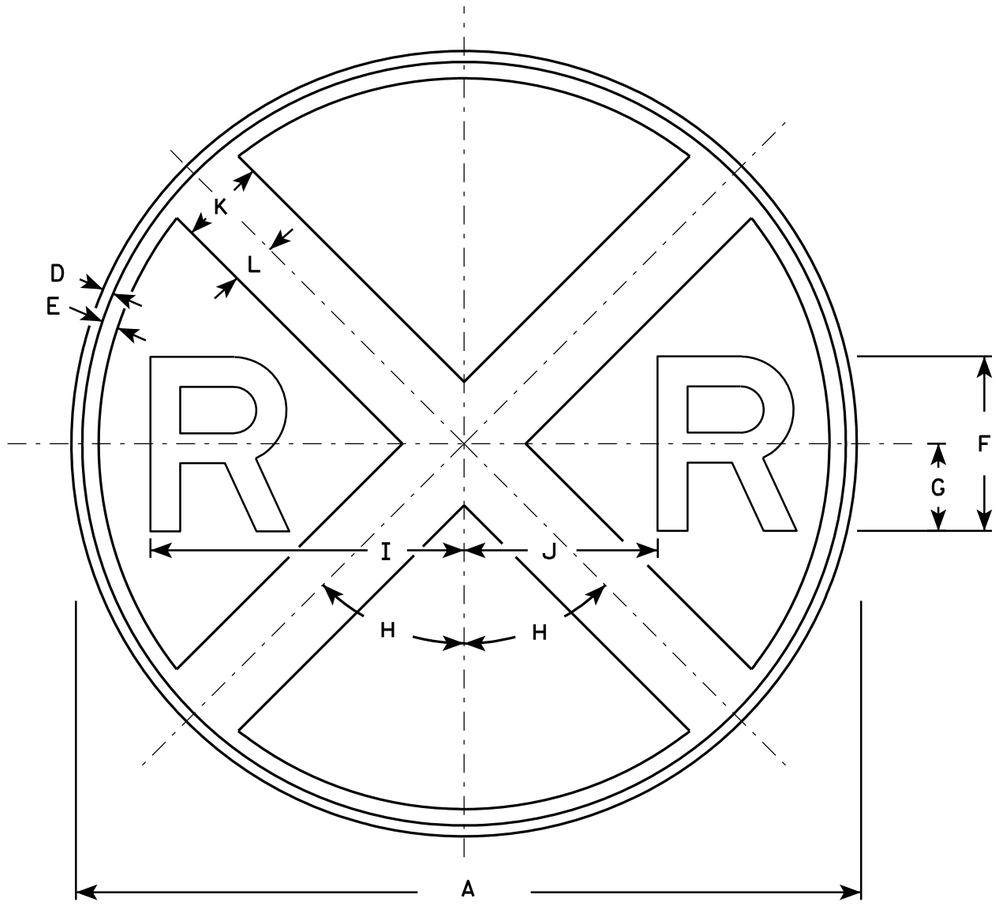
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/21 PLATE NO. W2-6.7

PROJECT NO:

SHEET NO: 295 E



W10-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - E

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			3/8	5/8	7	3 1/2	45°	12 3/8	7 1/8	3	1 1/2															4.91
2S	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
2M	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
3																											
4	48			3/4	1 1/4	10	5	45°	18 3/8	11 5/8	5	2 1/2															12.57
5																											

STANDARD SIGN
W10-1

WISCONSIN DEPT OF TRANSPORTATION

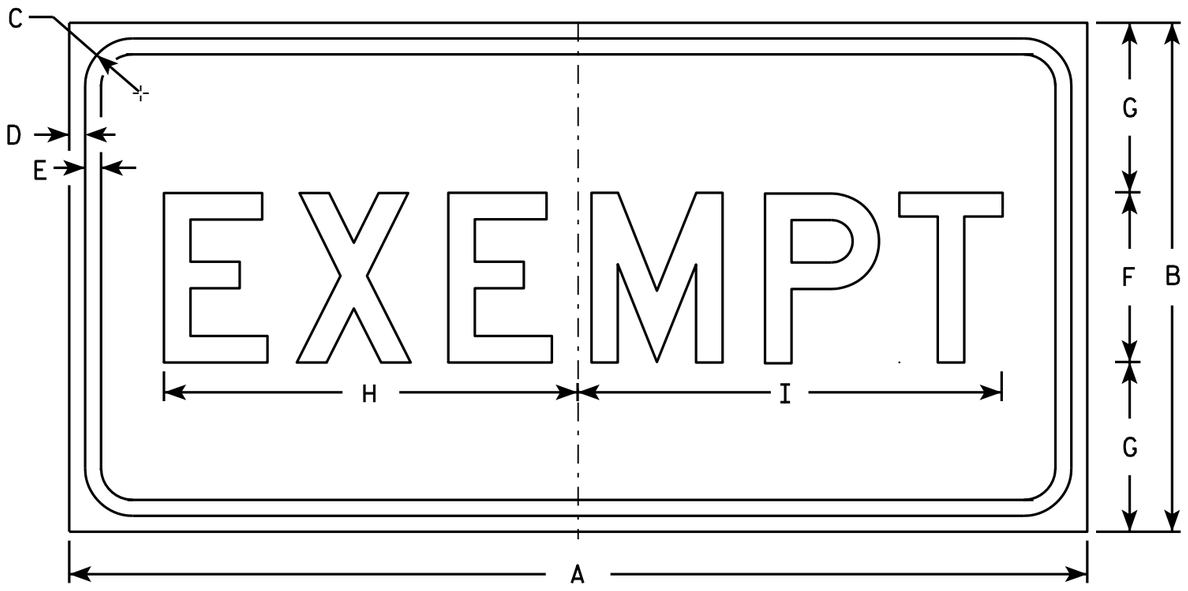
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/13/13 PLATE NO. W10-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 296	E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 5
   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. Background - R15-3 is White Type H Reflective
   W10-1A is Yellow.



R15-3
and
W10-1A

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	4	4	9 3/4	10																		2
2M	24	12	1 1/8	3/8	3/8	4	4	9 3/4	10																		2
3																											
4																											
5																											

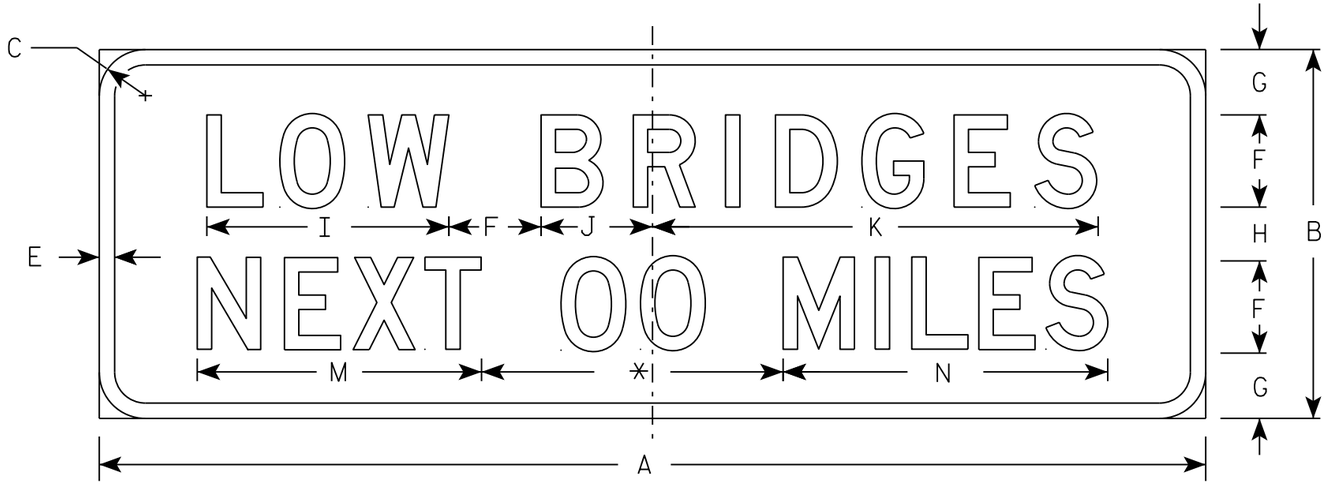
STANDARD SIGN
R15-3 & W10-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. R15-3.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 297	E



W12-50

* Varies (See Note 5)

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black Non - reflective
3. Message Series - D
4. 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																											
2S																											
2M																											
3																											
4	144	48	6		2	12	9	6	39 1/2	14 1/2	58		37	42 1/4													48.0
5	144	48	6		2	12	9	6	39 1/2	14 1/2	58		37	42 1/4													48.0

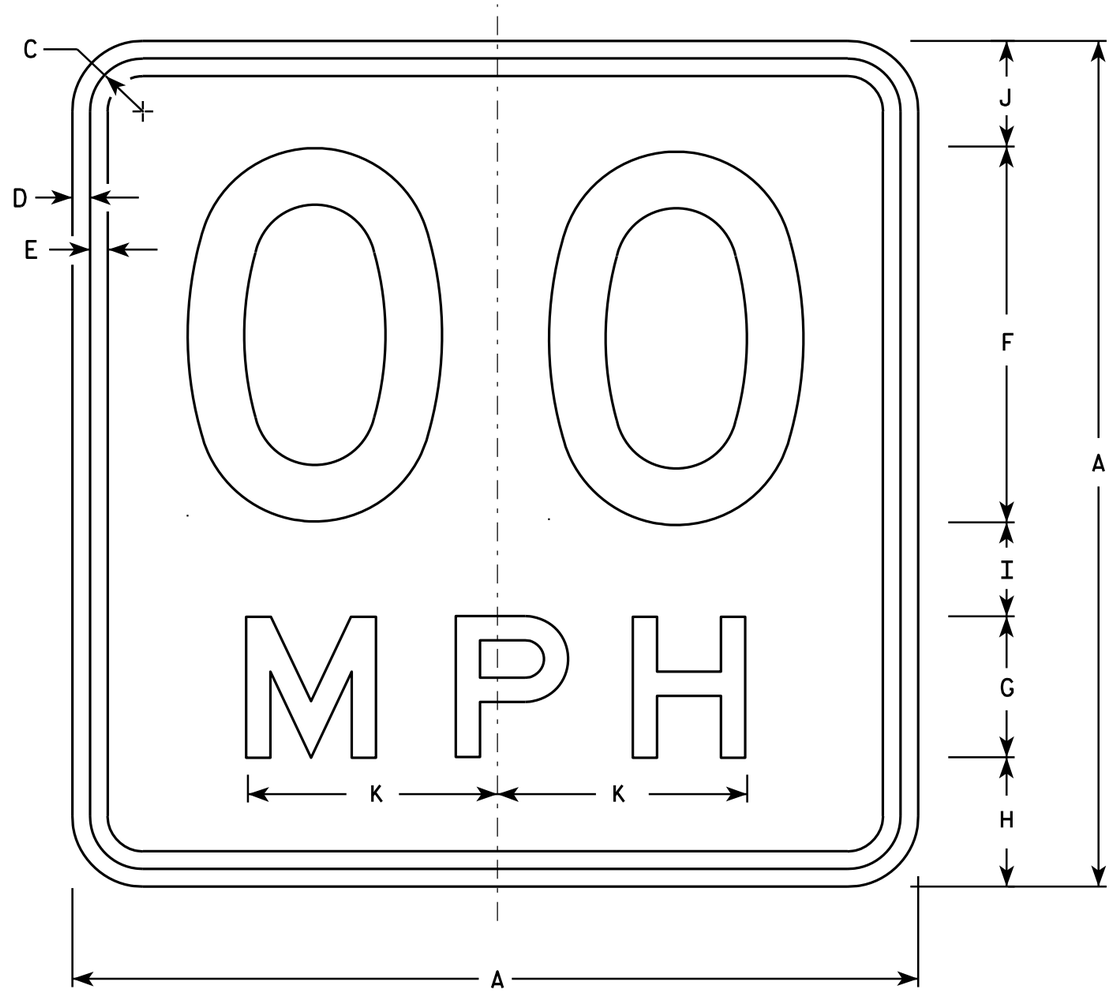
STANDARD SIGN
W12-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. W12-50.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 298	E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

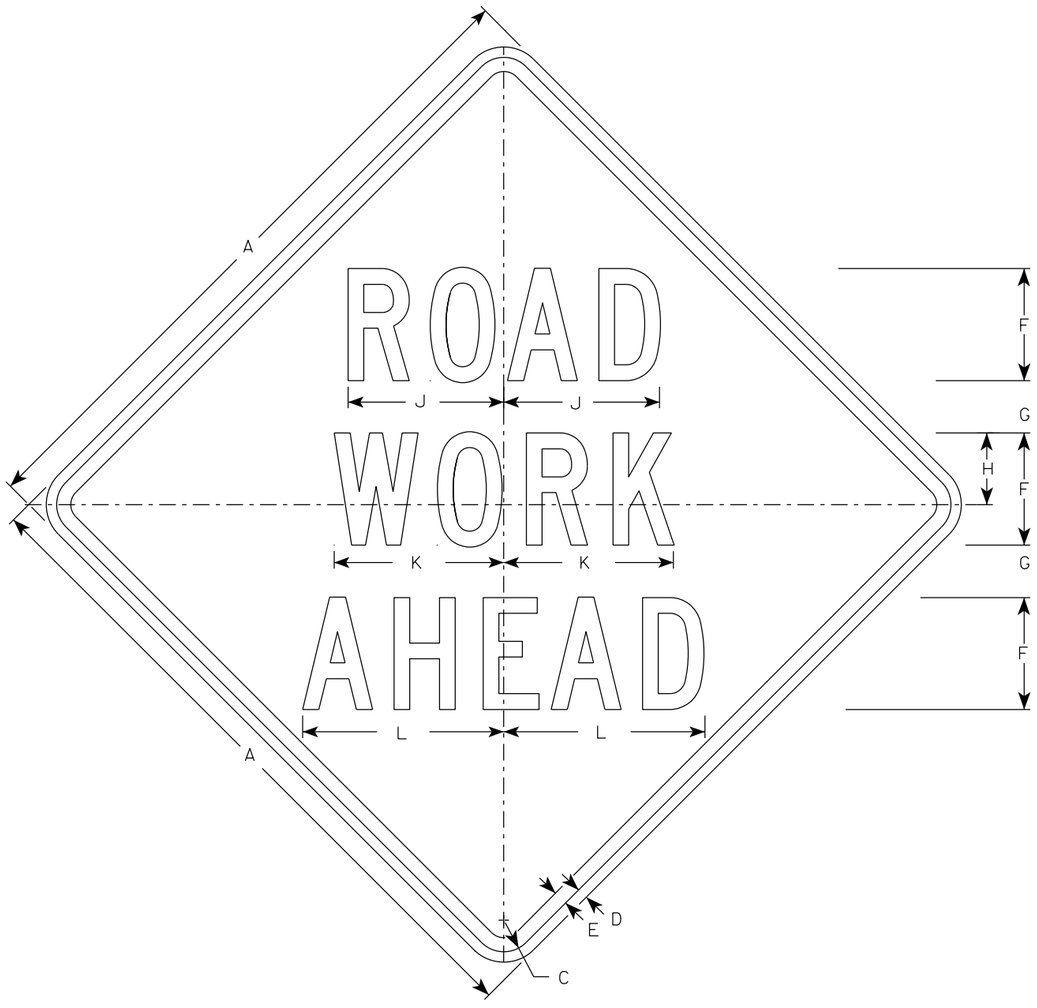
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

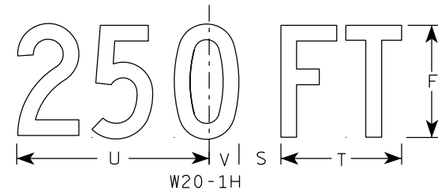
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 299 | E

NOTES

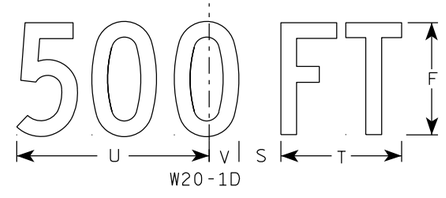
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A

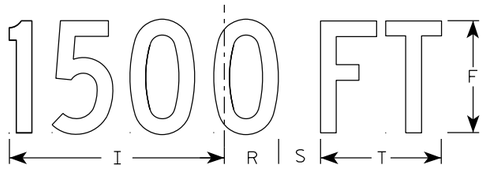


W20-1H

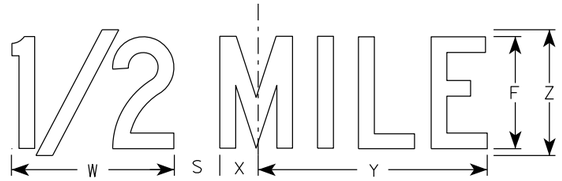


W20-1D

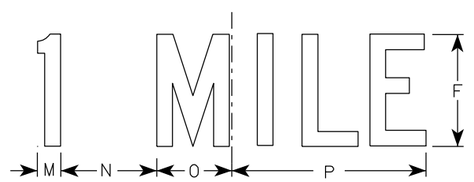
W20-1C



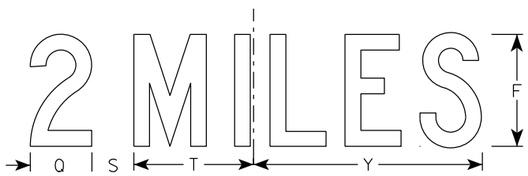
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

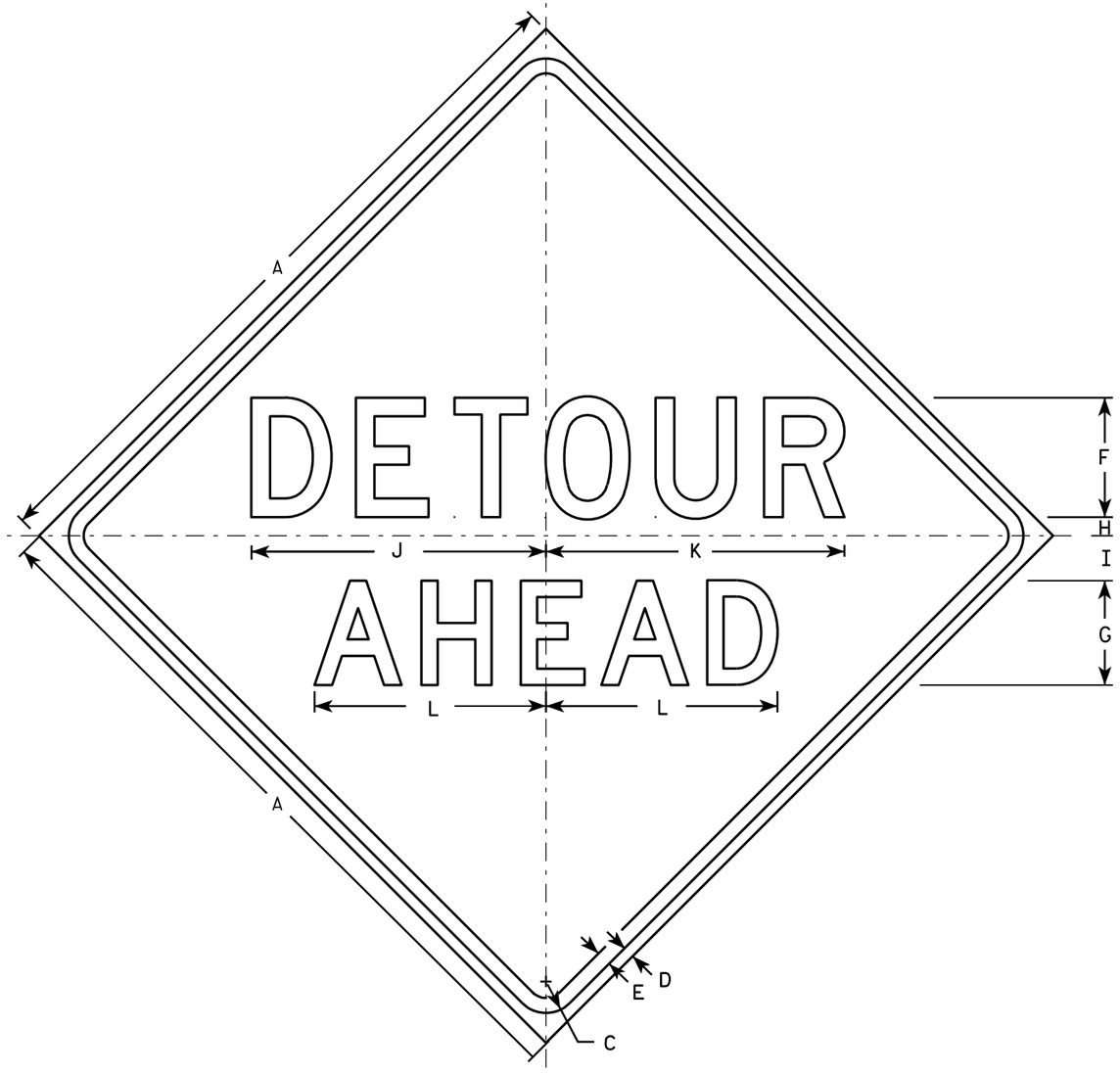
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

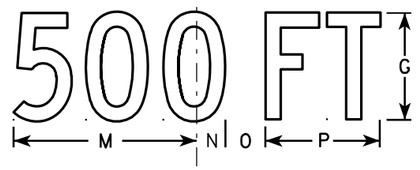
DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

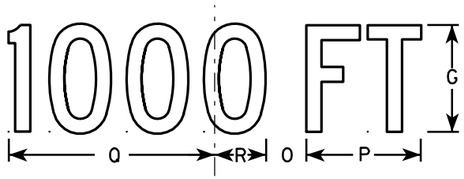
SHEET NO: 300 E



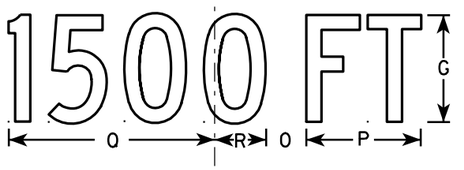
W20-2A



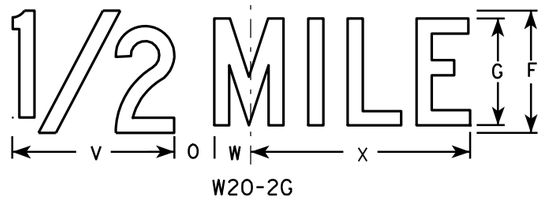
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

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

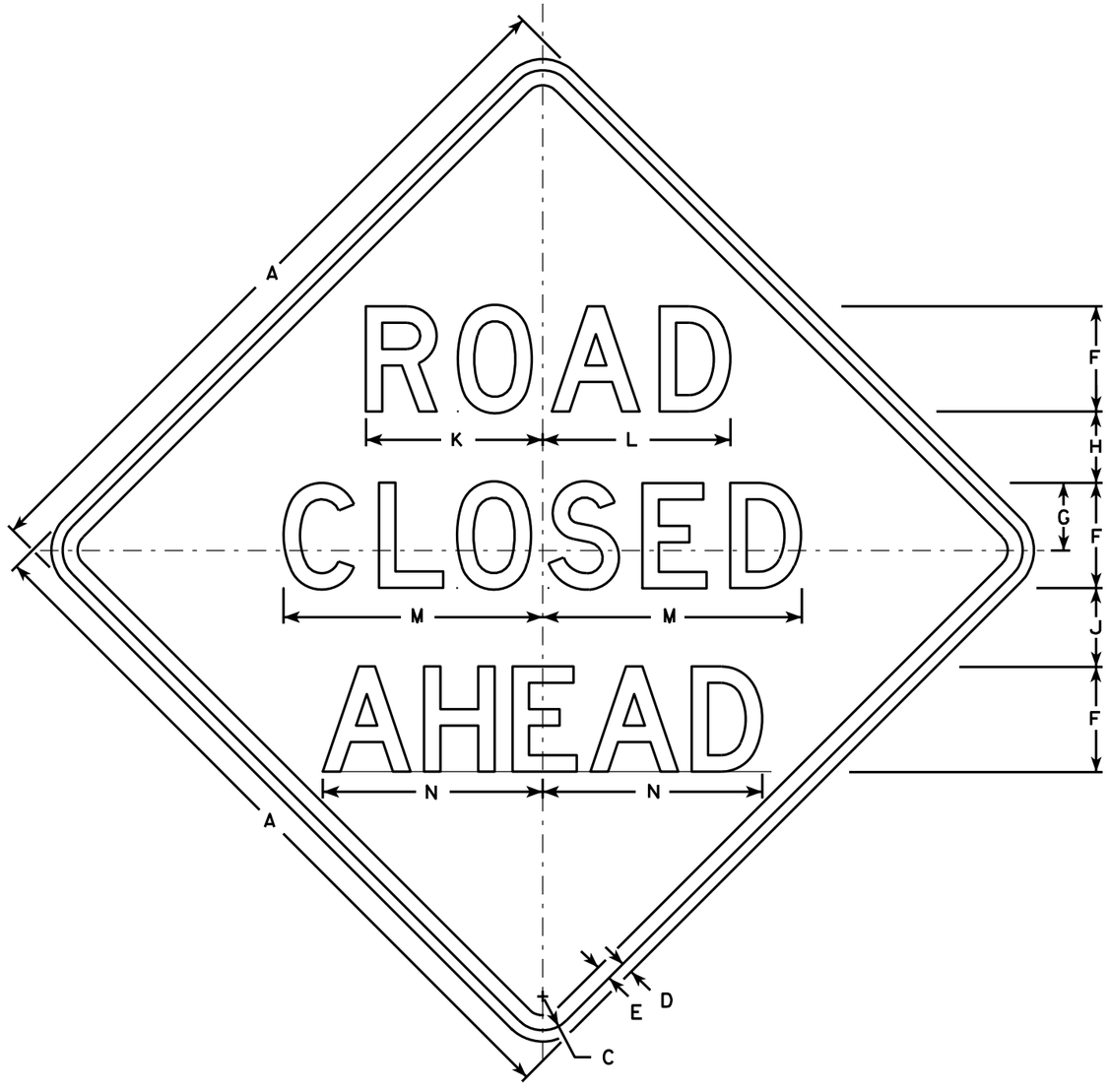
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

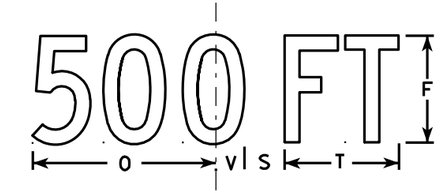
APPROVED Matthew R Rauch
for State Traffic Engineer

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

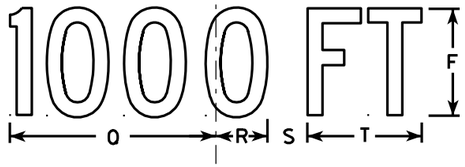
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 301 | E



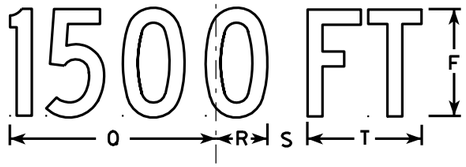
W20-3A



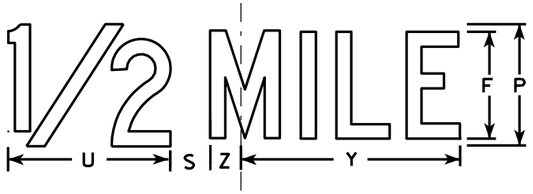
W20-3D



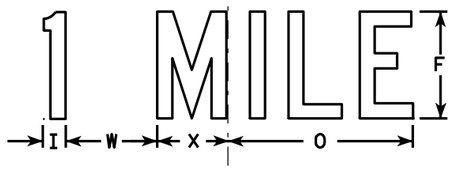
W20-3C



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

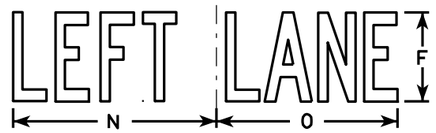
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

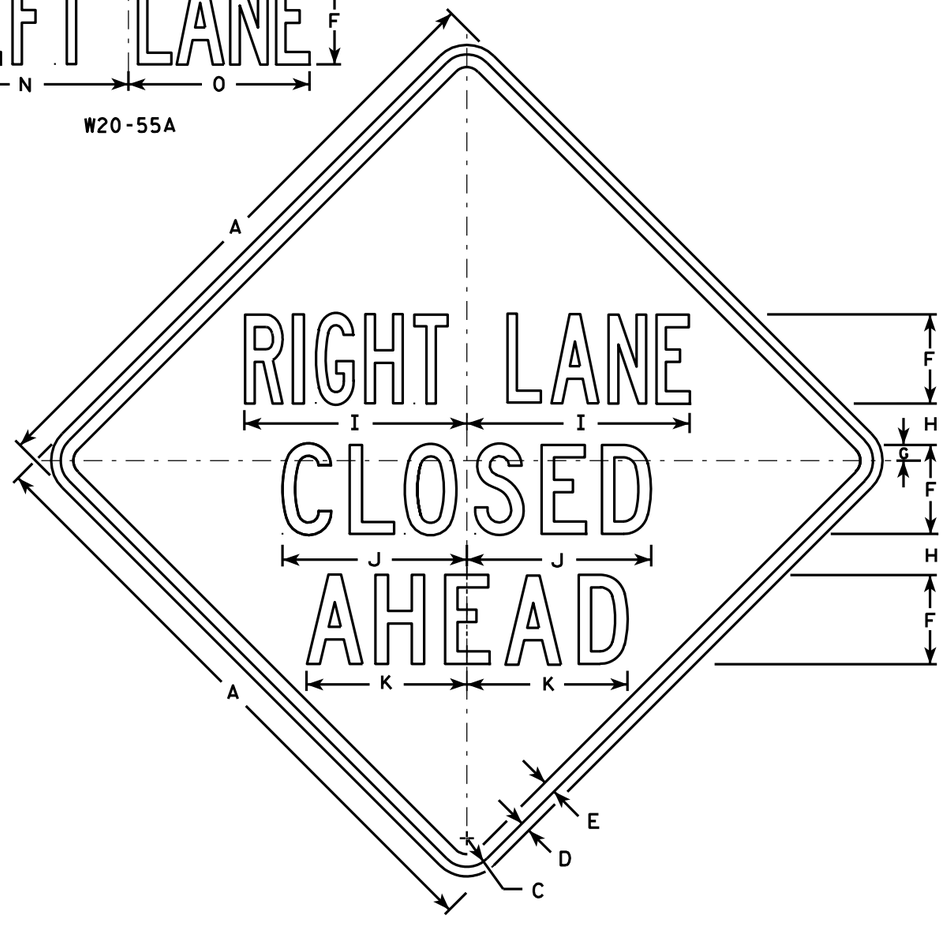
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 302 | E

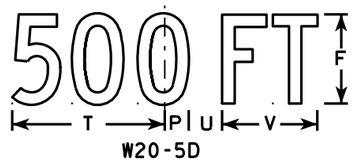
W20-56A



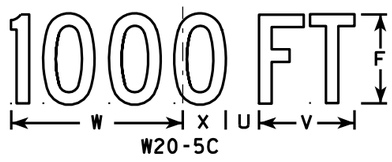
W20-55A



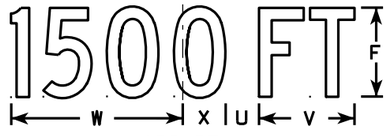
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

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. " _____ LANE" is Series B.
   All other copy is 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	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

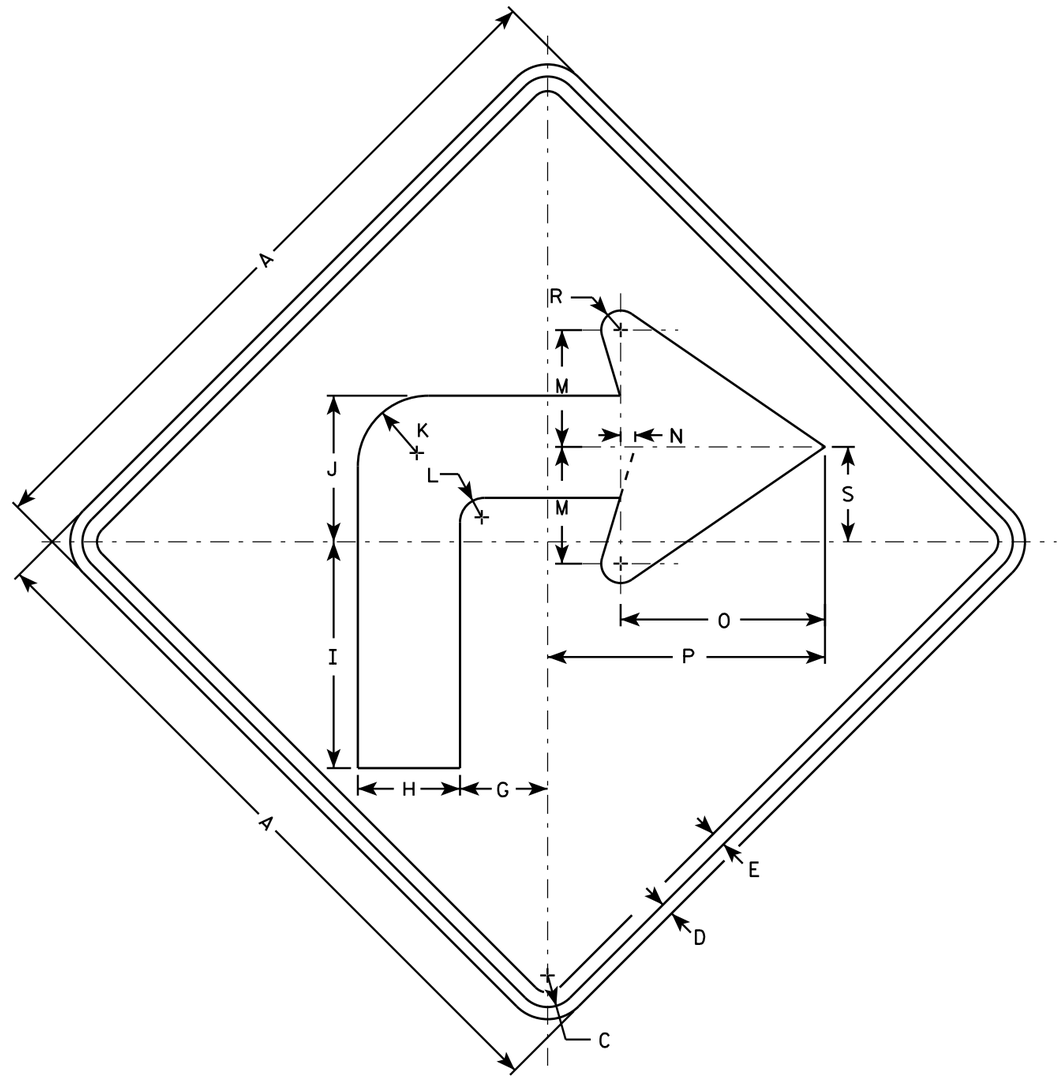
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 303 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W01-1R

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. W01-1L is the same as W01-1R except the arrow is reversed along the vertical centerline.

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

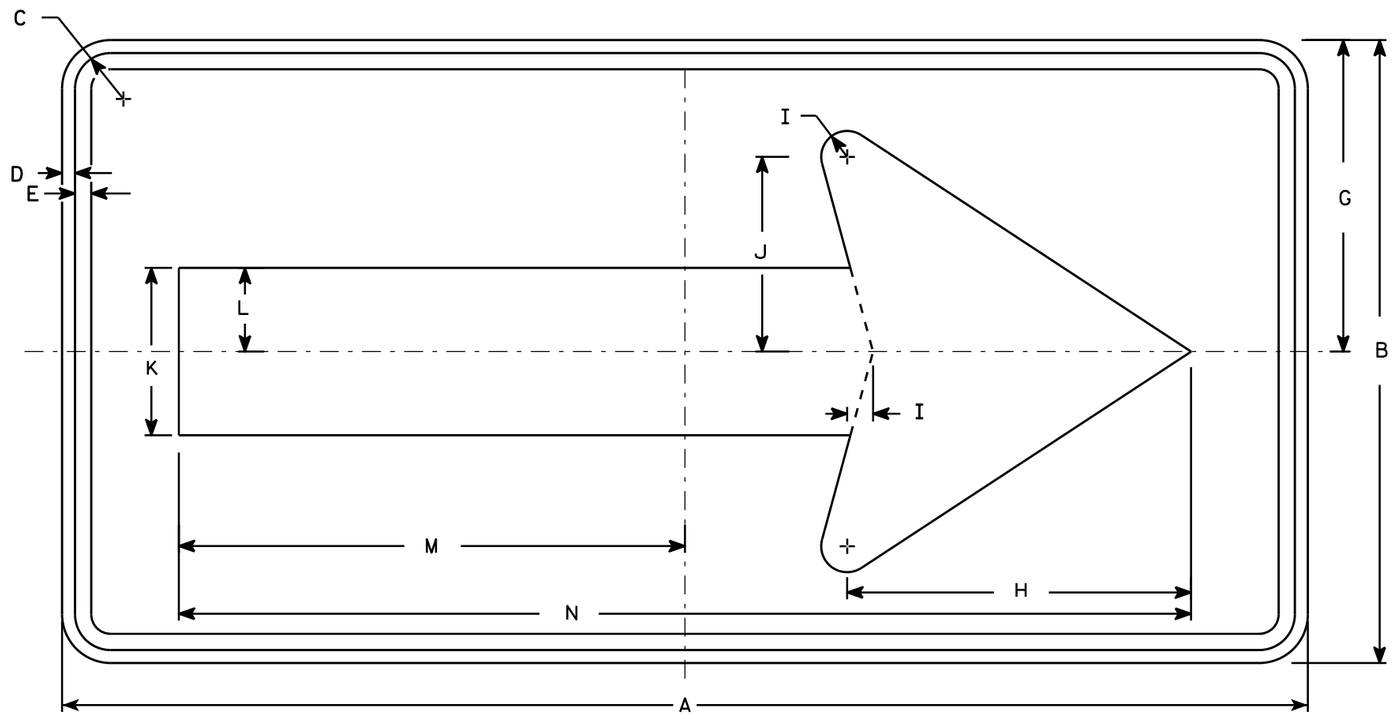
STANDARD SIGN
W01-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-1.1

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



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

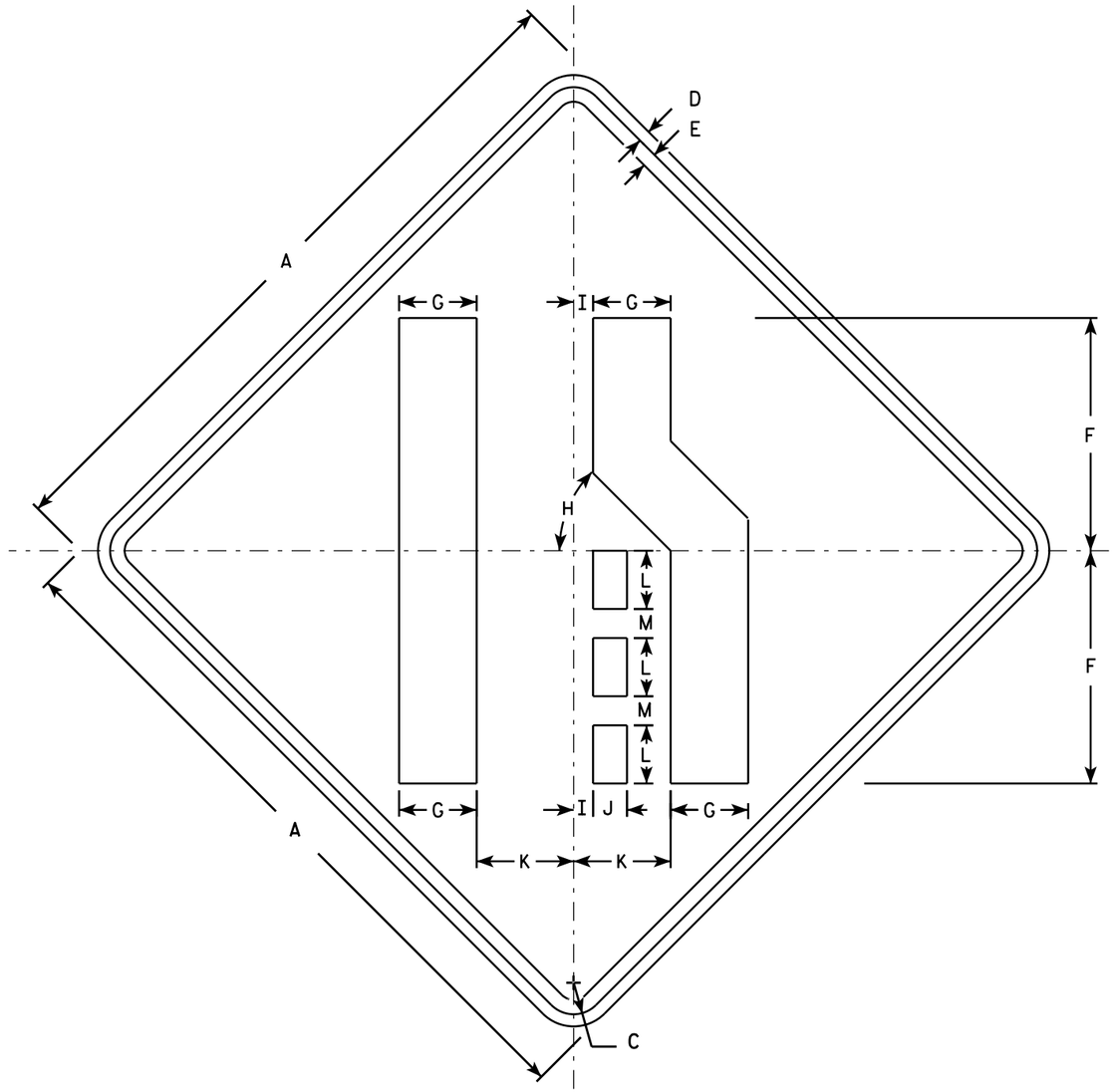
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 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



W04-2R

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. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 306 W04-2.1

PROJECT NO:

SHEET NO: E

W. JACKSON ST.

STATION	AREA (SF) CUT	FILL	EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	FILL NOTE 3	EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	EXPANDED FILL 1.11
17+40.00	120	5	6	0	0	0	0	0
17+50.00	120	5	6	45	2	2	45	2
18+00.00	117	9	6	220	14	11	265	17
18+50.00	116	11	6	216	18	11	481	38
19+00.00	114	9	6	213	18	11	693	58
19+50.00	107	8	5	205	17	10	899	77
20+00.00	93	12	5	186	18	9	1,085	97
20+50.00	100	8	5	179	18	9	1,264	118
20+93.24	100	8	5	160	13	8	1,424	133
---	---	---	---	---	---	---	---	---
21+71.98	118	2	6	0	0	0	1,424	133
22+00.00	118	2	6	122	2	6	1,546	135
22+50.00	105	5	5	207	7	10	1,752	143
23+00.00	105	7	5	195	12	10	1,947	155
23+50.00	116	5	6	205	12	10	2,152	168
24+00.00	124	3	6	222	8	11	2,374	177
24+50.00	125	2	6	231	5	12	2,605	182
25+00.00	132	0	7	239	2	12	2,843	185
25+50.00	117	0	6	231	0	12	3,074	185
26+00.00	120	3	6	219	3	11	3,293	188
26+50.00	111	4	6	214	7	11	3,507	195
27+00.00	104	6	5	199	10	10	3,707	206
27+50.00	99	5	5	188	11	9	3,894	218
28+00.00	104	6	5	188	11	9	4,082	230
28+50.00	181	1	9	264	7	13	4,346	238
29+00.00	111	1	6	271	2	14	4,617	240
29+50.00	129	2	6	223	3	11	4,840	243
30+00.00	113	5	6	224	7	11	5,063	250
30+50.00	103	6	5	200	11	10	5,263	262
31+00.00	101	2	5	190	8	9	5,453	271
31+50.00	92	0	5	179	2	9	5,632	273
31+58.20	92	0	5	28	0	1	5,660	273
		COLUMN TOTALS		5,660	246	283		

A CHAIN

STATION	AREA (SF) CUT	FILL	EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	FILL NOTE 3	EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	EXPANDED FILL 1.11
10+00.00 A	71	16	4	0	0	0	0	0
10+25.00 A	63	18	3	62	16	3	62	17
10+50.00 A	72	19	4	63	17	3	125	36
10+75.00 A	53	17	3	58	17	3	183	55
11+00.00 A	137	16	7	88	15	6	271	72
11+25.00 A	92	16	5	106	15	4	377	88
11+50.00 A	105	13	5	91	14	5	468	103
11+75.00 A	83	13	4	87	12	4	555	116
12+00.00 A	108	14	5	89	12	5	644	130
12+25.00 A	138	15	7	114	13	6	758	145
12+35.61 A	75	16	4	42	6	1	800	152
		COLUMN TOTALS		800	137	42		

4TH STREET

STATION	AREA (SF) CUT	FILL	EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	FILL NOTE 3	EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	EXPANDED FILL 1.11
10+00.00C	49	2	2	0	0	0	0	0
10+25.00C	61	1	3	51	1	3	51	2
10+50.00C	105	4	5	76	2	3	127	4
10+75.00C	108	2	5	98	3	5	226	7
11+00.00C	106	0	5	99	1	5	325	8
11+18.75C	106	0	5	74	0	4	398	8
		COLUMN TOTALS		398	7	19		

NOTES:

1) CUT: CUT INCLUDES SALAVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EBS CALCULATED AT 5 PERCENT OF CUT.

W. JACKSON ST.

STATION	AREA (SF) CUT	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.11
11+06.40	58	1	3	0	0	0	0	0
11+50.00	116	3	6	140	3	7	140	4
12+00.00	183	4	9	277	5	11	417	10
12+50.00	179	5	9	335	9	17	752	19
13+00.00	232	0	46	380	5	51	1,132	25
13+50.00	192	4	38	392	4	78	1,524	29
14+00.00	177	8	35	299	0	15	1,823	29
14+50.00	175	11	35	336	14	67	2,159	45
15+00.00	177	13	35	325	21	65	2,484	69
15+50.00	190	8	38	340	19	68	2,824	90
16+00.00	112	7	22	279	5	56	3,104	95
16+50.00	103	0	21	199	7	40	3,302	103
17+00.00	87	5	4	176	5	23	3,479	108
17+40.00	112	5	6	148	8	7	3,627	117
		COLUMN TOTALS		3,627	105	506		

W. GRAND AVE.

STATION	AREA (SF) CUT	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.11
10+28.05 WG	103	2	5	0	0	0	0	0
10+50.00 WG	103	2	5	83	2	4	83	2
11+00.00 WG	74	9	4	163	8	9	246	11
11+50.00 WG	92	9	5	154	18	8	400	31
12+00.00 WG	88	5	4	167	13	8	567	45
12+21.08 WG	88	5	4	68	4	3	635	49
		COLUMN TOTALS		635	44	32		

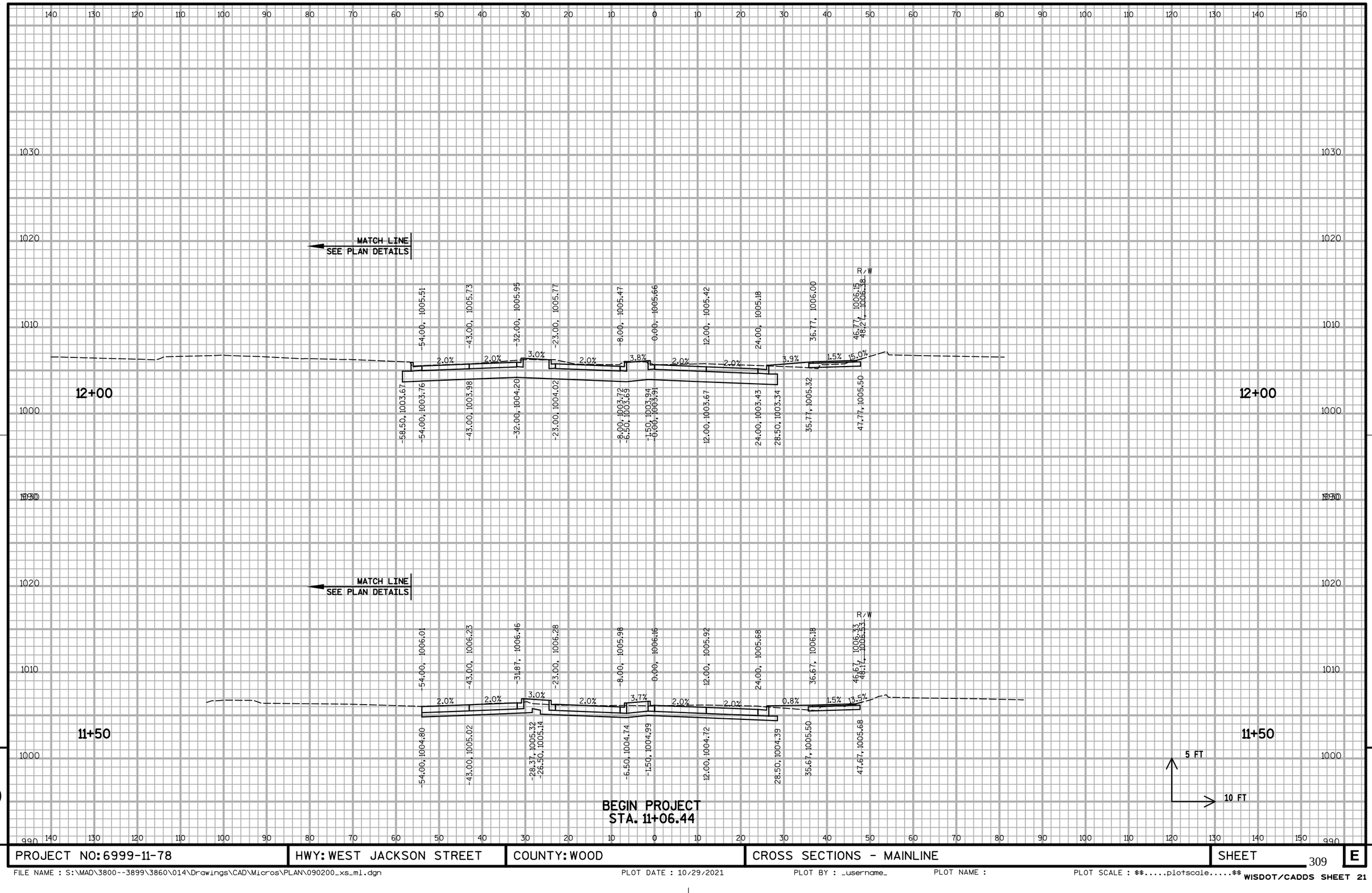
NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EBS CALCULATED AT 5 PERCENT OF CUT. BETWEEN STATION 13+00 AND STATION 16+50 20 PERCENT WAS USED BASED ON SOIL BORING RESULTS.

9

9

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090102_ew.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 49



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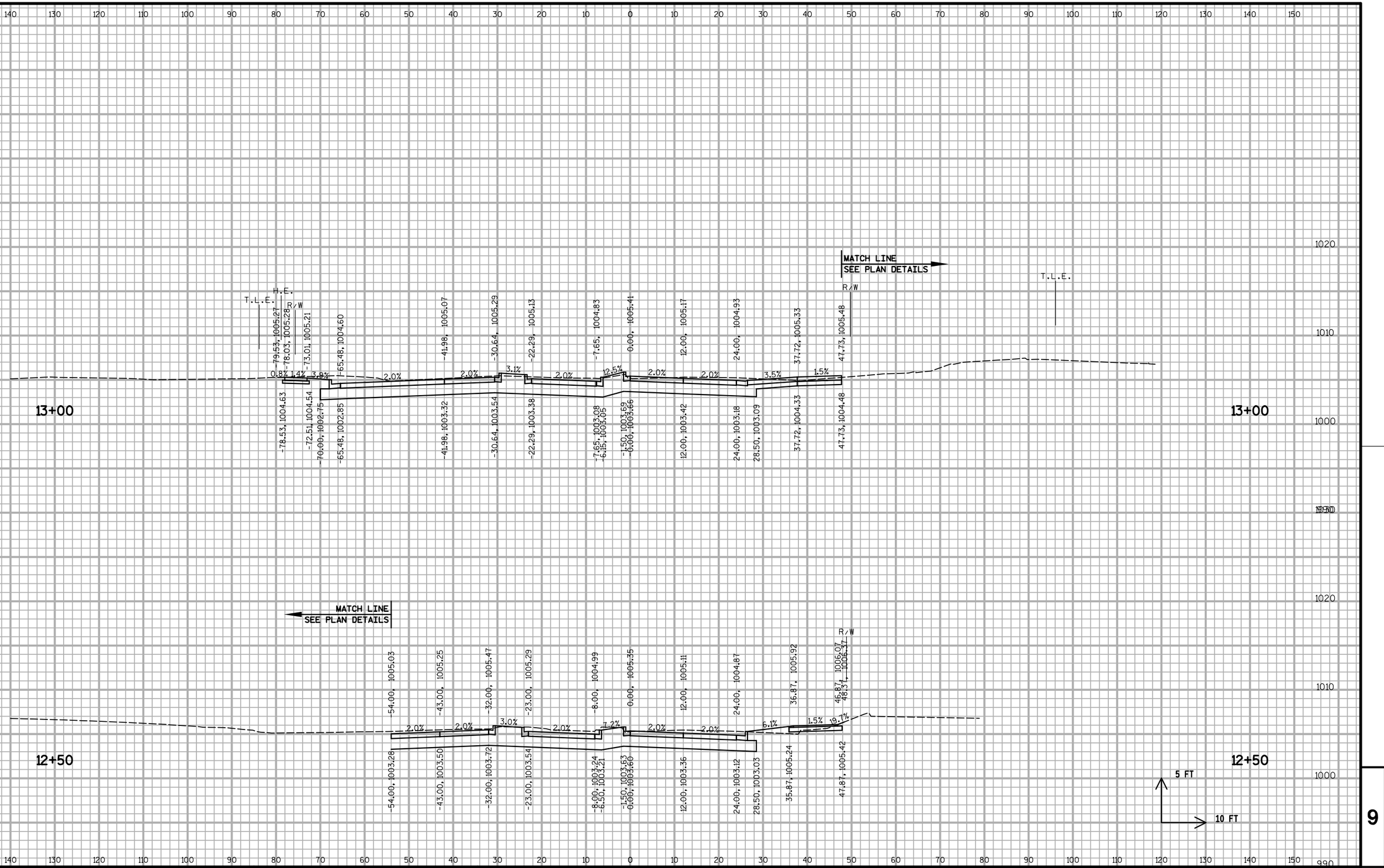
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - MAINLINE	SHEET 309	E



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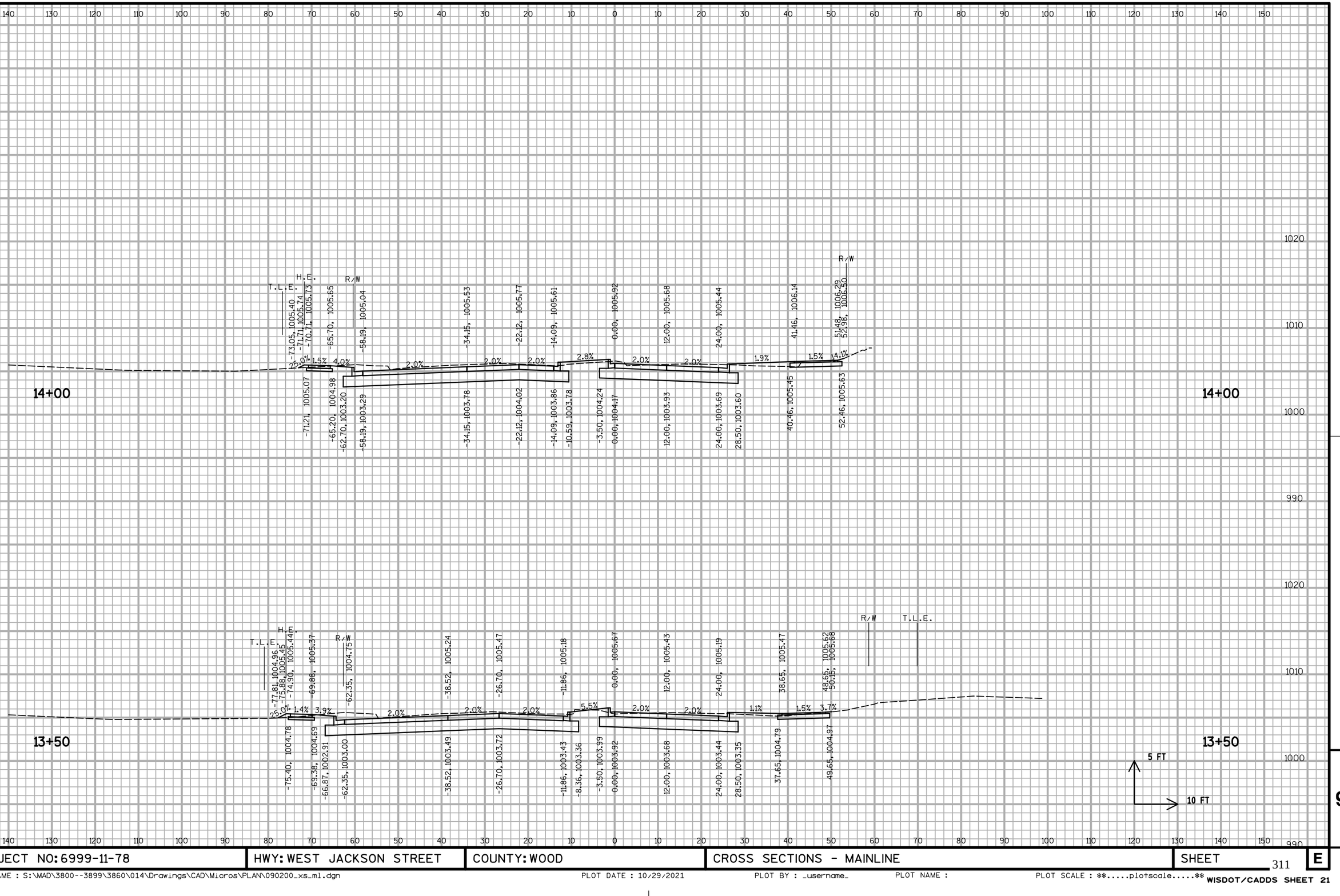

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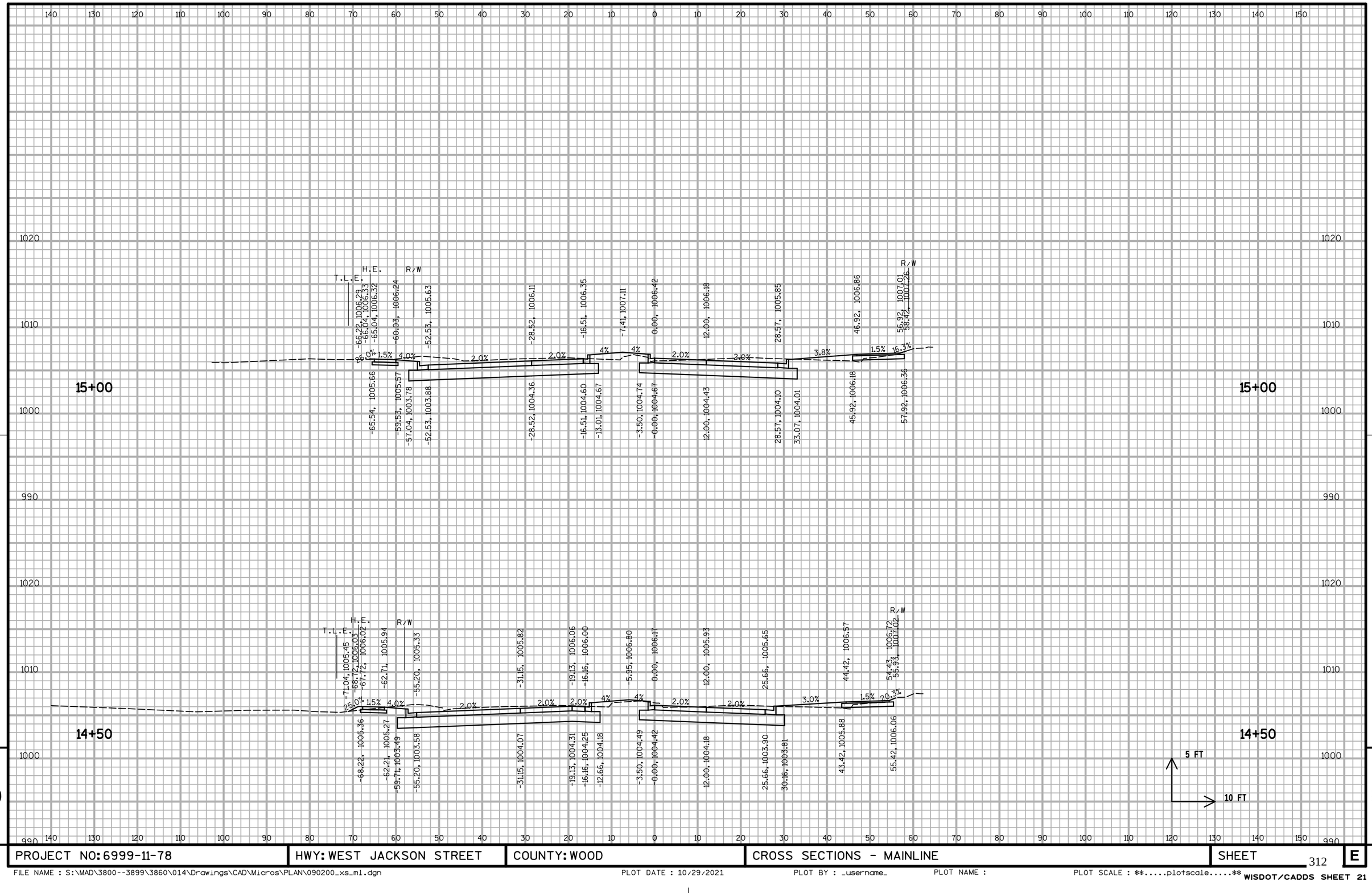

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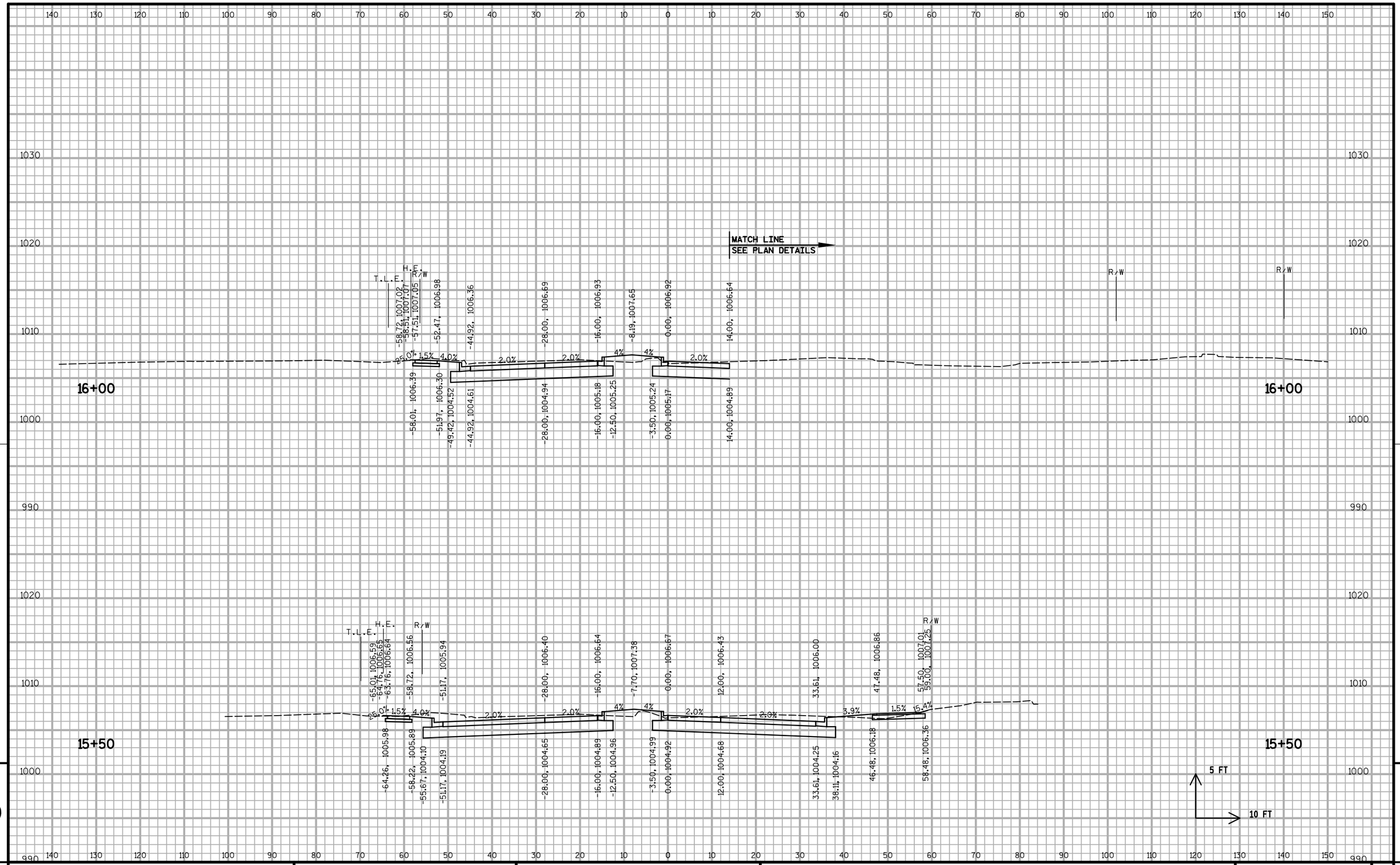

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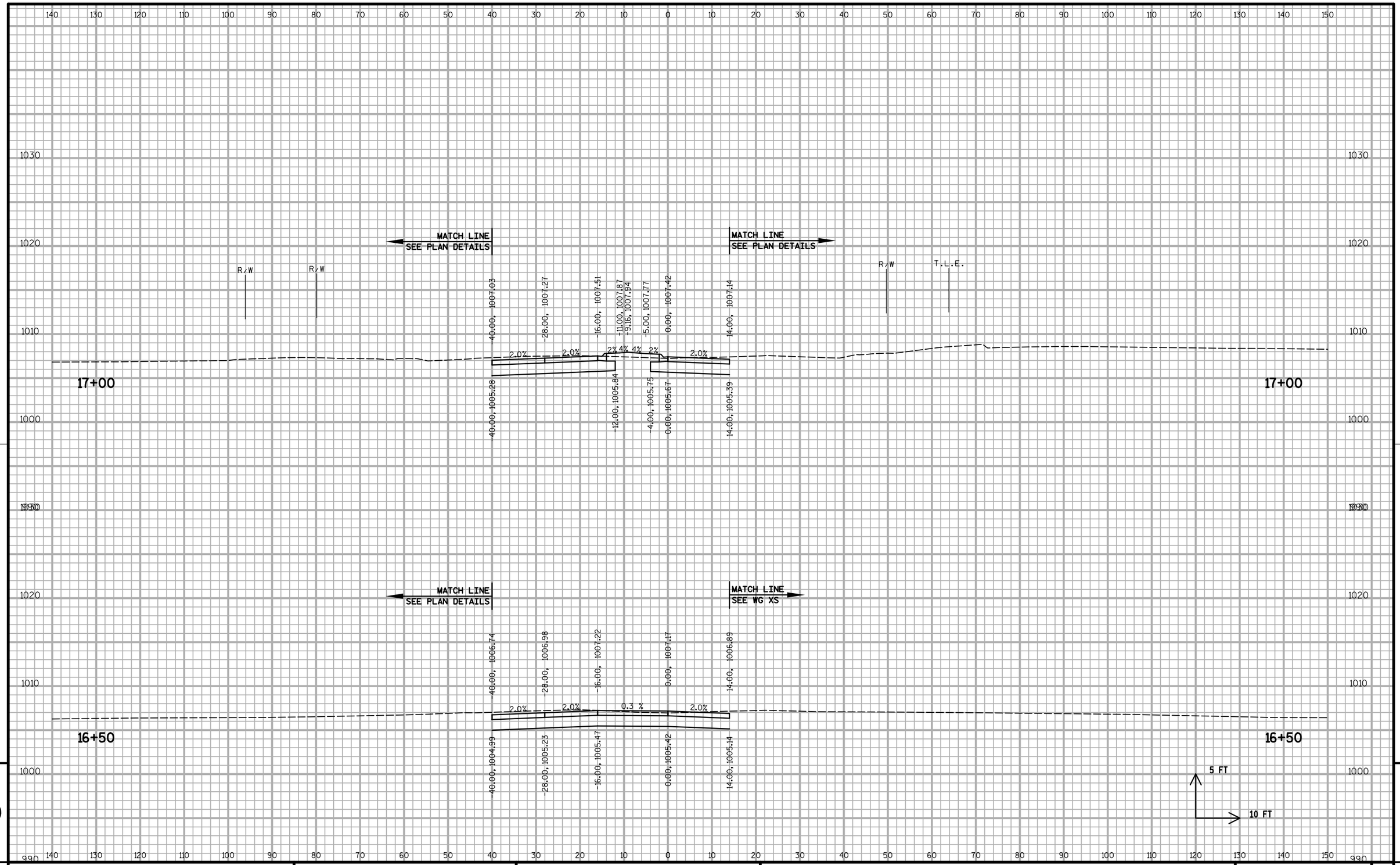

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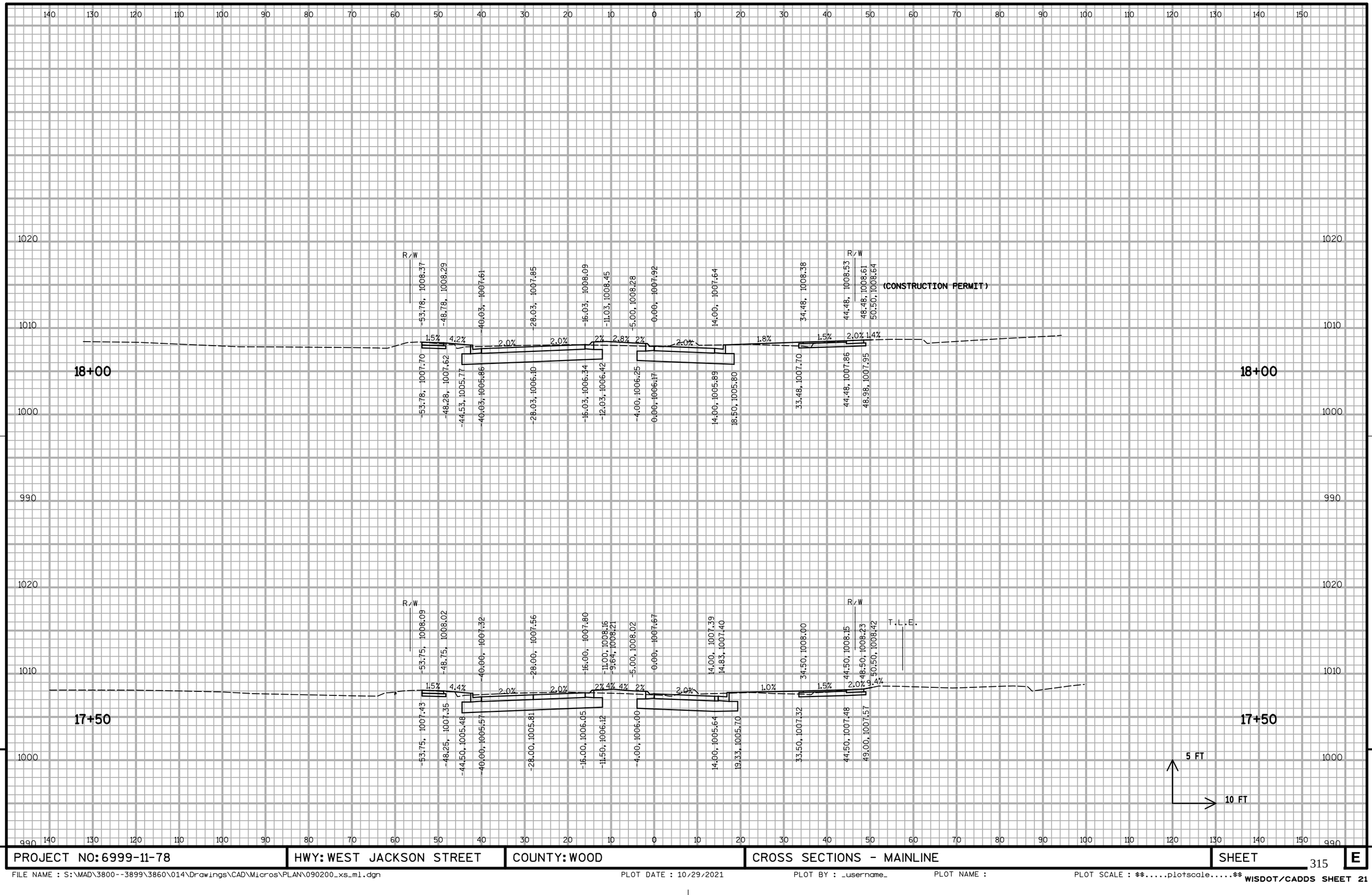

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PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - MAINLINE	SHEET 315	E

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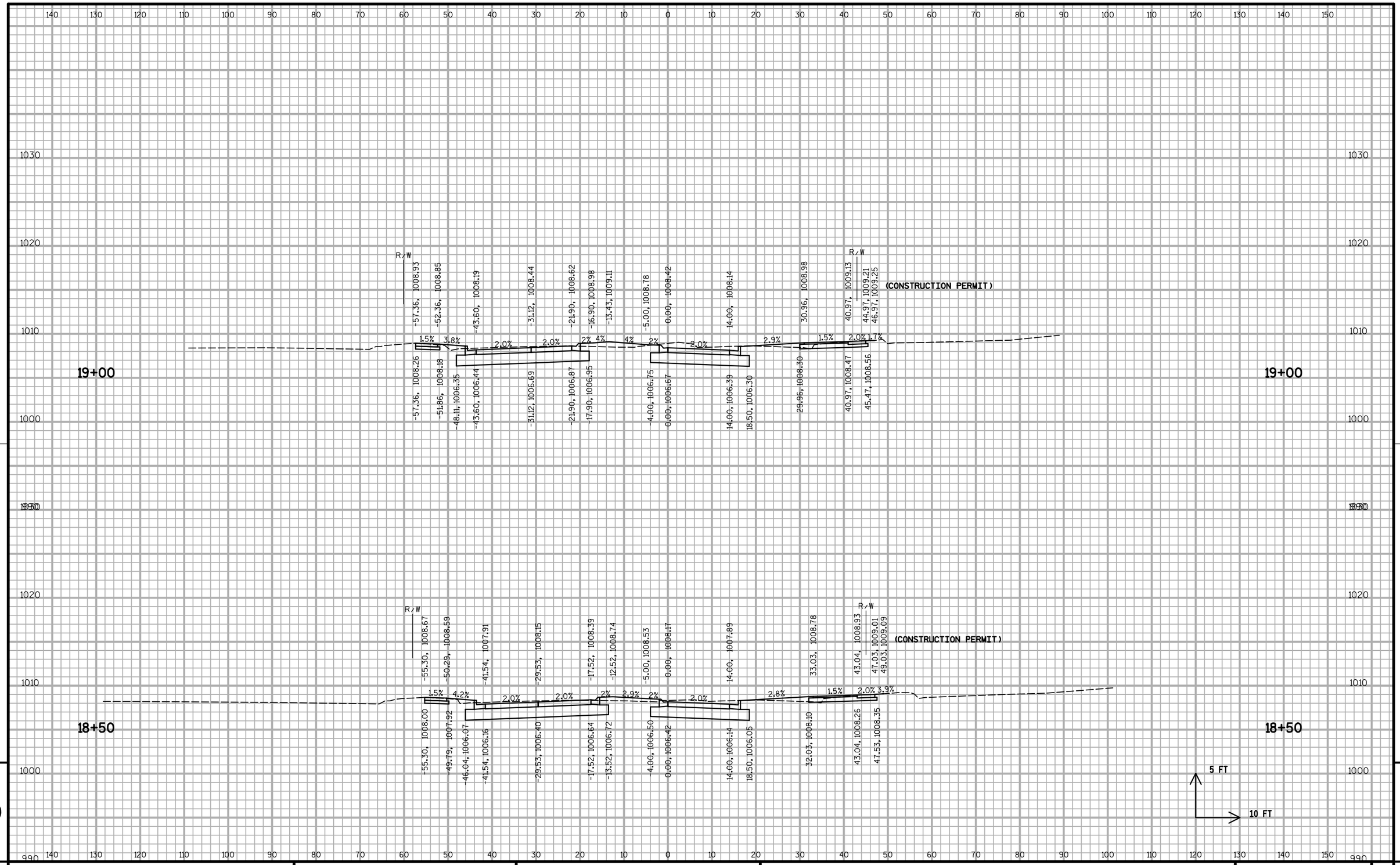

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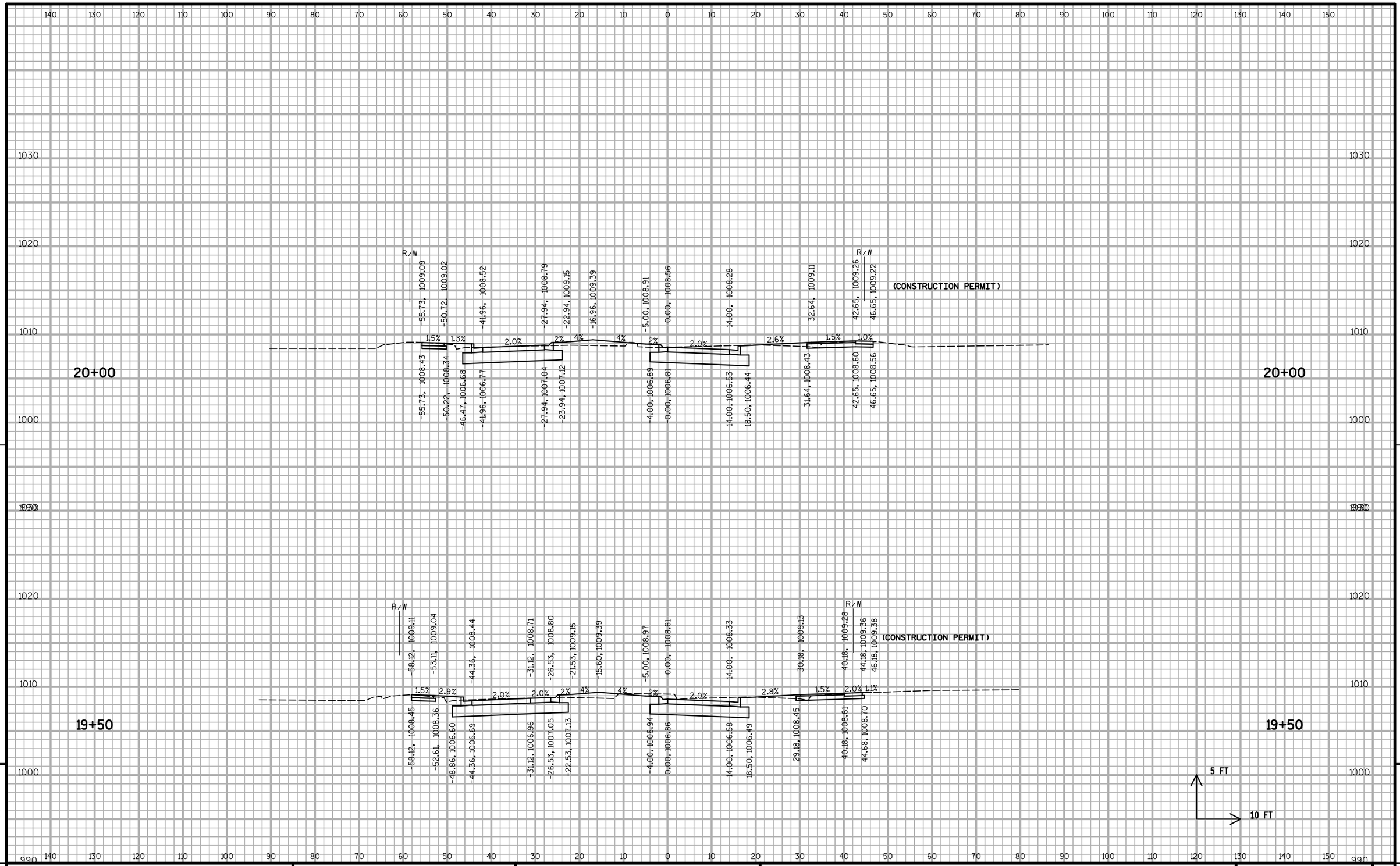

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PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - MAINLINE	SHEET 317	E

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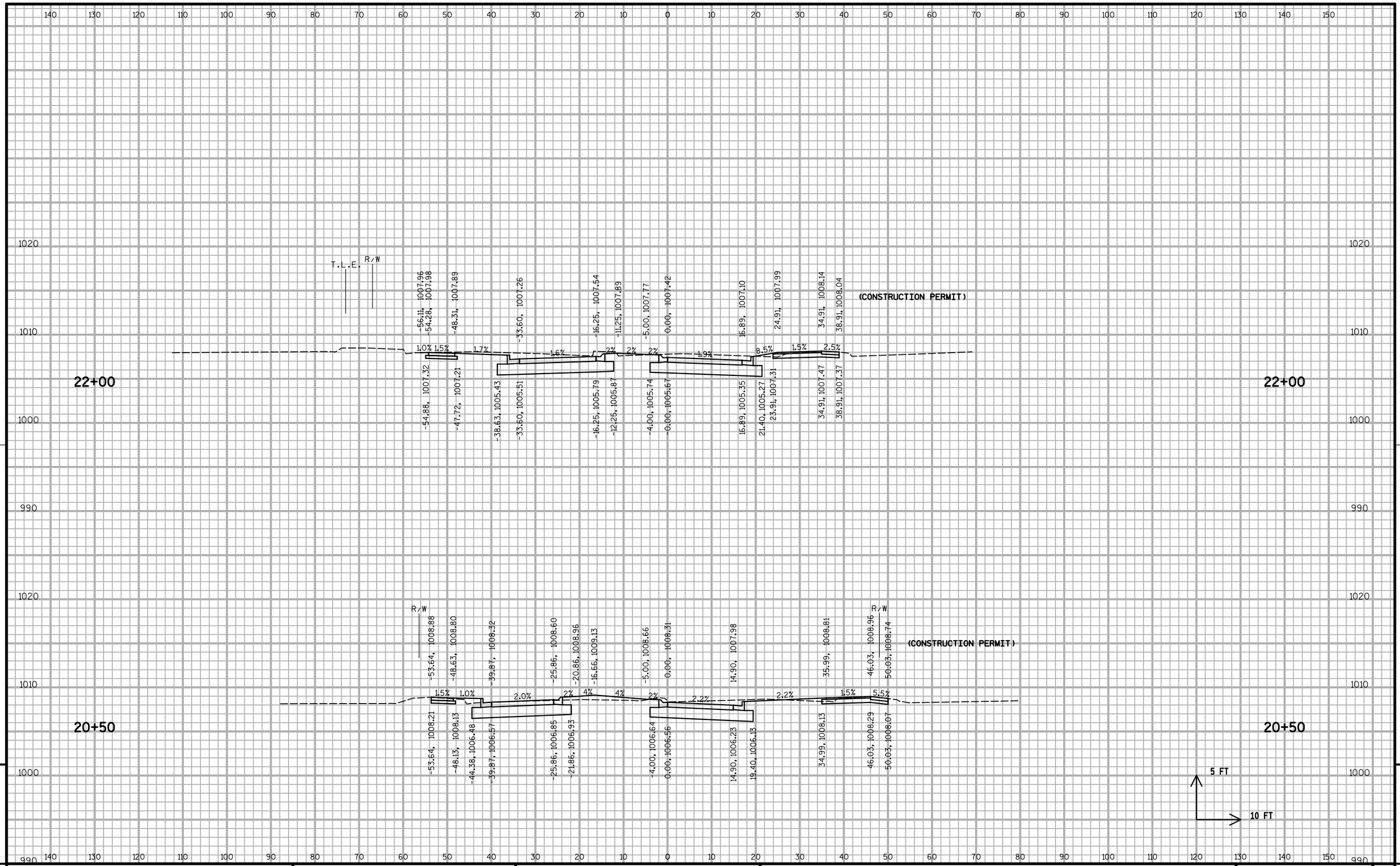

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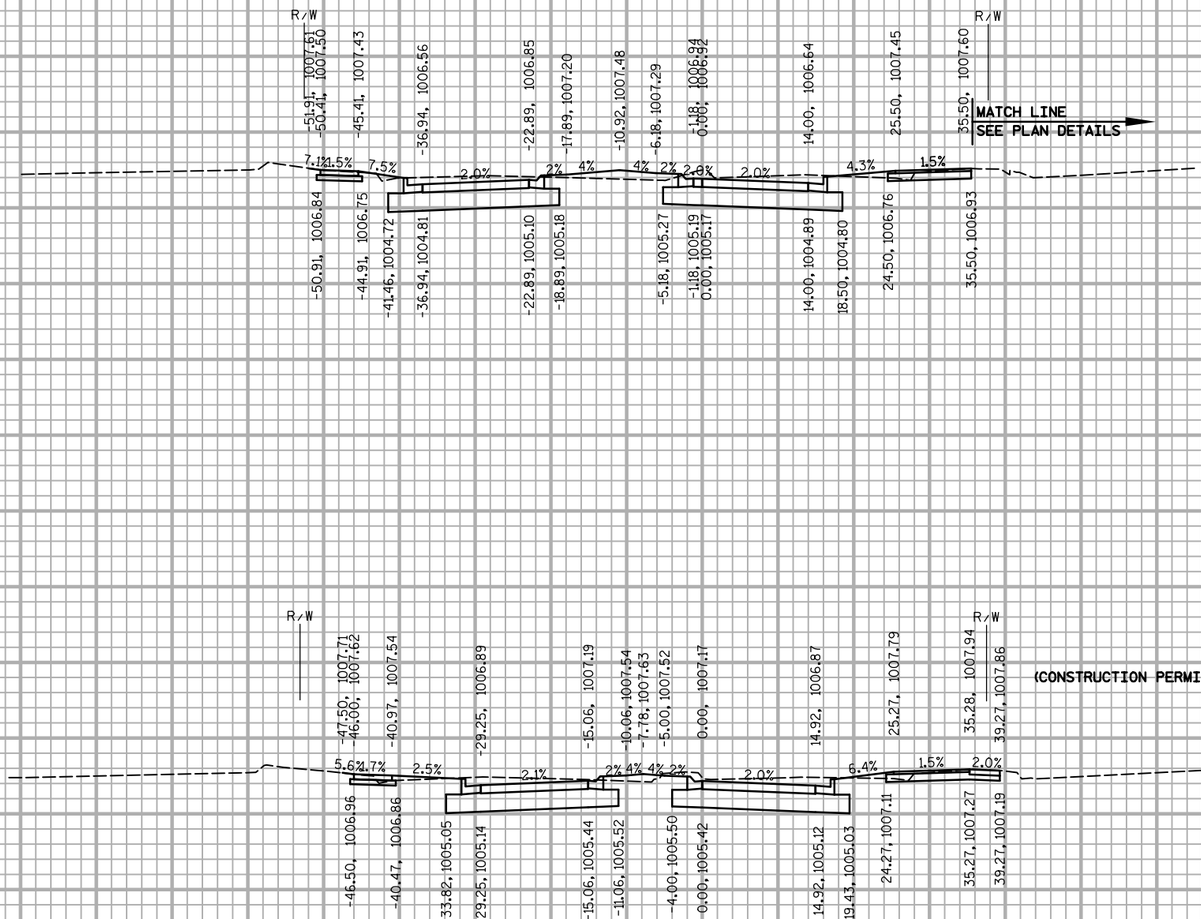

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PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - MAINLINE	SHEET 319	E

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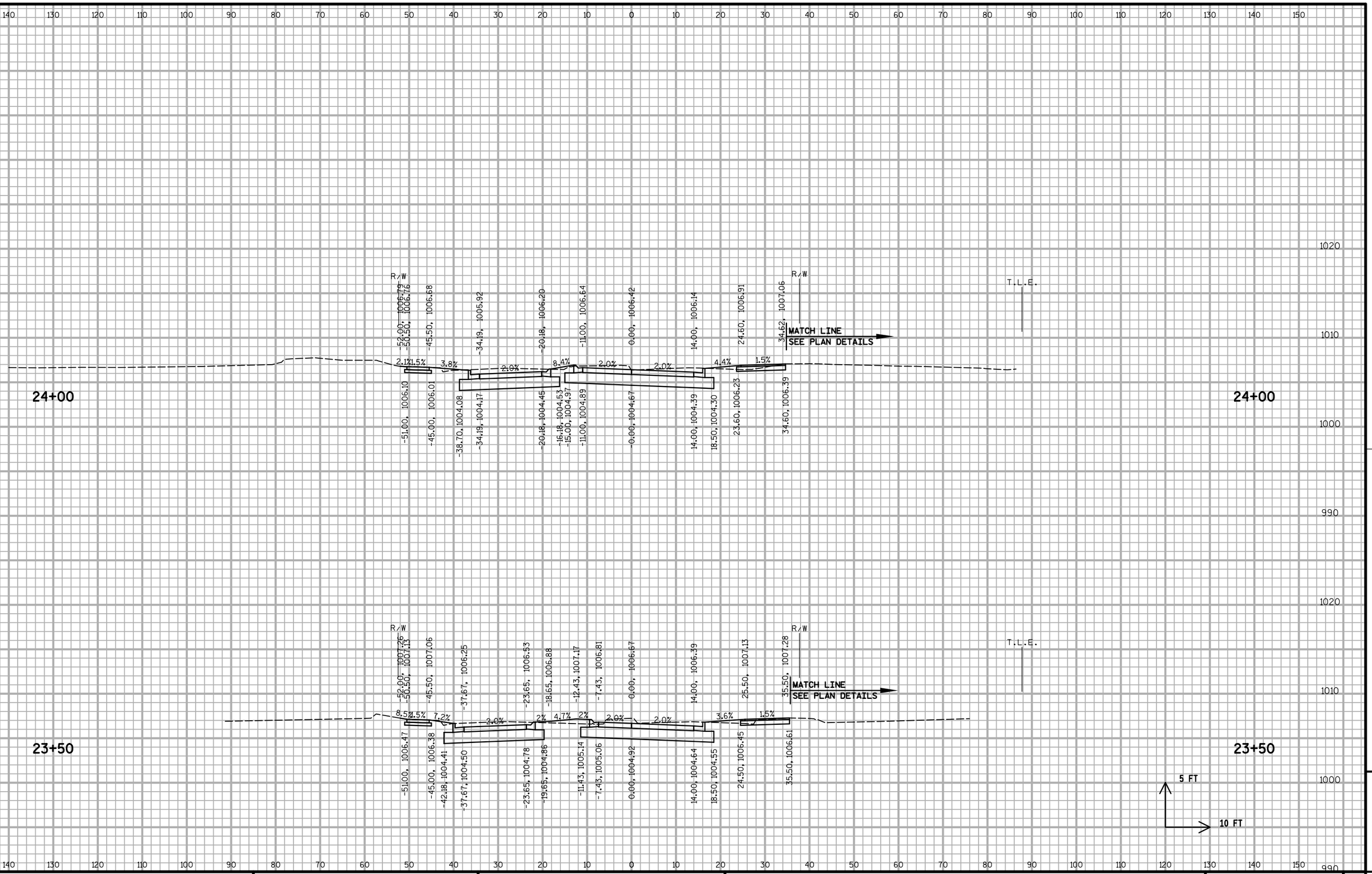

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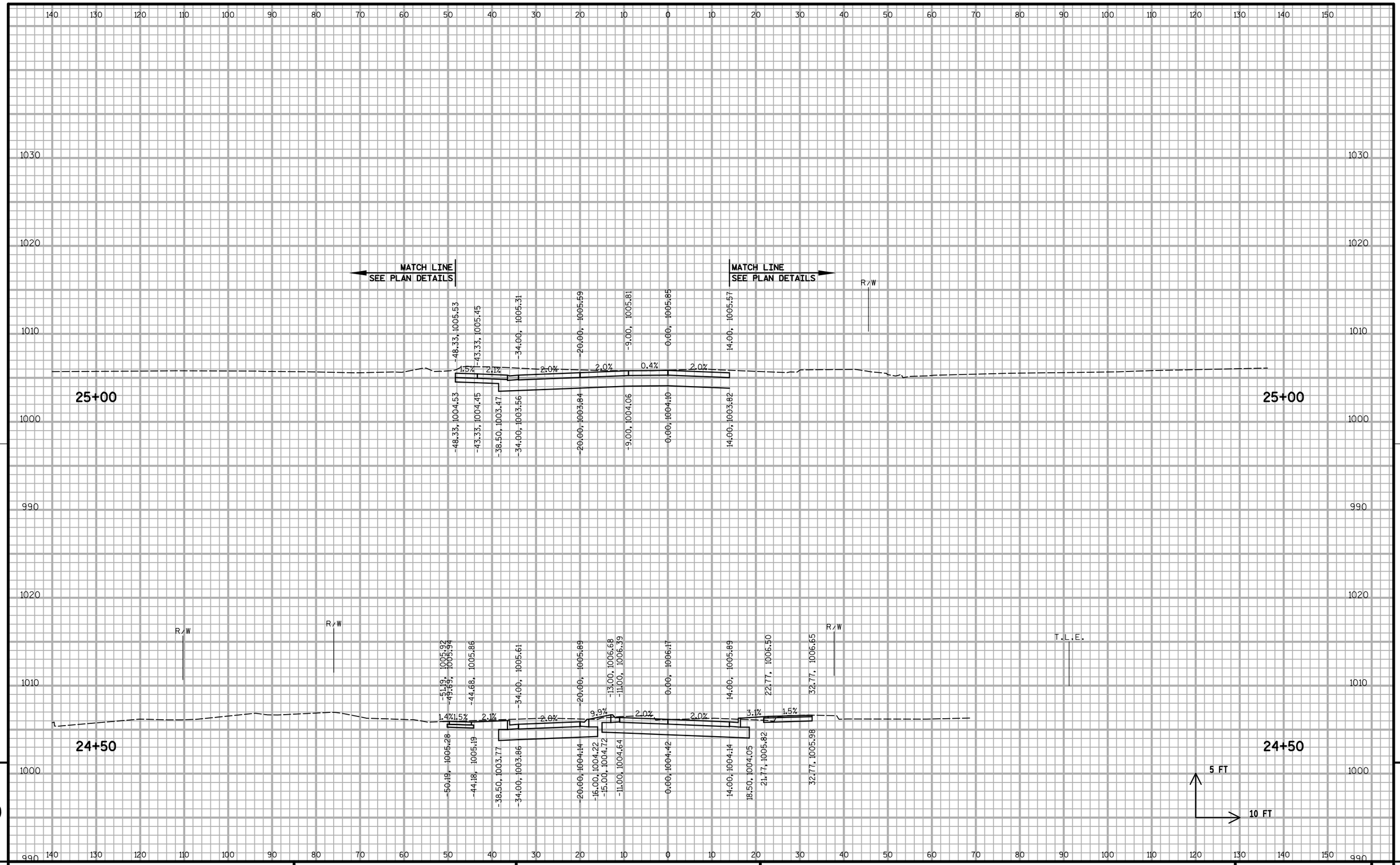

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PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - MAINLINE	SHEET	E

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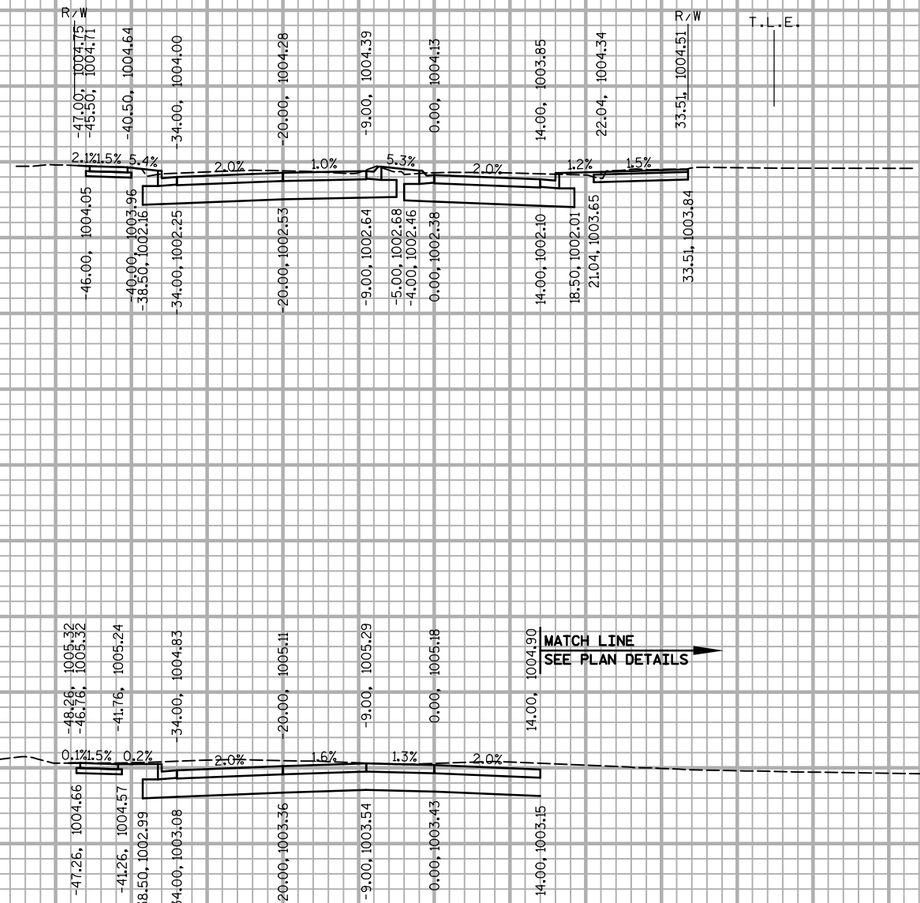

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PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - MAINLINE	SHEET 322	E

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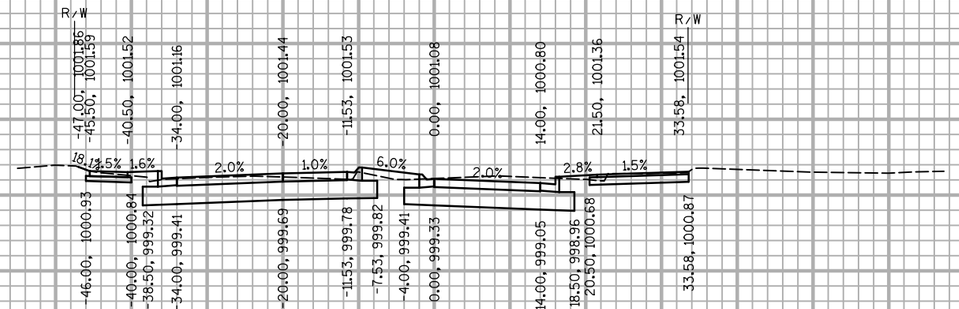
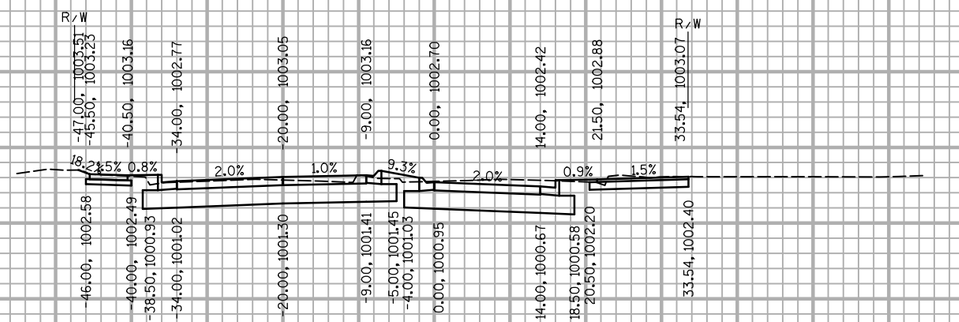


27+00

27+00



26+50

26+50

5 FT

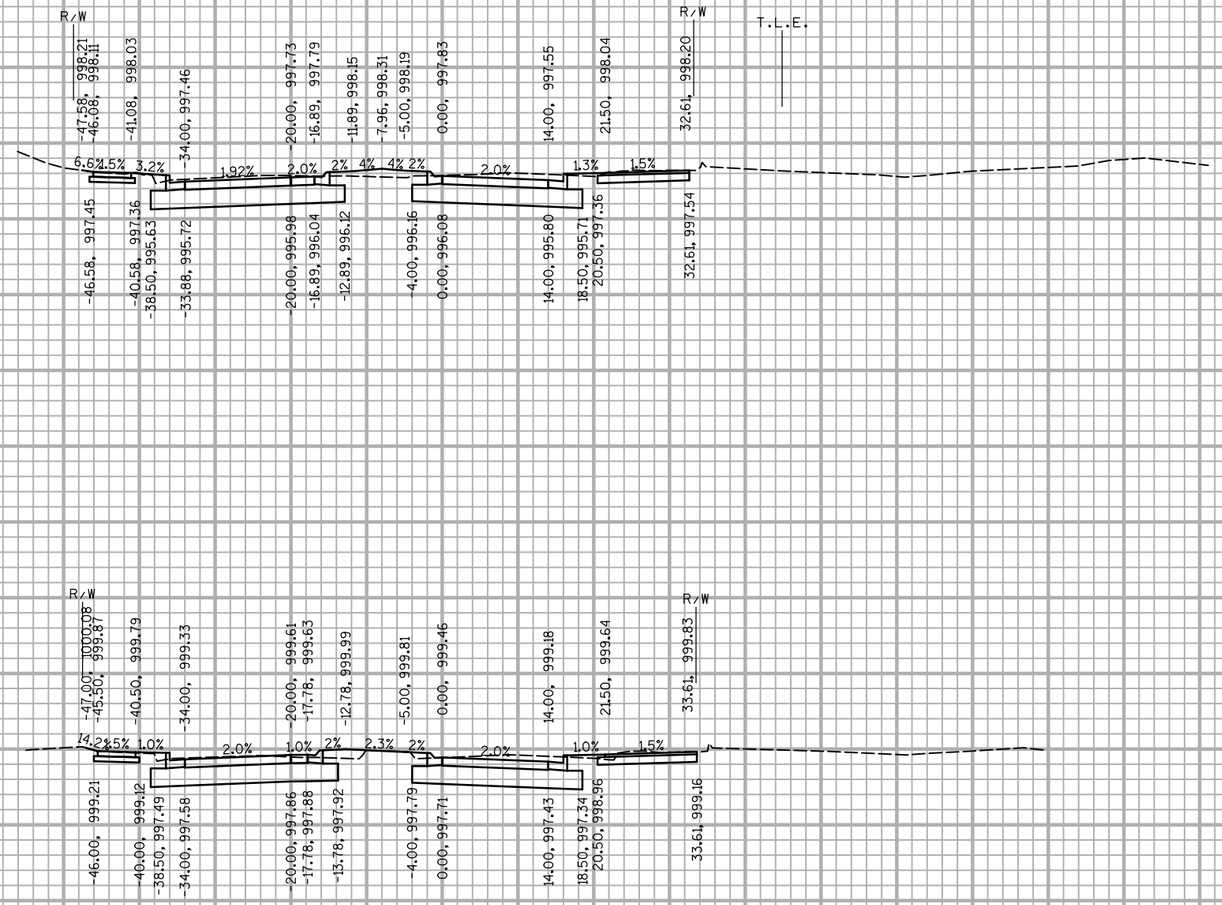
10 FT

9

9

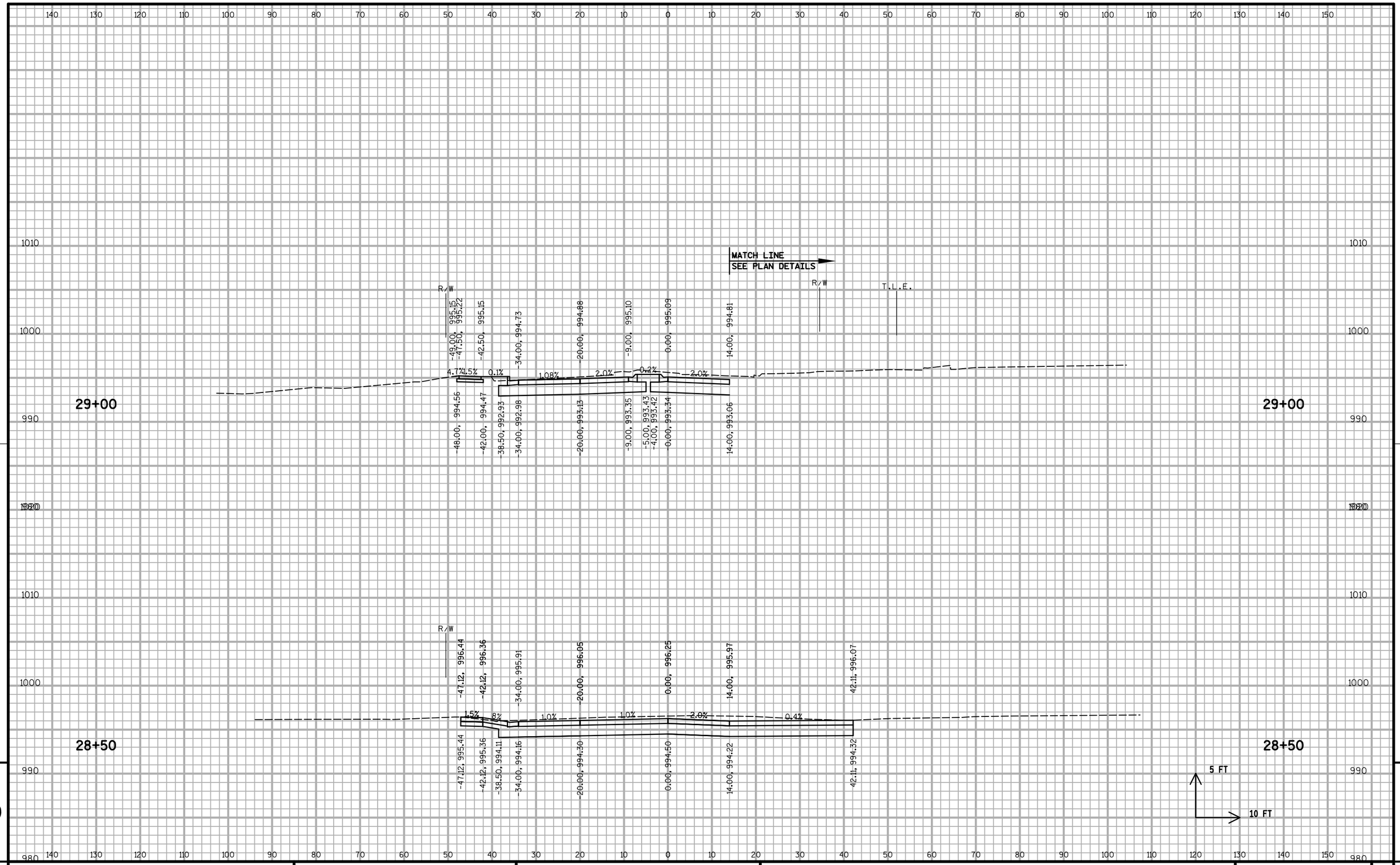
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - MAINLINE	SHEET 323	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090200_xs_ml.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



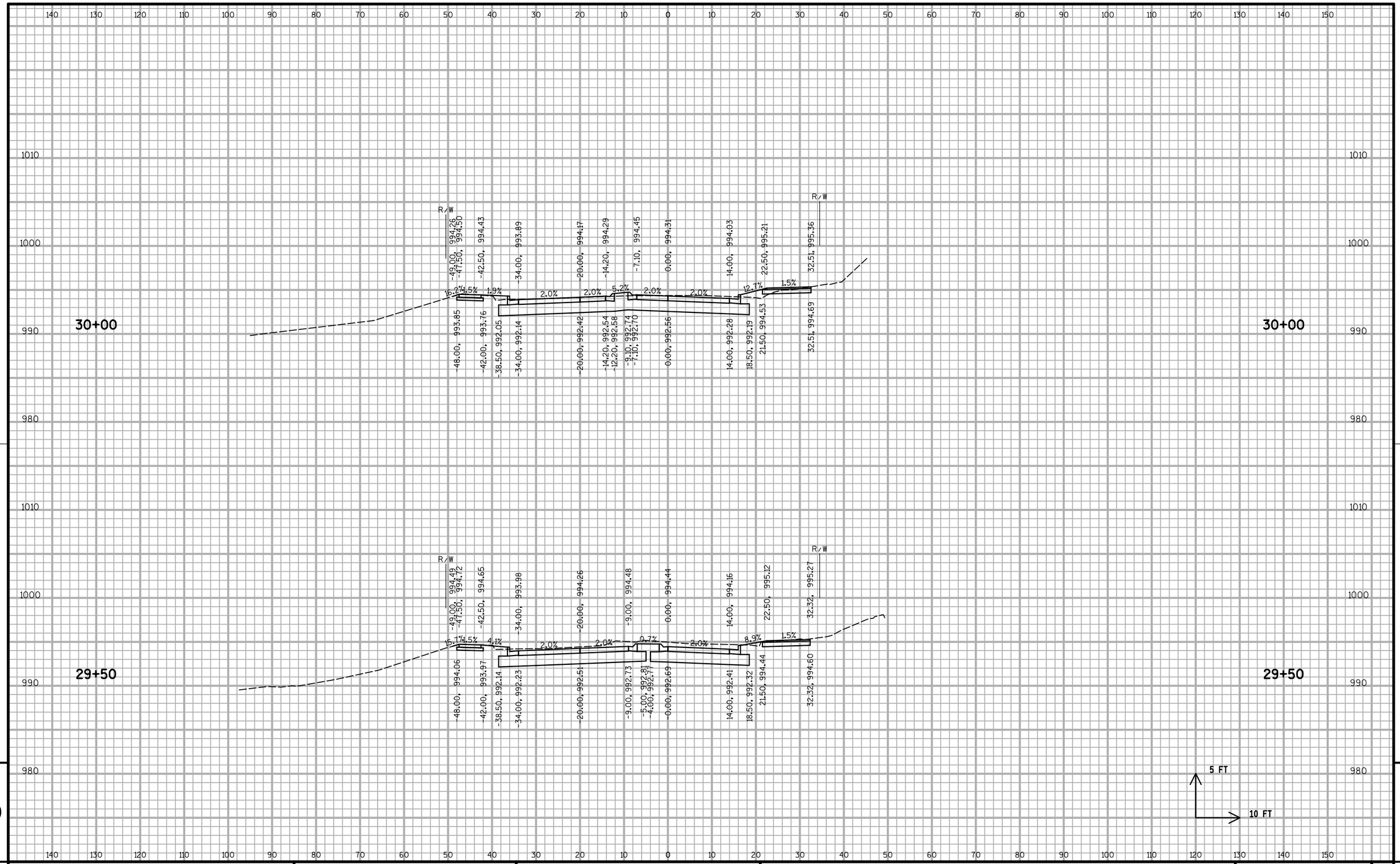
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - MAINLINE	SHEET 324	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090200_xs_ml.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - MAINLINE	SHEET 325	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090200_xs_ml.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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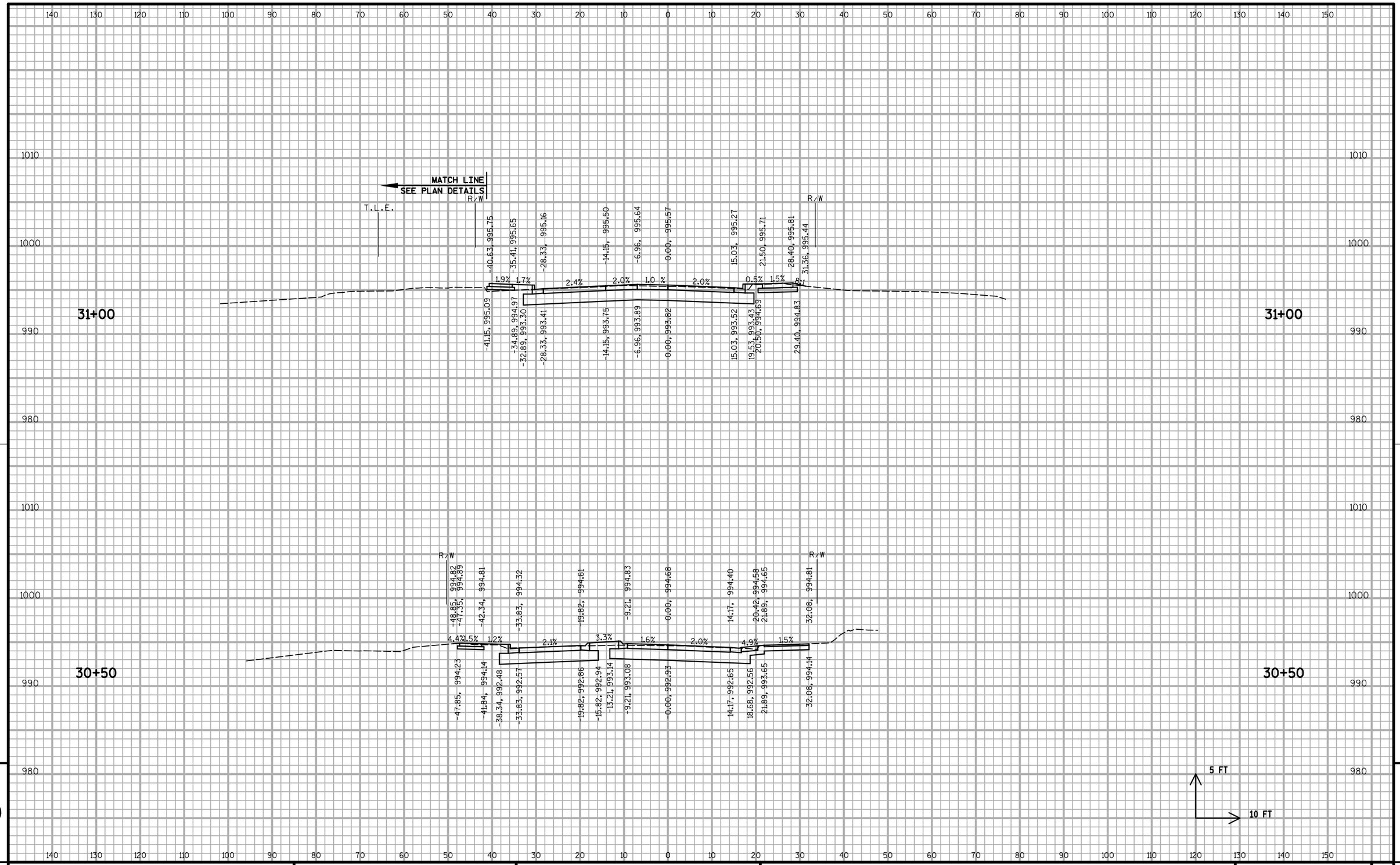
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - MAINLINE	SHEET 326	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090200_xs_ml.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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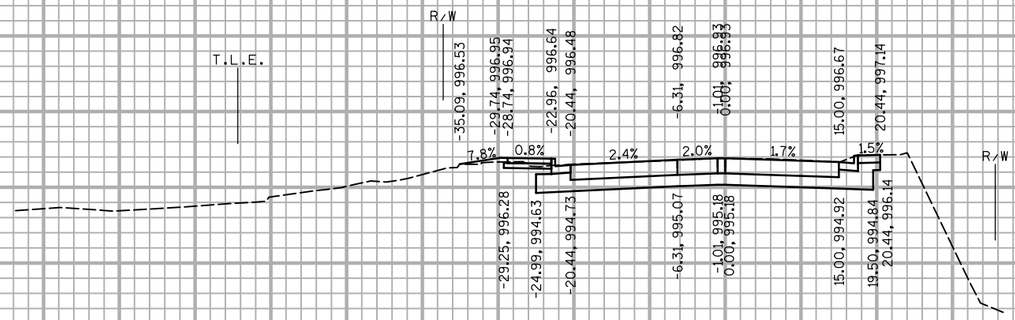
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - MAINLINE	SHEET 327	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090200_xs_ml.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

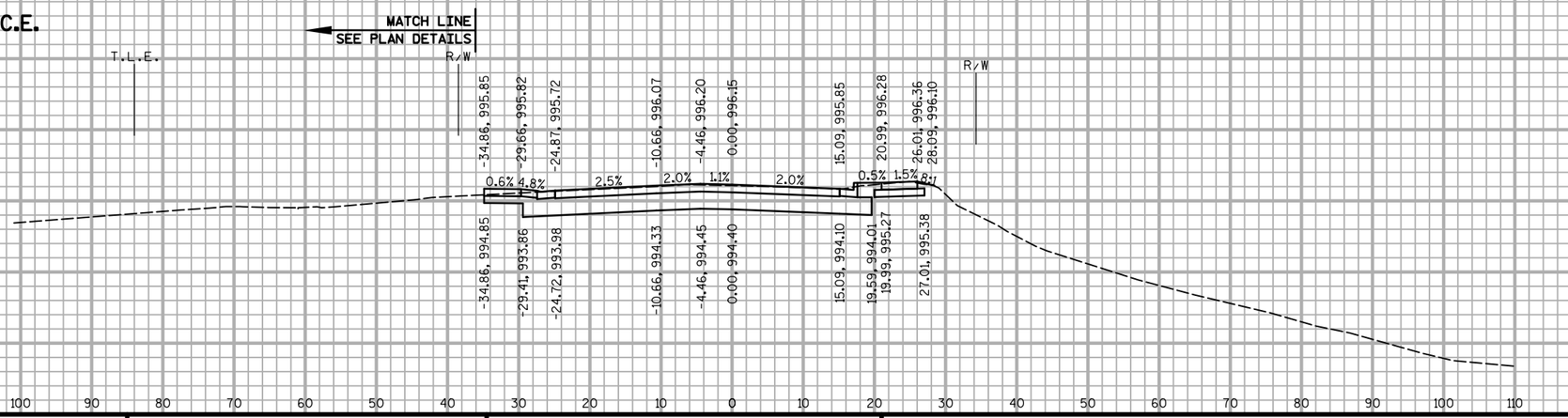
END PROJECT
STA. 31+58.20



31+50

31+50

CONSTRUCT C.E.



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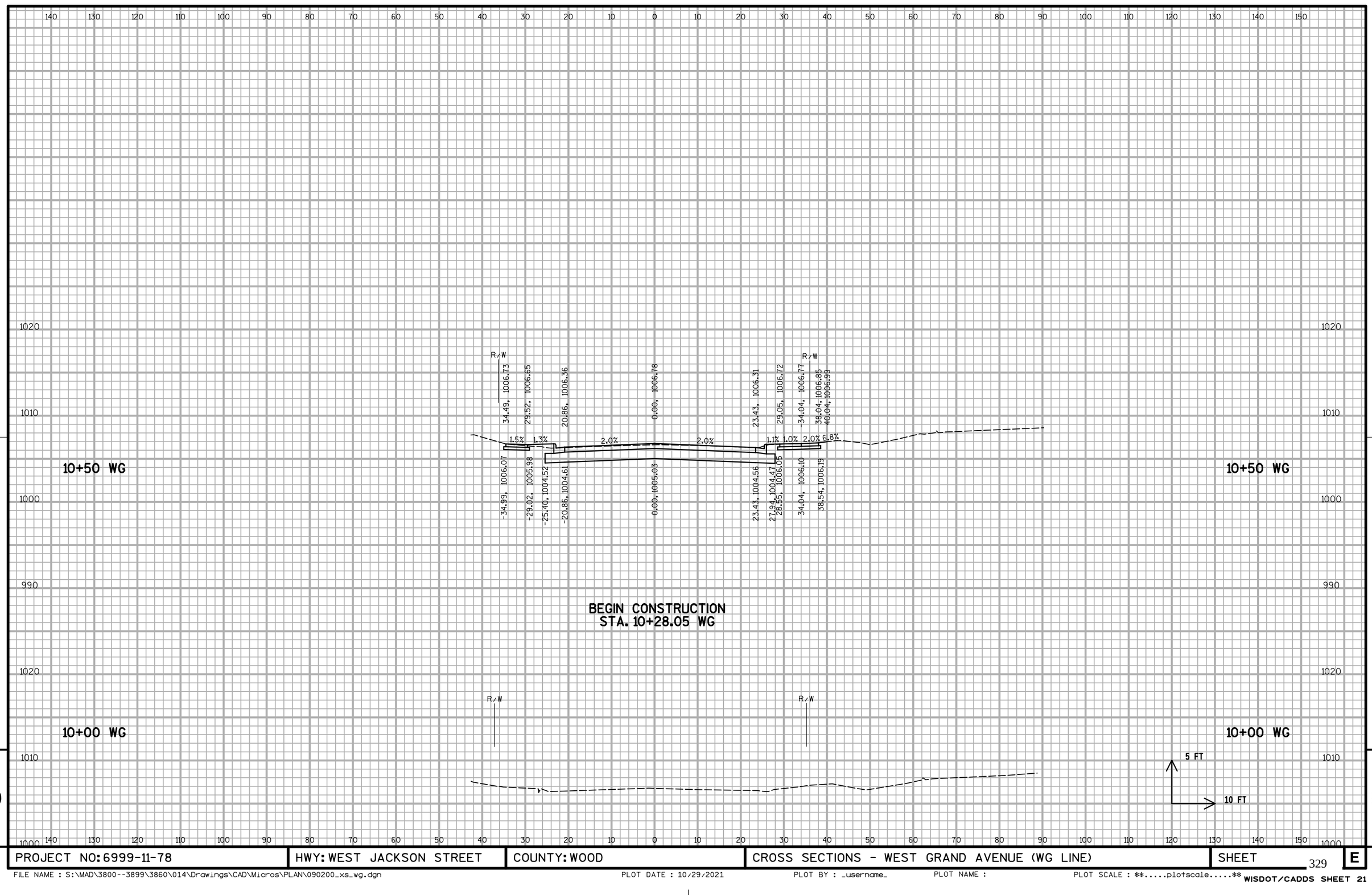
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - MAINLINE	SHEET 328	E



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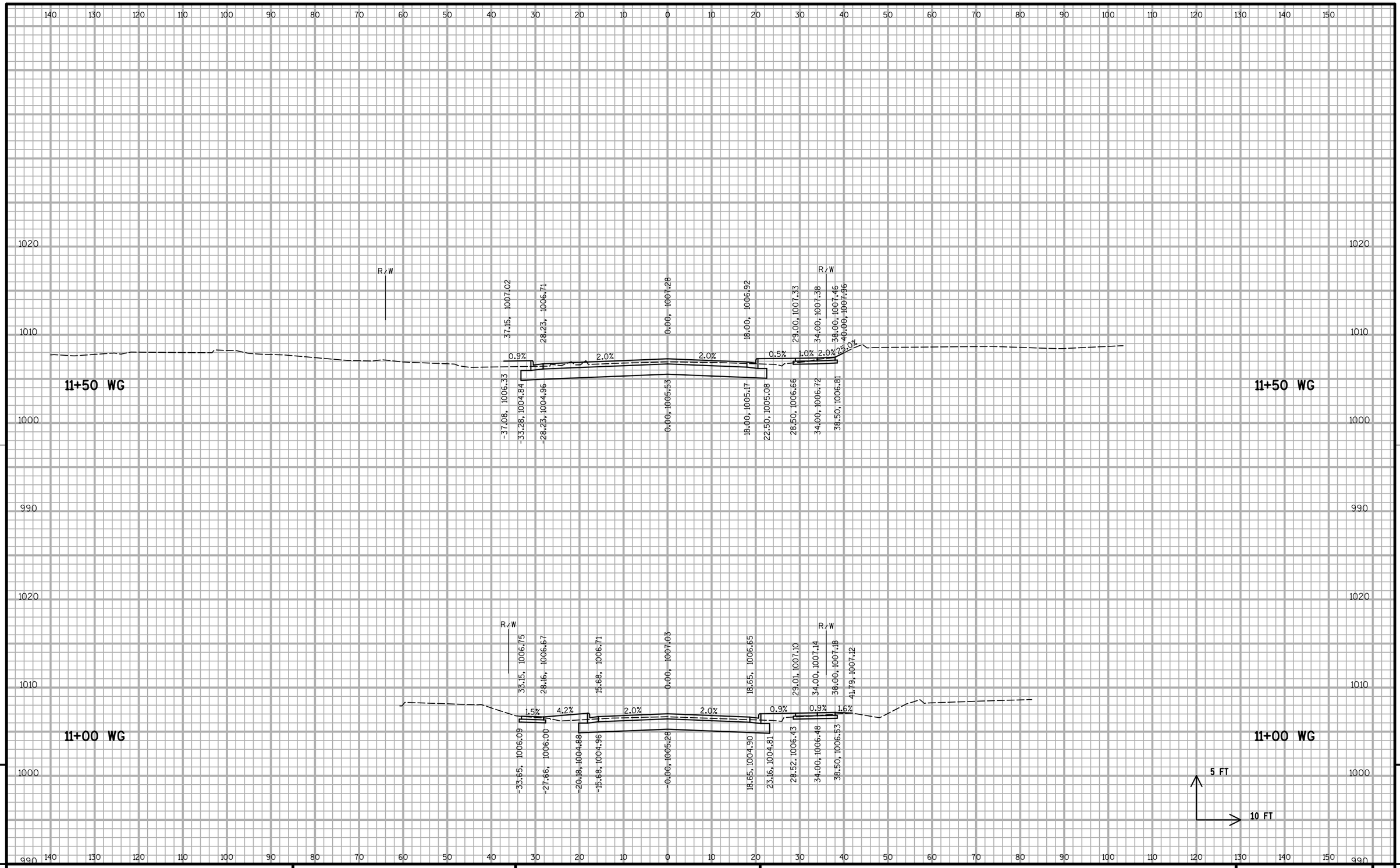
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - WEST GRAND AVENUE (WG LINE)	SHEET 329	E

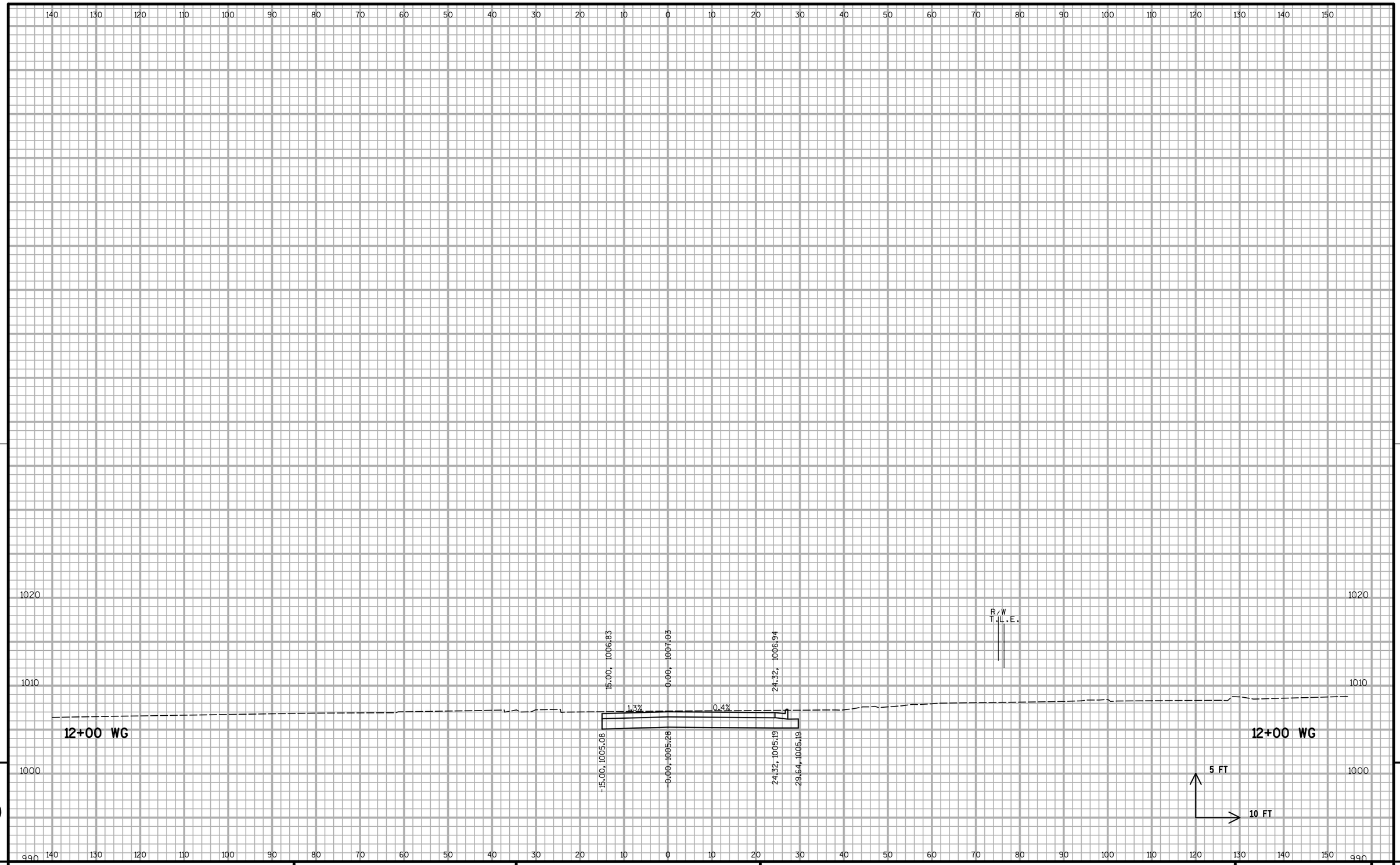
FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090200_xs_wg.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - WEST GRAND AVENUE (WG LINE)	SHEET 330 E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090200_xs_wg.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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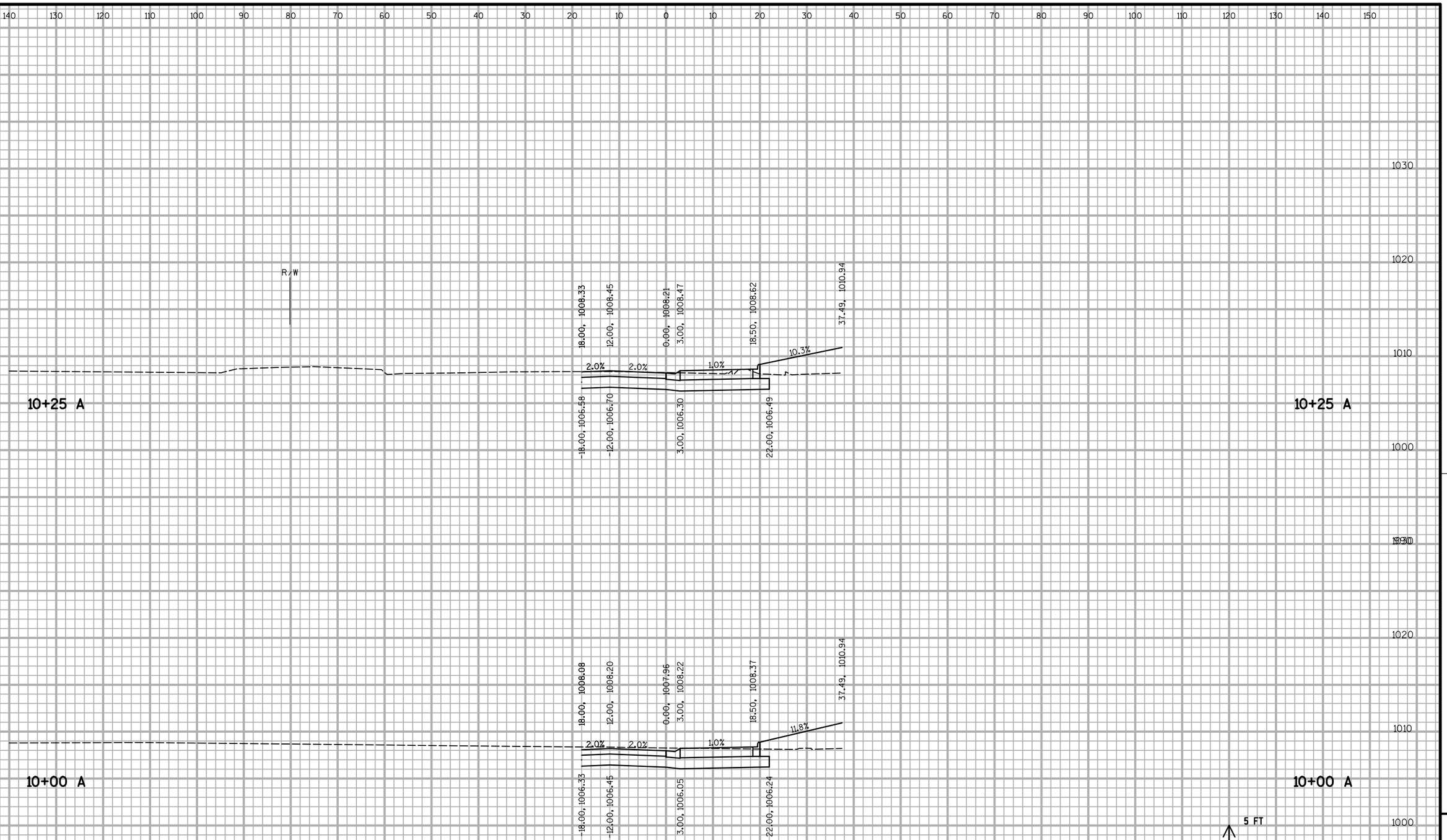
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - WEST GRAND AVENUE (WG LINE)	SHEET 331	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090200_xs_wg.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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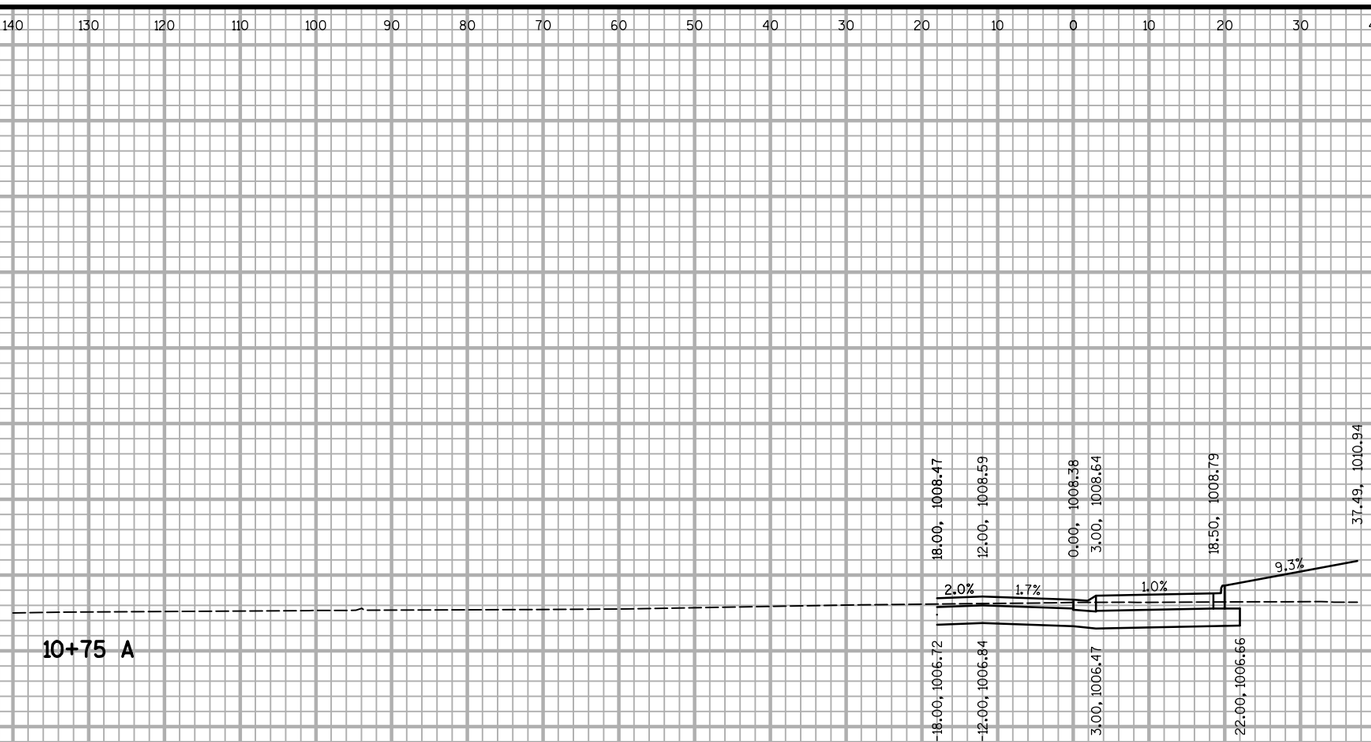
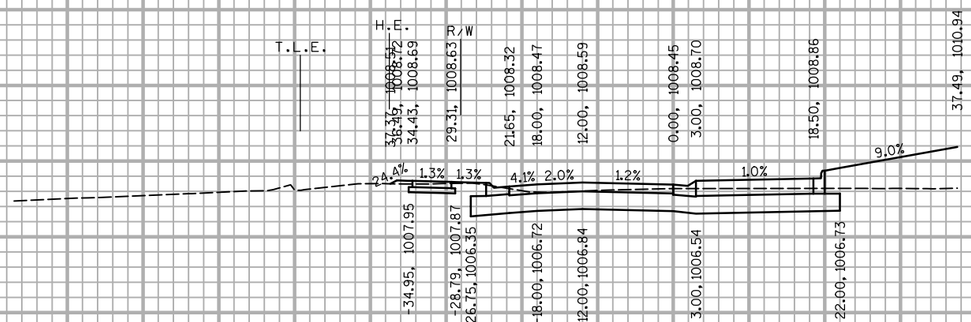
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - A CHAIN	SHEET 332	E





10+75 A
10+50 A

5 FT
10 FT

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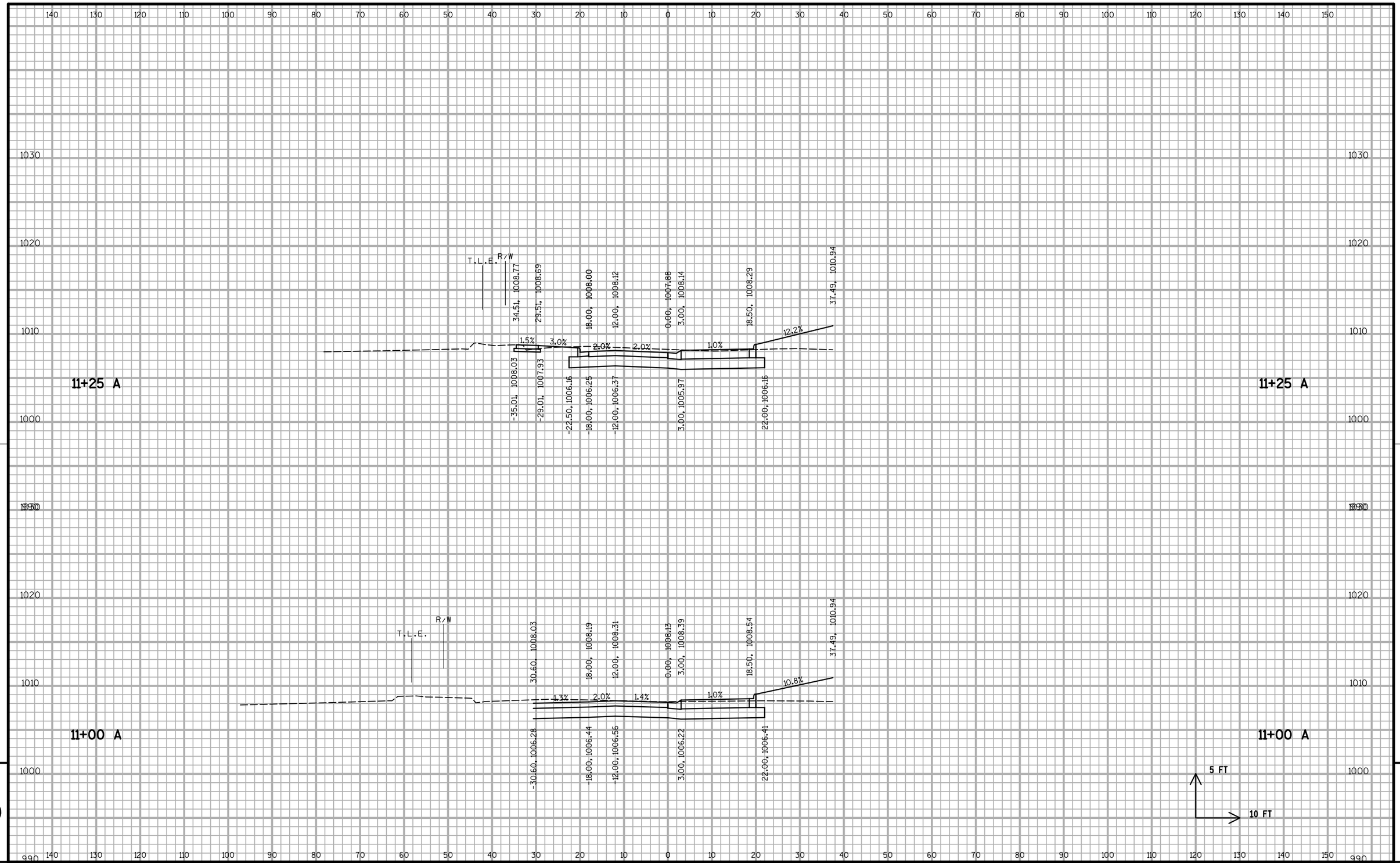
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - A CHAIN	SHEET 333	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090201_xs_a.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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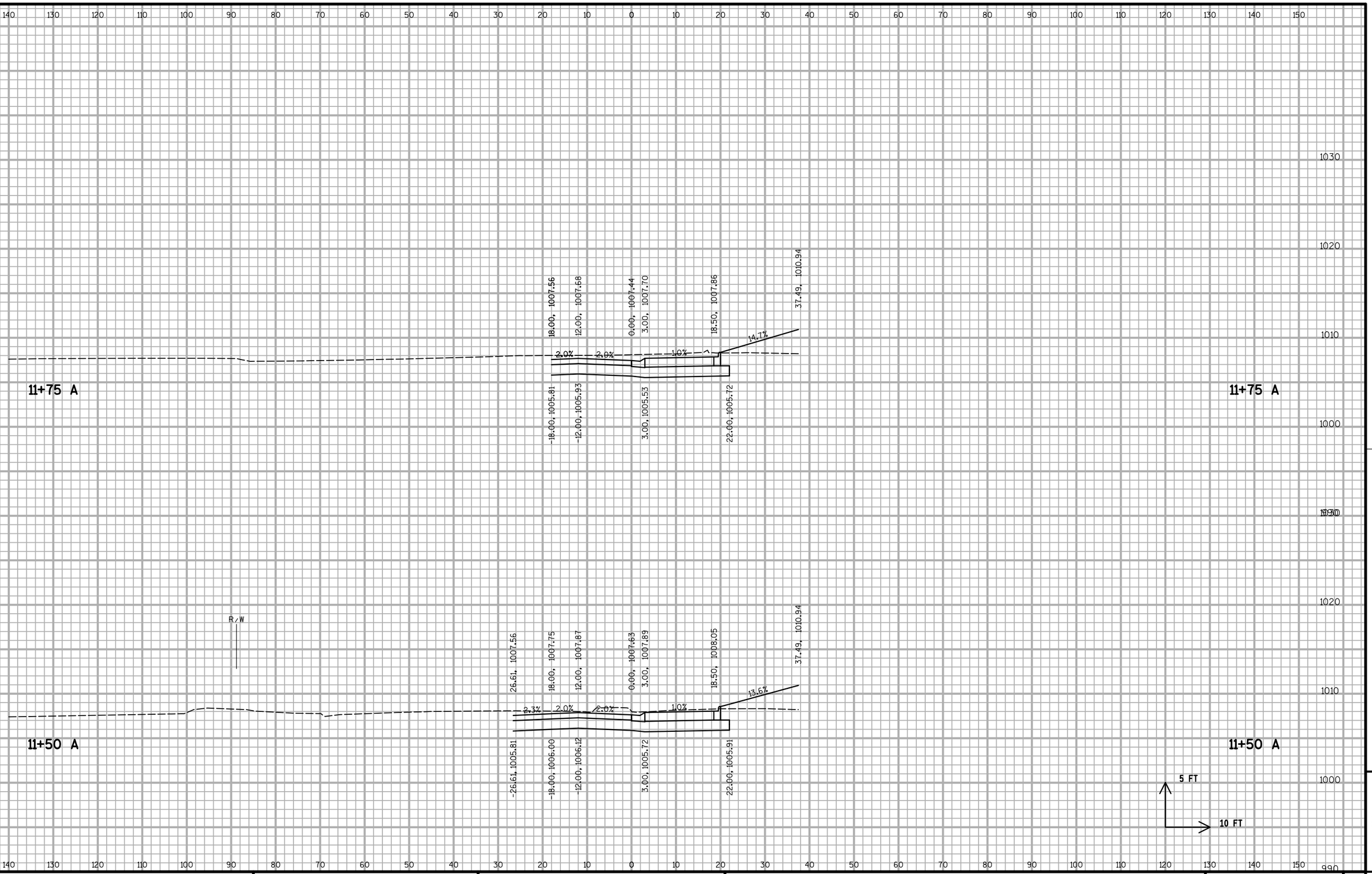
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - A CHAIN	SHEET 334	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090201_xs_a.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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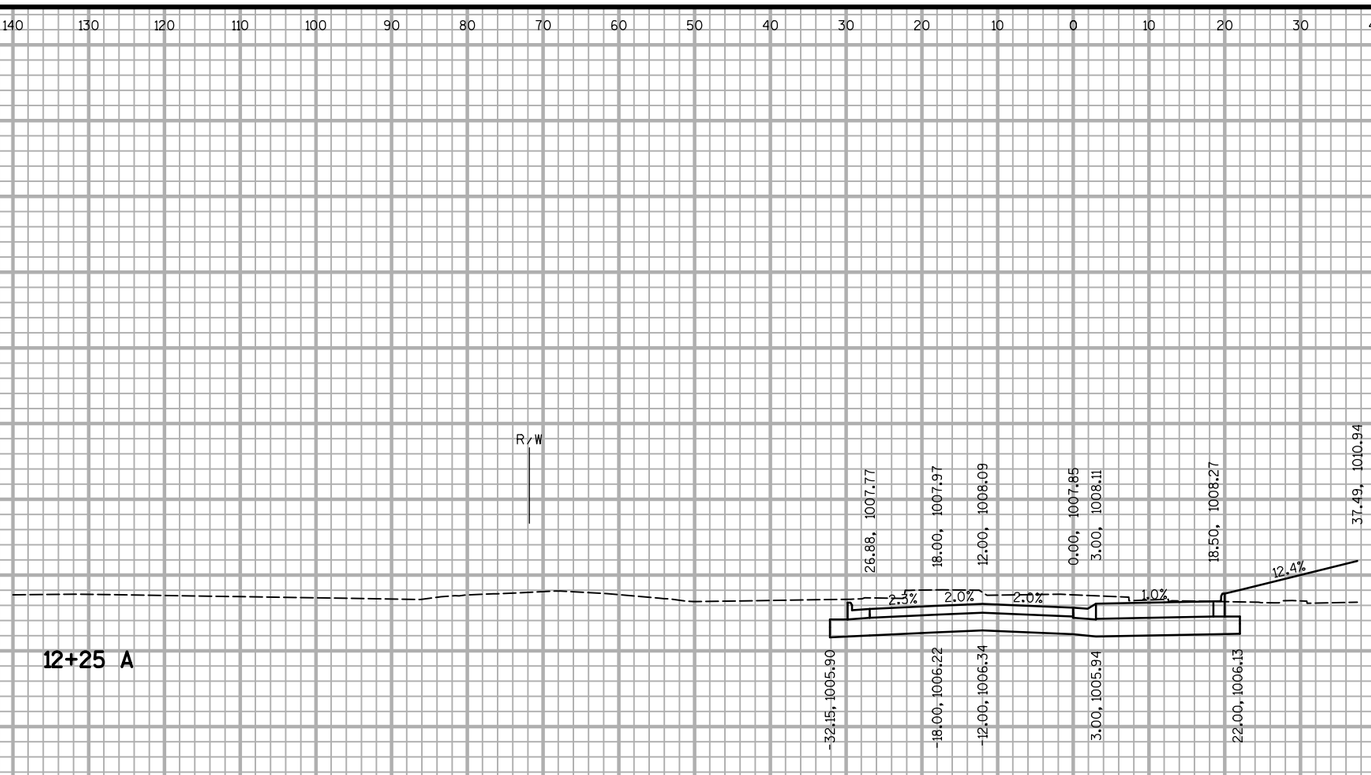
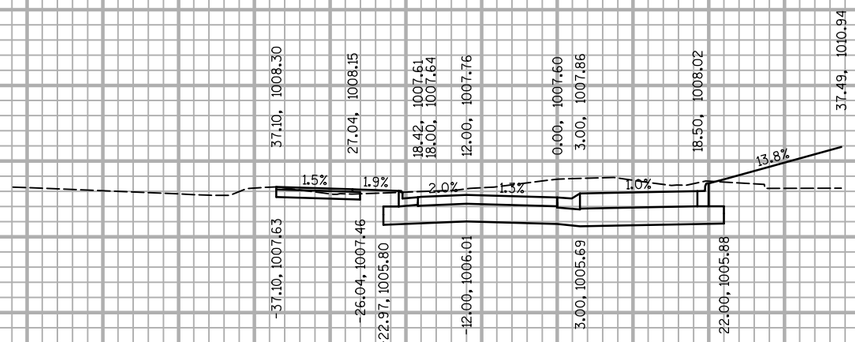
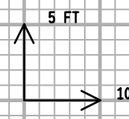
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - A CHAIN	SHEET 335	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090201_xs_a.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

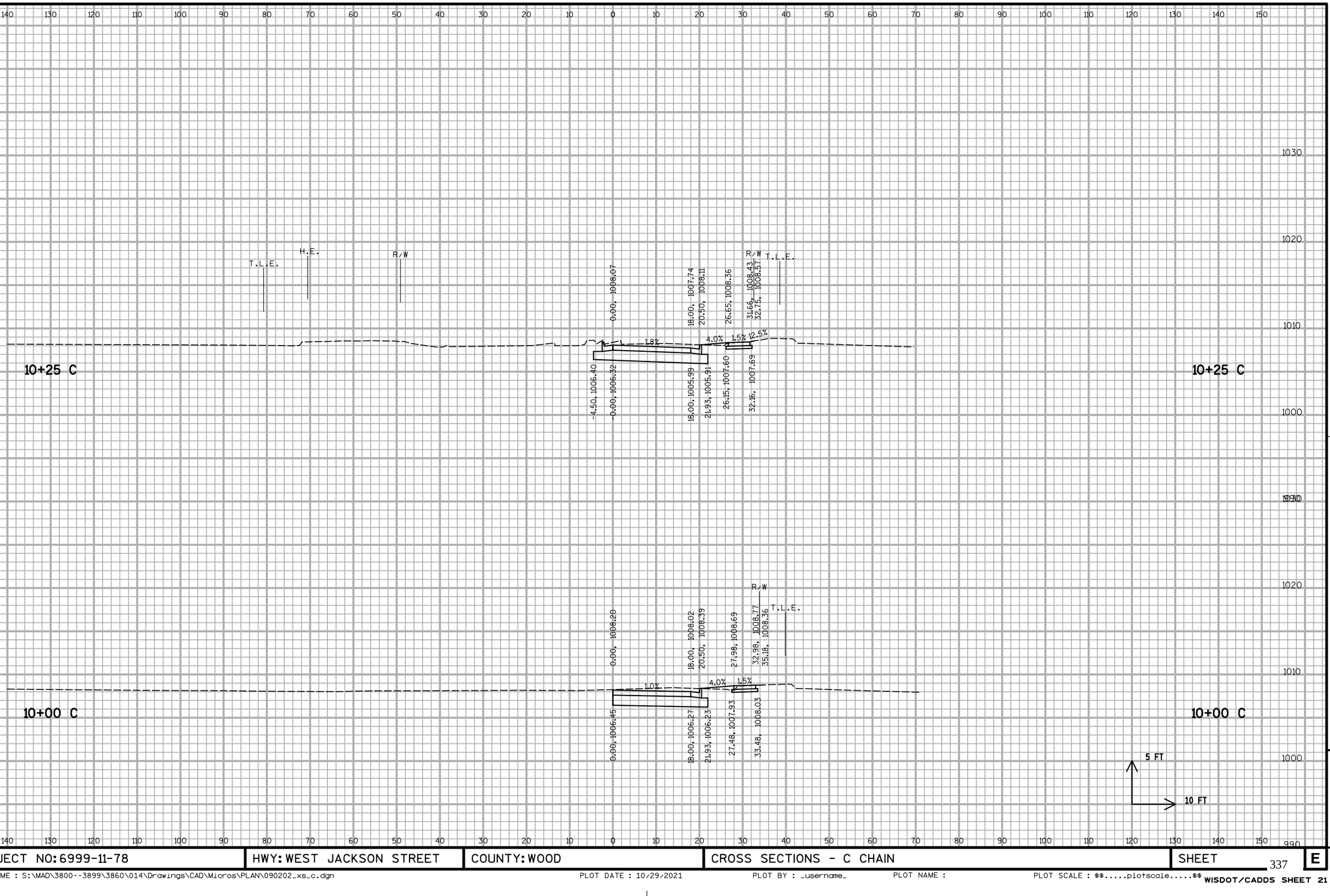






PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - A CHAIN	SHEET 336	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090201_xs_a.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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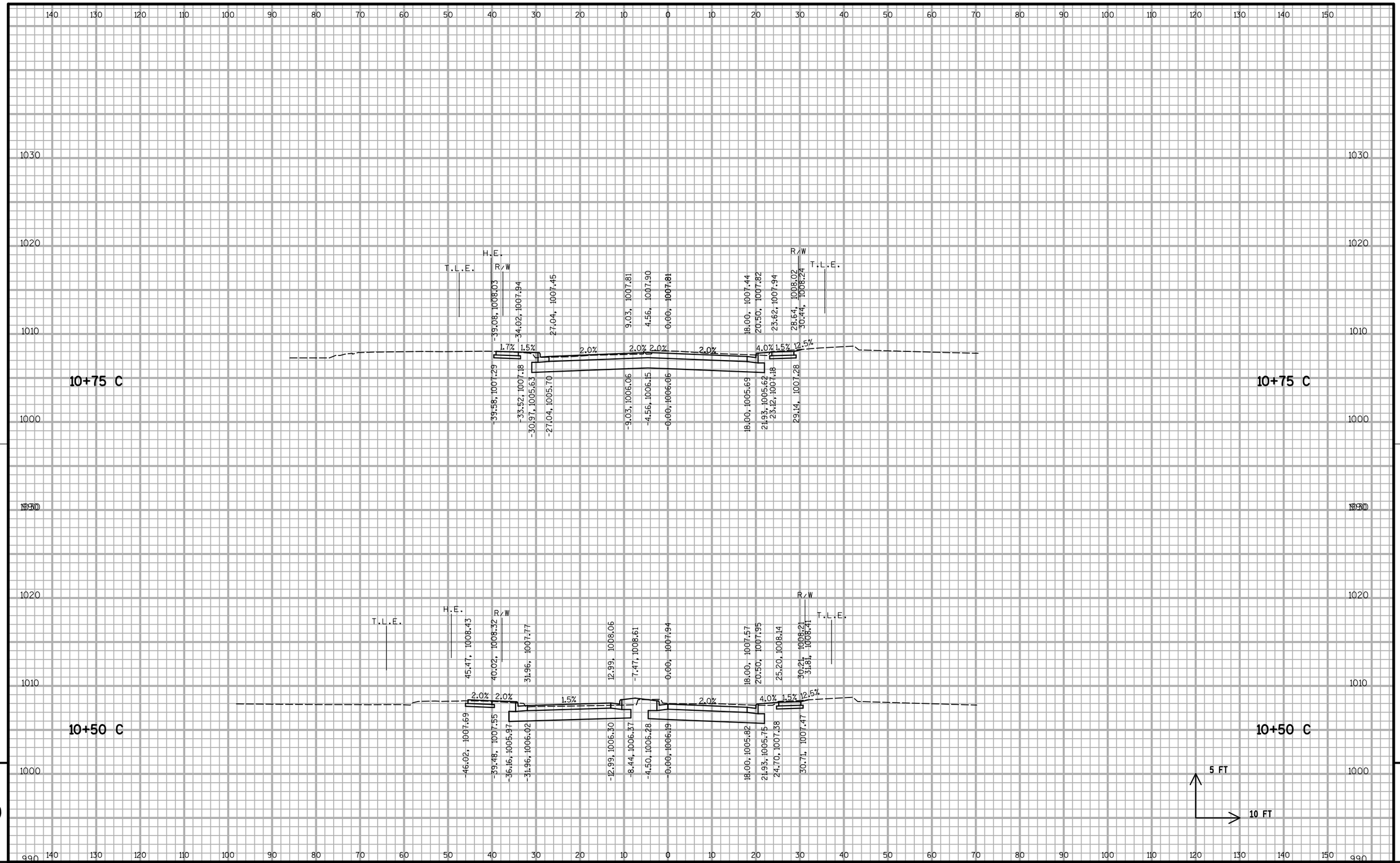
PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - C CHAIN	SHEET 337	E

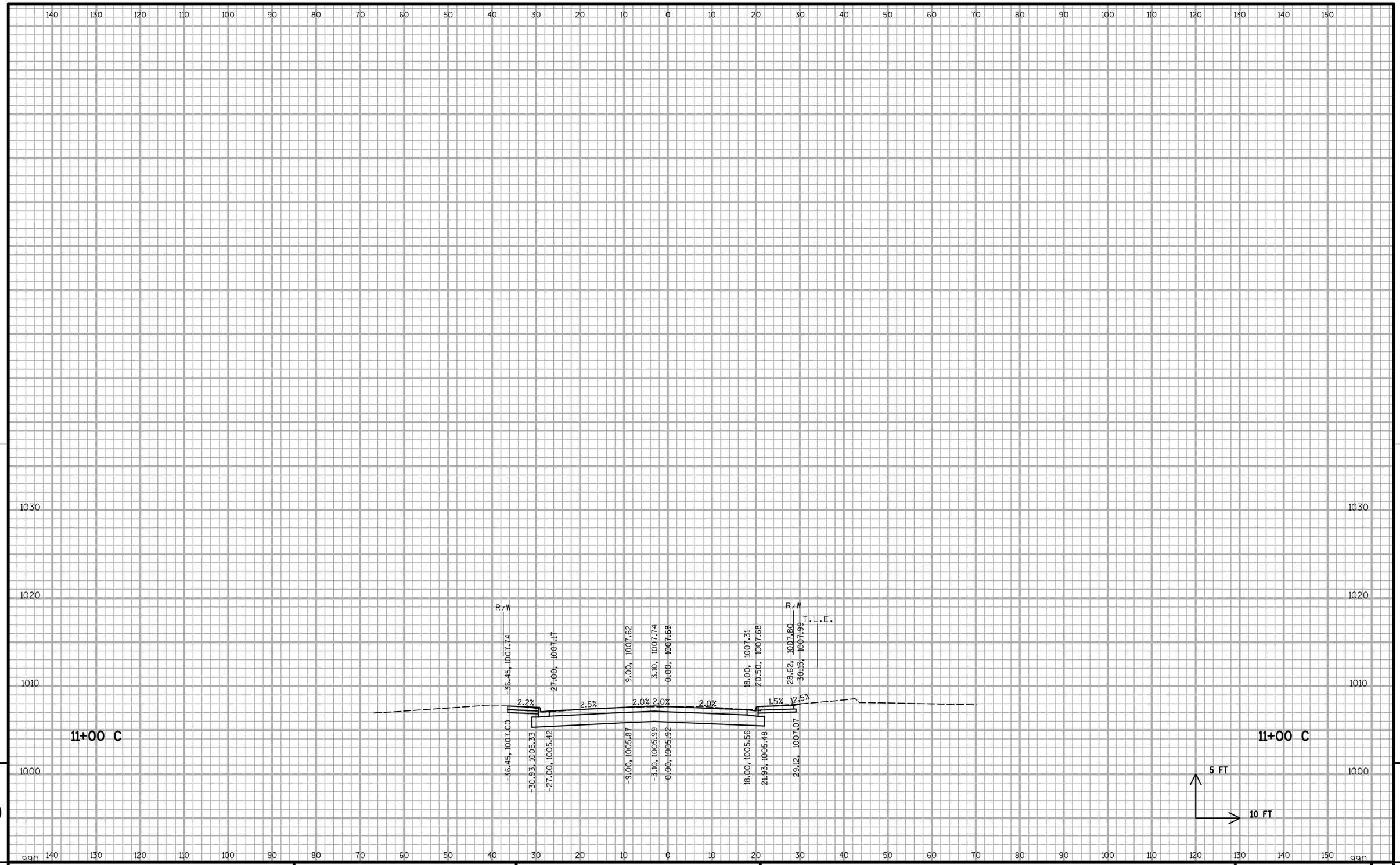
FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090202_xs_c.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - C CHAIN	SHEET 338	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090202_xs_c.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 6999-11-78	HWY: WEST JACKSON STREET	COUNTY: WOOD	CROSS SECTIONS - C CHAIN	SHEET 339	E

FILE NAME : S:\MAD\3800--3899\3860\014\Drawings\CAD\Micros\PLAN\090202_xs_c.dgn PLOT DATE : 10/29/2021 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

Wisconsin Department of Transportation

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