EAU

PROJECT ID: 7600-01-75

WITH: N/A

COUNTY: DUNN

MAY 2022

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plans)
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 = 232



32

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C MENOMONIE, STOUT ROAD

(6TH STREET- 21ST STREET)

USH 12

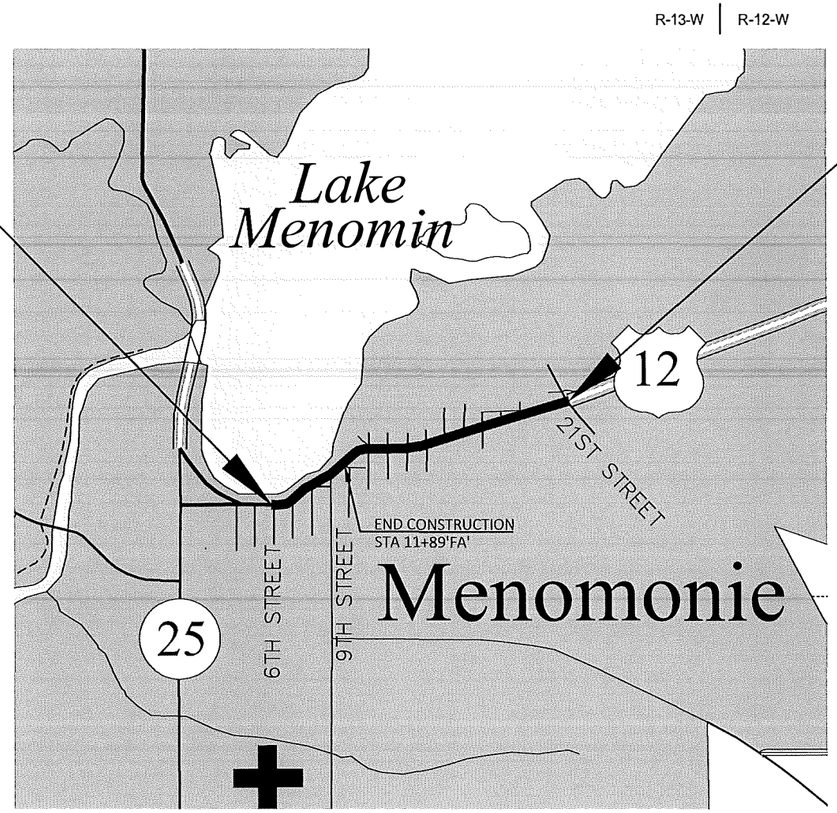
DUNN COUNTY

STATE PROJECT NUMBER
7600-01-75

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7600-01-75	WISC 2022409	1

BEGIN PROJECT 7600-01-75
STA 215+90'US'
Y=170,684.62
X=162,447.85

END PROJECT 7600-01-75
STA 270+00'US'



DESIGN DESIGNATION

A.A.D.T.	2020	=	16,130
A.A.D.T.	2040	=	16,130
D.H.V.		=	1,957
D.D.		=	0.5
T.		=	17.8%
DESIGN SPEED		=	25-30 MPH
ESALS		=	4,530,000

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

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

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

LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 1.025 MILES

R-13-W | R-12-W

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DUNN COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ACCEPTED FOR

CITY OF MENOMONIE

Date 31 Jan 22 (Signature and Title of Official)

DIRECTOR OF PUBLIC WORKS

ORIGINAL PLANS PREPARED BY

KL Engineering
[A] Better Experience

WISCONSIN
JOSHUA P. MELBY
43963-6
MENOMONIE, WIS
PROFESSIONAL ENGINEER

DATE: 2/1/2022 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KL ENGINEERING
Designer	KL ENGINEERING
Project Manager	TYLER RONGSTAD
Regional Examiner	TOU YANG
Regional Supervisor	JAMES KOENIG

APPROVED FOR THE DEPARTMENT

DATE: Tyler Rongstad (Signature)

Digitally signed by Tyler Rongstad
DN: C=US, E=tyler.rongstad@dot.wi.gov, O=WI DOT NW Region, OU=STSP&I-U.S. Civil, CN=Tyler Rongstad
Date: 2022.01.28 15:47:53-06'00'

E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 1/28/2022 3:37 PM

PLOT BY : KL ENGINEERING

PLOT NAME :

ABBREVIATIONS

A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC
B.A.D.	BASE AGGREGATE DENSE
C/L	CENTERLINE
C.P.S.	CULVERT PIPE STEEL
C.S.C.P.	CORRUGATED STEEL CULVERT PIPE
CY	CUBIC YARD
D.D.	DAILY DIRECTIONAL SPLIT (TRAFFIC VOLUME)
D.H.V.	DAILY HOURLY TRAFFIC
E.A.T.	ENERGY ABSORBING TERMINAL
EL.	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
FE	FIELD ENTRANCE
FO	FIBER OPTIC
INV.	INVERT
LB	POUND
LF	LINEAR FEET
LT.	LEFT
MAX.	MAXIMUM
MGS	MIDWEST GUARDRAIL SYSTEM
MIN.	MINIMUM
NOR.	NORMAL
NPZ	NO PASSING ZONE
OH	OVERHEAD
P.E.	PRIVATE ENTRANCE
P.I.	POINT OF INTERSECTION
R	RADIUS
REQ'D	REQUIRED
R/L	REFERENCE LINE
RT.	RIGHT
RW	RIGHT OF WAY
S.D.D.	STANDARD DETAIL DRAWING
SE	SUPERELEVATION
STA.	STATION
SF	SQUARE FOOT
STH	STATE HIGHWAY
SY	SQUARE YARD
T.	PERCENT OF TRUCK TRAFFIC
TYP.	TYPICAL
VAR.	VARIES

UTILITIES

COMMUNICATIONS LINE

24-7 TELCOM INC
BRADLEY SCHMIDTKNECHT
P.O. BOX 115
DOWNSVILLE, WI 54735
(715) 231-0504 (OFFICE)
(715) 308-1914 (MOBILE)
brads@wwt.coop

AT&T WISCONSIN
RICK PODOLAK
304 S DEWEY ST.
EAU CLAIRE, WI 54701
(715) 410-0656 (MOBILE)
rp4514@att.com

CINC
DAREN BAUER
105 GARFIELD AVE.
EAU CLAIRE, WI 54701
(715) 836-5286
bauerdp@uwec.edu

CHARTER COMMUNICATIONS
SHANE YODER
1201 MCCANN DR
ALTOONA, WI 54720
(715) 214-1175 (OFFICE)
(715) 461-0238 (MOBILE)
shane.yoder@charter.com

ELECTRICITY

XCEL ENERGY
MEGAN BOLDIG
320 HELLER RD
MENOMONIE, WI 54751
(715) 232-7412 (OFFICE)
(715) 308-6211 (MOBILE)
megan.m.boldig@xcelenergy.com

GAS/PETROLEUM

XCEL ENERGY
BRIAN MELLO
2001 OLD HWY 35 S
HUDSON, WI 54016
(715) 377-1810
brian.m.mello@xcelenergy.com

WATER

** CITY OF MENOMONIE - WATER
JEREMY HOYT
621 11TH AVE W
MENOMONIE, WI 54751
(715) 232-2395
jhoyt@menomonie-wi.gov

SEWER

** CITY OF MENOMONIE - SANITARY SEWER
PAUL STERK
800 WILSON AVE.
MENOMONIE, WI 54751
(715) 232-2175
psterk@menomonie-wi.gov

** INDICATES A UTILITY IS NOT PART OF DIGGER'S HOTLINE

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

GENERAL NOTES

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

THE LOCATION OF EXISTING UTILITY INSTALLATIONS AS SHOWN IN THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

UTILITY REFERENCE LINES ON THE CROSS SECTIONS ARE FOR APPROXIMATE HORIZONTAL REFERENCE ONLY.

REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALT SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS AS NEEDED. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

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

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

A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE ON USH 12.

CONTRACTOR IS RESPONSIBLE FOR RESHAPING AND FINISHING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THEIR OPERATION OUTSIDE THE PLAN CONSTRUCTION LIMITS.

THE EXACT LOCATION OF DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND.

ALL GRADES PROVIDED ALONG RADII ARE ALONG THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

THE CONTRACTOR'S HMA PAVING OPERATION SHALL BE CONSISTENT WITH THE TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING LANE.

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

HMA PAVEMENT WHEN INDICATED ON THE PLANS, SHALL CONSIST OF COURSES AS FOLLOWS UNLESS OTHERWISE NOTED ON THE PLANS.

HMA PAVEMENT, WHEN INDICATED ON THE PLANS, SHALL CONSIST OF COURSE THICKNESSES AS FOLLOWS:

ROADWAY	TOTAL PAVEMENT THICKNESS	TYPE
MAINLINE	2-INCH	4 MT 58-34V
5TH AVE	2-INCH UPPER 3-INCH LOWER	4 MT 58-34V 4 MT 58-34V

ORDER OF DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER PLAN
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT DIAGRAM

DNR LIASON

LEAH NICOL
ENVIRONMENTAL ANALYSIS AND REVIEW SPECIALIST
DEPARTMENT OF NATURAL RESOURCES
1300 W. CLAIREMONT AVE.
EAU CLAIRE, WI 54701
715-934-9014
Leah.Nicol@wisconsin.gov

DESIGN CONTACT

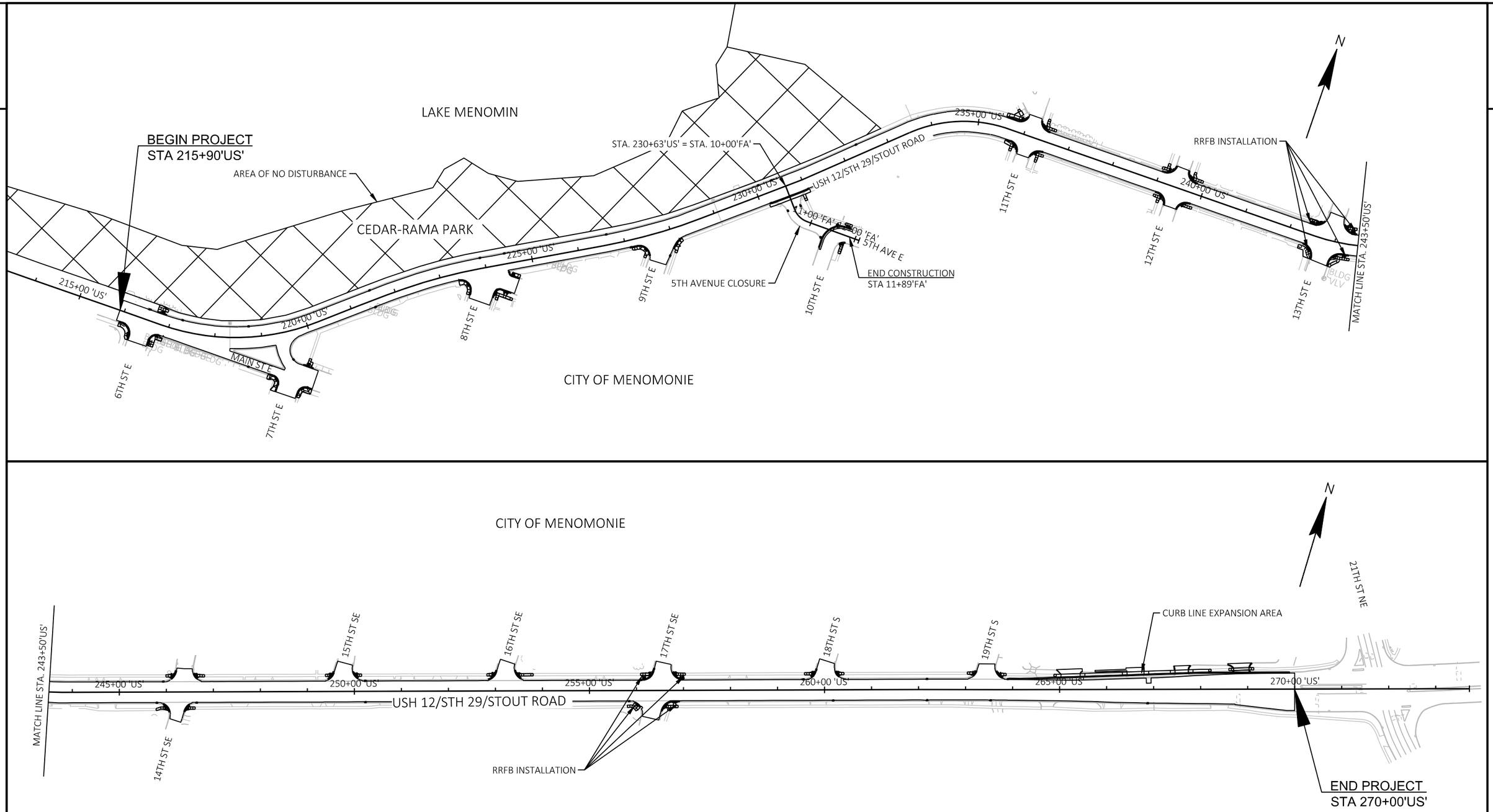
JOSHUA MELBY, P.E.
KL ENGINERRING, INC.
393 RED CEDAR STREET SUITE 2
MENOMONIE, WI 54751
608-663-1218
jmelby@klengineering.com

WISDOT

TYLER RONGSTAD, P.E.
WISDOT PROJECT MANAGER
WISDOT NW REGION (EAU CLAIRE)
718 W. CLAIREMONT AVE.
EAU CLAIRE, WI 54701
715-461-0372
Tyler.Rongstad@dot.wi.gov

OTHER CONTACTS

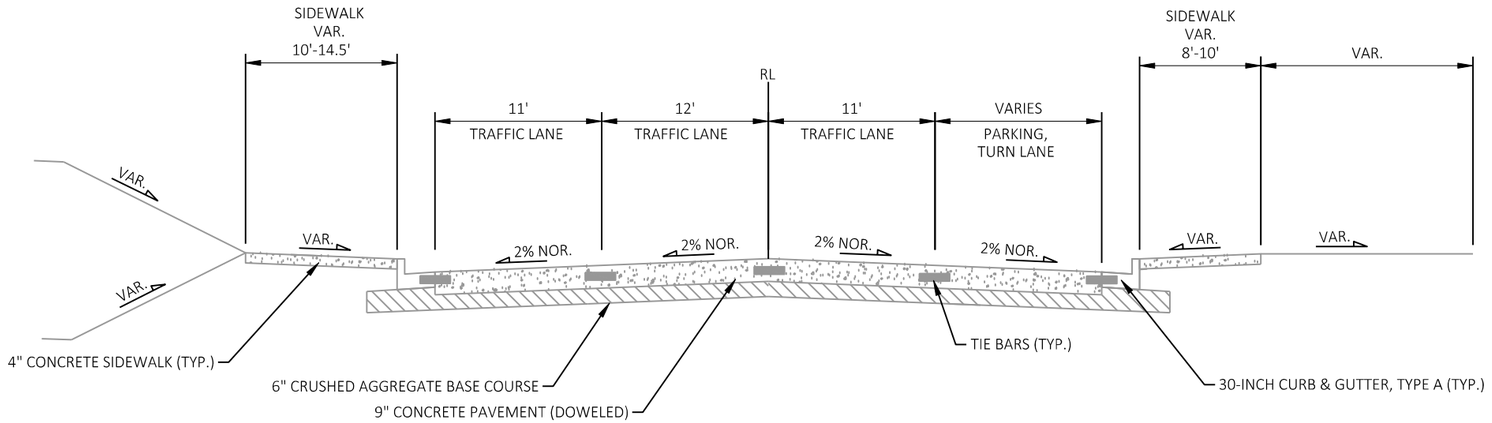
** CITY OF MENOMONIE - ELECTRIC
BROCK MERIWETHER
800 WILSON AVE.
MENOMONIE, WI 54751
(715) 232-2302
bmeriwether@menomonie-wi.gov



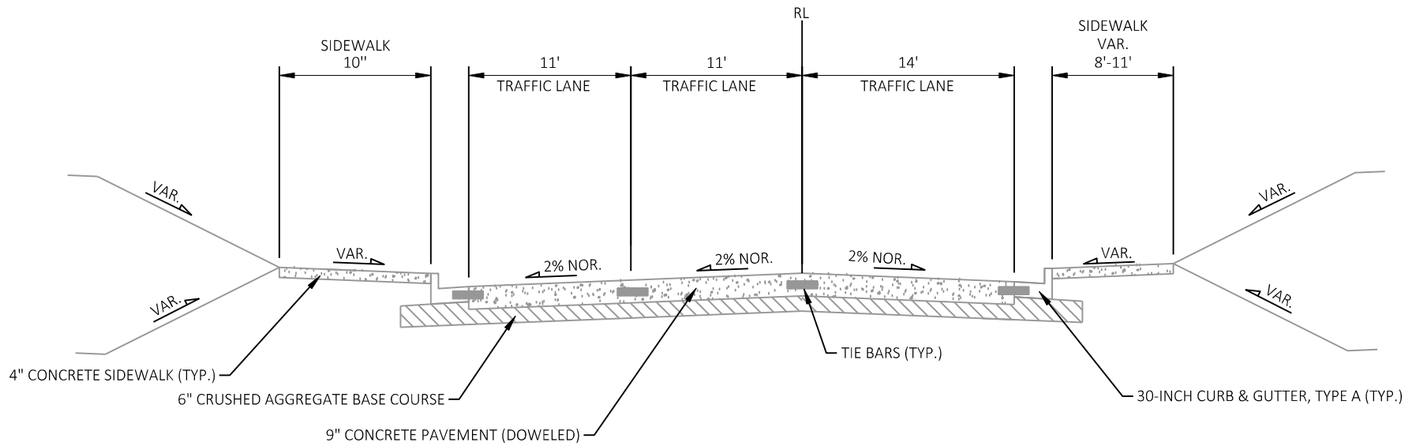
PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	PROJECT OVERVIEW	SHEET 3	E

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LAYOUT NAME - 01
PLOT DATE : 1/29/2022 4:14 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2



TYPICAL EXISTING SECTION
USH 12/STH 29 (STOUT ROAD)
STA. 215+90'US' - STA. 219+95'US'

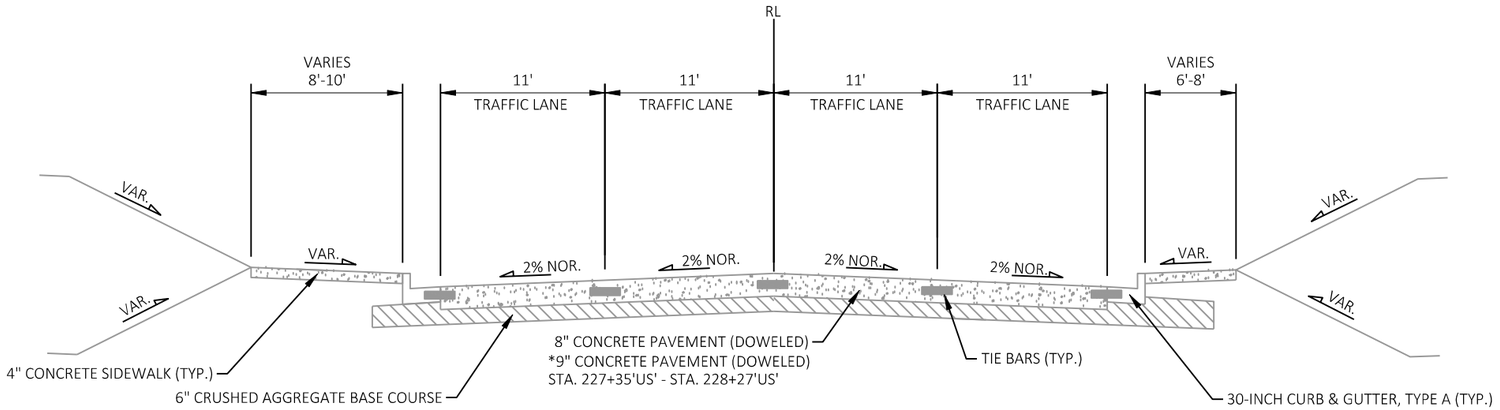


TYPICAL EXISTING SECTION
USH 12/STOUT ROAD
STA.219+95'US' - STA. 227+35'US'

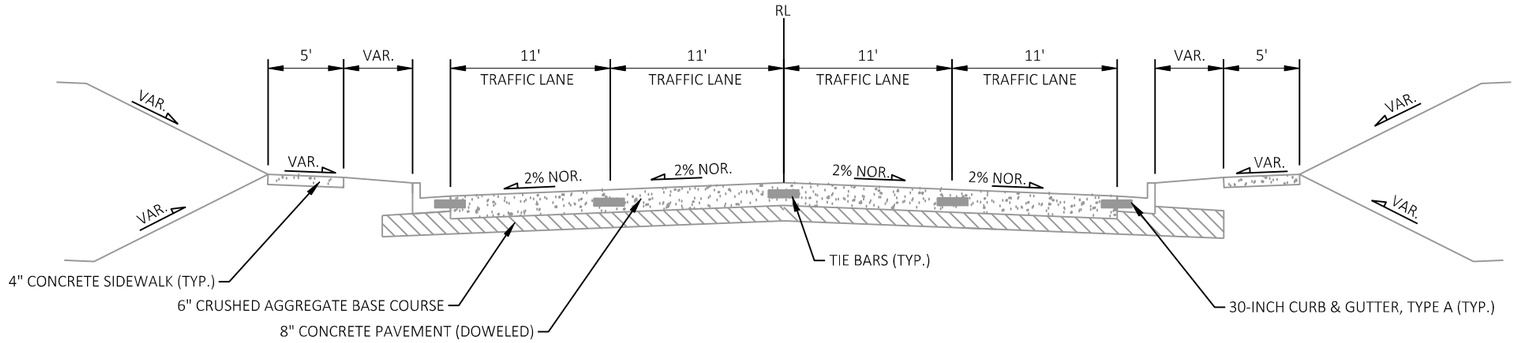
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FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\020301-TS-EXISTING.DWG
LAYOUT NAME - EXIST 00
PLOT DATE : 1/12/2022 3:20 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



TYPICAL EXISTING SECTION
USH 12/STOUT ROAD
STA. 227+35'US' - STA. 236+41'US'

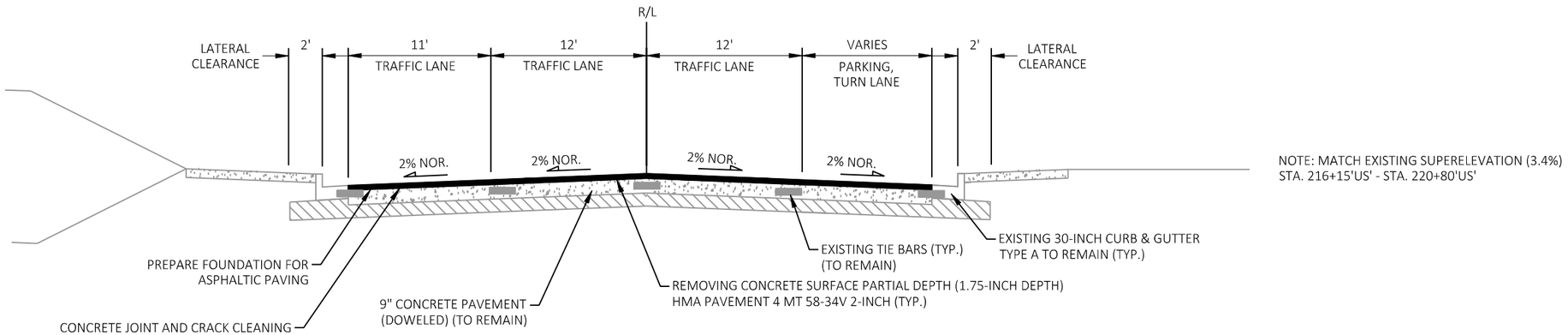


TYPICAL EXISTING SECTION
USH 12/STOUT ROAD
STA. 236+41'US' - STA. 270+00'US'

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	EXISTING TYPICAL SECTIONS	SHEET 5	E

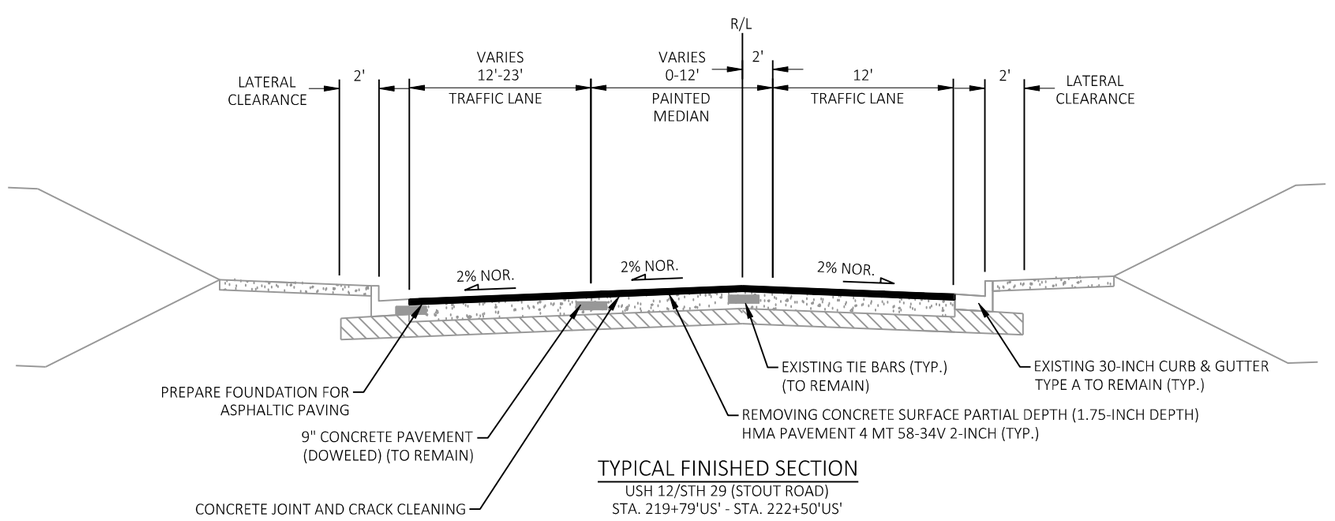
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LAYOUT NAME - EXIST 01
PLOT DATE : 1/12/2022 3:20 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2



NOTE: MATCH EXISTING SUPERELEVATION (3.4%)
STA. 216+15'US' - STA. 220+80'US'

TYPICAL FINISHED SECTION
USH 12/STH 29 (STOUT ROAD)
STA. 215+90'US' - STA. 219+79'US'

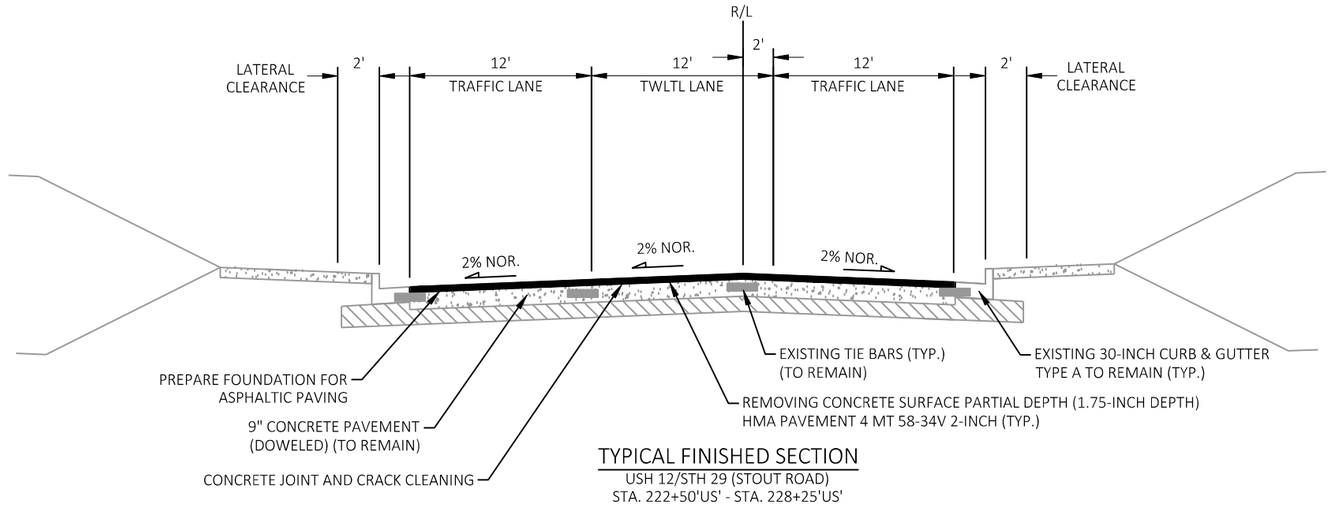


NOTE: MATCH EXISTING SUPERELEVATION (3.4%)
STA. 216+15'US' - STA. 220+80'US'

TYPICAL FINISHED SECTION
USH 12/STH 29 (STOUT ROAD)
STA. 219+79'US' - STA. 222+50'US'

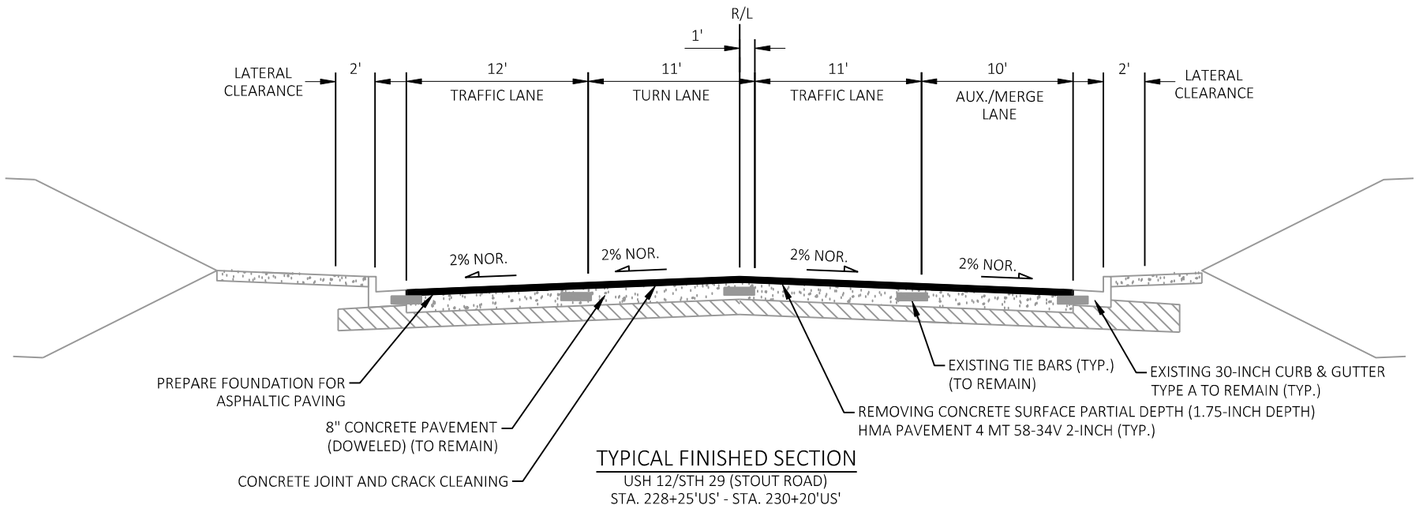
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2



TYPICAL FINISHED SECTION

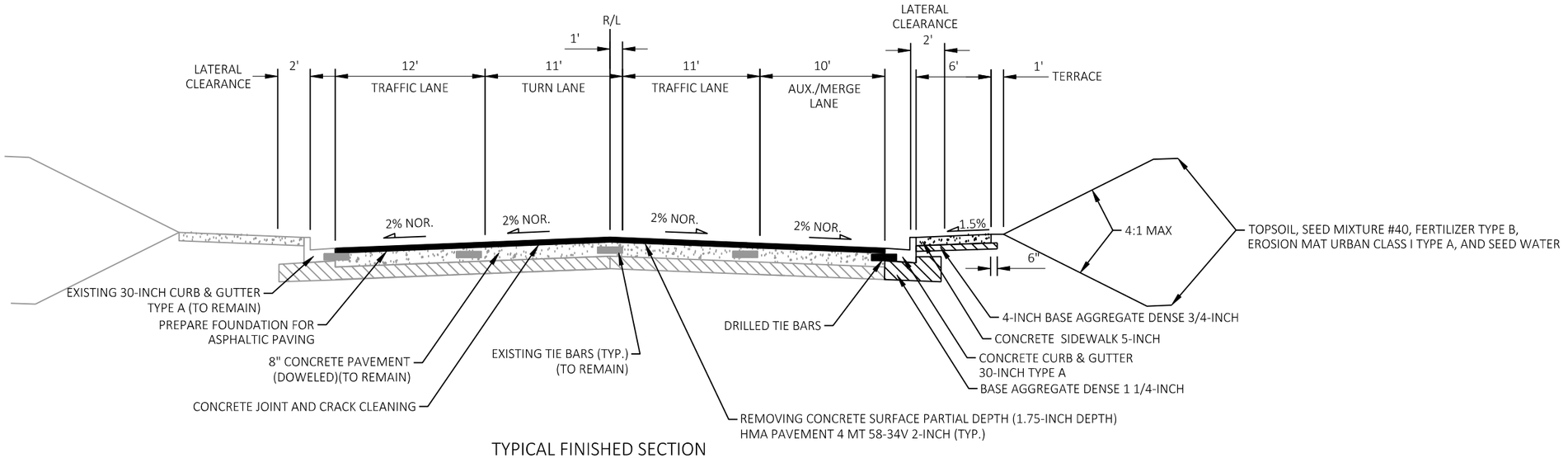
USH 12/STH 29 (STOUT ROAD)
STA. 222+50'US' - STA. 228+25'US'



TYPICAL FINISHED SECTION

USH 12/STH 29 (STOUT ROAD)
STA. 228+25'US' - STA. 230+20'US'

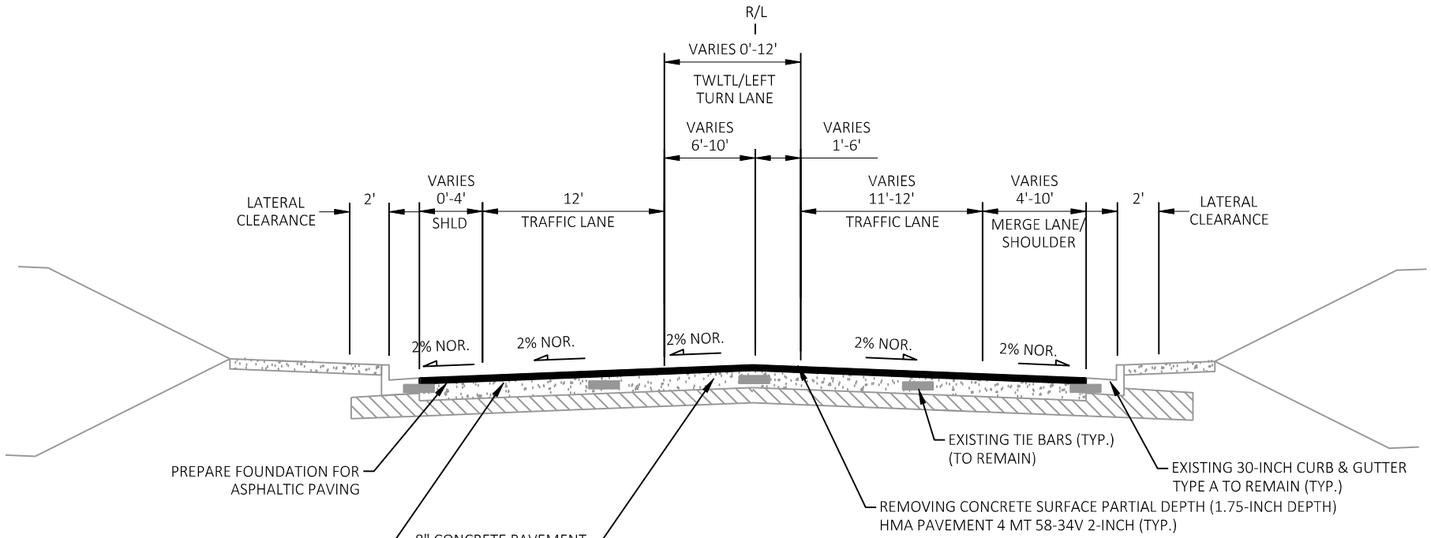
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TYPICAL FINISHED SECTION

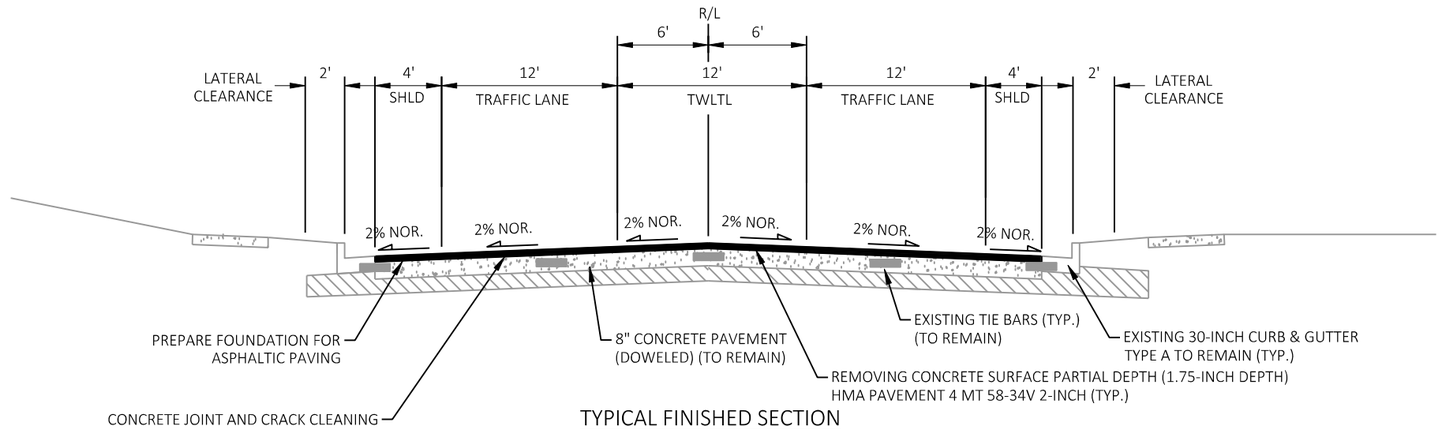
USH 12/STH 29 (STOUT ROAD) - 5TH AVENUE CLOSURE
STA. 230+20'US' - STA. 231+00'US'

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	FINISHED TYPICAL SECTIONS	SHEET 8	E



TYPICAL FINISHED SECTION
USH 12/STH 29 (STOUT ROAD)
STA. 231+00'US' - STA. 235+73'US'

NOTE: MATCH EXISTING SUPERELEVATION (3.0%)
STA. 232+73'US' - STA. 236+40'US'



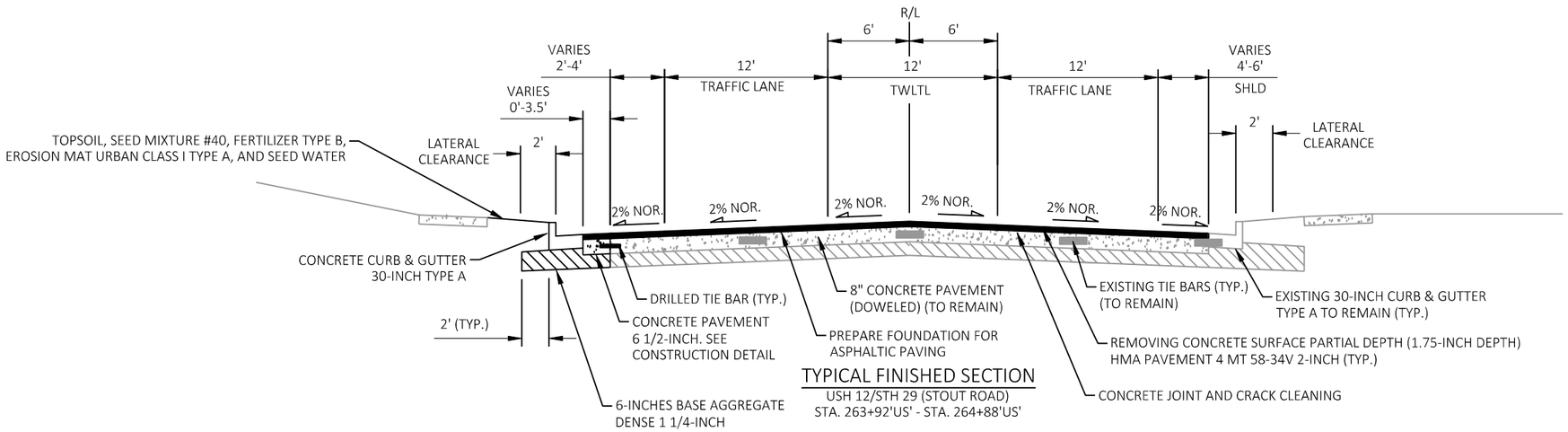
TYPICAL FINISHED SECTION
USH 12/STH 29 (STOUT ROAD)
STA. 235+73'US' - STA. 263+92'US'

NOTE: MATCH EXISTING SUPERELEVATION (3.0%)
STA. 232+73'US' - STA. 236+40'US'

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	FINISHED TYPICAL SECTIONS	SHEET 9	E

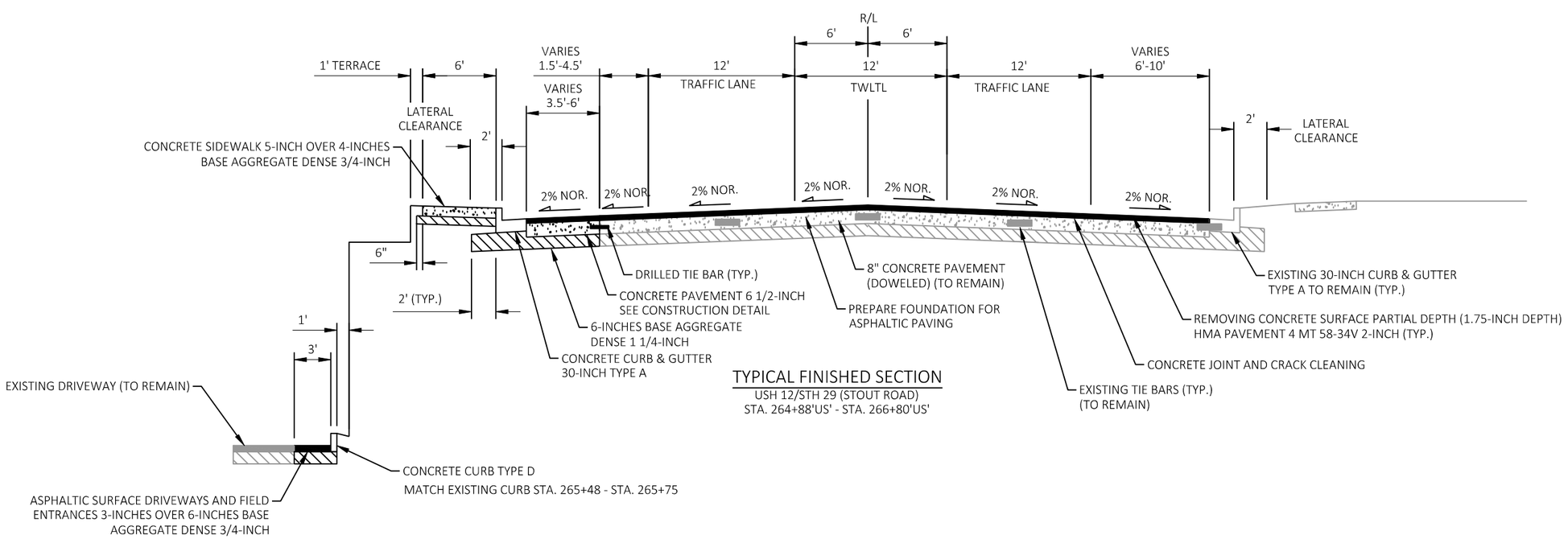
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LAYOUT NAME - FINISHED 03
PLOT DATE : 1/17/2022 10:12 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



TYPICAL FINISHED SECTION

USH 12/STH 29 (STOUT ROAD)
STA. 263+92'US' - STA. 264+88'US'

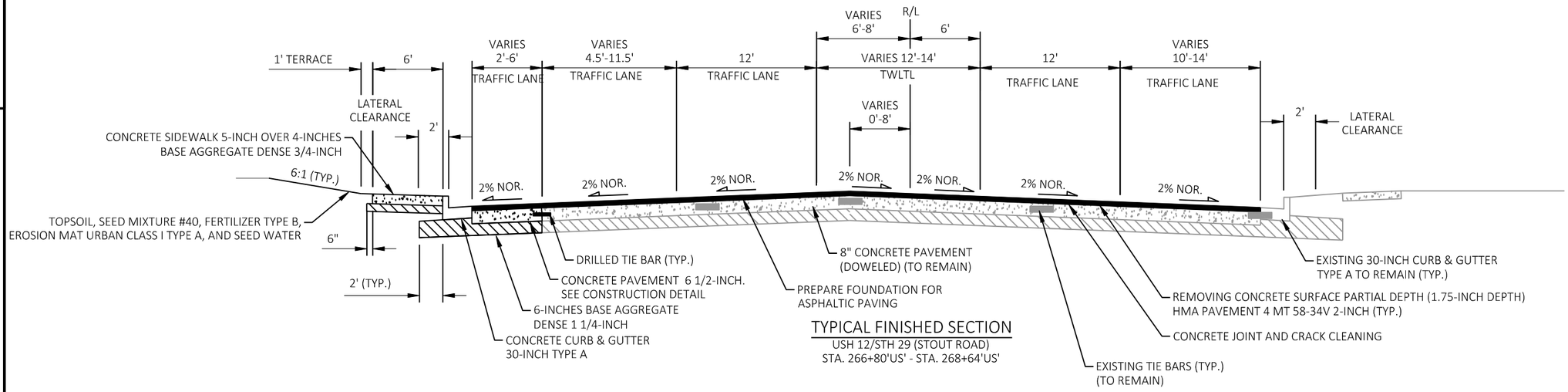


TYPICAL FINISHED SECTION

USH 12/STH 29 (STOUT ROAD)
STA. 264+88'US' - STA. 266+80'US'

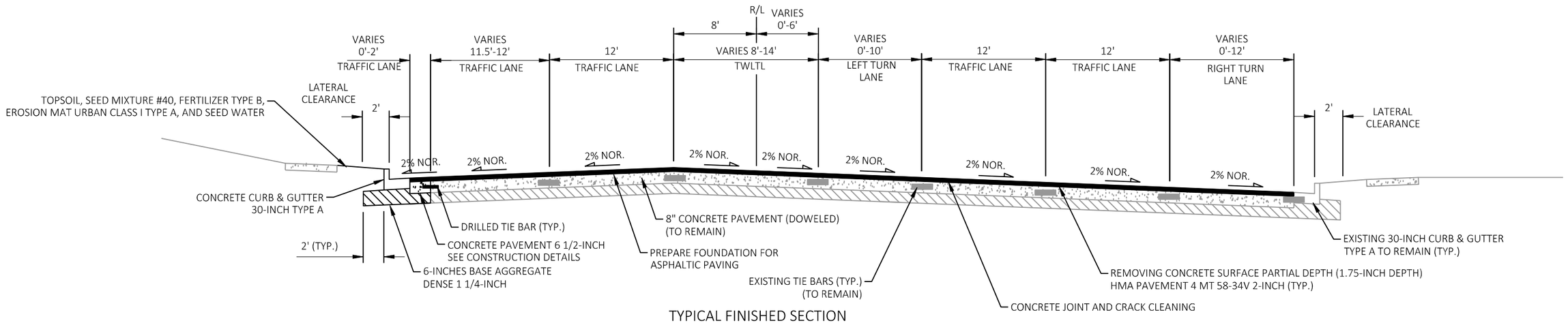
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LAYOUT NAME - FINISHED 04
PLOT DATE : 1/17/2022 10:12 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION

USH 12/STH 29 (STOUT ROAD)
STA. 266+80'US' - STA. 268+64'US'

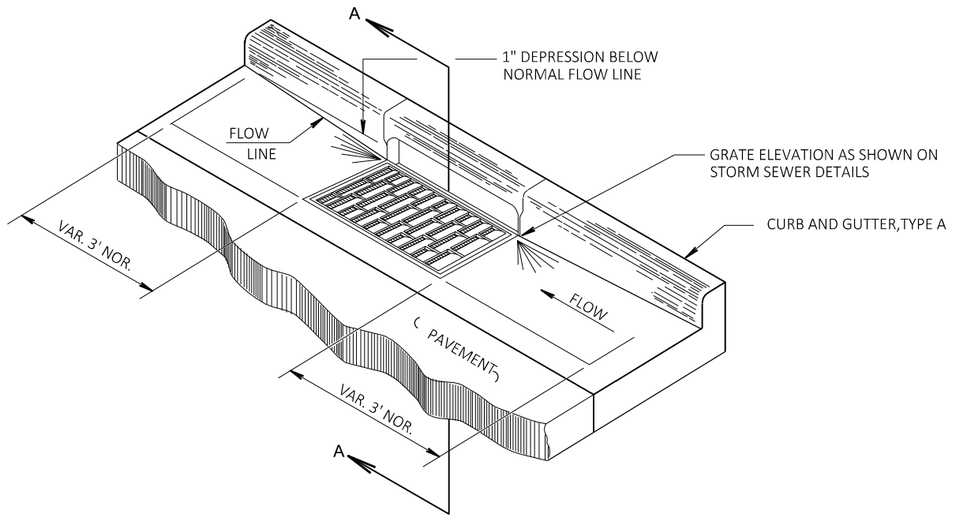


TYPICAL FINISHED SECTION

USH 12/STH 29 (STOUT ROAD)
STA. 268+64'US' - STA. 270+00'US'

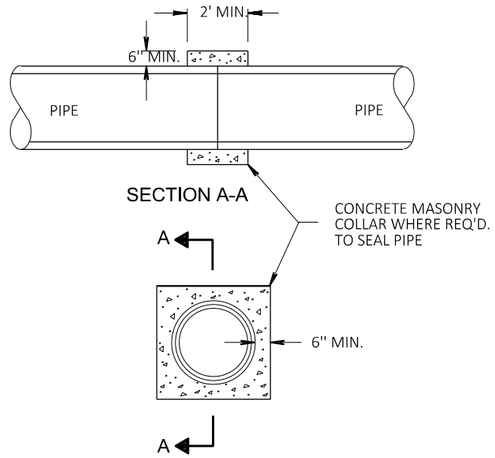
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LAYOUT NAME - FINISHED 05
PLOT DATE : 1/17/2022 10:12 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:10 FT



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 3-H INLET SHOWN)

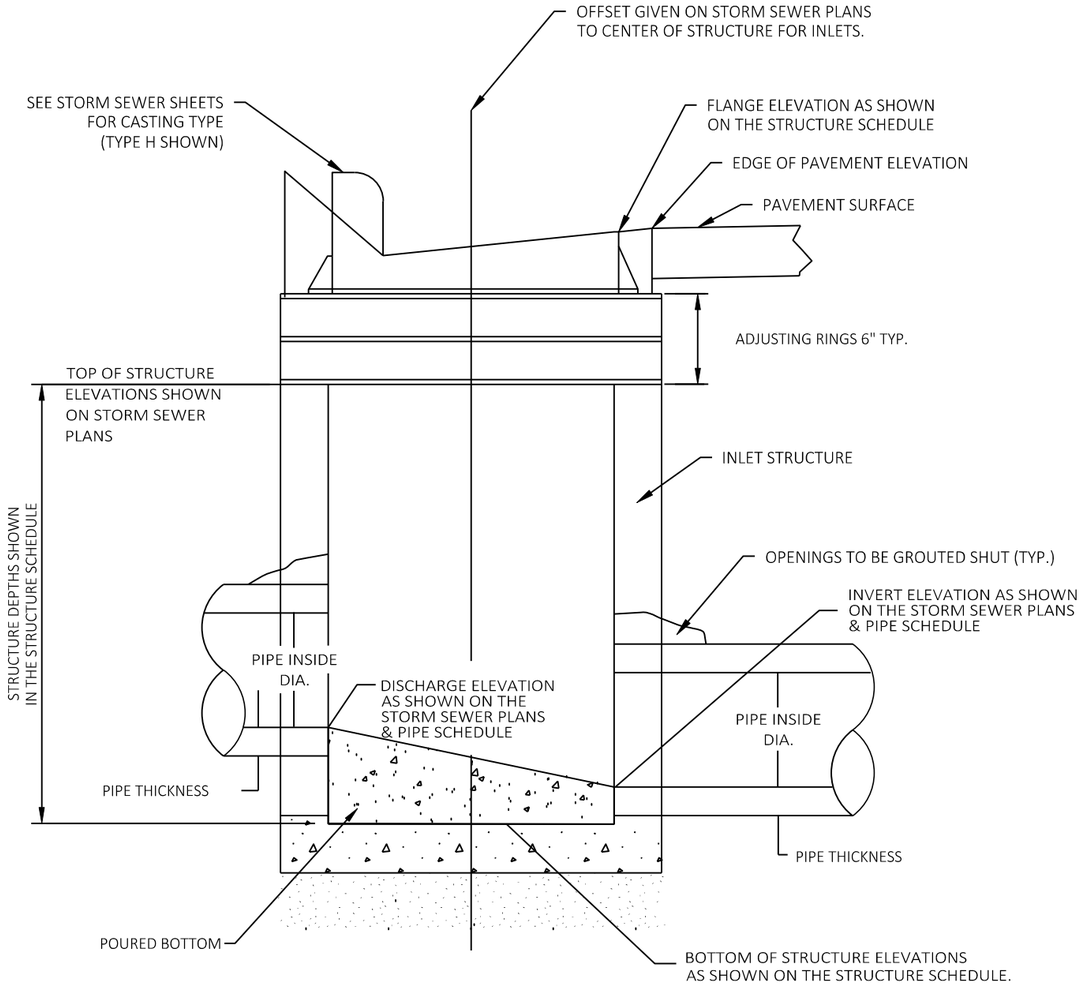


CONCRETE COLLAR DETAIL

GENERAL NOTES:

GRANULAR BACKFILL REQUIRED AROUND INLET
(INCIDENTAL TO CONSTRUCTION OF INLET)

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D. FOR INLETS 3-FT & 4-FT DIAMETER, 2x2-FT, 2x2.5-FT, 2x3-FT, CATCH BASINS 2x2-FT, 2x2.5-FT, & 2x3-FT, AND PIPE UNDERDRAIN DETAIL.



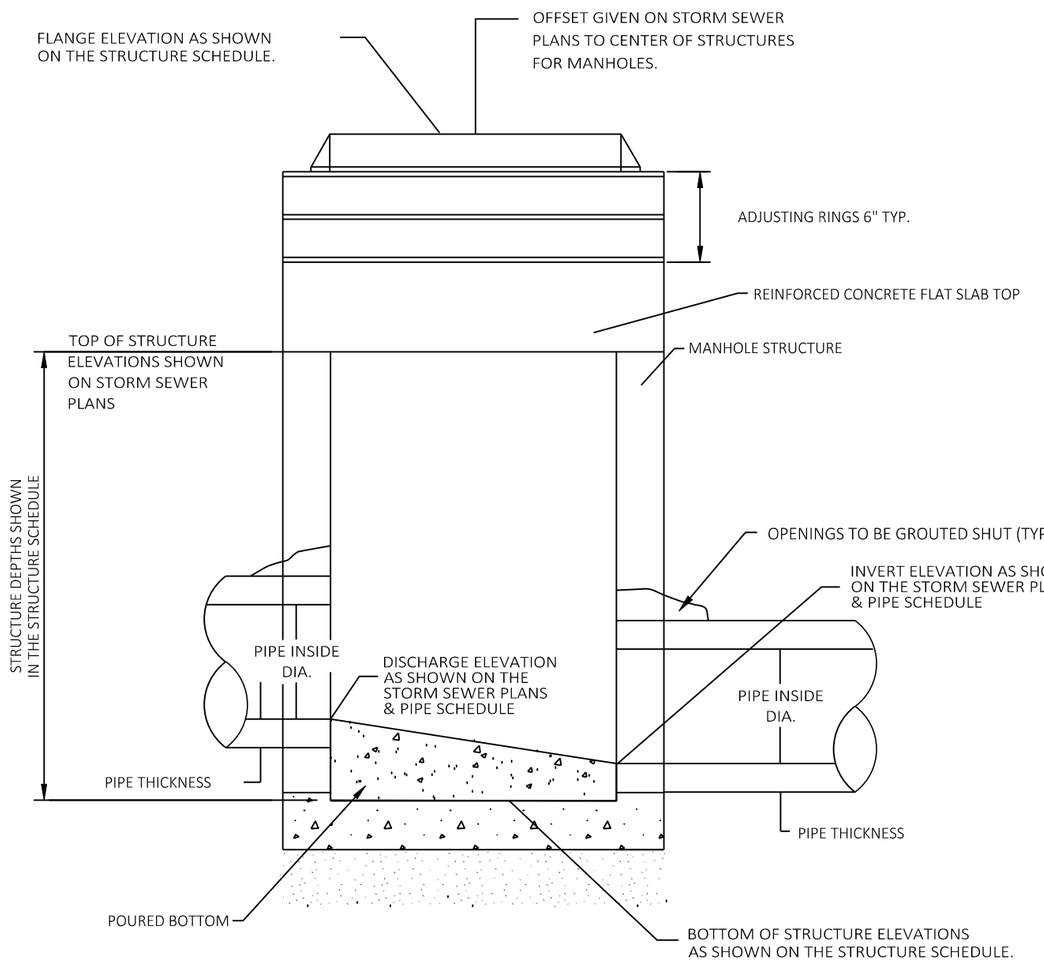
DETAIL OF INLET W/CASTING

(SEE STORM SEWER PLANS FOR LOCATIONS)

GENERAL NOTES:

GRANULAR BACKFILL REQUIRED AROUND MANHOLE
(INCIDENTAL TO CONSTRUCTION OF MANHOLE)

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D. FOR MANHOLES 4-FT, 6-FT, & 8-FT DIAMETER, MANHOLES 3x3-FT, 4x4-FT, 5x5-FT & 6x6-FT, CATCH BASINS 4-FT, 6-FT, & 8-FT DIAMETER, CATCH BASINS 6x6-FT, AND PIPE UNDERDRAIN DETAIL.



DETAIL OF MANHOLE W/CASTING

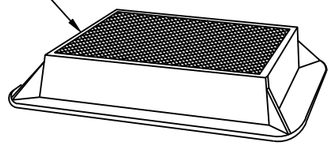
(SEE STORM SEWER PLANS FOR LOCATIONS)

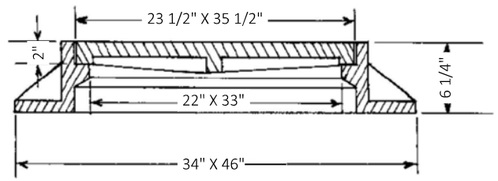
2

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	CONSTRUCTION DETAILS	SHEET 13	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 02
PLOT DATE : 2/28/2022 10:03 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1:1
WISDOT/CADDS SHEET 42

CASTING AND COVER TO BE PLACED ON EXISTING INLET STRUCTURE

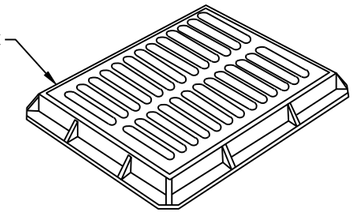


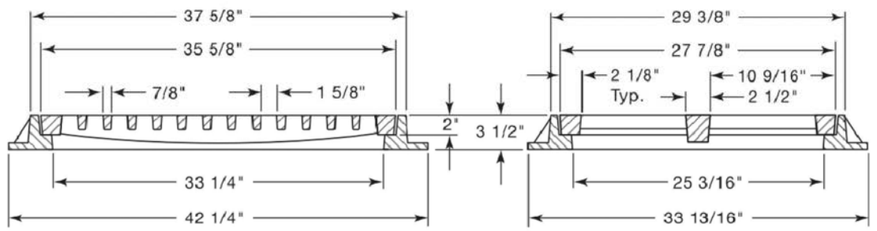


SPV.0060.01 MANHOLE COVER SPECIAL

SEE STORM SEWER PLANS FOR LOCATIONS

CASTING AND COVER TO BE PLACED ON EXISTING INLET STRUCTURE





SPV.0060.02 INLET COVER SPECIAL

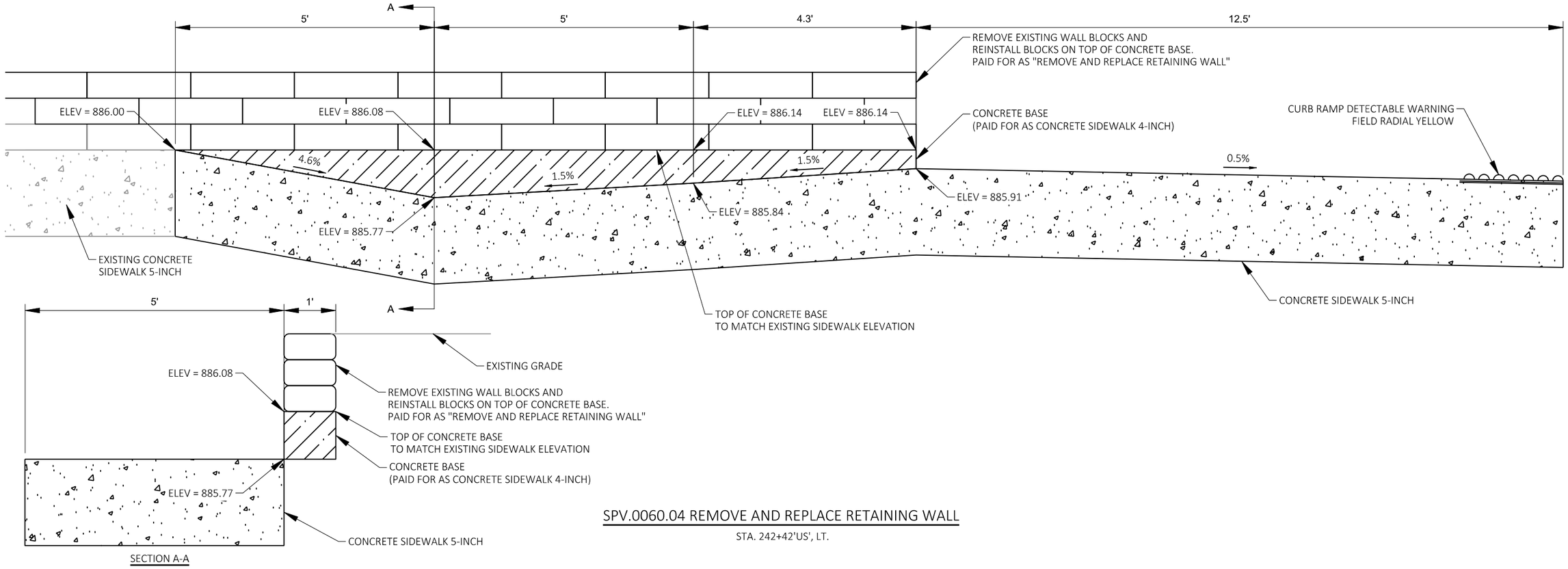
SEE 5TH AVENUE CLOSURE DETAIL FOR LOCATIONS

2

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											

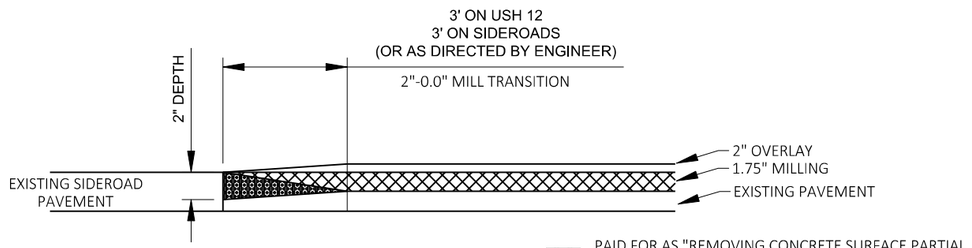
TOTAL PROJECT AREA = 12.8 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 7.2 ACRES



SECTION A-A

SPV.0060.04 REMOVE AND REPLACE RETAINING WALL

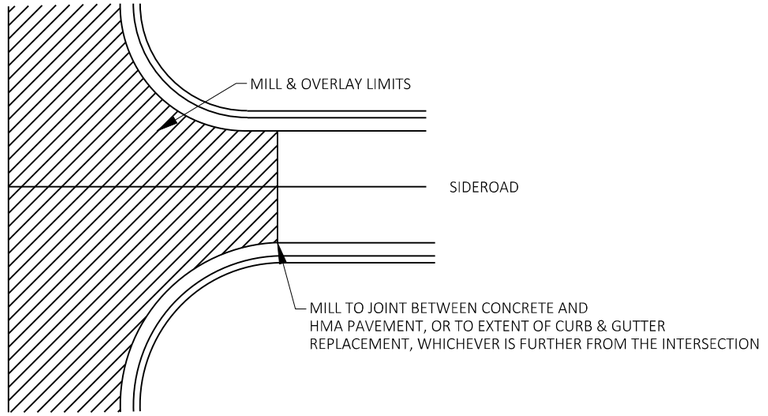
STA. 242+42'US', LT.



NOTE: ANY SAWCUT USED IN THIS OPERATION
CONSIDERED INCIDENTAL TO THIS ITEM

REMOVING SURFACE BUTT JOINT DETAIL

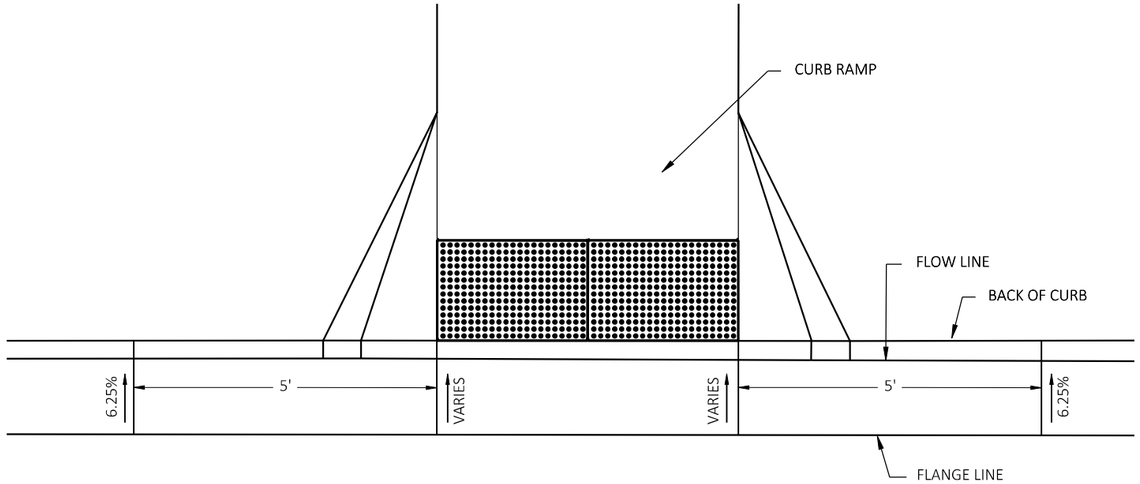
REQUIRED AT BEGINNING/END OF PROJECT AND AT SIDEROADS
(EXACT LOCATION AND LENGTH TO BE DETERMINED BY THE ENGINEER)



SIDEROAD MILLING LIMITS

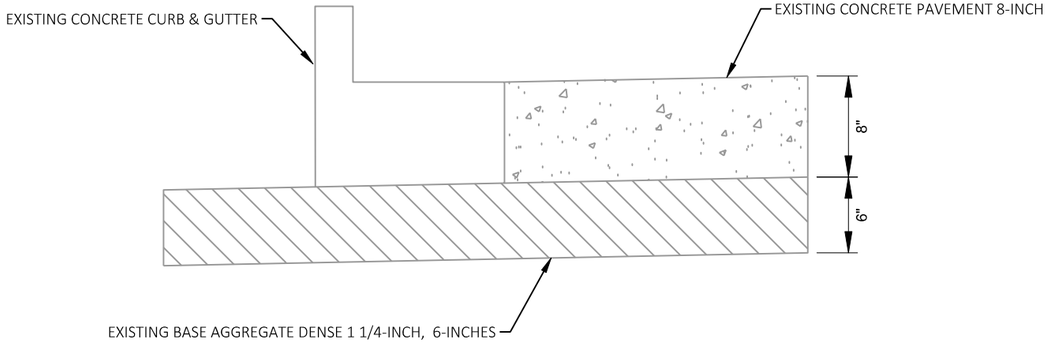
PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	CONSTRUCTION DETAILS	SHEET 16	E

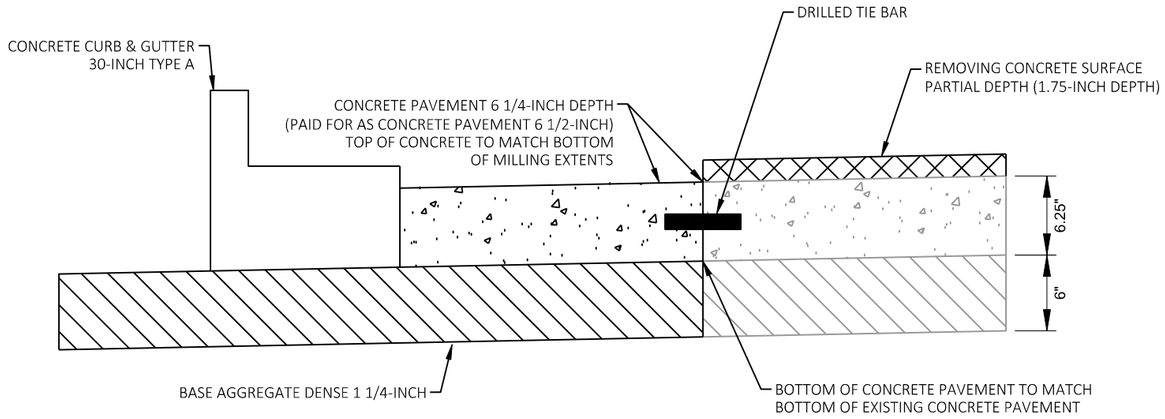
2

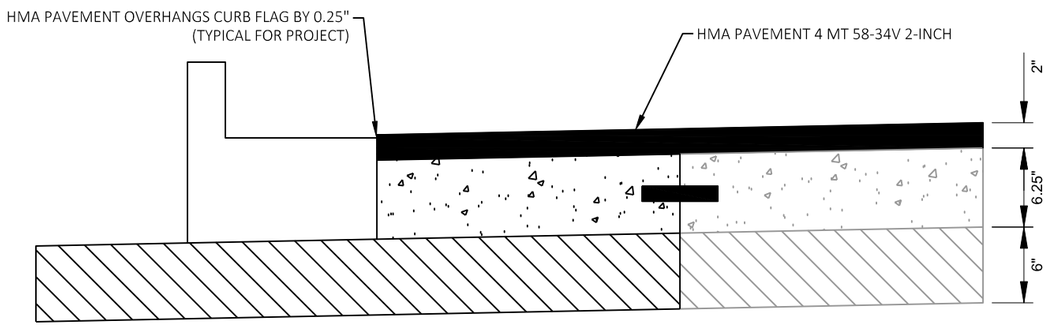


GUTTER PAN TRANSITION AT CURB RAMPS

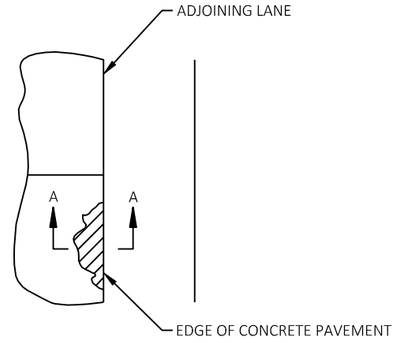
(6.25% TO PERCENT SHOWN ON PLANS)
(SEE PLAN DETAILS FOR LOCATIONS)



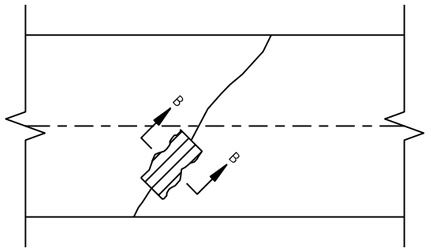




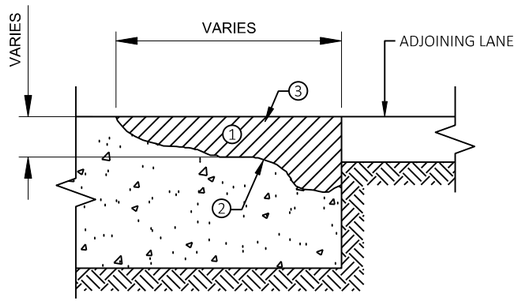
CURB LINE EXPANSION PAVEMENT DETAIL



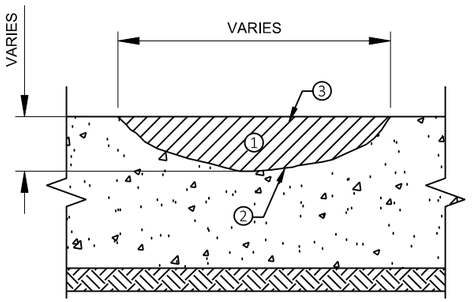
PLAN VIEW



PLAN VIEW



SECTION A-A



SECTION B-B

① REMOVE ALL UNSOUND AND UNDETERIORATED MATERIAL.

② BLOW OUT REPAIR AREAS WITH 80 PSI MINIMUM COMPRESSED AIR AND APPLY TACK COAT.

③ ASPHALTIC SURFACE INCIDENTAL TO ITEM

EDGE REPAIR

① REMOVE ALL UNSOUND AND UNDETERIORATED MATERIAL.

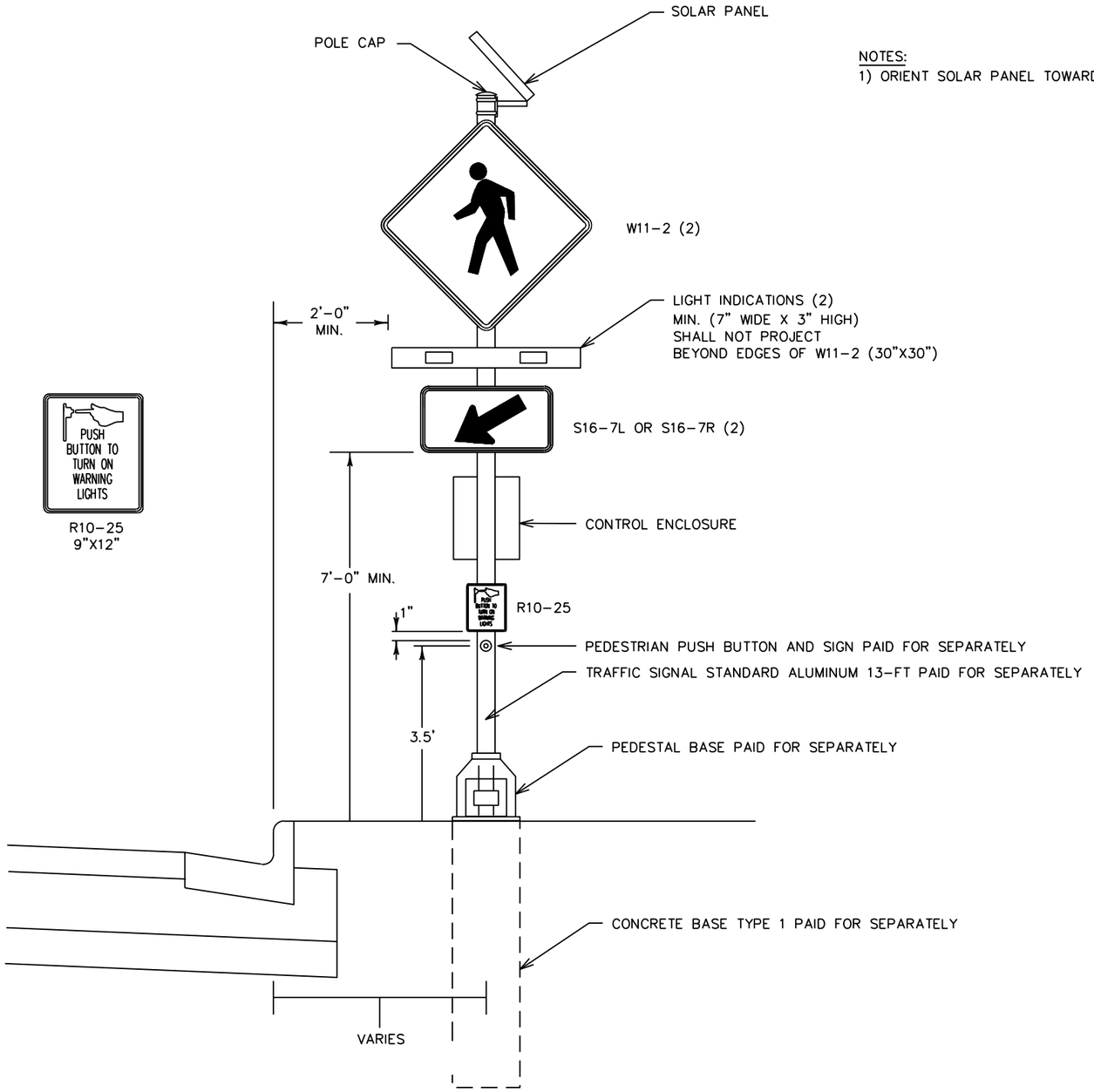
② BLOW OUT REPAIR AREAS WITH 80 PSI MINIMUM COMPRESSED AIR AND APPLY TACK COAT.

③ ASPHALTIC SURFACE INCIDENTAL TO ITEM

CRACK/JOINT REPAIR

SPV.0180.01 CONCRETE JOINT AND CRACK CLEANING

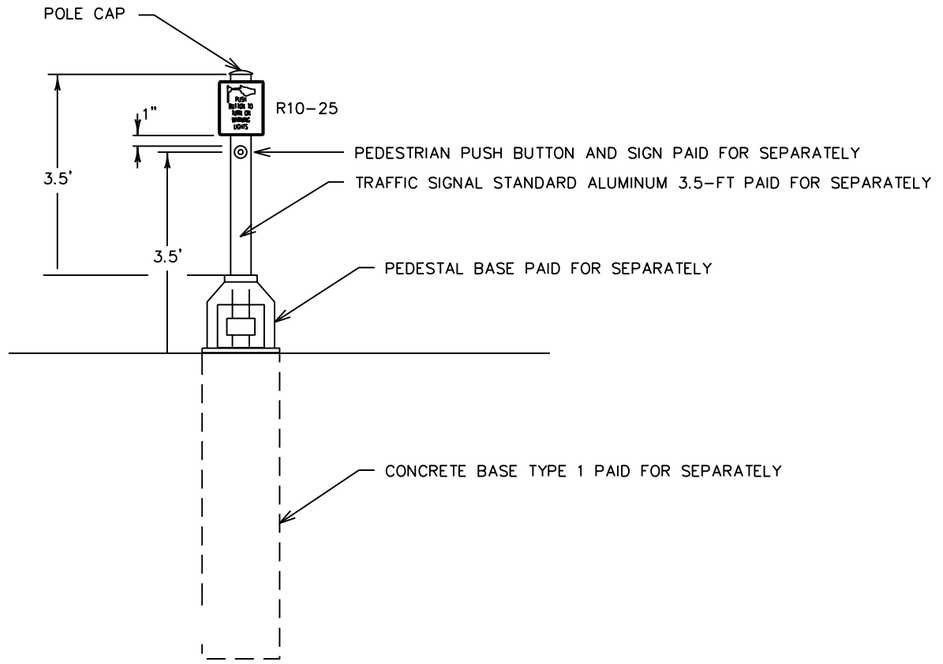
NOTES:
1) ORIENT SOLAR PANEL TOWARDS SOUTHERN SKY FOR MAXIMUM SOLAR EXPOSURE



R10-25
9"X12"

RECTANGULAR RAPID FLASHING BEACON DETAIL

NOT TO SCALE



PEDESTRIAN PUSH BUTTON DETAIL

NOT TO SCALE

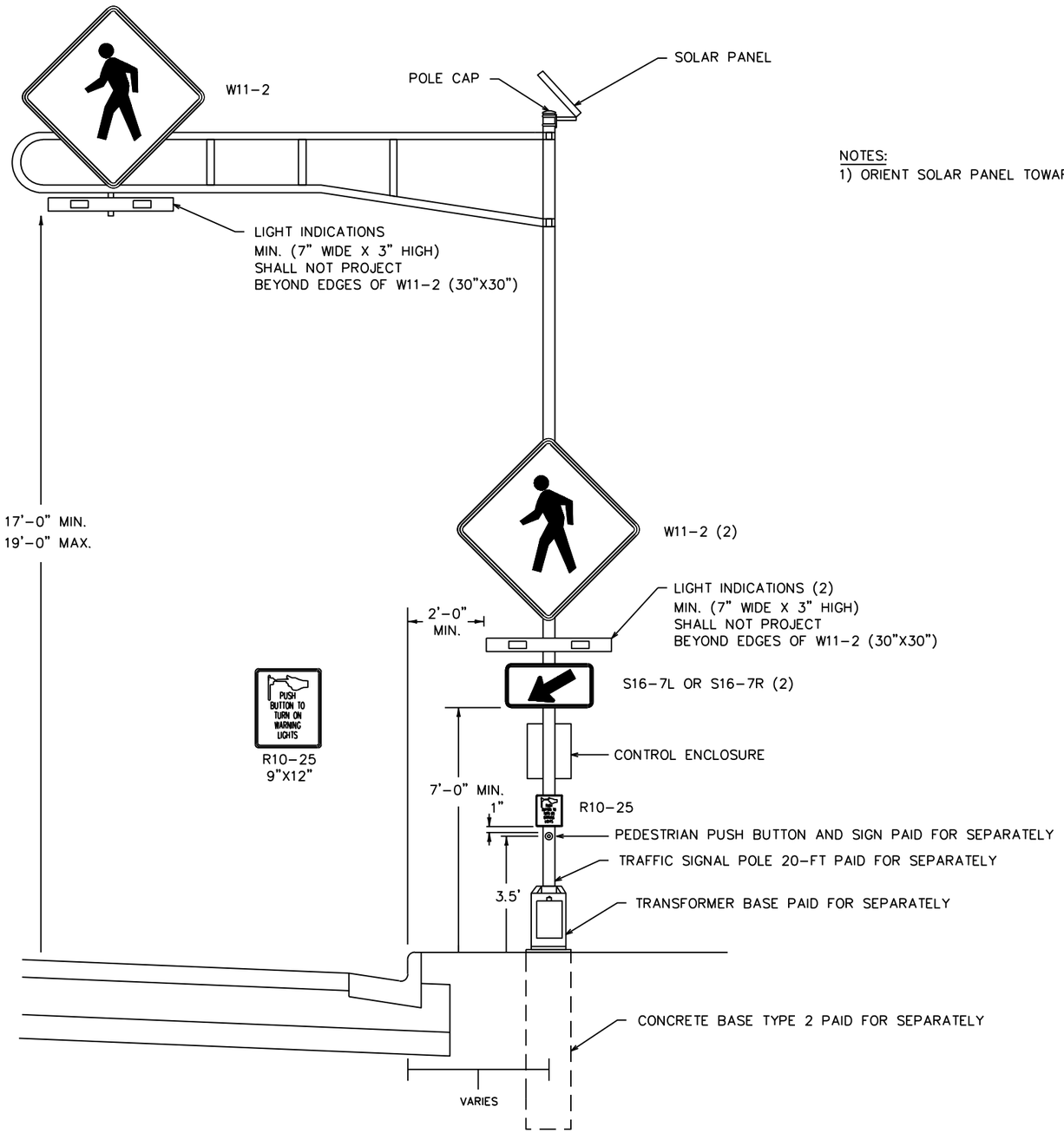
SHEET 1 OF 2

PROJECT NO: 7600-01-75	HWY: USH 12/STH 29	COUNTY: DUNN	RECTANGULAR RAPID FLASHING BEACON DETAIL	SHEET 19	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021002_CD RRFB.DWG
LAYOUT NAME - RRF BEACON
PLOT DATE : 1/28/2022 1:40 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2



NOTES:
1) ORIENT SOLAR PANEL TOWARDS SOTHERN SKY FOR MAXIMUM SOLAR EXPOSURE

RECTANGULAR RAPID FLASHING BEACON DETAIL – OVERHEAD MOUNT

NOT TO SCALE

SHEET 2 OF 2

PROJECT NO: 7600-01-75	HWY: USH 12/STH 29	COUNTY: DUNN	RECTANGULAR RAPID FLASHING BEACON DETAIL	SHEET 20	E

2

N

USH 12/STH 29 (STOUT RD)

231+00 'US'

230+00 'US'

NOTE: PARCEL IS OWNED BY CITY OF MENOMONIE

SLOPE INTERCEPT (TYP.)

EXISTING SIDEWALK TO REMAIN

SAWING CONCRETE (TYP.)

SAWING ASPHALT (TYP.)

876.5

877.0

11+00 'FA'

12+00 'FA'

SEE "5TH AVENUE CLOSURE: USH 12 DETAIL"

5TH AVE

SEE "5TH AVENUE CLOSURE: 10TH ST DETAIL"

EXISTING R/W (TYP.)

877.5

24-7 TELCOM INC (FO)

24-7 TELCOM INC (T)

CITY OF MENOMONIE (SAN)

CITY OF MENOMONIE (W)

10TH ST

NOTE: 5TH AVENUE BETWEEN USH 12 AND 10TH ST TO BE REMOVED. EXISTING ROADWAY TO BE REMOVED AND RE-GRADED. FLOW ARROWS SHOW FLOW OF WATER ON PROPOSED GRADED SURFACE

NOTE: SEE CROSS SECTIONS: 5TH AVE CLOSURE FOR ADDITIONAL DETAILS

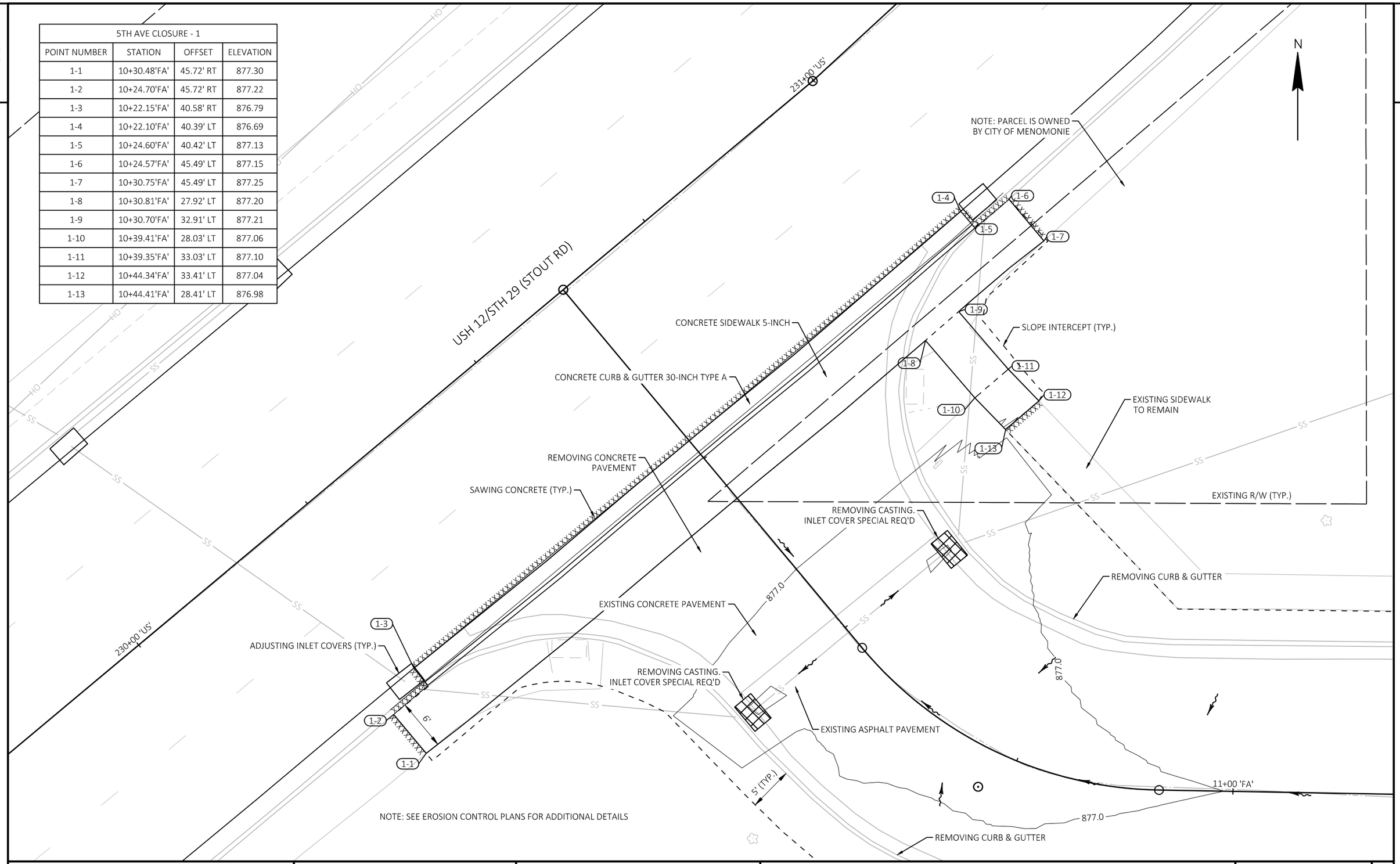
PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	5TH AVENUE CLOSURE: OVERVIEW	SHEET 21	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021001-CD_5TH AVE CLOSURE.DWG
LAYOUT NAME - 01

PLOT DATE : 1/31/2022 1:44 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

5TH AVE CLOSURE - 1			
POINT NUMBER	STATION	OFFSET	ELEVATION
1-1	10+30.48'FA'	45.72' RT	877.30
1-2	10+24.70'FA'	45.72' RT	877.22
1-3	10+22.15'FA'	40.58' RT	876.79
1-4	10+22.10'FA'	40.39' LT	876.69
1-5	10+24.60'FA'	40.42' LT	877.13
1-6	10+24.57'FA'	45.49' LT	877.15
1-7	10+30.75'FA'	45.49' LT	877.25
1-8	10+30.81'FA'	27.92' LT	877.20
1-9	10+30.70'FA'	32.91' LT	877.21
1-10	10+39.41'FA'	28.03' LT	877.06
1-11	10+39.35'FA'	33.03' LT	877.10
1-12	10+44.34'FA'	33.41' LT	877.04
1-13	10+44.41'FA'	28.41' LT	876.98



NOTE: SEE EROSION CONTROL PLANS FOR ADDITIONAL DETAILS

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	5TH AVENUE CLOSURE: USH 12 DETAIL	SHEET 22	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021001-CD_5TH AVE CLOSURE.DWG
LAYOUT NAME - 02

PLOT DATE : 1/31/2022 1:44 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

5TH AVE CLOSURE - 2			
POINT NUMBER	STATION	OFFSET	ELEVATION
2-1	11+38.48'FA'	45.93' RT	877.34
2-2	11+35.48'FA'	46.01' RT	877.27
2-3	11+35.39'FA'	42.98' RT	877.23
2-4	11+38.09'FA'	24.94' RT	876.97
2-5	11+74.72'FA'	12.74' LT	876.55
2-6	11+75.08'FA'	24.26' RT	877.61
2-7	11+89.17'FA'	12.88' LT	876.60
2-8	11+89.14'FA'	15.64' LT	876.54
2-9	11+86.14'FA'	15.85' LT	876.53

2

2

N

EXISTING SIDEWALK TO REMAIN

SLOPE INTERCEPT (TYP.)

877.0

REMOVING CONCRETE PAVEMENT.

11+00 'FA'

877.0

12+00 'FA'

2-9

2-8

2-7

2-5

SAWING ASPHALT (TYP.)

SEE CURB RAMP DETAILS

5TH AVE

877.0

2-INCHES HMA PAVEMENT 4 MT 58-34V OVER
3-INCHES HMA PAVEMENT 4 MT 58-34V OVER
12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

5' (TYP.)

REMOVING CASTING.
INLET COVER SPECIAL REQ'D

R37

CITY OF MENOMONIE (W)

24-7 TELCOM INC (T)

2-4

2-6

24-7 TELCOM INC (FO)

CONCRETE CURB & GUTTER 30-INCH TYPE D

CITY OF MENOMONIE (SAN)

EXISTING R/W (TYP.)

877.5

SAWING CONCRETE (TYP.)

10TH ST

2-3

2-2

2-1

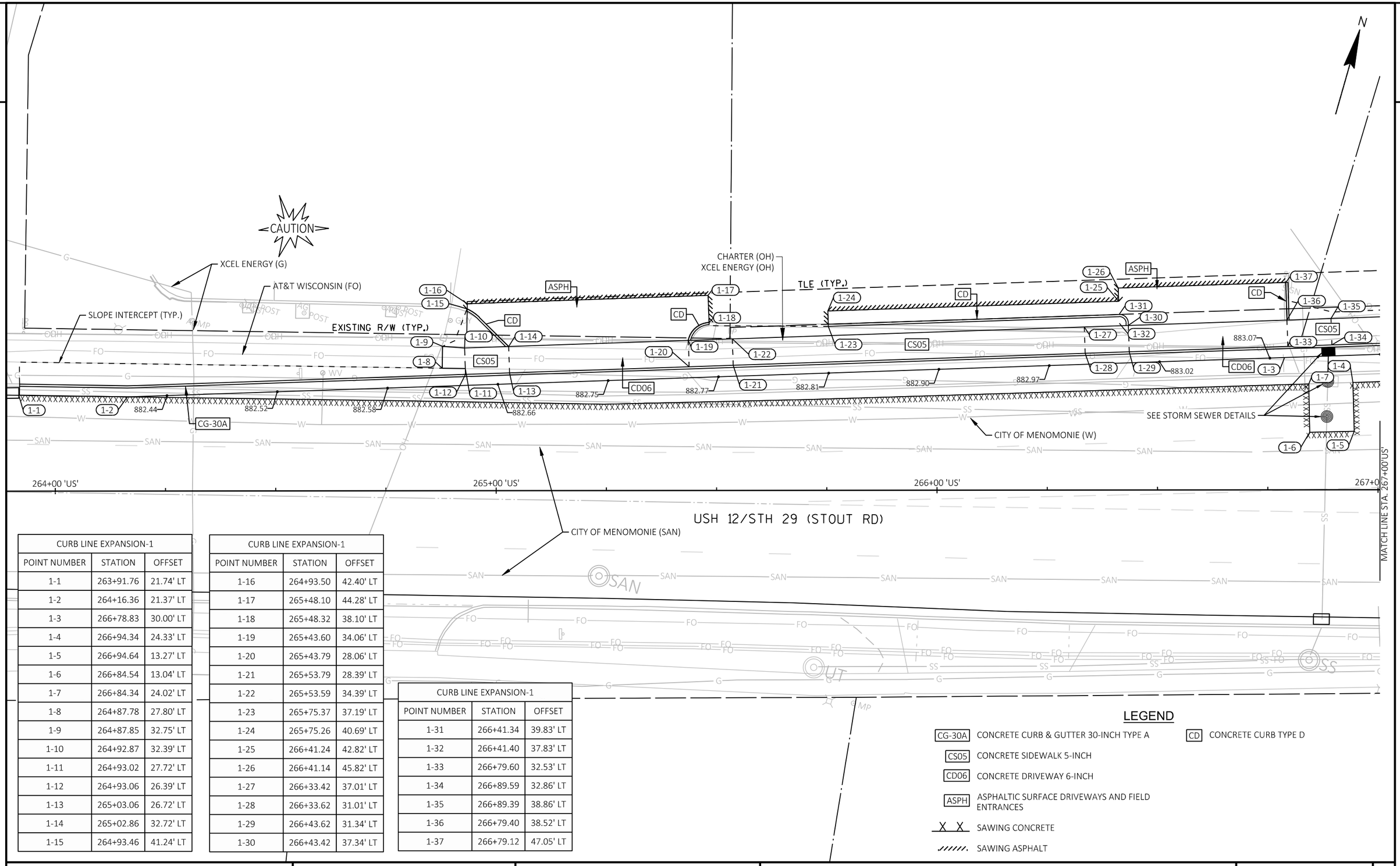
NOTE: SEE STORM SEWER PLANS FOR ADDITIONAL DETAILS
NOTE: SEE EROSION CONTROL PLANS FOR ADDITIONAL DETAILS

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	5TH AVENUE CLOSURE: 10TH ST DETAIL	SHEET 23	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021001-CD_5TH AVE CLOSURE.DWG
LAYOUT NAME - 03

PLOT DATE : 1/31/2022 1:44 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



CURB LINE EXPANSION-1		
POINT NUMBER	STATION	OFFSET
1-1	263+91.76	21.74' LT
1-2	264+16.36	21.37' LT
1-3	266+78.83	30.00' LT
1-4	266+94.34	24.33' LT
1-5	266+94.64	13.27' LT
1-6	266+84.54	13.04' LT
1-7	266+84.34	24.02' LT
1-8	264+87.78	27.80' LT
1-9	264+87.85	32.75' LT
1-10	264+92.87	32.39' LT
1-11	264+93.02	27.72' LT
1-12	264+93.06	26.39' LT
1-13	265+03.06	26.72' LT
1-14	265+02.86	32.72' LT
1-15	264+93.46	41.24' LT

CURB LINE EXPANSION-1		
POINT NUMBER	STATION	OFFSET
1-16	264+93.50	42.40' LT
1-17	265+48.10	44.28' LT
1-18	265+48.32	38.10' LT
1-19	265+43.60	34.06' LT
1-20	265+43.79	28.06' LT
1-21	265+53.79	28.39' LT
1-22	265+53.59	34.39' LT
1-23	265+75.37	37.19' LT
1-24	265+75.26	40.69' LT
1-25	266+41.24	42.82' LT
1-26	266+41.14	45.82' LT
1-27	266+33.42	37.01' LT
1-28	266+33.62	31.01' LT
1-29	266+43.62	31.34' LT
1-30	266+43.42	37.34' LT

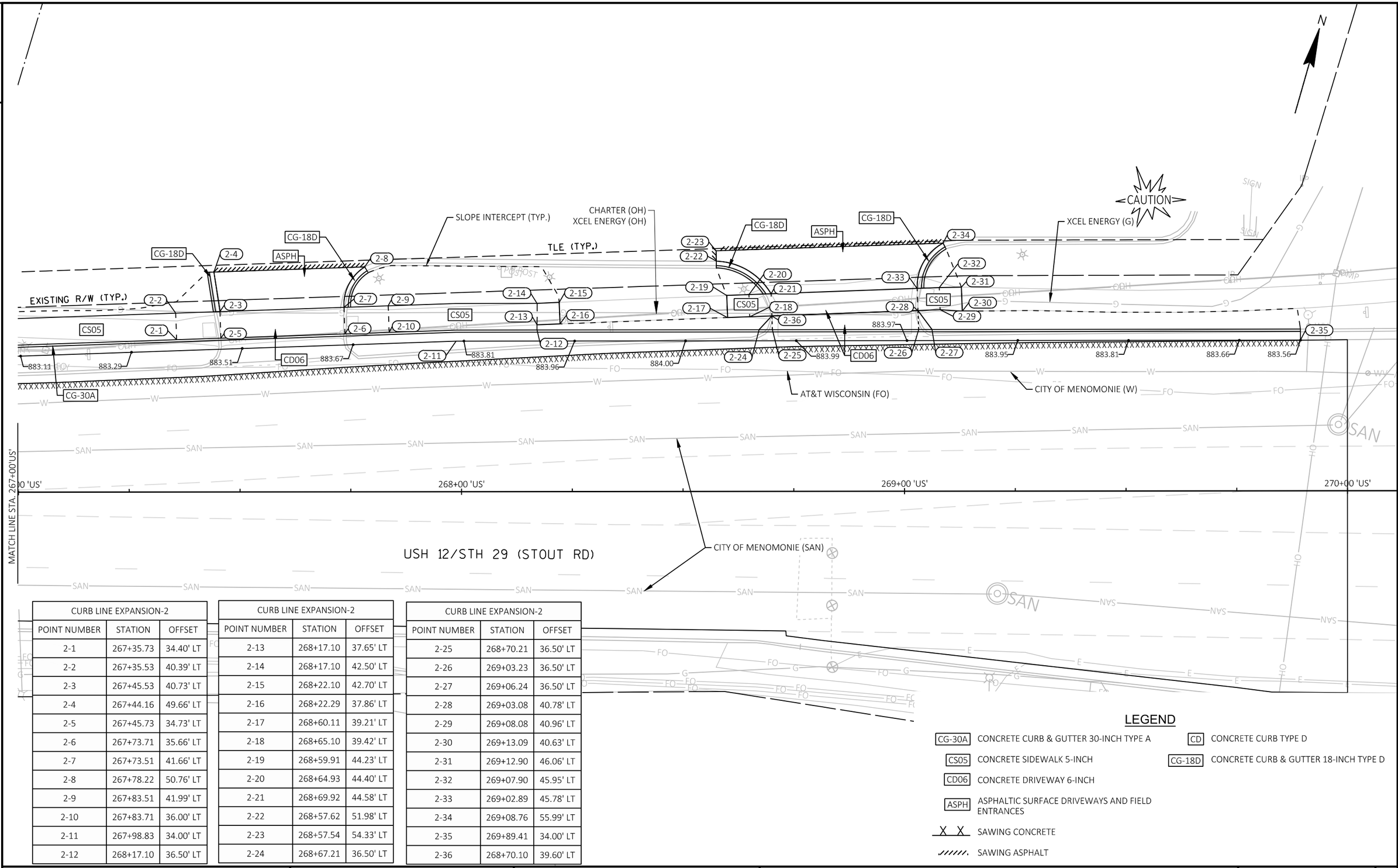
CURB LINE EXPANSION-1		
POINT NUMBER	STATION	OFFSET
1-31	266+41.34	39.83' LT
1-32	266+41.40	37.83' LT
1-33	266+79.60	32.53' LT
1-34	266+89.59	32.86' LT
1-35	266+89.39	38.86' LT
1-36	266+79.40	38.52' LT
1-37	266+79.12	47.05' LT

LEGEND

- CG-30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CD — CONCRETE CURB TYPE D
- CS05 — CONCRETE SIDEWALK 5-INCH
- CD06 — CONCRETE DRIVEWAY 6-INCH
- ASPH — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- X X — SAWING CONCRETE
- ////// — SAWING ASPHALT

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	CURB LINE EXPANSION	SHEET 24	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021001-CD_CURB LINE EXPANSION.DWG
LAYOUT NAME - 01
PLOT DATE : 1/25/2022 4:43 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



CURB LINE EXPANSION-2		
POINT NUMBER	STATION	OFFSET
2-1	267+35.73	34.40' LT
2-2	267+35.53	40.39' LT
2-3	267+45.53	40.73' LT
2-4	267+44.16	49.66' LT
2-5	267+45.73	34.73' LT
2-6	267+73.71	35.66' LT
2-7	267+73.51	41.66' LT
2-8	267+78.22	50.76' LT
2-9	267+83.51	41.99' LT
2-10	267+83.71	36.00' LT
2-11	267+98.83	34.00' LT
2-12	268+17.10	36.50' LT

CURB LINE EXPANSION-2		
POINT NUMBER	STATION	OFFSET
2-13	268+17.10	37.65' LT
2-14	268+17.10	42.50' LT
2-15	268+22.10	42.70' LT
2-16	268+22.29	37.86' LT
2-17	268+60.11	39.21' LT
2-18	268+65.10	39.42' LT
2-19	268+59.91	44.23' LT
2-20	268+64.93	44.40' LT
2-21	268+69.92	44.58' LT
2-22	268+57.62	51.98' LT
2-23	268+57.54	54.33' LT
2-24	268+67.21	36.50' LT

CURB LINE EXPANSION-2		
POINT NUMBER	STATION	OFFSET
2-25	268+70.21	36.50' LT
2-26	269+03.23	36.50' LT
2-27	269+06.24	36.50' LT
2-28	269+03.08	40.78' LT
2-29	269+08.08	40.96' LT
2-30	269+13.09	40.63' LT
2-31	269+12.90	46.06' LT
2-32	269+07.90	45.95' LT
2-33	269+02.89	45.78' LT
2-34	269+08.76	55.99' LT
2-35	269+89.41	34.00' LT
2-36	268+70.10	39.60' LT

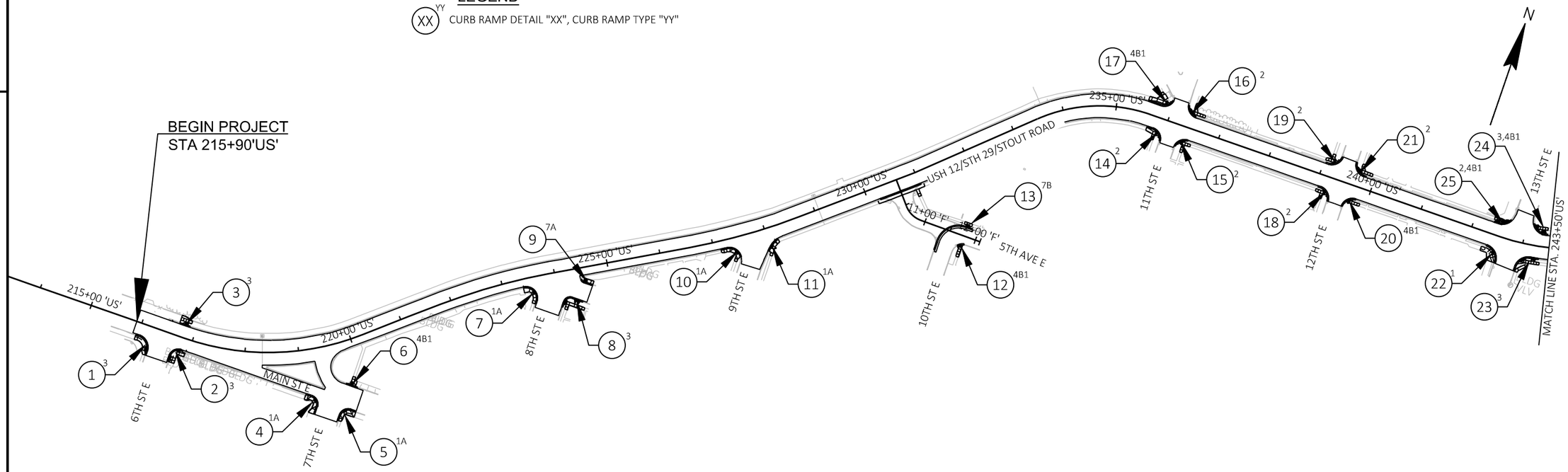
LEGEND

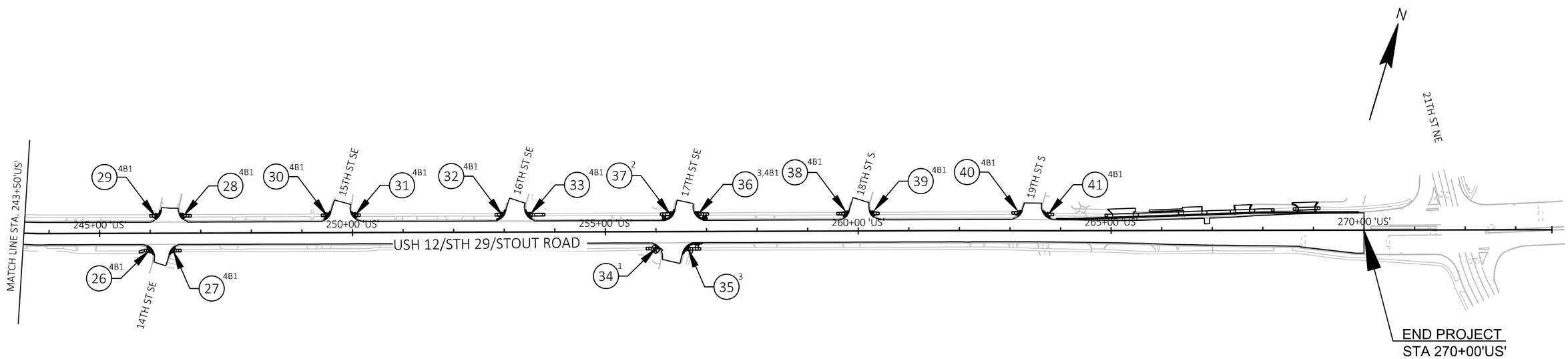
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CD	CONCRETE CURB TYPE D
CS05	CONCRETE SIDEWALK 5-INCH
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CD06	CONCRETE DRIVEWAY 6-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
X X	SAWING CONCRETE
//////	SAWING ASPHALT

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	CURB LINE EXPANSION	SHEET 25	E

LEGEND

XX YY CURB RAMP DETAIL "XX", CURB RAMP TYPE "YY"

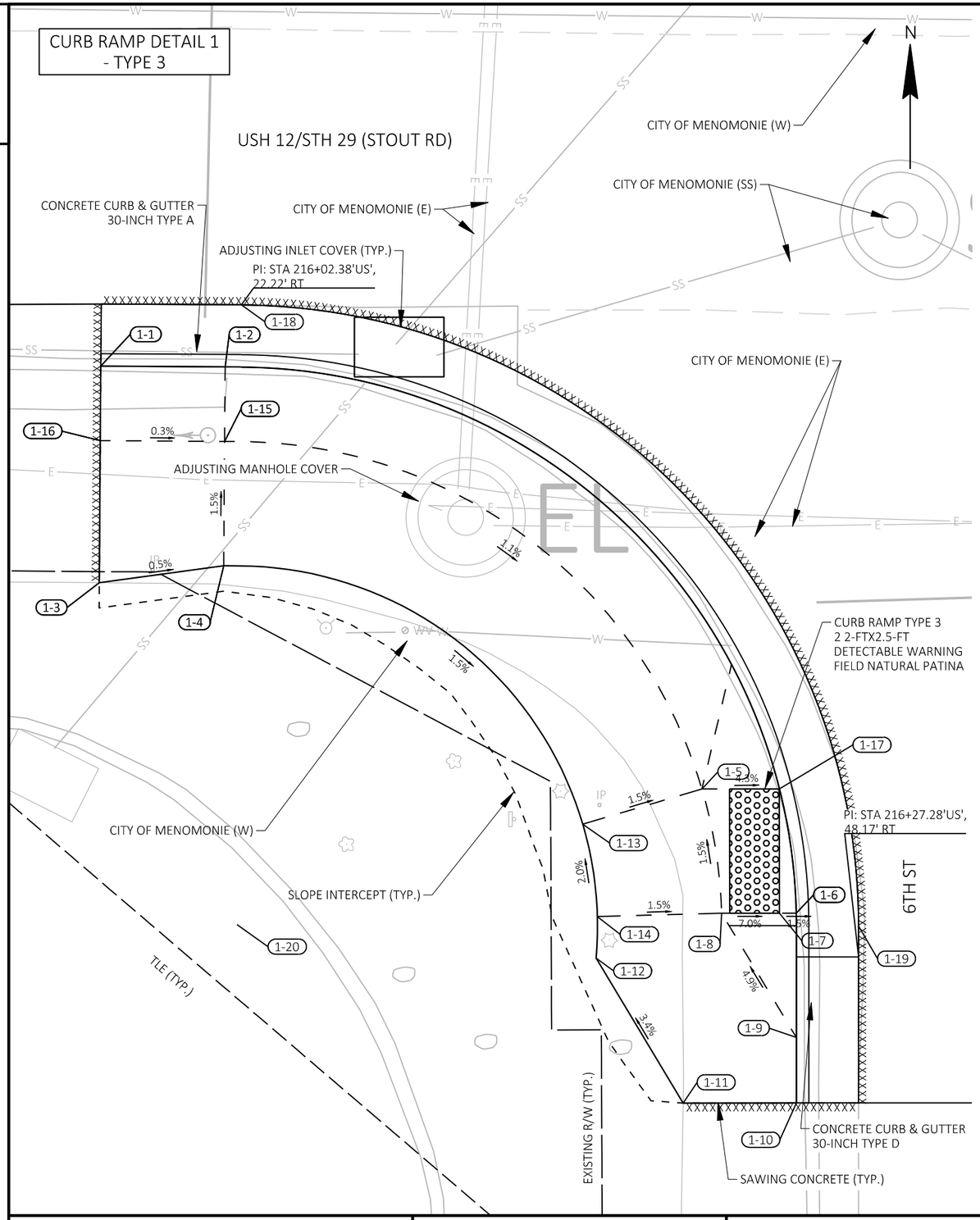




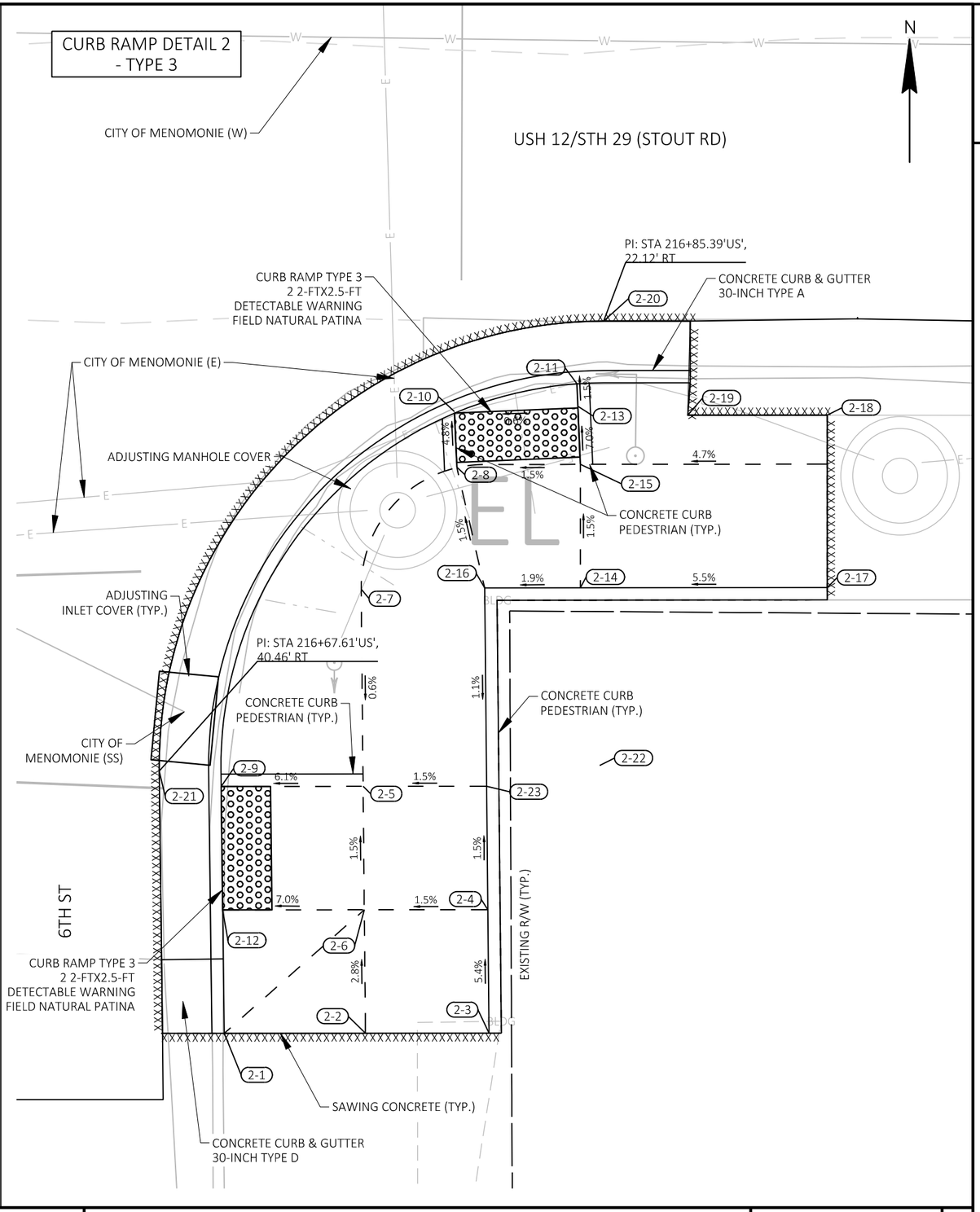
PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL: OVERVIEW	SHEET 26	E

2

CURB RAMP DETAIL 1 - TYPE 3



CURB RAMP DETAIL 2 - TYPE 3



PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 27	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1

PLOT DATE : 11/17/2021 2:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 44

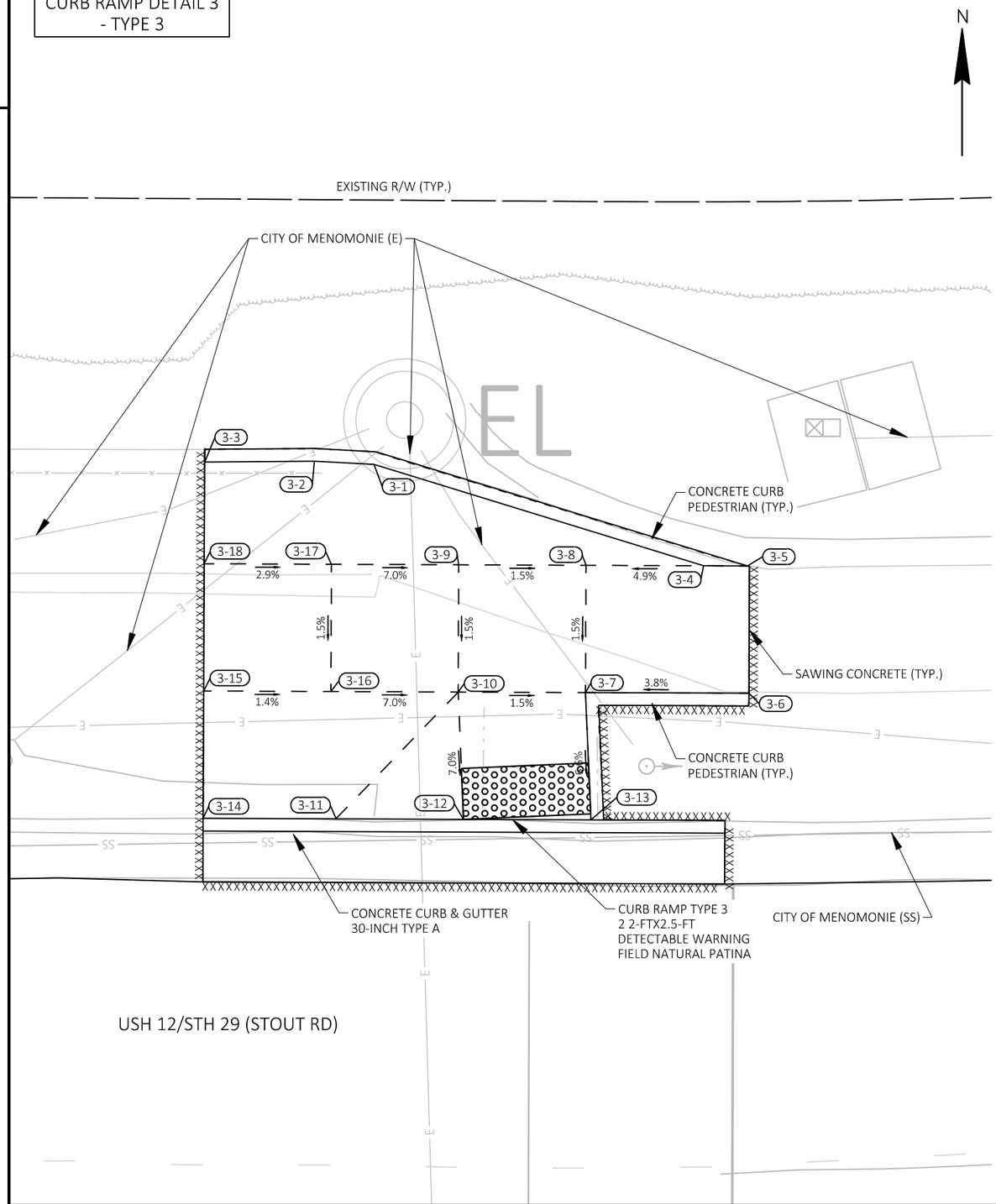
CURB RAMP DETAIL 1

CURB RAMP DETAIL 1				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
1-1	215+96.75	24.75' RT	MATCH EXISTING	SAW CUT
1-2	216+01.75	24.73' RT	875.04	CURB RAMP
1-3	215+96.79	33.47' RT	MATCH EXISTING	SAW CUT
1-4	216+01.79	32.72' RT	875.14	CURB RAMP
1-5	216+21.14	41.48' RT	874.79	CURB RAMP
1-6	216+24.99	46.43' RT	875.18	CURB RAMP
1-7	216+24.31	46.44' RT	874.72	CURB RAMP
1-8	216+21.99	46.47' RT	874.86	CURB RAMP
1-9	216+25.00	51.43' RT	875.14	CURB RAMP
1-10	216+25.00	54.07' RT	MATCH EXISTING	SAW CUT
1-11	216+20.53	54.12' RT	MATCH EXISTING	SAW CUT
1-12	216+16.96	48.33' RT	874.99	CURB RAMP
1-13	216+16.36	42.95' RT	874.86	CURB RAMP
1-14	216+16.98	46.66' RT	874.94	CURB RAMP
1-15	216+01.77	27.72' RT	875.07	CURB RAMP
1-16	215+96.77	27.75' RT	MATCH EXISTING	SAW CUT
1-17	216+24.24	41.44' RT	874.63	CURB RAMP
1-18	216+02.38	22.22' RT	874.62	PI
1-19	216+27.27	46.93' RT	874.76	PI
1-20	216+02.50	47.16' RT	XXX	R=25'

CURB RAMP DETAIL 2				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
2-1	216+70.31	51.07' RT	MATCH EXISTING	SAW CUT
2-2	216+76.04	51.02' RT	MATCH EXISTING	SAW CUT
2-3	216+81.04	50.98' RT	MATCH EXISTING	SAW CUT
2-4	216+80.95	45.98' RT	874.85	CURB RAMP
2-5	216+75.87	41.03' RT	874.70	CURB RAMP
2-6	216+75.95	46.02' RT	874.78	CURB RAMP
2-7	216+75.74	33.04' RT	874.75	CURB RAMP
2-8	216+79.58	28.08' RT	874.79	CURB RAMP
2-9	216+70.12	41.07' RT	874.58	CURB RAMP
2-10	216+79.47	25.82' RT	875.00	CURB RAMP
2-11	216+84.36	24.65' RT	874.69	CURB RAMP
2-12	216+70.22	46.07' RT	874.34	CURB RAMP
2-13	216+84.41	25.57' RT	874.71	CURB RAMP
2-14	216+84.54	32.93' RT	874.94	CURB RAMP
2-15	216+84.51	27.93' RT	874.87	CURB RAMP
2-16	216+80.74	32.95' RT	874.87	CURB RAMP
2-17	216+93.89	32.97' RT	MATCH EXISTING	SAW CUT
2-18	216+93.99	25.98' RT	MATCH EXISTING	SAW CUT
2-19	216+88.63	25.93' RT	MATCH EXISTING	SAW CUT
2-20	216+85.39	22.12' RT	874.75	PI
2-21	216+67.61	40.46' RT	874.41	PI
2-22	216+85.29	40.12' RT	XXX	R=18'
2-23	216+80.87	40.99' RT	874.78	CURB RAMP

2

CURB RAMP DETAIL 3 - TYPE 3



CURB RAMP DETAIL 3				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
3-1	216+73.33	38.73' LT	874.34	CURB RAMP
3-2	216+70.98	38.84' LT	874.48	CURB RAMP
3-3	216+66.67	38.78' LT	MATCH EXISTING	SAW CUT
3-4	216+86.53	34.83' LT	874.20	CURB RAMP
3-5	216+88.39	34.82' LT	MATCH EXISTING	SAW CUT
3-6	216+88.43	29.82' LT	MATCH EXISTING	SAW CUT
3-7	216+81.69	29.82' LT	873.90	CURB RAMP
3-8	216+81.68	34.82' LT	873.97	CURB RAMP
3-9	216+76.68	34.81' LT	874.05	CURB RAMP
3-10	216+76.69	29.81' LT	873.97	CURB RAMP
3-11	216+71.93	24.81' LT	874.16	CURB RAMP
3-12	216+76.94	24.81' LT	873.59	CURB RAMP
3-13	216+81.94	24.83' LT	873.55	CURB RAMP
3-14	216+66.71	24.78' LT	MATCH EXISTING	SAW CUT
3-15	216+66.69	29.78' LT	MATCH EXISTING	SAW CUT
3-16	216+71.69	29.80' LT	874.32	CURB RAMP
3-17	216+71.68	34.80' LT	874.40	CURB RAMP
3-18	216+66.68	34.78' LT	MATCH EXISTING	SAW CUT

2

CURB RAMP DETAIL 4 - TYPE 1A

MAIN ST

CITY OF MENOMONIE (W)

XCEL ENERGY (G)

CAUTION

N

CITY OF MENOMONIE (E)

PI: STA 219+13.05'US', 85.98' RT

CONCRETE CURB & GUTTER 30-INCH TYPE A

ADJUSTING MANHOLE COVER

CITY OF MENOMONIE (E)

4-2 4-3 4-4 4-5 4-9 4-10 4-11 4-1 4-18 4-7 4-8 4-12 4-13 4-14 4-15 4-16

1.5% 0.7% 1.5% 3.8% 5.3% 2.0% 1.5% 0.4% 0.8% 1.2% 1.4% 0.6%

CURB RAMP TYPE 1A
2 2-FTX2.5-FT
DETECTABLE WARNING
FIELD NATURAL PATINA

EXISTING R/W (TYP.)

CITY OF MENOMONIE (W)

4-19

TLE (TYP.)

PI: STA 219+18.46'US', 108.57' RT

7TH ST

CONCRETE CURB PEDESTRIAN (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE D

SAWING CONCRETE (TYP.)

CURB RAMP DETAIL 5 - TYPE 1A

CAUTION

XCEL ENERGY (G)

N

MAIN ST

CITY OF MENOMONIE (SS)

PI: STA 219+66.93'US', 125.23' RT

ADJUSTING INLET COVER (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE D

CITY OF MENOMONIE (E)

5-8 5-9 5-10 5-15 5-14 5-13 5-7 5-6 5-12 5-11 5-16 5-5 5-4 5-3 5-2 5-1

1.4% 4.5% 3.0% 1.8% 1.7% 2.8% 4.1% 0.7% 5.3% 0.5% 1.0%

CONCRETE CURB & GUTTER 30-INCH TYPE A

CURB RAMP TYPE 1A
2 2-FTX2.5-FT
DETECTABLE WARNING
FIELD NATURAL PATINA

ADJUSTING MANHOLE COVER

TLE (TYP.)

CONCRETE CURB PEDESTRIAN (TYP.)

PI: STA 219+47.72'US', 131.41' RT

EXISTING R/W (TYP.)

7TH ST

SAWING CONCRETE (TYP.)

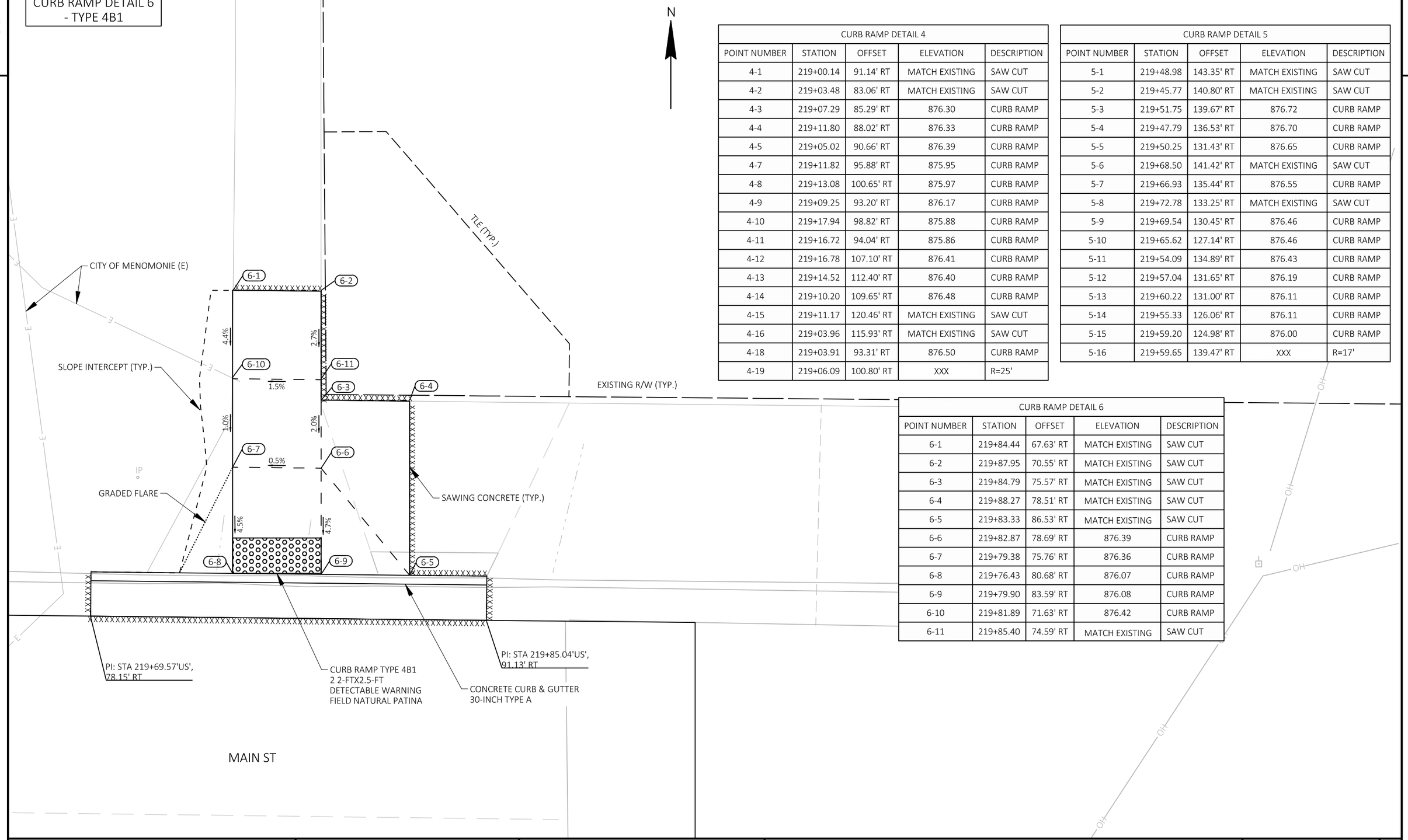
CONCRETE CURB & GUTTER 30-INCH TYPE D

2

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 30	E

2

CURB RAMP DETAIL 6
- TYPE 4B1



CURB RAMP DETAIL 4				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
4-1	219+00.14	91.14' RT	MATCH EXISTING	SAW CUT
4-2	219+03.48	83.06' RT	MATCH EXISTING	SAW CUT
4-3	219+07.29	85.29' RT	876.30	CURB RAMP
4-4	219+11.80	88.02' RT	876.33	CURB RAMP
4-5	219+05.02	90.66' RT	876.39	CURB RAMP
4-7	219+11.82	95.88' RT	875.95	CURB RAMP
4-8	219+13.08	100.65' RT	875.97	CURB RAMP
4-9	219+09.25	93.20' RT	876.17	CURB RAMP
4-10	219+17.94	98.82' RT	875.88	CURB RAMP
4-11	219+16.72	94.04' RT	875.86	CURB RAMP
4-12	219+16.78	107.10' RT	876.41	CURB RAMP
4-13	219+14.52	112.40' RT	876.40	CURB RAMP
4-14	219+10.20	109.65' RT	876.48	CURB RAMP
4-15	219+11.17	120.46' RT	MATCH EXISTING	SAW CUT
4-16	219+03.96	115.93' RT	MATCH EXISTING	SAW CUT
4-18	219+03.91	93.31' RT	876.50	CURB RAMP
4-19	219+06.09	100.80' RT	XXX	R=25'

CURB RAMP DETAIL 5				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
5-1	219+48.98	143.35' RT	MATCH EXISTING	SAW CUT
5-2	219+45.77	140.80' RT	MATCH EXISTING	SAW CUT
5-3	219+51.75	139.67' RT	876.72	CURB RAMP
5-4	219+47.79	136.53' RT	876.70	CURB RAMP
5-5	219+50.25	131.43' RT	876.65	CURB RAMP
5-6	219+68.50	141.42' RT	MATCH EXISTING	SAW CUT
5-7	219+66.93	135.44' RT	876.55	CURB RAMP
5-8	219+72.78	133.25' RT	MATCH EXISTING	SAW CUT
5-9	219+69.54	130.45' RT	876.46	CURB RAMP
5-10	219+65.62	127.14' RT	876.46	CURB RAMP
5-11	219+54.09	134.89' RT	876.43	CURB RAMP
5-12	219+57.04	131.65' RT	876.19	CURB RAMP
5-13	219+60.22	131.00' RT	876.11	CURB RAMP
5-14	219+55.33	126.06' RT	876.11	CURB RAMP
5-15	219+59.20	124.98' RT	876.00	CURB RAMP
5-16	219+59.65	139.47' RT	XXX	R=17'

CURB RAMP DETAIL 6				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
6-1	219+84.44	67.63' RT	MATCH EXISTING	SAW CUT
6-2	219+87.95	70.55' RT	MATCH EXISTING	SAW CUT
6-3	219+84.79	75.57' RT	MATCH EXISTING	SAW CUT
6-4	219+88.27	78.51' RT	MATCH EXISTING	SAW CUT
6-5	219+83.33	86.53' RT	MATCH EXISTING	SAW CUT
6-6	219+82.87	78.69' RT	876.39	CURB RAMP
6-7	219+79.38	75.76' RT	876.36	CURB RAMP
6-8	219+76.43	80.68' RT	876.07	CURB RAMP
6-9	219+79.90	83.59' RT	876.08	CURB RAMP
6-10	219+81.89	71.63' RT	876.42	CURB RAMP
6-11	219+85.40	74.59' RT	MATCH EXISTING	SAW CUT

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 31	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1
PLOT DATE : 11/17/2021 2:38 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

CURB RAMP DETAIL 7 - TYPE 1A

N

USH 12/STH 29 (STOUT RD)

CITY OF MENOMONIE (SAN)

CITY OF MENOMONIE (E)

PI: STA 223+37.89'US', 14.33' RT

CURB RAMP TYPE 1A
2 2-FTX2.5-FT
DETECTABLE WARNING
FIELD NATURAL PATINA

CONCRETE CURB & GUTTER
30-INCH TYPE A

7-6 7-14 7-9 7-13 7-7 7-12 7-1 7-11 7-2 7-3 7-4 7-8 7-15 7-10 7-5

0.1% 1.5% 7.0% 2.0% 0.7% 1.5% 6.6% 0.6% 0.2% 1.2% 0.8%

PI: STA 223+57.15'US', 46.63' RT

SLOPE INTERCEPT (TYP.)

EXISTING R/W (TYP.)

TLE (TYP.)

24-7 TELCOM INC (T)

SAWING CONCRETE (TYP.)

ADJUSTING INLET COVERS (TYP.)

CITY OF MENOMONIE (SS)

8TH ST

EXISTING R/W (TYP.)

CURB RAMP DETAIL 8 - TYPE 3

N

6TH AVE

CONCRETE CURB & GUTTER
30-INCH TYPE D

CURB RAMP TYPE 3
2 2-FTX2.5-FT
DETECTABLE WARNING
FIELD NATURAL PATINA

8-4 8-2 8-3 8-5 8-10 8-9 8-18 8-11 8-19 8-12 8-21 8-15 8-13 8-7 8-1 8-16 8-14 8-8 8-6 8-20 8-17

??? 1.5% 7.0% 6.6% 1.6% 6.7% 1.4% 3.8%

SLOPE INTERCEPT (TYP.)

TLE (TYP.)

GRADED FLARE (TYP.)

24-7 TELCOM INC (T).
MANHOLE ADJUSTED BY OTHERS

CONCRETE CURB
PEDESTRIAN (TYP.)

CITY OF MENOMONIE (W)

PI: STA 224+24.77'US', 50.92' RT

SAWING CONCRETE (TYP.)

ADJUSTING INLET COVERS (TYP.)

PI: STA 224+06.91'US', 55.86' RT

CONCRETE CURB & GUTTER
30-INCH TYPE A

CITY OF MENOMONIE (SS)

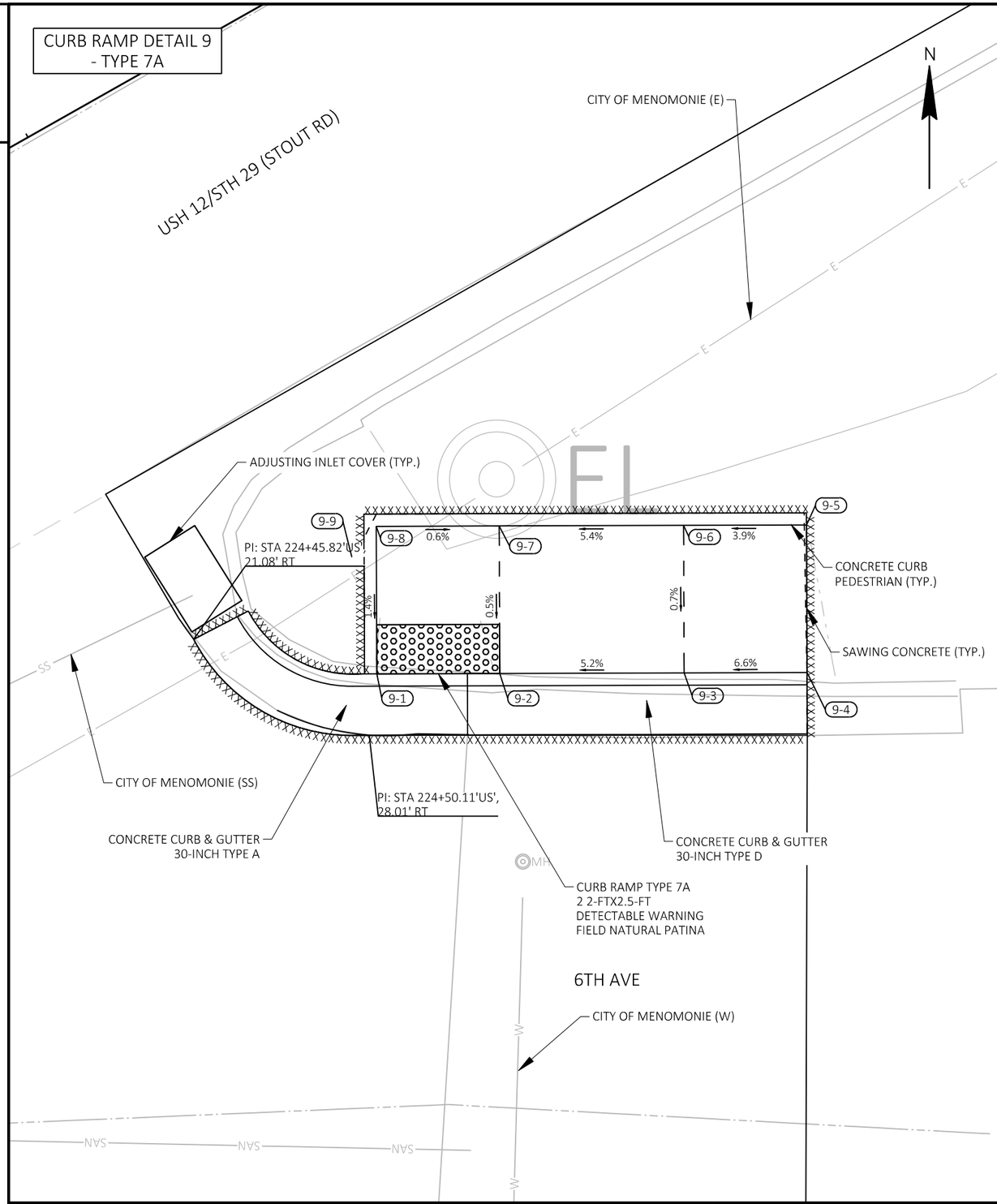
8TH ST

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 32	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1
PLOT DATE : 11/17/2021 2:38 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 44

2

CURB RAMP DETAIL 9 - TYPE 7A

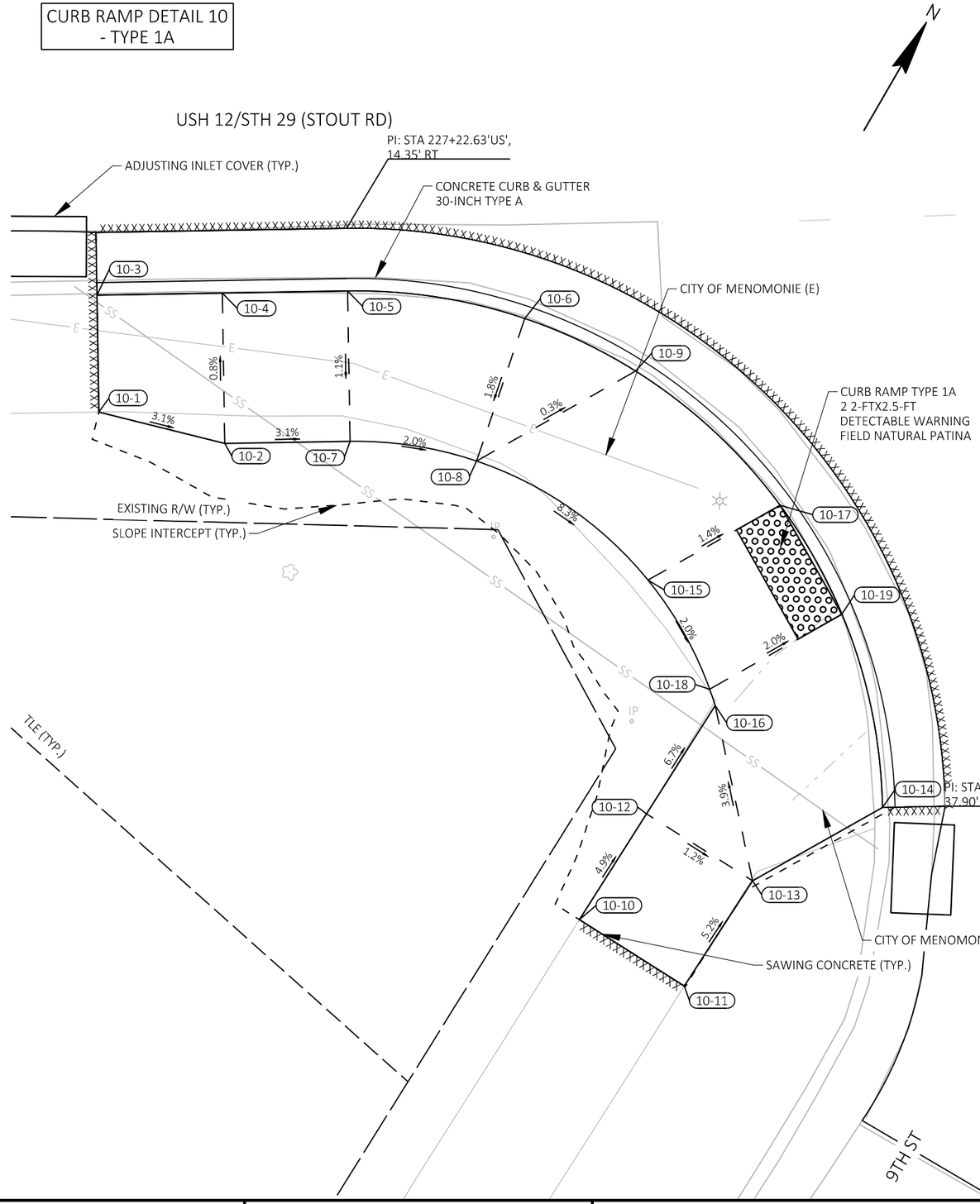


CURB RAMP DETAIL 7				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
7-1	223+37.67	25.83' RT	MATCH EXISTING	SAW CUT
7-2	223+57.26	38.83' RT	878.01	CURB RAMP
7-3	223+51.13	37.92' RT	877.97	CURB RAMP
7-4	223+49.48	42.40' RT	877.96	CURB RAMP
7-5	223+47.58	47.12' RT	MATCH EXISTING	SAW CUT
7-6	223+49.26	20.41' RT	877.91	CURB RAMP
7-7	223+46.16	25.64' RT	877.90	CURB RAMP
7-8	223+54.87	45.42' RT	877.89	CURB RAMP
7-9	223+37.68	16.83' RT	MATCH EXISTING	SAW CUT
7-10	223+52.28	49.73' RT	MATCH EXISTING	SAW CUT
7-11	223+51.01	33.25' RT	877.65	CURB RAMP
7-12	223+49.02	28.64' RT	877.61	CURB RAMP
7-13	223+56.76	30.88' RT	877.55	CURB RAMP
7-14	223+54.75	26.28' RT	877.50	CURB RAMP
7-15	223+37.87	35.83' RT	XXX	R=21.5'

CURB RAMP DETAIL 8				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
8-1	224+10.95	72.54' RT	MATCH EXISTING	SAW CUT
8-2	224+41.79	78.71' RT	MATCH EXISTING	SAW CUT
8-3	224+37.31	76.46' RT	878.55	CURB RAMP
8-4	224+44.11	74.77' RT	MATCH EXISTING	SAW CUT
8-5	224+39.85	72.16' RT	878.47	CURB RAMP
8-6	224+06.71	70.04' RT	MATCH EXISTING	SAW CUT
8-7	224+13.44	68.10' RT	877.96	CURB RAMP
8-8	224+09.09	65.64' RT	877.89	CURB RAMP
8-9	224+28.69	71.39' RT	877.85	CURB RAMP
8-10	224+31.23	67.08' RT	877.77	CURB RAMP
8-11	224+24.38	68.85' RT	877.77	CURB RAMP
8-12	224+26.92	64.54' RT	877.70	CURB RAMP
8-13	224+15.86	63.82' RT	877.61	CURB RAMP
8-14	224+11.55	61.29' RT	877.54	CURB RAMP
8-15	224+18.30	59.46' RT	877.54	CURB RAMP
8-16	224+13.99	56.92' RT	877.46	CURB RAMP
8-17	224+08.12	59.26' RT	877.29	CURB RAMP
8-18	224+35.28	59.87' RT	877.16	CURB RAMP
8-19	224+30.92	57.42' RT	877.16	CURB RAMP
8-20	224+10.65	54.95' RT	877.15	CURB RAMP
8-21	224+18.27	62.18' RT	XXX	R=13'

CURB RAMP DETAIL 9				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
9-1	224+51.61	25.97' RT	877.34	CURB RAMP
9-2	224+55.97	28.42' RT	877.34	CURB RAMP
9-3	224+62.51	32.09' RT	877.73	CURB RAMP
9-4	224+66.87	34.54' RT	MATCH EXISTING	SAW CUT
9-5	224+69.80	29.31' RT	MATCH EXISTING	SAW CUT
9-6	224+65.45	26.86' RT	877.77	CURB RAMP
9-7	224+58.90	23.19' RT	877.37	CURB RAMP
9-8	224+54.54	20.74' RT	877.40	CURB RAMP
9-9	224+53.06	21.35' RT	XXX	R=7.25'

CURB RAMP DETAIL 10
- TYPE 1A



PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 34	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1
PLOT DATE : 11/17/2021 2:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:5 FT

2

CURB RAMP DETAIL 11 - TYPE 1A

USH 12/STH 29 (STOUT RD)

9TH ST

N

EXISTING R/W (TYP.)

11-15 SAWING CONCRETE (TYP.)

11-1

11-4

11-5

11-2

11-10

11-13

11-11

11-14

11-12

11-9

11-8

11-7

11-6

11-16

11-3

11-17

2.0%

1.1%

1.4%

2.3%

1.8%

1.6%

1.0%

6.6%

1.8%

1.5%

1.9%

1.5%

CONCRETE CURB & GUTTER
30-INCH TYPE A

CURB RAMP TYPE 1A
2 2-FTX2.5-FT
DETECTABLE WARNING
FIELD NATURAL PATINA

PI: STA 227+98.84'US',
36.11' RT

SLOPE INTERCEPT (TYP.)

TLE (TYP.)

24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)

©TEL

2

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 35	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1
PLOT DATE : 11/17/2021 2:38 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

CURB RAMP DETAIL 10

CURB RAMP DETAIL 10				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
10-1	227+12.84	21.61' RT	MATCH EXISTING	SAW CUT
10-2	227+17.76	22.88' RT	878.46	CURB RAMP
10-3	227+12.78	16.94' RT	MATCH EXISTING	SAW CUT
10-4	227+17.71	16.88' RT	878.41	CURB RAMP
10-5	227+22.64	16.85' RT	878.37	CURB RAMP
10-6	227+29.58	18.05' RT	878.31	CURB RAMP
10-7	227+22.67	22.85' RT	878.30	CURB RAMP
10-8	227+27.60	23.70' RT	878.20	CURB RAMP
10-9	227+33.89	20.23' RT	878.18	CURB RAMP
10-10	227+31.29	42.07' RT	MATCH EXISTING	SAW CUT
10-11	227+35.27	44.80' RT	MATCH EXISTING	SAW CUT
10-12	227+33.97	37.90' RT	877.78	CURB RAMP
10-13	227+38.00	40.67' RT	877.73	CURB RAMP
10-14	227+43.09	37.87' RT	MATCH EXISTING	SAW CUT
10-15	227+34.21	28.58' RT	877.51	CURB RAMP
10-16	227+36.71	33.64' RT	877.44	CURB RAMP
10-17	227+39.43	25.72' RT	877.43	CURB RAMP
10-18	227+36.51	32.98' RT	877.40	CURB RAMP
10-19	227+41.72	30.13' RT	877.27	CURB RAMP
10-20	227+22.74	37.85' RT	XXX	R=23.5'

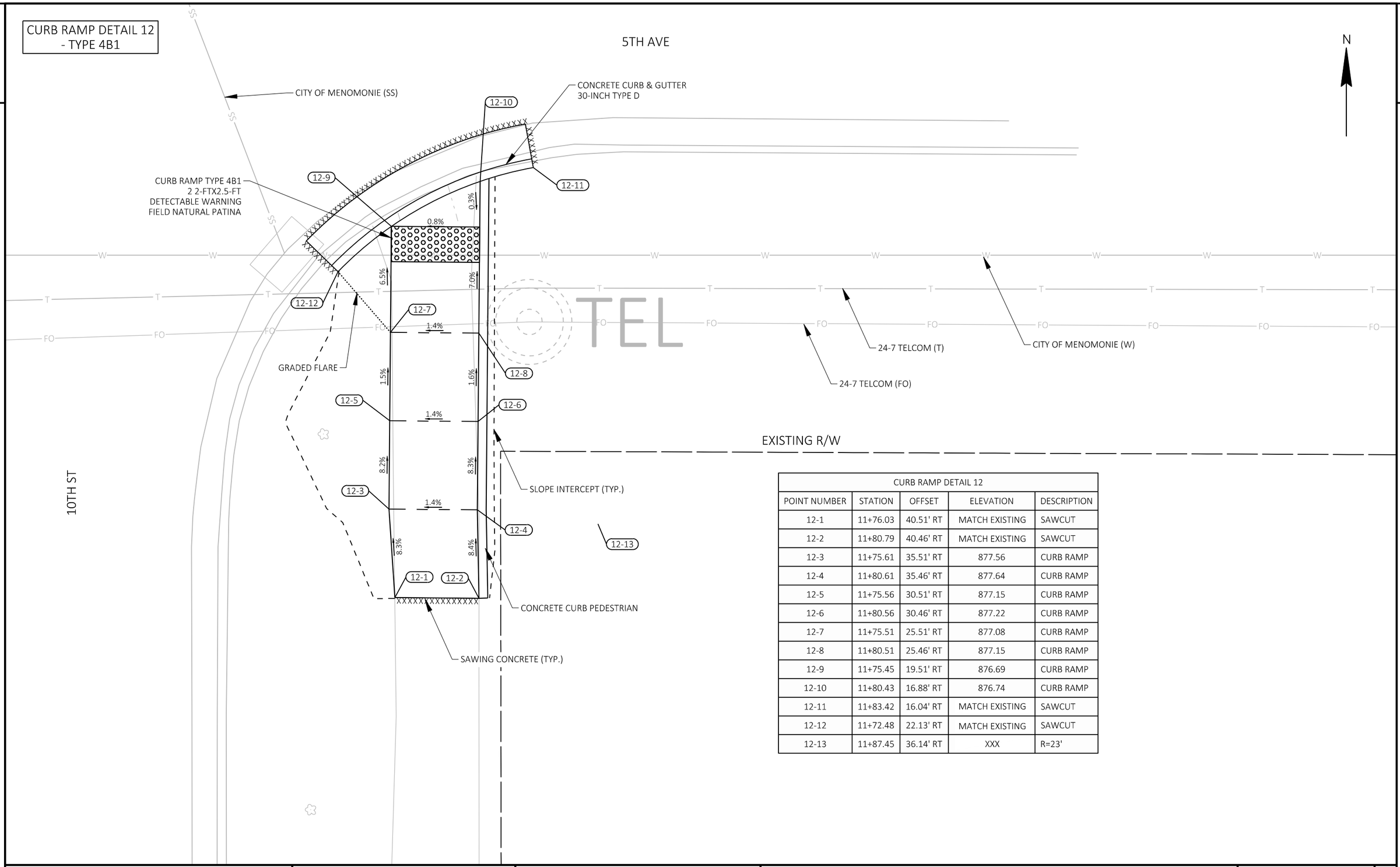
CURB RAMP DETAIL 11

CURB RAMP DETAIL 11				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
11-1	228+19.94	32.07' RT	MATCH EXISTING	SAW CUT
11-2	228+15.24	33.96' RT	877.85	CURB RAMP
11-3	227+99.13	52.65' RT	MATCH EXISTING	SAW CUT
11-4	228+13.08	28.38' RT	877.79	CURB RAMP
11-5	228+11.12	29.37' RT	877.76	CURB RAMP
11-6	228+02.03	48.68' RT	877.73	CURB RAMP
11-7	227+98.30	45.81' RT	877.65	CURB RAMP
11-8	227+98.81	45.08' RT	877.64	CURB RAMP
11-9	227+96.56	42.64' RT	MATCH EXISTING	SAW CUT
11-10	228+10.01	37.05' RT	877.41	CURB RAMP
11-11	228+09.15	38.22' RT	877.30	CURB RAMP
11-12	228+06.19	42.27' RT	877.22	CURB RAMP
11-13	228+04.91	33.53' RT	877.18	CURB RAMP
11-14	228+01.37	36.95' RT	877.15	CURB RAMP
11-15	228+18.57	26.45' RT	MATCH EXISTING	SAW CUT
11-16	227+95.46	49.84' RT	MATCH EXISTING	SAW CUT
11-17	228+27.45	62.79' RT	XXX	R=40'

2

2

CURB RAMP DETAIL 12 - TYPE 4B1

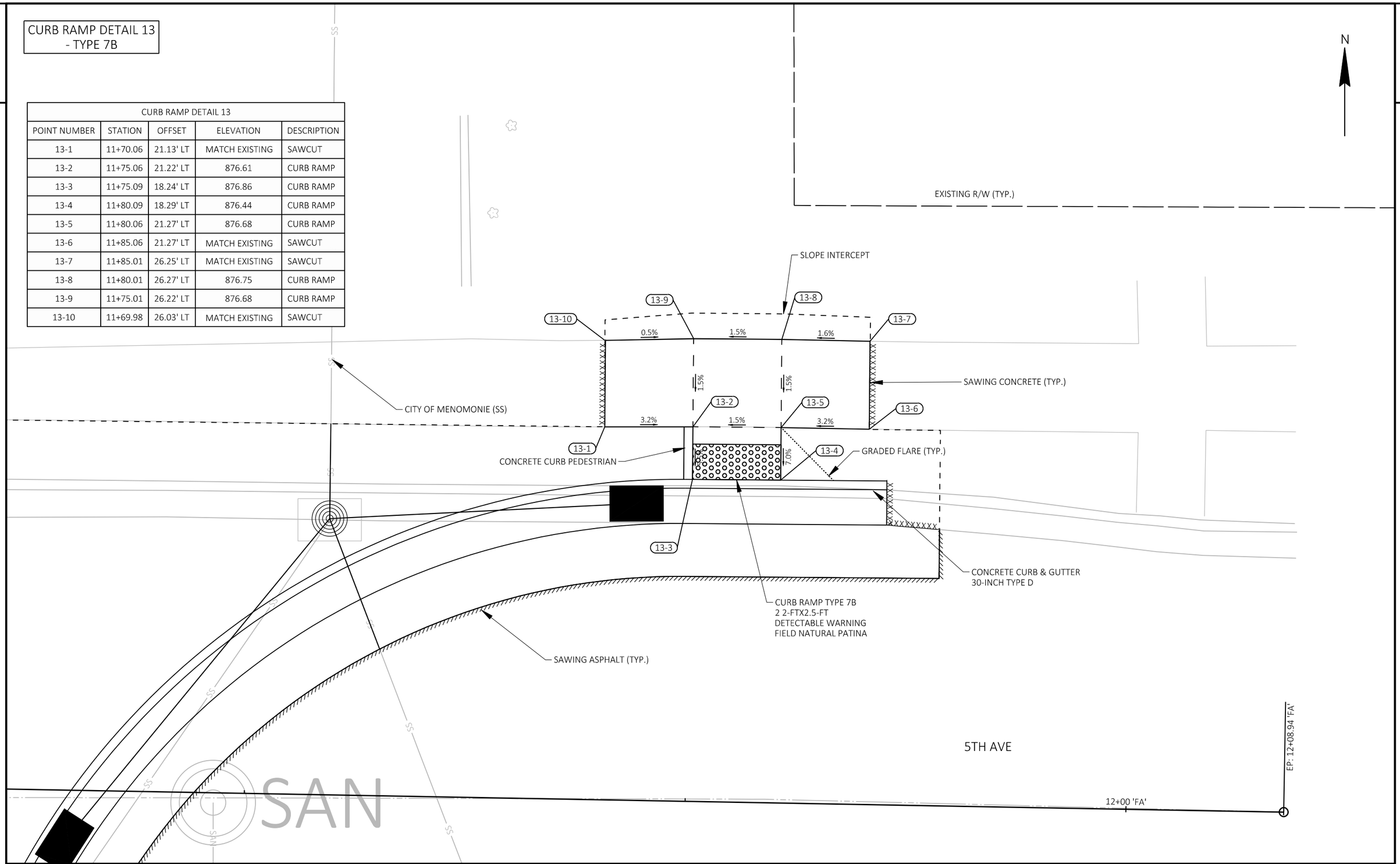


CURB RAMP DETAIL 12				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
12-1	11+76.03	40.51' RT	MATCH EXISTING	SAWCUT
12-2	11+80.79	40.46' RT	MATCH EXISTING	SAWCUT
12-3	11+75.61	35.51' RT	877.56	CURB RAMP
12-4	11+80.61	35.46' RT	877.64	CURB RAMP
12-5	11+75.56	30.51' RT	877.15	CURB RAMP
12-6	11+80.56	30.46' RT	877.22	CURB RAMP
12-7	11+75.51	25.51' RT	877.08	CURB RAMP
12-8	11+80.51	25.46' RT	877.15	CURB RAMP
12-9	11+75.45	19.51' RT	876.69	CURB RAMP
12-10	11+80.43	16.88' RT	876.74	CURB RAMP
12-11	11+83.42	16.04' RT	MATCH EXISTING	SAWCUT
12-12	11+72.48	22.13' RT	MATCH EXISTING	SAWCUT
12-13	11+87.45	36.14' RT	XXX	R=23'

2

CURB RAMP DETAIL 13 - TYPE 7B

CURB RAMP DETAIL 13				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
13-1	11+70.06	21.13' LT	MATCH EXISTING	SAWCUT
13-2	11+75.06	21.22' LT	876.61	CURB RAMP
13-3	11+75.09	18.24' LT	876.86	CURB RAMP
13-4	11+80.09	18.29' LT	876.44	CURB RAMP
13-5	11+80.06	21.27' LT	876.68	CURB RAMP
13-6	11+85.06	21.27' LT	MATCH EXISTING	SAWCUT
13-7	11+85.01	26.25' LT	MATCH EXISTING	SAWCUT
13-8	11+80.01	26.27' LT	876.75	CURB RAMP
13-9	11+75.01	26.22' LT	876.68	CURB RAMP
13-10	11+69.98	26.03' LT	MATCH EXISTING	SAWCUT



PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 38	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1

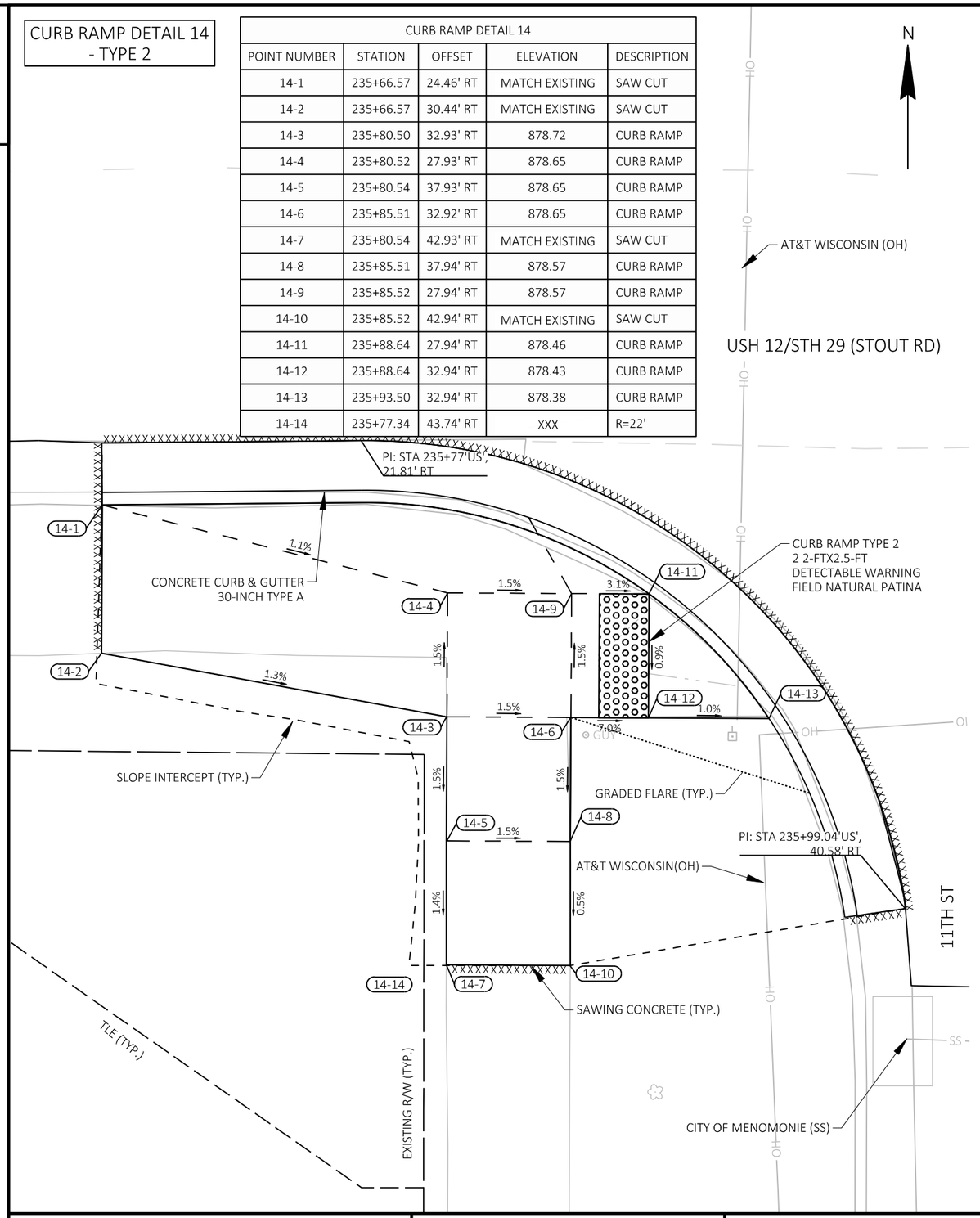
PLOT DATE : 11/17/2021 2:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

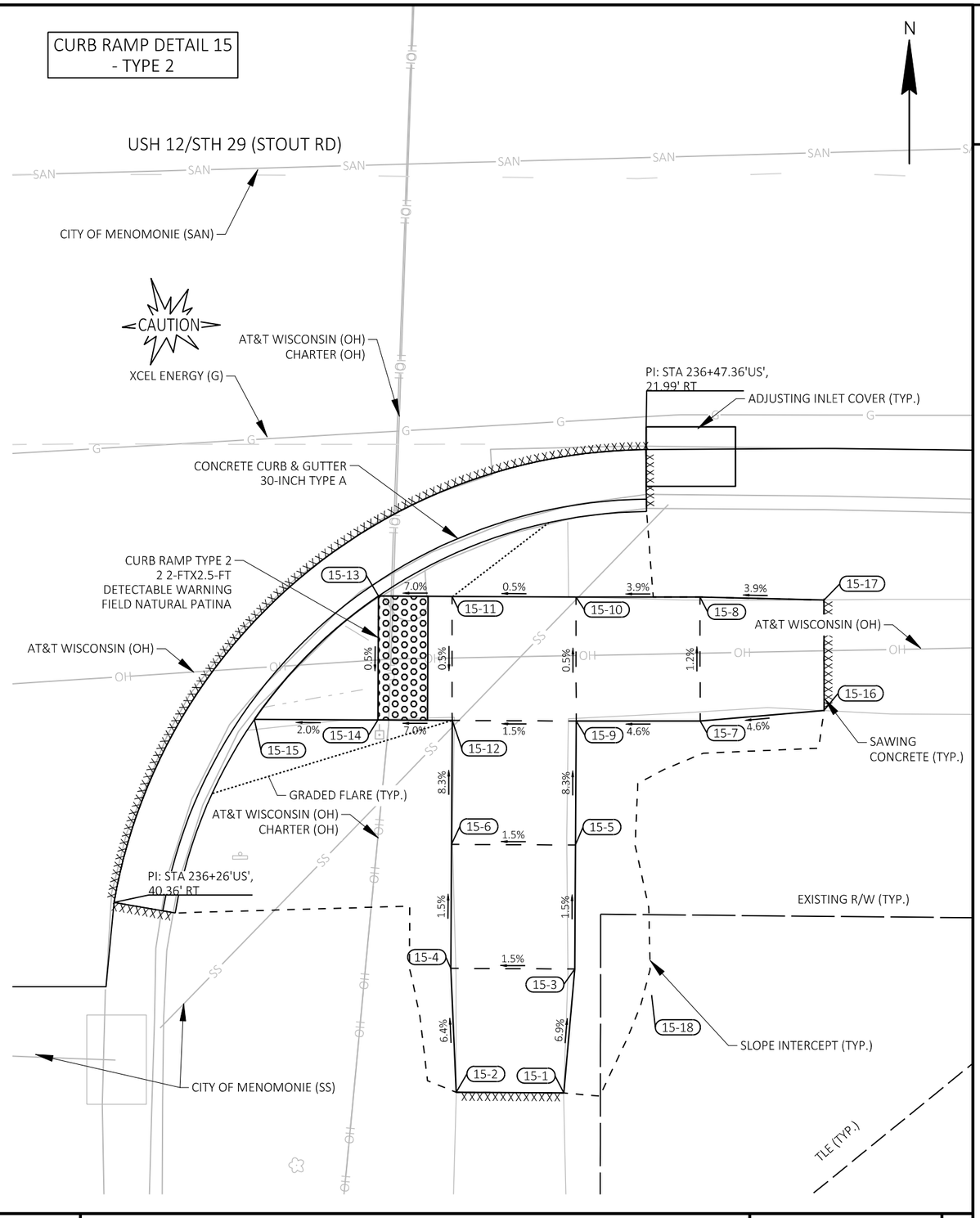
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CURB RAMP DETAIL 14 - TYPE 2

CURB RAMP DETAIL 14				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
14-1	235+66.57	24.46' RT	MATCH EXISTING	SAW CUT
14-2	235+66.57	30.44' RT	MATCH EXISTING	SAW CUT
14-3	235+80.50	32.93' RT	878.72	CURB RAMP
14-4	235+80.52	27.93' RT	878.65	CURB RAMP
14-5	235+80.54	37.93' RT	878.65	CURB RAMP
14-6	235+85.51	32.92' RT	878.65	CURB RAMP
14-7	235+80.54	42.93' RT	MATCH EXISTING	SAW CUT
14-8	235+85.51	37.94' RT	878.57	CURB RAMP
14-9	235+85.52	27.94' RT	878.57	CURB RAMP
14-10	235+85.52	42.94' RT	MATCH EXISTING	SAW CUT
14-11	235+88.64	27.94' RT	878.46	CURB RAMP
14-12	235+88.64	32.94' RT	878.43	CURB RAMP
14-13	235+93.50	32.94' RT	878.38	CURB RAMP
14-14	235+77.34	43.74' RT	XXX	R=22'



CURB RAMP DETAIL 15 - TYPE 2



2

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 39	E

2

CURB RAMP DETAIL 16 - TYPE 2

CITY OF MENOMONIE (SAN)

CAUTION

XCEL ENERGY (G)

11TH ST

CITY OF MENOMONIE (SS)

PI: STA 236+26.38'US', -39.65' LT

CONCRETE CURB & GUTTER 30-INCH TYPE A

GRADED FLARE (TYP.)

CHARTER (OH)
XCEL ENERGY (OH)

CURB RAMP TYPE 2
DETECTABLE WARNING
FIELD RADIAL NATURAL PATINA
WARNING FIELD ATTRIBUTES:
RADIUS (BOC)= 19.5'
LONG CHORD= 7.4'
'XR' DISTANCE= 10.2'

CITY OF MENOMONIE (SS)

USH 12/STH 29 (STOUT RD)

AT&T WISCONSIN (OH)
CHARTER (OH)

CITY OF MENOMONIE (W)

N

TLE (TYP.)

SLOPE INTERCEPT (TYP.)

EXISTING R/W (TYP.)

SAWING CONCRETE (TYP.)

AT&T WISCONSIN (OH)
CHARTER (OH)
XCEL ENERGY (OH)

PI: STA 236+46.91'US', -22.02' LT

ADJUSTING INLET COVER (TYP.)

16-1, 16-2, 16-3, 16-4, 16-5, 16-6, 16-7, 16-8, 16-9, 16-10, 16-11, 16-12, 16-13, 16-14, 16-15, 16-16, 16-17, 16-18, 16-19, 16-20, 16-21

5.6%, ???, 1.5%, 7.0%, 0.7%, 0.5%, 1.7%, 2.2%

CURB RAMP DETAIL 15

POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
15-1	236+44.17	47.95' RT	MATCH EXISTING	SAW CUT
15-2	236+39.83	47.95' RT	MATCH EXISTING	SAW CUT
15-3	236+44.59	42.95' RT	879.45	CURB RAMP
15-4	236+39.59	42.95' RT	879.37	CURB RAMP
15-5	236+44.60	37.95' RT	879.37	CURB RAMP
15-6	236+39.60	37.95' RT	879.30	CURB RAMP
15-7	236+49.60	32.92' RT	879.19	CURB RAMP
15-8	236+49.57	27.92' RT	879.13	CURB RAMP
15-9	236+44.60	32.95' RT	878.96	CURB RAMP
15-10	236+44.57	27.95' RT	878.93	CURB RAMP
15-11	236+39.57	27.95' RT	878.91	CURB RAMP
15-12	236+39.60	32.95' RT	878.88	CURB RAMP
15-13	236+36.60	27.95' RT	MATCH EXISTING	SAW CUT
15-14	236+36.60	32.95' RT	MATCH EXISTING	SAW CUT
15-15	236+31.62	32.95' RT	878.56	CURB RAMP
15-16	236+54.59	32.48' RT	MATCH EXISTING	SAW CUT
15-17	236+54.57	28.02' RT	MATCH EXISTING	SAW CUT
15-18	236+47.70	43.99' RT	XXX	R=22'

CURB RAMP DETAIL 16

POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
16-1	236+44.48	48.62' LT	MATCH EXISTING	SAW CUT
16-2	236+40.24	48.63' LT	MATCH EXISTING	SAW CUT
16-3	236+63.53	32.09' LT	MATCH EXISTING	SAW CUT
16-4	236+44.84	43.62' LT	879.42	CURB RAMP
16-5	236+58.53	32.34' LT	879.35	CURB RAMP
16-6	236+39.84	43.63' LT	879.34	CURB RAMP
16-7	236+44.83	38.62' LT	879.34	CURB RAMP
16-8	236+53.53	32.35' LT	879.28	CURB RAMP
16-9	236+58.53	27.34' LT	879.28	CURB RAMP
16-10	236+39.83	38.63' LT	879.27	CURB RAMP
16-11	236+53.53	27.35' LT	879.20	CURB RAMP

CURB RAMP DETAIL 16

POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
16-12	236+39.83	37.36' LT	879.18	CURB RAMP
16-13	236+47.53	33.62' LT	878.95	CURB RAMP
16-14	236+47.53	32.35' LT	878.86	CURB RAMP
16-15	236+42.53	32.36' LT	878.78	CURB RAMP
16-16	236+47.53	27.35' LT	878.78	CURB RAMP
16-17	236+42.53	27.36' LT	878.75	CURB RAMP
16-18	236+37.77	27.37' LT	878.72	CURB RAMP
16-19	236+32.33	32.40' LT	878.63	CURB RAMP
16-20	236+63.53	27.28' LT	MATCH EXISTING	SAW CUT
16-21	236+47.94	44.00' LT	XXX	R=22'

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 40	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1

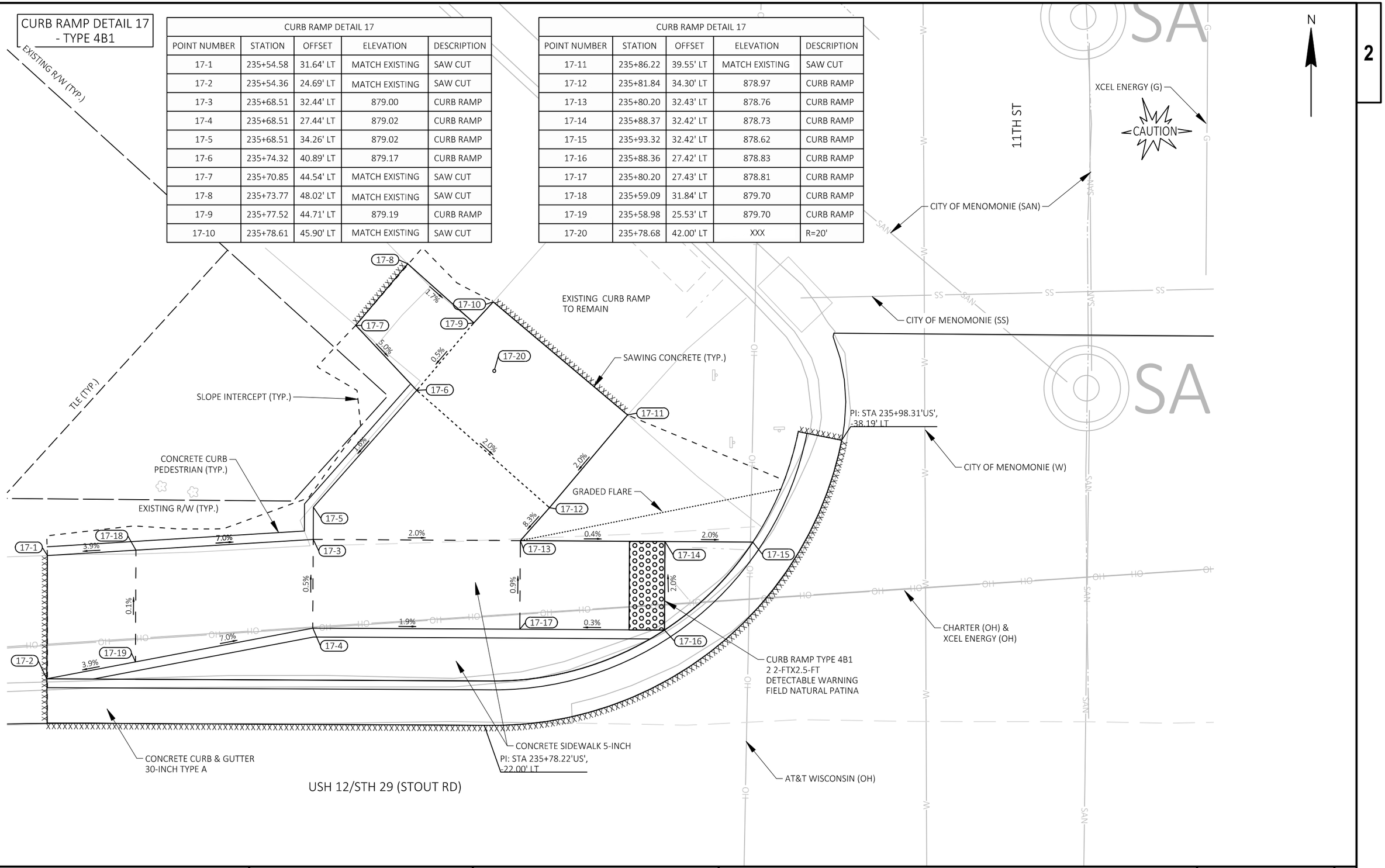
PLOT DATE : 11/17/2021 2:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

CURB RAMP DETAIL 17 - TYPE 4B1

CURB RAMP DETAIL 17				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
17-1	235+54.58	31.64' LT	MATCH EXISTING	SAW CUT
17-2	235+54.36	24.69' LT	MATCH EXISTING	SAW CUT
17-3	235+68.51	32.44' LT	879.00	CURB RAMP
17-4	235+68.51	27.44' LT	879.02	CURB RAMP
17-5	235+68.51	34.26' LT	879.02	CURB RAMP
17-6	235+74.32	40.89' LT	879.17	CURB RAMP
17-7	235+70.85	44.54' LT	MATCH EXISTING	SAW CUT
17-8	235+73.77	48.02' LT	MATCH EXISTING	SAW CUT
17-9	235+77.52	44.71' LT	879.19	CURB RAMP
17-10	235+78.61	45.90' LT	MATCH EXISTING	SAW CUT

CURB RAMP DETAIL 17				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
17-11	235+86.22	39.55' LT	MATCH EXISTING	SAW CUT
17-12	235+81.84	34.30' LT	878.97	CURB RAMP
17-13	235+80.20	32.43' LT	878.76	CURB RAMP
17-14	235+88.37	32.42' LT	878.73	CURB RAMP
17-15	235+93.32	32.42' LT	878.62	CURB RAMP
17-16	235+88.36	27.42' LT	878.83	CURB RAMP
17-17	235+80.20	27.43' LT	878.81	CURB RAMP
17-18	235+59.09	31.84' LT	879.70	CURB RAMP
17-19	235+58.98	25.53' LT	879.70	CURB RAMP
17-20	235+78.68	42.00' LT	XXX	R=20'



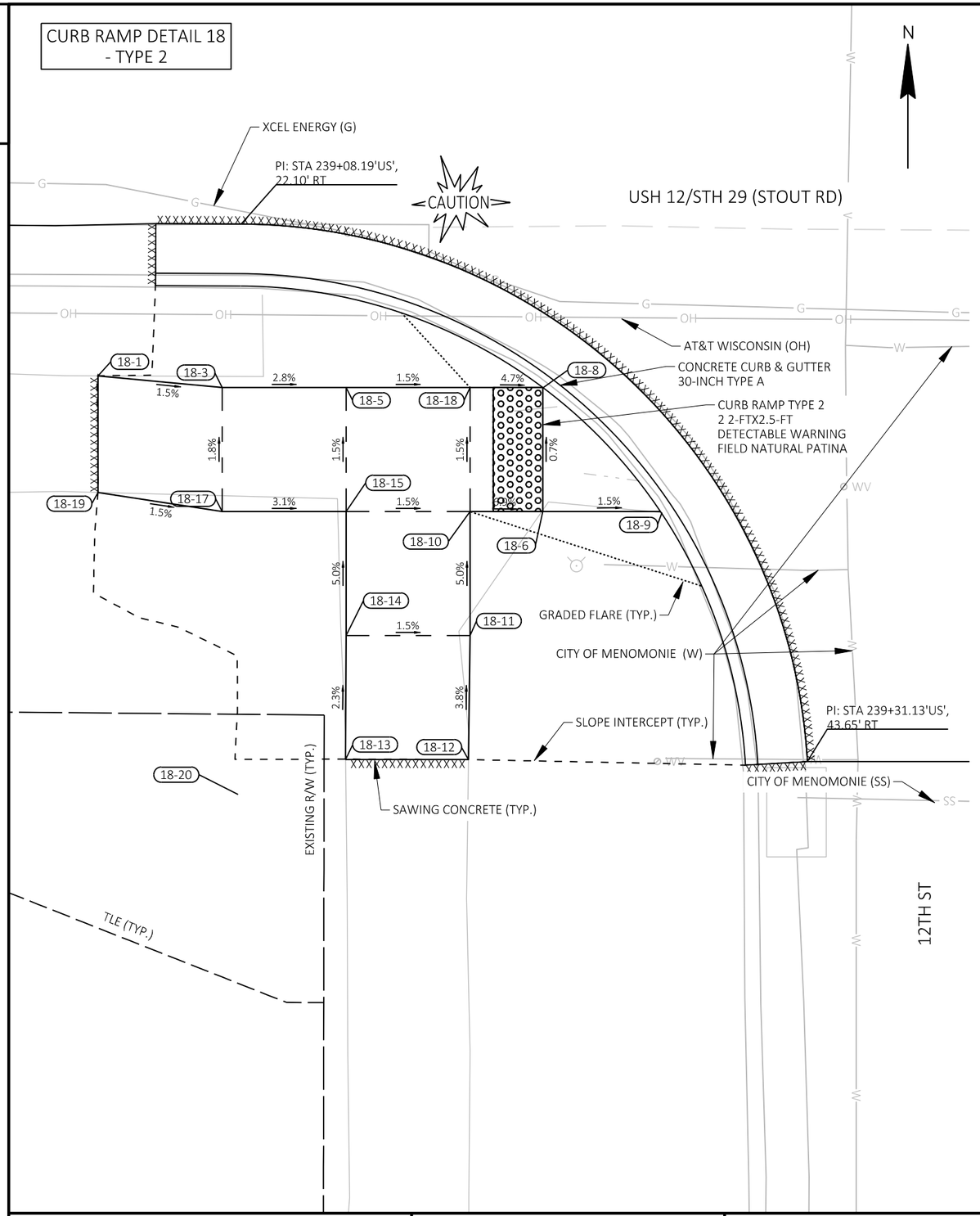
PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 41	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 11th-3

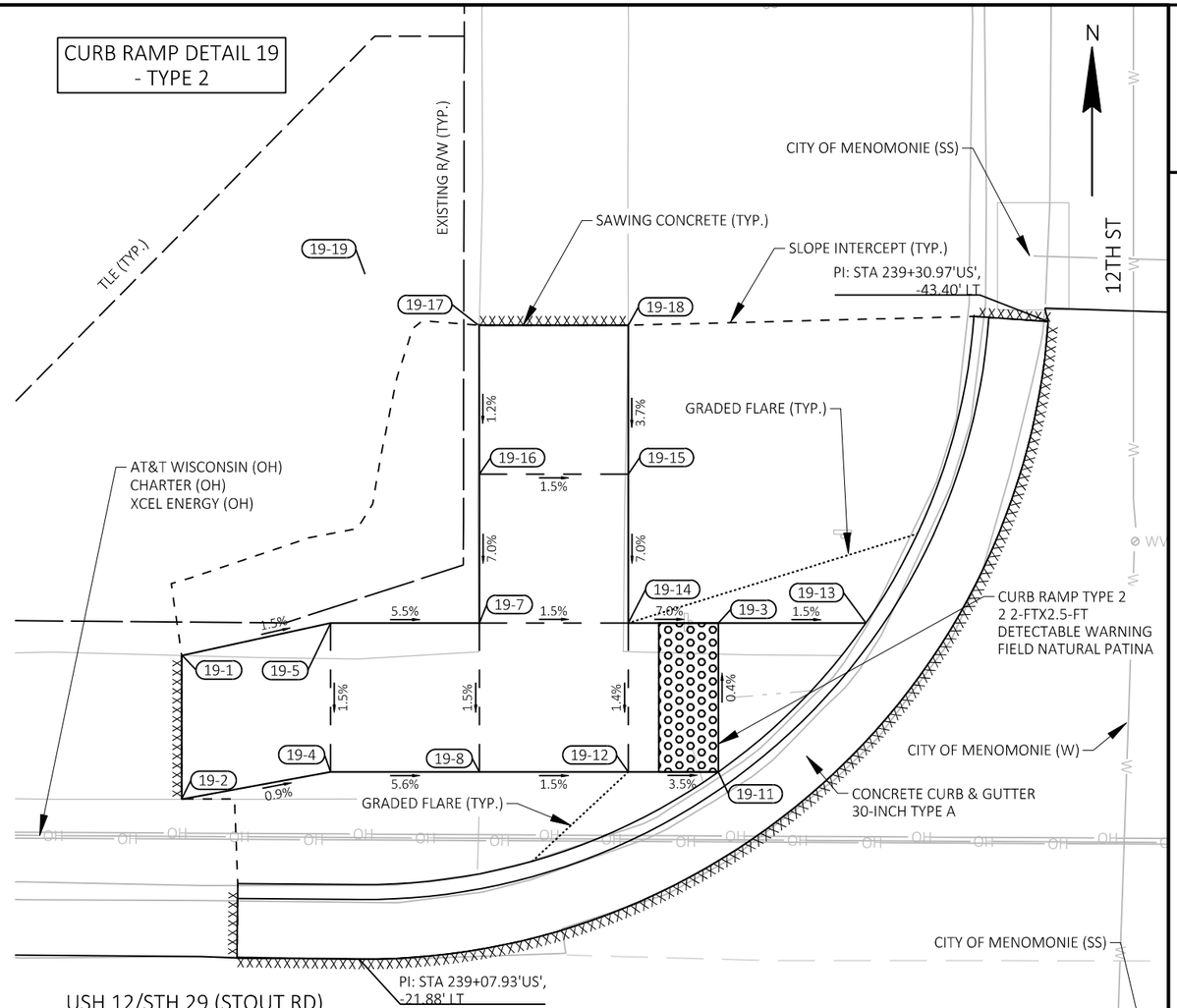
PLOT DATE : 11/17/2021 2:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:5 FT

2

CURB RAMP DETAIL 18 - TYPE 2



CURB RAMP DETAIL 19 - TYPE 2



CURB RAMP DETAIL 19				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
19-1	239+01.92	32.06' LT	MATCH EXISTING	SAW CUT
19-2	239+01.94	27.23' LT	MATCH EXISTING	SAW CUT
19-3	239+19.94	33.22' LT	880.36	CURB RAMP
19-4	239+06.94	28.16' LT	880.84	CURB RAMP
19-5	239+06.91	33.14' LT	880.92	CURB RAMP
19-7	239+11.91	33.18' LT	880.64	CURB RAMP
19-8	239+11.94	28.18' LT	880.57	CURB RAMP
19-11	239+19.97	28.22' LT	880.37	CURB RAMP
19-12	239+16.94	28.21' LT	880.49	CURB RAMP
19-13	239+24.90	33.25' LT	880.27	CURB RAMP

CURB RAMP DETAIL 19				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
19-14	239+16.91	33.21' LT	880.56	CURB RAMP
19-15	239+16.89	38.21' LT	880.91	CURB RAMP
19-16	239+11.89	38.18' LT	880.99	CURB RAMP
19-17	239+11.82	43.19' LT	MATCH EXISTING	SAW CUT
19-18	239+16.87	43.21' LT	MATCH EXISTING	SAW CUT
19-19	239+08.01	44.88' LT	XXX	R=23'

2

CURB RAMP DETAIL 18

CURB RAMP DETAIL 18				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
18-1	239+02.45	28.25' RT	MATCH EXISTING	SAW CUT
18-3	239+07.45	28.69' RT	880.74	CURB RAMP
18-5	239+12.45	28.67' RT	880.60	CURB RAMP
18-6	239+20.41	33.63' RT	880.40	CURB RAMP
18-8	239+20.41	28.63' RT	880.37	CURB RAMP
18-9	239+25.22	33.65' RT	880.33	CURB RAMP
18-10	239+17.48	33.64' RT	880.60	CURB RAMP
18-11	239+17.50	38.64' RT	880.85	CURB RAMP
18-12	239+17.47	43.64' RT	MATCH EXISTING	SAW CUT
18-13	239+12.51	43.67' RT	MATCH EXISTING	SAW CUT
18-14	239+12.50	38.67' RT	880.93	CURB RAMP
18-15	239+12.48	33.67' RT	880.68	CURB RAMP
18-17	239+07.48	33.69' RT	880.83	CURB RAMP
18-18	239+17.45	28.64' RT	880.53	CURB RAMP
18-19	239+02.47	32.95' RT	MATCH EXISTING	SAW CUT
18-20	239+08.18	45.10' RT	XXX	R=23'

CURB RAMP DETAIL 21

CURB RAMP DETAIL 21				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
21-1	239+70.47	43.85' LT	MATCH EXISTING	SAW CUT
21-2	239+69.89	38.88' LT	881.10	CURB RAMP
21-3	239+69.88	37.38' LT	880.99	CURB RAMP
21-4	239+73.13	32.35' LT	880.58	CURB RAMP
21-5	239+62.98	32.44' LT	880.42	CURB RAMP
21-6	239+68.37	27.39' LT	880.68	CURB RAMP
21-7	239+73.09	27.35' LT	880.65	CURB RAMP
21-8	239+78.09	27.31' LT	880.73	CURB RAMP
21-9	239+84.09	27.25' LT	881.00	CURB RAMP
21-10	239+89.09	27.21' LT	881.35	CURB RAMP
21-11	239+94.09	27.05' LT	MATCH EXISTING	SAW CUT
21-12	239+94.13	31.78' LT	MATCH EXISTING	SAW CUT
21-13	239+89.13	32.21' LT	881.42	CURB RAMP
21-14	239+84.13	32.25' LT	881.07	CURB RAMP
21-15	239+78.13	32.31' LT	880.65	CURB RAMP
21-16	239+78.15	33.81' LT	880.76	CURB RAMP
21-17	239+74.89	38.84' LT	881.18	CURB RAMP
21-18	239+74.92	43.84' LT	MATCH EXISTING	SAW CUT
21-19	239+78.72	43.92' LT	XXX	R=22'

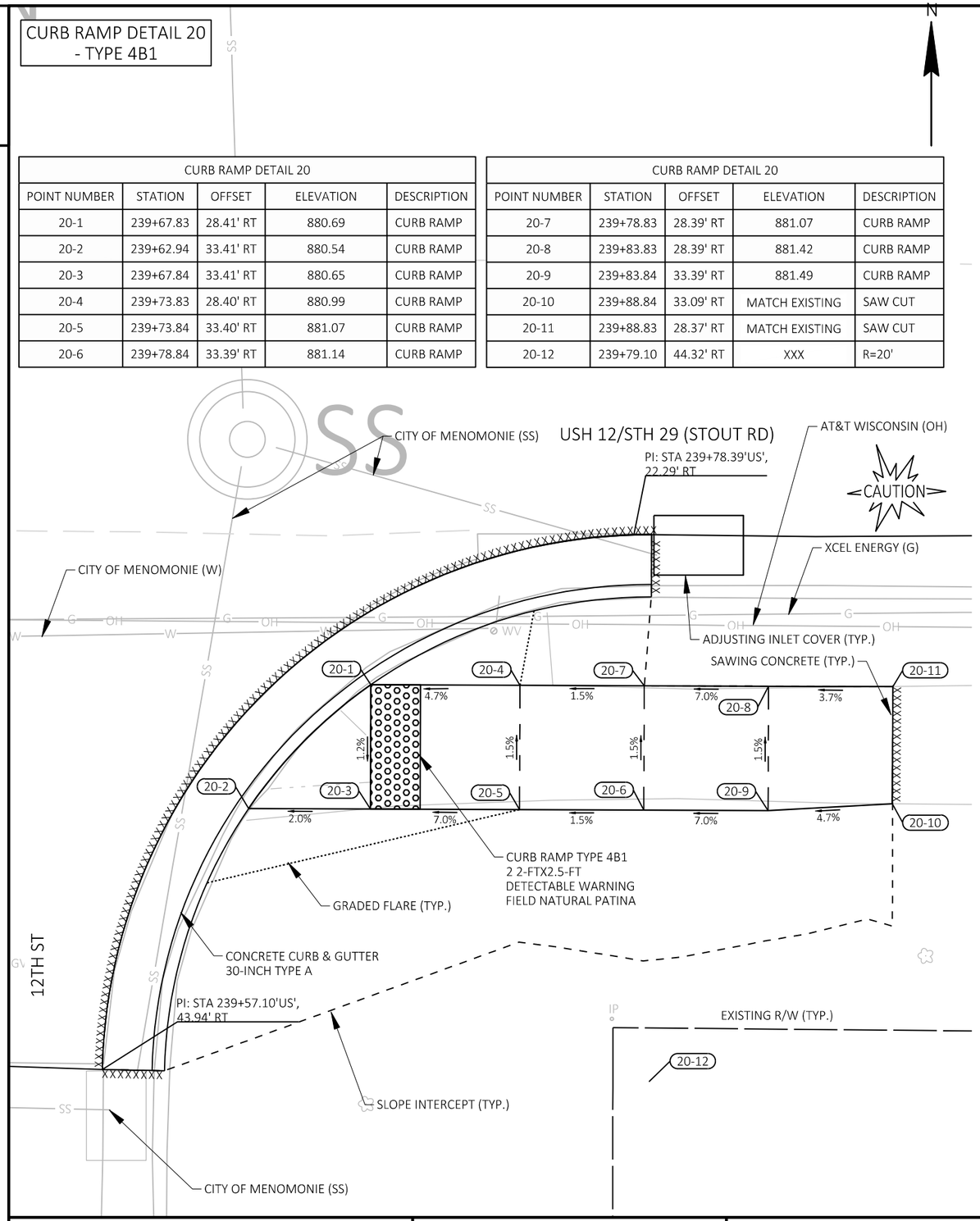
2

2

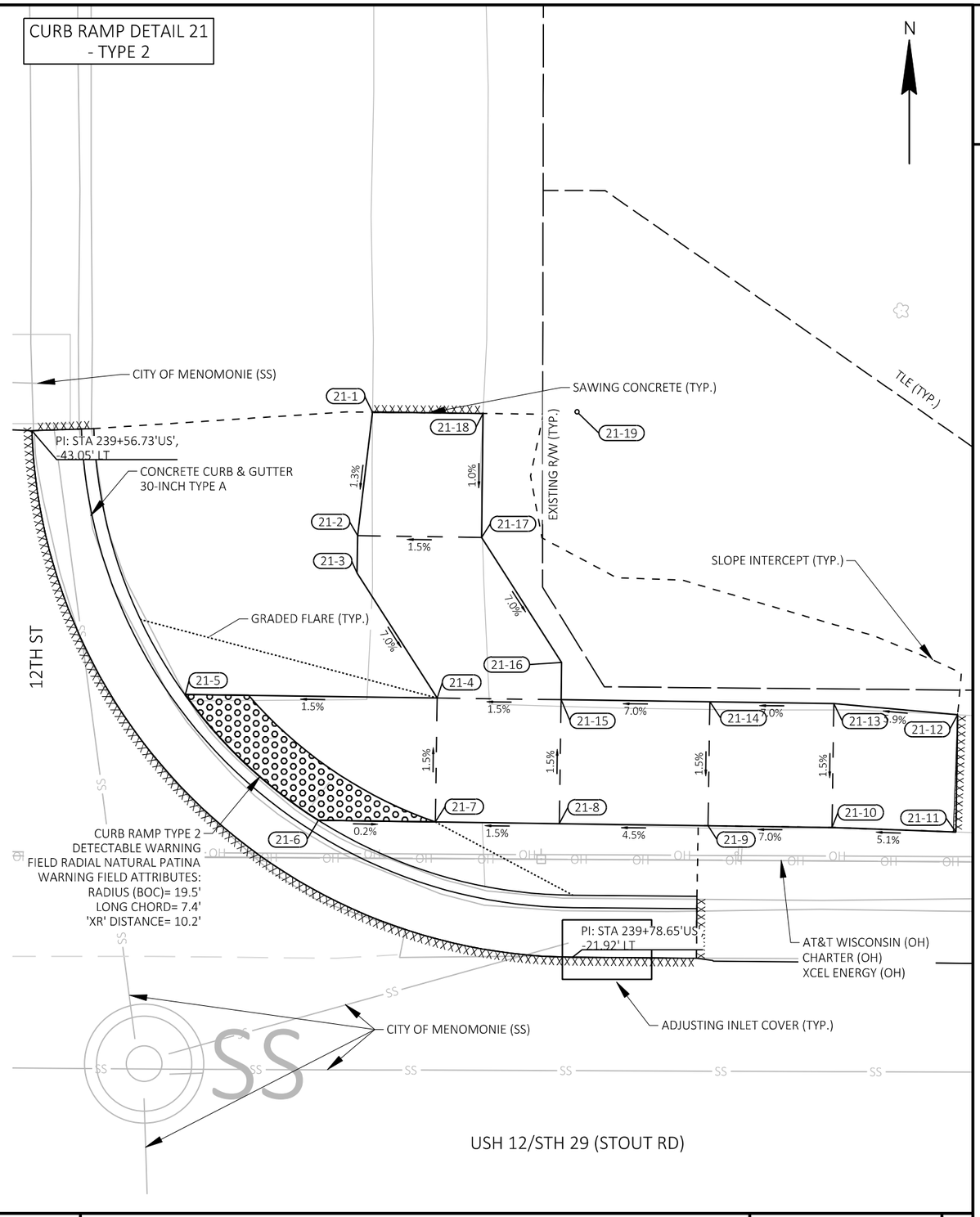
CURB RAMP DETAIL 20 - TYPE 4B1

CURB RAMP DETAIL 20				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
20-1	239+67.83	28.41' RT	880.69	CURB RAMP
20-2	239+62.94	33.41' RT	880.54	CURB RAMP
20-3	239+67.84	33.41' RT	880.65	CURB RAMP
20-4	239+73.83	28.40' RT	880.99	CURB RAMP
20-5	239+73.84	33.40' RT	881.07	CURB RAMP
20-6	239+78.84	33.39' RT	881.14	CURB RAMP

CURB RAMP DETAIL 20				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
20-7	239+78.83	28.39' RT	881.07	CURB RAMP
20-8	239+83.83	28.39' RT	881.42	CURB RAMP
20-9	239+83.84	33.39' RT	881.49	CURB RAMP
20-10	239+88.84	33.09' RT	MATCH EXISTING	SAW CUT
20-11	239+88.83	28.37' RT	MATCH EXISTING	SAW CUT
20-12	239+79.10	44.32' RT	XXX	R=20'



CURB RAMP DETAIL 21 - TYPE 2



PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 44	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1
PLOT DATE : 11/17/2021 2:38 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 44

2

CURB RAMP DETAIL 22 - TYPE 1

USH 12/STH 29 (STOUT RD)

CAUTION

XCEL ENERGY (G)

AT&T WISCONSIN (OH)
CHARTER (OH)
XCEL ENERGY (OH)

AT&T WISCONSIN (OH)
CHARTER (OH)

N

PI: STA 242+36.52'US',
22.30' RT

CONCRETE CURB & GUTTER
30-INCH TYPE A

SLOPE INTERCEPT (TYP.)

22-16 0.8% 22-7

22-13 0.6%

22-18 7.0%

22-15 1.5%

22-17

22-11 1.5%

22-6 0.8% 22-9 1.9%

22-4 1.5% 22-12 1.5%

22-14 1.5%

22-10 1.5%

22-3 1.5%

22-8 1.1%

22-5 5.3%

3.1%

PI: STA 242+62.77'US',
49.82' RT

22-1

22-2

22-19

22-20

SAWING CONCRETE (TYP.)

POST

CURB RAMP TYPE 1
2 2-FTX2.5-FT
DETECTABLE WARNING
FIELD NATURAL PATINA

EXISTING R/W (TYP.)

CITY OF MENOMONIE (SS)

CHARTER (OH)
XCEL ENERGY (OH)

13TH ST

CURB RAMP DETAIL 23 - TYPE 3

USH 12/STH 29 (STOUT RD)

23-23 23-24

CONCRETE CURB & GUTTER
30-INCH TYPE A

SAWING CONCRETE (TYP.)

0.4% 2.1%

23-21 1.5% 23-22

7.0% 6.9%

CURB RAMP TYPE 3
2 2-FTX2.5-FT
DETECTABLE WARNING
FIELD NATURAL PATINA

23-20 7.0% 23-18 1.5% 23-17

1.5% 1.5%

6.6% 23-14 1.5% 23-16

23-19

SLOPE INTERCEPT (TYP.)

PI: STA 243+19.16'US',
22.19' RT

23-25

3.4% 3.3%

23-13 1.5% 23-15 0.6%

1.5% 1.5%

23-9

23-12 1.1% 1.5%

4.0% 7.0%

23-6

23-5

AT&T WISCONSIN (T)
AT&T WISCONSIN (FO)

23-11 0.5%

23-7

23-10 1.5%

24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)

0.5% 0.5%

CURB RAMP TYPE 3
DETECTABLE WARNING
FIELD RADIAL NATURAL PATINA
WARNING FIELD ATTRIBUTES:
RADIUS (BOC)= 24.5'
LONG CHORD= 6.9'
'XR' DISTANCE= 8.3'

23-8

GRADED FLARE (TYP.)

23-3 1.5% 5.2%

23-4

23-2

4.9%

23-1

AT&T WISCONSIN (OH)
CHARTER (OH)

CAUTION

XCEL ENERGY (G)

PI: STA 242+94.85'US',
48.10' RT

CITY OF MENOMONIE (SS)

13TH ST

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 45	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1

PLOT DATE : 11/17/2021 2:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 44

2

CURB RAMP DETAIL 25 - TYPE 2, 4B1

N

EXISTING R/W (TYP.)

XCEL ENERGY (OH)

25-13

XCEL ENERGY (OH)

CHARTER (OH)

AT&T WISCONSIN (OH)

SLOPE INTERCEPT (TYP.)

PI: STA 242+67.97'US', -35.43' LT

13TH ST

TLE (TYP.)

GRADED FLARE (TYP.)

25-12 4.6% 25-5 1.5% 25-3 1.5% 25-1

0.5%

25-2

CURB RAMP TYPE 4B1
DETECTABLE WARNING
FIELD RADIAL NATURAL PATINA
WARNING FIELD ATTRIBUTES:
RADIUS (BOC)= 22.5'
LONG CHORD= 8.0'
'XR' DISTANCE= 12.3'

1.6% 1.6%

25-11 4.8% 25-8 1.5% 25-6 1.5% 25-4 2.0% 25-7

6.5% 6.7%

25-10 25-9

SAWING CONCRETE (TYP.)

PI: STA 242+44.88'US', -21.75' LT

CONCRETE CURB & GUTTER
30-INCH TYPE A

XCEL ENERGY (OH)
CHARTER (OH)

AT&T WISCONSIN (OH)

CURB RAMP TYPE 2
2 2-FTX2.5-FT
DETECTABLE WARNING
FIELD NATURAL PATINA

CITY OF MENOMONIE (SS)

CITY OF MENOMONIE (W)

USH 12/STH 29 (STOUT RD)

CURB RAMP DETAIL 24 - TYPE 3,4B1

N

EXISTING R/W (TYP.)

24-15

24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)

CAUTION

AT&T WISCONSIN (T)
AT&T WISCONSIN (FO)

XCEL ENERGY (G)

XCEL ENERGY (OH)

PI: STA 243+11.79'US', -40.04' LT

SLOPE INTERCEPT (TYP.)

GRADED FLARE (TYP.)

CITY OF MENOMONIE (W)

24-8

24-7 0.5%

24-6 1.2%

24-3 1.5%

CHARTER (OH)

13TH ST

24-1 24-14

3.1%

1.5%

24-9

24-10 1.4%

0.8% 1.5% 1.5%

1.5%

24-5

24-4

2.8%

5.4% 7.0%

24-12

PI: STA 243+41.86'US', -22.29' LT

24-13

24-11

CURB RAMP TYPE 4B1
2 2-FTX2.5-FT
DETECTABLE WARNING
FIELD NATURAL PATINA

24-2

SAWING CONCRETE (TYP.)

CONCRETE CURB & GUTTER
30-INCH TYPE A

CURB RAMP TYPE 3
2 2-FTX2.5-FT
DETECTABLE WARNING
FIELD NATURAL PATINA

CITY OF MENOMONIE (SS)

USH 12/STH 29 (STOUT RD)

CITY OF MENOMONIE (SAN)

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 46	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1

PLOT DATE : 11/17/2021 2:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 44

CURB RAMP DETAIL 22				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
22-1	242+46.28	49.27' RT	MATCH EXISTING	SAW CUT
22-2	242+57.40	49.74' RT	MATCH EXISTING	SAW CUT
22-3	242+58.28	38.31' RT	886.32	CURB RAMP
22-4	242+41.65	36.27' RT	MATCH EXISTING	SAW CUT
22-5	242+51.23	42.90' RT	886.06	CURB RAMP
22-6	242+29.11	36.38' RT	MATCH EXISTING	SAW CUT
22-7	242+47.95	27.60' RT	886.04	CURB RAMP
22-8	242+55.82	40.90' RT	886.00	CURB RAMP
22-9	242+43.31	34.78' RT	886.00	CURB RAMP
22-10	242+49.24	39.52' RT	886.00	CURB RAMP

CURB RAMP DETAIL 22				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
22-11	242+36.54	33.30' RT	885.95	CURB RAMP
22-12	242+46.57	36.80' RT	885.94	CURB RAMP
22-13	242+45.31	30.20' RT	885.93	CURB RAMP
22-14	242+53.19	36.47' RT	885.93	CURB RAMP
22-15	242+49.69	32.90' RT	885.85	CURB RAMP
22-16	242+29.01	28.39' RT	MATCH EXISTING	SAW CUT
22-17	242+55.71	34.00' RT	885.71	CURB RAMP
22-18	242+52.20	30.43' RT	885.61	CURB RAMP
22-19	242+60.55	49.86' RT	MATCH EXISTING	SAW CUT
22-20	242+36.58	49.27' RT	XXX	R=27'

CURB RAMP DETAIL 23				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
23-1	242+97.02	54.42' RT	MATCH EXISTING	SAW CUT
23-2	243+00.66	47.43' RT	886.34	CURB RAMP
23-3	243+03.41	51.37' RT	886.42	CURB RAMP
23-4	243+02.25	55.02' RT	MATCH EXISTING	SAW CUT
23-5	243+10.96	38.66' RT	886.27	CURB RAMP
23-6	243+12.05	34.75' RT	886.22	CURB RAMP
23-7	243+08.98	34.78' RT	885.99	CURB RAMP
23-8	243+01.29	34.87' RT	885.85	CURB RAMP
23-9	243+13.68	42.67' RT	886.34	CURB RAMP
23-10	243+05.64	29.81' RT	885.95	CURB RAMP
23-11	243+08.94	29.78' RT	886.01	CURB RAMP
23-12	243+12.01	29.75' RT	886.15	CURB RAMP
23-13	243+16.67	29.71' RT	886.22	CURB RAMP

CURB RAMP DETAIL 23				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
23-14	243+21.33	29.68' RT	886.39	CURB RAMP
23-15	243+16.66	34.71' RT	886.30	CURB RAMP
23-16	243+21.36	34.68' RT	886.47	CURB RAMP
23-17	243+26.02	34.65' RT	886.54	CURB RAMP
23-18	243+26.00	29.65' RT	886.47	CURB RAMP
23-19	243+21.31	24.68' RT	886.06	CURB RAMP
23-20	243+26.02	24.65' RT	886.08	CURB RAMP
23-21	243+30.66	29.63' RT	886.82	CURB RAMP
23-22	243+30.67	34.63' RT	886.89	CURB RAMP
23-23	243+35.31	29.65' RT	MATCH EXISTING	SAW CUT
23-24	243+35.33	34.58' RT	MATCH EXISTING	SAW CUT
23-25	243+19.32	49.19' RT	XXX	R=27'

CURB RAMP DETAIL 24				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
24-1	243+16.92	36.32' LT	886.12	CURB RAMP
24-2	243+21.37	31.46' LT	886.15	CURB RAMP
24-3	243+27.80	36.59' LT	886.38	CURB RAMP
24-4	243+27.87	31.63' LT	886.30	CURB RAMP
24-5	243+32.97	31.68' LT	886.37	CURB RAMP
24-6	243+32.91	36.68' LT	886.45	CURB RAMP
24-7	243+38.40	36.70' LT	886.51	CURB RAMP
24-8	243+43.68	36.56' LT	MATCH EXISTING	SAW CUT

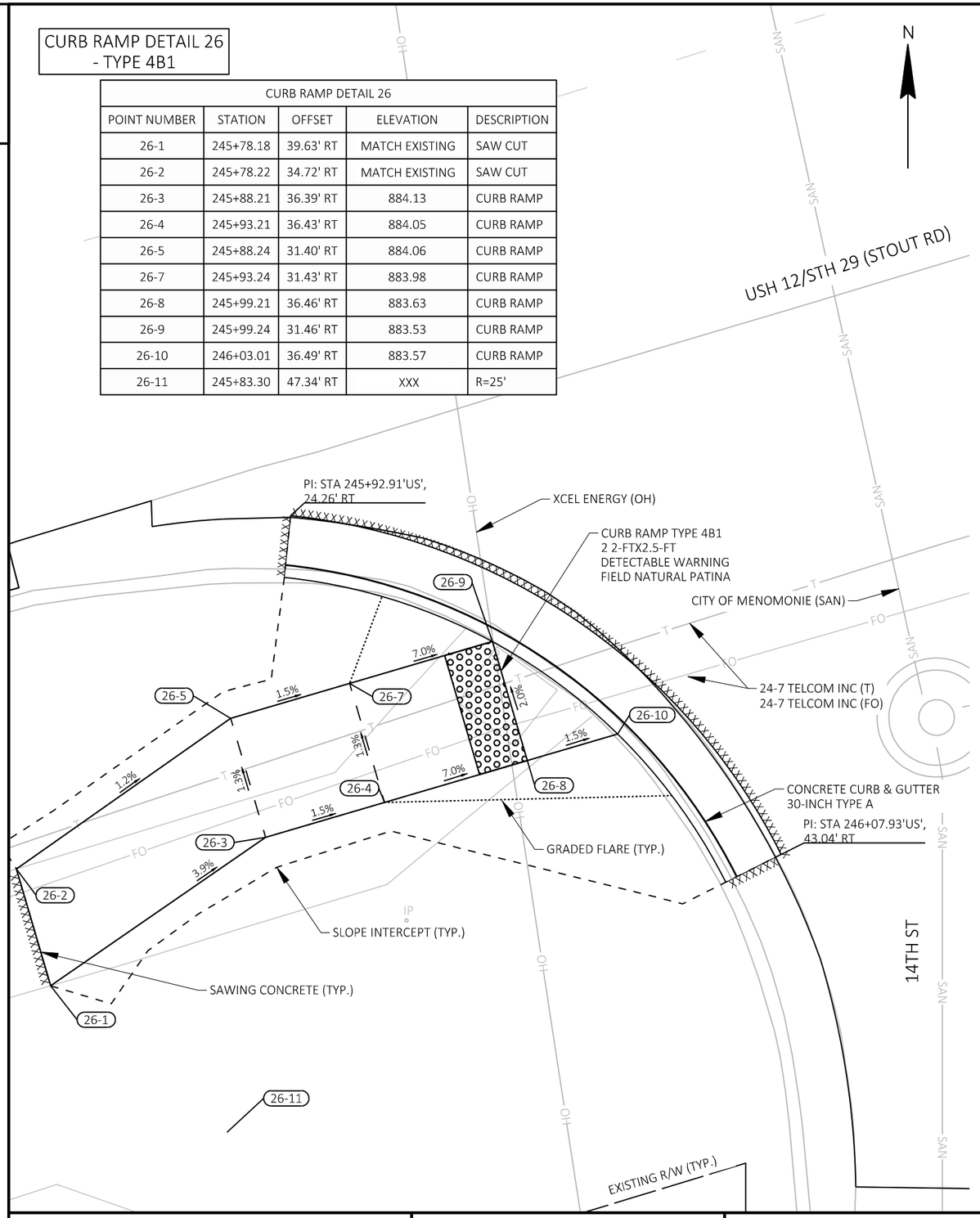
CURB RAMP DETAIL 24				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
24-9	243+43.81	31.76' LT	MATCH EXISTING	SAW CUT
24-10	243+38.39	31.79' LT	886.45	CURB RAMP
24-11	243+38.37	24.96' LT	885.94	CURB RAMP
24-12	243+38.37	25.68' LT	886.02	CURB RAMP
24-13	243+33.04	25.66' LT	886.02	CURB RAMP
24-14	243+21.21	36.46' LT	886.19	CURB RAMP
24-15	243+39.38	48.44' LT	XXX	R=26'

CURB RAMP DETAIL 25				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
25-1	242+49.65	31.75' LT	885.91	CURB RAMP
25-2	242+62.08	32.02' LT	885.85	CURB RAMP
25-3	242+45.34	31.57' LT	885.84	CURB RAMP
25-4	242+49.76	26.99' LT	885.84	CURB RAMP
25-5	242+40.33	31.55' LT	885.77	CURB RAMP
25-6	242+45.36	26.90' LT	885.77	CURB RAMP
25-7	242+55.40	27.02' LT	885.72	CURB RAMP
25-8	242+40.37	26.94' LT	885.70	CURB RAMP
25-9	242+45.39	24.16' LT	885.55	CURB RAMP
25-10	242+40.39	24.20' LT	885.48	CURB RAMP
25-11	242+35.37	26.91' LT	MATCH EXISTING	SAW CUT
25-12	242+35.34	31.56' LT	MATCH EXISTING	SAW CUT
25-13	242+46.57	42.71' LT	XXX	R=25'

2

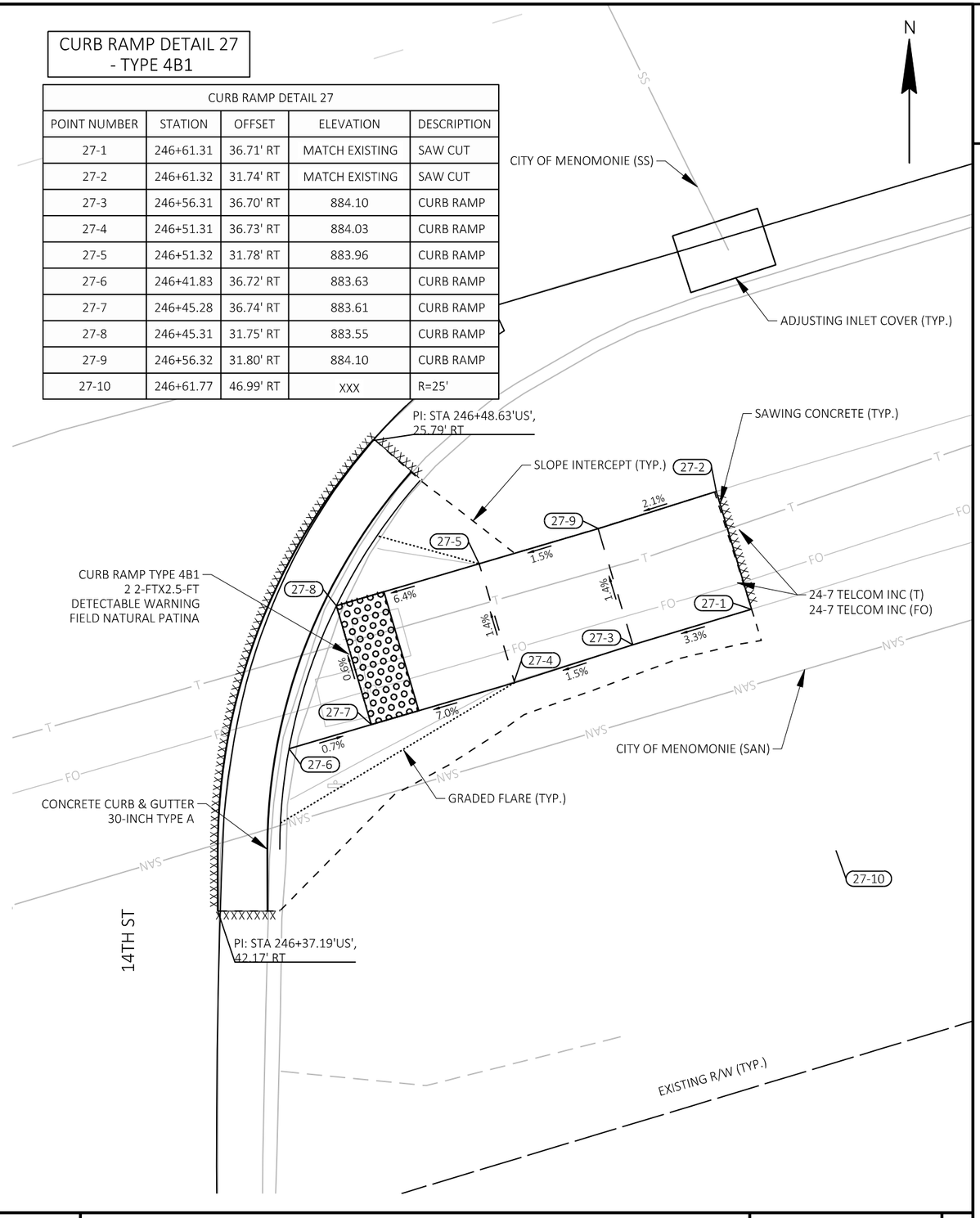
CURB RAMP DETAIL 26 - TYPE 4B1

CURB RAMP DETAIL 26				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
26-1	245+78.18	39.63' RT	MATCH EXISTING	SAW CUT
26-2	245+78.22	34.72' RT	MATCH EXISTING	SAW CUT
26-3	245+88.21	36.39' RT	884.13	CURB RAMP
26-4	245+93.21	36.43' RT	884.05	CURB RAMP
26-5	245+88.24	31.40' RT	884.06	CURB RAMP
26-7	245+93.24	31.43' RT	883.98	CURB RAMP
26-8	245+99.21	36.46' RT	883.63	CURB RAMP
26-9	245+99.24	31.46' RT	883.53	CURB RAMP
26-10	246+03.01	36.49' RT	883.57	CURB RAMP
26-11	245+83.30	47.34' RT	XXX	R=25'



CURB RAMP DETAIL 27 - TYPE 4B1

CURB RAMP DETAIL 27				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
27-1	246+61.31	36.71' RT	MATCH EXISTING	SAW CUT
27-2	246+61.32	31.74' RT	MATCH EXISTING	SAW CUT
27-3	246+56.31	36.70' RT	884.10	CURB RAMP
27-4	246+51.31	36.73' RT	884.03	CURB RAMP
27-5	246+51.32	31.78' RT	883.96	CURB RAMP
27-6	246+41.83	36.72' RT	883.63	CURB RAMP
27-7	246+45.28	36.74' RT	883.61	CURB RAMP
27-8	246+45.31	31.75' RT	883.55	CURB RAMP
27-9	246+56.32	31.80' RT	884.10	CURB RAMP
27-10	246+61.77	46.99' RT	XXX	R=25'

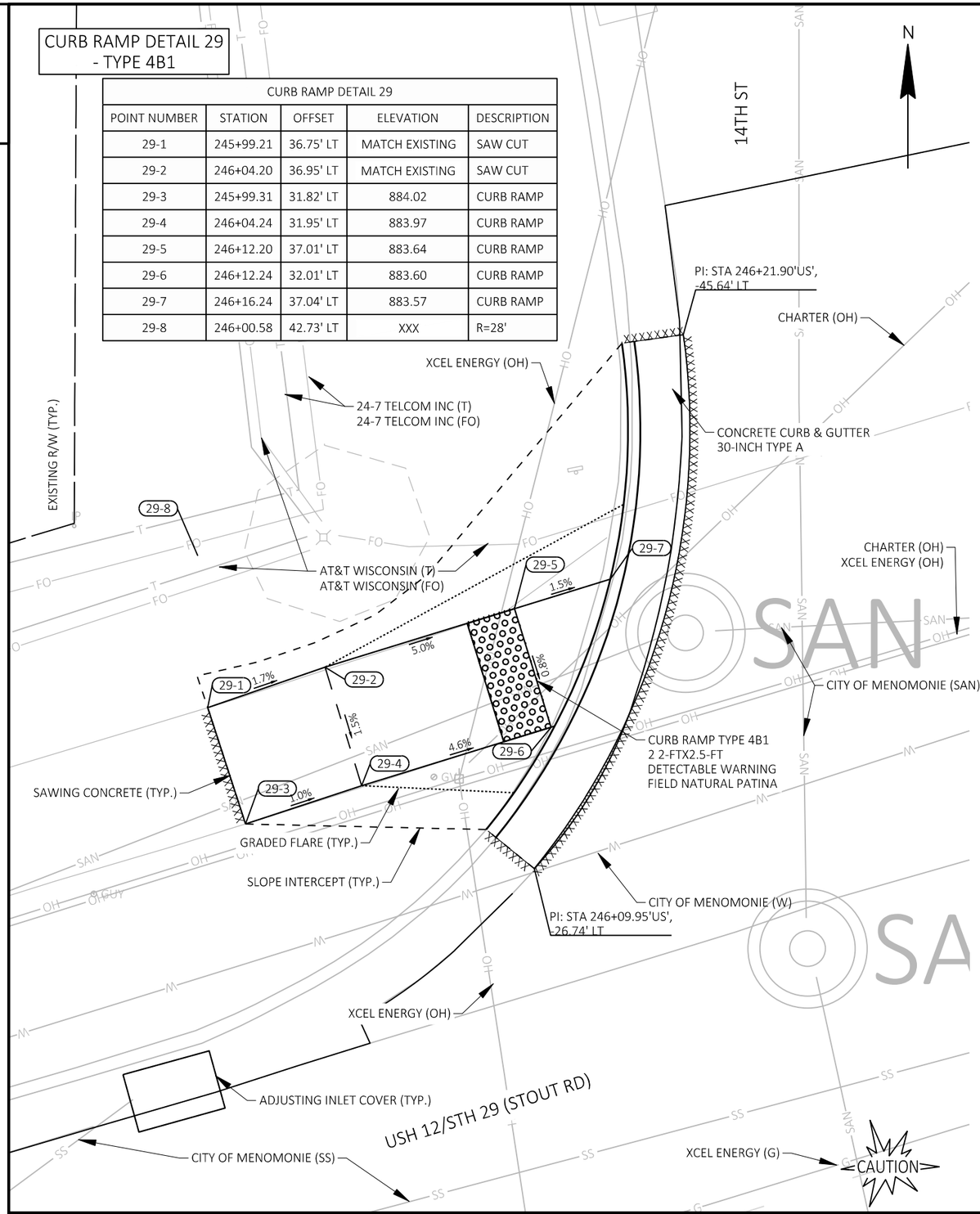


PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 48	E

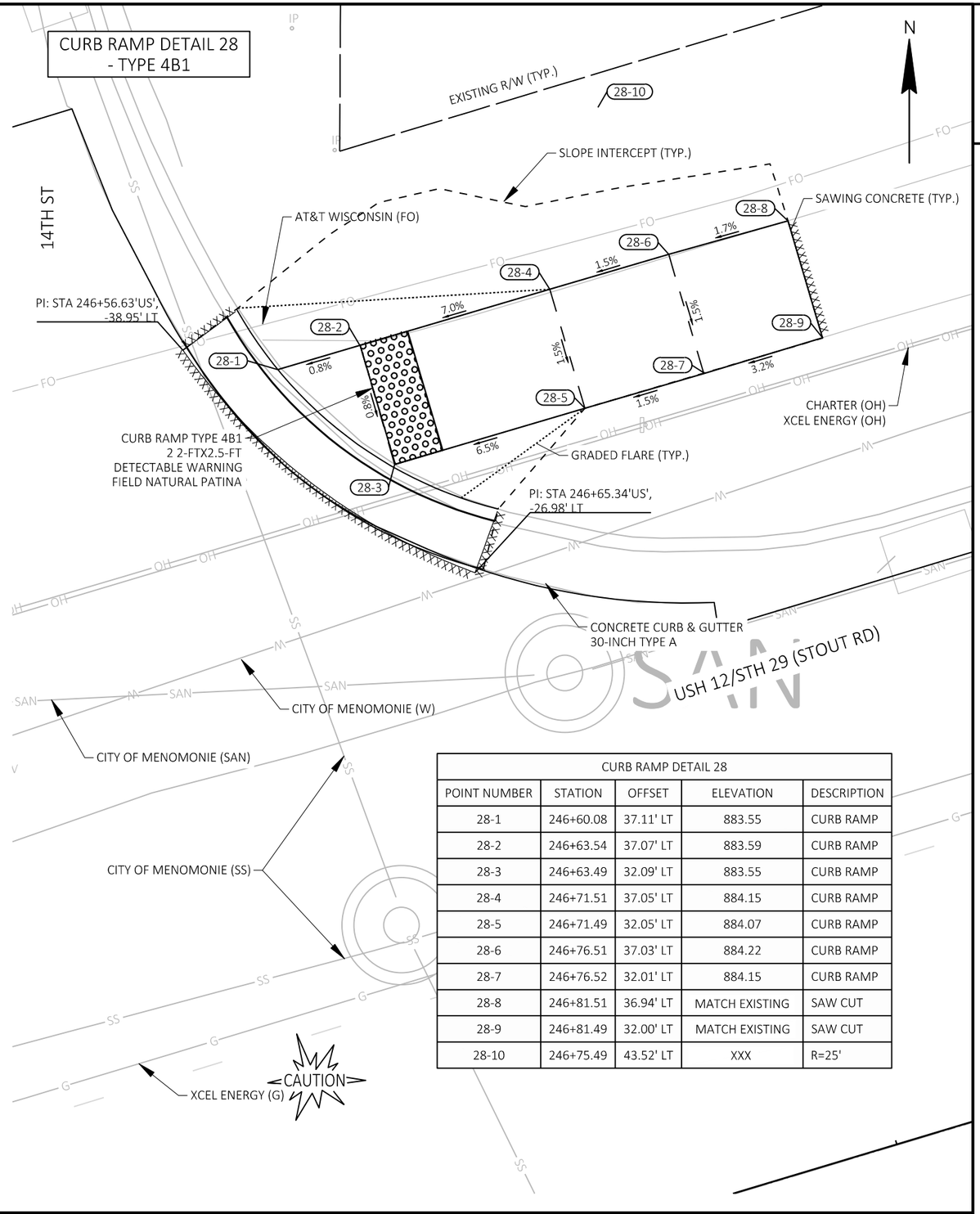
FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1
PLOT DATE : 11/17/2021 2:38 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 44

CURB RAMP DETAIL 29 - TYPE 4B1

CURB RAMP DETAIL 29				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
29-1	245+99.21	36.75' LT	MATCH EXISTING	SAW CUT
29-2	246+04.20	36.95' LT	MATCH EXISTING	SAW CUT
29-3	245+99.31	31.82' LT	884.02	CURB RAMP
29-4	246+04.24	31.95' LT	883.97	CURB RAMP
29-5	246+12.20	37.01' LT	883.64	CURB RAMP
29-6	246+12.24	32.01' LT	883.60	CURB RAMP
29-7	246+16.24	37.04' LT	883.57	CURB RAMP
29-8	246+00.58	42.73' LT	XXX	R=28'



CURB RAMP DETAIL 28 - TYPE 4B1

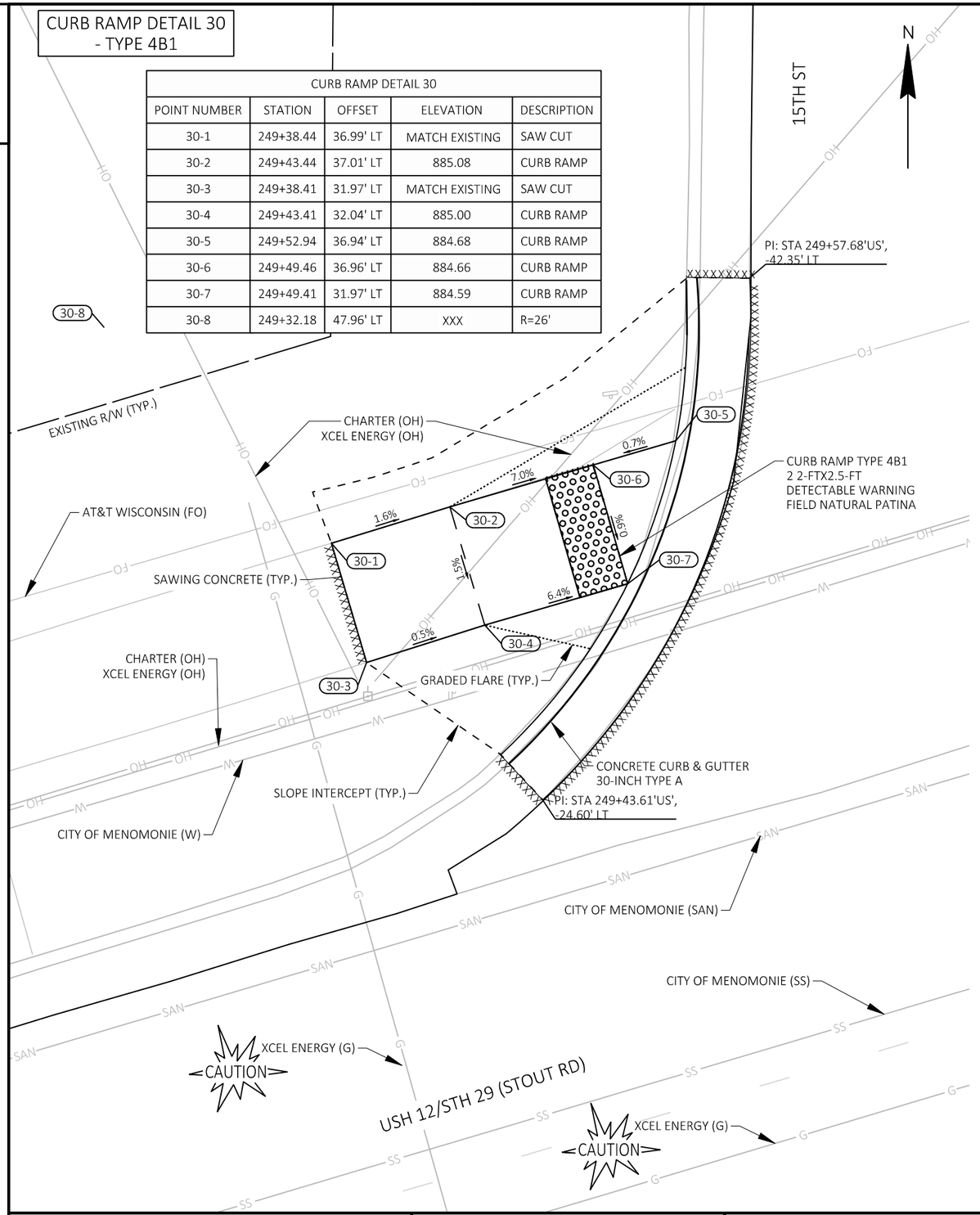


CURB RAMP DETAIL 28				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
28-1	246+60.08	37.11' LT	883.55	CURB RAMP
28-2	246+63.54	37.07' LT	883.59	CURB RAMP
28-3	246+63.49	32.09' LT	883.55	CURB RAMP
28-4	246+71.51	37.05' LT	884.15	CURB RAMP
28-5	246+71.49	32.05' LT	884.07	CURB RAMP
28-6	246+76.51	37.03' LT	884.22	CURB RAMP
28-7	246+76.52	32.01' LT	884.15	CURB RAMP
28-8	246+81.51	36.94' LT	MATCH EXISTING	SAW CUT
28-9	246+81.49	32.00' LT	MATCH EXISTING	SAW CUT
28-10	246+75.49	43.52' LT	XXX	R=25'

2

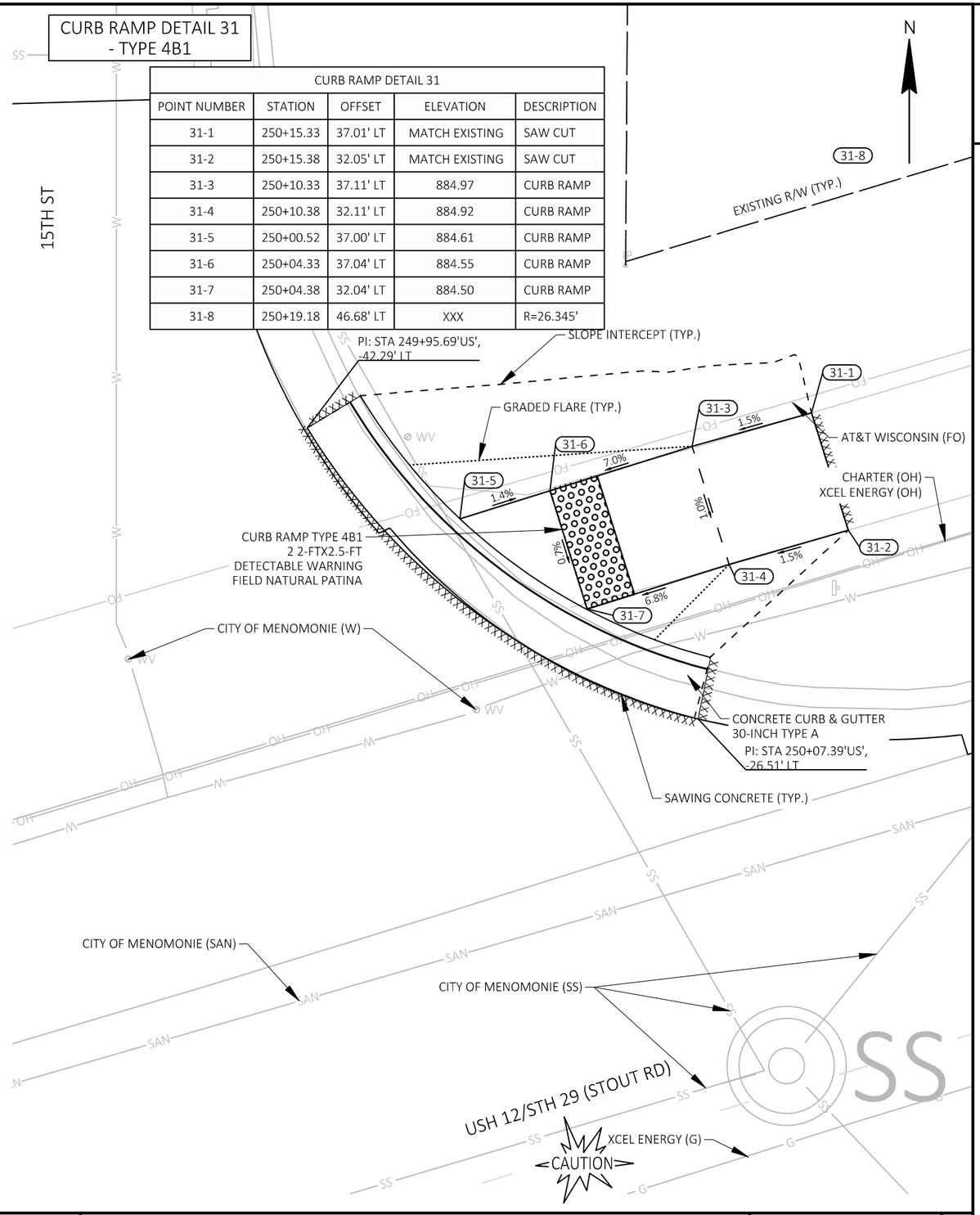
CURB RAMP DETAIL 30 - TYPE 4B1

CURB RAMP DETAIL 30				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
30-1	249+38.44	36.99' LT	MATCH EXISTING	SAW CUT
30-2	249+43.44	37.01' LT	885.08	CURB RAMP
30-3	249+38.41	31.97' LT	MATCH EXISTING	SAW CUT
30-4	249+43.41	32.04' LT	885.00	CURB RAMP
30-5	249+52.94	36.94' LT	884.68	CURB RAMP
30-6	249+49.46	36.96' LT	884.66	CURB RAMP
30-7	249+49.41	31.97' LT	884.59	CURB RAMP
30-8	249+32.18	47.96' LT	XXX	R=26'



CURB RAMP DETAIL 31 - TYPE 4B1

CURB RAMP DETAIL 31				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
31-1	250+15.33	37.01' LT	MATCH EXISTING	SAW CUT
31-2	250+15.38	32.05' LT	MATCH EXISTING	SAW CUT
31-3	250+10.33	37.11' LT	884.97	CURB RAMP
31-4	250+10.38	32.11' LT	884.92	CURB RAMP
31-5	250+00.52	37.00' LT	884.61	CURB RAMP
31-6	250+04.33	37.04' LT	884.55	CURB RAMP
31-7	250+04.38	32.04' LT	884.50	CURB RAMP
31-8	250+19.18	46.68' LT	XXX	R=26.345'

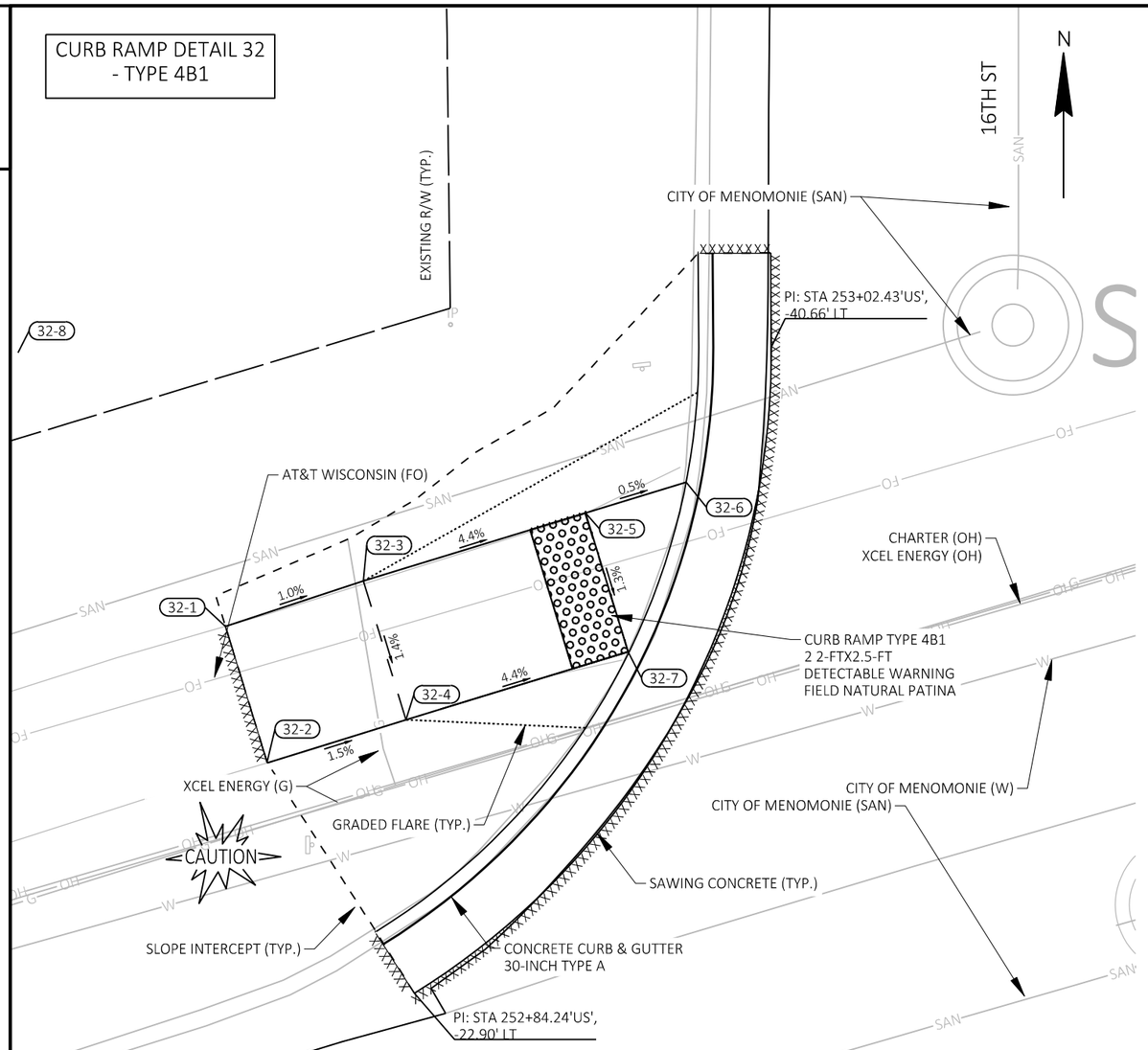


PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 50	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1
PLOT DATE : 11/17/2021 2:38 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 44

2

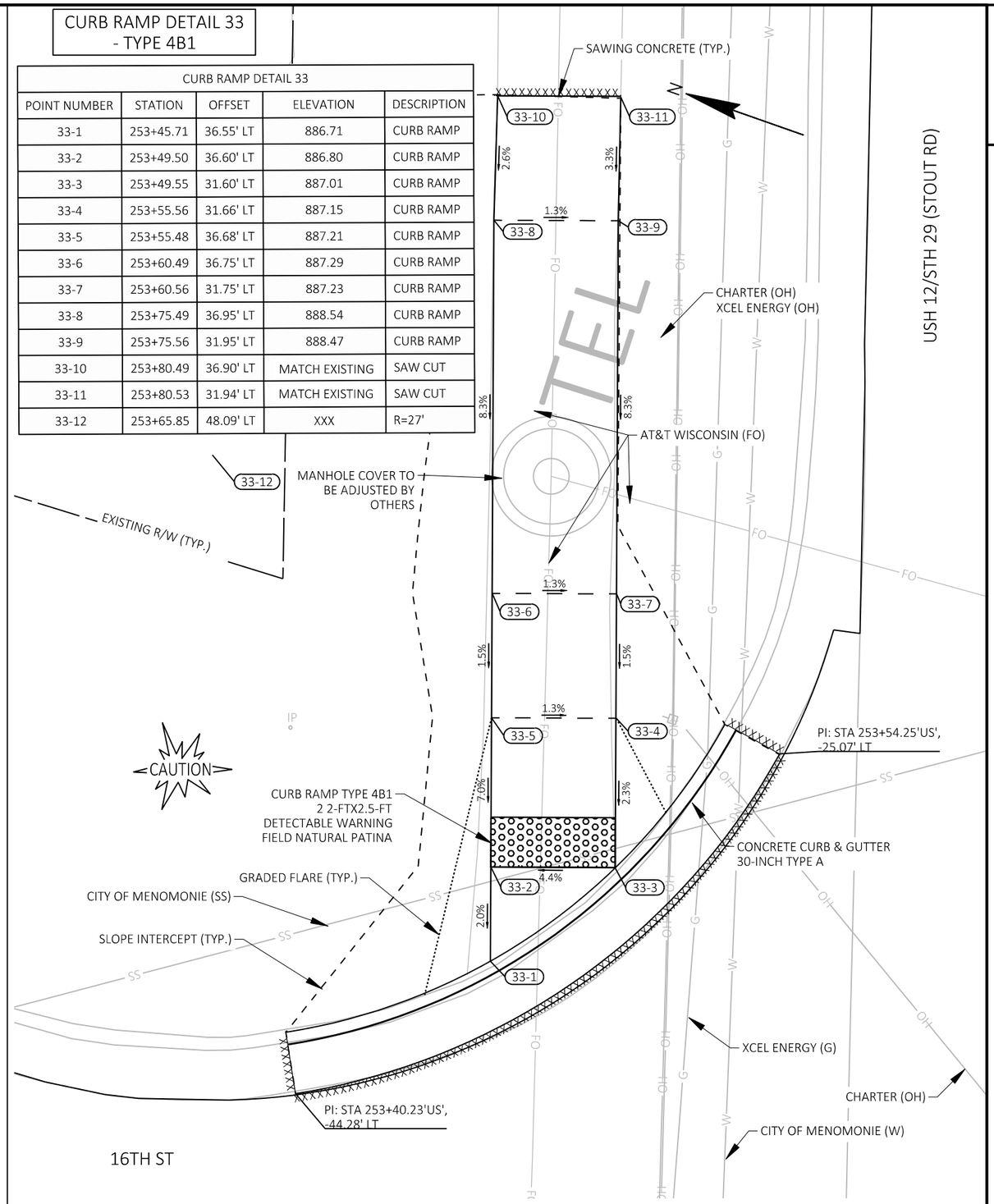
CURB RAMP DETAIL 32 - TYPE 4B1



CURB RAMP DETAIL 32				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
32-1	252+81.66	36.88' LT	MATCH EXISTING	SAW CUT
32-2	252+81.68	31.98' LT	MATCH EXISTING	SAW CUT
32-3	252+86.65	37.01' LT	886.55	CURB RAMP
32-4	252+86.68	32.01' LT	886.48	CURB RAMP
32-5	252+94.65	37.04' LT	886.20	CURB RAMP
32-6	252+98.27	37.05' LT	886.18	CURB RAMP
32-7	252+94.67	32.04' LT	886.13	CURB RAMP
32-8	252+77.53	47.96' LT	XXX	R=26'

CURB RAMP DETAIL 33 - TYPE 4B1

CURB RAMP DETAIL 33				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
33-1	253+45.71	36.55' LT	886.71	CURB RAMP
33-2	253+49.50	36.60' LT	886.80	CURB RAMP
33-3	253+49.55	31.60' LT	887.01	CURB RAMP
33-4	253+55.56	31.66' LT	887.15	CURB RAMP
33-5	253+55.48	36.68' LT	887.21	CURB RAMP
33-6	253+60.49	36.75' LT	887.29	CURB RAMP
33-7	253+60.56	31.75' LT	887.23	CURB RAMP
33-8	253+75.49	36.95' LT	888.54	CURB RAMP
33-9	253+75.56	31.95' LT	888.47	CURB RAMP
33-10	253+80.49	36.90' LT	MATCH EXISTING	SAW CUT
33-11	253+80.53	31.94' LT	MATCH EXISTING	SAW CUT
33-12	253+65.85	48.09' LT	XXX	R=27'



PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 51	E

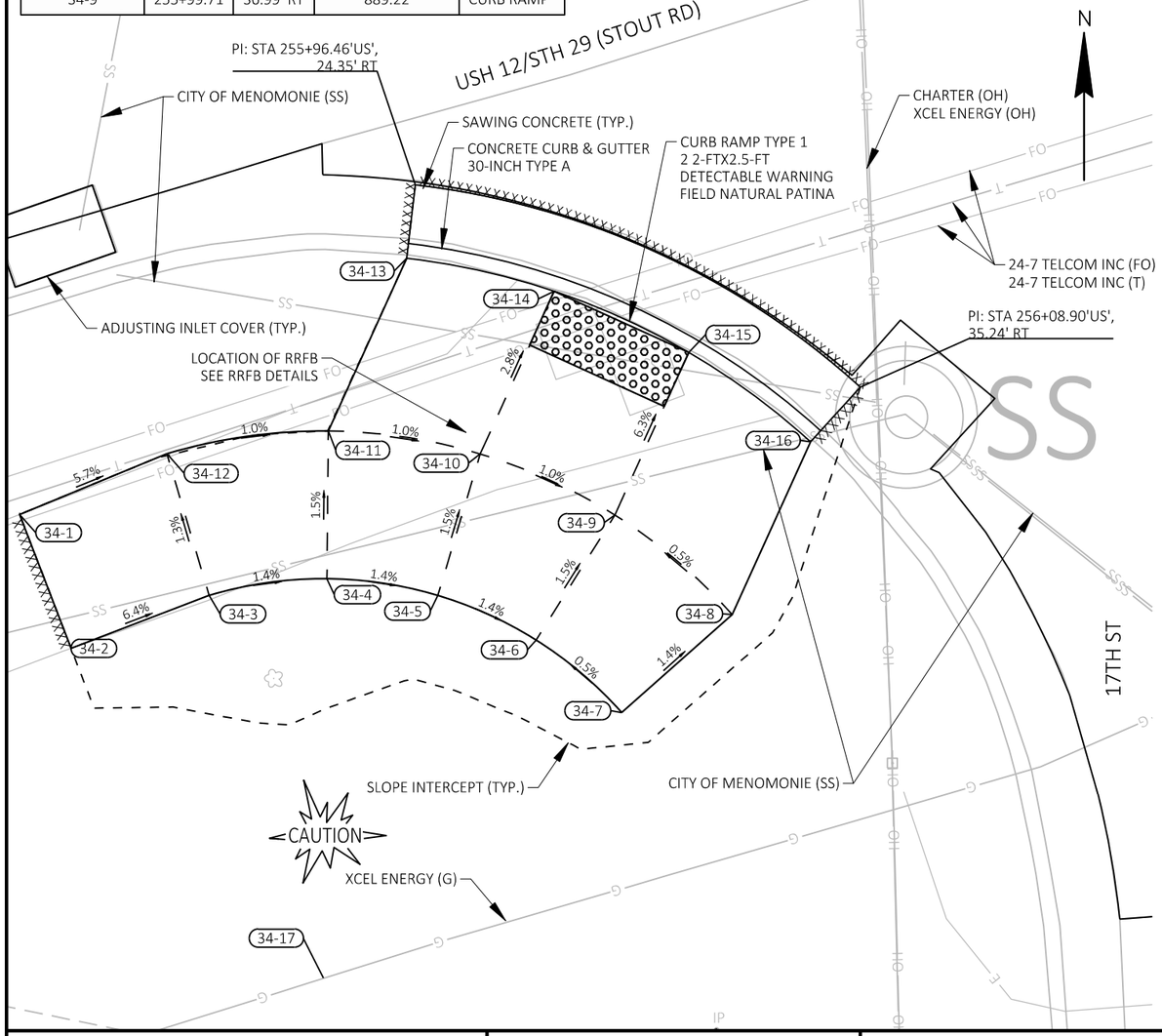
FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 16th
PLOT DATE : 11/17/2021 2:38 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 44

2

CURB RAMP DETAIL 34 - TYPE 1

CURB RAMP DETAIL 34				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
34-1	255+80.44	31.17' RT	MATCH EXISTING	SAW CUT
34-2	255+80.80	36.01' RT	MATCH EXISTING	SAW CUT
34-3	255+85.79	35.64' RT	889.45	CURB RAMP
34-4	255+89.76	36.25' RT	889.39	CURB RAMP
34-5	255+93.19	37.87' RT	889.34	CURB RAMP
34-6	255+95.94	40.27' RT	889.29	CURB RAMP
34-7	255+98.00	43.46' RT	889.31	CURB RAMP
34-8	256+02.54	41.35' RT	889.24	CURB RAMP
34-9	255+99.71	36.99' RT	889.22	CURB RAMP

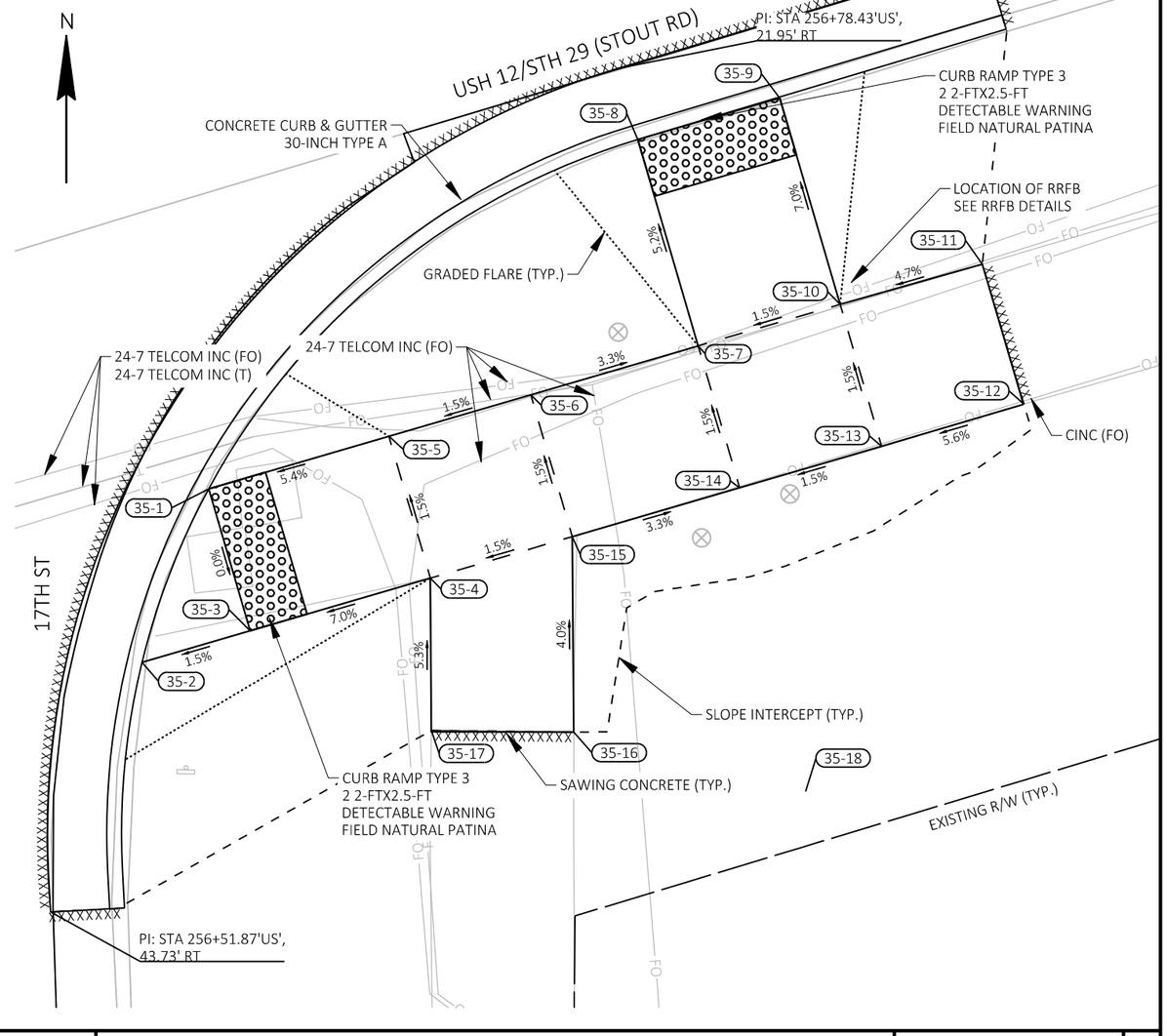
CURB RAMP DETAIL 34				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
34-10	255+95.95	33.70' RT	889.27	CURB RAMP
34-11	255+91.25	31.47' RT	889.32	CURB RAMP
34-12	255+85.80	30.64' RT	889.62	CURB RAMP
34-13	255+95.47	26.65' RT	889.72	CURB RAMP
34-14	255+99.92	29.15' RT	889.09	CURB RAMP
34-15	256+03.69	32.44' RT	888.81	CURB RAMP
34-16	256+06.76	36.52' RT	889.03	CURB RAMP
34-17	255+85.76	49.14' RT	XXX	R=27'



CURB RAMP DETAIL 35 - TYPE 3

CURB RAMP DETAIL 35				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
35-1	256+61.12	31.57' RT	888.47	CURB RAMP
35-2	256+57.27	36.54' RT	888.40	CURB RAMP
35-3	256+61.08	36.57' RT	888.47	CURB RAMP
35-4	256+67.42	36.63' RT	888.91	CURB RAMP
35-5	256+67.47	31.63' RT	888.84	CURB RAMP
35-6	256+72.47	31.67' RT	888.91	CURB RAMP
35-7	256+78.36	31.72' RT	888.72	CURB RAMP
35-8	256+78.42	24.45' RT	888.32	CURB RAMP
35-9	256+83.42	24.50' RT	888.27	CURB RAMP

CURB RAMP DETAIL 35				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
35-10	256+83.36	31.77' RT	888.79	CURB RAMP
35-11	256+88.36	31.85' RT	MATCH EXISTING	SAW CUT
35-12	256+88.34	36.79' RT	MATCH EXISTING	SAW CUT
35-13	256+83.32	36.77' RT	888.87	CURB RAMP
35-14	256+78.32	36.72' RT	888.79	CURB RAMP
35-15	256+72.42	36.67' RT	888.99	CURB RAMP
35-16	256+70.56	43.02' RT	MATCH EXISTING	SAW CUT
35-17	256+65.97	41.57' RT	MATCH EXISTING	SAW CUT
35-18	256+77.49	47.20' RT	XXX	R=27'



PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 52	E

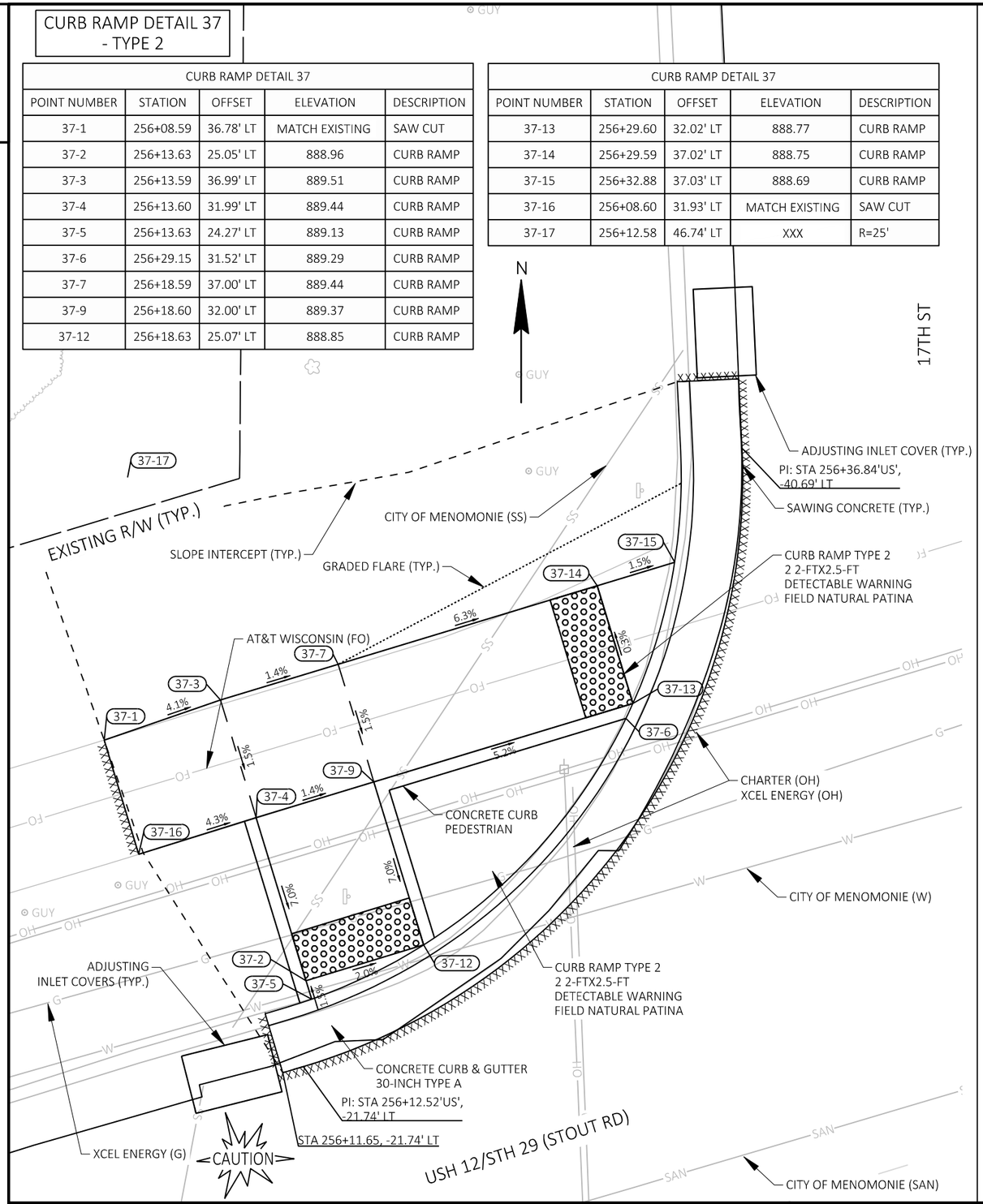
FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1
PLOT DATE : 11/17/2021 2:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:5 FT

2

CURB RAMP DETAIL 37 - TYPE 2

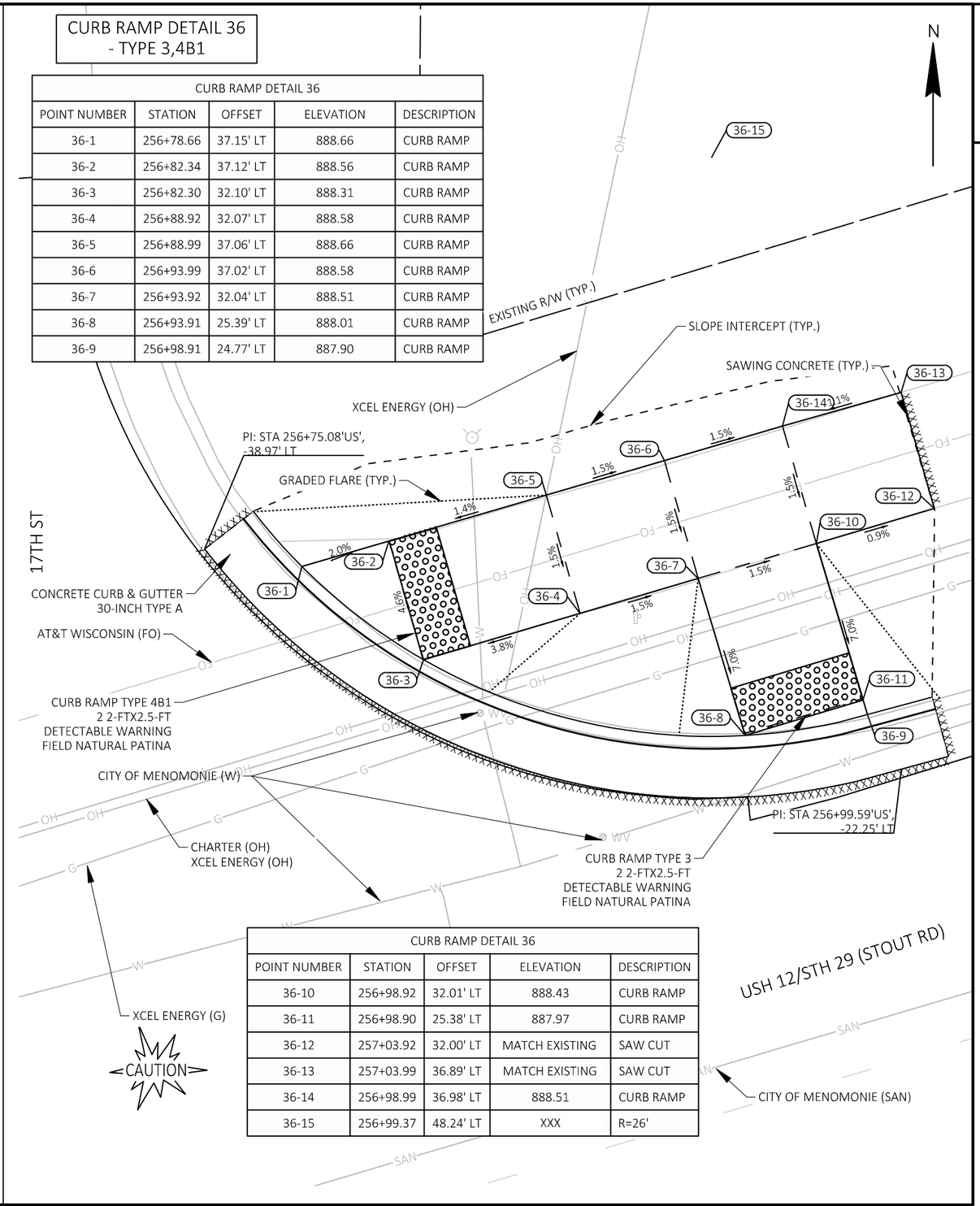
CURB RAMP DETAIL 37				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
37-1	256+08.59	36.78' LT	MATCH EXISTING	SAW CUT
37-2	256+13.63	25.05' LT	888.96	CURB RAMP
37-3	256+13.59	36.99' LT	889.51	CURB RAMP
37-4	256+13.60	31.99' LT	889.44	CURB RAMP
37-5	256+13.63	24.27' LT	889.13	CURB RAMP
37-6	256+29.15	31.52' LT	889.29	CURB RAMP
37-7	256+18.59	37.00' LT	889.44	CURB RAMP
37-9	256+18.60	32.00' LT	889.37	CURB RAMP
37-12	256+18.63	25.07' LT	888.85	CURB RAMP

CURB RAMP DETAIL 37				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
37-13	256+29.60	32.02' LT	888.77	CURB RAMP
37-14	256+29.59	37.02' LT	888.75	CURB RAMP
37-15	256+32.88	37.03' LT	888.69	CURB RAMP
37-16	256+08.60	31.93' LT	MATCH EXISTING	SAW CUT
37-17	256+12.58	46.74' LT	XXX	R=25'



CURB RAMP DETAIL 36 - TYPE 3,4B1

CURB RAMP DETAIL 36				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
36-1	256+78.66	37.15' LT	888.66	CURB RAMP
36-2	256+82.34	37.12' LT	888.56	CURB RAMP
36-3	256+82.30	32.10' LT	888.31	CURB RAMP
36-4	256+88.92	32.07' LT	888.58	CURB RAMP
36-5	256+88.99	37.06' LT	888.66	CURB RAMP
36-6	256+93.99	37.02' LT	888.58	CURB RAMP
36-7	256+93.92	32.04' LT	888.51	CURB RAMP
36-8	256+93.91	25.39' LT	888.01	CURB RAMP
36-9	256+98.91	24.77' LT	887.90	CURB RAMP



CURB RAMP DETAIL 36				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
36-10	256+98.92	32.01' LT	888.43	CURB RAMP
36-11	256+98.90	25.38' LT	887.97	CURB RAMP
36-12	257+03.92	32.00' LT	MATCH EXISTING	SAW CUT
36-13	257+03.99	36.89' LT	MATCH EXISTING	SAW CUT
36-14	256+98.99	36.98' LT	888.51	CURB RAMP
36-15	256+99.37	48.24' LT	XXX	R=26'

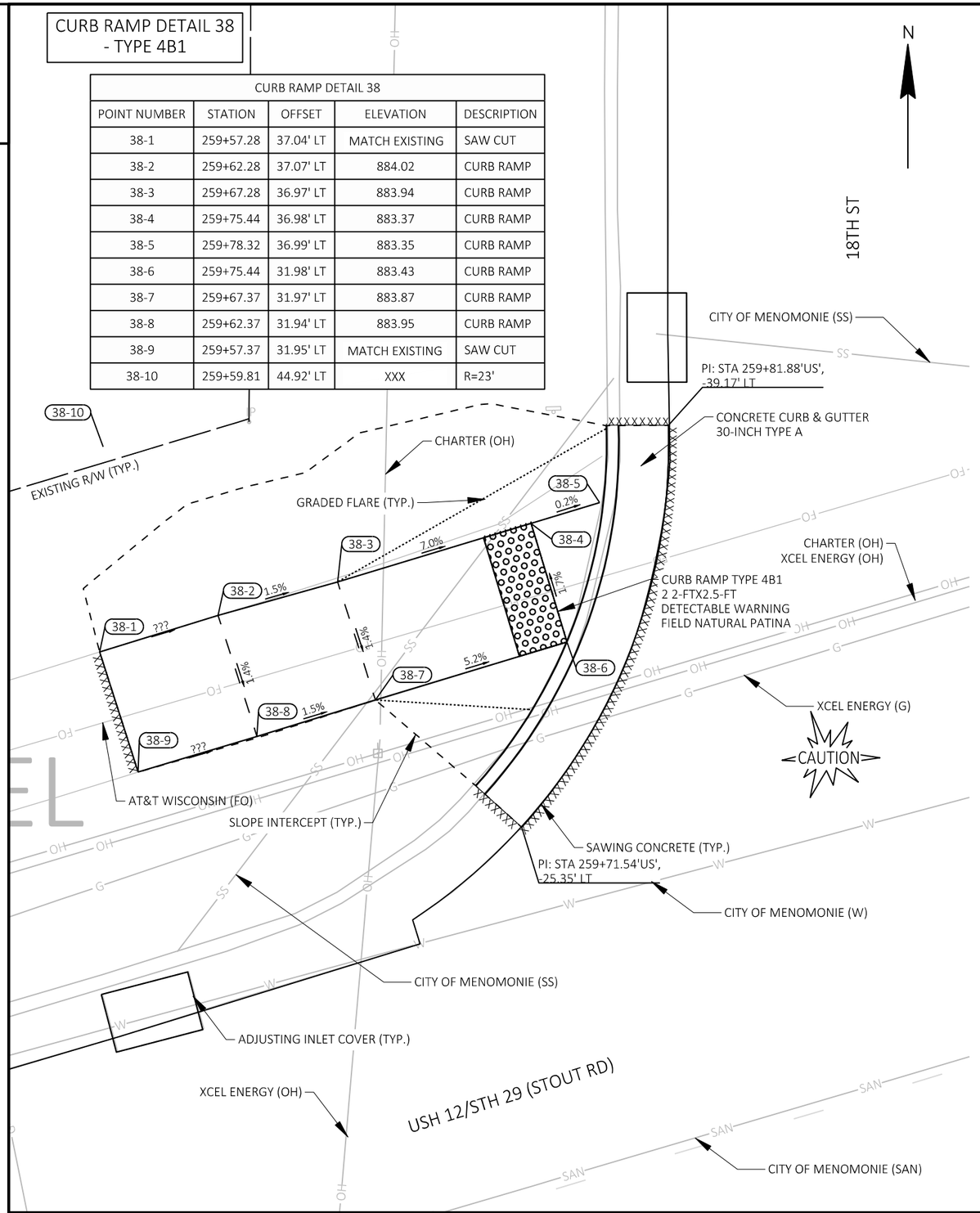
PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 53	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-2
PLOT DATE : 11/17/2021 2:38 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 44

2

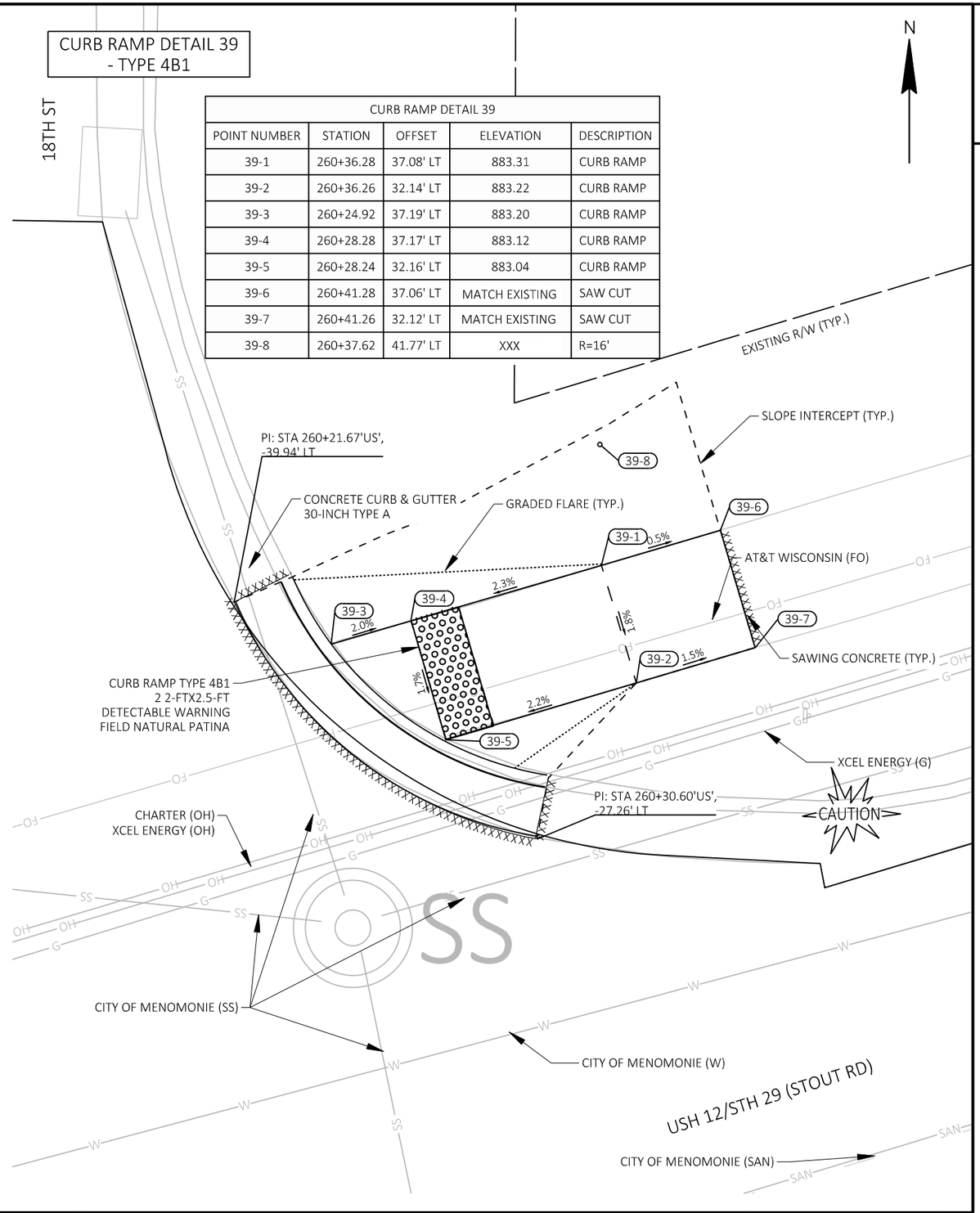
CURB RAMP DETAIL 38 - TYPE 4B1

CURB RAMP DETAIL 38				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
38-1	259+57.28	37.04' LT	MATCH EXISTING	SAW CUT
38-2	259+62.28	37.07' LT	884.02	CURB RAMP
38-3	259+67.28	36.97' LT	883.94	CURB RAMP
38-4	259+75.44	36.98' LT	883.37	CURB RAMP
38-5	259+78.32	36.99' LT	883.35	CURB RAMP
38-6	259+75.44	31.98' LT	883.43	CURB RAMP
38-7	259+67.37	31.97' LT	883.87	CURB RAMP
38-8	259+62.37	31.94' LT	883.95	CURB RAMP
38-9	259+57.37	31.95' LT	MATCH EXISTING	SAW CUT
38-10	259+59.81	44.92' LT	XXX	R=23'



CURB RAMP DETAIL 39 - TYPE 4B1

CURB RAMP DETAIL 39				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
39-1	260+36.28	37.08' LT	883.31	CURB RAMP
39-2	260+36.26	32.14' LT	883.22	CURB RAMP
39-3	260+24.92	37.19' LT	883.20	CURB RAMP
39-4	260+28.28	37.17' LT	883.12	CURB RAMP
39-5	260+28.24	32.16' LT	883.04	CURB RAMP
39-6	260+41.28	37.06' LT	MATCH EXISTING	SAW CUT
39-7	260+41.26	32.12' LT	MATCH EXISTING	SAW CUT
39-8	260+37.62	41.77' LT	XXX	R=16'



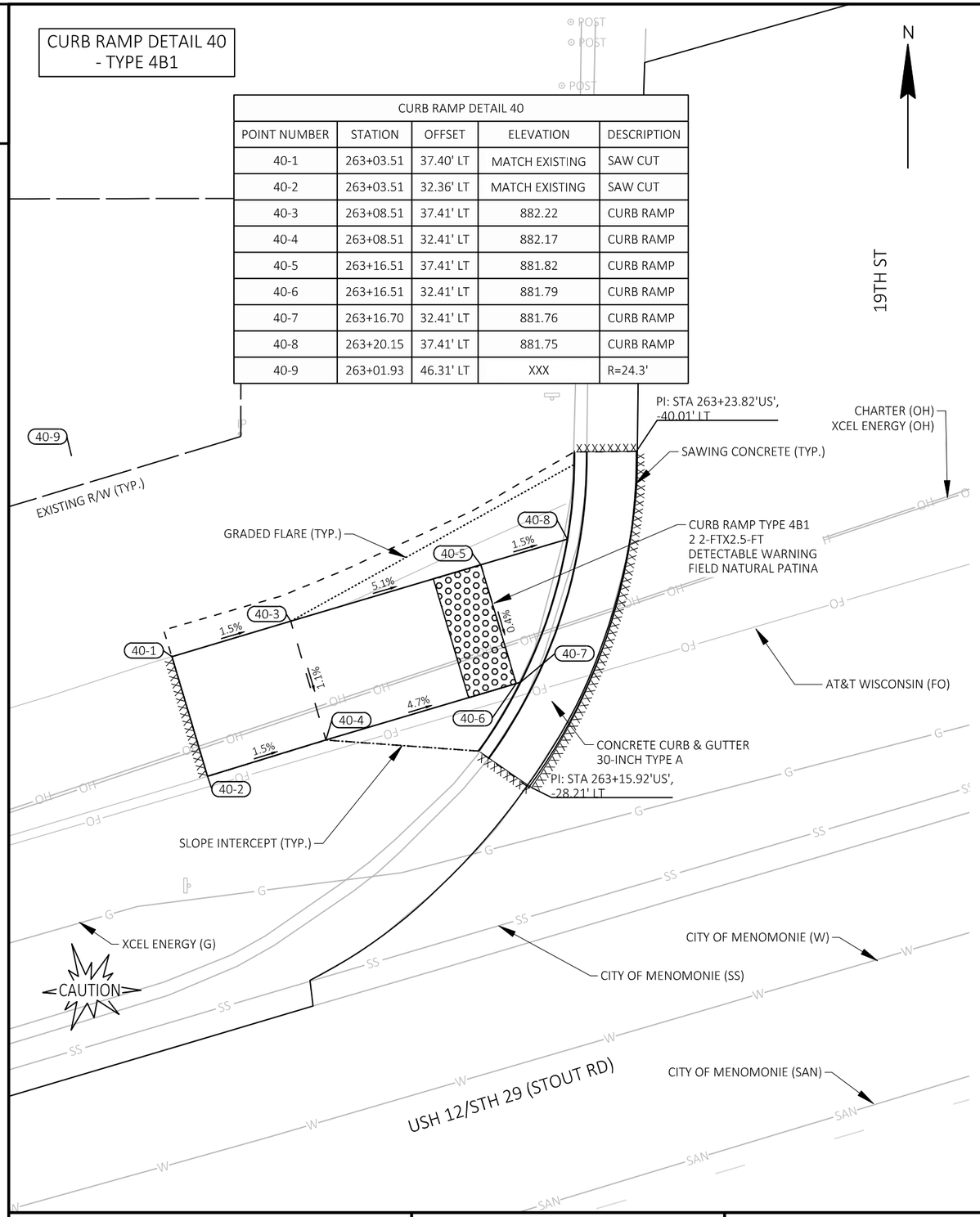
PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 54	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1
PLOT DATE : 11/17/2021 2:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 44

2

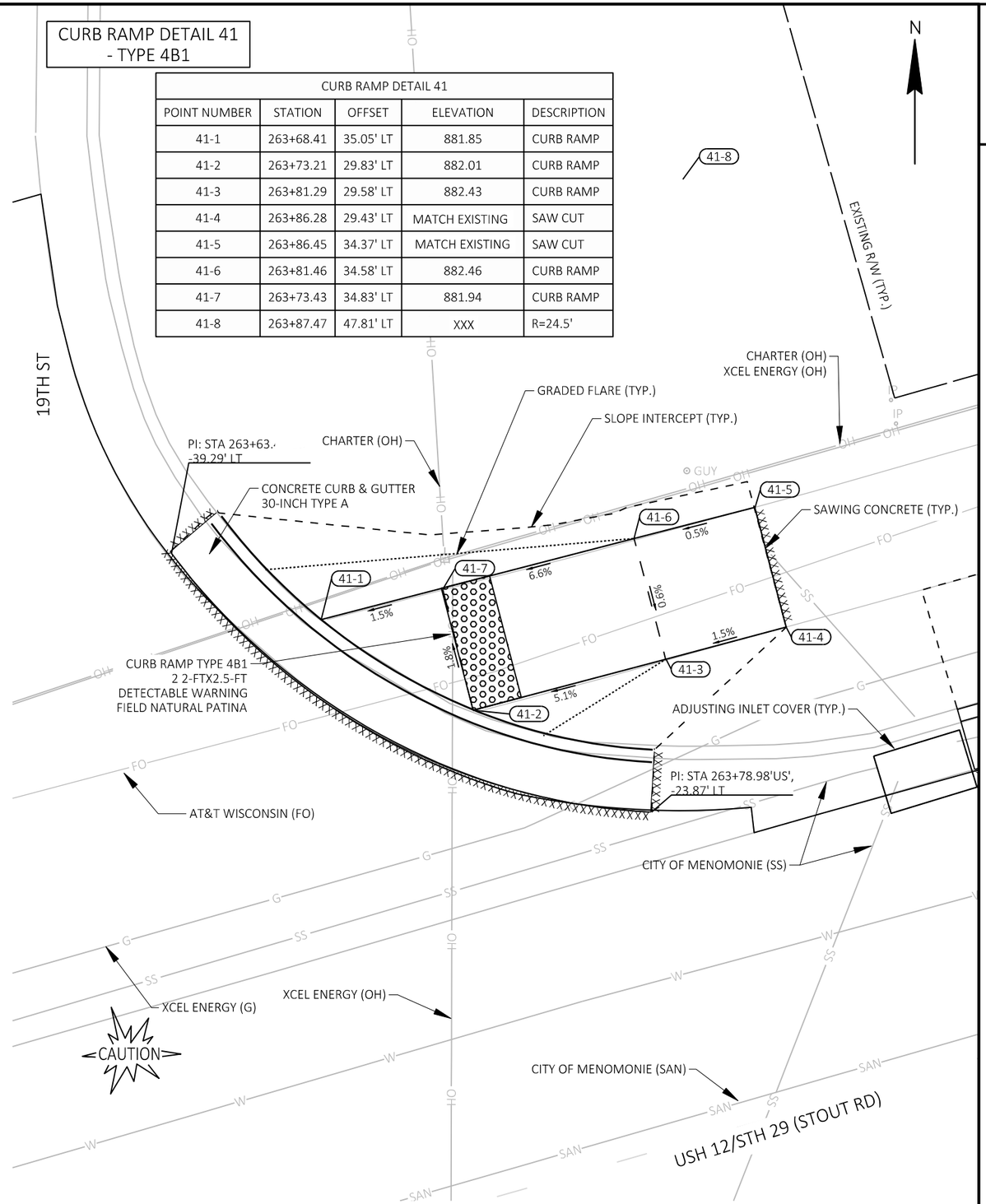
CURB RAMP DETAIL 40 - TYPE 4B1

CURB RAMP DETAIL 40				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
40-1	263+03.51	37.40' LT	MATCH EXISTING	SAW CUT
40-2	263+03.51	32.36' LT	MATCH EXISTING	SAW CUT
40-3	263+08.51	37.41' LT	882.22	CURB RAMP
40-4	263+08.51	32.41' LT	882.17	CURB RAMP
40-5	263+16.51	37.41' LT	881.82	CURB RAMP
40-6	263+16.51	32.41' LT	881.79	CURB RAMP
40-7	263+16.70	32.41' LT	881.76	CURB RAMP
40-8	263+20.15	37.41' LT	881.75	CURB RAMP
40-9	263+01.93	46.31' LT	XXX	R=24.3'



CURB RAMP DETAIL 41 - TYPE 4B1

CURB RAMP DETAIL 41				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
41-1	263+68.41	35.05' LT	881.85	CURB RAMP
41-2	263+73.21	29.83' LT	882.01	CURB RAMP
41-3	263+81.29	29.58' LT	882.43	CURB RAMP
41-4	263+86.28	29.43' LT	MATCH EXISTING	SAW CUT
41-5	263+86.45	34.37' LT	MATCH EXISTING	SAW CUT
41-6	263+81.46	34.58' LT	882.46	CURB RAMP
41-7	263+73.43	34.83' LT	881.94	CURB RAMP
41-8	263+87.47	47.81' LT	XXX	R=24.5'



PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	CURB RAMP DETAIL	SHEET 55	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17th-1
PLOT DATE : 11/17/2021 2:38 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 44

BEGIN PROJECT 7600-01-75
STA 215+90

16+00 'US'
217+00 'US'
218+00 'US'
219+00 'US'
220+00 'US'
221+00 'US'
EXISTING R/W (TYP.)
USH 12/STH 29 (STOUT RD)
MATCH LINE 221+50
6TH ST
EXISTING R/W (TYP.)
SLOPE INTERCEPT (TYP.)
MAIN ST
7TH ST
N

LEGEND

- B — INLET PROTECTION, TYPE B
- D — INLET PROTECTION, TYPE D
- NLET PROTECTION, TYPE C
- TOPSOIL, SEED MIXTURE #40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I, TYPE A, AND SEED WATER

EXISTING R/W (TYP.)
222+00 'US'
223+00 'US'
224+00 'US'
225+00 'US'
226+00 'US'
227+00 'US'
USH 12/STH 29 (STOUT RD)
MATCH LINE 221+50
MATCH LINE 227+25
TLE (TYP.)
8TH ST
6TH AVE
SLOPE INTERCEPT (TYP.)
EXISTING R/W (TYP.)
N

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	EROSION CONTROL PLANS	SHEET 56	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 215
PLOT DATE : 1/25/2022 5:04 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

MATCH LINE 227+25

228+00 'US'

229+00 'US'

230+00 'US'

231+00 'US'

232+00 'US'

233+00

MATCH LINE 233+00

USH 12/STH 29 (STOUT RD)

9TH ST

TLE (TYP.)

EXISTING R/W (TYP.)

EXISTING R/W (TYP.)

SLOPE INTERCEPT (TYP.)

EXISTING R/W (TYP.)

10TH ST

12+00 'FA'

5TH AVE

LEGEND

B — INLET PROTECTION, TYPE B

D — INLET PROTECTION, TYPE D

NLET PROTECTION, TYPE C

TOPSOIL, SEED MIXTURE #40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I, TYPE A, AND SEED WATER

EXISTING R/W (TYP.)

SLOPE INTERCEPT (TYP.)

EXISTING R/W (TYP.)

235+00 'US'

236+00 'US'

237+00 'US'

238+00 'US'

239+00 'US'

234+00 'US'

EXISTING R/W (TYP.)

11TH ST

USH 12/STH 29 (STOUT RD)

EXISTING R/W (TYP.)

MATCH LINE 233+00

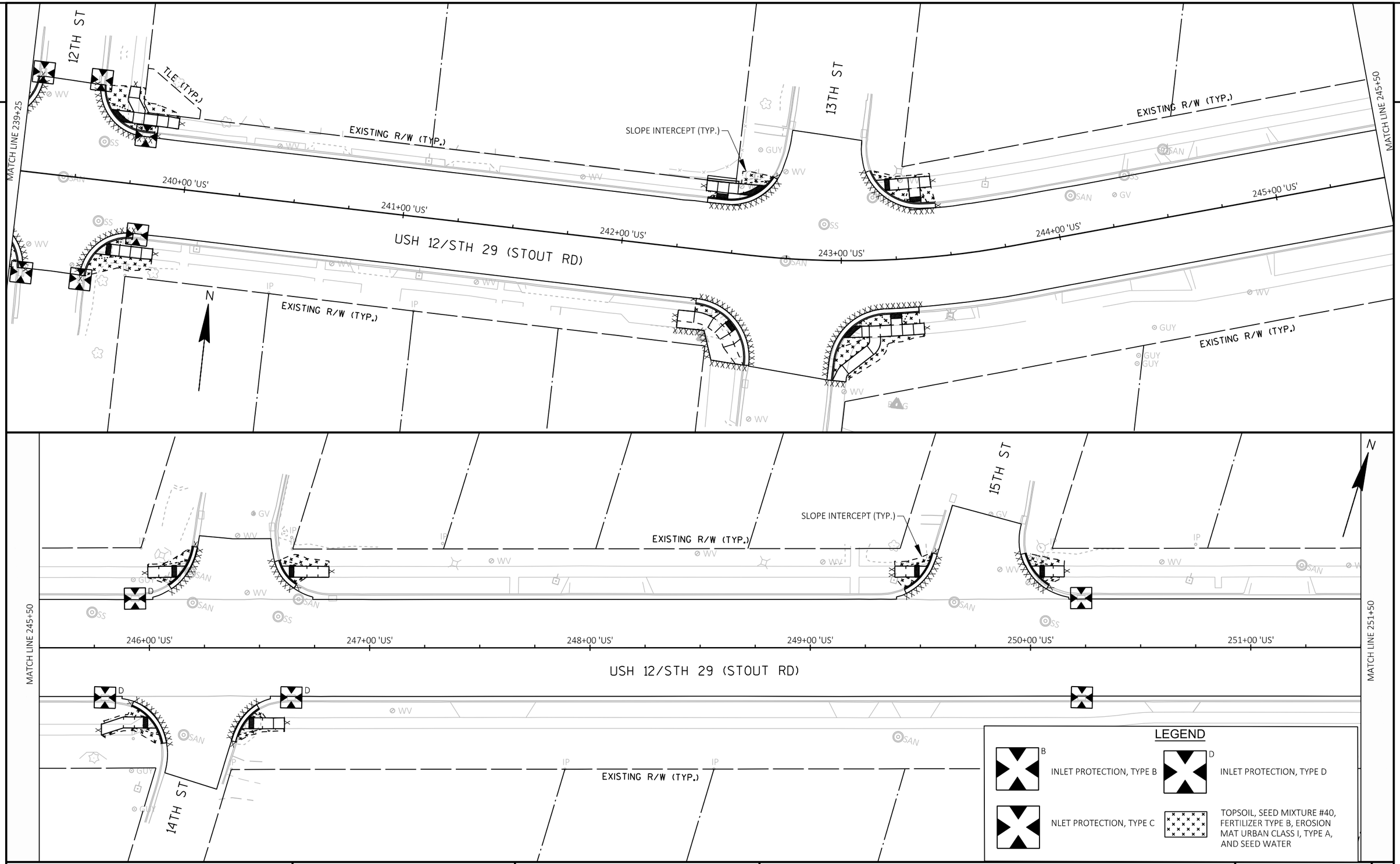
MATCH LINE 239+25

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	EROSION CONTROL PLANS	SHEET 57	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 227

PLOT DATE : 1/25/2022 5:04 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	EROSION CONTROL PLANS	SHEET 58	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 239

PLOT DATE : 1/25/2022 5:05 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCH LINE 251+50

EXISTING R/W (TYP.)

16TH ST

17TH ST

SLOPE INTERCEPT (TYP.)

EXISTING R/W (TYP.)

252+00 'US' 253+00 'US' 254+00 'US' 255+00 'US' 256+00 'US' 257+00 'US'

USH 12/STH 29 (STOUT RD)

EXISTING R/W (TYP.)

EXISTING R/W (TYP.)

MATCH LINE 257+50

2

LEGEND

B — INLET PROTECTION, TYPE B

D — INLET PROTECTION, TYPE D

NLET PROTECTION, TYPE C

TOPSOIL, SEED MIXTURE #40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I, TYPE A, AND SEED WATER

MATCH LINE 257+50

18TH ST

19TH ST

SLOPE INTERCEPT (TYP.)

258+00 'US' 259+00 'US' 260+00 'US' 261+00 'US' 262+00 'US' 263+00 'US'

USH 12/STH 29 (STOUT RD)

EXISTING R/W (TYP.)

MATCH LINE 263+50

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	EROSION CONTROL PLANS	SHEET 59	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 251

PLOT DATE : 1/25/2022 5:05 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE 263+50

SLOPE INTERCEPT (TYP.)

TLE (TYP.)

EXISTING R/W (TYP.)

264+00 'US' 265+00 'US' 266+00 'US' 267+00 'US' 268+00 'US' 269+00 'US'

USH 12/STH 29 (STOUT RD)

EXISTING R/W (TYP.)

MATCH LINE 269+25

2

N

MATCH LINE 269+25

SLOPE INTERCEPT (TYP.)

270+00 'US' 271+00 'US' 272+00 'US' 273+00 'US'

USH 12/STH 29 (STOUT RD)

END PROJECT 7600-01-75
STA 270+00

21ST ST

N

LEGEND

B — INLET PROTECTION, TYPE B

D — INLET PROTECTION, TYPE D

NLET PROTECTION, TYPE C

TOPSOIL, SEED MIXTURE #40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I, TYPE A, AND SEED WATER

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	EROSION CONTROL PLANS	SHEET 60	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 263

PLOT DATE : 1/25/2022 5:05 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

6 LF REMOVING STORM SEWER 12-INCH

8 LF REMOVING STORM SEWER 12-INCH

46 LF REMOVING STORM SEWER 12-INCH

REMOVING CASTING.
INLET COVER SPECIAL REQ'D

REMOVING INLET

1.1 STA 11+30'FA', 21.5' RT
INLET COVER SPECIAL

1.2 STA 11+34'FA', 17.3' RT
INLETS 4FT-H-S

1.3 STA 11+40'FA', 2.9' RT
INLETS 2x3-H

1.4 STA 11+55'FA', 15.7' LT
MANHOLES 5-M

1.5 STA 11+72'FA', 16.8' LT
INLETS 2x3-H-S

1.6 STA 11+58'FA', 8.3' LT
CONCRETE COLLAR FOR PIPE

1.7 STA 11+55'FA', 21.0' LT
CONCRETE COLLAR FOR PIPE

11+50 FA

EXISTING R/W

EXISTING R/W

10TH ST

5TH AVE

GUY

GUY

N

ADJUST RIM TO FIELD CONDITIONS

RIM=877.14

RIM=876.85

RIM=877.02

RIM=877.10

RIM=876.43

875

870

16 LF SSP CLASS III-A
12-INCH @ 2.00%

24 LF SSP CLASS III-A 12-INCH @
5.83%

17 LF SSP CLASS III-A
12-INCH @ 5.00%

873.78

873.66

873.66

873.34

873.34

872.83

871.96

871.96

6 LF SSP CLASS III-A 12-INCH @ 2.00%

RIM=877.10

RIM=876.85

872.80

8 LF SSP CLASS III-A 12-INCH @ 1.05%

872.71

871.96

871.92

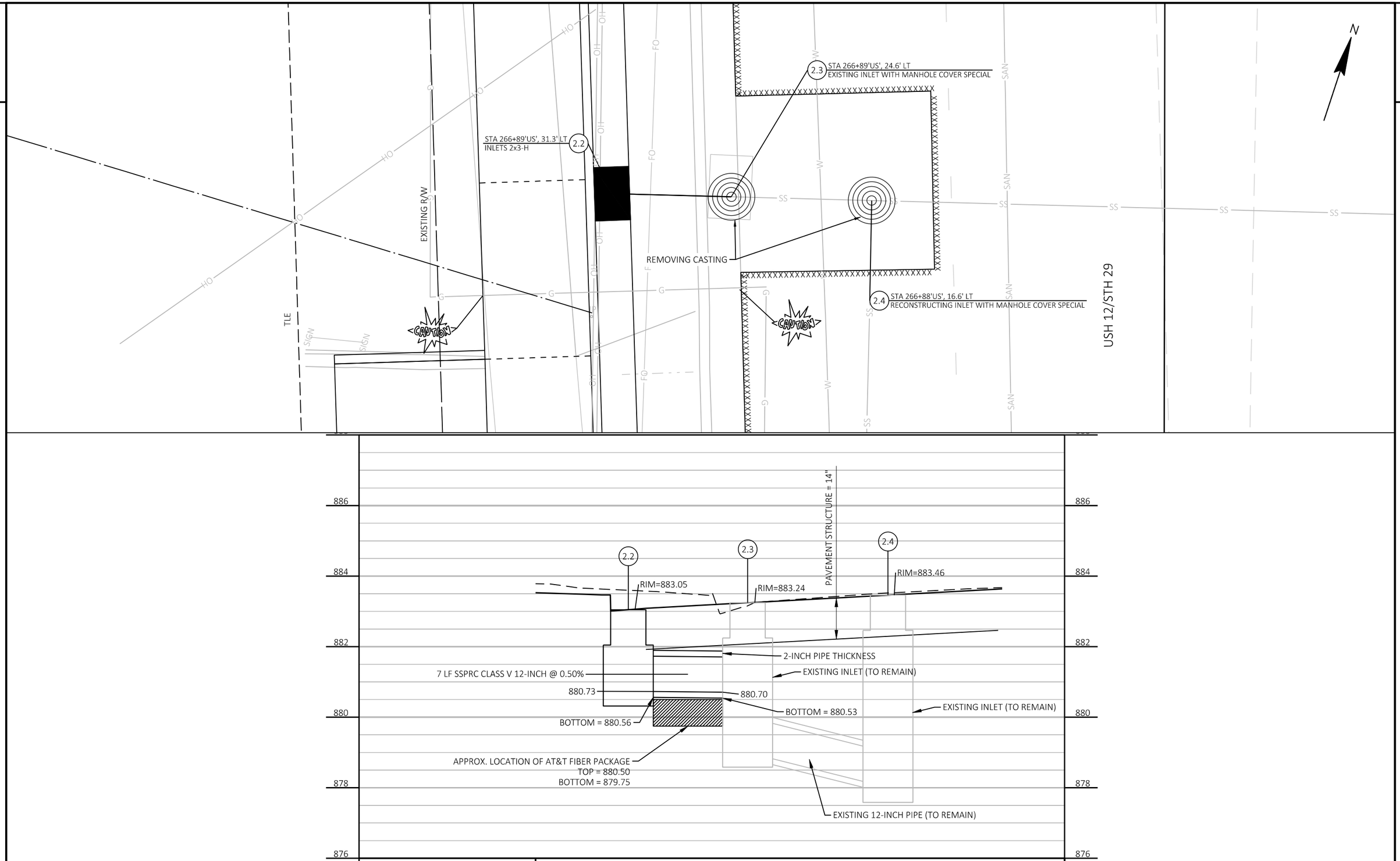
5 LF SSP CLASS III-A 12-INCH @ 0.74%

PROJECT NO: 7600-01-75	HWY: USH 12/STH 29	COUNTY: DUNN	STORM SEWER: 5TH AVENUE CLOSURE	SHEET 61	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 01

PLOT DATE : 2/28/2022 10:12 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 41



PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	STORM SEWER: CURB LINE EXTENSION	SHEET 62	E

BEGIN PROJECT 7600-01-75
STA 215+90
MATCH EXISTING

CITY OF MENOMONIE (SAN)

ADJUSTING INLET COVERS (TYP.)

CITY OF MENOMONIE (E)

EXISTING R/W (TYP.)

USH 12/STH 29 (STOUT RD)

16+00 'US'

SEE NOTE 2

217+00 'US'

6'X30'
3 TURNS

218+00 'US'

219+00 'US'

220+00 'US'

221+00 'US'

MATCH LINE 221+50

SEE NOTE 1

6TH ST

EXISTING R/W (TYP.)

CITY OF MENOMONIE (SS)

CITY OF MENOMONIE (E)

CITY OF MENOMONIE (W)

XCEL ENERGY (G)

CAUTION

CITY OF MENOMONIE (SS)

CITY OF MENOMONIE (SAN)

CITY OF MENOMONIE (E)

CITY OF MENOMONIE (SAN)

TLE (TYP.)

N

MAIN ST

XCEL ENERGY (OH)

XCEL ENERGY (G)

CAUTION

7TH ST

NOTES:

1) INSTALL 5-SECTION HEAD ON TRAFFIC SIGNAL POLE AS SHOWN. REPLACE HOME RUN CABLE IF EXISTING CONDUCTOR COUNT IS INSUFFICIENT TO ACCOMMODATE THE ADDITIONAL TRAFFIC SIGNAL HEAD. COMPLETE IN-CABINET WIRING TERMINATIONS AND ANY OTHER IN CABINET WORK REQUIRED IN ORDER FOR THE NEW HEAD TO FUNCTION.

2) INSTALL LOOP DETECTOR ACCORDING TO SDD: "LOOP DETECTOR INSTALLED IN EXISTING CONCRETE PAVEMENT WITH NEW ASPHALTIC OVERLAY". LOOP SHALL BE WIRED WITH 3 TURNS OF LOOP DETECTOR WIRE. VERIFY THAT LOOP FUNCTIONS AND MAKE ADJUSTMENTS TO IN-CABINET EQUIPMENT IF REQUIRED TO RESTORE FUNCTIONALITY OF PREVIOUS LOOP.

MATCH LINE 221+50

EXISTING R/W (TYP.)

CITY OF MENOMONIE (SAN)

ADJUSTING INLET COVERS (TYP.)

222+00 'US'

223+00 'US'

224+00 'US'

225+00 'US'

226+00 'US'

227+00 'US'

USH 12/STH 29 (STOUT RD)

SLOPE INTERCEPT (TYP.)

EXISTING R/W (TYP.)

24-7 TELCOM INC (T)

CITY OF MENOMONIE (SS)

CITY OF MENOMONIE (E)

8TH ST

TLE (TYP.)

6TH AVE

EXISTING R/W (TYP.)

CITY OF MENOMONIE (W)

N

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC SIGNAL SHEETS	SHEET 63	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021201-PD WITH SIGNALS.DWG
LAYOUT NAME - 215
PLOT DATE : 2/1/2022 3:24 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

CAUTION

SLOPE INTERCEPT (TYP.)

XCEL ENERGY (G)

AT&T WISCONSIN (FO)

CHARTER (OH)
XCEL ENERGY (OH)

TLE (TYP.)

PROPOSED R/W

CAUTION

XCEL ENERGY (G)

EXISTING R/W (TYP.)

CITY OF MENOMONIE (W)

264+00 'US'

265+00 'US'

266+00 'US'

267+00 'US'

268+00 'US'

269+00 'US'

CITY OF MENOMONIE (SS)

XCEL ENERGY (OH)

CHARTER (OH)

USH 12/STH 29 (STOUT RD)

CITY OF MENOMONIE (SAN)

CITY OF MENOMONIE (SS)

SEE NOTE 1

6'X20'
4 TURNS

EXISTING R/W (TYP.)

CINC (FO)

24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)

AT&T WISCONSIN (FO)

ADJUSTING INLET COVERS (TYP.)

XCEL ENERGY (G)

CAUTION

CITY OF MENOMONIE (E)

MATCH LINE 269+25

NOTES:

1) INSTALL LOOP DETECTOR ACCORDING TO SDD: "LOOP DETECTOR INSTALLED IN EXISTING CONCRETE PAVEMENT WITH NEW ASPHALTIC OVERLAY". LOOP SHALL BE WIRED WITH 4 TURNS OF LOOP DETECTOR WIRE. VERIFY THAT LOOP FUNCTIONS AND MAKE ADJUSTMENTS TO IN-CABINET EQUIPMENT IF REQUIRED TO RESTORE FUNCTIONALITY OF PREVIOUS LOOP.

CAUTION

CITY OF MENOMONIE (W)

XCEL ENERGY (G)

CHARTER (OH)
XCEL ENERGY (OH)

SLOPE INTERCEPT (TYP.)

MATCH LINE 269+25

CITY OF MENOMONIE (E)

AT&T WISCONSIN (FO)

270+00 'US'

271+00 'US'

272+00 'US'

273+00 'US'

CITY OF MENOMONIE (SAN)

USH 12/STH 29 (STOUT RD)

CITY OF MENOMONIE (SAN)

CITY OF MENOMONIE (E)

AT&T WISCONSIN (FO)
24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)

END PROJECT 7600-01-75
STA 270+00
MATCH EXISTING

CITY OF MENOMONIE (SS)

21ST ST

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC SIGNAL SHEETS	SHEET 64	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021201-PD WITH SIGNALS.DWG
LAYOUT NAME - 263

PLOT DATE : 2/1/2022 3:24 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- FLASHER HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, SOLAR PANEL, RADIO ANTENNA
- (XX) FLASHER HEAD, TRAFFIC SIGNAL POLE, TRANSPROMER BASE, SOLAR PANEL, RADIO ANTENNA
- X FLASHER HEAD NUMBER
- Y Y YELLOW RECTANGULAR RAPID FLASHING BEACON
- B PEDESTRIAN PUSH BUTTON

N

13TH ST

USH 12/STH 29 (STOUT RD)

EXISTING R/W (TYP.)

TLE (TYP.)

CITY OF MENOMONIE (W)

CITY OF MENOMONIE (SS)

CITY OF MENOMONIE (SAN)

AT&T WISCONSIN (OH)
CHARTER (OH)
XCEL ENERGY (OH)

24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)

AT&T WISCONSIN (T)
AT&T WISCONSIN (FO)

CHARTER (OH)
XCEL ENERGY (OH)

XCEL ENERGY (G)

CAUTION

STA. 242+39.5 'US'
26.1' LT

STA. 256+39.4 'US'
30.9' LT

15'

20'

242+00 'US'

243+00 'US'

244+00 'US'

STA. 255+87.5 'US'
26.8' RT

STA. 242+45.5 'US'
37.1' RT

STA. 243+26.9 'US'
28.8' RT

SEE NOTE 6

AT&T WISCONSIN (T)
AT&T WISCONSIN (FO)

NOTES:

1) LENSES ARE 7" W X 3" H.
2) SEE RRFB CONSTRUCTION DETAIL FOR RRFB SIGNS.
3) SEE RECTANGULAR RAPID FLASHING BEACON DETAIL FOR INFORMATION ON RRFB ASSEMBLIES.
4) THE FINAL LOCATION AND ORIENTATION OF PEDESTRIAN PUSH BUTTONS MUST ADHERE TO THE LATEST STANDARDS OF THE AMERICANS WITH DISABILITIES ACT.
5) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
6) USE CAUTION WHEN INSTALLING TRAFFIC POLE AND ARM NEAR OVERHEAD UTILITIES. COORDINATE WITH ALL OVERHEAD UTILITY OWNERS TO ENSURE SAFE SPACING BETWEEN OVERHEAD UTILITIES AND INSTALLATION CREWS, AND PROPOSED EQUIPMENT, AT ALL TIMES.

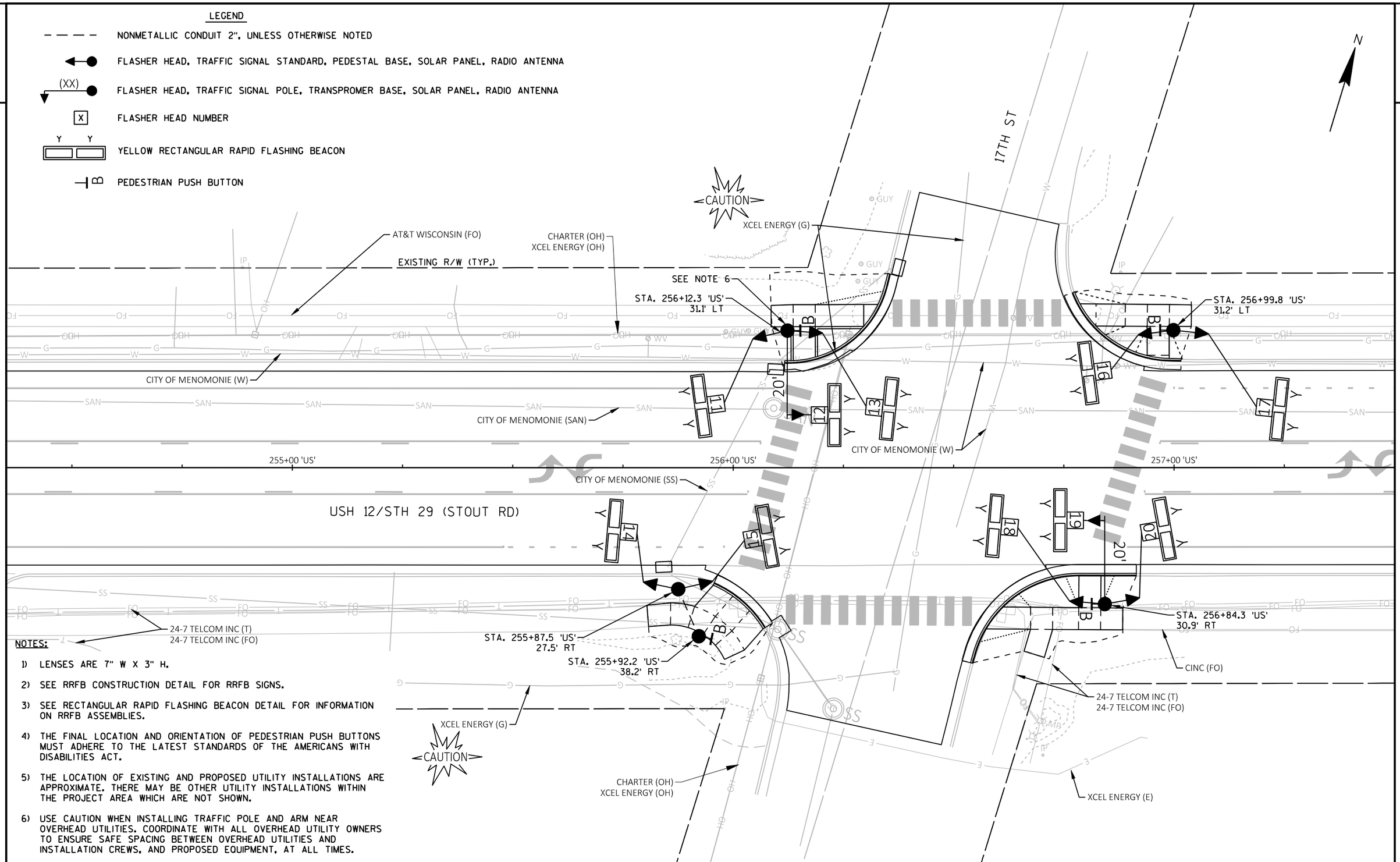
PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	RECTANGULAR RAPID FLASHING BEACON - 13TH ST	SHEET 65	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021201-PD-RRFB.DWG
LAYOUT NAME - 239
PLOT DATE : 1/28/2022 3:11 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 44

2

LEGEND

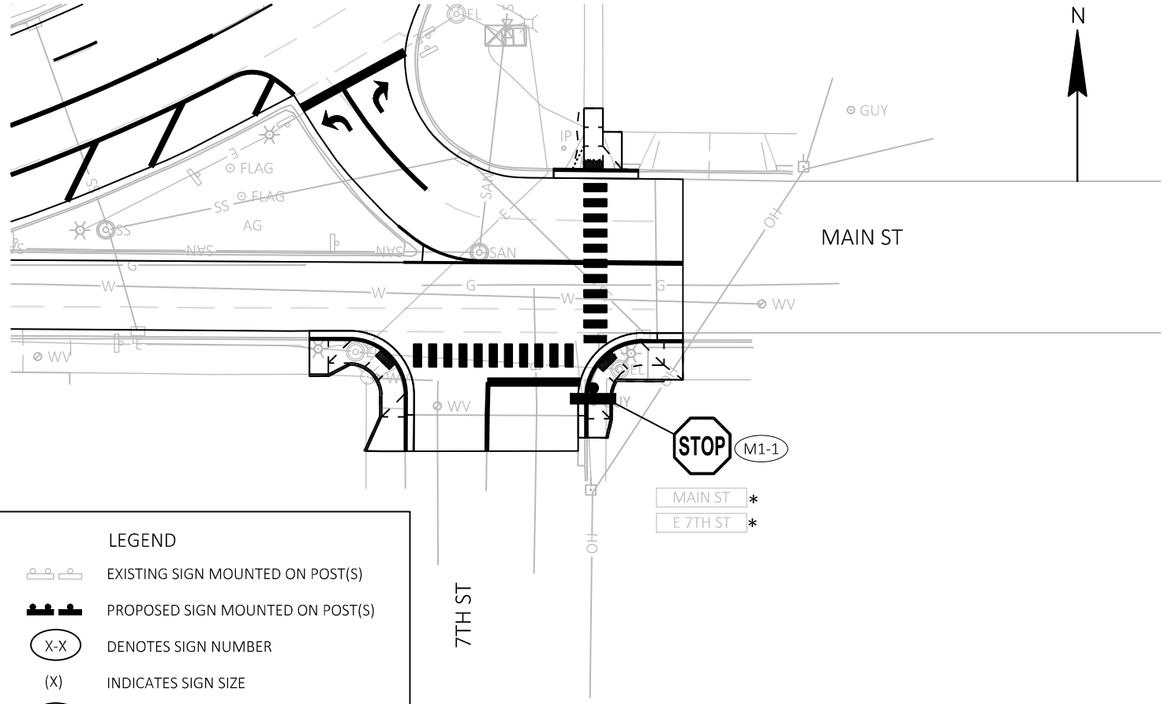
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- FLASHER HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, SOLAR PANEL, RADIO ANTENNA
- (XX) FLASHER HEAD, TRAFFIC SIGNAL POLE, TRANSPROMER BASE, SOLAR PANEL, RADIO ANTENNA
- X FLASHER HEAD NUMBER
- Y Y YELLOW RECTANGULAR RAPID FLASHING BEACON
- B PEDESTRIAN PUSH BUTTON



NOTES:

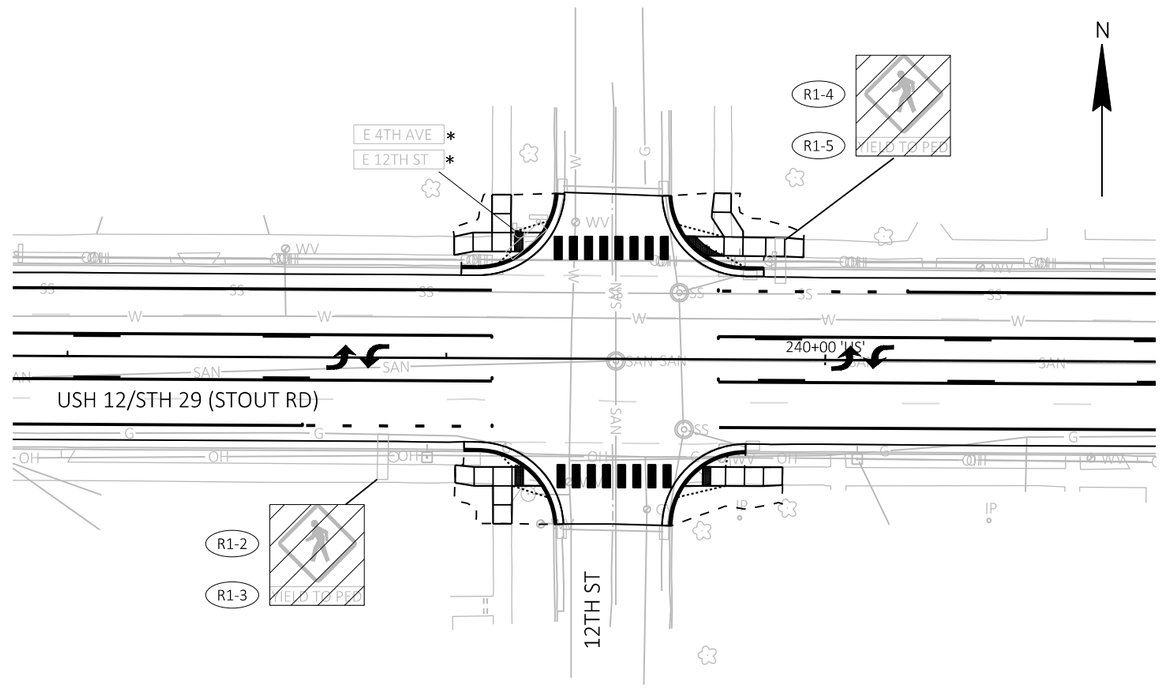
1) LENSES ARE 7" W X 3" H.
2) SEE RRFB CONSTRUCTION DETAIL FOR RRFB SIGNS.
3) SEE RECTANGULAR RAPID FLASHING BEACON DETAIL FOR INFORMATION ON RRFB ASSEMBLIES.
4) THE FINAL LOCATION AND ORIENTATION OF PEDESTRIAN PUSH BUTTONS MUST ADHERE TO THE LATEST STANDARDS OF THE AMERICANS WITH DISABILITIES ACT.
5) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
6) USE CAUTION WHEN INSTALLING TRAFFIC POLE AND ARM NEAR OVERHEAD UTILITIES. COORDINATE WITH ALL OVERHEAD UTILITY OWNERS TO ENSURE SAFE SPACING BETWEEN OVERHEAD UTILITIES AND INSTALLATION CREWS, AND PROPOSED EQUIPMENT, AT ALL TIMES.

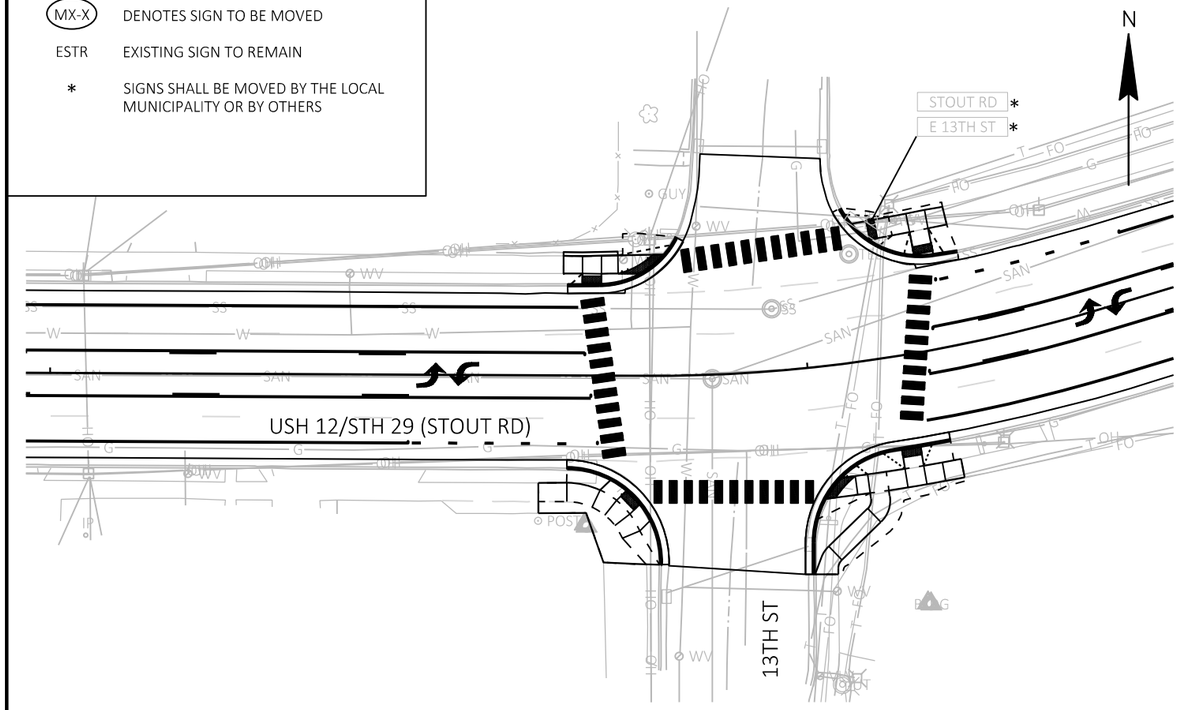
PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	RECTANGULAR RAPID FLASHING BEACON - 17TH ST	SHEET 66	E

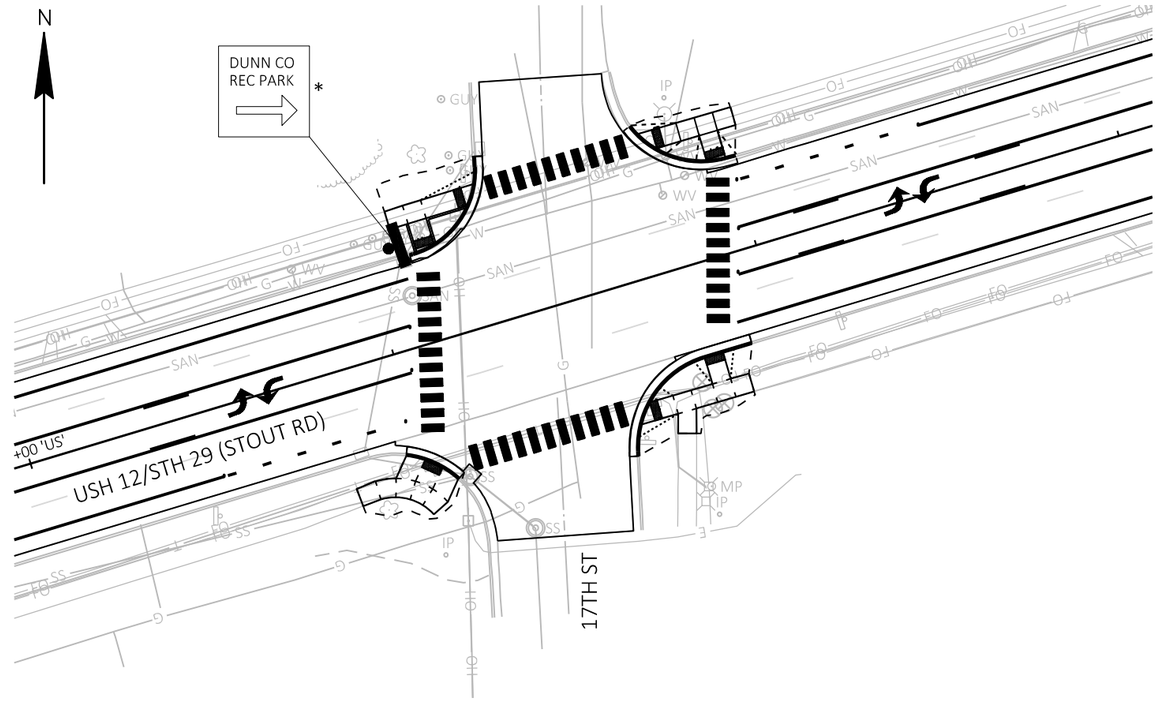


LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
X-X	DENOTES SIGN NUMBER
(X)	INDICATES SIGN SIZE
RX-X	DENOTES SIGN TO BE REMOVED
MX-X	DENOTES SIGN TO BE MOVED
ESTR	EXISTING SIGN TO REMAIN
*	SIGNS SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS



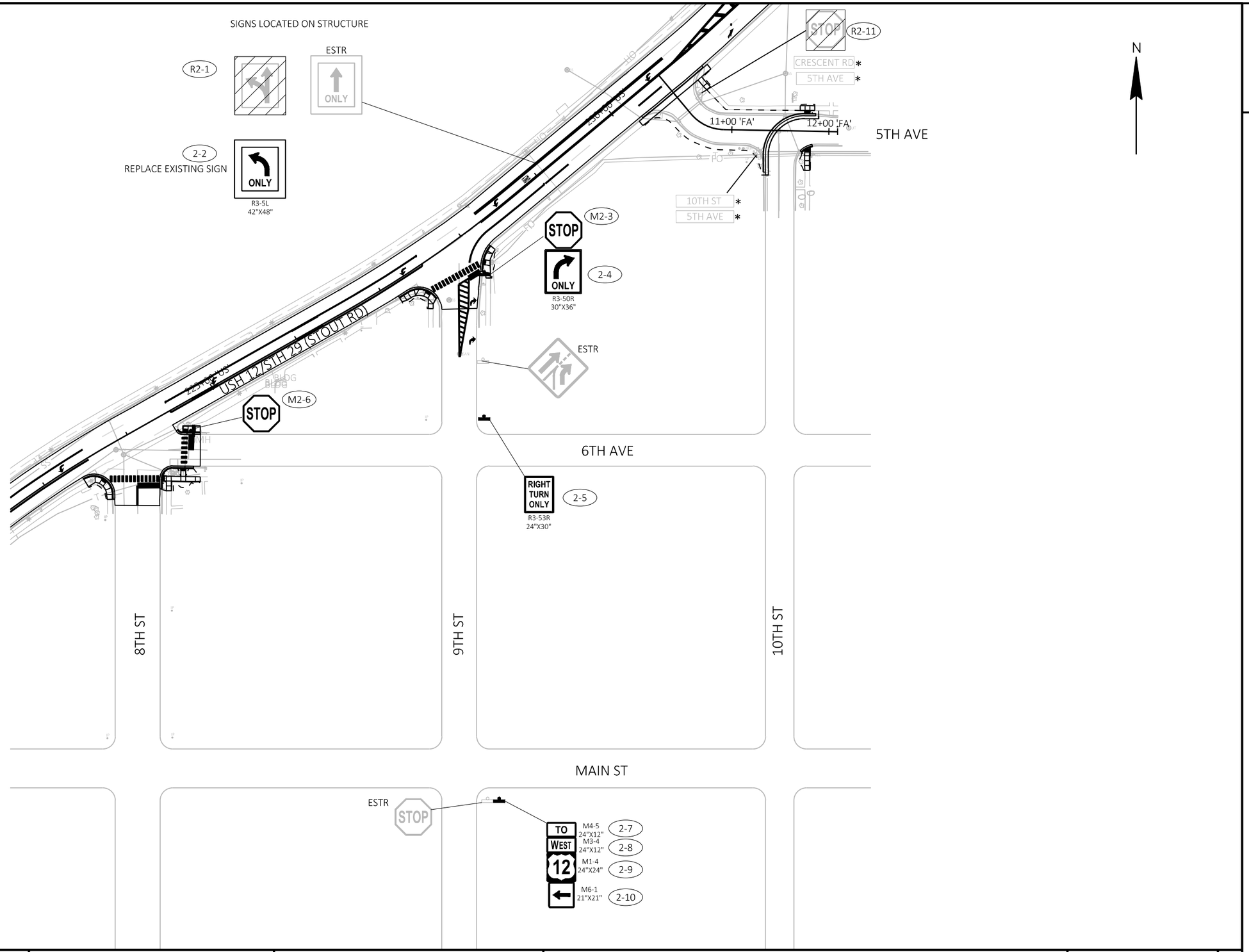




2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- X-X — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- RX-X — DENOTES SIGN TO BE REMOVED
- MX-X — DENOTES SIGN TO BE MOVED
- ESTR — EXISTING SIGN TO REMAIN
- * — SIGNS SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS



PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	PERMANENT SIGNING	SHEET 68	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 02

PLOT DATE : 1/29/2022 7:52 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

PAVEMENT MARKING LEGEND

1. MARKING STOP LINE EPOXY 18-INCH (WHITE)
2. MARKING LINE EPOXY 4-INCH (YELLOW-DOUBLE)
3. MARKING LINE EPOXY 4-INCH (WHITE - 12.5-FT LINE, 37.5-FT SKIP)
4. MARKING ARROW EPOXY (WHITE)
6. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
7. MARKING PARKING STALL EPOXY
8. MARKING LINE EPOXY 8-INCH (WHITE)
9. MARKING LINE EPOXY 4-INCH (YELLOW)
10. MARKING LINE EPOXY 4-INCH (YELLOW - 12.5-FT LINE, 37.5-FT SKIP)
11. MARKING WORD EPOXY (WHITE)
12. MARKING LINE EPOXY 4-INCH (WHITE - 3-FT LINE, 9-FT SKIP)
13. MARKING DIAGONAL EPOXY 12-INCH (WHITE)
14. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
15. MARKING CURB EPOXY (YELLOW)

MATCHLINE 215+75

MATCH LINE 221+50

USH 12/STH 29 (STOUT RD)

215+00 'US'

216+00 'US'

217+00 'US'

218+00 'US'

219+00 'US'

220+00 'US'

6TH ST

7TH ST

8TH ST

6TH AVE

MAIN ST

9TH ST

FLAG

AG

GUY

BLDG

IP

11' 12' 12'

12

4'

6'

* EXISTING CROSSWALK LOCATION TO BE REPLACED.

MATCH LINE 221+50

MATCH LINE 227+50

222+00 'US'

223+00 'US'

224+00 'US'

225+00 'US'

226+00 'US'

227+00 'US'

12' 12' 12'

* EXISTING CROSSWALK LOCATION TO BE REPLACED.

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	PAVEMENT MARKINGS	SHEET 69	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 215

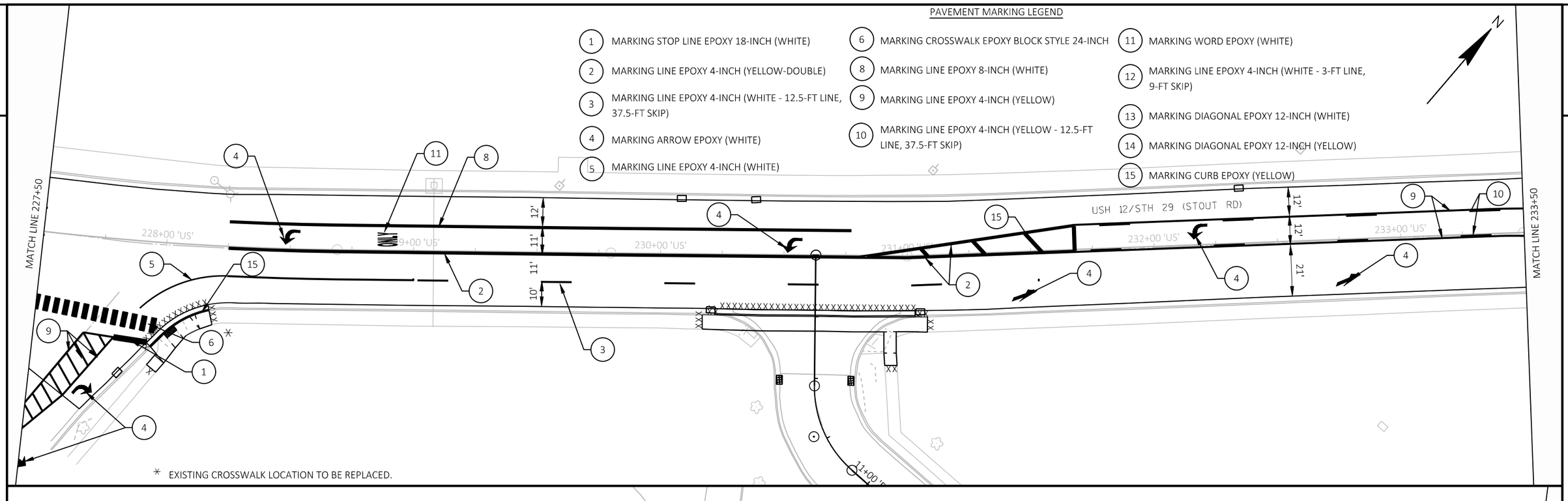
PLOT DATE : 1/27/2022 2:36 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

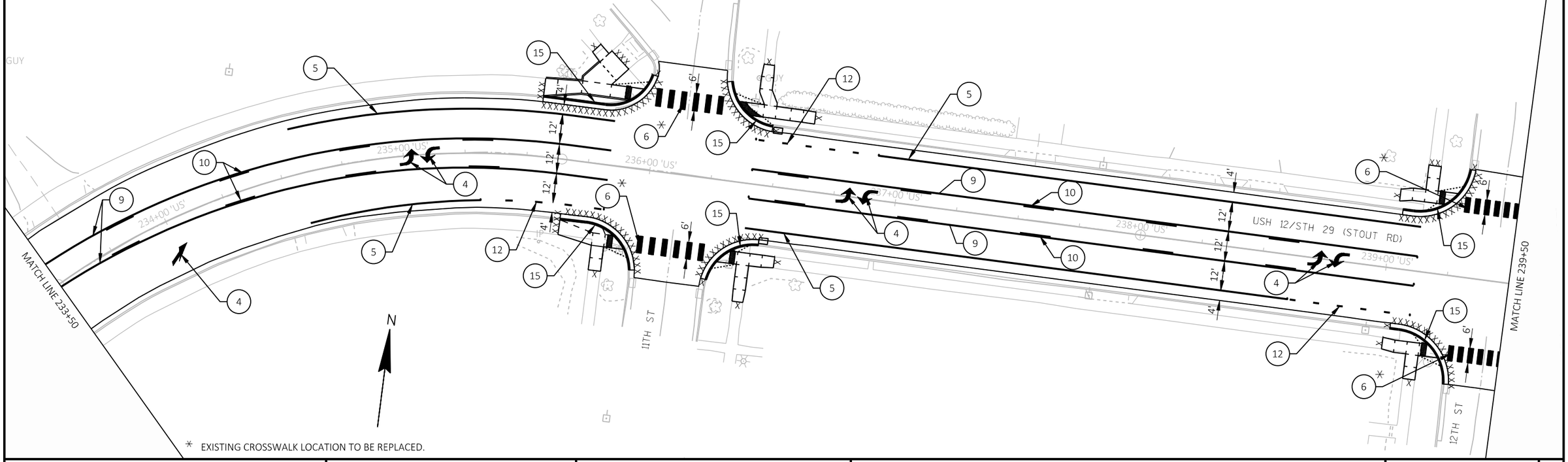
WISDOT/CADDS SHEET 44

2

PAVEMENT MARKING LEGEND

1. MARKING STOP LINE EPOXY 18-INCH (WHITE)
2. MARKING LINE EPOXY 4-INCH (YELLOW-DOUBLE)
3. MARKING LINE EPOXY 4-INCH (WHITE - 12.5-FT LINE, 37.5-FT SKIP)
4. MARKING ARROW EPOXY (WHITE)
5. MARKING LINE EPOXY 4-INCH (WHITE)
6. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
8. MARKING LINE EPOXY 8-INCH (WHITE)
9. MARKING LINE EPOXY 4-INCH (YELLOW)
10. MARKING LINE EPOXY 4-INCH (YELLOW - 12.5-FT LINE, 37.5-FT SKIP)
11. MARKING WORD EPOXY (WHITE)
12. MARKING LINE EPOXY 4-INCH (WHITE - 3-FT LINE, 9-FT SKIP)
13. MARKING DIAGONAL EPOXY 12-INCH (WHITE)
14. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
15. MARKING CURB EPOXY (YELLOW)





PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	PAVEMENT MARKINGS	SHEET 70	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 227

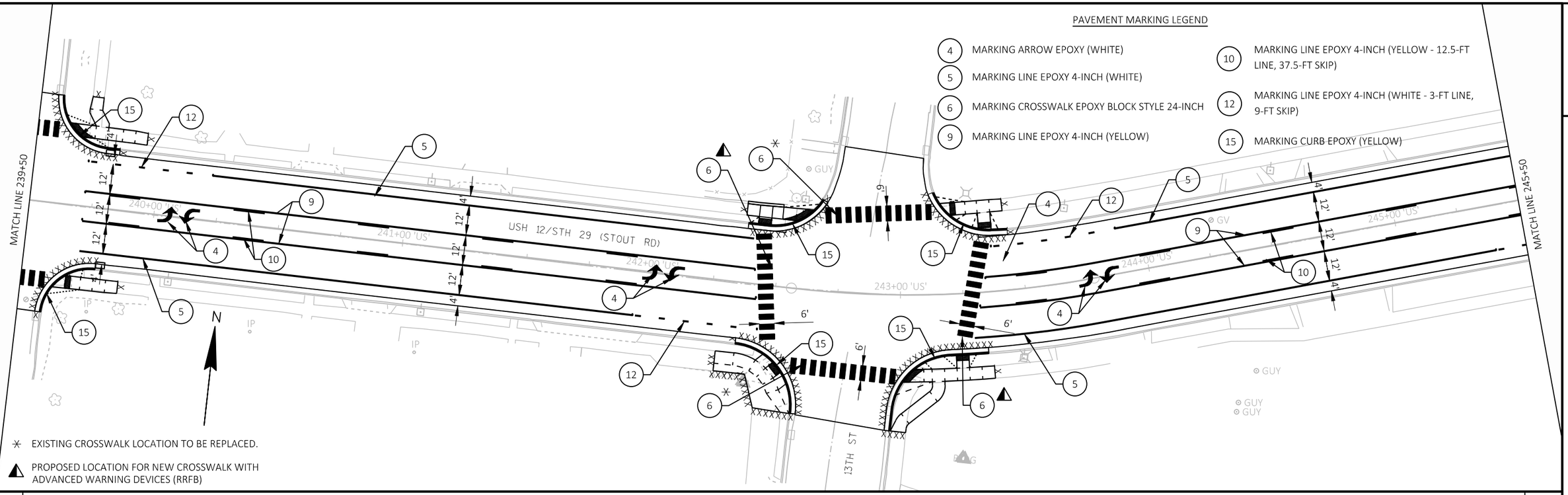
PLOT DATE : 1/27/2022 2:36 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

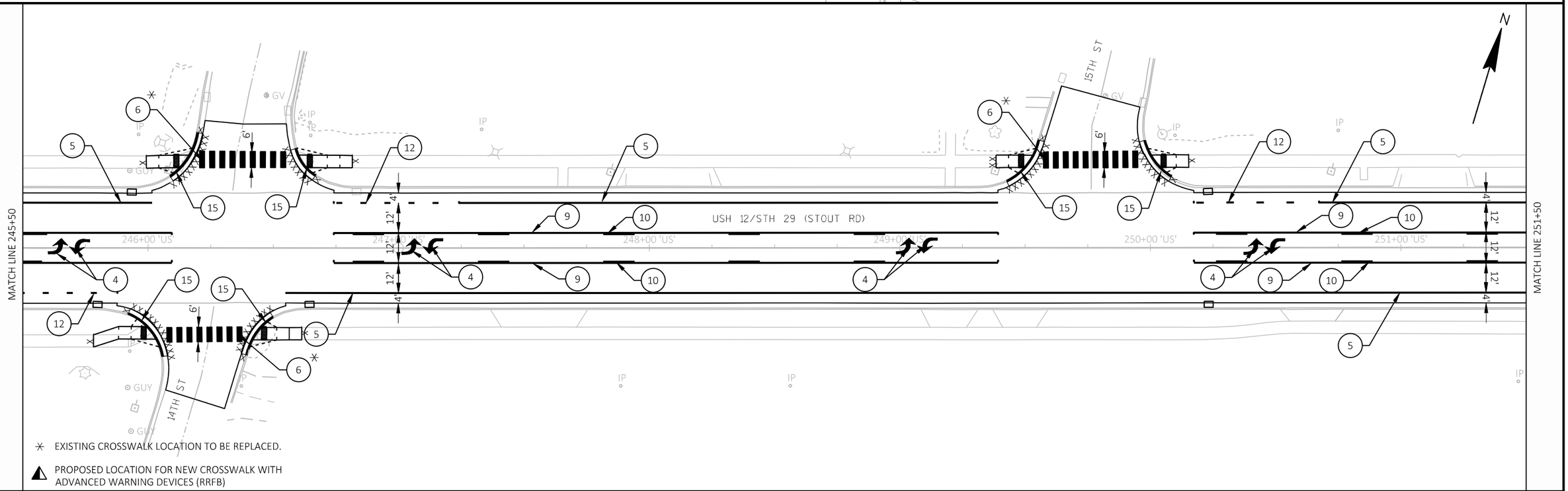
PAVEMENT MARKING LEGEND

- 4 MARKING ARROW EPOXY (WHITE)
- 5 MARKING LINE EPOXY 4-INCH (WHITE)
- 6 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- 9 MARKING LINE EPOXY 4-INCH (YELLOW)
- 10 MARKING LINE EPOXY 4-INCH (YELLOW - 12.5-FT LINE, 37.5-FT SKIP)
- 12 MARKING LINE EPOXY 4-INCH (WHITE - 3-FT LINE, 9-FT SKIP)
- 15 MARKING CURB EPOXY (YELLOW)



EXISTING CROSSWALK LOCATION TO BE REPLACED.

PROPOSED LOCATION FOR NEW CROSSWALK WITH ADVANCED WARNING DEVICES (RRFB)



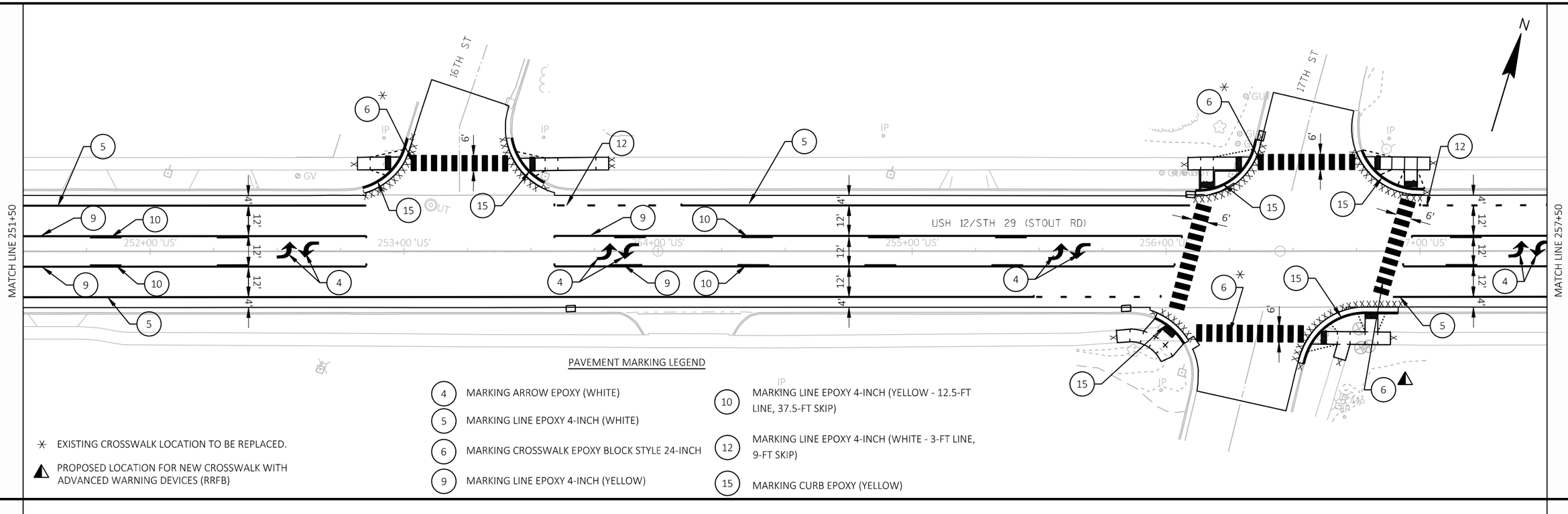
EXISTING CROSSWALK LOCATION TO BE REPLACED.

PROPOSED LOCATION FOR NEW CROSSWALK WITH ADVANCED WARNING DEVICES (RRFB)

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	PAVEMENT MARKINGS	SHEET 71	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 239

PLOT DATE : 1/27/2022 2:37 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

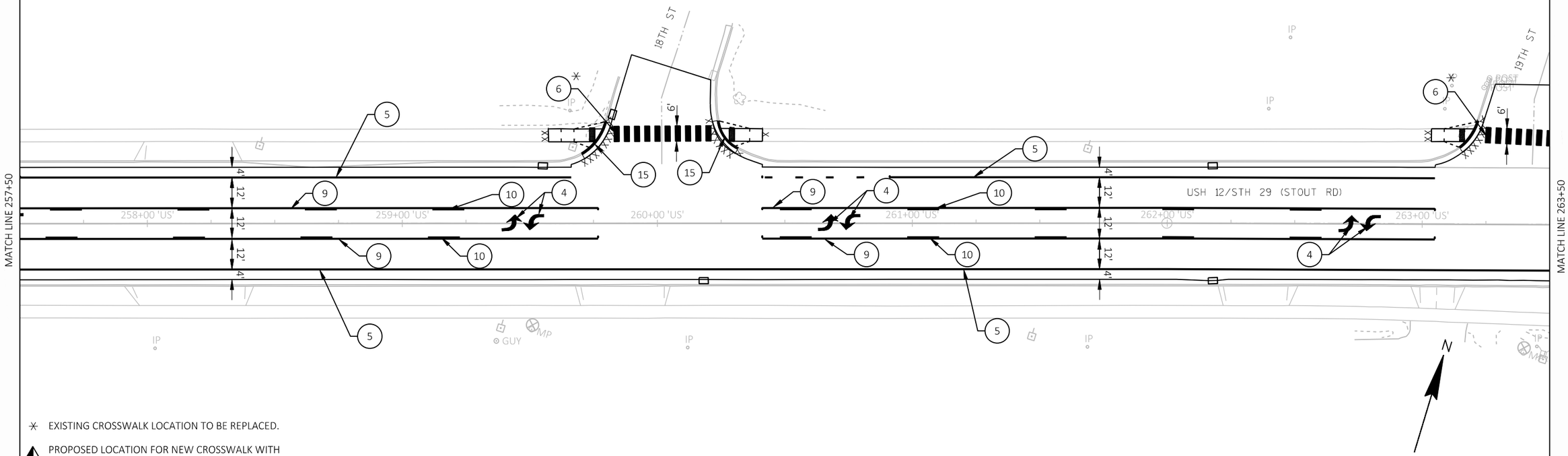


PAVEMENT MARKING LEGEND

- 4 MARKING ARROW EPOXY (WHITE)
- 5 MARKING LINE EPOXY 4-INCH (WHITE)
- 6 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- 9 MARKING LINE EPOXY 4-INCH (YELLOW)
- 10 MARKING LINE EPOXY 4-INCH (YELLOW - 12.5-FT LINE, 37.5-FT SKIP)
- 12 MARKING LINE EPOXY 4-INCH (WHITE - 3-FT LINE, 9-FT SKIP)
- 15 MARKING CURB EPOXY (YELLOW)

✳ EXISTING CROSSWALK LOCATION TO BE REPLACED.

◭ PROPOSED LOCATION FOR NEW CROSSWALK WITH ADVANCED WARNING DEVICES (RRFB)



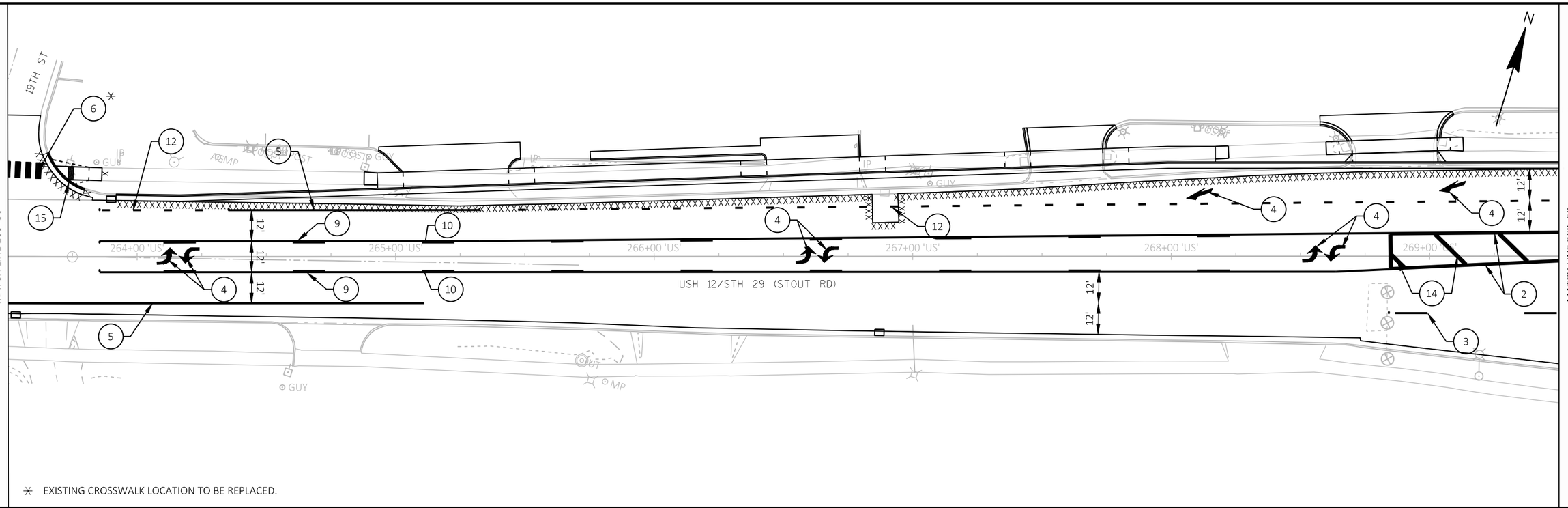
✳ EXISTING CROSSWALK LOCATION TO BE REPLACED.

◭ PROPOSED LOCATION FOR NEW CROSSWALK WITH ADVANCED WARNING DEVICES (RRFB)

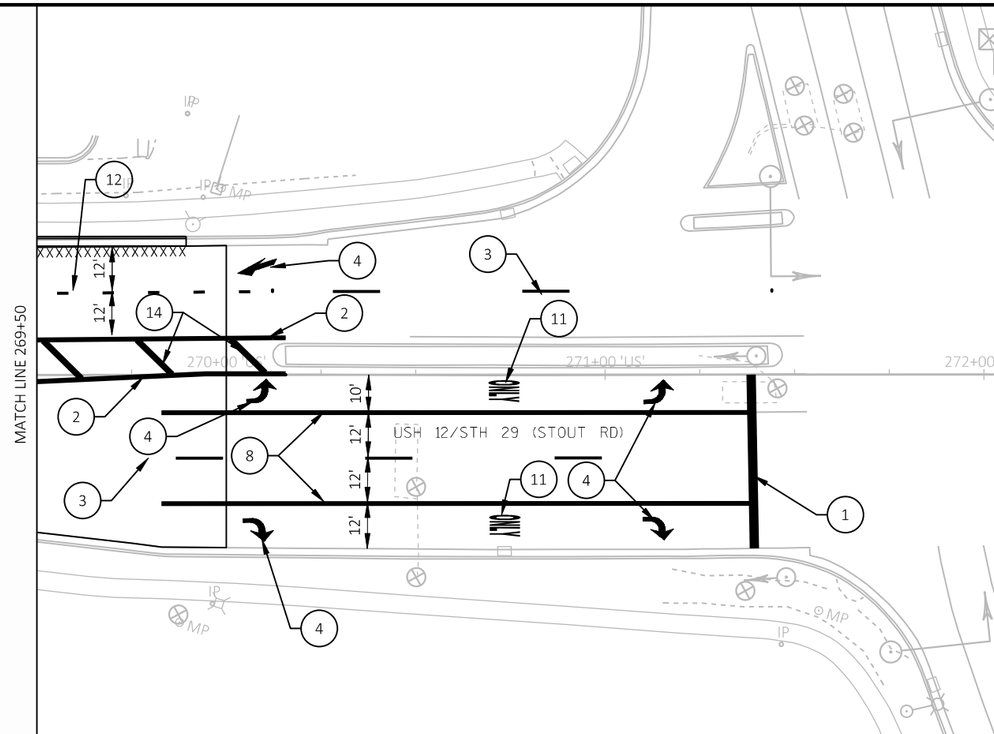
PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	PAVEMENT MARKINGS	SHEET 72	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 251

PLOT DATE : 1/27/2022 2:37 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT



✳ EXISTING CROSSWALK LOCATION TO BE REPLACED.



PAVEMENT MARKING LEGEND

1. MARKING STOP LINE EPOXY 18-INCH (WHITE)
2. MARKING LINE EPOXY 4-INCH (YELLOW-DOUBLE)
3. MARKING LINE EPOXY 4-INCH (WHITE - 12.5-FT LINE, 37.5-FT SKIP)
4. MARKING ARROW EPOXY (WHITE)
5. MARKING LINE EPOXY 4-INCH (WHITE)
6. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
8. MARKING LINE EPOXY 8-INCH (WHITE)
9. MARKING LINE EPOXY 4-INCH (YELLOW)
10. MARKING LINE EPOXY 4-INCH (YELLOW - 12.5-FT LINE, 37.5-FT SKIP)
11. MARKING WORD EPOXY (WHITE)
12. MARKING LINE EPOXY 4-INCH (WHITE - 3-FT LINE, 9-FT SKIP)
14. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
15. MARKING CURB EPOXY (YELLOW)

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	PAVEMENT MARKINGS	SHEET 73	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 263
PLOT DATE : 1/27/2022 2:37 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

STAGE 1

TRAFFIC OPERATIONS:

USH 12/STH 29 SHALL REMAIN OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR LANE/SHOULDER CLOSURES FOR CURB RAMP REPLACEMENT

CONSTRUCTION OPERATIONS:

- CURB RAMP REPLACEMENT

NOTES:

REFER TO THE FOLLOWING TRAFFIC CONTROL DETAILS, AS WELL AS STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER:

- SEE S.D.D. "ADVANCED WIDTH RESTRICTION SIGNING"
-
- SEE S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
- SEE S.D.D. "CHANNELIZING DEVICES, DRUMS, CONES, BARRICADES, AND VERTICAL PANELS"
- SEE S.D.D. "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY"
- SEE S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"
- SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

TRAFFIC CONTROL GENERAL NOTES:

- 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.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS, ARROW BOARDS, AND SIGN MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE SIGNS, ARROW BOARDS, AND SIGN MESSAGE BOARDS.
- IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.
- ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO PART VI OF THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
- THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST.

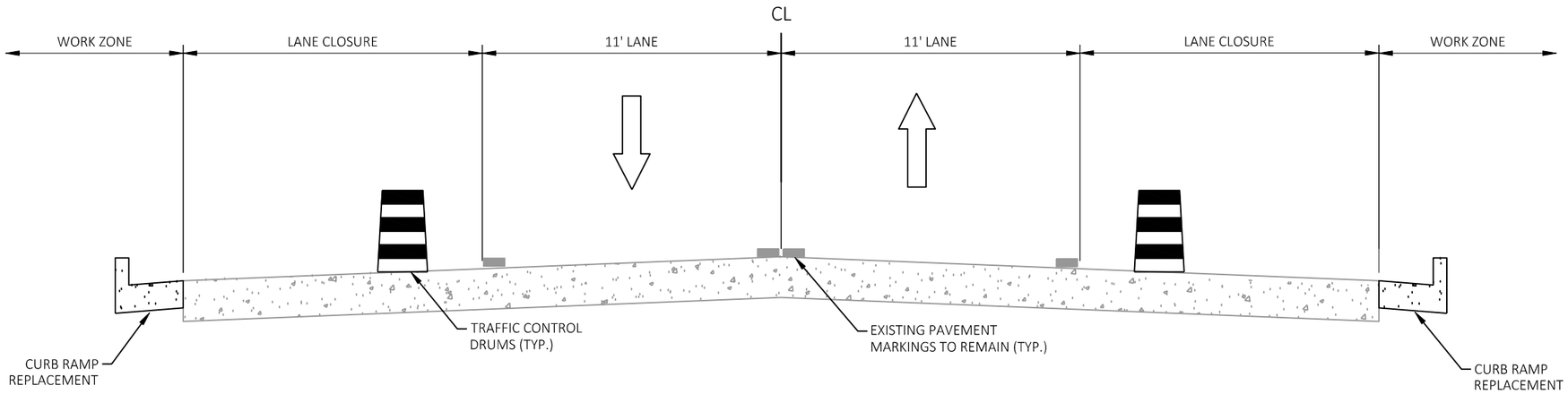
PCMS MESSAGE PLAN

EVENT	PANEL 1	PANEL 2	NOTES
START OF CONSTRUCTION	USH 12 WORK TO BEGIN	(DATE)	PLACE TWO WEEKS PRIOR TO CONSTRUCTION STARTING
START OF NEW STAGE	TRAFFIC PATTERN TO CHANGE	(DATE)	PLACE ONE WEEK PRIOR TO CHANGING STAGES

LEGEND

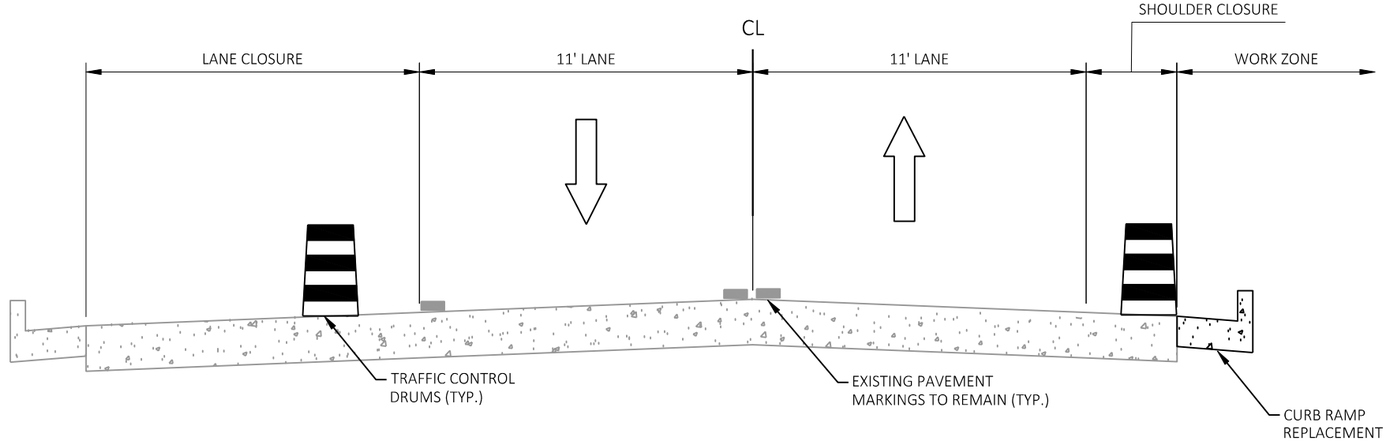
- TYPE II BARRICADE WITH ATTACHED SIGN AND TYPE A LIGHTS
- TYPE III BARRICADE WITH TYPE A LIGHTS
- TYPE III BARRICADE WTH ATTACHED SIGN AND TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- PCMS — TRAFFIC CONTROL SIGNS PCMS

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 1 NOTES	SHEET 74	E



TRAFFIC CONTROL TYPICAL SECTION

STA. 215+90'US' - STA. 219+79'US'
STA. 228+25'US' - STA. 270+00'US'

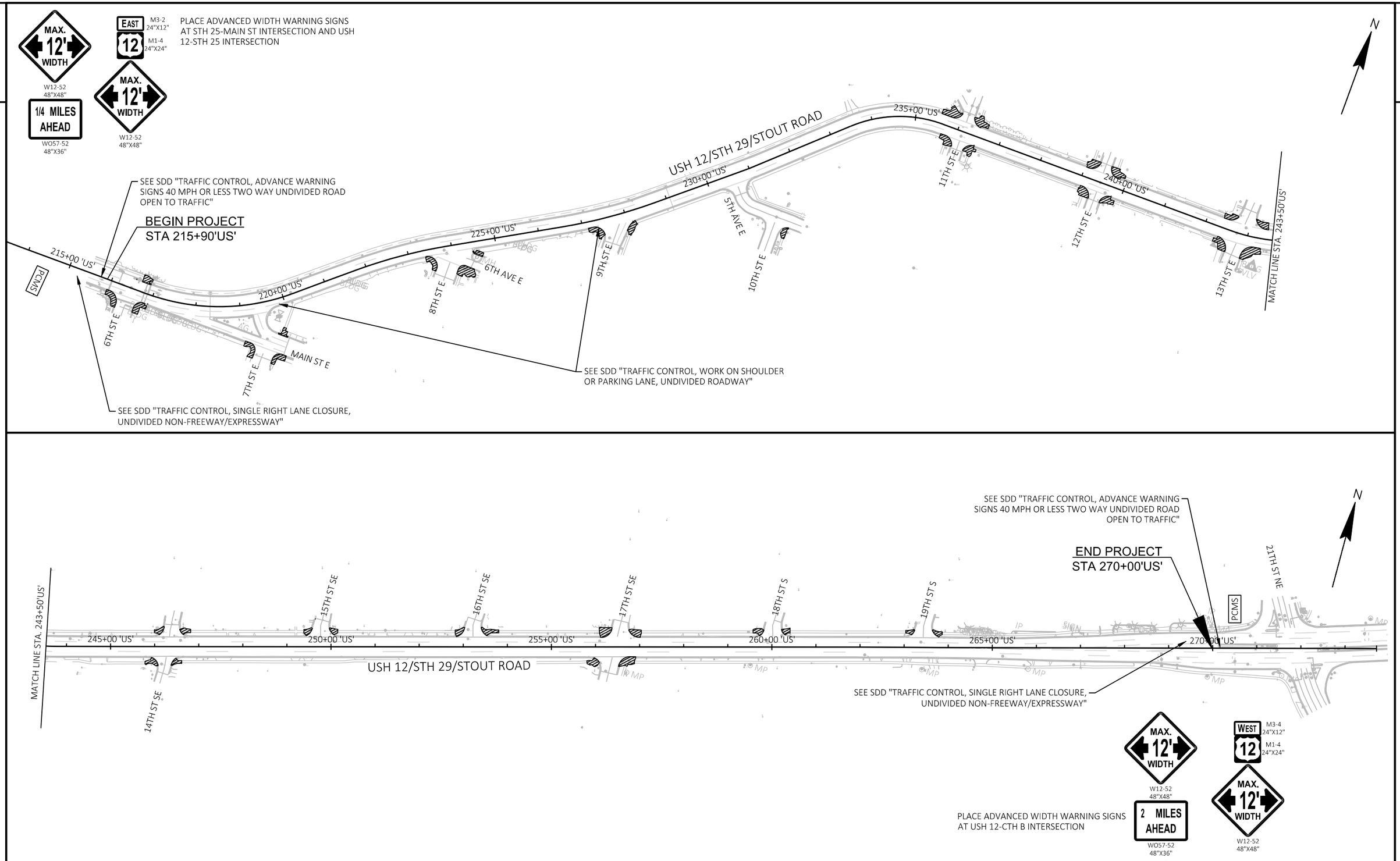


TRAFFIC CONTROL TYPICAL SECTION

STA. 219+79'US' - STA. 228+25'US'

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 1 TYPICAL SECTIONS	SHEET 75	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 1.DWG
LAYOUT NAME - 02
PLOT DATE : 1/29/2022 7:59 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:5 FT



PROJECT NO: 7600-01-75	HWY: USH 12/STH 29	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 1 OVERVIEW	SHEET 76	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 1.DWG
LAYOUT NAME - 04

PLOT DATE : 1/29/2022 7:59 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

STAGE 2

TRAFFIC OPERATIONS:

USH 12/STH 29: BOP - 7TH STREET

- ALL WESTBOUND TRAFFIC TO BE SHIFTED TO UTILIZE THE OUTSIDE WESTBOUND LANE.
- EASTBOUND TRAFFIC TO UTILIZE THE ORIGINAL EASTBOUND LANE CONFIGURATION.
- INTERSECTIONS TO CLOSE AS REQUIRED, BUT CONTRACTOR NOT TO CLOSE CONSECUTIVE INTERSECTIONS. CLOSED INTERSECTIONS TO OPEN AFTER REQUIRED WORK IS COMPLETED.

USH 12/STH 29: 7TH STREET - 9TH STREET

- ALL WESTBOUND TRAFFIC TO BE SHIFTED TO UTILIZE THE OUTSIDE WESTBOUND LANE.
- EASTBOUND TRAFFIC TO UTILIZE EASTBOUND LANE
- INTERSECTIONS TO CLOSE AS REQUIRED, BUT CONTRACTOR NOT TO CLOSE CONSECUTIVE INTERSECTIONS. CLOSED INTERSECTIONS TO OPEN AFTER REQUIRED WORK IS COMPLETED.
- LEFT-TURN ACCESS FOR WESTBOUND TRAFFIC TO BE MAINTAINED AT 9TH STREET UNLESS INTERSECTION IS CLOSED FOR REQUIRED CONSTRUCTION.

USH 12/STH 29: 9TH STREET - EOP

- EASTBOUND AND WESTBOUND TRAFFIC MOVED TO THE OUTSIDE LANES.
- INTERSECTIONS TO CLOSE AS REQUIRED, BUT CONTRACTOR NOT TO CLOSE CONSECUTIVE INTERSECTIONS. CLOSED INTERSECTIONS TO OPEN AFTER REQUIRED WORK IS COMPLETED.
- LEFT-TURN ACCESS FOR EASTBOUND AND WESTBOUND TRAFFIC TO BE MAINTAINED AT 13TH STREET UNLESS INTERSECTION IS CLOSED FOR REQUIRED CONSTRUCTION.
- LEFT-TURN ACCESS FOR EASTBOUND AND WESTBOUND TRAFFIC TO BE MAINTAINED AT 17TH STREET UNLESS INTERSECTION IS CLOSED FOR REQUIRED CONSTRUCTION.

CONSTRUCTION OPERATIONS:

USH 12/STH 29: BOP - 7TH STREET

- MILLING TO BE COMPLETED ON INSIDE WESTBOUND LANE INCLUDING INTERSECTIONS
- COMPLETE ALL REQUIRED LATERAL AND LONGITUDINAL JOINT REPAIRS ON INSIDE WESTBOUND LANE INCLUDING INTERSECTIONS
- PAVING TO BE COMPLETED ON INSIDE WESTBOUND LANE INCLUDING INTERSECTIONS
- CLOSE INTERSECTIONS AS REQUIRED TO COMPLETE WORK

USH 12/STH 29: 7TH STREET - 9TH STREET

- MILLING TO BE COMPLETED ON INSIDE WESTBOUND LANE INCLUDING INTERSECTIONS
- COMPLETE ALL REQUIRED LATERAL AND LONGITUDINAL JOINT REPAIRS ON INSIDE WESTBOUND LANE INCLUDING INTERSECTIONS
- PAVING TO BE COMPLETED ON INSIDE WESTBOUND LANE INCLUDING INTERSECTIONS
- CLOSE INTERSECTIONS AS REQUIRED TO COMPLETE WORK

USH 12/STH 29: 9TH STREET - EOP

- MILLING TO BE COMPLETED ON INSIDE LANES INCLUDING INTERSECTIONS
- COMPLETE ALL REQUIRED LATERAL AND LONGITUDINAL JOINT REPAIRS ON INSIDE LANES INCLUDING INTERSECTIONS
- PAVING TO BE COMPLETED ON INSIDE LANES INCLUDING INTERSECTIONS
- CLOSE INTERSECTIONS AS REQUIRED TO COMPLETE WORK

NOTES:

REFER TO THE FOLLOWING TRAFFIC CONTROL DETAILS, AS WELL AS STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER:

- SEE S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS UNDIVIDED ROAD OPEN TO TRAFFIC"
- SEE S.D.D. "ADVANCED WIDTH RESTRICTION SIGNING"
- SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
- SEE S.D.D. "CHANNELIZING DEVICES, DRUMS, CONES, BARRICADES, AND VERTICAL PANELS"
- SEE S.D.D. "PAVEMENT MARKING (TURN LANES)"
- SEE S.D.D. "PAVEMENT MARKING ARROWS"
- SEE S.D.D. "TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER"
- SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY"
- SEE S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE"
- SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
- SEE S.D.D. "TRAFFIC CONTROL, DROP-OFF SIGNING"

TRAFFIC CONTROL GENERAL NOTES:

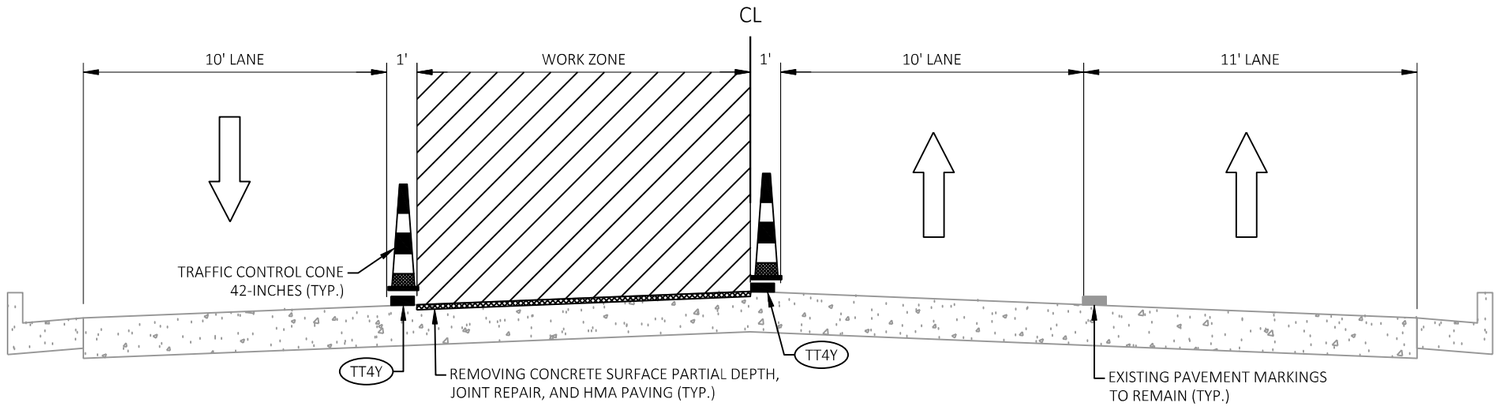
- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS, ARROW BOARDS, AND SIGN MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE SIGNS, ARROW BOARDS, AND SIGN MESSAGE BOARDS.
- IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.
- ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO PART VI OF THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
- THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST.

PCMS MESSAGE PLAN

EVENT	PANEL 1	PANEL 2	NOTES
START OF NEW STAGE	TRAFFIC PATTERN TO CHANGE	(DATE)	PLACE ONE WEEK PRIOR TO CHANGING STAGES

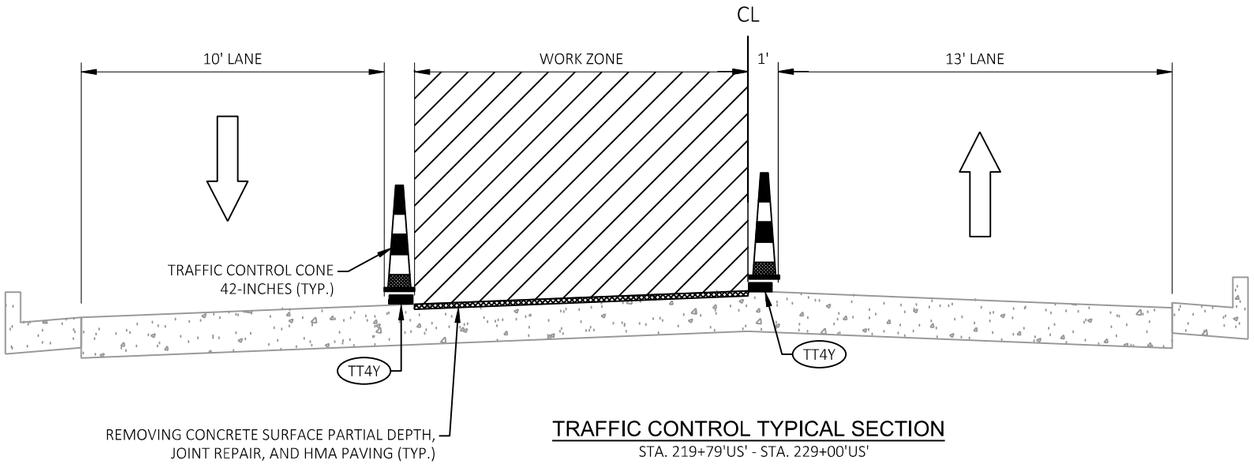
LEGEND

- TYPE II BARRICADE WITH ATTACHED SIGN AND TYPE A LIGHTS
- TYPE III BARRICADE WITH TYPE A LIGHTS
- TYPE III BARRICADE WTH ATTACHED SIGN AND TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL CONE 42-INCH
- PCMS — TRAFFIC CONTROL SIGNS PCMS
- TT4Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- TT4W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- TT8W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)



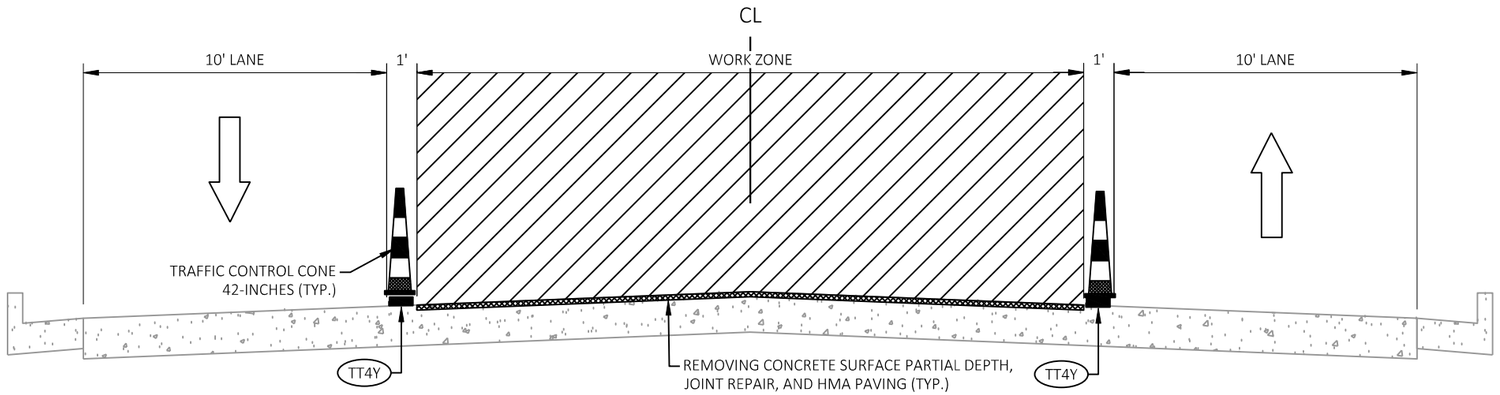
TRAFFIC CONTROL TYPICAL SECTION

STA. 215+90'US' - STA. 219+79'US'



TRAFFIC CONTROL TYPICAL SECTION

STA. 219+79'US' - STA. 229+00'US'

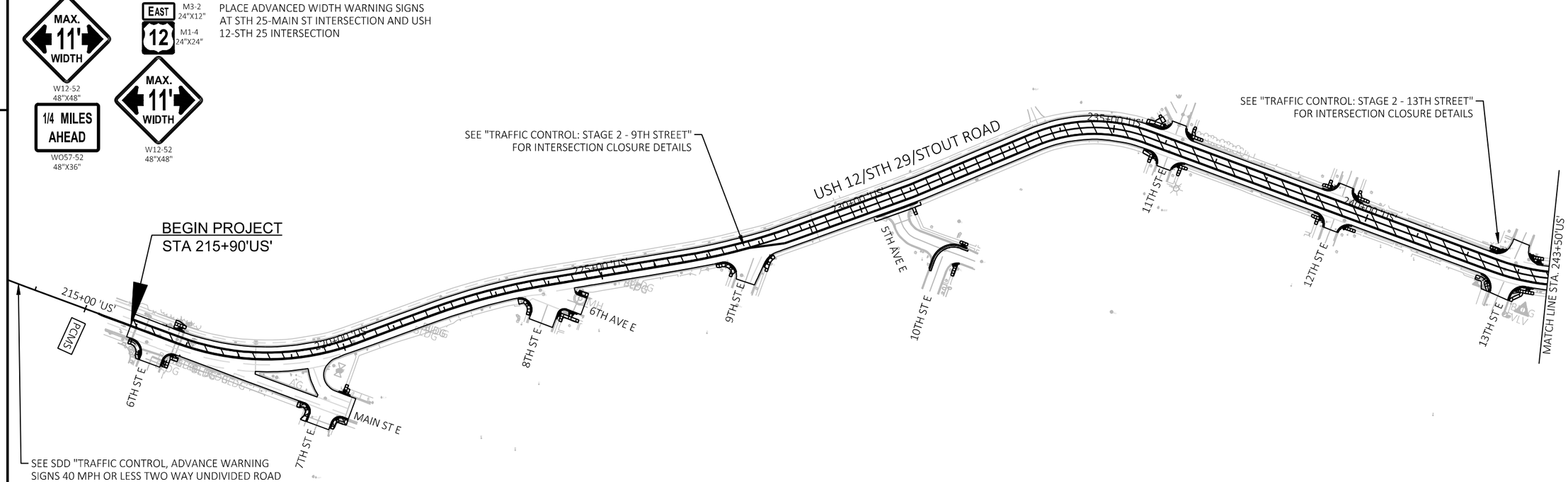


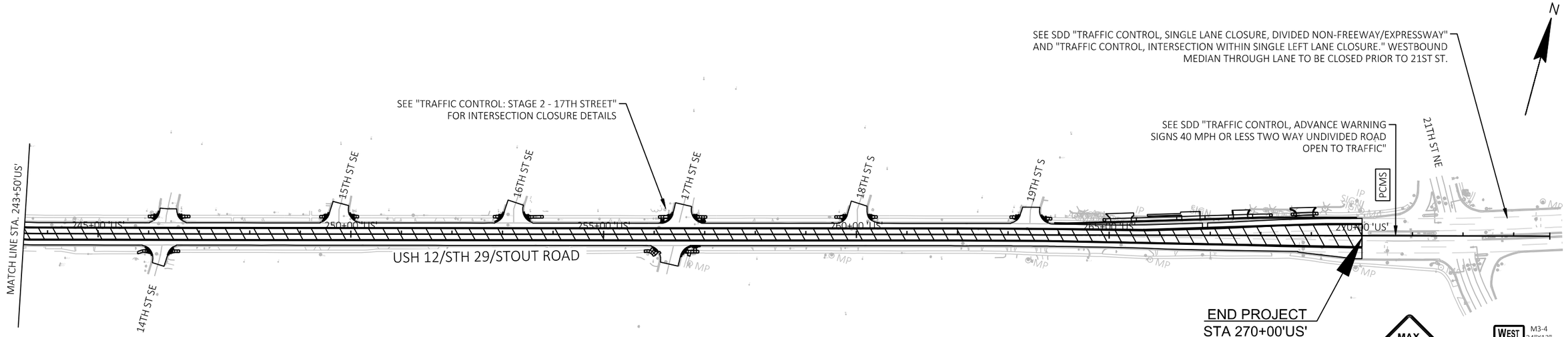
TRAFFIC CONTROL TYPICAL SECTION

STA. 229+00'US' - STA. 270+00'US'

M3-2 24"X12"
M1-4 24"X24"

PLACE ADVANCED WIDTH WARNING SIGNS AT STH 25-MAIN ST INTERSECTION AND USH 12-STH 25 INTERSECTION





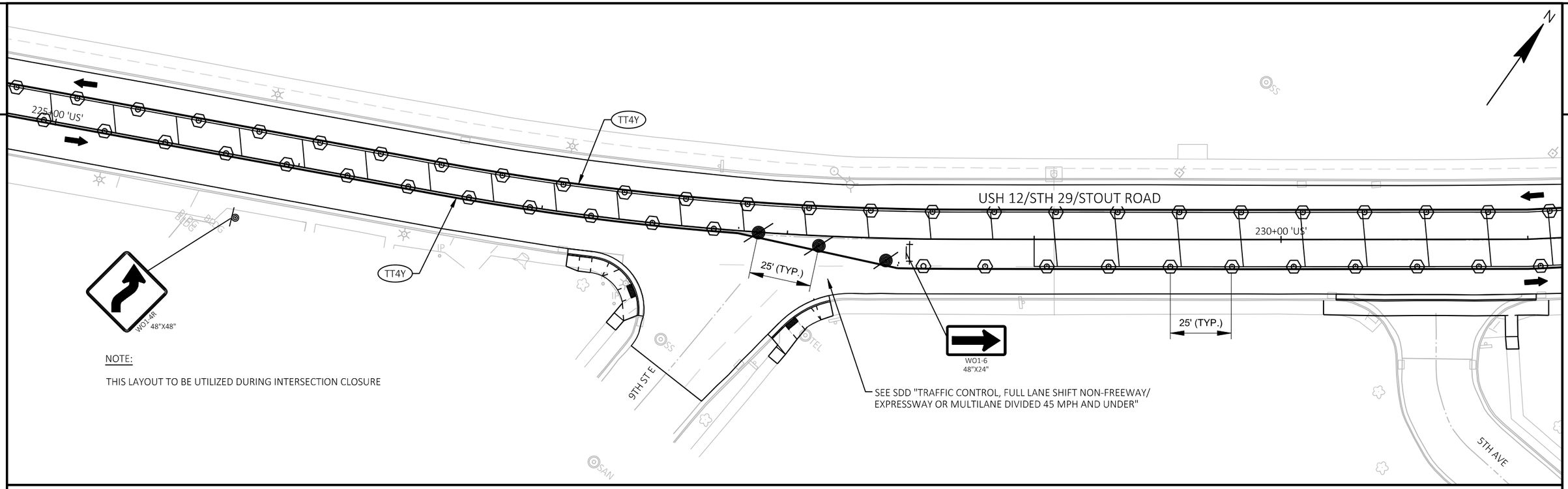


PLACE ADVANCED WIDTH WARNING SIGNS AT USH 12-CTH B INTERSECTION



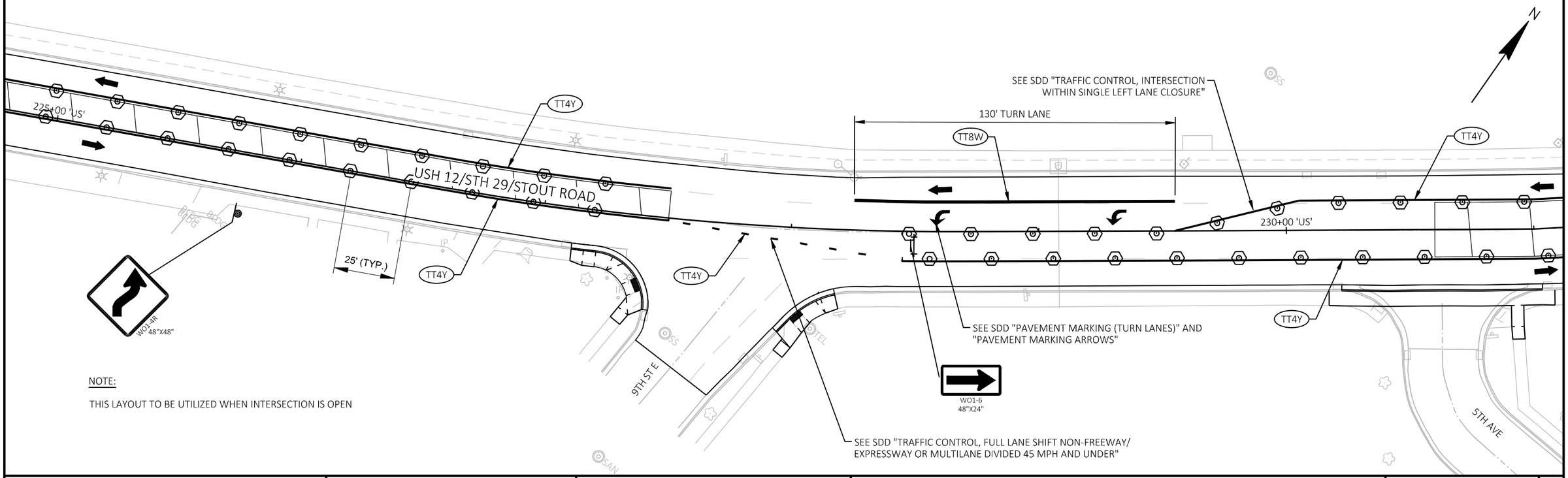
M3-4 24"X12"
M1-4 24"X24"

PROJECT NO: 7600-01-75	HWY: USH 12/STH 29	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 2 OVERVIEW	SHEET 79	E



NOTE:

THIS LAYOUT TO BE UTILIZED DURING INTERSECTION CLOSURE



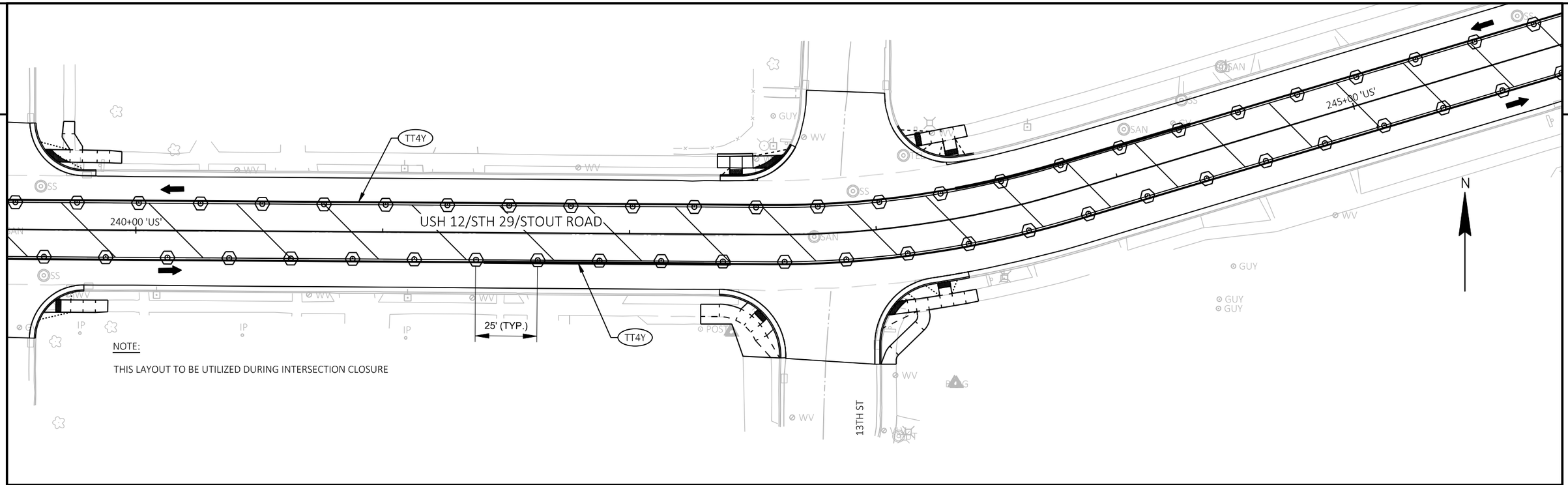
NOTE:

THIS LAYOUT TO BE UTILIZED WHEN INTERSECTION IS OPEN

PROJECT NO: 7600-01-75	HWY: USH 12/STH 29	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 2 - 9TH STREET	SHEET 80	E

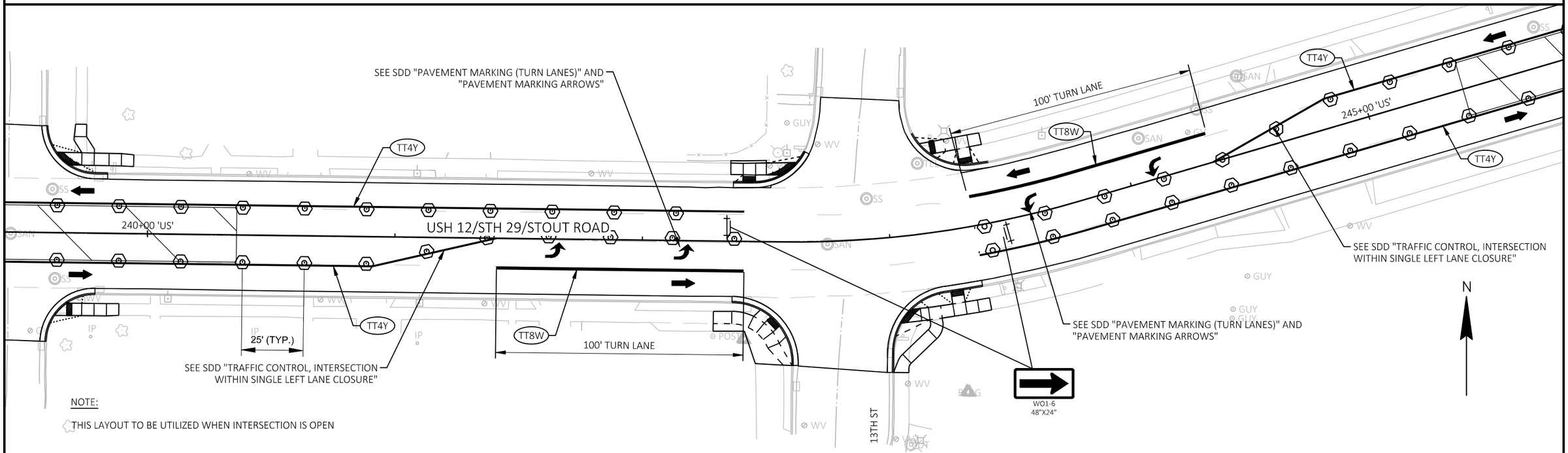
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LAYOUT NAME - 05

PLOT DATE : 1/29/2022 8:05 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT



NOTE:

THIS LAYOUT TO BE UTILIZED DURING INTERSECTION CLOSURE



NOTE:

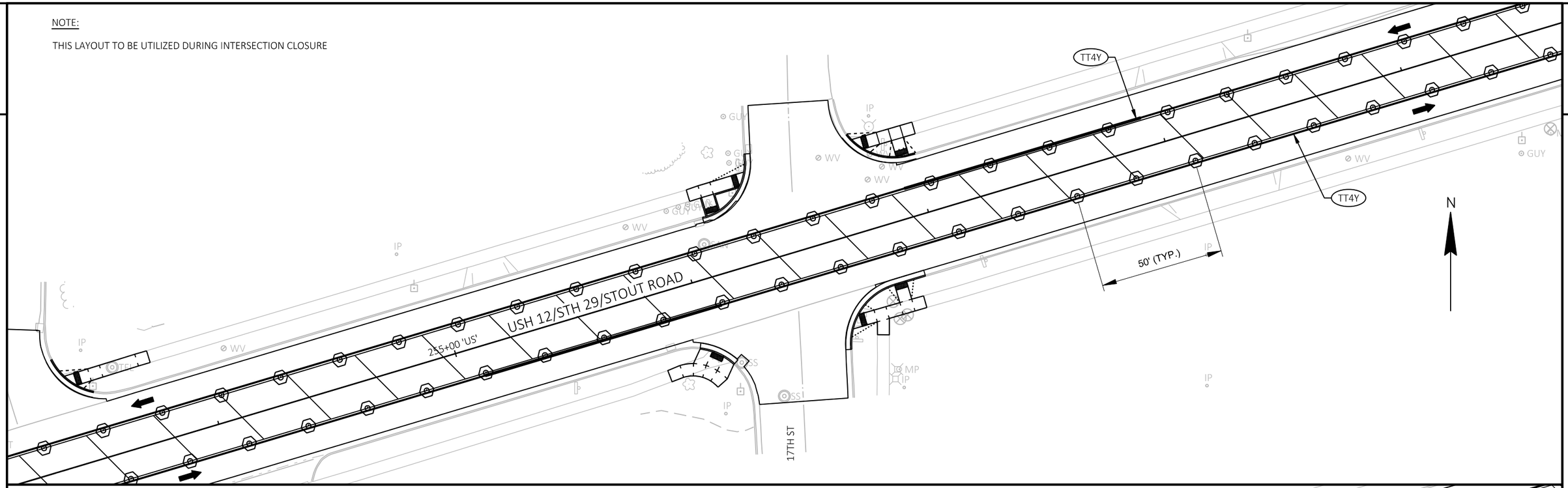
THIS LAYOUT TO BE UTILIZED WHEN INTERSECTION IS OPEN

PROJECT NO: 7600-01-75	HWY: USH 12/STH 29	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 2 - 13TH STREET	SHEET 81	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 2.DWG
LAYOUT NAME - 06
PLOT DATE : 1/29/2022 8:05 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

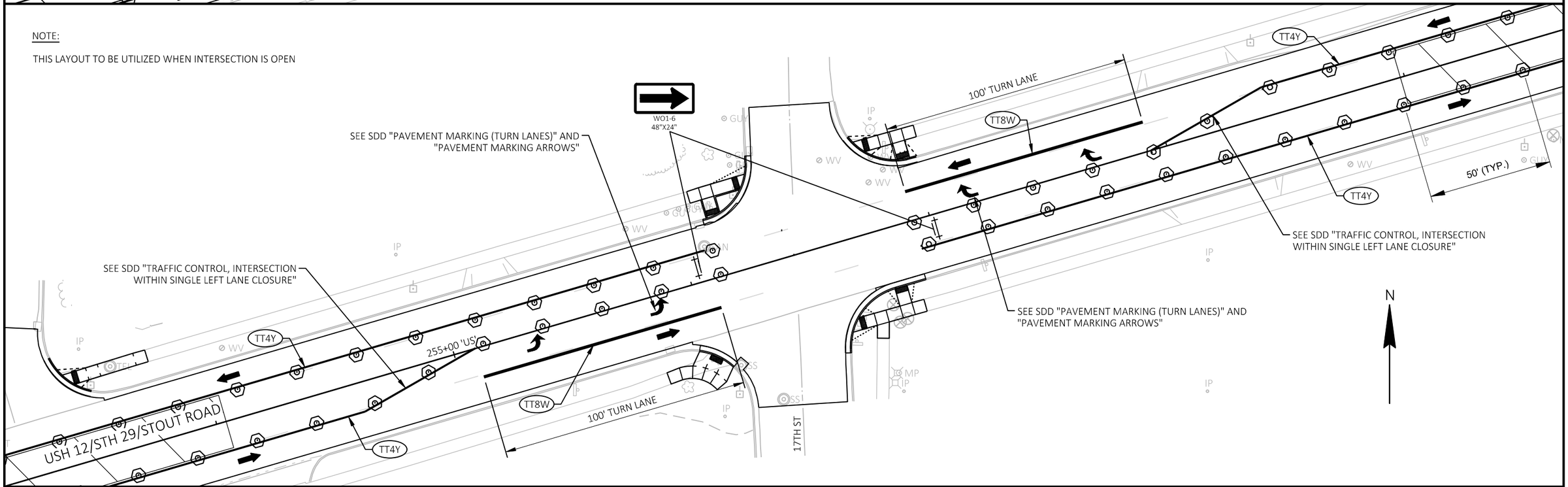
NOTE:

THIS LAYOUT TO BE UTILIZED DURING INTERSECTION CLOSURE



NOTE:

THIS LAYOUT TO BE UTILIZED WHEN INTERSECTION IS OPEN



PROJECT NO: 7600-01-75	HWY: USH 12/STH 29	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 2 - 17TH STREET	SHEET 82	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 2.DWG
LAYOUT NAME - 07

PLOT DATE : 1/29/2022 8:06 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

STAGE 3A

TRAFFIC OPERATIONS:

USH 12/STH 29: BOP - 7TH STREET

- ALL WESTBOUND TRAFFIC TO BE SHIFTED TO UTILIZE THE OUTSIDE WESTBOUND LANE.
- EASTBOUND LANE TO BE CLOSED. EASTBOUND TRAFFIC TO BE SHIFTED TO THE MEDIAN WESTBOUND LANE.
- 6TH STREET SIGNAL TO BE CHANGED TO FLASHING RED WHEN TRAFFIC IS OPERATING IN SHIFTED LANES
- INTERSECTIONS TO CLOSE AS REQUIRED, BUT CONTRACTOR NOT TO CLOSE CONSECUTIVE INTERSECTIONS. CLOSED INTERSECTIONS TO OPEN AFTER REQUIRED WORK IS COMPLETED.

USH 12/STH 29: 7TH STREET - 9TH STREET

- ALL WESTBOUND TRAFFIC TO BE SHIFTED TO UTILIZE THE OUTSIDE WESTBOUND LANE.
- EASTBOUND LANE TO BE CLOSED. EASTBOUND TRAFFIC TO BE SHIFTED TO THE MEDIAN WESTBOUND LANE.
- INTERSECTIONS TO CLOSE AS REQUIRED, BUT CONTRACTOR NOT TO CLOSE CONSECUTIVE INTERSECTIONS. CLOSED INTERSECTIONS TO OPEN AFTER REQUIRED WORK IS COMPLETED.
- LEFT-TURN ACCESS FOR WESTBOUND TRAFFIC TO BE MAINTAINED AT 9TH STREET UNLESS INTERSECTION IS CLOSED FOR REQUIRED CONSTRUCTION.

USH 12/STH 29: 9TH STREET - EOP

- EASTBOUND AND WESTBOUND TRAFFIC MOVED TO THE CENTER LANES.
- INTERSECTIONS TO CLOSE AS REQUIRED, BUT CONTRACTOR NOT TO CLOSE CONSECUTIVE INTERSECTIONS. CLOSED INTERSECTIONS TO OPEN AFTER REQUIRED WORK IS COMPLETED.
- LEFT-TURN ACCESS FOR EASTBOUND AND WESTBOUND TRAFFIC TO BE MAINTAINED AT 13TH STREET UNLESS INTERSECTION IS CLOSED FOR REQUIRED CONSTRUCTION.
- LEFT-TURN ACCESS FOR EASTBOUND AND WESTBOUND TRAFFIC TO BE MAINTAINED AT 17TH STREET UNLESS INTERSECTION IS CLOSED FOR REQUIRED CONSTRUCTION.

CONSTRUCTION OPERATIONS:

USH 12/STH 29: BOP - 7TH STREET

- MILLING TO BE COMPLETED ON EASTBOUND LANES
- COMPLETE ALL REQUIRED LATERAL JOINT REPAIRS ON EASTBOUND LANES
- PAVING TO BE COMPLETED ON EASTBOUND LANES
- CLOSE INTERSECTIONS AS REQUIRED TO COMPLETE WORK

USH 12/STH 29: 7TH STREET - 9TH STREET

- MILLING TO BE COMPLETED ON EASTBOUND LANE
- COMPLETE ALL REQUIRED LATERAL JOINT REPAIRS ON EASTBOUND LANE
- PAVING TO BE COMPLETED ON EASTBOUND LANE
- CLOSE INTERSECTIONS AS REQUIRED TO COMPLETE WORK

USH 12/STH 29: 9TH STREET - EOP

- MILLING TO BE COMPLETED ON EASTBOUND AND WESTBOUND OUTSIDE LANES
- COMPLETE ALL REQUIRED LATERAL JOINT REPAIRS EASTBOUND AND WESTBOUND OUTSIDE LANES
- PAVING TO BE COMPLETED ON EASTBOUND AND WESTBOUND OUTSIDE LANES
- CLOSE INTERSECTIONS AS REQUIRED TO COMPLETE WORK
- 5TH AVENUE INTERSECTION CLOSURE
- ROADWAY WIDENING BETWEEN 19TH ST AND 21ST ST

NOTES:

REFER TO THE FOLLOWING TRAFFIC CONTROL DETAILS, AS WELL AS STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER:

- SEE S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS UNDIVIDED ROAD OPEN TO TRAFFIC"
- SEE S.D.D. "ADVANCED WIDTH RESTRICTION SIGNING"
- SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
- SEE S.D.D. "CHANNELIZING DEVICES, DRUMS, CONES, BARRICADES, AND VERTICAL PANELS"
- SEE S.D.D. "PAVEMENT MARKING (TURN LANES)"
- SEE S.D.D. "PAVEMENT MARKING ARROWS"
- SEE S.D.D. "TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER"
- SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY"
- SEE S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE"
- SEE S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE"
- SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
- SEE S.D.D. "TRAFFIC CONTROL, DROP-OFF SIGNING"

TRAFFIC CONTROL GENERAL NOTES:

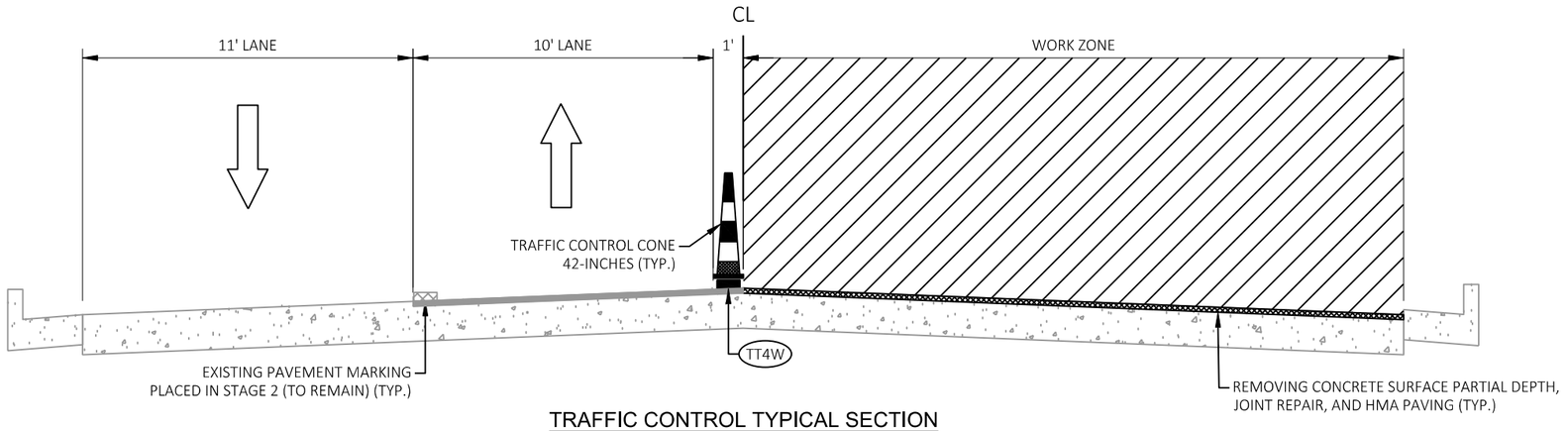
- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS, ARROW BOARDS, AND SIGN MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE SIGNS, ARROW BOARDS, AND SIGN MESSAGE BOARDS.
- IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.
- ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO PART VI OF THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
- THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST.

PCMS MESSAGE PLAN

EVENT	PANEL 1	PANEL 2	NOTES
START OF NEW STAGE	TRAFFIC PATTERN TO CHANGE	(DATE)	PLACE ONE WEEK PRIOR TO CHANGING STAGES

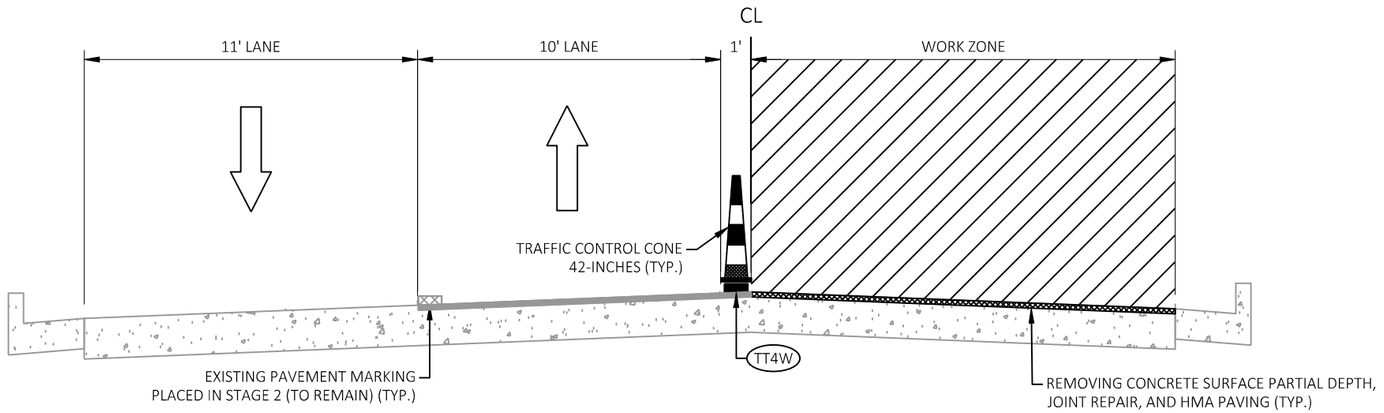
LEGEND

- TYPE II BARRICADE WITH ATTACHED SIGN AND TYPE A LIGHTS
- TYPE III BARRICADE WITH TYPE A LIGHTS
- TYPE III BARRICADE WTH ATTACHED SIGN AND TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL CONE 42-INCH
- PCMS — TRAFFIC CONTROL SIGNS PCMS
- TT4Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- TT4W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- TT8W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)



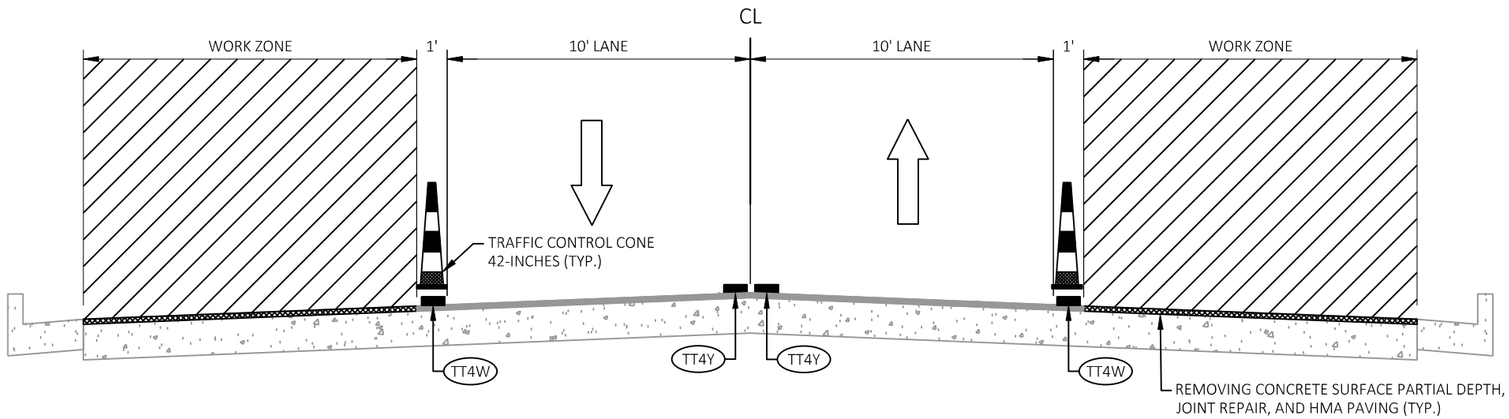
TRAFFIC CONTROL TYPICAL SECTION

STA. 215+90'US' - STA. 219+79'US'



TRAFFIC CONTROL TYPICAL SECTION

STA. 219+79'US' - STA. 230+15'US'



TRAFFIC CONTROL TYPICAL SECTION

STA. 230+15'US' - STA. 270+00'US'

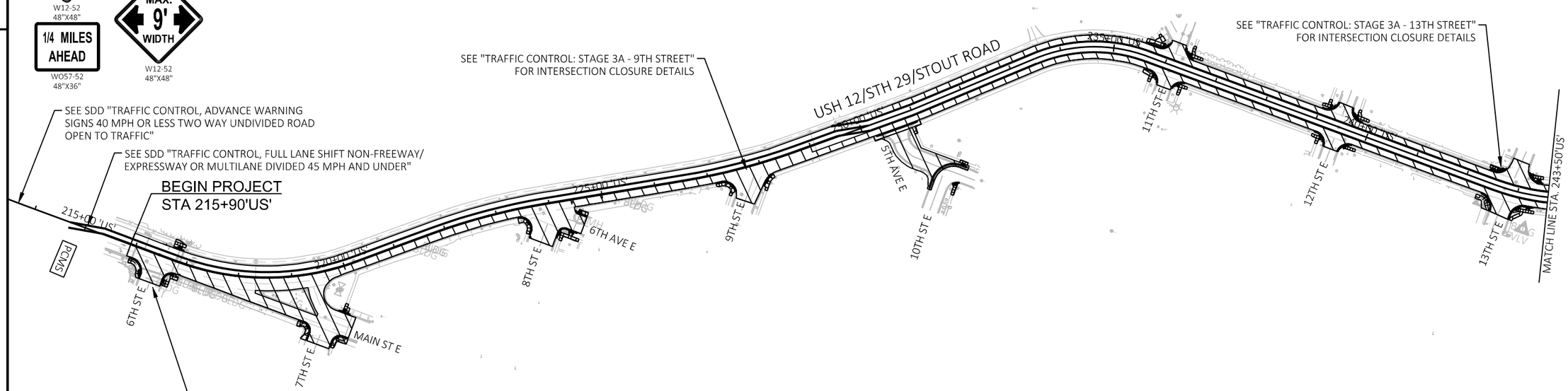
PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 3A TYPICAL SECTIONS	SHEET 84	E



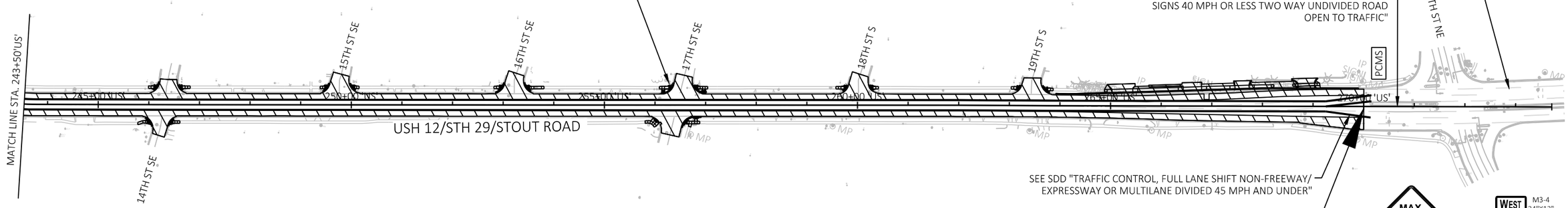


PLACE ADVANCED WIDTH WARNING SIGNS
AT STH 25-MAIN ST INTERSECTION AND USH
12-STH 25 INTERSECTION







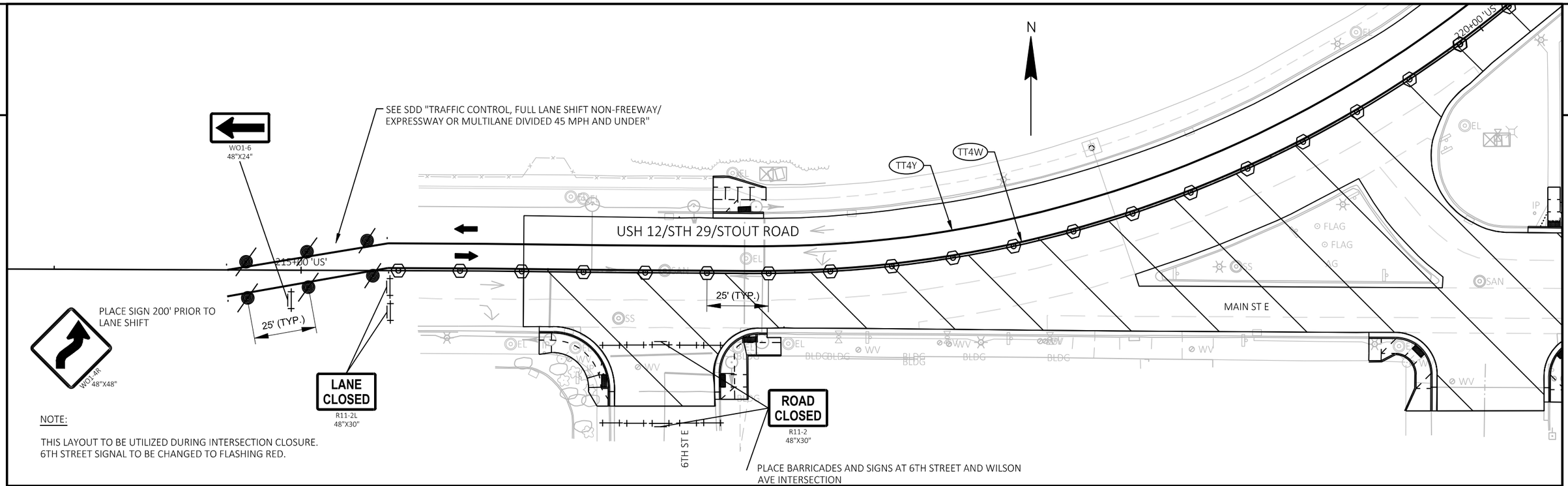




PLACE ADVANCED WIDTH WARNING SIGNS
AT USH 12-CTH B INTERSECTION

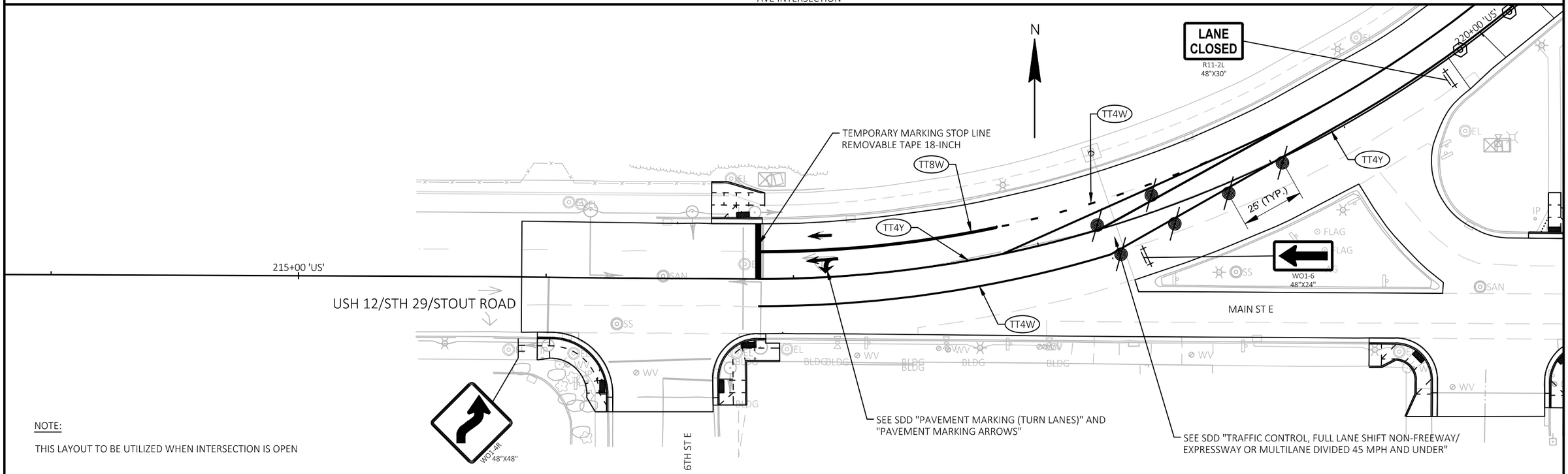


PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 3A OVERVIEW	SHEET 85	E



NOTE:

THIS LAYOUT TO BE UTILIZED DURING INTERSECTION CLOSURE.
6TH STREET SIGNAL TO BE CHANGED TO FLASHING RED.



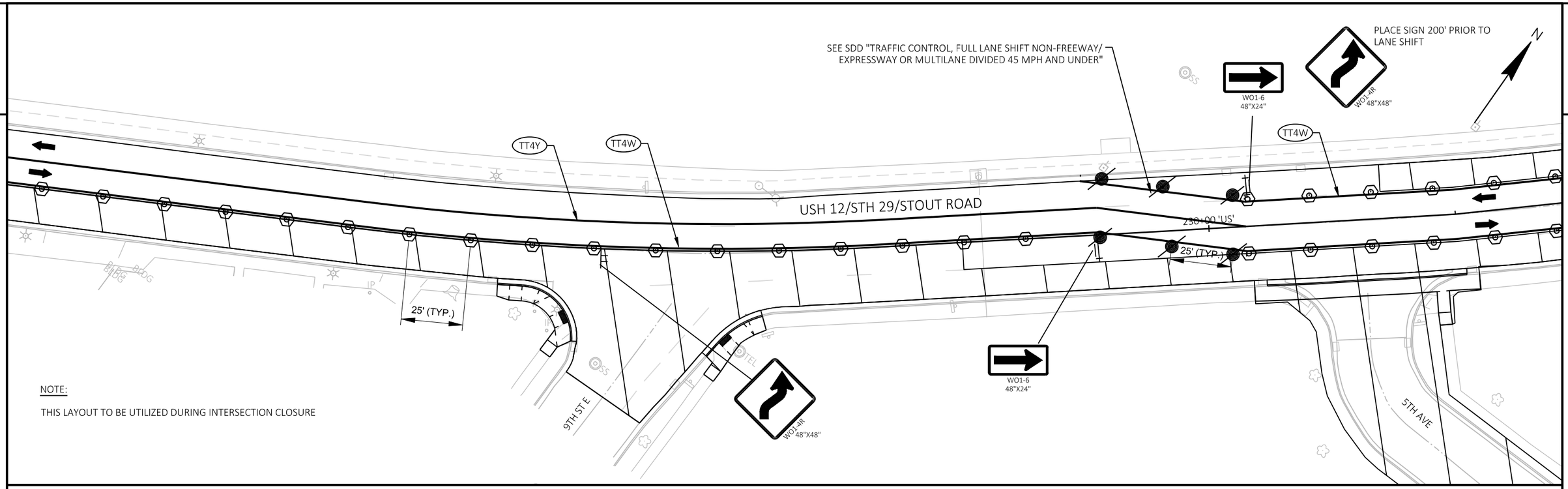
NOTE:

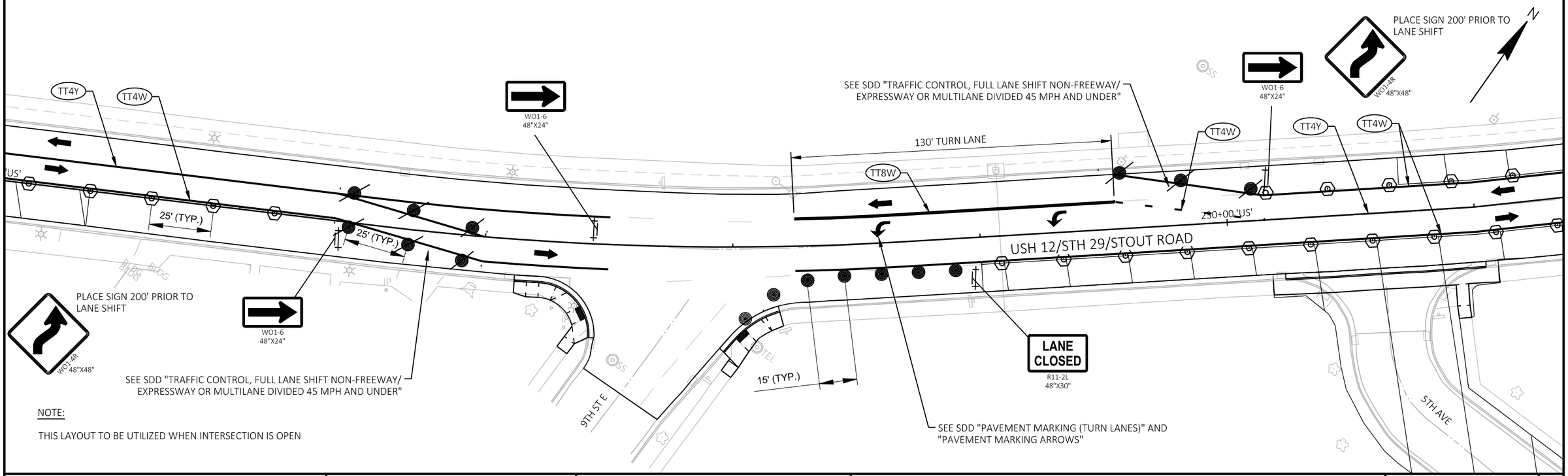
THIS LAYOUT TO BE UTILIZED WHEN INTERSECTION IS OPEN

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 3A - 6TH STREET	SHEET 86	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 3A.DWG
LAYOUT NAME - 04-1

PLOT DATE : 1/24/2022 3:40 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

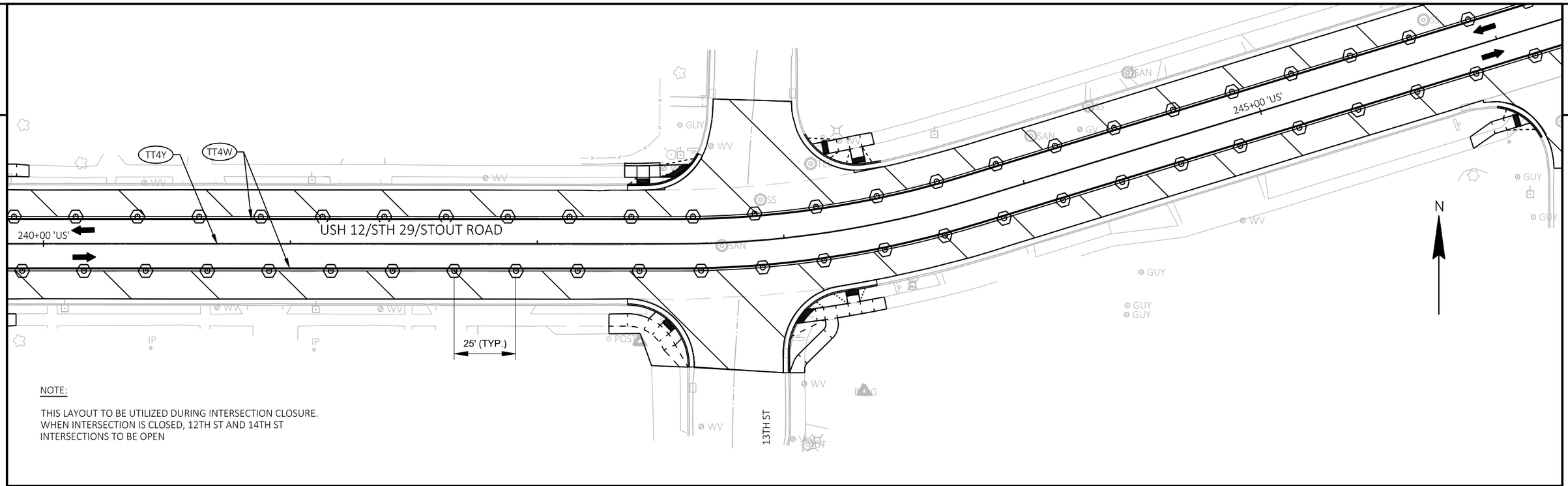


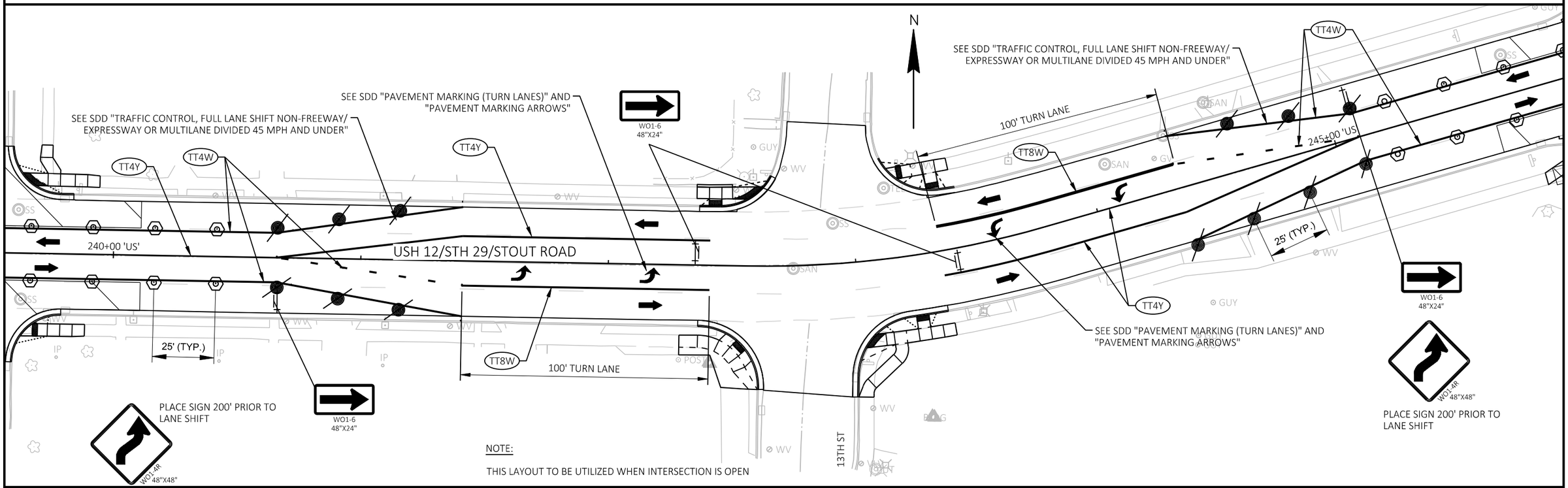


PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 3A - 9TH STREET	SHEET 87 E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 3A.DWG
LAYOUT NAME - 05

PLOT DATE : 1/24/2022 3:40 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT





PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 3A - 13TH STREET	SHEET 88	E

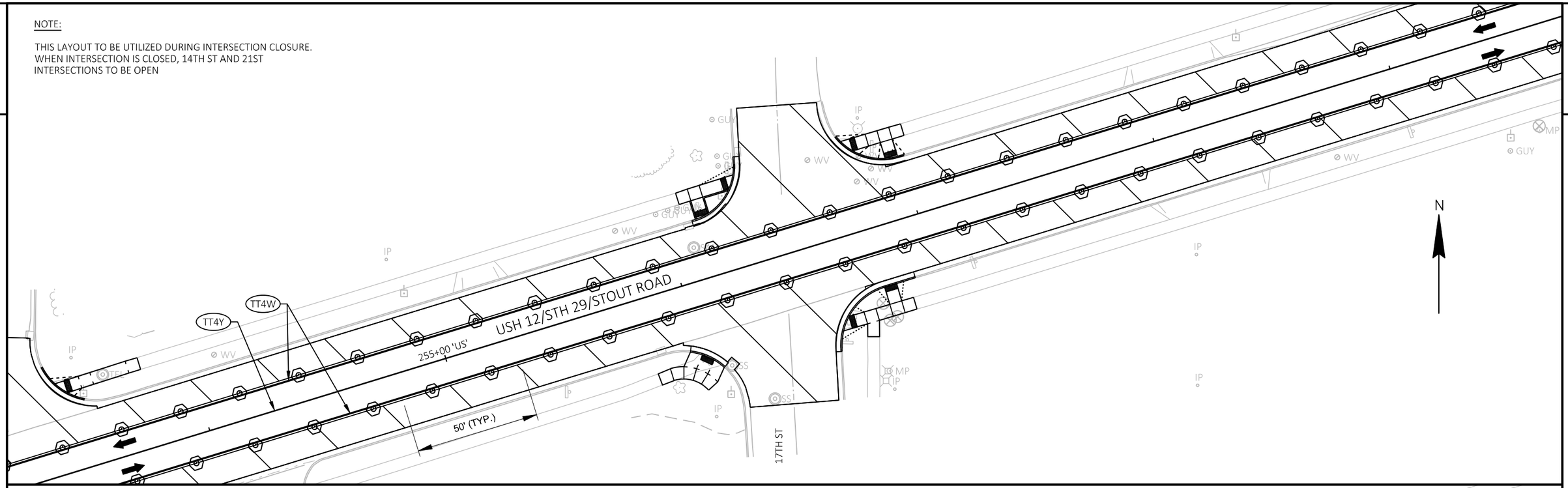
FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 3A.DWG
LAYOUT NAME - 06

PLOT DATE : 1/24/2022 3:40 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

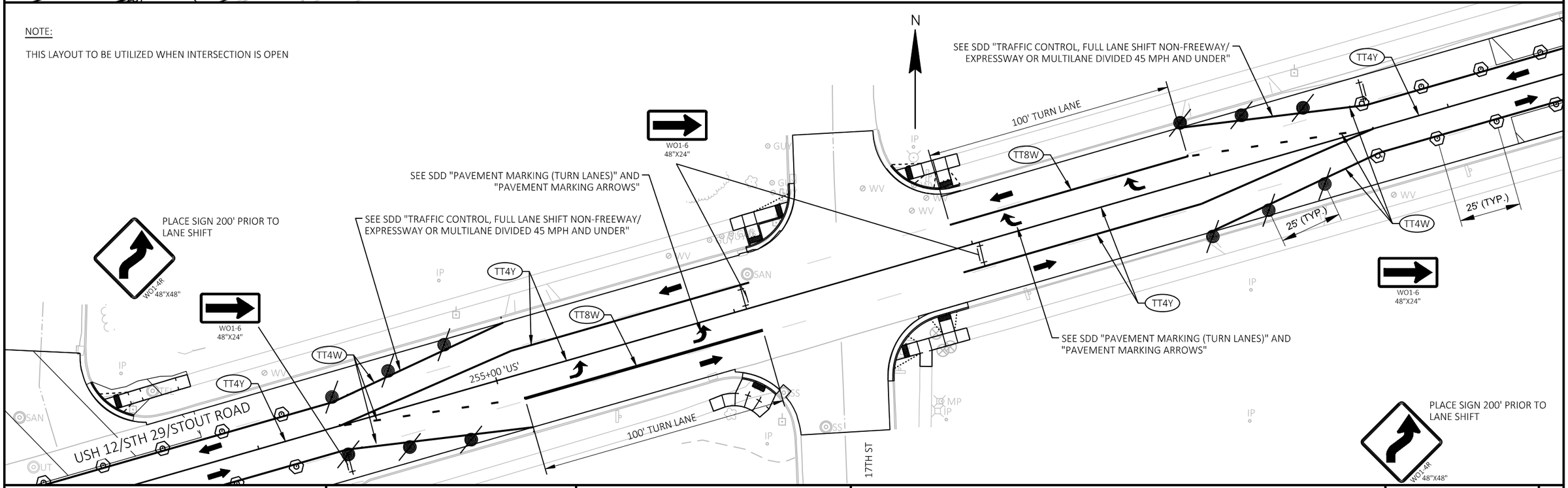
NOTE:

THIS LAYOUT TO BE UTILIZED DURING INTERSECTION CLOSURE.
WHEN INTERSECTION IS CLOSED, 14TH ST AND 21ST
INTERSECTIONS TO BE OPEN



NOTE:

THIS LAYOUT TO BE UTILIZED WHEN INTERSECTION IS OPEN



PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 3A - 17TH STREET	SHEET 89	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 3A.DWG
LAYOUT NAME - 07
PLOT DATE : 1/24/2022 3:41 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

STAGE 3B

TRAFFIC OPERATIONS:

USH 12/STH 29: BOP - 7TH STREET

- ALL WESTBOUND TRAFFIC TO BE SHIFTED TO UTILIZE THE MEDIAN WESTBOUND LANE.
- EASTBOUND TRAFFIC TO UTILIZE MEDIAN EASTBOUND LANE.
- INTERSECTIONS TO CLOSE AS REQUIRED, BUT CONTRACTOR NOT TO CLOSE CONSECUTIVE INTERSECTIONS. CLOSED INTERSECTIONS TO OPEN AFTER REQUIRED WORK IS COMPLETED.

USH 12/STH 29: 7TH STREET - 9TH STREET

- ALL WESTBOUND TRAFFIC TO BE SHIFTED TO UTILIZE THE MEDIAN WESTBOUND LANE
- EASTBOUND TRAFFIC TO UTILIZE THE EASTBOUND LANE
- INTERSECTIONS TO CLOSE AS REQUIRED, BUT CONTRACTOR NOT TO CLOSE CONSECUTIVE INTERSECTIONS. CLOSED INTERSECTIONS TO OPEN AFTER REQUIRED WORK IS COMPLETED.

USH 12/STH 29: 9TH STREET - EOP

- SEE STAGE 3A TRAFFIC OPERATIONS

CONSTRUCTION OPERATIONS:

USH 12/STH 29: BOP - 7TH STREET

- MILLING TO BE COMPLETED ON EASTBOUND AND WESTBOUND OUTSIDE LANES
- COMPLETE ALL REQUIRED LATERAL JOINT REPAIRS ON EASTBOUND AND WESTBOUND OUTSIDE LANES
- PAVING TO BE COMPLETED ON EASTBOUND AND WESTBOUND OUTSIDE LANES
- CLOSE INTERSECTIONS AS REQUIRED TO COMPLETE WORK

USH 12/STH 29: 7TH STREET - 9TH STREET

- MILLING TO BE COMPLETED ON WESTBOUND OUTSIDE LANE
- COMPLETE ALL REQUIRED LATERAL JOINT REPAIRS ON WESTBOUND OUTSIDE LANE
- PAVING TO BE COMPLETED ON WESTBOUND OUTSIDE LANE
- CLOSE INTERSECTIONS AS REQUIRED TO COMPLETE WORK

USH 12/STH 29: 9TH STREET - EOP

- MILLING TO BE COMPLETED ON EASTBOUND AND WESTBOUND OUTSIDE LANES
- COMPLETE ALL REQUIRED LATERAL JOINT REPAIRS ON EASTBOUND AND WESTBOUND OUTSIDE LANES
- PAVING TO BE COMPLETED ON EASTBOUND AND WESTBOUND OUTSIDE LANES
- CLOSE INTERSECTIONS AS REQUIRED TO COMPLETE WORK
- 5TH AVENUE INTERSECTION CLOSURE
- ROADWAY WIDENING BETWEEN 19TH ST AND 21ST ST

NOTES:

REFER TO THE FOLLOWING TRAFFIC CONTROL DETAILS, AS WELL AS STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER:

- SEE S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS UNDIVIDED ROAD OPEN TO TRAFFIC"
- SEE S.D.D. "ADVANCED WIDTH RESTRICTION SIGNING"
- SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
- SEE S.D.D. "CHANNELIZING DEVICES, DRUMS, CONES, BARRICADES, AND VERTICAL PANELS"
- SEE S.D.D. "PAVEMENT MARKING (TURN LANES)"
- SEE S.D.D. "PAVEMENT MARKING ARROWS"
- SEE S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE"
- SEE S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE"
- SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
- SEE S.D.D. "TRAFFIC CONTROL, DROP-OFF SIGNING"
- SEE S.D.D. "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY"
- SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY"
- SEE S.D.D. "TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER"

TRAFFIC CONTROL GENERAL NOTES:

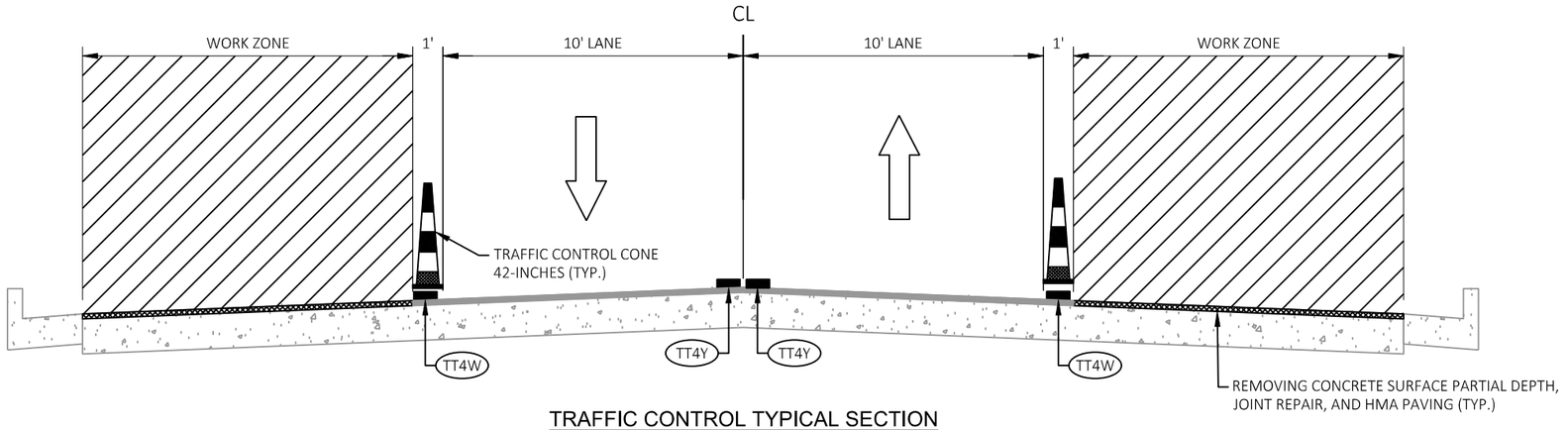
- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS, ARROW BOARDS, AND SIGN MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE SIGNS, ARROW BOARDS, AND SIGN MESSAGE BOARDS.
- IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.
- ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO PART VI OF THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
- THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST.

PCMS MESSAGE PLAN

EVENT	PANEL 1	PANEL 2	NOTES
START OF NEW STAGE	TRAFFIC PATTERN TO CHANGE	(DATE)	PLACE ONE WEEK PRIOR TO CHANGING STAGES

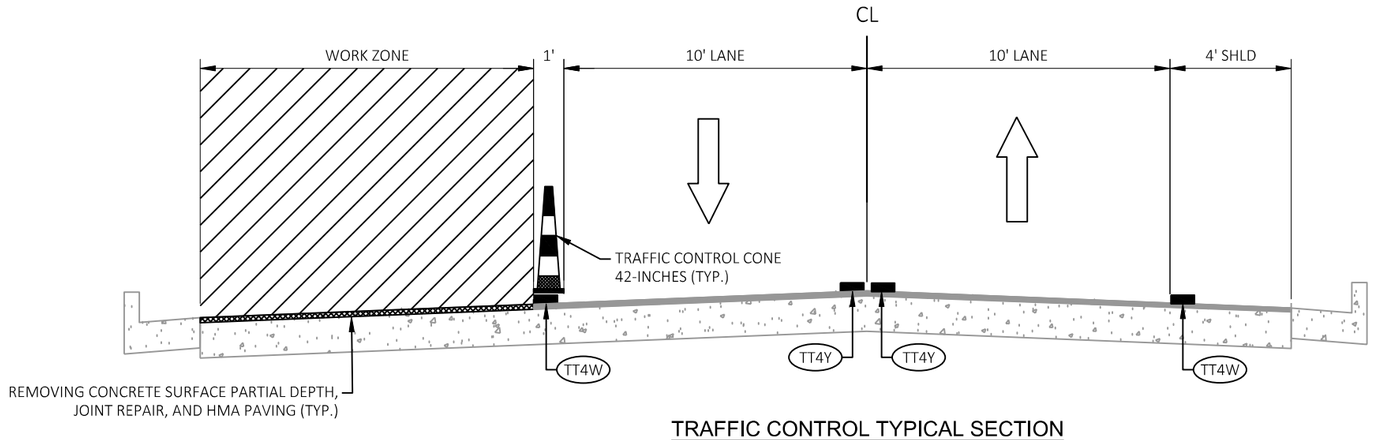
LEGEND

- TYPE II BARRICADE WITH ATTACHED SIGN AND TYPE A LIGHTS
- TYPE III BARRICADE WITH TYPE A LIGHTS
- TYPE III BARRICADE WTH ATTACHED SIGN AND TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL CONE 42-INCH
- PCMS — TRAFFIC CONTROL SIGNS PCMS
- TT4Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- TT4W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- TT8W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)



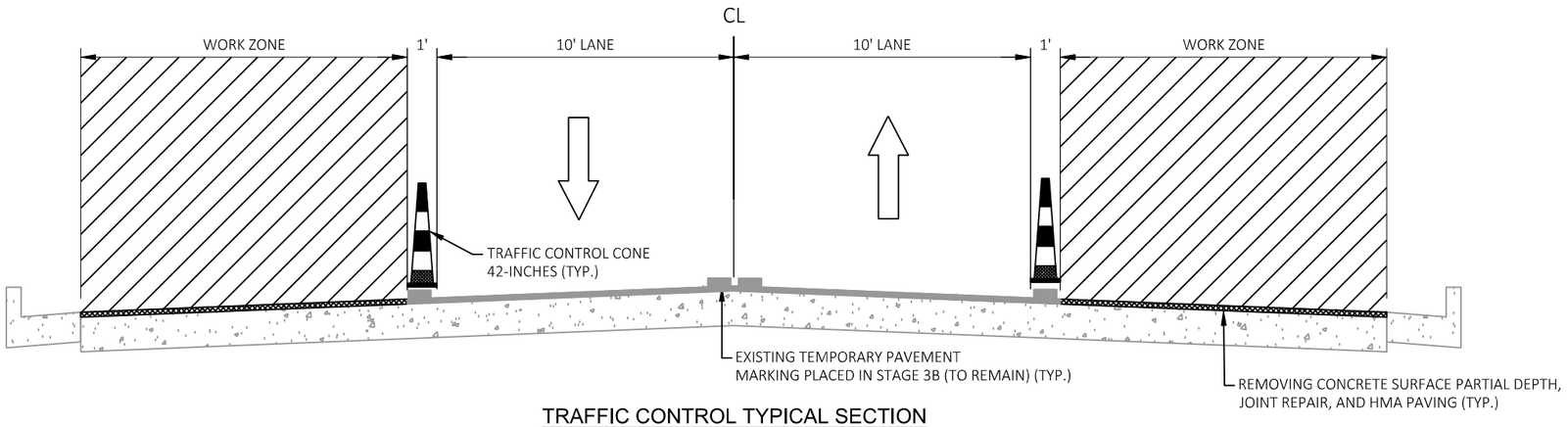
TRAFFIC CONTROL TYPICAL SECTION

STA. 215+90'US' - STA. 219+79'US'



TRAFFIC CONTROL TYPICAL SECTION

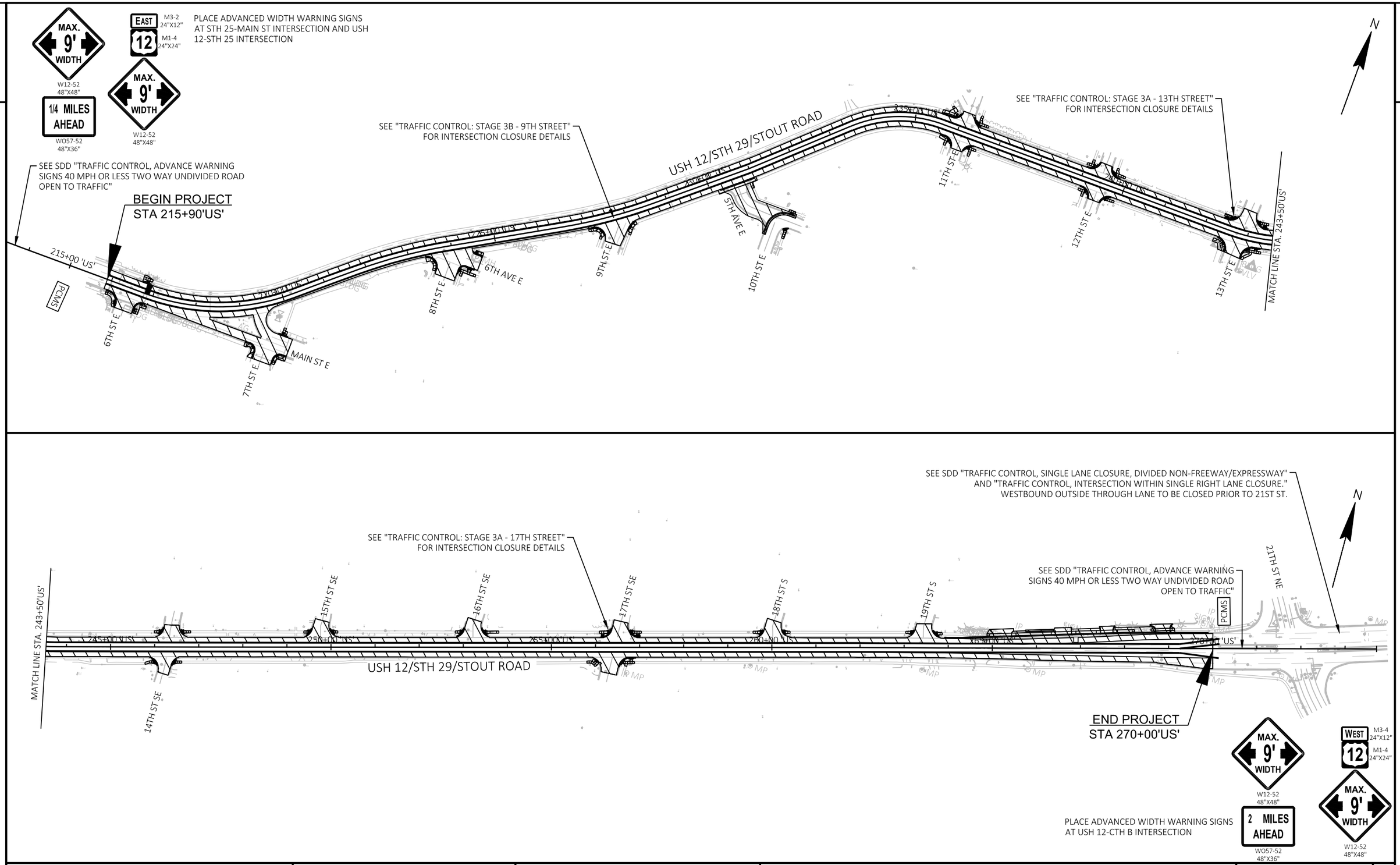
STA. 219+79'US' - STA. 227+13'US'



TRAFFIC CONTROL TYPICAL SECTION

STA. 227+13'US' - STA. 270+00'US'

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 3B TYPICAL SECTIONS	SHEET 91	E

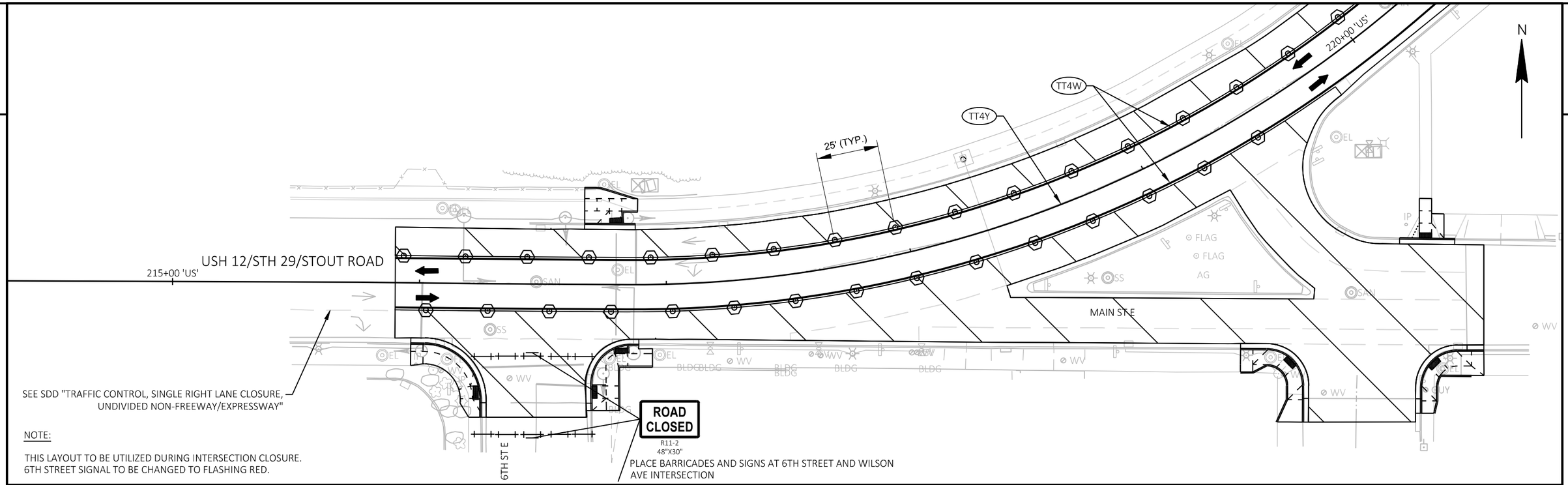


PROJECT NO: 7600-01-75	HWY: USH 12/STH 29	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 3B OVERVIEW	SHEET 92	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 3B.DWG
LAYOUT NAME - 04

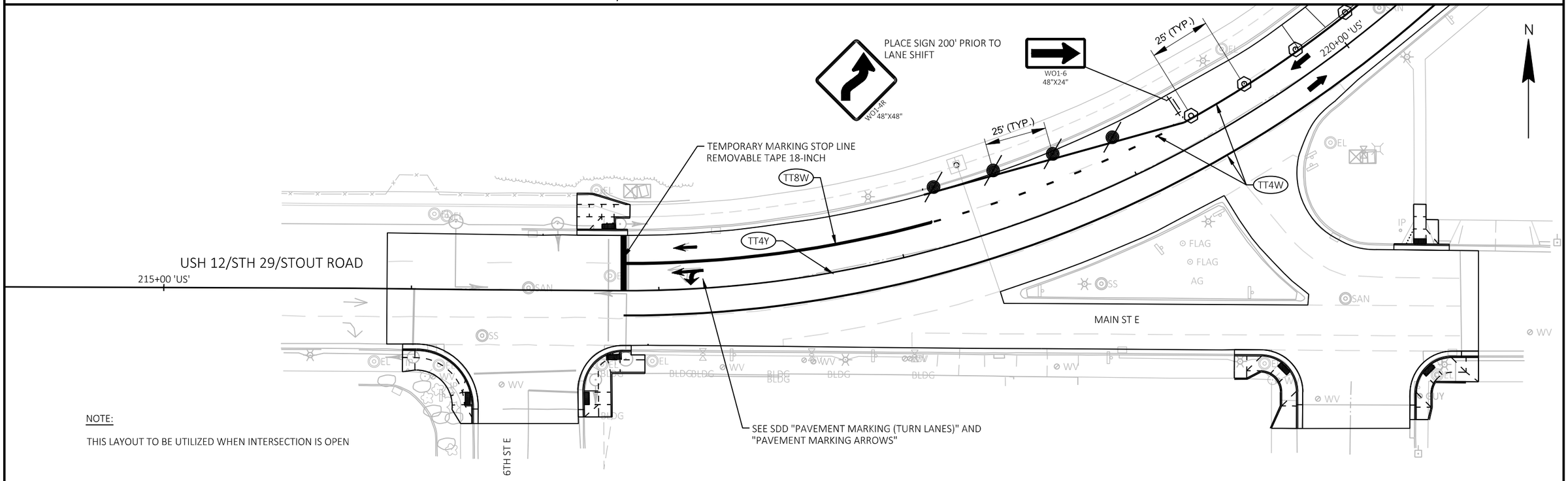
PLOT DATE : 2/1/2022 7:24 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



NOTE:

THIS LAYOUT TO BE UTILIZED DURING INTERSECTION CLOSURE.
6TH STREET SIGNAL TO BE CHANGED TO FLASHING RED.



NOTE:

THIS LAYOUT TO BE UTILIZED WHEN INTERSECTION IS OPEN

PROJECT NO: 7600-01-75	HWY: USH 12/STH 29	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 3B - 6TH STREET	SHEET 93	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 3B.DWG
LAYOUT NAME - 04-1

PLOT DATE : 2/1/2022 7:24 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

'US'

TT4W

USH 12/STH 29/STOUT ROAD

230+00 'US'

TT4Y

25' (TYP.)

9TH ST E

5TH AVE

NOTE:

THIS LAYOUT TO BE UTILIZED DURING INTERSECTION CLOSURE

WO1-6
48"X24"

TT4W

25' (TYP.)

TT4Y

WO1-6
48"X24"

225+00 'US'

USH 12/STH 29/STOUT ROAD

TT4Y

SEE SDD "TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER"

TT4Y

9TH ST E

15' (TYP.)

SEE SDD "TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER"

130' TURN LANE

TT8W

WO1-6
48"X24"

PLACE SIGN 200' PRIOR TO LANE SHIFT

WO24-1R
48"X48"

TT4W

TT4Y

230+00 'US'

TT4Y

TT4W

25' (TYP.)

LANE CLOSED
R11-2L
48"X30"

SEE SDD "PAVEMENT MARKING (TURN LANES)" AND "PAVEMENT MARKING ARROWS"

5TH AVE

NOTE:

THIS LAYOUT TO BE UTILIZED WHEN INTERSECTION IS OPEN

PROJECT NO: 7600-01-75	HWY: USH 12/STH 29	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 3B - 9TH STREET	SHEET 94	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 3B.DWG
LAYOUT NAME - 05

PLOT DATE : 2/1/2022 7:24 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

STAGE 4

TRAFFIC OPERATIONS:

- TRAFFIC TO BE PLACED INTO FINAL LANE CONFIGURATIONS PRIOR TO MARKING OPERATIONS. LANE CONFIGURATION TO UTILIZE CONES TO DELINEATE TRAFFIC.

CONSTRUCTION OPERATIONS:

- PAVEMENT MARKING TO BE COMPLETED ON BOTH EASTBOUND AND WESTBOUND LANES INCLUDING INTERSECTIONS.

NOTES:

REFER TO THE FOLLOWING TRAFFIC CONTROL DETAILS, AS WELL AS STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER:

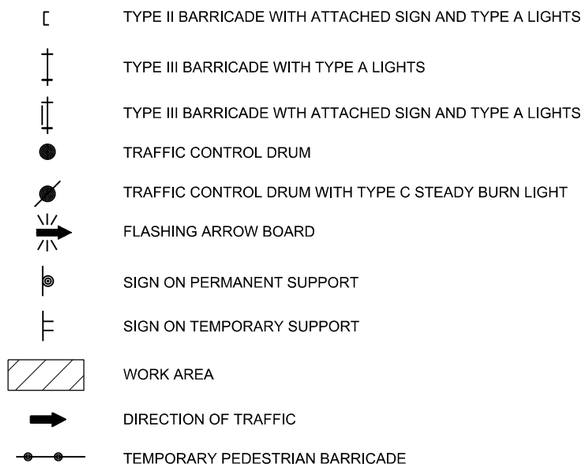
- SEE S.D.D. "MOVING PAVEMENT MARKING OPERATION, MULTI-LANE UNDIVIDED ROADWAY
- SEE S.D.D. "CHANNELIZING DEVICES, DRUMS, CONES, BARRICADES, AND VERTICAL PANELS"

TRAFFIC CONTROL GENERAL NOTES:

- 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.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS, ARROW BOARDS, AND SIGN MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE SIGNS, ARROW BOARDS, AND SIGN MESSAGE BOARDS.
- IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.
- ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO PART VI OF THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
- THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST.

2

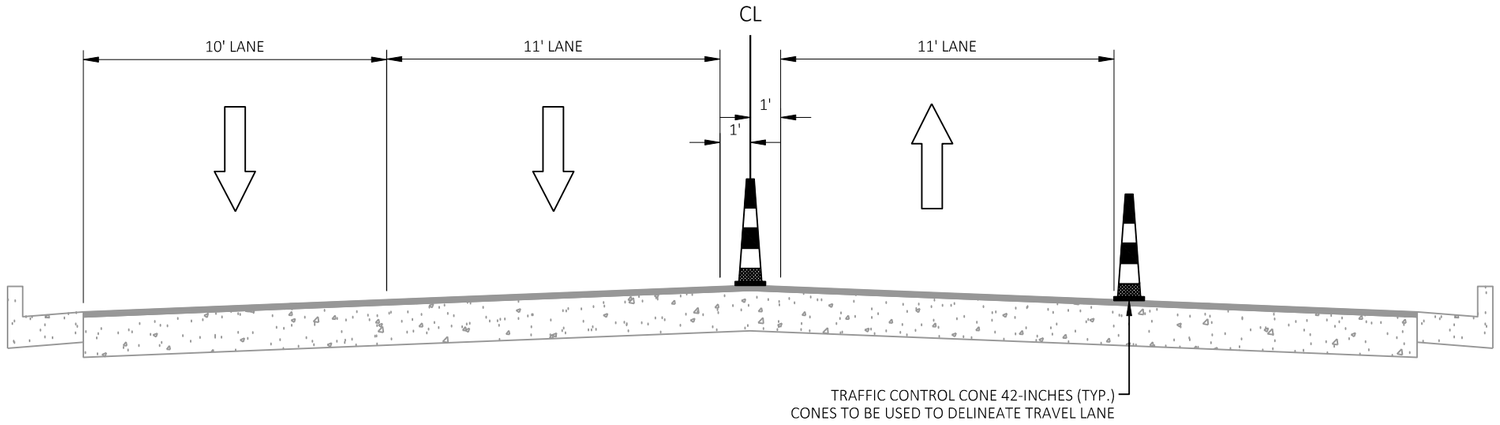
LEGEND



PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 4 NOTES	SHEET 95	E

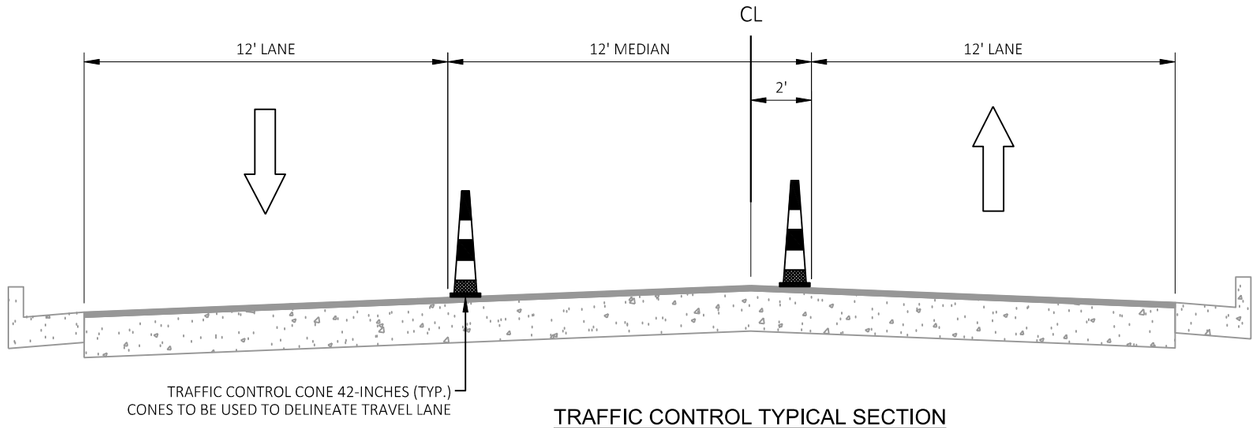
FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 4.DWG
LAYOUT NAME - 01
PLOT DATE : 1/24/2022 3:56 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL TYPICAL SECTION

STA. 215+90'US' - STA. 219+79'US''

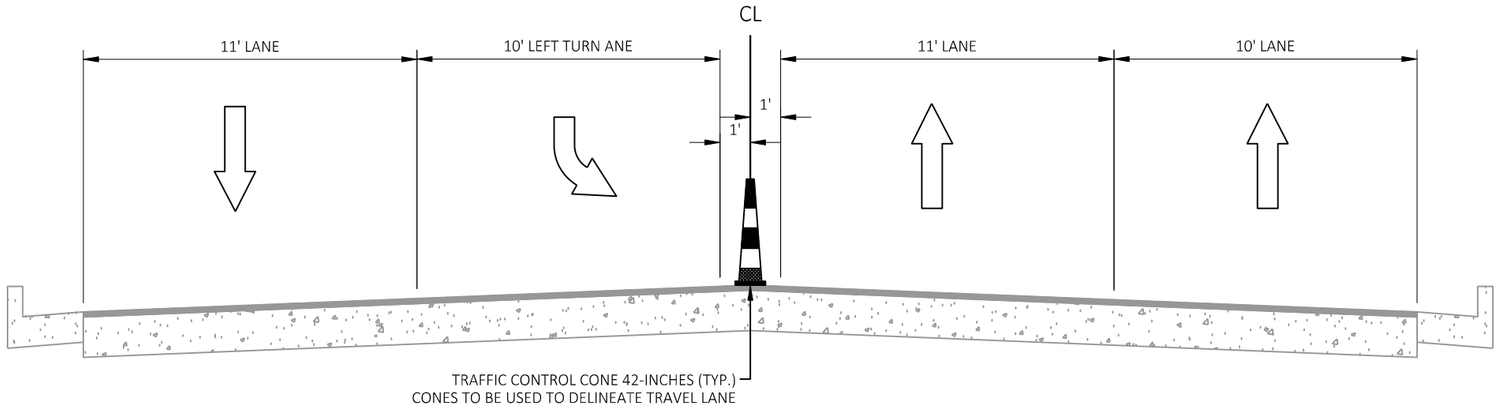


TRAFFIC CONTROL TYPICAL SECTION

STA. 219+79'US' - STA. 228+25'US'

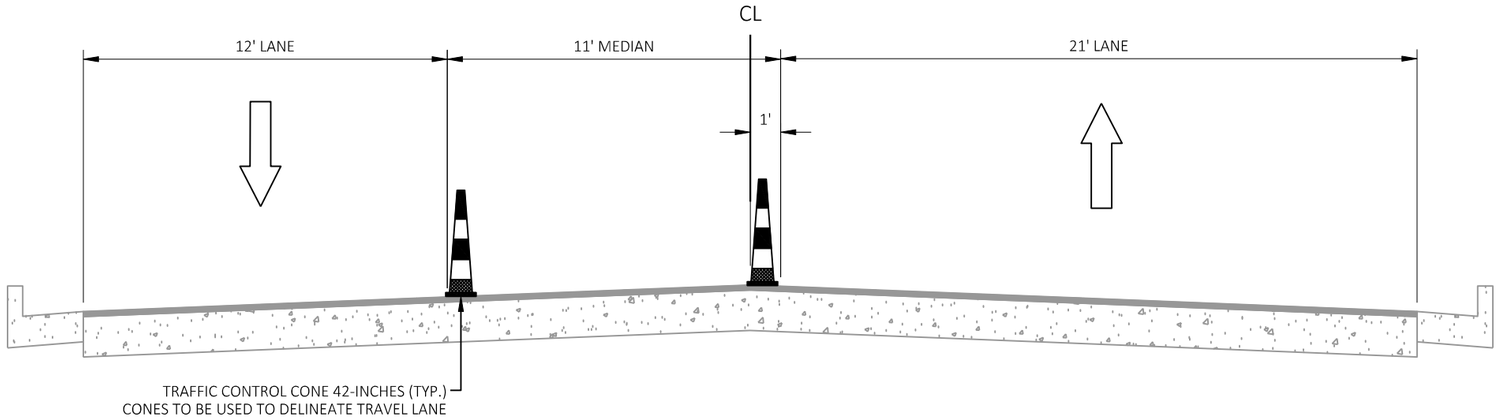
NOTE: WORK ZONE CLOSURES SHOWN ON EB LANES. MIRROR TYPICAL SECTION FOR WB LANE WORK ZONE CLOSURE.

2



TRAFFIC CONTROL TYPICAL SECTION

STA. 228+25'US' - STA. 231+68'US'



TRAFFIC CONTROL TYPICAL SECTION

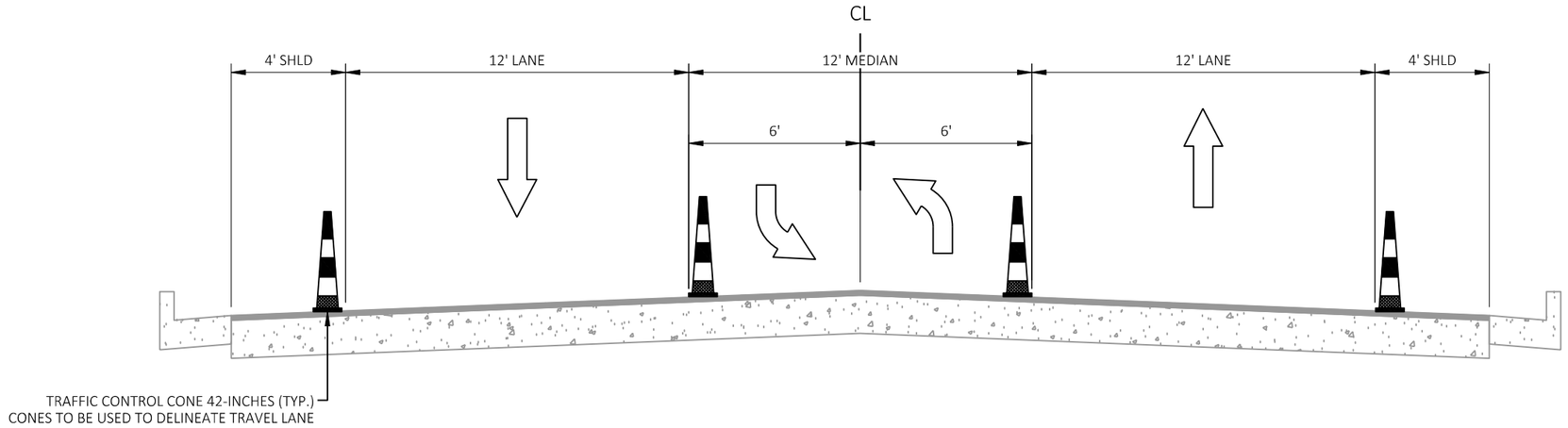
STA. 231+68'US' - STA. 235+73'US'

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 4 TYPICAL SECTIONS	SHEET 97	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 4.DWG
LAYOUT NAME - 03

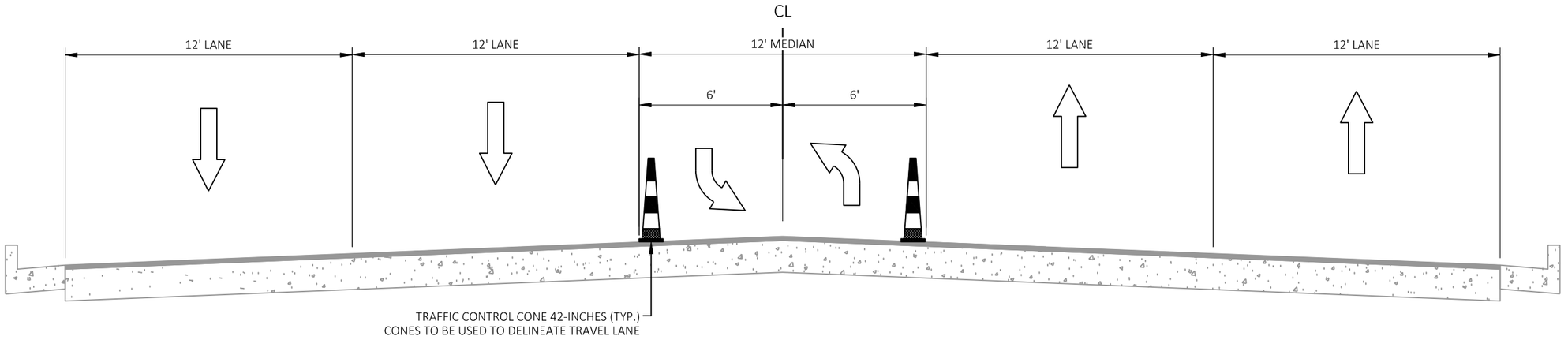
PLOT DATE : 1/24/2022 3:56 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:5 FT

2



TRAFFIC CONTROL TYPICAL SECTION

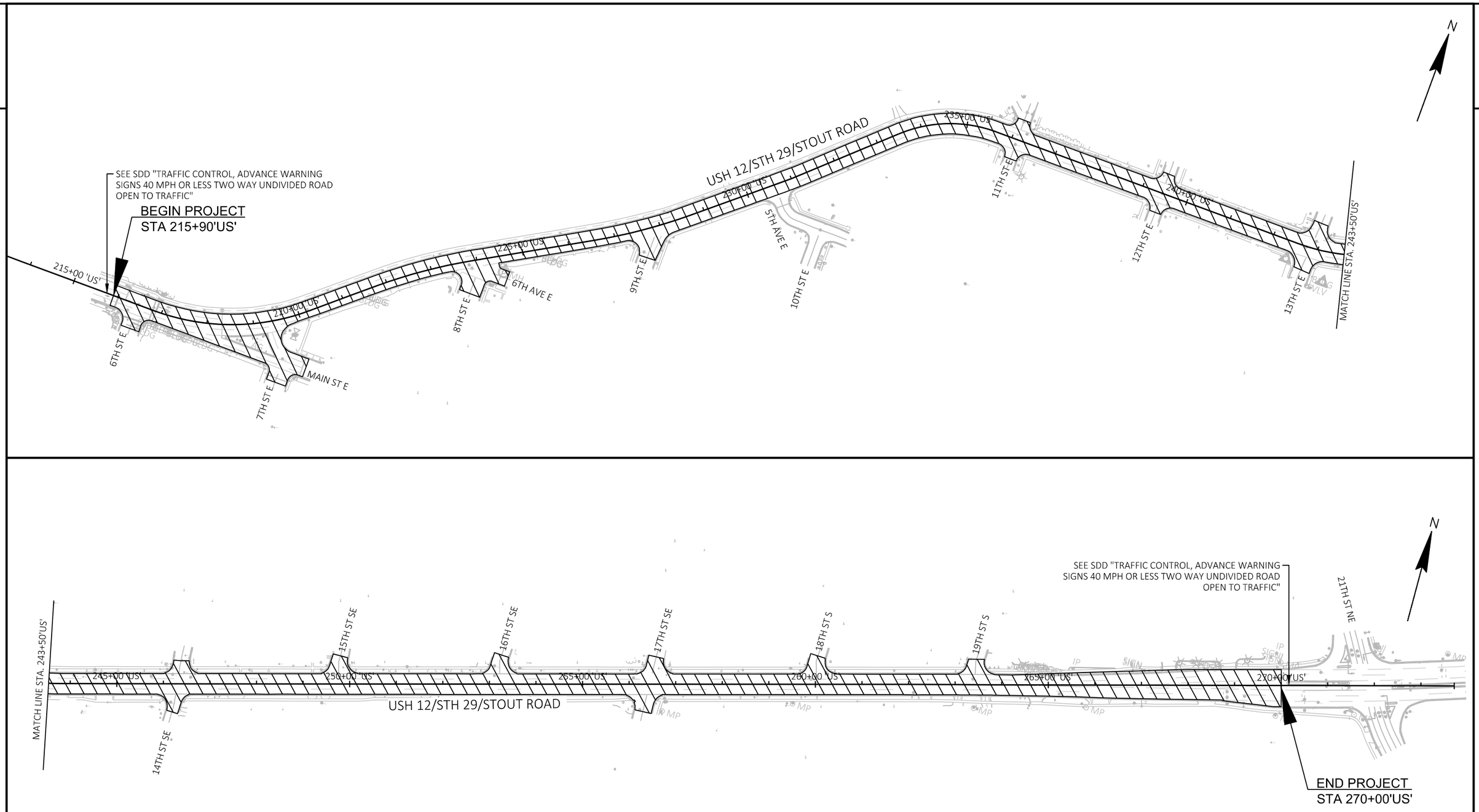
STA. 235+73'US' - STA. 265+11'US'



TRAFFIC CONTROL TYPICAL SECTION

STA. 265+11'US' - STA. 270+00'US'

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 4 TYPICAL SECTIONS	SHEET 98	E



PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	TRAFFIC CONTROL: STAGE 4 OVERVIEW	SHEET 99	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-STAGE 4.DWG
LAYOUT NAME - 05

PLOT DATE : 1/24/2022 3:56 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

N

SIDEWALK CLOSED
R9-9
24"X12"

USH 12/STH 29 (STOUT RD)

215+00 'US'

216+00 'US'

217+00 'US'

218+

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN BARRICADE (TYP.)

TLE (TYP.)

TEMPORARY PEDESTRIAN SURFACE PLYWOOD (TYP.)

SIDEWALK CLOSED
R9-9
24"X12"

EXISTING R/W (TYP.)

6TH ST

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN CURB RAMP (TYP.)

NOTES:
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 6TH STREET	SHEET 100	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 6th-1

PLOT DATE : 2/1/2022 10:48 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

USH 12/STH 29 (STOUT RD)

220+00 'US'

219+00 'US'

218+00 'US'

217+00 'US'

216+00 'US'

TEMPORARY PEDESTRIAN SURFACE PLYWOOD (TYP.)

TEMPORARY PEDESTRIAN BARRICADE (TYP.)

DURING CLOSURE, PEDESTRIANS TO CROSS MAIN ST AT 8TH ST

R9-11L
24"X12"

TEMPORARY PEDESTRIAN BARRICADE (TYP.)

SIDEWALK CLOSED
R9-9
24"X12"

MAIN ST

EXISTING R/W (TYP.)

TLE (TYP.)

DURING CLOSURE, PEDESTRIANS TO CROSS 7TH ST AT WILSON AVE

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN BARRICADE (TYP.)

SIDEWALK CLOSED
R9-9
24"X12"

DURING CLOSURE, PEDESTRIANS TO CROSS 7TH ST AT WILSON AVE.
PEDESTRIANS TO CROSS MAIN ST AT 8TH ST

R9-11R
24"X12"

6TH ST

7TH ST

8TH ST

R9-11R
24"X12"

R9-11L
24"X12"

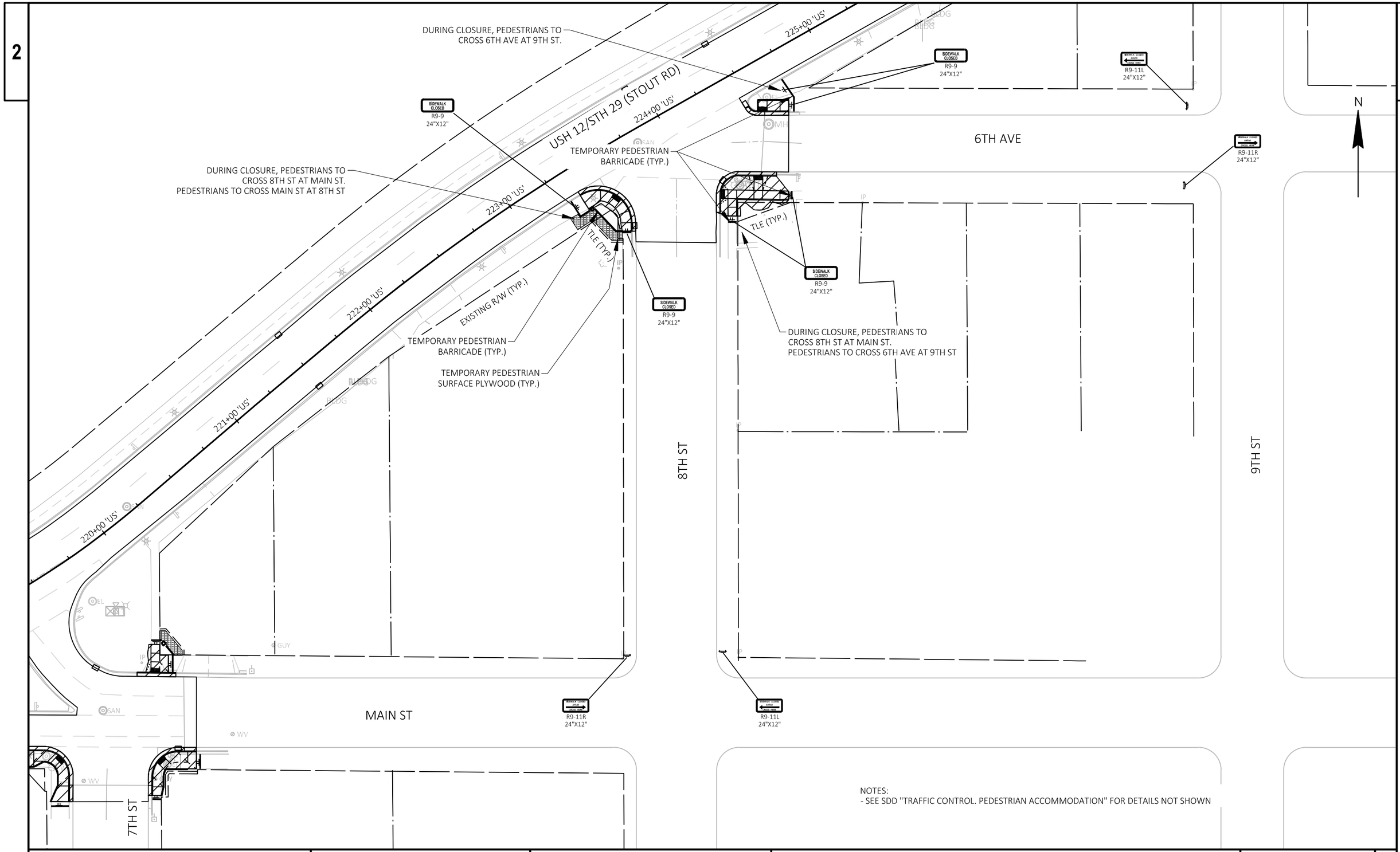
WILSON AVE

NOTES:
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 7TH STREET	SHEET 101	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 7th-1

PLOT DATE : 2/1/2022 10:48 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT



NOTES:
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 8TH STREET	SHEET 102	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 8th-1
PLOT DATE : 2/1/2022 10:48 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

USH 12/STH 29 (STOUT RD)

SIDEWALK CLOSED
R9-9
24"X12"

EXISTING R/W (TYP.)

TLE (TYP.)

DURING CLOSURE, PEDESTRIANS TO CROSS 9TH ST AT 6TH AVE.

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN BARRICADE (TYP.)

TEMPORARY PEDESTRIAN SURFACE PLYWOOD (TYP.)

DURING CLOSURE, PEDESTRIANS TO CROSS 9TH ST AT 6TH AVE.

N

9TH ST

6TH AVE

SIDEWALK CLOSED AHEAD TAKE NEXT
R9-11R
24"X12"

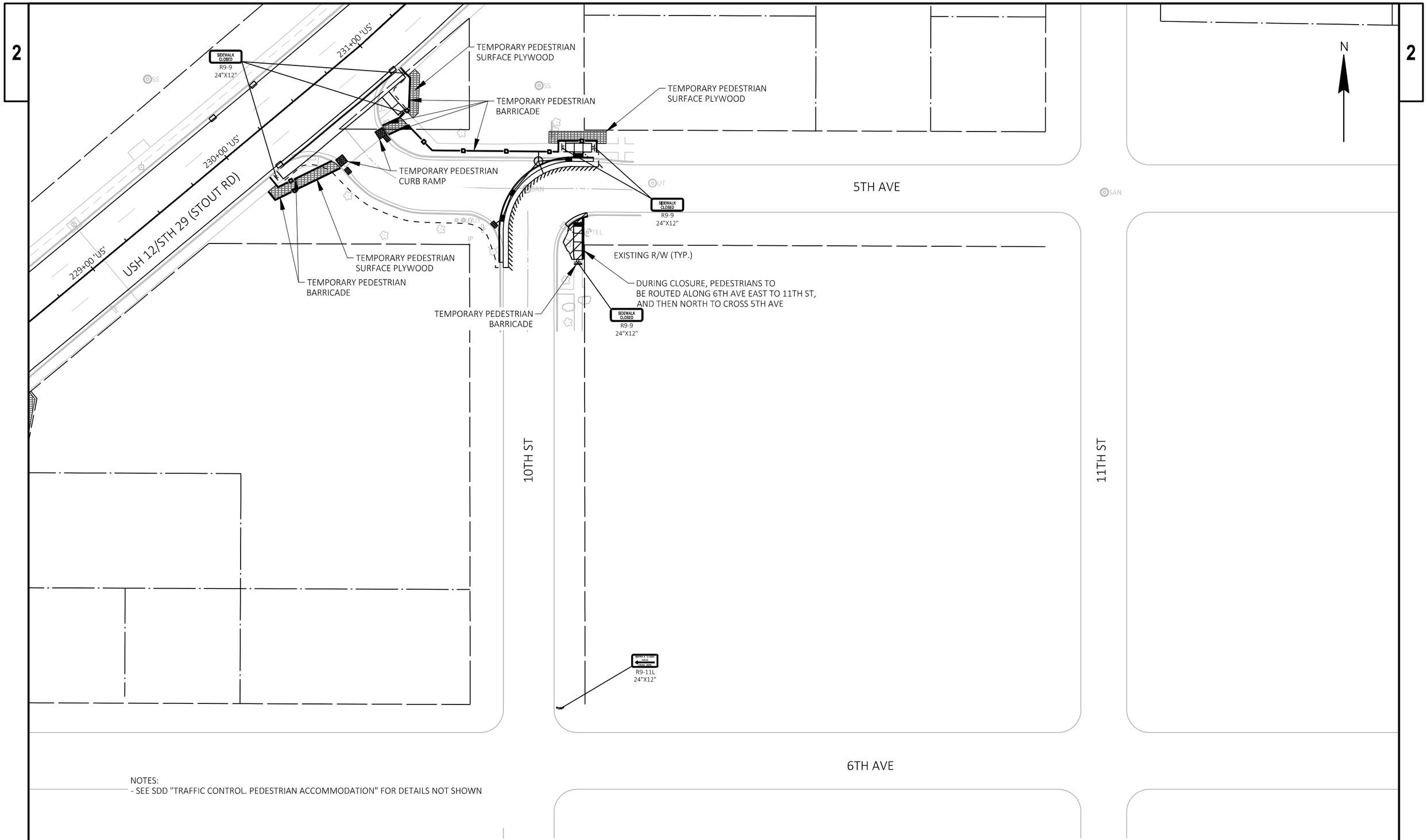
SIDEWALK CLOSED AHEAD TAKE NEXT
R9-11L
24"X12"

NOTES:
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 9TH STREET	SHEET 103	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 9th

PLOT DATE : 2/1/2022 10:48 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



NOTES:
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 5TH AVENUE	SHEET 104	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 10th

PLOT DATE : 2/1/2022 10:49 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

N

2

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN CURB RAMP

USH 12/STH 29 (STOUT RD)

SIDEWALK CLOSED
R9-9
24"X12"

236+00 'US'

237+00 'US'

238+00 'US'

235+00 'US'

TEMPORARY PEDESTRIAN BARRICADE

234+00 'US'

TLE (TYP.)

DURING CLOSURE, PEDESTRIANS TO CROSS 11TH ST AT 5TH AVE

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN BARRICADE

DURING CLOSURE, PEDESTRIANS TO CROSS 11TH ST AT 5TH AVE

233+00 'US'

232+00 'US'

11TH ST

EXISTING R/W (TYP.)

R9-11L
24"X12"

R9-11R
24"X12"

5TH AVE

NOTES:
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 11TH STREET	SHEET 105	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 11th-1

PLOT DATE : 2/1/2022 10:49 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

TEMPORARY PEDESTRIAN CURB RAMP

DURING CLOSURE, PEDESTRIANS TO CROSS USH 12 AT 13TH ST

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN BARRICADE

USH 12/STH 29 (STOUT RD)

SIDEWALK CLOSED R9-9 24"X12"

238+00 'US' 239+00 'US' 240+00 'US' 241+00 'US' 242+00 'US' 243+00 'US'

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

DURING CLOSURE, PEDESTRIANS TO CROSS USH 12 AT 13TH ST

TLE (TYP.)

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

SIDEWALK CLOSED R9-9 24"X12"

12TH ST

EXISTING R/W (TYP.)

13TH ST

NOTES:
- CONTRACTOR TO CONSTRUCT 13TH ST CURB RAMPS PRIOR TO PERFORMING WORK ON 12TH ST CURB RAMPS
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 12TH STREET	SHEET 106	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 12th-1

PLOT DATE : 2/1/2022 10:49 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TLE (TYP.)

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

SIDEWALK CLOSED
R9-9
24"X12"

239+00 'US'

240+00 'US'

241+00 'US'

243+00 'US'

244+00 'US'

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN CURB RAMP

USH 12/STH 29 (STOUT RD)

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY PEDESTRIAN BARRICADE

12TH ST

EXISTING R/W (TYP.)

13TH ST

NOTES:
- CONTRACTOR TO CONSTRUCT 13TH ST CURB RAMPS PRIOR TO PERFORMING WORK ON 12TH ST CURB RAMPS
- DURING CLOSURE, PEDESTRIANS TO CROSS USH 12 AT 13TH ST
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 13TH STREET	SHEET 107	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 13th-1

PLOT DATE : 2/1/2022 10:49 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN BARRICADE

248+00

247+00 'US'

246+00 'US'

245+00 'US'

USH 12/STH 29 (STOUT RD)

14TH ST

EXISTING R/W (TYP.)

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN CURB RAMP

NOTES:
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

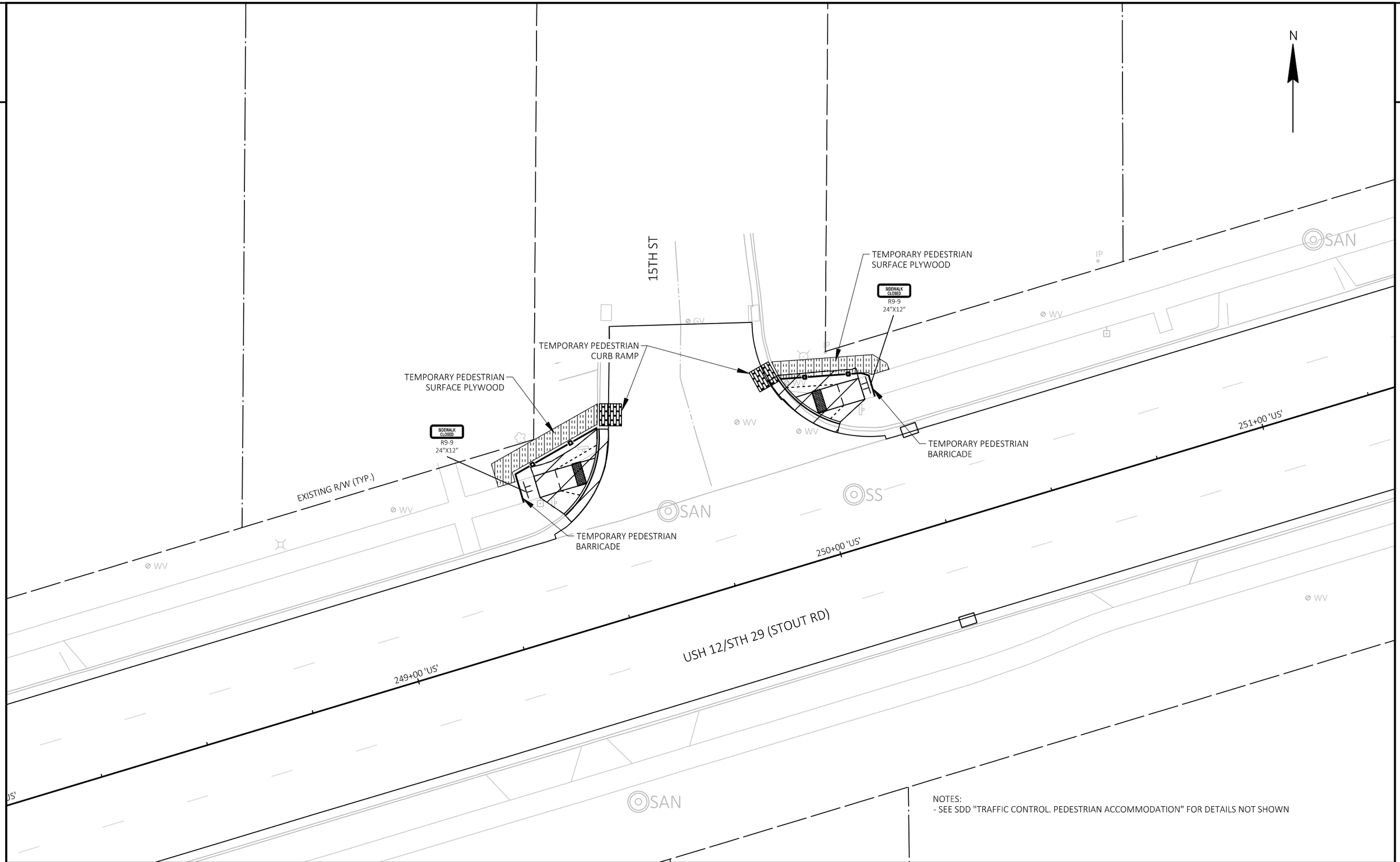
PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 14TH STREET	SHEET 108	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 14th-1

PLOT DATE : 2/1/2022 10:49 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

2



NOTES:
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 15TH STREET	SHEET 109	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 15th

PLOT DATE : 2/1/2022 10:49 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

16TH ST

EXISTING R/W (TYP.)

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

254+00 'US'

253+00 'US'

252+00 'US'

USH 12/STH 29 (STOUT RD)

SAN

OUT

TEL

GV

WV

WV

WV

SAN

JP

XXX

NOTES:
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 16TH STREET	SHEET 110	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 16th

PLOT DATE : 2/1/2022 10:50 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

EXISTING R/W (TYP.)

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN BARRICADE

258+00 'US'

257+00 'US'

256+00 'US'

255+00 'US'

USH 12/STH 29 (STOUT RD)

17TH ST

GUY

WV

SAN

SS

IP

MP

NOTES:
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 17TH STREET	SHEET 111	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 17th-1

PLOT DATE : 2/1/2022 10:50 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

18TH ST

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN
SURFACE PLYWOOD

TEMPORARY PEDESTRIAN
BARRICADE

TEMPORARY PEDESTRIAN
CURB RAMP

261+00 'US'

EXISTING R/W (TYP.)

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN
SURFACE PLYWOOD

TEMPORARY PEDESTRIAN
BARRICADE

TEMPORARY PEDESTRIAN
CURB RAMP

260+00 'US'

USH 12/STH 29 (STOUT RD)

259+00 'US'

OSS
OFEL
OSAN
⊘ WV
⊘ WV
⊘ WV
IP
MP
⊙ GUY

NOTES:
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRIAN MOVEMENTS - 18TH STREET	SHEET 112	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 18th-1

PLOT DATE : 2/1/2022 10:50 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

2

N

19TH ST

TEMPORARY PEDESTRIAN SURFACE PLYWOOD

TEMPORARY PEDESTRIAN BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN CURB RAMP

EXISTING R/W (TYP.)

264+00 'US'

263+00 'US'

262+00 'US'

USH 12/STH 29 (STOUT RD)

SAN

WV

GUY

POST

IP

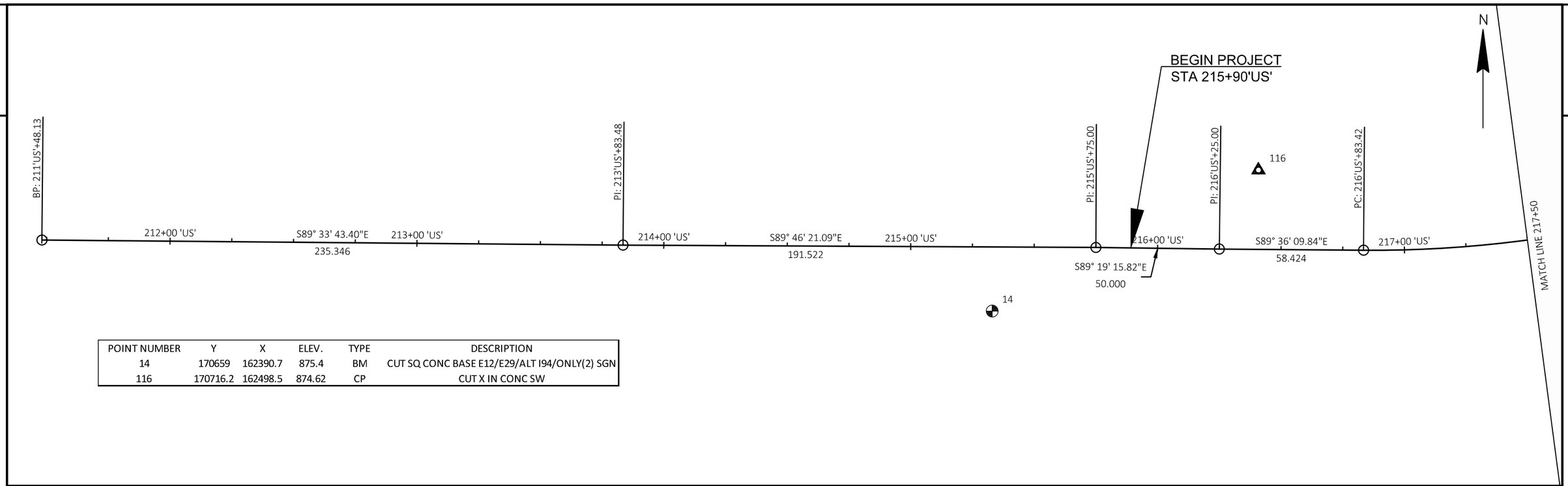
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NOTES:
- SEE SDD "TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION" FOR DETAILS NOT SHOWN

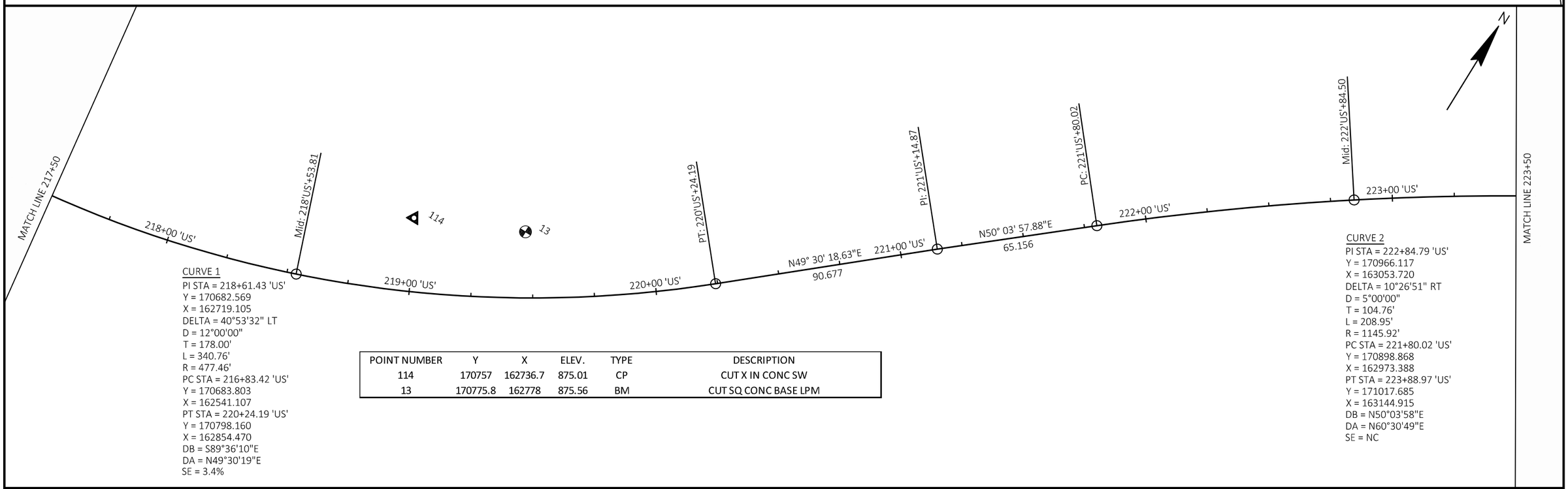
PROJECT NO: 7600-01-05	HWY: USH 12	COUNTY: DUNN	PEDESTRAIN MOVEMENTS - 19TH STREET	SHEET 113	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\TRAFFIC CONTROL\025100-TC-PEDESTRIANS.DWG
LAYOUT NAME - 19th-1

PLOT DATE : 2/1/2022 10:50 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



POINT NUMBER	Y	X	ELEV.	TYPE	DESCRIPTION
14	170659	162390.7	875.4	BM	CUT SQ CONC BASE E12/E29/ALT I94/ONLY(2) SGN
116	170716.2	162498.5	874.62	CP	CUT X IN CONC SW

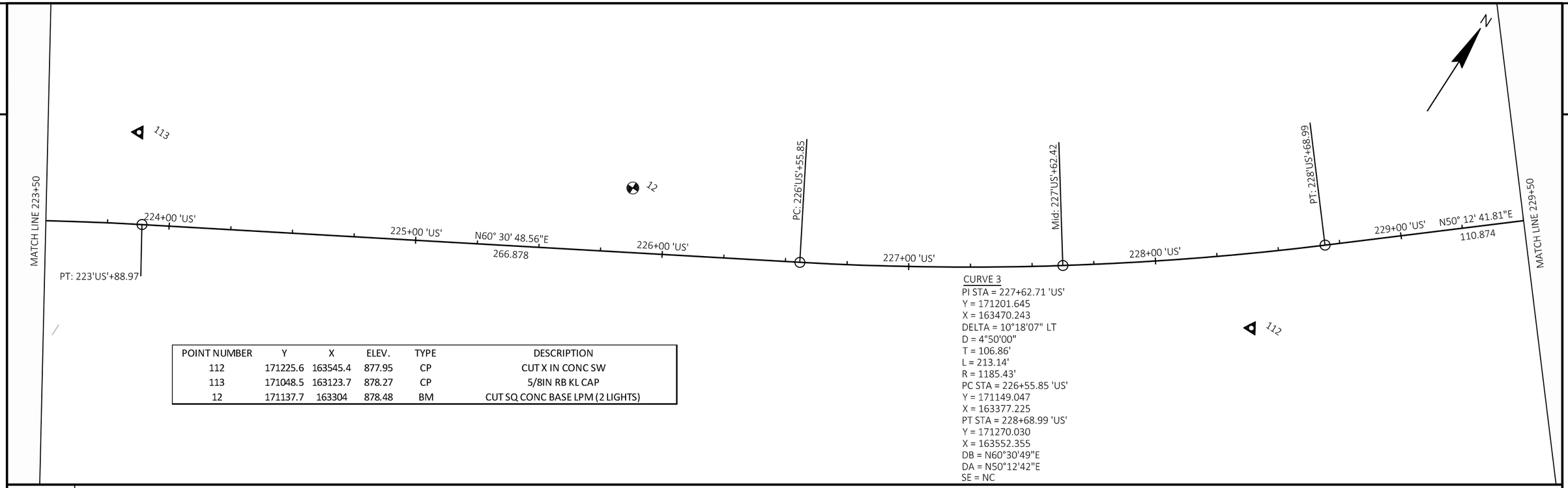


CURVE 1
PI STA = 218+61.43 'US'
Y = 170682.569
X = 162719.105
DELTA = 40°53'32" LT
D = 12°00'00"
T = 178.00'
L = 340.76'
R = 477.46'
PC STA = 216+83.42 'US'
Y = 170683.803
X = 162541.107
PT STA = 220+24.19 'US'
Y = 170798.160
X = 162854.470
DB = S89°36'10"E
DA = N49°30'19"E
SE = 3.4%

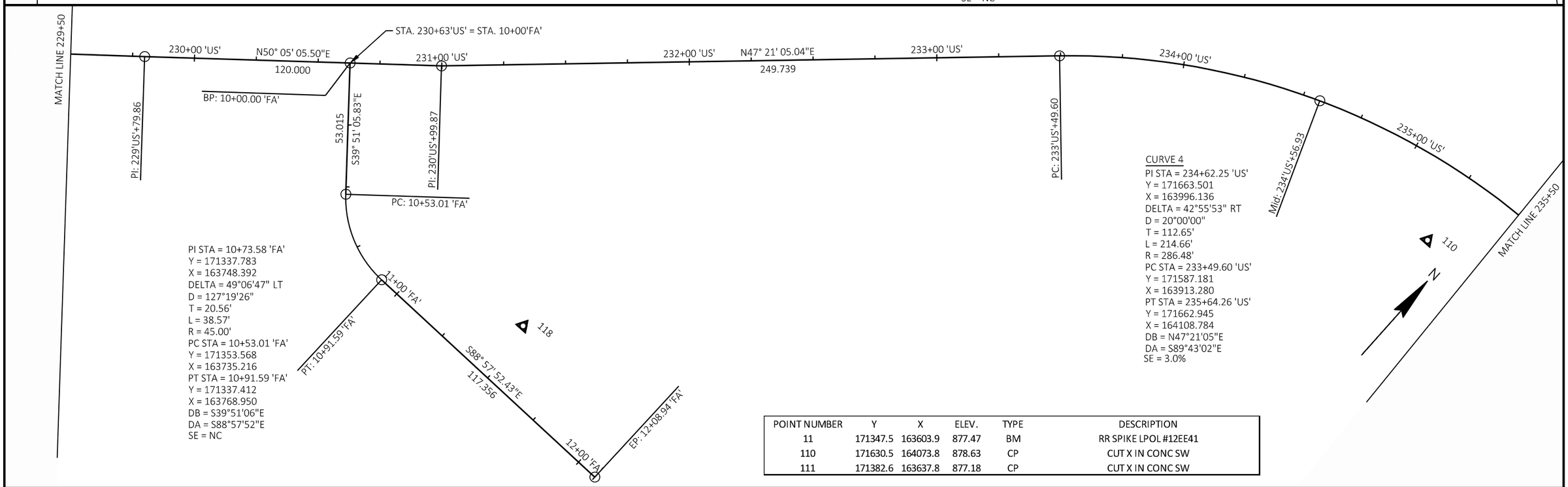
POINT NUMBER	Y	X	ELEV.	TYPE	DESCRIPTION
114	170757	162736.7	875.01	CP	CUT X IN CONC SW
13	170775.8	162778	875.56	BM	CUT SQ CONC BASE LPM

CURVE 2
PI STA = 222+84.79 'US'
Y = 170966.117
X = 163053.720
DELTA = 10°26'51" RT
D = 5°00'00"
T = 104.76'
L = 208.95'
R = 1145.92'
PC STA = 221+80.02 'US'
Y = 170898.868
X = 162973.388
PT STA = 223+88.97 'US'
Y = 171017.685
X = 163144.915
DB = N50°03'58"E
DA = N60°30'49"E
SE = NC

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	ALIGNMENT DIAGRAM	SHEET 114	E



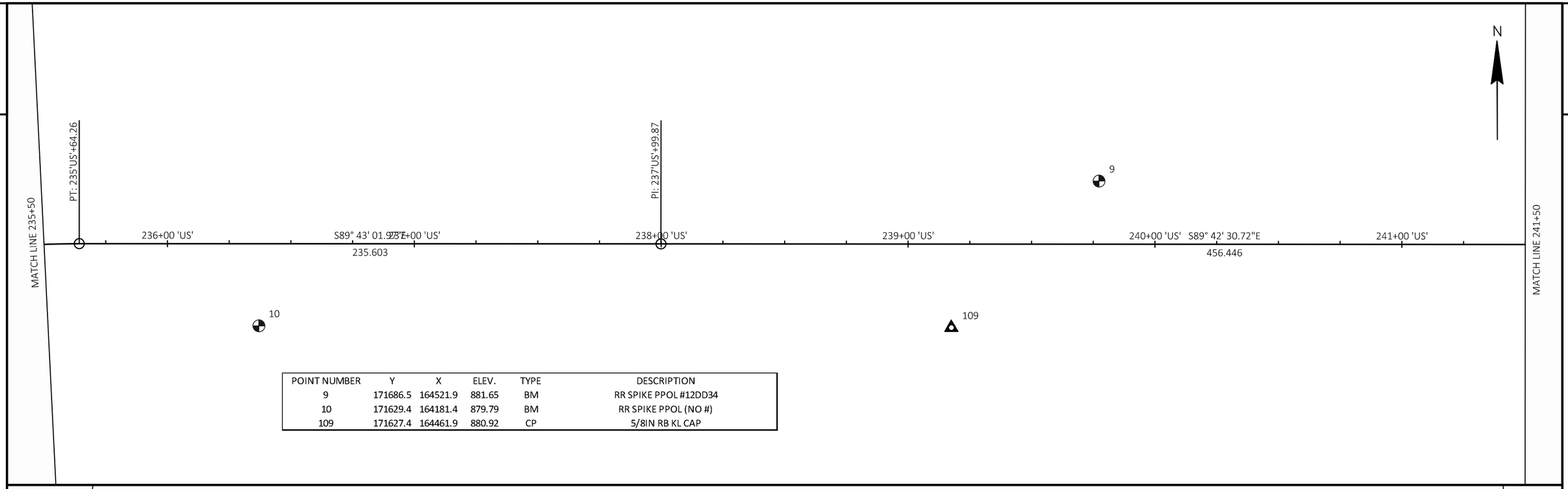
POINT NUMBER	Y	X	ELEV.	TYPE	DESCRIPTION
112	171225.6	163545.4	877.95	CP	CUT X IN CONC SW
113	171048.5	163123.7	878.27	CP	5/8IN RB KL CAP
12	171137.7	163304	878.48	BM	CUT SQ CONC BASE LPM (2 LIGHTS)



POINT NUMBER	Y	X	ELEV.	TYPE	DESCRIPTION
11	171347.5	163603.9	877.47	BM	RR SPIKE LPOL #12EE41
110	171630.5	164073.8	878.63	CP	CUT X IN CONC SW
111	171382.6	163637.8	877.18	CP	CUT X IN CONC SW

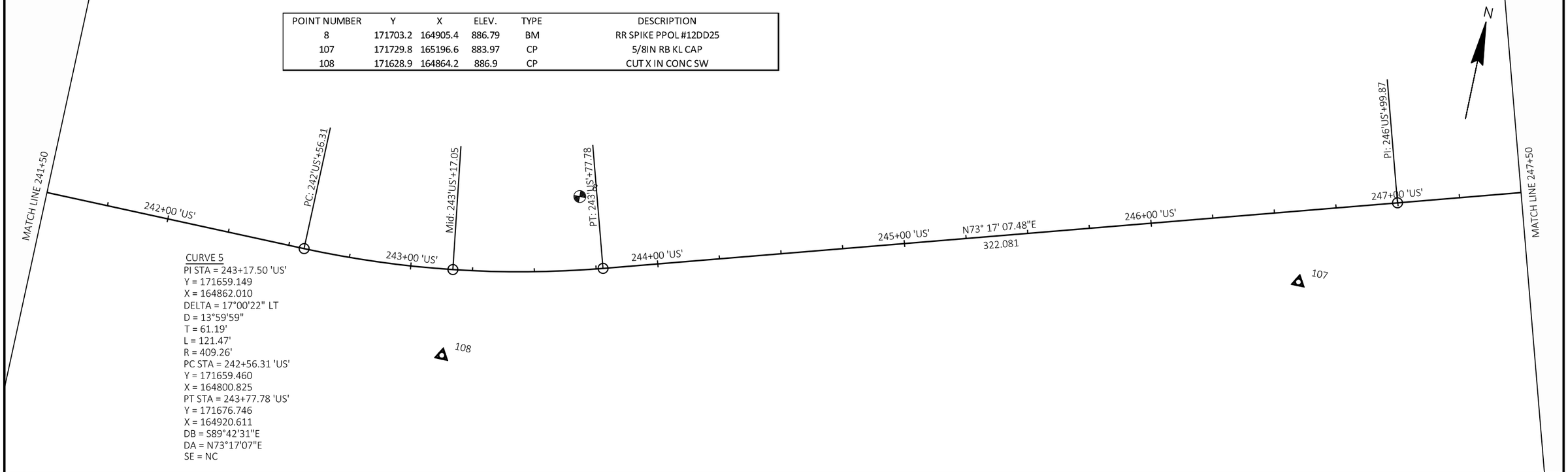
PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	ALIGNMENT DIAGRAM	SHEET 115	E

2



POINT NUMBER	Y	X	ELEV.	TYPE	DESCRIPTION
9	171686.5	164521.9	881.65	BM	RR SPIKE PPOL #12DD34
10	171629.4	164181.4	879.79	BM	RR SPIKE PPOL (NO #)
109	171627.4	164461.9	880.92	CP	5/8IN RB KL CAP

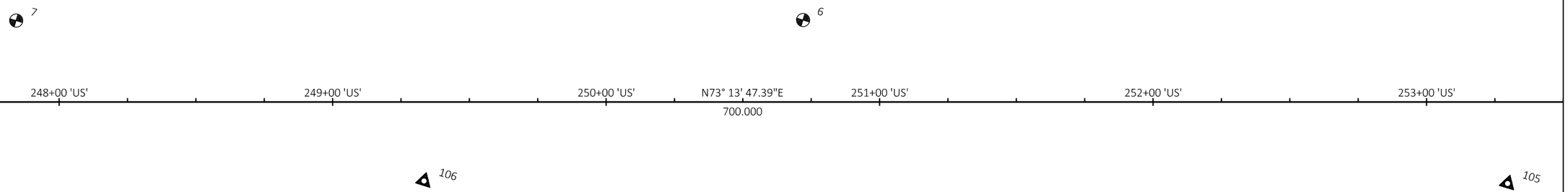
POINT NUMBER	Y	X	ELEV.	TYPE	DESCRIPTION
8	171703.2	164905.4	886.79	BM	RR SPIKE PPOL #12DD25
107	171729.8	165196.6	883.97	CP	5/8IN RB KL CAP
108	171628.9	164864.2	886.9	CP	CUT X IN CONC SW



CURVE 5
PI STA = 243+17.50 'US'
Y = 171659.149
X = 164862.010
DELTA = 17°00'22" LT
D = 13°59'59"
T = 61.19'
L = 121.47'
R = 409.26'
PC STA = 242+56.31 'US'
Y = 171659.460
X = 164800.825
PT STA = 243+77.78 'US'
Y = 171676.746
X = 164920.611
DB = S89°42'31"E
DA = N73°17'07"E
SE = NC

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	ALIGNMENT DIAGRAM	SHEET 116	E

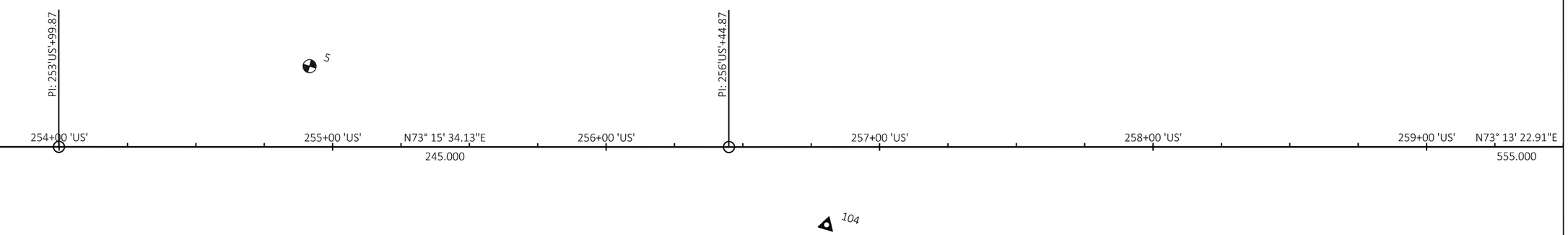
MATCH LINE 247+50



MATCH LINE 253+50

POINT NUMBER	Y	X	ELEV.	TYPE	DESCRIPTION
6	171905.4	165576.7	885.46	BM	RR SPIKE PPOL #12BB27
7	171822.2	165301.3	885.04	BM	RR SPIKE PPOL #12EE26
105	171922.6	165840.6	888.63	CP	5/8IN RB KL CAP
106	171809.1	165461	885.04	CP	5/8IN RB KL CAP

MATCH LINE 253+50

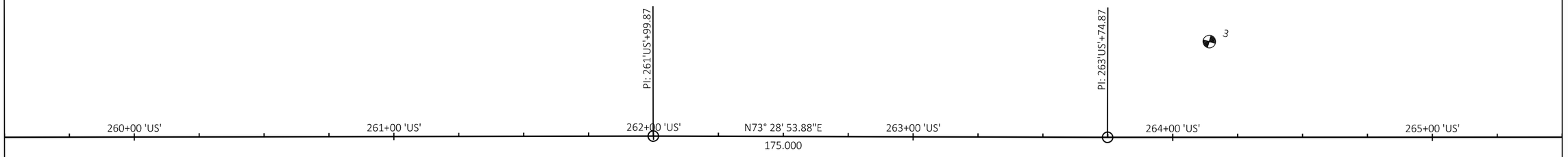


MATCH LINE 259+50

POINT NUMBER	Y	X	ELEV.	TYPE	DESCRIPTION
5	172025.9	165978.6	890.31	BM	RR SPIKE PPOL #12BB28 65T EMD049
104	172025	166176.3	888.88	CP	5/8IN RB KL CAP

2

MATCH LINE 259+50

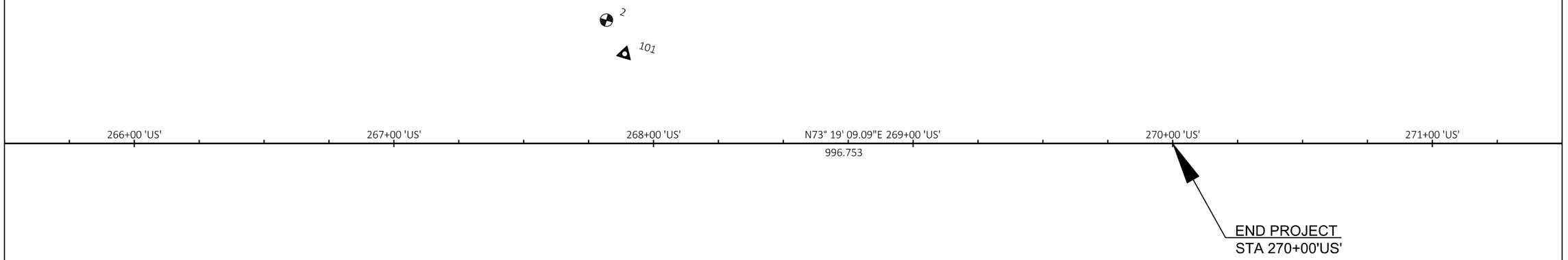


POINT NUMBER	Y	X	ELEV.	TYPE	DESCRIPTION
3	172298.4	166860	883.96	BM	CUT X NW FLANGE BOLT HYD
4	172103.7	166510.5	884.68	BM	CUT SQ NE COR CONC BASE VACUUM STATION
102	172215.2	166816.9	882.75	CP	5/8IN RB KL CAP
103	172120.1	166493.1	883.44	CP	5/8IN RB KL CAP

MATCH LINE 265+50

MATCH LINE 271+50

POINT NUMBER	Y	X	ELEV.	TYPE	DESCRIPTION
2	172414.1	167209.3	883.4	BM	CUT SQ CONC BASE LPM
101	172403.8	167219.8	884.06	CP	5/8IN RB KL CAP



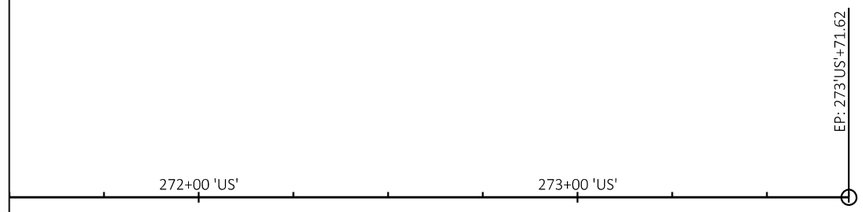
PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	ALIGNMENT DIAGRAM	SHEET 118	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 259+50.00
PLOT DATE : 1/19/2022 3:01 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

MATCH LINE 271+50



100 1

POINT NUMBER	Y	X	ELEV.	TYPE	DESCRIPTION
1	172476.3	167750.1	879.92	BM	CUT SQ SW COR BOX CULVERT
100	172469.3	167722.7	881.33	CP	5/8IN RB KL CAP

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	ALIGNMENT DIAGRAM	SHEET 119	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 271+50.00

PLOT DATE : 1/19/2022 3:01 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

Estimate Of Quantities

7600-01-75

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	320.000	320.000
0004	204.0105	Removing Pavement Butt Joints	SY	215.000	215.000
0006	204.0109.S	Removing Concrete Surface Partial Depth	SF	275,000.000	275,000.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	55.000	55.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	160.000	160.000
0012	204.0130	Removing Curb	LF	100.000	100.000
0014	204.0150	Removing Curb & Gutter	LF	2,590.000	2,590.000
0016	204.0155	Removing Concrete Sidewalk	SY	1,095.000	1,095.000
0018	204.0220	Removing Inlets	EACH	1.000	1.000
0020	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	60.000	60.000
0022	204.9060.S	Removing (item description) 01. Casting	EACH	5.000	5.000
0024	205.0100	Excavation Common	CY	785.000	785.000
0026	208.0100	Borrow	CY	176.000	176.000
0028	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 7600-01-75	LS	1.000	1.000
0030	213.0100	Finishing Roadway (project) 01. 7600-01-75	EACH	1.000	1.000
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	305.000	305.000
0034	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	530.000	530.000
0036	415.0065	Concrete Pavement 6 1/2-Inch	SY	255.000	255.000
0038	416.0160	Concrete Driveway 6-Inch	SY	105.000	105.000
0040	416.0610	Drilled Tie Bars	EACH	2,120.000	2,120.000
0042	416.0620	Drilled Dowel Bars	EACH	22.000	22.000
0044	455.0605	Tack Coat	GAL	2,170.000	2,170.000
0046	460.2000	Incentive Density HMA Pavement	DOL	2,230.000	2,230.000
0048	460.6644	HMA Pavement 4 MT 58-34 V	TON	3,470.000	3,470.000
0050	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	35.000	35.000
0052	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000
0054	601.0110	Concrete Curb Type D	LF	100.000	100.000
0056	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	45.000	45.000
0058	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	2,320.000	2,320.000
0060	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	165.000	165.000
0062	601.0600	Concrete Curb Pedestrian	LF	335.000	335.000
0064	602.0405	Concrete Sidewalk 4-Inch	SF	15.000	15.000
0066	602.0410	Concrete Sidewalk 5-Inch	SF	9,730.000	9,730.000
0068	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	450.000	450.000
0070	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	70.000	70.000
0072	608.0512	Storm Sewer Pipe Reinforced Concrete Class V 12-Inch	LF	7.000	7.000
0074	608.3012	Storm Sewer Pipe Class III-A 12-Inch	LF	76.000	76.000
0076	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0078	611.0550	Manhole Covers Type M	EACH	1.000	1.000
0080	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0082	611.0639	Inlet Covers Type H-S	EACH	2.000	2.000
0084	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0086	611.3004	Inlets 4-FT Diameter	EACH	1.000	1.000
0088	611.3230	Inlets 2x3-FT	EACH	3.000	3.000
0090	611.8110	Adjusting Manhole Covers	EACH	43.000	43.000
0092	611.8115	Adjusting Inlet Covers	EACH	45.000	45.000
0094	611.8120.S	Cover Plates Temporary	EACH	43.000	43.000
0096	616.0700.S	Fence Safety	LF	500.000	500.000
0098	618.0100	Maintenance And Repair of Haul Roads (project) 01. 7600-01-75	EACH	1.000	1.000

Estimate Of Quantities

7600-01-75

Line	Item	Item Description	Unit	Total	Qty
0100	619.1000	Mobilization	EACH	1.000	1.000
0102	624.0100	Water	MGAL	23.800	23.800
0104	625.0100	Topsoil	SY	1,310.000	1,310.000
0106	628.1905	Mobilizations Erosion Control	EACH	15.000	15.000
0108	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0110	628.2006	Erosion Mat Urban Class I Type A	SY	1,310.000	1,310.000
0112	628.7010	Inlet Protection Type B	EACH	5.000	5.000
0114	628.7015	Inlet Protection Type C	EACH	50.000	50.000
0116	628.7020	Inlet Protection Type D	EACH	15.000	15.000
0118	629.0210	Fertilizer Type B	CWT	1.000	1.000
0120	630.0140	Seeding Mixture No. 40	LB	23.600	23.600
0122	630.0500	Seed Water	MGAL	22.100	22.100
0124	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	1.000	1.000
0126	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	1.000	1.000
0128	637.2210	Signs Type II Reflective H	SF	37.560	37.560
0130	638.2102	Moving Signs Type II	EACH	3.000	3.000
0132	638.2602	Removing Signs Type II	EACH	6.000	6.000
0134	638.3000	Removing Small Sign Supports	EACH	5.000	5.000
0136	638.4000	Moving Small Sign Supports	EACH	3.000	3.000
0138	642.5001	Field Office Type B	EACH	1.000	1.000
0140	643.0300	Traffic Control Drums	DAY	8,700.000	8,700.000
0142	643.0410	Traffic Control Barricades Type II	DAY	70.000	70.000
0144	643.0420	Traffic Control Barricades Type III	DAY	1,610.000	1,610.000
0146	643.0705	Traffic Control Warning Lights Type A	DAY	3,230.000	3,230.000
0148	643.0715	Traffic Control Warning Lights Type C	DAY	1,800.000	1,800.000
0150	643.0800	Traffic Control Arrow Boards	DAY	120.000	120.000
0152	643.0900	Traffic Control Signs	DAY	4,800.000	4,800.000
0154	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
0156	643.1050	Traffic Control Signs PCMS	DAY	130.000	130.000
0158	643.1070	Traffic Control Cones 42-Inch	DAY	21,000.000	21,000.000
0160	643.5000	Traffic Control	EACH	1.000	1.000
0162	644.1420	Temporary Pedestrian Surface Plywood	SF	4,900.000	4,900.000
0164	644.1601	Temporary Pedestrian Curb Ramp	DAY	175.000	175.000
0166	644.1810	Temporary Pedestrian Barricade	LF	2,520.000	2,520.000
0168	646.1020	Marking Line Epoxy 4-Inch	LF	11,500.000	11,500.000
0170	646.3020	Marking Line Epoxy 8-Inch	LF	260.000	260.000
0172	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	5,600.000	5,600.000
0174	646.4620	Marking Line Same Day Epoxy 8-Inch	LF	680.000	680.000
0176	646.5020	Marking Arrow Epoxy	EACH	63.000	63.000
0178	646.5120	Marking Word Epoxy	EACH	4.000	4.000
0180	646.6120	Marking Stop Line Epoxy 18-Inch	LF	225.000	225.000
0182	646.7120	Marking Diagonal Epoxy 12-Inch	LF	275.000	275.000
0184	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	1,600.000	1,600.000
0186	646.8120	Marking Curb Epoxy	LF	1,230.000	1,230.000
0188	646.8320	Marking Parking Stall Epoxy	LF	100.000	100.000
0190	646.9000	Marking Removal Line 4-Inch	LF	315.000	315.000
0192	646.9100	Marking Removal Line 8-Inch	LF	65.000	65.000
0194	646.9300	Marking Removal Special Marking	EACH	3.000	3.000
0196	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	37,800.000	37,800.000

Estimate Of Quantities

7600-01-75

Line	Item	Item Description	Unit	Total	Qty
0198	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	1,420.000	1,420.000
0200	649.0550	Temporary Marking Arrow Removable Tape	EACH	26.000	26.000
0202	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	46.000	46.000
0204	650.4000	Construction Staking Storm Sewer	EACH	12.000	12.000
0206	650.5000	Construction Staking Base	LF	95.000	95.000
0208	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	695.000	695.000
0210	650.7000	Construction Staking Concrete Pavement	LF	600.000	600.000
0212	650.8000	Construction Staking Resurfacing Reference	LF	5,410.000	5,410.000
0214	650.8500	Construction Staking Electrical Installations (project) 01. 7600-01-75	LS	1.000	1.000
0216	650.9000	Construction Staking Curb Ramps	EACH	49.000	49.000
0218	650.9910	Construction Staking Supplemental Control (project) 01. 7600-01-75	LS	1.000	1.000
0220	650.9920	Construction Staking Slope Stakes	LF	600.000	600.000
0222	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	30.000	30.000
0224	652.0700.S	Install Conduit into Existing Item	EACH	2.000	2.000
0226	652.0800	Conduit Loop Detector	LF	164.000	164.000
0228	652.0900	Loop Detector Slots	LF	150.000	150.000
0230	654.0101	Concrete Bases Type 1	EACH	6.000	6.000
0232	654.0102	Concrete Bases Type 2	EACH	4.000	4.000
0234	655.0230	Cable Traffic Signal 5-14 AWG	LF	15.000	15.000
0236	655.0260	Cable Traffic Signal 12-14 AWG	LF	100.000	100.000
0238	655.0800	Loop Detector Wire	LF	684.000	684.000
0240	657.0100	Pedestal Bases	EACH	6.000	6.000
0242	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	4.000	4.000
0244	657.0305	Poles Type 2	EACH	4.000	4.000
0246	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	2.000	2.000
0248	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	4.000	4.000
0250	657.0585	Trombone Arms 15-FT	EACH	1.000	1.000
0252	657.0590	Trombone Arms 20-FT	EACH	3.000	3.000
0254	658.0175	Traffic Signal Face 5S 12-Inch	EACH	1.000	1.000
0256	658.0500	Pedestrian Push Buttons	EACH	8.000	8.000
0258	658.5069	Signal Mounting Hardware (location) 01. Signal Mounting Hardware (USH 12 & 6th St)	LS	1.000	1.000
0260	690.0150	Sawing Asphalt	LF	360.000	360.000
0262	690.0250	Sawing Concrete	LF	3,535.000	3,535.000
0264	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0266	740.0440	Incentive IRI Ride	DOL	6,671.000	6,671.000
0268	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	800.000	800.000
0270	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0272	SPV.0060	Special 01. Manhole Cover Special	EACH	2.000	2.000
0274	SPV.0060	Special 02. Inlet Cover Special	EACH	3.000	3.000
0276	SPV.0060	Special 03. Adjusting Water Valve Box	EACH	16.000	16.000
0278	SPV.0060	Special 04. Remove and Replace Retaining Wall	EACH	1.000	1.000
0280	SPV.0060	Special 05. Rectangular Rapid Flashing Beacon (RRFB) System (USH 12 & 13th Street SE)	EACH	1.000	1.000
0282	SPV.0060	Special 06. Rectangular Rapid Flashing Beacon (RRFB) System (USH 12 & 17th Street SE)	EACH	1.000	1.000
0284	SPV.0180	Special 01. Concrete Joint and Crack Cleaning	SY	1,330.000	1,330.000

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	LOCATION	STATION - STATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)
0010	USH 12	215+90 US - 219+36 US	104
	USH 12	219+36 US - 227+98 US	56
	CATEGORY 0010 SUBTOTAL		160
PROJECT 7600-01-75 TOTAL			**160**

REMOVING CURB & GUTTER

CATEGORY	LOCATION	STATION - STATION	204.0130 REMOVING CURB (LF)	204.0150 REMOVING CURB & GUTTER (LF)	REMARKS
0010	USH 12	215+90 US - 219+36 US	-	207	
	USH 12	219+36 US - 227+98 US	-	186	
	USH 12	227+98 US - 236+12 US	-	372	
	USH 12	236+12 US - 242+83 US	-	276	
	USH 12	242+83 US - 256+44 US	-	314	
	USH 12	256+44 US - 270+00 US	100	785	
	USH 12	UNDISTRIBUTED	-	450	FOR ADJUSTING INLET COVERS
CATEGORY 0010 SUBTOTAL			100	2,590	
PROJECT 7600-01-75 TOTAL			**100**	**2,590**	

REMOVING CONCRETE PAVEMENT

CATEGORY	LOCATION	STATION - STATION	204.0100 REMOVING CONCRETE PAVEMENT (SY)
0010	USH 12	227+98 US - 236+12 US	140
	USH 12	256+44 US - 270+00 US	168
	CATEGORY 0010 SUBTOTAL		308
0020	USH 12	256+44 US - 270+00 US	12
	CATEGORY 0020 SUBTOTAL		12
PROJECT 7600-01-75 TOTAL			**320**

REMOVING PAVEMENT BUTT JOINTS

CATEGORY	LOCATION	STATION - STATION	204.0105 REMOVING PAVEMENT BUTT JOINTS (SY)	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)
0010	USH 12	215+90 US - 219+36 US	15	30
	USH 12	219+36 US - 227+98 US	27	25
	USH 12	227+98 US - 236+12 US	9	-
	USH 12	236+12 US - 242+83 US	37	-
	USH 12	242+83 US - 256+44 US	66	-
	USH 12	256+44 US - 270+00 US	60	-
PROJECT 7600-01-75 TOTAL			**215**	**55**

REMOVING CONCRETE SURFACE PARTIAL DEPTH

CATEGORY	LOCATION	STATION - STATION	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH (SF)
0010	USH 12	215+90 US - 219+36 US	21,395
	USH 12	219+36 US - 227+98 US	41,194
	USH 12	227+98 US - 236+12 US	38,087
	USH 12	236+12 US - 242+83 US	33,445
	USH 12	242+83 US - 256+44 US	69,139
	USH 12	256+44 US - 270+00 US	71,740
	CATEGORY 0010 SUBTOTAL		275,000
PROJECT 7600-01-75 TOTAL			**275,000**

REMOVING CONCRETE SIDEWALK

CATEGORY	LOCATION	STATION - STATION	204.0155 REMOVING CONCRETE SIDEWALK (SY)
0010	USH 12	215+90 US - 219+36 US	166
	USH 12	219+36 US - 227+98 US	122
	USH 12	227+98 US - 236+12 US	157
	USH 12	236+12 US - 242+83 US	180
	USH 12	242+83 US - 256+44 US	158
	USH 12	256+44 US - 270+00 US	311
	CATEGORY 0010 SUBTOTAL		1,095
PROJECT 7600-01-75 TOTAL			**1,095**

REMOVING INLETS

CATEGORY	LOCATION	STATION	OFFSET	204.9060.S.01 REMOVING CASTING (EA)	204.0220 REMOVING INLETS (EA)
0010	USH 12	266+88'US'	16.6' LT	1	-
	USH 12	266+88'US'	24.6' LT	1	-
	5TH AVE	10+51'FA'	14.4' RT	1	-
	5TH AVE	10+51'FA'	14.4' LT	1	-
	5TH AVE	11+30'FA'	21.5' RT	1	-
	5TH AVE	11+55'FA'	15.6' LT	-	1
CATEGORY 0010 SUBTOTAL				5	1
PROJECT 7600-01-75 TOTAL				**5**	**1**

REMOVING STORM SEWER

CATEGORY	LOCATION	STATION	OFFSET	204.0245.01 REMOVING STORM SEWER 12-INCH (LF)
0010	5TH AVE	11+42'FA'	3.0' RT	46
	5TH AVE	11+55'FA'	18.3' LT	6
	5TH AVE	11+56'FA'	12.0' LT	8
CATEGORY 0010 SUBTOTAL				60
PROJECT 7600-01-75 TOTAL				**60**

3

EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW	COMMENT
DIVISION 1												
CURB LINE EXPANSION	263+92/269+87	USH 12	604	0	166	438	6	8	431	431	0	EXCESS MATERIAL AVAILABLE
DIVISION 1 SUBTOTAL			604	0	166	438	6	8	431	431	0	
DIVISION 2												
5TH AVE CLOSURE	10+30.854/11+89.171	5TH AVE	181	0	181	0	141	176	-176	0	176	
DIVISION 2 SUBTOTAL			181	0	181	0	141	176	-176	0	176	
GRAND TOTAL			785	0	347	438	147	184	254	431	176	
TOTAL COMMON EXC			785									

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.25 EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

BASE AGGREGATE DENSE

CATEGORY	LOCATION	STATION - STATION	305.0110 3/4-INCH (TON)	305.0120 1 1/4-INCH (TON)
0010	USH 12	215+90 US - 219+36 US	46	33
	USH 12	219+36 US - 227+98 US	35	31
	USH 12	227+98 US - 236+12 US	52	60
	USH 12	236+12 US - 242+83 US	51	44
	USH 12	242+83 US - 256+44 US	52	52
	USH 12	256+44 US - 270+00 US	70	306
CATEGORY 0010 SUBTOTAL			305	526
0020	USH 12	256+44 US - 270+00 US	-	4
CATEGORY 0020 SUBTOTAL			-	4
PROJECT 7600-01-75 TOTAL			**305**	**530**

CONCRETE PAVEMENT ITEMS

CATEGORY	LOCATION	STATION - STATION	415.0065 CONCRETE PAVEMENT 6 1/2-INCH (SY)	416.0160 CONCRETE DRIVEWAY 6-INCH (SY)	416.0610 DRILLED TIE BARS (EACH)	416.0620 DRILLED DOWEL BARS (EACH)	SPV.0180.01 CONCRETE JOINT AND CRACK CLEANING (SY)
0010	USH 12	215+90 US - 219+36 US	-	-	431	-	-
	USH 12	219+36 US - 227+98 US	-	-	354	-	-
	USH 12	227+98 US - 236+12 US	-	-	185	-	-
	USH 12	236+12 US - 242+83 US	-	-	170	-	-
	USH 12	242+83 US - 256+44 US	-	-	376	-	-
	USH 12	256+44 US - 270+00 US	241	105	451	-	-
	USH 12	UNDISTRIBUTED	-	-	150	-	1,330
CATEGORY 0010 SUBTOTAL			241	105	2,117	0	1,330
0020	USH 12	256+44 US - 270+00 US	14	-	3	22	0
CATEGORY 0020 SUBTOTAL			14	-	3	22	0
PROJECT 7600-01-75 TOTAL			**255**	**105**	**2,120**	**22**	**1,330**

CONCRETE CURB

CATEGORY	LOCATION	STATION - STATION	601.0110 CONCRETE CURB TYPE D (LF)	601.0407 CONCRETE CURB 18-INCH TYPE D (LF)	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A (LF)	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)	601.0600 CONCRETE CURB PEDESTRIAN (LF)	REMARKS
0010	USH 12	215+90 US - 219+36 US	-	-	181	32	146	
	USH 12	219+36 US - 227+98 US	-	-	166	23	64	
	USH 12	227+98 US - 236+12 US	-	-	199	110	84	
	USH 12	236+12 US - 242+83 US	-	-	266	-	15	
	USH 12	242+83 US - 256+44 US	-	-	317	-	26	
	USH 12	256+44 US - 270+00 US	100	45	741	-	-	
	USH 12	UNDISTRIBUTED	-	-	450	-	-	FOR ADJUSTING INLET COVERS
CATEGORY 0010 SUBTOTAL			100	45	2,320	165	335	
PROJECT 7600-01-75 TOTAL			**100**	**45**	**2,320**	**165**	**335**	

HMA ITEMS

CATEGORY	LOCATION	STATION - STATION	460.6644 HMA PAVEMENT 4 MT 58-34V (TON)	455.0605 TACK COAT (GAL)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)
0010	USH 12	215+90 US - 219+36 US	273	170	-
	USH 12	219+36 US - 227+98 US	522	326	-
	USH 12	227+98 US - 236+12 US	481	297	-
	USH 12	236+12 US - 242+83 US	414	259	-
	USH 12	242+83 US - 256+44 US	859	537	-
	USH 12	256+44 US - 270+00 US	922	580	35
CATEGORY 0010			3,470	2,170	35
PROJECT 7600-01-75 TOTAL			**3,470**	**2,170**	**35**

CONCRETE SIDEWALK

CATEGORY	LOCATION	STATION - STATION	602.0410 CONCRETE SIDEWALK 5-INCH (SF)	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA (SF)	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA (SF)
0010	USH 12	215+90 US - 219+36 US	1,499	60	-
	USH 12	219+36 US - 227+98 US	1,099	60	-
	USH 12	227+98 US - 236+12 US	1,675	50	-
	USH 12	236+12 US - 242+83 US	1,619	60	55
	USH 12	242+83 US - 256+44 US	1,628	140	15
	USH 12	256+44 US - 270+00 US	2,210	80	-
CATEGORY 0010 SUBTOTAL			9,730	450	70
PROJECT 7600-01-75 TOTAL			**9,730**	**450**	**70**

STORM SEWER PIPE

CATEGORY	LOCATION	FROM	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE (FT/FT)	608.0512 SSPRC CLASS V 12-INCH (LF)	608.3012 STORM SEWER PIPE CLASS III-A 12-INCH (LF)
0010	5TH AVE	1.1	1.2	873.78	873.66	2.00%	-	6
	5TH AVE	1.2	1.3	873.66	873.34	2.00%	-	16
	5TH AVE	1.3	1.4	873.34	871.96	5.83%	-	24
	5TH AVE	1.5	1.4	872.83	871.96	5.00%	-	17
	5TH AVE	1.6	1.4	872.80	872.71	1.05%	-	8
	5TH AVE	1.4	1.7	871.96	871.92	0.74%	-	5
	USH 12	2.2	2.3	870.73	880.70	0.50%	7	-
	USH 12							
CATEGORY 0010 SUBTOTAL							7	76
PROJECT 7600-01-75 TOTAL							**7**	**76**

STORM SEWER STRUCTURES

CATEGORY	LOCATION	STRUCTURE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATION	DEPTH (FT)	520.8000 CONCRETE COLLARS FOR PIPE (EA)	611.0430 RECONSTRUCTING INLETS (EA)	611.0550 MANHOLE COVERS TYPE M (EA)	611.0624 INLET COVERS TYPE H (EA)	611.0639 INLET COVERS TYPE H-S (EA)	611.2005 MANHOLES 5-FT DIAMETER (EA)	611.3004 INLETS 4-FT DIAMETER (EA)	611.3230 INLETS 2X3-FT (EA)	SPV.0060.02 INLET COVER SPECIAL (EA)	SPV.0060.01 MANHOLE COVER SPECIAL (EA)	NOTES
0010	5TH AVE	-	10+51'FA'	14.4' RT	876.19	-	-	-	-	-	-	-	-	-	-	1	-	
	5TH AVE	-	10+51'FA'	14.4' LT	876.43	-	-	-	-	-	-	-	-	-	-	1	-	
	5TH AVE	1.1	11+30'FA'	21.5' RT	877.14	873.78	3.36	-	-	-	-	-	-	-	-	1	-	EXISTING STRUCTURE. TO REMAIN
	5TH AVE	1.2	11+34'FA'	17.8' RT	876.85	873.66	3.19	-	-	-	-	1	-	1	-	-	-	
	5TH AVE	1.3	11+40'FA'	2.9' RT	877.02	873.34	3.68	-	-	-	1	-	-	-	1	-	-	
	5TH AVE	1.4	11+55'FA'	15.7' LT	877.10	871.96	5.14	-	-	1	-	-	1	-	-	-	-	
	5TH AVE	1.5	11+72'FA'	16.8' LT	876.43	872.83	3.60	-	-	-	-	1	-	-	1	-	-	
	5TH AVE	1.6	11+58'FA'	8.3' LT	-	872.80	-	1	-	-	-	-	-	-	-	-	-	
	5TH AVE	1.7	11+55'FA'	21.0' LT	-	871.92	-	1	-	-	-	-	-	-	-	-	-	
	USH 12	2.2	266+89'US'	31.3' LT	883.05	880.73	2.32	-	-	-	1	-	-	-	1	-	-	
	USH 12	2.3	266+89'US'	24.6' LT	883.24	879.00	4.24	-	-	-	-	-	-	-	-	-	1	EXISTING STRUCTURE. TO REMAIN
CATEGORY 0010 SUBTOTAL								2	0	1	2	2	1	1	3	3	1	
0020	USH 12	2.4	266+88'US'	16.6' LT	883.46	878.00	5.46	-	1	-	-	-	-	-	-	-	1	EXISTING STRUCTURE. TO REMAIN
CATEGORY 0020 SUBTOTAL								-	1	-	-	-	-	-	-	-	1	
PROJECT 7600-01-75 TOTAL								**2**	**1**	**1**	**2**	**2**	**1**	**1**	**3**	**3**	**2**	

ADJUSTING UTILITIES

CATEGORY	LOCATION	STATION - STATION	611.8110 ADJUSTING MANHOLE COVERS (EA)	611.8115 ADJUSTING INLET COVERS (EA)	611.8120.S COVER PLATES TEMPORARY (EA)	SPV.0060.03 ADJUSTING WATER VALVE BOX (EA)
0010	USH 12	215+90 US - 219+36 US	2	7	2	-
	USH 12	219+36 US - 227+98 US	2	10	2	-
	USH 12	227+98 US - 236+12 US	-	6	0	-
	USH 12	236+12 US - 242+83 US	3	4	3	-
	USH 12	242+83 US - 256+44 US	9	10	9	-
	USH 12	256+44 US - 270+00 US	1	8	1	-
CATEGORY 0010 SUBTOTAL			17	45	17	0
0020	USH 12	215+90 US - 219+36 US	6	-	6	2
	USH 12	219+36 US - 227+98 US	3	-	3	1
	USH 12	227+98 US - 236+12 US	2	-	2	1
	USH 12	236+12 US - 242+83 US	2	-	2	4
	USH 12	242+83 US - 256+44 US	8	-	8	4
	USH 12	256+44 US - 270+00 US	5	-	5	4
CATEGORY 0020 SUBTOTAL			26	0	26	16
PROJECT 7600-01-75 TOTAL			**43**	**45**	**43**	**16**

WATER

CATEGORY	LOCATION	STATION - STATION	624.0100 WATER BASE COMPACTION (MGAL)	DUST CONTROL (MGAL)
0010	USH 12	215+90 US - 219+36 US	1.3	0.9
	USH 12	219+36 US - 227+98 US	1.1	1.6
	USH 12	227+98 US - 236+12 US	1.8	1.5
	USH 12	236+12 US - 242+83 US	1.5	1.3
	USH 12	242+83 US - 256+44 US	1.7	2.6
	USH 12	256+44 US - 270+00 US	5.7	2.7
CATEGORY 0010 SUBTOTAL			13.1	10.7
PROJECT 7600-01-75 TOTAL			**23.8**	

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LANDSCAPING

CATEGORY	LOCATION	STATION - STATION	625.0100 TOPSOIL (SY)	628.2006 EROSION MAT URBAN CLASS I TYPE A (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0140 SEEDING MIXTURE NO. 40 (LB)	630.0500 SEED WATER (MGAL)
0010	USH 12	215+90 US - 219+36 US	6	6	0.1	0.1	0.1
	USH 12	219+36 US - 227+98 US	60	60	0.1	1.1	1.0
	USH 12	227+98 US - 236+12 US	649	649	0.4	11.7	10.9
	USH 12	236+12 US - 242+83 US	154	154	0.1	2.8	2.6
	USH 12	242+83 US - 256+44 US	172	172	0.1	3.1	2.9
	USH 12	256+44 US - 270+00 US	270	270	0.2	4.9	4.5
CATEGORY 0010 SUBTOTAL			1,310	1,310	1.0	23.6	22.1
PROJECT 7600-01-75 TOTAL			**1,310**	**1,310**	**1.0**	**23.6**	**22.1**

EROSION CONTROL

CATEGORY	LOCATION	STATION - STATION	628.1905 MOBILIZATIONS EROSION CONTROL (EA)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EA)	628.7010 INLET PROTECTION TYPE B (EA)	628.7015 INLET PROTECTION TYPE C (EA)	628.7020 INLET PROTECTION TYPE D (EA)
0010	USH 12	215+90 US - 219+36 US	-	-	-	5	2
	USH 12	219+36 US - 227+98 US	-	-	-	10	1
	USH 12	227+98 US - 236+12 US	-	-	3	7	4
	USH 12	236+12 US - 242+83 US	-	-	-	10	-
	USH 12	242+83 US - 256+44 US	-	-	-	6	3
	USH 12	256+44 US - 270+00 US	-	-	-	7	2
	UNDISTRIBUTED		15	5	2	5	3
CATEGORY 0010 SUBTOTAL			15	5	5	50	15
PROJECT 7600-01-75 TOTAL			**15**	**5**	**5**	**50**	**15**

SIGNING REMOVALS

SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON/SAME POST AS	REMARKS
7600-01-75							
CATEGORY 0010							
M1-1	R1-1	1	-	-	1	-	STOP SIGN
R1-2	W11-2	-	1	1	-	-	PEDESTRIAN CROSSING SYMBOL
R1-3		-	1	1	-	R1-2	YIELD TO PEDESTRIAN
R1-4	W11-2	-	1	1	-	-	PEDESTRIAN CROSSING SYMBOL
R1-5		-	1	1	-	R1-4	YIELD TO PEDESTRIAN
R2-1	R3-6L	-	1	-	-	-	LANE CONTROL SYMBOL W/ BLACK BORDER - LEFT & AHEAD ARROW
M2-3	R1-1	1	-	-	1	-	STOP SIGN
M2-6	R1-1	1	-	-	1	-	STOP SIGN
R2-11	R1-1	-	1	1	-	-	STOP SIGN
CATEGORY 0010 SUBTOTAL		3	6	5	3		
PROJECT 7600-01-75 TOTAL		**3**	**6**	**5**	**3**		

SAWING

CATEGORY	LOCATION	STATION - STATION	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)	REMARKS
0010	USH 12	215+90 US - 219+36 US	-	417	
	USH 12	219+36 US - 227+98 US	-	324	
	USH 12	227+98 US - 236+12 US	100	341	
	USH 12	236+12 US - 242+83 US	-	431	
	USH 12	242+83 US - 256+44 US	-	462	
	USH 12	256+44 US - 270+00 US	260	845	
	USH 12	UNDISTRIBUTED	-	680	FOR ADJUSTING INLET COVERS
CATEGORY 0010 SUBTOTAL			360	3,500	
0020	USH 12	256+44 US - 270+00 US	-	35	
CATEGORY 0020 SUBTOTAL			0	35	
PROJECT 7600-01-75 TOTAL			**360**	**3,535**	

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PERMANENT SIGNING

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE WXH IN	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	634.0614 POSTS WOOD 4X6-INCH 14 FT EACH	634.0616 POSTS WOOD 4X6-INCH 16 FT EACH	SIGN MOUNTED ON/SAME POST AS	REMARKS
7600-01-75								
CATEGORY 0010								
2-2	R3-5L	2S	42X48	14.00	-	-	STRUCTURE	LANE CONTROL SYMBOL W/ BLACK BORDER - LEFT ARROW
2-4	R3-50R	2S	30X36	7.50	-	-	M2-3	LANE CONTROL SYMBOL (SMALL BORDER) - RIGHT ONLY ARROW
2-5	R3-53R	2S	24X30	5.00	1	-	-	RIGHT TURN ONLY
2-7	M4-5	2S	24X12	2.00	-	1	-	TO
2-8	M3-4	2S	24X12	2.00	-	-	2-7	WEST
2-9	M1-4	2S	24X24	4.00	-	-	2-7	US ROUTE MARKER
2-10	M6-1	2S	21X21	3.06	-	-	2-7	ARROW (RIGHT, LEFT, OR AHEAD)
CATEGORY 0010 SUBTOTAL				37.56	1	1		
PROJECT 7600-01-75 TOTAL				**37.56**	**1**	**1**		

TRAFFIC CONTROL COVERING SIGNS

CATEGORY	LOCATION	STAGE	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II (EA)	NUMBER OF CYCLES	NUMBER OF SIGNS
0010	USH 12	STAGE 1	4	1	4
CATEGORY 0010 SUBTOTAL			4		
PROJECT 7600-01-75 TOTAL			**4**		

TRAFFIC CONTROL DEVICES

CATEGORY	LOCATION	STAGE	DAYS	643.0300 TRAFFIC CONTROL DRUMS (DAY)	643.0410 TRAFFIC CONTROL BARRICADES TYPE II (DAY)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (DAY)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A (DAY)	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C (DAY)	643.0800 TRAFFIC CONTROL ARROW BOARDS (DAY)	643.0900 TRAFFIC CONTROL SIGNS (DAY)	643.1050 TRAFFIC CONTROL SIGNS PCMS (DAY)	643.1070 TRAFFIC CONTROL CONES 42-INCH (DAY)
0010	USH 12	STAGE 1	20	4,900	-	200	400	200	40	1,120	40	-
	USH 12	STAGE 2	15	870	-	255	510	120	15	963	30	6,580
	USH 12	STAGE 3A	4	320	-	164	328	232	4	320	10	1,520
	USH 12	STAGE 3B	24	1,915	-	991	1,922	1,248	61	1,842	50	9,700
	USH 12	STAGE 4	5	-	-	-	-	-	-	155	-	3,200
	PEDESTRIANS	STAGE 1	-	695	70	-	70	-	-	400	-	-
CATEGORY 0010 SUBTOTAL				8,700	70	1,610	3,230	1,800	120	4,800	130	21,000
PROJECT 7600-01-75 TOTAL				**8,700**	**70**	**1,610**	**3,230**	**1,800**	**120**	**4,800**	**130**	**21,000**

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PEDESTRIAN ACCOMODATIONS

CATEGORY	LOCATION	STATION - STATION	644.1420 TEMPORARY PEDESTRIAN SURFACE PLYWOOD (SF)	644.1601 TEMPORARY PEDESTRIAN CURB RAMP (DAY)	644.1810 TEMPORARY PEDESTRIAN BARRICADE (LF)	616.0700.S FENCE SAFETY (LF)
0010	USH 12	215+90 US - 219+36 US	203	25	410	-
	USH 12	219+36 US - 227+98 US	445	-	146	-
	USH 12	227+98 US - 236+12 US	1,053	15	556	-
	USH 12	236+12 US - 242+83 US	997	35	468	-
	USH 12	242+83 US - 256+44 US	1,621	70	680	-
	USH 12	256+44 US - 270+00 US	581	30	260	-
	USH 12	UNDISTRIBUTED	-	-	-	500
		CATEGORY 0010	4,900	175	2,520	500
PROJECT 7600-01-75 TOTAL			**4,900**	**175**	**2,520**	**500**

TEMPORARY PERMANENT MARKINGS

CATEGORY	LOCATION	STAGE	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) (LF)	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) (LF)	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE) (LF)	649.0550 TEMPORARY MARKING ARROW REMOVABLE TAPE (EA)	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (LF)
0010	USH 12	STAGE 1	-	-	-	-	-
	USH 12	STAGE 2A	11,614	-	529	10	-
	USH 12	STAGE 2B	9,188	10,885	635	12	23
	USH 12	STAGE 3	2,998	3,115	256	4	23
	USH 12	STAGE 4	-	-	-	-	-
CATEGORY 0010 SUBTOTAL			23,800	14,000	1,420	26	46
			37,800				
PROJECT 7600-01-75 TOTAL			**37,800**		**1,420**	**26**	**46**

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PERMANENT MARKINGS

CATEGORY	LOCATION	STATION - STATION	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) (LF)	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) (LF)	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW) (LF)	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH (WHITE) (LF)	646.4620 MARKING LINE SAME DAY EPOXY 8-INCH (WHITE) (LF)	646.5020 MARKING ARROW EPOXY (EACH)	646.5120 MARKING WORD EPOXY (EACH)	646.6120 MARKING STOP LINE EPOXY 18-INCH (LF)	646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) (LF)	646.7120 MARKING DIAGONAL EPOXY 12-INCH (WHITE) (LF)	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (LF)	646.8120 MARKING CURB EPOXY (YELLOW) (LF)	646.8320 MARKING PARKING STALL EPOXY (LF)
0010	USH 12	215+90 US - 219+36 US	683	-	43	102	328	4	1	92	-	85	192	182	100
	USH 12	219+36 US - 227+98 US	1,980	-	202	16	36	4	-	71	61	-	228	186	-
	USH 12	227+98 US - 236+12 US	1,898	260	275	393	-	10	1	14	32	-	66	131	-
	USH 12	236+12 US - 242+83 US	1,110	-	-	932	-	8	-	-	-	-	324	266	-
	USH 12	242+83 US - 256+44 US	2,644	-	-	2,033	-	16	-	-	-	-	496	322	-
	USH 12	256+44 US - 270+00 US	3,186	-	-	1,604	316	21	2	48	97	-	294	143	-
CATEGORY 0010 SUBTOTAL			11,500	260	520	5,080	680	63	4	225	190	85	1,600	1,230	100
					5,600						275				
PROJECT 7600-01-75 TOTAL			**11,500**	**260**	**5,600**		**680**	**63**	**4**	**225**	**275**		**1,600**	**1,230**	**100**

REMOVE AND REPLACE RETAINING WALL

CATEGORY	LOCATION	STATION - STATION	602.0405 CONCRETE SIDEWALK 4-INCH (SF)	SPV.0060.04 REMOVE AND REPLACE RETAINING WALL (EA)
0010	USH 12	242+42'US', LT	15	1
CATEGORY 0010 SUBTOTAL			15	1
PROJECT 7600-01-75 TOTAL			**15**	**1**

CONSTRUCTION STAKING

CATEGORY	LOCATION	STATION - STATION	650.4000 CONSTRUCTION STAKING STORM SEWER (EACH)	650.5000 CONSTRUCTION STAKING BASE (LF)	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER (LF)	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT (LF)	650.8000 CONSTRUCTION STAKING RESURFACE REFERENCE (LF)	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 7600-01-75 (LS)	650.9000 CONSTRUCTION STAKING CURB RAMPS (EA)	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 7600-01-75 (LS)	650.9920 CONSTRUCTION STAKING SLOPE STAKES (LF)
0010	USH 12	215+90 US - 219+36 US	-	-	-	-	346	-	6	-	-
	USH 12	219+36 US - 227+98 US	-	-	-	-	862	-	6	-	-
	USH 12	227+98 US - 236+12 US	9	95	95	-	814	-	5	-	-
	USH 12	236+12 US - 242+83 US	-	-	-	-	671	-	9	-	-
	USH 12	242+83 US - 256+44 US	-	-	-	-	1,361	-	15	-	-
	USH 12	256+44 US - 270+00 US	2	-	600	600	1,356	-	8	-	600
	UNDISTRIBUTED		-	-	-	-	-	1	-	1	-
CATEGORY 0010			11	95	695	600	5,410	1	49	1	600
0020	USH 12	256+44 US - 270+00 US	1	-	-	-	-	-	-	-	-
CATEGORY 0020			1	0	0	0	0	0	0	0	0
PROJECT 7600-01-75 TOTAL			**12**	**95**	**695**	**600**	**5,410**	**1**	**49**	**1**	**600**

MARKING REMOVAL LINE

CATEGORY	LOCATION	STATION - STATION	646.9000 MARKING REMOVAL LINE 4-INCH (LF)	646.9100 MARKING REMOVAL LINE 8-INCH (LF)	646.9300 MARKING REMOVAL SPECIAL MARKING (EA)
0010	USH 12	215+90 US - 219+36 US	280	65	3
	USH 12	219+36 US - 227+98 US	-	-	-
	USH 12	227+98 US - 236+12 US	-	-	-
	USH 12	236+12 US - 242+83 US	-	-	-
	USH 12	242+83 US - 256+44 US	-	-	-
	USH 12	256+44 US - 270+00 US	35	-	-
CATEGORY 0010 SUBTOTAL			315	65	3
PROJECT 7600-01-75 TOTAL			**315**	**65**	**3**

3

PEDESTRIAN PUSH BUTTONS

LOCATION / BASE NUMBER	658.0500 PEDESTRIAN PUSH BUTTON EACH
CATEGORY 0010	
USH 12 & 13TH AVE	4
USH 12 & 17TH AVE	4
CATEGORY 0010 TOTAL	**8**

RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM

LOCATION	SPV.0060.05 RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM (USH 12 & 13TH ST SE) EACH	SPV.0060.06 RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM (USH 12 & 17TH ST SE) EACH
CATEGORY 0010		
USH 12 & 13TH ST	1	--
USH 12 & 17TH ST	--	1
CATEGORY 0010 TOTAL	**1**	**1**

3

TRAFFIC SIGNAL STRUCTURES

LOCATION / BASE NUMBER	STATION	OFFSET	L/R	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	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	657.0585 TROMBONE ARMS 15-FT EACH	657.0590 TROMBONE ARMS 20-FT EACH
CATEGORY 0010												
USH 12 & 13TH AVE				3	2	3	2	2	1	2	1	1
USH 12 & 17TH AVE				3	2	3	2	2	1	2	--	2
CATEGORY 0010 TOTAL				**6**	**4**	**6**	**4**	**4**	**2**	**4**	**1**	**3**

3

RRFB CONDUIT

LOCATION	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
CATEGORY 0010	
INTERSECTION	
USH 12 & 13TH AVE	15
USH 12 & 17TH AVE	15
CATEGORY 0010 TOTAL	**30**

TRAFFIC SIGNAL CONDUIT

LOCATION	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EA
CATEGORY 0010	
USH 12 & 6TH ST	1
USH 12 & 21ST ST	1
CATEGORY 0010 TOTAL	**2**

TRAFFIC SIGNAL CABLE AND WIRE - BELOW GROUND

LOCATION	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF
CATEGORY 0010	
INTERSECTION	
USH 12 & 6TH ST	100
CATEGORY 0010 TOTAL	**100**

3

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE (USH 12 & 6TH ST) EACH
CATEGORY 0010	
USH 12 & 6TH ST	1
CATEGORY 0010 TOTAL	**1**

TRAFFIC SIGNAL HEADS

LOCATION	658.0175 TRAFFIC SIGNAL FACE 5S 12-INCH EACH
CATEGORY 0010	
INTERSECTION	
USH 12 & 6TH ST	1
CATEGORY 0010 TOTAL	**1**

TRAFFIC SIGNAL CABLE AND WIRE - ABOVE GROUND

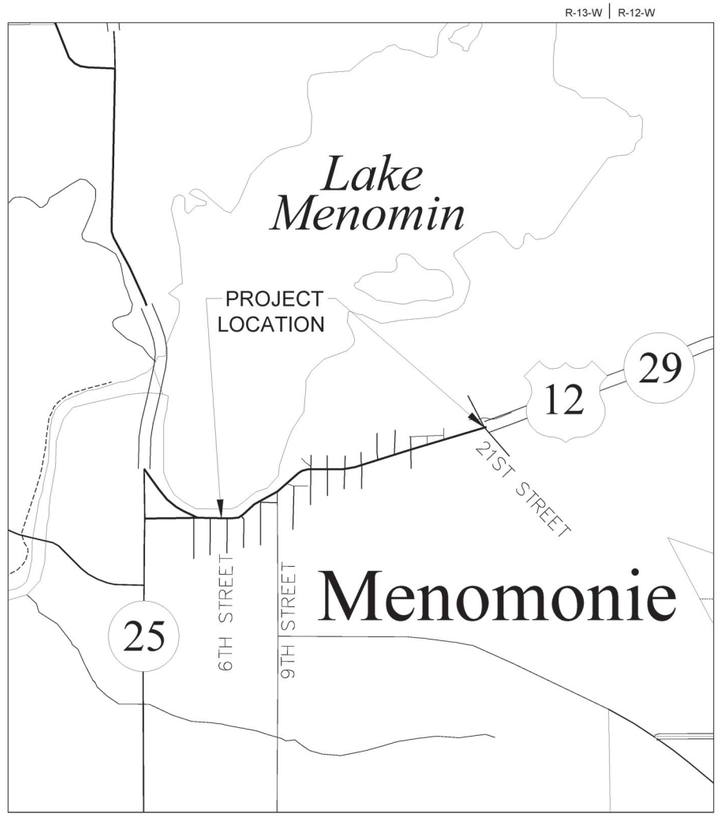
LOCATION	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF
CATEGORY 0010	
INTERSECTION	
USH 12 & 6TH ST	15
CATEGORY 0010 TOTAL	**15**

TRAFFIC SIGNAL LOOP DETECTORS

LOCATION / LOOP NO.	STATION **	OFFSET	L/R	SIZE FT X FT	NO. OF TURNS	INSTALLATION METHOD	652.0900 LOOP DETECTOR SLOTS LF	652.0800 CONDUIT LOOP DETECTOR LF	655.0800 LOOP DETECTOR WIRE LF
CATEGORY 0010									
INTERSECTION									
USH 12 & 6TH ST	216+84.6 US	6.2'	LT	6 X 30	3	LOOP DETECTOR INSTALLED IN EXISTING CONCRETE PAVEMENT WITH NEW ASPHALTIC OVERLAY	90	102	396
USH 12 & 21ST ST	268+83.7 US	19.5'	RT	6 X 20	4	LOOP DETECTOR INSTALLED IN EXISTING CONCRETE PAVEMENT WITH NEW ASPHALTIC OVERLAY	60	62	288
CATEGORY 0010 TOTAL							**150**	**164**	**684**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
7600-01-25
CITY OF MENOMONIE, STOUT RD
6TH STREET TO 21ST STREET
USH 12
DUNN COUNTY





THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PLAT FOR PROJECT 7600-01-25.

NOTES:

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

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

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

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

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

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

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

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

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

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

CONVENTIONAL SYMBOLS

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

	COMPENSABLE	NON-COMPENSABLE

- ACCESS RESTRICTED BY ACQUISITION
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
- NO ACCESS (NEW HIGHWAY)
- PARCEL NUMBER 25
- UTILITY NUMBER 40
- PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

LAYOUT SCALE 0 0.25 MI

PROJECT NUMBER: 7600-01-25 - 4.01
SHEET 2 OF 3
AMENDMENT NO:

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\040101-TITLE.DWG
LAYOUT NAME: TPP Title 34x22
PLOT DATE : 9/16/2015 3:04 PM PLOT BY : TIMOTHY HELD PLOT NAME : _____
APPRAISAL PLAT DATE : 03/04/2021

TRANSPORTATION PROJECT PLAT NO: 7600-01-25 - 4.01

THAT PART OF LOT 1 CERTIFIED SURVEY MAP 308 RECORDED IN VOLUME 2 OF CERTIFIED SURVEY MAPS, PAGE 38 AS DOCUMENT NUMBER 341903, PART OF LOT 1 CERTIFIED SURVEY MAP 1474 RECORDED IN VOLUME 6 OF CERTIFIED SURVEY MAPS, PAGE 24 AS DOCUMENT NUMBER 417912, AND PART OF LOT 7, BLOCK 70, LOT 2, BLOCK 71, LOT 1 AND LOT 4, BLOCK 88 AND LOT 1, BLOCK 98, ORIGINAL PLAT OF MENOMONIE LOCATED IN THE NW 1/4 OF THE SE 1/4 OF SECTION 26, T 28 N, R 13 W, CITY OF MENOMONIE, DUNN COUNTY, WISCONSIN.

RELOCATION ORDER: USH 12, CITY OF MENOMONIE, STOUT ROAD, 6TH STREET TO 21ST STREET, DUNN COUNTY.

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

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

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 INTERESTS TO THE DEPARTMENT OF TRANSPORTATION.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	S.F. REQUIRED NEW	S.F. REQUIRED EXISTING	S.F. REQUIRED TOTAL	TLE S.F.
1	JHGV LLC	FEE/TLE	19	----	19	391
2	JON THE BREWER LLC	FEE/TLE	26	----	26	78
3	LIBERTY CHRISTIAN CENTER, INC	FEE/TLE	60	----	60	47
4	BANK MUTUAL F/K/A FIRST FEDERAL SAVINGS AND LOAN ASSOCIATION	FEE/TLE	31	----	31	173
5	HARMON PLACE PROPERTIES, LLC	TLE	----	----	----	144
6	IJW, INC	TLE	----	----	----	166
7	CITY OF MENOMONIE	TLE	----	----	----	383

CITY

PI STA = 222+84.79
Y = 170966.117
X = 163053.720
DELTA = 10°26'51" RT
D = 5°00'00"
T = 104.76'
L = 208.95'
R = 1145.92'
PC STA = 221+80.02
PT STA = 223+88.97

NOT RECOVERED, LOCATED BY TIES
Y = 171697.437
X = 159537.653

NOT RECOVERED, LOCATED BY TIES
Y = 171648.474
X = 164818.824

S89°28'08"E, 5281.40'
SEC. COR. TO SEC. COR.
S89°28'08"E, 1320.35'
TRAV. PT. TO TRAV. PT.

QUARTER LINE

NOTES:

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

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

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3.

FOR TABLES REFER TO THE EXTENSION SHEET, RECORDED AS SHEET 3 OF 3.

S00°01'41"W, 432.79'
1/4 LINE TO R/L (PT. 114)

N89°28'08"W, 1320.35'
SEC. COR. TO TRAV. PT.

STA. 228+00.82 SEE SHEET 4.02

DETAIL
NOT TO SCALE

USH 12/ CRESCENT ST
9TH STREET
T170 T171 T172 T173 T174
TLE - GRADING 383 S.F. (7)

PI: 227+62.71
PC: 226+55.85
3/4-IN RB
114 (200) 113

USH 12/STH 29/CRESCENT STREET
N60°30'49"E
50' 226 53'
66'

POS M-707
BLOCK 98
LOT 1
LOT 2
ORIGINAL PLAT OF MENOMONIE
9TH STREET

PT: 223+88.97
224
112
111
200
6TH AVENUE
66'

USH 12/ CRESCENT ST
T165 T166 T167 T168 T169
TLE - GRADING 173 S.F. (4)
TLE - GRADING 166 S.F. (6)
132 133 134 135
8TH STREET
DETAIL
NOT TO SCALE

NW-SE
PC: 221+80.02
PI: 222+84.79
PI: 221+14.87
PI=221+14.87
Y=170857.044
X=162923.427
DELTA=00°33'39" RT
110 109 222
PT: 220+24.19
50'
N50°03'58"E
N49°30'19"E
220
107 108 106

OF MENOMONIE

RB TIPPED
POS L-239
LOT 1
66'
8TH STREET
LOT 2
LOT 3
LOT 4
BLOCK88
ORIGINAL PLAT OF MENOMONIE
POS M-693
5/8-IN RB

LOT 1 CSM 1474 V. 6 P. 24 DOC 417912
LOT 2 CSM 1474 V. 6 P. 24 DOC 417912
POS S-1193
LOT 1
LOT 2
BLOCK 89
ORIGINAL PLAT OF MENOMONIE

T159 T160 T161 T162 T158
5/8-IN RB
TLE - GRADING 144 S.F. (5)
MAIN STREET

MAIN STREET
TLE - GRADING 78 S.F. (2)
119 124 120 123 122 121

TLE - GRADING 47 S.F. (3)
129 126 130 125 131 127 128
T155 T156 T157 T154
7TH STREET

DETAIL
NOT TO SCALE

PI=215+75.00
Y=170684.801
X=162432.688
DELTA=00°27'05" RT

PI=216+25.00
Y=170684.208
X=162482.684
DELTA=00°16'54" LT

PI STA = 218+61.43
Y = 170682.569
X = 162719.105
DELTA = 40°53'32" LT
D = 12°00'00"
T = 178.00'
L = 340.76'
R = 477.46'
PC STA = 216+83.42
PT STA = 220+24.19

PI=213+83.48
Y=170685.561
X=162241.168
DELTA=00°12'38" LT

S89°28'08"E, 2640.70'
SEC. COR. TO TRAV. PT.
S00°00'18"W, 986.91'
1/4 LINE TO R/L (PT. 100)

PI: 213+83.48
PI: 215+75.00
PI: 216+25.00
PC: 216+83.42
PI: 218+61.43

STA. 213+20.46
100 101 214 102 216 103 104 105 218
S89°46'21"E
S89°33'43"E
S89°19'16"E
S89°36'10"E
50' 32' 33'

BLOCK 72
ORIGINAL PLAT OF MENOMONIE
POS S-1206
LOT 7 LOT 8 LOT 1
LOT 1 CSM 308 V. 2 P. 38 DOC 341903
6TH STREET
65'
LOT 7
BLOCK 71
ORIGINAL PLAT OF MENOMONIE
POS S-1186
LOT 8 LOT 1 LOT 2
69' 66'
7TH STREET
LOT 7 LOT 8 LOT 1
65'
BLOCK 70
ORIGINAL PLAT OF MENOMONIE

CUT
T150 T151 T152 T153
115 116 117 118
IP
TLE - GRADING 391 S.F. (1)
6TH STREET
DETAIL
NOT TO SCALE

PI STA = 227+62.71
Y = 171201.645
X = 163470.243
DELTA = 10°18'07" LT
D = 4°50'00"
T = 106.86'
L = 213.14'
R = 1185.43'
PC STA = 226+55.85
PT STA = 228+68.99
DA = N50°12'42"E

GN
SCALE, FEET
0 50 100

LOCATION SKETCH
NOT TO SCALE
Lake Menomin
SHEET LOCATION
T-28-N
12 29
25
21ST STREET
6TH STREET
9TH STREET
PROJECT LOCATION
Menomonie
R-13-W R-12-W

EASEMENT TABLE

UTILITY NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
200	24 - 7 TELCOM, INC.	NO EASEMENT OF RECORD FOUND	4

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	24 - 7 TELCOM, INC.	RELEASE OF RIGHTS

KL Engineering
[A] Better Experience

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

WISCONSIN TIMOTHY M. HELD S-2591 MADISON, WI LAND SURVEYOR

SIGNATURE: _____ DATE: 03/04/2021
PRINT NAME: TIMOTHY M. HELD
REGISTRATION NUMBER: S-2591

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

SIGNATURE: _____ DATE: 3/04/2021
PRINT NAME: DEBRA B. STENSLAND

650148
DUNN COUNTY, WI
REGISTER OF DEEDS
HEATHER M. KUHN
RECORDED ON
03/18/2021 10:33 AM
REC FEE: 25.00
PAGES: 3
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7600-01-25 - 4.01
SHEET 1 OF 3
AMENDMENT NO.

Document Number

AFFIDAVIT OF CORRECTION
TRANSPORTATION PROJECT PLAT

Wisconsin Department of Transportation
DT1590 7/2016 s. 84.095(3)(b) Wis. Stats.
Exempt from filing transfer return form [s. 77.21(1), 77.22(1), Wis. Stats.]

This Affidavit of Correction applies to Transportation Project Plat 7600-01-25-4.01, recorded in Document 650148 in the Office of the Register of Deeds for Dunn County.

Quarter Line tie to Reference Line reads:

S00° 01’ 41”W, 432.79’

Quarter Line tie to Reference Line should read:

S00° 01’ 41”E, 432.79’

This space is reserved for recording data

Return to

Wisconsin Department of Transportation
Attn: Bill Holme
718 W. Clairemont Ave.
Eau Claire WI, 54701

Parcel Identification Number/Tax Key Number
251-1092-03-000, 251-1091-07-000,
251-1091-05-000, 251-1099-05-000,
251-1099-03-000, 251-1100-01-000,
251-1107-02-000

I certify that I represent the entity, which prepared or submitted the original plat.
This Affidavit of Correction has been approved by the Wisconsin Department of Transportation.

(Signature)

Timothy M. Held
(Print Name)

Professional Land Surveyor
(Title)

Subscribed and sworn to before me this date.

(Date)

State of Wisconsin)
) ss.
_____County)

(Signature, Notary Public, State of Wisconsin)

(Print or Type Name, Notary Public, State of Wisconsin)

(Date Commission Expires)

Seal(s)

Project ID 7600-01-25-4.01 This instrument was drafted by TMH Parcel No. 1-7, 200

TRANSPORTATION PROJECT PLAT NO: 7600-01-25 - 4.01
EXTENSION SHEET

RELOCATION ORDER: USH 12, CITY OF MENOMONIE, STOUT ROAD, 6TH STREET TO 21ST STREET, DUNN COUNTY.

NOTES:

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3.

HIGHWAY	BASIS OF EXISTING R/W
USH 12	R/W PROJECT U06-4 (38), 7600-07-21, ORIGINAL PLAT OF MENOMONIE, CSM 308, CSM 1474, POS S-1206, POS S-1186, POS M-693, POS L-239, POS M-707.
6TH STREET	R/W PROJECT 7600-07-21, ORIGINAL PLAT OF MENOMONIE, CSM 308
7TH STREET	ORIGINAL PLAT OF MENOMONIE, POS S-1186
MAIN STREET	ORIGINAL PLAT OF MENOMONIE, POS S-1186, POS M-693, POS L-239
8TH STREET	R/W PROJECT 7600-07-21, ORIGINAL PLAT OF MENOMONIE, CSM 1474, POS L-239
6TH AVENUE	ORIGINAL PLAT OF MENOMONIE, CSM 1474, POS M-707
9TH STREET	R/W PROJECT 7600-07-21, ORIGINAL PLAT OF MENOMONIE, POS M-707

CURVE 105-106
L=216.06'
LCH=214.23'
LCB=N77°26'00"E
R=477.46'

CURVE 106-107
L=49.18'
LCH=49.15'
LCB=N61°31'08"E
R=477.46'

CURVE 107-108
L=75.53'
LCH=75.45'
LCB=N54°02'12"E
R=477.46'

CURVE 110-111
L=169.61'
LCH=169.46'
LCB=N54°18'23"E
R=1145.92'

CURVE 111-112
L=39.34'
LCH=39.34'
LCB=N59°31'48"E
R=1145.92'

CURVE 113-114
L=144.97'
LCH=144.88'
LCB=N57°00'36"E
R=1185.43'

PARCEL 1 COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
103	115	S00° 40' 44"W	41.25'
115	116	S61° 59' 57"E	2.27'
116	117	S00° 15' 26"E	8.92'
117	118	S89° 44' 34"W	2.00'
118	115	N00° 16' 05"W	10.00'

PARCEL 2 COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
106	119	S25° 31' 50"E	91.10'
119	120	S89° 36' 15"E	12.99'
120	121	S00° 26' 49"E	13.99'
121	122	S89° 33' 11"W	1.00'
122	123	N00° 26' 49"W	13.00'
123	124	N89° 36' 15"W	12.00'
124	119	N00° 23' 45"E	1.00'

PARCEL 3 COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
107	125	S31° 25' 54"E	144.17'
125	126	N00° 26' 49"W	16.00'
126	127	S89° 29' 35"E	21.00'
127	128	S00° 30' 25"W	1.00'
128	129	N89° 29' 35"W	17.00'
129	130	S37° 02' 13"W	2.44'
130	131	S00° 26' 49"E	13.00'
131	125	S89° 33' 11"W	2.50'

PARCEL 4 COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
111	132	S31° 27' 13"E	39.11'
132	133	S40° 02' 20"E	4.67'
133	134	S00° 04' 27"E	8.42'
134	135	S89° 55' 33"W	3.00'
135	132	N00° 04' 27"W	12.00'

R/W Station & Offset Table

Point No.	Station	Offset
100	213+20.46	0.00'
101	213+83.48	0.00'
102	215+75.00	0.00'
103	216+15.04	0.00'
104	216+25.00	0.00'
105	216+83.42	0.00'
106	218+99.49	0.00'
107	219+48.66	0.00'
108	220+24.19	0.00'
109	221+14.87	0.00'
110	221+80.02	0.00'
111	223+49.63	0.00'
112	223+88.97	0.00'
113	226+55.85	0.00'
114	228+00.82	0.00'
115	216+15.04	41.25'
116	216+17.06	42.29'
117	216+17.20	51.21'
118	216+15.20	51.25'
119	218+99.49	91.10'
120	219+09.20	96.90'
121	219+04.16	109.48'
122	219+03.43	109.04'
123	219+08.09	97.34'
124	218+99.12	92.00'
125	219+48.66	144.17'
126	219+55.13	130.51'
127	219+68.75	142.11'
128	219+68.32	142.94'
129	219+57.34	133.52'
130	219+55.56	134.38'
131	219+50.31	145.46'
132	223+49.63	39.11'
133	223+50.36	43.73'
134	223+45.77	50.91'
135	223+43.10	49.34'

TLE Station & Offset Table

Point No.	Station	Offset
T150	216+17.39	62.55'
T151	215+89.30	39.06'
T152	215+89.27	33.06'
T153	215+99.09	33.01'
T154	219+67.67	144.18'
T155	219+57.20	135.19'
T156	219+56.34	135.60'
T157	219+51.29	146.24'
T158	219+85.15	75.48'
T159	219+92.74	63.44'
T160	219+95.22	65.52'
T161	219+96.12	81.33'
T162	219+94.56	83.71'
T163	223+44.63	52.68'
T164	223+38.41	48.99'
T165	223+35.22	33.55'
T166	223+48.71	33.19'
T167	224+15.41	65.99'
T168	224+41.63	80.92'
T169	224+10.00	75.57'
T170	227+28.40	26.45'
T171	227+32.82	35.28'
T172	227+24.60	48.42'
T173	227+03.83	29.14'
T174	227+03.91	25.64'

TPP NUMBER 7600-01-25 - 4.01
SHEET 3 OF 3

652749

DUNN COUNTY, WI
REGISTER OF DEEDS
HEATHER M. KUHN

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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7600-01-25 - 4.02
SHEET 1 OF 2
AMENDMENT NO.

TRANSPORTATION PROJECT PLAT NO: 7600-01-25 - 4.02

THAT PART OF LOT 7, BLOCK 97, LOT 2, BLOCK 100, LOTS 2 AND 7, BLOCK 101, ORIGINAL PLAT OF MENOMONIE LOCATED IN THE NE 1/4 OF THE SE 1/4 , AND PART OF LOT 2, BLOCK 1, LOTS 6 AND 7, BLOCK 2 AND LOTS 4 AND 5, BLOCK 3, LAKEVIEW ADDITION TO THE CITY OF MENOMONIE LOCATED IN THE SE 1/4 OF THE NE 1/4, ALL IN SECTION 26, T 28 N, R 13 W, CITY OF MENOMONIE, DUNN COUNTY, WISCONSIN.

RELOCATION ORDER: USH 12, CITY OF MENOMONIE, STOUT ROAD, 6TH STREET TO 21ST STREET, DUNN COUNTY.

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

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

NOTES:

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

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

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

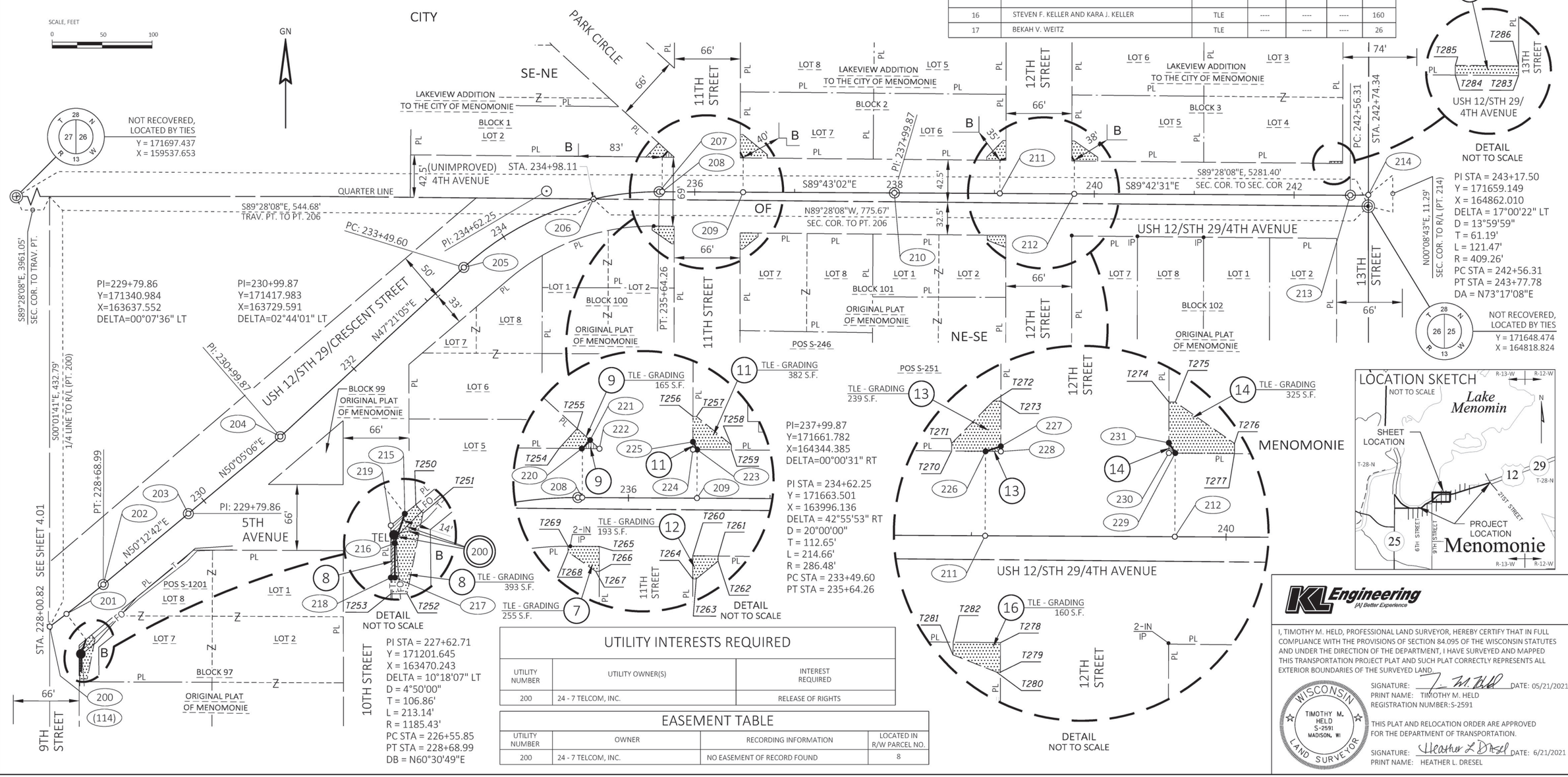
FOR TABLES REFER TO THE EXTENSION SHEET, RECORDED AS SHEET 2 OF 2.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3, OF DOCUMENT NO. 650148.

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 INTERESTS TO THE DEPARTMENT OF TRANSPORTATION.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
7	CITY OF MENOMONIE	TLE	----	----	----	255
8	WEST WISCONSIN COMMUNICATION SYSTEMS, INC.	FEE/TLE	79	----	79	393
9	LADAN RAYGA	FEE/TLE	36	----	36	165
11	JANE LAROQUE	FEE/TLE	9		9	382
12	THOMAS "TJ" DELVIN, TRUSTEE OF 404 TRUST	TLE	----	----	----	193
13	ELIZA GREER	FEE/TLE	6	----	6	239
14	KENT L. EBERHARD, TRUSTEE OF KENT L. EBERHARD REVOCABLE TRUST	FEE/TLE	8	----	8	325
16	STEVEN F. KELLER AND KARA J. KELLER	TLE	----	----	----	160
17	BEKAH V. WEITZ	TLE	----	----	----	26



UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	24 - 7 TELCOM, INC.	RELEASE OF RIGHTS

EASEMENT TABLE

UTILITY NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
200	24 - 7 TELCOM, INC.	NO EASEMENT OF RECORD FOUND	8

KL Engineering
[A] Better Experience

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

SIGNATURE: T. M. Held DATE: 05/21/2021
PRINT NAME: TIMOTHY M. HELD
REGISTRATION NUMBER:S-2591

WISCONSIN TIMOTHY M. HELD S-2591 MADISON, WI LAND SURVEYOR

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

SIGNATURE: Heather L Dresel DATE: 6/21/2021
PRINT NAME: HEATHER L. DRESEL

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\040101-RP.DWG
APPRAISAL PLAT DATE : 05/21/2021
PLOT DATE :
PLOT BY : TIMOTHY HELD
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

TRANSPORTATION PROJECT PLAT NO: 7600-01-25 - 4.02
EXTENSION SHEET

RELOCATION ORDER: USH 12, CITY OF MENOMONIE, STOUT ROAD, 6TH STREET TO 21ST STREET, DUNN COUNTY.

NOTES:

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3, OF DOCUMENT NO. 650148.

HIGHWAY	BASIS OF EXISTING R/W
USH 12	R/W PROJECT U06-4 (38), ORIGINAL PLAT OF MENOMONIE, LAKEVIEW ADDITION TO THE CITY OF MENOMONIE, POS S-1201, POS S-246, POS S-251
9TH STREET	ORIGINAL PLAT OF MENOMONIE, POS S-1201
10TH STREET	ORIGINAL PLAT OF MENOMONIE, POS S-1201
4TH AVENUE	LAKEVIEW ADDITION TO THE CITY OF MENOMONIE
5TH AVENUE	ORIGINAL PLAT OF MENOMONIE, POS S-1201
11TH STREET	ORIGINAL PLAT OF MENOMONIE, LAKEVIEW ADDITION TO THE CITY OF MENOMONIE, POS S-246
12TH STREET	ORIGINAL PLAT OF MENOMONIE, LAKEVIEW ADDITION TO THE CITY OF MENOMONIE, POS S-251
13TH STREET	ORIGINAL PLAT OF MENOMONIE, LAKEVIEW ADDITION TO THE CITY OF MENOMONIE
PARK CIRCLE	LAKEVIEW ADDITION TO THE CITY OF MENOMONIE

CURVE 200-201
L=21.03'
LCH=21.02'
LCB=N52°59'55"E
R=1185.43'

CURVE 201-202
L=47.15'
LCH=47.15'
LCB=N51°21'04"E
R=1185.43'

CURVE 205-206
L=148.51'
LCH=146.85'
LCB=N62°12'08"E
R=286.48'

CURVE 206-207
L=66.15'
LCH=66.00'
LCB=N83°40'04"E
R=286.48'

CURVE 213-214
L=18.03'
LCH=18.03'
LCB=N89°01'45"E
R=409.26'

PARCEL 8 COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
201	215	S37° 30' 34"E	32.16'
215	216	S18° 40' 14"W	15.33'
216	217	S00° 05' 43"E	17.00'
217	218	S89° 54' 35"W	2.00'
218	219	N00° 05' 25"W	25.78'
219	215	N50° 16' 41"E	9.00'

PARCEL 9 COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
208	220	N00° 16' 58"E	34.60'
220	221	N41° 56' 31"E	7.99'
221	222	S47° 43' 08"E	9.00'
222	220	N89° 28' 08"W	12.00'

PARCEL 11 COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
209	223	N00° 16' 58"E	34.25'
223	224	N89° 28' 08"W	3.00'
224	225	N00° 05' 23"E	5.50'
225	223	S28° 25' 09"E	6.29'

PARCEL 13 COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
211	226	N00° 17' 29"E	33.15'
226	227	N72° 03' 09"E	6.31'
227	228	S00° 05' 23"W	2.00'
228	226	N89° 28' 08"W	6.00'

PARCEL 14 COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
212	229	N00° 17' 29"E	32.84'
229	230	N89° 28' 08"W	2.50'
230	231	N00° 05' 23"E	4.00'
231	229	S31° 47' 29"E	4.73'

R/W Station & Offset Table

Point No.	Station	Offset
200	228+00.82	0.00'
201	228+21.84	0.00'
202	228+68.99	0.00'
203	229+79.86	0.00'
204	230+99.87	0.00'
205	233+49.60	0.00'
206	234+98.11	0.00'
207	235+64.26	0.00'
208	235+67.37	0.00'
209	236+48.37	0.00'
210	237+99.87	0.00'
211	239+05.37	0.00'
212	239+79.88	0.00'
213	242+56.31	0.00'
214	242+74.34	0.00'
215	228+21.84	32.16'
216	228+09.53	40.76'
217	227+99.79	54.41'
218	227+98.24	53.23'
219	228+13.09	32.54'
220	235+67.37	34.60'
221	235+72.68	40.57'
222	235+79.37	34.55'
223	236+48.37	34.25'
224	236+45.37	34.26'
225	236+45.35	39.76'
226	239+05.37	33.15'
227	239+11.37	35.13'
228	239+11.37	33.13'
229	239+79.88	32.84'
230	239+77.38	32.85'
231	239+77.36	36.85'

TLE Station & Offset Table

Point No.	Station	Offset
T250	228+28.74	31.91'
T251	228+28.91	37.41'
T252	227+99.88	64.41'
T253	227+93.74	59.68'
T254	235+52.38	34.95'
T255	235+63.70	48.75'
T256	236+45.29	57.63'
T257	236+47.79	57.64'
T258	236+72.55	37.64'
T259	236+72.53	34.14'
T260	236+45.63	40.74'
T261	236+63.55	40.82'
T262	236+63.54	44.32'
T263	236+48.18	56.94'
T264	236+45.68	56.95'
T265	235+79.60	34.45'
T266	235+79.66	51.93'
T267	235+77.16	51.94'
T268	235+56.50	38.27'
T269	235+56.64	34.28'
T270	238+92.06	33.21'
T271	238+92.07	36.21'
T272	239+08.30	52.87'
T273	239+11.30	52.89'
T274	239+77.30	52.85'
T275	239+79.80	52.86'
T276	240+03.15	36.74'
T277	240+03.13	32.74'
T278	239+11.64	41.88'
T279	239+11.68	53.47'
T280	239+10.18	53.47'
T281	238+93.02	46.80'
T282	238+93.04	41.80'
T283	242+48.36	31.72'
T284	242+35.35	31.77'
T285	242+35.35	33.77'
T286	242+48.35	33.72'

TPP NUMBER 7600-01-25 - 4.02
SHEET 2 OF 2

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\040101-RP.DWG
APPRAISAL PLAT DATE : 05/21/2021

PLOT DATE :

PLOT BY : TIMOTHY HELD

PLOT NAME :

PLOT SCALE : ##########

TRANSPORTATION PROJECT PLAT NO: 7600-01-25 - 4.03

THAT PART OF BLOCK 34, ELMWOOD ADDITION TO THE CITY OF MENOMONIE, PART OF VACATED 2ND AVENUE, PART OF VACATED 20TH STREET, PART OF VACATED STOUT ROAD AND PART OF LOT 1 AND LOT 3 CERTIFIED SURVEY MAP 648, RECORDED IN VOLUME 3 OF CERTIFIED SURVEY MAPS, PAGE 42 AS DOCUMENT NUMBER 370305 LOCATED IN THE SE 1/4 OF THE NW 1/4 OF SECTION 25, T 28 N, R 13 W, CITY OF MENOMONIE, DUNN COUNTY, WISCONSIN.

RELOCATION ORDER: USH 12, CITY OF MENOMONIE, STOUT ROAD, 6TH STREET TO 21ST STREET, DUNN COUNTY.

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

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

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

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3, OF DOCUMENT NO. 650148.

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 INTERESTS TO THE DEPARTMENT OF TRANSPORTATION.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
18	REALTY INCOME PROPERTIES 3, LLC	TLE	----	----	----	538
19	BERESFORD AND SCHARLAU, LLC	FEE/TLE	734	----	734	1063
21	2021 STOUT, LLC	FEE/TLE	4845	----	4845	2340

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
201	XCEL ENERGY - GAS	RELEASE OF RIGHTS
202	XCEL ENERGY - ELECTRIC	RELEASE OF RIGHTS
203	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

EASEMENT TABLE

UTILITY NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
201	XCEL ENERGY - GAS	NO EASEMENT OF RECORD FOUND	21
202	XCEL ENERGY - ELECTRIC	NO EASEMENT OF RECORD FOUND	21
203	CHARTER COMMUNICATIONS	NO EASEMENT OF RECORD FOUND	21

652822

DUNN COUNTY, WI
REGISTER OF DEEDS
HEATHER M. KUHN

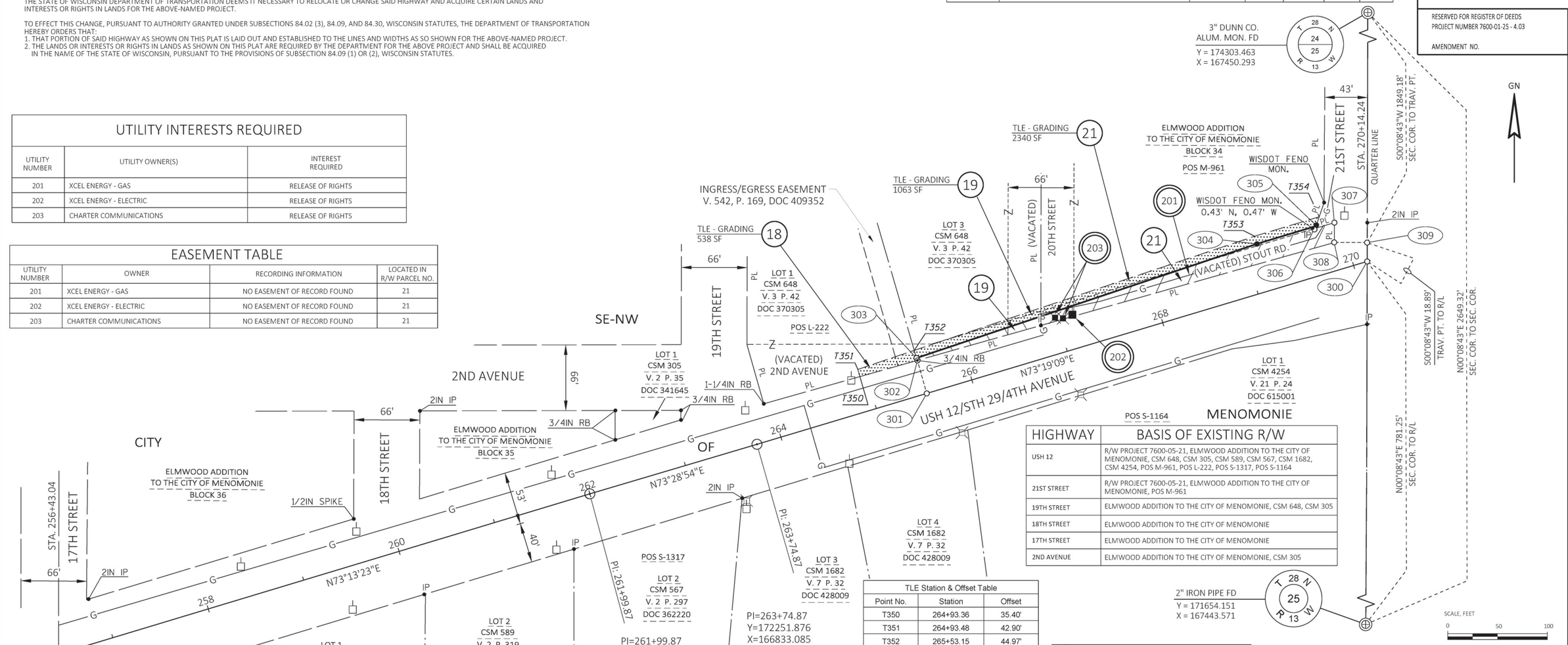
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PROJECT NUMBER 7600-01-25 - 4.03

AMENDMENT NO.

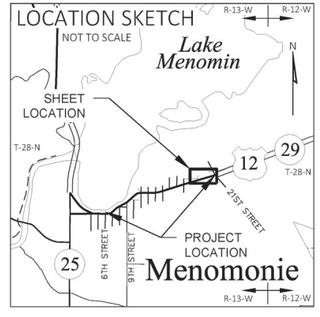


HIGHWAY	BASIS OF EXISTING R/W
USH 12	R/W PROJECT 7600-05-21, ELMWOOD ADDITION TO THE CITY OF MENOMONIE, CSM 648, CSM 305, CSM 589, CSM 567, CSM 1682, CSM 4254, POS M-961, POS L-222, POS S-1317, POS S-1164
21ST STREET	R/W PROJECT 7600-05-21, ELMWOOD ADDITION TO THE CITY OF MENOMONIE, POS M-961
19TH STREET	ELMWOOD ADDITION TO THE CITY OF MENOMONIE, CSM 648, CSM 305
18TH STREET	ELMWOOD ADDITION TO THE CITY OF MENOMONIE
17TH STREET	ELMWOOD ADDITION TO THE CITY OF MENOMONIE
2ND AVENUE	ELMWOOD ADDITION TO THE CITY OF MENOMONIE, CSM 305

R/W COURSE TABLE			
FROM POINT	TO POINT	BEARING	DISTANCE
300	301	S73°19'09"W	461.18'
301	302	N16°40'51"W	34.47'
302	303	N16°11'56"W	2.50'
303	304	N71°27'52"E	360.63'
304	305	N73°12'57"E	61.77'
305	306	S18°55'34"W	2.46'
306	307	N73°12'57"E	20.00'
307	308	S00°09'46"W	20.00'
308	309	S89°51'17"E	33.05'

TLE Station & Offset Table		
Point No.	Station	Offset
T350	264+93.36	35.40'
T351	264+93.48	42.90'
T352	265+53.15	44.97'
T353	269+13.39	56.64'
T354	269+81.03	56.76'

R/W Station & Offset Table		
Point No.	Station	Offset
300	270+14.24	0.00'
301	265+53.06	0.00'
302	265+53.06	34.47'
303	265+53.09	36.97'
304	269+13.52	48.64'
305	269+75.30	48.75'
306	269+73.86	46.75'
307	269+93.86	46.78'
308	269+88.07	27.65'
309	270+19.71	18.08'



KL Engineering
[A] Better Experience

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

SIGNATURE: T. M. Held DATE: 06/22/2021
PRINT NAME: TIMOTHY M. HELD
REGISTRATION NUMBER:S-2591

WISCONSIN TIMOTHY M. HELD S-2591 MADISON, WI LAND SURVEYOR

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

SIGNATURE: Heather L Dresel DATE: 6/22/2021
PRINT NAME: HEATHER L. DRESEL

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\040101-RP.DWG
APPRAISAL PLAT DATE : 06/22/2021
PLOT DATE :
PLOT BY : TIMOTHY HELD
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

7600-01-25 - 4.03

REMOVING PAVEMENT BUTT JOINT REQ'D

BEGIN PROJECT 7600-01-75
STA 215+90
MATCH EXISTING

CITY OF MENOMONIE (SAN)

ADJUSTING INLET COVERS (TYP.)

CITY OF MENOMONIE (E)

EXISTING R/W (TYP.)

USH 12/STH 29 (STOUT RD)

MATCH LINE 221+50

216+00 'US'

217+00 'US'

218+00 'US'

219+00 'US'

220+00 'US'

221+00 'US'

REMOVING ASPHALTIC SURFACE BUTT JOINT REQ'D

6TH ST

CITY OF MENOMONIE (SS)

CITY OF MENOMONIE (E)

CITY OF MENOMONIE (W)

XCEL ENERGY (G)

CAUTION

CITY OF MENOMONIE (SS)

CITY OF MENOMONIE (SAN)

CITY OF MENOMONIE (E)

CITY OF MENOMONIE (SAN)

TLE (TYP.)

N

MAIN ST

XCEL ENERGY (OH)

XCEL ENERGY (G)

7TH ST

REMOVING ASPHALTIC SURFACE BUTT JOINT REQ'D

CAUTION

NOTE: SEE CURB RAMP DETAILS FOR DETAILS NOT SHOWN

5

EXISTING R/W (TYP.)

CITY OF MENOMONIE (SAN)

ADJUSTING INLET COVERS (TYP.)

NOTE: SEE CURB RAMP DETAILS FOR DETAILS NOT SHOWN

MATCH LINE 221+50

222+00 'US'

223+00 'US'

224+00 'US'

225+00 'US'

226+00 'US'

227+00 'US'

USH 12/STH 29 (STOUT RD)

MATCH LINE 227+25

SLOPE INTERCEPT (TYP.)

EXISTING R/W (TYP.)

24-7 TELCOM INC (T)

REMOVING ASPHALTIC SURFACE BUTT JOINT REQ'D

6TH AVE

EXISTING R/W (TYP.)

CITY OF MENOMONIE (SS)

CITY OF MENOMONIE (E)

8TH ST

TLE (TYP.)

REMOVING PAVEMENT BUTT JOINT REQ'D

CITY OF MENOMONIE (W)

N

5

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	PLAN SHEETS	SHEET 140	E

MATCH LINE 227+25

228+00 'US'

229+00 'US'

230+00 'US'

231+00 'US'

232+00 'US'

233+00

MATCH LINE 233+00

USH 12/STH 29 (STOUT RD)

CITY OF MENOMONIE (SS)

CITY OF MENOMONIE (OH)

STA. 230+63'US' = STA. 10+00'FA'

REMOVING PAVEMENT BUTT JOINT REQ'D

9TH ST

TLE (TYP.)

24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)

SLOPE INTERCEPT (TYP.)

EXISTING R/W (TYP.)

ADJUSTING INLET COVERS (TYP.)

SEE CONSTRUCTION DETAILS

11+00 'FA'

EXISTING R/W (TYP.)

EXISTING R/W (TYP.)

END CONSTRUCTION
STA 11+89'FA'

12+00 'FA'

10TH ST

5TH AVE

NOTE: SEE CURB RAMP DETAILS FOR DETAILS NOT SHOWN

NOTE: SEE STORM SEWER PLANS FOR DETAILS NOT SHOWN

NOTE: SEE CURB RAMP DETAILS FOR DETAILS NOT SHOWN

5

5

CITY OF MENOMONIE (W)

AT&T WISCONSIN (OH)

REMOVING PAVEMENT BUTT JOINT REQ'D

AT&T WISCONSIN (OH)
CHARTER (OH)
XCEL ENERGY (OH)

CHARTER (OH)
XCEL ENERGY (OH)

EXISTING R/W (TYP.)

XCEL ENERGY (G)

CAUTION

TLE (TYP.)

CITY OF MENOMONIE (SS)

AT&T WISCONSIN (OH)
CHARTER (OH)
XCEL ENERGY (OH)

CITY OF MENOMONIE (W)

EXISTING R/W (TYP.)

CITY OF MENOMONIE (OH)

CITY OF MENOMONIE (W)

235+00 'US'

236+00 'US'

237+00 'US'

238+00 'US'

239+00 'US'

CITY OF MENOMONIE (SAN)

234+00 'US'

USH 12/STH 29 (STOUT RD)

CHARTER (OH)

EXISTING R/W (TYP.)

SLOPE INTERCEPT (TYP.)

ADJUSTING INLET COVERS (TYP.)

REMOVING PAVEMENT BUTT JOINT REQ'D

AT&T WISCONSIN (OH)

11TH ST

XCEL ENERGY (G)

CAUTION

CHARTER (OH)
AT&T WISCONSIN (OH)

EXISTING R/W (TYP.)

0 'US'

MATCH LINE 233+00

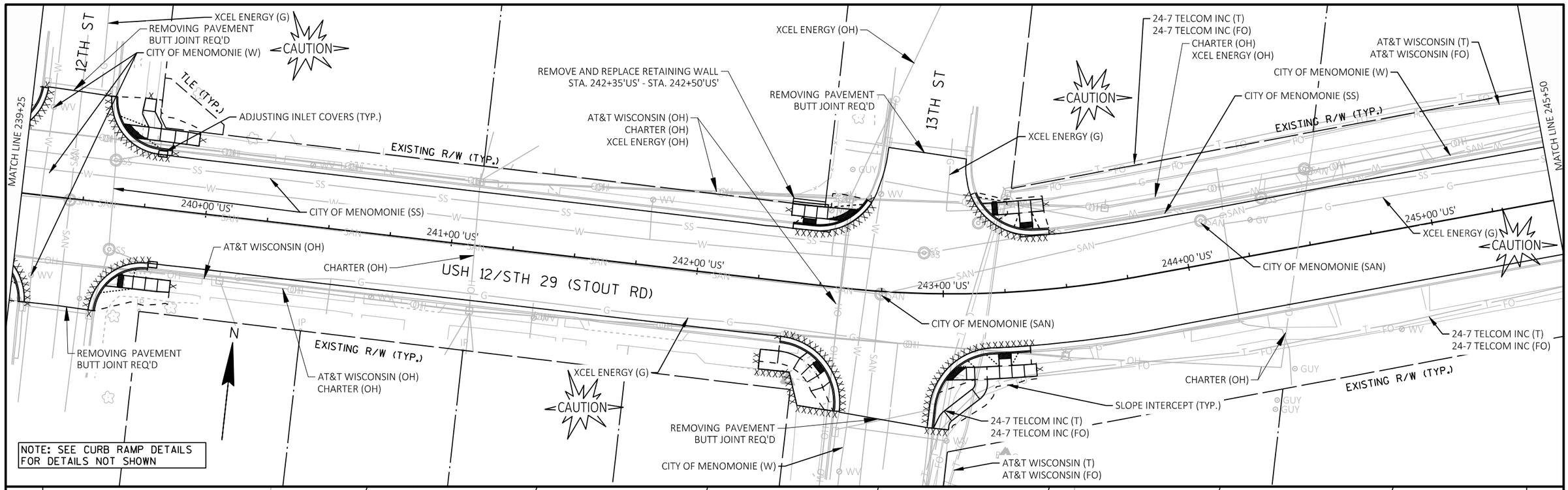
MATCH LINE 239+25

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	PLAN SHEETS	SHEET 141	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 227

PLOT DATE : 1/26/2022 8:09 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	PLAN SHEETS	SHEET 142 E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 239
PLOT DATE : 1/26/2022 8:09 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

NOTE: SEE CURB RAMP DETAILS FOR DETAILS NOT SHOWN

MATCH LINE 251+50

SLOPE INTERCEPT (TYP.)
CITY OF MENOMONIE (W)
CITY OF MENOMONIE (SAN)
EXISTING R/W (TYP.)
16TH ST
REMOVING PAVEMENT BUTT JOINT REQ'D
CHARTER (OH)
XCEL ENERGY (OH)
AT&T WISCONSIN (FO)
CAUTION
XCEL ENERGY (G)
REMOVING PAVEMENT BUTT JOINT REQ'D
17TH ST
N
252+00 'US'
253+00 'US'
254+00 'US'
255+00 'US'
256+00 'US'
257+00 'US'
CITY OF MENOMONIE (SAN)
CAUTION
XCEL ENERGY (G)
USH 12/STH 29 (STOUT RD)
CITY OF MENOMONIE (SS)
EXISTING R/W (TYP.)
CITY OF MENOMONIE (SAN)
24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)
ADJUSTING INLET COVERS (TYP.)
CAUTION
XCEL ENERGY (G)
EXISTING R/W (TYP.)
REMOVING PAVEMENT BUTT JOINT REQ'D
CHARTER (OH)
XCEL ENERGY (OH)
CINC (FO)
24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)
XCEL ENERGY (E)
MATCH LINE 257+50

NOTE: SEE CURB RAMP DETAILS FOR DETAILS NOT SHOWN

MATCH LINE 257+50

CAUTION
XCEL ENERGY (G)
CHARTER (OH)
XCEL ENERGY (OH)
SLOPE INTERCEPT (TYP.)
CITY OF MENOMONIE (W)
18TH ST
REMOVING PAVEMENT BUTT JOINT REQ'D
CHARTER (OH)
XCEL ENERGY (OH)
CAUTION
XCEL ENERGY (G)
REMOVING PAVEMENT BUTT JOINT REQ'D
19TH ST
CITY OF MENOMONIE (SS)
AT&T WISCONSIN (FO)
258+00 'US'
259+00 'US'
260+00 'US'
261+00 'US'
262+00 'US'
263+00 'US'
CITY OF MENOMONIE (SAN)
USH 12/STH 29 (STOUT RD)
CITY OF MENOMONIE (SAN)
EXISTING R/W (TYP.)
CINC (FO)
24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)
ADJUSTING INLET COVERS (TYP.)
CAUTION
XCEL ENERGY (G)
24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)
CINC (FO)
AT&T WISCONSIN (FO)
MATCH LINE 263+50

5

5

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	PLAN SHEETS	SHEET 143	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 251

PLOT DATE : 1/26/2022 8:09 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

NOTE: SEE CURB RAMP DETAILS FOR DETAILS NOT SHOWN

NOTE: SEE STORM SEWER PLANS FOR DETAILS NOT SHOWN

MATCH LINE 263+50

MATCH LINE 269+25

CAUTION

SLOPE INTERCEPT (TYP.)

XCEL ENERGY (G)

AT&T WISCONSIN (FO)

CHARTER (OH)
XCEL ENERGY (OH)

TLE (TYP.)

PROPOSED R/W

ASPH

CS05

CD06

CG-30A

EXISTING R/W (TYP.)

CITY OF MENOMONIE (W)

264+00 'US'

265+00 'US'

266+00 'US'

267+00 'US'

268+00 'US'

269+00 'US'

CITY OF MENOMONIE (SS)

XCEL ENERGY (OH)

CHARTER (OH)

USH 12/STH 29 (STOUT RD)

CITY OF MENOMONIE (SAN)

CITY OF MENOMONIE (SS)

EXISTING R/W (TYP.)

CINC (FO)

24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)

AT&T WISCONSIN (FO)

ADJUSTING INLET COVERS (TYP.)

XCEL ENERGY (G)

CITY OF MENOMONIE (E)

N

5

CAUTION

CITY OF MENOMONIE (W)

XCEL ENERGY (G)

CHARTER (OH)
XCEL ENERGY (OH)

SLOPE INTERCEPT (TYP.)

REMOVING PAVEMENT BUTT JOINT REQ'D

CITY OF MENOMONIE (E)

AT&T WISCONSIN (FO)

270+00 'US'

271+00 'US'

272+00 'US'

273+00 'US'

CITY OF MENOMONIE (SAN)

USH 12/STH 29 (STOUT RD)

CITY OF MENOMONIE (SAN)

CITY OF MENOMONIE (E)

AT&T WISCONSIN (FO)
24-7 TELCOM INC (T)
24-7 TELCOM INC (FO)

END PROJECT 7600-01-75
STA 270+00
MATCH EXISTING

CITY OF MENOMONIE (SS)

21ST ST

N

5

LEGEND

CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CS05	CONCRETE SIDEWALK 5-INCH
CD06	CONCRETE DRIVEWAY 6-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
X X	SAWING CONCRETE

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	PLAN SHEETS	SHEET 144	E

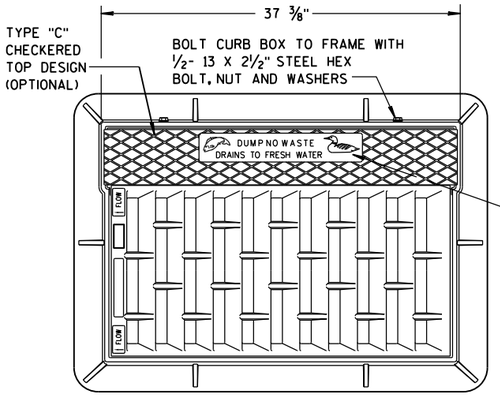
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LAYOUT NAME - 263

PLOT DATE : 1/26/2022 8:10 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

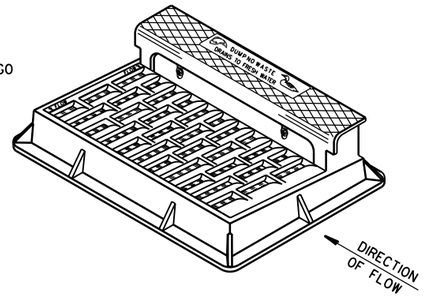
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-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
08D18-02	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09F11-04	LOOP DETECTOR INSTALLED IN EXISTING CONCRETE PAVEMENT WITH NEW ASPHALTIC OVERLAY
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C19-03	HMA LONGITUDINAL JOINTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
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
15C19-06B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING
15D12-09A	TRAFFIC CONTROL, LANE CLOSURE
15D20-05A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D20-05B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-05C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-02A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-02C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

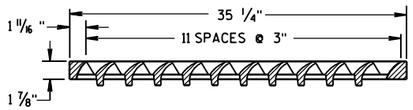
6

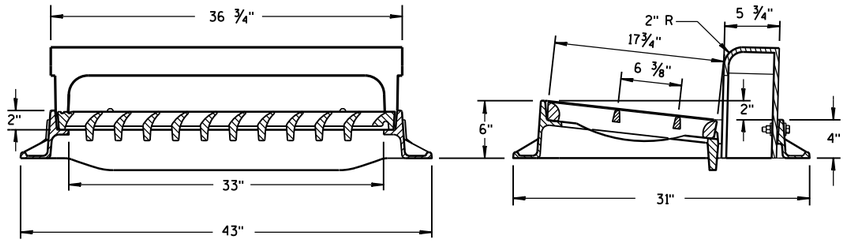


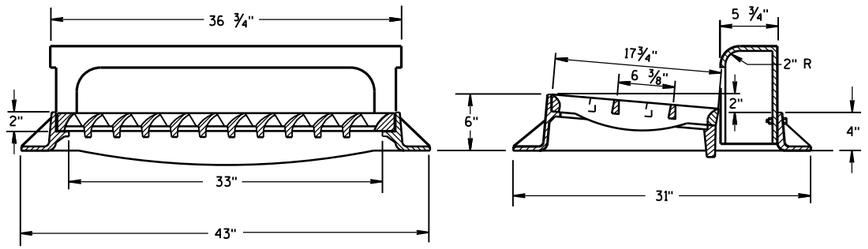
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

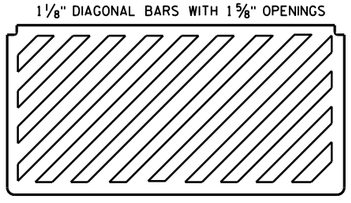






TYPE "H"

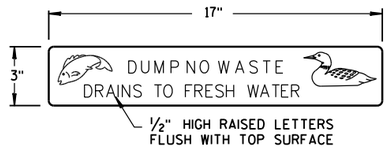
NOTE: EITHER CASTING IS ACCEPTABLE



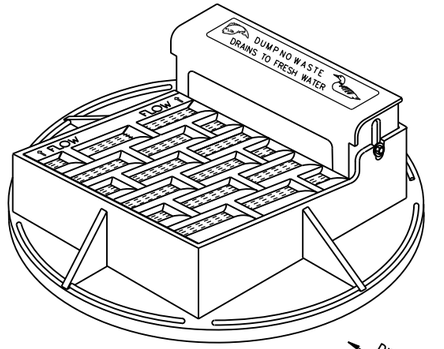
SPECIAL GRATE FOR TYPE "H" COVER

(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"

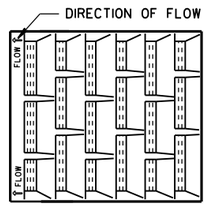
NOTE:
GRATE IS REVERSIBLE.

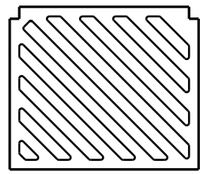
GENERAL NOTES

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.

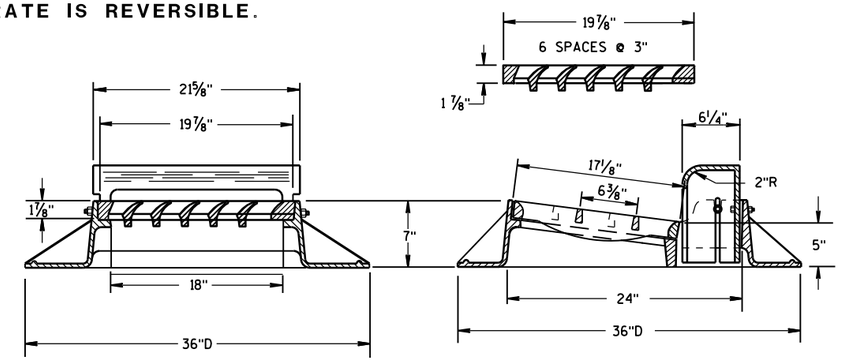




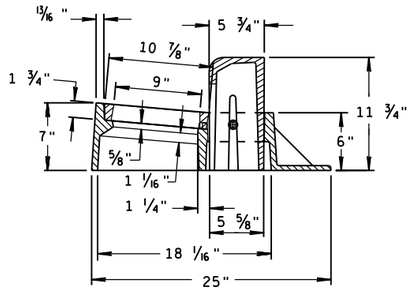
SPECIAL GRATE FOR TYPE "A" COVER

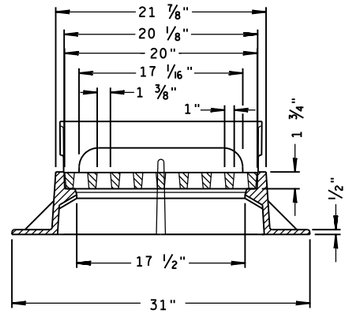
(MEASURES 19 3/4" X 17" X 1 7/8")

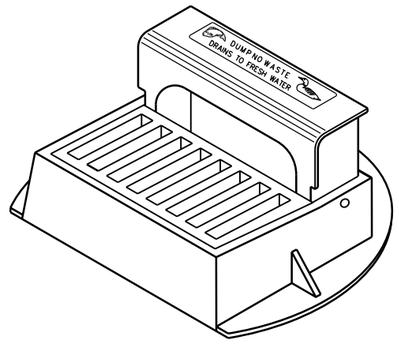
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

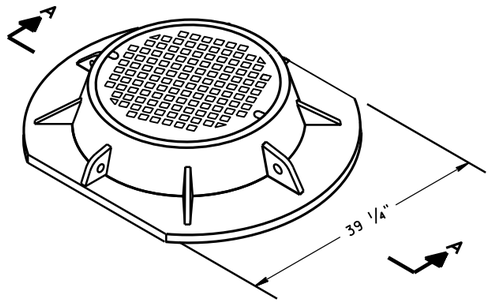
INLET COVERS
TYPE A, H, A-S, H-S & Z

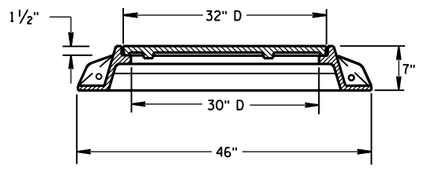
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

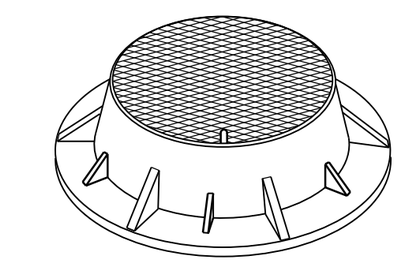
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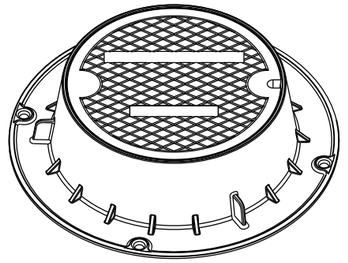
S.D.D. 8 A 5-19a

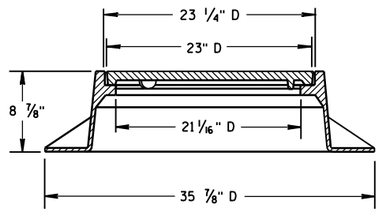


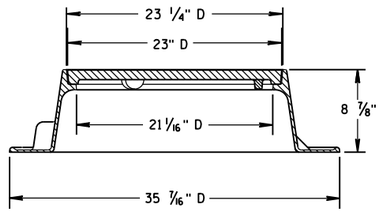


SECTION A-A
TYPE "K"









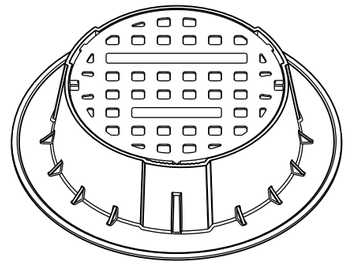
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

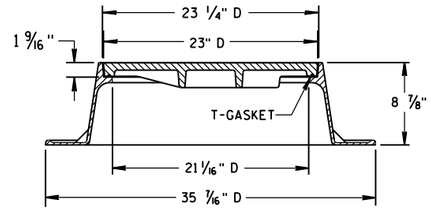
GENERAL NOTES

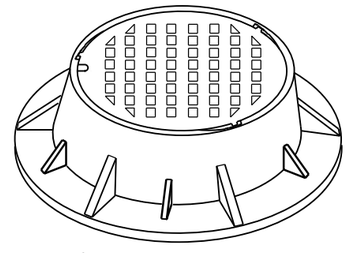
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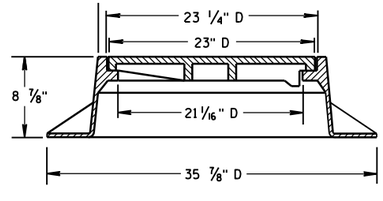
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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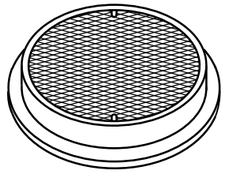


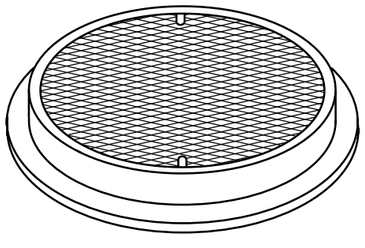


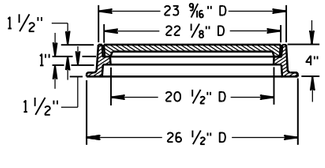




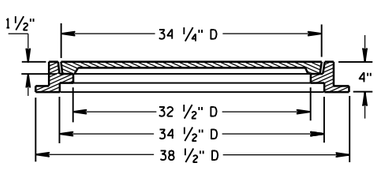
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



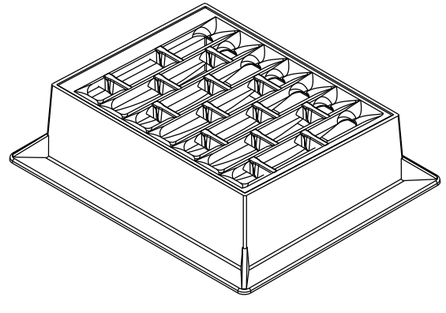


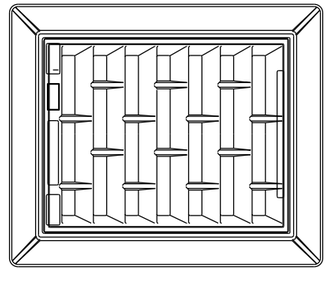


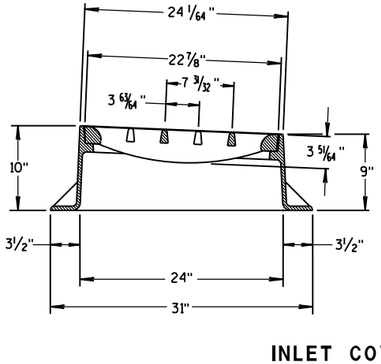
TYPE "L"

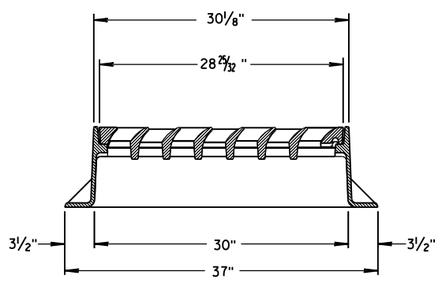


TYPE "M"









INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

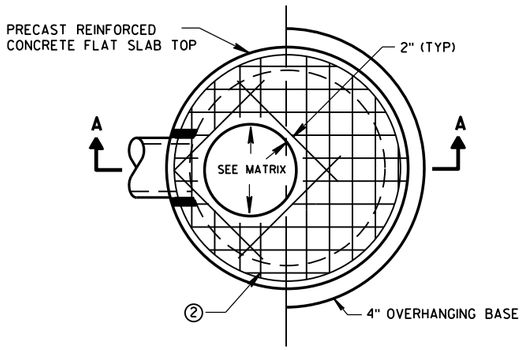
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

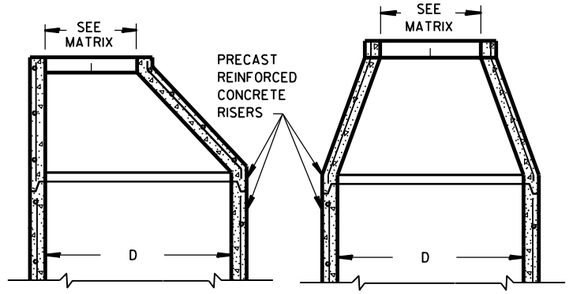
S.D.D. 8 A 5-19d

6

S.D.D. 8 A 5-19d

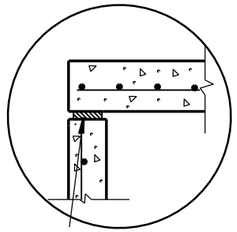


PLAN VIEW CIRCULAR OPENING

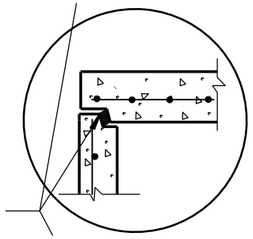


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

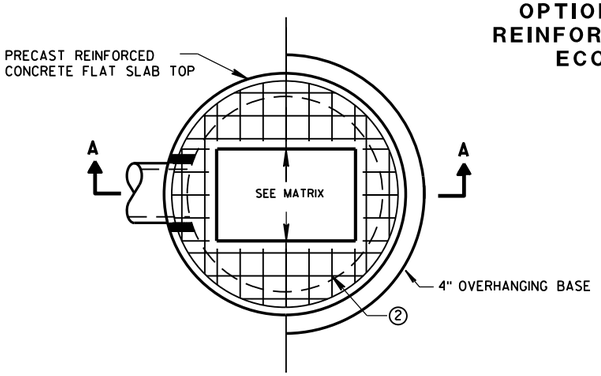
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



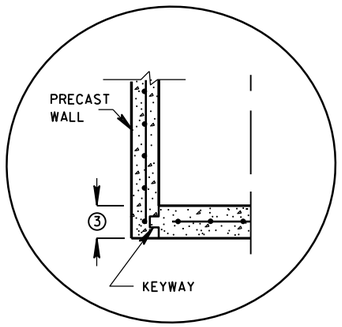
TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT

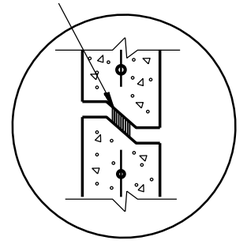


PLAN VIEW RECTANGULAR OPENING



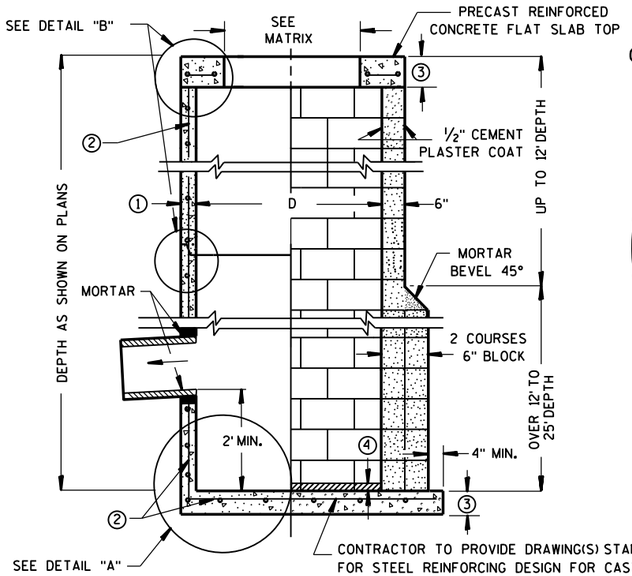
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



RISER WITH TONGUE AND GROOVE JOINT

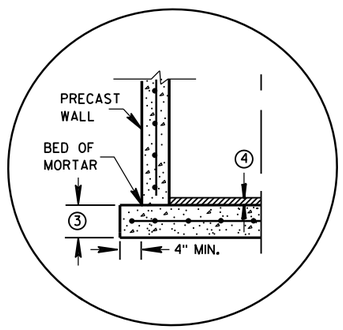
DETAIL "B"



SECTION A-A

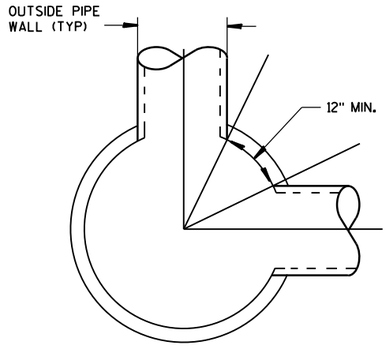
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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						

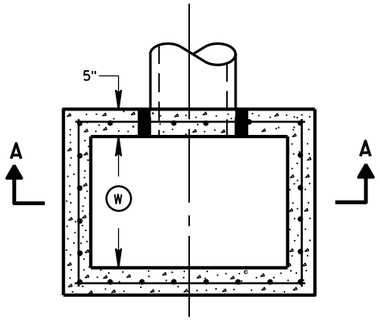
PIPE MATRIX

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

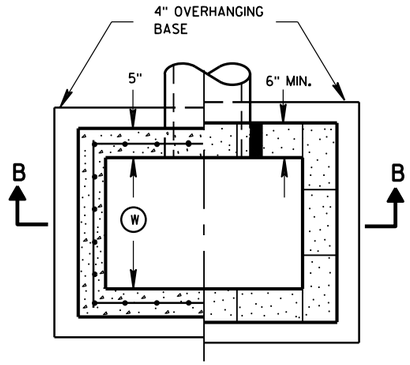
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

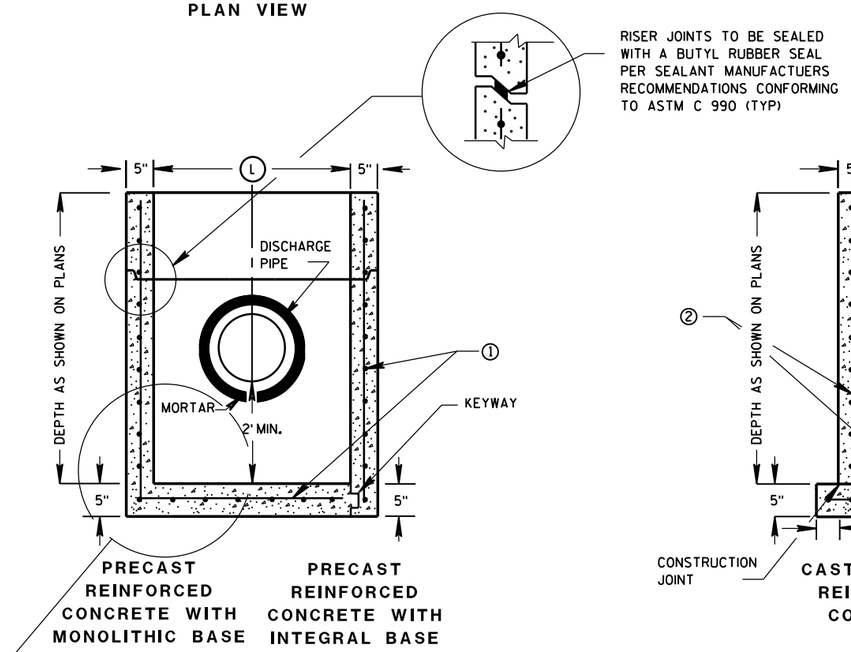
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA



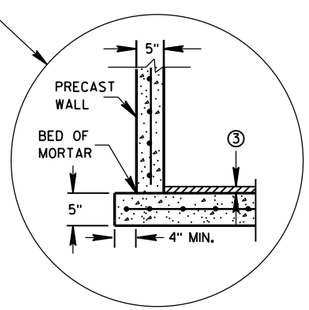
PLAN VIEW



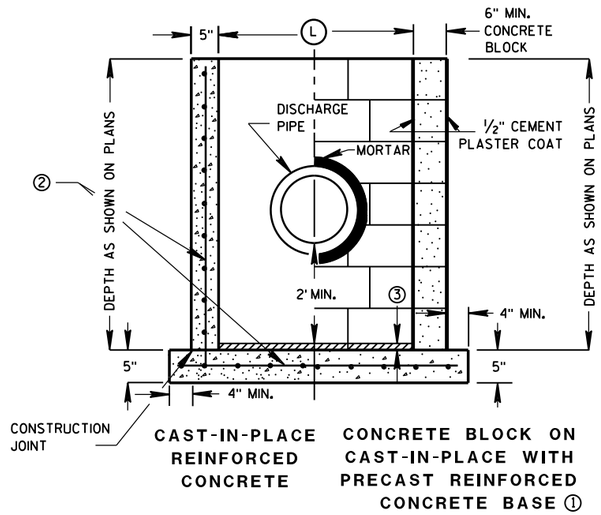
PLAN VIEW



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.

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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.

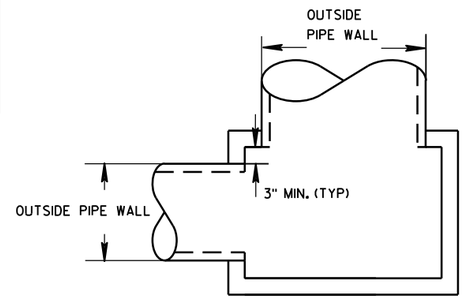
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

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

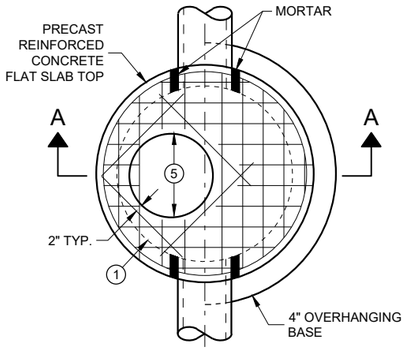
CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

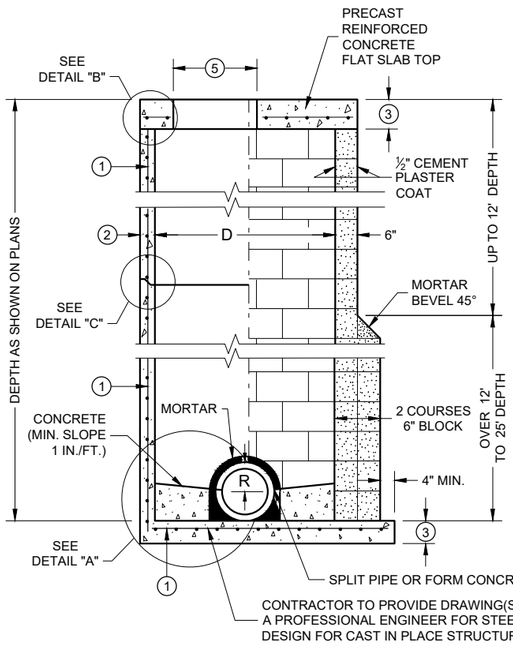
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Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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S.D.D. 8 A 9-2



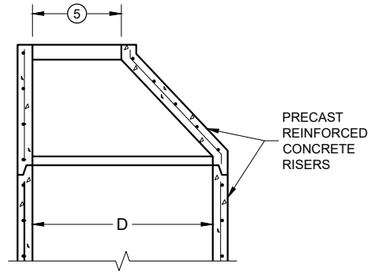
PLAN VIEW
CIRCULAR OPENING



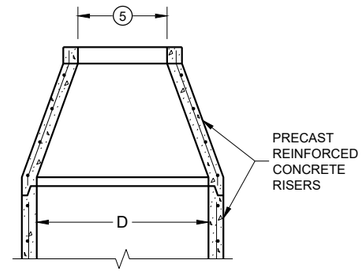
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

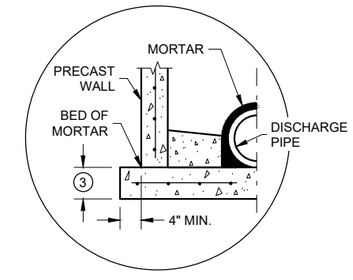
MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

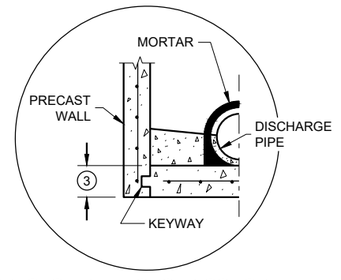
PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42*	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES.
SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

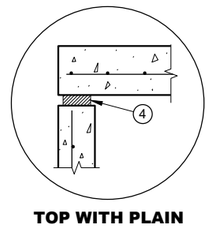


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

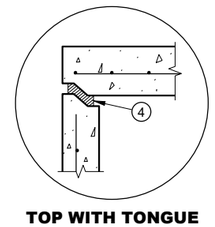


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

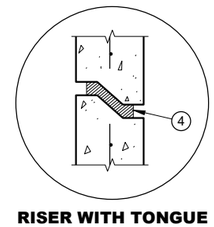
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **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 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. 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 MANHOLE 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 PERMITTED 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 "D".

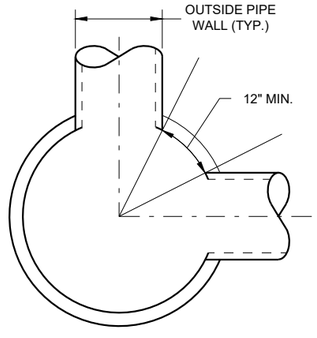
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.).

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

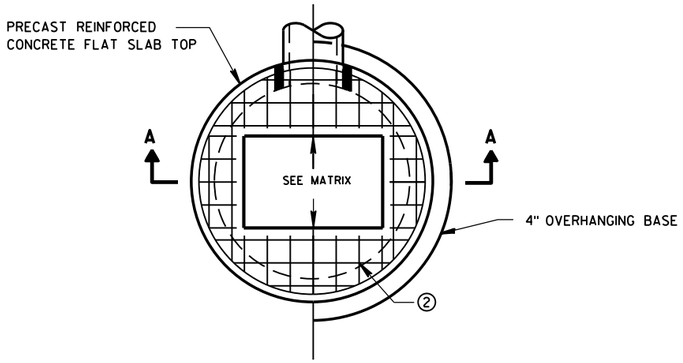
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

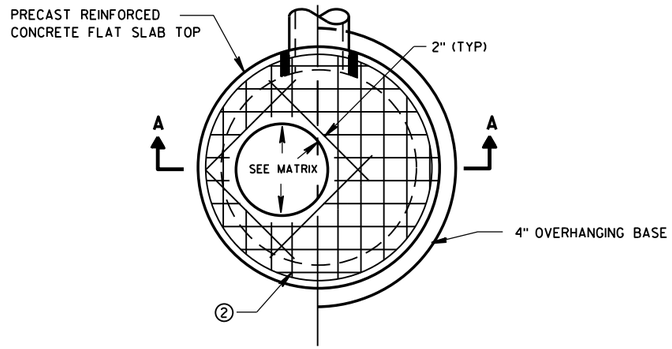
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

6

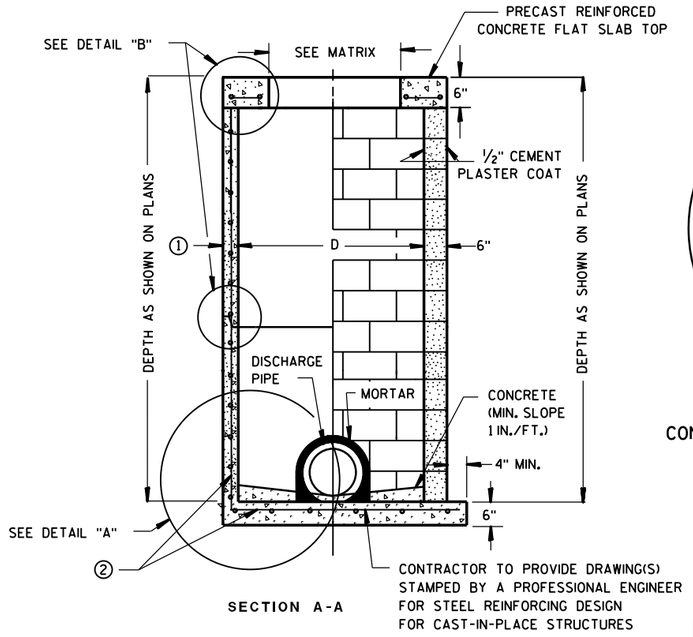
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PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

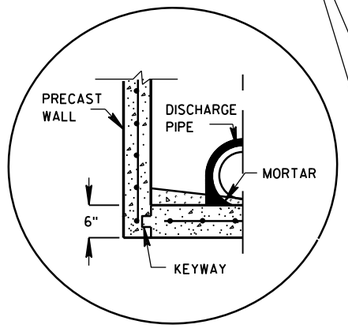


SECTION A-A

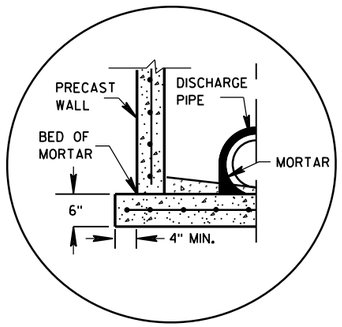
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

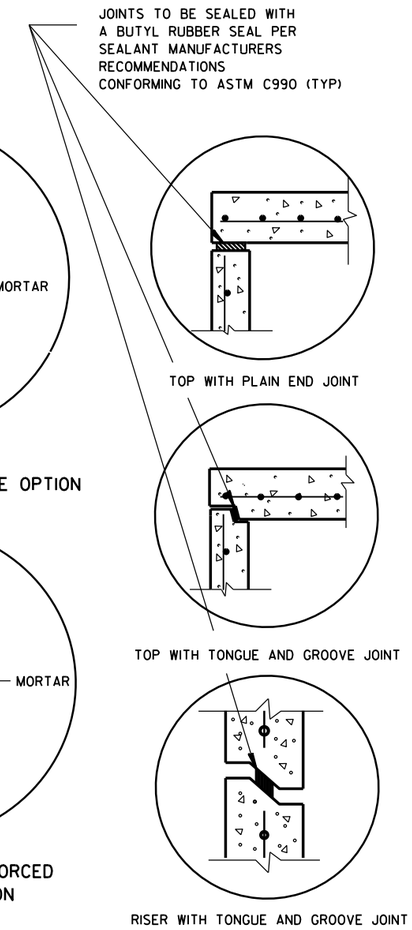


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "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 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 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.

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.

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.

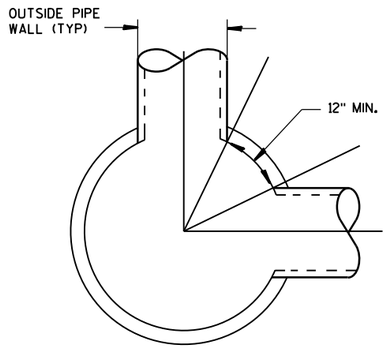
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

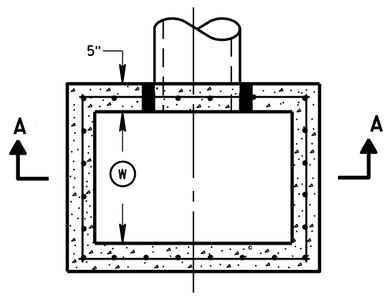
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept.. 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

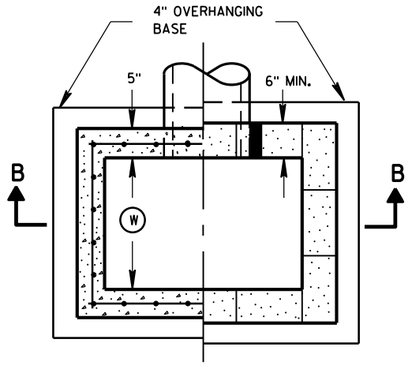
INLETS 3-FT AND 4-FT DIAMETER

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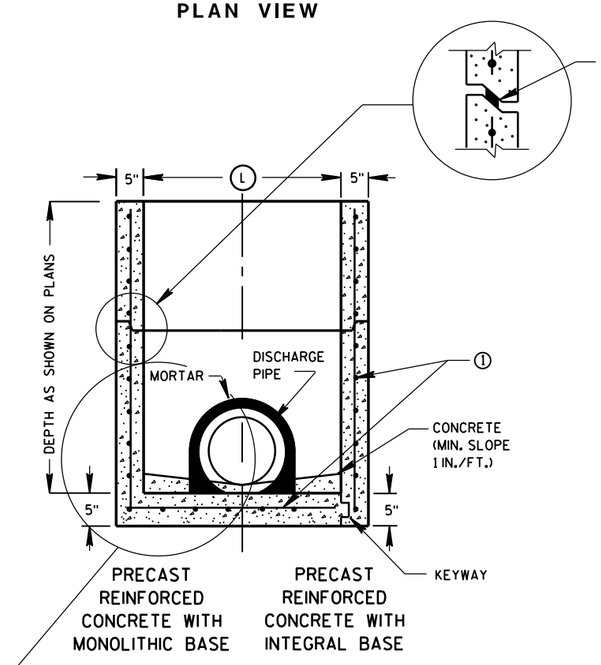
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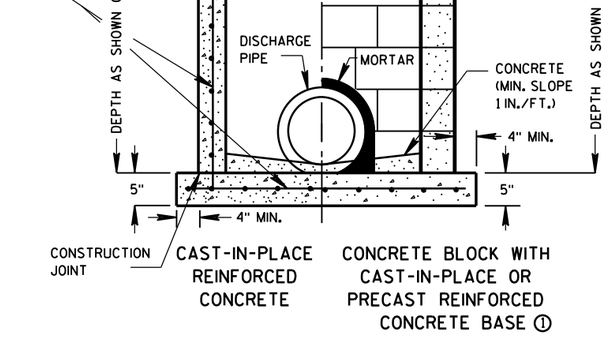
PLAN VIEW



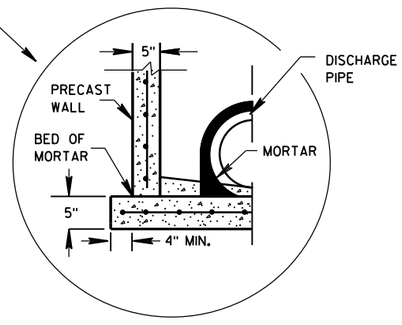
PLAN VIEW



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.

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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.

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PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

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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.

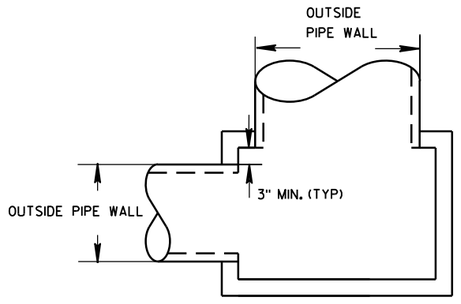
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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



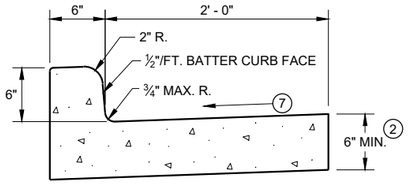
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

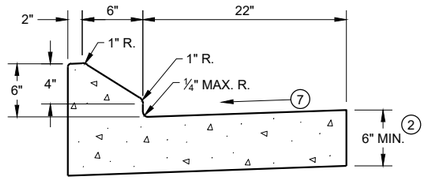
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

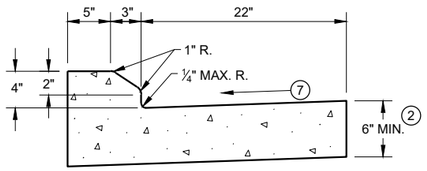
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



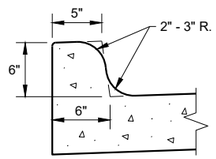
TYPES A (1) & D



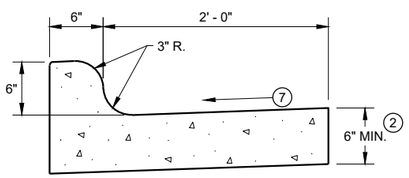
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

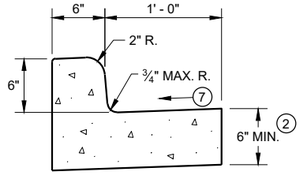


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



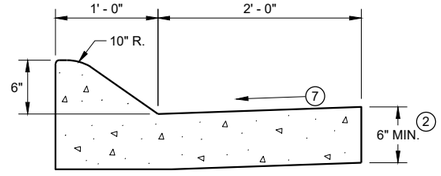
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

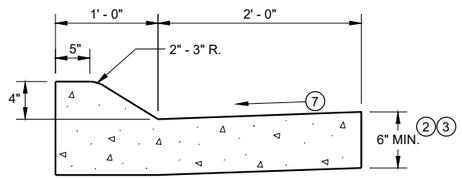


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

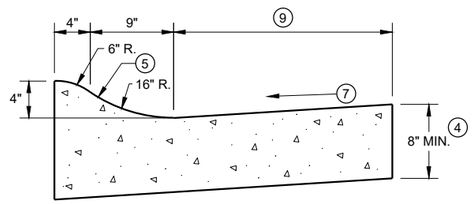


6" SLOPED CURB TYPES A (1) & D



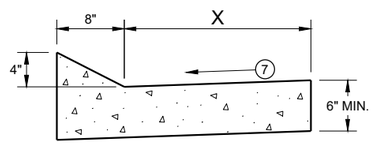
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

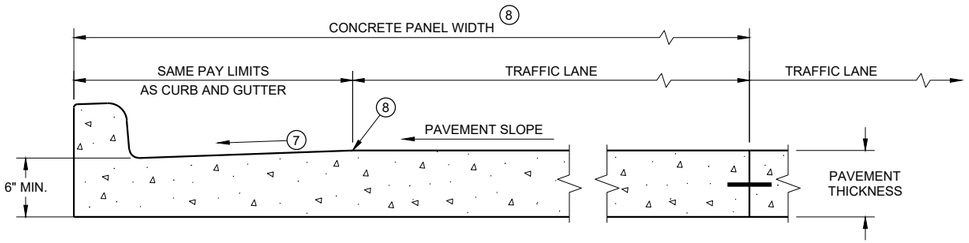


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

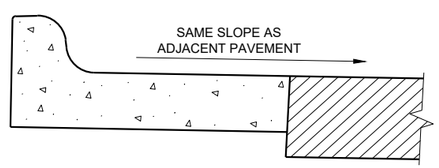
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

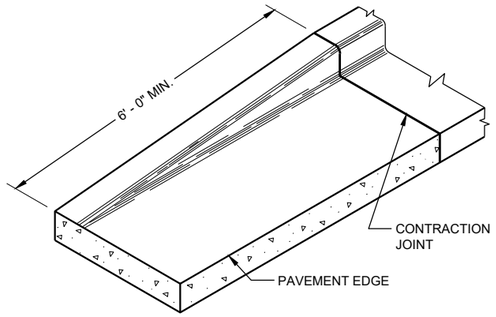
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

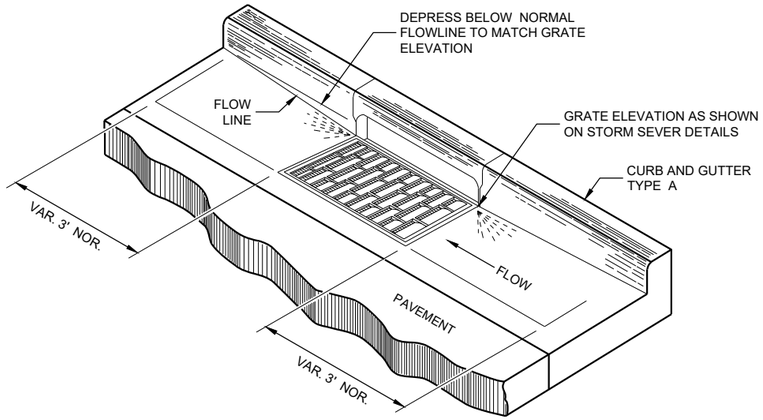
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



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

GENERAL NOTES

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

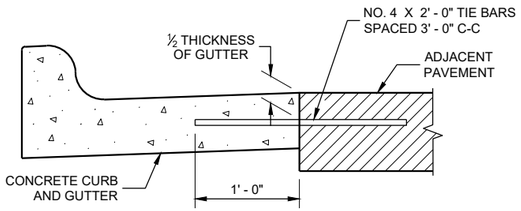
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

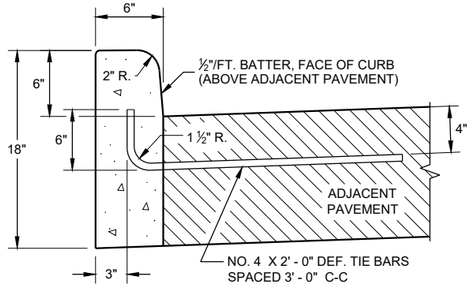
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

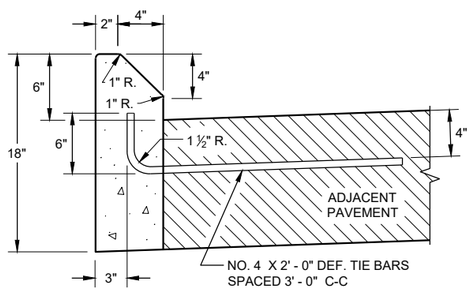
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

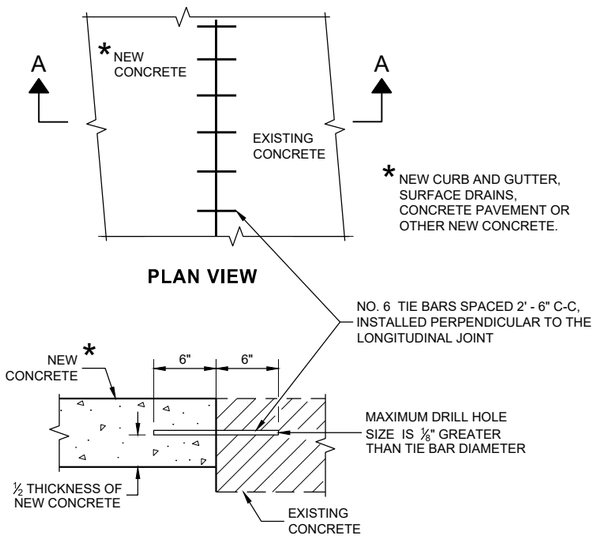


TYPES A (1) & D



TYPES G (1) & J

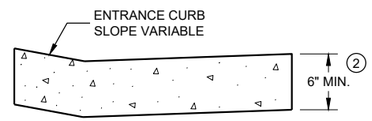
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



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

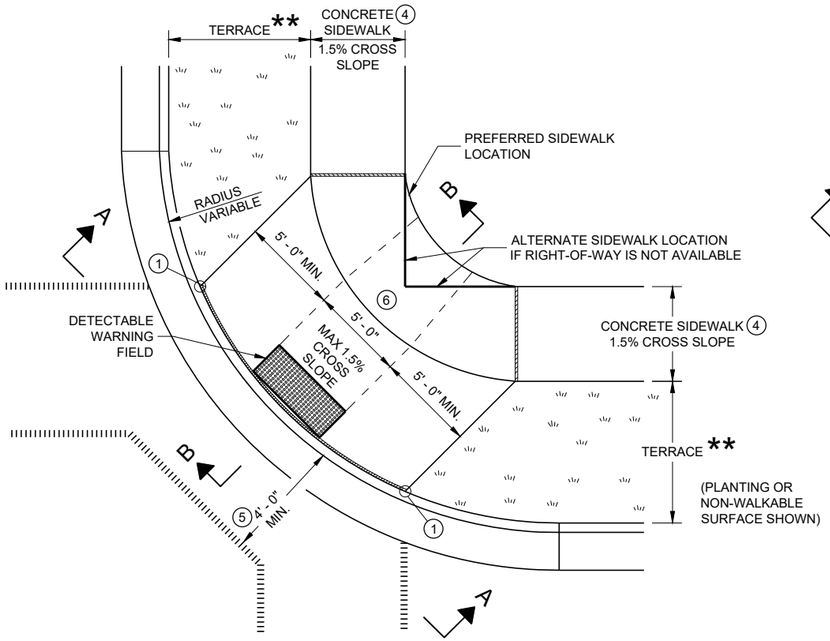
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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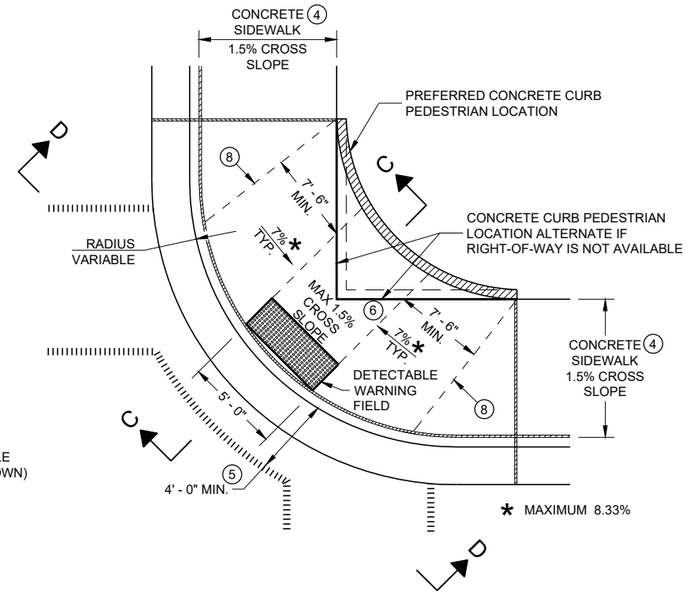
SDD08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

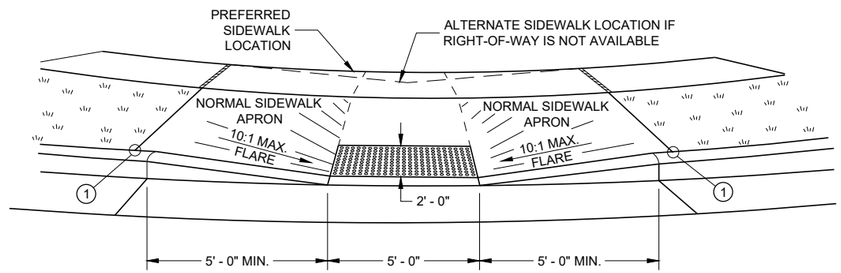
(CENTER OF CORNER RADIUS)



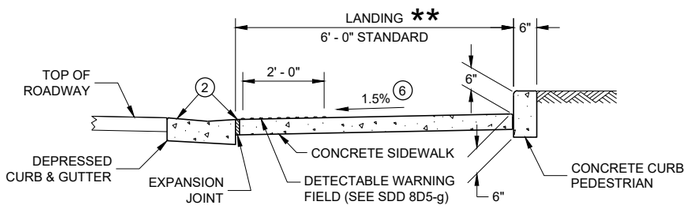
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

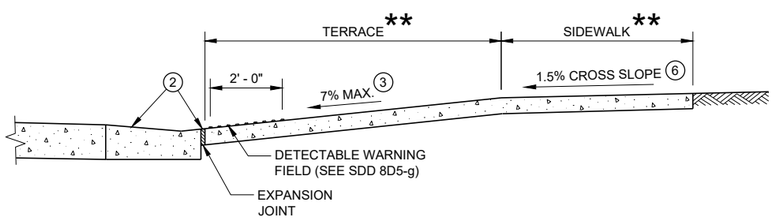


VIEW A - A FOR TYPE 1

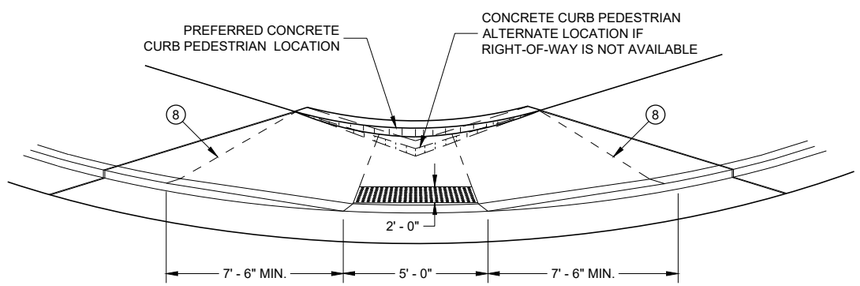


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

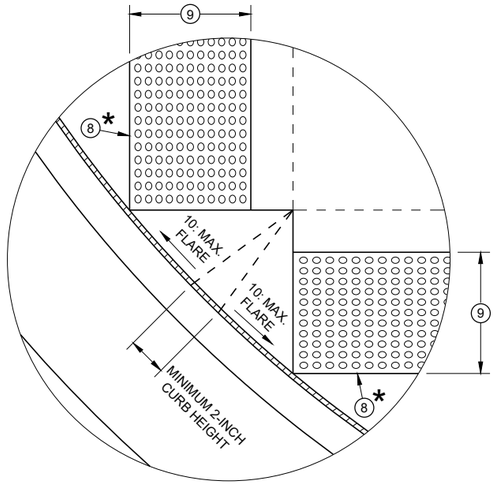
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

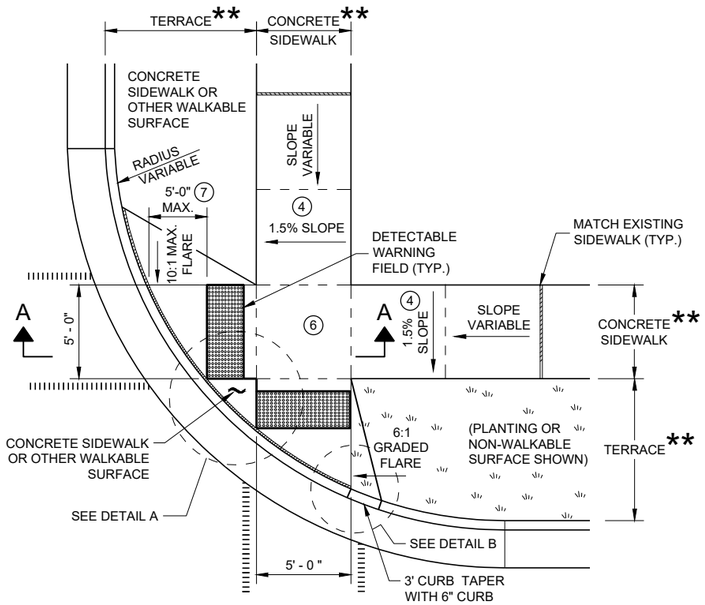
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20a



DETAIL A



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

GENERAL NOTES

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

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

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

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

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

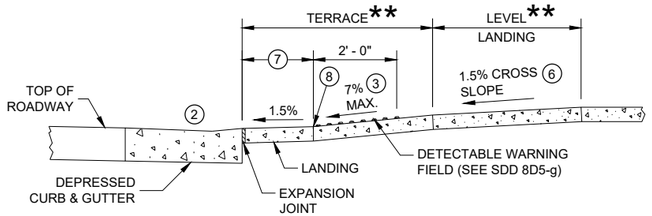
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

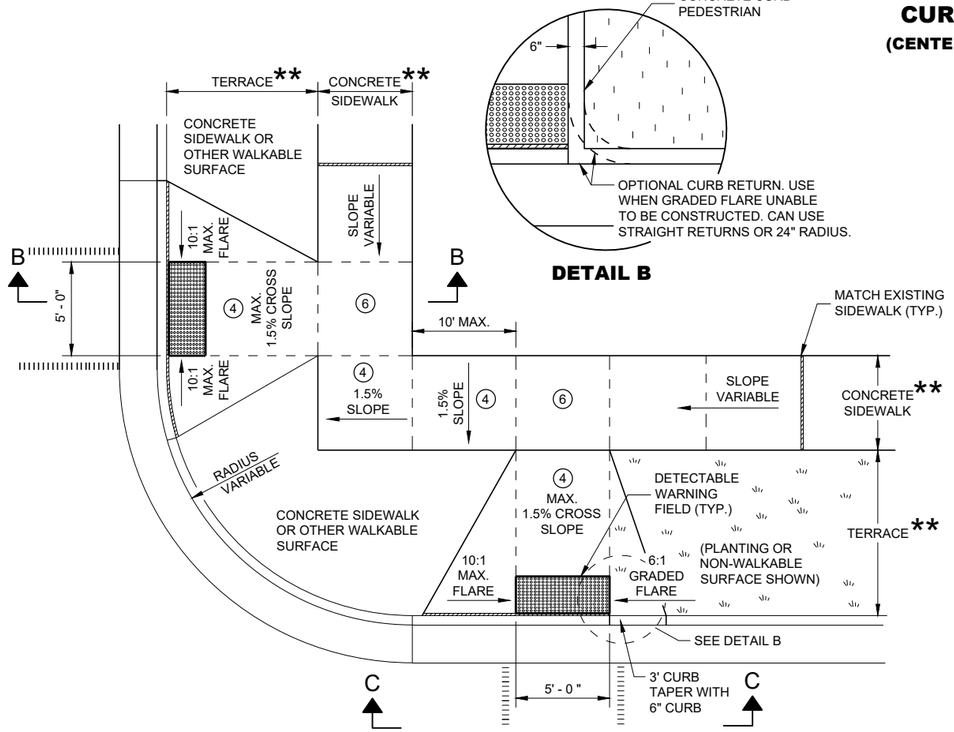
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

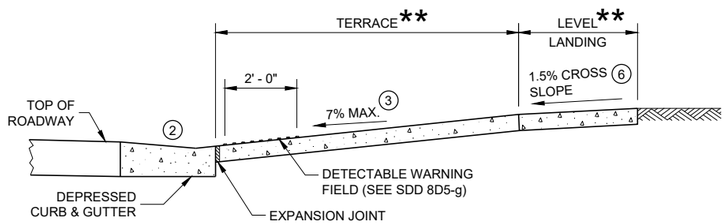
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

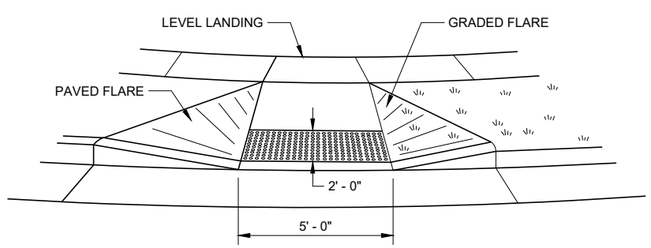
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

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



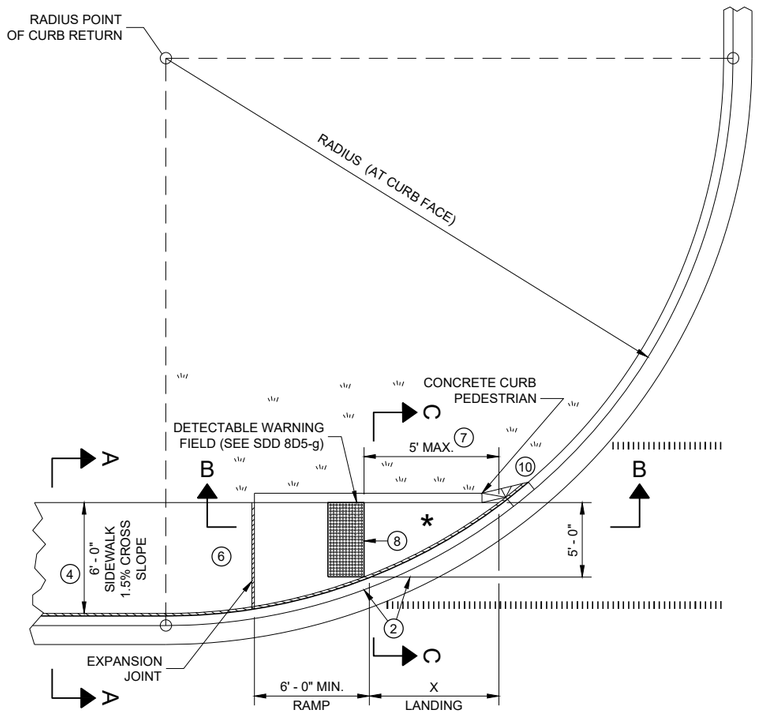
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20b

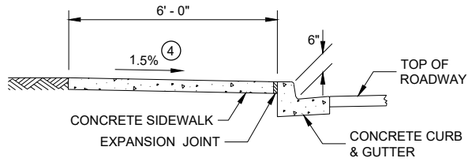


PLAN VIEW

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.

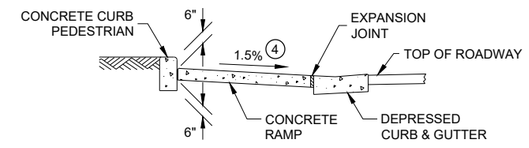
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

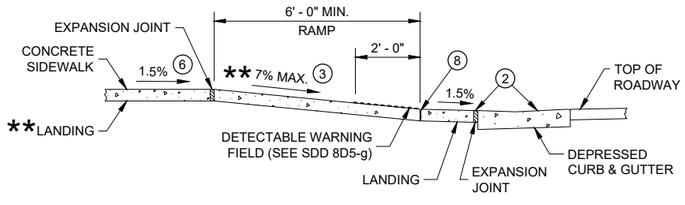
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



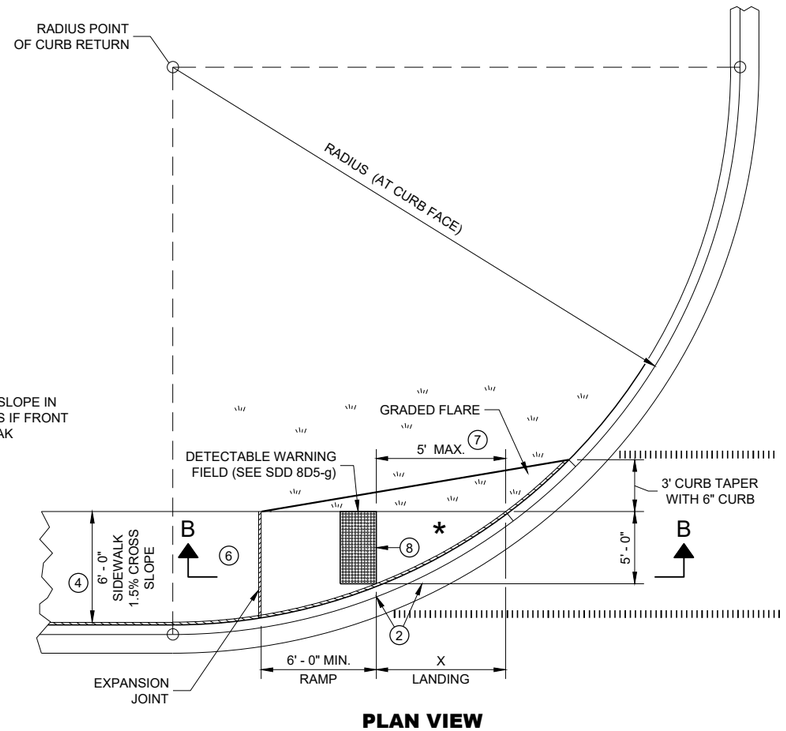
SECTION C - C FOR TYPE 4A



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

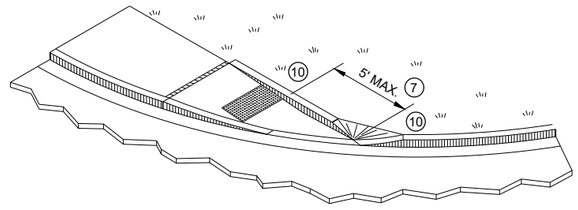
SECTION B - B FOR TYPE 4A AND TYPE 4A1

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

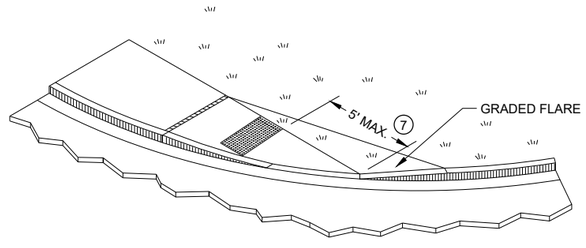


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



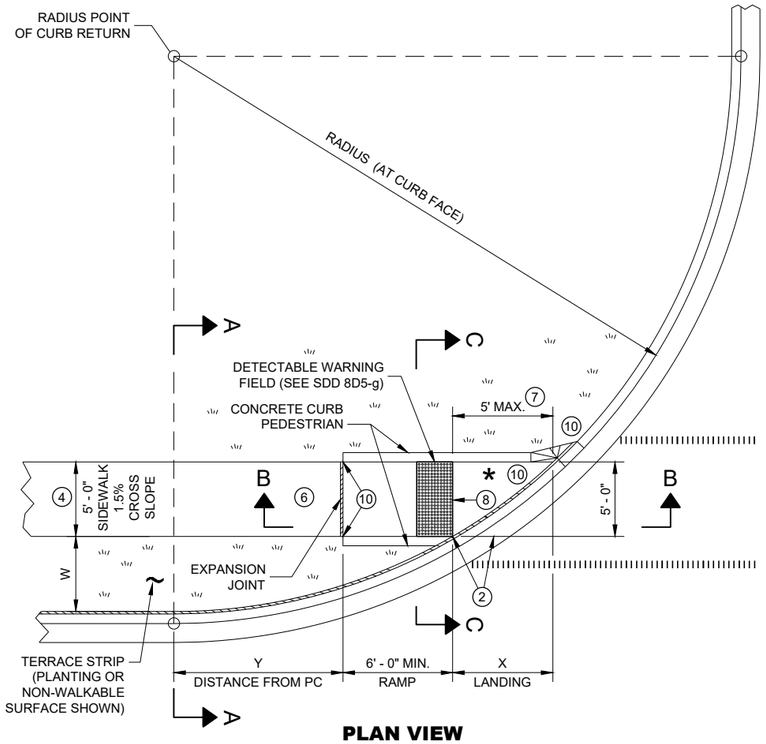
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

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

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

SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

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

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

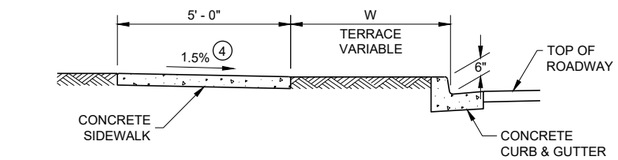
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

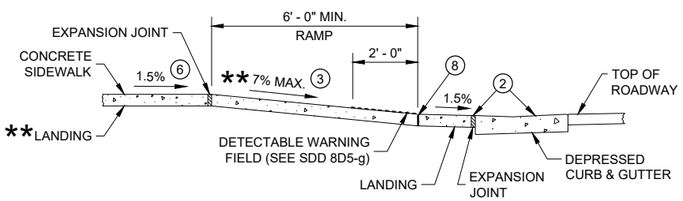
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



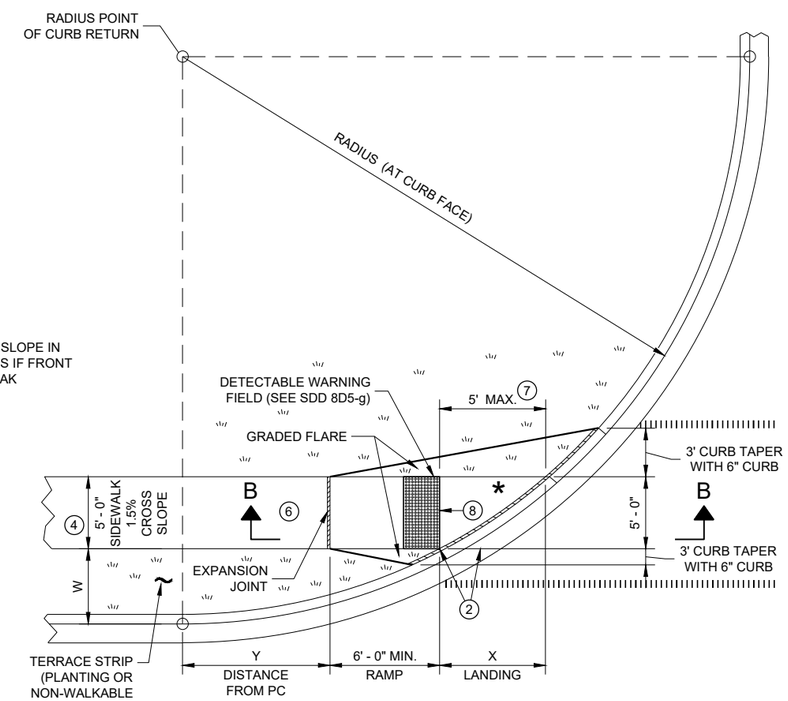
SECTION A - A FOR TYPE 4B



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

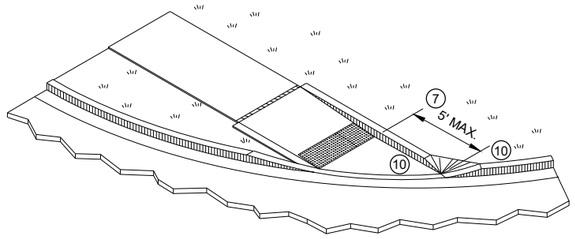
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

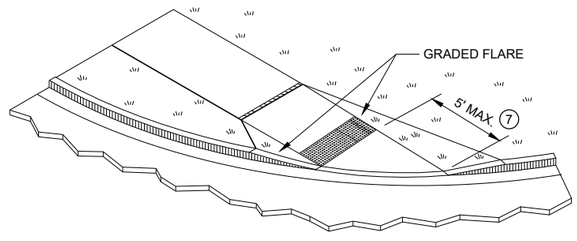


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



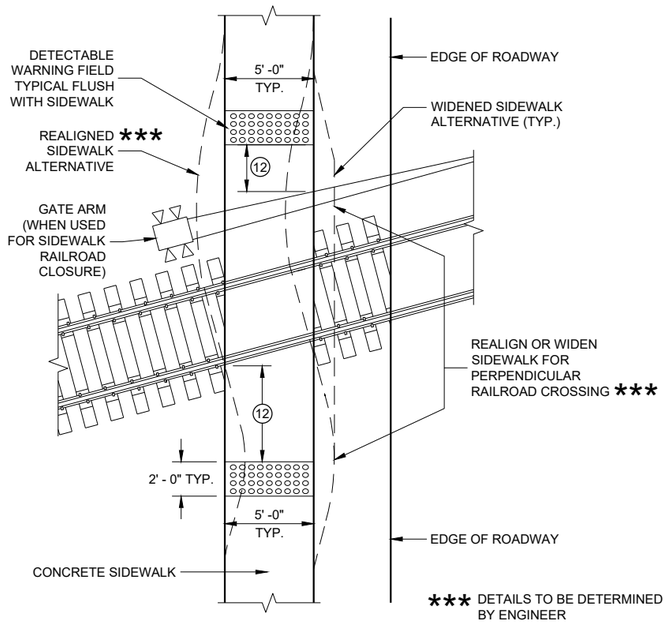
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

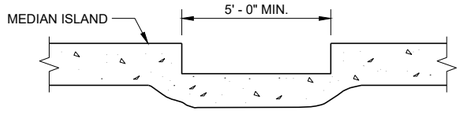
6

SDD 08D05 - 20d

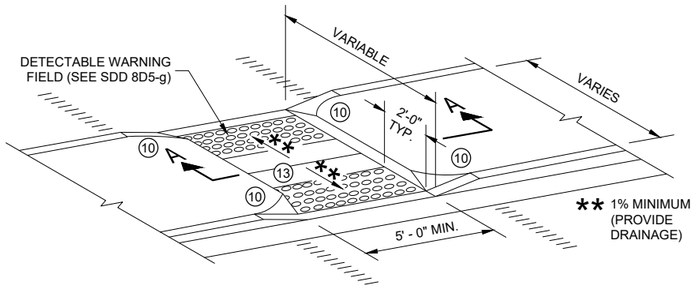


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

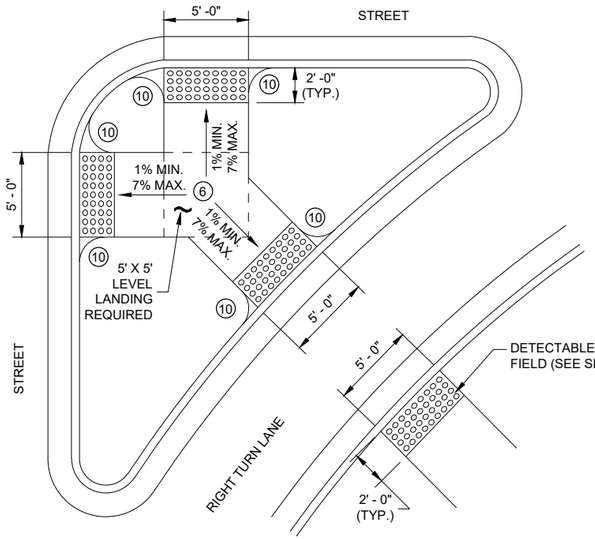
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

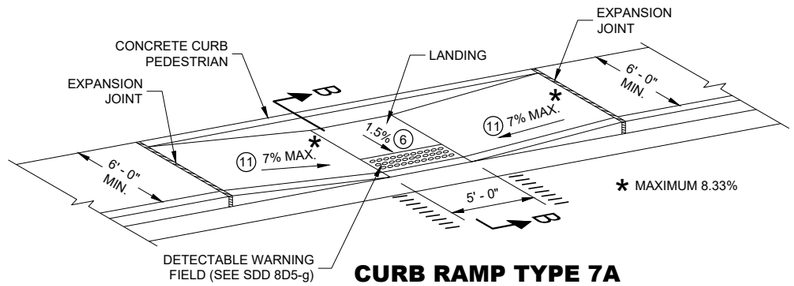
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

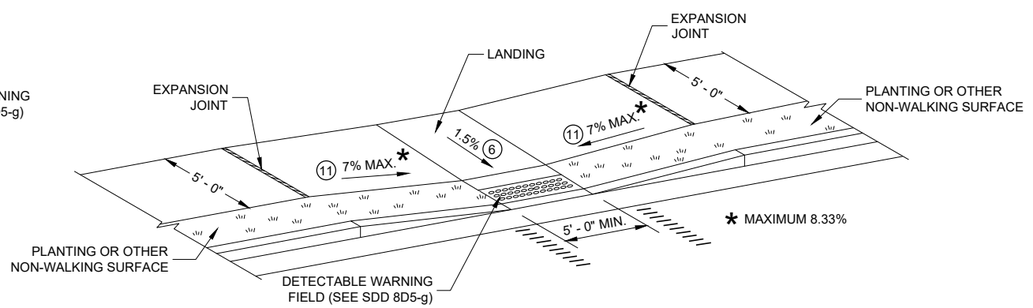
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

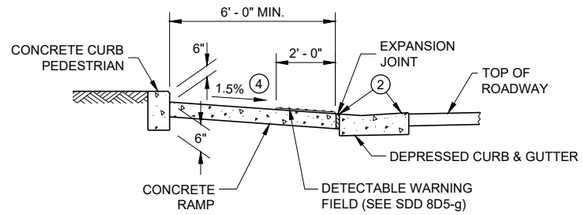
MID BLOCK CROSSING



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

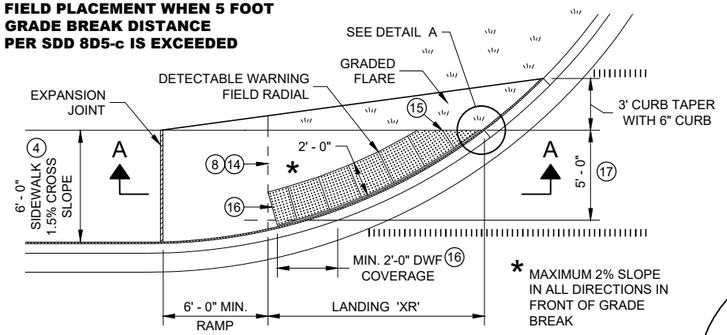
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

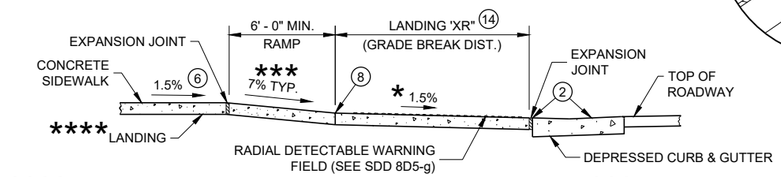
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

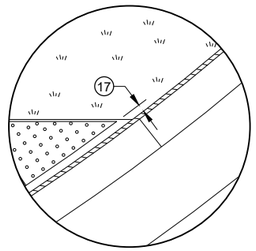
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

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.

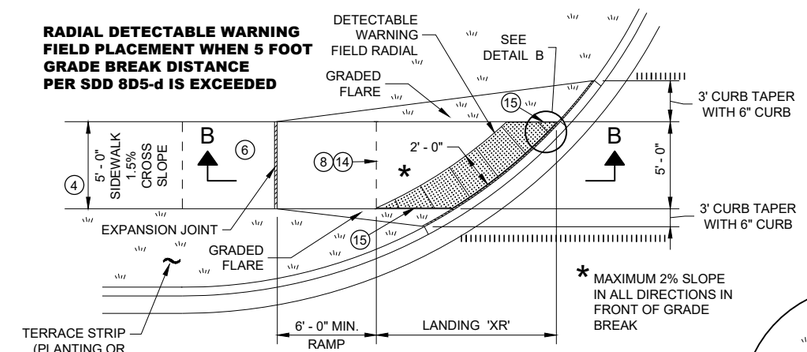
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

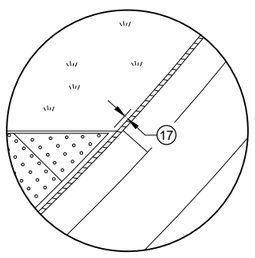
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



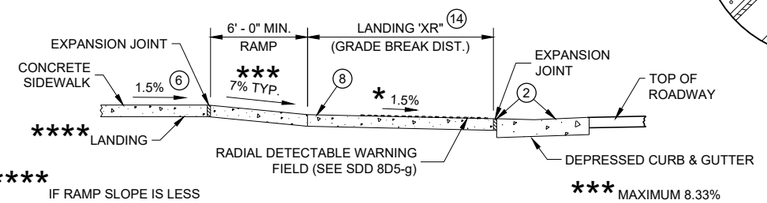
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

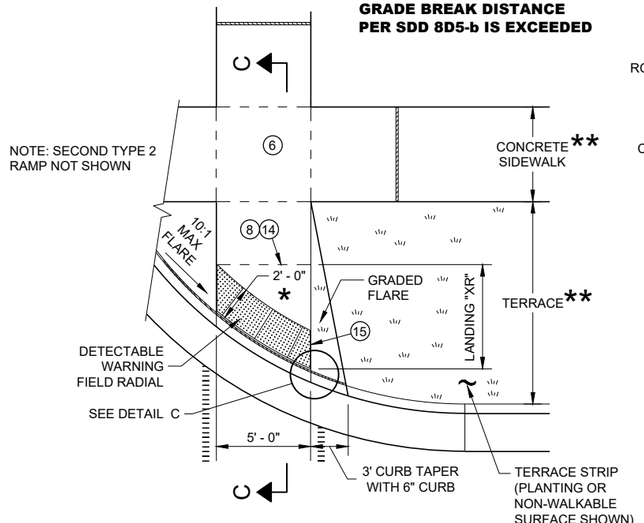


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

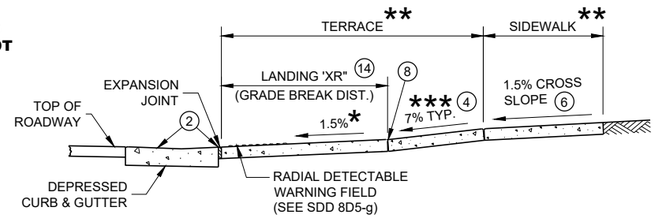


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

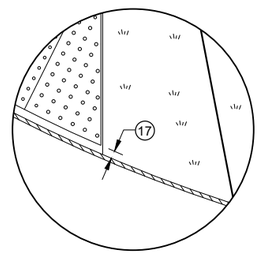


SECTION C - C FOR TYPE 2

* 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

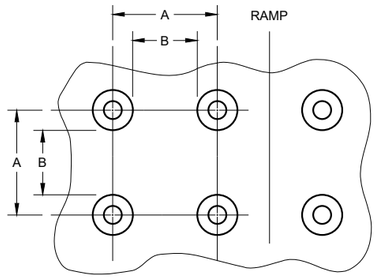
SDD 08D05 - 20f

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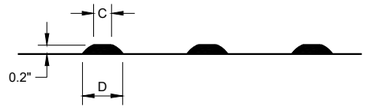
SDD 08D05 - 20f

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

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

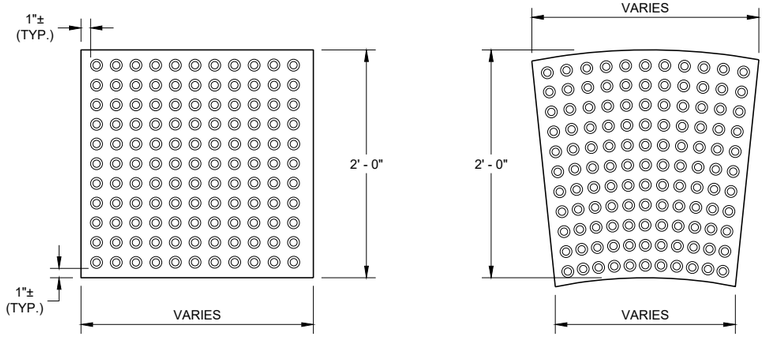


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

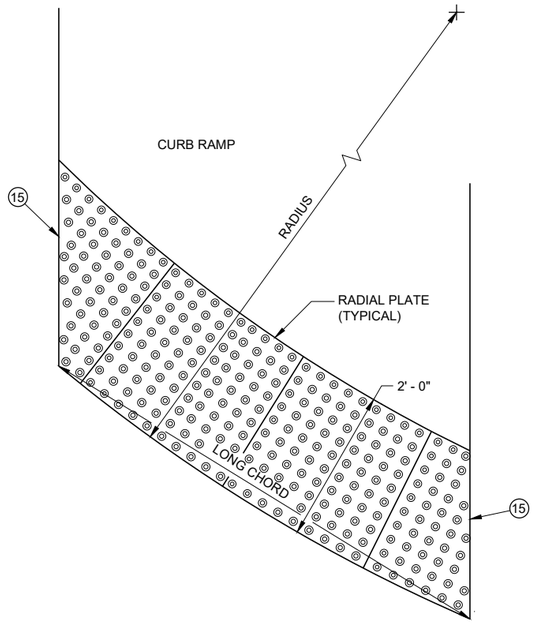
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

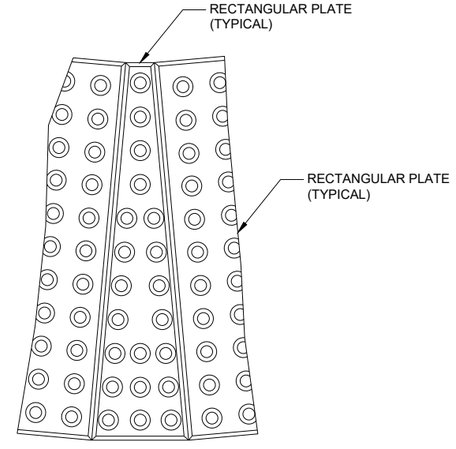
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

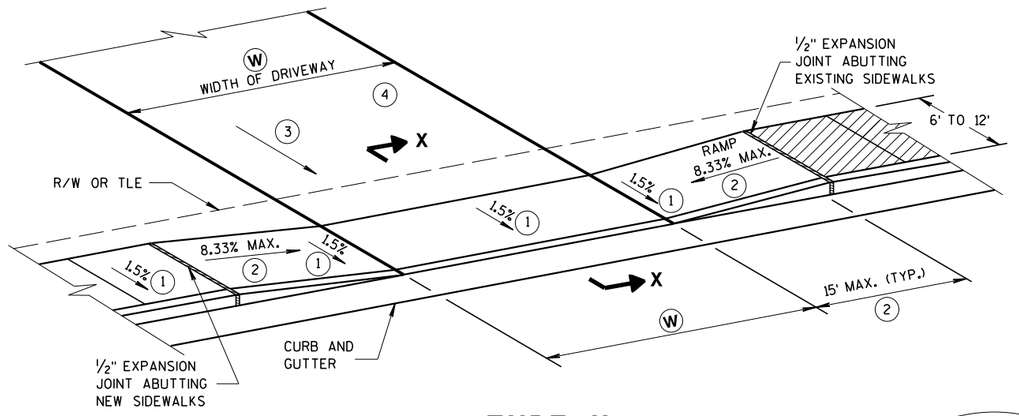
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

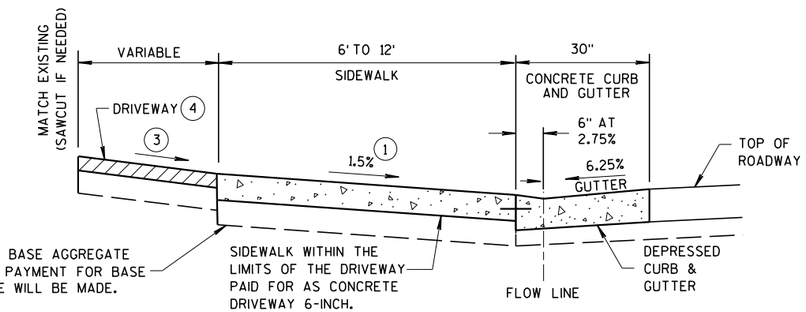
FHWA

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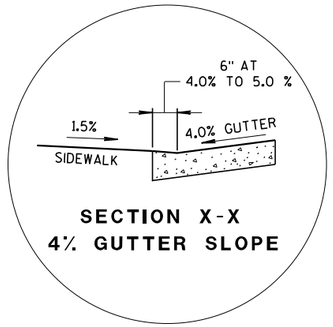
SDD 08D05 - 20g



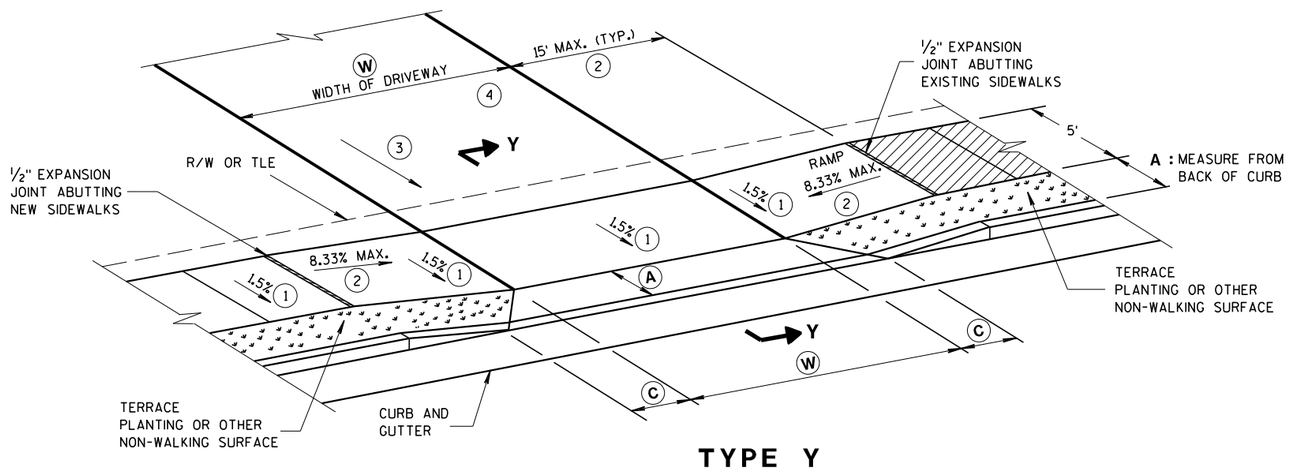
TYPE X
SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X



SECTION X-X
4% GUTTER SLOPE



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

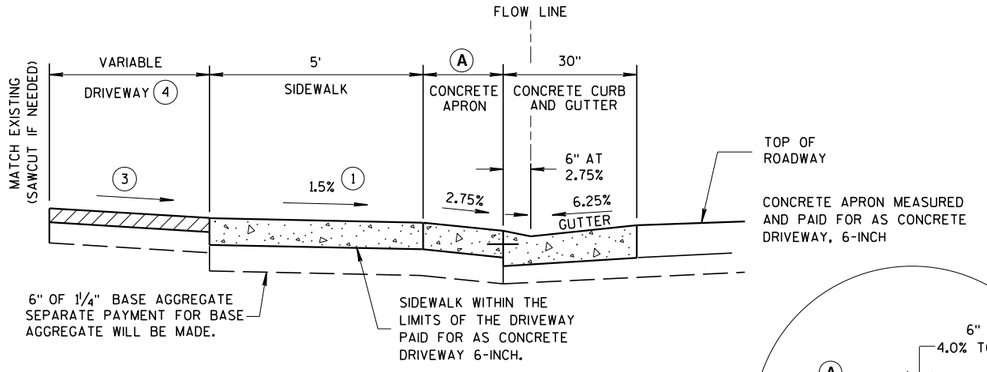
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

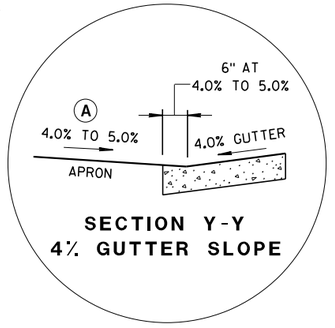
(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y-Y

DRIVEWAY DETAIL
WITH CONCRETE CURB & GUTTER
(URBAN AND SUBURBAN)



SECTION Y-Y
4% GUTTER SLOPE

TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

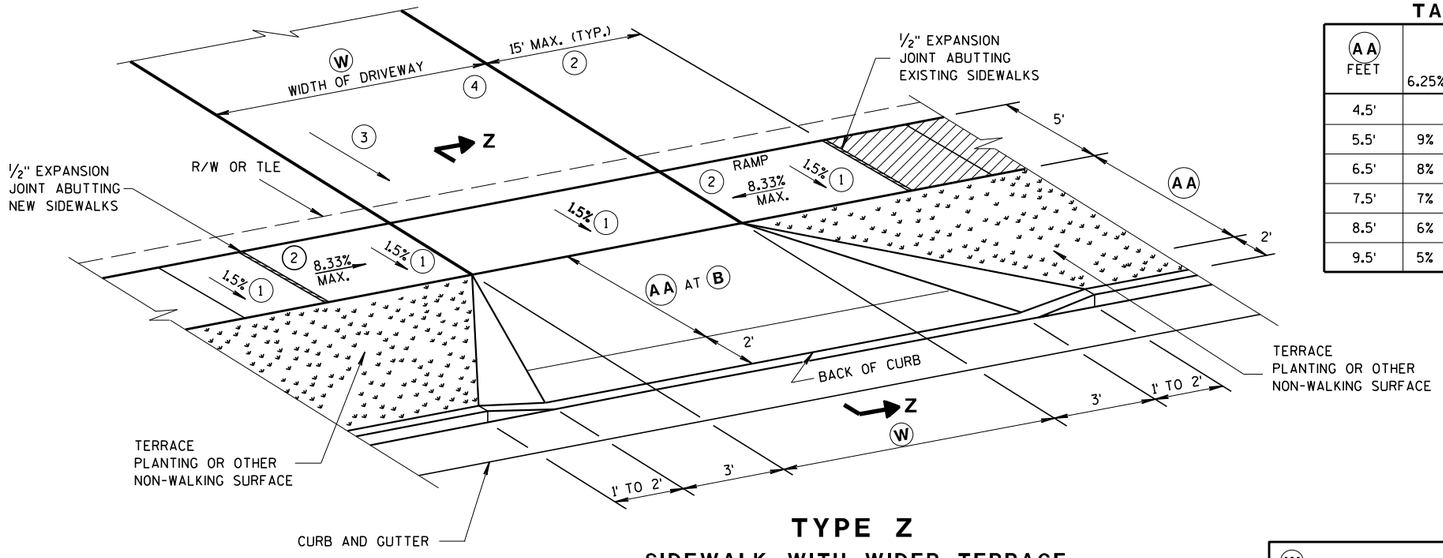
APPROVED
March 2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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S.D.D. 8 D 18-2



TYPE Z

SIDEWALK WITH WIDER TERRACE

TERRACE VARIES 7 TO 12 FEET

TABLE Z

Ⓐ FEET	Ⓑ % 6.25% GUTTER	Ⓑ % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

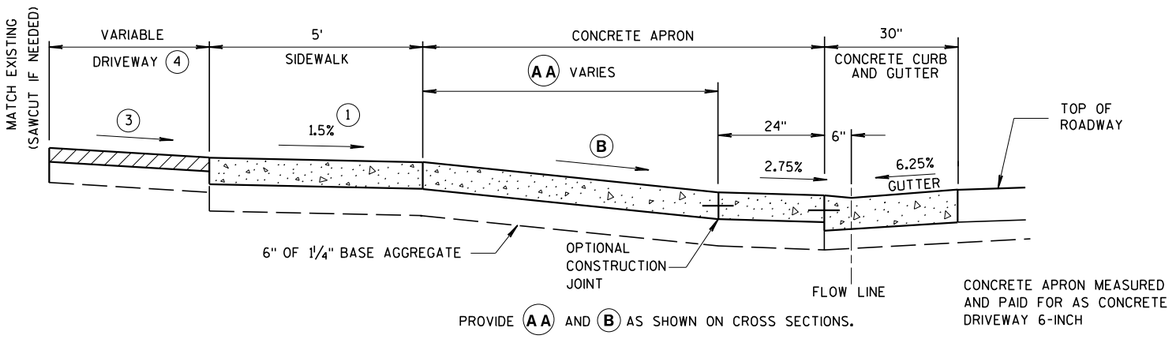
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

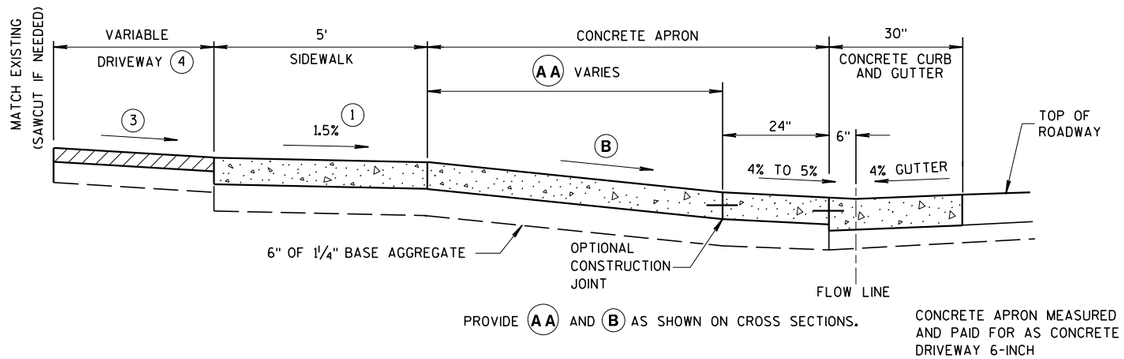
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
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ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



6.25% GUTTER SLOPE



4% GUTTER SLOPE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR **B** VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

NOT TO SCALE

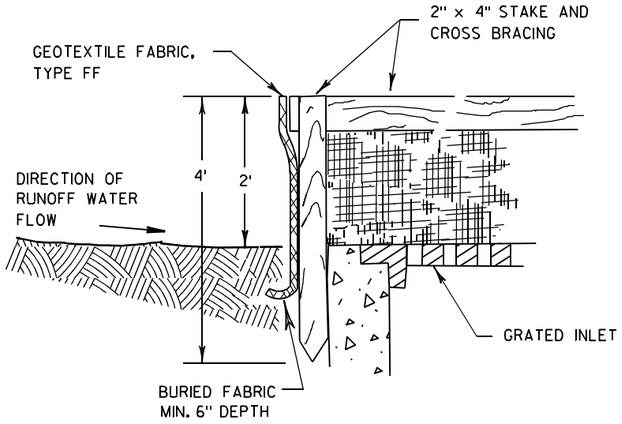
DRIVEWAY AND SIDEWALK RAMPS TYPE Z

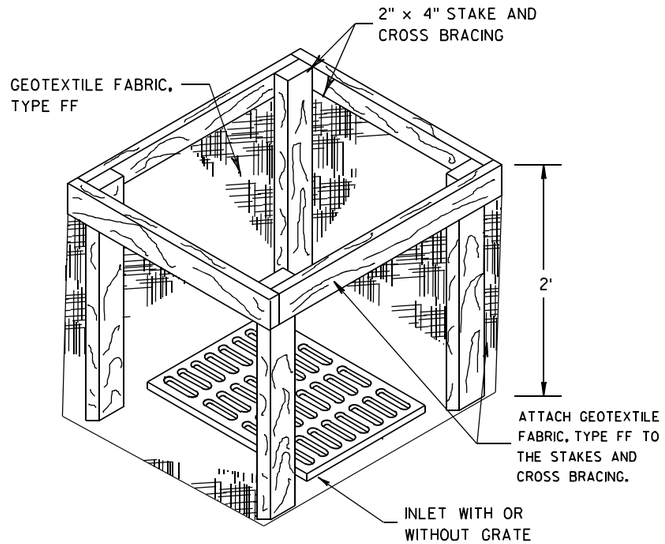
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March 2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

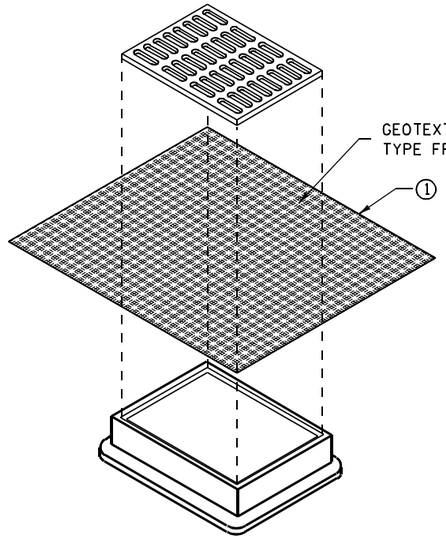
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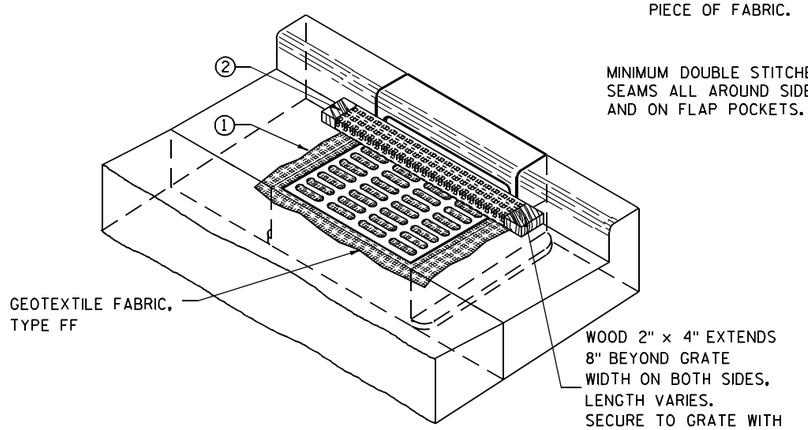


INLET PROTECTION, TYPE A

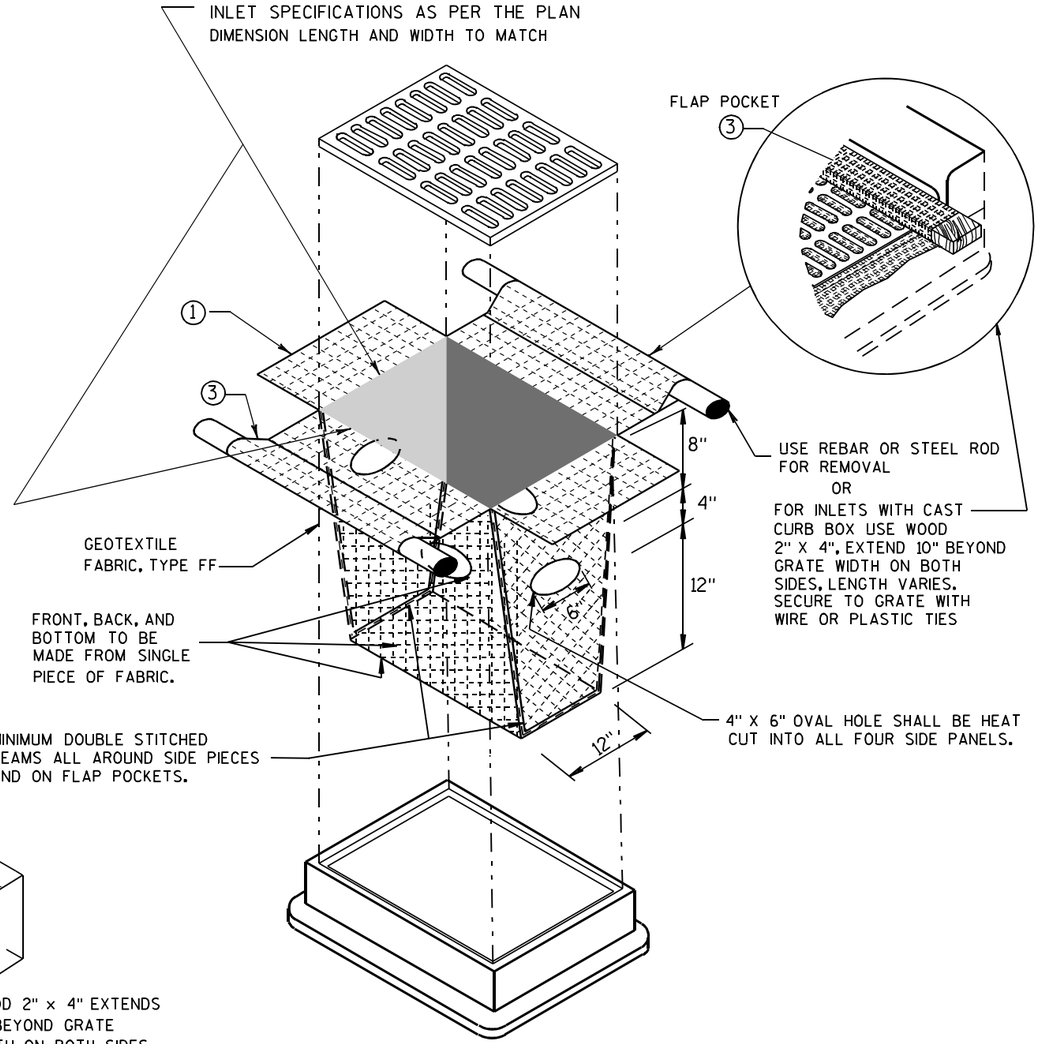


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

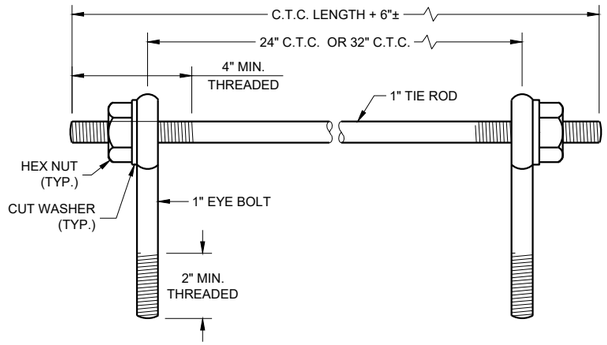
APPROVED

10/16/02
DATE

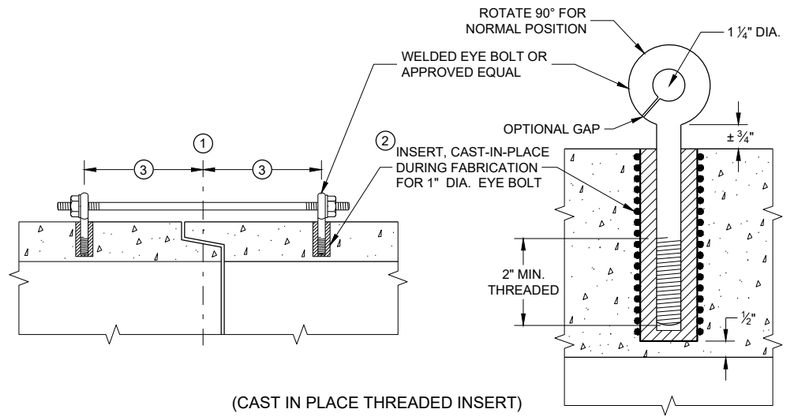
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2



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) CENTER LINE 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.

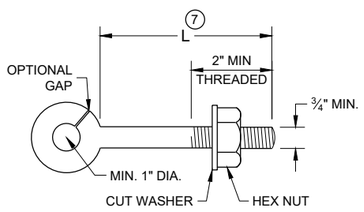
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

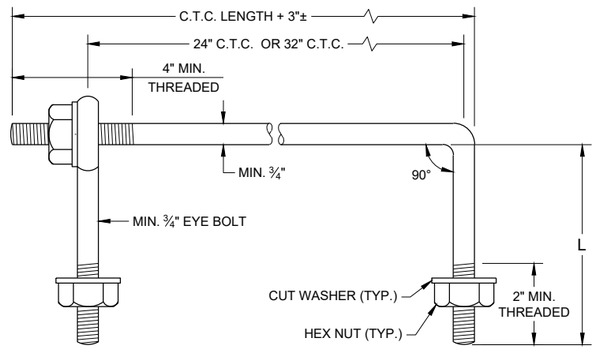
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

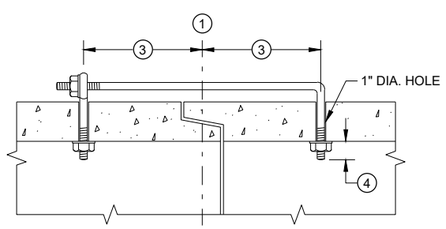


EYE BOLT (7)

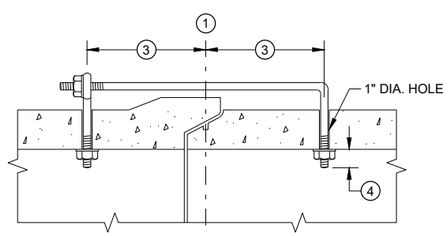
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

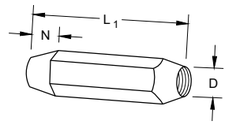
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

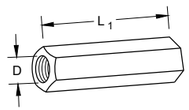
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



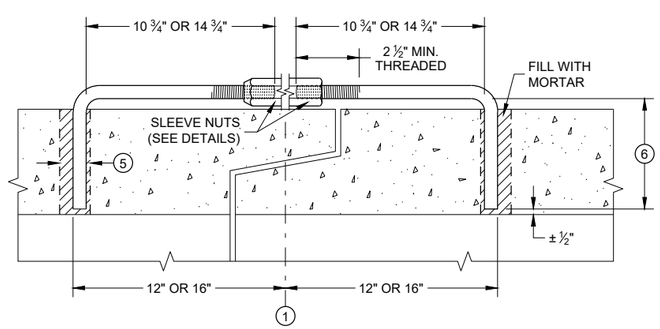
TAPERED



PLAIN

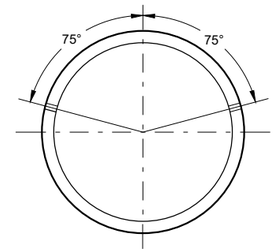
RIGHT AND LEFT THREADS

SLEEVE NUTS



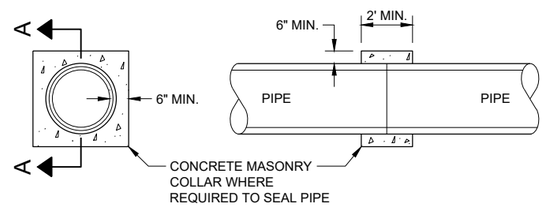
LONGITUDINAL SECTION

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

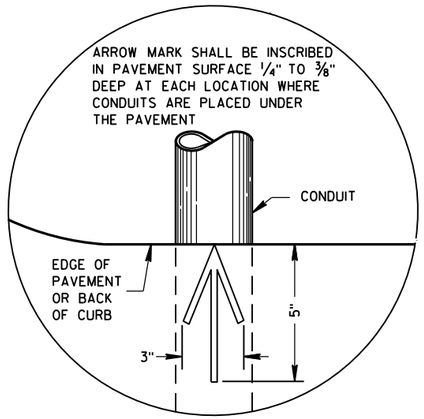
JOINT TIES FO CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

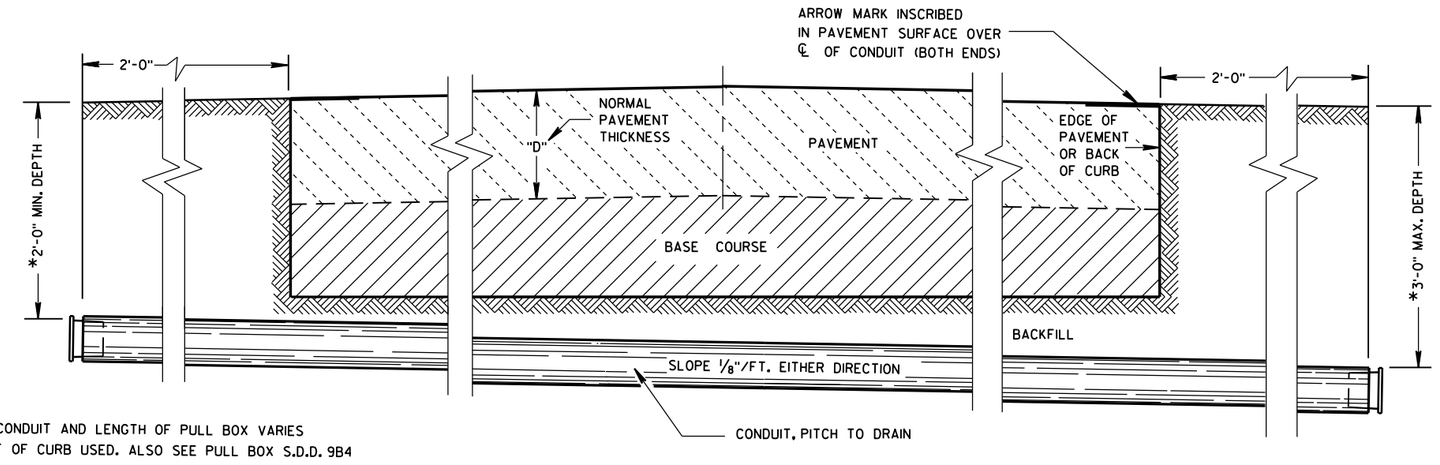
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

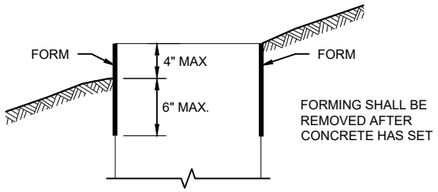
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 9 B 2-10

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.

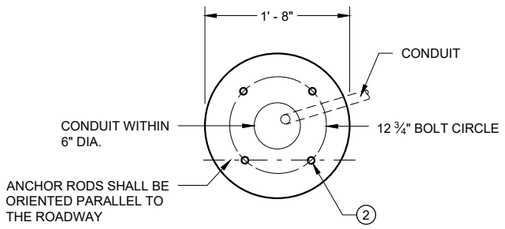
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

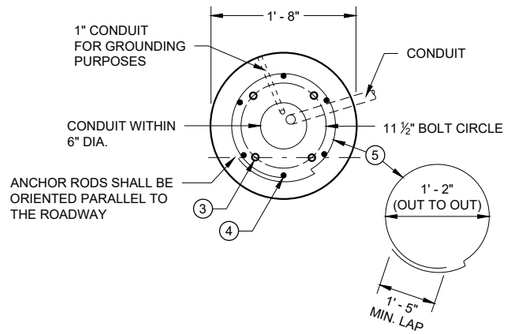
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

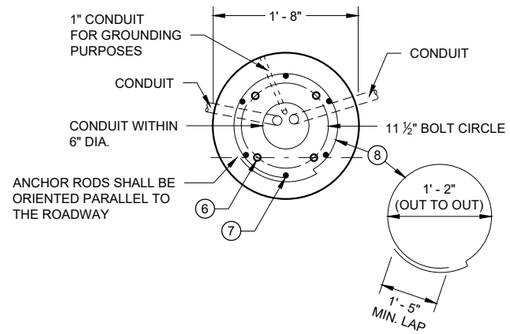
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

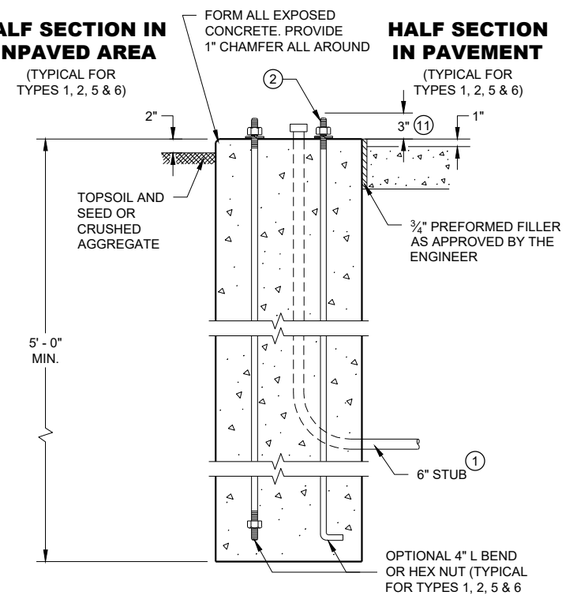
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

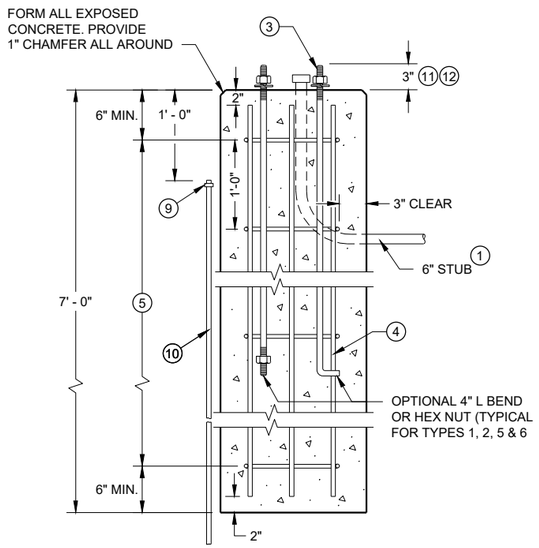
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

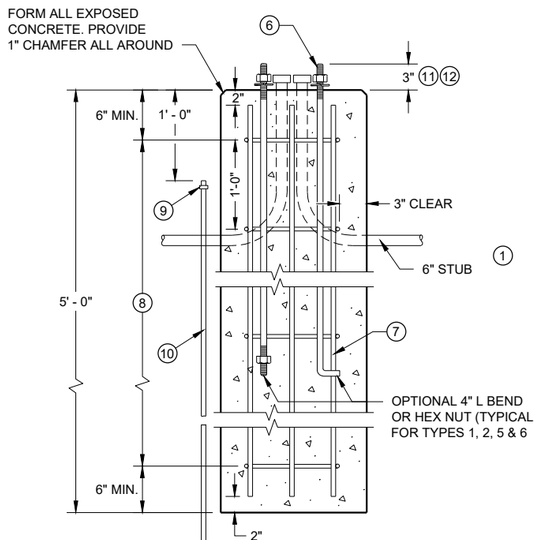
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



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 167
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.

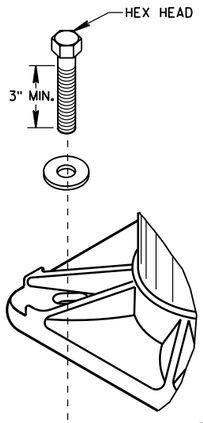
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

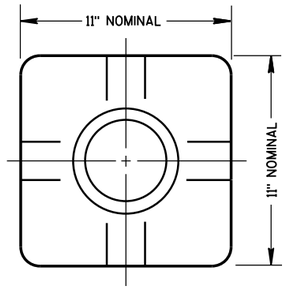
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

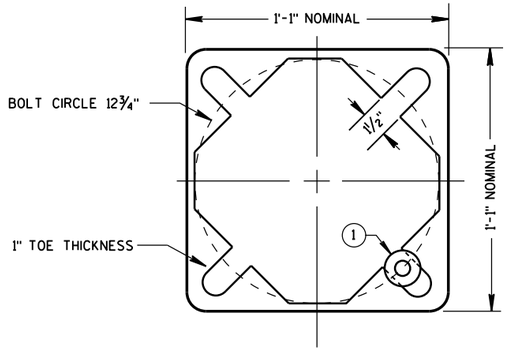
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

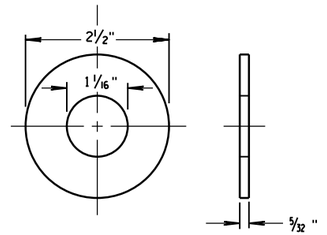




TOP VIEW
(PEDESTAL BASE)

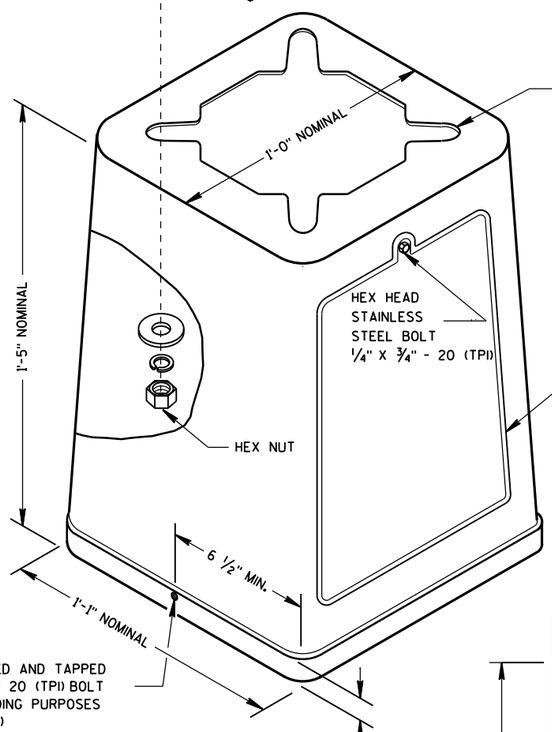


BOTTOM VIEW
(PEDESTAL BASE)

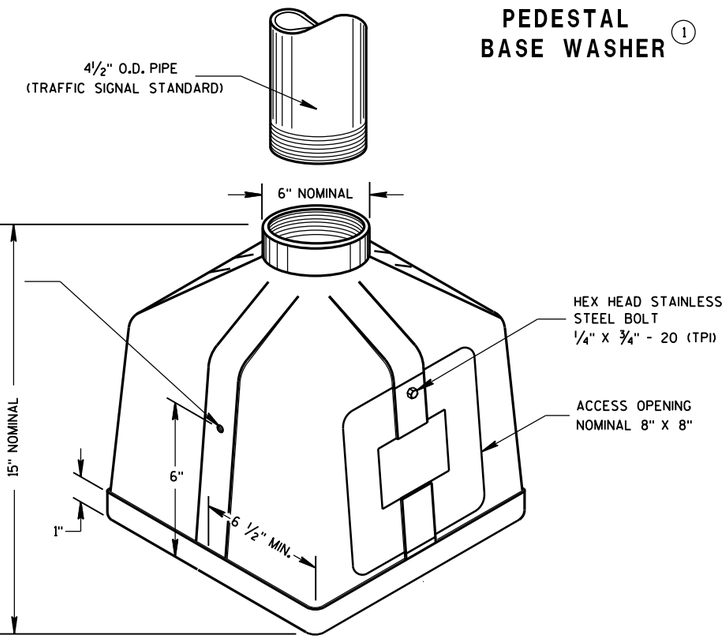


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

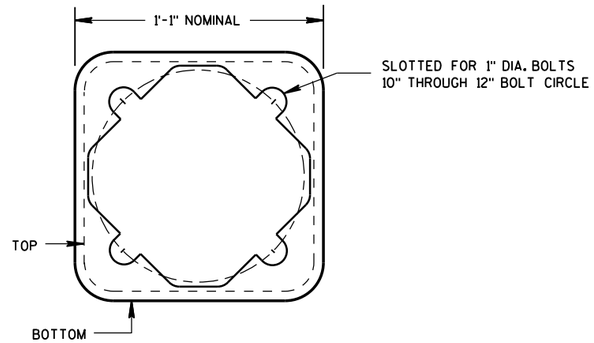


ISOMETRIC VIEW

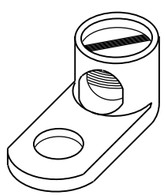


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

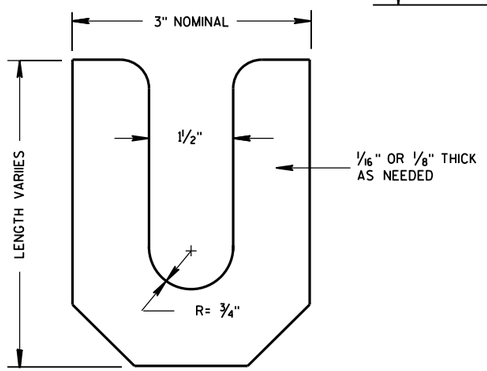


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

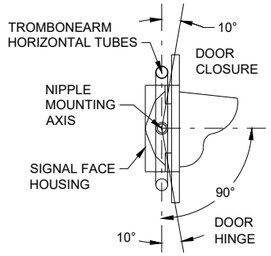
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

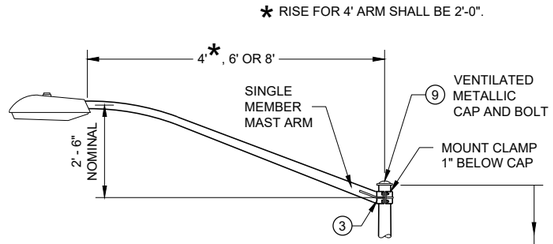
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

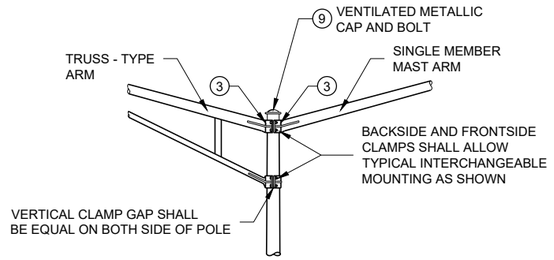
6

S.D.D. 9 C 3-4

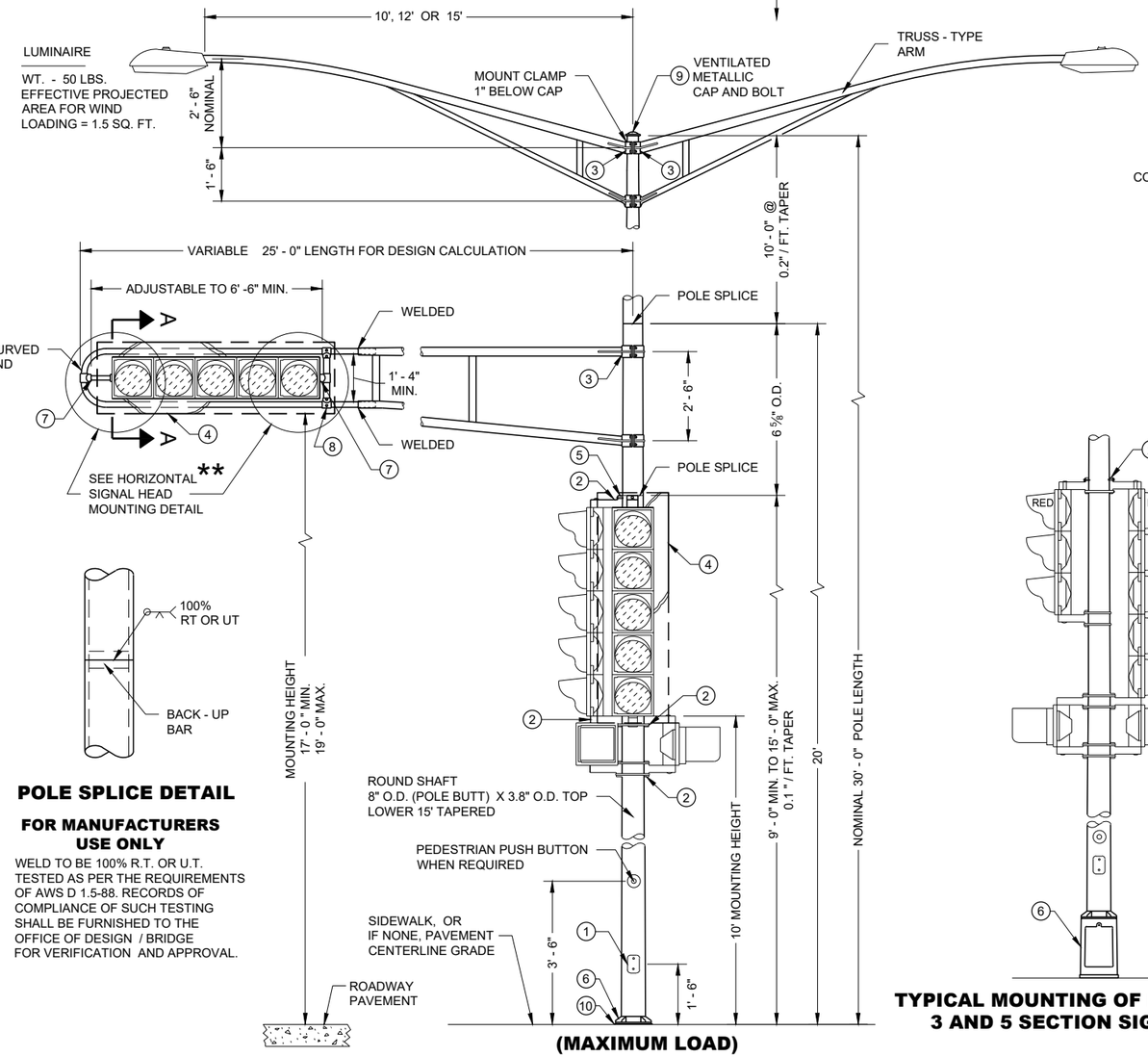


SECTION A-A





INTERCHANGEABLE MOUNTING DETAIL

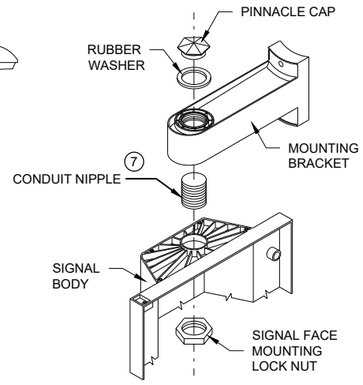


POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

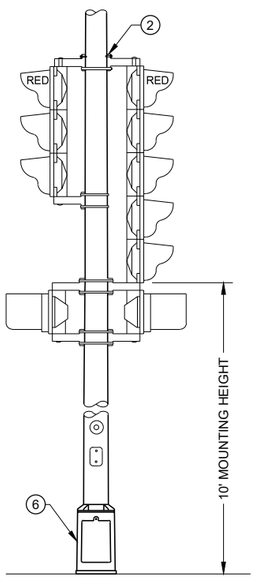
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.

(MAXIMUM LOAD)

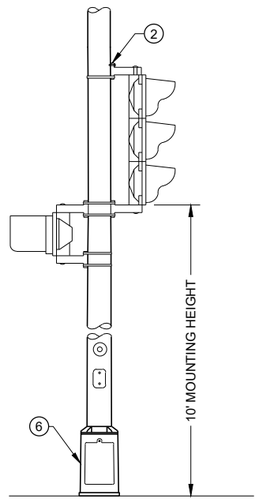


SIGNAL FACE MOUNTING DETAIL

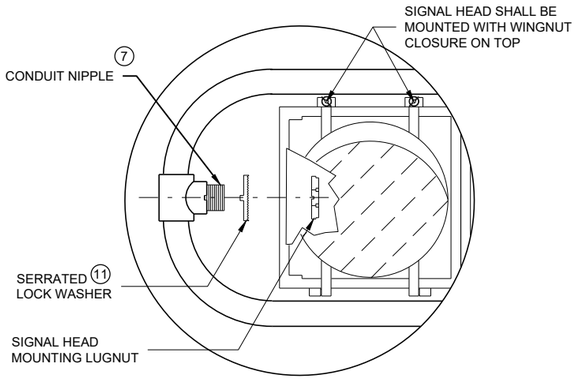
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

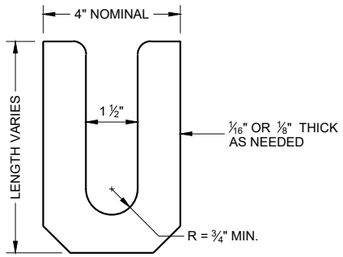
TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

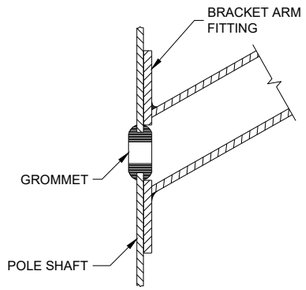
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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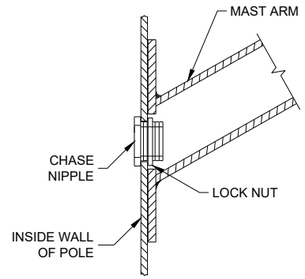
SDD 09E01 - 15b
SDD 09E01 - 15b



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

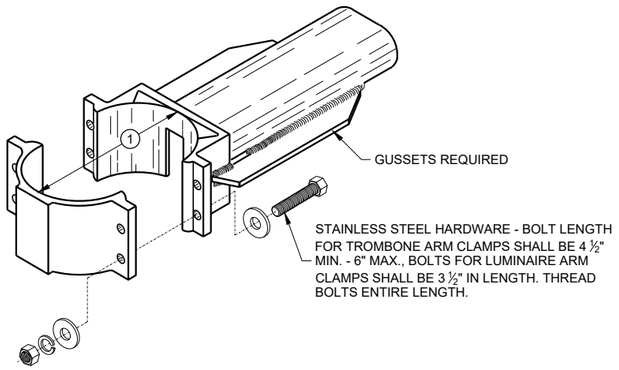
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

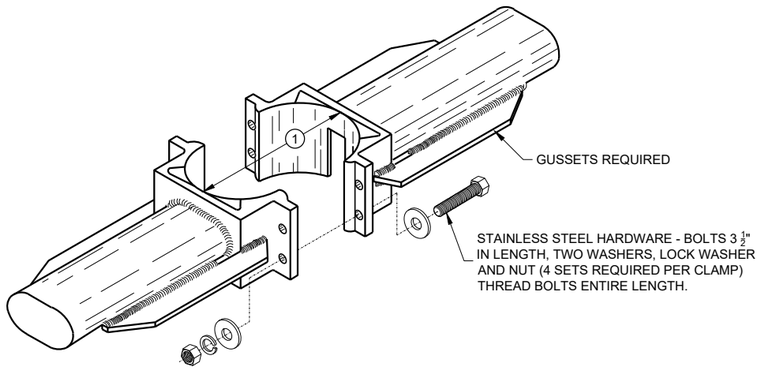
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

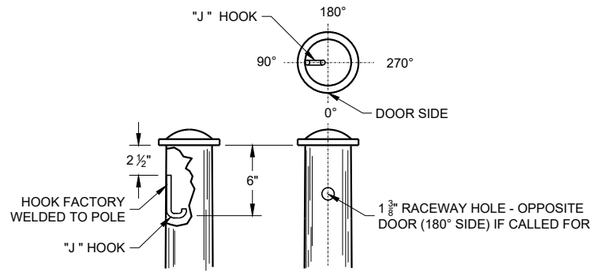
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



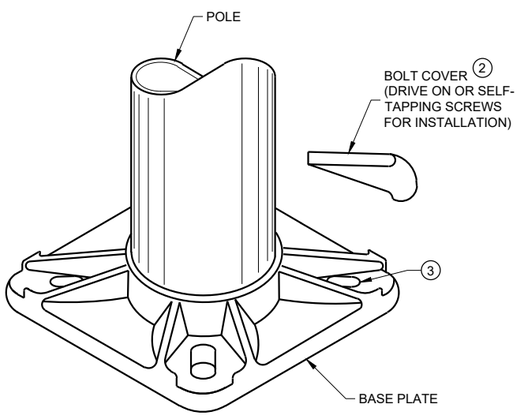
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



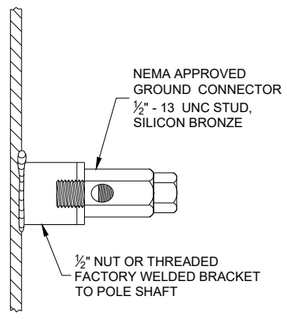
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

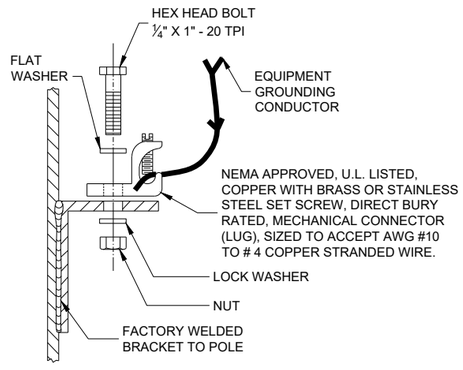


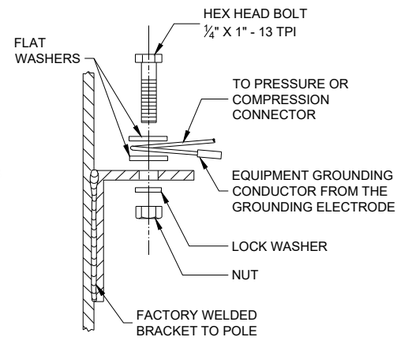
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

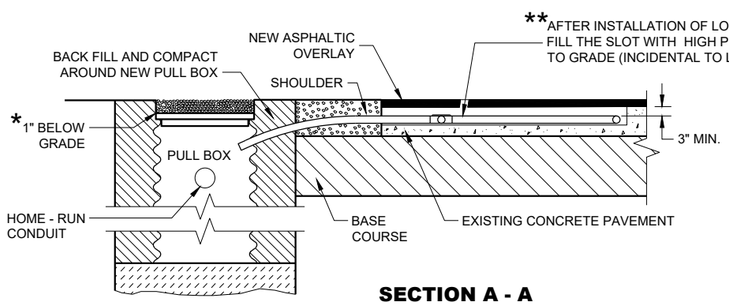
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
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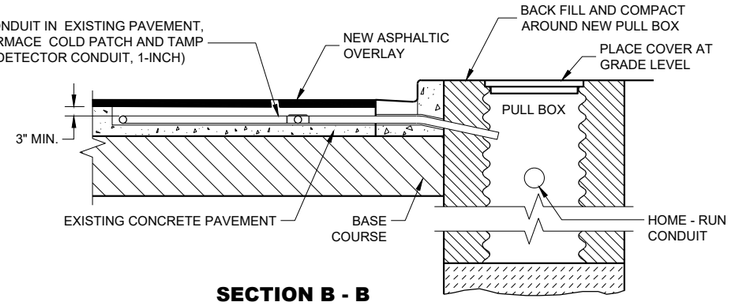
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SECTION A - A
NO CURB AND GUTTER

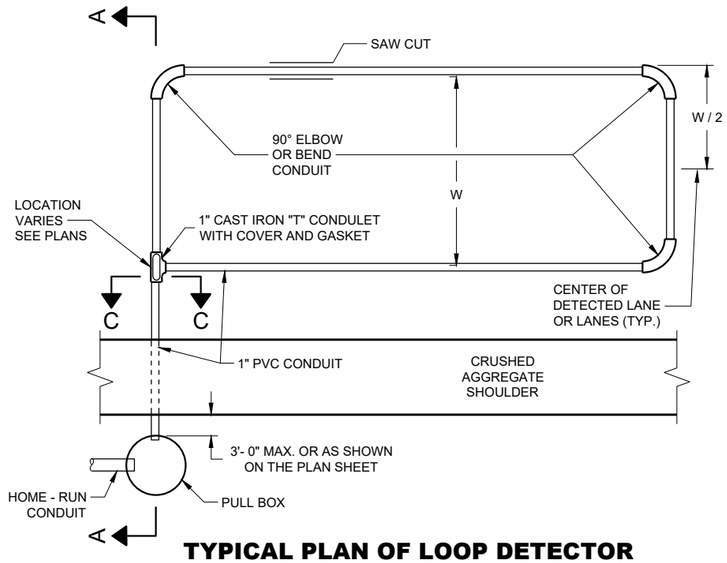
LOOP DETECTOR INSTALLATION DETAIL



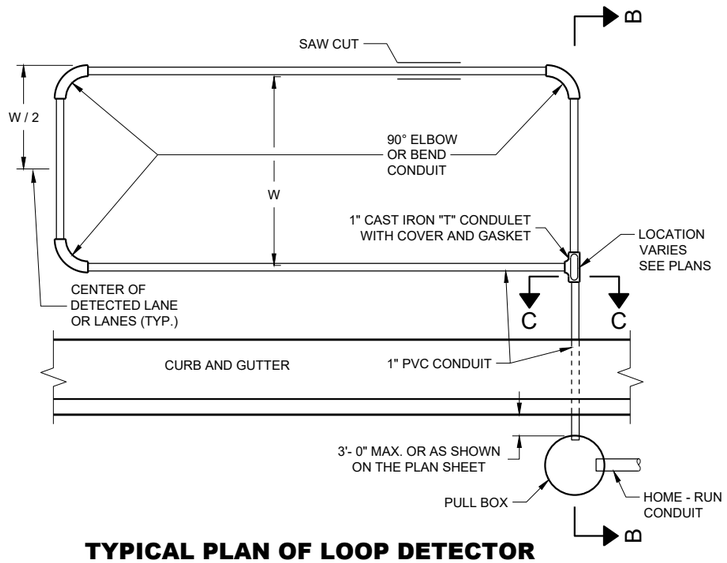
SECTION B - B
CURB AND GUTTER

LOOP DETECTOR INSTALLATION DETAIL

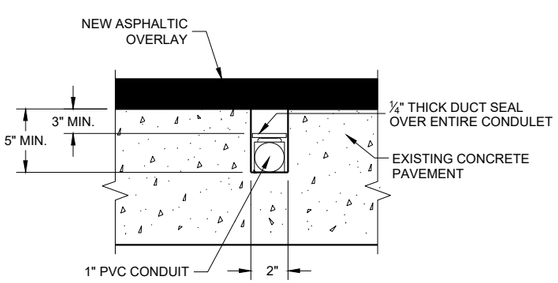
* RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

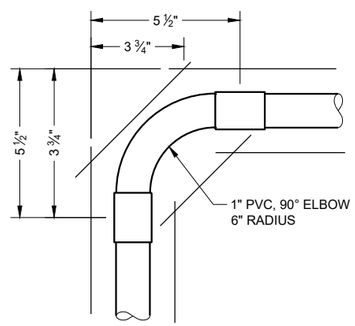


TYPICAL PLAN OF LOOP DETECTOR



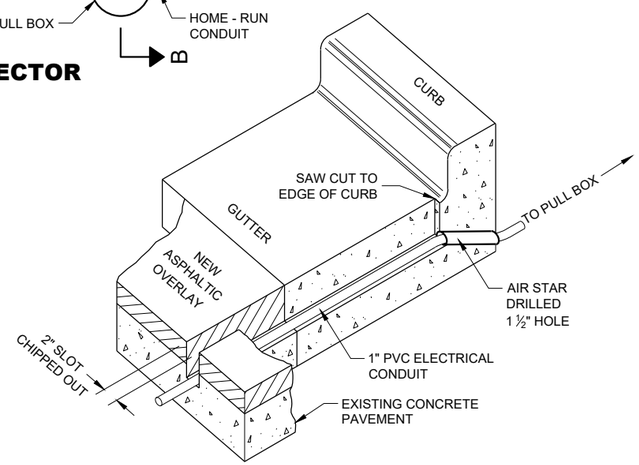
SIDE VIEW
SECTION C - C

LOOP DETECTOR SLOT DETAIL



TOP VIEW

CORNER SAW SLOT DETAIL



ISOMETRIC VIEW

TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT

GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

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 READING 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 CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

BEFORE PLACING THE 1 INCH CONDUIT IN THE CLEANED OUT SLOT, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY ½ INCH.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/PAVEMENT OPENING 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".

IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE, AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.

LOOP DETECTOR INSTALLED IN EXISTING CONCRETE PAVEMENT WITH NEW ASPHALTIC OVERLAY

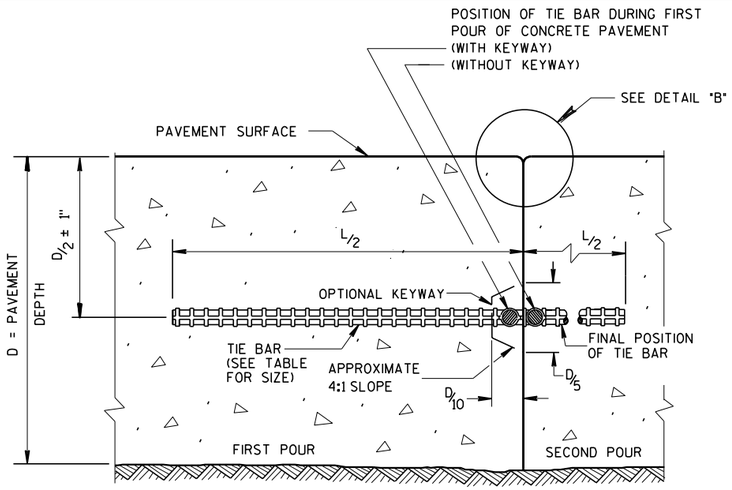
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

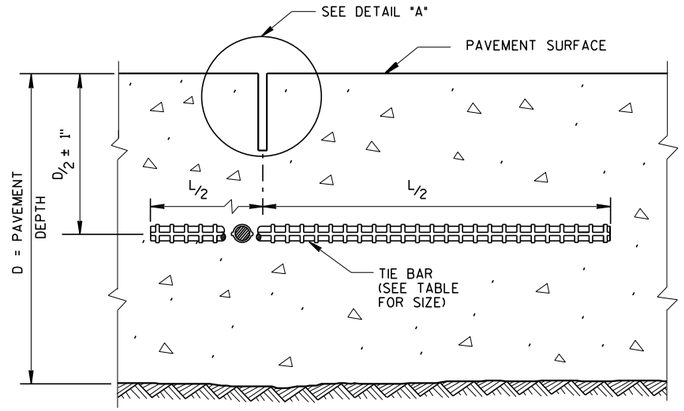
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CONSTRUCTION JOINT



SAWED JOINT

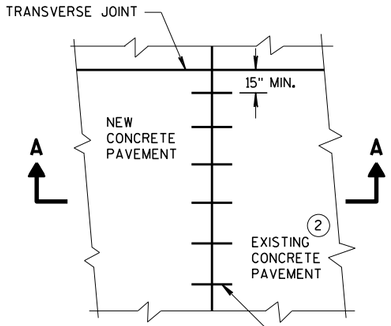
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

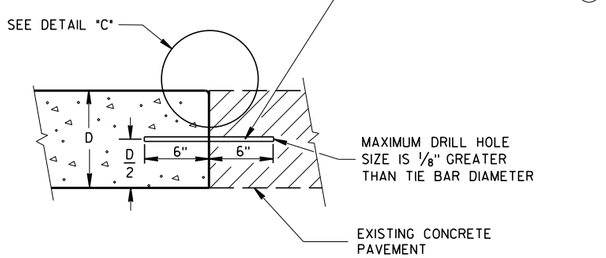
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

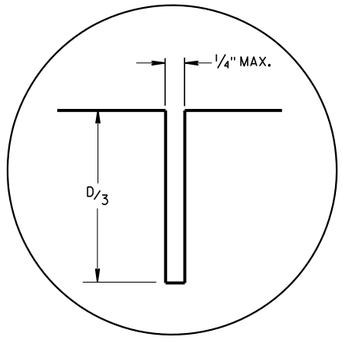


PLAN VIEW

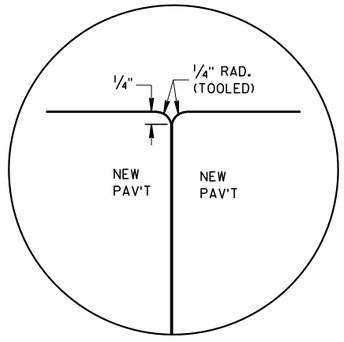


SECTION A-A

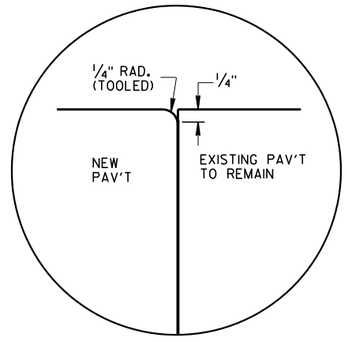
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



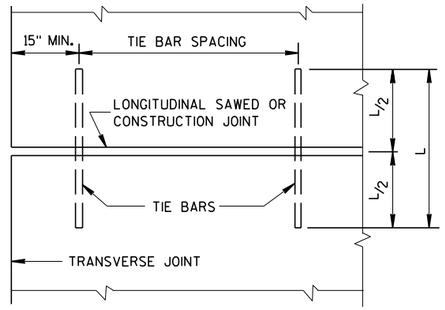
DETAIL "C"

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.



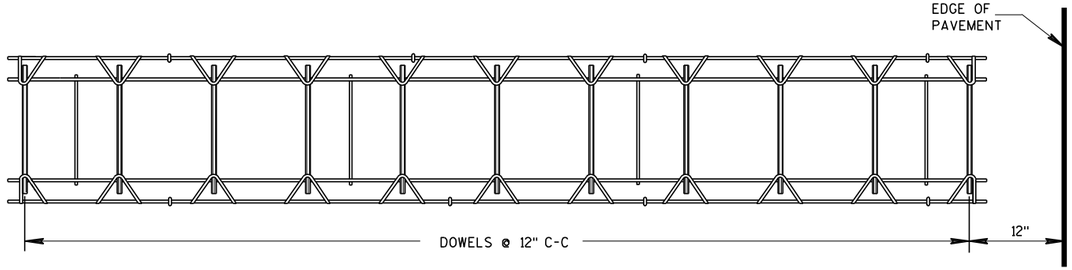
PLAN VIEW
SHOWING LOCATION OF TIE BARS

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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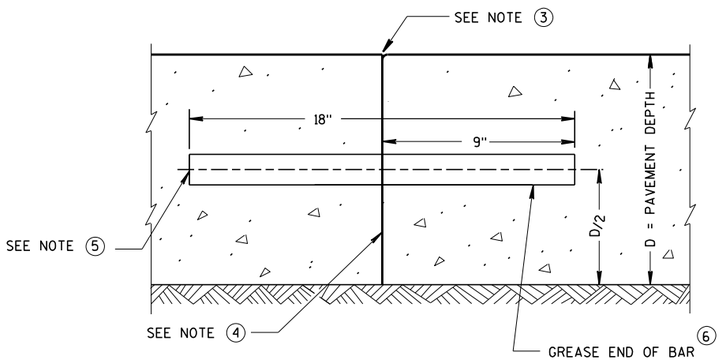


PLAN VIEW

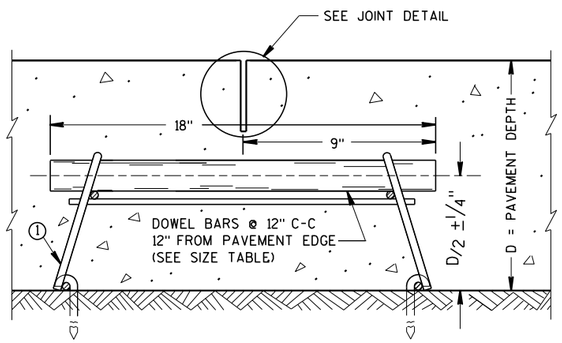


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



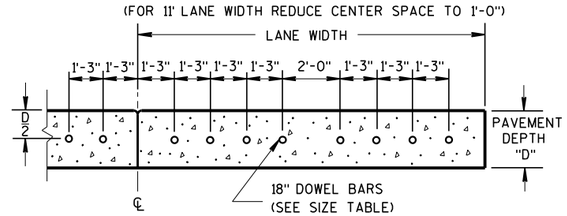
TRANSVERSE CONSTRUCTION JOINT



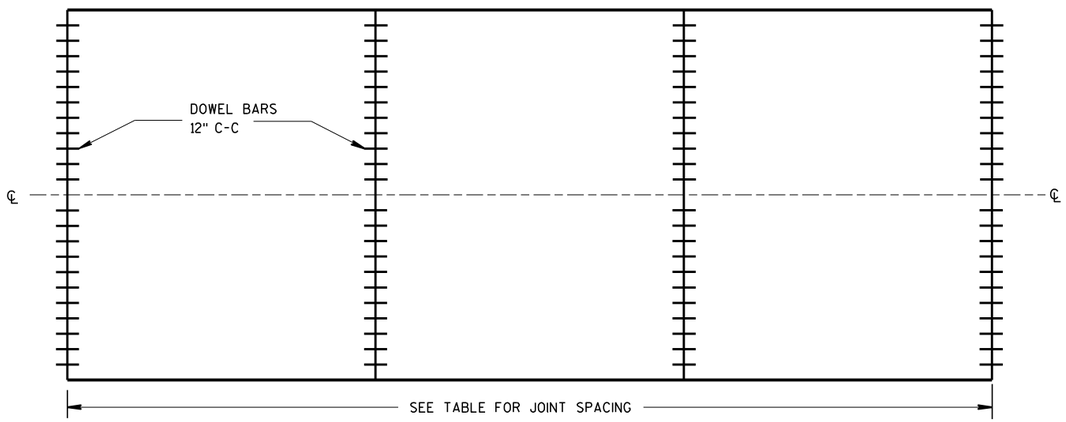
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

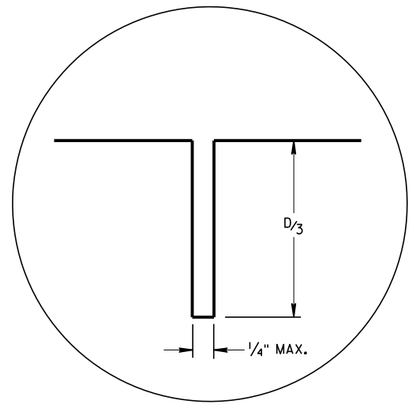
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

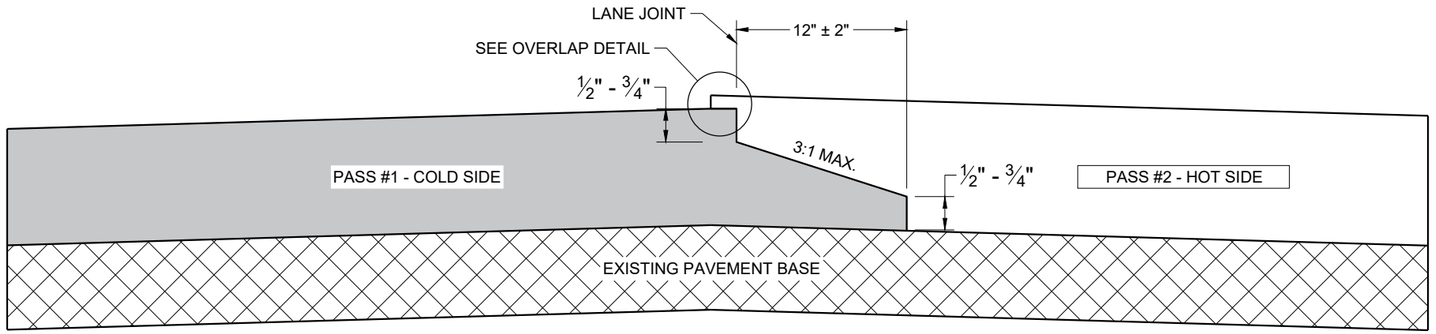
APPROVED
March 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUP

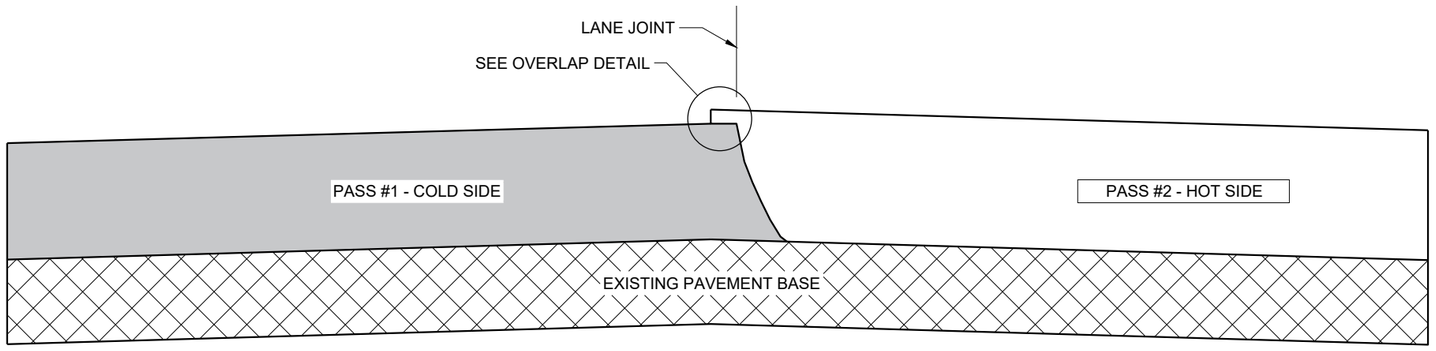
FHWA

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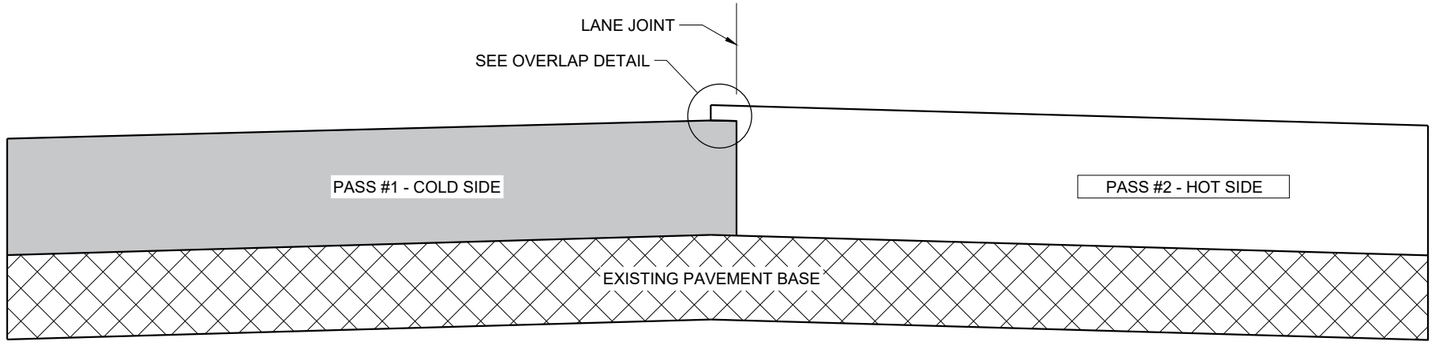
S.D.D. 13 C 13-9



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

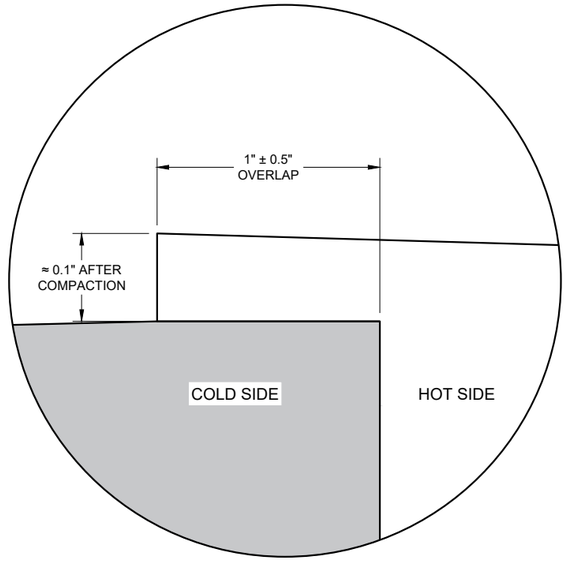
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

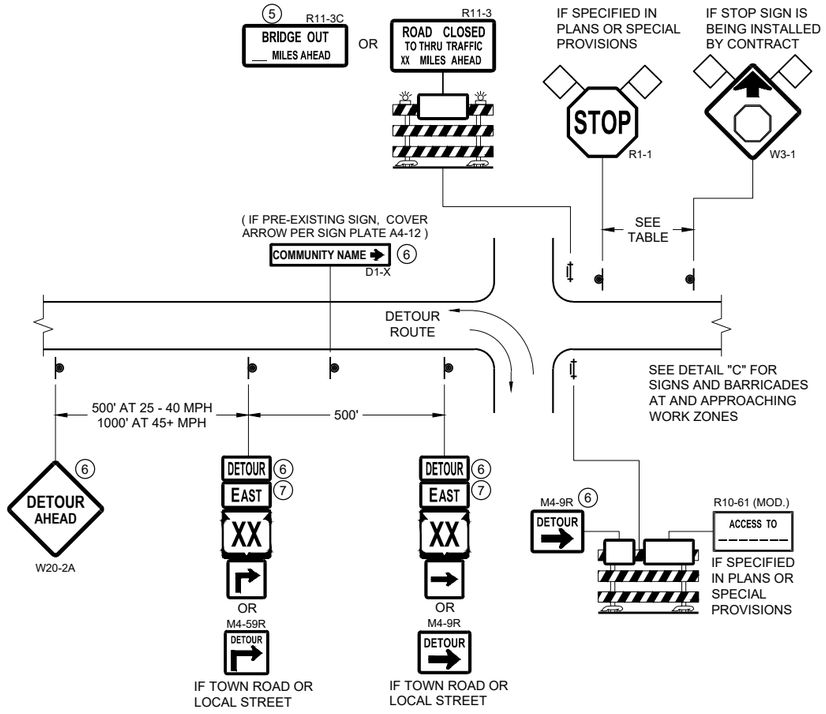
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

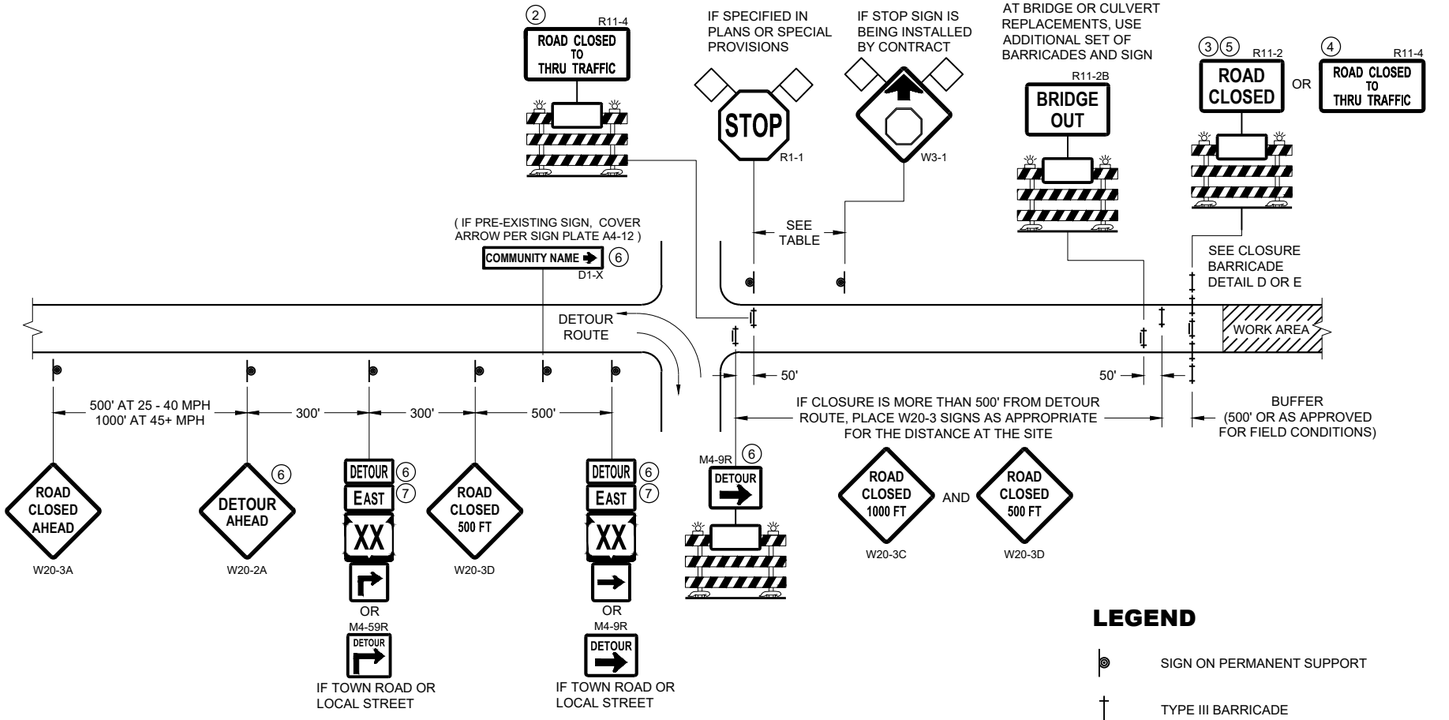
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

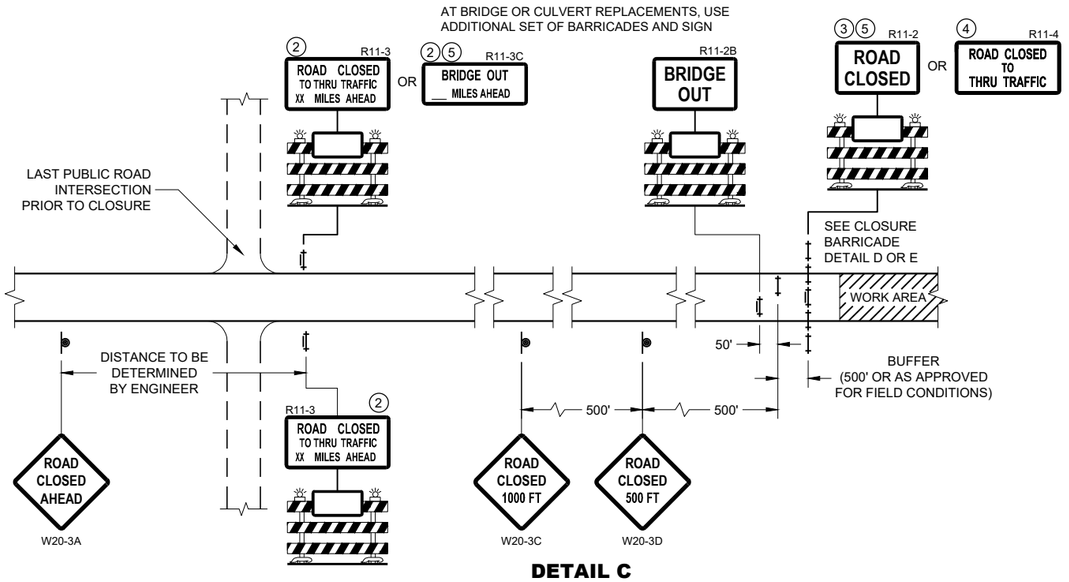


DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

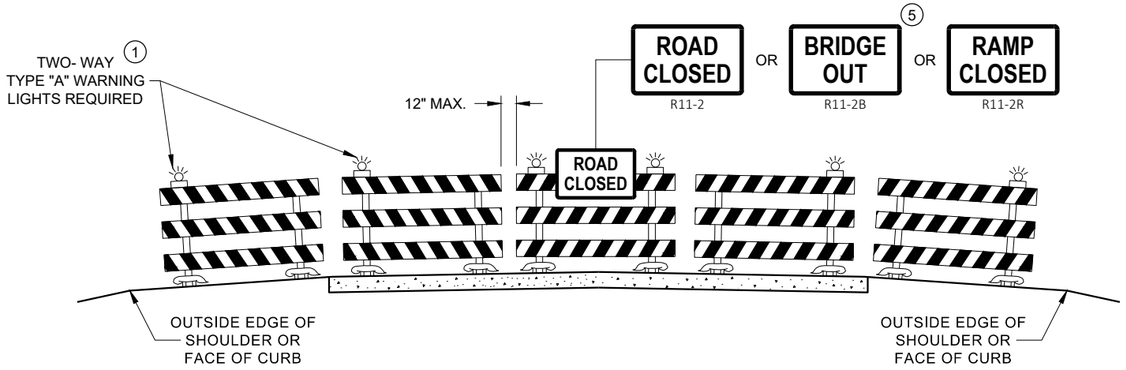
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

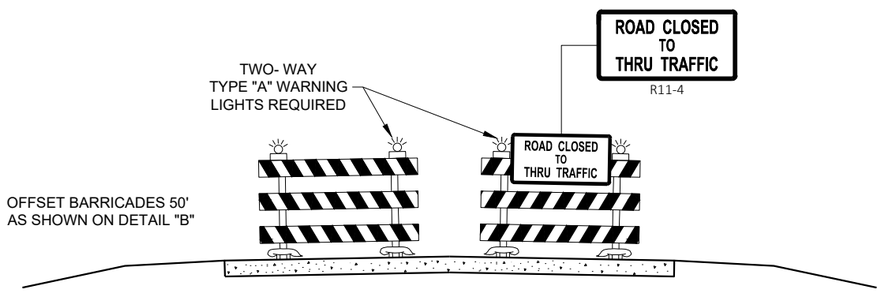
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SDD 15C02 - 08a

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

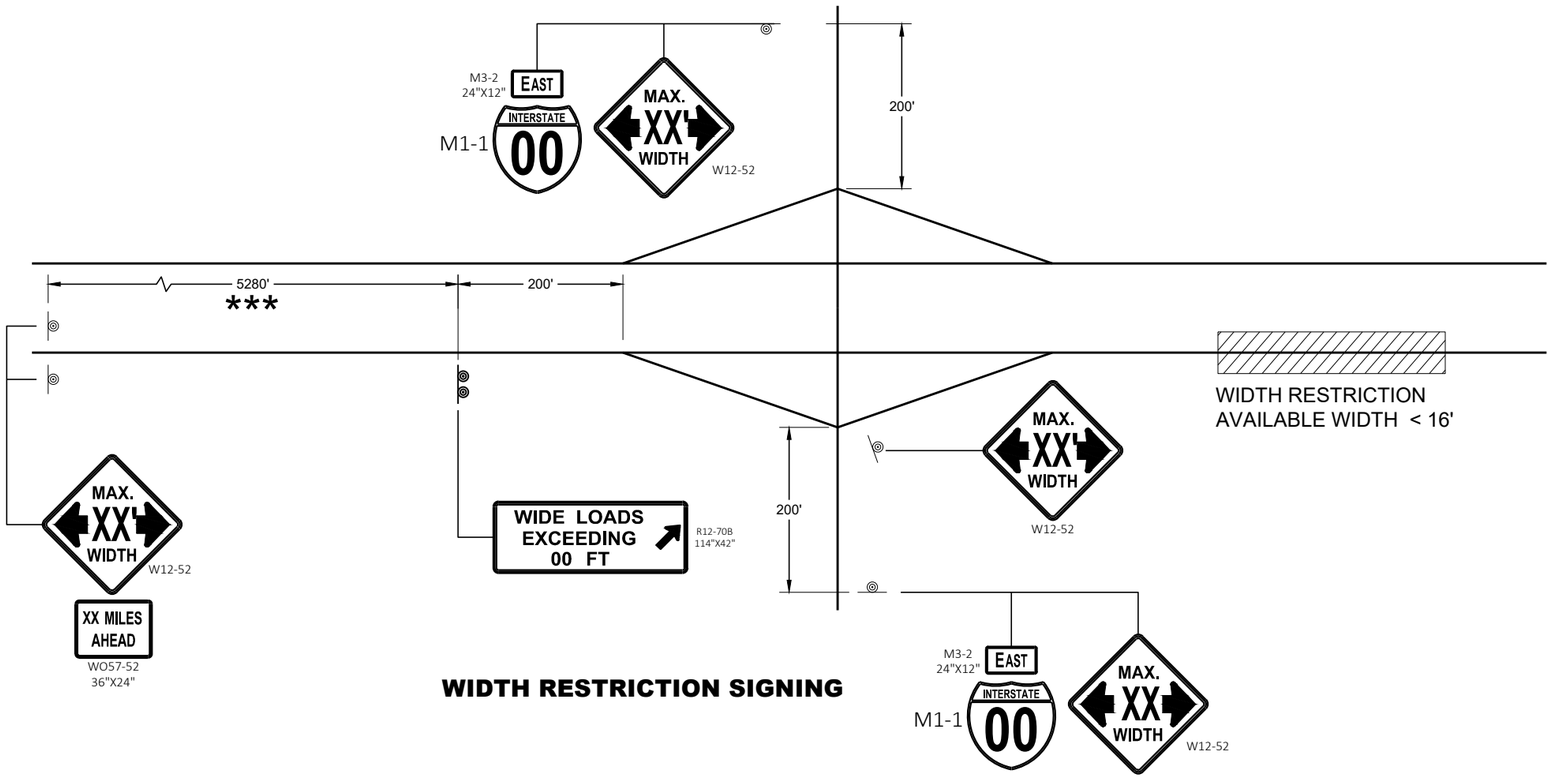
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 08b

6

SDD 15C02 - 08b



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

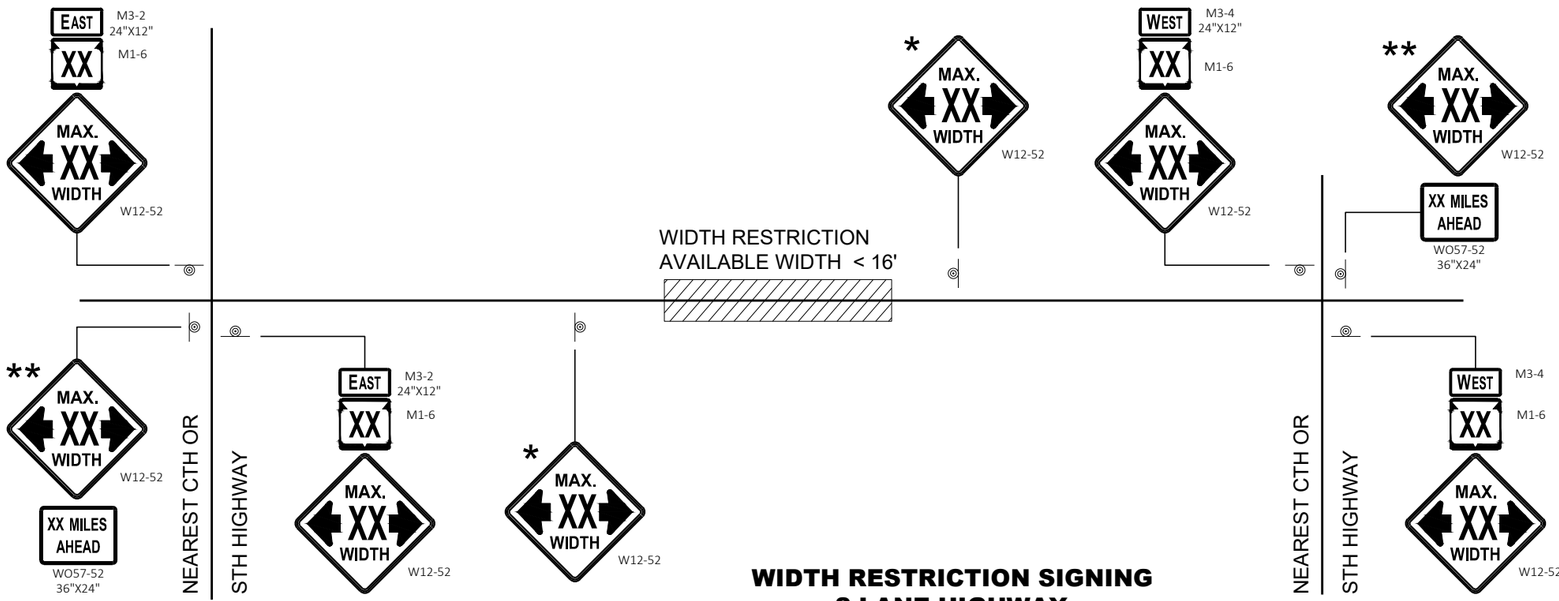
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

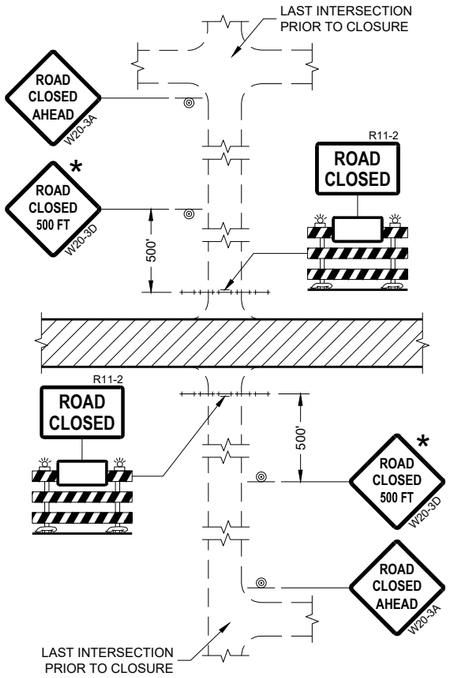
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

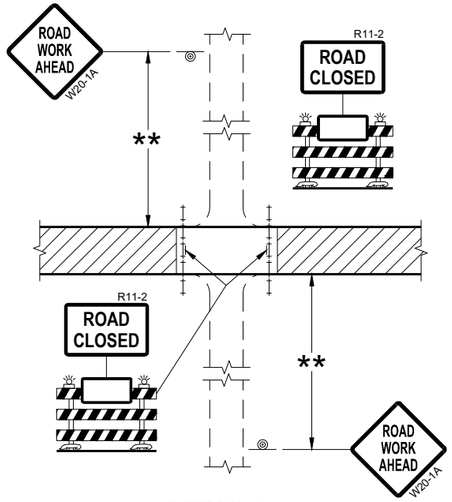
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SDD 15C02 - 08f



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO 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.

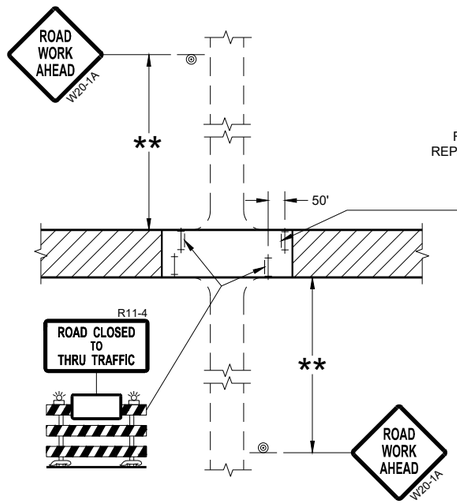
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

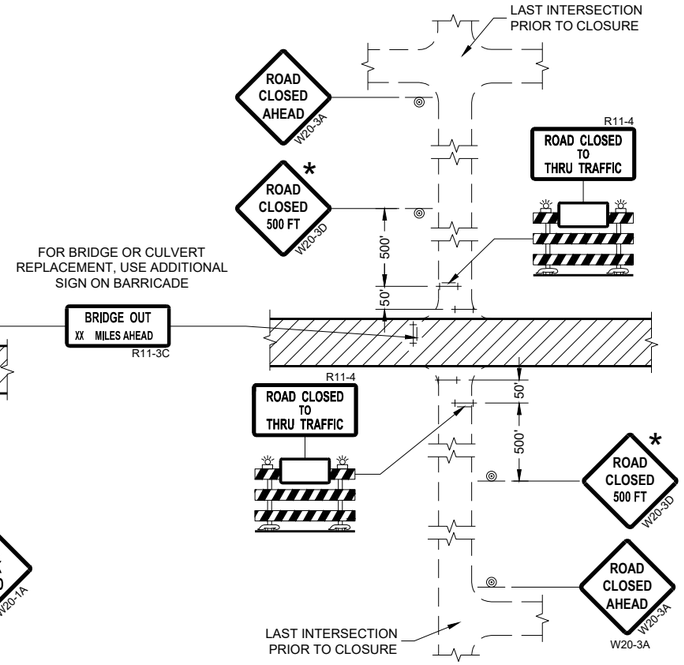
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* 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.



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



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

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

SDD 15C03 - 05

GENERAL NOTES

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

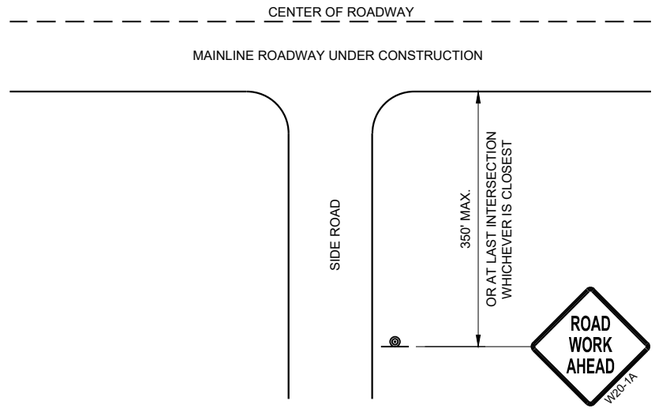
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

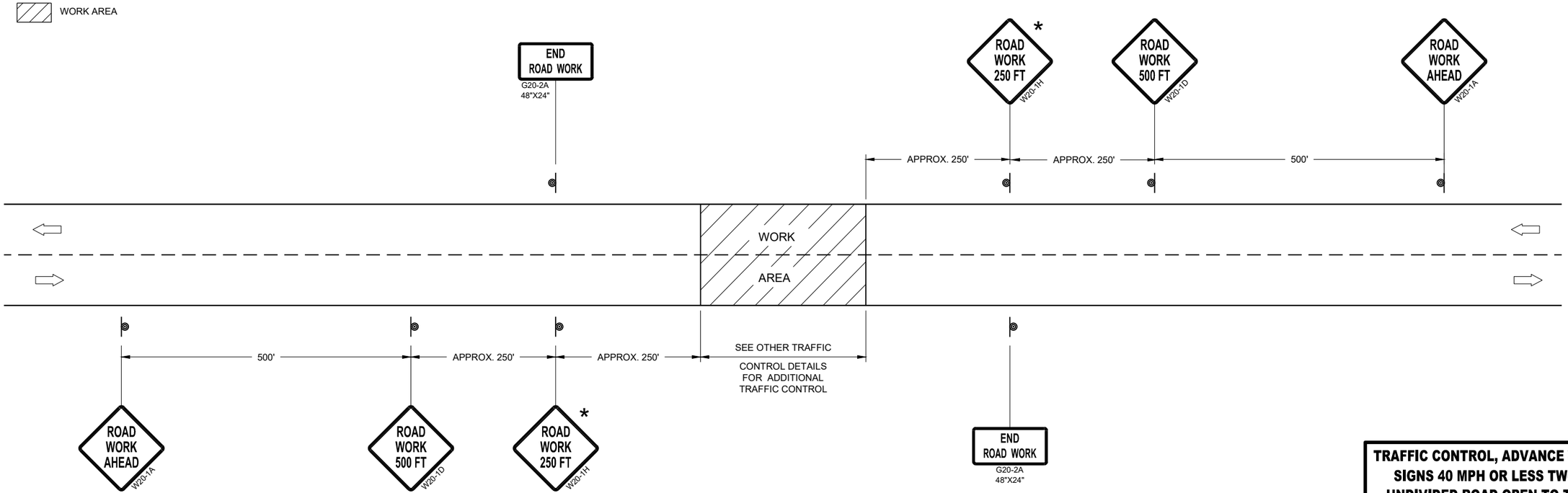
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

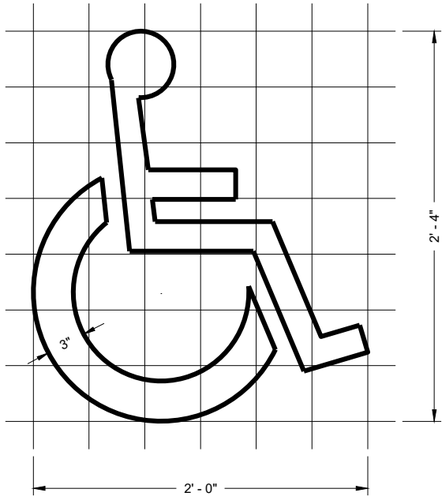
FHWA

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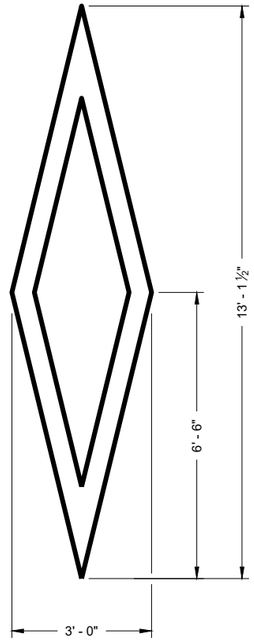
SDD 15C05 - 05

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

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SDD 15C07 - 15a

SDD 15C07 - 15a

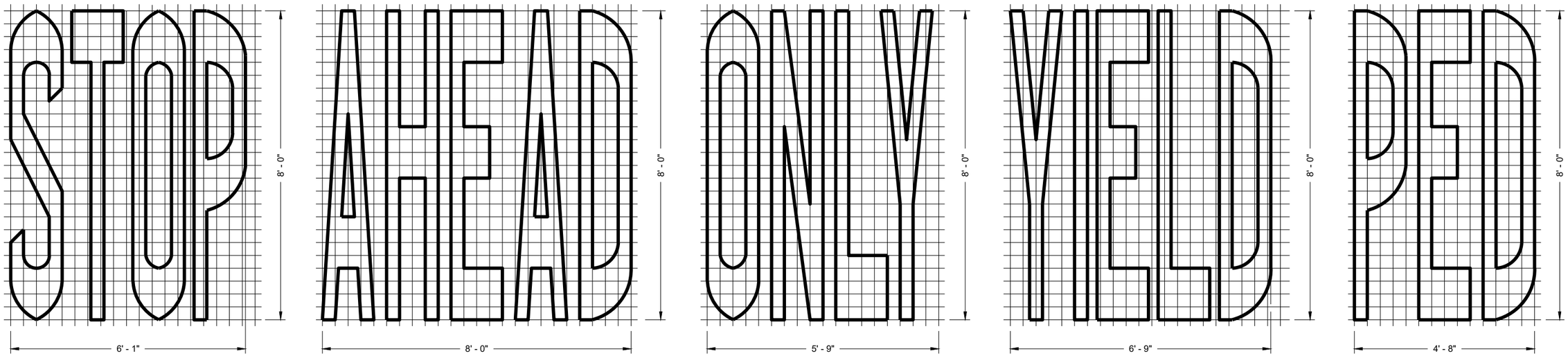
PAVEMENT MARKING SYMBOLS

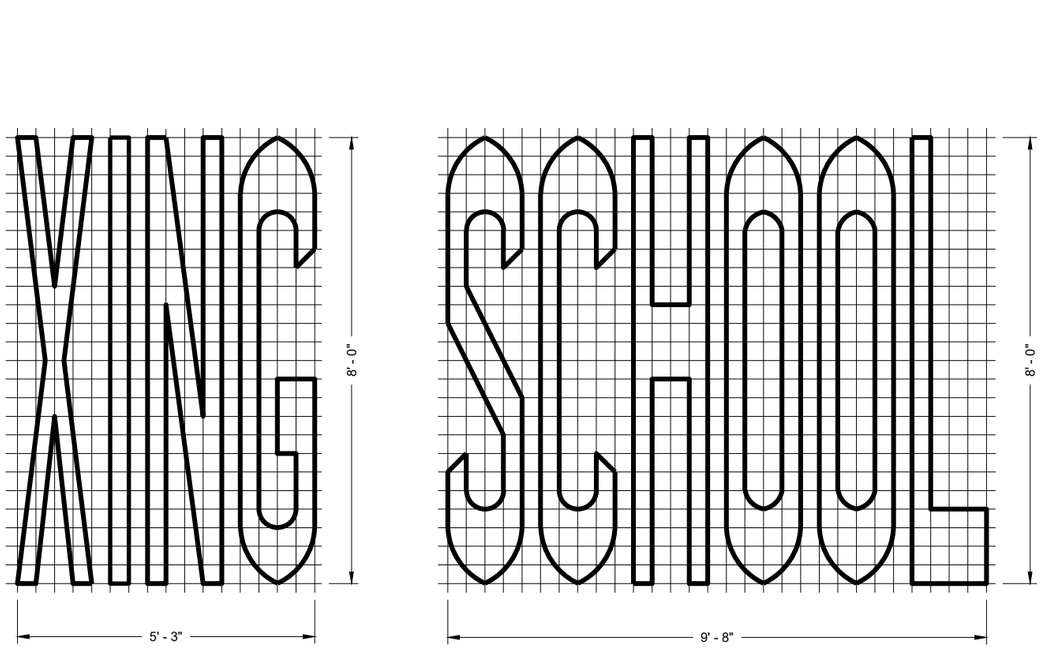
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

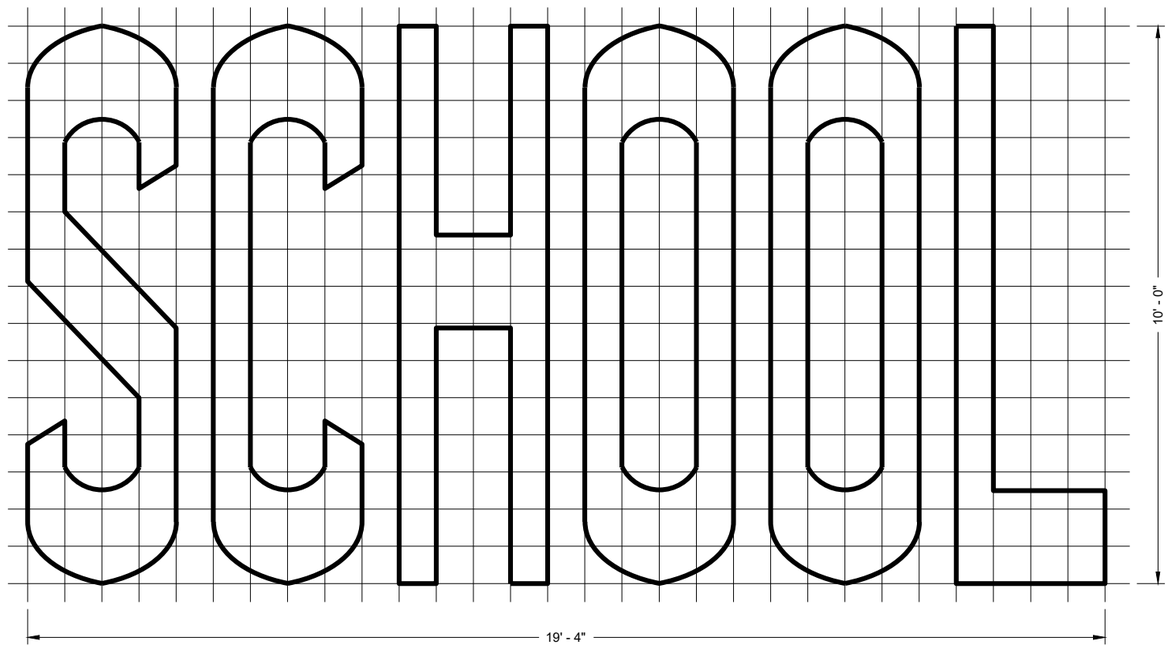
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

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

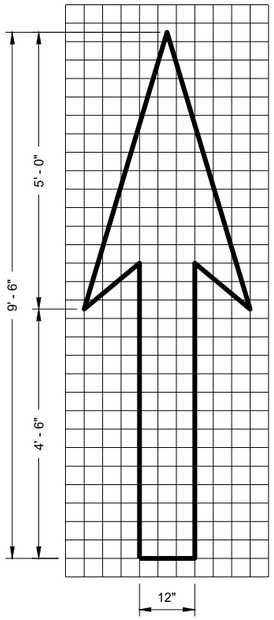
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SDD 15C07 - 15b

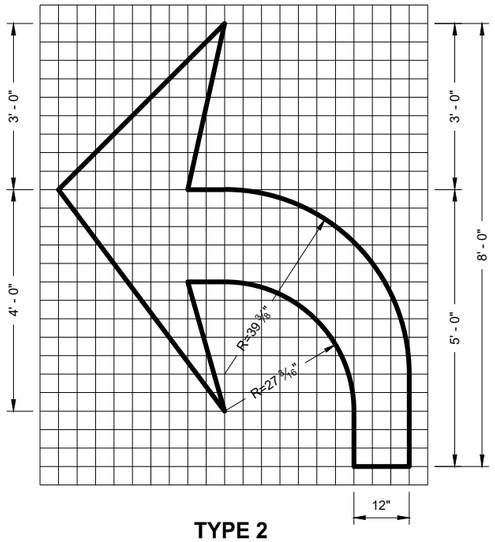
SDD 15C07 - 15b

GENERAL NOTES

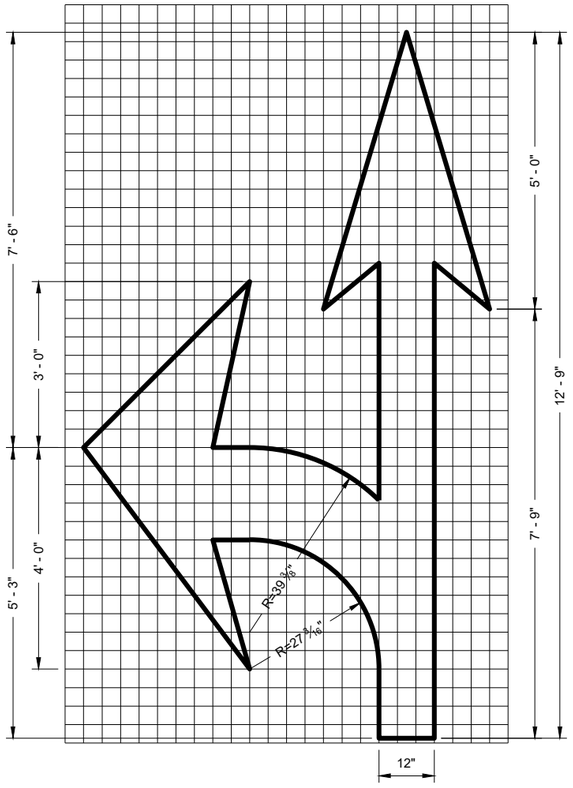
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



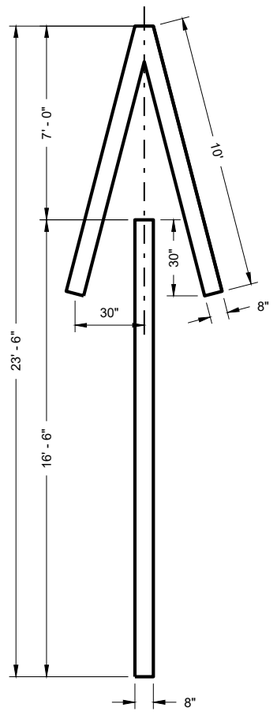
TYPE 1



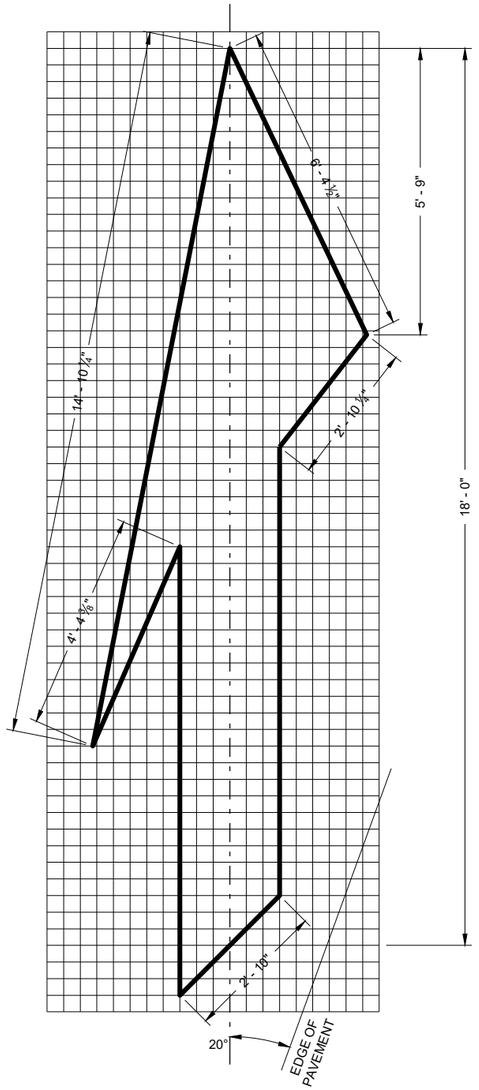
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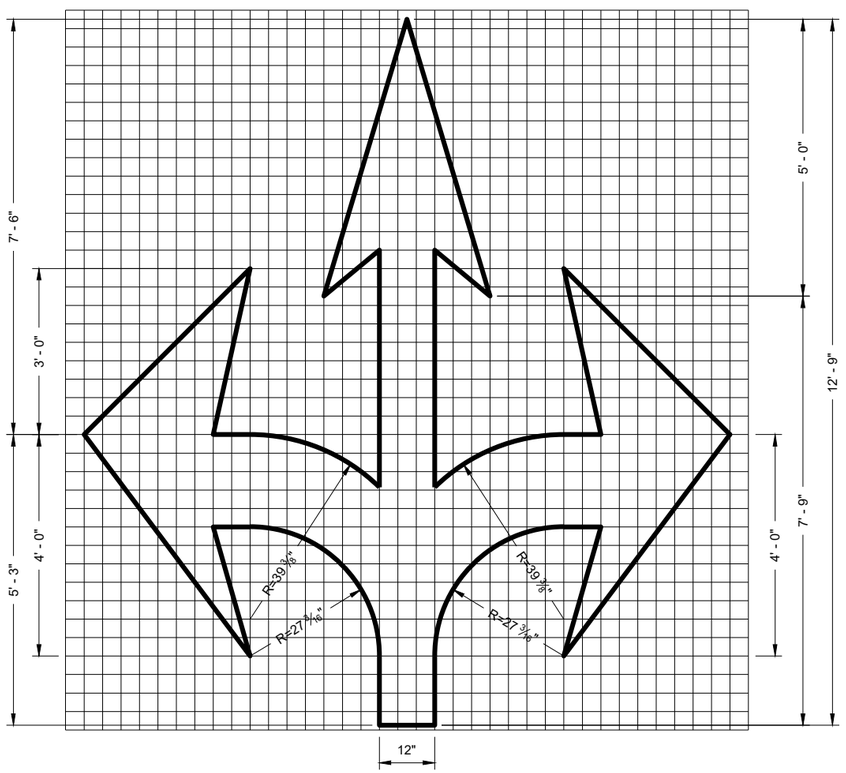
TYPE 3



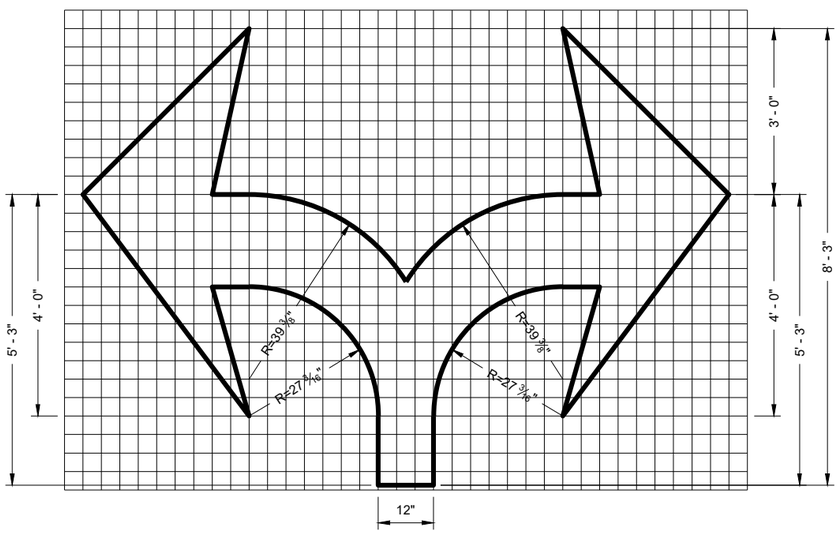
TYPE 4



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

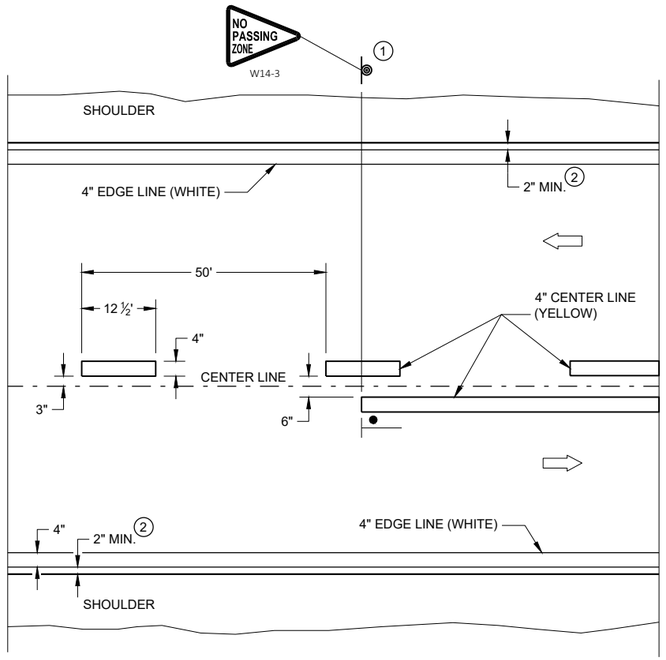
FHWA

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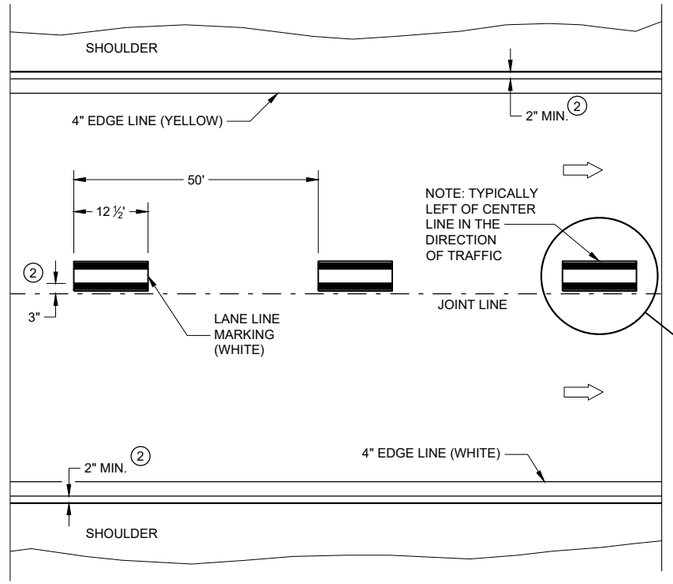
SDD 15C07 - 15c

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SDD 15C07 - 15c

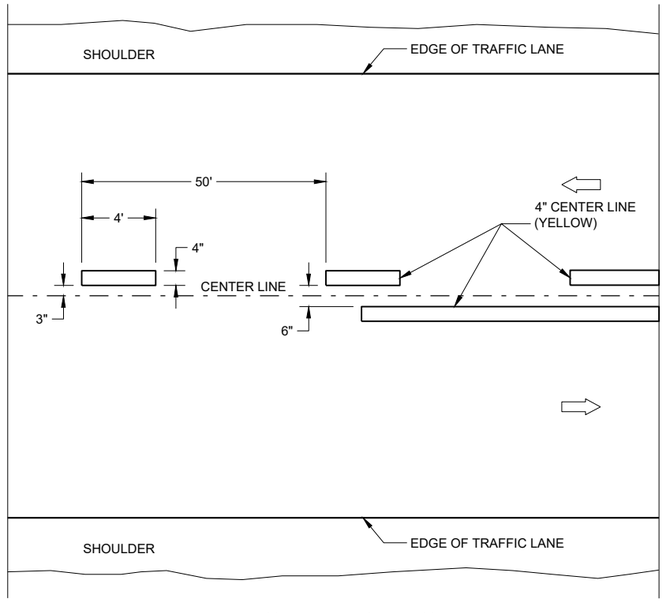


TWO WAY TRAFFIC

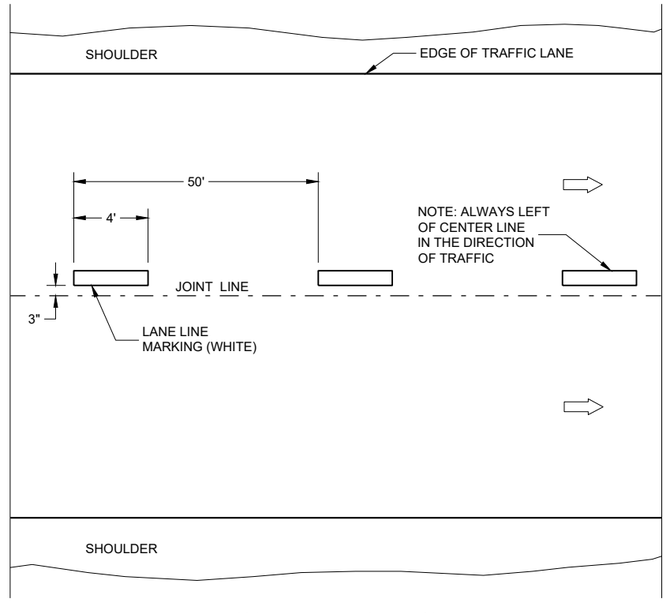


ONE WAY TRAFFIC

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.

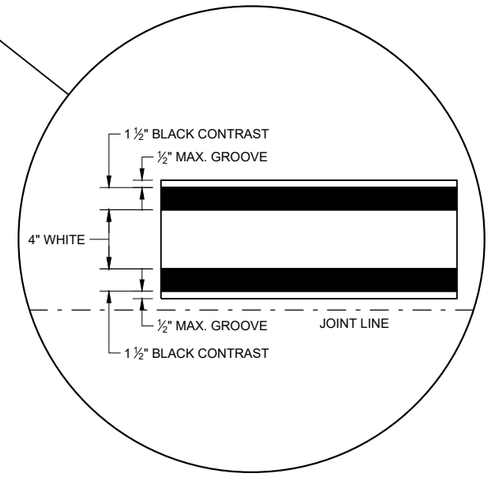
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

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

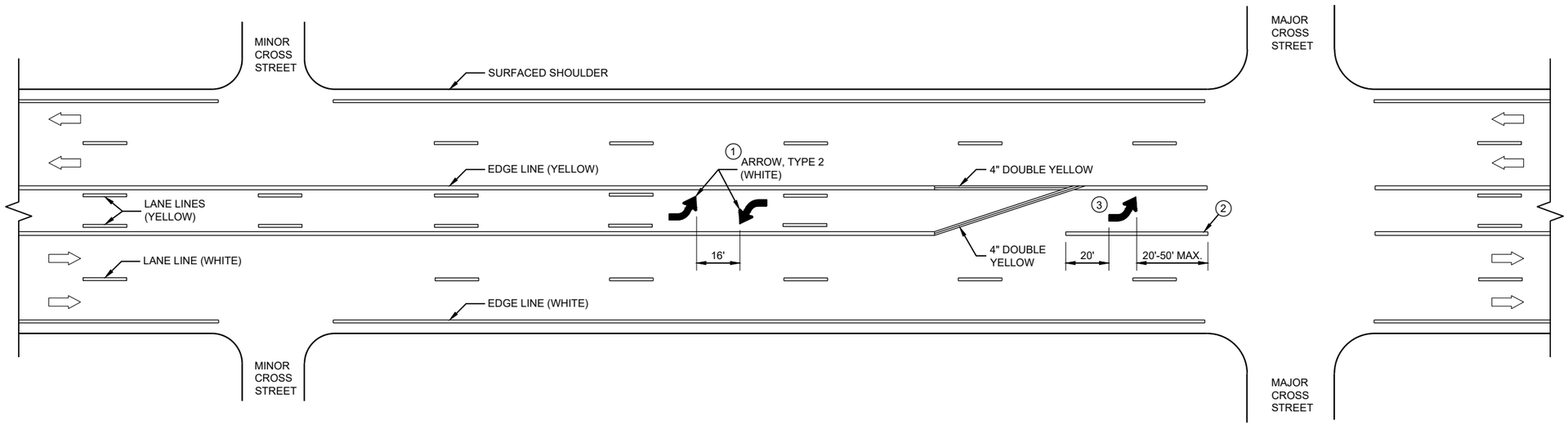
SDD 15C08 - 20a

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

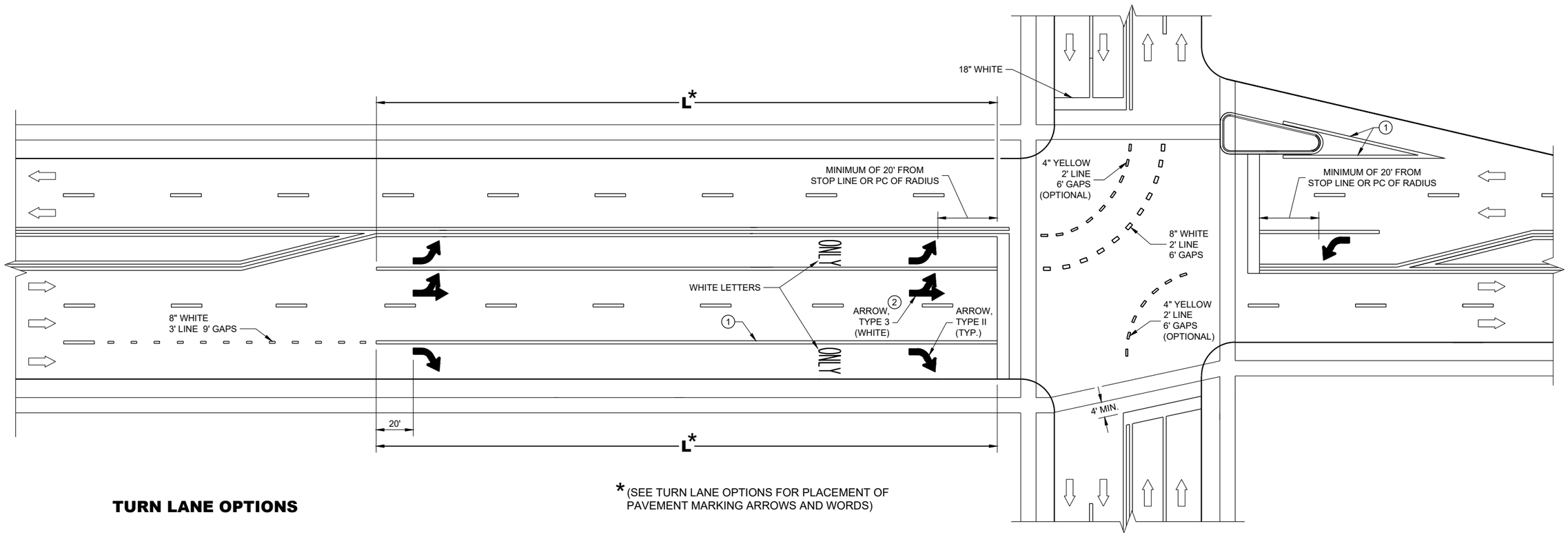
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SDD 15C08 - 20b

SDD 15C08 - 20b

PAVEMENT MARKING (TURN LANES)

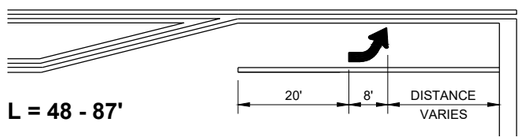
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



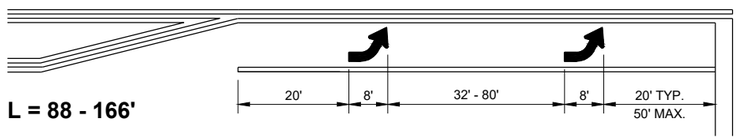
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

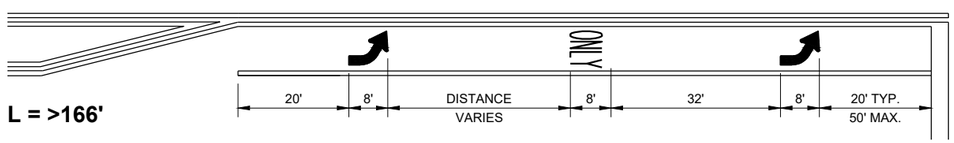
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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)

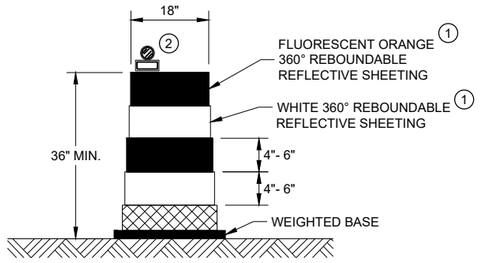
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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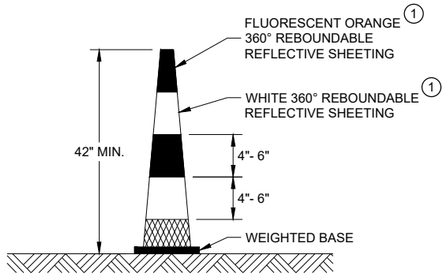
SDD 15C08 - 20c

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.

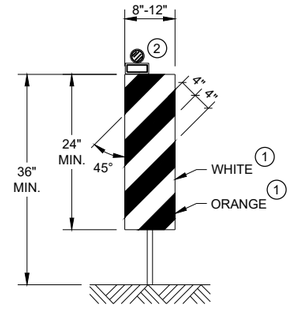


DRUM



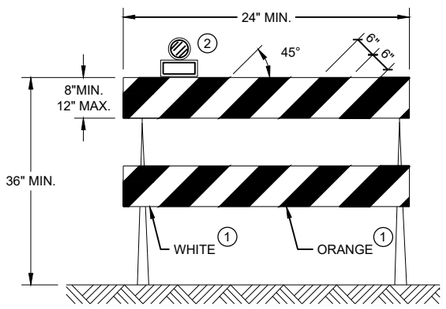
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



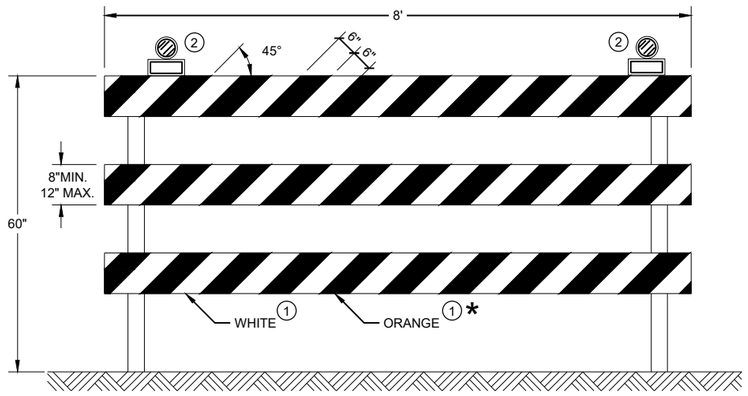
VERTICAL PANEL

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

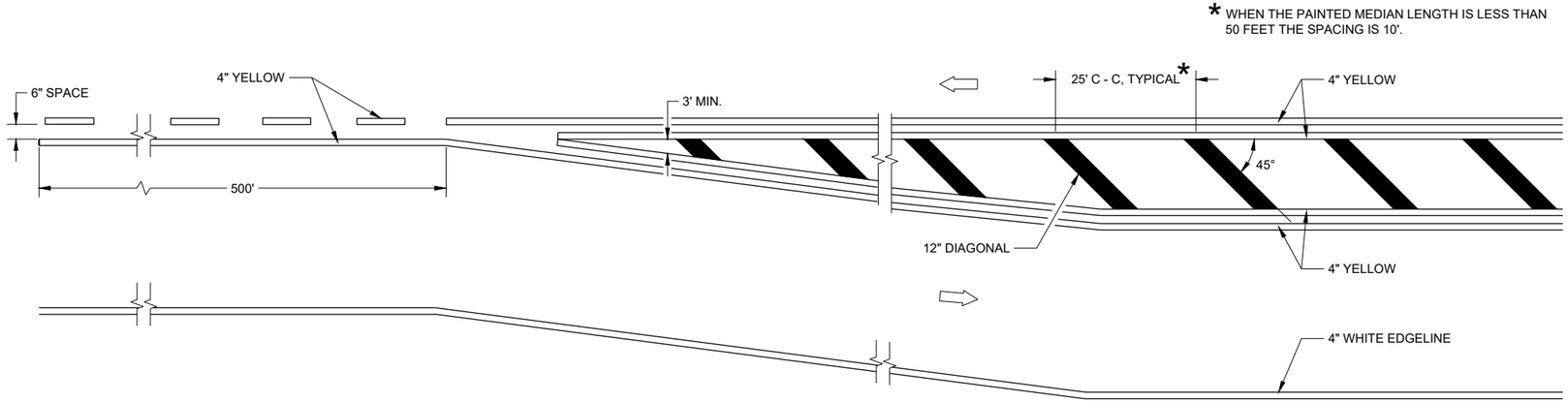
APPROVED
May 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

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SDD15C11 - 09b

6

SDD15C11 - 09b

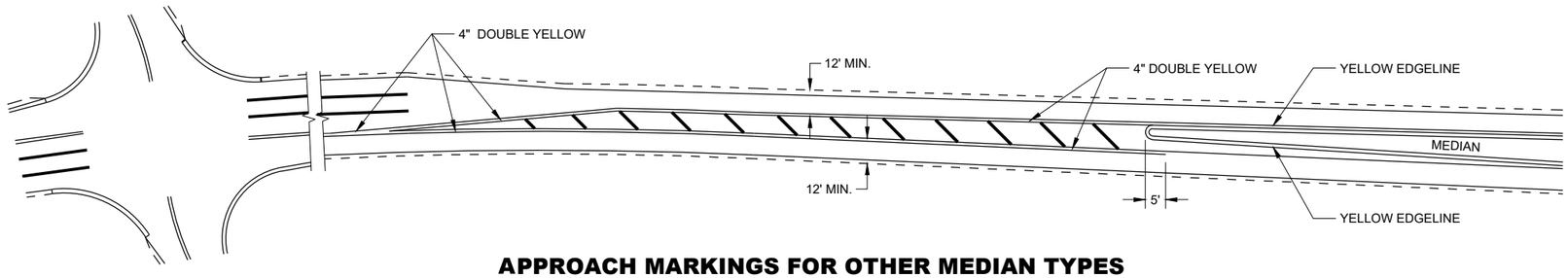


MEDIAN ISLAND DETAIL

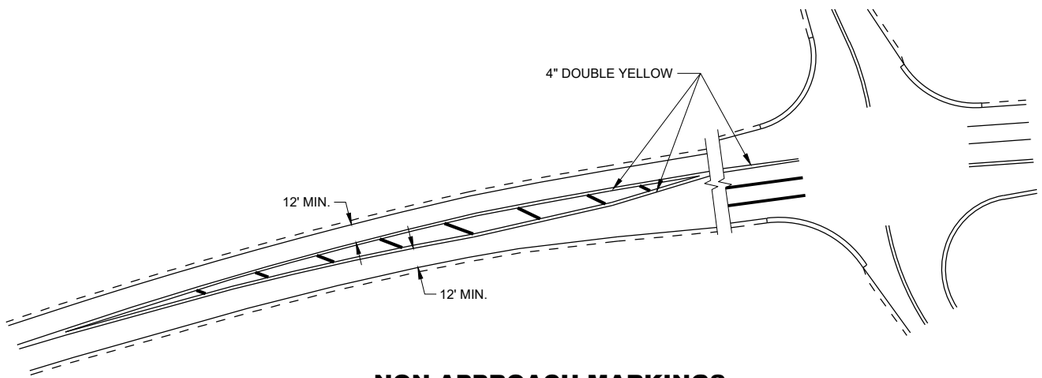
GENERAL NOTES

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

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SDD 15C18 - 05a

6

SDD 15C18 - 05a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

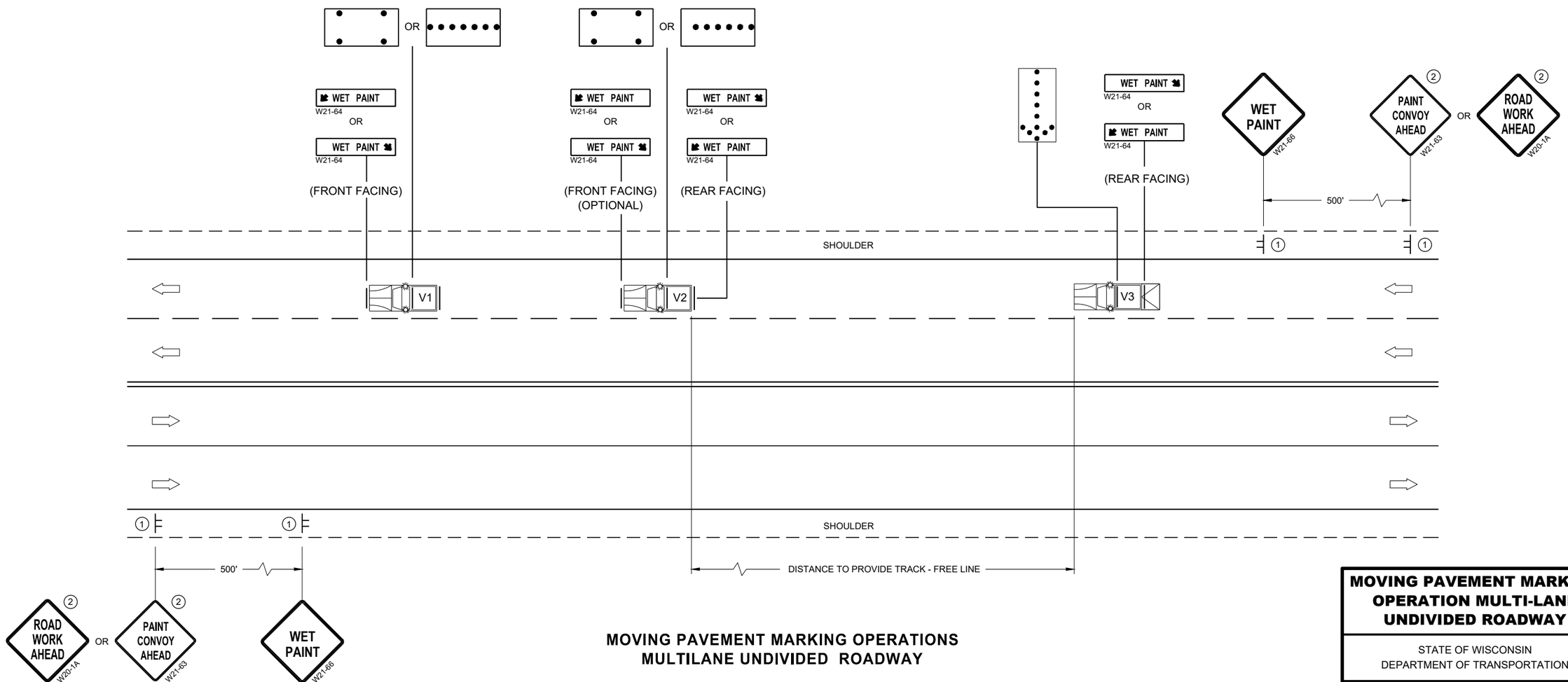
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

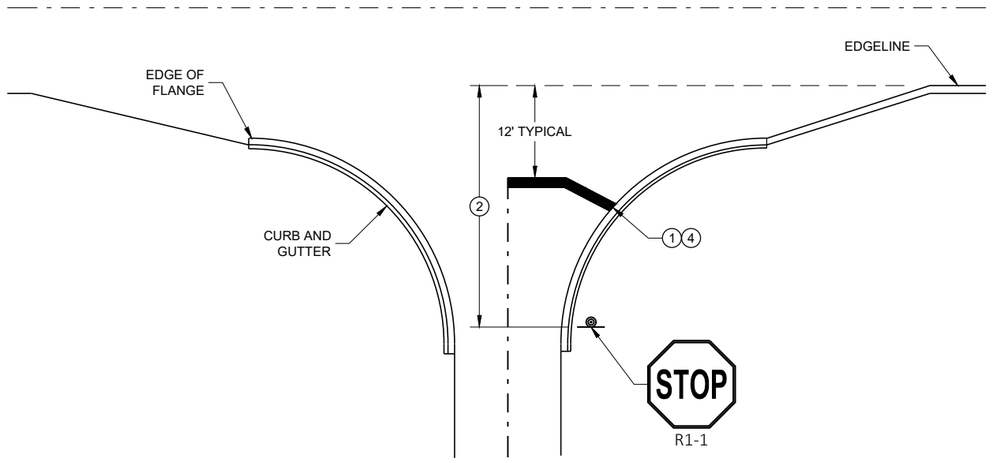
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SDD 15C19 - 06b

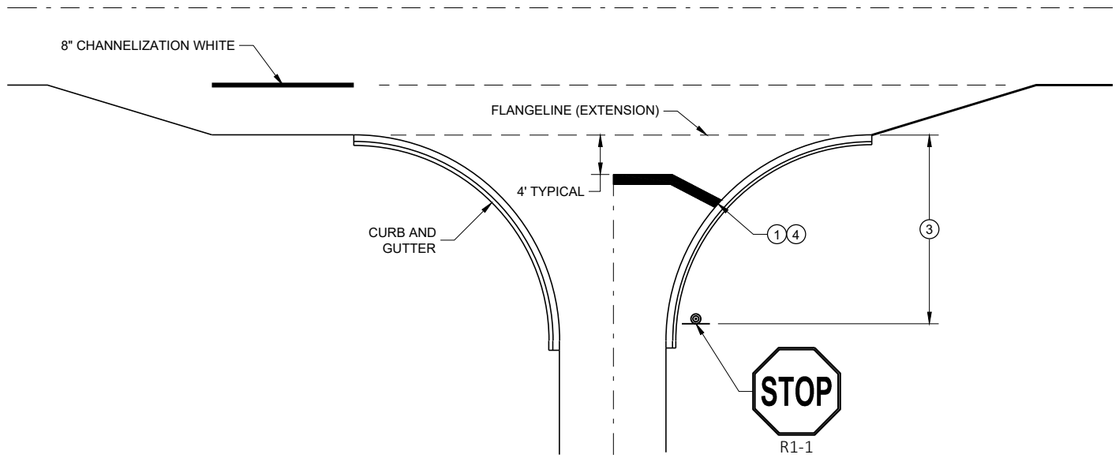
GENERAL NOTES

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

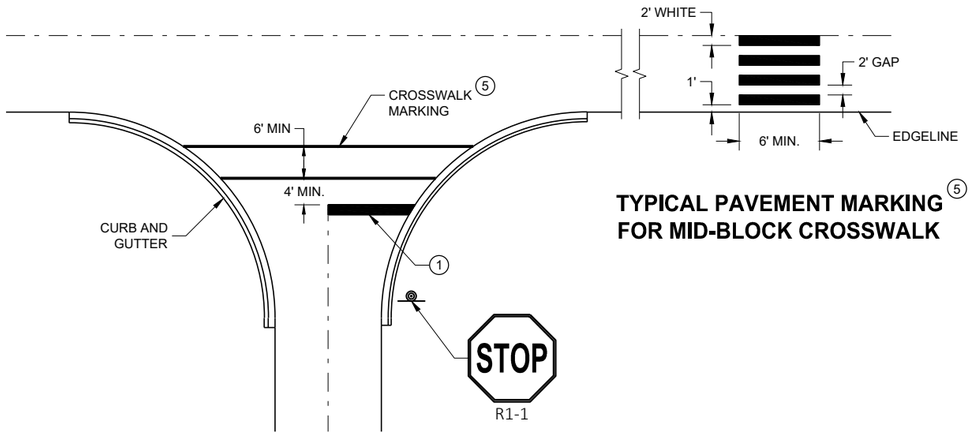
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

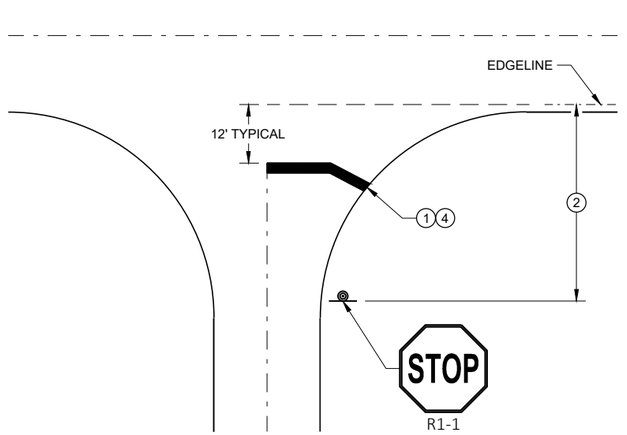


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



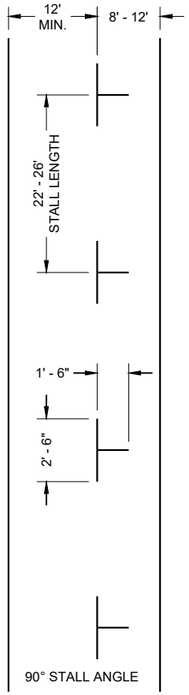
TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

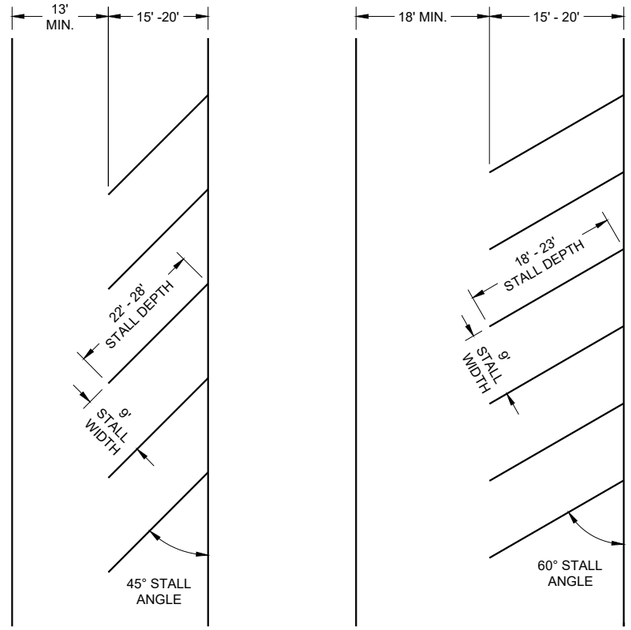
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
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SDD 15C33 - 04

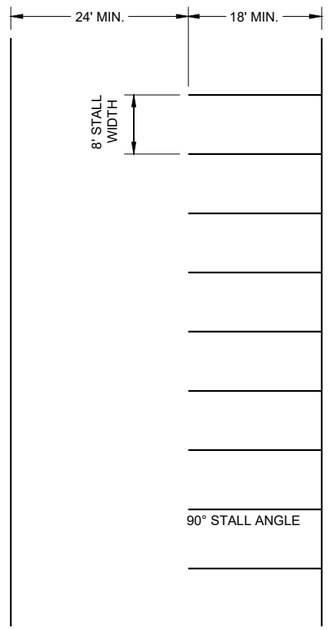


PARALLEL PARKING



ANGLED PARKING

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



PARKING LOTS

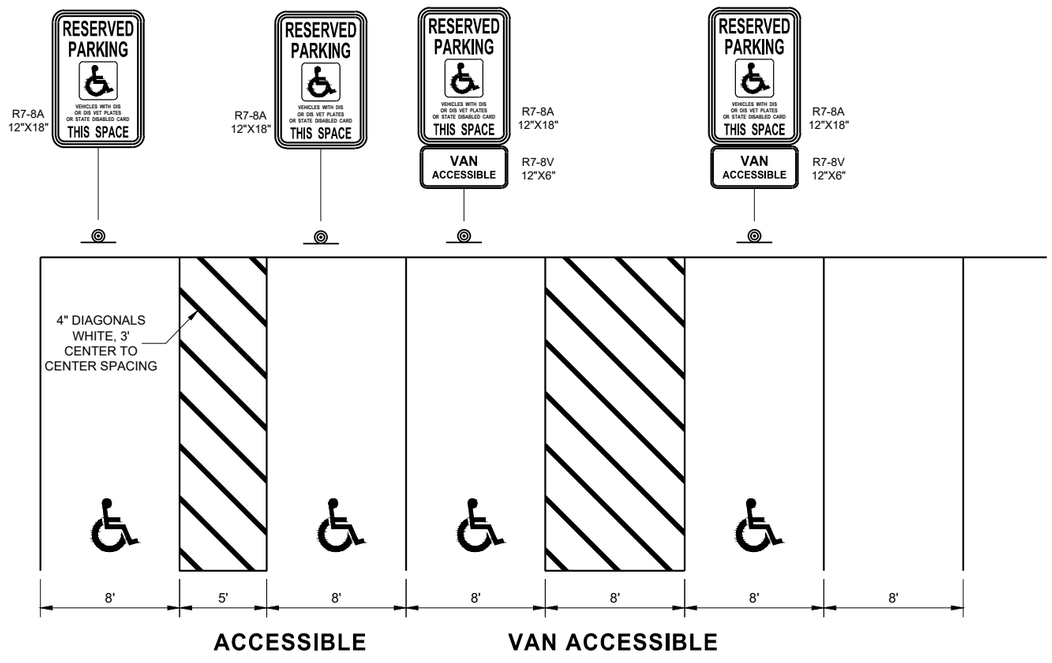
GENERAL NOTES

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 MAR ENGINEER

FHWA

SDD 15C36 - 01

6

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

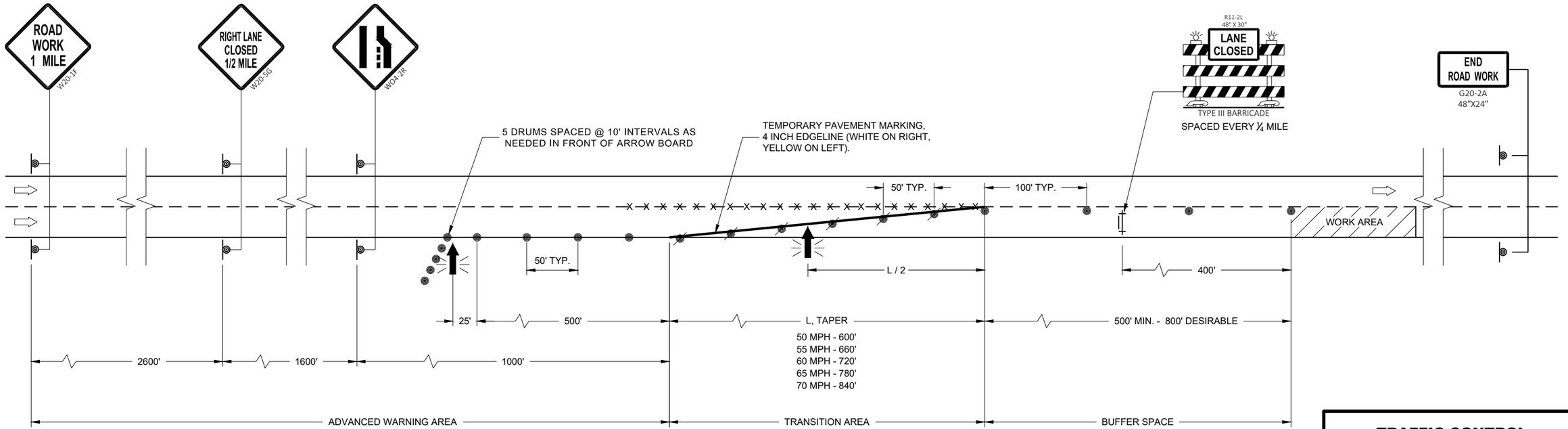
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

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)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD



6

SDD 15D12 - 09a

TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D12 - 09a

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.

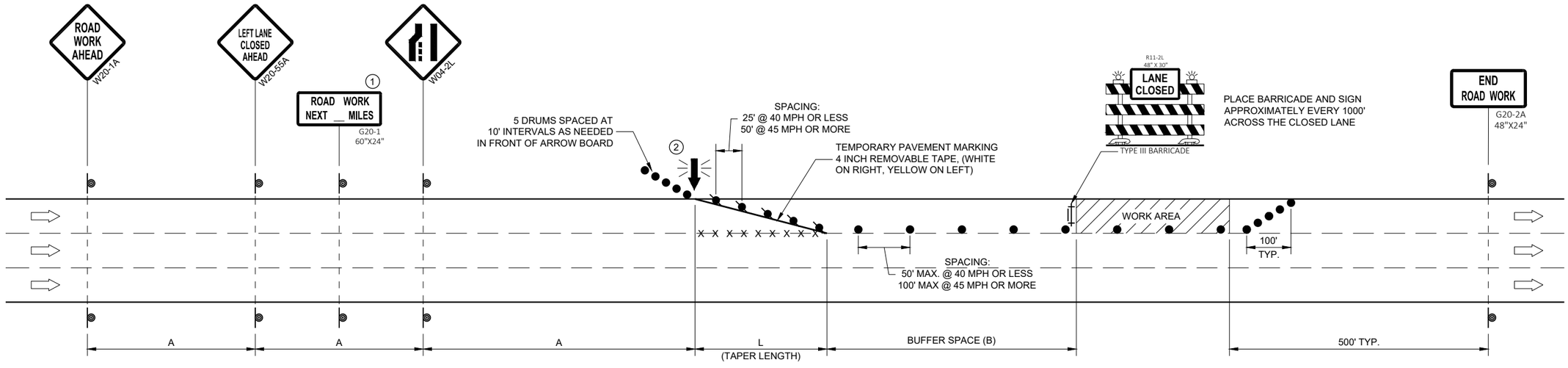
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

6

SDD15D20 - 05a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA



GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

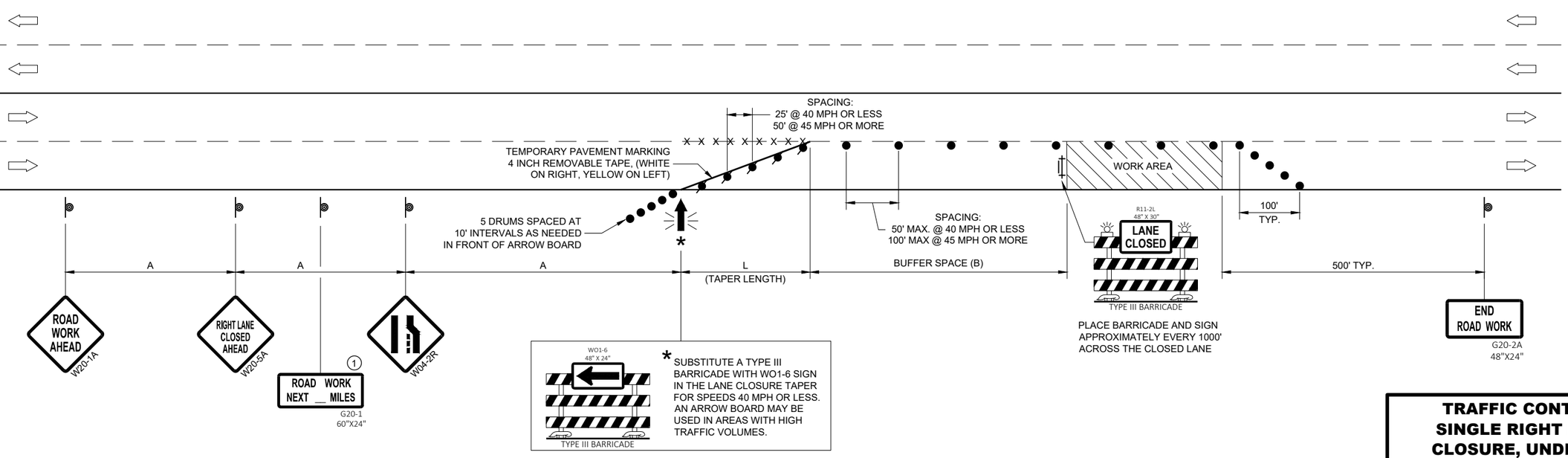
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'





TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D20 - 05b

SDD 15D20 - 05b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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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.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

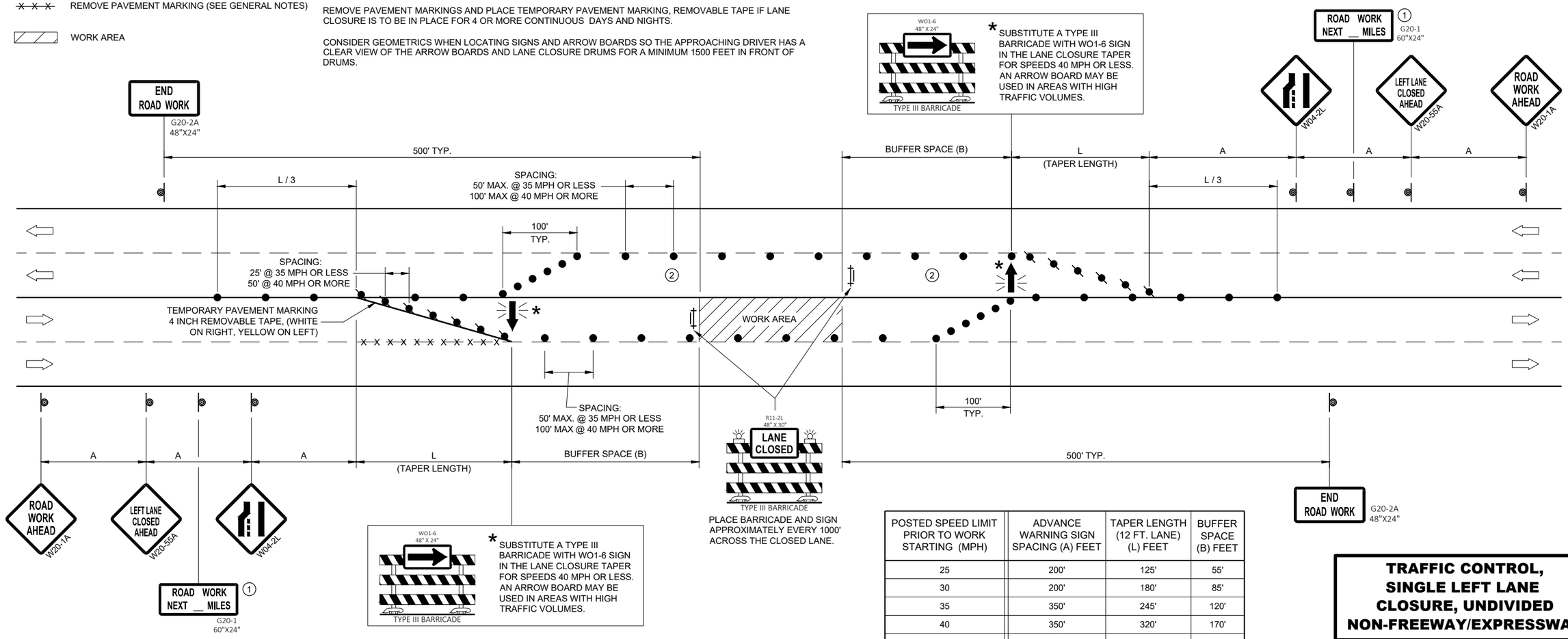
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

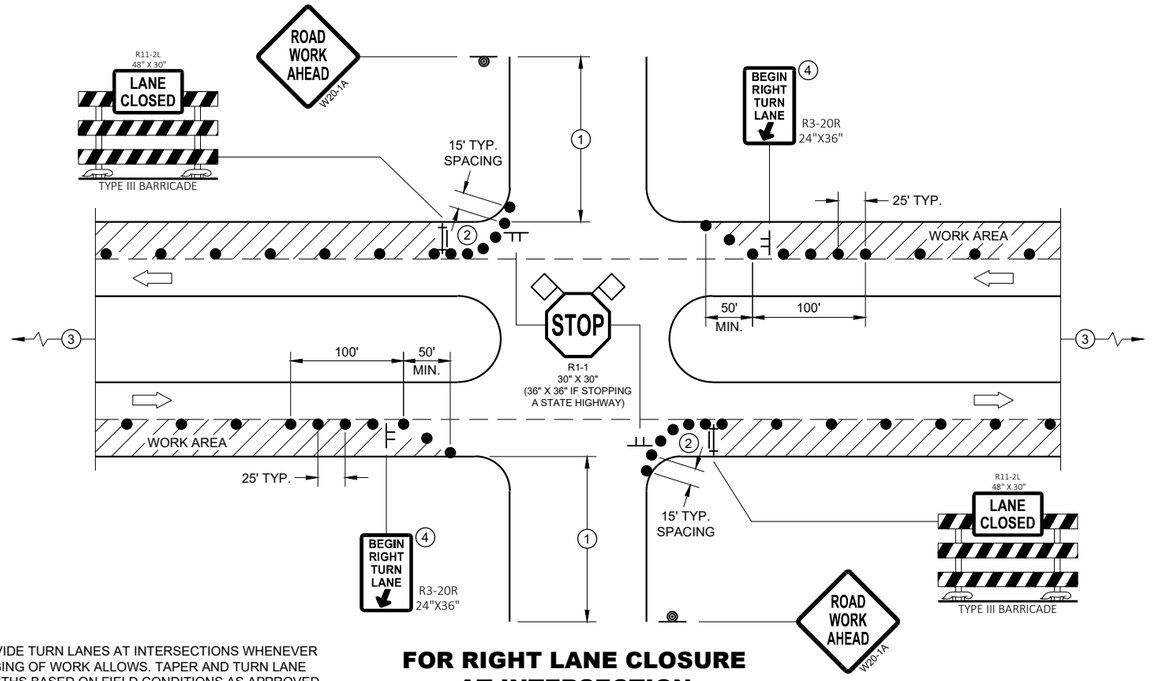
TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

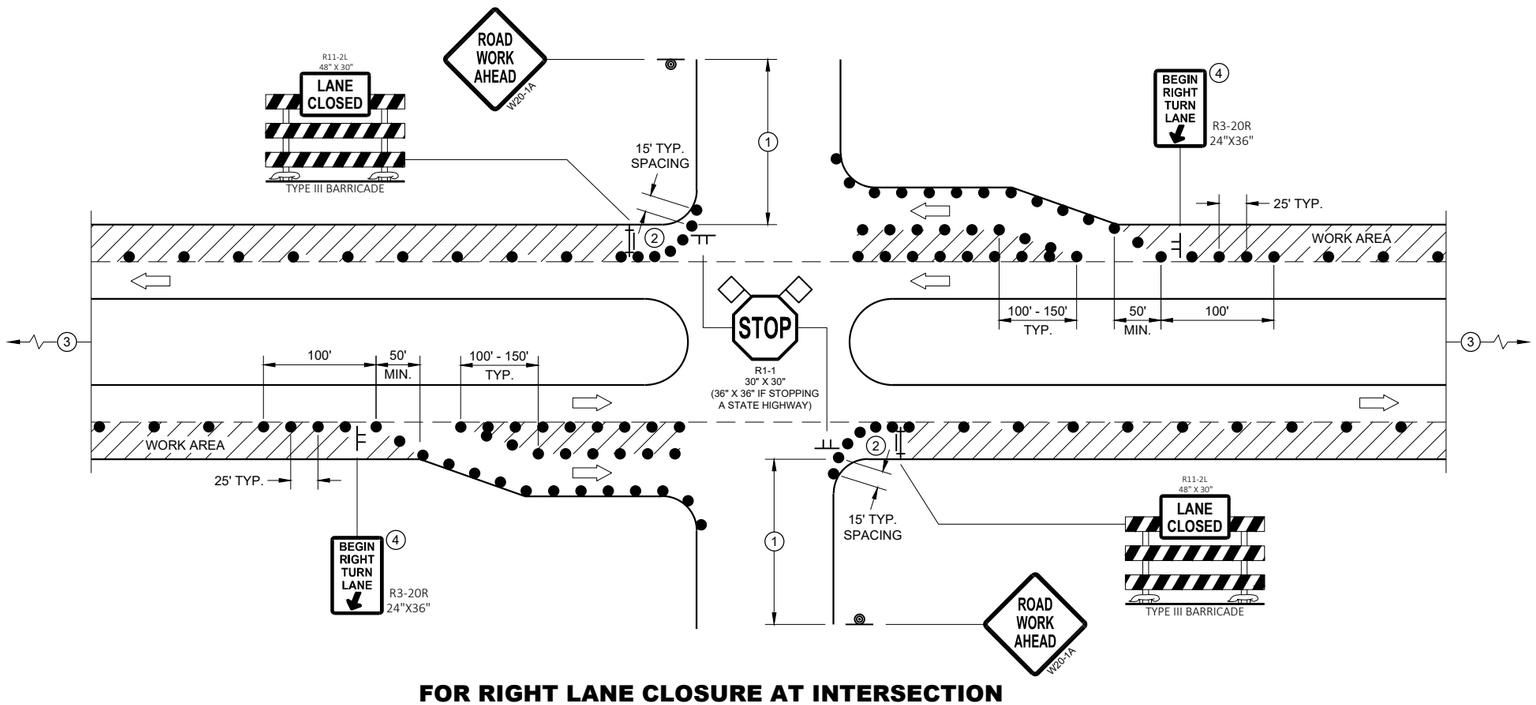
SDD 15D20 - 05c

SDD 15D20 - 05c



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



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.

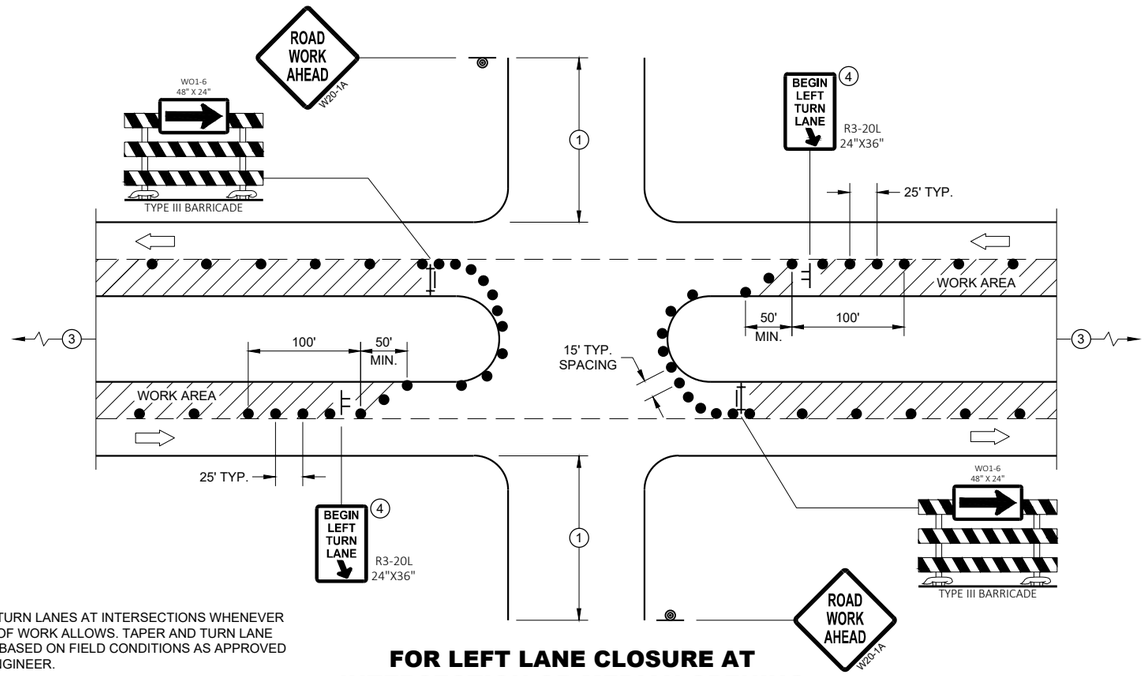
LEGEND

- 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.

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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.

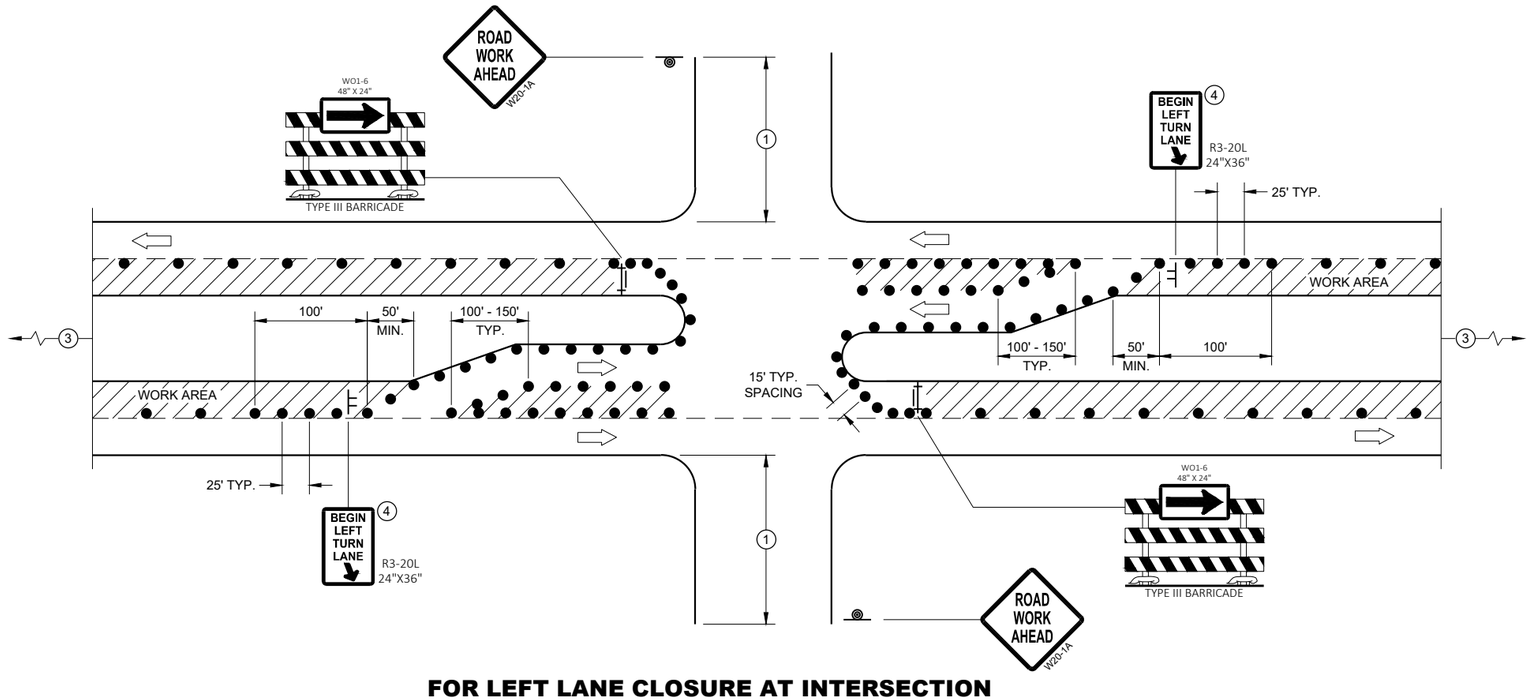
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(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(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 PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

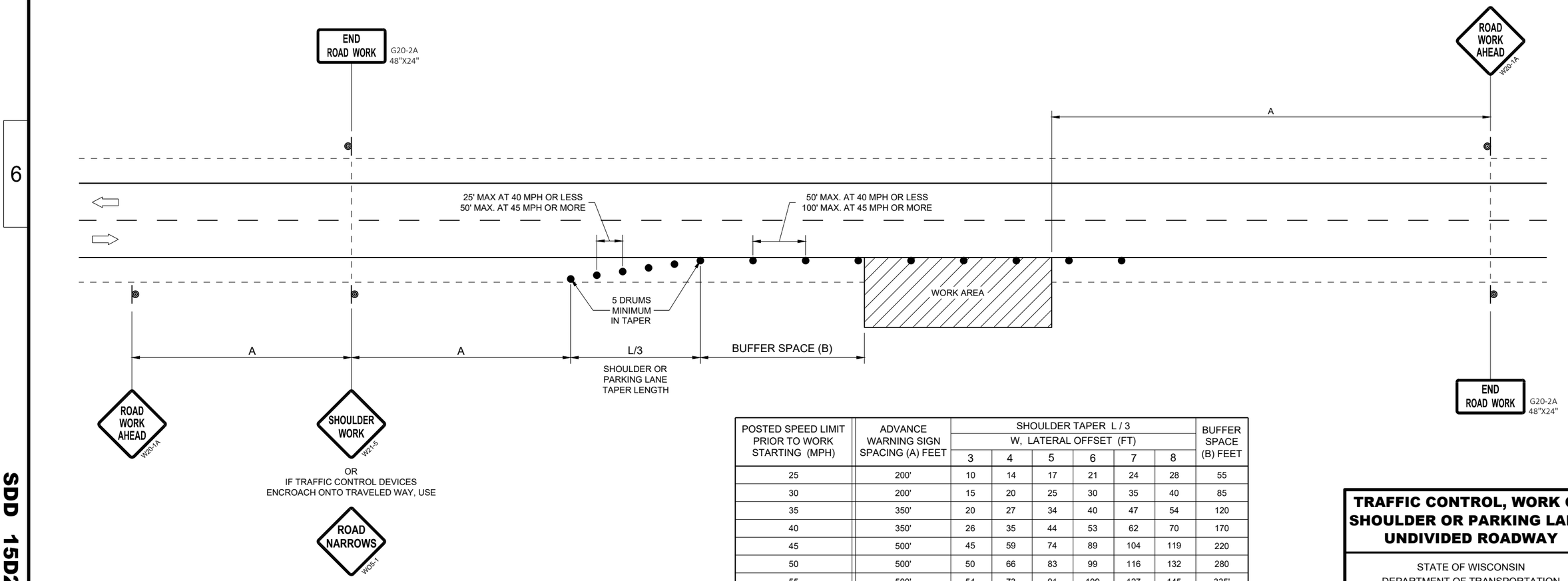
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

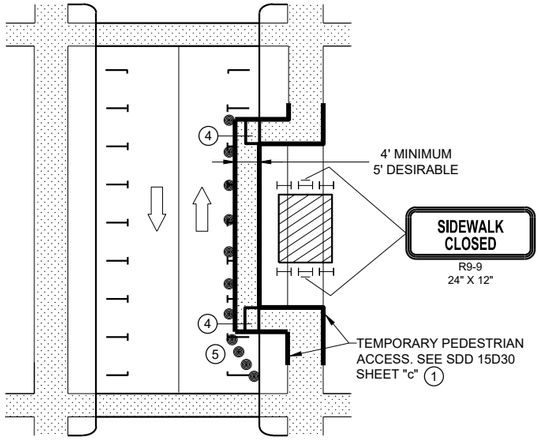
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

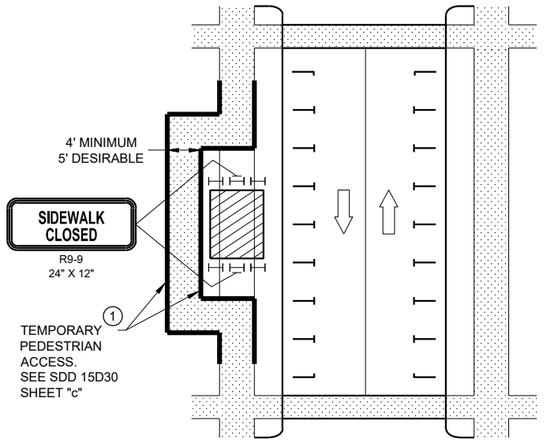
SDD 15D28 - 04

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

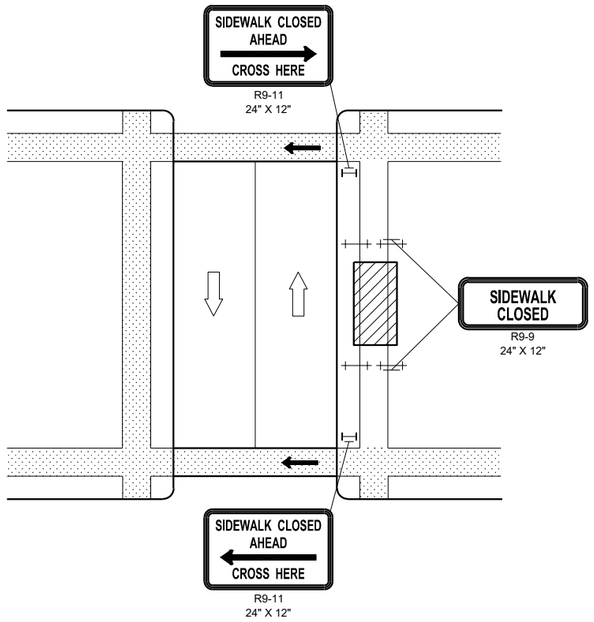


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

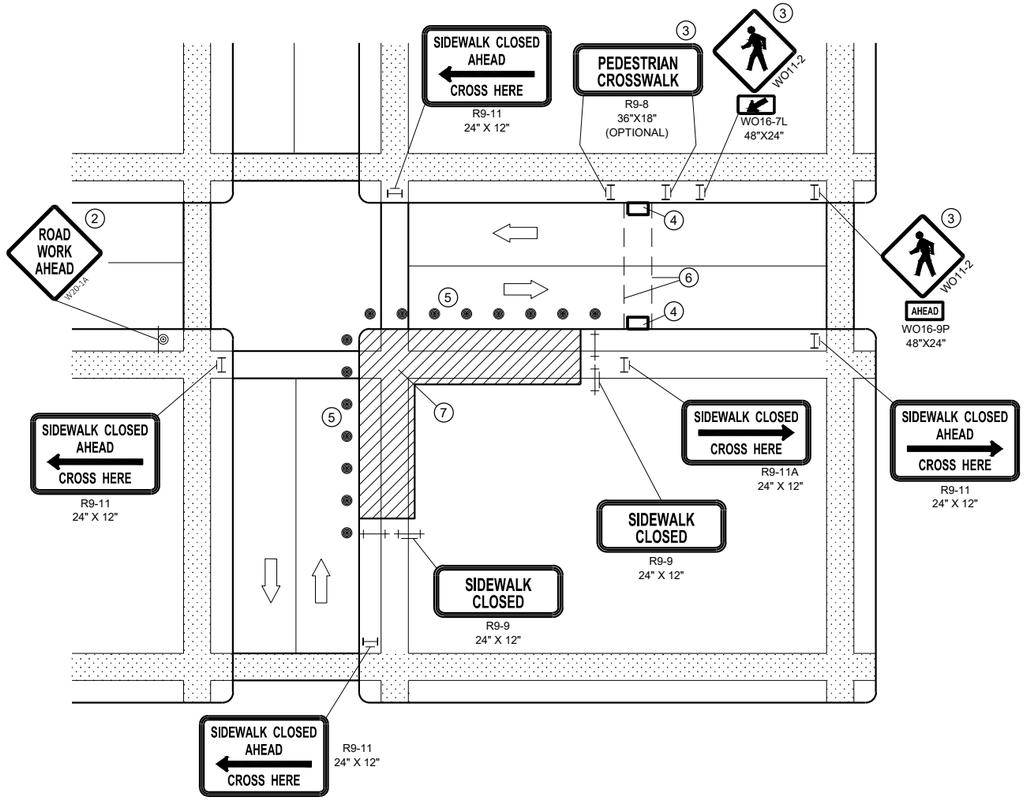
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

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

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

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

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

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

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

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

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15D30 SHEET "b'.

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

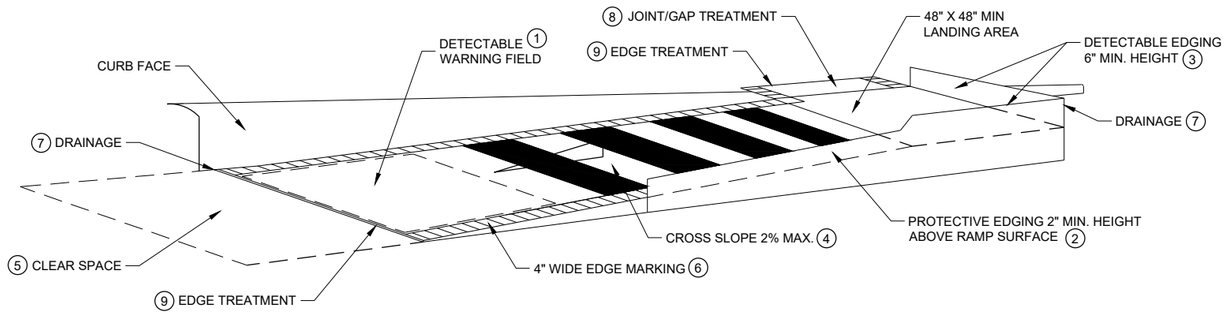
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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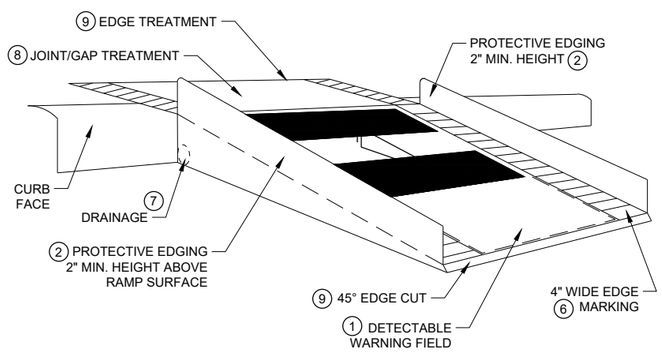
SDD 15D30 - 06a

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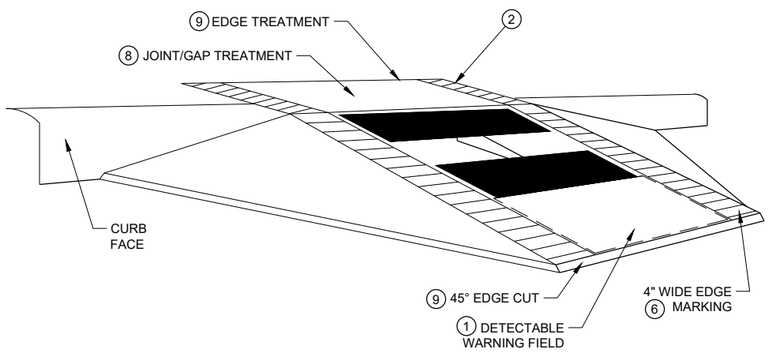
SDD 15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

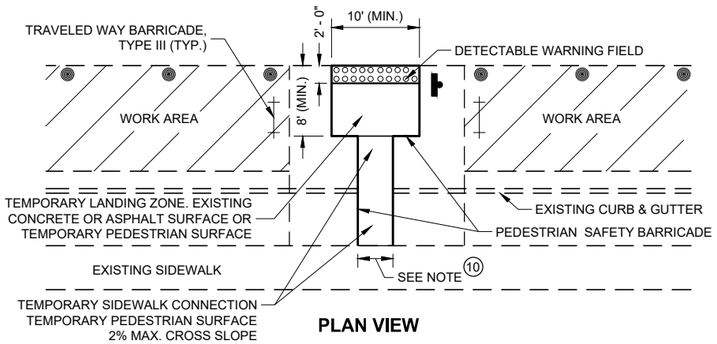
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

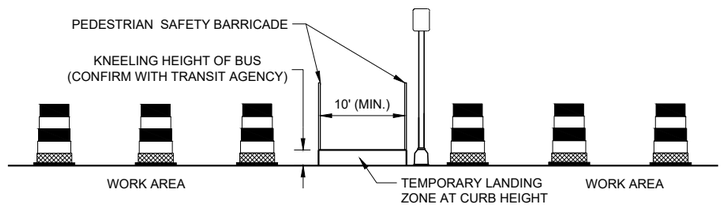
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

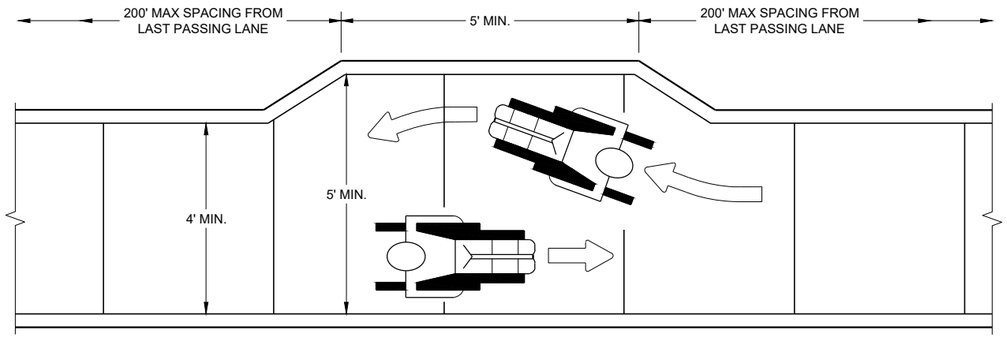
LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

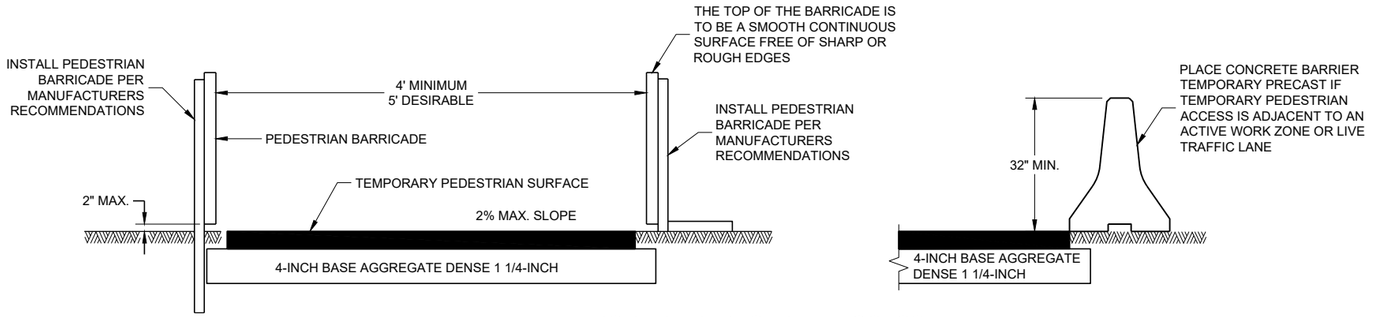
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

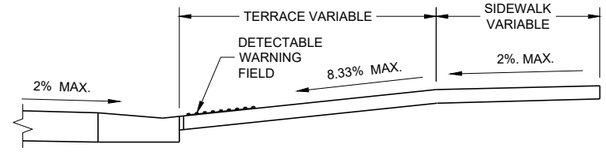
SDD 15D30 - 06b



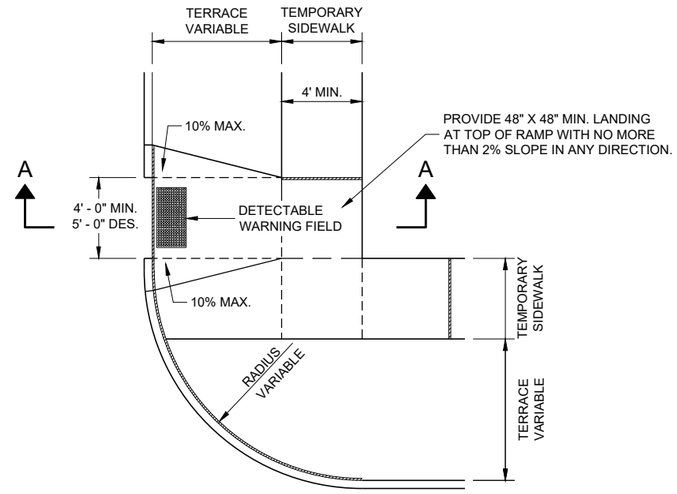
NARROW SIDEWALK PASSING DETAIL



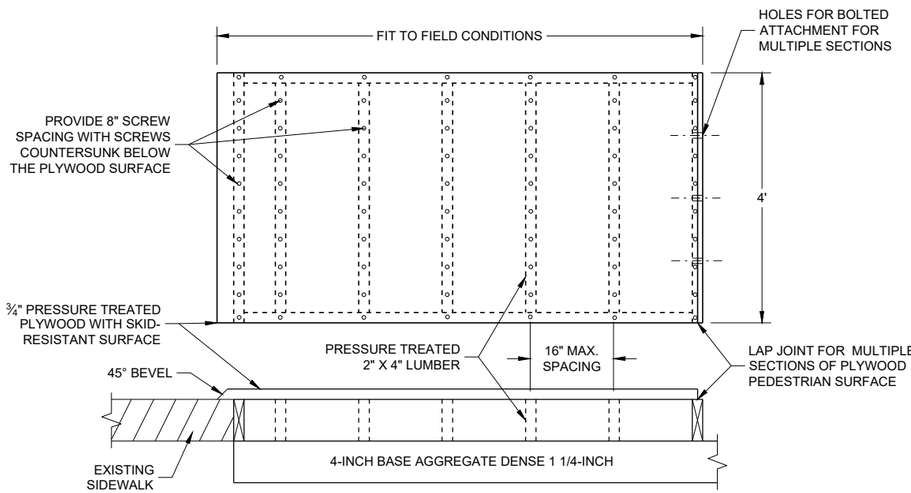
TEMPORARY PEDESTRIAN ACCESS



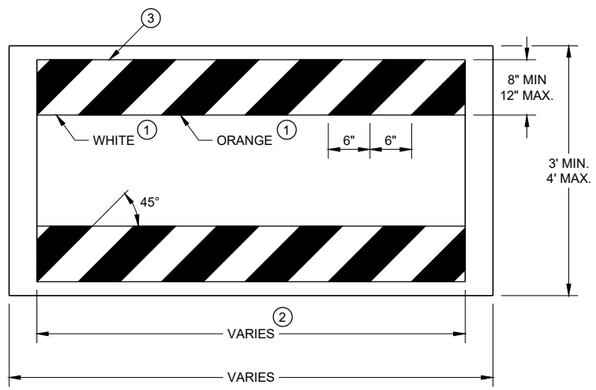
SECTION A - A



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

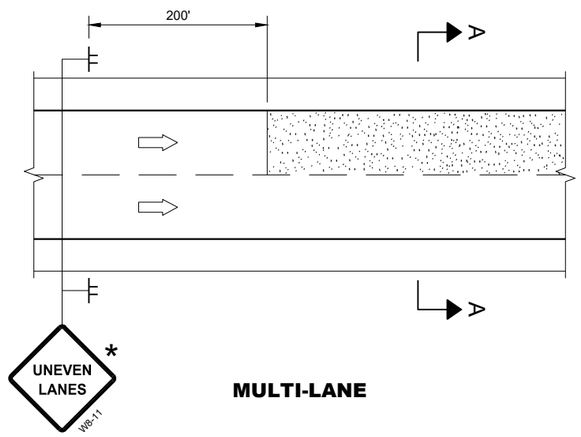
/S/ Andrew Heidtke
WORK ZONE ENGINEE 200

FHWA

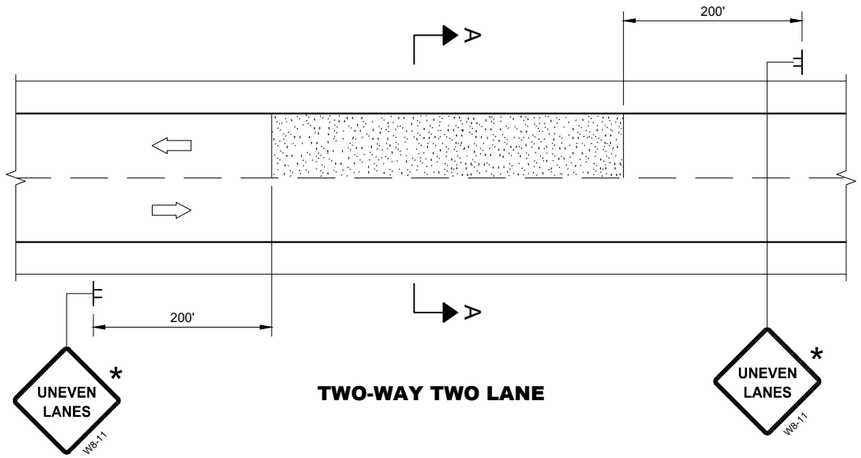
SDD 15D30 - 06c

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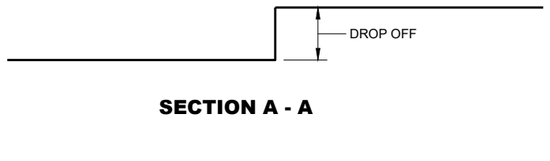
SDD 15D30 - 06c



MULTI-LANE

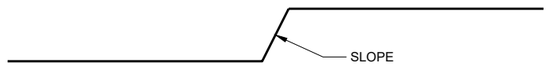


TWO-WAY TWO LANE

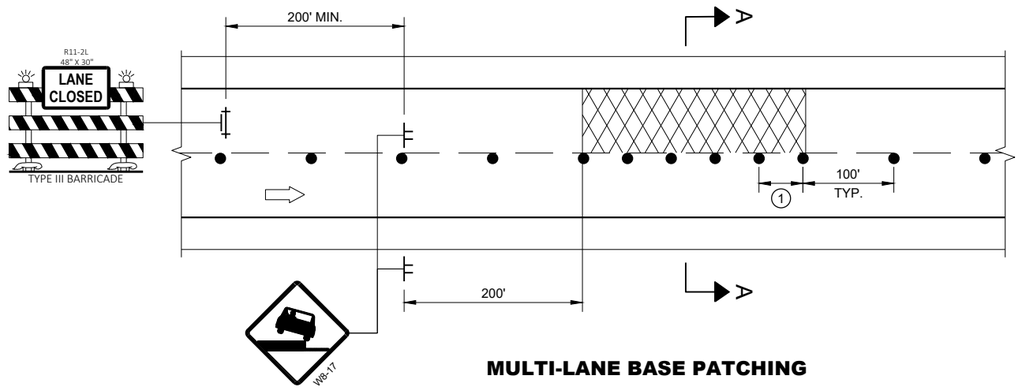


SECTION A - A

OR

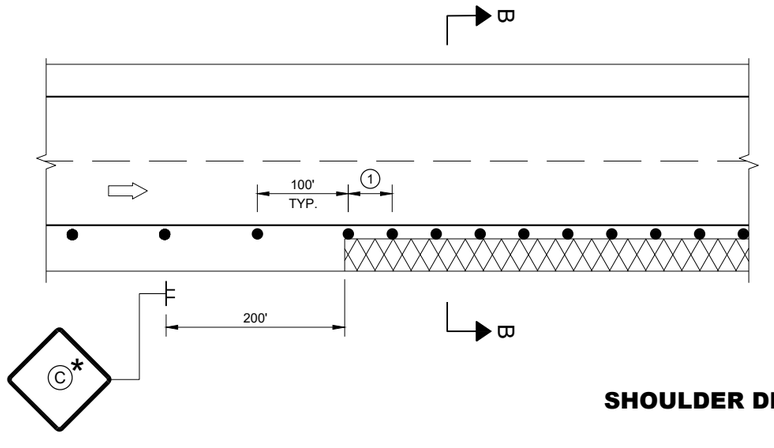


SECTION A - A

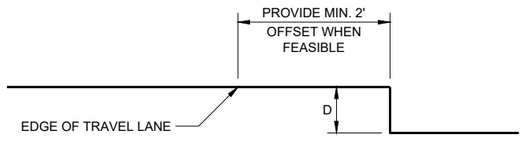


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D39 - 02

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

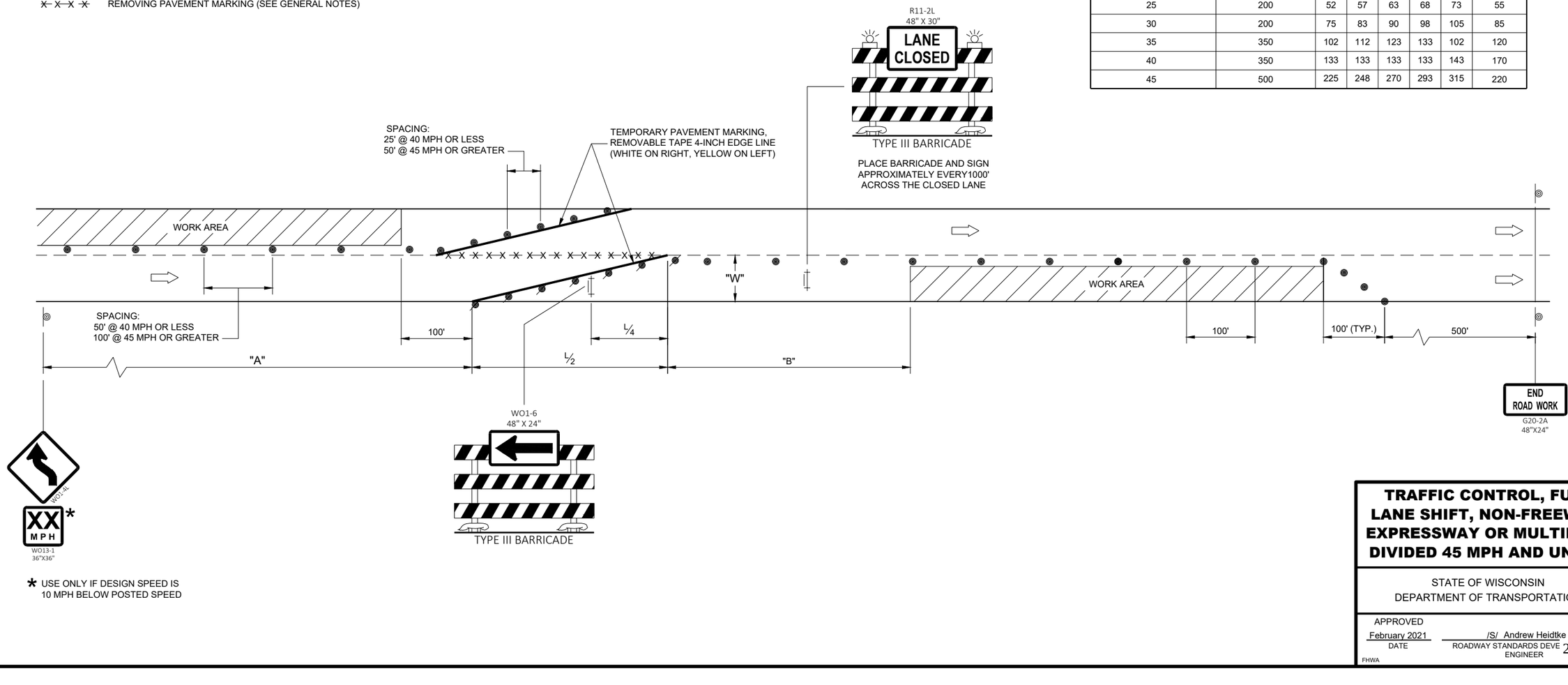
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L½ W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	55
30	200	75	83	90	98	105	85
35	350	102	112	123	133	102	120
40	350	133	133	133	133	143	170
45	500	225	248	270	293	315	220



TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 15D40 - 02a

6

SDD 15D40 - 02a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVE PAVEMENT MARKING

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

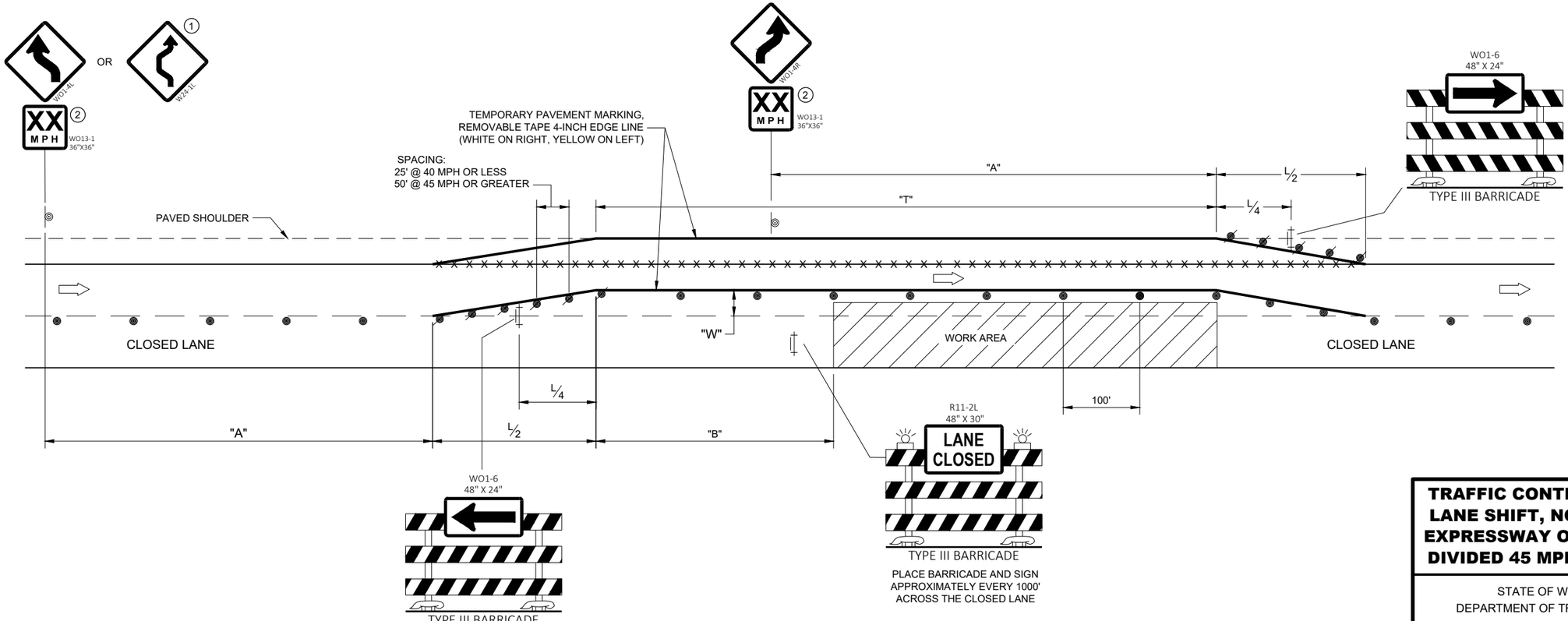
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	55
30	200	8	15	23	30	38	45	53	60	68	85
35	350	10	20	31	41	51	61	71	82	92	120
40	350	13	27	40	53	67	80	93	107	120	170
45	500	23	45	68	90	113	135	158	180	203	220



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

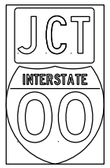
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SDD 15D40 - 02c

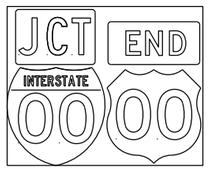
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SDD 15D40 - 02c

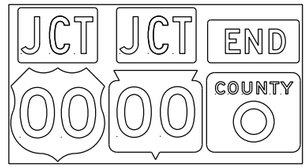
TYPICAL ASSEMBLIES



J1-1



J1-2



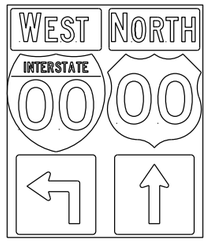
J1-3



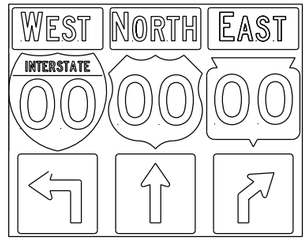
JR1-1



J2-1



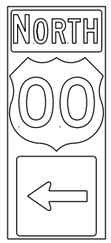
J2-2



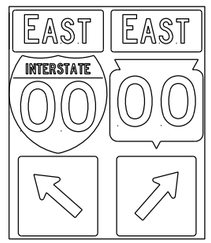
J2-3



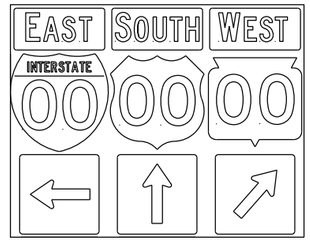
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



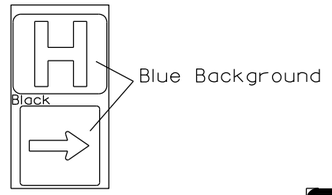
J3-1



J3-2



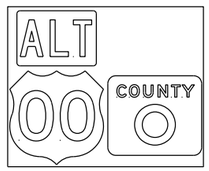
J3-3



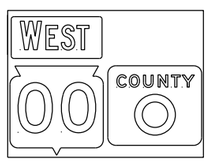
JH-1



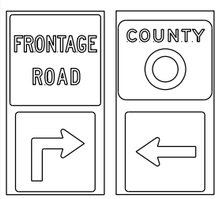
J4-1



J4-2



J4-2



J12-1

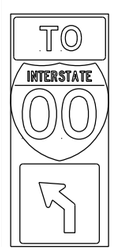
J13-1



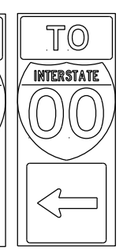
J32-1



J33-1



J22-1



J23-1



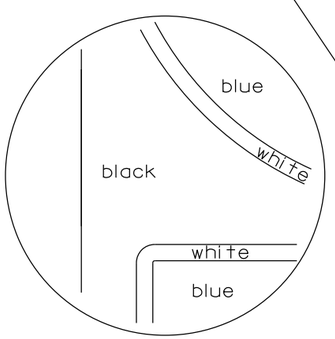
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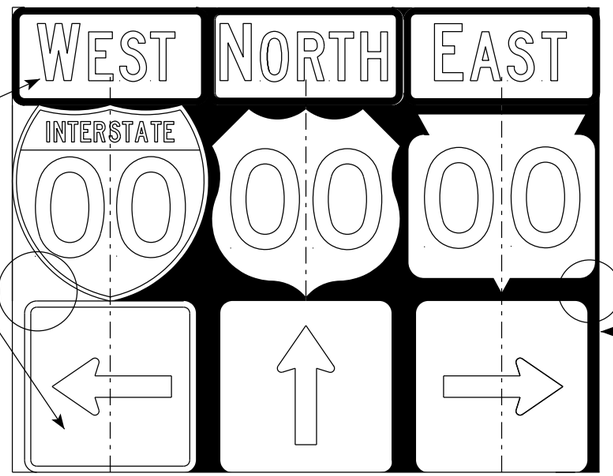


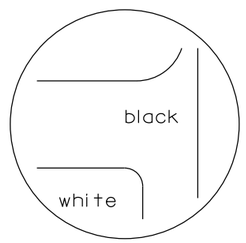
JR23-1



JR99-1







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: 204 E

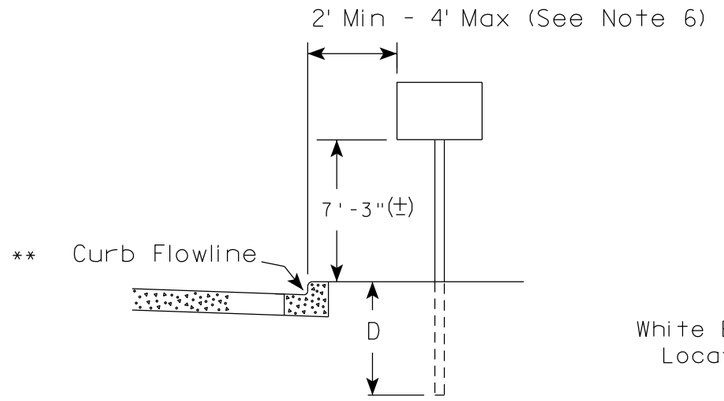
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

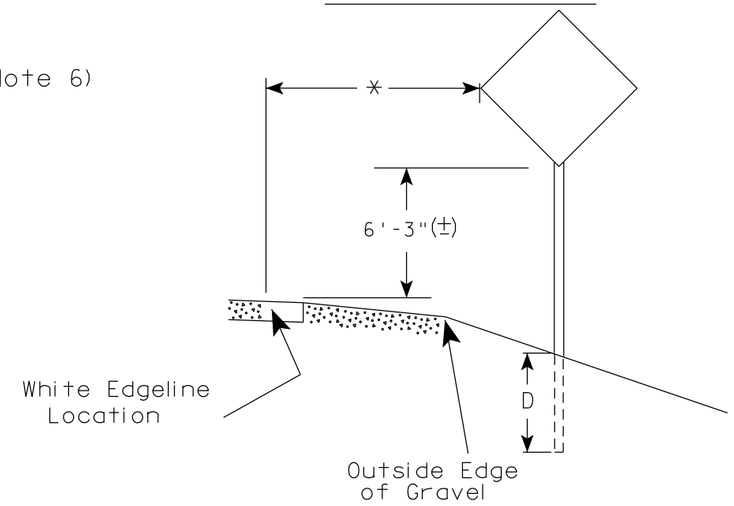
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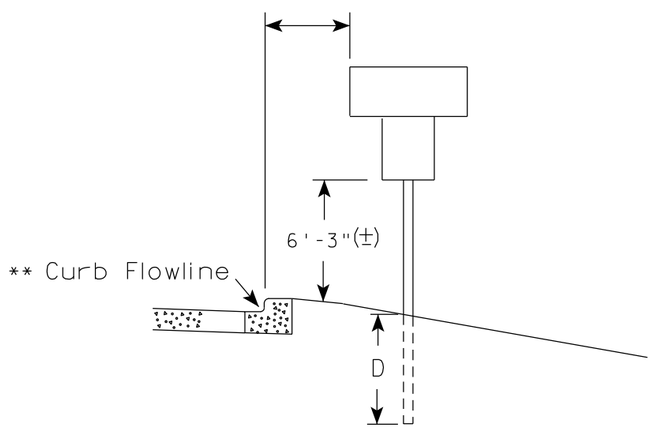
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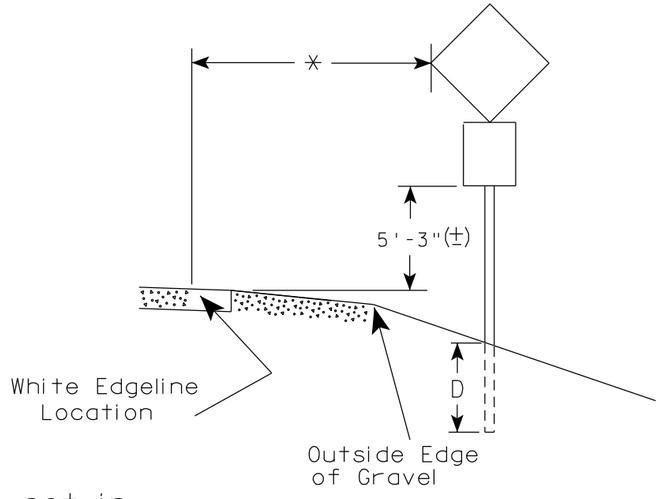
URBAN AREA



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.

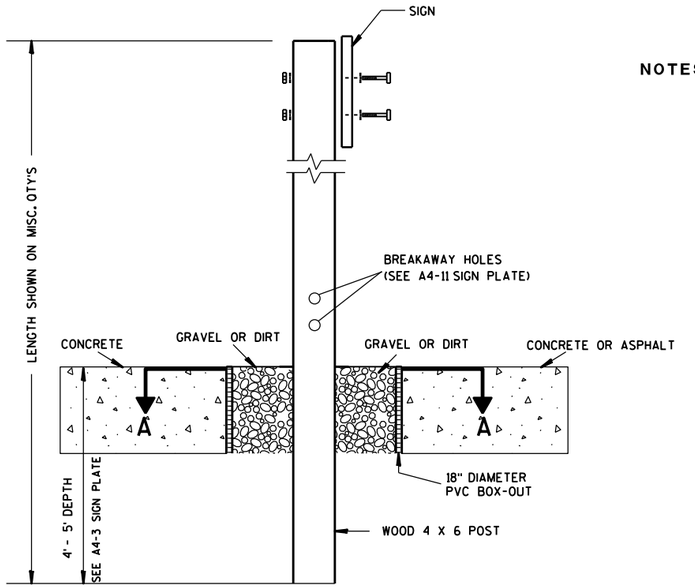
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

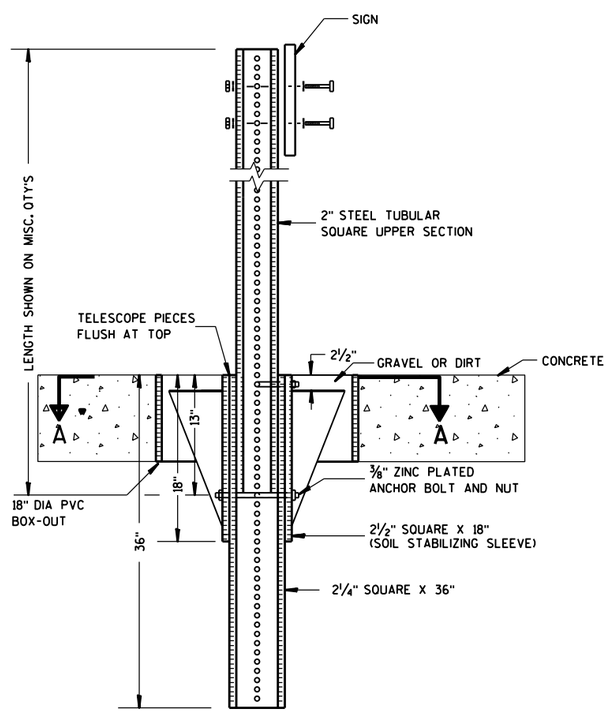
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 205	E



ELEVATION VIEW

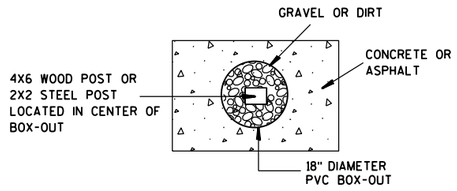
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

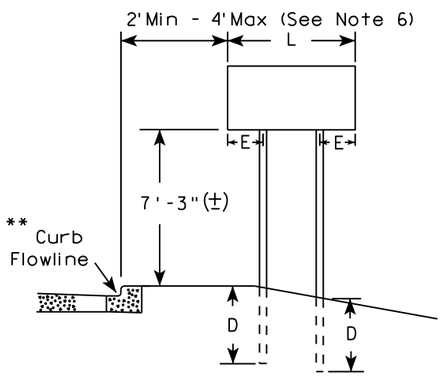
APPROVED Matthew R Rauch
for State Traffic Engineer

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

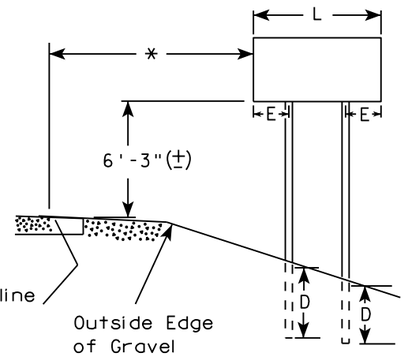
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

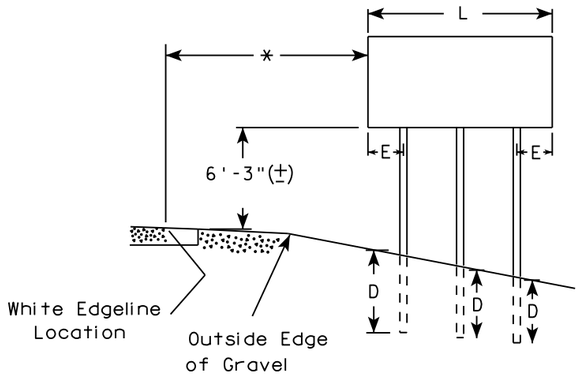
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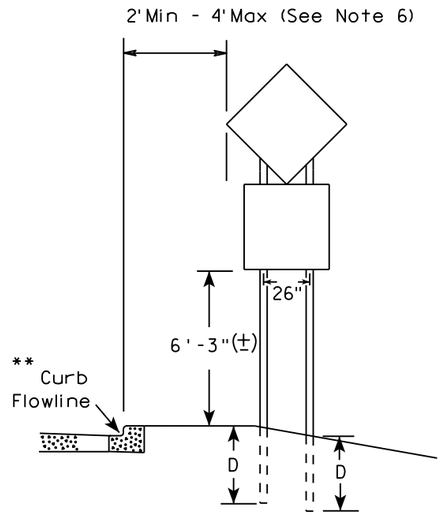
URBAN AREA



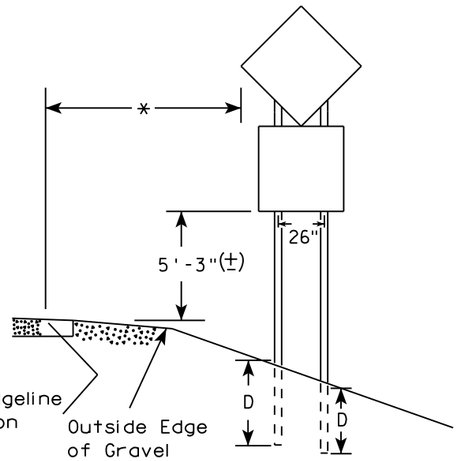
RURAL AREA (See Note 3)







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'

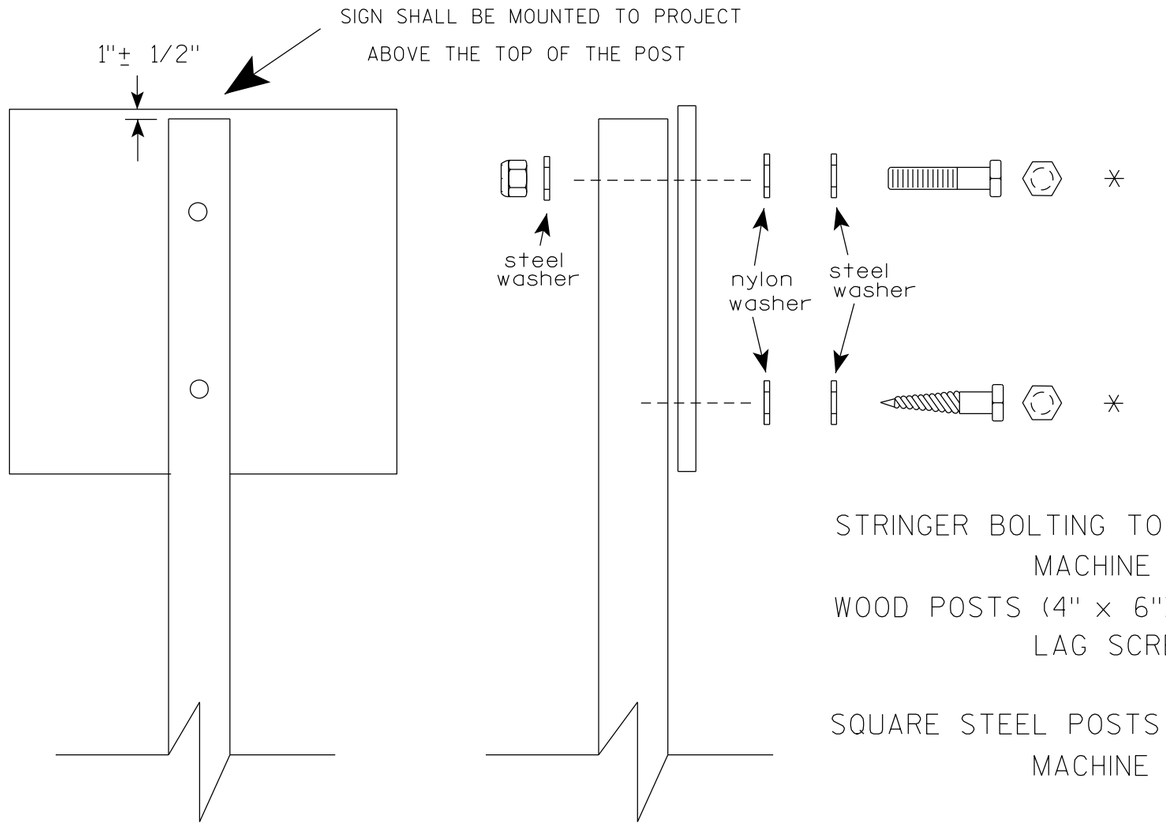
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 207	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

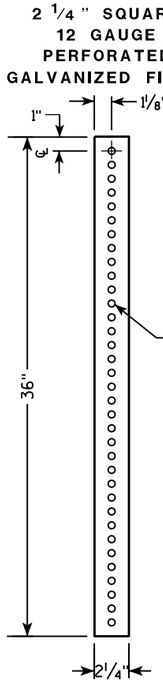
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

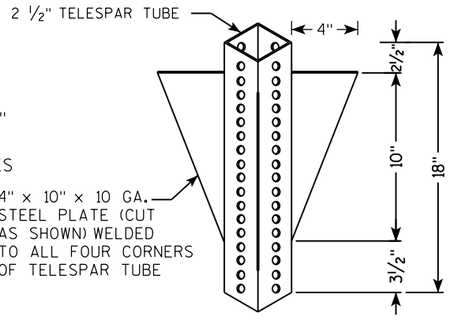
SHEET NO: 208 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

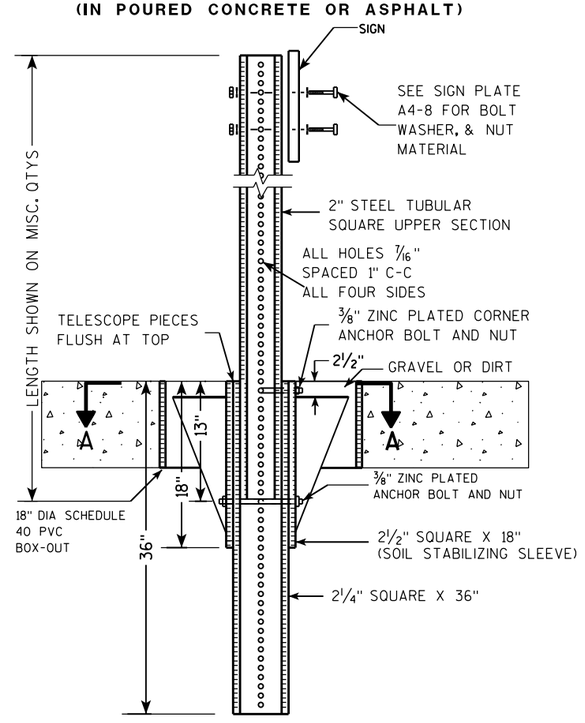
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



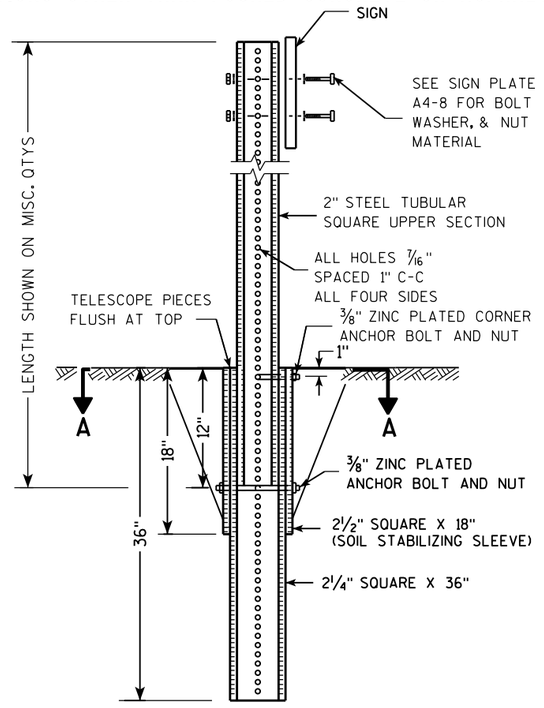
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

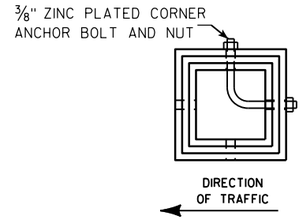


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

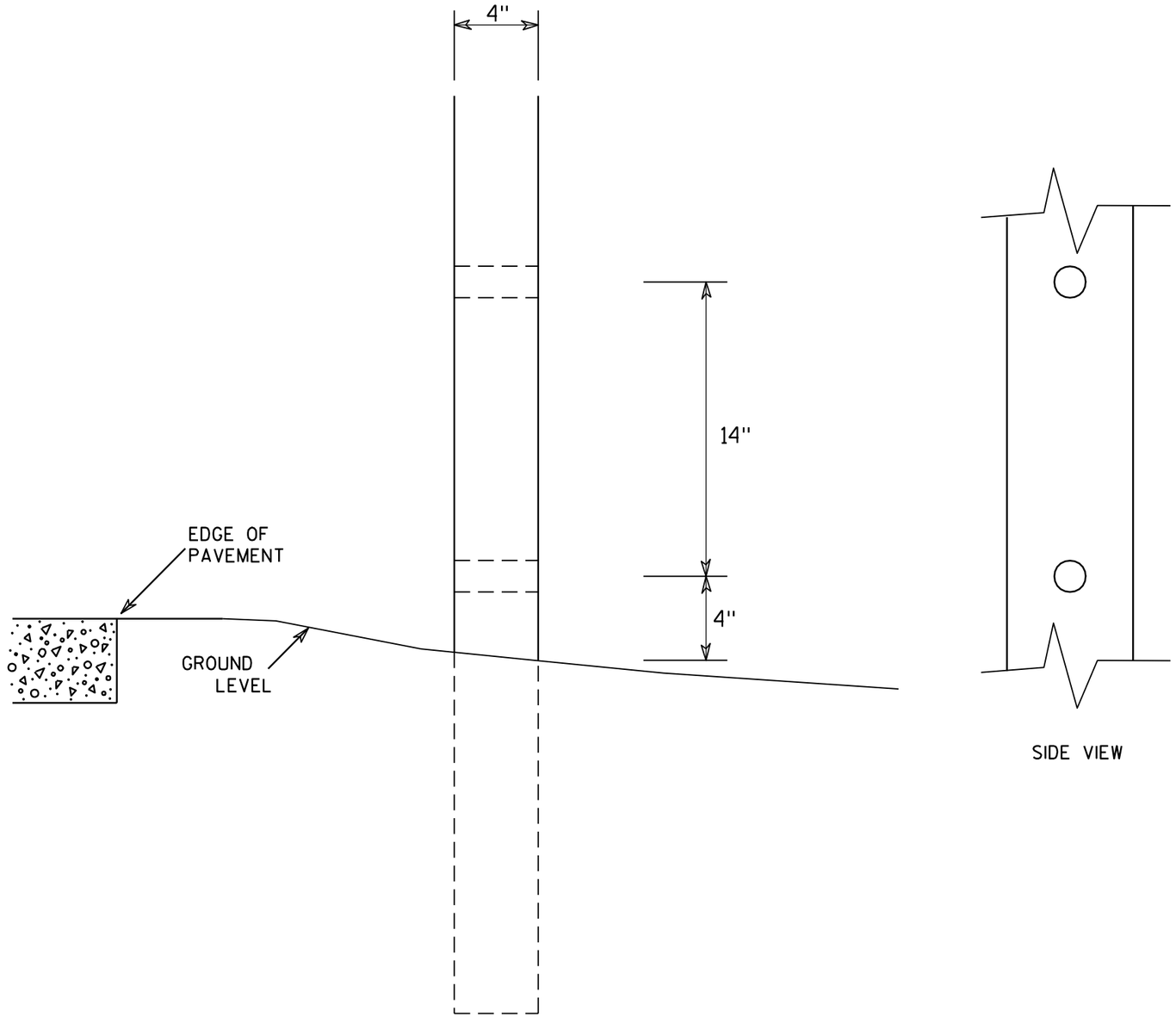
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 209 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.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

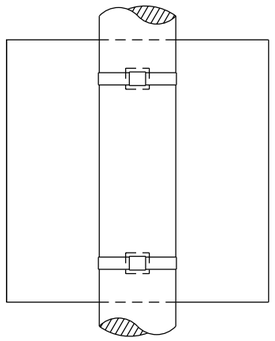
APPROVED Chester J Spang for State Traffic Engineer

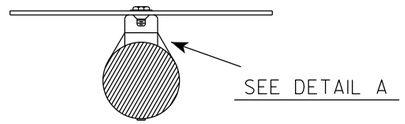
DATE 3/27/97 PLATE NO. A4-11.2

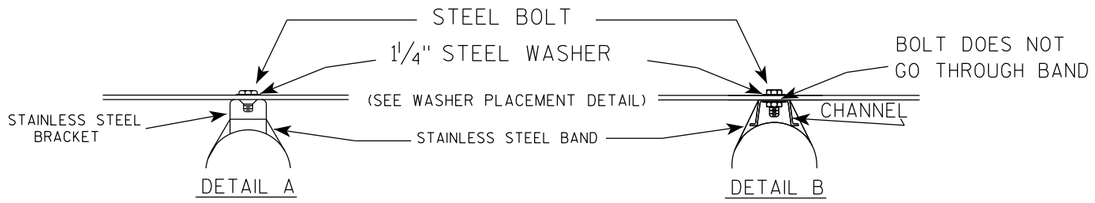
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 210	E

BANDING

SINGLE SIGN



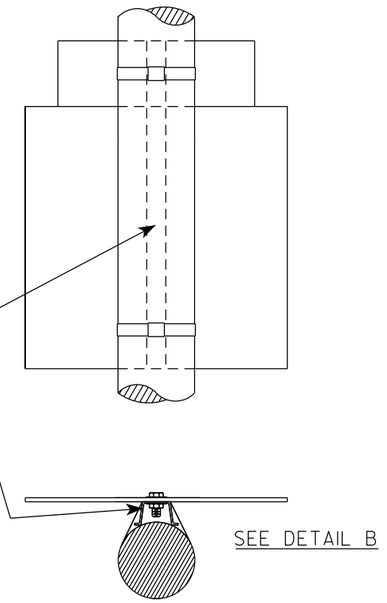




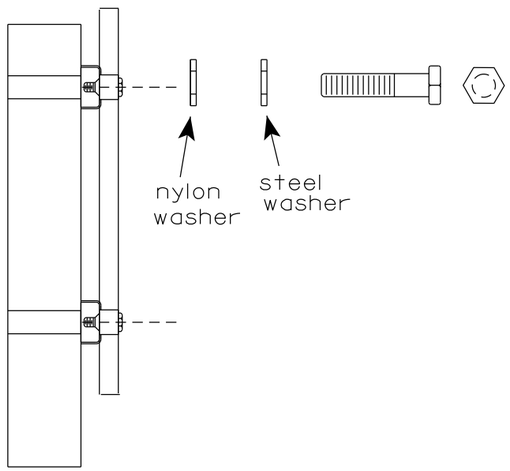
GENERAL NOTES

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

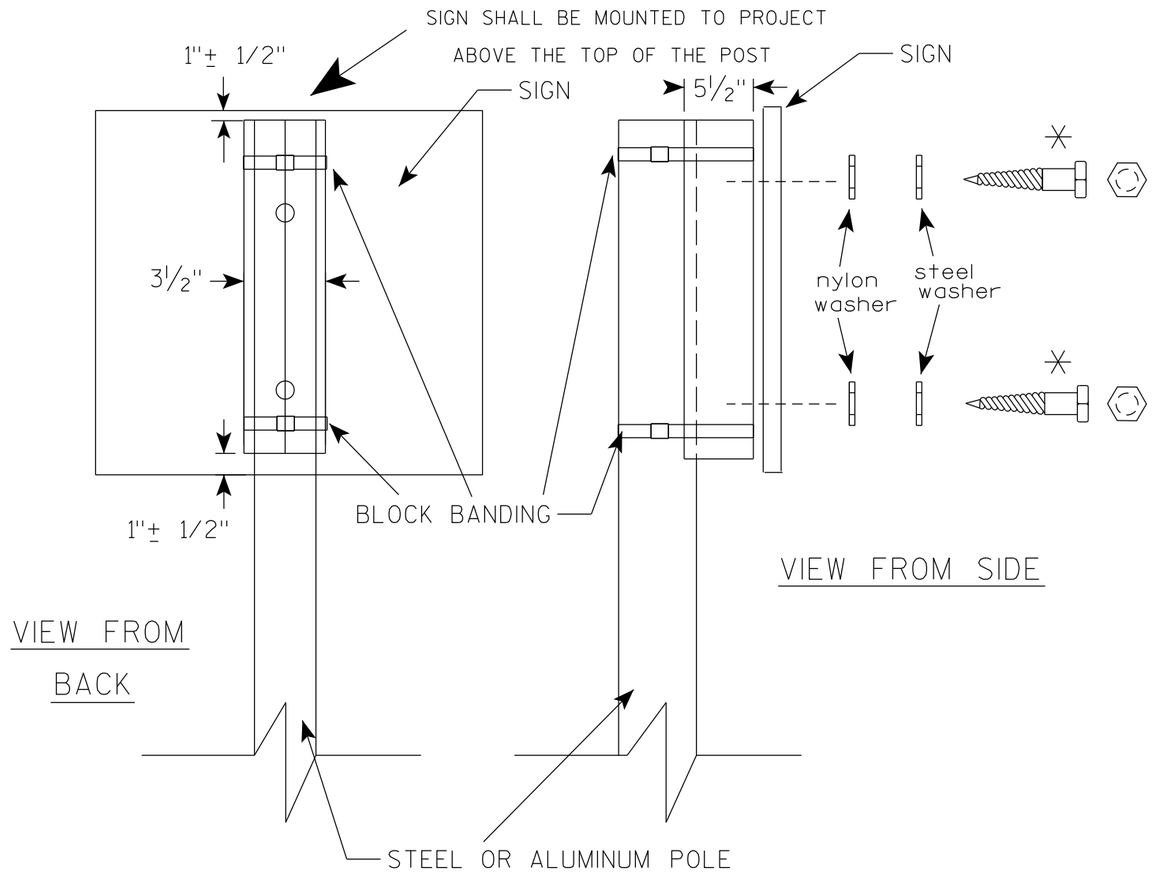
WISCONSIN DEPT OF TRANSPORTATION

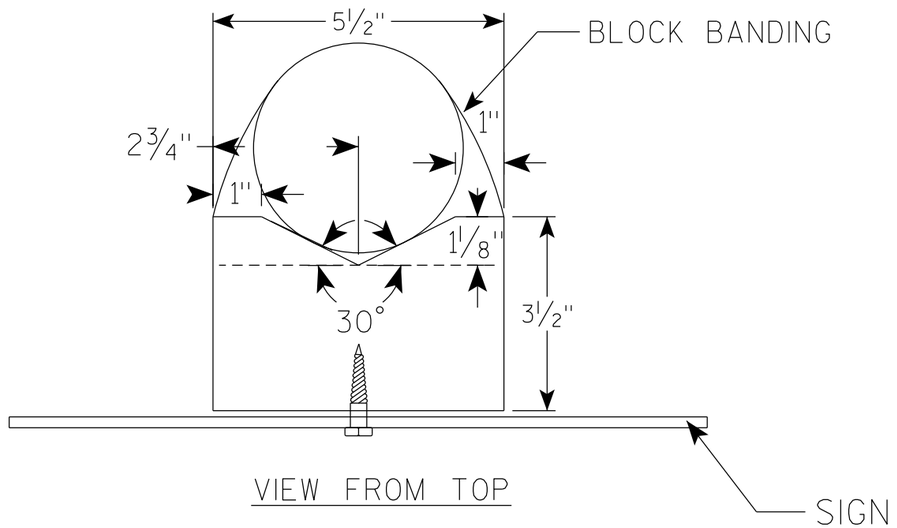
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 211	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





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

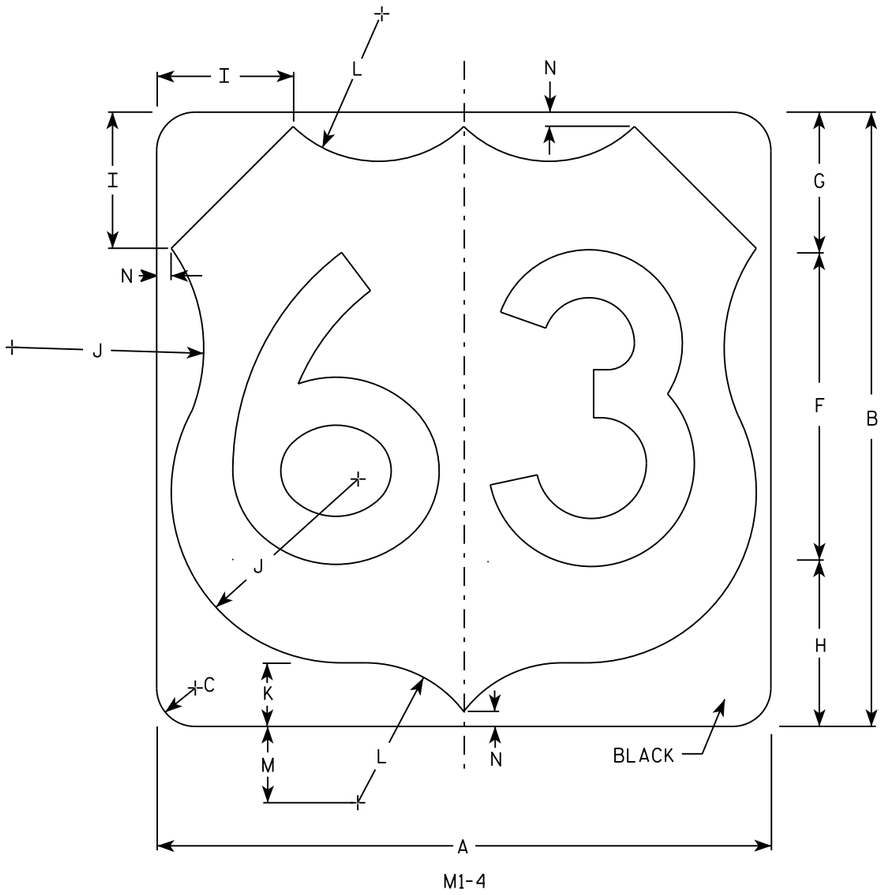
APPROVED Matthew R Rauch
For State Traffic Engineer

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

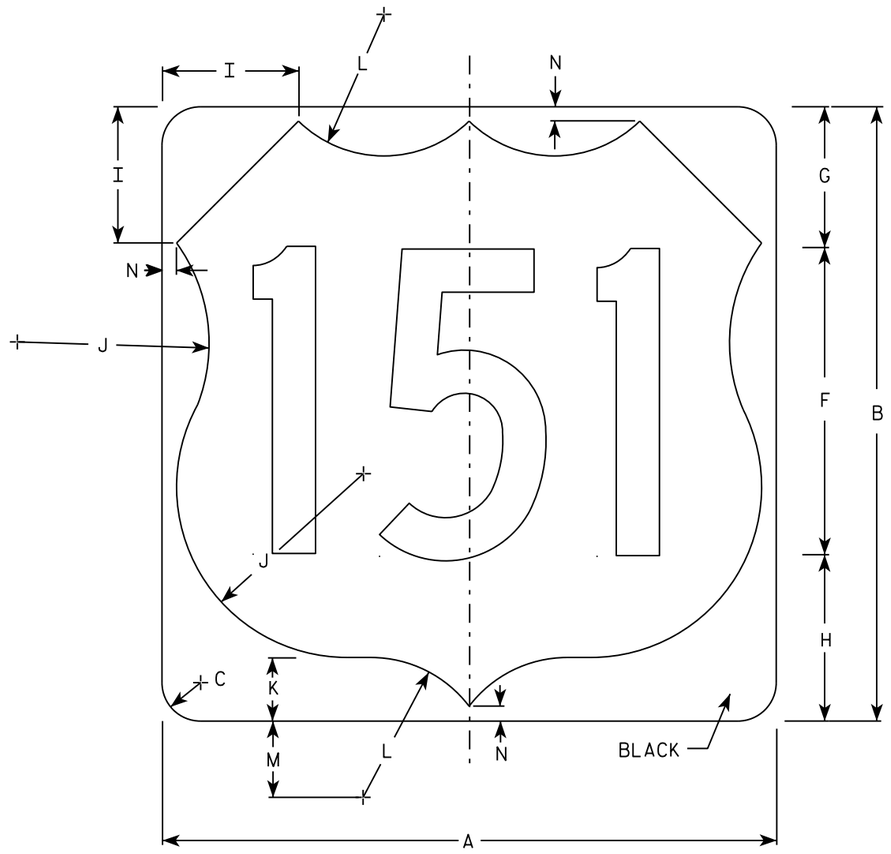
PROJECT NO:				SHEET NO: 212	E

NOTES

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



M1-4



M1-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area Sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

USH MARKER
M1-4 FOR ASSEMBLIES

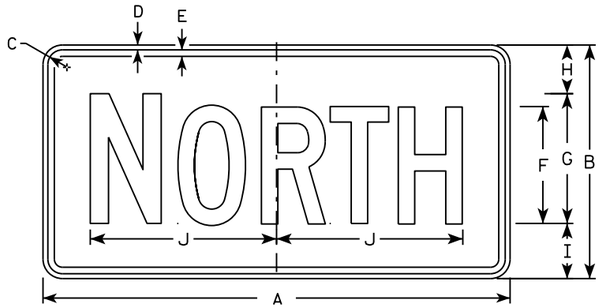
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

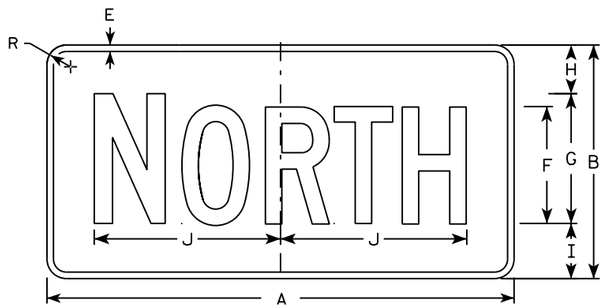
DATE 3/16/18 PLATE NO. M1-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 213 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M14.DGN PLOT DATE : 16-MAR-2018 14:06 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 5.918903:1.000000
WISDOT/CADDS SHEET 42



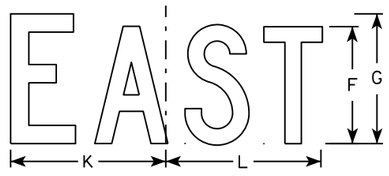
M3-1
MM3-1
MP3-1



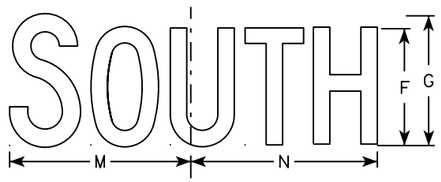
MB3-1
MK3-1
MN3-1



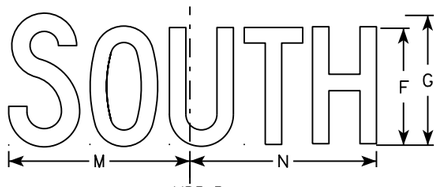
M3-2
MM3-2
MP3-2



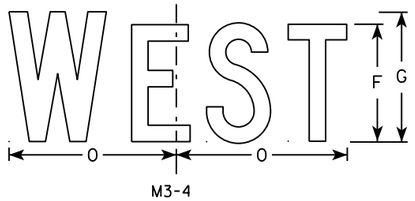
MB3-2
MK3-2
MN3-2



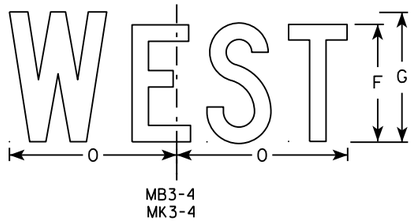
M3-3
MM3-3
MP3-3



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

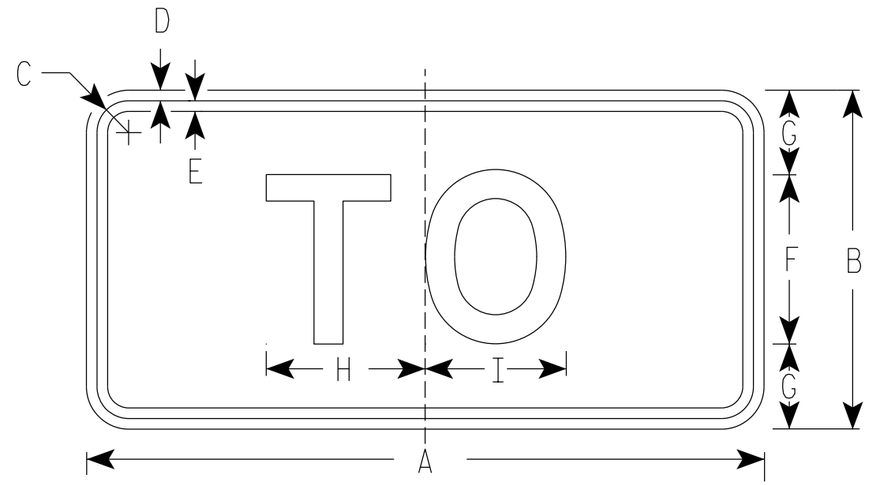
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

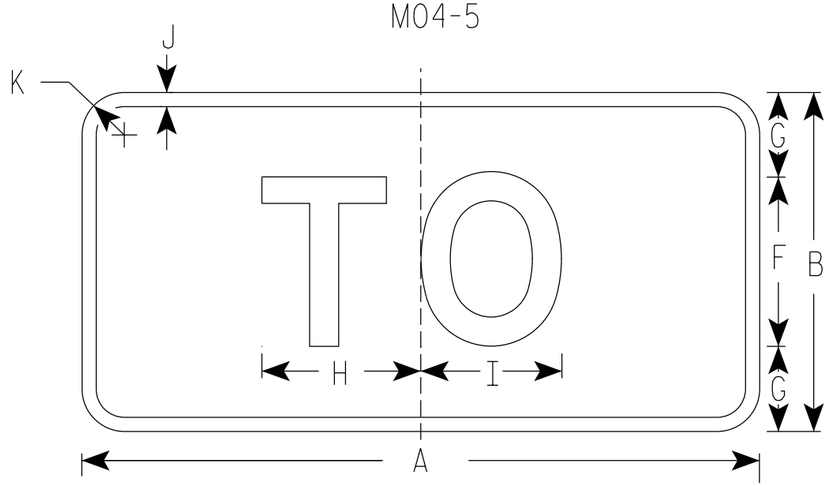
DATE 10/15/15 PLATE NO M3-1.14

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



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
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. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

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	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

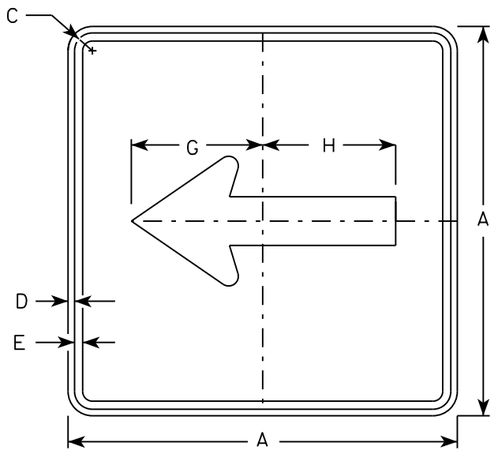
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

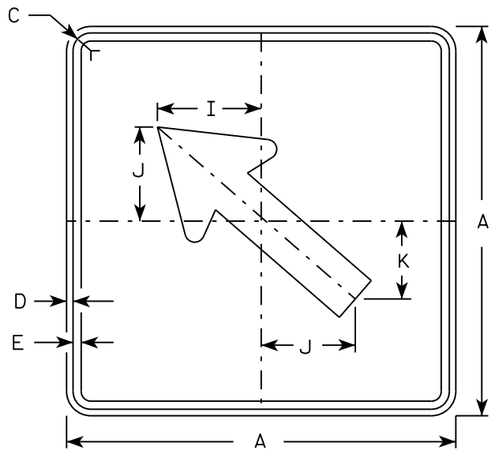
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/7/19 PLATE NO. M4-5.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 | E



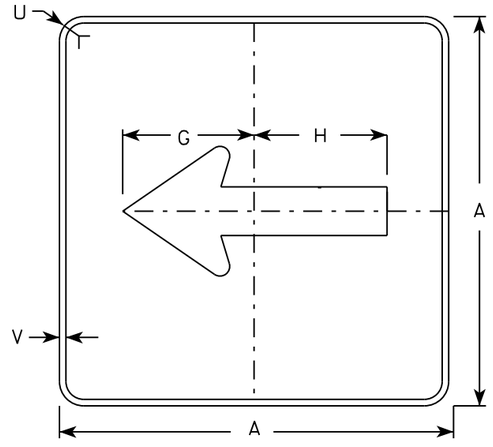
M6-1
MM6-1
MO6-1
MP6-1



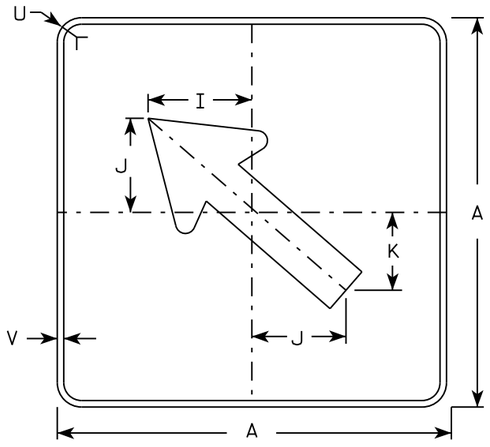
M6-2
MM6-2
MO6-2
MP6-2

NOTES

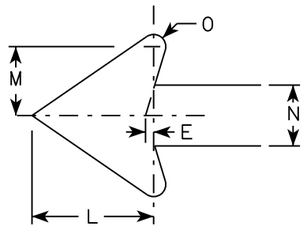
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

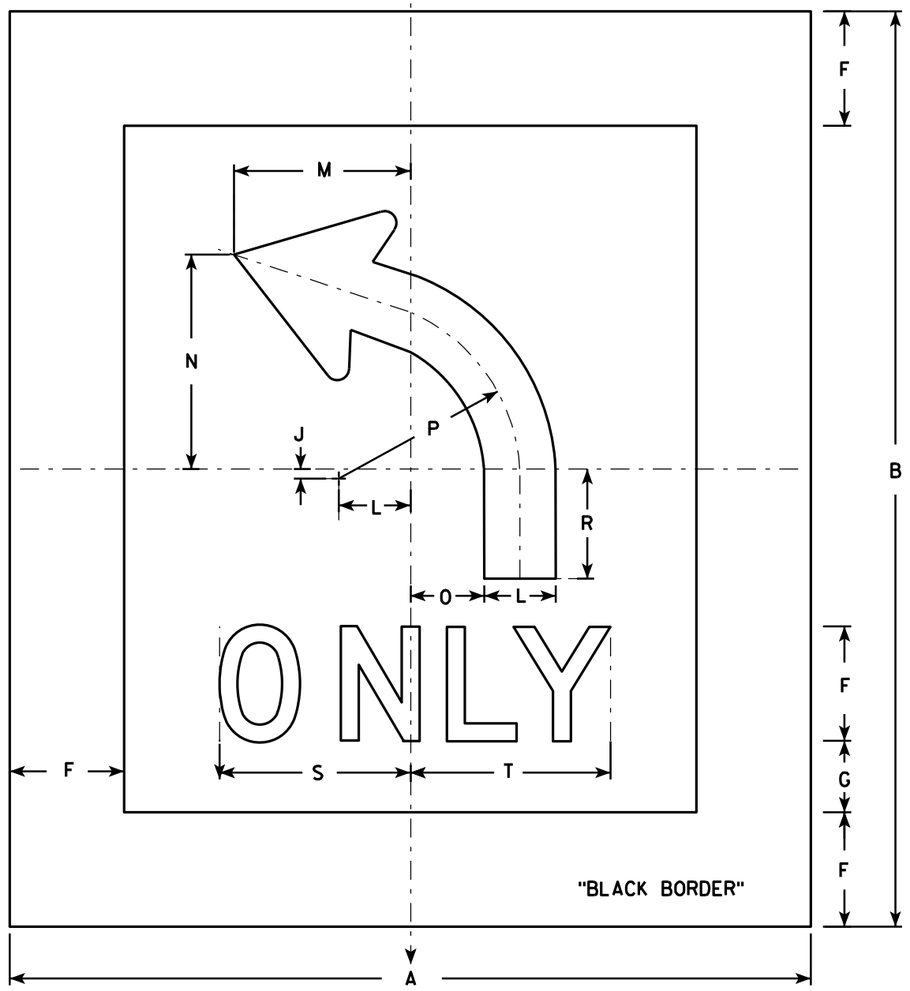
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 216 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

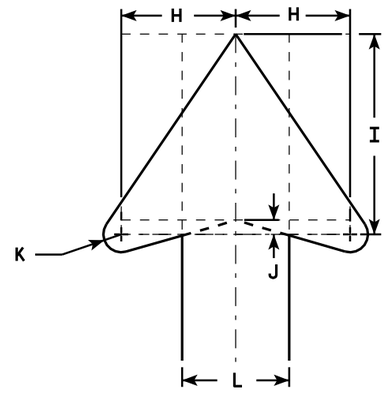
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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																											

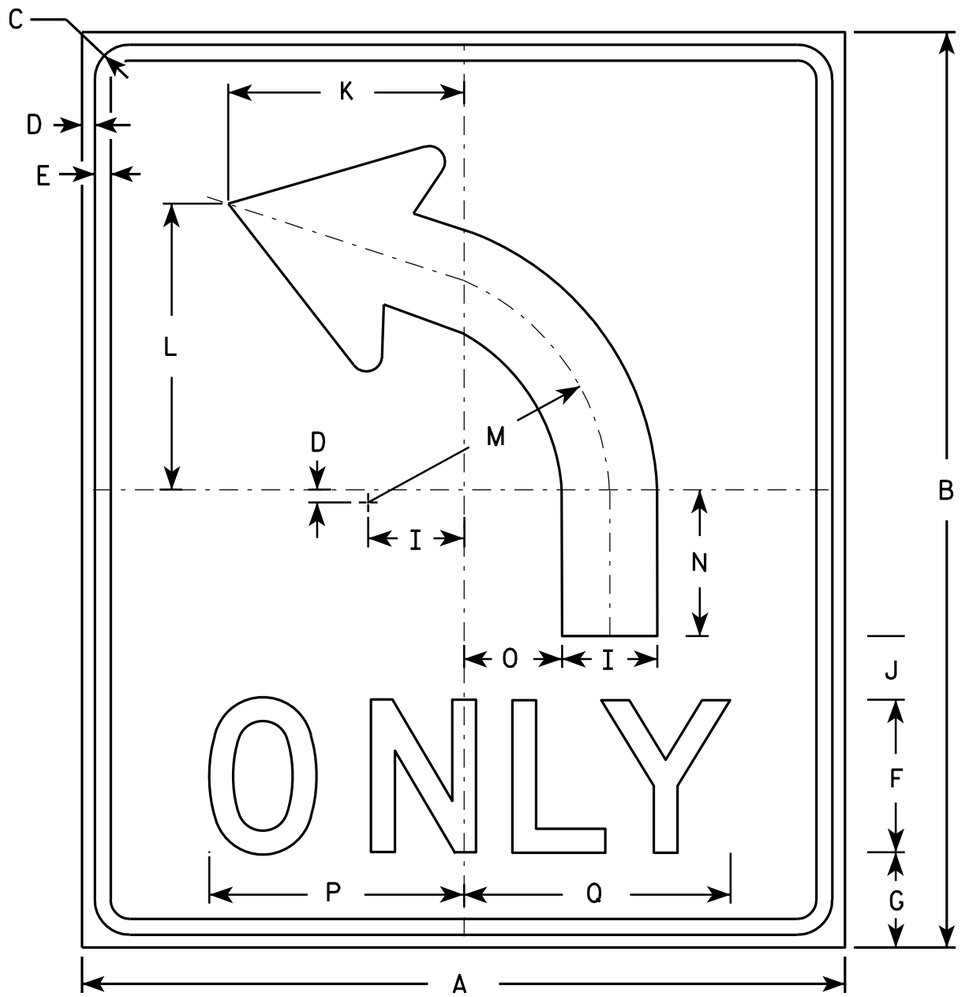
STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

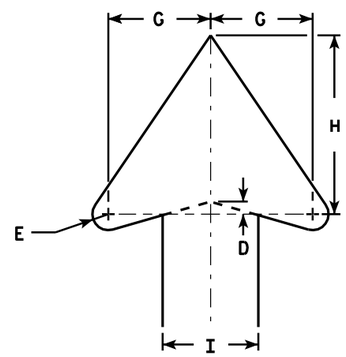
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 217 | E



R3-50L

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. R3-50R is the same as R3-50L except curved portion of arrow points right.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
2M	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
3																											
4																											
5																											

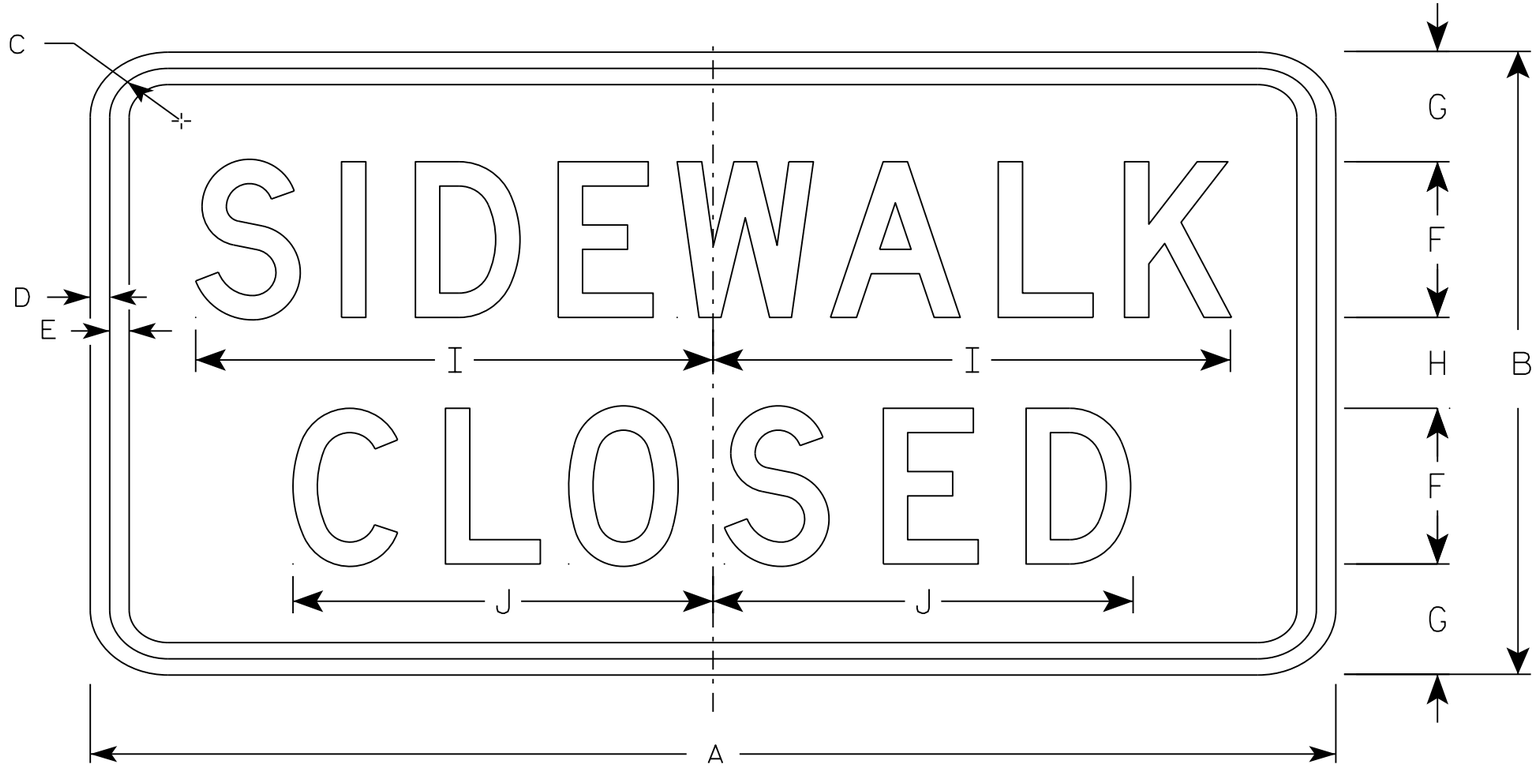
STANDARD SIGN
R3-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-50.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | 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

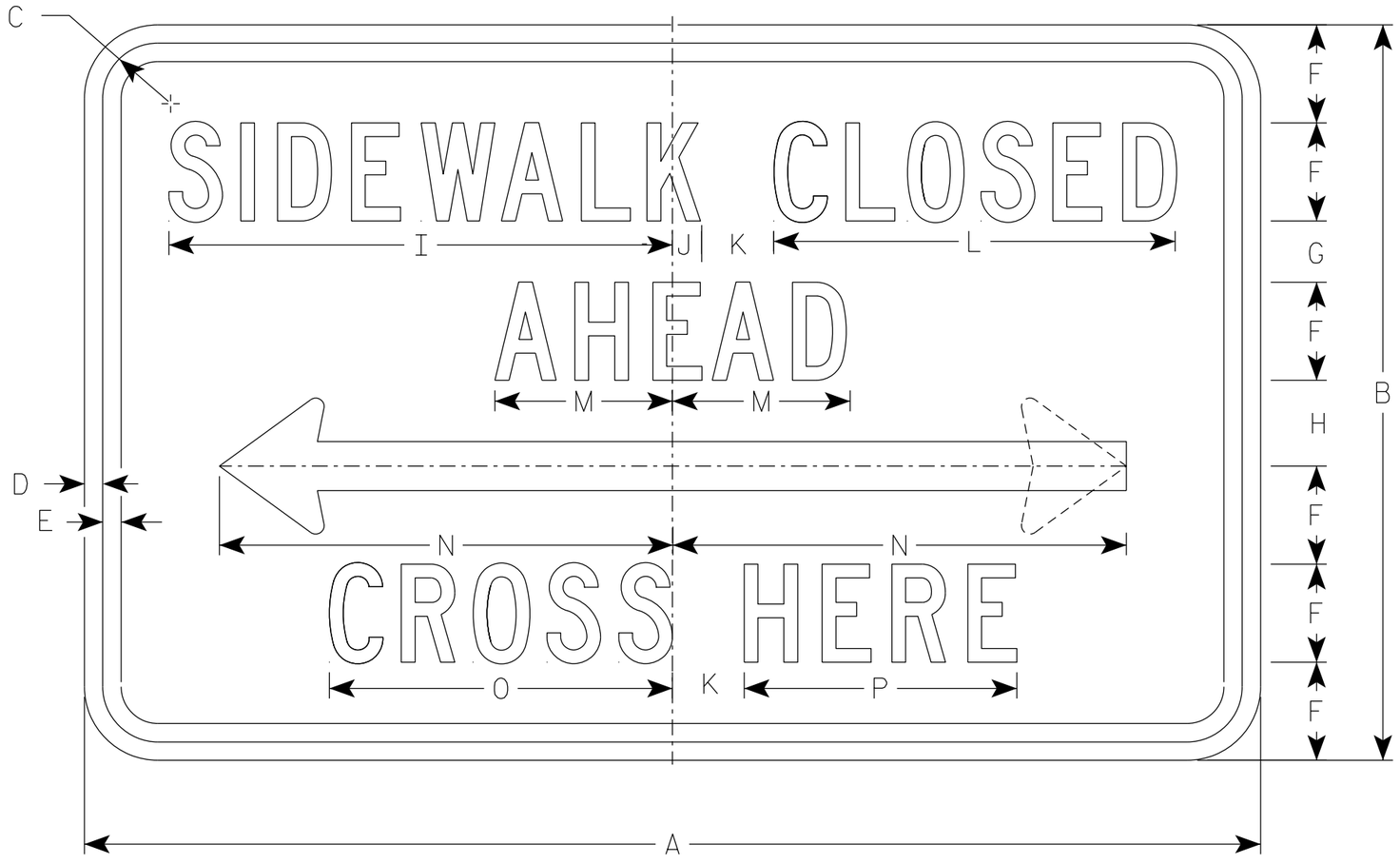
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

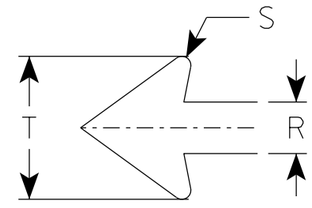
DATE 8/11/16 PLATE 219 R9-9.6

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



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
6. R9-11 D (double arrow)
   R9-11 L (left arrow)
   R9-11 R (right arrow)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

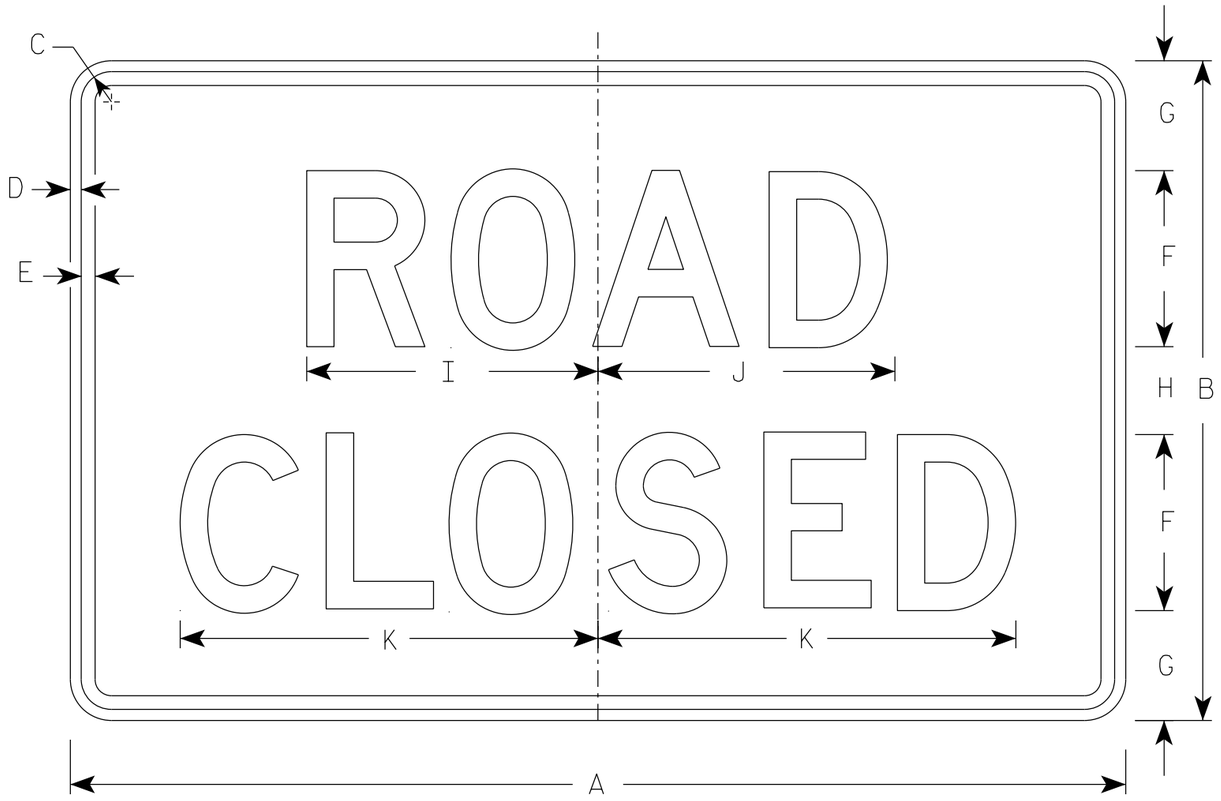
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/30/2021 PLATE NO. R9-11.4

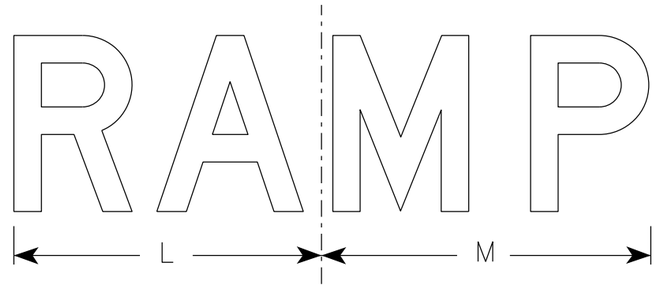
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 220 | E



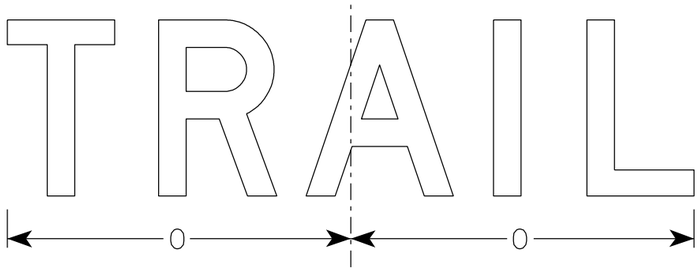
R11-2

NOTES

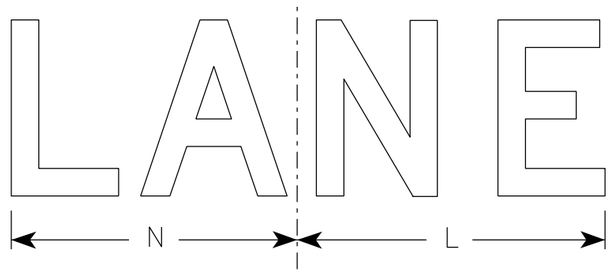
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

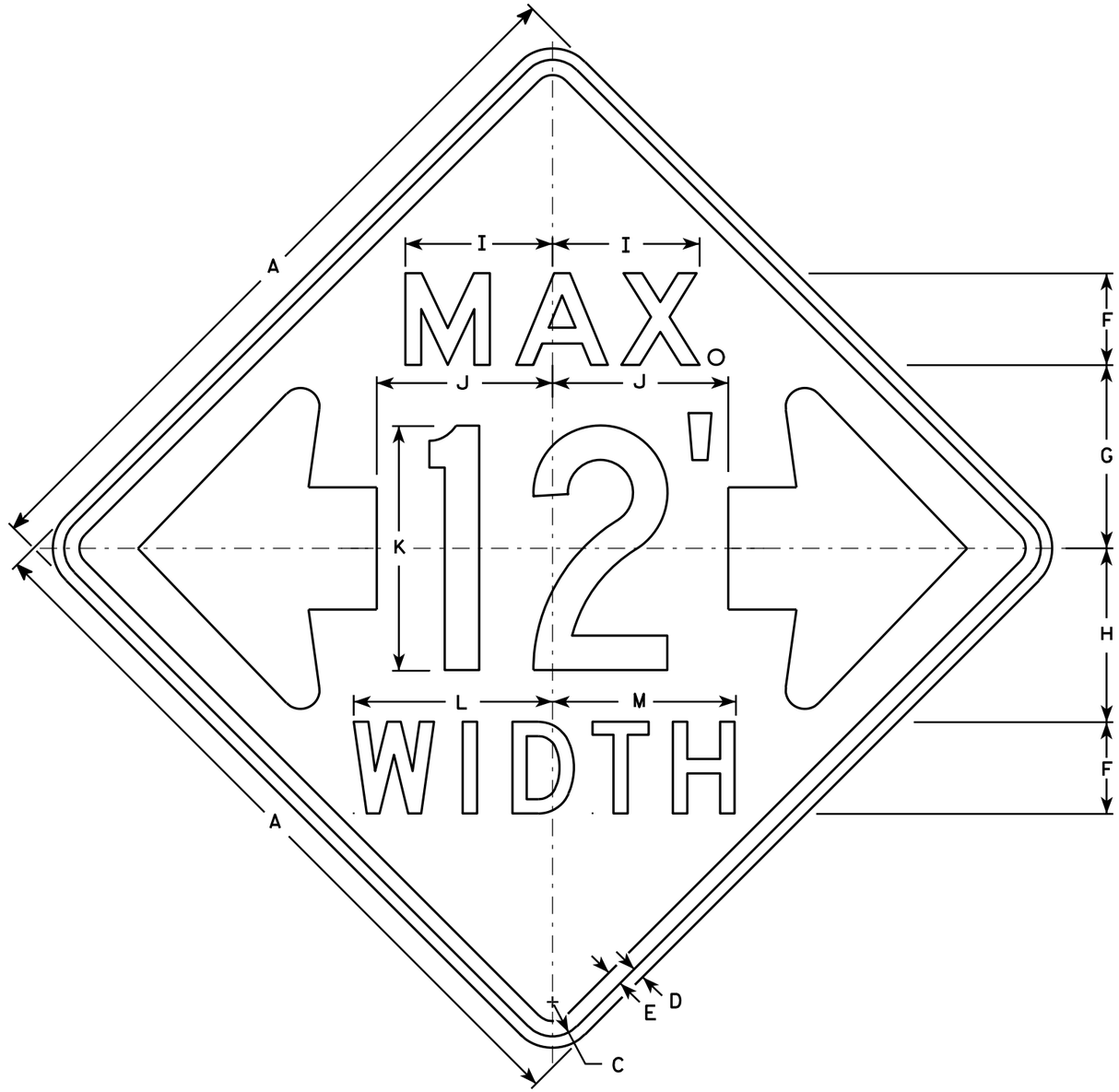
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

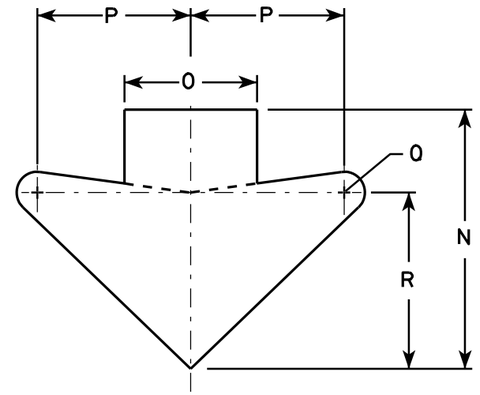
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 221	E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

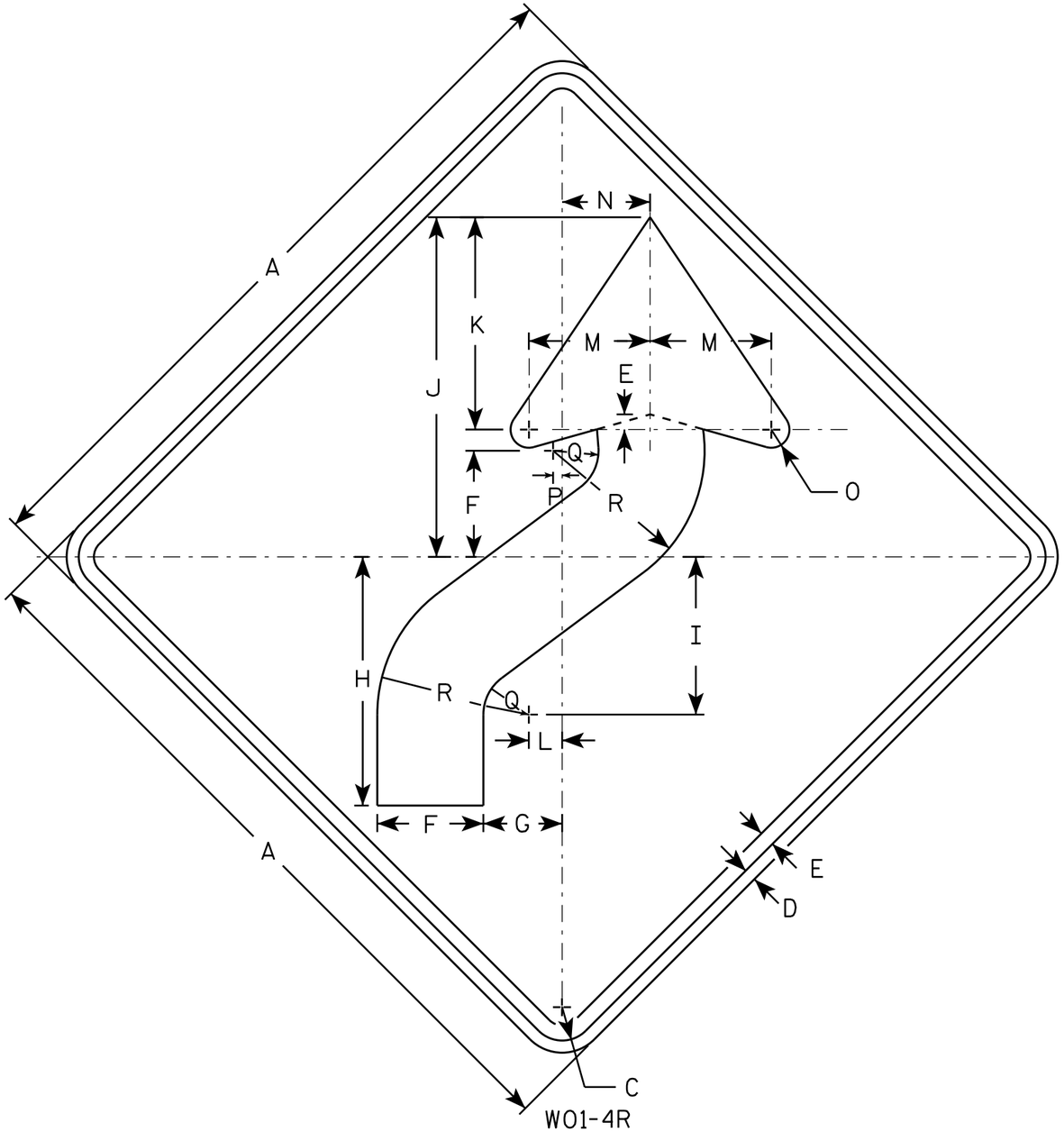
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 222 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



W01-4R

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. W01-4L is the same as W01-4R 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	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

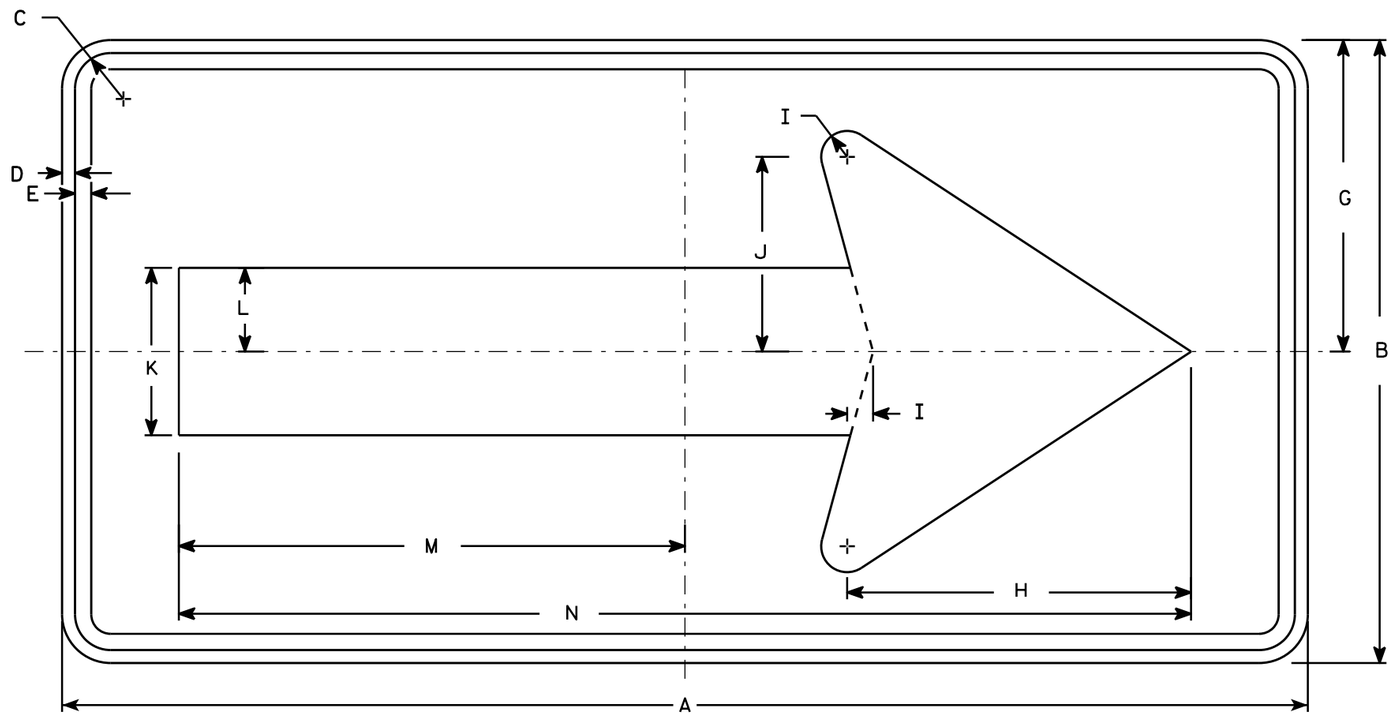
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

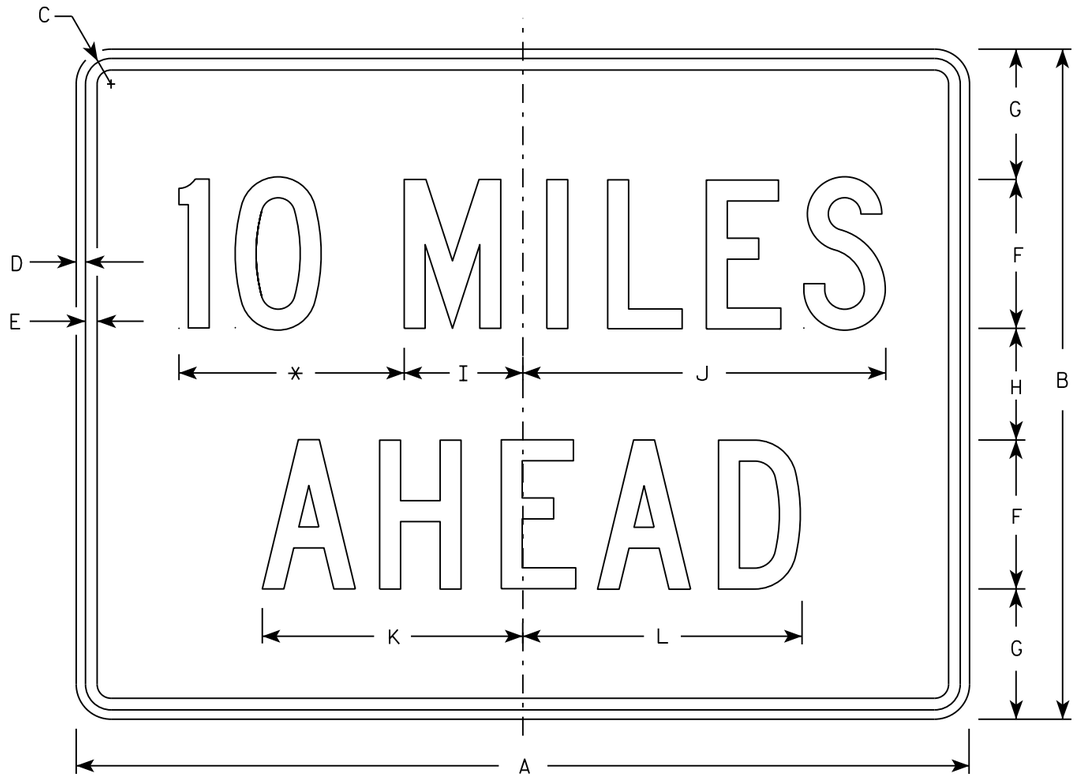
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

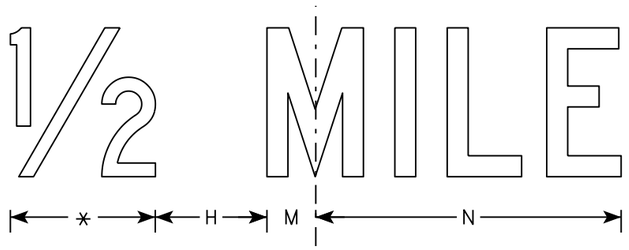
DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 225	E

Division 1 - DIVISION 1-1/CAT. 0010 (STA 263+92'US'-269+90'US'): CURB LINE EXPANSION

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.25	NOTE 8
263+92	0.00	14.97	7.33	0.07	0	0	0	0	0	0
264+00	8.00	15.04	7.33	0.14	4	2	0	4	0	2
264+16.75	16.75	15.51	7.33	0.14	9	5	0	13	0	6
264+50	33.25	18.11	7.33	0.03	21	9	0	34	0	18
265+00	50.00	28.20	7.33	0.00	43	14	0	77	0	47
265+25.029	25.03	39.13	7.33	0.00	31	7	0	108	0	71
265+50	24.97	31.68	7.33	0.00	33	7	0	141	0	97
266+00	50.00	35.92	7.33	0.00	63	14	0	204	0	146
266+50	50.00	43.20	7.33	0.00	73	14	0	277	0	205
266+79.75	29.75	32.47	7.33	0.00	42	8	0	319	0	239
267+00	20.25	32.41	7.33	0.00	24	6	0	343	0	257
267+50	50.00	31.95	7.33	0.00	60	14	0	403	0	303
268+00	50.00	25.22	7.33	3.05	53	14	3	456	4	338
268+50	50.00	20.29	7.33	0.00	42	14	3	498	8	363
269+00	50.00	25.99	7.33	0.00	43	14	0	541	8	392
269+50	50.00	16.87	7.33	0.06	40	14	0	581	8	418
269+87	37.00	16.82	7.33	0.06	23	10	0	604	8	431

Notes:

1 - CUT
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL
3 - FILL
8 - MASS ORDINATE

CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
THIS DOES NOT SHOW UP IN CROSS SECTIONS
DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
MASS ORDINATE = [CUT - SALVAGED PAVT - EXPANDED FILL]

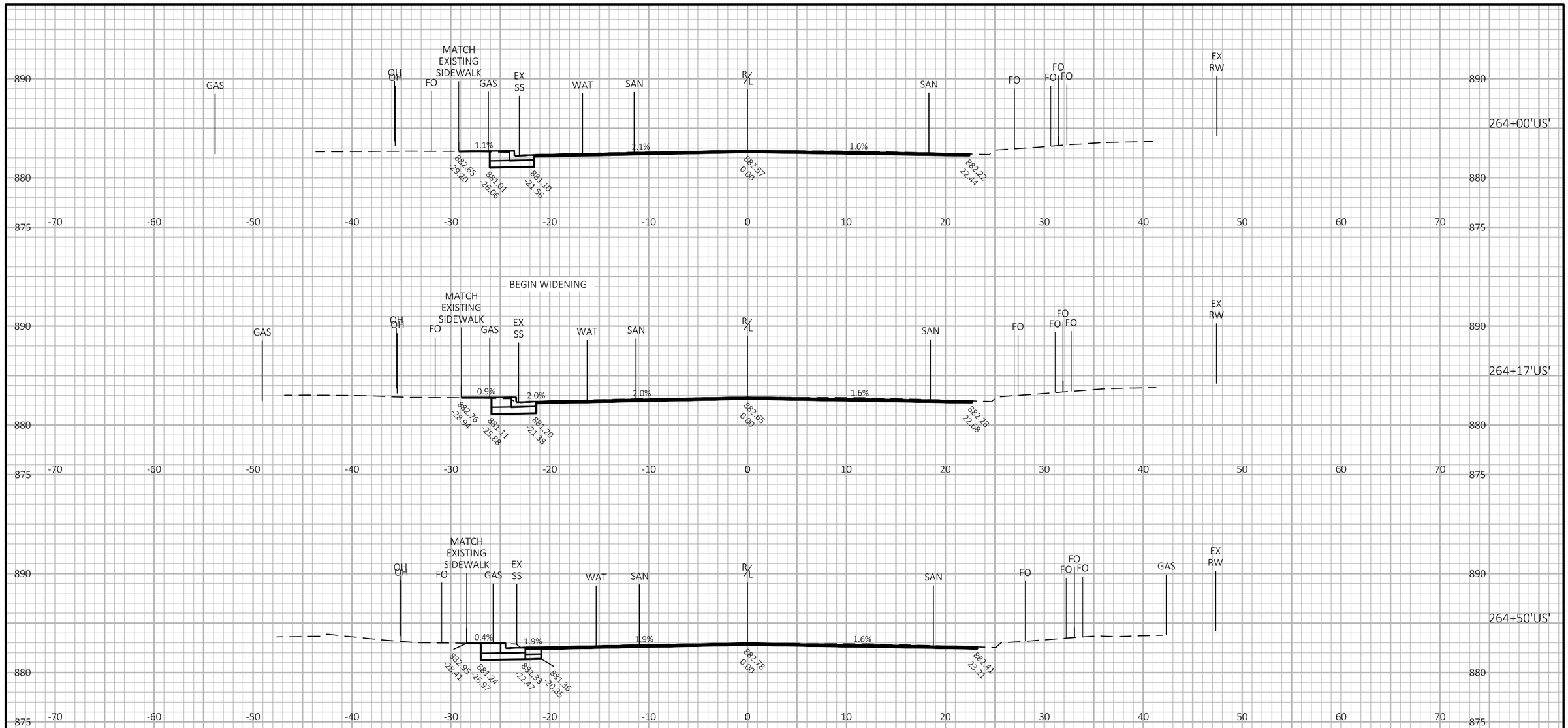
DIVISION 2-1/CAT. 0010 (STA 10+22'FA'-11+89'FA'): 5TH AVENUE CLOSURE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.25	NOTE 8
10+30.854	0.00	1.17	1.17	33.25	0	0	0	0	0	0
10+50	19.15	69.36	69.36	53.02	25	25	31	25	39	-39
11+00	50.00	49.24	49.24	32.90	110	110	80	135	139	-139
11+50	50.00	0.00	0.00	0.00	46	46	30	181	176	-176
11+89.171	39.17	0.02	0.02	0.00	0	0	0	181	176	-176

Notes:

1 - CUT
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL
3 - FILL
8 - MASS ORDINATE

CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
THIS DOES NOT SHOW UP IN CROSS SECTIONS
DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
MASS ORDINATE = [CUT - SALVAGED PAVT - EXPANDED FILL]



9

9

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	CROSS SECTIONS: CURB LINE EXPANSION	SHEET 227	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

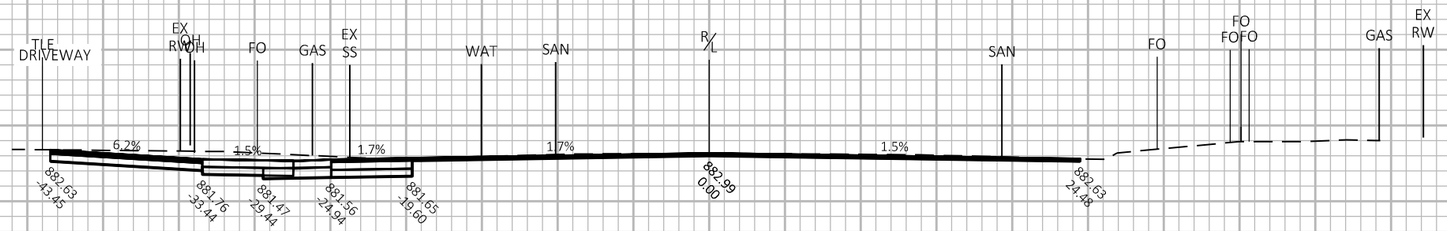
PLOT DATE : 1/31/2022 2:00 PM

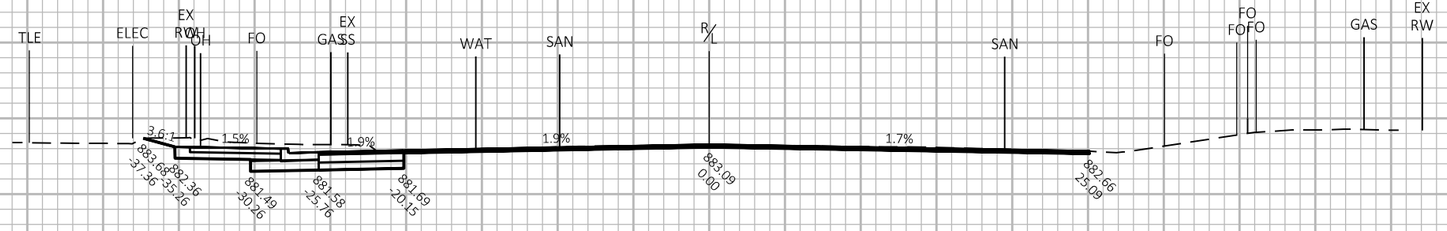
PLOT BY : KL ENGINEERING

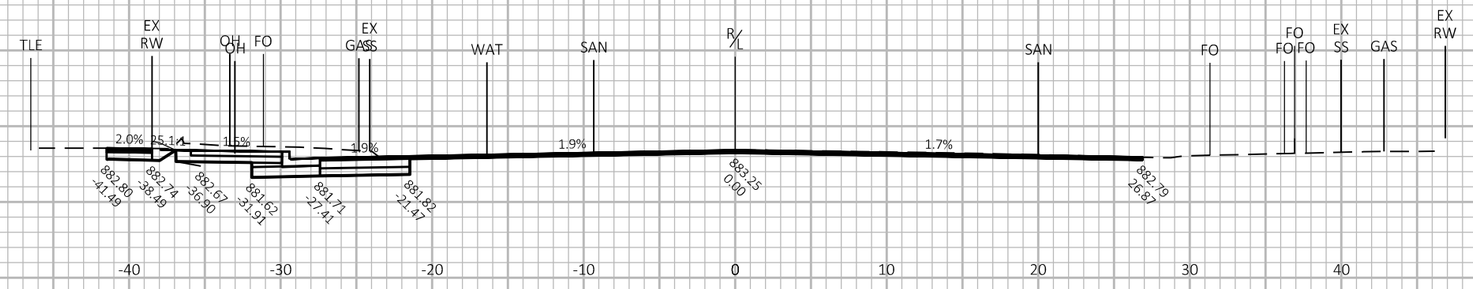
PLOT NAME :

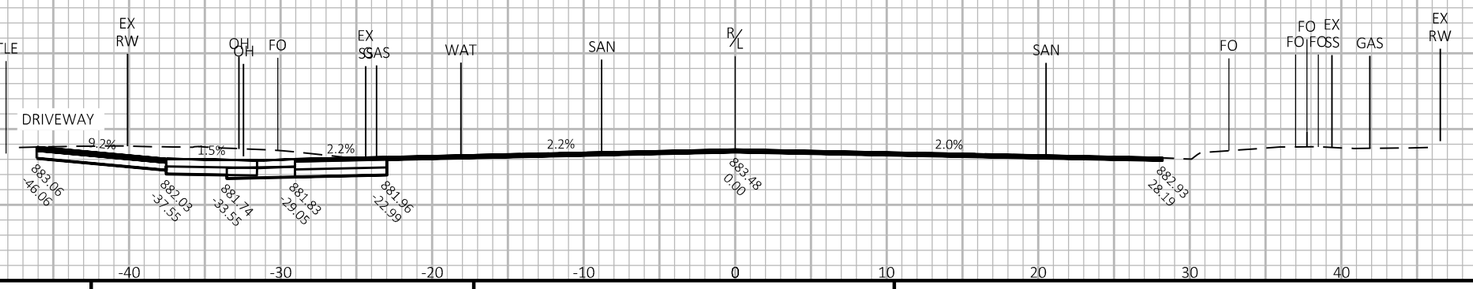
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









9

9

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	CROSS SECTIONS: CURB LINE EXPANSION	SHEET 228	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 1/31/2022 2:00 PM

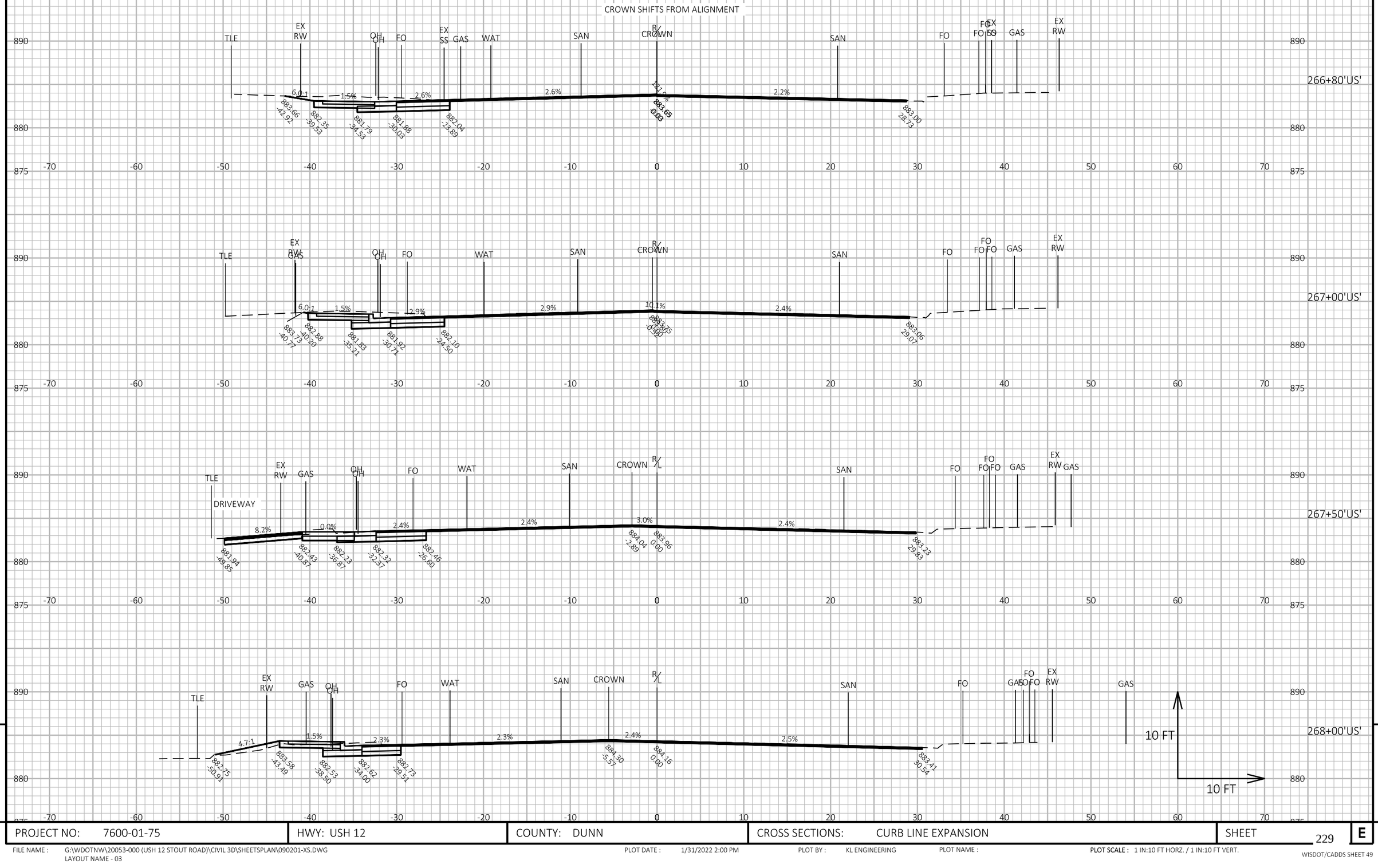
PLOT BY : KL ENGINEERING

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

CROWN SHIFTS FROM ALIGNMENT

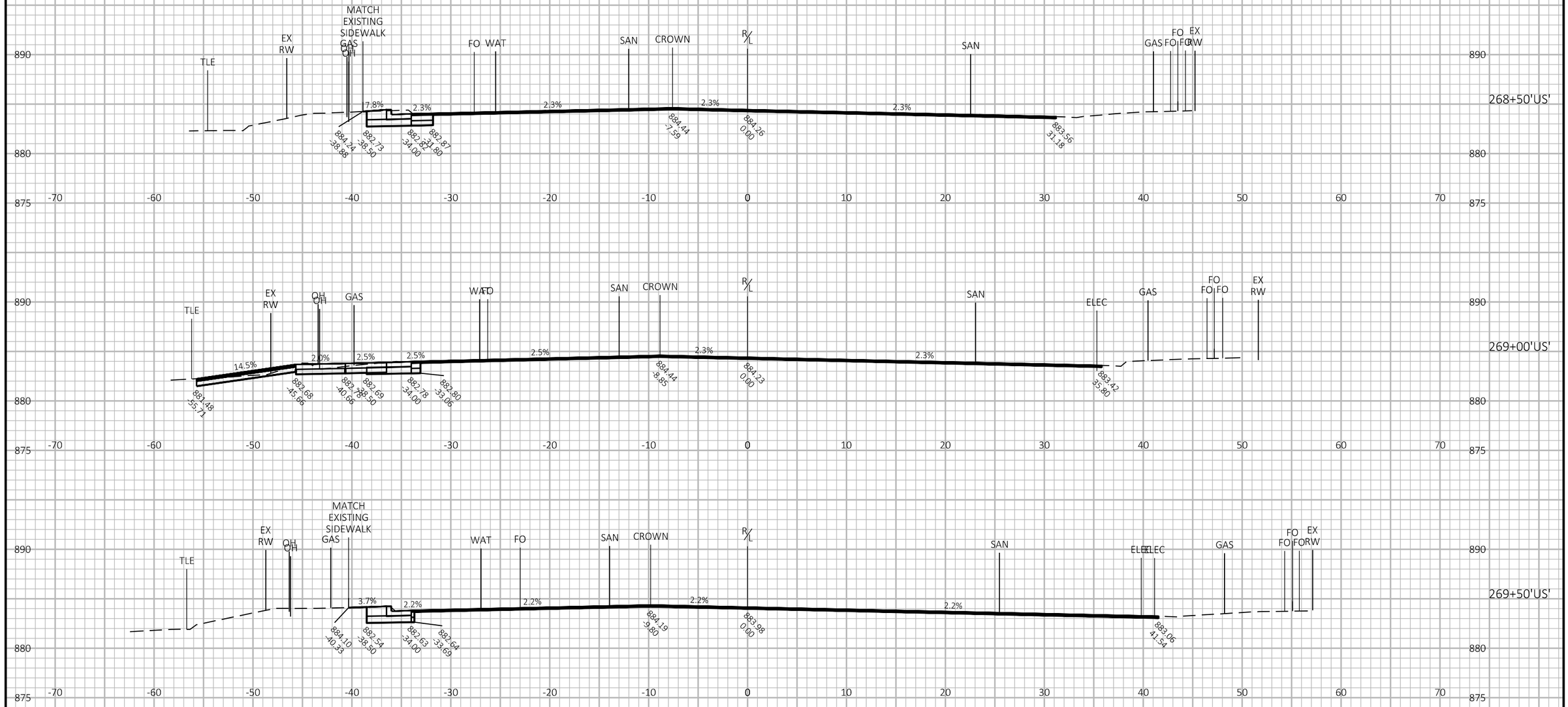


PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	CROSS SECTIONS: CURB LINE EXPANSION	SHEET 229	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 1/31/2022 2:00 PM PLOT BY : KL ENGINEERING PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	CROSS SECTIONS: CURB LINE EXPANSION	SHEET 230	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 1/31/2022 2:00 PM

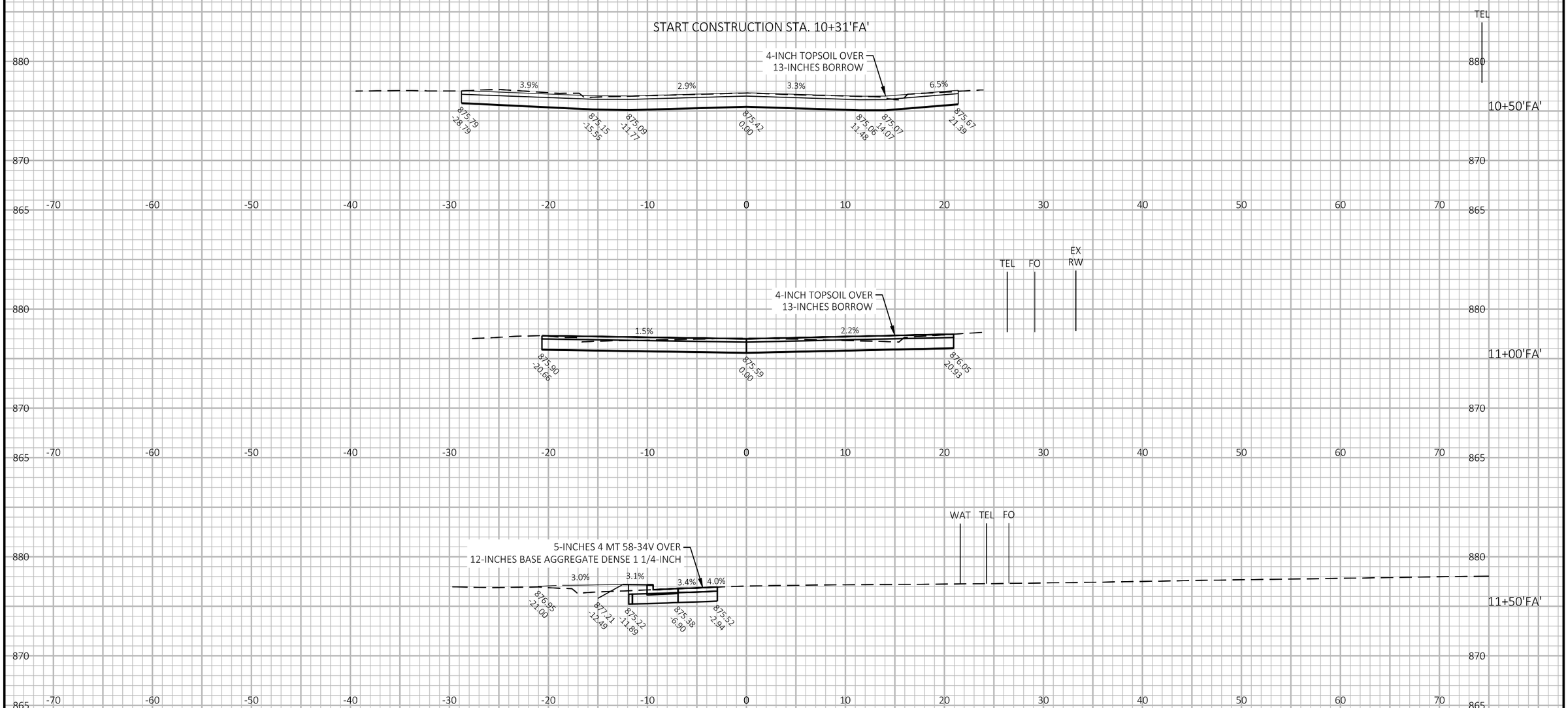
PLOT BY : KL ENGINEERING

PLOT NAME :

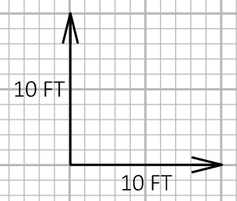
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

START CONSTRUCTION STA. 10+31'FA'



END CONSTRUCTION STA. 11+89'FA'



9

9

PROJECT NO: 7600-01-75	HWY: USH 12	COUNTY: DUNN	CROSS SECTIONS: 5TH AVE CLOSURE	SHEET 231	E

FILE NAME : G:\WDOTNW\20053-000 (USH 12 STOUT ROAD)\CIVIL 3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 1/31/2022 2:00 PM

PLOT BY : KL ENGINEERING

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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through innovation and exceptional service.

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