RHI

Dec 13, 2022

PROJECT ID: 9040-03-71

WITH: N/A

COUNTY: ONEIDA

ORDER OF SHEETS

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

TOTAL SHEETS = 524



31

N

DESIGN DESIGNATION			USH 8- N. SHORE DR.	N. SHORE DR.- STEVENS ST.
A.A.D.T.	(2025)	=	5,900	12,700
A.A.D.T.	(2045)	=	7,300	15,700
D.H.V.		=	840	1,711
D.D.		=	59/41	59/41
T.		=	18.4%	8.9%
DESIGN SPEED		=	50 mph	40 mph
ESALS		=	3,600,000	3,500,000

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

RHINELANDER - EAGLE RIVER

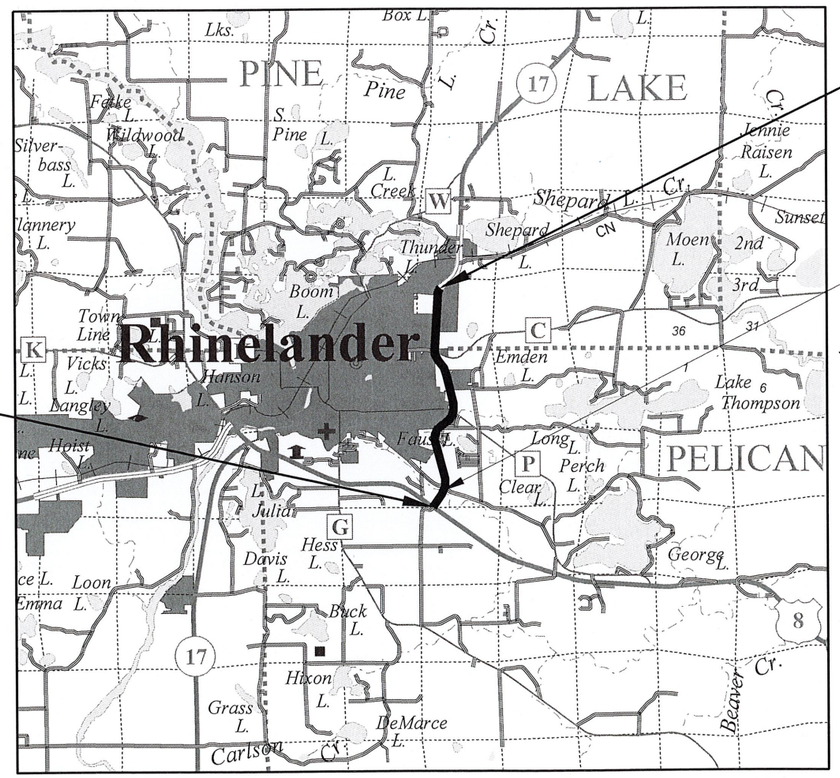
USH 8 TO STEVENS STREET

STH 17

ONEIDA COUNTY

STATE PROJECT NUMBER
9040-03-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9040-03-71	WISC 2023115	1



BEGIN PROJECT
STA. 4+54.87NB
Y = 156405.376
X = 271301.796

END PROJECT
STA. 173+00NB

NET EXCEPTION TO CL LENGTH
STA 15+35.51NB - STA 17+54.32NB
STRUCTURE B-43-0047

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 3.149 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), ONEIDA 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.

ORIGINAL PLANS PREPARED BY

AYRES

WISCONSIN
ANDREW C. DANA
34172
OCONTO, WI
PROFESSIONAL ENGINEER

DATE: 7-20-2022

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AYRES
Designer	AYRES
Project Manager	STACY HAGENBUCHER
Regional Examiner	ZACH GRULING
Regional Supervisor	KAI KILEN

APPROVED FOR THE DEPARTMENT

DATE: 7/26/22 (Signature)

E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\010101 TI.DWG

PLOT DATE : 7/20/2022 8:19 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

GENERAL NOTES

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

RESHAPE AND SEEDING OF ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS OUTSIDE OF THE ENGINEER DETERMINED CONSTRUCTION LIMITS ARE INCIDENTAL TO THE CONTRACT.

CURB AND GUTTER ELEVATIONS ARE ALONG THE FLANGE LINE UNLESS OTHERWISE NOTED. RADIUS POINTS, UNLESS OTHERWISE NOTED, ARE TO THE FLANGE OF THE CURB.

CURVE DATA IS BASED ON ARC DEFINITION.

BEARINGS SHOWN ON THIS PLAN ARE TRUE BEARINGS.

PROPERTY LINES SHOWN ARE APPROXIMATE.

ANY DOWEL BARS, TIE BARS, REINFORCEMENT, OR TERMINAL ANCHORS, FOUND IN EXISTING PAVEMENT WILL BE INCIDENTAL TO THE ITEM "REMOVING CONCRETE PAVEMENT".

UTILITY CONTACTS

* ATC TRANSMISSION COMPANY - ELECTRICITY
ATTN: DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
PHONE: 608-887-7650
EMAIL: DVOSBERG@ATCLLC.COM

* FRONTIER COMMUNICATIONS OF WI LLC - COMMUNICATION LINE
ATTN: JEREMY ZEHM
1651 N 14TH AVE
WAUSAU, WI 54401
PHONE: 715-743-9243
EMAIL: JEREMYZEHM@FTR.COM

* NSIGHT TELSERVICES - COMMUNICATION LINE
ATTN: RICK VINCENT
470 SECURITY BLVD
GREEN BAY, WI 54313
PHONE: 920-617-7316
EMAIL: RICK.VINCENT@NSIGHT.COM

* SPECTRUM MID-AMERICA, LLC. - COMMUNICATION LINE
ATTN: HAROLD MOORE
821 LINCOLN STREET
RHINELANDER, WI 54501
PHONE: 715-216-0348
EMAIL: HAROLD.MOORE@CHARTER.COM

* RHINELANDER WATER DEPT. - WATER
ATTN: THOMAS ROESER
1032 COON STREET
RHINELANDER, WI 54501
PHONE: 715-365-8624 EXT 2 CELL: 715-437-0473
E-MAIL: TROESER@RHINELANDERWI.US

* RHINELANDER WATER DEPT. - SEWER
ATTN: THOMAS ROESER
1032 COON STREET
RHINELANDER, WI 54501
PHONE: 715-365-8624 EXT 2 CELL: 715-437-0473
E-MAIL: TROESER@RHINELANDERWI.US

* WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRICITY
ATTN: KEVIN TerMAAT
P.O. BOX 1166
WAUSAU, WI 54401-1166
PHONE: 715-848-7353
EMAIL: KEVIN.TERMAAT@WISCONSINPUBLICSERVICE.COM

* WISCONSIN PUBLIC SERVICE CORPORATION - GAS/PETROLEUM
ATTN: CHRIS GILMAN
2027 NAVAJO STREET
P.O. BOX 160
RHINLANDER, WI 54501
PHONE: 715-369-7133
CELL: 715-490-4153
EMAIL: CHRIS.GILMAN@WISCONSINPUBLICSERVICE.COM

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 = 84.00 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 28.69 ACRES
SOIL GROUP A, A/D & C

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

*-MEMBER OF DIGGERS HOTLINE

PROJECT CONTACTS

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
NORTH REGION HEADQUARTERS
ATTN: WENDY HENNIGES
107 SUTLIFF
RHINELANDER, WI 54501
PHONE: (715) 365-8916
EMAIL: WENDY.HENNIGES@WISCONSIN.GOV

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PLAN GRADES
PLAN OFFSETS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
MOVING SIGNS
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT DIAGRAM

2

N

CITY OF RHINELANDER

8 COMMON RD

PELICAN RIVER

OLD 8 RD

10NB 20NB 30NB 40NB 50NB 60NB 70NB 80NB 90NB 100NB 110NB 120NB 130NB 140NB 150NB 160NB 170NB

20OE 30L 40E 50E 60CCE 50W 50E 70S

17

LINCOLN ST

EISENHOWER PKWY

SPRING RD

OHLSON RD

VAN NOCKER RD

TIMBER DRIVE

E WINNEBAGO ST

NAVAJO ST

SHAWNEE LN

N STEVENS ST

NET EXCEPTION TO CL LENGTH
STA 15+35.51NB - STA 17+54.32NB
STRUCTURE B-43-0047

BEGIN PROJECT 9040-03-71
STA. 4+54.87NB
Y=156405.376
X=271301.796

END PROJECT 9040-03-71
STA. 173+00.00NB
Y=171865.082
X=272326.502

OLD 8 RD

FAUST LAKE

COUNTY P

FAUST LAKE RD

NORTH SHORE DR

COUNTY C

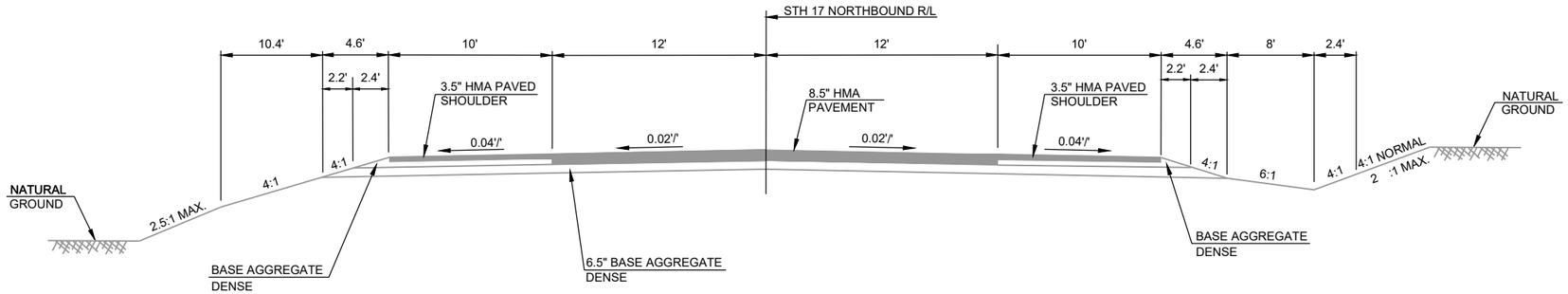
MINNOW LAKE

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\020201 PO.DWG
LAYOUT NAME - 020201 po

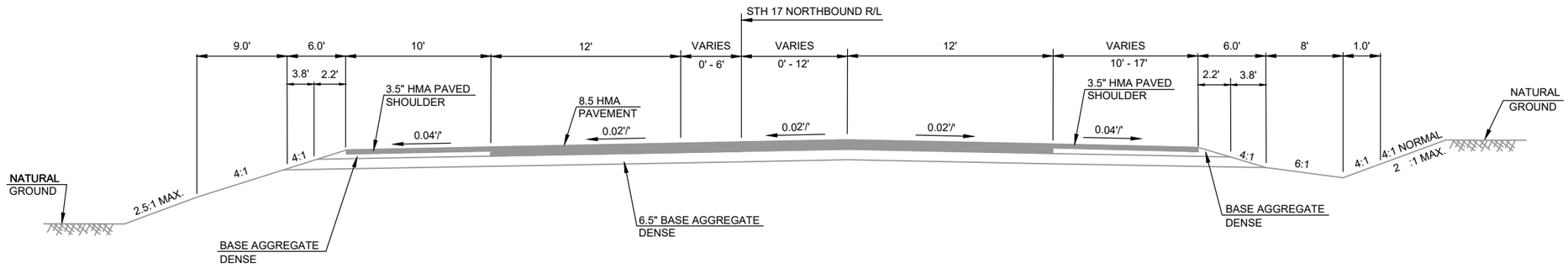
PLOT DATE : 7/28/2022 10:59 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:1000 FT

2



EXISTING TYPICAL SECTION FOR STH 17

STA. 4+54+87NB - STA. 28+36.89NB



EXISTING TYPICAL SECTION FOR STH 17

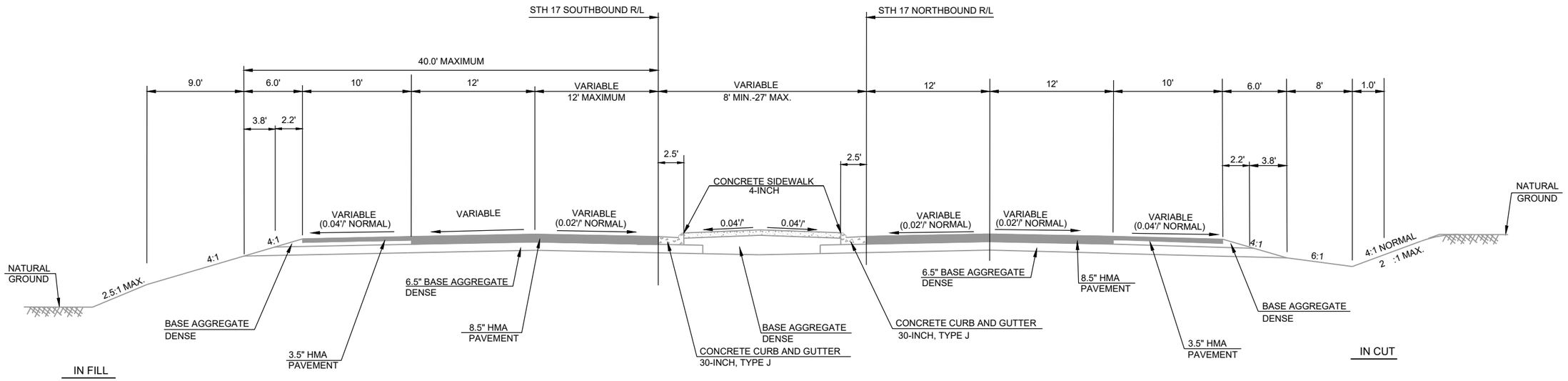
STA. 28+36.89NB - STA. 44+43.21NB

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 4	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\020301 TS.DWG
LAYOUT NAME - 020301 ts

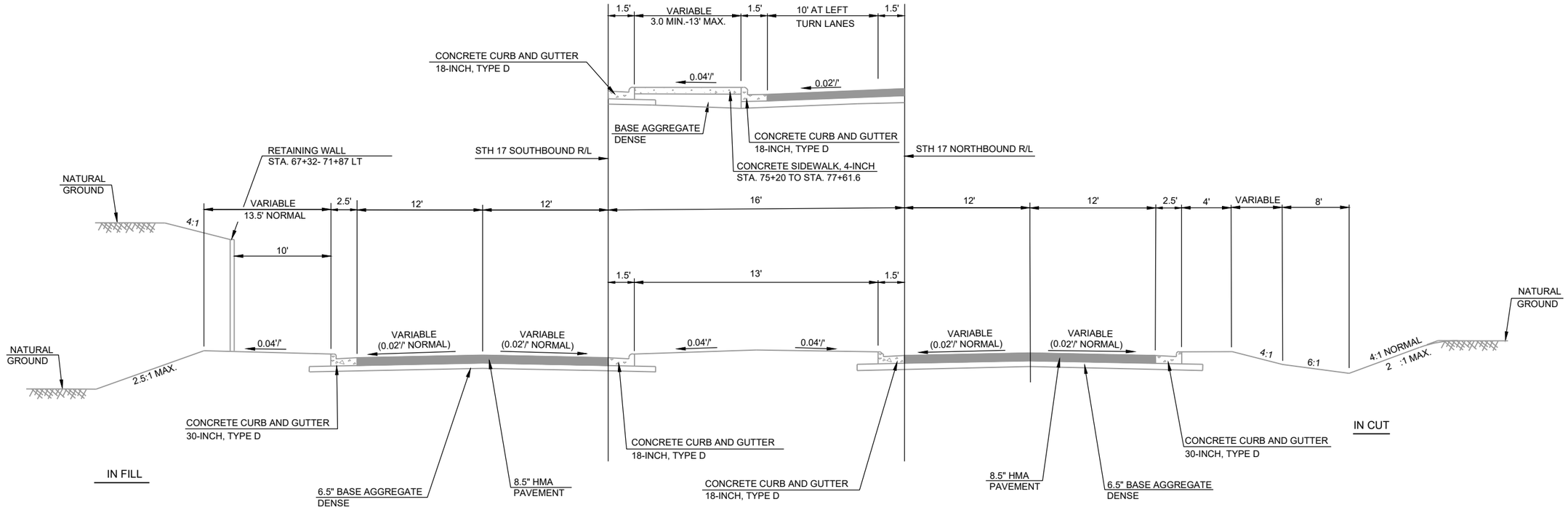
PLOT DATE : 7/28/2022 10:59 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



EXISTING TYPICAL SECTION FOR STH 17

STA. 44+43.21NB - STA. 60+14.3NB



EXISTING TYPICAL SECTION FOR STH 17

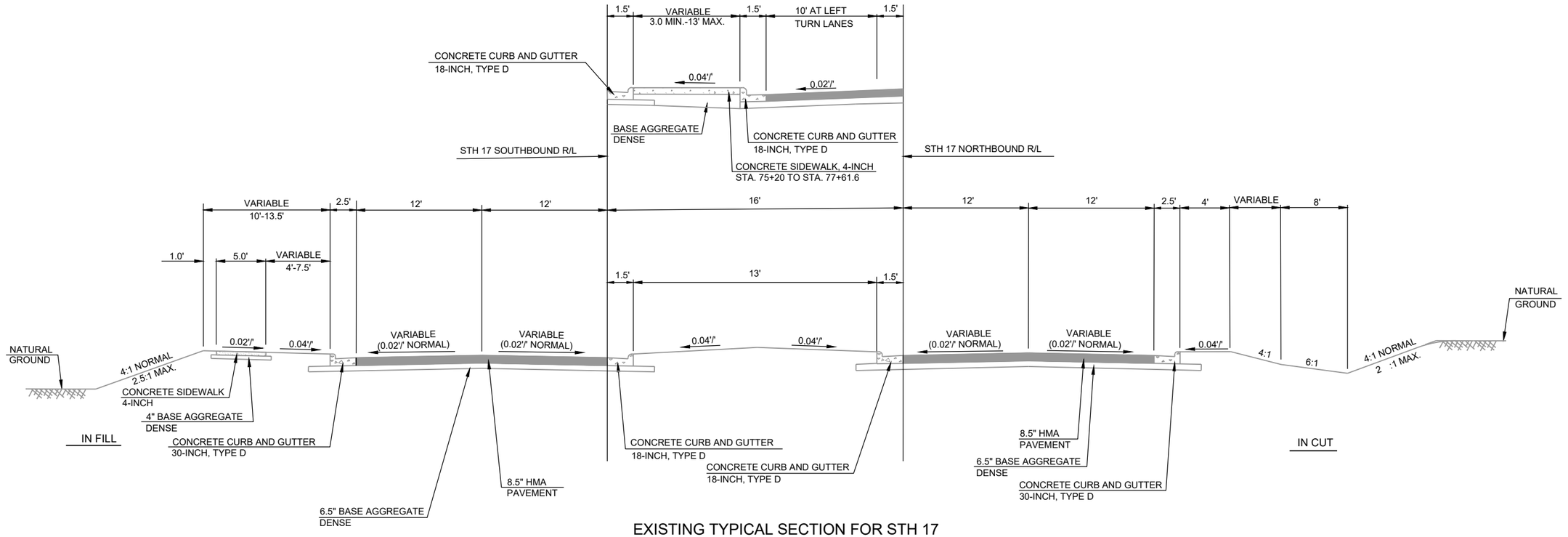
STA. 60+14.3NB - STA. 78+28.14NB

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 5	E

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LAYOUT NAME - 020302 ts

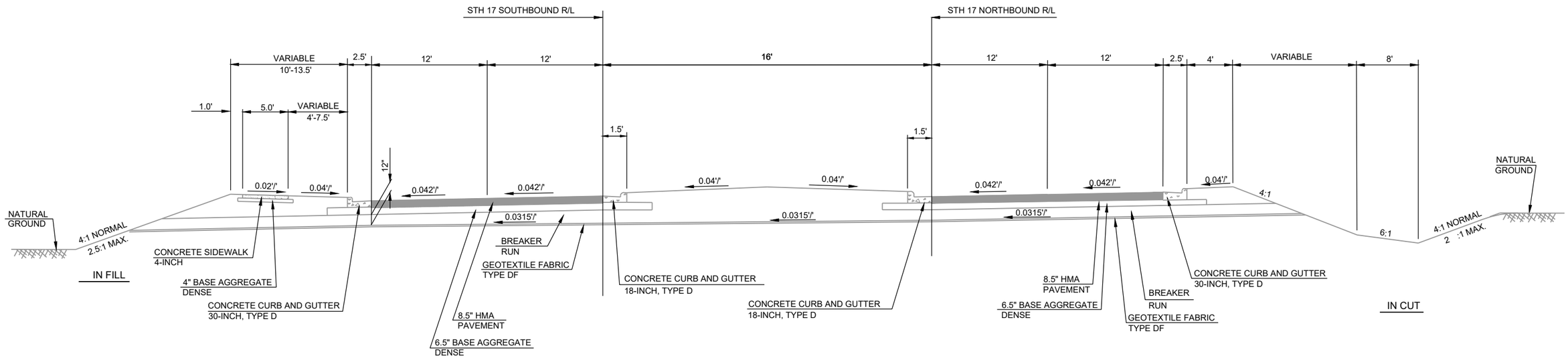
PLOT DATE : 7/28/2022 10:59 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



EXISTING TYPICAL SECTION FOR STH 17

STA. 78+28.14NB - STA. 108+00NB
STA. 117+00NB - STA. 123+00NB

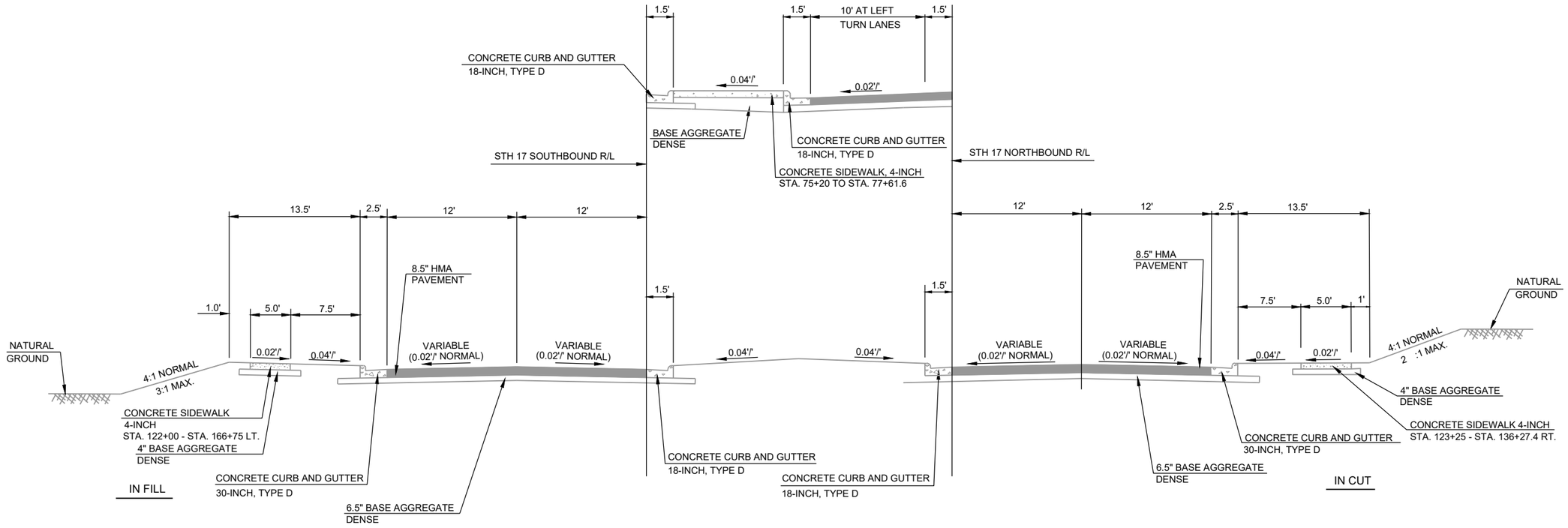


EXISTING TYPICAL SECTION FOR STH 17

STA. 108+00NB - STA. 117+00NB

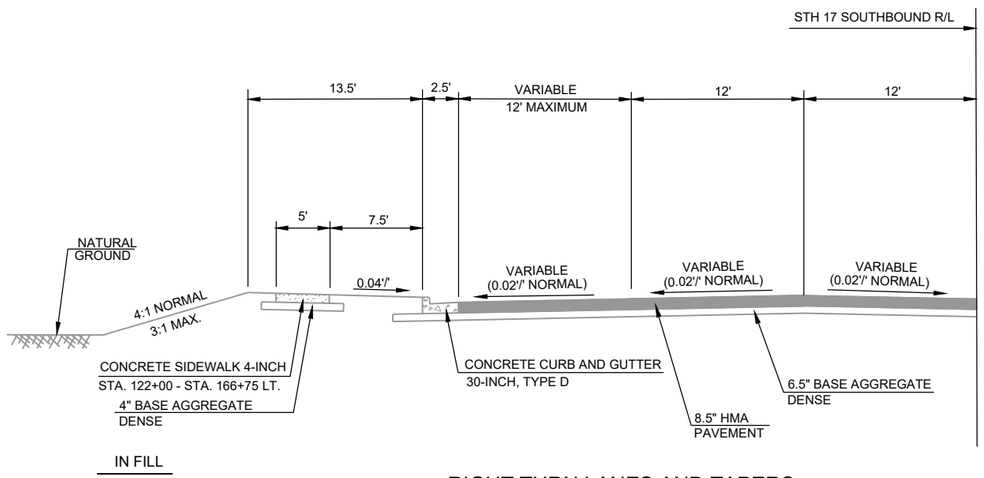
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 6	E

2



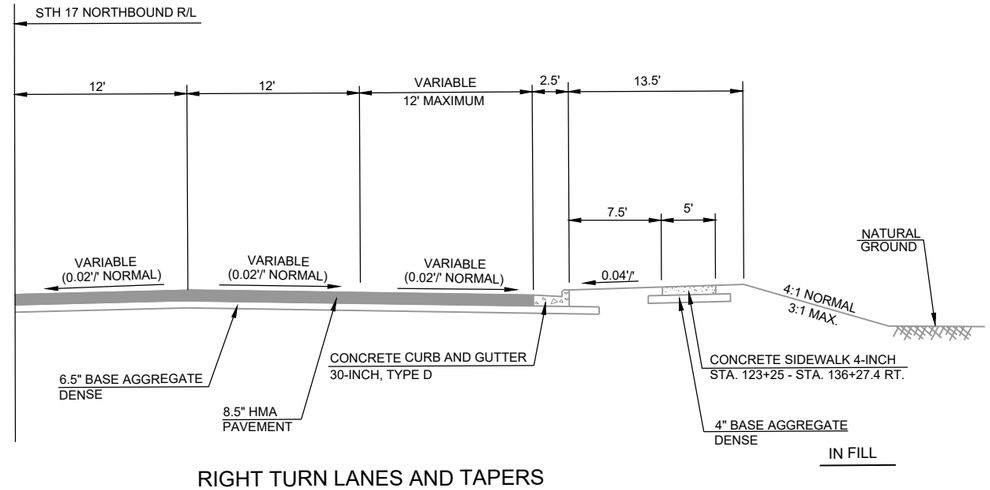
EXISTING TYPICAL SECTION FOR STH 17

STA. 123+00NB - STA. 170+27.4NB



RIGHT TURN LANES AND TAPERS

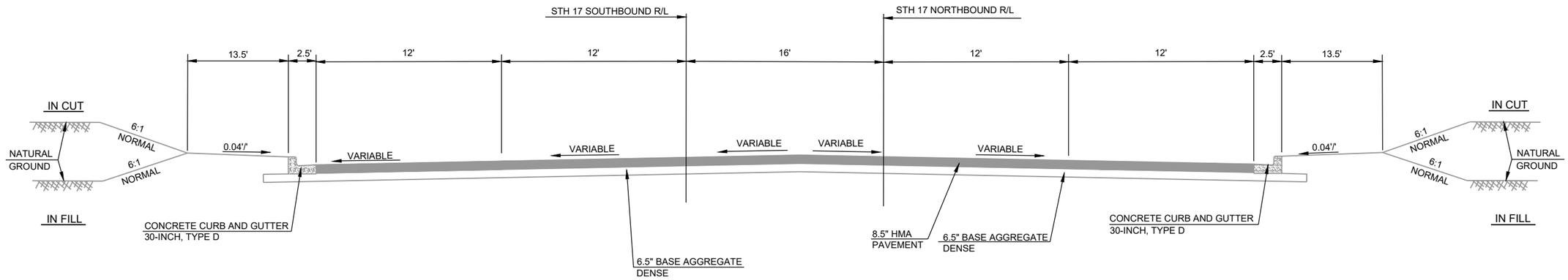
STA. 135+02.1NB - STA. 138+68.3NB LT.
STA. 146+87.2NB - STA. 150+68.1NB LT.
STA. 165+12.8NB - STA. 170+27.4NB LT.



RIGHT TURN LANES AND TAPERS

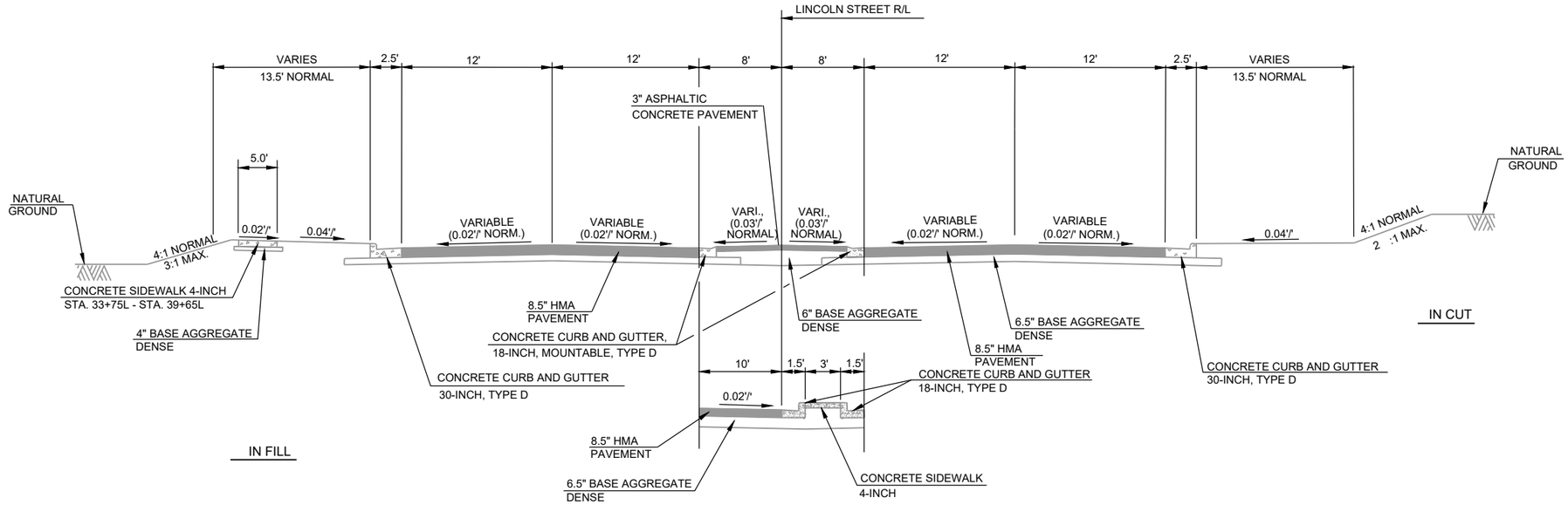
STA. 134+42.3NB - STA. 138+21.5NB RT.
STA. 146+33.2NB - STA. 149+94.8NB RT.

2



EXISTING TYPICAL SECTION FOR STH 17

STA. 170+24.7NB - STA. 173+00NB

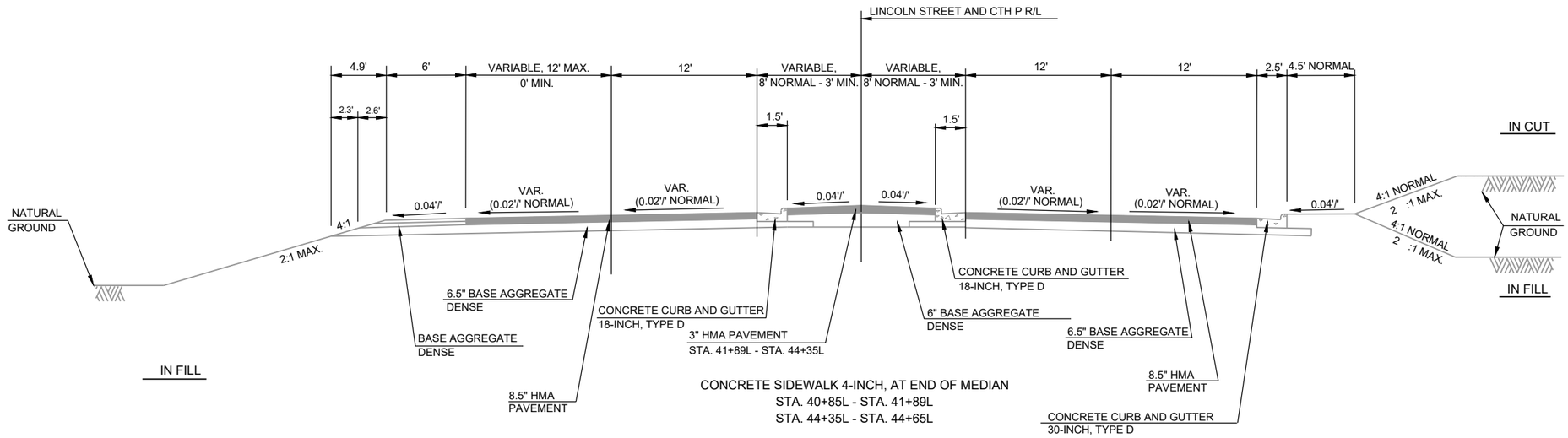


LEFT TURN LANE

STA. 34+00L - STA. 36+35L
STA. 36L+90L - STA. 39+68L

EXISTING TYPICAL SECTION FOR LINCOLN STREET

STA. 34+00L - STA. 38+90L



CONCRETE SIDEWALK 4-INCH, AT END OF MEDIAN
STA. 40+85L - STA. 41+89L
STA. 44+35L - STA. 44+65L

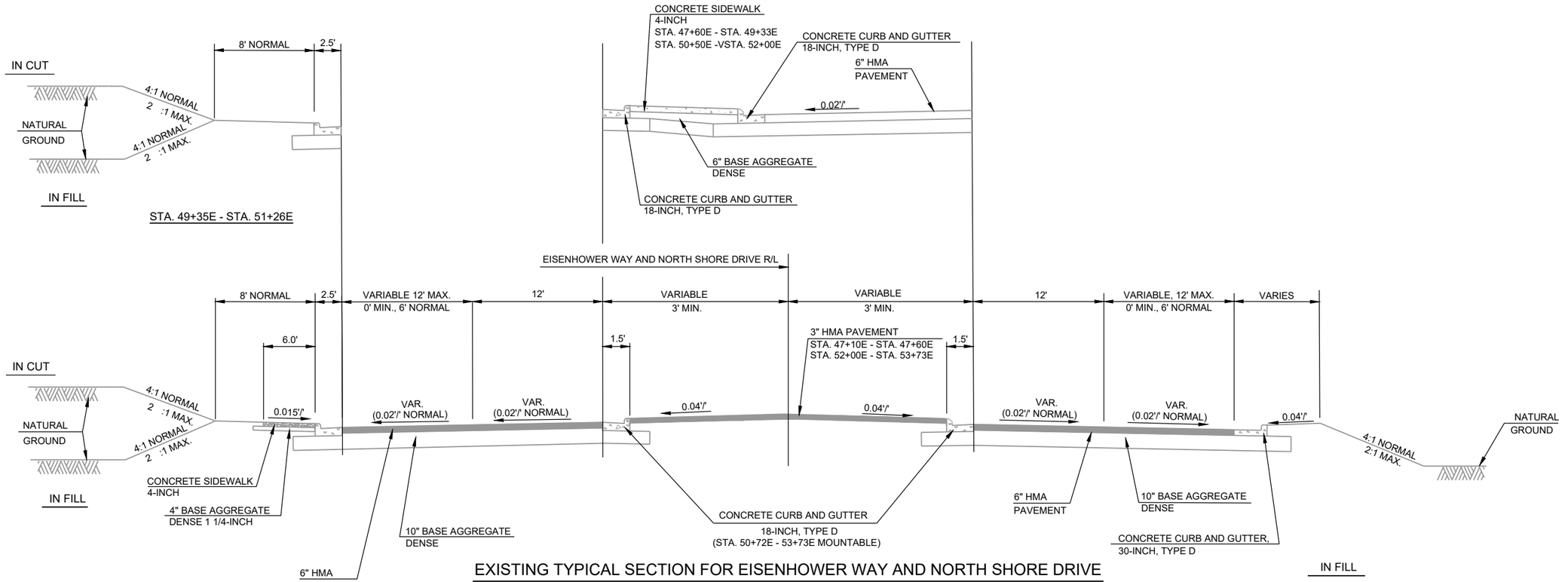
EXISTING TYPICAL SECTION FOR LINCOLN STREET AND CTH P

STA. 38+90L - STA. 44+66.5L

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 9	E

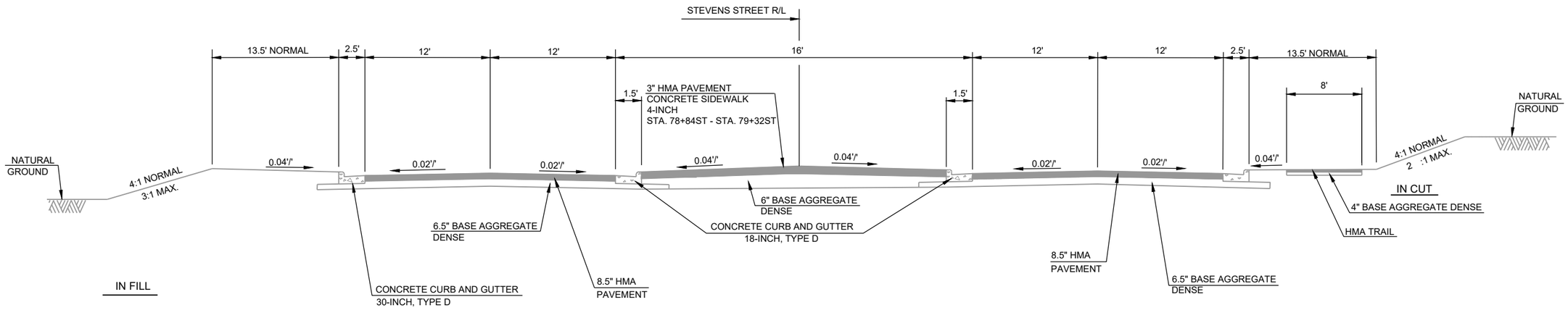
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LAYOUT NAME - 020306 ts
PLOT DATE : 7/28/2022 10:59 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : Custom

2



EXISTING TYPICAL SECTION FOR EISENHOWER WAY AND NORTH SHORE DRIVE

STA. 47+10E - STA. 49+33E EISENHOWER WAY
STA. 50+50E - STA. 53+73E NORTH SHORE DRIVE

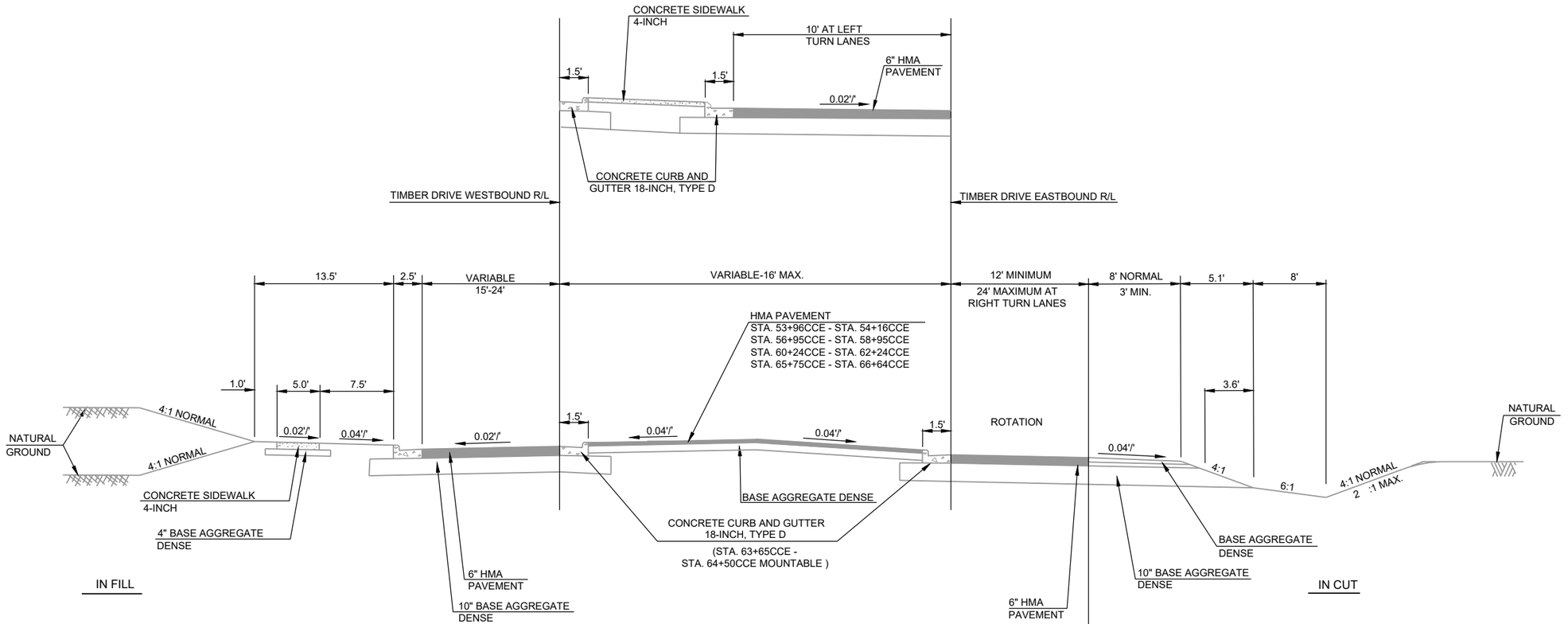


EXISTING TYPICAL SECTION FOR STEVENS STREET

STA. 77+92ST - STA. 79+57ST

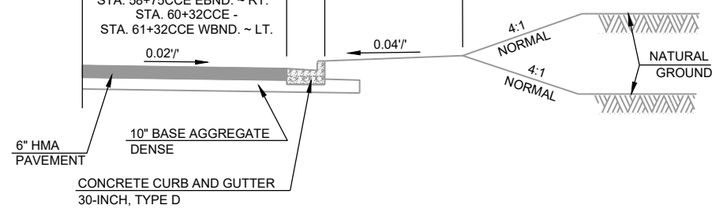
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 10	E

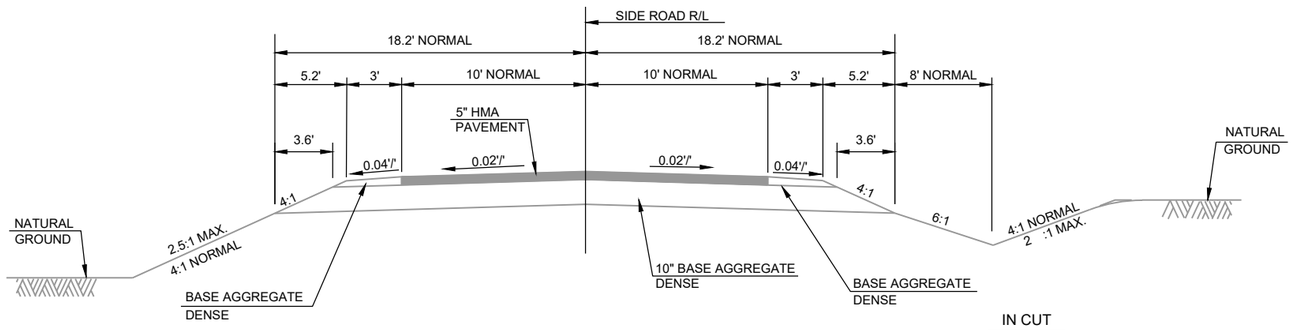
2



EXISTING TYPICAL SECTION FOR TIMBER DRIVE AND CTH C

STA. 53+93CCE - STA. 66+67CCE



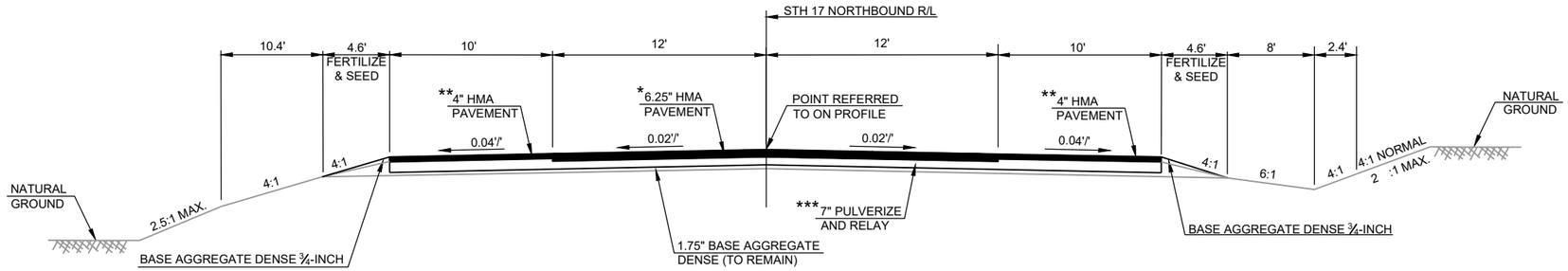


EXISTING TYPICAL SECTION FOR SIDE ROADS

OLD 8 RD., STA. 113+00OE - STA. 127+00OE

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 11	E

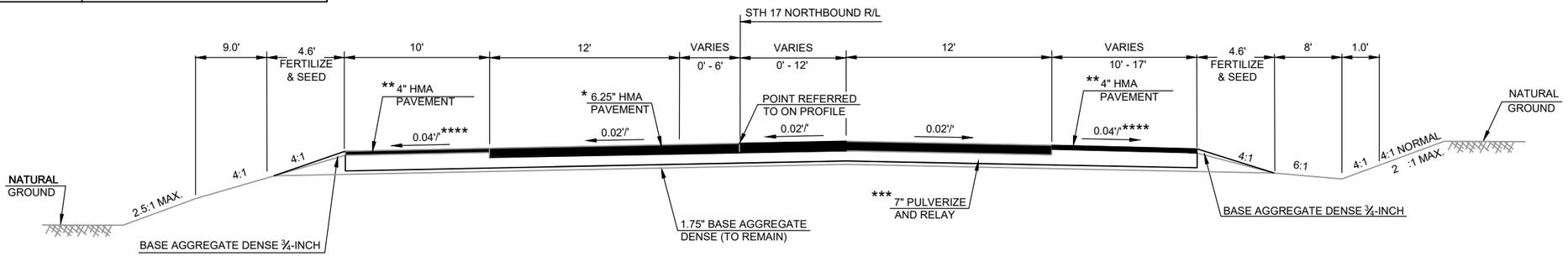
2



FINISHED TYPICAL SECTION FOR STH 17

STA. 4+54.87NB - STA. 28+36.89NB

PAVEMENT LAYERS	
* 6.25" HMA PAVEMENT	1 3/4" (4 MT 58-34 H) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER
** 4" HMA PAVEMENT	1 3/4" (4 MT 58-34 H) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER



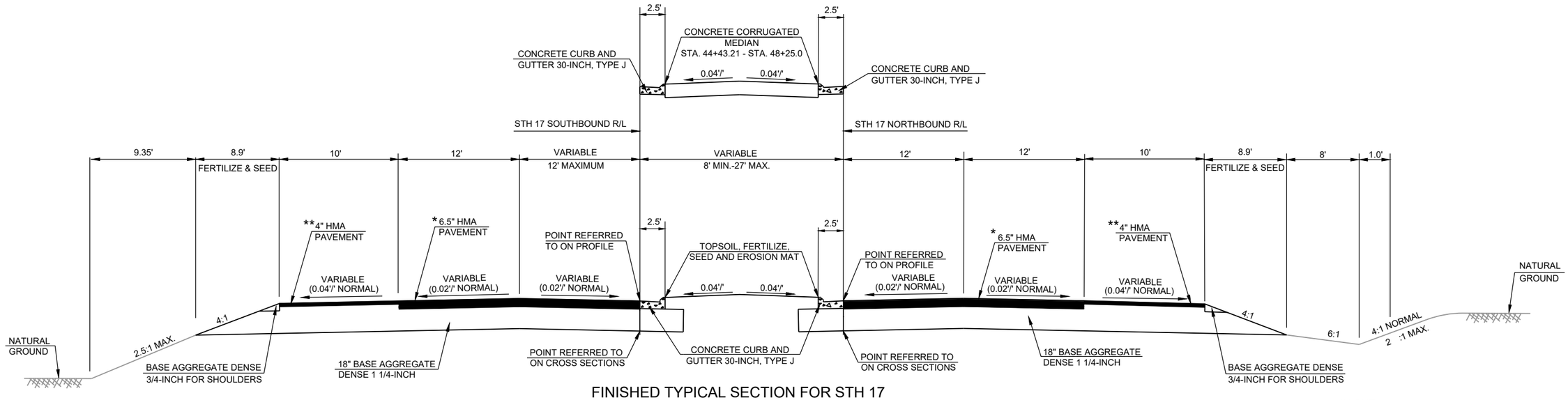
FINISHED TYPICAL SECTION FOR STH 17

STA. 28+36.89NB - STA. 44+43.21NB

*** NOTE:
PULVERIZE EXISTING HMA PAVEMENT 10 INCHES DEEP AND REMOVE 3 INCHES OF PULVERIZED MATERIAL BEFORE RELAYING REMAINING PULVERIZED MATERIAL.

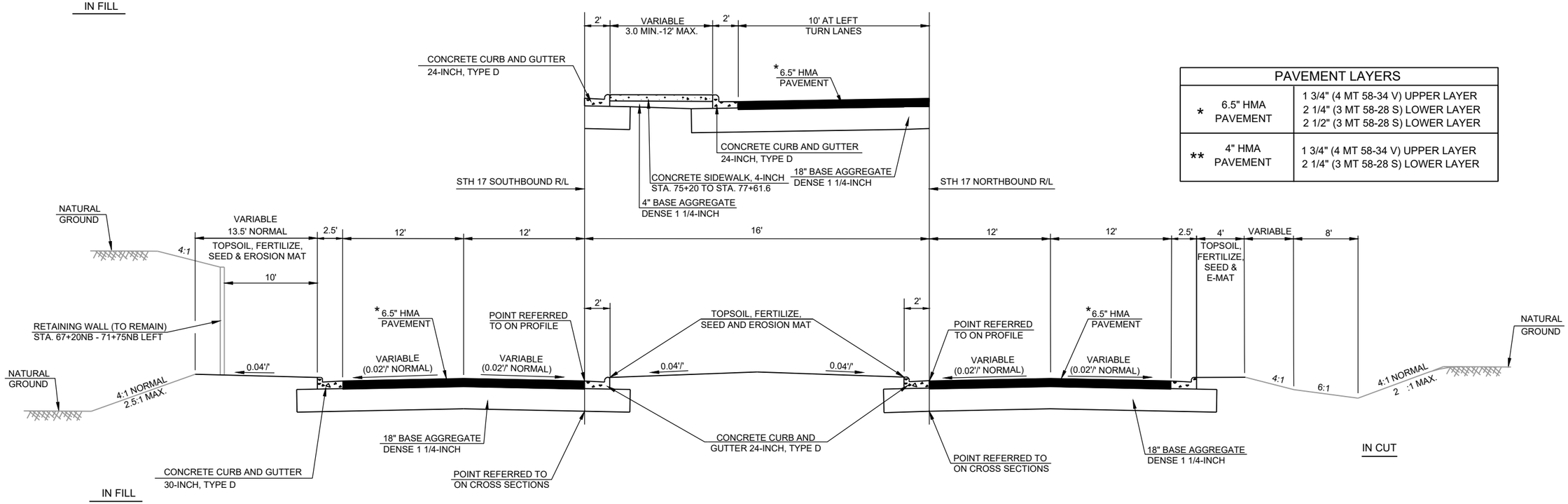
**** NOTE:
SHOULDER SLOPE VARIES AT EXISTING GUARDRAIL LOCATIONS, ADJUST SHOULDER SLOPE TO MATCH EXISTING GUARDRAIL HEIGHT.

2



FINISHED TYPICAL SECTION FOR STH 17

STA. 44+43.21NB - STA. 60+14.3NB



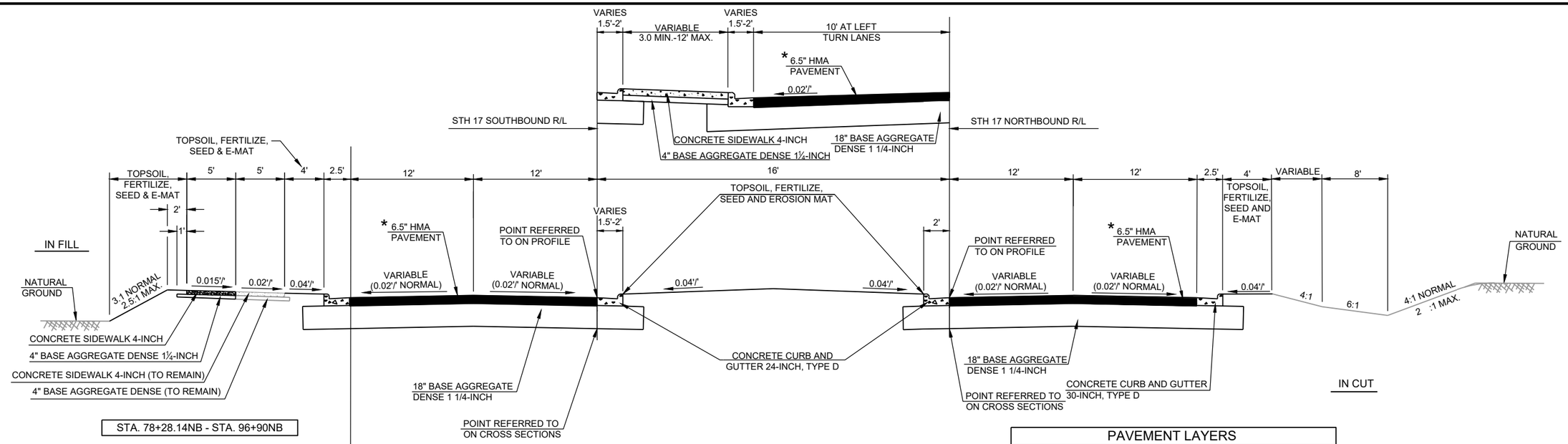
PAVEMENT LAYERS		
*	6.5" HMA PAVEMENT	1 3/4" (4 MT 58-34 V) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 2 1/2" (3 MT 58-28 S) LOWER LAYER
**	4" HMA PAVEMENT	1 3/4" (4 MT 58-34 V) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER

FINISHED TYPICAL SECTION FOR STH 17

STA. 60+14.3NB - STA. 78+28.14NB

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 13	E

2

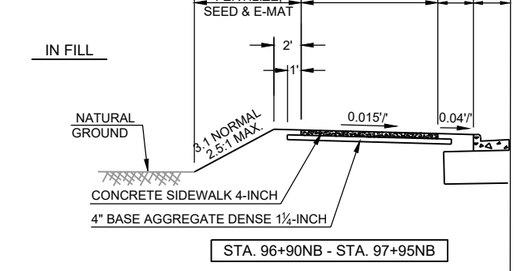


STA. 78+28.14NB - STA. 96+90NB

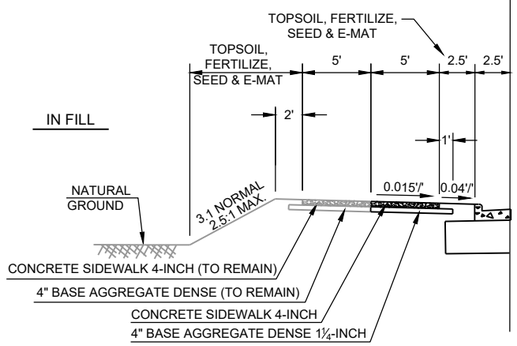
FINISHED TYPICAL SECTION FOR STH 17

STA. 78+28.14NB - STA. 109+50NB
STA. 112+00NB - STA. 123+00NB

PAVEMENT LAYERS	
* 6.5" HMA PAVEMENT	1 3/4" (4 MT 58-34 V) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 2 1/2" (3 MT 58-28 S) LOWER LAYER



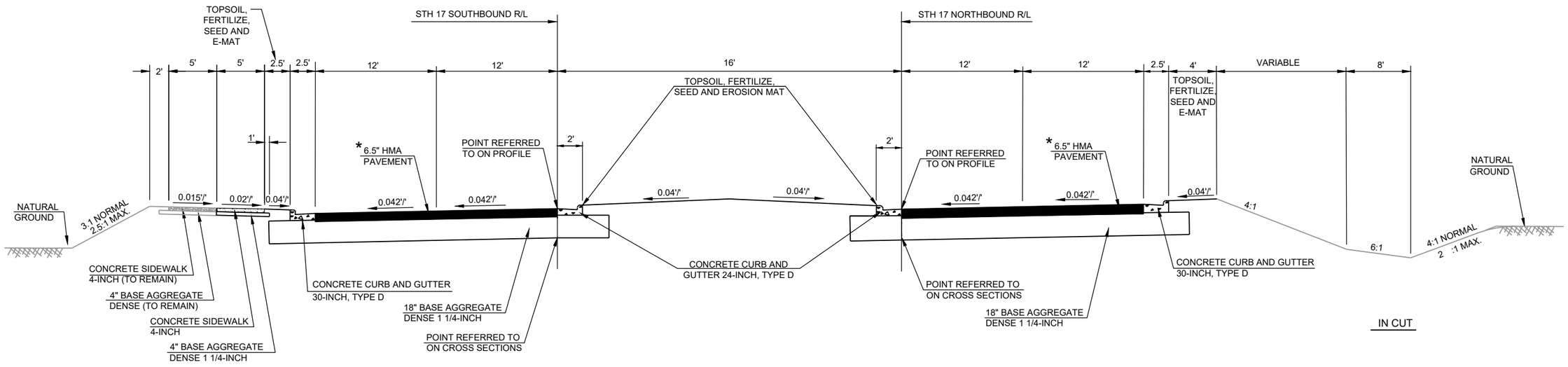
STA. 96+90NB - STA. 97+95NB



STA. 97+95NB - STA. 109+50NB
STA. 112+00NB - STA. 123+00NB

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 14	E

2

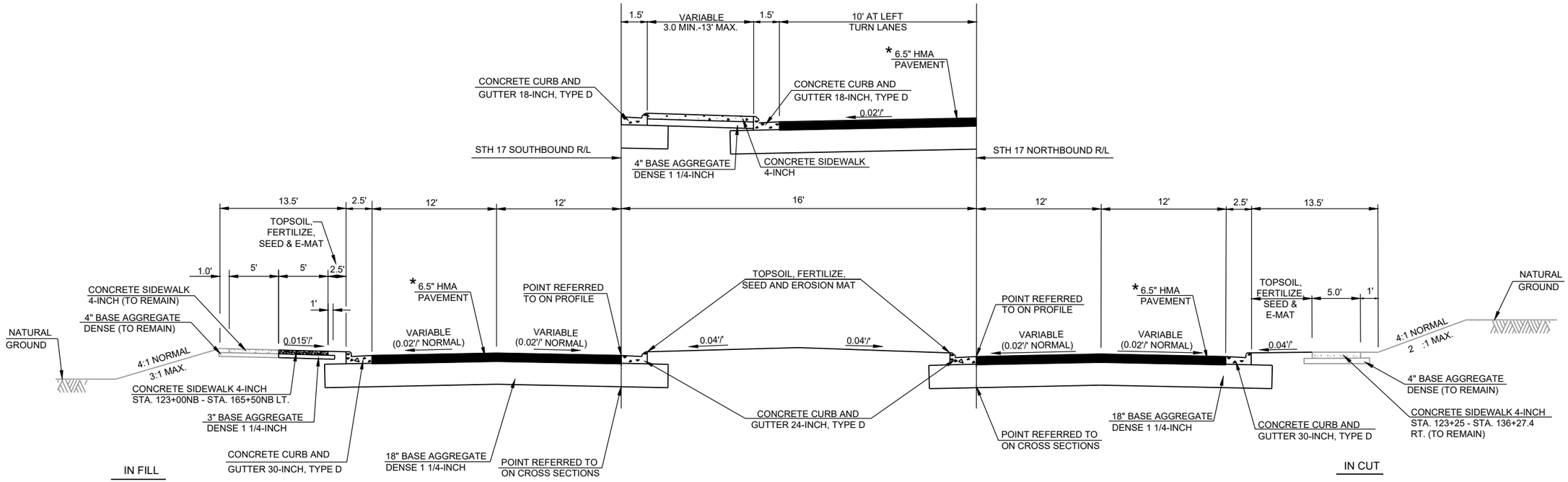


FINISHED TYPICAL SECTION FOR STH 17

STA. 109+50NB - STA. 112+00NB

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 15	E

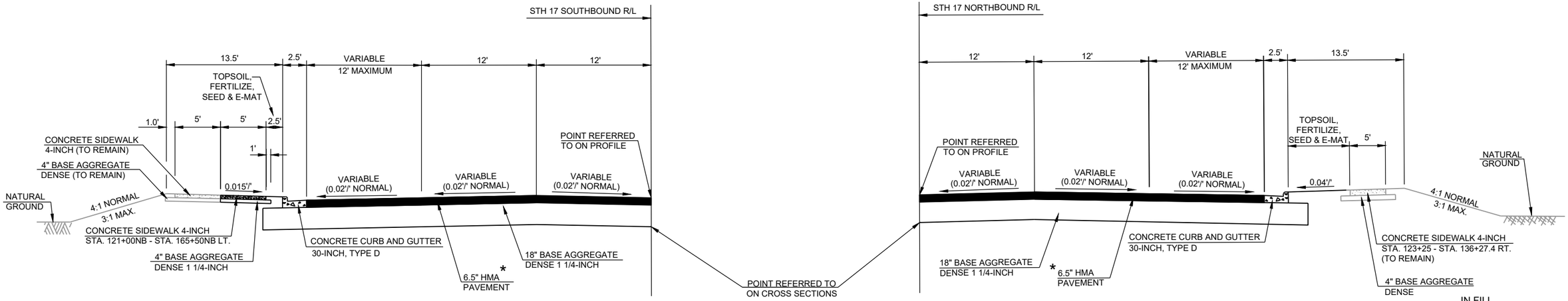
2



FINISHED TYPICAL SECTION FOR STH 17

STA. 123+00NB - STA. 170+27.4NB

PAVEMENT LAYERS	
* 6.5" HMA PAVEMENT	1 3/4" (4 MT 58-34 V) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 2 1/2" (3 MT 58-28 S) LOWER LAYER



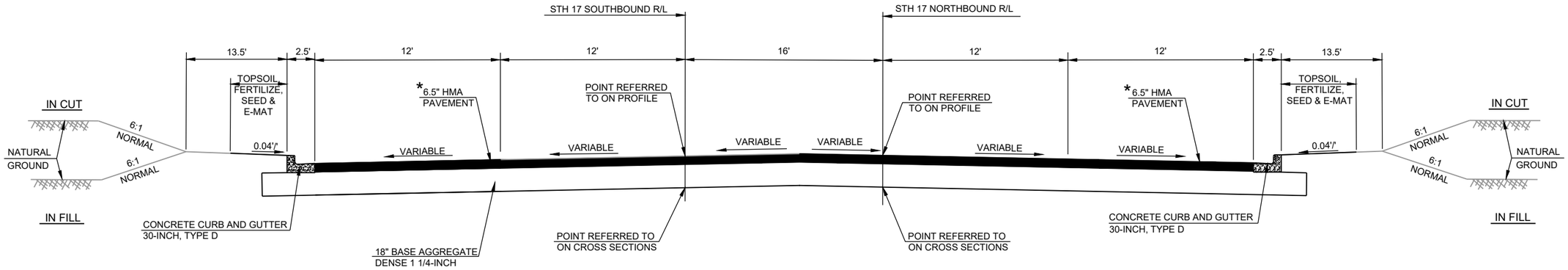
RIGHT TURN LANES AND TAPERS

STA. 135+02.1NB - STA. 138+68.3NB LT.
STA. 146+87.2NB - STA. 150+68.1NB LT.
STA. 165+12.8NB - STA. 170+27.4NB LT.

RIGHT TURN LANES AND TAPERS

STA. 134+42.3NB - STA. 138+21.5NB RT.
STA. 146+33.2NB - STA. 149+94.8NB RT.

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 16	E

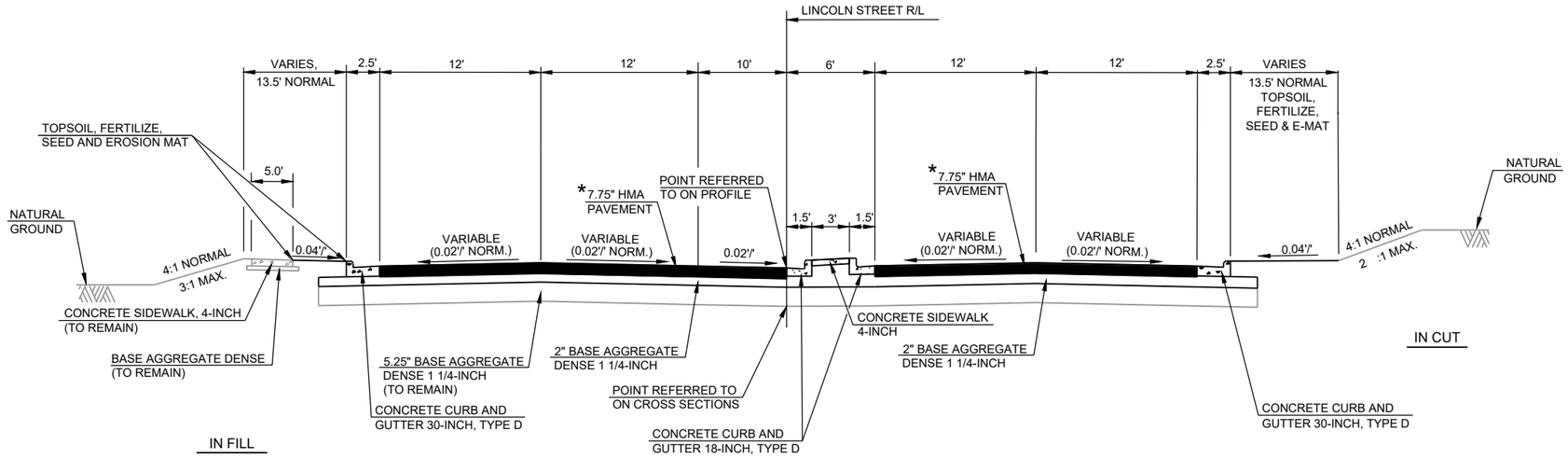


FINISHED TYPICAL SECTION FOR STH 17

STA. 170+24.7NB - STA. 173+00NB

PAVEMENT LAYERS	
* 6.5" HMA PAVEMENT	1 3/4" (4 MT 58-34 V) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 2 1/2" (3 MT 58-28 S) LOWER LAYER

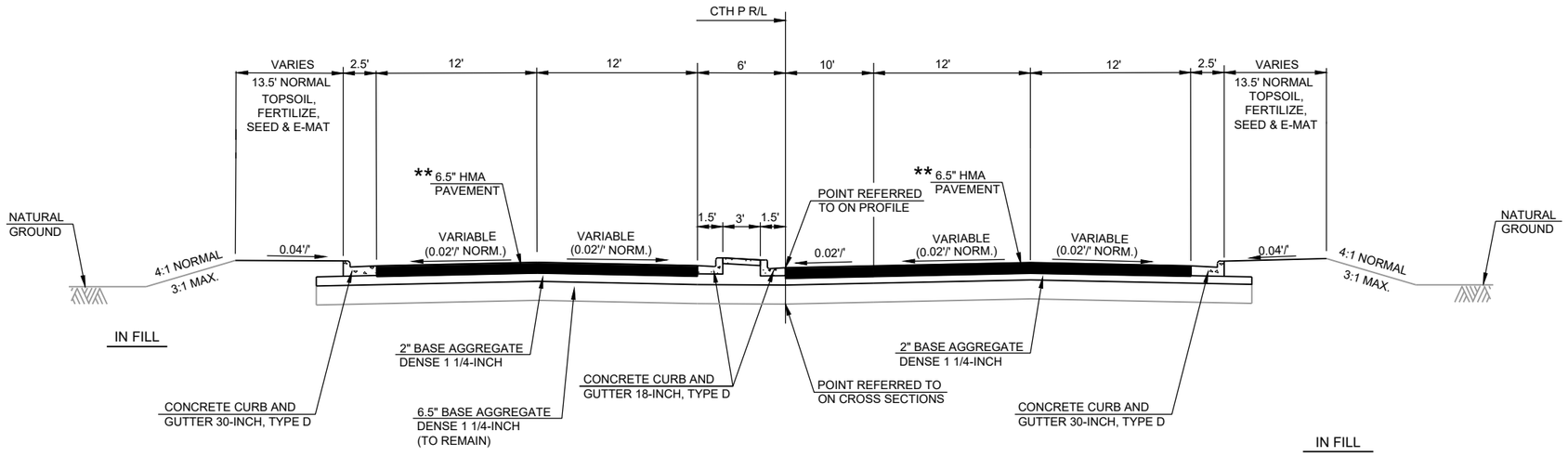
2



PAVEMENT LAYERS	
* 7.75" HMA PAVEMENT	1 3/4" (4 MT 58-34 V) UPPER LAYER 3" (3 MT 58-28 S) LOWER LAYER 3" (3 MT 58-28 S) LOWER LAYER
** 6.5" HMA PAVEMENT	1 3/4" (4 MT 58-34 V) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 2 1/2" (3 MT 58-28 S) LOWER LAYER

FINISHED TYPICAL SECTION FOR LINCOLN STREET

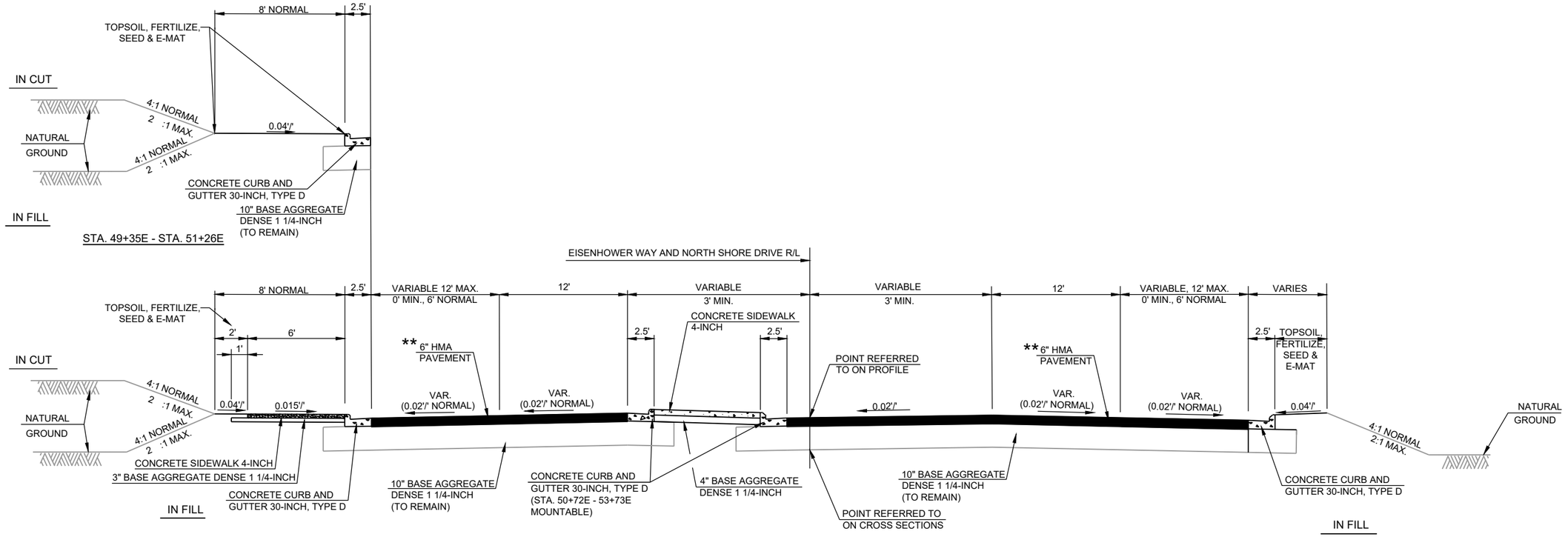
STA. 38+75L - STA. 39+90L



FINISHED TYPICAL SECTION FOR CTH P

STA. 40+60L - STA. 41+86L

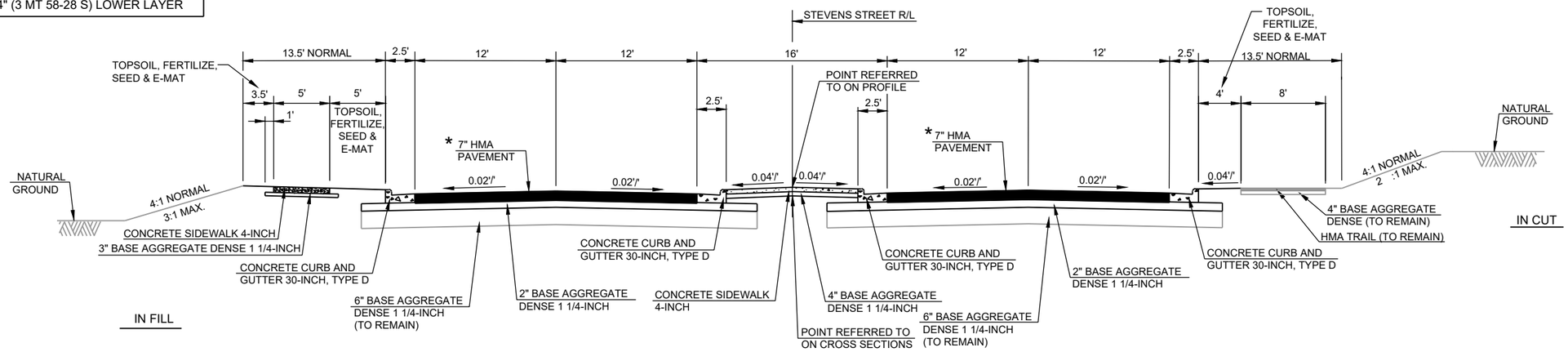
2



PAVEMENT LAYERS	
* 7" HMA PAVEMENT	1 3/4" (4 MT 58-34 V) UPPER LAYER 2 1/2" (3 MT 58-28 S) LOWER LAYER 2 3/4" (3 MT 58-28 S) LOWER LAYER
** 6" HMA PAVEMENT	1 3/4" (4 MT 58-34 V) UPPER LAYER 2" (3 MT 58-28 S) LOWER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER

FINISHED TYPICAL SECTION FOR EISENHOWER WAY AND NORTH SHORE DRIVE

STA. 48+79E - STA. 51+26E

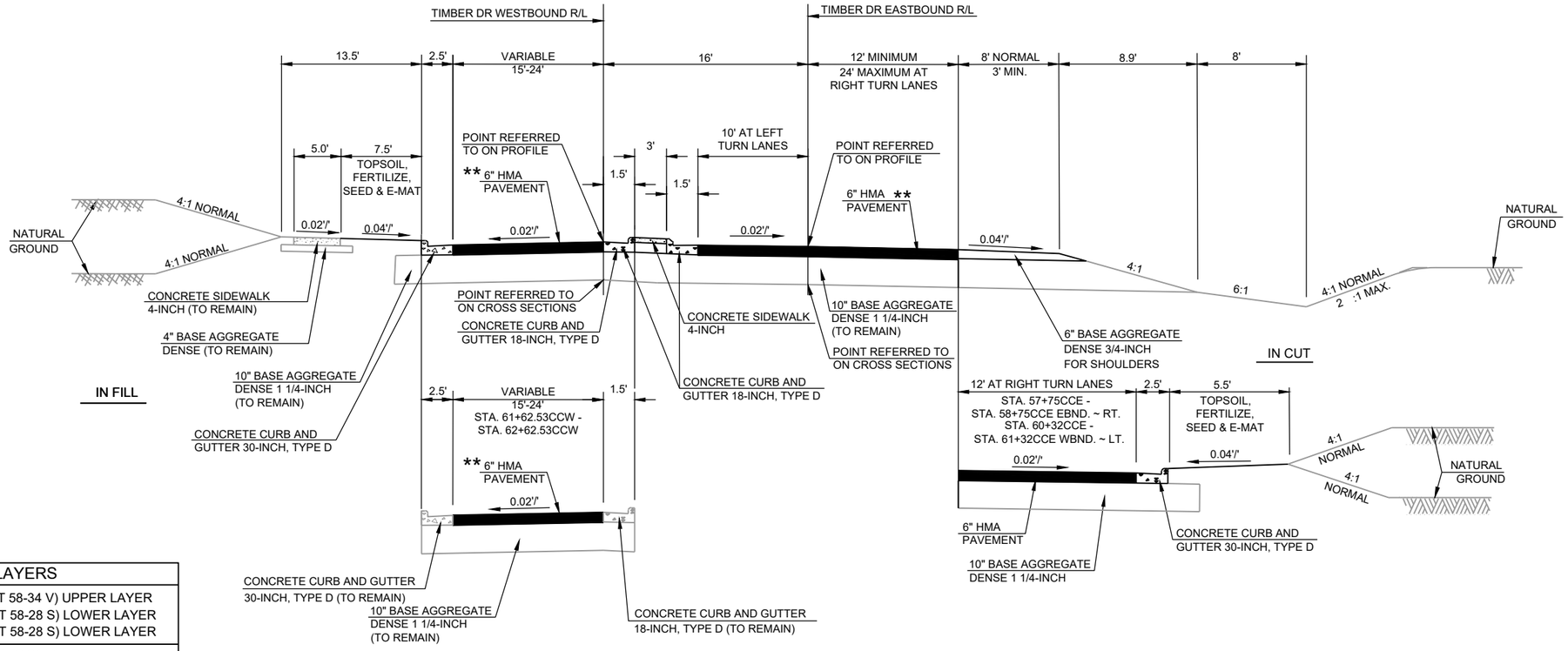


FINISHED TYPICAL SECTION FOR STEVENS STREET

STA. 77+99ST - STA. 79+28ST

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 19	E

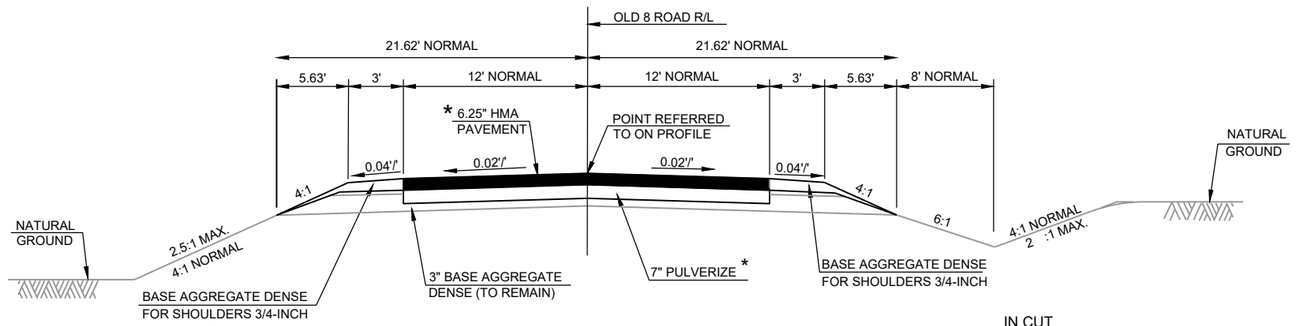
2



PAVEMENT LAYERS	
* 6.25" HMA PAVEMENT	1 3/4" (4 MT 58-34 V) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER
** 6" HMA PAVEMENT	1 3/4" (4 MT 58-34 V) UPPER LAYER 2" (3 MT 58-28 S) LOWER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER

FINISHED TYPICAL SECTION FOR TIMBER DRIVE

STA. 58+04CCE - STA. 61+23CCE

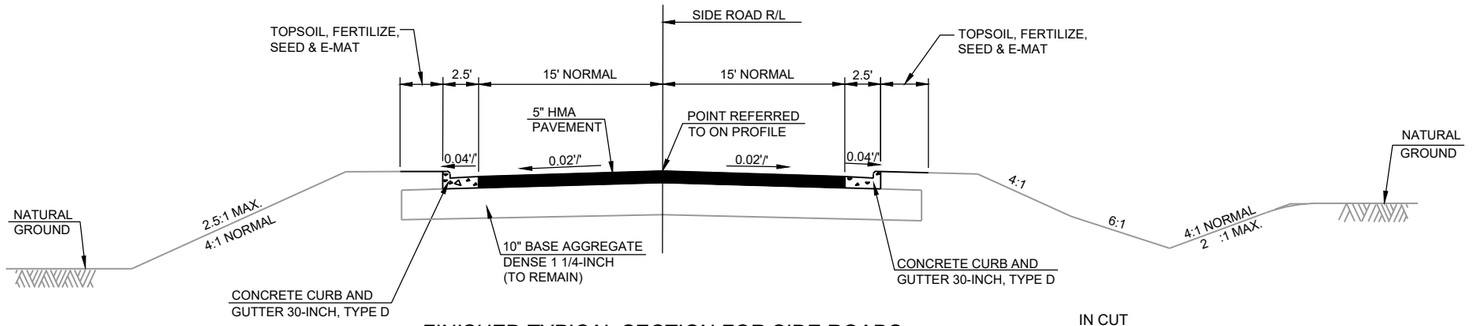


FINISHED TYPICAL SECTION FOR SIDE ROADS

OLD 8 RD., STA. 119+30OE - STA. 121+25OE

* NOTE:
PULVERIZE EXISTING HMA PAVEMENT 10 INCHES DEEP AND REMOVE 3 INCHES OF PULVERIZED MATERIAL BEFORE RELAYING REMAINING PULVERIZED MATERIAL.

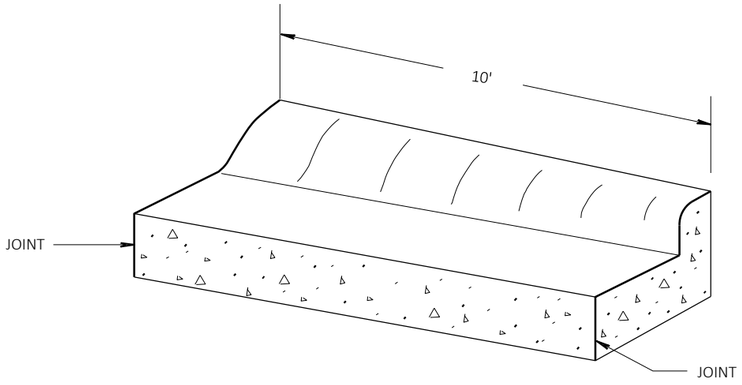
2



FINISHED TYPICAL SECTION FOR SIDE ROADS

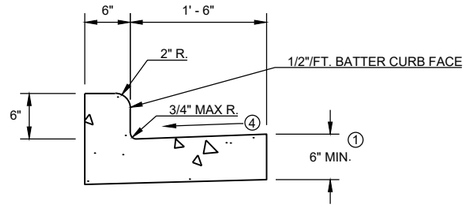
WINNEBAGO ST., STA. 49+13W - STA. 50+89W
NAVAJO ST., STA. 59+19F - STA. 60+86F

PAVEMENT LAYERS	
* 5" HMA PAVEMENT	1 3/4" (4 MT 58-34 V) UPPER LAYER 3 1/4" (3 MT 58-28 S) LOWER LAYER



TRANSITION DETAIL

30" TYPE "J" CURB & GUTTER TO 24" TYPE "D" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS 30" CONC. C&G)



GENERAL NOTES

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

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

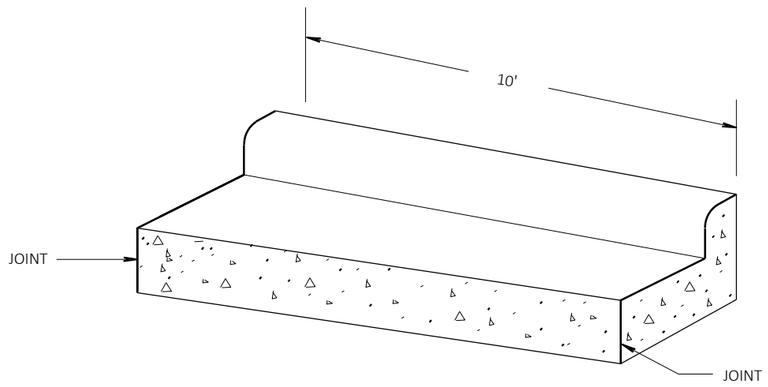
① THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

② UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

③ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

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

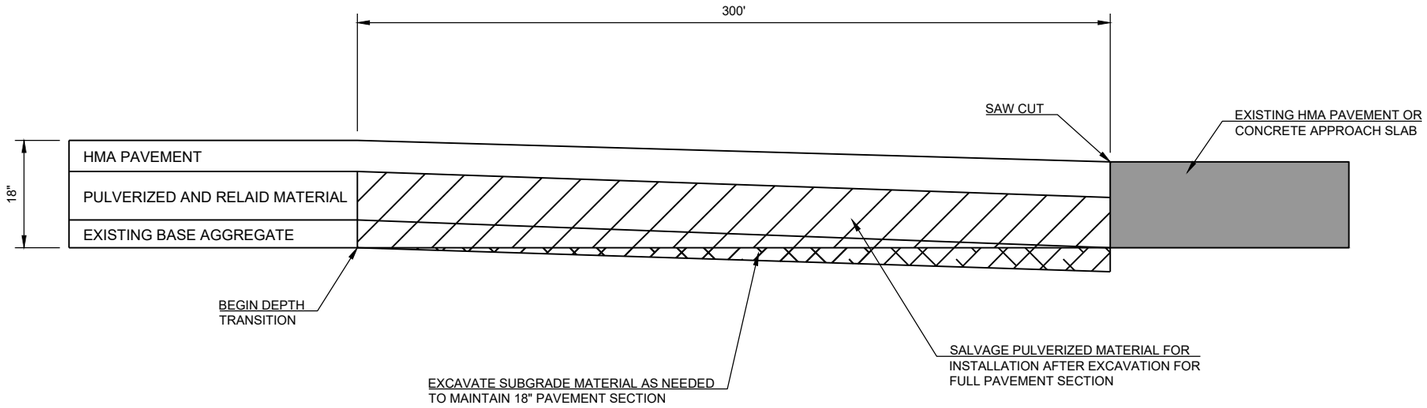
CONCRETE CURB AND GUTTER 24-INCH TYPE "D" SPECIAL



TRANSITION DETAIL

24" TYPE "D" CURB & GUTTER TO 18" TYPE "D" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS 24" CONC. C&G)

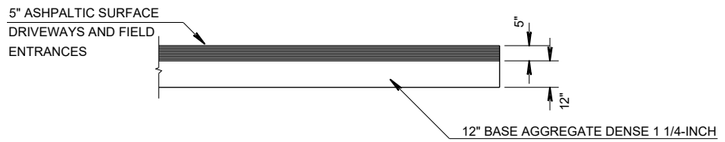
2



NOTES:
-NET PROFILE RAISE OF 3.5 INCHES IN PULVERIZED AREAS.
-EXCAVATED SUBGRADE MATERIAL TO BE PAID FOR UNDER EXCAVATION COMMON BID ITEM.
-SALVAGING AND REPLACEMENT OF PULVERIZED MATERIAL IN EXCAVATED AREAS IS INCIDENTAL TO PULVERIZE AND RELAY BID ITEM.

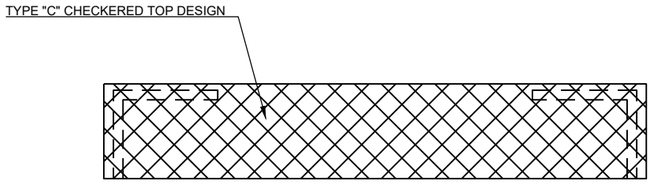
*TIE-IN LOCATIONS:
STA. 4+54.9, BEGIN PROJECT
STA. 15+35.6, BRIDGE APPROACH SLAB
STA. 17+54.3, BRIDGE APPROACH SLAB
(EXCAVATE CONSISTENT DEPTH FROM STA. 17+54.3 TO STA. 18+54 TO MATCH EXISTING GUARDRAIL HEIGHT, START TRANSITION AT STA. 18+54)
STA. 44+43.2, BEGIN FULL-DEPTH REPLACEMENT

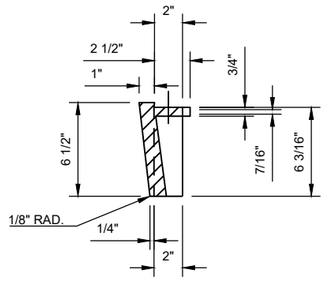
MAINLINE PULVERIZE TRANSITION DETAIL

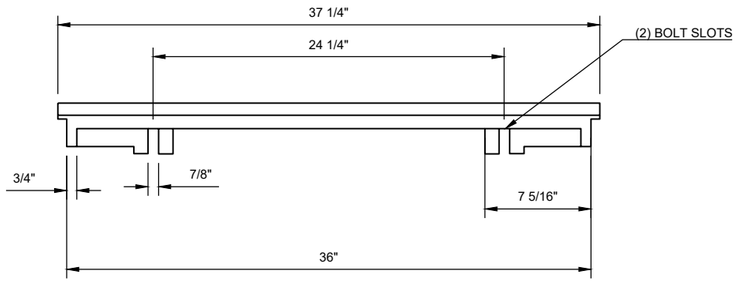


DETAIL FOR MEDIAN CROSSING PAVEMENT

2





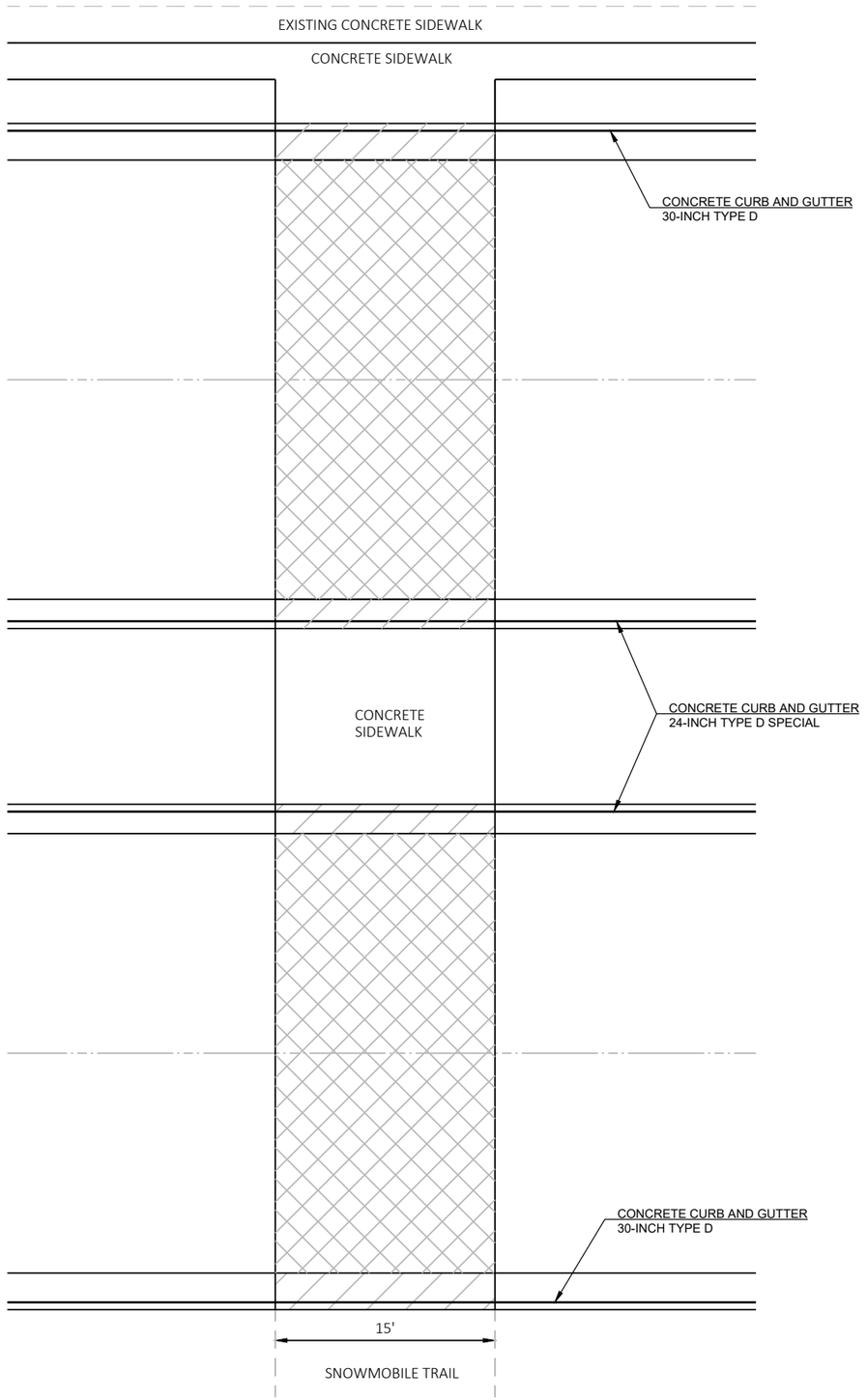


MOUNTABLE CURB PLATE

2

SNOWMOBILE TRAIL CROSSING
WITH CURB AND GUTTER PROTECTIVE COATING

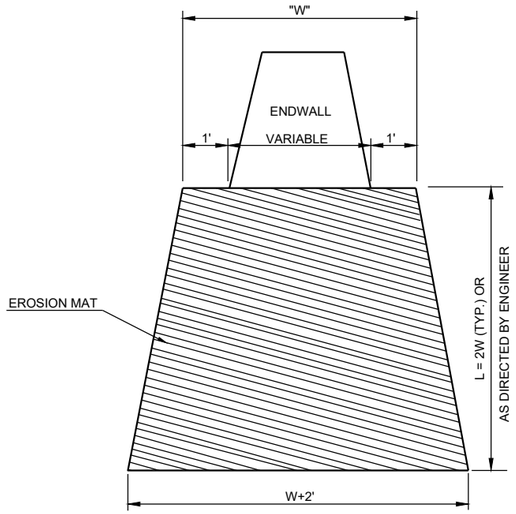
STA 89+00
STA. 164+40



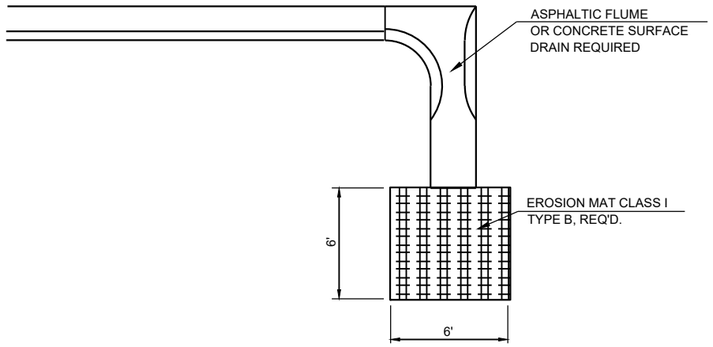
PROTECTIVE THERMOPLASTIC COATING
AT SNOWMOBILE TRAIL CROSSING

DRIVEWAY CURB CUT

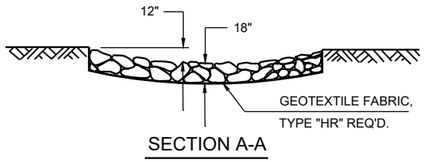
2



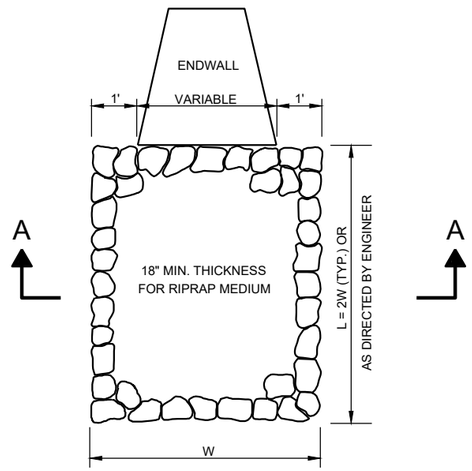
EROSION MAT TREATMENT AT CULVERTS



EROSION MAT AT ASPHALT FLUME AND CONCRETE SURFACE DRAIN



SECTION A-A



RIPRAP MEDIUM TREATMENT AT CULVERTS

2

LEGEND

XXXXX SAW CUTS

EXISTING R/W

CONSTRUCTION LIMITS
STA. 119+25OE

ASPHALTIC
FLUMES REQ'D.

PELICAN RIVER

CONCRETE CURB AND GUTTER
36-INCH TYPE D REQ'D.

OLD 8 RD

119OE

S64° 21' 46"E

120OE

STA. 19+15.74NB STH 17=
STA. 120+29.80NB OLD 8 ROAD
Y = 157649.690
X = 272049.673

16NB STH 17 17NB 18NB 19NB 20NB 21NB 22NB STH 17

SAN HO FO W

BM #1000

121OE

UNDERGROUND FIBER OPTIC CABLE
(APPROXIMATE LOCATION)

CONSTRUCTION LIMITS
STA. 121+30.0OE

OLD 8 RD

1OE

N

2

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 27	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021201 pd

PLOT DATE : 7/28/2022 10:59 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

XXXXX. SAW CUTS

N

EXISTING R/W

BP: 42+76.22SB

10'

12'

6"

12'

12'

10'

38NB

39NB

40NB

41NB

42NB

43SB

44

N17° 21' 37"W

43NB

STH 17

MATCH LINE STA. 44+00NB

PI: 42+76.22NB

EXISTING R/W

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 28	E

2

LEGEND

XXXXX. SAW CUTS

N

EXISTING R/W

CONCRETE CURB AND GUTTER
30-INCH TYPE J REQ'D.

SLOPE
INTERCEPT

PC: 47+55.76SB

PT: 48+95.89SB

10'
12'
12'

45SB
45NB
46SB
46NB
47SB
47NB
48SB
48NB
49SB
49NB
50

N17° 21' 37"W

STH 17

CONCRETE

END CORRUGATED CONCRETE MEDIAN
STA. 48+25NB

ADJUSTING INLET
COVERS

MATCH LINE STA. 44+00NB

MATCH LINE STA. 50+00NB

12'
12'
10'

CORRUGATED CONCRETE
MEDIAN REQ'D.

SLOPE
INTERCEPT

PI: 48+25.80NB

CONCRETE CURB AND GUTTER
30-INCH TYPE J REQ'D.

EXISTING R/W

2

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 29	E

2

LEGEND

XXXXX. SAW CUTS

N

EXISTING R/W

PC. 52+23.09SB

SLOPE INTERCEPT

CONCRETE CURB AND GUTTER
30-INCH TYPE J REQ'D.

10'
12'
12'

51SB
52SB
53SB
54SB
55SB
56SB

ADJUSTING INLET
COVERS

MATCH LINE STA. 50+00NB

STH 17

51NB
52NB
53NB
54NB
55NB
56NB

12'
12'
10'

CONCRETE CURB AND GUTTER
30-INCH TYPE J REQ'D.

SLOPE INTERCEPT

PC: 52+36.99NB

LIMIT OF WETLANDS

MATCH LINE STA. 56+00NB

EXISTING R/W

2

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 30	E

LEGEND

XXXXX SAW CUTS

EXISTING R/W

N

PT: 57+11.76SB

PC: 57+13.93SB

CONCRETE CURB AND GUTTER
30-INCH TYPE J REQ'D.

SLOPE
INTERCEPT

TRANSITION CONCRETE CURB AND
GUTTER 30-INCH TYPE J TO
CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL IN 10 FEET
(SEE DETAIL)

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

ADJUSTING INLET
COVERS

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

10'
12'
12'
16'
10'
10'
12'
12'
10'

57SB
58SB
59SB
60SB
61SB
62SB
57NB
58NB
59NB
60NB
61NB

ADJUSTING INLET
COVERS

STH 17

MATCH LINE STA. 56+00NB

MATCH LINE STA. 62+00NB

CONCRETE CURB AND GUTTER
30-INCH TYPE J REQ'D.

TRANSITION CONCRETE CURB AND
GUTTER 30-INCH TYPE J TO
CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL IN 10 FEET
(SEE DETAIL)

105' TAPER

ADJUSTING INLET
COVERS

SLOPE
INTERCEPT

EXISTING R/W

LIMIT OF
WETLANDS

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 31	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021205 pd

PLOT DATE : 7/28/2022 10:59 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXXXX. SAW CUTS

N

EXISTING R/W

ADJUSTING INLET COVERS

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL REQ'D.

ADJUSTING INLET COVERS

SLOPE INTERCEPT

STA BACK = 65+46.54SB

STA AHEAD = 65+21.49SB

PT: 65+46.54SB

LIMIT OF WETLANDS

EXISTING R/W

MATCH LINE STA. 62+00NB

STH 17

63SB

64SB

65SB

66SB

67SB

63NB

64NB

65NB

66NB

67NB

N57° 41' 17"E

N57° 41' 17"E

12'

12'

16'

12'

12'

MATCH LINE STA. 68+00NB

ADJUSTING INLET COVERS

ADJUSTING INLET COVERS

CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

SLOPE INTERCEPT

ADJUSTING INLET COVERS

PT: 65+23.38NB

EXISTING R/W

EXISTING R/W

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 32	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021206 pd

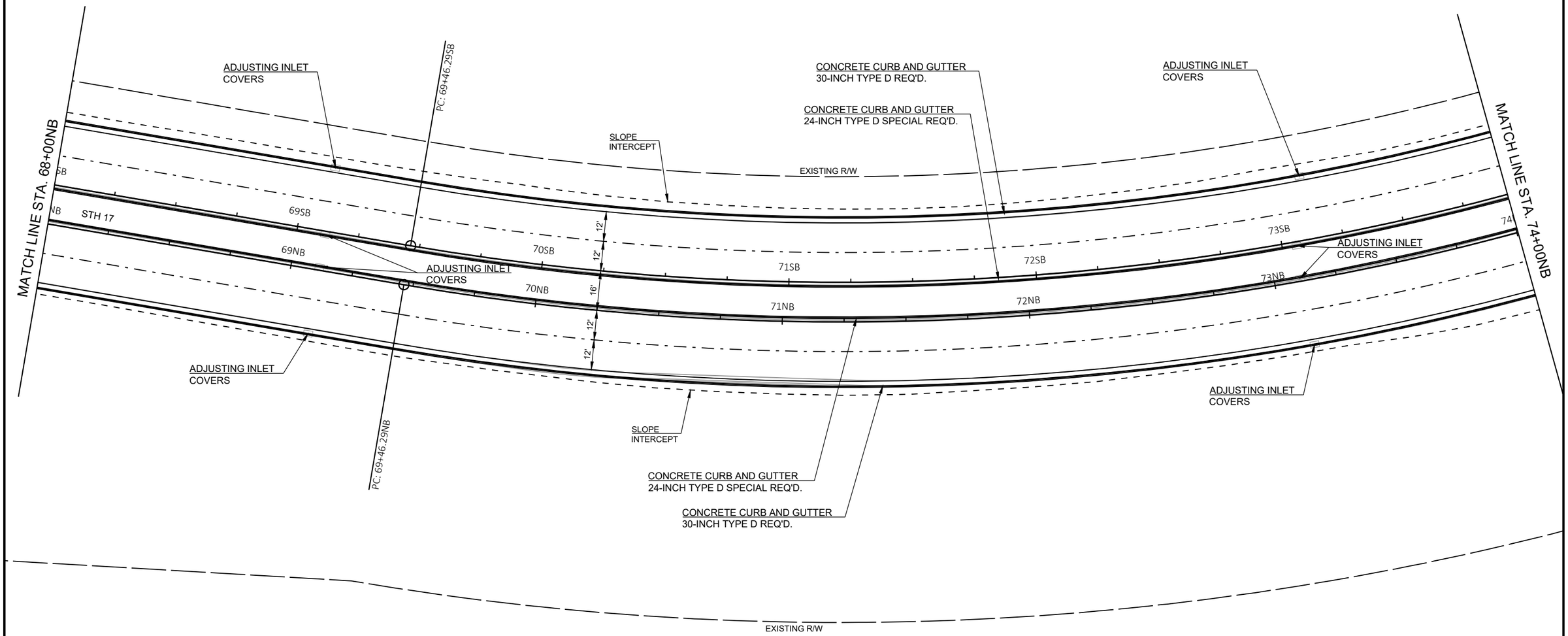
PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXXXX. SAW CUTS



2

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 33	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021207 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

XXXXX. SAW CUTS

CONSTRUCTION LIMITS
STA. 38+51L

UNDERGROUND ELECTRICAL CABLE
(APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

UNDERGROUND CONDUIT
(APPROXIMATE LOCATION)

ADJUSTING INLET
COVERS

SLOPE
INTERCEPT

CAUTION

BURIED GAS LINE
(APPROXIMATE LOCATION)

STA. 78+20.88SB STH 17=
STA. 40+18.47L LINCOLN STREET
Y = 162945.091
X = 272693.981

ADJUSTING INLET
COVERS

TRANSITION CONCRETE CURB AND
GUTTER 24-INCH TYPE D SPECIAL TO
CONCRETE CURB AND GUTTER
18-INCH TYPE D IN 10 FEET
(SEE DETAIL)

CONCRETE SIDEWALK
4-INCH REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE SIDEWALK
4-INCH REQ'D.

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

ADJUSTING INLET
COVERS

SLOPE
INTERCEPT

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

CONCRETE SIDEWALK
4-INCH REQ'D.

SLOPE
INTERCEPT

ADJUSTING INLET
COVERS

CONCRETE SIDEWALK
4-INCH REQ'D.

ADJUSTING INLET
COVERS

MATCH LINE STA. 74+00

MATCH LINE STA. 80+00

EXISTING R/W

74SB

NB

STH 17

75SB

75NB

76SB

76NB

77SB

77NB

78SB

78NB

79SB

79NB

12'

16'

10'

25'

40'

80'

LINCOLN ST

PT: 78+77.01SB

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

TRANSITION CONCRETE CURB AND
GUTTER 24-INCH TYPE D SPECIAL TO
CONCRETE CURB AND GUTTER
18-INCH TYPE D IN 10 FEET
(SEE DETAIL)

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

SLOPE
INTERCEPT

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

ADJUSTING INLET
COVERS

UNDERGROUND FIBER OPTIC CABLE
(APPROXIMATE LOCATION)

EXISTING R/W

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

CONSTRUCTION LIMITS
STA. 41+90L

ADJUSTING INLET
COVERS

CONCRETE SIDEWALK
4-INCH REQ'D.

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

SLOPE
INTERCEPT

STA BACK = 78+62.86SB
STA AHEAD = 78+77.01SB
PT: 78+77.01NB

EQUATION

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

UNDERGROUND CATV
(APPROXIMATE LOCATION)

STA. 78+28.11NB STH 17=
STA. 40+35.64L LINCOLN STREET
Y = 162936.314
X = 272708.735

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

PT: 41+80.97

42L

CTH P

12'E

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 34	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021208 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXXXX. SAW CUTS

N

TRANSITION CONCRETE CURB AND GUTTER 18-INCH TYPE D TO CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL IN 10 FEET (SEE DETAIL)

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL REQ'D.

TLE LINE

R/W LINE

EXISTING R/W

SLOPE INTERCEPT

PC: 80+97.58SB

PC: 80+97.58NB

UNDERGROUND CONDUIT (APPROXIMATE LOCATION)

ADJUSTING INLET COVERS

CONCRETE SIDEWALK 4-INCH REQ'D.

SLOPE INTERCEPT

WOODS

PI: 85+16.89SB

MATCH LINE STA. 80+00

MATCH LINE STA. 86+00NB

STH 17

10'

12'

16'

5'

80SB

81SB

82SB

83SB

84SB

85SB

81NB

82NB

83NB

84NB

85NB

SLOPE INTERCEPT

ADJUSTING INLET COVERS

CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

EQUATION

PT: 85+91.68NB = 85+85.86SB

STA BACK = 85+91.68SB

STA AHEAD = 85+91.68SB

TRANSITION CONCRETE CURB AND GUTTER 18-INCH TYPE D TO CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL IN 10 FEET (SEE DETAIL)

EXISTING R/W

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 35	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021209 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

XXXXX. SAW CUTS

N

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE SIDEWALK
4-INCH REQ'D.

EXISTING R/W

CONCRETE SIDEWALK
6-INCH REQ'D.

SLOPE
INTERCEPT

ADJUSTING INLET
COVERS

UNDERGROUND CONDUIT
(APPROXIMATE LOCATION)

ADJUSTING INLET
COVERS

MATCH LINE STA. 86+00NB

MATCH LINE STA. 92+00

STH 17

5'
9'
12'
12'
16'
12'
12'
15'
12'

SB 87SB 88SB 89SB 90SB 91SB 92

NB 87NB 88NB 89NB 90NB 91NB 92

ADJUSTING INLET
COVERS

SIGN

SNOW MOBILE
TRAIL CROSSING

SLOPE
INTERCEPT

ADJUSTING INLET
COVERS

LIMIT OF
WETLANDS

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE SIDEWALK
6-INCH REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

WOODS

EXISTING R/W

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 36	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021210 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

XXXXX SAW CUTS

CONSTRUCTION LIMITS
STA. 48+39.3E

CAUTION — BURIED GAS LINE (APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

UNDERGROUND CONDUIT
(APPROXIMATE LOCATION)

TRANSITION CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL TO CONCRETE CURB AND GUTTER 18-INCH TYPE D IN 10 FEET
(SEE DETAIL)

EXISTING R/W

SLOPE INTERCEPT

CONCRETE SIDEWALK
4-INCH REQ'D.

PC: 49+48.04

PT: 48+03.82

EISENHOWER PKWY

STA. 93+74.11SB STH 17=
STA. 49+90.98E EISENHOWER WAY
Y = 164450.034
X = 272510.766

TRANSITION CONCRETE CURB AND GUTTER 18-INCH TYPE D TO CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL IN 10 FEET
(SEE DETAIL)

STA. 95"SB"+75
REMOVE EXISTING APRON ENDWALL
4' - STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH REQ'D
1 - APRON ENDWALL REQ'D

STA. 96"SB"+00
REMOVE EXISTING APRON ENDWALL
4' - CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH REQ'D
1 - APRON ENDWALL REQ'D

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

ADJUSTING INLET COVERS

STH 17

93SB 94SB 95SB 96SB 97SB

93NB 94NB 95NB 96NB 97NB

MATCH LINE STA. 92+00NB

MATCH LINE STA. 98+00NB

UNDERGROUND FIBER OPTIC CABLE
(APPROXIMATE LOCATION)

STA. 93+73.39NB STH 17=
STA. 50+07.00E EISENHOWER WAY
Y = 164453.159
X = 272526.474

N. SHORE DR

WOODS

CONSTRUCTION LIMITS
STA. 51+32.7E

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 37	E

2

2

LEGEND

XXXXX. SAW CUTS

N

SIGN

POST

G

CAUTION

BURIED GAS LINE
(APPROXIMATE LOCATION)

OH

GUY

LIMIT OF
WETLANDS

WOODS

EXISTING R/W

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

ADJUSTING INLET
COVERS

CONCRETE SIDEWALK
4-INCH REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

UNDERGROUND CONDUIT
(APPROXIMATE LOCATION)

ADJUSTING INLET
COVERS

SLOPE
INTERCEPT

MATCH LINE STA. 98+00NB

MATCH LINE STA. 104+00NB

99SB 100SB 101SB 102SB 103SB 104SB

12'

12'

16'

12'

STH 17

99NB 100NB 101NB 102NB 103NB 104NB

ADJUSTING INLET
COVERS

SLOPE
INTERCEPT

ADJUSTING INLET
COVERS

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

EXISTING R/W

WOODS

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 38	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021212 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXXXX. SAW CUTS

N

EXISTING R/W

30" CMP

30" CMP

LIMIT OF WETLANDS

UNDERGROUND CONDUIT (APPROXIMATE LOCATION)

EXISTING R/W

SPRING RD

WOODS

ASPHALT

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL REQ'D.

SLOPE INTERCEPT

PC: 107+22.19SB

CONCRETE SIDEWALK 4-INCH REQ'D.

UNDERGROUND CONDUIT (APPROXIMATE LOCATION)

MATCH LINE STA. 104+00NB

MATCH LINE STA. 110+00NB

STH 17

5'

12'

12'

16'

12'

12'

4SB

105SB

106SB

107SB

108SB

109SB

4NB

105NB

106NB

107NB

108NB

109NB

ADJUSTING INLET COVERS

ADJUSTING INLET COVERS

SLOPE INTERCEPT

CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

PC: 107+22.19NB

LIMIT OF WETLANDS

EXISTING R/W

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 39	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021213 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXXXX. SAW CUTS

N

EQUATION

STA BACK = 111+89.06SB

STA AHEAD = 111+96.29SB

PT: 111+96.29SB

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

EXISTING R/W

POST

UNDERGROUND CONDUIT
(APPROXIMATE LOCATION)

CONCRETE SIDEWALK
4-INCH REQ'D.

WV

ADJUSTING INLET
COVERS

SLOPE
INTERCEPT

MATCH LINE STA. 110+00 NB

10SB

NB

STH 17

111SB

112SB

113SB

114SB

115SB

111NB

112NB

113NB

114NB

115NB

12'

12'

16'

12'

12'

MATCH LINE STA. 116+00NB

LIMIT OF
WETLANDS

SLOPE
INTERCEPT

ADJUSTING INLET
COVERS

LIMIT OF
WETLANDS

PT: 111+96.29NB

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

EXISTING R/W

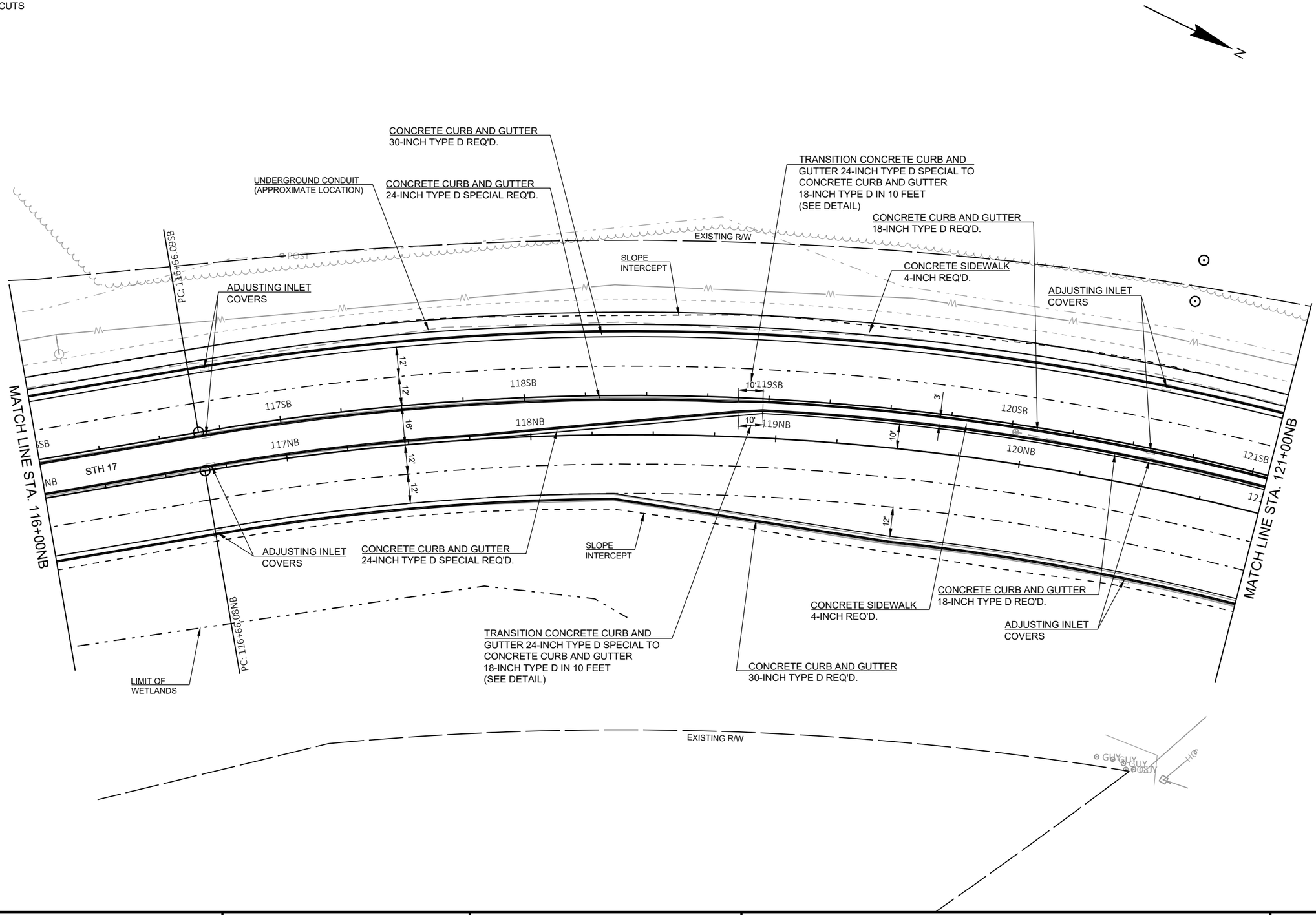
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 40	E

2

2

LEGEND

XXXXX. SAW CUTS



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 41	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021215 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

XXXXX SAW CUTS

CAUTION BURIED GAS LINE (APPROXIMATE LOCATION)

CONSTRUCTION LIMITS
STA. 58+03.3CCE

CONCRETE SIDEWALK
4-INCH REQ'D.

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

LIMIT OF WETLANDS

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

REMOVE ISLAND AND SIGNAL BASES
SALVAGE TRAFFIC SIGNALS

STA. 123+00.73SB STH 17=
STA. 59+46.36CCE TIMBER DRIVE
Y = 167111.610
X = 271441.662

BURIED FIBER OPTIC CABLE (APPROXIMATE LOCATION)

SLOPE INTERCEPT

CONCRETE SIDEWALK
4-INCH REQ'D.

EXISTING R/W

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

(REMOVE)

MATCH LINE STA. 121+00NB

STH 17 NB

122SB

122NB

123SB

123NB

124SB

124NB

125SB

125NB

126SB

126NB

TIMBER DR

59CCE

59CCW

UNDERGROUND CONDUIT (APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

LIMIT OF WETLANDS

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

ADJUSTING INLET COVERS

EQUATION

STA. 123+18.02SB STH 17=
STA. 59+42.74CCW TIMBER DRIVE
Y = 167128.841
X = 271440.275

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

STA BACK = 124+59.24SB

STA AHEAD = 124+47.15SB

PT: 124+47.15SB

CONCRETE SIDEWALK
4-INCH REQ'D.

ADJUSTING INLET COVERS

ADJUSTING INLET COVERS

SLOPE INTERCEPT

STA. 123+01.66NB STH 17=
STA. 59+60.00CCW CTH C
Y = 167123.588
X = 271456.716

PT: 124+47.15NB

BURIED FIBER OPTIC CABLE (APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

BM #1002

EXISTING R/W

STA. 122+84.28NB STH 17=
STA. 59+63.76CCE CTH C
Y = 167106.277
X = 271458.220

CONCRETE SIDEWALK
4-INCH REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

CONSTRUCTION LIMITS
STA. 62+62.5CCW

CONSTRUCTION LIMITS
STA. 61+22CCE

CONCRETE SIDEWALK
4-INCH REQ'D.

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

SLOPE INTERCEPT

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

MATCH LINE STA. 61+75CCW

CTH C

60CCE

60CCW

62CCE

62CCW

BURIED GAS LINE (APPROXIMATE LOCATION)

CAUTION

TRANSITION CONCRETE CURB AND GUTTER 18-INCH TYPE D TO CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL IN 10 FEET (SEE DETAIL)

BURIED FIBER OPTIC CABLE (APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

EXISTING R/W

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

SLOPE INTERCEPT

CONCRETE SIDEWALK
4-INCH REQ'D.

CONCRETE SIDEWALK
4-INCH REQ'D.

ADJUSTING INLET COVERS

ADJUSTING INLET COVERS

BURIED FIBER OPTIC CABLE (APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

TRANSITION CONCRETE CURB AND GUTTER 18-INCH TYPE D TO CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL IN 10 FEET (SEE DETAIL)

MATCH LINE STA. 127+00NB

WOODS

N

2

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 42	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021216 pd
PLOT DATE : 7/28/2022 11:00 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

XXXXX. SAW CUTS

N

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

WOODS

BURIED FIBER OPTIC
(APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE SIDEWALK
4-INCH REQ'D.

EXISTING R/W

SLOPE
INTERCEPT

ADJUSTING INLET
COVERS

MATCH LINE STA. 127+00NB

MATCH LINE STA. 133+00NB

STH 17

EXISTING R/W

SLOPE
INTERCEPT

ADJUSTING INLET
COVERS

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 43	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021217 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

LEGEND

XXXXX SAW CUTS

N

STA. 136+64.42SB STH 17=
STA. 49+92.14W WINNEBAGO STREET
Y = 168484.846
X = 271515.619

TRANSITION CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL TO CONCRETE CURB AND GUTTER 18-INCH TYPE D IN 10 FEET (SEE DETAIL)

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER 18-INCH TYPE D REQ'D.

ADJUSTING INLET COVERS

CONCRETE SIDEWALK 4-INCH REQ'D.

SLOPE INTERCEPT

BURIED FIBER OPTIC CABLE (APPROXIMATE LOCATION)

BURIED GAS LINE (APPROXIMATE LOCATION)

CAUTION

CONSTRUCTION LIMITS
STA. 49+13.4W

TRANSITION CONCRETE CURB AND GUTTER 18-INCH TYPE D TO CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL IN 10 FEET (SEE DETAIL)

EXISTING R/W

E WINNEBAGO ST.

49W

50W

51W

STH 17

MATCH LINE STA. 133+00NB

MATCH LINE STA. 139+00NB

BURIED TELEPHONE LINE (APPROXIMATE LOCATION)

WOODS

R/W POST

CONSTRUCTION LIMITS
STA. 50+89W

STA. 136+65.13NB STH 17=
STA. 50+08.16W WINNEBAGO STREET
Y = 168484.560
X = 271531.632

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 44	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021218 pd
PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

XXXXX. SAW CUTS

N

LIMIT OF WETLANDS

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

BURIED FIBER OPTIC CABLE (APPROXIMATE LOCATION)

EXISTING R/W

CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL REQ'D.

ADJUSTING INLET COVERS

CONCRETE SIDEWALK 4-INCH REQ'D.

SLOPE INTERCEPT

5

MATCH LINE STA. 139+00NB

MATCH LINE STA. 145+00NB

STH 17

140SB 141SB 142SB 143SB 144SB 145

140NB 141NB 142NB 143NB 144NB 145

W FO SAN OH

5' 12' 12' 16' 12' 12'

ADJUSTING INLET COVERS

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL REQ'D.

ADJUSTING INLET COVERS

SLOPE INTERCEPT

EXISTING R/W

BURIED FIBER OPTIC CABLE (APPROXIMATE LOCATION)

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 45	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021219 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

XXXXX SAW CUTS

N

TRANSITION CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL TO CONCRETE CURB AND GUTTER 18-INCH TYPE D IN 10 FEET (SEE DETAIL)

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL REQ'D.

CONSTRUCTION LIMITS STA. 59+18.8F

STA. 148+42.24SB STH 17= STA. 59+92.30F NAVAJO STREET
Y = 169660.362
X = 271589.172

BURIED GAS LINE (APPROXIMATE LOCATION) CAUTION

TRANSITION CONCRETE CURB AND GUTTER 18-INCH TYPE D TO CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL IN 10 FEET (SEE DETAIL)

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER 18-INCH TYPE D REQ'D.

CONCRETE SIDEWALK 4-INCH REQ'D.

EXISTING R/W

SLOPE INTERCEPT

ADJUSTING INLET COVERS

STH 17

NAVAJO ST.

MATCH LINE STA. 145+00NB

MATCH LINE STA. 151+00

146SB 147SB 148SB 149SB 150SB

146NB 147NB 148NB 149NB 150NB

59F 58F 61F

WOODS ASPHALT SIGN

CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

TRANSITION CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL TO CONCRETE CURB AND GUTTER 18-INCH TYPE D IN 10 FEET (SEE DETAIL)

CONCRETE CURB AND GUTTER 18-INCH TYPE D REQ'D.

CONCRETE SIDEWALK 4-INCH REQ'D.

SLOPE INTERCEPT

EXISTING R/W

ADJUSTING INLET COVERS

CONSTRUCTION LIMITS STA. 60+85.7F

STA. 148+41.69NB STH 17= STA. 60+08.31F NAVAJO STREET
Y = 169658.816
X = 271605.106

BURIED GAS LINE (APPROXIMATE LOCATION) CAUTION

TRANSITION CONCRETE CURB AND GUTTER 18-INCH TYPE D TO CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL IN 10 FEET (SEE DETAIL)

CONCRETE CURB AND GUTTER 30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL REQ'D.

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 46	E

2

LEGEND

XXXXX. SAW CUTS

N

2

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE SIDEWALK
4-INCH REQ'D.

SLOPE
INTERCEPT

CONCRETE DRIVEWAY
HES 6-INCH

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

ADJUSTING INLET
COVERS

EXISTING R/W

MATCH LINE STA. 151+00NB

MATCH LINE STA. 157+00NB

STH 17

151SB 152SB 153SB 154SB 155SB 156SB 157

151NB 152NB 153NB 154NB 155NB 156NB 157

5'

12'

12'

12'

12'

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

SLOPE
INTERCEPT

ADJUSTING INLET
COVERS

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

EXISTING R/W

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 47	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021221 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXXXX. SAW CUTS

N

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE SIDEWALK
4-INCH REQ'D.

ADJUSTING INLET
COVERS

SLOPE
INTERCEPT

EXISTING R/W

PC: 161+49.00SB

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

MATCH LINE STA. 157+00NB

MATCH LINE STA. 163+00NB

STH 17

158SB 159SB 160SB 161SB 162SB

158NB 159NB 160NB 161NB 162NB

SAN

12'

16'

5'

W G

ADJUSTING INLET
COVERS

SLOPE
INTERCEPT

EXISTING R/W

ADJUSTING INLET
COVERS

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

PC: 161+49.00NB

ASPHALT
CE

CAUTION

BURIED GAS LINE
(APPROXIMATE LOCATION)

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 48	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021222 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXXXX SAW CUTS

N

N STEVENS ST.

MATCH LINE STA. 163+00NB

MATCH LINE STA. 169+00NB

STH 17

EXISTING R/W

UNDERGROUND CONDUIT
(APPROXIMATE LOCATION)

BURIED ELECTRICAL CABLE
(APPROXIMATE LOCATION)

TRANSITION CONCRETE CURB AND
GUTTER 24-INCH TYPE D SPECIAL TO
CONCRETE CURB AND GUTTER
18-INCH TYPE D IN 10 FEET
(SEE DETAIL)

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE SIDEWALK
4-INCH REQ'D.

SNOW MOBILE
TRAIL CROSSING

CONCRETE SIDEWALK
6-INCH REQ'D.

ADJUSTING INLET
COVERS

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

STA. 167+71.72SB STH 17=
STA. 79+61.79ST STEVENS STREET
Y = 171531.449
X = 271901.187

SLOPE
INTERCEPT

CONSTRUCTION LIMITS
STA. 77+58.5ST

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

CONCRETE SIDEWALK
4-INCH REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

SLOPE
INTERCEPT

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

ADJUSTING INLET
COVERS

CONCRETE SIDEWALK
4-INCH REQ'D.

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

ADJUSTING INLET
COVERS

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

SLOPE
INTERCEPT

ADJUSTING INLET
COVERS

BURIED ELECTRICAL CABLE
(APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER
18-INCH TYPE D REQ'D.

STA. 167+63.01NB STH 17=
STA. 79+77.87ST STEVENS STREET
Y = 171522.274
X = 271914.400

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

ADJUSTING INLET
COVERS

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

ADJUSTING INLET
COVERS

CONCRETE SIDEWALK
4-INCH REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

164SB 164NB 165SB 165NB 166SB 166NB 167SB 167NB 168SB 168NB 169SB

14' 12' 15' 12' 12'

25' 79 13' 24'

12' 12' 16' 12' 12'

10' 10' 10' 15'

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 49	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021223 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

.XXXXX. SAW CUTS

EQUATION

STA BACK = 169+66.96SB

STA AHEAD = 169+53.36SB

PT: 169+53.36SB

EXISTING R/W

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

ADJUSTING INLET
COVERS

SLOPE
INTERCEPT

BURIED FIBER OPTIC CABLE
(APPROXIMATE LOCATION)

BM #1003

MATCH LINE STA. 169+00NB

STH 17

170SB 171SB 172SB 173SB 174SB 175SB

170NB 171NB 172NB 173NB 174NB 175NB

13' 12' 12' 13' 12' 12'

USGS

SLOPE
INTERCEPT

EXISTING R/W

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

CONCRETE CURB AND GUTTER
24-INCH TYPE D SPECIAL REQ'D.

PT: 169+53.36NB

ASPHALT
CE

END PROJECT 9040-03-71
STA. 173+00.00NB
Y=171865.082
X=272326.502

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN DETAILS	SHEET 50	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021224 pd

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

OLD 8 RD

1190E

1551.29

1552.66

1553.00

1553.33

1553.01

1554.73

1200E

16NB

STH 17

17NB

18NB

19NB

20NB

21NB

22NB

1554.94

1555.42

1555.90

1556.38

1556.17

1555.96

1210E

OLD 8 RD

1220E

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 51	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021225 gr

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

N

31NB

32NB

33NB

34NB

35NB

36NB

37NB

STH 17

1563.48

1563.28

1563.90

1565.90

1565.25

1564.41

1563.91

1564.12

ASPHALT
CE

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 52	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021226 gr

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

44SB
44NB
45SB
45NB
46SB
46NB
47SB
47NB
48SB
48NB
49SB
49NB

1560.15 1559.94 1559.73 1559.52 1559.31 1559.10 1558.89 1558.68 1558.47 1558.26 1558.05 1557.84 1557.63 1557.42 1557.21 1557.00 1556.79 1556.59 1556.37 1556.16 1555.95 1555.74 1555.53

1560.25 1560.04 1559.83 1559.62 1559.41 1559.20 1558.99 1558.78 1558.57 1558.36 1558.15 1557.94 1557.73 1557.52 1557.31 1557.10 1556.89 1556.68 1556.47 1556.26 1556.05 1555.84 1555.63

MATCH LINE STA. 50+00NB

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 53	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021227 gr

PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCH LINE STA. 50+00NB

MATCH LINE STA. 56+00NB

STH 17

51NB 52NB 53NB 54NB 55NB

1555.63 1555.42 1555.21 1555.00 1554.79 1554.58 1554.36 1554.15 1553.94 1553.73 1553.52 1553.31 1553.10 1552.89 1552.68 1552.47 1552.26 1552.05 1551.84 1551.63 1551.42 1551.21 1551.00 1550.79 1550.58

51SB 52SB 53SB 54SB 55SB 56SB

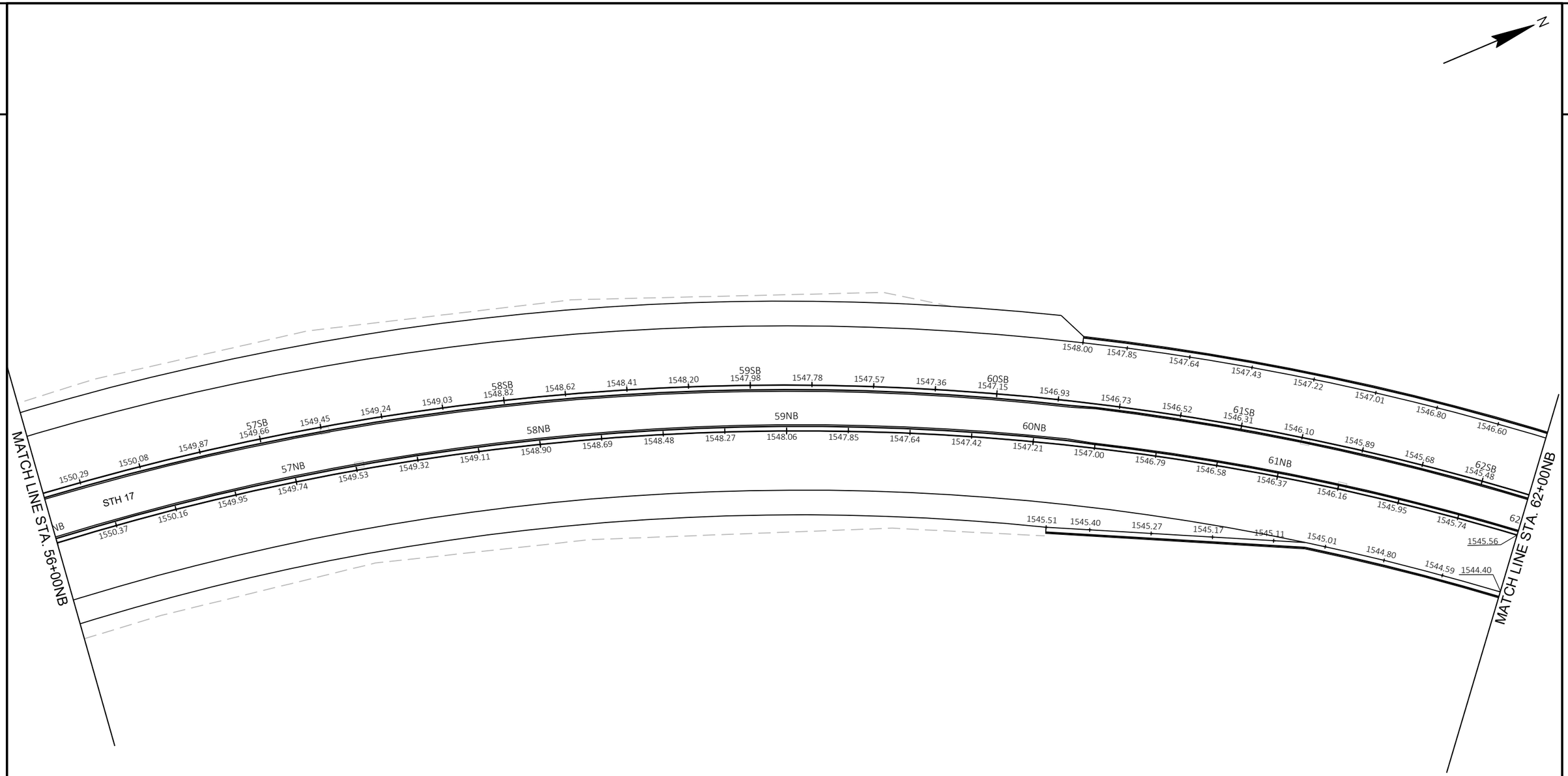
1555.32 1555.11 1554.90 1554.70 1554.49 1554.28 1554.07 1553.86 1553.65 1553.44 1553.23 1553.02 1552.81 1552.60 1552.39 1552.18 1551.97 1551.76 1551.55 1551.34 1551.13 1550.92 1550.71 1550.50

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 54	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021228 gr

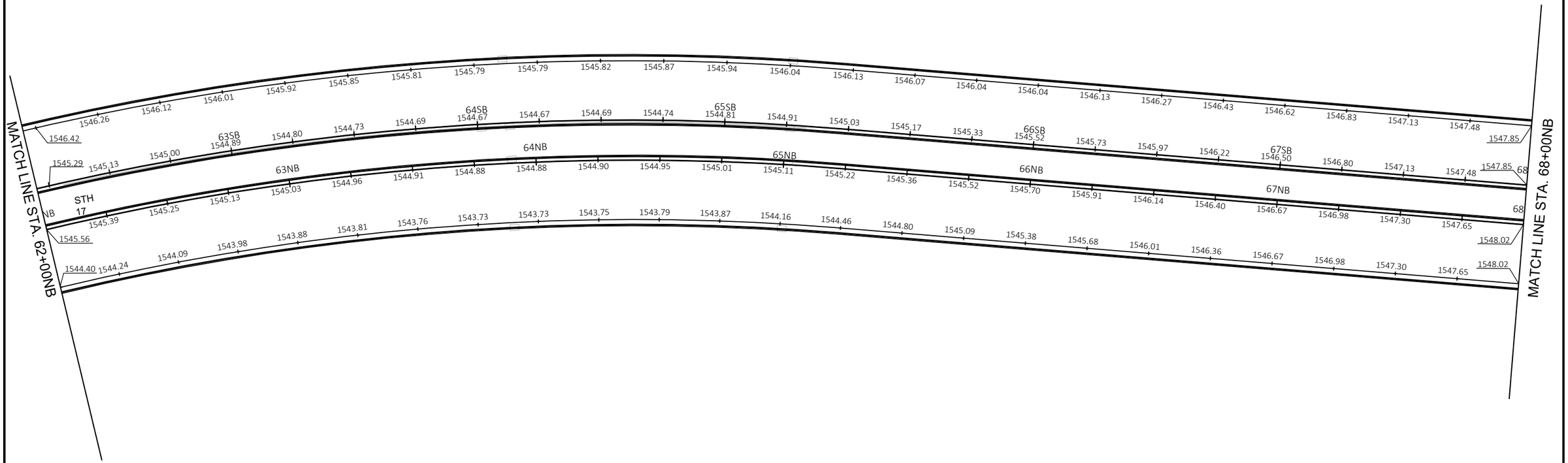
PLOT DATE : 7/28/2022 11:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 55	E

2

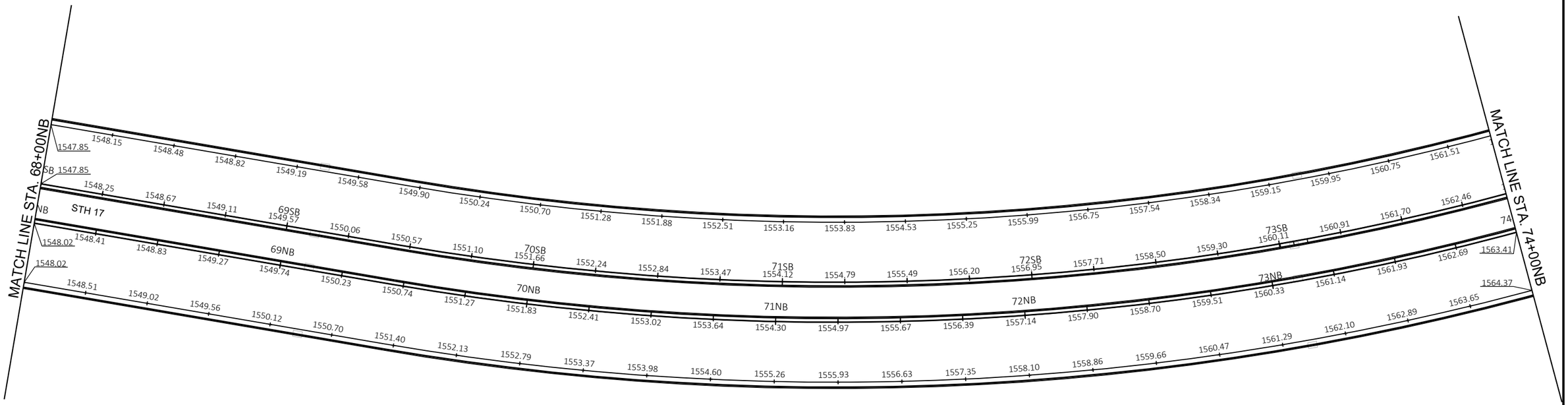


PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 56	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021230 gr

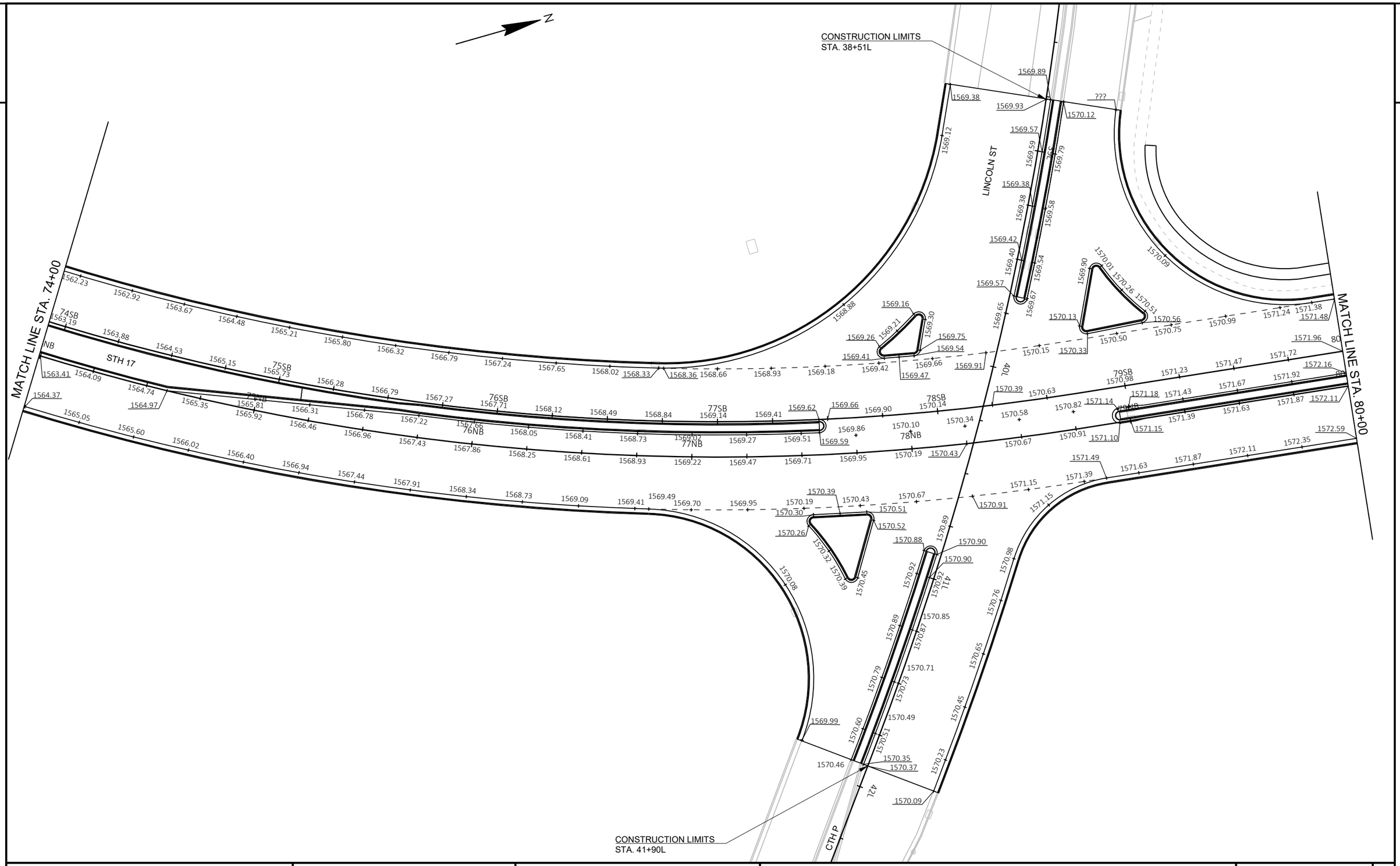
PLOT DATE : 7/28/2022 11:01 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 57	E

2



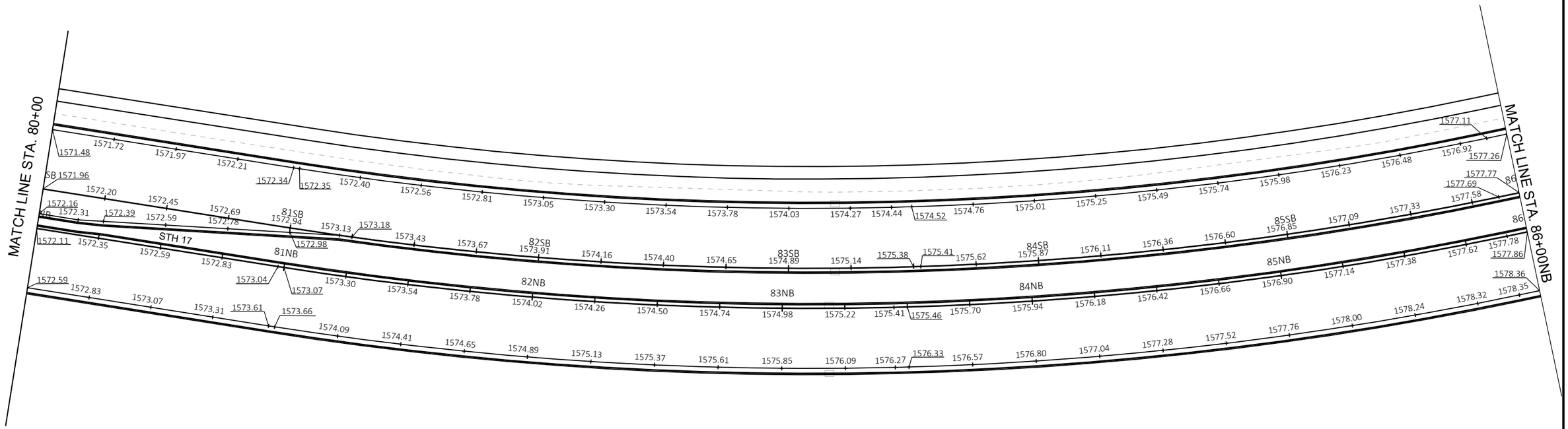
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 58	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021232 gr

PLOT DATE : 7/28/2022 11:01 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N



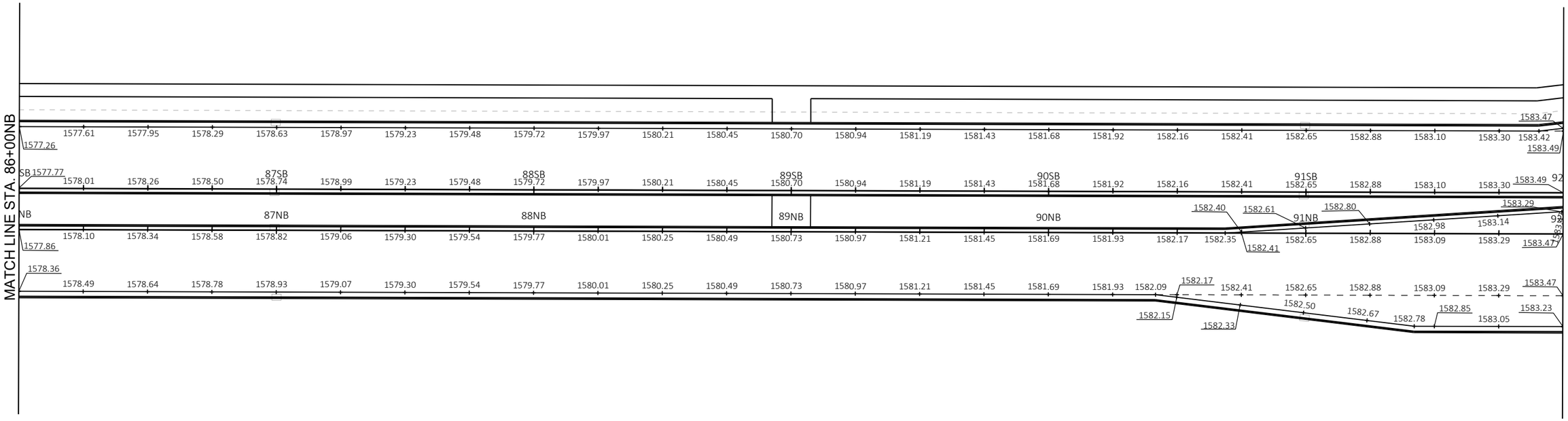
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 59	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021233 gr

PLOT DATE : 7/28/2022 11:01 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

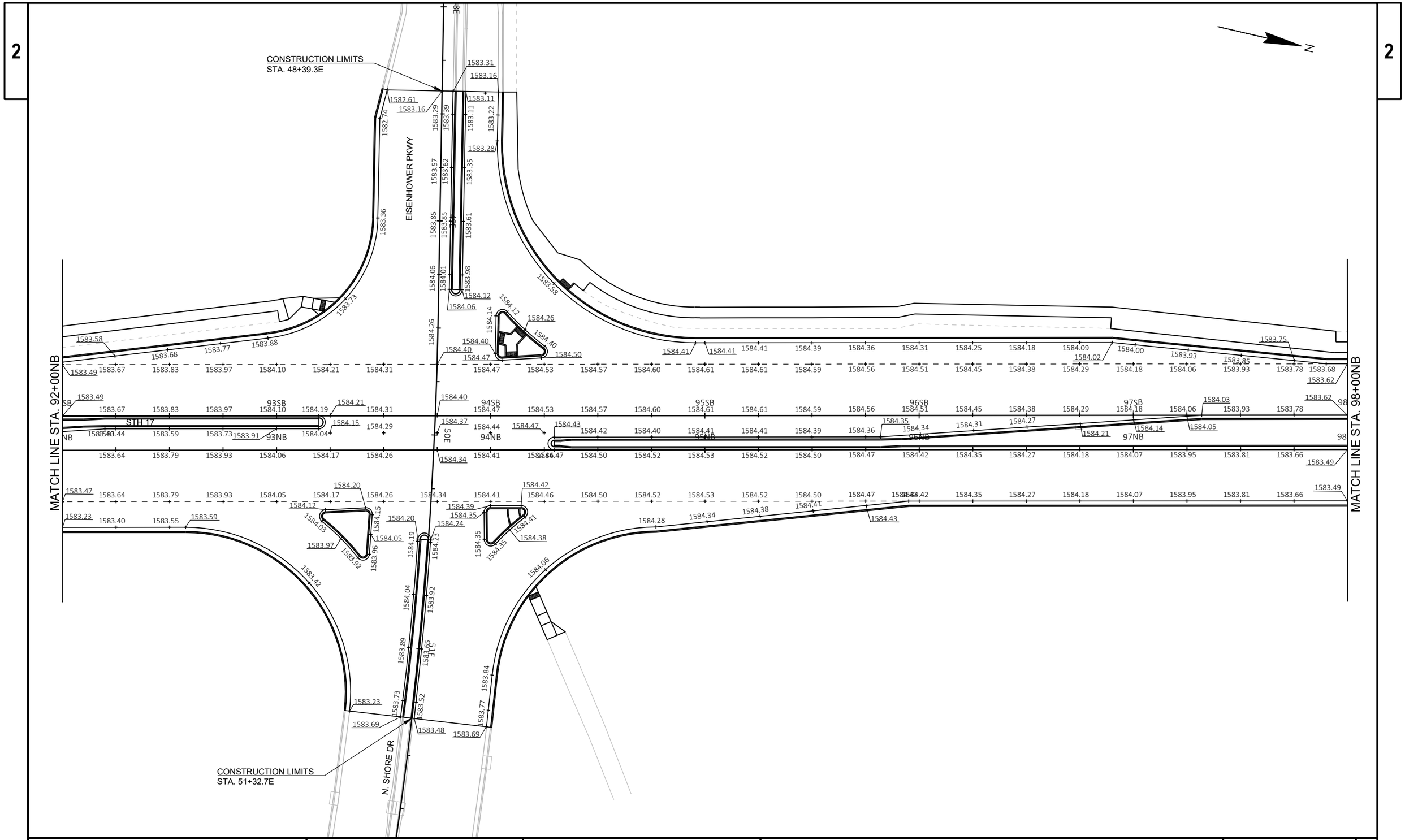
2

N



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 60	E

2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 61	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021235 gr

PLOT DATE : 7/28/2022 11:01 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCH LINE STA. 98+00NB

MATCH LINE STA. 104+00NB

STH 17

SB 1583.62 1583.44 1583.24 1583.04 1582.82 1582.58 1582.33 1582.06 1581.78 1581.49 1581.18 1580.85 1580.51 1580.17 1579.83 1579.49 1579.14 1578.80 1578.46 1578.12 1577.78 1577.43 1577.09 1576.75 1576.41

99SB 100SB 101SB 102SB 103SB

1583.62 1583.44 1583.24 1583.04 1582.82 1582.58 1582.33 1582.06 1581.78 1581.49 1581.18 1580.85 1580.51 1580.17 1579.83 1579.49 1579.14 1578.80 1578.46 1578.12 1577.78 1577.43 1577.09 1576.75 1576.41 104

NB

99NB 100NB 101NB 102NB 103NB 104

1583.49 1583.31 1583.11 1582.90 1582.68 1582.44 1582.19 1581.92 1581.63 1581.34 1581.02 1580.70 1580.36 1580.01 1579.67 1579.33 1578.99 1578.64 1578.30 1577.96 1577.61 1577.27 1576.93 1576.58 1576.24

1583.49 1583.31 1583.11 1582.90 1582.68 1582.44 1582.19 1581.92 1581.63 1581.34 1581.02 1580.70 1580.36 1580.01 1579.67 1579.33 1578.99 1578.64 1578.30 1577.96 1577.61 1577.27 1576.93 1576.58 1576.24

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 62	E

2

N

ASPHALT

MATCH LINE STA. 104+00NB

MATCH LINE STA. 110+00NB

STH 17

105SB 106SB 107SB 108SB 109SB

105NB 106NB 107NB 108NB 109NB

1576.41 1576.07 1575.73 1575.38 1575.04 1574.70 1574.36 1574.00 1573.57 1573.13 1572.69 1572.25 1571.81 1571.27 1570.76 1570.37 1570.16 1569.99 1569.89 1569.83 1569.83 1569.88 1569.98 1570.00 1570.10

1576.41 1576.07 1575.73 1575.38 1575.04 1574.70 1574.36 1574.02 1573.67 1573.33 1572.99 1572.65 1572.31 1571.96 1571.64 1571.38 1571.16 1571.00 1570.89 1570.84 1570.83 1570.88 1570.98 1571.01 1571.11

1576.24 1575.90 1575.56 1575.21 1574.87 1574.53 1574.18 1573.84 1573.50 1573.15 1572.81 1572.47 1572.13 1571.81 1571.54 1571.31 1571.13 1571.00 1570.91 1570.87 1570.88 1570.93 1571.02 1571.06 1571.14 1571.25

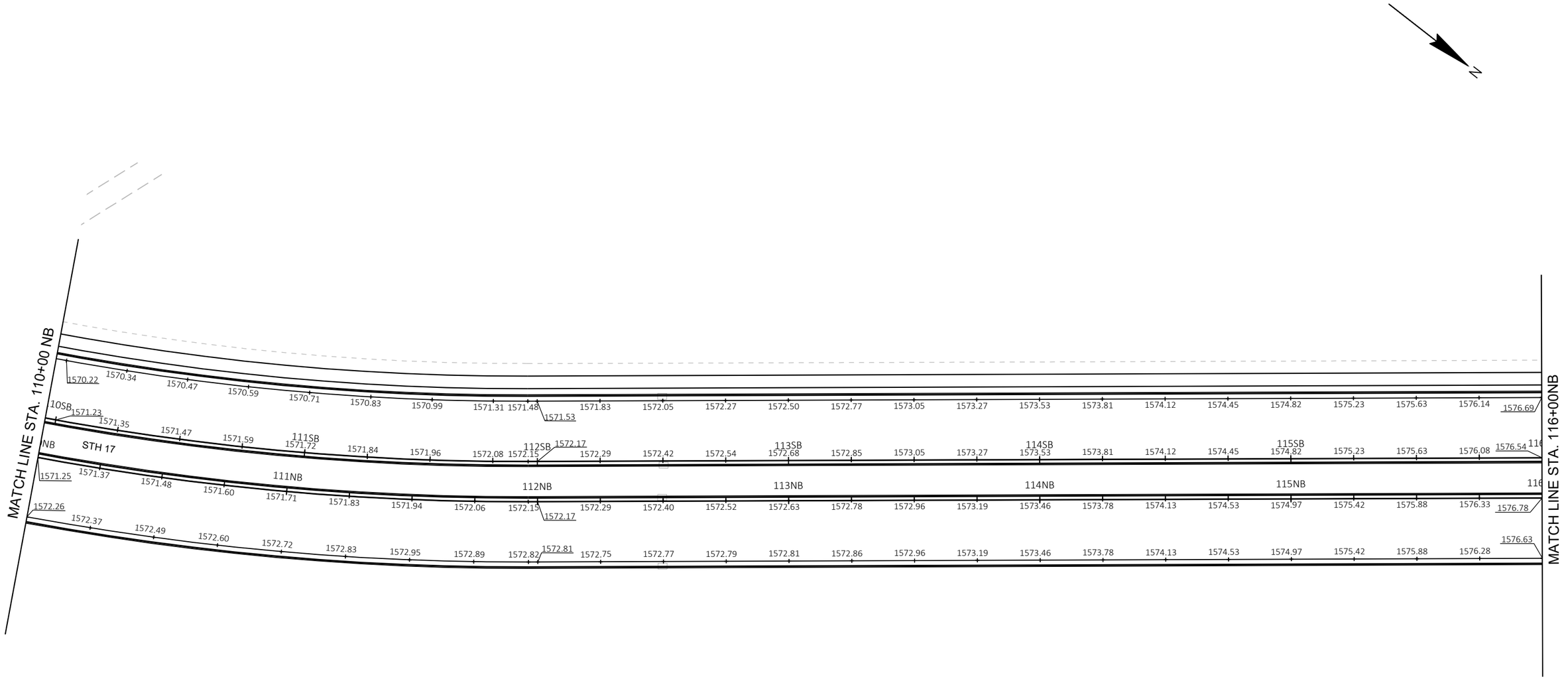
1576.24 1575.90 1575.56 1575.21 1574.87 1574.53 1574.18 1573.85 1573.60 1573.36 1573.11 1572.86 1572.62 1572.42 1572.32 1572.14 1572.01 1571.92 1571.88 1571.88 1571.93 1572.03 1572.07 1572.14 1572.26

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 63	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021237 gr

PLOT DATE : 7/28/2022 11:01 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

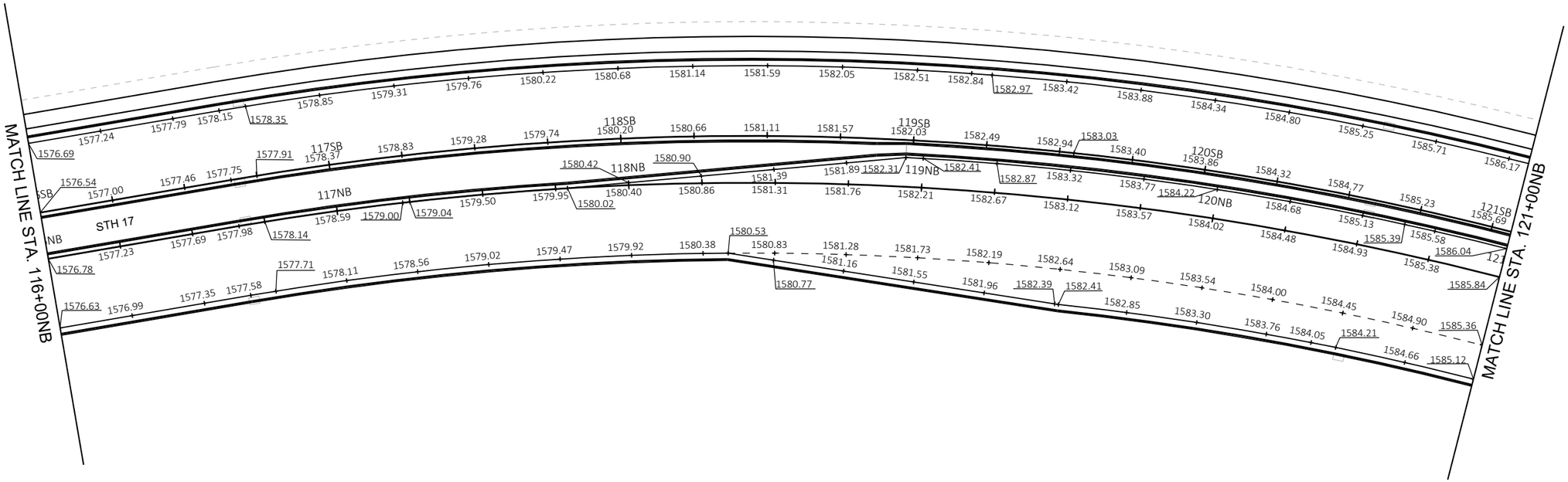
2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 64	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021238 gr
PLOT DATE : 7/28/2022 11:01 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 65	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021239 gr

PLOT DATE : 7/28/2022 11:01 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

CONSTRUCTION LIMITS
STA. 58+03.3CCE

TIMBER DR

N

MATCH LINE STA. 121+00NB

MATCH LINE STA. 127+00NB

STH 17

CTH C

CONSTRUCTION LIMITS
STA. 61+22CCE

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 66 E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021240 gr

PLOT DATE : 7/28/2022 11:01 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 127+00NB

1594.45
1594.52 1594.52 1594.52 1594.49 1594.42 1594.32 1594.23 1594.13 1594.04 1593.95 1593.85 1593.76 1593.66 1593.57 1593.48 1593.38 1593.29 1593.19 1593.10 1593.01 1592.91 1592.82 1592.72 1592.63 1592.54
1594.49

SB 1594.49 1594.53
1594.52 1594.52 1594.49 1594.42 1594.32 1594.23 1594.13 1594.04 1593.95 1593.85 1593.76 1593.66 1593.57 1593.48 1593.38 1593.29 1593.19 1593.10 1593.01 1592.91 1592.82 1592.72 1592.63 1592.54 133
128SB 129SB 130SB 131SB 132SB
1594.45
NB STH 17
128NB 129NB 130NB 131NB 132NB 133

1594.19 1594.21 1594.20 1594.16 1594.08 1594.00 1593.91 1593.82 1593.73 1593.65 1593.56 1593.47 1593.38 1593.30 1593.21 1593.12 1593.03 1592.95 1592.86 1592.77 1592.68 1592.60 1592.51 1592.42 1592.33
1594.19 1594.21 1594.20 1594.16 1594.08 1594.00 1593.91 1593.82 1593.73 1593.65 1593.56 1593.47 1593.38 1593.30 1593.21 1593.12 1593.03 1592.95 1592.86 1592.77 1592.68 1592.60 1592.51 1592.42 1592.33

MATCH LINE STA. 133+00NB

PROJECT NO:	HWY:	COUNTY:		SHEET 67	E

2

N

CONSTRUCTION LIMITS
STA. 49+13.4W

E WINNEBAGO ST.

49W

1590.33
1590.40
1590.35
1590.76
1590.46

1591.65 1591.51 1591.36 1591.20 1591.11
1590.50 1590.48 1590.46 1590.31 1590.16 1590.00

1592.54 1592.44 1592.35 1592.25 1592.16 1592.07 1591.97 1591.88 1591.78 1591.77 1591.69 1591.59 1591.50 1591.39 1591.27 1591.13 1590.99 1590.83 1590.66 1590.47 1590.28 1590.09 1589.84 1589.90 1589.69 1589.71 1589.59 1589.55 1589.40

MATCH LINE STA. 133+00NB

SB 1592.54 1592.44 1592.35 1592.25 1592.16 1592.07 1591.97 1591.88 1591.78 1591.69 1591.60 1591.50 1591.39 1591.29 1591.27 1591.13 1590.99 1590.83 1590.66 1590.48 1590.28 1590.09 1589.90 1589.71 1589.55 1589.40 139

134SB 135SB 136SB 137SB 138SB

NB STH 17

1591.95 1591.83 1591.46 1591.07
134NB 135NB 136NB 137NB 138NB
1591.70 1591.58 1591.36 1591.35 1591.25 1591.14 1591.02 1590.91 1591.04 1590.89 1590.73 1590.50 1590.46 1590.27 1590.08 1589.89 1589.74 1589.71 1589.55 1589.42 1589.31

50W

1592.33 1592.25 1592.16 1592.09 1592.07 1591.98 1591.90 1591.81 1591.72 1591.63 1591.55 1591.45 1591.34 1591.22 1591.08 1590.94 1590.79 1590.63 1590.47 1590.45 1590.28 1590.11 1589.94 1589.76 1589.59 1589.43 1589.29

1592.33 1592.25 1592.16 1592.07 1591.98 1591.90 1591.84 1591.81 1591.80 1591.72 1591.66 1591.64 1591.56 1591.55 1591.43 1591.45 1591.30 1591.34 1591.16 1591.22 1590.92 1591.08 1590.94 1590.79 1590.69 1590.63 1590.53 1590.45 1590.28 1590.25 1590.13 1589.99 1589.89 1589.77 1589.59 1589.43 1589.29

MATCH LINE STA. 139+00NB

1591.15 1590.80

51W

CONSTRUCTION LIMITS
STA. 50+89W

E WINNEBAGO ST.

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 68	E

N

MATCH LINE STA. 139+00NB

1589.40 1589.28 1589.19 1589.12 1589.08 1589.06 1589.07 1589.11 1589.17 1589.25 1589.36 1589.50 1589.64 1589.78 1589.92 1590.06 1590.20 1590.35 1590.49 1590.63 1590.77 1590.91 1591.06 1591.20 1591.34

SB 1589.40 1589.28 1589.19 1589.13 1589.12 140SB 1589.08 1589.06 1589.07 1589.11 141SB 1589.17 1589.25 1589.36 1589.50 142SB 1589.64 1589.78 1589.92 1590.06 1590.20 143SB 1590.35 1590.49 1590.63 144SB 1590.77 1590.91 1591.06 1591.20 1591.34 145

NB 1589.31 1589.22 1589.16 STH 17 140NB 141NB 142NB 143NB 144NB STH 17 145

1589.29 1589.18 1589.09 1589.03 1588.99 1588.97 1588.98 1589.01 1589.07 1589.15 1589.26 1589.39 1589.53 1589.68 1589.82 1589.97 1590.12 1590.26 1590.41 1590.55 1590.70 1590.85 1590.99 1591.14 1591.28

1589.29 1589.18 1589.09 1589.03 1588.99 1588.97 1588.98 1589.01 1589.07 1589.15 1589.26 1589.39 1589.53 1589.68 1589.82 1589.97 1590.12 1590.26 1590.41 1590.55 1590.70 1590.85 1590.99 1591.14 1591.28

MATCH LINE STA. 145+00NB

5

5

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 69	E

2

2

N

CONSTRUCTION LIMITS
STA. 59+18.8F

NAVAJO ST.

58F

59F

MATCH LINE STA. 145+00NB

MATCH LINE STA. 151+00

STH 17

146SB 147SB 148SB 149SB 150SB

146NB 147NB 148NB 149NB 150NB

1591.34 1591.48 1591.62 1591.77 1591.91 1592.05 1592.19 1592.33 1592.48 1592.62 1592.76 1592.90 1593.00 1593.04 1593.19 1593.33 1593.47 1593.61 1593.75 1593.90 1594.04 1594.18 1594.32 1594.44 1594.54 1594.63

1591.56 1591.79 1591.90 1592.01 1592.12 1592.18 1592.25 1592.40 1592.55 1592.69 1592.79 1593.04 1593.18 1593.33 1593.47 1593.57 1593.43 1593.55 1593.70 1593.84 1593.94 1593.99 1594.17 1594.32 1594.45

1591.28 1591.43 1591.58 1591.72 1591.87 1592.01 1592.16 1592.31 1592.45 1592.60 1592.75 1592.89 1593.04 1593.18 1593.33 1593.48 1593.57 1593.62 1593.77 1593.91 1594.06 1594.21 1594.35 1594.48 1594.60 1594.69

1592.45 1592.52 1592.64 1592.73 1592.80 1593.06 1593.32 1593.39 1593.59 1593.76 1593.93 1594.10 1594.27 1594.42

1592.40 1592.45 1592.52 1592.64 1592.73 1592.80 1593.06 1593.32 1593.39 1593.59 1593.76 1593.93 1594.10 1594.27 1594.42 1594.54 1594.63

1592.06 1592.14 1592.25 1592.36 1592.47 1592.59 1592.70 1592.74 1592.84 1592.93 1593.12 1593.36 1593.44 1593.63 1593.83 1594.00 1594.21

1593.42 1593.45

CONSTRUCTION LIMITS
STA. 60+85.7F

61F

NAVAJO ST.

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 70	E

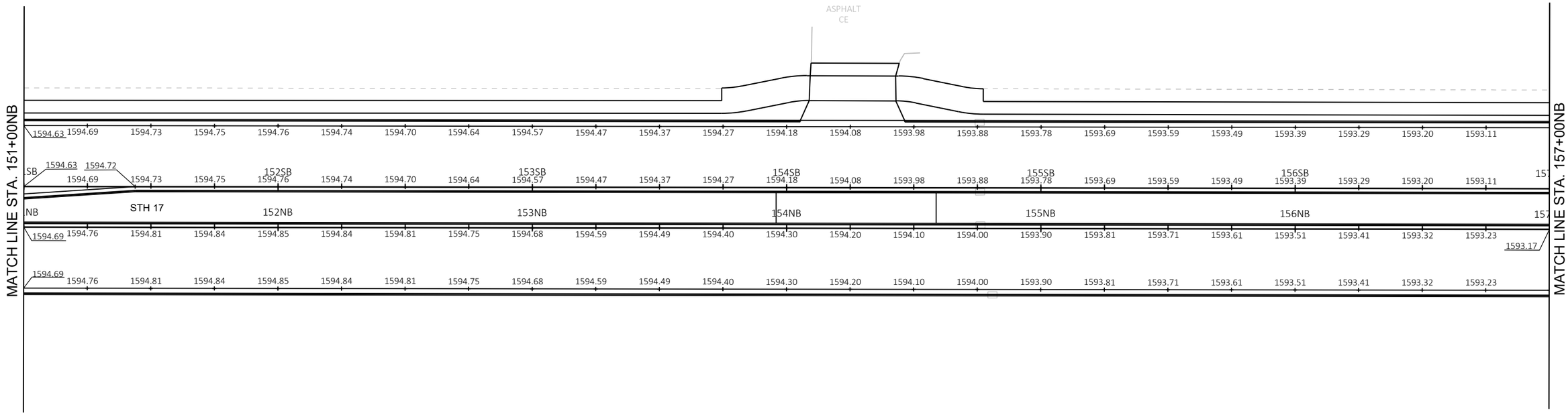
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021244 gr

PLOT DATE : 7/28/2022 11:01 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 71	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021245 gr
PLOT DATE : 7/28/2022 11:01 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 157+00NB

MATCH LINE STA. 163+00NB

STH 17

1593.05 1593.01 1592.99 1592.98 158SB 1593.00 1593.04 1593.09 1593.17 159SB 1593.27 1593.38 1593.52 1593.68 160SB 1593.85 1594.05 1594.26 1594.49 161SB 1594.71 1594.93 1595.15 1595.37 162SB 1595.59 1595.81 1596.03 1596.25 1596.47

1593.17 1593.12 1593.09 1593.09 158NB 1593.10 1593.13 1593.19 1593.26 159NB 1593.35 1593.46 1593.59 1593.74 160NB 1593.91 1594.10 1594.30 1594.52 161NB 1594.73 1594.95 1595.16 1595.37 162NB 1595.59 1595.80 1596.01 1596.23 1596.44

1593.17 1593.12 1593.09 1593.09 1593.10 1593.13 1593.19 1593.26 1593.35 1593.46 1593.59 1593.74 1593.89 1593.98 1594.09 1594.21 1594.33 1594.43 1594.45 1594.47 1594.53 1594.74 1594.96 1595.17 1595.39

1596.10

1596.64 1596.86 1597.08 1597.30 1597.52

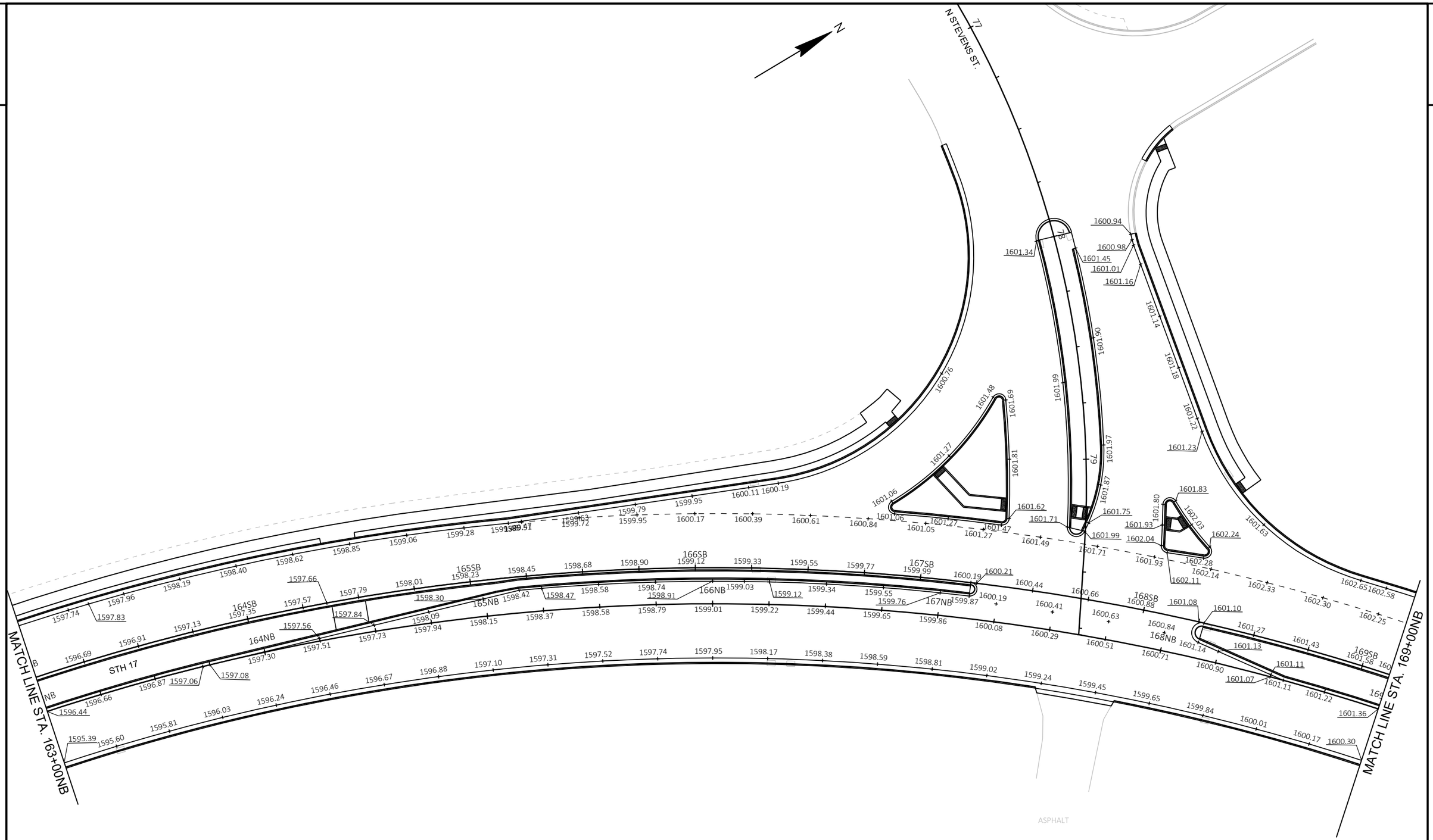
ASPHALT
CE

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 72	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021246 gr

PLOT DATE : 7/28/2022 11:01 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 73	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021225 GR.DWG
LAYOUT NAME - 021247 gr

PLOT DATE : 7/28/2022 11:01 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE STA. 169+00NB

1602.42 1602.23 1602.10 1601.91 1601.68 1601.45 1601.37 1601.38 1601.37 1601.34 1601.29 1601.21 1601.13 1601.04 1600.96

1602.18 1602.09 1602.02 1601.92 1601.78 1601.62 1601.54 1601.53 1601.50 1601.45 1601.38 1601.29 1601.19 1601.08 1600.97 1600.88 1600.86 1600.76

1601.70 1601.81 1601.87 1601.93 1601.98 1602.01 1602.01 1602.02 1602.01 1601.98 1601.93 1601.86 1601.77 1601.67 1601.56 1601.45 1601.34 1601.24

170SB 171SB 172SB 173SB 174SB 175SB

STH 17

NB 170NB 171NB 172NB 173NB 174NB 175NB

1601.92 1601.92 1601.91 1601.87 1601.82 1601.75 1601.66 1601.56 1601.46 1601.36 1601.26

1601.48 1601.58 1601.67 1601.73 1601.77 1601.78 1601.82 1601.83 1601.83 1601.81 1601.78 1601.73 1601.66 1601.57 1601.47 1601.38 1601.28

1601.38 1601.59

1601.36

1600.30 1600.56 1600.85 1600.89 1601.13 1601.32 1601.47 1601.60 1601.71 1601.80 1601.81 1601.78 1601.72 1601.65 1601.56 1601.46 1601.36 1601.27

STH 17

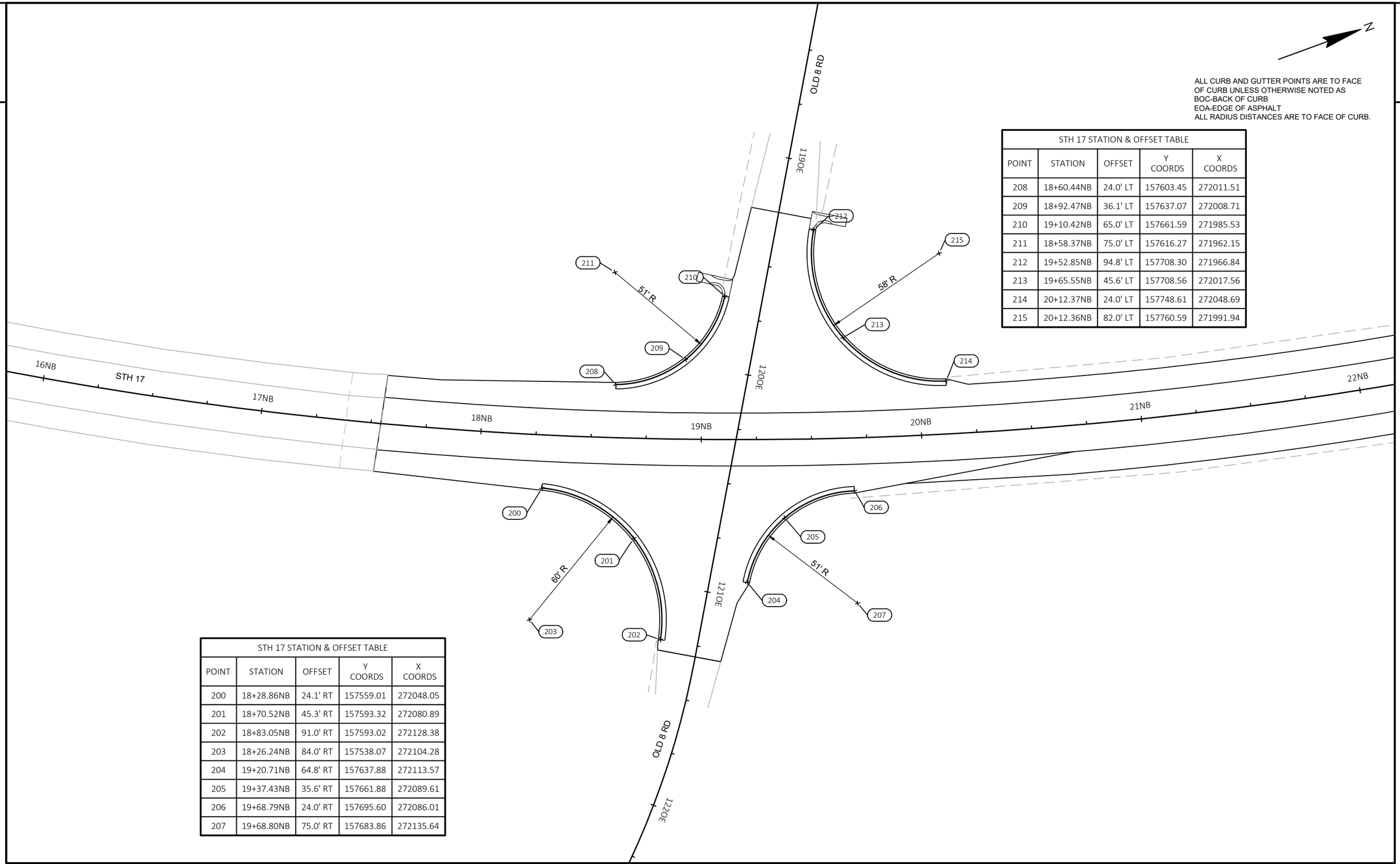
ASPHALT
CE

ASPHALT
CE

END PROJECT 9040-03-71
STA. 173+00.00NB
Y=171865.082
X=272326.502

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN GRADES	SHEET 74	E

2



ALL CURB AND GUTTER POINTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
208	18+60.44NB	24.0' LT	157603.45	272011.51
209	18+92.47NB	36.1' LT	157637.07	272008.71
210	19+10.42NB	65.0' LT	157661.59	271985.53
211	18+58.37NB	75.0' LT	157616.27	271962.15
212	19+52.85NB	94.8' LT	157708.30	271966.84
213	19+65.55NB	45.6' LT	157708.56	272017.56
214	20+12.37NB	24.0' LT	157748.61	272048.69
215	20+12.36NB	82.0' LT	157760.59	271991.94

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
200	18+28.86NB	24.1' RT	157559.01	272048.05
201	18+70.52NB	45.3' RT	157593.32	272080.89
202	18+83.05NB	91.0' RT	157593.02	272128.38
203	18+26.24NB	84.0' RT	157538.07	272104.28
204	19+20.71NB	64.8' RT	157637.88	272113.57
205	19+37.43NB	35.6' RT	157661.88	272089.61
206	19+68.79NB	24.0' RT	157695.60	272086.01
207	19+68.80NB	75.0' RT	157683.86	272135.64

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 75	E

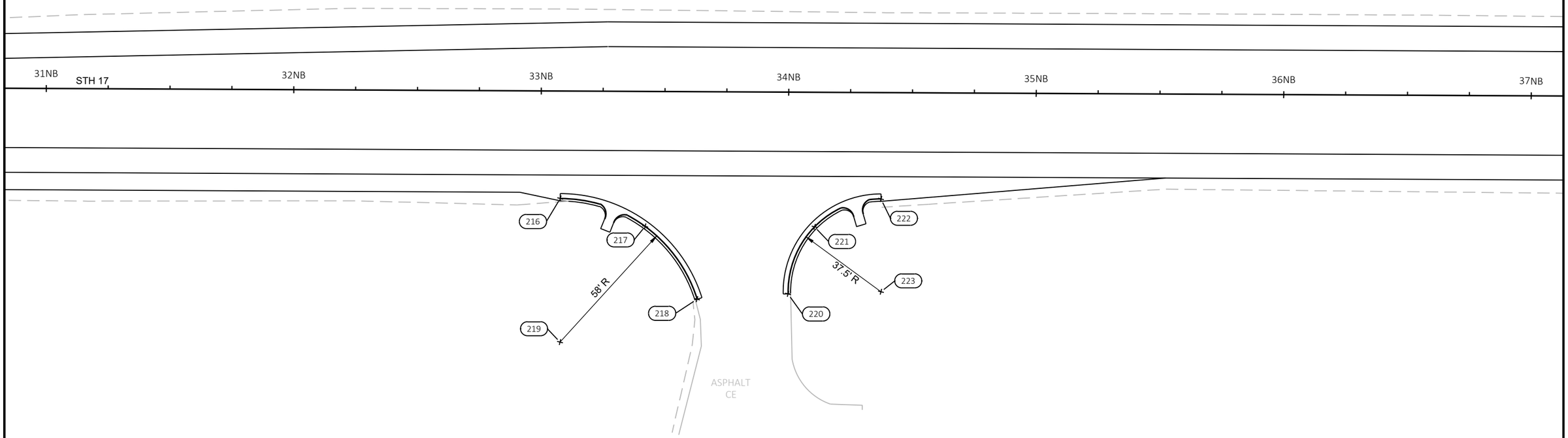
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021249 SO.DWG
LAYOUT NAME - 021249 so
PLOT DATE : 7/28/2022 11:01 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
216	33+07.90NB	43.4' RT	159023.97	271964.97
217	33+42.25NB	54.5' RT	159060.02	271966.99
218	33+63.37NB	83.8' RT	159087.89	271989.95
219	33+08.10NB	101.4' RT	159038.91	272021.01
220	34+00.15NB	81.4' RT	159122.88	271978.36
221	34+10.71NB	54.3' RT	159126.19	271949.43
222	34+37.50NB	42.9' RT	159149.21	271931.60
223	34+37.63NB	80.4' RT	159158.87	271967.83

N

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.



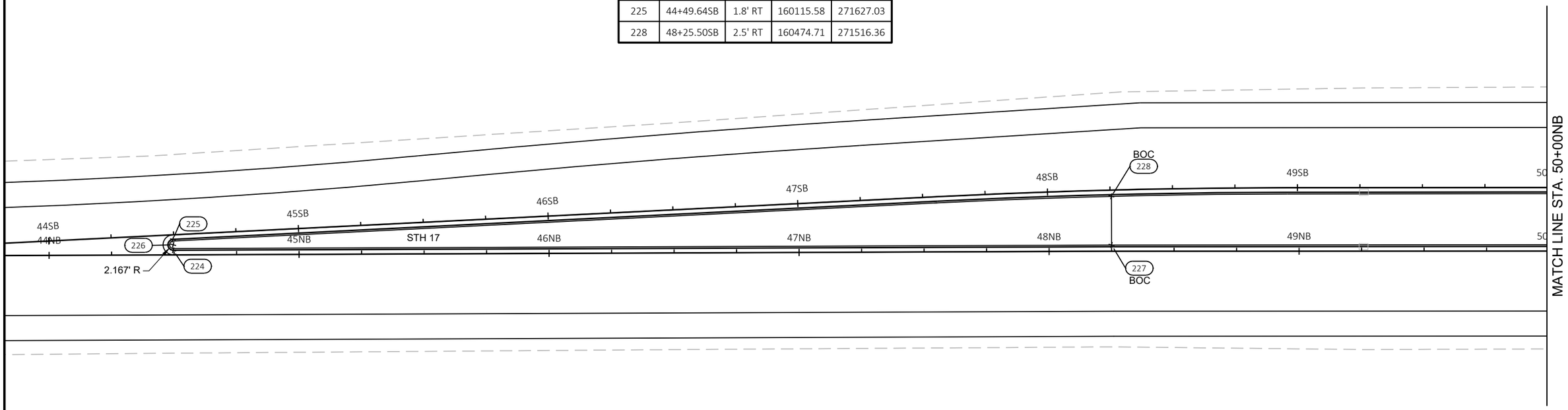
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 76	E

2

N

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
225	44+49.64SB	1.8' RT	160115.58	271627.03
228	48+25.50SB	2.5' RT	160474.71	271516.36



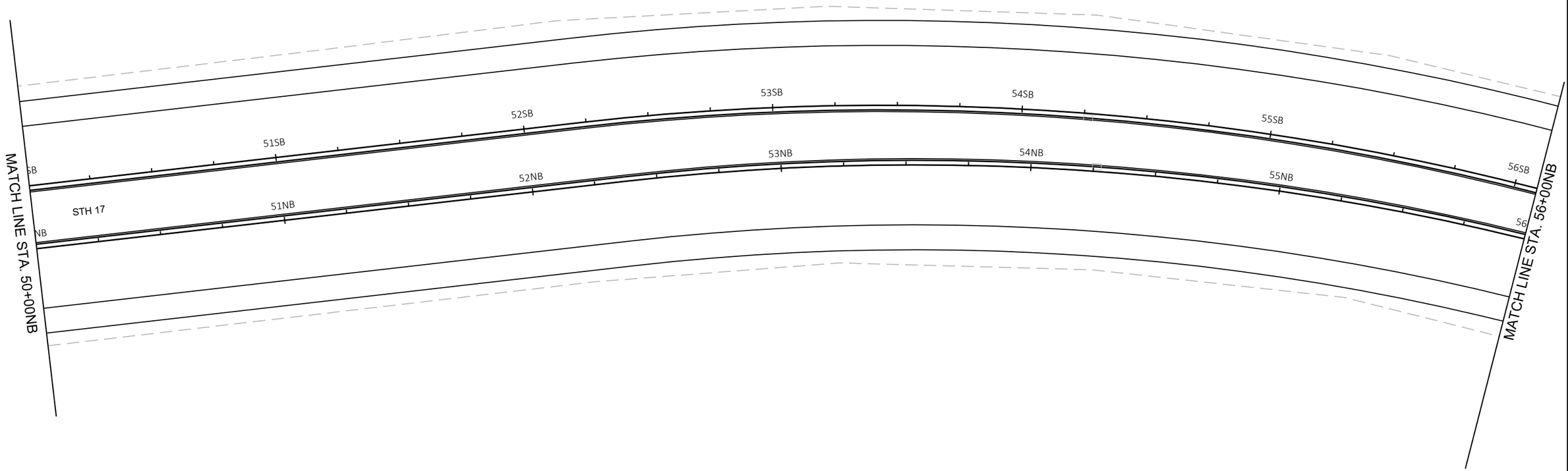
STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
224	44+49.64NB	1.8' LT	160116.78	271631.20
226	44+49.64NB	4.0' LT	160116.23	271629.10
227	48+25.00NB	2.5' LT	160479.65	271535.19

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 77	E

2

N

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.



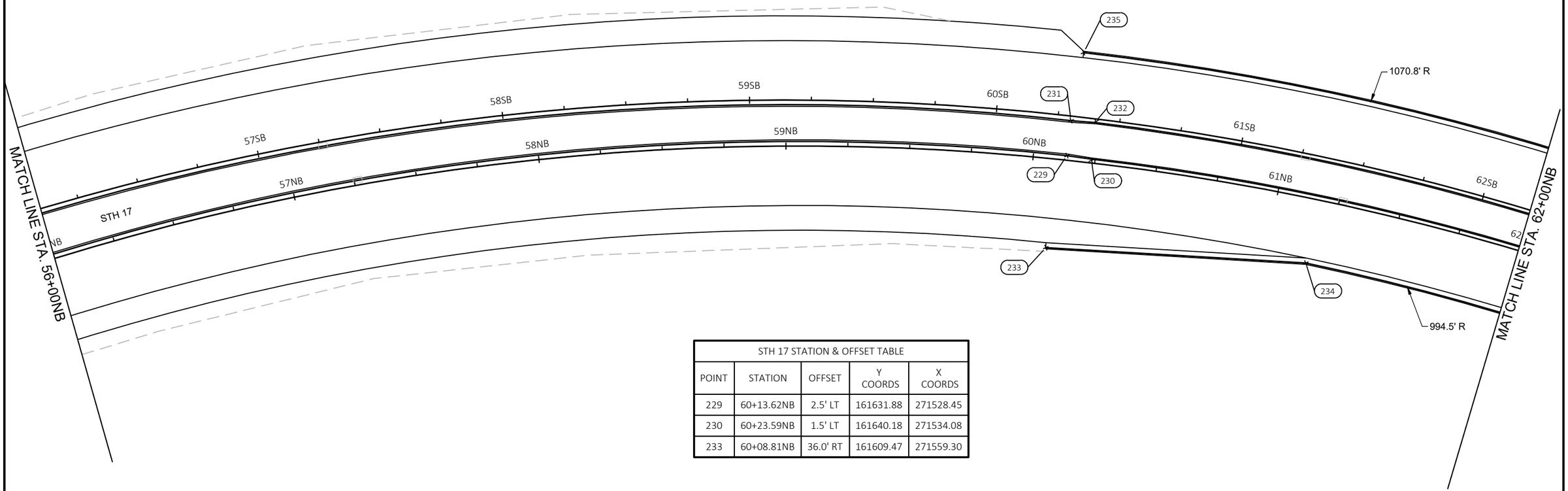
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 78	E

2

2

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
231	60+30.42SB	2.5' RT	161638.92	271516.08
232	60+40.43SB	1.5' RT	161648.02	271520.30
235	60+32.31SB	26.0' LT	161654.30	271492.80



STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
229	60+13.62NB	2.5' LT	161631.88	271528.45
230	60+23.59NB	1.5' LT	161640.18	271534.08
233	60+08.81NB	36.0' RT	161609.47	271559.30

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 79	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021253 SO.DWG
LAYOUT NAME - 021253 so

PLOT DATE : 7/28/2022 11:02 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

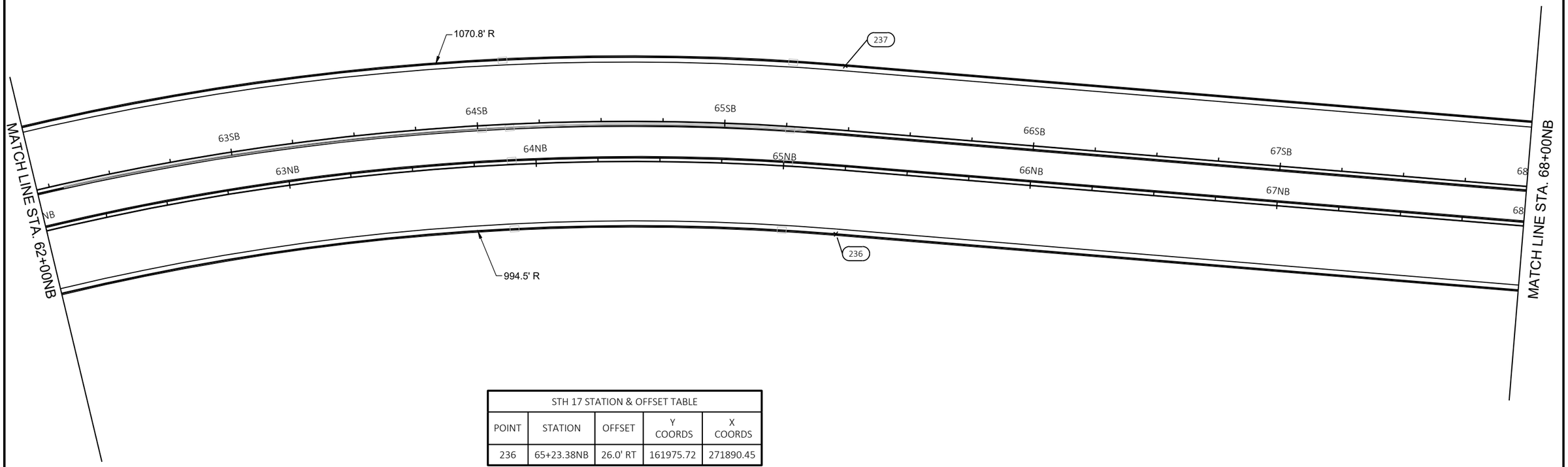
WISDOT/CADDS SHEET 42

2

N

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
237	65+21.49SB	26.0' LT	162032.18	271852.51



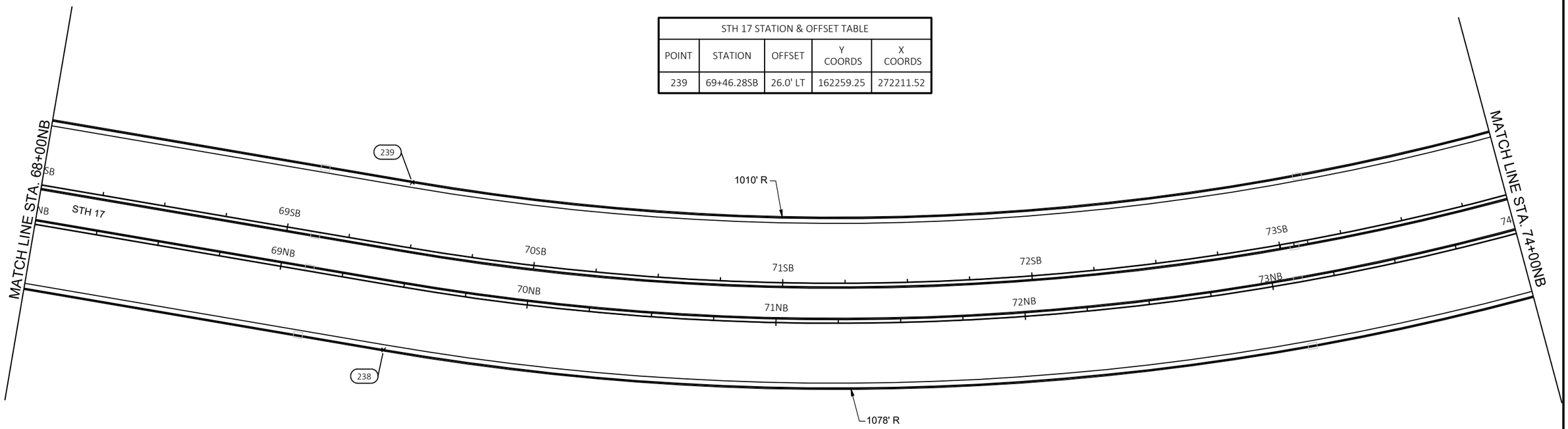
STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
236	65+23.38NB	26.0' RT	161975.72	271890.45

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 80	E

2

ALL CURB AND GUTTER POINTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
239	69+46.28SB	26.0' LT	162259.25	272211.52



STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
238	69+46.28NB	26.0' RT	162201.78	272247.87

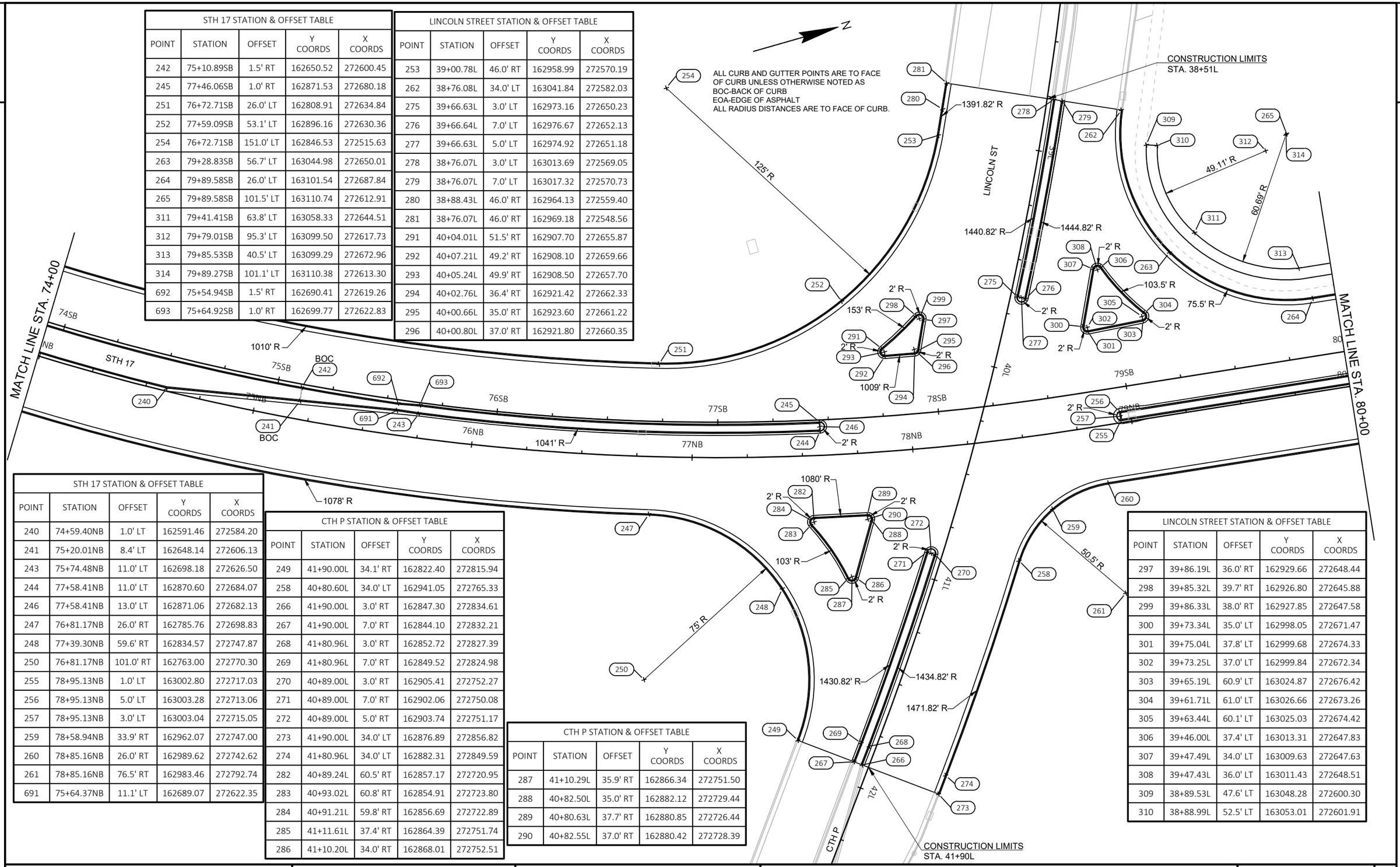
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 81	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021255 SO.DWG
LAYOUT NAME - 021255 so
PLOT DATE : 7/28/2022 11:03 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
242	75+10.89SB	1.5' RT	162650.52	272600.45
245	77+46.06SB	1.0' RT	162871.53	272680.18
251	76+72.71SB	26.0' LT	162808.91	272634.84
252	77+59.09SB	53.1' LT	162896.16	272630.36
254	76+72.71SB	151.0' LT	162846.53	272515.63
263	79+28.83SB	56.7' LT	163044.98	272650.01
264	79+89.58SB	26.0' LT	163101.54	272687.84
265	79+89.58SB	101.5' LT	163110.74	272612.91
311	79+41.41SB	63.8' LT	163058.33	272644.51
312	79+79.01SB	95.3' LT	163099.50	272617.73
313	79+85.53SB	40.5' LT	163099.29	272672.96
314	79+89.27SB	101.1' LT	163110.38	272613.30
692	75+54.94SB	1.5' RT	162690.41	272619.26
693	75+64.92SB	1.0' RT	162699.77	272622.83

LINCOLN STREET STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
253	39+00.78L	46.0' RT	162958.99	272570.19
262	38+76.08L	34.0' LT	163041.84	272582.03
275	39+66.63L	3.0' LT	162973.16	272650.23
276	39+66.64L	7.0' LT	162976.67	272652.13
277	39+66.63L	5.0' LT	162974.92	272651.18
278	38+76.07L	3.0' LT	163013.69	272569.05
279	38+76.07L	7.0' LT	163017.32	272570.73
280	38+88.43L	46.0' RT	162964.13	272559.40
281	38+76.07L	46.0' RT	162969.18	272548.56
291	40+04.01L	51.5' RT	162907.70	272655.87
292	40+07.21L	49.2' RT	162908.10	272659.66
293	40+05.24L	49.9' RT	162908.50	272657.70
294	40+02.76L	36.4' RT	162921.42	272662.33
295	40+00.66L	35.0' RT	162923.60	272661.22
296	40+00.80L	37.0' RT	162921.80	272660.35



STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
240	74+59.40NB	1.0' LT	162591.46	272584.20
241	75+20.01NB	8.4' LT	162648.14	272606.13
243	75+74.48NB	11.0' LT	162698.18	272626.50
244	77+58.41NB	11.0' LT	162870.60	272684.07
246	77+58.41NB	13.0' LT	162871.06	272682.13
247	76+81.17NB	26.0' RT	162785.76	272698.83
248	77+39.30NB	59.6' RT	162834.57	272747.87
250	76+81.17NB	101.0' RT	162763.00	272770.30
255	78+95.13NB	1.0' LT	163002.80	272717.03
256	78+95.13NB	5.0' LT	163003.28	272713.06
257	78+95.13NB	3.0' LT	163003.04	272715.05
259	78+58.94NB	33.9' RT	162962.07	272747.00
260	78+85.16NB	26.0' RT	162989.62	272742.62
261	78+85.16NB	76.5' RT	162983.46	272792.74
691	75+64.37NB	11.1' LT	162689.07	272622.35

CTH P STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
249	41+90.00L	34.1' RT	162822.40	272815.94
258	40+80.60L	34.0' LT	162941.05	272765.33
266	41+90.00L	3.0' RT	162847.30	272834.61
267	41+90.00L	7.0' RT	162844.10	272832.21
268	41+80.96L	3.0' RT	162852.72	272827.39
269	41+80.96L	7.0' RT	162849.52	272824.98
270	40+89.00L	3.0' RT	162905.41	272752.27
271	40+89.00L	7.0' RT	162902.06	272750.08
272	40+89.00L	5.0' RT	162903.74	272751.17
273	41+90.00L	34.0' LT	162876.89	272856.82
274	41+80.96L	34.0' LT	162882.31	272849.59
282	40+89.24L	60.5' RT	162857.17	272720.95
283	40+93.02L	60.8' RT	162854.91	272723.80
284	40+91.21L	59.8' RT	162856.69	272722.89
285	41+11.61L	37.4' RT	162864.39	272751.74
286	41+10.20L	34.0' RT	162868.01	272752.51

CTH P STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
287	41+10.29L	35.9' RT	162866.34	272751.50
288	40+82.50L	35.0' RT	162882.12	272729.44
289	40+80.63L	37.7' RT	162880.85	272726.44
290	40+82.55L	37.0' RT	162880.42	272728.39

LINCOLN STREET STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
297	39+86.19L	36.0' RT	162929.66	272648.44
298	39+85.32L	39.7' RT	162926.80	272645.88
299	39+86.33L	38.0' RT	162927.85	272647.58
300	39+73.34L	35.0' LT	162998.05	272671.47
301	39+75.04L	37.8' LT	162999.68	272674.33
302	39+73.25L	37.0' LT	162999.84	272672.34
303	39+65.19L	60.9' LT	163024.87	272676.42
304	39+61.71L	61.0' LT	163026.66	272673.26
305	39+63.44L	60.1' LT	163025.03	272674.42
306	39+46.00L	37.4' LT	163013.31	272647.83
307	39+47.49L	34.0' LT	163009.63	272647.63
308	39+47.43L	36.0' LT	163011.43	272648.51
309	38+89.53L	47.6' LT	163048.28	272600.30
310	38+88.99L	52.5' LT	163053.01	272601.91

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 82	E

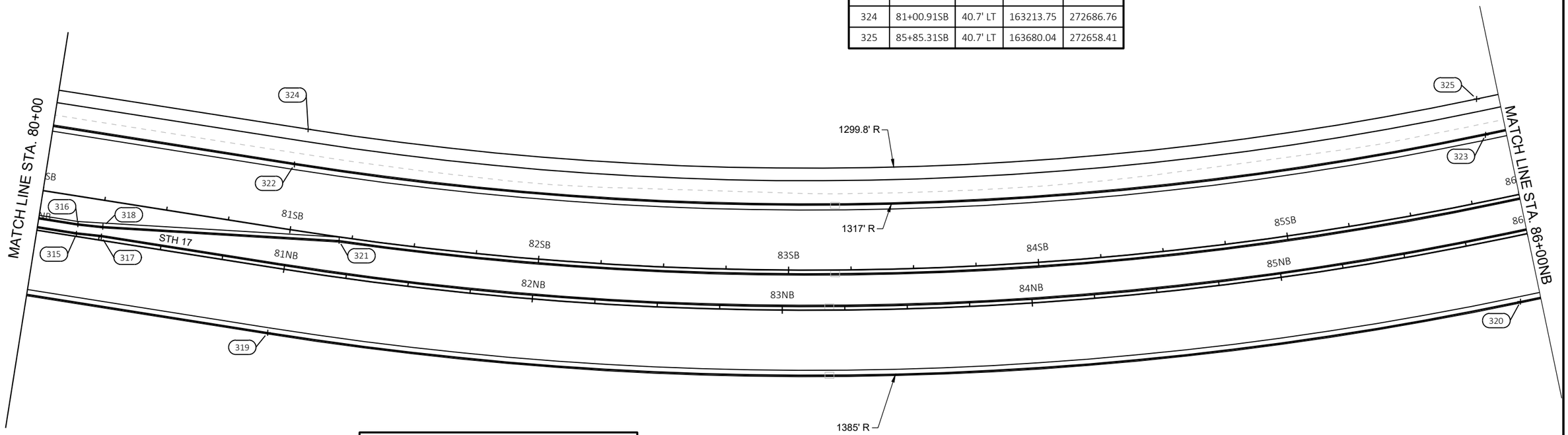
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021256 SO.DWG
LAYOUT NAME - 021256 so
PLOT DATE : 7/28/2022 11:03 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
321	81+19.99SB	1.5' RT	163227.67	272730.84
322	80+97.58SB	26.0' LT	163208.74	272701.00
323	85+91.68SB	26.0' LT	163684.09	272672.61
324	81+00.91SB	40.7' LT	163213.75	272686.76
325	85+85.31SB	40.7' LT	163680.04	272658.41



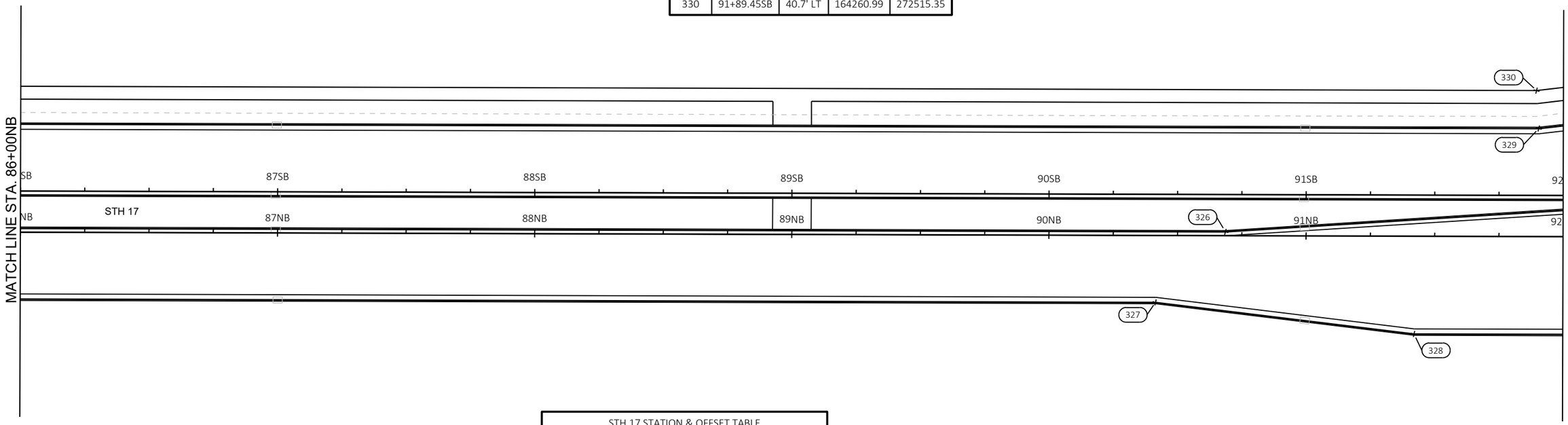
STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
315	80+15.88NB	1.0' LT	163122.65	272731.74
316	80+15.83NB	5.0' LT	163123.09	272727.77
317	80+25.88NB	1.5' LT	163132.64	272732.46
318	80+25.86NB	5.5' LT	163133.10	272728.51
319	80+97.58NB	26.0' RT	163200.46	272768.49
320	85+91.68NB	26.0' RT	163700.35	272738.63

2

N

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
329	91+90.33SB	26.0' LT	164265.37	272529.46
330	91+89.45SB	40.7' LT	164260.99	272515.35



STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
326	90+68.58NB	1.5' LT	164156.84	272597.90
327	90+41.51NB	26.0' RT	164137.13	272631.08
328	91+42.08NB	38.0' RT	164237.64	272618.68

CTH C STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
344	48+99.11E	31.0' RT	164399.99	272427.92
362	48+62.16E	28.2' LT	164449.50	272378.79
385	49+31.88E	6.0' LT	164443.28	272451.69
386	49+31.88E	10.0' LT	164447.19	272450.81
387	48+39.28E	6.1' LT	164422.91	272361.37
388	48+39.29E	10.1' LT	164426.81	272360.49
389	48+52.55E	30.9' RT	164389.75	272382.49
390	48+38.78E	27.6' RT	164389.91	272368.34
391	48+39.31E	28.2' LT	164444.46	272356.51
410	49+61.27E	28.0' LT	164471.24	272475.70
411	49+63.24E	30.2' LT	164473.78	272477.18
412	49+61.27E	30.0' LT	164473.19	272475.27
413	49+61.73E	48.5' LT	164491.38	272471.75
414	49+58.20E	49.5' LT	164491.57	272468.00

CTH C STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
415	49+59.79E	48.4' LT	164490.79	272469.84
416	49+42.49E	31.5' LT	164470.47	272456.41
417	49+43.85E	28.0' LT	164467.39	272458.50
418	49+43.85E	30.0' LT	164469.34	272458.06
419	49+48.04E	28.0' LT	164468.31	272462.59

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
332	92+09.76SB	1.5' RT	164290.81	272551.52
334	92+19.76SB	1.0' RT	164300.41	272548.64
336	93+19.73SB	1.0' RT	164397.48	272524.77
337	93+19.73SB	3.0' RT	164397.96	272526.70
342	92+95.77SB	38.3' LT	164364.81	272492.29
343	93+30.76SB	56.0' LT	164394.55	272466.75
345	92+89.84SB	93.5' LT	164345.85	272440.13
346	92+99.42SB	53.9' LT	164364.62	272476.24
347	93+02.96SB	54.7' LT	164367.87	272474.66
348	92+95.50SB	80.9' LT	164354.38	272451.05
356	97+31.93SB	1.5' RT	164797.83	272426.66
363	94+31.01SB	63.1' LT	164490.19	272435.86
364	94+95.62SB	36.0' LT	164559.42	272446.75
365	94+95.62SB	126.5' LT	164537.78	272358.88

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
366	96+90.15SB	36.0' LT	164748.30	272400.24
367	97+90.15SB	26.0' LT	164847.79	272386.04
368	94+31.30SB	76.0' LT	164487.39	272423.28
369	94+41.88SB	72.7' LT	164498.46	272423.97
370	94+95.11SB	50.7' LT	164555.41	272432.64
371	94+95.11SB	126.0' LT	164537.40	272359.49
372	94+97.66SB	50.6' LT	164557.90	272432.07
373	95+21.66SB	50.7' LT	164581.19	272426.28
374	95+50.19SB	50.6' LT	164608.90	272419.51
375	95+89.96SB	50.9' LT	164647.46	272409.77
376	95+97.63SB	52.4' LT	164654.54	272406.42
377	96+90.12SB	50.6' LT	164744.79	272386.10
378	97+94.60SB	39.3' LT	164848.94	272372.11
379	97+94.59SB	34.2' LT	164850.14	272376.97

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
331	92+09.76NB	10.8' LT	164291.69	272555.08
333	92+19.76NB	11.0' LT	164301.36	272552.53
335	93+19.73NB	11.0' LT	164398.44	272528.64
338	92+57.49NB	38.0' RT	164349.71	272591.09
339	93+13.48NB	63.1' RT	164410.08	272602.07
340	93+31.99NB	121.6' RT	164442.04	272654.45
341	92+57.49NB	113.0' RT	164367.64	272663.91
349	94+29.63NB	1.0' LT	164507.53	272512.05
350	94+29.63NB	5.0' LT	164506.58	272508.17
351	94+29.63NB	3.0' LT	164507.06	272510.11
352	95+81.96NB	1.0' LT	164655.44	272475.63
353	95+81.96NB	5.0' LT	164654.49	272471.75
354	95+91.96NB	1.5' LT	164665.03	272472.75
355	95+91.96NB	5.2' LT	164664.16	272469.19
357	94+02.56NB	105.3' RT	164506.67	272621.77

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
358	94+26.92NB	57.3' RT	164518.84	272569.33
359	94+77.16NB	38.0' RT	164563.01	272538.56
360	94+77.16NB	113.0' RT	164580.94	272611.38
361	95+95.18NB	26.0' RT	164674.73	272498.69

SHORE DRIVE STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
380	51+32.66E	0.0'	164473.08	272650.52
381	51+32.66E	4.3' RT	164468.84	272651.06
382	50+49.03E	0.1' RT	164460.66	272567.82
383	50+49.04E	4.0' RT	164456.82	272568.50
384	51+32.68E	37.1' LT	164509.88	272645.87
392	50+59.19E	31.5' RT	164431.37	272582.99
393	50+57.82E	28.0' RT	164434.58	272581.09
394	50+57.82E	30.0' RT	164432.61	272581.42
395	50+39.03E	28.0' RT	164431.44	272562.85
396	50+37.02E	30.2' RT	164428.90	272561.29
397	50+39.03E	30.0' RT	164429.47	272563.20
398	50+39.17E	48.8' RT	164410.98	272566.62
399	50+42.90E	49.7' RT	164410.72	272570.35
400	50+41.21E	48.6' RT	164411.55	272568.53

SHORE DRIVE STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
401	50+47.06E	27.0' LT	164487.01	272561.27
402	50+48.13E	30.6' LT	164490.70	272561.74
403	50+46.90E	29.0' LT	164488.94	272560.78
404	50+34.86E	43.6' LT	164501.23	272546.15
405	50+31.42E	42.2' LT	164499.21	272542.94
406	50+33.37E	42.3' LT	164499.69	272544.88
407	50+32.30E	27.9' LT	164485.25	272546.38
408	50+34.41E	26.0' LT	164483.80	272548.82
409	50+34.26E	28.0' LT	164485.73	272548.32

CONSTRUCTION LIMITS
STA. 48+39.3E

CONSTRUCTION LIMITS
STA. 51+32.7E

EISENHOWER PKWY

N. SHORE DR

STH 17

MATCH LINE STA. 92+00NB

MATCH LINE STA. 98+00NB

ALL CURB AND GUTTER POINTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 85	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021259 SO.DWG
LAYOUT NAME - 021259 so

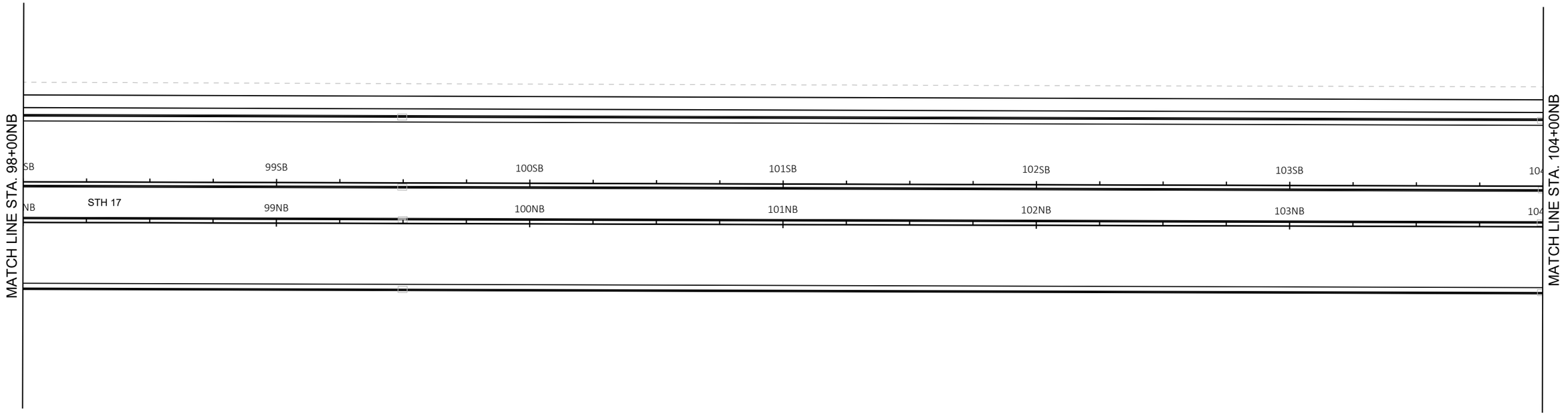
PLOT DATE : 7/28/2022 11:04 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 86	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021260 SO.DWG
LAYOUT NAME - 021260 so

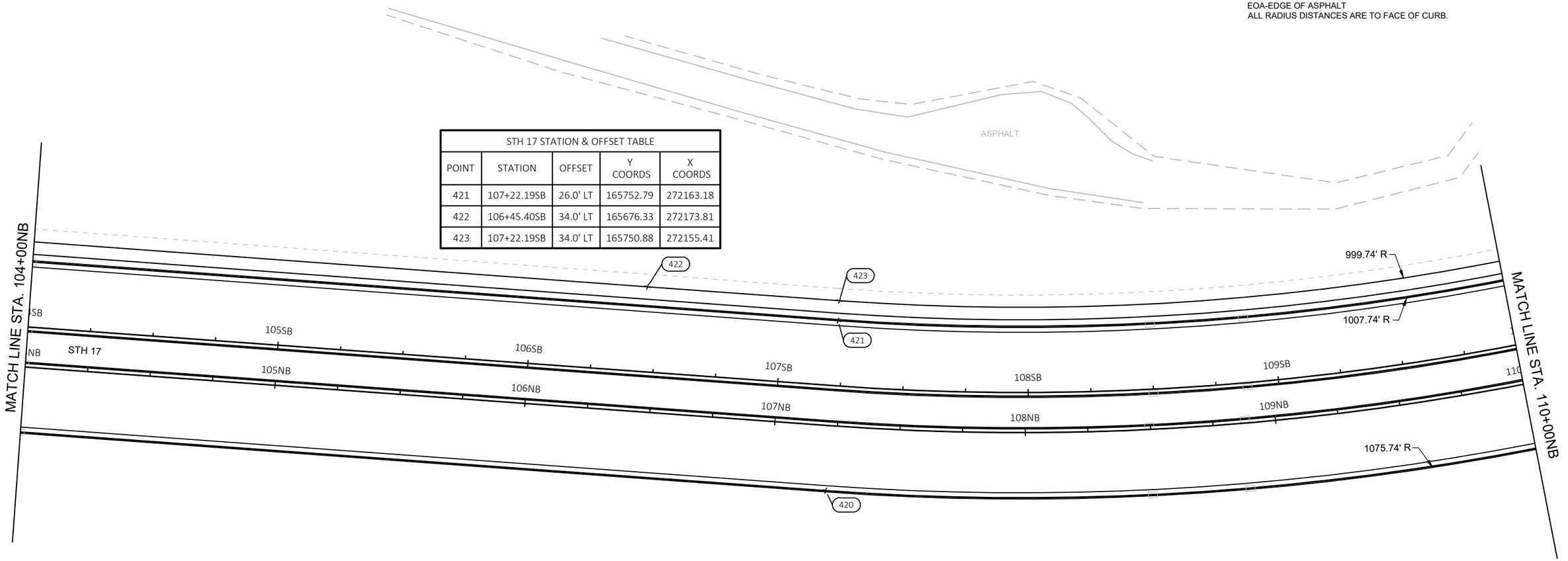
PLOT DATE : 7/28/2022 11:04 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
421	107+22.19SB	26.0' LT	165752.79	272163.18
422	106+45.40SB	34.0' LT	165676.33	272173.81
423	107+22.19SB	34.0' LT	165750.88	272155.41

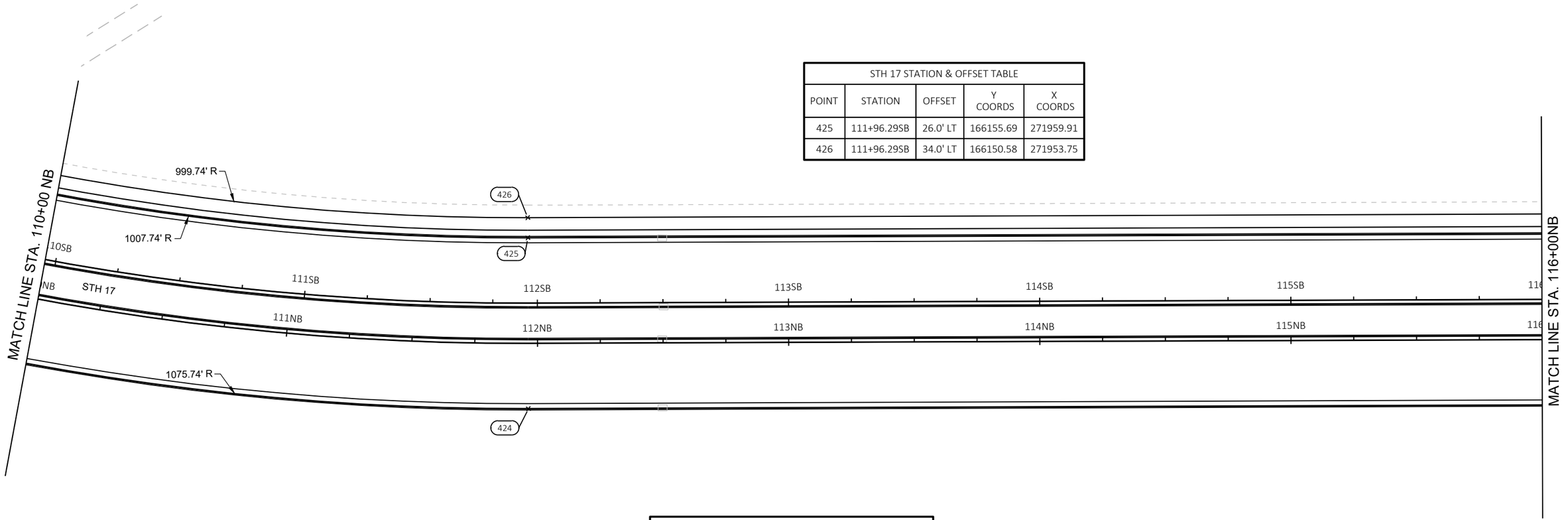


STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
420	107+22.19NB	26.0' RT	165769.05	272229.21

2

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
425	111+96.29SB	26.0' LT	166155.69	271959.91
426	111+96.29SB	34.0' LT	166150.58	271953.75



STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
424	111+96.29NB	26.0' RT	166199.13	272012.22

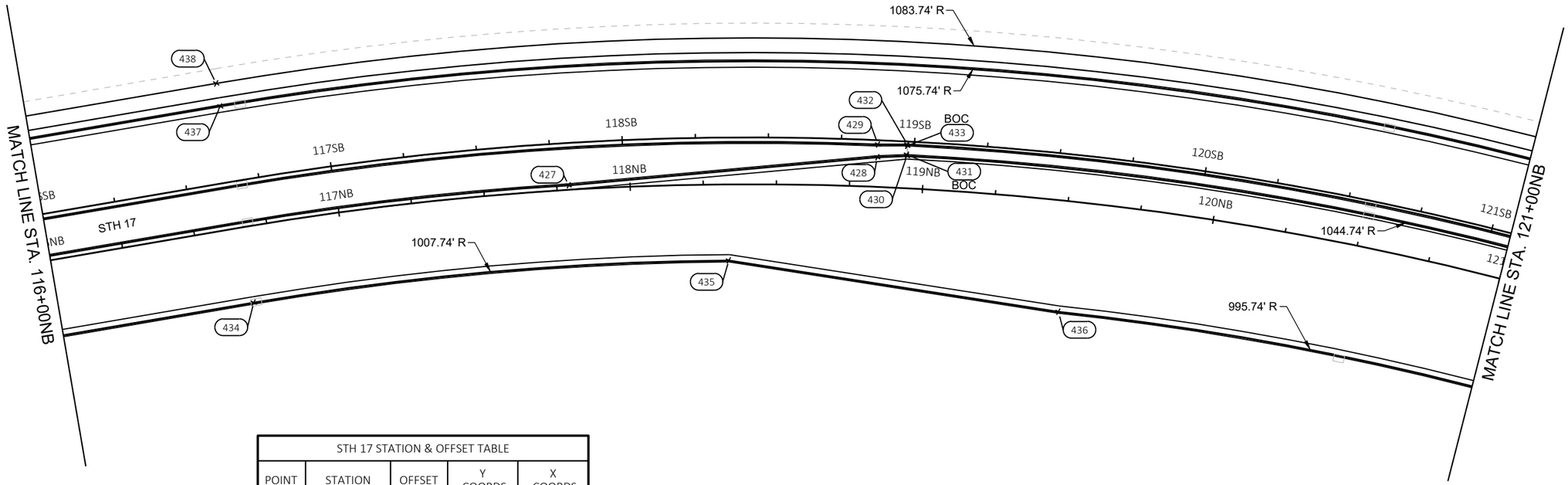
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 88	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021262 SO.DWG
LAYOUT NAME - 021262 so
PLOT DATE : 7/28/2022 11:04 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
429	118+87.54SB	1.5' RT	166718.37	271558.54
432	118+97.55SB	1.0' RT	166727.02	271553.50
433	118+97.55SB	1.5' RT	166727.25	271553.94
437	116+66.09SB	26.0' LT	166517.09	271659.75
438	116+66.08SB	34.0' LT	166511.98	271653.59

N

ALL CURB AND GUTTER POINTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.



STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
427	117+79.04NB	1.5' LT	166633.77	271623.52
428	118+84.12NB	10.1' LT	166720.36	271562.44
430	118+94.09NB	11.0' LT	166728.91	271557.03
431	118+94.09NB	11.5' LT	166728.68	271556.58
434	116+66.08NB	26.0' RT	166560.54	271712.06
435	118+33.58NB	26.0' RT	166694.04	271618.34
436	119+50.65NB	38.0' RT	166800.37	271577.20

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
440	122+43.68SB	1.0' RT	167055.09	271449.24
445	121+70.16SB	26.0' LT	166977.11	271435.84
446	122+58.05SB	36.0' LT	167064.54	271410.60
447	122+83.19SB	44.1' LT	167089.51	271399.51
449	122+58.05SB	84.0' LT	167058.36	271363.00
465	123+82.37SB	61.9' LT	167192.46	271375.69
466	124+27.16SB	38.0' LT	167239.12	271400.11
467	124+27.16SB	98.5' LT	167241.05	271339.64
468	124+47.15SB	38.0' LT	167272.32	271401.68
469	126+15.12SB	38.0' LT	167439.96	271412.17
499	121+69.90SB	34.0' LT	166975.15	271428.08
500	122+58.98SB	62.4' LT	167056.90	271382.20
501	123+88.66SB	76.6' LT	167199.05	271360.99
502	123+97.00SB	71.2' LT	167207.99	271366.38
503	124+02.82SB	64.5' LT	167214.13	271373.12
504	124+32.11SB	50.6' LT	167244.71	271387.74

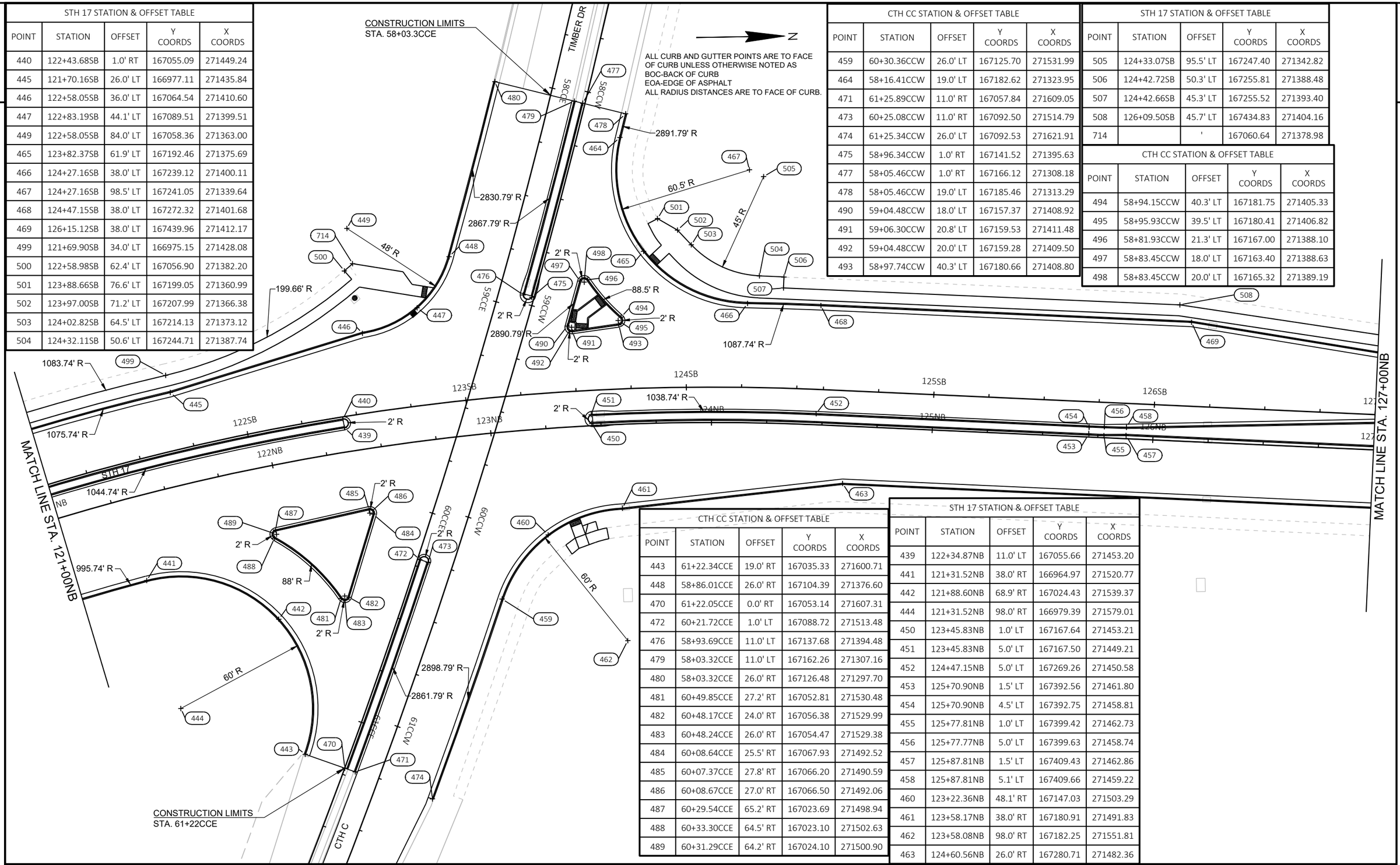
CTH CC STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
459	60+30.36CCW	26.0' LT	167125.70	271531.99
464	58+16.41CCW	19.0' LT	167182.62	271323.95
471	61+25.89CCW	11.0' RT	167057.84	271609.05
473	60+25.08CCW	11.0' RT	167092.50	271514.79
474	61+25.34CCW	26.0' LT	167092.53	271621.91
475	58+96.34CCW	1.0' RT	167141.52	271395.63
477	58+05.46CCW	1.0' RT	167166.12	271308.18
478	58+05.46CCW	19.0' LT	167185.46	271313.29
490	59+04.48CCW	18.0' LT	167157.37	271408.92
491	59+06.30CCW	20.8' LT	167159.53	271411.48
492	59+04.48CCW	20.0' LT	167159.28	271409.50
493	58+97.74CCW	40.3' LT	167180.66	271408.80

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
505	124+33.07SB	95.5' LT	167247.40	271342.82
506	124+42.72SB	50.3' LT	167255.81	271388.48
507	124+42.66SB	45.3' LT	167255.52	271393.40
508	126+09.50SB	45.7' LT	167434.83	271404.16
714		'	167060.64	271378.98

CTH CC STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
494	58+94.15CCW	40.3' LT	167181.75	271405.33
495	58+95.93CCW	39.5' LT	167180.41	271406.82
496	58+81.93CCW	21.3' LT	167167.00	271388.10
497	58+83.45CCW	18.0' LT	167163.40	271388.63
498	58+83.45CCW	20.0' LT	167165.32	271389.19

CTH CC STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
443	61+22.34CCE	19.0' RT	167035.33	271600.71
448	58+86.01CCE	26.0' RT	167104.39	271376.60
470	61+22.05CCE	0.0' RT	167053.14	271607.31
472	60+21.72CCE	1.0' LT	167088.72	271513.48
476	58+93.69CCE	11.0' LT	167137.68	271394.48
479	58+03.32CCE	11.0' LT	167162.26	271307.16
480	58+03.32CCE	26.0' RT	167126.48	271297.70
481	60+49.85CCE	27.2' RT	167052.81	271530.48
482	60+48.17CCE	24.0' RT	167056.38	271529.99
483	60+48.24CCE	26.0' RT	167054.47	271529.38
484	60+08.64CCE	25.5' RT	167067.93	271492.52
485	60+07.37CCE	27.8' RT	167066.20	271490.59
486	60+08.67CCE	27.0' RT	167066.50	271492.06
487	60+29.54CCE	65.2' RT	167023.69	271498.94
488	60+33.30CCE	64.5' RT	167023.10	271502.63
489	60+31.29CCE	64.2' RT	167024.10	271500.90

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
439	122+34.87NB	11.0' LT	167055.66	271453.20
441	121+31.52NB	38.0' RT	166964.97	271520.77
442	121+88.60NB	68.9' RT	167024.43	271539.37
444	121+31.52NB	98.0' RT	166979.39	271579.01
450	123+45.83NB	1.0' LT	167167.64	271453.21
451	123+45.83NB	5.0' LT	167167.50	271449.21
452	124+47.15NB	5.0' LT	167269.26	271450.58
453	125+70.90NB	1.5' LT	167392.56	271461.80
454	125+70.90NB	4.5' LT	167392.75	271458.81
455	125+77.81NB	1.0' LT	167399.42	271462.73
456	125+77.77NB	5.0' LT	167399.63	271458.74
457	125+87.81NB	1.5' LT	167409.43	271462.86
458	125+87.81NB	5.1' LT	167409.66	271459.22
460	123+22.36NB	48.1' RT	167147.03	271503.29
461	123+58.17NB	38.0' RT	167180.91	271491.83
462	123+58.08NB	98.0' RT	167182.25	271551.81
463	124+60.56NB	26.0' RT	167280.71	271482.36



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 90	E

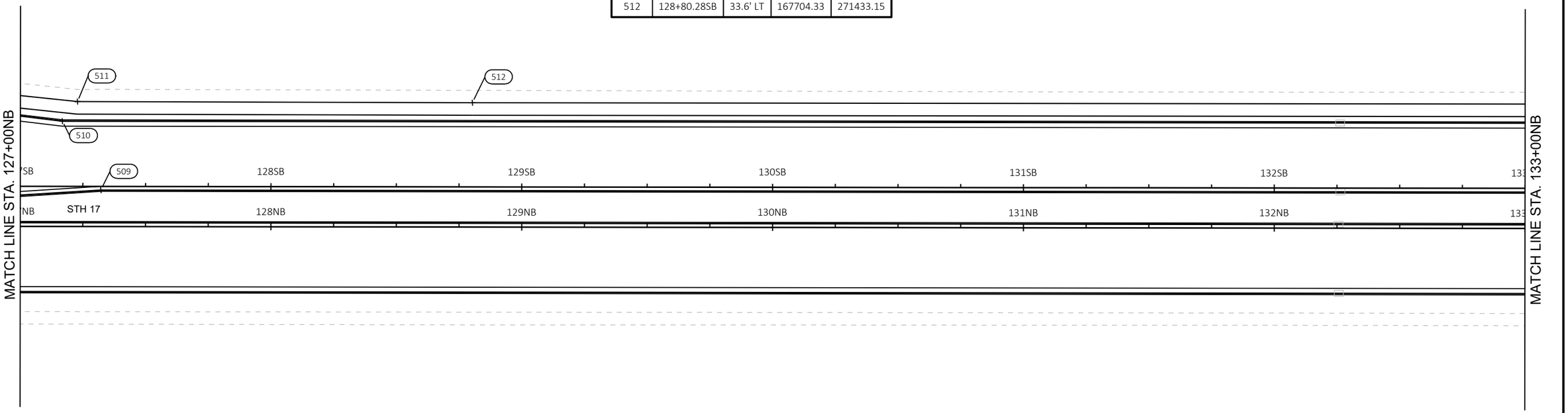
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021264 SO.DWG
LAYOUT NAME - 021264 so
PLOT DATE : 7/28/2022 11:04 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
509	127+32.20SB	1.5' RT	167554.35	271458.90
510	127+16.81SB	26.0' LT	167540.71	271430.49
511	127+22.82SB	33.8' LT	167547.19	271423.11
512	128+80.28SB	33.6' LT	167704.33	271433.15



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 91	E

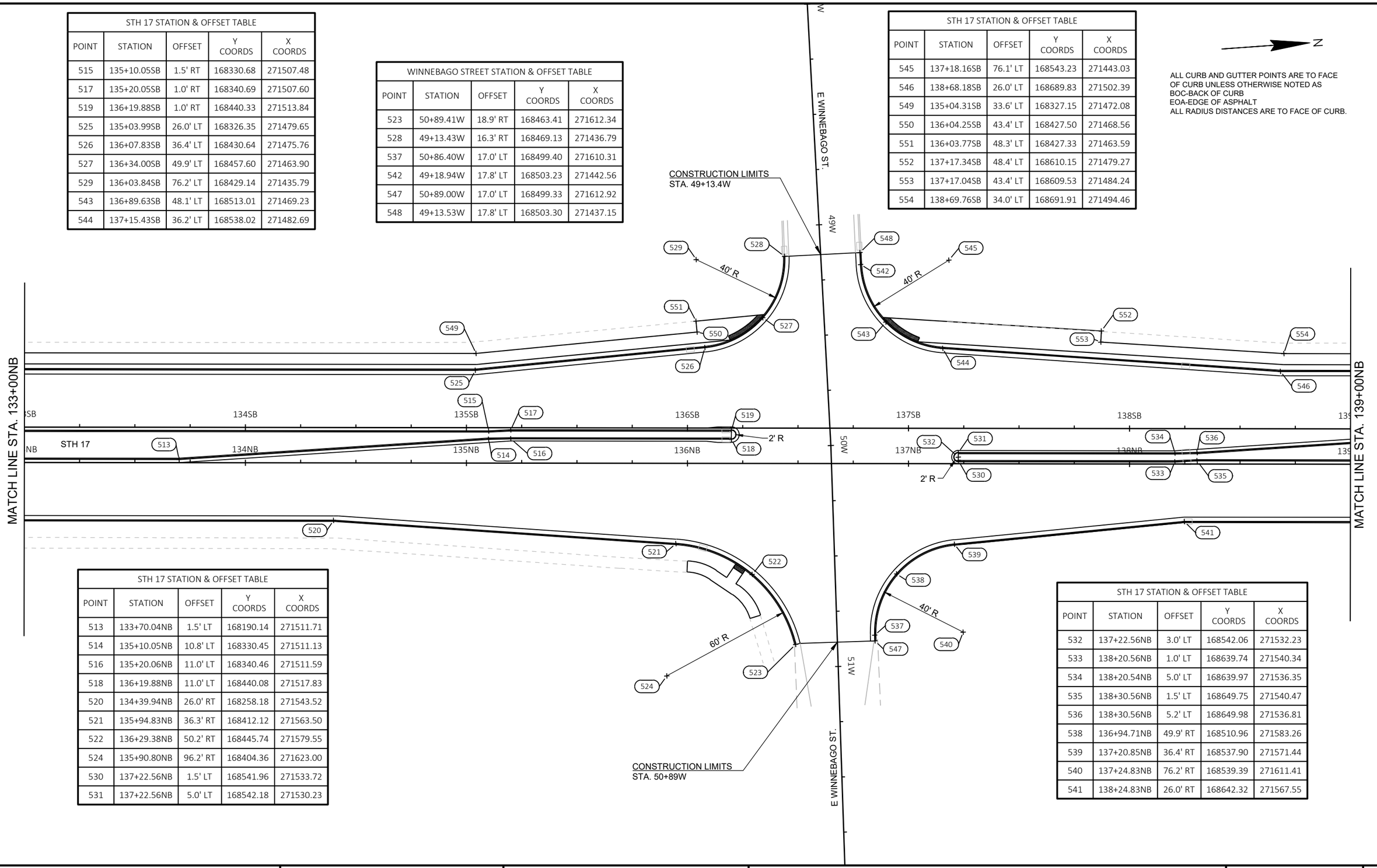
STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
515	135+10.05SB	1.5' RT	168330.68	271507.48
517	135+20.05SB	1.0' RT	168340.69	271507.60
519	136+19.88SB	1.0' RT	168440.33	271513.84
525	135+03.99SB	26.0' LT	168326.35	271479.65
526	136+07.83SB	36.4' LT	168430.64	271475.76
527	136+34.00SB	49.9' LT	168457.60	271463.90
529	136+03.84SB	76.2' LT	168429.14	271435.79
543	136+89.63SB	48.1' LT	168513.01	271469.23
544	137+15.43SB	36.2' LT	168538.02	271482.69

WINNEBAGO STREET STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
523	50+89.41W	18.9' RT	168463.41	271612.34
528	49+13.43W	16.3' RT	168469.13	271436.79
537	50+86.40W	17.0' LT	168499.40	271610.31
542	49+18.94W	17.8' LT	168503.23	271442.56
547	50+89.00W	17.0' LT	168499.33	271612.92
548	49+13.53W	17.8' LT	168503.30	271437.15

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
545	137+18.16SB	76.1' LT	168543.23	271443.03
546	138+68.18SB	26.0' LT	168689.83	271502.39
549	135+04.31SB	33.6' LT	168327.15	271472.08
550	136+04.25SB	43.4' LT	168427.50	271468.56
551	136+03.77SB	48.3' LT	168427.33	271463.59
552	137+17.34SB	48.4' LT	168610.15	271479.27
553	137+17.04SB	43.4' LT	168609.53	271484.24
554	138+69.76SB	34.0' LT	168691.91	271494.46

N

ALL CURB AND GUTTER POINTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.



STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
513	133+70.04NB	1.5' LT	168190.14	271511.71
514	135+10.05NB	10.8' LT	168330.45	271511.13
516	135+20.06NB	11.0' LT	168340.46	271511.59
518	136+19.88NB	11.0' LT	168440.08	271517.83
520	134+39.94NB	26.0' RT	168258.18	271543.52
521	135+94.83NB	36.3' RT	168412.12	271563.50
522	136+29.38NB	50.2' RT	168445.74	271579.55
524	135+90.80NB	96.2' RT	168404.36	271623.00
530	137+22.56NB	1.5' LT	168541.96	271533.72
531	137+22.56NB	5.0' LT	168542.18	271530.23

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
532	137+22.56NB	3.0' LT	168542.06	271532.23
533	138+20.56NB	1.0' LT	168639.74	271540.34
534	138+20.54NB	5.0' LT	168639.97	271536.35
535	138+30.56NB	1.5' LT	168649.75	271540.47
536	138+30.56NB	5.2' LT	168649.98	271536.81
538	136+94.71NB	49.9' RT	168510.96	271583.26
539	137+20.85NB	36.4' RT	168537.90	271571.44
540	137+24.83NB	76.2' RT	168539.39	271611.41
541	138+24.83NB	26.0' RT	168642.32	271567.55

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 92	E

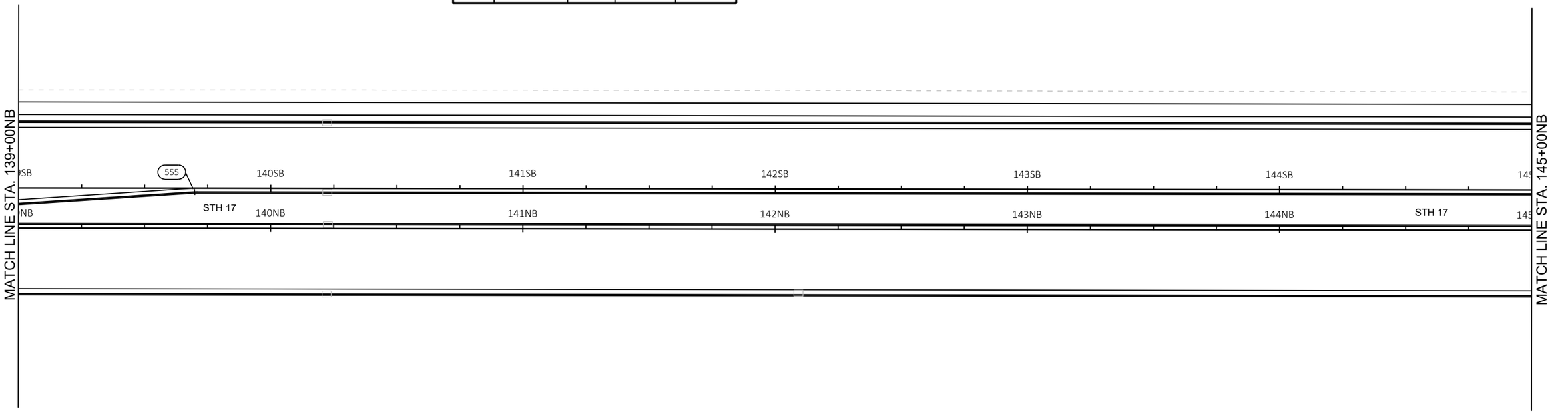
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021266 SO.DWG
LAYOUT NAME - 021266 so
PLOT DATE : 7/28/2022 11:05 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

N

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
555	139+69.86NB	14.5' LT	168789.60	271536.19

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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 93	E

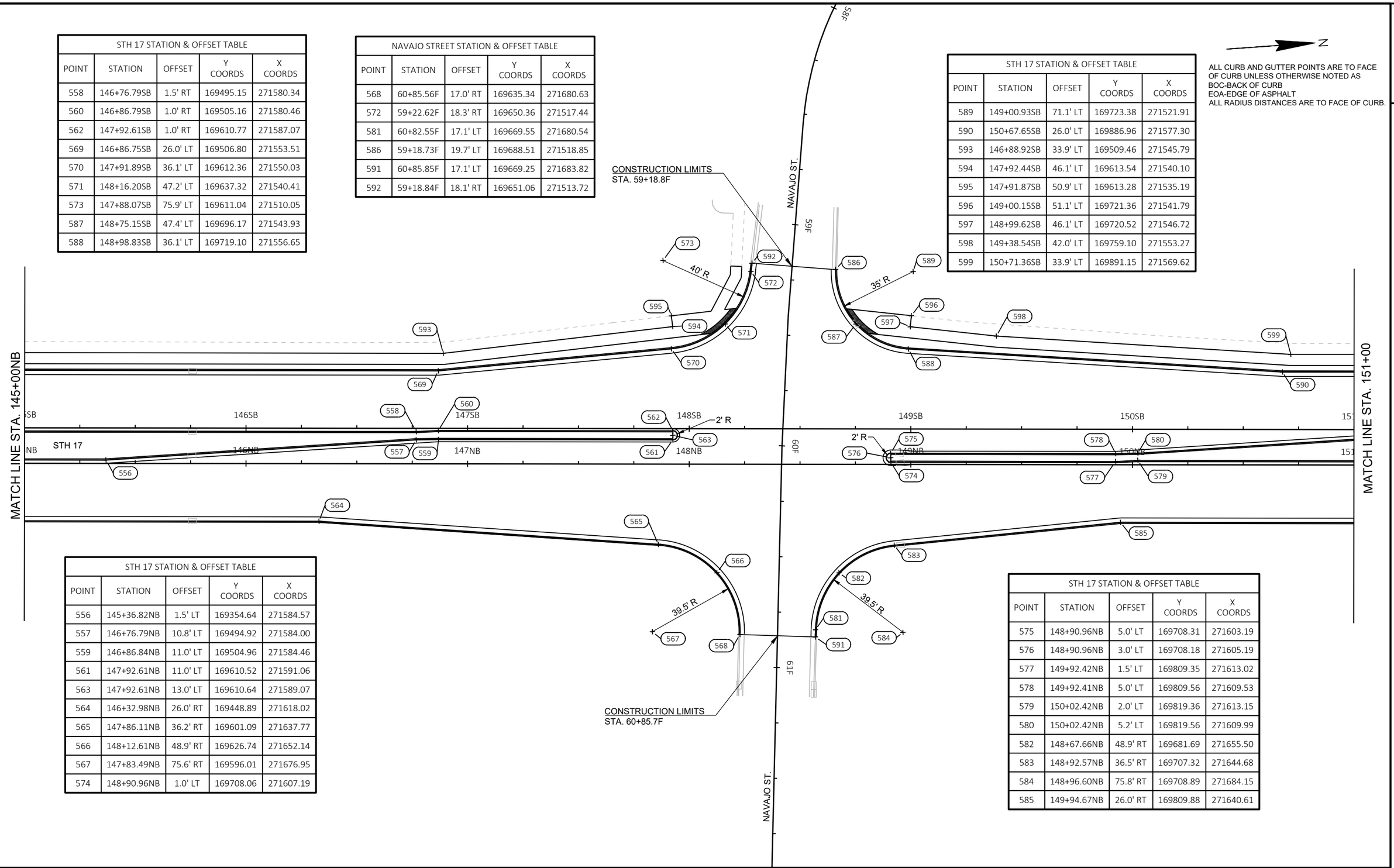
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021267 SO.DWG
LAYOUT NAME - 021267 so
PLOT DATE : 7/28/2022 11:05 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
558	146+76.79SB	1.5' RT	169495.15	271580.34
560	146+86.79SB	1.0' RT	169505.16	271580.46
562	147+92.61SB	1.0' RT	169610.77	271587.07
569	146+86.75SB	26.0' LT	169506.80	271553.51
570	147+91.89SB	36.1' LT	169612.36	271550.03
571	148+16.20SB	47.2' LT	169637.32	271540.41
573	147+88.07SB	75.9' LT	169611.04	271510.05
587	148+75.15SB	47.4' LT	169696.17	271543.93
588	148+98.83SB	36.1' LT	169719.10	271556.65

NAVAJO STREET STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
568	60+85.56F	17.0' RT	169635.34	271680.63
572	59+22.62F	18.3' RT	169650.36	271517.44
581	60+82.55F	17.1' LT	169669.55	271680.54
586	59+18.73F	19.7' LT	169688.51	271518.85
591	60+85.85F	17.1' LT	169669.25	271683.82
592	59+18.84F	18.1' RT	169651.06	271513.72

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
589	149+00.93SB	71.1' LT	169723.38	271521.91
590	150+67.65SB	26.0' LT	169886.96	271577.30
593	146+88.92SB	33.9' LT	169509.46	271545.79
594	147+92.44SB	46.1' LT	169613.54	271540.10
595	147+91.87SB	50.9' LT	169613.28	271535.19
596	149+00.15SB	51.1' LT	169721.36	271541.79
597	148+99.62SB	46.1' LT	169720.52	271546.72
598	149+38.54SB	42.0' LT	169759.10	271553.27
599	150+71.36SB	33.9' LT	169891.15	271569.62

ALL CURB AND GUTTER POINTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.



STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
556	145+36.82NB	1.5' LT	169354.64	271584.57
557	146+76.79NB	10.8' LT	169494.92	271584.00
559	146+86.84NB	11.0' LT	169504.96	271584.46
561	147+92.61NB	11.0' LT	169610.52	271591.06
563	147+92.61NB	13.0' LT	169610.64	271589.07
564	146+32.98NB	26.0' RT	169448.89	271618.02
565	147+86.11NB	36.2' RT	169601.09	271637.77
566	148+12.61NB	48.9' RT	169626.74	271652.14
567	147+83.49NB	75.6' RT	169596.01	271676.95
574	148+90.96NB	1.0' LT	169708.06	271607.19

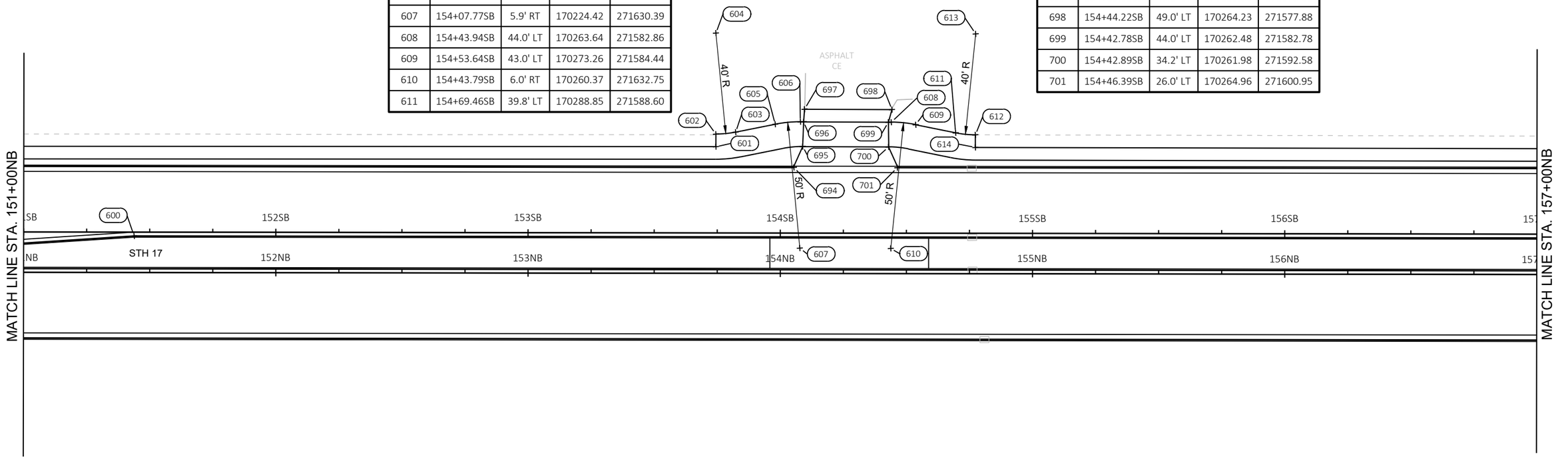
STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
575	148+90.96NB	5.0' LT	169708.31	271603.19
576	148+90.96NB	3.0' LT	169708.18	271605.19
577	149+92.42NB	1.5' LT	169809.35	271613.02
578	149+92.41NB	5.0' LT	169809.56	271609.53
579	150+02.42NB	2.0' LT	169819.36	271613.15
580	150+02.42NB	5.2' LT	169819.56	271609.99
582	148+67.66NB	48.9' RT	169681.69	271655.50
583	148+92.57NB	36.5' RT	169707.32	271644.68
584	148+96.60NB	75.8' RT	169708.89	271684.15
585	149+94.67NB	26.0' RT	169809.88	271640.61

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
600	151+43.85SB	1.5' RT	169961.29	271609.50
601	153+74.40SB	34.2' LT	170193.62	271588.30
602	153+74.40SB	39.2' LT	170193.93	271583.31
603	153+82.24SB	40.0' LT	170201.81	271583.02
604	153+74.37SB	79.2' LT	170196.40	271543.38
605	153+97.92SB	43.1' LT	170217.66	271580.85
606	154+07.92SB	44.1' LT	170227.69	271580.50
607	154+07.77SB	5.9' RT	170224.42	271630.39
608	154+43.94SB	44.0' LT	170263.64	271582.86
609	154+53.64SB	43.0' LT	170273.26	271584.44
610	154+43.79SB	6.0' RT	170260.37	271632.75
611	154+69.46SB	39.8' LT	170288.85	271588.60

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
612	154+77.31SB	39.0' LT	170296.63	271589.87
613	154+77.34SB	79.0' LT	170299.16	271549.95
614	154+77.30SB	34.0' LT	170296.31	271594.86
694	154+05.34SB	26.0' LT	170223.99	271598.39
695	154+08.84SB	34.3' LT	170228.00	271590.34
696	154+09.19SB	44.1' LT	170228.96	271580.58
697	154+09.52SB	49.1' LT	170229.60	271575.61
698	154+44.22SB	49.0' LT	170264.23	271577.88
699	154+42.78SB	44.0' LT	170262.48	271582.78
700	154+42.89SB	34.2' LT	170261.98	271592.58
701	154+46.39SB	26.0' LT	170264.96	271600.95

N

ALL CURB AND GUTTER POINTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.



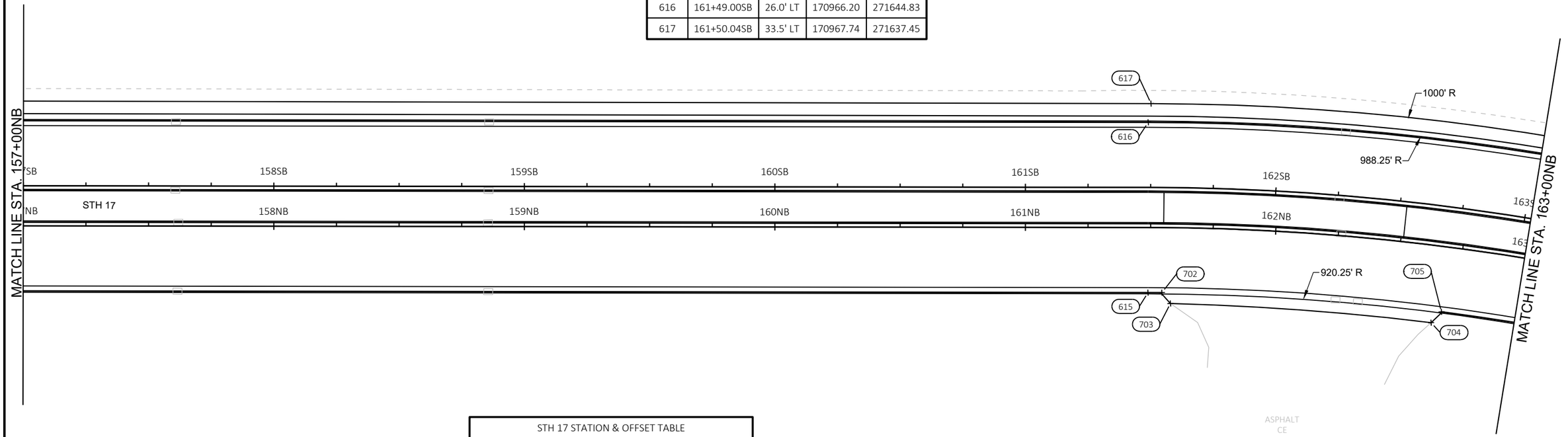
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 95	E

2

N

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
616	161+49.00SB	26.0' LT	170966.20	271644.83
617	161+50.04SB	33.5' LT	170967.74	271637.45



STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
615	161+49.00NB	26.0' RT	170961.96	271712.70
702	161+54.67NB	26.0' RT	170967.45	271713.06
703	161+58.27NB	30.3' RT	170970.64	271717.56
704	162+66.14NB	30.8' RT	171074.03	271731.57
705	162+69.77NB	26.0' RT	171078.39	271727.48

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 96	E

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
620	165+11.02SB	1.5' RT	171312.59	271761.38
622	165+21.04SB	1.0' RT	171321.84	271765.23
624	167+22.38SB	1.0' RT	171492.60	271870.80
625	165+19.21SB	26.0' LT	171331.86	271740.09
626	166+35.43SB	39.8' LT	171443.52	271786.46
627	166+99.06SB	91.6' LT	171528.89	271782.15
629	166+20.32SB	137.9' LT	171481.68	271694.56
631	168+27.20SB	1.8' RT	171571.20	271939.84
633	168+30.51SB	0.0'	171596.06	271964.24
635	168+43.54SB	50.2' LT	171619.62	271914.40
636	168+88.58SB	38.0' LT	171643.33	271956.90
671	164+88.85SB	33.8' LT	171306.70	271719.92
672	165+55.20SB	36.3' LT	171369.68	271747.59
673	166+33.88SB	47.8' LT	171446.50	271778.79
674	166+71.72SB	66.5' LT	171490.19	271785.43
675	166+19.00SB	141.4' LT	171482.24	271690.77
676	166+68.82SB	70.4' LT	171489.84	271780.48

STEVENS STREET STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
628	77+61.03ST	34.0' RT	171579.42	271713.20
634	78+89.74ST	53.7' LT	171617.51	271865.78
637	77+99.84ST	7.0' RT	171597.09	271755.37
638	78+07.38ST	7.0' LT	171608.37	271766.58
639	78+94.04ST	7.0' LT	171574.21	271847.60
640	79+27.83ST	0.3' LT	171550.94	271873.38
641	79+30.67ST	7.0' RT	171543.30	271871.70
642	79+31.78ST	1.3' RT	171547.44	271875.78
643	77+43.61ST	34.0' RT	171582.10	271697.39
644	77+52.32ST	34.0' RT	171580.84	271705.30
645	77+71.74ST	64.2' LT	171673.39	271743.66
646	77+75.30ST	55.8' LT	171664.38	271745.82
647	77+80.38ST	48.5' LT	171655.96	271749.72
648	78+08.43ST	82.0' LT	171679.69	271789.73
649	78+07.26ST	35.3' LT	171635.45	271774.74
650	78+09.46ST	35.2' LT	171634.70	271777.00
651	78+11.66ST	35.3' LT	171634.07	271779.29
652	78+09.10ST	81.7' LT	171679.22	271790.43
653	79+22.14ST	85.7' RT	171481.47	271822.42
654	79+26.22ST	84.7' RT	171480.53	271825.69
655	79+23.72ST	84.6' RT	171481.70	271824.06
656	79+29.79ST	37.2' RT	171518.61	271854.33

STEVENS STREET STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
657	79+27.61ST	35.0' RT	171521.53	271853.86
658	79+27.61ST	37.0' RT	171519.85	271852.76
659	78+70.41ST	35.0' RT	171547.25	271808.14
660	78+69.15ST	38.6' RT	171544.46	271805.54
661	78+70.41ST	37.0' RT	171545.44	271807.28
662	79+36.29ST	35.0' LT	171574.87	271900.00
663	79+38.12ST	36.8' LT	171575.25	271902.67
664	79+36.29ST	37.0' LT	171576.52	271901.13
665	79+39.40ST	53.2' LT	171587.88	271913.12

ALL CURB AND GUTTER POINTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
618	163+71.90NB	1.5' LT	171182.80	271725.18
619	165+04.96NB	10.1' LT	171310.67	271765.36
621	165+14.96NB	11.0' LT	171320.20	271768.88
623	167+12.85NB	11.0' LT	171490.15	271873.97
630	168+15.55NB	8.6' LT	171567.09	271943.58
632	168+56.14NB	1.5' LT	171590.80	271977.54

STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
706	167+47.72NB	26.0' RT	171493.96	271924.48
707	167+48.63NB	28.5' RT	171493.03	271926.96
708	167+83.20NB	28.5' RT	171518.36	271948.93
709	167+83.89NB	26.0' RT	171520.53	271947.52

STEVENS STREET STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
666	79+36.35ST	54.7' LT	171591.11	271911.19
667	79+37.62ST	53.3' LT	171589.15	271911.58
668	79+18.35ST	38.7' LT	171588.62	271885.71
669	79+19.33ST	35.0' LT	171584.93	271884.65
670	79+19.33ST	37.0' LT	171586.62	271885.71
677	77+86.36ST	60.2' LT	171665.67	271759.04
678	77+86.60ST	56.9' LT	171662.40	271758.50

STEVENS STREET STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
679	78+13.22ST	46.1' LT	171643.82	271784.20
680	78+09.41ST	83.3' LT	171680.66	271791.26
681	78+87.03ST	63.8' LT	171627.82	271867.76
682	79+09.52ST	77.3' LT	171626.84	271897.26

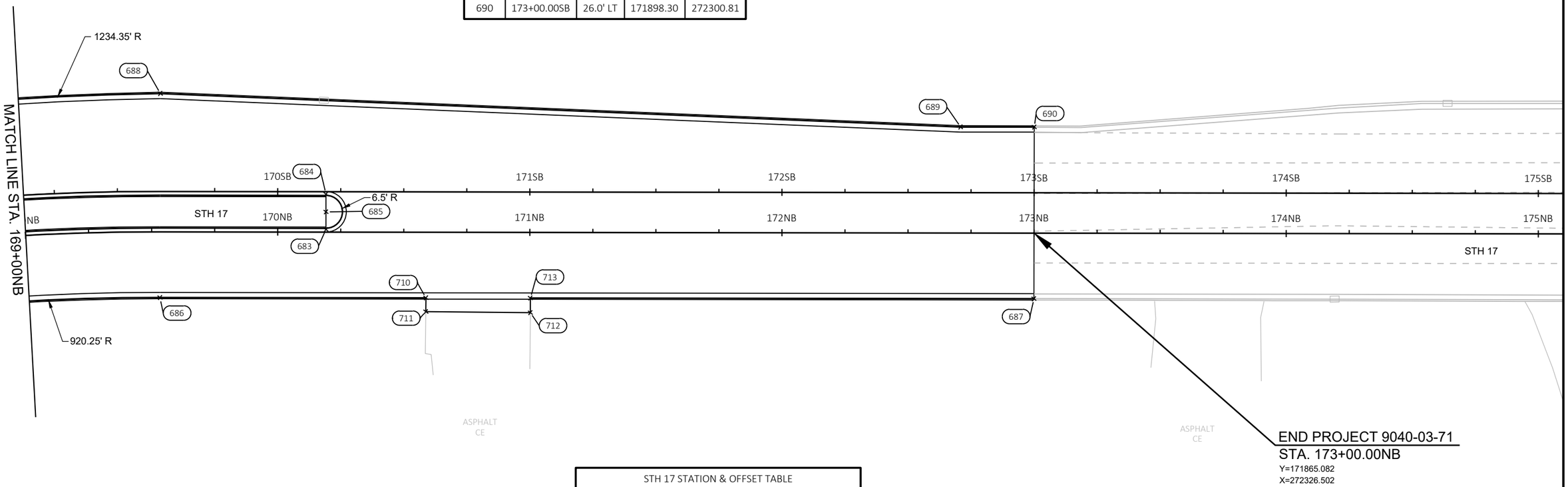
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 97 E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021271 SO.DWG
LAYOUT NAME - 021271 so
PLOT DATE : 7/28/2022 11:06 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

ALL CURB AND GUTTER POINTS ARE TO FACE
OF CURB UNLESS OTHERWISE NOTED AS
BOC-BACK OF CURB
EOA-EDGE OF ASPHALT
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

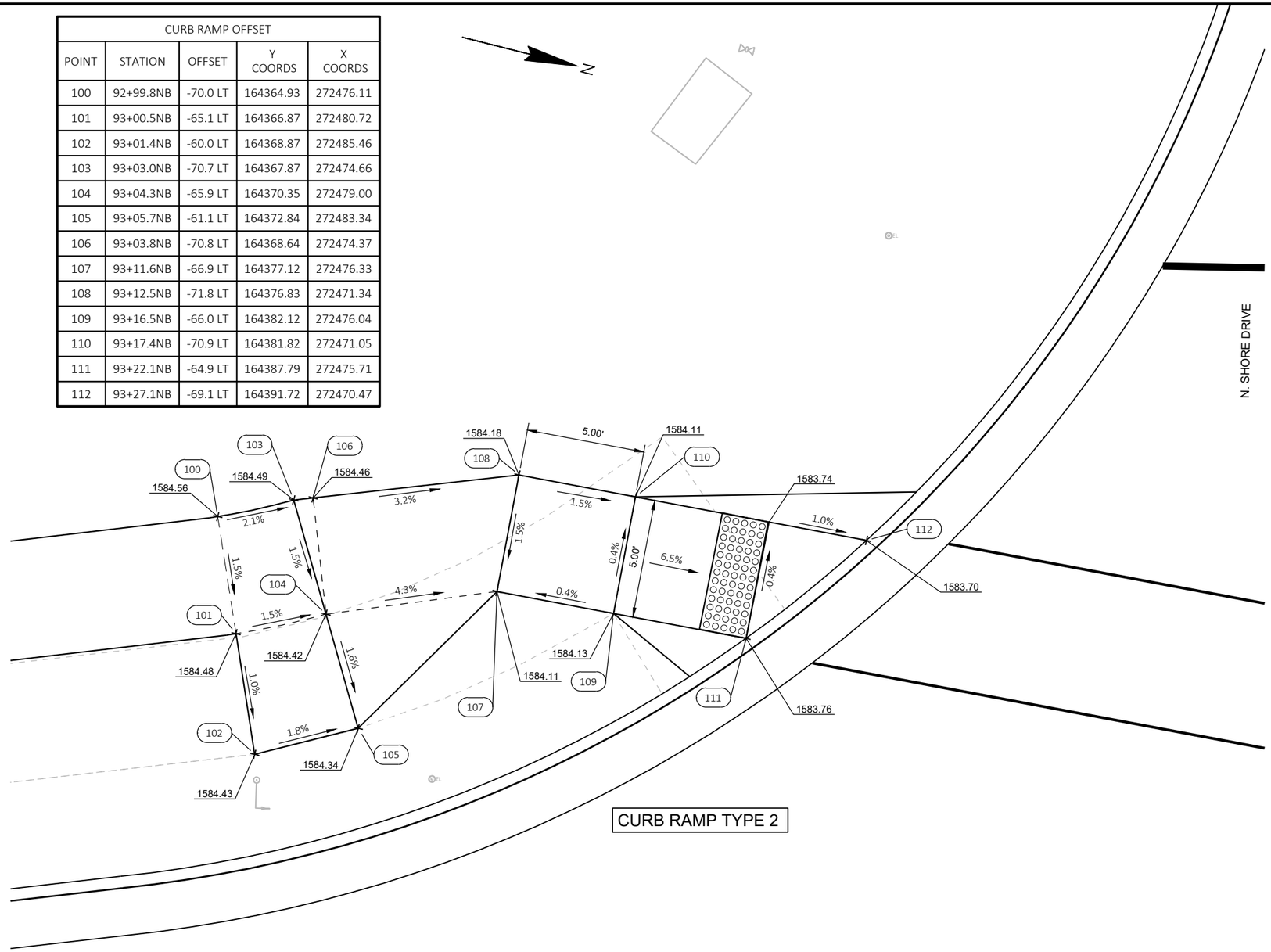
STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
684	170+19.16SB	1.0' RT	171705.14	272095.16
688	169+66.96SB	38.8' LT	171696.37	272018.77
689	172+70.76SB	26.0' LT	171880.42	272277.68
690	173+00.00SB	26.0' LT	171898.30	272300.81



STH 17 STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
683	170+19.15NB	1.0' LT	171694.07	272103.72
686	169+53.35NB	26.0' RT	171632.46	272068.19
687	173+00.00NB	26.0' RT	171844.51	272342.41
710	170+58.82NB	26.0' RT	171696.97	272151.62
711	170+58.82NB	31.5' RT	171692.65	272154.96
712	171+00.27NB	31.8' RT	171717.73	272187.96
713	171+00.27NB	26.0' RT	171722.33	272184.41

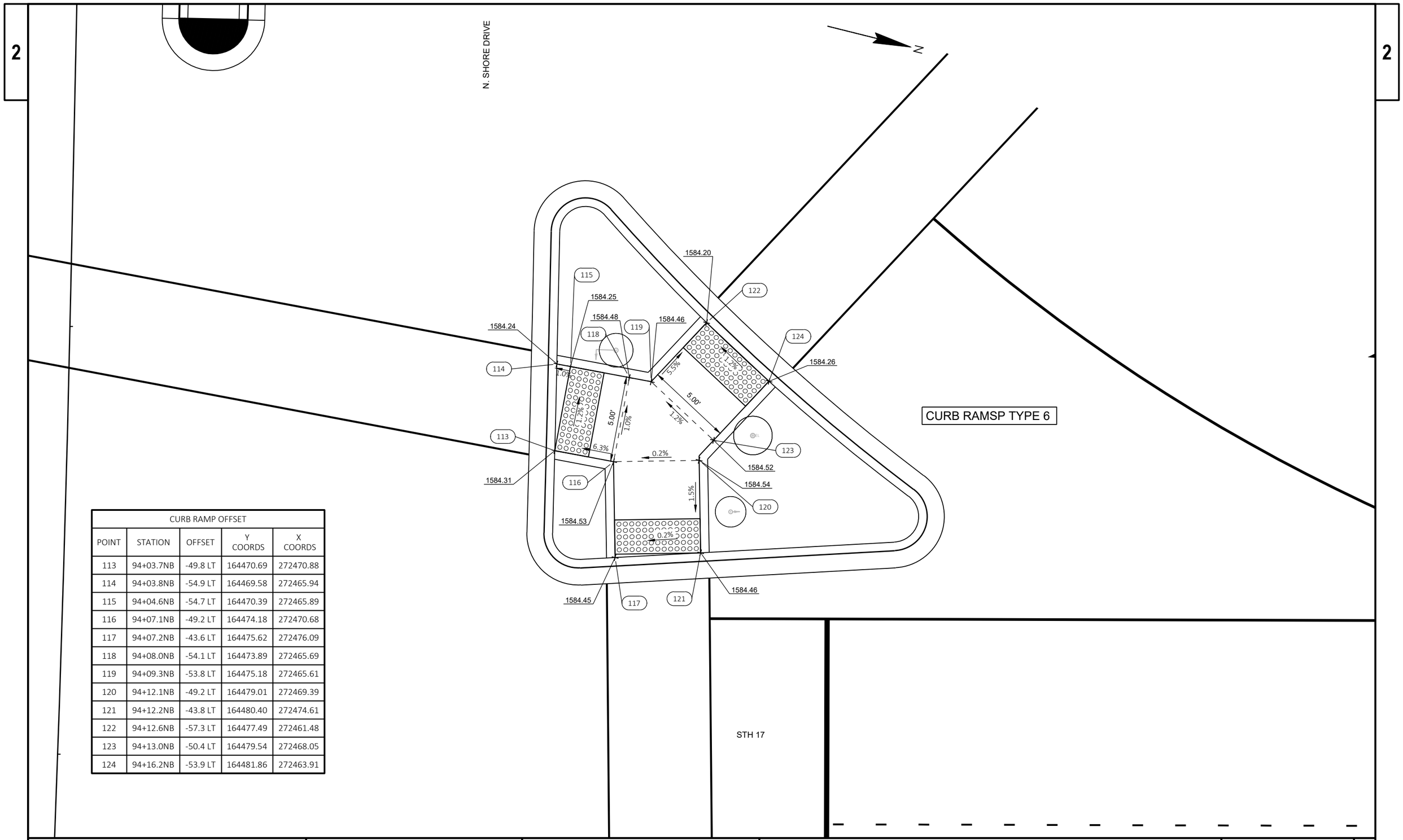
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 98	E

CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
100	92+99.8NB	-70.0 LT	164364.93	272476.11
101	93+00.5NB	-65.1 LT	164366.87	272480.72
102	93+01.4NB	-60.0 LT	164368.87	272485.46
103	93+03.0NB	-70.7 LT	164367.87	272474.66
104	93+04.3NB	-65.9 LT	164370.35	272479.00
105	93+05.7NB	-61.1 LT	164372.84	272483.34
106	93+03.8NB	-70.8 LT	164368.64	272474.37
107	93+11.6NB	-66.9 LT	164377.12	272476.33
108	93+12.5NB	-71.8 LT	164376.83	272471.34
109	93+16.5NB	-66.0 LT	164382.12	272476.04
110	93+17.4NB	-70.9 LT	164381.82	272471.05
111	93+22.1NB	-64.9 LT	164387.79	272475.71
112	93+27.1NB	-69.1 LT	164391.72	272470.47



CURB RAMP TYPE 2

STH 17



CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
113	94+03.7NB	-49.8 LT	164470.69	272470.88
114	94+03.8NB	-54.9 LT	164469.58	272465.94
115	94+04.6NB	-54.7 LT	164470.39	272465.89
116	94+07.1NB	-49.2 LT	164474.18	272470.68
117	94+07.2NB	-43.6 LT	164475.62	272476.09
118	94+08.0NB	-54.1 LT	164473.89	272465.69
119	94+09.3NB	-53.8 LT	164475.18	272465.61
120	94+12.1NB	-49.2 LT	164479.01	272469.39
121	94+12.2NB	-43.8 LT	164480.40	272474.61
122	94+12.6NB	-57.3 LT	164477.49	272461.48
123	94+13.0NB	-50.4 LT	164479.54	272468.05
124	94+16.2NB	-53.9 LT	164481.86	272463.91

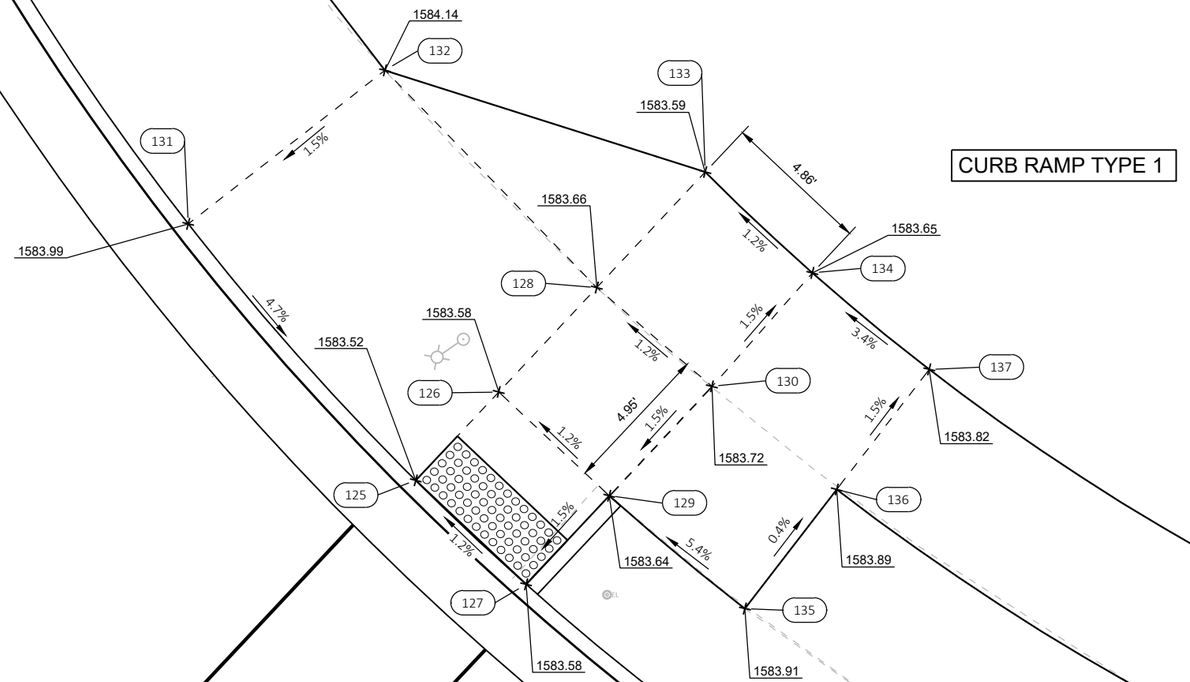
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 100	E

2

N. SHORE DRIVE

N

CURB RAMP TYPE 1



CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
125	94+32.4NB	-78.5 LT	164491.65	272436.15
126	94+35.1NB	-81.4 LT	164493.60	272432.66
127	94+36.0NB	-75.1 LT	164496.01	272438.60
128	94+38.3NB	-84.9 LT	164495.91	272428.54
129	94+38.7NB	-78.0 LT	164497.96	272435.10
130	94+42.1NB	-81.6 LT	164500.38	272430.78
131	94+24.8NB	-86.9 LT	164482.32	272429.76
132	94+31.3NB	-92.0 LT	164487.39	272423.28
133	94+41.9NB	-88.7 LT	164498.46	272423.97
134	94+45.4NB	-85.4 LT	164502.69	272426.35
135	94+43.2NB	-74.3 LT	164503.21	272437.63
136	94+46.2NB	-78.2 LT	164505.20	272433.08
137	94+49.3NB	-82.2 LT	164507.20	272428.50

STH 17

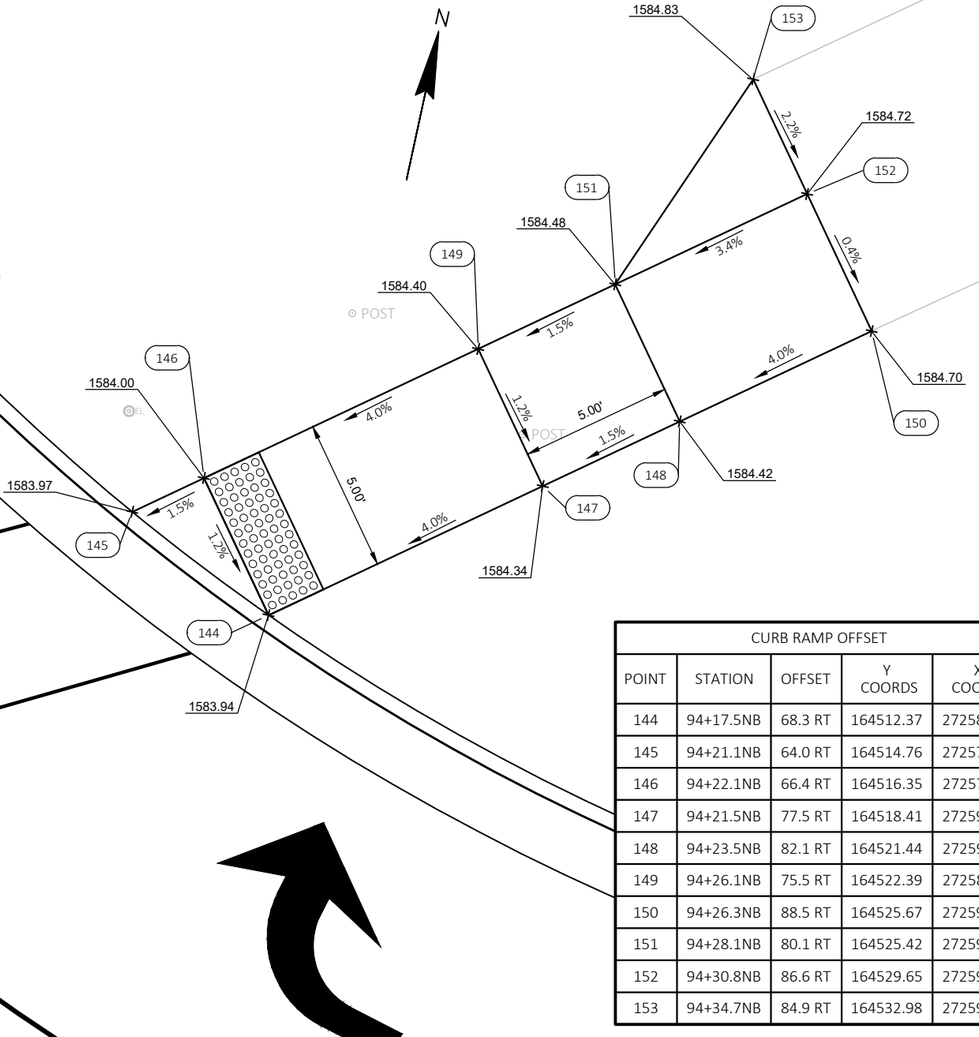
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 101	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021301 CR.DWG
LAYOUT NAME - 021303 cr
PLOT DATE : 7/28/2022 11:06 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

STH 17

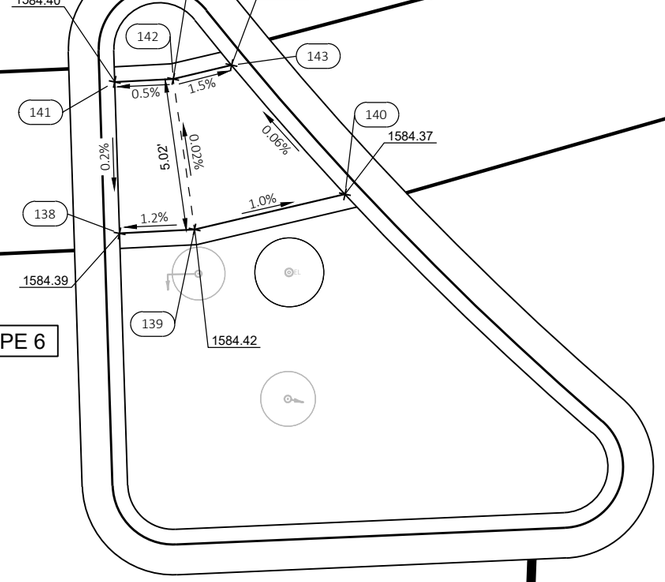
CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
138	94+08.1NB	27.5 RT	164493.45	272544.87
139	94+08.2NB	30.0 RT	164494.08	272547.27
140	94+09.2NB	35.0 RT	164496.26	272551.88
141	94+13.1NB	27.5 RT	164498.30	272543.68
142	94+13.1NB	29.4 RT	164498.80	272545.55
143	94+13.5NB	31.4 RT	164499.64	272547.33

CURB RAMP TYPE 2



CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
144	94+17.5NB	68.3 RT	164512.37	272582.28
145	94+21.1NB	64.0 RT	164514.76	272577.17
146	94+22.1NB	66.4 RT	164516.35	272579.25
147	94+21.5NB	77.5 RT	164518.41	272590.24
148	94+23.5NB	82.1 RT	164521.44	272594.22
149	94+26.1NB	75.5 RT	164522.39	272587.22
150	94+26.3NB	88.5 RT	164525.67	272599.80
151	94+28.1NB	80.1 RT	164525.42	272591.20
152	94+30.8NB	86.6 RT	164529.65	272596.77
153	94+34.7NB	84.9 RT	164532.98	272594.24

CURB RAMPS TYPE 6



N. SHORE DRIVE

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 102	E

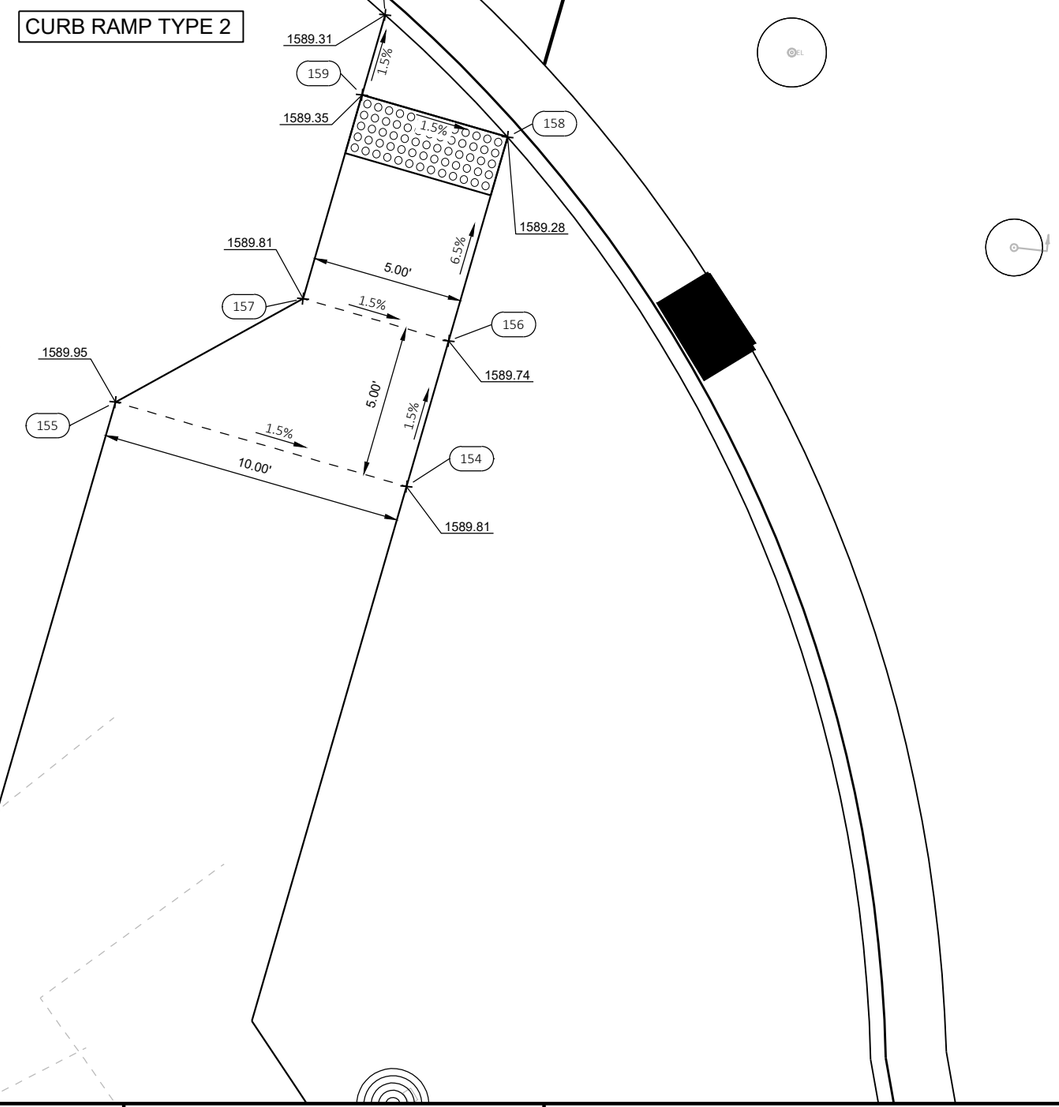
2

CTH C (E. TIMBER DRIVE)

N

CURB RAMP TYPE 2

CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
154	122+67.1NB	-67.5 LT	167081.64	271392.90
155	122+68.4NB	-72.3 LT	167083.40	271383.05
156	122+71.6NB	-66.1 LT	167086.56	271393.78
157	122+72.9NB	-70.9 LT	167087.44	271388.86
158	122+77.9NB	-64.2 LT	167093.45	271395.01
159	122+79.2NB	-69.0 LT	167094.33	271390.09
160	122+81.7NB	-68.2 LT	167097.04	271390.57



STH 17

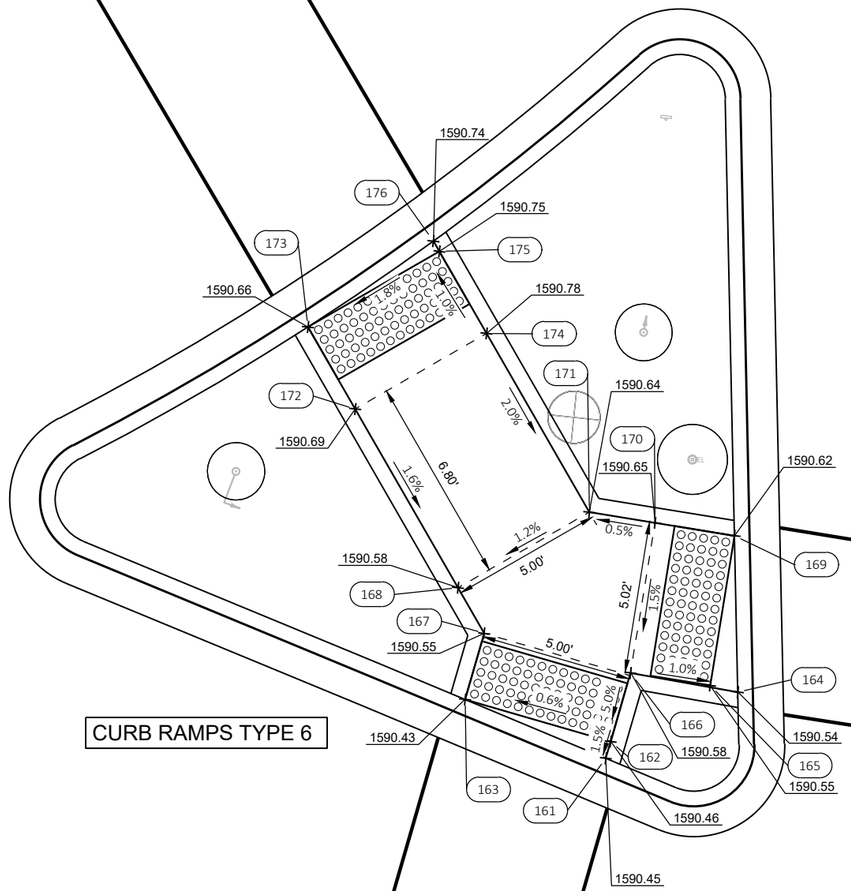
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 103	E

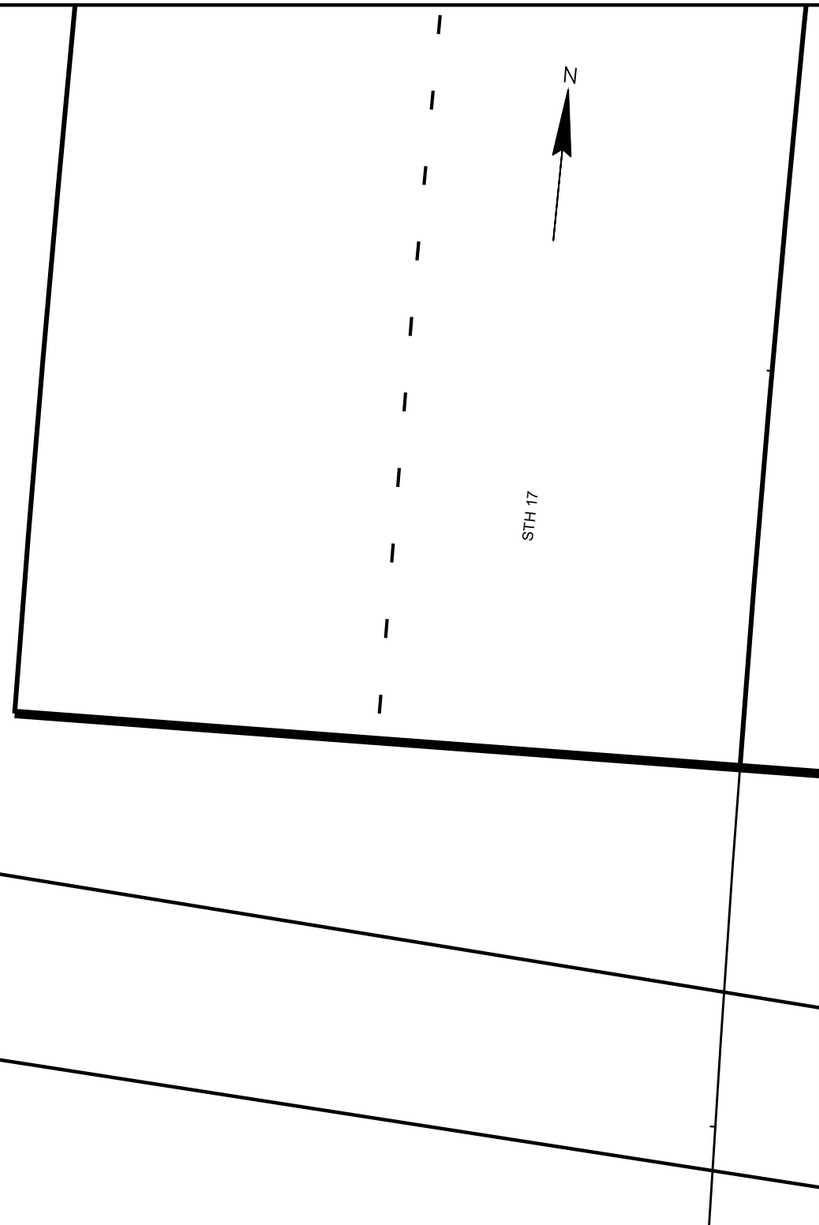
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021301 CR.DWG
LAYOUT NAME - 021305 cr

PLOT DATE : 7/28/2022 11:06 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT

CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
161	123+38.7NB	-47.9 LT	167158.57	271406.66
162	123+39.3NB	-47.7 LT	167159.13	271406.76
163	123+40.3NB	-52.6 LT	167160.01	271401.84
164	123+41.1NB	-43.7 LT	167161.19	271410.77
165	123+41.2NB	-44.6 LT	167161.32	271409.84
166	123+41.5NB	-47.2 LT	167161.45	271407.18
167	123+42.4NB	-52.1 LT	167162.25	271402.24
168	123+43.8NB	-53.1 LT	167163.65	271401.22
169	123+46.0NB	-44.1 LT	167166.31	271410.12
170	123+46.2NB	-46.8 LT	167166.46	271407.46
171	123+46.4NB	-48.9 LT	167166.58	271405.27
172	123+49.2NB	-56.9 LT	167169.16	271397.23
173	123+51.6NB	-58.6 LT	167171.69	271395.40
174	123+51.8NB	-52.7 LT	167172.09	271401.28
175	123+54.3NB	-54.5 LT	167174.62	271399.45
176	123+54.6NB	-54.7 LT	167174.94	271399.22

CURB RAMPS TYPE 6





W. TIMBER DRIVE

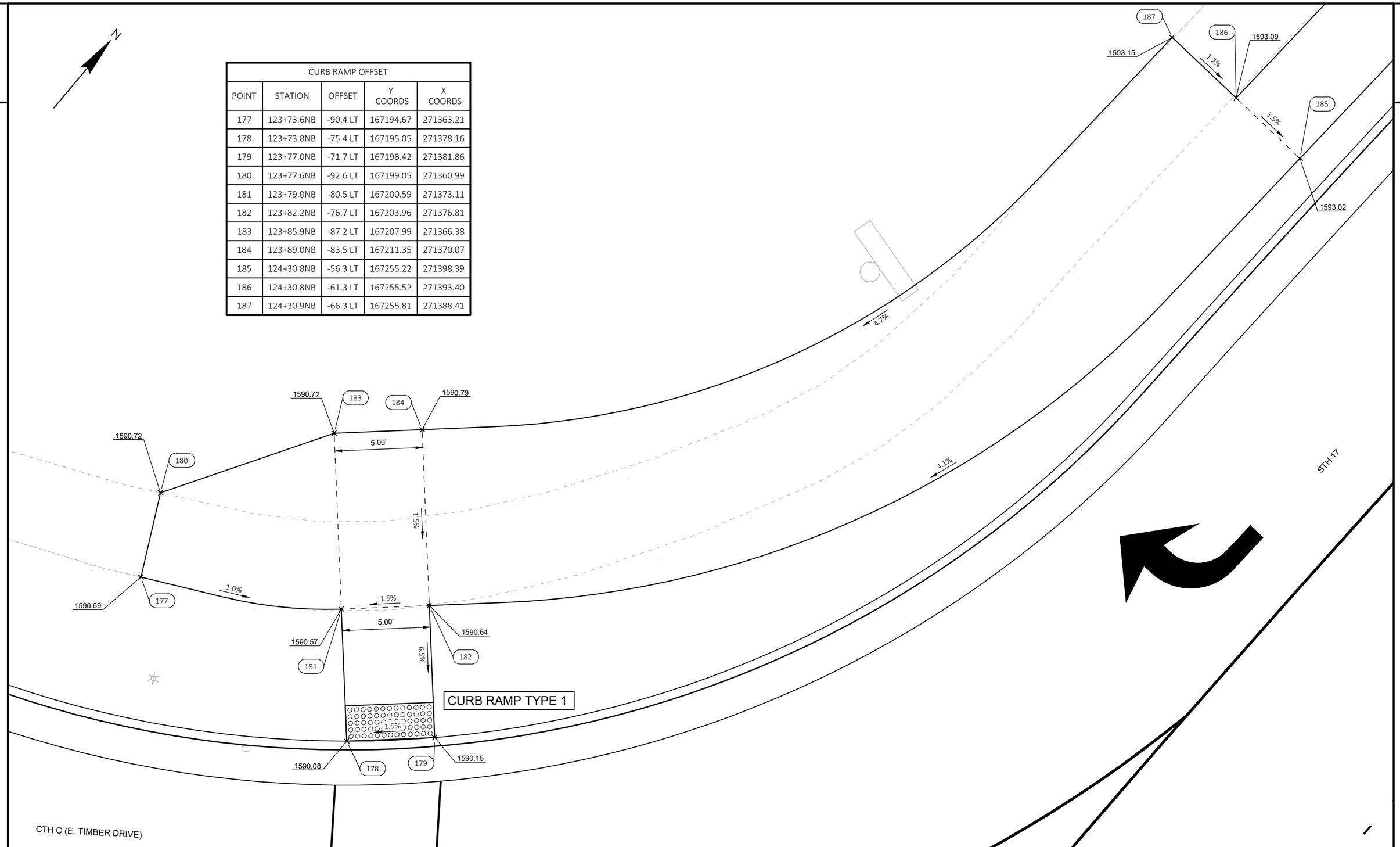
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 104	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021301 CR.DWG
LAYOUT NAME - 021306 cr

PLOT DATE : 7/28/2022 11:06 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT

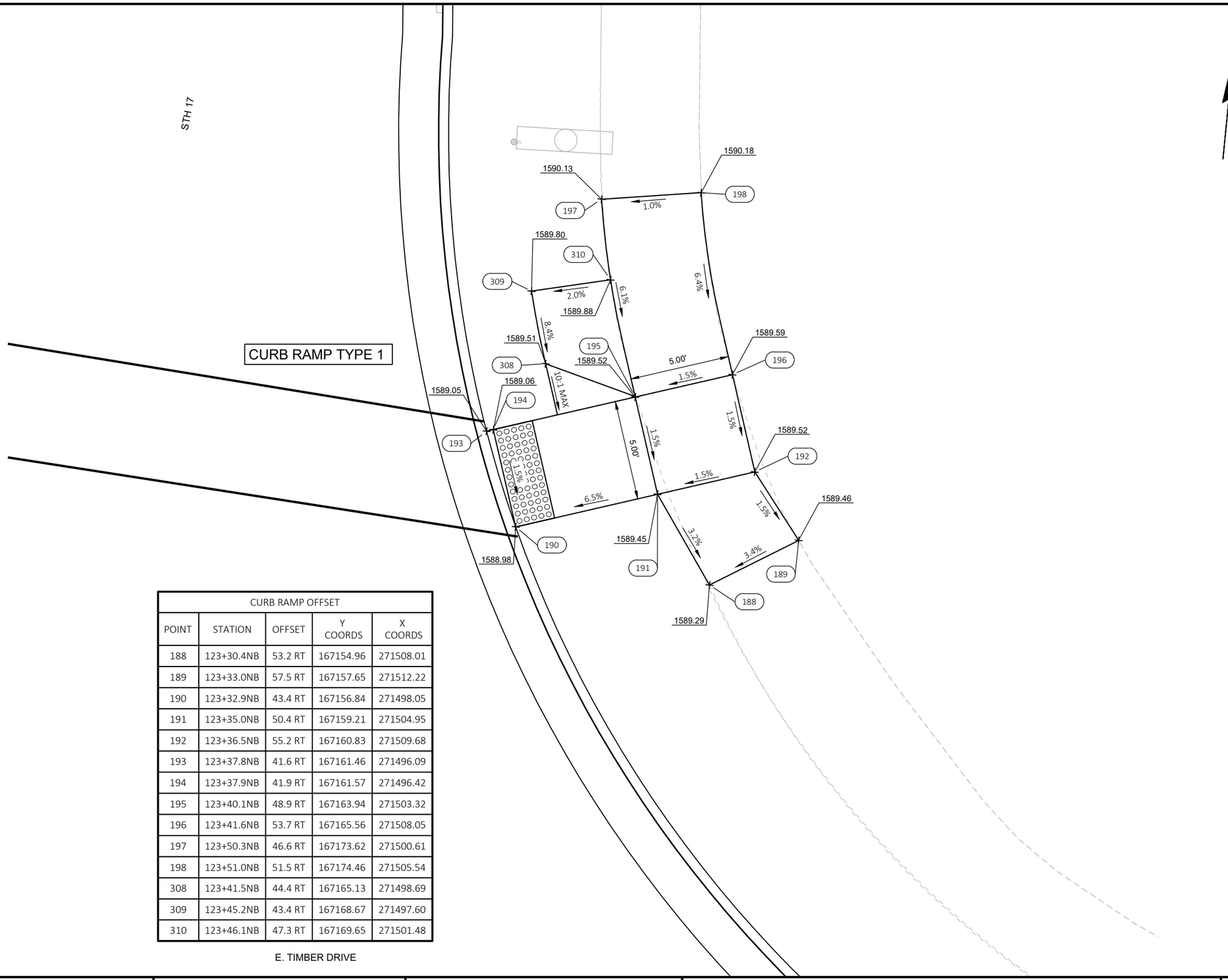
WISDOT/CADDS SHEET 42

CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
177	123+73.6NB	-90.4 LT	167194.67	271363.21
178	123+73.8NB	-75.4 LT	167195.05	271378.16
179	123+77.0NB	-71.7 LT	167198.42	271381.86
180	123+77.6NB	-92.6 LT	167199.05	271360.99
181	123+79.0NB	-80.5 LT	167200.59	271373.11
182	123+82.2NB	-76.7 LT	167203.96	271376.81
183	123+85.9NB	-87.2 LT	167207.99	271366.38
184	123+89.0NB	-83.5 LT	167211.35	271370.07
185	124+30.8NB	-56.3 LT	167255.22	271398.39
186	124+30.8NB	-61.3 LT	167255.52	271393.40
187	124+30.9NB	-66.3 LT	167255.81	271388.41



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 105	E

2

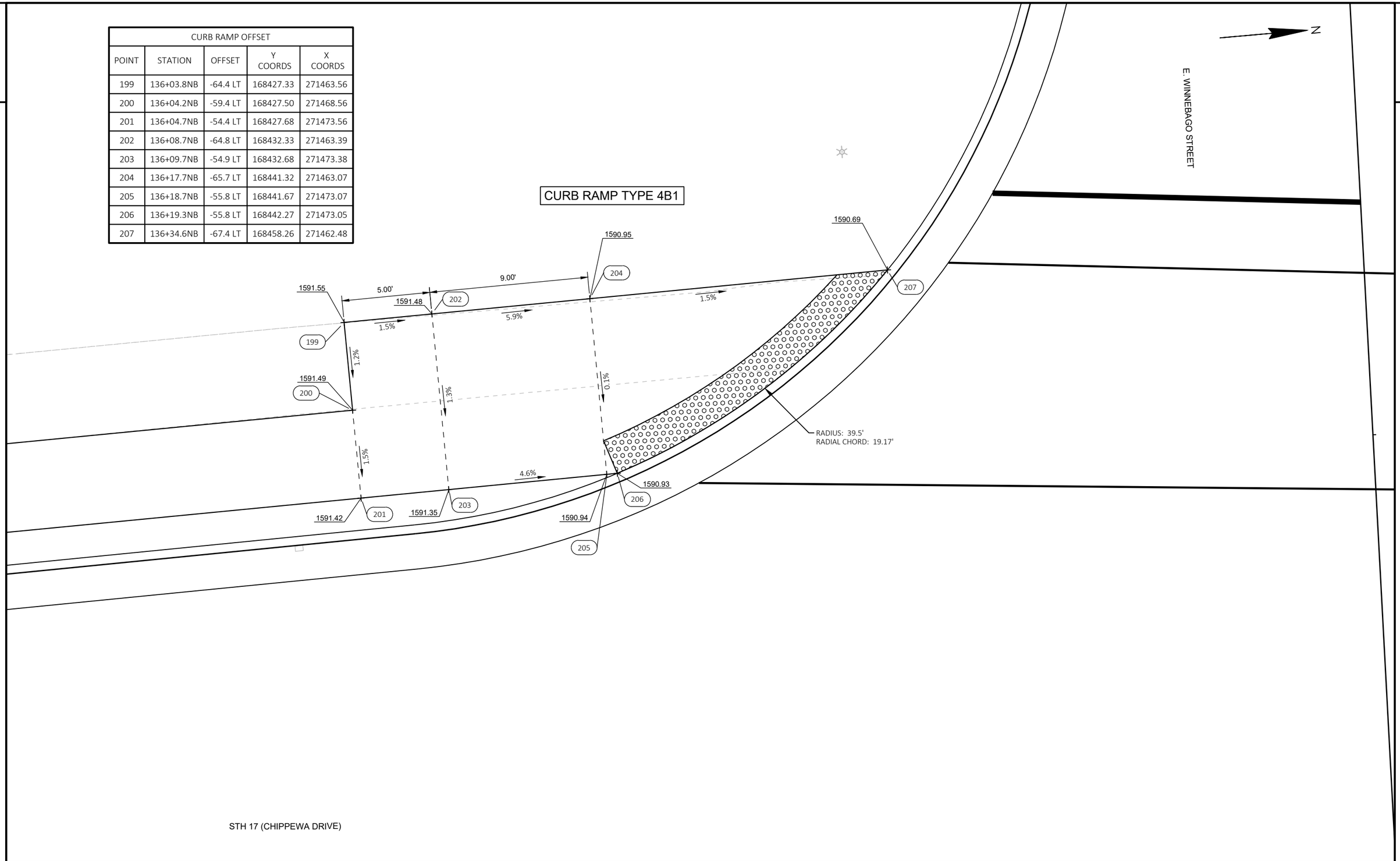


CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
188	123+30.4NB	53.2 RT	167154.96	271508.01
189	123+33.0NB	57.5 RT	167157.65	271512.22
190	123+32.9NB	43.4 RT	167156.84	271498.05
191	123+35.0NB	50.4 RT	167159.21	271504.95
192	123+36.5NB	55.2 RT	167160.83	271509.68
193	123+37.8NB	41.6 RT	167161.46	271496.09
194	123+37.9NB	41.9 RT	167161.57	271496.42
195	123+40.1NB	48.9 RT	167163.94	271503.32
196	123+41.6NB	53.7 RT	167165.56	271508.05
197	123+50.3NB	46.6 RT	167173.62	271500.61
198	123+51.0NB	51.5 RT	167174.46	271505.54
308	123+41.5NB	44.4 RT	167165.13	271498.69
309	123+45.2NB	43.4 RT	167168.67	271497.60
310	123+46.1NB	47.3 RT	167169.65	271501.48

E. TIMBER DRIVE

CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
199	136+03.8NB	-64.4 LT	168427.33	271463.56
200	136+04.2NB	-59.4 LT	168427.50	271468.56
201	136+04.7NB	-54.4 LT	168427.68	271473.56
202	136+08.7NB	-64.8 LT	168432.33	271463.39
203	136+09.7NB	-54.9 LT	168432.68	271473.38
204	136+17.7NB	-65.7 LT	168441.32	271463.07
205	136+18.7NB	-55.8 LT	168441.67	271473.07
206	136+19.3NB	-55.8 LT	168442.27	271473.05
207	136+34.6NB	-67.4 LT	168458.26	271462.48

CURB RAMP TYPE 4B1



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 107	E

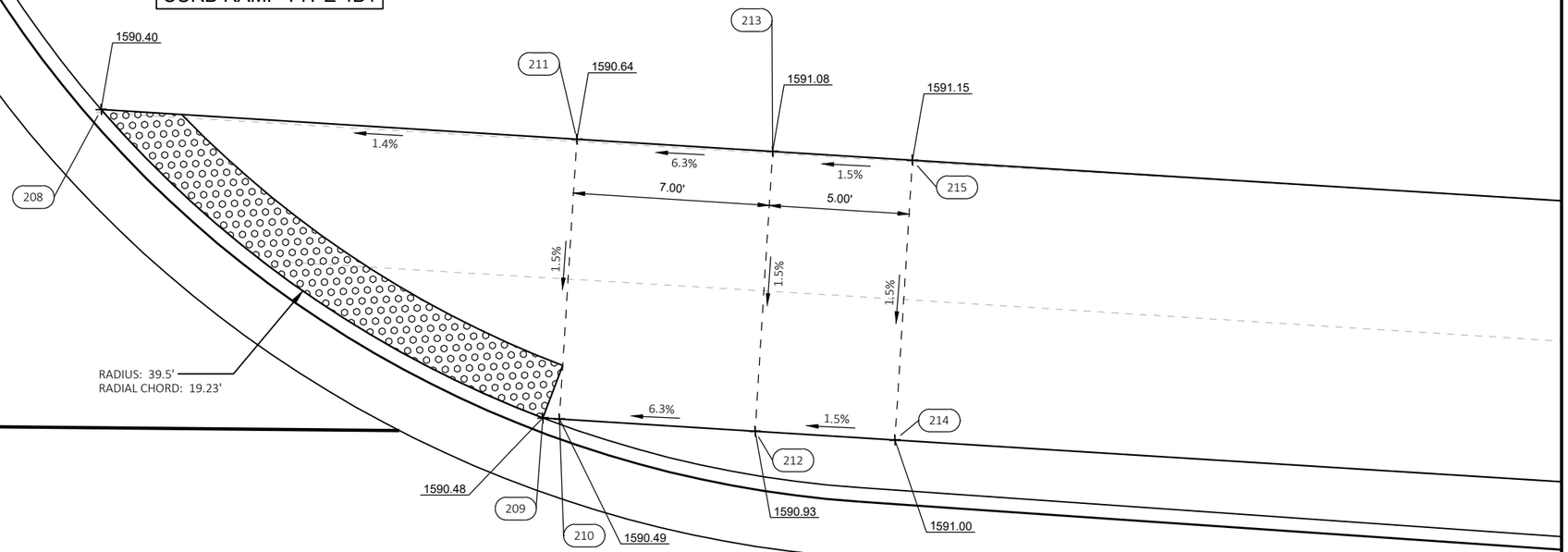
2

E. WINNEBAGO STREET

CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
208	136+88.4NB	-66.1 LT	168511.89	271467.07
209	137+04.2NB	-55.2 LT	168526.95	271479.02
210	137+04.8NB	-55.1 LT	168527.54	271479.09
211	137+05.4NB	-65.1 LT	168528.78	271469.17
212	137+11.7NB	-54.7 LT	168534.49	271479.95
213	137+12.4NB	-64.7 LT	168535.72	271470.03
214	137+16.7NB	-54.4 LT	168539.45	271480.57
215	137+17.3NB	-64.4 LT	168540.68	271470.65

N

CURB RAMP TYPE 4B1



STH 17 (CHIPPEWA DRIVE)

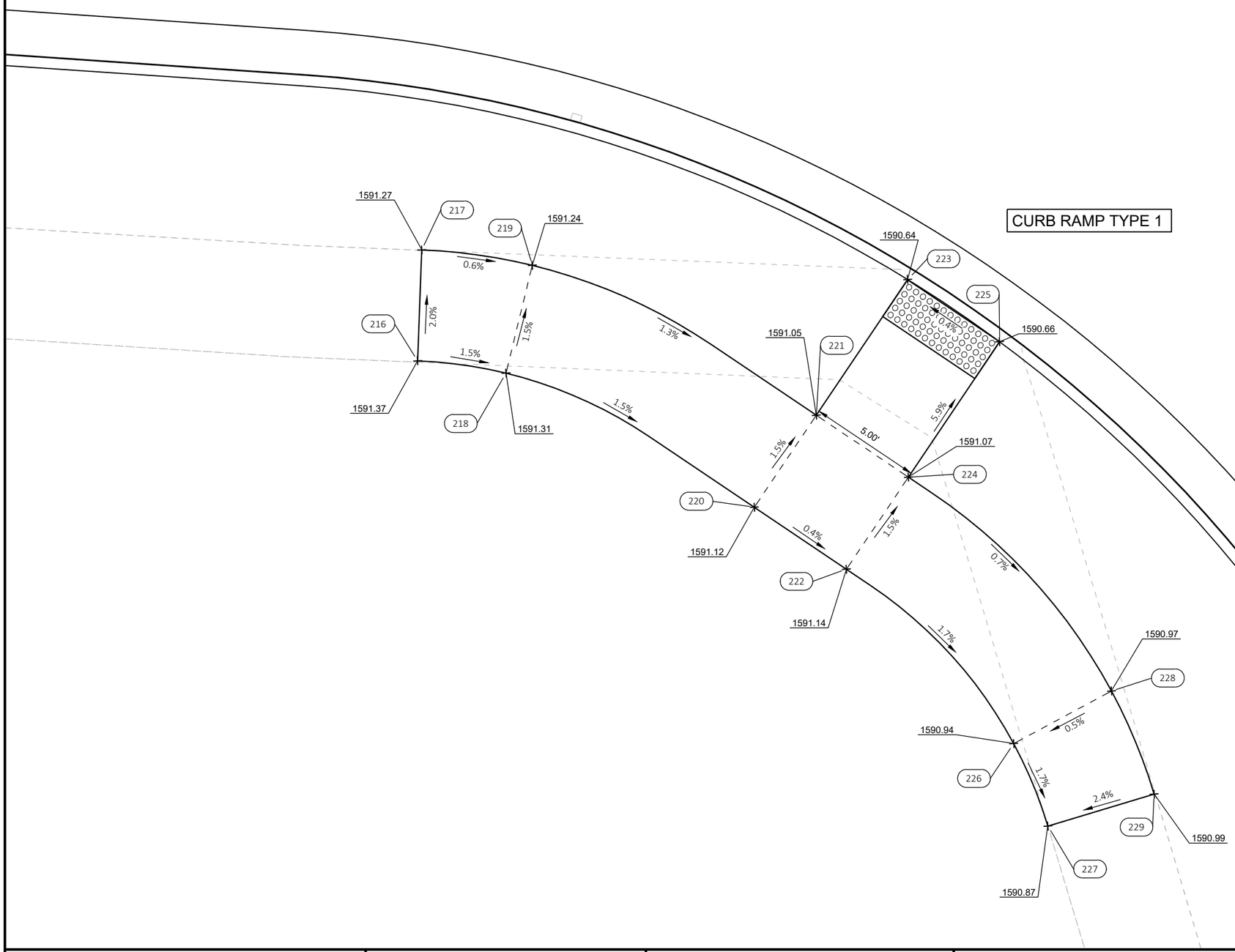
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 108	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021301 CR.DWG
LAYOUT NAME - 021310 cr

PLOT DATE : 7/28/2022 11:06 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT

STH 17 (CHIPPEWA DRIVE)

N



CURB RAMP TYPE 1

CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
216	135+99.9NB	49.2 RT	168416.37	271576.66
217	136+00.1NB	44.2 RT	168416.86	271571.69
218	136+03.9NB	49.7 RT	168420.31	271577.46
219	136+05.0NB	44.9 RT	168421.79	271572.68
220	136+15.1NB	55.8 RT	168431.11	271584.17
221	136+17.8NB	51.6 RT	168434.14	271580.20
222	136+19.2NB	58.6 RT	168435.07	271587.21
223	136+22.0NB	45.5 RT	168438.63	271574.35
224	136+22.0NB	54.4 RT	168438.11	271583.24
225	136+26.1NB	48.3 RT	168442.59	271577.40
226	136+26.8NB	66.4 RT	168442.12	271595.51
227	136+28.3NB	70.1 RT	168443.42	271599.31
228	136+31.2NB	64.0 RT	168446.66	271593.42
229	136+33.1NB	68.7 RT	168448.29	271598.17

E. WINNEBAGO STREET

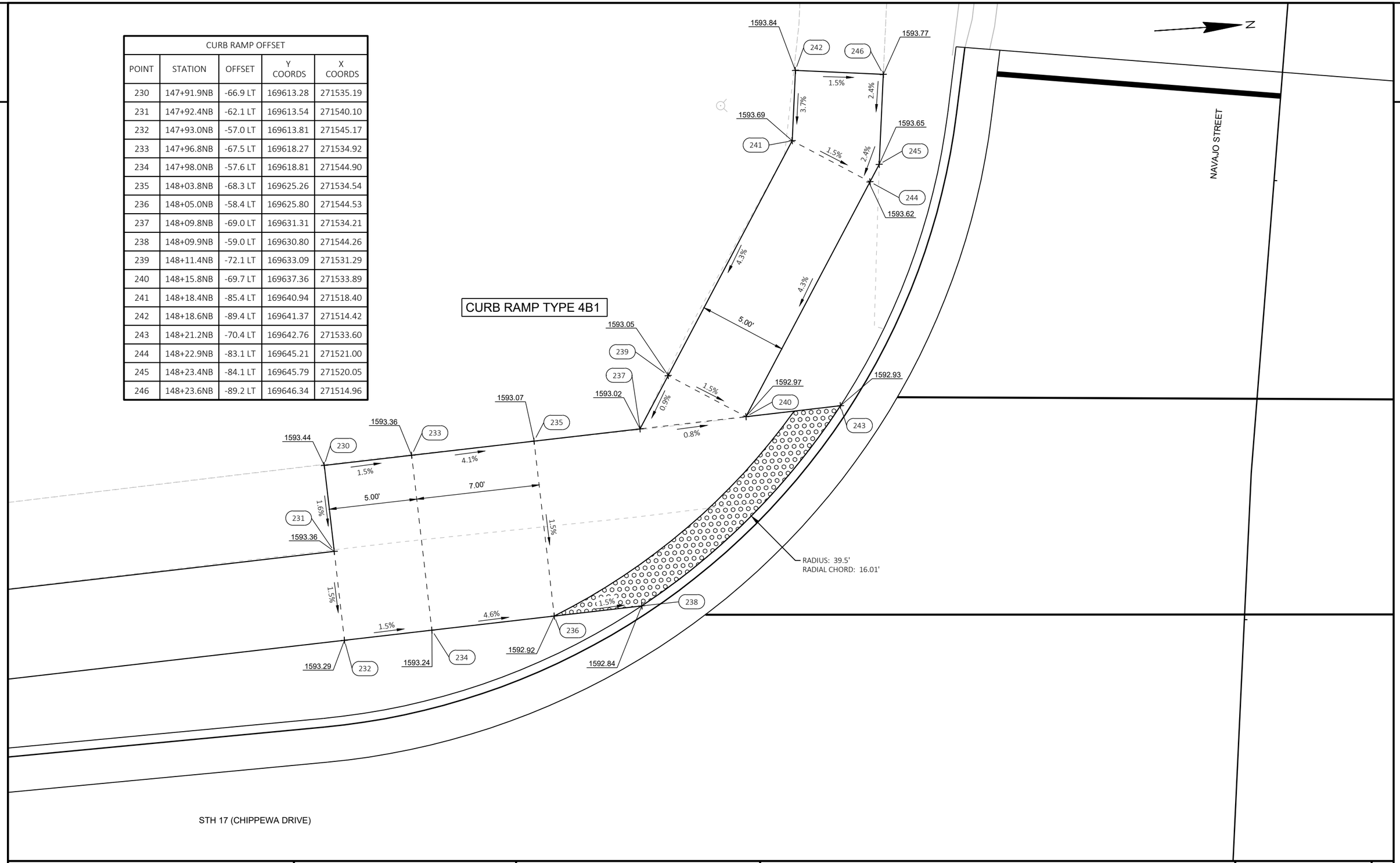
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 109	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021301 CR.DWG
LAYOUT NAME - 021311 cr

PLOT DATE : 7/28/2022 11:06 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT

2

CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
230	147+91.9NB	-66.9 LT	169613.28	271535.19
231	147+92.4NB	-62.1 LT	169613.54	271540.10
232	147+93.0NB	-57.0 LT	169613.81	271545.17
233	147+96.8NB	-67.5 LT	169618.27	271534.92
234	147+98.0NB	-57.6 LT	169618.81	271544.90
235	148+03.8NB	-68.3 LT	169625.26	271534.54
236	148+05.0NB	-58.4 LT	169625.80	271544.53
237	148+09.8NB	-69.0 LT	169631.31	271534.21
238	148+09.9NB	-59.0 LT	169630.80	271544.26
239	148+11.4NB	-72.1 LT	169633.09	271531.29
240	148+15.8NB	-69.7 LT	169637.36	271533.89
241	148+18.4NB	-85.4 LT	169640.94	271518.40
242	148+18.6NB	-89.4 LT	169641.37	271514.42
243	148+21.2NB	-70.4 LT	169642.76	271533.60
244	148+22.9NB	-83.1 LT	169645.21	271521.00
245	148+23.4NB	-84.1 LT	169645.79	271520.05
246	148+23.6NB	-89.2 LT	169646.34	271514.96



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 110	E

2

NAVAJO STREET

CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
247	148+70.8NB	-70.2 LT	169692.28	271536.85
248	148+80.7NB	-59.1 LT	169701.45	271548.55
249	148+85.2NB	-58.6 LT	169705.88	271549.30
250	148+86.2NB	-68.6 LT	169707.55	271539.44
251	148+94.1NB	-57.7 LT	169714.75	271550.81
252	148+95.2NB	-67.6 LT	169716.43	271540.95
253	148+99.1NB	-57.2 LT	169719.68	271551.65
254	148+99.6NB	-62.1 LT	169720.52	271546.72
255	149+00.2NB	-67.1 LT	169721.36	271541.79

CURB RAMP TYPE 4B1

N

1593.03
247
1.4%
1593.25
250
7.8%
1593.95
252
1.5%
1594.02
255
9.00'
5.00'
2.2%
254
1593.91
1.5%
RADIUS: 34.5'
RADIAL CHORD: 14.87'
248
1.5%
1592.97
249
1593.10
7.8%
0.8%
1.5%
253
1593.80
251
1593.87

STH 17 (CHIPPEWA DRIVE)

2

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 111	E

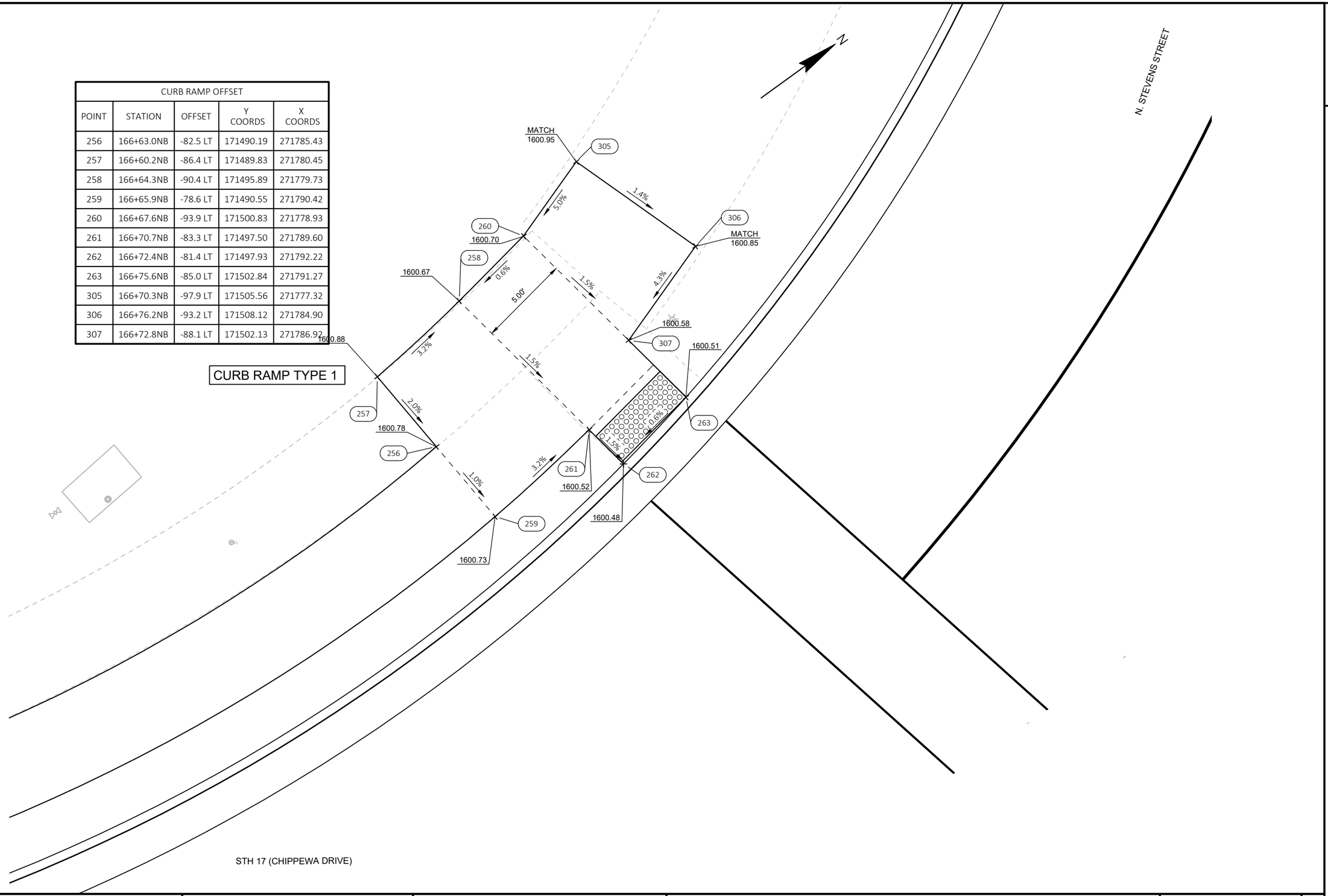
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021301 CR.DWG
LAYOUT NAME - 021313 cr

PLOT DATE : 7/28/2022 11:06 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
256	166+63.0NB	-82.5 LT	171490.19	271785.43
257	166+60.2NB	-86.4 LT	171489.83	271780.45
258	166+64.3NB	-90.4 LT	171495.89	271779.73
259	166+65.9NB	-78.6 LT	171490.55	271790.42
260	166+67.6NB	-93.9 LT	171500.83	271778.93
261	166+70.7NB	-83.3 LT	171497.50	271789.60
262	166+72.4NB	-81.4 LT	171497.93	271792.22
263	166+75.6NB	-85.0 LT	171502.84	271791.27
305	166+70.3NB	-97.9 LT	171505.56	271777.32
306	166+76.2NB	-93.2 LT	171508.12	271784.90
307	166+72.8NB	-88.1 LT	171502.13	271786.92

CURB RAMP TYPE 1



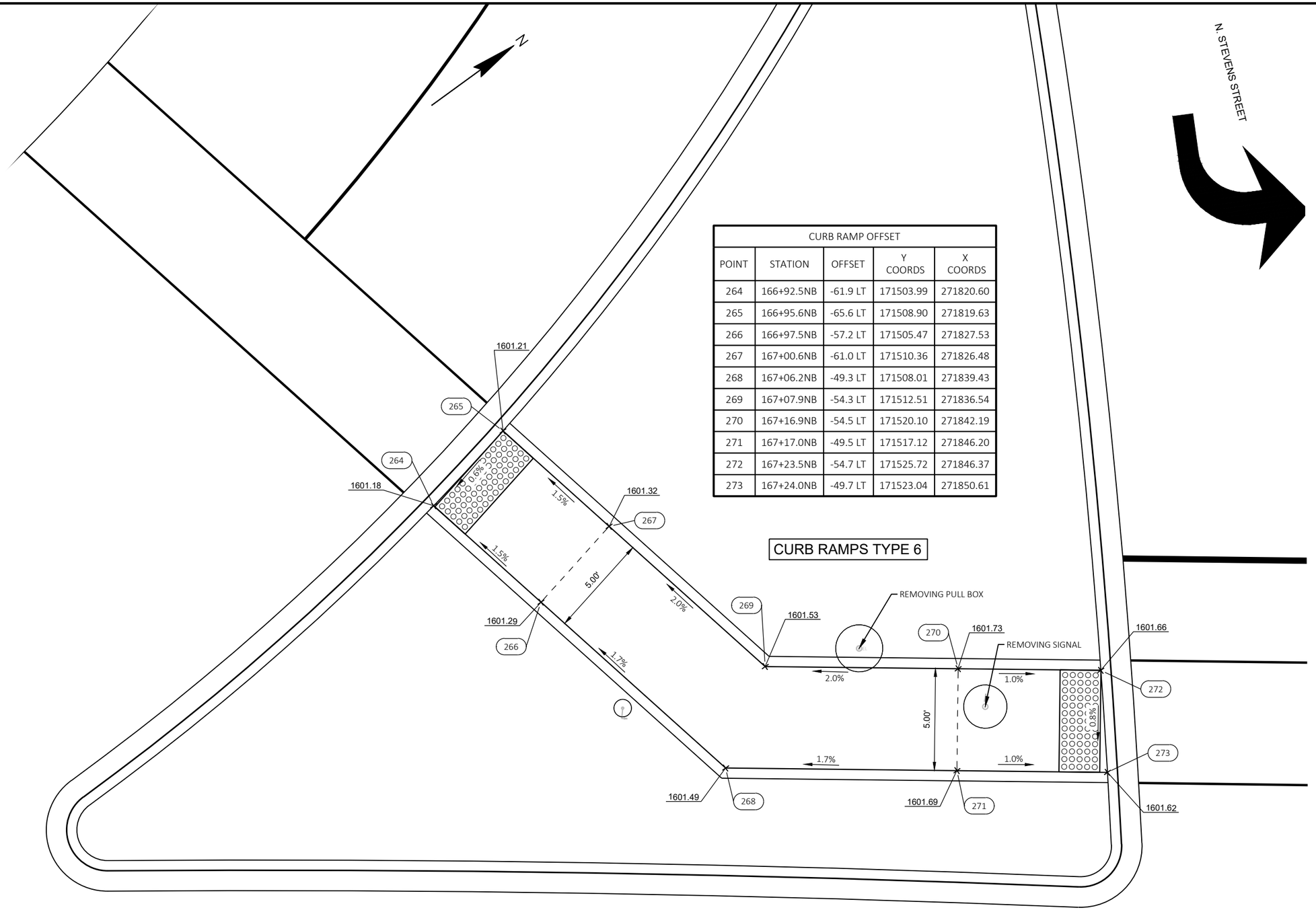
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 112	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021301 CR.DWG
LAYOUT NAME - 021314 cr

PLOT DATE : 7/28/2022 11:06 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

2

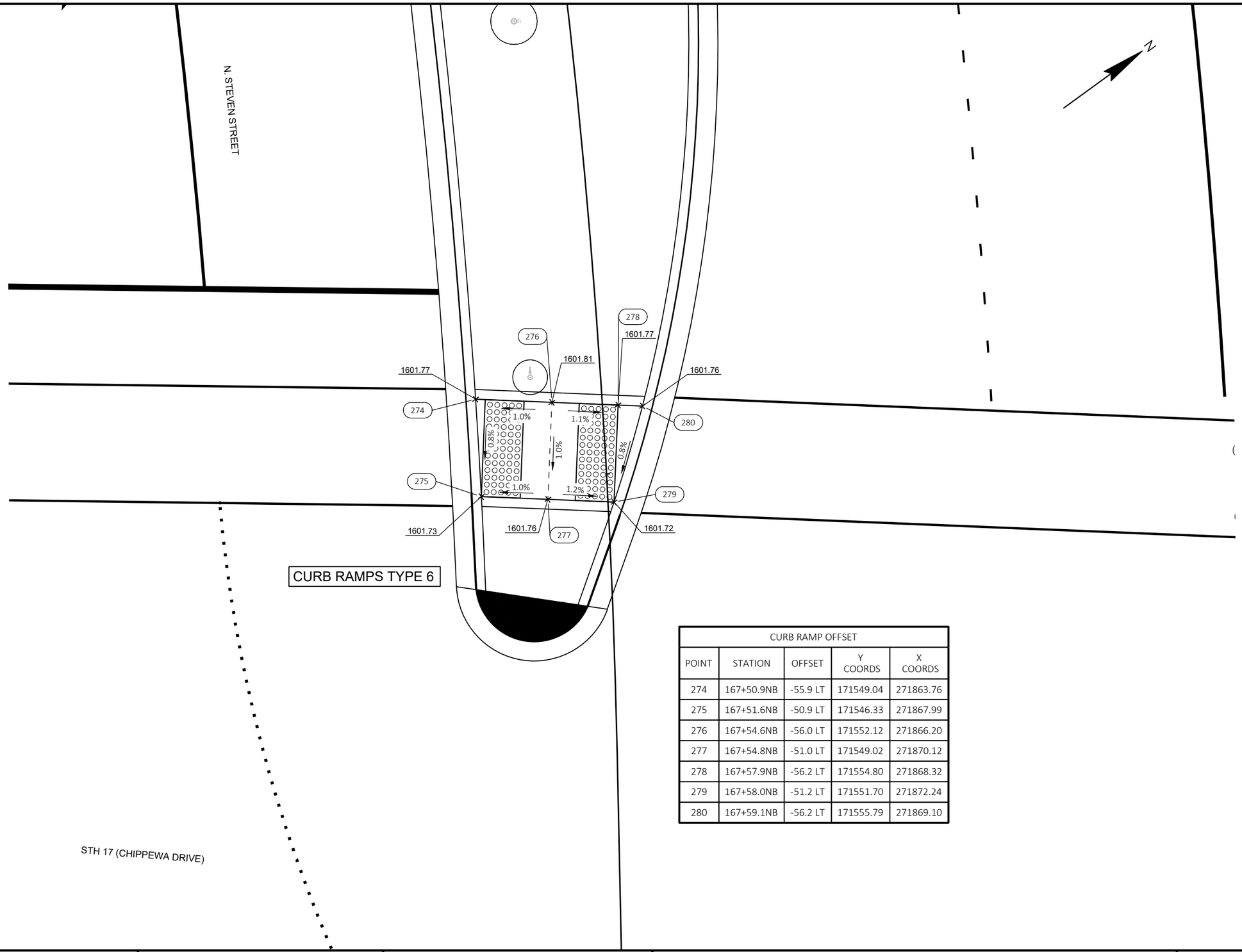


CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
264	166+92.5NB	-61.9 LT	171503.99	271820.60
265	166+95.6NB	-65.6 LT	171508.90	271819.63
266	166+97.5NB	-57.2 LT	171505.47	271827.53
267	167+00.6NB	-61.0 LT	171510.36	271826.48
268	167+06.2NB	-49.3 LT	171508.01	271839.43
269	167+07.9NB	-54.3 LT	171512.51	271836.54
270	167+16.9NB	-54.5 LT	171520.10	271842.19
271	167+17.0NB	-49.5 LT	171517.12	271846.20
272	167+23.5NB	-54.7 LT	171525.72	271846.37
273	167+24.0NB	-49.7 LT	171523.04	271850.61

CURB RAMPS TYPE 6

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 113	E

2

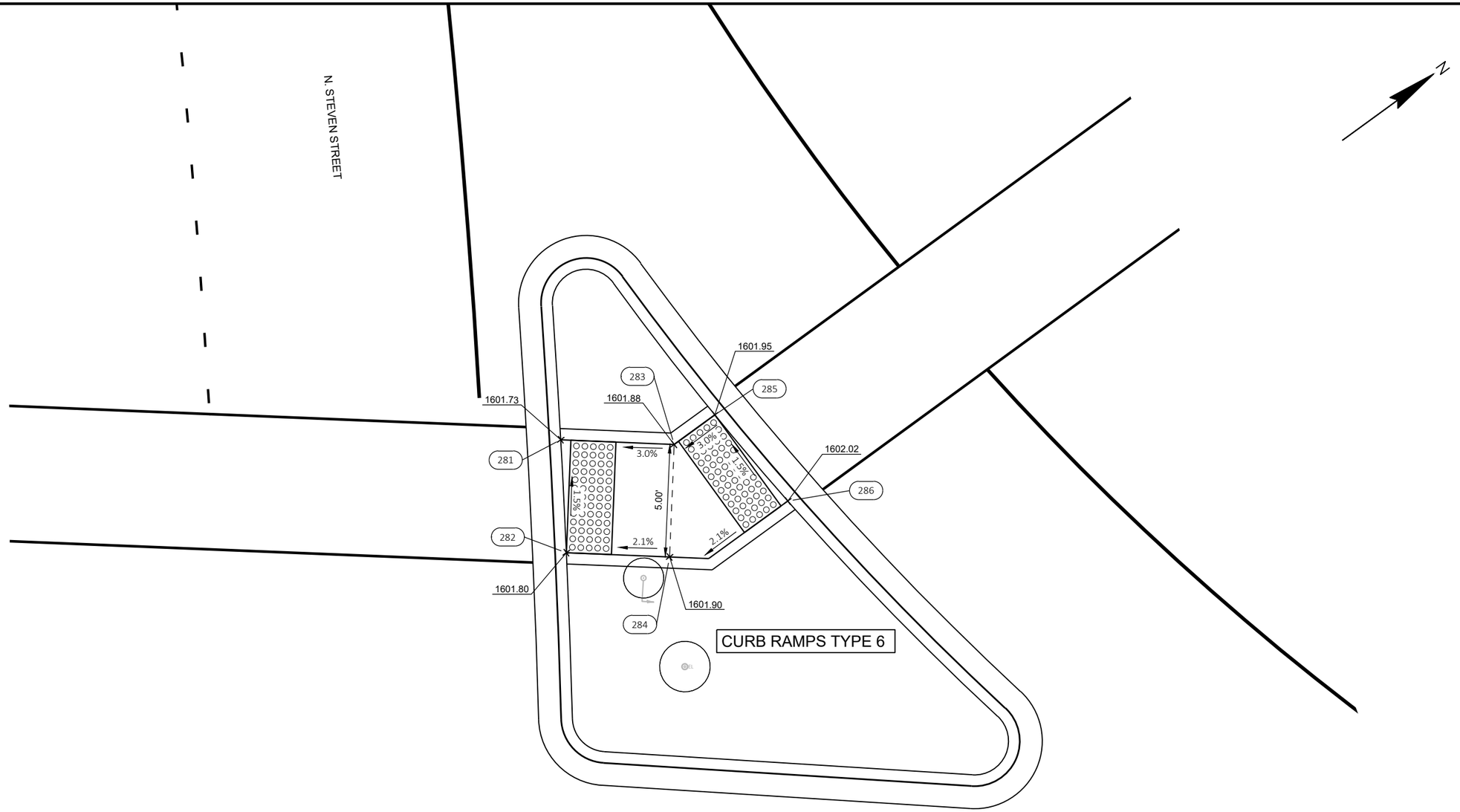


CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
274	167+50.9NB	-55.9 LT	171549.04	271863.76
275	167+51.6NB	-50.9 LT	171546.33	271867.99
276	167+54.6NB	-56.0 LT	171552.12	271866.20
277	167+54.8NB	-51.0 LT	171549.02	271870.12
278	167+57.9NB	-56.2 LT	171554.80	271868.32
279	167+58.0NB	-51.2 LT	171551.70	271872.24
280	167+59.1NB	-56.2 LT	171555.79	271869.10

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 114	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\021301 CR.DWG
LAYOUT NAME - 021316 cr
PLOT DATE : 7/28/2022 11:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

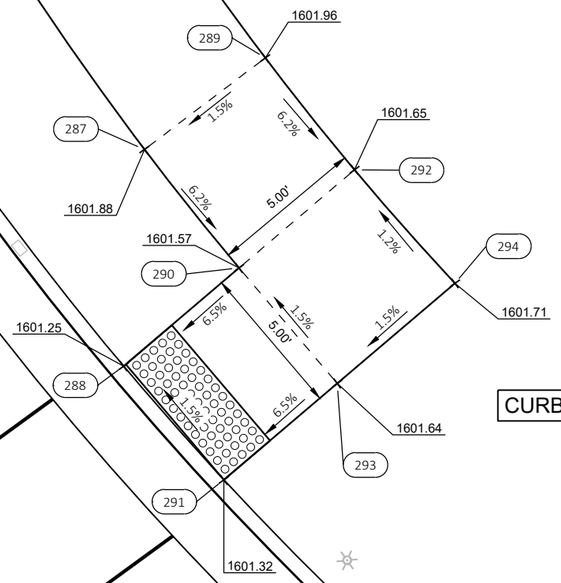
2



CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
281	167+90.7NB	-58.0 LT	171582.15	271889.95
282	167+91.5NB	-53.1 LT	171579.40	271894.16
283	167+95.4NB	-58.4 LT	171586.10	271893.08
284	167+95.8NB	-53.4 LT	171583.00	271897.00
285	167+97.0NB	-59.9 LT	171588.33	271893.08
286	168+00.4NB	-56.5 LT	171588.71	271898.08

2

N. STEVEN STREET



CURB RAMP TYPE 1

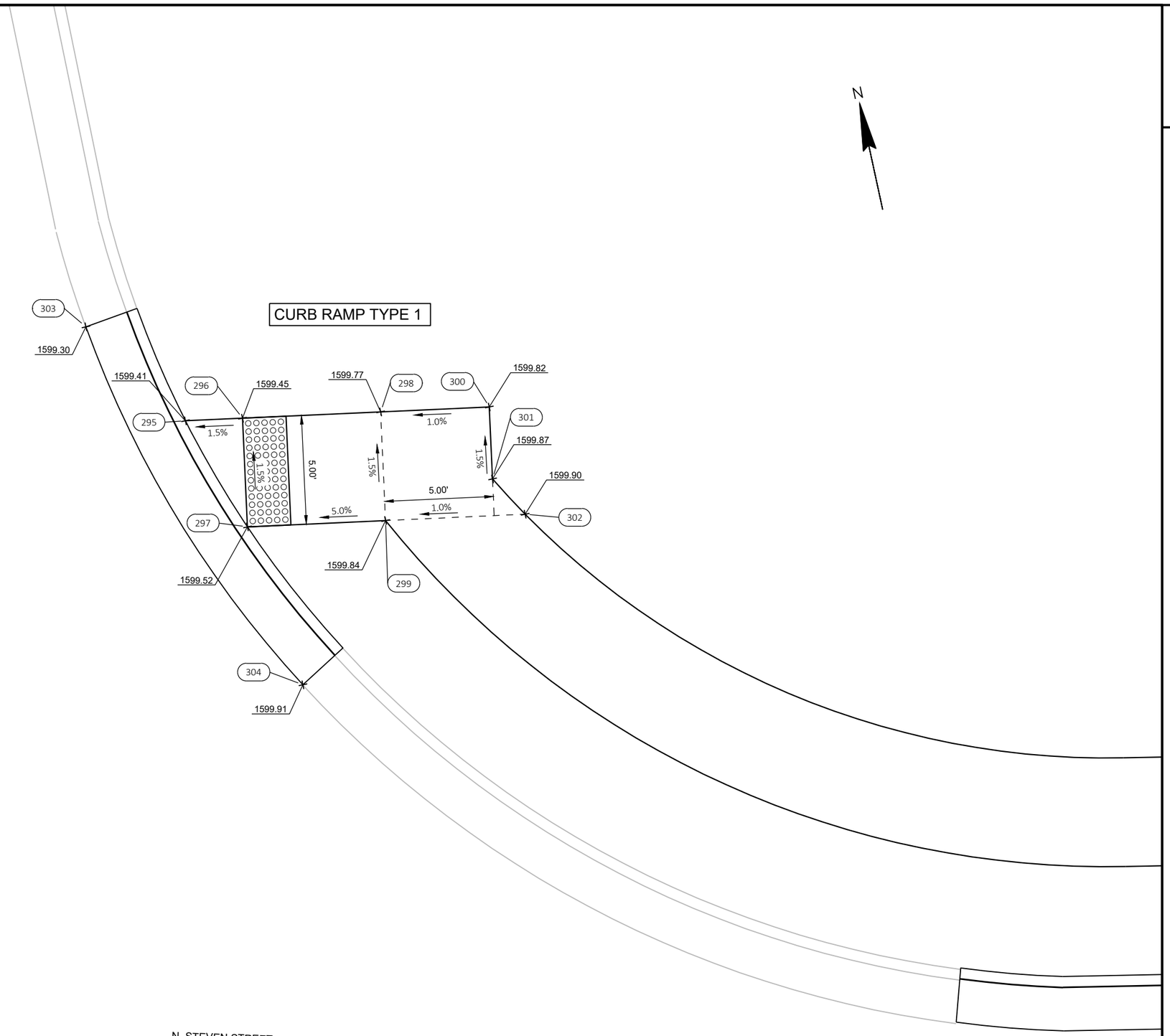
CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
287	168+15.7NB	-86.4 LT	171621.14	271887.66
288	168+16.0NB	-79.2 LT	171616.39	271893.04
289	168+18.9NB	-89.9 LT	171626.14	271887.56
290	168+19.0NB	-83.0 LT	171621.37	271892.66
291	168+19.5NB	-76.0 LT	171616.86	271898.02
292	168+22.0NB	-86.7 LT	171626.36	271892.28
293	168+22.5NB	-79.7 LT	171621.75	271897.65
294	168+25.6NB	-83.5 LT	171626.84	271897.26

STH 17 (CHIPPEWA DRIVE)

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 116	E

2

N. CHIPPEWA DRIVE

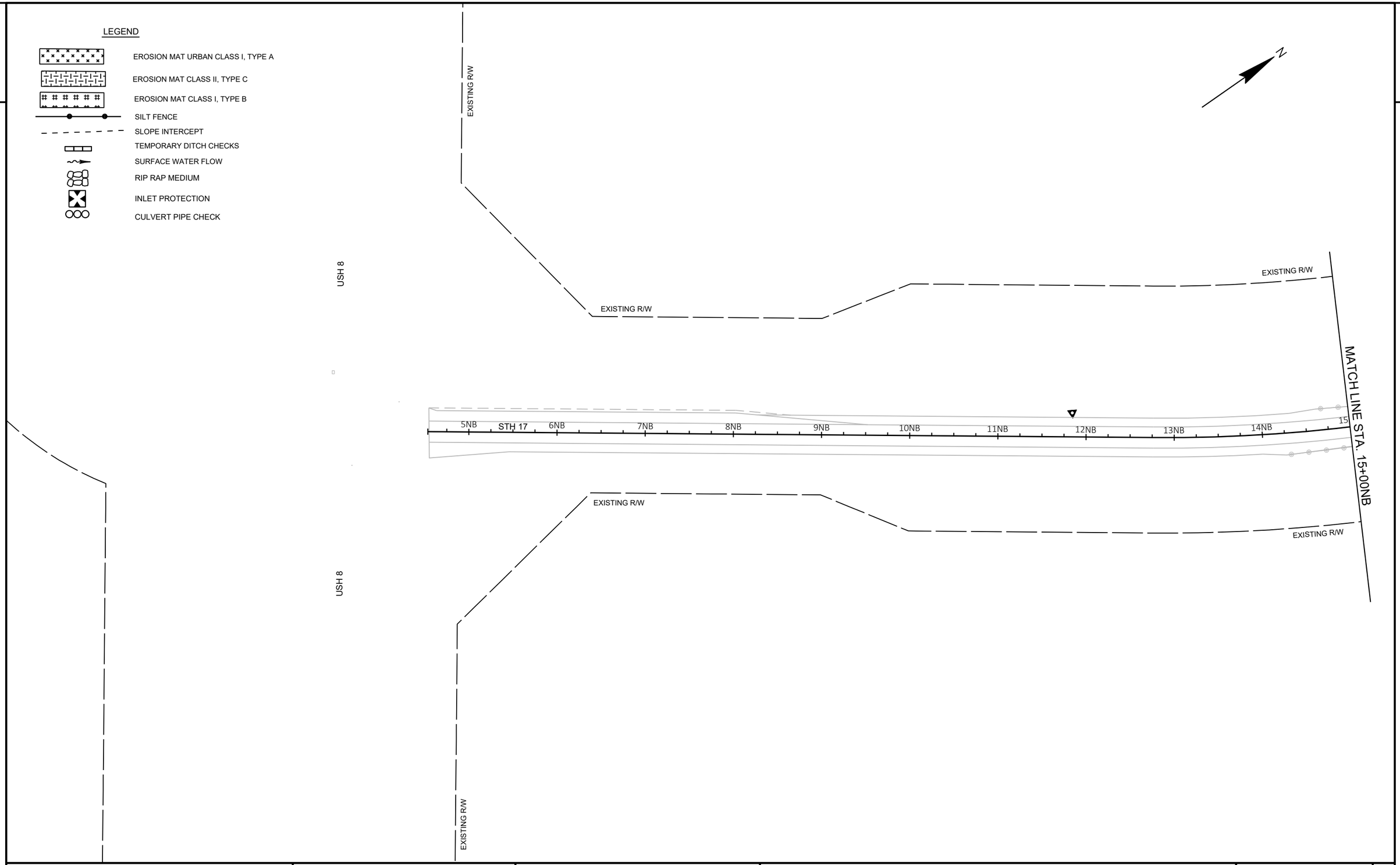


CURB RAMP OFFSET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
295	77+74.1ST	-59.2 LT	171667.95	271745.25
296	77+76.4ST	-59.3 LT	171667.52	271747.84
297	77+76.7ST	-54.4 LT	171662.59	271747.03
298	77+82.0ST	-59.8 LT	171666.48	271754.11
299	77+82.3ST	-54.8 LT	171661.55	271753.30
300	77+86.4ST	-60.2 LT	171665.67	271759.04
301	77+86.6ST	-56.9 LT	171662.40	271758.50
302	77+88.0ST	-55.3 LT	171660.50	271759.63
303	77+70.1ST	-63.5 LT	171673.12	271741.67
304	77+79.1ST	-47.1 LT	171654.95	271748.01

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE C
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- RIP RAP MEDIUM
- INLET PROTECTION
- CULVERT PIPE CHECK



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	EROSION CONTROL	SHEET 118	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\022001 EC.DWG
LAYOUT NAME - 022001 ec

PLOT DATE : 7/28/2022 11:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

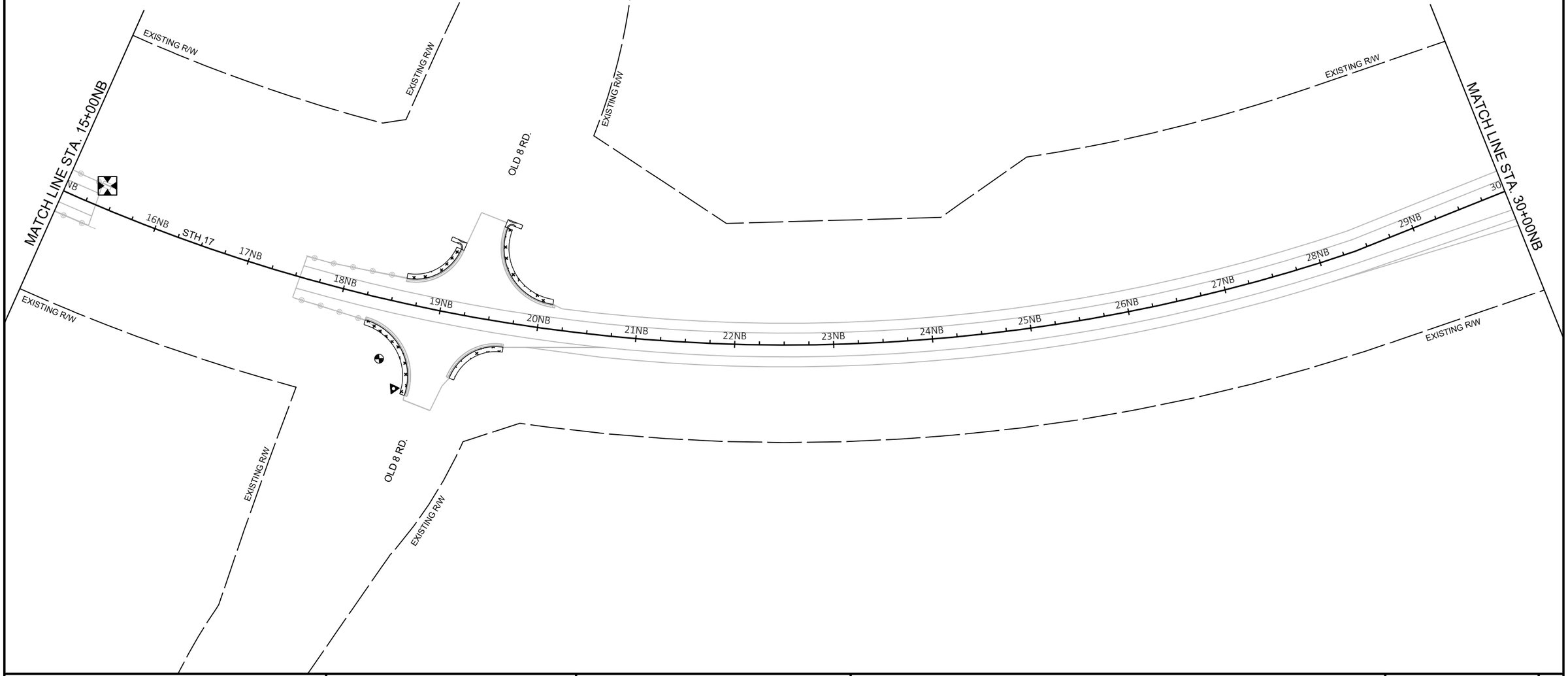
WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE C
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- RIP RAP MEDIUM
- INLET PROTECTION
- CULVERT PIPE CHECK

N



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	EROSION CONTROL	SHEET 119	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\022001 EC.DWG
LAYOUT NAME - 022002 ec

PLOT DATE : 7/28/2022 11:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

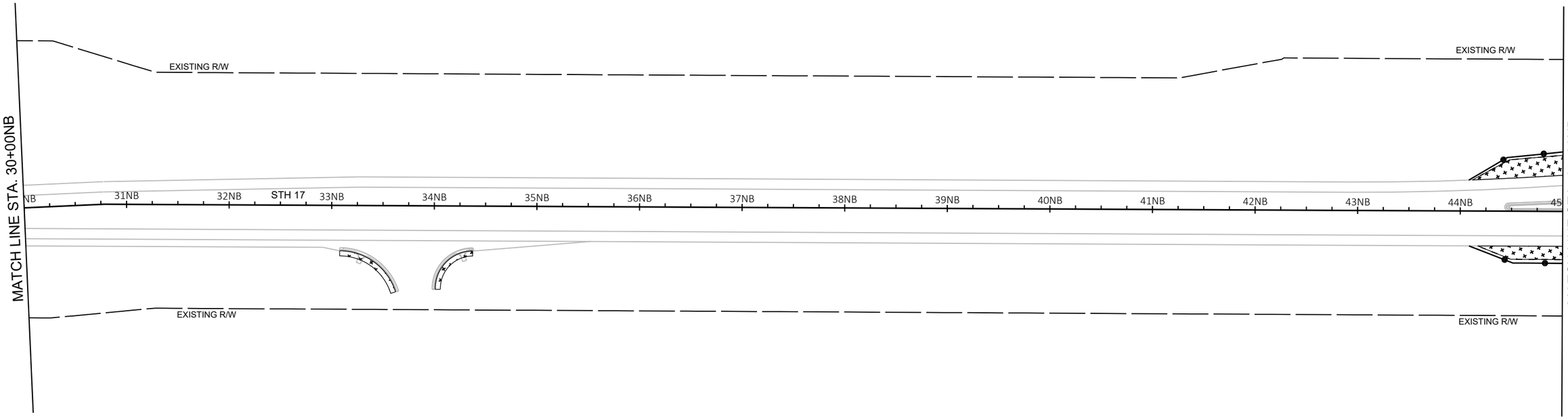
WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE C
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- RIP RAP MEDIUM
- INLET PROTECTION
- CULVERT PIPE CHECK

N



2

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	EROSION CONTROL	SHEET 120	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\022001 EC.DWG
LAYOUT NAME - 022003 ec

PLOT DATE : 7/28/2022 11:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

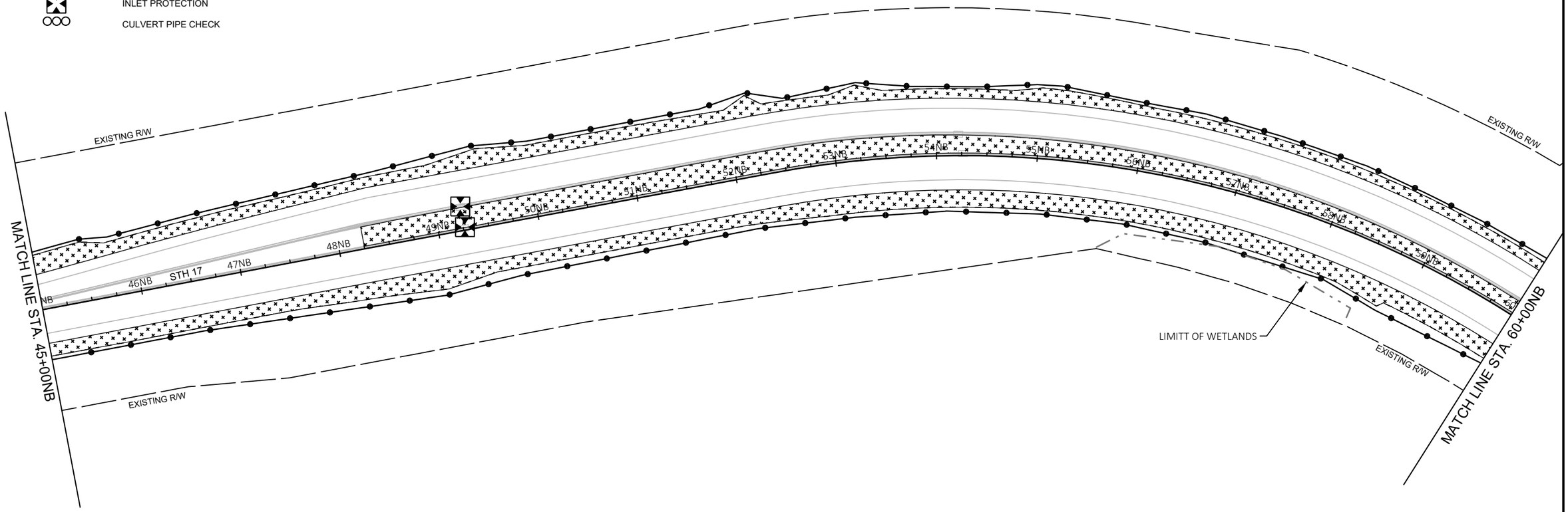
WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE C
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- RIP RAP MEDIUM
- INLET PROTECTION
- CULVERT PIPE CHECK

N



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	EROSION CONTROL	SHEET 121	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\022001 EC.DWG
LAYOUT NAME - 022004 ec

PLOT DATE : 7/28/2022 11:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE C
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- RIP RAP MEDIUM
- INLET PROTECTION
- CULVERT PIPE CHECK

N

LIMIT OF WETLANDS

EXISTING R/W

STH 17

MATCH LINE STA. 60+00NB

MATCH LINE STA. 75+00NB

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	EROSION CONTROL	SHEET 122	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\022001 EC.DWG
LAYOUT NAME - 022005 ec

PLOT DATE : 7/28/2022 11:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE C
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- RIP RAP MEDIUM
- INLET PROTECTION
- CULVERT PIPE CHECK

N

MATCH LINE STA. 75+00NB

MATCH LINE STA. 90+00NB

EXISTING R/W

LINCOLN ST.

R/W LINE

TLE LINE

WOODS

76NB

77NB

78NB

80NB

81NB

82NB

83NB

84NB

85NB

86NB

87NB

88NB

89NB

STH 17

CTH P

LIMIT OF WETLANDS

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	EROSION CONTROL	SHEET 123	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\022001 EC.DWG
LAYOUT NAME - 022006 ec

PLOT DATE : 7/28/2022 11:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

EROSION MAT URBAN CLASS I, TYPE A

EROSION MAT CLASS II, TYPE C

EROSION MAT CLASS I, TYPE B

SILT FENCE

SLOPE INTERCEPT

TEMPORARY DITCH CHECKS

SURFACE WATER FLOW

RIP RAP MEDIUM

INLET PROTECTION

CULVERT PIPE CHECK

N

MATCH LINE STA. 90+00NB

MATCH LINE STA. 105+00NB

STH 17

N SHORE DR.

EXISTING R/W

LIMIT OF WETLANDS

WOODS

92NB 93NB 94NB 95NB 96NB 97NB 98NB 99NB 100NB 101NB 102NB 103NB

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	EROSION CONTROL	SHEET 124	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\022001 EC.DWG
LAYOUT NAME - 022007 ec

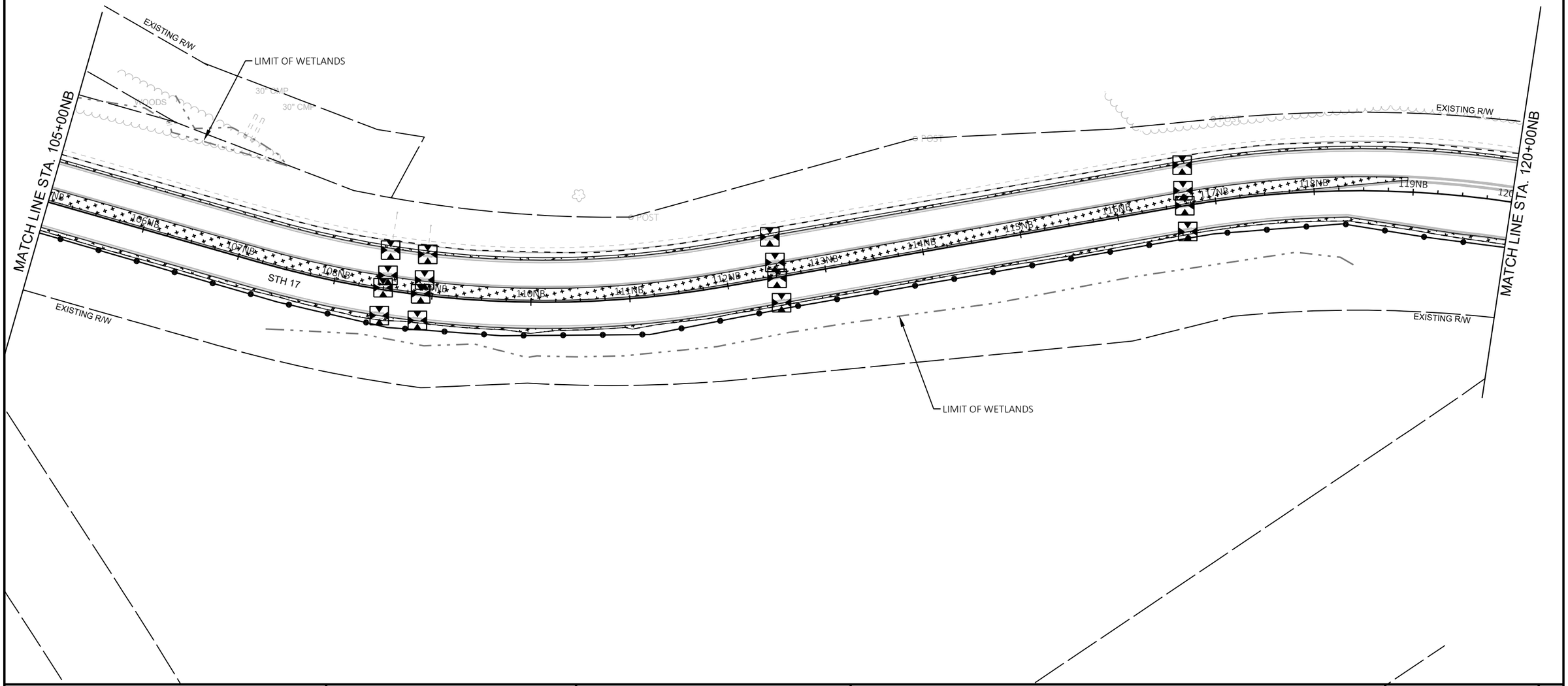
PLOT DATE : 7/28/2022 11:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE C
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- RIP RAP MEDIUM
- INLET PROTECTION
- CULVERT PIPE CHECK



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	EROSION CONTROL	SHEET 125	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\022001 EC.DWG
LAYOUT NAME - 022008 ec

PLOT DATE : 7/28/2022 11:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE C
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- RIP RAP MEDIUM
- INLET PROTECTION
- CULVERT PIPE CHECK

N

E TIMBER DR.

EXISTING R/W

LIMIT OF WETLANDS

WOODS

STH 17

121NB 122NB 123NB 124NB 125NB 126NB 127NB 128NB 129NB 130NB 131NB 132NB 133NB 134NB

MATCH LINE STA. 120+00NB

MATCH LINE STA. 135+00NB

POST

SAN

CTH C

2

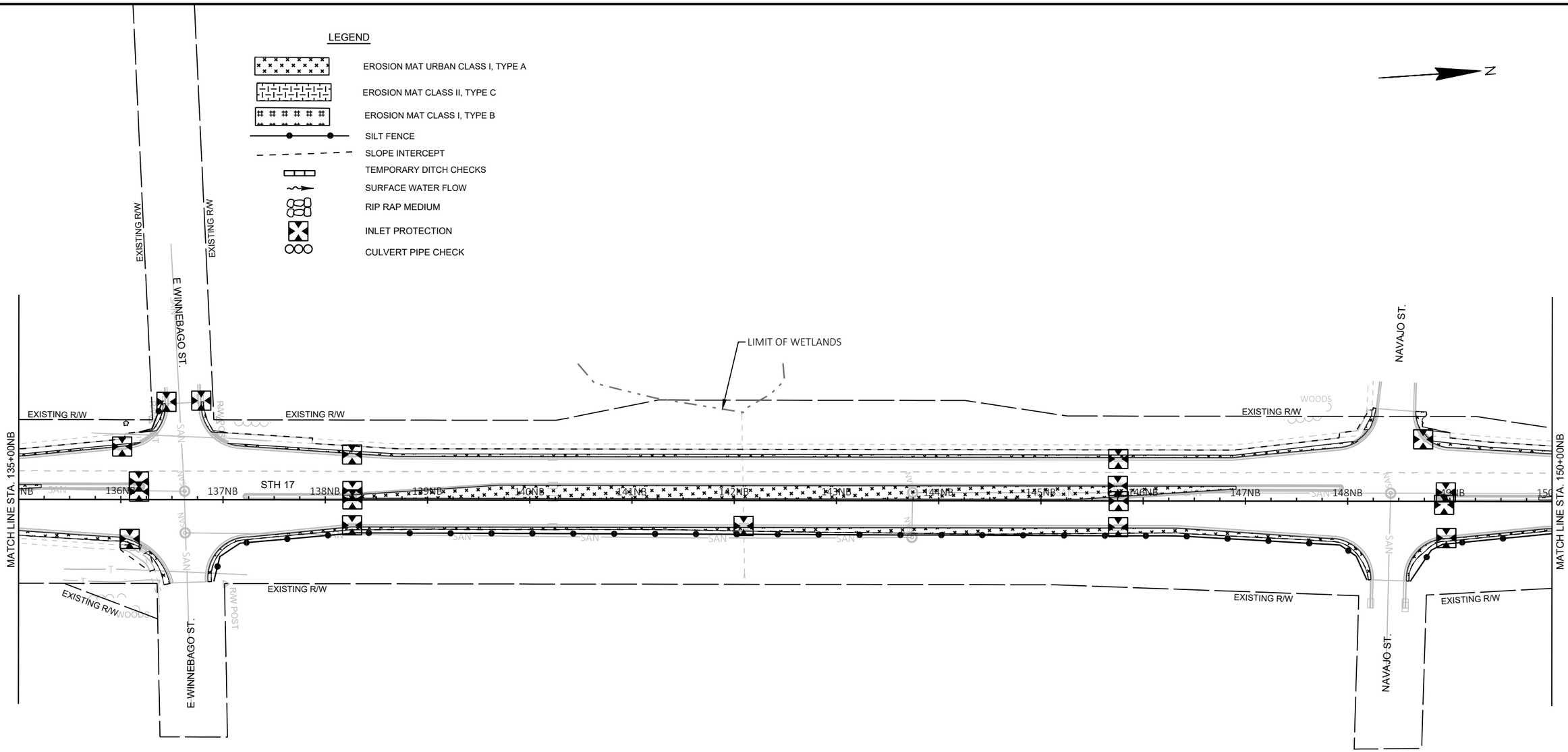
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	EROSION CONTROL	SHEET 126	E

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE C
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- RIP RAP MEDIUM
- INLET PROTECTION
- CULVERT PIPE CHECK

N



2

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	EROSION CONTROL	SHEET 127	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\022001 EC.DWG
LAYOUT NAME - 022010 ec

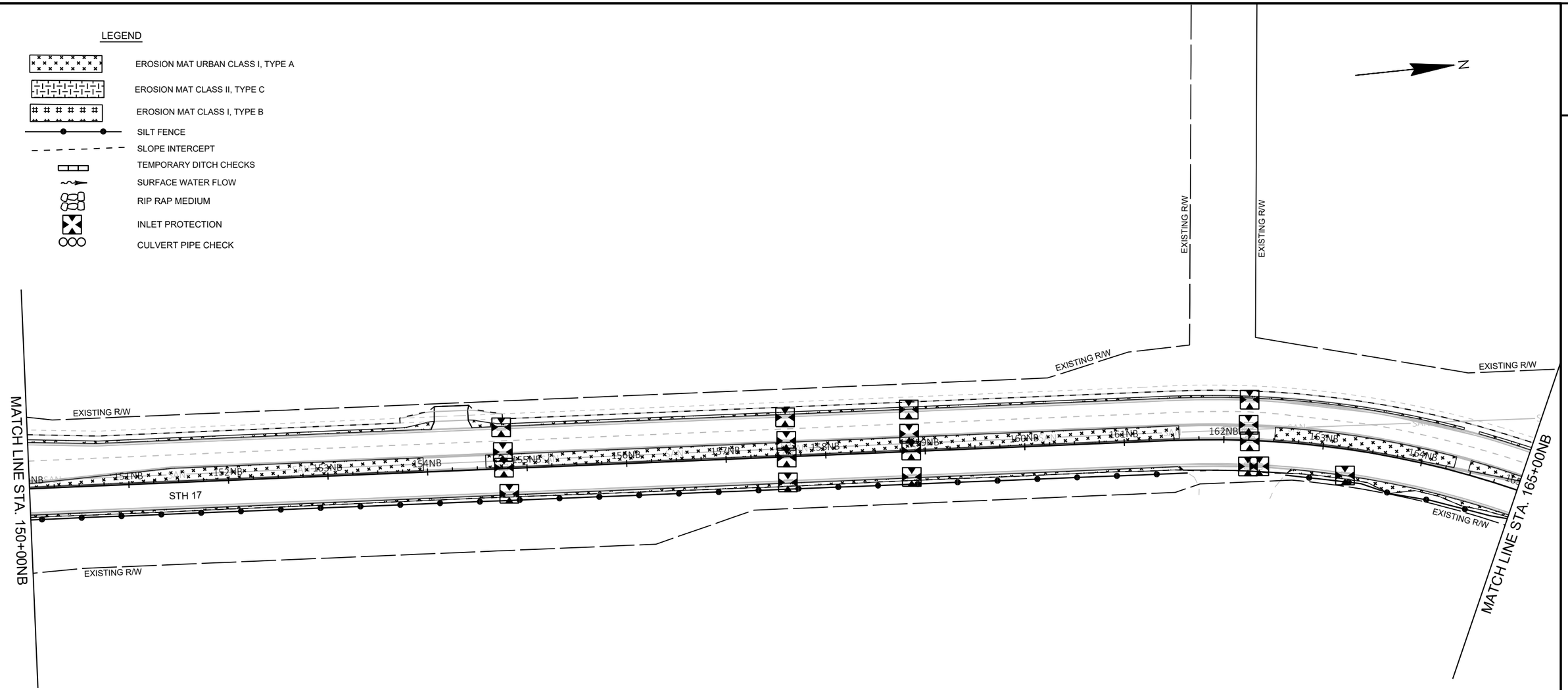
PLOT DATE : 7/28/2022 11:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE C
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- RIP RAP MEDIUM
- INLET PROTECTION
- CULVERT PIPE CHECK



2

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	EROSION CONTROL	SHEET 128	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\022001 EC.DWG
LAYOUT NAME - 022011 ec

PLOT DATE : 7/28/2022 11:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

EROSION MAT URBAN CLASS I, TYPE A

EROSION MAT CLASS II, TYPE C

EROSION MAT CLASS I, TYPE B

SILT FENCE

SLOPE INTERCEPT

TEMPORARY DITCH CHECKS

SURFACE WATER FLOW

RIP RAP MEDIUM

INLET PROTECTION

CULVERT PIPE CHECK

N STEVENS ST.

EXISTING R/W

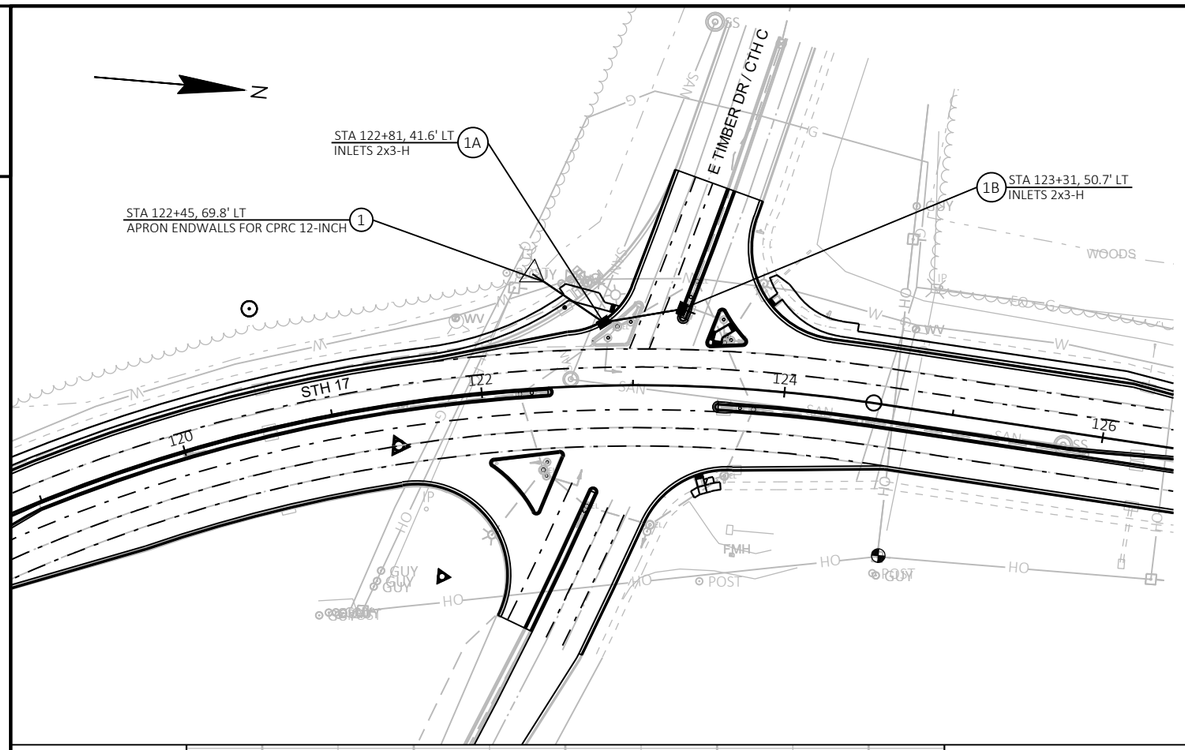
EXISTING R/W

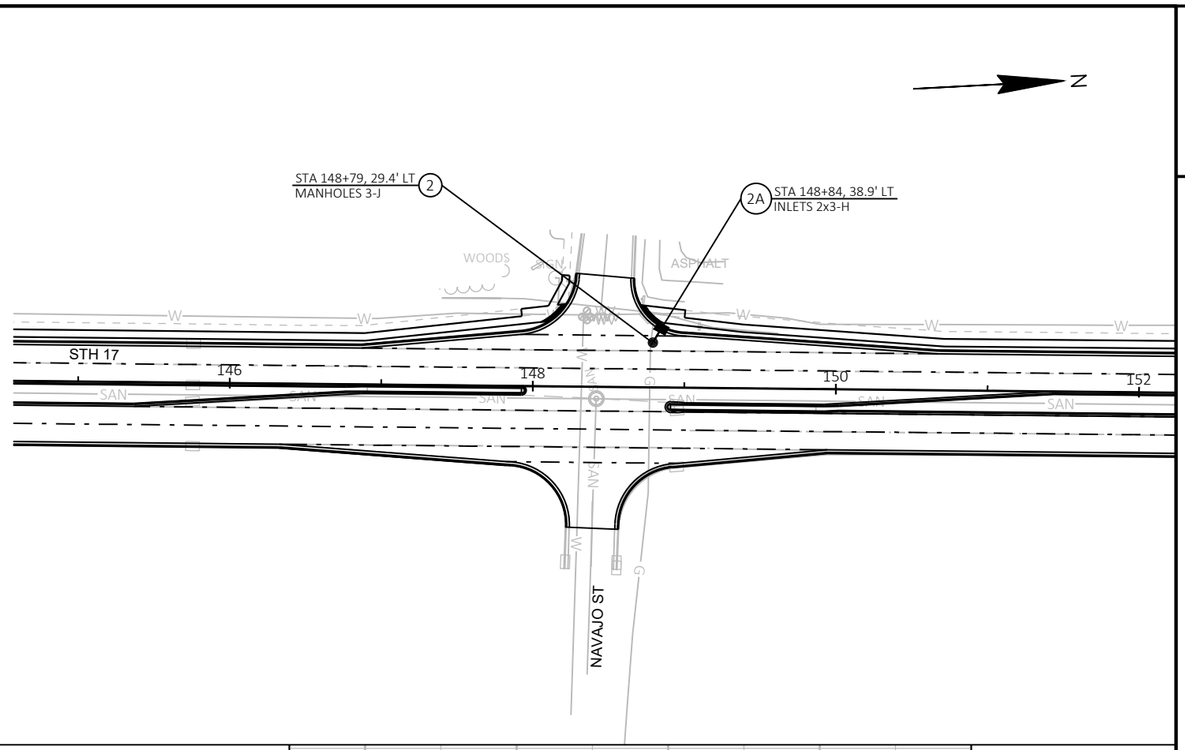
EXISTING R/W

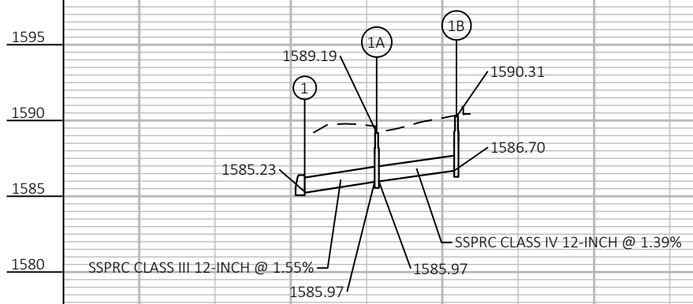
SAN

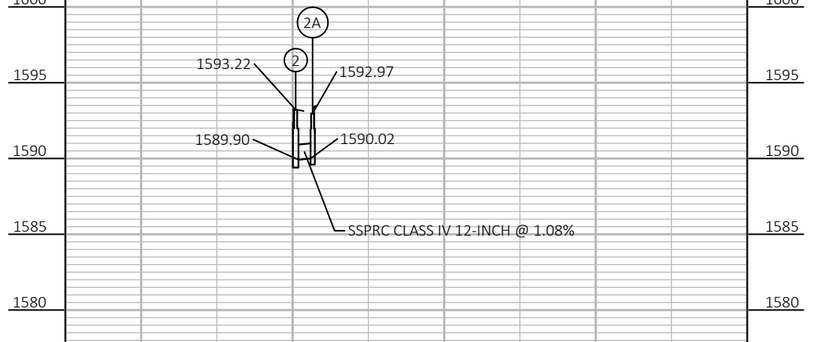
SAN

SAN









PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	STORM SEWER	SHEET 130	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS 1 IN 100 FT
PLOT DATE : 7/28/2022 11:08 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

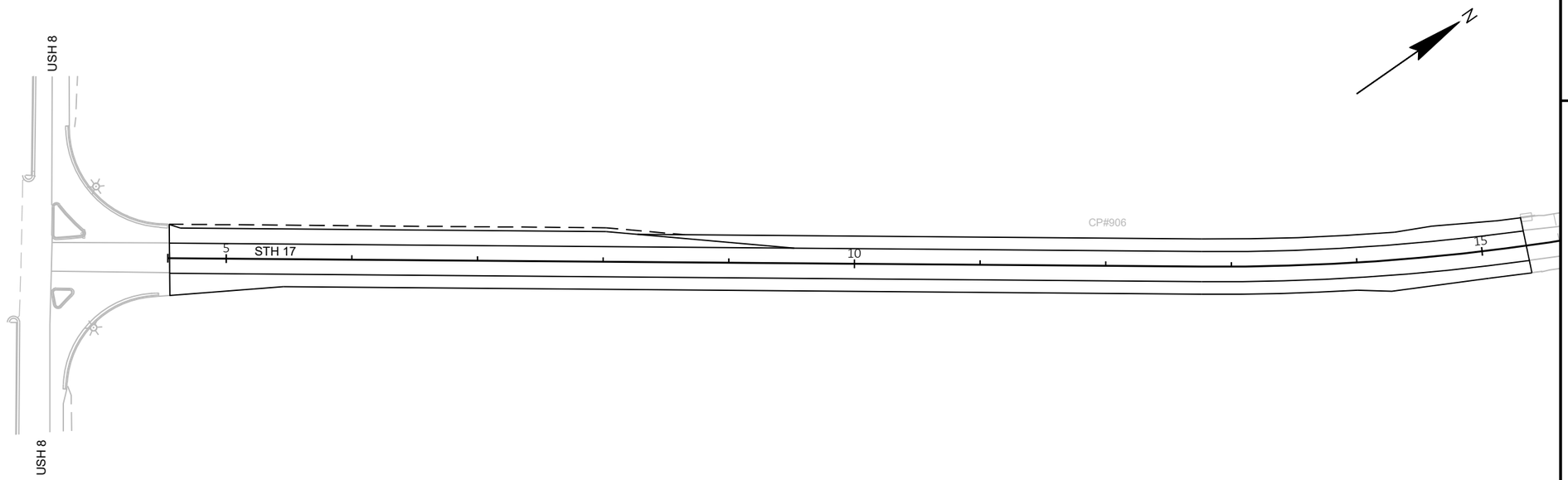
2

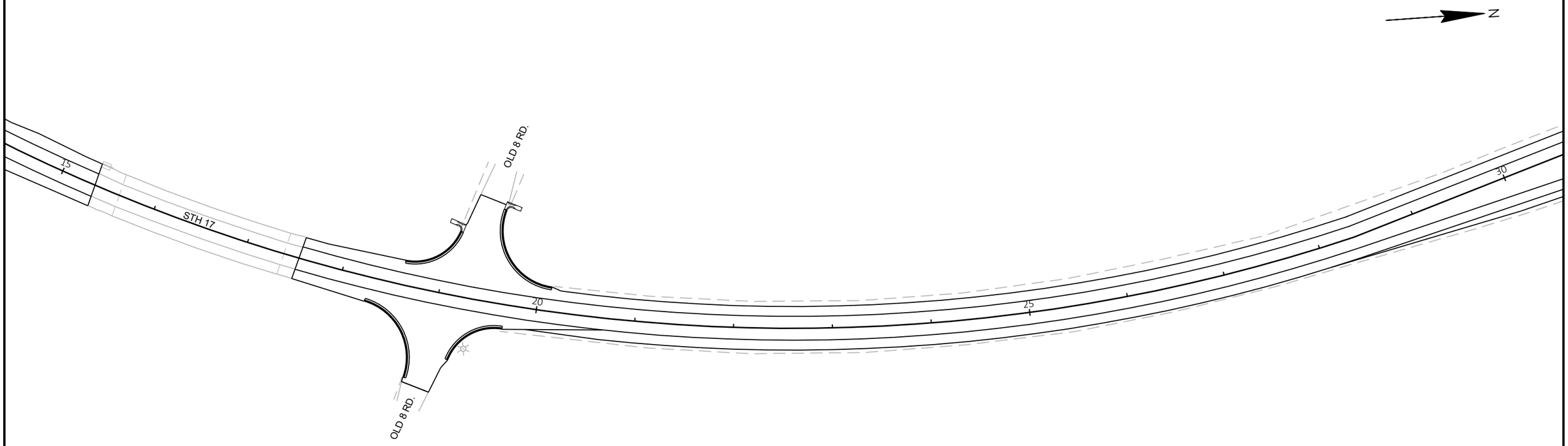
LEGEND

POST WITH SIGN TO REMAIN OR MOVE

DOUBLE POST WITH SIGN TO REMAIN OR MOVE

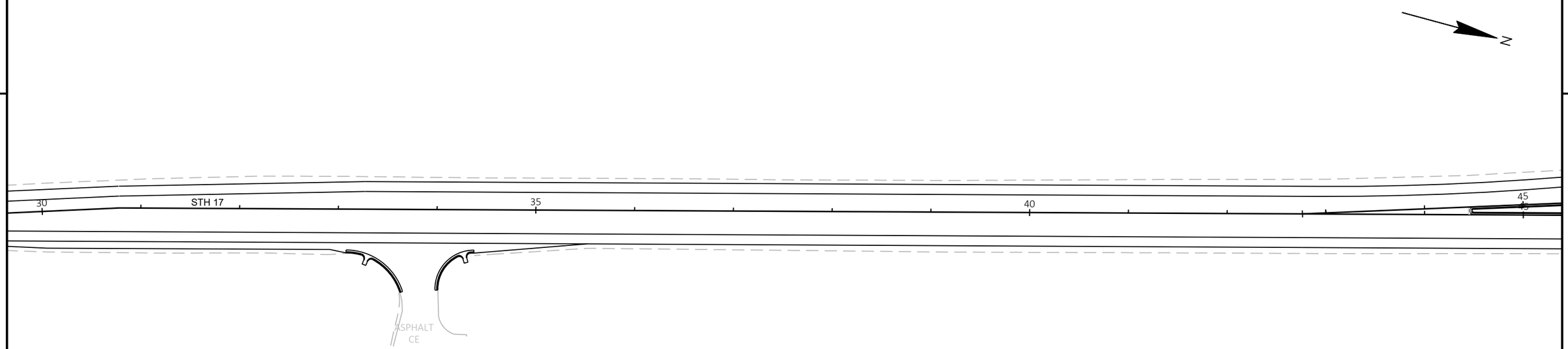
SIGN NUMBER





PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	MOVING SIGNS	SHEET 131	E

2

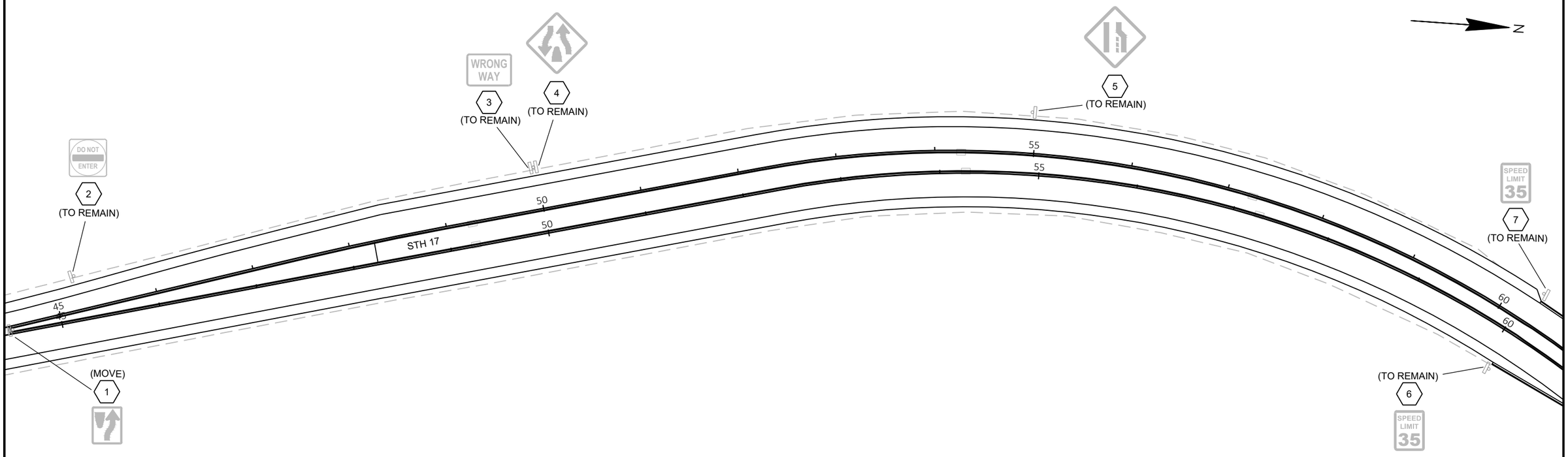


LEGEND

POST WITH SIGN TO REMAIN OR MOVE

DOUBLE POST WITH SIGN TO REMAIN OR MOVE

SIGN NUMBER

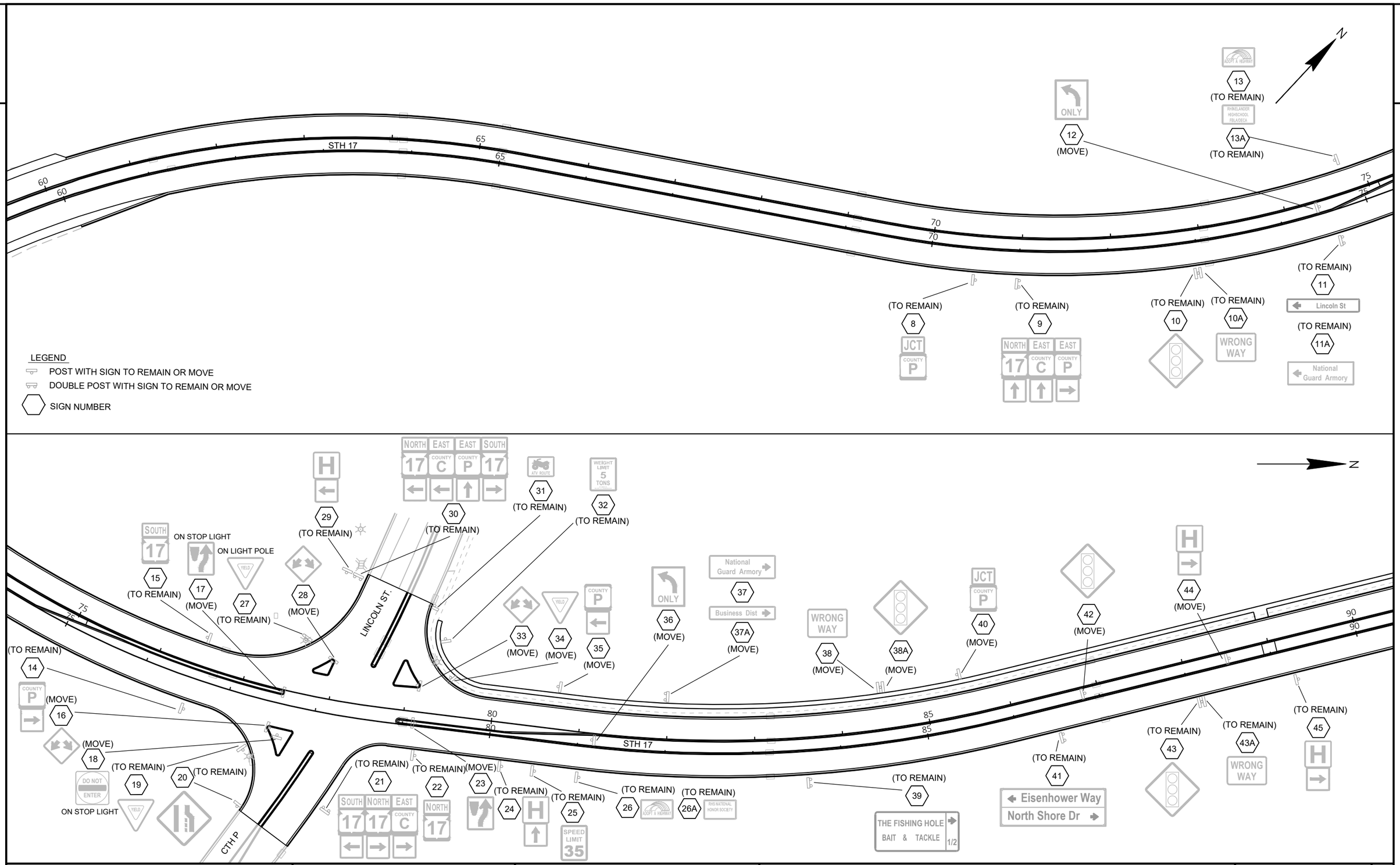


PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	MOVING SIGNS	SHEET 132	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023202-ps

PLOT DATE : 7/28/2022 11:08 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	MOVING SIGNS	SHEET 133	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023203-ps

PLOT DATE : 7/28/2022 11:08 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

CTH C

N SHORE DR.

STH 17

90 95 100 105 110 115 120

46 (MOVE) ONLY
47 (MOVE) SPEED LIMIT 35
48 (MOVE)
57 (TO REMAIN) NORTH 17 SOUTH 17
58 (TO REMAIN)
59 (MOVE)
60 (TO REMAIN) ATV ROUTE
61 (TO REMAIN)
62 (MOVE) YIELD
63 (MOVE)
64 (MOVE) DO NOT ENTER
65 (MOVE) ONLY
65A (MOVE)
66 (MOVE) ONLY
67 (MOVE) WRONG WAY
67A (MOVE)
68 (MOVE) H
69 (MOVE) North Shore Dr / Eisenhower Way
49 (TO REMAIN) ONLY
50 (TO REMAIN) DO NOT ENTER
51 (MOVE)
52 (TO REMAIN) YIELD
53 (MOVE)
54 (TO REMAIN) NORTH SHORE DR STREET SIGN
55 (MOVE)
56 (TO REMAIN) YIELD
70 (TO REMAIN)
71 (TO REMAIN) SPEED LIMIT 35
72 (TO REMAIN) NORTH 17
73 (MOVE) SPEED LIMIT 35
74 (TO REMAIN) SPEED LIMIT 35
75 (TO REMAIN) THE FISHING HOLE 1/2 BAIT & TACKLE
76 (TO REMAIN) JCT COUNTY C
77 (TO REMAIN)
77A (TO REMAIN) WRONG WAY
78 (MOVE) ONLY
79 (TO REMAIN) ONLY
80 (MOVE) ADOPT A HIGHWAY
80A (MOVE) PHS NATIONAL HONOR SOCIETY
81 (MOVE) SPEED LIMIT 35

POST WITH SIGN
SIGN
POST
ASPHALT

LEGEND

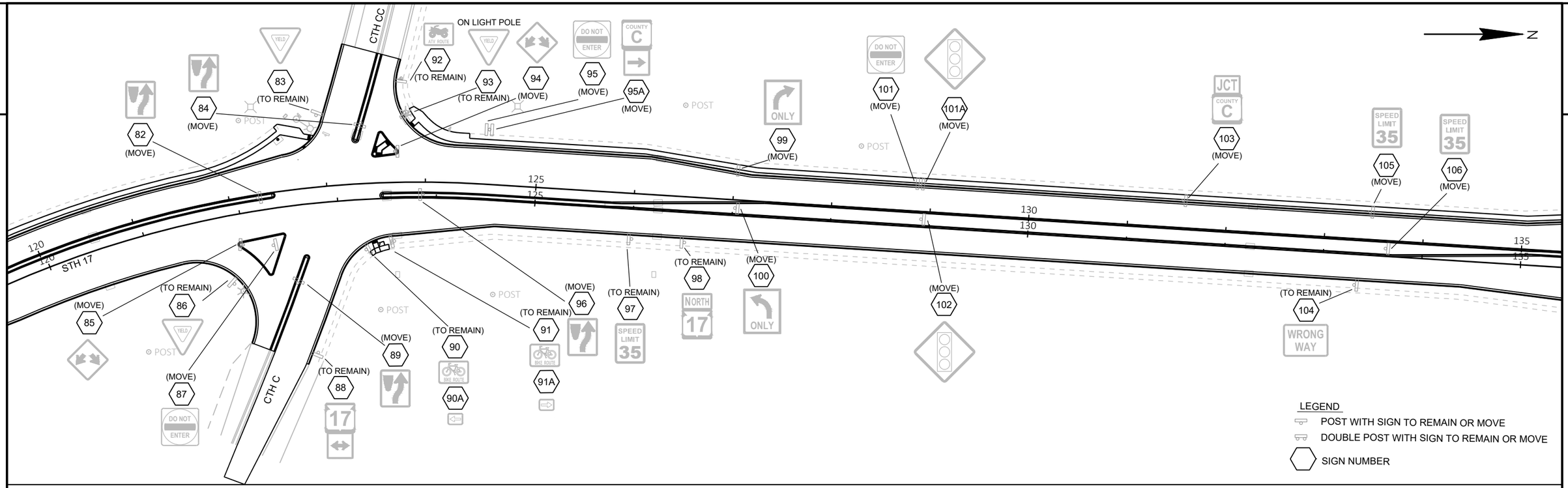
POST WITH SIGN TO REMAIN OR MOVE

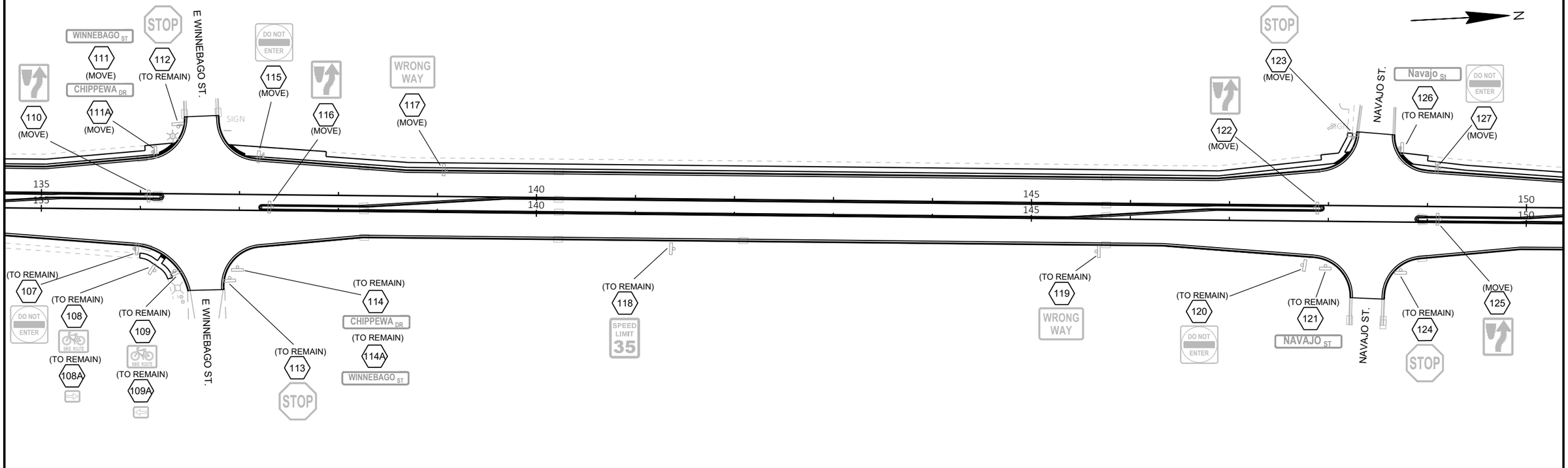
DOUBLE POST WITH SIGN TO REMAIN OR MOVE

SIGN NUMBER

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	MOVING SIGN	SHEET 134	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023204-ps
PLOT DATE : 7/28/2022 11:08 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42





PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	MOVING SIGNS	SHEET 135	E

LEGEND

POST WITH SIGN TO REMAIN OR MOVE

DOUBLE POST WITH SIGN TO REMAIN OR MOVE

SIGN NUMBER

N

WRONG WAY
128
(MOVE)

SPEED LIMIT 35
128A
(MOVE)

ASPHALT CE

150
150
STH 17

155
155

160
160

(TO REMAIN)
129
SPEED LIMIT 35

SPEED LIMIT 35
132
(MOVE)

165
165

ASPHALT CE
(TO REMAIN)
130
(TO REMAIN)
130A
WRONG WAY

(MOVE)
131
ONLY

(MOVE)
133
Stevens St

ATV USE PROHIBITED
136
(MOVE)

137
(MOVE)

N STEVENS ST.

DELIVERY TRUCKS ONLY
NO THROUGH TRUCK TRAFFIC

138
(MOVE)

STEVENS ST
139
(MOVE)

YIELD
140
(MOVE)

141
(MOVE)

DO NOT ENTER
142
(TO REMAIN)

Stevens St
148
(TO REMAIN)

WRONG WAY
149
(TO REMAIN)

SPEED LIMIT 35
149A
(TO REMAIN)

ONLY
151A
(TO REMAIN)

ON LIGHT POLE
135
(TO REMAIN)

134
(TO REMAIN)

165
165
STH 17

170
170

(MOVE)
145

(MOVE)
146

(TO REMAIN)
147
BEGIN
(TO REMAIN)
147A
CENTER LANE ONLY

ASPHALT

ASPHALT CE

(TO REMAIN)
150
SPEED LIMIT 45

175
175

180
180

ASPHALT CE

ASPHALT CE

(TO REMAIN)
143
ON LIGHT POLE

(MOVE)
144

N

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	MOVING SIGNS	SHEET 136	E

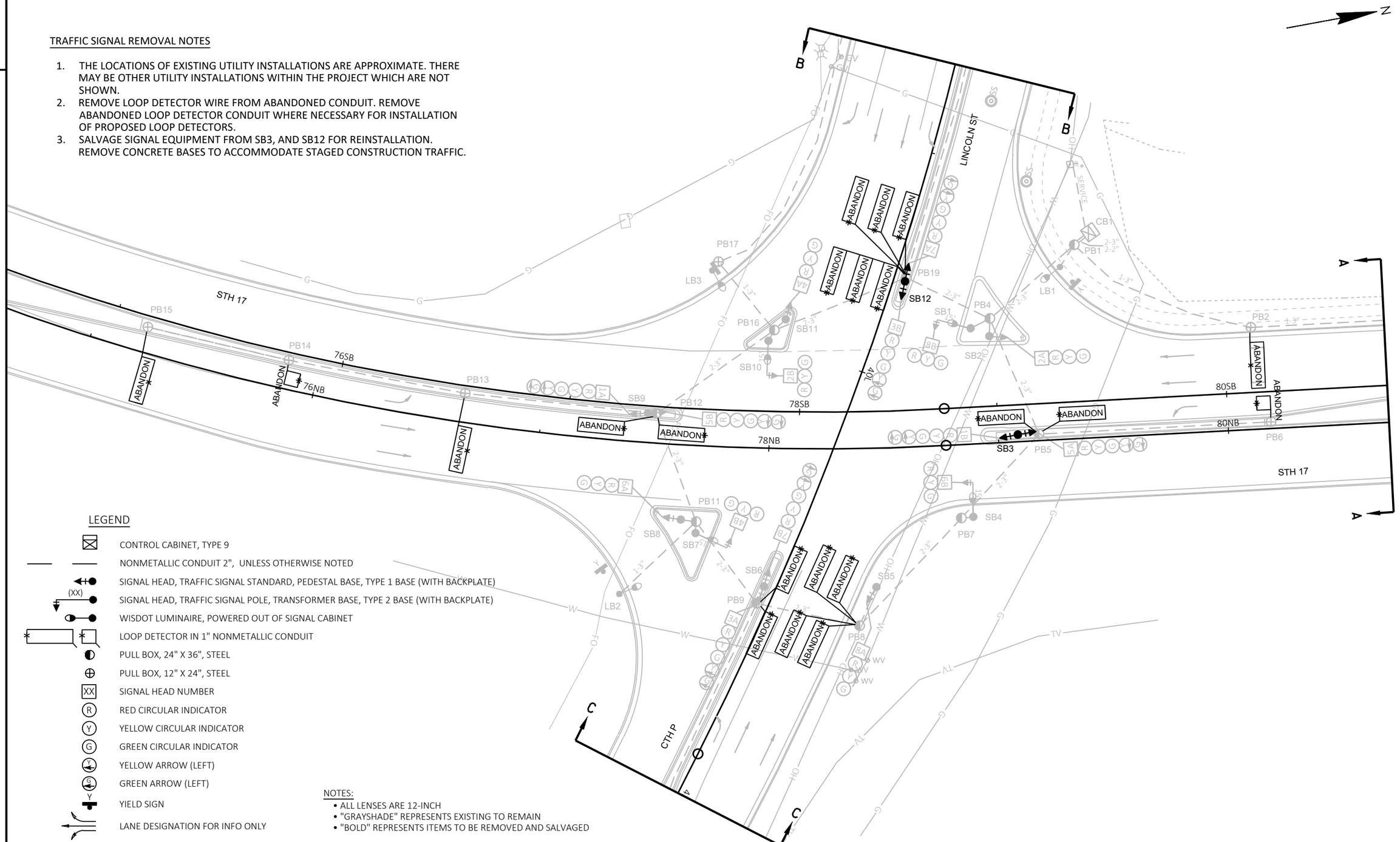
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023206-ps

PLOT DATE : 7/28/2022 11:08 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

TRAFFIC SIGNAL REMOVAL NOTES

1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. REMOVE LOOP DETECTOR WIRE FROM ABANDONED CONDUIT. REMOVE ABANDONED LOOP DETECTOR CONDUIT WHERE NECESSARY FOR INSTALLATION OF PROPOSED LOOP DETECTORS.
3. SALVAGE SIGNAL EQUIPMENT FROM SB3, AND SB12 FOR REINSTALLATION. REMOVE CONCRETE BASES TO ACCOMMODATE STAGED CONSTRUCTION TRAFFIC.



LEGEND

- CONTROL CABINET, TYPE 9
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, TYPE 1 BASE (WITH BACKPLATE)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, TYPE 2 BASE (WITH BACKPLATE)
- WISDOT LUMINAIRE, POWERED OUT OF SIGNAL CABINET
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36", STEEL
- PULL BOX, 12" X 24", STEEL
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y YELLOW ARROW (LEFT)
- G GREEN ARROW (LEFT)
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

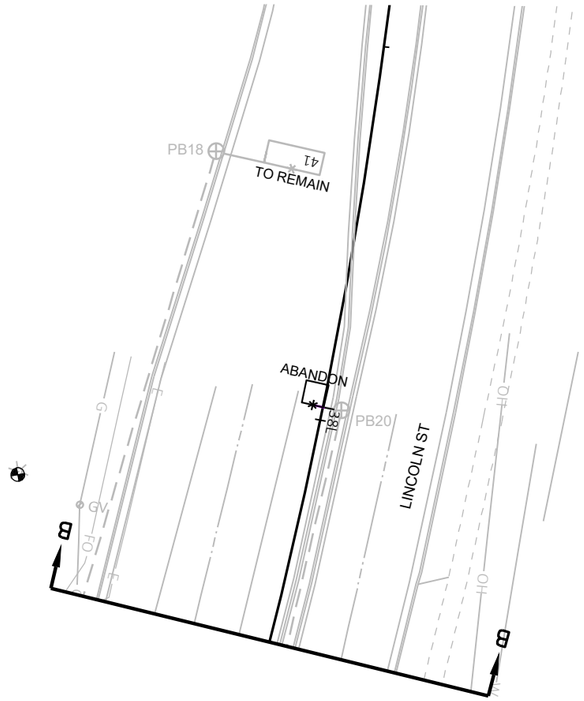
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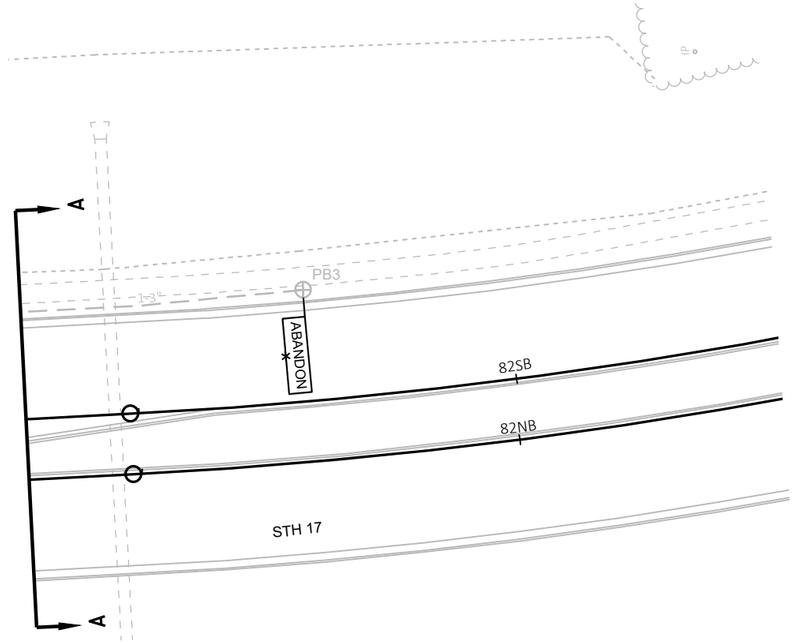
- ALL LENSES ARE 12-INCH
- "GRAYSHADE" REPRESENTS EXISTING TO REMAIN
- "BOLD" REPRESENTS ITEMS TO BE REMOVED AND SALVAGED

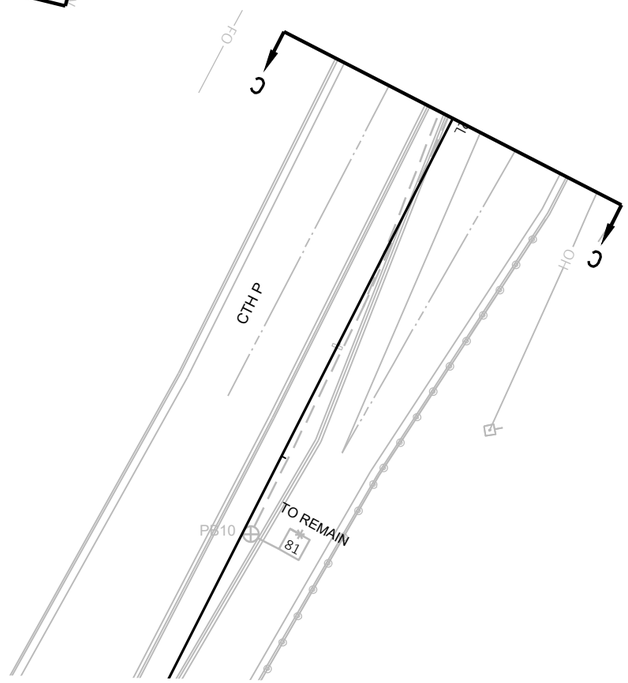
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN - CTH P / LINCOLN ST (S43-0937)	SHEET 137	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024201-SP S43-0937.DWG
LAYOUT NAME - 0937-rem-01
PLOT DATE : 7/26/2022 12:21 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2







PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN - CTH P / LINCOLN ST (S43-0937)	SHEET 138	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024201-SP S43-0937.DWG
LAYOUT NAME - 0937-rem-02

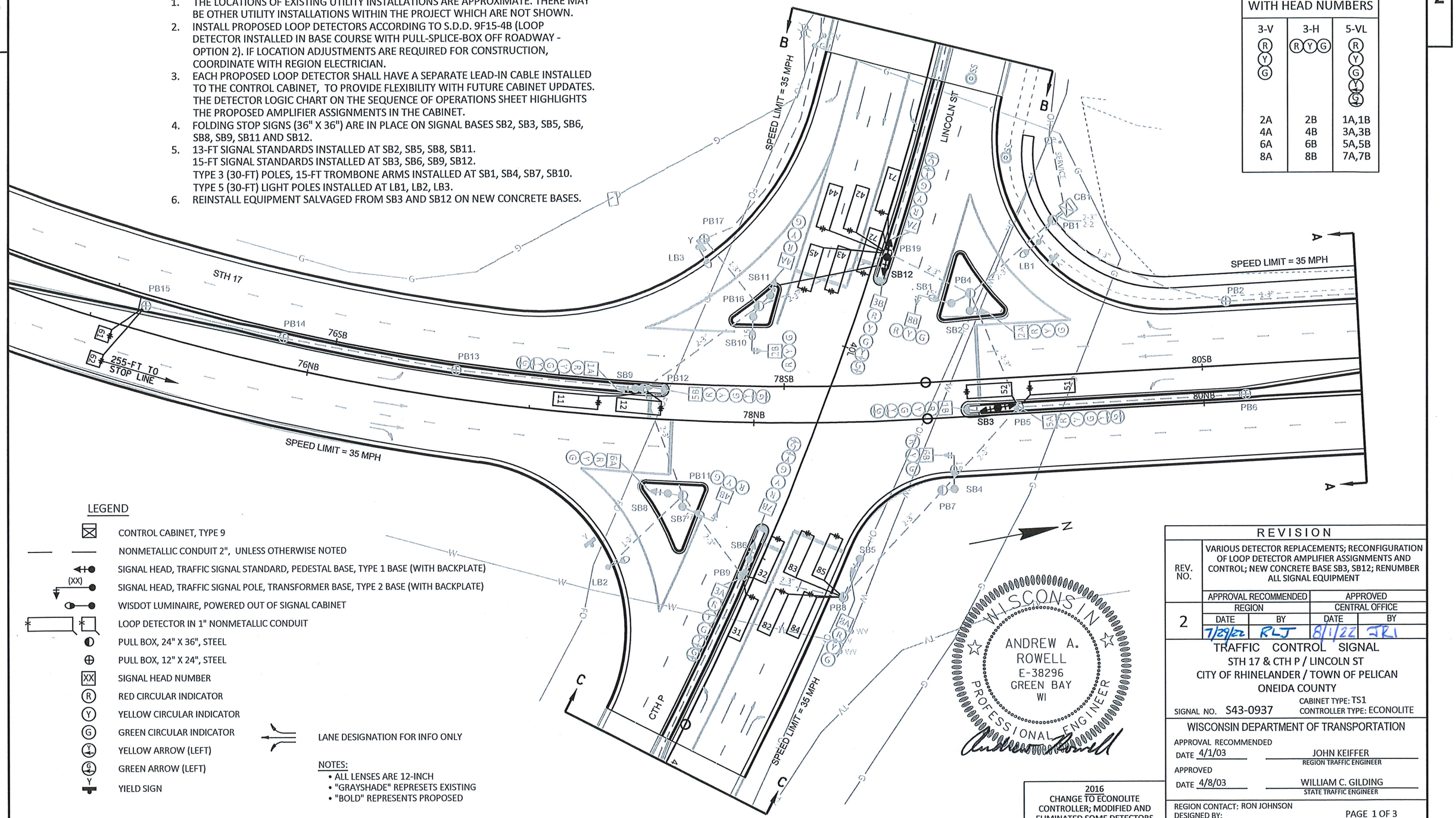
PLOT DATE : 7/26/2022 12:21 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC SIGNAL NOTES

1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. INSTALL PROPOSED LOOP DETECTORS ACCORDING TO S.D.D. 9F15-4B (LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL-SPLICE-BOX OFF ROADWAY - OPTION 2). IF LOCATION ADJUSTMENTS ARE REQUIRED FOR CONSTRUCTION, COORDINATE WITH REGION ELECTRICIAN.
3. EACH PROPOSED LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE INSTALLED TO THE CONTROL CABINET, TO PROVIDE FLEXIBILITY WITH FUTURE CABINET UPDATES. THE DETECTOR LOGIC CHART ON THE SEQUENCE OF OPERATIONS SHEET HIGHLIGHTS THE PROPOSED AMPLIFIER ASSIGNMENTS IN THE CABINET.
4. FOLDING STOP SIGNS (36" X 36") ARE IN PLACE ON SIGNAL BASES SB2, SB3, SB5, SB6, SB8, SB9, SB11 AND SB12.
5. 13-FT SIGNAL STANDARDS INSTALLED AT SB2, SB5, SB8, SB11.
   15-FT SIGNAL STANDARDS INSTALLED AT SB3, SB6, SB9, SB12.
   TYPE 3 (30-FT) POLES, 15-FT TROMBONE ARMS INSTALLED AT SB1, SB4, SB7, SB10.
   TYPE 5 (30-FT) LIGHT POLES INSTALLED AT LB1, LB2, LB3.
6. REINSTALL EQUIPMENT SALVAGED FROM SB3 AND SB12 ON NEW CONCRETE BASES.

CONFIGURATION WITH HEAD NUMBERS		
3-V (R Y G)	3-H (R Y G)	5-VL (R Y G Y G)
2A	2B	1A,1B
4A	4B	3A,3B
6A	6B	5A,5B
8A	8B	7A,7B



LEGEND

- CONTROL CABINET, TYPE 9
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, TYPE 1 BASE (WITH BACKPLATE)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, TYPE 2 BASE (WITH BACKPLATE)
- WISDOT LUMINAIRE, POWERED OUT OF SIGNAL CABINET
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36", STEEL
- PULL BOX, 12" X 24", STEEL
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y YELLOW ARROW (LEFT)
- G GREEN ARROW (LEFT)
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- "GRAYSHADE" REPRESETS EXISTING
- "BOLD" REPRESENTS PROPOSED

WISCONSIN
ANDREW A. ROWELL
E-38296
GREEN BAY
WI
PROFESSIONAL ENGINEER

REVISION				
REV. NO.	VARIOUS DETECTOR REPLACEMENTS; RECONFIGURATION OF LOOP DETECTOR AMPLIFIER ASSIGNMENTS AND CONTROL; NEW CONCRETE BASE SB3, SB12; RENUMBER ALL SIGNAL EQUIPMENT			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY
2	7/29/22	RLJ	8/1/22	JRI

2016 CHANGE TO ECONOLITE CONTROLLER; MODIFIED AND ELIMINATED SOME DETECTORS

TRAFFIC CONTROL SIGNAL
STH 17 & CTH P / LINCOLN ST
CITY OF RHINELANDER / TOWN OF PELICAN
ONEIDA COUNTY
SIGNAL NO. S43-0937
CABINET TYPE: TS1
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 4/1/03 — JOHN KEIFFER, REGION TRAFFIC ENGINEER

APPROVED
DATE 4/8/03 — WILLIAM C. GILDING, STATE TRAFFIC ENGINEER

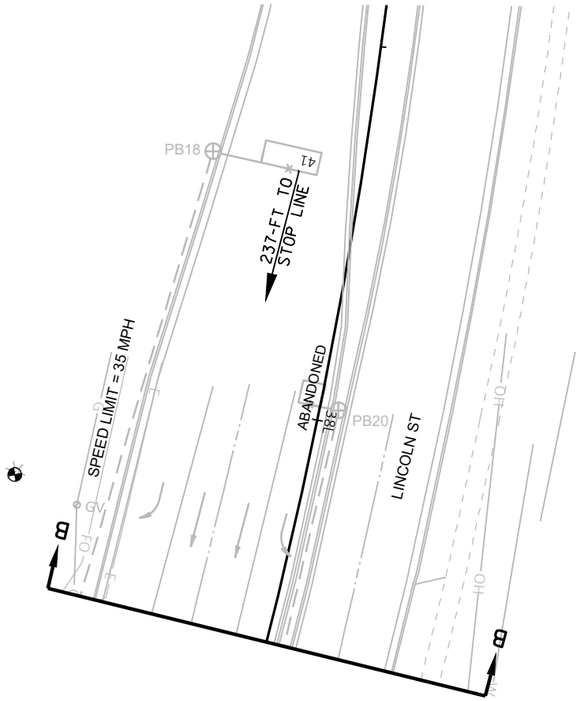
REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: AYRES ASSOCIATES

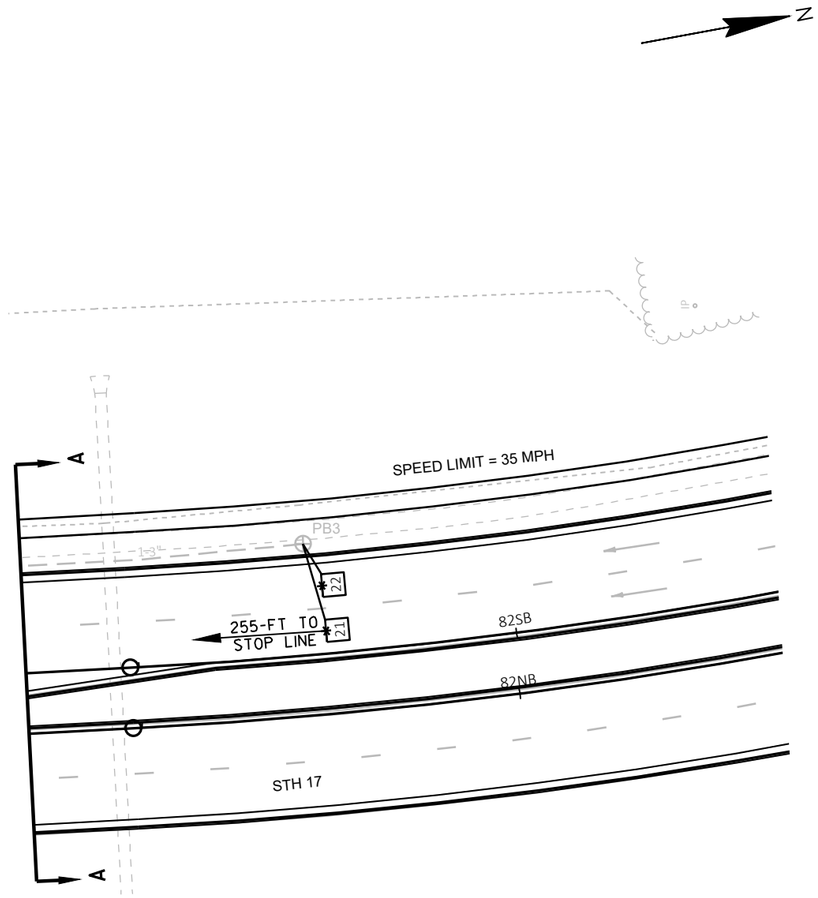
PAGE 1 OF 3

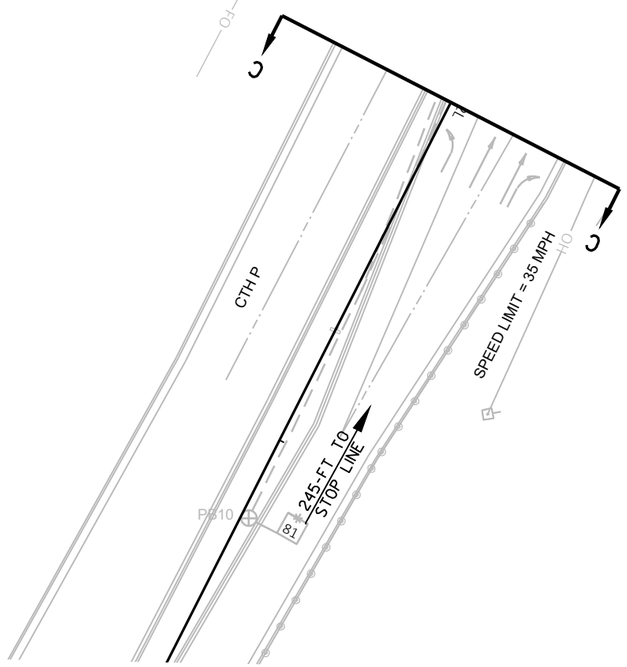
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN - CTH P / LINCOLN ST	SHEET 139 E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024201-SP S43-0937.DWG
LAYOUT NAME - 0937-sp-01
PLOT DATE : 7/26/2022 12:21 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2







TRAFFIC CONTROL SIGNAL
STH 17 & CTH P / LINCOLN ST
CITY OF RHINELANDER / TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S43-0937 (REV #2)

REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: AYRES ASSOCIATES

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN - CTH P / LINCOLN ST	SHEET 140	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024201-SP S43-0937.DWG
LAYOUT NAME - 0937-sp-02
PLOT DATE : 7/26/2022 12:22 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	03 R/W	03 CLEAR TO **	04 R/W	04 CLEAR TO **	FLASH
01	1A,1B	G	Y –	–	– –	–	– –	–	– –	–
02	2A,2B,5A,5B	R	R R	G	Y R	R	R R	R	R R	R
03	3A,3B	–	– –	–	– –	G	Y –	–	– –	–
04	4A,4B,7A,7B	R	R R	R	R R	R	R R	G	Y R	R
05	5A,5B	–	– –	–	– –	–	– –	–	– –	–
06	6A,6B,1A,1B	R	R R	R	R R	R	R R	R	R R	R
07	7A,7B	–	– –	–	– –	–	– –	–	– –	–
08	8A,8B,3A,3B	R	R R	R	R R	R	R R	R	R R	R
02P										
04P										
06P										
08P										

RING 2

	HEAD NUMBERS	05 R/W	05 CLEAR TO **	06 R/W	06 CLEAR TO **	07 R/W	07 CLEAR TO **	08 R/W	08 CLEAR TO **
01	1A,1B	–	– –	–	– –	–	– –	–	– –
02	2A,2B,5A,5B	R	R R	R	R R	R	R R	R	R R
03	3A,3B	–	– –	–	– –	–	– –	–	– –
04	4A,4B,7A,7B	R	R R	R	R R	R	R R	R	R R
05	5A,5B	G	Y –	–	– –	–	– –	–	– –
06	6A,6B,1A,1B	R	R R	G	Y R	R	R R	R	R R
07	7A,7B	–	– –	–	– –	G	Y –	–	– –
08	8A,8B,3A,3B	R	R R	R	R R	R	R R	G	Y R
02P									
04P									
06P									
08P									

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2, 3, 4, 7, 8
2	5 OR 6	1, 3, 4, 7, 8
3	7 OR 8	1, 2, 4, 5, 6
4	7 OR 8	1, 2, 3, 5, 6
5	1 OR 2	3, 4, 6, 7, 8
6	1 OR 2	3, 4, 5, 7, 8
7	3 OR 4	1, 2, 5, 6, 8
8	3 OR 4	1, 2, 5, 6, 7

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1				6'x20'	3
12	2	X			1	1				6'x20'	3
21	3	X			2	2				6'x6'	4
22	4	X			2	2				6'x6'	4
31	5	X			3	3				6'x20'	3
32	6	X			3	3				6'x20'	3
41	7			X		4			X	6'x18'	5
42	8	X			4	4				6'x20'	3
43	8	X			4	4				6'x20'	3
44	9	X			4	4				6'x20'	3
45	9	X			4	4				6'x20'	3
51	12	X			5	5				6'x20'	3
52	13	X			5	5				6'x20'	3
61	14	X			6	6				6'x6'	4
62	15	X			6	6				6'x6'	4
71	16	X			7	7				6'x20'	3
72	17	X			7	7				6'x20'	3
81	19			X		8			X	6'x6'	6
82	20	X			8	8				6'x20'	3
83	20	X			8	8				6'x20'	3
84	22	X			8	8		X		6'x20'	3
85	22	X			8	8		X		6'x20'	3

AMPLIFIERS DISCONNECTED OR REMOVED (10,11,18,23). ADJUST "STRETCH"/"DELAYS" ON AMPS.

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =
O.L. "B" = NONE
O.L. "C" =
O.L. "D" =

N

TYPE OF INTERCONNECT COMMUNICATION	
CELL MODEM	x
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S–
SIGNAL SYSTEM #:	SS– 43–0072

TYPE OF PRE–EMPT	
NONE	x
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER – GTT	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	x
IN SEPARATE DOT LIGHTING CABINET	

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

TRAFFIC CONTROL SIGNAL
STH 17 & CTH P / LINCOLN ST
CITY OF RHINELANDER / TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S43-0937 REV#2 CABINET TYPE: TS1 CONTROLLER TYPE: ECONOLITE
DATE: 8-2022 PAGE NO. 3 OF 3

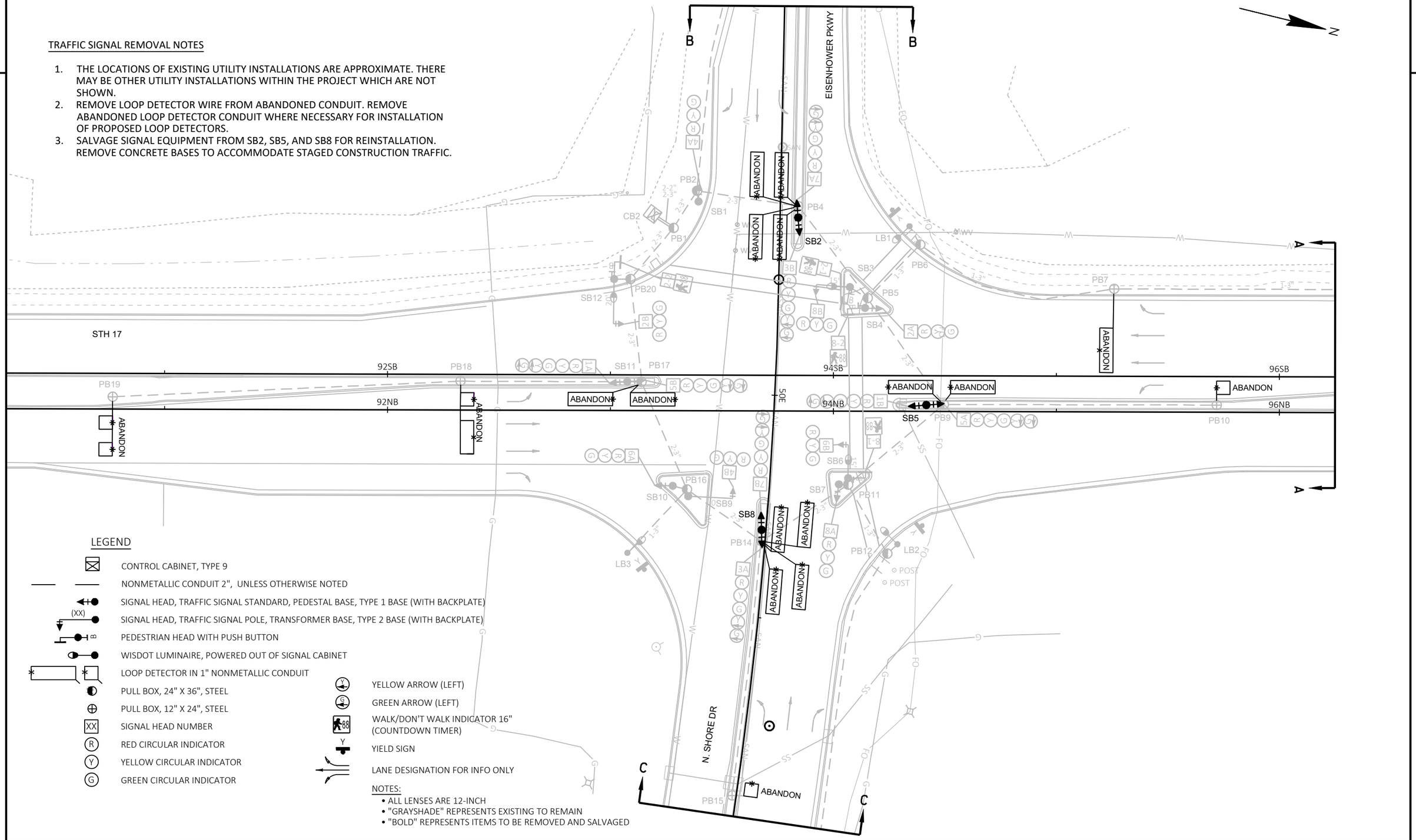
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	SEQUENCE OF OPERATIONS (S43-0937)	SHEET 141	E

2

2

TRAFFIC SIGNAL REMOVAL NOTES

1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. REMOVE LOOP DETECTOR WIRE FROM ABANDONED CONDUIT. REMOVE ABANDONED LOOP DETECTOR CONDUIT WHERE NECESSARY FOR INSTALLATION OF PROPOSED LOOP DETECTORS.
3. SALVAGE SIGNAL EQUIPMENT FROM SB2, SB5, AND SB8 FOR REINSTALLATION. REMOVE CONCRETE BASES TO ACCOMMODATE STAGED CONSTRUCTION TRAFFIC.



LEGEND

- CONTROL CABINET, TYPE 9
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, TYPE 1 BASE (WITH BACKPLATE)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, TYPE 2 BASE (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- WISDOT LUMINAIRE, POWERED OUT OF SIGNAL CABINET
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36", STEEL
- PULL BOX, 12" X 24", STEEL
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y YELLOW ARROW (LEFT)
- G GREEN ARROW (LEFT)
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

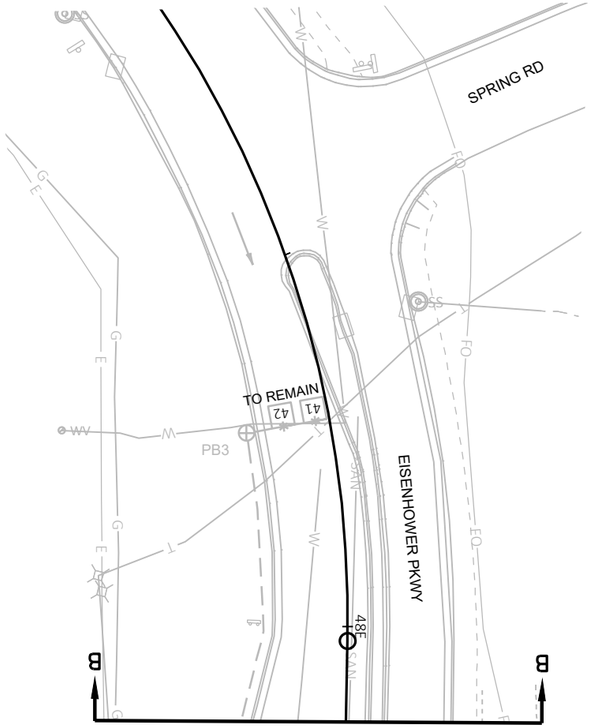
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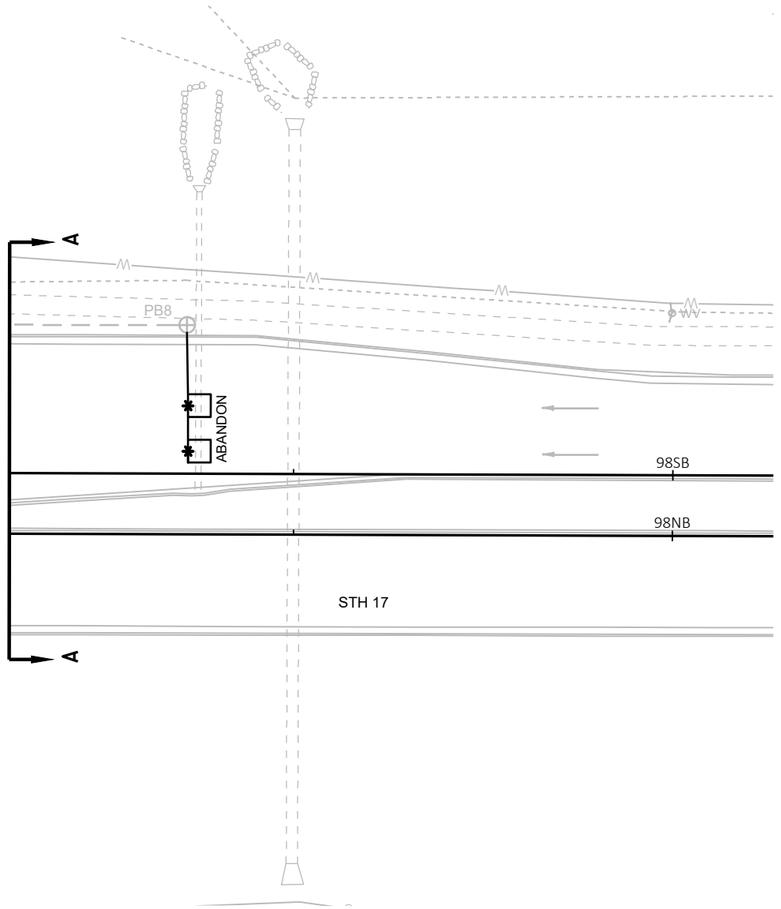
- ALL LENSES ARE 12-INCH
- "GRAYSHADE" REPRESENTS EXISTING TO REMAIN
- "BOLD" REPRESENTS ITEMS TO BE REMOVED AND SALVAGED

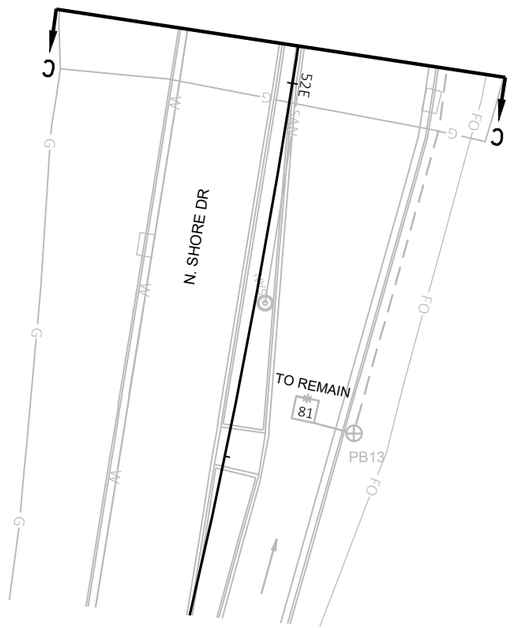
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN - N. SHORE / EISENHOWER (S43-0938)	SHEET 142	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024206-SP S43-0938.DWG
LAYOUT NAME - 0938-rem-01
PLOT DATE : 7/26/2022 12:24 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2









PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN - N. SHORE / EISENHOWER (S43-0938)	SHEET 143	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024206-SP S43-0938.DWG
LAYOUT NAME - 0938-rem-02

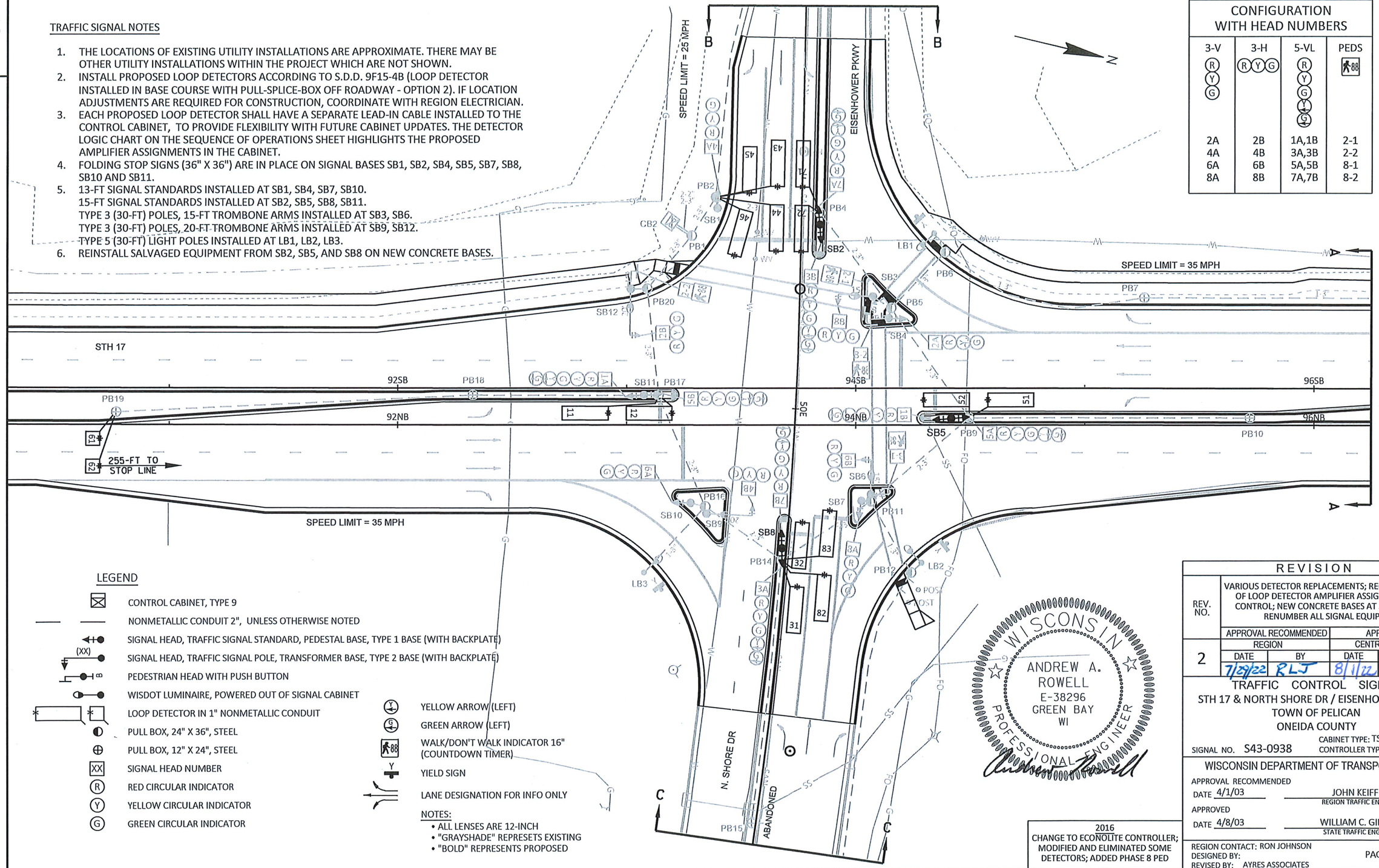
PLOT DATE : 7/26/2022 12:24 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC SIGNAL NOTES

1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. INSTALL PROPOSED LOOP DETECTORS ACCORDING TO S.D.D. 9F15-4B (LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL-SPLICE-BOX OFF ROADWAY - OPTION 2). IF LOCATION ADJUSTMENTS ARE REQUIRED FOR CONSTRUCTION, COORDINATE WITH REGION ELECTRICIAN.
3. EACH PROPOSED LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE INSTALLED TO THE CONTROL CABINET, TO PROVIDE FLEXIBILITY WITH FUTURE CABINET UPDATES. THE DETECTOR LOGIC CHART ON THE SEQUENCE OF OPERATIONS SHEET HIGHLIGHTS THE PROPOSED AMPLIFIER ASSIGNMENTS IN THE CABINET.
4. FOLDING STOP SIGNS (36" X 36") ARE IN PLACE ON SIGNAL BASES SB1, SB2, SB4, SB5, SB7, SB8, SB10 AND SB11.
5. 13-FT SIGNAL STANDARDS INSTALLED AT SB1, SB4, SB7, SB10.
   15-FT SIGNAL STANDARDS INSTALLED AT SB2, SB5, SB8, SB11.
   TYPE 3 (30-FT) POLES, 15-FT TROMBONE ARMS INSTALLED AT SB3, SB6.
   TYPE 3 (30-FT) POLES, 20-FT TROMBONE ARMS INSTALLED AT SB9, SB12.
   TYPE 5 (30-FT) LIGHT POLES INSTALLED AT LB1, LB2, LB3.
6. REINSTALL SALVAGED EQUIPMENT FROM SB2, SB5, AND SB8 ON NEW CONCRETE BASES.

CONFIGURATION WITH HEAD NUMBERS			
3-V (R Y G)	3-H (R Y G)	5-VL (R Y G Y G)	PEDS (88)
2A	2B	1A,1B	2-1
4A	4B	3A,3B	2-2
6A	6B	5A,5B	8-1
8A	8B	7A,7B	8-2



LEGEND

- CONTROL CABINET, TYPE 9
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, TYPE 1 BASE (WITH BACKPLATE)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, TYPE 2 BASE (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- WISDOT LUMINAIRE, POWERED OUT OF SIGNAL CABINET
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36", STEEL
- PULL BOX, 12" X 24", STEEL
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW (LEFT)
- GREEN ARROW (LEFT)
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- "GRAYSHADE" REPRESETS EXISTING
- "BOLD" REPRESENTS PROPOSED

WISCONSIN
ANDREW A. ROWELL
E-38296
GREEN BAY
WI
PROFESSIONAL ENGINEER

REVISION				
REV. NO.	VARIOUS DETECTOR REPLACEMENTS; RECONFIGURATION OF LOOP DETECTOR AMPLIFIER ASSIGNMENTS AND CONTROL; NEW CONCRETE BASES AT SB2, SB5, SB8. RENUMBER ALL SIGNAL EQUIPMENT			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY
2	7/29/22	RLJ	8/1/22	JRL

2016
CHANGE TO ECONOLITE CONTROLLER; MODIFIED AND ELIMINATED SOME DETECTORS; ADDED PHASE 8 PED

TRAFFIC CONTROL SIGNAL
STH 17 & NORTH SHORE DR / EISENHOWER PKWY
TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S43-0938
CABINET TYPE: TS1
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

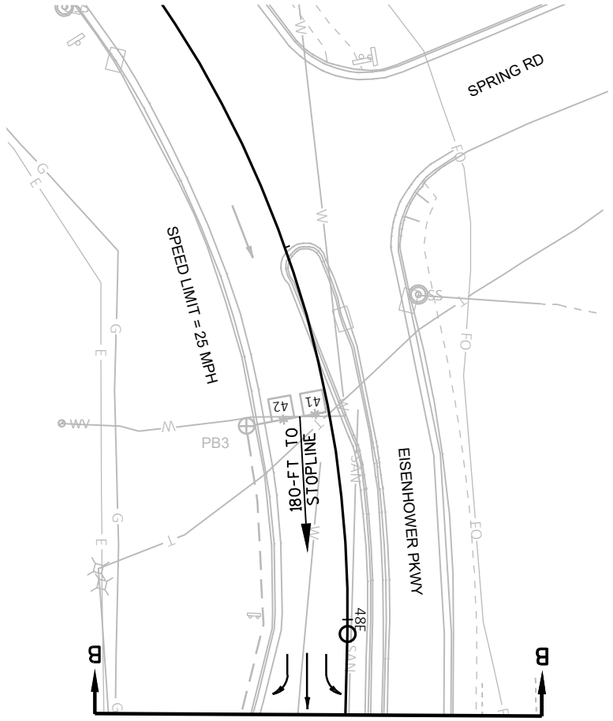
APPROVAL RECOMMENDED
DATE 4/1/03 — JOHN KEIFFER, REGION TRAFFIC ENGINEER

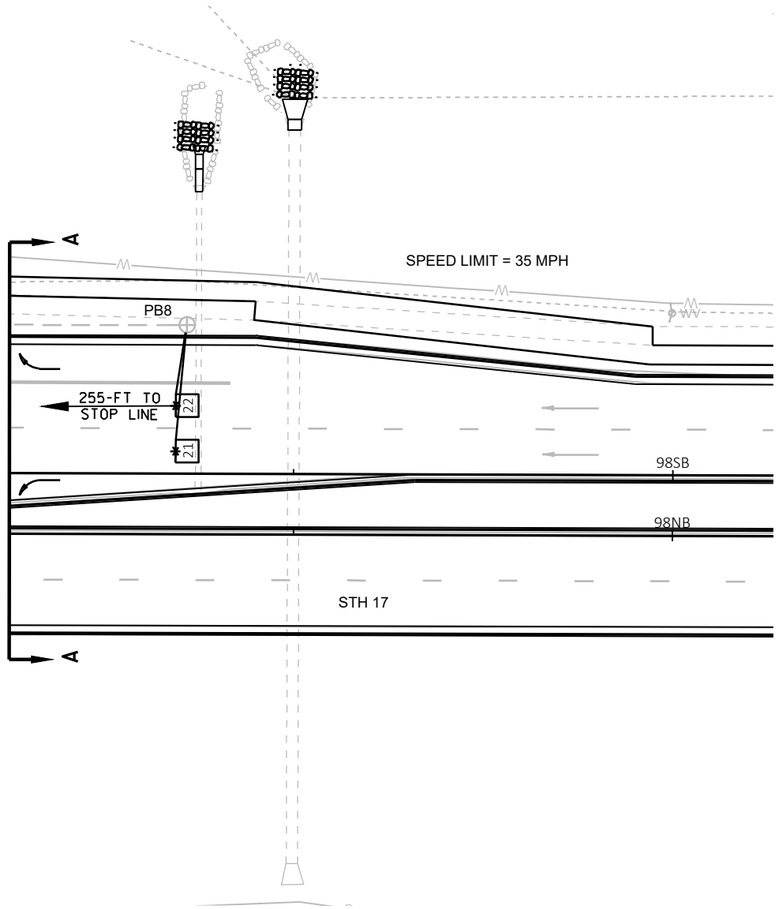
APPROVED
DATE 4/8/03 — WILLIAM C. GILDING, STATE TRAFFIC ENGINEER

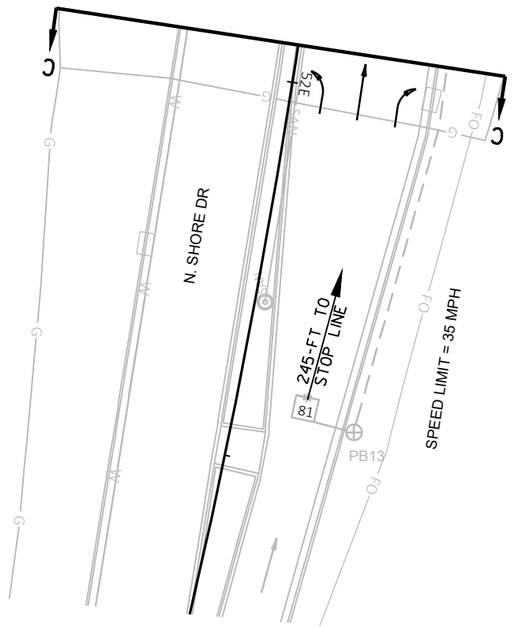
REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: AYRES ASSOCIATES

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN - N. SHORE / EISENHOWER	SHEET

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024206-SP S43-0938.DWG
LAYOUT NAME - 0938-sp-01
PLOT DATE : 7/26/2022 12:24 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42







TRAFFIC CONTROL SIGNAL
STH 17 & NORTH SHORE DR / EISENHOWER PKWY
TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S43-0938 (REV #2)

REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: AYRES ASSOCIATES

PAGE 2 OF 3

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN - N. SHORE / EISENHOWER	SHEET 145	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024206-SP S43-0938.DWG
LAYOUT NAME - 0938-sp-02

PLOT DATE : 7/26/2022 12:24 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 CLEAR TO **						02 R/W	02 CLEAR TO **						03 R/W	03 CLEAR TO **						04 R/W	04 CLEAR TO **						FLASH
01	1A,1B	G	Y	–					–	–	–					–	–	–					–	–	–					–
02	2A,2B,5A,5B	R	R	R					G	Y	R					R	R	R					R	R	R					R
03	3A,3B	–	–	–					–	–	–					G	Y	–					–	–	–					–
04	4A,4B,7A,7B	R	R	R					R	R	R					R	R	R					G	Y	R					R
05	5A,5B	–	–	–					–	–	–					–	–	–					–	–	–					–
06	6A,6B,1A,1B	R	R	R					R	R	R					R	R	R					R	R	R					R
07	7A,7B	–	–	–					–	–	–					–	–	–					–	–	–					–
08	8A,8B,3A,3B	R	R	R					R	R	R					R	R	R					R	R	R					R
02P	2–1, 2–2	DW	DW	DW					*	DW	DW					DW	DW	DW					DW	DW	DW					–
04P																														
06P																														
08P	8–1, 8–2	DW	DW	DW					DW	DW	DW					DW	DW	DW					DW	DW	DW					–

RING 2

	HEAD NUMBERS	05 R/W	05 CLEAR TO **						06 R/W	06 CLEAR TO **						07 R/W	07 CLEAR TO **						08 R/W	08 CLEAR TO **					
01	1A,1B	–	–	–					–	–	–					–	–	–					–	–	–					
02	2A,2B,5A,5B	R	R	R					R	R	R					R	R	R					R	R	R					
03	3A,3B	–	–	–					–	–	–					–	–	–					–	–	–					
04	4A,4B,7A,7B	R	R	R					R	R	R					R	R	R					R	R	R					
05	5A,5B	G	Y	–					–	–	–					–	–	–					–	–	–					
06	6A,6B,1A,1B	R	R	R					G	Y	R					R	R	R					R	R	R					
07	7A,7B	–	–	–					–	–	–					G	Y	–					–	–	–					
08	8A,8B,3A,3B	R	R	R					R	R	R					R	R	R					G	Y	R					
02P	2–1, 2–2	DW	DW	DW					DW	DW	DW					DW	DW	DW					DW	DW	DW					
04P																													
06P																													
08P	8–1, 8–2	DW	DW	DW					DW	DW	DW					DW	DW	DW					*	DW	DW					

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2, 3, 4, 7, 8
2	5 OR 6	1, 3, 4, 7, 8
3	7 OR 8	1, 2, 4, 5, 6
4	7 OR 8	1, 2, 3, 5, 6
5	1 OR 2	3, 4, 6, 7, 8
6	1 OR 2	3, 4, 5, 7, 8
7	3 OR 4	1, 2, 5, 6, 8
8	3 OR 4	1, 2, 5, 6, 7

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1				6'x20'	3
12	2	X			1	1				6'x20'	3
21	3	X			2	2				6'x6'	4
22	4	X			2	2				6'x6'	4
31	6	X			3	3				6'x20'	3
32	7	X			3	3				6'x20'	3
41	9			X		4			X	6'x6'	3
42	9			X		4			X	6'x6'	3
43	10	X			4	4				6'x20'	3
44	10	X			4	4				6'x20'	3
45	11	X			4	4		X		6'x20'	3
46	11	X			4	4		X		6'x20'	3
51	12	X			5	5				6'x20'	3
52	13	X			5	5				6'x20'	3
61	14	X			6	6				6'x6'	4
62	15	X			6	6				6'x6'	4
71	17	X			7	7				6'x20'	3
72	18	X			7	7				6'x20'	3
81	20			X		8			X	6'x6'	6
82	21	X			8	8				6'x20'	3
83	22	X			8	8				6'x20'	3

AMPLIFIERS DISCONNECTED OR REMOVED (5,8,16,19). ADJUST "STRETCH"/"DELAYS" ON AMPS.

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =
O.L. "B" = NONE
O.L. "C" =
O.L. "D" =

TYPE OF INTERCONNECT COMMUNICATION	
CELL MODEM	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S–
SIGNAL SYSTEM #:	SS– 43–0072

TYPE OF PRE–EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER – GTT	
LIFT BRIDGE	
QUEUE DETECTOR	

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

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

TRAFFIC CONTROL SIGNAL
STH 17 & NORTH SHORE DR / EISENHOWER PKWY
TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S43-0938 REV#2 CABINET TYPE: TS1 CONTROLLER TYPE: ECONOLITE

DATE: 8-2022 PAGE NO. 3 OF 3

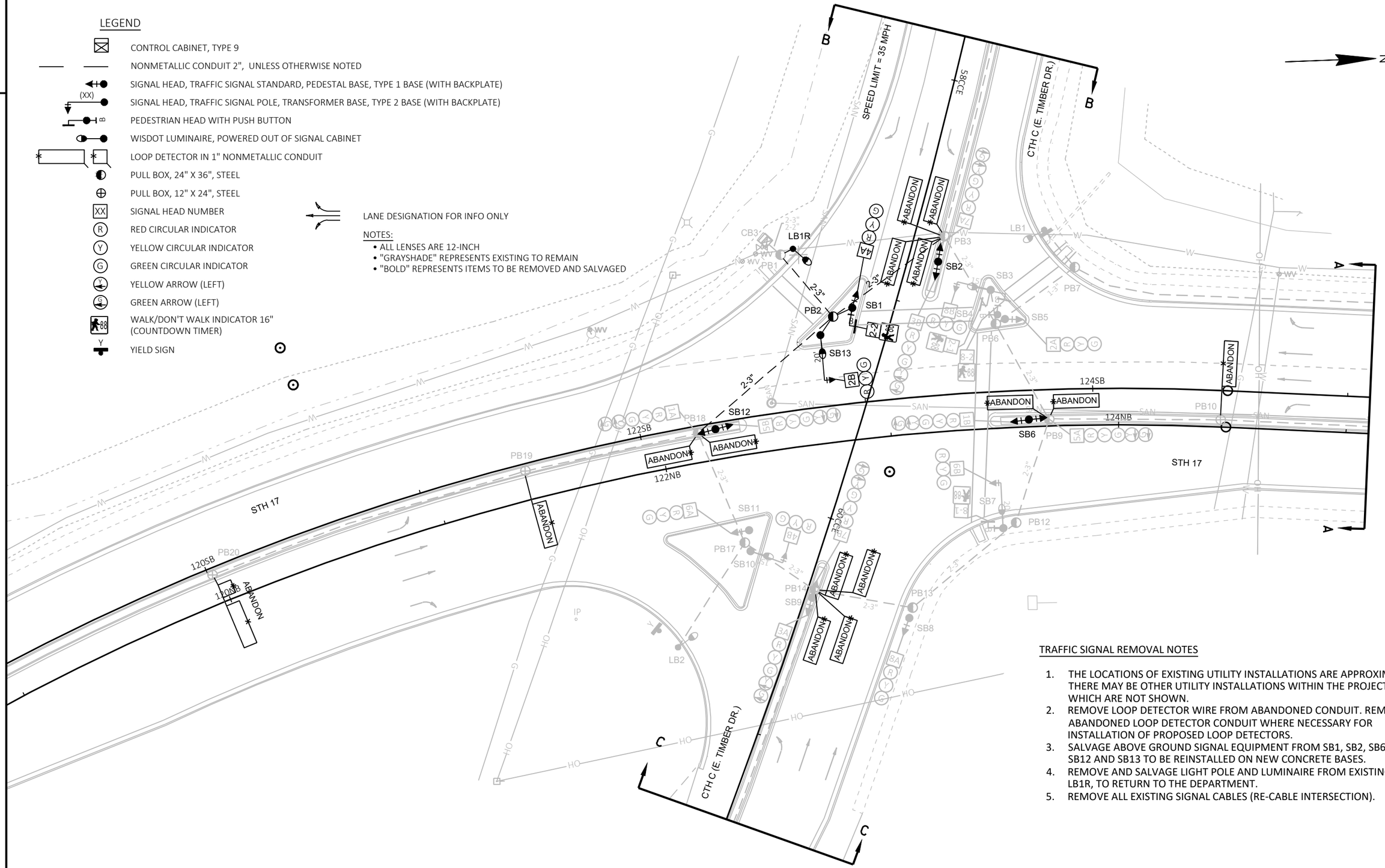
PROJECT NO: 9040-03-71 | HWY: STH 17 | COUNTY: ONEIDA | SEQUENCE OF OPERATIONS (S43-0938) | SHEET 146 | E

LEGEND

- CONTROL CABINET, TYPE 9
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, TYPE 1 BASE (WITH BACKPLATE)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, TYPE 2 BASE (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- WISDOT LUMINAIRE, POWERED OUT OF SIGNAL CABINET
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36", STEEL
- PULL BOX, 12" X 24", STEEL
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW (LEFT)
- GREEN ARROW (LEFT)
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- Y YIELD SIGN

LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- "GRAYSHADE" REPRESENTS EXISTING TO REMAIN
- "BOLD" REPRESENTS ITEMS TO BE REMOVED AND SALVAGED



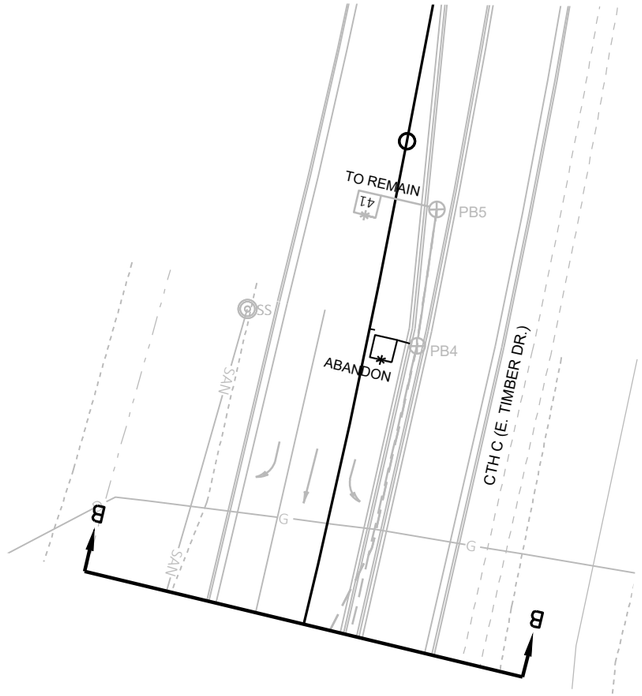
TRAFFIC SIGNAL REMOVAL NOTES

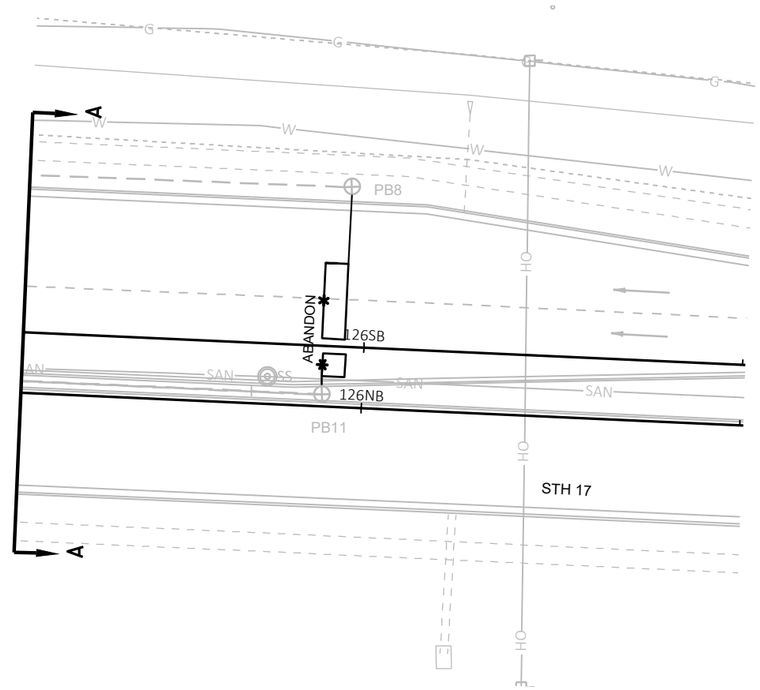
1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. REMOVE LOOP DETECTOR WIRE FROM ABANDONED CONDUIT. REMOVE ABANDONED LOOP DETECTOR CONDUIT WHERE NECESSARY FOR INSTALLATION OF PROPOSED LOOP DETECTORS.
3. SALVAGE ABOVE GROUND SIGNAL EQUIPMENT FROM SB1, SB2, SB6, SB12 AND SB13 TO BE REINSTALLED ON NEW CONCRETE BASES.
4. REMOVE AND SALVAGE LIGHT POLE AND LUMINAIRE FROM EXISTING LB1R, TO RETURN TO THE DEPARTMENT.
5. REMOVE ALL EXISTING SIGNAL CABLES (RE-CABLE INTERSECTION).

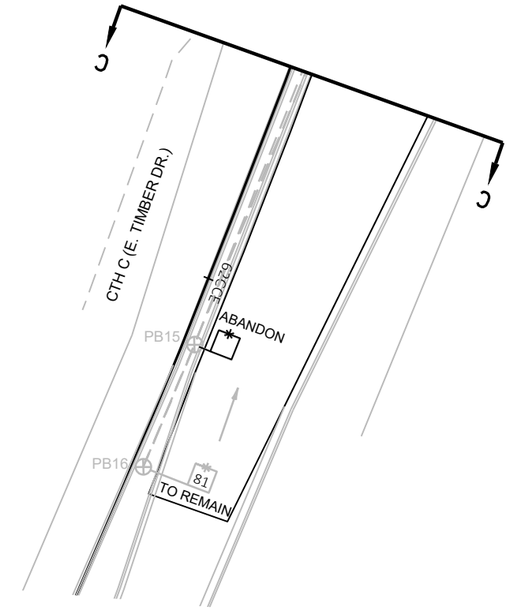
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN - CTH C / TIMBER DR (S43-0939)	SHEET 147	E

2

N







PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN - CTH C / TIMBER DR (S43-0939)	SHEET 148	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024211-SP S43-0939.DWG
LAYOUT NAME - 0939-rem-02

PLOT DATE : 7/26/2022 12:27 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC SIGNAL NOTES

1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. THE ENGINEER WILL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICTS WITH EXISTING UTILITY FACILITIES.
3. INSTALL PROPOSED LOOP DETECTORS ACCORDING TO S.D.D. 9F15-4B (LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL-SPLICE-BOX OFF ROADWAY - OPTION 2). IF LOCATION ADJUSTMENTS ARE REQUIRED FOR CONSTRUCTION, COORDINATE WITH REGION ELECTRICIAN.
4. EACH PROPOSED LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE INSTALLED TO THE CONTROL CABINET, TO PROVIDE FLEXIBILITY WITH FUTURE CABINET UPDATES. THE DETECTOR LOGIC CHART ON THE SEQUENCE OF OPERATIONS SHEET HIGHLIGHTS THE PROPOSED AMPLIFIER ASSIGNMENTS IN THE CABINET.
5. FOLDING STOP SIGNS (36" X 36") ARE IN PLACE ON SIGNAL BASES SB2, SB5, SB6, SB8, SB9, SB11, AND SB12. REINSTALL FOLDING STOP SIGN ON RELOCATED SB1.
6. 3.5-FT SIGNAL STANDARD (FOR PUSH BUTTONS) INSTALLED AT SB4.
   13-FT SIGNAL STANDARDS INSTALLED AT SB5, SB8, SB11.
   15-FT SIGNAL STANDARDS INSTALLED AT SB2, SB6, SB9, SB12.
   TYPE 3 (30-FT) POLES, 15-FT TROMBONE ARMS INSTALLED AT SB3, SB10.
   TYPE 3 (30-FT) POLES, 20-FT TROMBONE ARMS INSTALLED AT SB7.
   TYPE 5 (30-FT) LIGHT POLES INSTALLED AT LB1 AND LB2.
7. INSTALL RELOCATED 13-FT SIGNAL STANDARD AT SB1. INSTALL RELOCATED TYPE 3 POLES AND 20-FT TROMBONE ARM AT SB13.
8. INSTALL NEW CONDUIT AND PULL BOXES AS SHOWN ON THE PLAN. REINSTALL SALVAGED EQUIPMENT FROM SB2, SB6, SB12 ON NEW CONCRETE BASES.

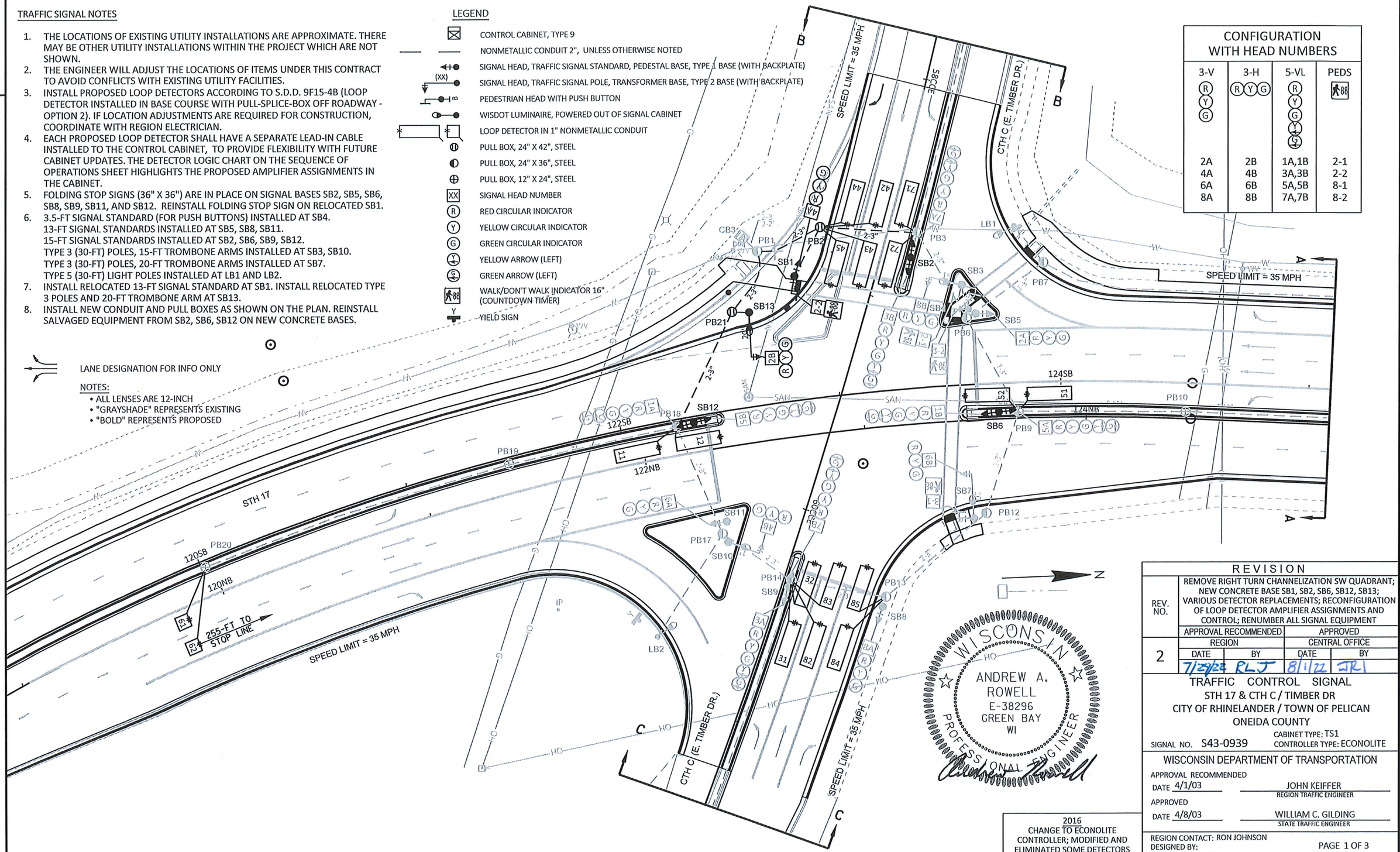
LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- "GRAYSHADE" REPRESENTS EXISTING
- "BOLD" REPRESENTS PROPOSED

LEGEND

- CONTROL CABINET, TYPE 9
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, TYPE 1 BASE (WITH BACKPLATE)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, TYPE 2 BASE (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- WISDOT LUMINAIRE, POWERED OUT OF SIGNAL CABINET
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 42", STEEL
- PULL BOX, 24" X 36", STEEL
- PULL BOX, 12" X 24", STEEL
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y YELLOW ARROW (LEFT)
- G GREEN ARROW (LEFT)
- 88 WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- Y YIELD SIGN

CONFIGURATION WITH HEAD NUMBERS			
3-V (R Y G)	3-H (R Y G)	5-VL (R Y G Y G)	PEDS (88)
2A	2B	1A,1B	2-1
4A	4B	3A,3B	2-2
6A	6B	5A,5B	8-1
8A	8B	7A,7B	8-2



REVISION				
REV. NO.	REMOVE RIGHT TURN CHANNELIZATION SW QUADRANT; NEW CONCRETE BASE SB1, SB2, SB6, SB12, SB13; VARIOUS DETECTOR REPLACEMENTS; RECONFIGURATION OF LOOP DETECTOR AMPLIFIER ASSIGNMENTS AND CONTROL; RENUMBER ALL SIGNAL EQUIPMENT			
	APPROVAL RECOMMENDED		APPROVED	
2	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY
	7/27/22	RLJ	8/1/22	JJR

2016 CHANGE TO ECONOLITE CONTROLLER; MODIFIED AND ELIMINATED SOME DETECTORS

WISCONSIN
ANDREW A. ROWELL
E-38296
GREEN BAY
WI
PROFESSIONAL ENGINEER

TRAFFIC CONTROL SIGNAL

STH 17 & CTH C / TIMBER DR
CITY OF RHINELANDER / TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S43-0939
CABINET TYPE: TS1
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 4/1/03 — JOHN KEIFFER, REGION TRAFFIC ENGINEER

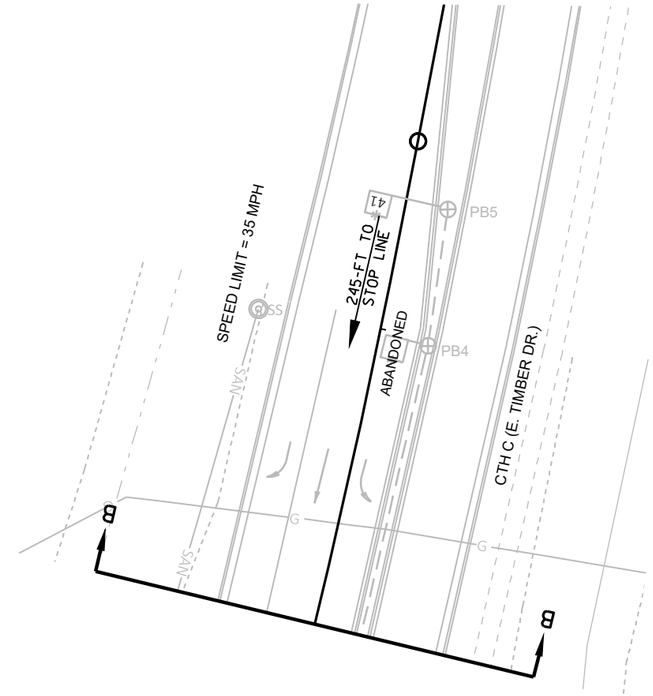
APPROVED
DATE 4/8/03 — WILLIAM C. GILDING, STATE TRAFFIC ENGINEER

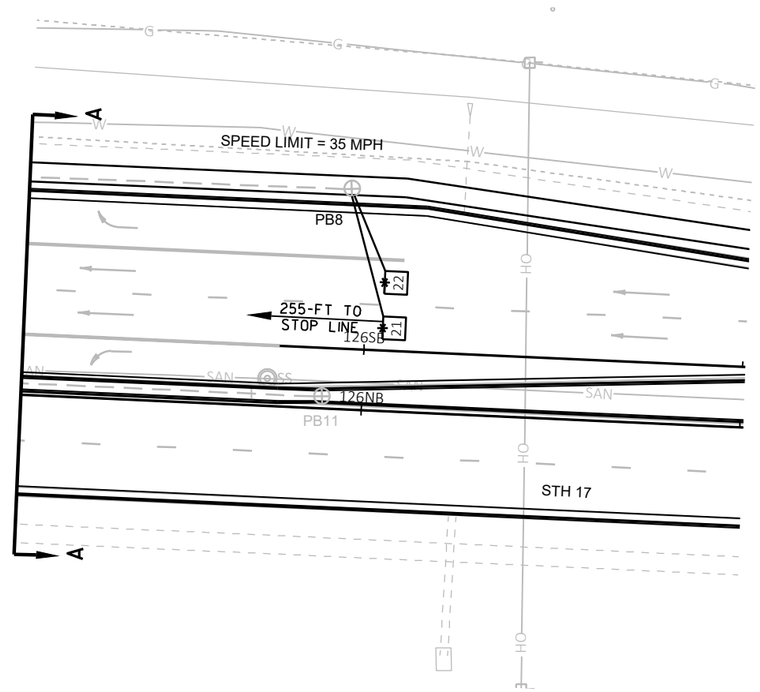
REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: AYRES ASSOCIATES

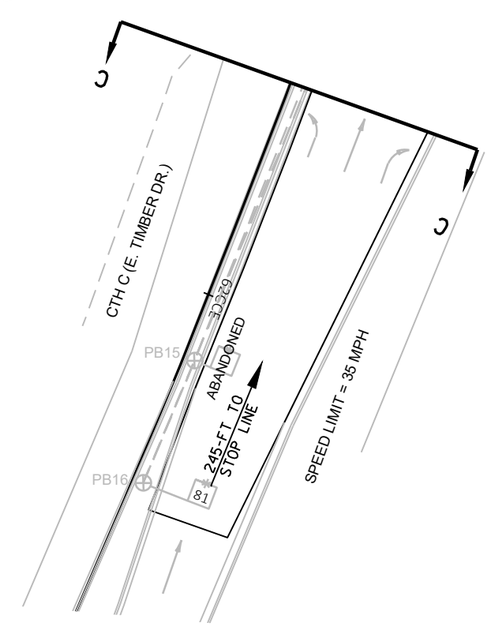
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN - CTH C / TIMBER DR	SHEET E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024211-SP S43-0939.DWG
LAYOUT NAME - 0939-sp-01
PLOT DATE : 7/26/2022 12:27 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2







TRAFFIC CONTROL SIGNAL
STH 17 & CTH C / TIMBER DR
CITY OF RHINELANDER / TOWNOF PELICAN
ONEIDA COUNTY

SIGNAL NO. S43-0939 (REV #2)

REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: AYRES ASSOCIATES

PAGE 2 OF 3

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN - CTH C / TIMBER DR	SHEET 150	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024211-SP S43-0939.DWG
LAYOUT NAME - 0939-sp-02

PLOT DATE : 7/26/2022 12:28 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	03 R/W	03 CLEAR TO **	04 R/W	04 CLEAR TO **	FLASH
01	1A,1B	G	Y –	–	– –	–	– –	–	– –	–
02	2A,2B,5A,5B	R	R R	G	Y R	R	R R	R	R R	R
03	3A,3B	–	– –	–	– –	G	Y –	–	– –	–
04	4A,4B,7A,7B	R	R R	R	R R	R	R R	G	Y R	R
05	5A,5B	–	– –	–	– –	–	– –	–	– –	–
06	6A,6B,1A,1B	R	R R	R	R R	R	R R	R	R R	R
07	7A,7B	–	– –	–	– –	–	– –	–	– –	–
08	8A,8B,3A,3B	R	R R	R	R R	R	R R	R	R R	R
02P	2–1, 2–2	DW	DW DW	*	DW DW	DW	DW DW	DW	DW DW	–
04P										
06P										
08P	8–1, 8–2	DW	DW DW	DW	DW DW	DW	DW DW	DW	DW DW	–

RING 2

	HEAD NUMBERS	05 R/W	05 CLEAR TO **	06 R/W	06 CLEAR TO **	07 R/W	07 CLEAR TO **	08 R/W	08 CLEAR TO **
01	1A,1B	–	– –	–	– –	–	– –	–	– –
02	2A,2B,5A,5B	R	R R	R	R R	R	R R	R	R R
03	3A,3B	–	– –	–	– –	–	– –	–	– –
04	4A,4B,7A,7B	R	R R	R	R R	R	R R	R	R R
05	5A,5B	G	Y –	–	– –	–	– –	–	– –
06	6A,6B,1A,1B	R	R R	G	Y R	R	R R	R	R R
07	7A,7B	–	– –	–	– –	G	Y –	–	– –
08	8A,8B,3A,3B	R	R R	R	R R	R	R R	G	Y R
02P	2–1, 2–2	DW	DW DW	DW	DW DW	DW	DW DW	DW	DW DW
04P									
06P									
08P	8–1, 8–2	DW	DW DW	DW	DW DW	DW	DW DW	*	DW DW

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2, 3, 4, 7, 8
2	5 OR 6	1, 3, 4, 7, 8
3	7 OR 8	1, 2, 4, 5, 6
4	7 OR 8	1, 2, 3, 5, 6
5	1 OR 2	3, 4, 6, 7, 8
6	1 OR 2	3, 4, 5, 7, 8
7	3 OR 4	1, 2, 5, 6, 8
8	3 OR 4	1, 2, 5, 6, 7

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1				6'x20'	3
12	2	X			1	1				6'x20'	3
21	3	X			2	2				6'x6'	4
22	4	X			2	2				6'x6'	4
31	6	X			3	3				6'x20'	3
32	7	X			8	8				6'x20'	3
41	9			X		4			X	6'x6'	4
42	10	X			4	4				6'x20'	3
43	10	X			4	4				6'x20'	3
44	11	X			4	4		X		6'x20'	3
45	11	X			4	4		X		6'x20'	3
51	12	X			5	5				6'x20'	3
52	13	X			5	5				6'x20'	3
61	15	X			6	6				6'x6'	4
62	16	X			6	6				6'x6'	4
71	17	X			7	7				6'x20'	3
72	18	X			4	4				6'x20'	3
81	20			X		8			X	6'x6'	5
82	21	X			8	8				6'x20'	3
83	21	X			8	8				6'x20'	3
84	22	X			8	8		X		6'x20'	3
85	22	X			8	8		X		6'x20'	3

AMPLIFIERS DISCONNECTED OR REMOVED (5,8,14,19). ADJUST "STRETCH"/"DELAYS" ON AMPS.

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =
O.L. "B" = NONE
O.L. "C" =
O.L. "D" =

N

TYPE OF INTERCONNECT COMMUNICATION	
CELL MODEM	x
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S–
SIGNAL SYSTEM #:	SS– 43–0072

TYPE OF PRE–EMPT	
NONE	x
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER – GTT	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	x
IN SEPARATE DOT LIGHTING CABINET	

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

TRAFFIC CONTROL SIGNAL
STH 17 & TIMBER DR / CTH C
CITY OF RHINELANDER / TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S43-0939 REV#2 CABINET TYPE: TS1 CONTROLLER TYPE: ECONOLITE
DATE: 8-2022 PAGE NO. 3 OF 3

PROJECT NO: 9040-03-71 | HWY: STH 17 | COUNTY: ONEIDA | TRAFFIC SIGNAL PLAN - CTH C / TIMBER DR (S43-0939) | SHEET 151 | E

PROJECT ID:	9040-03-71
INTERSECTION:	STH 17 and Timber Drive S43-0939

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

CB_ TO	JUMPER	14 AWG # OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								PED BUTTON	LED RR BLANK
					RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	D/WALK	WALK		
SB 1		12	4A	4	RED	ORG	GRN							
			PH 2-2	P2							BLK/WHT	BLU/BLK		
			PED BUTTON	P2									WHT/BLK	
SB2		12	7A	4	RED	ORG	GRN							
			7A	7					BLK	BLU				
			3B	8	RED/BLK	ORG/BLK	GRN/BLK							
			3B	3					BLK/WHT	BLU/BLK				
SB3		12	8B	8	RED/BLK	ORG/BLK	GRN/BLK							
			PH2-1	P2							BLK/WHT	BLU/BLK		
			PH8-2	P8							BLK	BLU		
SB4		5	PED BUTTON	P2									RED	
			PED BUTTON	P8									GRN	
SB5		5	2A	2	RED	ORG	GRN							
SB6		12	1B	6	RED	ORG	GRN							
			1B	1					BLK	BLU				
			5A	2	RED/BLK	ORG/BLK	GRN/BLK							
			5A	5					BLK/WHT	BLU/BLK				
SB7		12	6B	6	RED	ORG	GRN							
			PH8-1	P8							BLK/WHT	BLU/BLK		
			PED BUTTON	P8									WHT/BLK	
SB8		5	8A	8	RED	ORG	GRN							
SB9		12	7B	4	RED	ORG	GRN							
			7B	7					BLK	BLU				
			3A	8	RED/BLK	ORG/BLK	GRN/BLK							
			3A	3					BLK/WHT	BLU/BLK				
SB10		5	4B	4	RED	ORG	GRN							
SB11		5	6A	6	RED	ORG	GRN							
SB12		12	1A	6	RED	ORG	GRN							
			1A	1					BLK	BLU				
			5B	2	RED/BLK	ORG/BLK	GRN/BLK							
			5B	5					BLK/WHT	BLU/BLK				
SB13		5	2B	2	RED	BLK	GRN							

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 12" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.

Information on this sheet provided by WisDOT

Equipment grounding conductor 10 AWG Green XLP	
From	To
CB	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	LB1
LB1	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	LB2
LB2	SB11
SB11	SB12
SB12	SB13
SB13	CB

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
CB	PB1
PB2	SB1
PB3	SB2
PB6	SB4
PB7	LB1
PB9	SB6
PB12	SB7
PB13	SB8
PB14	SB9
PB17	SB10
PB18	SB12
PB21	SB13

Lighting UF 12-2 w/ground	
From	To
CB	SB3
SB3	LB1
LB1	SB7
CB	SB13
SB13	SB10
SB10	LB2

STH 17 & CTH C / TIMBER DR
CITY OF RHINELANDER / TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO: S43-0939 CABINET TYPE: TS-1
CONTROLLER TYPE: ECONOLITE
DATE: 8/2022 PAGE NO. 4 OF 4

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CABLE ROUTING	SHEET NO: 152	E

FILE NAME : _____ PLOT DATE : ___7/20/2022___ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

2

2

LEGEND

- CONTROL CABINET, TYPE 9
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, TYPE 1 BASE (WITH BACKPLATE)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, TYPE 2 BASE (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- WISDOT LUMINAIRE, POWERED OUT OF SIGNAL CABINET
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36", STEEL
- PULL BOX, 12" X 24", STEEL
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y YELLOW ARROW (LEFT)
- G GREEN ARROW (LEFT)
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- "GRAYSHADE" REPRESENTS EXISTING TO REMAIN
- "BOLD" REPRESENTS ITEMS TO BE REMOVED AND SALVAGED

TRAFFIC SIGNAL REMOVAL NOTES

1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. REMOVE LOOP DETECTOR WIRE FROM ABANDONED CONDUIT. REMOVE ABANDONED LOOP DETECTOR CONDUIT WHERE NECESSARY FOR INSTALLATION OF PROPOSED LOOP DETECTORS.
3. SALVAGE SIGNAL EQUIPMENT FROM SB2 FOR REINSTALLATION.

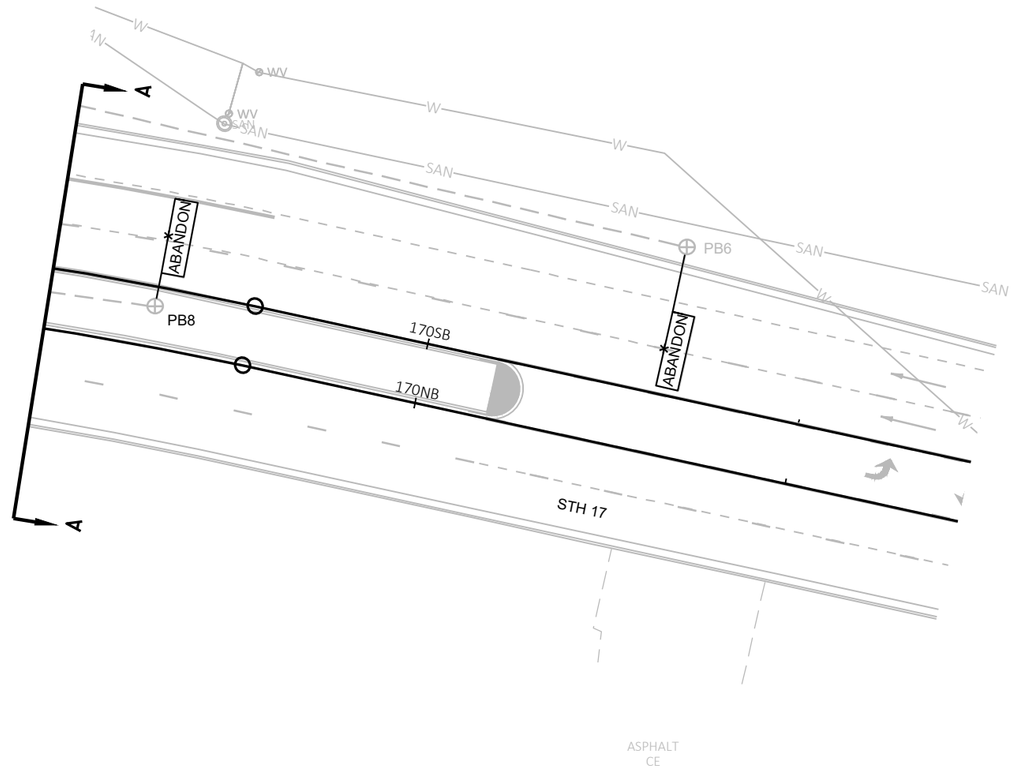
N. CHIPPEWA DR.
N. STEVENS ST.
78ST
STH 17
166SB
166NB
164NB
168SB
168NB
ABANDON
TO REMAIN
ASPHALT
PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12 PB13 PB14
SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10
LB1 LB2
CB4
N

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN - STEVENS ST (S43-0940)	SHEET 153	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024217-SP S43-0940.DWG
LAYOUT NAME - 0940-rem-01
PLOT DATE : 7/26/2022 12:28 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN - STEVENS ST (S43-0940)	SHEET 154	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024217-SP S43-0940.DWG
LAYOUT NAME - 0940-rem-02

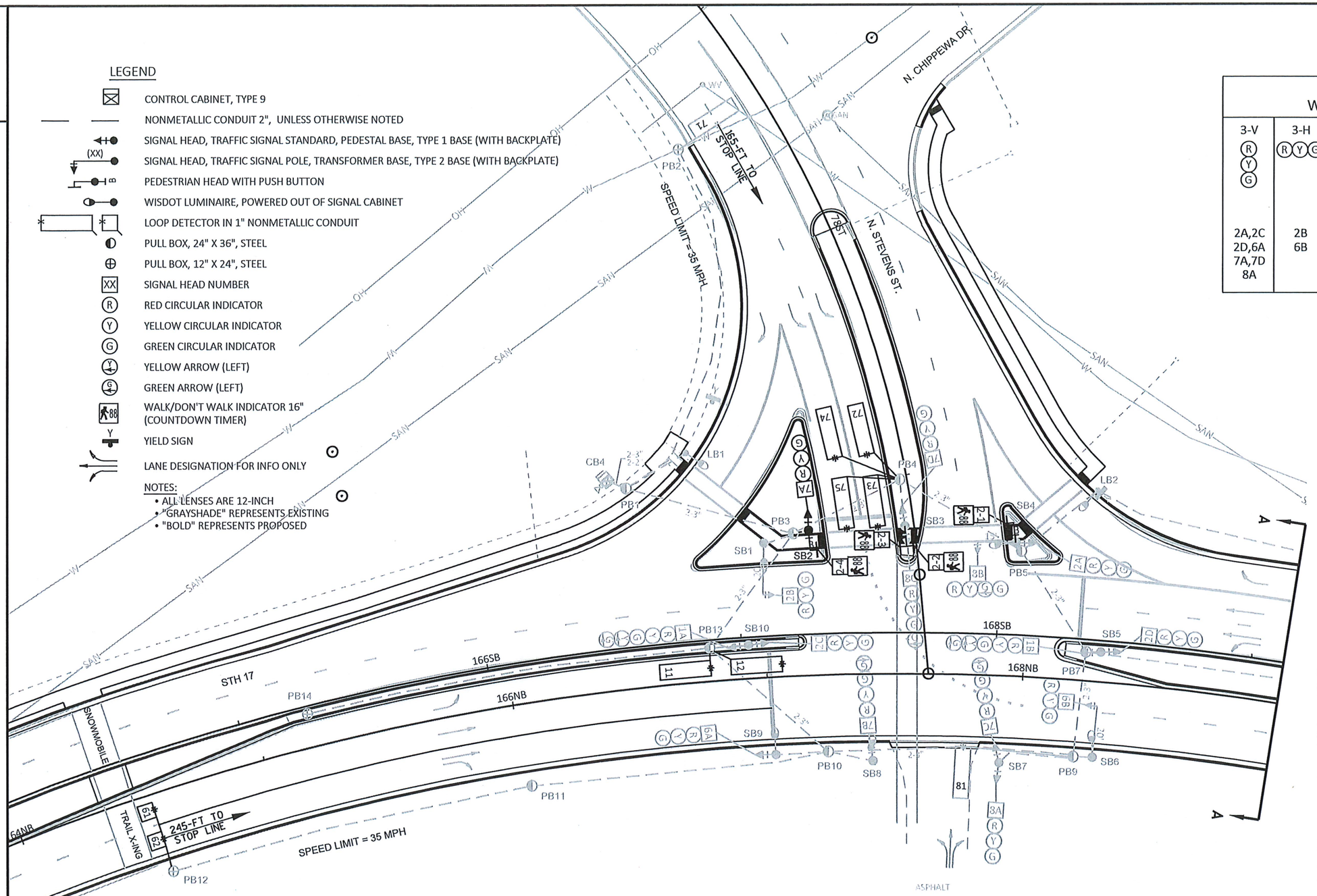
PLOT DATE : 7/26/2022 12:28 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- CONTROL CABINET, TYPE 9
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, TYPE 1 BASE (WITH BACKPLATE)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, TYPE 2 BASE (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- WISDOT LUMINAIRE, POWERED OUT OF SIGNAL CABINET
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36", STEEL
- PULL BOX, 12" X 24", STEEL
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW (LEFT)
- GREEN ARROW (LEFT)
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- "GRAYSHADE" REPRESENTS EXISTING
- "BOLD" REPRESENTS PROPOSED



CONFIGURATION WITH HEAD NUMBERS					
3-V	3-H	5-VL	4-VL	4-H	PEDS
R Y G	R Y G	R Y G	R Y G G	R Y G G	88
2A,2C 2D,6A 7A,7D 8A	2B 6B	1A,1B	7B,7C 8C	8B	2-1,2-2 2-3,2-4

N

ANDREW A. ROWELL E-38296 GREEN BAY WI PROFESSIONAL ENGINEER WISCONSIN

REVISION				
REV. NO.	ADDED PHASE 2 N-S PED CROSSING ON WEST LEG; VARIOUS DETECTOR REPLACEMENTS; RECONFIGURATION OF LOOP DETECTOR AMPLIFIER ASSIGNMENTS AND CONTROL; RENUMBER ALL SIGNAL EQUIPMENT			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
2	DATE	BY	DATE	BY
	7/27/22	RLJ	8/1/22	JR1

TRAFFIC CONTROL SIGNAL
STH 17 & STEVENS ST
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. S43-0940
CABINET TYPE: TS1
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 4/1/03 — JOHN KEIFFER, REGION TRAFFIC ENGINEER

APPROVED
DATE 4/8/03 — WILLIAM C. GILDING, STATE TRAFFIC ENGINEER

REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: AYRES ASSOCIATES

PAGE 1 OF 3

155

2016
CHANGE TO ECONOLITE CONTROLLER; MODIFIED AND ELIMINATED SOME DETECTORS

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN - STEVENS ST	SHEET E

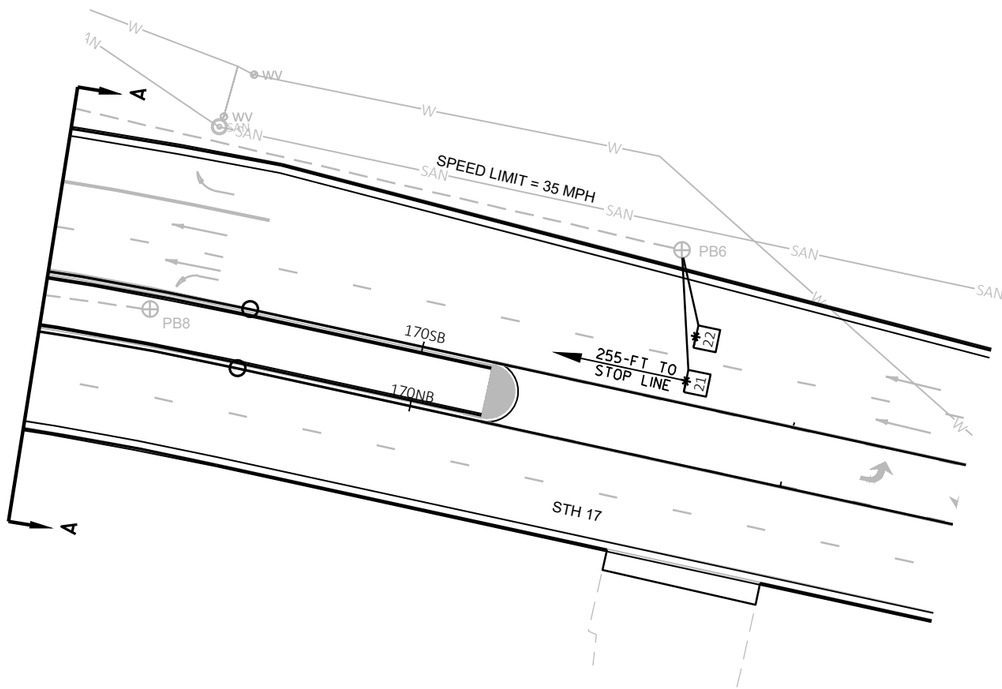
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024217-SP S43-0940.DWG
LAYOUT NAME - 0940-sp-01
PLOT DATE : 7/26/2022 12:28 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TRAFFIC SIGNAL NOTES

1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. THE ENGINEER WILL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICTS WITH EXISTING UTILITY FACILITIES.
3. INSTALL PROPOSED LOOP DETECTORS ACCORDING TO S.D.D. 9F15-4B (LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL-SPLICE-BOX OFF ROADWAY - OPTION 2). IF LOCATION ADJUSTMENTS ARE REQUIRED FOR CONSTRUCTION, COORDINATE WITH REGION ELECTRICIAN.
4. EACH PROPOSED LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE INSTALLED TO THE CONTROL CABINET, TO PROVIDE FLEXIBILITY WITH FUTURE CABINET UPDATES. THE DETECTOR LOGIC CHART ON THE SEQUENCE OF OPERATIONS SHEET HIGHLIGHTS THE PROPOSED AMPLIFIER ASSIGNMENTS IN THE CABINET.
5. FOLDING STOP SIGNS (36" X 36") ARE IN PLACE ON SIGNAL BASES SB3, SB4, SB5, SB7, SB9 AND SB10. REINSTALL FOLDING STOP SIGNS (36" X 36") ON RELOCATED SIGNAL BASE SB2.
6. 15-FT SIGNAL STANDARDS INSTALLED AT: SB3, SB5, SB7, SB10.
   TYPE 3 (30-FT) POLES, 15-FT TROMBONE ARMS INSTALLED AT: SB4.
   TYPE 3 (30-FT) POLES, 20-FT TROMBONE ARMS INSTALLED AT: SB1, SB6.
   TYPE 4 (30-FT) POLES INSTALLED AT: SB8, SB9.
   TYPE 5 (30-FT) LIGHT POLES INSTALLED AT: LB1, LB2.
7. INSTALL RELOCATED 13-FT SIGNAL STANDARD AT SB2.



TRAFFIC CONTROL SIGNAL
STH 17 & STEVENS ST
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. S43-0940 (REV #2)

REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: AYRES ASSOCIATES

PAGE 2 OF 3

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN - STEVENS ST	SHEET 156	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024217-SP S43-0940.DWG
LAYOUT NAME - 0940-sp-02
PLOT DATE : 7/26/2022 12:28 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	03 NOT USED R/W	03 CLEAR TO **	04 NOT USED R/W	04 CLEAR TO **	FLASH
01	1A,1B	G	Y –	–	– –					–
02	2A,2B,2C,2D	R	R R	G	Y R					R
03										
04										
05										
06	6A,6B,1A,1B	R	R R	R	R R					R
07	7A,7B,7C,7D	R	R R	R	R R					R
08	8A,8B,8C	R	R R	R	R R					R
02P	2–1,2–2,2–3,2–4	DW	DW DW	*	DW DW					–
04P										
06P										
08P										

RING 2

	HEAD NUMBERS	05 R/W	05 CLEAR TO **	06 R/W	06 CLEAR TO **	07 R/W	07 CLEAR TO **	08 R/W	08 CLEAR TO **
01	1A,1B			–	– –	–	– –	–	– –
02	2A,2B,2C,2D			R	R R	R	R R	R	R R
03									
04									
05									
06	6A,6B,1A,1B			G	Y R	R	R R	R	R R
07	7A,7B,7C,7D			R	R R	G G	Y R	R	R R
08	8A,8B,8C			R	R R	R	R R	G G	Y R
02P	2–1,2–2,2–3,2–4			DW	DW DW	DW	DW DW	DW	DW DW
04P									
06P									
08P									

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	6	2, 7, 8
2	6	1, 7, 8
3		
4		
5		
6	1 OR 2	7, 8
7	NONE	1, 2, 6, 8
8	NONE	1, 2, 6, 7

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1				6'x20'	3
12	2	X			1	1				6'x20'	3
21	3	X			2	2				6'x6'	4
22	4	X			2	2				6'x6'	4
61	5	X			6	6				6'x6'	4
62	6	X			6	6				6'x6'	4
71	7			X		7			X	6'x18'	3
72	8	X			7	7				6'x20'	3
73	9	X			7	7				6'x20'	3
74	10	X			7	7				6'x20'	3
75	11	X			7	7				6'x20'	3
81	12	X			8	8				6'x20'	3

CHECK ALL AMPLIFIER CONNECTIONS/ASSIGNMENTS. ADJUST "STRETCH"/"DELAYS" ON AMPS

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =
O.L. "B" = NONE
O.L. "C" =
O.L. "D" =

N

TYPE OF INTERCONNECT COMMUNICATION	
CELL MODEM	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S–
SIGNAL SYSTEM #:	SS– –

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER – GTT	
LIFT BRIDGE	
QUEUE DETECTOR	

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

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

TRAFFIC CONTROL SIGNAL
STH 17 & STEVENS ST
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. S43-0940 REV#2 CABINET TYPE: TS1 CONTROLLER TYPE: ECONOLITE

DATE: 8-2022 PAGE NO. 3 OF 3

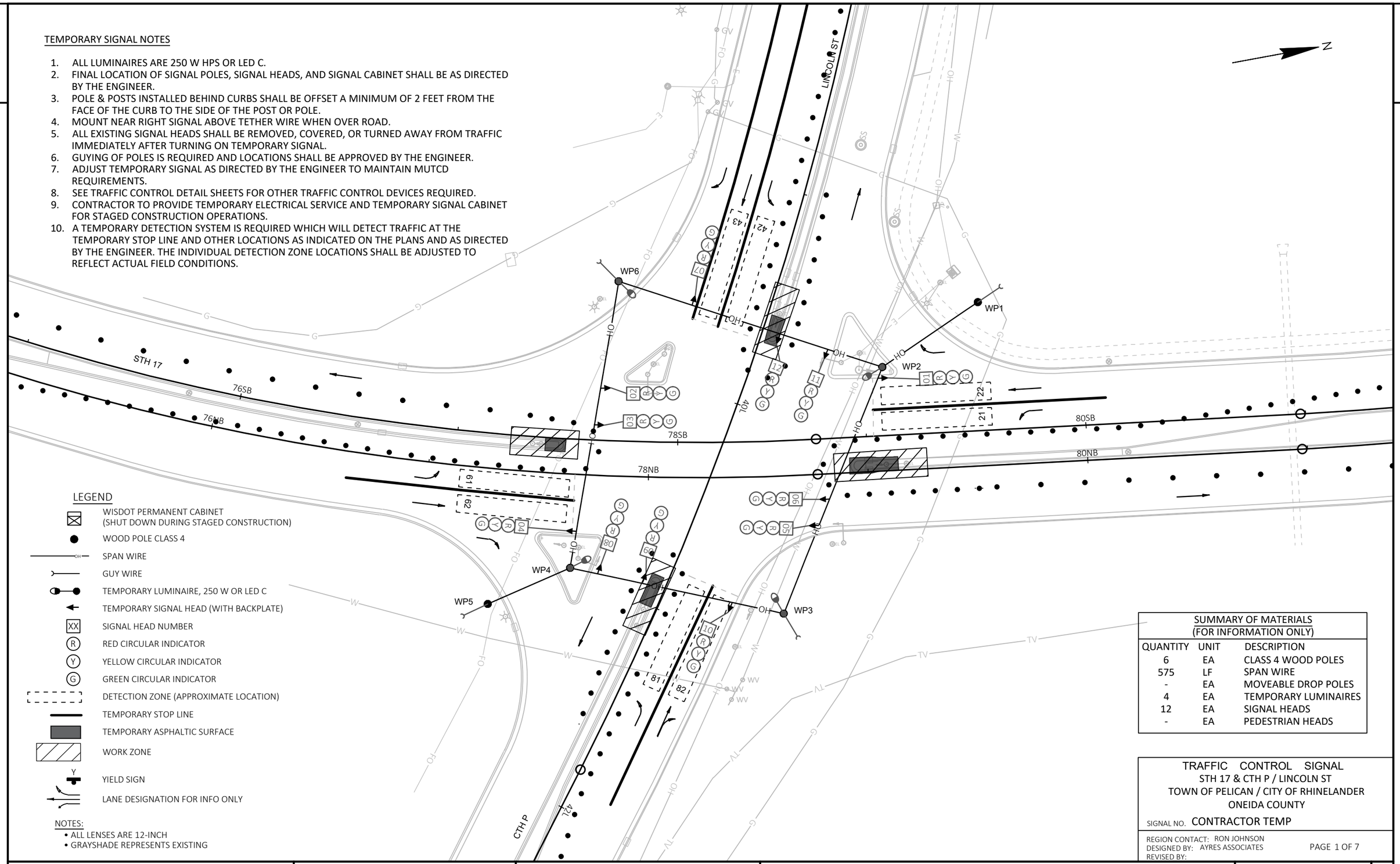
PROJECT NO: 9040-03-71 | HWY: STH 17 | COUNTY: ONEIDA | SEQUENCE OF OPERATIONS (S43-0940) | SHEET 157 | E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024217-SP S43-0940.DWG
LAYOUT NAME - 0940-sp-SEQ
PLOT DATE : 7/26/2022 12:28 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : ##########

2

TEMPORARY SIGNAL NOTES

1. ALL LUMINAIRES ARE 250 W HPS OR LED C.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY THE ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNAL.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD REQUIREMENTS.
8. SEE TRAFFIC CONTROL DETAIL SHEETS FOR OTHER TRAFFIC CONTROL DEVICES REQUIRED.
9. CONTRACTOR TO PROVIDE TEMPORARY ELECTRICAL SERVICE AND TEMPORARY SIGNAL CABINET FOR STAGED CONSTRUCTION OPERATIONS.
10. A TEMPORARY DETECTION SYSTEM IS REQUIRED WHICH WILL DETECT TRAFFIC AT THE TEMPORARY STOP LINE AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE INDIVIDUAL DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDITIONS.



LEGEND

- WISDOT PERMANENT CABINET (SHUT DOWN DURING STAGED CONSTRUCTION)
- WOOD POLE CLASS 4
- SPAN WIRE
- GUY WIRE
- TEMPORARY LUMINAIRE, 250 W OR LED C
- TEMPORARY SIGNAL HEAD (WITH BACKPLATE)
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- DETECTION ZONE (APPROXIMATE LOCATION)
- TEMPORARY STOP LINE
- TEMPORARY ASPHALTIC SURFACE
- WORK ZONE
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

SUMMARY OF MATERIALS (FOR INFORMATION ONLY)

QUANTITY	UNIT	DESCRIPTION
6	EA	CLASS 4 WOOD POLES
575	LF	SPAN WIRE
-	EA	MOVEABLE DROP POLES
4	EA	TEMPORARY LUMINAIRES
12	EA	SIGNAL HEADS
-	EA	PEDESTRIAN HEADS

TRAFFIC CONTROL SIGNAL
STH 17 & CTH P / LINCOLN ST
TOWN OF PELICAN / CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PAGE 1 OF 7

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH P/LINCOLN ST - STAGE 1	SHEET 158	E

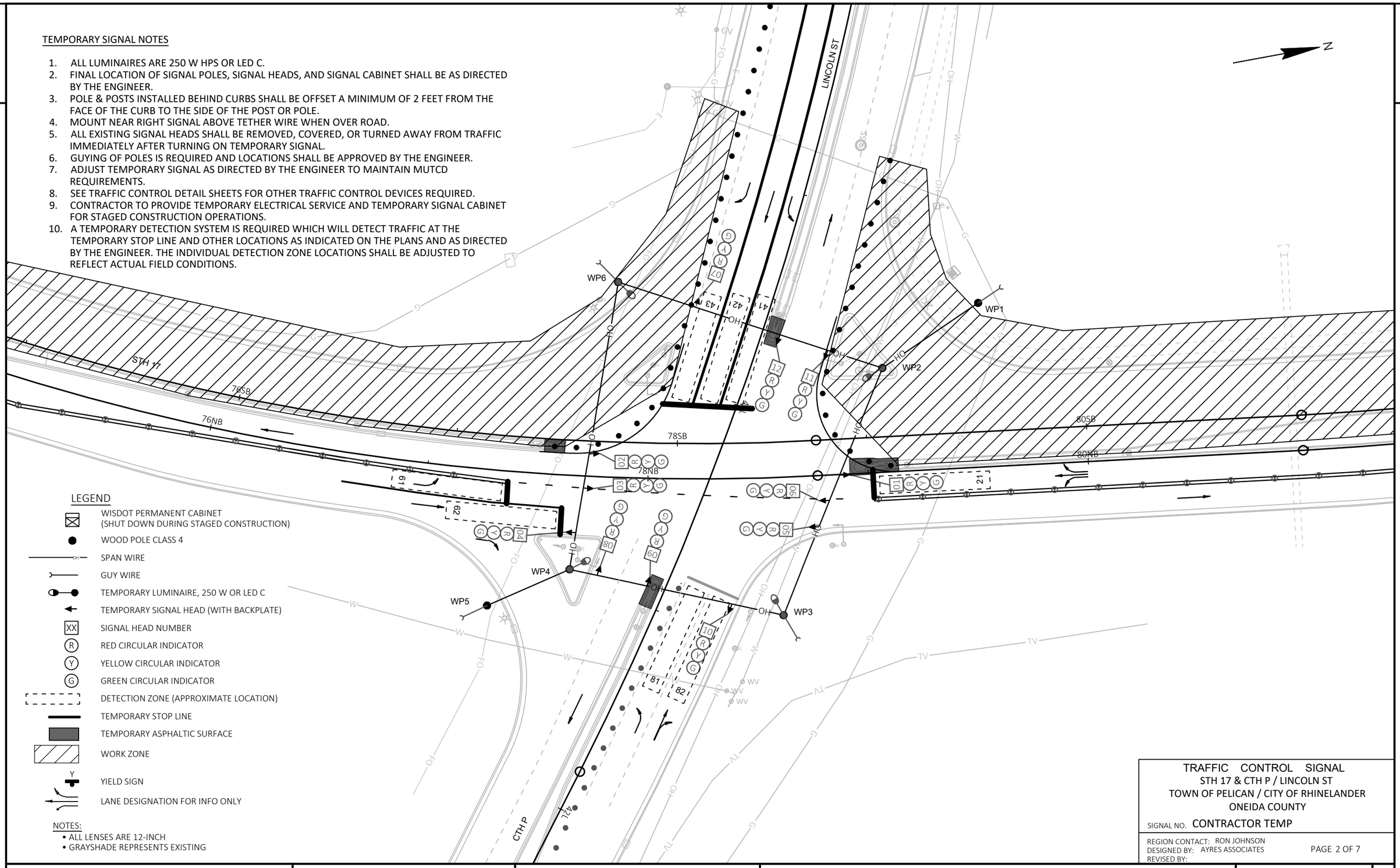
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024101-ST S43-0937.DWG
LAYOUT NAME - 0937-S1
PLOT DATE : 7/18/2022 4:41 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TEMPORARY SIGNAL NOTES

1. ALL LUMINAIRES ARE 250 W HPS OR LED C.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY THE ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNAL.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD REQUIREMENTS.
8. SEE TRAFFIC CONTROL DETAIL SHEETS FOR OTHER TRAFFIC CONTROL DEVICES REQUIRED.
9. CONTRACTOR TO PROVIDE TEMPORARY ELECTRICAL SERVICE AND TEMPORARY SIGNAL CABINET FOR STAGED CONSTRUCTION OPERATIONS.
10. A TEMPORARY DETECTION SYSTEM IS REQUIRED WHICH WILL DETECT TRAFFIC AT THE TEMPORARY STOP LINE AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE INDIVIDUAL DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDITIONS.



LEGEND

- WISDOT PERMANENT CABINET (SHUT DOWN DURING STAGED CONSTRUCTION)
- WOOD POLE CLASS 4
- SPAN WIRE
- GUY WIRE
- TEMPORARY LUMINAIRE, 250 W OR LED C
- TEMPORARY SIGNAL HEAD (WITH BACKPLATE)
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- DETECTION ZONE (APPROXIMATE LOCATION)
- TEMPORARY STOP LINE
- TEMPORARY ASPHALTIC SURFACE
- WORK ZONE
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 17 & CTH P / LINCOLN ST
TOWN OF PELICAN / CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PAGE 2 OF 7

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH P/LINCOLN ST - STAGE 2	SHEET 159	E

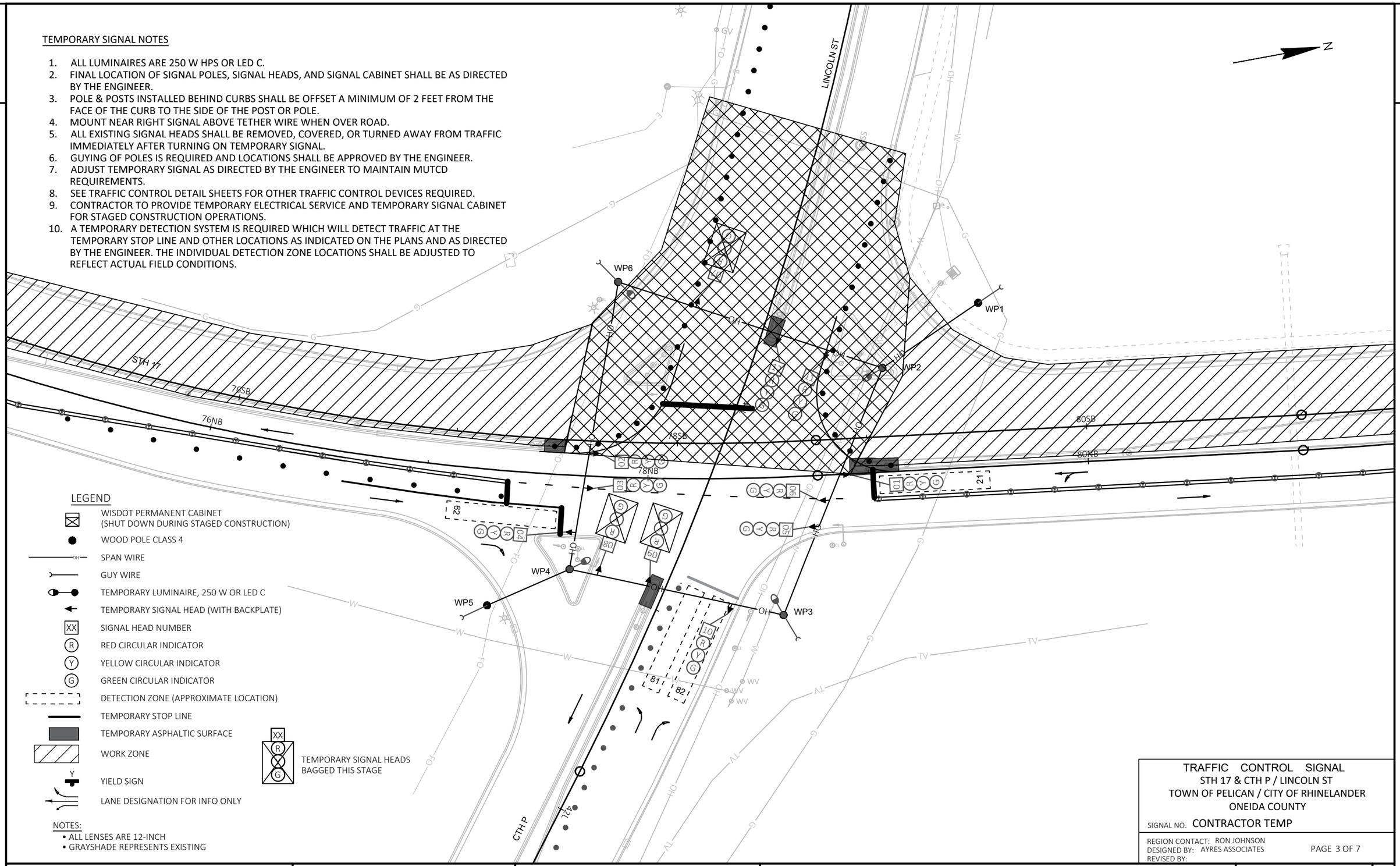
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024102-ST S43-0937.DWG
LAYOUT NAME - 0937-S2
PLOT DATE : 7/18/2022 4:41 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TEMPORARY SIGNAL NOTES

1. ALL LUMINAIRES ARE 250 W HPS OR LED C.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY THE ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNAL.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD REQUIREMENTS.
8. SEE TRAFFIC CONTROL DETAIL SHEETS FOR OTHER TRAFFIC CONTROL DEVICES REQUIRED.
9. CONTRACTOR TO PROVIDE TEMPORARY ELECTRICAL SERVICE AND TEMPORARY SIGNAL CABINET FOR STAGED CONSTRUCTION OPERATIONS.
10. A TEMPORARY DETECTION SYSTEM IS REQUIRED WHICH WILL DETECT TRAFFIC AT THE TEMPORARY STOP LINE AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE INDIVIDUAL DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDITIONS.



LEGEND

- WISDOT PERMANENT CABINET (SHUT DOWN DURING STAGED CONSTRUCTION)
- WOOD POLE CLASS 4
- SPAN WIRE
- GUY WIRE
- TEMPORARY LUMINAIRE, 250 W OR LED C
- TEMPORARY SIGNAL HEAD (WITH BACKPLATE)
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- DETECTION ZONE (APPROXIMATE LOCATION)
- TEMPORARY STOP LINE
- TEMPORARY ASPHALTIC SURFACE
- WORK ZONE
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

TEMPORARY SIGNAL HEADS BAGGED THIS STAGE

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 17 & CTH P / LINCOLN ST
TOWN OF PELICAN / CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PAGE 3 OF 7

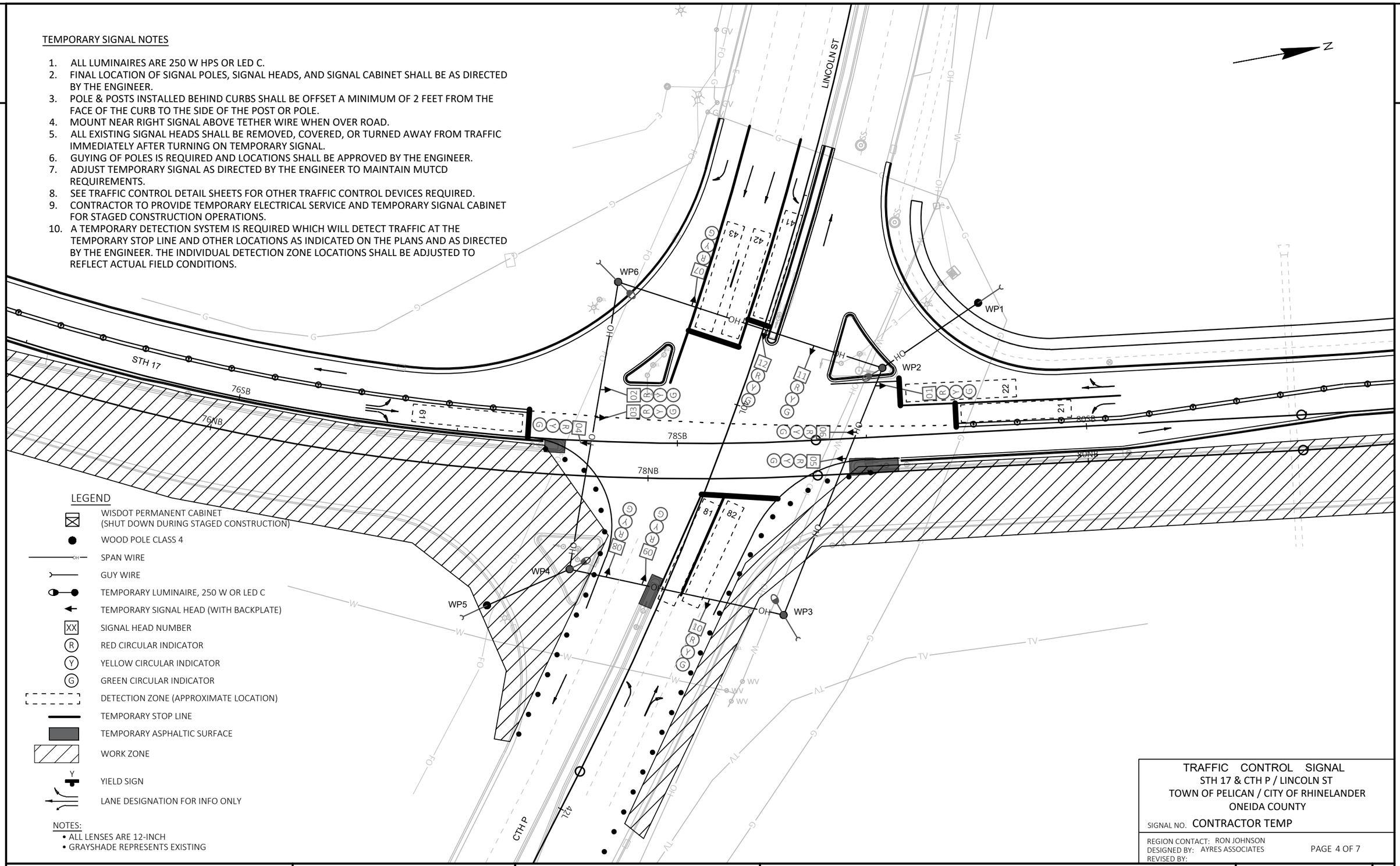
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH P/LINCOLN ST - STAGE 2 INTERSECTION CLOSURE	SHEET 160	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024102-ST S43-0937.DWG
LAYOUT NAME - 0937-S2B
PLOT DATE : 7/18/2022 4:41 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY SIGNAL NOTES

1. ALL LUMINAIRES ARE 250 W HPS OR LED C.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY THE ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNAL.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD REQUIREMENTS.
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9. CONTRACTOR TO PROVIDE TEMPORARY ELECTRICAL SERVICE AND TEMPORARY SIGNAL CABINET FOR STAGED CONSTRUCTION OPERATIONS.
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TRAFFIC CONTROL SIGNAL
STH 17 & CTH P / LINCOLN ST
TOWN OF PELICAN / CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH P/LINCOLN ST - STAGE 3	SHEET 161	E

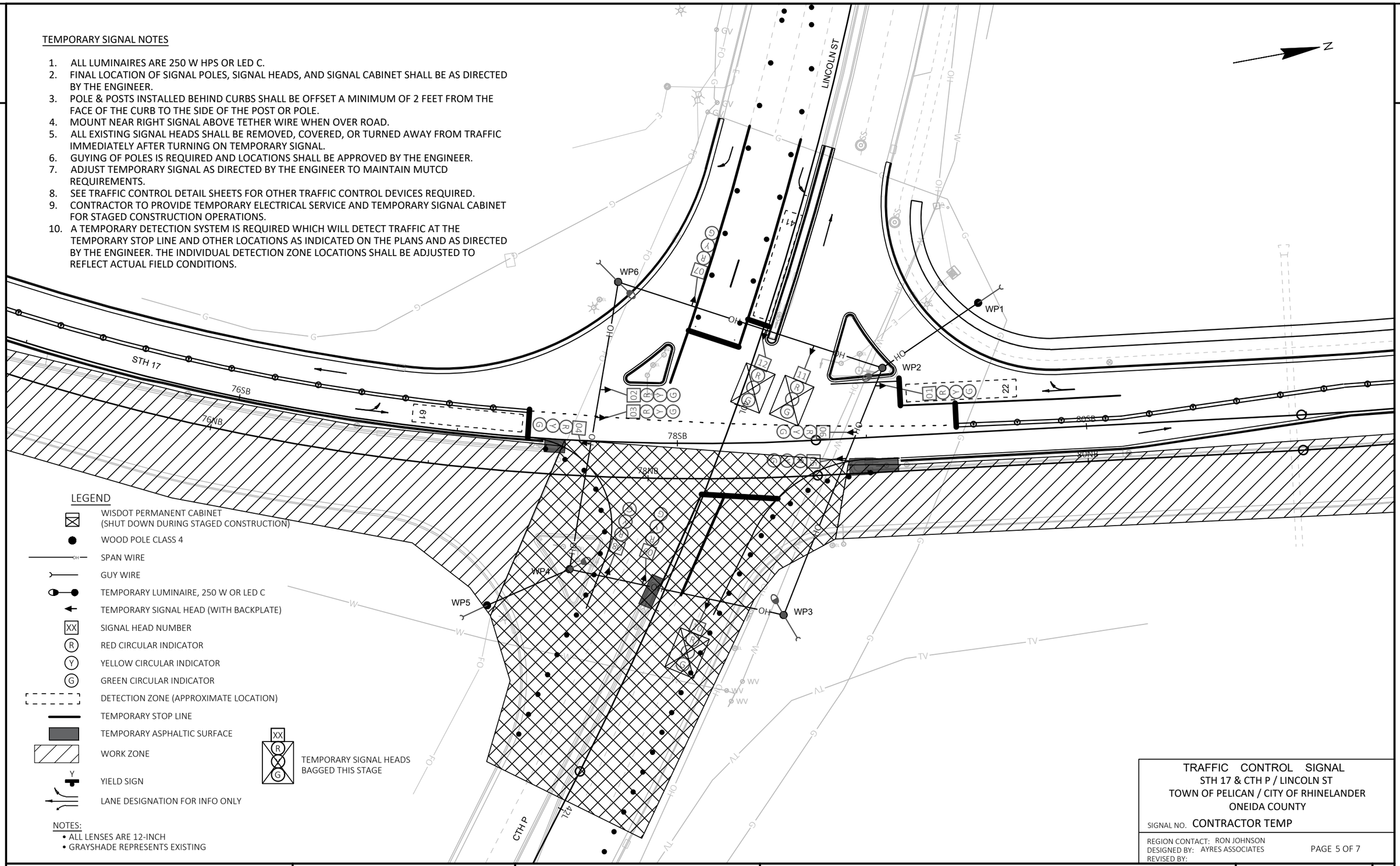
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024103-ST S43-0937.DWG
LAYOUT NAME - 0937-S3
PLOT DATE : 7/18/2022 4:42 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

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TEMPORARY SIGNAL HEADS BAGGED THIS STAGE

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TRAFFIC CONTROL SIGNAL
STH 17 & CTH P / LINCOLN ST
TOWN OF PELICAN / CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

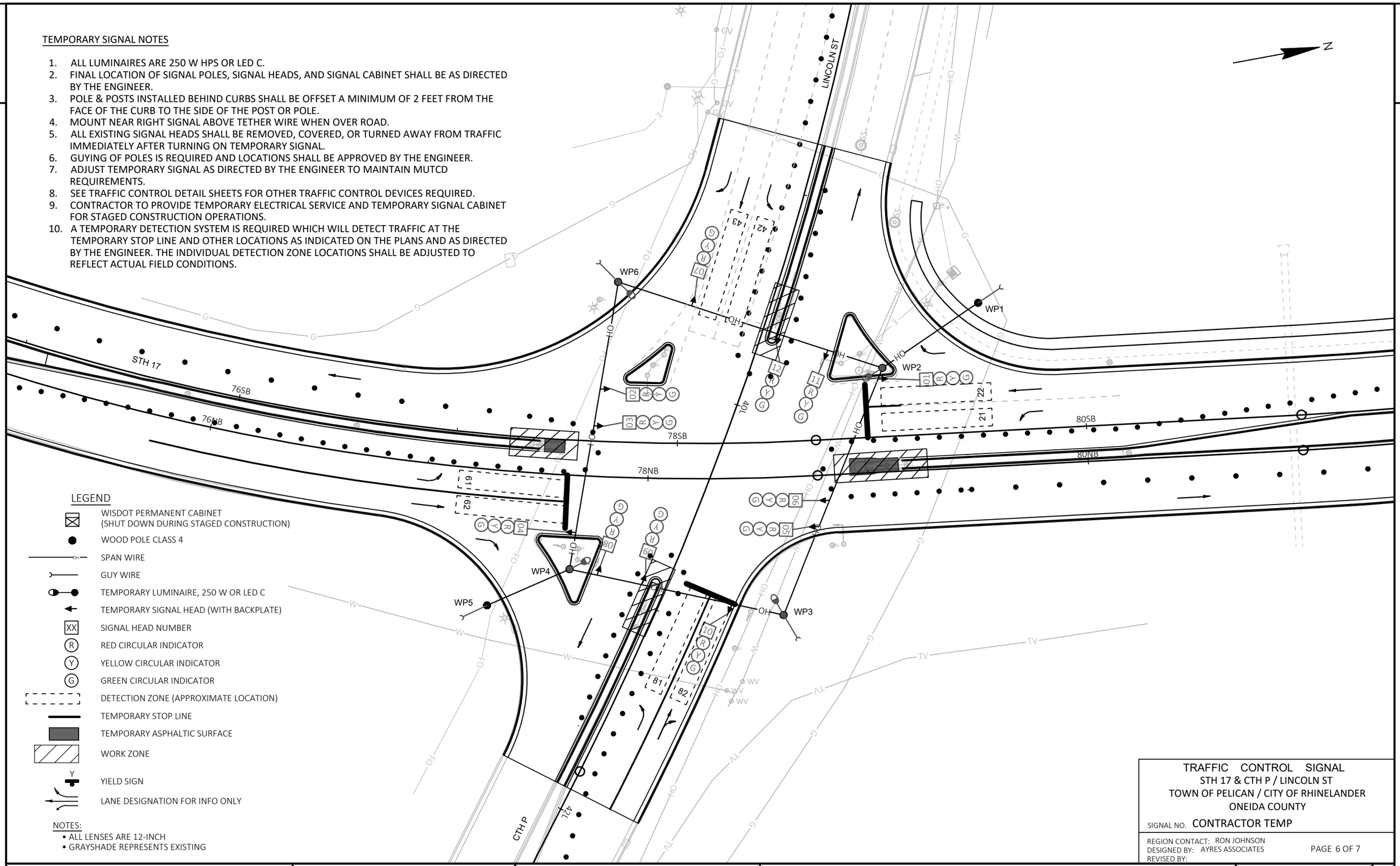
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH P/LINCOLN ST - STAGE 3 INTERSECTION CLOSURE	SHEET 162	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024103-ST S43-0937.DWG
LAYOUT NAME - 0937-S3B
PLOT DATE : 7/18/2022 4:42 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY SIGNAL NOTES

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TRAFFIC CONTROL SIGNAL
STH 17 & CTH P / LINCOLN ST
TOWN OF PELICAN / CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

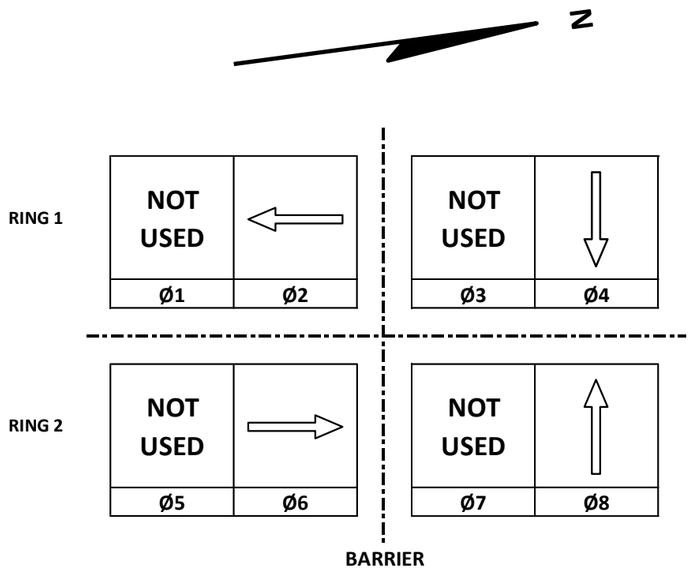
PAGE 6 OF 7

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH P/LINCOLN ST - STAGE 4	SHEET 163	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024104-ST S43-0937.DWG
LAYOUT NAME - 0937-S4
PLOT DATE : 7/18/2022 4:42 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		--
Ø2	01,02,03	R
Ø3		--
Ø4	07,08,09	R
Ø5		--
Ø6	04,05,06	R
Ø7		--
Ø8	10,11,12	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLE		
OLF		
OLG		
OLH		



CONTROLLER LOGIC

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

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

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

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

GENERAL NOTES:

1. PHASE 4 WILL BE OMITTED IN STAGE 2B.

2. PHASE 8 WILL BE OMITTED IN STAGE 3B.

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

DETECTOR LOGIC - TEMPORARY

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	41	21	81	61				
CALLED PHASE	4	2	8	6				
CALL OPTION	X	X	X	X				
DELAY TIME								
EXTENTION OPTION	X	X	X	X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	42,43	22	82	62				
CALLED PHASE	4	2	8	6				
CALL OPTION	X	X	X	X				
DELAY TIME								
EXTENTION OPTION	X	X	X	X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

ACTIVATED TIMING PARAMETERS - PER PHASE (SECONDS)

	PHASE							
	1	2	3	4	5	6	7	8
MIN GREEN		15		10		15		10
PASSAGE		4.0		4.0		4.0		4.0
MAX 1		45		35		45		35
MAX 2								
YELLOW		4.0		4.0		4.0		4.0
RED		2.0		2.0		2.0		2.0
WALK								
DON'T WALK								
TBR		20		15		20		15
TTR		20		10		20		10
MIN GAP		2.0		1.0		2.0		1.0

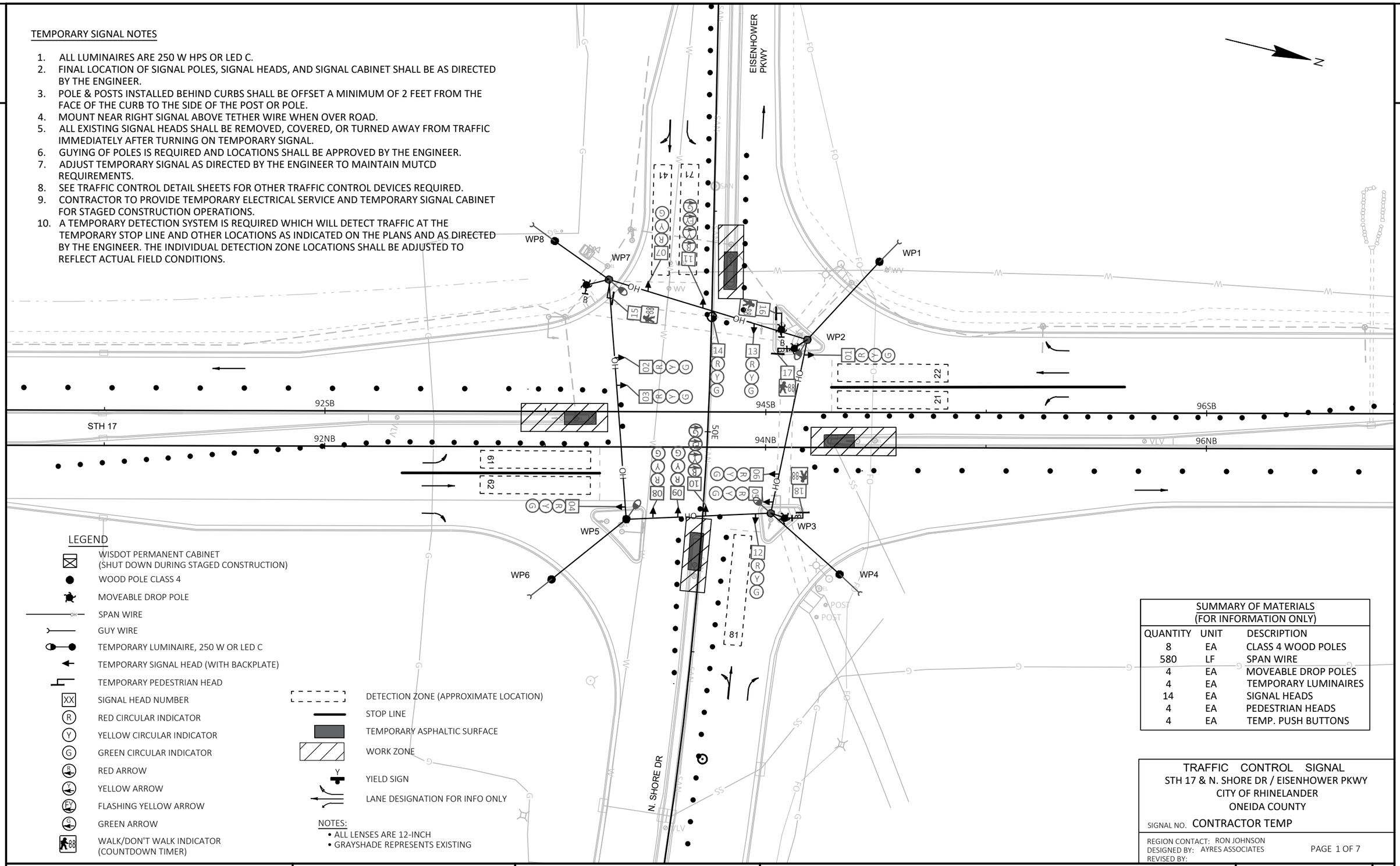
STH 17 & CTH P / LINCOLN ST
CITY OF RHINELANDER / TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO: CONTRACTOR CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 8/2022 PAGE NO. 7 OF 7

2

TEMPORARY SIGNAL NOTES

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LEGEND

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- TEMPORARY PEDESTRIAN HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- FLASHING YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR (COUNTDOWN TIMER)
- DETECTION ZONE (APPROXIMATE LOCATION)
- STOP LINE
- TEMPORARY ASPHALTIC SURFACE
- WORK ZONE
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
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SUMMARY OF MATERIALS (FOR INFORMATION ONLY)

QUANTITY	UNIT	DESCRIPTION
8	EA	CLASS 4 WOOD POLES
580	LF	SPAN WIRE
4	EA	MOVEABLE DROP POLES
4	EA	TEMPORARY LUMINAIRES
14	EA	SIGNAL HEADS
4	EA	PEDESTRIAN HEADS
4	EA	TEMP. PUSH BUTTONS

TRAFFIC CONTROL SIGNAL
STH 17 & N. SHORE DR / EISENHOWER PKWY
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - N SHORE DR / EISENHOWER PKWY - STAGE 1	SHEET 165	E

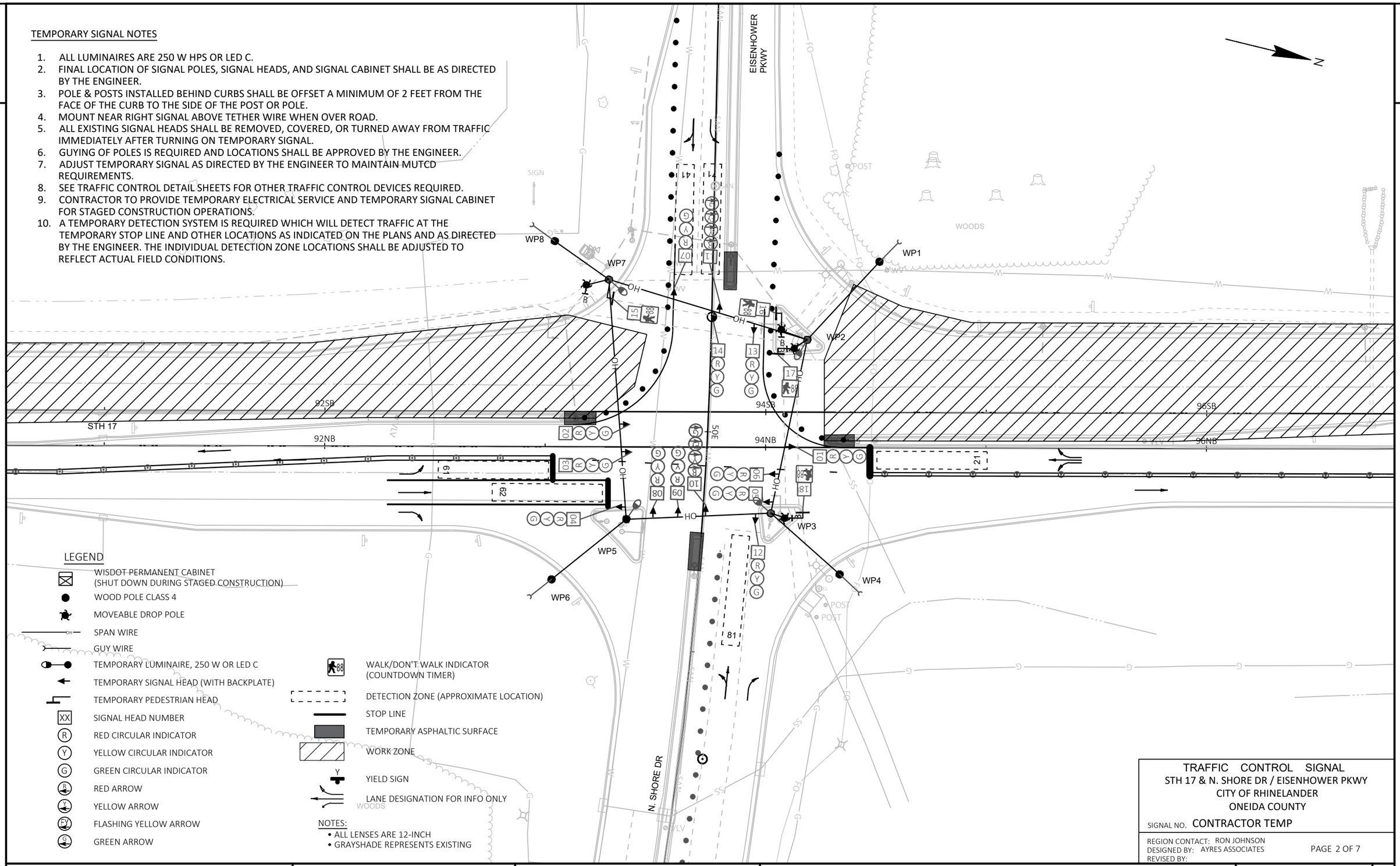
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LAYOUT NAME - 0938-S1
PLOT DATE : 7/18/2022 4:42 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

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STH 17 & N. SHORE DR / EISENHOWER PKWY
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

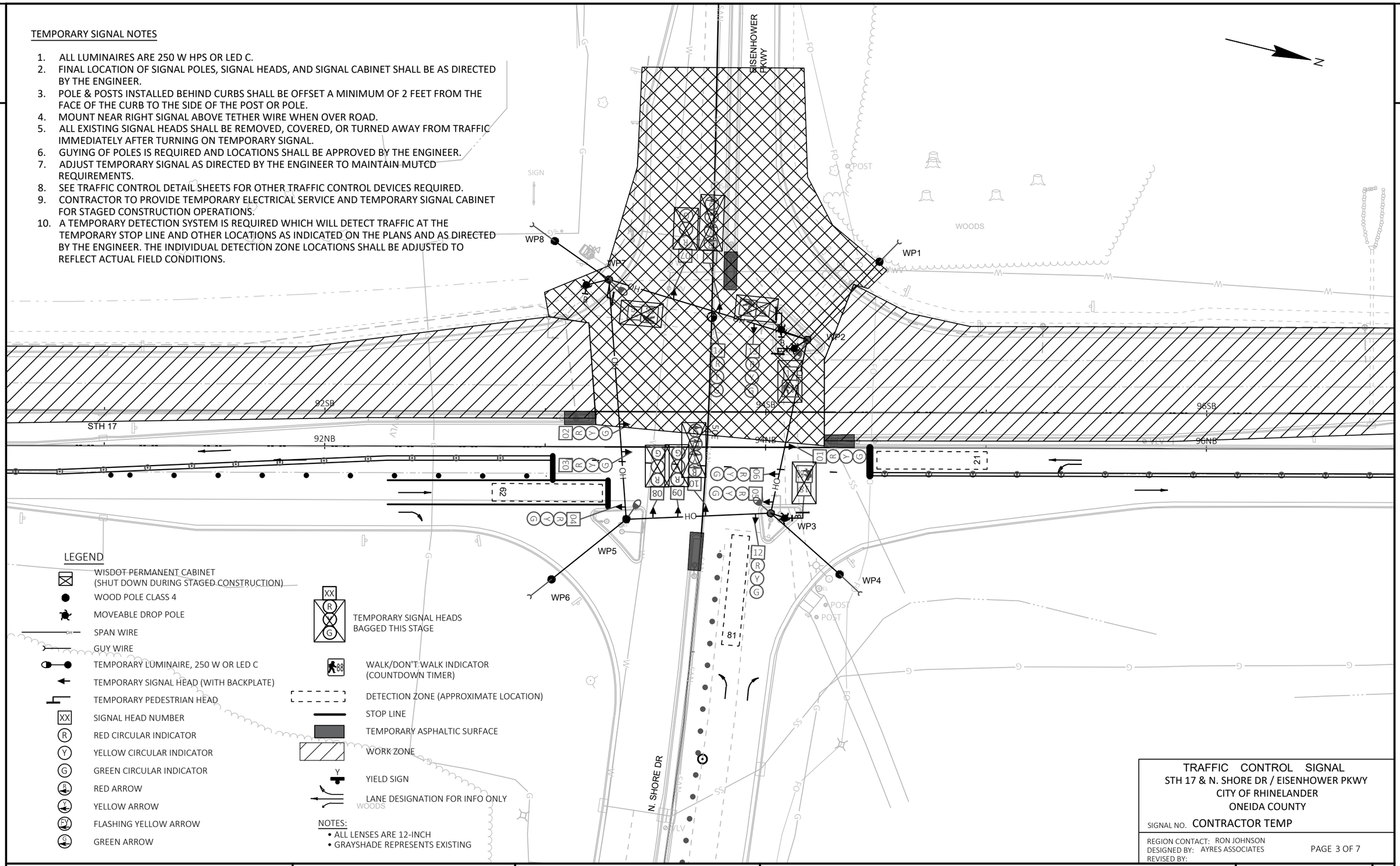
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - N SHORE DR / EISENHOWER PKWY - STAGE 2	SHEET 166	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024112-ST S43-0938.DWG
LAYOUT NAME - 0938-S2
PLOT DATE : 7/18/2022 4:43 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

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TRAFFIC CONTROL SIGNAL
STH 17 & N. SHORE DR / EISENHOWER PKWY
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

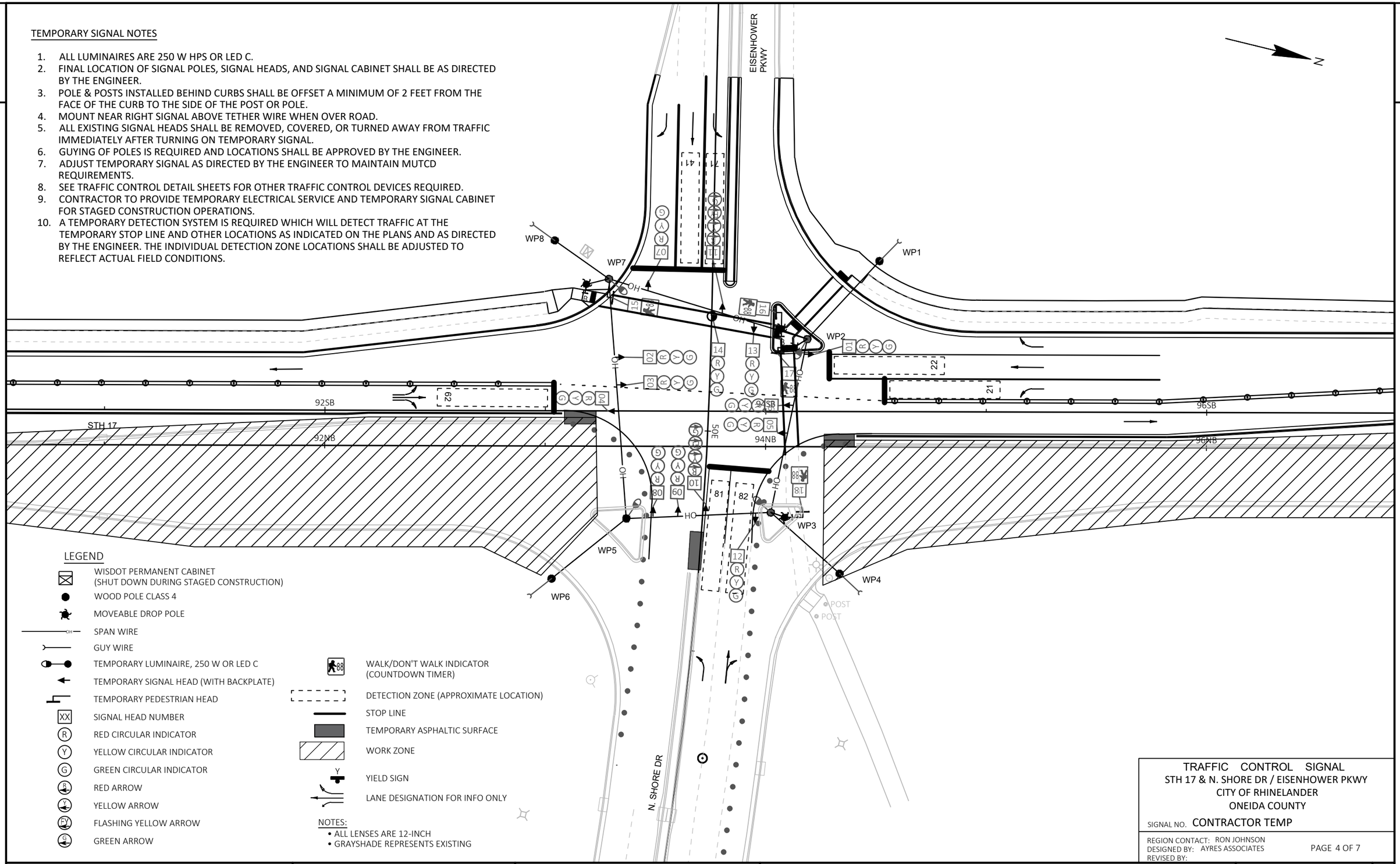
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - N SHORE DR / EISENHOWER PKWY - STAGE 2 CLOSURE	SHEET 167	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024112-ST S43-0938.DWG
LAYOUT NAME - 0938-S2B
PLOT DATE : 7/18/2022 4:43 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY SIGNAL NOTES

1. ALL LUMINAIRES ARE 250 W HPS OR LED C.
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4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
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6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD REQUIREMENTS.
8. SEE TRAFFIC CONTROL DETAIL SHEETS FOR OTHER TRAFFIC CONTROL DEVICES REQUIRED.
9. CONTRACTOR TO PROVIDE TEMPORARY ELECTRICAL SERVICE AND TEMPORARY SIGNAL CABINET FOR STAGED CONSTRUCTION OPERATIONS.
10. A TEMPORARY DETECTION SYSTEM IS REQUIRED WHICH WILL DETECT TRAFFIC AT THE TEMPORARY STOP LINE AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE INDIVIDUAL DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDITIONS.



LEGEND

- WISDOT PERMANENT CABINET (SHUT DOWN DURING STAGED CONSTRUCTION)
- WOOD POLE CLASS 4
- MOVEABLE DROP POLE
- SPAN WIRE
- GUY WIRE
- TEMPORARY LUMINAIRE, 250 W OR LED C
- TEMPORARY SIGNAL HEAD (WITH BACKPLATE)
- TEMPORARY PEDESTRIAN HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- FLASHING YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR (COUNTDOWN TIMER)
- DETECTION ZONE (APPROXIMATE LOCATION)
- STOP LINE
- TEMPORARY ASPHALTIC SURFACE
- WORK ZONE
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 17 & N. SHORE DR / EISENHOWER PKWY
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PAGE 4 OF 7

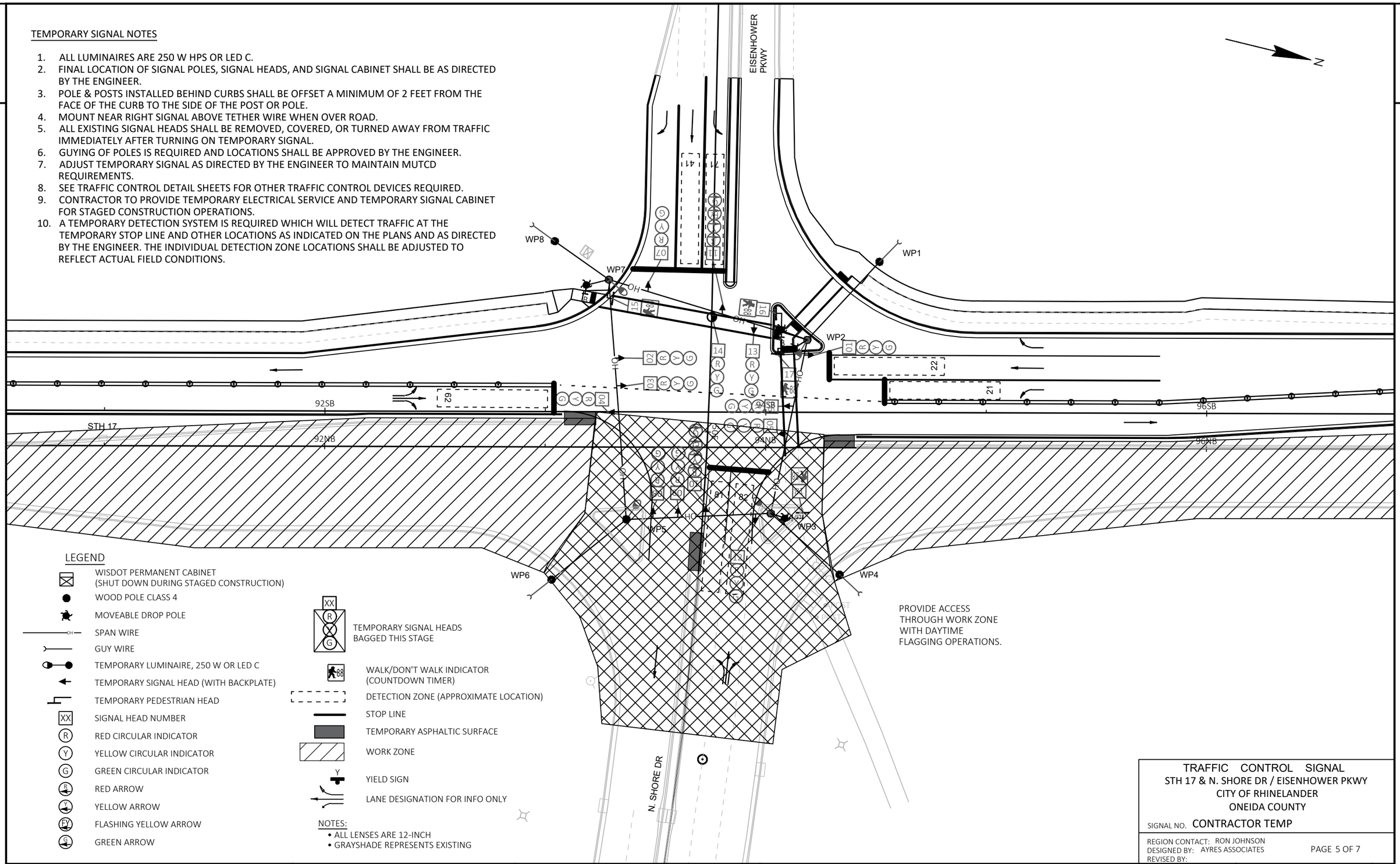
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - N SHORE DR / EISENHOWER PKWY - STAGE 3	SHEET 168	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024113-ST S43-0938.DWG
LAYOUT NAME - 0938-S3
PLOT DATE : 7/18/2022 4:43 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

TEMPORARY SIGNAL NOTES

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- TEMPORARY SIGNAL HEAD (WITH BACKPLATE)
- TEMPORARY PEDESTRIAN HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- FLASHING YELLOW ARROW
- GREEN ARROW
- TEMPORARY SIGNAL HEADS BAGGED THIS STAGE
- WALK/DON'T WALK INDICATOR (COUNTDOWN TIMER)
- DETECTION ZONE (APPROXIMATE LOCATION)
- STOP LINE
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TRAFFIC CONTROL SIGNAL
STH 17 & N. SHORE DR / EISENHOWER PKWY
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

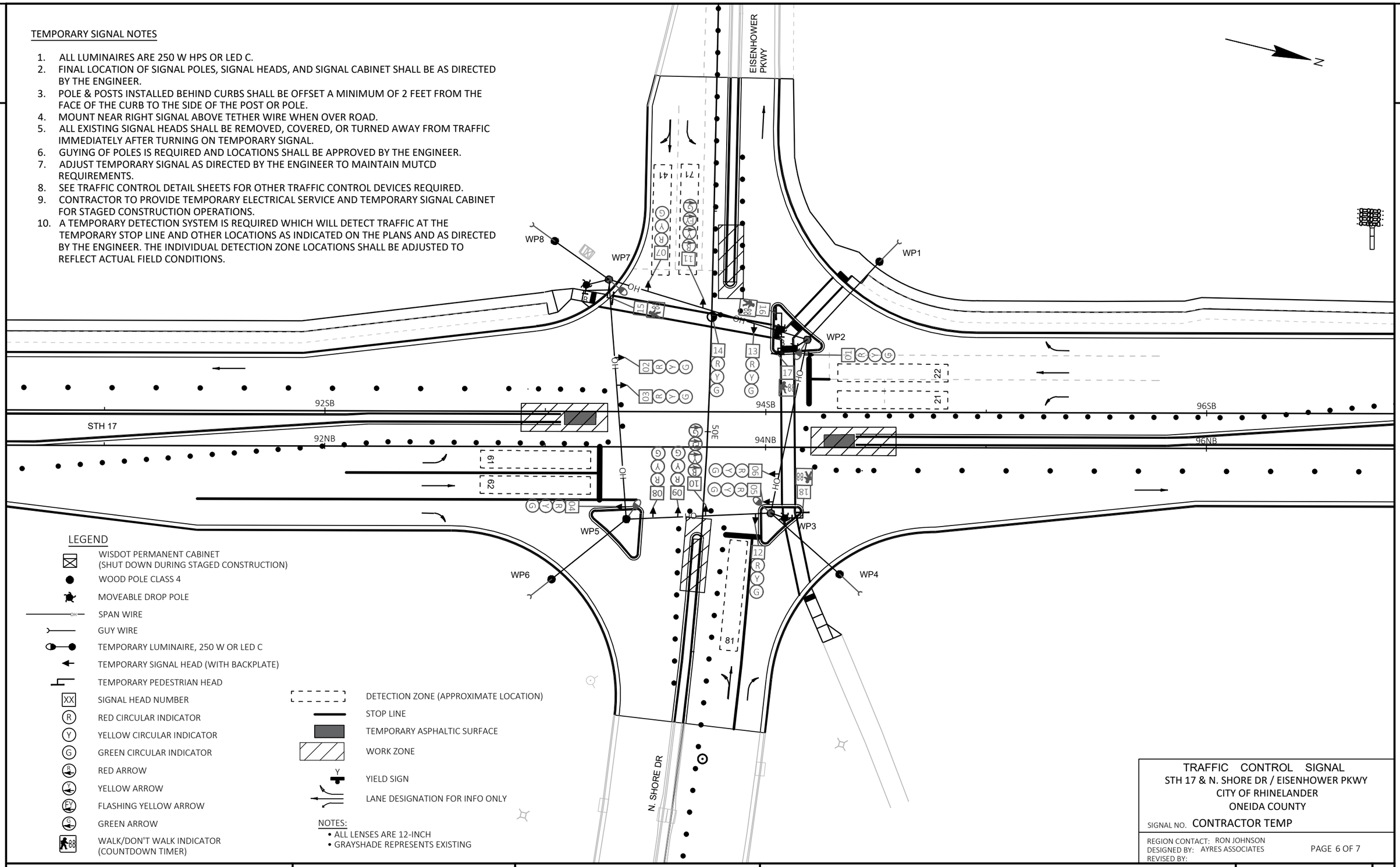
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - N SHORE DR / EISENHOWER PKWY - STAGE 3 CLOSURE	SHEET 169	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024113-ST S43-0938.DWG
LAYOUT NAME - 0938-S3B
PLOT DATE : 7/18/2022 4:43 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

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- TEMPORARY PEDESTRIAN HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
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- GREEN ARROW
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- WORK ZONE
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

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TRAFFIC CONTROL SIGNAL
STH 17 & N. SHORE DR / EISENHOWER PKWY
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

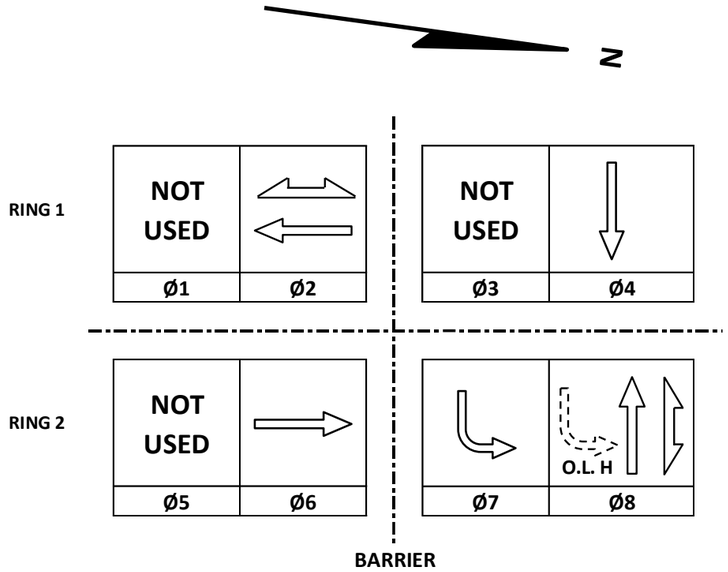
PAGE 6 OF 7

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - N SHORE DR / EISENHOWER PKWY - STAGE 4	SHEET 170	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024114-ST S43-0938.DWG
LAYOUT NAME - 0938-S4
PLOT DATE : 7/18/2022 4:43 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		--
Ø2	01,02,03	R
Ø3		--
Ø4	07,08,09	R
Ø5		--
Ø6	04,05,06	R
Ø7	10,11	R
Ø8	12,13,14	R
Ø2P	15,16	
Ø4P		
Ø6P		
Ø8P	17,18	
OLE		
OLF		
OLG		
OLH	10,11	



SPECIAL OVERLAP

	PROTECTED	PERMISSIVE
OLH	7	8

CONTROLLER LOGIC

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

GENERAL NOTES:

1. PHASE 4 AND PHASE 7 WILL BE OMITTED IN STAGE 2B.
2. PHASE 2 PED AND PHASE 8 PED WILL BE OMITTED IN STAGE 2B.
3. PHASE 8 PED WILL BE OMITTED IN STAGE 3B.

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

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

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

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

DETECTOR LOGIC - TEMPORARY

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	41	21	81	62				
CALLED PHASE	4	2	8	6				
CALL OPTION	X	X	X	X				
DELAY TIME								
EXTENTION OPTION	X	X	X	X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	61	22	82	71				
CALLED PHASE	6	2	8	7				
CALL OPTION	X	X	X	X				
DELAY TIME								
EXTENTION OPTION	X	X	X	X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE				8				

ACTIVATED TIMING PARAMETERS - PER PHASE (SECONDS)

	PHASE							
	1	2	3	4	5	6	7	8
MIN GREEN		15		10		15	7	10
PASSAGE		4.0		4.0		4.0	2.0	4.0
MAX 1		55		35		55	20	35
MAX 2								
YELLOW		4.0		4.0		4.0	4.0	4.0
RED		2.0		3.0		2.0	2.0	3.0
WALK		7						7
DON'T WALK		24						20
TBR		20		15		20	7	15
TTR		20		10		20	7	10
MIN GAP		2.0		1.0		2.0	1.0	1.0

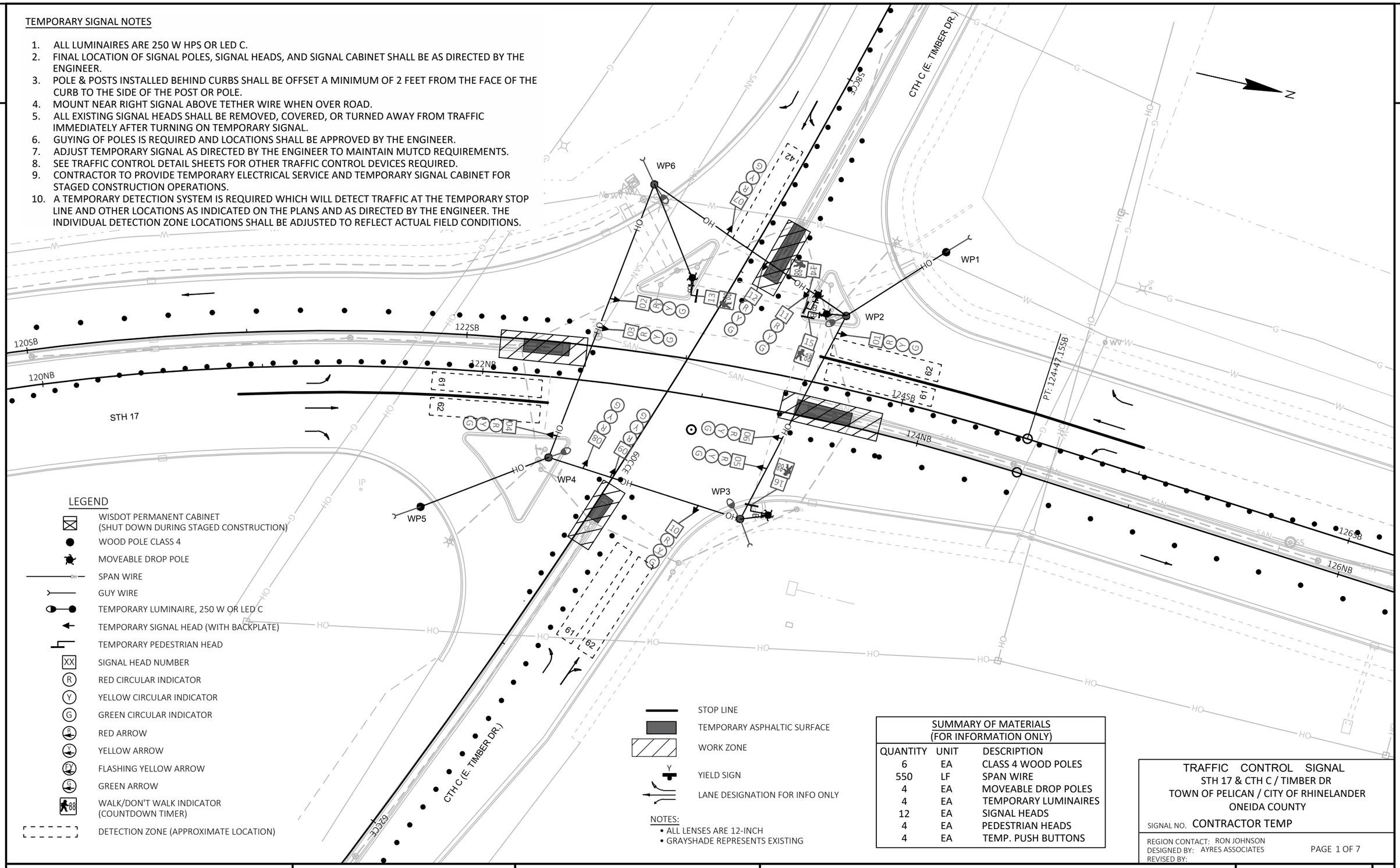
STH 17 & N SHORE DR / EISENHOWER PKWY
TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO: CONTRACTOR CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 8/2022 PAGE NO. 7 OF 7

2

TEMPORARY SIGNAL NOTES

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- WOOD POLE CLASS 4
- MOVEABLE DROP POLE
- SPAN WIRE
- GUY WIRE
- TEMPORARY LUMINAIRE, 250 W OR LED C
- TEMPORARY SIGNAL HEAD (WITH BACKPLATE)
- TEMPORARY PEDESTRIAN HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- FY FLASHING YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR (COUNTDOWN TIMER)
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- WORK ZONE
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
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SUMMARY OF MATERIALS (FOR INFORMATION ONLY)

QUANTITY	UNIT	DESCRIPTION
6	EA	CLASS 4 WOOD POLES
550	LF	SPAN WIRE
4	EA	MOVEABLE DROP POLES
4	EA	TEMPORARY LUMINAIRES
12	EA	SIGNAL HEADS
4	EA	PEDESTRIAN HEADS
4	EA	TEMP. PUSH BUTTONS

TRAFFIC CONTROL SIGNAL
STH 17 & CTH C / TIMBER DR
TOWN OF PELICAN / CITY OF RHINELANDER
ONEIDA COUNTY
SIGNAL NO. CONTRACTOR TEMP

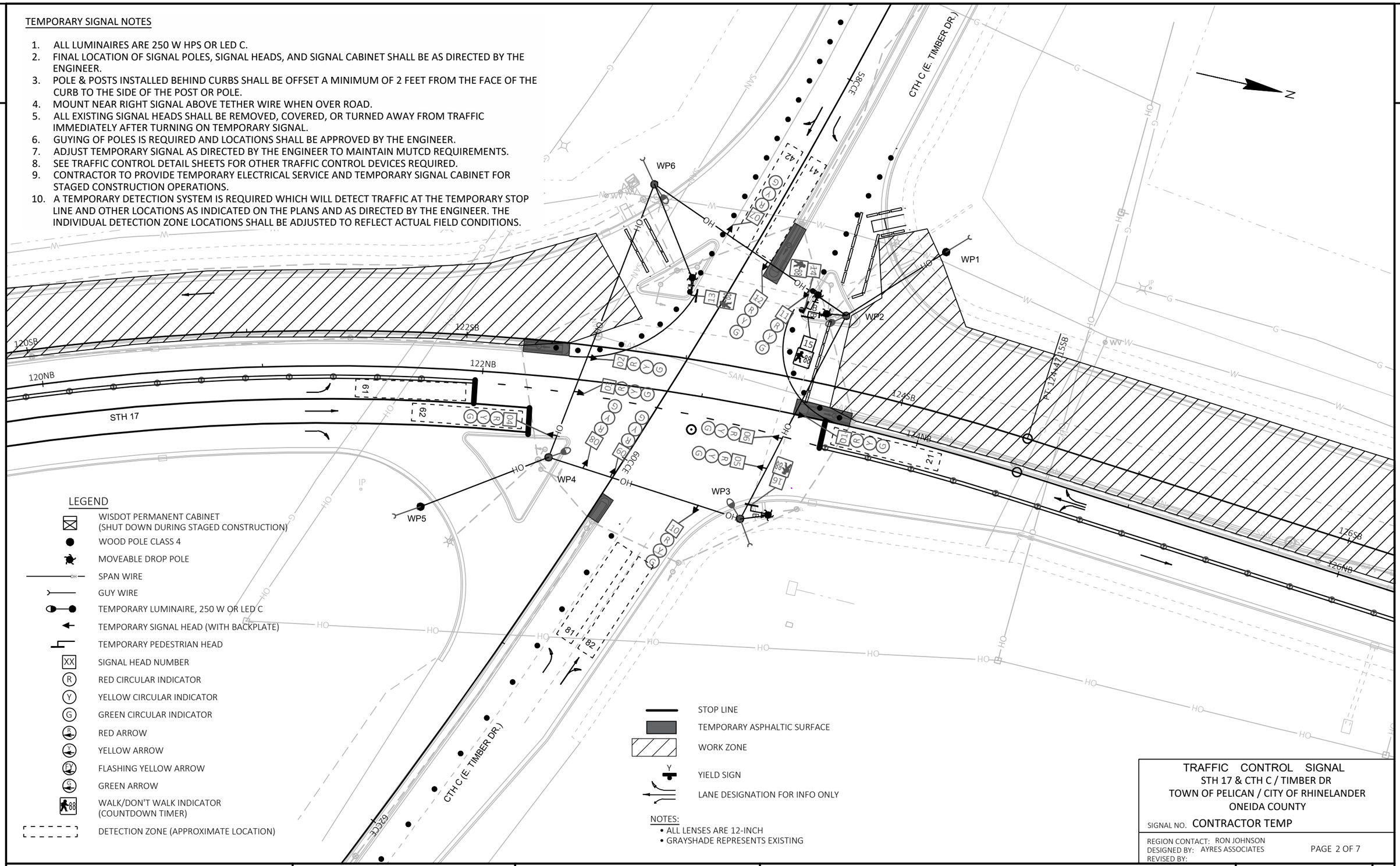
REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 1	SHEET 172	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024121-ST S43-0939.DWG
LAYOUT NAME - 0939-S1
PLOT DATE : 7/18/2022 7:01 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

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TRAFFIC CONTROL SIGNAL
STH 17 & CTH C / TIMBER DR
TOWN OF PELICAN / CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

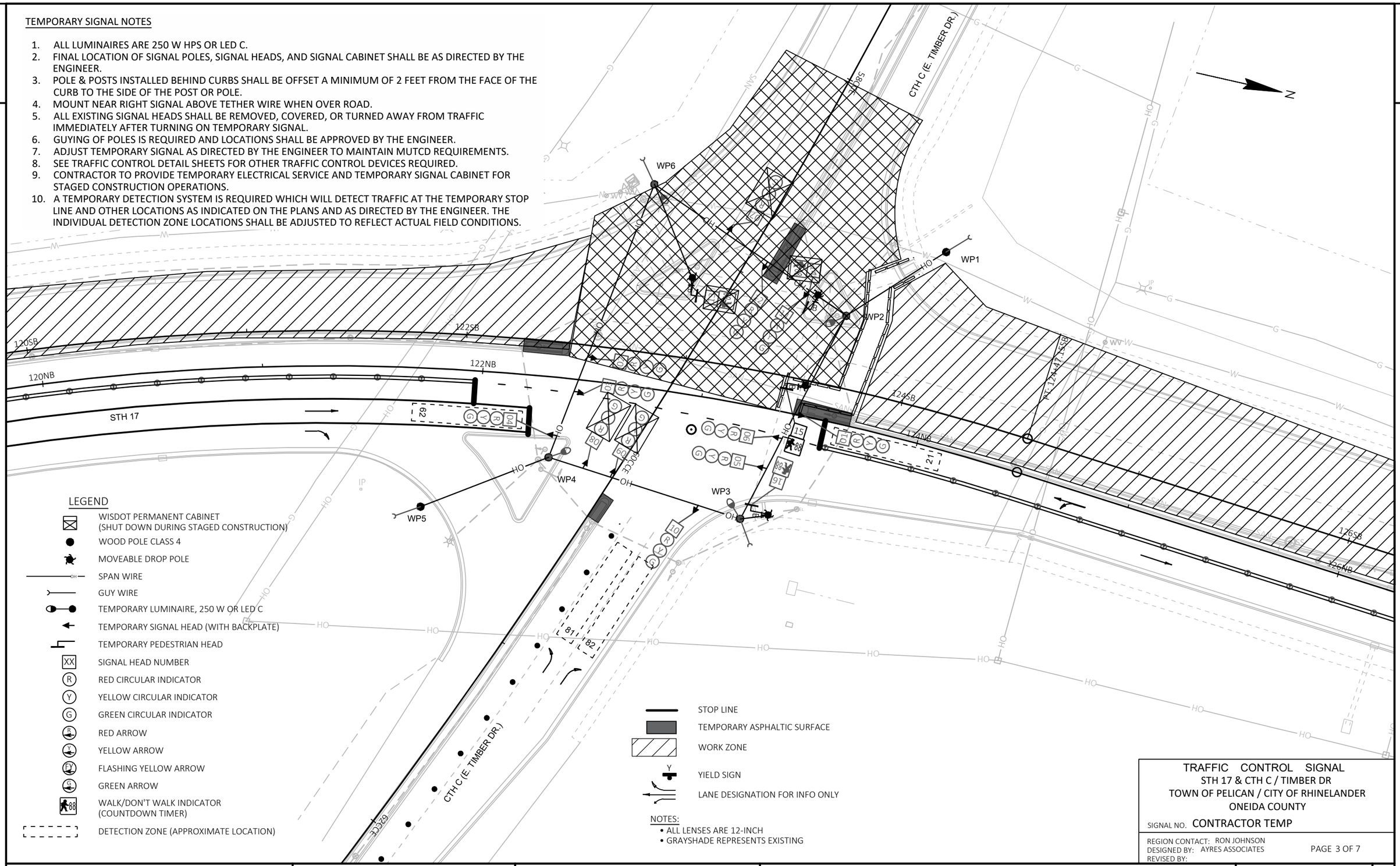
REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 2	SHEET 173	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024122-ST S43-0939.DWG
LAYOUT NAME - 0939-S2
PLOT DATE : 7/18/2022 7:01 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

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- SIGNAL HEAD NUMBER
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STH 17 & CTH C / TIMBER DR
TOWN OF PELICAN / CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

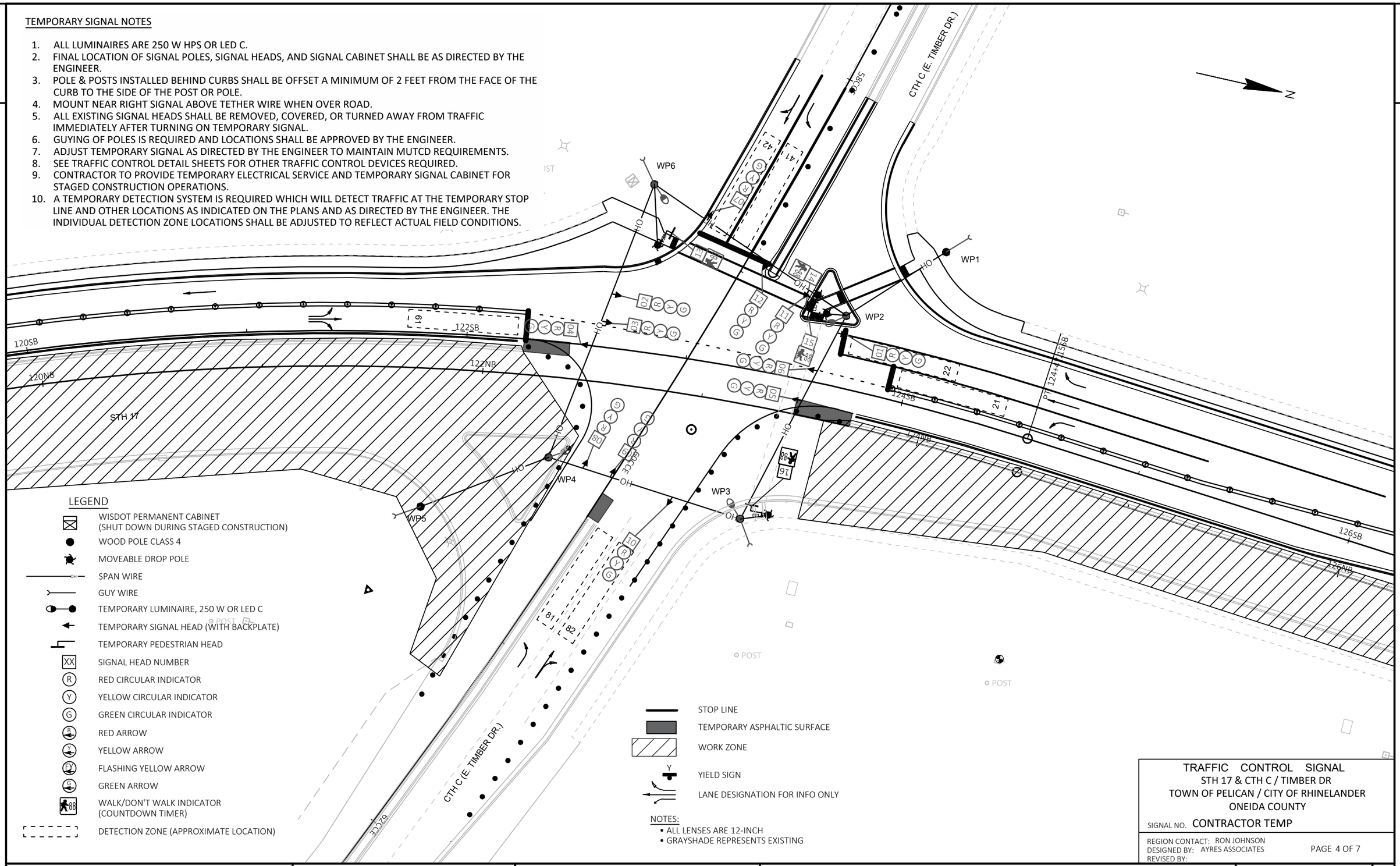
PAGE 3 OF 7

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 2 INTERSECTION CLOSURE	SHEET 174	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024122-ST S43-0939.DWG
LAYOUT NAME - 0939-S2B
PLOT DATE : 7/18/2022 7:01 PM PLOT BY : ROWELL, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

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5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNAL.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD REQUIREMENTS.
8. SEE TRAFFIC CONTROL DETAIL SHEETS FOR OTHER TRAFFIC CONTROL DEVICES REQUIRED.
9. CONTRACTOR TO PROVIDE TEMPORARY ELECTRICAL SERVICE AND TEMPORARY SIGNAL CABINET FOR STAGED CONSTRUCTION OPERATIONS.
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NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 17 & CTH C / TIMBER DR
TOWN OF PELICAN / CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

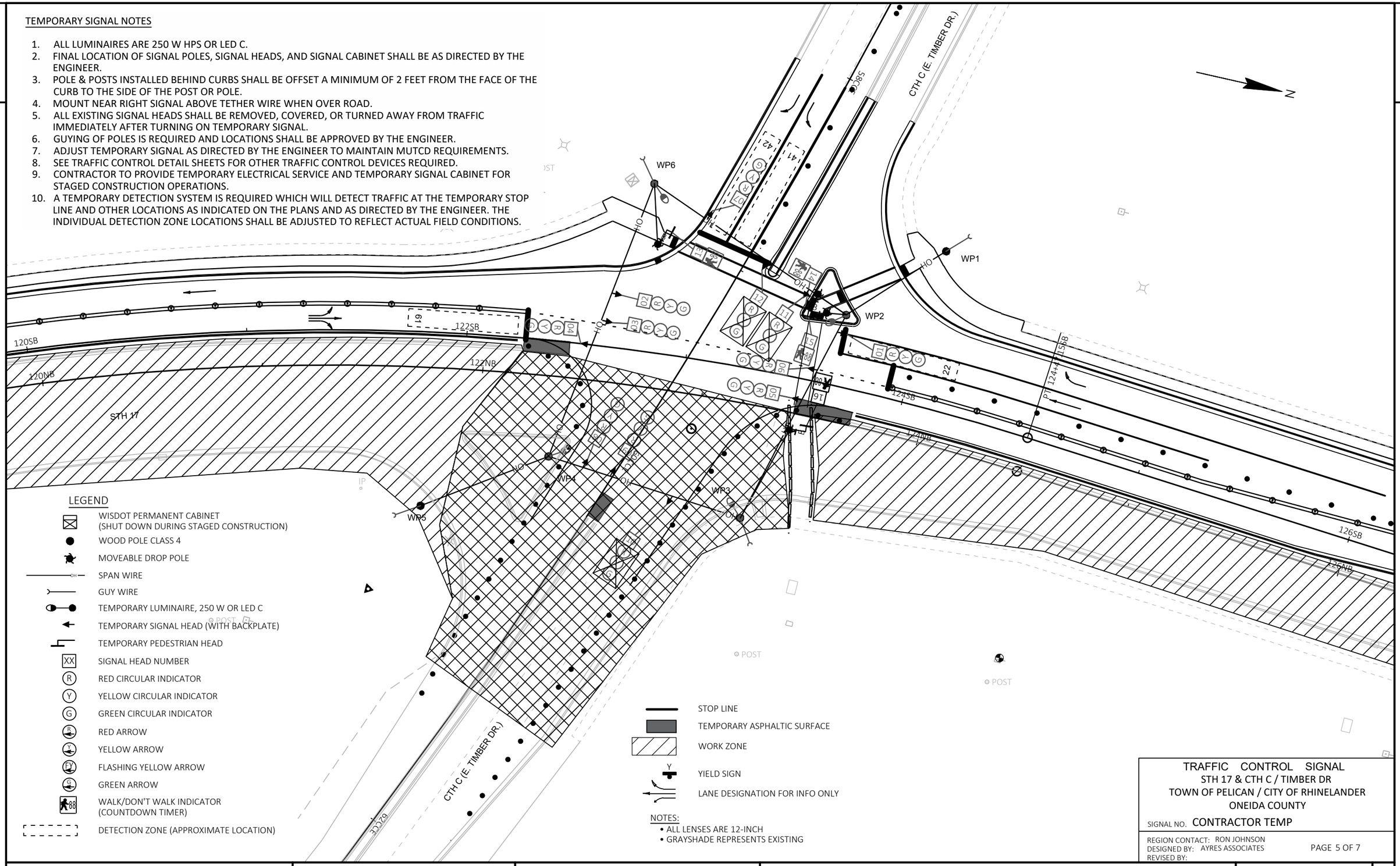
REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 3	SHEET 175	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024123-ST S43-0939.DWG
LAYOUT NAME - 0939-S3
PLOT DATE : 7/18/2022 7:01 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

TEMPORARY SIGNAL NOTES

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LEGEND

- WISDOT PERMANENT CABINET (SHUT DOWN DURING STAGED CONSTRUCTION)
- WOOD POLE CLASS 4
- MOVEABLE DROP POLE
- SPAN WIRE
- GUY WIRE
- TEMPORARY LUMINAIRE, 250 W OR LED C
- TEMPORARY SIGNAL HEAD (WITH BACKPLATE)
- TEMPORARY PEDESTRIAN HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- FLASHING YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR (COUNTDOWN TIMER)
- DETECTION ZONE (APPROXIMATE LOCATION)
- STOP LINE
- TEMPORARY ASPHALTIC SURFACE
- WORK ZONE
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

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STH 17 & CTH C / TIMBER DR
TOWN OF PELICAN / CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PAGE 5 OF 7

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 3 INTERSECTION CLOSURE	SHEET 176	E

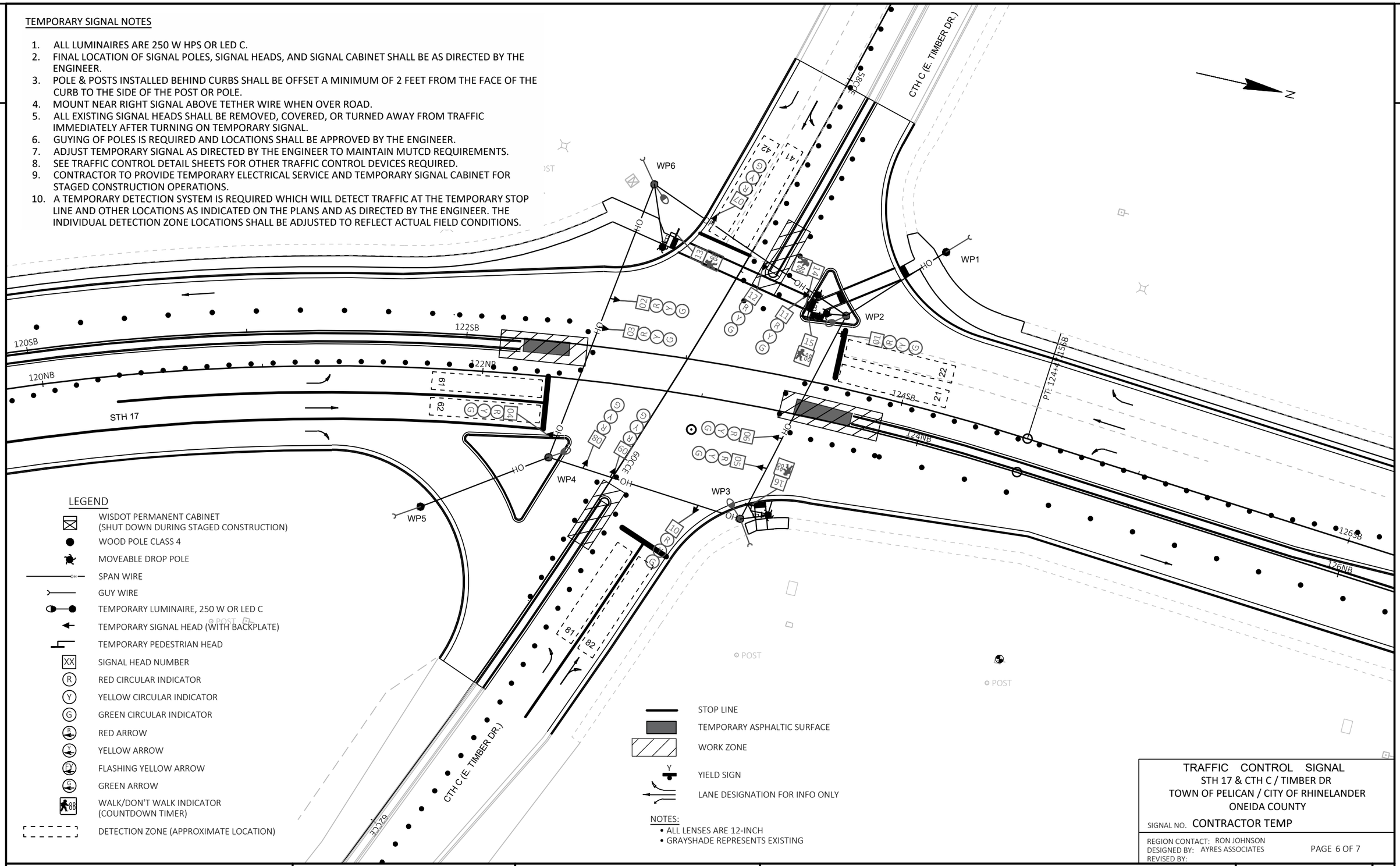
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024123-ST S43-0939.DWG
LAYOUT NAME - 0939-S3B
PLOT DATE : 7/18/2022 7:01 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

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STH 17 & CTH C / TIMBER DR
TOWN OF PELICAN / CITY OF RHINELANDER
ONEIDA COUNTY

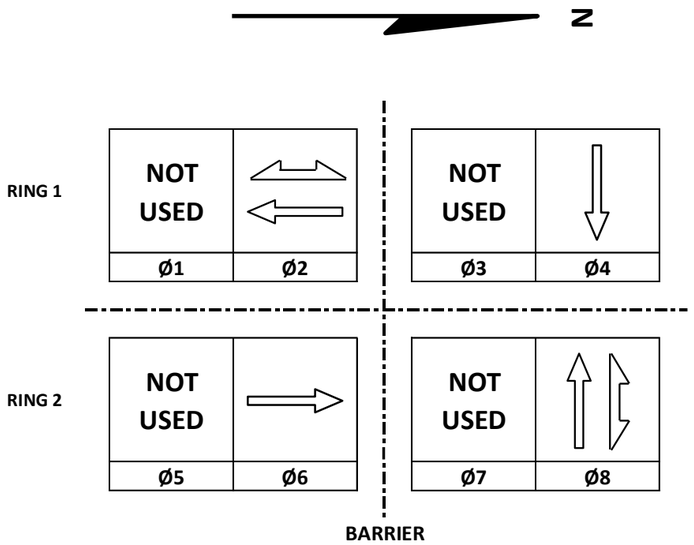
SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 4	SHEET 177	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024124-ST S43-0939.DWG
LAYOUT NAME - 0939-S4
PLOT DATE : 7/18/2022 7:02 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		--
Ø2	01,02,03	R
Ø3		--
Ø4	07,08,09	R
Ø5		--
Ø6	04,05,06	R
Ø7		--
Ø8	10,11,12	R
Ø2P	13,14	
Ø4P		
Ø6P		
Ø8P	15,16	
OLE		
OLF		
OLG		
OLH		



CONTROLLER LOGIC

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

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

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

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

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

GENERAL NOTES:

1. PHASE 4 WILL BE OMITED IN STAGE 2B.

2. PHASE 2 PED WILL BE OMITED IN STAGE 2B.

DETECTOR LOGIC - TEMPORARY

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	41	21	81	61				
CALLED PHASE	4	2	8	6				
CALL OPTION	X	X	X	X				
DELAY TIME								
EXTENTION OPTION	X	X	X	X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	42	22	82	62				
CALLED PHASE	4	2	8	6				
CALL OPTION	X	X	X	X				
DELAY TIME								
EXTENTION OPTION	X	X	X	X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

ACTIVATED TIMING PARAMETERS - PER PHASE (SECONDS)

	PHASE							
	1	2	3	4	5	6	7	8
MIN GREEN		15		10		15		10
PASSAGE		4.0		4.0		4.0		4.0
MAX 1		55		35		55		35
MAX 2								
YELLOW		4.0		4.0		4.0		4.0
RED		2.0		3.0		2.0		3.0
WALK		7						7
DON'T WALK		24						24
TBR		20		15		20		15
TTR		20		10		20		10
MIN GAP		2.0		1.0		2.0		1.0

STH 17 & CTH C / TIMBER DR

CITY OF RHINELANDER / TOWN OF PELICAN

ONEIDA COUNTY

SIGNAL NO: CONTRACTOR CABINET TYPE: TEMP

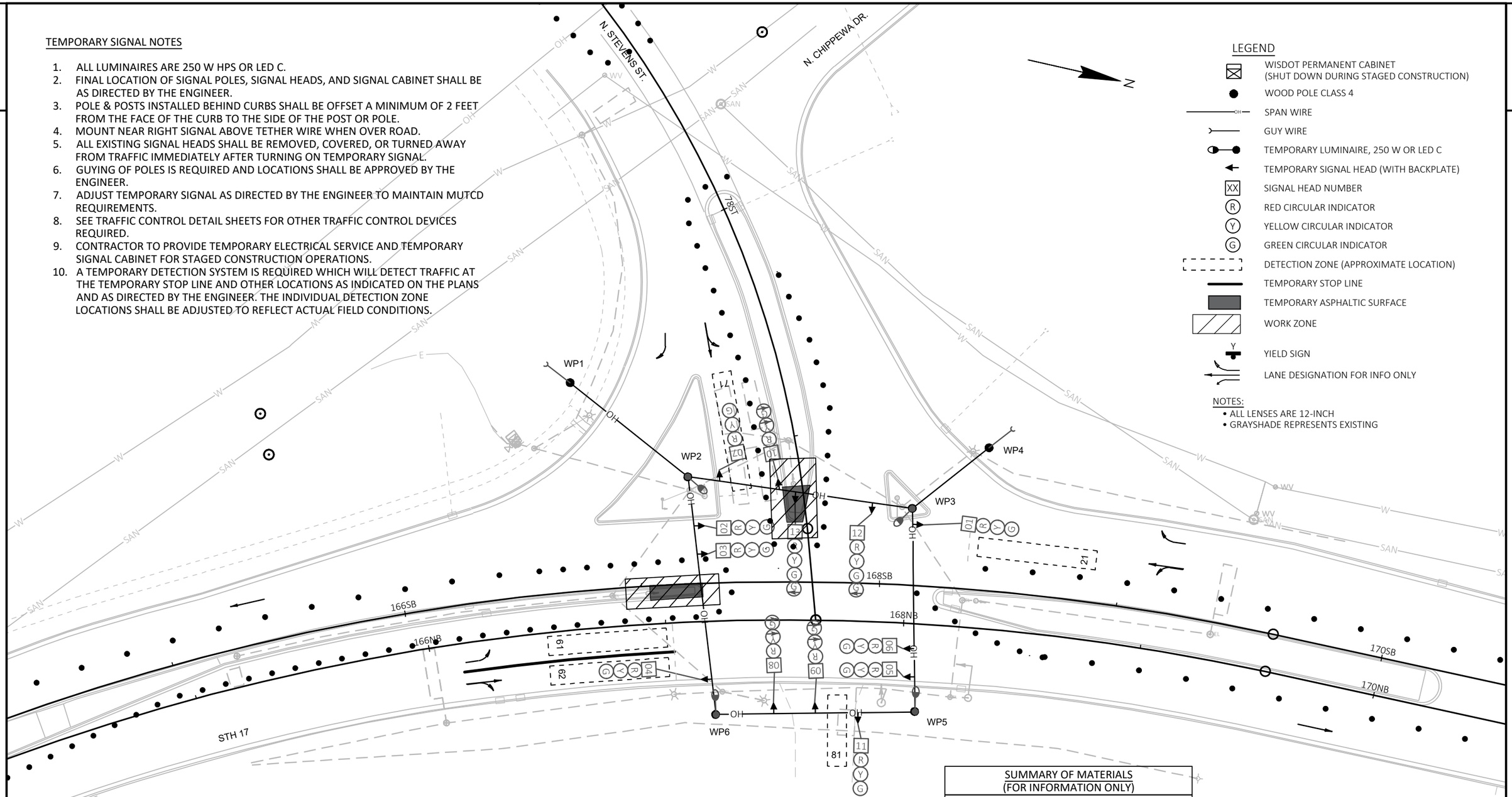
CONTROLLER TYPE: TEMP

DATE: 8/2022 PAGE NO. 7 OF 7

2

TEMPORARY SIGNAL NOTES

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- TEMPORARY ASPHALTIC SURFACE
- WORK ZONE
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
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SUMMARY OF MATERIALS (FOR INFORMATION ONLY)

QUANTITY	UNIT	DESCRIPTION
6	EA	CLASS 4 WOOD POLES
470	LF	SPAN WIRE
2	EA	MOVEABLE DROP POLES
4	EA	TEMPORARY LUMINAIRES
13	EA	SIGNAL HEADS
2	EA	PEDESTRIAN HEADS

NOTE: MOVEABLE DROP POLES AND PEDESTRIAN HEADS USED IN LATER STAGES

TRAFFIC CONTROL SIGNAL
STH 17 & STEVENS ST
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

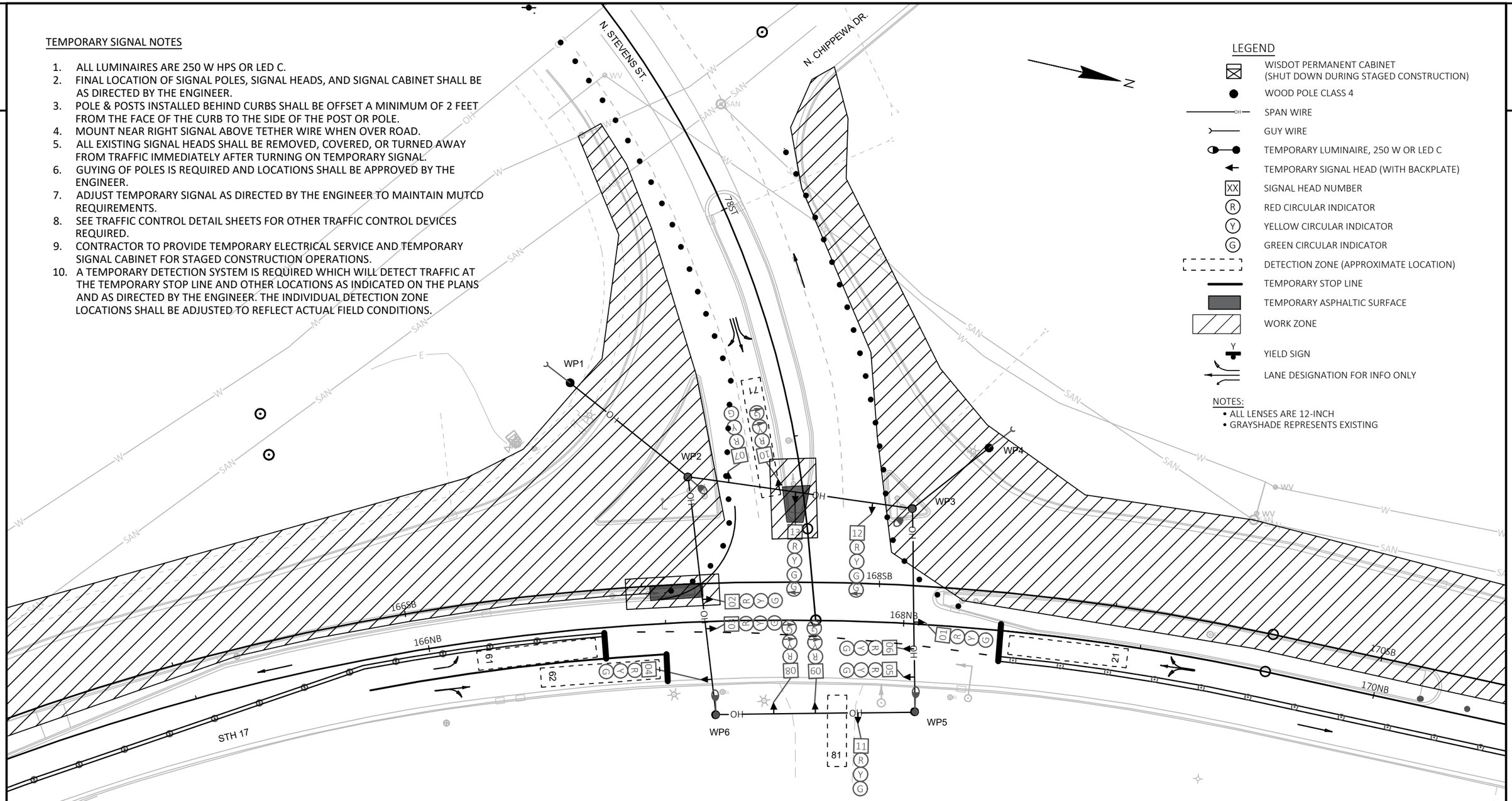
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - STEVENS ST - STAGE 1	SHEET 179	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024131-ST S43-0940.DWG
LAYOUT NAME - 0940-S1
PLOT DATE : 7/18/2022 7:02 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY SIGNAL NOTES

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TRAFFIC CONTROL SIGNAL
STH 17 & STEVENS ST
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

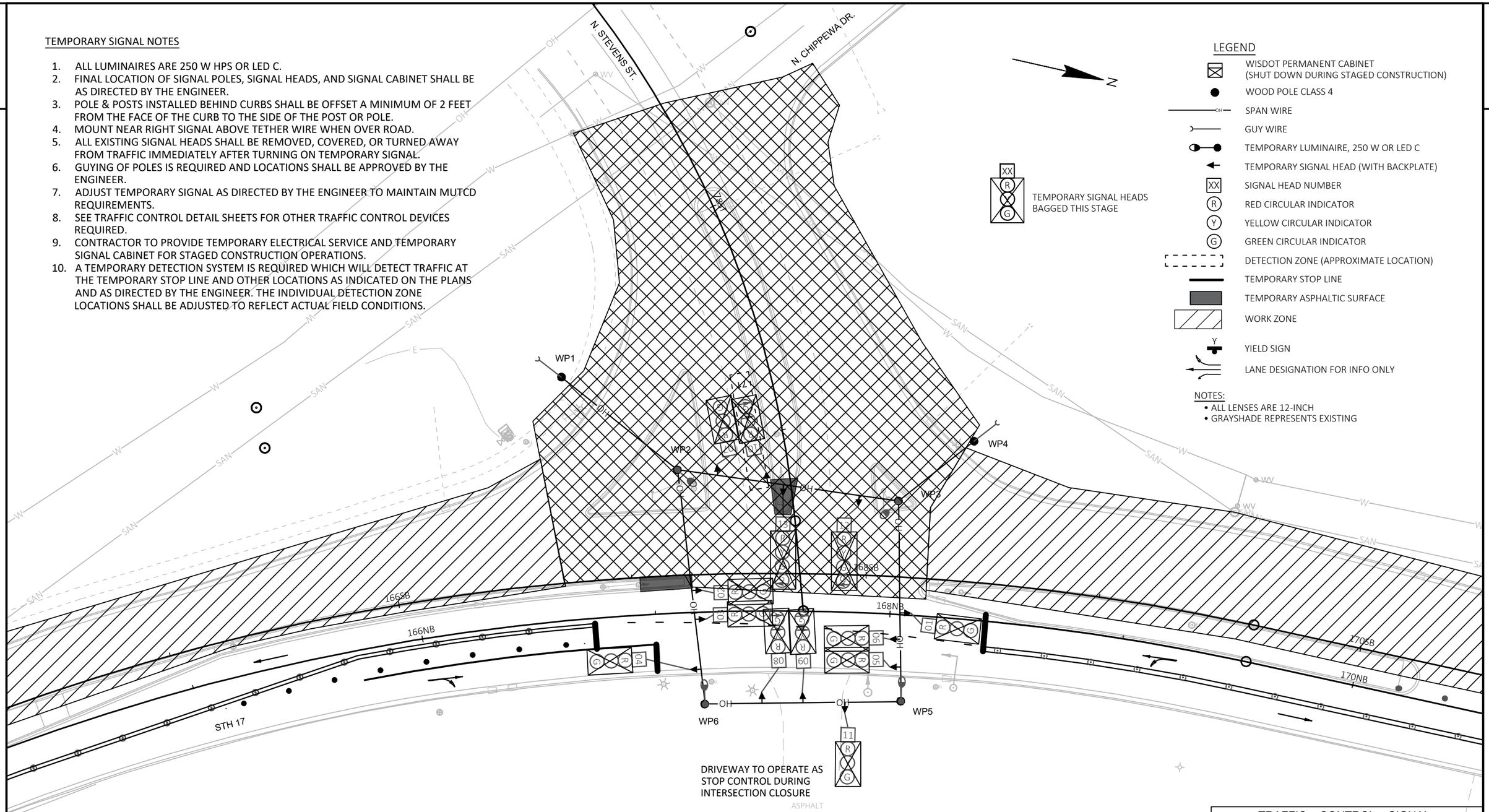
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - STEVENS ST - STAGE 2	SHEET 180	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024132-ST S43-0940.DWG
LAYOUT NAME - 0940-S2
PLOT DATE : 7/18/2022 7:03 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

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TEMPORARY SIGNAL HEADS BAGGED THIS STAGE

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STH 17 & STEVENS ST
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

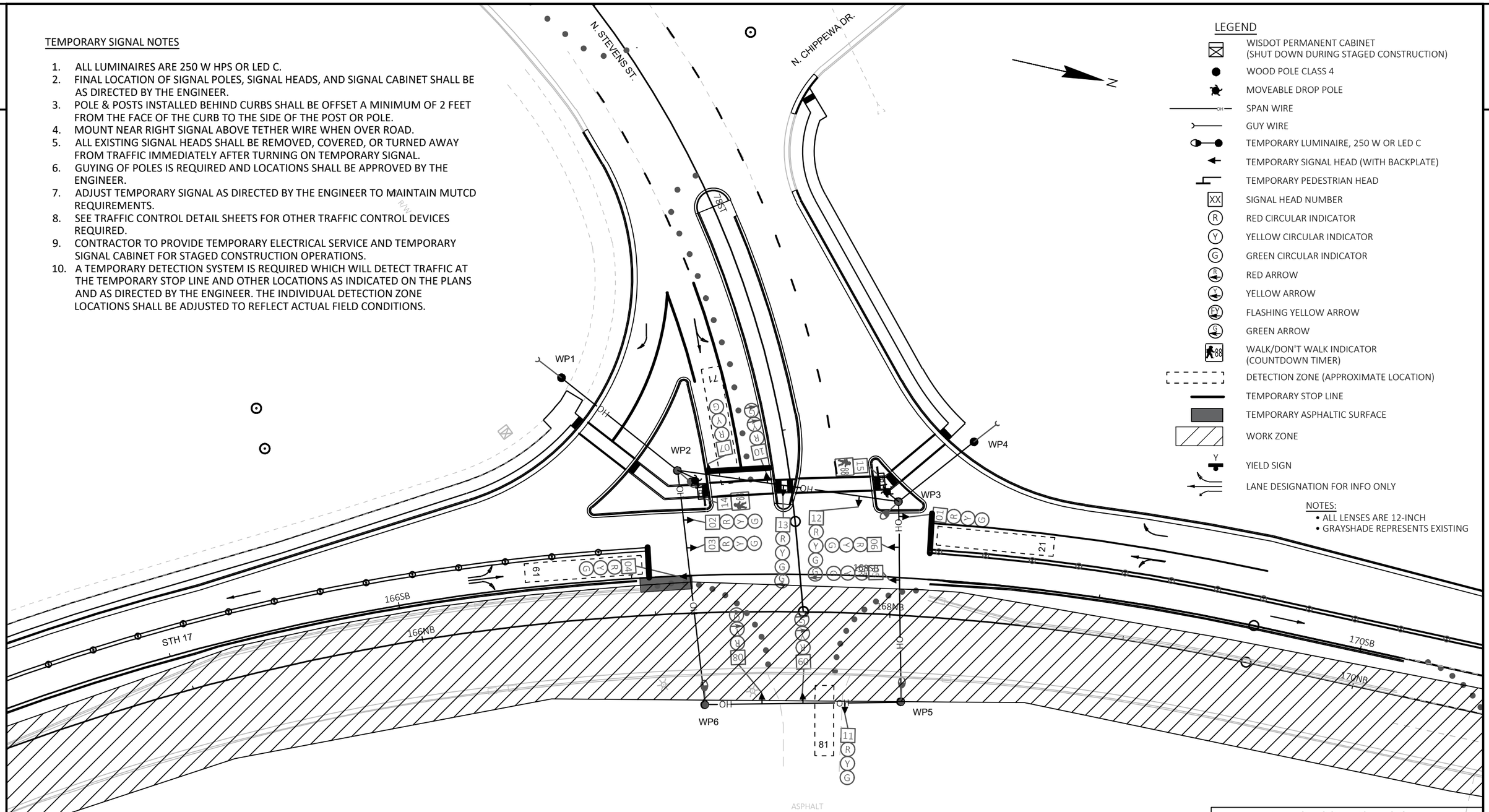
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - STEVENS ST - STAGE 2 INTERSECTION CLOSURE	SHEET 181	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024132-ST S43-0940.DWG
LAYOUT NAME - 0940-S2B
PLOT DATE : 7/18/2022 7:03 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

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TRAFFIC CONTROL SIGNAL
STH 17 & STEVENS ST
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PAGE 4 OF 7

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - STEVENS ST - STAGE 3	SHEET 182	E

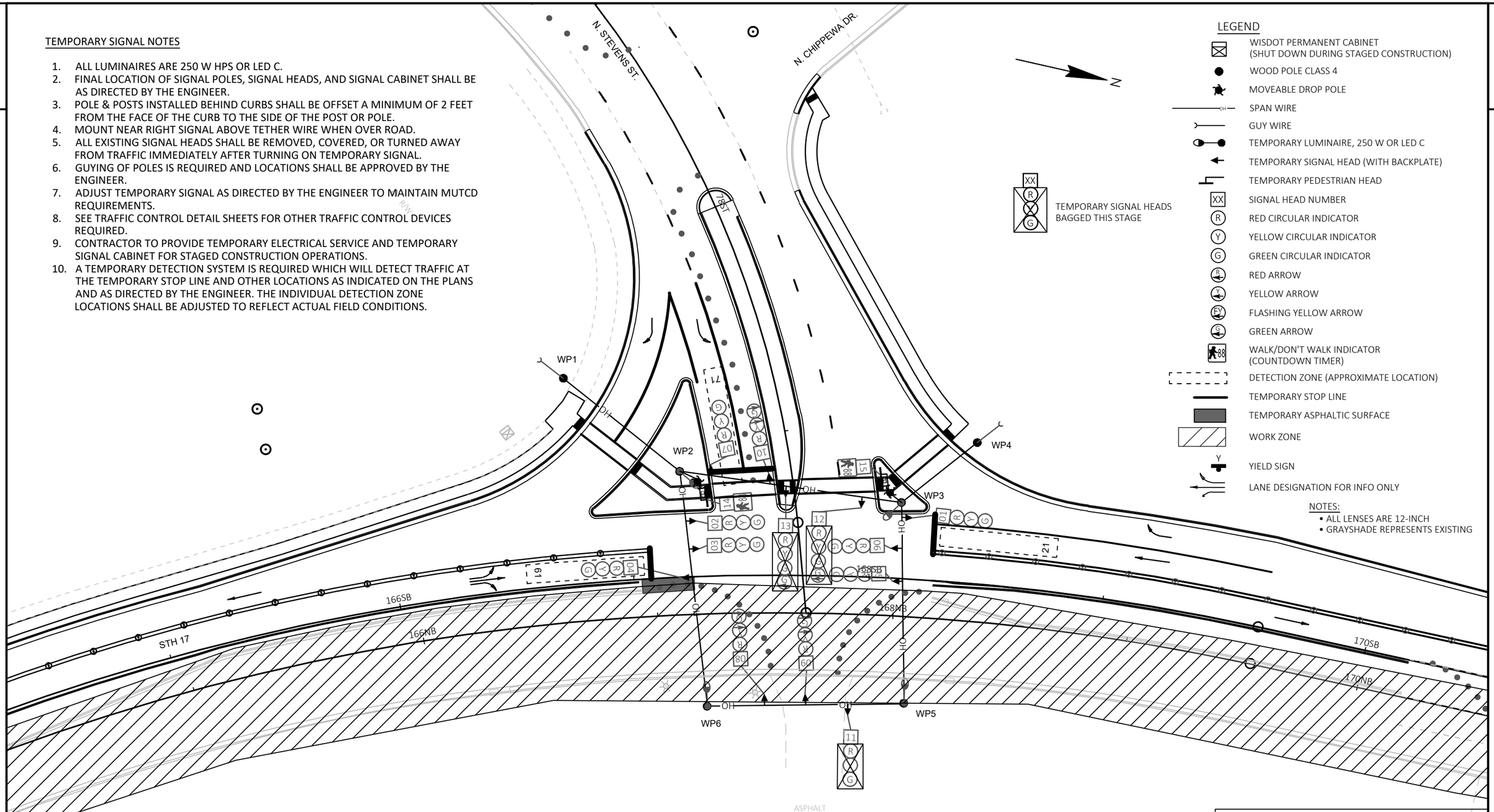
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024133-ST S43-0940.DWG
LAYOUT NAME - 0940-S3
PLOT DATE : 7/18/2022 7:03 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TEMPORARY SIGNAL NOTES

1. ALL LUMINAIRES ARE 250 W HPS OR LED C.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY THE ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNAL.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD REQUIREMENTS.
8. SEE TRAFFIC CONTROL DETAIL SHEETS FOR OTHER TRAFFIC CONTROL DEVICES REQUIRED.
9. CONTRACTOR TO PROVIDE TEMPORARY ELECTRICAL SERVICE AND TEMPORARY SIGNAL CABINET FOR STAGED CONSTRUCTION OPERATIONS.
10. A TEMPORARY DETECTION SYSTEM IS REQUIRED WHICH WILL DETECT TRAFFIC AT THE TEMPORARY STOP LINE AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE INDIVIDUAL DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDITIONS.



TEMPORARY SIGNAL HEADS BAGGED THIS STAGE

LEGEND

- WISDOT PERMANENT CABINET (SHUT DOWN DURING STAGED CONSTRUCTION)
- WOOD POLE CLASS 4
- MOVEABLE DROP POLE
- SPAN WIRE
- GUY WIRE
- TEMPORARY LUMINAIRE, 250 W OR LED C
- TEMPORARY SIGNAL HEAD (WITH BACKPLATE)
- TEMPORARY PEDESTRIAN HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- FLASHING YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR (COUNTDOWN TIMER)
- DETECTION ZONE (APPROXIMATE LOCATION)
- TEMPORARY STOP LINE
- TEMPORARY ASPHALTIC SURFACE
- WORK ZONE
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 17 & STEVENS ST
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PAGE 5 OF 7

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - STEVENS ST - STAGE 3 - DRIVEWAY CLOSURE	SHEET 183	E

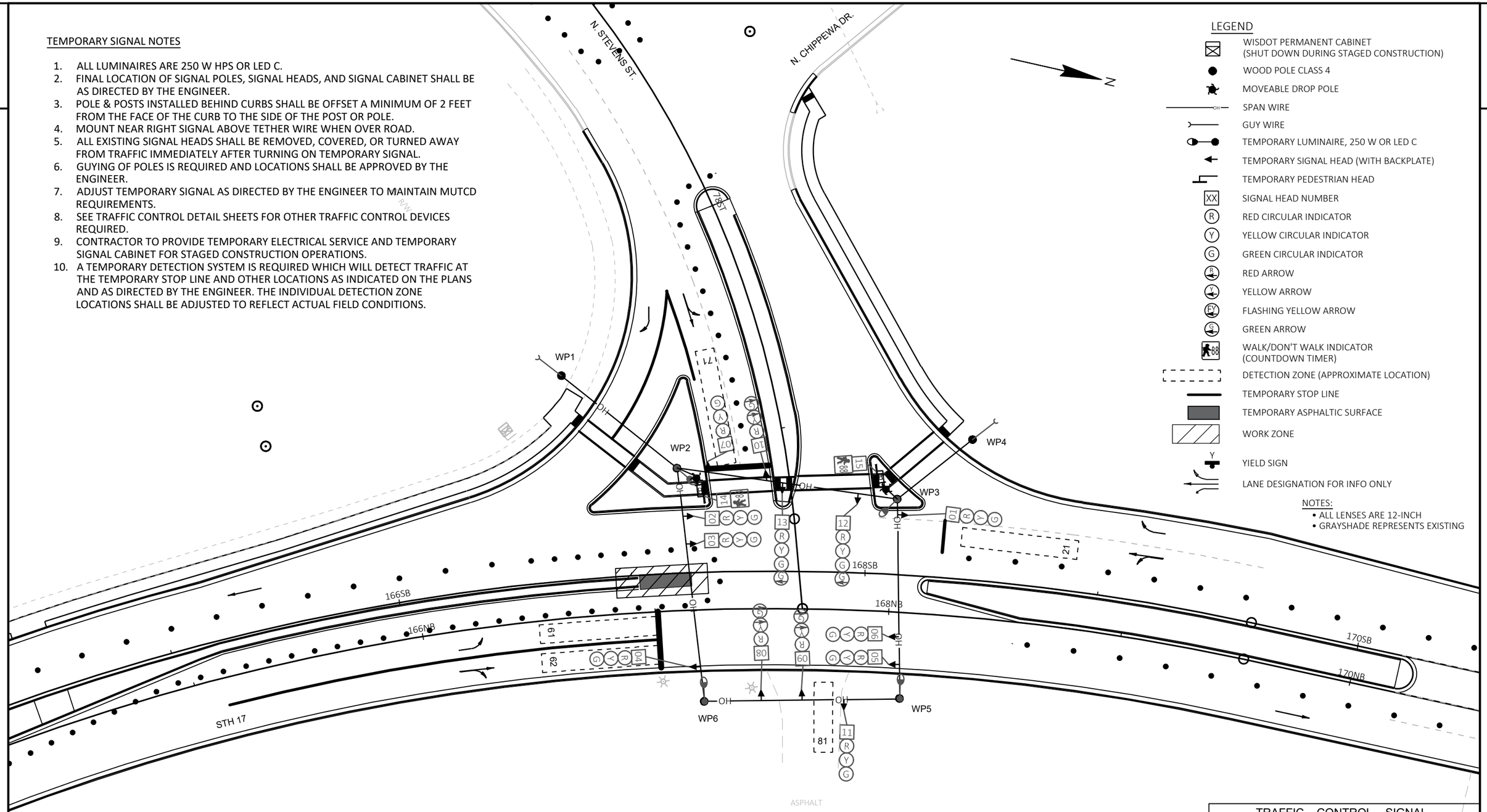
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LAYOUT NAME - 0940-S3B
PLOT DATE : 7/18/2022 7:03 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TEMPORARY SIGNAL NOTES

1. ALL LUMINAIRES ARE 250 W HPS OR LED C.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY THE ENGINEER.
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4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNAL.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD REQUIREMENTS.
8. SEE TRAFFIC CONTROL DETAIL SHEETS FOR OTHER TRAFFIC CONTROL DEVICES REQUIRED.
9. CONTRACTOR TO PROVIDE TEMPORARY ELECTRICAL SERVICE AND TEMPORARY SIGNAL CABINET FOR STAGED CONSTRUCTION OPERATIONS.
10. A TEMPORARY DETECTION SYSTEM IS REQUIRED WHICH WILL DETECT TRAFFIC AT THE TEMPORARY STOP LINE AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE INDIVIDUAL DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDITIONS.



LEGEND

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- WOOD POLE CLASS 4
- MOVEABLE DROP POLE
- SPAN WIRE
- GUY WIRE
- TEMPORARY LUMINAIRE, 250 W OR LED C
- TEMPORARY SIGNAL HEAD (WITH BACKPLATE)
- TEMPORARY PEDESTRIAN HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
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- WORK ZONE
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 17 & STEVENS ST
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. CONTRACTOR TEMP

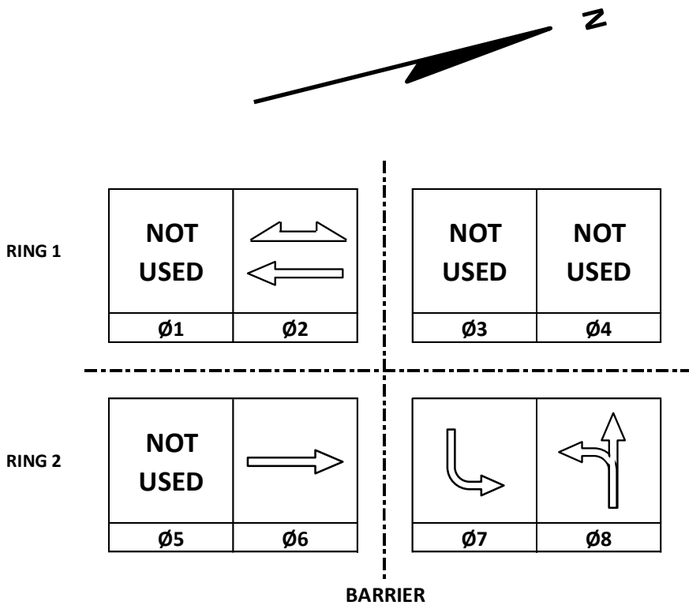
REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY:

PAGE 6 OF 7

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - STEVENS ST - STAGE 4	SHEET 184	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024134-ST S43-0940.DWG
LAYOUT NAME - 0940-S4
PLOT DATE : 7/18/2022 7:04 PM
PLOT BY : ROWELL, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1		
Ø2	01,02,03	R
Ø3		
Ø4		
Ø5		
Ø6	04,05,06	R
Ø7	07,08,09,10	R
Ø8	11,12,13	R
Ø2P	14,15	
Ø4P		
Ø6P		
Ø8P		
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

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

GENERAL NOTES:

1. PHASE 7 WILL BE OMITTED IN STAGE 2B.
2. PHASE 8 WILL BE OMITTED IN STAGE 3B
3. PED PHASE 2 WILL BE OMITTED IN STAGE 1, 2, AND 2B.

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

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

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

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

DETECTOR LOGIC - TEMPORARY

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	62	21		81				
CALLED PHASE	6	2		8				
CALL OPTION	X	X		X				
DELAY TIME								
EXTENTION OPTION	X	X		X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	71	61						
CALLED PHASE	7	6						
CALL OPTION	X	X						
DELAY TIME								
EXTENTION OPTION	X	X						
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

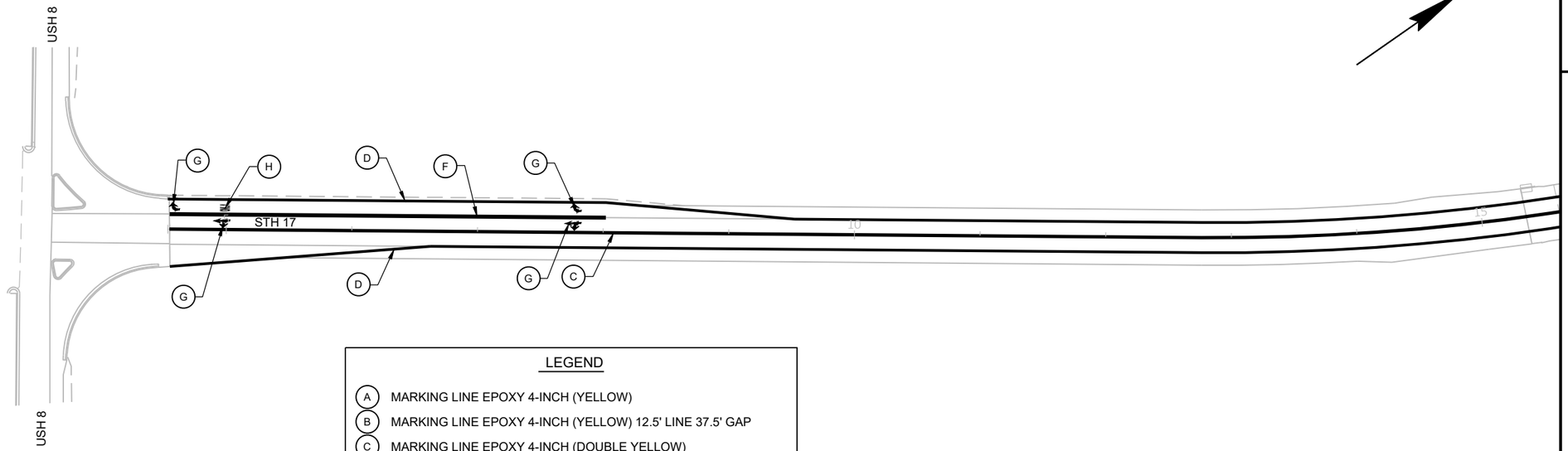
ACTIVATED TIMING PARAMETERS - PER PHASE (SECONDS)

	PHASE							
	1	2	3	4	5	6	7	8
MIN GREEN		15				15	10	6
PASSAGE		4.0				4.0	3.0	3.0
MAX 1		45				45	30	15
MAX 2								
YELLOW		4.0				4.0	4.0	4.0
RED		2.0				2.0	3.0	3.0
WALK		7						
DON'T WALK		24						
TBR		20				20	15	7
TTR		20				20	10	7
MIN GAP		2.0				2.0	1.0	1.0

STH 17 & STEVENS ST
CITY OF RHINELANDER
ONEIDA COUNTY

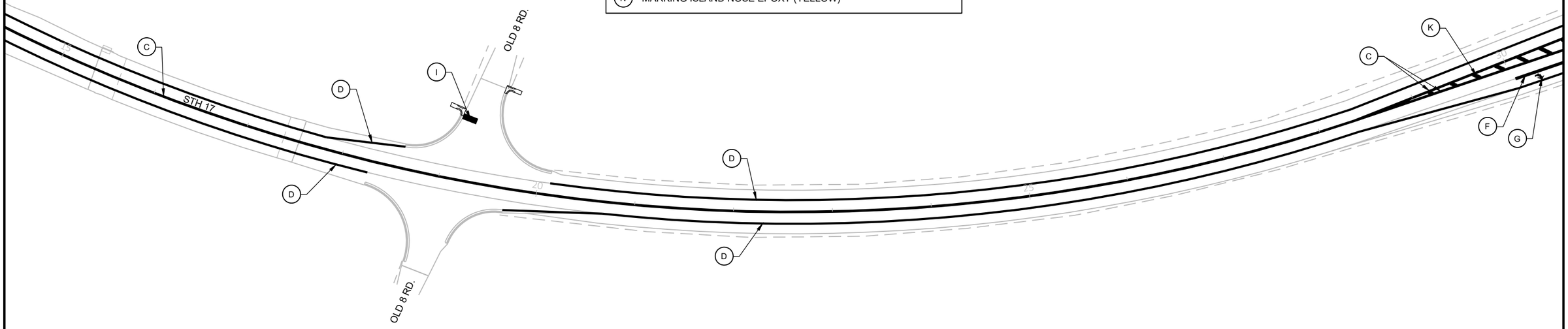
SIGNAL NO: CONTRACTOR CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 8/2022 PAGE NO. 7 OF 7

2



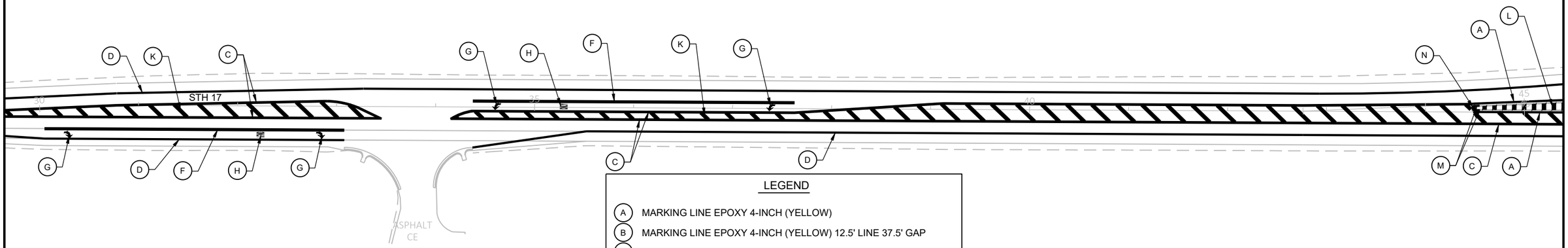
LEGEND

- (A) MARKING LINE EPOXY 4-INCH (YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (YELLOW) 12.5' LINE 37.5' GAP
- (C) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (D) MARKING LINE EPOXY 4-INCH (WHITE)
- (E) MARKING LINE EPOXY 4-INCH (WHITE) 12.5' LINE 37.5' GAP
- (F) MARKING LINE EPOXY 8-INCH (WHITE)
- (G) MARKING ARROW EPOXY (WHITE)
- (H) MARKING WORD EPOXY (WHITE)
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- (J) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
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- (L) MARKING CORRUGATED MEDIAN EPOXY (YELLOW)
- (M) MARKING CURB EPOXY (YELLOW)
- (N) MARKING ISLAND NOSE EPOXY (YELLOW)



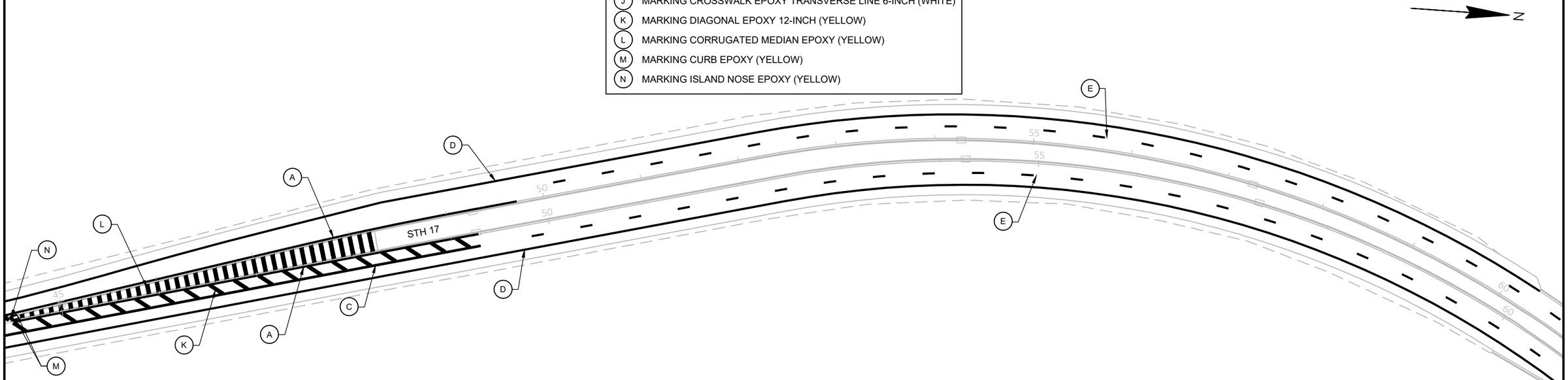
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 186	E

2



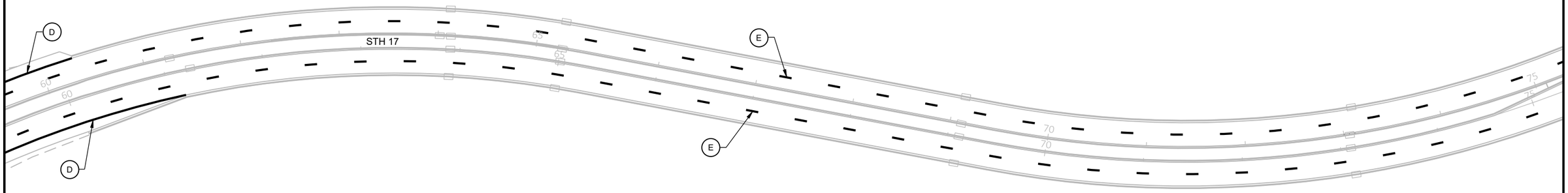
LEGEND

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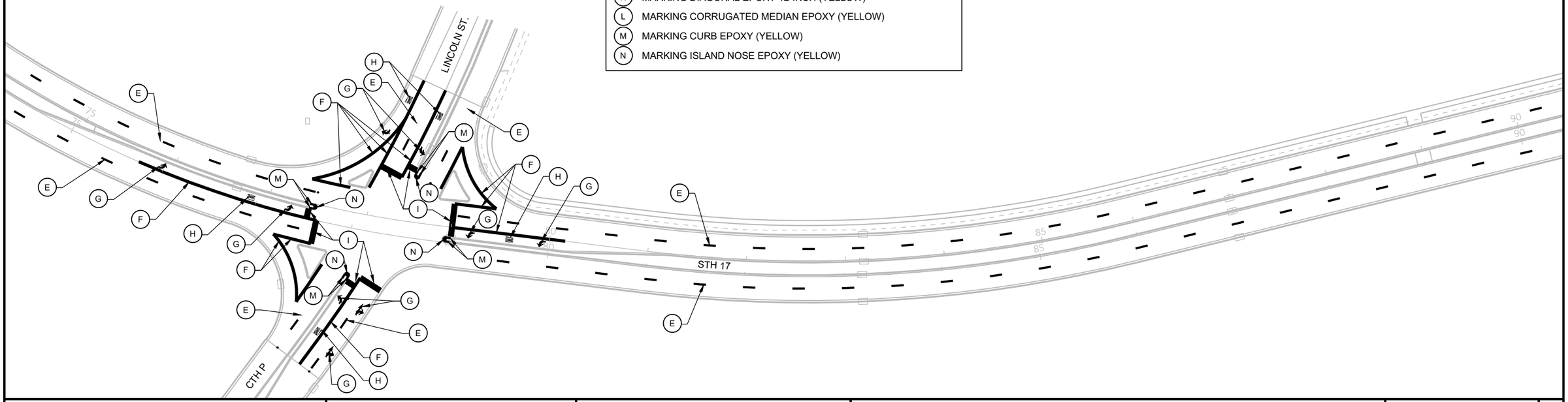
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 187	E

2

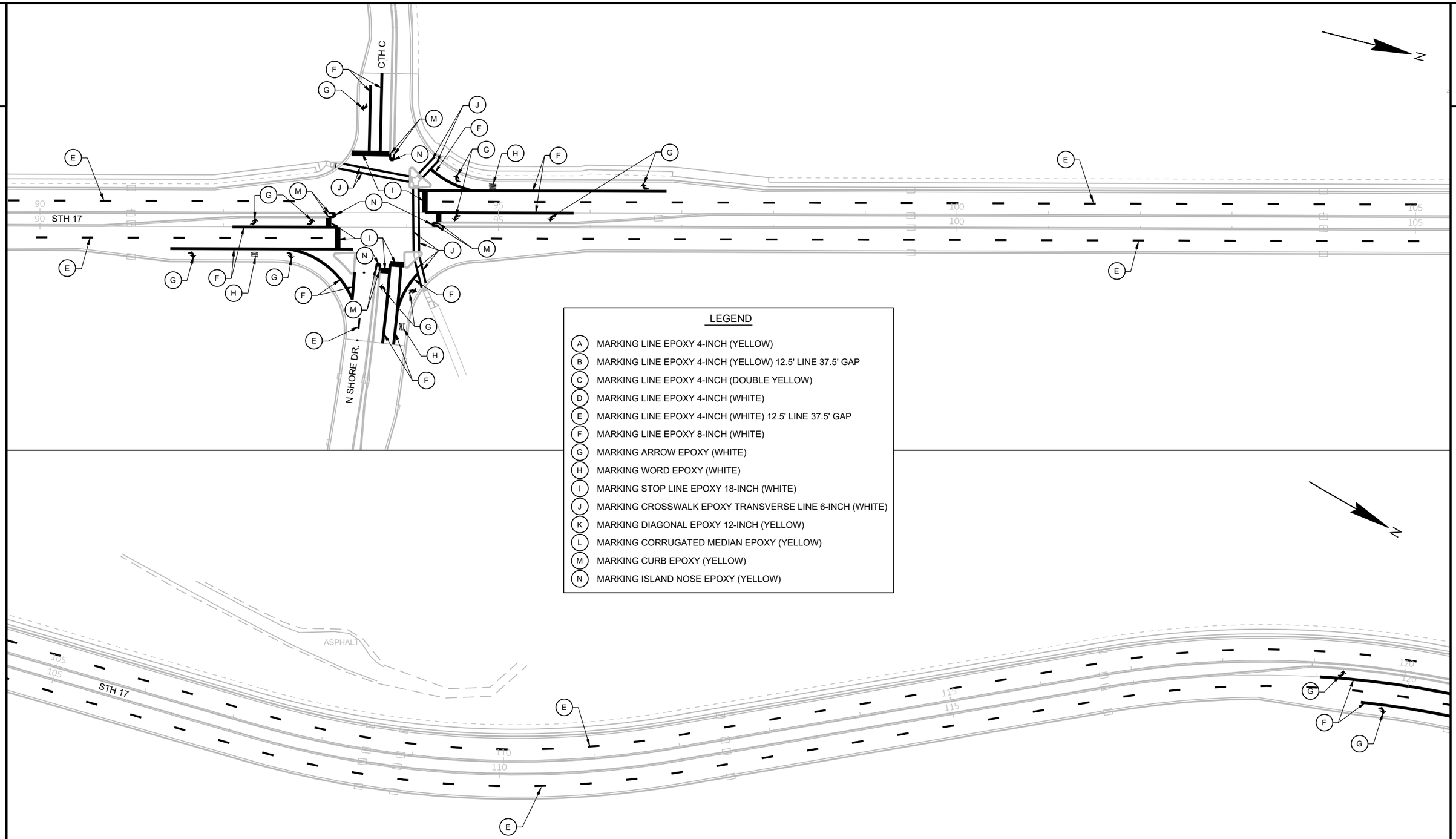


LEGEND

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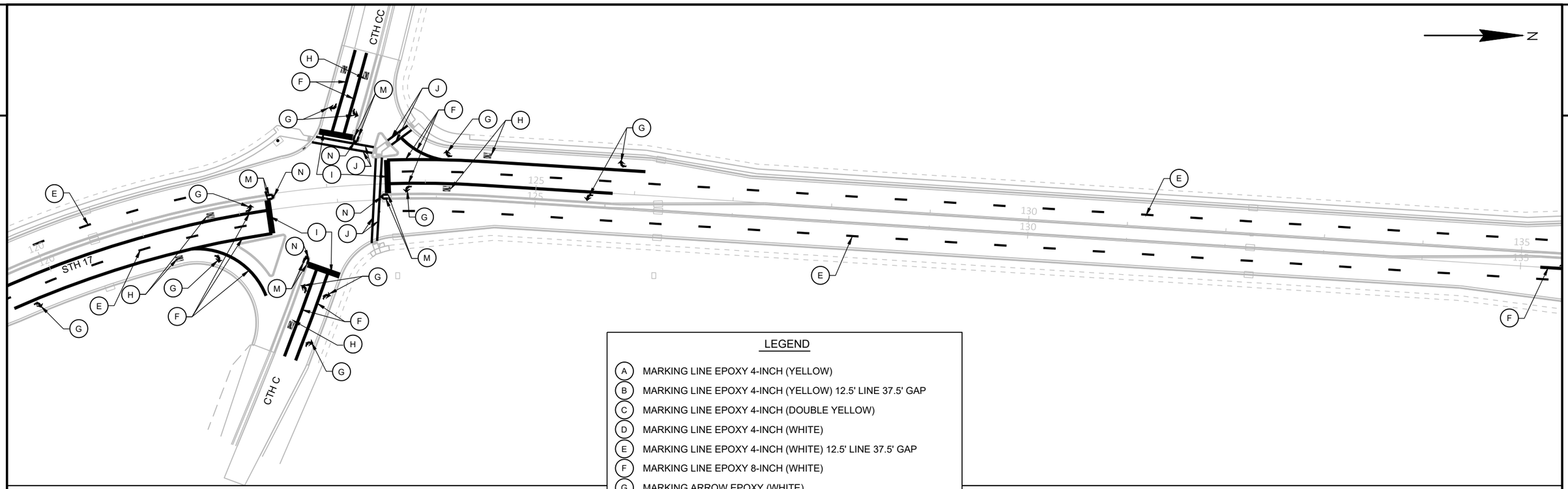


PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 188	E



LEGEND

- (A) MARKING LINE EPOXY 4-INCH (YELLOW)
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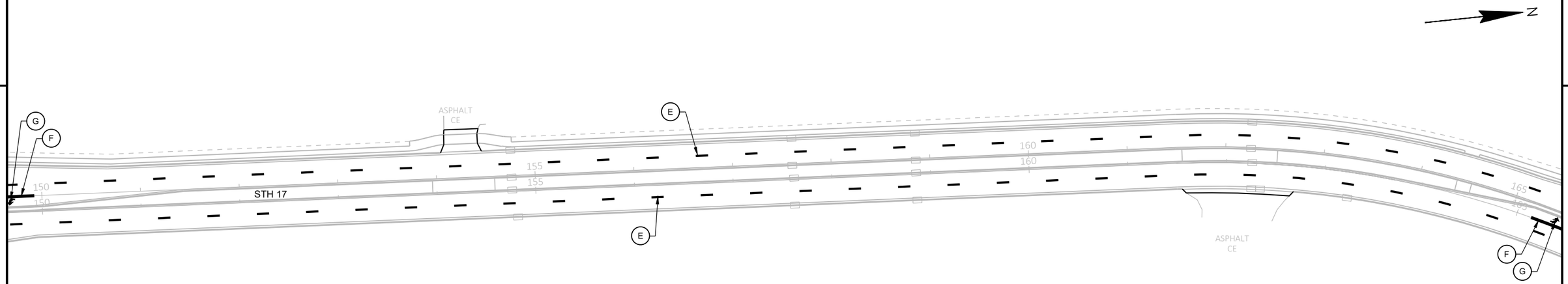
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- (N) MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 190	E

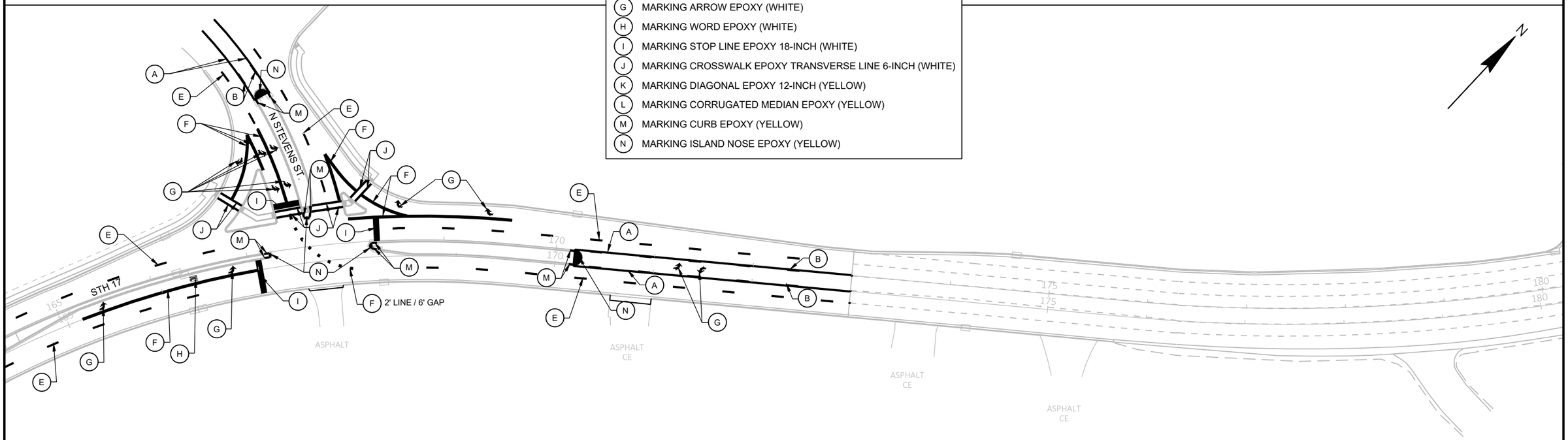
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LAYOUT NAME - 024505-pm
PLOT DATE : 7/28/2022 11:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- (A) MARKING LINE EPOXY 4-INCH (YELLOW)
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- (M) MARKING CURB EPOXY (YELLOW)
- (N) MARKING ISLAND NOSE EPOXY (YELLOW)



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 191	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024506-pm

PLOT DATE : 7/28/2022 11:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

GENERAL NOTES FOR TRAFFIC CONTROL

TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR METHODS OR SEQUENCE OF OPERATION.

ADJUST SIGN SPACING TO AVOID CONFLICT WITH AND TO PROVIDE A MINIMUM SPACING OF 200 FEET (500 FEET DESIRABLE) TO EXISTING SIGNS.

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

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

REMOVE OR COVER ANY TEMPORARY OR EXISTING SIGNS THAT CONFLICT WITH "IN USE" TRAFFIC CONTROL.

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 OF 1500 FEET IN FRONT OF DRUMS.

IF LANE CLOSURES ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. INSTALL THE LANE CLOSURE SERIES AS A COMPLETE UNIT THAT INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

WARNING LIGHTS SHALL NOT BE WORKING ON "COVERED" OR "DOWNED" SIGNS OR BARRICADES.

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" LIGHTS.

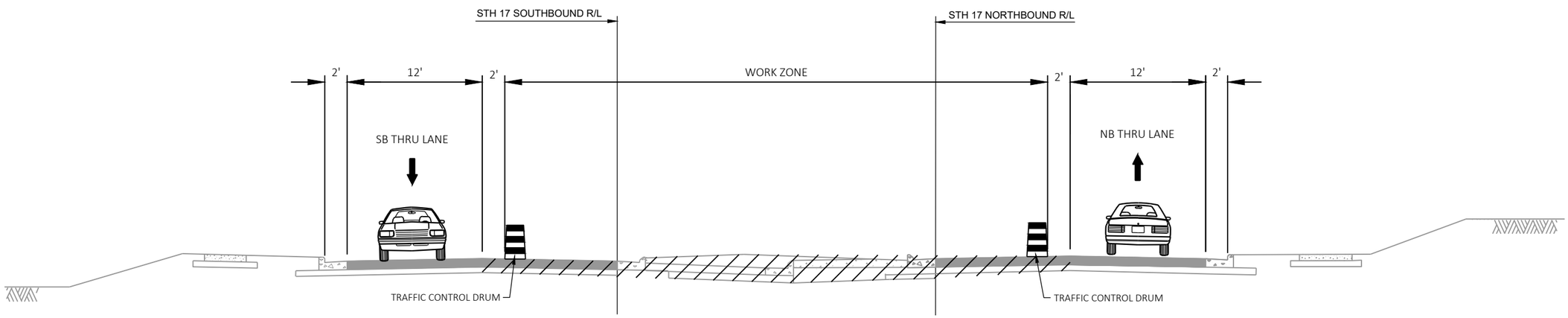
ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET. REMOVE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

SEE SIGNING PLAN FOR STAGES/LOCATIONS PERMANENT SIGNS ARE PLACED.

FOR TEMPORARY PAVEMENT MARKINGS CALLED OUT AS PAINT/REMOVABLE TAPE THE INTENT IS TO USE REMOVABLE TAPE IN AREAS WITH FINAL HMA PAVEMENT PAINT ELSEWHERE. THE ENGINEER MAY MODIFY THE LOCATIONS OF PAINT/REMOVABLE TAPE TO FIT FIELD CONDITIONS AND SAFETY CONCERNS.

SEE TEMPORARY SIGNAL PLANS FOR ADDITIONAL INFORMATION FOR TEMPORARY SIGNALS. LOCATIONS OF TEMPORARY SIGNALS SHOWN ON STAGING OVERVIEW FOR EACH STAGE.

2



STAGE 1B - STH 17

TYPICAL SECTION FOR TRAFFIC CONTROL

(LOOKING NORTH)

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL TYPICAL - STAGE 1B	SHEET 193	E

2

CONSTRUCTION STAGE 1A & 1B NOTES:

STAGE 1A CONSTRUCTION
- PLACE TEMPORARY SIGNALS AT INTERSECTIONS.
- MAINTAIN ACCESS ON ALL SIDEROADS AND DRIVEWAYS.

STAGE 1A TRAFFIC
- CLOSE THE OUTSIDE LANES AT INTERSECTIONS, SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITH SINGLE RIGHT LANE CLOSURE".

STAGE 1B CONSTRUCTION
- SALVAGE EXISTING SIGNALS AND REMOVE ISLAND NOSES AT INTERSECTIONS.

STAGE 1B TRAFFIC
- CLOSE THE CENTER LANES AND MAINTAIN TRAFFIC USING THE OUTSIDE LANES.
- MAINTAIN ACCESS ON ALL SIDEROADS AND DRIVEWAYS.

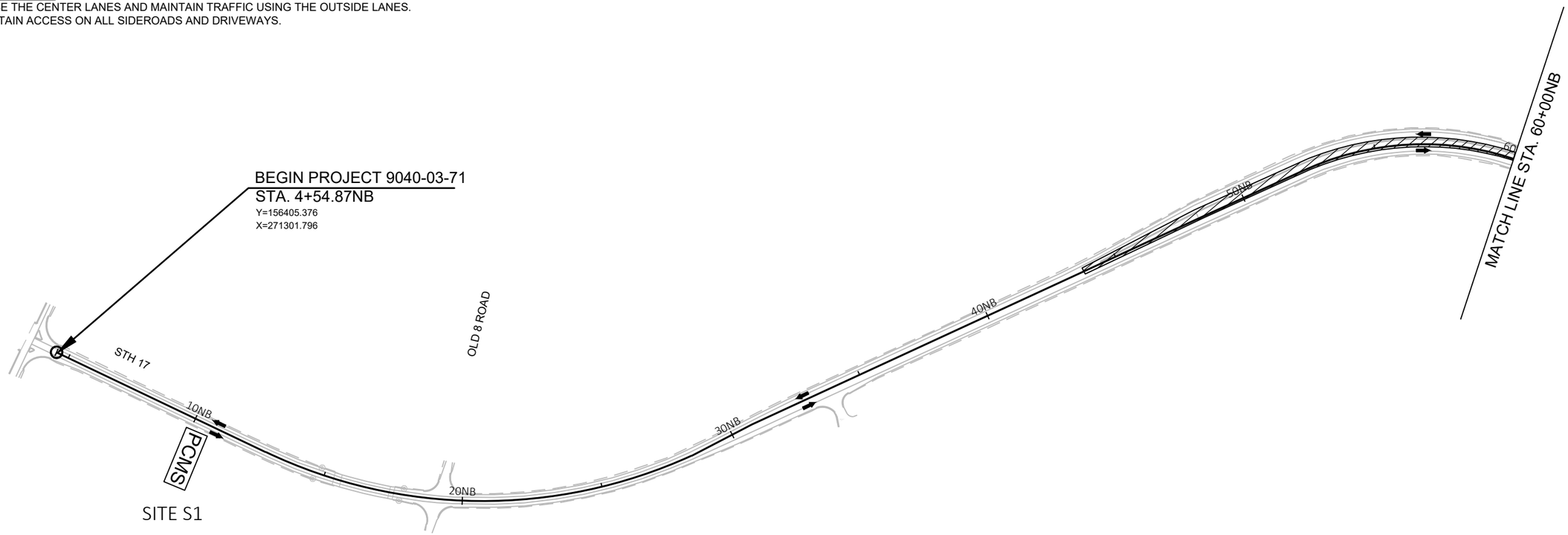
LEGEND

N

WORK AREA

TRAFFIC FLOW

PCMS — PORTABLE CHANGEABLE MESSAGE BOARD



SITE S1

ROADWAY CONSTRUCTION OPERATION/CONFIGURATION

	PRIOR TO CONSTRUCTION (7 DAYS)		PRIOR TO STAGE CHANGE (7 DAYS)		INCIDENT MANAGEMENT	
SITE NO.	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)
SITE N1	HWY 17 ROAD WORK	STARTING XX/XX	NEW TRAFFIC PATTERN	STARTING XX/XX	TRAFFIC STOPPED AHEAD	USE ALT ROUTE
SITE S1	HWY 17 ROAD WORK	STARTING XX/XX	NEW TRAFFIC PATTERN	STARTING XX/XX	TRAFFIC STOPPED AHEAD	USE ALT ROUTE

2

2

MATCH LINE STA. 60+00NB

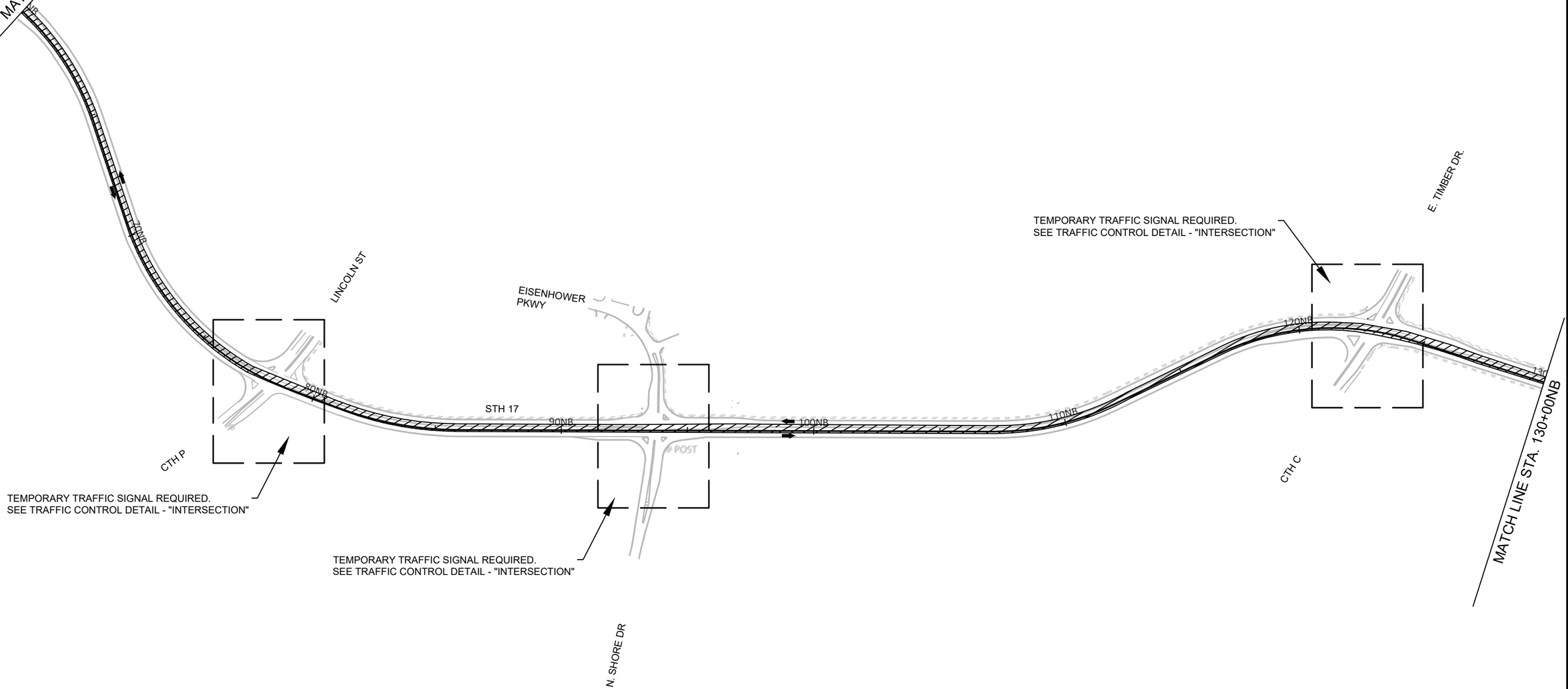
LEGEND

WORK AREA

TRAFFIC FLOW

PCMS PORTABLE CHANGEABLE MESSAGE BOARD

N



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CONSTRUCTION STAGING OVERVIEW - STAGES 1A & 1B	SHEET 195	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025102-tc
PLOT DATE : 7/28/2022 11:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2

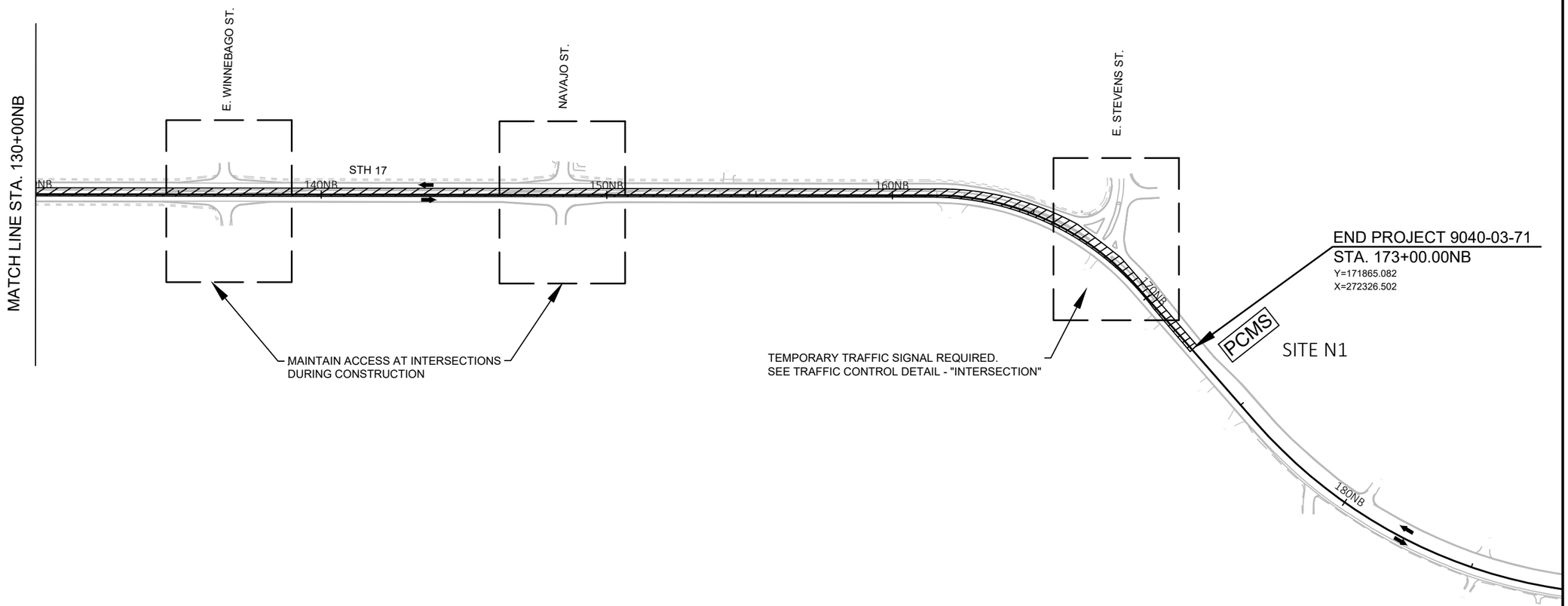
N

LEGEND

WORK AREA

TRAFFIC FLOW

PCMS PORTABLE CHANGEABLE MESSAGE BOARD



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CONSTRUCTION STAGING OVERVIEW- STAGES 1A & 1B	SHEET 196	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025103-tc
PLOT DATE : 7/28/2022 11:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2

2

USH 8

5

STH 17

10

15

USH 8

N

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

SEE SSD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

N

OLD 8 RD.

15

STH 17

20

25

30

OLD 8 RD.

ROAD WORK AHEAD

W20-1A

ROAD WORK 1000 FT

W20-1C

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1B	SHEET 197	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 025104-tc

PLOT DATE : 7/28/2022 11:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

NOTE:
MAINTAIN TRAFFIC ON EXISTING LANES
DURING STAGE 1B SOUTH OF STA 42+00

CLOSE INSIDE LANE. SEE SSD
"TRAFFIC CONTROL, ADDED LANE
CLOSURE WITHOUT LANE SHIFT"
FOR ADDITIVE INFORMATION.

N

END
ROAD WORK
G20-2A
48"X24"

50' TYP.

30 STH 17 35 40 45

ASPHALT
CE

ROAD
WORK
500 FT
W20-1D

LANE
CLOSED
R11-2L
48"X30"

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

N

LANE
CLOSED
R11-2L
48"X30"

50' TYP.

45 STH 17 50 55 60

50' TYP.

CONCRETE

LANE
CLOSED
R11-2L
48"X30"

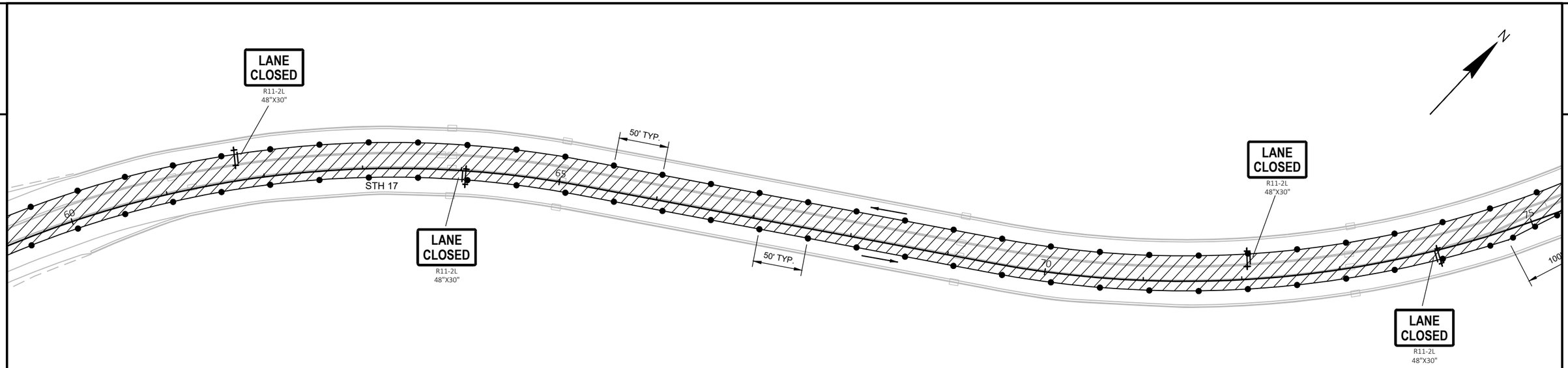
LANE
CLOSED
R11-2L
48"X30"

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1B	SHEET 198	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 025105-tc

PLOT DATE : 7/28/2022 11:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1B	SHEET 199	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 025106-tc

PLOT DATE : 7/28/2022 11:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

SEE "TRAFFIC CONTROL DETAIL - N SHORE DR / EISENHOWER PKWY - STAGE 1A & 1B" FOR ADDITIONAL INFORMATION

CTH C

N SHORE DR.

STH 17

90

95

100

105

100' TAPER

25' TYP.

100' TYP.

25' TYP.

LANE CLOSED
R11-2L
48"X30"

POST

POST

ASPHALT

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

105

110

115

120

50' TYP.

50' TYP.

100' TAPER

STH 17

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1B	SHEET 200	E

SEE "TRAFFIC CONTROL DETAIL - CTH C / TIMBER DR - STAGE 1A & 1B" FOR ADDITIONAL INFORMATION

TIMBER DR

CTH C

STH 17

25' TYP.

100' TAPER

120

125

130

135

LANE CLOSED
R11-2L
48"X30"

50' TYP.

31
BEGIN LEFT TURN LANE
R3-20L
24"X36"

N

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

ROAD WORK AHEAD
W20-1A

E WINNEBAGO ST.

WO1-6
48"X24"

TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)

BEGIN LEFT TURN LANE
R3-20L
24"X36"

LANE CLOSED
R11-2L
48"X30"

140

145

150

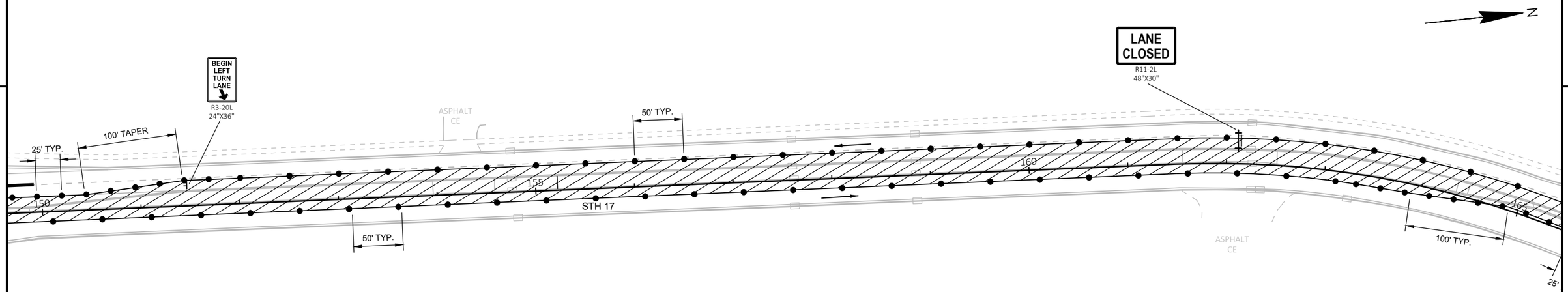
NAVAJO ST.

ASPHALT

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1B	SHEET 201	E

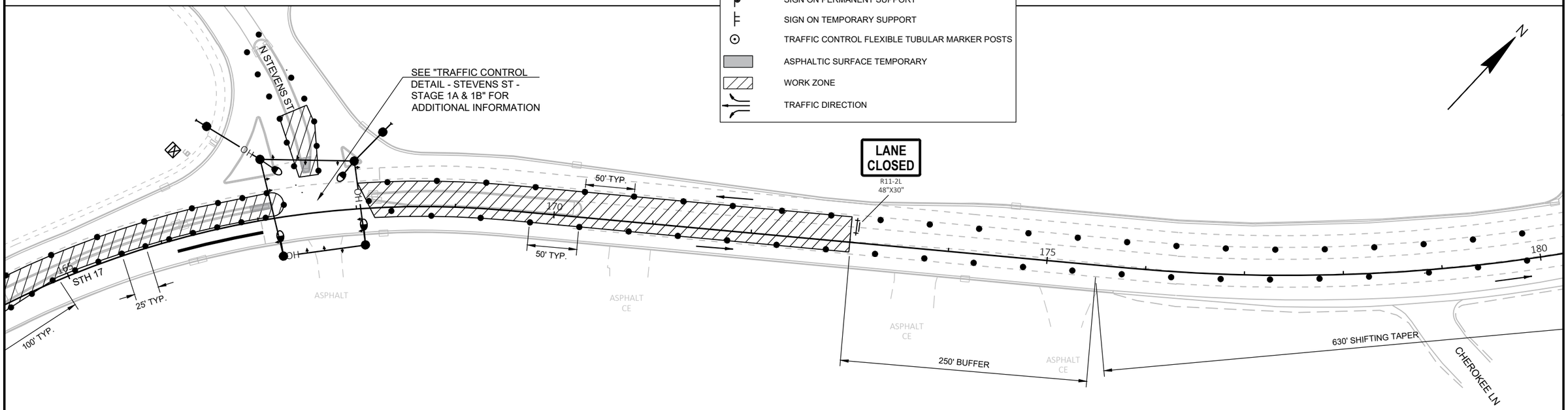
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 025108-tc
PLOT DATE : 7/28/2022 11:13 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



LEGEND

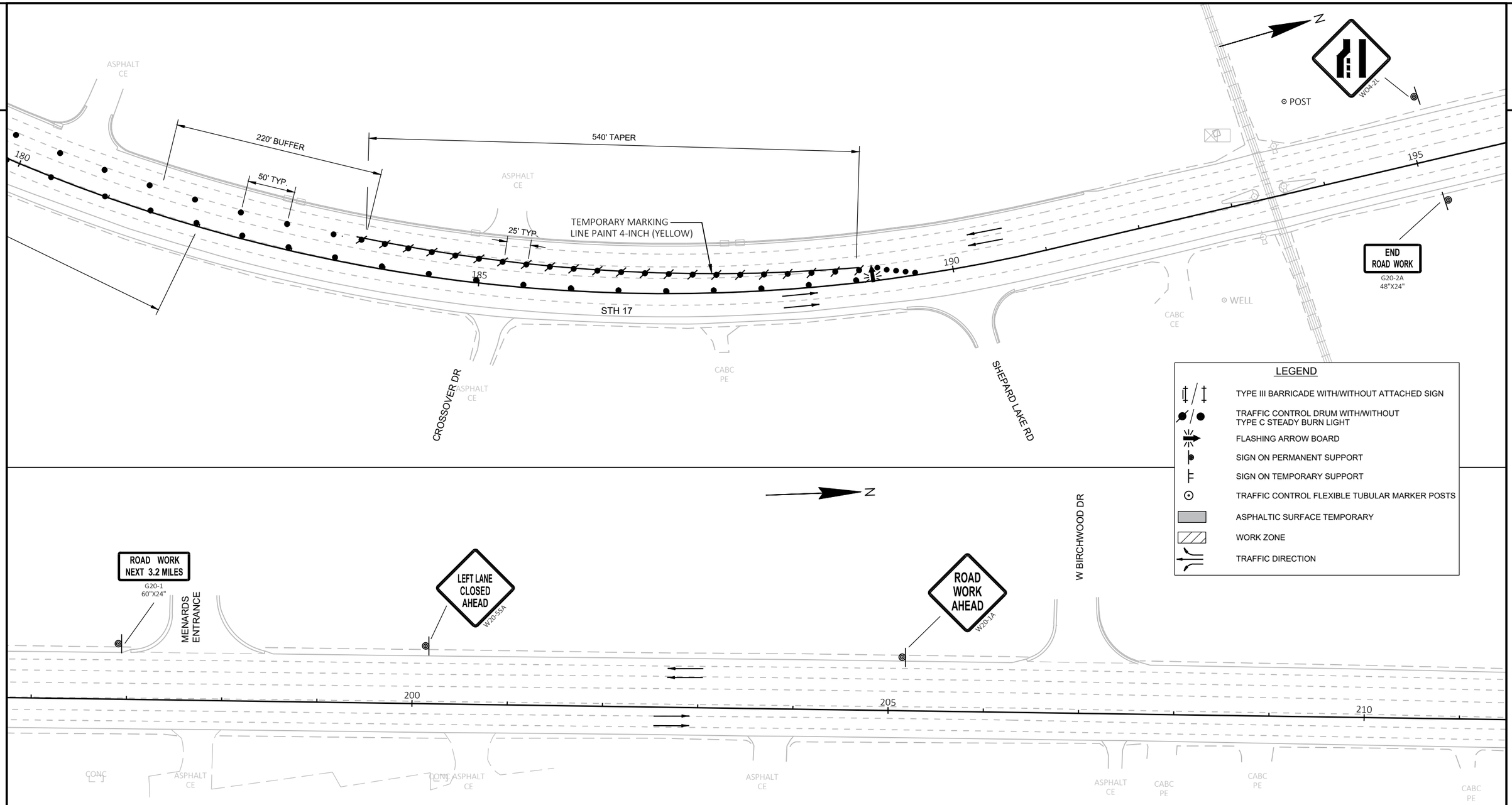
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1B	SHEET 202	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 025109-tc
PLOT DATE : 7/28/2022 11:13 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1B	SHEET 203	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 025110-tc

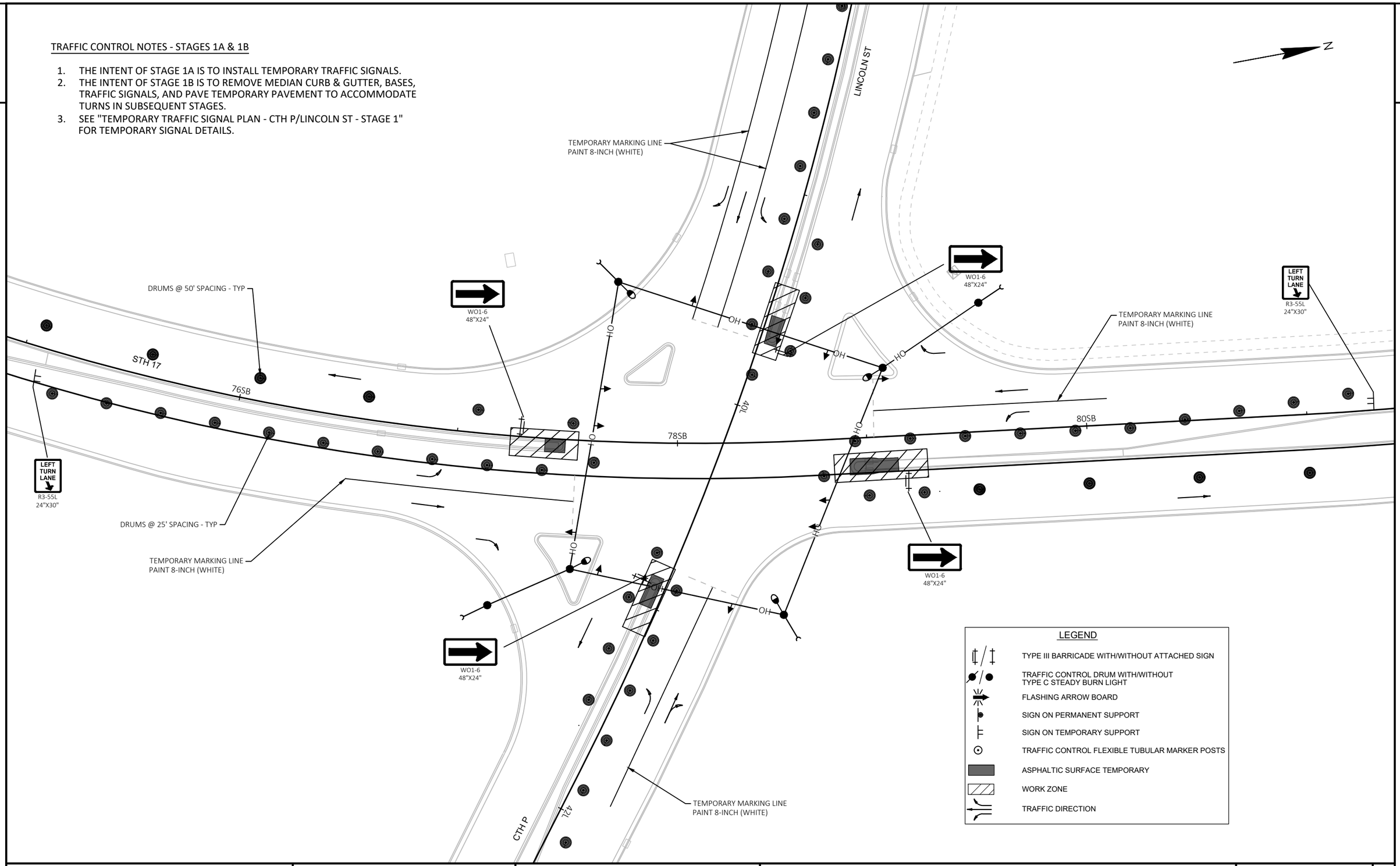
PLOT DATE : 7/28/2022 11:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL NOTES - STAGES 1A & 1B

1. THE INTENT OF STAGE 1A IS TO INSTALL TEMPORARY TRAFFIC SIGNALS.
2. THE INTENT OF STAGE 1B IS TO REMOVE MEDIAN CURB & GUTTER, BASES, TRAFFIC SIGNALS, AND PAVE TEMPORARY PAVEMENT TO ACCOMMODATE TURNS IN SUBSEQUENT STAGES.
3. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - CTH P/LINCOLN ST - STAGE 1" FOR TEMPORARY SIGNAL DETAILS.



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - CTH P / LINCOLN ST - STAGE 1A & 1B	SHEET 204	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025111-TC.DWG
LAYOUT NAME - 025111-tc
PLOT DATE : 7/28/2022 11:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

CLOSE LEFT LANE. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE UNDIVIDED NON-FREEWAY/ EXPRESSWAY" FOR ADDITIONAL INFORMATION.

N

825B

805B

785B

765B

745B

STH 17

LINCOLN ST

CTH P

245' MERGING TAPER

100' BUFFER

50' TAPER

250'

250'

32L

34L

36L

38L

40L

42L

44L

46L

48L

DRUMS @ 25' SPACING - TYP

ROAD WORK AHEAD
W20-1A

LEFT LANE CLOSED AHEAD
W20-5SA

W04-2L

LEFT TURN LANE
R3-5SL
24"X30"

LEFT TURN LANE
R3-5SL
24"X30"

ROAD WORK AHEAD
W20-1A

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - CTH P / LINCOLN ST - STAGES 1A & 1B	SHEET 205	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025111-TC.DWG
LAYOUT NAME - 025112-tc

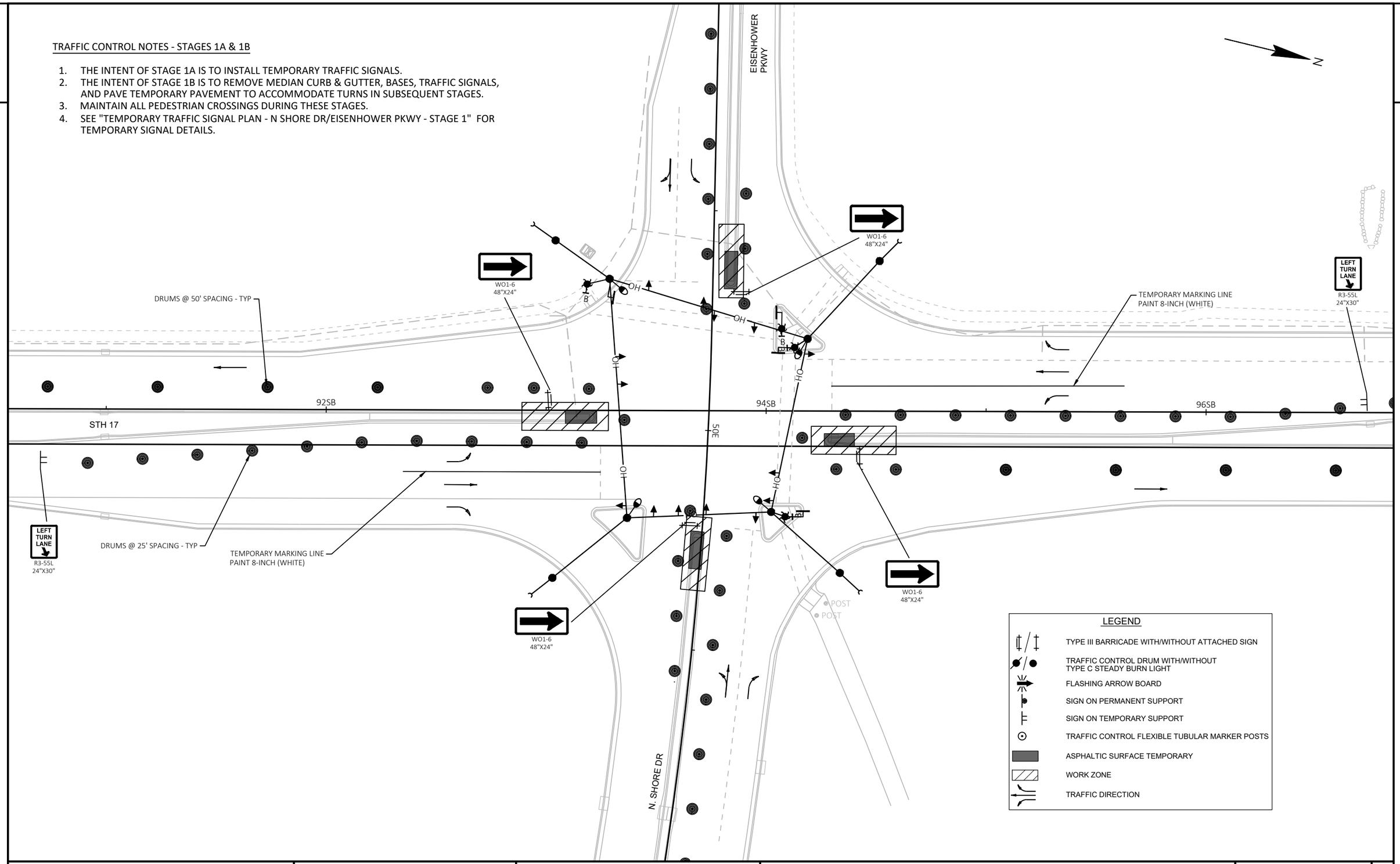
PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL NOTES - STAGES 1A & 1B

1. THE INTENT OF STAGE 1A IS TO INSTALL TEMPORARY TRAFFIC SIGNALS.
2. THE INTENT OF STAGE 1B IS TO REMOVE MEDIAN CURB & GUTTER, BASES, TRAFFIC SIGNALS, AND PAVE TEMPORARY PAVEMENT TO ACCOMMODATE TURNS IN SUBSEQUENT STAGES.
3. MAINTAIN ALL PEDESTRIAN CROSSINGS DURING THESE STAGES.
4. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - N SHORE DR/EISENHOWER PKWY - STAGE 1" FOR TEMPORARY SIGNAL DETAILS.



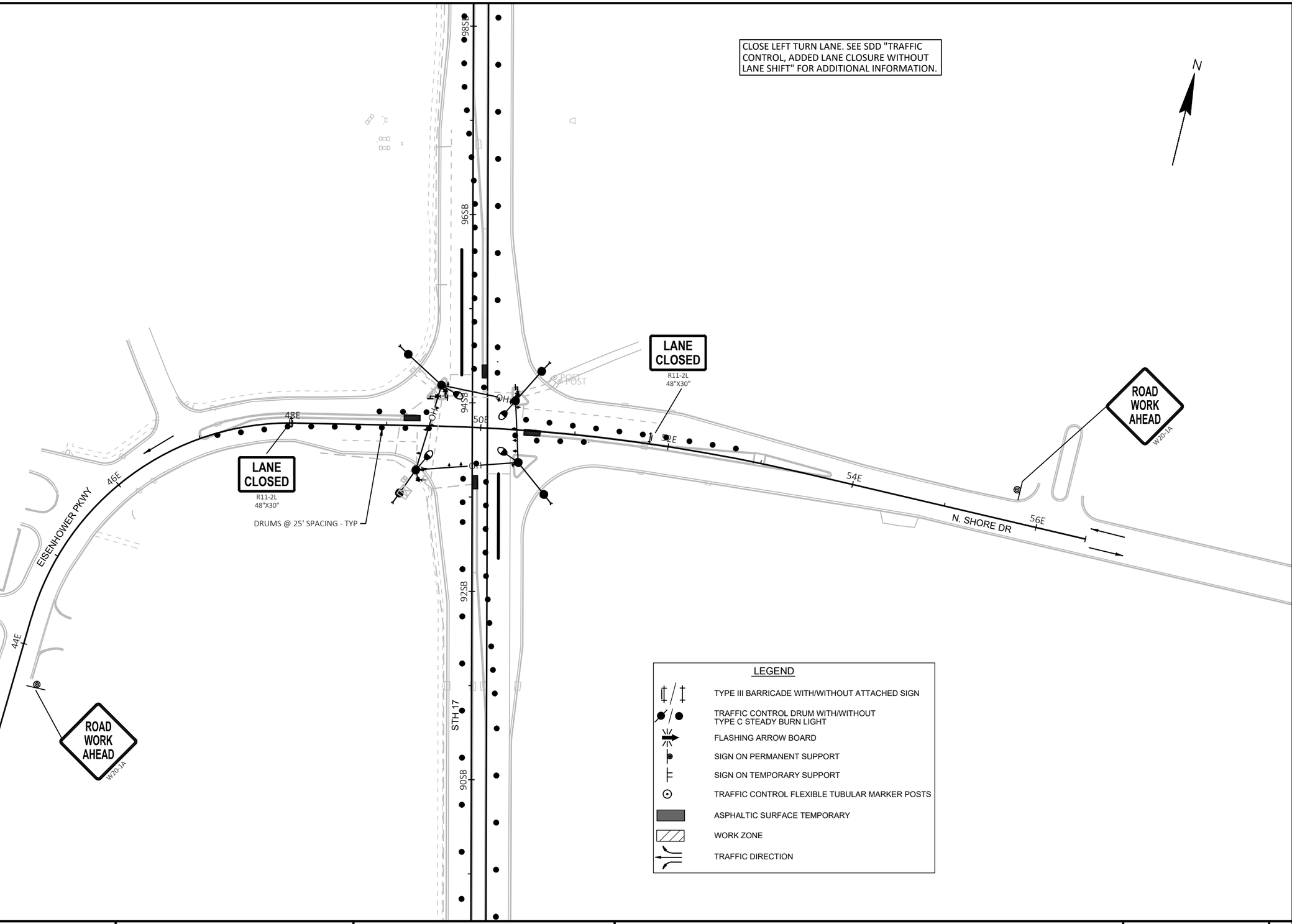
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - N SHORE DR / EISENHOWER PKWY - STAGE 1A & 1B	SHEET 206	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025111-TC.DWG
LAYOUT NAME - 025113-tc
PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

CLOSE LEFT TURN LANE. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION.

N



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - N SHORE DR/EISENHOWER PKWY - STAGES 1A & 1B	SHEET 207	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025111-TC.DWG
LAYOUT NAME - 025114-tc
PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

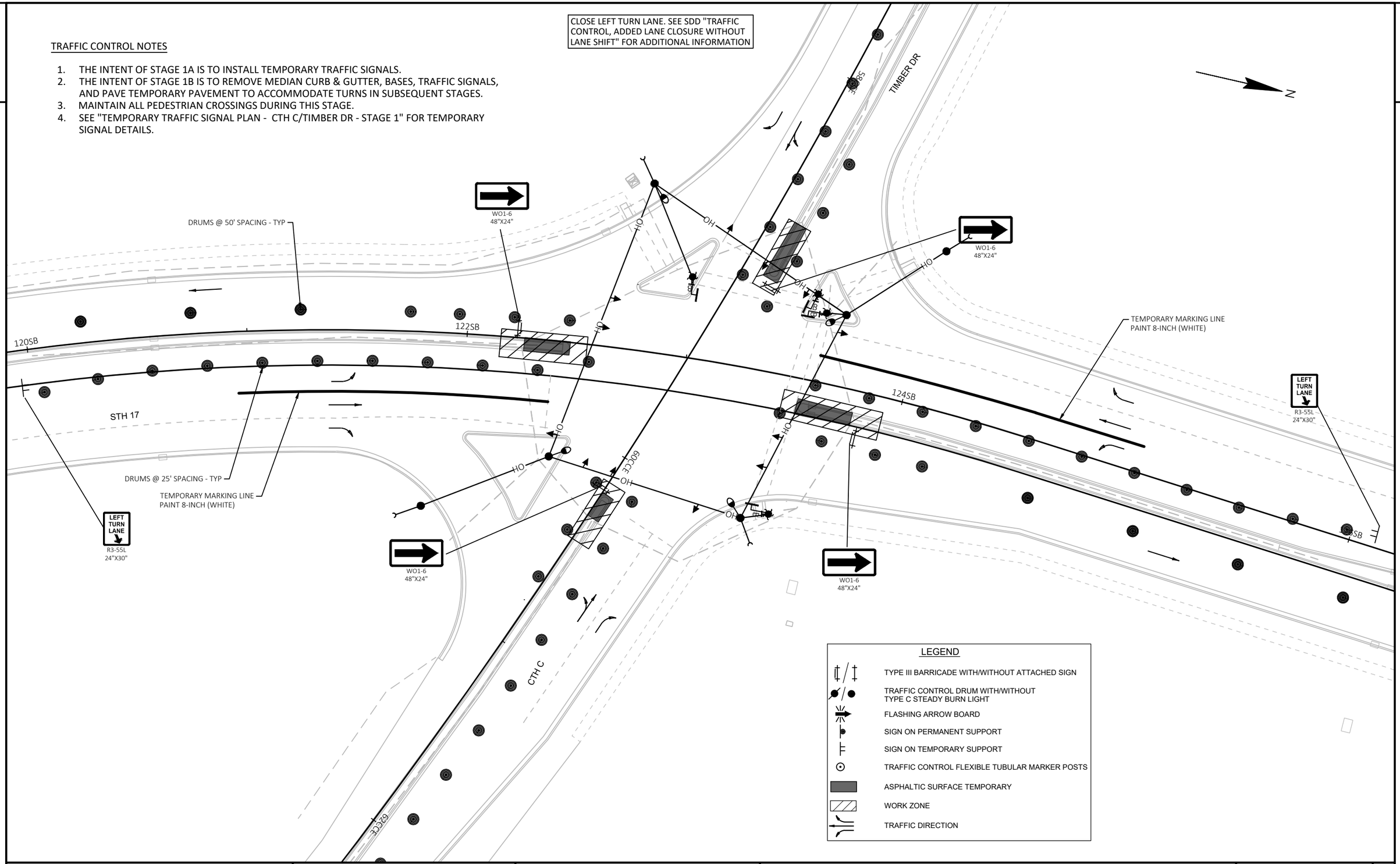
2

2

TRAFFIC CONTROL NOTES

1. THE INTENT OF STAGE 1A IS TO INSTALL TEMPORARY TRAFFIC SIGNALS.
2. THE INTENT OF STAGE 1B IS TO REMOVE MEDIAN CURB & GUTTER, BASES, TRAFFIC SIGNALS, AND PAVE TEMPORARY PAVEMENT TO ACCOMMODATE TURNS IN SUBSEQUENT STAGES.
3. MAINTAIN ALL PEDESTRIAN CROSSINGS DURING THIS STAGE.
4. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 1" FOR TEMPORARY SIGNAL DETAILS.

CLOSE LEFT TURN LANE. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - CTH C/TIMBER DR - STAGE 1A & 1B	SHEET 208	E

2

2

CLOSE LEFT TURN LANE. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION.

N

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

DRUMS @ 25' SPACING - TYP

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A

54CCE
TIMBER DR
56CCE
58CCE
60CCE
62CCE
CTH C
64CCE
66CCE

12SB
12SB
12SB
12SB
11SB

OH

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - CTH C/TIMBER DR - STAGES 1A & 1B	SHEET 209	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025111-TC.DWG
LAYOUT NAME - 025116-tc

PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

CLOSE LEFT LANE APPROACHING INTERSECTION. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" FOR ADDITIONAL INTERSECTION.

TRAFFIC CONTROL NOTES

1. THE INTENT OF STAGE 1A IS TO INSTALL TEMPORARY TRAFFIC SIGNALS.
2. THE INTENT OF STAGE 1B IS TO REMOVE MEDIAN CURB & GUTTER, BASES, TRAFFIC SIGNALS, AND PAVE TEMPORARY PAVEMENT TO ACCOMMODATE TURNS IN SUBSEQUENT STAGES.
3. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - STEVENS ST - STAGE 1" FOR TEMPORARY SIGNAL DETAILS.

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

N. CHIPPEWA DR.

78ST

N. STEVENS ST.

LANE CLOSED
R11-2L
48"X30"

WO1-6
48"X24"

WO1-6
48"X24"

WO1-6
48"X24"

OH

DRUMS @ 50' SPACING - TYP

166SB

168SB

170SB

STH 17

DRUMS @ 25' SPACING - TYP

TEMPORARY MARKING LINE
PAINT 8-INCH (WHITE)

LEFT TURN LANE
R3-55L
24"X30"

ASPHALT

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - STEVENS ST - STAGE 1A & 1B	SHEET 210	E

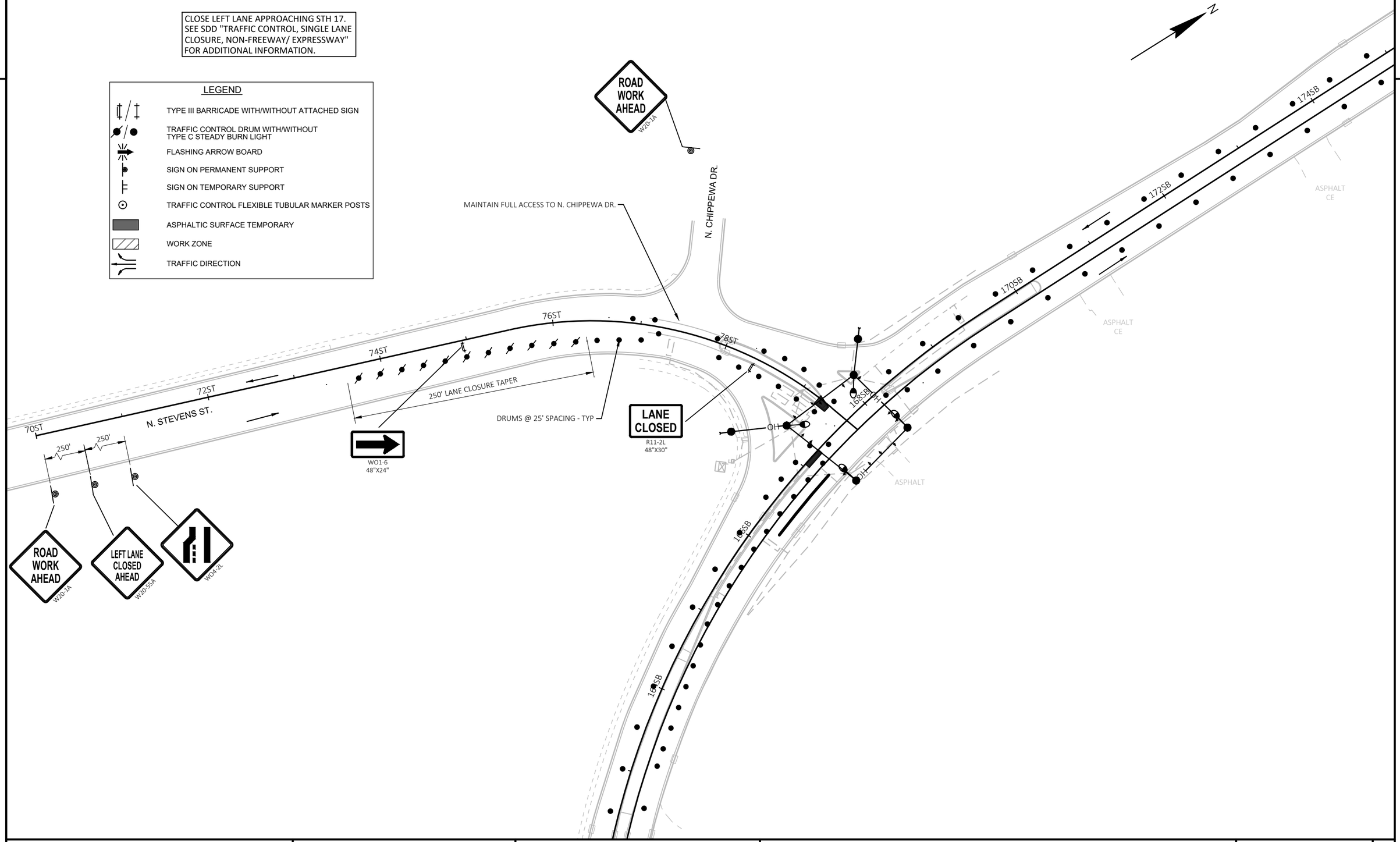
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LAYOUT NAME - 025117-tc
PLOT DATE : 7/28/2022 11:14 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

CLOSE LEFT LANE APPROACHING STH 17.
SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" FOR ADDITIONAL INFORMATION.

LEGEND

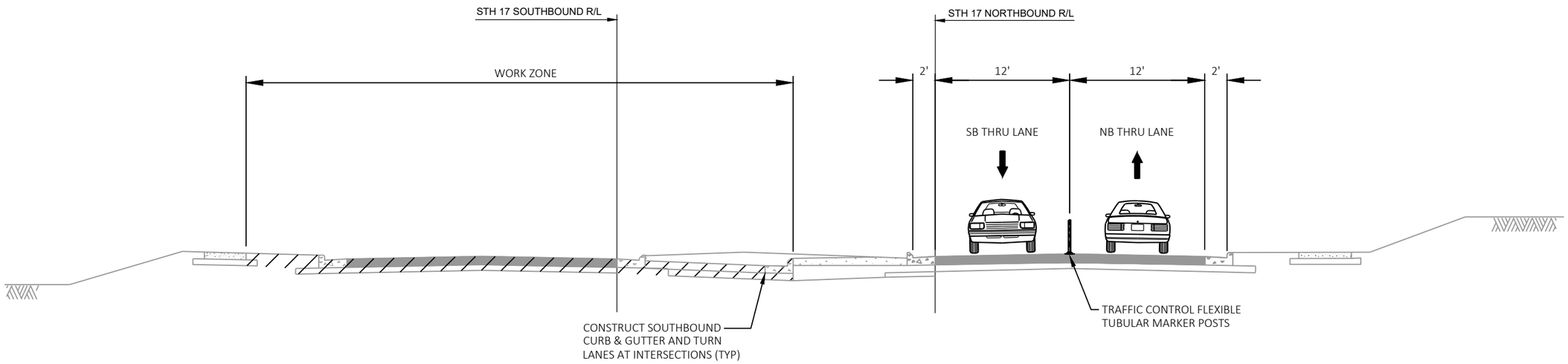
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - STEVENS ST - STAGES 1A & 1B	SHEET 211	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025111-TC.DWG
LAYOUT NAME - 025118-tc
PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



STAGE 2 - STH 17

TYPICAL SECTION FOR TRAFFIC CONTROL

(LOOKING NORTH)

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL TYPICAL - STAGE 2	SHEET 212	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025200-TC.DWG
LAYOUT NAME - 025200-tc
PLOT DATE : 7/28/2022 11:14 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

CONSTRUCTION STAGE 2 NOTES:

STAGE 2 CONSTRUCTION
- CONSTRUCT TWO SOUTHBOUND LANES FROM STA 44+00 TO STA 173+00.

STAGE 2 TRAFFIC
- MAINTAIN 2-WAY TRAFFIC USING NORTHBOUND LANES.
- MAINTAIN ACCESS TO ALL SIDEROADS EXCEPT AS SHOWN IN THE TRAFFIC CONTROL INTERSECTION DETAILS.
- MAINTAIN ACCESS TO ALL DRIVEWAYS.

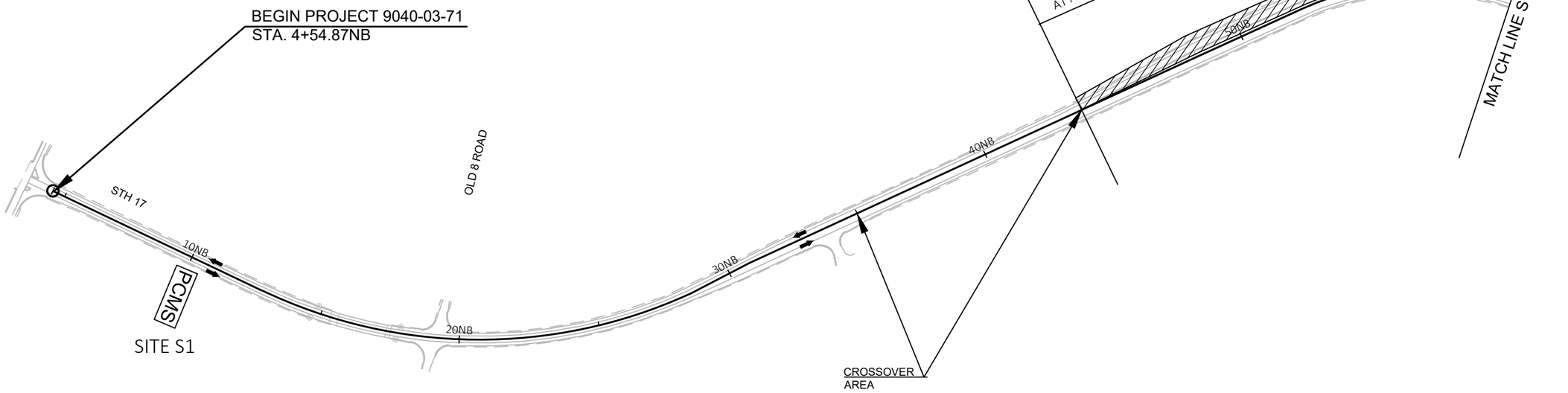
LEGEND

WORK AREA

TRAFFIC FLOW

PCMS PORTABLE CHANGEABLE MESSAGE BOARD

N



ROADWAY CONSTRUCTION OPERATION/CONFIGURATION

	PRIOR TO CONSTRUCTION (7 DAYS)		PRIOR TO STAGE CHANGE (7 DAYS)		INCIDENT MANAGEMENT	
SITE NO.	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)
SITE N1	HWY 17 ROAD WORK	STARTING XX/XX	NEW TRAFFIC PATTERN	STARTING XX/XX	TRAFFIC STOPPED AHEAD	USE ALT ROUTE
SITE S1	HWY 17 ROAD WORK	STARTING XX/XX	NEW TRAFFIC PATTERN	STARTING XX/XX	TRAFFIC STOPPED AHEAD	USE ALT ROUTE

2

MATCH LINE STA. 60+00NB

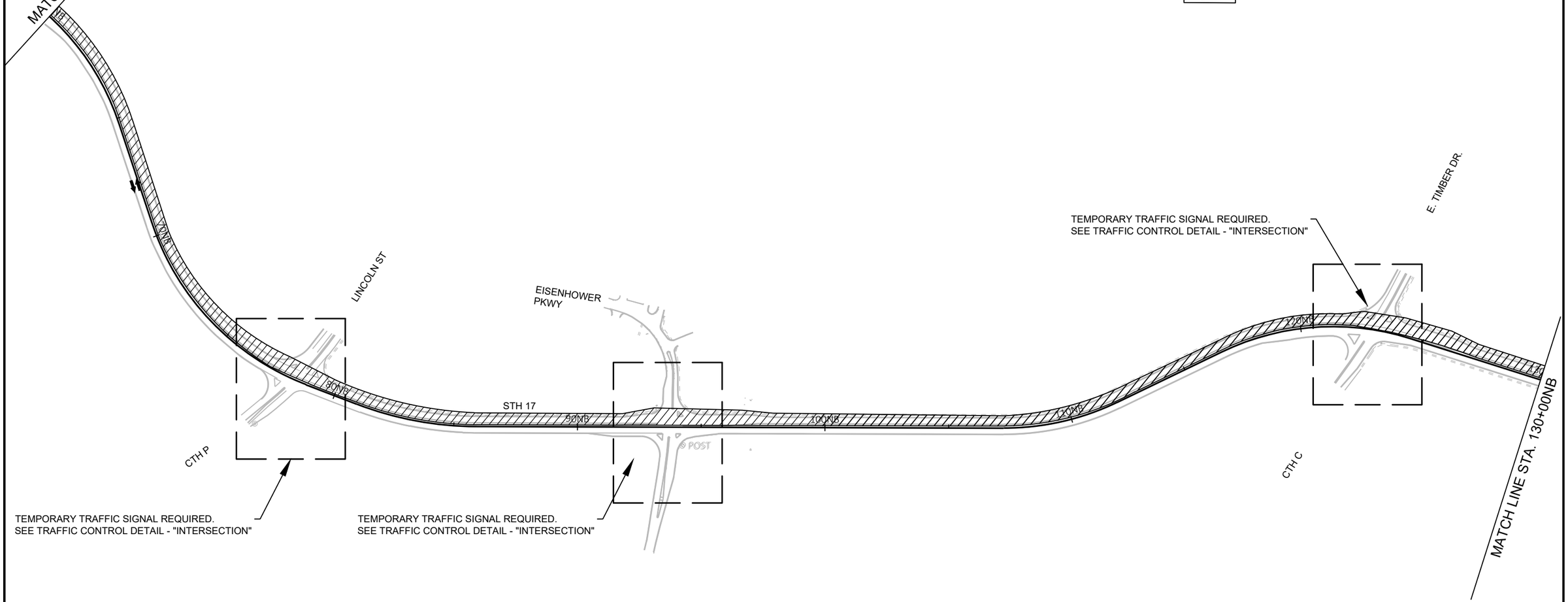
LEGEND

WORK AREA

TRAFFIC FLOW

PCMS PORTABLE CHANGEABLE MESSAGE BOARD

N



2

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CONSTRUCTION STAGING OVERVIEW - STAGE 2	SHEET 214	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025201-TC.DWG
LAYOUT NAME - 025202-tc
PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2

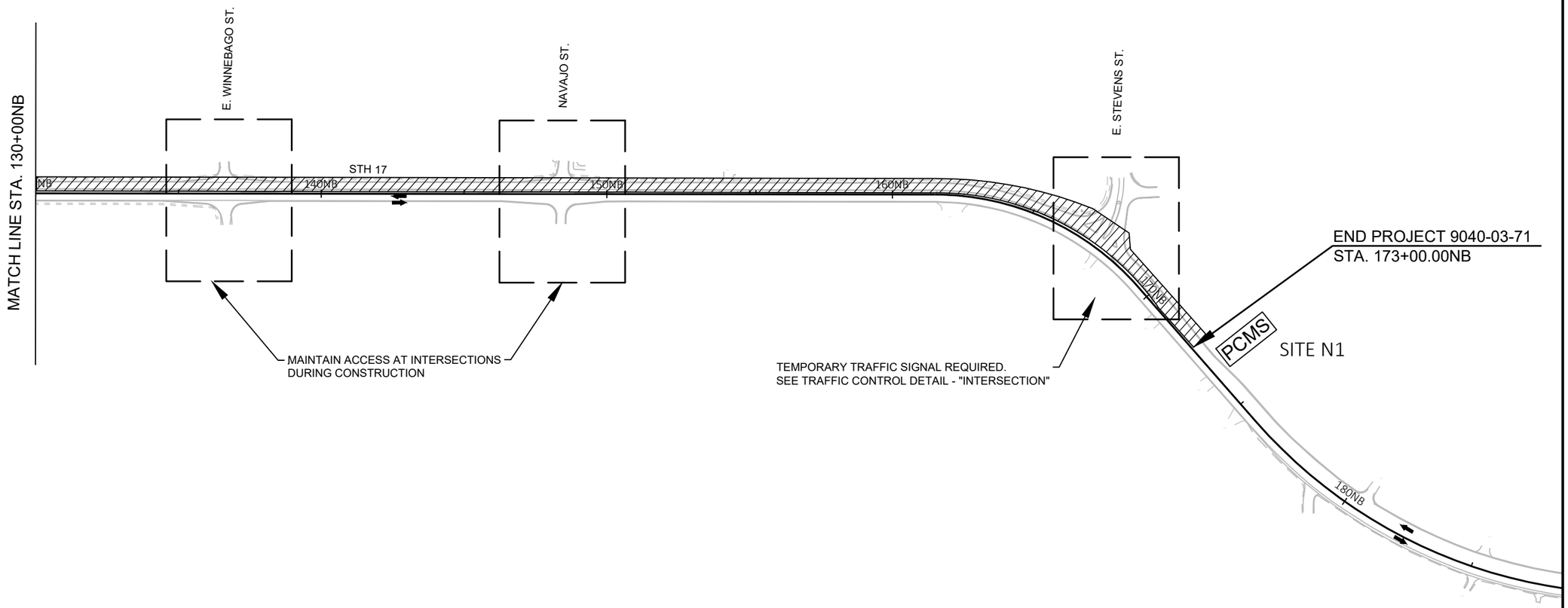
N

LEGEND

WORK AREA

TRAFFIC FLOW

PCMS PORTABLE CHANGEABLE MESSAGE BOARD



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CONSTRUCTION STAGING OVERVIEW - STAGE 2	SHEET 215	E

2

NORTH
M3-1
24"X12"
17
M1-6
24"X24"
MAX. 11' WIDTH
W12-52
48"X48"

USH 8

STH 17

5 10 15

ROAD WORK AHEAD
W20-1A

ROAD WORK 1000 FT
W20-1C

N

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

END ROAD WORK
G20-2A
48"X24"

OLD 8 RD.

ROAD WORK 500 FT
W20-1D

ROAD WORK NEXT 3 MILES
G20-1
60"X24"

W6-3
36"X36"
NEXT 3 MILES
W57-51
48"X24"

TEMPORARY MARKING LINE
PAINT 4-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE
PAINT 4-INCH (WHITE)

50' TYP.

15 20 25 30

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2	SHEET 216	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025204-TC.DWG
LAYOUT NAME - 025204-tc
PLOT DATE : 7/28/2022 11:14 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

SEE SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER" FOR ADDITIONAL INFORMATION.

N

REMOVE EXISTING
PAVEMENT MARKING

TEMPORARY MARKING LINE
PAINT 4-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE
PAINT 4-INCH (WHITE)

30 STH 17 35 40 45

DO NOT PASS
R4-1
24"X30"

ASPHALT
CE

W01-4L

50' TYP.

DO NOT PASS
R4-1
24"X30"

W01-6
48"X24"

DRUMS @ 25' SPACING

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

N

W6-3
36"X36"

DO NOT PASS
R4-1
24"X30"

W01-4L

45 50 55 60

CONCRETE

STH 17

50' TYP.

TEMPORARY MARKING LINE
PAINT 4-INCH (DOUBLE YELLOW)

W6-3
36"X36"

DO NOT PASS
R4-1
24"X30"

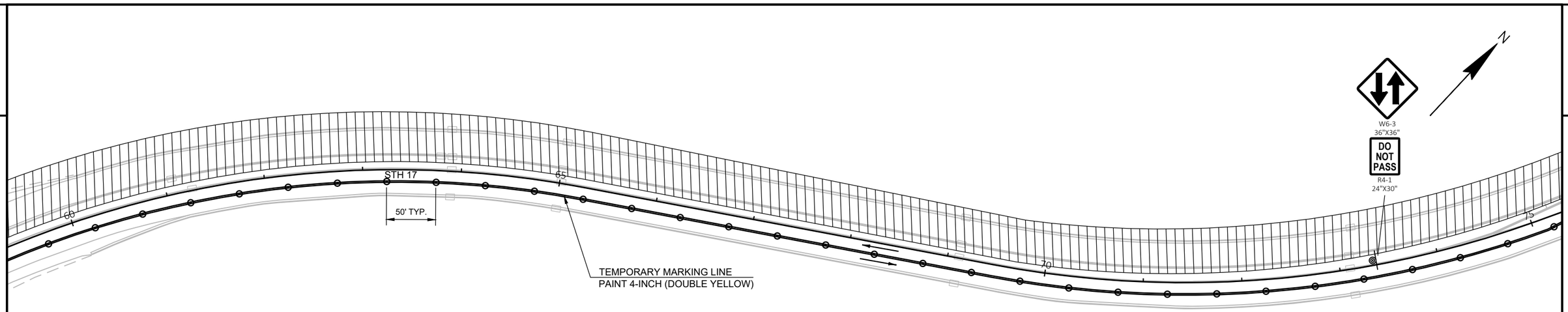
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2	SHEET 217	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025204-TC.DWG
LAYOUT NAME - 025205-tc

PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

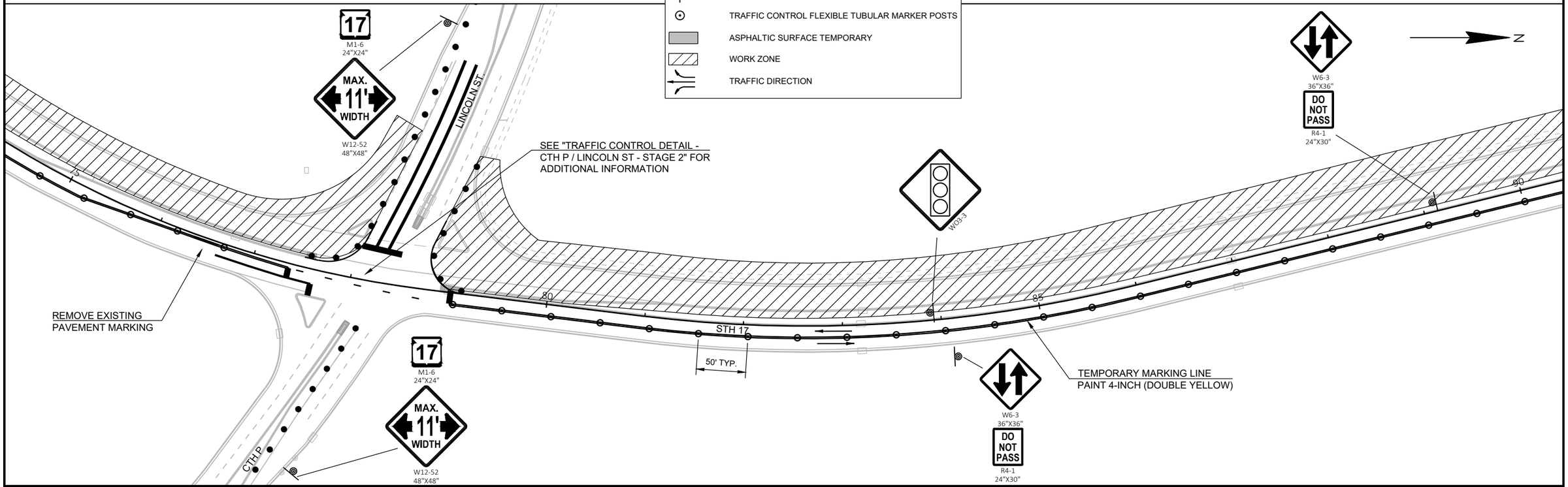
WISDOT/CADDS SHEET 42

2



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION



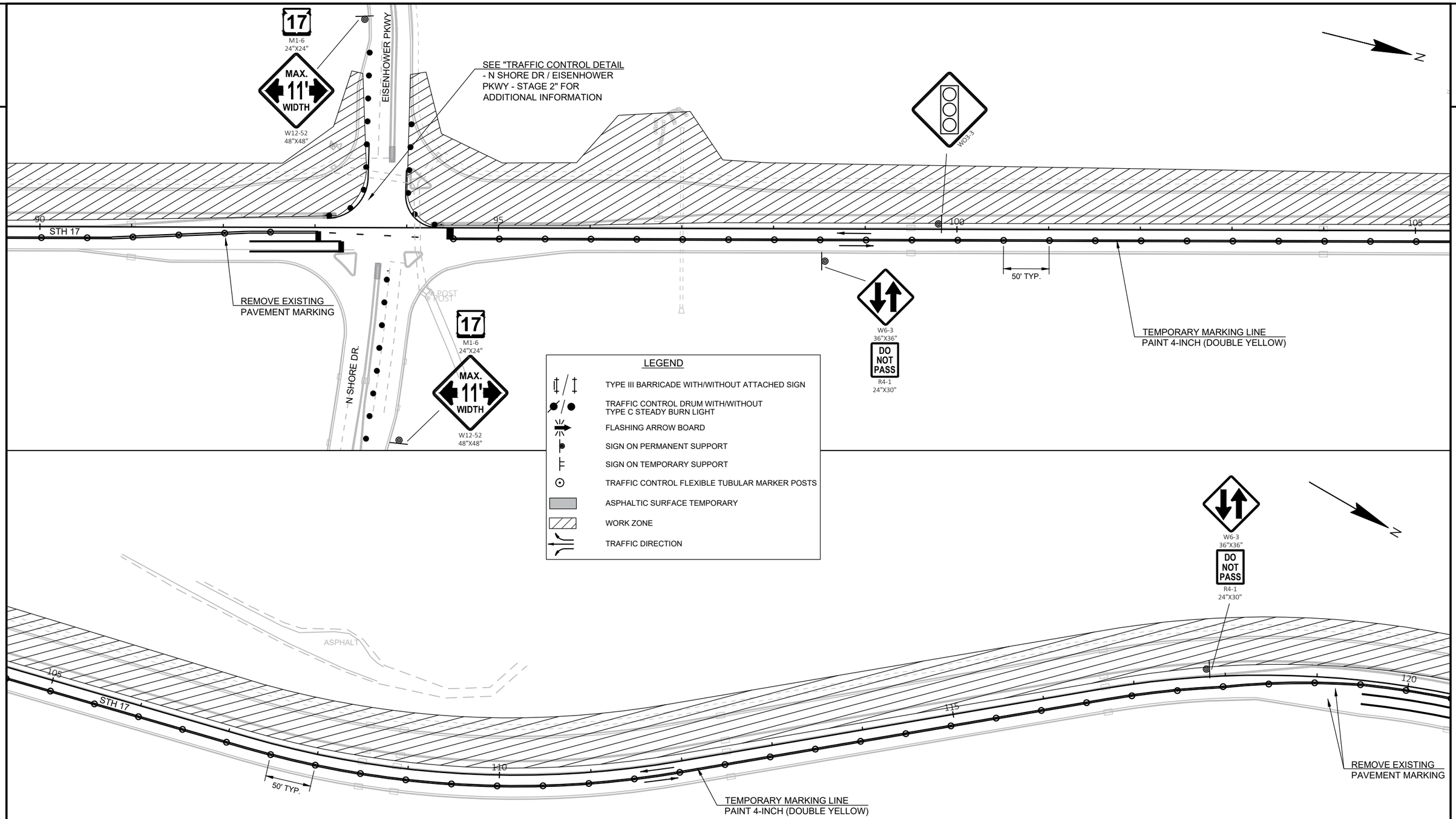
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2	SHEET 218	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025204-TC.DWG
LAYOUT NAME - 025206-tc

PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2	SHEET 219	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025204-TC.DWG
LAYOUT NAME - 025207-tc

PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

17
M1-6
24"X24"

MAX. 11' WIDTH
W12-52
48"X48"

TIMBER DR

SEE "TRAFFIC CONTROL DETAIL - CTH C / TIMBER DR - STAGE 2" FOR ADDITIONAL INFORMATION

W03-3

125

130

135

120 STH 17

REMOVE EXISTING PAVEMENT MARKING

TEMPORARY MARKING LINE
PAINT 4-INCH (DOUBLE YELLOW)

50' TYP.

W6-3
36"X36"

DO NOT PASS
R4-1
24"X30"

17
M1-6
24"X24"

CTH C

MAX. 11' WIDTH
W12-52
48"X48"

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

ROAD WORK AHEAD
W20-1A

ROAD CLOSED
R11-2
48"X30"

STOP
R1-1
30"X30"

COVERING SIGN TYPE II

E WINNEBAGO ST.

DRUMS @ 25' SPACING - TYP

ROAD CLOSED
R11-2
48"X30"

135

140

STH 17

145

150

50' TYP.

W6-3
36"X36"

DO NOT PASS
R4-1
24"X30"

TEMPORARY MARKING LINE
PAINT 4-INCH (DOUBLE YELLOW)

NAVAJO ST.

N

DRUMS @ 25' SPACING - TYP

ROAD CLOSED
R11-2
48"X30"

ASPHALT

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2	SHEET 220	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025204-TC.DWG
LAYOUT NAME - 025208-tc

PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

NOTE:
CONSTRUCT DRIVEWAY HALF
AT A TIME TO MAINTAIN ACCESS.

N

W6-3
36"X36"
DO NOT PASS
R4-1
24"X30"

ASPHALT
CE

150
STH 17
155
160
165

50' TYP.

TEMPORARY MARKING LINE
PAINT 4-INCH (DOUBLE YELLOW)

W6-3
36"X36"
DO NOT PASS
R4-1
24"X30"

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

17
M1-6
24"X24"

MAX.
11'
WIDTH
W12-52
48"X48"

N STEVENS ST.

SEE "TRAFFIC CONTROL DETAIL -
STEVENS ST - STAGE 2" FOR
ADDITIONAL INFORMATION

W6-3
36"X36"
DO NOT PASS
R4-1
24"X30"

W03-3

220' BUFFER

630' SHIFTING TAPER

N

165
STH 17
170
175
180

50' TYP.
50' TYP.
50' TYP.

REMOVE EXISTING
PAVEMENT MARKING

REMOVE EXISTING
PAVEMENT MARKING

ASPHALT
CE

TEMPORARY MARKING LINE
PAINT 4-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE
PAINT 4-INCH (WHITE)

TEMPORARY MARKING LINE
PAINT 4-INCH (YELLOW)

CHEROKEE LN.

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2	SHEET 221	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025204-TC.DWG
LAYOUT NAME - 025209-tc

PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE:
REMOVE CONFLICTING PAVEMENT MARKINGS IN TRAFFIC CONTROL TRANSITION

N

W01-6
48"X24"

220' BUFFER

540' TAPER

TEMPORARY MARKING LINE
PAINT 4-INCH (WHITE)

50' TYP.

100'

25' TYP.

TEMPORARY MARKING LINE
PAINT 4-INCH (YELLOW)

STH 17

180 185 190 195

ASPHALT CE

CABC PE

CABC CE

CONC

POST

WO4-2R

WELL

END ROAD WORK

CROSSOVER DR

SHEPARD LAKE RD

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

17
M1-6
24"X24"

MAX. 11' WIDTH
W12-52
48"X48"

RIGHT LANE CLOSED AHEAD
W20-5A

ROAD WORK NEXT 3.2 MILES

MENARDS ENTRANCE

ROAD WORK AHEAD

W BIRCHWOOD DR

N

WIDTH RESTRICTION SIGNS TO BE PLACED AT CTH 'A', 9.5 MILES NORTH OF THE PROJECT LIMITS.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION"; SHEET F "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

SOUTH
M3-3
24"X12"

17
M1-6
24"X24"

MAX. 11' WIDTH
W12-52
48"X48"

200 205 210

STH 17

CONC

ASPHALT CE

CABC PE

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2	SHEET 222	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025204-TC.DWG
LAYOUT NAME - 025210-tc

PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########

2

TRAFFIC CONTROL NOTES - STAGE 2

1. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - CTH P/LINCOLN ST - STAGE 2" FOR TEMPORARY SIGNAL DETAILS.

CLOSE RIGHT TURN LANE. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION.

LANE CLOSED
R11-2L
48"X30"

LINCOLN ST

N

ROAD CLOSED
R11-2
48"X30"

TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)

TEMPORARY MARKING STOP LINE PAINT 18-INCH

ROAD CLOSED
R11-2
48"X30"

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) TO GIVE GUIDANCE FOR TURNING TRAFFIC

ROAD CLOSED
R11-2
48"X30"

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) TO GIVE GUIDANCE FOR TURNING TRAFFIC

STH 17

76+00

100' MINIMUM TAPER

77+00

78+00

79+00

80+00

81+00

10'

11'

TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE PAINT 8-INCH (WHITE) MINIMUM LENGTH 100' FROM THROUGH STOP LINE

LEFT LANE MUST TURN LEFT
R3-7L
30"X30"

TEMPORARY MARKING ARROW PAINT - TYP

TEMPORARY MARKING STOP LINE PAINT 18-INCH

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 3-FT LINE/9 FT GAP)

TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW) PAINTED ON EXISTING LANE LINE - TYP

CTH P

LANE CLOSED
R11-2L
48"X30"

CLOSE LEFT TURN LANE. SHIFT TRAFFIC TO RIGHT TO ALLOW EASIER LEFT TURNS. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT" FOR ADDITIONAL INFORMATION.

LEGEND

- TYPE III BARRICADE WITH / WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

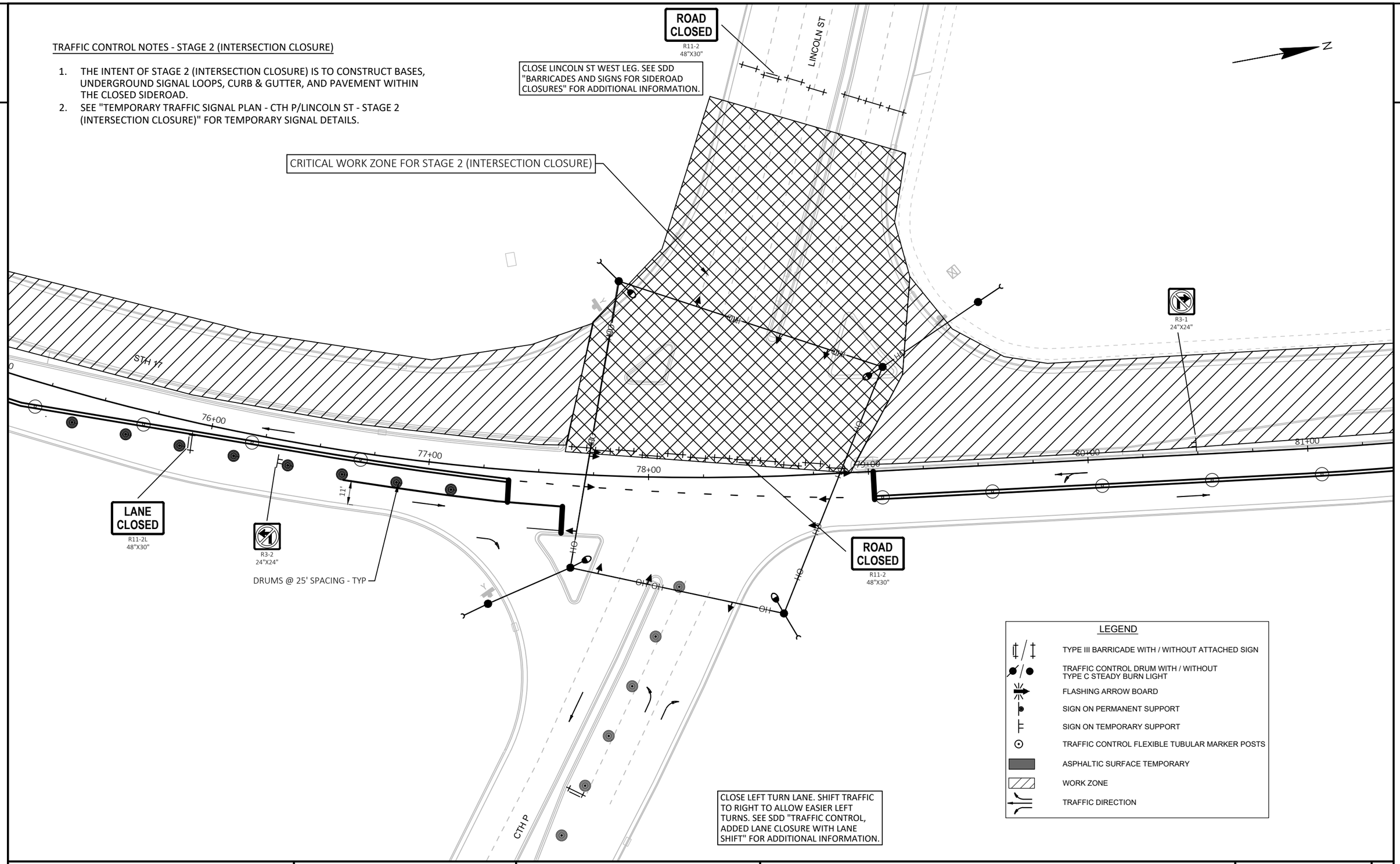
2

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - CTH P / LINCOLN ST - STAGE 2	SHEET 223	E

2

TRAFFIC CONTROL NOTES - STAGE 2 (INTERSECTION CLOSURE)

1. THE INTENT OF STAGE 2 (INTERSECTION CLOSURE) IS TO CONSTRUCT BASES, UNDERGROUND SIGNAL LOOPS, CURB & GUTTER, AND PAVEMENT WITHIN THE CLOSED SIDEROAD.
2. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - CTH P/LINCOLN ST - STAGE 2 (INTERSECTION CLOSURE)" FOR TEMPORARY SIGNAL DETAILS.



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - CTH P / LINCOLN ST - STAGE 2 (INTERSECTION CLOSURE)	SHEET 224	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025211-TC.DWG
LAYOUT NAME - 025212-tc
PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC CONTROL NOTES STAGE 2

1. MAINTAIN ALL PEDESTRIAN CROSSINGS DURING THIS STAGE.
2. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - N SHORE DR/EISENHOWER PKWY - STAGE 2" FOR TEMPORARY SIGNAL DETAILS.

CLOSE RIGHT TURN LANE. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION.

EISENHOWER PKWY

N

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TO GIVE GUIDANCE FOR TURNING TRAFFIC

TEMPORARY PEDESTRIAN BARRICADE

91+00 92+00 93+00 94+00 95+00 96+00

150' TAPER

STH 17

10' 11' 10'

TEMPORARY MARKING LINE
PAINT 4-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE
PAINT 8-INCH (WHITE)
MINIMUM LENGTH 100 FT
FROM THROUGH STOP LINE

TEMPORARY MARKING
ARROW PAINT

TEMPORARY MARKING
STOP LINE PAINT 18-INCH

TEMPORARY MARKING
STOP LINE PAINT 18-INCH

TEMPORARY MARKING LINE PAINT
4-INCH (WHITE, 3-FT LINE/9 FT GAP)

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TO GIVE GUIDANCE FOR TURNING TRAFFIC

TEMPORARY MARKING LINE PAINT
4-INCH (DOUBLE YELLOW)
PAINTED ON EXISTING LANE LINE - TYP

POST
POST

N. SHORE DR

VLV

LANE CLOSED
R11-2L
48"X30"

CLOSE LEFT TURN LANE. SHIFT TRAFFIC TO RIGHT TO ALLOW EASIER LEFT TURNS. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION.

LEGEND

- TYPE III BARRICADE WITH / WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - N SHORE DR / EISENHOWER PKWY - STAGE 2	SHEET 225	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025211-TC.DWG
LAYOUT NAME - 025213-tc

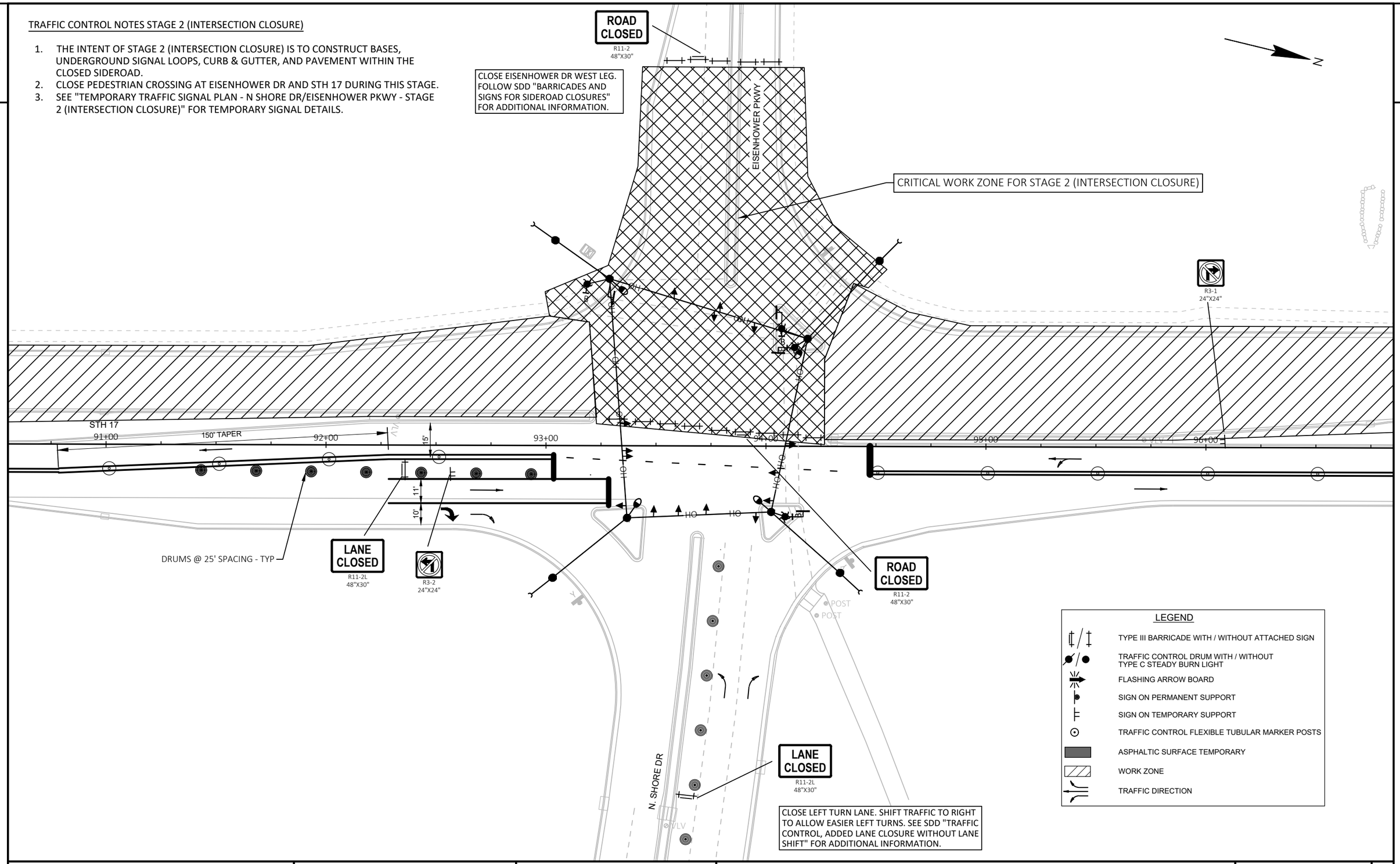
PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL NOTES STAGE 2 (INTERSECTION CLOSURE)

1. THE INTENT OF STAGE 2 (INTERSECTION CLOSURE) IS TO CONSTRUCT BASES, UNDERGROUND SIGNAL LOOPS, CURB & GUTTER, AND PAVEMENT WITHIN THE CLOSED SIDEROAD.
2. CLOSE PEDESTRIAN CROSSING AT EISENHOWER DR AND STH 17 DURING THIS STAGE.
3. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - N SHORE DR/EISENHOWER PKWY - STAGE 2 (INTERSECTION CLOSURE)" FOR TEMPORARY SIGNAL DETAILS.



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - N SHORE DR / EISENHOWER PKWY - STAGE 2 (INTERSECTION CLOSURE)	SHEET 226	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025211-TC.DWG
LAYOUT NAME - 025214-tc
PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL NOTES STAGE 2

1. MAINTAIN ALL PEDESTRIAN CROSSINGS DURING THIS STAGE.
2. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 2" FOR TEMPORARY SIGNAL DETAILS.

CLOSE RIGHT TURN LANE. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION.

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

TIMBER DR

N

TEMPORARY PEDESTRIAN BARRICADE THRU ACTIVE WORK ZONE - TYP

TEMPORARY PEDESTRIAN BARRICADE THRU ACTIVE WORK ZONE - TYP

TEMPORARY PEDESTRIAN CURB RAMP (SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS" FOR ADDITIONAL INFORMATION.)

TEMPORARY PEDESTRIAN SURFACE (ASPHALT)

M4-60R
30"X24"

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) TO GIVE GUIDANCE FOR TURNING TRAFFIC

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) TO GIVE GUIDANCE FOR TURNING TRAFFIC

120+00
121+00
122+00
123+00
124+00
125+00
126+00

STH 17

15'
10'
11'
11'

HO
OH

TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)

TEMPORARY MARKING ARROW PAINT - TYP

TEMPORARY MARKING STOP LINE PAINT 18-INCH

TEMPORARY MARKING LINE PAINT 8-INCH (WHITE) MINIMUM LENGTH 200 FT FROM THROUGH STOP LINE

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 3-FT LINE/9 FT GAP)

TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW) PAINTED ON EXISTING LANE LINE - TYP

CTH C

CLOSE LEFT TURN LANE. SHIFT TRAFFIC TO RIGHT TO ALLOW EASIER LEFT TURNS. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT" FOR ADDITIONAL INFORMATION.

LANE CLOSED
R11-2L
48"X30"

LEGEND

- TYPE III BARRICADE WITH / WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

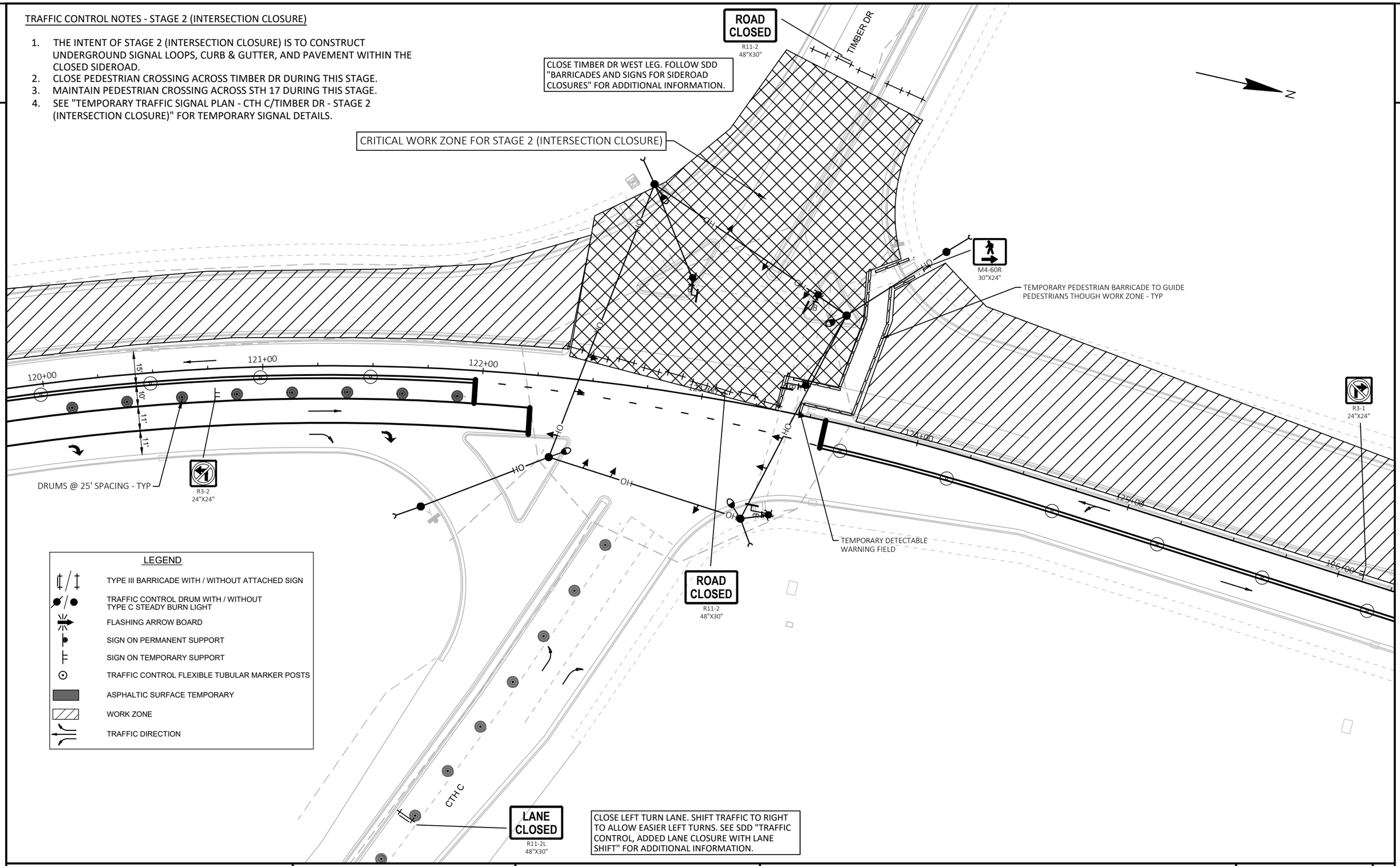
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - CTH C / TIMBER DR - STAGE 2	SHEET 227	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025211-TC.DWG
LAYOUT NAME - 025215-tc
PLOT DATE : 7/28/2022 11:14 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL NOTES - STAGE 2 (INTERSECTION CLOSURE)

1. THE INTENT OF STAGE 2 (INTERSECTION CLOSURE) IS TO CONSTRUCT UNDERGROUND SIGNAL LOOPS, CURB & GUTTER, AND PAVEMENT WITHIN THE CLOSED SIDEROAD.
2. CLOSE PEDESTRIAN CROSSING ACROSS TIMBER DR DURING THIS STAGE.
3. MAINTAIN PEDESTRIAN CROSSING ACROSS STH 17 DURING THIS STAGE.
4. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 2 (INTERSECTION CLOSURE)" FOR TEMPORARY SIGNAL DETAILS.



LEGEND

- TYPE III BARRICADE WITH / WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL PLAN - CTH C / TIMBER DR - STAGE 2 (INTERSECTION CLOSURE)	SHEET 228	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025211-TC.DWG
LAYOUT NAME - 025216-tc
PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

CLOSE RIGHT TURN AND OUTSIDE THROUGH LANE. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" FOR ADDITIONAL INFORMATION.

N

N. STEVENS ST.

N. CHIPPEWA DR.

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) TO GIVE GUIDANCE FOR TURNING TRAFFIC

OH

OH OH

165+00

150' TAPER

166+00

167+00

168+00

169+00

170+00

STH 17

TEMPORARY MARKING ARROW PAINT - TYP

TEMPORARY MARKING STOP LINE PAINT 18-INCH

TEMPORARY MARKING LINE PAINT 8-INCH (WHITE) MINIMUM LENGTH 125 FT FROM THROUGH STOP LINE

LEFT LANE MUST TURN LEFT
R3-7L
30"X30"

TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)

ROAD CLOSED
R11-2
48"X30"

TEMPORARY MARKING STOP LINE PAINT 18-INCH

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 3-FT LINE/9 FT GAP)

TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW) PAINTED ON EXISTING LANE LINE - TYP

ASPHALT

TRAFFIC CONTROL NOTES - STAGE 2

1. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - STEVENS ST - STAGE 2" FOR TEMPORARY SIGNAL DETAILS.

LEGEND

- TYPE III BARRICADE WITH / WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - STEVENS ST - STAGE 2	SHEET 229	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025211-TC.DWG
LAYOUT NAME - 025217-tc

PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

CLOSE STEVENS ST WEST LEG. FOLLOW SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR ADDITIONAL INFORMATION.

N

N. STEVENS ST.

N. CHIPPEWA DR.

ROAD CLOSED
R11-2
48"X30"

CRITICAL WORK ZONE FOR STAGE 2 (INTERSECTION CLOSURE)

R3-1
24"X24"

165+00
150' TAPER

166+00

167+00

168+00

169+00

170+00

STH 17

R3-2
24"X24"

ROAD CLOSED
R11-2
48"X30"

STOP
R1-1
30"X30"

DRUMS @ 25' SPACING - TYP

LANE CLOSED
R11-2L
48"X30"

ASPHALT

NOTE:
DRIVEWAY TO OPERATE AS A STOP CONTROL DURING THE STEVENS ST INTERSECTION CLOSURE.

TRAFFIC CONTROL NOTES - STAGE 2 (INTERSECTION CLOSURE)

1. THE INTENT OF STAGE 2 (INTERSECTION CLOSURE) IS TO CONSTRUCT BASES, UNDERGROUND SIGNAL LOOPS, CURB & GUTTER, AND PAVEMENT WITHIN THE CLOSED SIDE ROAD.
2. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - STEVENS ST - STAGE 2 (INTERSECTION CLOSURE)" FOR TEMPORARY SIGNAL DETAILS.
3. TURN OFF AND BAG TEMPORARY SIGNAL HEADS FOR THE STEVENS STREET INTERSECTION DURING THIS PHASE.

LEGEND

- TYPE III BARRICADE WITH / WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

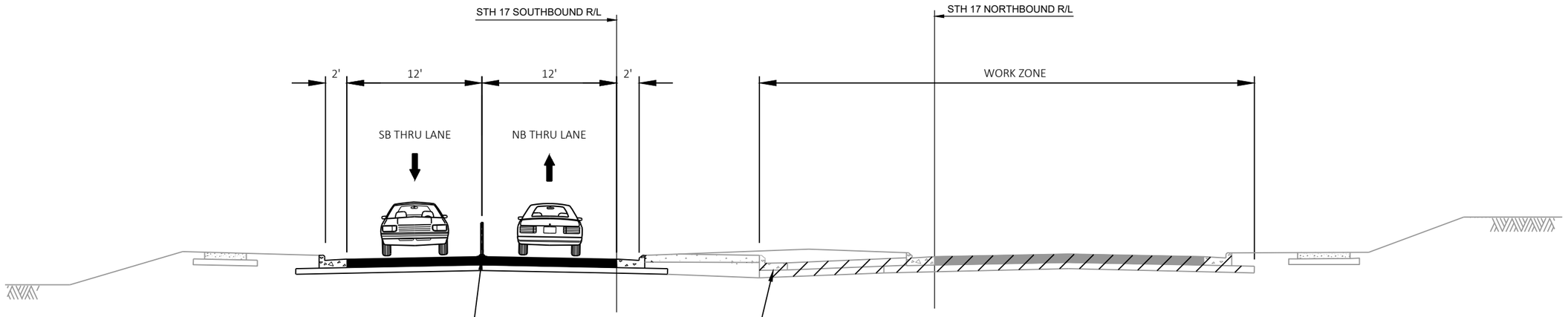
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - STEVENS ST - STAGE 2 (INTERSECTION CLOSURE)	SHEET 230	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025211-TC.DWG
LAYOUT NAME - 025218-tc

PLOT DATE : 7/28/2022 11:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



STAGE 3 - STH 17

TYPICAL SECTION FOR TRAFFIC CONTROL

(LOOKING NORTH)

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL TYPICAL - STAGE 3	SHEET 231	E

CONSTRUCTION STAGE 3 NOTES:

STAGE 3 CONSTRUCTION
- CONSTRUCT TWO NORTHBOUND LANES FROM STA 44+00 TO STA 173+00.

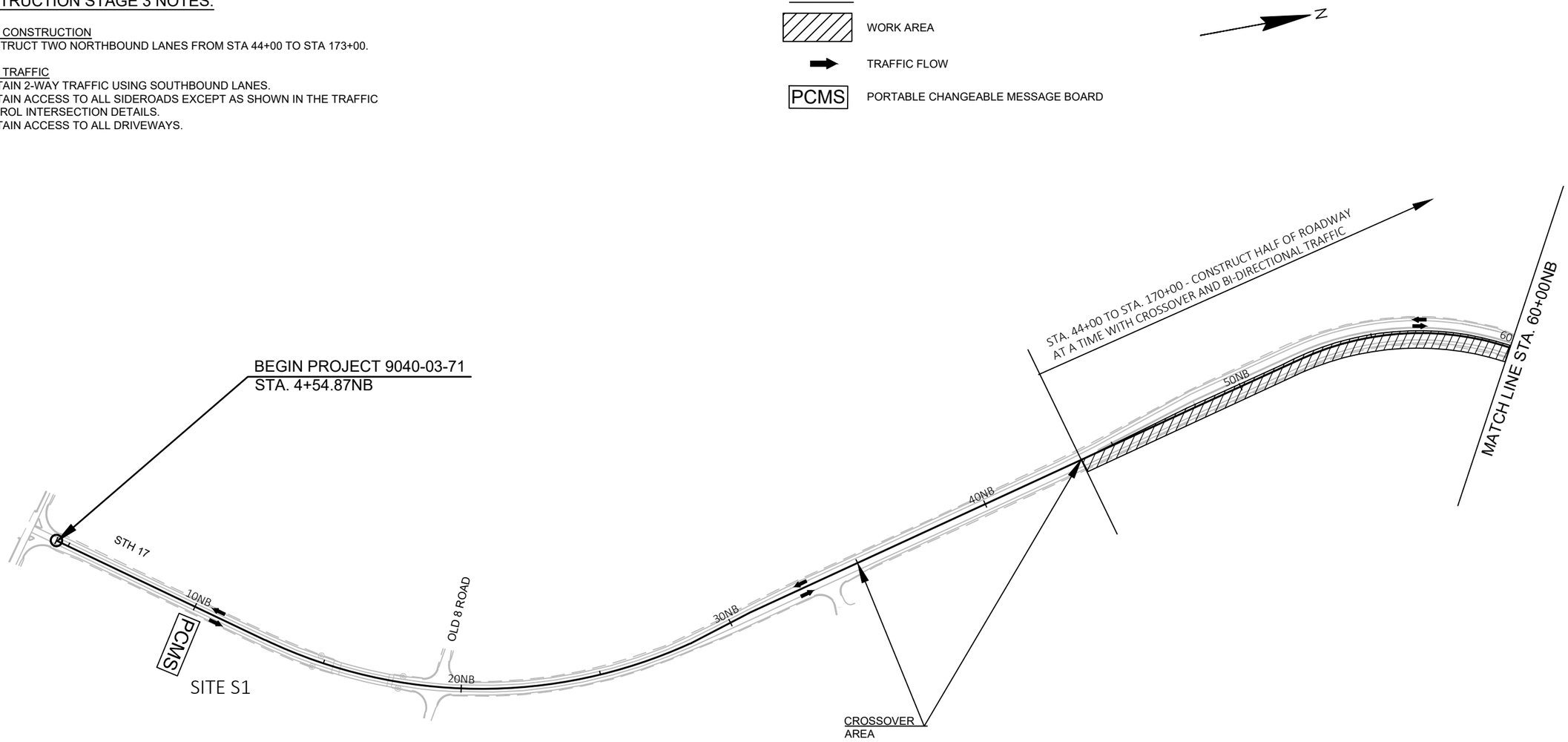
STAGE 3 TRAFFIC
- MAINTAIN 2-WAY TRAFFIC USING SOUTHBOUND LANES.
- MAINTAIN ACCESS TO ALL SIDEROADS EXCEPT AS SHOWN IN THE TRAFFIC CONTROL INTERSECTION DETAILS.
- MAINTAIN ACCESS TO ALL DRIVEWAYS.

LEGEND

WORK AREA

TRAFFIC FLOW

PCMS — PORTABLE CHANGEABLE MESSAGE BOARD



ROADWAY CONSTRUCTION OPERATION/CONFIGURATION

	PRIOR TO CONSTRUCTION (7 DAYS)		PRIOR TO STAGE CHANGE (7 DAYS)		INCIDENT MANAGEMENT	
SITE NO.	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)
SITE N1	HWY 17 ROAD WORK	STARTING XX/XX	NEW TRAFFIC PATTERN	STARTING XX/XX	TRAFFIC STOPPED AHEAD	USE ALT ROUTE
SITE S1	HWY 17 ROAD WORK	STARTING XX/XX	NEW TRAFFIC PATTERN	STARTING XX/XX	TRAFFIC STOPPED AHEAD	USE ALT ROUTE

2

MATCH LINE STA. 60+00NB

LEGEND

WORK AREA

TRAFFIC FLOW

PCMS PORTABLE CHANGEABLE MESSAGE BOARD

N

NB

70NB

LINCOLN ST

EISENHOWER PKWY

80NB

STH 17

90NB

100NB

110NB

120NB

E. TIMBER DR.

TEMPORARY TRAFFIC SIGNAL REQUIRED.
SEE TRAFFIC CONTROL DETAIL - "INTERSECTION"

CTH P

TEMPORARY TRAFFIC SIGNAL REQUIRED.
SEE TRAFFIC CONTROL DETAIL - "INTERSECTION"

TEMPORARY TRAFFIC SIGNAL REQUIRED.
SEE TRAFFIC CONTROL DETAIL - "INTERSECTION"

N. SHORE DR

CTH C

MATCH LINE STA. 130+00NB

2

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CONSTRUCTION STAGING OVERVIEW - STAGE 3	SHEET 233	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 025302-tc
PLOT DATE : 7/28/2022 11:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2

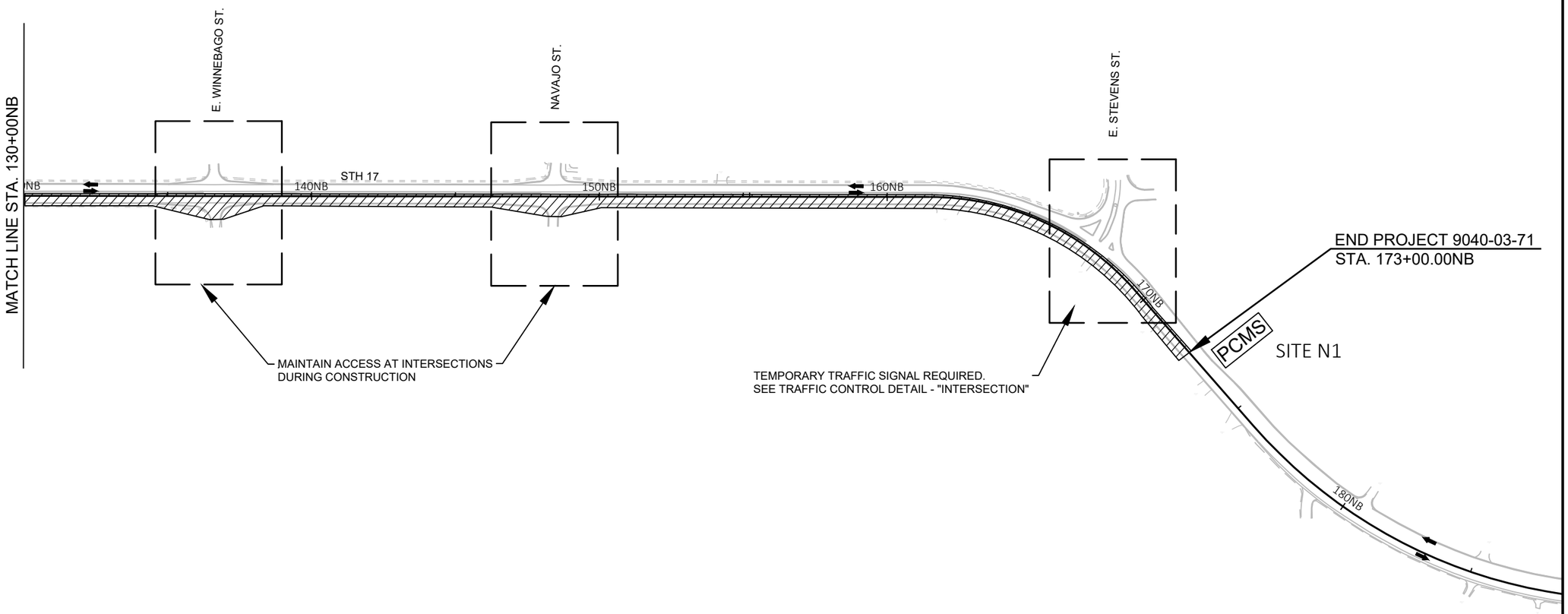
N

LEGEND

WORK AREA

TRAFFIC FLOW

PCMS PORTABLE CHANGEABLE MESSAGE BOARD



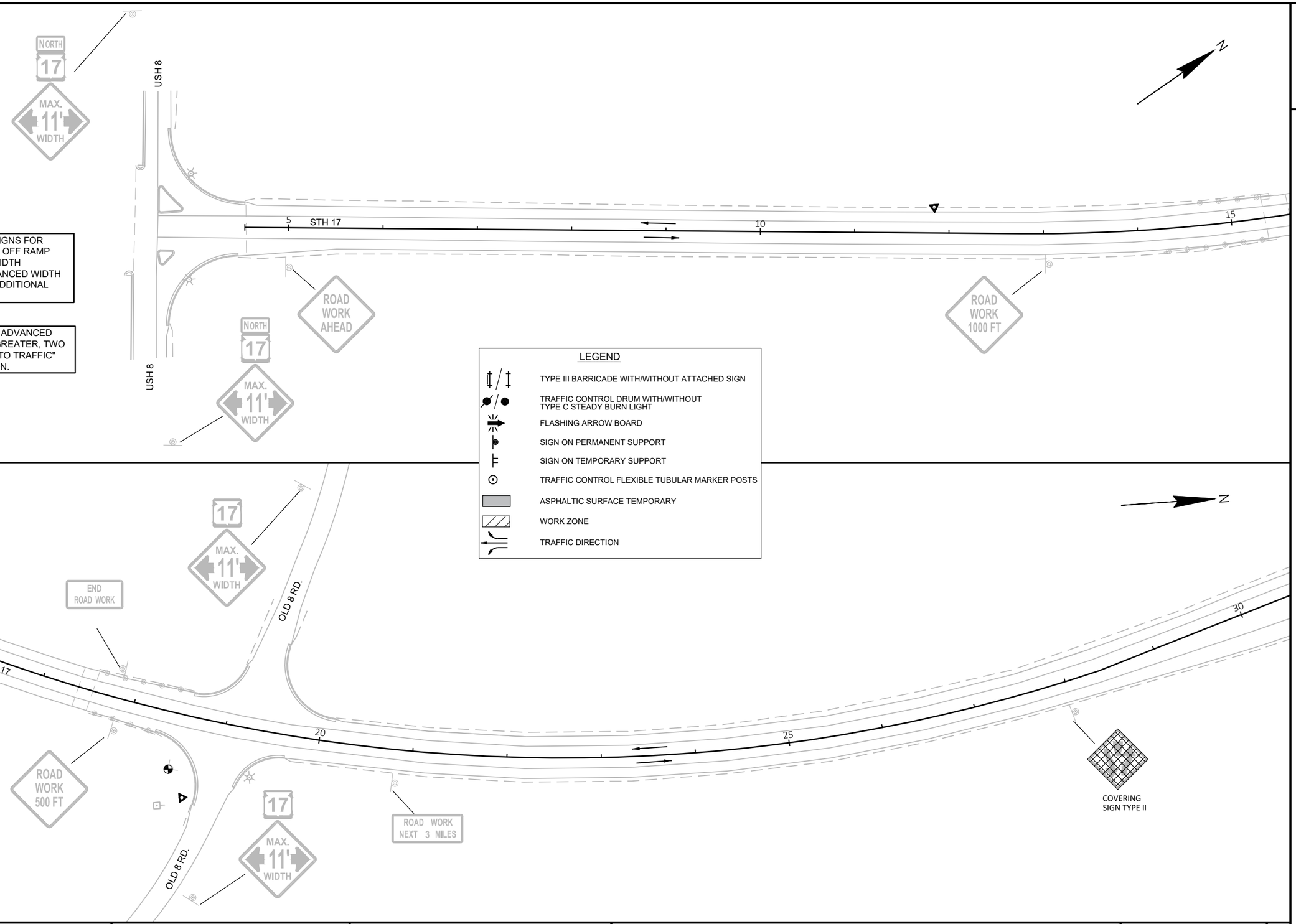
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CONSTRUCTION STAGING OVERVIEW - STAGE 3	SHEET 234	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025301-TC.DWG
LAYOUT NAME - 025303-tc
PLOT DATE : 7/28/2022 11:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION"; SHEET F "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

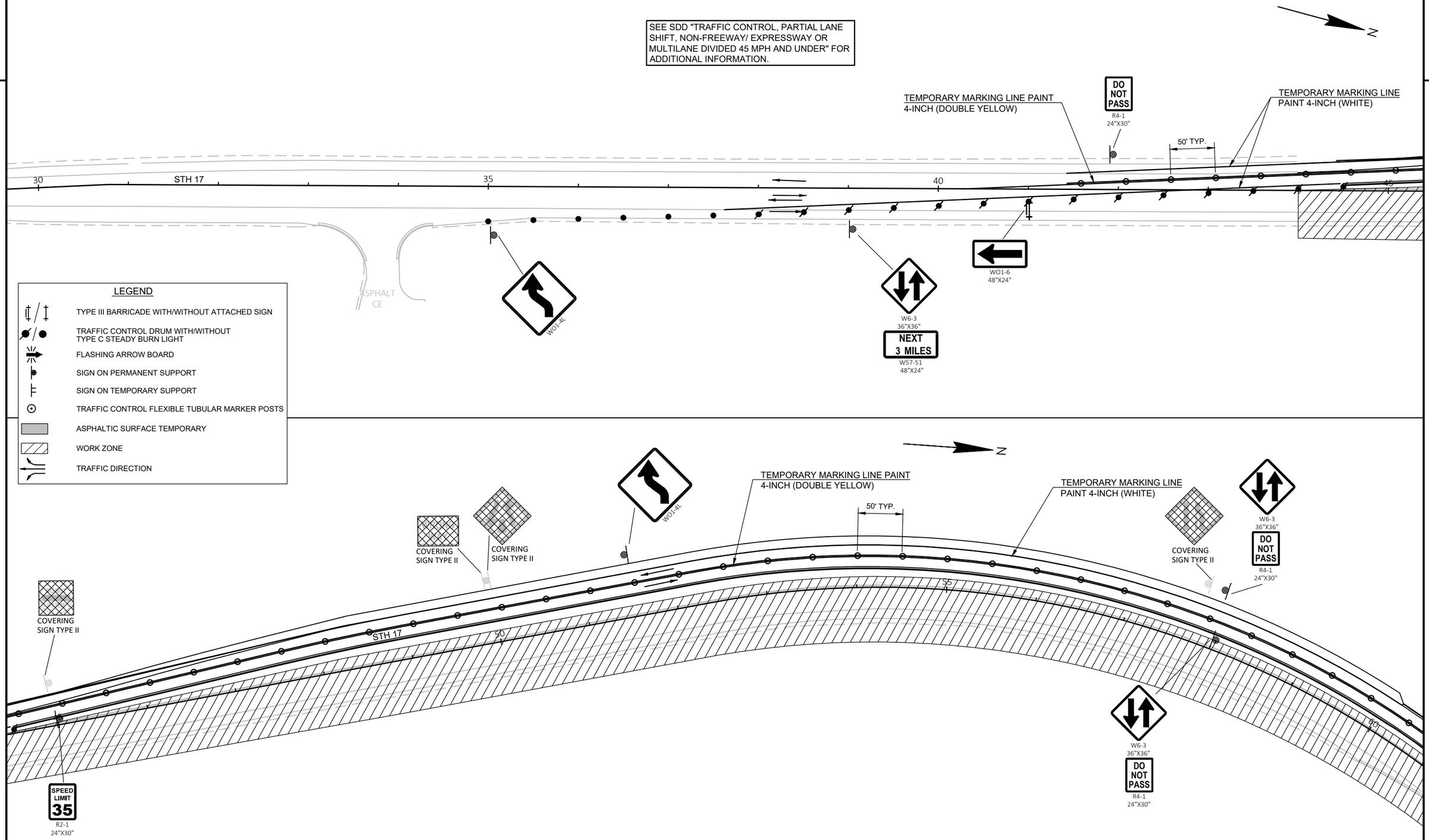
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3	SHEET 235	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025304-TC.DWG
LAYOUT NAME - 025304-tc
PLOT DATE : 7/28/2022 11:15 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

SEE SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER" FOR ADDITIONAL INFORMATION.



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3	SHEET 236	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025304-TC.DWG
LAYOUT NAME - 025305-tc

PLOT DATE : 7/28/2022 11:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

TEMPORARY MARKING LINE
PAINT 4-INCH (WHITE)

50' TYP.

STH 17

60

65

TEMPORARY MARKING LINE PAINT
4-INCH (DOUBLE YELLOW)

70

75

W6-3
36"X36"
DO NOT PASS
R4-1
24"X30"

W03-3

N

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

17

MAX. 11' WIDTH

LINCOLN ST.

CTH P

SEE "TRAFFIC CONTROL DETAIL - CTH P / LINCOLN ST - STAGE 3" FOR ADDITIONAL INFORMATION

80

85

90

50' TYP.

STH 17

TEMPORARY MARKING LINE PAINT
4-INCH (DOUBLE YELLOW)

W6-3
36"X36"
DO NOT PASS
R4-1
24"X30"

W03-3

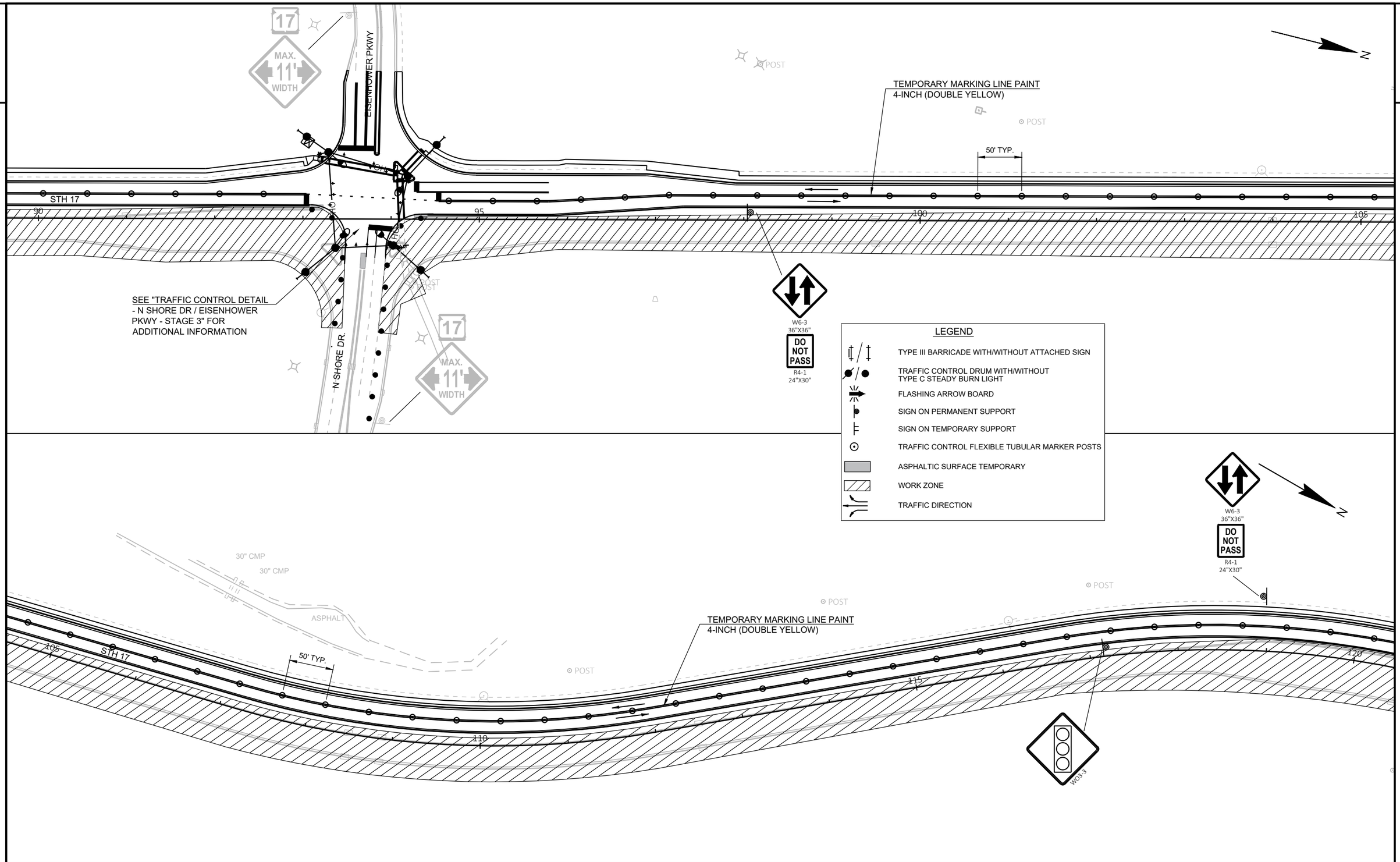
N

W6-3
36"X36"
DO NOT PASS
R4-1
24"X30"

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3	SHEET 237	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025304-TC.DWG
LAYOUT NAME - 025306-tc
PLOT DATE : 7/28/2022 11:15 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

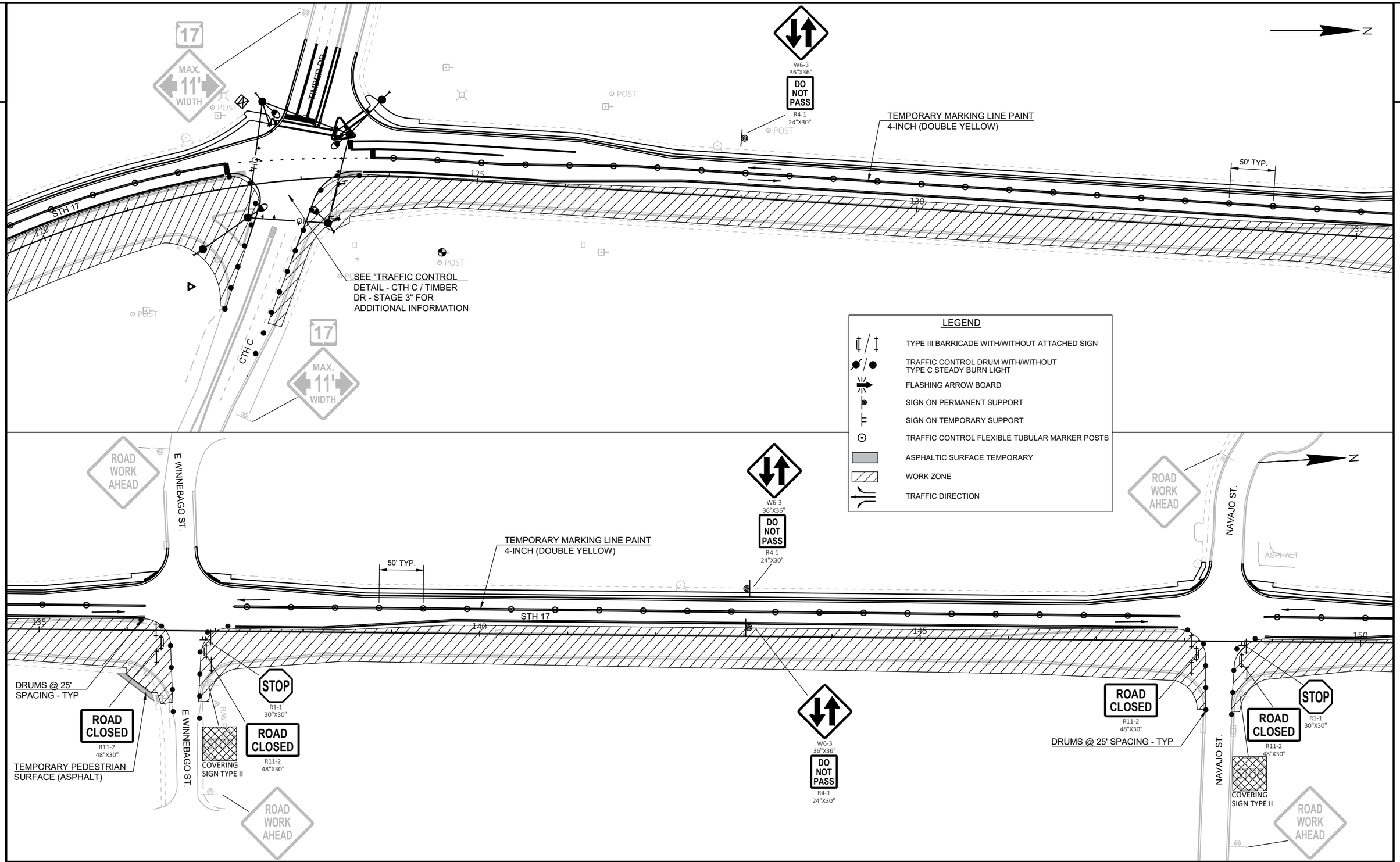
2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3	SHEET 238	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025304-TC.DWG
LAYOUT NAME - 025307-tc
PLOT DATE : 7/28/2022 11:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

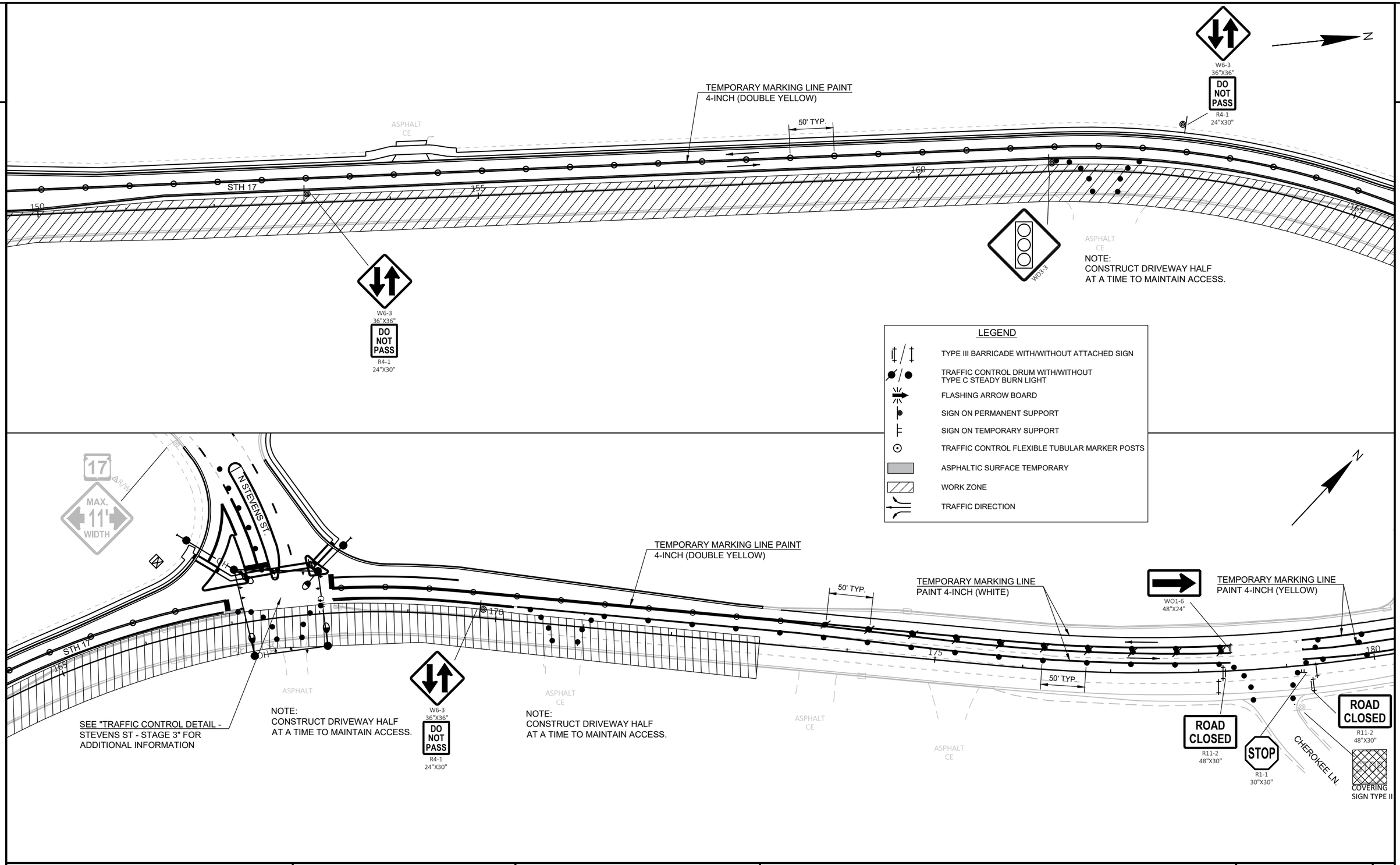
2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3	SHEET 239	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025304-TC.DWG
LAYOUT NAME - 025308-tc
PLOT DATE : 7/28/2022 11:15 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3	SHEET 240	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025304-TC.DWG
LAYOUT NAME - 025309-tc
PLOT DATE : 7/28/2022 11:15 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY MARKING LINE
PAINT 4-INCH (WHITE)

220' BUFFER

50' TYP.

540' TAPER

W6-3
36"X36"

DO NOT PASS
R4-1
24"X30"

W04-2L

POST

180

185

190

195

50' TYP.

STH 17

TEMPORARY MARKING LINE
PAINT 4-INCH (YELLOW)

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

CROSSOVER DR

SHEPARD LAKE RD

END ROAD WORK

WELL

ASPHALT CE

CABC CE

CABC PE

ASPHALT PE

N

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

ROAD WORK NEXT 3.2 MILES

LEFT LANE CLOSED AHEAD

17

MAX. 11' WIDTH

ROAD WORK AHEAD

W BIRCHWOOD DR

MENARDS ENTRANCE

PLACE WIDTH RESTRICTION SIGNS AT CTH 'A', 9.5 MILES NORTH OF THE PROJECT LIMITS.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION"; SHEET F "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

SOUTH
17

MAX. 11' WIDTH

200

205

210

STH 17

CONC

ASPHALT CE

CONC

ASPHALT CE

ASPHALT CE

ASPHALT CE

CABC PE

CABC PE

CABC PE

N

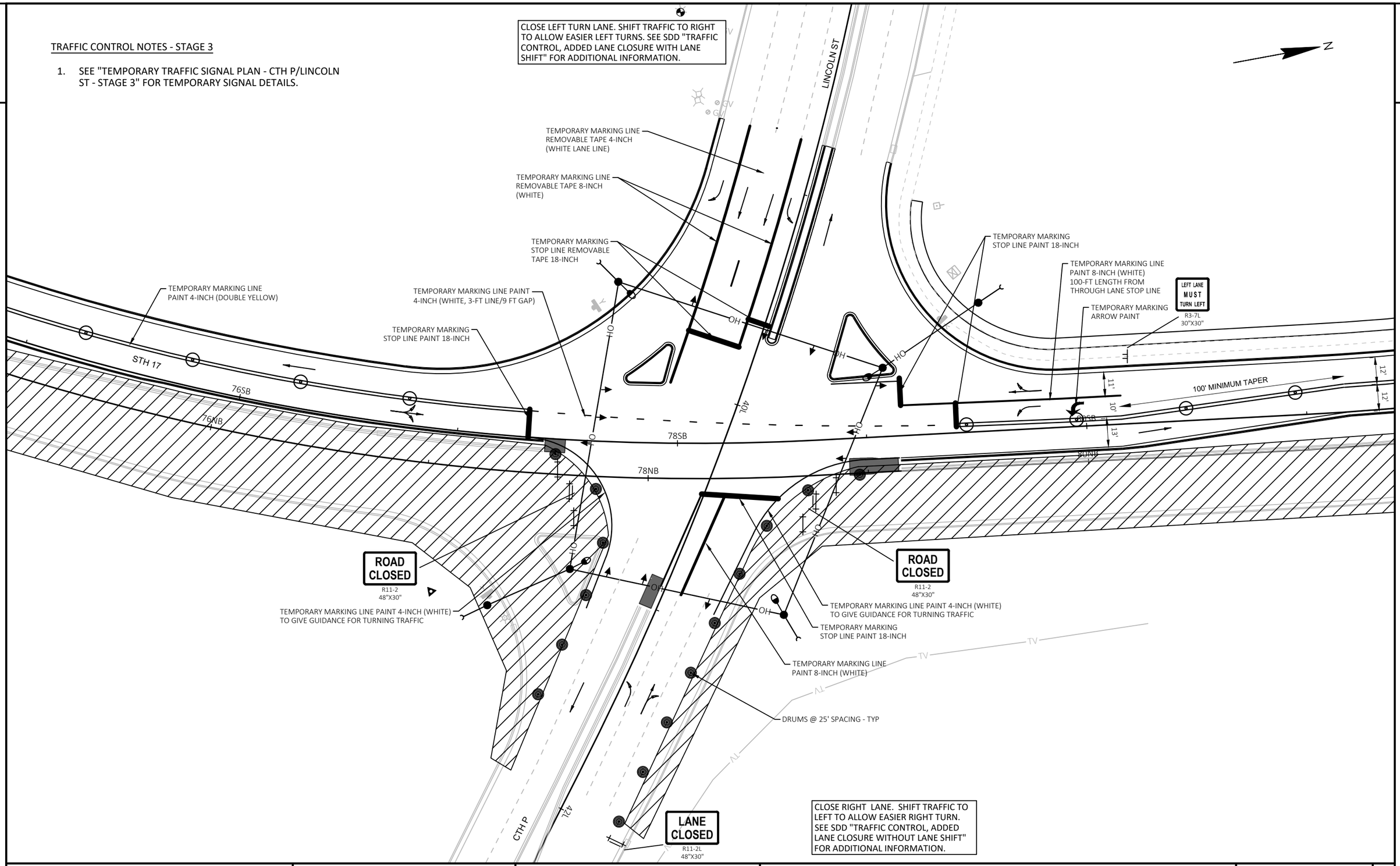
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3	SHEET 241	E

2

TRAFFIC CONTROL NOTES - STAGE 3

1. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - CTH P/LINCOLN ST - STAGE 3" FOR TEMPORARY SIGNAL DETAILS.

CLOSE LEFT TURN LANE. SHIFT TRAFFIC TO RIGHT TO ALLOW EASIER LEFT TURNS. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT" FOR ADDITIONAL INFORMATION.



CLOSE RIGHT LANE. SHIFT TRAFFIC TO LEFT TO ALLOW EASIER RIGHT TURN. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION.

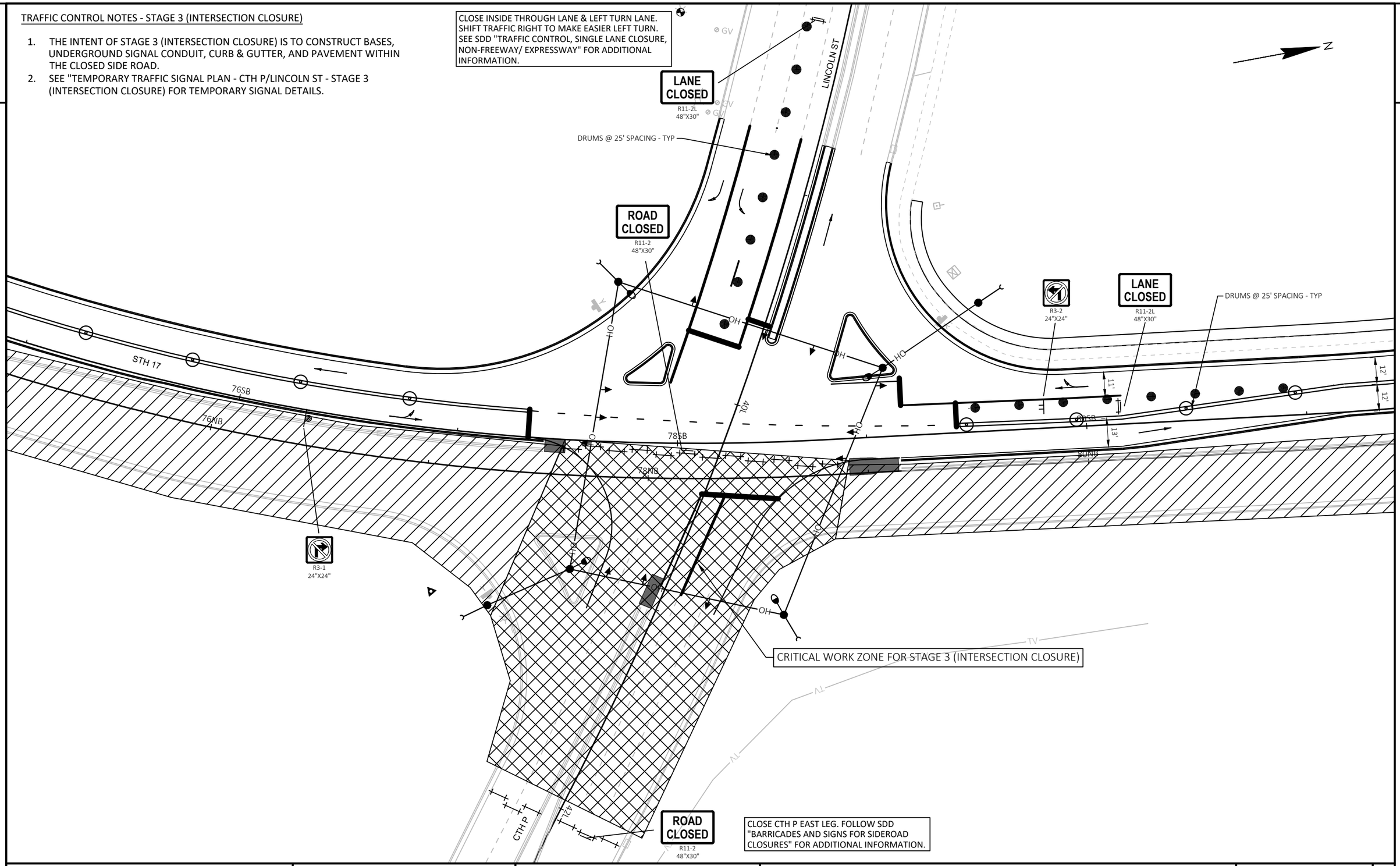
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - CTH P / LINCOLN ST - STAGE 3	SHEET 242	E

2

TRAFFIC CONTROL NOTES - STAGE 3 (INTERSECTION CLOSURE)

1. THE INTENT OF STAGE 3 (INTERSECTION CLOSURE) IS TO CONSTRUCT BASES, UNDERGROUND SIGNAL CONDUIT, CURB & GUTTER, AND PAVEMENT WITHIN THE CLOSED SIDE ROAD.
2. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - CTH P/LINCOLN ST - STAGE 3 (INTERSECTION CLOSURE) FOR TEMPORARY SIGNAL DETAILS.

CLOSE INSIDE THROUGH LANE & LEFT TURN LANE. SHIFT TRAFFIC RIGHT TO MAKE EASIER LEFT TURN. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" FOR ADDITIONAL INFORMATION.



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - CTH P / LINCOLN ST - STAGE 3 (INTERSECTION CLOSURE)	SHEET 243	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025311-TC.DWG
LAYOUT NAME - 025312-tc
PLOT DATE : 7/28/2022 11:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC CONTROL NOTES - STAGE 3

1. MAINTAIN ALL PEDESTRIAN CROSSINGS DURING THIS STAGE.
2. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - N. SHORE DR/EISENHOWER PKWY - STAGE 3" FOR TEMPORARY SIGNAL DETAILS.

2

N

EISENHOWER PKWY

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 3-FT LINE/9 FT GAP)

TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)

TEMPORARY MARKING STOP LINE PAINT 18-INCH

TEMPORARY MARKING STOP LINE PAINT 18-INCH

TEMPORARY MARKING ARROW PAINT - TYP

TEMPORARY MARKING LINE PAINT 8-INCH (WHITE) MINIMUM LENGTH 150 FT FROM THROUGH STOP LINE

OH

HO

STH 17

92SB

92NB

94SB

94NB

96SB

96NB

50E

8'

11'

10'

15'

ROAD CLOSED
R11-2
48"X30"

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) TO GIVE GUIDANCE FOR TURNING TRAFFIC

TEMPORARY MARKING STOP LINE PAINT 18-INCH

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) TO GIVE GUIDANCE FOR TURNING TRAFFIC

POST

TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)

TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)

DRUMS @ 25' SPACING - TYP

N. SHORE DR

LANE CLOSED
R11-2L
48"X30"

CLOSE RIGHT LANE. SHIFT TRAFFIC TO LEFT TO ALLOW EASIER RIGHT TURN. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION.

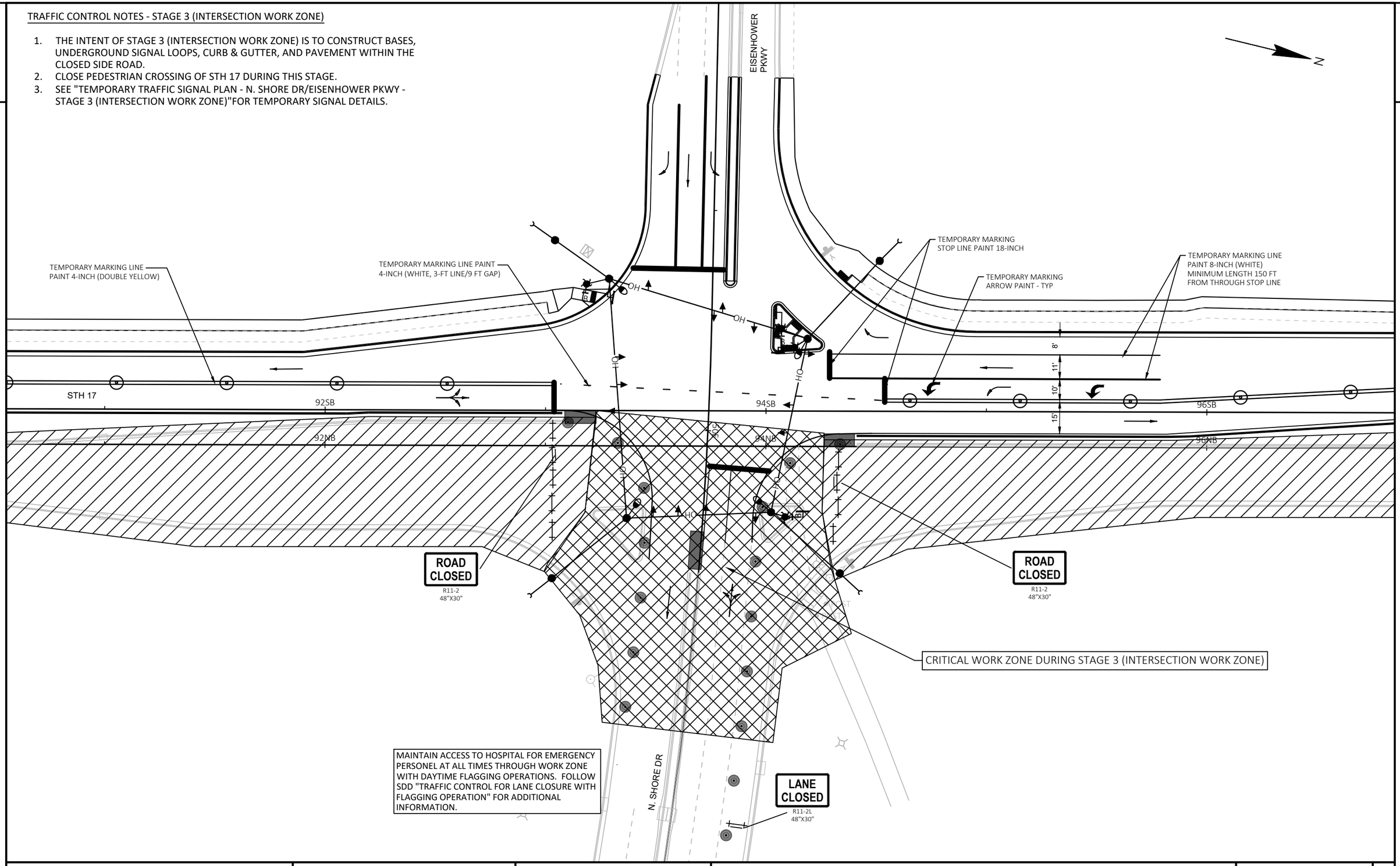
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - N SHORE DR / EISENHOWER PKWY - STAGE 3	SHEET 244	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025311-TC.DWG
LAYOUT NAME - 025313-tc
PLOT DATE : 7/28/2022 11:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL NOTES - STAGE 3 (INTERSECTION WORK ZONE)

1. THE INTENT OF STAGE 3 (INTERSECTION WORK ZONE) IS TO CONSTRUCT BASES, UNDERGROUND SIGNAL LOOPS, CURB & GUTTER, AND PAVEMENT WITHIN THE CLOSED SIDE ROAD.
2. CLOSE PEDESTRIAN CROSSING OF STH 17 DURING THIS STAGE.
3. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - N. SHORE DR/EISENHOWER PKWY - STAGE 3 (INTERSECTION WORK ZONE)"FOR TEMPORARY SIGNAL DETAILS.



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - N SHORE DR / EISENHOWER PKWY - STAGE 3 (INTERSECTION WORK ZONE)	SHEET 245	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025311-TC.DWG
LAYOUT NAME - 025314-tc
PLOT DATE : 7/28/2022 11:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC CONTROL NOTES - STAGE 3

1. MAINTAIN ALL PEDESTRIAN CROSSINGS DURING THIS STAGE.
2. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 3" FOR TEMPORARY SIGNAL DETAILS.

CLOSE LEFT TURN LANE. SHIFT TRAFFIC TO RIGHT TO ALLOW EASIER LEFT TURNS. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT" FOR ADDITIONAL INFORMATION.

LANE CLOSED
R11-2L
48"X30"

DRUMS @ 25' SPACING - TYP

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE, 3-FT LINE/9 FT GAP)

TEMPORARY MARKING STOP LINE PAINT 18-INCH

TEMPORARY MARKING STOP LINE PAINT 18-INCH

TEMPORARY MARKING ARROW PAINT - TYP

TEMPORARY MARKING LINE PAINT 8-INCH (WHITE) MINIMUM LENGTH 175 FT FROM THROUGH STOP LINE

ROAD CLOSED
R11-2
48"X30"

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) TO GIVE GUIDANCE FOR TURNING TRAFFIC

TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) TO GIVE GUIDANCE FOR TURNING TRAFFIC

TEMPORARY MARKING STOP LINE PAINT 18-INCH

ROAD CLOSED
R11-2
48"X30"

TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)

TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)

DRUMS @ 25' SPACING - TYP

LANE CLOSED
R11-2L
48"X30"

CLOSE RIGHT TURN LANE. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION.

STH 17
CTH C
TIMBER DR
120SB
120NB
122SB
122NB
124SB
124NB
126SB
126NB
58CCE
60CCE
POST
OH
N

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL PLAN - CTH C/TIMBER DR - STAGE 3	SHEET 246	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025311-TC.DWG
LAYOUT NAME - 025315-tc
PLOT DATE : 7/28/2022 11:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC CONTROL NOTES - STAGE 3 (INTERSECTION CLOSURE)

1. THE INTENT OF STAGE 3 (INTERSECTION CLOSURE) IS TO CONSTRUCT BASES, UNDERGROUND SIGNAL LOOPS, CURB & GUTTER, AND PAVEMENT WITHIN THE CLOSED SIDEROAD.
2. MAINTAIN ALL PEDESTRIAN CROSSINGS DURING THIS STAGE.
3. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 3 (INTERSECTION CLOSURE) FOR TEMPORARY SIGNAL DETAILS.

CLOSE LEFT TURN LANE. SHIFT TRAFFIC TO RIGHT TO ALLOW EASIER LEFT TURNS. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT" FOR ADDITIONAL INFORMATION.

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

R3-2
24"X24"

CRITICAL WORK ZONE FOR STAGE 3 (INTERSECTION CLOSURE)

CLOSE CTH C EAST LEG. FOLLOW SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR ADDITIONAL INFORMATION.

TEMPORARY MARKING CROSSWALK. REMOVE CONFLICTING MARKING.

DRUMS @ 25' SPACING - TYP

TEMPORARY DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN BARRICADE TO GUIDE PEDESTRIANS THOUGH WORK ZONE

TEMPORARY PEDESTRIAN SURFACE ASPHALT
TEMPORARY PEDESTRIAN CURB RAMP REQ'D.

STH 17
TIMBER DR
CTH C
120SB
120NB
122SB
122NB
124SB
124NB
126SB
126NB
58CE
62CE
POST
OHL
HO
IP
N

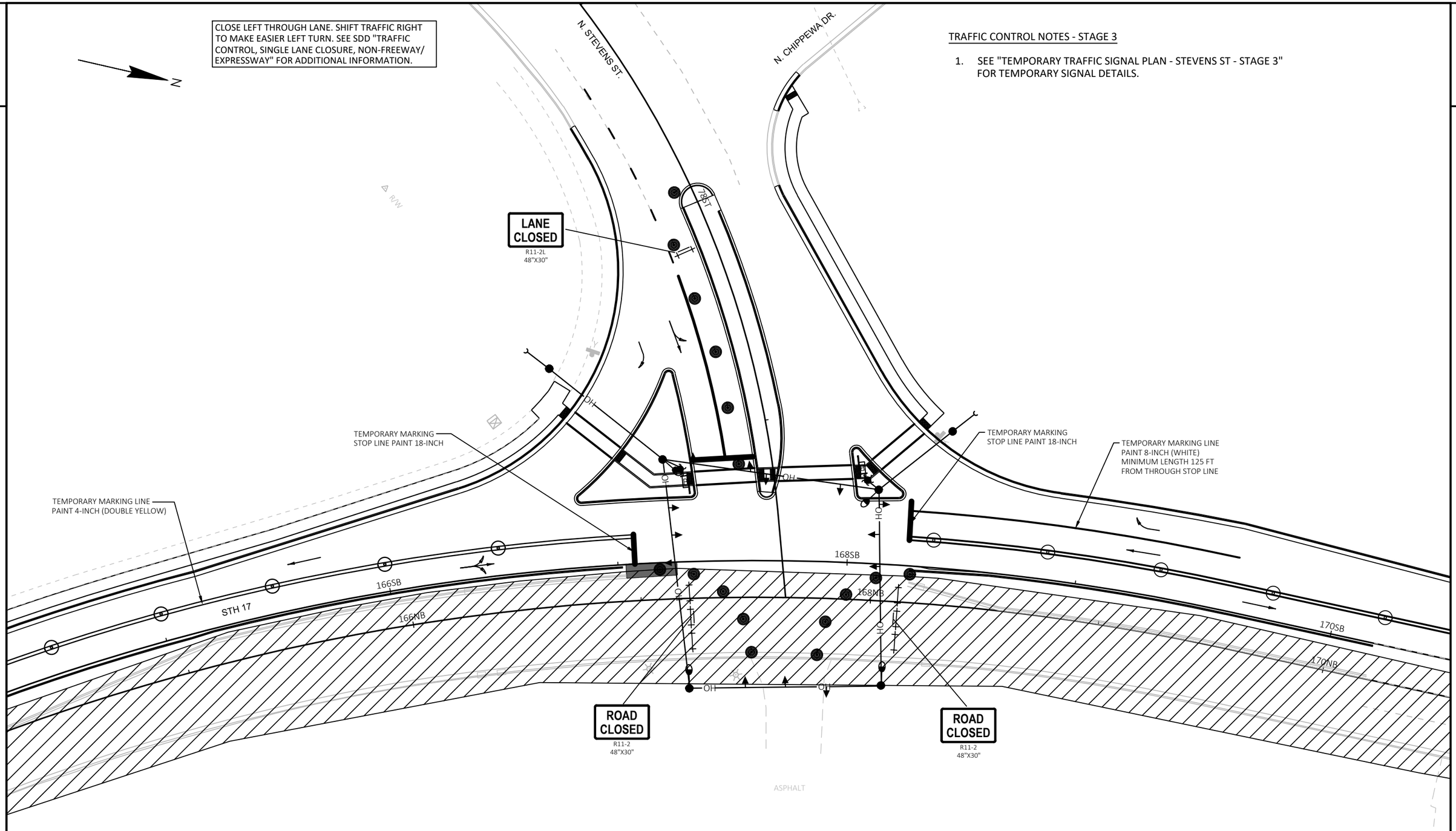
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL PLAN - CTH C/TIMBER DR - STAGE 3 (INTERSECTION CLOSURE)	SHEET 247	E

CLOSE LEFT THROUGH LANE. SHIFT TRAFFIC RIGHT TO MAKE EASIER LEFT TURN. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" FOR ADDITIONAL INFORMATION.

N

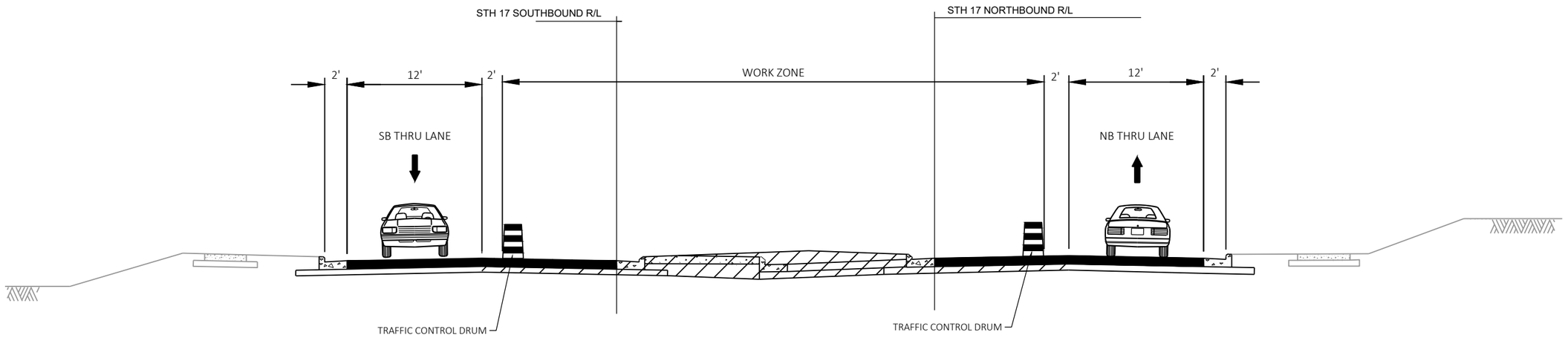
TRAFFIC CONTROL NOTES - STAGE 3

1. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - STEVENS ST - STAGE 3" FOR TEMPORARY SIGNAL DETAILS.



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - STEVENS ST - STAGE 3	SHEET 248	E

2



STAGE 4 - STH 17

TYPICAL SECTION FOR TRAFFIC CONTROL

(LOOKING NORTH)

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL TYPICAL - STAGE 4	SHEET 249	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025400-TC.DWG
LAYOUT NAME - 025400-tc
PLOT DATE : 7/28/2022 11:15 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

CONSTRUCTION STAGE 4 NOTES:

STAGE 4 CONSTRUCTION
- PULVERIZE & RELAY AND PAVE HMA PAVEMENT FROM STA 4+55 TO STA 44+00.

STAGE 4 TRAFFIC
- USING FLAGGING OPERATION FOR PULVERIZE & RELAY AND HMA PAVING OPERATIONS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL INFORMATION.
- MAINTAIN ACCESS ON ALL SIDE ROADS AND DRIVEWAYS.

STAGE 4A CONSTRUCTION
- REPLACE SALVAGED SIGNALS AND PLACE ISLAND NOSES AT INTERSECTIONS.

STAGE 4A TRAFFIC
- CLOSE THE CENTER LANES AND MAINTAIN TRAFFIC USING THE OUTSIDE LANES.

STAGE 4B CONSTRUCTION
- REMOVE TEMPORARY SIGNALS AT INTERSECTIONS AND PAVE FINAL LAYER OF HMA PAVEMENT.

STAGE 4B TRAFFIC
- CLOSE OUTSIDE LANES AT INTERSECTIONS. SEE SDD "TRAFFIC CONTROL SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL INTERSECTION WITH SINGLE RIGHT LANE CLOSURE" FOR ADDITIONAL INFORMATION.

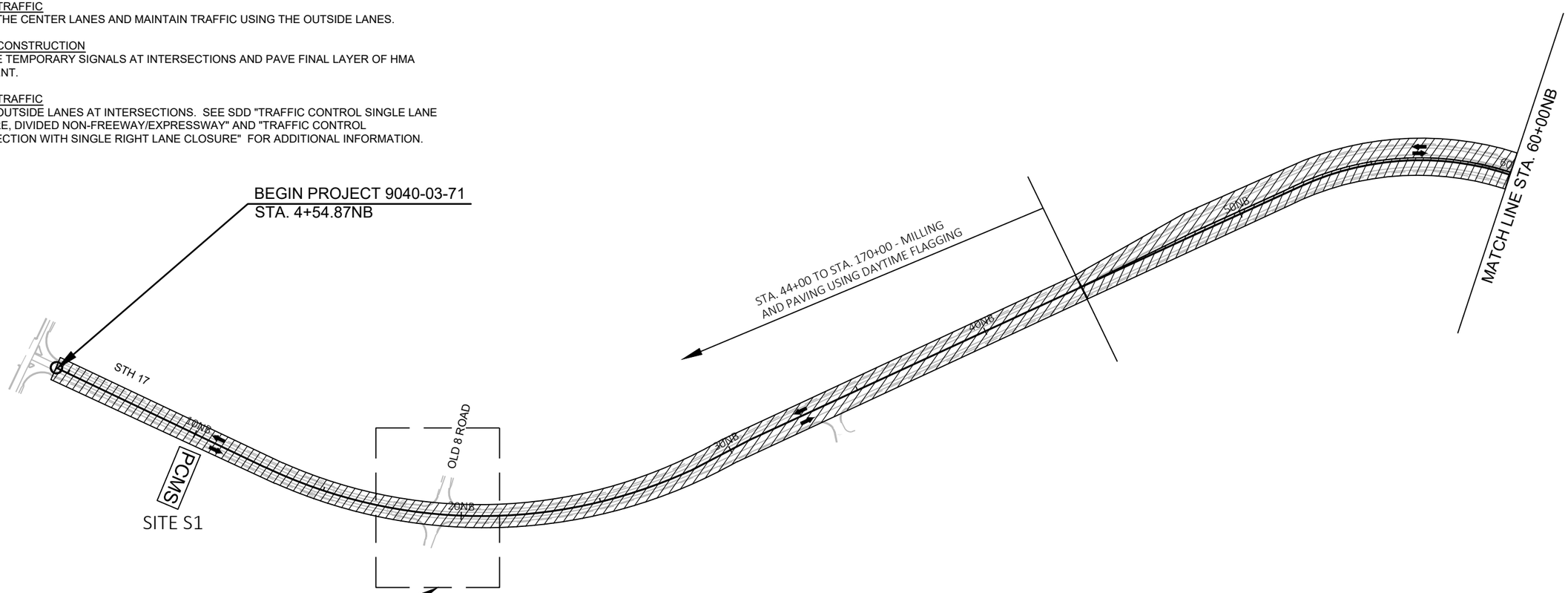
LEGEND

WORK AREA

TRAFFIC FLOW

PCMS PORTABLE CHANGEABLE MESSAGE BOARD

N

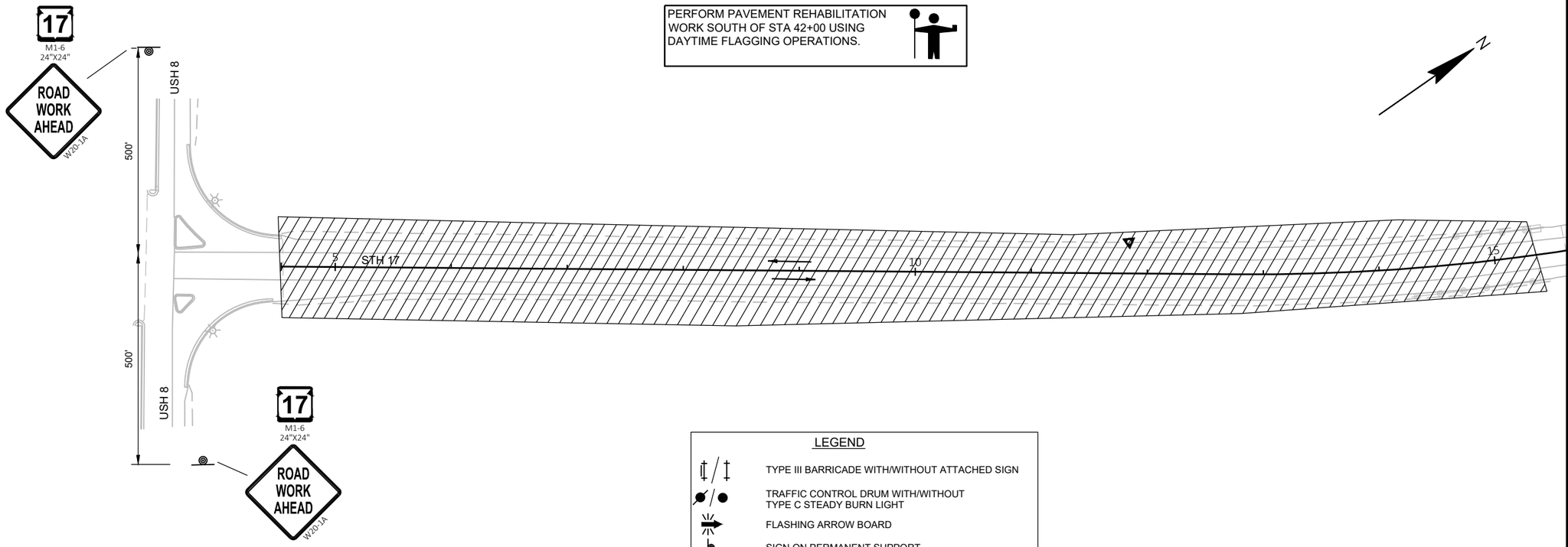


ROADWAY CONSTRUCTION OPERATION/CONFIGURATION

	PRIOR TO CONSTRUCTION (7 DAYS)		PRIOR TO STAGE CHANGE (7 DAYS)		INCIDENT MANAGEMENT	
SITE NO.	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)
SITE N1	HWY 17 ROAD WORK	STARTING XX/XX	NEW TRAFFIC PATTERN	STARTING XX/XX	TRAFFIC STOPPED AHEAD	USE ALT ROUTE
SITE S1	HWY 17 ROAD WORK	STARTING XX/XX	NEW TRAFFIC PATTERN	STARTING XX/XX	TRAFFIC STOPPED AHEAD	USE ALT ROUTE

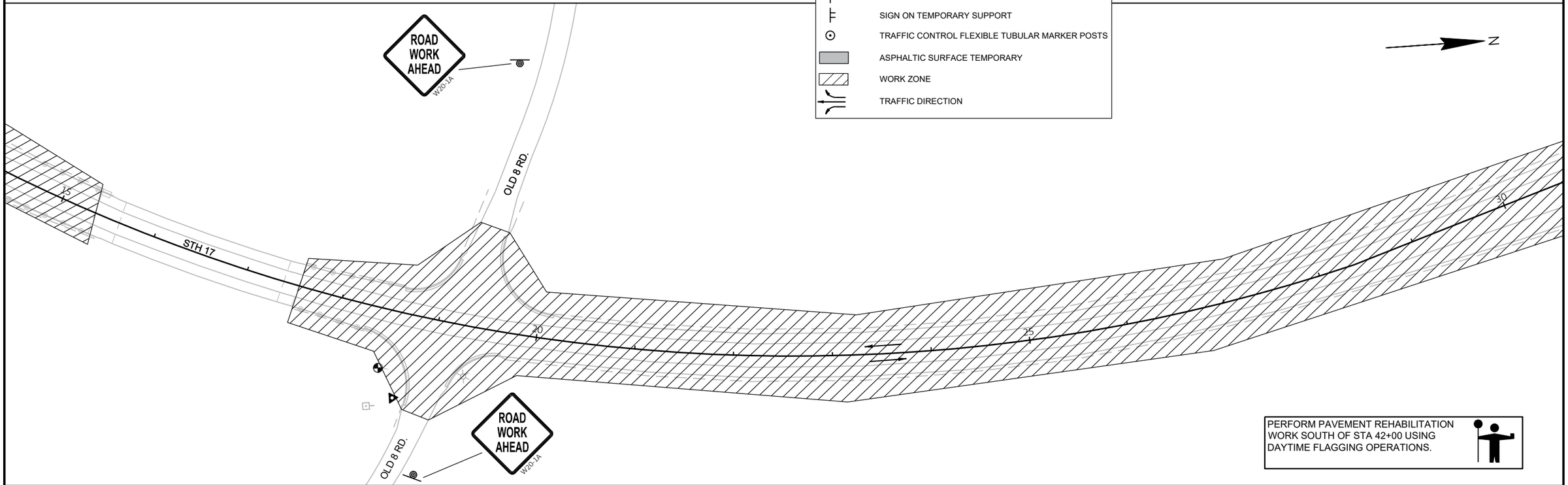
2

PERFORM PAVEMENT REHABILITATION
WORK SOUTH OF STA 42+00 USING
DAYTIME FLAGGING OPERATIONS.



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION



PERFORM PAVEMENT REHABILITATION
WORK SOUTH OF STA 42+00 USING
DAYTIME FLAGGING OPERATIONS.

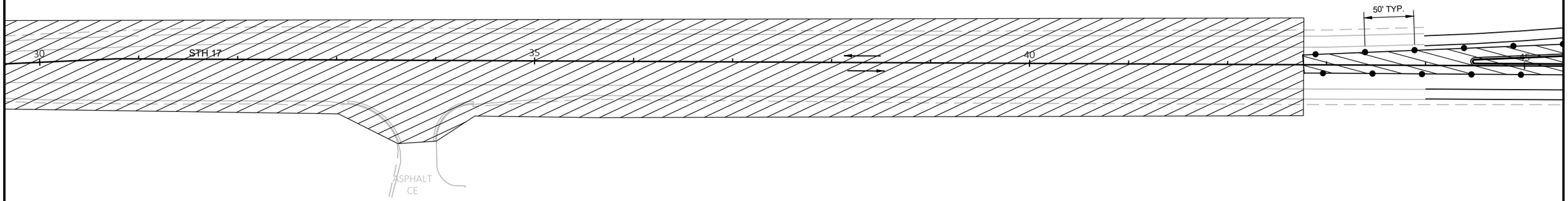
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 4	SHEET 251	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025402-TC.DWG
LAYOUT NAME - 025402-tc
PLOT DATE : 7/28/2022 11:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

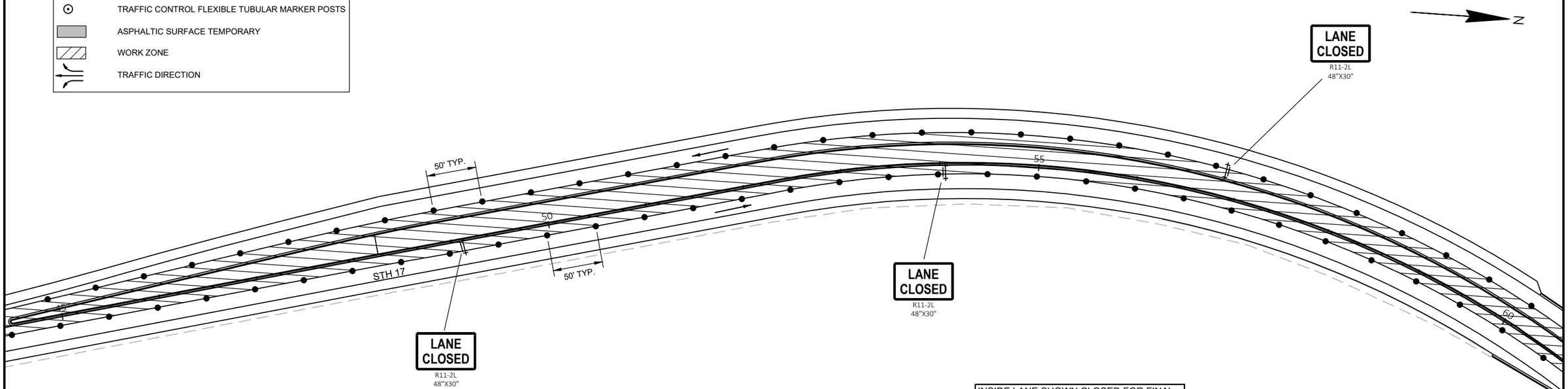
PERFORM PAVEMENT REHABILITATION WORK SOUTH OF STA 42+00 USING DAYTIME FLAGGING OPERATIONS.



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

CLOSE INSIDE LANE. SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION.



INSIDE LANE SHOWN CLOSED FOR FINAL RECONSTRUCTION OF MEDIAN NOSES. PAVE FINAL SURFACE USING SINGLE LANE CLOSURES WITH FLAGGERS.

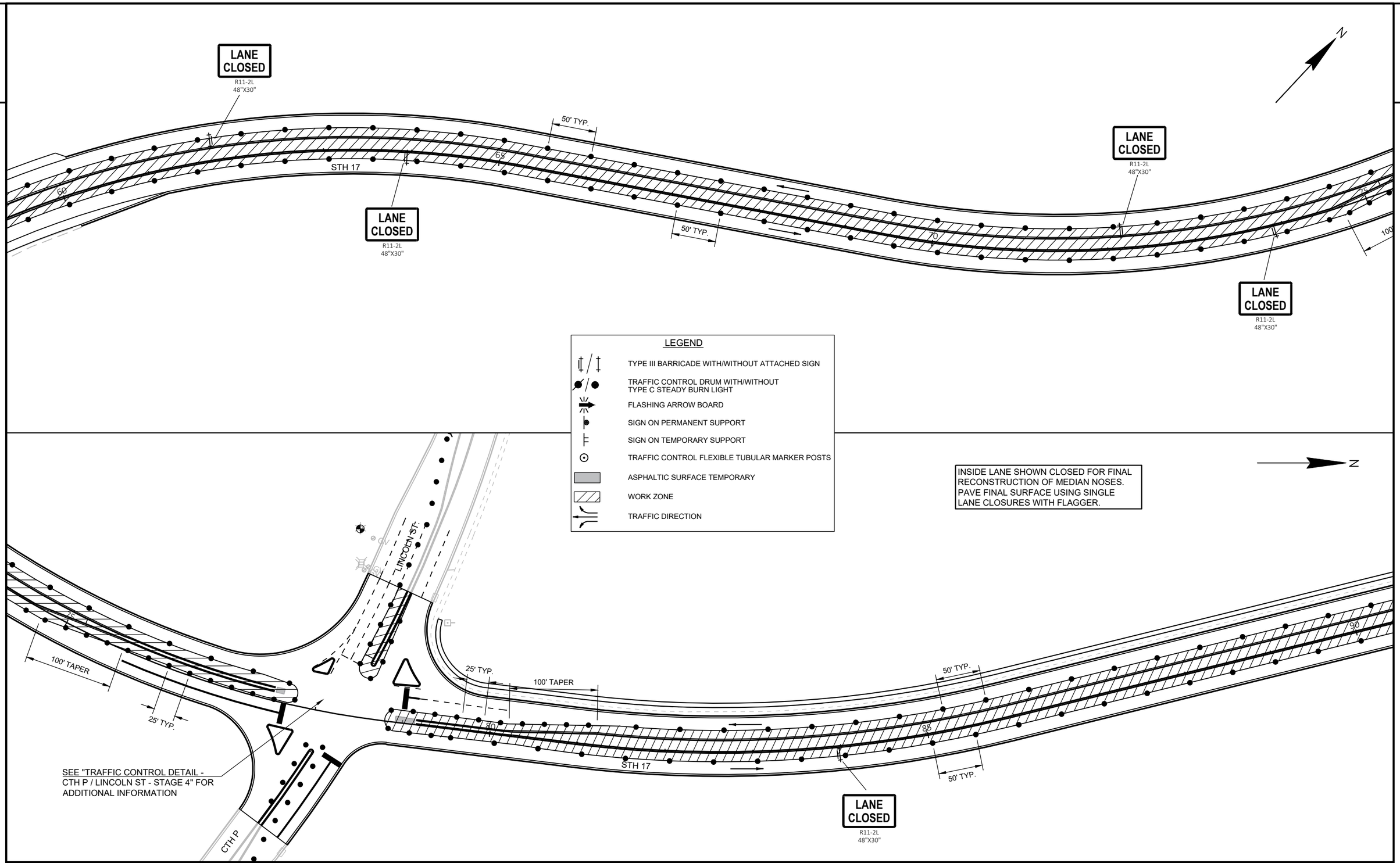
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 4	SHEET 252	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025402-TC.DWG
LAYOUT NAME - 025403-tc

PLOT DATE : 7/28/2022 11:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 4	SHEET 253	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025402-TC.DWG
LAYOUT NAME - 025404-tc
PLOT DATE : 7/28/2022 11:16 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

EISENHOWER PKWY

N SHORE DR.

STH 17

90

95

100' TYP.

25' TYP.

25' TYP

100' TAPER

105

SEE "TRAFFIC CONTROL DETAIL - N SHORE DR / EISENHOWER PKWY - STAGE 4" FOR ADDITIONAL INFORMATION

INSIDE LANE SHOWN CLOSED FOR FINAL RECONSTRUCTION OF MEDIAN NOSES. PAVE FINAL SURFACE USING SINGLE LANE CLOSURES WITH FLAGGING.

LANE CLOSED
R11-2L
48"X30"

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

30" CMP

30" CMP

ASPHALT

STH 17

105

110

115

120

50' TYP.

50' TYP.

100' TAPER

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

POST

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 4	SHEET 254	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025402-TC.DWG
LAYOUT NAME - 025405-tc

PLOT DATE : 7/28/2022 11:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

SEE "TRAFFIC CONTROL DETAIL - CTH C / TIMBER DR - STAGE 4" FOR ADDITIVE INFORMATION

TIMBER DR

CTH C

STH 17

25' TYP.

100' TAPER

125

130

LANE CLOSED
R11-2L
48"X30"

50' TYP.

25' TYP.

100' TAPER

BEGIN LEFT TURN LANE
R3-20L
24"X36"

N

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

INSIDE LANE SHOWN CLOSED FOR FINAL RECONSTRUCTION OF MEDIAN NOSES. PAVE FINAL SURFACE USING SINGLE LANE CLOSURES WITH FLAGGING.

ROAD WORK AHEAD

E WINNEBAGO ST.

WO1-6
48"X24"

TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)

100' TAPER

25' TYP.

BEGIN LEFT TURN LANE
R3-20L
24"X36"

50' TYP.

LANE CLOSED
R11-2L
48"X30"

140

145

STH 17

50' TYP.

100' TAPER

25' TYP.

NAVAJO ST.

ASPHALT

25' TYP.

150

MAINTAIN ACCESS AT WINNEBAGO ST AND NAVAJO ST. USE DAYTIME FLAGGING OPERATIONS WHEN REQUIRED.

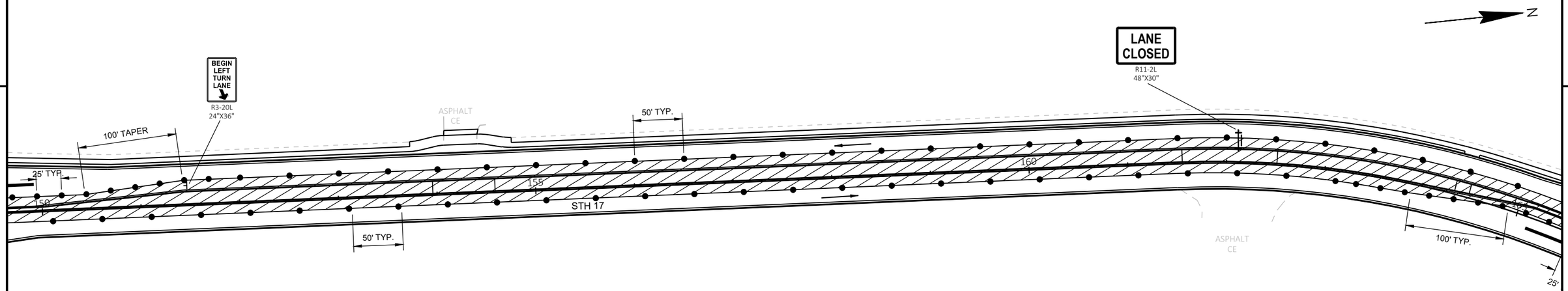
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 4	SHEET 255	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025402-TC.DWG
LAYOUT NAME - 025406-tc

PLOT DATE : 7/28/2022 11:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

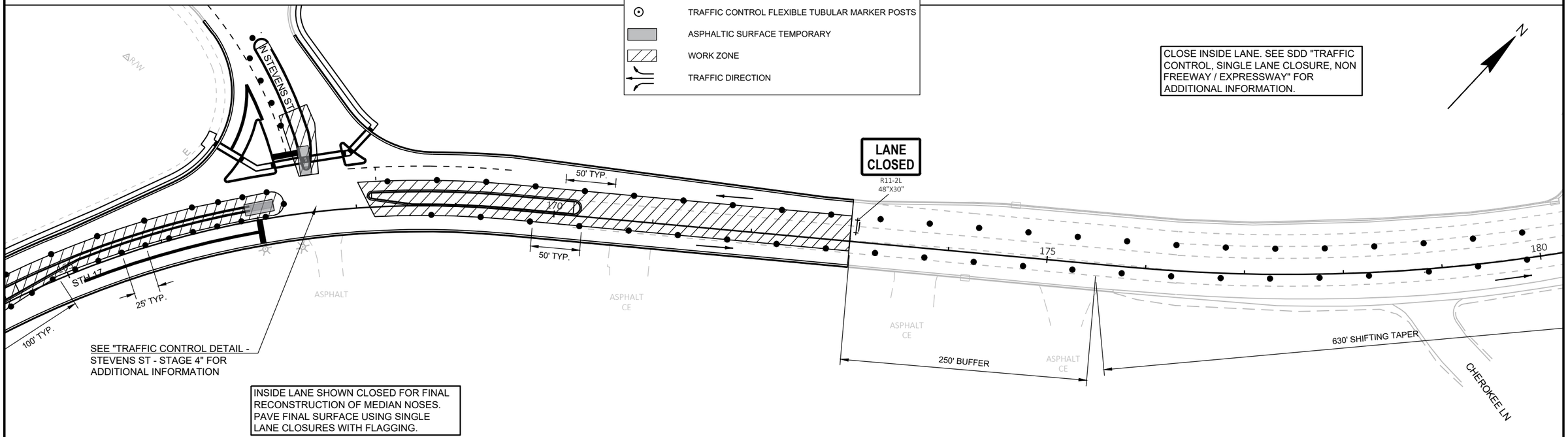
WISDOT/CADDS SHEET 42

2



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION



CLOSE INSIDE LANE. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY / EXPRESSWAY" FOR ADDITIONAL INFORMATION.

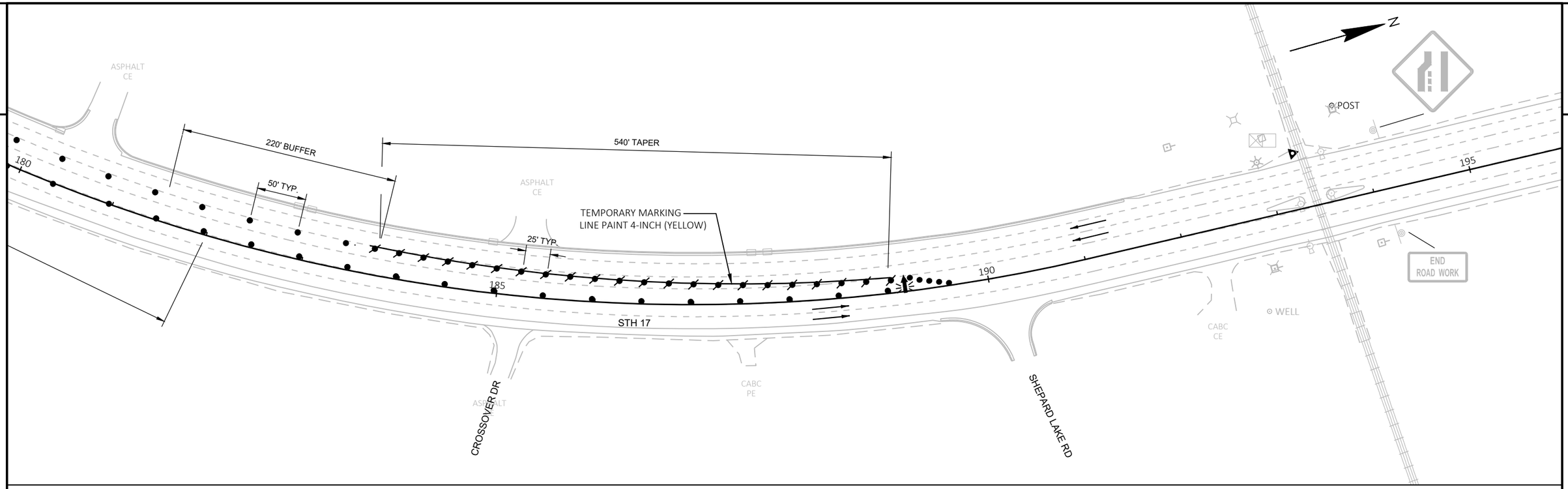
SEE "TRAFFIC CONTROL DETAIL - STEVENS ST - STAGE 4" FOR ADDITIONAL INFORMATION

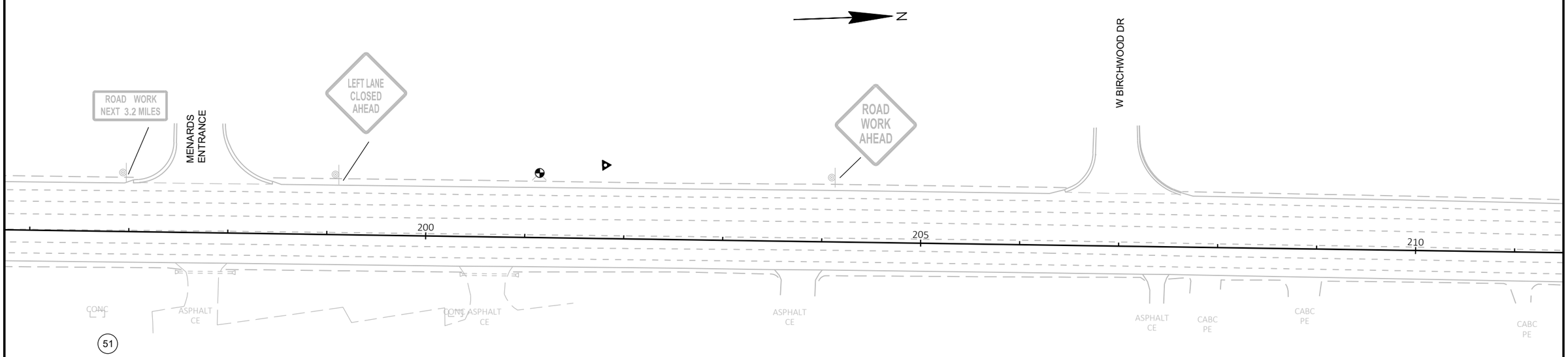
INSIDE LANE SHOWN CLOSED FOR FINAL RECONSTRUCTION OF MEDIAN NOSES. PAVE FINAL SURFACE USING SINGLE LANE CLOSURES WITH FLAGGING.

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 4	SHEET 256	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025402-TC.DWG
LAYOUT NAME - 025407-tc
PLOT DATE : 7/28/2022 11:16 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2





PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 4	SHEET 257	E

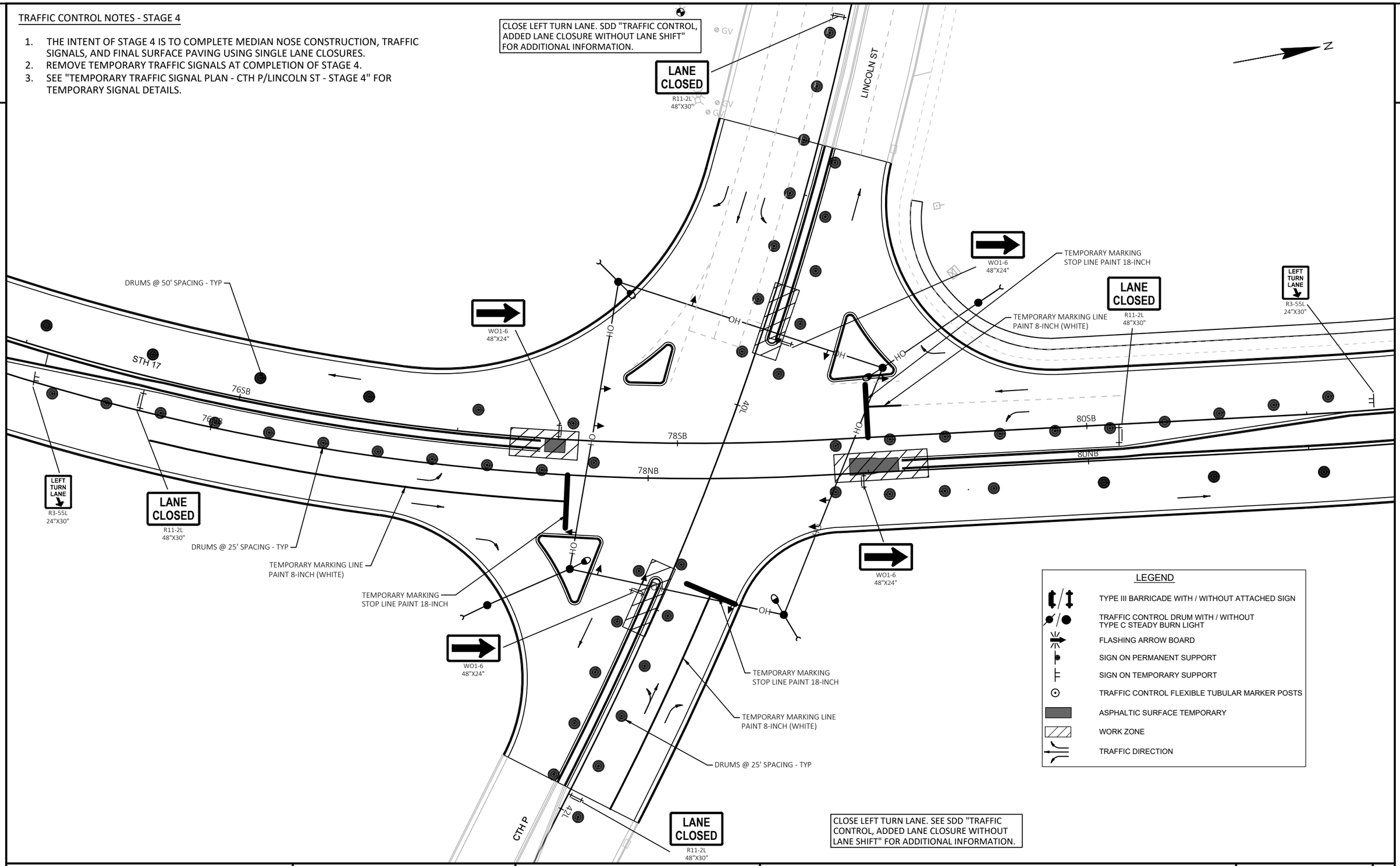
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025402-TC.DWG
LAYOUT NAME - 025408-tc

PLOT DATE : 7/28/2022 11:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ############

2

TRAFFIC CONTROL NOTES - STAGE 4

1. THE INTENT OF STAGE 4 IS TO COMPLETE MEDIAN NOSE CONSTRUCTION, TRAFFIC SIGNALS, AND FINAL SURFACE PAVING USING SINGLE LANE CLOSURES.
2. REMOVE TEMPORARY TRAFFIC SIGNALS AT COMPLETION OF STAGE 4.
3. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - CTH P/LINCOLN ST - STAGE 4" FOR TEMPORARY SIGNAL DETAILS.



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - CTH P / LINCOLN ST - STAGE 4	SHEET 258	E

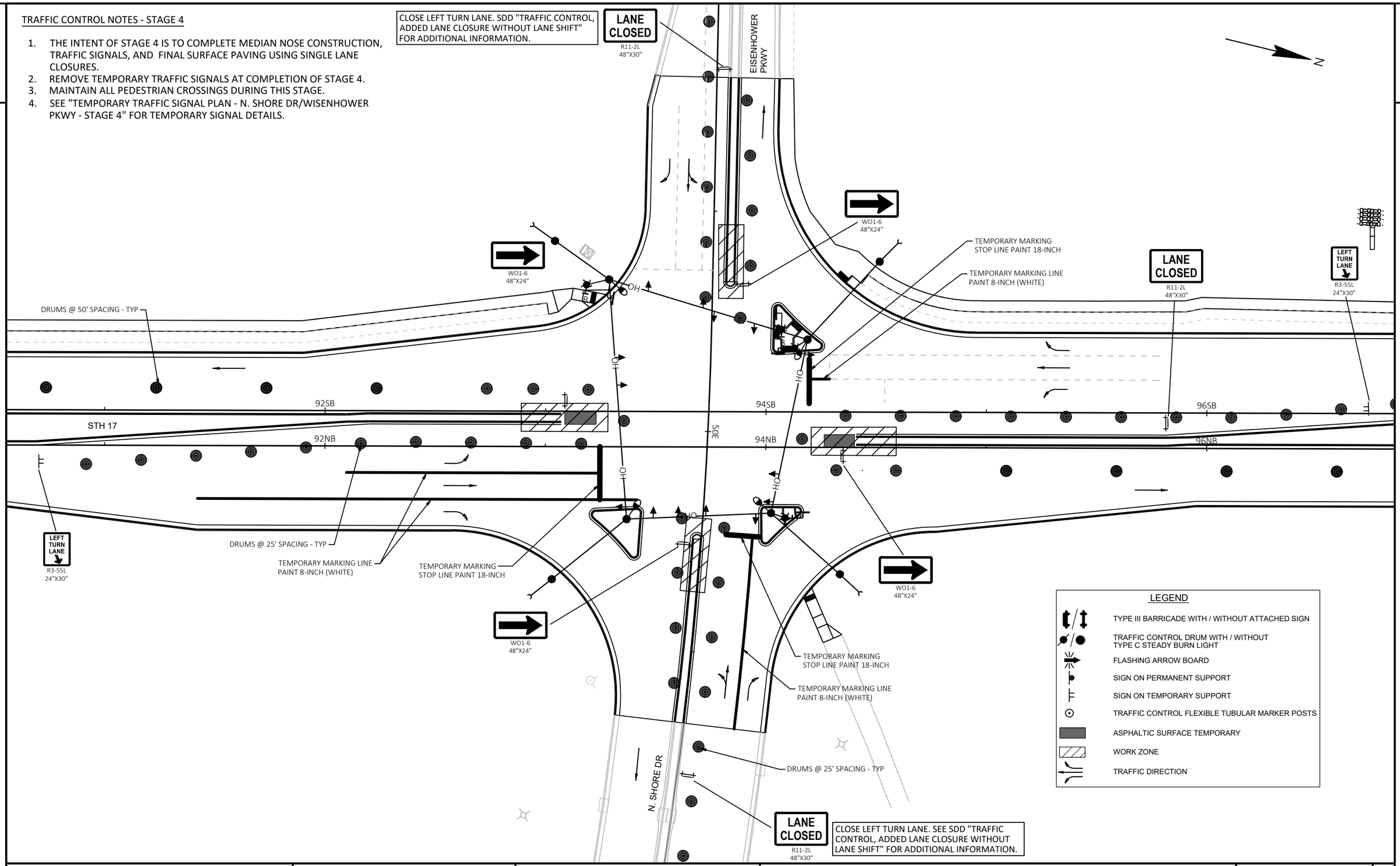
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025409-TC.DWG
LAYOUT NAME - 025409-tc
PLOT DATE : 7/28/2022 11:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC CONTROL NOTES - STAGE 4

1. THE INTENT OF STAGE 4 IS TO COMPLETE MEDIAN NOSE CONSTRUCTION, TRAFFIC SIGNALS, AND FINAL SURFACE PAVING USING SINGLE LANE CLOSURES.
2. REMOVE TEMPORARY TRAFFIC SIGNALS AT COMPLETION OF STAGE 4.
3. MAINTAIN ALL PEDESTRIAN CROSSINGS DURING THIS STAGE.
4. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - N. SHORE DR/WISENHOWER PKWY - STAGE 4" FOR TEMPORARY SIGNAL DETAILS.

CLOSE LEFT TURN LANE. SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION.



LEGEND

- TYPE III BARRICADE WITH / WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

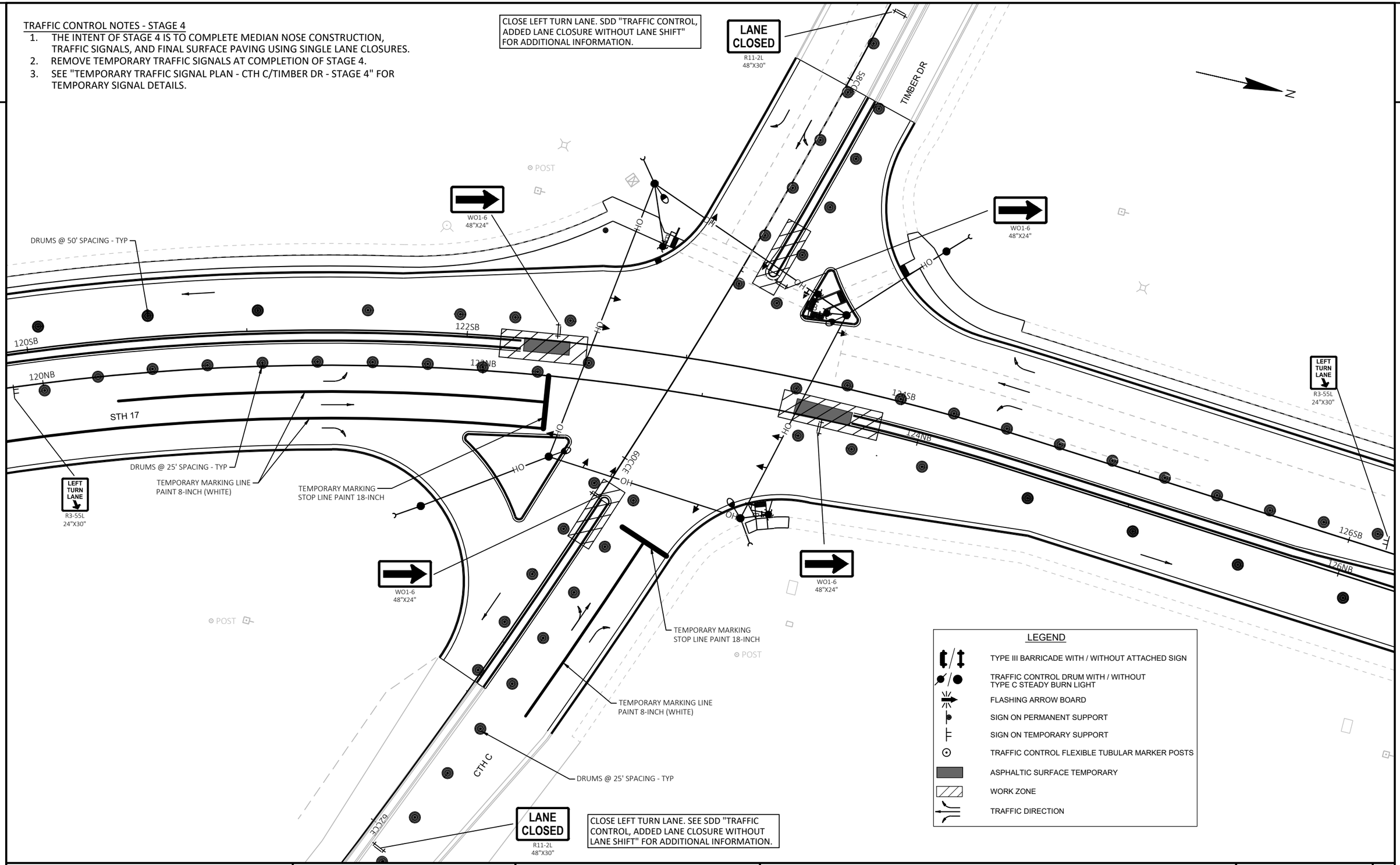
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - N SHORE DR / EISENHOWER PKWY - STAGE 4	SHEET 259	E

2

TRAFFIC CONTROL NOTES - STAGE 4

1. THE INTENT OF STAGE 4 IS TO COMPLETE MEDIAN NOSE CONSTRUCTION, TRAFFIC SIGNALS, AND FINAL SURFACE PAVING USING SINGLE LANE CLOSURES.
2. REMOVE TEMPORARY TRAFFIC SIGNALS AT COMPLETION OF STAGE 4.
3. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 4" FOR TEMPORARY SIGNAL DETAILS.

CLOSE LEFT TURN LANE. SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" FOR ADDITIONAL INFORMATION.



LEGEND

- TYPE III BARRICADE WITH / WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - CTH C/TIMBER DR - STAGE 4	SHEET 260	E

2

CLOSE LEFT THROUGH LANE. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" FOR ADDITIONAL INFORMATION.

N

N. STEVENS ST.

N. CHIPPEWA DR.

78ST

RW

LANE CLOSED
R11-2L
48"X30"

WP1

OH

WO1-6
48"X24"

WP2

WP3

WO1-6
48"X24"

DRUMS @ 50' SPACING - TYP

166SB

166NB

168SB

168NB

170SB

170NB

STH 17

DRUMS @ 25' SPACING - TYP

TEMPORARY MARKING LINE
PAINT 8-INCH (WHITE)

TEMPORARY MARKING
STOP LINE PAINT 18-INCH

WP5

WP4

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

LEFT TURN LANE
R3-55L
24"X30"

ASPHALT

NOTE:
DRIVEWAY TO OPERATE AS A STOP CONTROL DURING THE STEVENS ST INTERSECTION CLOSURE.

TRAFFIC CONTROL NOTES - STAGE 4

1. THE INTENT OF STAGE 4 IS TO COMPLETE MEDIAN NOSE CONSTRUCTION, TRAFFIC SIGNALS, AND FINAL SURFACE PAVING USING SINGLE LANE CLOSURES.
2. REMOVE TEMPORARY TRAFFIC SIGNALS AT COMPLETION OF STAGE 4.
3. SEE "TEMPORARY TRAFFIC SIGNAL PLAN - STEVENS DR - STAGE 4" FOR TEMPORARY SIGNAL DETAILS.

LEGEND

- TYPE III BARRICADE WITH / WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
- ASPHALTIC SURFACE TEMPORARY
- WORK ZONE
- TRAFFIC DIRECTION

2

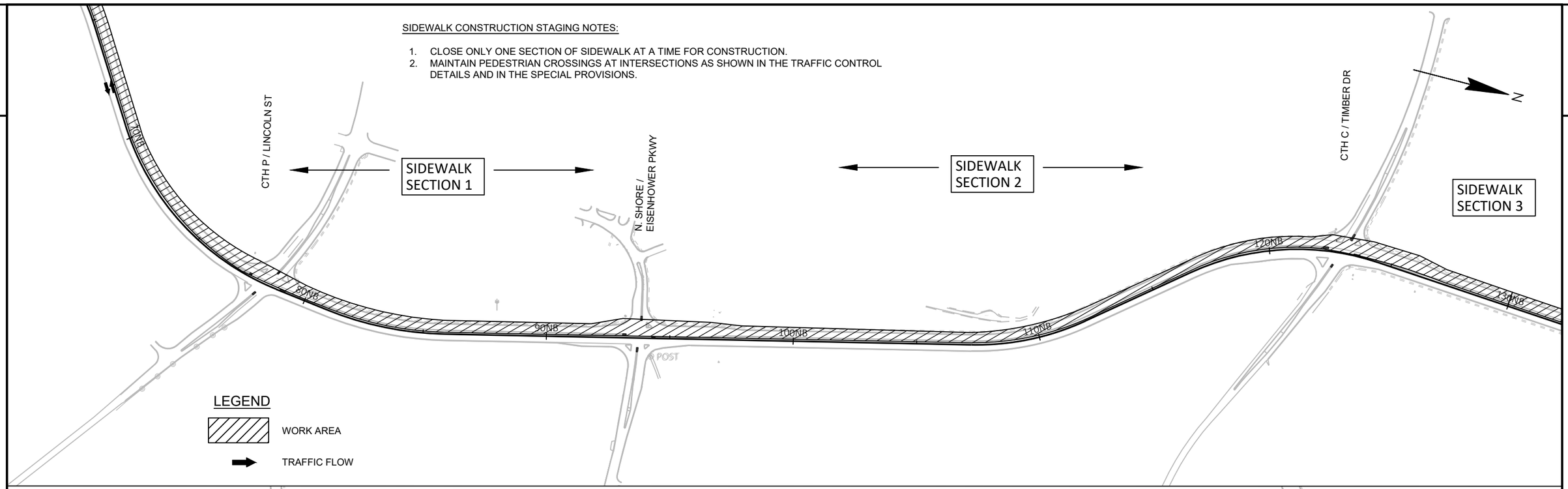
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	TRAFFIC CONTROL DETAIL - STEVENS ST - STAGE 4	SHEET 261	E

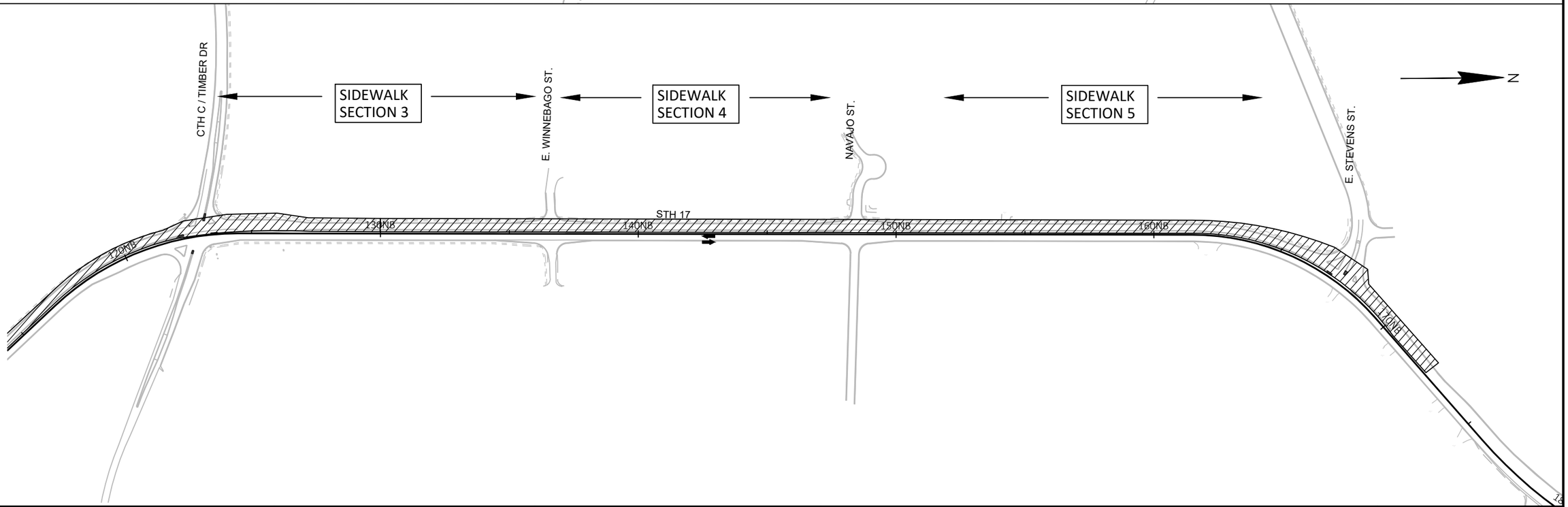
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025409-TC.DWG
LAYOUT NAME - 025412-tc

PLOT DATE : 7/28/2022 11:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

SIDEWALK CONSTRUCTION STAGING NOTES:

1. CLOSE ONLY ONE SECTION OF SIDEWALK AT A TIME FOR CONSTRUCTION.
2. MAINTAIN PEDESTRIAN CROSSINGS AT INTERSECTIONS AS SHOWN IN THE TRAFFIC CONTROL DETAILS AND IN THE SPECIAL PROVISIONS.





PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PEDESTRIAN TRAFFIC CONTROL OVERVIEW	SHEET 262	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025500-TC.DWG
LAYOUT NAME - 025500-tc
PLOT DATE : 7/28/2022 11:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:400 FT

2

2

N

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

CTH P / LINCOLN ST

SIDEWALK CLOSED
R9-9
30"X18"

SIDEWALK SECTION 1

CONSTRUCT SIDEWALK WIDENING AND REPAIRS

SONB

N. SHORE / EISENHOWER PKWY

SIDEWALK CLOSED
R9-9
30"X18"

SONB

MAINTAIN SIDEWALKS ON N. SHORE/ EISENHOWER PKWY AND CROSSING OF STH 17 DURING THIS STAGE

LEGEND

- TYPE II BARRICADE WITH ATTACHED SIGN
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PEDESTRIAN TRAFFIC CONTROL DETAIL - STAGE 2	SHEET 263	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025500-TC.DWG
LAYOUT NAME - 025501-tc

PLOT DATE : 7/28/2022 11:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ############

2

2

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

EISENHOWER PKWY

M4-60R
30"X24"

SIDEWALK CLOSED
R9-9
30"X18"

SIDEWALK
SECTION 2

CONSTRUCT SIDEWALK WIDENING AND REPAIRS

ASPHALT

100NB

N. SHORE DR

N

SIDEWALK
SECTION 2

110NB

120NB

SIDEWALK CLOSED
R9-9
30"X18"

TIMBER DR

MAINTAIN SIDEWALKS ON TIMBER DR AND CROSSING OF STH 17 DURING THIS STAGE

CTH C

LEGEND

- TYPE II BARRICADE WITH ATTACHED SIGN
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PEDESTRIAN TRAFFIC CONTROL DETAIL - STAGE 2	SHEET 264	E

2

2

N

TIMBER DR

M4-60R
30"X24"

SIDEWALK CLOSED
R9-9
30"X18"

SIDEWALK
SECTION 3

CONSTRUCT SIDEWALK
WIDENING AND REPAIRS

SIDEWALK CLOSED
R9-9
30"X18"

E. WINNEBAGO ST.

130NB

MAINTAIN SIDEWALK AND
CROSSING OF TIMBER DR
AND STH 17

CTH C

ALLOW PEDESTRIAN
CROSSING OF STH 17 TO
SIDEWALK TO NORTH

N

E. WINNEBAGO ST.

SIDEWALK CLOSED
R9-9
30"X18"

SIDEWALK
SECTION 4

CONSTRUCT SIDEWALK
WIDENING AND REPAIRS

M4-60L
30"X24"

SIDEWALK CLOSED
R9-9
30"X18"

NAVAJO ST.

ASPHALT

140NB

150NB

LEGEND

TYPE II BARRICADE WITH ATTACHED SIGN
TYPE III BARRICADE WTH ATTACHED SIGN
TRAFFIC CONTROL DRUM
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
FLASHING ARROW BOARD
SIGN ON PERMANENT SUPPORT
SIGN ON TEMPORARY SUPPORT
DELINEATOR FLEXIBLE/TUBULAR MARKER

ASPHALTIC SURFACE TEMPORARY
WORK AREA

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PEDESTRIAN TRAFFIC CONTROL DETAIL - STAGE 2	SHEET 265	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025500-TC.DWG
LAYOUT NAME - 025503-tc

PLOT DATE : 7/28/2022 11:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

M4-60L
30"X24"

NAVAJO ST.

SIDEWALK CLOSED
R9-9
30"X18"

SIDEWALK
SECTION 5

CONSTRUCT SIDEWALK
WIDENING AND REPAIRS

ASPHALT

ASPHALT
CE

150NB

160NB

N

SIDEWALK
SECTION 5

CONSTRUCT SIDEWALK
WIDENING AND REPAIRS

160NB

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
PLACE SIGN AT
SHAWNEE LANE

SIDEWALK CLOSED
R9-9
30"X18"

ASPHALT
CE

ASPHALT

LEGEND

- TYPE II BARRICADE WITH ATTACHED SIGN
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA

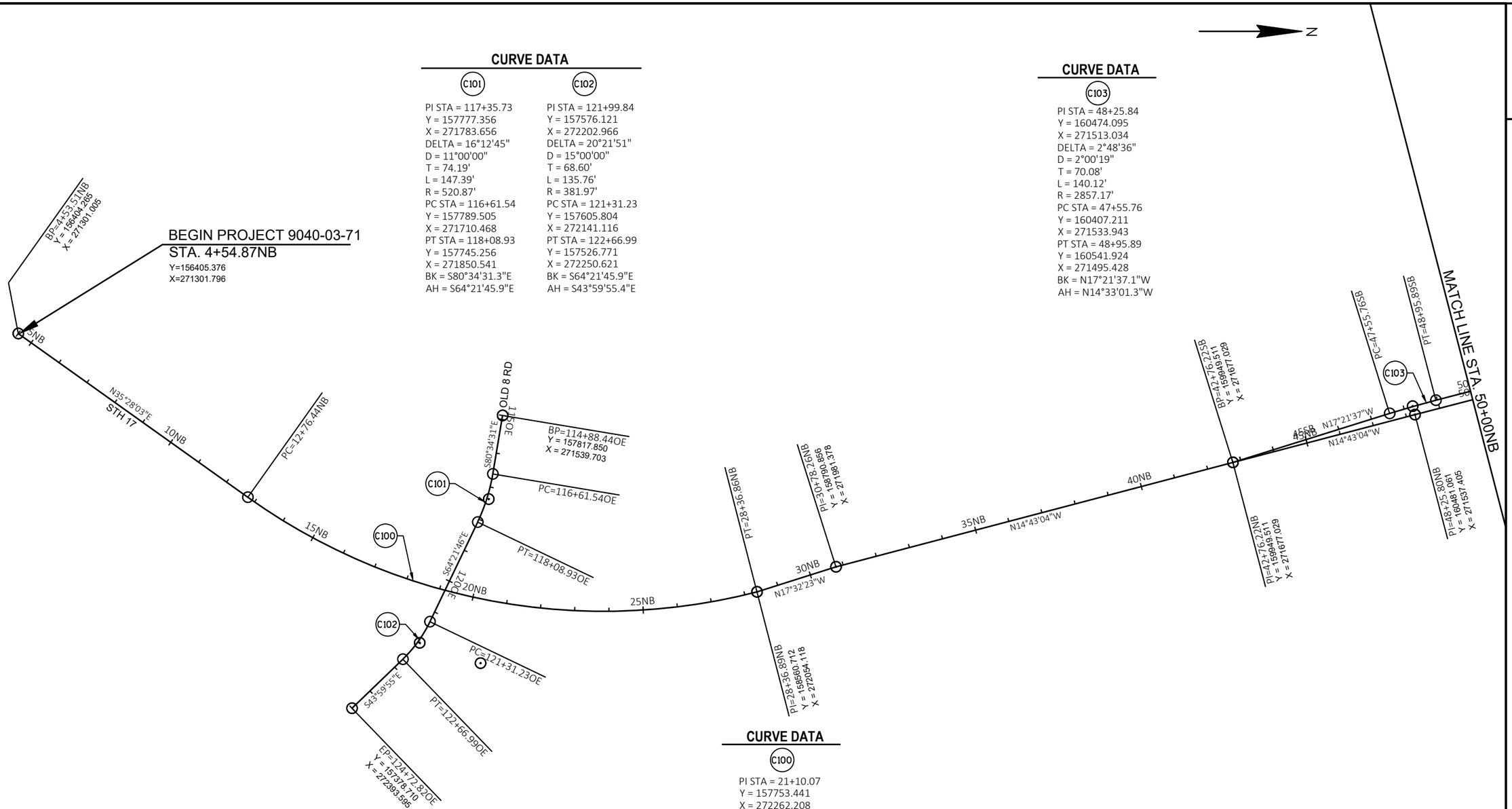
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PEDESTRIAN TRAFFIC CONTROL DETAIL - STAGE 2	SHEET 266	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\025500-TC.DWG
LAYOUT NAME - 025504-tc

PLOT DATE : 7/28/2022 11:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



CURVE DATA

C101

PI STA = 117+35.73
Y = 157777.356
X = 271783.656
DELTA = 16°12'45"
D = 11°00'00"
T = 74.19'
L = 147.39'
R = 520.87'
PC STA = 116+61.54
Y = 157789.505
X = 271710.468
PT STA = 118+08.93
Y = 157745.256
X = 271850.541
BK = S80°34'31.3"E
AH = S64°21'45.9"E

CURVE DATA

C102

PI STA = 121+99.84
Y = 157576.121
X = 272202.966
DELTA = 20°21'51"
D = 15°00'00"
T = 68.60'
L = 135.76'
R = 381.97'
PC STA = 121+31.23
Y = 157605.804
X = 272141.116
PT STA = 122+66.99
Y = 157526.771
X = 272250.621
BK = S64°21'45.9"E
AH = S43°59'55.4"E

CURVE DATA

C103

PI STA = 48+25.84
Y = 160474.095
X = 271513.034
DELTA = 2°48'36"
D = 2°00'19"
T = 70.08'
L = 140.12'
R = 2857.17'
PC STA = 47+55.76
Y = 160407.211
X = 271533.943
PT STA = 48+95.89
Y = 160541.924
X = 271495.428
BK = N17°21'37.1"W
AH = N14°33'01.3"W

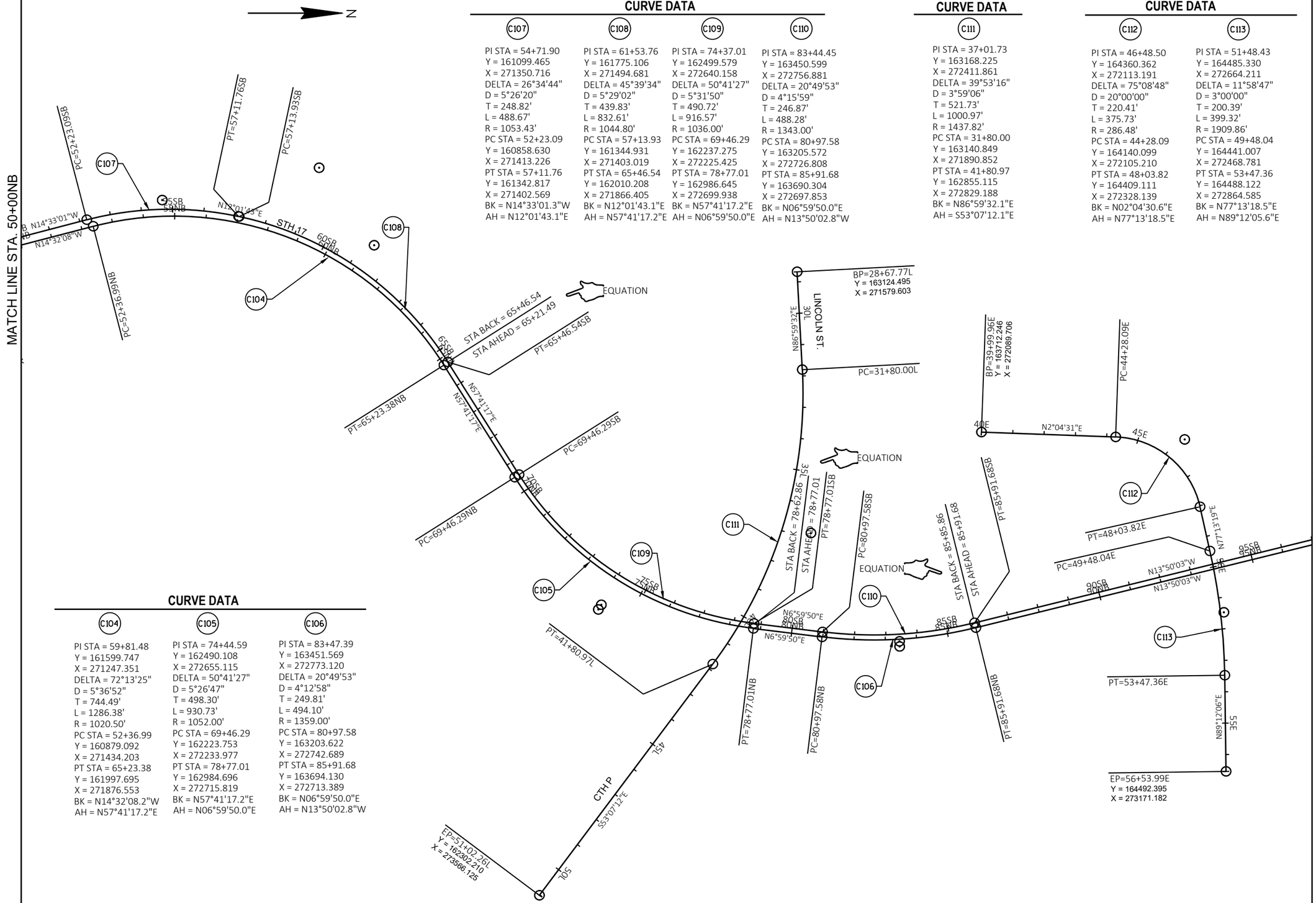
CURVE DATA

C100

PI STA = 21+10.07
Y = 157753.441
X = 272262.208
DELTA = 49°55'19"
D = 3°11'57"
T = 833.62'
L = 1560.41'
R = 1790.90'
PC STA = 12+76.44
Y = 157074.499
X = 271778.505
PT STA = 28+36.86
Y = 158560.679
X = 272054.127
BK = N35°28'02.9"E
AH = N14°27'16.0"W

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	ALIGNMENT DIAGRAM	SHEET 267	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027201-ad
PLOT DATE : 7/28/2022 11:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:300 FT



CURVE DATA

C107	C108	C109	C110
PI STA = 54+71.90	PI STA = 61+53.76	PI STA = 74+37.01	PI STA = 83+44.45
Y = 161099.465	Y = 161775.106	Y = 162499.579	Y = 163450.599
X = 271350.716	X = 271494.681	X = 272640.158	X = 272756.881
DELTA = 26°34'44"	DELTA = 45°39'34"	DELTA = 50°41'27"	DELTA = 20°49'53"
D = 5°26'20"	D = 5°29'02"	D = 5°31'50"	D = 4°15'59"
T = 248.82'	T = 439.83'	T = 490.72'	T = 246.87'
L = 488.67'	L = 832.61'	L = 916.57'	L = 488.28'
R = 1053.43'	R = 1044.80'	R = 1036.00'	R = 1343.00'
PC STA = 52+23.09	PC STA = 57+13.93	PC STA = 69+46.29	PC STA = 80+97.58
Y = 160858.630	Y = 161344.931	Y = 162237.275	Y = 163205.572
X = 271413.226	X = 271403.019	X = 272225.425	X = 272726.808
PT STA = 57+11.76	PT STA = 65+46.54	PT STA = 78+77.01	PT STA = 85+91.68
Y = 161342.817	Y = 162010.208	Y = 162986.645	Y = 163690.304
X = 271402.569	X = 271866.405	X = 272699.938	X = 272697.853
BK = N14°33'01.3"W	BK = N12°01'43.1"E	BK = N57°41'17.2"E	BK = N06°59'50.0"E
AH = N12°01'43.1"E	AH = N57°41'17.2"E	AH = N06°59'50.0"E	AH = N13°50'02.8"W

CURVE DATA

C111
PI STA = 37+01.73
Y = 163168.225
X = 272411.861
DELTA = 39°53'16"
D = 3°59'06"
T = 521.73'
L = 1000.97'
R = 1437.82'
PC STA = 31+80.00
Y = 163140.849
X = 271890.852
PT STA = 41+80.97
Y = 162855.115
X = 272829.188
BK = N86°59'32.1"E
AH = S53°07'12.1"E

CURVE DATA

C112	C113
PI STA = 46+48.50	PI STA = 51+48.43
Y = 164360.362	Y = 164485.330
X = 272113.191	X = 272664.211
DELTA = 75°08'48"	DELTA = 11°58'47"
D = 20°00'00"	D = 3°00'00"
T = 220.41'	T = 200.39'
L = 375.73'	L = 399.32'
R = 286.48'	R = 1909.86'
PC STA = 44+28.09	PC STA = 49+48.04
Y = 164140.099	Y = 164441.007
X = 272105.210	X = 272468.781
PT STA = 48+03.82	PT STA = 53+47.36
Y = 164409.111	Y = 164488.122
X = 272328.139	X = 272864.585
BK = N02°04'30.6"E	BK = N77°13'18.5"E
AH = N77°13'18.5"E	AH = N89°12'05.6"E

CURVE DATA

C104	C105	C106
PI STA = 59+81.48	PI STA = 74+44.59	PI STA = 83+47.39
Y = 161599.747	Y = 162490.108	Y = 163451.569
X = 271247.351	X = 272655.115	X = 272773.120
DELTA = 72°13'25"	DELTA = 50°41'27"	DELTA = 20°49'53"
D = 5°36'52"	D = 5°26'47"	D = 4°12'58"
T = 744.49'	T = 498.30'	T = 249.81'
L = 1286.38'	L = 930.73'	L = 494.10'
R = 1020.50'	R = 1052.00'	R = 1359.00'
PC STA = 52+36.99	PC STA = 69+46.29	PC STA = 80+97.58
Y = 160879.092	Y = 162223.753	Y = 163203.622
X = 271434.203	X = 272233.977	X = 272742.689
PT STA = 65+23.38	PT STA = 78+77.01	PT STA = 85+91.68
Y = 161997.695	Y = 162984.696	Y = 163694.130
X = 271876.553	X = 272715.819	X = 272713.389
BK = N14°32'08.2"W	BK = N57°41'17.2"E	BK = N06°59'50.0"E
AH = N57°41'17.2"E	AH = N06°59'50.0"E	AH = N13°50'02.8"W

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	ALIGNMENT DIAGRAM	SHEET 268	E

CURVE DATA

C114

PI STA = 109+63.35
Y = 165997.003
X = 272146.295
DELTA = 25°52'36"
D = 5°27'29"
T = 241.16'
L = 474.10'
R = 1049.74'
PC STA = 107+22.19
Y = 165762.837
X = 272203.960
PT STA = 111+96.29
Y = 166182.523
X = 271992.215
BK = N13°50'02.8"W
AH = N39°42'38.5"W

C115

PI STA = 120+76.32
Y = 166859.516
X = 271429.952
DELTA = 43°17'28"
D = 5°32'33"
T = 410.24'
L = 781.06'
R = 1033.74'
PC STA = 116+66.08
Y = 166543.928
X = 271692.057
PT STA = 124+47.15
Y = 167268.952
X = 271455.571
BK = N39°42'38.5"W
AH = N03°34'49.4"E

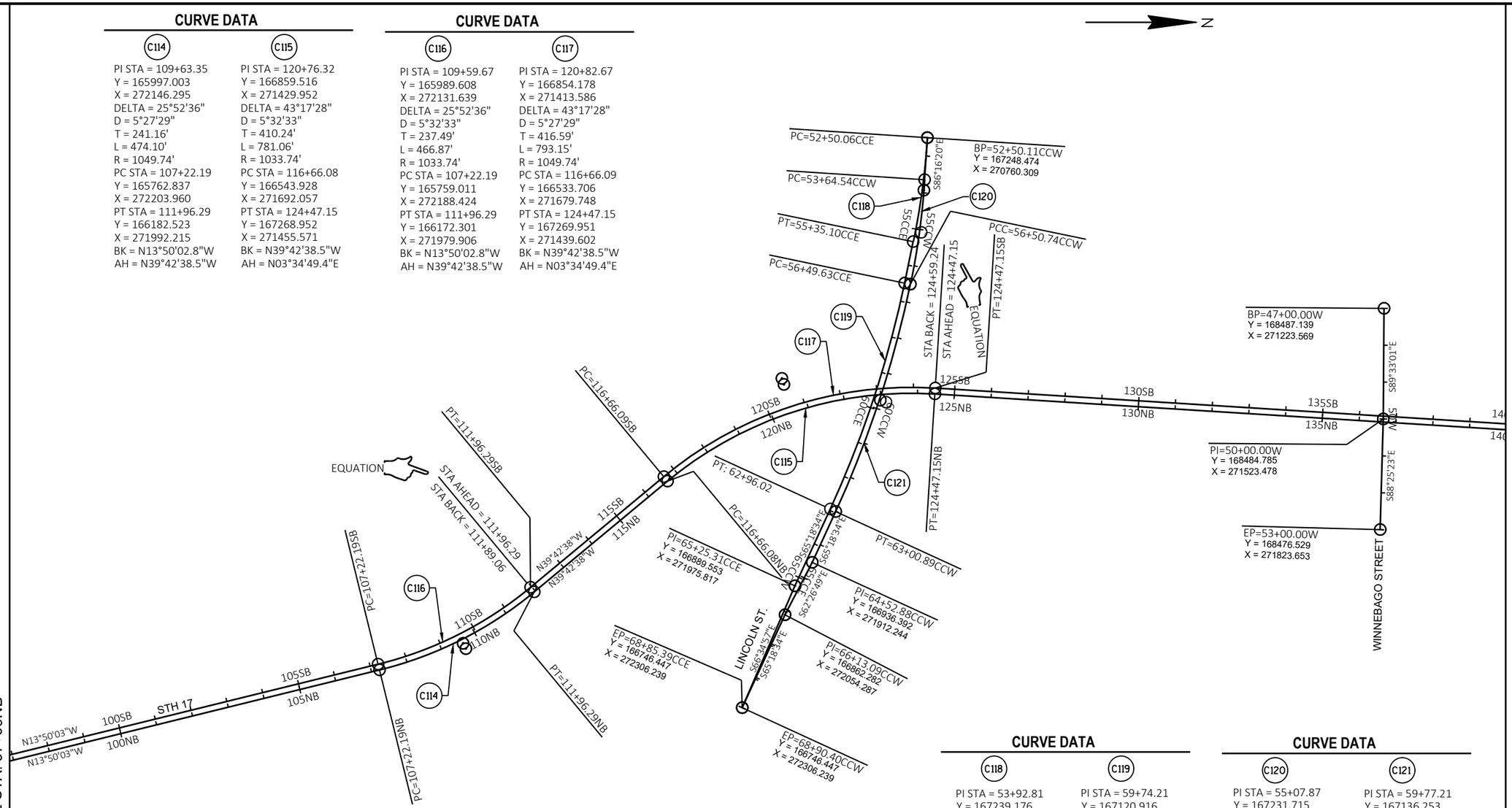
CURVE DATA

C116

PI STA = 109+59.67
Y = 165989.608
X = 272131.639
DELTA = 25°52'36"
D = 5°32'33"
T = 237.49'
L = 466.87'
R = 1033.74'
PC STA = 107+22.19
Y = 165759.011
X = 272188.424
PT STA = 111+96.29
Y = 166172.301
X = 271979.906
BK = N13°50'02.8"W
AH = N39°42'38.5"W

C117

PI STA = 120+82.67
Y = 166854.178
X = 271413.586
DELTA = 43°17'28"
D = 5°27'29"
T = 416.59'
L = 793.15'
R = 1049.74'
PC STA = 116+66.09
Y = 166533.706
X = 271679.748
PT STA = 124+47.15
Y = 167269.951
X = 271439.602
BK = N39°42'38.5"W
AH = N03°34'49.4"E



CURVE DATA

C118

PI STA = 53+92.81
Y = 167239.176
X = 270902.864
DELTA = 7°59'42"
D = 2°48'17"
T = 142.75'
L = 285.04'
R = 2042.75'
PC STA = 52+50.06
Y = 167248.467
X = 270760.415
PT STA = 55+35.10
Y = 167210.163
X = 271042.635
BK = S86°16'05.5"E
AH = S78°16'23.9"E

C119

PI STA = 59+74.21
Y = 167120.916
X = 271472.583
DELTA = 12°57'50"
D = 2°00'20"
T = 324.58'
L = 646.39'
R = 2856.79'
PC STA = 56+49.63
Y = 167186.885
X = 271154.777
PT STA = 62+96.02
Y = 166985.333
X = 271767.489
BK = S78°16'23.9"E
AH = S65°18'33.7"E

CURVE DATA

C120

PI STA = 55+07.87
Y = 167231.715
X = 271017.528
DELTA = 7°59'46"
D = 2°47'38"
T = 143.33'
L = 286.20'
R = 2050.75'
PC STA = 53+64.54
Y = 167241.034
X = 270874.499
PT STA = 56+50.74
Y = 167202.590
X = 271157.870
BK = S86°16'20.0"E
AH = S78°16'34.0"E

C121

PI STA = 59+77.21
Y = 167136.253
X = 271477.528
DELTA = 12°58'00"
D = 1°59'40"
T = 326.47'
L = 650.15'
R = 2872.79'
PC STA = 56+50.74
Y = 167202.590
X = 271157.870
PT STA = 63+00.89
Y = 166999.881
X = 271774.149
BK = S78°16'34.0"E
AH = S65°18'33.7"E

2

CURVE DATA

C126

PI STA = 57+92.48
Y = 169687.821
X = 271381.652
DELTA = 50°55'09"
D = 38°11'50"
T = 71.42'
L = 133.31'
R = 150.00'
PC STA = 57+21.06
Y = 169748.962
X = 271344.746
PT STA = 58+54.37
Y = 169677.925
X = 271452.380
BK = S31°06'58.0"E
AH = S82°02'07.3"E

CURVE DATA

C122

PI STA = 165+77.28
Y = 171391.026
X = 271713.492
DELTA = 48°42'14"
D = 6°03'18"
T = 428.28'
L = 804.35'
R = 946.25'
PC STA = 161+49.00
Y = 170963.580
X = 271686.747
PT STA = 169+53.36
Y = 171653.025
X = 272052.287
BK = N03°34'49.4"E
AH = N52°17'03.4"E

C123

PI STA = 183+93.47
Y = 172534.004
X = 273191.495
DELTA = 49°26'28"
D = 3°15'05"
T = 811.26'
L = 1520.56'
R = 1762.13'
PC STA = 175+82.21
Y = 172037.722
X = 272549.745
PT STA = 191+02.77
Y = 173344.263
X = 273231.734
BK = N52°17'03.4"E
AH = N02°50'35.0"E

CURVE DATA

C124

PI STA = 165+84.53
Y = 171399.253
X = 271697.976
DELTA = 48°42'14"
D = 5°57'16"
T = 435.52'
L = 817.95'
R = 962.25'
PC STA = 161+49.00
Y = 170964.579
X = 271670.778
PT STA = 169+53.36
Y = 171665.682
X = 272042.499
BK = N03°34'49.4"E
AH = N52°17'03.4"E

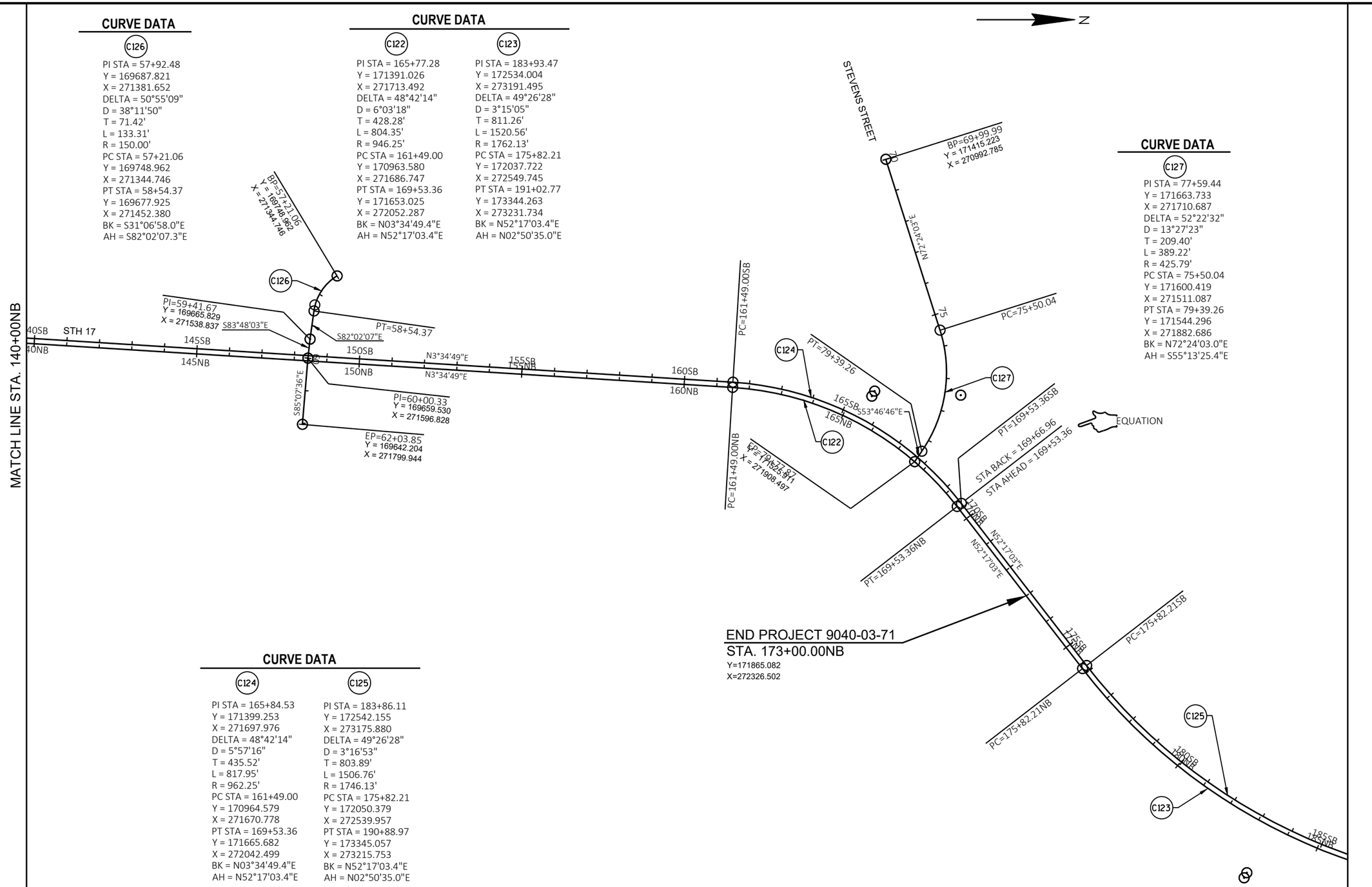
C125

PI STA = 183+86.11
Y = 172542.155
X = 273175.880
DELTA = 49°26'28"
D = 3°16'53"
T = 803.89'
L = 1506.76'
R = 1746.13'
PC STA = 175+82.21
Y = 172050.379
X = 272539.957
PT STA = 190+88.97
Y = 173345.057
X = 273215.753
BK = N52°17'03.4"E
AH = N02°50'35.0"E

CURVE DATA

C127

PI STA = 77+59.44
Y = 171663.733
X = 271710.687
DELTA = 52°22'32"
D = 13°27'23"
T = 209.40'
L = 389.22'
R = 425.79'
PC STA = 75+50.04
Y = 171600.419
X = 271511.087
PT STA = 79+39.26
Y = 171544.296
X = 271882.686
BK = N72°24'03.0"E
AH = S55°13'25.4"E



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	ALIGNMENT DIAGRAM	SHEET 270	E

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Line	Item	Item Description	Unit	Total	Qty
0002	201.0110	Clearing	SY	6.000	6.000
0004	201.0210	Grubbing	SY	6.000	6.000
0006	204.0100	Removing Concrete Pavement	SY	702.000	702.000
0008	204.0110	Removing Asphaltic Surface	SY	450.000	450.000
0010	204.0150	Removing Curb & Gutter	LF	49,950.000	49,950.000
0012	204.0155	Removing Concrete Sidewalk	SY	2,400.000	2,400.000
0014	204.0195	Removing Concrete Bases	EACH	12.000	12.000
0016	204.0220	Removing Inlets	EACH	3.000	3.000
0018	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	124.000	124.000
0020	204.9060.S	Removing (item description) 01. Loop Detector Wire & Lead-in Cable STH 17 & CTH P / Lincoln St	EACH	1.000	1.000
0022	204.9060.S	Removing (item description) 02. Loop Detector Wire & Lead-in Cable STH 17 & N Shore Dr / Eisenhower Pkwy	EACH	1.000	1.000
0024	204.9060.S	Removing (item description) 03. Loop Detector Wire & Lead-in Cable STH 17 & CTH C / Timber Dr	EACH	1.000	1.000
0026	204.9060.S	Removing (item description) 04. Loop Detector Wire & Lead-in Cable STH 17 & Stevens St	EACH	1.000	1.000
0028	205.0100	Excavation Common	CY	73,015.000	73,015.000
0030	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 9040-03-71	EACH	1.000	1.000
0032	211.0500	Prepare Foundation for Base Aggregate	STA	129.000	129.000
0034	213.0100	Finishing Roadway (project) 01. 9040-03-71	EACH	1.000	1.000
0036	305.0110	Base Aggregate Dense 3/4-Inch	TON	460.000	460.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	116,075.000	116,075.000
0040	325.0100	Pulverize and Relay	SY	23,080.000	23,080.000
0042	374.1020.S	QMP Pulverize and Relay Compaction	SY	23,080.000	23,080.000
0044	416.0260	Concrete Driveway HES 6-Inch	SY	70.000	70.000
0046	455.0605	Tack Coat	GAL	12,555.000	12,555.000
0048	460.2000	Incentive Density HMA Pavement	DOL	25,530.000	25,530.000
0050	460.6223	HMA Pavement 3 MT 58-28 S	TON	28,505.000	28,505.000
0052	460.6444	HMA Pavement 4 MT 58-34 H	TON	3,265.000	3,265.000
0054	460.6644	HMA Pavement 4 MT 58-34 V	TON	8,110.000	8,110.000
0056	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	75.000	75.000
0058	465.0125	Asphaltic Surface Temporary	TON	49.000	49.000
0060	465.0315	Asphaltic Flumes	SY	20.000	20.000
0062	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	4.000	4.000
0064	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	4.000	4.000
0066	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0068	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0070	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	1.000	1.000
0072	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	6,325.000	6,325.000
0074	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	23,240.000	23,240.000
0076	601.0415	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	LF	3,150.000	3,150.000
0078	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	475.000	475.000
0080	601.0600	Concrete Curb Pedestrian	LF	190.000	190.000
0082	602.0405	Concrete Sidewalk 4-Inch	SF	56,800.000	56,800.000
0084	602.0415	Concrete Sidewalk 6-Inch	SF	2,200.000	2,200.000
0086	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	220.000	220.000
0088	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	137.000	137.000
0090	606.0200	Riprap Medium	CY	17.000	17.000
0092	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	54.000	54.000

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Line	Item	Item Description	Unit	Total	Qty
0094	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	64.000	64.000
0096	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0098	611.0624	Inlet Covers Type H	EACH	4.000	4.000
0100	611.2003	Manholes 3-FT Diameter	EACH	1.000	1.000
0102	611.3230	Inlets 2x3-FT	EACH	3.000	3.000
0104	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0106	611.8115	Adjusting Inlet Covers	EACH	147.000	147.000
0108	619.1000	Mobilization	EACH	1.000	1.000
0110	620.0100	Concrete Corrugated Median	SF	4,362.000	4,362.000
0112	620.0300	Concrete Median Sloped Nose	SF	538.000	538.000
0114	624.0100	Water	MGAL	1,165.000	1,165.000
0116	625.0100	Topsoil	SY	31,500.000	31,500.000
0118	628.1504	Silt Fence	LF	18,145.000	18,145.000
0120	628.1520	Silt Fence Maintenance	LF	36,290.000	36,290.000
0122	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0124	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0126	628.2004	Erosion Mat Class I Type B	SY	3,400.000	3,400.000
0128	628.2006	Erosion Mat Urban Class I Type A	SY	28,000.000	28,000.000
0130	628.2027	Erosion Mat Class II Type C	SY	120.000	120.000
0132	628.7015	Inlet Protection Type C	EACH	148.000	148.000
0134	628.7504	Temporary Ditch Checks	LF	50.000	50.000
0136	628.7555	Culvert Pipe Checks	EACH	20.000	20.000
0138	629.0210	Fertilizer Type B	CWT	20.000	20.000
0140	630.0140	Seeding Mixture No. 40	LB	560.000	560.000
0142	630.0500	Seed Water	MGAL	700.000	700.000
0144	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	8.000	8.000
0146	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	54.000	54.000
0148	638.2102	Moving Signs Type II	EACH	95.000	95.000
0150	638.3000	Removing Small Sign Supports	EACH	62.000	62.000
0152	642.5201	Field Office Type C	EACH	1.000	1.000
0154	643.0300	Traffic Control Drums	DAY	96,800.000	96,800.000
0156	643.0410	Traffic Control Barricades Type II	DAY	590.000	590.000
0158	643.0420	Traffic Control Barricades Type III	DAY	10,675.000	10,675.000
0160	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	605.000	605.000
0162	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	605.000	605.000
0164	643.0705	Traffic Control Warning Lights Type A	DAY	21,350.000	21,350.000
0166	643.0715	Traffic Control Warning Lights Type C	DAY	17,700.000	17,700.000
0168	643.0800	Traffic Control Arrow Boards	DAY	530.000	530.000
0170	643.0900	Traffic Control Signs	DAY	23,590.000	23,590.000
0172	643.0910	Traffic Control Covering Signs Type I	EACH	30.000	30.000
0174	643.1050	Traffic Control Signs PCMS	DAY	80.000	80.000
0176	643.3105	Temporary Marking Line Paint 4-Inch	LF	75,300.000	75,300.000
0178	643.3205	Temporary Marking Line Paint 8-Inch	LF	5,800.000	5,800.000
0180	643.3250	Temporary Marking Line Removable Tape 8-Inch	LF	480.000	480.000
0182	643.3505	Temporary Marking Arrow Paint	EACH	16.000	16.000
0184	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	622.000	622.000
0186	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	100.000	100.000
0188	643.5000	Traffic Control	EACH	1.000	1.000
0190	644.1410	Temporary Pedestrian Surface Asphalt	SF	350.000	350.000

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Line	Item	Item Description	Unit	Total	Qty
0192	644.1601	Temporary Pedestrian Curb Ramp	DAY	30.000	30.000
0194	644.1605	Temporary Pedestrian Detectable Warning Field	SF	20.000	20.000
0196	644.1810	Temporary Pedestrian Barricade	LF	885.000	885.000
0198	645.0120	Geotextile Type HR	SY	56.000	56.000
0200	646.1020	Marking Line Epoxy 4-Inch	LF	29,111.000	29,111.000
0202	646.3020	Marking Line Epoxy 8-Inch	LF	6,016.000	6,016.000
0204	646.5020	Marking Arrow Epoxy	EACH	60.000	60.000
0206	646.5120	Marking Word Epoxy	EACH	20.000	20.000
0208	646.6120	Marking Stop Line Epoxy 18-Inch	LF	575.000	575.000
0210	646.7120	Marking Diagonal Epoxy 12-Inch	LF	1,440.000	1,440.000
0212	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	969.000	969.000
0214	646.8020	Marking Corrugated Median Epoxy	SF	1,745.000	1,745.000
0216	646.8120	Marking Curb Epoxy	LF	230.000	230.000
0218	646.8220	Marking Island Nose Epoxy	EACH	44.000	44.000
0220	646.9000	Marking Removal Line 4-Inch	LF	7,000.000	7,000.000
0222	646.9100	Marking Removal Line 8-Inch	LF	1,600.000	1,600.000
0224	646.9200	Marking Removal Line Wide	LF	400.000	400.000
0226	646.9300	Marking Removal Special Marking	EACH	22.000	22.000
0228	650.4000	Construction Staking Storm Sewer	EACH	4.000	4.000
0230	650.5000	Construction Staking Base	LF	25,708.000	25,708.000
0232	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	50,030.000	50,030.000
0234	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0236	650.8000	Construction Staking Resurfacing Reference	LF	3,991.000	3,991.000
0238	650.9000	Construction Staking Curb Ramps	EACH	20.000	20.000
0240	650.9911	Construction Staking Supplemental Control (project) 01. 9040-03-71	EACH	1.000	1.000
0242	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	40.000	40.000
0244	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	326.000	326.000
0246	652.0700.S	Install Conduit into Existing Item	EACH	2.000	2.000
0248	652.0800	Conduit Loop Detector	LF	5,170.000	5,170.000
0250	653.0140	Pull Boxes Steel 24x42-Inch	EACH	2.000	2.000
0252	653.0900	Adjusting Pull Boxes	EACH	2.000	2.000
0254	653.0905	Removing Pull Boxes	EACH	1.000	1.000
0256	654.0101	Concrete Bases Type 1	EACH	10.000	10.000
0258	654.0102	Concrete Bases Type 2	EACH	1.000	1.000
0260	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,824.000	1,824.000
0262	655.0240	Cable Traffic Signal 7-14 AWG	LF	168.000	168.000
0264	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,379.000	1,379.000
0266	655.0305	Cable Type UF 2-12 AWG Grounded	LF	751.000	751.000
0268	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	2,442.000	2,442.000
0270	655.0610	Electrical Wire Lighting 12 AWG	LF	864.000	864.000
0272	655.0700	Loop Detector Lead In Cable	LF	14,977.000	14,977.000
0274	655.0800	Loop Detector Wire	LF	16,850.000	16,850.000
0276	658.0416	Pedestrian Signal Face 16-Inch	EACH	2.000	2.000
0278	658.0500	Pedestrian Push Buttons	EACH	6.000	6.000
0280	661.0201	Temporary Traffic Signals for Intersections (location) 01. STH 17 & CTH P / Lincoln St	EACH	1.000	1.000
0282	661.0201	Temporary Traffic Signals for Intersections (location) 02. STH 17 & N. Shore Dr / Eisenhower Pkwy	EACH	1.000	1.000
0284	661.0201	Temporary Traffic Signals for Intersections (location) 03. STH 17 & CTH C / Timber Dr	EACH	1.000	1.000
0286	661.0201	Temporary Traffic Signals for Intersections (location) 04. STH 17 & Stevens St	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0288	690.0150	Sawing Asphalt	LF	835.000	835.000
0290	690.0250	Sawing Concrete	LF	183.000	183.000
0292	740.0440	Incentive IRI Ride	DOL	22,320.000	22,320.000
0294	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,500.000	2,500.000
0296	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,880.000	2,880.000
0298	SPV.0060	Special 01. Adjusting Water Valve Boxes	EACH	6.000	6.000
0300	SPV.0060	Special 02. Adjusting Sanitary Manhole Covers	EACH	8.000	8.000
0302	SPV.0060	Special 03. Mountable Curb Plate	EACH	10.000	10.000
0304	SPV.0060	Special 04. Repairing Inlets and Manholes	EACH	42.000	42.000
0306	SPV.0060	Special 05. Salvage & Reinstall Traffic Signal Equipment STH 17 & CTH P / Lincoln St	EACH	1.000	1.000
0308	SPV.0060	Special 06. Salvage & Reinstall Traffic Sig Equip STH 17 & N. Shore Dr / Eisenhower Pkwy	EACH	1.000	1.000
0310	SPV.0060	Special 07. Salvage & Reinstall Traffic Signal Equipment STH 17 & CTH C / Timber Dr	EACH	1.000	1.000
0312	SPV.0060	Special 08. Salvage & Reinstall Traffic Signal Equipment STH 17 & Stevens St	EACH	1.000	1.000
0314	SPV.0060	Special 09. Temporary Vehicle Detection STH 17 & CTH P/Lincoln St	EACH	1.000	1.000
0316	SPV.0060	Special 10. Temporary Vehicle Detection STH 17 & N. Shore/Eisenhower Pkwy	EACH	1.000	1.000
0318	SPV.0060	Special 11. Temporary Vehicle Detection STH 17 & CTH C/Timber Dr	EACH	1.000	1.000
0320	SPV.0060	Special 12. Temporary Vehicle Detection STH 17 & Steven St	EACH	1.000	1.000
0322	SPV.0090	Special 01. Concrete Curb and Gutter 24-Inch Type D Special	LF	16,840.000	16,840.000
0324	SPV.0090	Special 02. Temporary Marking Crosswalk Paint Transverse Line 6-Inch	LF	818.000	818.000
0326	SPV.0180	Special 01. Protective Thermoplastic Coating at Snowmobile Trail Crossing	SY	251.000	251.000
0328	SPV.0180	Special 02. Removing Excess Pulverized Material	SY	23,080.000	23,080.000
0330	SPV.0180	Special 03. Preparing Topsoil for Lawn Type Turf	SY	28,000.000	28,000.000

CLEARING & GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0110 CLEARING SY	201.0210 GRUBBING SY	REMARKS
0010	82+50	-	82+77	STH 17 LT	6	6	
				TOTAL 0010	**6**	**6**	

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 SY	REMARKS
0010	44+43	-	48+26	STH 17	702	CORRUGATED MEDIAN INCLUDING CURB AND GUTTER REMOVAL
				TOTAL 0010	**702**	

REMOVING ASPHALTIC SURFACE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
PROJECT 9040-03-71						
0010	119+25 OE			OLD 8 RD	5	ASPHALTIC FLUME
0010	119+65 OE			OLD 8 RD	5	ASPHALTIC FLUME
0010	33+16			STH 17 RT	5	ASPHALTIC FLUME
0010	34+29			STH 17 RT	5	ASPHALTIC FLUME
0010	61+22	-	63+00	CTH C	430	ADDITIONAL PAVEMENT REMOVAL
				TOTAL 0010	**450**	

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 SY	REMARKS
PROJECT 9040-03-71						
STAGE 2 - STH 17 SOUTHBOUND						
0010	44+48	-	48+25	STH 17 LT	484	MEDIAN
0010	75+20	-	77+58	STH 17 LT	87	MEDIAN
0010	77+89	-	78+10	STH 17 LT	19	SW ISLAND
0010	78+57	-	78+91	LINCOLN ST	30	MEDIAN
0010	78+85	-	79+14	STH 17 LT	46	NW ISLAND
0010	78+99	-	80+16	STH 17 LT	40	MEDIAN
0010	92+20	-	93+20	STH 17 LT	33	MEDIAN
0010	93+01	-	93+24	STH 17 LT	14	
0010	93+82	-	93+87	EISENHOWER PKWY	31	MEDIAN
0010	94+05	-	94+25	STH 17 LT	25	NW ISLAND
0010	94+07		94+47	STH 17 LT	65	
0010	94+30	-	95+85	STH 17 LT	51	MEDIAN
0010	96+89	-	97+95	STH 17 LT	58	
0010	118+94	-	122+35	STH 17 LT	115	MEDIAN
0010	122+66	-	122+95	STH 17 LT	37	
0010	123+21	-	123+49	TIMBER DR	30	MEDIAN
0010	123+38	-	123+61	STH 17 LT	32	NW ISLAND
0010	123+48	-	125+71	STH 17 LT	76	MEDIAN
0010	123+74	-	124+31	STH 17 LT	43	
0010	135+22	-	136+19	STH 17 LT	32	MEDIAN
0010	136+04	-	136+34	STH 17 LT	15	
0010	136+88	-	137+87	STH 17 LT	53	
0010	137+23	-	138+18	STH 17 LT	33	MEDIAN
0010	146+91	-	147+92	STH 17 LT	34	MEDIAN
0010	147+92	-	148+24	STH 17 LT	32	
0010	148+70	-	149+00	STH 17 LT	16	
0010	148+94	-	149+87	STH 17 LT	31	MEDIAN
0010	153+74	-	154+77	STH 17 LT	56	
0010	165+13	-	167+13	STH 17 LT	78	MEDIAN
0010	166+60	-	166+76	STH 17 LT	12	
0010	167+24	-	167+60	STH 17 LT	180	MEDIAN
0010	167+91	-	168+07	STH 17 LT	17	NW ISLAND
STAGE 3 - STH 17 NORTHBOUND						
0010	77+52	-	77+79	STH 17 RT	48	SE ISLAND
0010	77+66	-	78+05	CTH P	35	MEDIAN
0010	93+22	-	93+44	STH 17 RT	31	SE ISLAND
0010	93+59	-	93+70	N SHORE DR	28	MEDIAN
0010	93+98	-	94+16	STH 17 RT	17	NE ISLAND
0010	121+94	-	122+41	STH 17 RT	95	SE ISLAND
0010	122+08	-	122+64	CTH C (TIMBER DR)	33	MEDIAN
0010	123+30	-	123+51	STH 17 RT	15	
0010	136+00	-	136+33	STH 17 RT	26	
0010				UNDISTRIBUTED REPAIRS	167	
				TOTAL 0010	**2,400**	

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 LF	REMARKS
PROJECT 9040-03-71						
STAGE 2 - STH 17 SOUTHBOUND						
0010	48+26	-	60+14	STH 17 LT	1,499	MEDIAN
0010	60+14	-	77+61	STH 17 LT	1,745	MEDIAN
0010	60+16	-	76+82	STH 17 LT	1,658	OUTSIDE
0010	76+82	-	78+34	STH 17 LT	204	SW RADIUS
0010	77+89	-	78+11	STH 17 LT	62	SW ISLAND
0010	78+56	-	78+92	STH 17 LT	188	LINCOLN ST MEDIAN
0010	78+85	-	79+14	STH 17 LT	94	NW ISLAND
0010	78+94	-	93+22	STH 17 LT	1,426	MEDIAN
0010	79+14	-	79+89	STH 17 LT	141	NE RADIUS
0010	79+89	-	92+97	STH 17 LT	1,292	OUTSIDE
0010	92+97	-	93+50	STH 17 LT	140	SW RADIUS
0010	93+82	-	93+87	STH 17 LT	191	EISENHOWER PKWY MEDIAN
0010	94+04	-	94+26	STH 17 LT	70	NW ISLAND
0010	94+06	-	94+89	STH 17 LT	160	NW RADIUS
0010	94+28	-	122+37	STH 17 LT	2,813	MEDIAN
0010	94+89	-	121+63	STH 17 LT	2,676	OUTSIDE
0010	121+63	-	123+15	STH 17 LT	213	SW RADIUS
0010	122+64	-	122+97	STH 17 LT	100	SW ISLAND
0010	123+20	-	123+49	STH 17 LT	187	TIMBER DR MEDIAN
0010	123+38	-	123+61	STH 17 LT	76	NW ISLAND
0010	123+44	-	136+22	STH 17 LT	1,281	MEDIAN
0010	123+61	-	124+14	STH 17 LT	118	NW RADIUS
0010	124+14	-	135+87	STH 17 LT	1,176	OUTSIDE
0010	135+87	-	136+44	STH 17 LT	81	SW RADIUS
0010	136+78	-	137+18	STH 17 LT	66	NW RADIUS
0010	137+18	-	147+92	STH 17 LT	1,075	OUTSIDE
0010	137+20	-	147+94	STH 17 LT	1,077	MEDIAN
0010	147+92	-	148+28	STH 17 LT	58	SW RADIUS
0010	148+66	-	148+97	STH 17 LT	53	NW RADIUS
0010	148+89	-	167+15	STH 17 LT	1,838	MEDIAN
0010	148+97	-	166+25	STH 17 LT	1,751	OUTSIDE
0010	166+25	-	166+98	STH 17 LT	195	SW RADIUS
0010	166+75	-	167+24	STH 17 LT	185	SW ISLAND
0010	167+23	-	167+61	STH 17 LT	296	STEVENS ST MEDIAN
0010	167+58	-	167+65	STH 17 LT	19	CHIPPEWA ST
0010	167+58	-	173+00	STH 17 LT	620	OUTSIDE
0010	167+90	-	168+07	STH 17 LT	60	NW ISLAND
0010	168+13	-	170+26	STH 17 LT	221	MEDIAN

REMOVING CURB & GUTTER CONTINUED

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 LF	REMARKS
STAGE 3 - STH 17 NORTHBOUND						
0010	48+26	-	60+14	STH 17 RT	1,487	MEDIAN
0010	60+09	-	76+82	STH 17 RT	1,678	OUTSIDE
0010	60+14	-	77+61	STH 17 RT	1,745	MEDIAN
0010	76+82	-	77+49	STH 17 RT	143	SE RADIUS
0010	77+52	-	77+80	STH 17 RT	96	SE ISLAND
0010	77+66	-	78+06	STH 17 RT	208	CTH P MEDIAN
0010	77+99	-	78+88	STH 17 RT	171	NE RADIUS
0010	78+88	-	92+57	STH 17 RT	1,380	OUTSIDE
0010	78+94	-	93+22	STH 17 RT	1,430	MEDIAN
0010	92+57	-	93+32	STH 17 RT	127	SE RADIUS
0010	93+22	-	93+45	STH 17 RT	77	SE ISLAND
0010	93+59	-	93+71	STH 17 RT	174	N SHORE DR MEDIAN
0010	93+98	-	94+16	STH 17 RT	56	NE ISLAND
0010	94+00	-	94+44	STH 17 RT	100	NE RADIUS
0010	94+28	-	122+37	STH 17 RT	2,815	MEDIAN
0010	94+44	-	121+33	STH 17 RT	2,690	OUTSIDE
0010	121+33	-	121+97	STH 17 RT	128	SE RADIUS
0010	121+94	-	122+42	STH 17 RT	137	SE ISLAND
0010	122+07	-	122+64	STH 17 RT	207	CTH C MEDIAN
0010	122+49	-	123+53	STH 17 RT	164	NE RADIUS
0010	123+44	-	136+22	STH 17 RT	1,282	MEDIAN
0010	123+53	-	135+92	STH 17 RT	1,237	OUTSIDE
0010	135+92	-	136+49	STH 17 RT	79	SE RADIUS
0010	136+84	-	137+20	STH 17 RT	61	NE RADIUS
0010	137+20	-	147+87	STH 17 RT	1,067	OUTSIDE
0010	137+20	-	147+94	STH 17 RT	1,077	MEDIAN
0010	147+87	-	148+23	STH 17 RT	60	SE RADIUS
0010	148+57	-	148+94	STH 17 RT	61	NE RADIUS
0010	148+89	-	167+15	STH 17 RT	1,832	MEDIAN
0010	148+94	-	173+00	STH 17 RT	2,385	OUTSIDE
0010	168+13	-	170+26	STH 17 RT	220	MEDIAN
STAGE 4						
0010	18+29	-	18+84	STH 17 RT	98	SE RADIUS
0010	18+60	-	19+10	STH 17 LT	69	SW RADIUS
0010	19+20	-	19+67	STH 17 RT	67	NE RADIUS
0010	19+52	-	20+15	STH 17 LT	107	NW RADIUS
0010	33+11	-	33+64	STH 17 RT	70	SE RADIUS
0010	34+00	-	34+38	STH 17 RT	60	NE RADIUS
TOTAL 0010					**49,950**	

REMOVING STORM SEWER

CATEGORY	STATION	TO	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER 12-INCH LF	REMARKS
0010	122+45	-	123+31	TIMBER DR	106	
0010	148+79	-	148+84	NAVAJO ST	18	
				TOTAL 0010	124	

REMOVING INLETS

CATEGORY	STATION	LOCATION	204.0220 EACH	REMARKS
0010	122+81	TIMBER DR	1	2'X3' CONCRETE INLET & CASTINC
0010	123+31	TIMBER DR	1	2'X3' CONCRETE INLET & CASTINC
0010	148+75	NAVAJO ST	1	2'X3' CONCRETE INLET & CASTINC
		TOTAL 0010	3	

PREPARE FOUNDATION FOR BASE AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	211.0500 STA	REMARKS
0010	44+46	-	173+00	STH 17	129	
				TOTAL 0010	129	

EARTHWORK

CATEGORY	STATION	TO	STATION	LOCATION	205.0100 COMMON EXCAVATION 1 & 2 CY	SALVAGED/ UNUSABLE PAVEMENT MATERIAL 3 CY	AVAILABLE MATERIAL 4 CY	UNEXPANDED FILL - CY	EXPANDED FILL 5 CY	MASS ORDINATE +/- - CY	WASTE - CY	REMARKS
0010	44+50	-	173+00	STH 17	71,600	21,282	50,319	1,353	1,759	48,559	48,559	
0010	38+76	-	41+90	LINCOLN ST	423	321	102	2	2	100	100	
0010	48+39	-	51+33	EISENHOWER PKWY	387	336	51	5	6	45	45	
0010	58+03	-	61+18	TIMBER DRIVE	316	262	55	17	22	33	33	
0010	78+00	-	79+00	STEVENS STREET	288	194	95	7	9	85	85	
				TOTAL 0010	73,015	22,395	50,621	1,384	1,799	48,822	48,822	

*** FOR INFORMATIONAL PURPOSES ONLY

1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION. ITEM NUMBER 205.0100
2) SALVAGED/UNUSABLE PAVEMENT MATERIALS INCLUDED IN CUT. EXCESS PULVERIZED MATERIAL IS PAID FOR SEPERATELY.
3) SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
5) EXPANSION FACTOR = 1.3

BASE AGGREGATE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
PROJECT 9040-03-71								
STAGE 2 - SOUTHBOUND STH 17								
0010	44+46	-	60+13	STH 17	-	8,256	83	
0010	60+13	-	75+35	STH 17	-	5,486	55	
0010	75+35	-	80+36	STH 17	-	1,851	19	
0010	76+84	-	79+90	LINCOLN ST	-	1,672	17	
0010	77+89		79+14	LINCOLN ST	-	21	-	BASE FOR MEDIANS
0010	80+36	-	91+89	STH 17	-	4,165	42	
0010	91+89	-	96+12	STH 17	-	2,087	21	
0010	92+95	-	94+96	EISENHOWER PKWY	-	1,149	12	
0010	93+82		94+03	EISENHOWER PKWY	-	13	-	BASE FOR MEDIANS
0010	96+12	-	118+79	STH 17	-	8,359	85	
0010	118+79	-	126+09	STH 17	-	3,589	36	
0010	122+49	-	124+16	TIMBER DR	-	1,002	11	
0010	123+20		123+61	TIMBER DR	-	13	-	BASE FOR MEDIANS
0010	126+09	-	134+90	STH 17	-	3,295	33	
0010	134+90	-	138+51	STH 17	-	1,683	17	
0010	136+08	-	137+15	E WINNEBAGO ST	-	294	3	
0010	138+51	-	146+57	STH 17	-	2,960	30	
0010	146+57	-	150+23	STH 17	-	1,705	18	
0010	147+92	-	148+99	NAVAJO ST	-	278	3	
0010	150+23	-	165+00	STH 17	-	5,429	56	
0010	165+00	-	170+17	STH 17	-	2,447	25	
0010	166+27	-	167+55	STEVENS ST	-	946	10	
0010	167+26	-	168+76	STEVENS ST	-	836	9	
0010	167+56	-	167+67	STEVENS ST	-	10	-	BASE FOR CURB & GUTTER
0010	166+92		168+11	STEVENS ST	-	50	1	BASE FOR MEDIANS
0010	170+17	-	173+00	STH 17	-	1,288	13	
0010	79+25	-	80+36	STH 17	-	17	-	BASE FOR SIDEWALK
0010	80+36	-	91+90	STH 17	-	126	-	BASE FOR SIDEWALK
0010	91+90	-	93+27	STH 17	-	16	-	BASE FOR SIDEWALK
0010	94+26	-	96+12	STH 17	-	23	-	BASE FOR SIDEWALK
0010	96+12	-	118+79	STH 17	-	246	-	BASE FOR SIDEWALK
0010	118+79	-	122+80	STH 17	-	45	-	BASE FOR SIDEWALK
0010	123+73	-	126+16	STH 17	-	33	-	BASE FOR SIDEWALK
0010	126+15	-	134+90	STH 17	-	83	-	BASE FOR SIDEWALK
0010	134+90	-	136+33	STH 17	-	15	-	BASE FOR SIDEWALK
0010	136+90	-	138+54	STH 17	-	24	-	BASE FOR SIDEWALK
0010	138+53	-	146+57	STH 17	-	82	-	BASE FOR SIDEWALK
0010	146+57	-	148+25	STH 17	-	22	-	BASE FOR SIDEWALK
0010	148+73	-	150+26	STH 17	-	19	-	BASE FOR SIDEWALK
0010	150+25	-	165+00	STH 17	-	158	-	BASE FOR SIDEWALK
0010	165+00	-	166+75	STH 17	-	22	-	BASE FOR SIDEWALK
0010	167+60	-	168+27	STH 17	-	22	-	BASE FOR SIDEWALK
STAGE 3 - STH 17 NORTHBOUND								
0010	44+46	-	60+13	STH 17	-	8,182	82	
0010	60+13	-	75+35	STH 17	-	5,612	57	
0010	75+35	-	80+36	STH 17	-	1,976	20	
0010	76+81	-	79+85	CTH P	-	1,399	14	
0010	77+53		78+06	CTH P	-	18	-	BASE FOR MEDIANS

BASE AGGREGATE ITEMS CONTINUED

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
0010	80+36	-	91+89	STH 17	-	4,361	44	
0010	91+89	-	96+12	STH 17	-	2,046	21	
0010	92+57	-	94+77	NORTH SHORE DRIVE	-	592	6	
0010	93+21		94+16	NORTH SHORE DRIVE	-	17	-	BASE FOR MEDIANS
0010	96+12	-	118+79	STH 17	-	8,236	83	
0010	118+79	-	126+09	STH 17	-	3,468	35	
0010	121+32	-	123+58	CTH C (TIMBER DR)	-	1,193	12	
0010	121+94		122+64	CTH C (TIMBER DR)	-	29	-	BASE FOR MEDIANS
0010	126+09	-	134+90	STH 17	-	3,238	33	
0010	134+90	-	138+51	STH 17	-	1,692	17	
0010	135+95	-	137+21	E WINNEBAGO ST	-	357	4	
0010	138+51	-	146+57	STH 17	-	2,961	30	
0010	146+57	-	150+23	STH 17	-	1,700	17	
0010	147+86	-	148+97	NAVAJO ST	-	290	3	
0010	150+23	-	165+00	STH 17	-	5,356	54	
0010	165+00	-	170+17	STH 17	-	2,113	22	
0010	170+17	-	173+00	STH 17	-	1,148	12	
0010	94+18	-	94+37	STH 17	-	4	-	BASE FOR SIDEWALK
0010	123+30	-	123+51	STH 17	-	4	-	BASE FOR SIDEWALK
0010	136+00	-	136+34	STH 17	-	6	-	BASE FOR SIDEWALK
STAGE 4								
0010	4+54	-	15+34	STH 17 LT	70	-	-	
0010	4+55	-	15+37	STH 17 RT	70	-	-	
0010	17+53	-	18+29	STH 17 RT	5	-	-	
0010	17+56	-	18+60	STH 17 LT	7	-	-	
0010	19+69	-	20+68	STH 17 RT	6	-	-	
0010	20+12	-	20+68	STH 17 LT	4	-	-	
0010	20+68	-	28+05	STH 17 LT	48	-	-	
0010	20+68	-	28+05	STH 17 RT	48	-	-	
0010	28+05	-	32+56	STH 17 LT	29	-	-	
0010	28+05	-	32+57	STH 17 RT	29	-	-	
0010	32+56	-	35+52	STH 17 LT	19	-	-	
0010	32+57	-	33+08	STH 17 RT	3	-	-	
0010	34+38	-	35+52	STH 17 RT	7	-	-	
0010	35+52	-	44+44	STH 17 LT	57	-	-	
0010	35+52	-	44+46	STH 17 RT	58	-	-	
0010	44+48	-	48+25	STH 17	-	108	-	BASE FOR MEDIAN
0010	75+20	-	77+58	STH 17	-	18	-	BASE FOR MEDIAN
0010	78+96	-	80+16	STH 17	-	9	-	BASE FOR MEDIAN
0010	92+20	-	93+20	STH 17	-	7	-	BASE FOR MEDIAN
0010	94+30	-	95+85	STH 17	-	11	-	BASE FOR MEDIAN
0010	118+94	-	122+35	STH 17	-	26	-	BASE FOR MEDIAN
0010	123+46	-	125+71	STH 17	-	17	-	BASE FOR MEDIAN
0010	135+22	-	136+20	STH 17	-	7	-	BASE FOR MEDIAN
0010	137+23	-	138+18	STH 17	-	7	-	BASE FOR MEDIAN
0010	146+91	-	147+93	STH 17	-	8	-	BASE FOR MEDIAN
0010	148+91	-	149+87	STH 17	-	7	-	BASE FOR MEDIAN
0010	165+13	-	167+13	STH 17	-	15	-	BASE FOR MEDIAN
TOTAL 0010					**460**	**116,075**	**1,165**	

HMA PAVEMENT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6444 HMA PAVEMENT 4 MT 58-34 H TON	460.6644 HMA PAVEMENT 4 MT 58-34 V TON
STAGE 2 - SOUTHBOUND STH 17								
0010	44+45	-	48+36	STH 17	51	287	-	-
0010	48+36	-	60+16	STH 17	193	1,051	-	-
0010	60+14	-	74+59	STH 17	231	1,053	-	-
0010	74+59	-	81+20	STH 17	121	552	-	-
0010	81+20	-	90+42	STH 17	146	664	-	-
0010	90+42	-	97+90	STH 17	175	796	-	-
0010	97+90	-	117+79	STH 17	317	1,442	-	-
0010	117+79	-	121+32	STH 17	58	264	-	-
0010	121+32	-	124+60	STH 17	86	393	-	-
0010	124+60	-	127+32	STH 17	73	332	-	-
0010	127+32	-	133+70	STH 17	102	465	-	-
0010	133+70	-	135+95	STH 17	39	176	-	-
0010	135+95	-	137+21	STH 17	34	155	-	-
0010	137+21	-	139+70	STH 17	56	256	-	-
0010	139+70	-	145+37	STH 17	91	413	-	-
0010	145+37	-	147+86	STH 17	43	196	-	-
0010	147+86	-	148+99	STH 17	31	141	-	-
0010	148+99	-	151+44	STH 17	56	256	-	-
0010	151+44	-	163+72	STH 17	198	899	-	-
0010	163+72	-	166+28	STH 17	47	212	-	-
0010	166+28	-	168+76	STH 17	60	274	-	-
0010	168+76	-	173+00	STH 17	103	469	-	-
0010	76+84	-	79+90	LINCOLN ST	88	486	-	-
0010	92+96	-	94+96	EISENHOWER PKWY	55	209	-	-
0010	122+49	-	124+16	TIMBER DR	45	174	-	-
0010	136+08	-	137+15	WINNEBAGO ST	14	40	-	-
0010	147+92	-	148+99	NAVAJO ST	13	38	-	-
0010	166+28	-	167+50	STEVENS ST	38	180	-	-

HMA PAVEMENT ITEMS CONTINUED

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6444 HMA PAVEMENT 4 MT 58-34 H TON	460.6644 HMA PAVEMENT 4 MT 58-34 V TON
STAGE 3 - NORTHBOUND STH 17								
0010	117+79	-	121+32	STH 17	94	428	-	-
0010	121+32	-	124+60	STH 17	84	380	-	-
0010	124+60	-	127+32	STH 17	44	198	-	-
0010	127+32	-	133+70	STH 17	102	465	-	-
0010	133+70	-	135+95	STH 17	51	233	-	-
0010	135+95	-	137+21	STH 17	36	162	-	-
0010	137+21	-	139+70	STH 17	44	198	-	-
0010	139+70	-	145+37	STH 17	91	413	-	-
0010	145+37	-	147+86	STH 17	57	258	-	-
0010	147+86	-	148+99	STH 17	31	142	-	-
0010	148+99	-	151+44	STH 17	42	193	-	-
0010	151+44	-	163+72	STH 17	196	892	-	-
0010	163+72	-	166+28	STH 17	51	232	-	-
0010	166+28	-	168+76	STH 17	54	247	-	-
0010	168+76	-	173+00	STH 17	82	374	-	-
0010	44+46	-	48+36	STH 17	63	341	-	-
0010	48+36	-	60+12	STH 17	186	1,014	-	-
0010	60+09	-	74+59	STH 17	236	1,074	-	-
0010	74+59	-	81+20	STH 17	132	599	-	-
0010	81+20	-	90+42	STH 17	148	674	-	-
0010	90+42	-	97+90	STH 17	170	775	-	-
0010	97+90	-	117+79	STH 17	319	1,454	-	-
0010	76+81	-	78+85	CTH P	71	304	-	-
0010	92+57	-	94+77	N SHORE DR	51	195	-	-
0010	121+32	-	123+58	CTH C (TIMBER DR)	90	329	-	-
0010	135+95	-	137+21	WINNEBAGO ST	17	49	-	-
0010	147+86	-	148+97	NAVAJO ST	14	39	-	-

HMA PAVEMENT ITEMS CONTINUED

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6444 HMA PAVEMENT 4 MT 58-34 H TON	460.6644 HMA PAVEMENT 4 MT 58-34 V TON
STAGE 4								
0010	4+55	-	15+36	STH 17	501	1,077	547	-
0010	5+49		5+64	SNOWMOBILE CROSSING	1	3	1	-
0010	17+53	-	20+68	STH 17	42	90	35	-
0010	17+54	-	20+68	STH 17	100	217	84	-
0010	17+55	-	20+68	STH 17	46	98	38	-
0010	20+68	-	28+05	STH 17	335	722	363	-
0010	28+05	-	32+57	STH 17	276	593	295	-
0010	32+56	-	35+52	STH 17	165	354	138	-
0010	32+57	-	35+52	STH 17 RT	85	182	89	-
0010	35+52	-	44+45	STH 17	623	1,339	622	-
0010	44+45	-	48+36	STH 17 SB	51	-	-	130
0010	44+45	-	48+36	STH 17 NB	63	-	-	149
0010	48+36	-	60+16	STH 17 SB	193	-	-	460
0010	48+36	-	60+12	STH 17 NB	186	-	-	442
0010	60+14	-	74+59	STH 17 SB	231	-	-	389
0010	60+09	-	74+59	STH 17 NB	236	-	-	396
0010	74+59	-	81+20	STH 17 SB	121	-	-	203
0010	74+59	-	81+20	STH 17 NB	132	-	-	221
0010	81+20	-	90+42	STH 17 SB	146	-	-	245
0010	81+20	-	90+42	STH 17 NB	148	-	-	248
0010	90+42	-	97+90	STH 17 SB	175	-	-	294
0010	90+42	-	97+90	STH 17 NB	170	-	-	285
0010	97+90	-	117+79	STH 17 SB	317	-	-	532
0010	97+90	-	117+79	STH 17 NB	319	-	-	535
0010	117+79	-	121+32	STH 17 SB	58	-	-	97
0010	117+79	-	121+32	STH 17 NB	94	-	-	158
0010	121+32	-	124+60	STH 17 SB	86	-	-	145
0010	121+32	-	124+60	STH 17 NB	84	-	-	140
0010	124+60	-	127+32	STH 17 SB	73	-	-	122
0010	124+60	-	127+32	STH 17 NB	44	-	-	73
0010	127+32	-	133+70	STH 17 SB	102	-	-	171
0010	127+32	-	133+70	STH 17 NB	102	-	-	171
0010	133+70	-	135+95	STH 17 SB	39	-	-	65
0010	133+70	-	135+95	STH 17 NB	51	-	-	86
0010	135+95	-	137+21	STH 17 SB	34	-	-	57

HMA PAVEMENT ITEMS CONTINUED

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6444 HMA PAVEMENT 4 MT 58-34 H TON	460.6644 HMA PAVEMENT 4 MT 58-34 V TON
0010	135+95	-	137+21	STH 17 NB	36	-	-	60
0010	137+21	-	139+70	STH 17 SB	56	-	-	94
0010	137+21	-	139+70	STH 17 NB	44	-	-	73
0010	139+70	-	145+37	STH 17 SB	91	-	-	152
0010	139+70	-	145+37	STH 17 NB	91	-	-	152
0010	145+37	-	147+86	STH 17 SB	43	-	-	72
0010	145+37	-	147+86	STH 17 NB	57	-	-	95
0010	147+86	-	148+99	STH 17 SB	31	-	-	52
0010	147+86	-	148+99	STH 17 NB	31	-	-	52
0010	148+99	-	151+44	STH 17 SB	56	-	-	94
0010	148+99	-	151+44	STH 17 NB	42	-	-	71
0010	151+44	-	163+72	STH 17 SB	198	-	-	332
0010	151+44	-	163+72	STH 17 NB	197	-	-	330
0010	163+72	-	166+28	STH 17 SB	47	-	-	78
0010	163+72	-	166+28	STH 17 NB	51	-	-	86
0010	166+28	-	168+76	STH 17 SB	60	-	-	101
0010	166+28	-	168+76	STH 17 NB	54	-	-	91
0010	168+76	-	173+00	STH 17 SB	103	-	-	173
0010	168+76	-	173+00	STH 17 NB	82	-	-	138
0010	18+29	-	19+69	STH 17 RT, OLD 8 RD	54	114	44	-
0010	18+61	-	20+07	STH 17 LT, OLD 8 RD	54	114	44	-
0010	33+08	-	34+37	STH 17 RT, COMM. ENT	32	67	26	-
0010	76+84	-	79+90	LINCOLN ST	88	-	170	-
0010	76+81	-	78+85	CTH P	71	-	136	-
0010	92+96	-	94+96	EISENHOWER PKWY	55	-	105	-
0010	92+57	-	94+77	N SHORE DR	51	-	98	-
0010	122+49	-	124+16	TIMBER WEST	45	-	87	-
0010	121+32	-	123+58	CTH C (TIMBER DR)	90	-	160	-
0010	136+08	-	137+15	WINNEBAGO ST	14	-	27	-
0010	135+95	-	137+21	WINNEBAGO ST	17	-	33	-
0010	147+92	-	148+99	NAVAJO ST	13	-	25	-
0010	147+86	-	148+97	NAVAJO ST	14	-	26	-
0010	166+28	-	167+50	STEVENS ST	38	-	72	-
				TOTAL 0010	**12,555**	**28,505**	**3,265**	**8,110**

ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY	REMARKS
0010	119+25 OE	OLD 8 RD	5	
0010	119+65 OE	OLD 8 RD	5	
0010	33+16	STH 17 RT	5	
0010	34+29	STH 17 RT	5	
		TOTAL 0010	20	

ASPHALTIC SURFACE

CATEGORY	STATION	LOCATION	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
STAGE 1					
0010	77+50	STH 17	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	78+50	STH 17 LT, LINCOLN ST	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	78+00	STH 17 RT, CTH P	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	79+00	STH 17	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	93+20	STH 17	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	93+80	STH 17 LT, EISENHOWER PKWY	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	93+70	STH 17 RT, N. SHORE	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	94+30	STH 17	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	122+35	STH 17	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	123+20	STH 17 LT, TIMBER DR	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	122+55	STH 17 RT, CTH C	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	123+50	STH 17	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	167+15	STH 17	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
0010	167+55	STH 17 LT, STEVENS ST	-	3.5	AT MEDIAN NOSE FOR MEDIAN WORK (5-INCHES)
STAGE 2					
0010	154+09 - 154+44	STH 17, LT	4	-	DRIVEWAY (3-INCHES)
STAGE 3					
0010	153+96 - 154+59	STH 17	25	-	MEDIAN (5-INCHES)
0010	161+55 - 162+51	STH 17	38	-	MEDIAN (5-INCHES)
0010	161+55 - 162+67	STH 17, RT	8	-	DRIVEWAY (3-INCHES)
		TOTAL 0010	75	49	

ADJUSTING MANHOLE COVERS

CATEGORY	STATION	LOCATION	611.8110 EACH	REMARKS
0010	79+18	LINCOLN ST	1	
0010	125+75	STH 17, LT	1	
		TOTAL 0010	**2**	

CONCRETE DRIVEWAY

CATEGORY	STATION	TO	STATION	LOCATION	416.0260 CONCRETE DRIVEWAY HES 6-INCH SY	REMARKS
0010	154+06	-	154+47	STH 17, LT	70	
				TOTAL 0010	**70**	

CULVERT PIPE ITEMS

CATEGORY	STATION	LOCATION	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	REMARKS
STAGE 1										
0010	95+75	STH 17 LT	4	-	1	-	5	18	1	
0010	96+00	STH 17 LT	-	4	-	1	12	38	1	
		TOTAL 0010	**4**	**4**	**1**	**1**	**17**	**56**	**2**	

PULVERIZE AND RELAY ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	325.0100 PULVERIZE AND RELAY SY	SPV.0180.02 REMOVING EXCESS PULVERIZED MATERIAL SY	REMARKS
0010	4+54	-	15+37	STH 17	5,444	5,444	
0010	17+53	-	19+38	STH 17	820	820	
0010	18+29	-	19+66	STH 17 RT	437	437	OLD 8 ROAD
0010	18+61	-	20+14	STH 17 LT	442	442	OLD 8 ROAD
0010	18+98	-	28+37	STH 17	4,588	4,588	
0010	28+36	-	33+75	STH 17	3,768	3,768	
0010	33+75	-	44+43	STH 17	7,581	7,581	
				TOTAL 0010	**23,080**	**23,080**	

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CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0415 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.01 24-INCH TYPE D SPECIAL LF	REMARKS
STAGE 2 - SOUTHBOUND STH 17											
0010	44+50	-	47+55	STH 17 LT	-	-	306	-	306	-	
0010	47+55	-	48+95	STH 17 LT	-	-	140	-	140	-	
0010	48+95	-	52+22	STH 17 LT	-	-	327	-	327	-	
0010	52+22	-	57+01	STH 17 LT	-	-	488	-	488	-	
0010	57+01	-	57+03	STH 17 LT	-	-	2	-	2	-	
0010	57+03	-	60+14	STH 17 LT	-	-	316	-	316	-	
0010	75+64	-	77+58	STH 17 LT	191	-	-	-	191	-	
0010	77+88	-	78+11	STH 17 LT	62	-	-	-	62	-	
0010	78+56	-	78+60	STH 17 LT	6	-	-	-	6	-	
0010	78+56	-	78+88	STH 17 LT	91	-	-	-	91	-	
0010	78+60	-	78+92	STH 17 LT	91	-	-	-	91	-	
0010	78+85	-	79+14	STH 17 LT	94	-	-	-	94	-	
0010	78+96	-	80+16	STH 17 LT	120	-	-	-	120	-	
0010	92+20	-	93+20	STH 17 LT	100	-	-	-	100	-	
0010	93+82	-	93+87	STH 17 LT	191	-	-	-	191	-	
0010	94+03	-	94+25	STH 17 LT	73	-	-	-	73	-	
0010	94+33	-	95+82	STH 17 LT	149	-	-	-	149	-	
0010	118+84	-	122+35	STH 17 LT	356	-	-	-	356	-	
0010	123+21	-	123+46	STH 17 LT	85	-	-	-	85	-	
0010	123+25	-	123+49	STH 17 LT	85	-	-	-	85	-	
0010	123+37	-	123+62	STH 17 LT	78	-	-	-	78	-	
0010	123+51	-	125+78	STH 17 LT	227	-	-	-	227	-	
0010	135+20	-	136+14	STH 17 LT	94	-	-	-	94	-	
0010	137+23	-	138+21	STH 17 LT	98	-	-	-	98	-	
0010	146+77	-	147+93	STH 17 LT	116	-	-	-	116	-	
0010	148+96	-	149+92	STH 17 LT	96	-	-	-	96	-	
0010	165+05	-	167+13	STH 17 LT	211	-	-	-	211	-	
0010	166+75	-	167+25	STH 17 LT	179	-	-	-	179	-	
0010	167+23	-	167+34	STH 17 LT	22	-	-	-	22	-	
0010	167+23	-	167+61	STH 17 LT	264	-	-	-	264	-	
0010	167+89	-	168+11	STH 17 LT	73	-	-	-	73	-	
0010	168+19	-	170+19	STH 17 LT	202	-	-	-	202	-	
0010	60+16	-	69+46	STH 17 LT	-	952	-	-	952	-	
0010	69+46	-	76+84	STH 17 LT	-	708	-	-	708	-	
0010	76+84	-	78+35	STH 17 LT	-	202	-	-	202	-	
0010	79+14	-	79+90	STH 17 LT	-	141	-	-	141	-	
0010	79+90	-	91+90	STH 17 LT	-	1,185	-	-	1,185	-	
0010	91+90	-	92+96	STH 17 LT	-	106	-	-	106	-	
0010	92+96	-	93+45	STH 17 LT	-	80	-	-	80	-	
0010	93+45	-	93+50	STH 17 LT	-	61	-	-	61	-	
0010	94+05	-	94+96	STH 17 LT	-	167	-	-	167	-	
0010	94+96	-	116+66	STH 17 LT	-	2,153	-	-	2,153	-	
0010	116+66	-	121+62	STH 17 LT	-	517	-	-	517	-	
0010	121+62	-	122+49	STH 17 LT	-	91	-	-	91	-	
0010	122+49	-	123+15	STH 17 LT	-	137	-	-	137	-	
0010	123+61	-	124+16	STH 17 LT	-	120	-	-	120	-	
0010	124+16	-	136+08	STH 17 LT	-	1,195	-	-	1,195	-	
0010	136+08	-	136+44	STH 17 LT	-	60	-	-	60	-	
0010	136+78	-	137+15	STH 17 LT	-	63	-	-	63	-	
0010	137+15	-	147+92	STH 17 LT	-	1,077	-	-	1,077	-	

CURB & GUTTER CONTINUED

CATEGORY	STATION	TO	STATION	LOCATION	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0415 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.01 24-INCH TYPE D SPECIAL LF	REMARKS
0010	147+92	-	148+28	STH 17 LT	-	58	-	-	58	-	
0010	148+66	-	148+99	STH 17 LT	-	54	-	-	54	-	
0010	148+99	-	161+49	STH 17 LT	-	1,250	-	-	1,250	-	
0010	161+49	-	166+27	STH 17 LT	-	501	-	-	501	-	
0010	166+27	-	166+98	STH 17 LT	-	193	-	-	193	-	
0010	167+58	-	167+65	STH 17 LT	-	19	-	-	19	-	
0010	167+58	-	168+76	STH 17 LT	-	191	-	-	191	-	
0010	168+76	-	173+00	STH 17 LT	-	428	-	-	428	-	
0010	60+14	-	75+64	STH 17 LT	-	-	-	-	1,550	1,550	
0010	80+16	-	92+20	STH 17 LT	-	-	-	-	1,199	1,199	
0010	95+82	-	18+84	STH 17 LT	-	-	-	-	2,300	2,300	
0010	123+20	-	123+25	STH 17 LT	-	-	-	-	16	16	
0010	125+78	-	135+20	STH 17 LT	-	-	-	-	943	943	
0010	138+21	-	146+77	STH 17 LT	-	-	-	-	857	857	
0010	149+92	-	165+05	STH 17 LT	-	-	-	-	1,519	1,519	
STAGE 3 - NORTHBOUND STH 17											
0010	44+47	-	44+50	STH 17 RT	-	-	7	-	7	-	
0010	44+50	-	48+26	STH 17 RT	-	-	376	-	376	-	
0010	48+26	-	52+37	STH 17 RT	-	-	411	-	411	-	
0010	52+37	-	60+14	STH 17 RT	-	-	777	-	777	-	
0010	75+64	-	77+58	STH 17 RT	192	-	-	-	192	-	
0010	77+52	-	77+80	STH 17 RT	94	-	-	-	94	-	
0010	77+58	-	77+60	STH 17 RT	6	-	-	-	6	-	
0010	77+66	-	78+02	STH 17 RT	101	-	-	-	101	-	
0010	77+69	-	78+06	STH 17 RT	107	-	-	-	107	-	
0010	78+94	-	78+96	STH 17 RT	6	-	-	-	6	-	
0010	78+96	-	80+16	STH 17 RT	120	-	-	-	120	-	
0010	92+20	-	93+20	STH 17 RT	100	-	-	-	100	-	
0010	93+20	-	93+22	STH 17 RT	6	-	-	-	6	-	
0010	93+21	-	93+44	STH 17 RT	74	-	-	-	74	-	
0010	93+59	-	93+67	STH 17 RT	83	-	-	-	83	-	
0010	93+63	-	93+71	STH 17 RT	84	-	-	-	84	-	
0010	93+67	-	93+71	STH 17 RT	6	-	-	-	6	-	
0010	93+98	-	94+16	STH 17 RT	59	-	-	-	59	-	
0010	94+33	-	95+82	STH 17 RT	149	-	-	-	149	-	
0010	118+84	-	122+35	STH 17 RT	355	-	-	-	355	-	
0010	121+94	-	122+42	STH 17 RT	137	-	-	-	137	-	
0010	122+08	-	122+64	STH 17 RT	207	-	-	-	207	-	
0010	122+35	-	122+37	STH 17 RT	6	-	-	-	6	-	
0010	123+51	-	125+78	STH 17 RT	227	-	-	-	227	-	
0010	135+20	-	136+14	STH 17 RT	94	-	-	-	94	-	
0010	137+21	-	137+23	STH 17 RT	6	-	-	-	6	-	
0010	137+23	-	138+21	STH 17 RT	98	-	-	-	98	-	
0010	146+77	-	147+93	STH 17 RT	116	-	-	-	116	-	
0010	147+93	-	147+95	STH 17 RT	6	-	-	-	6	-	
0010	148+96	-	149+92	STH 17 RT	96	-	-	-	96	-	
0010	165+05	-	167+15	STH 17 RT	217	-	-	-	217	-	
0010	168+23	-	170+19	STH 17 RT	197	-	-	-	197	-	
0010	170+19	-	170+26	STH 17 RT	22	-	-	-	22	-	
0010	60+09	-	76+81	STH 17 RT	-	1,677	-	-	1,677	-	
0010	76+81	-	77+50	STH 17 RT	-	144	-	-	144	-	

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CURB & GUTTER CONTINUED

CATEGORY	STATION	TO	STATION	LOCATION	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0415 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.01 24-INCH TYPE D SPECIAL LF	REMARKS
0010	77+99	-	78+85	STH 17 RT	-	168	-	-	168	-	
0010	78+85	-	92+57	STH 17 RT	-	1,382	-	-	1,382	-	
0010	92+57	-	93+32	STH 17 RT	-	126	-	-	126	-	
0010	94+00	-	94+77	STH 17 RT	-	134	-	-	134	-	
0010	94+77	-	121+32	STH 17 RT	-	2,654	-	-	2,654	-	
0010	121+32	-	121+98	STH 17 RT	-	131	-	-	131	-	
0010	122+50	-	123+58	STH 17 RT	-	168	-	-	168	-	
0010	123+58	-	135+95	STH 17 RT	-	1,235	-	-	1,235	-	
0010	135+95	-	136+49	STH 17 RT	-	76	-	-	76	-	
0010	136+85	-	137+21	STH 17 RT	-	63	-	-	63	-	
0010	137+21	-	147+86	STH 17 RT	-	1,066	-	-	1,066	-	
0010	147+86	-	148+23	STH 17 RT	-	61	-	-	61	-	
0010	148+57	-	148+93	STH 17 RT	-	60	-	-	60	-	
0010	148+93	-	161+49	STH 17 RT	-	1,257	-	-	1,257	-	
0010	161+49	-	173+00	STH 17 RT	-	1,129	-	-	1,129	-	
0010	60+14	-	75+64	STH 17 RT	-	-	-	-	1,551	1,551	
0010	80+16	-	92+20	STH 17 RT	-	-	-	-	1,204	1,204	
0010	94+28	-	94+33	STH 17 RT	-	-	-	-	11	11	
0010	95+82	-	18+84	STH 17 RT	-	-	-	-	2,304	2,304	
0010	123+44	-	123+51	STH 17 RT	-	-	-	-	16	16	
0010	125+78	-	135+20	STH 17 RT	-	-	-	-	943	943	
0010	136+14	-	136+22	STH 17 RT	-	-	-	-	19	19	
0010	138+21	-	146+77	STH 17 RT	-	-	-	-	857	857	
0010	148+89	-	148+96	STH 17 RT	-	-	-	-	17	17	
0010	149+92	-	165+05	STH 17 RT	-	-	-	-	1,515	1,515	
0010	168+13	-	168+23	STH 17 RT	-	-	-	-	19	19	
STAGE 4											
0010	18+29	-	18+84	STH 17 RT	-	-	-	98	98	-	SE RADIUS
0010	18+60	-	19+10	STH 17 LT	-	-	-	69	69	-	SW RADIUS
0010	19+21	-	19+69	STH 17 RT	-	-	-	69	69	-	NE RADIUS
0010	19+52	-	20+12	STH 17 LT	-	-	-	106	106	-	NW RADIUS
0010	33+08	-	33+63	STH 17 RT	-	-	-	73	73	-	SE RADIUS
0010	34+00	-	34+38	STH 17 RT	-	-	-	60	60	-	NE RADIUS
				TOTAL 0010	**6,325**	**23,240**	**3,150**	**475**	**50,030**	**16,840**	

SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	REMARKS
STAGE 2 - SOUTHBOUND STH 17										
0010	77+89	-	78+09	LINCOLN ST	-	169	-	-	-	ISLAND MEDIAN
0010	78+57	-	78+91	LINCOLN ST	-	273	-	-	-	MEDIAN
0010	78+85	-	79+14	LINCOLN ST	-	421	-	-	-	ISLAND MEDIAN
0010	79+25	-	93+11	STH 17 LT	-	7,074	-	-	-	SIDEWALK
0010	93+11	-	93+29	STH 17 LT	-	-	86	10	-	CURB RAMP
0010	93+82	-	93+87	EISENHOWER PKWY	-	278	-	-	-	MEDIAN
0010	94+03	-	94+25	EISENHOWER PKWY	-	145	-	-	-	MEDIAN
0010	94+03	-	94+25	EISENHOWER PKWY	31	89	-	30	-	MEDIAN SIDEWALK
0010	94+32	-	94+46	EISENHOWER PKWY	4	-	72	10	-	CURB RAMP
0010	94+06	-	122+67	STH 17 LT	-	15,508	-	-	-	SIDEWALK
0010	122+67	-	122+82	TIMBER DR	-	-	67	10	-	CURB RAMP
0010	123+20	-	123+49	TIMBER DR	-	271	-	-	-	MEDIAN
0010	123+38	-	123+61	TIMBER DR	-	182	-	-	-	MEDIAN
0010	123+39	-	123+55	TIMBER DR	37	101	-	30	-	MEDIAN SIDEWALK
0010	123+74	-	123+82	TIMBER DR	-	-	38	10	-	CURB RAMP
0010	123+74	-	136+04	STH 17 LT	-	6,586	-	-	-	SIDEWALK
0010	136+04	-	136+35	WINNEBAGO ST	-	-	243	-	36	CURB RAMP
0010	136+88	-	137+17	WINNEBAGO ST	-	-	223	-	36	CURB RAMP
0010	137+17	-	147+92	STH 17 LT	-	5,739	-	-	-	SIDEWALK
0010	147+92	-	148+21	NAVAJO ST	-	-	242	-	34	CURB RAMP
0010	148+10	-	148+24	NAVAJO ST	-	109	-	-	-	SIDEWALK
0010	148+71	-	149+00	NAVAJO ST	-	-	249	-	31	CURB RAMP
0010	149+00	-	154+06	STH 17 LT	-	2,578	-	-	-	SIDEWALK
0010	154+47	-	154+77	STH 17 LT	-	200	-	-	-	SIDEWALK
0010	154+77	-	166+63	STH 17 LT	-	6,025	-	-	-	SIDEWALK
0010	166+63	-	166+76	STEVENS ST	-	-	173	10	-	CURB RAMP
0010	166+92	-	167+24	STEVENS ST	72	179	-	20	-	MEDIAN SIDEWALK
0010	167+23	-	167+60	STEVENS ST	-	1,569	-	-	-	ISLAND MEDIAN
0010	167+51	-	167+59	STEVENS ST	16	39	-	20	-	MEDIAN SIDEWALK
0010	167+89	-	168+11	STEVENS ST	-	183	-	-	-	ISLAND MEDIAN
0010	167+90	-	168+00	STEVENS ST	18	45	-	20	-	MEDIAN SIDEWALK
0010	167+61	-	167+69	STEVENS ST	-	-	59	10	-	CURB RAMP
0010	167+61	-	168+26	STEVENS ST	-	756	-	-	-	SIDEWALK
0010	168+15	-	168+22	STEVENS ST	-	-	24	10	-	CURB RAMP
STAGE 3 - NORTHBOUND STH 17										
0010	77+53	-	77+79	CTH P	-	419	-	-	-	ISLAND MEDIAN
0010	77+66	-	78+06	CTH P	-	302	-	-	-	CENTER MEDIAN
0010	93+21	-	93+43	NORTH SHORE DR	-	260	-	-	-	ISLAND MEDIAN
0010	93+67	-	93+70	NORTH SHORE DR	-	266	-	-	-	CENTER MEDIAN
0010	93+98	-	94+16	NORTH SHORE DR	-	129	-	-	-	ISLAND MEDIAN
0010	94+08	-	94+14	NORTH SHORE DR	12	29	-	-	-	MEDIAN SIDEWALK
0010	94+17	-	94+26	NORTH SHORE DR	-	-	57	10	-	CURB RAMP
0010	94+21	-	94+35	NORTH SHORE DR	-	75	-	-	-	SIDEWALK
0010	121+94	-	122+42	CTH C (TIMBER DR)	-	864	-	-	-	ISLAND MEDIAN
0010	122+08	-	122+64	CTH C (TIMBER DR)	-	301	-	-	-	CENTER MEDIAN
0010	123+30	-	123+41	CTH C (TIMBER DR)	-	-	110	10	-	CURB RAMP
0010	123+30	-	123+51	CTH C (TIMBER DR)	-	96	-	-	-	SIDEWALK
0010	136+00	-	136+33	E WINNEBAGO	-	200	-	-	-	SIDEWALK
0010	136+18	-	136+26	E WINNEBAGO	-	-	37	10	-	CURB RAMP

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SIDEWALK ITEMS CONTINUED

CATEGORY	STATION	TO	STATION	LOCATION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	REMARKS
STAGE 4										
0010	75+20	-	77+58	STH 17	-	731	-	-	-	CENTER MEDIAN
0010	78+96	-	80+16	STH 17	-	361	-	-	-	CENTER MEDIAN
0010	92+20	-	93+20	STH 17	-	300	-	-	-	CENTER MEDIAN
0010	94+30	-	95+85	STH 17	-	460	-	-	-	CENTER MEDIAN
0010	99+96	-	100+11	STH 17	-	-	296	-	-	SNOWMOBILE CROSSING
0010	118+94	-	122+35	STH 17	-	1,035	-	-	-	CENTER MEDIAN
0010	123+46	-	125+71	STH 17	-	674	-	-	-	CENTER MEDIAN
0010	135+22	-	136+20	STH 17	-	293	-	-	-	CENTER MEDIAN
0010	137+23	-	138+18	STH 17	-	285	-	-	-	CENTER MEDIAN
0010	146+91	-	147+93	STH 17	-	305	-	-	-	CENTER MEDIAN
0010	148+91	-	149+87	STH 17	-	288	-	-	-	CENTER MEDIAN
0010	164+33	-	164+49	STH 18	-	-	224	-	-	SNOWMOBILE CROSSING
0010	165+13	-	167+13	STH 17	-	608	-	-	-	CENTER MEDIAN
				TOTAL 0010	**190**	**56,800**	**2,200**	**220**	**137**	

STORM SEWER ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.2003 MANHOLES 3-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	REMARKS
0010	122+45			STH 17	1	-	-	-	-	-	-	-	1
0010	122+45	-	122+81	STH 17	-	54	-	-	-	-	-	-	1-1A
0010	122+81			STH 17	-	-	-	-	1	-	1	1	1A-1B
0010	122+81	-	123+31	STH 17	-	-	53	-	-	-	-	-	1A-1B
0010	123+31			STH 17	-	-	-	-	1	-	1	1	1B
0010	142+10			STH 17, RT	-	-	-	-	1	-	-	-	REPLACE CASTING
0010	148+79			STH 17	-	-	-	1	-	1	-	1	2
0010	148+79	-	148+84	STH 17	-	-	11	-	-	-	-	-	2-2A
0010	148+84			STH 17	-	-	-	-	1	-	1	1	2A
				TOTAL 0010	**1**	**54**	**64**	**1**	**4**	**1**	**3**	**4**	

ADJUSTING INLET COVERS

CATEGORY	STATION	LOCATION	611.8115 EACH	REMARKS
STAGE 2 - SOUTHBOUND STH 17				
0010	49+25	STH 17	1	
0010	54+20	STH 17	1	
0010	57+14	STH 17	1	
0010	61+07	STH 17	1	
0010	63+78	STH 17	1	
0010	63+87	STH 17	2	
0010	65+00	STH 17	2	
0010	69+10	STH 17	2	
0010	73+10	STH 17	1	
0010	73+16	STH 17	1	
0010	76+81	STH 17	1	
0010	78+11	LINCOLN ST	1	
0010	78+60	LINCOLN ST	2	
0010	78+67	LINCOLN ST	2	
0010	78+99	STH 17	1	
0010	79+23	LINCOLN ST	1	
0010	83+20	STH 17	2	
0010	86+98	STH 17	2	
0010	90+98	STH 17	2	
0010	94+29	STH 17	1	
0010	96+74	STH 17	1	
0010	99+48	STH 17	2	
0010	103+98	STH 17	2	
0010	108+50	STH 17	2	
0010	108+89	STH 17	2	
0010	112+48	STH 17	2	
0010	116+67	STH 17	2	
0010	120+50	STH 17	2	
0010	122+48	TIMBER DR	1	
0010	123+21	TIMBER DR	2	
0010	123+50	STH 17	1	
0010	123+69	TIMBER DR	1	
0010	126+23	STH 17	2	
0010	132+25	STH 17	2	
0010	135+99	STH 17	1	
0010	136+16	STH 17	1	
0010	136+43	STH 17	1	
0010	136+76	STH 17	1	
0010	138+24	STH 17	2	
0010	140+21	STH 17	2	
0010	145+74	STH 17	2	
0010	148+73	NAVAJO ST	1	
0010	148+93	STH 17	1	
0010	154+74	STH 17	2	
0010	157+59	STH 17	2	
0010	158+84	STH 17	2	
0010	162+23	STH 17	2	
0010	166+17	STH 17	2	
0010	167+24	STEVENS ST	1	
0010	167+34	STEVENS ST	1	
0010	168+12	STEVENS ST	1	
0010	168+17	STH 17	1	
0010	170+17	STH 17	1	

ADJUSTING INLET COVERS CONTINUED

CATEGORY	STATION	LOCATION	611.8115 EACH	REMARKS
STAGE 3 - NORTHBOUND STH 17				
0010	49+25	STH 17	1	
0010	54+24	STH 17	1	
0010	57+25	STH 17	1	
0010	61+25	STH 17	1	
0010	63+89	STH 17	2	
0010	64+99	STH 17	2	
0010	69+10	STH 17	2	
0010	73+09	STH 17	2	
0010	76+76	STH 17	1	
0010	77+45	CTH P	1	
0010	78+99	STH 17	1	
0010	83+17	STH 17	2	
0010	86+98	STH 17	2	
0010	90+98	STH 17	2	
0010	94+29	STH 17	1	
0010	99+48	STH 17	2	
0010	103+98	STH 17	2	
0010	108+48	STH 17	2	
0010	108+87	STH 17	2	
0010	112+48	STH 17	2	
0010	116+65	STH 17	2	
0010	120+50	STH 17	2	
0010	123+49	STH 17	1	
0010	123+58	STH 17	1	
0010	126+24	STH 17	2	
0010	132+24	STH 17	2	
0010	136+06	STH 17	1	
0010	136+16	STH 17	1	
0010	138+24	STH 17	2	
0010	140+21	STH 17	2	
0010	145+74	STH 17	2	
0010	148+94	STH 17	2	
0010	154+75	STH 17	1	
0010	154+80	STH 17	1	
0010	157+60	STH 17	2	
0010	158+84	STH 17	2	
0010	162+25	STH 17	2	
0010	162+34	STH 17	1	
0010	163+25	STH 17	1	
0010	166+25	STH 17	2	
0010	166+34	STH 17	1	
0010	168+20	STH 17	1	
0010	168+25	STH 17	1	
STAGE 4				
0010	15+38	STH 17	1	
TOTAL 0010			**147**	

MEDIAN NOSES

CATEGORY	STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
STAGE 2				
0010	78+58	LINCOLN ST	14	
0010	93+84	EISENHOWER PKWY	14	
0010	123+21	TIMBER DR	19	
0010	167+26	STEVENS ST	101	
0010	167+54	STEVENS ST	19	
STAGE 3				
0010	44+48	STH 17	25	
0010	77+58	STH 17	14	
0010	78+04	CTH P	14	
0010	78+96	STH 17	19	
0010	93+20	STH 17	14	
0010	93+69	NORTH SHORE DR	14	
0010	94+27	STH 17	14	
0010	122+36	STH 17	14	
0010	122+62	CTH C (TIMBER DR)	14	
0010	123+45	STH 17	19	
0010	136+20	STH 17	19	
0010	137+21	STH 17	14	
0010	147+95	STH 17	14	
0010	148+89	STH 17	19	
0010	167+13	STH 17	14	
0010	168+13	STH 17	29	
0010	170+24	STH 17	101	
		TOTAL 0010	**538**	

CONCRETE CORRUGATED MEDIAN

CATEGORY	STATION	TO	STATION	LOCATION	620.0100 CONCRETE CORRUGATED MEDIAN SF	REMARKS
0010	44+48	-	48+25	STH 17	4,362	
				TOTAL 0010	**4,362**	

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	REMARKS
STAGE 2 - SOUTHBOUND STH 17							
0010	44+08	-	45+00	STH 17 LT	98	196	
0010	45+00	-	60+00	STH 17 LT	1,557	3,114	
0010	60+00	-	75+00	STH 17 LT	1,502	3,004	
0010	75+00	-	78+26	STH 17 LT	366	732	
0010	79+35	-	90+00	STH 17 LT	1,065	2,130	
0010	90+00	-	93+41	STH 17 LT	412	824	
0010	94+33	-	97+95	STH 17 LT	401	802	
0010	122+55	-	123+11	STH 17 LT	100	200	
0010	136+18	-	136+42	STH 17 LT	43	86	
0010	166+68	-	166+93	STH 17 LT	124	248	
0010	167+66	-	173+00	STH 17 LT	651	1,302	
STAGE 3 - NORTHBOUND STH 17							
0010	44+09	-	45+00	STH 17 RT	94	188	
0010	45+00	-	60+00	STH 17 RT	1,459	2,918	
0010	60+00	-	75+00	STH 17 RT	1,499	2,998	
0010	75+00	-	77+42	STH 17 RT	316	632	
0010	78+05	-	90+00	STH 17 RT	1,286	2,572	
0010	90+00	-	93+28	STH 17 RT	373	746	
0010	94+05	-	94+25	STH 17 RT	48	96	
0010	94+34	-	105+00	STH 17 RT	1,085	2,170	
0010	105+00	-	120+00	STH 17 RT	1,505	3,010	
0010	120+00	-	121+91	STH 17 RT	239	478	
0010	136+91	-	148+19	STH 17 RT	1,170	2,340	
0010	148+61	-	150+00	STH 17 RT	157	314	
0010	150+00	-	161+63	STH 17 RT	1,162	2,324	
0010	162+64	-	165+00	STH 17 RT	228	456	
0010	165+00	-	167+49	STH 17 RT	241	482	
0010	167+82	-	170+59	STH 17 RT	271	542	
0010	171+00	-	173+00	STH 17 RT	200	400	
STAGE 4							
0010	18+22	-	18+76	STH 17	91	182	
0010	18+56	-	19+11	STH 17	71	142	
0010	19+15	-	19+85	STH 17	90	180	
0010	19+58	-	20+18	STH 17	95	190	
0010	32+95	-	33+60	STH 17	82	164	
0010	34+04	-	34+48	STH 17	64	128	
				TOTAL 0010	**18,145**	**36,290**	

MOBILIZATIONS EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	REMARKS
0010	4+53	-	173+00	PROJECT	4	3	
				TOTAL 0010	4	3	

INLET PROTECTION

CATEGORY	STATION	LOCATION	628.7015 TYPE C EACH	REMARKS
PROJECT 9040-03-71				
STAGE 2 - SOUTHBOUND STH 17				
0010	49+25	STH 17	1	
0010	54+20	STH 17	1	
0010	57+14	STH 17	1	
0010	61+07	STH 17	1	
0010	63+78	STH 17	1	
0010	63+87	STH 17	2	
0010	65+00	STH 17	2	
0010	69+10	STH 17	2	
0010	73+10	STH 17	1	
0010	73+16	STH 17	1	
0010	76+81	STH 17	1	
0010	78+11	LINCOLN ST	1	
0010	78+60	LINCOLN ST	2	
0010	78+67	LINCOLN ST	2	
0010	78+99	STH 17	1	
0010	79+23	LINCOLN ST	1	
0010	83+20	STH 17	2	
0010	86+98	STH 17	2	
0010	90+98	STH 17	2	
0010	94+29	STH 17	1	
0010	96+74	STH 17	1	
0010	99+48	STH 17	2	
0010	103+98	STH 17	2	
0010	108+50	STH 17	2	
0010	108+89	STH 17	2	
0010	112+48	STH 17	2	
0010	116+67	STH 17	2	
0010	120+50	STH 17	2	
0010	122+72	TIMBER DR	1	
0010	123+21	TIMBER DR	2	
0010	123+50	STH 17	1	
0010	123+69	TIMBER DR	1	
0010	126+23	STH 17	2	
0010	132+25	STH 17	2	
0010	135+99	STH 17	1	
0010	136+16	STH 17	1	
0010	136+43	STH 17	1	
0010	136+76	STH 17	1	
0010	138+24	STH 17	2	
0010	140+21	STH 17	2	
0010	145+74	STH 17	2	
0010	148+73	NAVAJO ST	1	
0010	148+93	STH 17	1	
0010	154+74	STH 17	2	
0010	157+59	STH 17	2	
0010	158+84	STH 17	2	
0010	162+23	STH 17	2	
0010	166+17	STH 17	2	
0010	167+24	STEVENS ST	1	
0010	167+34	STEVENS ST	1	
0010	168+12	STEVENS ST	1	
0010	168+17	STH 17	1	
0010	170+17	STH 17	1	

INLET PROTECTION CONTINUED

CATEGORY	STATION	LOCATION	628.7015 TYPE C EACH	REMARKS
STAGE 3 - NORTHBOUND STH 17				
0010	49+25	STH 17	1	
0010	54+24	STH 17	1	
0010	57+25	STH 17	1	
0010	61+25	STH 17	1	
0010	63+89	STH 17	2	
0010	64+99	STH 17	2	
0010	69+10	STH 17	2	
0010	73+09	STH 17	2	
0010	76+76	STH 17	1	
0010	77+45	CTH P	1	
0010	78+99	STH 17	1	
0010	83+17	STH 17	2	
0010	86+98	STH 17	2	
0010	90+98	STH 17	2	
0010	94+29	STH 17	1	
0010	99+48	STH 17	2	
0010	103+98	STH 17	2	
0010	108+48	STH 17	2	
0010	108+87	STH 17	2	
0010	112+48	STH 17	2	
0010	116+65	STH 17	2	
0010	120+50	STH 17	2	
0010	123+49	STH 17	1	
0010	123+58	STH 17	1	
0010	126+24	STH 17	2	
0010	132+24	STH 17	2	
0010	136+06	STH 17	1	
0010	136+16	STH 17	1	
0010	138+24	STH 17	2	
0010	140+21	STH 17	2	
0010	142+10	STH 17	1	
0010	145+74	STH 17	2	
0010	148+94	STH 17	2	
0010	154+75	STH 17	1	
0010	154+80	STH 17	1	
0010	157+60	STH 17	2	
0010	158+84	STH 17	2	
0010	162+25	STH 17	2	
0010	162+34	STH 17	1	
0010	163+25	STH 17	1	
0010	166+25	STH 17	2	
0010	166+34	STH 17	1	
0010	168+20	STH 17	1	
0010	168+25	STH 17	1	
STAGE 4				
0010	15+38	STH 17 LT	1	
		TOTAL 0010	**148**	

LANDSCAPE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2027 EROSION MAT CLASS II TYPE C SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	SPV.0180.03 PREPARING TOPSOIL FOR LAWN TYPE TURF SY	REMARKS
STAGE 2 - SOUTHBOUND STH 17													
0010	44+12	-	45+00	STH 17	146	-	146	-	0.1	3	3	146	
0010	45+00	-	60+00	STH 17	1,987	-	1,987	-	1.3	36	45	1,987	
0010	60+00	-	75+00	STH 17	602	-	602	-	0.4	11	14	602	
0010	75+00	-	78+34	STH 17	145	-	145	-	0.1	3	3	145	
0010	79+15	-	90+00	STH 17	2,793	2,273	520	-	1.8	50	63	520	
0010	80+63	-	81+35	STH 17	31	-	-	31	0.0	1	1	-	
0010	82+05	-	85+09	STH 17	81	-	-	81	0.1	1	2	-	
0010	90+00	-	93+20	STH 17	476	326	150	-	0.3	9	11	150	
0010	94+36	-	105+00	STH 17	981	612	369	-	0.6	18	22	369	
0010	105+00	-	120+00	STH 17	415	-	415	-	0.3	7	9	415	
0010	120+00	-	122+78	STH 17	159	-	159	-	0.1	3	4	159	
0010	122+53	-	123+15	STH 17	127	-	127	-	0.1	2	3	127	
0010	123+62	-	123+79	STH 17	21	-	21	-	0.0	0	0	21	
0010	123+77	-	135+00	STH 17	235	-	235	-	0.1	4	5	235	
0010	135+00	-	136+20	STH 17	25	-	25	-	0.0	0	1	25	
0010	136+18	-	136+43	STH 17	10	-	10	-	0.0	0	0	10	
0010	136+78	-	137+04	STH 17	11	-	11	-	0.0	0	0	11	
0010	137+04	-	148+09	STH 17	262	-	262	-	0.2	5	6	262	
0010	148+23	-	148+28	STH 17	4	-	4	-	0.0	0	0	4	
0010	148+66	-	148+81	STH 17	14	-	14	-	0.0	0	0	14	
0010	148+81	-	150+00	STH 17	37	-	37	-	0.0	1	1	37	
0010	150+00	-	154+05	STH 17	88	-	88	-	0.1	2	2	88	
0010	154+45	-	165+00	STH 17	219	-	219	-	0.1	4	5	219	
0010	165+00	-	166+72	STH 17	54	-	54	-	0.0	1	1	54	
0010	166+67	-	166+98	STH 17	42	-	42	-	0.0	1	1	42	
0010	166+76	-	167+24	STH 17	44	-	44	-	0.0	1	1	44	
0010	166+96	-	167+23	STH 17	79	-	79	-	0.0	1	2	79	
0010	167+56	-	168+19	STH 17	87	-	87	-	0.1	2	2	87	
0010	167+63	-	173+00	STH 17	228	-	228	-	0.1	4	5	228	
STAGE 3 - NORTHBOUND STH 17													
0010	44+17	-	45+00	STH 17 RT	96	-	96	-	0.1	2	2	96	
0010	45+00	-	60+00	STH 17 RT	2,547	-	2,547	-	1.6	46	57	2,547	
0010	48+25	-	60+00	STH 17 LT	2,306	-	2,306	-	1.5	42	52	2,306	
0010	60+00	-	75+00	STH 17 LT	2,199	-	2,199	-	1.4	40	49	2,199	
0010	60+00	-	75+00	STH 17 RT	661	-	661	-	0.4	12	15	661	
0010	75+00	-	75+20	STH 17 LT	15	-	15	-	0.0	0	0	15	
0010	75+00	-	77+49	STH 17 RT	100	-	100	-	0.1	2	2	100	
0010	77+99	-	90+00	STH 17 RT	375	-	375	-	0.2	7	8	375	
0010	80+16	-	90+00	STH 17 LT	1,360	-	1,360	-	0.9	24	31	1,360	
0010	90+00	-	92+20	STH 17 LT	233	-	233	-	0.1	4	5	233	
0010	90+00	-	93+32	STH 17 RT	117	-	117	-	0.1	2	3	117	
0010	94+00	-	94+25	STH 17 RT	22	-	22	-	0.0	0	0	22	
0010	94+22	-	105+00	STH 17 RT	362	-	362	-	0.2	7	8	362	
0010	95+85	-	105+00	STH 17 LT	1,242	-	1,242	-	0.8	22	28	1,242	
0010	105+00	-	118+94	STH 17 LT	1,961	-	1,961	-	1.2	35	44	1,961	
0010	105+00	-	120+00	STH 17 RT	482	-	482	-	0.3	9	11	482	
0010	120+00	-	121+97	STH 17 RT	104	-	104	-	0.1	2	2	104	
0010	122+50	-	123+35	STH 17 RT	58	-	58	-	0.0	1	1	58	
0010	123+40	-	135+00	STH 17 RT	385	-	385	-	0.2	7	9	385	
0010	125+71	-	135+00	STH 17 LT	1,186	-	1,186	-	0.7	21	27	1,186	

LANDSCAPE ITEMS CONTINUED

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2027 EROSION MAT CLASS II TYPE C SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	SPV.0180.03 PREPARING TOPSOIL FOR LAWN TYPE TURF SY	REMARKS
0010	135+00	-	135+22	STH 17 LT	9	-	9	-	0.0	0	0	9	
0010	135+00	-	136+20	STH 17 RT	53	-	53	-	0.0	1	1	53	
0010	136+23	-	136+48	STH 17 RT	16	-	16	-	0.0	0	0	16	
0010	136+85	-	148+22	STH 17 RT	472	-	472	-	0.3	8	11	472	
0010	138+18	-	146+91	STH 17 LT	1,087	-	1,087	-	0.7	20	24	1,087	
0010	148+58	-	150+00	STH 17 RT	50	-	50	-	0.0	1	1	50	
0010	149+87	-	150+00	STH 17 LT	5	-	5	-	0.0	0	0	5	
0010	150+00	-	153+96	STH 17 LT	496	-	496	-	0.3	9	11	496	
0010	150+00	-	161+58	STH 17 RT	332	-	332	-	0.2	6	7	332	
0010	154+59	-	161+55	STH 17 LT	1,006	-	1,006	-	0.6	18	23	1,006	
0010	162+51	-	164+35	STH 17 LT	264	-	264	-	0.2	5	6	264	
0010	162+66	-	165+00	STH 17 RT	99	-	99	-	0.1	2	2	99	
0010	164+46	-	165+00	STH 17 LT	49	-	49	-	0.0	1	1	49	
0010	165+00	-	165+13	STH 17 LT	6	-	6	-	0.0	0	0	6	
0010	165+00	-	167+49	STH 17 RT	57	-	57	-	0.0	1	1	57	
0010	167+83	-	170+59	STH 17 RT	75	-	75	-	0.0	1	2	75	
0010	168+16	-	170+19	STH 17 LT	277	-	277	-	0.2	5	6	277	
0010	171+00	-	173+00	STH 17 RT	73	-	73	-	0.0	1	2	73	
0010	18+29	-	18+83	STH 17 RT	51	-	51	-	0.0	1	1	51	
0010	18+60	-	19+09	STH 17 LT	36	-	36	-	0.0	1	1	36	
0010	19+22	-	19+69	STH 17 RT	36	-	36	-	0.0	1	1	36	
0010	19+53	-	20+12	STH 17 LT	55	-	55	-	0.0	1	1	55	
0010	33+08	-	33+62	STH 17 RT	38	-	38	-	0.0	1	1	38	
0010	34+01	-	34+38	STH 17 RT	30	-	30	-	0.0	1	1	30	
	UNDISTRIBUTED				1,614	189	1,437	8	1.6	20	30	1,437	
				TOTAL 0010	**31,500**	**3,400**	**28,000**	**120**	**20.0**	**560**	**700**	**28,000**	

DITCH CHECKS

CATEGORY	STATION	LOCATION	628.7504 TEMPORARY DITCH CHECKS LF	REMARKS
STAGE 1				
0010	80+94	STH 17	15	
0010	83+99	STH 17	15	
0010	UNDISTRIBUTED		20	
		TOTAL 0010	**50**	

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
STAGE 1				
0010	80+94	STH 17	5	30" RCCP
0010	95+75	STH 17	3	18"
0010	96+00	STH 17	6	36"
0010	UNDISTRIBUTED		6	
		TOTAL 0010	**20**	

MOVING PERMANENT SIGNING TYPE II

SIGN NO.	LOCATION	SIGN CODE	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1	STH 17	R4-7		---	1	---	EXISTING METAL POST
2	"	R5-1	---	---	---	---	EXISTING SIGN TO REMAIN
3	"	R5-1A	---	---	---	---	EXISTING SIGN TO REMAIN
4	"	W6-2	---	---	---	---	EXISTING SIGN TO REMAIN
5	"	W4-2R	---	---	---	---	EXISTING SIGN TO REMAIN
6	"	R2-1	---	---	---	---	EXISTING SIGN TO REMAIN
7	"	R2-1	---	---	---	---	EXISTING SIGN TO REMAIN
8	"	M2-1	---	---	---	---	EXISTING SIGN TO REMAIN
8A	"	M1-5A	---	---	---	---	EXISTING SIGN TO REMAIN
9	"	M3-1	---	---	---	---	EXISTING SIGN TO REMAIN
9A	"	M1-6	---	---	---	---	EXISTING SIGN TO REMAIN
9B	"	M6-3	---	---	---	---	EXISTING SIGN TO REMAIN
9C	"	M3-2	---	---	---	---	EXISTING SIGN TO REMAIN
9D	"	M1-5A	---	---	---	---	EXISTING SIGN TO REMAIN
9E	"	M6-3	---	---	---	---	EXISTING SIGN TO REMAIN
9F	"	M3-2	---	---	---	---	EXISTING SIGN TO REMAIN
9G	"	M1-5A	---	---	---	---	EXISTING SIGN TO REMAIN
9H	"	M5-1R	---	--	---	---	EXISTING SIGN TO REMAIN
10	"	W3-3	---	--	---	---	EXISTING SIGN TO REMAIN
10A	"	R51-A	---	--	---	---	EXISTING SIGN TO REMAIN
11	"	D1-60	---	--	---	---	EXISTING SIGN TO REMAIN
11A	"	D1-55L	---	--	---	---	EXISTING SIGN TO REMAIN
12	"	R3-8L	---	1	1	1	-
12A	"	R3-5bP	---	---	1	---	-
13	"	I55-56	---	---	---	---	EXISTING SIGN TO REMAIN
13A	"	I55-56P	---	---	---	---	EXISTING SIGN TO REMAIN
14	"	M1-5A	---	---	---	---	EXISTING SIGN TO REMAIN
14A	"	M6-1R	---	---	---	---	EXISTING SIGN TO REMAIN
15	"	M3-3	---	---	---	---	EXISTING SIGN TO REMAIN
15A	"	M1-6	---	---	---	---	EXISTING SIGN TO REMAIN
16	"	W12-1D	---	1	---	1	2-FT MOUNTING HEIGHT
17	"	R4-7	---	---	1	---	MOUNTED ON SIGNAL POLE
18	CTH P	R5-1	---	---	1	---	MOUNTED ON SIGNAL POLE
19	"	R1-2	---	---	---	---	EXISTING SIGN TO REMAIN
20	"	W4-2R	---	---	---	---	EXISTING SIGN TO REMAIN
21	STH 17	M3-3	---	---	---	---	EXISTING SIGN TO REMAIN
22A	"	M1-6	---	---	---	---	EXISTING SIGN TO REMAIN
22B	"	M6-1L	---	---	---	---	EXISTING SIGN TO REMAIN
21C	"	M3-1	---	---	---	---	EXISTING SIGN TO REMAIN
21D	"	M1-6	---	---	---	---	EXISTING SIGN TO REMAIN
21E	"	M6-1R	---	---	---	---	EXISTING SIGN TO REMAIN
21F	"	M3-2	---	---	---	---	EXISTING SIGN TO REMAIN
21G	"	M1-5A	---	---	---	---	EXISTING SIGN TO REMAIN
21H	"	M6-1R	---	---	---	---	EXISTING SIGN TO REMAIN
	PAGE SUBTOTALS		0	2	5	2	

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MOVING PERMANENT SIGNING TYPE II

SIGN NO.	LOCATION	SIGN CODE	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
22	STH 17	M3-1	---	---	---	---	EXISTING SIGN TO REMAIN
22A	"	M1-6	---	---	---	---	EXISTING SIGN TO REMAIN
23	"	R4-7	---	---	---	---	EXISTING SIGN TO REMAIN
24	"	D9-2	---	---	---	---	EXISTING SIGN TO REMAIN
24A	"	MB6-1L	---	---	---	---	EXISTING SIGN TO REMAIN
25	"	R2-1	---	---	---	---	EXISTING SIGN TO REMAIN
26	"	I55-56	---	---	---	---	EXISTING SIGN TO REMAIN
26A	"	I55-56P	---	---	---	---	EXISTING SIGN TO REMAIN
27	LINCOLN ST	R1-2	---	---	---	---	EXISTING SIGN TO REMAIN
28	"	W12-1D	1	---	1	1	2-FT MOUNTING HEIGHT
29	"	D9-2	---	---	---	---	EXISTING SIGN TO REMAIN
29A	"	MB6-1L	---	---	---	---	EXISTING SIGN TO REMAIN
30	"	M3-1	---	---	---	---	EXISTING SIGN TO REMAIN
30A	"	M1-6	---	---	---	---	EXISTING SIGN TO REMAIN
30B	"	M6-1L	---	---	---	---	EXISTING SIGN TO REMAIN
30C	"	M3-2	---	---	---	---	EXISTING SIGN TO REMAIN
30D	"	M1-5A	---	---	---	---	EXISTING SIGN TO REMAIN
30E	"	M6-1L	---	---	---	---	EXISTING SIGN TO REMAIN
30F	"	M3-2	---	---	---	---	EXISTING SIGN TO REMAIN
30G	"	M1-5A	---	---	---	---	EXISTING SIGN TO REMAIN
30H	"	M6-3	---	---	---	---	EXISTING SIGN TO REMAIN
30I	"	M3-3	---	---	---	---	EXISTING SIGN TO REMAIN
30J	"	M1-6	---	---	---	---	EXISTING SIGN TO REMAIN
30K	"	M6-1R	---	---	---	---	EXISTING SIGN TO REMAIN
31	"	D11-10	---	---	---	---	EXISTING SIGN TO REMAIN
32	"	SPECIAL	---	1	2	1	MOVE EXISTING SIGN
33	STH 17	W12-1D	1	---	1	1	2-FT MOUNTING HEIGHT
34	"	R1-2	---	1	1	1	-
35	"	M1-5A	---	1	1	1	P
35A	"	M5-1L	---	---	1	---	-
36	"	R3-8L	---	1	1	1	-
36A	"	R3-5bP	---	---	1	---	-
37	STH 17	D1-55L	---	2	1	2	NATIONAL GUARD ARMORY ->
37A	"	D1-56L	---	---	1	---	BUSINESS DISTRICT ->
38	"	R5-1A	---	1	1	1	-
38A	"	W3-3	---	---	1	---	-
39	"	TODS	---	---	---	---	EXISTING SIGN TO REMAIN
40	"	M2-1	---	1	1	1	-
40A	"	M1-5A	---	---	1	---	P
41	STH 17	D1-2	---	---	---	---	EXISTING SIGN TO REMAIN
42	"	W3-3	---	1	1	1	-
	PAGE SUBTOTALS		2	9	16	11	

MOVING PERMANENT SIGNING TYPE II

SIGN NO.	LOCATION	SIGN CODE	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
43	STH 17	W3-3	---	1	---	1	-
43A	"	R5-1A	---	---	---	---	EXISTING SIGN TO REMAIN
44	"	D9-2	---	1	1	1	-
44A	"	MB6-1R	---	---	1	---	-
45	"	D9-2	---	---	---	---	EXISTING SIGN TO REMAIN
45A	"	MB6-1R	---	---	---	---	EXISTING SIGN TO REMAIN
46	"	R3-50L	---	1	1	1	-
46A	"	R3-5fP	---	---	1	---	-
47	"	R2-1	---	1	1	1	35 MPH
48	"	R4-7	---	---	1	---	MOUNT ON SIGNAL POLE
49	"	R3-8L	---	---	---	---	EXISTING SIGN TO REMAIN
49A	"	R3-5bP	---	---	---	---	EXISTING SIGN TO REMAIN
50	"	R5-1	---	---	---	---	EXISTING SIGN TO REMAIN
51	"	W12-1D	---	1	1	1	2-FT MOUNTING HEIGHT
52	N SHORE DR	R1-2	---	---	---	---	EXISTING SIGN TO REMAIN
53	"	R4-7	---	---	1	---	MOUNT ON SIGNAL POLE
54	"	STREET	---	---	---	---	EXISTING SIGN TO REMAIN
55	"	W12-1D	---	1	1	1	2-FT MOUNTING HEIGHT
56	"	R1-2	---	---	---	---	EXISTING SIGN TO REMAIN
57	CTH C	M3-1	---	---	---	---	EXISTING SIGN TO REMAIN
57A	"	M1-6	---	---	---	---	EXISTING SIGN TO REMAIN
57B	"	M6-1L	---	---	---	---	EXISTING SIGN TO REMAIN
57C	"	M3-3	---	---	---	---	EXISTING SIGN TO REMAIN
57D	"	M1-6	---	---	---	---	EXISTING SIGN TO REMAIN
57E	"	M6-1R	---	---	---	---	EXISTING SIGN TO REMAIN
58	"	D9-2	---	---	---	---	EXISTING SIGN TO REMAIN
58A	"	MB6-3	---	---	---	---	EXISTING SIGN TO REMAIN
59	"	R4-7	---	---	1	---	MOUNT ON SIGNAL POLE
60	"	D11-10	---	---	---	---	EXISTING SIGN TO REMAIN
61	"	SPECIAL	---	---	---	---	EXISTING SIGN TO REMAIN
62	CTH C	R1-2	---	1	1	1	-
63	STH 17	W12-1D	1	---	1	1	2-FT MOUNTING HEIGHT
64	"	R5-1	---	1	1	1	-
65	"	R3-50L	---	1	1	1	-
65A	"	R3-5bP	---	---	1	---	-
66	"	R3-50R	---	1	1	1	-
66A	"	R3-5fP	---	---	1	---	-
67	"	R5-1A	---	1	1	1	-
67A	"	W3-3	---	---	1	---	-
68	"	D9-2	---	1	1	1	-
68A	"	MB6-1L	---	---	1	---	-
69	"	D1-2	---	2	1	2	MOVE EXISTING DIRECTIONAL SIGN
70	"	R4-7	---	---	1	---	MOUNT ON SIGNAL POLE
71	"	R2-1	---	---	---	---	EXISTING SIGN TO REMAIN
	PAGE SUBTOTALS		1	14	23	15	

MOVING PERMANENT SIGNING TYPE II

SIGN NO.	LOCATION	SIGN CODE	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
72	STH 17	M3-1	---	---	---	---	EXISTING SIGN TO REMAIN
72A	"	M1-6	---	---	---	---	17
73	"	R2-1	---	1	---	1	35 MPH
74	"	R2-1	---	1	---	1	35 MPH
75	"	TODS	---	---	---	---	EXISTING SIGN TO REMAIN
76	"	M2-1	---	---	---	---	EXISTING SIGN TO REMAIN
76A	"	M1-5A	---	---	---	---	EXISTING SIGN TO REMAIN
77	"	W3-3	---	---	---	---	EXISTING SIGN TO REMAIN
77A	"	R5-1A	---	---	---	---	EXISTING SIGN TO REMAIN
78	"	R3-50L	---	1	1	1	-
78A	"	R3-5bP	---	---	1	---	-
79	"	R3-50R	---	---	---	---	EXISTING SIGN TO REMAIN
79A	"	R3-5fP	---	---	---	---	EXISTING SIGN TO REMAIN
80	"	I55-56	---	1	1	1	-
80A	"	I55-56P	---	---	1	---	SEE SIGN DETAIL
81	"	R2-1	---	1	1	1	35 MPH
82	"	R4-7	---	---	1	---	MOUNT ON SIGNAL POLE
83	TIMBER DR	R1-2	---	1	1	1	-
84	"	R4-7	---	---	1	---	MOUNT ON SIGNAL POLE
85	STH 17	W12-1D	1	---	1	1	2-FT MOUNTING HEIGHT
86	CTH C	R1-2	---	---	---	---	EXISTING SIGN TO REMAIN
87	"	R5-1	---	---	---	---	EXISTING SIGN TO REMAIN
88	"	M1-6	---	---	---	---	EXISTING SIGN TO REMAIN
88A	"	M6-4	---	---	---	---	EXISTING SIGN TO REMAIN
89	"	R4-7	---	---	---	---	EXISTING SIGN TO REMAIN
90	STH 17	D11-1	---	---	---	---	EXISTING SIGN TO REMAIN
90A	"	M7-1L	---	---	---	---	EXISTING SIGN TO REMAIN
91	"	D11-1	---	---	---	---	EXISTING SIGN TO REMAIN
91A	"	M7-1R	---	---	---	---	EXISTING SIGN TO REMAIN
92	"	D11-10	---	---	---	---	EXISTING SIGN TO REMAIN
93	"	R1-2	---	---	---	---	EXISTING SIGN TO REMAIN
94	"	W12-1D	1	---	1	1	2-FT MOUNTING HEIGHT
95	"	R5-1	---	1	1	1	-
95A	STH 17	M1-5A	---	---	1	---	C
95B	"	M6-1L	---	---	1	---	-
96	"	R4-7	---	---	1	---	MOUNT ON SIGNAL POLE
97	"	R2-1	---	---	---	---	EXISTING SIGN TO REMAIN
98	"	M1-6	---	---	---	---	EXISTING SIGN TO REMAIN
98A	"	M3-1	---	---	---	---	EXISTING SIGN TO REMAIN
99	"	R3-50R	---	1	1	1	-
99A	"	R3-5fP	---	---	1	---	-
100	"	R3-50L	---	1	1	1	-
100A	"	R3-5bP	---	---	1	---	-
101	"	R5-1A	---	1	1	1	-
101A	"	W3-3	---	---	1	---	-
	PAGE SUBTOTALS		2	10	20	12	

MOVING PERMANENT SIGNING TYPE II

SIGN NO.	LOCATION	SIGN CODE	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
102	STH 17	W3-3	---	1	1	1	
103	"	M1-5A	---	1	1	1	C
103A	"	M2-1	---	---	1	---	-
104	"	R5-1A	---	---	---	---	EXISTING SIGN TO REMAIN
105	"	R2-1	---	1	1	1	35 MPH
106	"	R2-1	---	1	1	1	35 MPH
107	"	R5-1	---	---	---	---	EXISTING SIGN TO REMAIN
108	E WINNEBAGO ST	D11-1	---	---	---	---	EXISTING SIGN TO REMAIN
108A	"	M7-1R	---	---	---	---	EXISTING SIGN TO REMAIN
109	"	D11-1	---	---	---	---	EXISTING SIGN TO REMAIN
109A	"	M7-1L	---	---	---	---	EXISTING SIGN TO REMAIN
110	STH 17	R4-7	---	1	1	1	-
111	"	STREET	---	---	1	---	MOVE STREET NAME SIGN
111A	"	STREET	---	---	1	---	MOVE STREET NAME SIGN
112	E WINNEBAGO ST	R1-1	---	---	---	---	EXISTING SIGN TO REMAIN
113	"	R1-1	---	---	---	---	EXISTING SIGN TO REMAIN
114	"	STREET	---	---	---	---	EXISTING SIGN TO REMAIN
114A	"	STREET	---	---	---	---	EXISTING SIGN TO REMAIN
115	STH 17	R5-1	---	1	1	1	-
116	"	R4-7	---	1	1	1	-
117	"	R5-1A	---	1	1	1	-
118	"	R2-1	---	---	---	---	EXISTING SIGN TO REMAIN
119	"	R5-1A	---	---	---	---	EXISTING SIGN TO REMAIN
120	"	R5-1	---	---	---	---	EXISTING SIGN TO REMAIN
121	NAVAJO ST	STREET	---	---	---	---	EXISTING SIGN TO REMAIN
122	STH 17	R4-7	---	1	1	1	-
123	NAVAJO ST	R1-1	---	1	1	1	-
124	"	R1-1	---	---	---	---	EXISTING SIGN TO REMAIN
125	STH 17	R4-7	---	1	1	1	-
126	NAVAJO ST	STREET	---	---	---	---	EXISTING SIGN TO REMAIN
127	STH 17	R5-1	---	1	1	1	-
128	STH 17	R5-1A	---	1	1	1	-
128A	"	R2-1	---	--	1	---	35 MPH
129	"	R2-1	---	---	---	---	EXISTING SIGN TO REMAIN
130	"	W3-3	---	---	---	---	EXISTING SIGN TO REMAIN
130A	"	R5-1A	---	---	---	---	EXISTING SIGN TO REMAIN
131	"	R3-50L	---	1	1	1	-
131A	"	R3-5bP	---	---	1	---	-
132	"	R2-1	---	1	1	1	35 MPH
133	"	D1-60	---	---	---	---	EXISTING SIGN TO REMAIN
134	N STEVENS ST	D9-2	---	---	---	---	EXISTING SIGN TO REMAIN
134A	"	MB6-3	---	---	---	---	EXISTING SIGN TO REMAIN
135	"	R1-2	---	---	---	---	EXISTING SIGN TO REMAIN
136	"	W12-1D	1	---	1	1	2-FT MOUNTING HEIGHT
	PAGE SUBTOTALS		1	15	21	16	

MOVING PERMANENT SIGNING TYPE II

SIGN NO.	LOCATION	SIGN CODE	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
137	N STEVENS ST	SPECIAL	1	---	1	1	ATV USE PROHIBITED, MOVE
138	"	SPECIAL	---	1	1	1	DELIVERY TRUCKS ONLY, MOVE
139	"	STREET	---	---	1	---	MOVE STREET NAME SIGN
140	"	R1-2	---	---	1	---	MOUNT ON LIGHT POLE
141	STH 17	W12-1D	1	---	1	1	2-FT MOUNTING HEIGHT
142	"	R5-1	---	---	---	---	EXISTING SIGN TO REMAIN
143	"	D9-2	---	---	1	---	MOUNT ON LIGHT POLE
143A	"	MB6-3	---	---	1	---	-
144	"	R4-7	---	1	1	1	-
145	N STEVENS ST	R4-7	---	1	1	1	-
146	STH 17	R4-7	---	1	1	1	-
147	"	R3-9c	---	---	---	---	EXISTING SIGN TO REMAIN
147A	"	R3-9b	---	---	---	---	EXISTING SIGN TO REMAIN
148	"	D1-60	---	---	---	---	EXISTING SIGN TO REMAIN
149	"	R5-1A	---	---	---	---	EXISTING SIGN TO REMAIN
149A	"	R2-1	---	---	---	---	EXISTING SIGN TO REMAIN
150	"	R2-1	---	---	---	---	EXISTING SIGN TO REMAIN
151	"	R3-50R	---	---	---	---	EXISTING SIGN TO REMAIN
151A	"	R3-5fP	---	---	---	---	EXISTING SIGN TO REMAIN
	PAGE SUBTOTALS		2	4	10	6	
	PROJECT TOTALS		**8**	**54**	**95**	**62**	

TEMPORARY PEDESTRIAN FACILITIES

LOCATION	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	REMARKS
STAGE 2					
STH 17 & N SHORE/ EISENHOWER PKWY	--	--	--	110	
STH 17 & CTH C / TIMBER DR	45	20	--	190	DURING RECONSTRUCTION OF CURB RAMP
STAGE 2B					
STH 17 & CTH C / TIMBER DR	--	--	10	225	DURING RECONSTRUCTION OF INTERSECTION
STAGE 3					
STH 17 & N SHORE/ EISENHOWER PKWY	--	--	--	120	
STH 17 & CTH C / TIMBER DR	--	--	--	90	
STH 17 & WINNEBAGO DR	260	--	--	50	DURING RECONSTRUCTION OF CURB RAMP
STAGE 3B					
STH 17 & CTH C / TIMBER DR	45	10	10	100	DURING RECONSTRUCTION OF INTERSECTION
TOTAL 0010	**350**	**30**	**20**	**885**	

TRAFFIC CONTROL SUMMARY

LOCATION	APPROXIMATE SERVICE DAYS	* 643.0300 TRAFFIC CONTROL DRUMS IN SERVICE	DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III IN SERVICE	DAYS	643.0500 TRAFFIC CONTRL FLEXIBLE TUBULAR MARKER POSTS EACH	BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A IN SERVICE	DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C IN SERVICE	DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS IN SERVICE	DAYS	* 643.0900 TRAFFIC CONTROL SIGNS IN SERVICE	DAYS	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE II # OF CYCLES	EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS IN SERVICE	DAYS	REMARKS
STAGE 1																				
STH 17 LANE CLOSURES STA 44+00 TO 173+00	25	600	15,000	50	1,250	--	--	100	2,500	25	625	2	50	70	1,750	--	--	2	14	
SIGNALIZED SIDEROAD LANE CLOSURES	25	120	3,000	8	200	--	--	16	400	15	375	1	25	24	600	--	--	--	--	
STH 17 LANE CLOSURES STA 173+00 TO 189+00	25	50	1,250	2	50	--	--	4	100	22	550	1	25	5	125	--	--	--	--	
STAGE 2																				
STH 17 SB LANE CLOSURES SOUTH OF STA 173+00	80	50	4,000	30	2,400	300	300	60	4,800	--	--	--	--	70	5,600	1	16	2	14	COVER CONFLICTING SIGNS NOT BEING MOVED
SIGNALIZED SIDEROAD LANE CLOSURES	80	100	8,000	8	640	--	--	16	1,280	10	800	--	--	24	1,920	--	--	--	--	
STH 17 LANE CLOSURES STA 173+00 TO 189+00	80	90	7,200	2	160	5	5	4	320	72	5,760	1	80	6	80	--	--	--	--	
STAGE 2B (IN ADDITION TO STAGE 2)																				
STH 17 INTERSECTION TURN LANE CLOSURES	10	40	400	4	40	--	--	8	80	--	--	--	--	12	120	--	--	--	--	
SIGNALIZED SIDEROAD WEST LEG ROAD CLOSURES	10	40	400	40	400	--	--	80	800	--	--	--	--	32	320	--	--	--	--	
SIGNALIZED SIDEROAD EAST LEG LANE CLOSURES	10	40	400	3	30	--	--	6	60	--	--	--	--	12	120	--	--	--	--	
STAGE 3																				
STH 17 NB LANE CLOSURES SOUTH OF STA 173+00	65	40	2,600	20	1,300	270	270	40	2,600	10	650	--	--	60	3,900	1	12	2	14	COVER CONFLICTING SIGNS NOT BEING MOVED
SIGNALIZED SIDEROAD LANE CLOSURES	65	80	5,200	8	520	--	--	16	1,040	10	650	--	--	24	1,560	--	--	--	--	
STH 17 LANE CLOSURES STA 173+00 TO 189+00	65	105	6,825	2	130	--	--	4	260	72	4,680	1	65	6	65	--	--	--	--	
STAGE 3B (IN ADDITION TO STAGE 3)																				
STH 17 INTERSECTION TURN LANE CLOSURES	10	20	200	2	20	--	--	4	40	--	--	--	--	6	60	--	--	--	--	
SIGNALIZED SIDEROAD EAST LEG ROAD CLOSURES	10	30	300	30	300	--	--	60	600	--	--	--	--	28	280	--	--	--	--	
SIGNALIZED SIDEROAD WEST LEG LANE CLOSURES	10	40	400	3	30	--	--	6	60	--	--	--	--	12	120	--	--	--	--	
STAGE 4																				
STH 17 LANE CLOSURES STA 44+00 TO 173+00	45	600	27,000	50	2,250	--	--	100	4,500	25	1,125	2	90	70	3,150	--	--	2	14	
SIGNALIZED SIDEROAD LANE CLOSURES	45	120	5,400	8	360	--	--	16	720	15	675	1	45	24	1,080	--	--	--	--	
STH 17 FLAGGING LANE CLOSURES STA 4+50 TO 44+00	45	50	2,250	--	--	--	--	--	--	--	--	2	90	20	900	--	--	2	14	
STH 17 LANE CLOSURES STA 173+00 TO 189+00	45	50	2,250	2	90	--	--	4	180	22	990	1	45	5	225	--	--	--	--	
UNDISTRIBUTED	--	--	4,625	--	505	30	30	--	1,010	--	820	--	15	--	1,025	--	2	--	10	
															10,675					
0010 TOTALS			**96,700**		**10,675**	**605**	**605**		**21,350**		**17,700**		**530**		**23,000**		**30**		**80**	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PEDESTRIAN TRAFFIC CONTROL SUMMARY

STAGE / LOCATION	APPROXIMATE SERVICE DAYS	* 643.0300 TRAFFIC CONTROL DRUMS IN SERVICE	643.0300 DAYS	643.0410 TRAFFIC CONTROL BARRICADES TYPE II IN SERVICE	643.0410 DAYS	* 643.0900 TRAFFIC CONTROL SIGNS IN SERVICE	643.0900 DAYS	REMARKS
SIDEWALK SECTION 1 - LINCOLN ST TO EISENHOWER PKWY	15	--	--	4	60	4	60	
SIDEWALK SECTION 2 - EISENHOWER PKWY TO TIMBER DR	25	--	--	4	100	4	100	
SIDEWALK SECTION 3 - TIMBER DR TO WINNEBAGO ST	15	--	--	3	45	3	45	
SIDEWALK SECTION 4 - WINNEBAGO ST TO NAVAJO ST	15	--	--	3	45	3	45	
SIDEWALK SECTION 5 - NAVAJO ST TO STEVENS ST	20	--	--	4	80	4	80	
STAGE 2B - SIDEWALK CLOSURES AT EISENHOWER PKWY	10	--	--	4	40	4	40	
STAGE 2B - SIDEWALK CLOSURES AT TIMBER DR	10	--	--	4	40	4	40	
STAGE 3B - SIDEWALK CLOSURES AT EISENHOWER PKWY	10	--	--	4	40	4	40	
STAGE 3B - SIDEWALK CLOSURES AT TIMBER DR	10	--	--	4	40	4	40	
UNDISTRIBUTED			100		100		100	
0010 TOTALS			**100**		**590**		**590**	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PAVEMENT MARKING REMOVAL

CATEGORY	STAGE	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	646.9300 MARKING REMOVAL SPECIAL MARKING EACH	REMARKS
0010	STAGE 1	STH 17, STA 175+00 TO STA 189+00	150	--	--	--	SOUTHBOUND SKIPS IN CONFLICT WITH TRAFFIC COTNROL
0010	STAGE 2	STH 17, STA 28+00 TO 45+00	3,400	325	400	5	NORTHBOUND LINES AND ARROWS IN CONFLICT WITH TRAFFIC CONTROL
0010		STH 17 AT CTH P / LINCOLN ST	50	150	--	3	NORTHBOUND LINES AND ARROWS IN CONFLICT WITH TRAFFIC CONTROL
0010		STH 17 AT N SHORE / EISENHOWER	75	280	--	2	NORTHBOUND LINES AND ARROWS IN CONFLICT WITH TRAFFIC CONTROL
0010		STH 17 AT CTH C / TIMBER DR	100	500	--	4	NORTHBOUND LINES AND ARROWS IN CONFLICT WITH TRAFFIC CONTROL
0010		STH 17 AT STEVENS ST	75	180	--	4	NORTHBOUND LINES AND ARROWS IN CONFLICT WITH TRAFFIC CONTROL
0010		STH 17, STA 173+00 TO STA 184+00	1,850	--	--	4	TWO WAY LEFT TURN LANE MARKINGS IN COLFLCIT WITH TRAFFIC CONTROL
0010	STAGE 3	STH 17, STA 173+00 TO STA 189+00	800	--	--	--	REMAINING MARKINGS IN CONFLICT WITH TRAFFIC CONTROL
0010	UNDISTRIBUTED		500	165	--	--	
		0010 TOTALS	**7,000**	**1,600**	**400**	**22**	

TEMPORARY PAVEMENT MARKING

LOCATION	643.3105 TEMPORARY MARKING LINE PAINT LF WHITE	643.3105 TEMPORARY MARKING LINE PAINT LF YELLOW	643.3205 TEMPORARY MARKING LINE PAINT 8-INCH LF WHITE	643.3250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH LF WHITE	643.3505 TEMPORARY MARKING ARROW PAINT EACH WHITE	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF WHITE	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF WHITE	SPV.0090.02 TEMPORARY MARKING CROSSWALK PAINT TRANSVERSE LINE 6-INCH LF WHITE	REMARKS
STAGE 1 - MEDIAN LANE CLOSURES									
CTH P / LINCOLN ST INTERSECTION	--	--	650	--	--	--	--	--	
N SHORE / EISENHOWER PKWY INTERSECTION	--	--	225	--	--	--	--	--	
CTH C / TIMBER DR INTERSECTION	--	--	300	--	--	--	--	--	
STEVENS ST INTERSECTION	--	--	100	--	--	--	--	--	
E WINNEBGAO ST INTERSECTION	--	--	200	--	--	--	--	--	
NAVAJO ST INTERSECTION	--	--	200	--	--	--	--	--	
STA 173+00 TO STA 189+00 LANE CLOSURE	--	1,600	125	--	--	--	--	--	
	0	1,600							
STAGE 1 SUBTOTAL	**1,600**		**1,800**	**0**	**0**	**0**	**0**	**0**	
STAGE 2 - STH 17 NB LANES									
STA 23+00 TO STA 45+00	3,300	4,200	--	--	--	--	--	--	
STA 45+00 TO STA 78+00	60	6,500	100	--	2	22	--	--	
CTH P / LINCOLN ST	--	--	300	--	--	40	--	--	
STA 78+00 TO STA 93+50	200	2,800	200	--	2	34	--	--	
STA 93+50 TO STA 123+00	200	5,500	400	--	4	34	--	--	
STA 123+00 TO STA 173+00	400	9,200	125	--	2	34	--	--	
STA 173+00 TO STA 188+00	1,600	1,000	--	--	--	--	--	--	
	5,760	29,200							
STAGE 2 SUBTOTAL	**34,960**		**1,125**	**0**	**10**	**164**	**0**	**0**	
STAGE 3 - STH 17 SB LANES									
STA 38+00 TO STA 48+00	1,200	2,000	--	--	--	--	--	--	
STA 48+00 TO STA 78+00	1,250	5,900	--	--	--	12	--	--	
STA 78+00 TO STA 93+50	150	2,700	100	--	1	34	--	--	
STA 93+50 TO STA 123+00	150	5,600	150	--	2	34	--	--	
STA 123+00 TO STA 173+00	150	9,200	300	--	3	34	--	--	
STA 173+00 TO STA 189+00	1,500	3,000	--	--	--	12	--	--	
CTH P / LINCOLN ST	150	100	50	220	--	34	36	--	
N SHORE / EISENHOWER PKWY	150	70	35	170	--	28	40	298	
CTH C / TIMBER DR	180	100	50	90	--	28	24	340	
STEVENS ST	--	--	125	--	--	--	--	--	
	4,880	28,670							
STAGE 3 SUBTOTAL	**33,550**		**810**	**480**	**6**	**216**	**100**	**638**	
STAGE 4 - MEDIAN LANE CLOSURES									
CTH P / LINCOLN ST INTERSECTION	--	--	350	--	--	72	--	--	
N SHORE / EISENHOWER PKWY INTERSECTION	--	--	325	--	--	62	--	100	
CTH C / TIMBER DR INTERSECTION	--	--	400	--	--	72	--	80	
STEVENS ST INTERSECTION	--	--	100	--	--	36	--	--	
E WINNEBGAO ST INTERSECTION	--	--	200	--	--	--	--	--	
NAVAJO ST INTERSECTION	--	--	200	--	--	--	--	--	
STA 173+00 TO STA 189+00 LANE CLOSURE	--	1,600	125	--	--	--	--	--	
	0	1,600							
STAGE 4 SUBTOTAL	**1,600**		**1,700**	**0**	**0**	**242**	**0**	**180**	
UNDISTRIBUTED	560	3,030	365	0	0	0	0	0	
	11,200	64,100							
0010 TOTALS	**75,300**		**5,800**	**480**	**16**	**622**	**100**	**818**	

MARKING LINE

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH LF	646.3020 MARKING LINE EPOXY 8-INCH 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 LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8020 MARKING CORRUGATED MEDIAN EPOXY SF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	REMARKS
STH 17 SOUTHBOUND LANES															
0010	44+45	-	49+72	STH 17	528	-	-	-	-	-	-	-	-	-	WHITE EDGELINE
0010	44+46	-	49+72	STH 17	526	-	-	-	-	-	-	-	-	-	YELLOW EDGELIN
0010	49+72	-	77+58	STH 17	701	-	-	-	-	-	-	-	-	-	WHITE SKIPS
0010	49+72	-	60+16	STH 17	1,078	-	-	-	-	-	-	-	-	-	WHITE EDGELINE
0010	77+49	-	79+43	LINCOLN ST	50	540	2	2	34	-	-	-	-	-	WHITE
0010	78+58	-	78+62	LINCOLN ST	-	-	-	-	-	-	-	-	20	6	YELLOW
0010	79+01	-	93+20	STH 17	352	115	2	1	34	-	-	-	-	-	WHITE
0010	93+25	-	96+83	EISENHOWER PKWY	-	483	3	1	41	-	202	-	-	-	WHITE
0010	93+82	-	93+86	EISENHOWER PKWY	-	-	-	-	-	-	-	-	20	4	YELLOW
0010	94+07	-	122+06	STH 17	697	162	2	-	34	-	68	-	-	-	WHITE
0010	122+80	-	126+10	TIMBER DR	-	484	4	3	34	-	172	-	-	-	WHITE
0010	123+20	-	123+25	TIMBER DR	-	-	-	-	-	-	-	-	20	6	YELLOW
0010	123+37	-	167+11	STH 17	1,095	424	6	1	34	-	86	-	-	-	WHITE
0010	136+24	-	136+99	WINNEBAGO ST	-	-	-	-	21	-	122	-	-	-	WHITE
0010	148+14	-	148+77	NAVAJO	-	-	-	-	16	-	107	-	-	-	WHITE
0010	166+74	-	169+53	STEVENS ST	84	506	7	-	26	-	-	-	-	-	WHITE
0010	166+89	-	167+58	STEVENS ST	227	-	-	-	-	-	-	-	40	8	YELLOW
0010	168+21	-	173+00	STH 17	121	-	-	-	24	-	-	-	-	-	WHITE
0010	170+19	-	173+00	STH 17	700	-	-	-	-	-	-	-	-	-	YELLOW
STH 17 NORTHBOUND LANES															
0010	44+46	-	49+28	STH 17	200	-	-	-	-	338	-	1,745	10	1	YELLOW
0010	44+46	-	49+28	STH 17	482	-	-	-	-	-	-	-	-	-	WHITE EDGELINE
0010	49+28	-	77+64	STH 17	1,017	-	1	1	34	-	-	-	-	-	WHITE
0010	77+53	-	79+01	STH 17 & CTH P	-	-	-	-	-	-	-	-	20	4	YELLOW
0010	77+25	-	78+39	CTH P	51	267	3	1	34	-	-	-	-	-	WHITE
0010	78+96	-	93+25	STH 17	358	115	2	-	34	-	-	-	-	-	WHITE
0010	93+15	-	94+35	STH 17 & N SHORE DR	-	-	-	-	-	-	-	-	20	6	YELLOW
0010	91+42	-	94+21	N SHORE DR	19	545	4	2	25	-	59	-	-	-	WHITE
0010	94+07	-	122+30	STH 17	700	327	2	1	34	-	68	-	-	-	WHITE
0010	119+51	-	122+96	TIMBER DR	-	660	6	3	34	-	-	-	-	-	WHITE
0010	122+30	-	123+51	STH 17 & CTH C	-	-	-	-	-	-	-	-	20	4	YELLOW
0010	123+32	-	167+01	STH 17	1,087	388	6	1	67	-	85	-	0	-	WHITE
0010	136+15	-	137+28	WINNEBAGO ST	-	-	-	-	-	-	-	-	20	2	YELLOW
0010	147+88	-	148+96	NAVAJO	-	-	-	-	-	-	-	-	20	2	YELLOW
0010	167+39	-	173+00	STH 17	121	25	2	-	-	-	-	-	-	-	WHITE
0010	167+08	-	173+00	STH 17	351	-	-	-	-	-	-	-	20	1	YELLOW
STH 17 NON CURB MEDIAN AREA															
0010	4+55	-	28+37	STH 17	4,764	-	-	-	-	-	-	-	-	-	DOUBLE YELLOW
0010	28+37	-	33+45	STH 17 LT	1,011	-	-	-	-	293	-	-	-	-	YELLOW
0010	28+37	-	33+45	STH 17 RT	1,004	-	-	-	-	-	-	-	-	-	YELLOW
0010	34+15	-	44+46	STH 17 LT	2,064	-	-	-	-	809	-	-	-	-	YELLOW
0010	34+15	-	44+46	STH 17 RT	2,060	-	-	-	-	-	-	-	-	-	YELLOW
0010	4+54	-	18+61	STH 17	2,782	347	4	1	-	-	-	-	-	-	WHITE
0010	19+12	-	19+28	OLD 8 ROAD	-	-	-	-	15	-	-	-	-	-	WHITE
0010	19+69	-	33+27	STH 17	2,655	303	2	1	-	-	-	-	-	-	WHITE
0010	33+27	-	44+46	STH 17	2,227	325	2	1	-	-	-	-	-	-	WHITE
				TOTAL 0010	**29,111**	**6,016**	**60**	**20**	**575**	**1,440**	**969**	**1,745**	**230**	**44**	

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CONSTRUCTION STAKING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	650.5000 CONSTRUCTION STAKING BASE LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	REMARKS
0010	4+55	-	44+46	STH 17	-	3,991	-	
0010	44+46	-	173+00	STH 17	25,708	-	20	
				TOTAL 0010	**25,708**	**3,991**	**20**	

REMOVING CONCRETE BASES

ID	BASE NO.	STATION	LOCATION	OFFSET	204.0195 REMOVING CONCRETE BASES EACH
STH 17 & CTH P / LINCOLN ST					
	SB3	79+08	STH 17 NB	3' LT	1
	SB12	39+57	LINCOLN ST	5' LT	1
			INTERSECTION SUBTOTAL		**2**
STH 17 & N. SHORE / EISNEHOWER PKWY					
	SB2	49+20	EISENHOWER	8' LT	1
	SB5	94+41	STH 17 NB	3' RT	1
	SB8	50+60	EISENHOWER	2' RT	1
			INTERSECTION SUBTOTAL		**3**
STH 17 & CTH C / TIMBER DR					
	SB1	59+18	TIMBER DR	18' RT	1
	SB2	58+79	TIMBER DR	13' LT	1
	SB6	123+60	STH 17 NB	3' LT	1
	SB13	59+24	TIMBER DR	28' RT	1
	SB12	122+33	STH 17 SB	3' RT	1
	LB1	58+90	TIMBER DR	50' RT	1
			INTERSECTION SUBTOTAL		**6**
STH 17 & STEVENS ST					
	SB2	79+20	STEVENS ST	41' RT	1
			INTERSECTION SUBTOTAL		**1**
			PROJECT TOTAL (9040-03-71)		**12**

REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE

LOCATION	204.9060.S.01 EA	204.9060.S.02 EA	204.9060.S.03 EA	204.9060.S.04 EA
STH 17 & CTH P / LINCOLN ST	1	--	--	--
STH 17 & N SHORE / EISENHOWER PKWY	--	1	--	--
STH 17 & CTH C / TIMBER DR	--	--	1	--
STH 17 & STEVENS ST	--	--	--	1
PROJECT TOTAL (9040-03-71)	**1**	**1**	**1**	**1**

SALVAGE AND REINSTALL TRAFFIC SIGNALS

LOCATION	SPV.0060.05 EA	SPV.0060.06 EA	SPV.0060.07 EA	SPV.0060.08 EA
STH 17 & CTH P / LINCOLN ST	1	--	--	--
STH 17 & N. SHORE / EISNEHOWER PKWY	--	1	--	--
STH 17 & CTH C / TIMBER DR	--	--	1	--
STH 17 & STEVENS ST	--	--	--	1
PROJECT TOTAL (9040-03-71)	**1**	**1**	**1**	**1**

CONDUIT ITEMS

ID	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	NOTES
STH 17 & CTH C / TIMBER DR						
	PB1	PB2	-	62	1	2 RUNS
	PB1	PB3	-	62	1	2 RUNS
	PB2	SB13	9	-	-	
	PB2	PB19	-	114	-	2 RUNS
	PB3	SB1	25	-	-	
	PB3	PB4	-	88	-	2 RUNS
INTERSECTION SUBTOTAL			**34**	**326**	**2**	
STH 17 & STEVENS ST						
	PB3	SB2	6	-	-	
INTERSECTION SUBTOTAL			**6**	**0**	**0**	
PROJECT TOTAL (9040-03-71)			**40**	**326**	**2**	

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REMOVING PULL BOXES

ID	PB NO.	STATION	LOCATION	OFFSET	653.0905 REMOVING PULL BOXES EACH
STH 17 & CTH C / TIMBER DR					
	PB2	59+15	TIMBER DR	25' LT	1
			INTERSECTION SUBTOTAL		**1**
PROJECT TOTAL (9040-03-71)					**1**

PULL BOXES

ID	PULL BOX NO.	STATION	LOCATION	OFFSET	653.0140 PULL BOXES STEEL 24x42-INCH EACH
STH 17 & CTH C / TIMBER DR					
	PB2	59+22	TIMBER DR	58' RT	1
	PB3	58+75	TIMBER DR	30' RT	1
			INTERSECTION SUBTOTAL		**2**
			PROJECT TOTAL (9040-03-71)		**2**

ADJUSTING PULL BOXES

ID	PULL BOX NO.	STATION	LOCATION	OFFSET	653.0900 ADJUSTING PULL BOXES EACH	NOTES
STH 17 & CTH C / TIMBER DR						
	PB8	125+95	STH 17 SB	42' LT	1	SIDEWALK INSTALLATION
			INTERSECTION SUBTOTAL		**1**	
STH 17 & STEVENS ST						
	PB3	79+16	STEVENS ST	46' RT	1	SIDEWALK INSTALLATION
			INTERSECTION SUBTOTAL		**1**	
			PROJECT TOTAL (9040-03-71)		**2**	

TRAFFIC DETECTOR LOOPS

ID	LOOP NO.	HOME RUN PULL BOX	LOCATION***	SIZE (FT. X FT.)	NO. OF TURNS	652.0800 CONDUIT LOOP DETECTOR LF	* 655.0700 LOOP DETECTOR LEAD-IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
STH 17 & CTH P / LINCOLN ST								
	11	PB12	77+30 STH 17 NB 5.0' LT	6' X 20'	3	88	237	276
	12	PB12	77+58 STH 17 NB 5.0' LT	6' X 20'	3	72	237	228
	21	PB3	81+50 STH 17 SB 6' LT	6' X 6'	4	66	238	276
	22	PB3	81+50 STH 17 SB 18' LT	6' X 6'	4	42	238	180
	31	PB9	40+90 LINCOLN ST 3.0' LT	6' X 20'	3	68	292	216
	32	PB9	41+18 LINCOLN ST 3.0' LT	6' X 20'	3	62	292	198
	41	PB18	37+36 LINCOLN ST 16' RT	6' X 18'	EXISTING	--	--	--
	42	PB19	39+51 LINCOLN ST 14' RT	6' X 20'	3	86	109	270
	43	PB19	39+79 LINCOLN ST 14' RT	6' X 20'	3	84	109	264
	44	PB19	39+54 LINCOLN ST 26' RT	6' X 20'	3	108	109	336
	45	PB19	39+82 LINCOLN ST 26' RT	6' X 20'	3	110	109	342
	51	PB5	79+23 STH 17 SB 5.0' RT	6' X 20'	2	66	123	144
	52	PB5	78+95 STH 17 SB 5.0' RT	6' X 20'	2	64	123	140
	61	PB15	75+11 STH 17 NB 6' RT	6' X 6'	5	58	465	302
	62	PB15	75+11 STH 17 NB 18' RT	6' X 6'	5	78	465	402
	71	PB19	39+61 LINCOLN ST 3.0' RT	6' X 20'	3	86	109	270
	72	PB19	39+89 LINCOLN ST 3.0' RT	6' X 20'	3	72	109	228
	81	PB10	43+16 LINCOLN ST 16' LT	6' X 6'	EXISTING	--	--	--
	82	PB8	41+10 LINCOLN ST 26' LT	6' X 20'	3	100	243	312
	83	PB8	40+82 LINCOLN ST 26' LT	6' X 20'	3	98	243	306
	84	PB8	41+06 LINCOLN ST 14' LT	6' X 20'	3	76	243	240
	85	PB8	40+78 LINCOLN ST 14' LT	6' X 20'	3	74	243	234
			INTERSECTION SUBTOTAL			**1,558**	**4,336**	**5,164**
STH 17 & N. SHORE / EISENHOWER PKWY								
	11	PB17	92+92 STH 17 NB 5.0' LT	6' X 20'	2	96	99	204
	12	PB17	93+20 STH 17 NB 5.0' LT	6' X 20'	2	64	99	140
	21	PB8	96+72 STH 17 SB 6' LT	6' X 6'	5	60	424	312
	22	PB8	96+72 STH 17 SB 18' LT	6' X 6'	5	84	424	432
	31	PB14	50+77 EISENHOWER 6.0' LT	6' X 20'	3	76	198	240
	32	PB14	50+49 EISENHOWER 6.0' LT	6' X 20'	3	64	198	204
	41	PB3	47+45 EISENHOWER 4' RT	6' X 6'	EXISTING	--	--	--
	42	PB3	47+45 EISENHOWER 16' RT	6' X 6'	EXISTING	--	--	--
	43	PB2	49+04 EISENHOWER 11' LT	6' X 20'	2	100	39	212
	44	PB2	49+32 EISENHOWER 11' LT	6' X 20'	2	100	39	212
	45	PB2	49+07 EISENHOWER 23' LT	6' X 20'	2	76	39	164
	46	PB2	49+35 EISENHOWER 29' LT	6' X 20'	2	76	39	164
	51	PB9	94+58 STH 17 SB 5.0' RT	6' X 20'	3	68	205	216
	52	PB9	94+30 STH 17 SB 5.0' RT	6' X 20'	3	60	205	192
	61	PB19	90+70 STH 17 NB 6' RT	6' X 6'	5	46	342	242
	62	PB19	90+70 STH 17 NB 18' RT	6' X 6'	5	68	342	352
	71	PB4	49+04 EISENHOWER .0'	6' X 20'	2	76	89	164
	72	PB4	49+32 EISENHOWER .0'	6' X 20'	2	64	89	140
	81	PB13	52+81 EISENHOWER 18' LT	6' X 6'	EXISTING	--	--	--
	82	PB14	50+71 EISENHOWER 17' LT	6' X 20'	3	88	198	276
	83	PB4	50+43 EISENHOWER 17' LT	6' X 20'	3	86	198	270
			INTERSECTION SUBTOTAL			**1,352**	**3,266**	**4,136**

*** LOCATION IS TO FRONT CENTER OF DETECTOR

NOTE A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC DETECTOR LOOPS CONTINUED

ID	LOOP NO.	HOME RUN PULL BOX	LOCATION***	SIZE (FT. X FT.)	NO. OF TURNS	652.0800 CONDUIT LOOP DETECTOR LF	* 655.0700 LOOP DETECTOR LEAD-IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
STH 17 & CTH C / TIMBER DR								
	11	PB18	122+07 STH 17 NB 5.0' LT	6' X 20'	2	72	115	156
	12	PB18	122+35 STH 17 NB 5.0' LT	6' X 20'	2	60	115	132
	21	PB8	126+05 STH 17 SB 6' LT	6' X 6'	5	94	413	482
	22	PB8	126+05 STH 17 SB 18' LT	6' X 6'	5	68	413	352
	31	PB14	60+50 TIMBER DR 11' LT	6' X 20'	3	86	210	270
	32	PB14	60+22 TIMBER DR 11' LT	6' X 20'	3	72	210	228
	41	PB5	56+31 TIMBER DR 6' LT	6' X 6'	EXISTING	--	304	--
	42	PB2	58+69 TIMBER DR 6' RT	6' X 20'	2	96	49	204
	43	PB2	58+97 TIMBER DR 6' RT	6' X 20'	2	94	49	200
	44	PB2	58+72 TIMBER DR 18' RT	6' X 20'	2	70	49	152
	45	PB2	59+00 TIMBER DR 18' RT	6' X 20'	2	70	49	152
	51	PB9	123+85 STH 17 SB 5.0' RT	6' X 20'	3	64	194	204
	52	PB9	123+57 STH 17 SB 5.0' RT	6' X 20'	3	64	194	204
	61	PB20	119+81 STH 17 NB 6' RT	6' X 6'	5	64	343	332
	62	PB20	119+81 STH 17 NB 18' RT	6' X 6'	5	84	343	432
	71	PB3	58+66 TIMBER DR 5.0' LT	6' X 20'	2	62	95	136
	72	PB3	58+94 TIMBER DR 5.0' LT	6' X 20'	2	68	95	148
	81	PB16	62+46 TIMBER DR 16' LT	6' X 6'	EXISTING	--	435	--
	82	PB14	60+47 TIMBER DR 22' LT	6' X 20'	3	92	210	288
	83	PB14	60+19 TIMBER DR 22' LT	6' X 20'	3	84	210	264
	84	PB13	60+44 TIMBER DR 34' LT	6' X 20'	3	90	257	282
	85	PB13	60+16 TIMBER DR 34' LT	6' X 20'	3	78	257	246
				INTERSECTION SUBTOTAL		**1,532**	**4,609**	**4,864**
STH 17 & STEVENS ST								
	11	PB13	166+78 STH 17 NB 5.0' LT	6' X 20'	2	62	143	136
	12	PB13	167+06 STH 17 NB 5.0' LT	6' X 20'	2	68	143	148
	21	PB6	170+70 STH 17 SB 6' LT	6' X 6'	5	88	480	452
	22	PB6	170+70 STH 17 SB 18' LT	6' X 6'	5	64	480	332
	61	PB12	164+53 STH 17 NB 6' RT	6' X 6'	5	64	474	332
	62	PB12	164+53 STH 17 NB 18' RT	6' X 6'	5	40	474	212
	71	PB2	77+42 STEVENS ST 20' RT	6' X 18'	EXISTING	--	--	--
	72	PB4	78+90 STEVENS ST 14' LT	6' X 20'	3	80	134	252
	73	PB4	79+18 STEVENS ST 14' LT	6' X 20'	3	70	134	222
	74	PB4	78+89 STEVENS ST 26' LT	6' X 20'	3	100	134	312
	75	PB4	79+17 STEVENS ST 26' LT	6' X 20'	3	92	134	288
	81	PB9	167+70 STH 17 NB 30' RT	6' X 20'	EXISTING	--	--	--
				INTERSECTION SUBTOTAL		**728**	**2,730**	**2,686**
				PROJECT TOTAL (9040-03-71)		**5,170**	**14,941**	**16,850**

*** LOCATION IS TO FRONT CENTER OF DETECTOR

NOTE A - LOOP DETECTOR PLACED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC SIGNAL CABLE

ID	FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	* 655.0700 LOOP DETECTOR LEAD-IN CABLE LF
STH 17 & CTH C / TIMBER DR						
	CB3	SB1	--	--	88	--
	SB1	HEAD 4A	20	--	--	--
	SB1	P HEAD 2-2	15	--	--	--
	SB1	PED BUTTON	--	--	--	6
	CB3	SB2	--	--	123	--
	SB2	HEAD 3B	--	21	--	--
	SB2	HEAD 7A	--	21	--	--
	CB3	SB3	--	--	178	--
	SB3	HEAD 8B	40	--	--	--
	SB3	P HEAD 2-1	15	--	--	--
	SB3	P HEAD 8-2	15	--	--	--
	CB3	SB4	170	--	--	--
	SB4	PED BUTTON	--	--	--	6
	SB4	PED BUTTON	--	--	--	6
	CB3	SB5	167	--	--	--
	SB5	HEAD 2A	19	--	--	--
	CB3	SB6	--	--	225	--
	SB6	HEAD 1B	--	21	--	--
	SB6	HEAD 5A	--	21	--	--
	CB3	SB7	--	--	277	--
	SB7	HEAD 6B	45	--	--	--
	SB7	P HEAD 8-1	15	--	--	--
	SB7	PED BUTTON	--	--	--	6
	CB3	SB8	281	--	--	--
	SB8	HEAD 8A	19	--	--	--
	CB3	SB9	--	--	232	--
	SB9	HEAD 3A	--	21	--	--
	SB9	HEAD 7B	--	21	--	--
	CB3	SB10	188	--	--	--
	SB10	HEAD 4B	40	--	--	--
	CB3	SB11	190	--	--	--
	SB11	HEAD 6A	19	--	--	--
	CB3	SB12	--	--	135	--
	SB12	HEAD 1A	--	21	--	--
	SB12	HEAD 5B	--	21	--	--
	CB3	SB13	72	--	--	--
	SB13	HEAD 2B	45	--	--	--
						--
		INTERSECTION SUBTOTAL	**1,375**	**168**	**1258**	**24**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC SIGNAL CABLE CONTINUED

ID	FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	* 655.0700 LOOP DETECTOR LEAD-IN CABLE LF
STH 17 & STEVENS ST						
	CB4	SB2	--	--	121	--
	SB2	P HEAD 2-4	15	--	--	--
	SB2	PED BUTTON	--	--	--	6
	CB4	SB3	171	--	--	--
	SB3	P HEAD 2-3	15	--	--	--
	SB3	P HEAD 2-2	15	--	--	--
	CB4	SB4	218	--	--	--
	SB4	P HEAD 2-1	15	--	--	--
	SB4	PED BUTTON	--	--	--	6
INTERSECTION SUBTOTAL			**449**	**0**	**121**	**12**
PROJECT TOTAL (9040-03-71)			**1,824**	**168**	**1,379**	**36**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LIGHTING WIRE

ID	FROM	TO	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
STH 17 & CTH C / TIMBER DR				
	CB3	SB3	172	--
	SB3	LUMINAIRE	--	144
	SB3	LB1	98	--
	LB1	LUMINAIRE	--	144
	LB1	SB7	195	--
	SB7	LUMINAIRE	--	144
	CB3	SB13	67	--
	SB13	LUMINAIRE	--	144
	SB13	SB10	146	--
	SB10	LUMINAIRE	--	144
	SB10	LB2	73	--
	LB2	LUMINAIRE	--	144
INTERSECTION SUBTOTAL			**751**	**864**
PROJECT TOTAL (9040-03-71)			**751**	**864**

EQUIPMENT GROUNDING CONDUCTORS & PULL BOX JUMPERS

ID	FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
STH 17 & CTH P / LINCOLN ST			
EQUIPMENT GROUNDING CONDUCTORS			
	SB2	SB3	91
	SB3	SB4	84
	SB11	SB12	90
	SB12	SB12	72
PULL BOX JUMPERS			
	PB5	SB3	14
	PB19	SB12	10
INTERSECTION SUBTOTAL			**361**
STH 17 & N. SHORE / EISENHOWER PKWY			
EQUIPMENT GROUNDING CONDUCTORS			
	SB1	SB2	76
	SB2	SB3	85
	SB4	SB5	92
	SB5	SB6	87
	SB7	SB8	76
	SB8	SB9	69
PULL BOX JUMPERS			
	PB4	SB2	10
	PB9	SB5	12
	PB14	SB8	10
INTERSECTION SUBTOTAL			**517**

EQUIPMENT GROUNDING CONDUCTORS & PULL BOX JUMPERS CONT'D

ID	FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
STH 17 & CTH C / TIMBER DR			
EQUIPMENT GROUNDING CONDUCTORS			
	CB3	SB1	84
	SB1	SB2	101
	SB2	SB3	91
	SB3	SB4	33
	SB4	SB5	22
	SB5	LB1	86
	LB1	SB6	144
	SB6	SB7	82
	SB7	SB8	89
	SB8	SB9	69
	SB9	SB10	64
	SB10	LB2	73
	LB2	SB11	75
	SB11	SB12	85
	SB12	SB13	94
	SB13	CB3	68
PULL BOX JUMPERS			
	PB21	SB13	14
	PB2	SB1	30
	PB3	SB2	17
	PB6	SB4	8
	PB7	LB1	25
	PB9	SB6	13
	PB12	SB7	11
	PB13	SB8	9
	PB14	SB9	8
	PB17	SB10	8
	PB18	SB12	13
	PB21	SB13	13
INTERSECTION SUBTOTAL			**1429**
STH 17 & STEVENS DR			
EQUIPMENT GROUNDING CONDUCTORS			
	SB1	SB2	33
	SB2	SB3	91
PULL BOX JUMPERS			
	PB3	SB2	11
INTERSECTION SUBTOTAL			**135**
PROJECT TOTAL (9040-03-71)			**2,442**

TRAFFIC SIGNALS

ID	BASE NO.	STATION	LOCATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	NOTES
STH 17 & CTH P / LINCOLN ST									
	SB3	79+08	STH 17 NB	3' LT	1	--	--	--	SALAVAGED EQUIPMENT ON NEW BASE
	SB12	39+57	LINCOLN ST	5' LT	1	--	--	--	SALAVAGED EQUIPMENT ON NEW BASE
			INTERSECTION SUBTOTAL		**2**	**0**	**0**	**0**	
STH 17 & N. SHORE / EISNEHOWER DR									
	SB2	49+20	EISENHOWER	8' LT	1	--	--	--	SALAVAGED EQUIPMENT ON NEW BASE
	SB5	94+41	STH 17 NB	3' RT	1	--	--	--	SALAVAGED EQUIPMENT ON NEW BASE
	SB8	50+60	EISENHOWER	2' RT	1	--	--	--	SALAVAGED EQUIPMENT ON NEW BASE
			INTERSECTION SUBTOTAL		**3**	**0**	**0**	**0**	
STH 17 & CTH C / TIMBER DR									
	SB1	59+01	TIMBER DR	36' RT	1	--	1	--	SALAVAGED EQUIPMENT ON NEW BASE
	SB2	58+79	TIMBER DR	13' LT	1	--	--	--	SALAVAGED EQUIPMENT ON NEW BASE
	SB4	58+94	TIMBER DR	44' LT	--	--	2	--	
	SB6	123+60	STH 17 NB	3' LT	1	--	--	--	SALAVAGED EQUIPMENT ON NEW BASE
	SB7	59+82	TIMBER DR	73' LT	--	--	1	--	
	SB12	122+33	STH 17 SB	3' RT	1	--	--	--	SALAVAGED EQUIPMENT ON NEW BASE
	SB13	59+22	TIMBER DR	51' RT	--	1	--	--	SALAVAGED EQUIPMENT ON NEW BASE
			INTERSECTION SUBTOTAL		**4**	**1**	**4**	**0**	
STH 17 & STEVENS ST									
	SB2	79+16	STEVENS ST	41' RT	1	--	1	1	SALAVAGED EQUIPMENT ON NEW BASE
	SB4	79+31	STEVENS ST	39' LT	--	--	1	1	
			INTERSECTION SUBTOTAL		**1**	**0**	**2**	**2**	
			PROJECT TOTAL (9040-03-71)		**10**	**1**	**6**	**2**	

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0201.01 EA	661.0201.02 EA	661.0201.03 EA	661.0201.04 EA
STH 17 & CTH P / LINCOLN ST	1	--	--	--
STH 17 & N. SHORE / EISNEHOWER PKWY	--	1	--	--
STH 17 & CTH C / TIMBER DR	--	--	1	--
STH 17 & STEVENS ST	--	--	--	1
PROJECT TOTAL (9040-03-71)	**1**	**1**	**1**	**1**

TEMPORARY VEHICLE DETECTION

LOCATION	SPV.0060.09 EA	SPV.0060.10 EA	SPV.0060.11 EA	SPV.0060.12 EA
STH 17 & CTH P / LINCOLN ST	1	--	--	--
STH 17 & N. SHORE / EISNEHOWER PKWY	--	1	--	--
STH 17 & CTH C / TIMBER DR	--	--	1	--
STH 17 & STEVENS ST	--	--	--	1
PROJECT TOTAL (9040-03-71)	**1**	**1**	**1**	**1**

SAWING PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
STAGE 2 - SOUTHBOUND STH 17							
0010	78+34	-	78+36	STH 17 LT	-	3	CURB & GUTTER
0010	78+36	-	78+87	STH 17 LT	47	-	
0010	78+87	-	78+88	STH 17 LT	-	1	CURB & GUTTER
0010	78+91	-	78+93	STH 17 LT	-	2	CURB & GUTTER
0010	78+93	-	79+16	STH 17 LT	24	-	
0010	79+16	-	79+18	STH 17 LT	-	2	CURB & GUTTER
0010	93+01	-	93+01	STH 17 LT	-	5	SIDEWALK
0010	93+49	-	93+52	STH 17 LT	-	2	CURB & GUTTER
0010	93+52	-	93+83	STH 17 LT	31	-	
0010	93+83	-	93+84	STH 17 LT	-	1	CURB & GUTTER
0010	93+87	-	93+88	STH 17 LT	-	1	CURB & GUTTER
0010	93+88	-	94+04	STH 17 LT	15	-	
0010	94+04	-	94+06	STH 17 LT	-	2	CURB & GUTTER
0010	94+06	-	94+12	STH 17 LT	-	6	SIDEWALK
0010	94+43	-	94+46	STH 17 LT	-	5	SIDEWALK
0010	96+89	-	96+90	STH 17 LT	-	5	SIDEWALK
0010	97+95	-	97+95	STH 17 LT	-	5	SIDEWALK
0010	122+45	-	122+48	STH 17 LT	-	5	SIDEWALK
0010	123+15	-	123+17	STH 17 LT	-	3	CURB & GUTTER
0010	123+17	-	123+45	STH 17 LT	34	-	
0010	123+45	-	123+46	STH 17 LT	-	1	CURB & GUTTER
0010	123+49	-	123+50	STH 17 LT	-	2	CURB & GUTTER
0010	123+50	-	123+64	STH 17 LT	17	-	
0010	123+64	-	123+66	STH 17 LT	-	3	CURB & GUTTER
0010	123+74	-	123+78	STH 17 LT	-	5	SIDEWALK
0010	124+31	-	124+31	STH 17 LT	-	5	SIDEWALK
0010	136+04	-	136+04	STH 17 LT	-	5	SIDEWALK
0010	136+43	-	136+46	STH 17 LT	-	3	CURB & GUTTER
0010	136+46	-	136+76	STH 17 LT	30	-	
0010	136+76	-	136+78	STH 17 LT	-	3	CURB & GUTTER
0010	137+17	-	137+17	STH 17 LT	-	5	SIDEWALK
0010	147+92	-	147+92	STH 17 LT	-	5	SIDEWALK
0010	148+19	-	148+24	STH 17 LT	-	5	SIDEWALK
0010	148+28	-	148+30	STH 17 LT	-	2	CURB & GUTTER
0010	148+30	-	148+64	STH 17 LT	35	-	
0010	148+64	-	148+66	STH 17 LT	-	2	CURB & GUTTER
0010	149+00	-	149+00	STH 17 LT	-	5	SIDEWALK
0010	153+74	-	153+74	STH 17 LT	-	5	SIDEWALK
0010	154+06		154+47	STH 17 LT	41	-	DRIVEWAY
0010	154+77	-	154+77	STH 17 LT	-	5	SIDEWALK
0010	166+60	-	166+63	STH 17 LT	-	5	SIDEWALK
0010	166+84	-	166+85	STH 17 LT	-	2	CURB & GUTTER
0010	166+99	-	167+22	STH 17 LT	29	-	
0010	167+37	-	167+57	STH 17 LT	25	-	
0010	167+56	-	167+58	STH 17 LT	-	3	CURB & GUTTER
0010	167+57	-	167+59	STH 17 LT	-	3	CURB & GUTTER
0010	167+64	-	167+66	STH 17 LT	-	3	CURB & GUTTER
0010	173+00	-	173+00	STH 17 LT	64	3	BOP/CURB & GUTTER

SAWING PAVEMENT CONTINUED

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
STAGE 3 - NORTHBOUND STH 17							
0010	77+43	-	77+46	STH 17 RT	-	3	CURB & GUTTER
0010	77+46	-	77+65	STH 17 RT	24	-	
0010	77+65	-	77+66	STH 17 RT	-	1	CURB & GUTTER
0010	77+69	-	77+70	STH 17 RT	-	2	CURB & GUTTER
0010	77+70	-	77+97	STH 17 RT	34	-	
0010	77+97	-	77+99	STH 17 RT	-	2	CURB & GUTTER
0010	93+31	-	93+34	STH 17 RT	-	3	CURB & GUTTER
0010	93+34	-	93+58	STH 17 RT	24	-	
0010	93+58	-	93+59	STH 17 RT	-	1	CURB & GUTTER
0010	93+62	-	93+64	STH 17 RT	-	1	CURB & GUTTER
0010	93+64	-	93+98	STH 17 RT	34	-	
0010	93+98	-	94+00	STH 17 RT	-	2	CURB & GUTTER
0010	94+26	-	94+35	STH 17 RT	-	9	SIDEWALK
0010	121+89	-	122+07	STH 17 RT	17	-	
0010	122+07	-	122+08	STH 17 RT	-	2	CURB & GUTTER
0010	122+11	-	122+12	STH 17 RT	-	2	CURB & GUTTER
0010	122+12	-	122+47	STH 17 RT	34	-	
0010	122+47	-	122+50	STH 17 RT	-	3	CURB & GUTTER
0010	123+30	-	123+33	STH 17 RT	-	5	SIDEWALK
0010	123+50	-	123+51	STH 17 RT	-	5	SIDEWALK
0010	136+00	-	136+00	STH 17 RT	-	5	SIDEWALK
0010	136+28	-	136+33	STH 17 RT	-	5	SIDEWALK
0010	136+51	-	136+83	STH 17 RT	32	-	
0010	148+22	-	148+25	STH 17 RT	-	3	CURB & GUTTER
0010	148+25	-	148+55	STH 17 RT	30	-	
0010	148+55	-	148+58	STH 17 RT	-	3	CURB & GUTTER
0010	161+45		162+67	STH 17 RT	122	-	
0010	173+00	-	173+00	STH 17 RT	-	2	CURB & GUTTER
STAGE 4							
0010	18+82	-	19+09	STH 17 RT	29	-	
0010	19+23	-	19+54	STH 17 LT	30	-	
0010	33+65	-	33+98	STH 17 RT	33	-	
				TOTAL 0010	**835**	**183**	

REPAIRING INLETS AND MANHOLES

CATEGORY	STATION	LOCATION	SPV.0060.04 REPAIRING INLETS AND MANHOLES EACH	REMARKS
STAGE 2 - SOUTHBOUND STH 17				
0010	76+65	STH 17	1	STRUCTURE #50
0010	78+66	LINCOLN ST	1	STRUCTURE #64
0010	78+72	LINCOLN ST	1	STRUCTURE #64A
0010	78+61	LINCOLN ST	1	STRUCTURE #65
0010	78+67	LINCOLN ST	1	STRUCTURE #65A
0010	83+22	STH 17	1	STRUCTURE #75
0010	83+21	STH 17	1	STRUCTURE #76
0010	91+00	STH 17	1	STRUCTURE #85
0010	90+99	STH 17	1	STRUCTURE #86
0010	96+75	STH 17	1	STRUCTURE #92A
0010	99+50	STH 17	1	STRUCTURE #95
0010	99+50	STH 17	1	STRUCTURE #96
0010	104+00	STH 17	1	STRUCTURE #100
0010	104+00	STH 17	1	STRUCTURE #101
0010	108+50	STH 17	1	STRUCTURE #105
0010	108+51	STH 17	1	STRUCTURE #106
0010	108+89	STH 17	1	STRUCTURE #110
0010	108+90	STH 17	1	STRUCTURE #111
0010	112+50	STH 17	1	STRUCTURE #115
0010	112+49	STH 17	1	STRUCTURE #116
0010	116+69	STH 17	1	STRUCTURE #119
0010	120+53	STH 17	1	STRUCTURE #123
0010	120+51	STH 17	1	STRUCTURE #124
0010	123+25	TIMBER DR	1	STRUCTURE #131
0010	123+21	TIMBER DR	1	STRUCTURE #132
0010	126+25	STH 17	1	STRUCTURE #143
STAGE 3 - NORTHBOUND STH 17				
0010	76+65	STH 17	1	STRUCTURE #51
0010	77+45	CTH P	1	STRUCTURE #52A
0010	99+50	STH 17	1	STRUCTURE #93
0010	104+00	STH 17	1	STRUCTURE #98
0010	104+00	STH 17	1	STRUCTURE #99
0010	108+50	STH 17	1	STRUCTURE #103
0010	108+48	STH 17	1	STRUCTURE #104
0010	108+88	STH 17	1	STRUCTURE #108
0010	108+88	STH 17	1	STRUCTURE #109
0010	112+49	STH 17	1	STRUCTURE #113
0010	112+50	STH 17	1	STRUCTURE #114
0010	120+51	STH 17	1	STRUCTURE #126
0010	123+50	STH 17	1	STRUCTURE #137
0010	123+50	STH 17	1	STRUCTURE #138
0010	123+59	STH 17	1	STRUCTURE #139
0010	126+25	STH 17	1	STRUCTURE #145
		TOTAL 0010	**42**	

ADJUSTING WATER VALVE BOXES

CATEGORY	STATION	OFFSET	LOCATION	SPV.0060.01 ADJUSTING WATER VALVE BOXES EACH	REMARKS
0020	93+56	72' LT	EISENHOWER PKWY	1	
0020	93+57	84' LT	EISENHOWER PKWY	1	
0020	148+32	62' LT	NAVAJO ST	1	
0020	148+35	60' LT	NAVAJO ST	1	
0020	148+35	66' LT	NAVAJO ST	1	
0020	148+38	62' LT	NAVAJO ST	1	
			TOTAL 0020	**6**	

ADJUSTING SANITARY MANHOLE COVERS

CATEGORY	STATION	OFFSET	LOCATION	SPV.0060.02 ADJUSTING SANITARY MANHOLE COVERS EACH	REMARKS
0020	93+77	118' LT	EISENHOWER PKWY	1	
0020	122+50	21" LT	STH 17 LT	1	
0020	125+75	7' LT	STH 17 LT	1	
0020	136+62	8" LT	STH 17	1	
0020	136+63	33' RT	STH 17 RT	1	
0020	143+74	8" LT	STH 17	1	
0020	148+42	8" LT	STH 17	1	
0020	162+03	9' LT	STH 17	1	
			TOTAL 0020	**8**	

MOUNTABLE CURB PLATE

CATEGORY	STATION	LOCATION	SPV.0060.03 MOUNTABLE CURB PLATE EACH	REMARKS
0010	78+63	LINCOLN ST	2	
0010	79+01	STH 17	2	
0010	94+31	STH 17	2	
0010	123+24	TIMBER DR	2	
0010	123+50	STH 17	2	
		TOTAL 0010	**10**	

PROTECTIVE THERMOPLASTIC COATING AT SNOWMOBILE TRAIL CROSSING

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0180.01 PROTECTIVE THERMOPLASTIC COATING AT SNOWMOBILE TRAIL CROSSING SY	REMARKS
0010	5+49	-	5+64	STH 17	87	HMA EXTENSION AND TAPER QUANTITY SHOWN ON HMA SHEET
0010	88+92	-	89+07	STH 17	80	
0010	164+33	-	164+49	STH 17	84	
				TOTAL 0010	**251**	

TRANSPORTATION PROJECT PLAT NO: 9040-03-21-4.01

THAT PART OF THE NORTHEAST ¼ OF THE SOUTHWEST ¼, AND PART OF THE SOUTHEAST ¼ OF THE SOUTHWEST ¼, TOWN OF PELICAN, AND THAT PART OF LOT 1, VOLUME 22 OF CERTIFIED SURVEY MAPS, PAGE 4653, MAP NO. 4653, DOC. NO. 776951, LOCATED IN AND INCLUDING THAT PART OF THE NORTHEAST ¼ OF THE SOUTHWEST ¼, CITY OF RHINELANDER, ALL IN SECTION 4, T36N, R9E, ONEIDA COUNTY, WISCONSIN.

RELOCATION ORDER - STH 17 RHINELANDER - EAGLE RIVER (USH 8 TO STEVENS STREET) ONEIDA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, 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 SECTION 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 SECTIONS 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL EXISTING IRON PINS ARE 1" I.D. IRON PIPES UNLESS OTHERWISE NOTED.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 17 SHOWN HEREIN BASED ON DEDICATION SHOWN ON VOLUME 22 OF CERTIFIED SURVEY MAPS, ON PAGE 4653, DOCUMENT NO. 776951, VOLUME 20 OF CERTIFIED SURVEY MAPS, ON PAGE 4444, DOCUMENT NO. 758236 AND PROJECT PLAT 9040-05-21, AND PREVIOUS PROJECT PLAT 9040-05-22.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH P SHOWN HEREIN BASED ON DEDICATION SHOWN ON PREVIOUS PROJECT PLAT 9040-05-21 AND PREVIOUS PROJECT PLAT 9040-05-22.

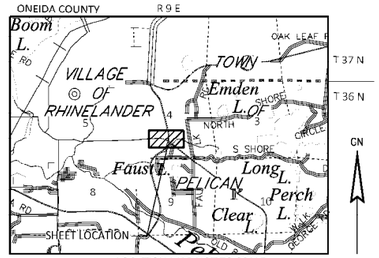
EXISTING HIGHWAY RIGHT-OF-WAY FOR LINCOLN STREET SHOWN HEREIN BASED ON DEDICATION SHOWN ON VOLUME 20 OF CERTIFIED SURVEY MAPS, ON PAGE 4444, DOCUMENT NO. 758236 AND PREVIOUS PROJECT PLAT 9040-05-22.

EXISTING ACCESS CONTROL ALONG STH 17 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECT PLAT 9040-05-22, VOLUME 22 OF CERTIFIED SURVEY MAPS, ON PAGE 4653, DOCUMENT 776951, AND VOLUME 20 OF CERTIFIED SURVEY MAPS, ON PAGE 4444, DOCUMENT NO. 758236.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	NEW R/W ACRES	EXISTING R/W ACRES	TOTAL R/W ACRES	TLE ACRES
1	MICHAEL R. HOERCHLER	FEE & TLE	0.028	------	0.028	0.046
2	J&W RHINELANDER, LLC	FEE & TLE	0.007	------	0.007	0.007
3	DAVID W. MEINNERT	FEE & TLE	0.013	------	0.013	0.013
4	KT REAL ESTATE HOLDINGS LLC	FEE & TLE	0.009	------	0.009	0.010

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.



LOCATION MAP NOT TO SCALE

Doc No: 828581
Recorded on
12/7/2021 11:36 AM
KYLE J FRANSON
REGISTER OF DEEDS
ONEIDA COUNTY, WI
Fee Amount:

This document has been electronically recorded

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 9040-03-21-4.01
SHEET 1 OF 2

0 50 100
SCALE, FEET
GN

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS
100	79+85.75	69.09'LT	163110.272	272650.415
102	79+89.09	92.73'LT	163119.093	272628.223
103	82+27.88	87.14'LT	163328.608	272654.186
104	83+69.28	73.11'LT	163469.201	272659.836
105	85+42.35	88.91'LT	163631.954	272632.894
107	85+51.42	47.99'LT	163647.055	272671.988

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS
T150	79+90.53	102.96'LT	163122.911	272618.620
T151	81+59.91	107.93'LT	163269.329	272636.764
T152	81+59.45	102.95'LT	163268.714	272641.726
T153	82+28.59	92.09'LT	163329.017	272649.198
T154	83+69.27	78.14'LT	163468.890	272654.820
T155	85+41.24	93.90'LT	163630.114	272628.131

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
100-102	N68°19'18"W	23.88'
102-103	N07°03'50"E	211.12'
103-104	N02°18'05"E	140.71'
104-105	N09°23'58"W	164.97'
105-107	N68°52'48"E	41.91'

CURVE 1
PI STA = 74+44.59
Y = 162490.108
X = 272655.115
DELTA = 50°41'27" LT
D = 5°26'47"
T = 498.30'
L = 930.73'
R = 1052.00'
PC STA = 69+46.29
Y = 162223.753
X = 272233.977
PT STA = 78+77.01
Y = 162984.696
X = 272715.819
DB = N57°41'17"E
DA = N06°59'50"E

SUBCURVE 1
STA 69+46.29
TO 75+66.50
L=620.22'
R=1052.00'
LCH=611.27'
LCB=S40°47'55"W

SUBCURVE 2
STA 75+66.50
TO 78+77.01
L=310.51'
R=1052.00'
LCH=309.39'
LCB=S15°27'11"W

PI STA = 83+47.39
Y = 163451.569
X = 272773.120
DELTA = 20°49'53" LT
D = 4°12'58"
T = 249.81'
L = 494.10'
R = 1359.00'
PC STA = 80+97.58
Y = 163203.622
X = 272742.689
PT STA = 85+91.68
Y = 163694.130
X = 272713.389
DB = N06°59'50"E
DA = N13°50'03"W

FOUND ALUMINUM MONUMENT
Y=161831.298
X=272599.012

FOUND ALUMINUM MONUMENT
Y=167320.891
X=272819.642

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

I, JACOB S. JENSEN, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 9040-03-21-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

JACOB S. JENSEN — DECEMBER 6, 2021
REGISTRATION NUMBER: S-2961

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTH CENTRAL REGION.

BRENT L. STELLA — 12-6-2021
309

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\RW\4.01.DWG
APPRAISAL PLAT DATE : 11-11-2021
PLOT DATE : 12/6/2021 1:46 PM
PLOT BY : BOSTEDT, JILL
PLOT NAME :
PLOT SCALE : ##########

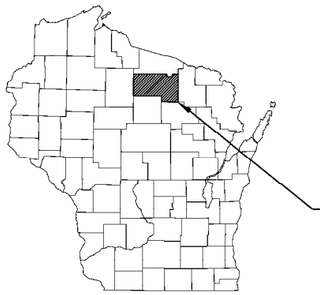
9040-03-21-4.01

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 9040-03-21

RHINELANDER - EAGLE RIVER (USH 8 TO STEVENS STREET)

STH 17
ONEIDA COUNTY



CONVENTIONAL SYMBOLS

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

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NEW ACCESS (NEW HIGHWAY)
BRIDGE

R/W MONUMENT TO BE SET
NON-MONUMENTED R/W POINT
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN
COMPENSABLE
NON-COMPENSABLE
PARCEL NUMBER
UTILITY NUMBER

CONVENTIONAL ABBREVIATIONS

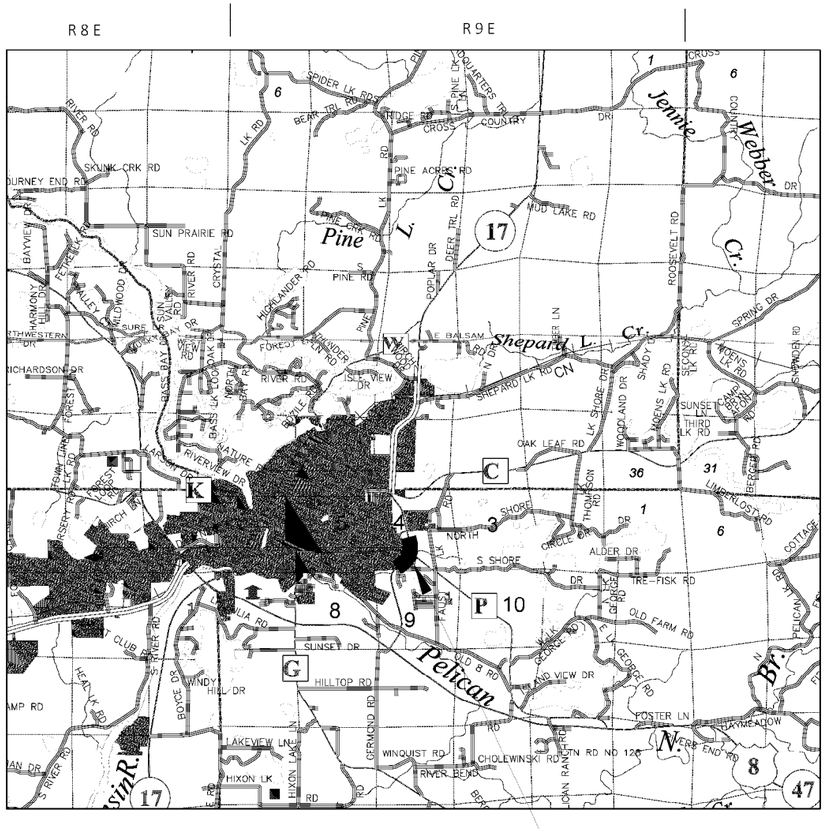
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	POINT OF BEGINNING	POB
ALUMINUM	ALUM	POINT OF CURVATURE	PC
AND OTHERS	ET AL	PROPERTY LINE	PL
BACK	BK	RECORDED AS	(100')
BLOCK	BLK	REFERENCE LINE	R/L
BUILDING	BLDG	REMAINING	REM
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY 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	SUBDIVISION	SUBD
EASEMENT	EASE	TANGENT	TAN
EXISTING	EX	TELEPHONE PEDESTAL	TP
GAS VALVE	GV	TEMPORARY LIMITED EASEMENT	TLE
GRID NORTH	GN	TRANSPORTATION PROJECT PLAT	TPP
HIGHWAY EASEMENT	HE	UNITED STATES HIGHWAY	USH
HOUSE	HSE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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



LAYOUT
SCALE 0 1.0 MI

GN

NOTES:
THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 9040-03-21.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

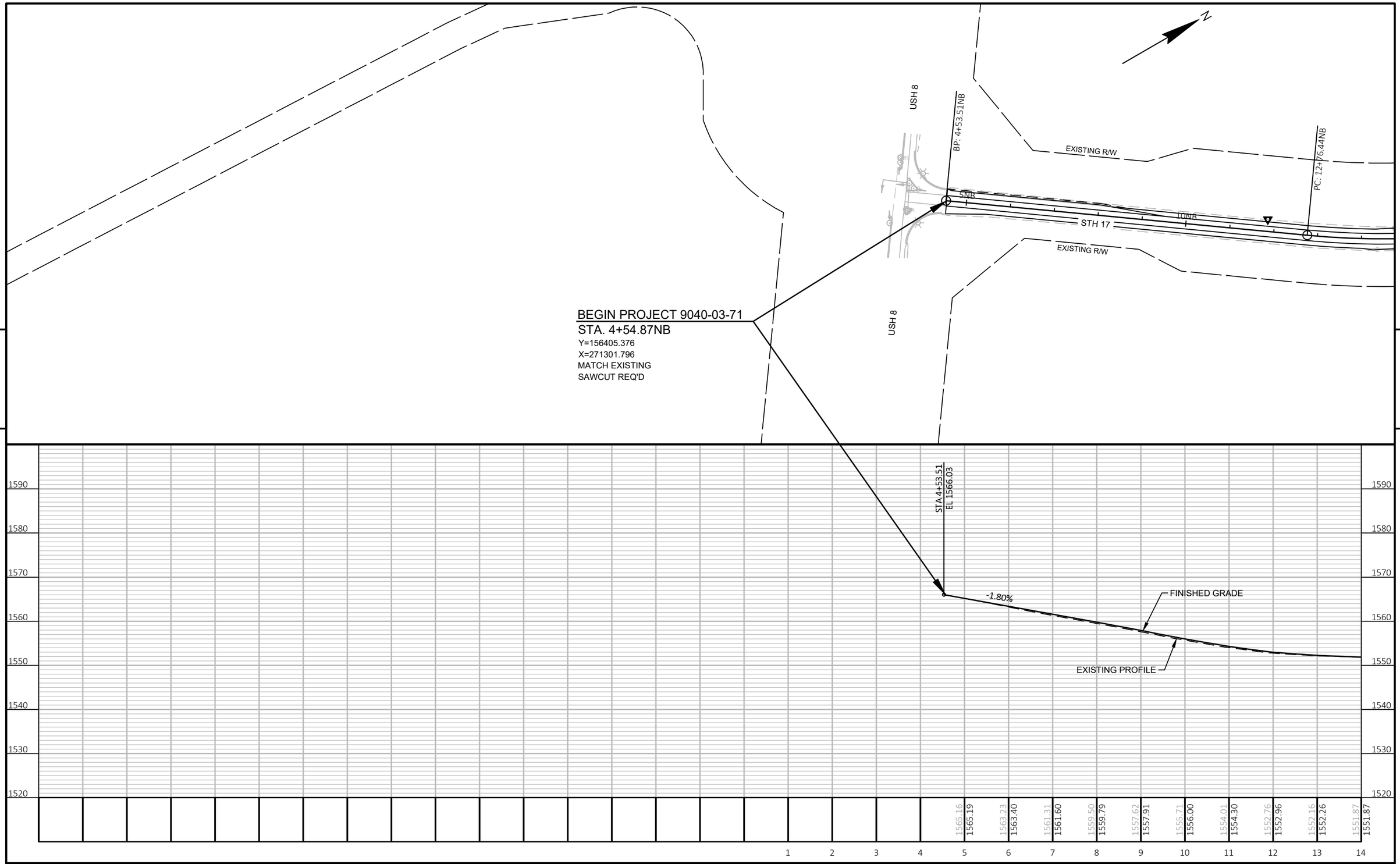
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN RHINELANDER.

PARCEL 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.

PROJECT NUMBER 9040-03-21-4.01
SHEET 2 OF 2
AMENDMENT NO:
310

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\RW\040101 TI.DWG
APPRAISAL DATE:
PLOT DATE : 12/1/2021 4:40 PM PLOT BY : AYRES ASSOCIATES PLOT NAME : 9040-03-21-4.01 PLOT SCALE : 1"=100'

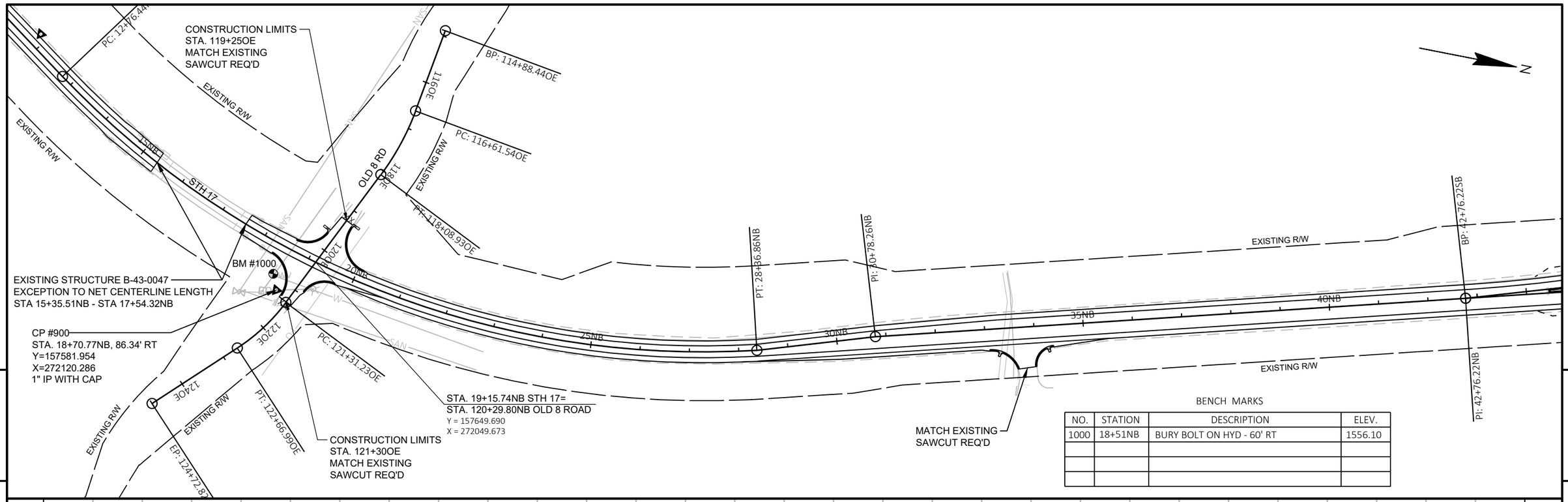


PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 NORTHBOUND	SHEET 311	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101 pp

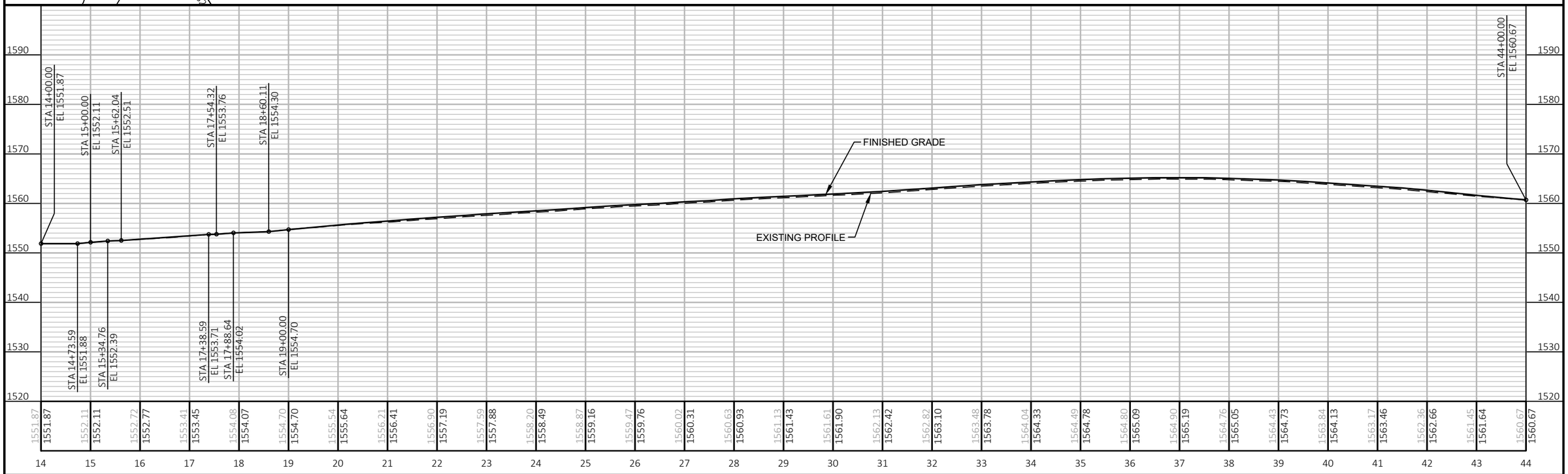
PLOT DATE : 7/28/2022 11:17 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1000	18+51NB	BURY BOLT ON HYD - 60' RT	1556.10

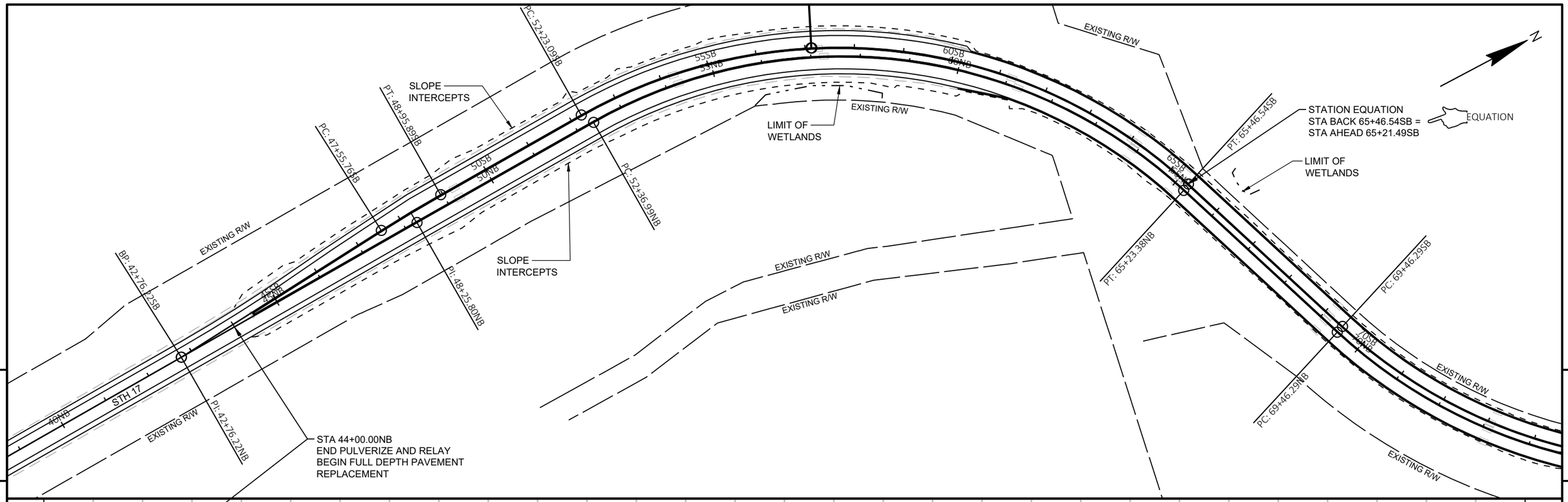


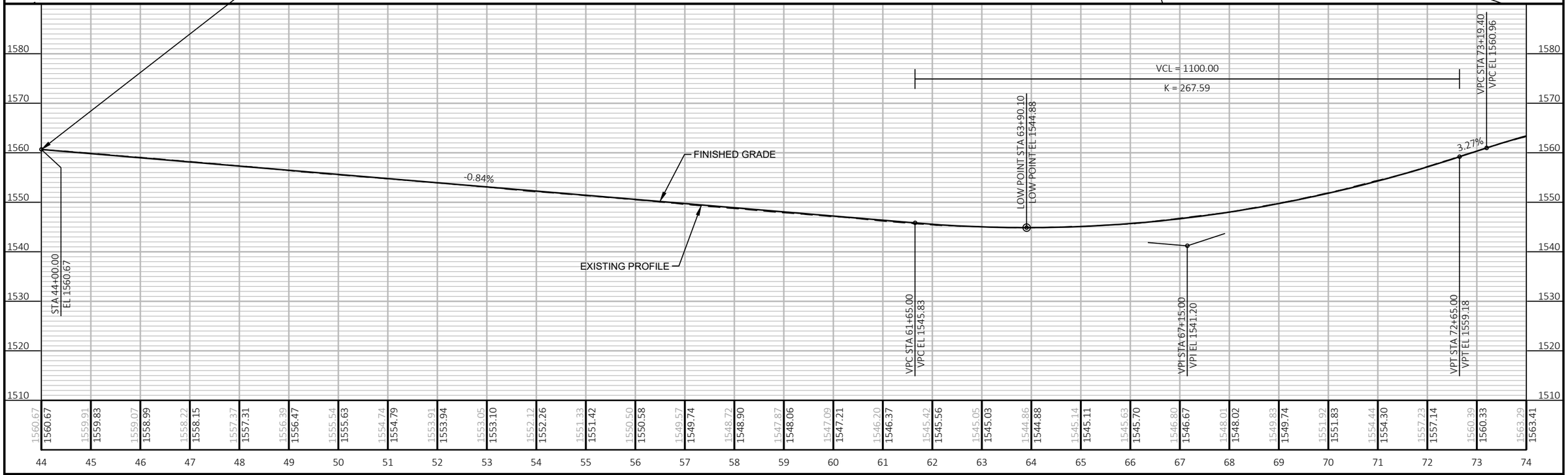
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 NORTHBOUND	SHEET 312	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050102 pp

PLOT DATE : 7/28/2022 11:17 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 NORTHBOUND	SHEET 313	E

STA. 78+20.88SB STH 17=
STA. 40+18.47L LINCOLN STREET
Y = 162945.091
X = 272693.981

CONSTRUCTION LIMITS
STA. 38+51L
MATCH EXISTING
SAWCUT REQ'D

STA. 93+74.11SB STH 17=
STA. 49+90.98E EISENHOWER WAY
Y = 164450.034
X = 272510.766

BM #1001

STATION EQUATION
STA BACK 78+62.86SB =
STA AHEAD 78+77.01SB
EQUATION

PT: 78+77.01SB

CP #901
STA. 77+07.52NB, 57.67' RT
Y=162802.733
X=272737.105
1" IP WITH CAP

R/W LINE

SLOPE INTERCEPT

PC: 80+97.58SB

TLE LINE

PT: 85+91.68SB

STATION EQUATION
STA BACK 85+85.86SB =
STA AHEAD 85+91.68SB
EQUATION

PC: 44+28.09E

CONSTRUCTION LIMITS
STA. 48+39.30E
MATCH EXISTING
SAWCUT REQ'D

PC: 49+48.04E

PT: 48+03.82E
SLOPE INTERCEPT

LIMIT OF WETLANDS

STA. 78+28.11NB STH 17=
STA. 40+35.64L LINCOLN STREET
Y = 162936.314
X = 272708.735

PT: 78+77.01NB

PC: 80+97.58NB

PT: 85+91.68NB

PT: 41+80.97L

CONSTRUCTION LIMITS
STA. 41+90L
MATCH EXISTING
SAWCUT REQ'D

SLOPE INTERCEPT

LIMIT OF WETLANDS

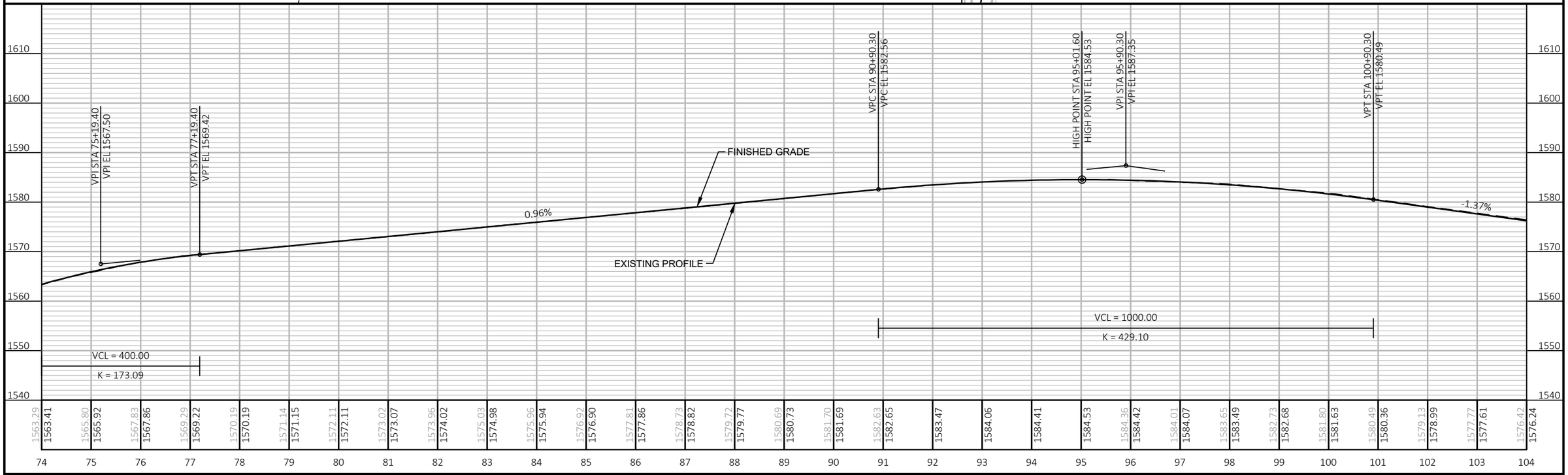
STA. 93+73.39NB STH 17=
STA. 50+07.00E EISENHOWER WAY
Y = 164453.159
X = 272526.474

CONSTRUCTION LIMITS
STA. 51+32.70E
MATCH EXISTING
SAWCUT REQ'D

PT: 53+47.36E

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1001	78+13NB	BURY BOLT ON HYD - 211' LT	1575.15

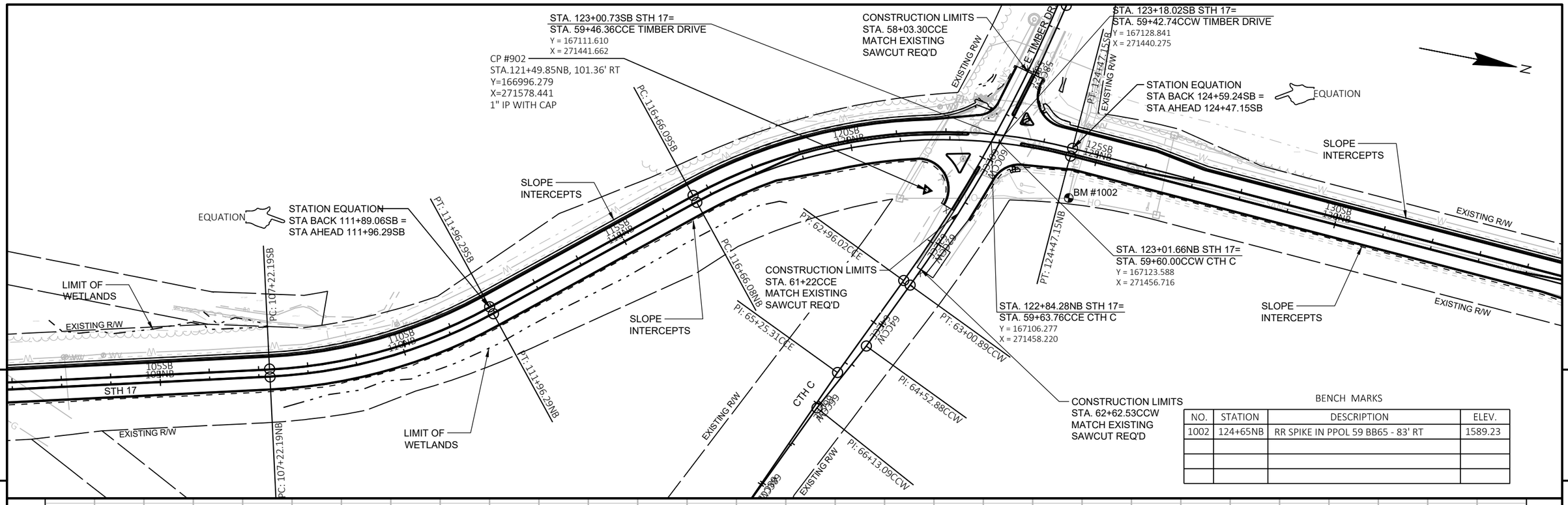


PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 NORTHBOUND	SHEET 314	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050104 pp

PLOT DATE : 7/28/2022 11:17 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



5

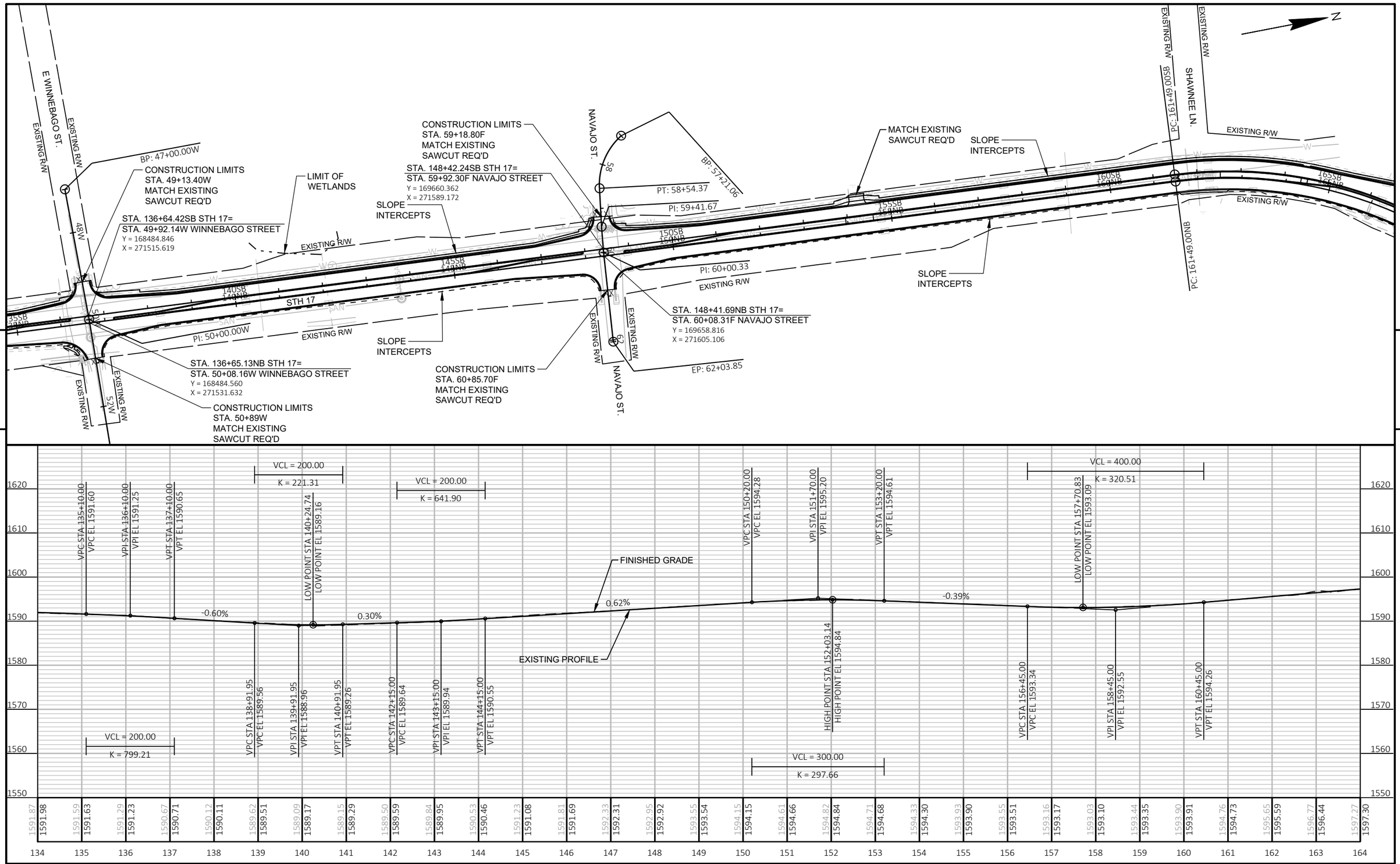
5

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 NORTHBOUND	SHEET 315	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050105 pp

PLOT DATE : 7/28/2022 11:17 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

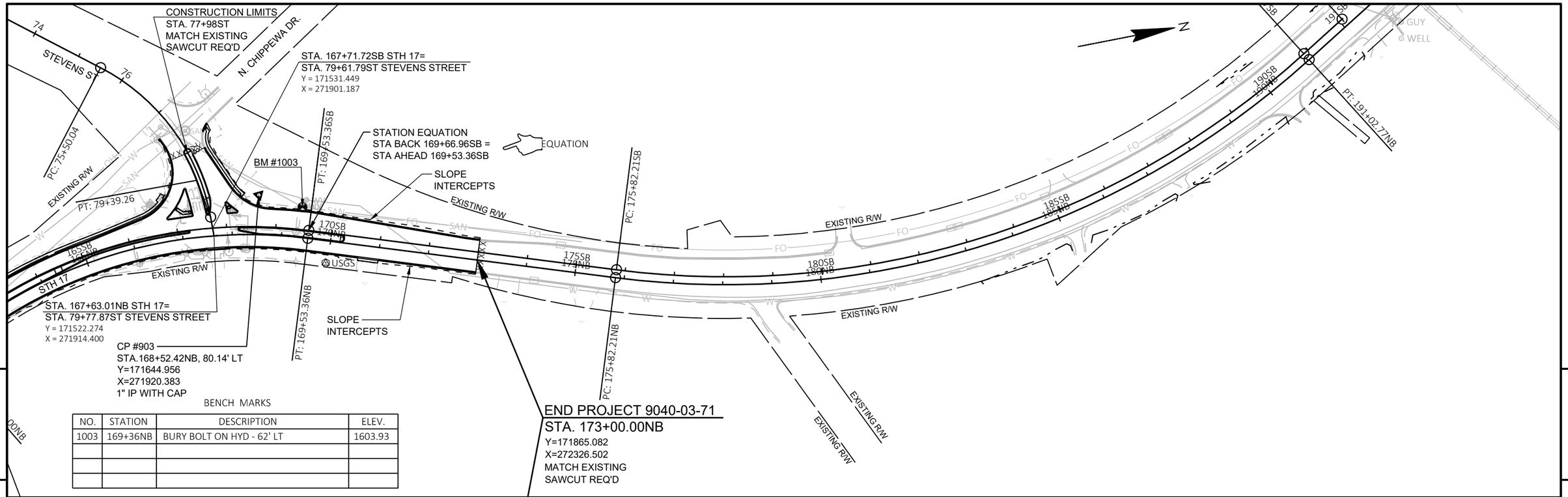


PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 NORTHBOUND	SHEET 316	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050106 pp

PLOT DATE : 7/28/2022 11:17 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

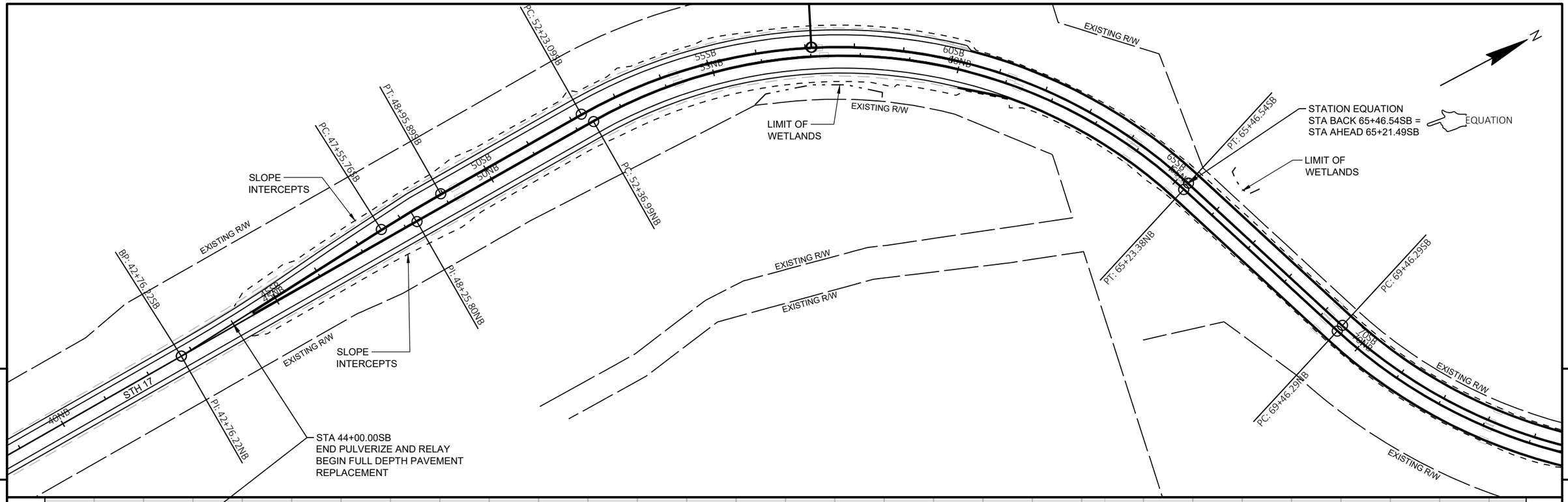
WISDOT/CADDS SHEET 44

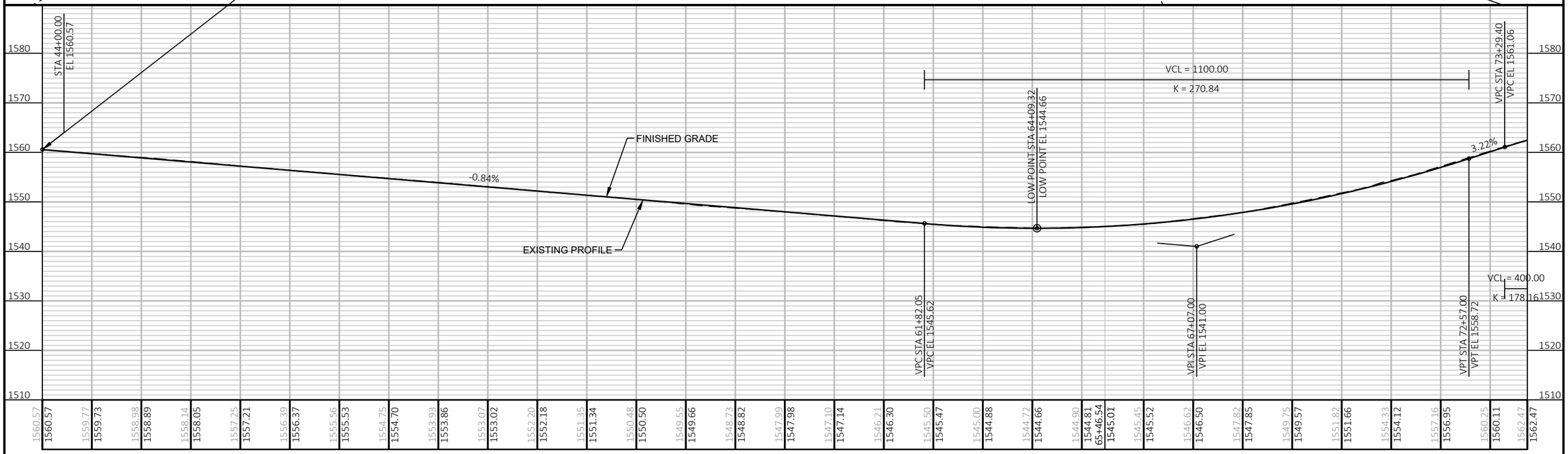


BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1003	169+36NB	BURY BOLT ON HYD - 62' LT	1603.93

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 NORTHBOUND	SHEET 317 E





PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 SOUTHBOUND	SHEET 318	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 050108 pp

PLOT DATE : 7/28/2022 11:17 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

STA. 78+20.88SB STH 17=
STA. 40+18.47L LINCOLN STREET
Y = 162945.091
X = 272693.981

CONSTRUCTION LIMITS
STA. 38+51L
MATCH EXISTING
SAWCUT REQ'D

STATION EQUATION
STA BACK 78+62.86SB =
STA AHEAD 78+77.01SB
EQUATION

BM #1001

PT: 78+77.01SB

STH 17

EXISTING R/W

CP #901
STA. 77+07.52NB, 57.67' RT
Y=162802.733
X=272737.105
1" IP WITH CAP

STA. 78+28.11NB STH 17=
STA. 40+35.64L LINCOLN STREET
Y = 162936.314
X = 272708.735

LINCOLN ST.

PT: 78+77.01NB

CONSTRUCTION LIMITS
STA. 41+90L
MATCH EXISTING
SAWCUT REQ'D

PT: 41+80.97L

PC: 80+97.58SB

R/W LINE

SLOPE INTERCEPT

TLE LINE

PC: 80+97.58NB

EXISTING R/W

SLOPE INTERCEPT

PT: 85+91.68SB

STATION EQUATION
STA BACK 85+85.86SB =
STA AHEAD 85+91.68SB
EQUATION

EXISTING R/W

PC: 49+48.04E

PT: 85+91.68NB

LIMIT OF WETLANDS

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1001	78+13NB	BURY BOLT ON HYD - 211' LT	1575.15

PC: 44+28.09E

CONSTRUCTION LIMITS
STA. 48+39.30E
MATCH EXISTING
SAWCUT REQ'D

EXISTING R/W

STA. 93+74.11SB STH 17=
STA. 49+90.98E EISENHOWER WAY
Y = 164450.034
X = 272510.766

EXISTING R/W

EXISTING R/W

PT: 48+03.82E
SLOPE INTERCEPT

EXISTING R/W

LIMIT OF WETLANDS

EXISTING R/W

STA. 93+73.39NB STH 17=
STA. 50+07.00E EISENHOWER WAY
Y = 164453.159
X = 272526.474

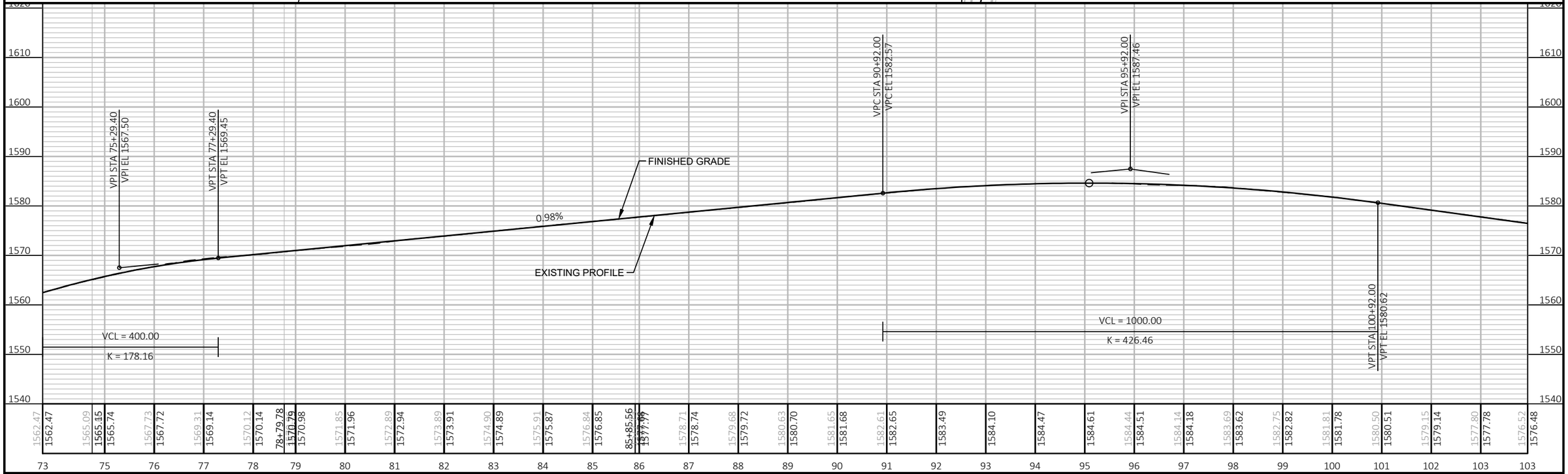
CONSTRUCTION LIMITS
STA. 51+32.70E
MATCH EXISTING
SAWCUT REQ'D

EXISTING R/W

N.SHORE DR.

EXISTING R/W

PT: 53+47.36E

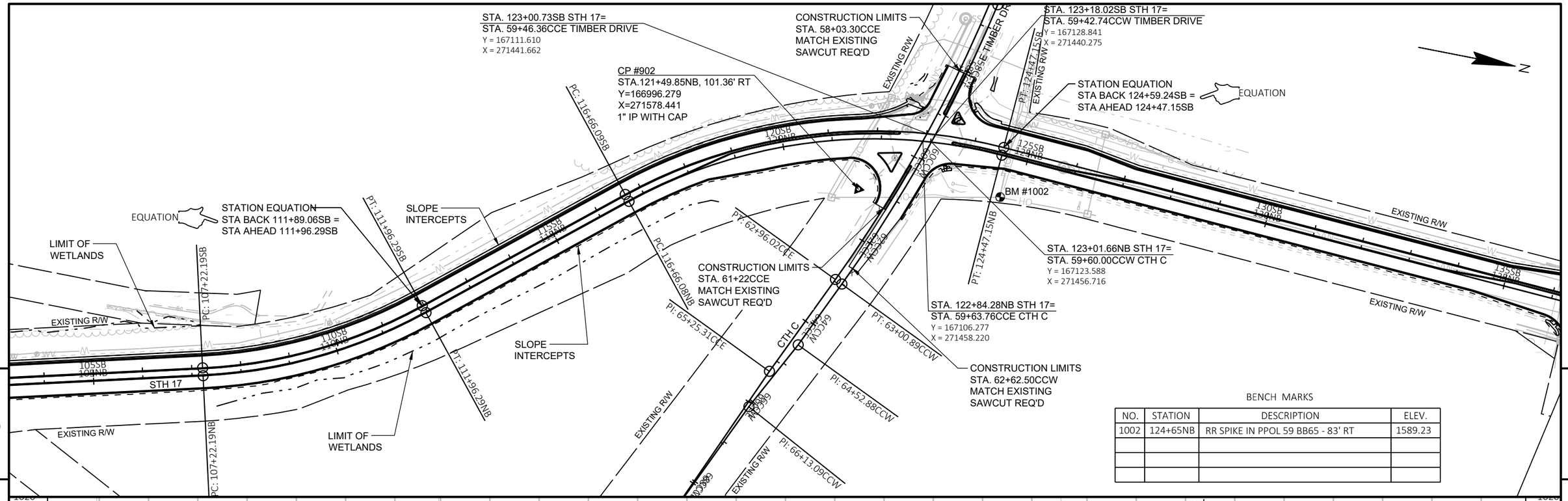


PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 SOUTHBOUND	SHEET 319 E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 050109 pp

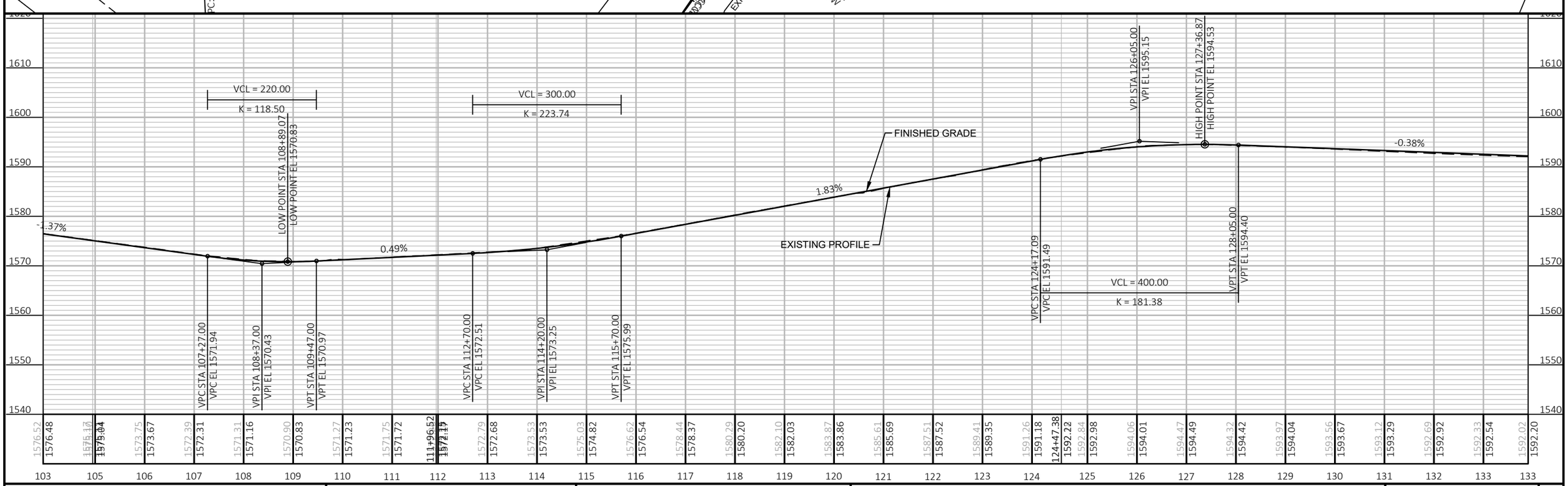
PLOT DATE : 7/28/2022 11:17 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



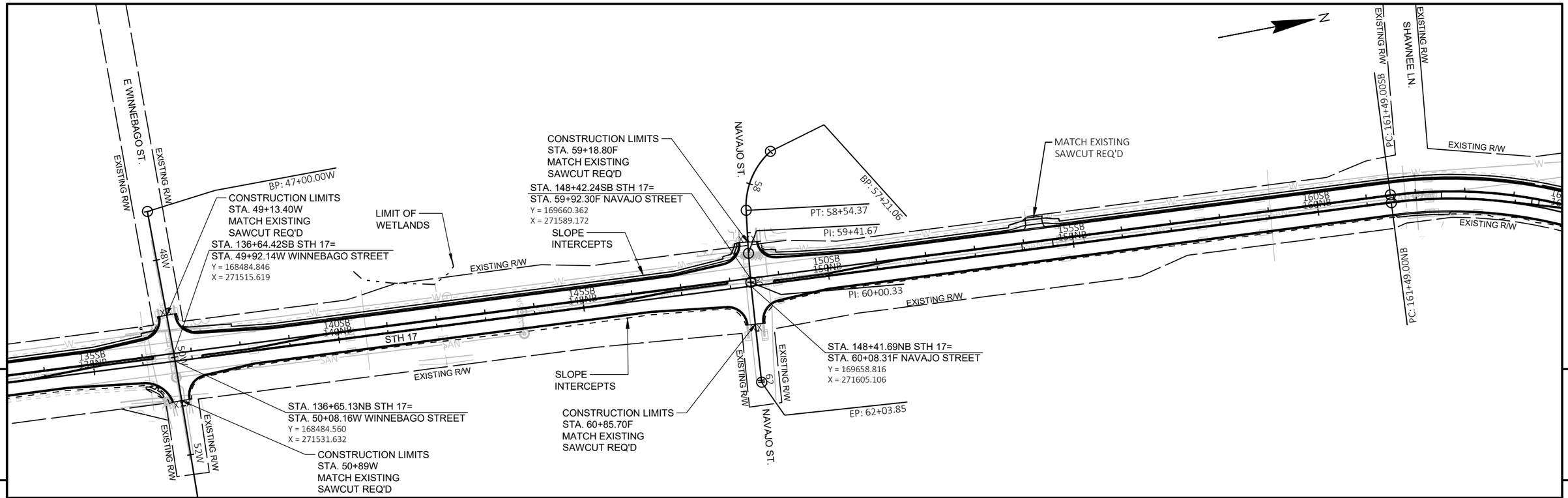
BENCH MARKS

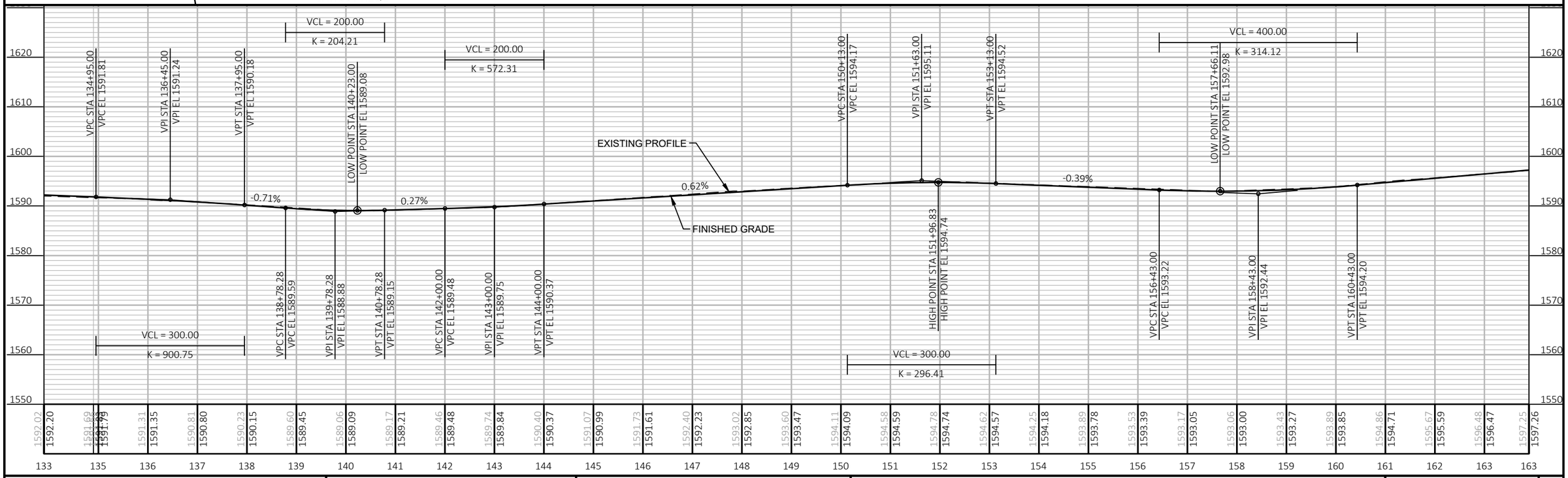
NO.	STATION	DESCRIPTION	ELEV.
1002	124+65NB	RR SPIKE IN PPOL 59 BB65 - 83' RT	1589.23



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 SOUTHBOUND	SHEET 320	E

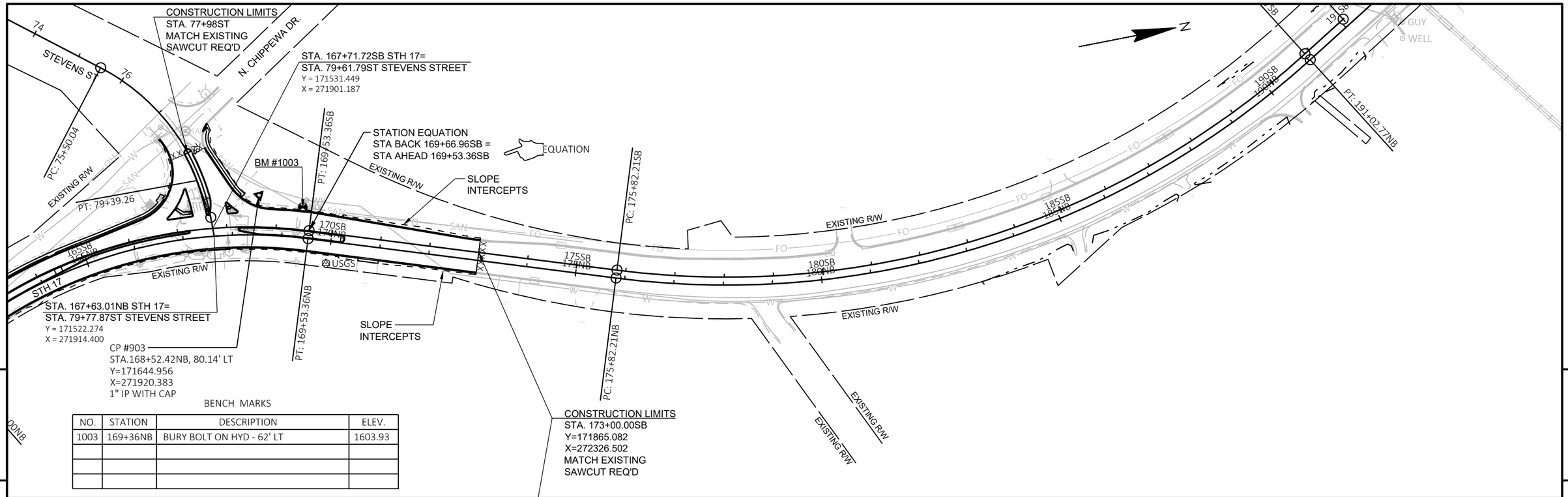
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 050110 pp
PLOT DATE : 7/28/2022 11:17 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 SOUTHBOUND	SHEET 321 E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 050111 pp
PLOT DATE : 7/28/2022 11:17 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

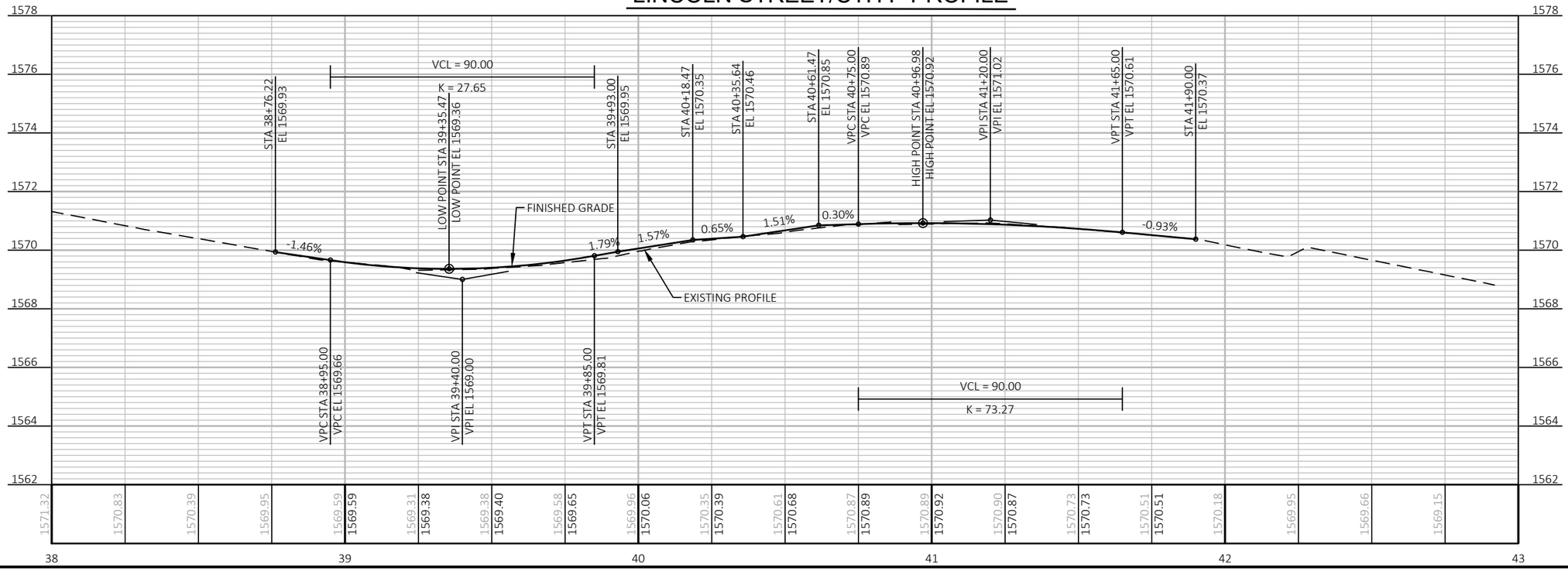


BENCH MARKS

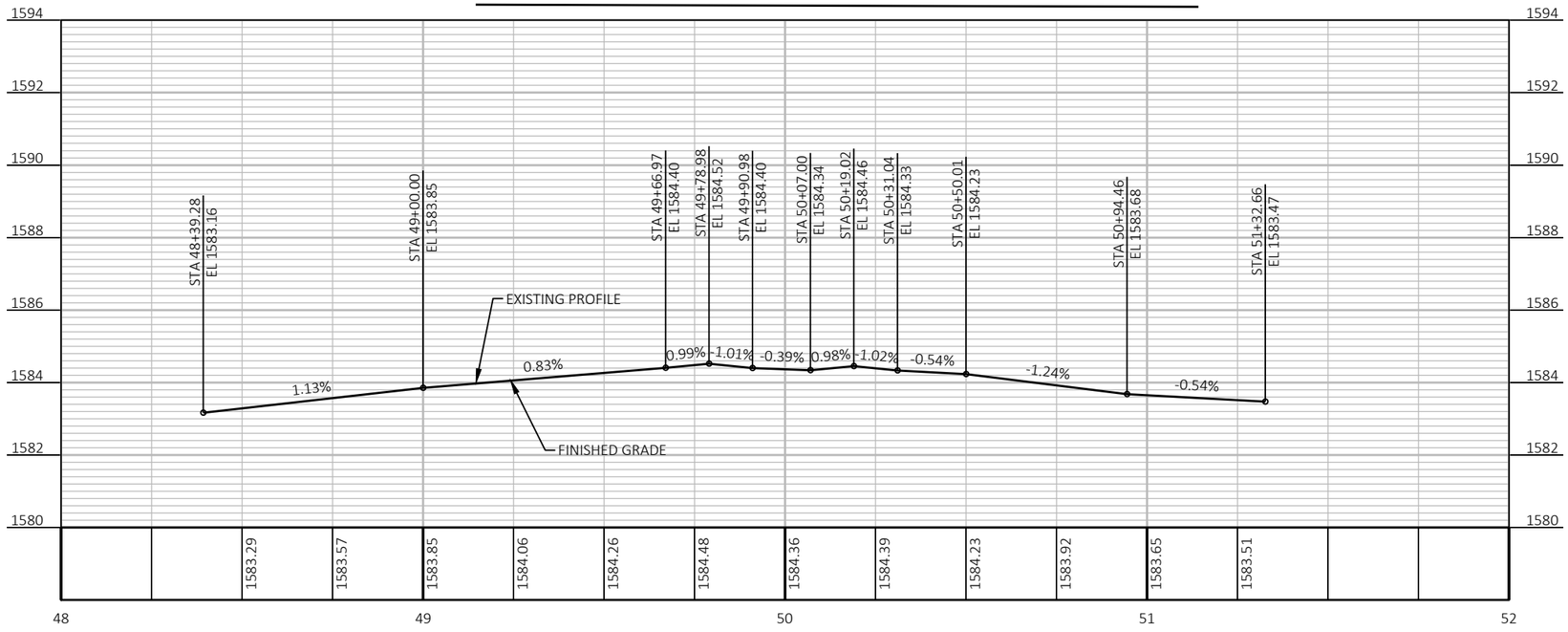
NO.	STATION	DESCRIPTION	ELEV.
1003	169+36NB	BURY BOLT ON HYD - 62' LT	1603.93

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 SOUTHBOUND	SHEET 322	E

LINCOLN STREET/CTH P PROFILE



EISENHOWER PARKWAY/N. SHORE DRIVE PROFILE



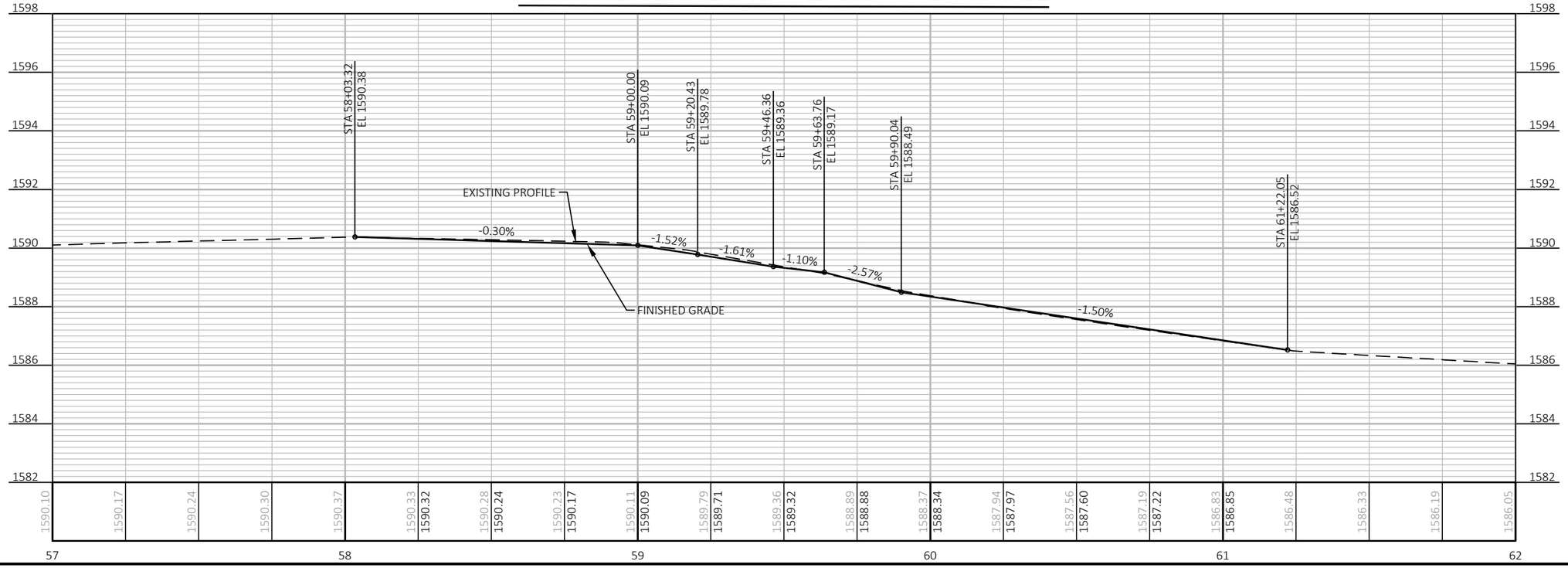
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PROFILE: SIDEROADS	SHEET 323	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\050301 PR.DWG
LAYOUT NAME - 050301-pr

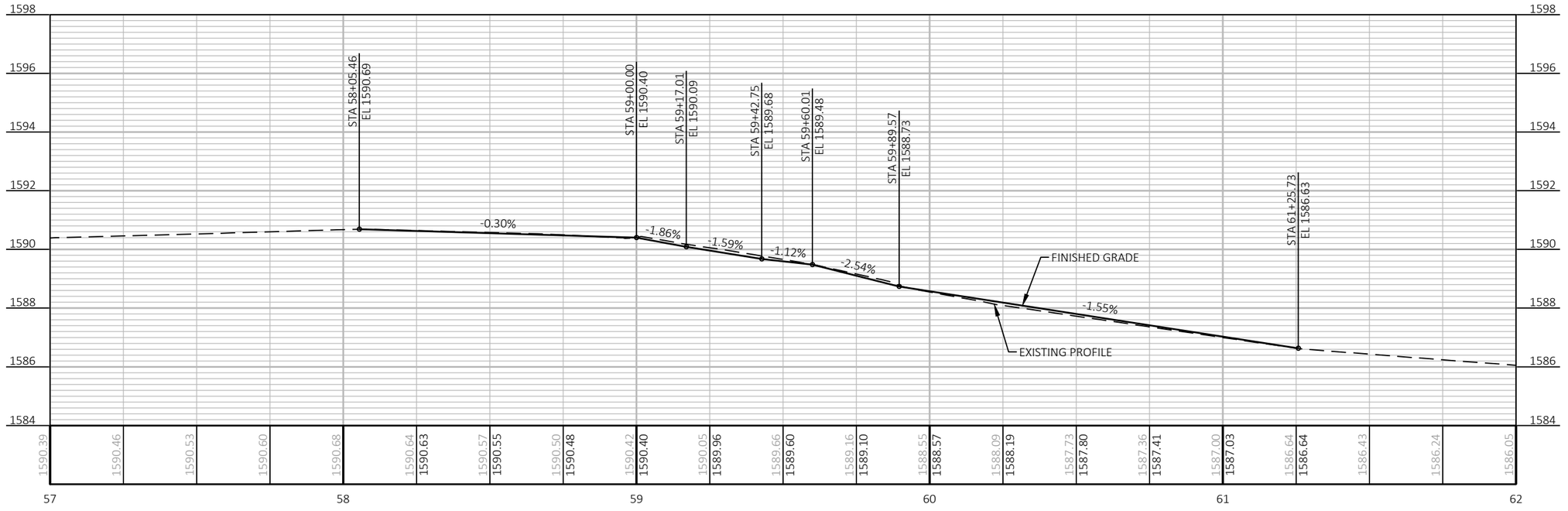
PLOT DATE : 7/28/2022 11:17 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

E. TIMBER DRIVE/CTH C EASTBOUND PROFILE

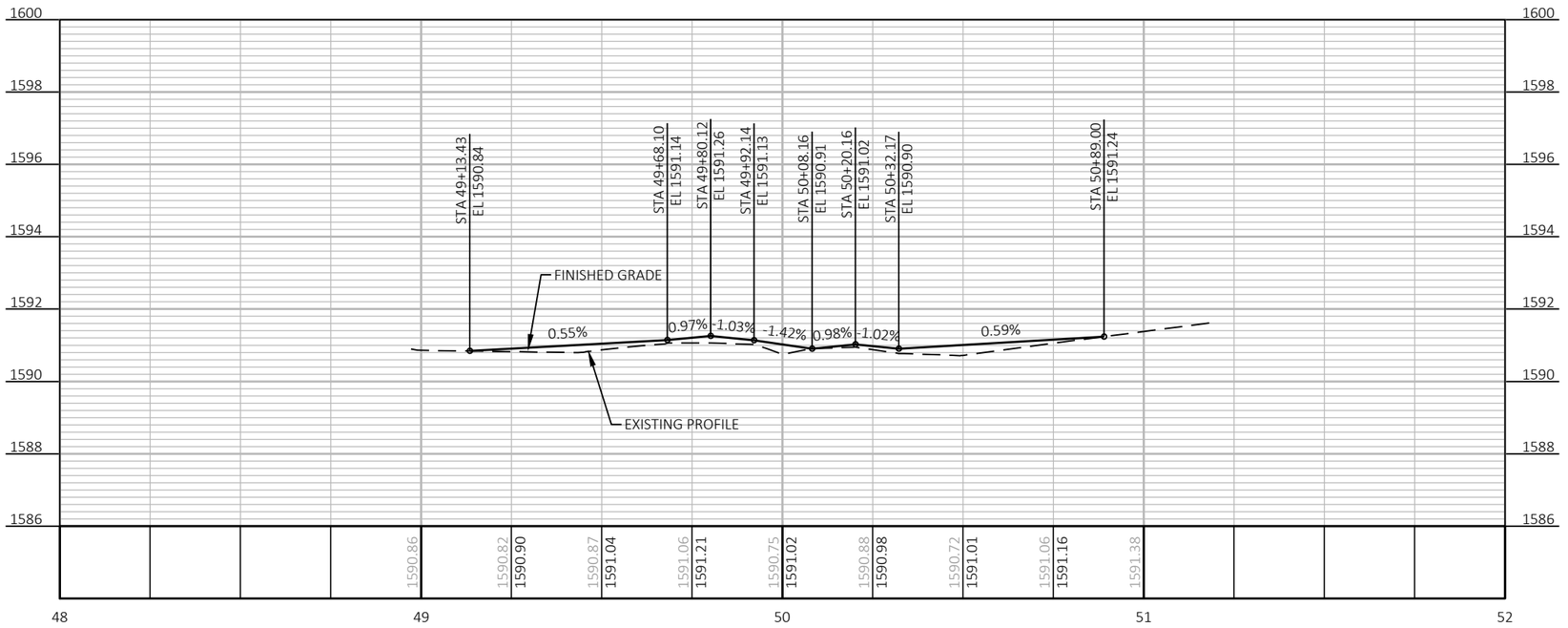


E. TIMBER DRIVE/CTH C WESTBOUND PROFILE

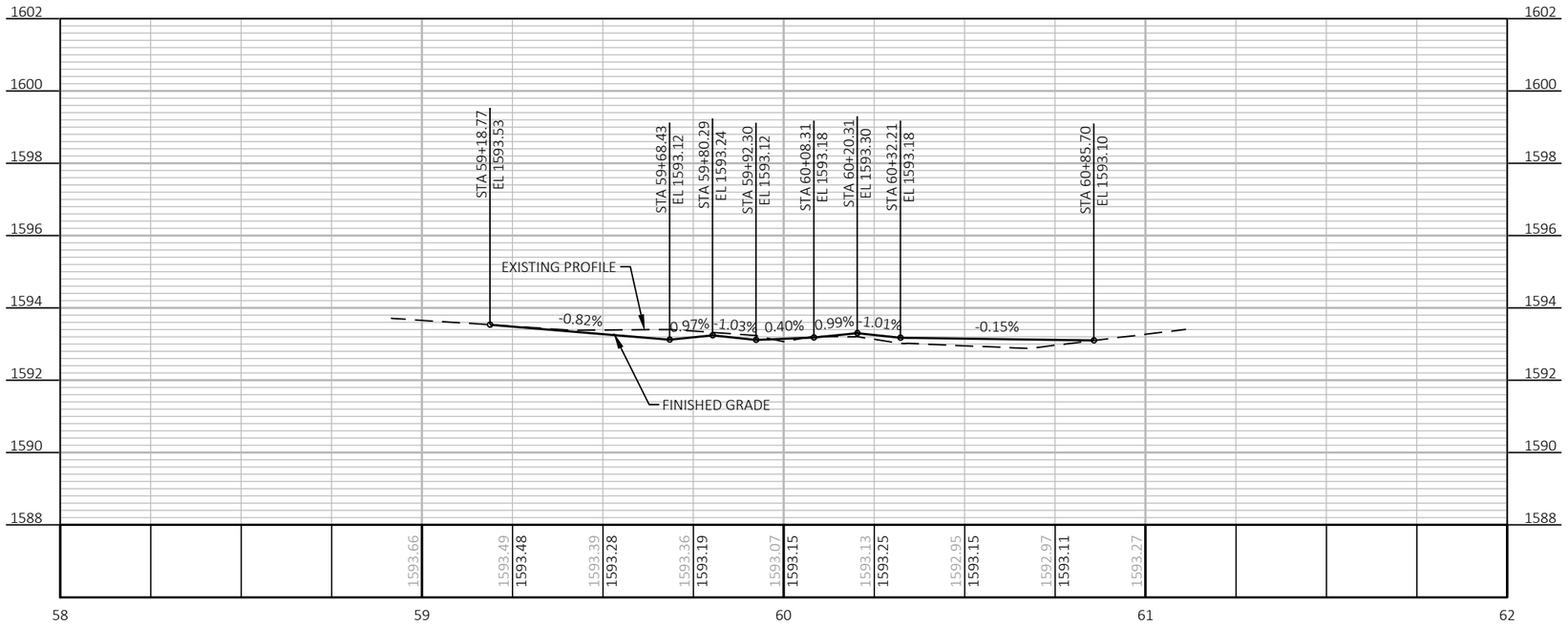


PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PROFILE: SIDEROADS	SHEET 324	E

E. WINNEBAGO STREET PROFILE

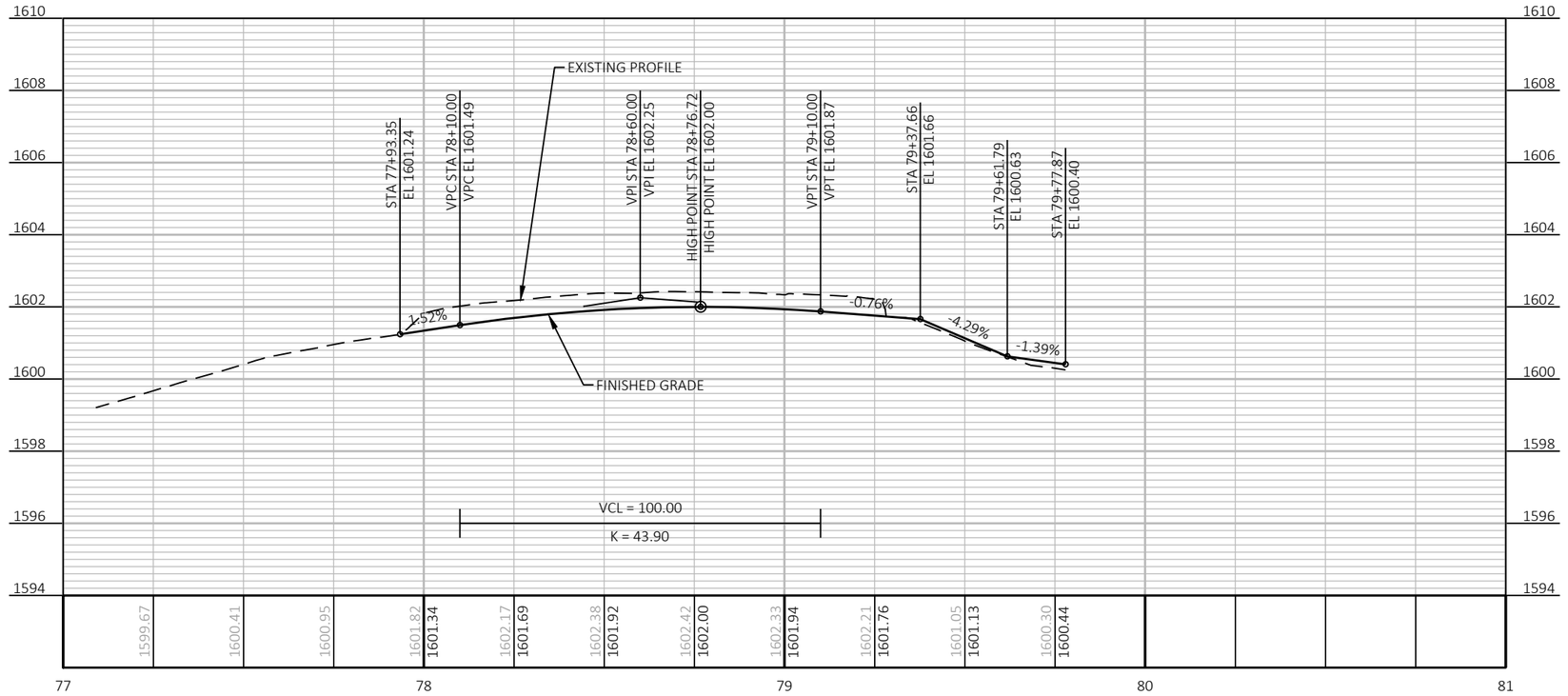


NAVAJO STREET PROFILE



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PROFILE: SIDEROADS	SHEET 325	E

N. STEVENS STREET PROFILE



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	PROFILE: SIDEROADS	SHEET 326	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\050301 PR.DWG
LAYOUT NAME - 050304-pr

PLOT DATE : 7/28/2022 11:17 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

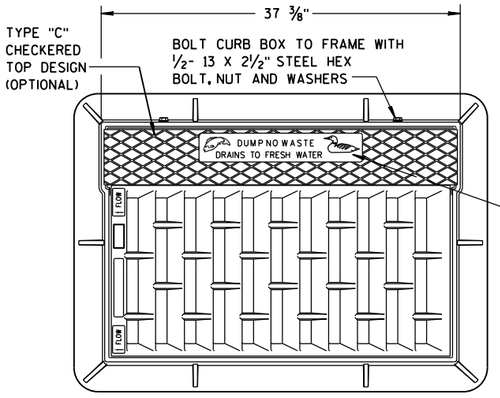
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
08D18-03	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09B02-10	CONDUIT
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
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
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-21C	PAVEMENT MARKING (TURN LANES)
15C08-21D	PAVEMENT MARKING (TURN LANES)
15C11-09A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-06A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-06B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-06C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-07C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C21-10	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D06-05	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D12-10A	TRAFFIC CONTROL, LANE CLOSURE
15D20-06A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D20-06B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-06C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

6

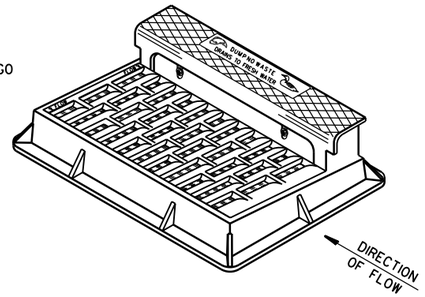
Standard Detail Drawing List

15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-04C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D47-02B	TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER
15D50-02A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-02B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

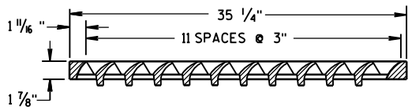
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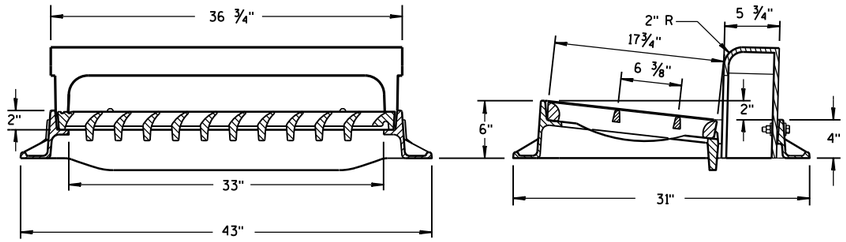


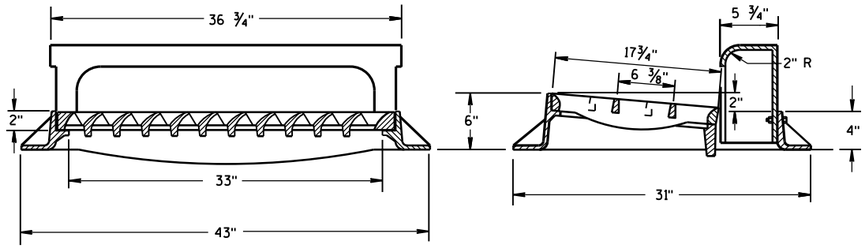
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

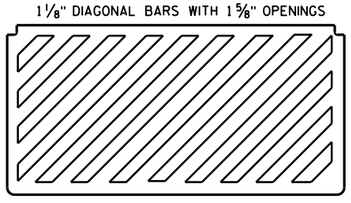






TYPE "H"

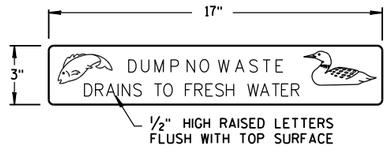
NOTE: EITHER CASTING IS ACCEPTABLE



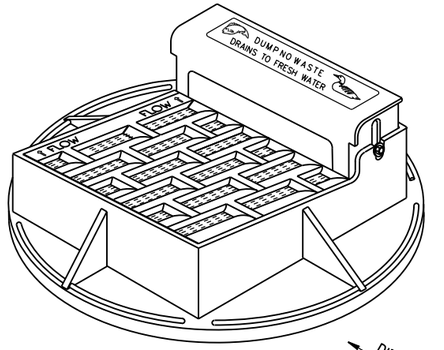
SPECIAL GRATE FOR TYPE "H" COVER

(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"

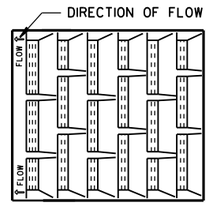
NOTE:
GRATE IS REVERSIBLE.

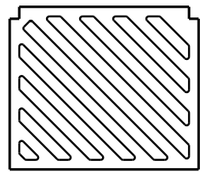
GENERAL NOTES

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.

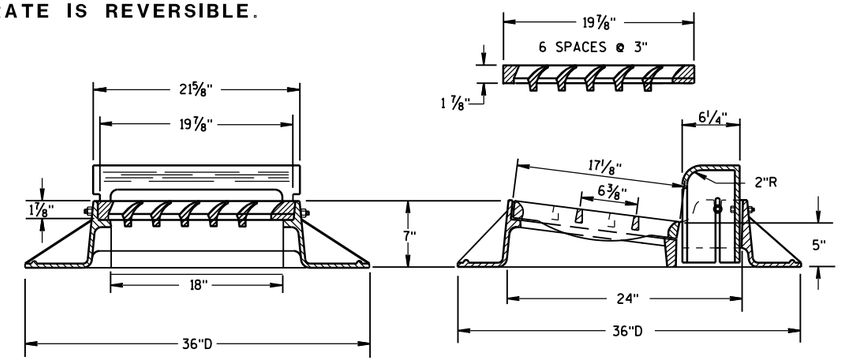




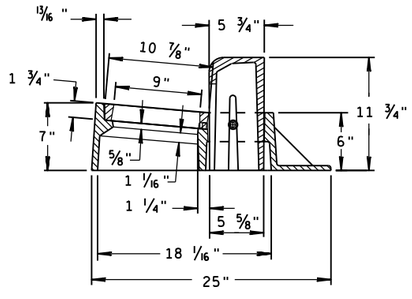
SPECIAL GRATE FOR TYPE "A" COVER

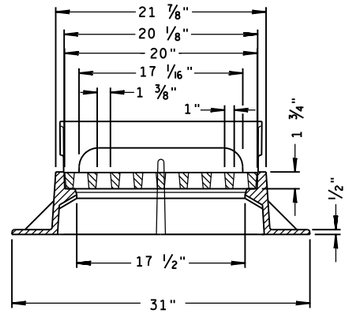
(MEASURES 19 3/4" X 17" X 1 7/8")

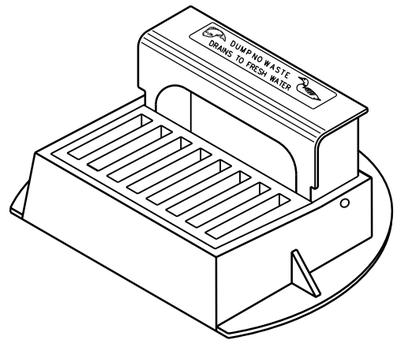
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

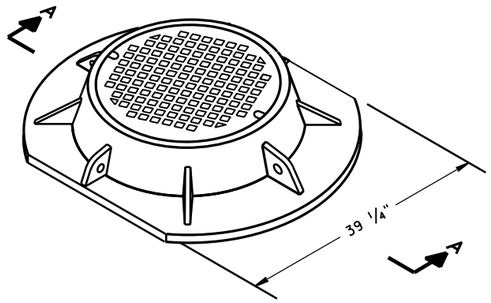
INLET COVERS
TYPE A, H, A-S, H-S & Z

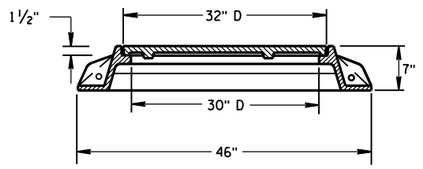
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

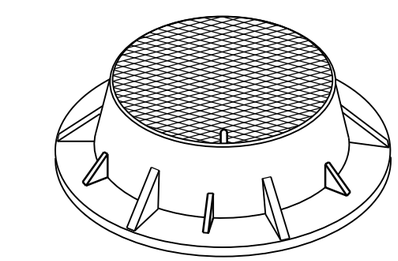
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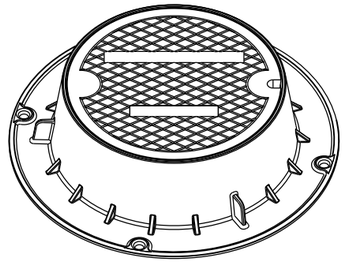
S.D.D. 8 A 5-19a

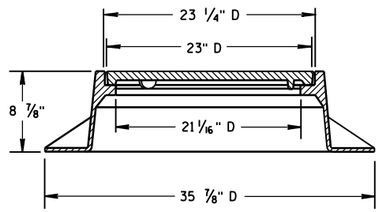


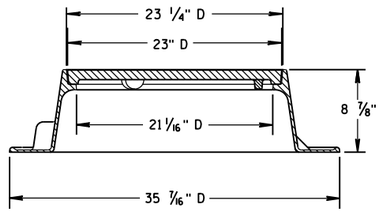


SECTION A-A
TYPE "K"









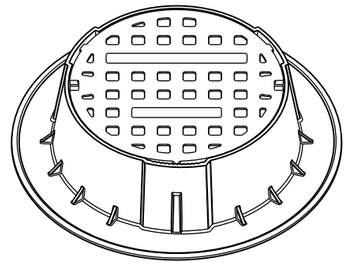
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

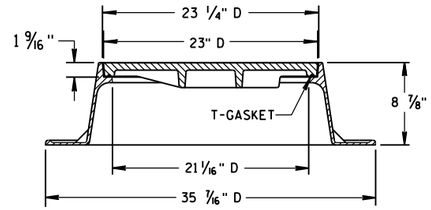
GENERAL NOTES

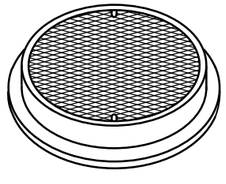
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

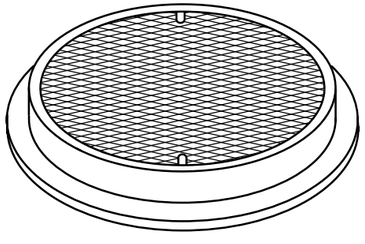
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

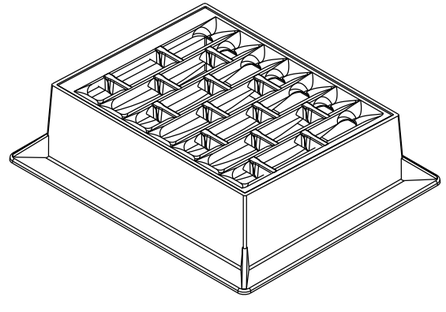
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

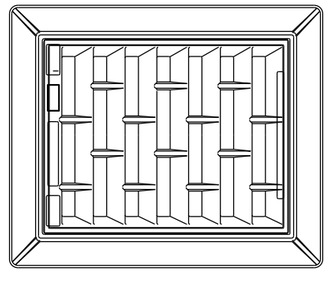


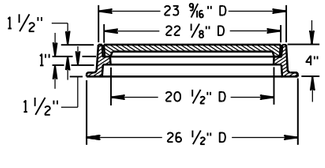




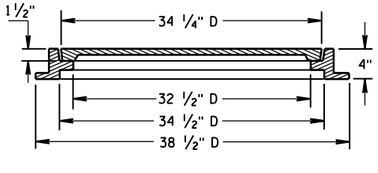




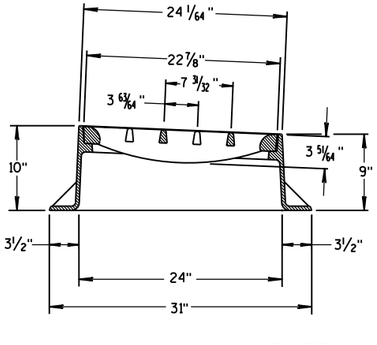


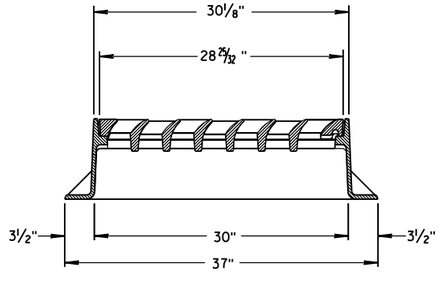


TYPE "L"

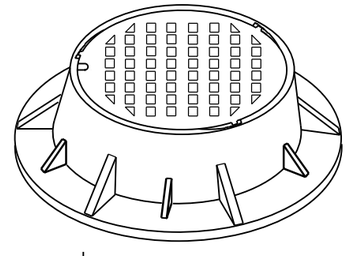


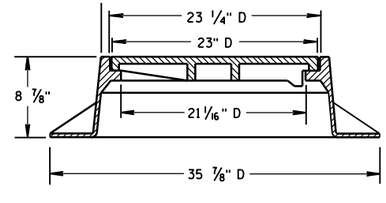
TYPE "M"





INLET COVER TYPE "BW"





TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE

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

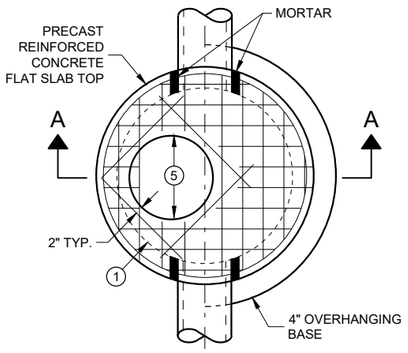
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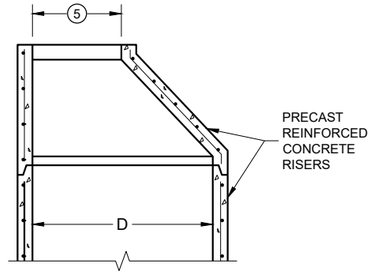
S.D.D. 8 A 5-19d

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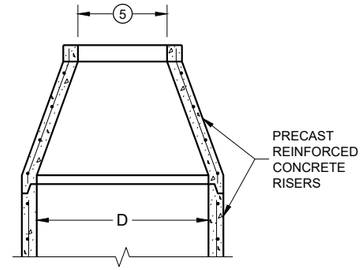
S.D.D. 8 A 5-19d



PLAN VIEW
CIRCULAR OPENING



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.

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".

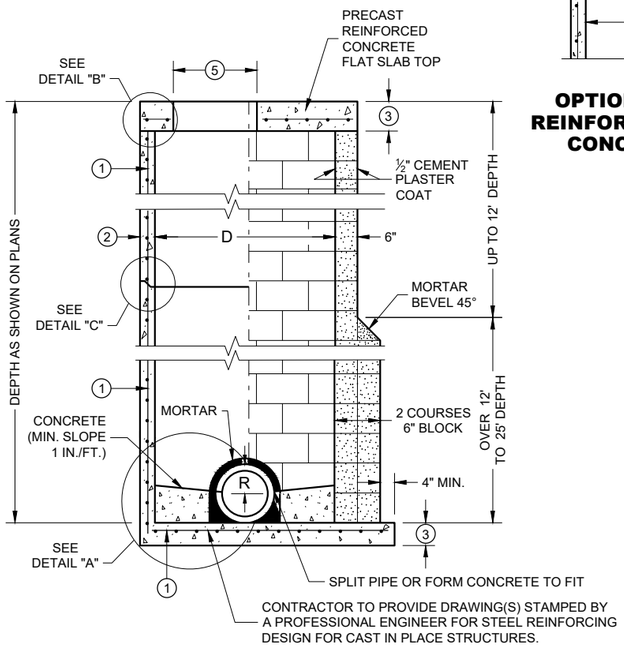
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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.).

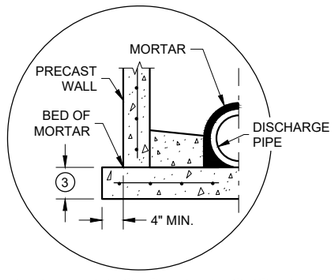
(5) SEE MANHOLE COVER OPENING MATRIX.



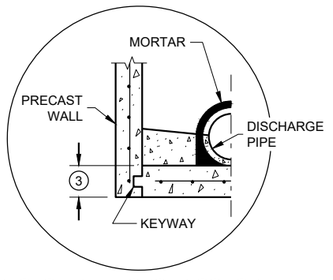
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

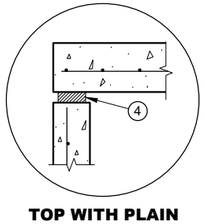


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

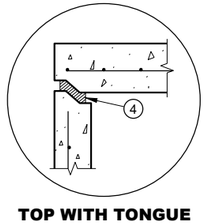


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

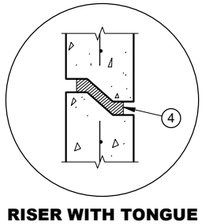


TOP WITH PLAIN END JOINT



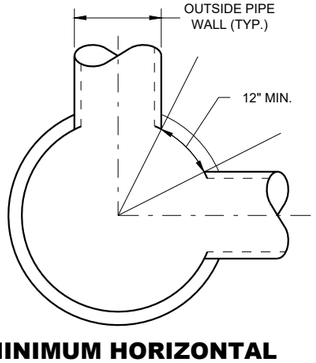
TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"



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

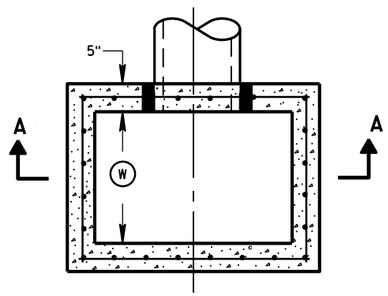
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

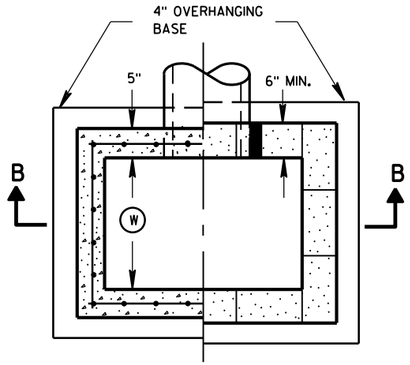
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

6

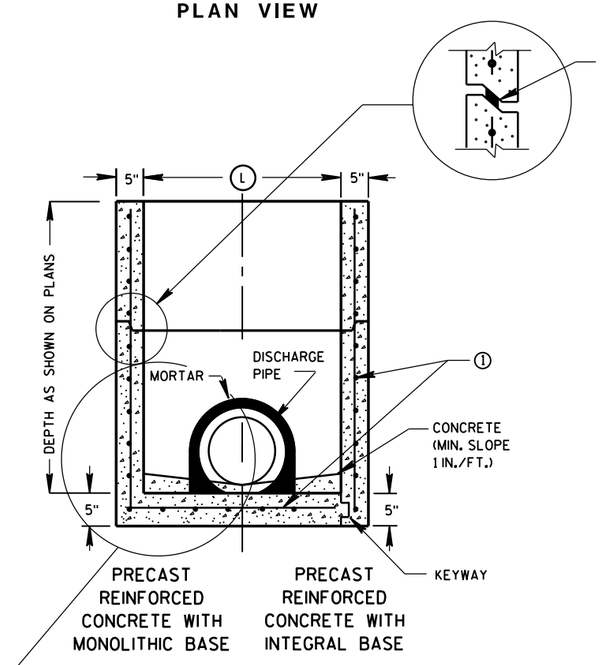
SDD 08B09 - 03



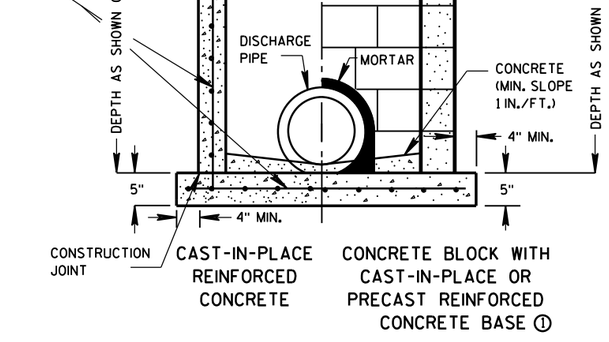
PLAN VIEW



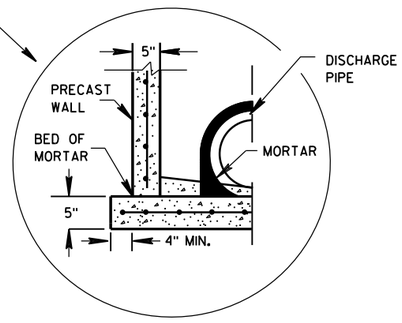
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

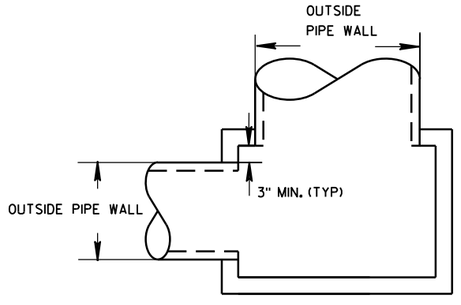
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



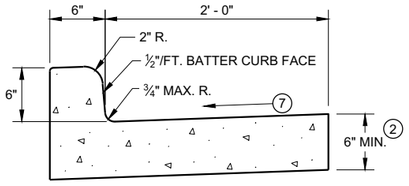
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

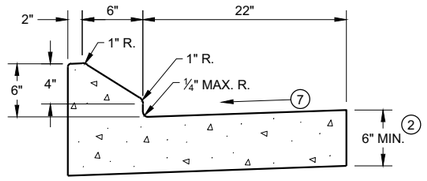
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

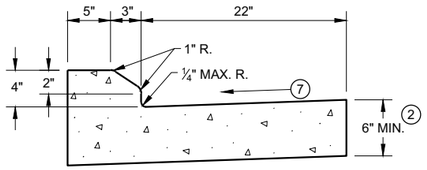
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



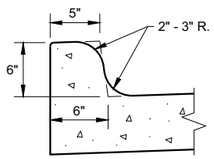
TYPES A (1) & D



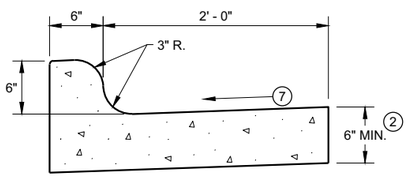
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

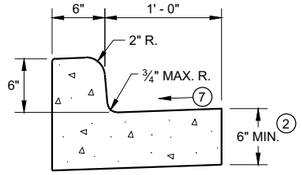


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



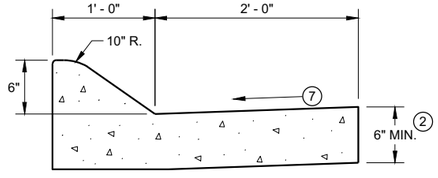
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

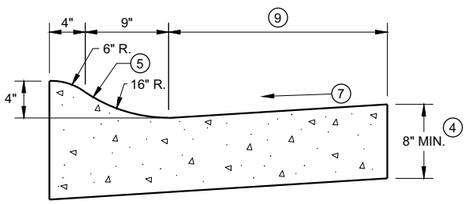
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

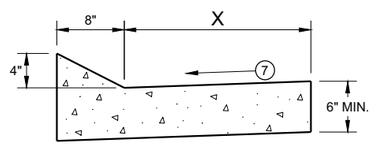
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

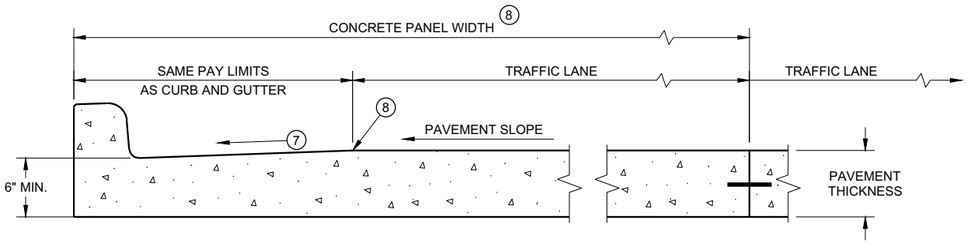


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

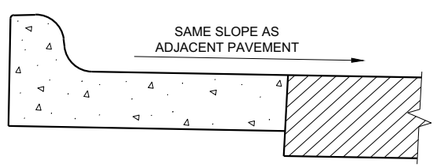
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

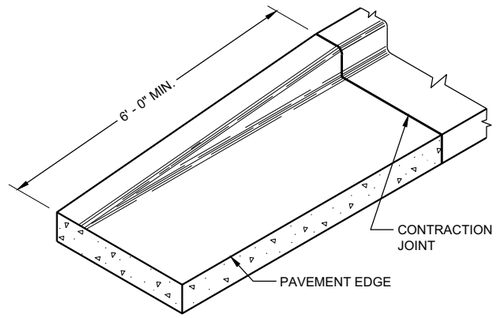
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

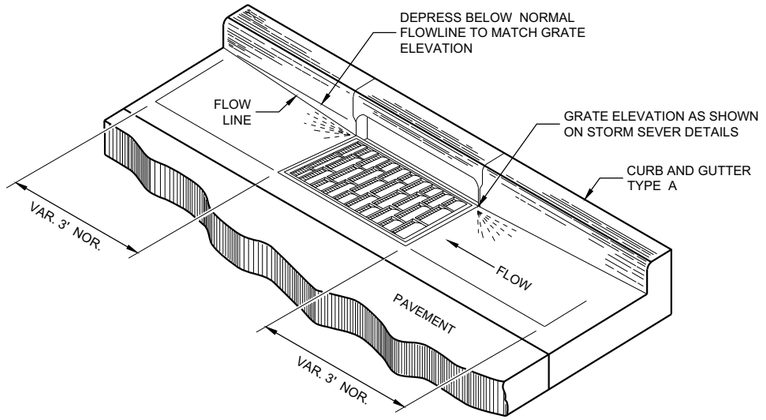
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a
SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

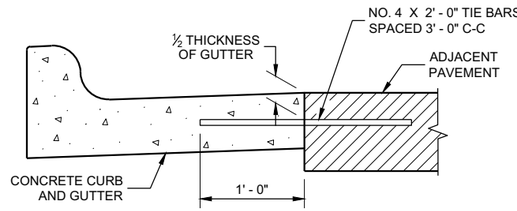
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

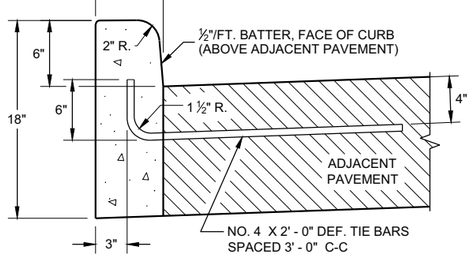
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

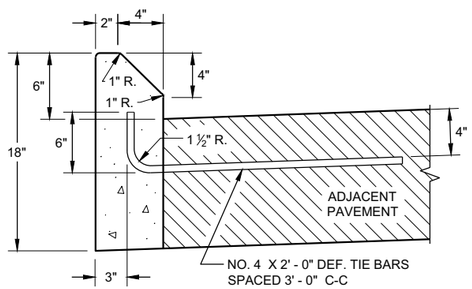
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

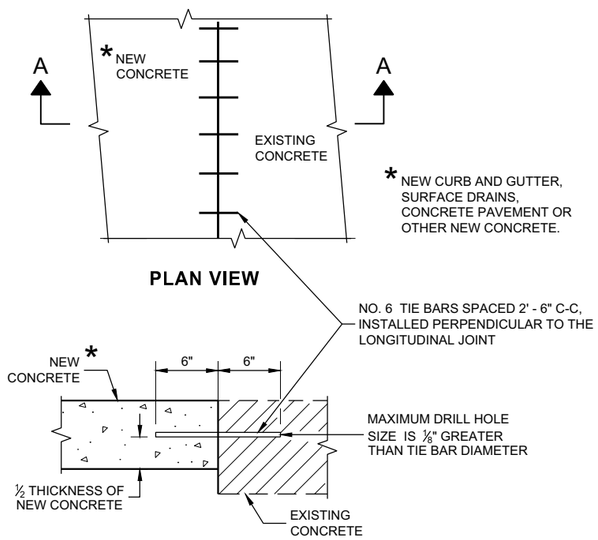


TYPES A (1) & D



TYPES G (1) & J

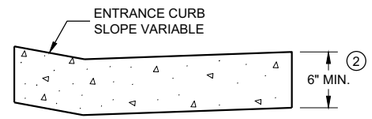
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

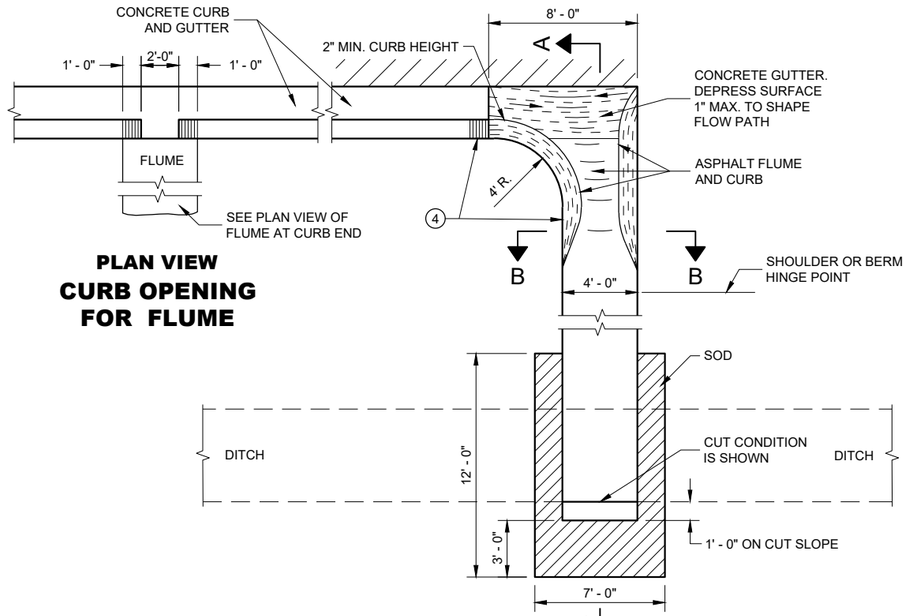
FHWA

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SDD08D01 - 22b

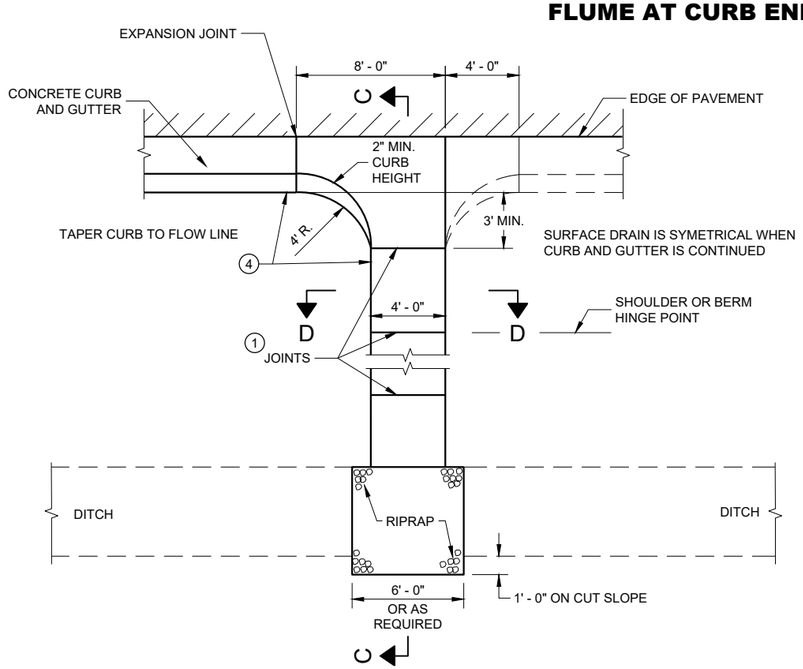
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



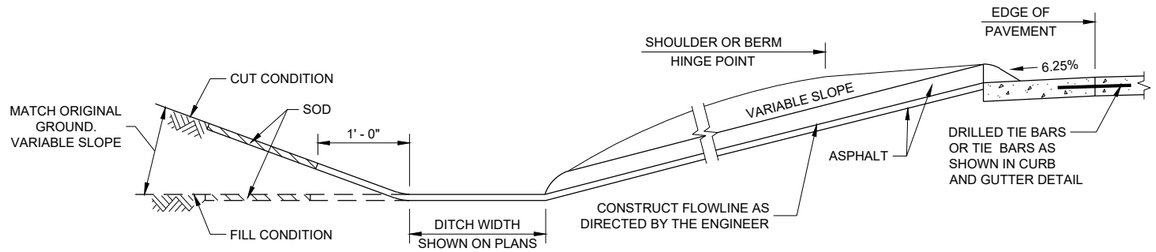
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

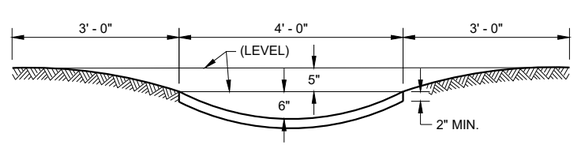
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

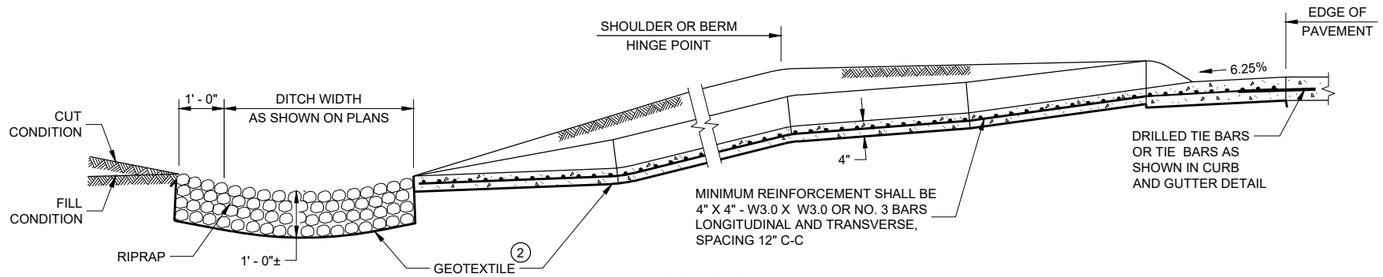
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



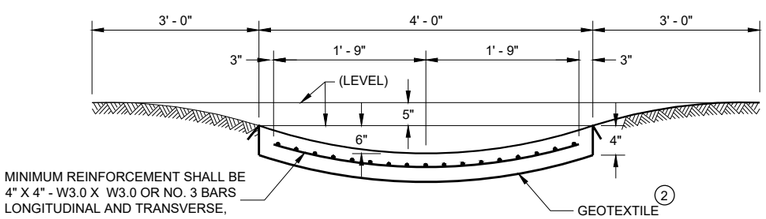
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

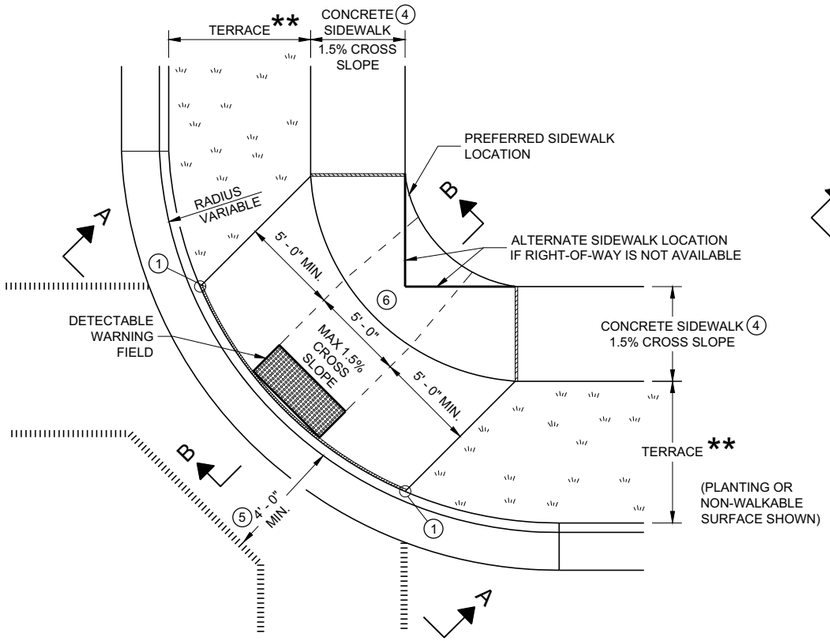
FHWA

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SDD 08D04 - 06

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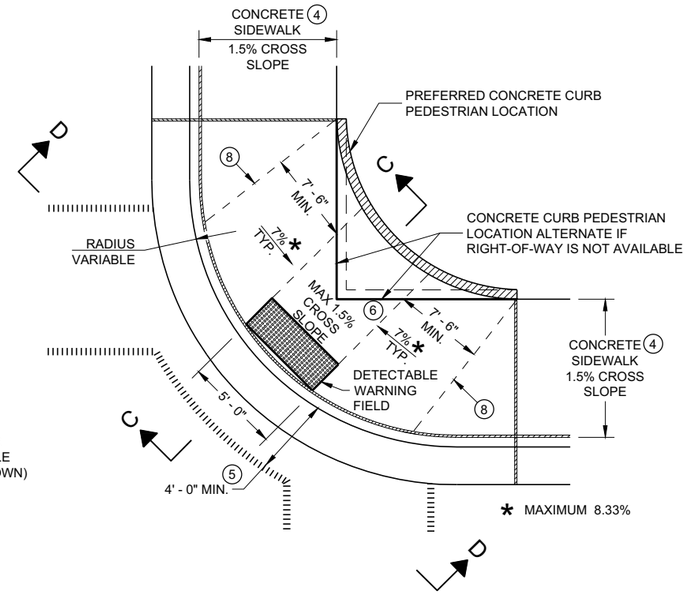
SDD 08D04 - 06



PLAN VIEW

CURB RAMP TYPE 1

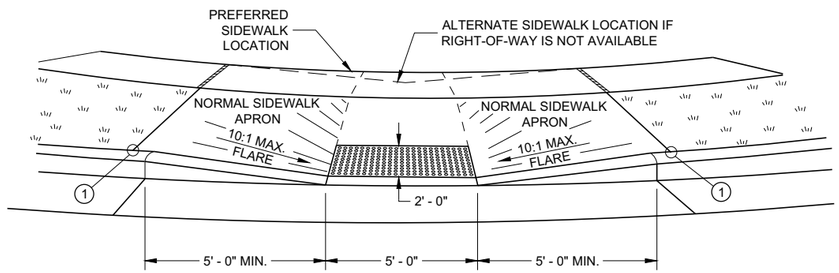
(CENTER OF CORNER RADIUS)



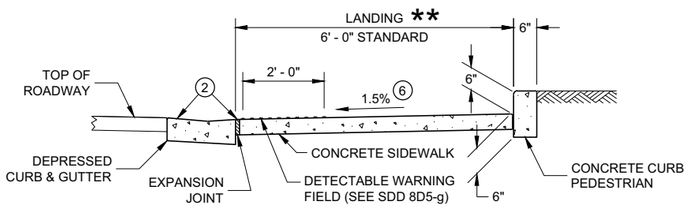
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

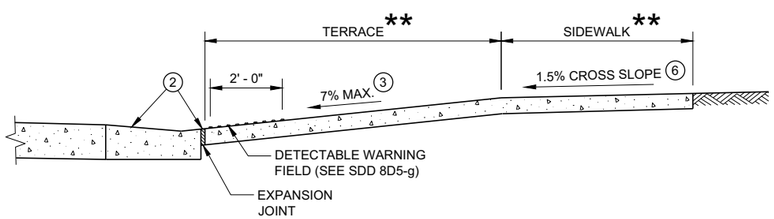


VIEW A - A FOR TYPE 1

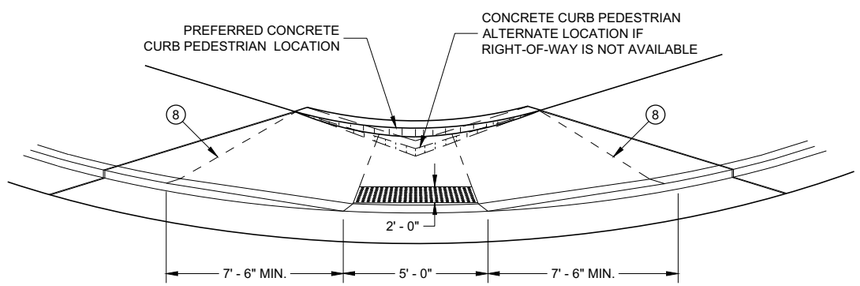


SECTION C - C FOR TYPE 1 - A

** 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

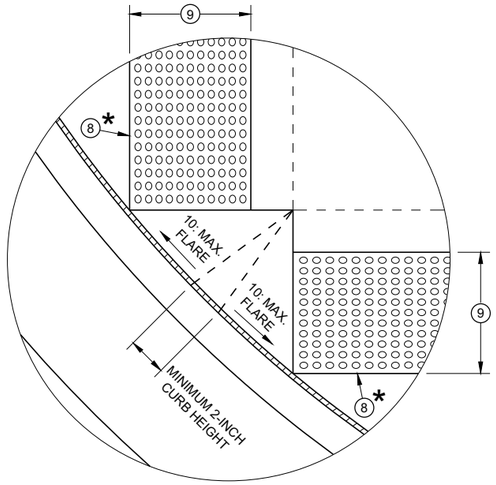
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

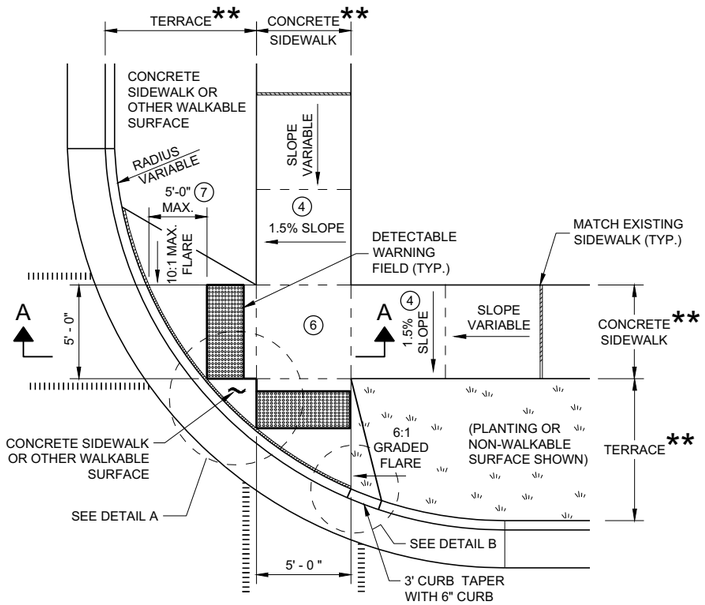
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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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.

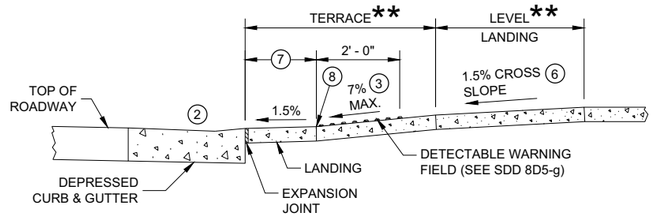
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

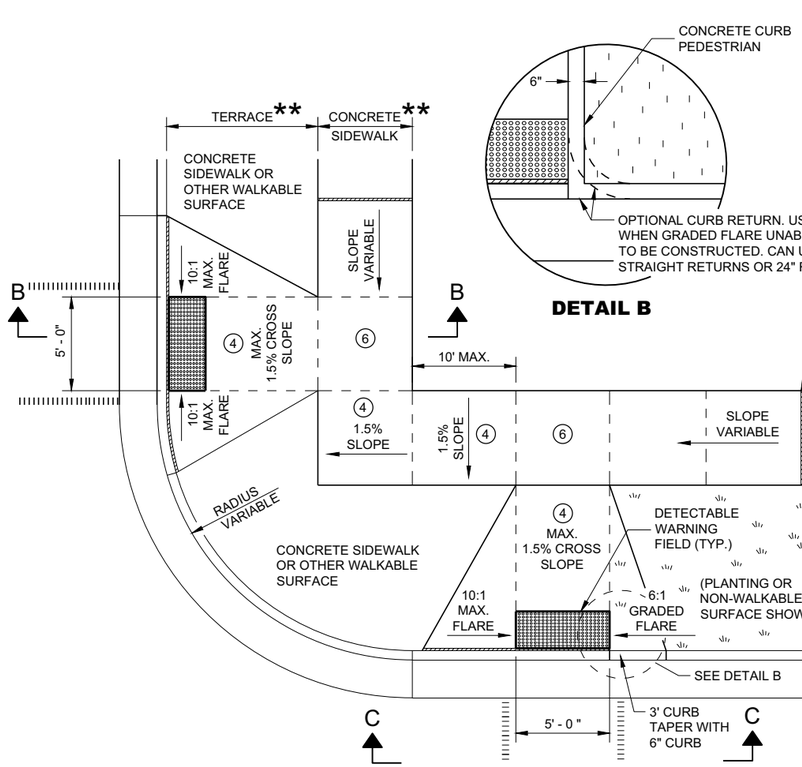
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

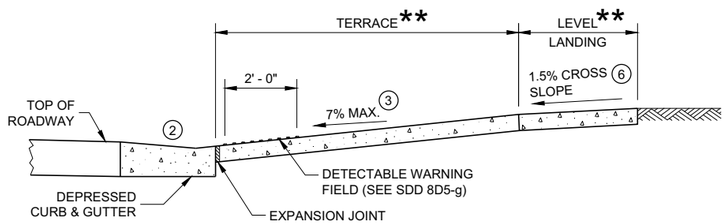
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

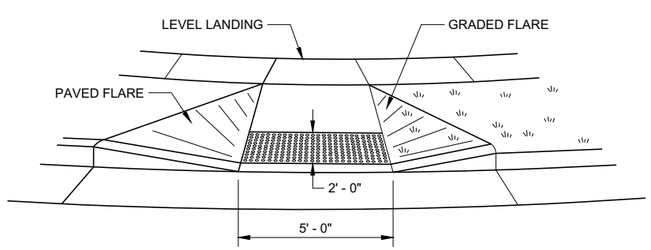


DETAIL B

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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

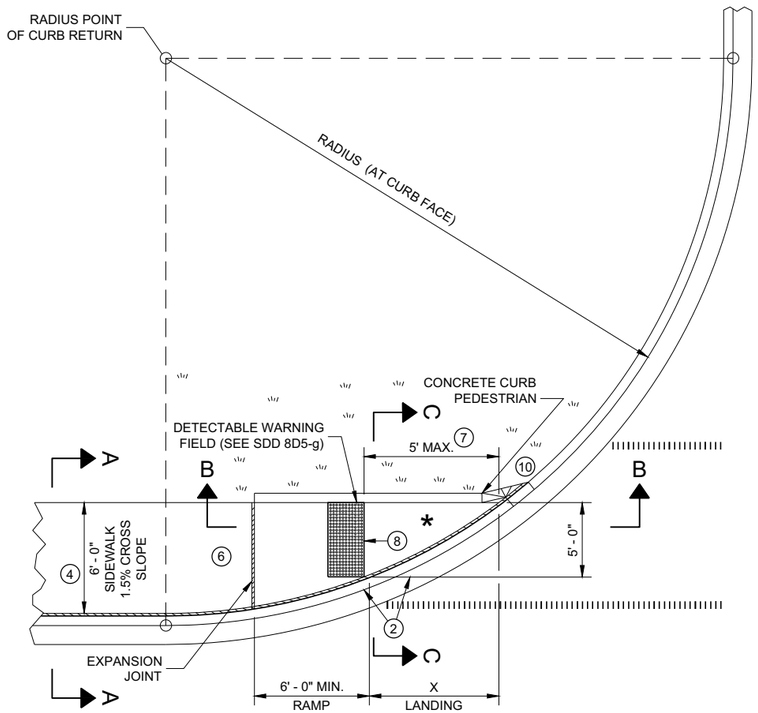
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

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SDD 08D05 - 20b

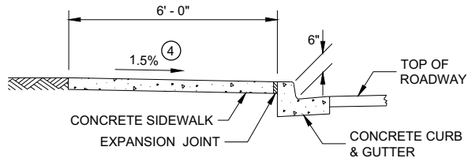


PLAN VIEW

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.

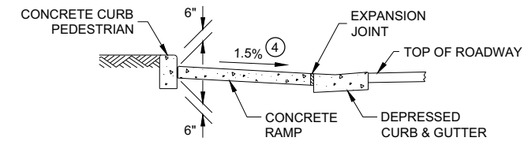
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

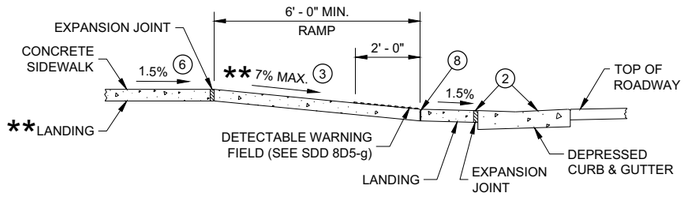
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



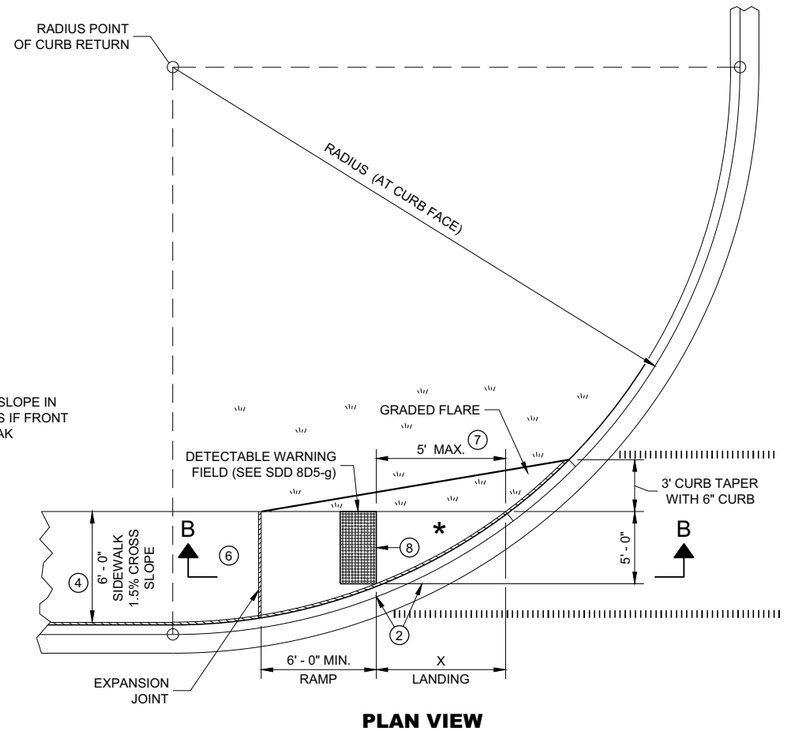
SECTION C - C FOR TYPE 4A



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

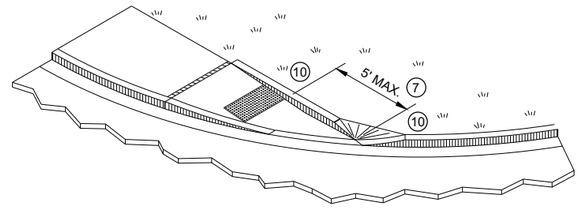
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

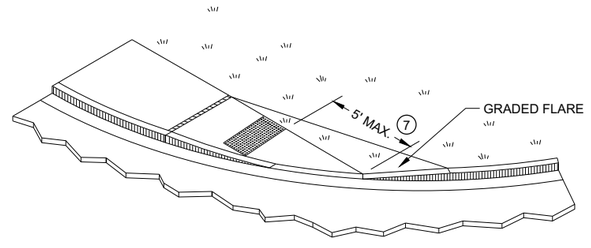


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



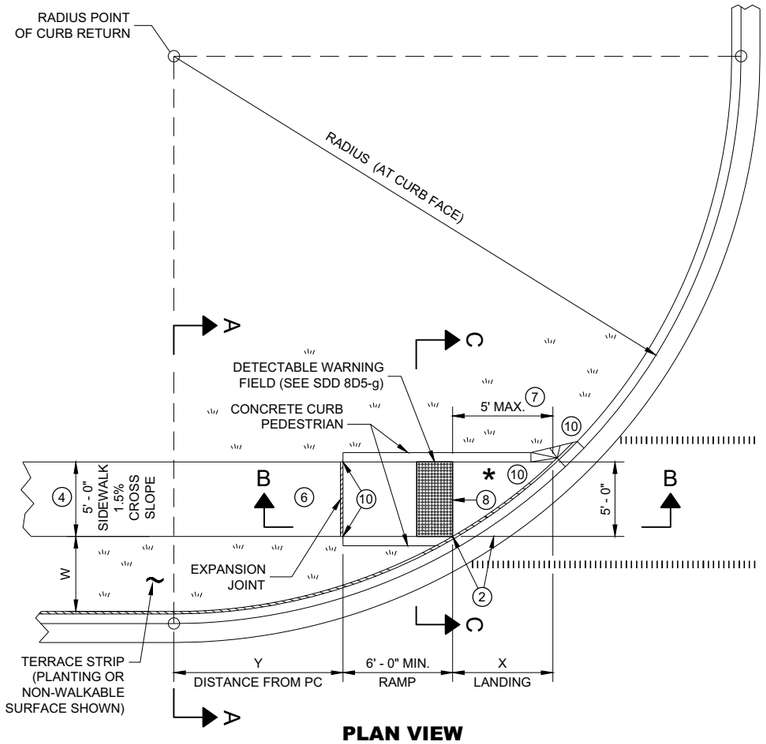
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20c

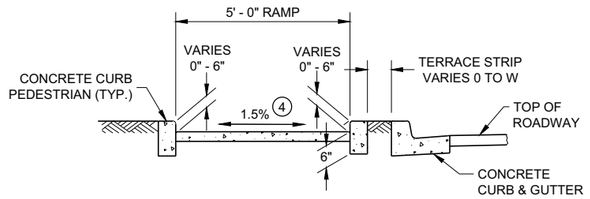


PLAN VIEW

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.

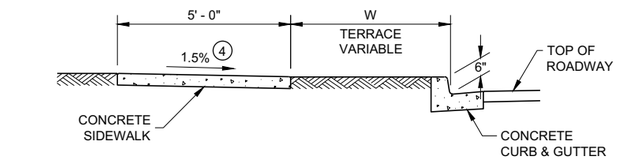
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

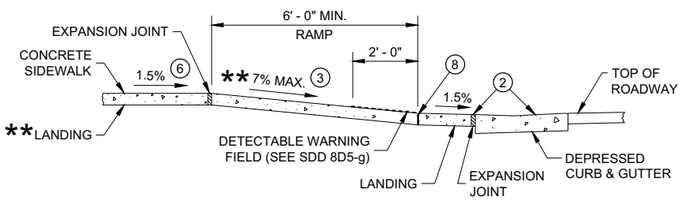
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



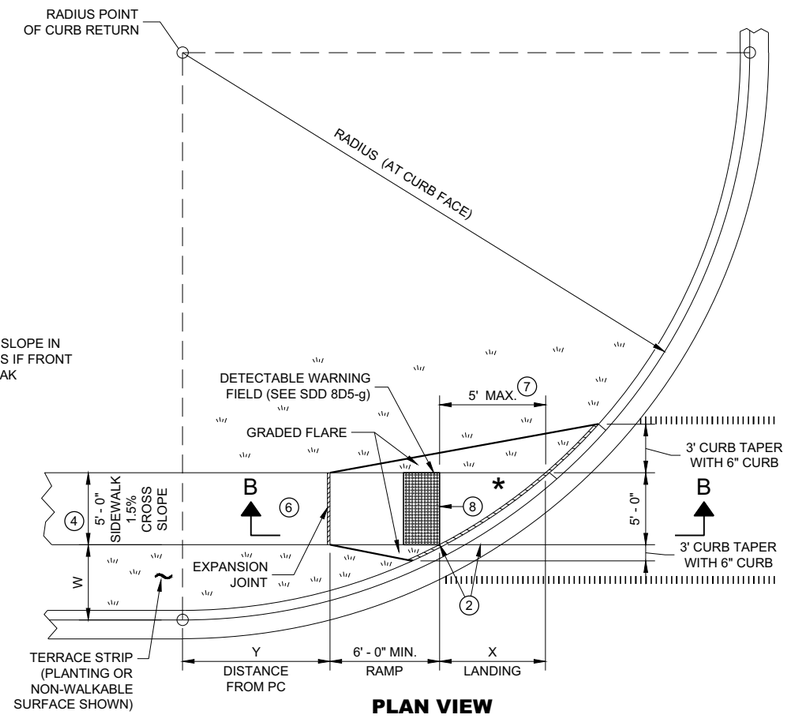
SECTION A - A FOR TYPE 4B



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

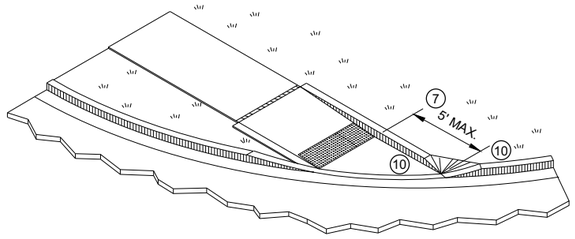
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

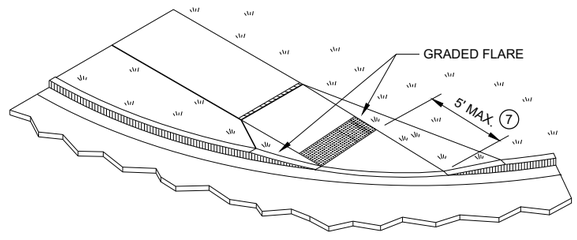


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



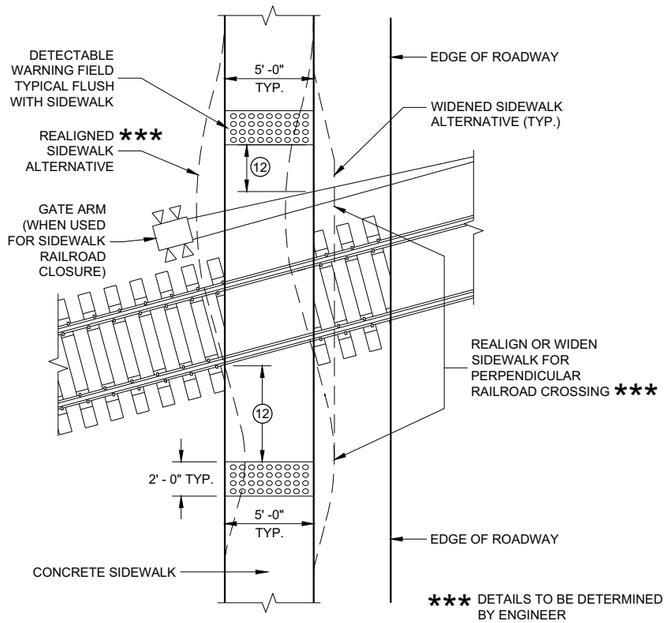
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

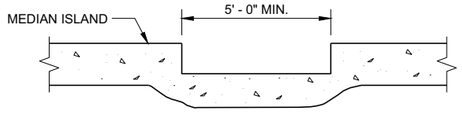
6

SDD 08D05 - 20d

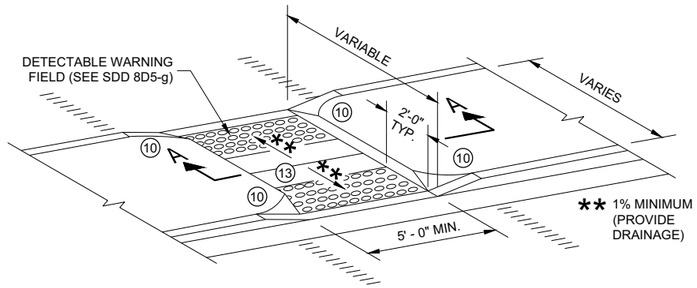


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 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.

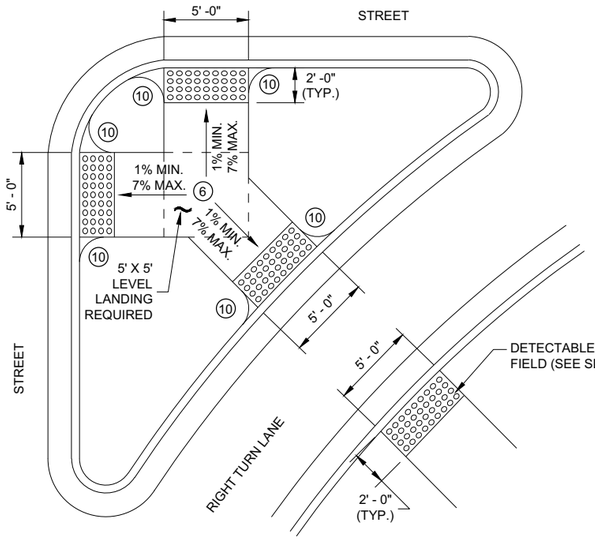
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

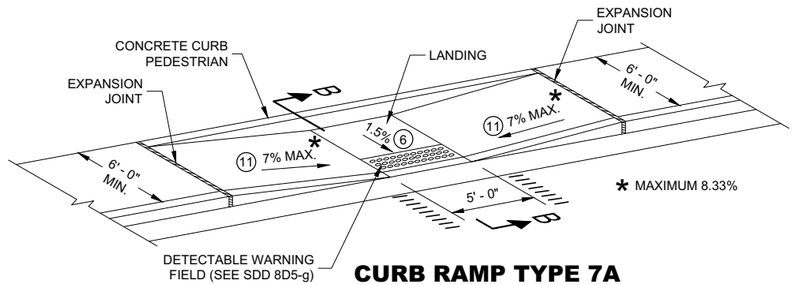
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

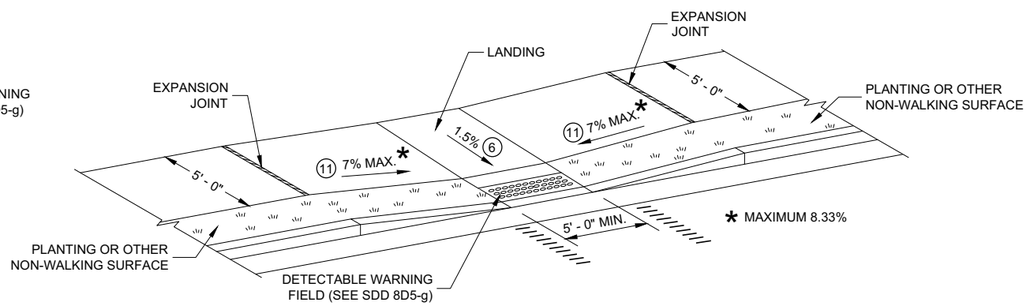
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

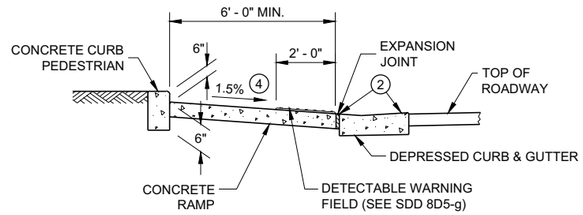
MID BLOCK CROSSING



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

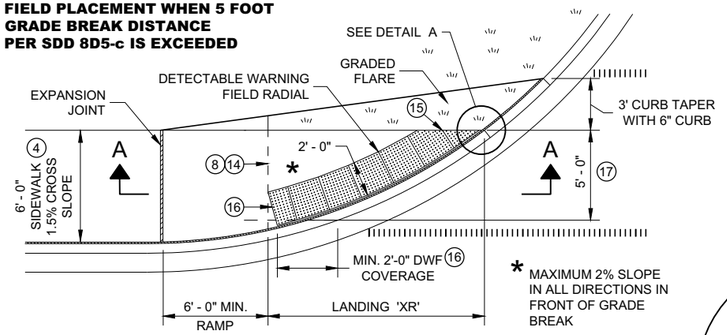
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20e

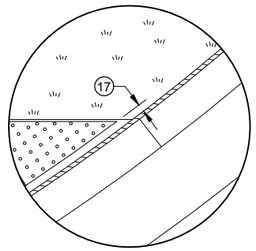
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



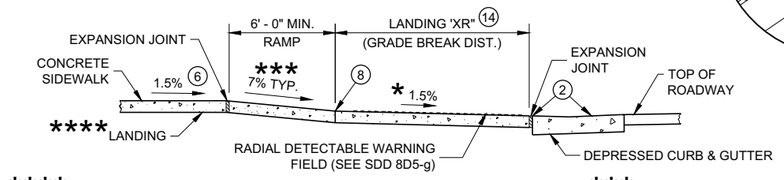
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

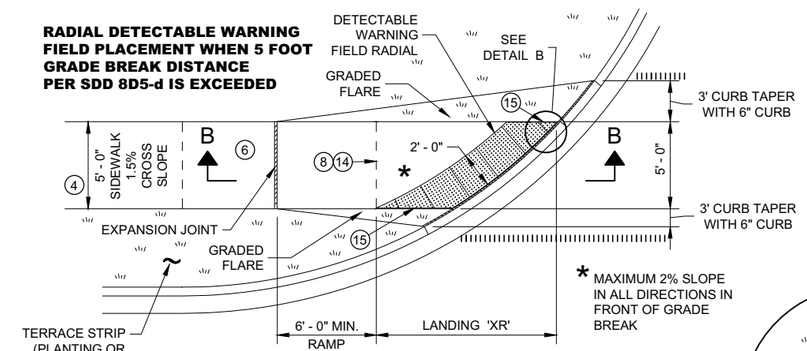


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

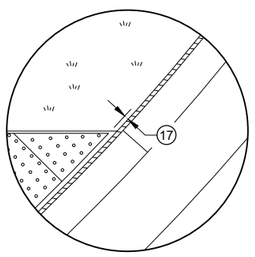
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



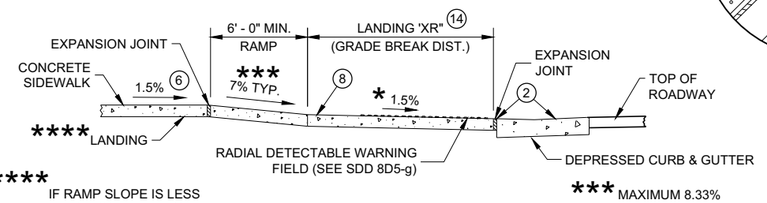
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



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

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

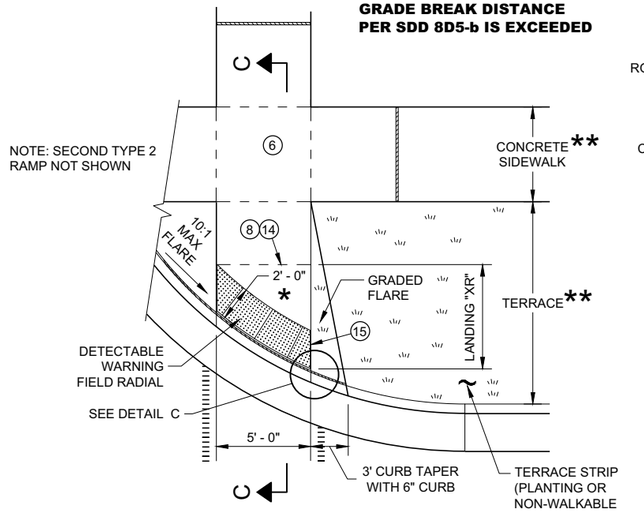
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

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

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

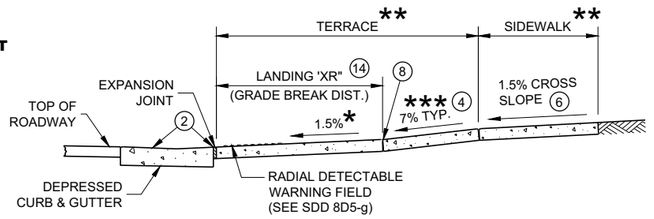


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

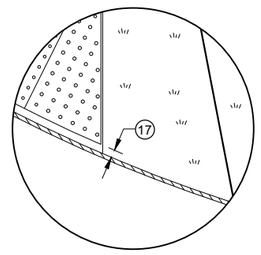


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

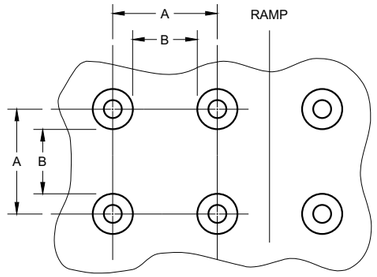
CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

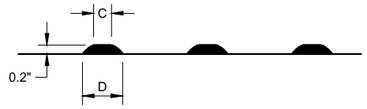
SDD 08D05 - 20f

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

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

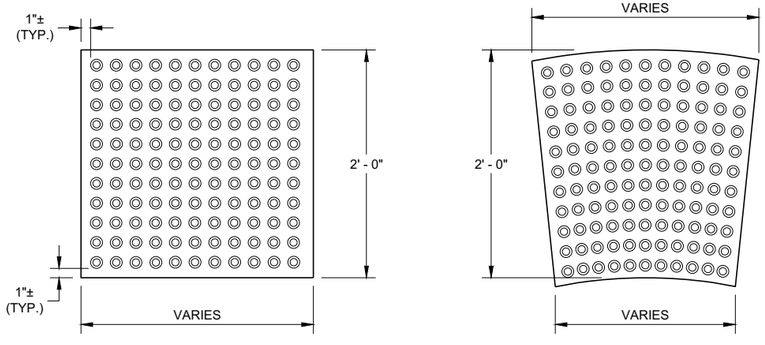


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

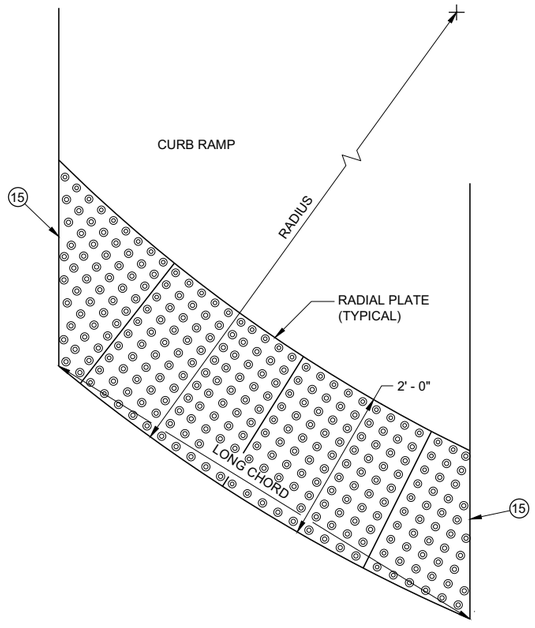
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

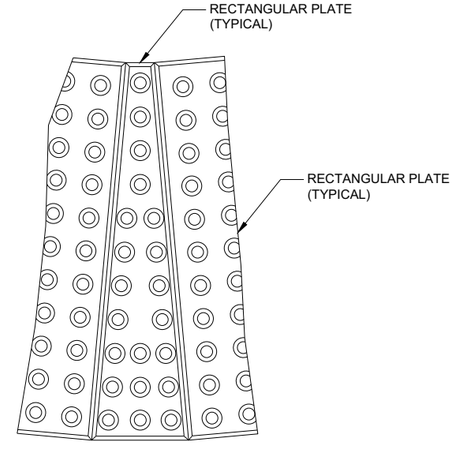
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

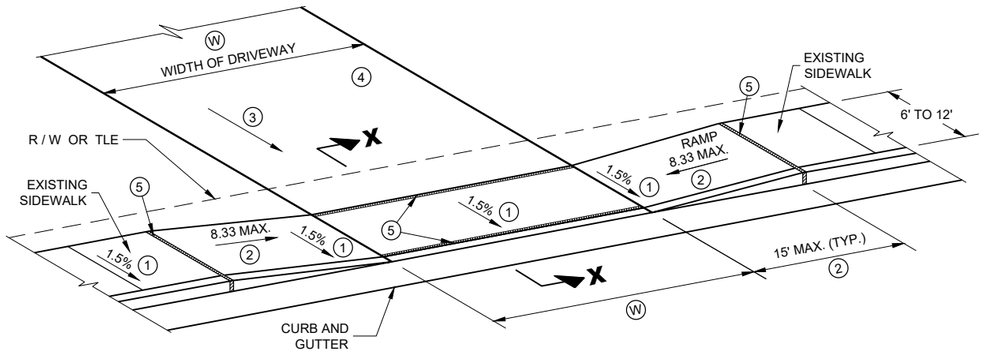
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

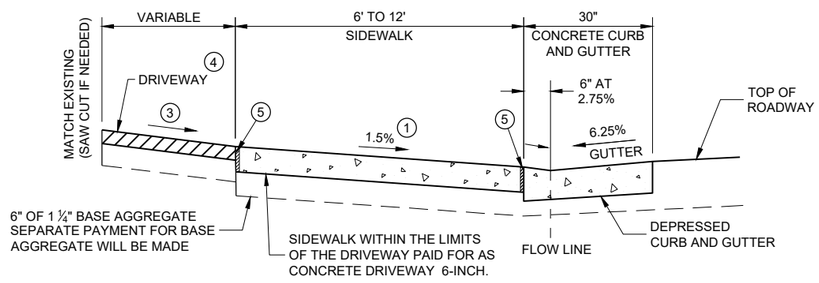
FHWA

6

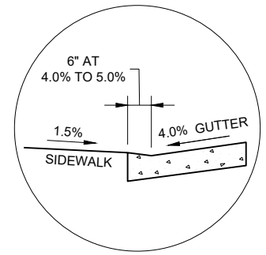
SDD 08D05 - 20g



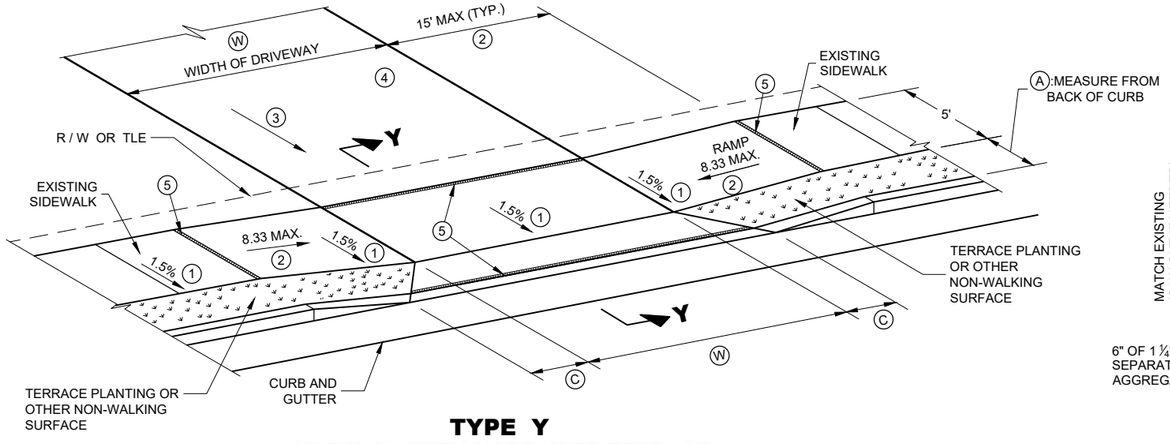
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



SECTION X - X
4% GUTTER SLOPE



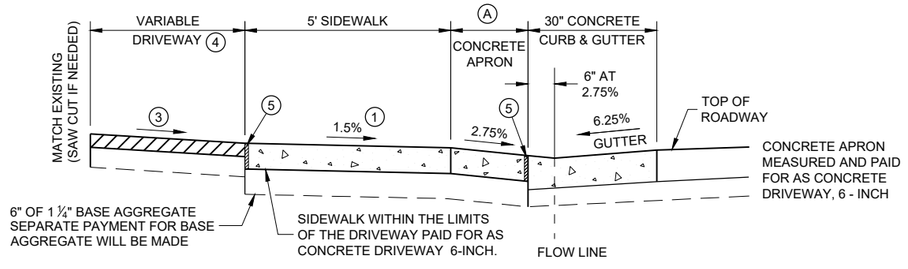
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

W: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

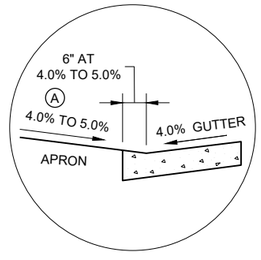
16' MIN. - 35' MAX. COMMERCIAL (CE)

TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

SECTION Y - Y
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

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.)

⑤ ½" EXPANSION JOINT FILLER

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08D18 - 03

SDD 08D18 - 03

GENERAL NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

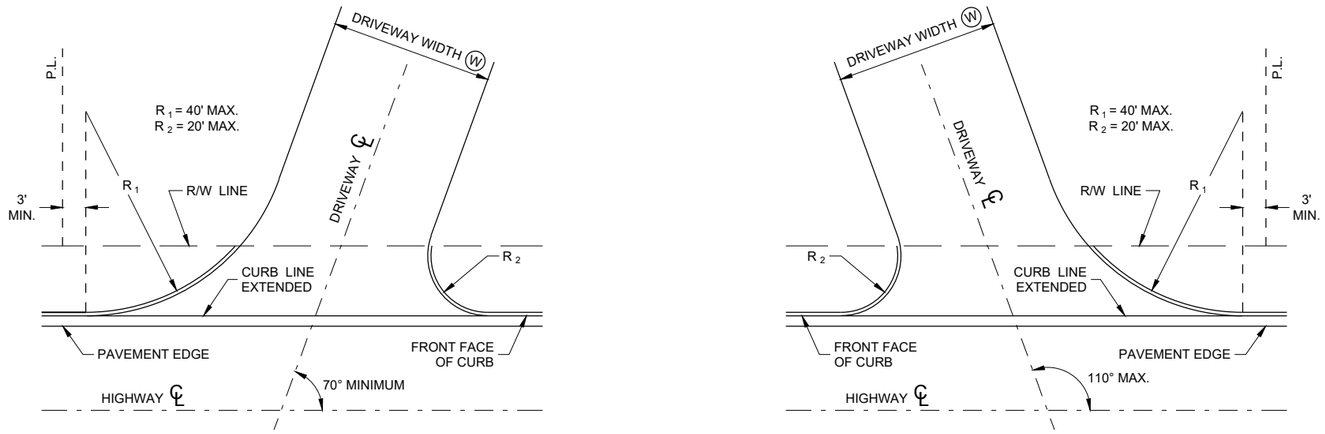
THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

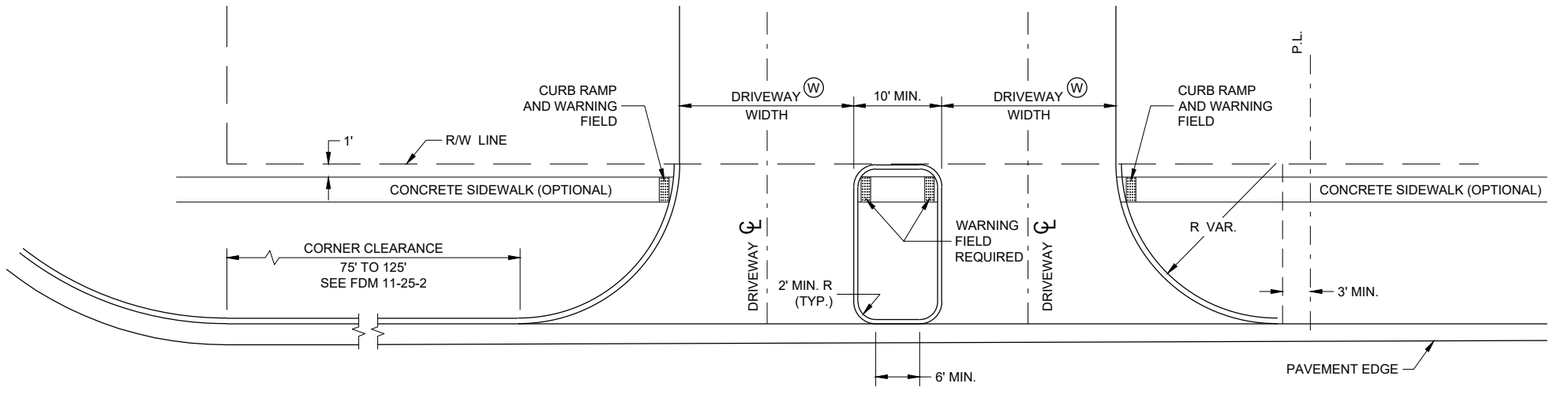
Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)



SKEWED DRIVEWAY DETAILS (COMMERCIAL AND NON-COMMERCIAL)

SIDEWALK NOT SHOWN



DRIVEWAY LOCATION AND SPACING DETAILS

SIDEWALK SHOWN

DRIVEWAYS WITH CURB AND GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

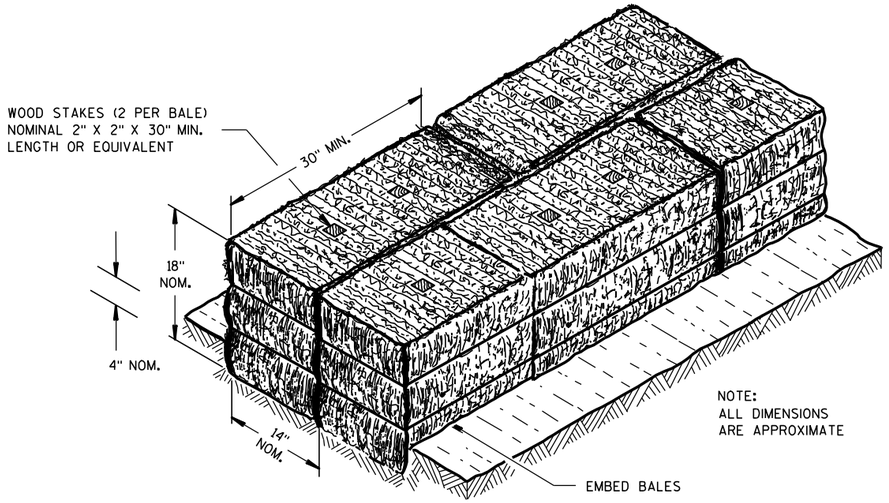
00-00-00 — DATE

/S/ <AUTHOR> — ROADWAY STANDARDS DEVE ENGINEER

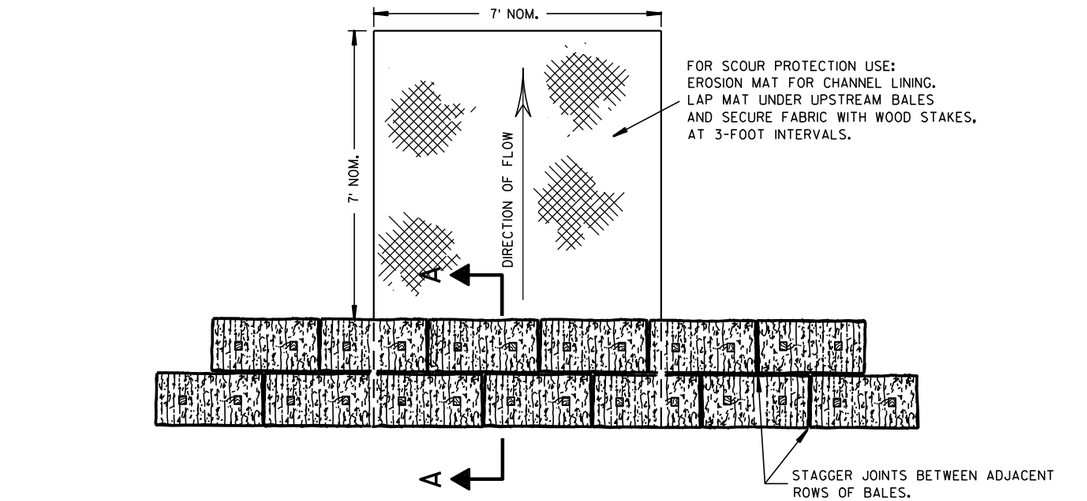
FHWA

SDD 08D20 - 01

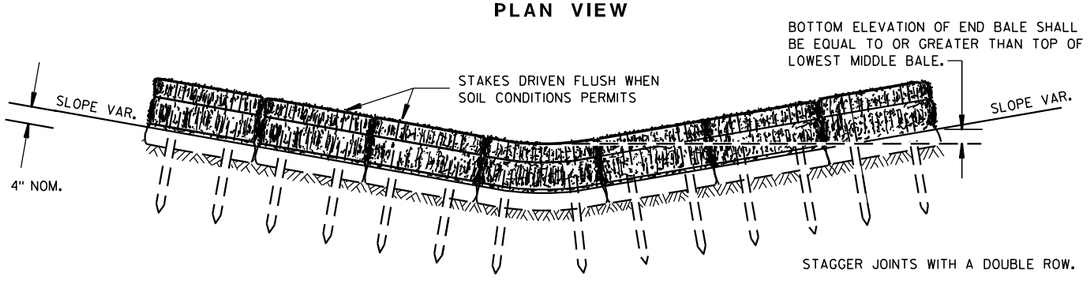
SDD 08D20 - 01



SECTION A-A



PLAN VIEW



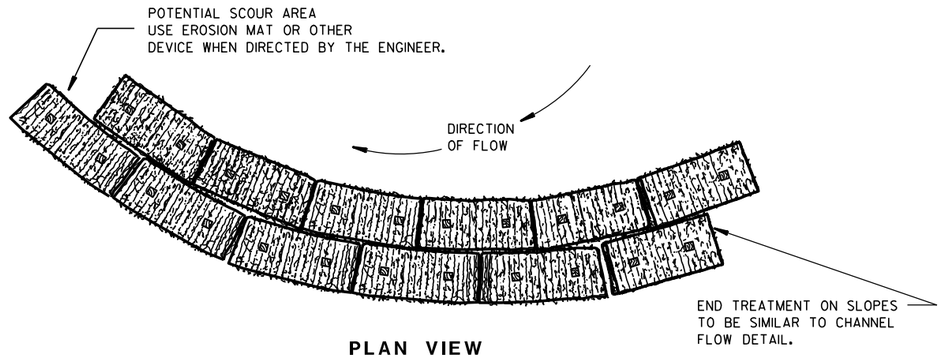
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

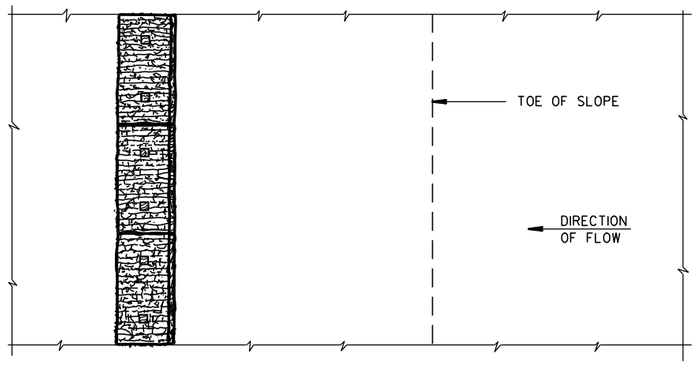
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

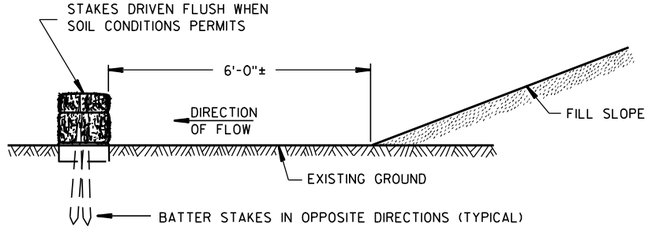


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 DATE — /S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER

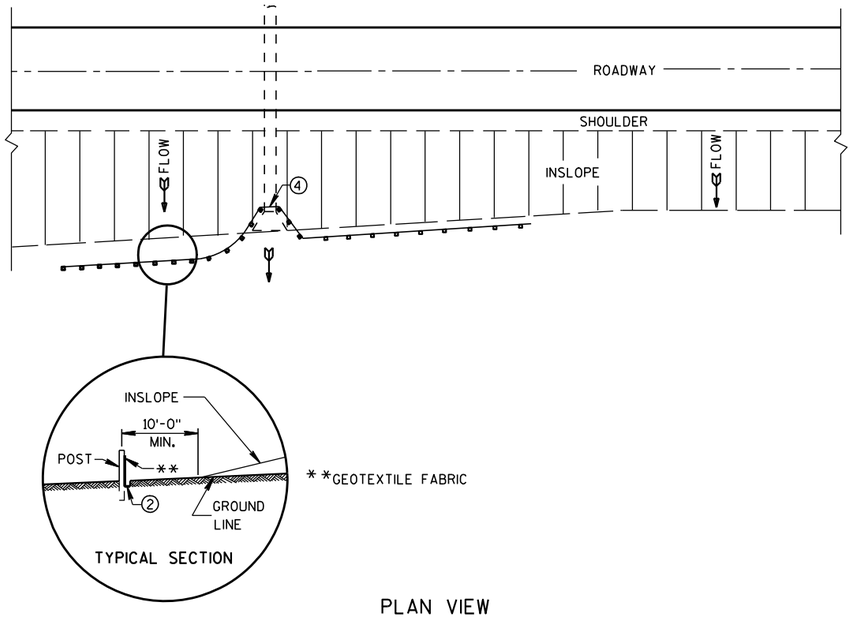
FHWA

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S.D.D. 8 E 8-3

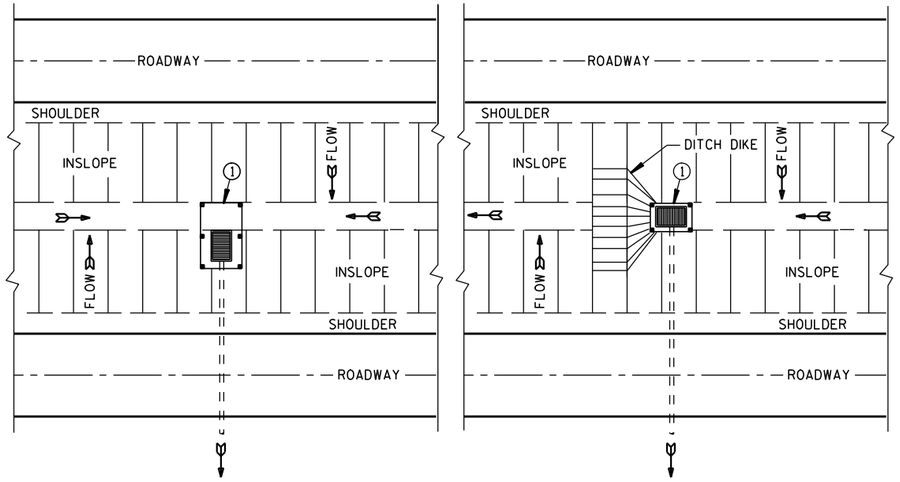
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

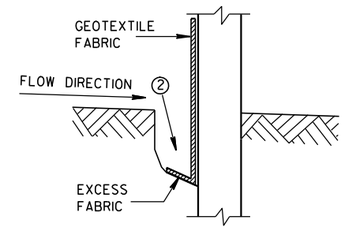
(1) HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

(2) FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

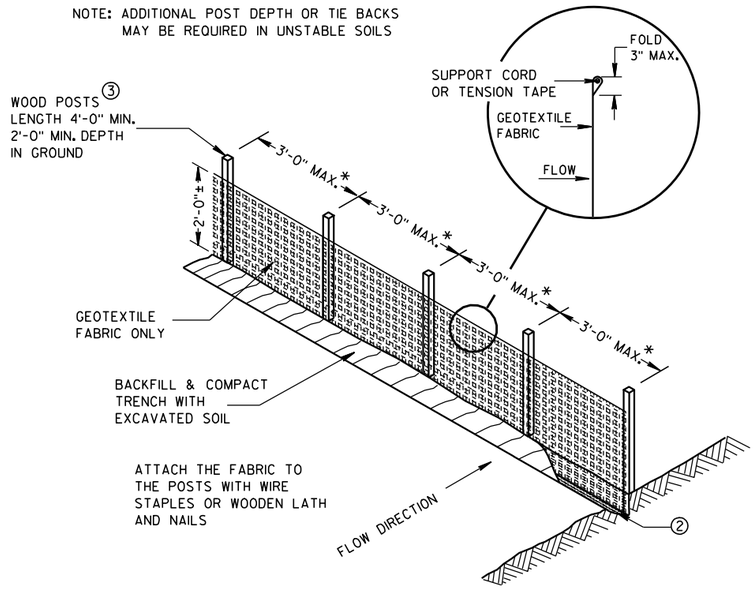
(3) WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

(4) SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

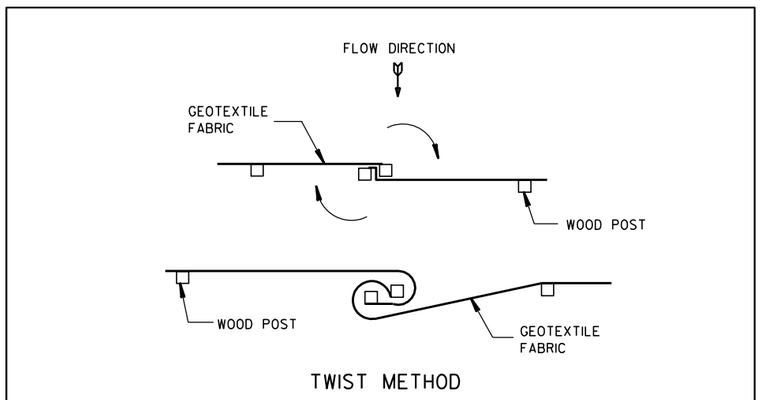
(5) CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



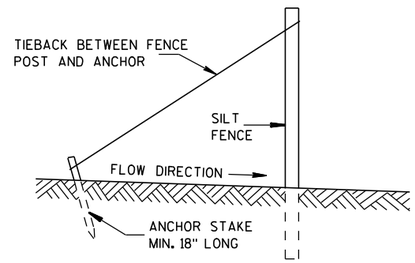
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

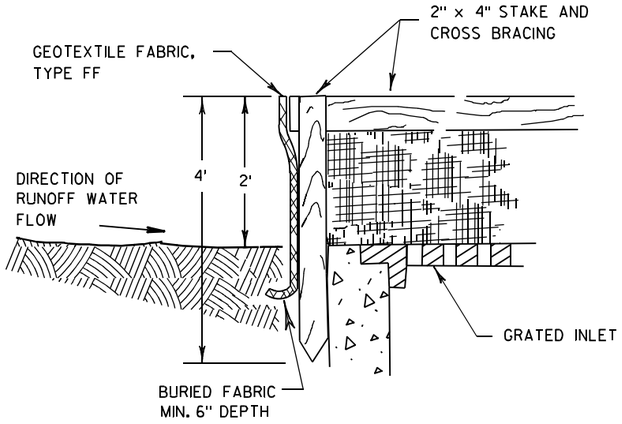
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

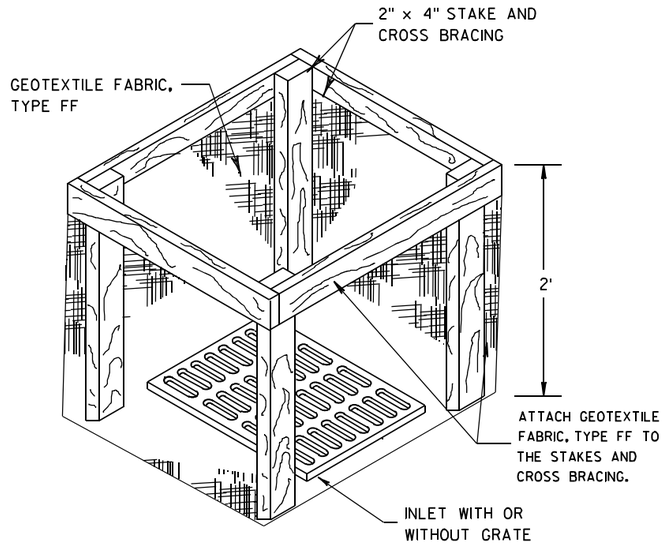
6

S.D.D. 8 E 9-6

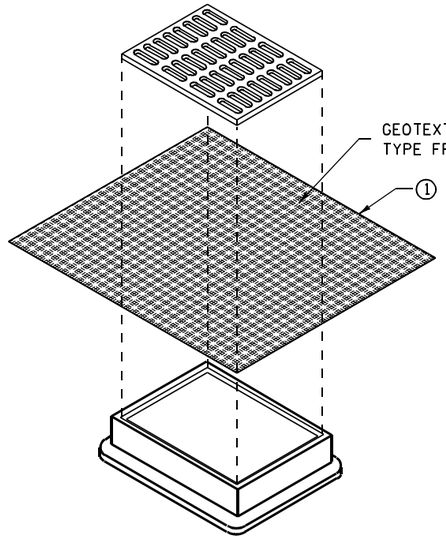
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S.D.D. 8 E 9-6



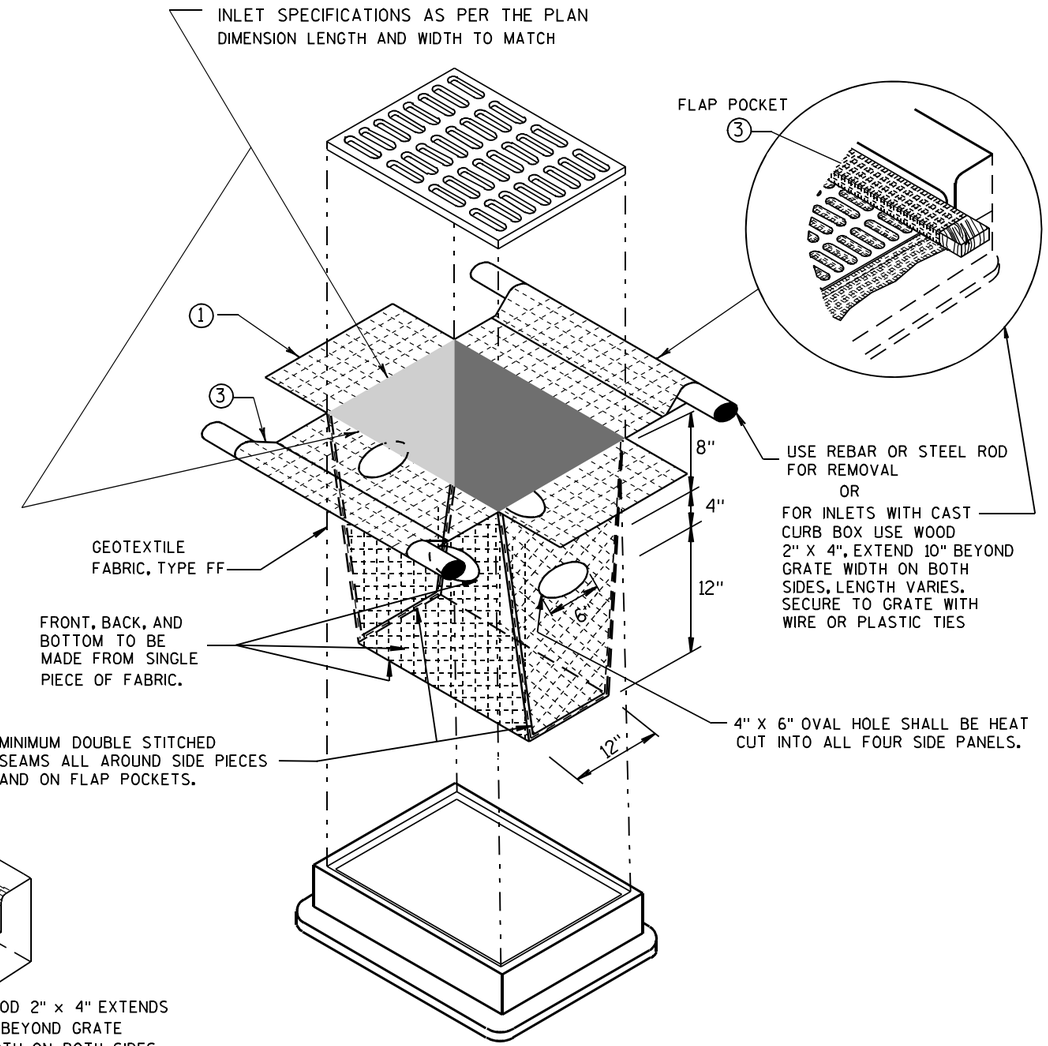


INLET PROTECTION, TYPE A



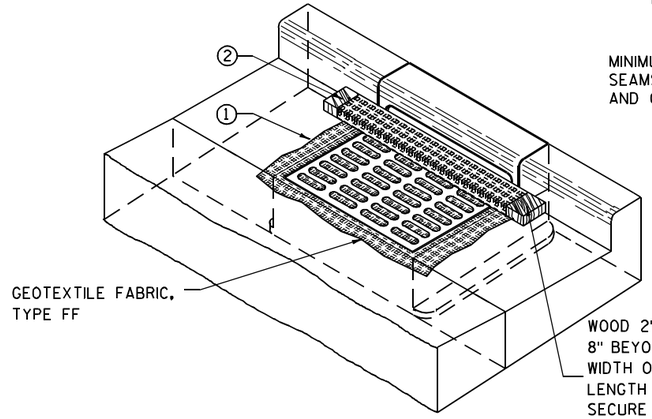
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

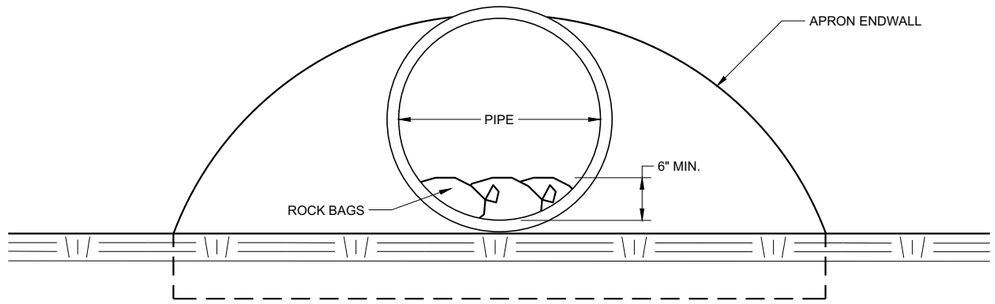
FHWA

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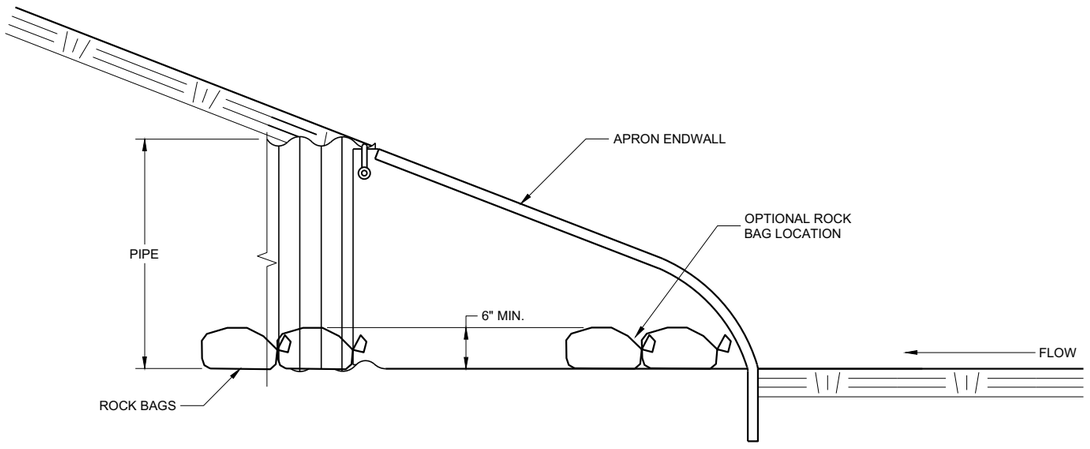
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI
FHWA	

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SDD 08E15 - 01

METAL APRON ENDWALLS

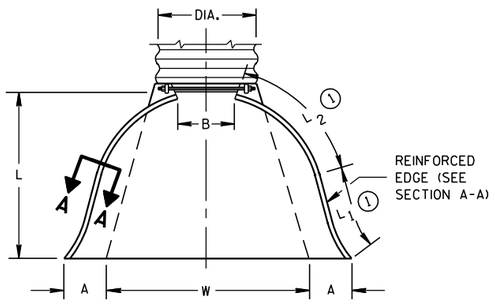
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

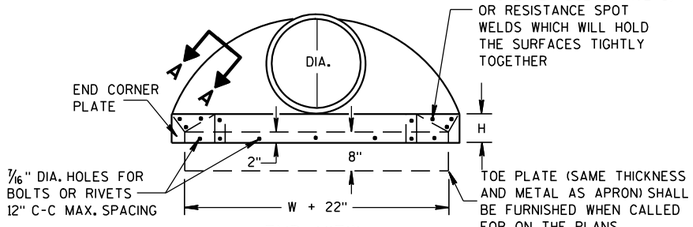
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

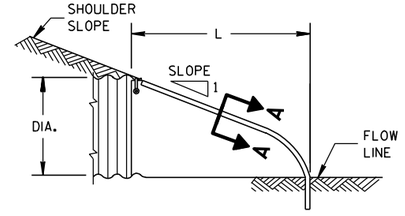
*MINIMUM
**MAXIMUM



PLAN VIEW

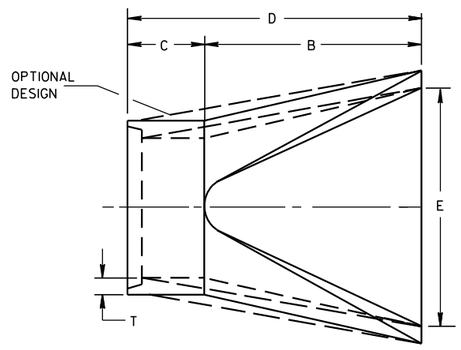


END VIEW

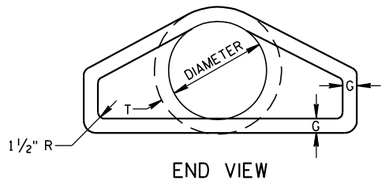


SIDE ELEVATION

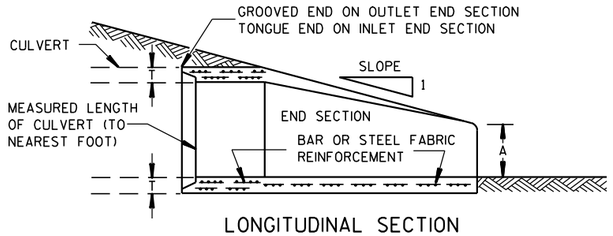
METAL ENDWALLS



PLAN

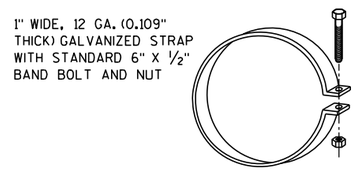


END VIEW



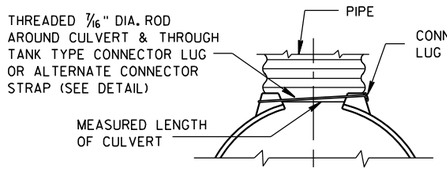
LONGITUDINAL SECTION

CONCRETE ENDWALLS

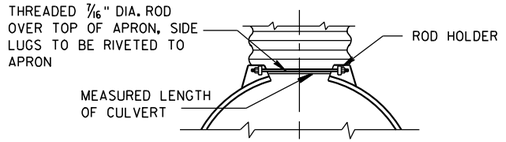


ALTERNATE FOR TYPE 1 CONNECTION

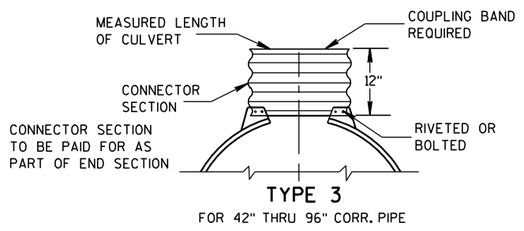
END SECTION CONNECTOR STRAP



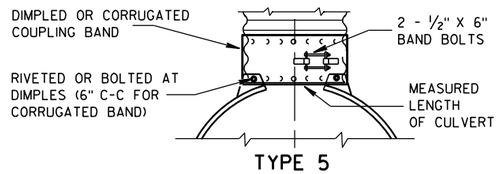
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

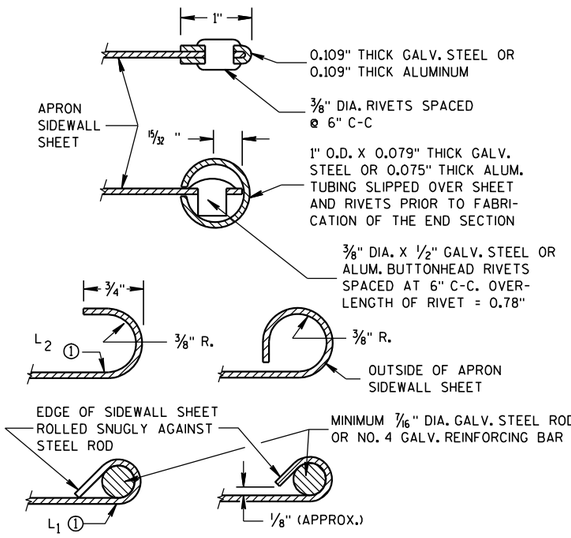
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

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.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

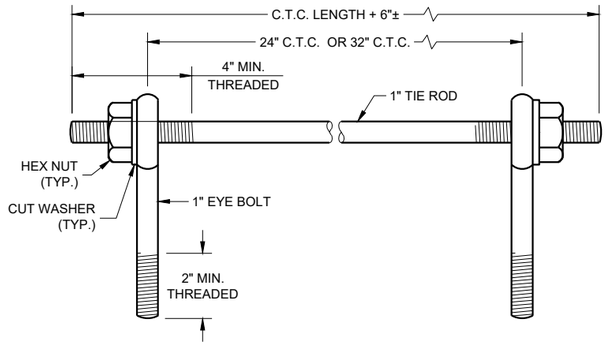
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

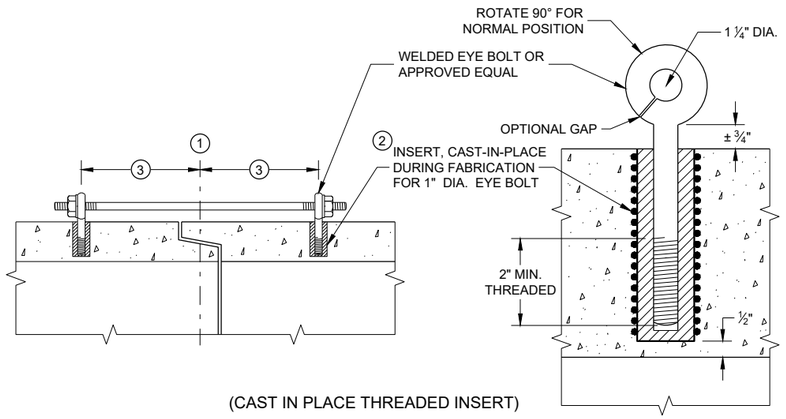
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



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.

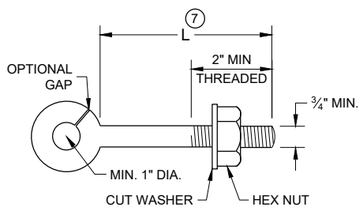
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

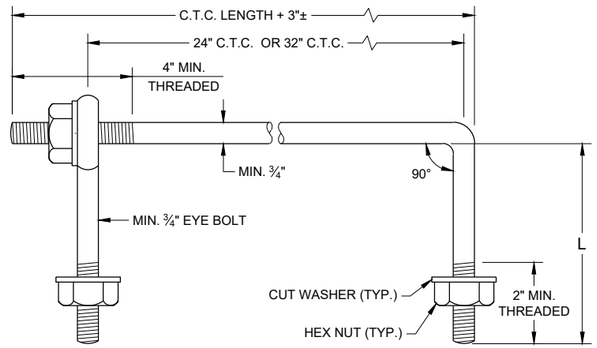
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

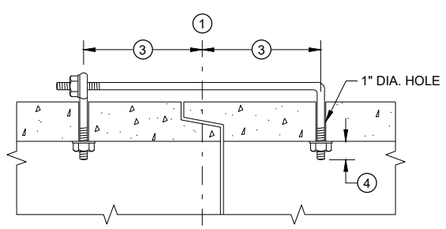


EYE BOLT (7)

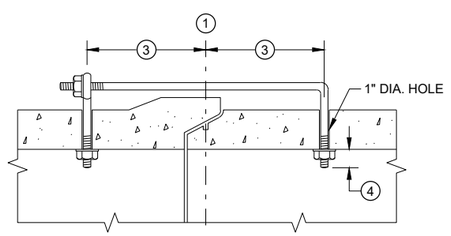
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

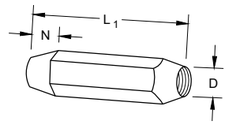
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

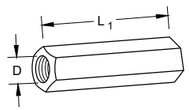
ADJUSTABLE TIE ROD TABLE

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



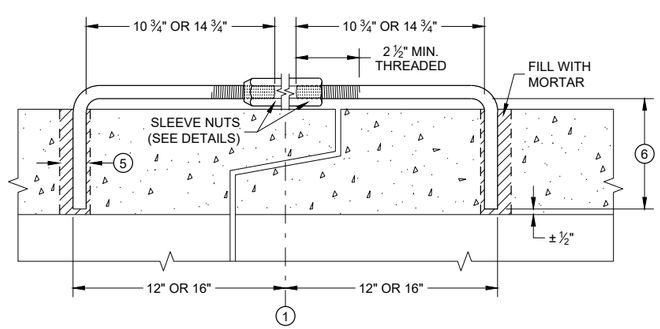
TAPERED



PLAIN

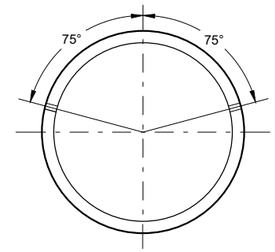
RIGHT AND LEFT THREADS

SLEEVE NUTS



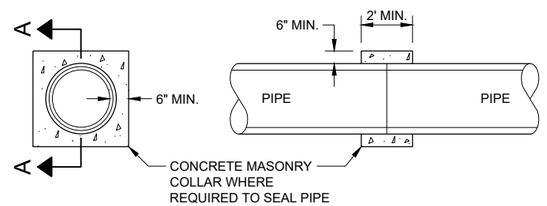
LONGITUDINAL SECTION

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

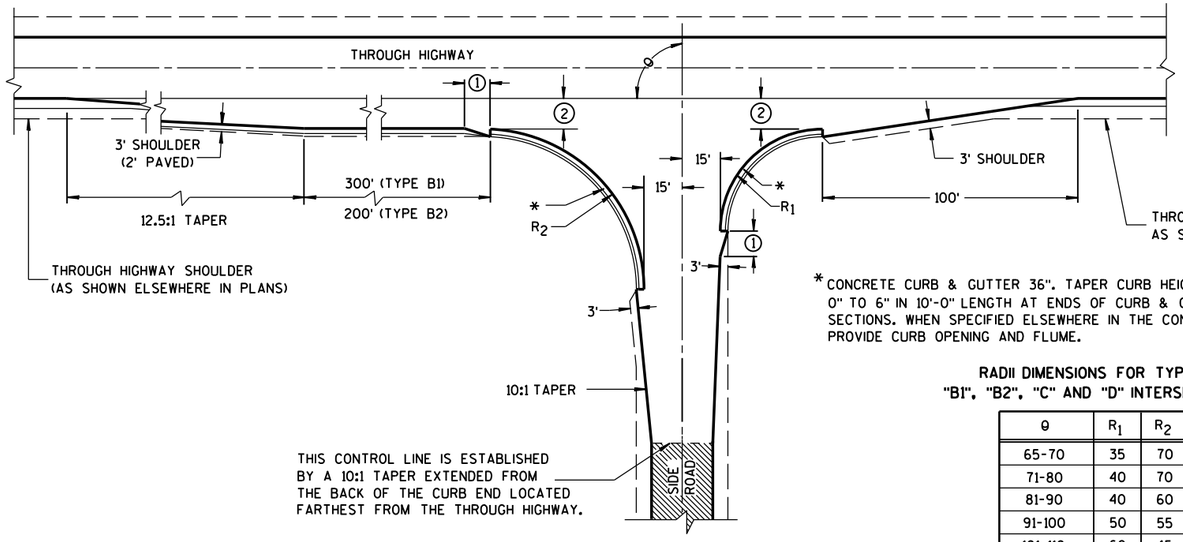
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 08F04 - 08

SDD 08F04 - 08

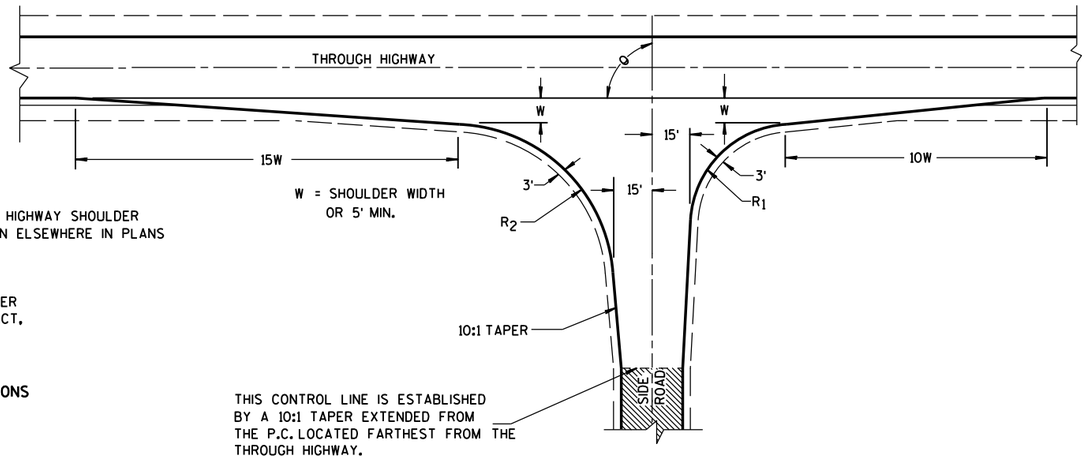


TYPE "B1" AND "B2"

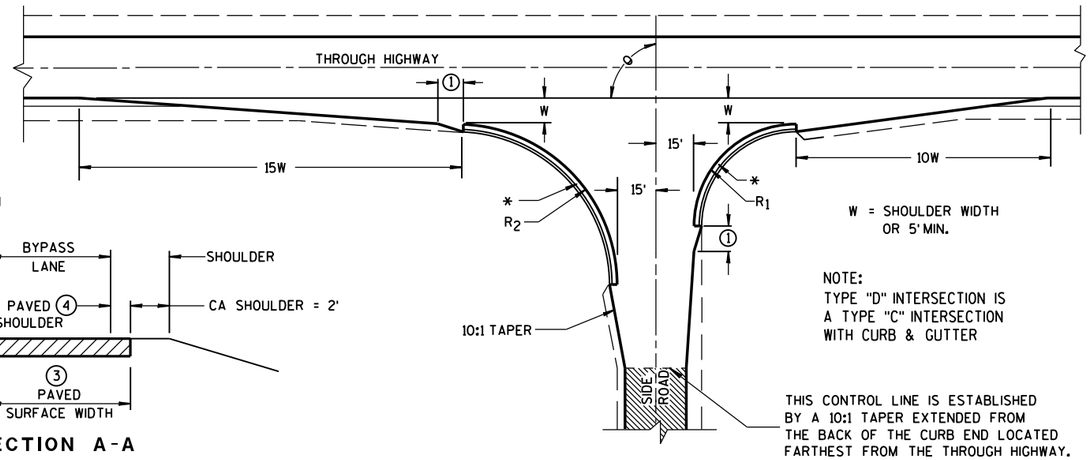
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

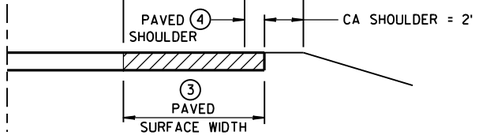
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

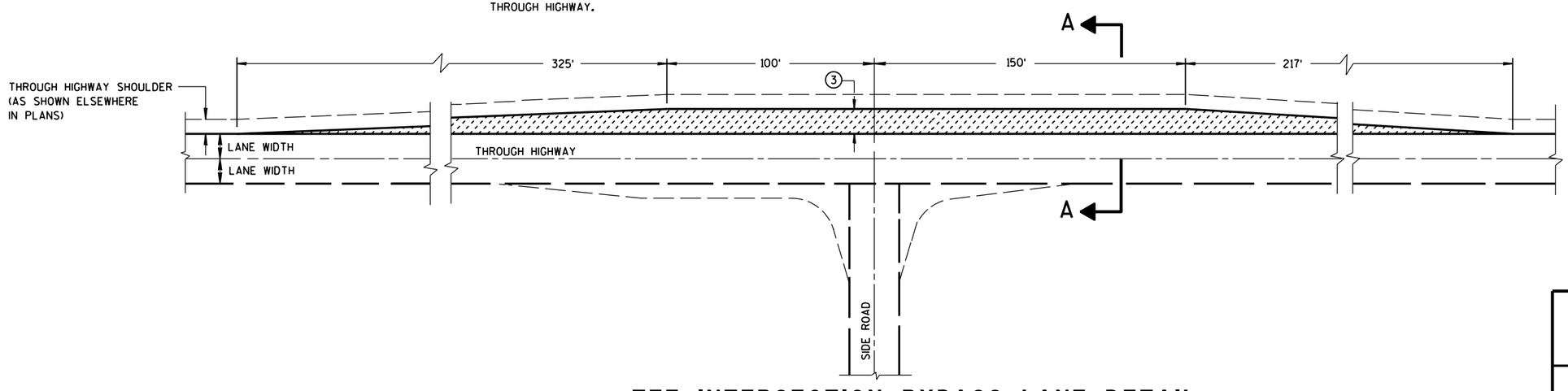
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



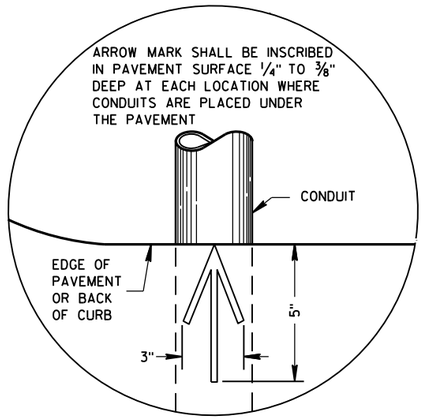
TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

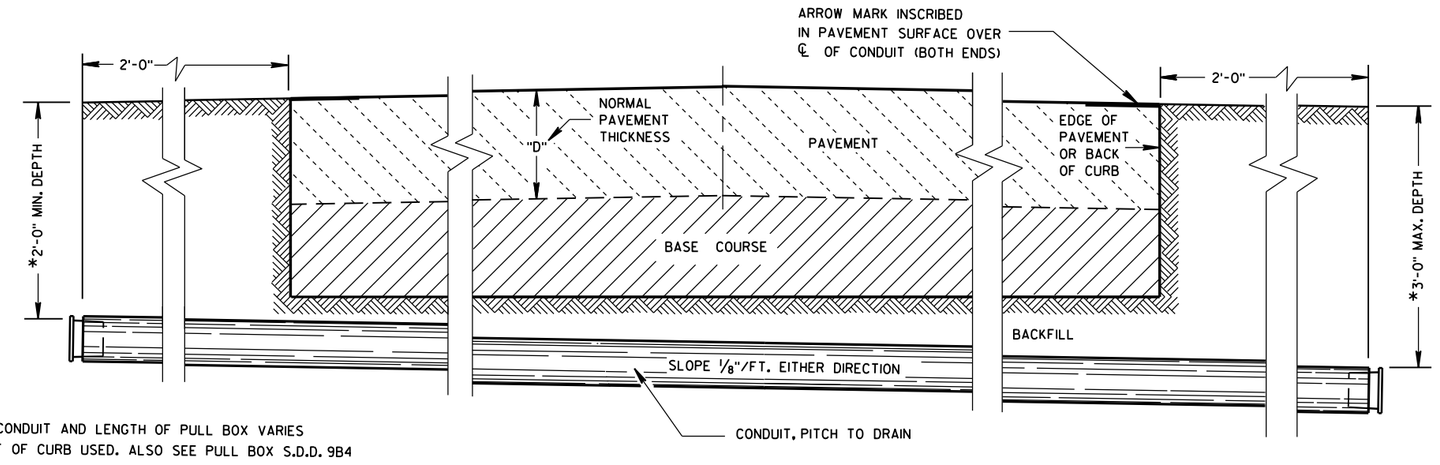
6

S.D.D. 9 A 1-13a



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.

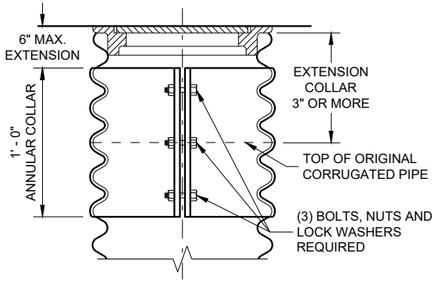
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

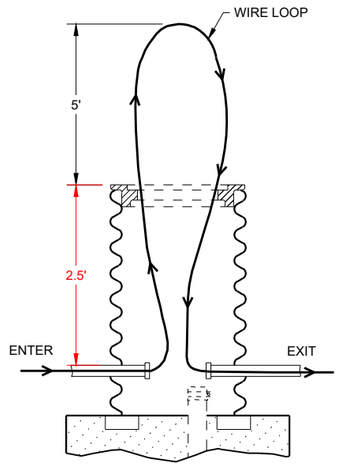
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 352
FHWA

6

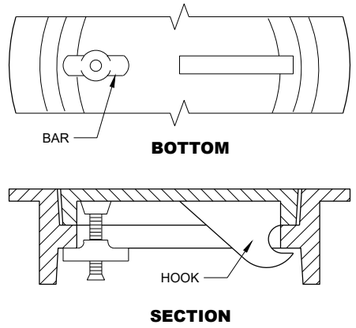
S.D.D. 9 B 2-10



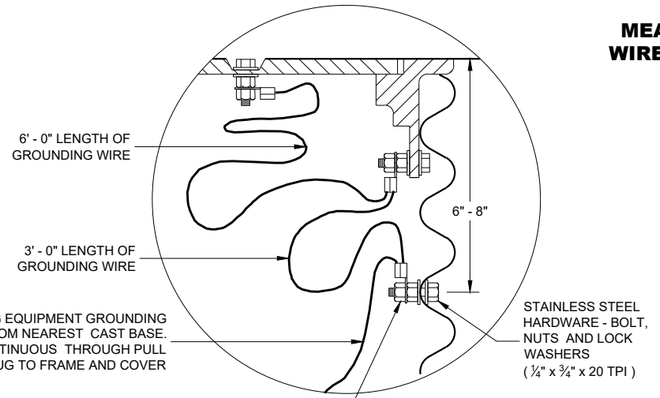
CORRUGATED PIPE EXTENDER



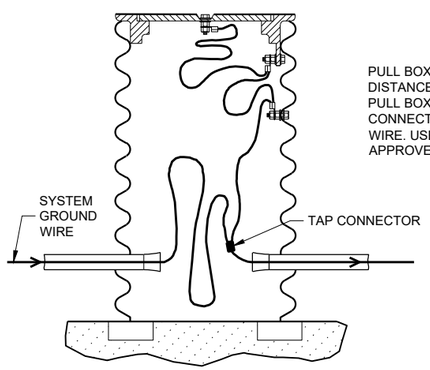
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

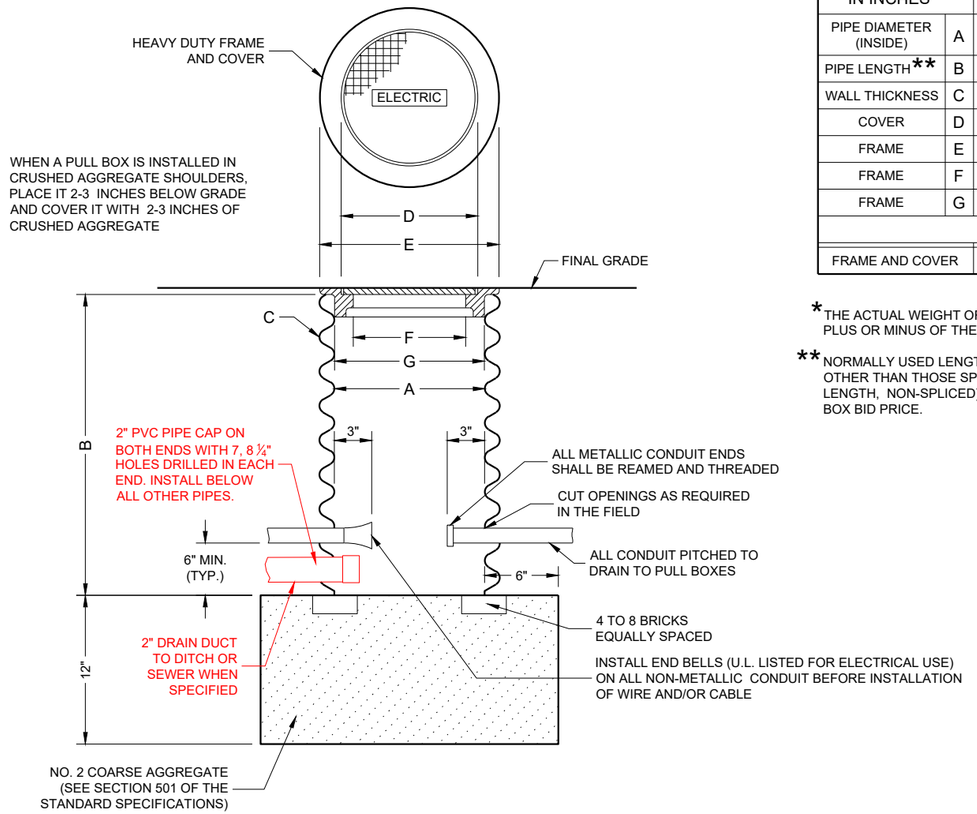


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

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

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

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

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

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

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

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

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 353

FHWA

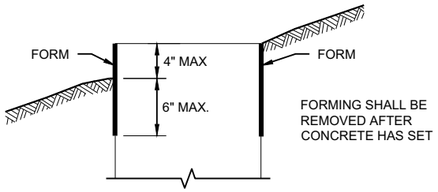
6

SDD 09B04 -12

6

SDD 09B04 -12

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.

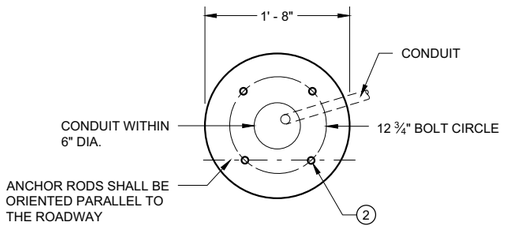
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

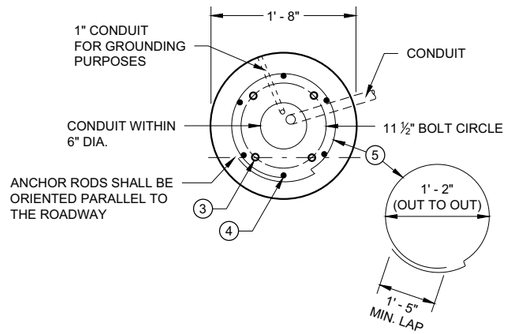
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

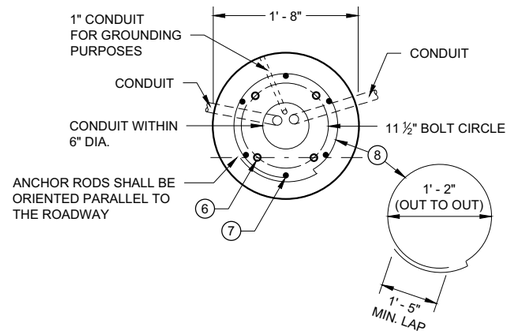
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

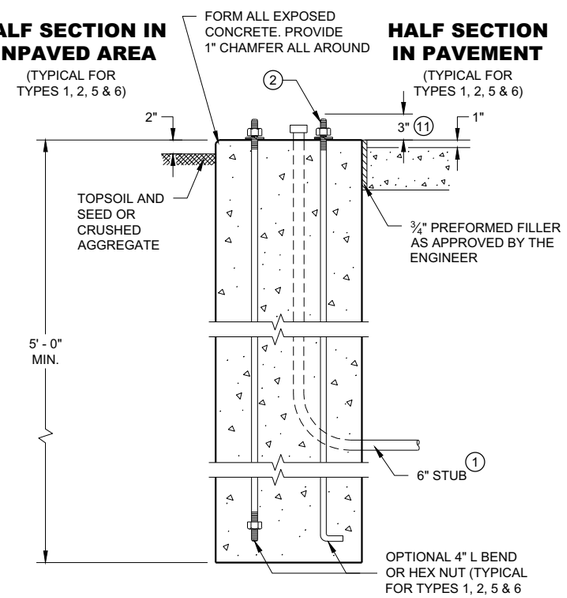
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

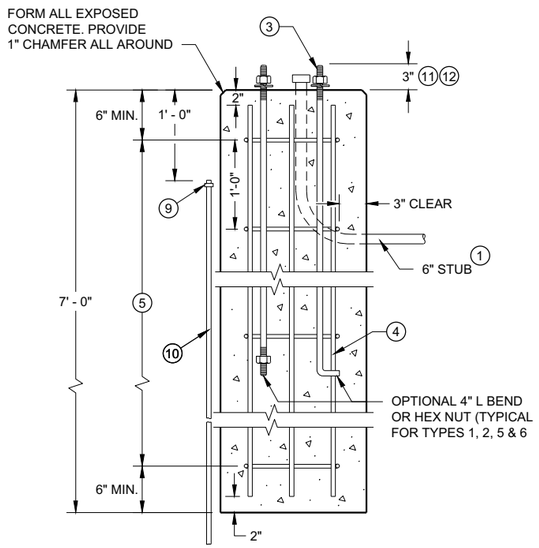
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

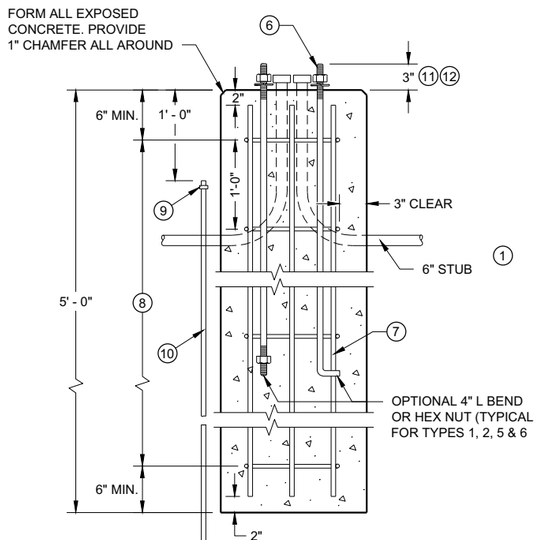
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



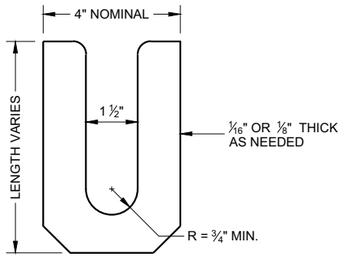
TYPE 5 & 6

CONCRETE BASES

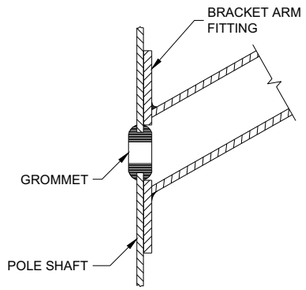
CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

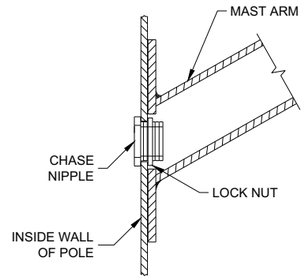
APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 354
FHWA



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.

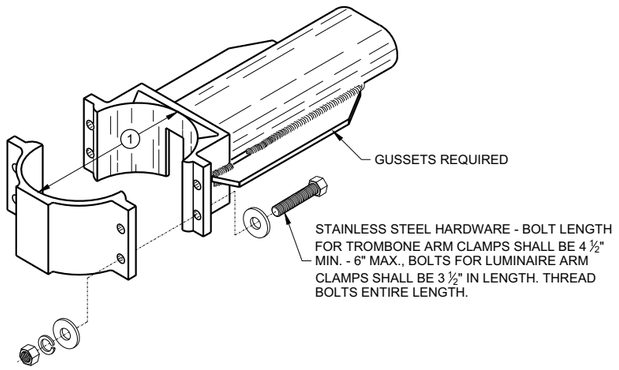
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

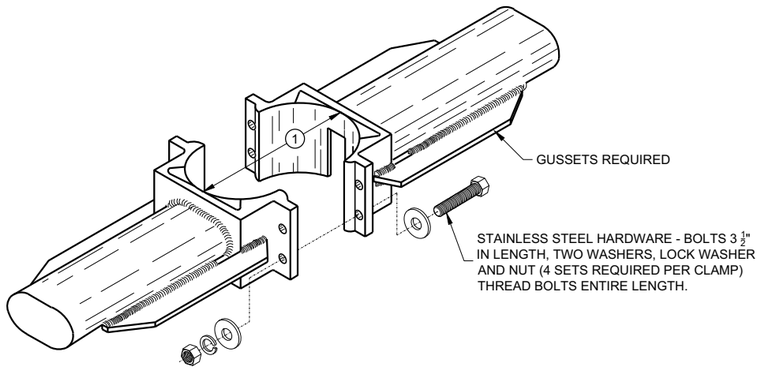
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

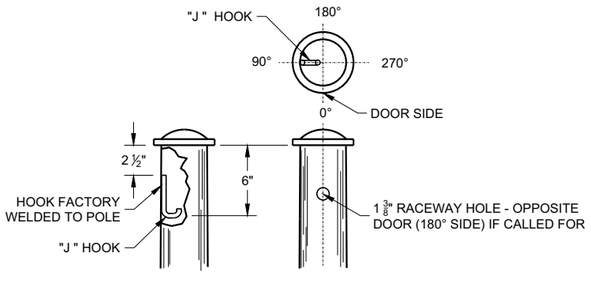
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



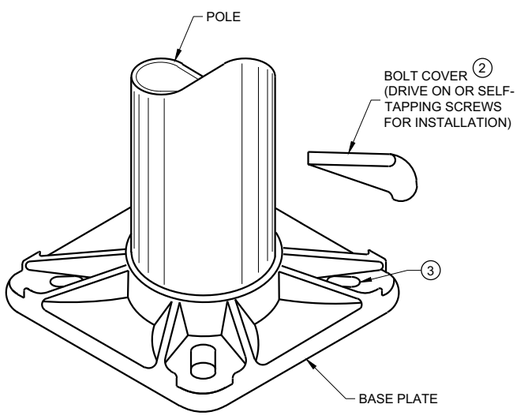
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



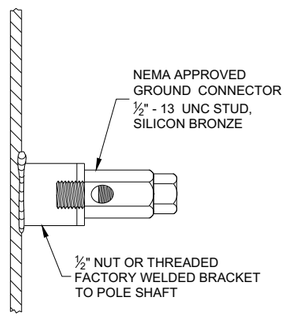
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

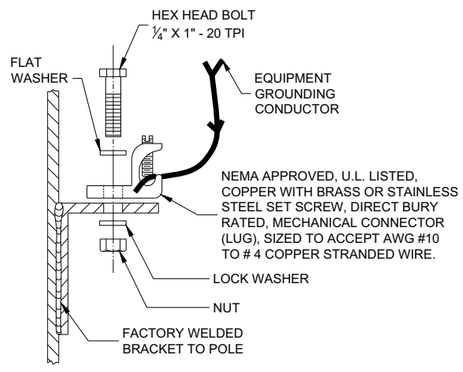


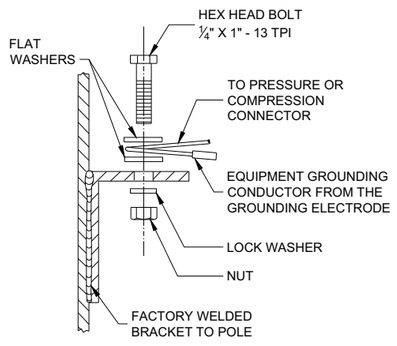
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

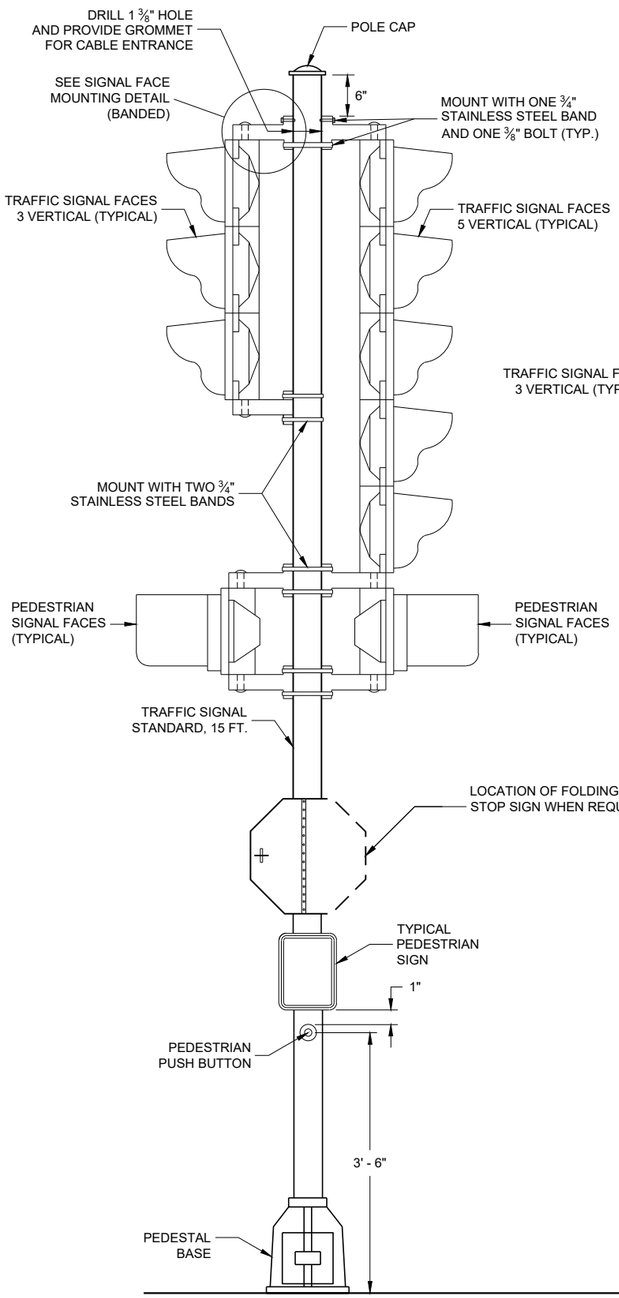
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

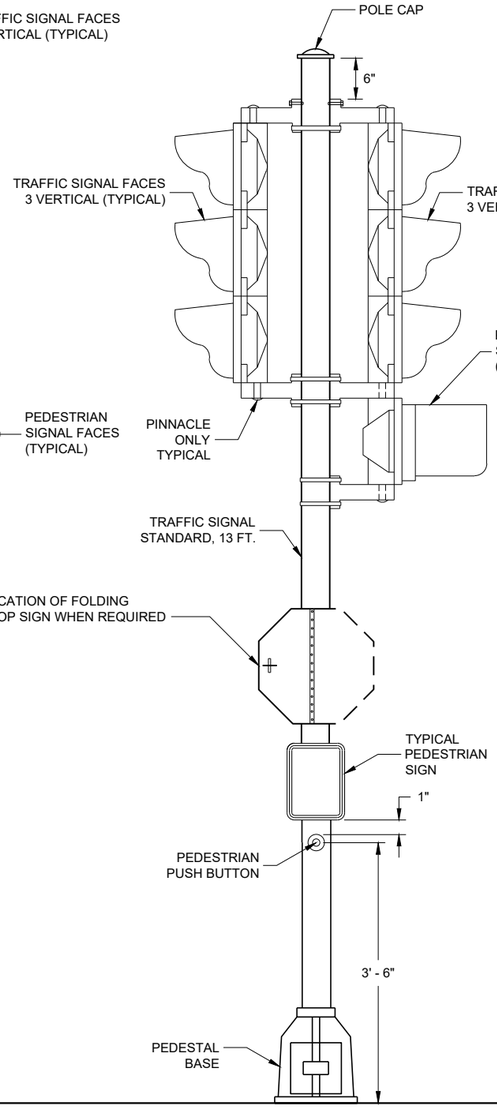
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 355

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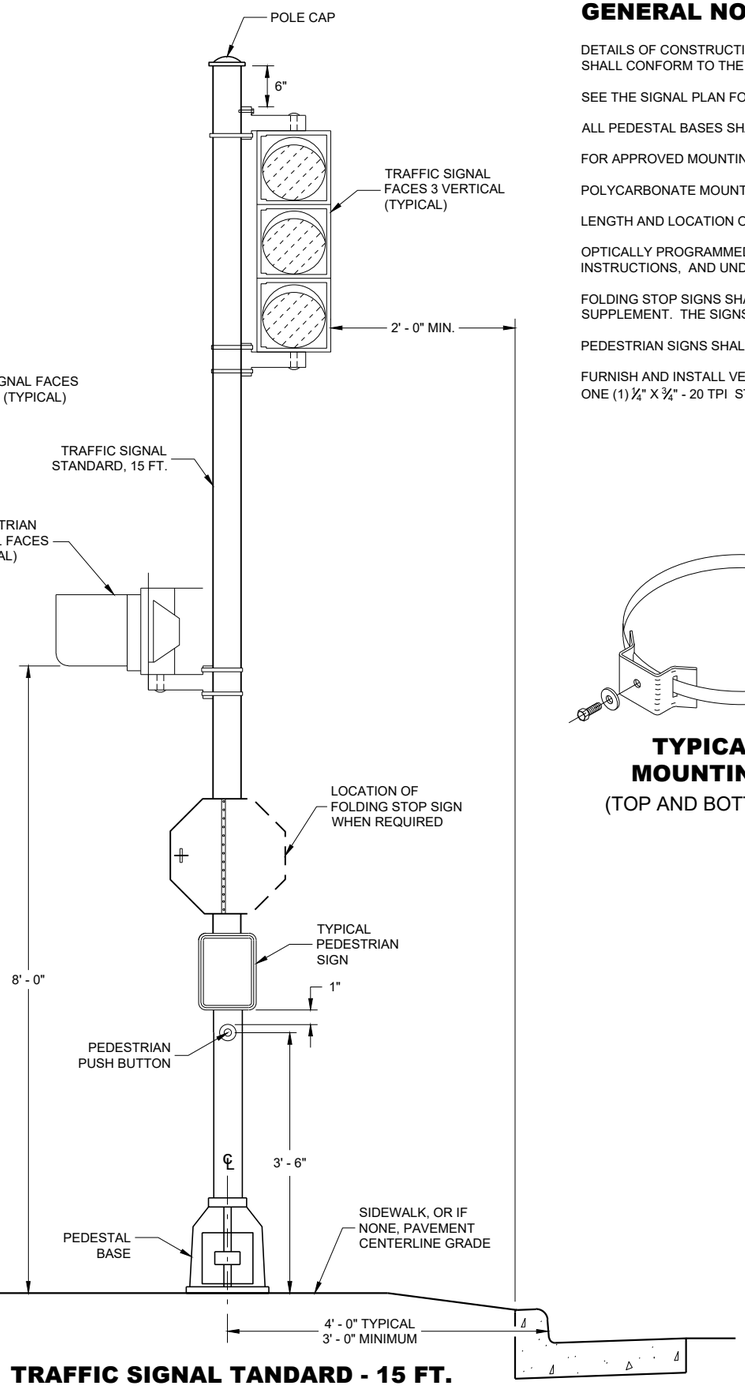
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SDD 09E01 - 15g



TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL TANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

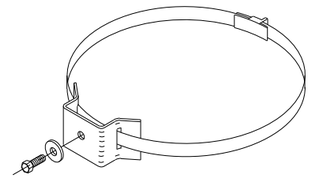
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

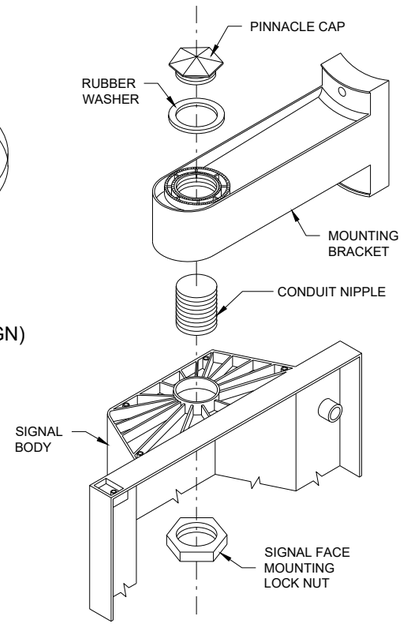
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

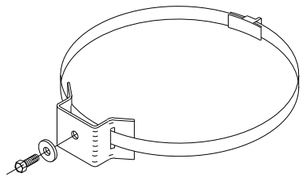
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

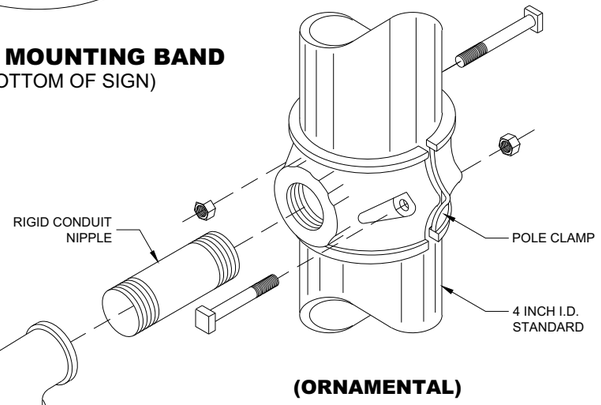
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 356

FHWA

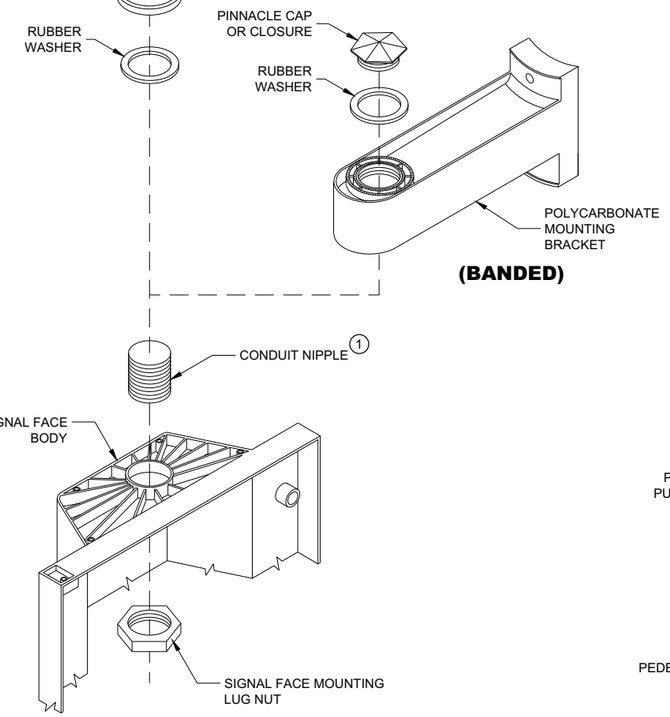
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SDD 09E06 - 05



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

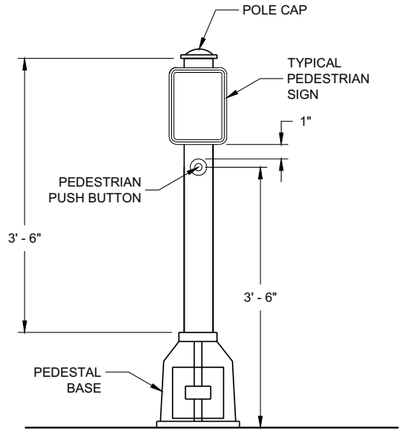


(ORNAMENTAL)



(BANDED)

SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

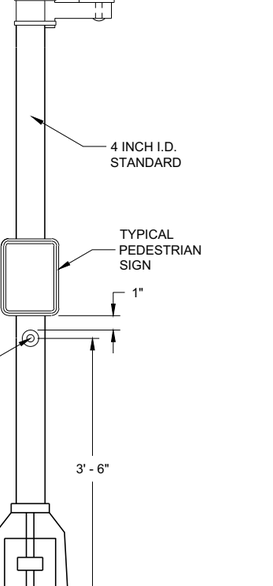
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

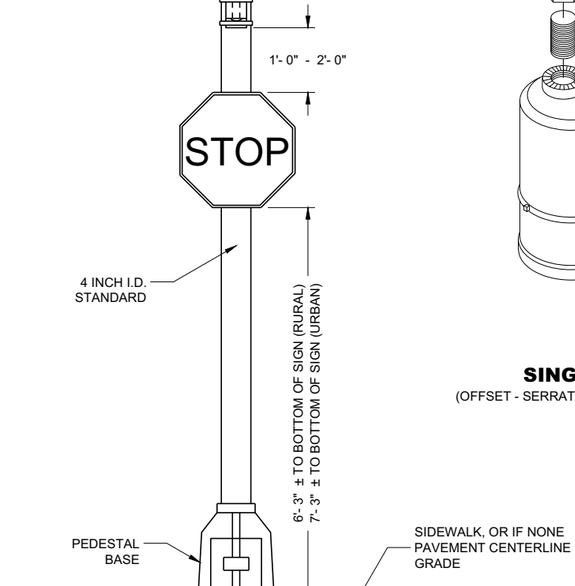
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

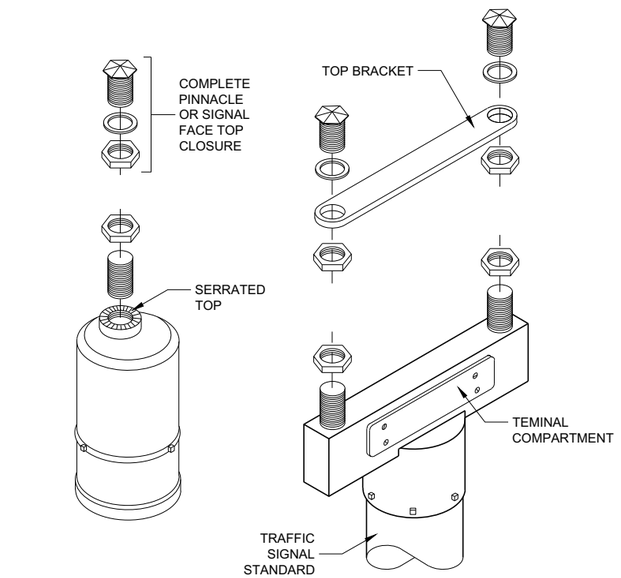
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

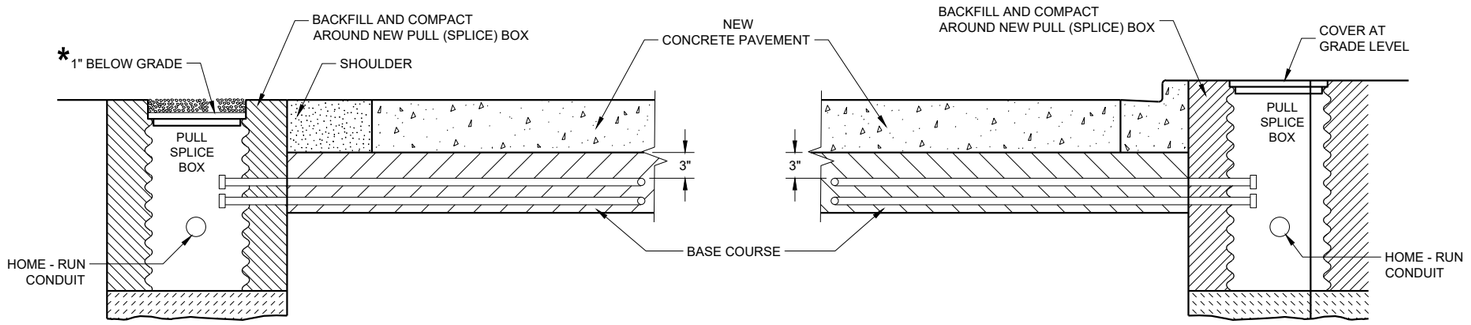
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
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SDD 09E07 - 06



SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

* RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) 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.

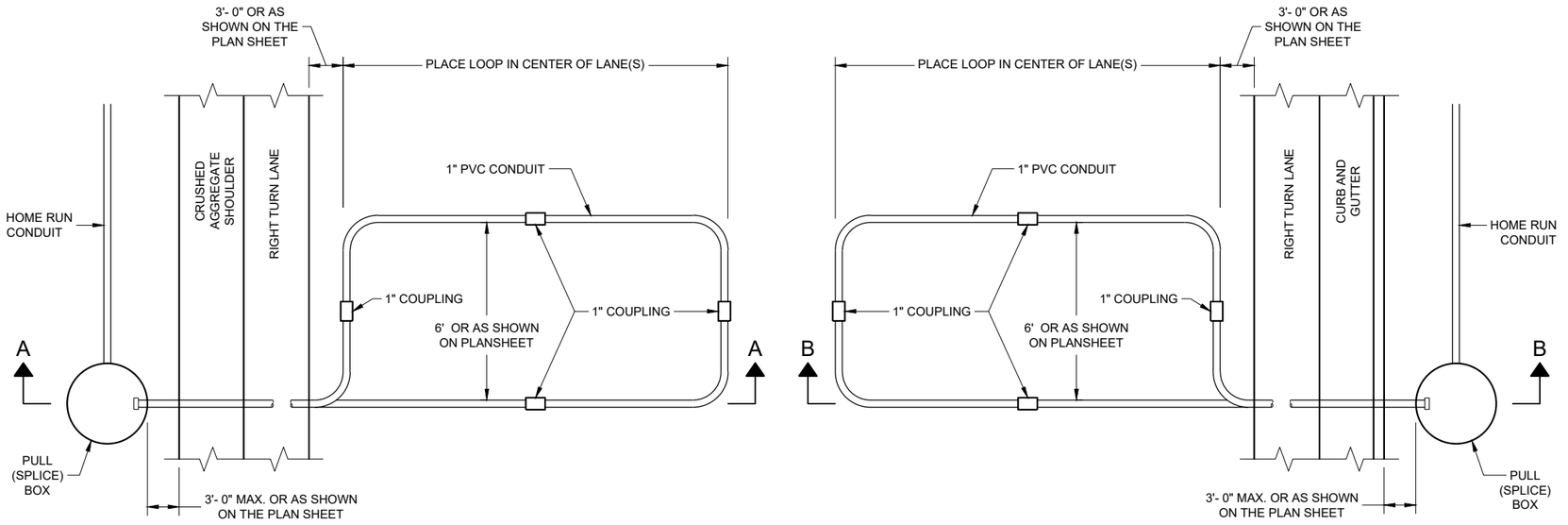
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

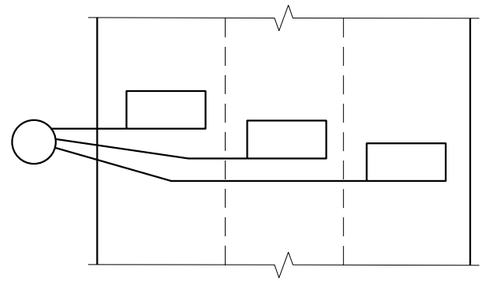
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN LOOP DETECTOR
WITH 24" PULL (SPLICE) BOX



MULTI-LANE
INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

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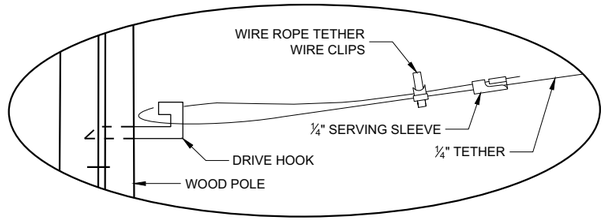
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MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

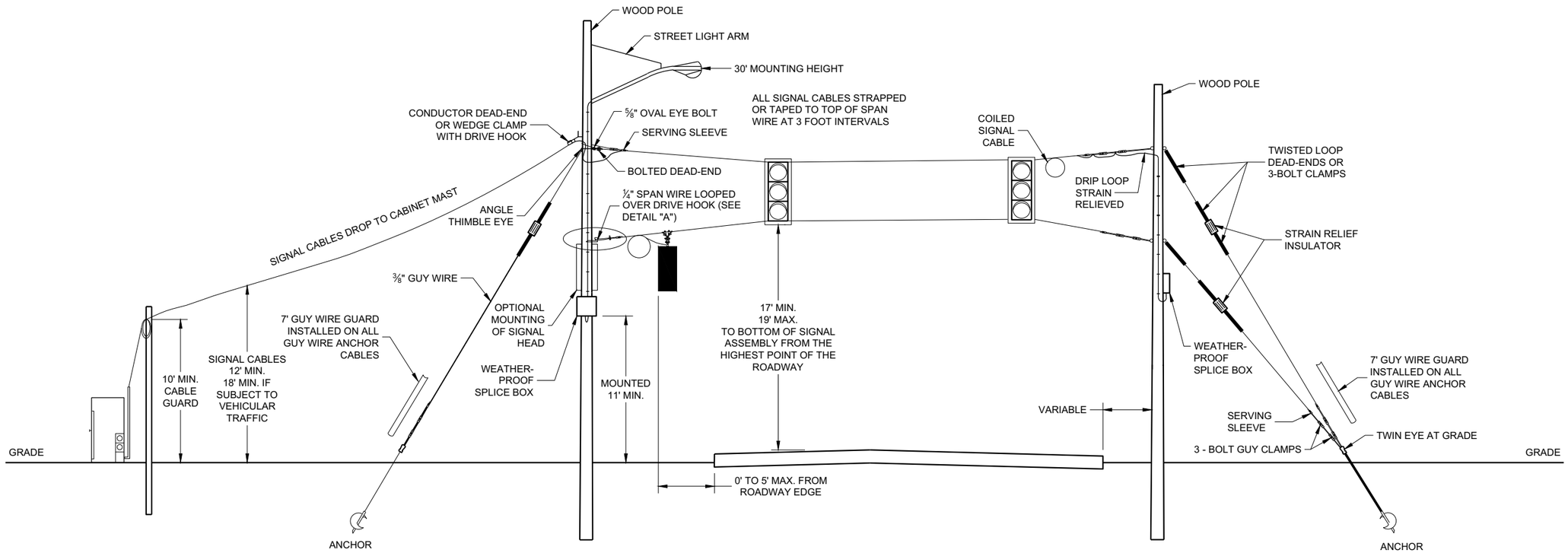


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
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/S/ Ahmet Demerbilek
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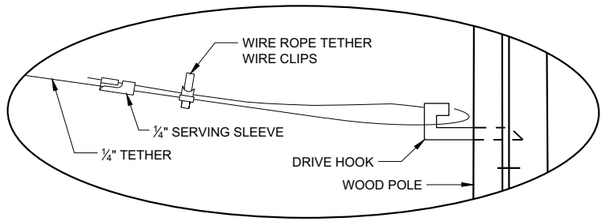
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MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

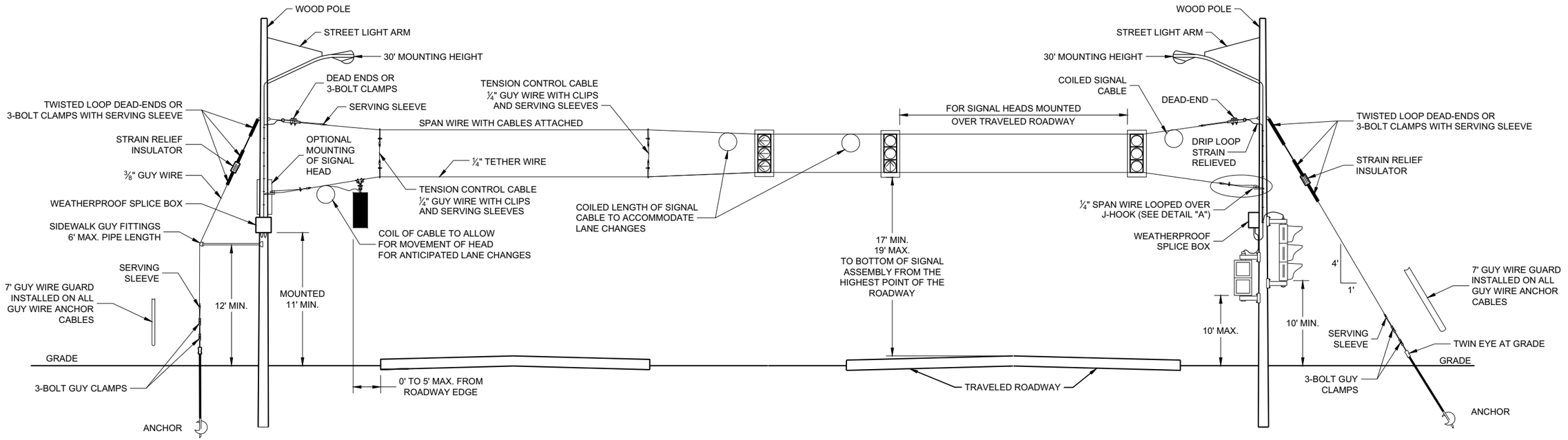


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   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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APPROVED
June 2015
DATE

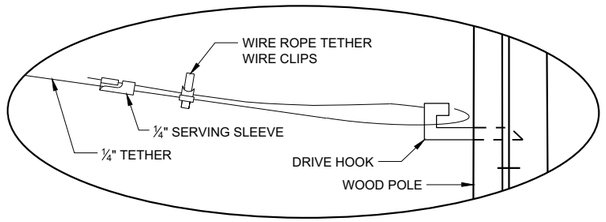
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MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
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30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

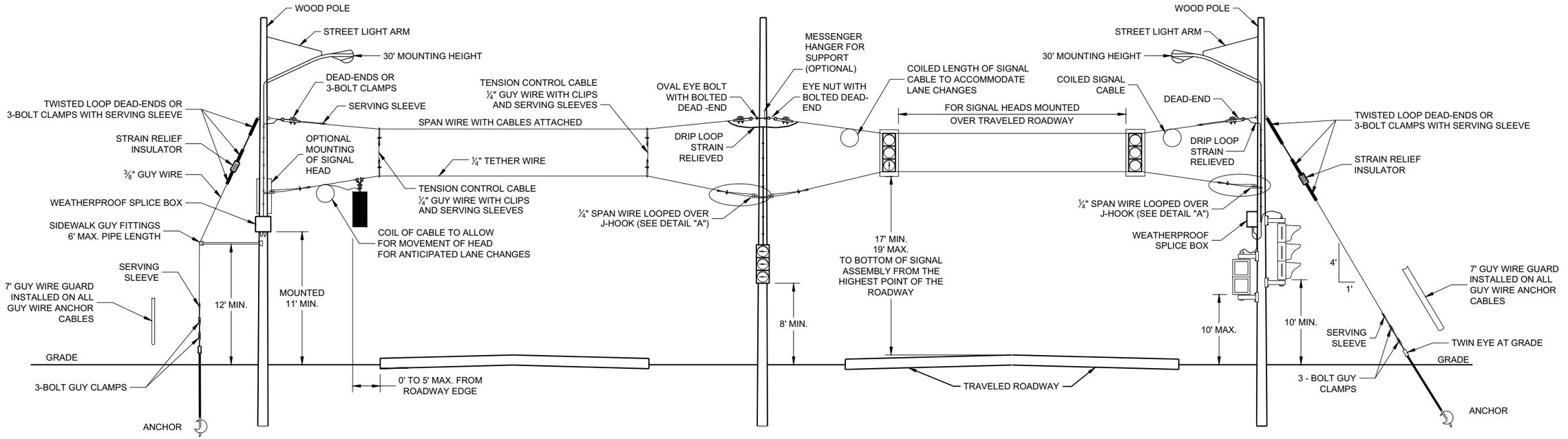


DETAIL "A"

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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

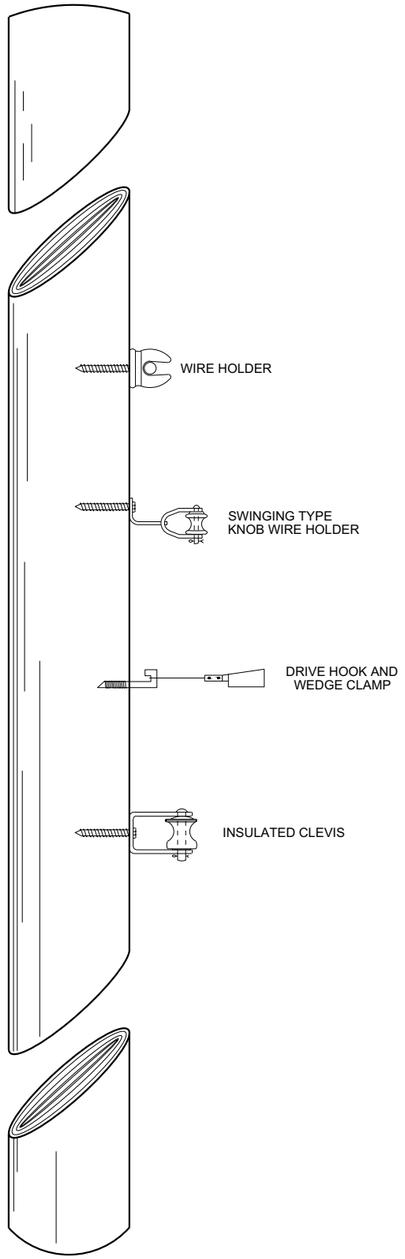
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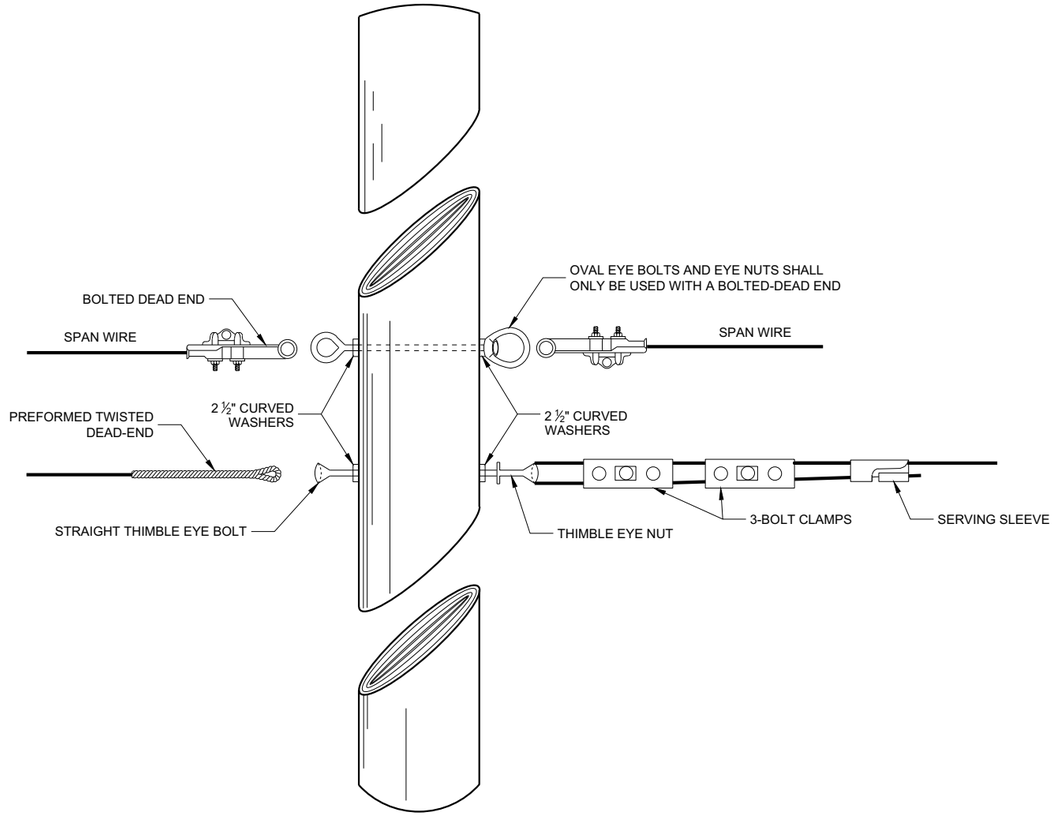
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SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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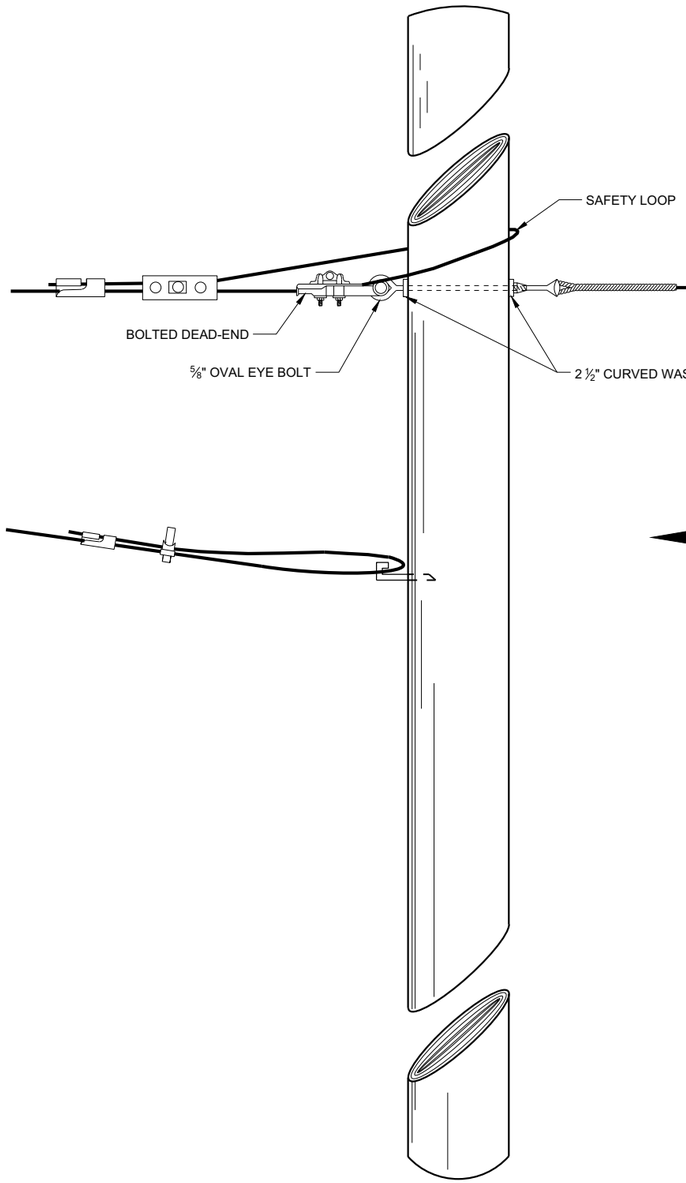
June 2015
DATE

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ROADWAY STANDARDS DEVE ENGINEER

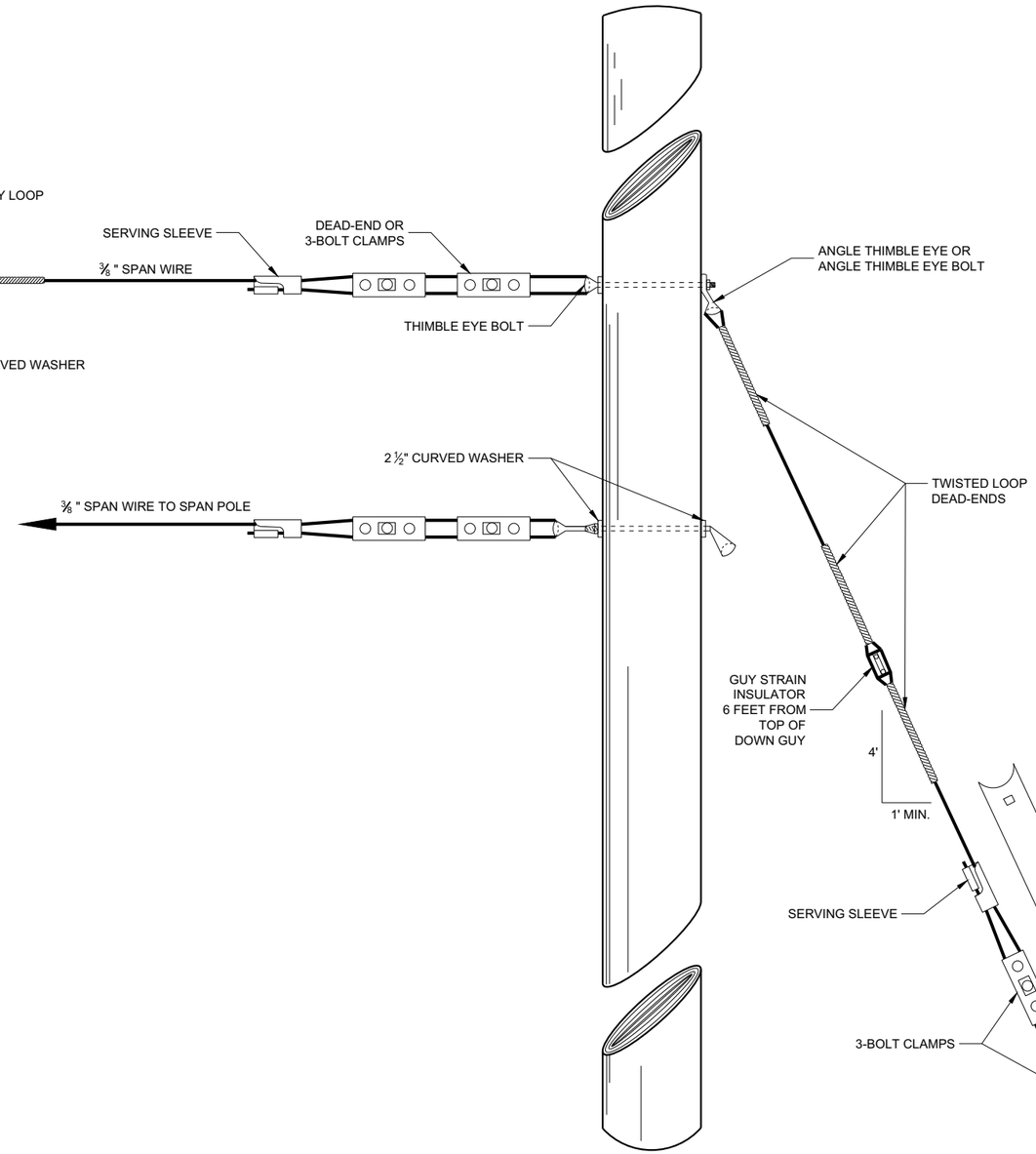
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GENERAL NOTES

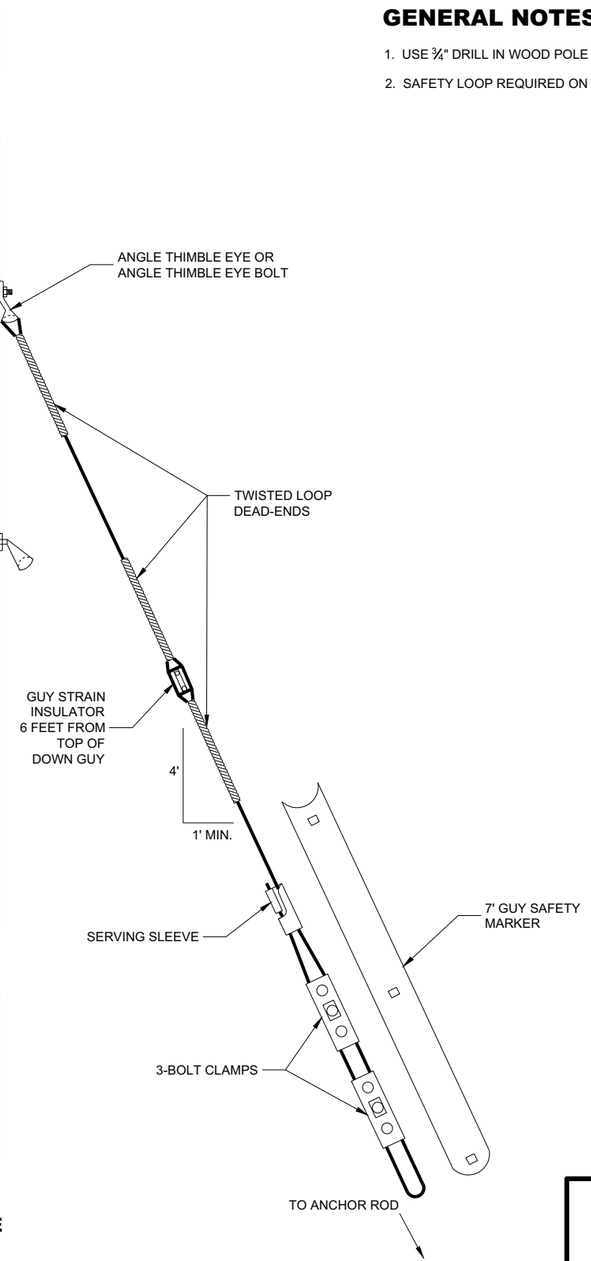
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

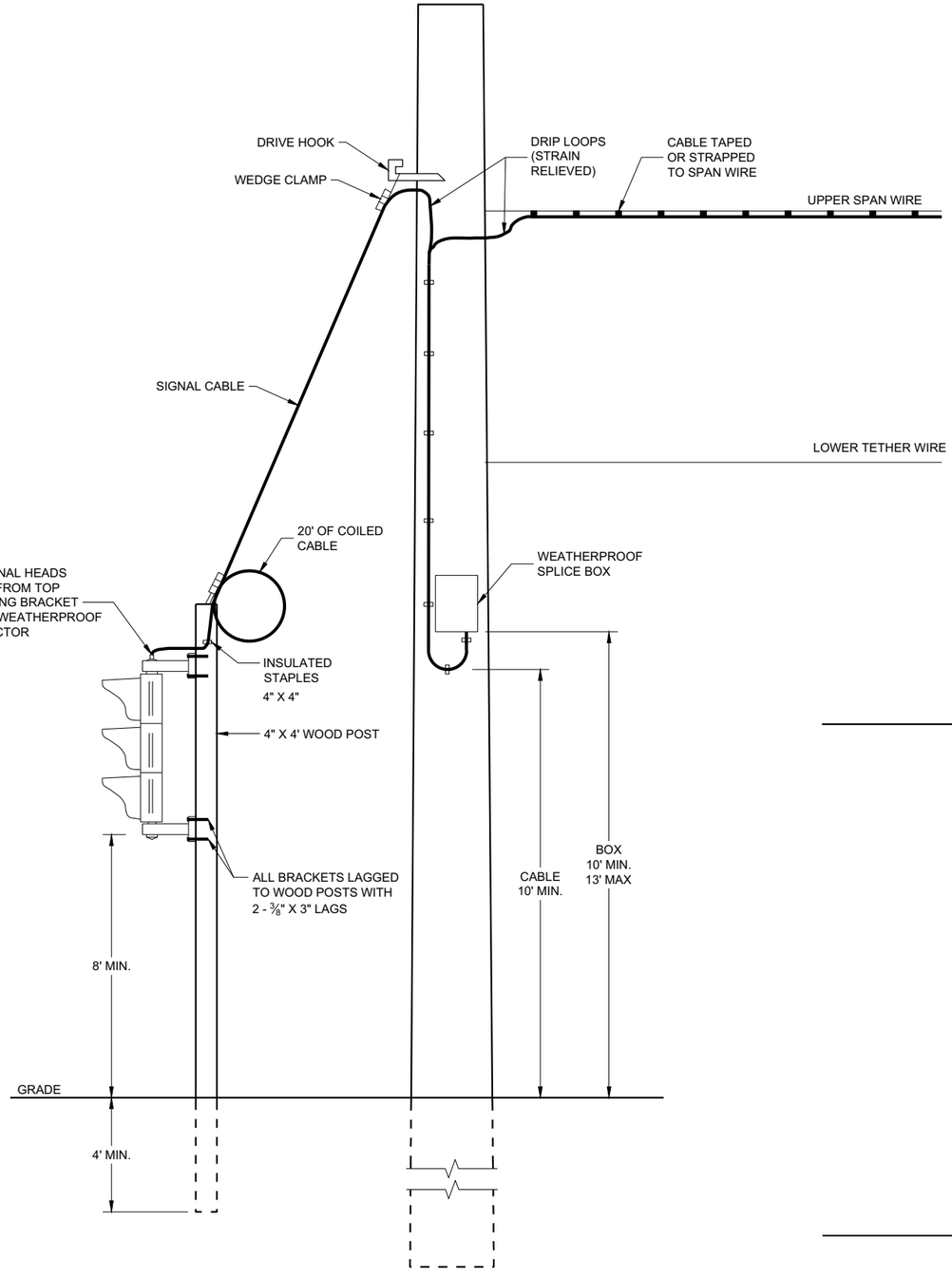
APPROVED
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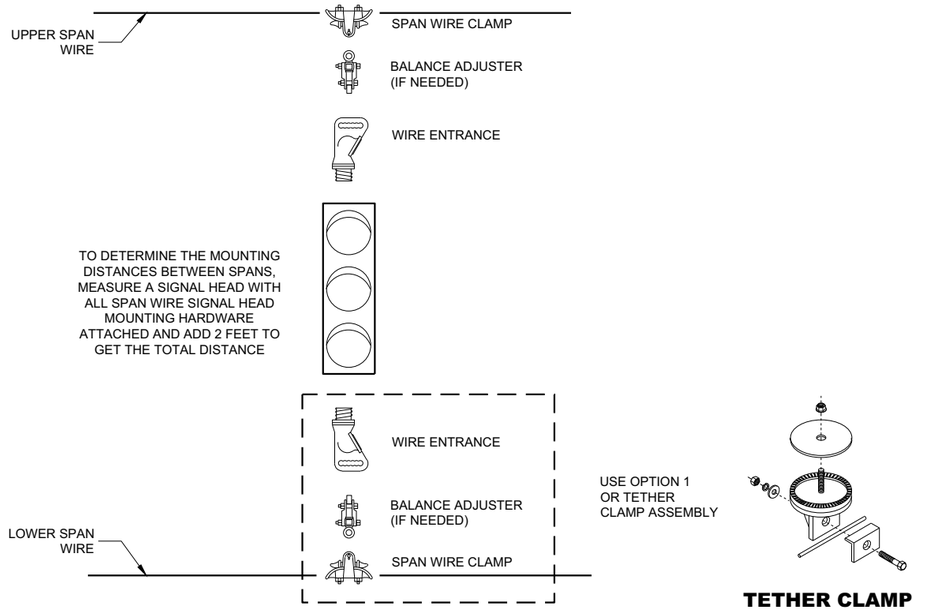
SDD 09G01 - 4e

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SDD 09G01 - 4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

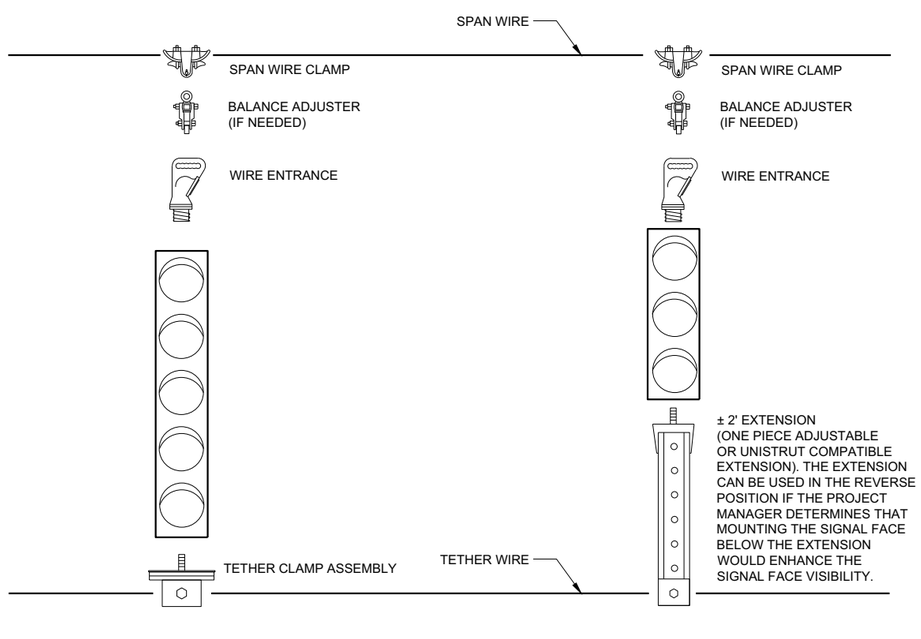


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

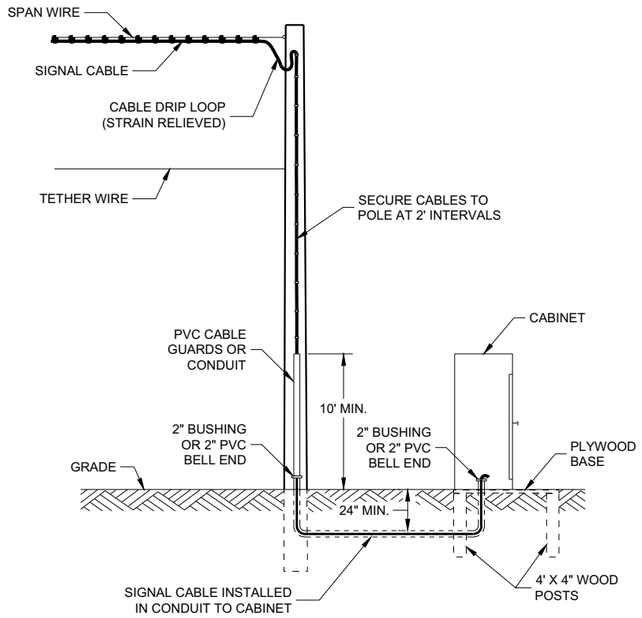
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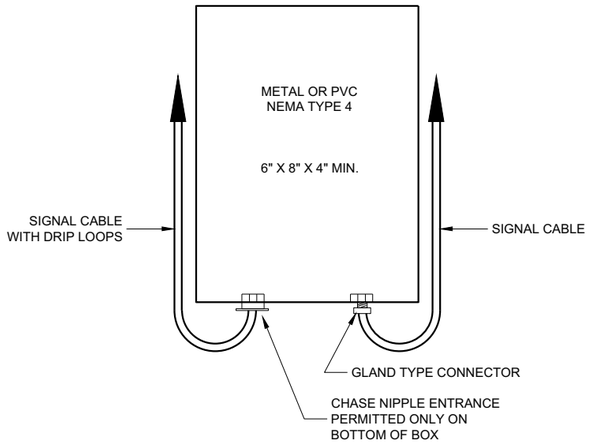
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

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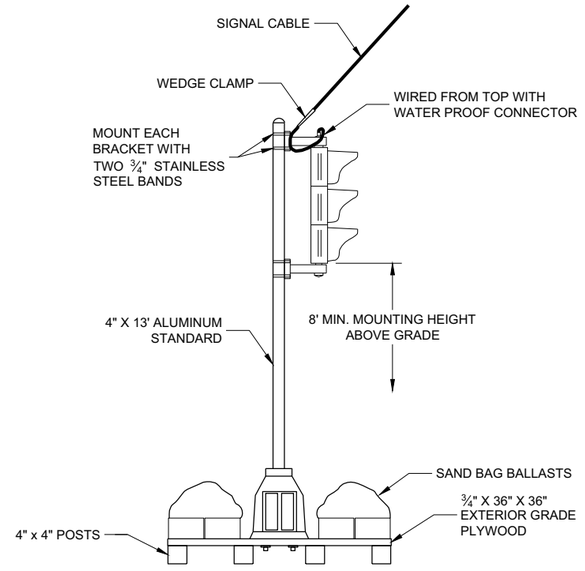
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SDD 09G01 - 4f

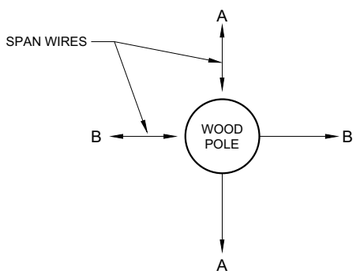




SPLICE BOX

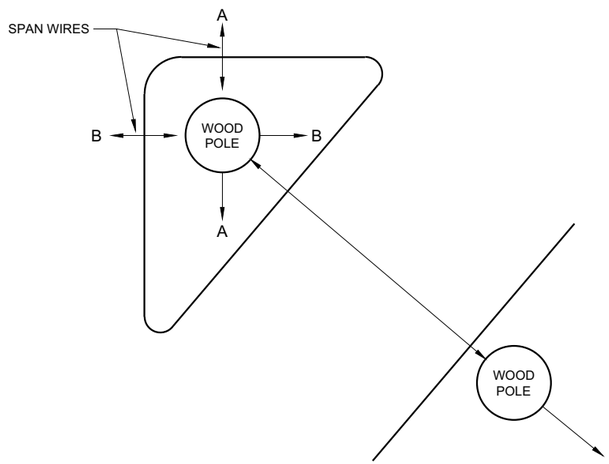


TYPICAL SKID TYPE TEMPORARY

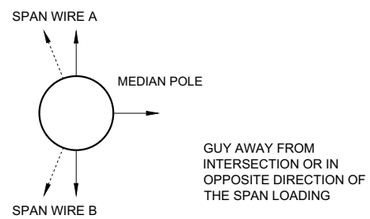


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

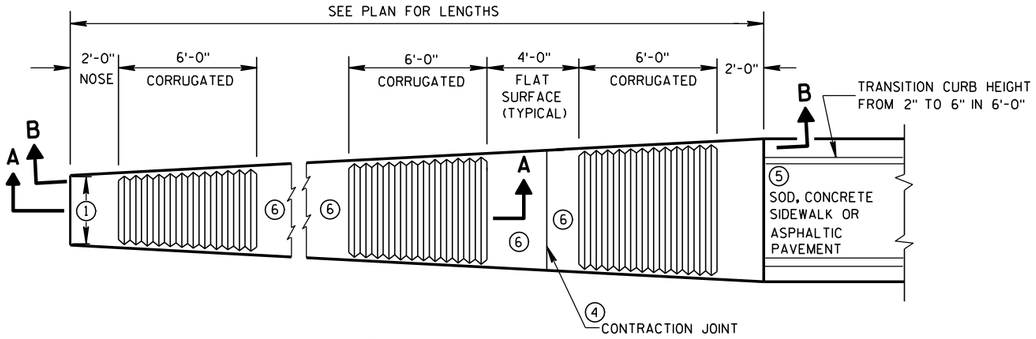
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ROADWAY STANDARDS DEVE ENGINEER

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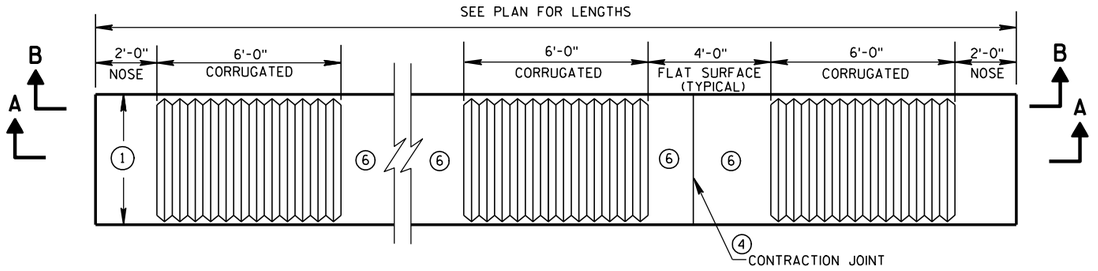
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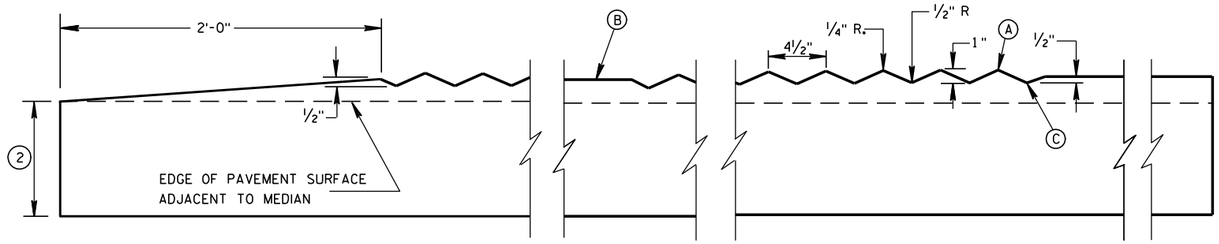
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

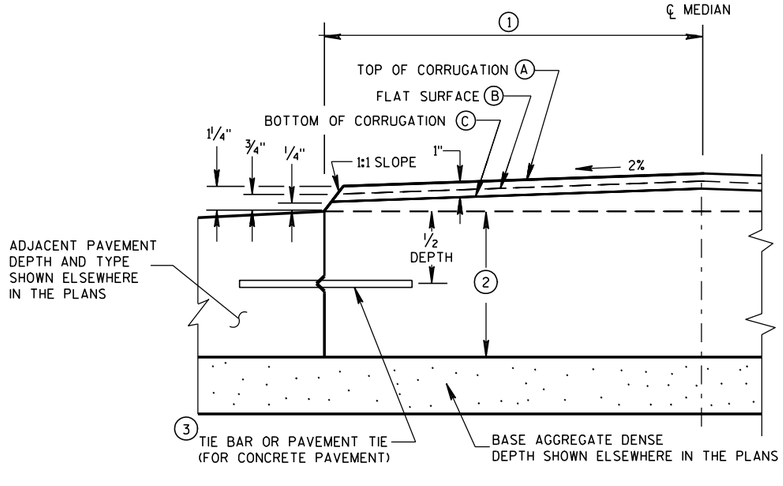
(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.
ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.
(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

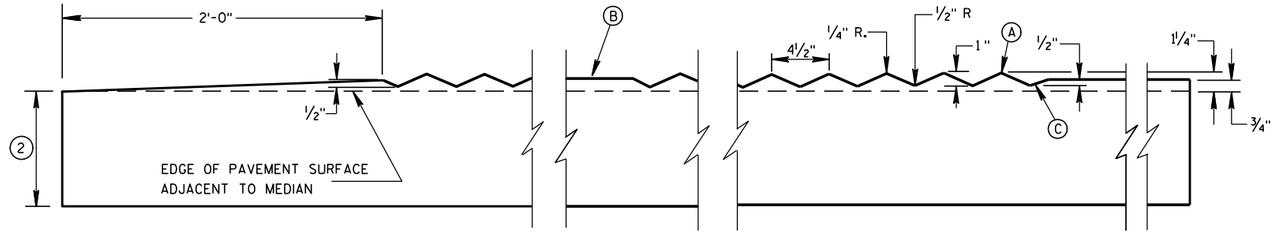
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

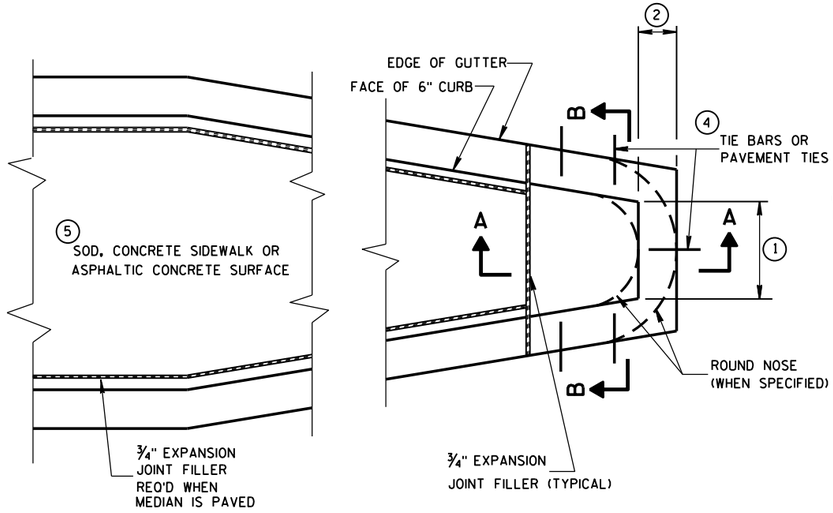
FHWA

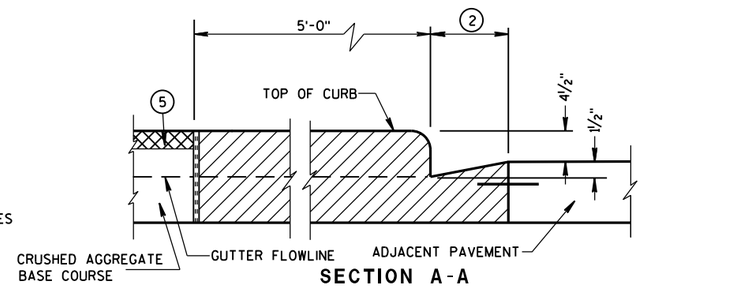
6

S.D.D. 11 B 1-5

6

S.D.D. 11 B 1-5





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

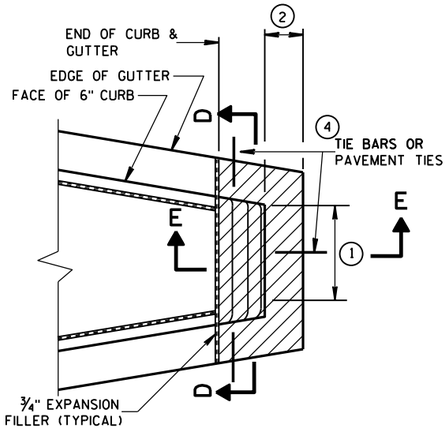
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

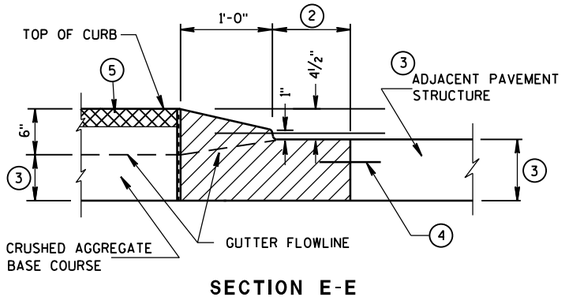
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

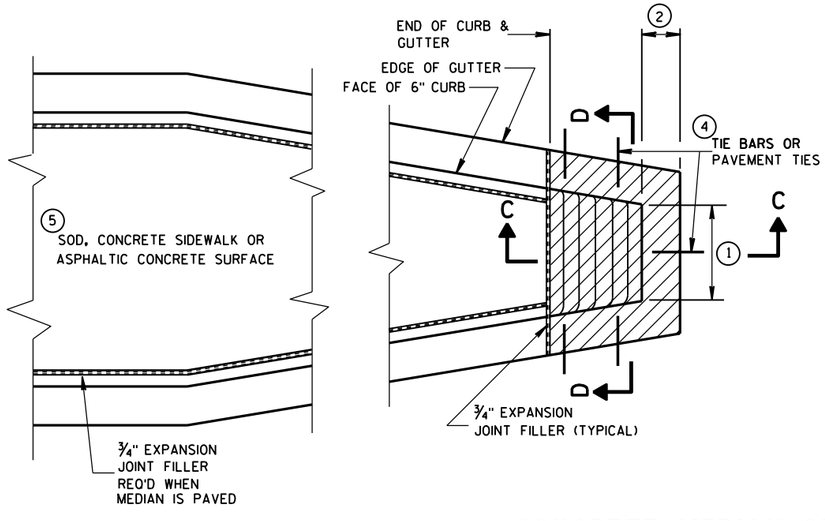
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

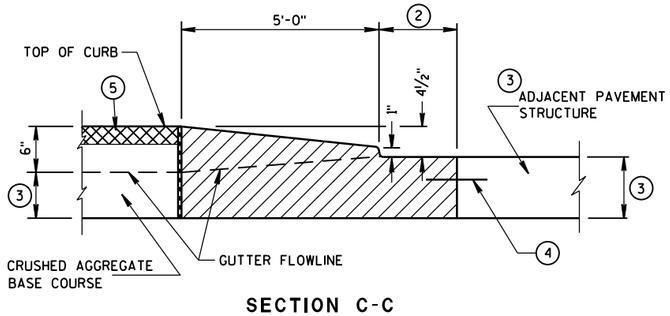




SECTION E-E

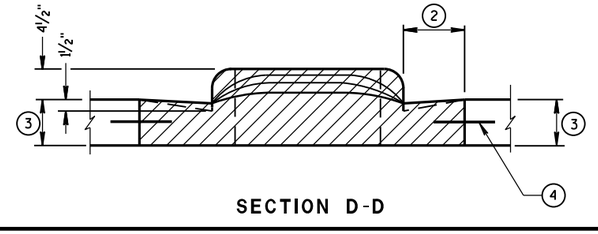
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

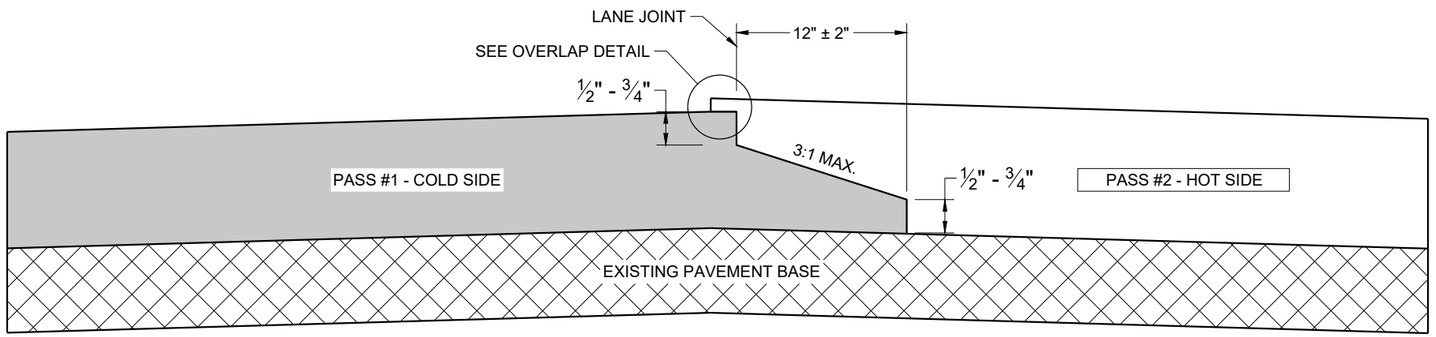
APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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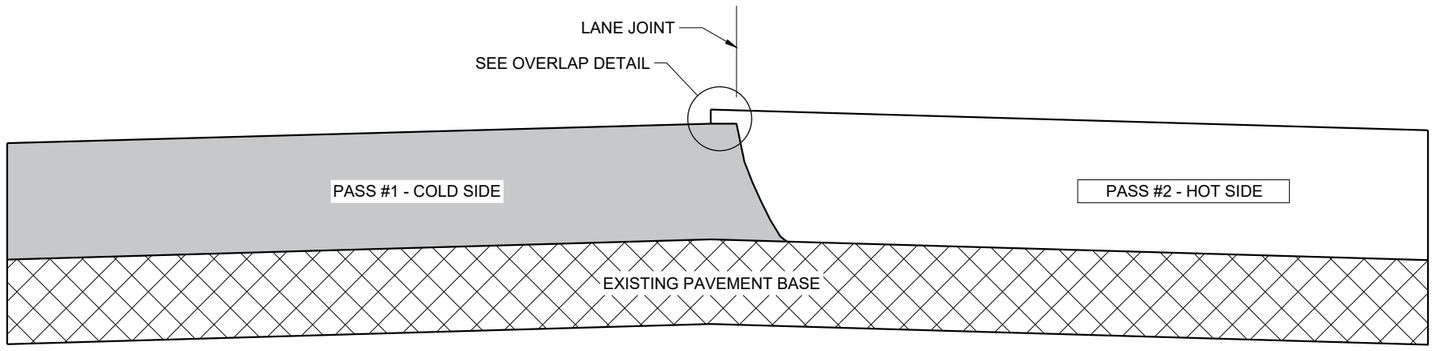
S.D.D. 11 B 2-2

6

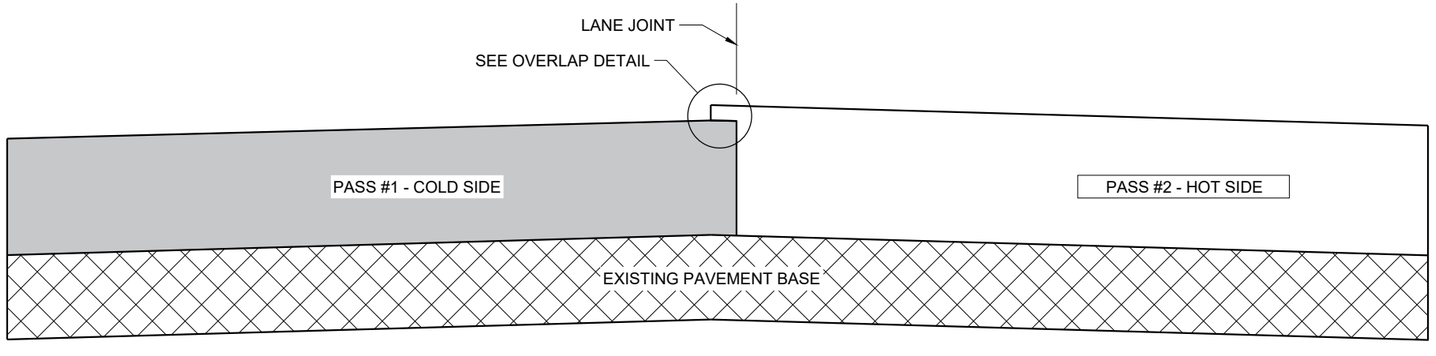
S.D.D. 11 B 2-2



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

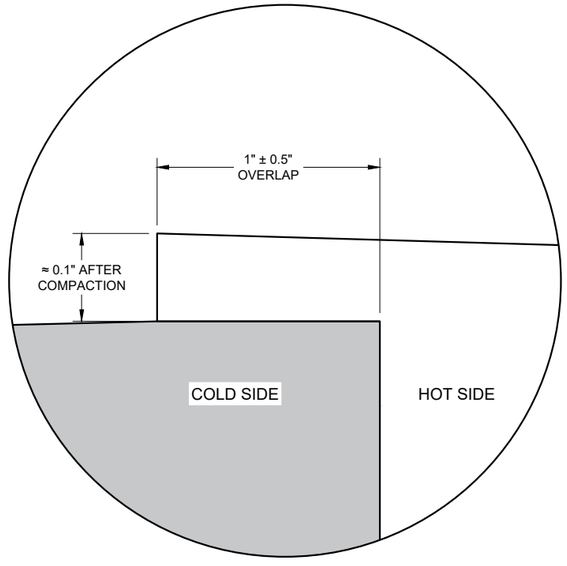
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

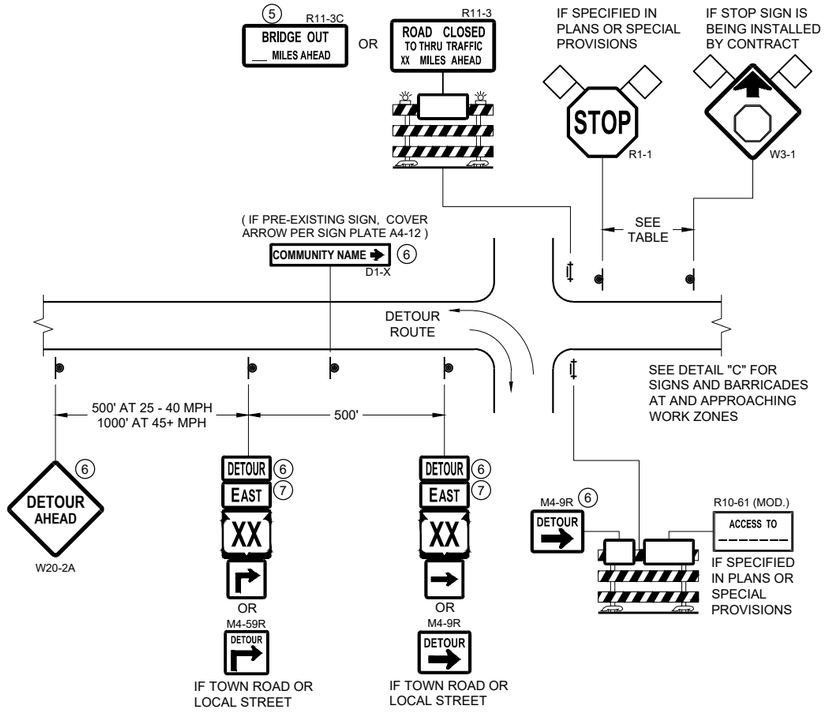
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

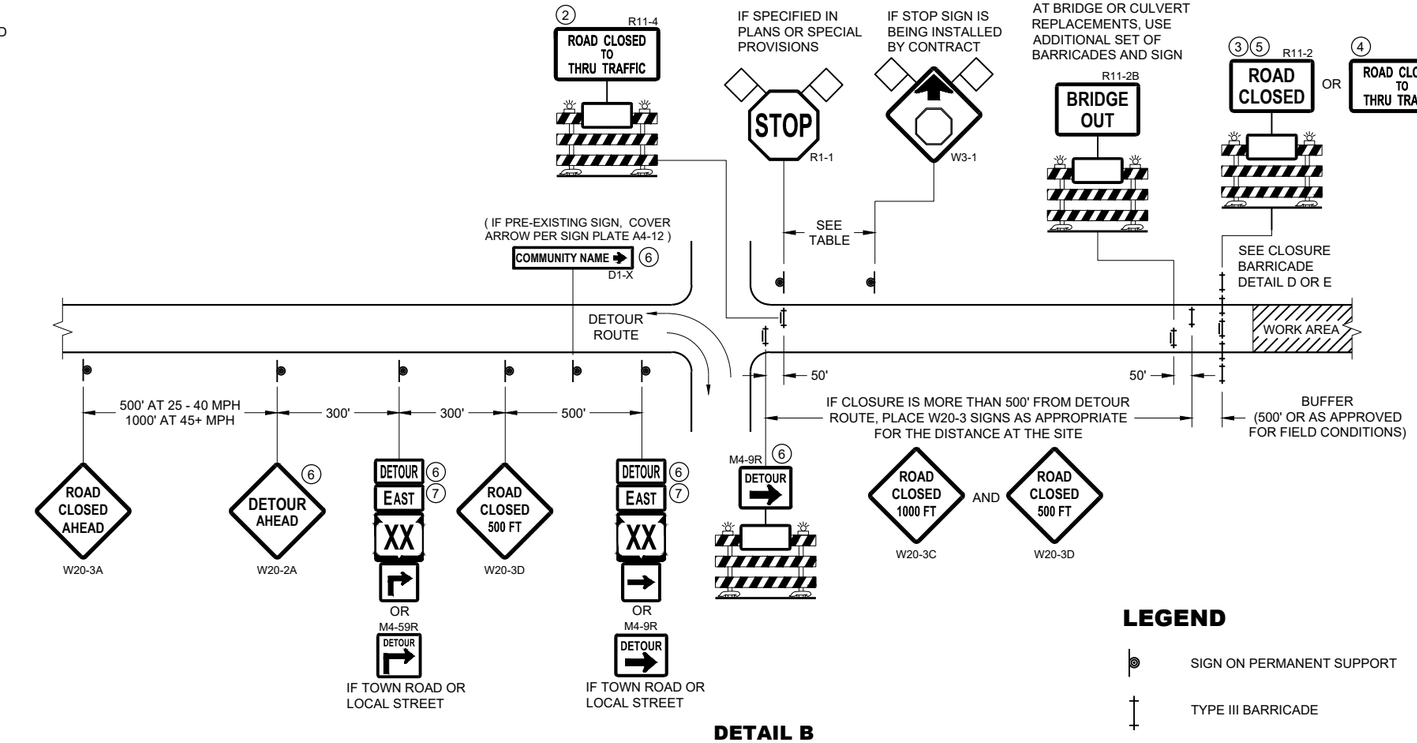
/S/ Steven Hefel
HMA PAVEMENT ENGIN

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

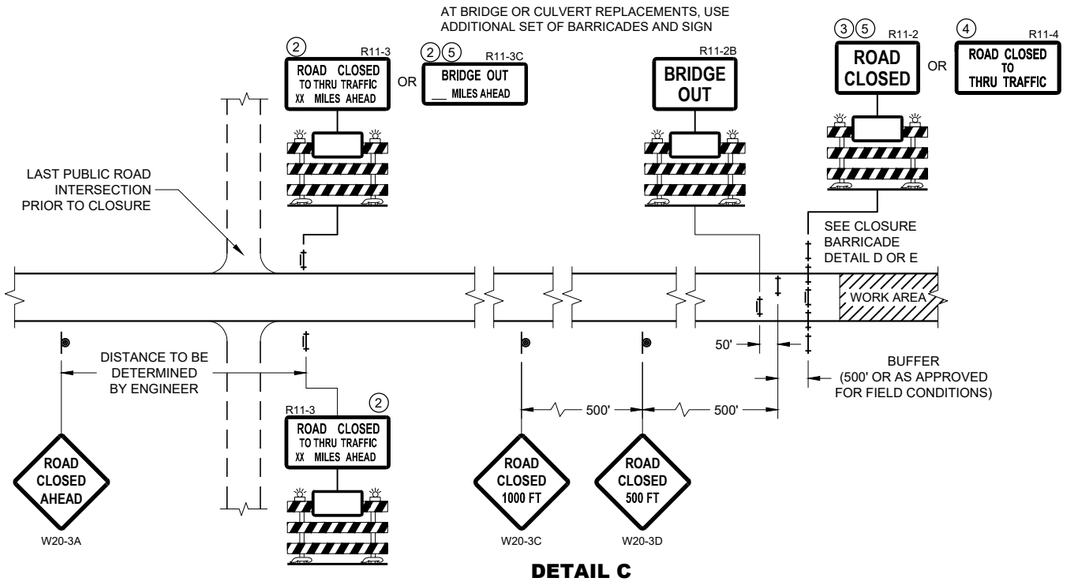
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

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

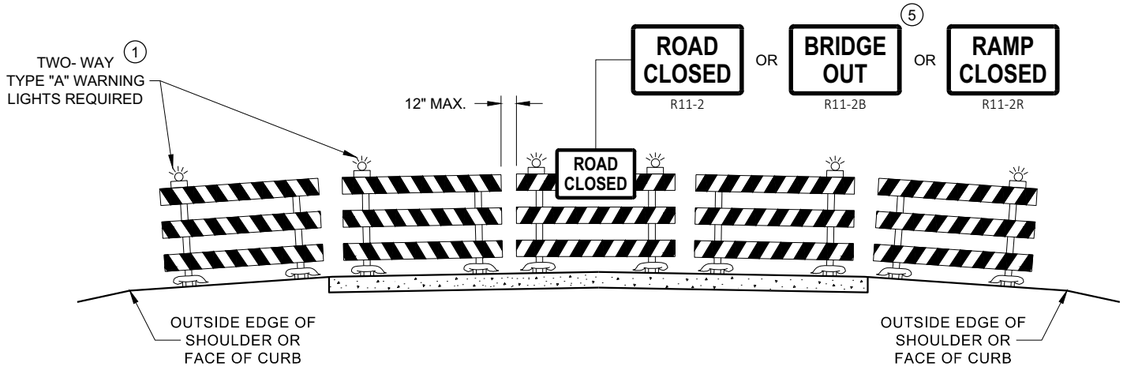
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

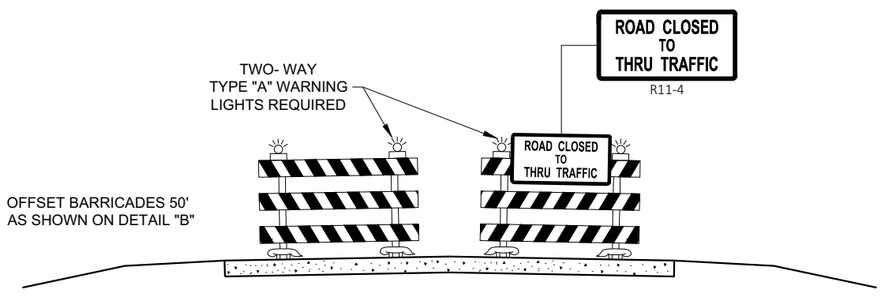
6

SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

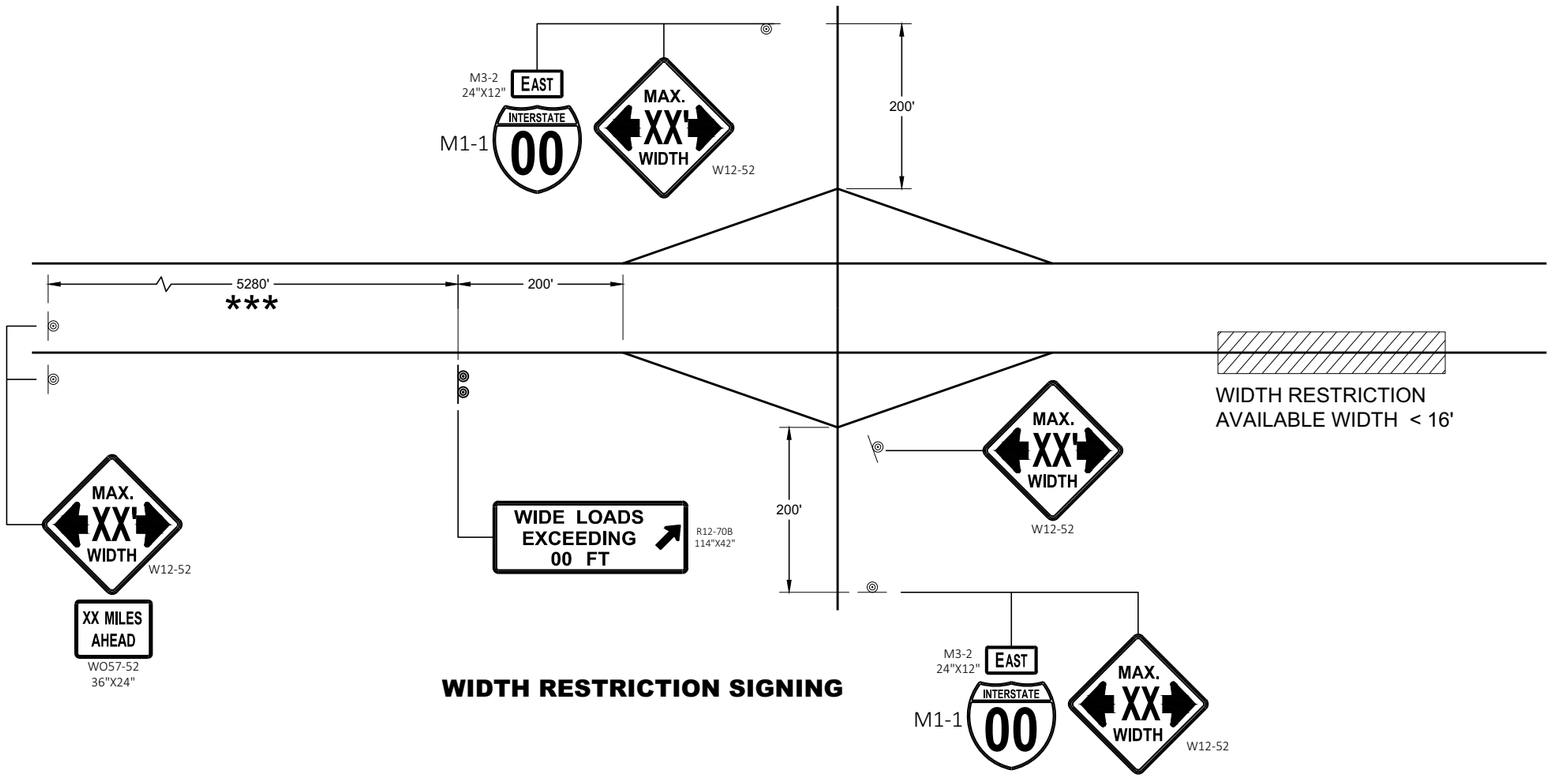
BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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.

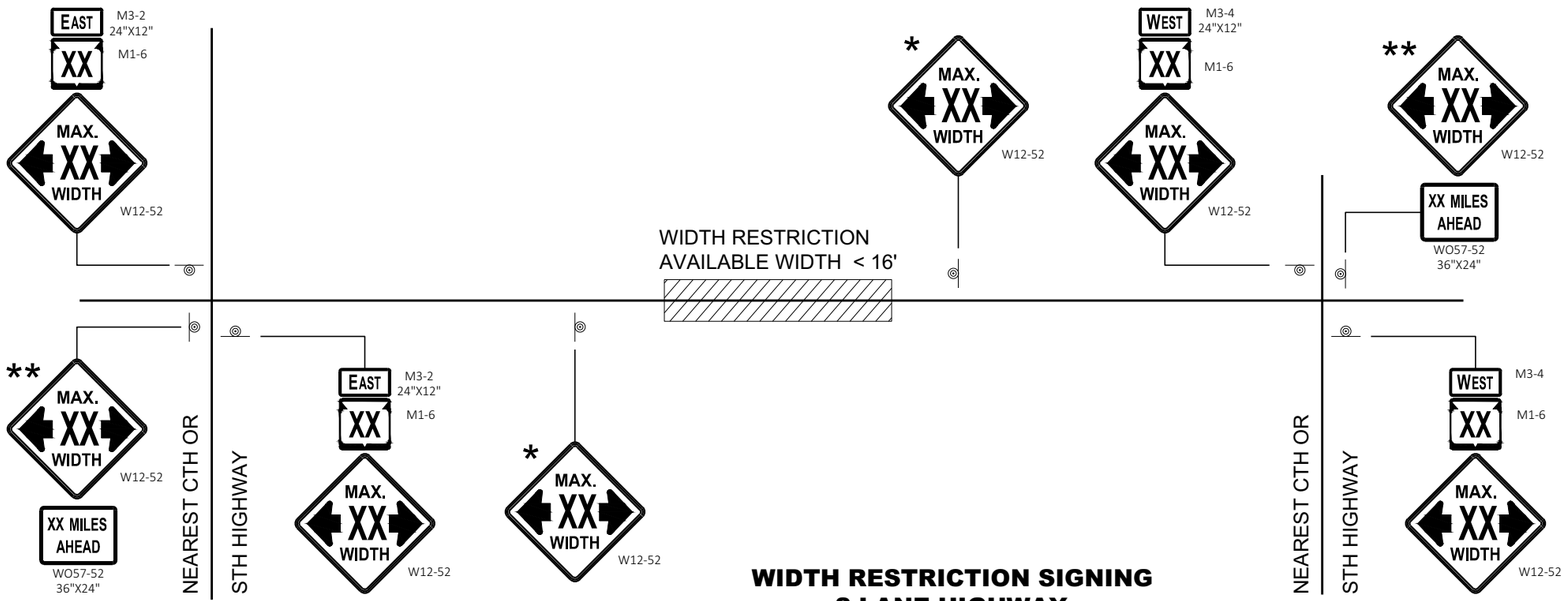
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** 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

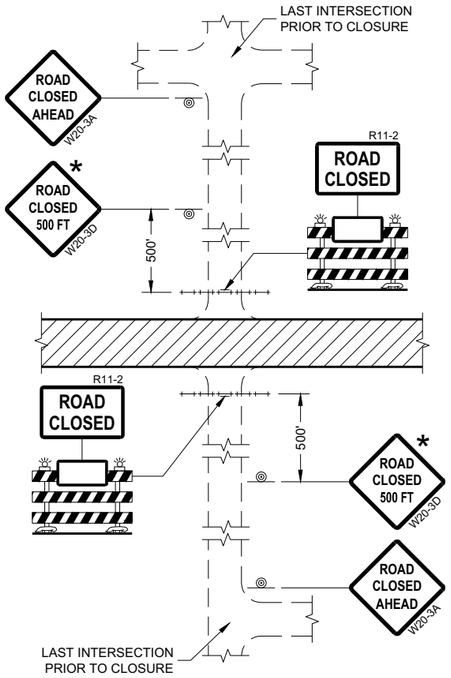
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE 371

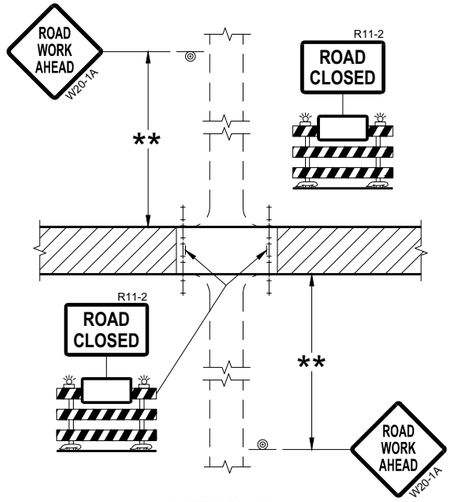
FHWA

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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.

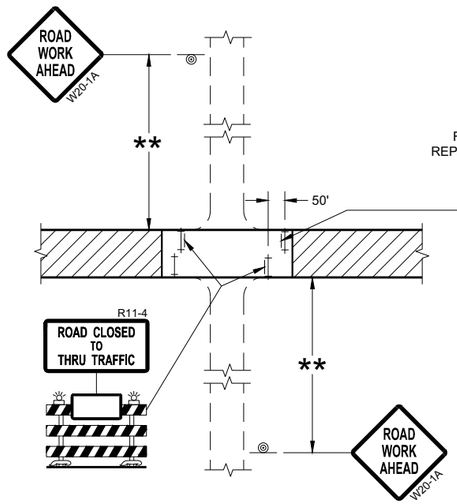
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

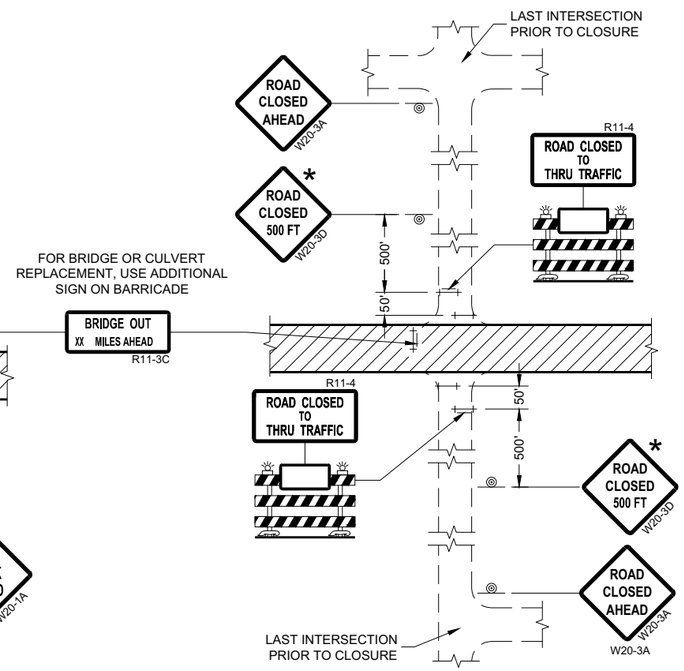
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* 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

GENERAL NOTES

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

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

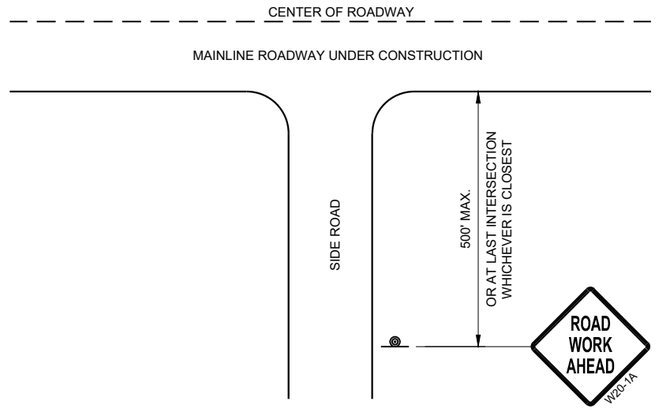
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



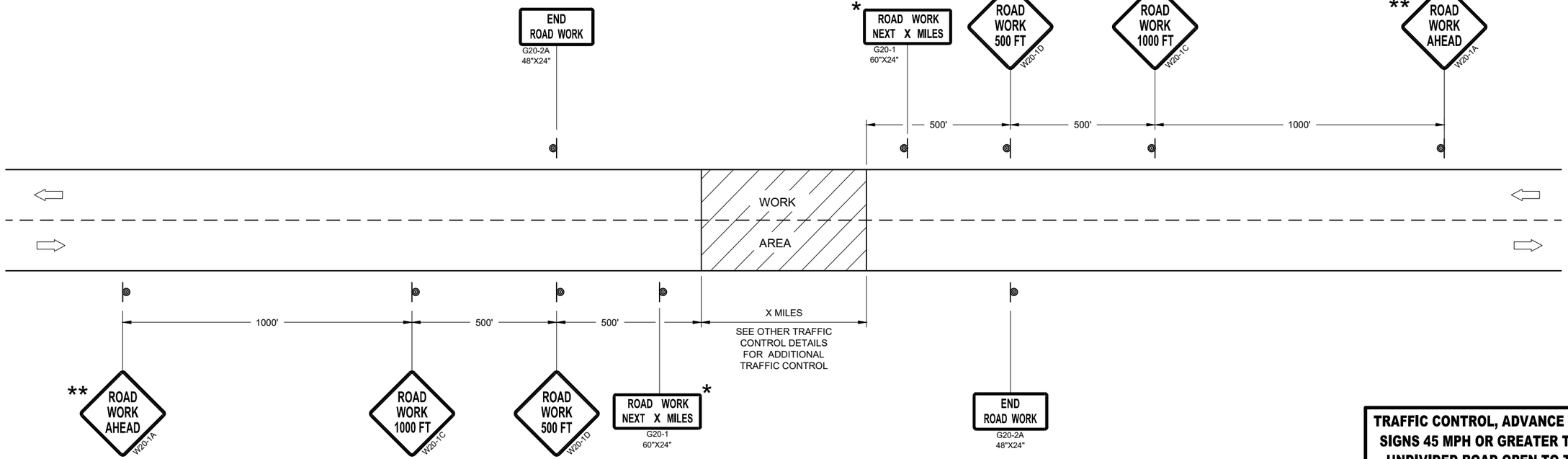
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

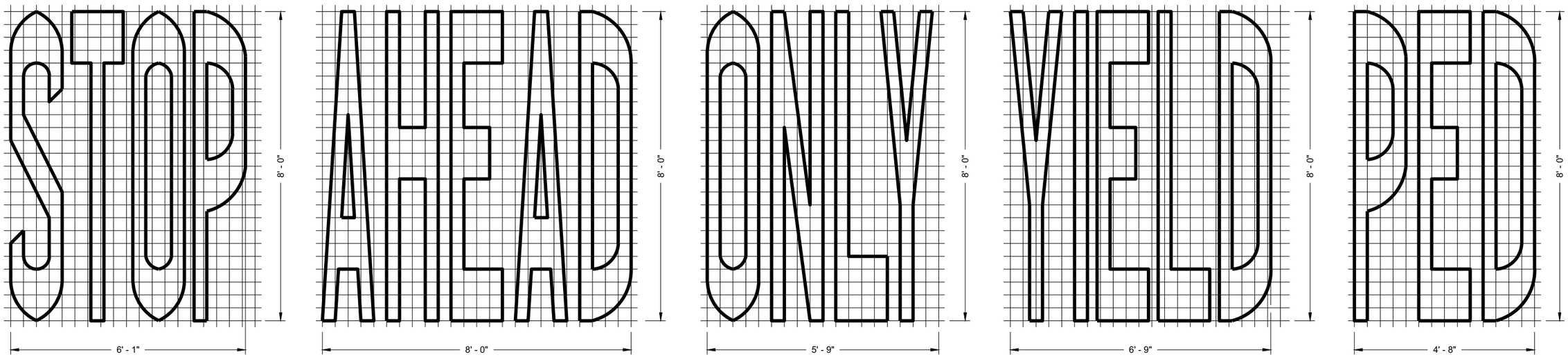
APPROVED
July 2018
DATE

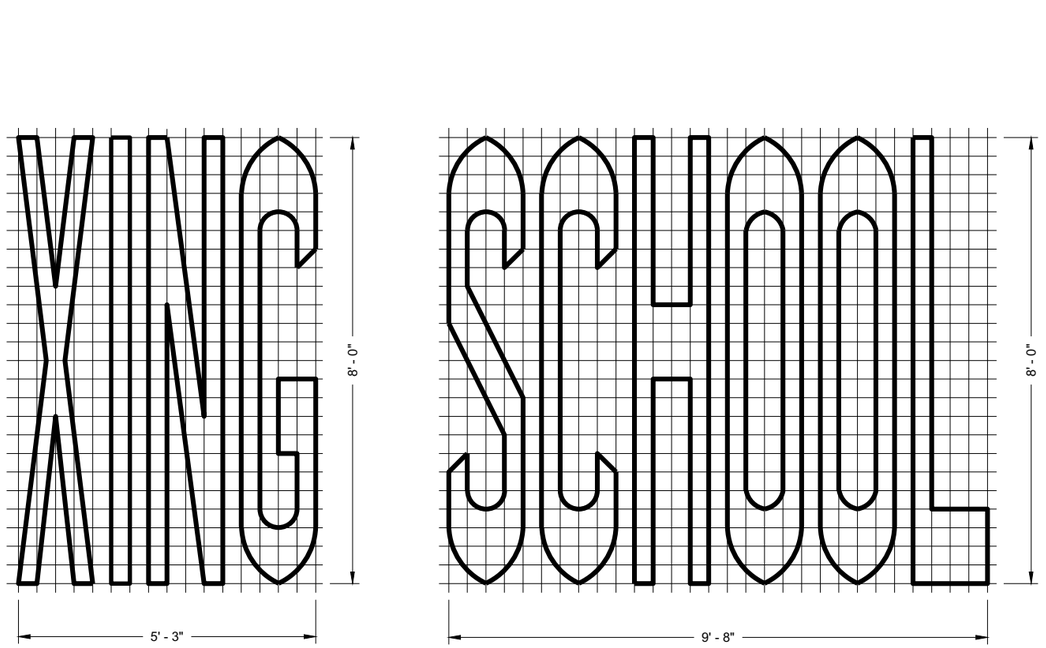
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

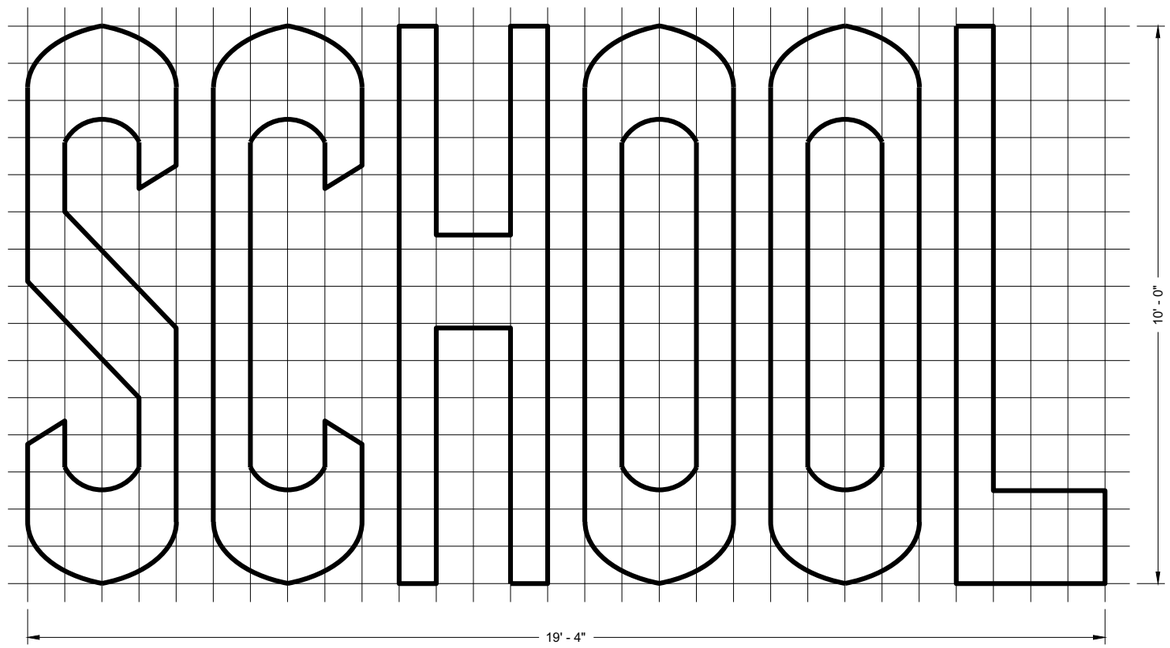
6

SDD 15C04 - 05





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

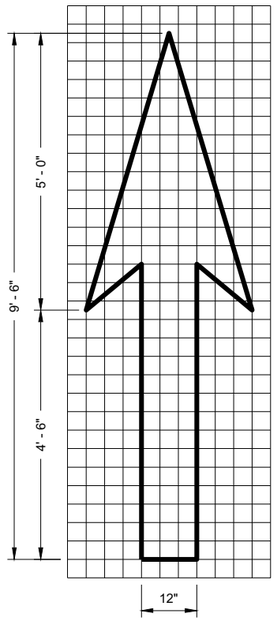
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

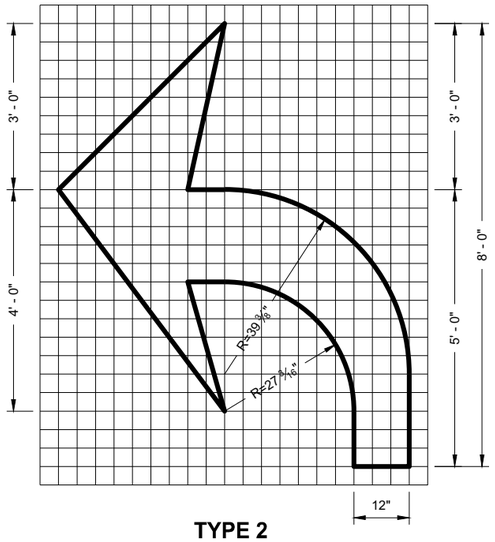
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SDD 15C07 - 15b

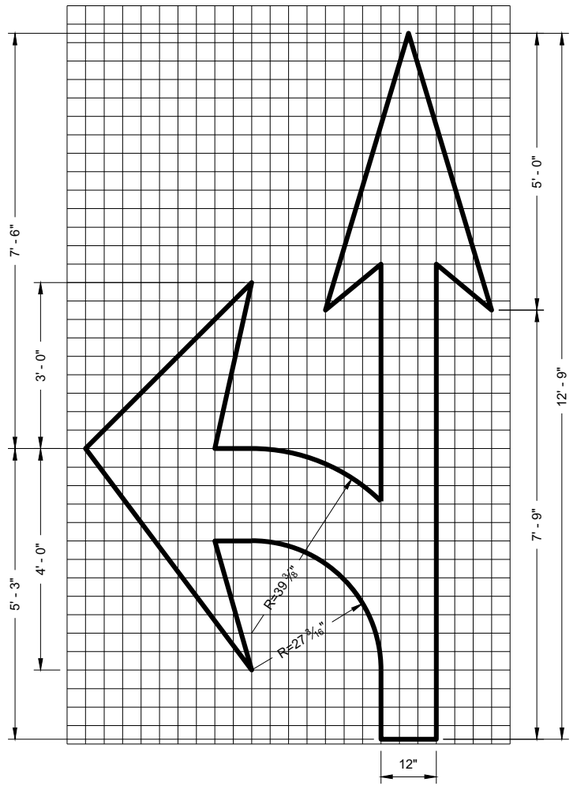
SDD 15C07 - 15b



TYPE 1



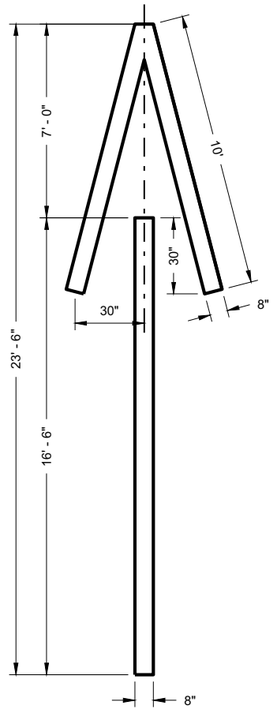
TYPE 2



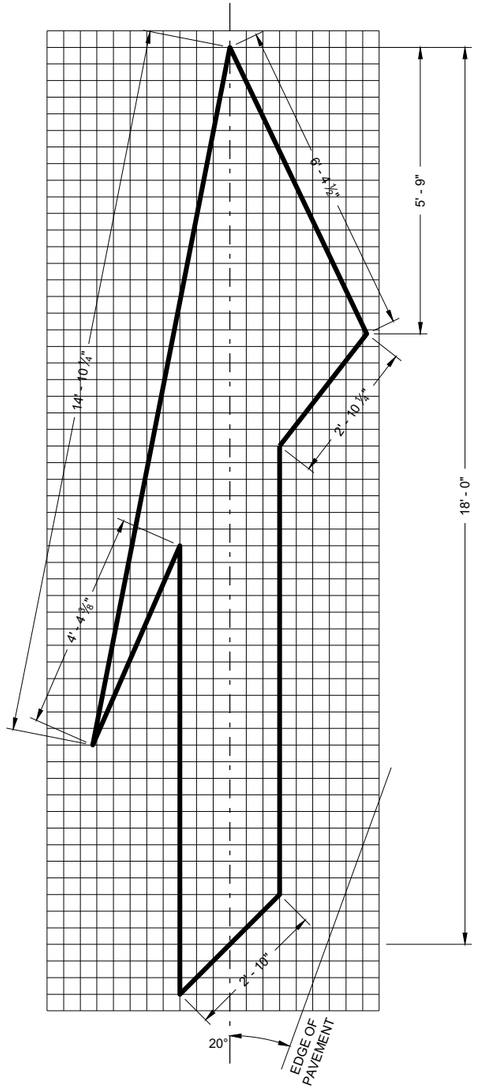
TYPE 3

GENERAL NOTES

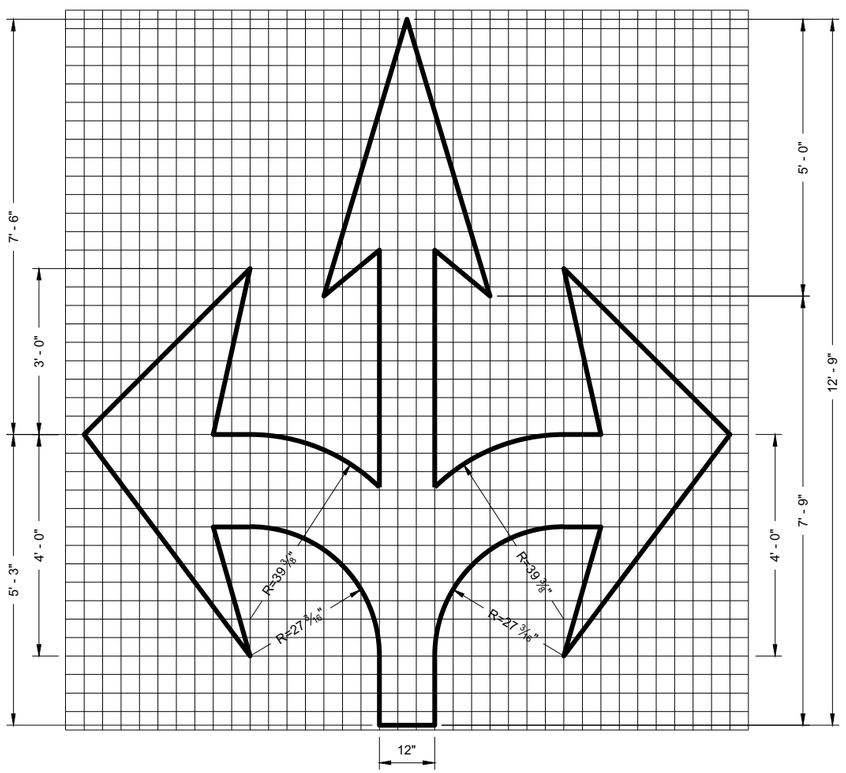
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



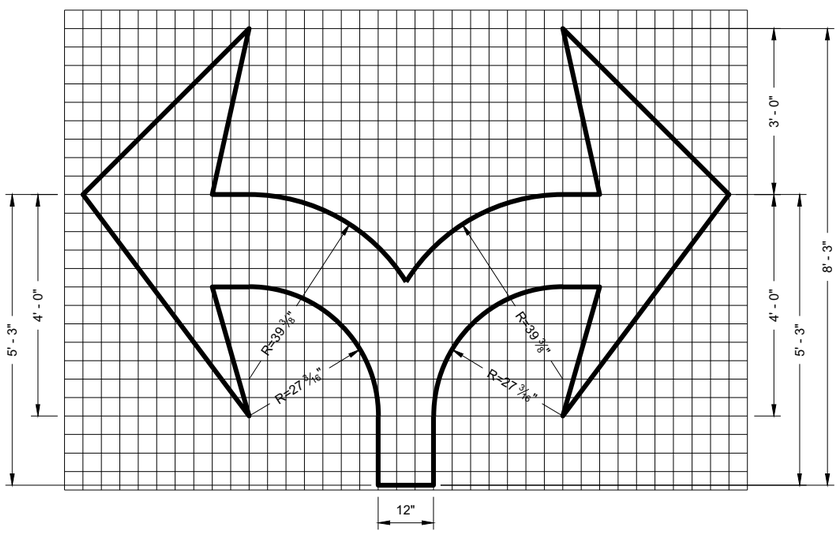
TYPE 4



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 MARKING ENGINEER

FHWA

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

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

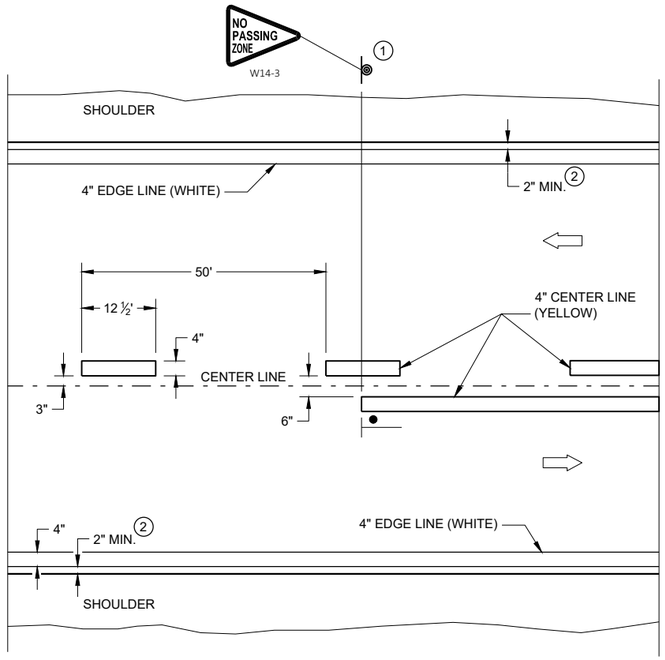
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

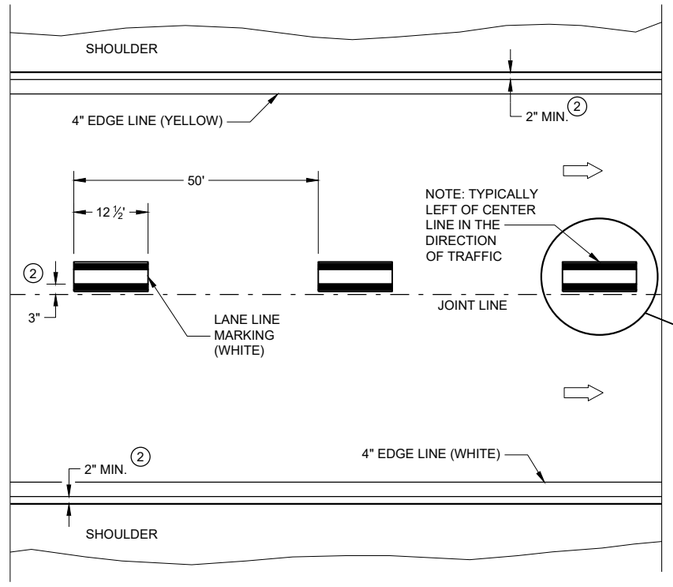
"T" MARKING

SIGN ON PERMANENT SUPPORT

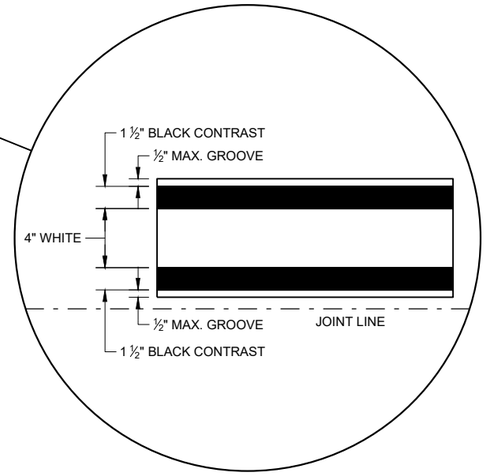
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

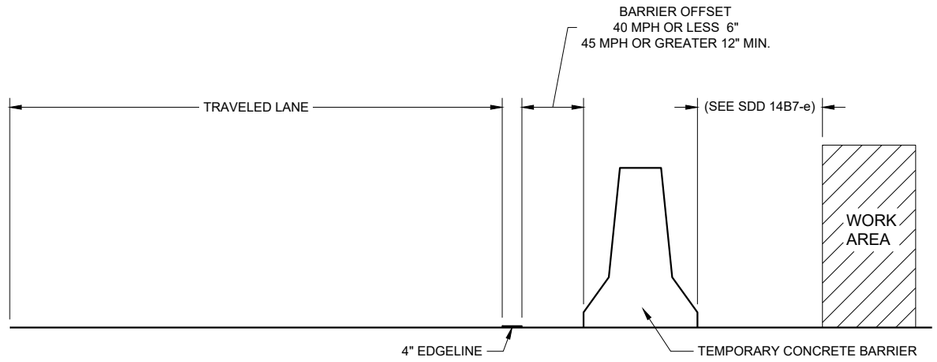
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

SDD 15C08 - 21a

SDD 15C08 - 21a



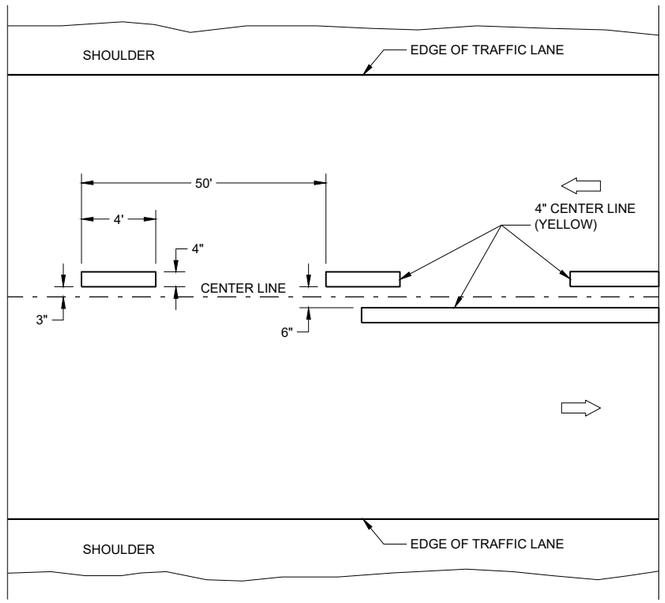
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

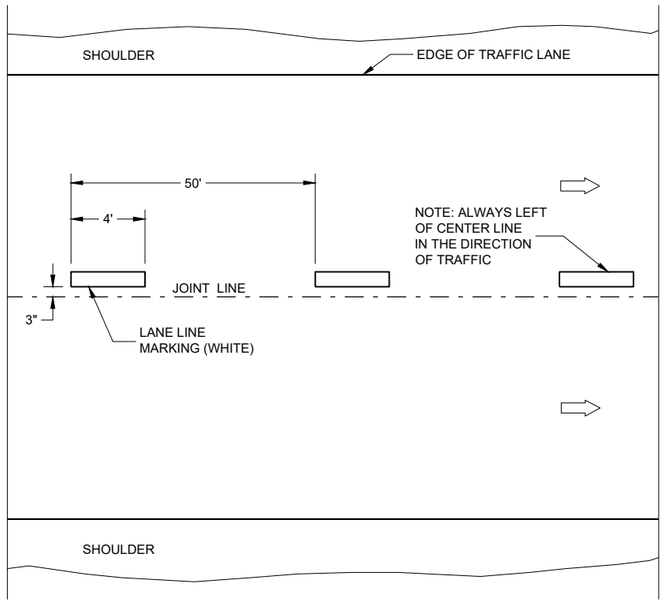
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

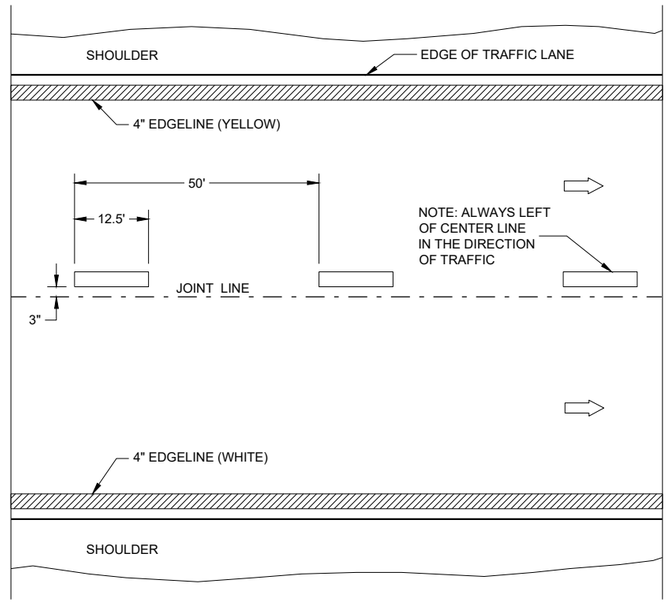
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

6

SDD 15C08 - 21b

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Jeannie Silver STATEWIDE SIGNING AND M ENGINEER
FHWA	377

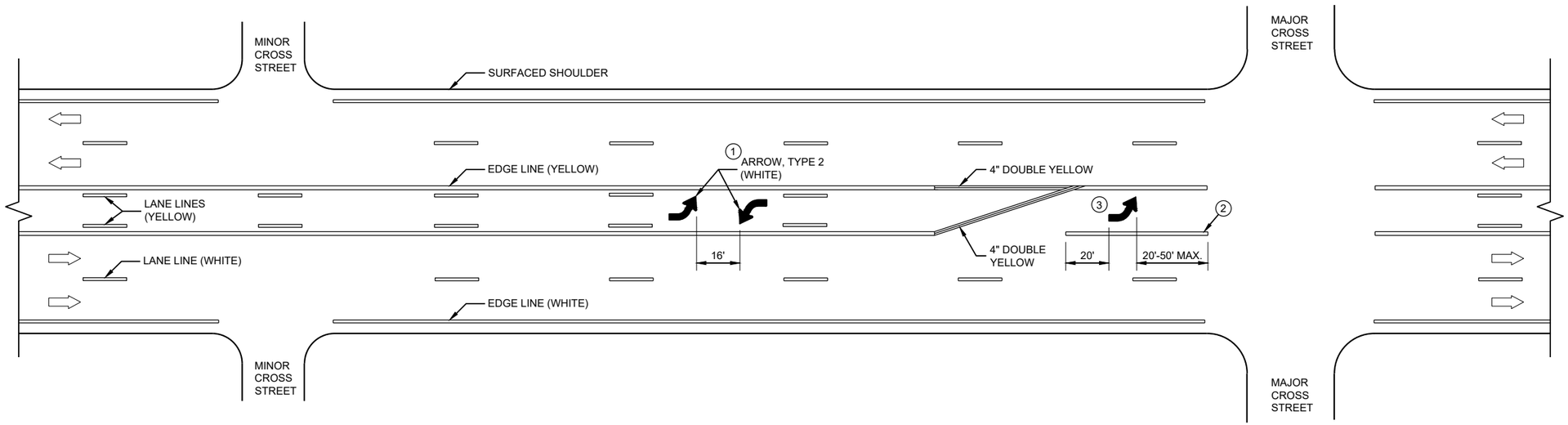
6

SDD 15C08 - 21b

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

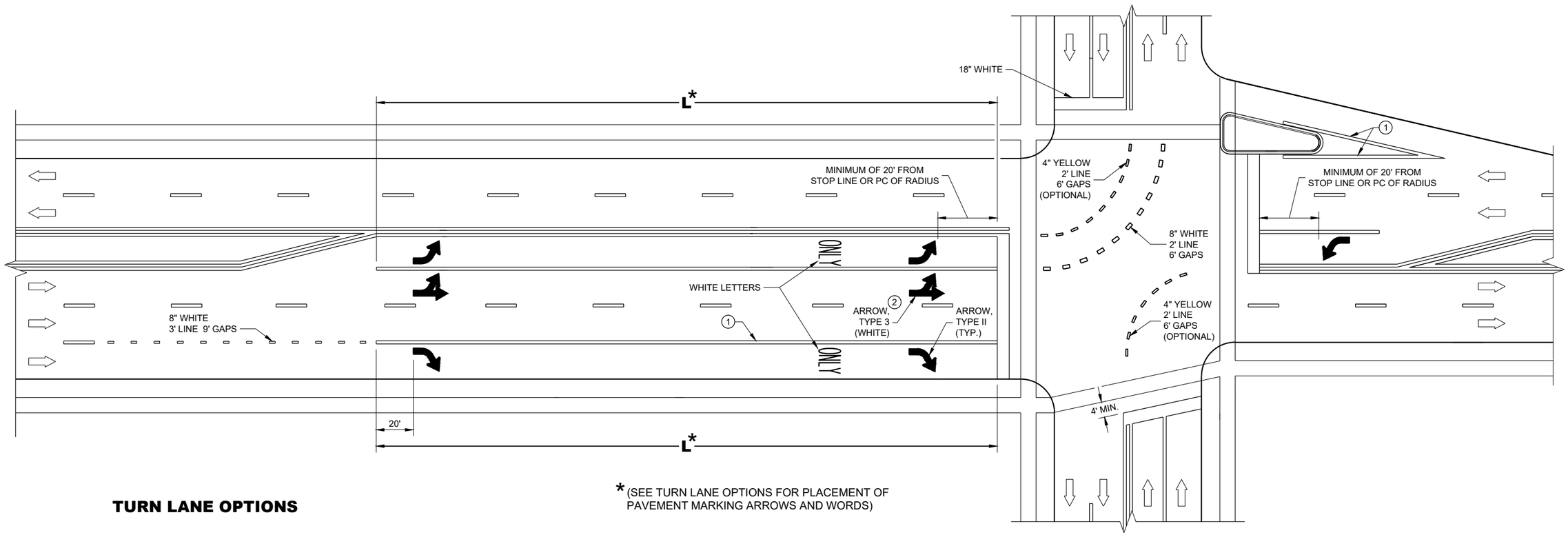
SDD 15C08 - 21c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

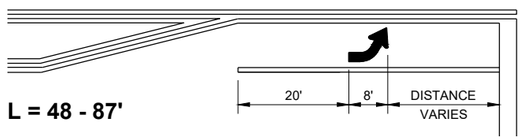
SDD 15C08 - 21c

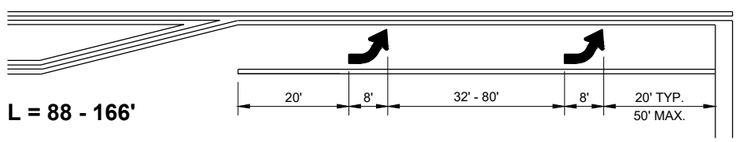


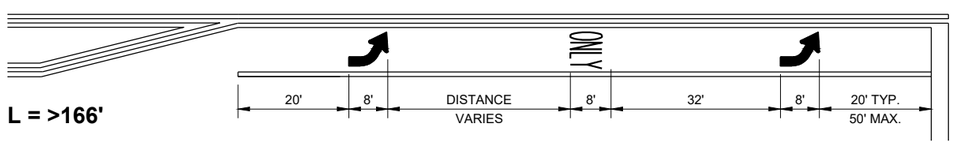
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

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







GENERAL NOTES

(1) 8" WHITE

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

DIRECTION OF TRAFFIC

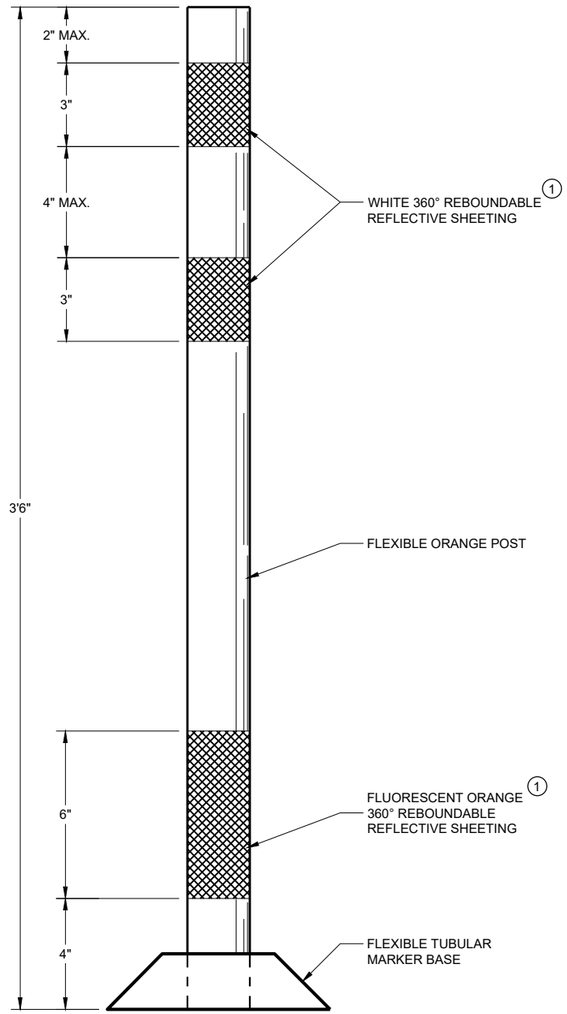
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08 - 21d



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 09a

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

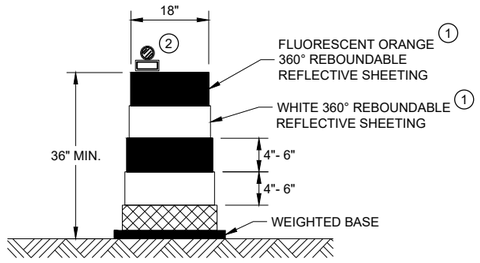
APPROVED
May 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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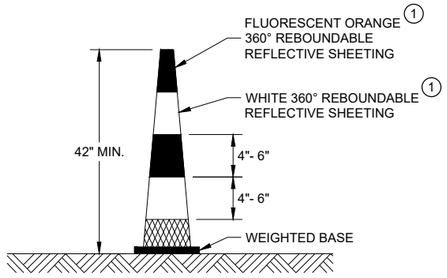
SDD 15C11 - 09a

GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

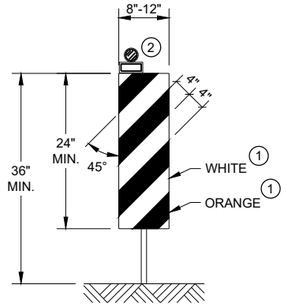


DRUM



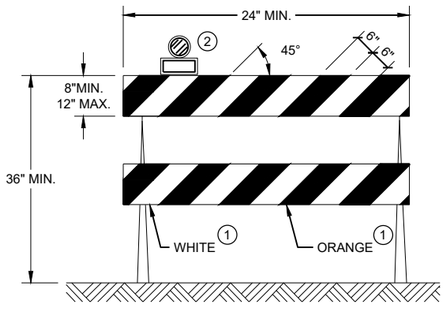
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



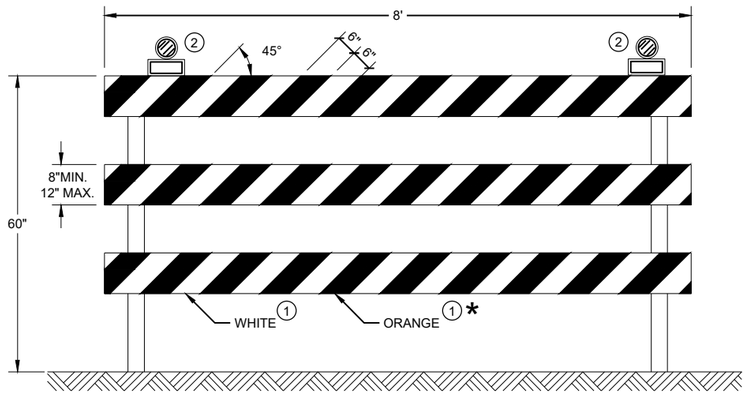
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD15C11 - 09b

6

SDD15C11 - 09b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

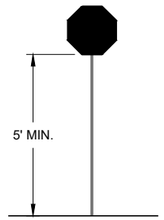
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

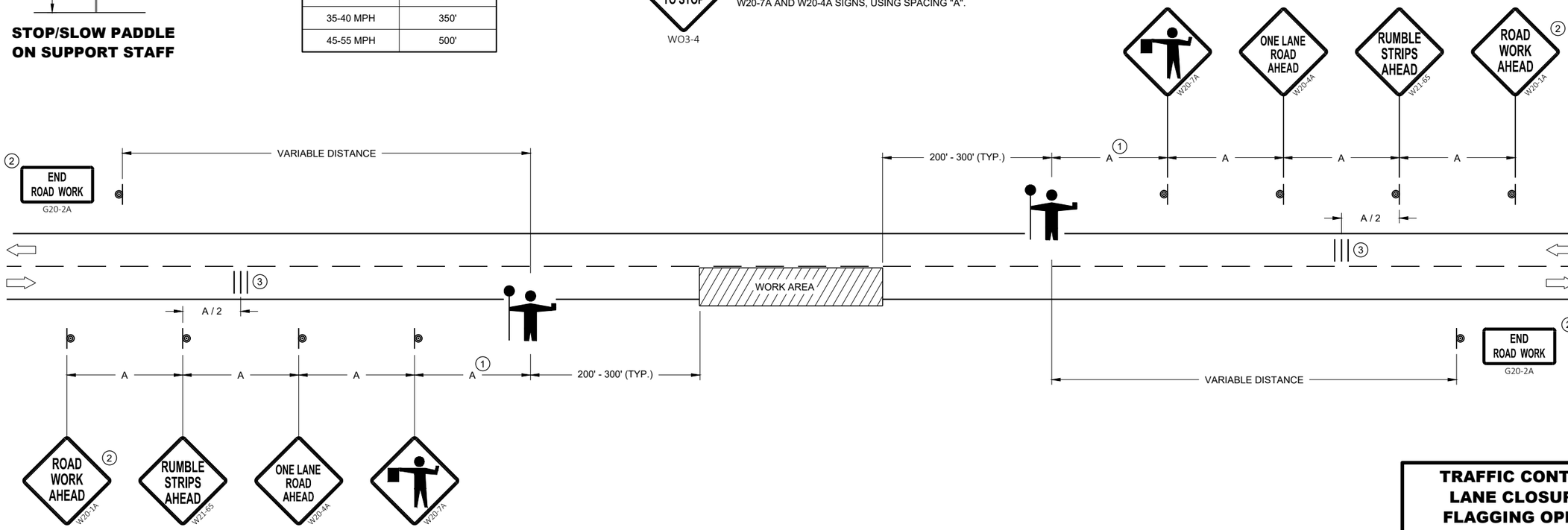
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

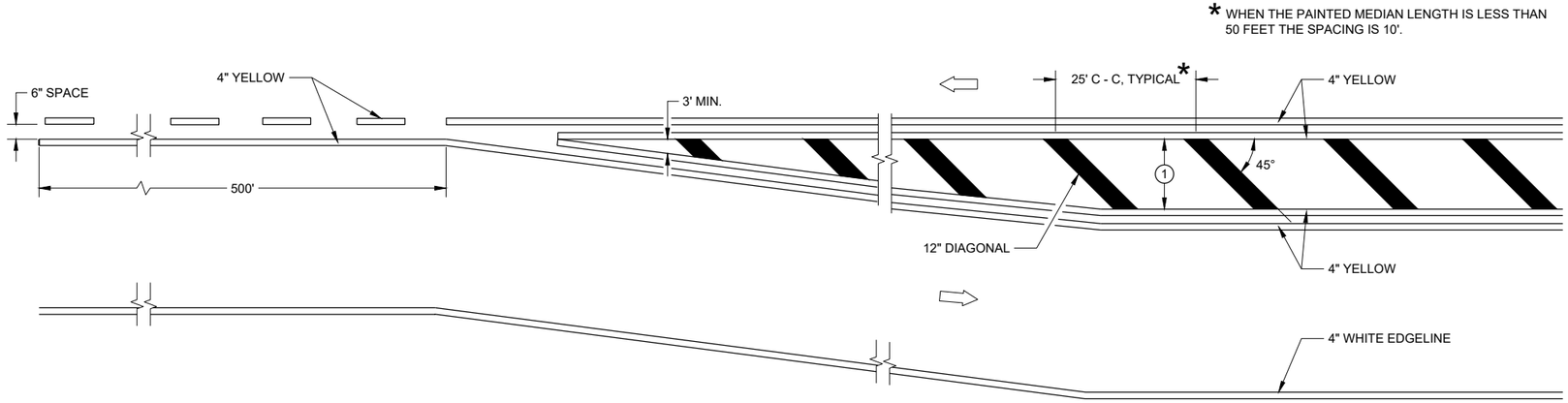
FHWA

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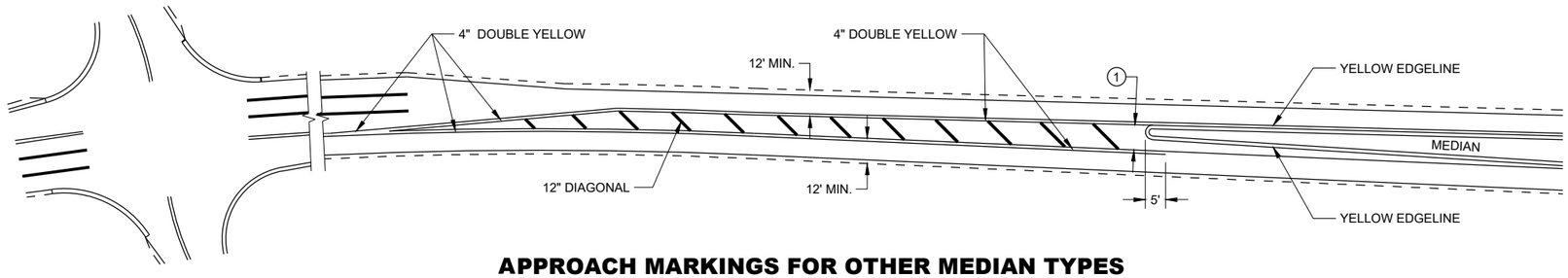
SDD 15C12 - 09a

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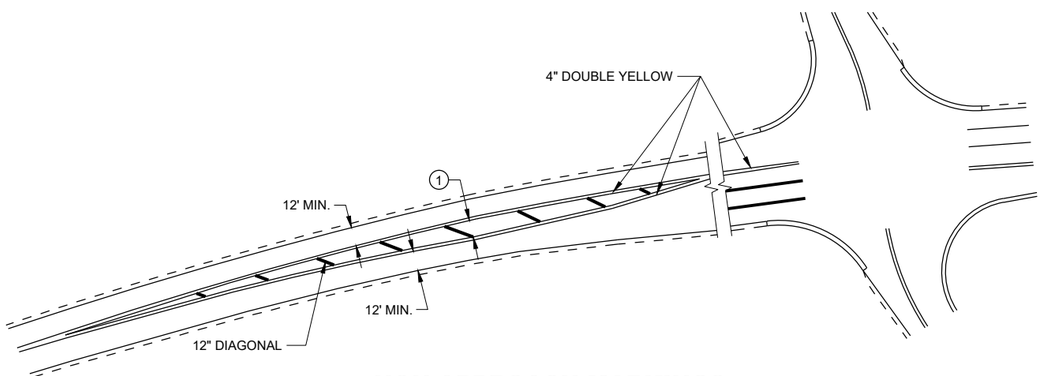
SDD 15C12 - 09a



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

6

SDD 15C18 - 06a

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

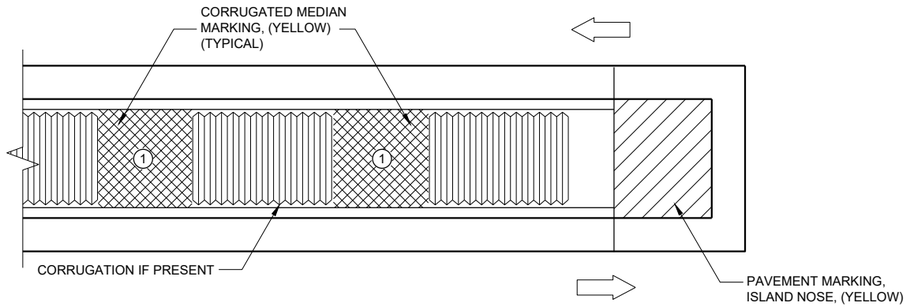
APPROVED
May 2022
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAF ENGINEER

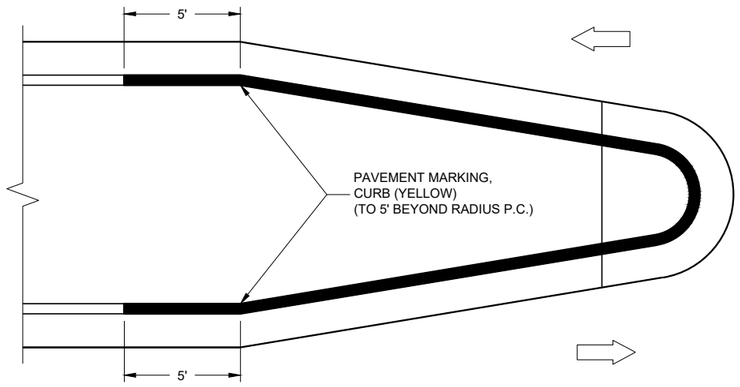
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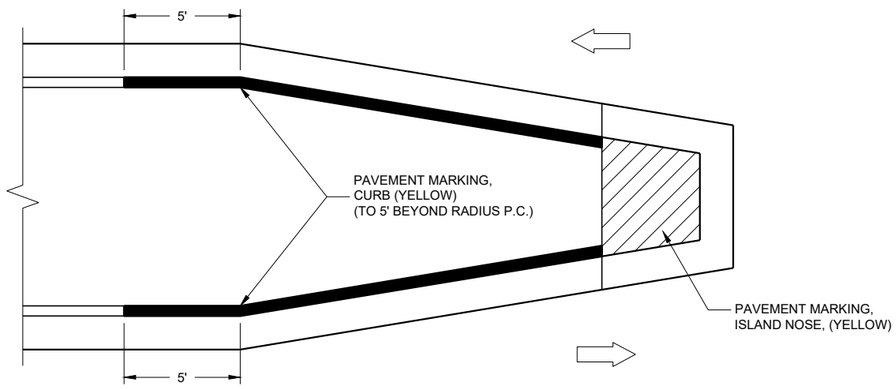
SDD 15C18 - 06a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
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May 2022
DATE

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STATE SIGNING AND MAR ENGINEER

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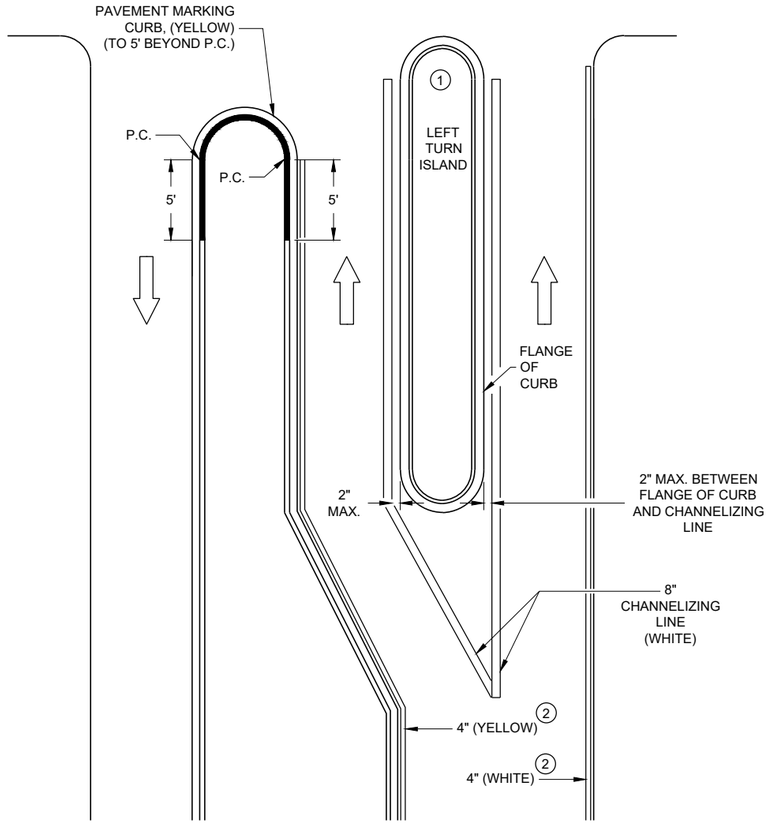
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SDD 15C18 - 06b

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SDD15C18 - 06b

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

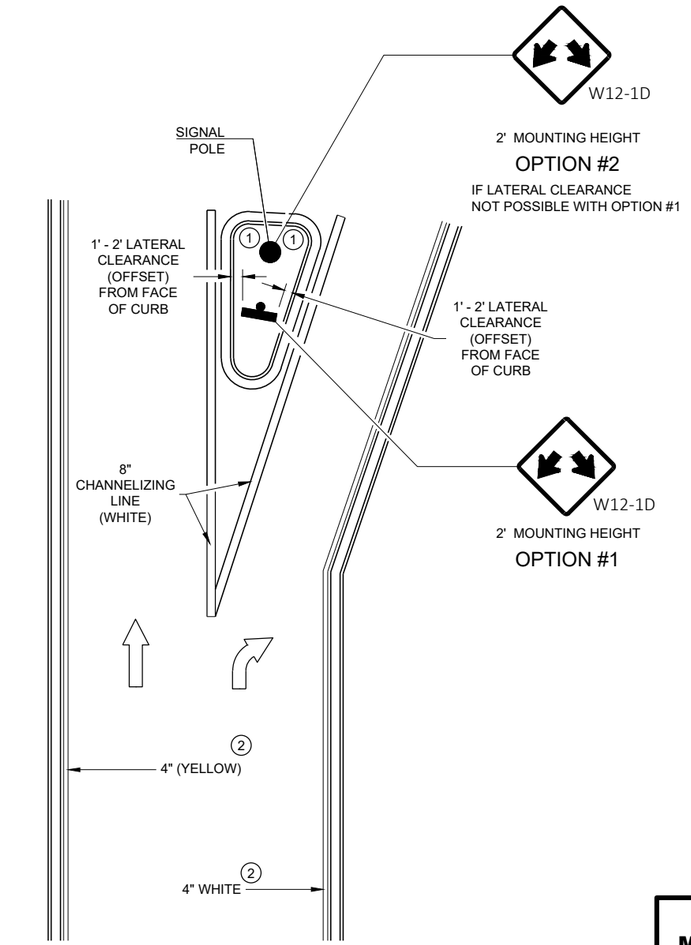
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

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SDD15C18 - 06c

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

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 OPERATING IN CAUTION MODE. 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.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

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.

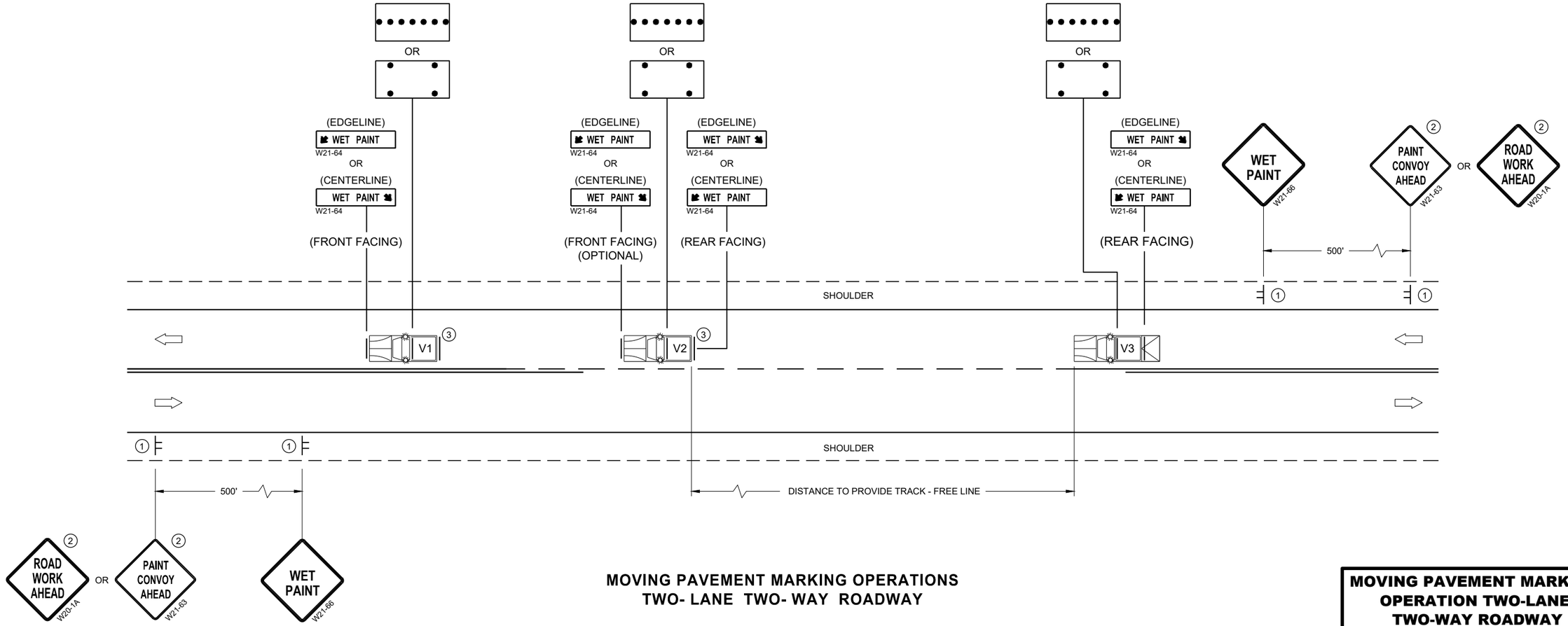
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(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.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
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SDD 15C19 - 07a

LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

V3 TRAIL VEHICLE

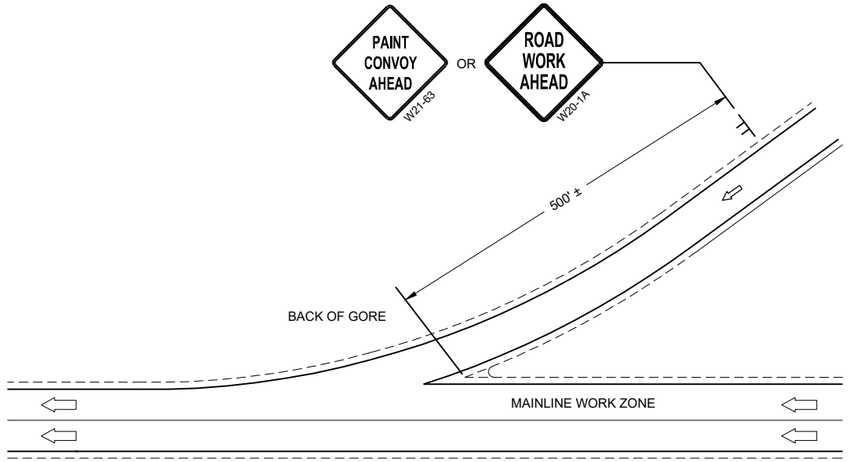
TRUCK MOUNTED ATTENUATOR (TMA)

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.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

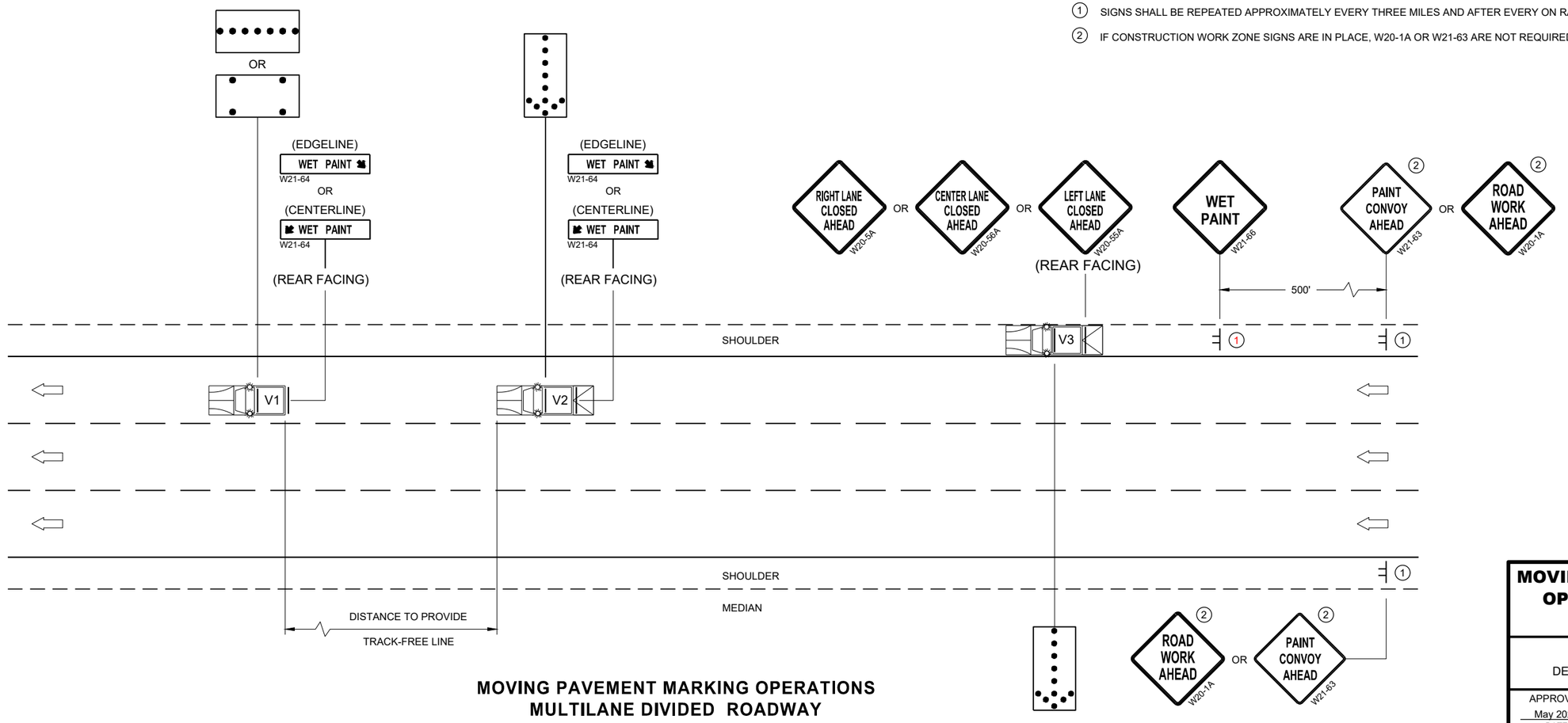
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE 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 BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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SDD15C19 - 07c

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SDD15C19 - 07c

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

(1) USED ONLY WHEN APPROVED BY REGION TRAFFIC ENGINEER.

* SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT PLACEMENT.

** IF POSTED SPEED IS 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN).

LEGEND

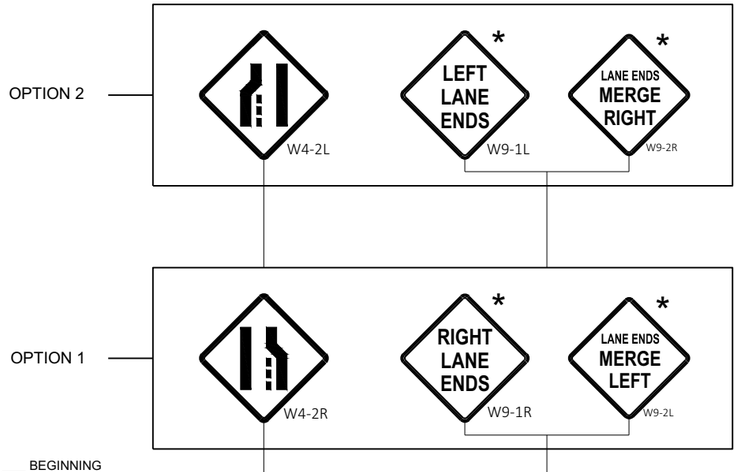
A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

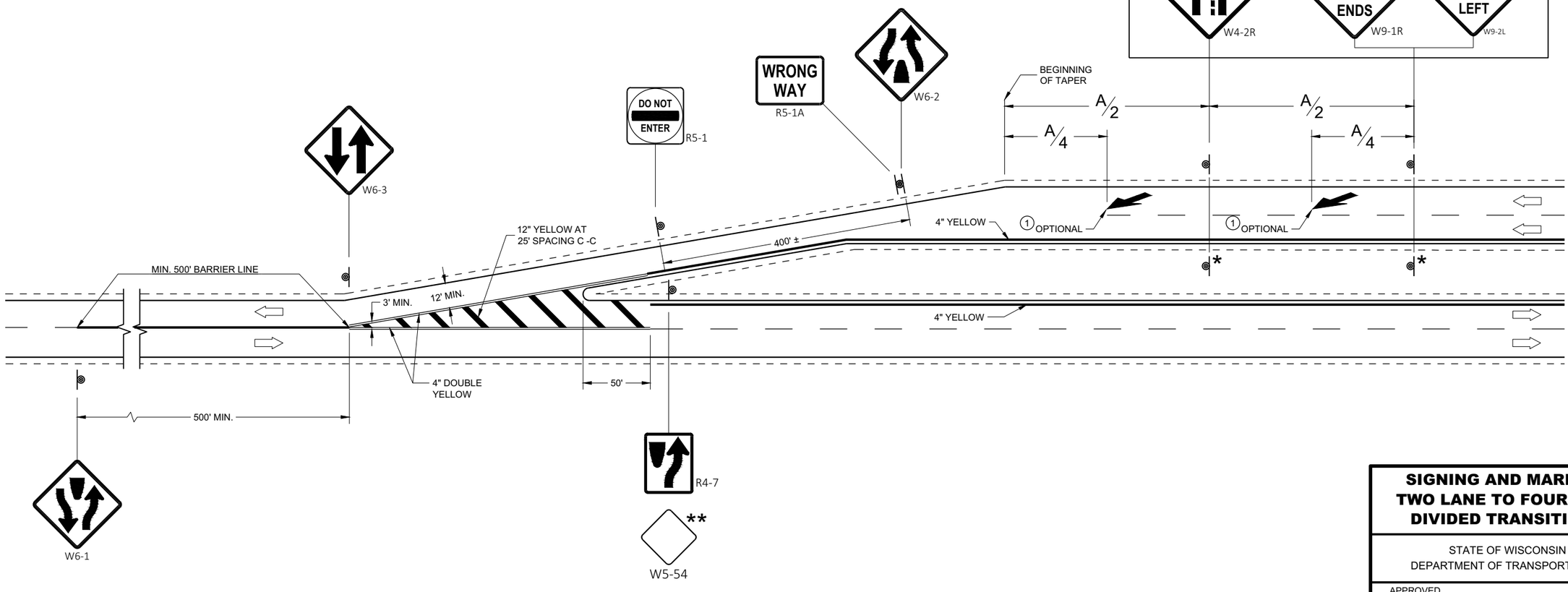
SIGN MOUNTED ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	325'
30	460'
35	565'
40	670'
45	775'
50	885'
55	990'
65	1200'
70	1250'





SIGNING AND MARKING TWO LANE TO FOUR LANE DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAR ENGINEER

FHWA

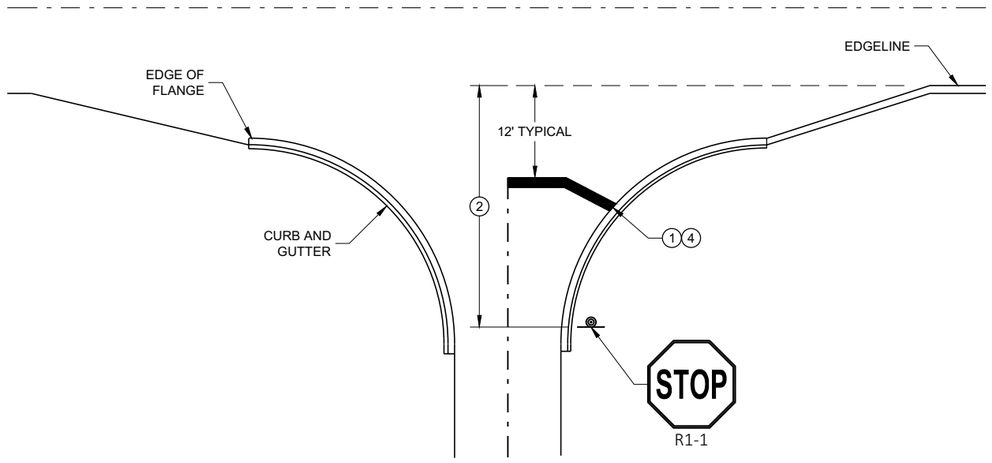
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SDD 15C21 - 10

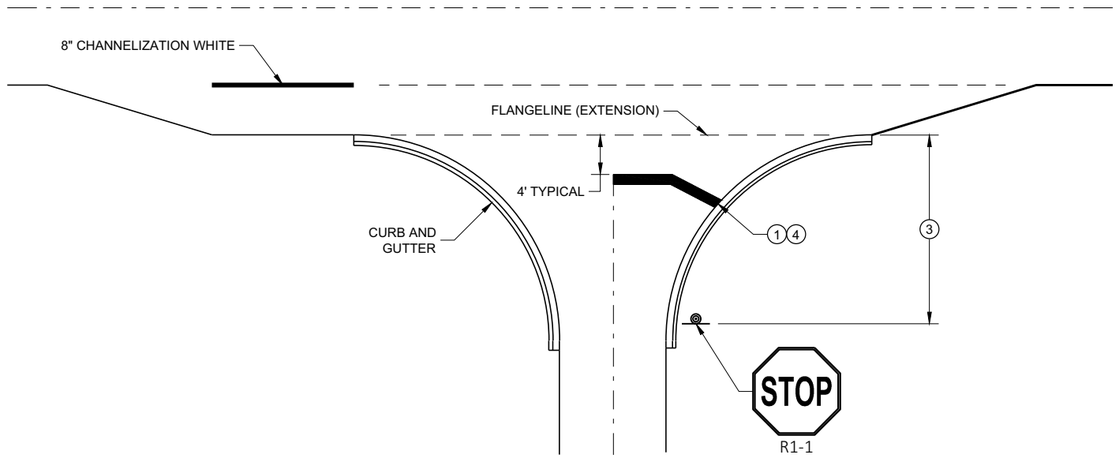
GENERAL NOTES

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

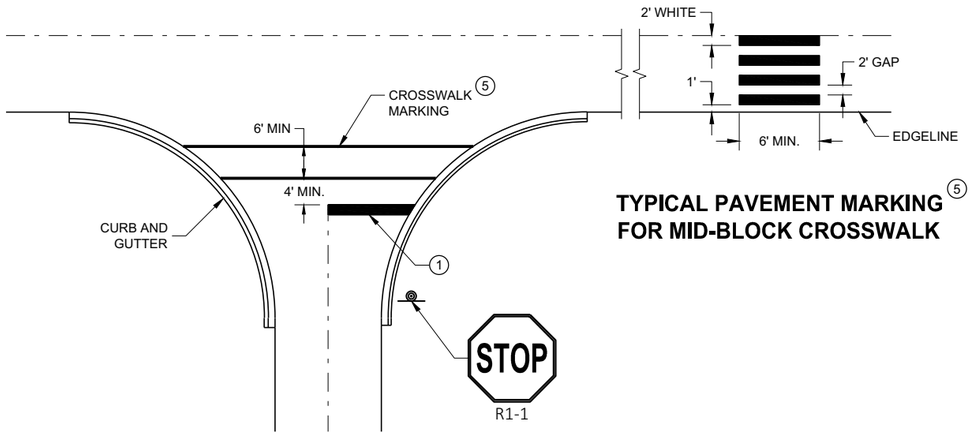
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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

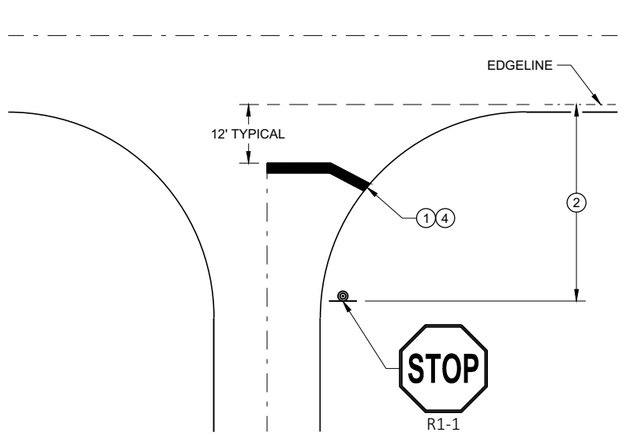


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING 5 FOR MID-BLOCK CROSSWALK



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

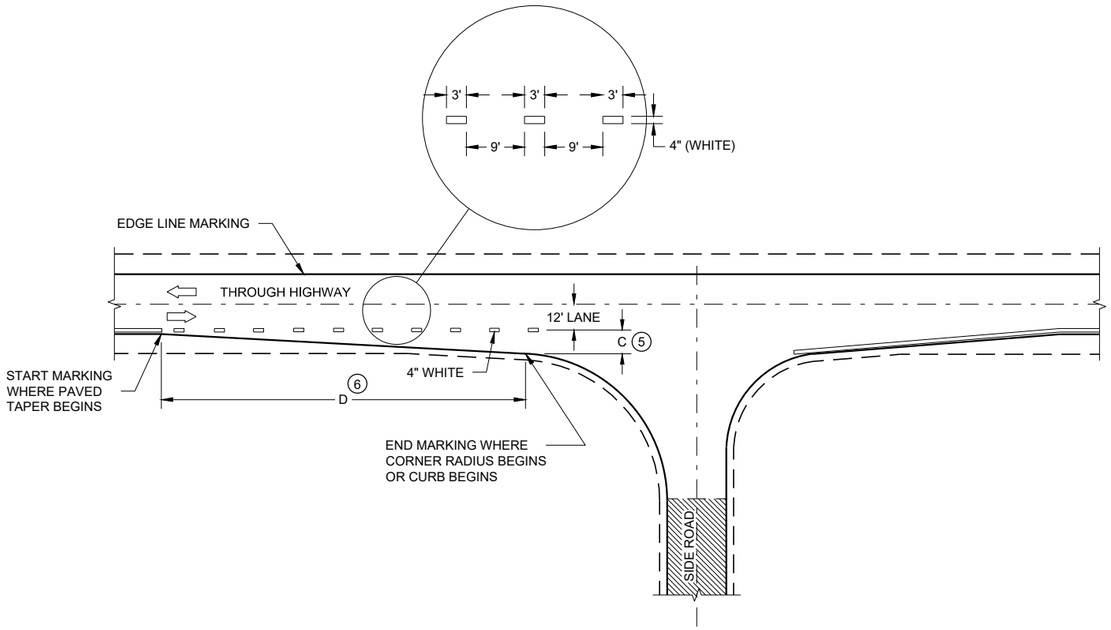
FHWA

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SDD 15C33 - 04

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SDD 15C33 - 04



MINOR INTERSECTION

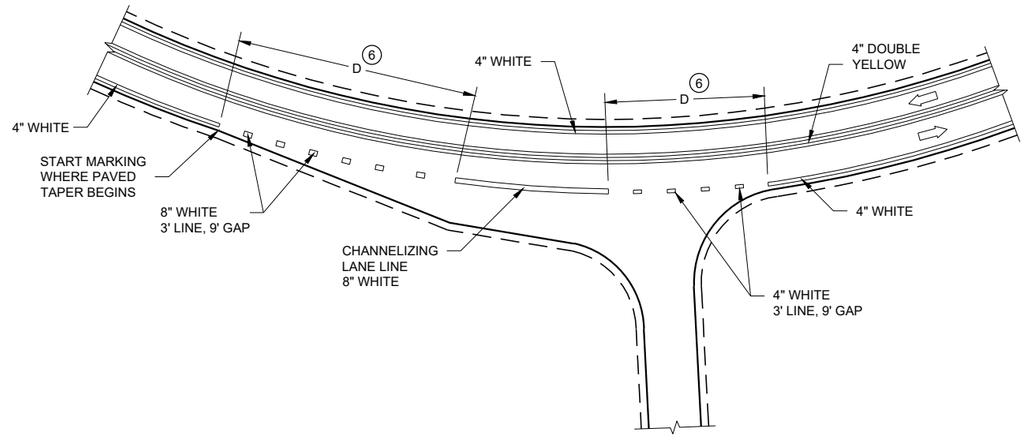
GENERAL NOTES

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

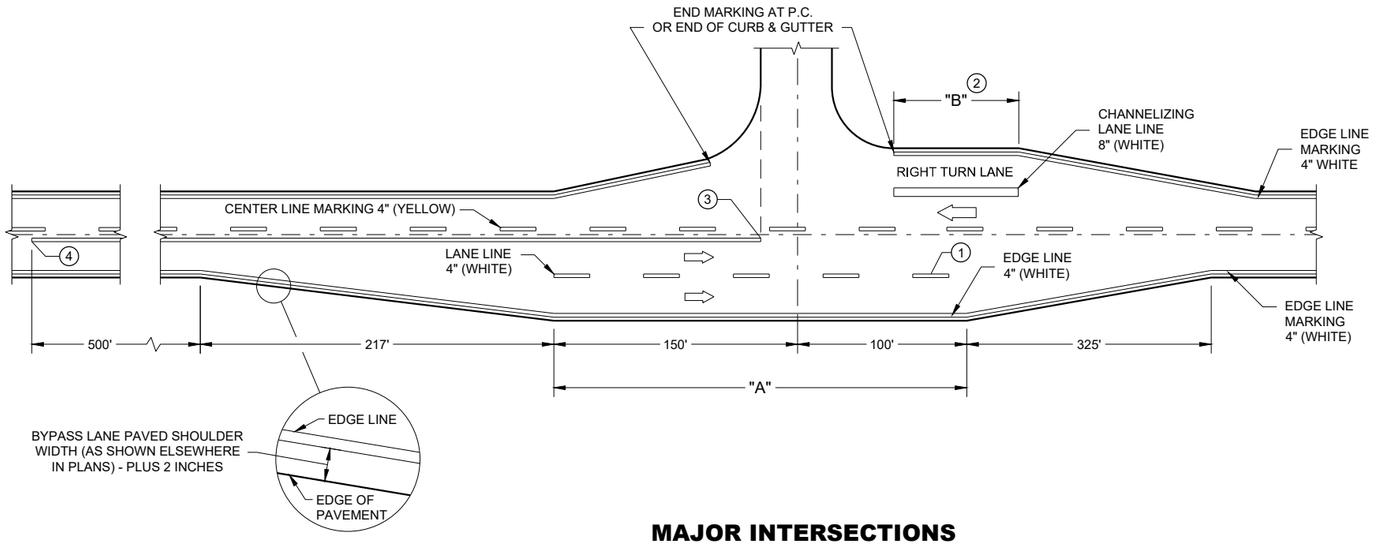
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

LEGEND

SIGN ON PERMANENT SUPPORT

DELINEATOR, FLEXIBLE/TUBULAR MARKER

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"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 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING LINE, 4 INCH DOUBLE YELLOW.



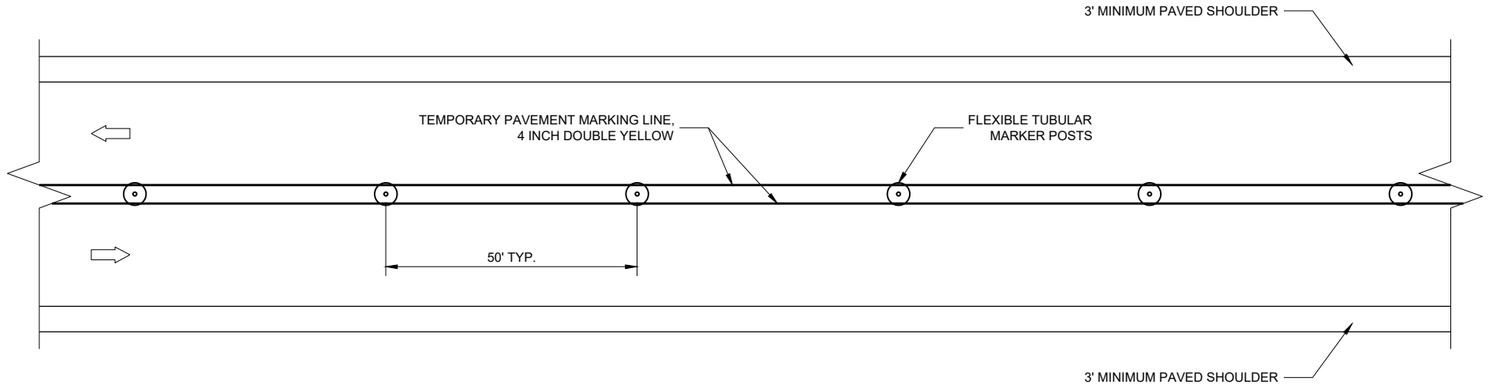
(1)



(2)

(1) THE WO6-3 AND WO57-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND / OR 500 FEET BEYOND ANY SIDE ROAD. THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE WO6-3 AND THE WO57-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN THE SIGNS.

(2) CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



TWO LANE, TWO WAY OPERATION

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SDD 15D06 - 05

SDD 15D06 - 05

TRAFFIC CONTROL
TWO LANE TWO WAY
OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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 AND PLACE TEMPORARY PAVEMENT MARKING LINE 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.

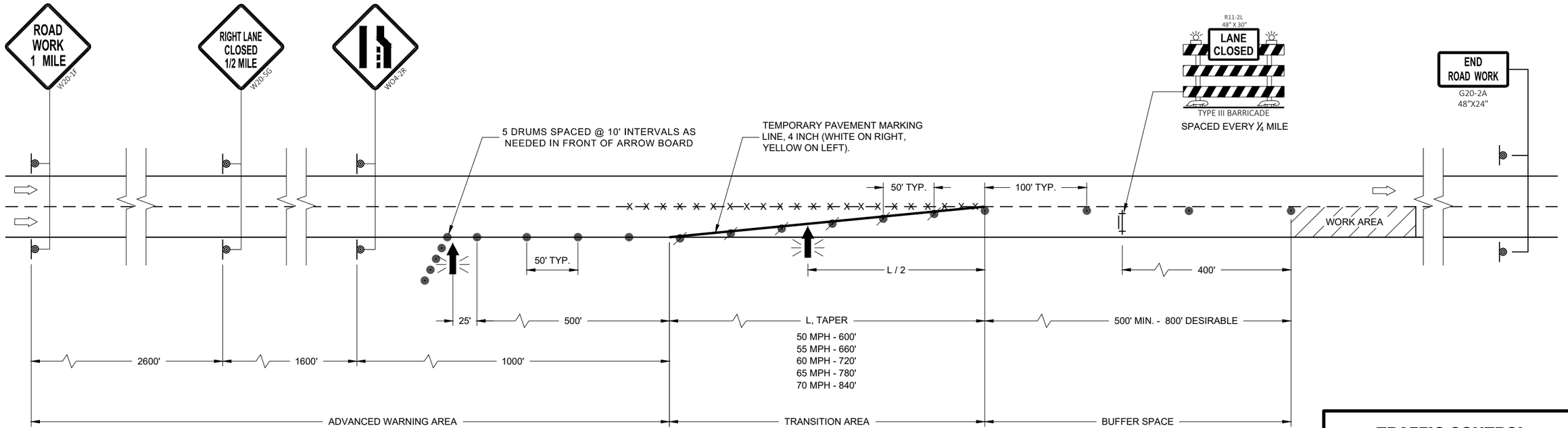
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

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SDD 15D12 - 10a

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SDD 15D12 - 10a

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 LINE 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.

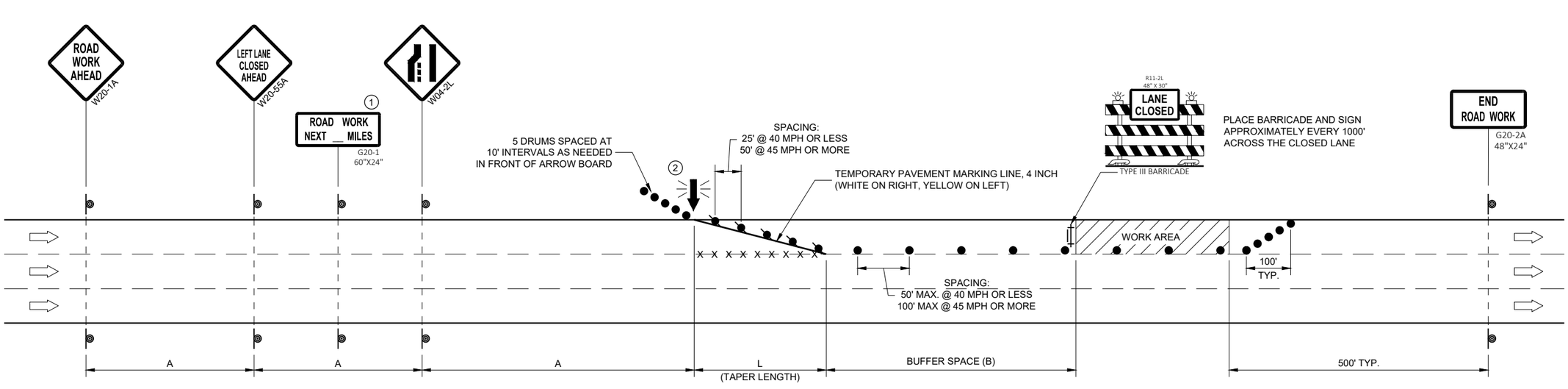
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D20 - 06a

6

SDD15D20 - 06a

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

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REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE 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.

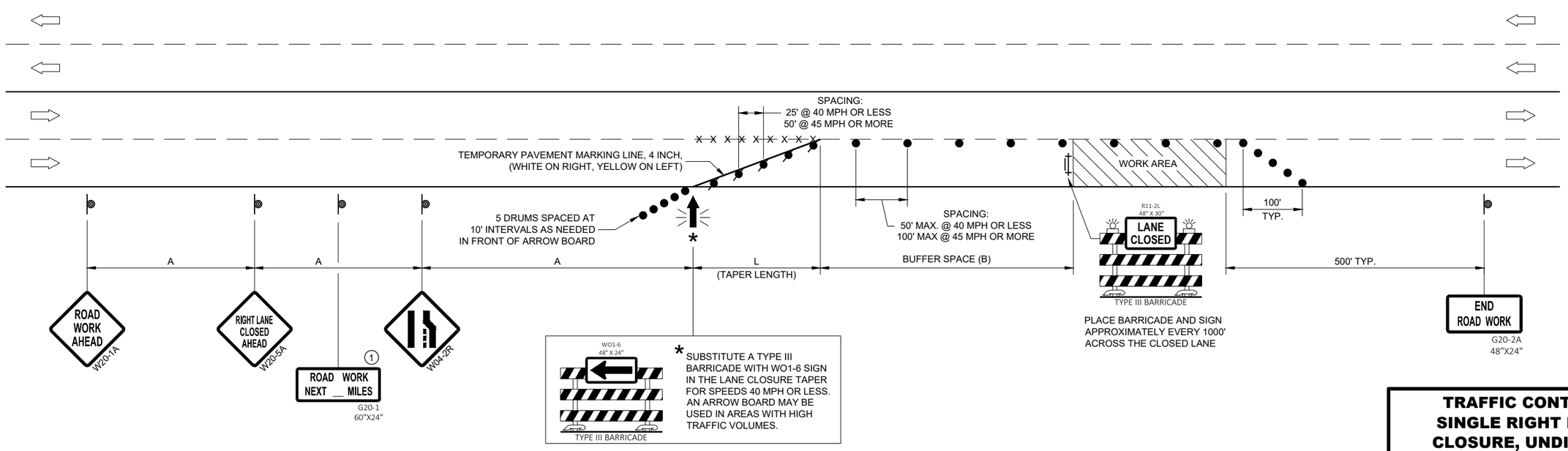
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D20 - 06b

SDD 15D20 - 06b

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.

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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.

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DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

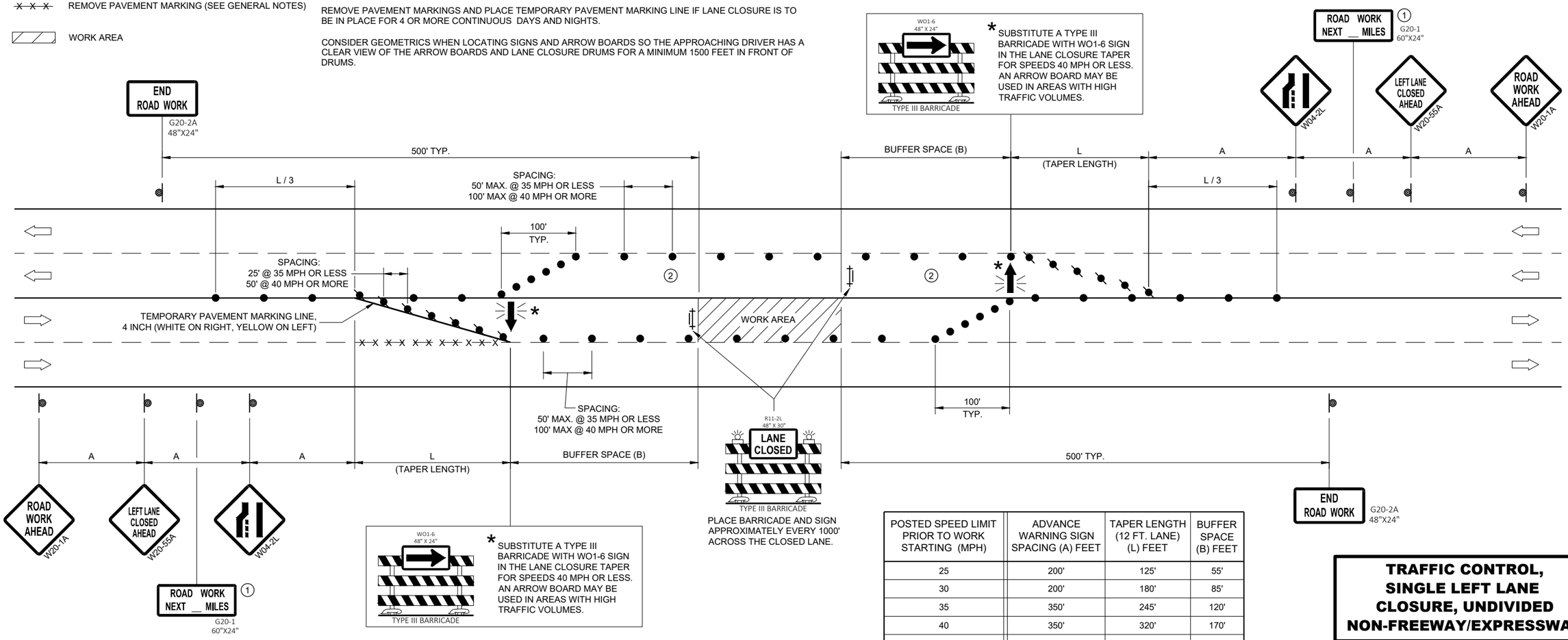
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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'
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55	500'	660'	335'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

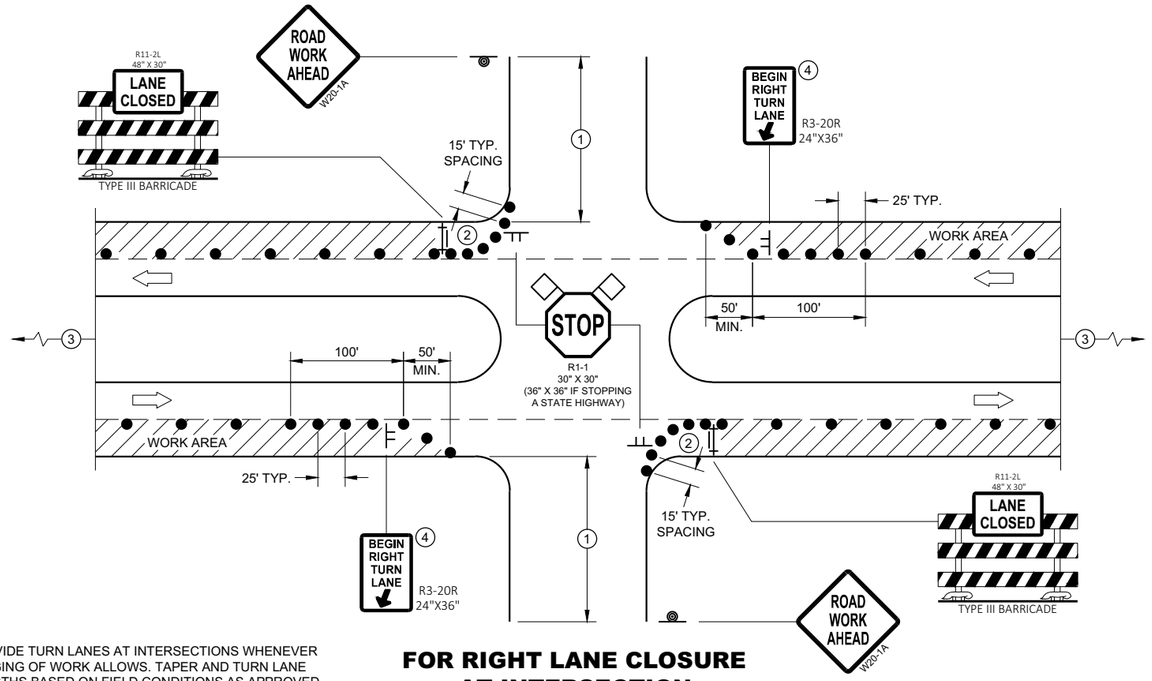
APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

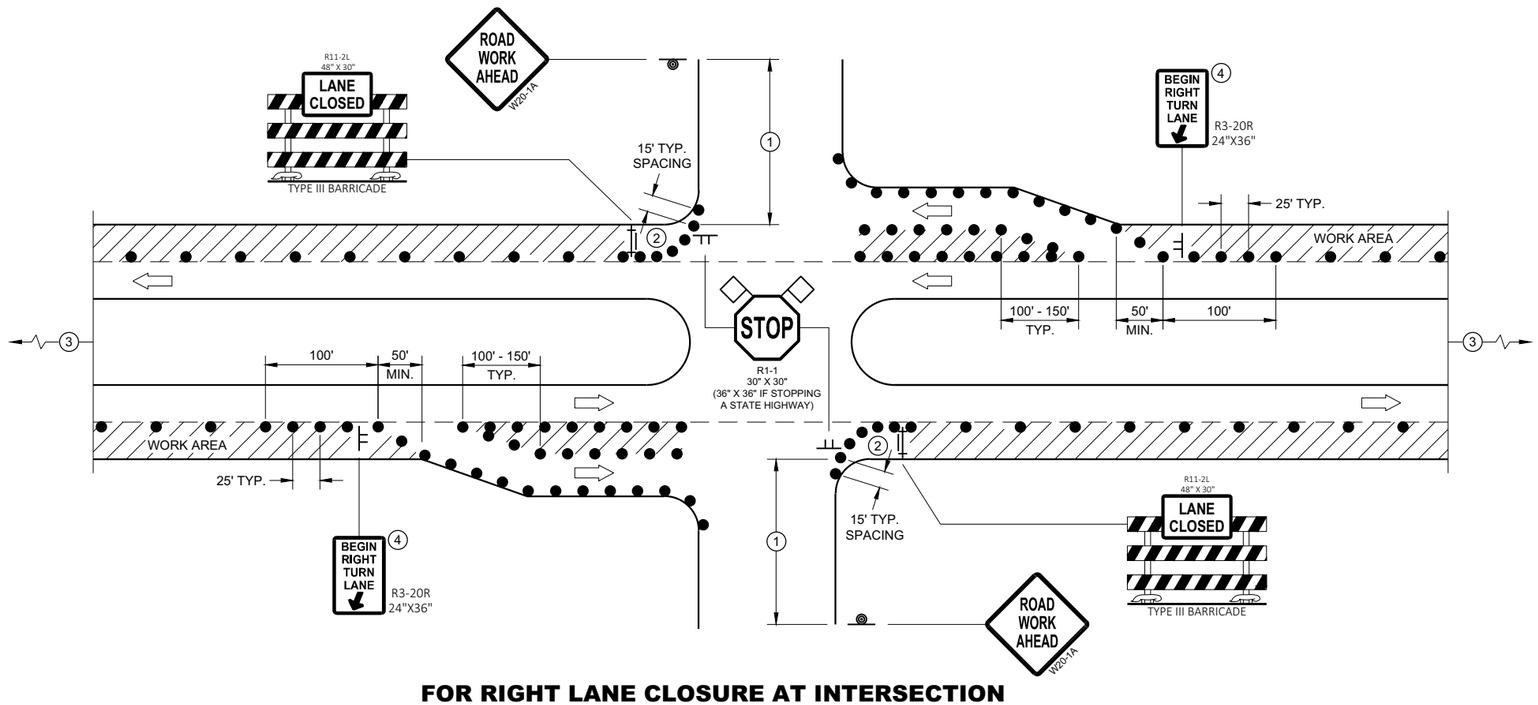
SDD 15D20 - 06c

SDD 15D20 - 06c



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

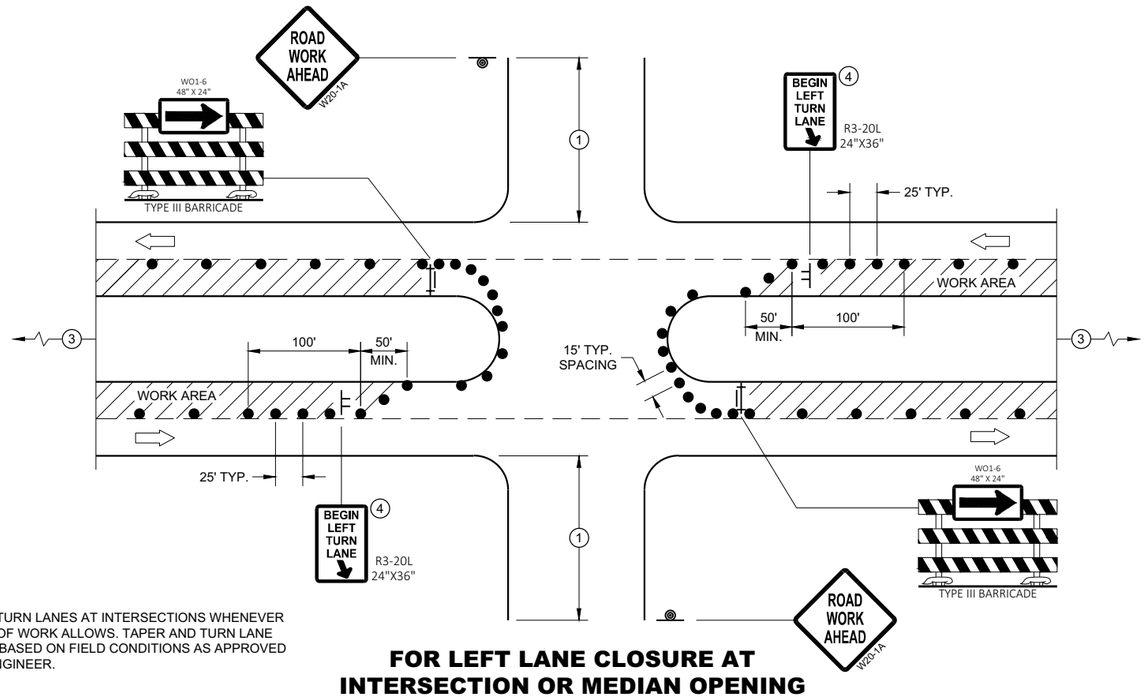
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

6

SDD 15D21 - 07a



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.

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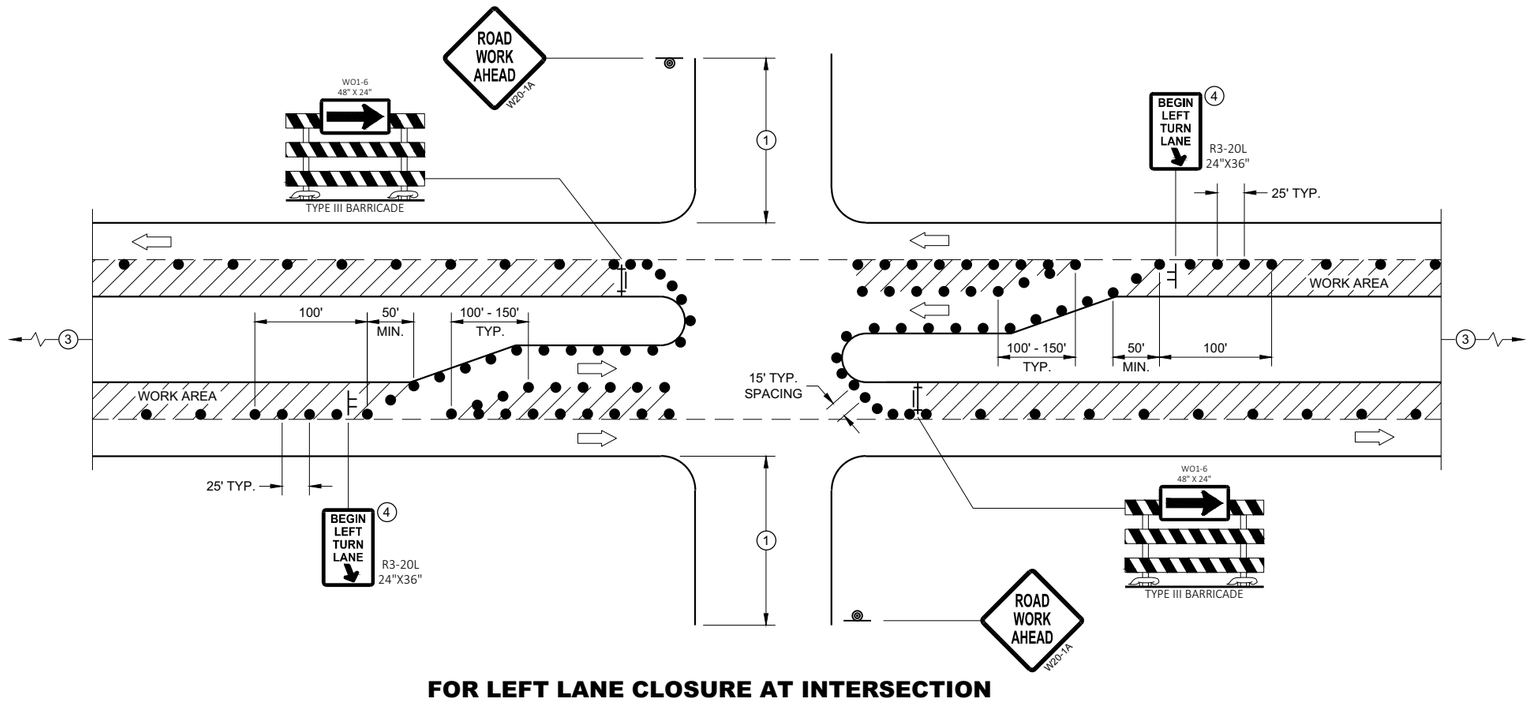
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(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

GENERAL NOTES

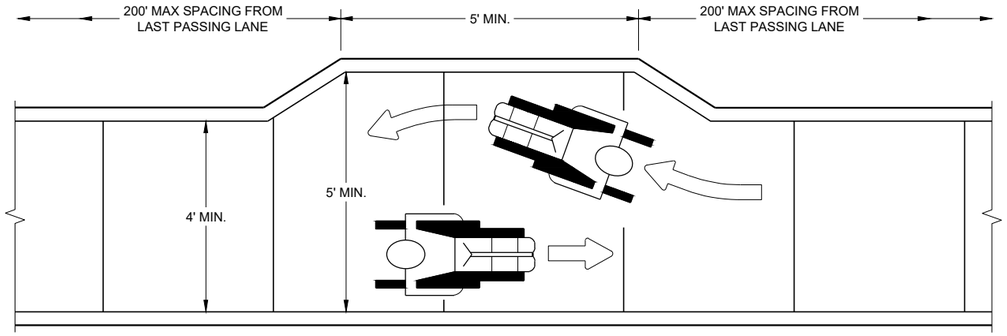
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

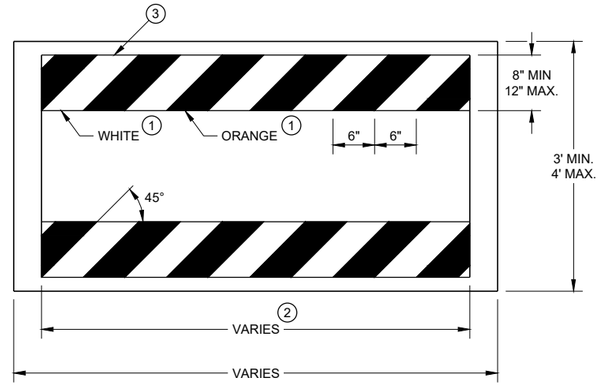
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

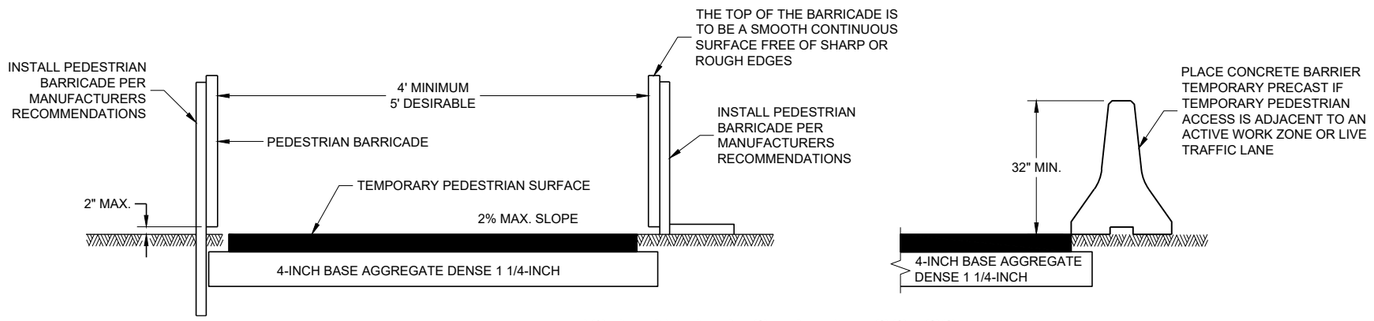
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

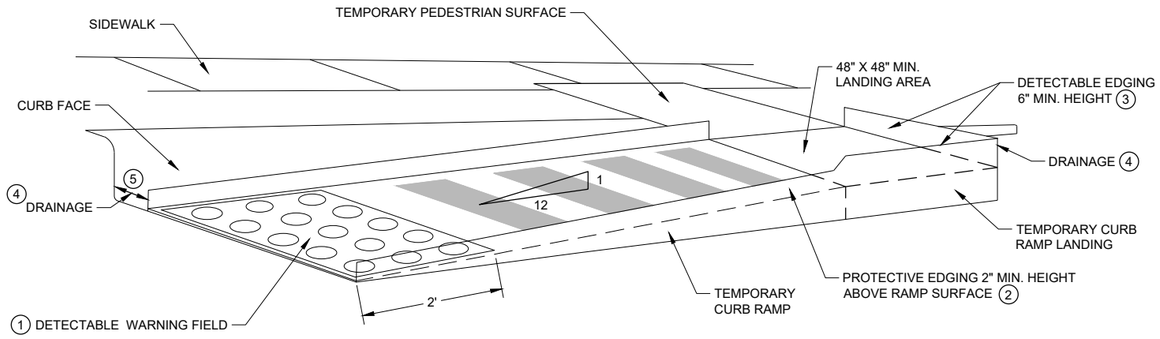
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SDD 15D30 - 07a

SDD 15D30 - 07a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

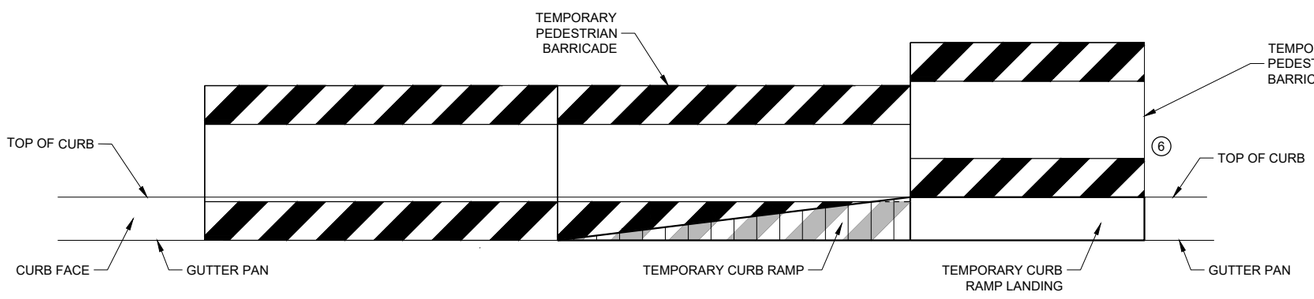
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

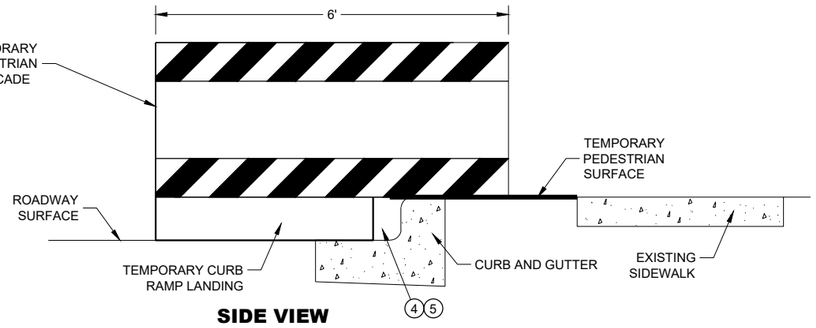
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 6" MINIMUM BETWEEN CURB FACE AND EDGE OF RAMP

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

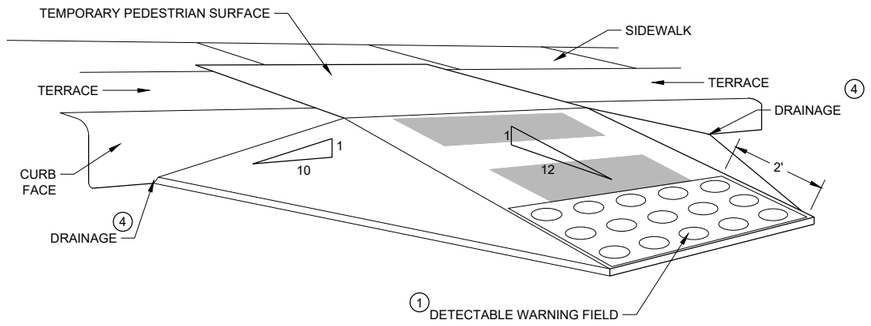
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

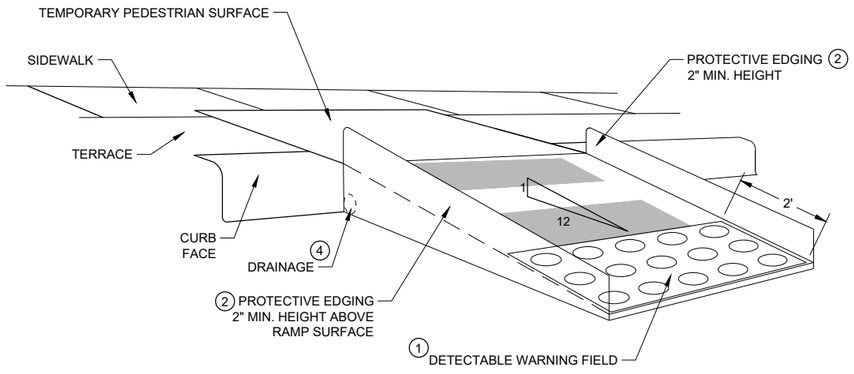
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30 - 07b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(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) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

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TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

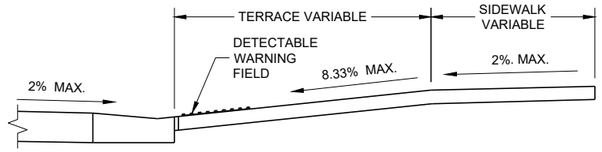
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

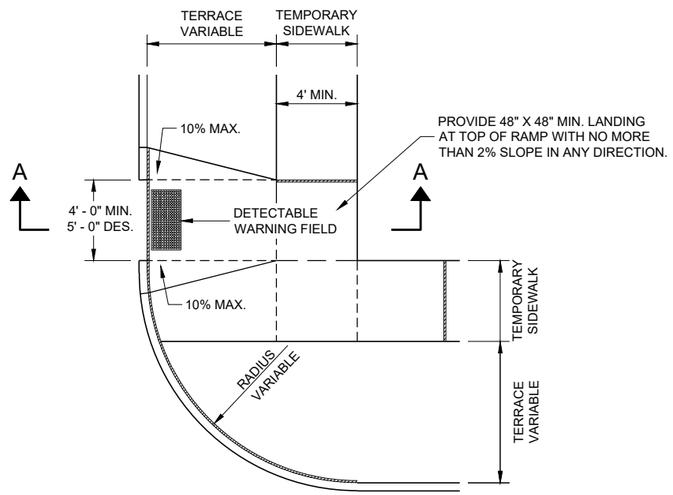
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

6

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SDD 15D30 - 07d

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

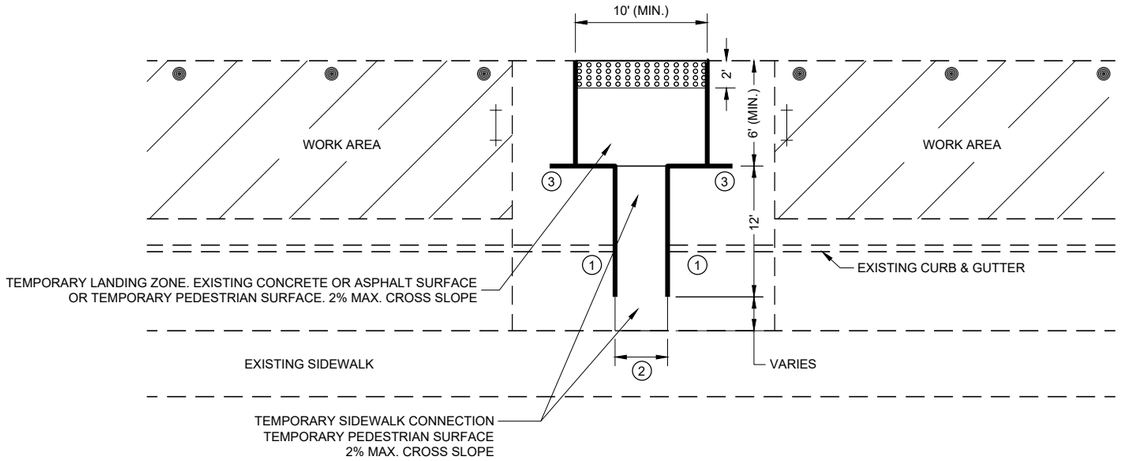
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

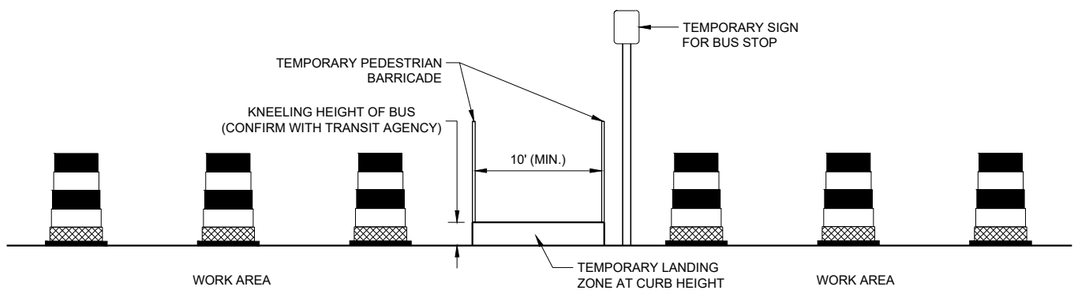
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

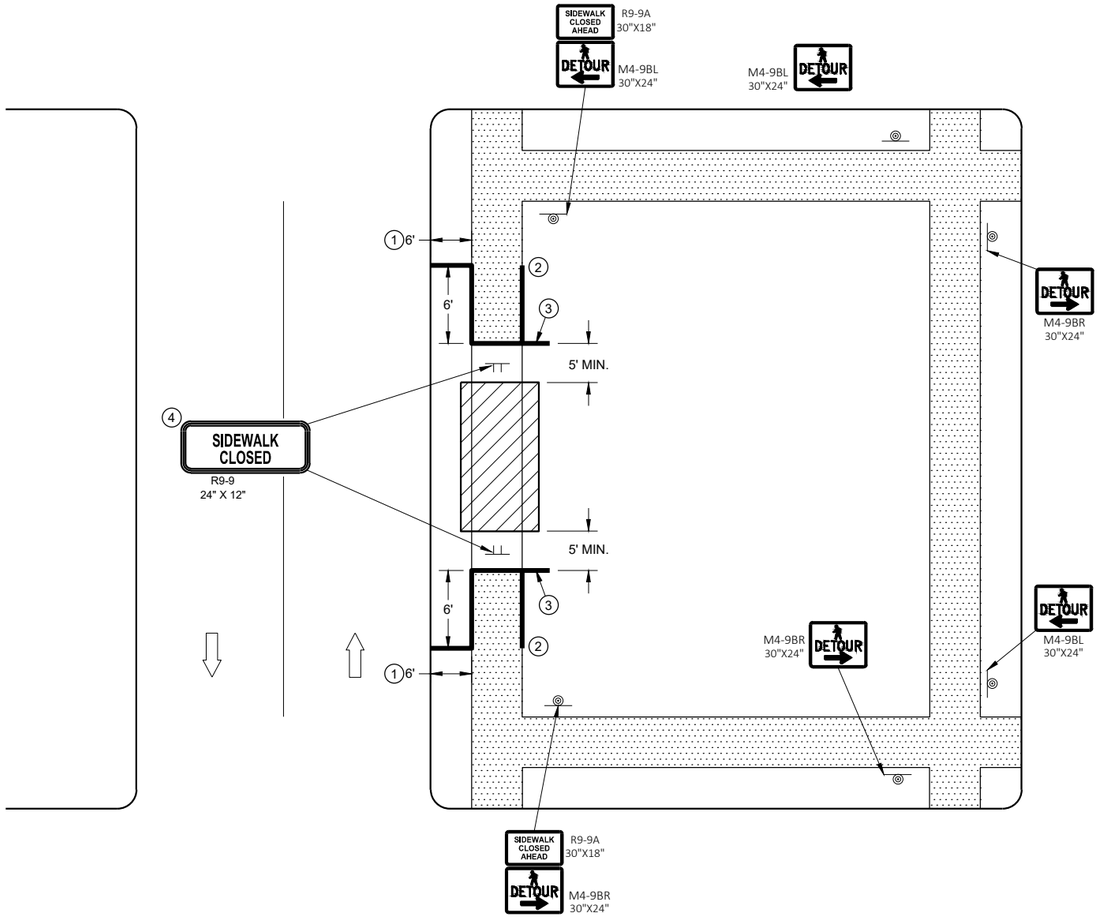
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 07e

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

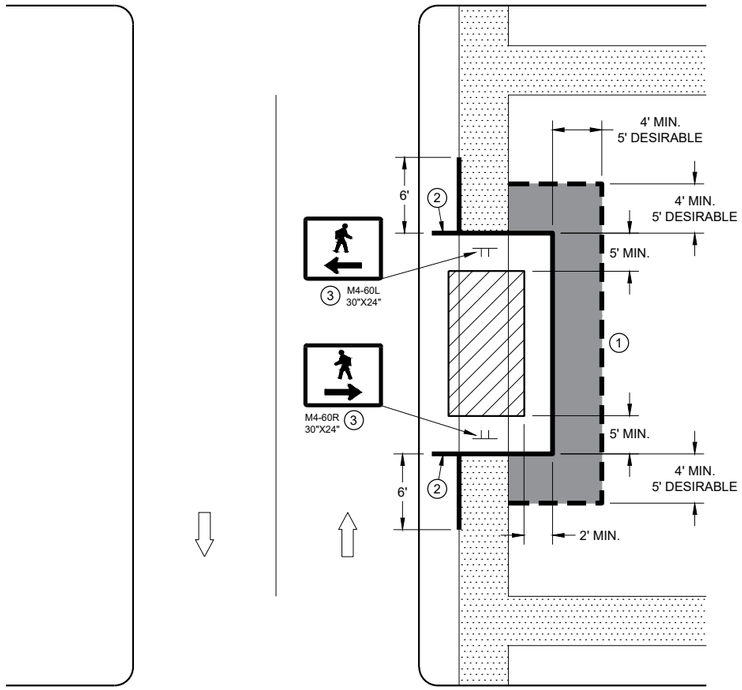
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 07g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 07g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

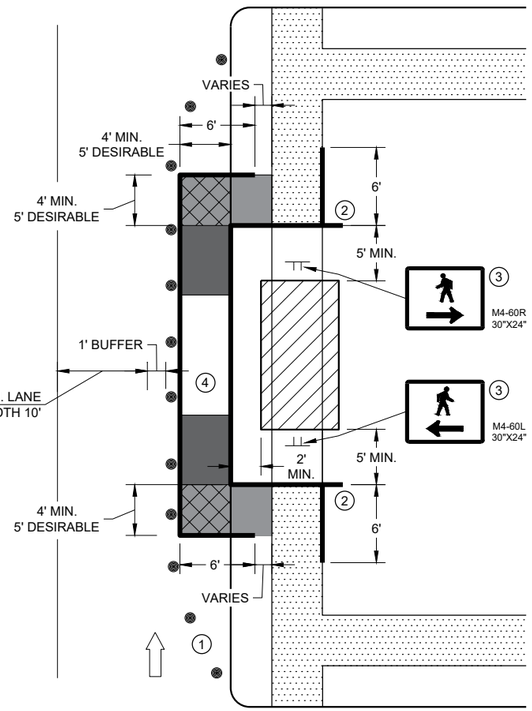
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

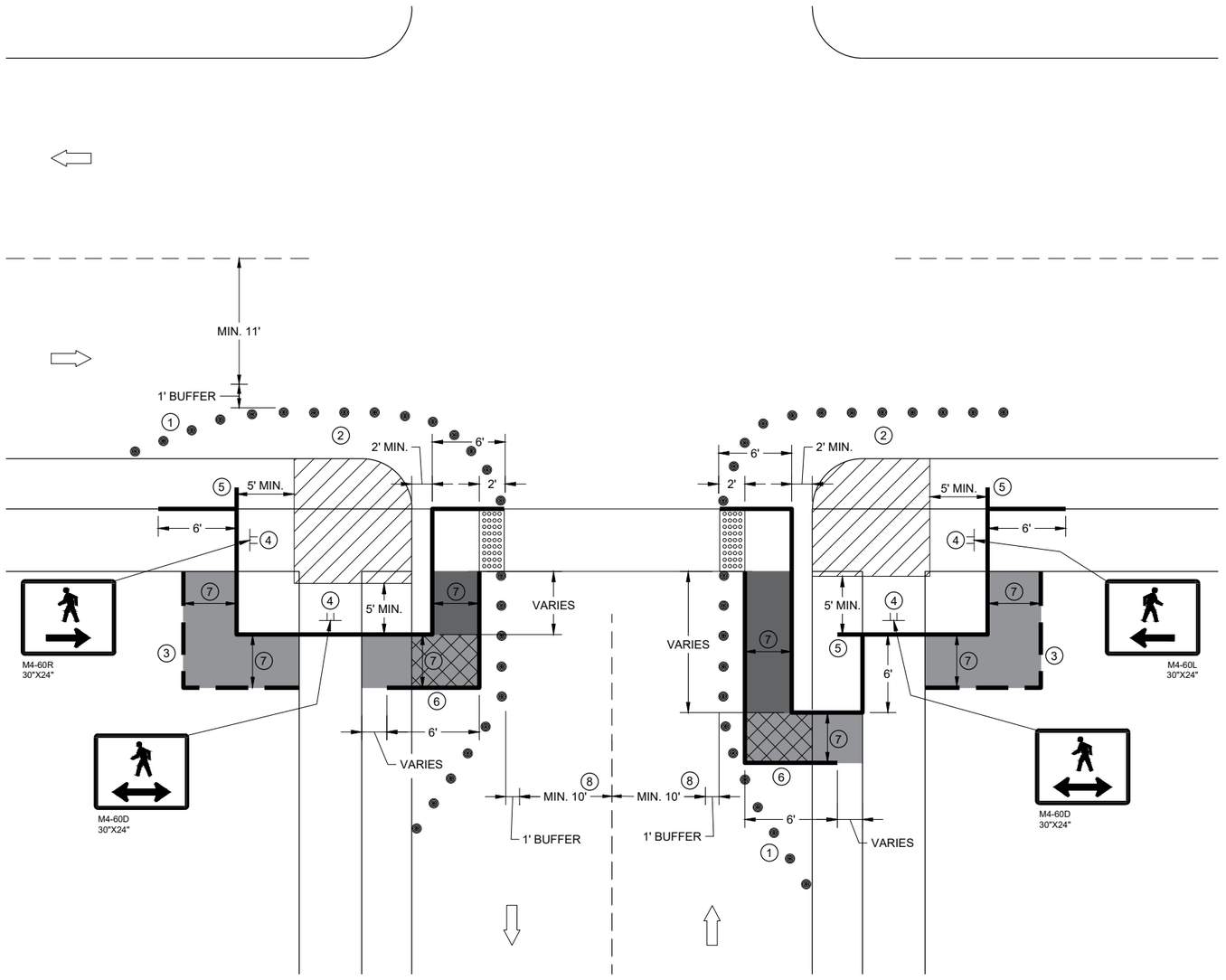
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30 - 07h

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SDD 15D30 - 07h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

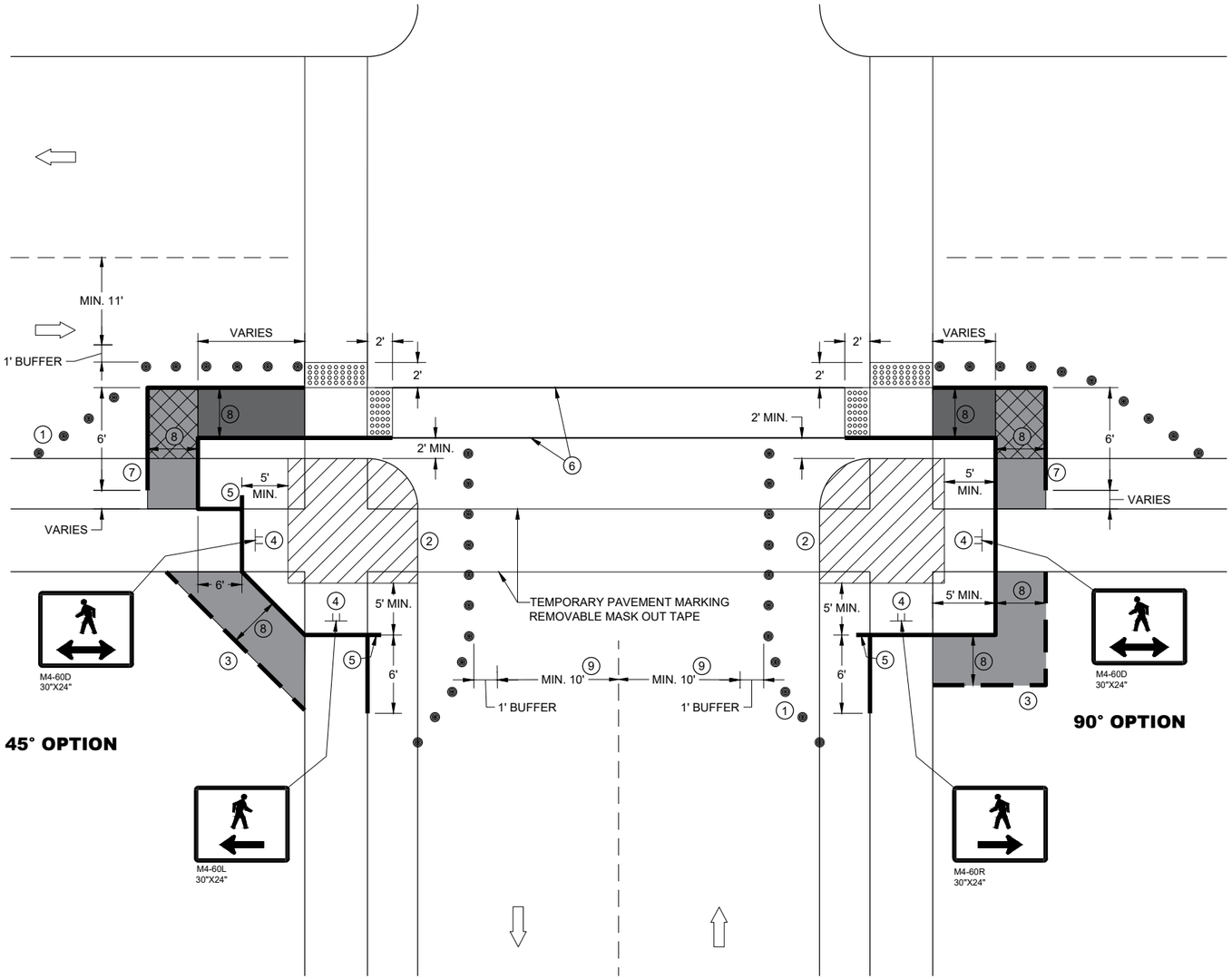
(7) 4 FEET MINIMUM, 5 FEET DESIRABLE

(8) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

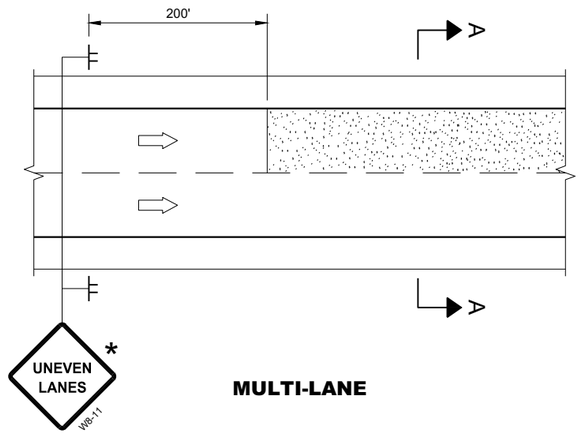
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

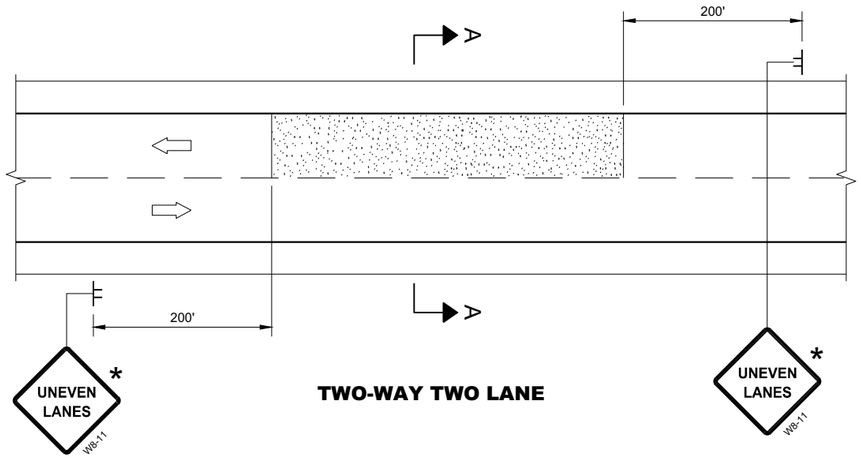
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 07j

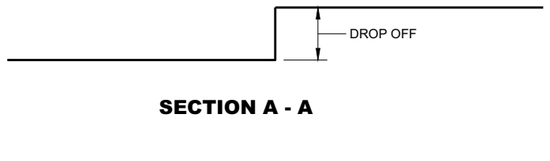
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MULTI-LANE

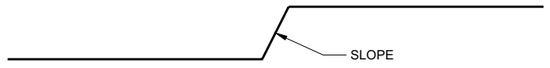


TWO-WAY TWO LANE

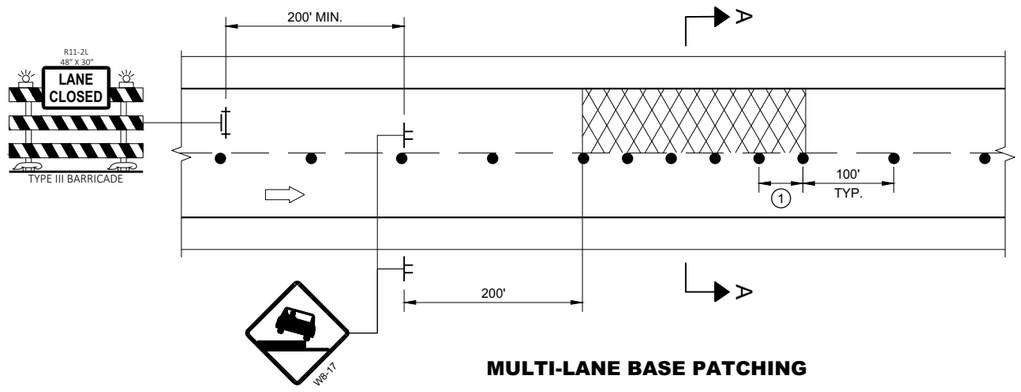


SECTION A - A

OR

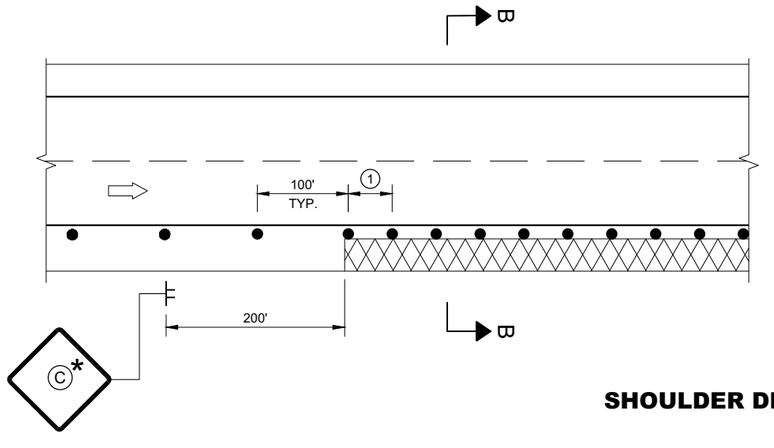


SECTION A - A

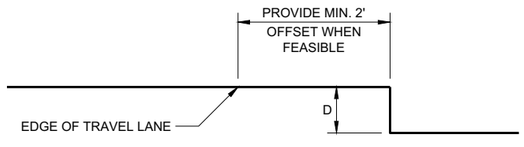


MULTI-LANE BASE PATCHING

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)
- CONCRETE BARRIER TEMPORARY PRECAST

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 AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS 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.

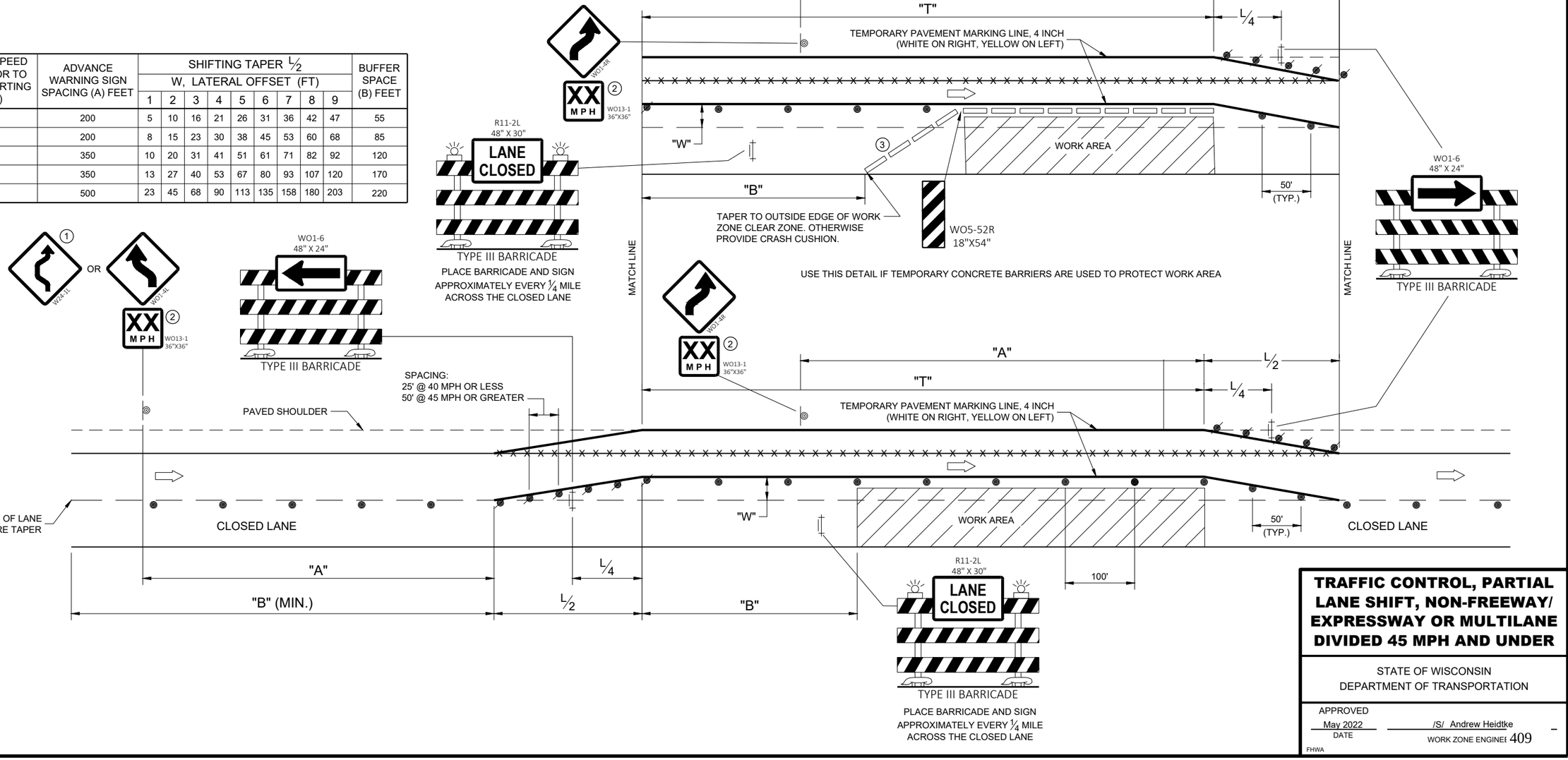
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP 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.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

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
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D40 - 04c

SDD 15D40 - 04c

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

(1) PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

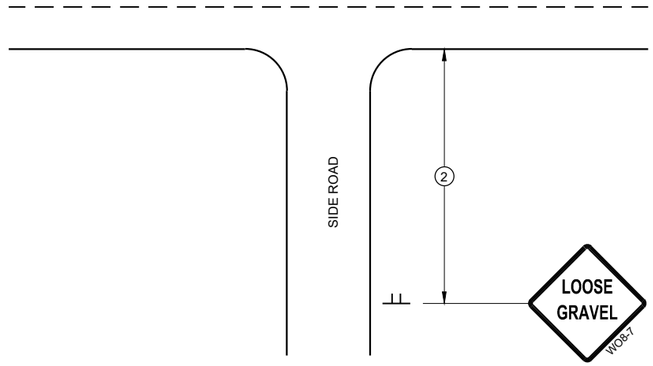
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

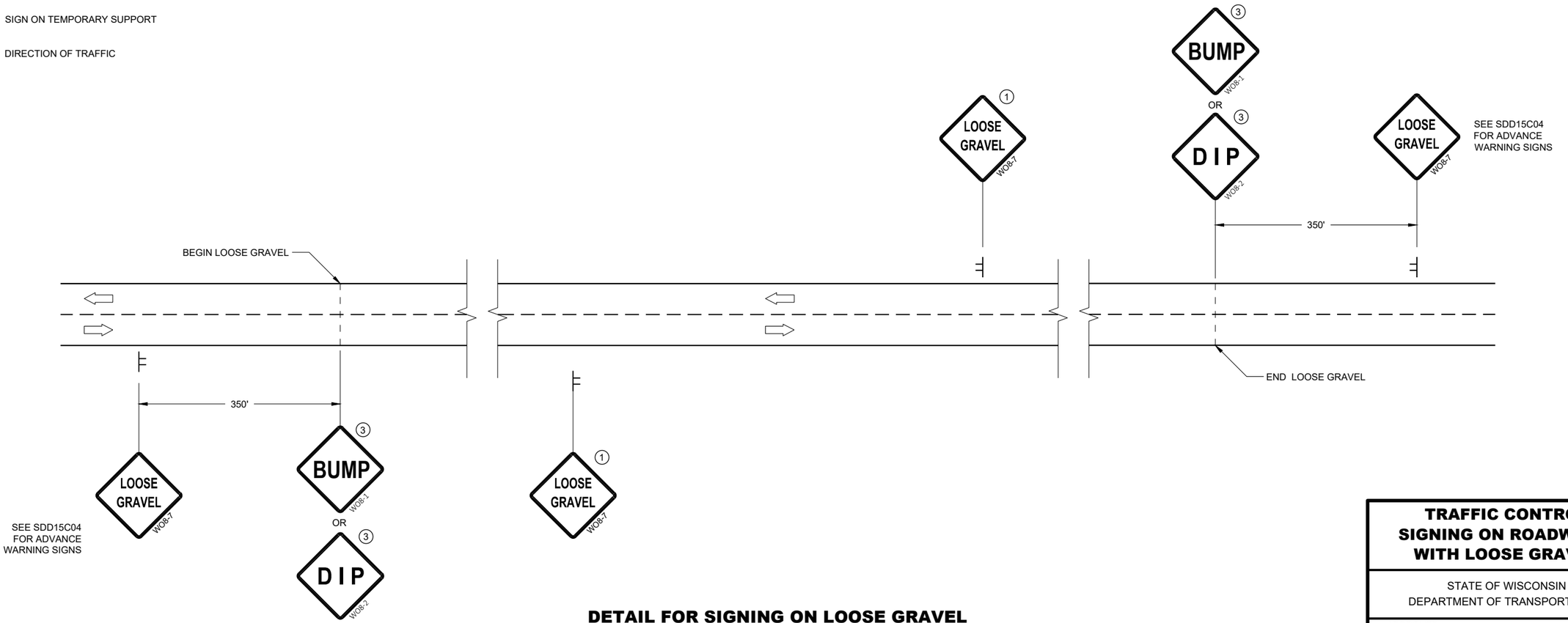
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE 410

FHWA

6

SDD 15D45 - 03

6

SDD 15D45 - 03

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- CONSTRUCTION TRAFFIC
- WORK AREA

TABLE 1

S (MPH)	INGRESS, L	EGRESS, L
50	435'	720'
55	480'	960'
60	530'	1200'
65	570'	1410'
70	615'	1620'

LEGEND

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"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.

WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.

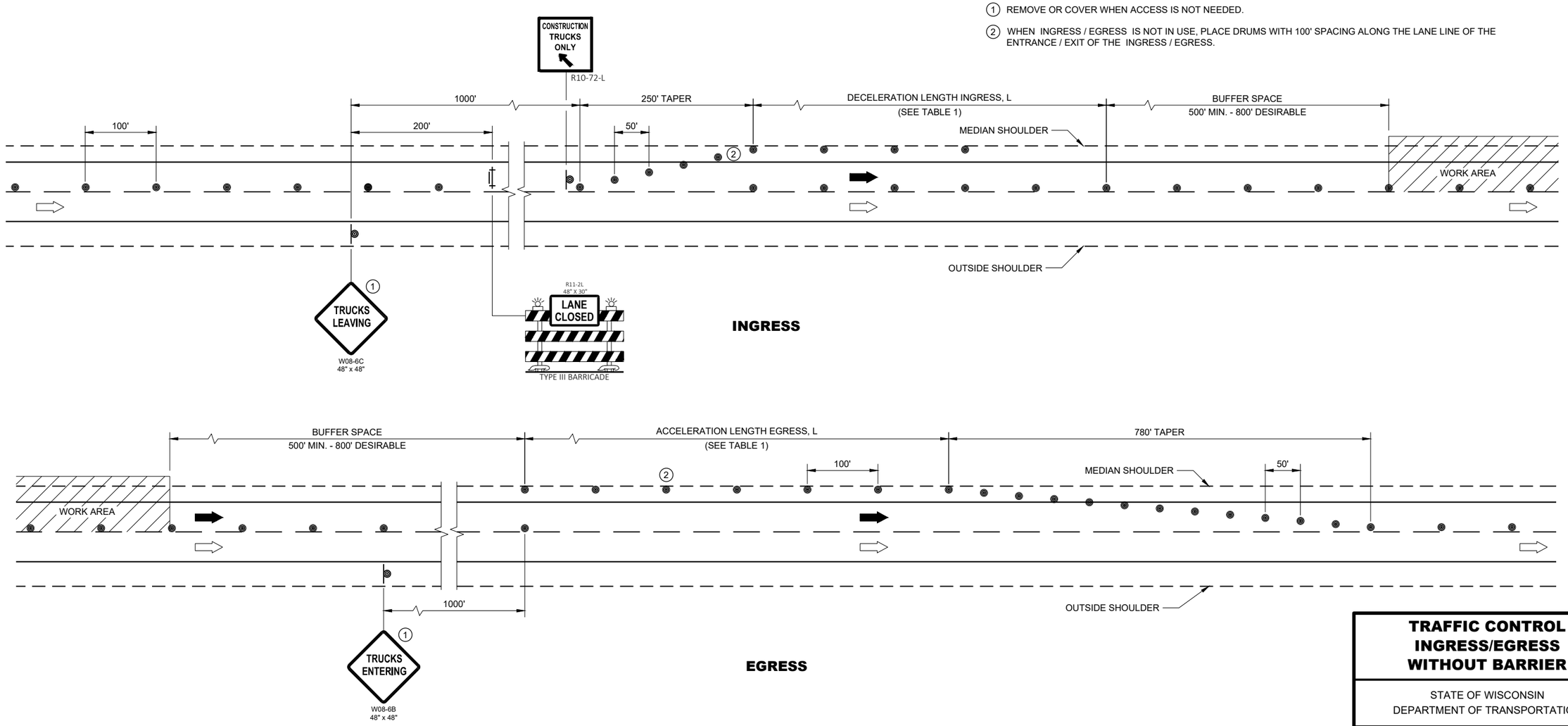
THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL

TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL

TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

(1) REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.

(2) WHEN INGRESS / EGRESS IS NOT IN USE, PLACE DRUMS WITH 100' SPACING ALONG THE LANE LINE OF THE ENTRANCE / EXIT OF THE INGRESS / EGRESS.



TRAFFIC CONTROL INGRESS/EGRESS WITHOUT BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D47 - 02b

6

SDD 15D47 - 02b

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					
		3	4	5	6	7	8
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

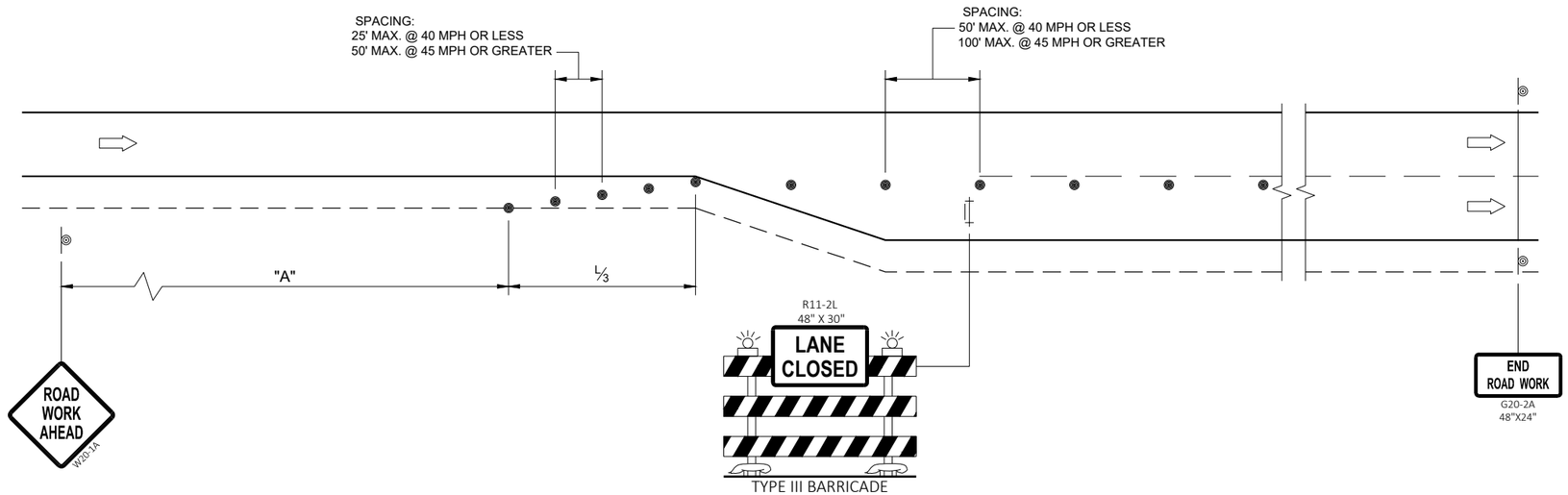
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.



PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE

TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D50 - 02a

6

SDD 15D50 - 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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER (L/2) FEET
25	200	60
30	200	90
35	350	120
40	350	160
45	500	270
50	500	300
55	500	330

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

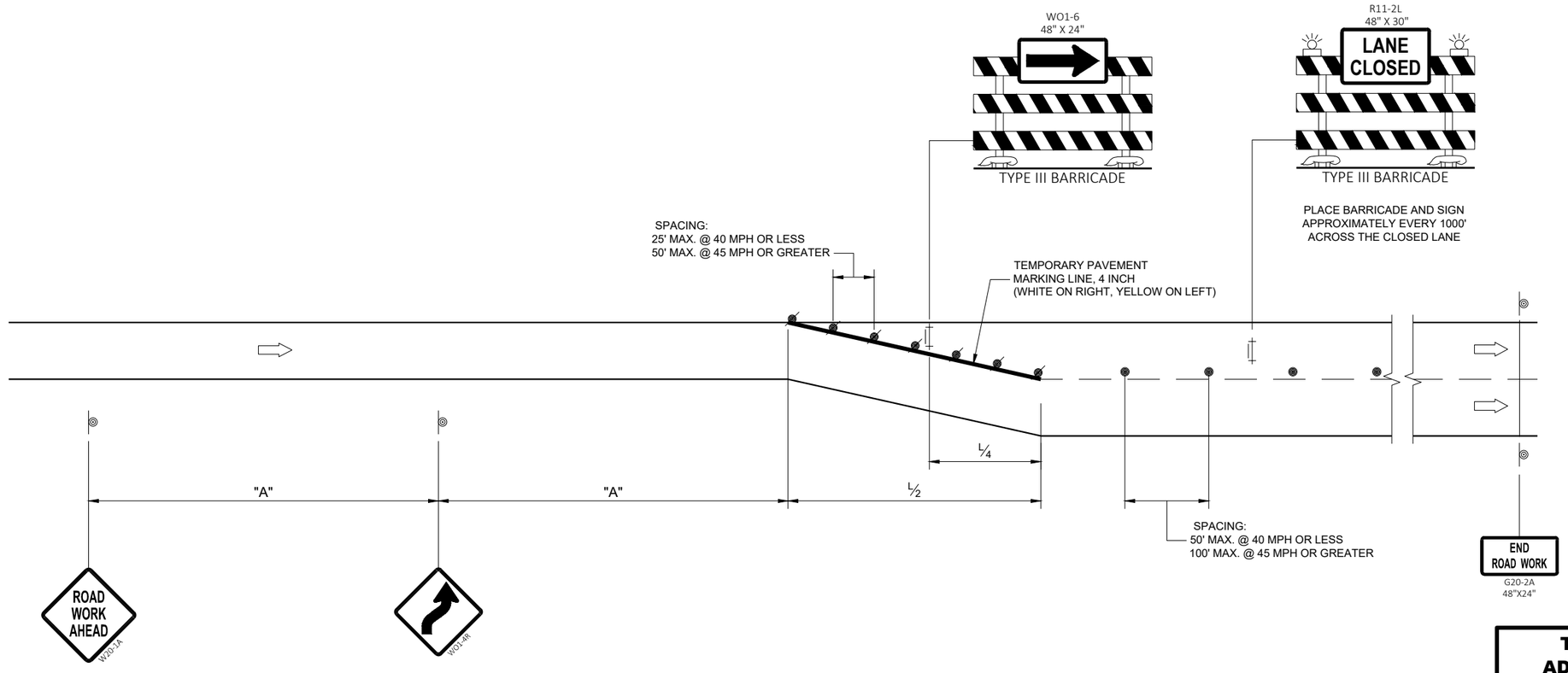
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

PLACE TEMPORARY PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.



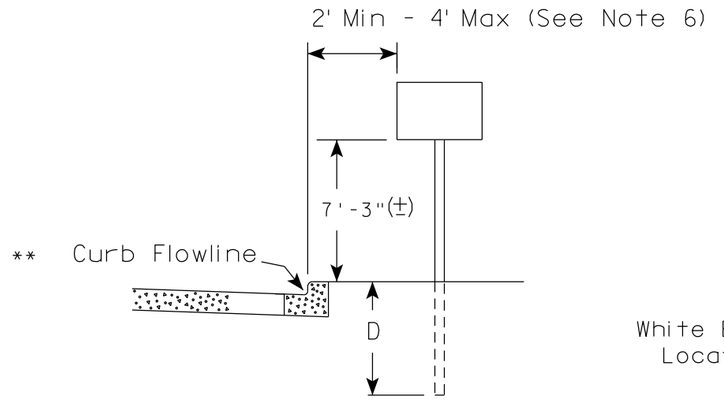
TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

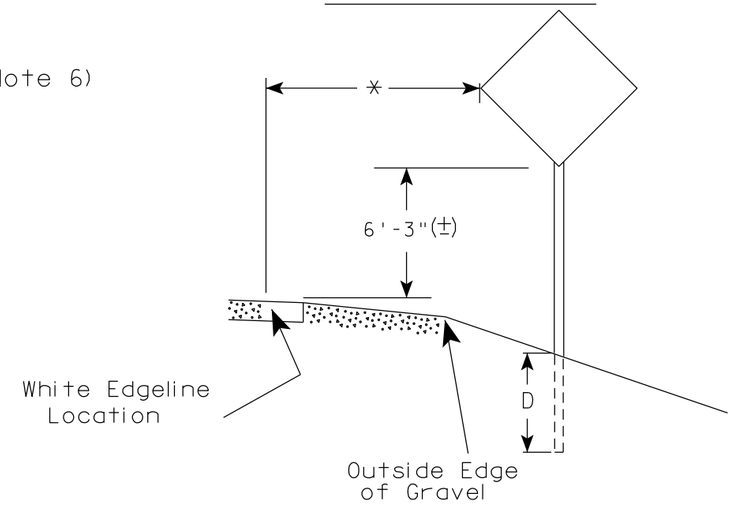
APPROVED
February 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

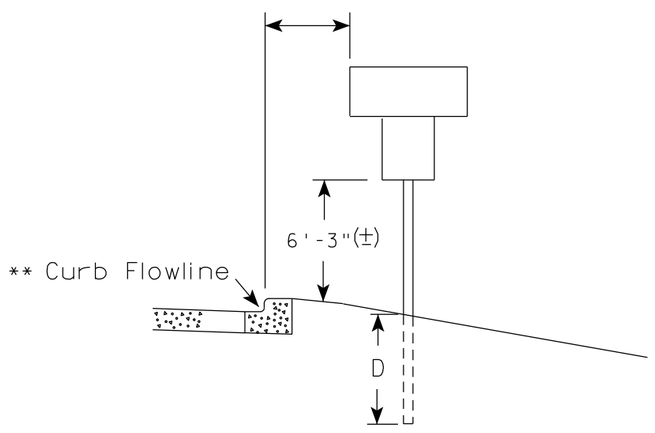
6
SDD 15D50 - 02b

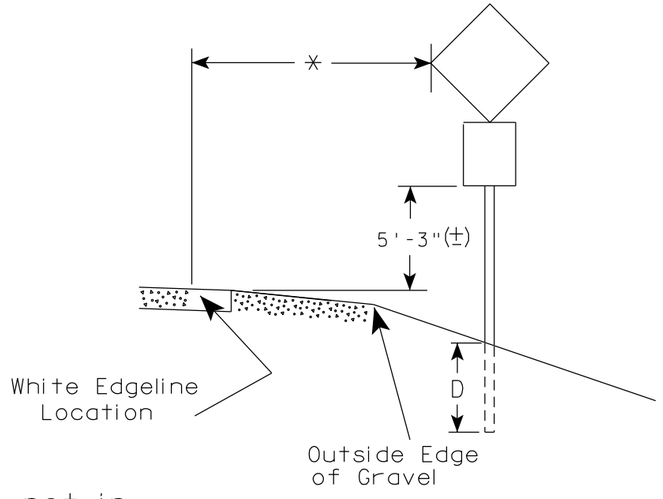
URBAN AREA



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.

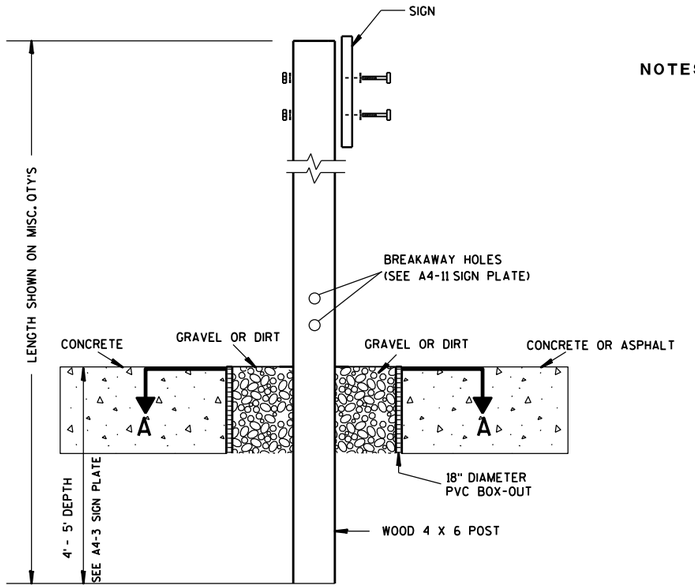
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

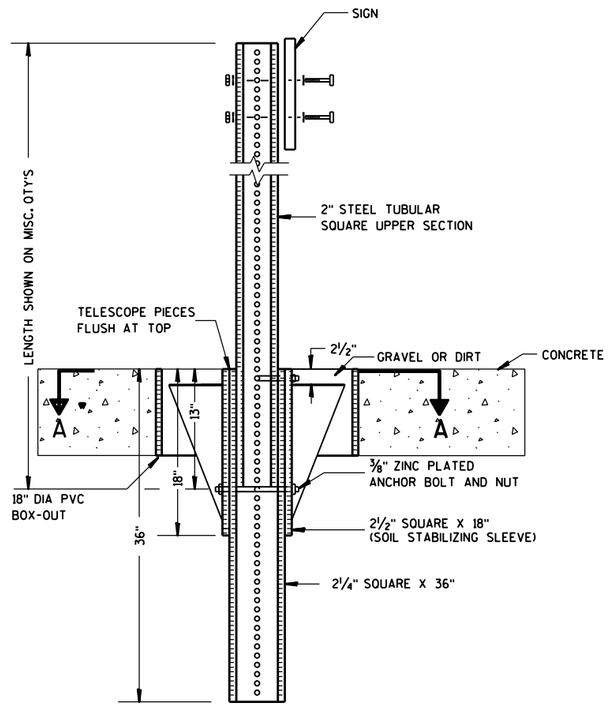
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 414	E



ELEVATION VIEW

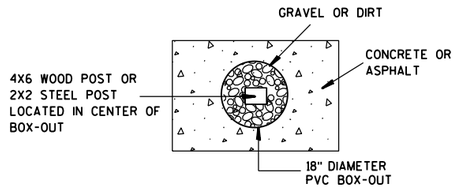
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

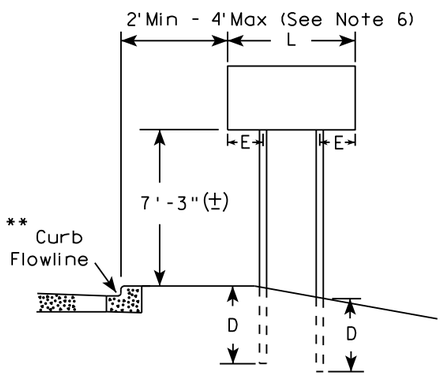
APPROVED Matthew R Rauch
for State Traffic Engineer

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

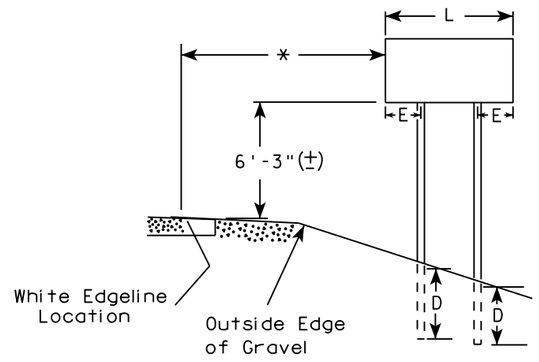
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

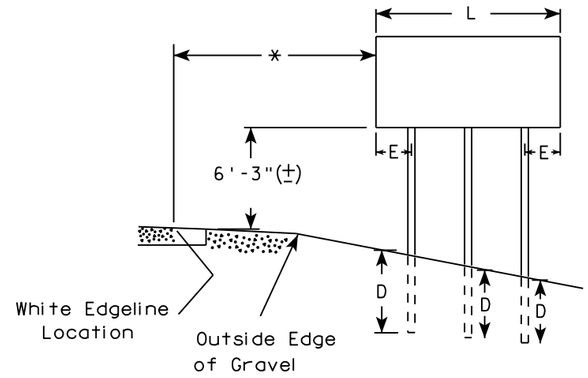
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

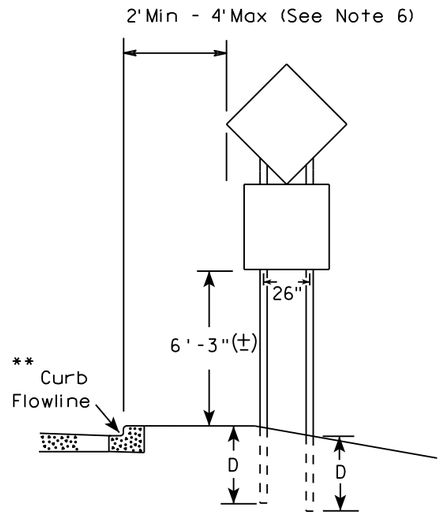
URBAN AREA



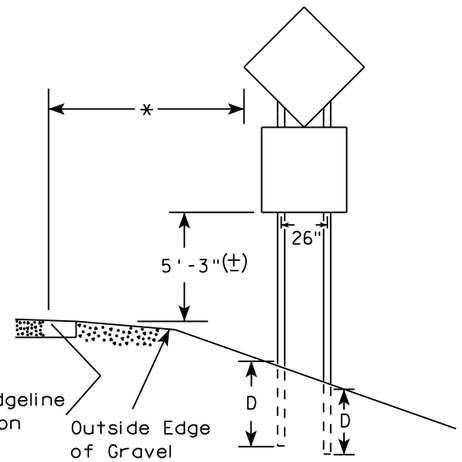
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

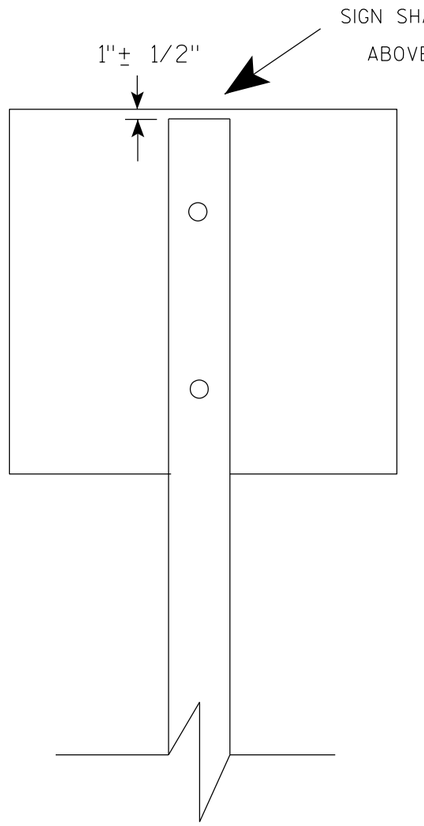
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

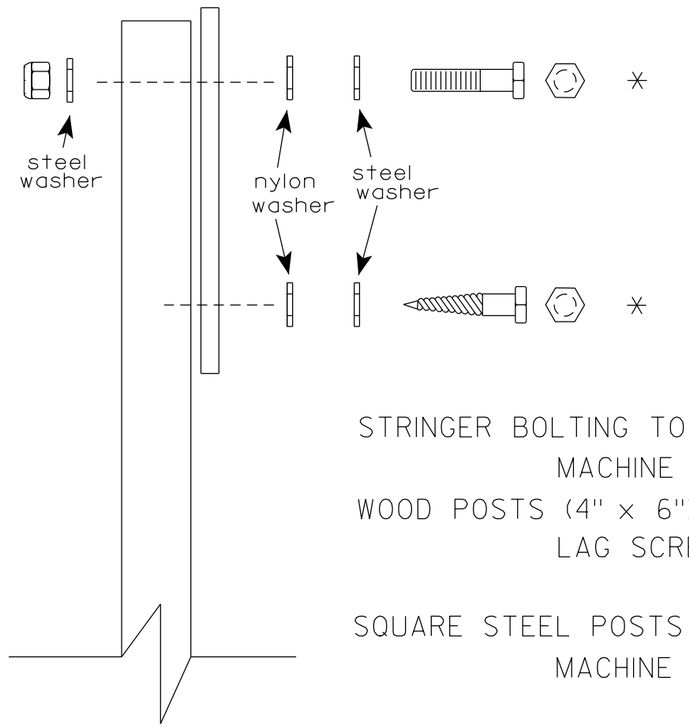
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15





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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

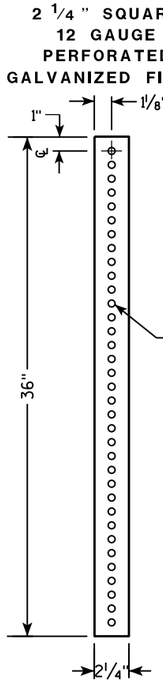
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

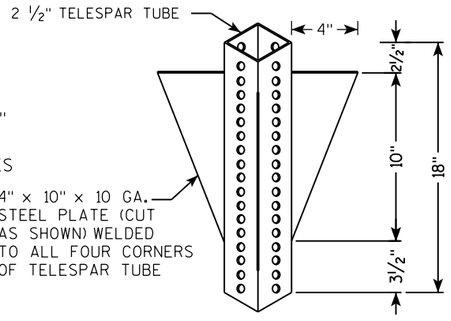
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

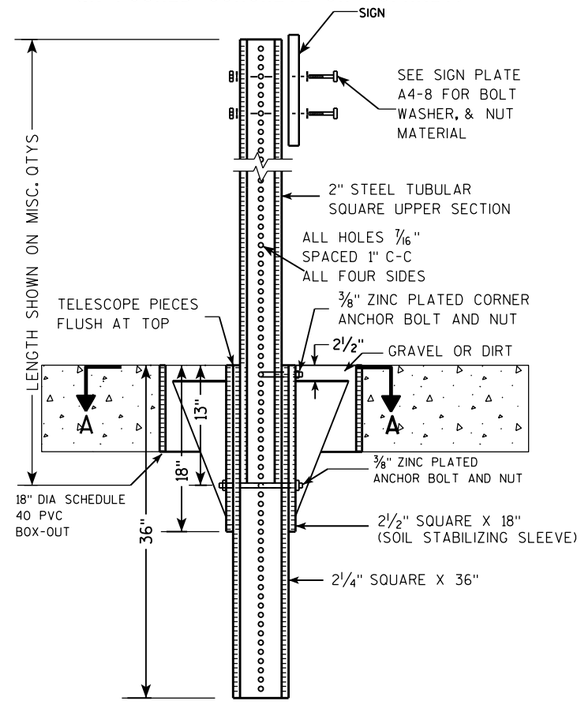
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



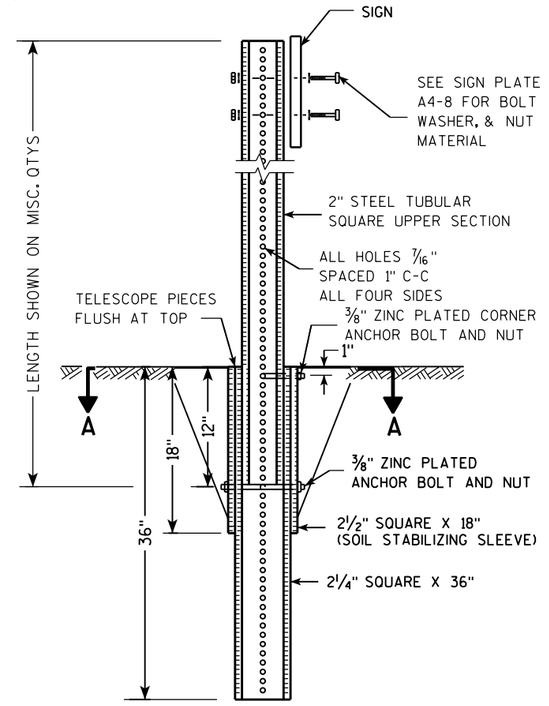
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

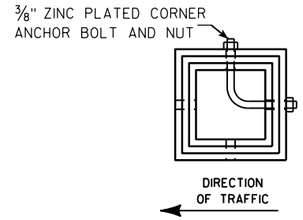


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

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

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

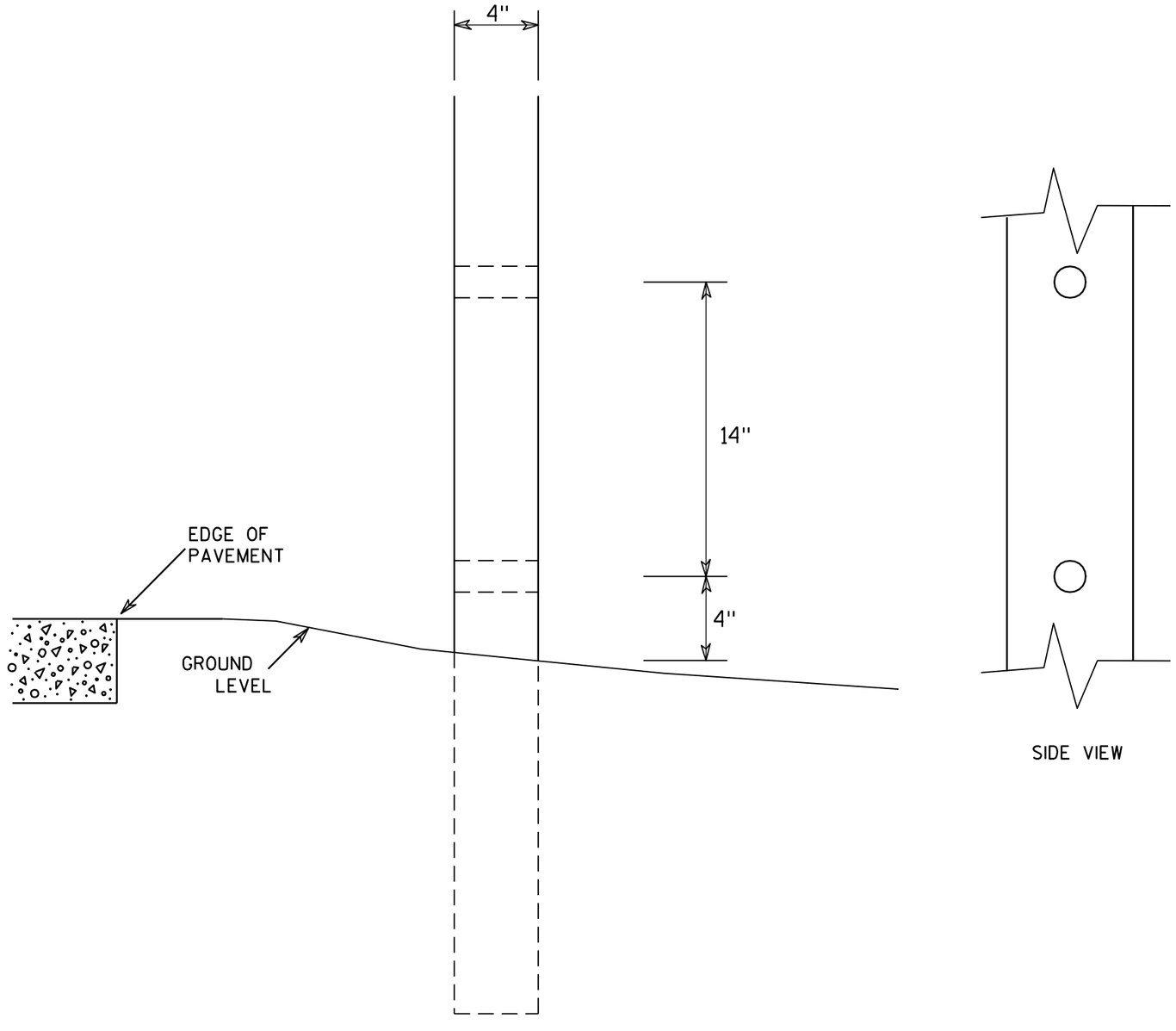
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 418 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

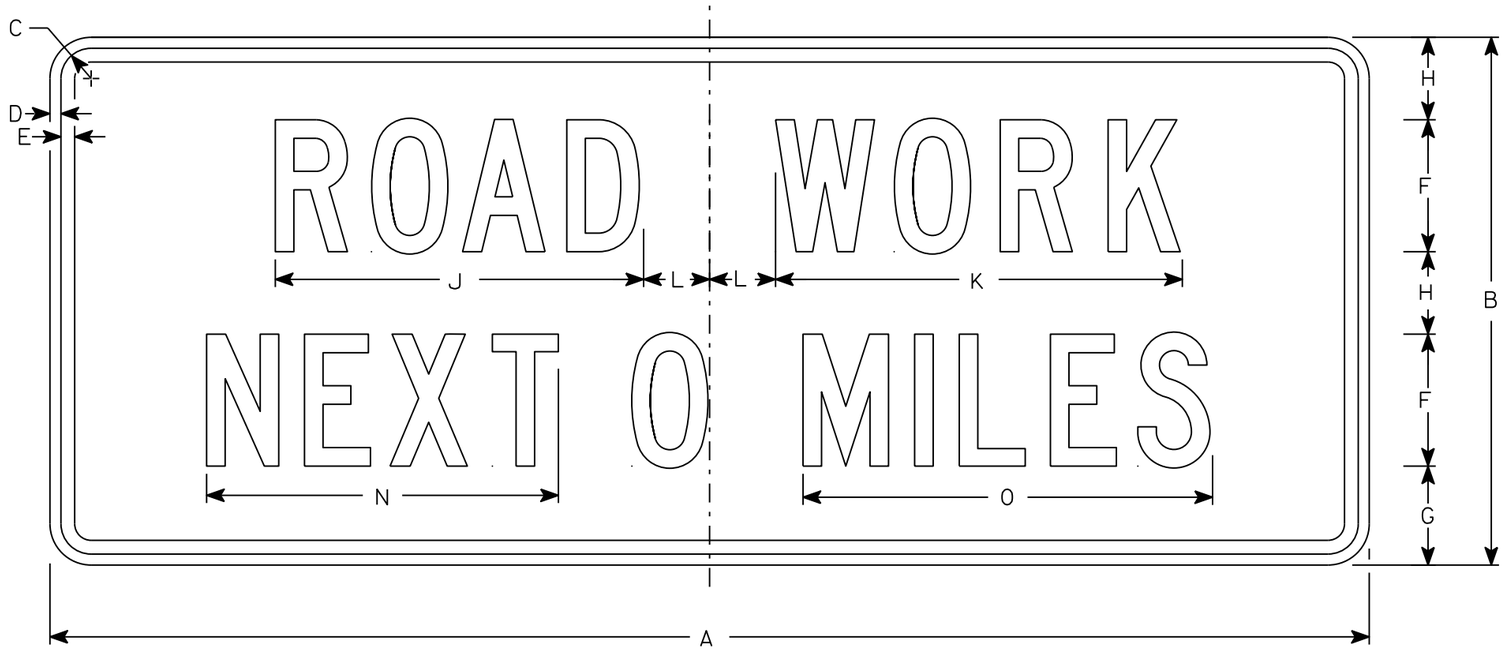
4 X 6 WOOD POST MODIFICATIONS

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: 419	E



G20-1

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. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
5																											

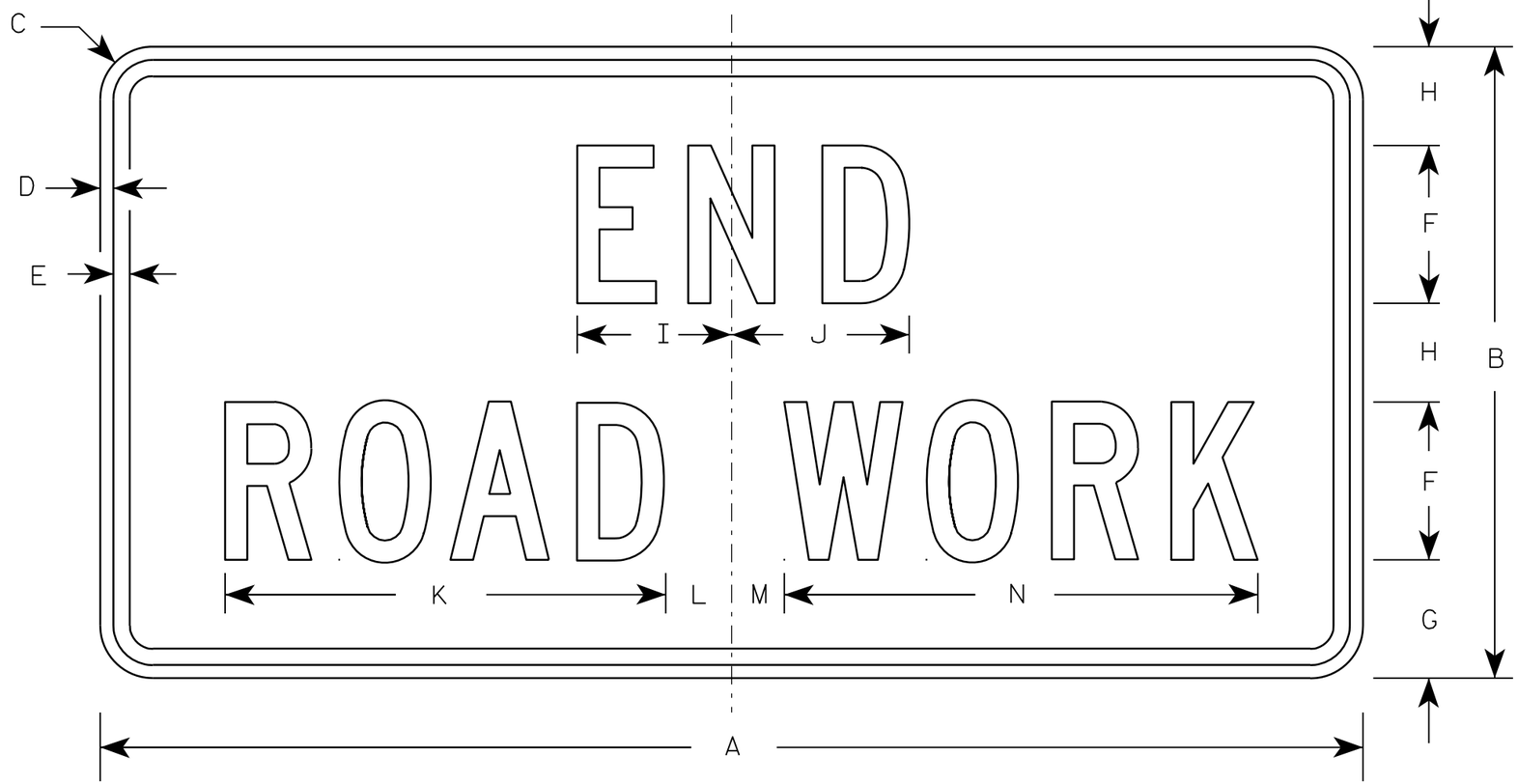
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 420 | E



G20-2A

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

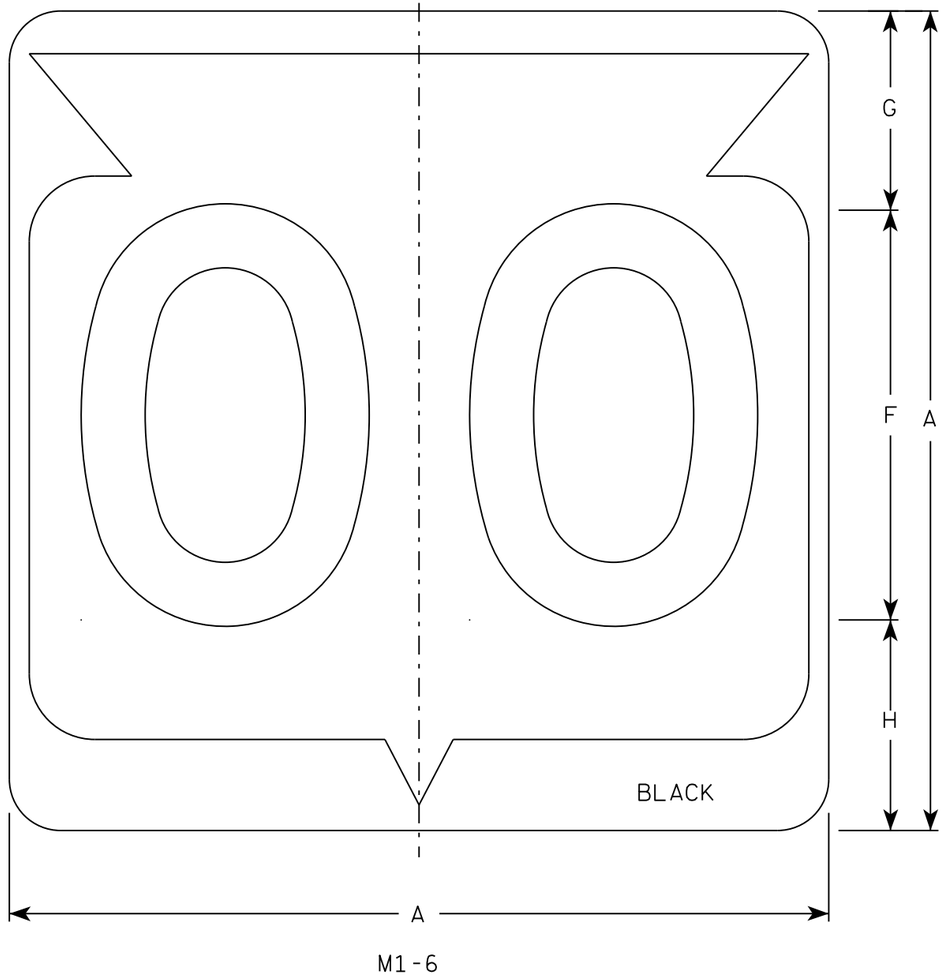
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

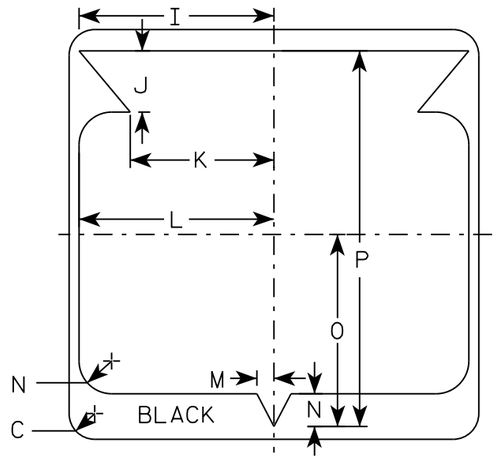
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 421	E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

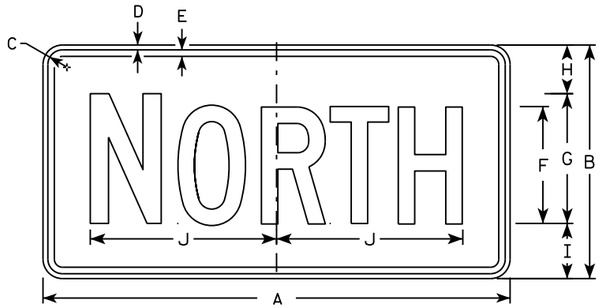
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

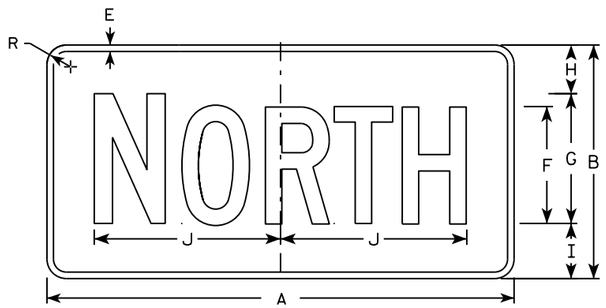
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 422	E



M3-1
MM3-1
MP3-1



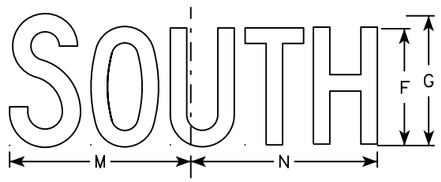
MB3-1
MK3-1
MN3-1



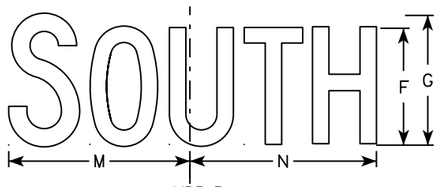
M3-2
MM3-2
MP3-2



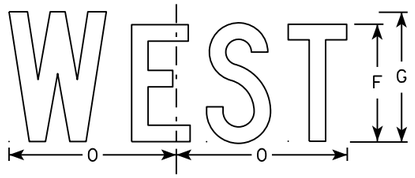
MB3-2
MK3-2
MN3-2



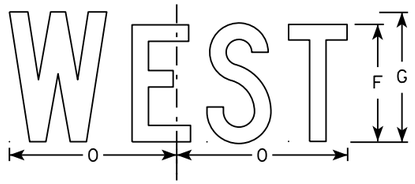
M3-3
MM3-3
MP3-3



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

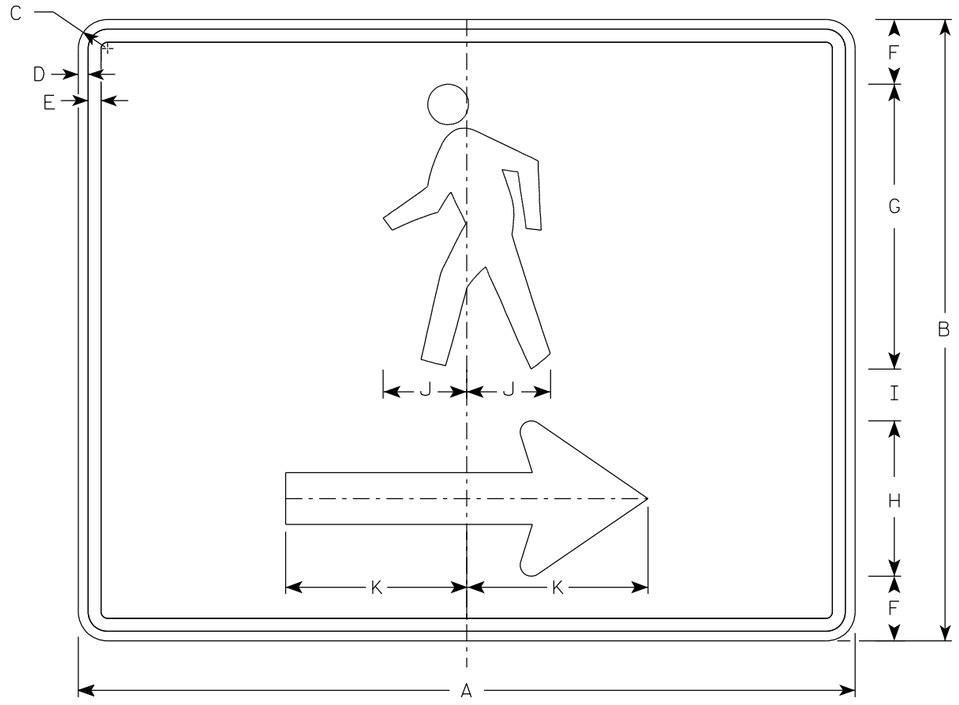
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

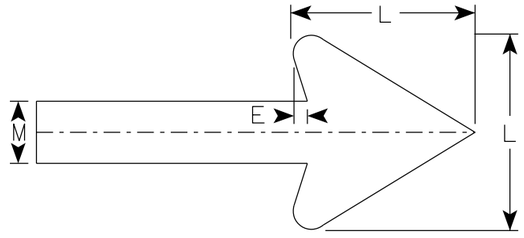
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-60R

NOTES

1. Sign is Type II- Type F Reflective
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. M4-60L is the same as M4-60R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

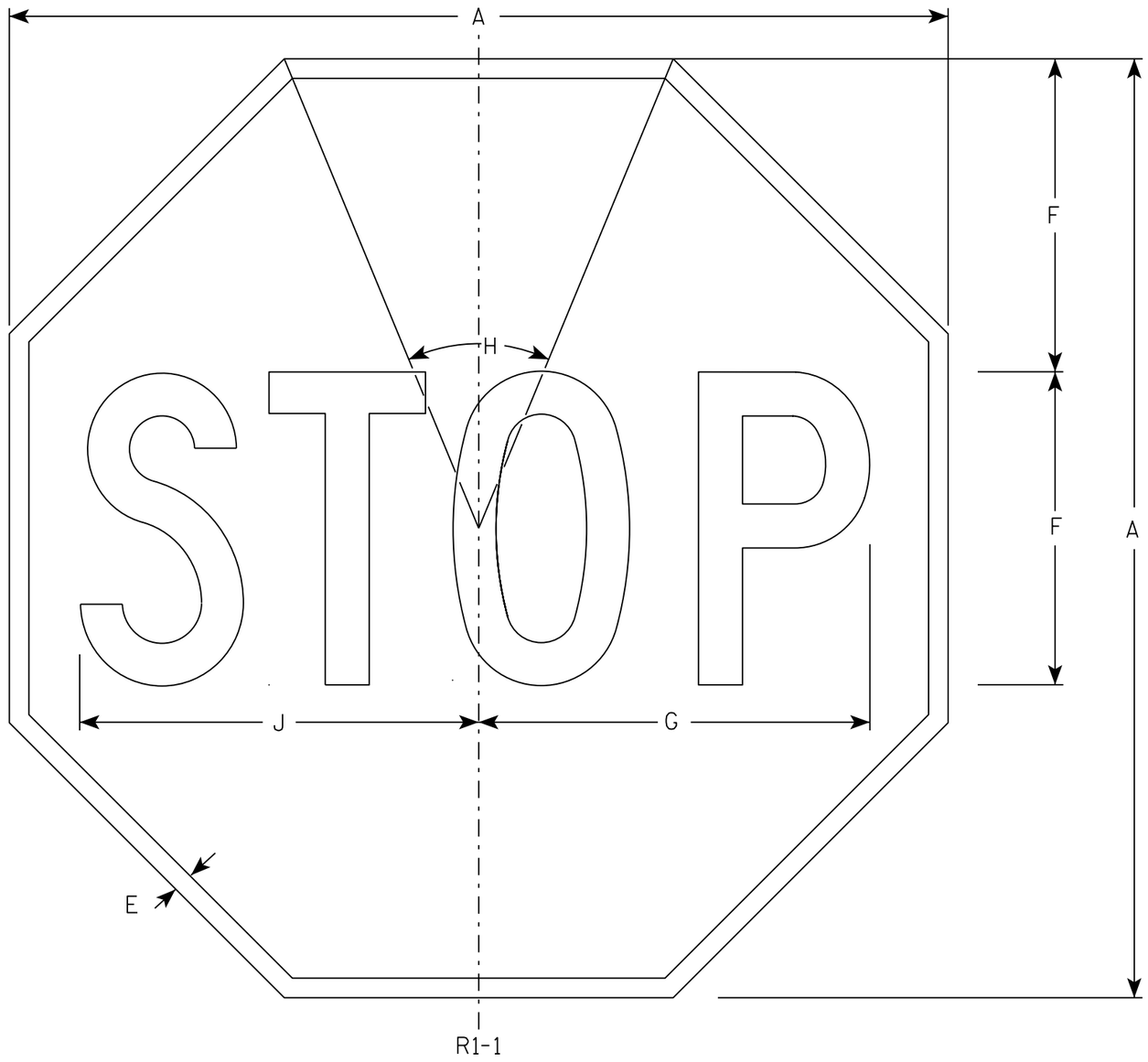
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 424 | E



NOTES

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

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

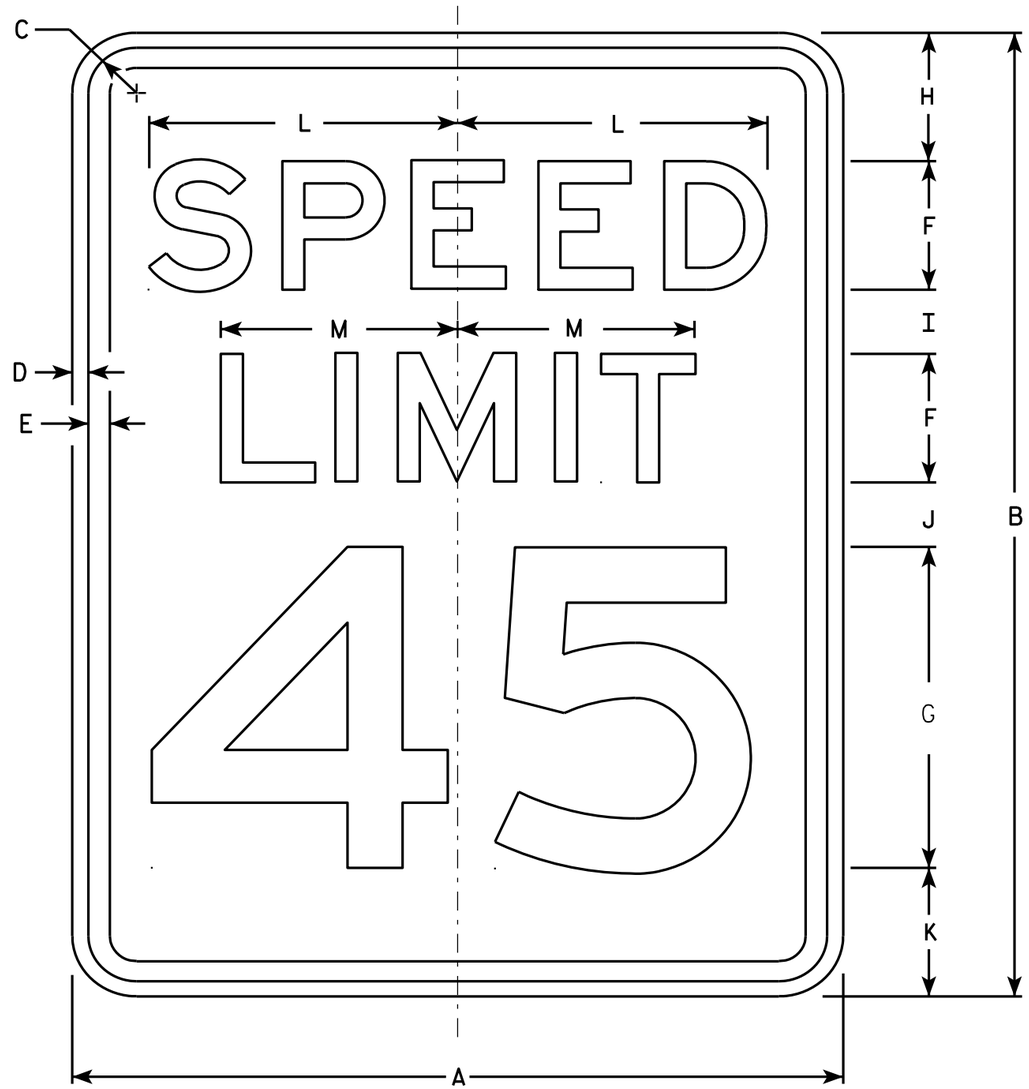
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 425	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

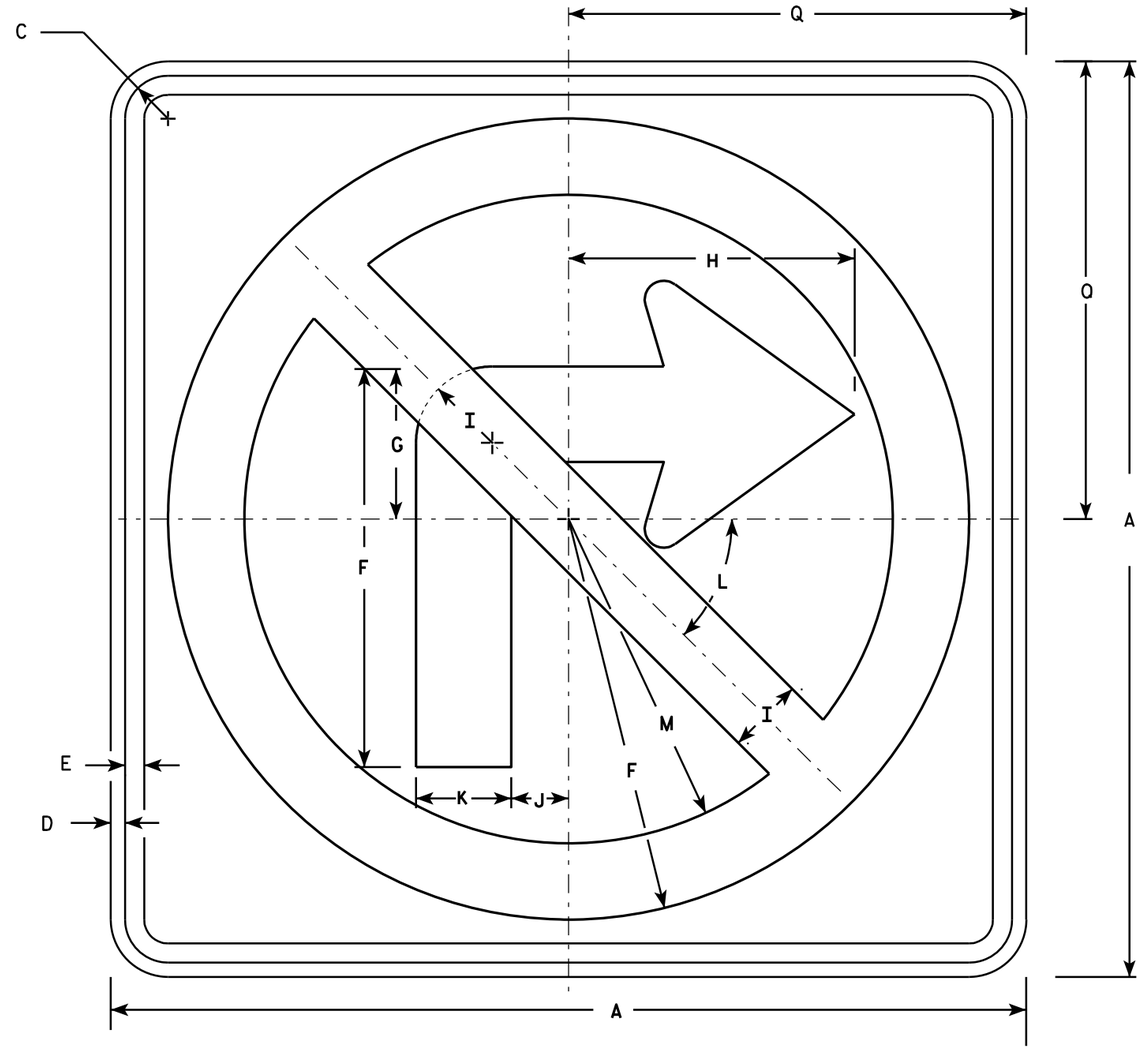
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

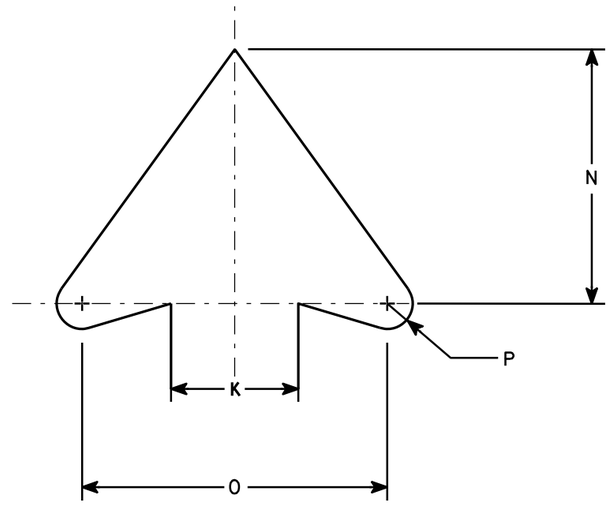
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 426	E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

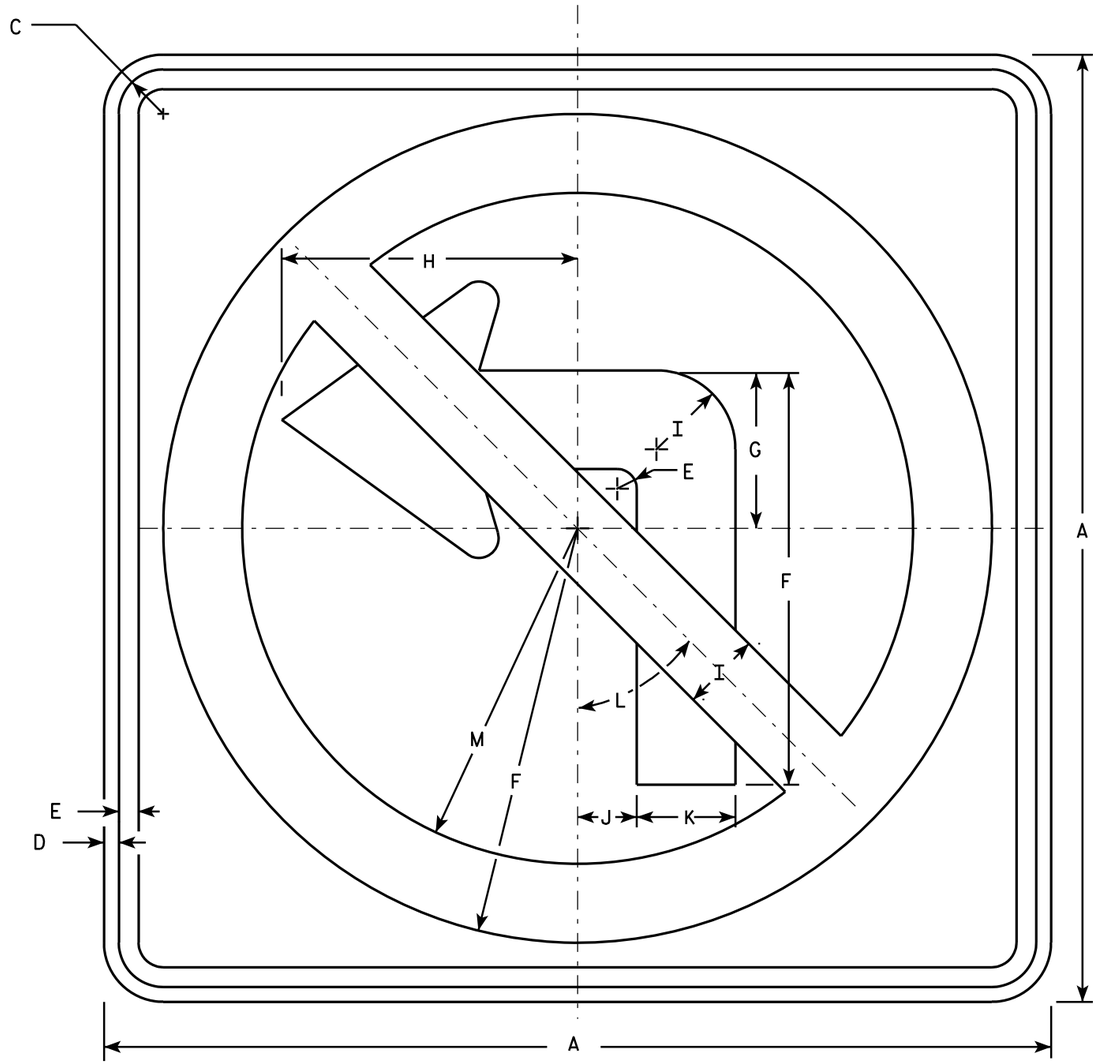
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

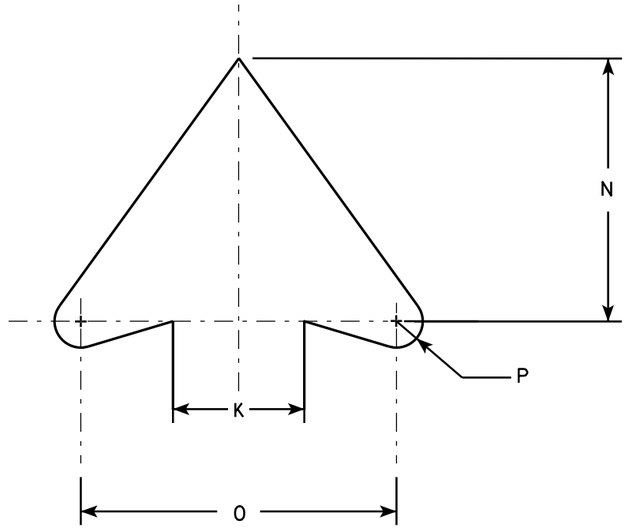
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 427	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

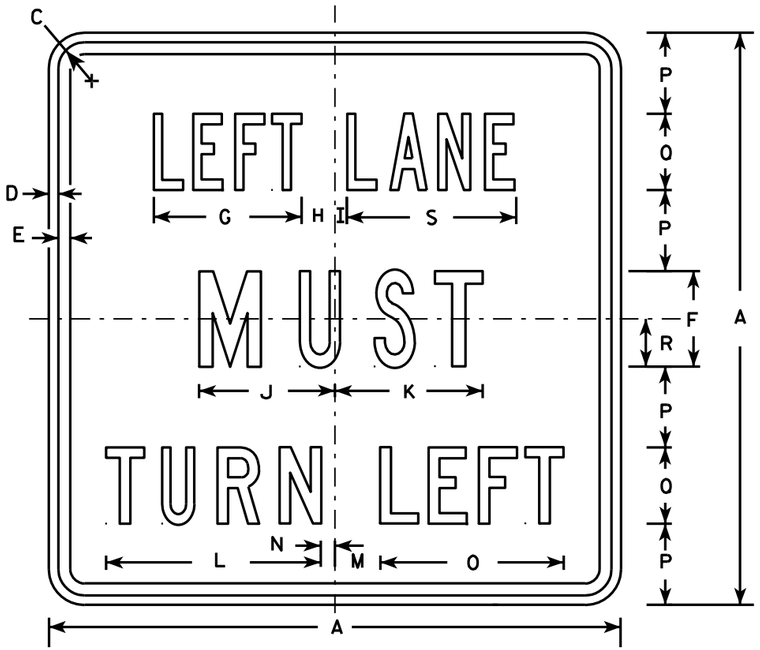
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

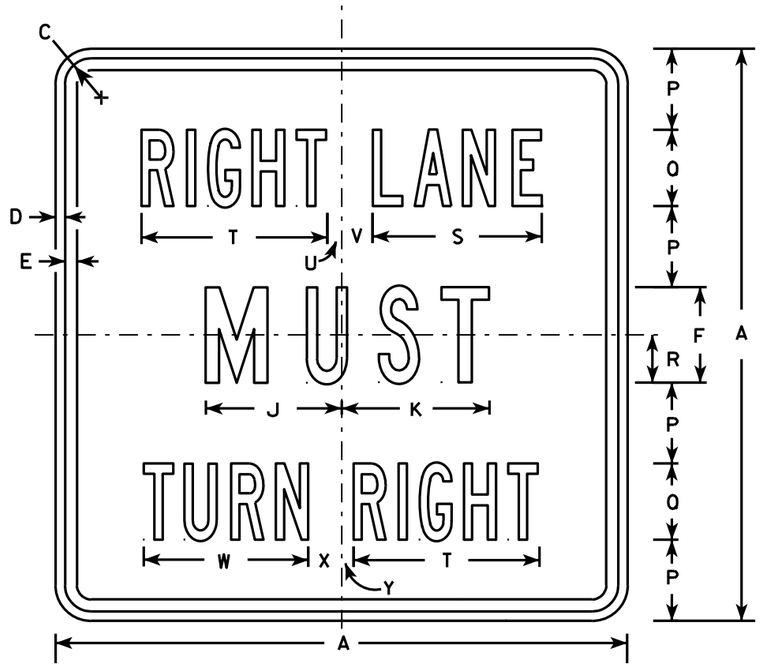
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 428	E



R3-7L



R3-7R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

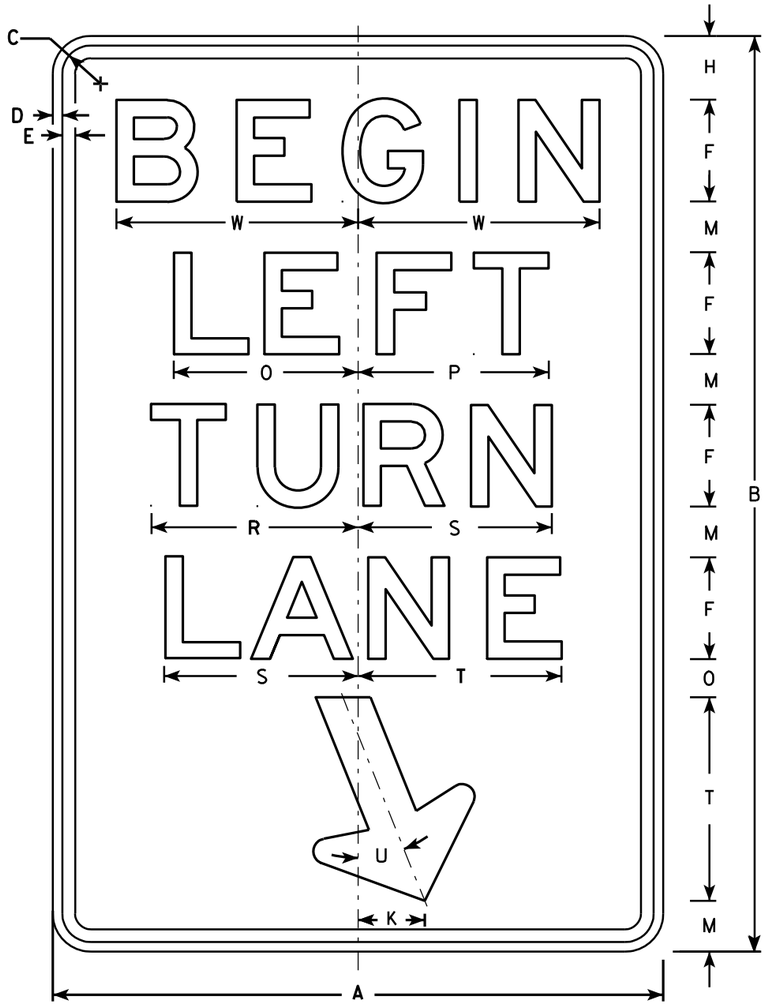
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

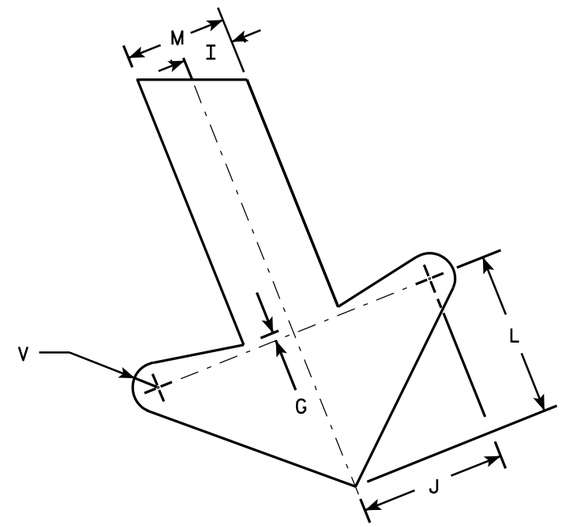
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 429 | E



R3-20L

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

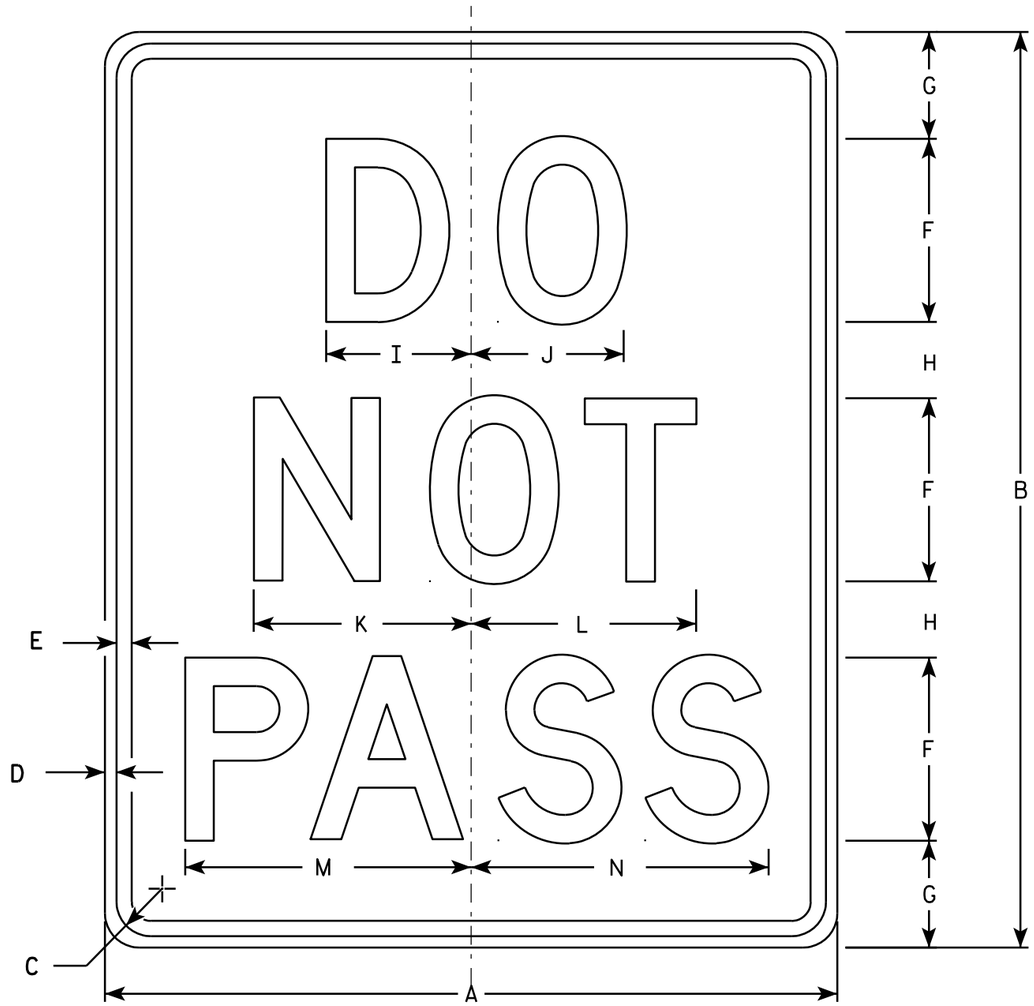
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 430 | E



R4-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3																											
4	36	48	1 5/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	2 1/4	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

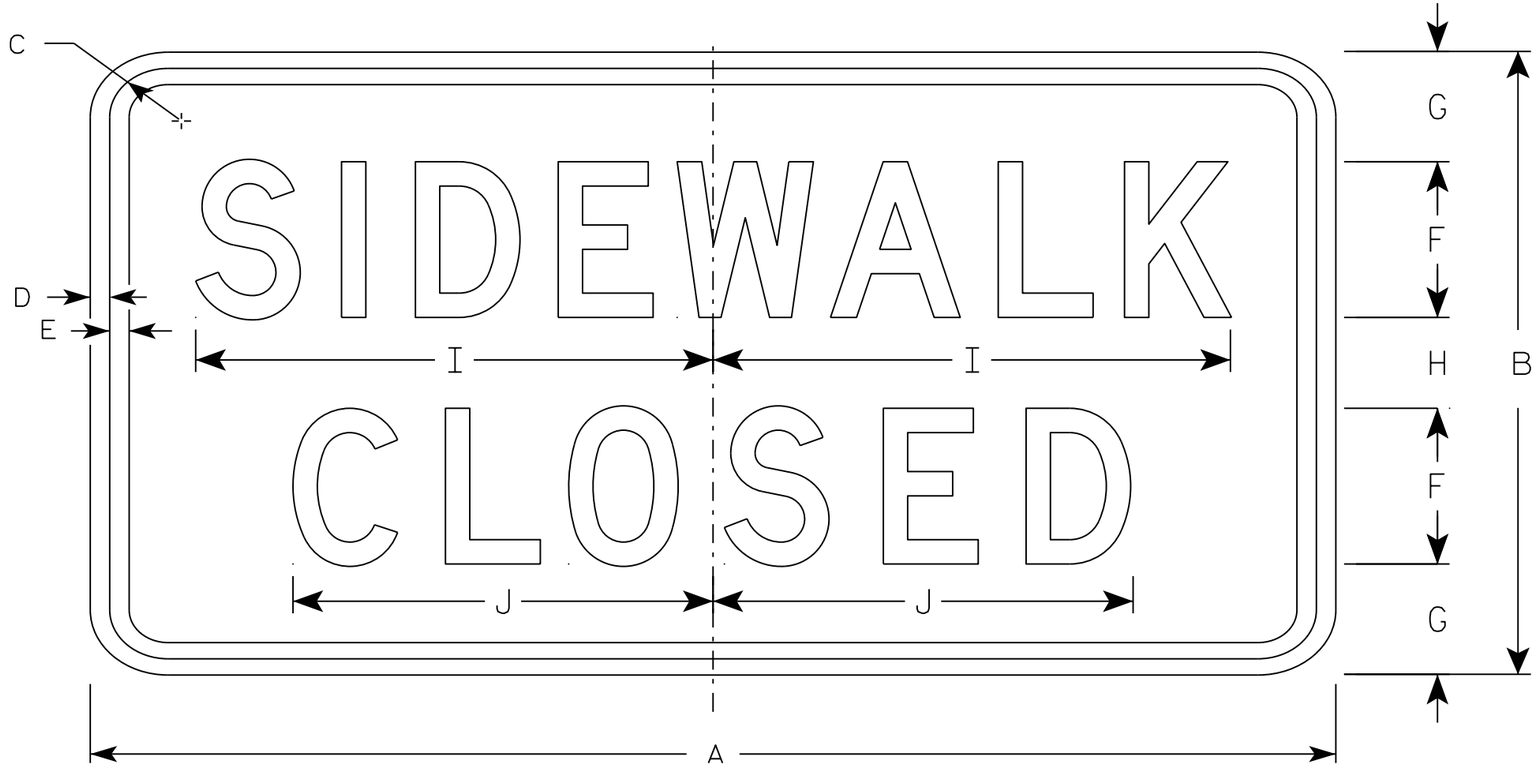
STANDARD SIGN
R4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 431 | 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

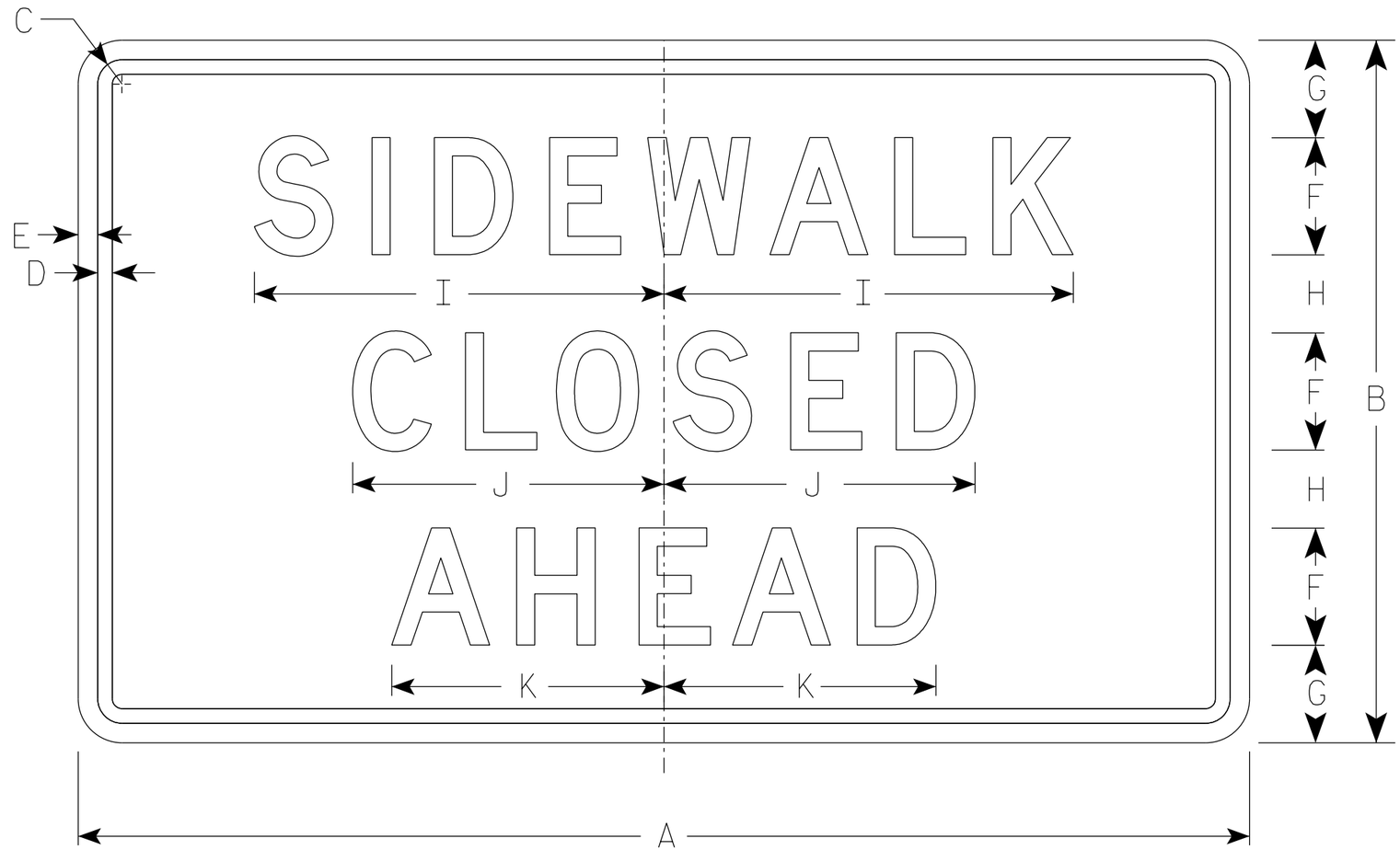
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 432 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-9A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

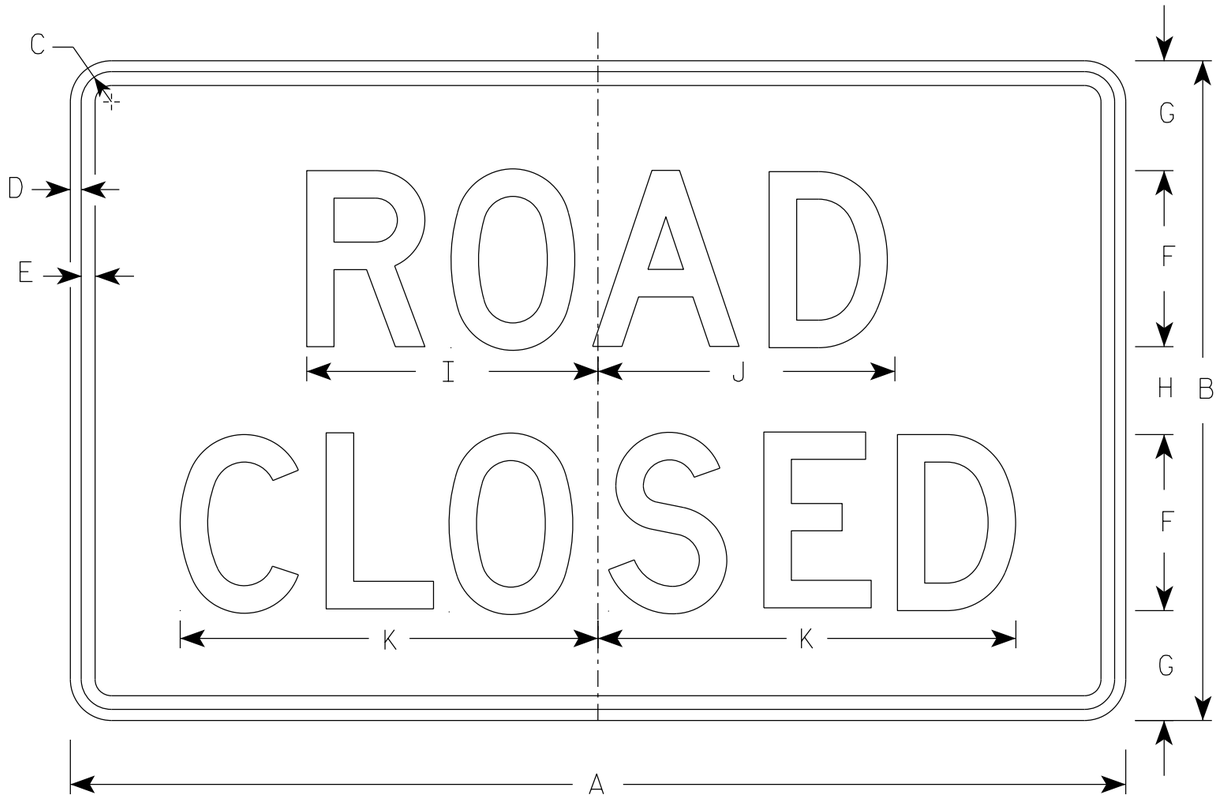
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 433 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R99A.DGN PLOT DATE : 31-AUG-2020 3:26 PLOT BY : dotc4c PLOT SCALE : $$.....plotscale.....$$

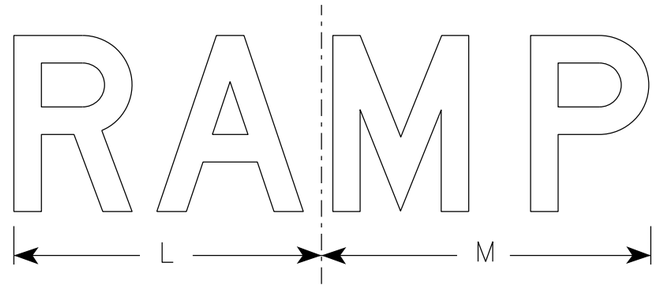
7



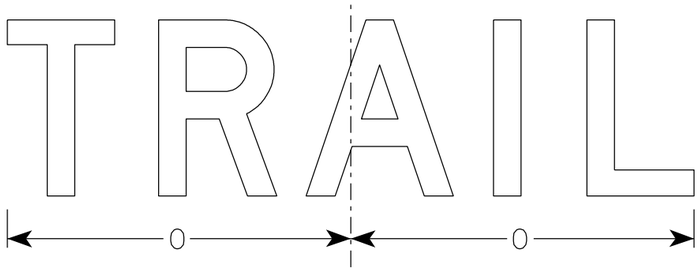
R11-2

NOTES

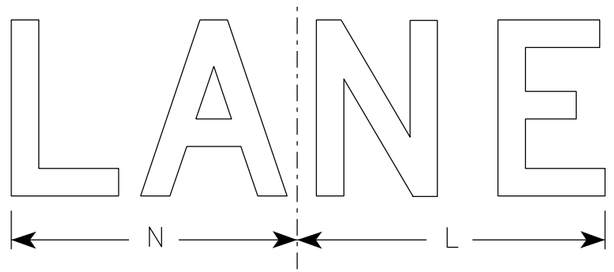
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

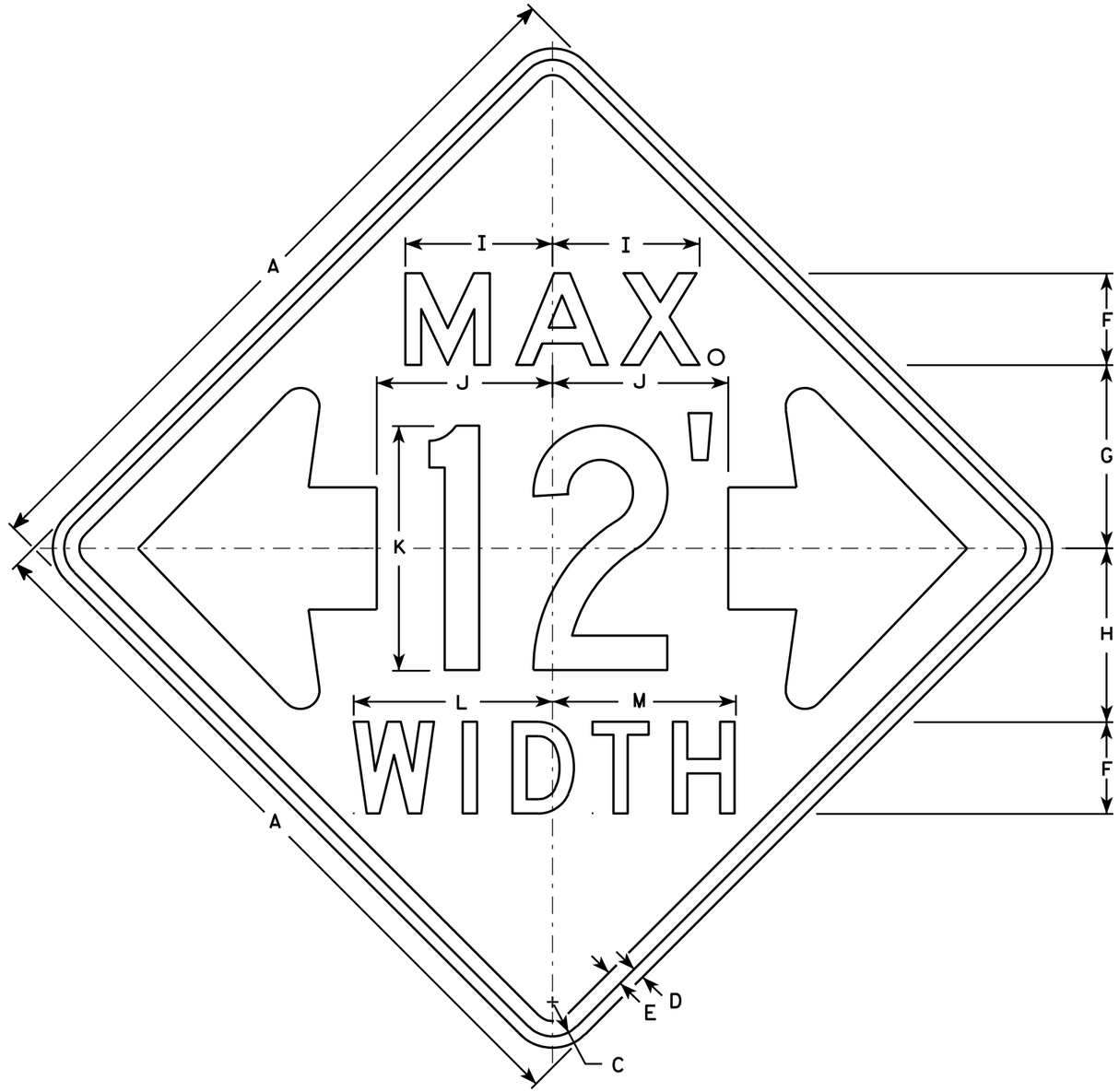
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

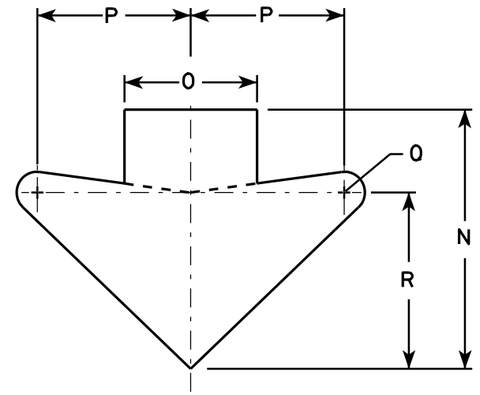
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 434 E



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

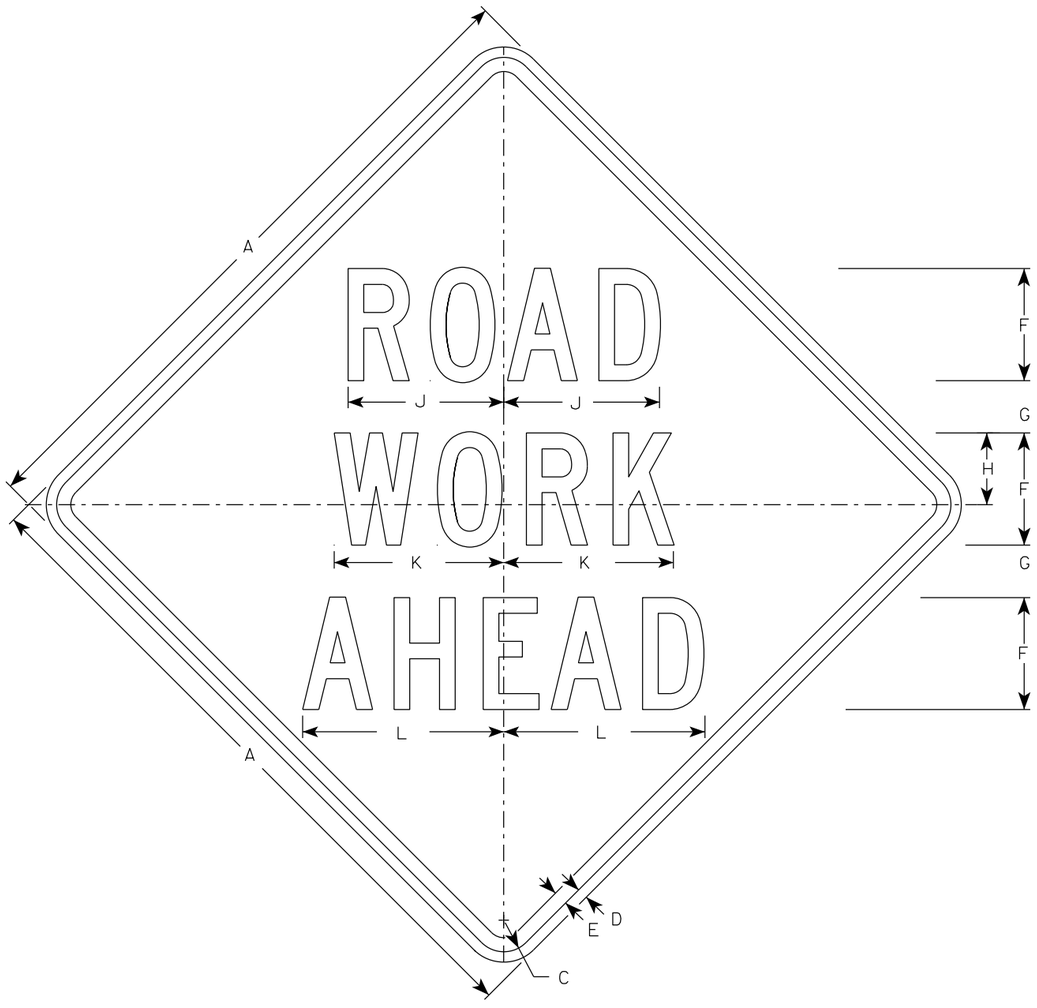
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 435 | E

7

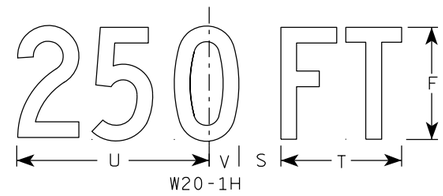
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42

NOTES

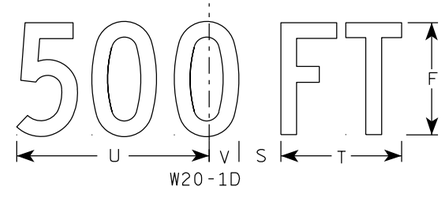
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



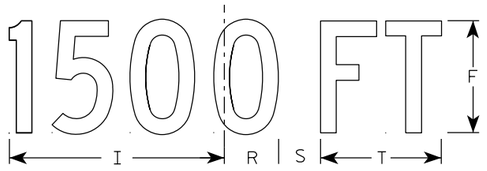
W20-1H



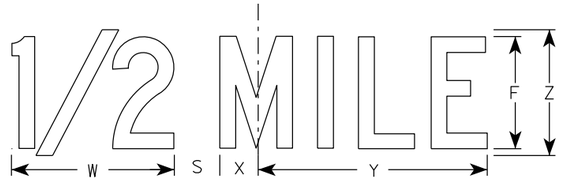
W20-1D



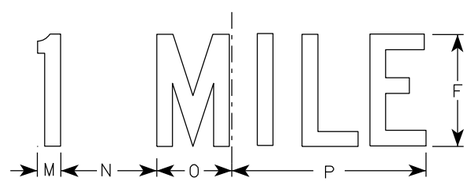
W20-1C



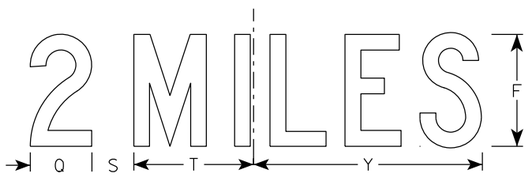
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

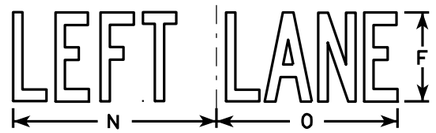
WISDOT/CADDS SHEET 42

7

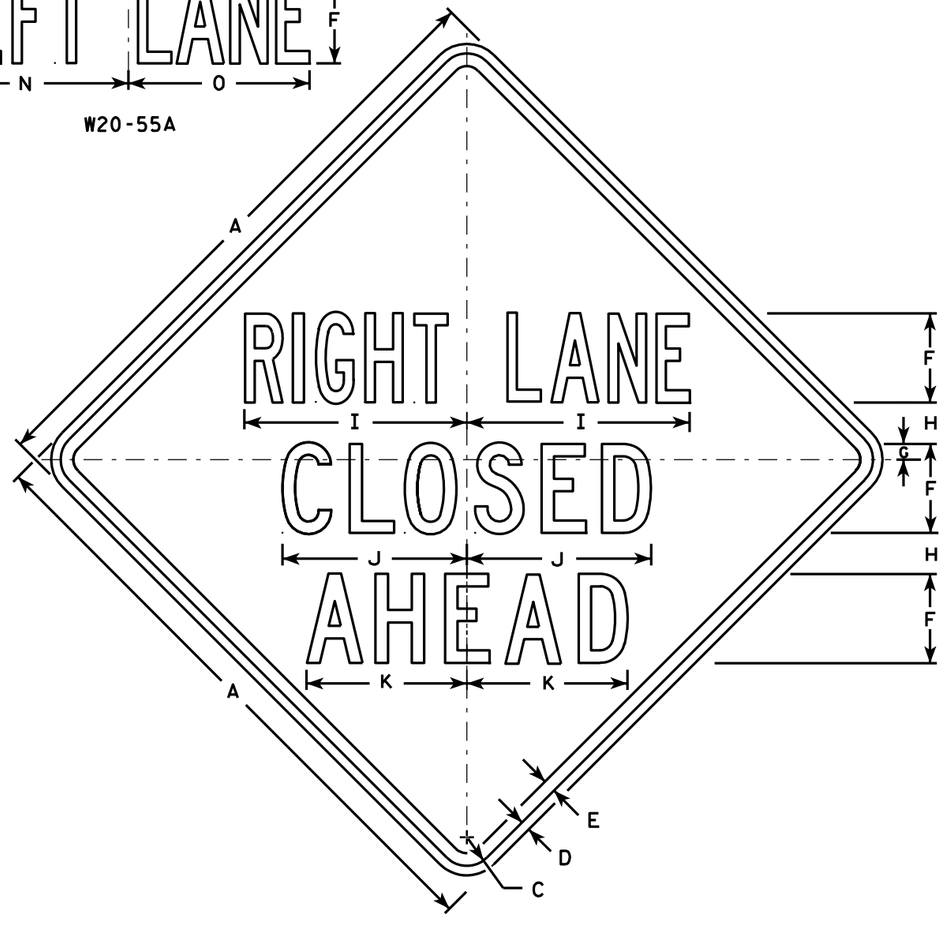
7



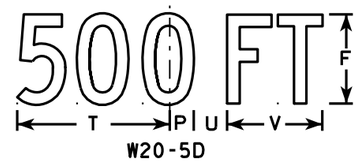
W20-56A



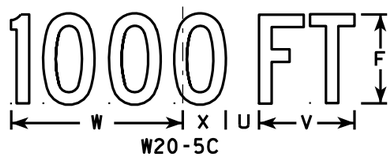
W20-55A



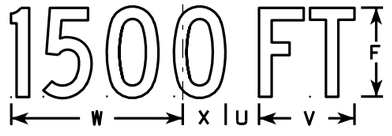
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

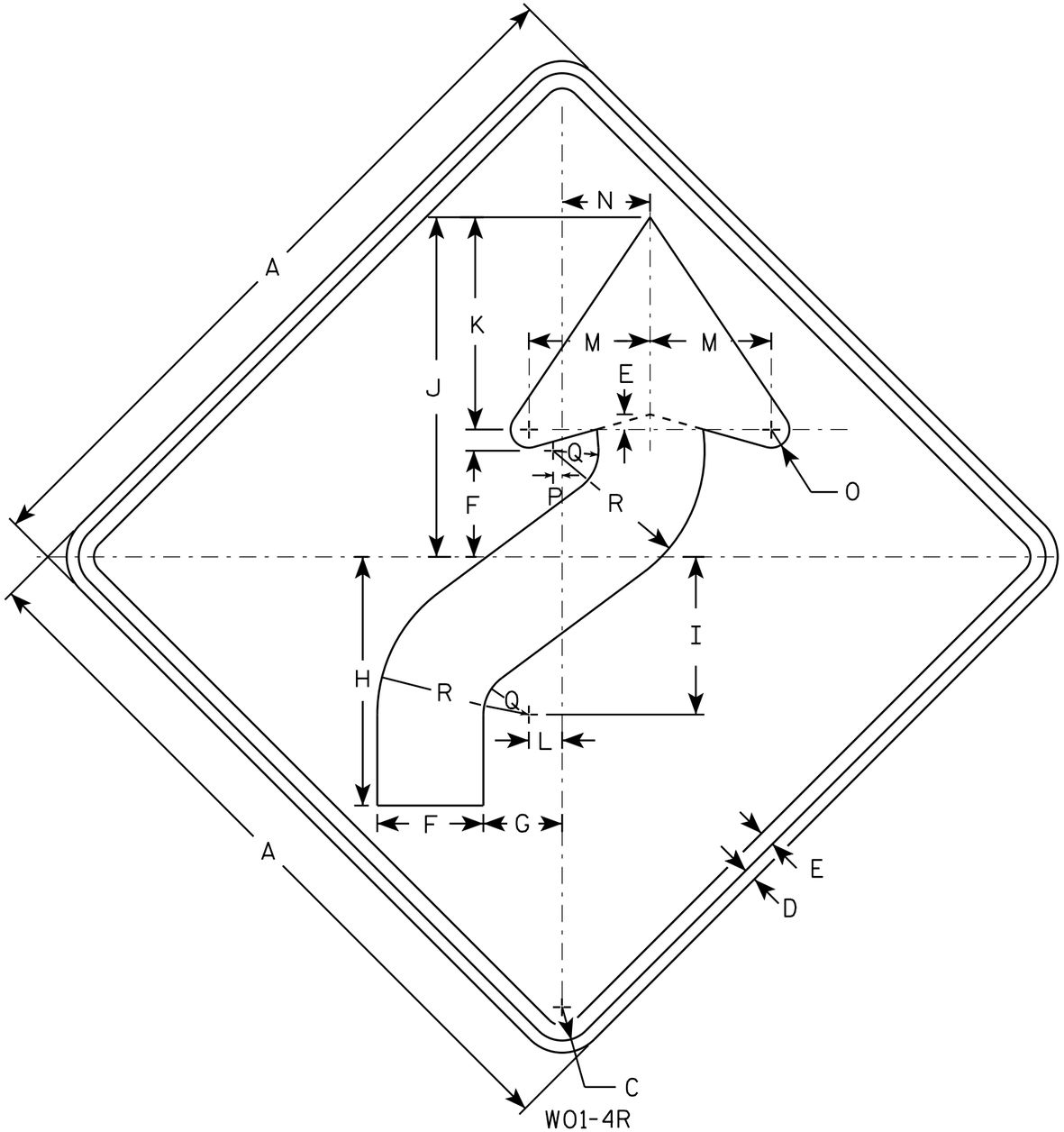
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 437	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W01-4R

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

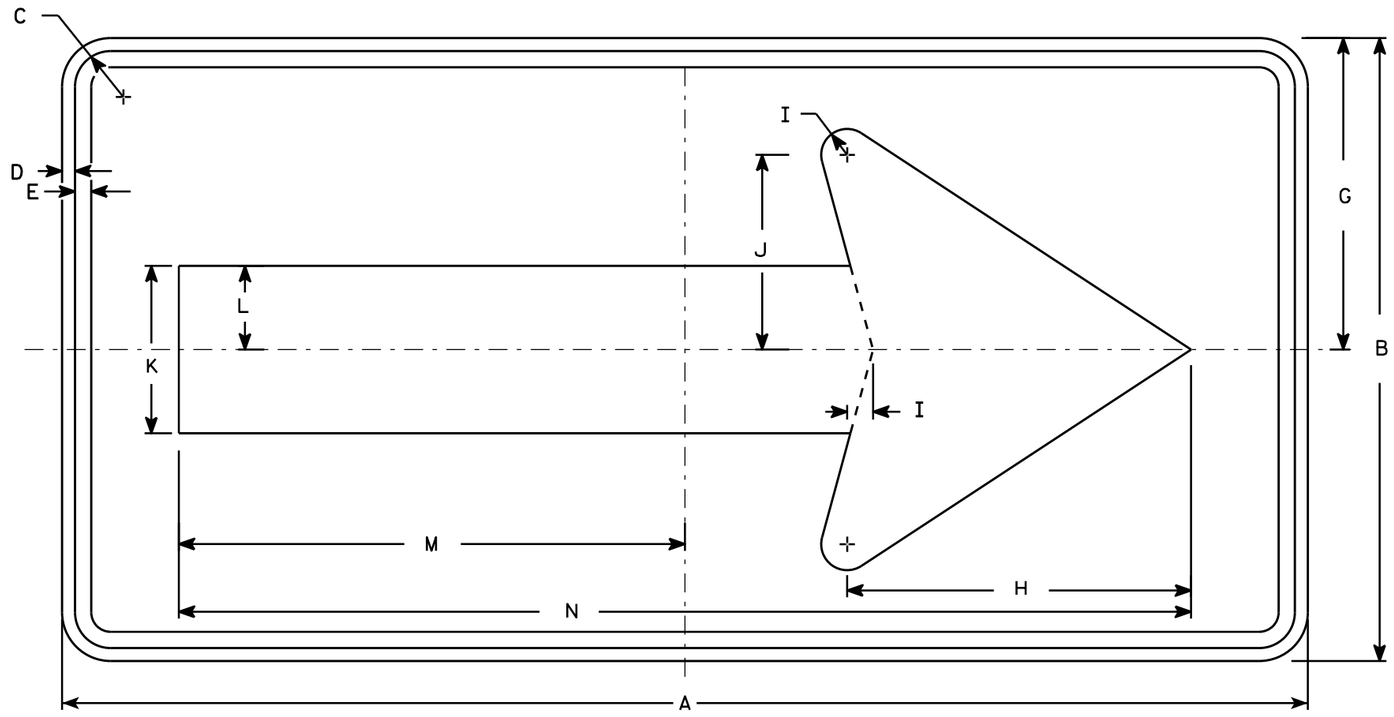
WISCONSIN DEPT OF TRANSPORTATION

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

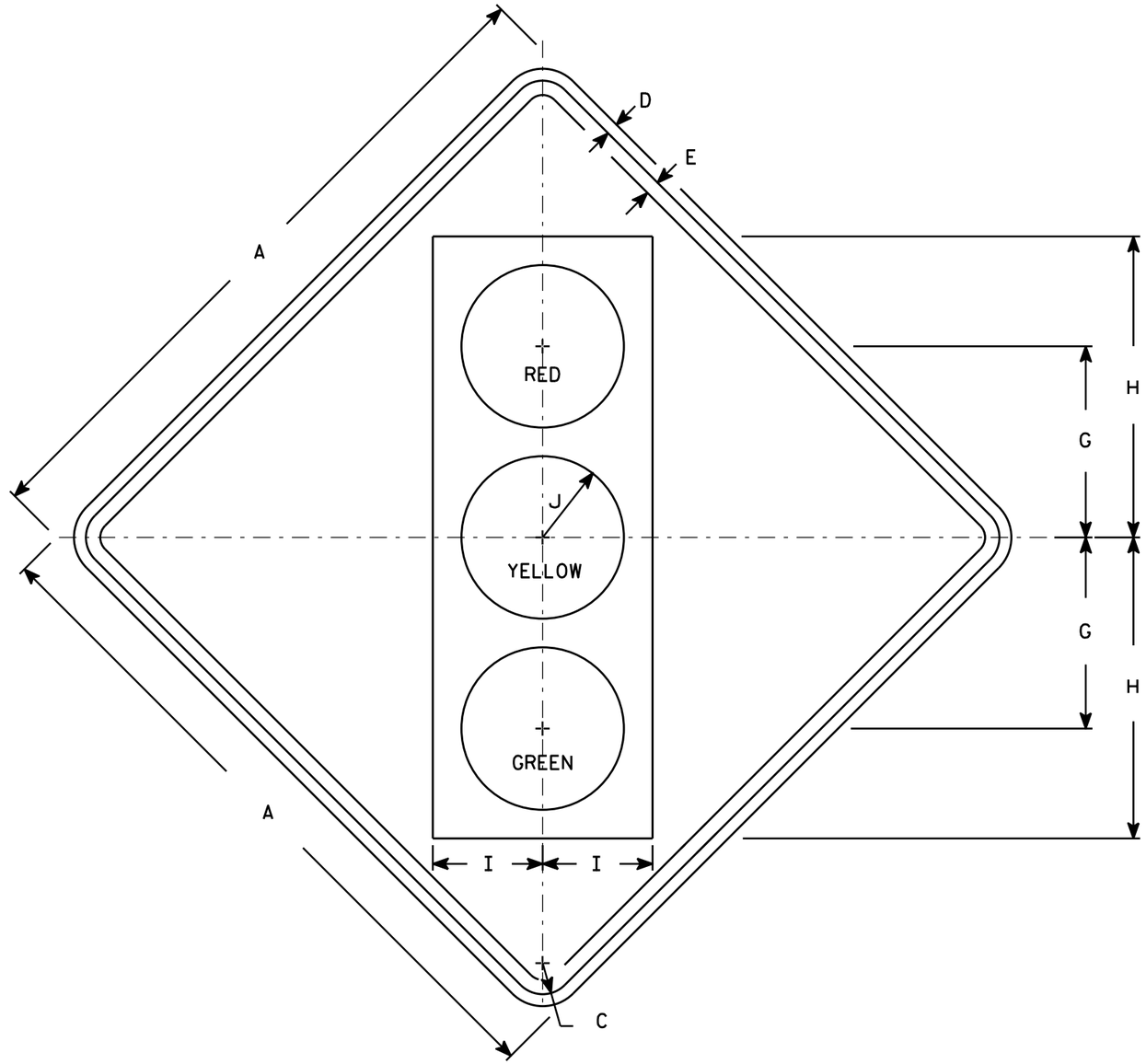
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 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



W03-3

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 - 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. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

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		10	15 3/4	5 3/4	4 1/4																	9.0
2S	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
2M	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
3	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

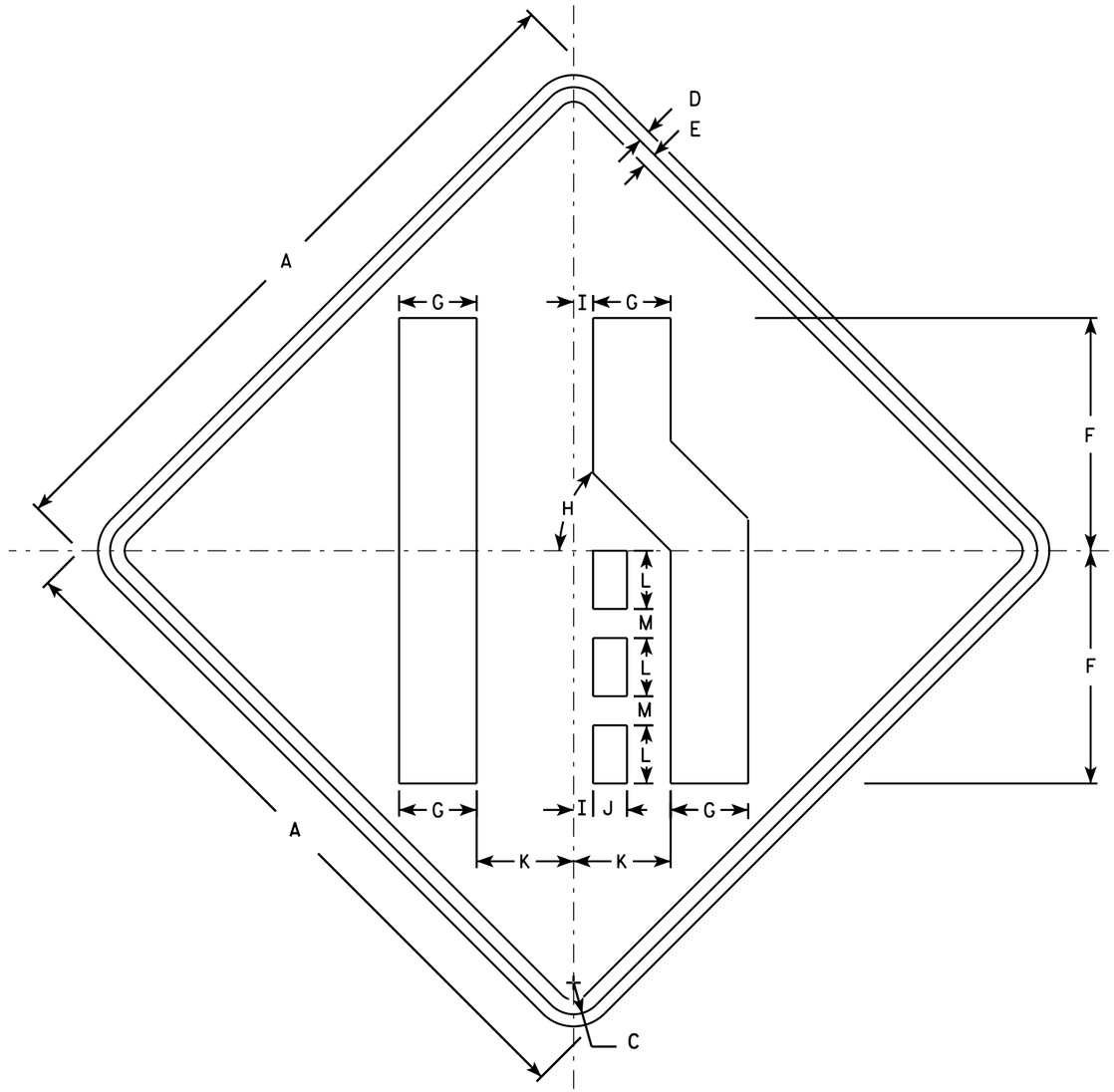
STANDARD SIGN
W03-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 440 W03-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

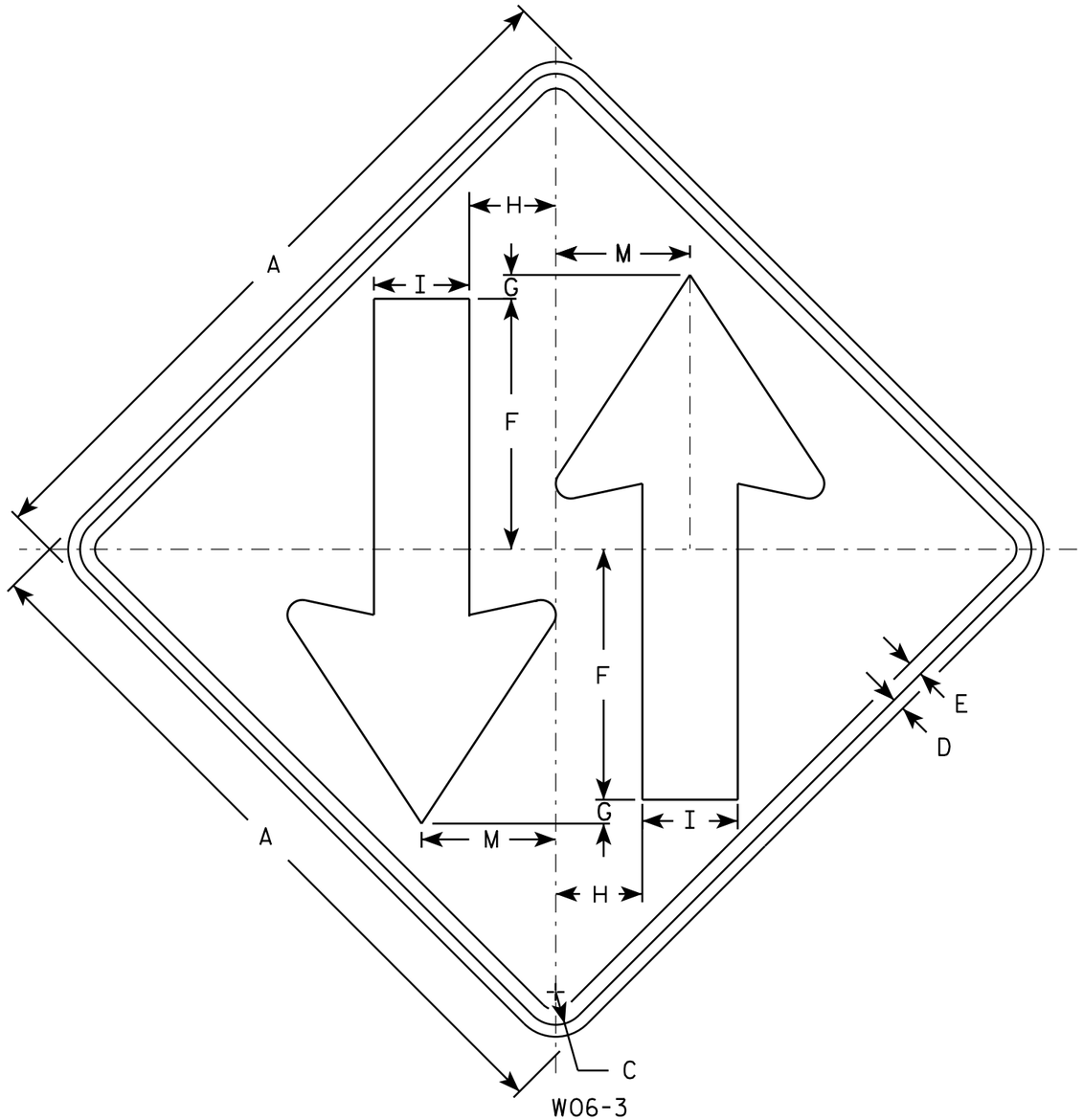
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 441 W04-2.1

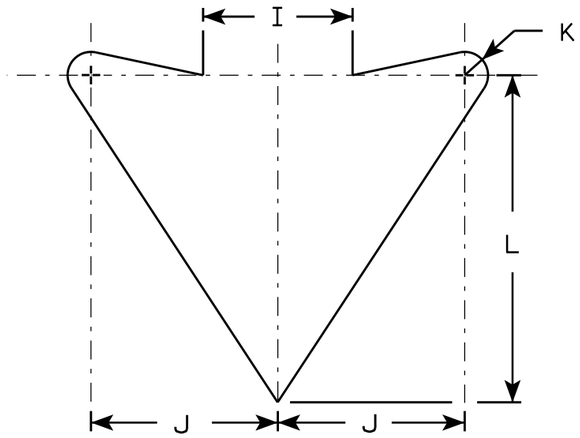
PROJECT NO: | SHEET NO: E



W06-3

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.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

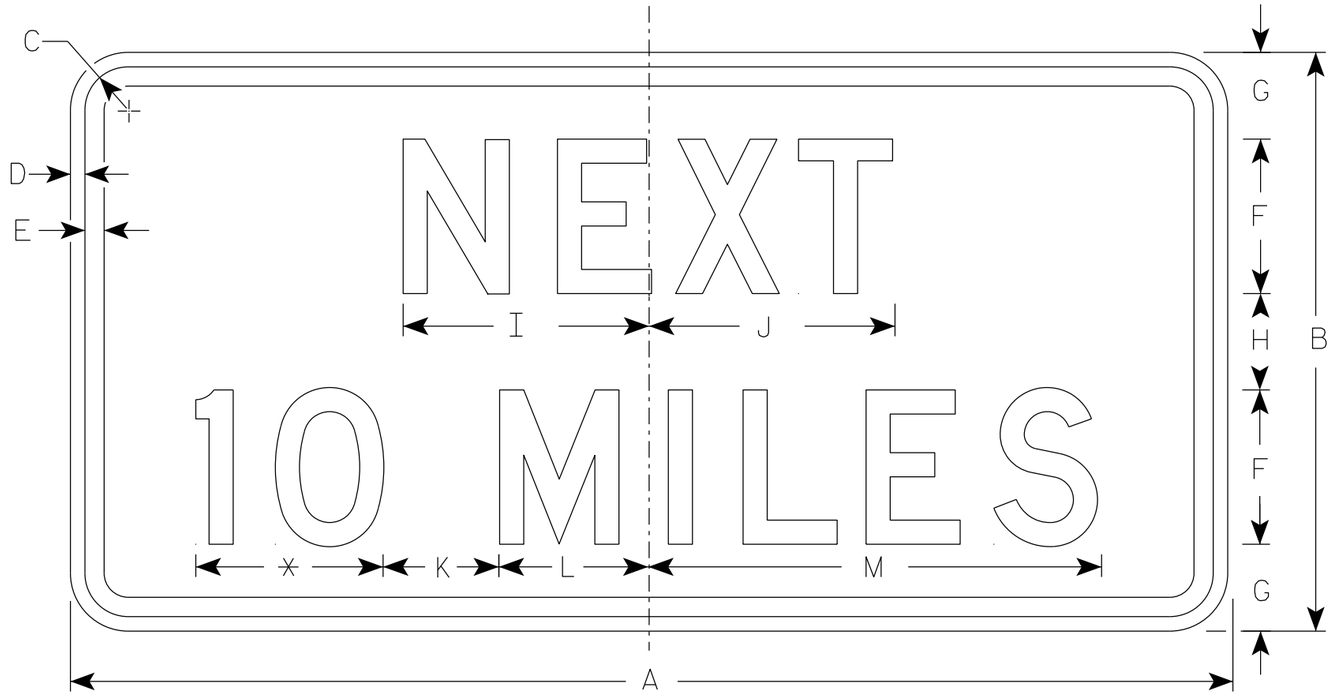
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 442 W06-3.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W057-51

* See note 5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to the nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 3/4	2 1/2	7 7/8	8	5	4 1/8	15 3/8														4.5
2S	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
2M	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
3	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
4	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0

STANDARD SIGN
W057-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/1/19 PLATE NO. W057-51.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 443	E

Computer Earthwork Data - STH 17

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
	Cut	Unusable Pavement Material	Fill	Cut	Unusable Pavement Material	Fill	Cut	Expanded Fill	Mass Ordinate
							1.00	1.30	
				Note 1	Note 2	Note 3	Note 1		Note 8
44+50	157	39	0	0	0	0			0
45+00	166	39	0	299	72	0	299	0	226
45+50	173	41	0	314	74	0	613	0	466
46+00	169	43	0	317	77	0	930	0	706
46+50	171	44	0	315	80	0	1245	0	941
47+00	172	46	0	318	83	0	1563	0	1176
47+50	172	47	0	319	86	0	1882	0	1409
48+00	174	49	2	321	89	2	2202	3	1638
48+50	172	43	7	320	85	9	2523	14	1862
49+00	171	43	0	318	80	7	2840	23	2091
49+50	169	43	0	315	80	0	3155	23	2326
50+00	169	43	0	312	80	0	3467	24	2558
50+50	169	43	0	313	80	0	3780	24	2792
51+00	173	43	0	317	80	0	4097	24	3029
51+50	178	43	0	325	80	0	4422	24	3274
52+00	179	43	0	330	80	0	4753	24	3524
52+50	176	43	1	329	80	1	5081	26	3771
53+00	180	44	0	330	80	1	5411	27	4019
53+50	182	44	1	335	81	1	5747	29	4272
54+00	182	44	2	337	81	3	6084	33	4525
54+50	177	43	2	332	80	4	6416	38	4771
55+00	170	43	1	320	80	3	6736	42	5007
55+50	168	43	2	313	80	3	7049	46	5236
56+00	176	43	2	319	80	3	7367	50	5471
56+50	180	43	2	329	80	4	7697	55	5715
57+00	174	43	2	328	80	4	8024	60	5957
57+50	170	43	2	318	80	4	8342	66	6189
58+00	172	43	2	316	80	4	8659	71	6421
58+50	176	43	2	323	80	3	8981	75	6660
59+00	177	43	2	328	80	3	9309	79	6903
59+50	174	42	1	325	79	3	9634	83	7146
60+00	170	41	1	318	77	3	9952	86	7383
60+50	138	41	8	285	76	8	10237	97	7582
61+00	128	40	5	246	75	12	10483	112	7738
61+50	127	39	2	236	73	7	10719	121	7892
62+00	129	39	1	237	72	3	10956	125	8053
62+50	134	39	1	243	72	1	11199	126	8222
63+00	136	40	1	250	73	1	11449	128	8398
63+50	136	39	2	252	73	2	11701	130	8575
64+00	133	39	2	249	73	3	11950	135	8747
64+50	140	39	3	252	73	5	12202	141	8920
65+00	138	39	1	258	73	3	12460	145	9101
65+50	140	39	0	258	73	1	12718	146	9285
66+00	138	39	0	257	73	1	12975	147	9468

Notes:	
1 - Cut	Cut includes existing asphalt and base material
2 - Unusable Pavement Material	Does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Material
8 - Mass Ordinate	Cut - Unusable Pavement Material - (Fill * Fill Factor)

Computer Earthwork Data - STH 17 (CONTINUED)

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
	Cut	Unusable Pavement Material	Fill	Cut	Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.30	
				Note 1	Note 2	Note 3	Note 1		Note 8
66+50	143	39	0	260	73	1	13235	147	9655
67+00	145	39	0	267	73	0	13502	148	9849
67+50	141	39	0	265	73	0	13767	148	10041
68+00	130	39	0	251	73	0	14018	148	10219
68+50	138	39	0	248	73	0	14266	148	10395
69+00	144	39	0	261	73	0	14528	148	10583
69+50	146	40	0	268	73	0	14796	148	10778
70+00	146	39	0	271	73	0	15067	148	10976
70+50	144	39	0	269	73	0	15335	148	11171
71+00	147	40	0	269	73	0	15604	148	11368
71+50	140	39	0	266	73	0	15870	148	11561
72+00	146	39	0	265	73	0	16136	148	11753
72+50	144	39	0	268	73	0	16404	148	11949
73+00	140	39	0	263	73	0	16667	148	12139
73+50	135	39	0	255	73	0	16922	149	12321
74+00	129	39	2	245	73	2	17167	151	12490
74+50	130	40	1	240	74	3	17407	154	12653
75+00	149	43	0	259	77	1	17666	156	12834
75+50	150	47	0	278	83	0	17943	156	13028
76+00	151	48	0	279	87	0	18222	156	13219
76+50	154	47	0	282	88	0	18504	156	13413
77+00	148	48	0	280	88	0	18784	156	13605
77+50	157	45	0	283	86	0	19066	156	13802
78+00	137	46	0	272	84	0	19338	156	13990
78+50	126	46	0	243	85	0	19581	156	14148
79+00	147	47	0	253	87	0	19834	156	14314
79+50	152	47	1	277	87	1	20111	157	14503
80+00	151	48	7	281	87	7	20391	166	14687
80+50	154	44	21	282	85	26	20674	200	14851
81+00	145	41	59	277	79	74	20951	296	14952
81+50	136	39	23	261	74	76	21211	395	15040
82+00	135	39	21	251	73	41	21463	448	15166
82+50	136	39	54	251	73	69	21713	538	15253
83+00	137	39	47	253	73	93	21966	659	15312
83+50	138	39	47	255	73	87	22221	773	15381
84+00	140	39	50	258	73	90	22479	890	15449
84+50	140	39	35	260	73	79	22738	992	15534
85+00	141	39	17	261	73	48	22999	1055	15659
85+50	142	39	4	262	73	19	23262	1079	15825
86+00	141	39	9	262	73	12	23523	1094	15999
86+50	139	39	9	259	73	17	23782	1116	16162
87+00	139	39	9	257	73	17	24039	1138	16324
87+50	138	39	5	257	73	13	24296	1155	16492
88+00	138	39	4	256	73	8	24552	1165	16665

Notes:	
1 - Cut	Cut includes existing asphalt and base material
2 - Unusable Pavement Material	Does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Material
8 - Mass Ordinate	Cut - Unusable Pavement Material - (Fill * Fill Factor)

Computer Earthwork Data - STH 17 (CONTINUED)

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
	Cut	Unusable Pavement Material	Fill	Cut	Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.30	
				Note 1	Note 2	Note 3	Note 1		Note 8
88+50	138	39	5	256	73	8	24808	1176	16837
89+00	137	39	5	254	73	9	25062	1187	17008
89+50	136	39	5	253	73	9	25315	1199	17176
90+00	138	39	7	254	73	11	25569	1213	17342
90+50	140	40	7	258	74	13	25826	1230	17509
91+00	154	46	6	272	80	11	26098	1245	17687
91+50	179	52	5	308	90	10	26407	1258	17892
92+00	193	55	3	344	99	7	26751	1267	18128
92+50	201	61	6	365	107	8	27116	1277	18375
93+00	191	66	3	363	117	8	27478	1288	18611
93+50	130	71	0	297	126	3	27776	1291	18778
94+00	144	72	0	254	132	0	28029	1291	18900
94+50	163	70	4	284	131	4	28314	1296	19048
95+00	203	61	1	339	121	5	28652	1302	19259
95+50	184	57	0	359	110	1	29011	1303	19507
96+00	168	53	4	326	102	4	29338	1308	19727
96+50	168	50	62	312	96	61	29649	1387	19864
97+00	174	47	51	317	90	105	29967	1523	19955
97+50	149	43	1	299	83	48	30265	1586	20108
98+00	145	39	0	272	76	1	30537	1588	20302
98+50	138	39	0	262	73	0	30799	1588	20491
99+00	136	39	0	253	73	0	31052	1589	20671
99+50	138	39	1	253	73	1	31306	1590	20850
100+00	141	39	4	258	73	4	31564	1595	21030
100+50	144	39	0	264	73	4	31829	1600	21217
101+00	144	39	0	267	73	0	32095	1600	21410
101+50	145	39	0	267	73	0	32363	1600	21605
102+00	145	39	0	268	73	0	32631	1600	21800
102+50	145	39	0	269	73	0	32900	1600	21995
103+00	145	39	0	269	73	0	33169	1601	22191
103+50	145	39	0	269	73	0	33438	1601	22387
104+00	146	39	0	269	73	0	33707	1601	22583
104+50	149	39	0	273	73	0	33981	1602	22783
105+00	151	39	0	279	73	0	34259	1602	22989
105+50	153	39	0	282	73	0	34541	1602	23197
106+00	156	39	0	286	73	0	34827	1602	23410
106+50	159	39	0	291	73	0	35118	1602	23628
107+00	155	39	0	291	73	0	35408	1602	23845
107+50	156	39	0	288	73	0	35696	1602	24061
108+00	151	39	0	284	73	0	35980	1602	24271
108+50	141	39	1	270	73	1	36251	1603	24468
109+00	141	39	1	261	73	2	36512	1606	24654
109+50	137	39	0	257	73	1	36769	1607	24836
110+00	137	39	0	254	73	0	37023	1608	25016

Notes:	
1 - Cut	Cut includes existing asphalt and base material
2 - Unusable Pavement Material	Does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Material
8 - Mass Ordinate	Cut - Unusable Pavement Material - (Fill * Fill Factor)

Computer Earthwork Data - STH 17 (CONTINUED)

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
	Cut	Unusable Pavement Material	Fill	Cut	Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.30	
				Note 1	Note 2	Note 3	Note 1		Note 8
110+50	133	39	0	250	73	0	37273	1608	25193
111+00	137	39	0	250	73	0	37523	1609	25370
111+50	142	39	0	258	73	0	37781	1609	25554
112+00	145	39	0	265	73	0	38046	1609	25746
112+50	143	39	1	267	73	1	38313	1610	25939
113+00	145	39	0	267	73	1	38579	1611	26132
113+50	140	39	0	264	73	0	38843	1611	26323
114+00	139	39	0	258	73	0	39101	1611	26508
114+50	147	39	0	264	73	0	39365	1612	26699
115+00	145	39	0	270	73	0	39636	1612	26896
115+50	139	39	0	264	73	0	39899	1612	27086
116+00	135	39	0	254	73	0	40153	1613	27267
116+50	134	39	1	249	73	1	40403	1614	27441
117+00	138	39	0	252	73	1	40655	1616	27618
117+50	138	39	0	255	73	0	40909	1617	27800
118+00	140	40	0	257	74	0	41167	1617	27983
118+50	154	45	1	272	79	1	41439	1618	28175
119+00	174	54	0	303	91	1	41742	1619	28386
119+50	179	57	0	327	102	1	42069	1620	28610
120+00	176	57	1	329	105	1	42398	1621	28834
120+50	174	57	0	324	105	1	42722	1622	29052
121+00	179	57	0	327	105	0	43049	1623	29273
121+50	157	59	1	311	107	1	43360	1624	29477
122+00	168	65	0	301	114	1	43661	1625	29662
122+50	127	76	0	273	130	0	43934	1625	29805
123+00	135	84	0	243	148	0	44177	1625	29900
123+50	158	70	1	272	143	1	44448	1626	30027
124+00	185	59	1	318	119	1	44766	1627	30225
124+50	186	57	0	344	107	1	45110	1628	30461
125+00	169	56	0	329	105	0	45439	1628	30685
125+50	169	56	0	313	104	1	45752	1629	30893
126+00	179	54	0	322	102	1	46074	1630	31112
126+50	170	49	0	323	95	0	46397	1630	31340
127+00	143	42	0	290	84	0	46687	1631	31545
127+50	139	39	0	261	76	0	46948	1631	31729
128+00	134	39	0	253	73	1	47201	1632	31909
128+50	135	39	0	249	73	0	47450	1632	32084
129+00	135	39	0	249	73	0	47699	1632	32261
129+50	133	39	0	248	73	0	47947	1632	32435
130+00	131	39	0	244	73	0	48191	1632	32606
130+50	129	39	0	240	73	0	48431	1633	32773
131+00	127	39	0	237	73	1	48668	1634	32936
131+50	126	39	1	234	73	1	48902	1635	33096
132+00	123	39	1	230	73	2	49133	1637	33251

Notes:	
1 - Cut	Cut includes existing asphalt and base material
2 - Unusable Pavement Material	Does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Material
8 - Mass Ordinate	Cut - Unusable Pavement Material - (Fill * Fill Factor)

Computer Earthwork Data - STH 17 (CONTINUED)

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
	Cut	Unusable Pavement Material	Fill	Cut	Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.30	
				Note 1	Note 2	Note 3	Note 1		Note 8
132+50	122	40	2	227	73	3	49359	1641	33400
133+00	123	40	1	226	73	3	49586	1645	33550
133+50	123	40	1	227	73	2	49813	1649	33700
134+00	126	41	1	231	74	2	50043	1651	33854
134+50	143	44	1	250	78	2	50293	1654	34023
135+00	149	48	1	271	85	2	50564	1657	34206
135+50	166	56	1	292	97	2	50856	1659	34399
136+00	166	57	1	307	105	2	51163	1662	34598
136+50	171	92	0	312	138	1	51475	1664	34771
137+00	152	62	1	299	142	1	51774	1665	34927
137+50	186	54	0	313	107	1	52088	1665	35132
138+00	171	52	0	331	98	0	52418	1666	35364
138+50	165	46	0	311	91	1	52729	1667	35584
139+00	170	43	0	310	82	1	53039	1668	35811
139+50	151	40	0	297	77	1	53336	1669	36030
140+00	136	39	2	266	74	2	53602	1671	36220
140+50	127	40	2	243	73	4	53845	1676	36385
141+00	129	40	1	237	73	3	54081	1680	36544
141+50	129	40	1	239	73	2	54320	1683	36707
142+00	130	40	1	240	73	2	54560	1685	36872
142+50	129	40	1	239	73	2	54799	1687	37036
143+00	126	39	2	236	73	3	55036	1690	37196
143+50	132	39	1	239	73	3	55275	1694	37359
144+00	136	39	1	248	73	2	55523	1697	37531
144+50	138	39	1	253	73	2	55776	1699	37708
145+00	140	39	1	257	73	2	56033	1701	37890
145+50	143	40	1	262	73	2	56295	1703	38077
146+00	163	42	0	283	76	1	56578	1705	38283
146+50	163	45	0	302	81	1	56880	1705	38503
147+00	170	51	0	308	89	0	57188	1706	38721
147+50	189	57	0	332	100	1	57520	1707	38952
148+00	162	59	0	324	107	1	57845	1708	39169
148+50	186	87	0	322	135	0	58167	1708	39355
149+00	170	56	0	330	132	0	58497	1708	39553
149+50	183	56	0	328	103	0	58825	1708	39778
150+00	164	49	0	322	97	0	59147	1708	40002
150+50	157	45	0	298	87	0	59444	1709	40213
151+00	138	42	0	274	80	0	59718	1709	40406
151+50	131	39	0	249	75	0	59967	1709	40580
152+00	134	39	0	245	73	0	60212	1710	40752
152+50	141	39	0	254	73	0	60467	1710	40934
153+00	138	40	0	259	73	0	60726	1710	41119
153+50	140	40	0	257	73	0	60983	1710	41303
154+00	147	45	0	265	78	0	61248	1711	41490

Notes:	
1 - Cut	Cut includes existing asphalt and base material
2 - Unusable Pavement Material	Does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Material
8 - Mass Ordinate	Cut - Unusable Pavement Material - (Fill * Fill Factor)

Computer Earthwork Data - STH 17 (CONTINUED)

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
	Cut	Unusable Pavement Material	Fill	Cut	Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.30	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
154+50	156	45	0	280	83	0	61528	1711	41686
155+00	139	39	3	273	78	2	61801	1714	41878
155+50	139	39	2	258	73	4	62059	1719	42058
156+00	140	40	2	258	73	3	62318	1723	42239
156+50	140	40	2	258	73	3	62576	1727	42421
157+00	136	39	2	256	73	3	62832	1731	42599
157+50	128	39	3	245	73	5	63077	1737	42765
158+00	133	39	1	241	73	4	63318	1743	42928
158+50	139	39	0	251	73	2	63569	1745	43104
159+00	141	39	0	259	73	1	63828	1746	43289
159+50	139	39	0	259	73	0	64087	1747	43474
160+00	136	39	0	254	73	0	64341	1747	43655
160+50	140	39	0	256	73	0	64597	1747	43838
161+00	144	39	0	263	73	0	64860	1747	44028
161+50	143	39	0	266	73	0	65125	1747	44220
162+00	152	45	0	274	78	0	65399	1747	44415
162+50	143	45	1	274	83	1	65673	1749	44604
163+00	136	38	0	258	76	1	65931	1750	44784
163+50	135	39	0	251	71	1	66182	1751	44963
164+00	143	39	0	258	72	0	66439	1751	45148
164+50	140	41	2	262	74	2	66702	1753	45334
165+00	152	45	0	270	80	1	66972	1755	45523
165+50	154	49	0	283	87	0	67255	1755	45719
166+00	162	53	0	292	95	0	67547	1755	45916
166+50	147	63	0	286	108	0	67833	1756	46094
167+00	148	57	0	273	111	0	68106	1756	46256
167+50	135	59	1	262	108	1	68368	1757	46410
168+00	154	78	0	267	127	1	68635	1758	46549
168+50	138	50	0	269	118	0	68905	1758	46700
169+00	163	48	0	278	91	0	69183	1758	46887
169+50	164	48	0	303	89	0	69485	1758	47101
170+00	161	47	0	301	88	0	69786	1758	47313
170+50	175	55	0	310	94	0	70096	1759	47528
171+00	171	53	0	320	100	0	70416	1759	47748
171+50	160	52	0	306	97	0	70722	1759	47957
172+00	159	50	0	295	94	0	71017	1759	48158
172+50	159	49	0	294	92	0	71311	1759	48360
173+00	156	48	0	289	90	0	71600	1759	48559
				71600	21282	1353			
									48,559

Notes:	
1 - Cut	Cut includes existing asphalt and base material
2 - Unusable Pavement Material	Does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Material
8 - Mass Ordinate	Cut - Unusable Pavement Material - (Fill * Fill Factor)

Computer Earthwork Data - Lincoln Street

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
	Cut	Unusable Pavement Material	Fill	Cut	Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.30	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
38+76	67	54	0	0	0	0			0
39+00	78	57	1	64	49	0	64	1	15
39+50	76	56	0	143	105	1	207	2	52
41+00	62	49	0	0	0	0	207	2	52
41+50	71	53	0	123	94	0	329	2	80
41+90	57	46	0	94	73	0	424	2	101
				424	321	2			
						101			

Computer Earthwork Data - Eisenhower Way

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
	Cut	Unusable Pavement Material	Fill	Cut	Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.30	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
48+39	38	30	0	0	0	0			0
48+50	38	31	1	15	12	0	15	0	3
49+00	39	35	2	71	61	3	86	3	9
49+50	106	77	0	134	104	1	220	5	37
50+50	85	84	0	0	0	0	220	5	37
51+00	43	39	0	118	114	0	338	6	41
51+33	39	36	0	49	45	0	387	6	45
				387	336	5			
						45			

Notes:	
1 - Cut	Cut includes existing asphalt and base material
2 - Unusable Pavement Material	Does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Material
8 - Mass Ordinate	Cut - Unusable Pavement Material - (Fill * Fill Factor)

Computer Earthwork Data - Timber Drive

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
	Cut	Unusable Pavement Material	Fill	Cut	Unusable Pavement Material	Fill	Cut	Expanded Fill	Mass Ordinate
				Note 1	Note 2	Note 3	1.00 Note 1	1.30	Note 8
58+03	39	32	0	0	0	0			0
58+50	56	40	5	82	62	5	82	7	13
58+75	68	54	11	57	44	7	139	16	17
60+25	70	68	2	0	0	0	139	16	17
60+50	58	52	1	59	55	1	199	18	19
61+00	43	34	1	93	79	2	292	21	30
61+18	34	32	1	25	21	1	316	22	33
				316	262	17			

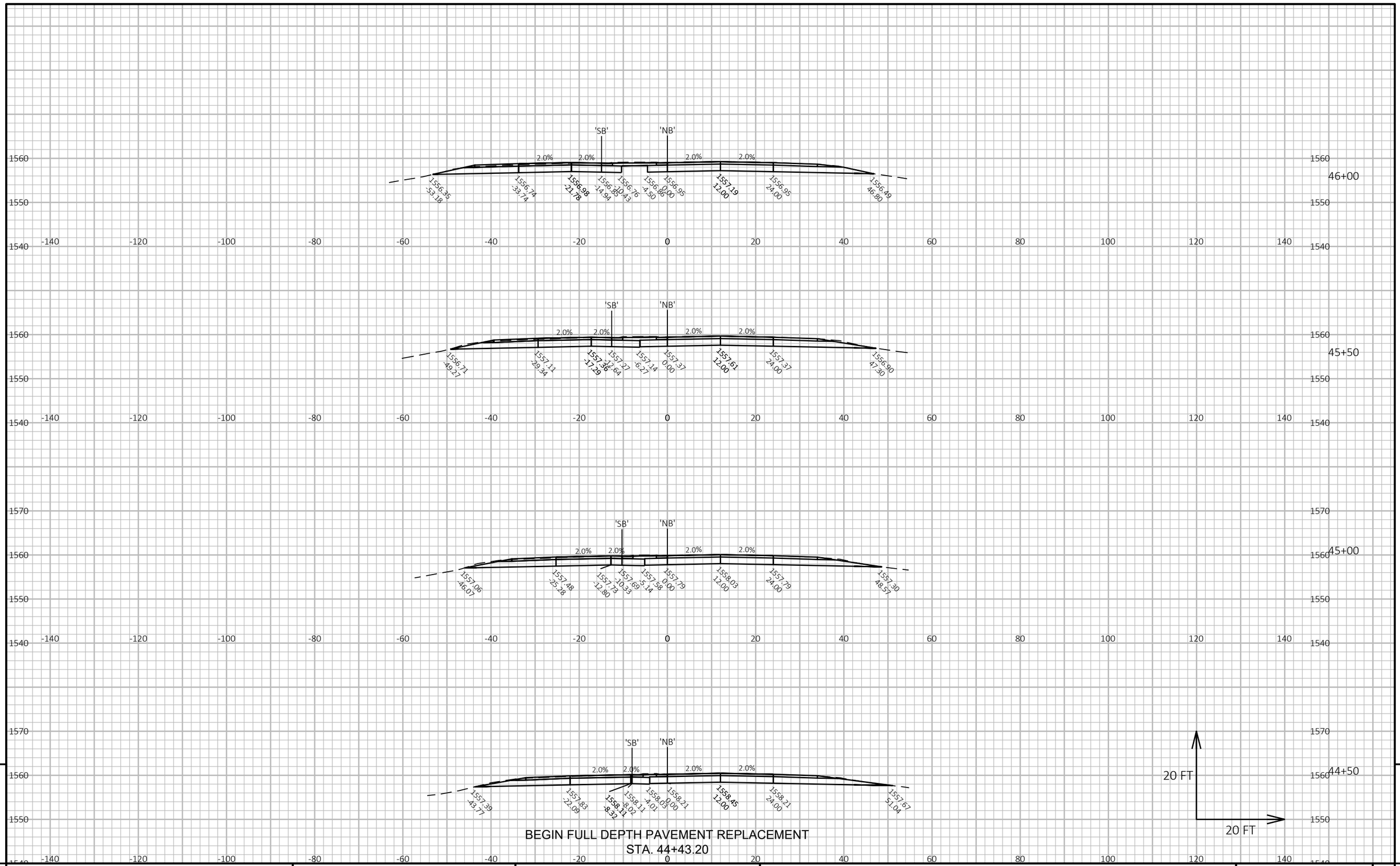
33

Computer Earthwork Data - Stevens Street

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
	Cut	Unusable Pavement Material	Fill	Cut	Unusable Pavement Material	Fill	Cut	Expanded Fill	Mass Ordinate
				Note 1	Note 2	Note 3	1.00 Note 1	1.30	Note 8
78+00	51	37	5	0	0	0	0	0	0
78+50	70	51	1	112	81	6	112	8	23
79+00	120	70	0	176	112	1	288	9	85
				288	194	7			

85

Notes:	
1 - Cut	Cut includes existing asphalt and base material
2 - Unusable Pavement Material	Does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Material
8 - Mass Ordinate	Cut - Unusable Pavement Material - (Fill * Fill Factor)



9

9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 452	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090201 xs

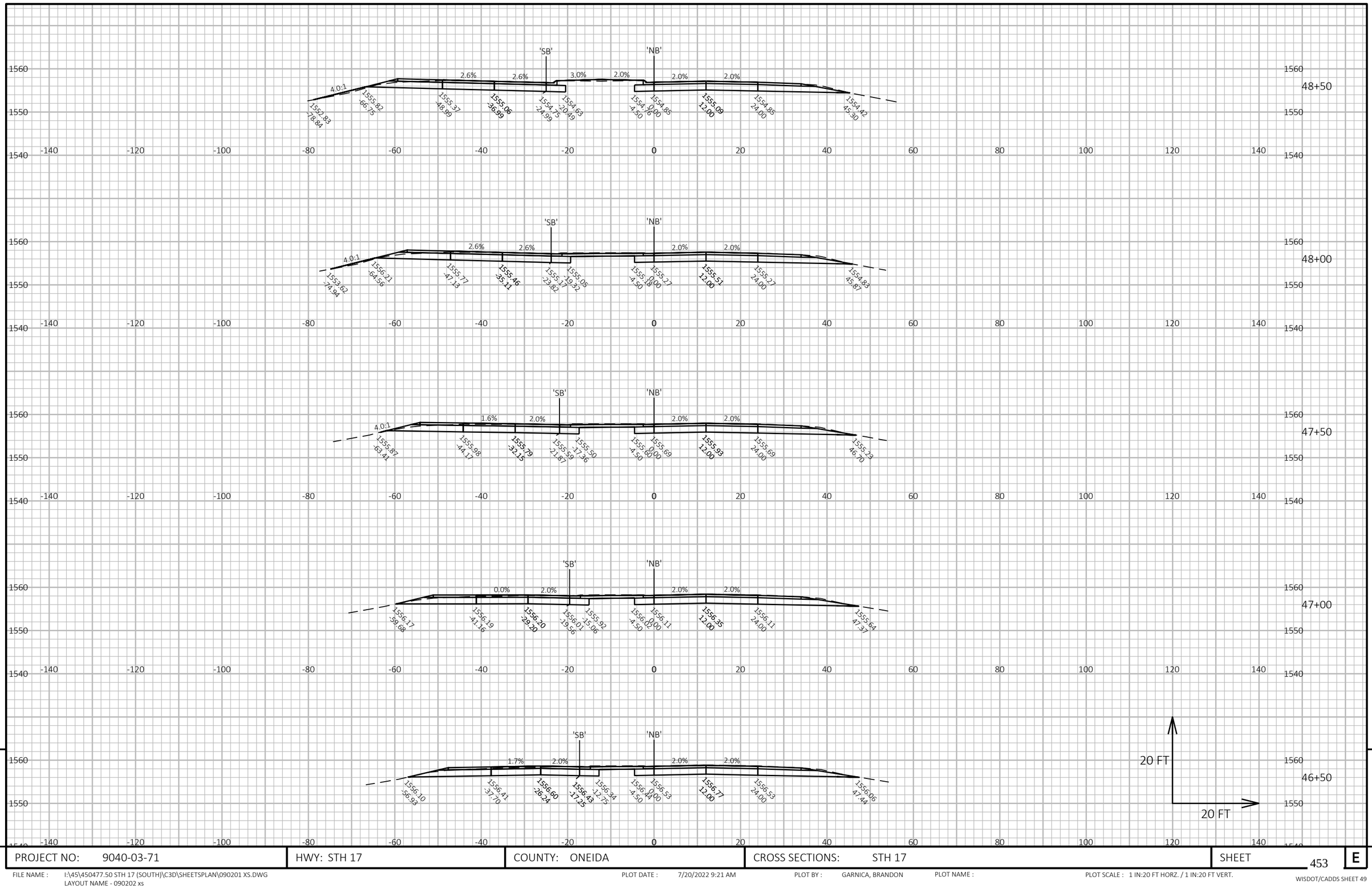
PLOT DATE : 7/25/2022 9:05 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

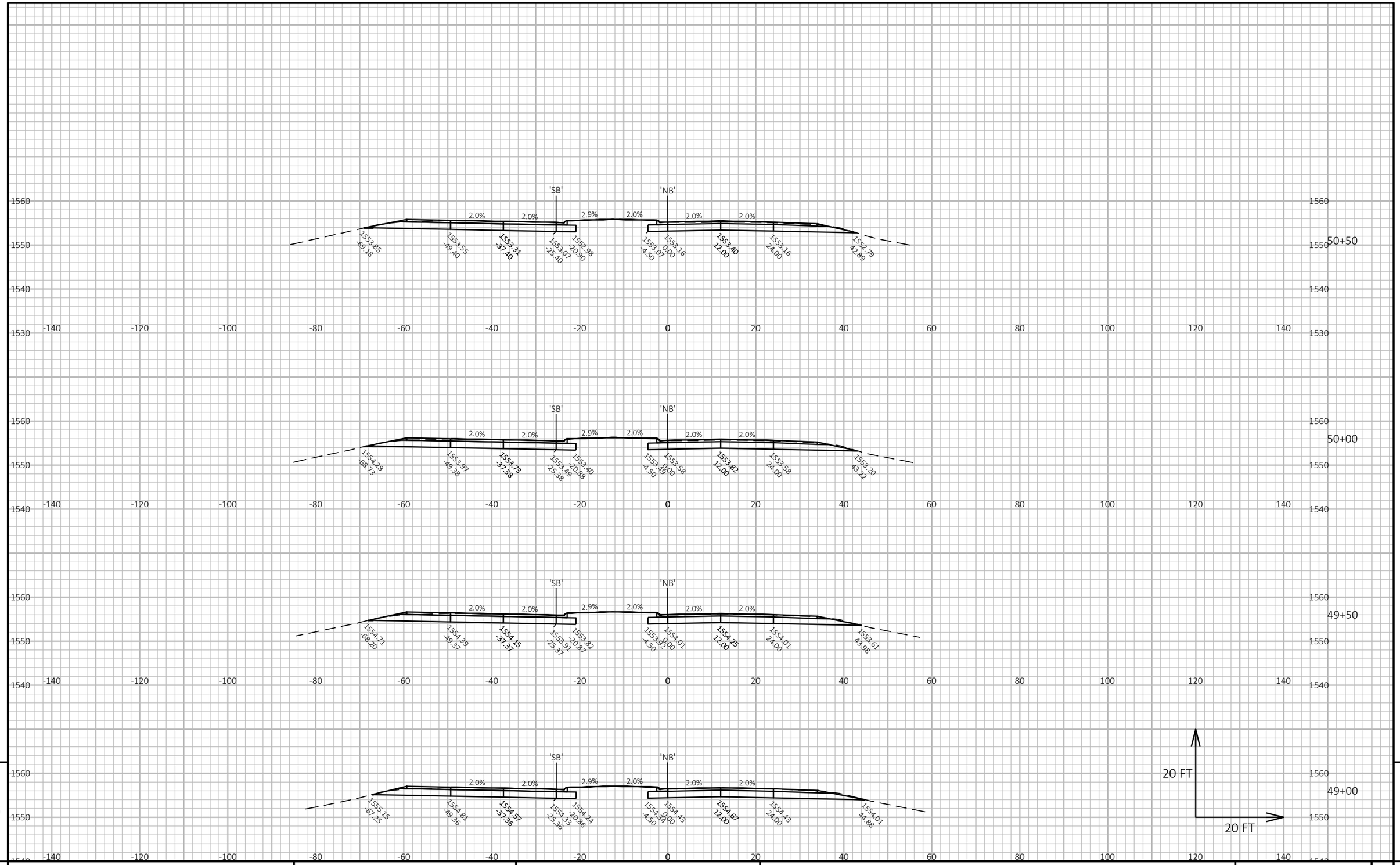
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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 453	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090202 xs

PLOT DATE : 7/20/2022 9:21 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

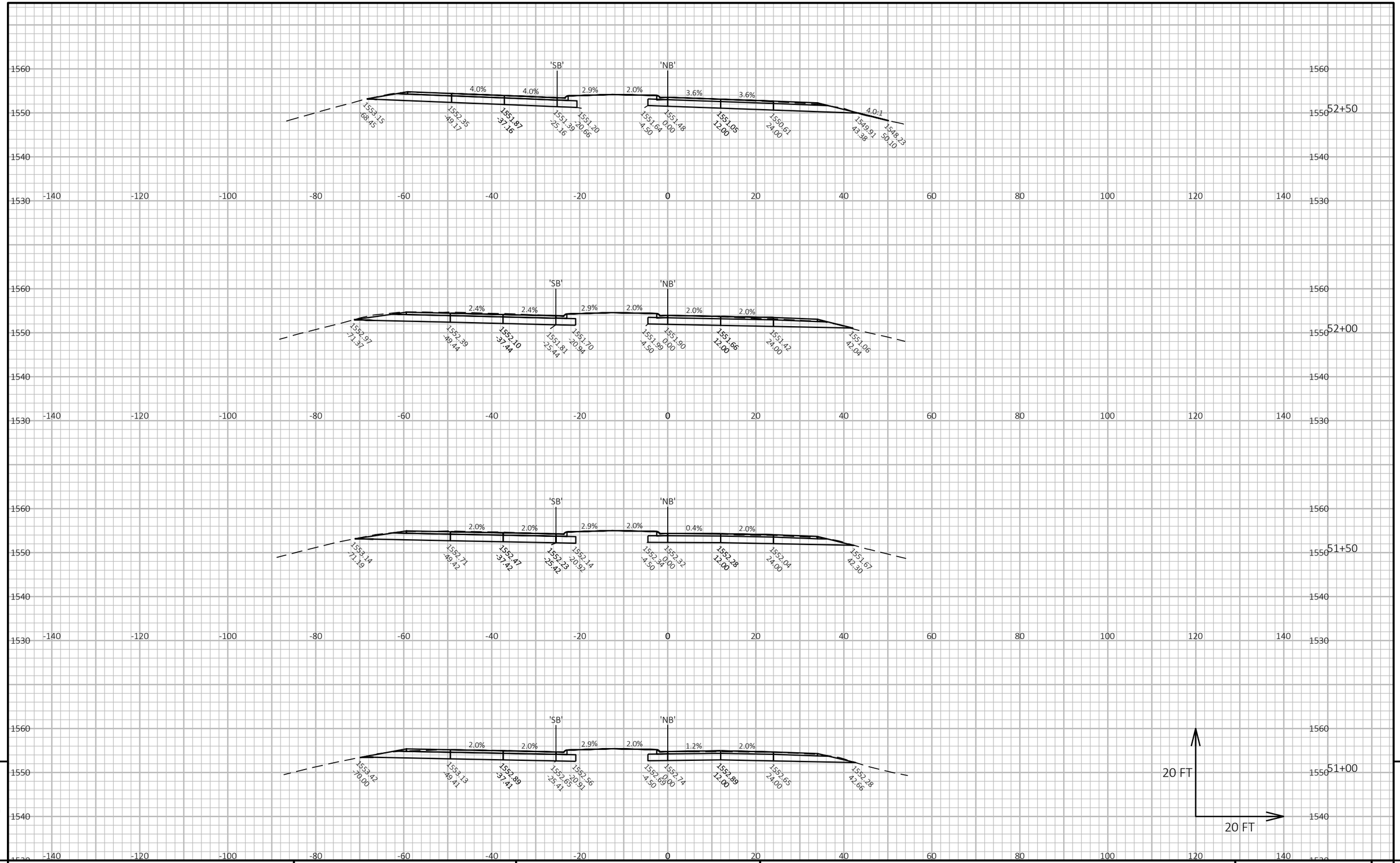
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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 454	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090203 xs

PLOT DATE : 7/20/2022 9:21 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 455	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090204 xs

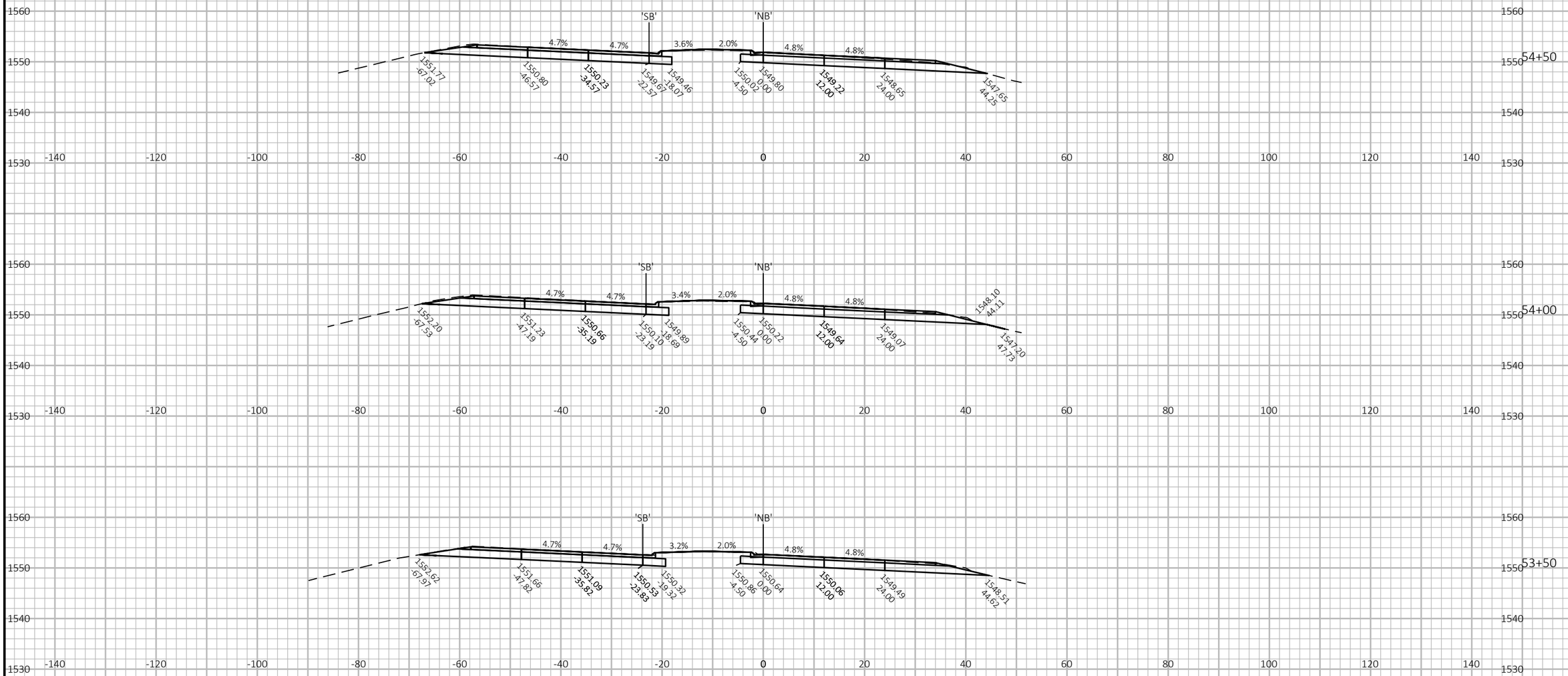
PLOT DATE : 7/20/2022 9:21 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 456	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090205 xs

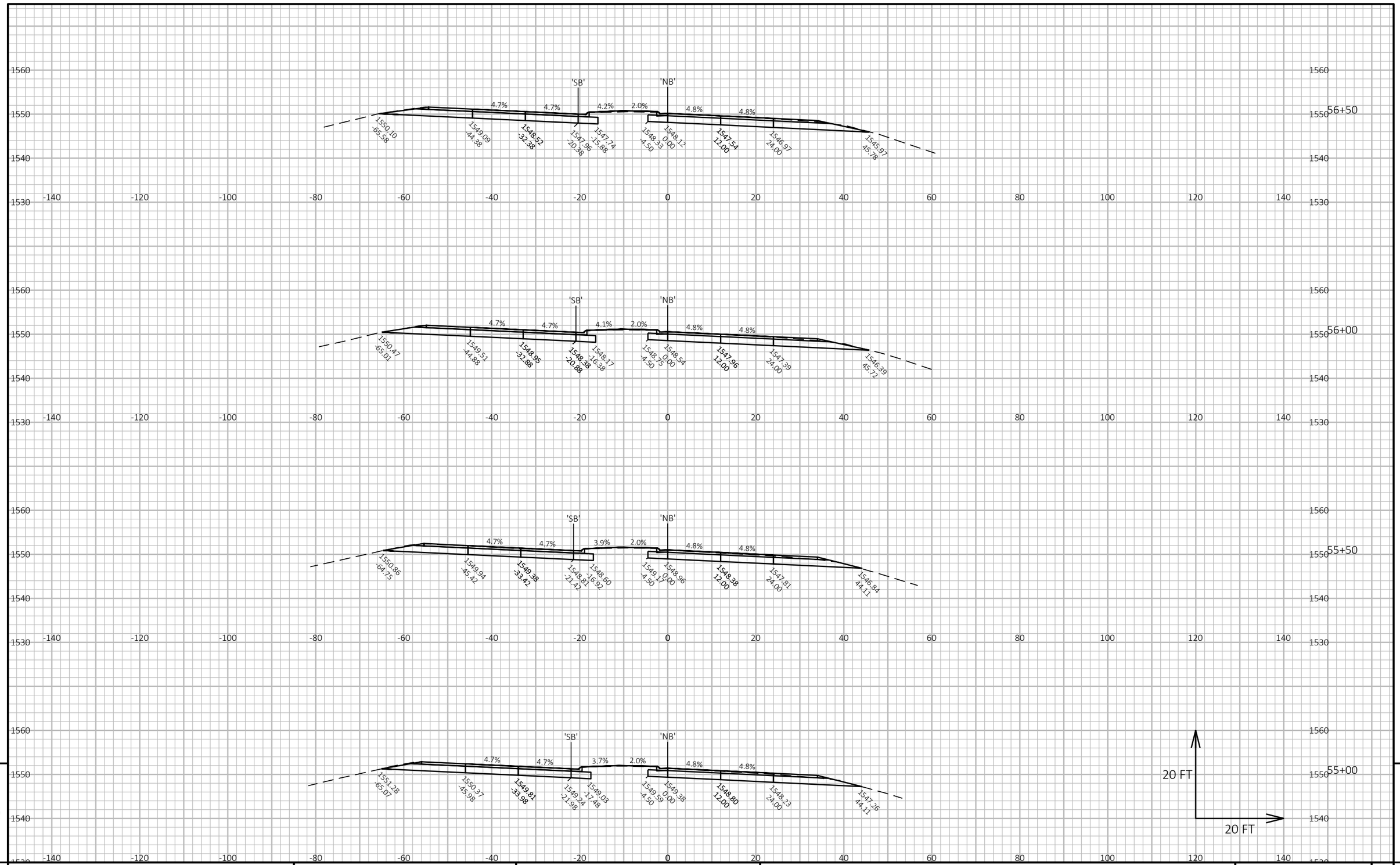
PLOT DATE : 7/20/2022 9:21 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 457	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090206 xs

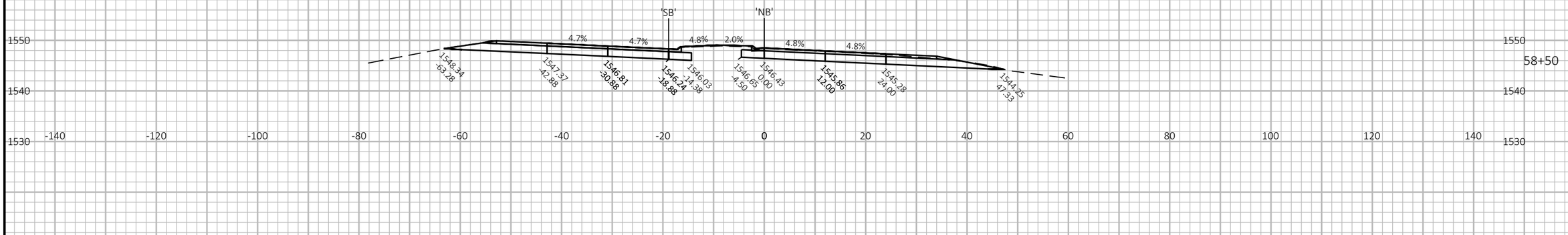
PLOT DATE : 7/20/2022 9:21 AM

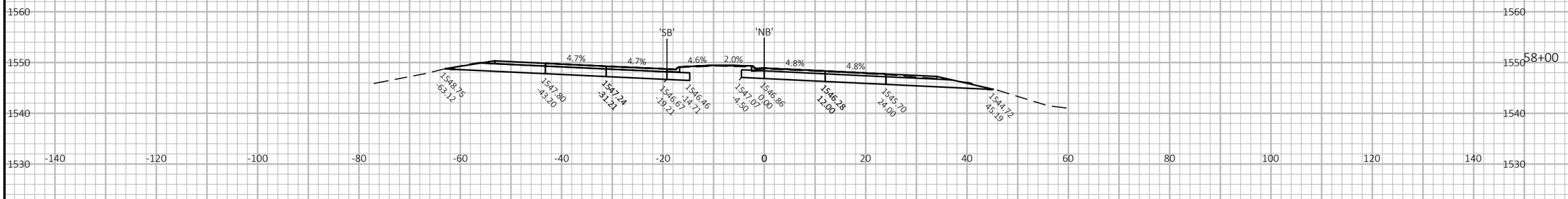
PLOT BY : GARNICA, BRANDON

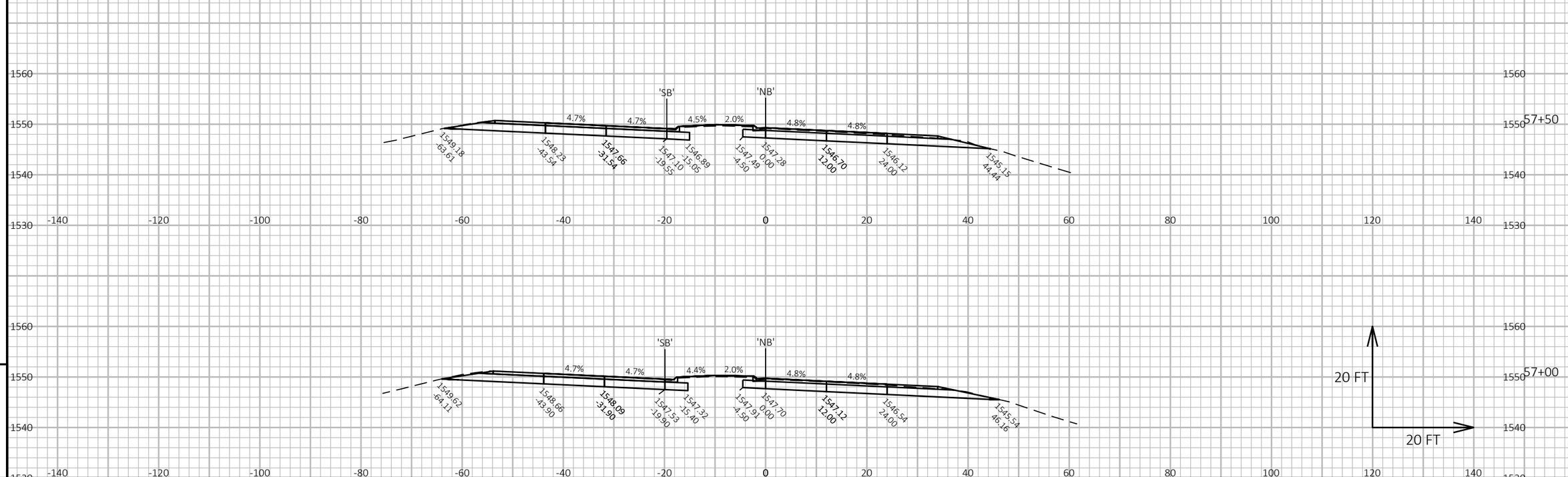
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 458 E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090207 xs

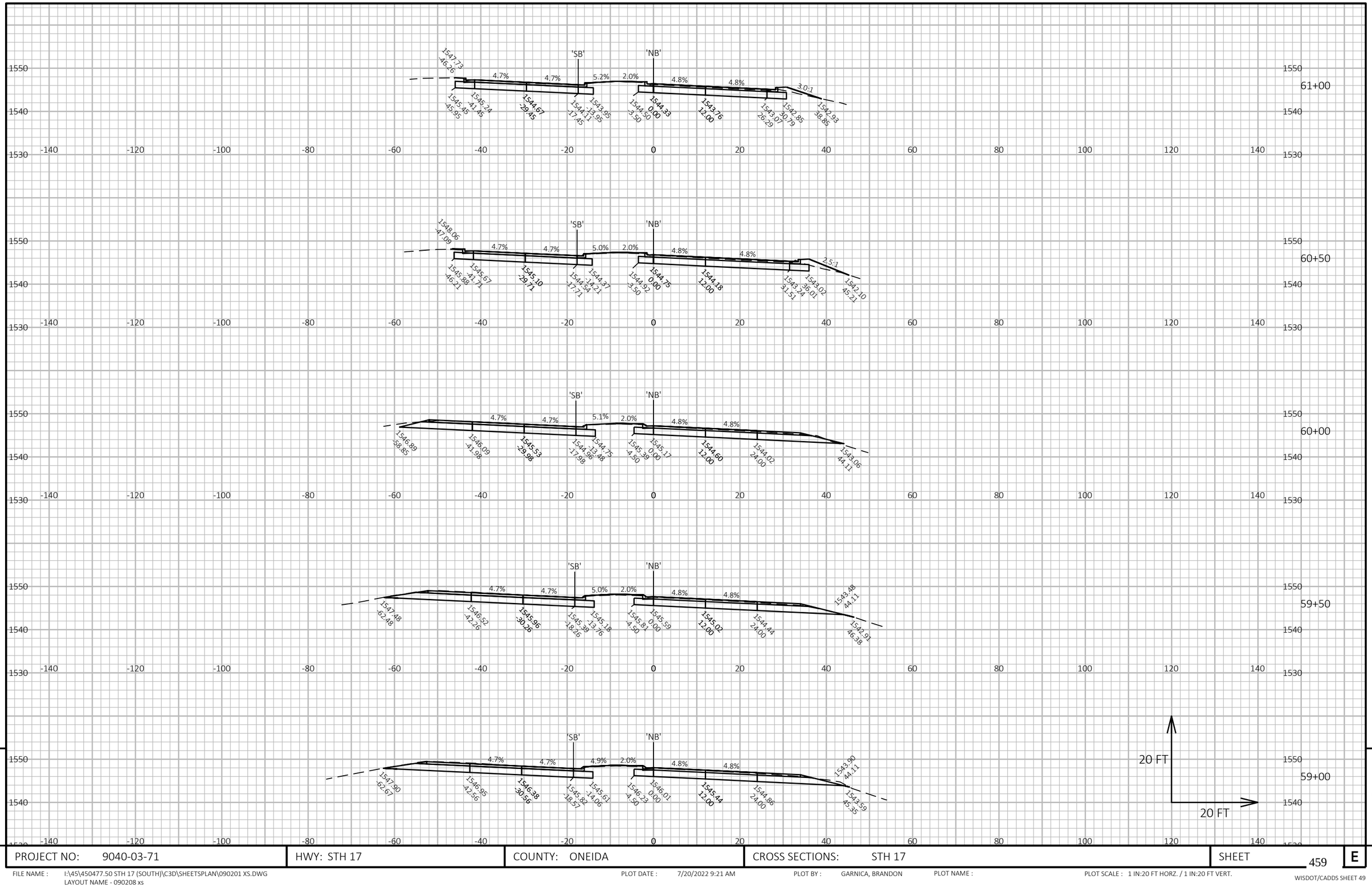
PLOT DATE : 7/20/2022 9:21 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

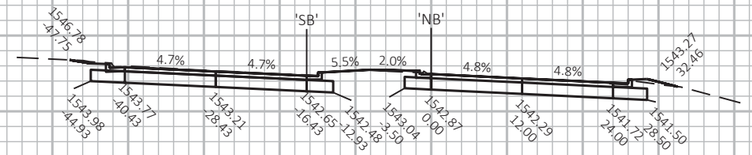


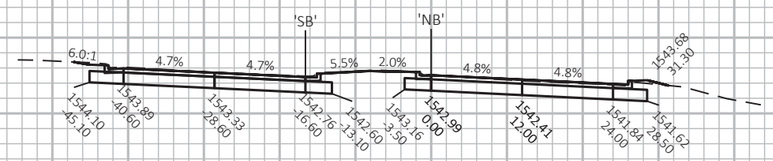
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 459	E

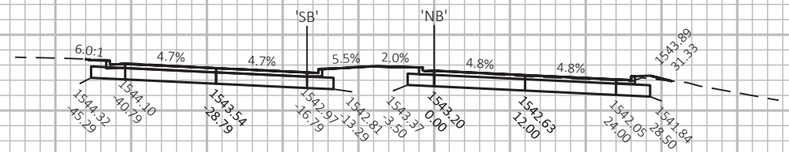
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090208 xs

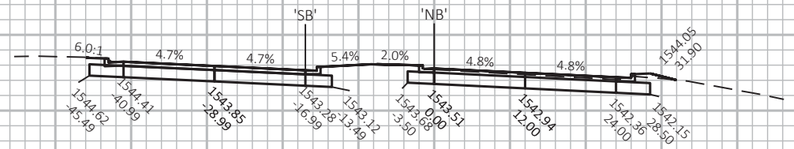
PLOT DATE : 7/20/2022 9:21 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

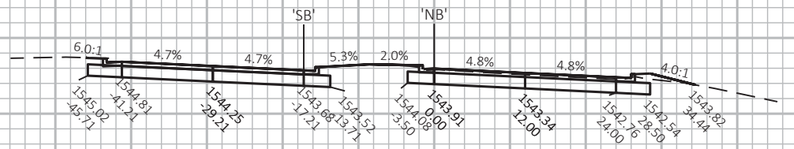
WISDOT/CADDS SHEET 49

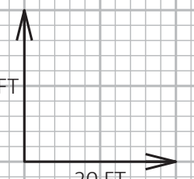












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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 460	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090209 xs

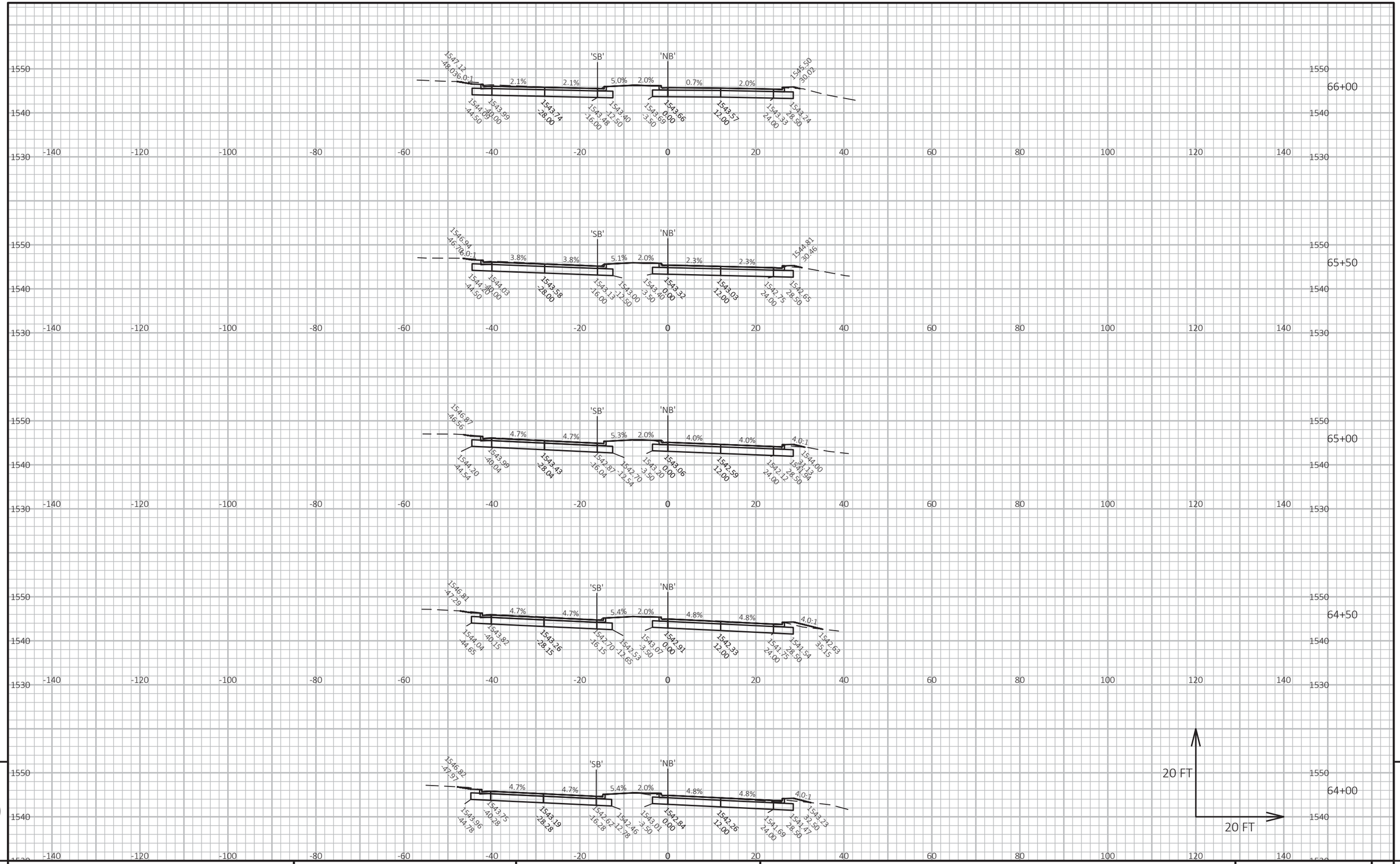
PLOT DATE : 5/31/2022 1:24 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 461	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090210 xs

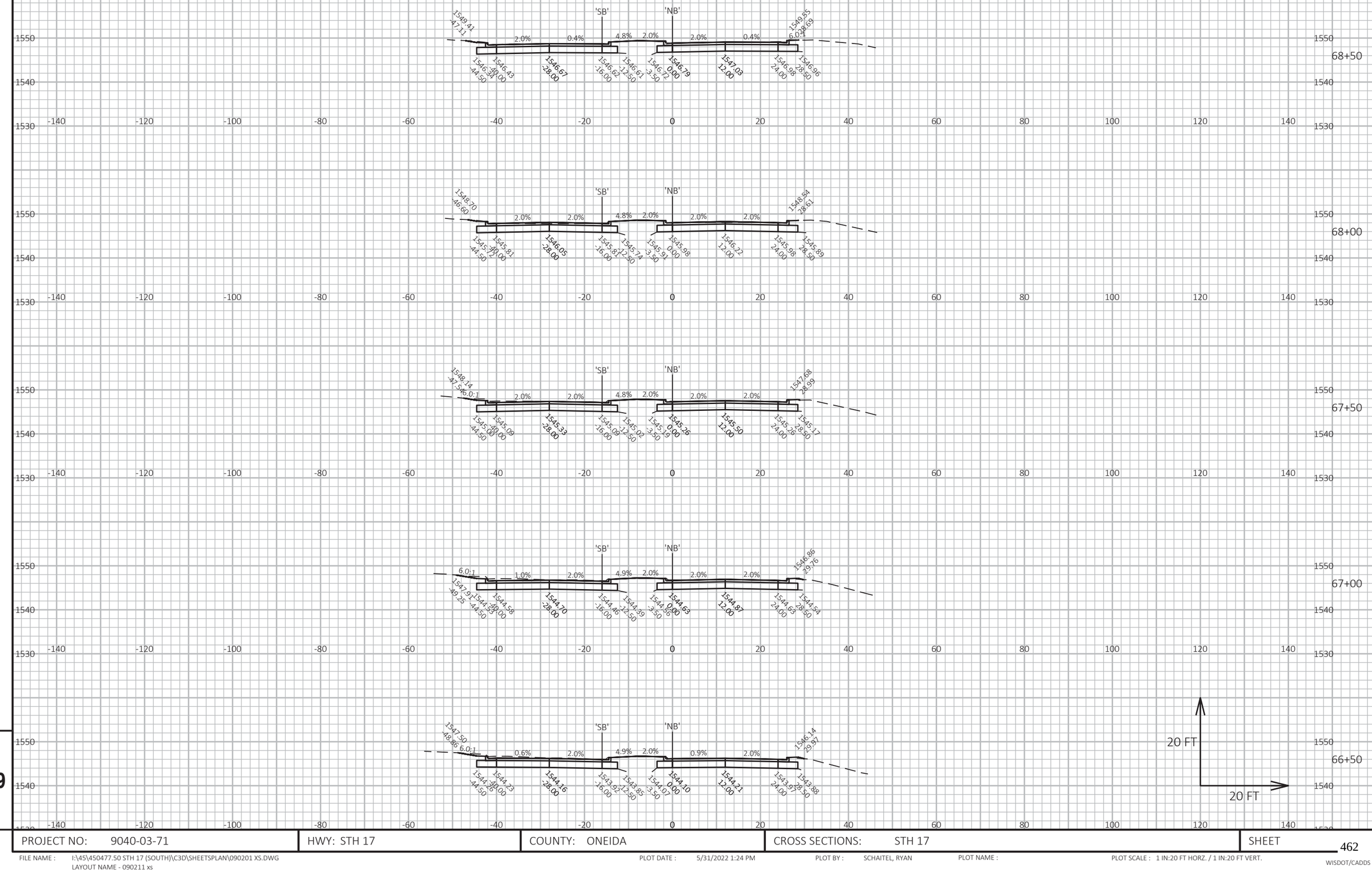
PLOT DATE : 5/31/2022 1:24 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 462	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090211 xs

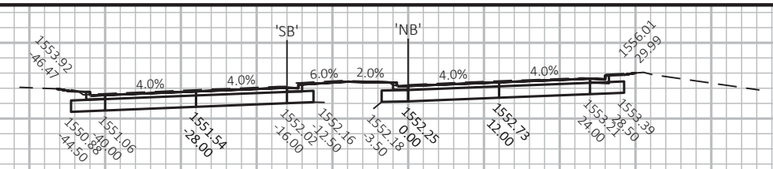
PLOT DATE : 5/31/2022 1:24 PM

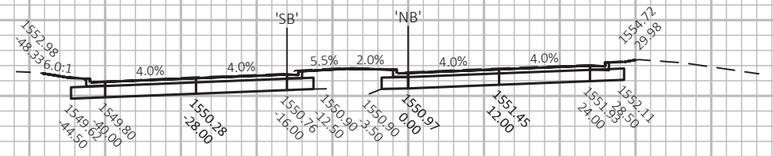
PLOT BY : SCHAITEL, RYAN

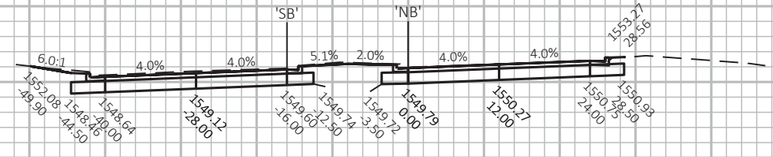
PLOT NAME :

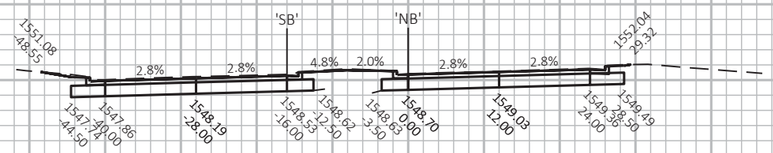
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

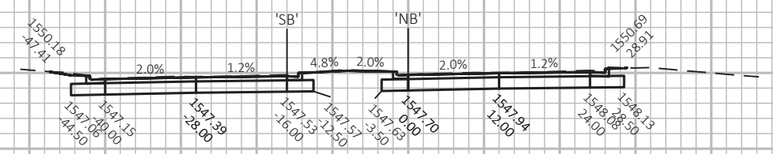
WISDOT/CADDS SHEET 49

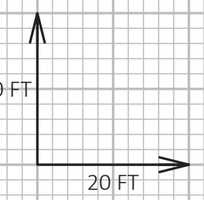












71+00

70+50

70+00

69+50

69+00

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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 463	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090212 xs

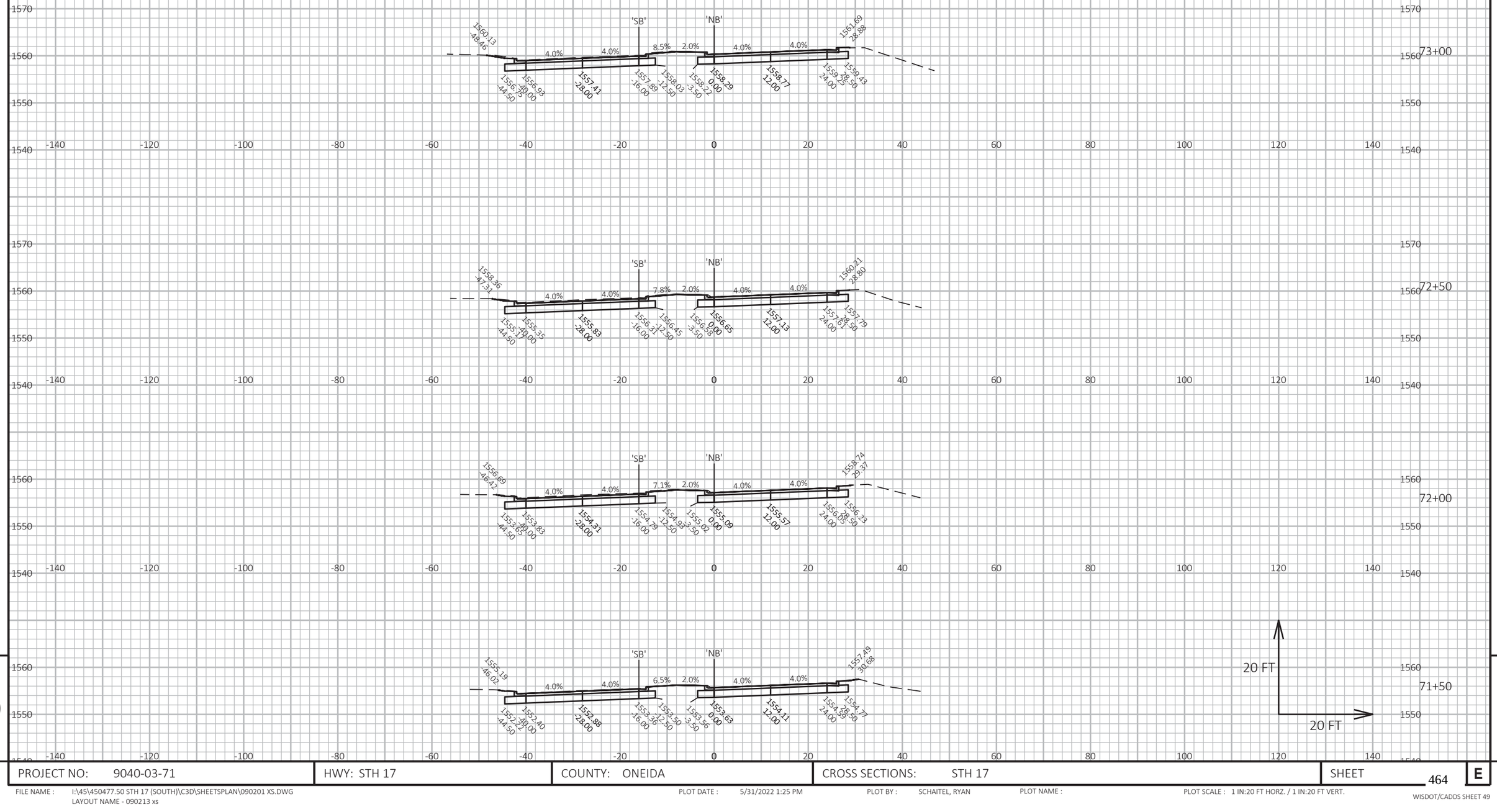
PLOT DATE : 5/31/2022 1:25 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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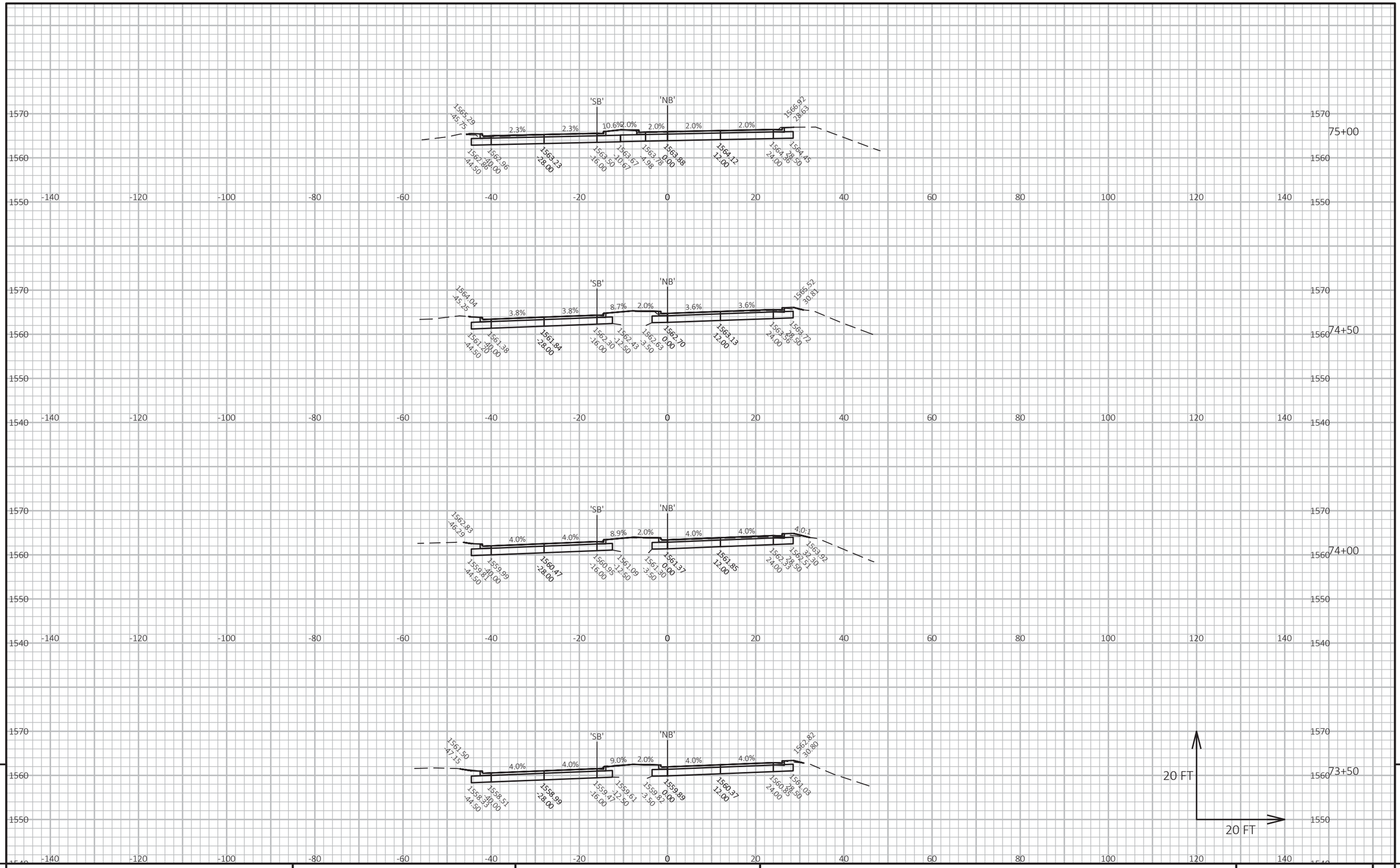
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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 464	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090213 xs

PLOT DATE : 5/31/2022 1:25 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 465	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090214 xs

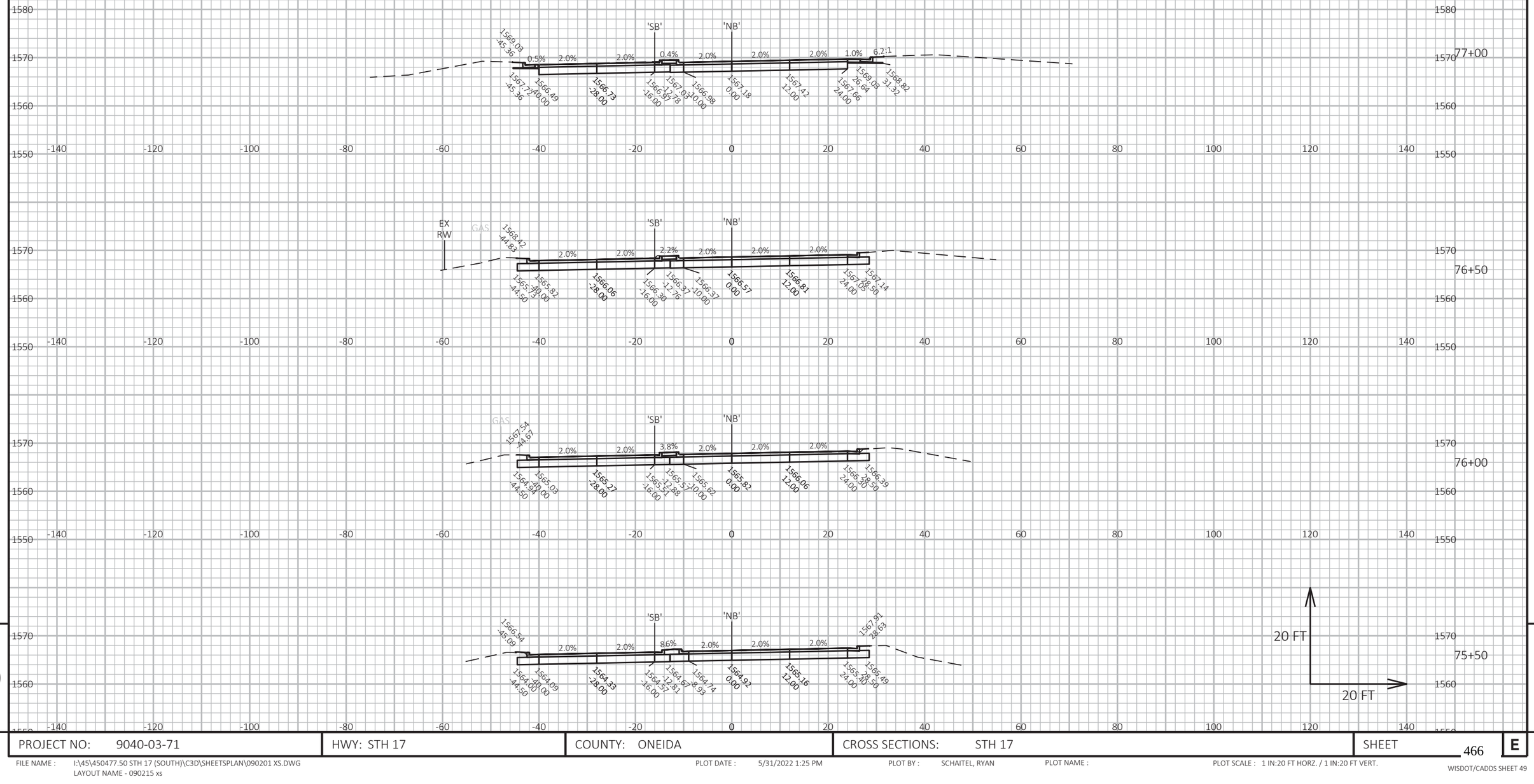
PLOT DATE : 5/31/2022 1:25 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

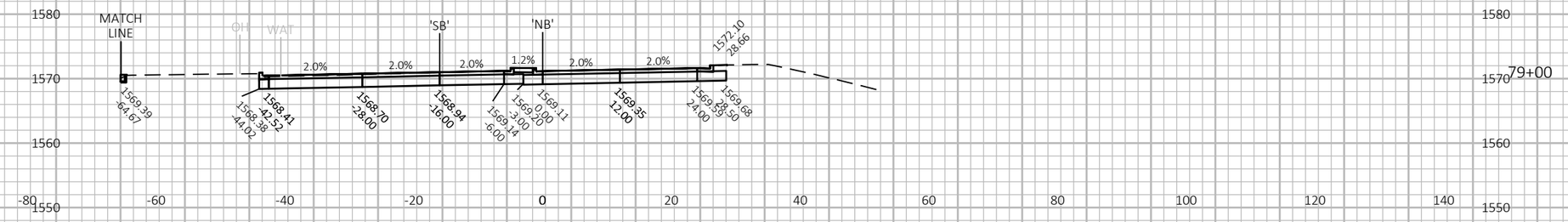


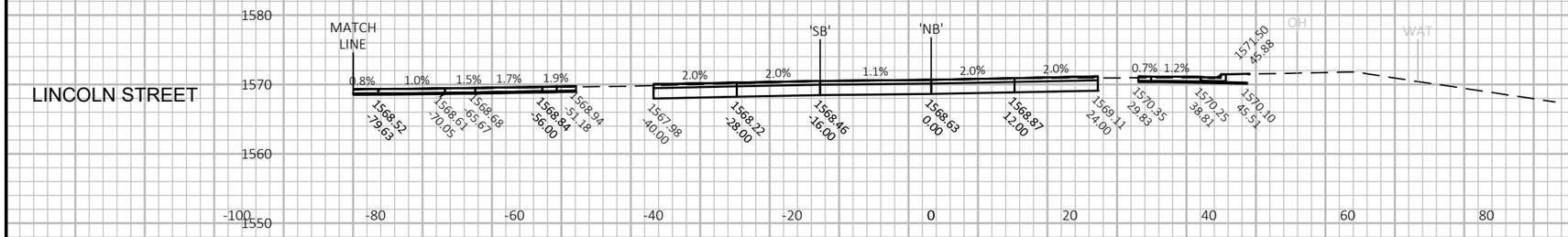
PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 466	E

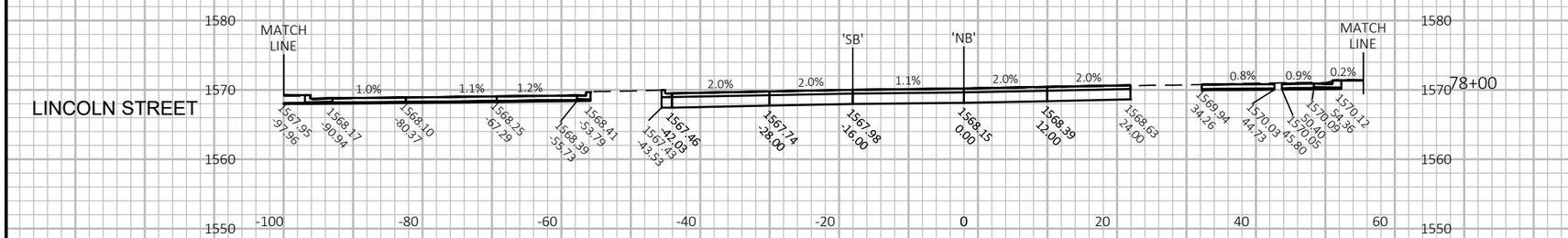
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090215 xs

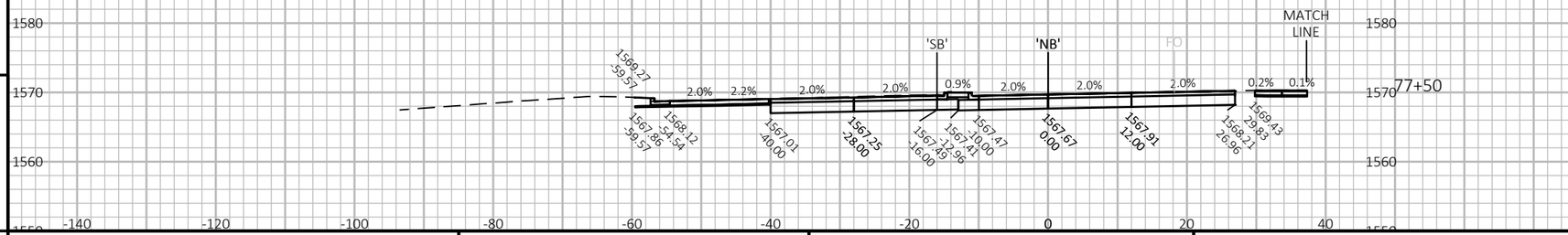
PLOT DATE : 5/31/2022 1:25 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49











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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 467	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090216 xs

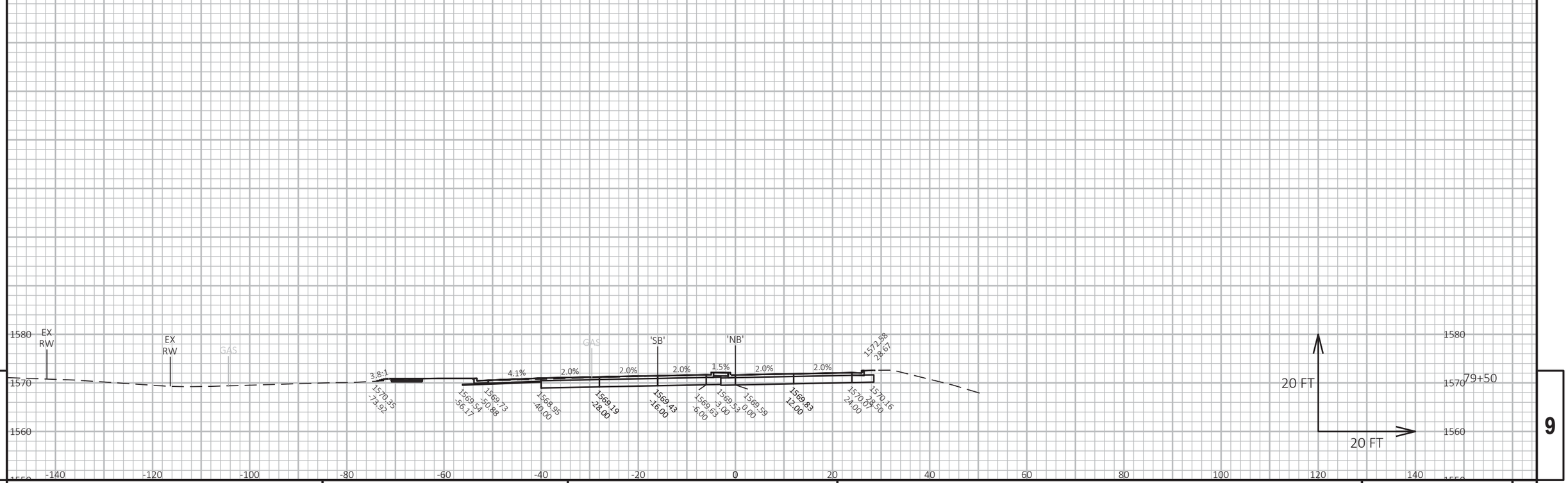
PLOT DATE : 7/25/2022 9:05 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 468	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090201 XS.DWG
LAYOUT NAME - 090217 xs

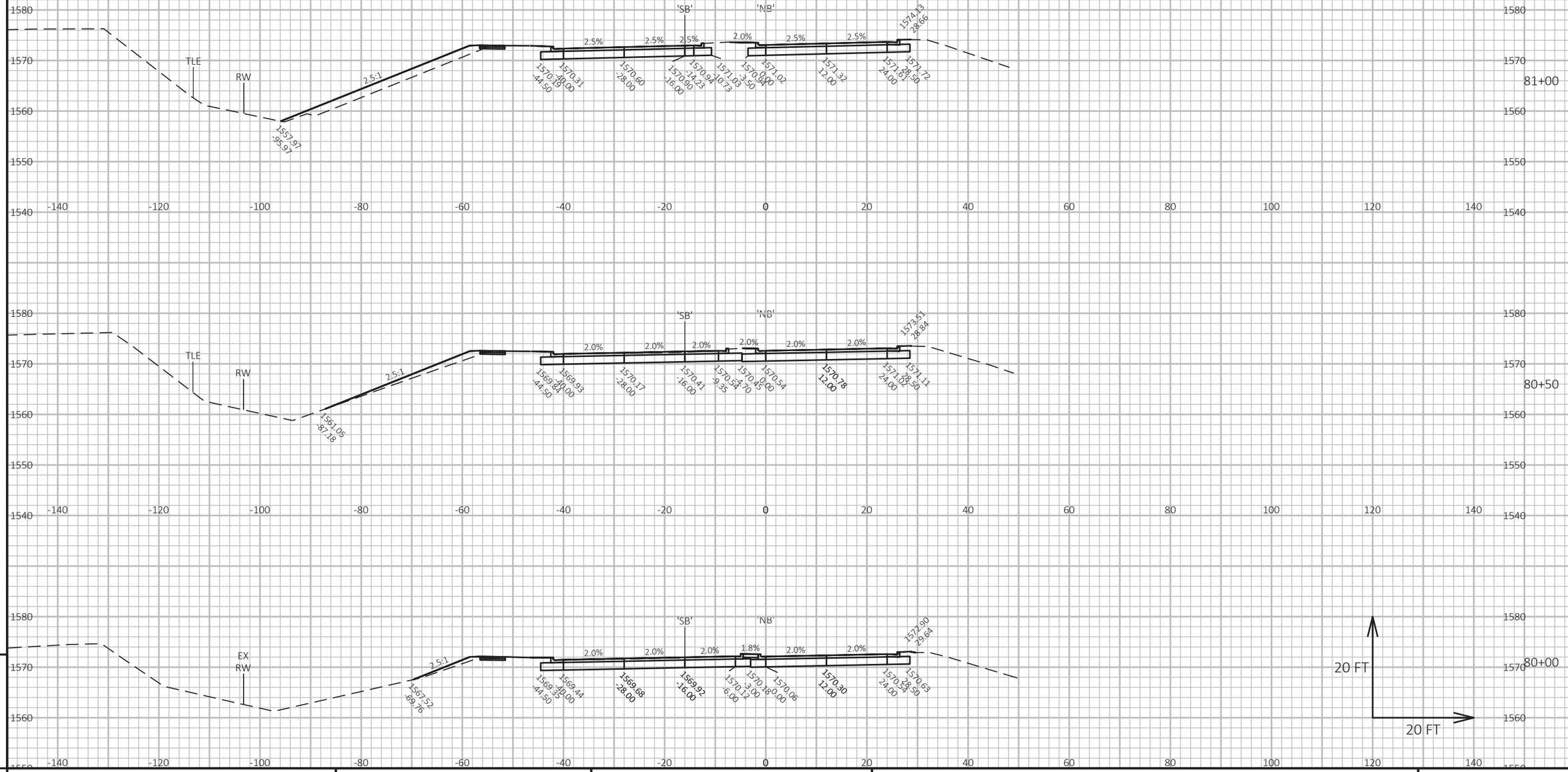
PLOT DATE : 5/31/2022 1:25 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 469	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090218 xs

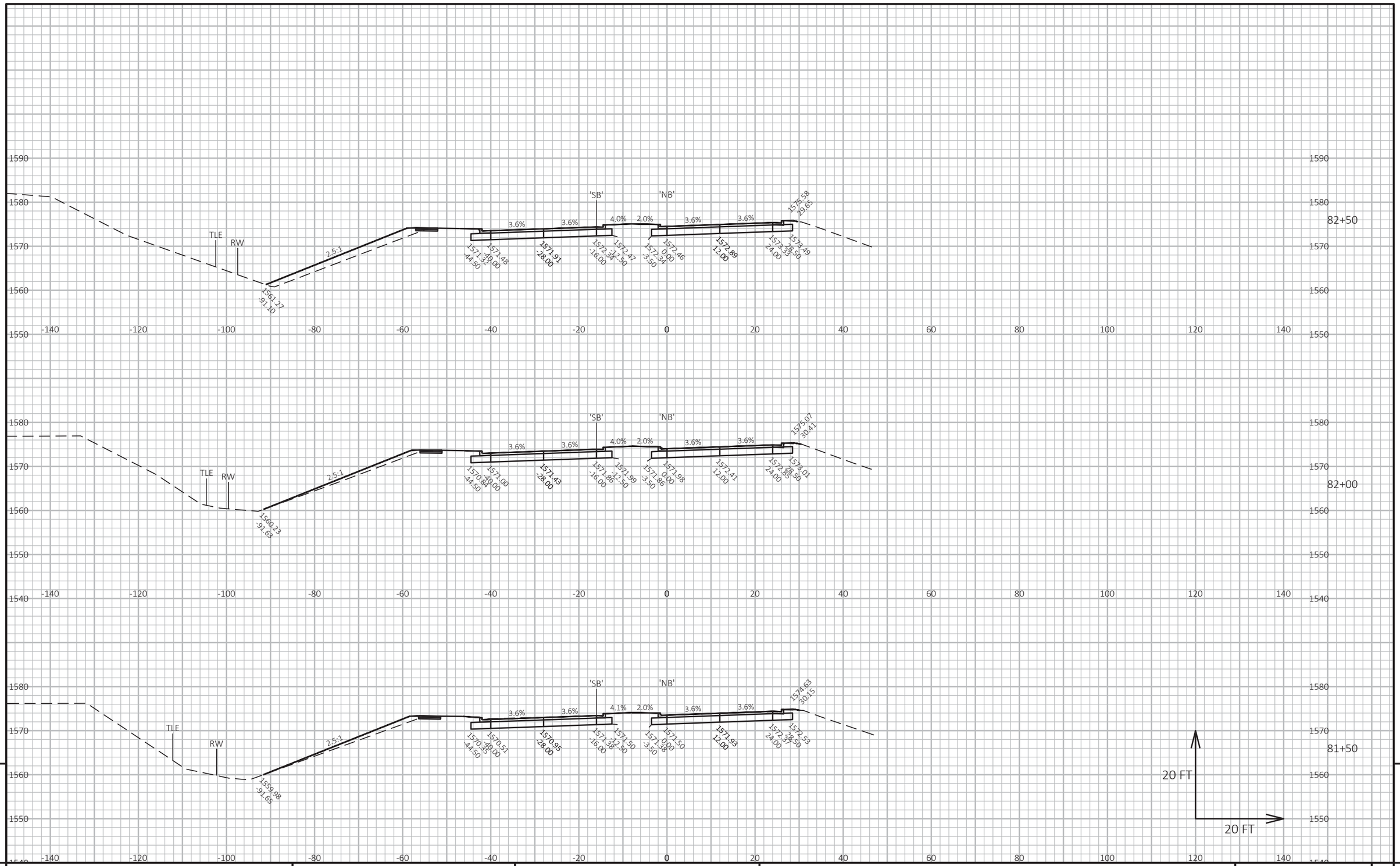
PLOT DATE : 5/31/2022 1:28 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 470	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090219 xs

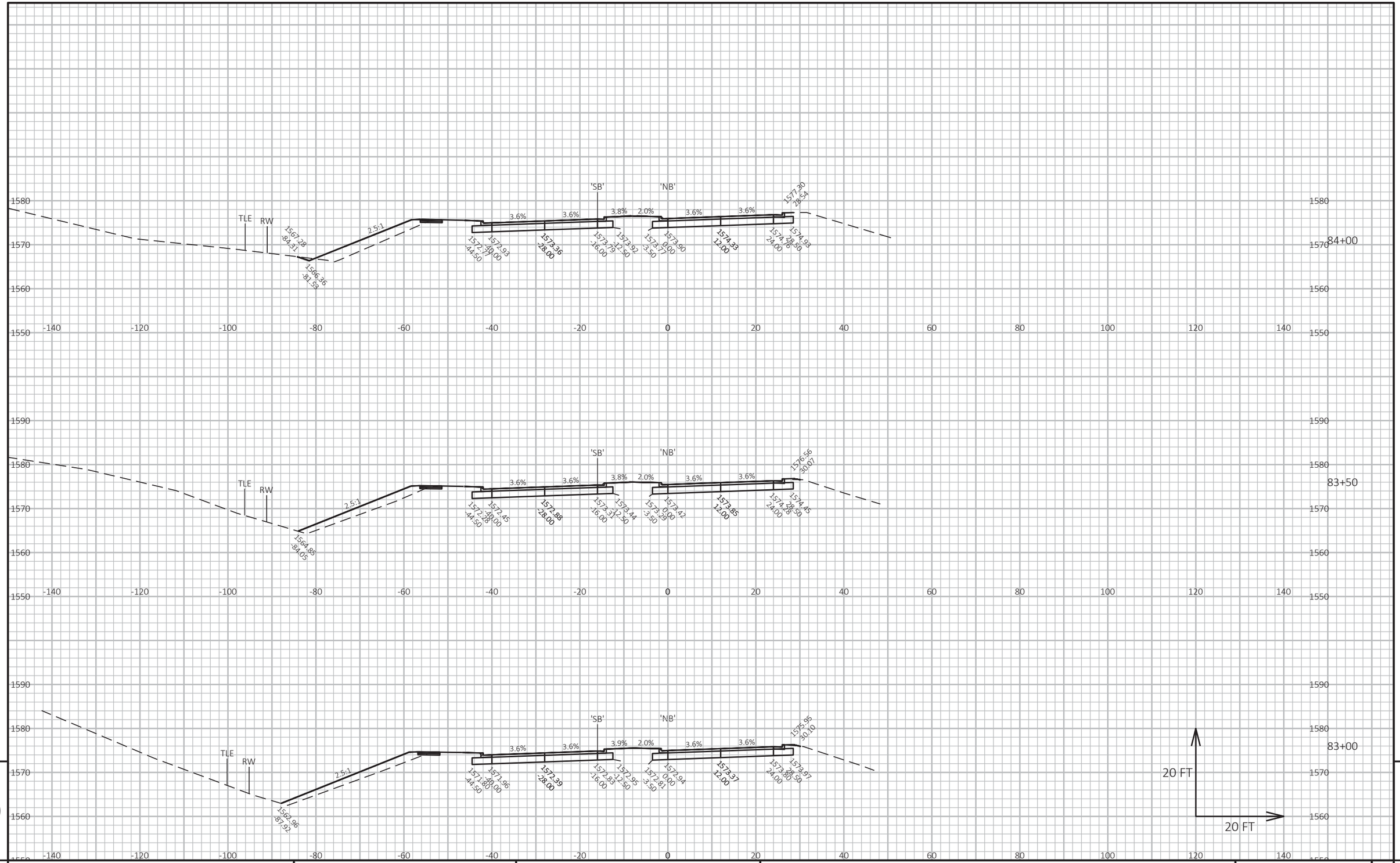
PLOT DATE : 5/31/2022 1:28 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 471	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090220 xs

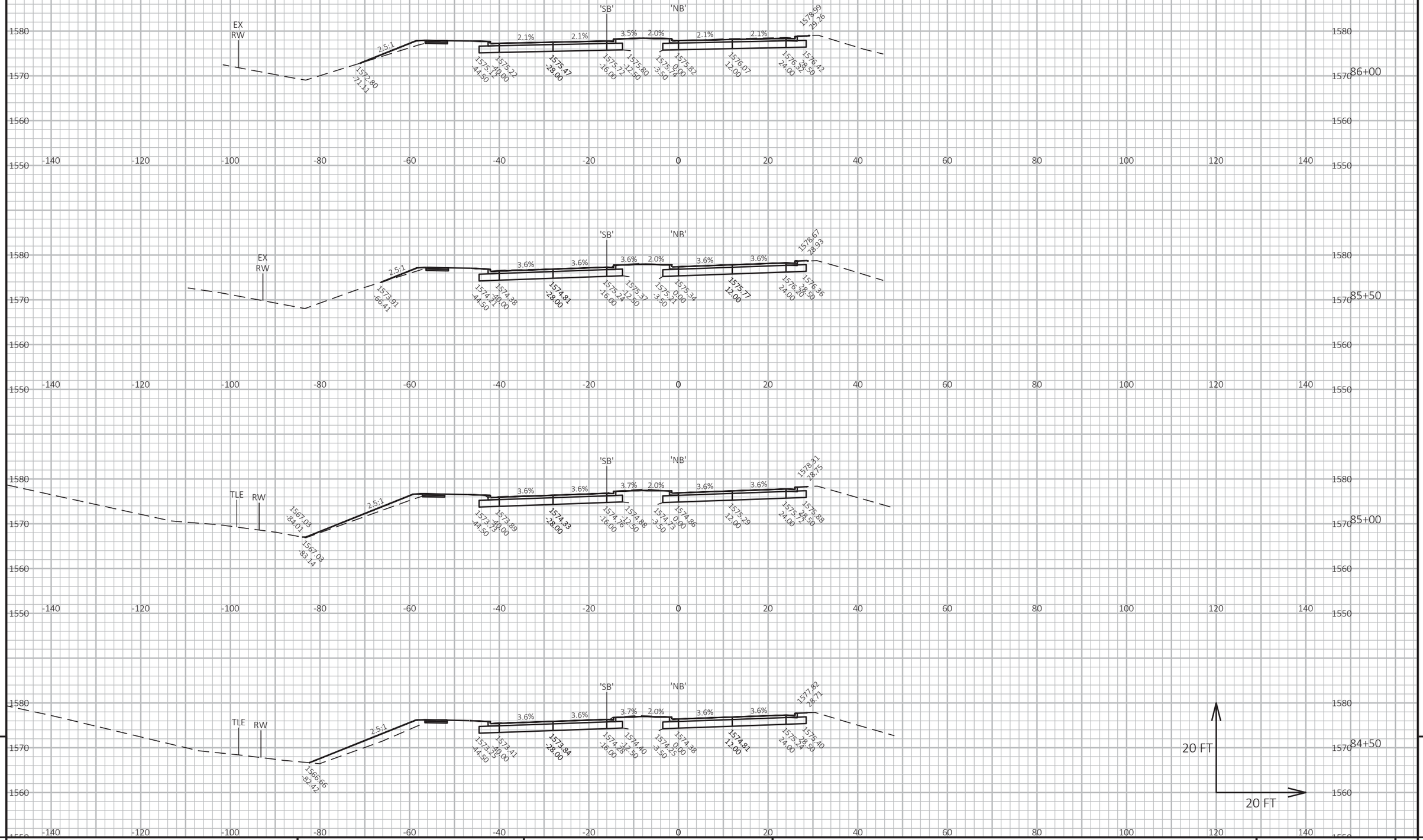
PLOT DATE : 5/31/2022 1:29 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 472	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090221 xs

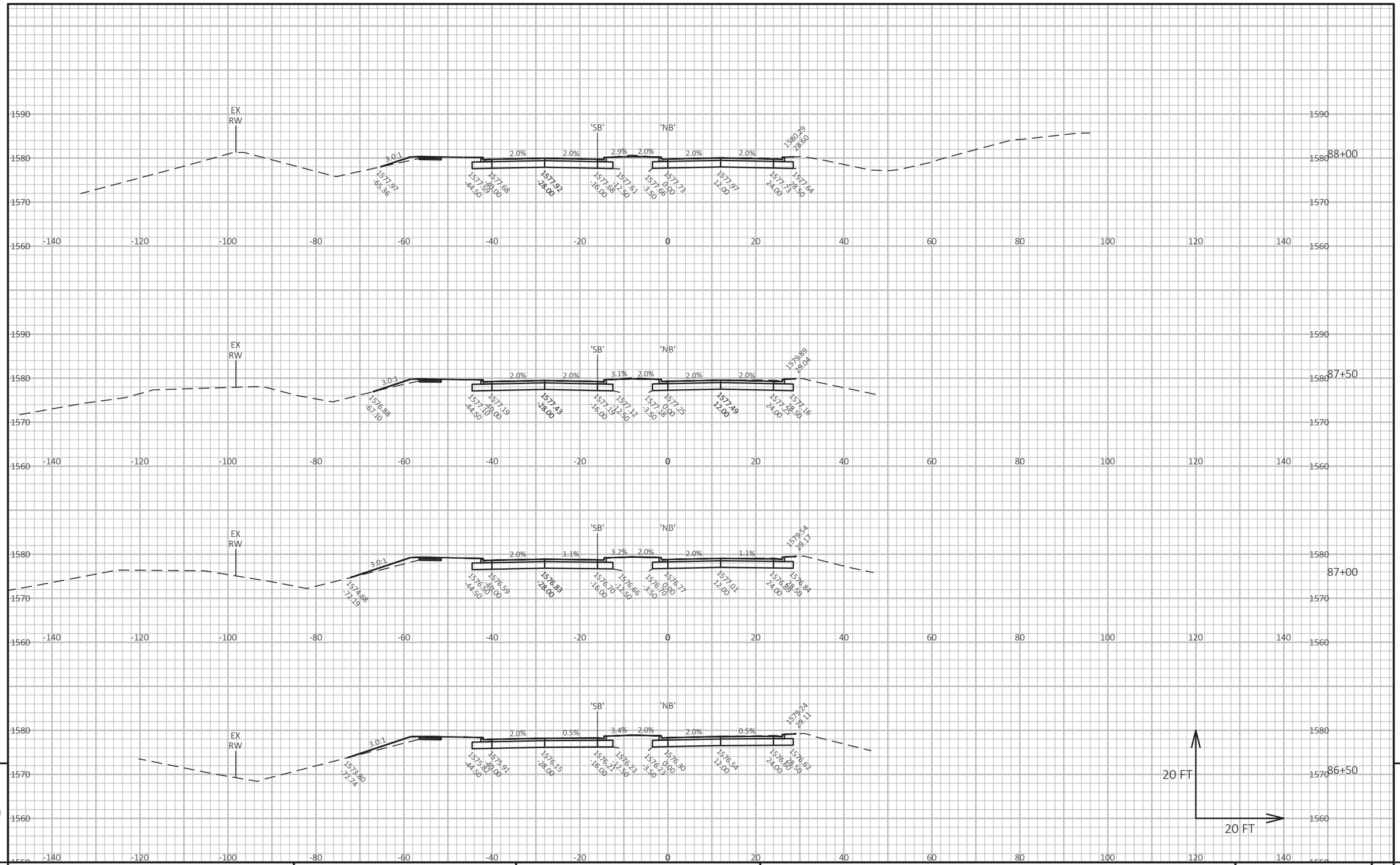
PLOT DATE : 5/31/2022 1:29 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 473	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090222 xs

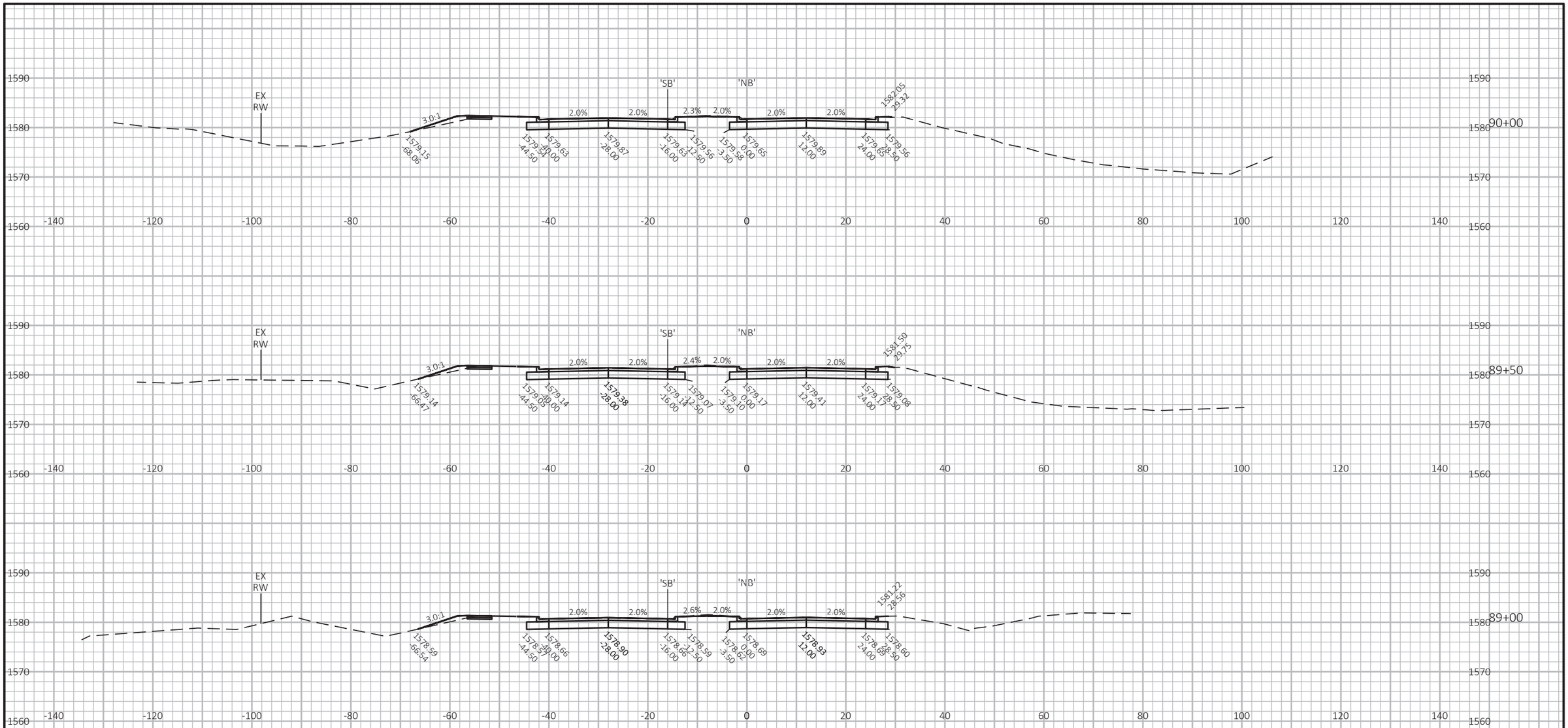
PLOT DATE : 5/31/2022 1:29 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 474	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090223 xs

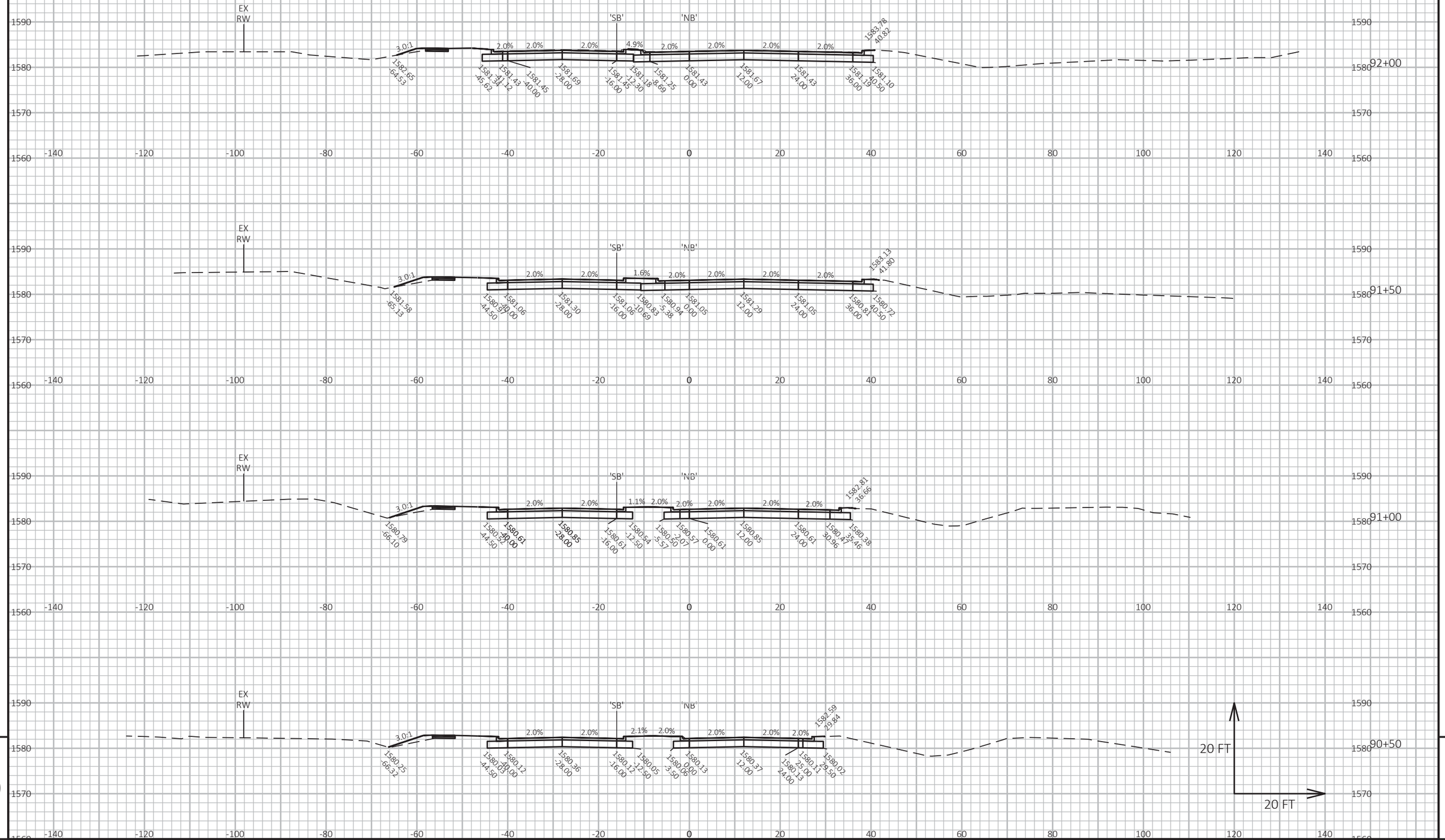
PLOT DATE : 5/31/2022 1:30 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 475	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090224 xs

PLOT DATE : 5/31/2022 1:30 PM

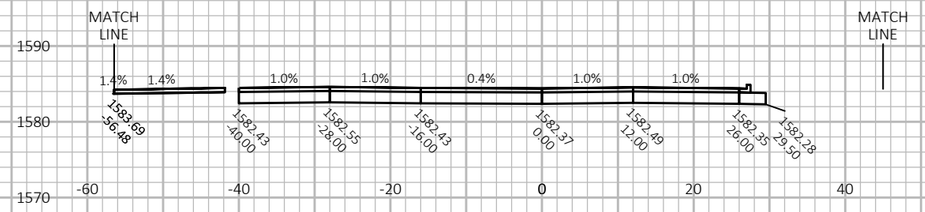
PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

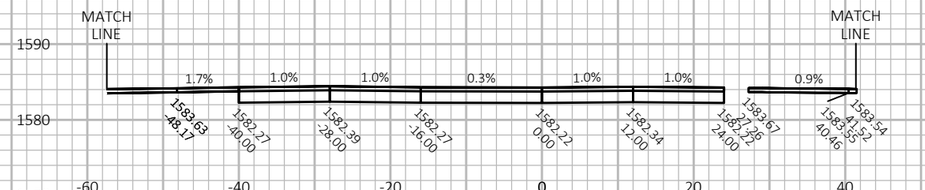
EISENHOWER PARKWAY



94+00

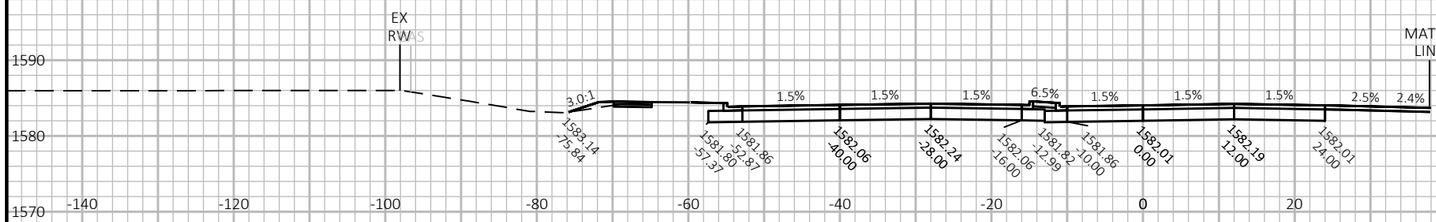
N. SHORE DRIVE

EISENHOWER PARKWAY

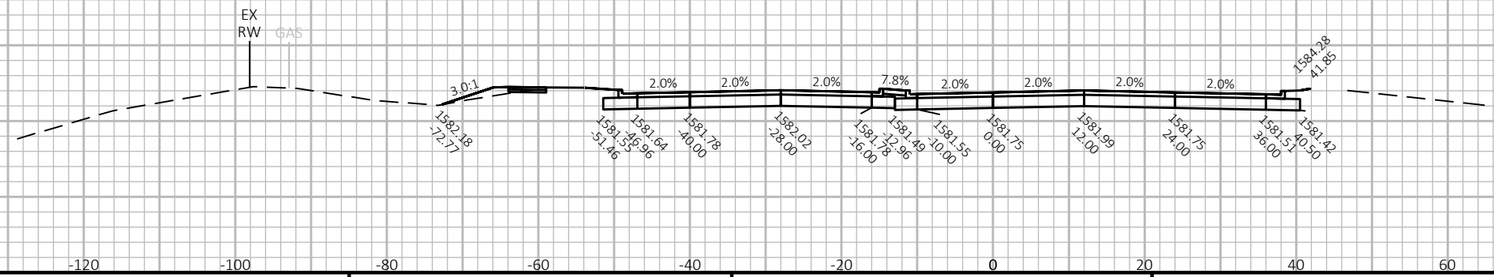


93+50

N. SHORE DRIVE



93+00



92+50

20 FT

20 FT

9

9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 476	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090225 xs

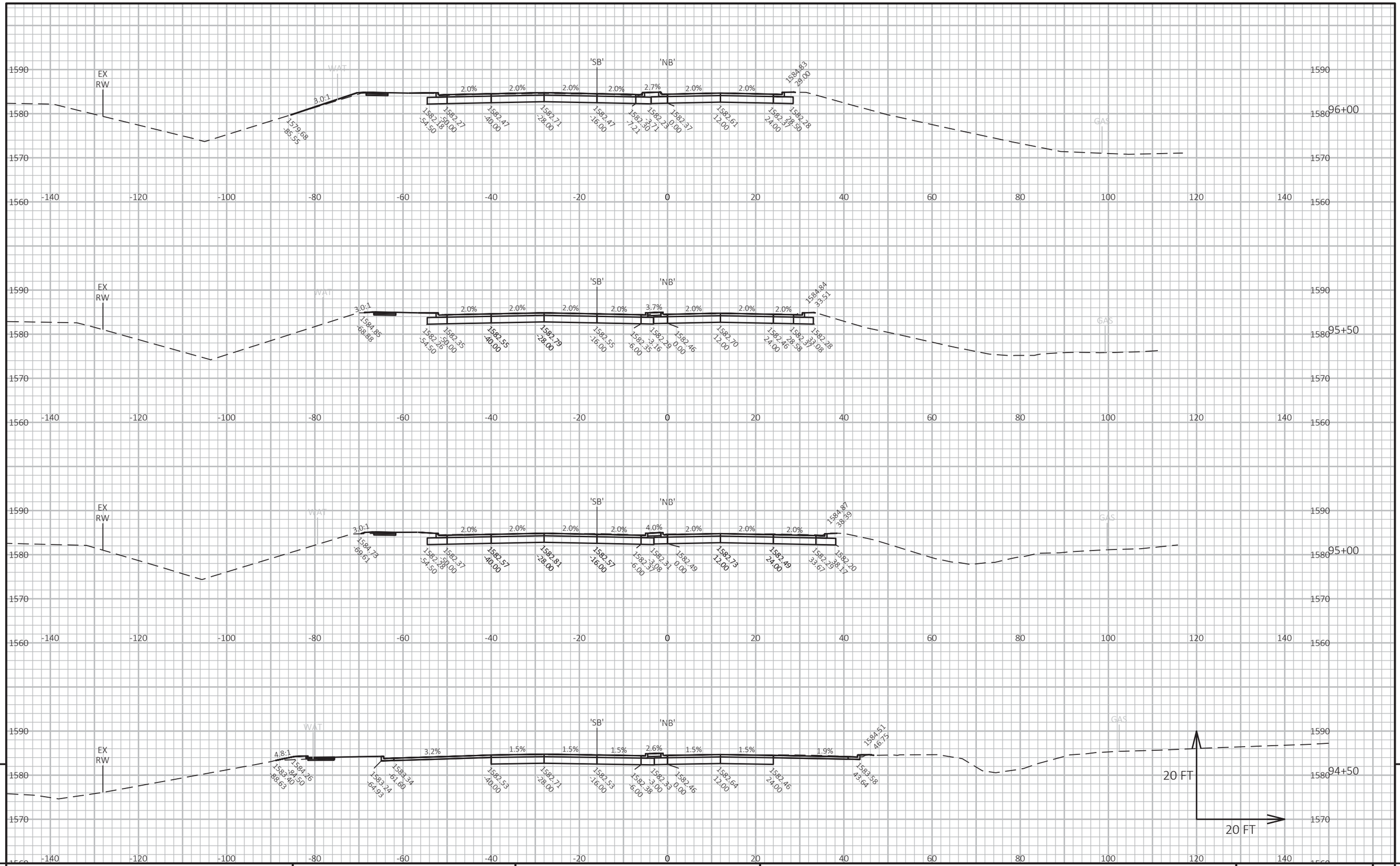
PLOT DATE : 7/25/2022 9:12 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 477	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090226 xs

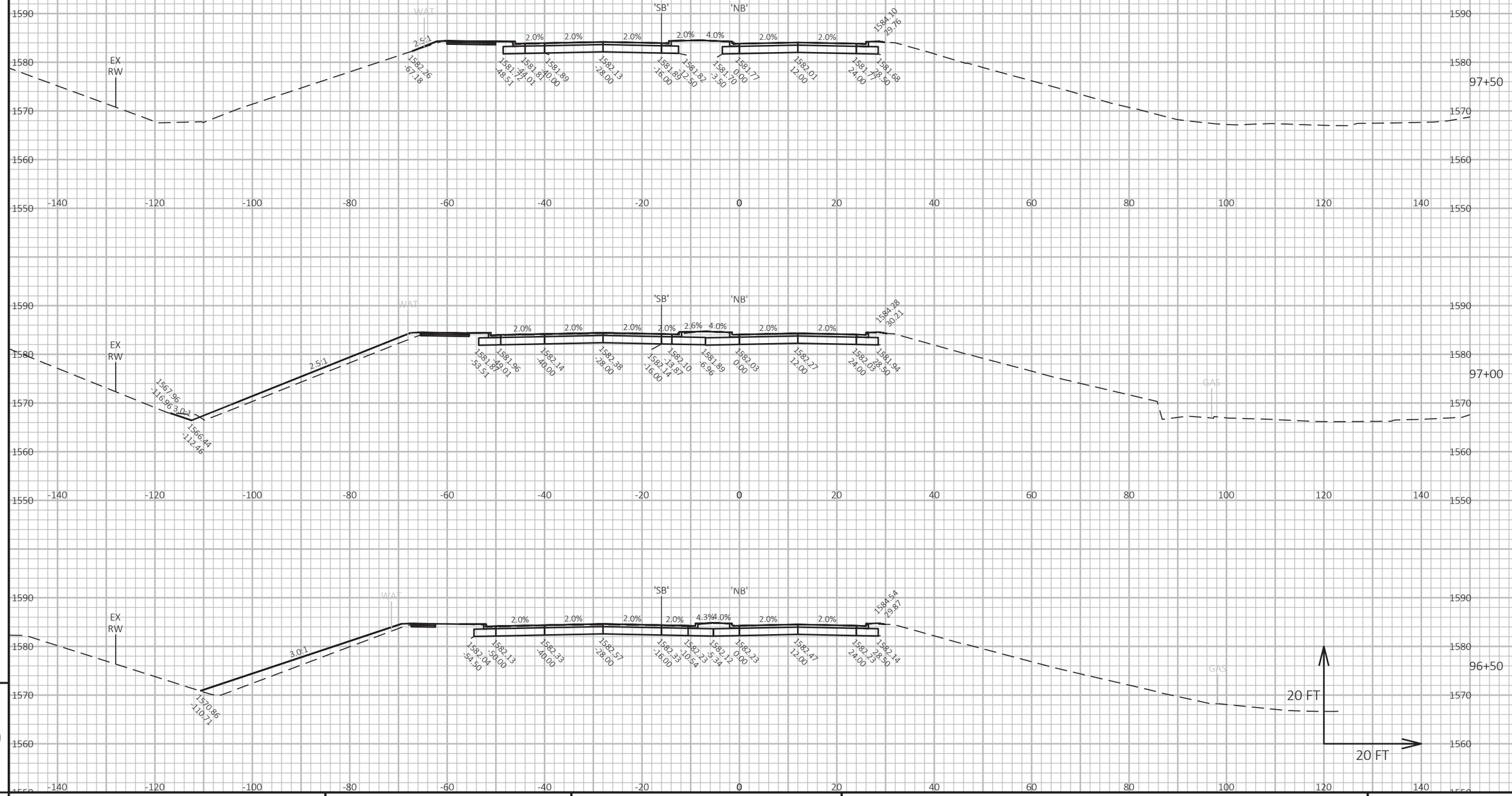
PLOT DATE : 5/31/2022 1:30 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 478	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090227 xs

PLOT DATE : 5/31/2022 1:31 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 479	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090228 xs

PLOT DATE : 5/31/2022 1:31 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 480	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090229 xs

PLOT DATE : 5/31/2022 1:31 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

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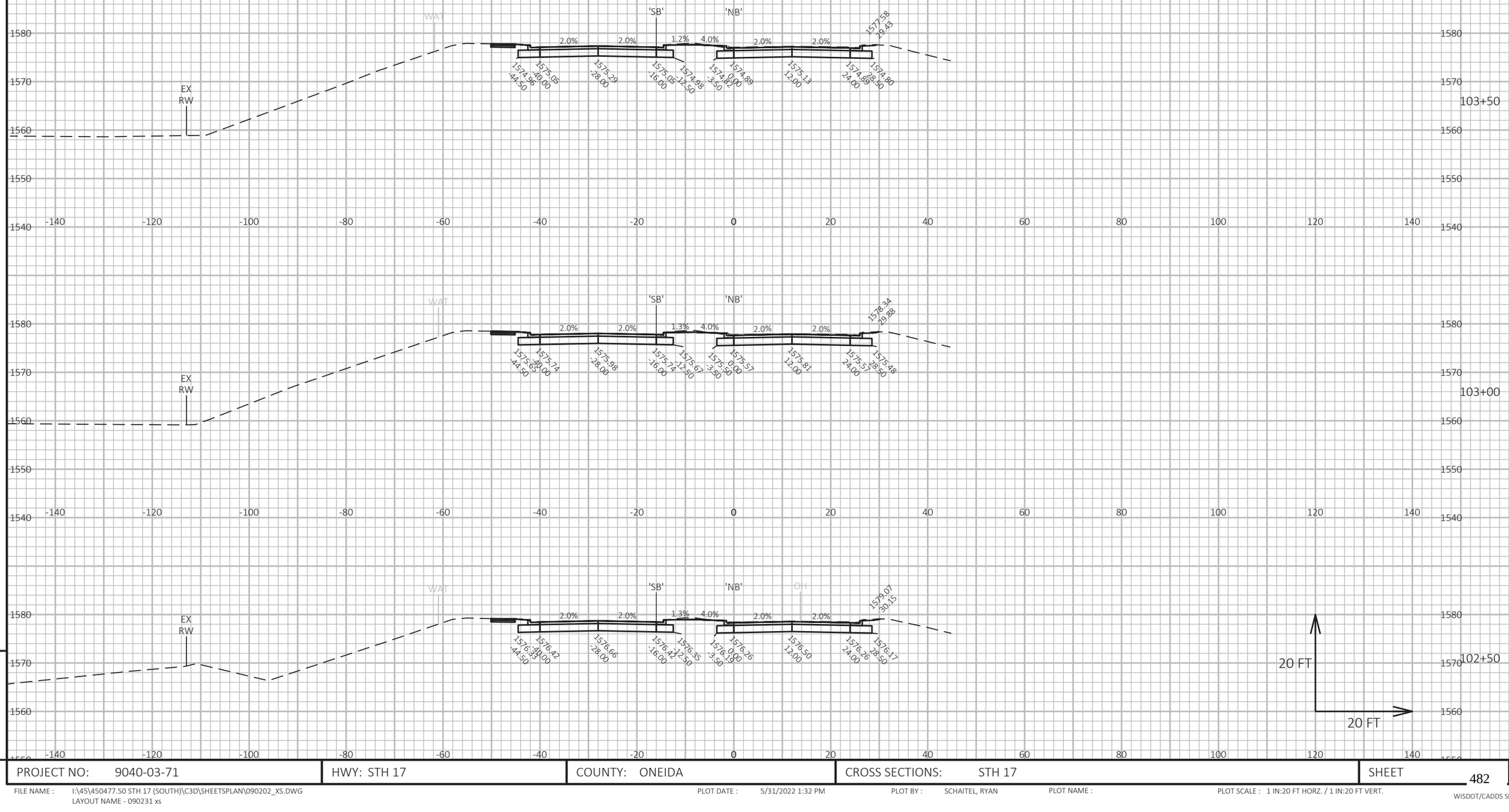
9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 481	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090230 xs

PLOT DATE : 5/31/2022 1:31 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 482	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090231 xs

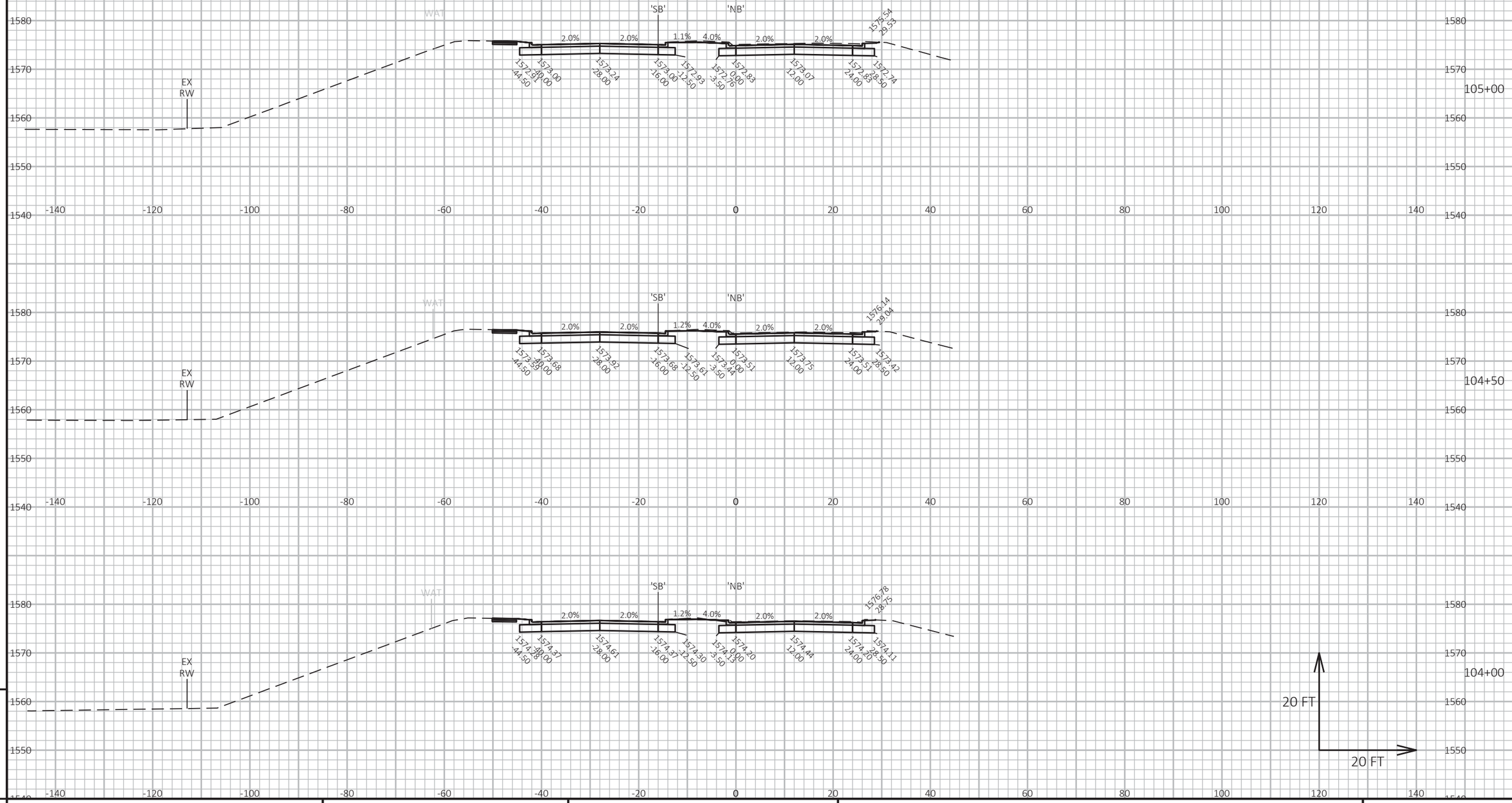
PLOT DATE : 5/31/2022 1:32 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 483	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090232 xs

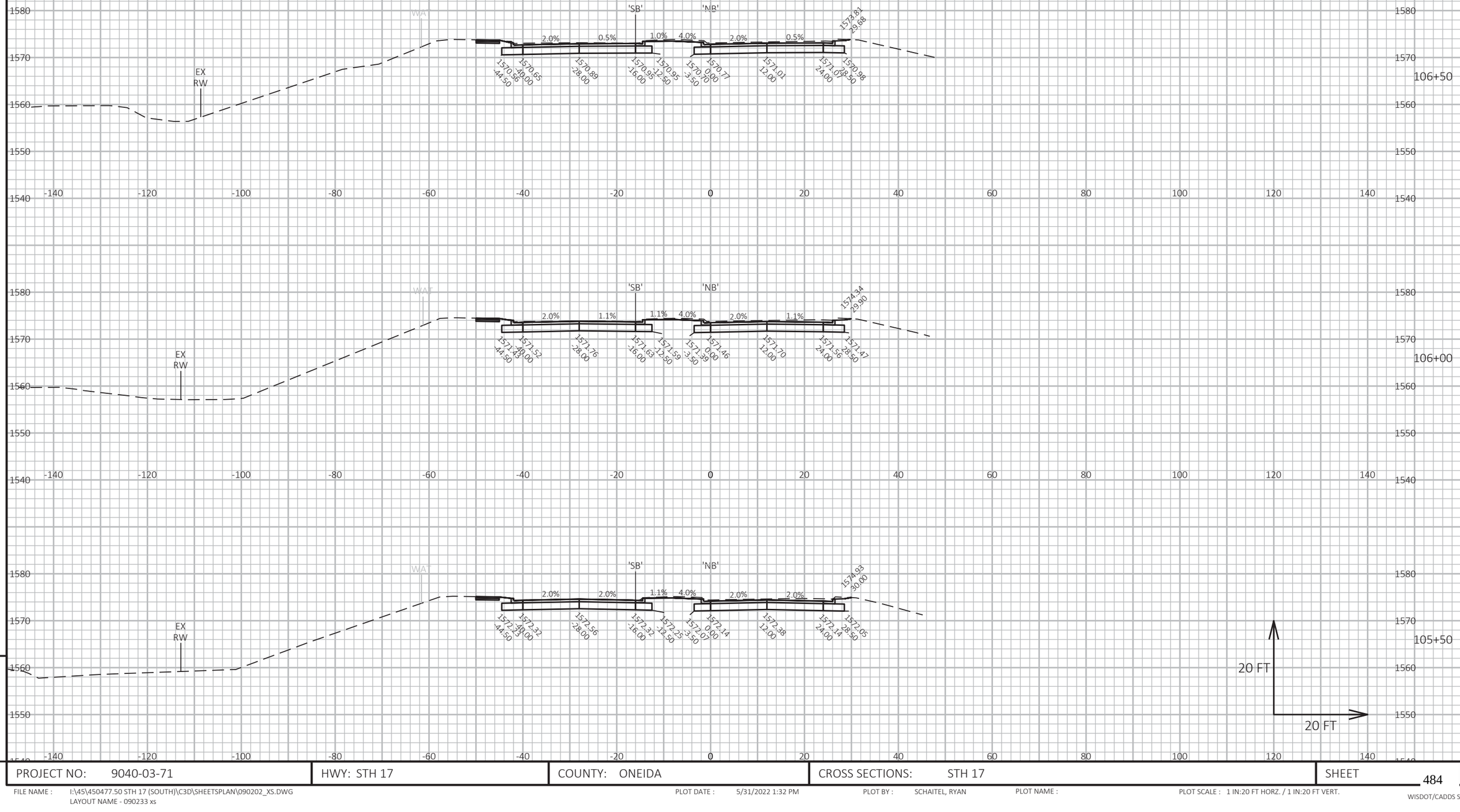
PLOT DATE : 5/31/2022 1:32 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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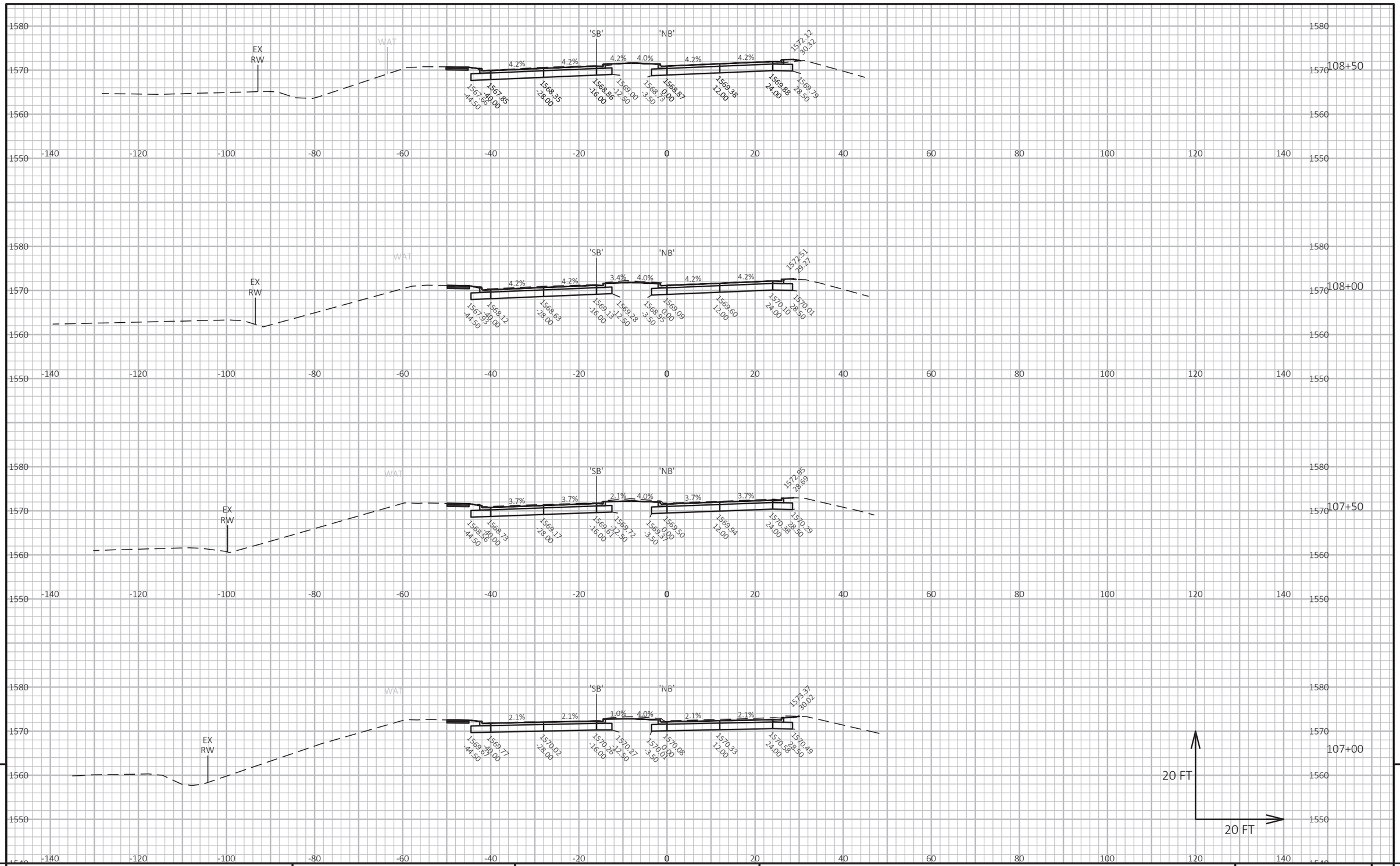
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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 484	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090233 xs

PLOT DATE : 5/31/2022 1:32 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 485	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090234 xs

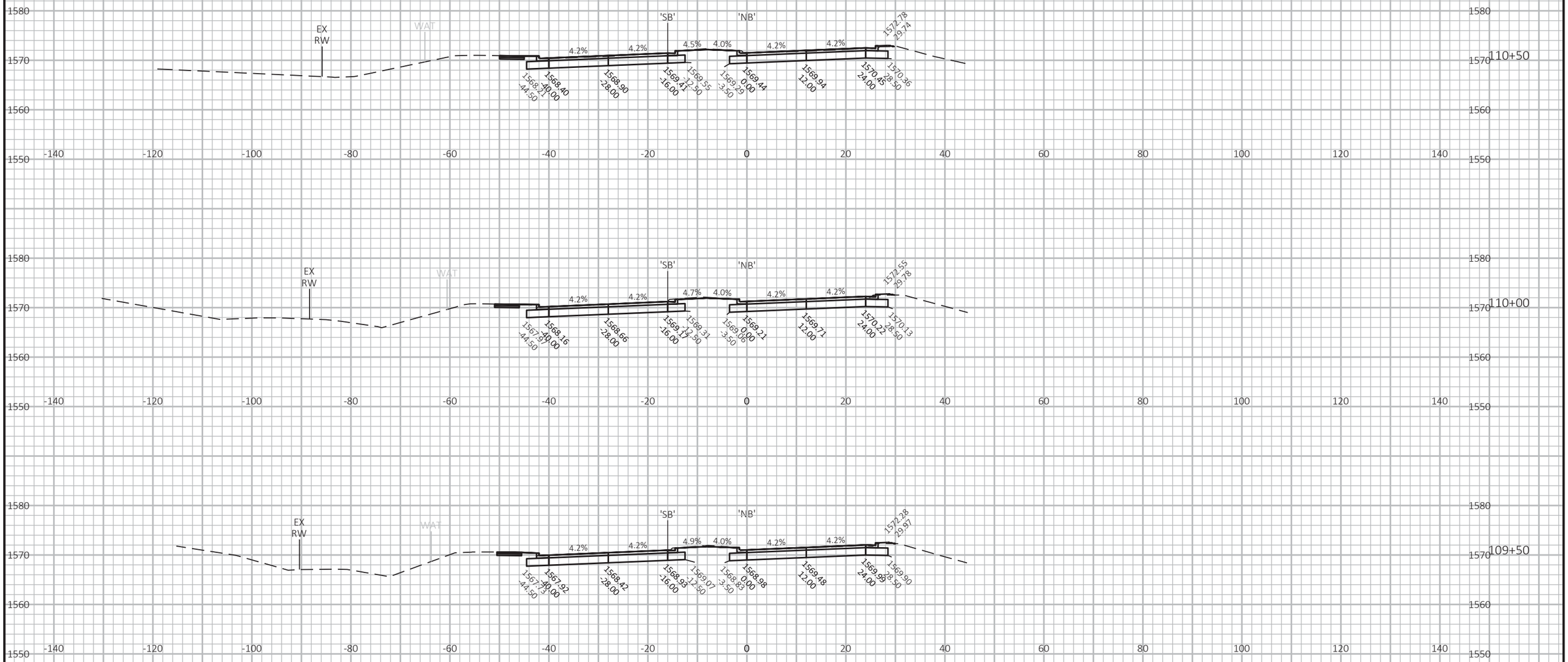
PLOT DATE : 5/31/2022 1:32 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 486	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090235 xs

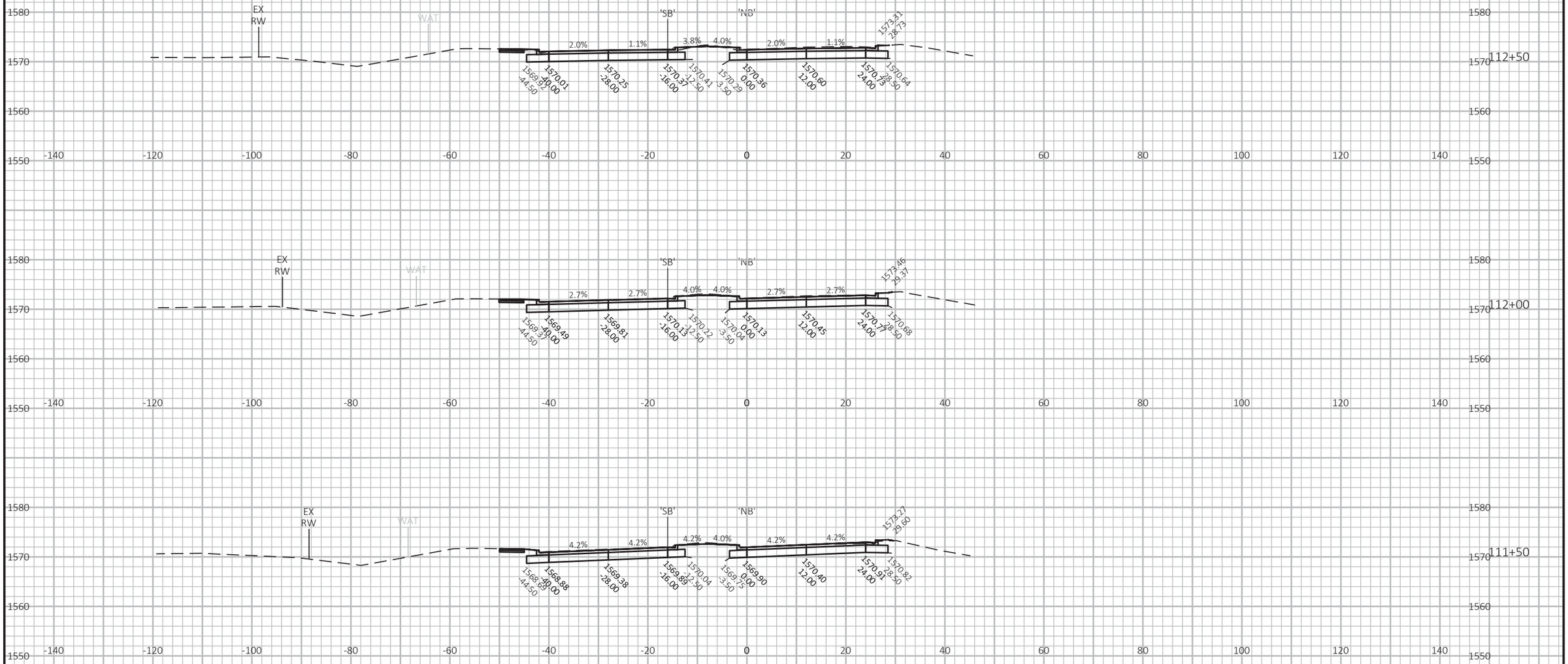
PLOT DATE : 5/31/2022 1:33 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 487	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090236 xs

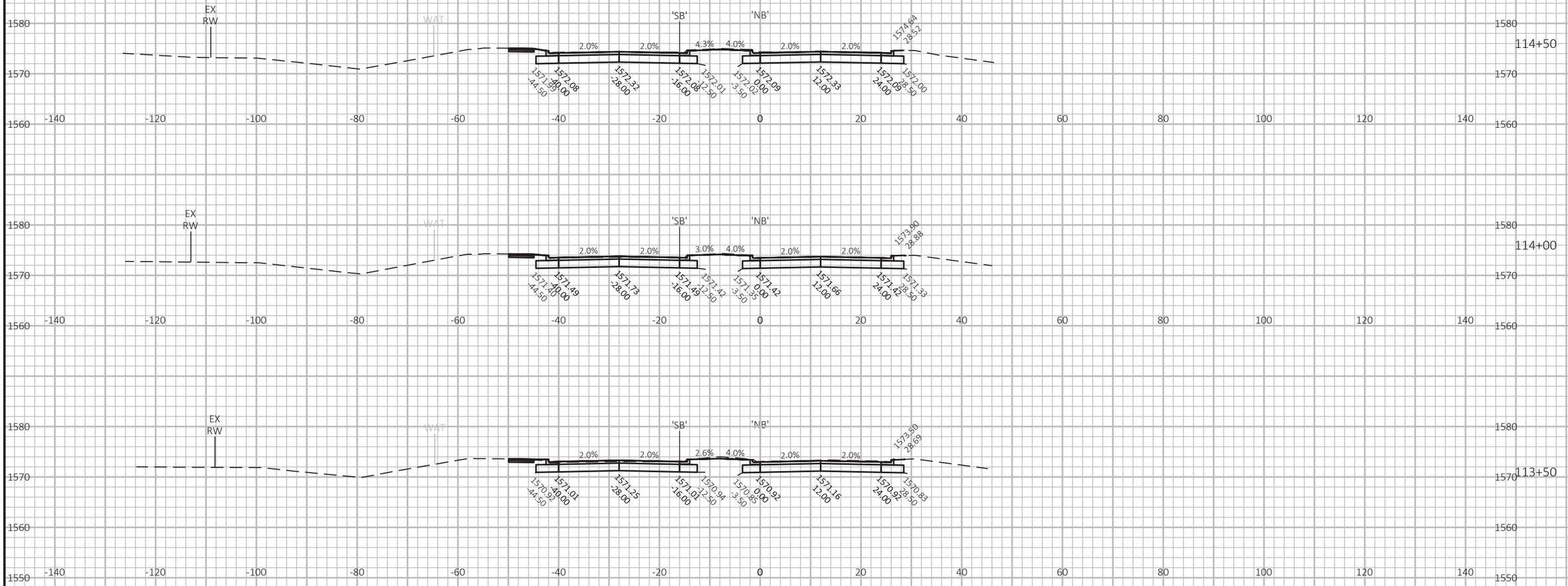
PLOT DATE : 5/31/2022 1:33 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 488	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090237 xs

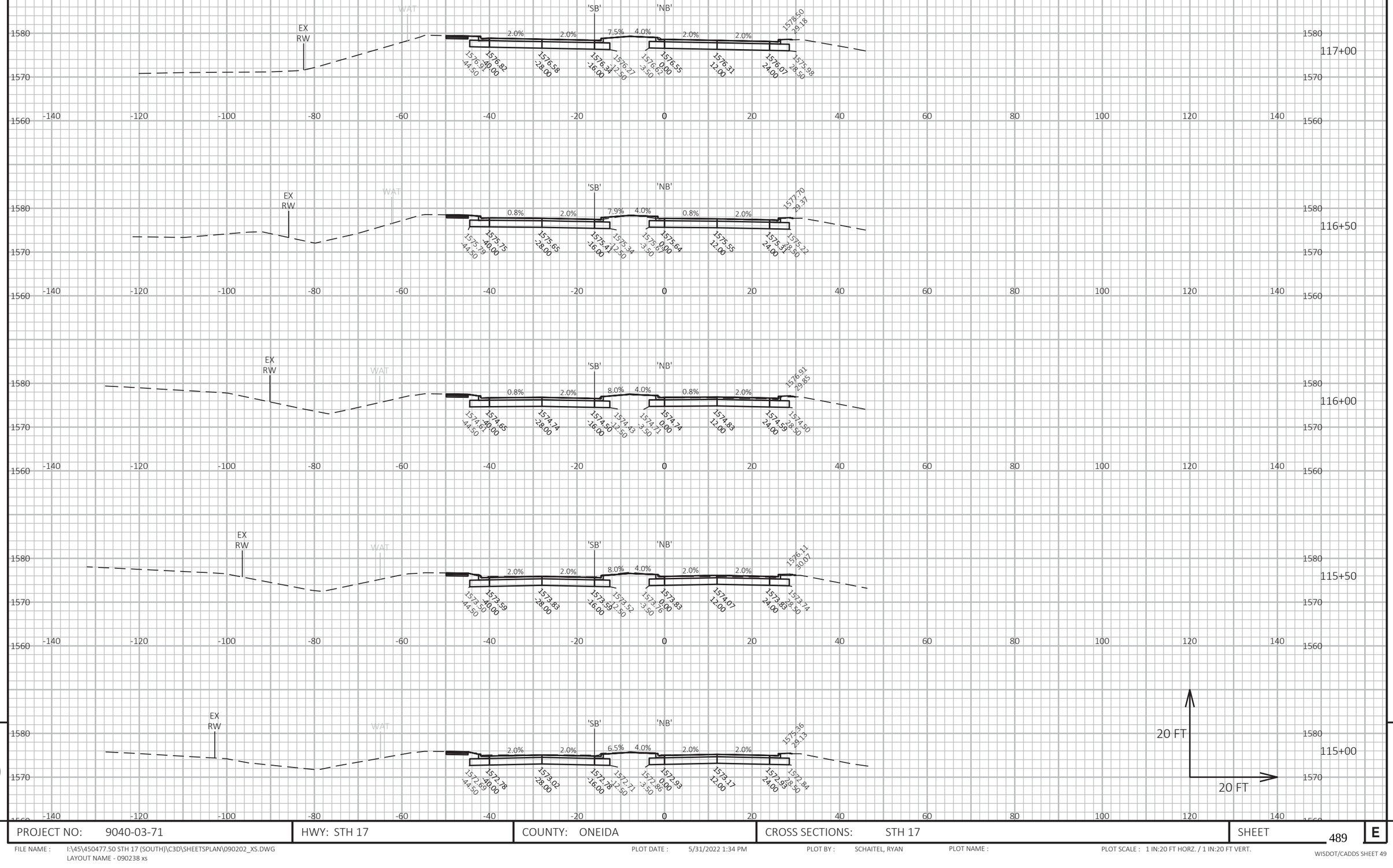
PLOT DATE : 5/31/2022 1:33 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 489	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090238 xs

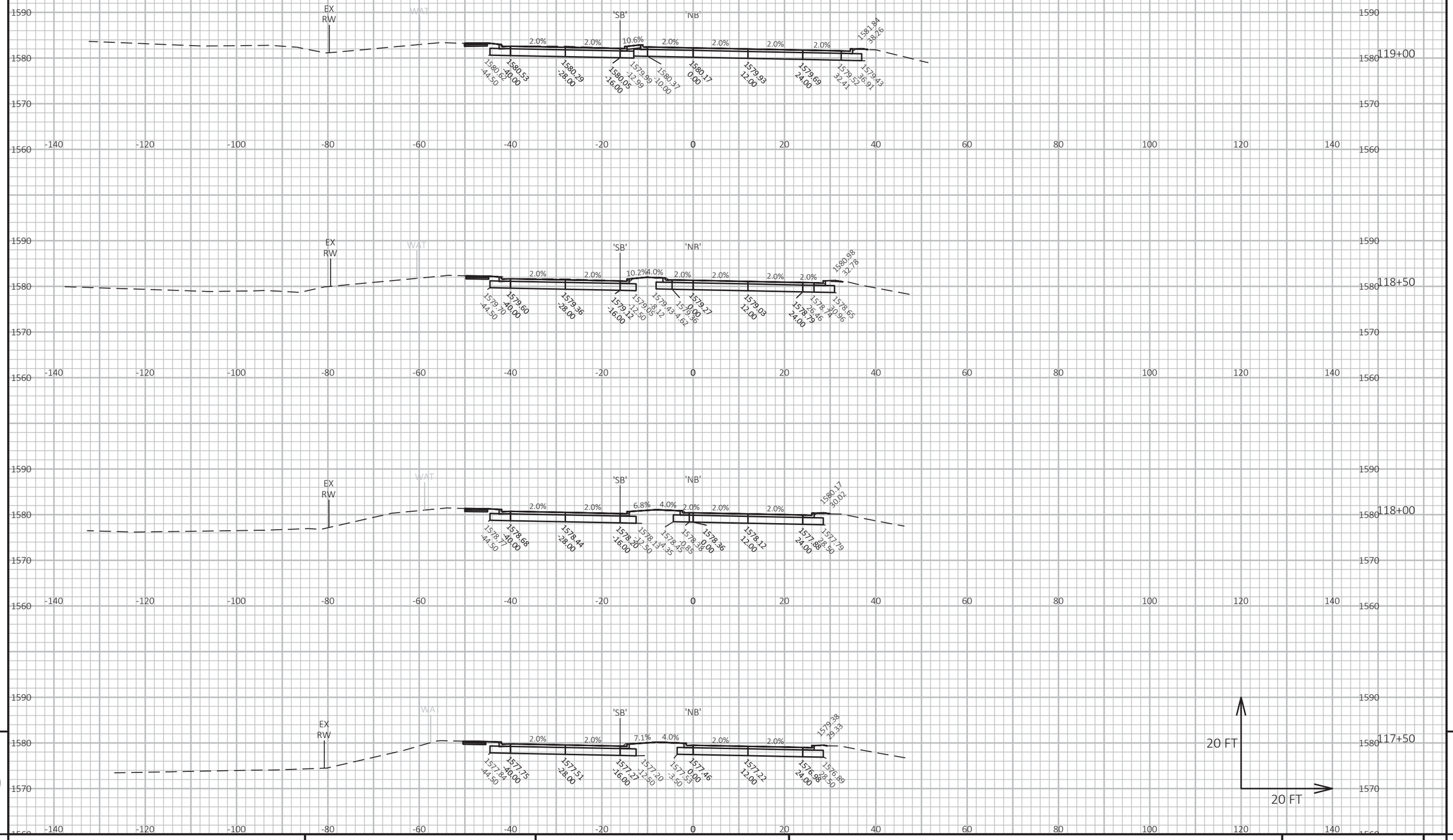
PLOT DATE : 5/31/2022 1:34 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 490	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090239 xs

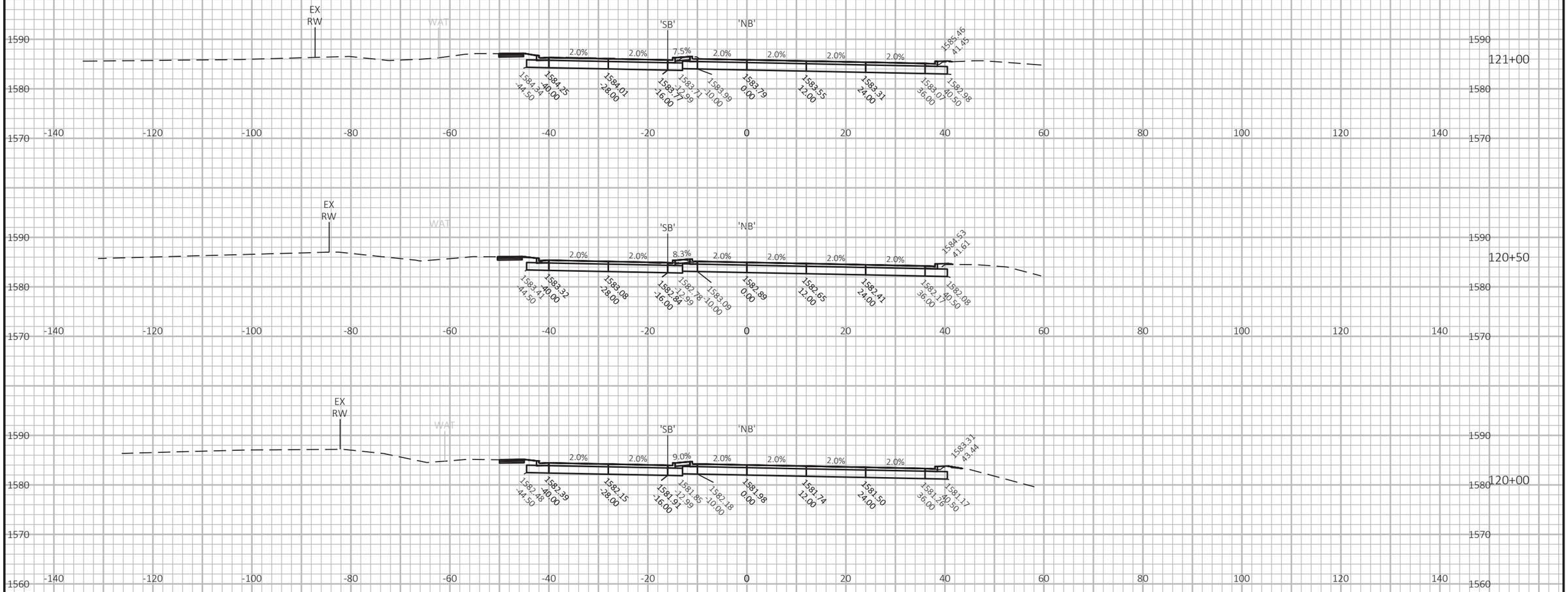
PLOT DATE : 5/31/2022 1:34 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 491	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090240 xs

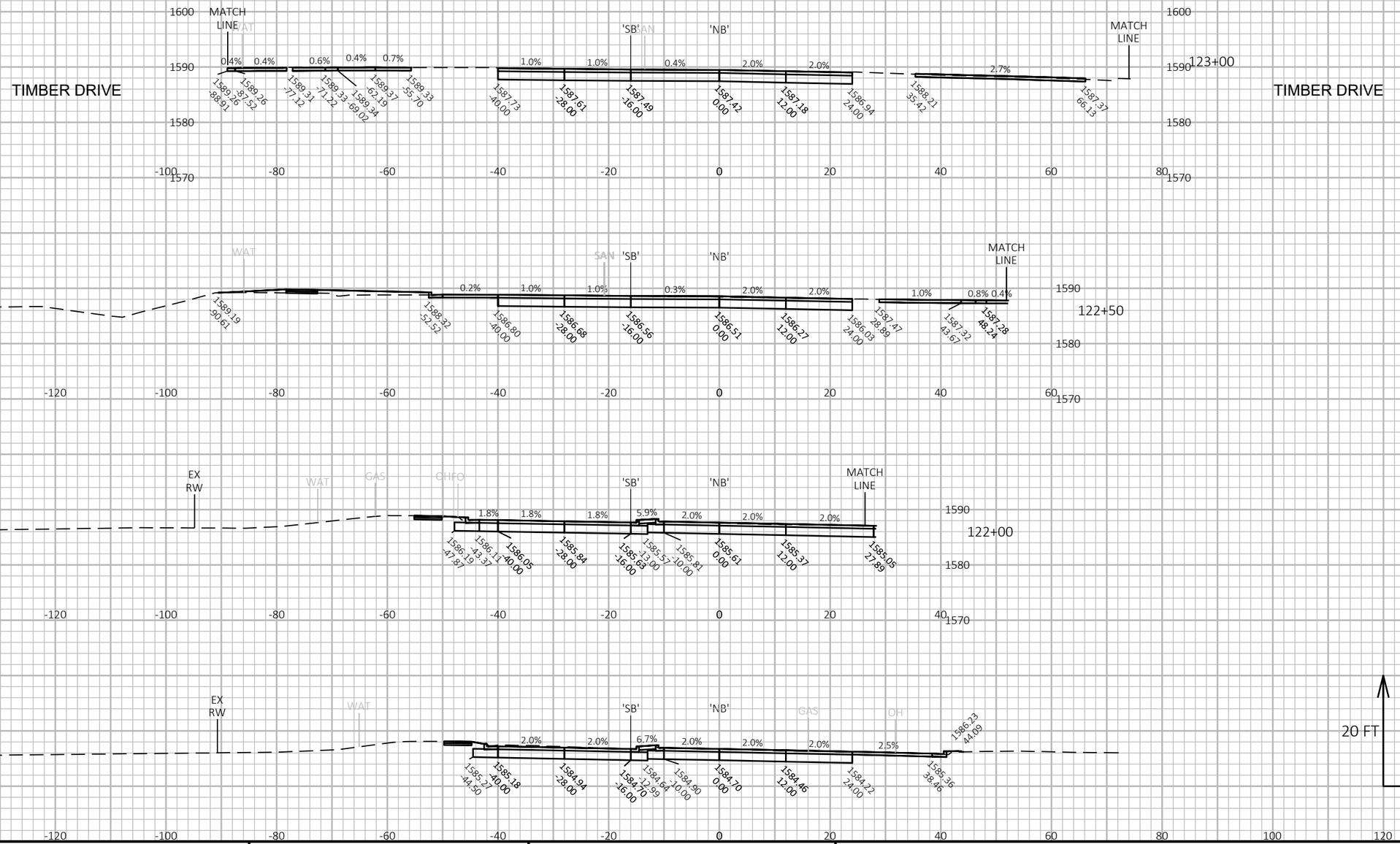
PLOT DATE : 5/31/2022 1:34 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



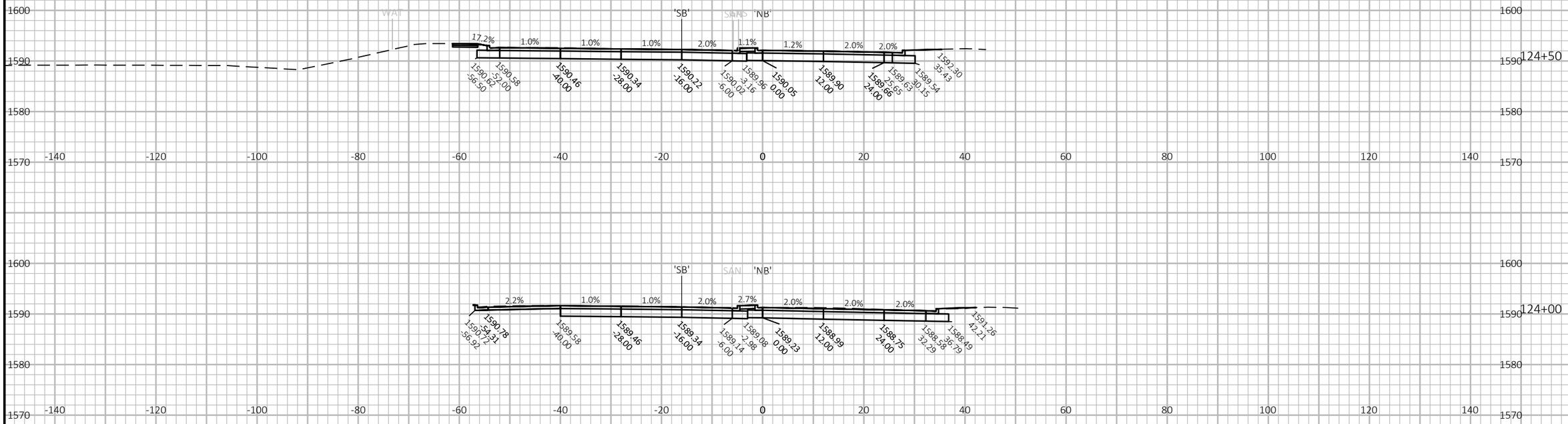
9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 492	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090241 xs

PLOT DATE : 7/25/2022 9:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 493	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 090242 xs

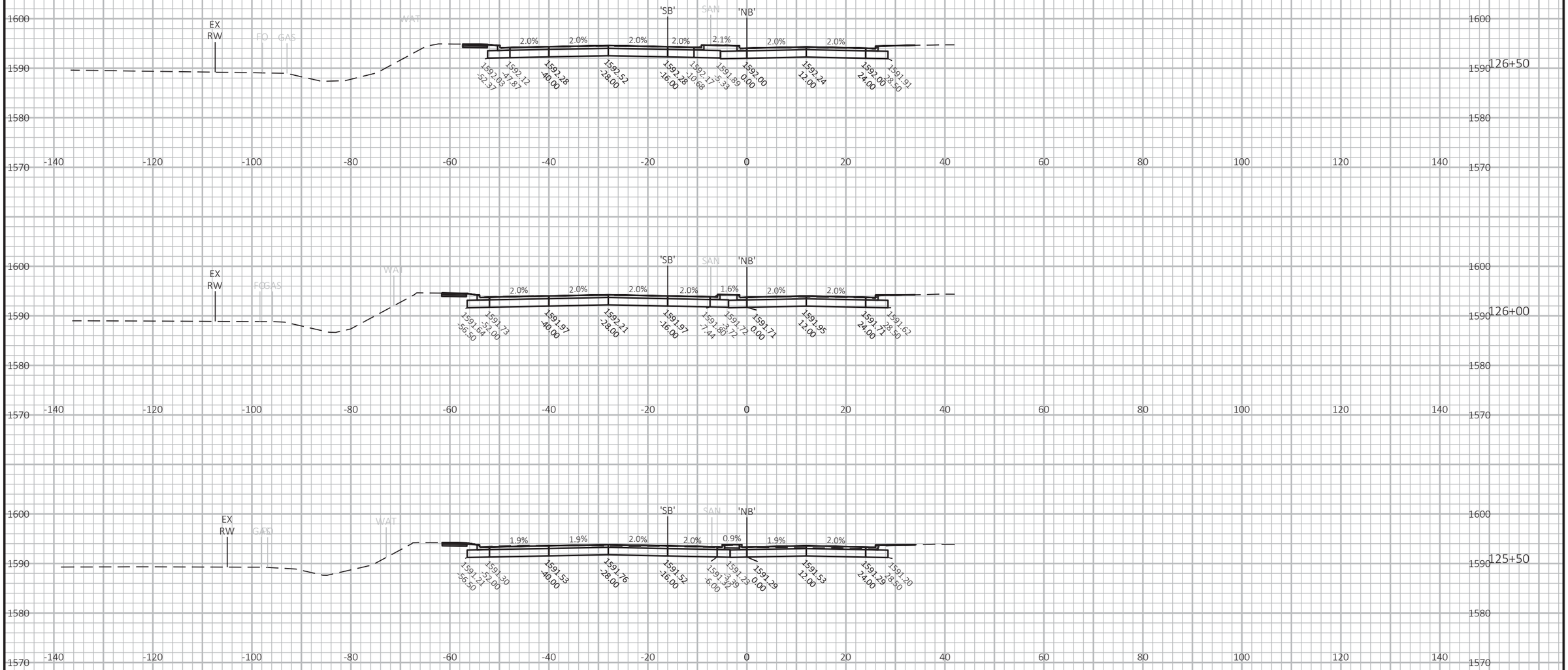
PLOT DATE : 7/25/2022 9:14 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 494	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090243 xs

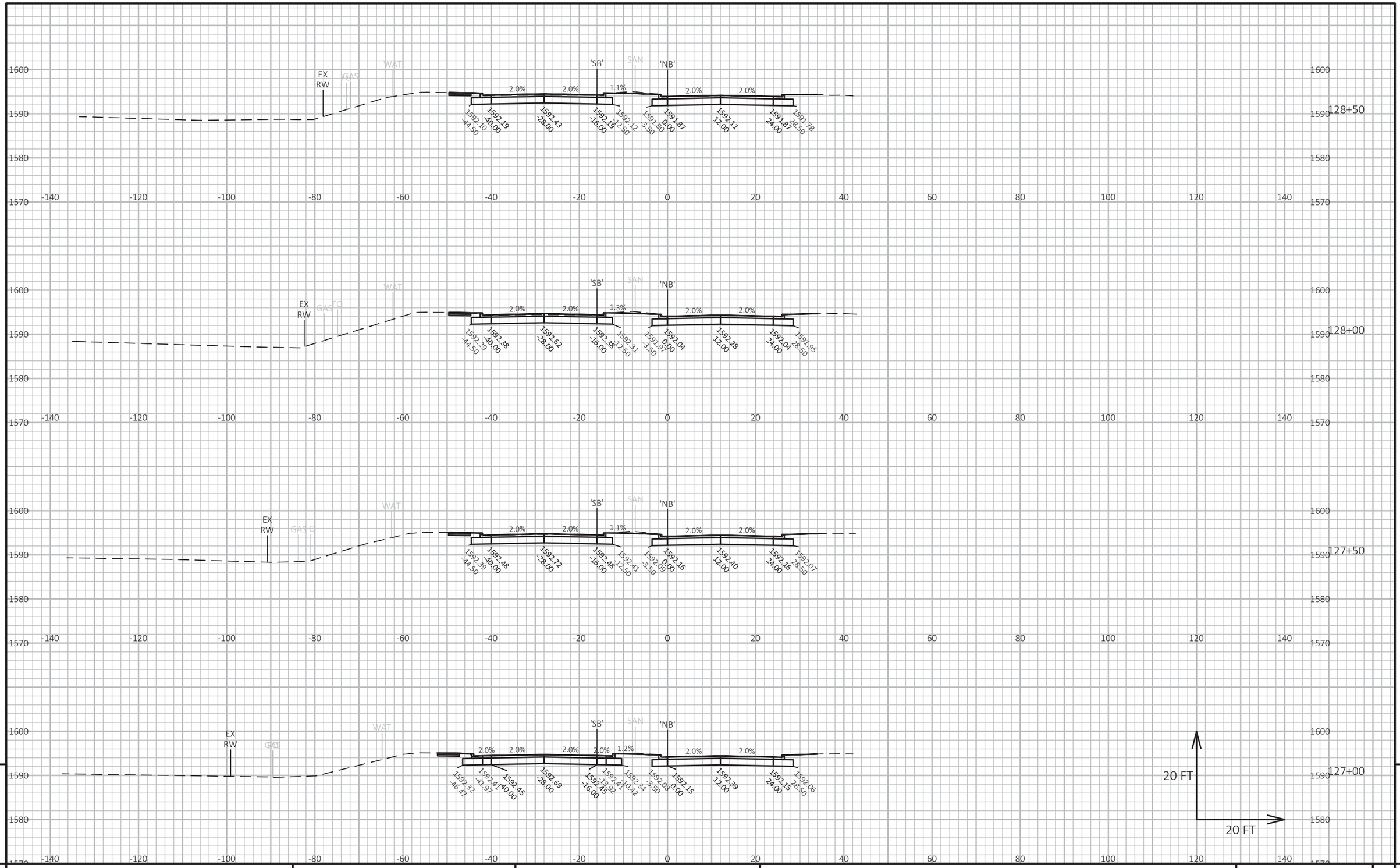
PLOT DATE : 5/31/2022 1:38 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 495	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090244 xs

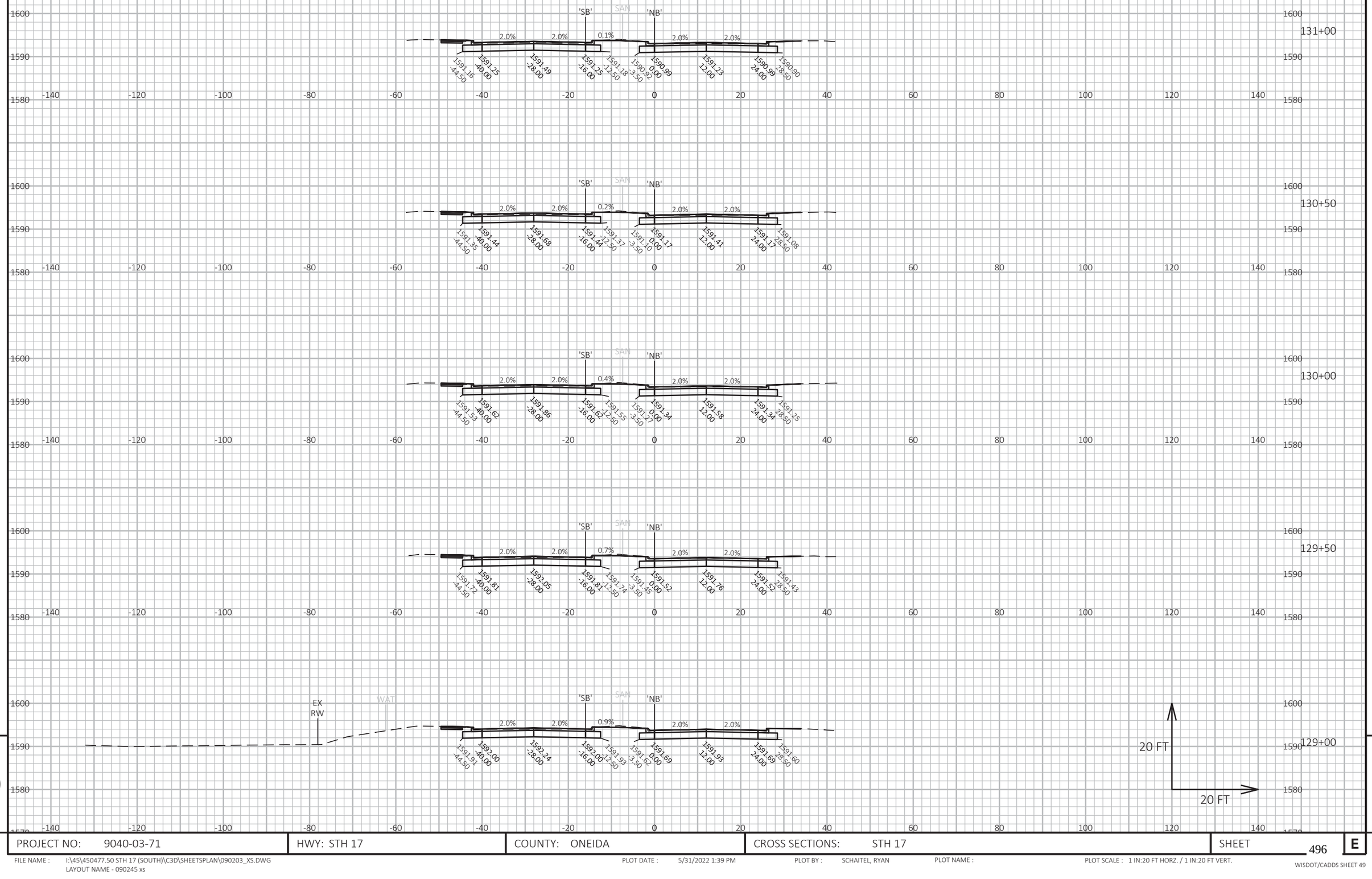
PLOT DATE : 5/31/2022 1:38 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

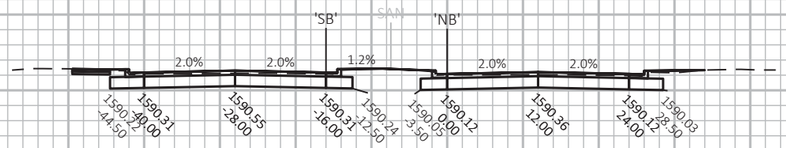
9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 496	E

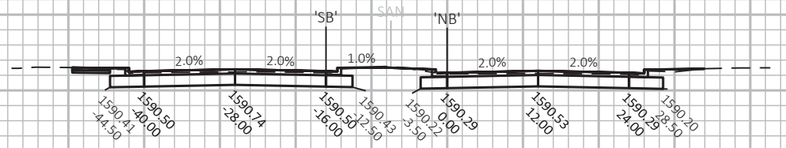
FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090245 xs

PLOT DATE : 5/31/2022 1:39 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

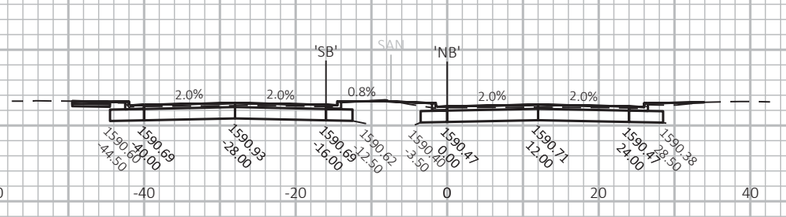
WISDOT/CADDS SHEET 49



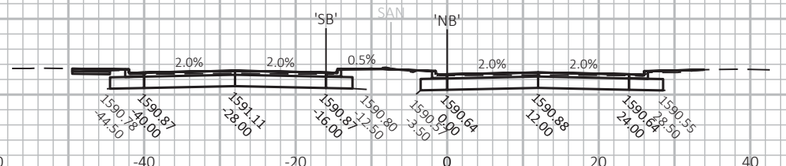
133+50



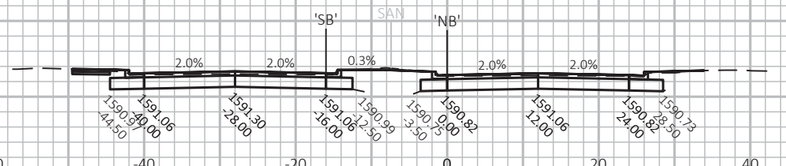
133+00



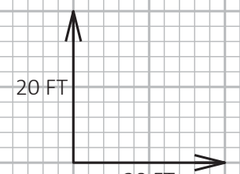
132+50



132+00



131+50



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 497	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090246 xs

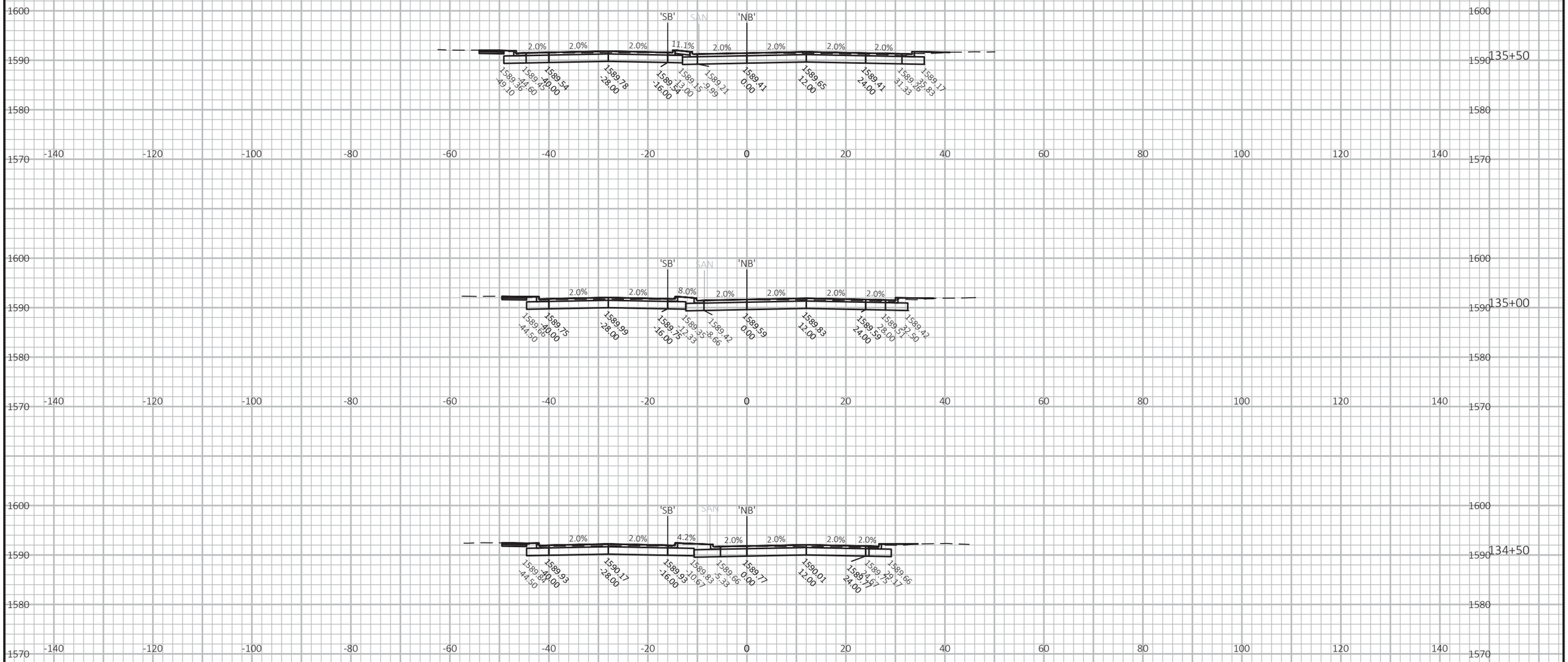
PLOT DATE : 5/31/2022 1:39 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 498	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090247 xs

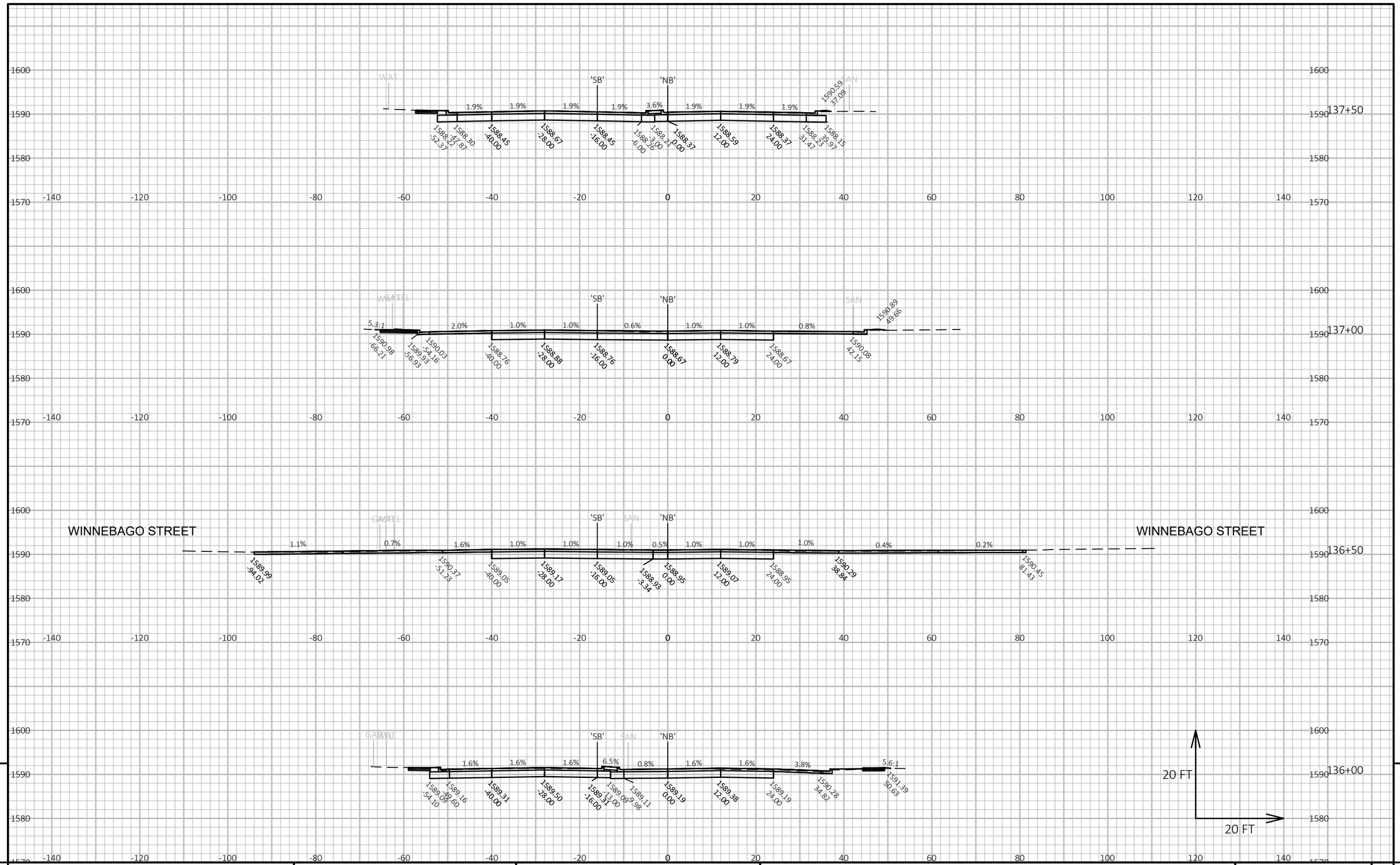
PLOT DATE : 5/31/2022 1:39 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 499	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090248 xs

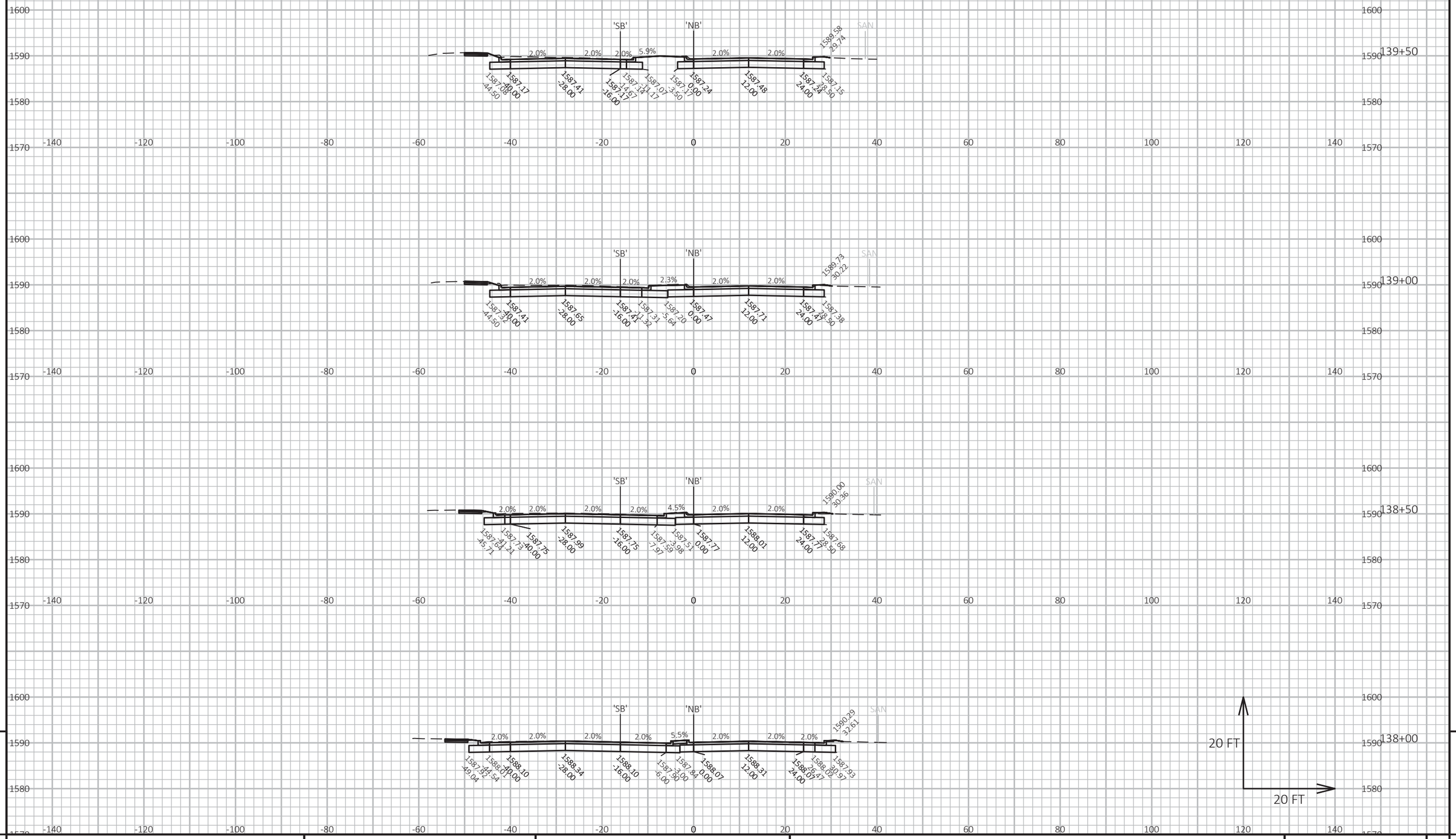
PLOT DATE : 7/25/2022 9:20 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 500	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090249 xs

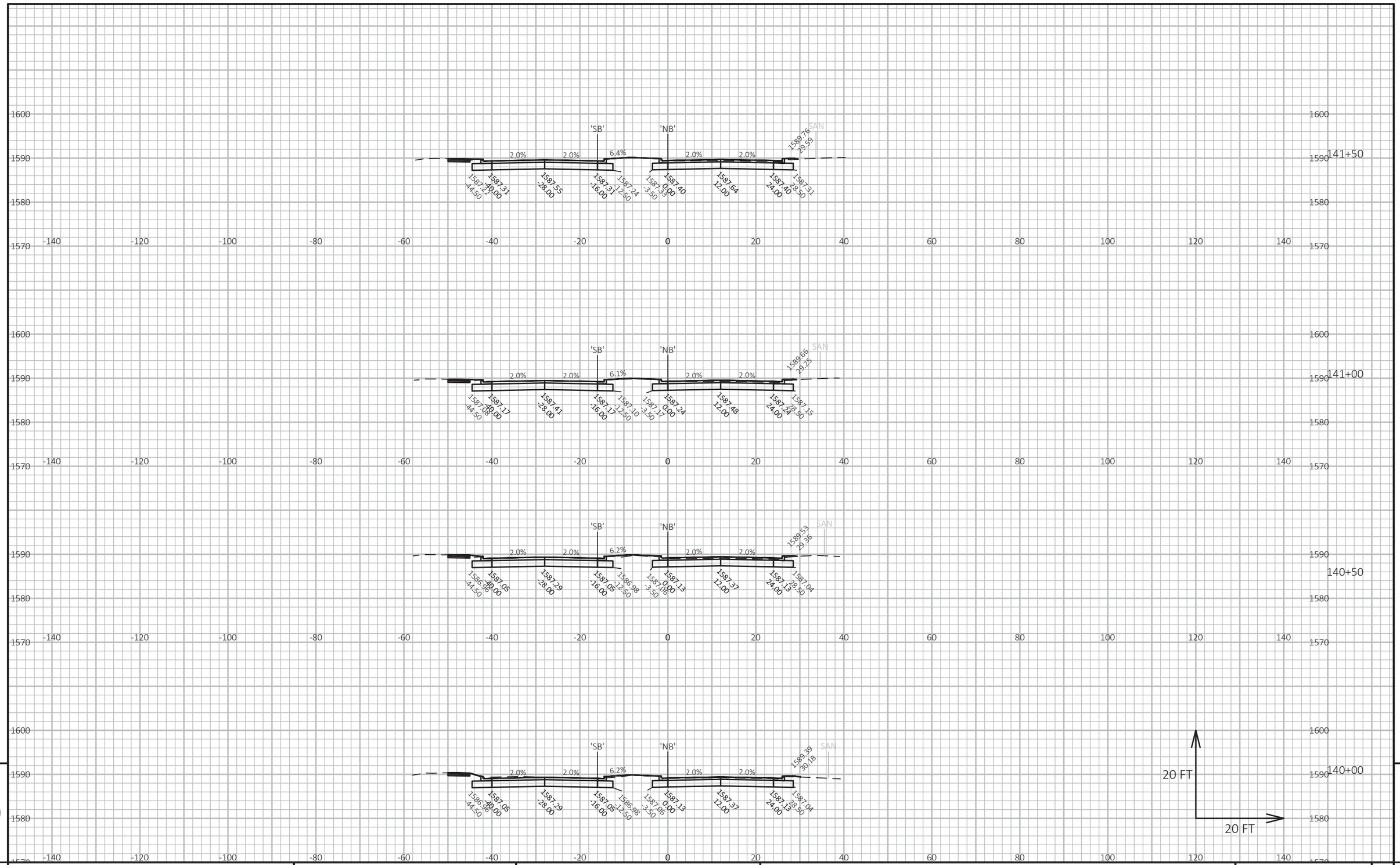
PLOT DATE : 5/31/2022 1:40 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 501	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090250 xs

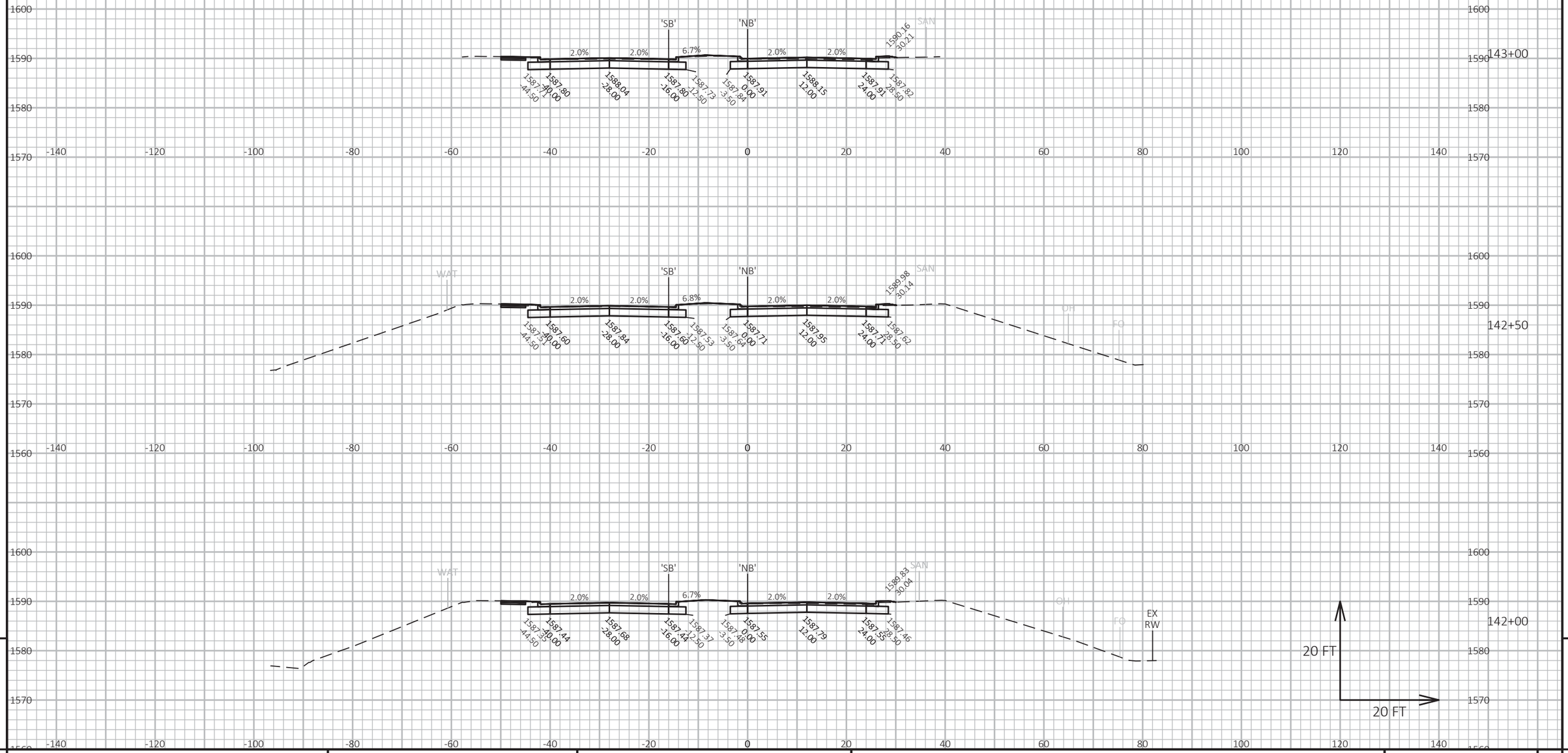
PLOT DATE : 5/31/2022 1:40 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 502	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090251 xs

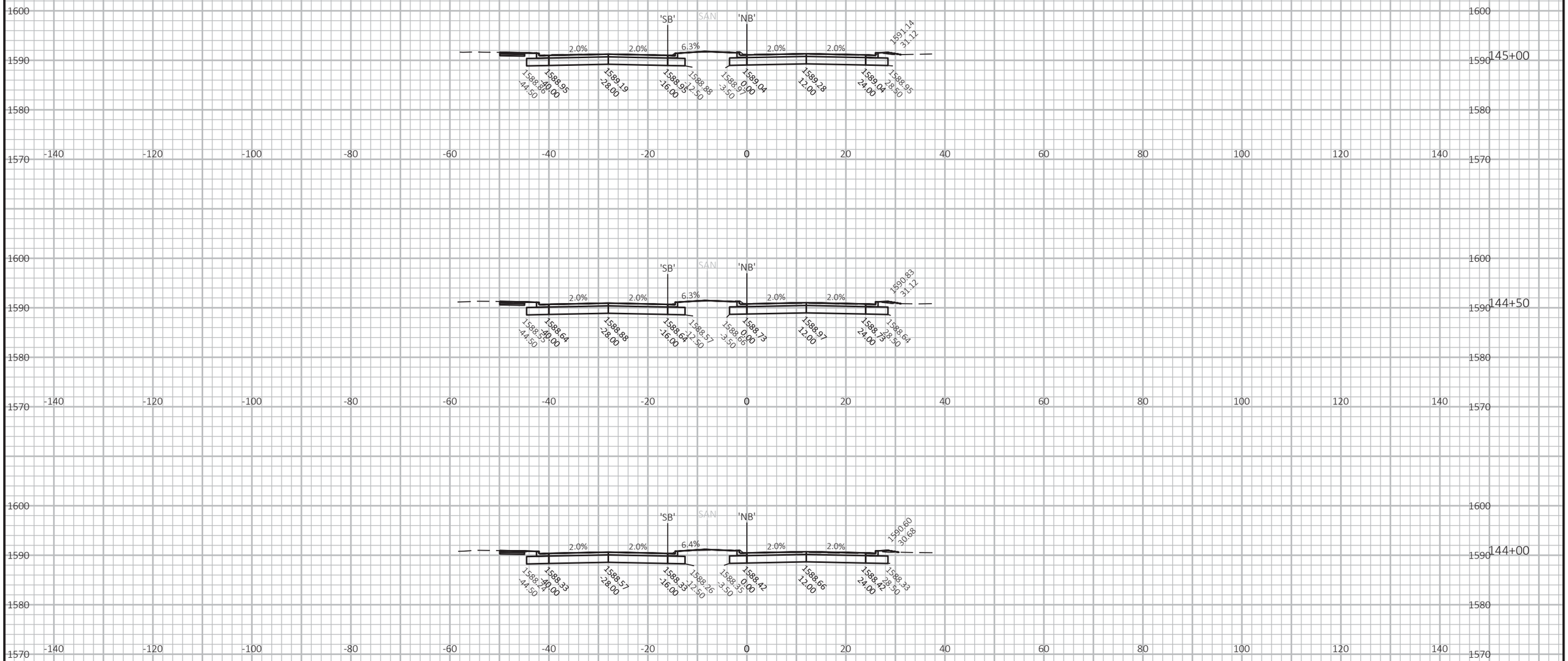
PLOT DATE : 5/31/2022 1:41 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

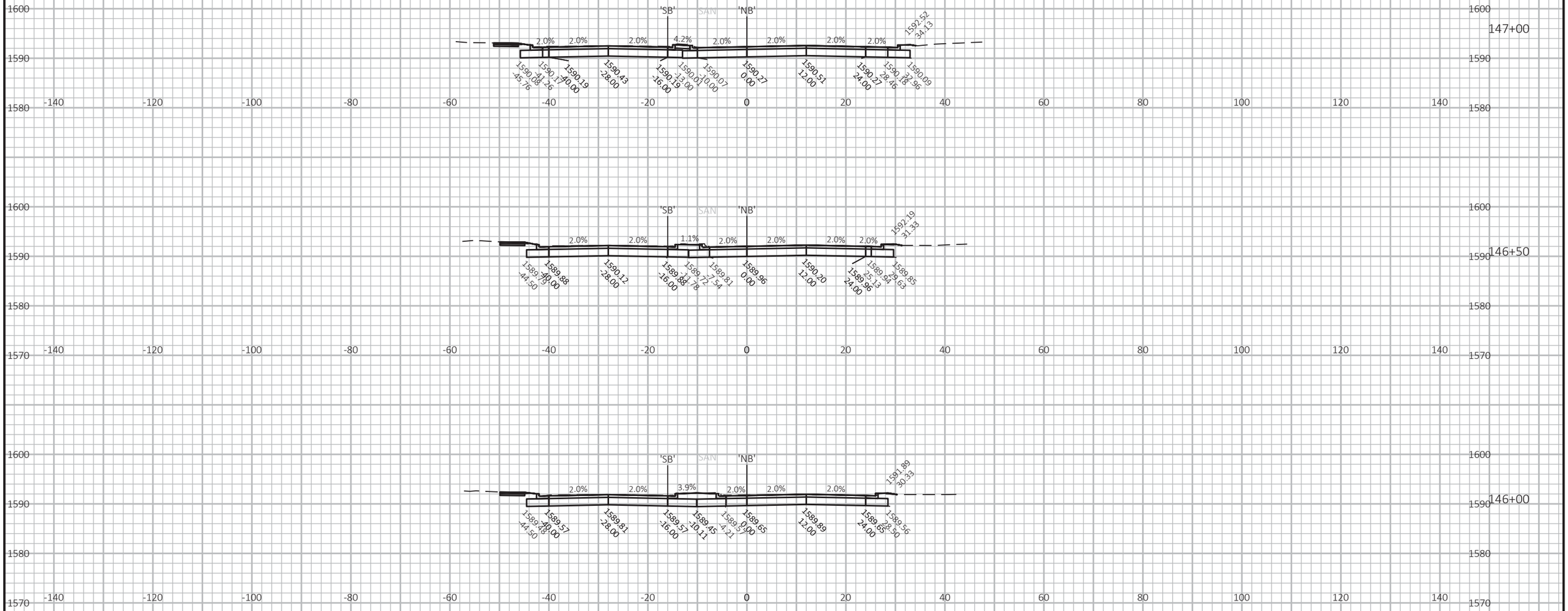
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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 503	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090252 xs

PLOT DATE : 5/31/2022 1:41 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 504	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090253 xs

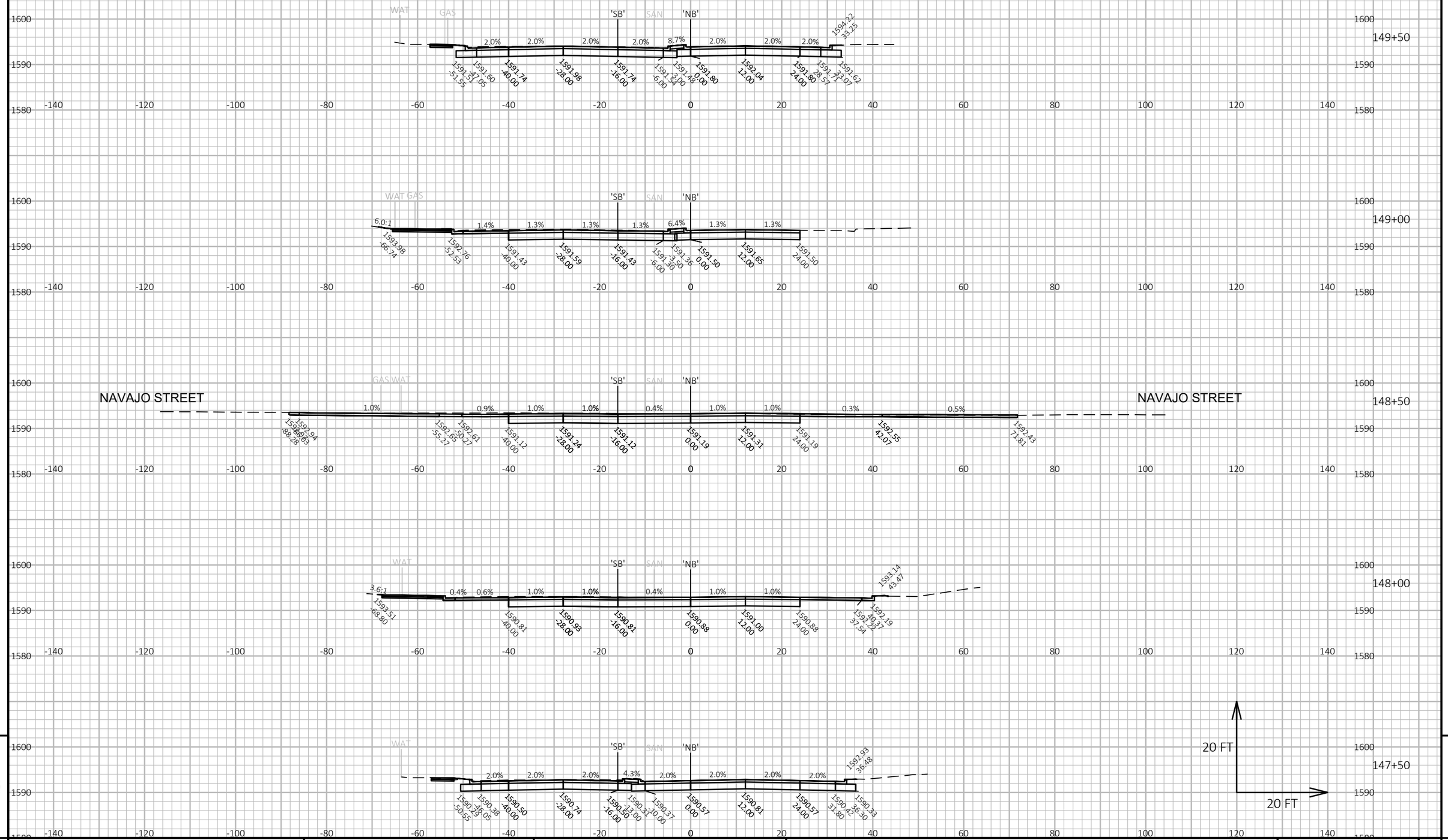
PLOT DATE : 5/31/2022 1:41 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 505 E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090254 xs

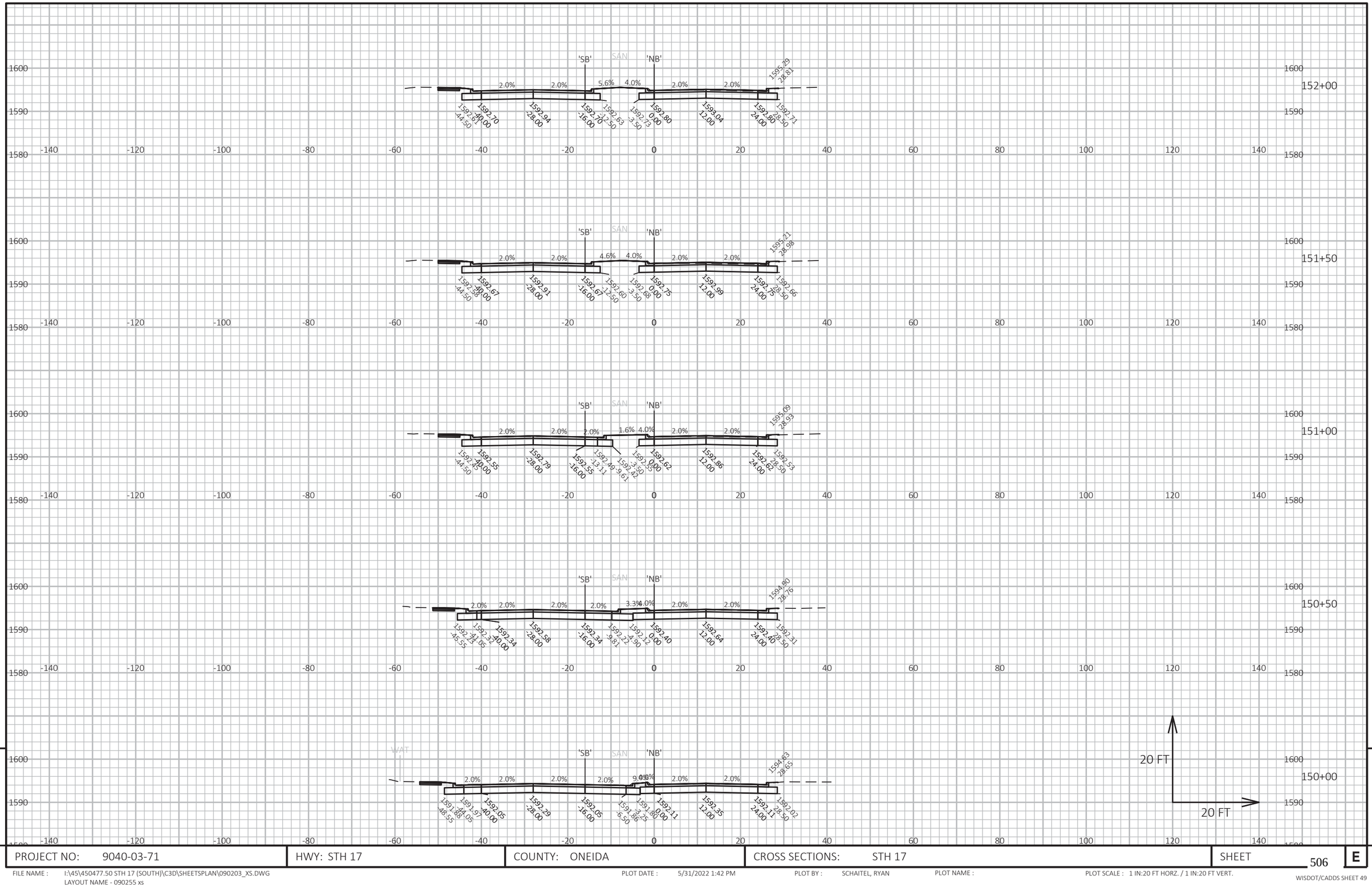
PLOT DATE : 7/25/2022 9:24 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 506	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090255 xs

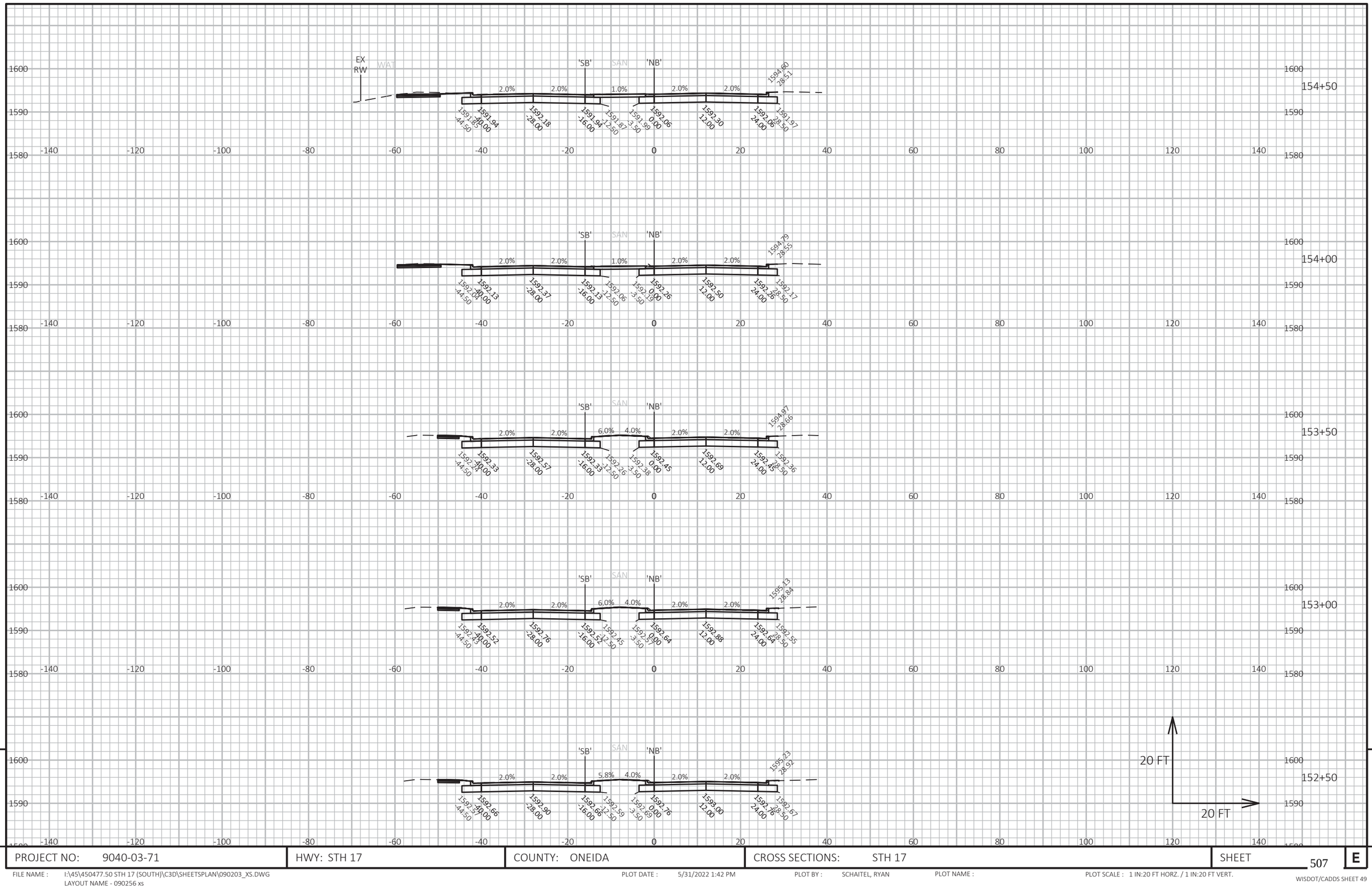
PLOT DATE : 5/31/2022 1:42 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 507	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090256 xs

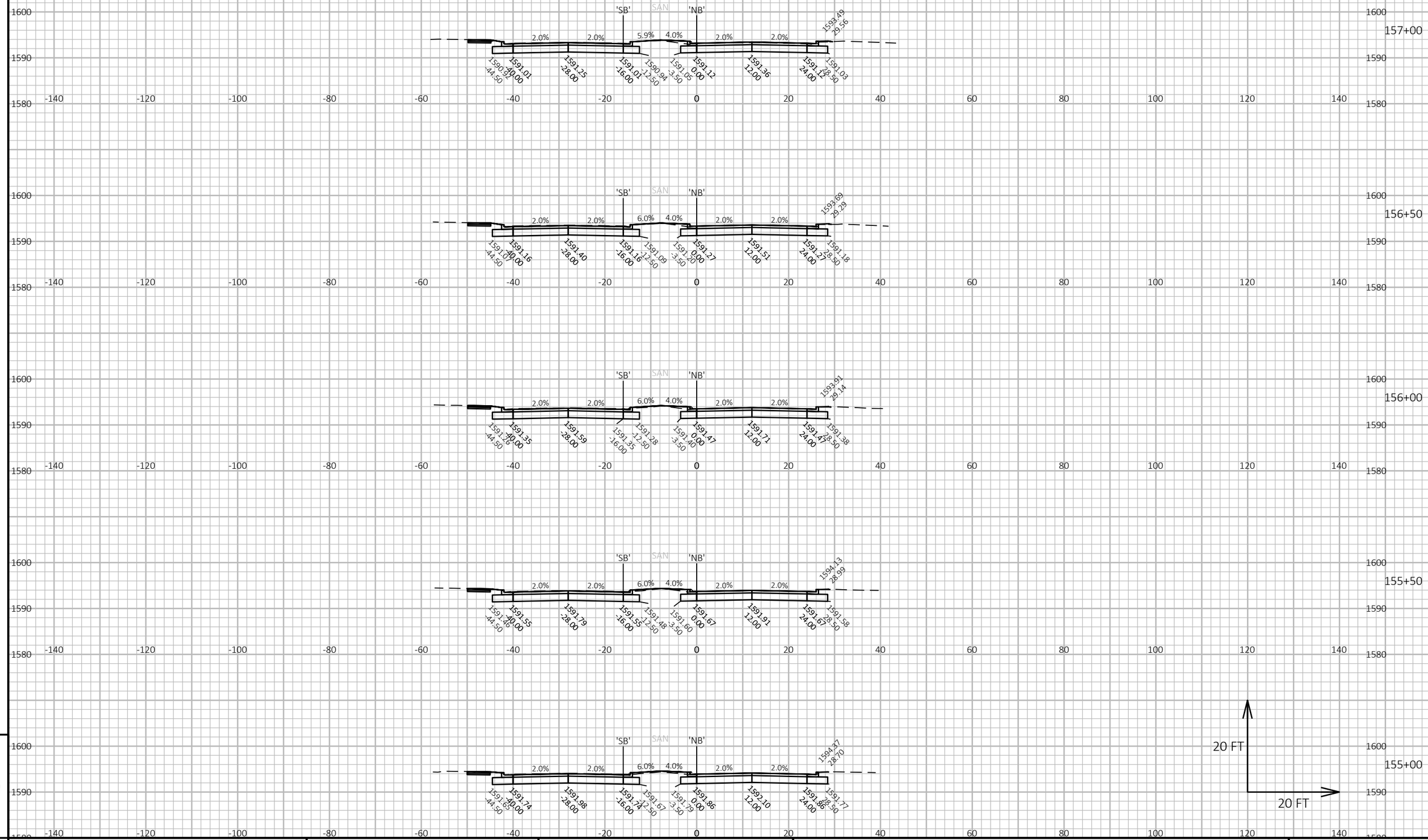
PLOT DATE : 5/31/2022 1:42 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

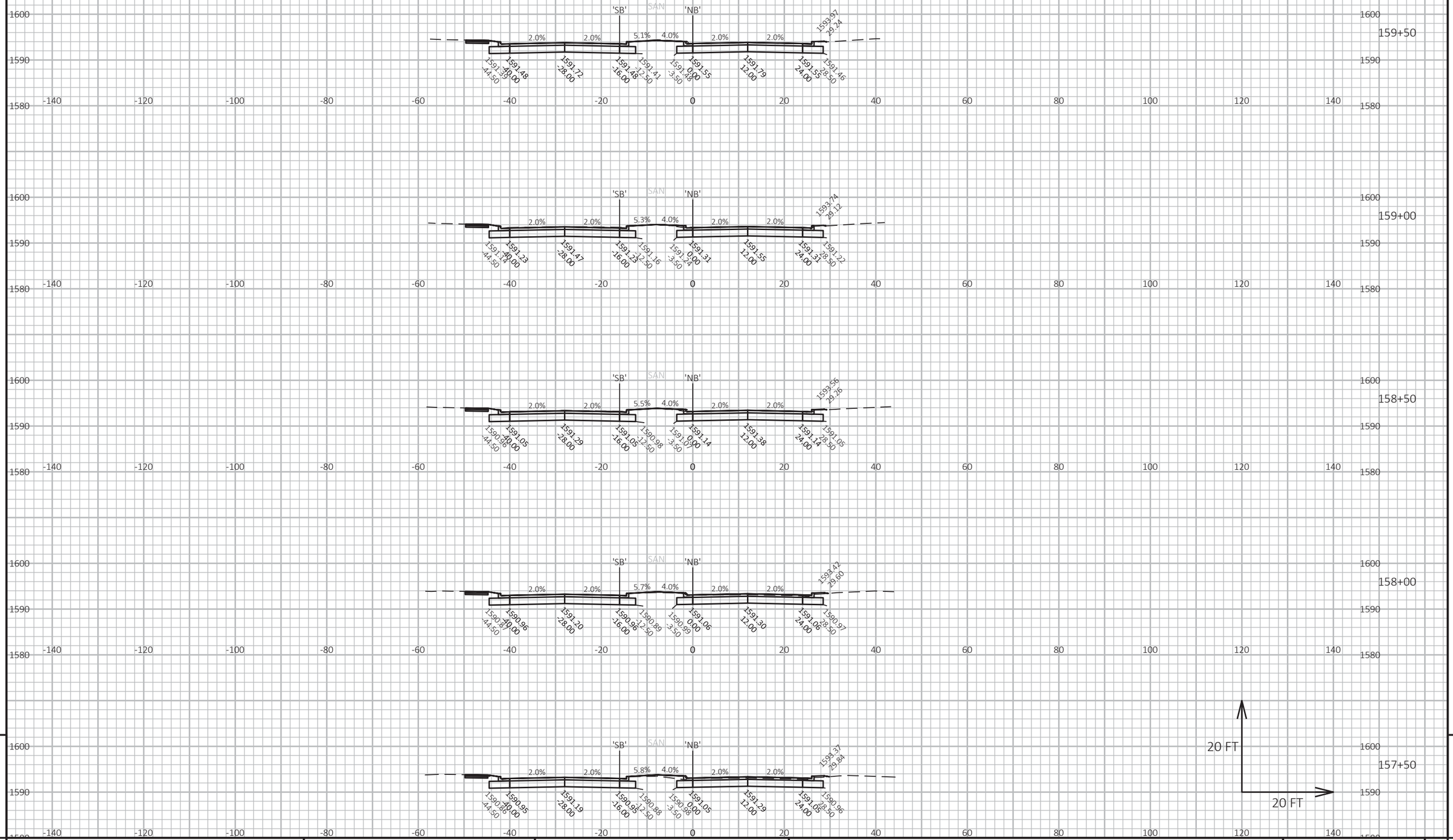
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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 508	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090257 xs

PLOT DATE : 7/20/2022 11:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

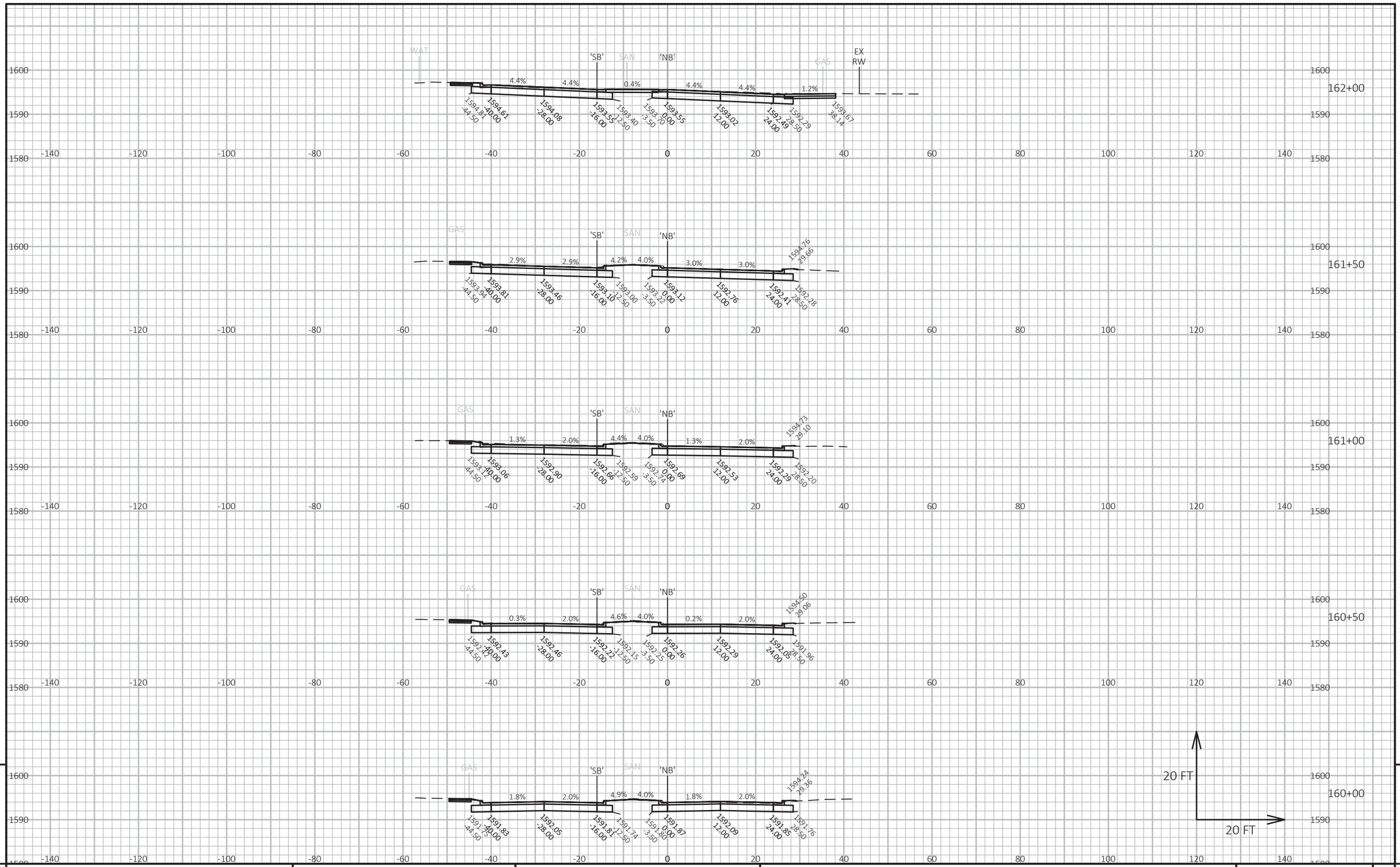
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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 509	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090258 xs

PLOT DATE : 5/31/2022 1:43 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 510	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090259 xs

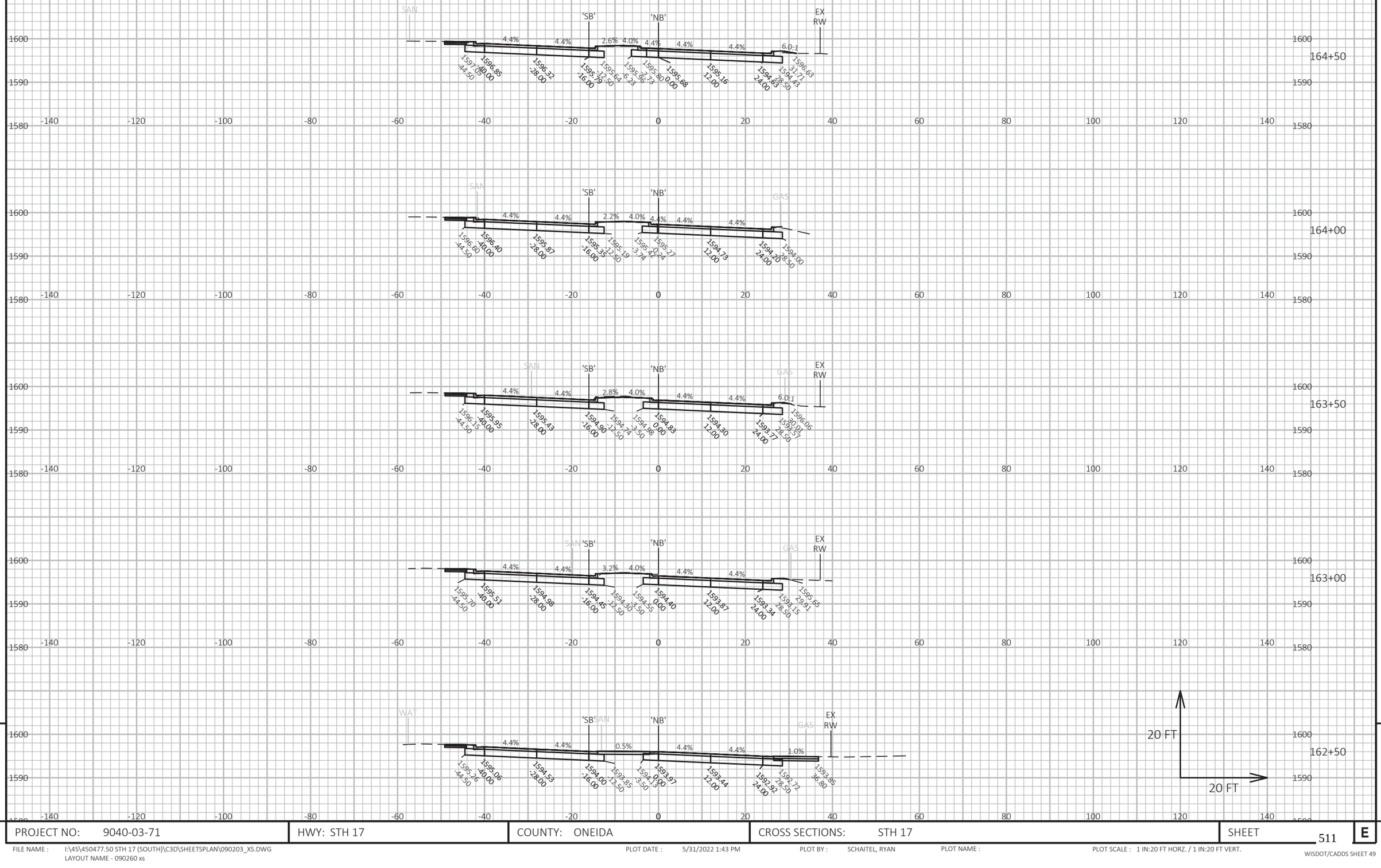
PLOT DATE : 5/31/2022 1:43 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 511	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090260 xs

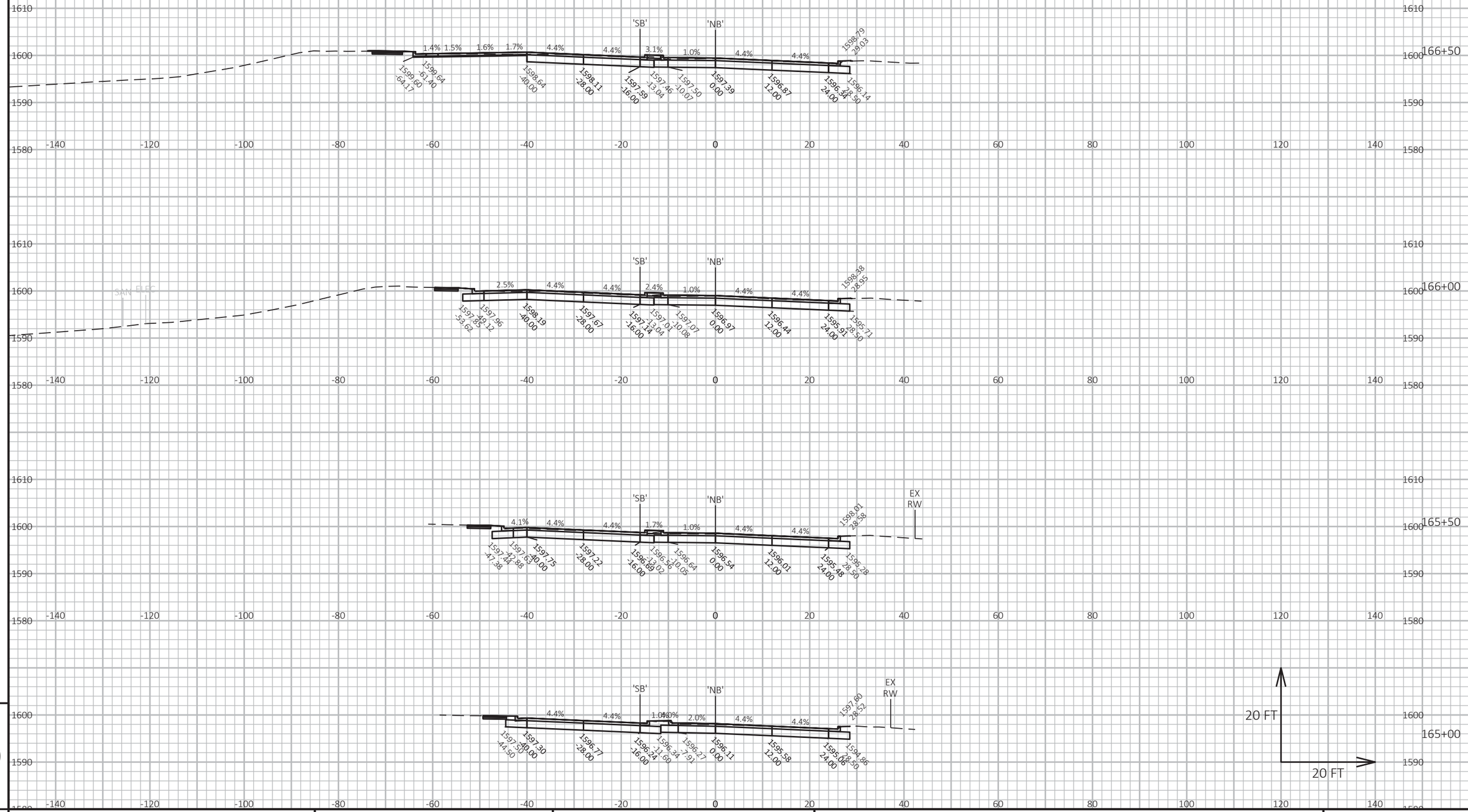
PLOT DATE : 5/31/2022 1:43 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 512	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090261 xs

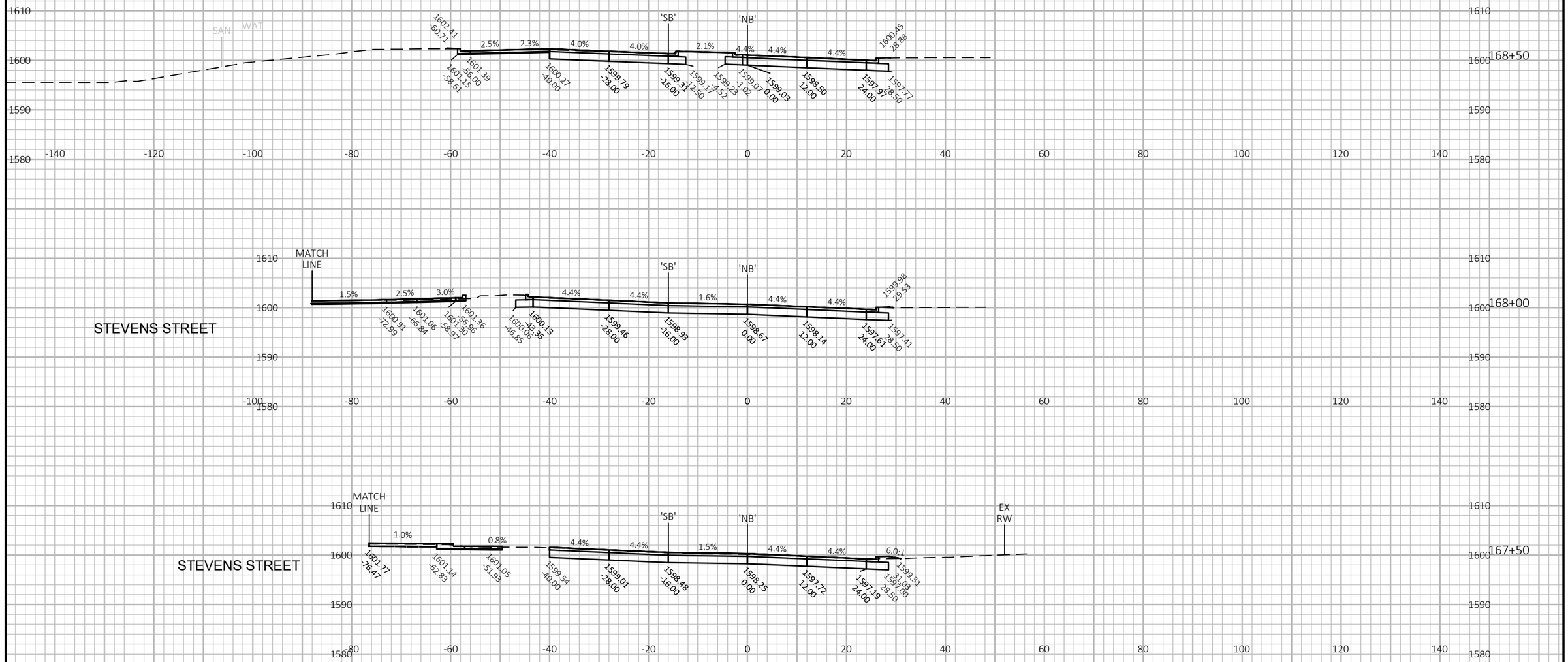
PLOT DATE : 5/31/2022 1:44 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

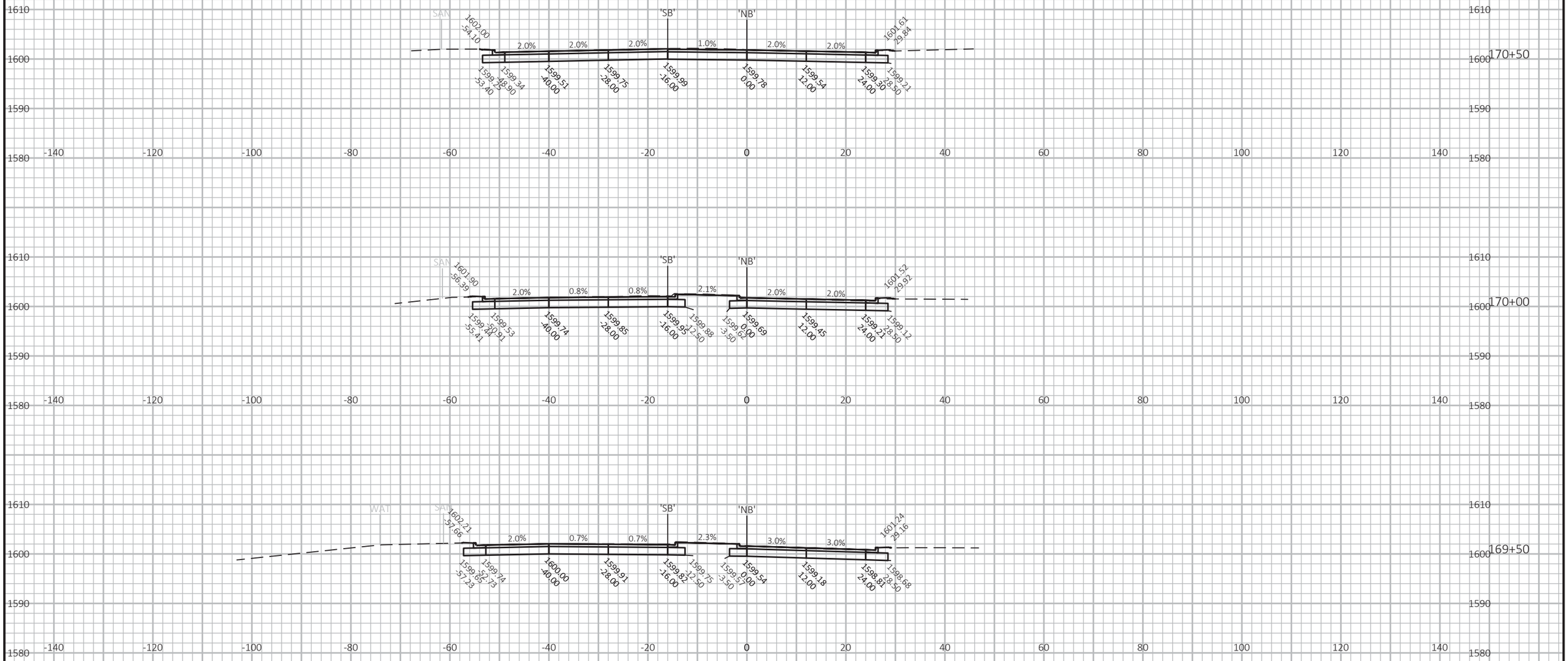
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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 513	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090262 xs

PLOT DATE : 7/25/2022 9:26 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 514	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090263 xs

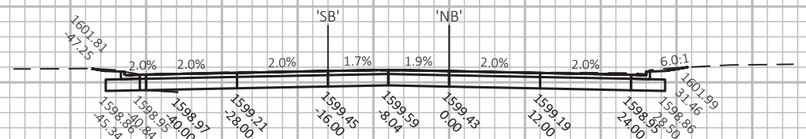
PLOT DATE : 5/31/2022 1:44 PM

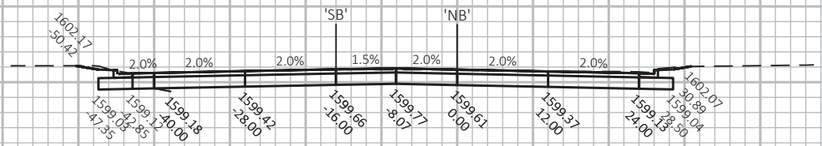
PLOT BY : SCHAITEL, RYAN

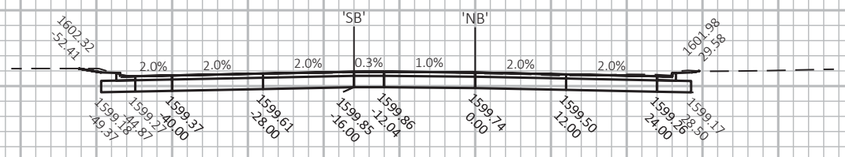
PLOT NAME :

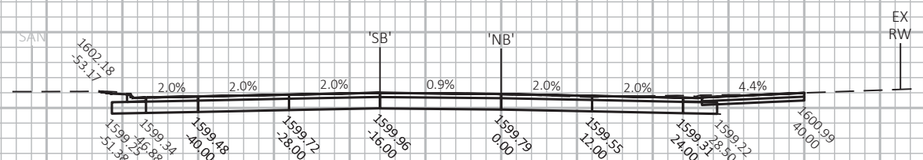
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

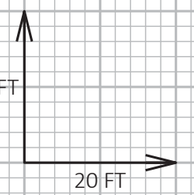
WISDOT/CADDS SHEET 49











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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 515	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090264 xs

PLOT DATE : 5/31/2022 1:45 PM

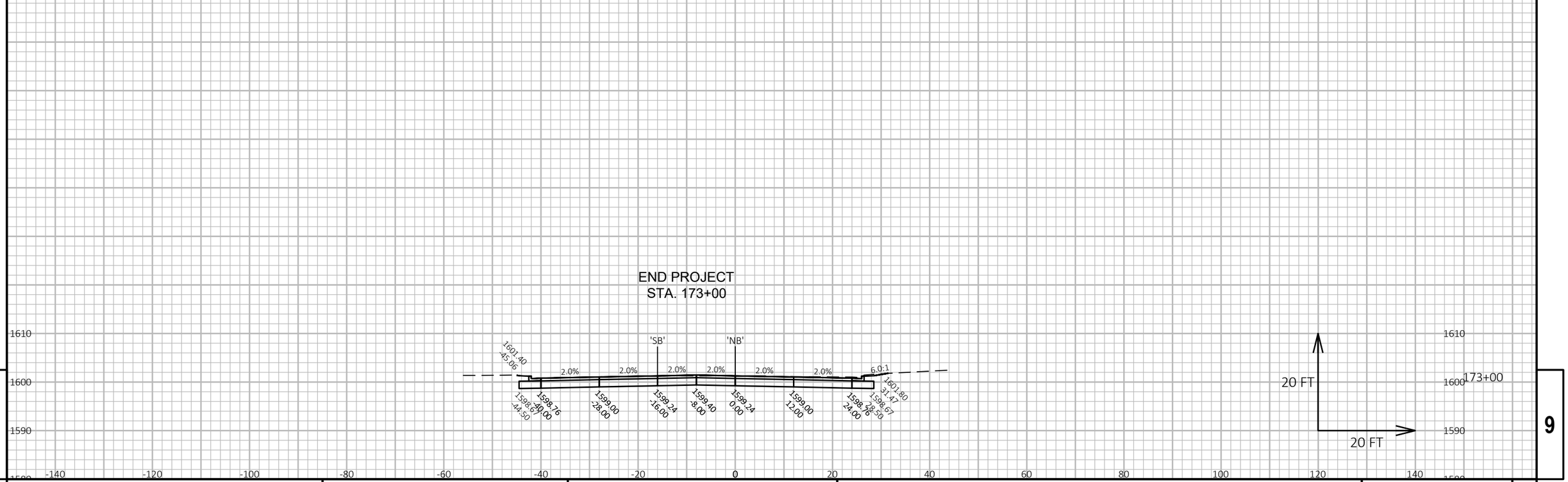
PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

END PROJECT
STA. 173+00



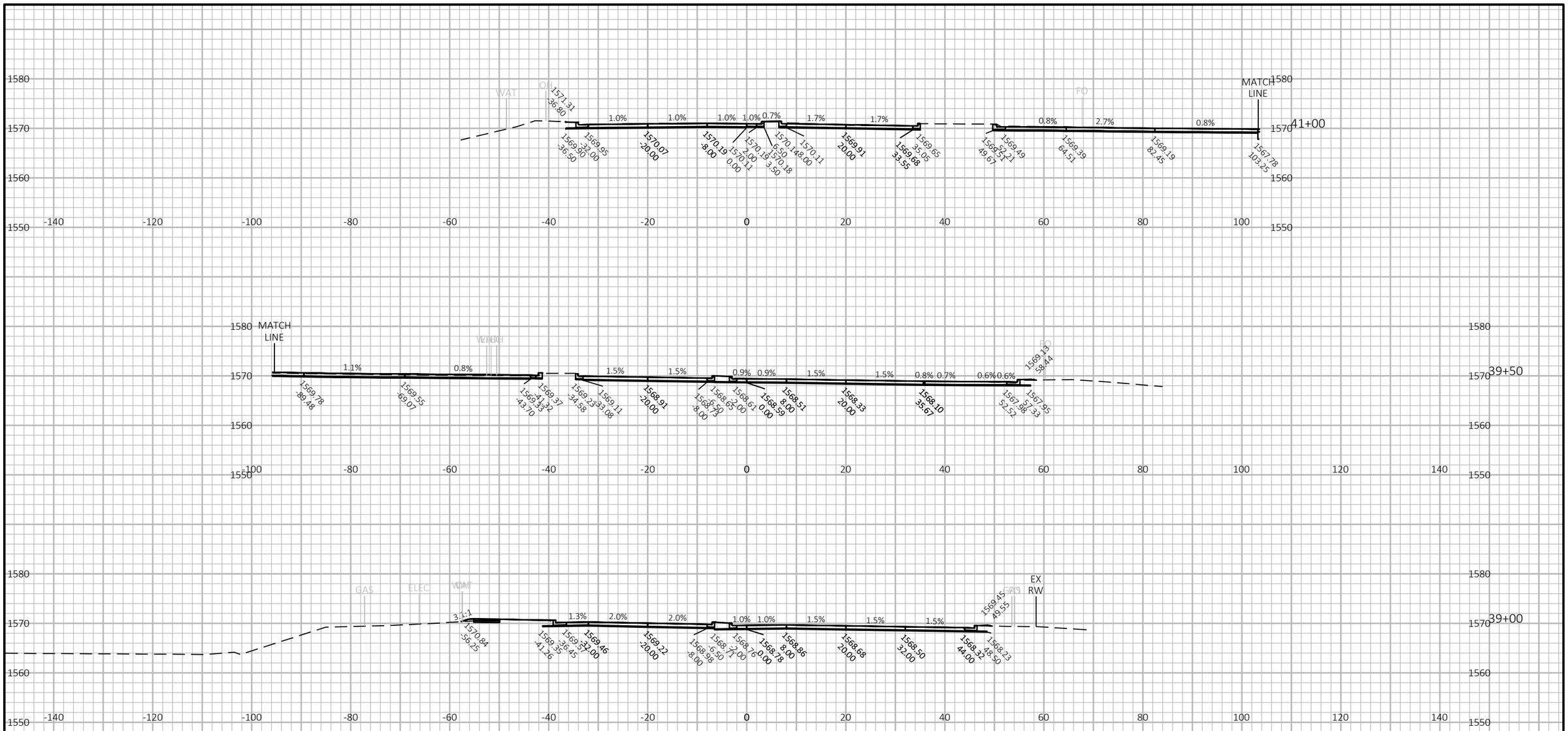
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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STH 17	SHEET 516	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090203_XS.DWG
LAYOUT NAME - 090265 xs

PLOT DATE : 7/25/2022 9:27 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

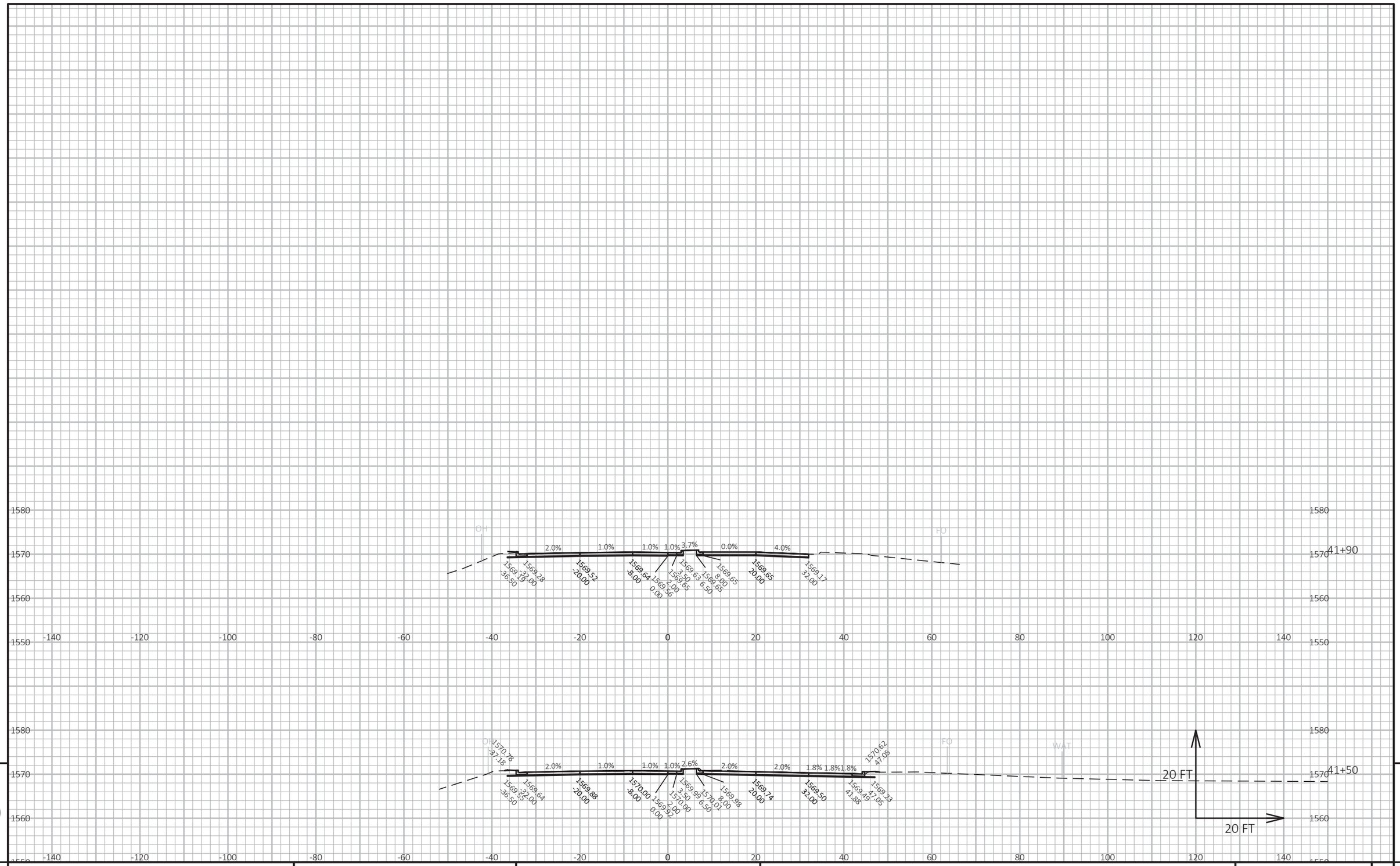


PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: LINCOLN STREET	SHEET 517	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090204_XS (SIDEROADS).DWG
LAYOUT NAME - 090266 xs

PLOT DATE : 7/20/2022 11:31 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: LINCOLN STREET	SHEET 518	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090204_XS (SIDEROADS).DWG
LAYOUT NAME - 090267 xs

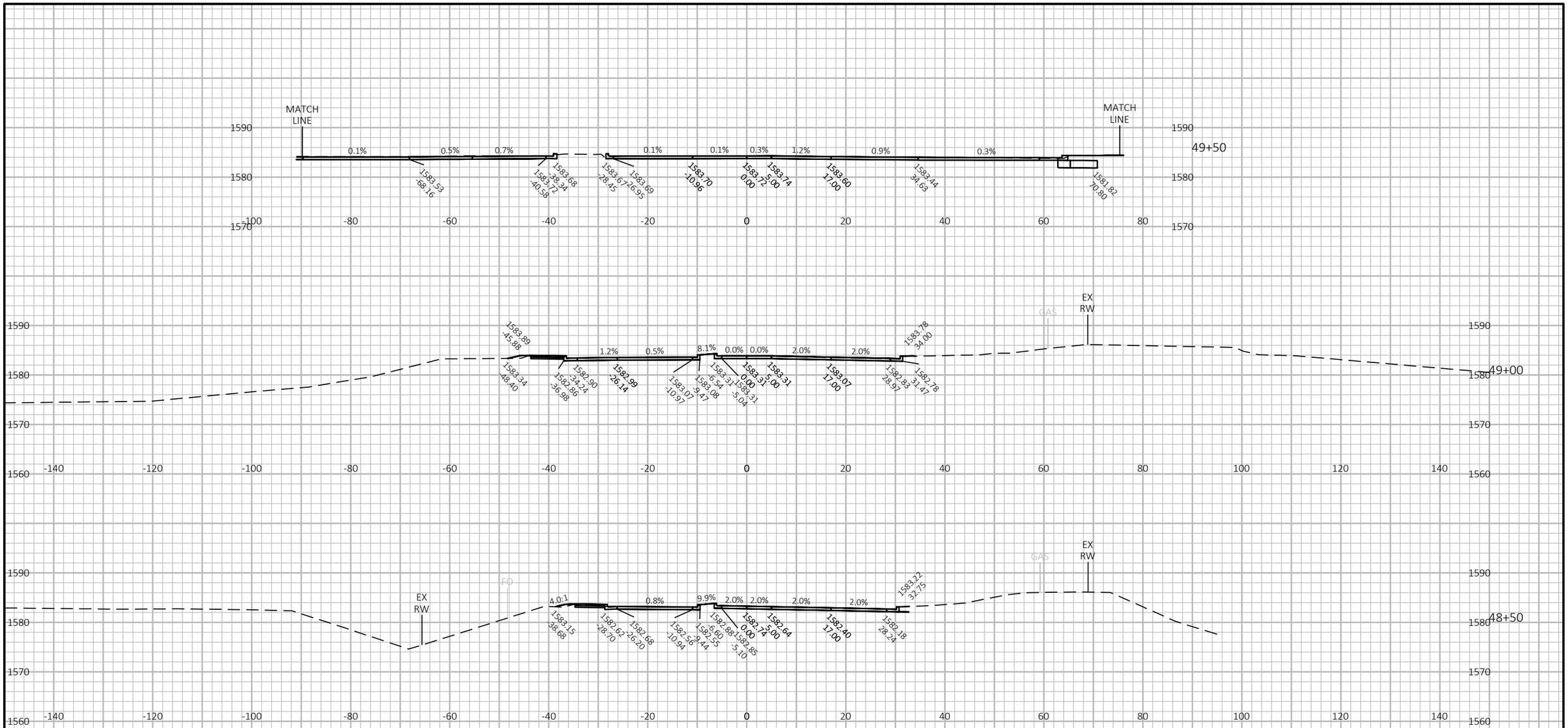
PLOT DATE : 5/31/2022 1:50 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



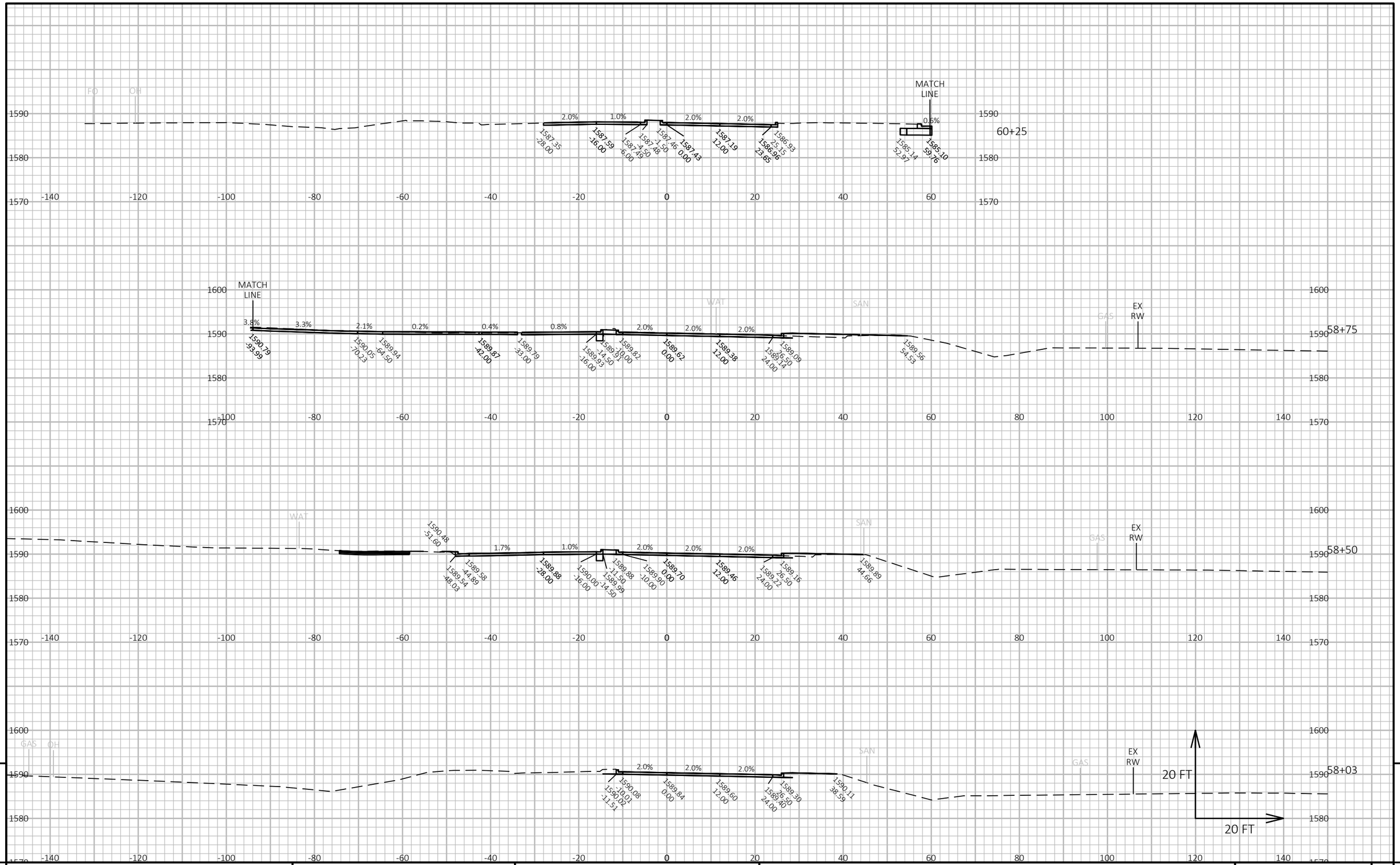
9	PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: EISENHOWER WAY	SHEET 519 E

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: EISENHOWER WAY	SHEET 520 E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090204_XS (SIDEROADS).DWG
LAYOUT NAME - 090269 xs

PLOT DATE : 7/25/2022 10:03 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: CTH CC	SHEET 521	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090204_XS (SIDEROADS).DWG
LAYOUT NAME - 090270 xs

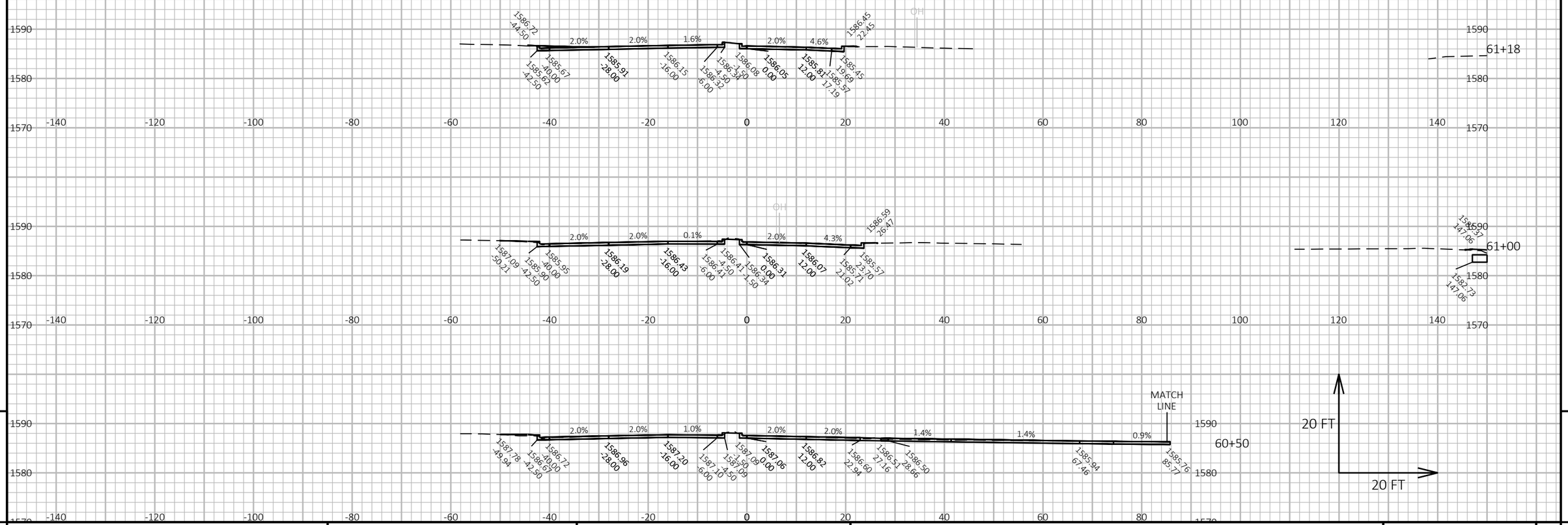
PLOT DATE : 7/20/2022 11:48 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

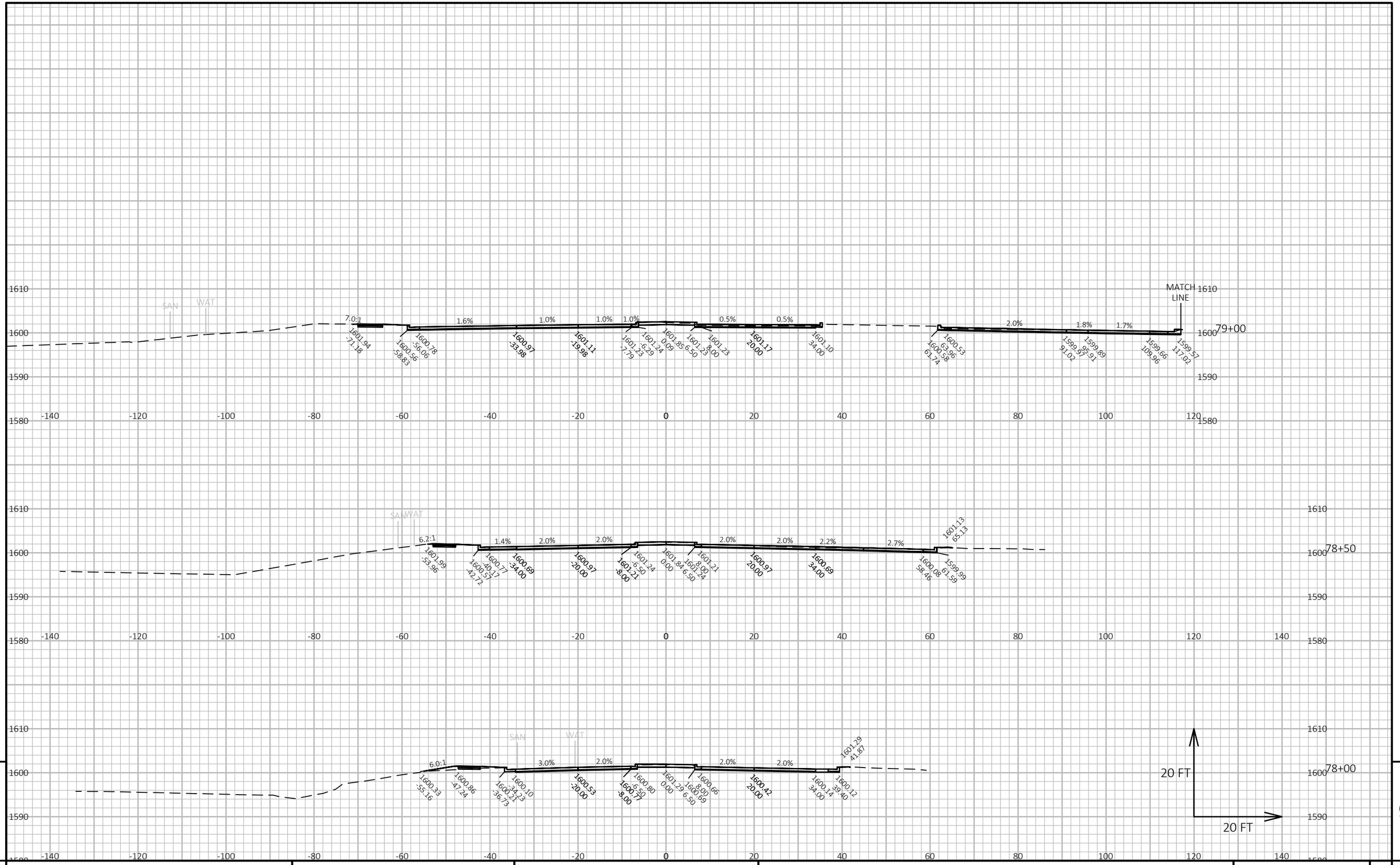


PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: CTH CC	SHEET 522	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090204_XS (SIDEROADS).DWG
LAYOUT NAME - 090271 xs

PLOT DATE : 7/25/2022 10:05 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 9040-03-71	HWY: STH 17	COUNTY: ONEIDA	CROSS SECTIONS: STEVENS STREET	SHEET 523	E

FILE NAME : I:\45\450477.50 STH 17 (SOUTH)\C3D\SHEETSPLAN\090204_XS (SIDEROADS).DWG
LAYOUT NAME - 090272 xs

PLOT DATE : 7/25/2022 10:07 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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