Section No.

Section No.

Section No.

Section No.

Section No.

TOTAL SHEETS = 200

ESALS

MARCH 2023 STATE OF WISCONSIN ORDER OF SHEETS Section No. **DEPARTMENT OF TRANSPORTATION** Typical Sections and Details Section No. Section No.

PLAN OF PROPOSED IMPROVEMENT

C LACROSSE, SOUTH AVENUE

GREEN BAY STREET TO 0.16 MILES EASTERLY

USH 14 LA CROSSE COUNTY

> STATE PROJECT NUMBER 1641-02-70

3,000,000

Computer Earthwork Data

Cross Sections

DESIGN DESIGNATION

2014 = 16.500 A.A.D.T. D.H.V. = 5.2 = 58/42 D.D. ■ 3.9% DESIGN SPEED := 35 MPH

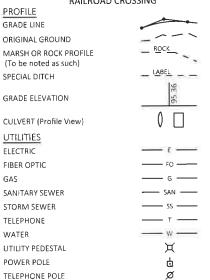
WOODED OR SHRUB AREA

BEGIN PROJECT STA 44+83.66 X=447,060.42 Y=124,884.59

CONVENTIONAL SYMBOLS

PROFILE PLAN CORPORATE LIMITS GRADE LINE PROPERTY LINE MARSH OR ROCK PROFILE LOT LINE (To be noted as such) SPECIAL DITCH LIMITED HIGHWAY EASEMENT EXISTING RIGHT OF WAY GRADE ELEVATION PROPOSED OR NEW R/W LINE CULVERT (Profile View) SLOPE INTERCEPT UTILITIES REFERENCE LINE ELECTRIC EXISTING CULVERT EIBER OPTIC PROPOSED CULVERT (Box or Pipe) SANITARY SEWER COMBUSTIBLE FLUIDS STORM SEWER TELEPHONE WATER MARSH AREA UTILITY PEDESTAL Д POWER POLE

EXCEPTION TO NET CL LENGTH STA 45+56.20 - STA 45+73.04 RAILROAD CROSSING



W. La Crosse rosse T-15-N 43° 45' —— Town of Bergen

END PROJECT SCALE TOTAL NET LENGTH OF CENTERLINE = 0 107 MI

STA 50+65.00

X=447,490.06

Y=124,493.06

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

ELEVATION SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

FEDERAL PROJECT STATE PROJECT CONTRACT 1641-02-70

ORIGINAL PLANS PREPARED BY:





10|28|22

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PREPARED BY Project Manager Regional Examiner Regional Supervisor

PPROVED FOR THE DEPARTMENT

10/28/22

GENERAL NOTES

THE LOCATION OF EXISTING FACILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE

RADIUS DIMENSIONS OF THE CURB AND GUTTER ARE TO THE FLANGE OF THE GUTTER UNLESS OTHERWISE NOTED, ELEVATIONS SHOWN FOR THE CURB AND GUTTER ARE FLANGE ELEVATIONS.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCE TO NAVD 1988.

DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT THE APPROVAL OF THE ENGINEER

THE LIMIT OF PAVEMENT REMOVAL ON SIDE ROADS IS APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER.

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

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

RESTORE EXISTING DRIVEWAYS IN KIND AND AT THE LOCATION AND WIDTH DETERMINED BY THE ENGINEER IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, SHALL BE TOPSOILED, SODDED, FERTILIZED, SEEDED AND/OR E-MAT AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES, EXCEPT AS DIRECTED BY THE ENGINEER. IN SITUATIONS WHERE SIGNIFICANT WORK OPERATIONS ARE IMMEDIATELY IN FRONT OF A DRIVEWAY, OWNERS SHOULD BE CONTACTED PRIOR TO REMOVAL SO ARRANGEMENTS CAN BE MADE.

SEE EXCAVATION SUMMARY FOR EARTHWORK ADJUSTMENT FACTORS.

SOIL BORING LOG AVAILABLE AT WISDOT SW REGION. CONTACT REINY YAHNKE FOR INFORMATION.

LOCATIONS SHOWN ON THE STORM SEWER PLANS FOR INLET AND MANHOLES ARE BY STATION AND OFFSET TO THE CENTER OF THE STRUCTURE (SEE DETAILS).

STORM SEWER PIPE ELEVATIONS, LENGTHS AND LOCATIONS SHOWN ON THE STORM SEWER PLANS, MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

WHERE TYING INTO EXISTING STRUCTURES. VERIFY EXISTING ELEVATIONS AND DIMENSION PRIOR TO ORDERING MATERIALS.

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

STATIONING, DISTANCES, AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE AND THE LOCATIONS OF SIGNS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

RESTORATION OF EXPOSED SLOPES AND DITCHES SHALL TAKE PLACE WITHIN 5 WORKING DAYS AFTER FINISHED GRADING IS COMPLETE.

ORDER OF DETAIL SHEETS

GENERAL NOTES PROJECT OVERVIEW TYPICAL SECTIONS CONSTRUCTION DETAILS **CURB RAMP DETAILS** INTERSECTION DETAILS REMOVAL PLAN PLAN DETAILS **PAVEMENT GRADES** CROSS SECTION MATCHLINE DETAILS **EROSION CONTROL PLAN** STORM SEWER PLAN EXISTING SIGN REMOVAL AND PERMANENT SIGNING LIGHTING PLAN TEMPORARY TRAFFIC SIGNAL PLAN PAVEMENT MARKING TRAFFIC CONTROL PLAN

CONSULTANT CONTACT

ALIGNMENT PLAN

ONEIDA ENGINEERING SOLUTIONS - OES BRETT PETERSON P.E. PROJECT MANAGER 5100 EASTPARK BOULEVARD, SUITE 300 MADISON, WI 53718 (608)241-6710 BPETERSON@OESCGROUP.COM

WISDOT CONTACT

WISCONSIN DEPARTMENT OF TRANSPORTATION REINY YAHNKE, P.E. WISDOT SW REGION 3550 MORMON COULEE ROAD LA CROSSE, WI 54601 (608)785-9050 REINY.YAHNKE@DOT.WI.GOV

DNR CONTACT

WISCONSIN DEPARTMENT OF NATURAL RESOURCES KAREN KALVELAGE 3550 MORMON COULEE ROAD LA CROSSE, WI 54601 (608)785-9115 KARÉN.KALVELAGE@WISCONSIN.GOV

STANDARD ABBREVIATIONS

BENCH MARK	BM	NORMAL CROWN	NC
BUILDING	BLDG	NORTH	N
CENTER TO CENTER	C-C	NORTHBOUND	NB
CENTER LINE	C/L	NUMBER	NO
COMMERCIAL ENTRANCE	ĆÉ	OUTSIDE DIAMETER	OD
CONCRETE	CONC	PAVEMENT	PAVT
CUBIC YARD	CY	PERMANENT LIMITED EASEMENT	PLE
DEGREE OF CURVE	D	POINT OF CURVATURE	PC
FAST	F	POINT OF INTERSECTION	PI
EASTBOUND	FB	POINT OF TANGENCY	PT
FIFVATION	EL	POINT OF VERTICAL CURVATURE	VPC
FACE OF CURB	F/C	POINT OF VERTICAL INTERSECTION	VPI
FACE-TO-FACE	F/F	POINT OF VERTICAL TANGENCY	VPT
FEET	FT	PRIVATE ENTRANCE	PE
GALLON	GAL	RADIUS	R
HOT MIX ASPHALT	HMA	REFERENCE LINE	R/L
INVERT	INV	REINFORCED CONCRETE	RCP
LANE	LN	REQUIRED	REQ'D
LEFT	IT	RIGHT	RT
LENGTH	I.	RIGHT OF WAY	R/W
LINEAR FEET	ĬF	ROAD	, RD
MATCHLINE	M/L	SOUTH	S
MANHOI F	MH	SOUTHBOUND	SB
MAXIMUM	MAX	STANDARD DETAIL DRAWING	SDD
MINIMUM	MIN	STATION	STA
NORMAI	NOR	STATE TRUNK HIGHWAY	STH
	11011		

STORM SEWER STORM SEWER PIPE REINFORCED CONCRETE SSPRC SQUARE FOOT SQUARE YARD SY SUPERELEVATION SF TANGENT LENGTH TEMPORARY LIMITED EASEMENT TLE TYP UNITED STATES HIGHWAY USH VARIABLE VAR VERTICAL CURVE COEFFICIENT VERTICAL CURVE LENGTH VCL WFST W WESTBOUND WB

UTILITY CONTACTS

XCEL ENERGY - GAS/PETROLEUM TOM LALOND 3215 COMMERCE STREET LA CROSSE, WI 54603 (608)789-3681 THOMAS.J.LALOND@XCELENERGY.COM

XCEL ENERGY - ELECTRICITY JASON MCROBERTS 3215 COMMERCE STREET LA CROSSE, WI 54603 (715)557-1132 JASON.L.MCROBERTS@XCELENERGY.COM

XCEL ENERGY - TRANSMISSION

MITCHELL DIENGER 414 NICOLLET MALL 5TH FLOOR MINNEAPOLIS, MN 55401 (608)386-2233 MITCHELL.A.DIENGER@XCELENERGY.COM

CITY OF LA CROSSE SEWER CALEB WODARZ 400 LA CROSSE STREET LA CROSSE, WI 54601 (608)769-6945 WODARZC@CITYOFLACROSSE.ORG

LA CROSSE WATER UTILITY CALEB WODARZ 400 LA CROSSE STREET LA CROSSE, WI 54601 (608)769-6945 WODARZC@CITYOFLACROSSE.ORG

SPECTRUM - COMMUNICATION LINE PERRY MCCLELLAN 1228 12TH AVENUE S. PO BOX 279 ONALASKA, WI 54650 (608)317-6213 PERRY.MCCLELLAN@CHARTER.COM

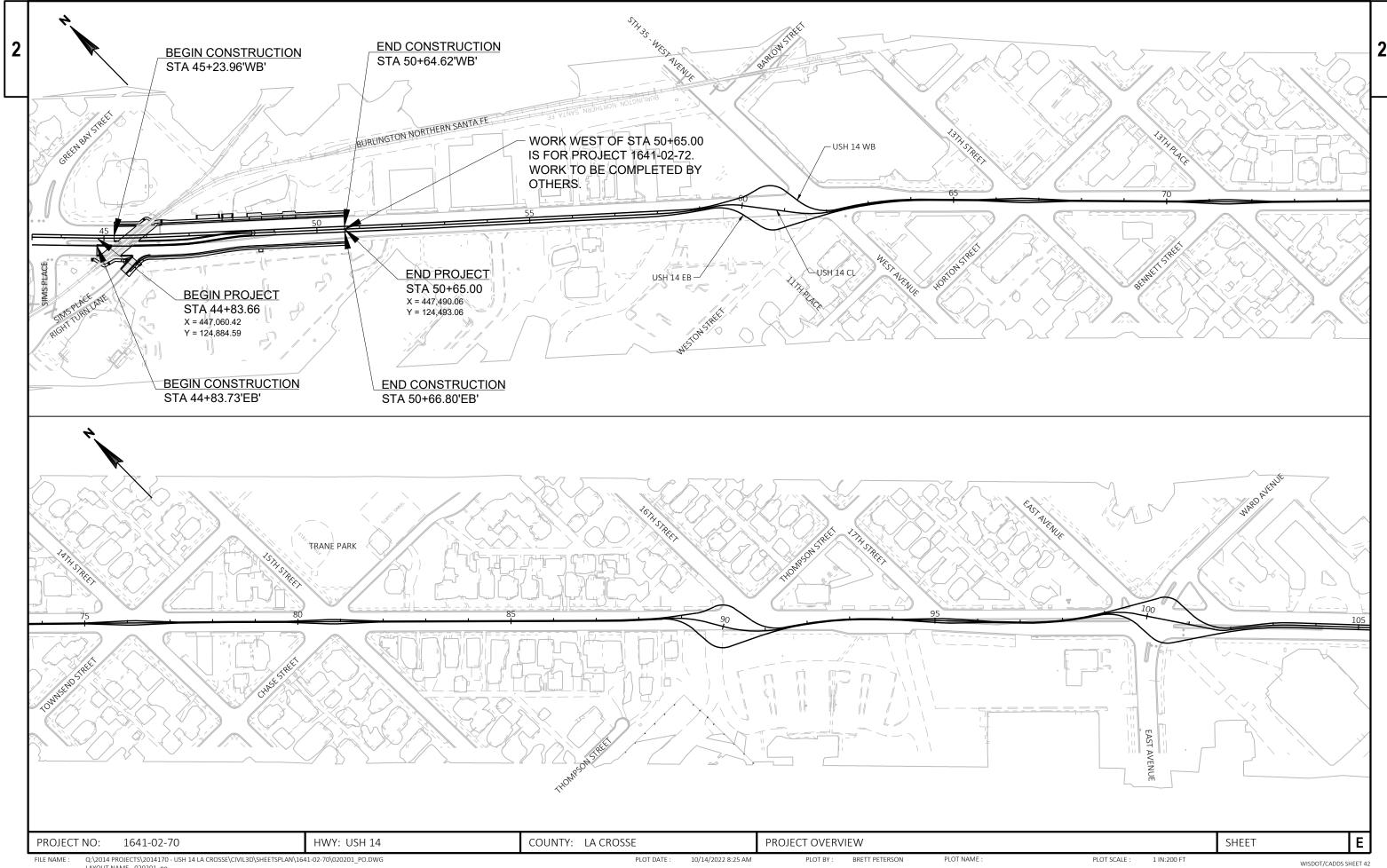
CENTURYLINK - COMMUNICATION LINE TOM MIJRRAY 333 N FRONT STREET LA CROSSE, WI 54601 (608)780-0895 TOM.L.MURRAY@LUMEN.COM

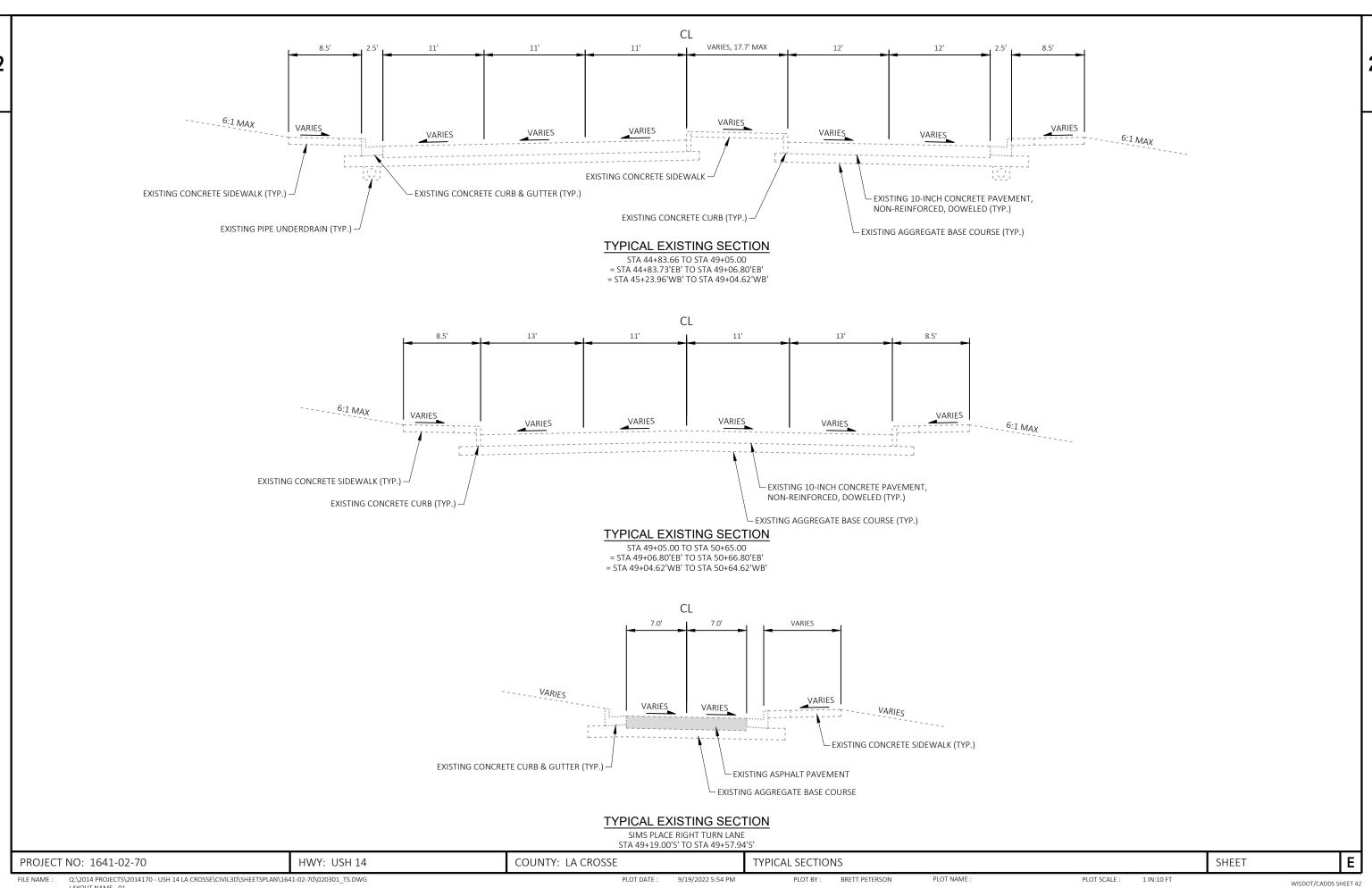
TOTAL LAYER PAVEMENT THICKNESS	LAYERS	HMA ITEMS	ITEM
3.00"	3.00"	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	RESIDENTIAL ASPHALT ENTRANCES
5.00"	2.00" UPPER 3.00" LOWER	HMA PAVEMENT 4 LT 58-28 S HMA PAVEMENT 3 LT 58-28-S	SIDE ROADS
5.00"	5.00"	ASPHALTIC SURFACE TEMPORARY	TEMPORARY PAVEMENT
5.00"	5.00"	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	COMMERCIAL ASPHALT ENTRANCES
6.00"	1.75" UPPER 2.00" LOWER 2.25" LOWER	HMA PAVEMENT 4 MT 58-28 S HMA PAVEMENT 4 MT 58-28 S HMA PAVEMENT 3 MT 58-28 S	RAILROAD APPROACHES

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN

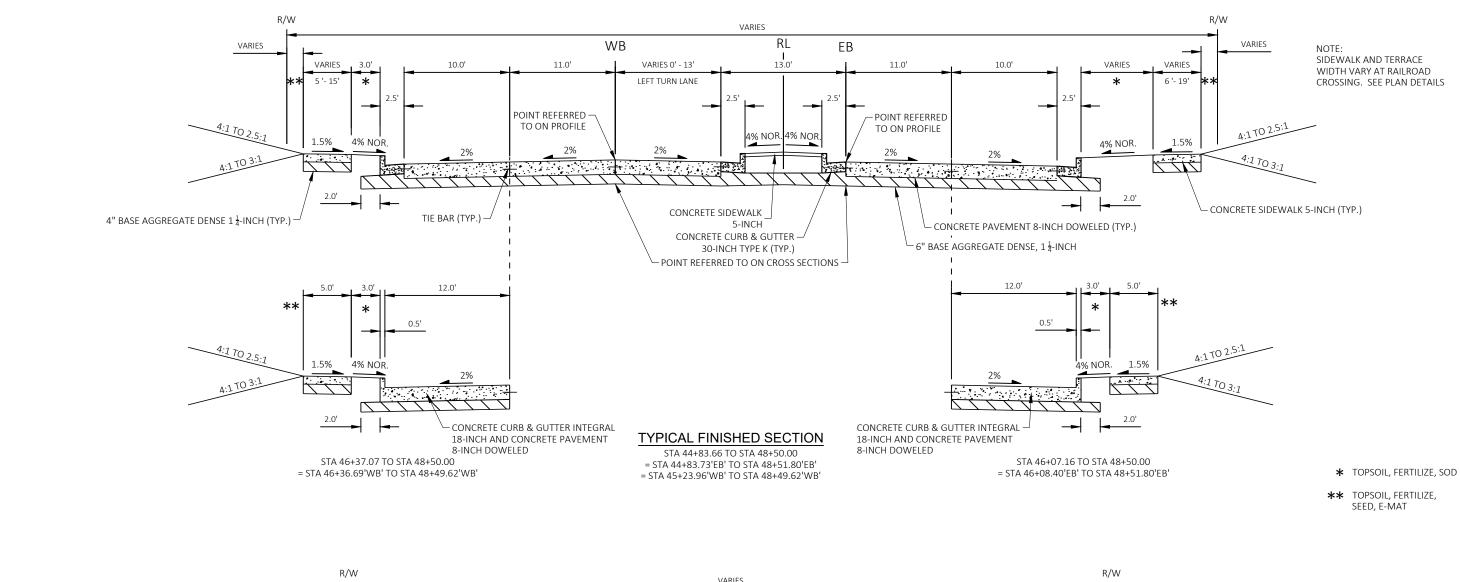
Dial [81] or (800)242-8511 www.DiggersHotline.com

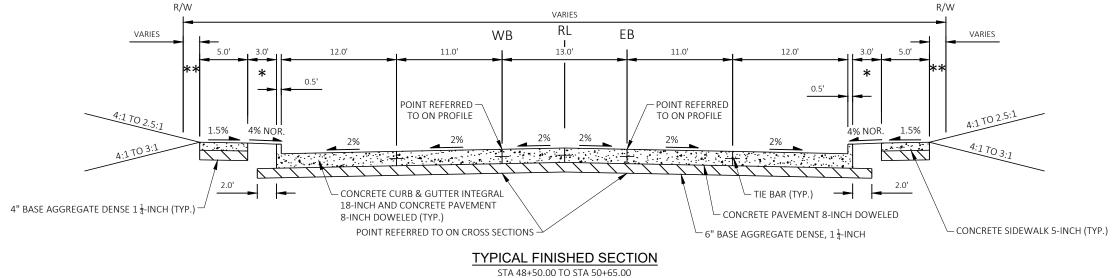
1641-02-70 HWY: USH 14 COUNTY: LA CROSSE **GENERAL NOTES SHEET** PROJECT NO: 1 IN:100 FT











= STA 48+51.80'EB' TO STA 50+66.80'EB' = STA 48+49.62'WB' TO STA 50+64.62'WB'

PROJECT NO: 1641-02-70 Q:\2014 PROJECTS\2014170 - USH 14 LA CROSSE\CIVIL3D\SHEETSPLAN\1641-02-70\020301 TS.DWG FILE NAME :

PLOT DATE : 9/19/2022 5:55 PM

COUNTY: LA CROSSE

PLOT BY: BRETT PETERSON

TYPICAL SECTIONS

PLOT NAME

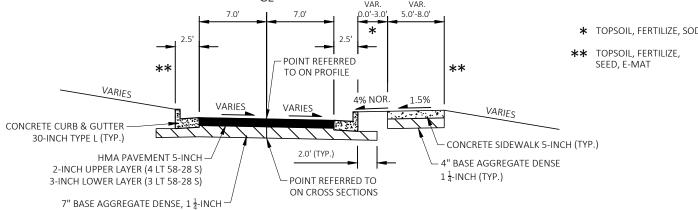
PLOT SCALE : 1 IN:10 FT

SHEET

HWY: USH 14

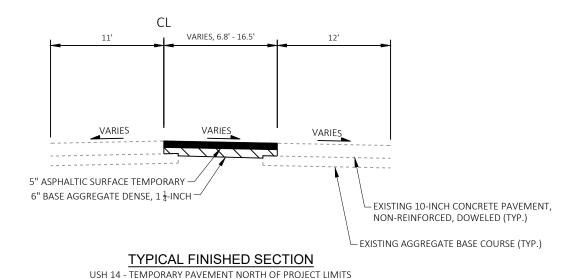
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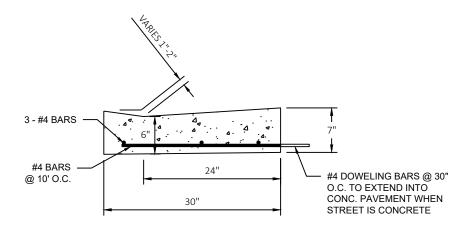


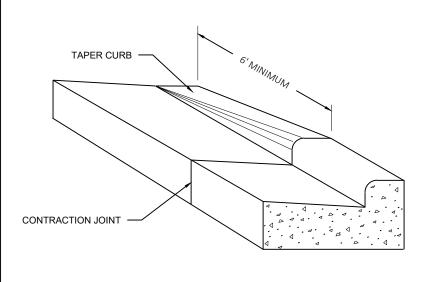
TYPICAL FINISHED SECTION

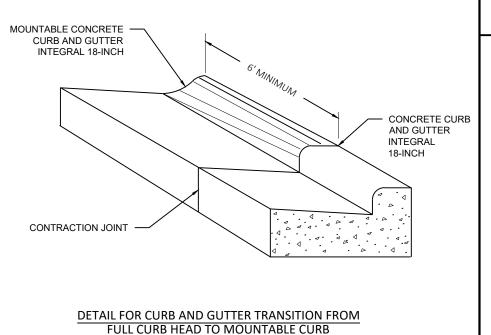
SIMS PLACE RIGHT TURN LANE STA 49+19.00'S' TO STA 49+57.94'S'





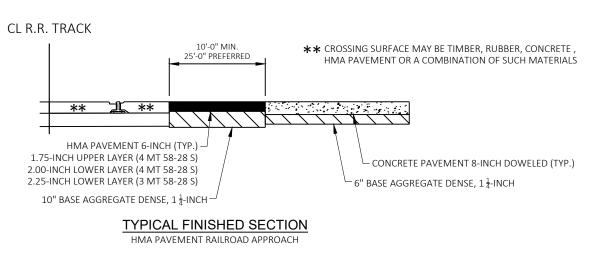


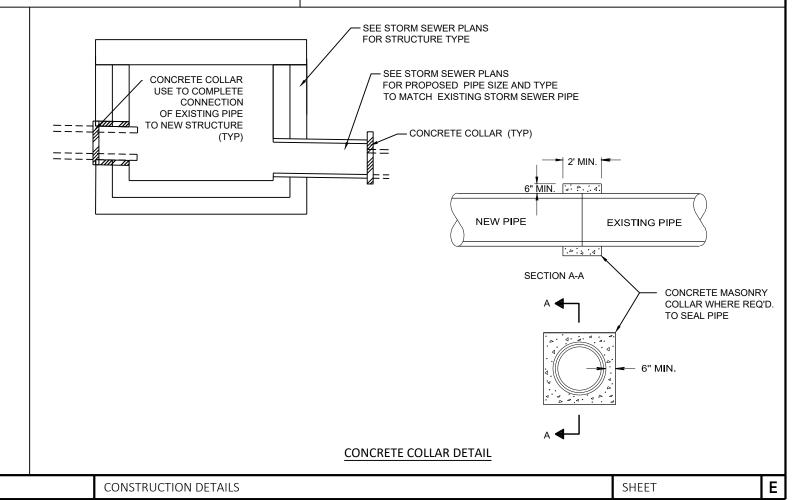




SPV .0090.30 REINFORCED CONCRETE CURB AND GUTTER AT COMMERCIAL DRIVEWAYS

DETAIL OF CURB AND GUTTER TERMINI





Q:\2014 PROJECTS\2014170 - USH 14 LA CROSSE\CIVIL3D\SHEETSPLAN\1641-02-70\021001_CD TO 021003_CD.DWG FILE NAME :

PROJECT NO:

1641-02-70

HWY: USH 14

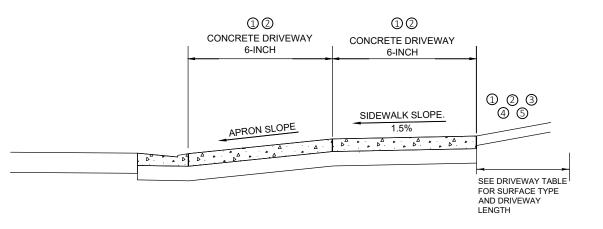
PLOT DATE: 9/20/2022 9:09 AM PLOT BY: BRETT PETERSON

PLOT SCALE : 1 IN:10 FT

DRIVEWAY TABLE										
STATION	OFFSET	TYPE	WIDTH	SURFACE	LOCATION	COMMENTS				
47+91'WB'	LT	CE	25'	ASPHALT	2111 SOUTH AVENUE					
48+57'WB'	LT	CE	29'	ASPHALT	2111 SOUTH AVENUE					
49+36'WB'	LT	CE	30'	ASPHALT	2111 & 2127 SOUTH AVENUE	SHARED DRIVEWAY				



- COMMERCIAL CONCRETE DRIVEWAY CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
- COMMERCIAL ASPHALT DRIVEWAY 5" ASPHALTIC SURFACE DRIVEWAY OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
- RESIDENTIAL ASPHALT DRIVEWAY
 3" ASPHALTIC SURFACE DRIVEWAY OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
- GRAVEL DRIVEWAY 6" BASE AGGREGATE DENSE 1 1/4-INCH

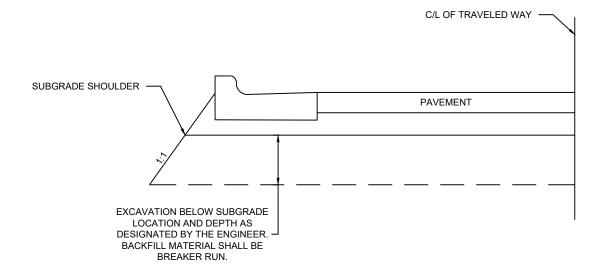


TYPICAL DRIVEWAY SECTION

NOTE: SEE SDD 8D18 & SDD 8D19 FOR MORE INFORMATION.
USE THIS DETAIL FOR DRIVEWAY TYPE PAVEMENT STRUCTURE.

COUNTY: LA CROSSE CONSTRUCTION DETAILS Ε PROJECT NO: 1641-02-70 HWY: USH 14 SHEET 1 IN:10 FT FILE NAME :





DETAIL FOR EXCAVATION BELOW SUBGRADE

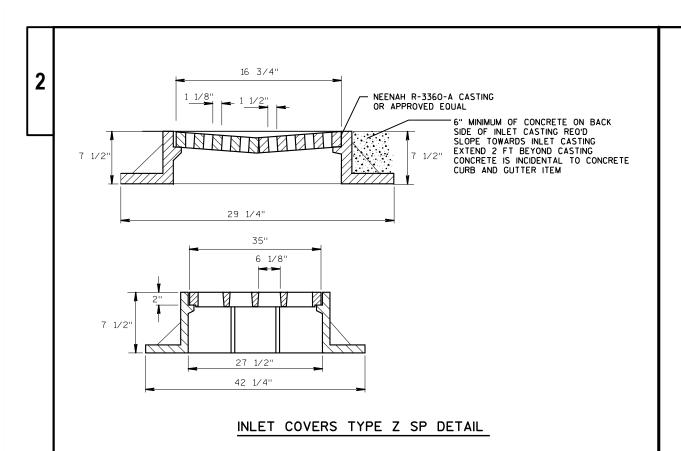
RUNOFF COEFFICIENT TABLE

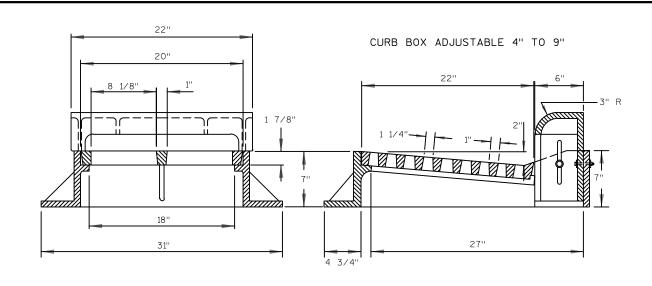
	HYDROLOGIC SOIL GROUP											
	А			В С			D					
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08	.16 .30	.22	.12	.20 .34	.27 .44	.15	.24	.33 .50	.19	.28	.38
MEDIAN STRIP- TURF	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
SIDE SLOPE- TURF			.25 .32			.27			.28			.30 .38
PAVEMENT:	PAVEMENT:											
ASPHALT	ASPHALT .7095											
CONCRETE	CONCRETE .8095											
BRICK .7080												
DRIVES, WALKS .7585												
ROOFS .7595												
GRAVEL ROADS, SHOULDERS .4060												

TOTAL PROJECT AREA = 1.27 ACRES 1641-02-70

ACRES TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.23 ACRES 1641-02-70

Ε PROJECT NO: 1641-02-70 HWY: USH 14 COUNTY: LA CROSSE CONSTRUCTION DETAILS SHEET PLOT NAME : PLOT SCALE :

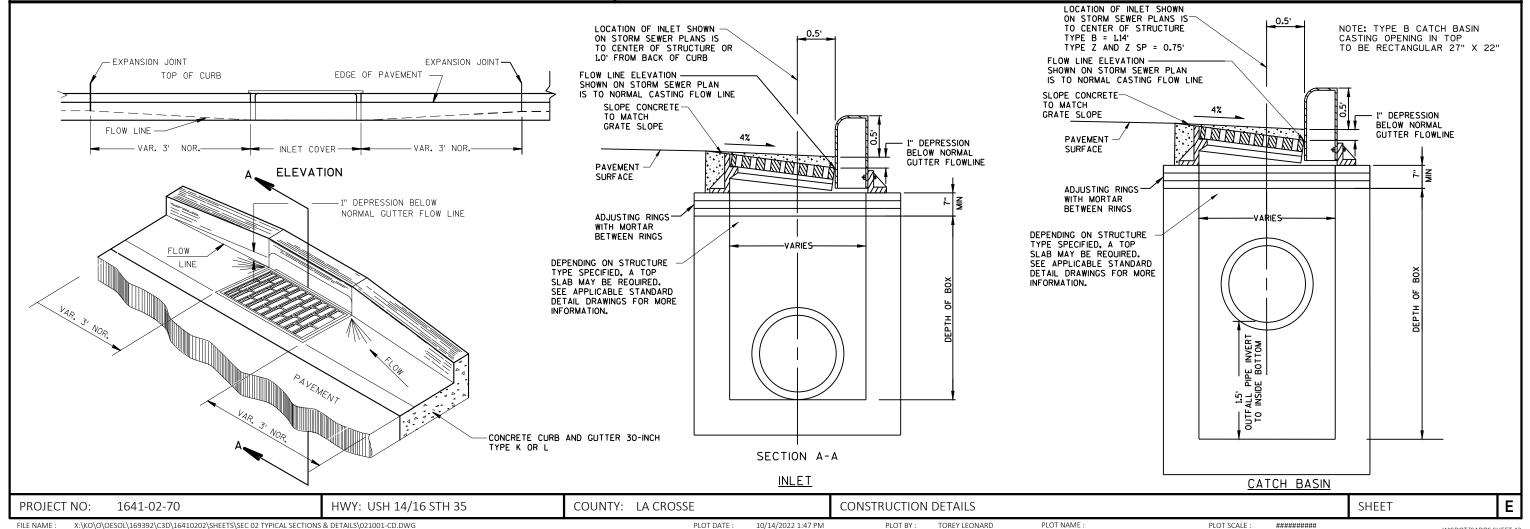


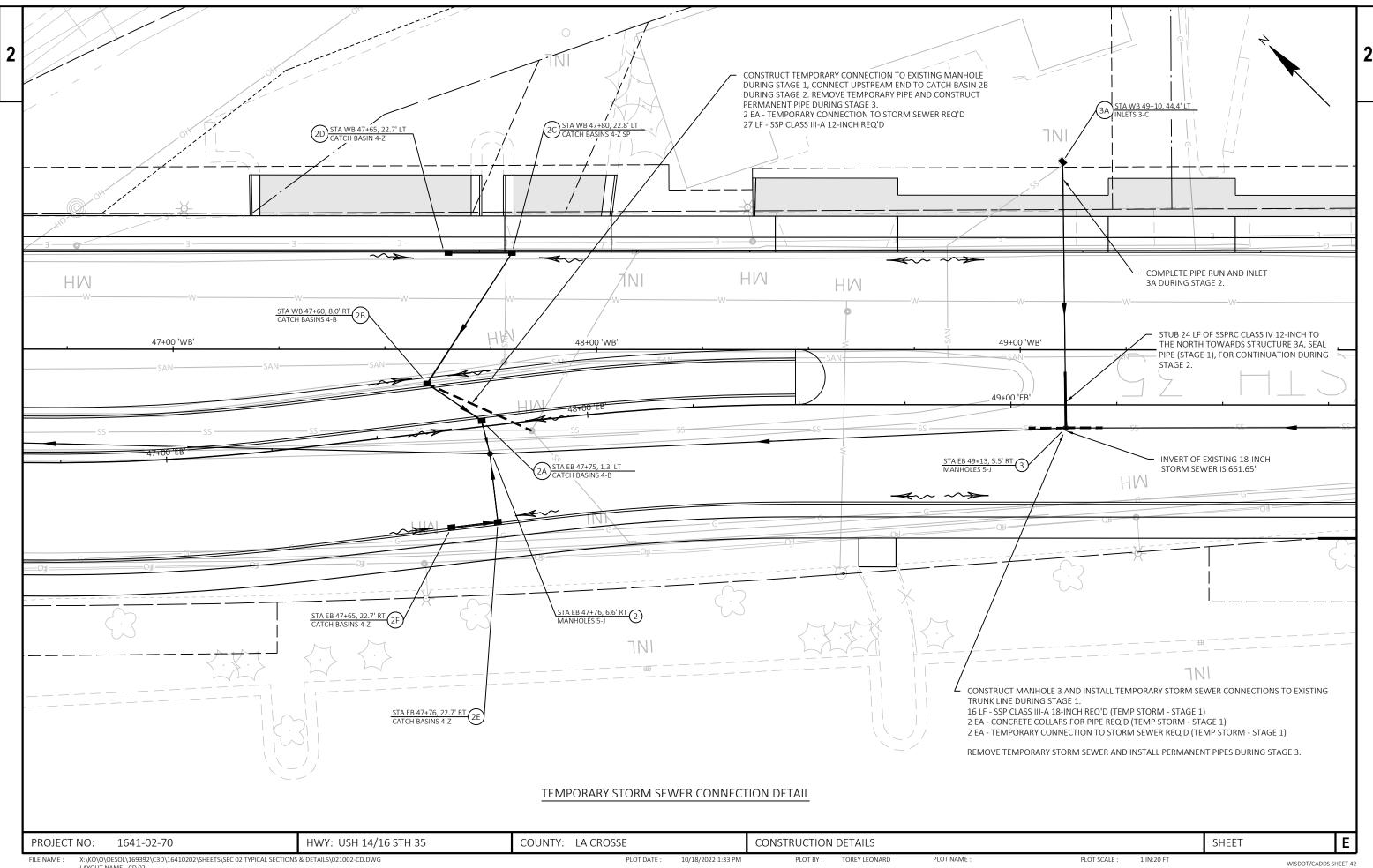


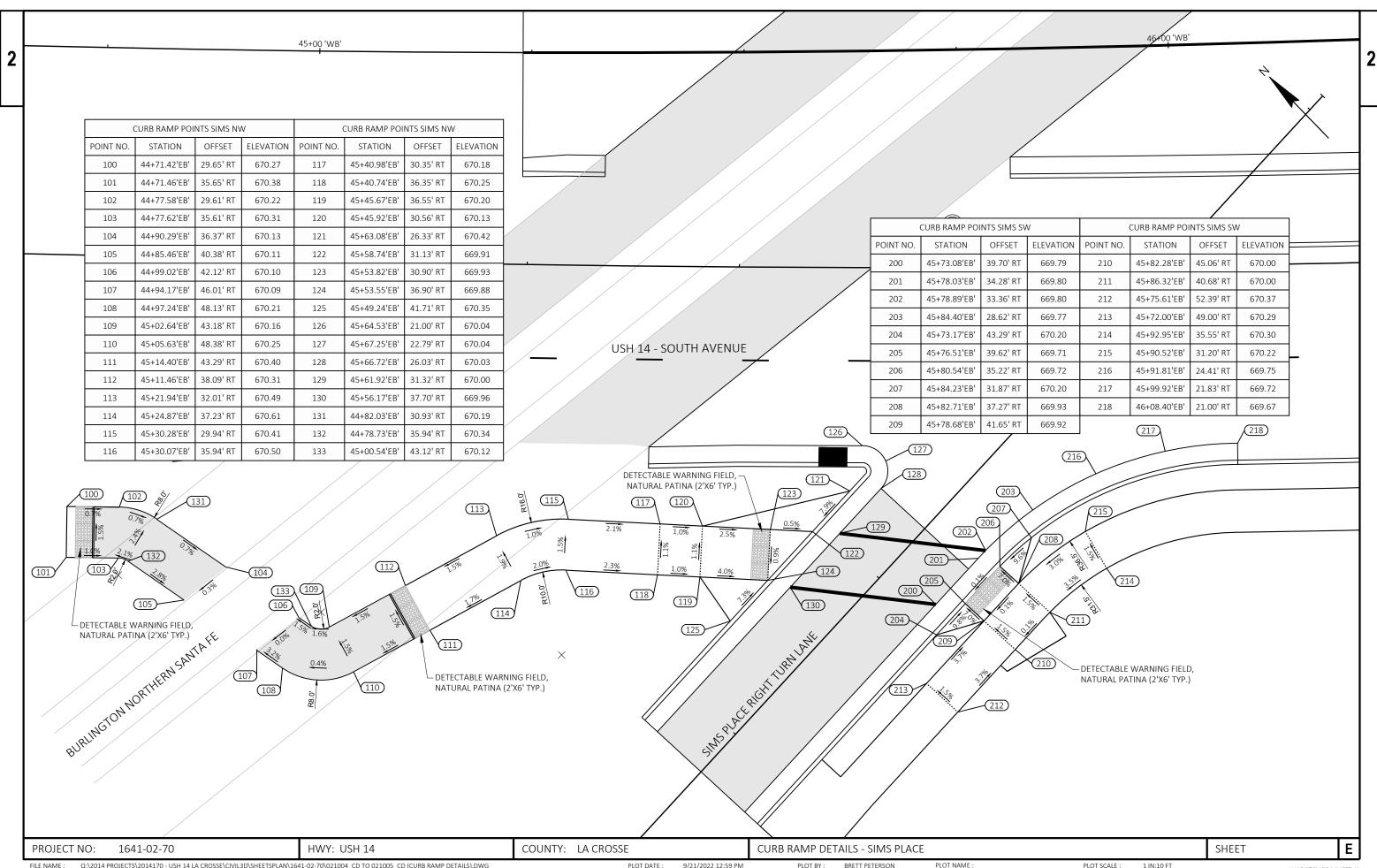
TYPE B CATCH BASIN CASTING

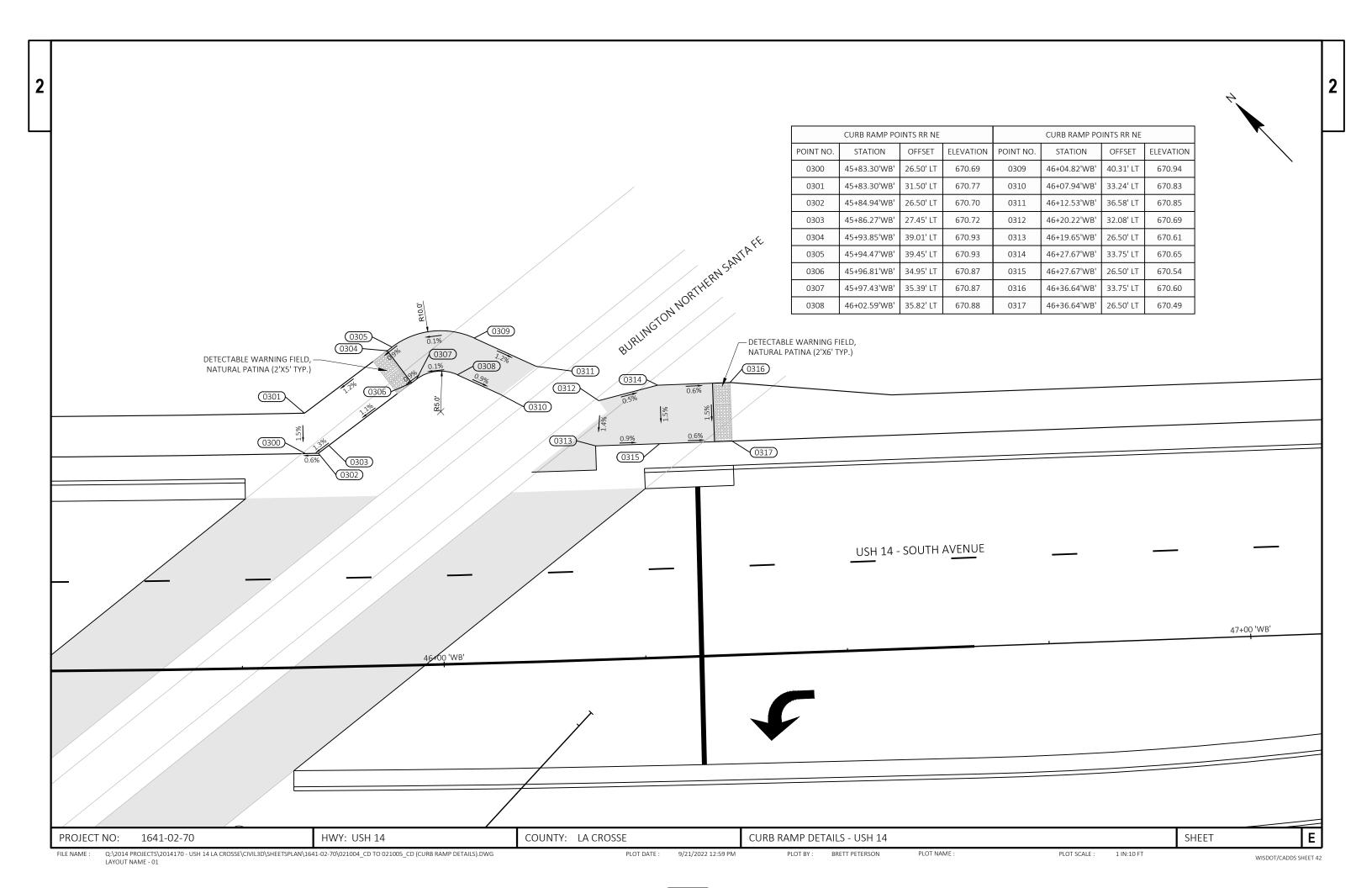
NEENAH R-3234-BI OR EQUAL MINIMUM WEIGHT 400 LBS. TOTAL

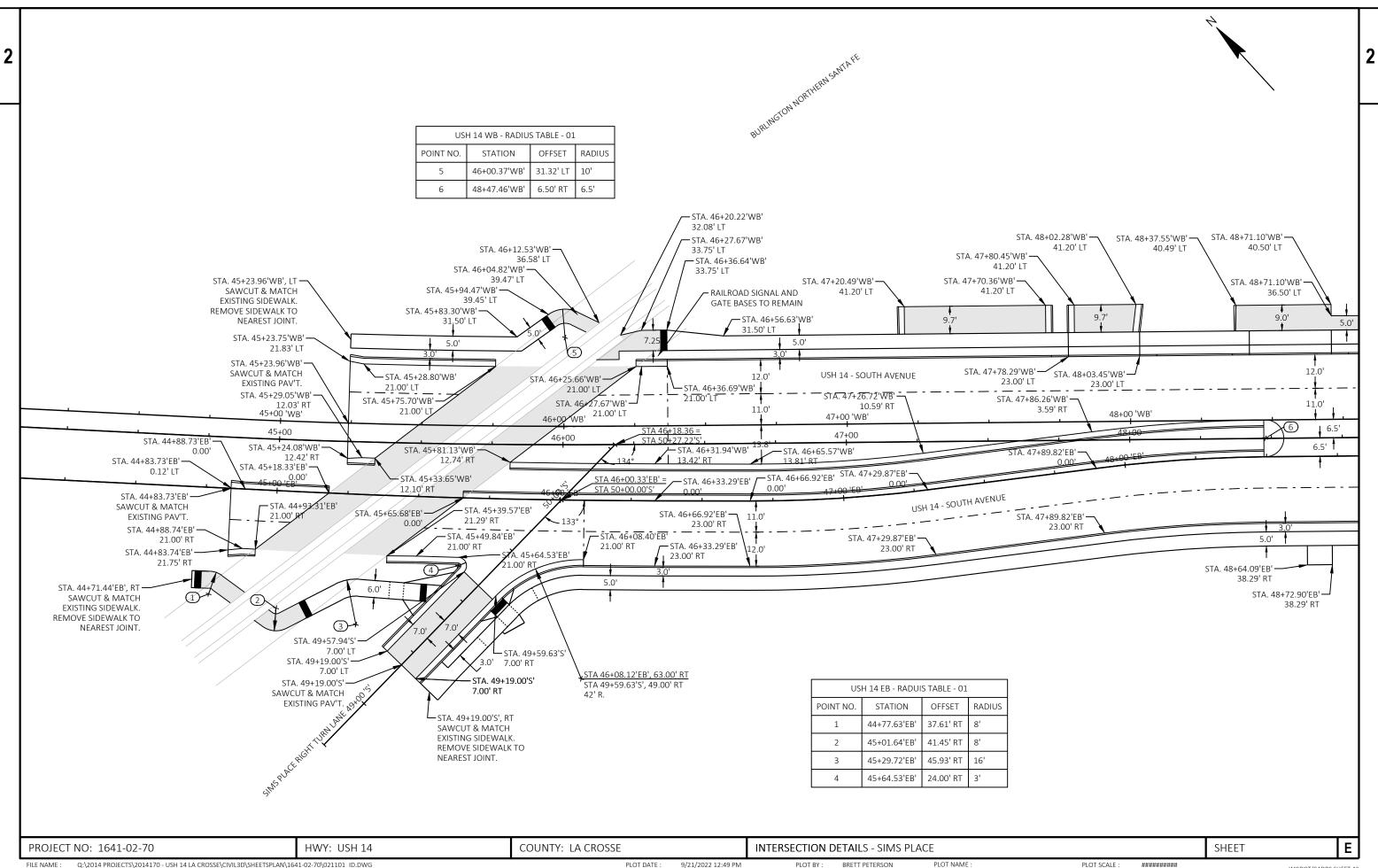
"DUMP NO WASTE DRAINS TO RIVER" SHALL BE MOLDED IN ALL CASTINGS FACE

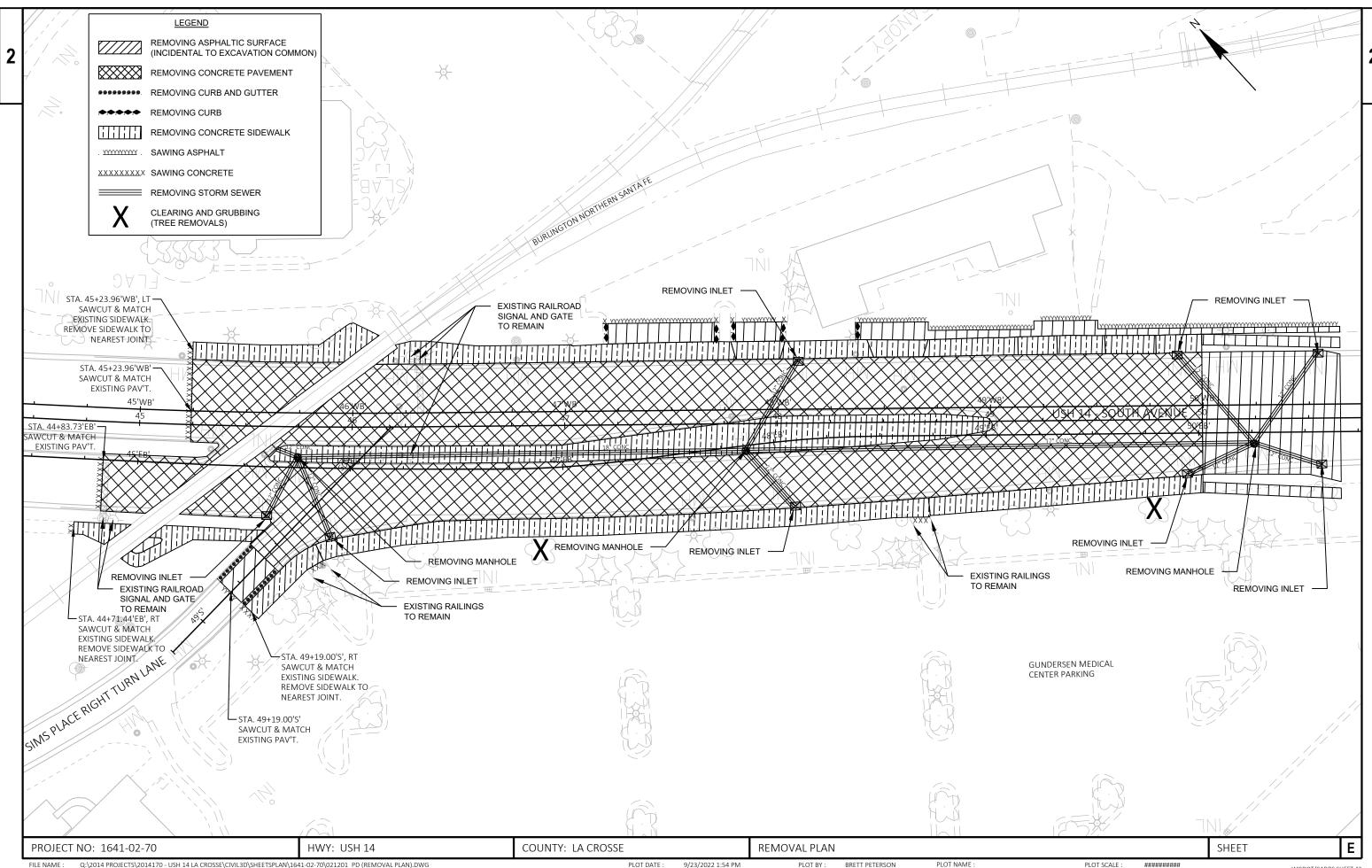


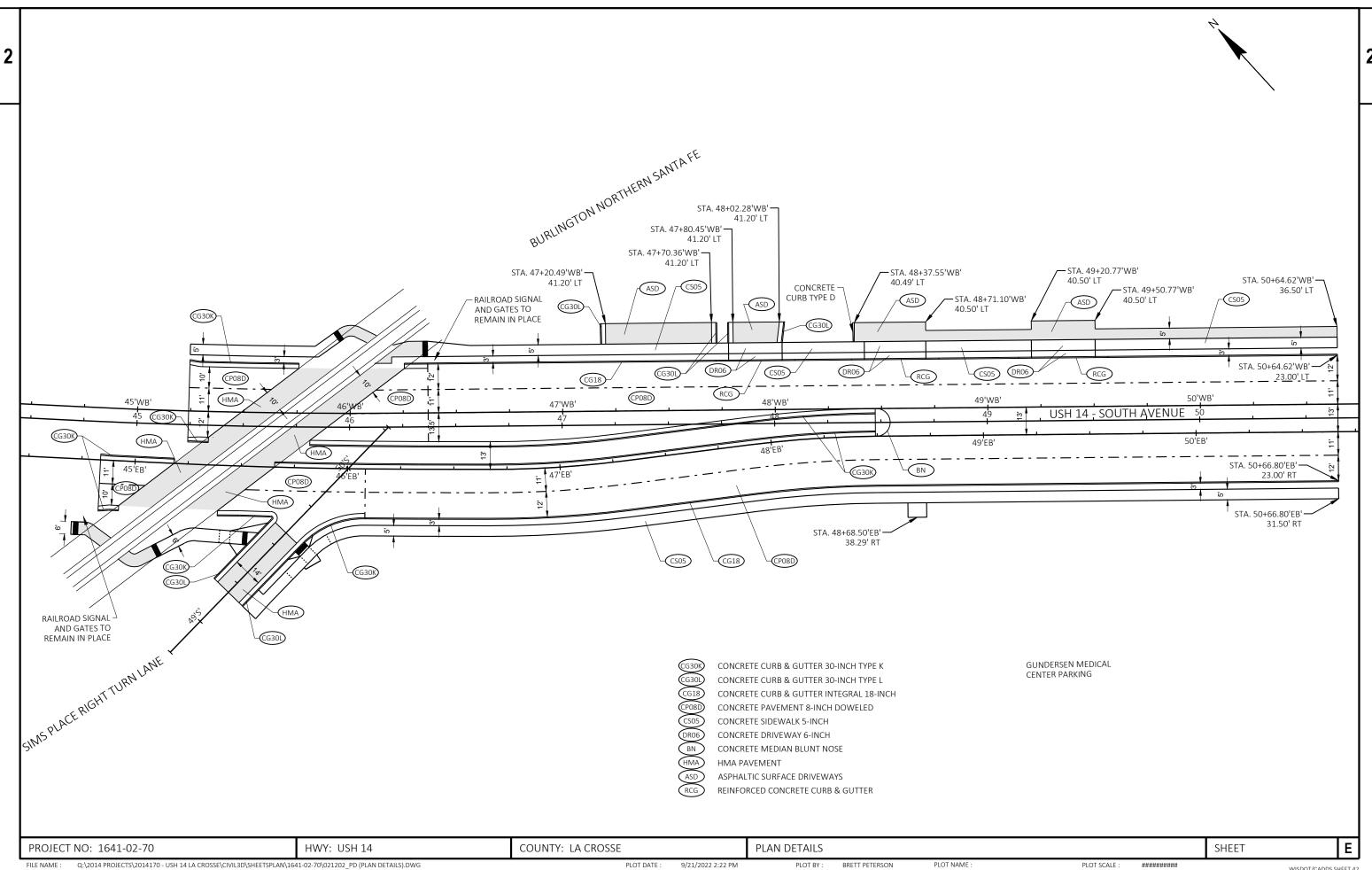


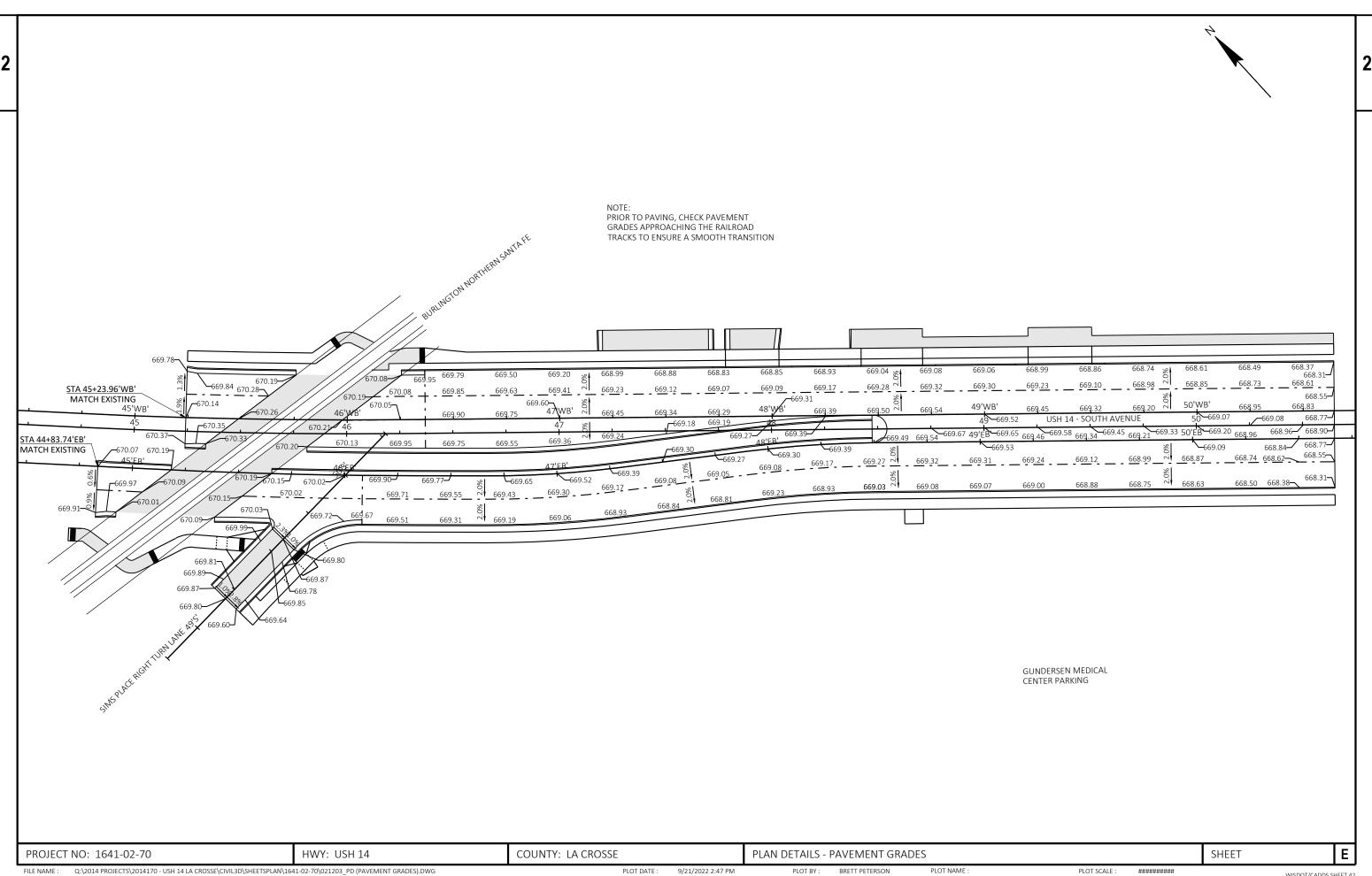


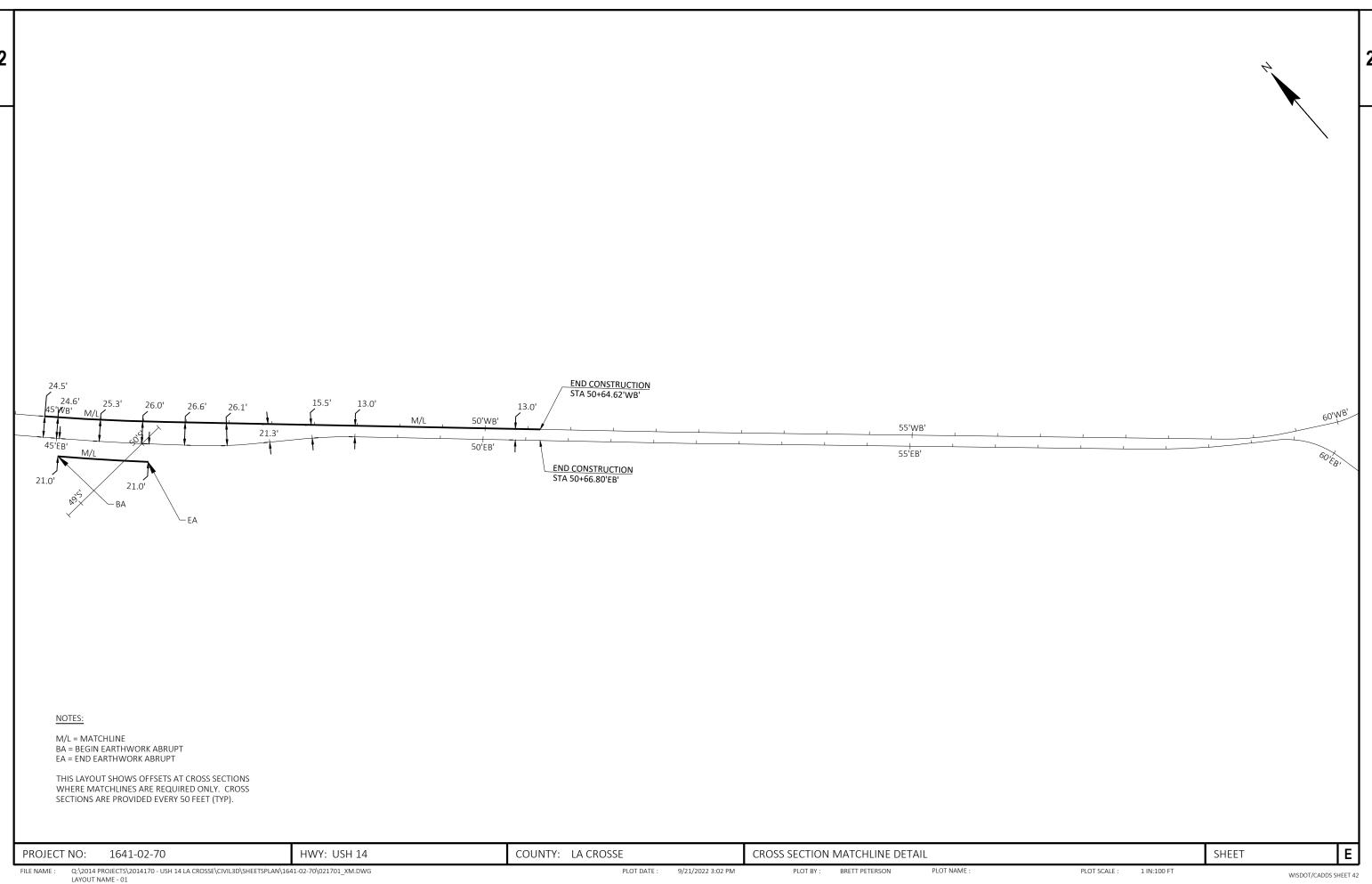


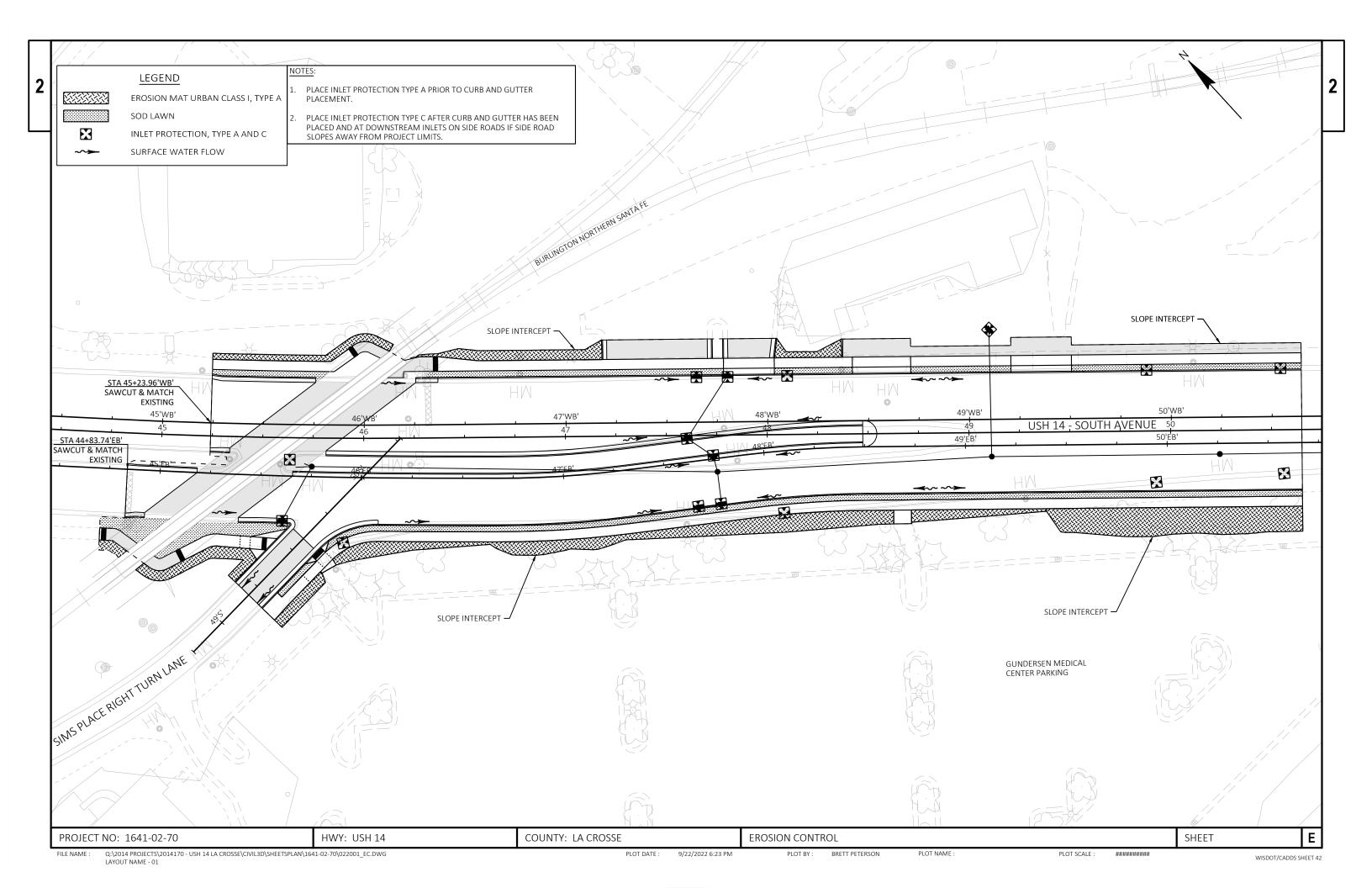


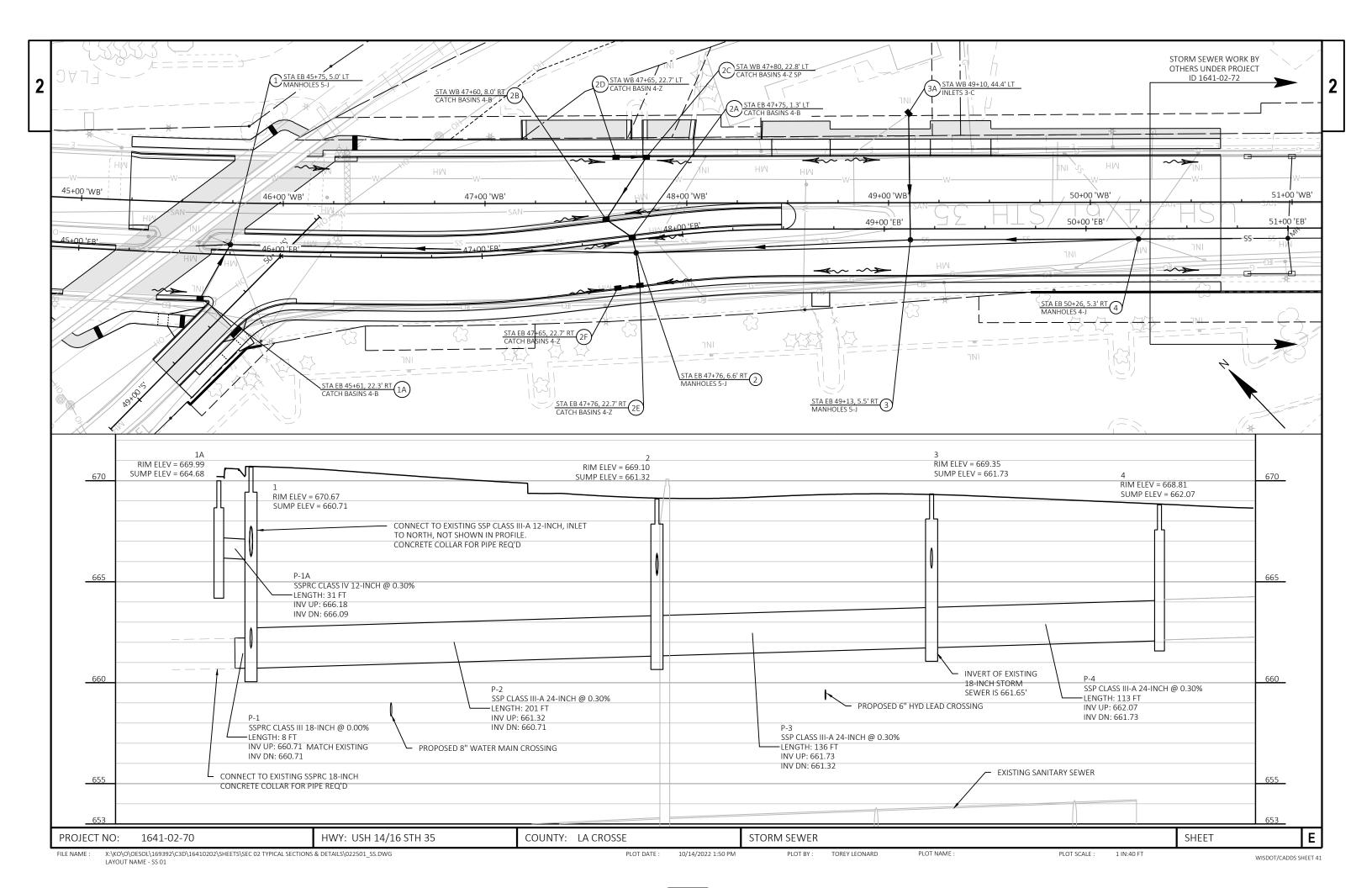


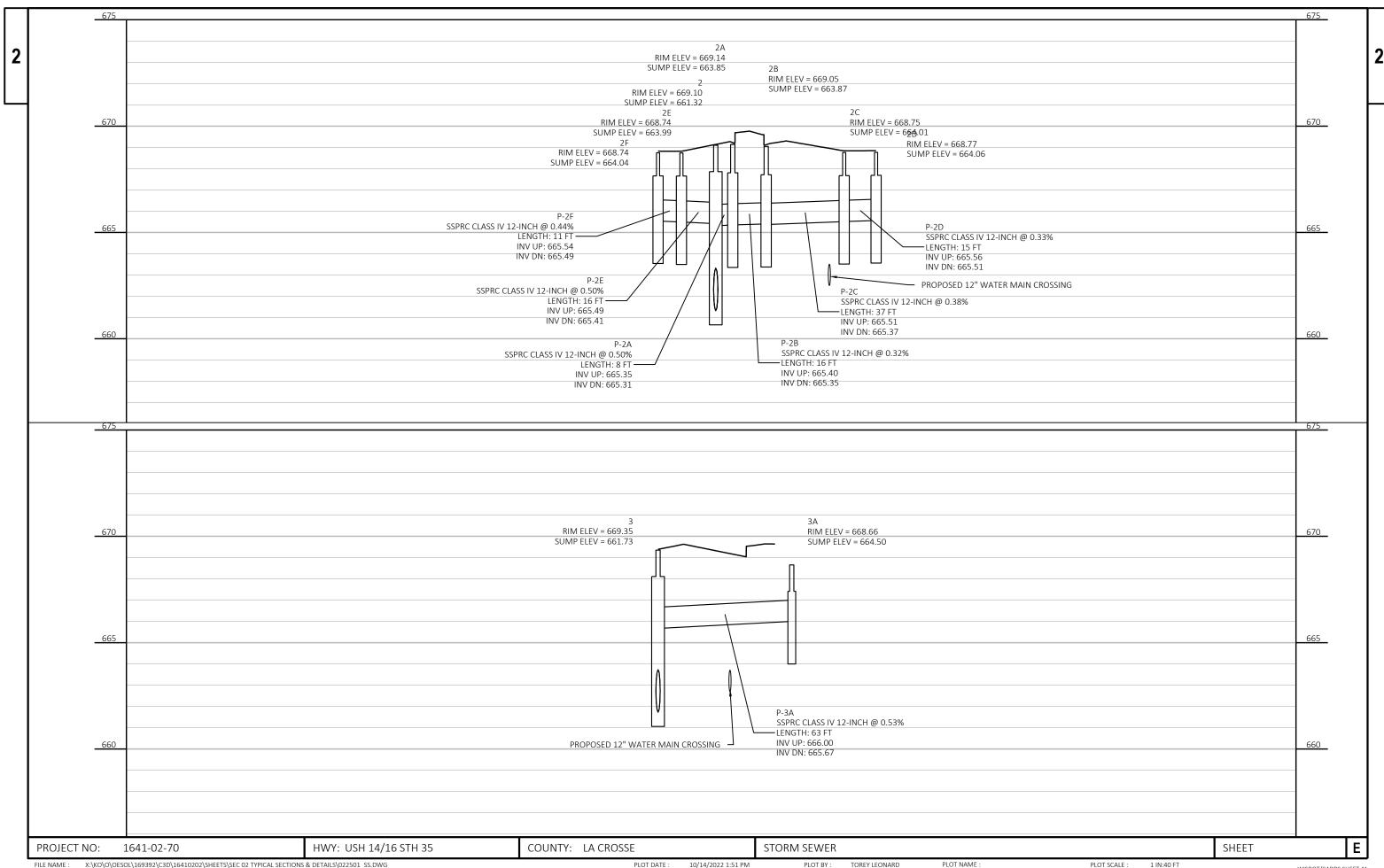


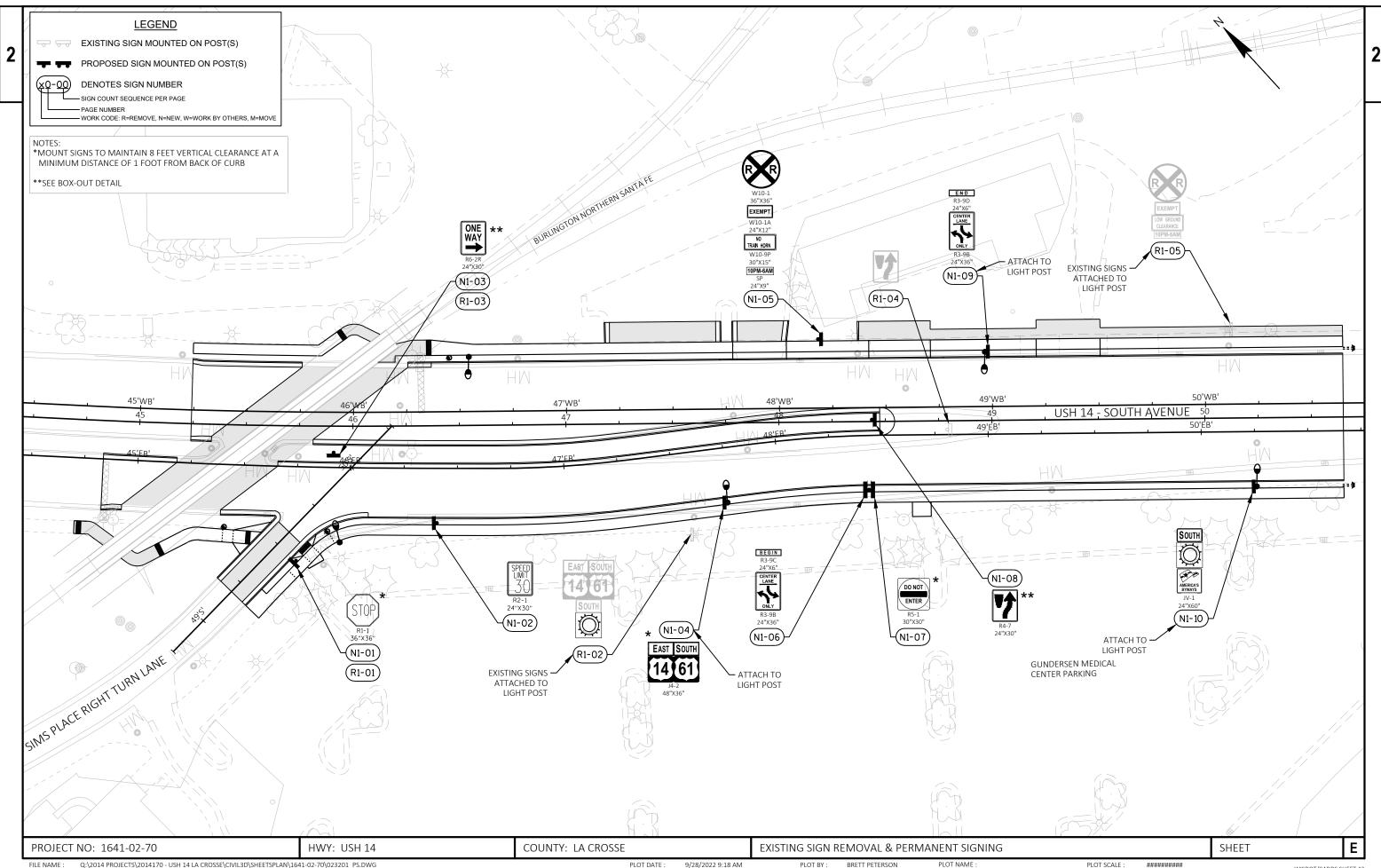












FILE NAME :

LIGHTING PLAN LEGEND

LIGHTING UNIT LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER CONDUIT RIGID NONMETALLIC 2" PULLBOX NONCONDUCTIVE. 24X42 INCH

CABINET NUMBER POLE NUMBER LIGHTING CIRCUITS LC1 - LB5 - A LIGHTING (
STA 52+95, 14 EB, 26.4 LT - LOCATION
LED B-5(T)-12 LUMINAIRE LUMINAIRE ARM LENGTH (FT) POLE TYPE, TRANSFORMER BASE LUMINAIRE DESIGNATION

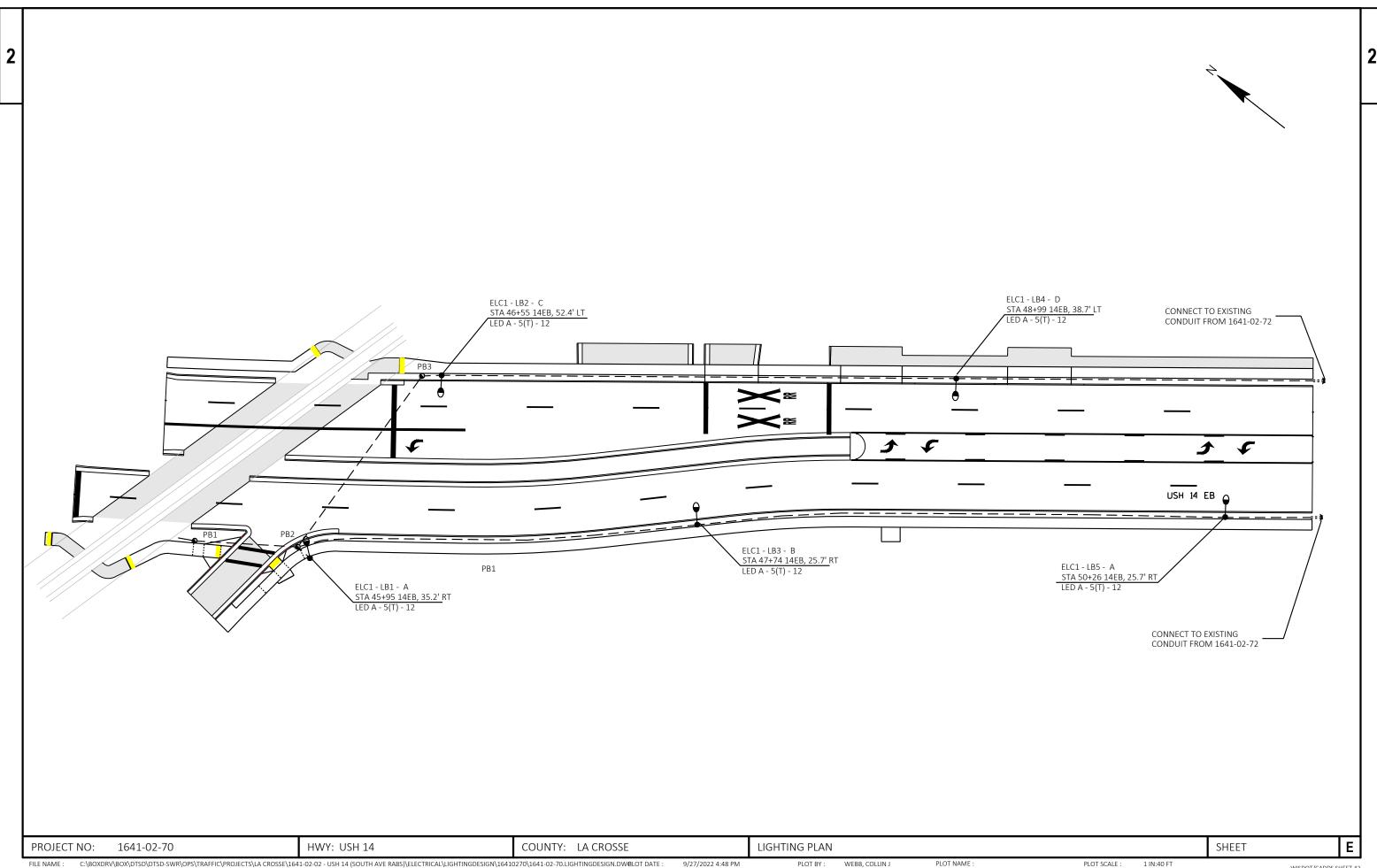
UTILIZE CITY OF LA CROSSE LIGHTING WIRING SPECIFICATION:

5L WIRING:
5L SHALL CONSIST OF 5 TOTAL WIRES
WIRING SHALL BE 240V
WIRING SHALL BE AS FOLLOWS:
A. RED (CIRCUITS A, C, E, G) AND BLUE
(CIRCUITS B, D, F, H)) B. GREEN GROUND CONDUCTOR

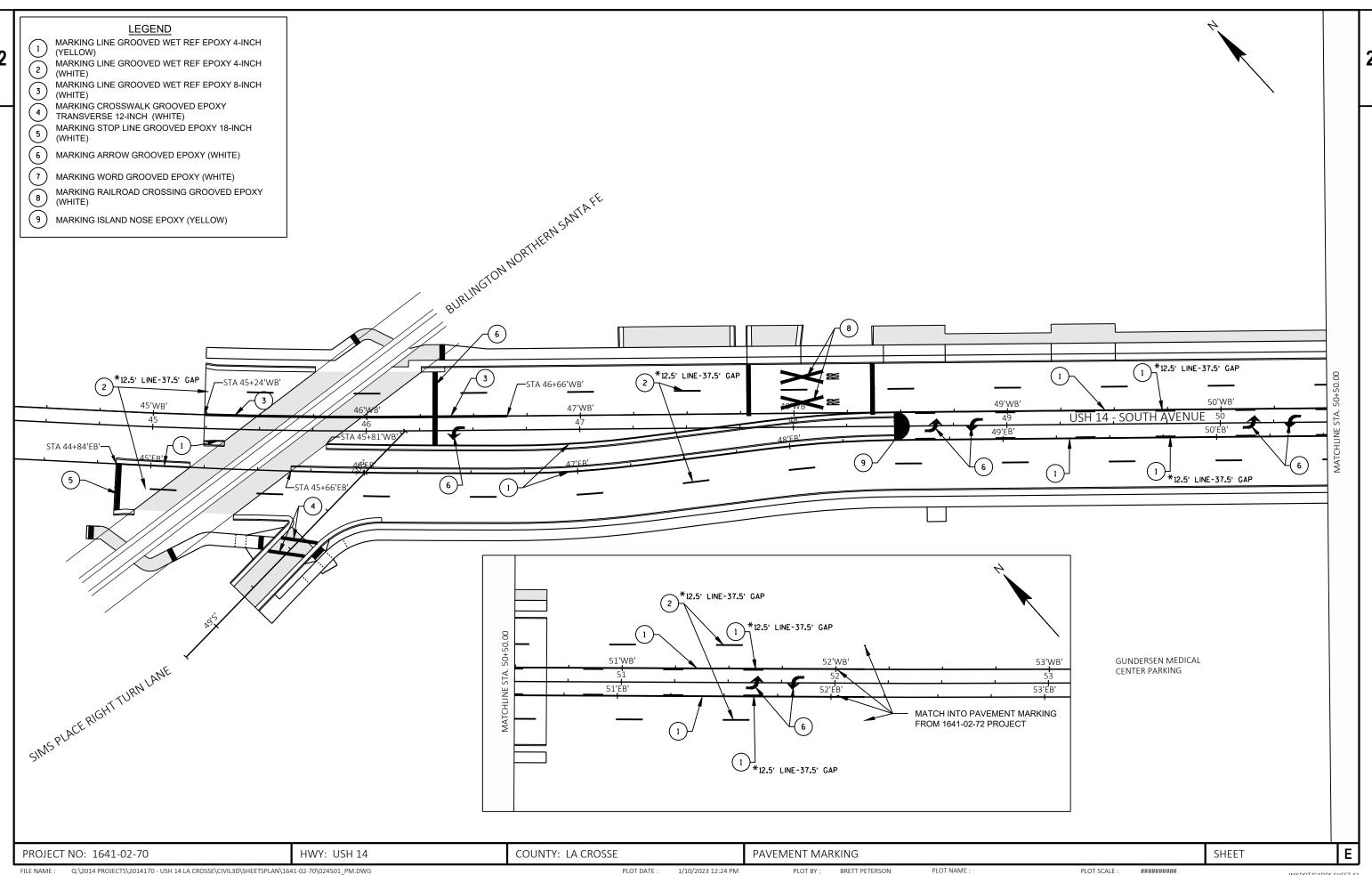
GENERAL STREET LIGHTING NOTES:

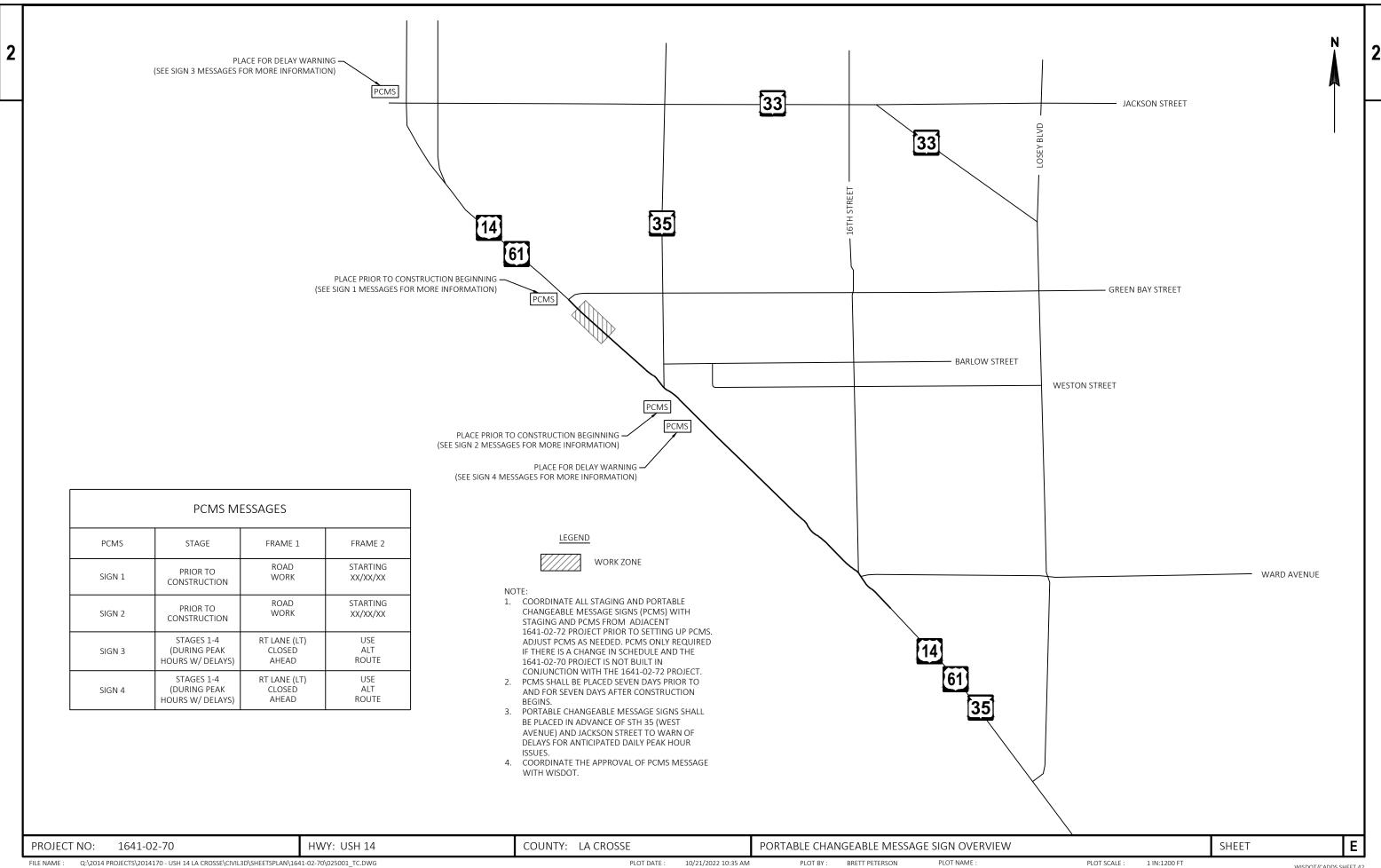
- THE CONTRACTOR SHALL UTILIZE THE EXISTING LIGHTING CABINET AT THE INTERSECTION OF USH 14 & GREEN BAY STREET. CONNECT PB1 TO EXISTING CONDUIT UNDERNEATH RAILROAD CROSSING.
- 2. THE ENGINEER SHALL APPROVE THE FINAL LOCATION FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION.
- 3. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM.
- 4. THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

Ε PROJECT NO: 1641-02-70 HWY: USH 14 COUNTY: LA CROSSE LIGHTING PLAN SHEET



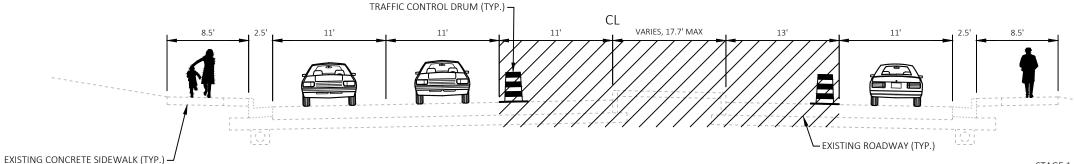
C:\BOXDRV\BOX\DTSD\DTSD-SWR\OP\$\TRAFFIC\PROJECT\$\LA CROSSE\1641-02-02 - USH 14 (SOUTH AVE RABS)\ELECTRICAL\LIGHTINGDESIGN\16410270\1641-02-70.LIGHTINGDESIGN.DW@LOT DATE : LAYOUT NAME - 023602-lp





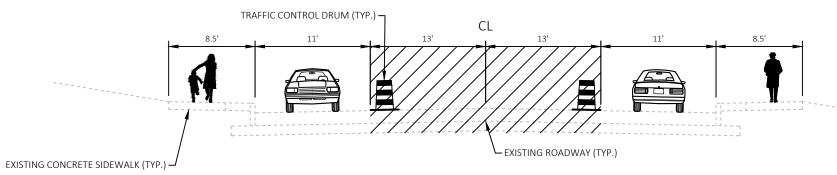






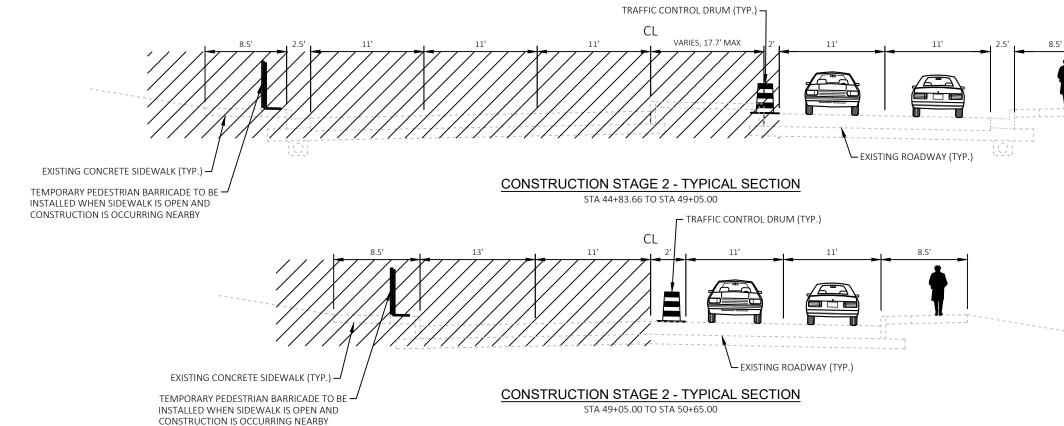
CONSTRUCTION STAGE 1 - TYPICAL SECTION

STA 44+83.66 TO STA 49+05.00



CONSTRUCTION STAGE 1 - TYPICAL SECTION

STA 49+05.00 TO STA 50+65.00



- STAGE 1 NOTES:
- STAGE 1 CONSTRUCTION WILL CONSIST OF CLOSING THE MIDDLE LANES AND REMOVING THE EXISTING MEDIANS, MEDIAN TRAFFIC SIGNALS, AND MEDIAN SIGNS.
- CONSTRUCTION TO BE COMPLETED DURING DAYTIME HOURS.
- ONE 11' MINIMUM LANE IN BOTH DIRECTIONS SHALL BE MAINTAINED AT ALL TIMES DURING STAGE 1. 11' MINIMUM TURN LANES SHALL BE MAINTAINED AT ALL TIMES AS SHOWN ON ON TRAFFIC CONTROL PLAN FOR STAGE 1.
- MAINTAIN ALL EXISTING PEDESTRIAN ACCESS.
- EXCAVATION DROP OFFS WITHIN 3' OF ACTIVE TRAFFIC LANES SHALL BE BACKFILLED PRIOR TO COMPLETION OF EACH WORK DAY.

STAGE 2 NOTES:

- STAGE 2 CONSTRUCTION WILL CONSIST OF CLOSING THE EXISTING WESTBOUND LANES, CONSTRUCTING THE PROPOSED WESTBOUND LANES, CURB & GUTTER, SIDEWALK, AND OTHER ANCILLARY PERMANENT FEATURES WITHIN THE WESTBOUND WORK ZONE.
- CONSTRUCTION WILL BE COMPLETED DURING DAYTIME HOURS.
- ONE 11' MINIMUM LANE IN BOTH DIRECTIONS SHALL BE MAINTAINED AT ALL TIMES DURING STAGE 2. 11' MINIMUM TURN LANES SHALL BE MAINTAINED AT ALL TIMES AS SHOWN ON THE TRAFFIC CONTROL PLAN FOR STAGE 2.
- MAINTAIN ALL EXISTING PEDESTRIAN ACCESS ON THE SOUTH SIDE OF USH 14 AND ON AT LEAST ONE SIDE OF ALL SIDE ROADS. EXISTING CROSSWALKS SHALL REMAIN ACCESSIBLE OR TEMPORARY CROSSWALKS AND CURB RAMPS SHALL BE IN PLACE PRIOR TO CLOSING THE EXISTING CROSSWALKS AND CURB RAMPS.
- TEMPORARY PEDESTRIAN ACCESS TO BE PROVIDED FOR BUSINESSES. COORDINATE ALL TEMPORARY SIDEWALK CLOSURES WITH LOCAL BUSINESS OWNERS.
- EXCAVATION DROP OFFS WITHIN 3' OF ACTIVE TRAFFIC LANES SHALL BE BACKFILLED PRIOR TO COMPLETION OF EACH WORK DAY.

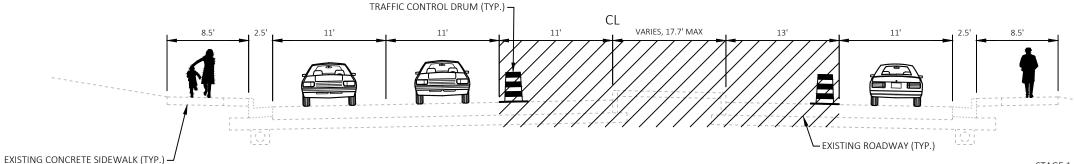
PROJECT NO: 1641-02-70 HWY: USH 14 COUNTY: LA CROSSE CONSTRUCTION STAGE TYPICAL SECTIONS 1 IN:10 FT

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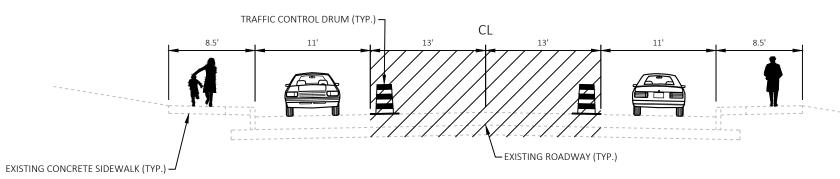






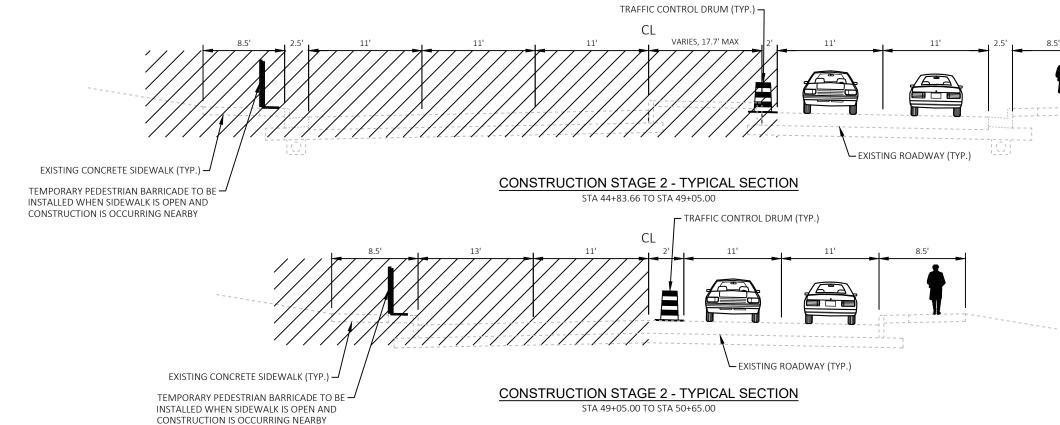
CONSTRUCTION STAGE 1 - TYPICAL SECTION

STA 44+83.66 TO STA 49+05.00



CONSTRUCTION STAGE 1 - TYPICAL SECTION

STA 49+05.00 TO STA 50+65.00



- STAGE 1 NOTES:
- STAGE 1 CONSTRUCTION WILL CONSIST OF CLOSING THE MIDDLE LANES AND REMOVING THE EXISTING MEDIANS, MEDIAN TRAFFIC SIGNALS, AND MEDIAN SIGNS.
- CONSTRUCTION TO BE COMPLETED DURING DAYTIME HOURS.
- ONE 11' MINIMUM LANE IN BOTH DIRECTIONS SHALL BE MAINTAINED AT ALL TIMES DURING STAGE 1. 11' MINIMUM TURN LANES SHALL BE MAINTAINED AT ALL TIMES AS SHOWN ON ON TRAFFIC CONTROL PLAN FOR STAGE 1.
- MAINTAIN ALL EXISTING PEDESTRIAN ACCESS.
- EXCAVATION DROP OFFS WITHIN 3' OF ACTIVE TRAFFIC LANES SHALL BE BACKFILLED PRIOR TO COMPLETION OF EACH WORK DAY.

STAGE 2 NOTES:

- STAGE 2 CONSTRUCTION WILL CONSIST OF CLOSING THE EXISTING WESTBOUND LANES, CONSTRUCTING THE PROPOSED WESTBOUND LANES, CURB & GUTTER, SIDEWALK, AND OTHER ANCILLARY PERMANENT FEATURES WITHIN THE WESTBOUND WORK ZONE.
- CONSTRUCTION WILL BE COMPLETED DURING DAYTIME HOURS.
- ONE 11' MINIMUM LANE IN BOTH DIRECTIONS SHALL BE MAINTAINED AT ALL TIMES DURING STAGE 2. 11' MINIMUM TURN LANES SHALL BE MAINTAINED AT ALL TIMES AS SHOWN ON THE TRAFFIC CONTROL PLAN FOR STAGE 2.
- MAINTAIN ALL EXISTING PEDESTRIAN ACCESS ON THE SOUTH SIDE OF USH 14 AND ON AT LEAST ONE SIDE OF ALL SIDE ROADS. EXISTING CROSSWALKS SHALL REMAIN ACCESSIBLE OR TEMPORARY CROSSWALKS AND CURB RAMPS SHALL BE IN PLACE PRIOR TO CLOSING THE EXISTING CROSSWALKS AND CURB RAMPS.
- TEMPORARY PEDESTRIAN ACCESS TO BE PROVIDED FOR BUSINESSES. COORDINATE ALL TEMPORARY SIDEWALK CLOSURES WITH LOCAL BUSINESS OWNERS.
- EXCAVATION DROP OFFS WITHIN 3' OF ACTIVE TRAFFIC LANES SHALL BE BACKFILLED PRIOR TO COMPLETION OF EACH WORK DAY.

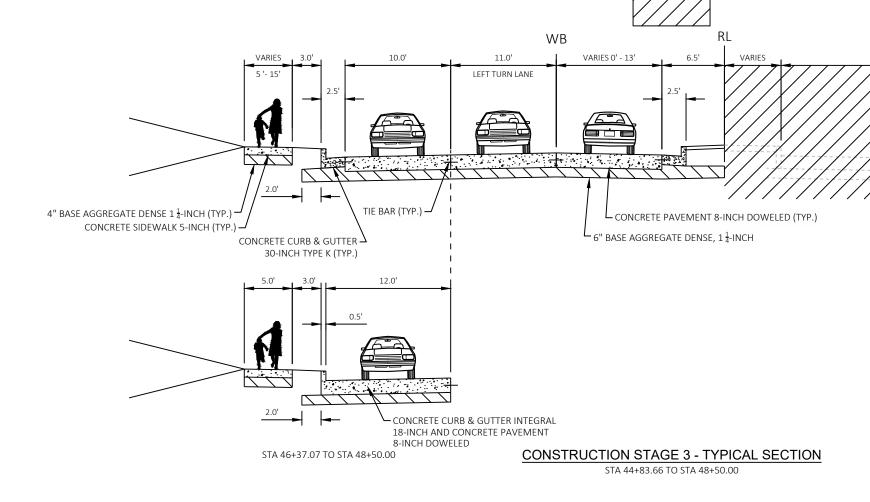
PROJECT NO: 1641-02-70 HWY: USH 14 COUNTY: LA CROSSE CONSTRUCTION STAGE TYPICAL SECTIONS

PLOT BY:

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STAGE 3 NOTES:

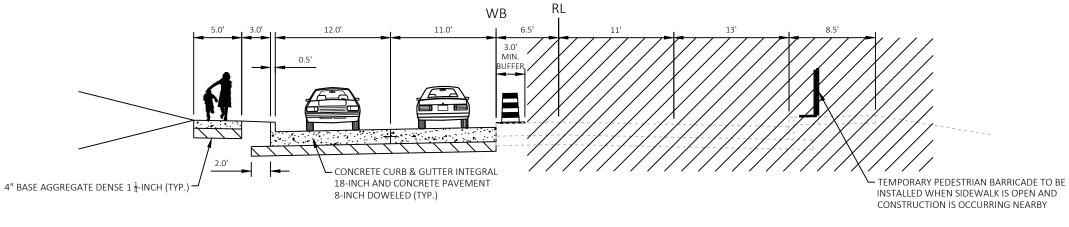
STAGE 3 CONSTRUCTION WILL CONSIST OF CLOSING THE EXISTING EASTBOUND LANES, CONSTRUCTING THE PROPOSED EASTBOUND LANES, CURB & GUTTER, SIDEWALK, AND OTHER ANCILLARY PERMANENT FEATURES WITHIN THE EASTBOUND WORK ZONE.

TEMPORARY PEDESTRIAN BARRICADE TO BE

INSTALLED WHEN SIDEWALK IS OPEN AND

CONSTRUCTION IS OCCURRING NEARBY

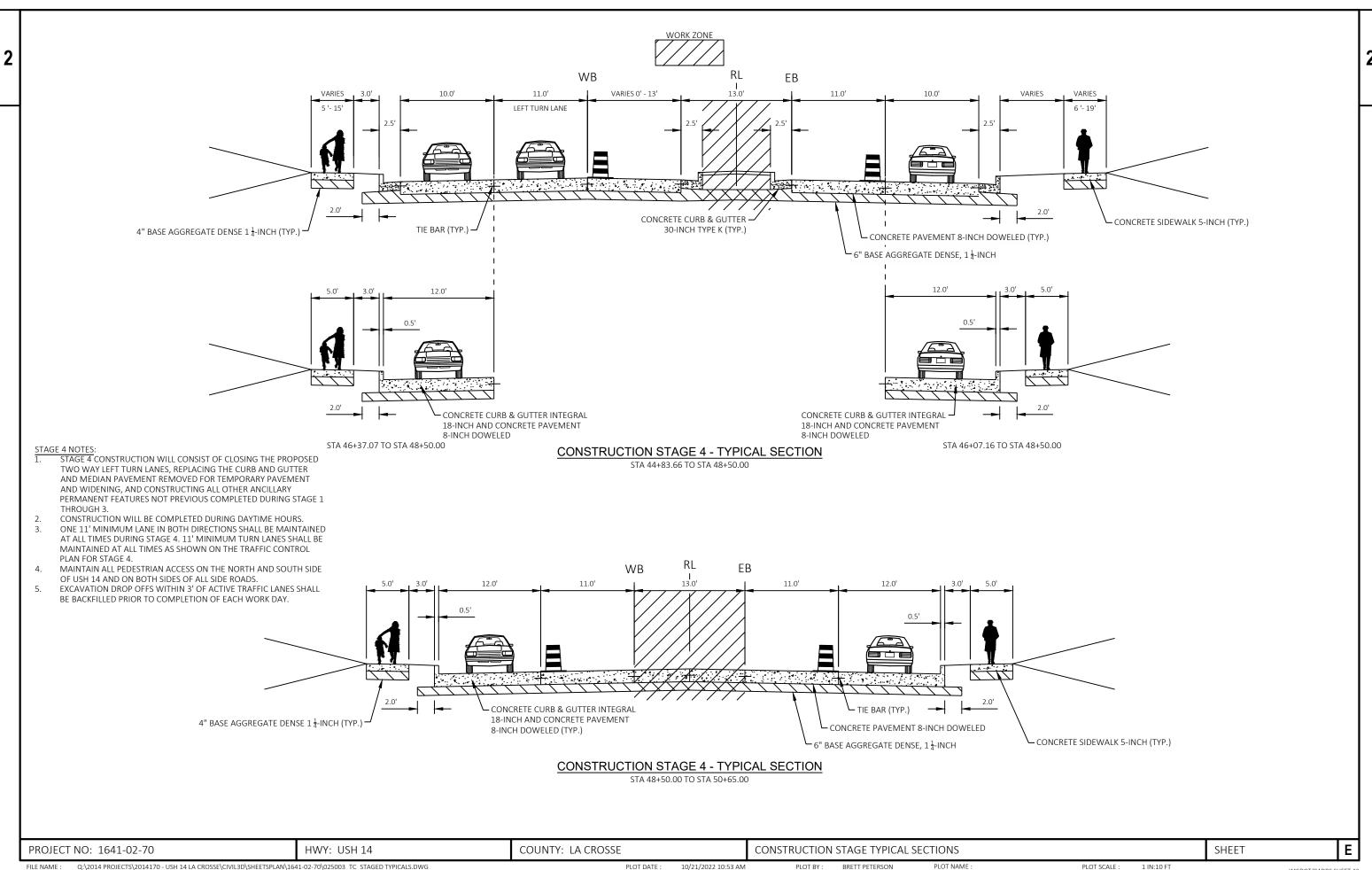
- CONSTRUCTION WILL BE COMPLETED DURING DAYTIME HOURS.
- ONE 11' MINIMUM LANE IN BOTH DIRECTIONS SHALL BE MAINTAINED AT ALL TIMES DURING STAGE 3. 11' MINIMUM TURN LANES SHALL BE MAINTAINED AT ALL TIMES AS SHOWN ON TRAFFIC CONTROL PLAN
- MAINTAIN ALL PEDESTRIAN ACCESS ON THE NORTH SIDE OF USH 14 AND ON AT LEAST ONE SIDE OF ALL SIDE ROADS. PROPOSED/EXISTING CROSSWALKS SHALL REMAIN ACCESSIBLE OR TEMPORARY CROSSWALKS AND CURB RAMPS SHALL BE IN PLACE PRIOR TO CLOSING THE PROPOSED/EXISTING CROSSWALKS AND CURB RAMPS.
- TEMPORARY PEDESTRIAN ACCESS TO BE PROVIDED FOR BUSINESSES. COORDINATE ALL TEMPORARY SIDEWALK CLOSURES WITH LOCAL BUSINESS OWNERS.
- EXCAVATION DROP OFFS WITHIN 3' OF ACTIVE TRAFFIC LANES SHALL BE BACKFILLED PRIOR TO COMPLETION OF EACH WORK DAY.

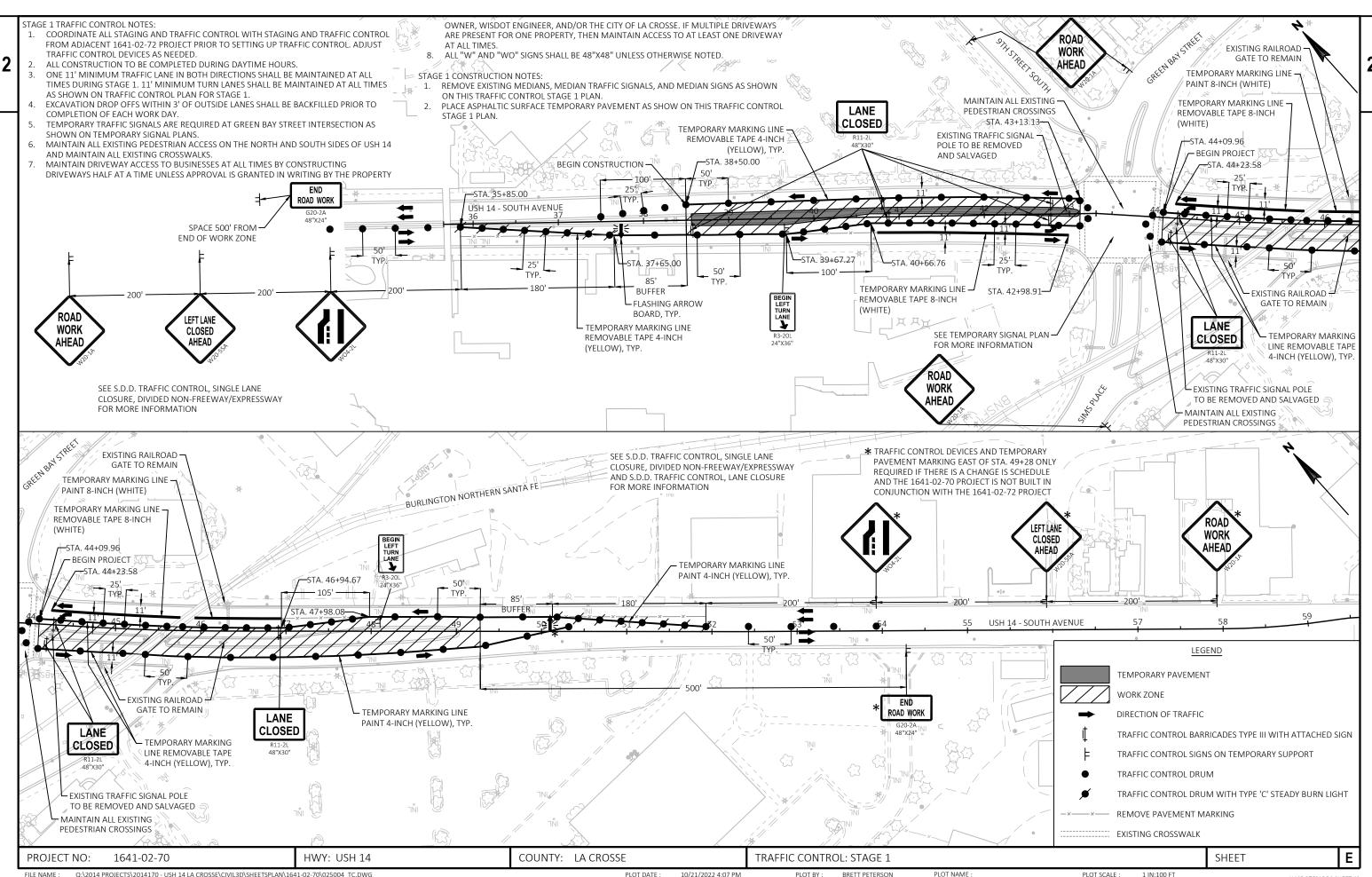


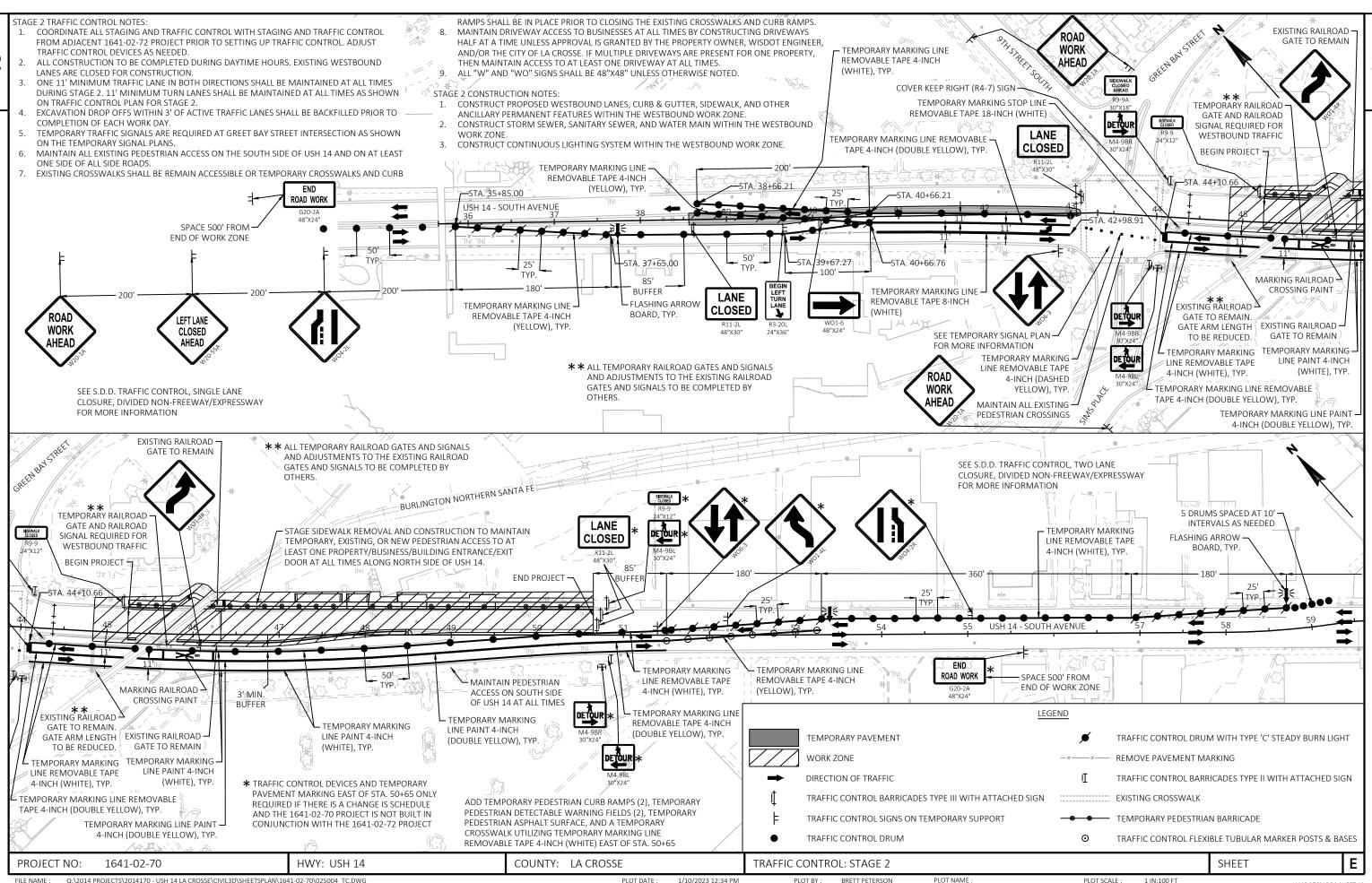
CONSTRUCTION STAGE 3 - TYPICAL SECTION

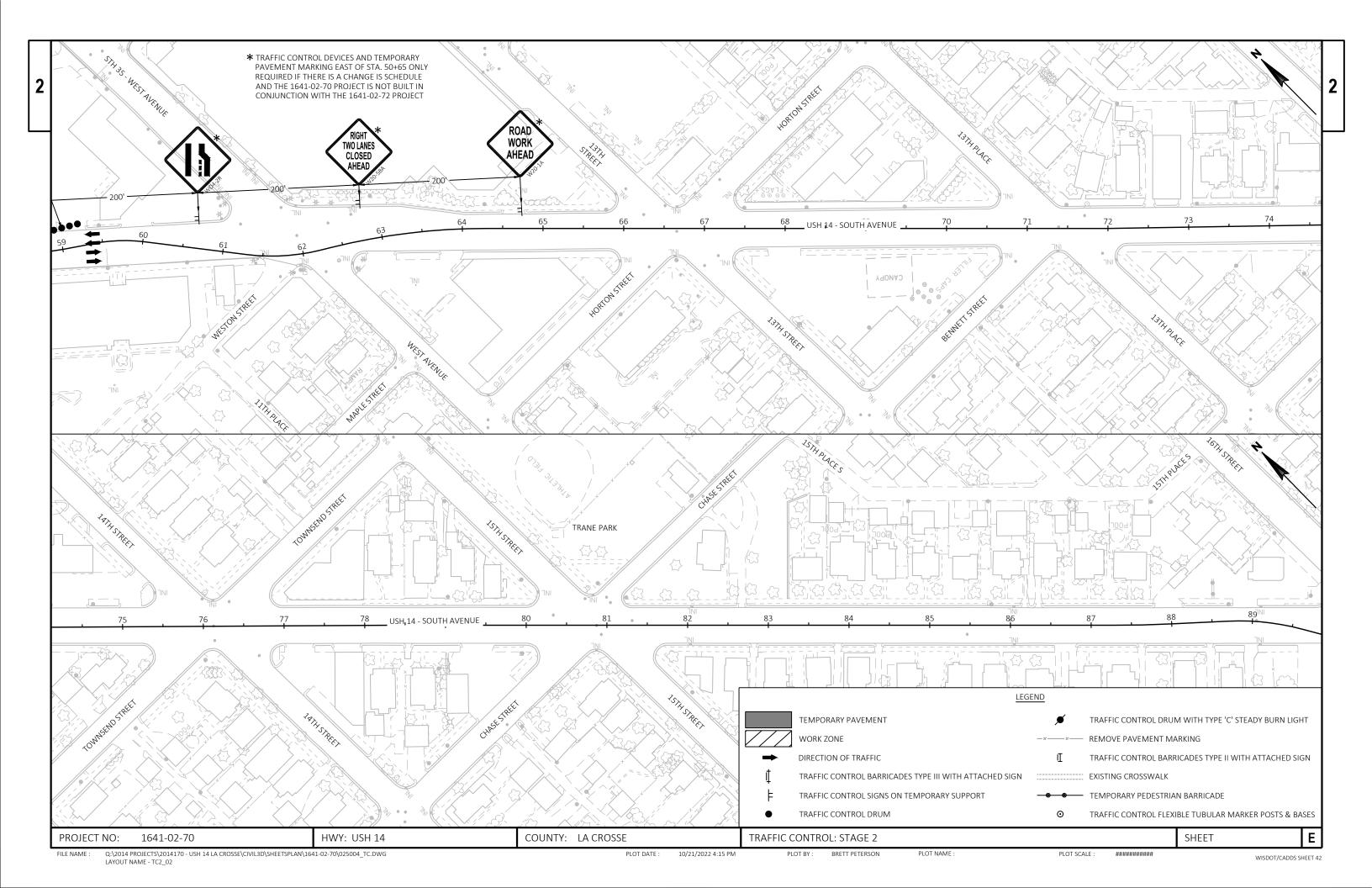
STA 48+50.00 TO STA 50+65.00

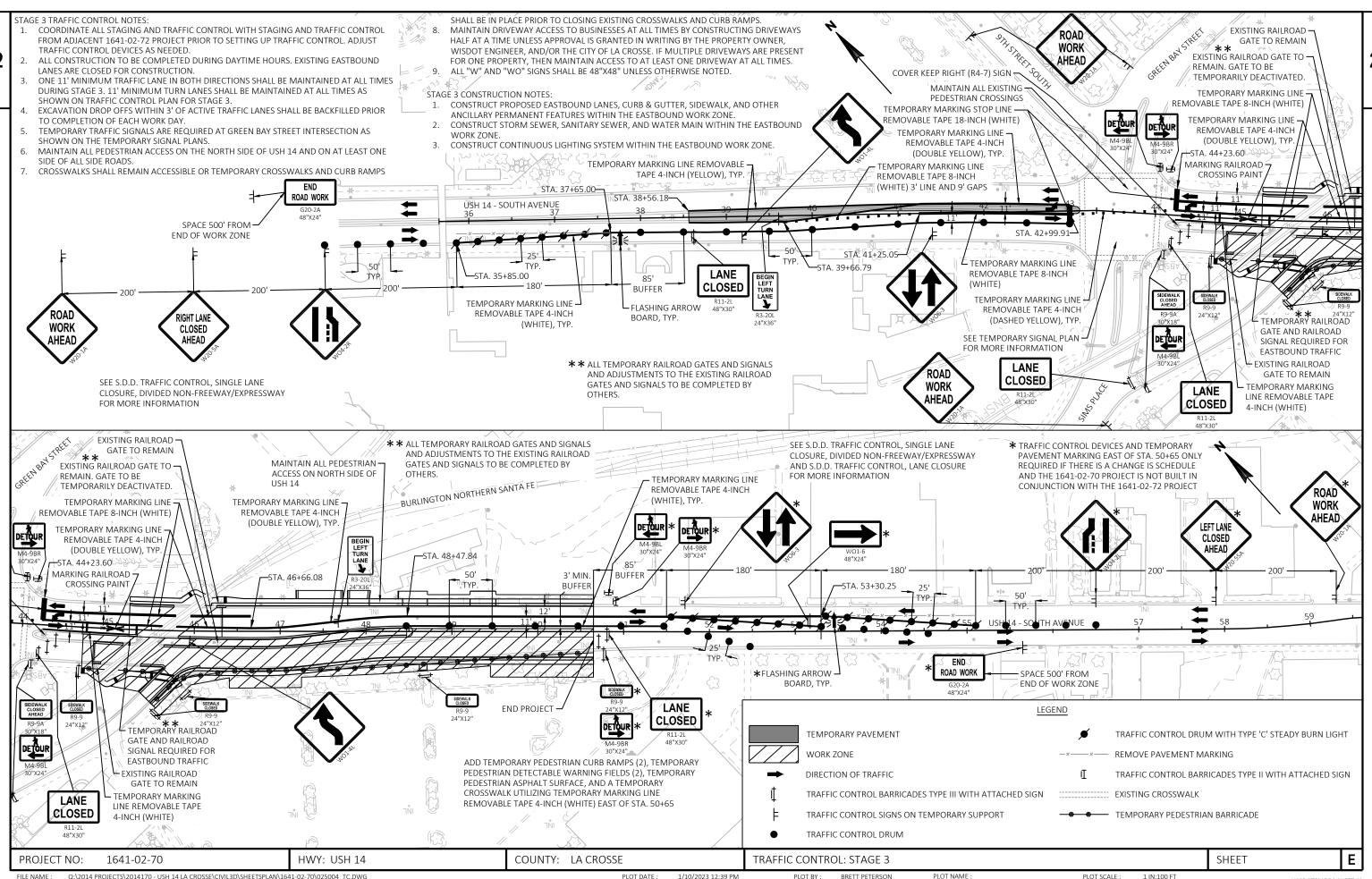
PROJECT NO: 1641-02-70 HWY: USH 14 COUNTY: LA CROSSE CONSTRUCTION STAGE TYPICAL SECTIONS SHEET Ε Q:\2014 PROJECTS\2014170 - USH 14 LA CROSSE\CIVIL3D\SHEETSPLAN\1641-02-70\025003 TC STAGED TYPICALS.DWG PLOT BY: BRETT PETERSON PLOT SCALE : 10/21/2022 10:52 AM 1 IN:10 FT WISDOT/CADDS SHEET 42

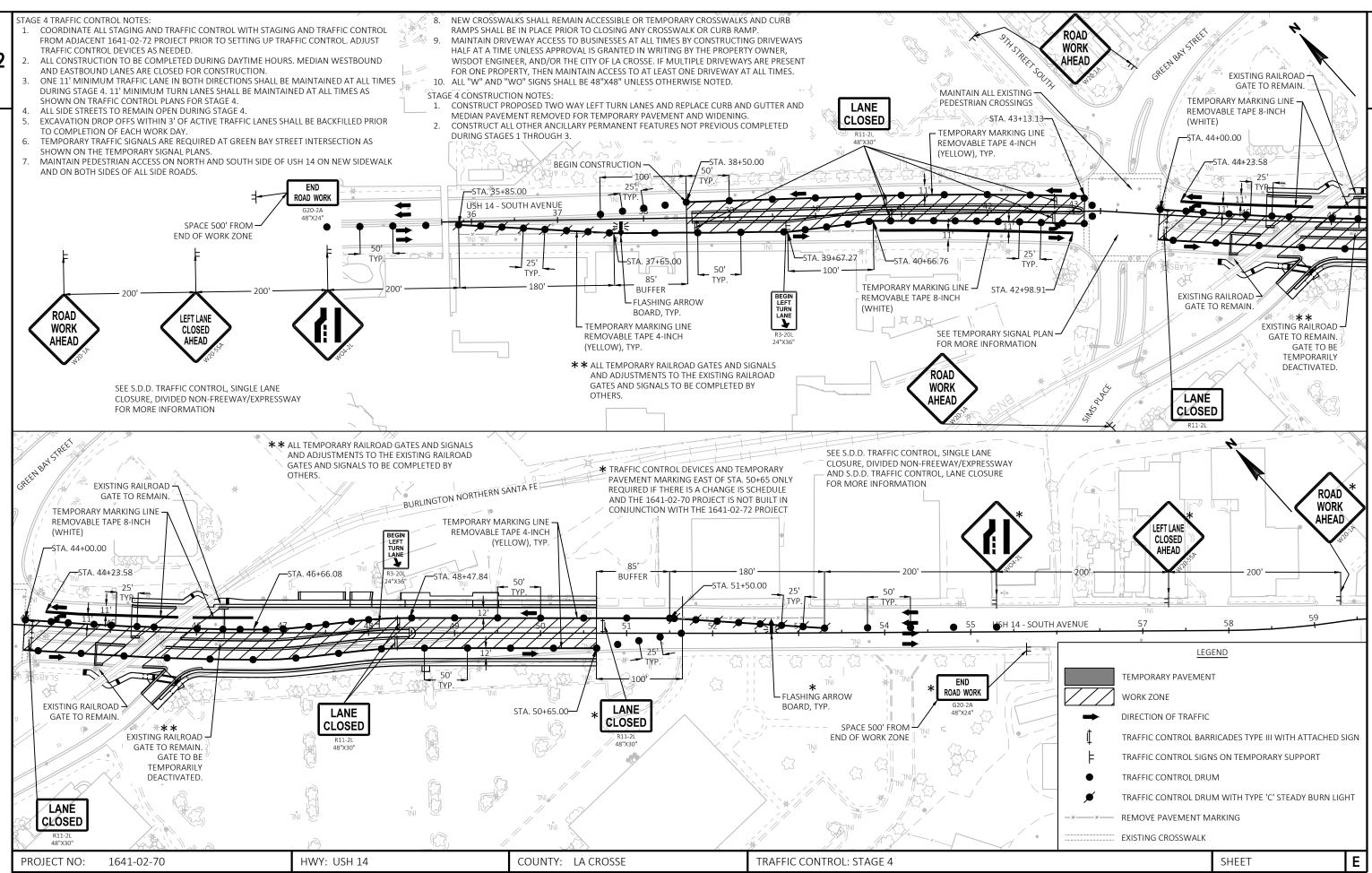


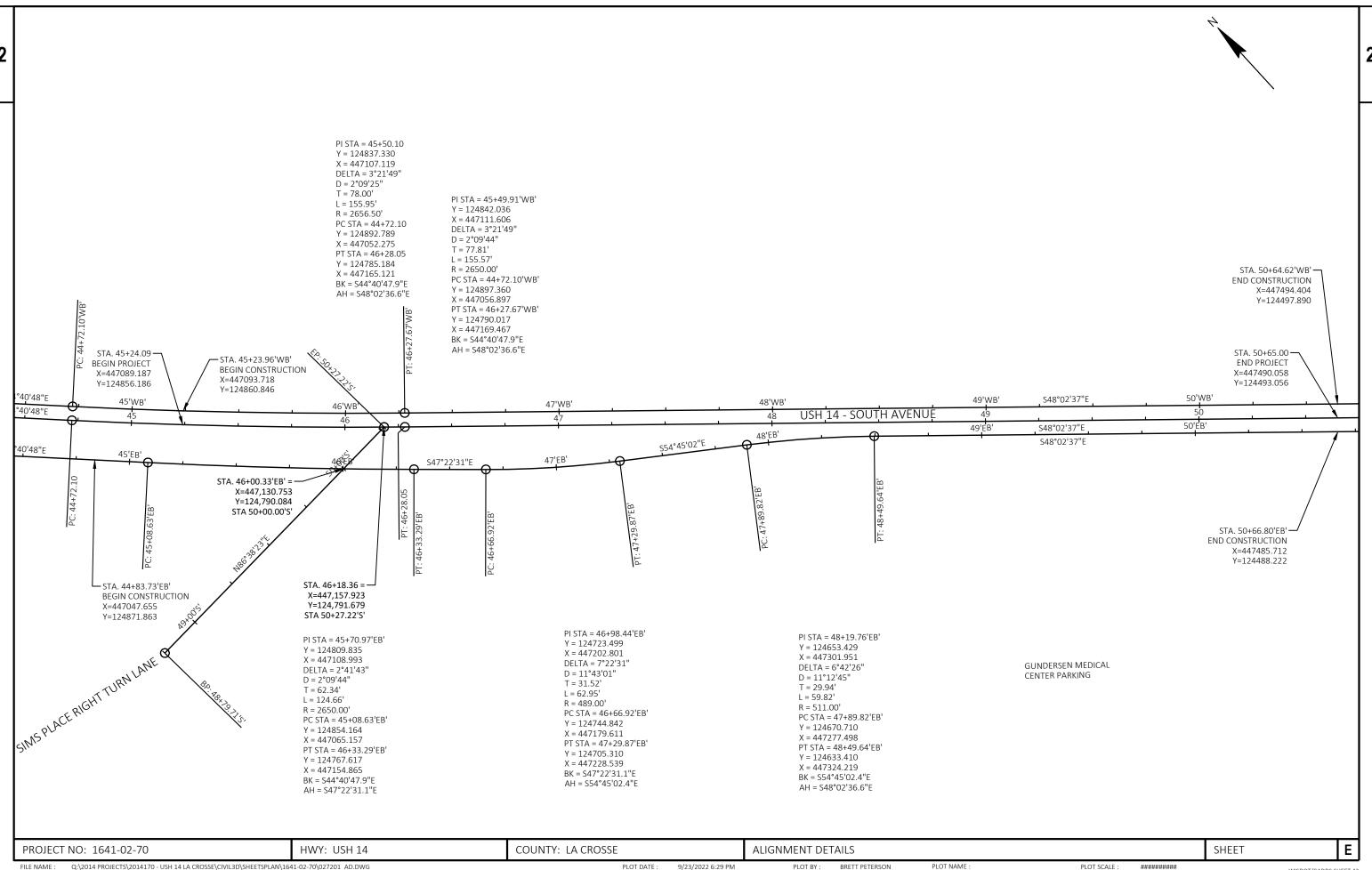












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					1641-02-70	
Line	Item	Item Description	Unit	Total	Qty	
0002	201.0120	Clearing	ID	30.000	30.000	
0004	201.0220	Grubbing	ID	30.000	30.000	
0006	204.0100	Removing Concrete Pavement	SY	3,335.000	3,335.000	
8000	204.0110	Removing Asphaltic Surface	SY	551.000	551.000	
0010	204.0130	Removing Curb	LF	48.000	48.000	
0012	204.0150	Removing Curb & Gutter	LF	956.000	956.000	
0014	204.0155	Removing Concrete Sidewalk	SY	1,659.000	1,659.000	
0016	204.0195	Removing Concrete Bases	EACH	6.000	6.000	
0018	204.0210	Removing Manholes	EACH	3.000	3.000	
0020	204.0220	Removing Inlets	EACH	9.000	9.000	
0022	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	369.000	369.000	
0024	204.0245	Removing Storm Sewer (size) 02. 18-Inch	LF	474.000	474.000	
0026	205.0100	Excavation Common	CY	3,300.000	3,300.000	
0028	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1641-02-70	EACH	1.000	1.000	
0030	213.0100	Finishing Roadway (project) 01. 1641-02-70	EACH	1.000	1.000	
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,157.000	2,157.000	
0034	311.0110	Breaker Run	TON	542.000	542.000	
0036	415.0080	Concrete Pavement 8-Inch	SY	3,109.000	3,109.000	
0038	415.4100	Concrete Pavement Joint Filling	SY	3,109.000	3,109.000	
0040	416.0160	Concrete Driveway 6-Inch	SY	75.000	75.000	
0044	416.0620	Drilled Dowel Bars	EACH	112.000	112.000	
0046	450.4000	HMA Cold Weather Paving	TON	19.000	19.000	
0048	455.0605	Tack Coat	GAL	80.000	80.000	
0050	460.2000	Incentive Density HMA Pavement	DOL	200.000	200.000	
0052	460.5223	HMA Pavement 3 LT 58-28 S	TON	11.000	11.000	
0054	460.5224	HMA Pavement 4 LT 58-28 S	TON	7.000	7.000	
0056	460.6223	HMA Pavement 3 MT 58-28 S	TON	83.000	83.000	
0058	460.6224	HMA Pavement 4 MT 58-28 S	TON	35.000	35.000	
0060	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	64.000	64.000	
0062	465.0125	Asphaltic Surface Temporary	TON	162.000	162.000	
0064	520.8000	Concrete Collars for Pipe	EACH	4.000	4.000	
0066	601.0110	Concrete Curb Type D	LF	9.000	9.000	
8800	601.0342	Concrete Curb & Gutter Integral 18-Inch	LF	803.000	803.000	
0070	601.0417	Concrete Curb & Gutter 30-Inch Type K	LF	1,647.000	1,647.000	
0072	601.0419	Concrete Curb & Gutter 30-Inch Type L	LF	118.000	118.000	
0074	602.0410	Concrete Sidewalk 5-Inch	SF	10,151.000	10,151.000	
0076	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	72.000	72.000	
0078	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	8.000	8.000	
0800	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	196.000	196.000	
0082	608.3012	Storm Sewer Pipe Class III-A 12-Inch	LF	31.000	31.000	
0084	608.3018	Storm Sewer Pipe Class III-A 18-Inch	LF	16.000	16.000	
0086	608.3024	Storm Sewer Pipe Class III-A 24-Inch	LF	450.000	450.000	
8800	611.0420	Reconstructing Manholes	EACH	1.000	1.000	
0090	611.0530	Manhole Covers Type J	EACH	4.000	4.000	
0092	611.0612	Inlet Covers Type C	EACH	1.000	1.000	
0094	611.0666	Inlet Covers Type Z	EACH	3.000	3.000	
0096	611.1004	Catch Basins 4-FT Diameter	EACH	7.000	7.000	
0098	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000	
0100	611.2005	Manholes 5-FT Diameter	EACH	3.000	3.000	

1641	-02-70

					1041-02-70
Line	Item	Item Description	Unit	Total	Qty
0102	611.3003	Inlets 3-FT Diameter	EACH	1.000	1.000
0108	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1641-02-70	EACH	1.000	1.000
0110	619.1000	Mobilization 01. 1641-02-70	EACH	1.000	1.000
0112	620.0200	Concrete Median Blunt Nose	SF	146.000	146.000
0116	623.0200	Dust Control Surface Treatment	SY	6,159.000	6,159.000
0118	624.0100	Water	MGAL	35.000	35.000
0120	625.0100	Topsoil	SY	977.000	977.000
0120	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0124	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0126	628.2006	Erosion Mat Urban Class I Type A	SY	584.000	584.000
0128	628.7005	Inlet Protection Type A	EACH	21.000	21.000
0130	628.7015	Inlet Protection Type C	EACH	21.000	21.000
0132	628.7560	Tracking Pads	EACH	4.000	4.000
0134	629.0210	Fertilizer Type B	CWT	1.000	1.000
0136	630.0140	Seeding Mixture No. 40	LB	11.000	11.000
0138	630.0200	Seeding Temporary	LB	7.000	7.000
0140	630.0500	Seed Water	MGAL	3.000	3.000
0142	631.0300	Sod Water	MGAL	2.000	2.000
0144	631.1000	Sod Lawn	SY	393.000	393.000
0146	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	3.000	3.000
0148	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000
0150	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	1.000	1.000
0152	637.2210	Signs Type II Reflective H	SF	66.210	66.210
0154	637.2230	Signs Type II Reflective F	SF	12.200	12.200
0154	638.2602	Removing Signs Type II	EACH	13.000	13.000
0158	638.3000	Removing Small Sign Supports	EACH	3.000	3.000
0160	642.5401	Field Office Type D	EACH	1.000	1.000
0162	643.0300	Traffic Control Drums	DAY	16,453.000	16,453.000
0164	643.0410	Traffic Control Barricades Type II	DAY	917.000	917.000
0166	643.0420	Traffic Control Barricades Type III	DAY	2,369.000	2,369.000
0168	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	9.000	9.000
0170	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	9.000	9.000
0172	643.0705	Traffic Control Warning Lights Type A	DAY	5,656.000	5,656.000
0174	643.0715	Traffic Control Warning Lights Type C	DAY	4,954.000	4,954.000
0176	643.0800	Traffic Control Arrow Boards	DAY	495.000	495.000
0178	643.0900	Traffic Control Signs	DAY	10,335.000	10,335.000
0180	643.0920	Traffic Control Covering Signs Type II	EACH	2.000	2.000
0182	643.1050	Traffic Control Signs PCMS	DAY	200.000	200.000
0184	643.3105	Temporary Marking Line Paint 4-Inch	LF	3,239.000	3,239.000
0186	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	11,805.000	11,805.000
0188	643.3205	Temporary Marking Line Paint 8-Inch	LF	102.000	102.000
0190	643.3250	Temporary Marking Line Removable Tape 8-Inch	LF	1,492.000	1,492.000
0192	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	58.000	58.000
0194	643.5000	Traffic Control	EACH	1.000	1.000
0196	644.1410	Temporary Pedestrian Surface Asphalt	SF	110.000	110.000
0198	644.1601	Temporary Pedestrian Curb Ramp	DAY	334.000	334.000
0200	644.1605	Temporary Pedestrian Detectable Warning Field	SF	44.000	44.000
0200		Temporary Pedestrian Barricade			
	644.1810	•	LF	1,139.000	1,139.000
0206	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	2,130.000	2,130.000

16/1	-02-70

					1641-02-70	
Line	Item	Item Description	Unit	Total	Qty	
0208	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	473.000	473.000	
0210	646.5305	Marking Railroad Crossing Paint	EACH	2.000	2.000	
0214	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	2,130.000	2,130.000	
0216	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	473.000	473.000	
0220	646.8220	Marking Island Nose Epoxy	EACH	2.000	2.000	
0222	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	3,753.000	3,753.000	
0224	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	327.000	327.000	
0226	646.9210	Marking Removal Line Water Blasting Wide	LF	11.000	11.000	
0228	646.9310	Marking Removal Special Marking Water Blasting	EACH	1.000	1.000	
0230	650.4500	Construction Staking Subgrade	LF	1,124.000	1,124.000	
0232	650.5000	Construction Staking Base	LF	39.000	39.000	
0234	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	127.000	127.000	
0236	650.7000	Construction Staking Concrete Pavement	LF	1,124.000	1,124.000	
0238	650.8501	Construction Staking Electrical Installations (project) 01. 1641-02-70	EACH	1.000	1.000	
0240	650.9000	Construction Staking Curb Ramps	EACH	6.000	6.000	
0242	650.9500	Construction Staking Sidewalk (project) 01. 1641-02-70	EACH	1.000	1.000	
0248	650.9911	Construction Staking Supplemental Control (project) 01. 1641-02-70	EACH	1.000	1.000	
0254	650.9920	Construction Staking Slope Stakes	LF	1,163.000	1,163.000	
0256	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,047.000	1,047.000	
0270	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	3.000	3.000	
0272	653.0905	Removing Pull Boxes	EACH	3.000	3.000	
0276	654.0105	Concrete Bases Type 5	EACH	5.000	5.000	
0294	655.0610	Electrical Wire Lighting 12 AWG	LF	6,274.000	6,274.000	
0304	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	5.000	5.000	
0306	657.0322	Poles Type 5-Aluminum	EACH	5.000	5.000	
0312	657.0710	Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	EACH	5.000	5.000	
0324	659.1115	Luminaires Utility LED A	EACH	5.000	5.000	
0328	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	16.000	16.000	
0330	661.0201	Temporary Traffic Signals for Intersections (location) 01. USH 14 & Green Bay St	EACH	1.000	1.000	
0332	690.0150	Sawing Asphalt	LF	329.000	329.000	
0334	690.0250	Sawing Concrete	LF	121.000	121.000	
0336	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	935.000	935.000	
0338	740.0440	Incentive IRI Ride	DOL	510.000	510.000	
0342	SPV.0060	Special 01. Inlet Covers Type B	EACH	3.000	3.000	
0344	SPV.0060	Special 02. Inlet Covers Type Z SP	EACH	1.000	1.000	
0346	SPV.0060	Special 03. Black Paint Posts Wood 4X6-Inch X 14-FT	EACH	3.000	3.000	
0348	SPV.0060	Special 04. Black Paint Posts Wood 4X6-Inch X 16-FT	EACH	2.000	2.000	
0350	SPV.0060	Special 05. Black Paint Posts Wood 4X6-Inch X 18-FT	EACH	1.000	1.000	
0352	SPV.0060	Special 06. Black Paint Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	5.000	5.000	
0354	SPV.0060	Special 07. Black Paint Poles Type 5-Aluminum	EACH	5.000	5.000	
0356	SPV.0060	Special 08. Black Paint Luminaire Arms Truss Member 4.5-Inch Clamp 12-FT	EACH	5.000	5.000	
0358	SPV.0060	Special 09. Black Paint Luminaire Utility LED Category A	EACH	5.000	5.000	
0360	SPV.0060	Special 10. Marking Arrow Grooved Epoxy	EACH	11.000	11.000	
0362	SPV.0060	Special 11. Marking Word Grooved Epoxy	EACH	4.000	4.000	
0364	SPV.0060	Special 12. Marking Railroad Crossing Grooved Epoxy	EACH	4.000	4.000	
0366	SPV.0060	Special 13. Removing Lighting Units	EACH	6.000	6.000	
0368	SPV.0060	Special 14. Temporary Connection To Storm Sewer	EACH	4.000	4.000	
0436	SPV.0060	Special 60. Cold Weather Marking Arrow Epoxy	EACH	11.000	11.000	
	SPV.0060	Special 61. Cold Weather Marking Word Epoxy	EACH	4.000	4.000	

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Estimate Of Quantities	By Plan Sets
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Line	Item	Item Description	Unit	Total	Qty
0440	SPV.0090	Special 01. Marking Stop Line Grooved Epoxy 18-Inch	LF	126.000	126.000
0442	SPV.0090	Special 02. Marking Crosswalk Grooved Epoxy Transverse 12-Inch	LF	34.000	34.000
0444	SPV.0090	Special 03. Reinforced Concrete Curb & Gutter	LF	84.000	84.000
0456	SPV.0090	Special 20. Cold Weather Marking Epoxy 12-Inch	LF	34.000	34.000
0458	SPV.0090	Special 21. Cold Weather Marking Epoxy 18-Inch	LF	126.000	126.000

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CLEARING AND GRUBBING

					TOTALS:	30	30
0010	49+79'EB'	-	49+79'EB'	USH 14 EB	RT	15	15
0010	46+88'EB'	-	46+88'EB'	USH 14 EB	RT	15	15
CATEGORY	STATION	TO	STATION	LOCATION	O/S	ID	ID
						CLEARING	GRUBBING
						201.0120	201.0220

204.0155 REMOVING CONCRETE SIDEWALK

	CATEGORY	STATION	TO	STATION	LOCATION	O/S	SY
	0010	-	-	-	USH 14 MEDIAN NORTH OF GREEN BAY ST	-	298
	0010	45+23.96'WB'	-	49+99.62'WB'	USH 14	LT	449
	0010	44+71.42'EB'	-	50+01.80'EB'	USH 14	RT	505
_	0010	45+62'EB'	-	49+03'EB'	USH 14 MEDIAN	LT/RT	407
						TOTAL:	1,659

211.0101 PREPARE FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	LOCATION		EACH
0010	.01 PROJECT 1641-02-70		1
		TOTAL:	1

PAVEMENT REMOVAL

					204.0100	204.0110
					REMOVING	REMOVING
					CONCRETE	ASPHALTIC
					PAVEMENT	SURFACE
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY
0010	44+83.73'EB'	-	50+01.80'EB'	USH 14	3,335	-
0010	-	-	=	USH 14 TEMPORARY PAVEMENT NORTH OF GREEN BAY STREET		551
				TOTALS:	3,335	551

1) ASSUMING ASPHALT REMOVAL INCIDENTAL IN CUT AREAS AND PAY FOR REMOVAL IN FILL AREAS.

REMOVING CURB AND GUTTER

	•		•		TOTALS:	48	956
0010	47+18'WB'	-	48+37 'WB'	USH 14 WB DRIVEWAYS	LT	48	-
0010	49+19'S'	-	49+42'S'	SIMS PLACE	RT	-	23
0010	49+19'S'	-	49+42'S'	SIMS PLACE	LT	-	23
0010	-	-	-	USH 14 MEDIAN NORTH OF GREEN BAY ST	-	-	910
CATEGORY	STATION	TO	STATION	LOCATION	O/S	LF	LF
						CURB	CURB & GUTTER
						REMOVING	REMOVING
						204.0130	204.0150

HWY: USH 14 COUNTY: LA CROSSE MISCELLANEOUS QUANTITIES SHEET PROJECT NO: 1641-02-70

REMOVING STORM SEWER (SIZE)

204.0245

REMOVING STORM SEWER (SIZE)

		<u>12-INCH</u>	<u>18-INCH</u>	
STATION	LOCATION	LF	LF	NOTES
45+75 EB	5.0' LT	4	-	INLET
45+75 EB	5.0' LT	-	8	MAINLINE
45+75 EB	5.0' LT	32	-	INLET
45+75 EB	5.0' LT	42	-	INLET
45+75 EB - 47+86 EB	2.3' RT	-	211	MAINLINE
47+86 EB	2.3' RT	50	-	INLET
47+86 EB	2.3' RT	36	-	INLET
47+86 EB - 50+26 EB	5.0' RT	-	239	MAINLINE
50+26 EB	5.0' RT	56	-	INLET
50+26 EB	5.0' RT	35	-	INLET
50+26 EB	5.0' RT	53	-	INLET
50+26 EB	5.0' RT	34	-	INLET
49+13 EB	5.5'RT	-	16	TEMP AT STRUCTURE 3
47+86 EB	2.3' RT	27	-	TEMP AT STRUCTURE 2B
PROJECT TOT	AL	369	474	

REMOVING MANHOLES

REMOVING INLETS

LOCATION

23.4' RT

32.8' RT

31.4' RT

37.7' LT

57.3' LT

37.5' LT

19.5' RT

19.5' LT

15.7' RT

STATION

45+62 EB

45+91 EB

48+08 EB

48+14 EB

49+12 EB

49+89 EB 49+95 EB

50+56 EB

50+58 EB

PROJECT TOTAL

204.0220 REMOVING <u>INLETS</u>

EACH

1

1

1

9

204.0210

REMOVING

MANHOLES

STATION	LOCATION	EACH
45+75 EB	5.0' LT	1
47+86 EB	2.4' RT	1
50+26 EB	4.9' RT	1
PROJEC	3	

CONCRETE COLLARS FOR PIPE

520.8000

CONCRETE

COLLARS

FOR PIPE

STATION	LOCATION	EACH	NOTES
45+75 EB	5.0' LT	1	CONNET TO EXISTING INLET
45+75 EB	5.0' LT	1	CONNECT TO EXISTING MAINLINE
49+05 EB	5.5' RT	1	TEMP CONNECTION TO EXIST, STAGE 1
49+21 EB	5.5' RT	1	TEMP CONNECTION TO EXIST, STAGE 1
PROJEC1	T TOTAL	4	

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

HWY: USH 14/16 STH 35 MISCELLANEOUS QUANTITIES Ε PROJECT NO: 1641-02-70 COUNTY: LA CROSSE SHEET X:\kO\O\OESOL\169392\C3D\16410202\SHEETS\030201_MQ.DWG LAYOUT NAME - 01 PLOT BY: TOREY LEONARD PLOT DATE : 10/18/2022 1:45 PM PLOT NAME : PLOT SCALE : FILE NAME : WISDOT/CADDS SHEET 42

EARTHWORK SUMMARY

EARTHWORK - STAGE 2

				205.0100 S		SALVAGED/UNUSABLE			EXPANDED	MASS		311.0110
			_	EXCAVATION COMMON (1)		PAVEMENT	AVAILABLE	UNEXPANDED	FILL (6)	ORDINATE +/-		BREAKER
				CUT (2)	CUT (2) EBS EXCAVATION (3)		MATERIAL (5)	FILL	FACTOR = 1.30	(7)	WASTE	RUN (8)
CATEGORY	STATION TO	STATION	LOCATION	CY	CY	CY	CY	CY	CY	CY	CY	TON
0010	45+24'WB' - 50)+64.62'WB'	USH 14	1,052	105	1,052	0	1	1	-1	-1	189
			SUBTOTALS:	1,052	105	1,052	0	1	1	-1	-1	189

STAGE 3 TOTALS:

STAGE 4 TOTALS:

STAGE 5 TOTALS:

CATEGORY

0010

0010

0010

0010

0010

0010

0010

0010

0010

0010

0010

1,157

1,377

						EARTHWORK - S	STAGE 3						
						205.0100	SALVAGED/UNUSABLE			EXPANDED	MASS		311.0110
				_	EXCAVAT	EXCAVATION COMMON (1)		AVAILABLE	UNEXPANDED	FILL (6)	ORDINATE +/-		BREAKER
	CUT (2) EBS EXCAVATION (3)		MATERIAL (4)	MATERIAL (5)	FILL	FACTOR = 1.30	(7)	WASTE	RUN (8)				
CATEGORY	STATION	TO	STATION	LOCATION	CY	CY	CY	CY	CY	CY	CY	CY	TON
0010	44+50'EB'	-	50+66.80'EB'	USH 14	1,196	120	1,196	0	13	17	-17	-17	216
0010	49+00'S'	-	49+60'S'	SIMS PLACE	55	6	55	0	0	0	0	0	11
				SUBTOTALS:	1,251	126		0	13	17	-17	-17	227

	EARTHWORK - STAGE 4												
						205.0100	SALVAGED/UNUSABLE			EXPANDED	MASS		311.0110
				_	EXCAVATION COMMON (1)		PAVEMENT	AVAILABLE	UNEXPANDED	FILL (6)	ORDINATE +/-		BREAKER
					CUT (2)	EBS EXCAVATION (3)	MATERIAL (4)	MATERIAL (5)	FILL	FACTOR = 1.30	(7)	WASTE	RUN (8)
CATEGORY	STATION	TO	STATION	LOCATION	CY	CY	CY	CY	CY	CY	CY	CY	TON
0010	44+85'EB'	-	50+66.80'EB'	USH 14 EB	348	35	348	0	0	0	0	0	63
0010	44+85'WB'	-	50+64.62'WB'	USH 14 WB	348	35	348	0	0	0	0	0	63
				SUBTOTALS:	696	70		0	0	0	0	0	126

TOTALS:

3,300

766

542

189

227

126

NOTES:

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. BID ITEM NUMBER 205.0100. 2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN THE CUT.

TO

- 3) EBS EXCAVATION = 10% OF THE CUT. EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN. 4) SALVAGED/UNUSABLE PAVEMENT MATERIAL.
- 5) AVAILABLE MATERIAL = CUT SALVAGED/UNUSABLE PAVEMENT MATERIAL. 6) EXPANDED FILL = (UNEXPANDED)*(EXPANDED FILL FACTOR). EXPANDED FILL FACTOR = 1.15.
- 7) MASS ORDINATE = (AVAILABLE MATERIAL EXPANDED FILL). PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL.

STATION

45+23.96'WB'

45+34 'WB'

44+83.73'EB'

49+19'S'

44+83'EB'

48+50'EB'

45+68.79'EB'

8) BREAKER RUN = (EBS QUANTITY) * (UNIT WEIGHT FOR BREAKER RUN). UNIT WEIGHT FOR BREAKER RUN = 1.8 TONS/CY. USED FOR BACKFILL OF EBS.

BASE AGGREGATE ITEMS

	BASE AGGREGATE
	DENSE 1 1/4-INCH
LOCATION	TON
USH 14	622
DRIVEWAYS/SIDEWALKS	155
USH 14 RR APPROACH	102
USH 14	589
SIMS PL	36
DRIVEWAYS/SIDEWALKS	78
USH 14 RR APPROACH	101
USH 14, TWLTL	105
USH 14 MEDIAN	54
USH 14 MEDIAN, N OF PROJECT LIMITS	212

305.0120

TOTALS: 2,157 PROJECT NO: 1641-02-70 HWY: USH 14 COUNTY: LA CROSSE

STAGE

MISCELLANEOUS QUANTITIES

UNDISTRIBUTED

Q:\2014 PROJECTS\2014170 - USH 14 LA CROSSE\CIVIL3D\SHEETSPLAN\1641-02-70\030201_MQ.DWG

PLOT DATE : 9/28/2022 7:34 PM

STATION

50+64.62'WB'

46+26 'WB'

50+66.80'EB'

49+30'S'

45+66'EB'

50+66.80'EB'

48+49.14'EB'

PLOT BY: BRETT PETERSON

PLOT NAME :

PLOT SCALE :

SHEET

ı	
ı	2
ı	

	CONCRETE PA	VEMENT					416.0620 DRILLED DOWEL BARS		
CATEGORY STAGE STA 0010 2 45+23.96 0010 3 44+83.73 0010 4 48+50	'WB' - 50+64.62'WB' 8'EB' - 50+66.80'EB'	CC PA' 8 ROADWAY USH 14, WB	15.0080 415.4100 NCRETE CONCRETE VEMENT PAVEMENT -INCH JOINT FILLING SY SY 1,473 1,473 1,330 1,330 306 306			CATEGORY ST. 0010 44+8 0010 45+2	ATION LOCATION 83.73'EB' USH 1 3.96'WB' USH 1 56.80'EB' USH 1 TOTAL	ON EACH 4 20 4 32 4 60	
	CONCRETE DR		3,109 3,109			ASPHALTIC SURF	465.0120 ACE DRIVEWAYS AND F	FIELD ENTRANCES	
CATEGORY STAGE STATION 0010 2 47+91'V 0010 2 48+57'V 0010 2 49+36'V	0N LOCATION VB' USH 14, LT VB' USH 14, LT	16.0160 6-I NCH SY RI 22 26	EMARKS D DRIVEWAY		CATEGORY 0010 0010 0010 0010	Y STAGE STATION 2 47+45'WB' 2 47+91'WB' 2 48+57'WB' 2 49+36'WB'	USH 14, LT 1 USH 14, LT 0 USH 14, LT 1	ON REMARKS L5 6 13 30 SHARED DRIVEWAY	
				ASPHALT PAVEME	NT ITEMS			4CE 013E	
	CATEGORY STAGE 0010 1 0010 2 0010 3 0010 3 0010	STATION TO STATION 45+34'WB' - 46+26'V 44+83'EB' - 45+66'V 49+19'S' - 49+58'	TEMPORARY PAVEM VB' USH 14, WB RR EB' USH 14, EB RR	MENT/WIDENING - R APPROACH - APPROACH 14 PL 4	OLD TACK HMA PAVING COAT 3 L N GAL 33 20 19 4 4	60.5223 460.5224 PAVEMENT HMA PAVEM T 58-28 S 4 LT 58-28 TON TON 10 7 1 0 11 7	1ENT HMA PAVEMENT H	465.0125 460.6224 ASPHALTIC HMA PAVEMENT 4 MT 58-28 S TEMPORARY TON - 154 17 - 16 2 8 35 162	
				CONCRETE CURB AN	ID GUTTER				
	CATEGORY STAGE ST 0010 2 45+23.9 0010 2 45+23.9 0010 3 44+83. 0010 3 49+1 0010 3 49+1 0010 4 -	96'WB' - 50+64.62'WB' 96'WB' - 48+46.96'WB' .73'EB' - 50+66.80'EB' .73'EB' - 48+49.14'EB' 19'S' - 49+30'S'	LT U: RT USH 1- RT USH 1- LT USH 1- LT SI RT SI	CONC	601.0342 1.0110 CONCRETE CURE RETE CURB & GUTTER PORT OF STREET OF	URB REINFORCED C R CONCRETE CURB	CONCRETE CURB CONCRI & GUTTER & GI 30-INCH TYPE K 30-INC LF 63 277 72 318 917	UTTER CURB GUTTER AND	
	SIDI	EWALK AND CURB RAMP DE	FECTABLE WARNING FIELD		3 803	04	1,047	110 127	
0010 3	STATION TO STATION 45+23.96'WB' - 50+64.62'V 44+83.73'EB' - 50+66.80'I 45+68.79'EB' - 48+49.14'I 	N O/S RC WB' LT L EB' RT L EB' LT USH :	C S	602.0515 602.0410 CURB RAMP CONCRETE DETECTABLE GIDEWALK WARNING FIEL 5-INCH NATURAL PATIL SF SF 2,123 24 3,145 48 2,205 - 2,678 - 10,151 72		CATEGORY STAGE 0010 3 0010 4	O/S STATION LT 48+50'EB		620.0200 BLUNT NOSE SF 73 JECT LIMITS 73 TOTAL: 146
PROJECT NO: 1641-02-70		Y: USH 14	COUNTY: L		MISCELLANEOU				SHEET E
FILE NAME: Q:\2014 PROJECTS\2014170 - USH 14	A CROSSE\CIVIL3D\SHEETSPLAN\1641-02-70\(U3U2U1_MQ.DWG		PLOT DATE : 9/28/2022	7:35 PM PLOT BY :	BRETT PETERSON PL	OT NAME :	PLOT SCALE : 1" = 1'	WISDOT/CADDS SHEET

STORM SEWER PIPES

PIPE

608.0318 608.0412

STORM SEWER STORM SEWER

PIPE

608.3012

STORM

608.3018

STORM

608.3024

STORM

						REINFORCED	REINFORCED	SEWER	SEWER	SEWER	
						CONCRETE	CONCRETE	PIPE	PIPE	PIPE	
						CLASS III	CLASS IV	CLASS III-A	CLASS III-A	CLASS III-A	
FROM		то	INLET	OUTLET	SLOPE	<u>18-INCH</u>	<u>12-INCH</u>	<u>12-INCH</u>	<u>18-INCH</u>	<u>24-INCH</u>	
STRUCTURE	-	STRUCTURE	ELEVATION	ELEVATION	FT/FT	LF	LF	LF	LF	LF	NOTES
2B	-	EXISTING	-	-	-	-	-	27	-	-	
3	-	EXISTING	-	-	-	-	-	-	16	-	
1	-	EX. INLET	-	-	-	-	-	4	-	-	
1	-	EXISTING	-	-	-	8	-	-	-	-	P-1
1	-	1A	666.18	666.09	0.30	-	31	-	-	-	P-1A
1	-	2	661.32	660.71	0.30	-	-	-	-	201	P-2
2F	-	2E	665.54	665.49	0.44	-	11	-	-	-	P-2F
2E	-	2	665.49	665.41	0.50	-	16	-	-	-	P-2E
2	-	2A	665.35	665.31	0.49	-	8	-	-	-	P-2A
2A	-	2B	665.4	665.35	0.32	-	15	-	-	-	P-2B
2B	-	2C	665.51	665.37	0.38	-	37	-	-	-	P-2C
2C	-	2D	665.56	665.51	0.33	-	15	-	-	-	P-2D
2	-	3	661.73	661.32	0.30	-	-	-	-	136	P-3
3	-	ЗА	666.00	665.67	0.50	-	63	-	-	-	P-3A
3	-	4	662.07	661.73	0.30	-	-	-	-	113	P-4
		PROJE	CT TOTAL			8	196	31	16	450	

RECONSTRUCTING MANHOLES

611.0420

RECONSTRUCTING

MANHOLES

PROJEC	1	
47+86 EB	2.3' RT	1
STATION	LOCATION	EACH

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

MISCELLANEOUS QUANTITIES Ε PROJECT NO: 1641-02-70 HWY: USH 14/16 STH 35 COUNTY: LA CROSSE SHEET

STORM SEWER STRUCTURES

611.0530 611.0612 611.0666 SPV.0060.01 SPV.0060.02 611.1004

MANHOLE	INLET	INLET	INLET	INLET	CATCH	611.2004	611.2005	611.3003
COVERS	COVERS	COVERS	COVERS	COVERS	BASINS	MANHOLE	MANHOLE	INLET

			RIM	INVERT**	DEPTH***	TYPE J	TYPE C	TYPE Z	TYPE B	B TYPE Z SP 4-FT DIAMETER 4-FT DIAMETER 5-FT DIAMETER 3-FT DIAMETER					
STRUCTURE	STATION*	LOCATION*	ELEVATION	ELEVATION	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	NOTES
1	45+75 EB	5.0' LT	670.67	660.71	8.64	1	-	-	-	-	-	-	1	-	
1A	45+61 EB	22.3' RT	669.99	664.68	4.56	-	-	-	1	-	1	-	-	-	
2B	47+60 WB	8.0' RT	669.04	663.87	4.42	-	-	-	1	-	1	-	-	-	
2F	47+65 EB	22.7' RT	668.75	664.04	3.88	-	-	1	-	-	1	-	-	-	
2D	47+65 WB	22.7' LT	668.77	664.06	3.88	-	-	1	-	-	1	-	-	-	
2E	47+76 EB	22.7' RT	668.74	663.99	3.92	-	-	1	-	-	1	-	-	-	
2	47+76 EB	6.6' RT	669.10	661.32	6.46	1	-	-	-	-	-	-	1	-	
2A	47+75 EB	1.3' LT	669.13	663.86	4.52	-	-	-	1	-	1	-	-	-	
2C	47+80 WB	22.8' LT	668.76	664.01	3.69	-	-	-	-	1	1	-	-	-	
3	49+13 EB	8.8' RT	669.28	661.73	6.23	1	-	-	-	-	-	-	1	-	
3A	49+10 WB	44.4' LT	668.66	664.5	2.84	-	1	-	-	-	-	-	-	1	
4	50+26 EB	5.3' RT	668.81	662.07	5.42	1	-	-	-	-	-	1	-	-	
		PROJECT TO	DTAL			4	1	3	3	1	7	1	3	1	

REMARKS

TEMPORARY CONNECTION TO EXISTING STORM SEWER

SPV.0060.14

TEMPORARY CONNECTION

TO STORM SEWER

STATION	8.0' RT 3.0' RT 5.5' RT	EACH	NOTES
47+60 WB	8.0' RT	1	PROPOSED STRUCTURE 2B, STAGE 1
47+86 EB	3.0' RT	1	EXSITING MANHOLE, STAGE 1
49+13 EB	3.0' RT	2	PROPOSED MANHOLE 3, STAGE 1
PROJEC	T TOTAL	0' RT 1 EXSITING I 5' RT 2 PROPOSED I	

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010, UNLESS OTHERWISE NOTED.

PROJECT NO: 1641-02-70 HWY: USH 14/16 STH 35 COUNTY: LA CROSSE MISCELLANEOUS QUANTITIES SHEET PLOT NAME : PLOT SCALE :

^{*} STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

^{**} FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE

^{***} DEPTH = RIM ELEV - INVERT ELEV - COVER HEIGHT - 7 -INCH ADJUSTMENT RING HEIGHT

DUST CONTROL AND WATER

		TOTALS:	6.159	35
0010	PROJECT 1641-02-70	BASE AND SUBGRADE PLACEMENT	-	32
0010	PROJECT 1641-02-70	DUST CONTROL	6,159	3
CATEGORY	LOCATION	USE	SY	MGAL
			SURFACE TREATMENT	WATER
			DUST CONTROL	624.0100
			623.0200	

EROSION CONTROL ITEMS

							TRACKING PADS	EROSION MAT URBAN CLASS I TYPE A
CATEGORY	STAGE	STA	TO	STA	O/S	ROADWAY	EACH	SY
0010	STAGE 2	45+23.96'WB'	-	50+64.62'WB'	LT	USH 14	2	99
0010	STAGE 3	44+83.73'EB'	-	45+50'EB'	RT	USH 14	1	49
0010	STAGE 3	45+75'EB'	-	50+66.80'EB'	RT	USH 14	1	388
0010	STAGE 3	49+19'S'	-	49+75'S'	RT	SIMS PLACE RIGHT TURN LANE	-	20
0010			-			UNDISTRIBUTED	-	28
						TOTALS:	4	584

INLET PROTECTION

628.7005 628.7015

				TYPE A	TYPE C
CATEGORY	STAGE	STATION	LOCATION	EACH	EACH
0010	STAGE 3	45+63'WB'	USH 14, MEDIAN	1	1
0010	STAGE 3	47+65'WB'	USH 14, LT	1	1
0010	STAGE 3	47+60'WB'	USH 14, MEDIAN	1	1
0010	STAGE 3	47+80'WB'	USH 14, LT	1	1
0010	STAGE 3	48+10'WB'	USH 14, LT	1	1
0010	STAGE 3	49+10'WB'	USH 14, LT	1	1
0010	STAGE 3	49+88'WB'	USH 14, LT	1	1
0010	STAGE 3	50+54'WB'	USH 14, LT	1	1
0010	STAGE 4	45+61'EB'	USH 14, RT	1	1
0010	STAGE 4	45+91'EB'	USH 14, RT	1	1
0010	STAGE 4	47+65'EB'	USH 14, RT	1	1
0010	STAGE 4	47+75'EB'	USH 14, MEDIAN	1	1
0010	STAGE 4	47+76'EB'	USH 14, RT	1	1
0010	STAGE 4	48+07'EB'	USH 14, RT	1	1
0010	STAGE 4	49+95'EB'	USH 14, RT	1	1
0010	STAGE 4	50+58'EB'	USH 14, RT	1	1
0010			UNDISTRIBUTED	5	5
	<u> </u>		TOTALS:	21	21

MORII IZATIONI EOD EDOSIONI CONTROLI

		TOTALS:	5	3
	0010	PROJECT 1641-02-70	5	3
_	CATEGORY	LOCATION	EACH	EACH
			EROSION CONTROL	EROSION CONTROL
			MOBILIZATIONS	EMERGENCY
			628.1905	MOBILIZATIONS
				628.1910
		MOBILIZATION FO	<u>R EROSION CONTROL</u>	1

LANDSCAPING

628.7560

628.2006

								629.0210	630.0140	630.0200	630.0500	631.0300	631.1000
							625.0100	FERTILIZER	SEEDING	SEEDING	SEED	SOD	SOD
							TOPSOIL	TYPE B	MIXTURE NO. 40	TEMPORARY	WATER	WATER	LAWN
CATEGORY	STAGE	STATION	TO	STATION	O/S	LOCATION	SY	CWT	LB	LB	MGAL*	MGAL*	SY
0010	STAGE 2	45+23.96'WB'	-	50+64.62'WB'	LT	USH 14	235	0.1	2	1	0.6	0.8	136
0010	STAGE 3	44+83.73'EB'	-	45+50'EB'	RT	USH 14	118	0.1	1	1	0.3	0.4	69
0010	STAGE 3	45+75'EB'	-	50+66.80'EB'	RT	USH 14	550	0.3	7	5	2.2	0.9	162
0010	STAGE 3	49+19'S'	-	49+75'S'	RT	SIMS PLACE RIGHT TURN LANE	27	0.0	0	0	0.1	0.0	7
0010						UNDISTRIBUTED	47	0.0	1	0	0.0	0.0	19
						TOTALS:	977	1	11	7	3	2	393

^{*} WATER QUANTITY IS COMPUTED AS 1-INCH OF WATER APPLIED OVER THE SEEDED AREA ONCE EVERY 3 DAYS FOR A PERIOD OF 30 DAYS. ACTUAL QUANTITY IS CONTINGENT ON RAINFALL DURING THE 30 DAY ESTABLISHMENT PERIOD.

E PROJECT NO: 1641-02-70 COUNTY: LA CROSSE MISCELLANEOUS QUANTITIES HWY: USH 14 SHEET PLOT DATE : PLOT BY: BRETT PETERSON PLOT NAME :

10/21/2022 5:01 PM

REMOVING SIGNS

					638.3000	
				638.2602	REMOVING	
				REMOVING	SMALL	
				SIGNS	SIGN	
	SIGN	SIGN	SIGN	TYPE II	SUPPORTS	
CATEGORY	NO.	CODE	MESSAGE	EACH	EACH	COMMENTS
0010	R1-01	R1-1	STOP	1	1	
0010	R1-02	J4-2	EAST USH 14, SOUTH USH 61, GREAT RIVER ROAD WISCONSIN	6	-	ATTACHED TO LIGHT POLE
0010	R1-03	R6-2R	ONE WAY	1	1	
0010	R1-04	R4-7	KEEP RIGHT SYMBOL	1	1	
0010	R1-05	W10-1	RAILROAD CROSSING	1	-	ATTACHED TO LIGHT POLE
0010	R1-05	W10-1A	EXEMPT	1	-	SAME POST AS R1-05(W10-1)
0010	R1-05	W10-9P	NO TRAIN HORN	1	-	SAME POST AS R1-05(W10-1)
0010	R1-05	SP	10PM-6AM	1	-	SAME POST AS R1-05(W10-1)
			TOTALS:	13	3	

PERMANENT SIGNS

							637.2210	637.2230	634.0614	634.0616	634.0618		
							SIGNS	SIGNS	POSTS	POSTS	POSTS		
					SIGN		TYPE II	TYPE II	WOOD	WOOD	WOOD	MOUNT	
				DII	MENSI	ONS	REFLECTIVE	REFLECTIVE	4X6-INCH	4X6-INCH	4X6-INCH	ON SAME	
	SIGN	SIGN	SIGN	W	Х	Н	Н	F	X 14-FT	X 16-FT	X 18-FT	POST AS	
CATEGORY	NO.	CODE	MESSAGE	IN.	Χ	IN.	SF	SF	EACH	EACH	EACH	SIGN#	REMARKS
0010	N1-01	R1-1	STOP	36	Х	36	7.46	-	-	1	-	-	
0010	N1-02	R2-1	SPEED LIMIT 30 MPH	24	Χ	30	5.00	-	1	-	-	-	
0010	N1-03	R6-2R	ONE WAY	24	Χ	30	5.00	-	1	-	-	-	
0010	N1-04	J4-2	EAST USH 14, SOUTH USH 61	48	Χ	36	12.00	-	-	-	-	-	M3-2, M3-3, M1-4, M1-4, ATTACHED TO LIGHTPOST
0010	N1-05	W10-1	RAILROAD CROSSING	36	Χ	36	-	7.07	-	-	1	-	
0010	N1-05	W10-1A	EXEMPT	24	Х	12	-	2.00	-	-	-	N1-05(W10-1)	
0010	N1-05	W10-9P	NO TRAIN HORN	30	Χ	15	-	3.13	-	-	-	N1-05(W10-1)	
0010	N1-05	SP	10PM-6AM	24	Χ	9	1.50	-	-	-	-	N1-05(W10-1)	
0010	N1-06	R3-9B	CENTER LANE ONLY	24	Χ	36	6.00	-	-	1	-	-	
0010	N1-06	R3-9C	BEGIN	24	Χ	6	1.00	-	-	-	-	N1-06(R3-9B)	
0010	N1-07	R5-1	DO NOT ENTER	30	Х	30	6.25	-	-	-	-	N1-06(R3-9B)	
0010	N1-08	R4-7	KEEP RIGHT SYMBOL	24	Χ	30	5.00	-	1	-	-	-	
0010	N1-09	R3-9B	CENTER LANE ONLY	24	Χ	36	6.00	-	-	-	-	-	ATTACHED TO LIGHT POLE
0010	N1-09	R3-9D	END	24	Χ	6	1.00	-	-	-	-	N1-09(R3-9B)	ATTACHED TO LIGHT POLE
0010	N1-10	JV-1	SOUTH, GREAT RIVER ROAD, AMERICA'S BYWAYS	24	Х	60	10.00	-	-	-	-		ATTACHED TO LIGHT POLE
					T	OTALS:	66.21	12.20	3	2	1		

PAVEMENT MARKING

					CAC 1040	CAC 1040				CDV 00C0 13	SPV.0090.01	SPV.0090.02	
					646.1040	646.1040				SPV.0060.12	MARKING	MARKING	
					MARKING LINE	MARKING LINE	646.3040	SPV.0060.10	SPV.0060.11	MARKING	STOP	CROSSWALK	646.8220
					GROOVED WET	GROOVED WET	MARKING LINE	MARKING	MARKING	RAILROAD	LINE	GROOVED	MARKING
					REF EPOXY	REF EPOXY	GROOVED WET	ARROW	WORD	CROSSING	GROOVED	EPOXY	ISLAND
					4-INCH	4-INCH	REF EPOXY	GROOVED	GROOVED	GROOVED	EPOXY	TRANSVERSE	NOSE
					(YELLOW)	(WHITE)	8-INCH	EPOXY	EPOXY	EPOXY	18-INCH	12-INCH	EPOXY
CATEGORY	STATION	TO	STATION	ROADWAY	LF	LF	LF	EACH	EACH	EACH	LF	LF	EACH
0040	44+83.73'EB	-	52+16'EB'	USH 14	1,504	356	142	7	-	2	56	-	1
0040	49+19'S'	-	49+75'S'	SIMS PL	-	-	-	-	-	-	-	34	-
0040	-	-	-	USH 14 NORTH OF BEGIN PROJECT	-	270	331	4	4	2	70	-	1
				SUBTOTALS:	1,504	626	473	11	4	4	126	34	2
				TOTALS:	2,130		473	11	4	4	126	34	2

COUNTY: LA CROSSE SHEET E HWY: USH 14 PROJECT NO: 1641-02-70 MISCELLANEOUS QUANTITIES FILE NAME : Q:\2014 PROJECTS\2014170 - USH 14 LA CROSSE\CIVIL3D\SHEETSPLAN\1641-02-70\030201_MQ.DWG LAYOUT NAME - 05 PLOT DATE : 10/21/2022 5:00 PM PLOT BY: BRETT PETERSON PLOT NAME : PLOT SCALE : 1" = 1'

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			643.0300	643.0410	643.0420	643.0500	643.0600	643.0705	643.0715	643.0800	643.0900		643.0920		643.1050	
			TRAFFIC	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC	TRA	AFFIC CONT	TROL	TRAFFIC CONTR	OL 643.5000
			CONTROL	BARRICADES	BARRICADES	FLEXIBLE TUBULAR	FLEXIBLE TUBULAR	WARNING LIGHTS	WARNING LIGHTS	ARROW	CONTROL	COV	ERING SIG	NS**	SIGNS	TRAFFIC
		DURATION	DRUMS	TYPE II	TYPE III	MARKER POSTS	MARKER BASES	TYPE A	TYPE C	BOARDS	SIGNS		TYPE II		PCMS	CONTROL
CATEGORY	STAGE	CALENDAR DAYS*	DAY	DAY	DAY	EACH	EACH	DAY	DAY	DAY	DAY	SIGNS	# CYCLES	EACH	DAY	EACH
0010	1	3	288	-	24	-	-	48	48	6	123	-	-	-	14	-
0010	2	78	7,098	390	858	8	8	2,106	2,184	234	3,900	1	1	1	-	-
0010	3	74	4,440	444	962	-	-	2,368	1,776	148	4,070	1	1	1	-	-
0010	4	31	3,131	-	310	-	-	620	496	62	1,302	-	-	-	-	-
0010	UNDISTRIBUTED	-	1,496	83	215	1	1	514	450	45	940	-	-	-	-	-
0010	PROJECT 1641-02-70	-	-	-	-	-	-	-	-	-	-	-	-	-	186	1
		TOTALS	16,453	917	2,369	9	9	5,656	4,954	495	10,335	2	2	2	200	1

^{*} FOR INFORMATION ONLY

TEMPORARY PEDESTRIAN ACCESS

				TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY
				PEDESTRIAN	CURB	PEDESTRIAN DETECTABLE	PEDESTRIAN
			DURATION	SURFACE ASPHALT	RAMP	WARNING FIELD	BARRICADE
_	CATEGORY	STAGE	CALENDAR DAYS*	SF	DAY	SF	LF
	0010	2	78	50	156	20	433
	0010	3	74	50	148	20	602
_	0010	UNDISTRIBUTED	-	10	30	4	104
		TOTALS:		110	334	44	1.139

^{*} FOR INFORMATION ONLY

COLD WEATHER MARKING

					646.6464 EPOXY 4-INCH	646.6468 EPOXY 8-INCH	SPV.0060.60 ARROW EPOXY	SPV.0060.61 WORD EPOXY	SPV.0090.20 EPOXY 12-INCH	SPV.0090.21 EPOXY 18-INCH
CATEGORY	STATION	TO	STATION	ROADWAY	LF	LF	EACH	EACH	LF	LF
0010	44+83.73'EB'	-	52+16'EB'	USH 14	1,860	142	7	-	-	56
0010	49+19'S'	-	49+75'S'	SIMS PL	-	-	-	-	34	-
0010	-	-	-	USH 14 NORTH OF BEGIN PROJECT	270	331	4	4	-	70
				TOTALS:	2.130	473	11	4	34	126

TEMPORARY PAVEMENT MARKING

		646.9010	646.9110	646.9210	646.9310	643.3105	643.3105	643.3205					
		MARKING	MARKING	MARKING	MARKING	TEMPORARY	TEMPORARY	TEMPORARY	643.3150	643.3150		643.3850	
		REMOVAL	REMOVAL	REMOVAL	REMOVAL	MARKING	MARKING	MARKING	TEMPORARY	TEMPORARY	643.3250	TEMPORARY	646.5305
		LINE	LINE	LINE	SPECIAL	LINE	LINE	LINE	MARKING LINE	MARKING LINE	TEMPORARY	MARKING	MARKING
		WATER	WATER	WATER	MARKING	PAINT	PAINT	PAINT	REMOVABLE	REMOVABLE	MARKING LINE	STOP LINE	RAILROAD
		BLASTING	BLASTING	BLASTING	WATER	4-INCH	4-INCH	8-INCH	TAPE 4-INCH	TAPE 4-INCH	REMOVABLE	REMOVABLE	CROSSING
		4-INCH	8-INCH	WIDE	BLASTING	(WHITE)	(YELLOW)	(WHITE)	(WHITE)	(YELLOW)	TAPE 8-INCH	TAPE 18-INCH	PAINT
CATEGORY	STAGE	LF	LF	LF	EACH	LF	LF	LF	LF	LF	LF	LF	EACH
0010	1	1258	102	-	-	-	1115	102	-	1454	377	-	=
0010	2	2288	225	11	-	1062	1062	-	1644	1739	225	11	1
0010	3	90	-	-	1	-	-	-	1119	3061	440	47	1
0010	4	117	-	-	-	-	-	-	-	2788	450	-	-
SUB	TOTALS:	3,753	327	11	1	1,062	2,177	102	2,763	9,042	1,492	58	2
	TOTALS:	3,753	327	11	1	3,2	239	102	11,	805	1,492	58	2

PROJECT NO: 1641-02-70

PLOT BY: BRETT PETERSON

MISCELLANEOUS QUANTITIES

PLOT NAME :

PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 42

SHEET

HWY: USH 14

COUNTY: LA CROSSE

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^{** 1)} COVERING SIGNS IS FOR ONE CYCLE.

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CONSTRUCTION STAKING

							650.7000	650.9920	650.9911
					650.4500	650.5000	CONCRETE	SLOPE	SUPPLEMENTAL
					SUBGRADE	BASE	PAVEMENT	STAKES	CONTROL
CATEGORY	STATION	ТО	STATION	LOCATION	LF	LF	LF	LF	EACH
0010	44+83.73'EB'	-	50+64.62'EB'	USH 14, EB	581	-	581	581	-
0010	45+23.96'WB'	-	50+66.80'WB'	USH 14, WB	543	-	543	543	-
0010	49+19'S'	-	49+58'S'	SIMS PLACE RIGHT TURN LANE	-	39	_	39	
				TOTALS:	1,124	39	1,124	1,163	1

LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR

	TOTALS:	10
0010	PROJECT 1641-02-72	10
CATEGORY	LOCATION	EACH
		659.5000.S

TRAFFIC SIGNALS

661.0201 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS CATEGORY LOCATION EACH USH 14 & GREEN BAY ST 0010 TOTALS:

SAWING PAVEMENT

			690.0150 SAWING ASPHALT	690.0250 SAWING CONCRETE
CATEGORY	STATION	ROADWAY	LF	<u>LF</u>
0010	44+71'EB'	USH 14, RT	-	6
0010	44+83.73'EB'	USH 14, EB	-	27
0010	45+23.96'WB'	USH 14, WB	-	47
0010	49+19'S'	SIMS PL	14	14
0010	49+56'S'	SIMS PL, RT	-	8
0010	47+50'WB'	USH 14, LT	72	10
0010	48+70'EB'	USH 14, RT	-	9
0010	50+00'WB'	USH 14, LT	243	
		TOTALS:	329	121

BLACK PAINT

		SPV.0060.03	SPV.0060.04	SPV.0060.05
		POSTS	POSTS	POSTS
		WOOD	WOOD	WOOD
		4X6-INCH	4X6-INCH	4X6-INCH
		X 14-FT	X 16-FT	X 18-FT
CATEGORY	LOCATION	EACH	EACH	EACH
0020	PROJECT 1641-02-70	3	2	1
	TOTALS:	3	2	1

Ε COUNTY: LA CROSSE SHEET PROJECT NO: 1641-02-70 HWY: USH 14 MISCELLANEOUS QUANTITIES PLOT NAME :

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Pull Boxes

	Pull Bo	xes				653.0164 Pull Boxes Non-Conductive 24x42-Inch	
Category	Station			Dir	Location	EACH	Description
0030	45	14EB +	42	RIGHT	29	1	PB1
0030	45	14EB +	89	RIGHT	30	1	PB2
0030	46	14EB +	46	LEFT	52	1	РВ3
					Total	3	

Electrical Conduit

					652.0225	
					Conduit Rigid	
					Nonmetallic	
					Schedule 40	
					2-Inch	
Category	Station	to	Station	1	LF	Description
0030	45 14EB + 42	to	45 14EB	+ 89	48	PB1 to PB2
0030	45 14EB + 89	to	46 14EB	+ 46	100	PB2 to PB3
0030	45 14EB + 89	to	45 14EB	+ 95	8	PB2 to LB1
0030	46 14EB + 46	to	46 14EB	+ 55	9	PB3 to LB2
0030	45 14EB + 95	to	47 14EB	+ 74	183	LB1 to LB3
0030	46 14EB + 55	to	48 14EB	+ 99	242	LB2 to LB4
0030	$47\ 14EB + 74$	to	50 14EB	+ 26	249	LB3 to LB5
0030	48 14EB + 99	to	50 14EB	+ 67	168	LB4 to END
0030	50 14EB + 26	to	50 14EB	+ 67	40	LB5 to END
				Total	1047	

Lighting Bases

	9	ering bases			654.0105 Concrete Bases	
Category	Stati	ion	Dir	Location	EACH	Description
0030	45	14EB + 95	RIGHT	35	1	LB1
0030	46	14EB + 55	LEFT	52	1	LB2
0030	47	14EB + 74	RIGHT	26	1	LB3
0030	48	14EB + 99	LEFT	39	1	LB4
0030	50	14EB + 26	RIGHT	26	1	LB5
				Total	5	

Street Light Wire

	Stree	et Lignt w	rire					
		-				655.0610		
						Electrical		
						Wire		
						Lighting		
						12 AWG		
Category	Stati	on	to	Station		LF	Description	
0030		14EB + 10	to	50 14EB		1901	Existing LC1 to LB5	ELC1 - Circuit A
0030	044	14EB + 10	to	47 14EB	+ 74	1155		ELC1 - Circuit B
0030	044	14EB + 10	to	48 14EB	+ 99	1597	Existing LC1 to LB4	ELC1 - Circuit C
0030	044	14EB + 10	to	46 14EB	+ 55	870	Existing LC1 to LB2	ELC1 - Circuit D
0030	45	14EB + 95				150	LB1 Up Pole	
0030	46	14EB + 55				150	LB2 Up Pole	
0030	47	14EB + 74				150	LB3 Up Pole	
0030	48	14EB + 99				150	LB4 Up Pole	
0030	50	14EB + 26				150	LB5 Up Pole	
					Total	6274		

STATE PROJECT NO: 1641-02-70 HWY: USH 14 COUNTY: LA CROSSE MISCELLANEOUS QUANTITIES SHEET NO: E

FILE NAME : ______ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST_ PLOT SCALE : 1:1

	Remov				653.0905 Removing Pull Box	Removing Lighting Units	Removing Concrete Bases	Lamp, Ballast LED, Switch Disposal by Contractor	
Category	Statio	n	Dir	Location	EACH	EACH	EACH	EACH	Description
0030 0030 0030 0030 0030 0030 0030 003	0 0 0 0 0 0 0	0 + 0 $0 + 0$ $0 + 0$ $0 + 0$ $0 + 0$ $0 + 0$ $0 + 0$ $0 + 0$ $0 + 0$	0 0 0 0 0 0 0	0 0 0 0 0 0 0	1 1 1	1 1 1 1 1	1 1 1 1 1	1 1 1 1 1	Existing PB101 Existing PB102 Existing PB103 Existing LB101 Existing LB102 Existing LB103 Existing LB104 Existing LB105 Existing LB106
			САТ	. 0030 Total	3	6	6	6	

Electrical Items

			650.8501 Construction Staking Electrical Installations	
Category Station	Dir	Location	EACH	Description
0030			1	Project
		Total	1	

STATE PROJECT NO: 1641-02-72 HWY: USH 14 COUNTY: LA CROSSE MISCELLANEOUS QUANTITIES SHEET NO: E

FILE NAME : _____ PLOT DATE : ____ PLOT BY : ____ PLOT NAME : ____ ORG DATE : ____ ORIGINATOR : DIST PLOT SCALE : 1:1

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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION TRANSPORTATION PROJECT PLAT TITLE SHEET

1641-02-22

C LA CROSSE, SOUTH AVENUE

GREEN BAY STREET TO WARD AVENUE

USH 14 LA CROSSE COUNTY

CONVENTIONAL SYMBOLS

SECTION LINE		SECTION CORNER	23 24	R/W MONUN (TO BE SET)	MENT •
QUARTER LINE		SYMBOL	16 15 9	NON-MONU	MENTED O
SIXTEENTH LINE		SECTION		R/W POINT	
NEW REFERENCE LINE		CORNER	_	FOUND IRON (1-INCH UNLE	
NEW R/W LINE		MONUMEN.		,	,
EXISTING R/W OR HE LINE			URVEY MONUME		۵
PROPERTY LINE	P.L.	SIXTEENTH (CORNER MONUN	1ENT	(A)
LOT, TIE & OTHER MINOR LINES		SIGN	SIGN	OFF-PREMISI SIGN	#1-25 SIGN
SLOPE INTERCEPT				COMPENSABLE	NON-COMPENSABLE
CORPORATE LIMITS	////////	ELECTRIC PO		±	Ь
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	TYPE)	PEDESTAL (L/	ABEL TYPE)	*	ø H
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)			RICTED BY ACQU	ISITION	
TEMPORARY LIMITED EASEMENT AREA			BY STATUTORY A		00000000
EASEMENT AREA (PERMANENT LIMITED OR			RICTED (BY PREV OR CONTROL)	IOUS	++++
RESTRICTED DEVELOPMENT)		NO ACCESS (NEW HIGHWAY)		***
TRANSMISSION STRUCTURES	$- \boxtimes - \boxtimes -$	PARCEL N		UTILITY NUN	ARER (40)
BUILDING TO BE REW	1OVED	PARCEL IN	UMBER (25)	OTILITY NOT	VIDER (10)
BRIDGE	- L	PARALLEL	OFFSETS		

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF CURVATUE)	PC
ACRES	AC.	POINT OF COMPOUND	-	
AHEAD	AΗ	POINT OF THIFRSE		PT
ALUMINUM		PROPERTY LINE		PT PT
	ALUM			
AND OTHERS	ET AL	RECORDED AS		(100')
BUILDING	В	REEL / IMAGE		R/I
BACK	BK	REFERENCE LINE		R/L
BLOCK	BLK	REMAINING		REM
CENTERLINE	C/L	RESTRICTIVE DEVEL	OPMENT	RDE
CERTIFIED SURVEY MAP	CSM	EASEMENT		
CONCRETE	CONC	RIGHT		RT
COUNTY	CO	RIGHT OF WAY		R/W
COUNTY TRUNK HIGHWAY	CTH	SECTION	SEC	
DISTANCE	DIST	SEPTIC VENT	SEPV	
CORNER	COR	SQUARE FEET		SF
DOCUMENT NUMBER	DOC	STATE TRUNK HIGHW	VAY	STH
DEMOLITION	DEMO	STATION		STA
EASEMENT	EASE	TELEPHONE PEDESTA	AL.	TP
EXISTING	EX	TEMPORARY LIMITED)	TLE
GAS VALVE	GV	EASEMENT		
GRID NORTH	GN	TRANSPORTATION PR	ROJECT	TPP
HIGHWAY EASEMENT	HE	PLAT		
IDENTIFICATION	ID	UNITED STATES HIG	SHWAY	USH
LAND CONTRACT	LC	VOLUME		V
LEFT	LT	CURVE DAT	Λ.	
MONUMENT	MON	CORVEDAT	A	
NATIONAL GEODETIC SURVEY	NGS	LONG CHORD	LCH	
NUMBER	NO.	LONG CHORD BEARING	LCB	
OUTL OT	OI	RADIUS	R	

DEGREE OF CURVE

LENGTH OF CURVE

DIRECTION AHEAD

DIRECTION BACK

TANGENT

A /DFI TA

CONVENTIONAL UTILITY SYMBOLS

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLATFOR PROJECT 1641-02-22

NOTES

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, LA CROSSE 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.

NGS CONTROL POINTS UTILIZED: PID:DH8676 - DESIGNATION: K 124 RESET, PID: ON0248 - DESIGNATION: L 124, PID: ON0251 - DESIGNATION: N 124

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

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

A PERMANENT LIMITED EASEMENT (PLE) 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, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

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 LA CROSSE.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

FOR EXISTING HIGHWAY RIGHT-OF-WAY AND ACCESS CONTROL POINTS OF REFERENCE SEE INDIVIDUAL TPP DETAIL PAGES.

PROJECT NUMBER 1641-02-22 -4. 01
SHEET 2 OF 2

FILE NAME : O:\2014\2014170 - USH 14 LA CROSSE\040100_RP.DWG

LAYOUT NAME: TPP Title 34x22

POINT OF TANGENCY

PERMANENT LIMITED

POINT OF BEGINNING

EASEMENT

P

9/16/2015 3:04 PM

BY: DAVE YOUNGER

PLOT NAME ·

APPRAISAL PLAT

APPRAISAL PLAT DATE :

OVERHEAD

CABLE TELEVISION FIBER OPTIC

SANITARY SEW/ER

LAYOUT

ISITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, LA CROSSE 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.

NGS CONTROL POINTS UTILIZED: PID:DH8676 - DESIGNATION: K 124 RESET, PID: ON0248 - DESIGNATION: L 124, PID: ON0251 - DESIGNATION: N 124

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 NEW REFERENCE LINES

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

OR EXISTING ACCESS CONTROL ALONG USH 14 CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN LA CROSSE

FOR CURRENT ACCESS/DRIVEWAY INFORMATION CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN LA CROSSE

OR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS OF LA CROSSE COUNTY, AS SHEET 2 OF 2 OF DOCUMENT #1730123 IN TPP CAB P.96A

EXISTING ACCESS CONTROL HEREIN IS BASED ON SUBDIVISION PLAT OF GUNDERSON LUTHERAN MEDICAL CENTER ADDITION RECORDED AS MAP #CL-3335 IN VOL. CAB, PAGE 218B.

EXISTING HIGHWAY RIGHT OF WAY FOR USH 14 ESTABLISHED FROM PREVIOUS PROJECT 1641-02-21, GUNDERSEN LUTHERAN MEDICAL CENTER ADDITION

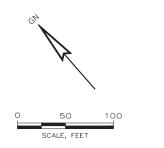
TRANSPORTATION PROJECT PLAT NO: 1641-02-22 - 4.01 - AMENDMENT NO. 1

AMENDS PARCEL NO. 3, 6 & 7 OF TRANSPORTATION PROJECT PLAT 1641-02-22 - 4.01 RECORDED AS DOCUMENT NO. 1730123 IN CAB TPP P.96A. PART OF LOT 14 OF THE GUNDERSEN LUTHERAN MEDICAL CENTER ADDITION TO THE CITY OF LA CROSSE, ALL LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 8, TOWN 15 NORTH, RANGE 7 WEST, CITY OF LA CROSSE, LA CROSSE COUNTY, WISCONSIN. RELOCATION ORDER USH 14, CITY OF LA CROSSE, GREEN BAY STREET TO WARD AVENUE

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LA CROSSE 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 SUBSECTION 62.22 WISCONSIN STATUTES, THE CITY OF LA CROSSE HEREBY ORDERS THAT:

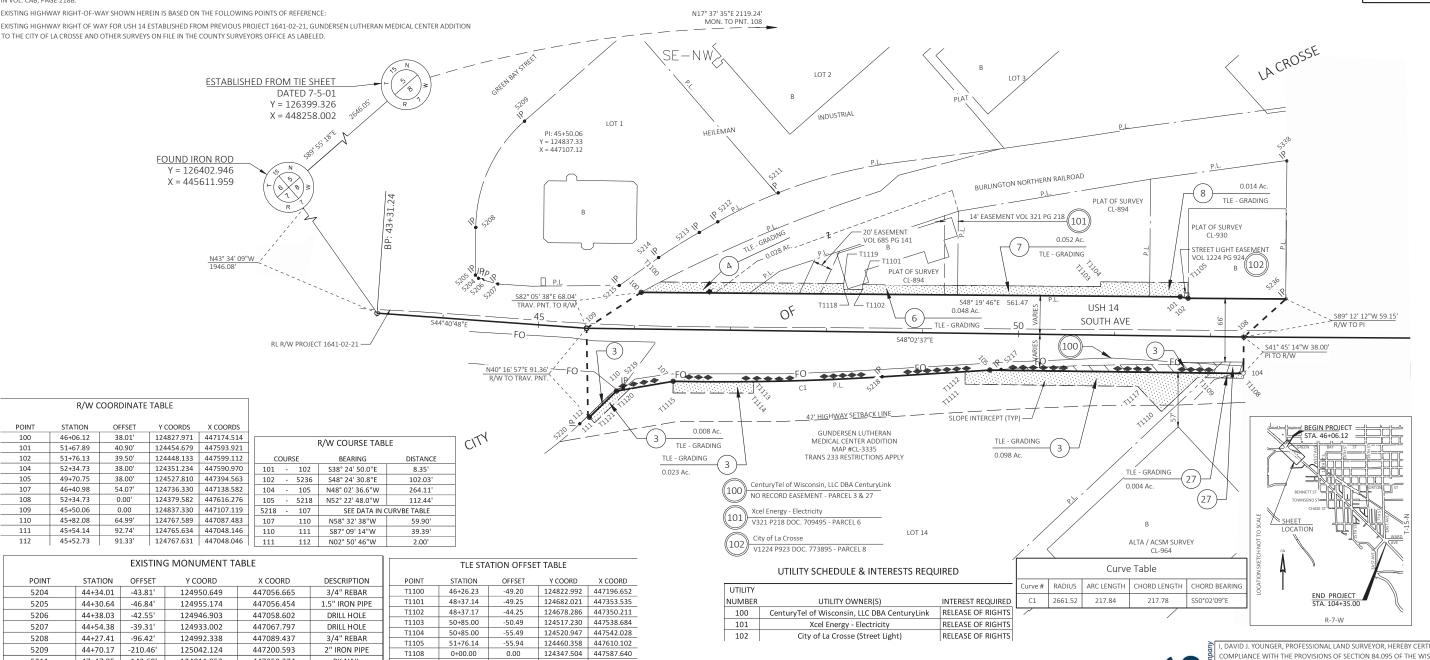
- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF LA CROSSE FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE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



ACCEPTED IN THE OFFICE OF THE REGISTER OF DEEDS IN LA CROSSE WISCONSIN AT 10:50 A.M. ON December 13, 2019 AS DOCUMENT NO 17379 22 AND FILED IN TOP CAB P. 105A

Robin & Lademas Deputy REGISTER OF DEEDS Robin L. Kadrma

RESERVED FOR REGISTER OF DEEDS PROJECT NUMBER 1641-02-22 - 4.01



PLOT DATE

12/12/2019 6:58 AM

47+47.85 -143.69' 5211 124811.952 447350.274 PK NAIL 124379.470 447552.084 PK NAIL 5212 46+85.29 -112.70' 124830.724 447283.03 124377.564 447500.544 51+50.02 5213 46+66.16 -101.32' 124835.053 447261.194 PK NAIL 49+45.00 124533.870 447365.386 T1111 53.00 5214 46+24.15 124843.273 447212.087 PK NAIL T1112 49+45.00 39.95 124543.573 447374.109 3/4" REBAR T1113 47+25.00 53.26 124680.758 447201.605 124848.423 447162.127 5215 -45.03' 45+83.55 T1114 47+25.00 65.26 124671.834 447193.582 5217 49+82.32 37.09 124520.755 447403.778 3/4" REBAR 46+40.98 124727.299 447130.463 T1115 66.22 5218 48+58.69 46.41' 124596.482 447305.605 3/4" REBAR T1117 51+24 96 53.00 124413 555 447499 213 5219 45+89.20 61.45 124765.461 447095.14 3/4" REBAR T1118 48+17.43 -44.15 124691.407 447335.468 5220 124767.16 447036.297 45+47.35 100.80' CROSS T1119 48+17.40 -50.15 124695.889 447339.457 5236 52+78.44 39.84' 124380.405 447675,419 1" IRON PIPE 1120 45+96.04 62.4 124760.181 447099.592

447770.917

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SCHEDULE OF LAND AND INTEREST REQUIRED SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CIT PARCEL R/W ACRES REQUIRED EXISTING TOTAL NUMBE OWNER(S) INTEREST REQUIRED TLE ACRES NEW 3 Gundersen Lutheran Medical Center, Inc. FEE, TLE 0.036 0.036 0.129 4 Burlington Northern Railroad Company TLE 0.028 0.048 undersen Lutheran Administrative Services, In TLE Pick & Shovel Mining Company, LLC TLE 0.052 8 Robert L. Stevens and Alice Stevens TLE 0.014 27 Historic Gund Brewery Lofts, LLC FEE, TLE 0.008 0.004

PLOT BY

DAVE YOUNGER

COMPLIANCE WITH THE PROVISIONS OF SECTION 84,095 OF THE WISCONSIN STATUTES AND JNDER THE DIRECTION OF THE CITY OF LA CROSSE, I HAVE SURVEYED AND MAPPED THIS FRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: DATE: 12/12/19 PRINT NAME: DAVID YOUNGER REGISTRATION NUMBER: S-2816

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR

SIGNATURE: / 4 PRINT NAME: RANDY TURTENWALD

FILE NAME : O:\2014\2014170 - USH 14 LA CROSSE\040101 RP AMENDMENT.DWG

124487.957

52+78.57

5338

1121 45+59.78

98.42 124757.643 447048.543

3/4" IP

100

101

102

104

107

108

109

POINT

5204

5205

5206

5207

5208

5209

5211

5212

5213

5214

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5219

5220

APPRAISAL PLAT DATE: 6-18-19

FILE NAME:

105

SITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, LA CROSSE 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.

NGS CONTROL POINTS UTILIZED: PID:DH8676 - DESIGNATION: K 124 RESET, PID: ON0248 - DESIGNATION: L 124, PID: ON0251 - DESIGNATION: N 124

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 NEW REFERENCE LINES

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

OR EXISTING ACCESS CONTROL ALONG USH 14 CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN LA CROSSE

FOR CURRENT ACCESS/DRIVEWAY INFORMATION CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN LA CROSSE

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET. RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN LA CROSSE COUNTY, AS SHEET 2 OF 2 OF THIS DOCUMENT

EXISTING ACCESS CONTROL HEREIN IS BASED ON SUBDIVISION PLAT OF GUNDERSON LUTHERAN MEDICAL CENTER ADDITION RECORDED AS MAP #CL-3335 IN VOL. CAB, PAGE 218B.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT OF WAY FOR USH 14 ESTABLISHED FROM PREVIOUS PROJECT 1641-02-21, GUNDERSEN LUTHERAN MEDICAL CENTER ADDITION TO THE CITY OF LA CROSSE AND OTHER SURVEYS ON FILE IN THE COUNTY SURVEYORS OFFICE AS LABELED.

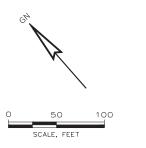
TRANSPORTATION PROJECT PLAT NO: 1641-02-22 - 4.01

PART OF LOT 14 OF THE GUNDERSEN LUTHERAN MEDICAL CENTER ADDITION TO THE CITY OF LA CROSSE, ALL LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 8, TOWN 15 NORTH, RANGE 7 WEST, CITY OF LA CROSSE, LA CROSSE COUNTY, WISCONSIN. RELOCATION ORDER USH 14, CITY OF LA CROSSE, GREEN BAY STREET TO WARD AVENUE

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LA CROSSE 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 SUBSECTION 62.22 WISCONSIN STATUTES. THE CITY OF LA CROSSE HEREBY ORDERS THAT:

- 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.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF LA CROSSE FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LA CROSSE, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22 WISCONSIN STATUTES.

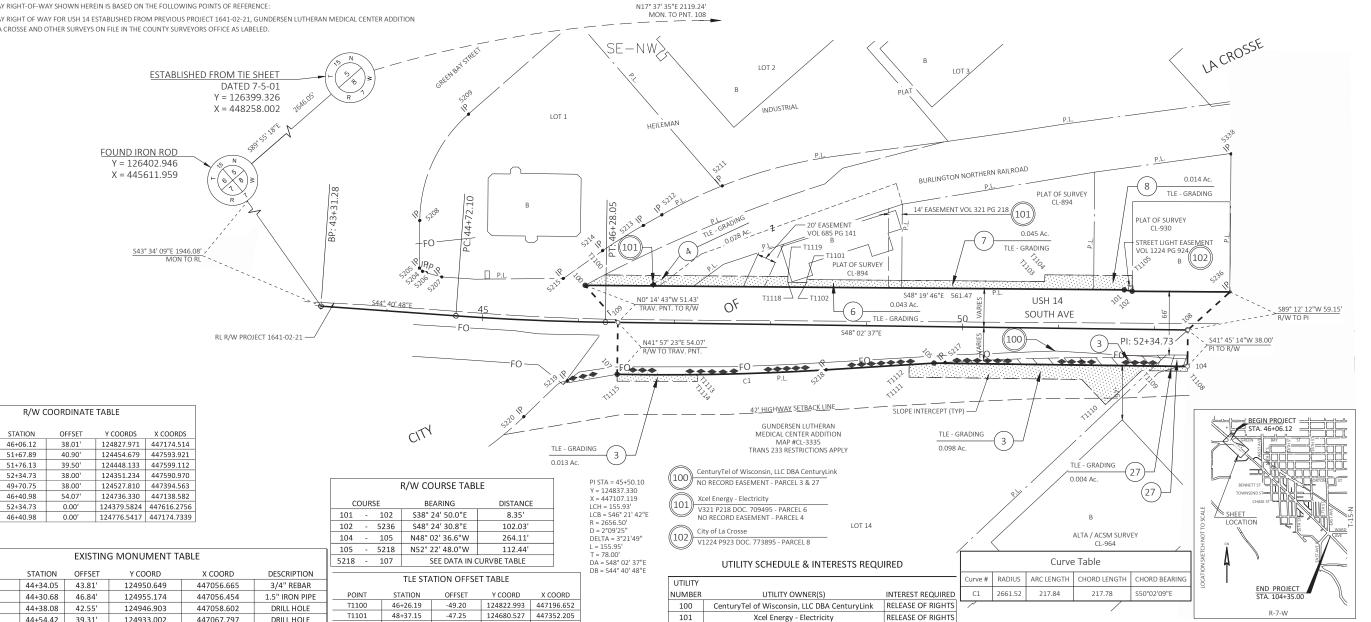


THE REGISTER OD DEEDS IN LA CROSSE COUNTY WISCONSIN, AT 3:22 P. M. ON August 1, 2019 AS DOCUMENT NO 1736123 AND FILED IN TPP CAB 90A

ACCEPTEDT IN THE OFFICE OF

REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS PROJECT NUMBER 1641-02-22 - 4.01



102

PARCEL

NUMBE

3

4

7

8

27

SCHEDULE OF LAND AND INTEREST REQUIRED

OWNER(S)

Gundersen Lutheran Medical Center, Inc.

Burlington Northern Railroad Company

undersen Lutheran Administrative Services, Inc

Pick & shovel Mining Company, LLC

Robert L. Stevens and Alice Stevens

Historic Gund Brewery Lofts, LLC

-44.25

-48.49

-55.94

43.00

78.88

53.00

39.95

53.26

60.26

61.22

53.00

48+37.16

50+85.00

50+85.00

51+76.13

52+35.4

51+87.07

51+50.01

49+45.00

49+45.00

47+25.00

47+25.00

46+40.98

51+24.96

48+17.43

T1119 48+17.40

T1102

T1103

T1105

T1108

T1109

T1110

T1111

T1112

T1113

T1114

T1115

T1117

T1118

3/4" REBAR

2" IRON PIPE

PK NAIL

PK NAIL

PK NAIL

PK NAIL

3/4" REBAR

3/4" REBAR

3/4" REBAR

3/4" REBAR

CROSS

1" IRON PIPE

3/4" IP

124678.286 447350.211

124515.742 447537.348

124460.358 447610.102

124347.504 447587.640

124379.470 447552.084

124377.564 447500.544

124533.870 447365.386

124543.573 447374.109

124680.758 447201.605

124675 553 447196 925

124731.018 447133.807

124413.555 | 447499.213

-44.15 | 124691.408 | 447335.468

-50.15 124695.889 447339.457

5236 52+78.44 39.84' 124380.405 447675,419 5338 52+78.57 183.68' 124487.957 447770.917

48+58.63 46.50'

44+27.45 96.42'

47+47.85 143.69'

210.46

112.70'

101.32'

74.60'

44.65'

37.09

61.73

100.80'

O:\2014\2014170 - USH 14 LA CROSSE\040101 RP.DWG

44+70.21

46+85.29

46+66.16

46+24.03

45+82.78

49+82.32

45+90.08

45+47.35

124992.338

125042.124

124811.952

124830.724

124835.053

124843.273

124848.423

124520.755

124596.445

124765.461

124767.16

447089.437

447200.593

447350.274

447283.03

447261.194

447212.087

447162.127

447403.778

447305.502

447095.14

447036.297

PLOT DATE 8/1/2019 8:58 AM PLOT BY DAVE YOUNGER

City of La Crosse (Street Light)

INTEREST REQUIRED

FEE, TLE

TLE

TLE

TLE

TLE

FEE, TLE

RELEASE OF RIGHTS

NEW

0.034

0.008

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE

SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CIT

OF LA CROSSE

R/W ACRES REQUIRED

EXISTING TOTAL

0.034

0.008

TLE ACRES

0.111

0.028

0.043

0.045

0.014

0.004

REGISTRATION NUMBER: S-2816 THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR HE CITY OF LA CROSSE

SIGNATURE:

BOUNDARIES OF THE SURVEYED LAND.

DAVID J. YOUNGER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULI

COMPLIANCE WITH THE PROVISIONS OF SECTION 84,095 OF THE WISCONSIN STATUTES AND

PRINT NAME: DAVID YOUNGER

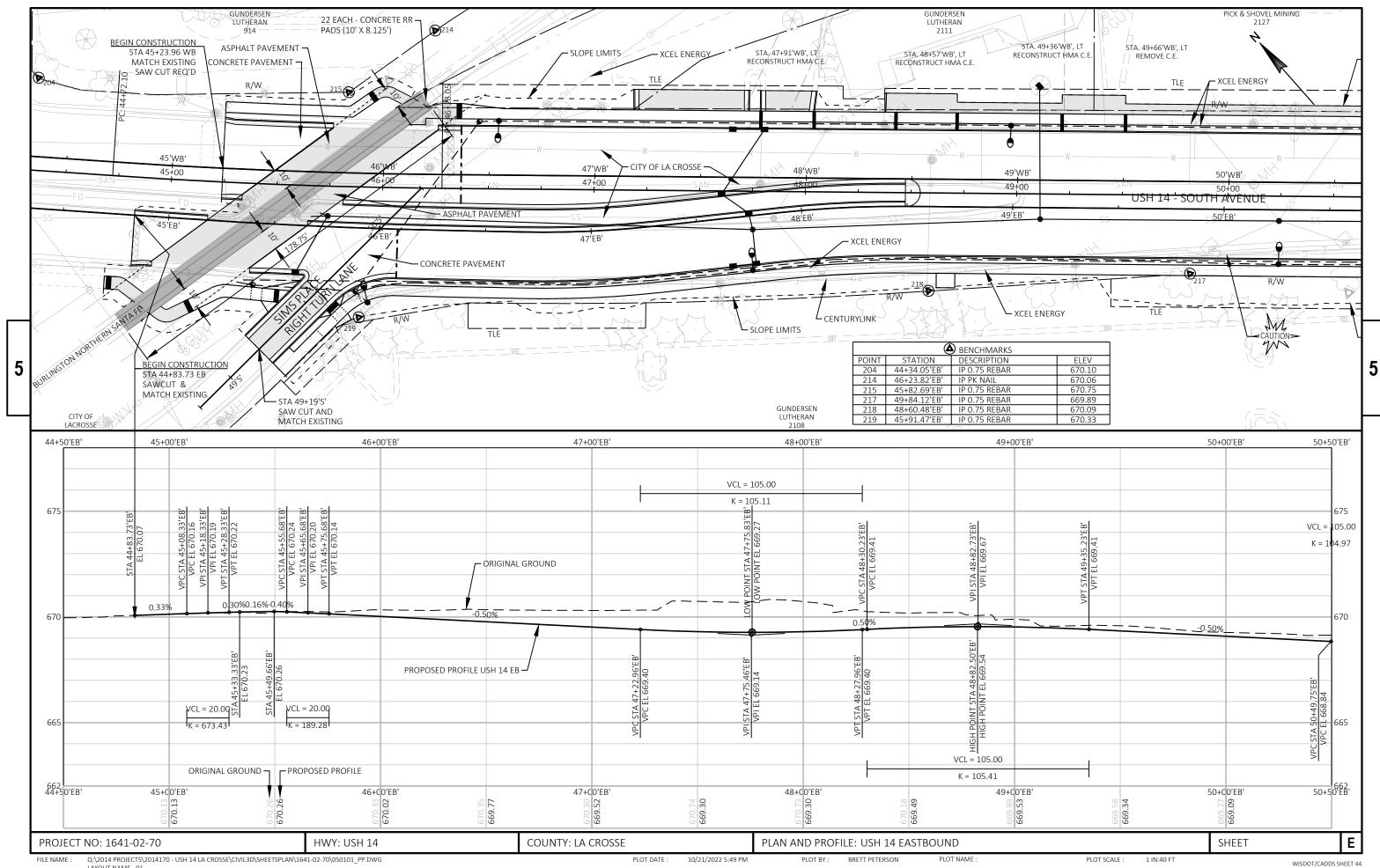
JNDER THE DIRECTION OF THE CITY OF LA CROSSE. I HAVE SURVEYED AND MAPPED THIS

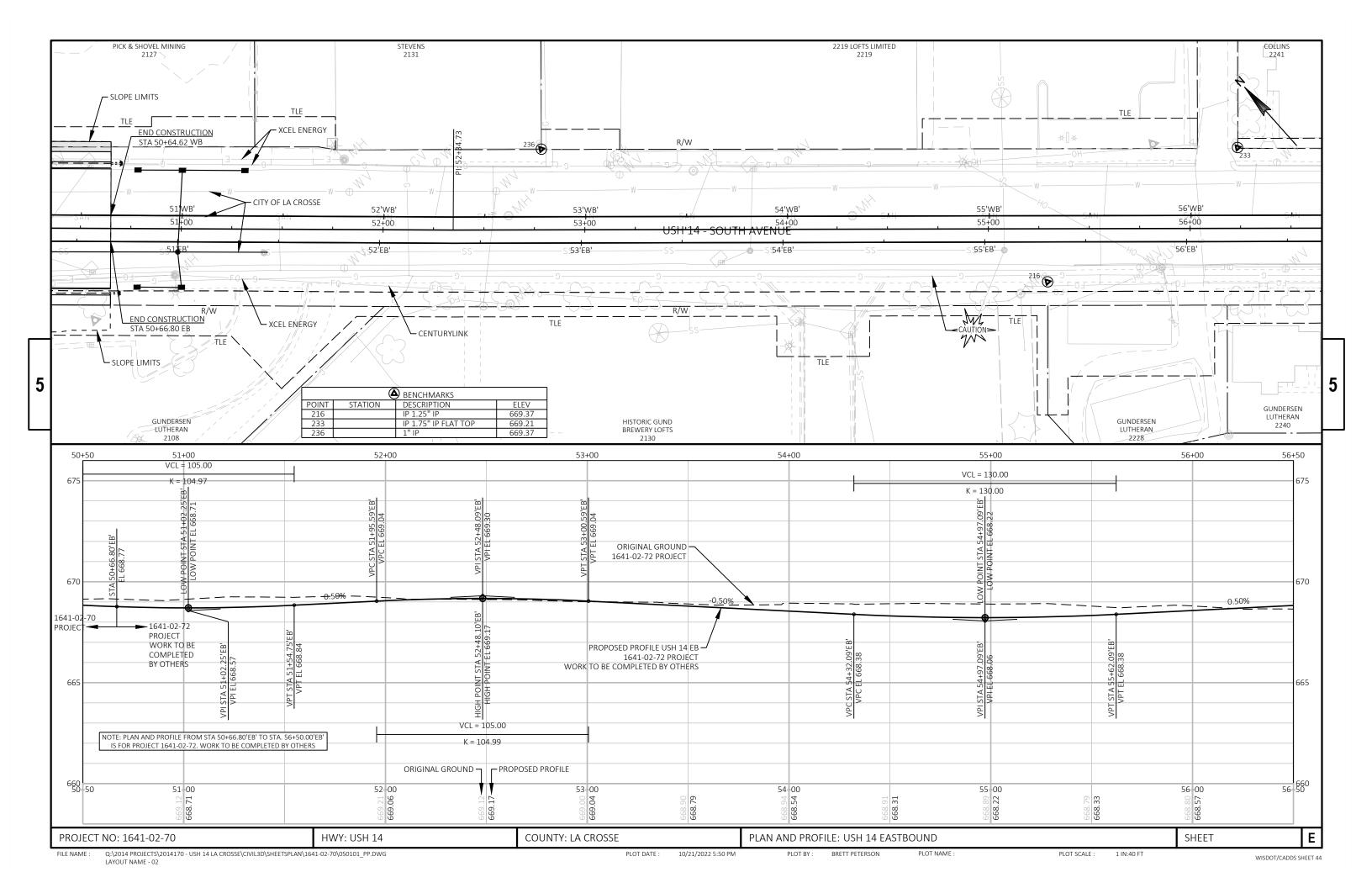
FRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR

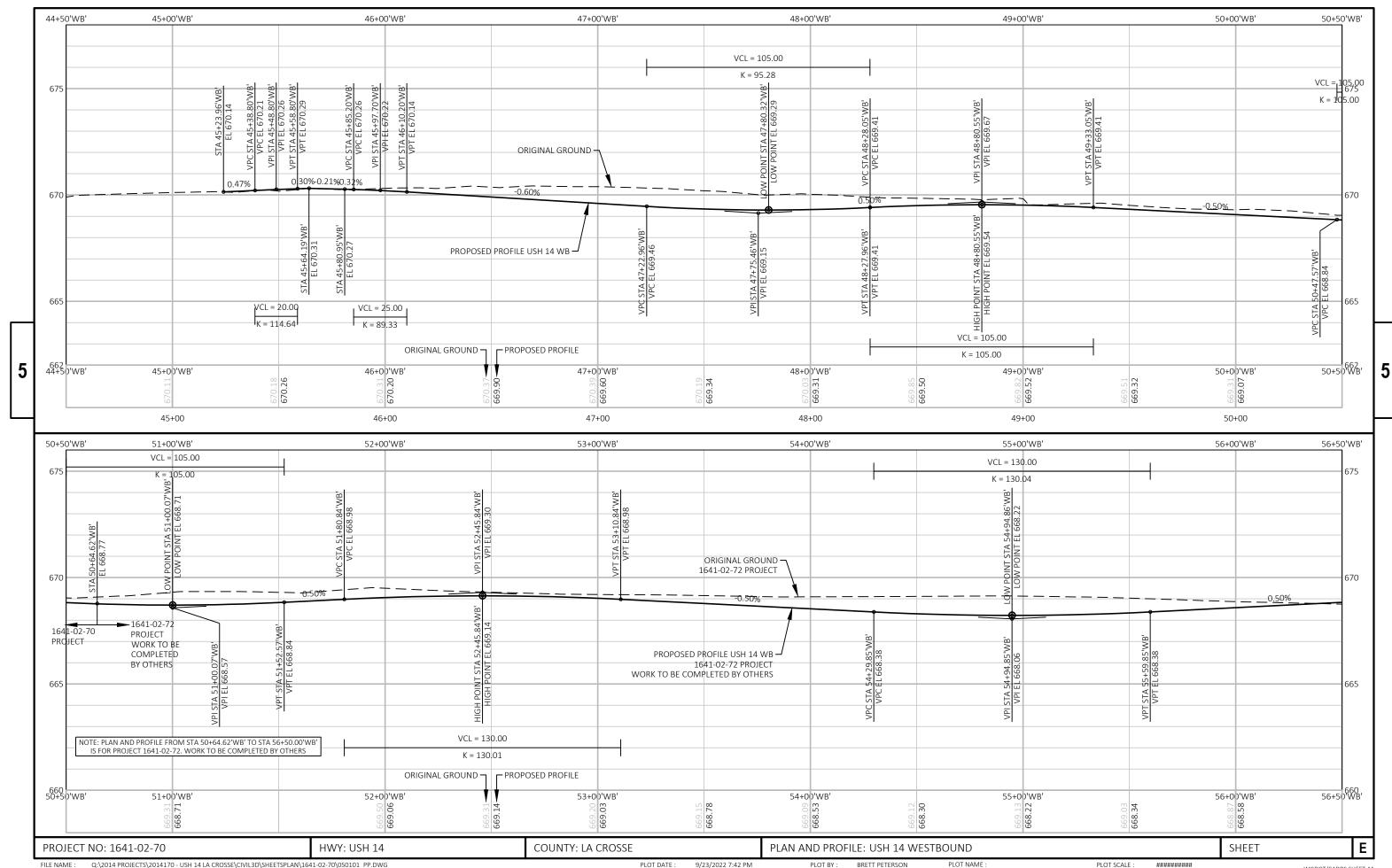
PRINT NAME: RANDY TURTENWALD

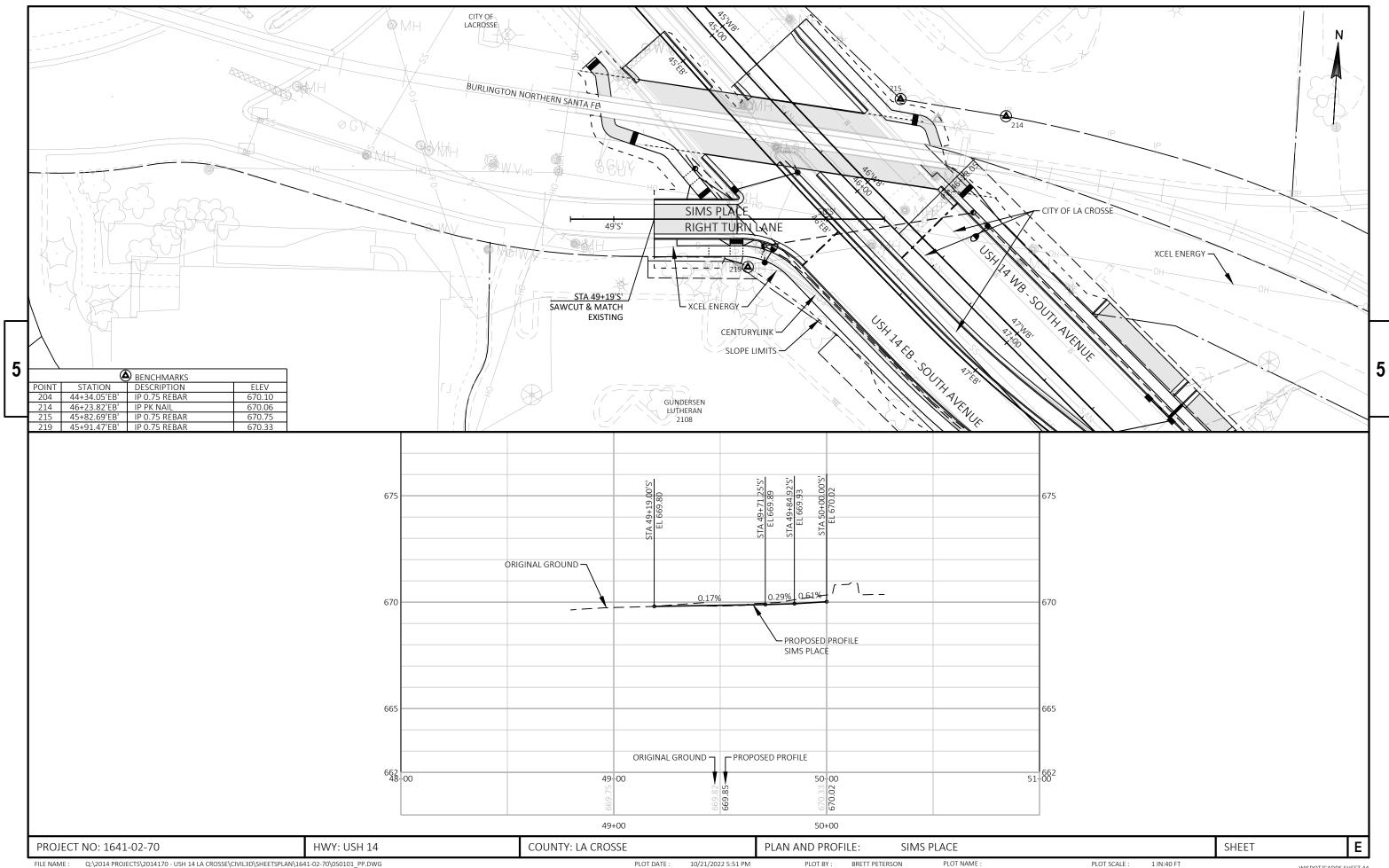
1641-02-22 - 4.01

DATE: 7/31/19









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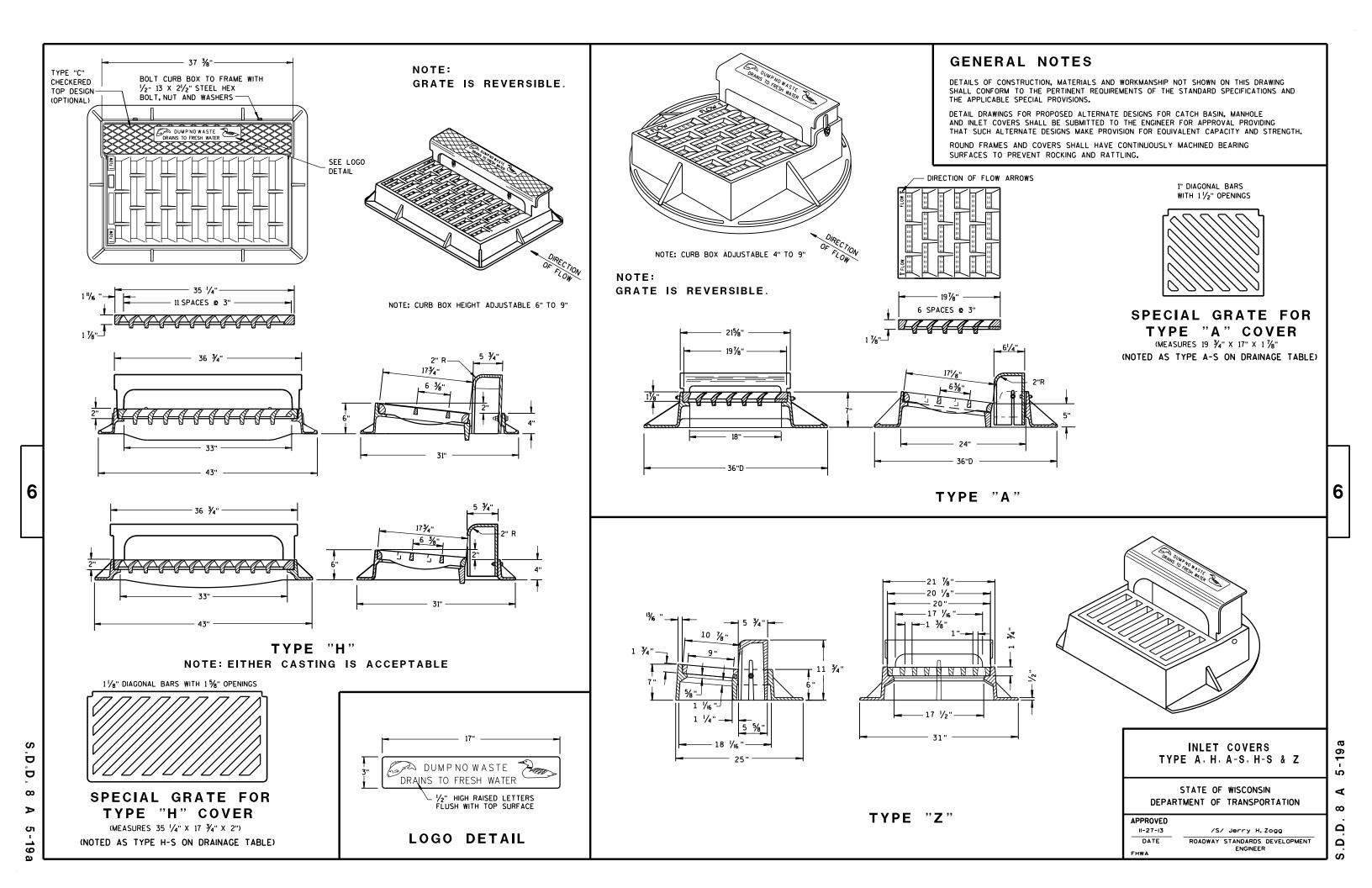
Standard Detail Drawing List

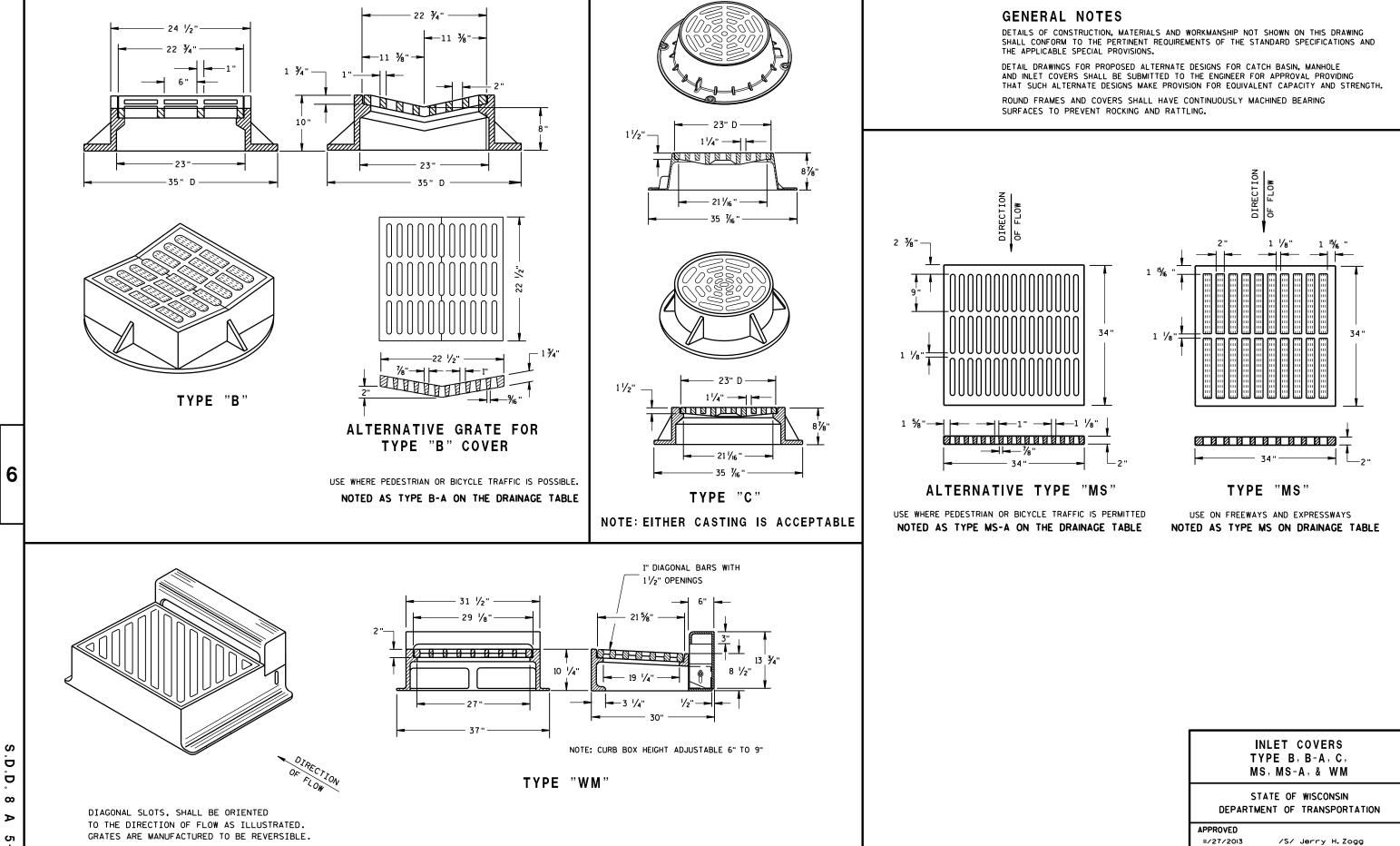
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08c06-02	INLETS 3-FT AND 4-FT DIAMETER
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G 08D16-11	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08D10-11	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D18-03	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09в16-02	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D 09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E 09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13c13-10	URBAN DOWELED CONCRETE PAVEMENT
13C18-07A	CONCRETE PAVEMENT JOINTING
13С18-07В	CONCRETE PAVEMENT STEEL REINFORCEMENT
13c18-07c	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
13C18-07F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08F 15C03-05	ADVANCED WIDTH RESTRICTION SIGNING BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-22C	PAVEMENT MARKING (TURN LANES)
15C08-22D	PAVEMENT MARKING (TURN LANES)
15C09-12A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15С11-09В	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
15С19-07В 15С19-07С	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-07C 15C33-04	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04 15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
_5055 OJA	

Standard Detail Drawing List

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
15D21-07A	TRAFFIC CONTROL,	INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL,	INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-05	TRAFFIC CONTROL,	TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
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
15D40-04A	TRAFFIC CONTROL,	FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

6





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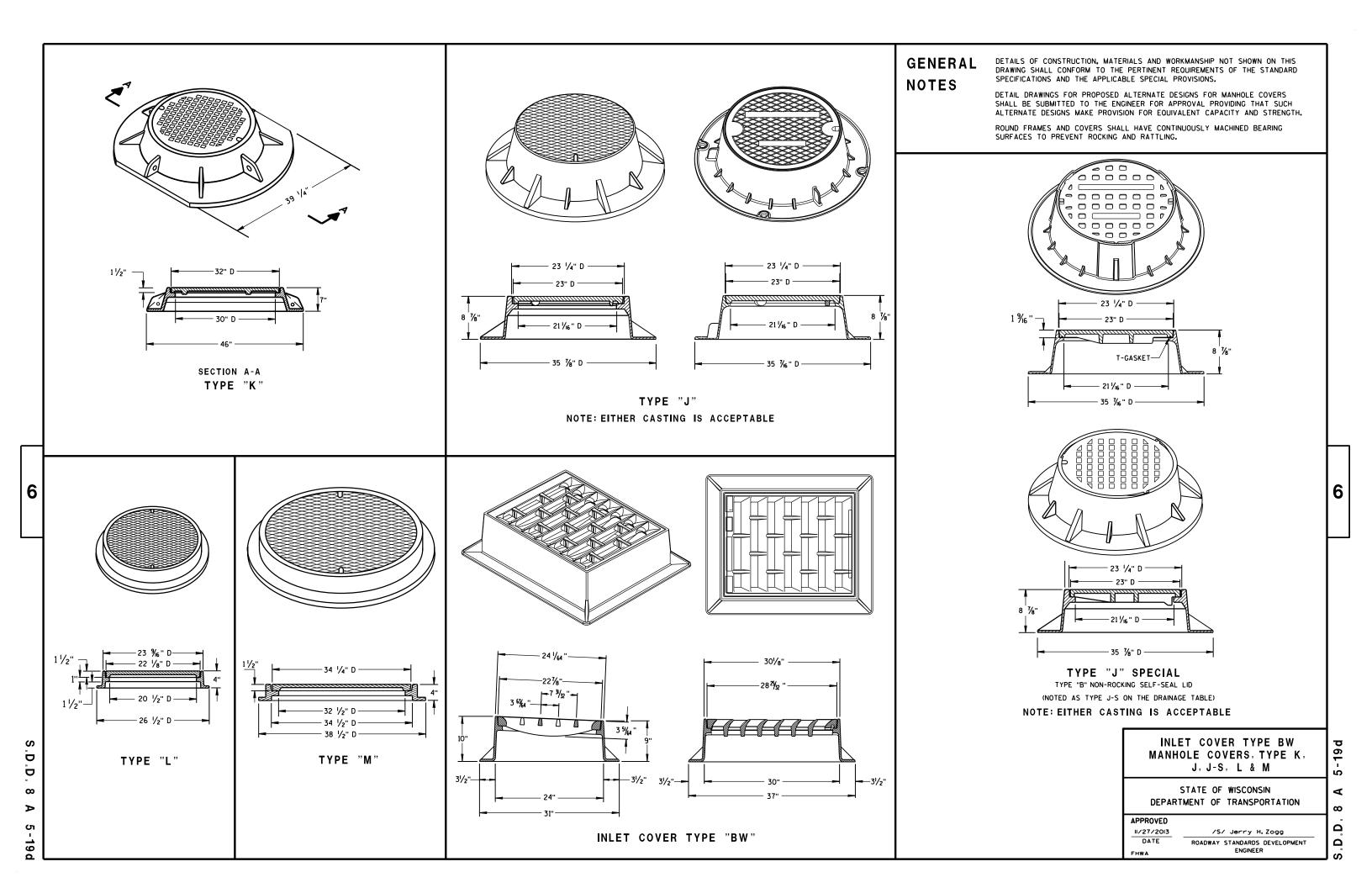
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ROADWAY STANDARDS DEVELOPMENT ENGINEER

DATE

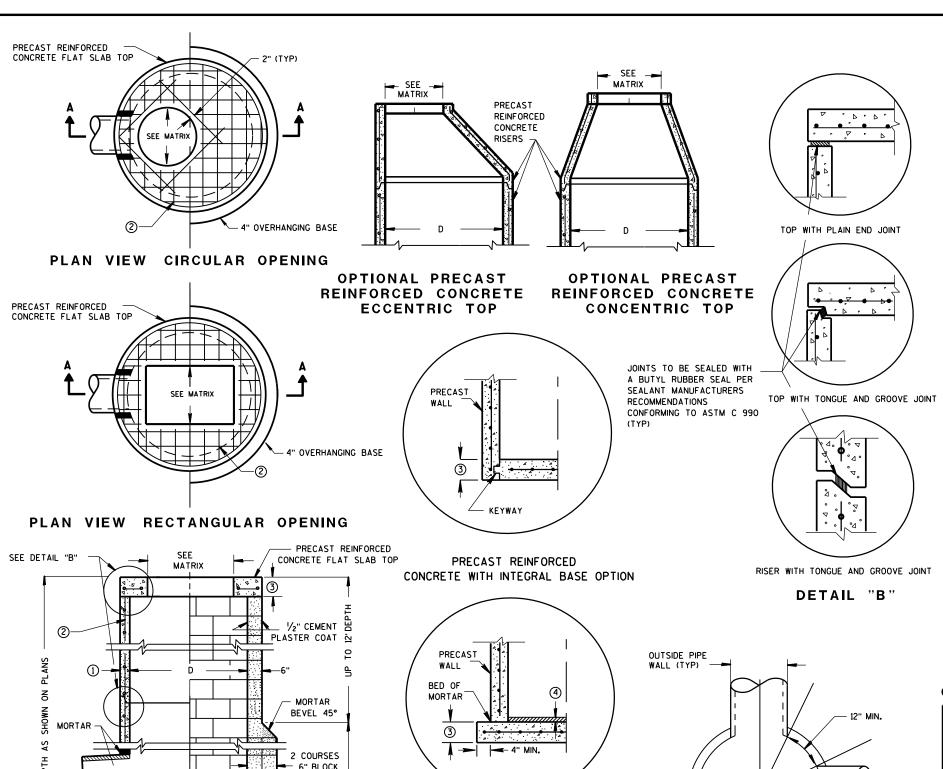
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SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

.Z.

CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER

FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES

CONCRETE BLOCK WITH CAST-

REINFORCED CONCRETE BASE ②

IN-PLACE OR PRECAST

4

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT: MINIMUM LENGTH OF 10 INCHES: MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF $\frac{1}{2}$ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

- MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES ① MINIMUM WALL INICINESS SINCE TO FOR 6-FT DIAMETER PRECAST CATCH BASINS.
- (2) FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- (3) PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS
- 4 1" CONCRETE KEY POURED AFTER INSTALLATION. 2'SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN	INLET COVER TYPE	ALL A'S	ALL B'S	BW	С	F	ALL H'S	S	Т	٧	WM	Z
SIZE	OPENING SIZE (FT)											
3-FT	2X2	Х	Х					Х		Х		
5	2 DIA.				Х							Х
	2X2	X	Х					Х		Х		
4-FT-	2X2.5			Х				Х	Х	Х	X	
6-FT	2 DIA.				X							Х
	2X3						х					
	2.5X3					Х						

PIPE MATRIX

MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES							
180° SEPARATION (IN)	90° SEPARATION (IN)						
15	12						
24	18						
36	24						
42	30						
	FOR TO 180° SEPARATION (IN) 15 24 36						

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

CATCH BASINS 3-FT, 4-FT, 5-FT AND

6-FT DIAMETER

APPROVED /S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

DETAIL "C"

D ∞

SEE DETAIL "A"

PRECAST REINFORCED

CONCRETE WITH

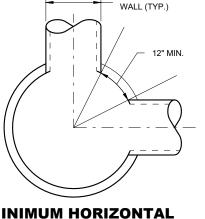
MONOLITHIC BASE

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

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

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

- (3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.
- 5 SEE MANHOLE COVER OPENING MATRIX.



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

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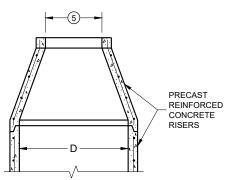
November 2021 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

MANHOLE COVER OPENING MATRIX PRECAST



2 DIA. X X X	MANHOLE COVER TYPE OPENING SIZE (FT.)	С	ALL J'S	K	L	М
3 DIA X X	2 DIA.	Χ	Х		Х	
J DIA.	3 DIA.			Х		Х

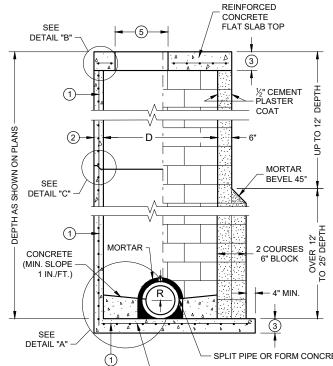
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

MAXIMUM INSIDE PIPE DIAMETER MANHOLE PRECAST SIZE LAT SLAB TOP HICKNESS (DIA.) AND BASE SEPARATION (IN) | SEPARATION (IN THICKNESS 3-FT 6-FT 42 36/42*

PIPE MATRIX



PLAN VIEW

CIRCULAR OPENING

SPLIT PIPE OR FORM CONCRETE TO FIT CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST IN PLACE STRUCTURES.

MORTAR

BASE

PRECAST

PRECAST

REINFORCED

FLAT SLAB TOP

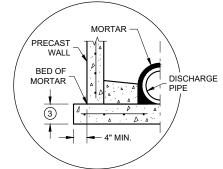
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

08**B**

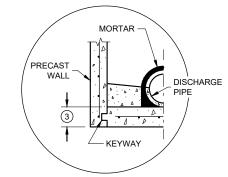
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CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE ①



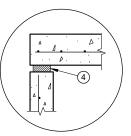
REINFORCED CONCRETE

SEPARATE PRECAST REINFORCED **CONCRETE BASE OPTION**

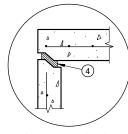


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

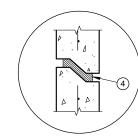


TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

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

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

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 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.

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

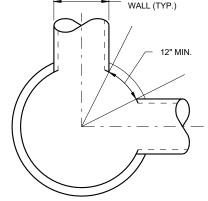
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

- (1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- 2 SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

OUTSIDE PIPE

- (4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.).

GENERAL NOTES



MINIMUM HORIZONTAL PIPE SEPARATION

[★]A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

CONCRETE BASE 2

CIRCULAR INLETS W/ FLAT TOP

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SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

> DETAIL "B" DETAIL "A"

RISER WITH TONGUE AND GROOVE JOINT

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

4" OVERHANGING BASE

D , D

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

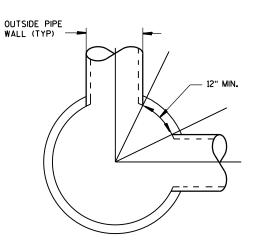
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

- (1) MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.
- 2 FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	С	F	ALL H'S	S	Т	٧	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				×							х
	2X2	х	х					Х		Х		
4-FT	2 DIA.				х							х
	2X2	х	х					х		Х		
	2X2.5			х				х	х	х	х	
	2X3						х					
	2.5X3					х						



DETAIL "C"

PIPE MATRIX

INLET	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES					
SIZE	180° SEPARATION (IN)	90° SEPARATION (IN)				
3-FT	15	12				
4-FT	24	18				

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

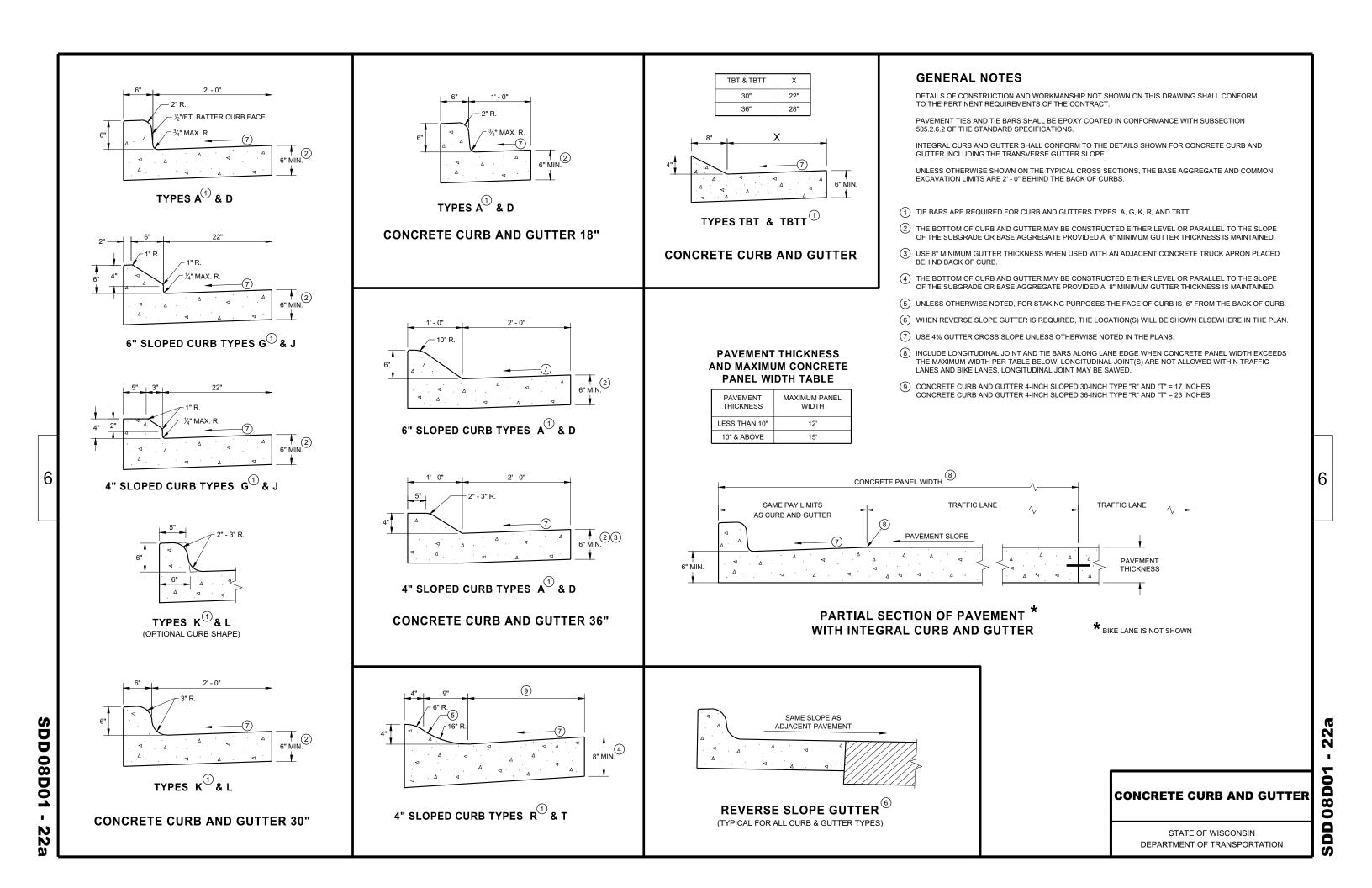
Sept., 2016 /S/ Rodney Taylor DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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END SECTIONCURB AND GUTTER

DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

6"

2" R.

(ABOVE ADJACENT PAVEMENT)

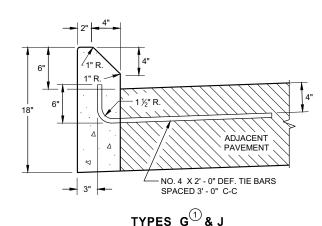
4"

ADJACENT PAVEMENT

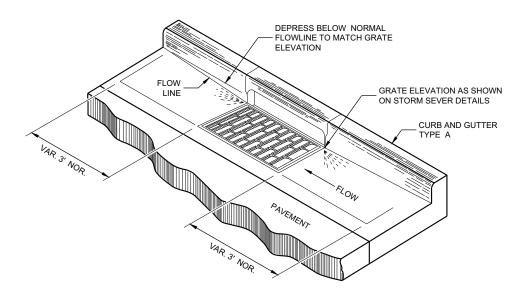
NO. 4 X 2' - 0" DEF. TIE BARS

SPACED 3' - 0" C.C.

TYPES A D



CONCRETE CURB



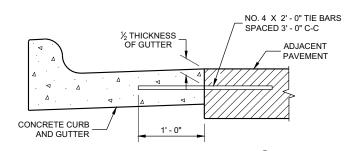
GENERAL NOTES

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

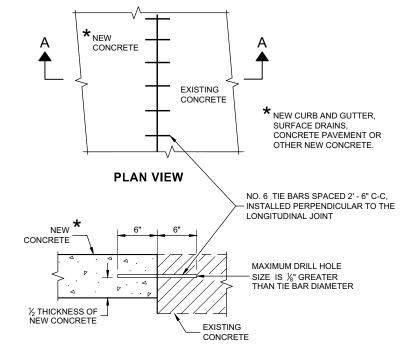
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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.

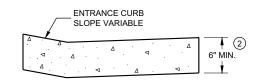


TYPICAL TIE BAR LOCATION $^{\scriptsize \textcircled{1}}$



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

 APPROVED

 February 2021
 /S/ Rodnery Taylor

 DATE
 ROADWAY STANDARDS DEVELOPMENT ENGINEER

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08DO

VIEW D - D FOR TYPE 1 - A

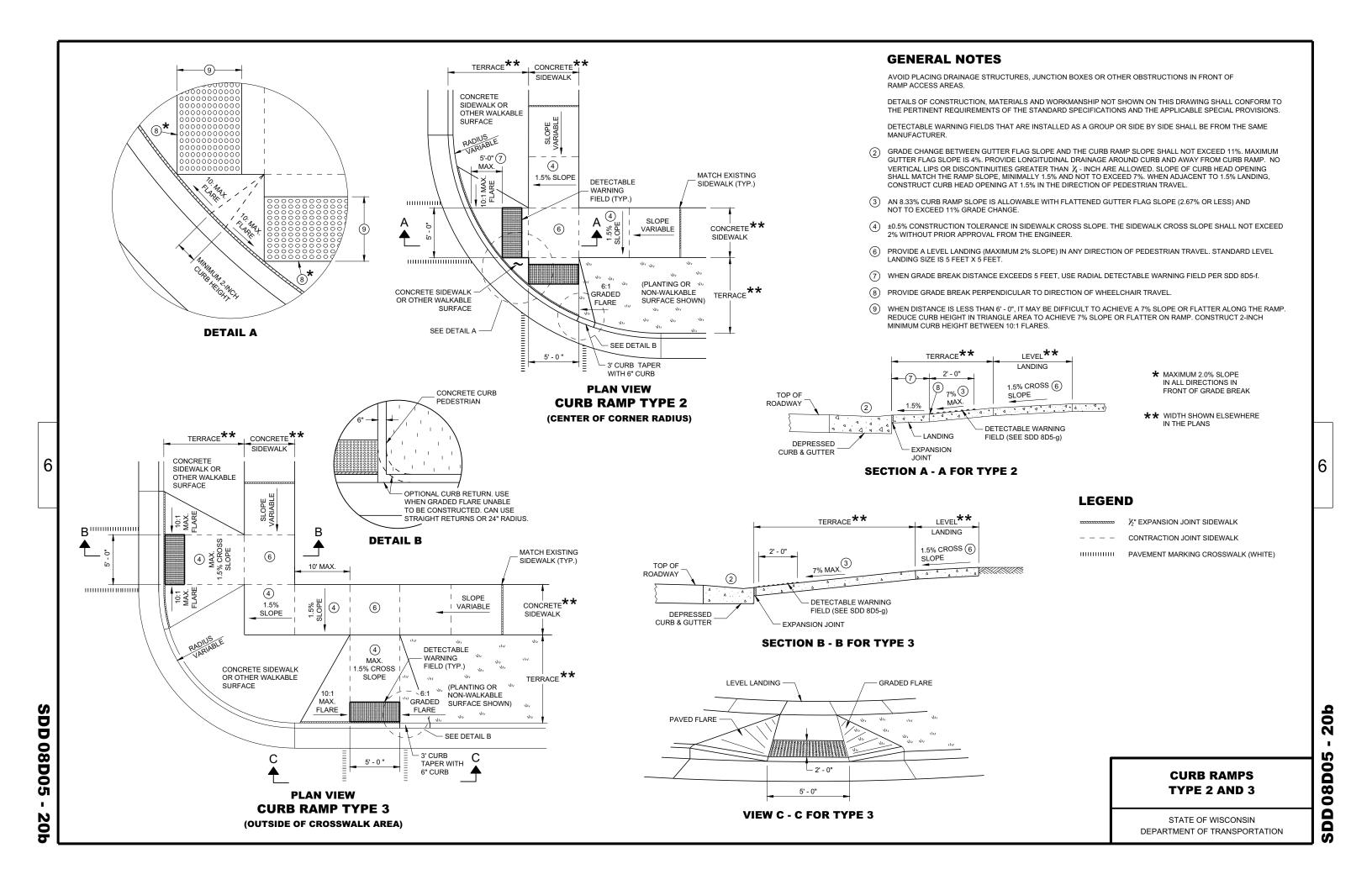
SECTION B - B FOR TYPE 1

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STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION



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

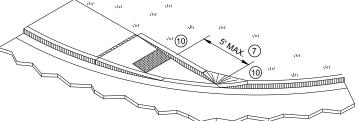
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

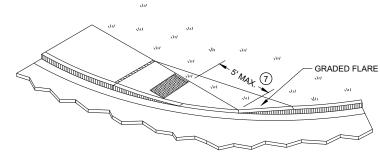
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN $\frac{1}{4}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE
- (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
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING
- (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.

½" EXPANSION JOINT SIDEWALK CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



ISOMETRIC VIEW FOR TYPE 4A

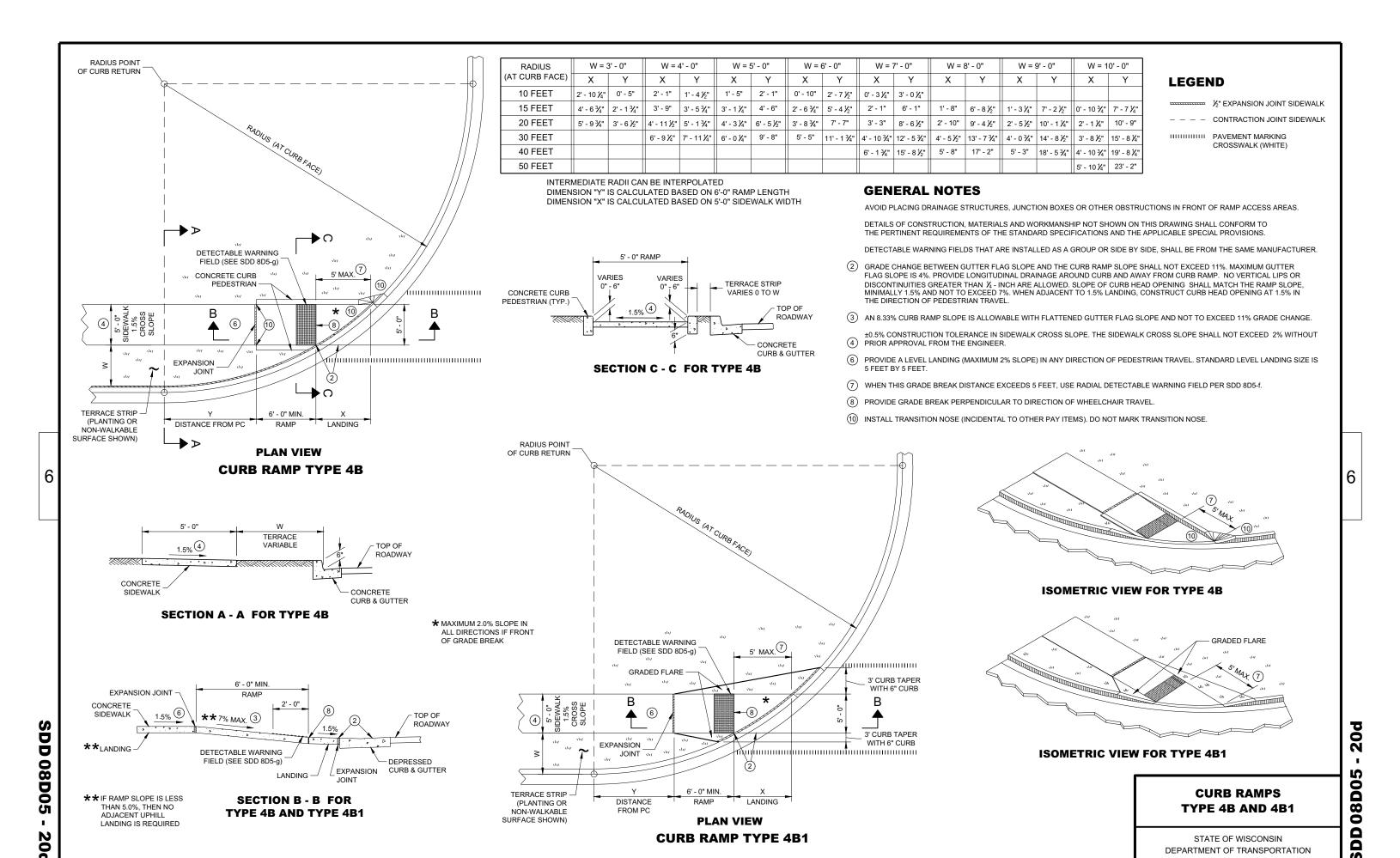


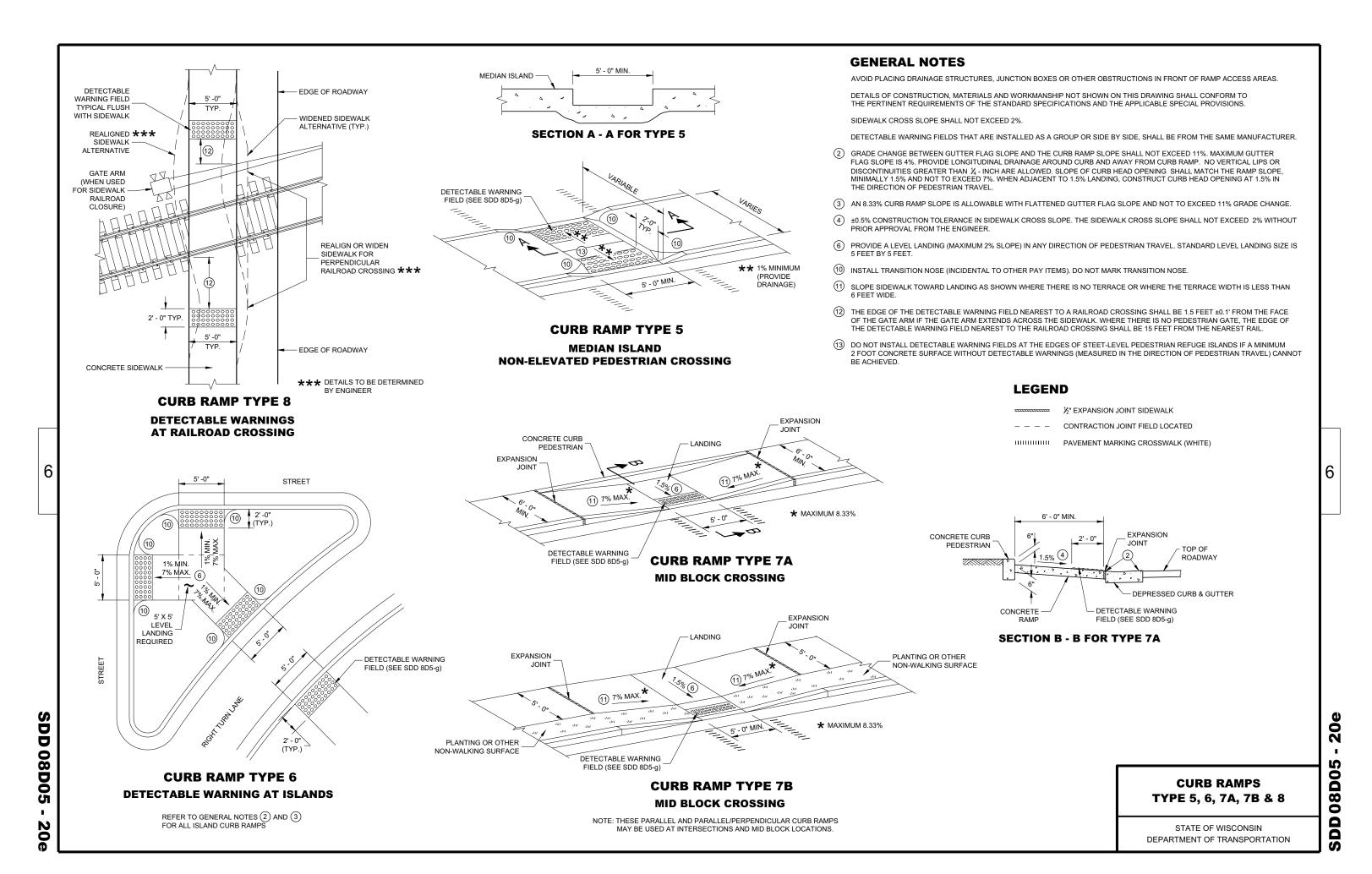
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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08D05

20f

RADIAL DETECTABLE WARNING

IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO

LANDING IS REQUIRED

ADJACENT UPHILL

FIELD (SEE SDD 8D5-a)

SECTION B - B FOR TYPE 4B1

DEPRESSED CURB & GUTTER

*** MAXIMUM 8.33%

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RADIAL DETECTABLE WARNING **FIELD APPLICATIONS**

> STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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PLAN VIEW

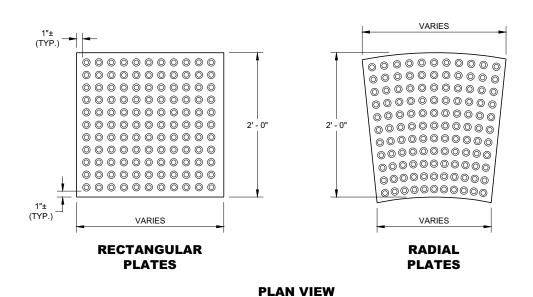
MIN. MAX. 1.6" 2.4" В 0.65" 1.5" С * 0.9" 1.4"

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

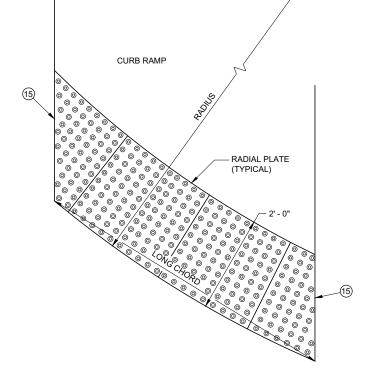


ELEVATION VIEW

TRUNCATED DOMES DETECTABLE WARNING PATTERN DETAIL



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.

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.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER

(fs) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING

THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

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

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

PLAN VIEW RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

RECTANGULAR PLATE \bigcirc 0 \bigcirc RECTANGULAR PLATE \bigcirc \bigcirc (TYPICAL) 0

PLAN VIEW RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

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

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*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.

CONTRACTION JOINT - PAVEMENT EDGE

END SECTIONCURB AND GUTTER

7" MIN

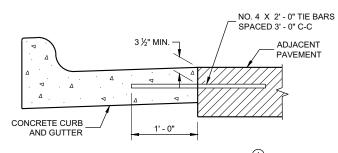
CONCRETE CURB AND GUTTER 22"

SAME PAY LIMITS POINT WHERE **CURB AND GUTTER** SLOPE CHANGES PAVEMENT — ¾" / FT. SLOPE SLOPE PAVEMENT 7" MIN. THICKNESS

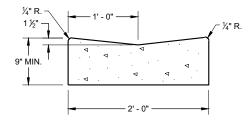
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER

SAME SLOPE AS ADJACENT PAVEMENT

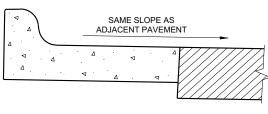
CONCRETE CURB AND GUTTER 19"



TYPICAL TIE BAR LOCATION 1



CONCRETE GUTTER 24" $^{\scriptsize (1)}$



HIGH SIDE SECTION (3) (TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

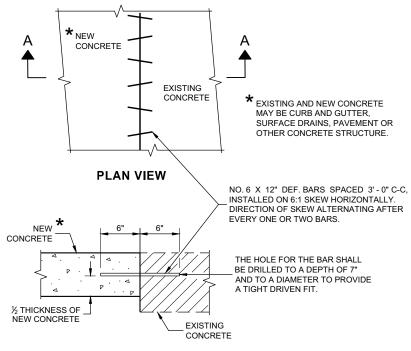
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

- ① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".
- 2 THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- (3) WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS



SECTION A - A

PAVEMENT TIES

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

(For Optional use in Milwaukee Co. Only)

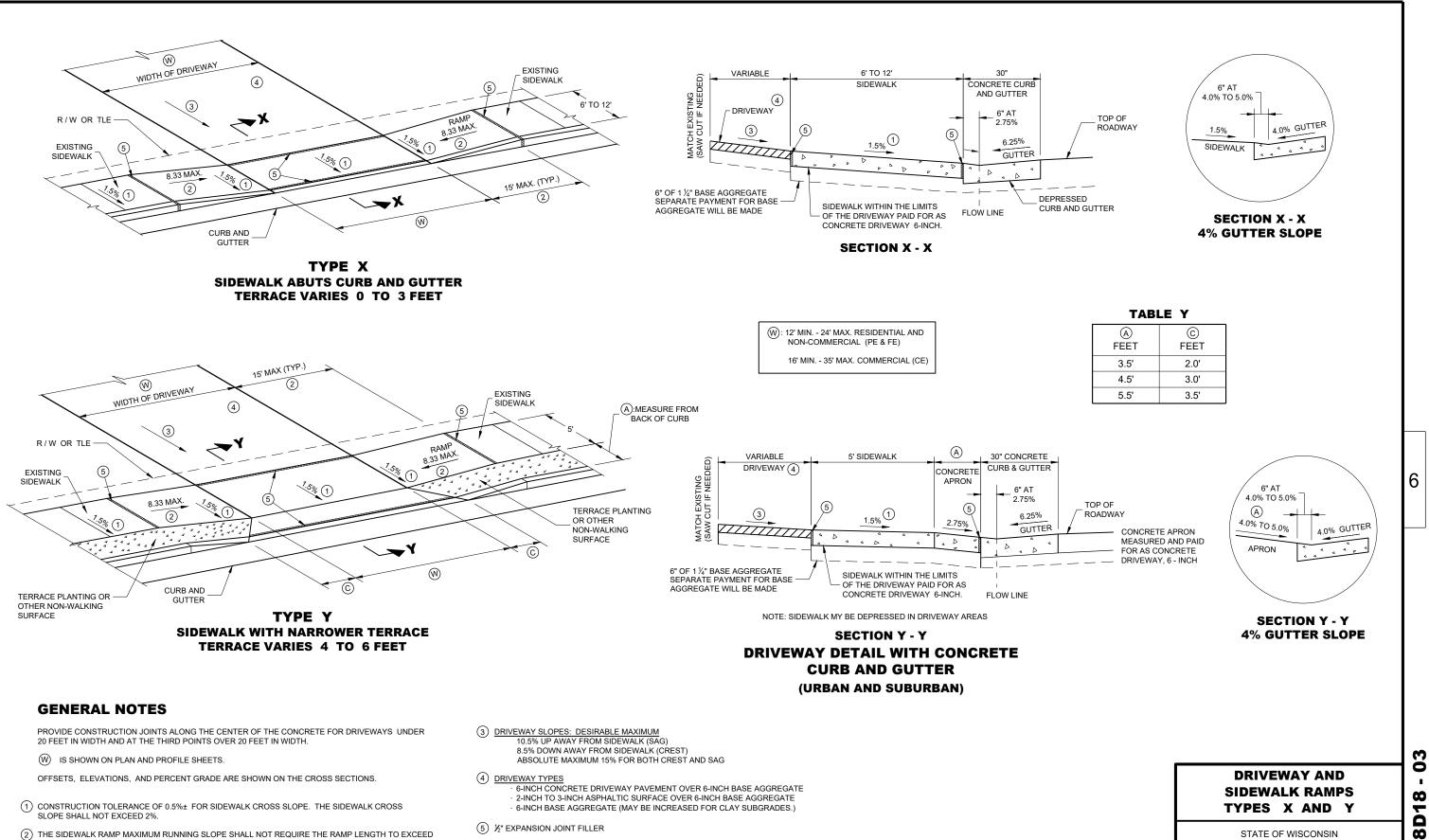
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED February 2020 DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

SDD 08D, 9

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LESS THAN 6 FEET WIDE.

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

RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS

AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK

SDD 08D18 - (

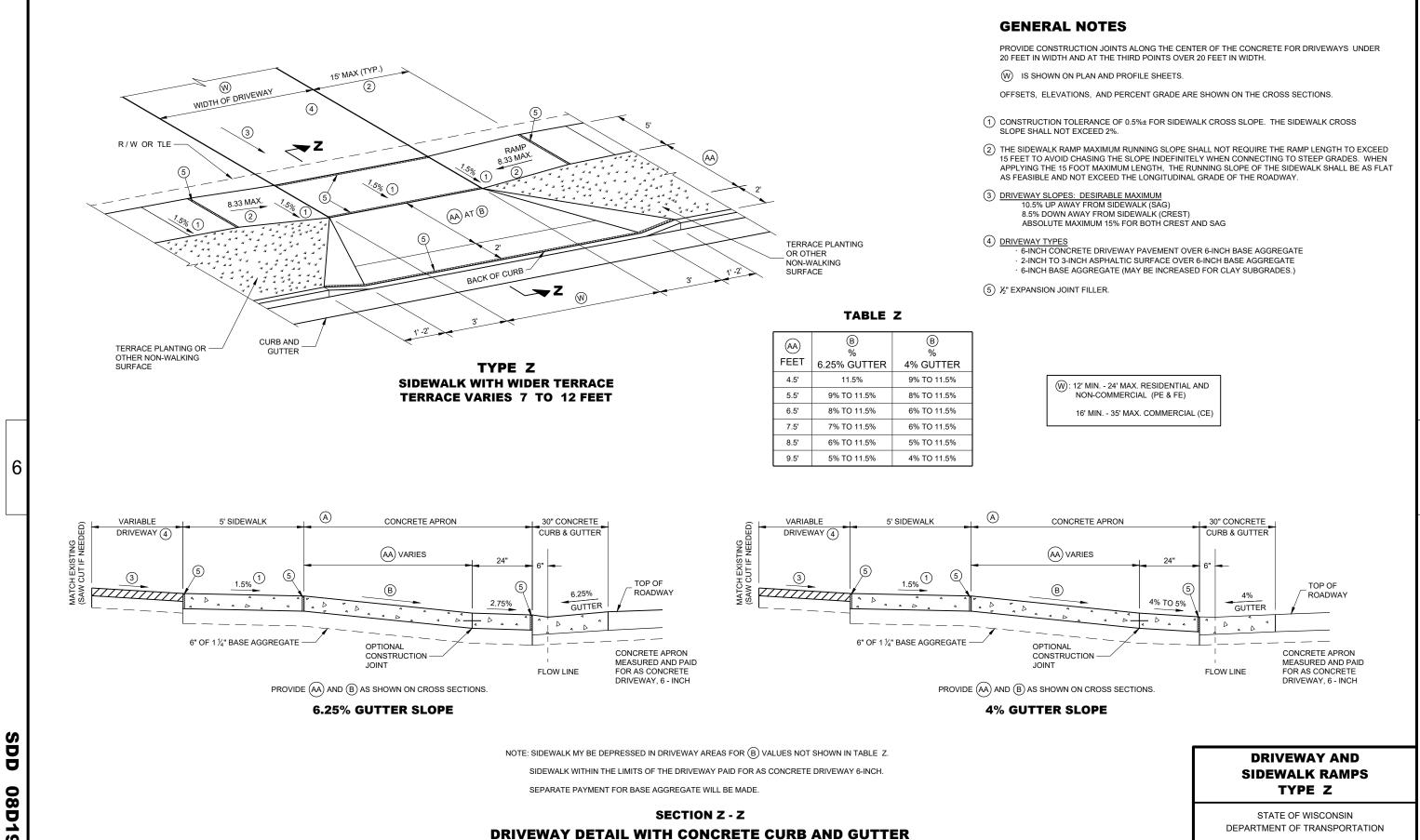
DEPARTMENT OF TRANSPORTATION

/S/ Rodney Taylor

ROADWAY STANDARDS DEVELOPMENT ENGINEER

APPROVED

February 2022 DATE



(URBAN AND SUBURBAN)

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03

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APPROVED /S/ Rodney Taylor

ROADWAY STANDARDS DEVELOPMENT ENGINEER

February 2022 DATE

DRIVEWAY LOCATION AND SPACING DETAILS SIDEWALK SHOWN

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

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

W: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

DRIVEWAYS WITH CURB AND GUTTER RETURNS

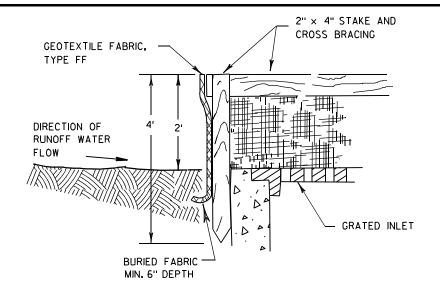
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

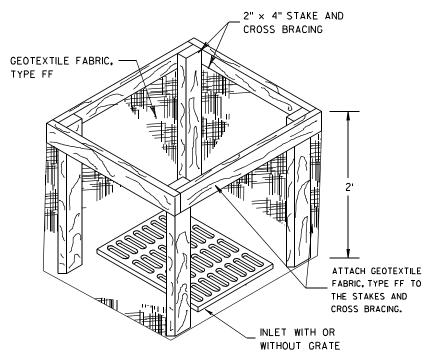
APPROVED 00-00-00 DATE

ROADWAY STANDARDS DEVELOPMENT ENGINEER

SDD 08D20 0

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INLET PROTECTION, TYPE A

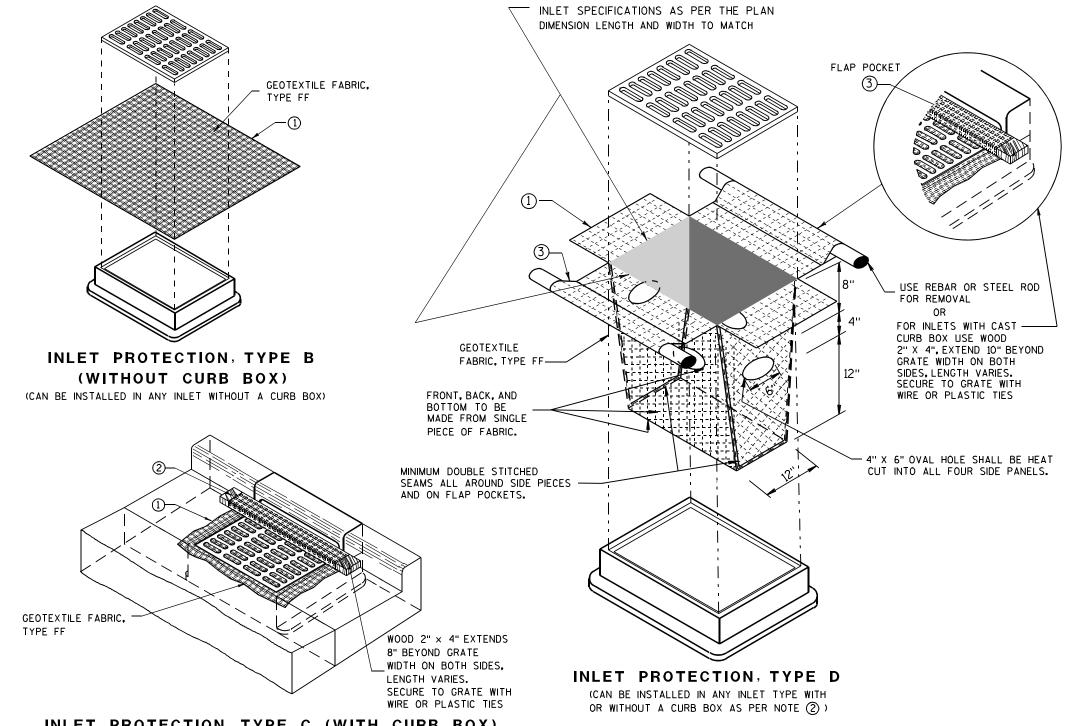
GENERAL NOTES

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

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

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

- 1) FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- (2) FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- (3) FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION TYPE A, B, C, AND D

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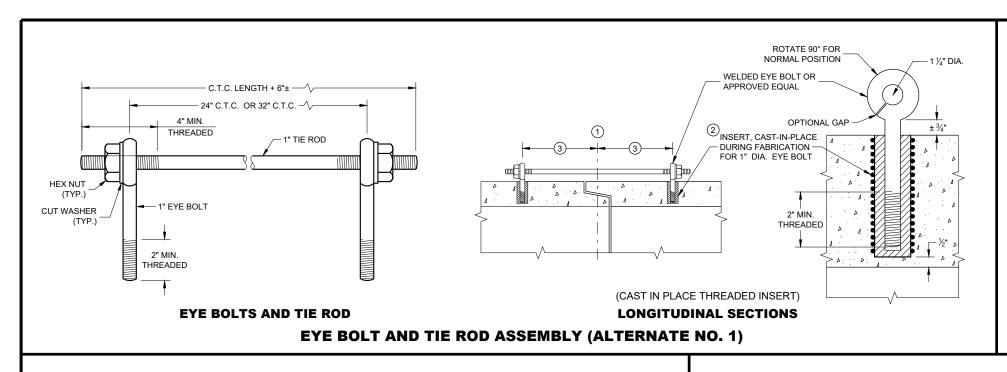
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER

10/16/02



GENERAL NOTES

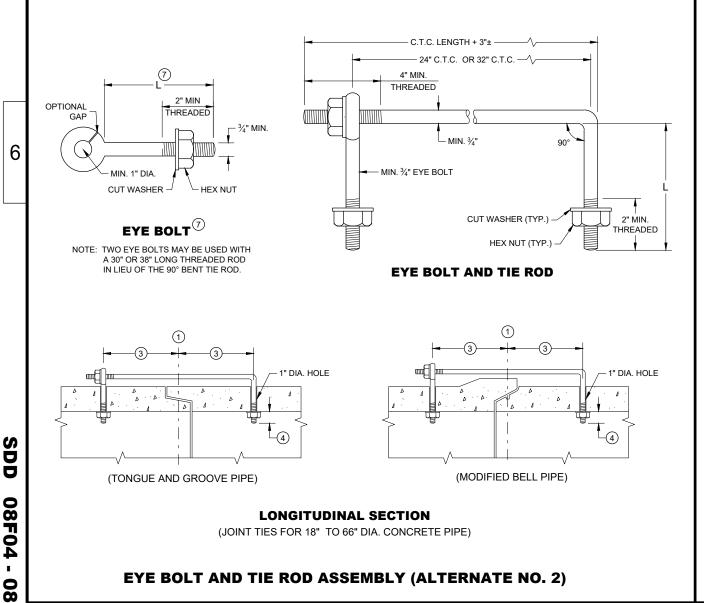
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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. LINESS 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

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.

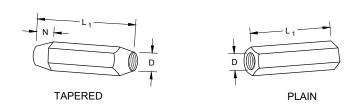
- 1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
- 2 THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
- (3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
- 4 BOLT PROJECTION 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.



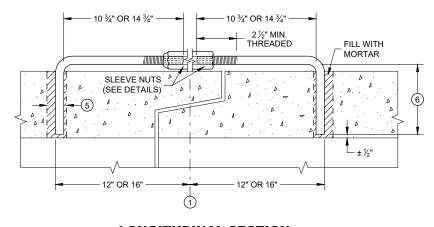
TIE ROD DIAMETER DIAMETER 5 12 - 60 5

ADJUSTABLE TIE ROD TABLE

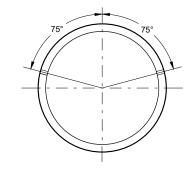
DIMENSIONS SHOWN ARE IN INCHES



RIGHT AND LEFT THREADS **SLEEVE NUTS**

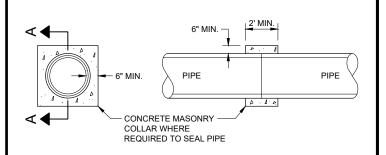


LONGITUDINAL SECTION ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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 /S/ Rodney Taylor

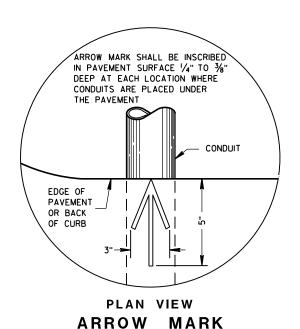
ROADWAY STANDARDS DEVELOPMENT
ENGINEER November 2021 DATE

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ARROW MARK INSCRIBED IN PAVEMENT SURFACE OVER € OF CONDUIT (BOTH ENDS) — 2'-0"*—*∕ NORMAL PAVEMENT EDGE OF THICKNESS **PAVEMENT** PAVEMENT OR BACK OF CURB BASE COURSE BACKFILL SLOPE 1/8"/FT. EITHER DIRECTION *DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES - CONDUIT, PITCH TO DRAIN 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 REIN-STALLED 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

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	/S/ Ahmet Demirbilek
DATE	STATE ELECTRICAL ENGINEER

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN %" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN $\frac{1}{4}$ ".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

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 ½".

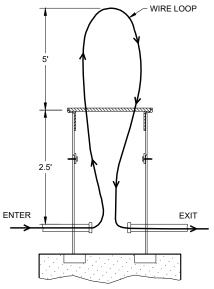
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

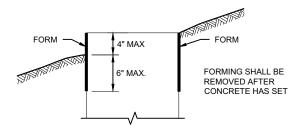
APPROVED

May 2022 /S/ Ahmet Demirbilek

DATE STATE ELECTRICAL ENGINEER

SDD 09B16 - 02

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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

1" CONDUIT

PURPOSES

CONDUIT WITHIN

6" DIA.

FOR GROUNDING

GENERAL NOTES

CONDUIT

11 1/2" BOLT CIRCLE

(OUT TO OUT)

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.

1" CONDUIT

PURPOSES

6" DIA.

ANCHOR RODS SHALL BE

ORIENTED PARALLEL TO

THE ROADWAY

CONDUIT

11 1/2" BOLT CIRCLE

FOR GROUNDING

CONDUIT WITHIN

CONDUIT

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

L 2"

TYPE 5 & 6

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

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).

- 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.
- (6) NO. 6 X 6' 8" BAR STEEL REINFORCEMENT.
- (7) NO. 4 X 5' 1" BAR STEEL REINFORCEMENT @ 1' 0" C C.
- (4) 1" DIA. X 3' 6" ANCHOR RODS.
- (6) NO. 4 X 4' 8" BAR STEEL REINFORCEMENT.
- (8) (5) NO. 4 \times 5' 1" BAR STELL REINFORCEMENT @ 1' 0" C -C.
- EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR
- (10) 5/8" DIA. X 8'-0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED
- ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 1/4" 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.

CONCRETE BASES TYPES 1, 2, 5, & 6

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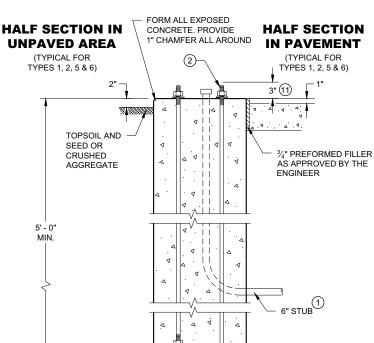
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

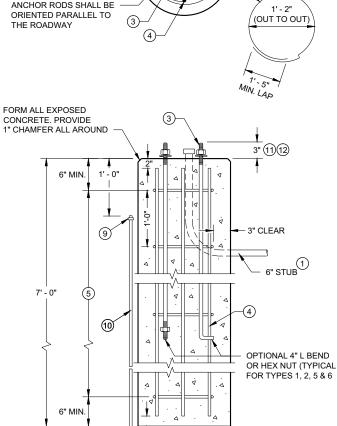
APPROVED May 2019 DATE STATE ELECTRICAL ENGINEER

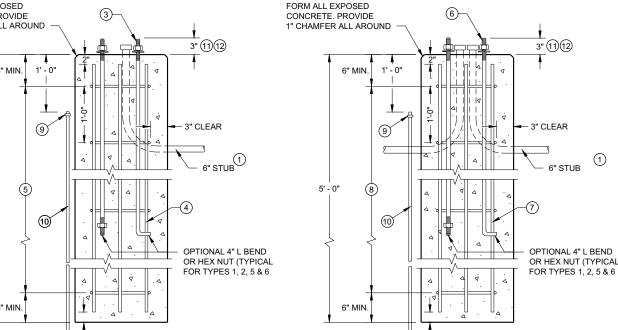
CONDUIT CONDUIT WITHIN 12 3/4" BOLT CIRCLE 6" DIA ANCHOR RODS SHALL BE ORIENTED PARALLEL TO THE ROADWAY



TYPE 1



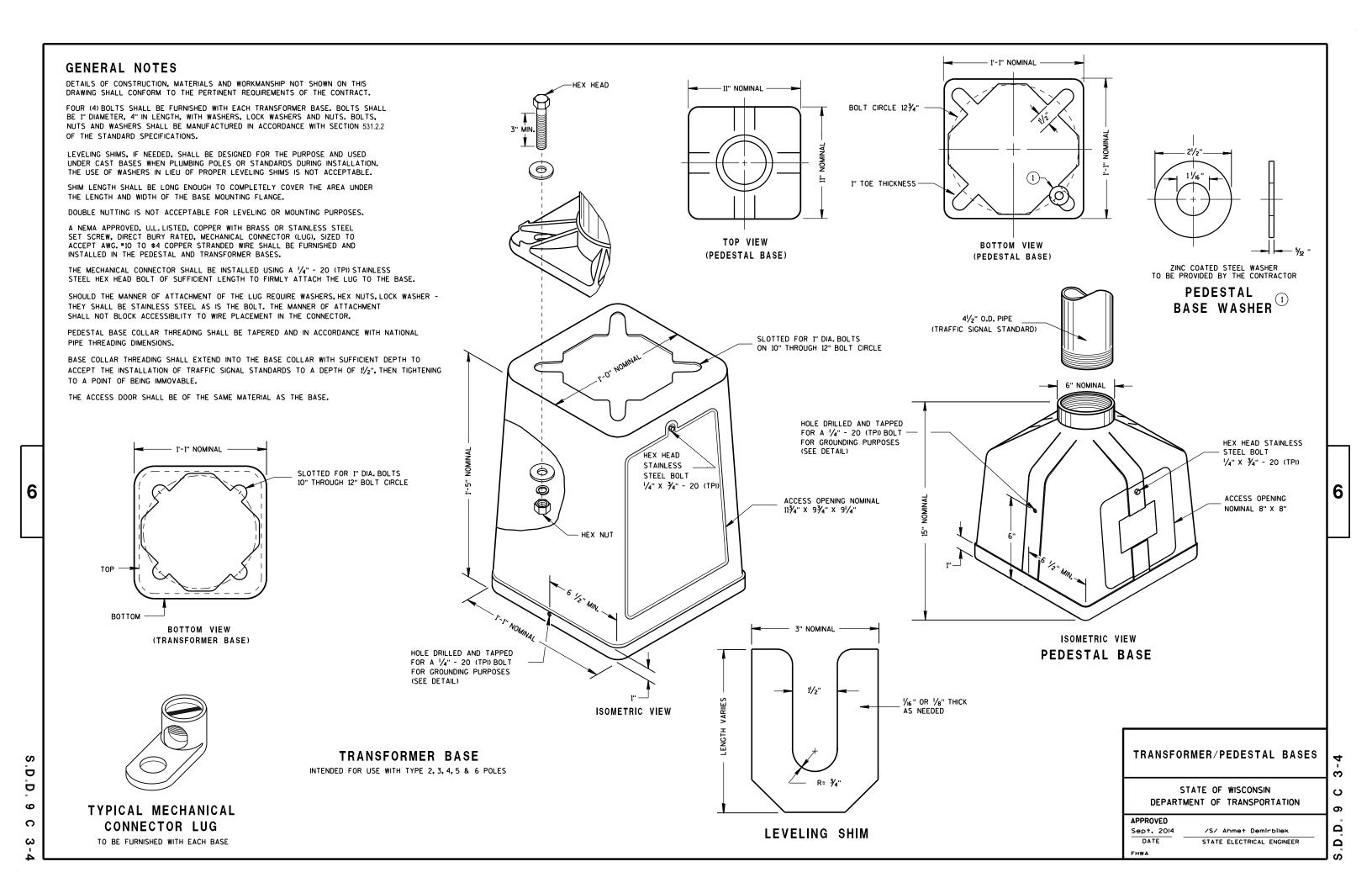




CONCRETE BASES

TYPE 2

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

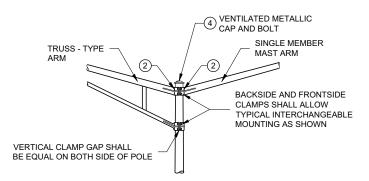
TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ½ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER

- 1 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.
- 2 GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ½" HOLE IN POLE SHAFT FOR WIRING.
- $\ensuremath{\ensuremath{\mathfrak{G}}}$ CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
- (4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- (5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.
- 6 INTERNAL DUMBBELL TYPE VIBRATION DAMPER.

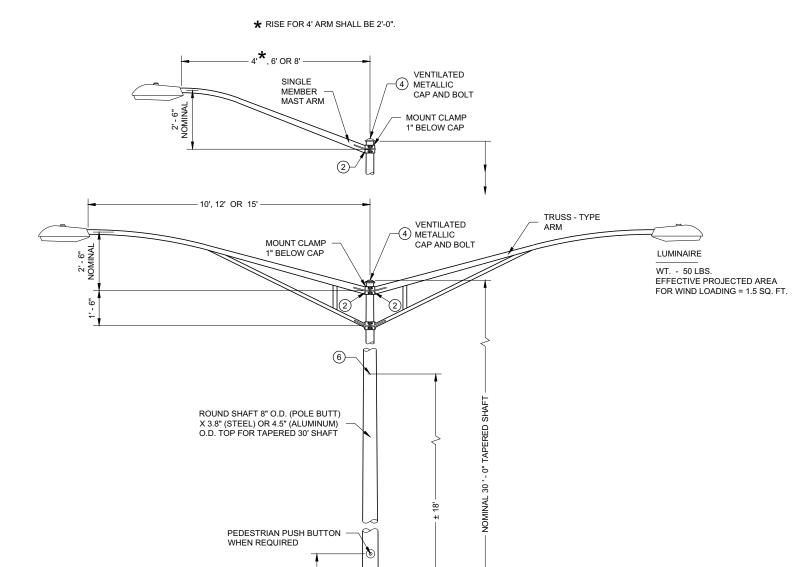


INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

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TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

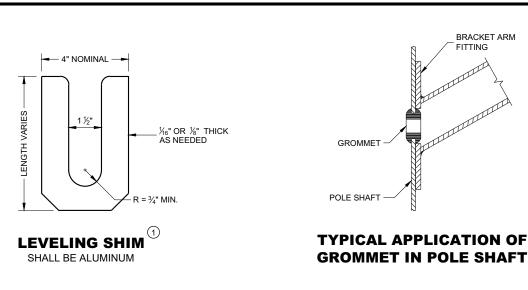
3 5

TOP OF CONCRETE BASE -



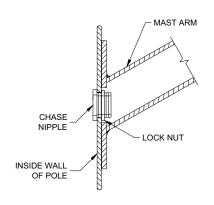






GUSSETS REQUIRED

BOLTS ENTIRE LENGTH



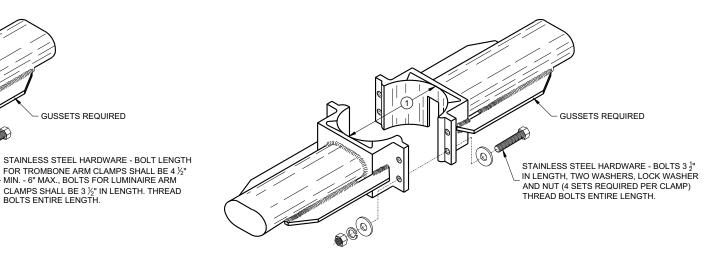
TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

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
- 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

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

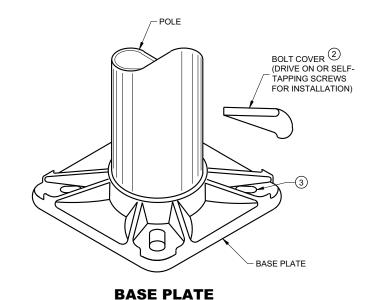


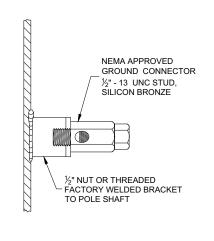
"J " HOOK DOOR SIDE HOOK FACTORY 1 g" RACEWAY HOLE - OPPOSITE WELDED TO POLE DOOR (180° SIDE) IF CALLED FOR

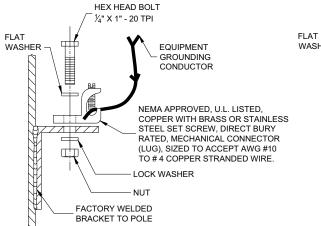
TYPICAL "J" HOOK LOCATION

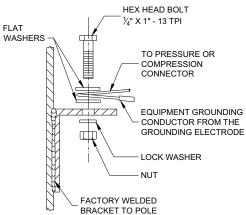
TYPICAL TROMBONE MAST ARM AND SINGLE **LUMINAIRE MAST ARM MOUNTING CLAMP**

TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS









TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

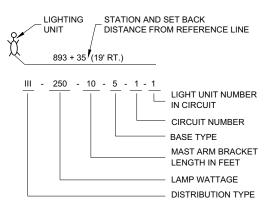
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

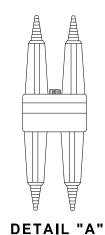
APPROVED November 2018 DATE

/S/ Ahmet Demirbilel STATE ELECTRICAL ENGINEER 0 0 DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

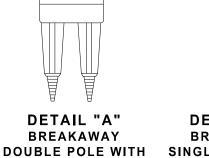




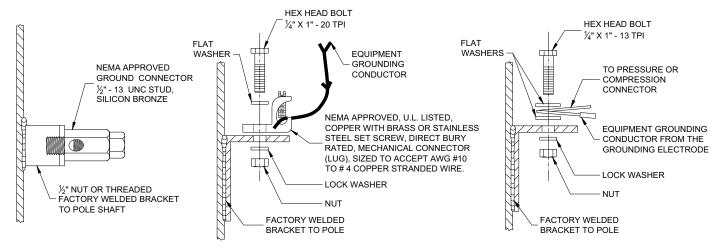
BREAKAWAY

WATERPROOF

INSULATING BOOT



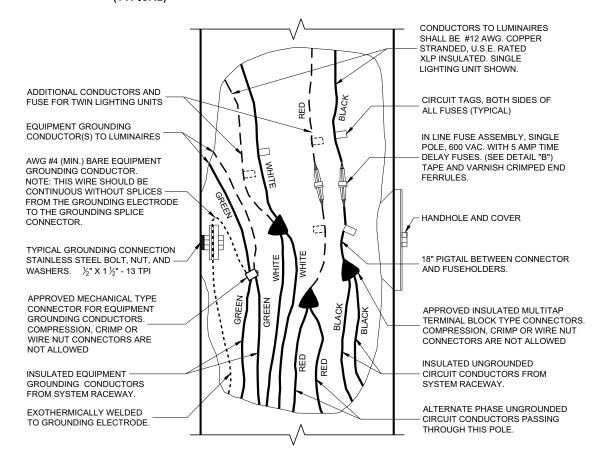
DETAIL "B" BREAKAWAY SINGLE POLE WITH WATERPROOF **INSULATING BOOT**



TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

LIGHTING UNIT CODE (TYPICAL)



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND **EQUIPMENT GROUNDING CONDUCTOR**

TWIN LIGHTING UNITS REQUIRE UNGROUNDED CONDUCTORS TO INDIVIDUAL SETS OF UNGROUNDED -LUMINAIRES SHALL BE #12 AWG, CONDUCTORS AND FUSE ASSEMBLIES. COPPER STRANDED, U.S.E. RATED XLP INSULATED. SINGLE LIGHTING UNIT SHOWN. TWIN LIGHTING UNIT EQUIPMENT GROUNDING CONDUCTOR EQUIPMENT GROUNDING CONDUCTOR IN LINE FUSE ASSEMBLY, TWO AWG #4 (MIN.) BARE EQUIPMENT POLE, 600 VAC. WITH 5 AMP TIME GROUNDING CONDUCTOR. DELAY FUSES. (SEE DETAIL "A") NOTE: THIS WIRE SHOULD BE TAPE AND VARNISH CRIMPED END CONTINUOUS WITHOUT SPLICES FERRULES. FROM THE GROUNDING ELECTRODE TO THE GROUNDING SPLICE - HANDHOLE AND COVER CONNECTOR. TYPICAL GROUNDING CONNECTION CIRCUIT TAGS, BOTH SIDES STAINLESS STEEL BOLT, NUT, AND OF ALL FUSES. (TYPICAL) WASHERS. ½" X 1½" - 13 TPI 18" PIGTAIL BETWEEN CONNECTORS APPROVED MECHANICAL TYPE AND FUSEHOLDERS CONNECTOR FOR EQUIPMENT GROUNDING CONDUCTORS. COMPRESSION, CRIMP OR APPROVED INSULATED MULTITAP WIRE NUT CONNECTORS ARE TERMINAL BLOCK TYPE CONNECTORS NOT ALLOWED COMPRESSION, CRIMP OR WIRE NUT CONNECTORS ARE NOT ALLOWED. INSULATED EQUIPMENT GROUNDING CONDUCTORS FROM SYSTEM RACEWAY. INSULATED UNGROUNDED EXOTHERMICALLY WELDED CIRCUIT CONDUCTORS FROM TO GROUNDING ELECTRODE SYSTEM RACEWAY.

2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

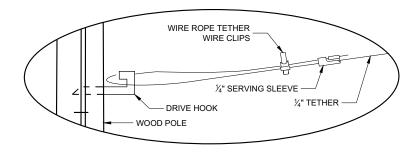
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

November 2018 DATE STATE ELECTRICAL ENGINEER

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DETAIL "A"

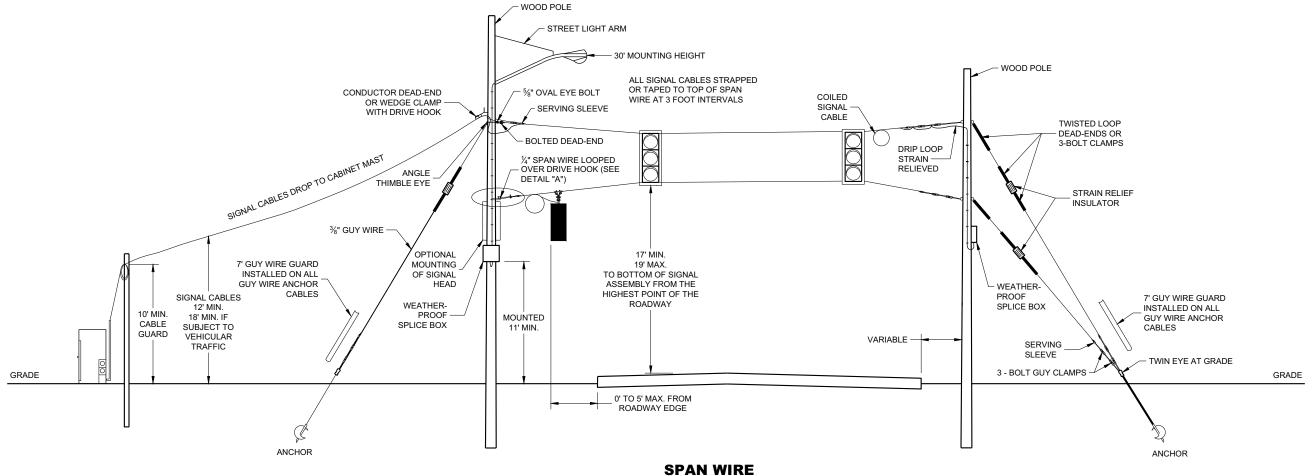
GENERAL NOTES

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- 1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
- 2. SIGNAL FACES:
 - A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
 - B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
 - C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
 - D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

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

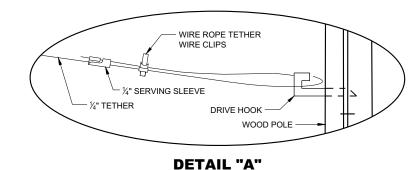
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGINEER

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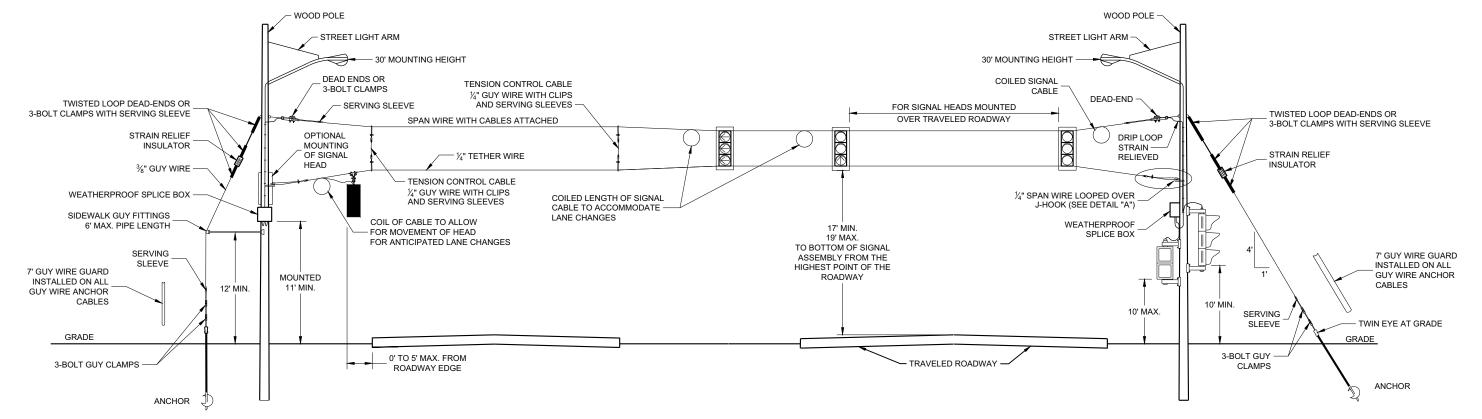
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 - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:

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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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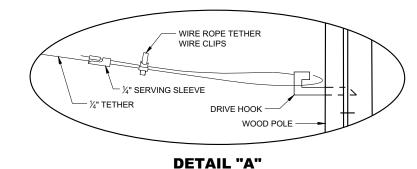
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

 APPROVED
 /S/ Ahmet Demerbilek

 June 2015
 /S/ Ahmet Demerbilek

 DATE
 STATE ELECTRICAL ENGINEER



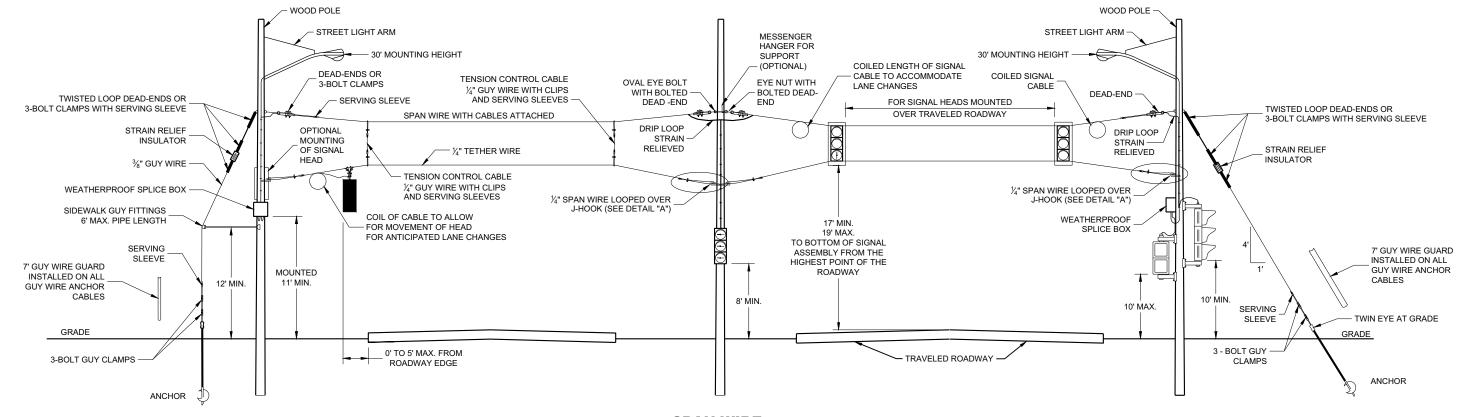
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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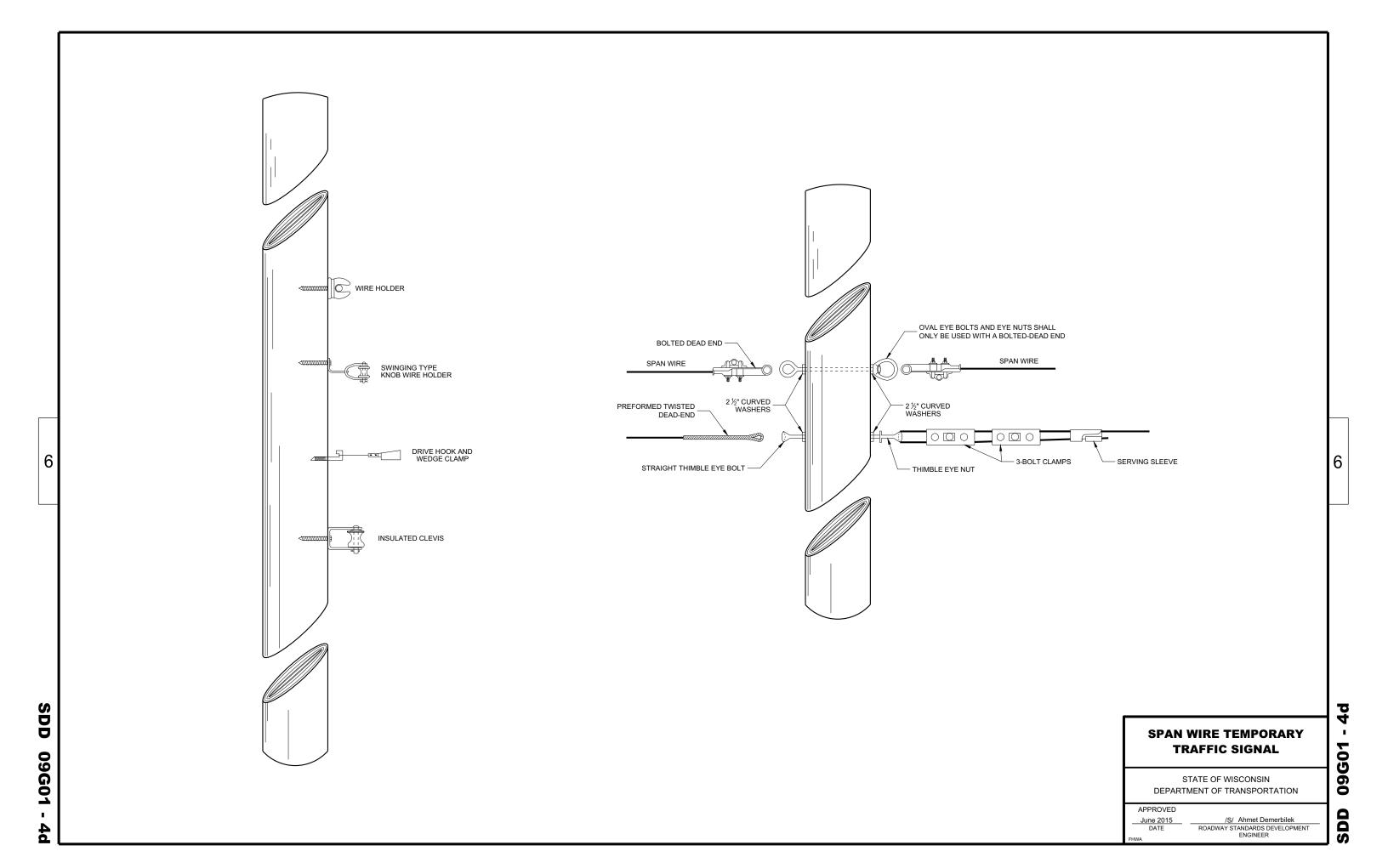
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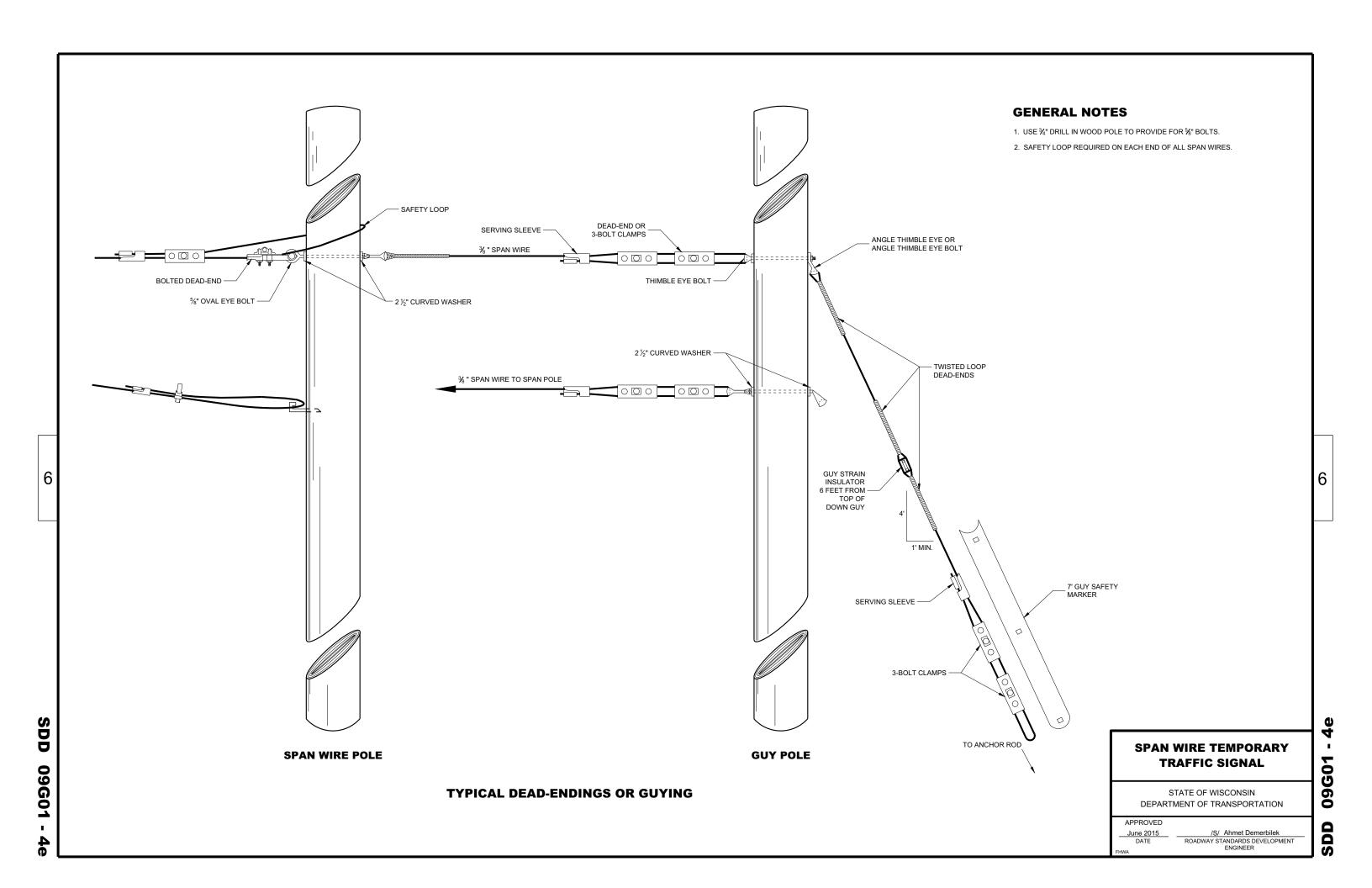
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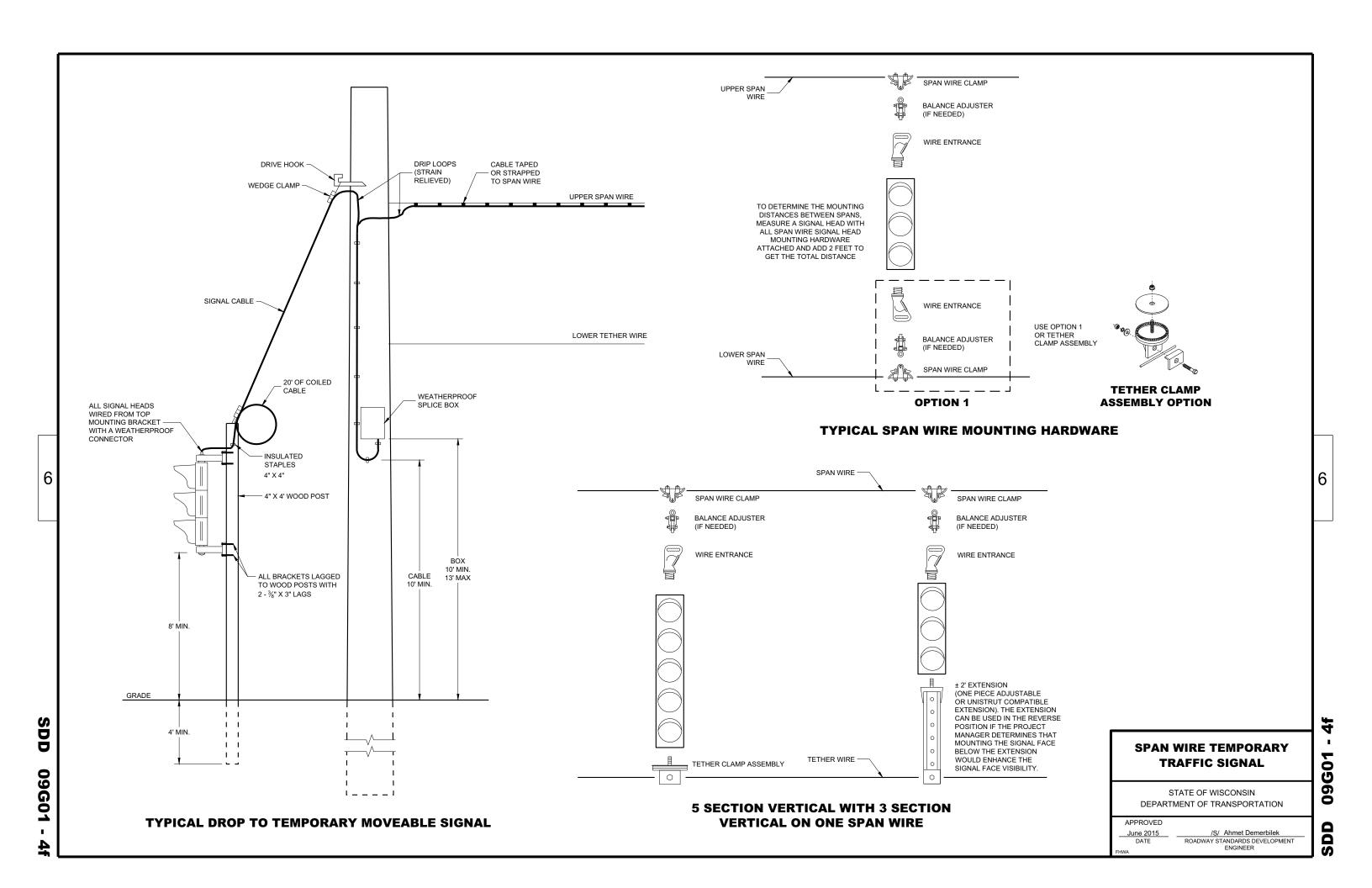
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 /s/ Ahmet Demerbilek

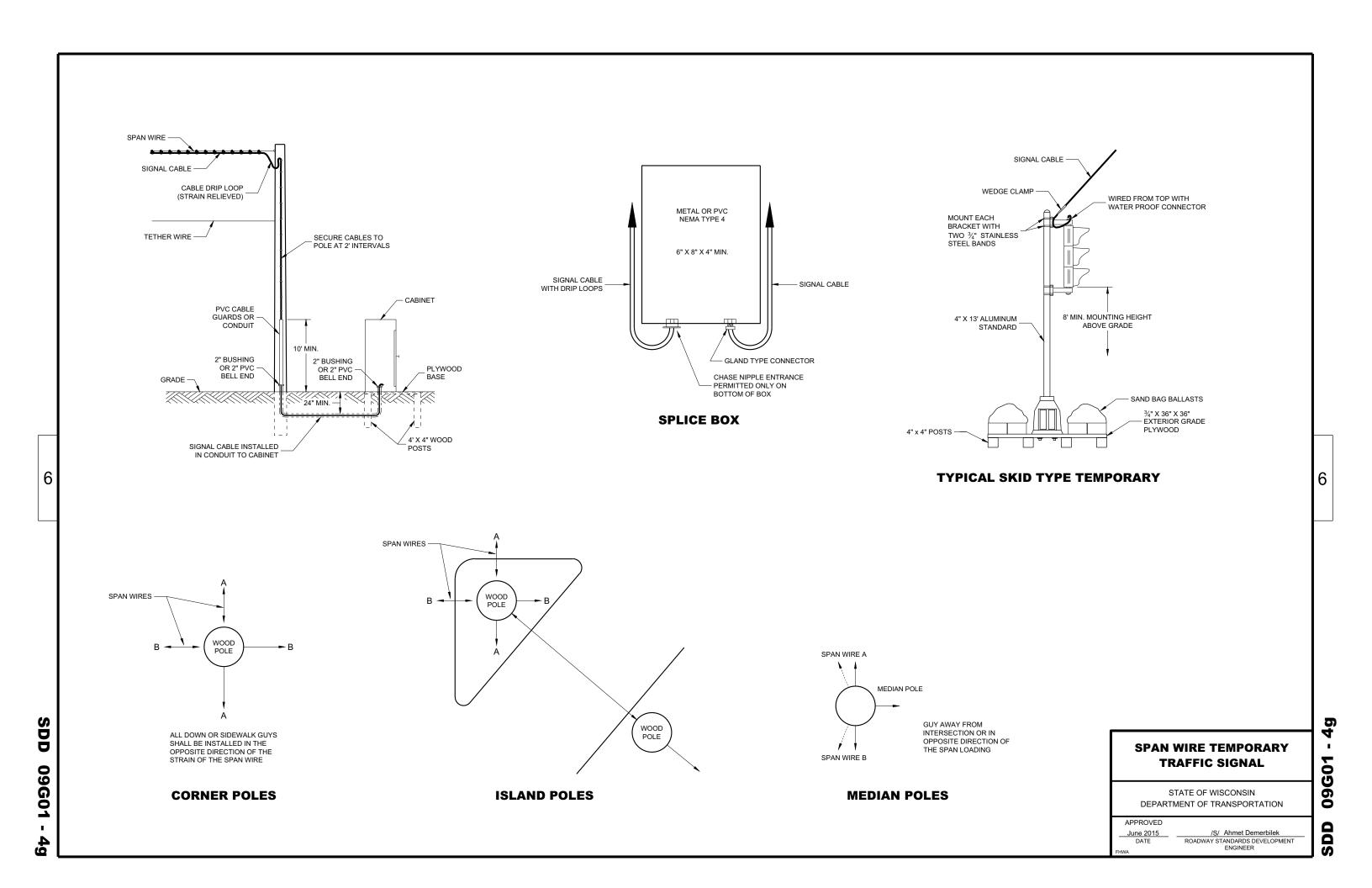
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 /s/ Ahmet Demerbilek

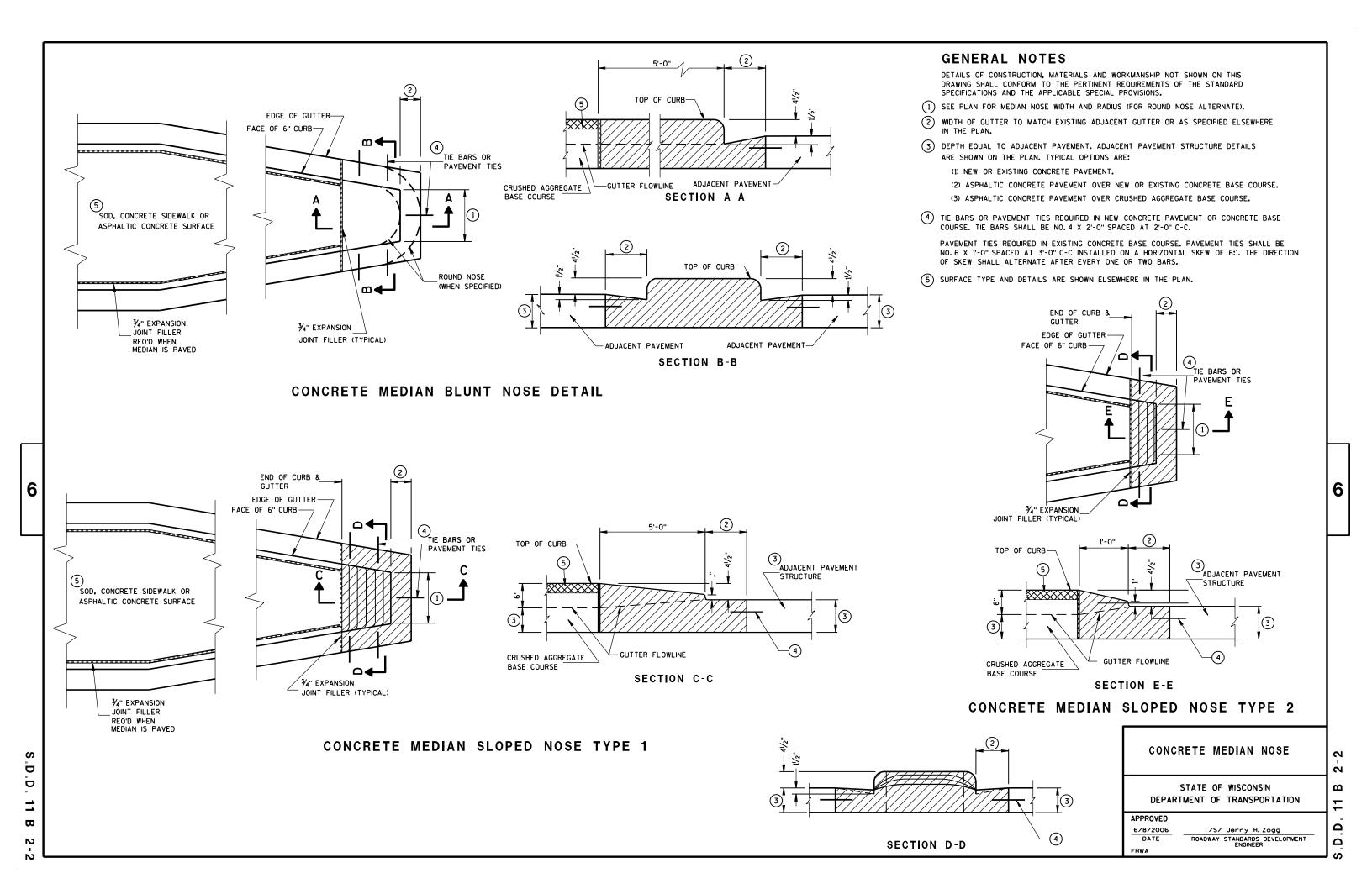
 DATE
 STATE ELECTRICAL ENGINEER

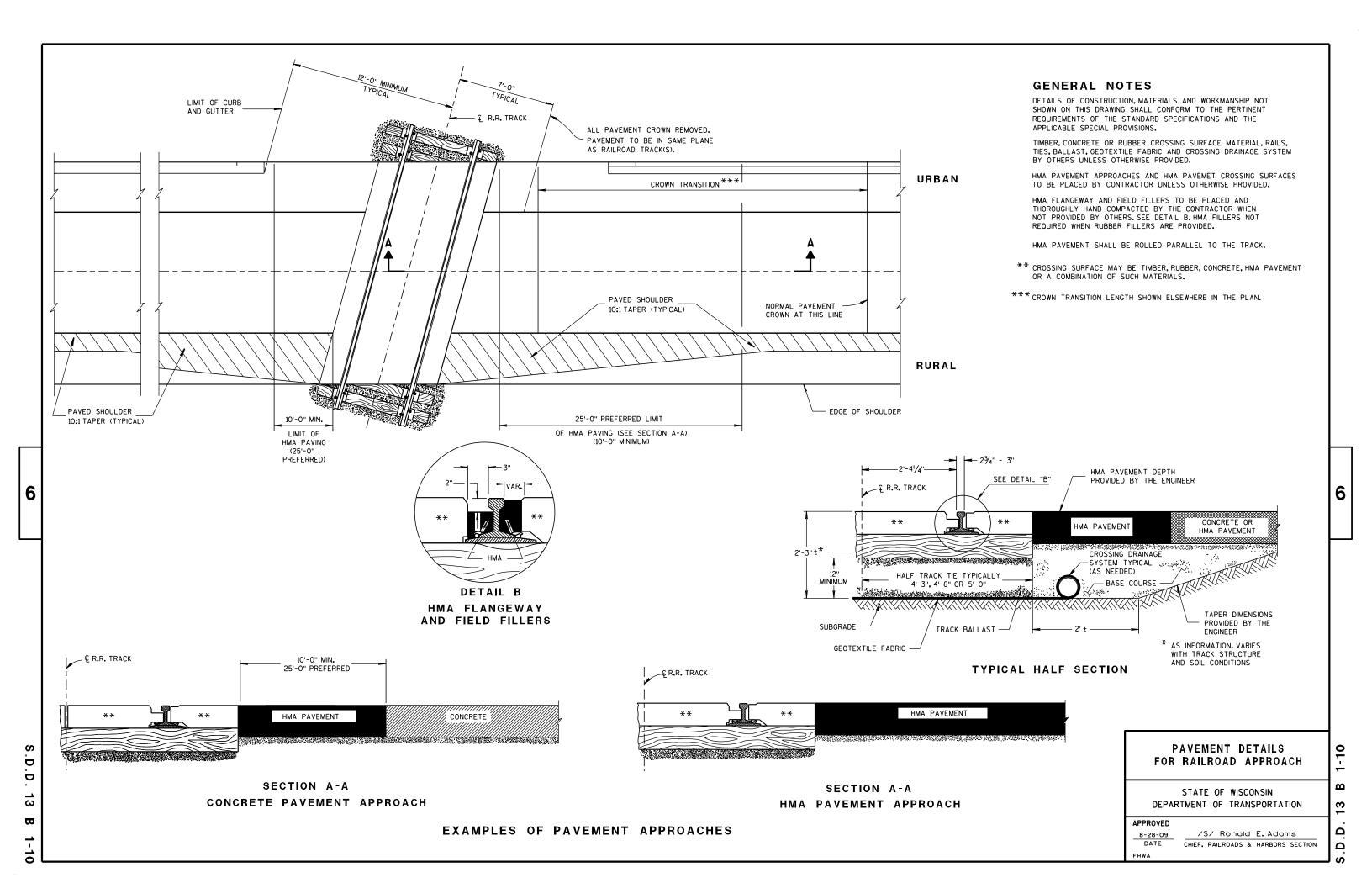


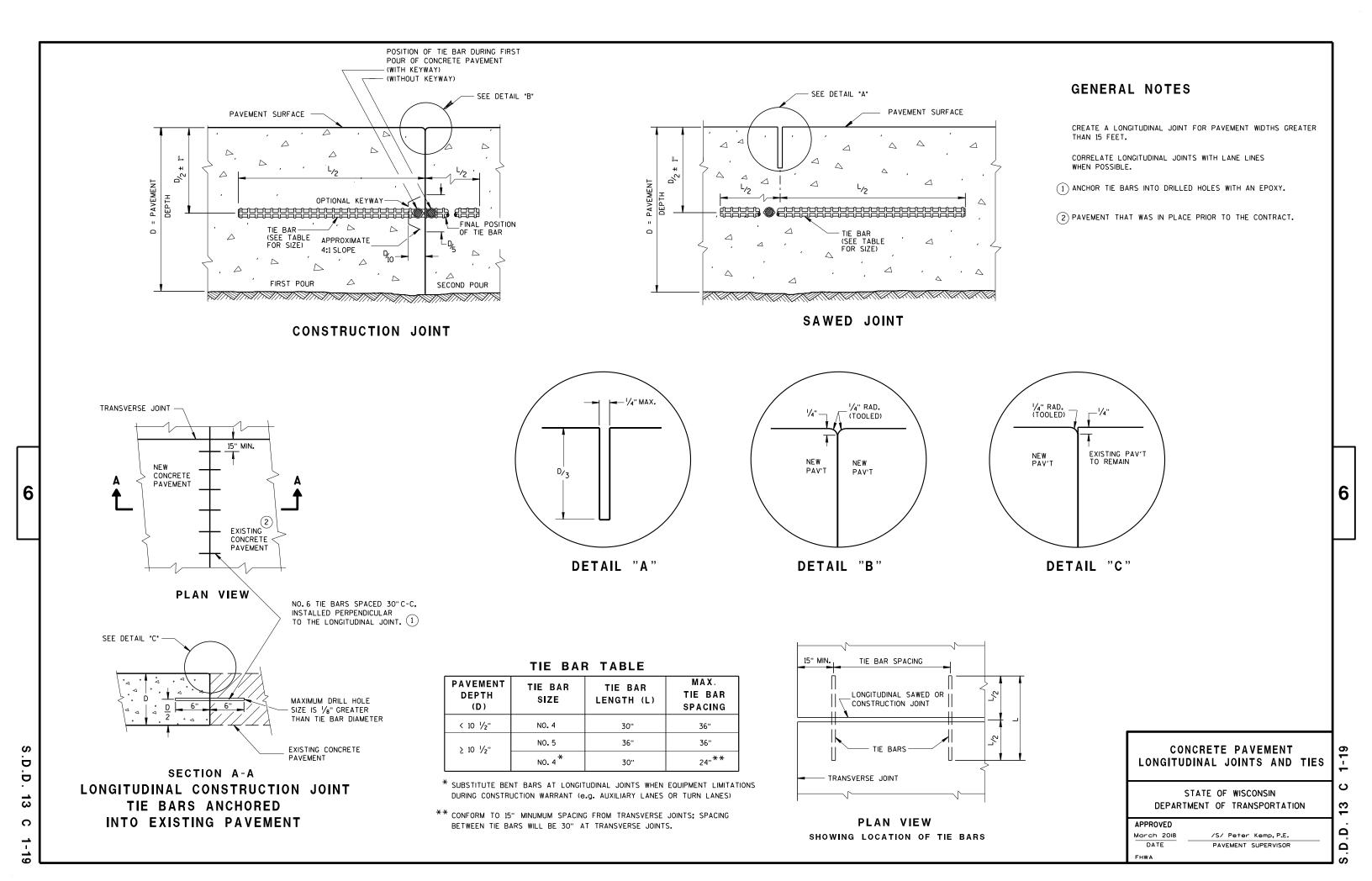


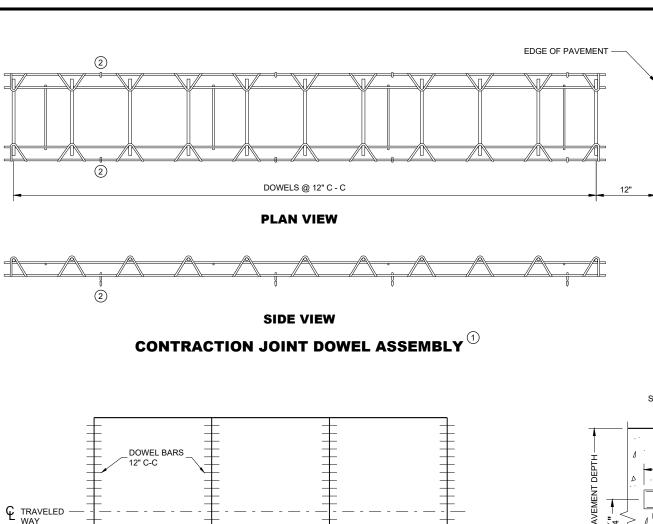


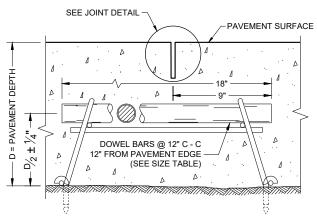








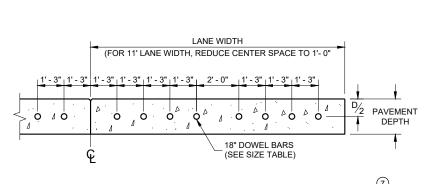




— ¼" MAX.

JOINT DETAIL

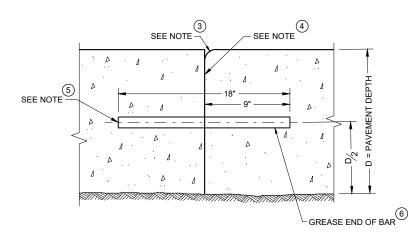
DOWELED CONTRACTION JOINT



SEE TABLE FOR JOINT SPACING

CONTRACTION JOINT LOCATIONS

DRILLED DOWEL BAR CONSTRUCTION JOINT



TRANSVERSE CONSTRUCTION JOINT

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

- ① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.
- (2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.
- (3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4" RADIUS AT FORMED JOINTS.
- PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.
- (5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.
- (6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.
- (7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS %" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 1⁄4"	15'
9" & ABOVE	1 ¼"	15'

URBAN DOWELED CONCRETE PAVEMENT

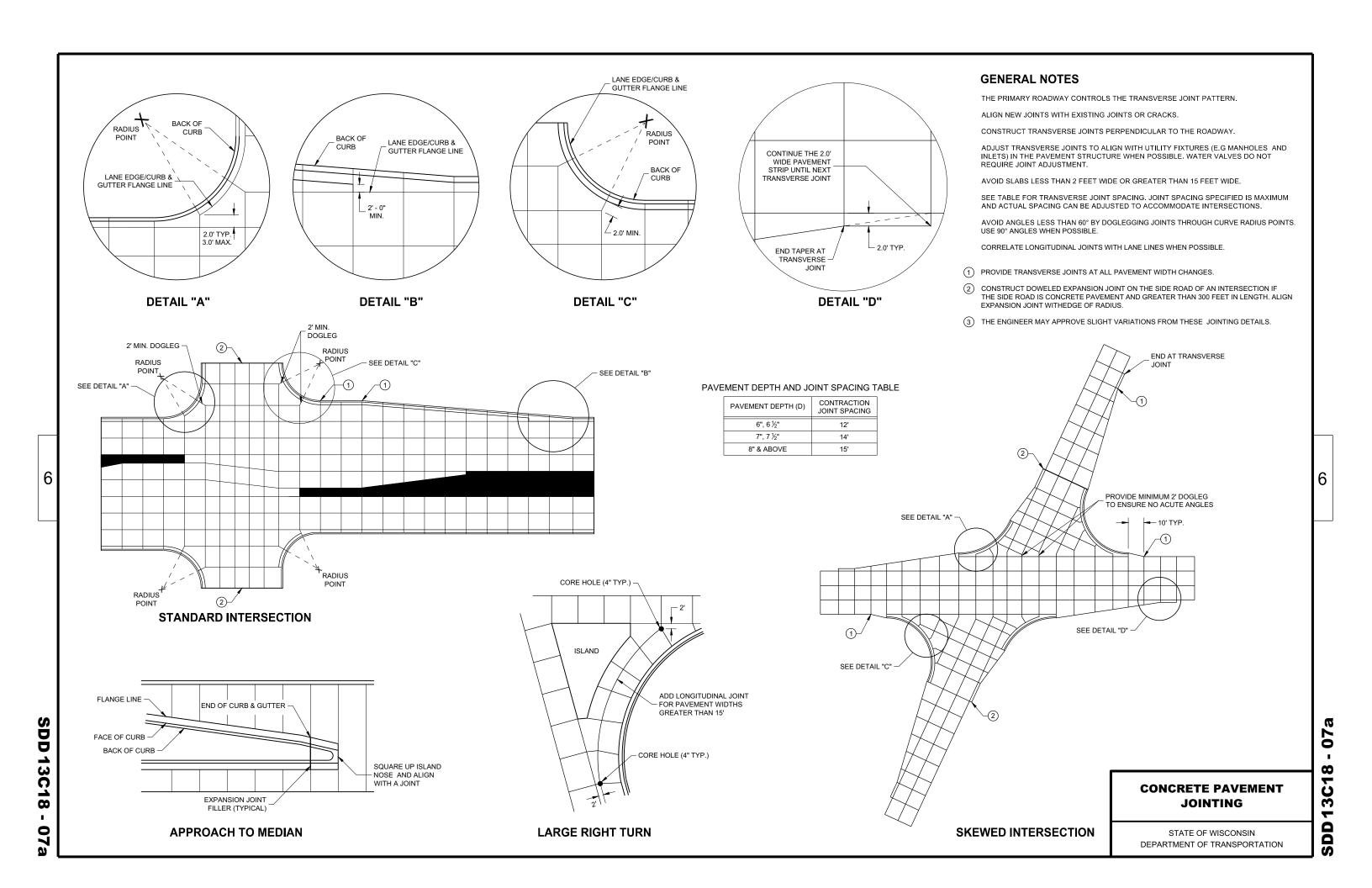
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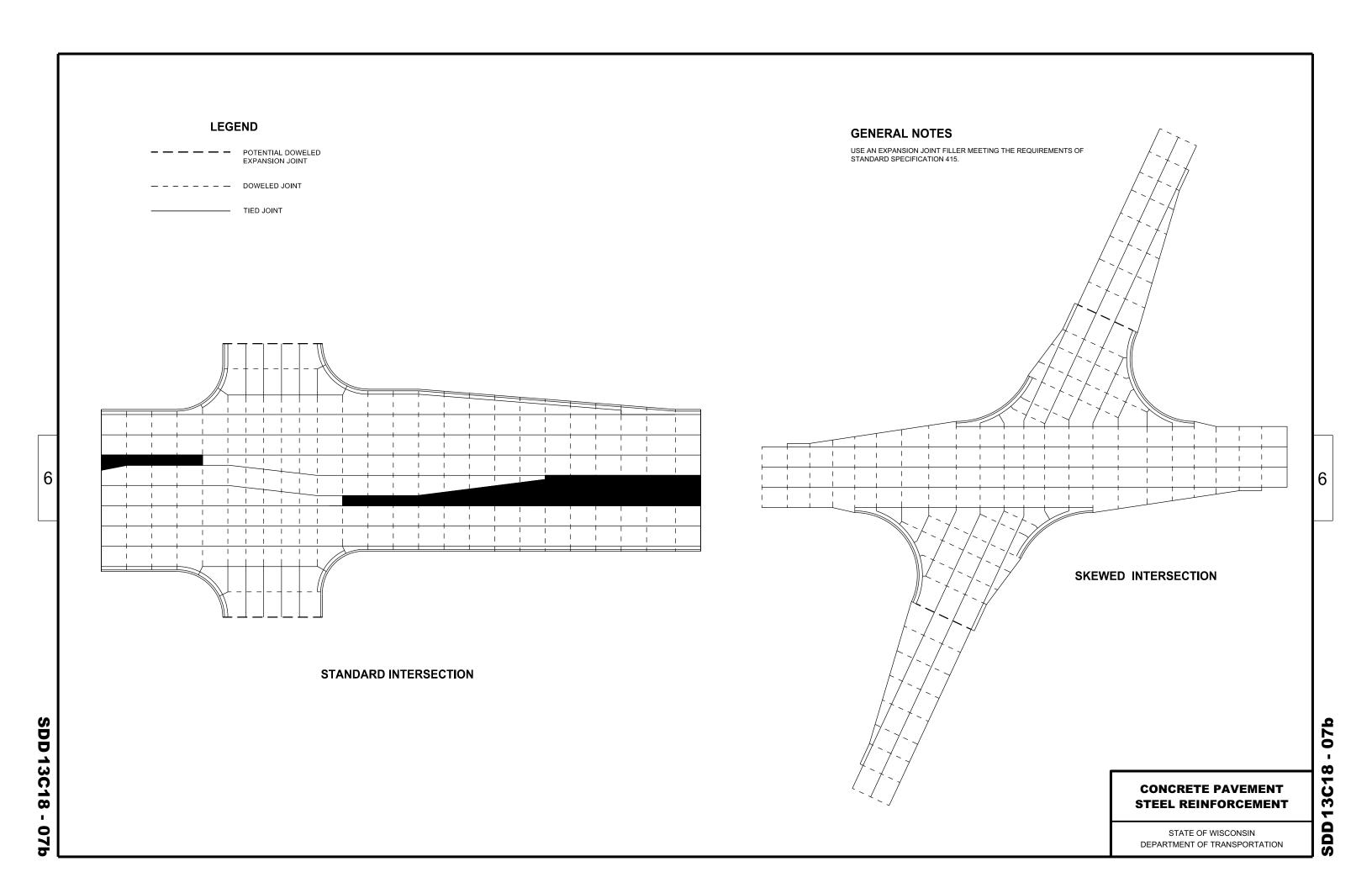
 May 2022
 /s/ Peter Kemp P.E.

 DATE
 PAVEMENT SUPERVISOR

SDD 13C13-10

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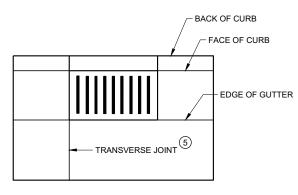
STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

NO BOXOUT

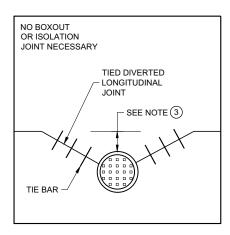
OR ISOLATION JOINT NECESSARY



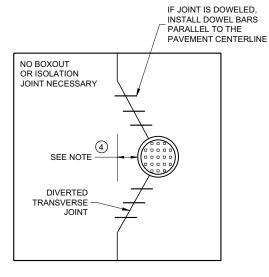


INLET WITH
TRANSVERSE JOINT

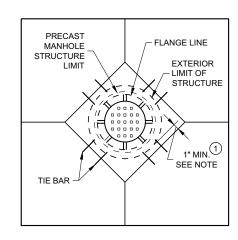
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MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

GENERAL NOTES

- ① USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
- 2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
- (3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL, PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
- (4) IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
- (5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

6

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

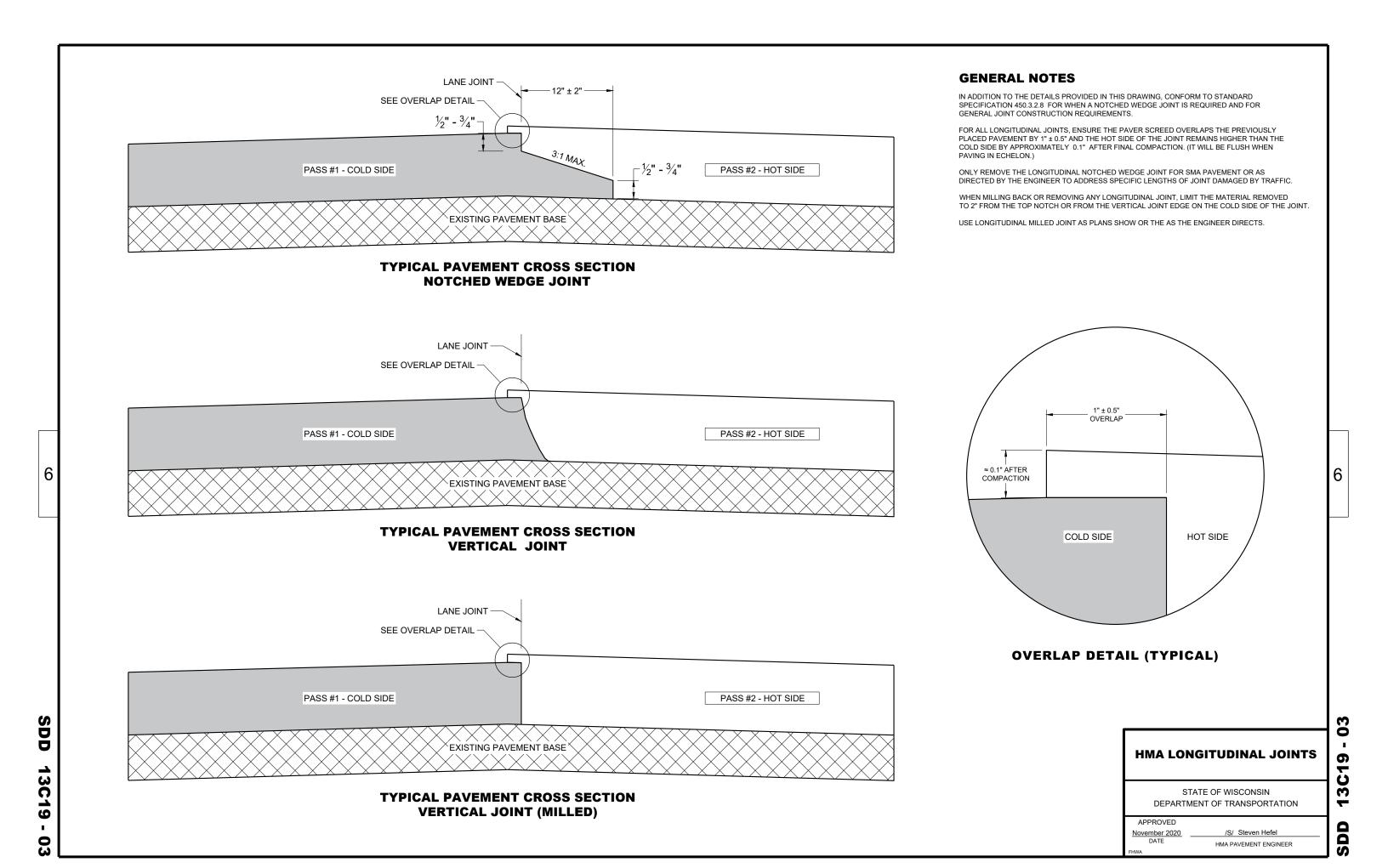
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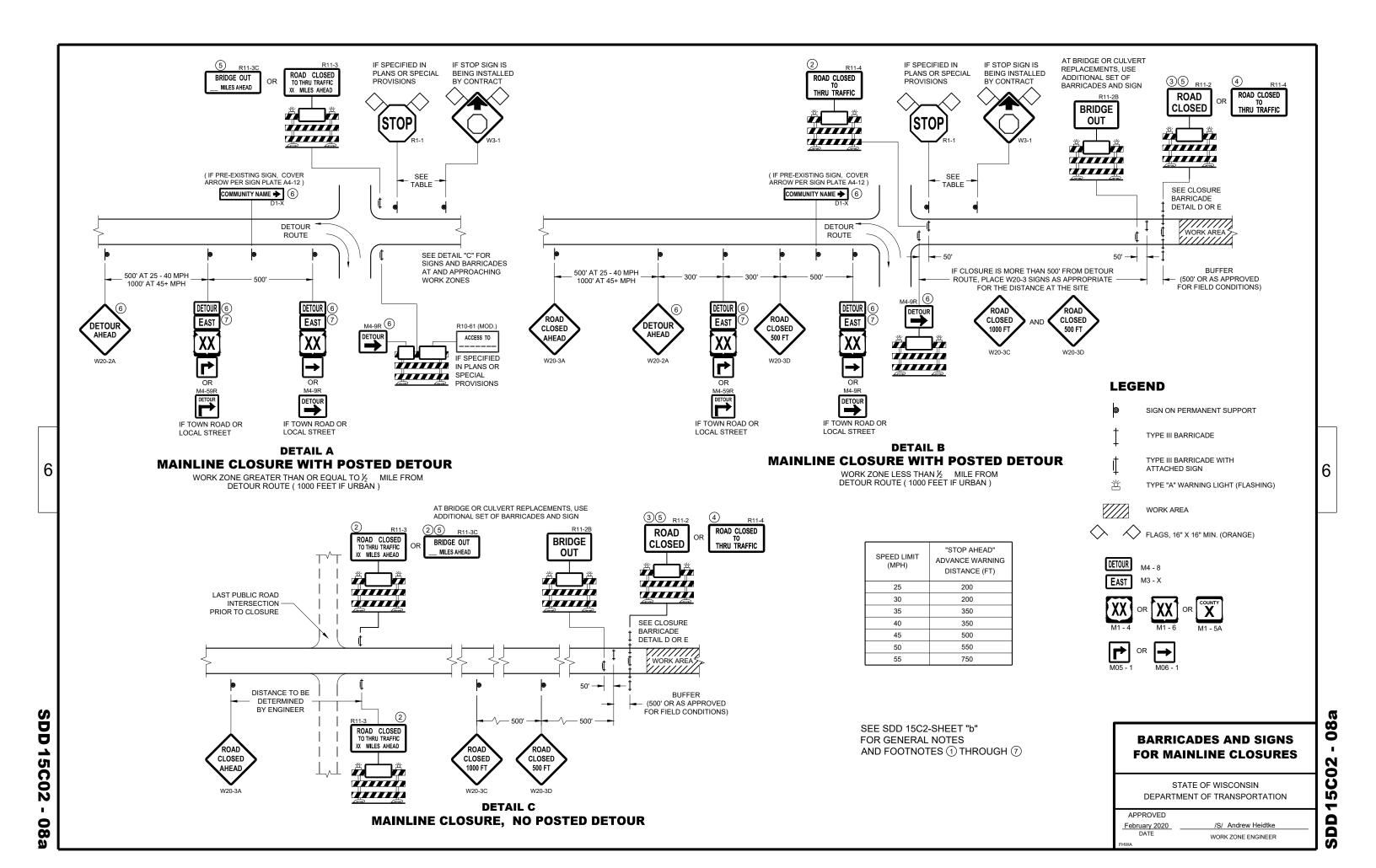
November 2018 /S/ Peter Kemp P.E.

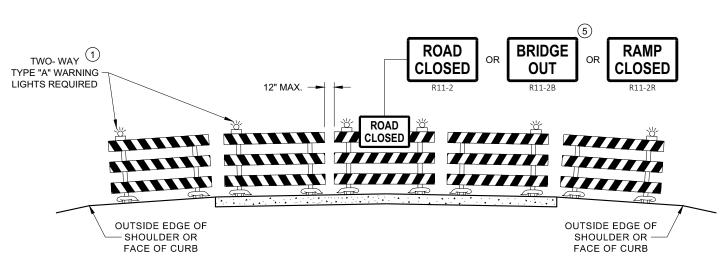
DATE PAVEMENT SUPERVISOR

SDD 13C18 - 07

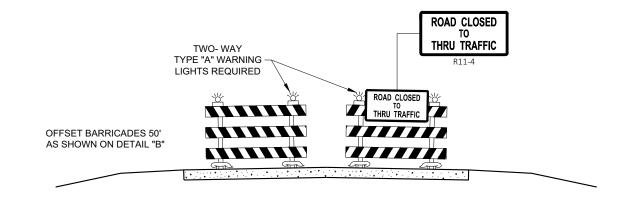
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DETAIL D ROAD CLOSURE BARRICADE DETAIL APPROACH VIEW



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.
- 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

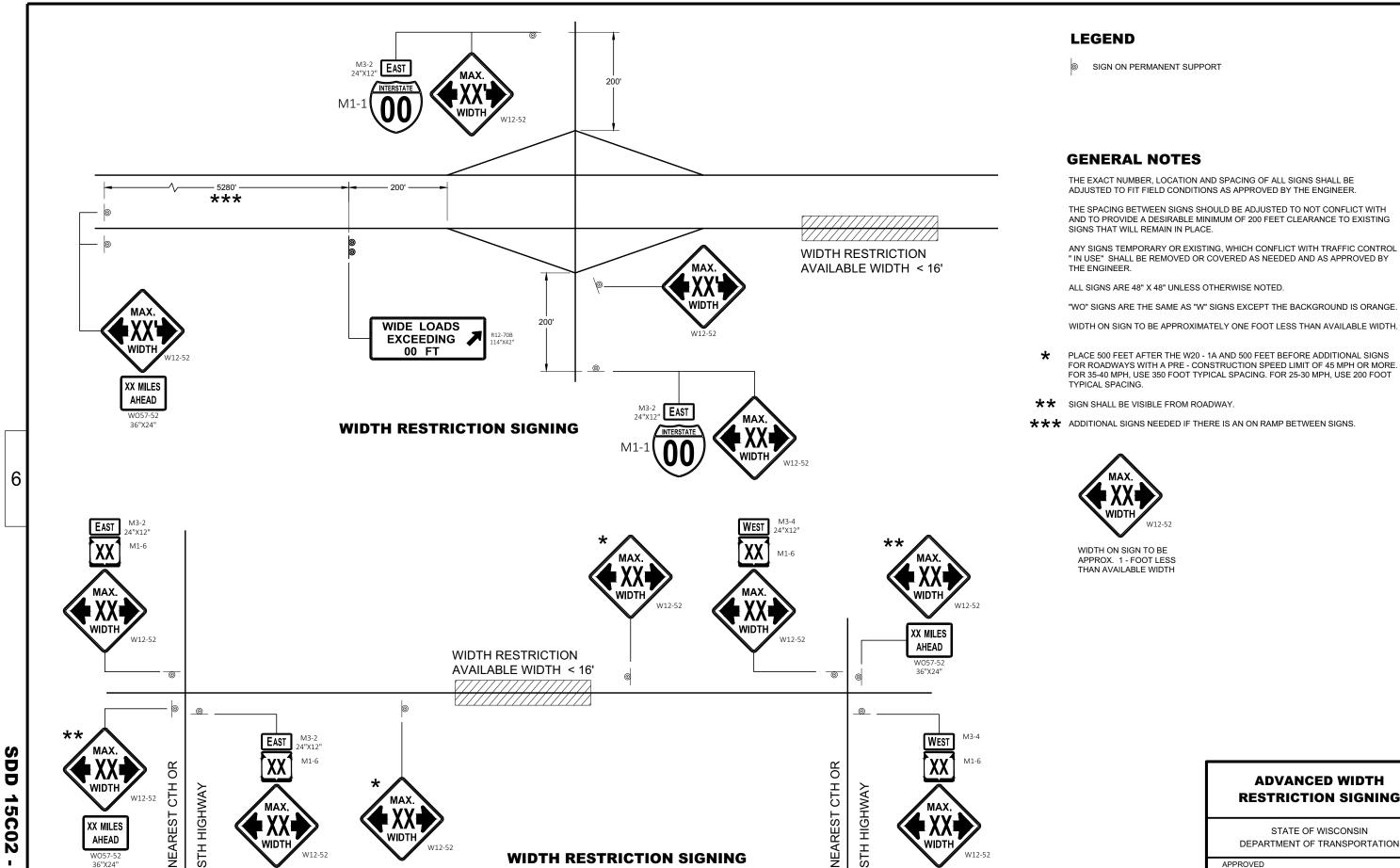
APPROVED

February 2020 ____

/S/ Andrew Heidtke
WORK ZONE ENGINEER

D 15C0

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2 LANE HIGHWAY

08f

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

"IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

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

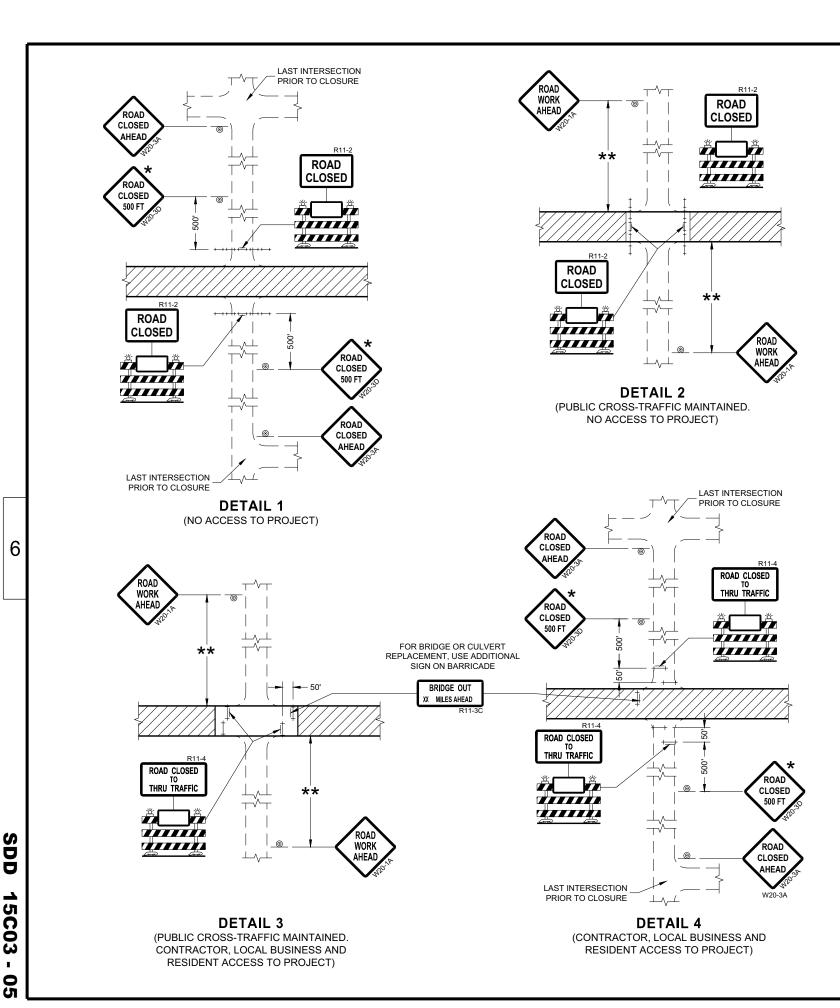
*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

February 2020 DATE /S/ Andrew Heidtke WORK ZONE ENGINEER 08 2 Ŋ



GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW: R11-2 SHALL BE 48" X 30". R11-4 AND R11-3 SHALL BE 60" X 30".

- ★ OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

SIGN ON PERMANENT SUPPORT

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

TYPE "A" WARNING LIGHT (FLASHING)

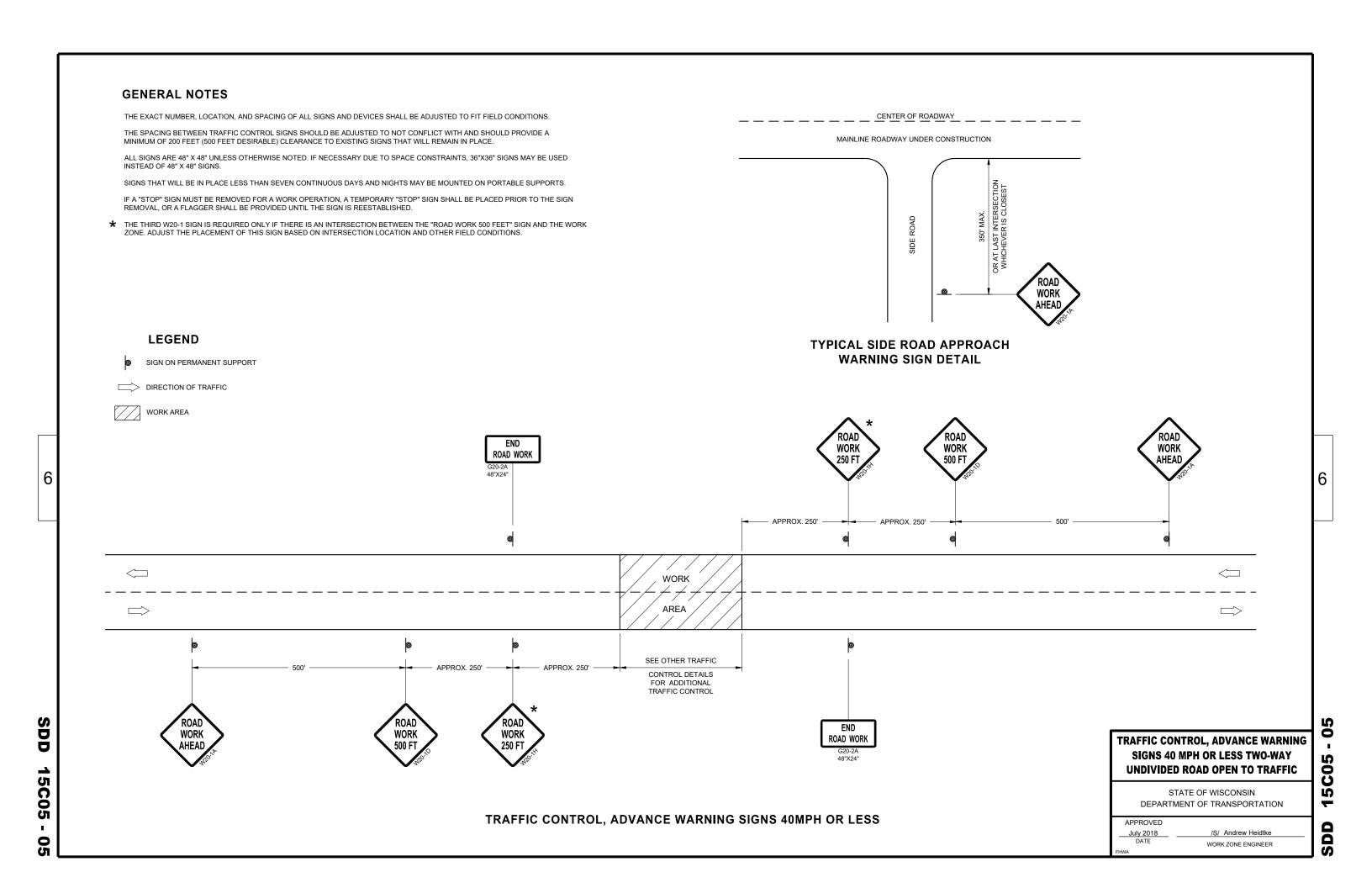
WORK AREA

BARRICADES AND SIGNS FOR **SIDEROAD CLOSURES**

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

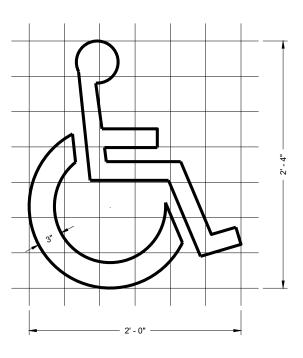
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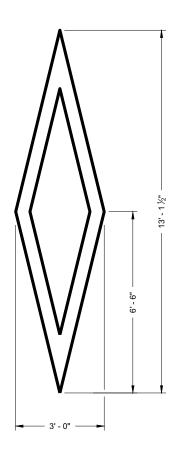
15a

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

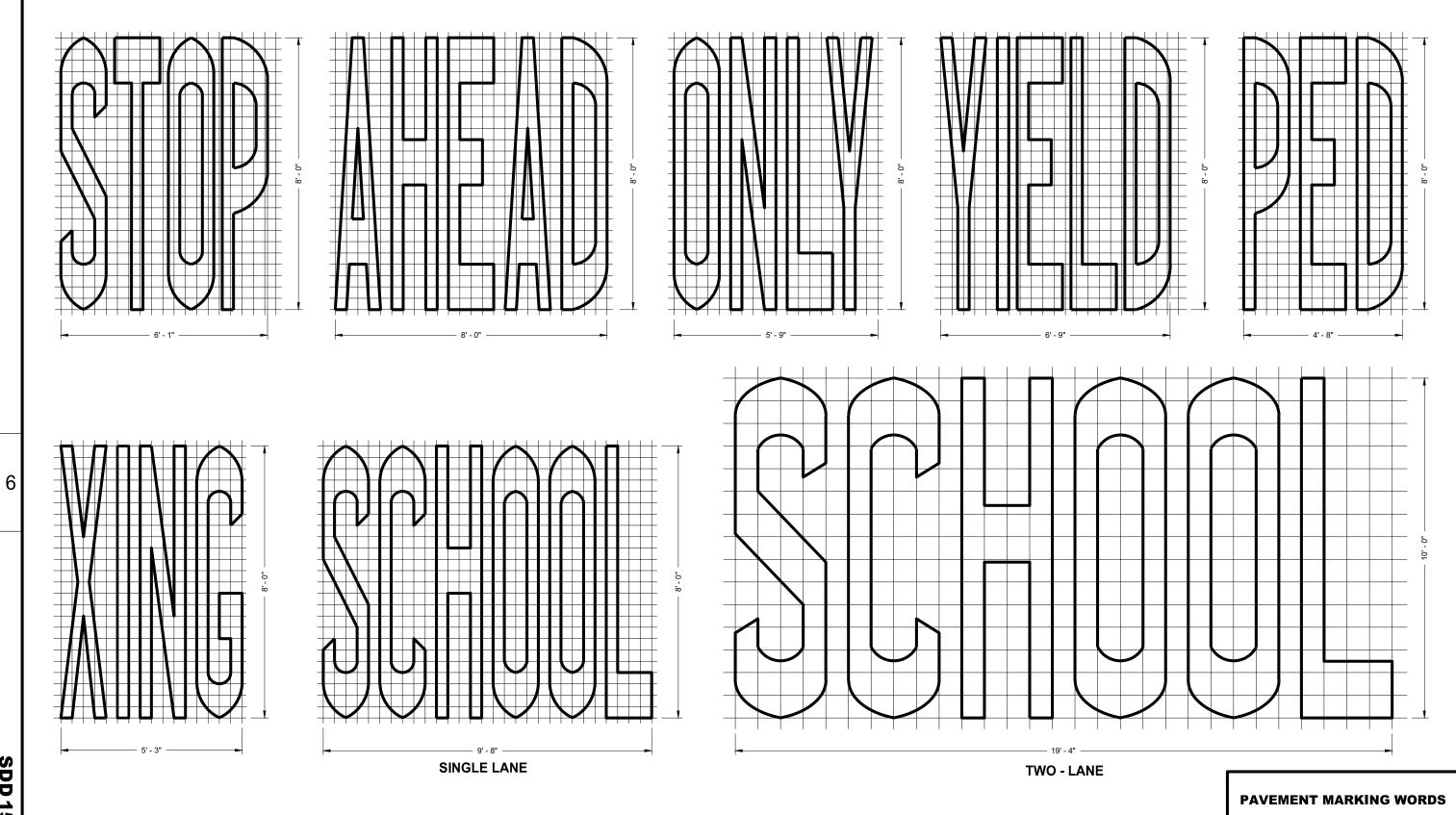
PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

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

SDD15C07



SDD 15C07 - 15b

GENERAL NOTES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

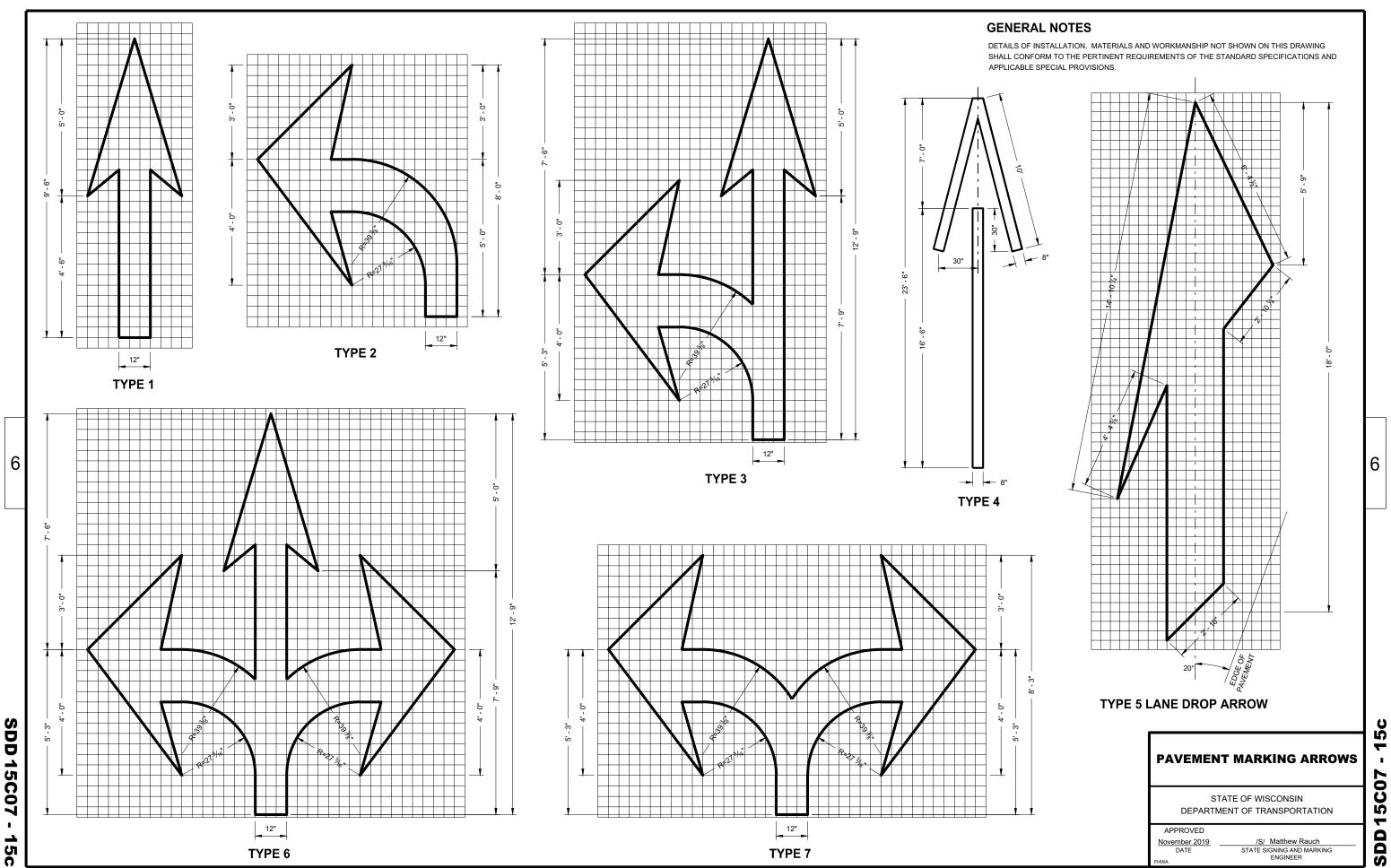
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SDD15C07

APPROVED

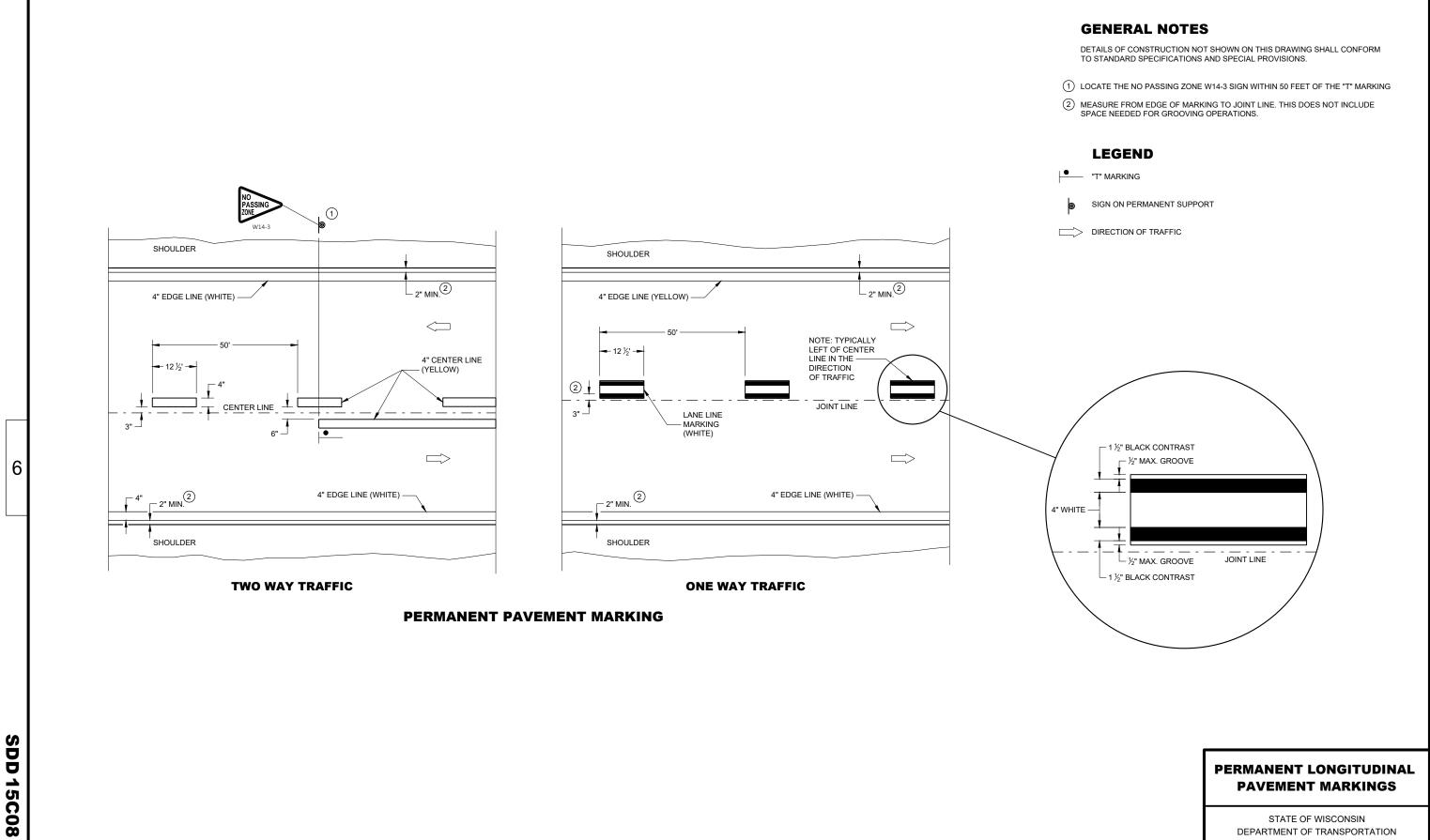
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER



TYPE 7

TYPE 6

SDD



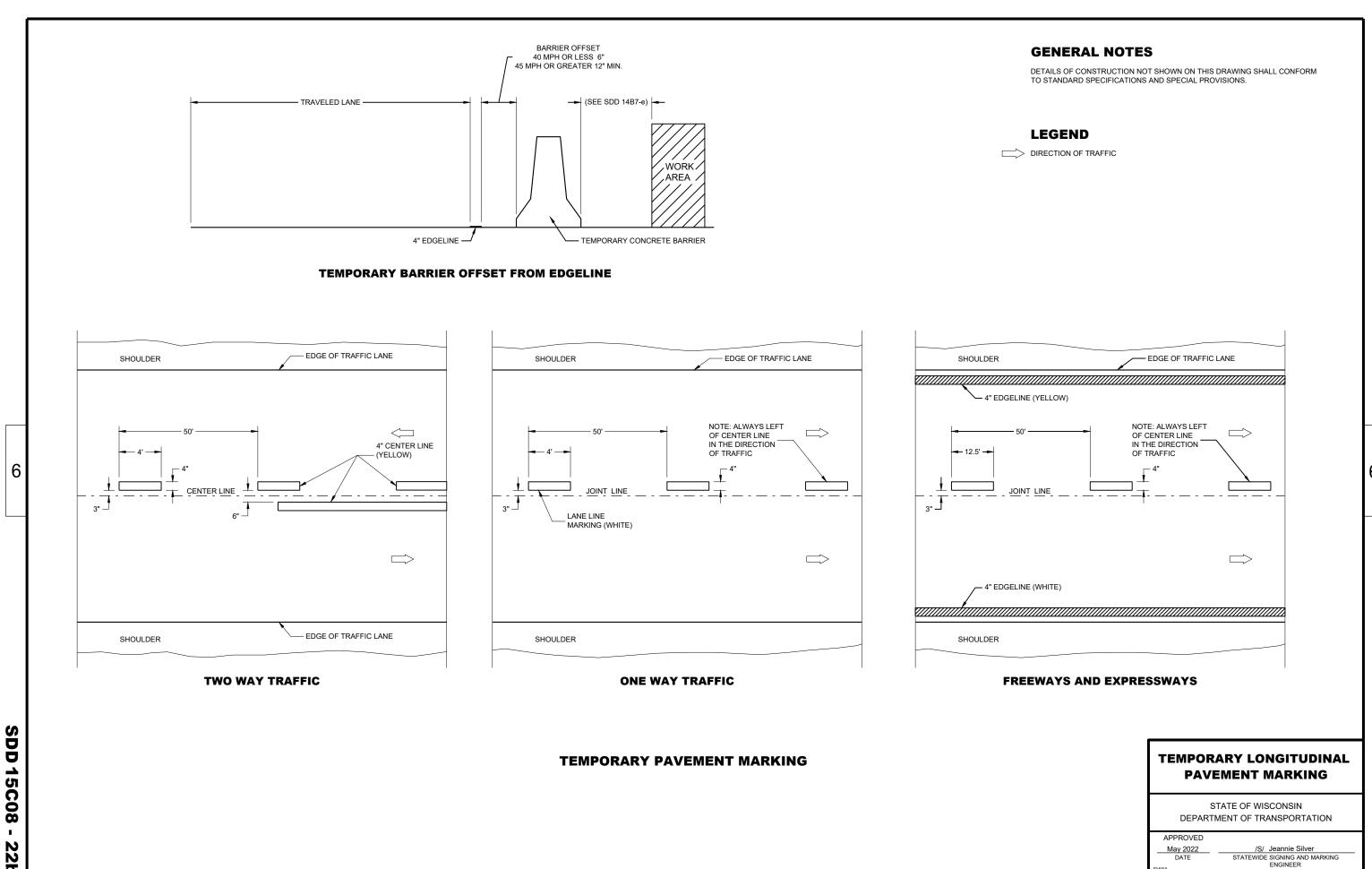
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

/S/ Jeannie Silver
STATEWIDE SIGNING AND MARKING
ENGINEER

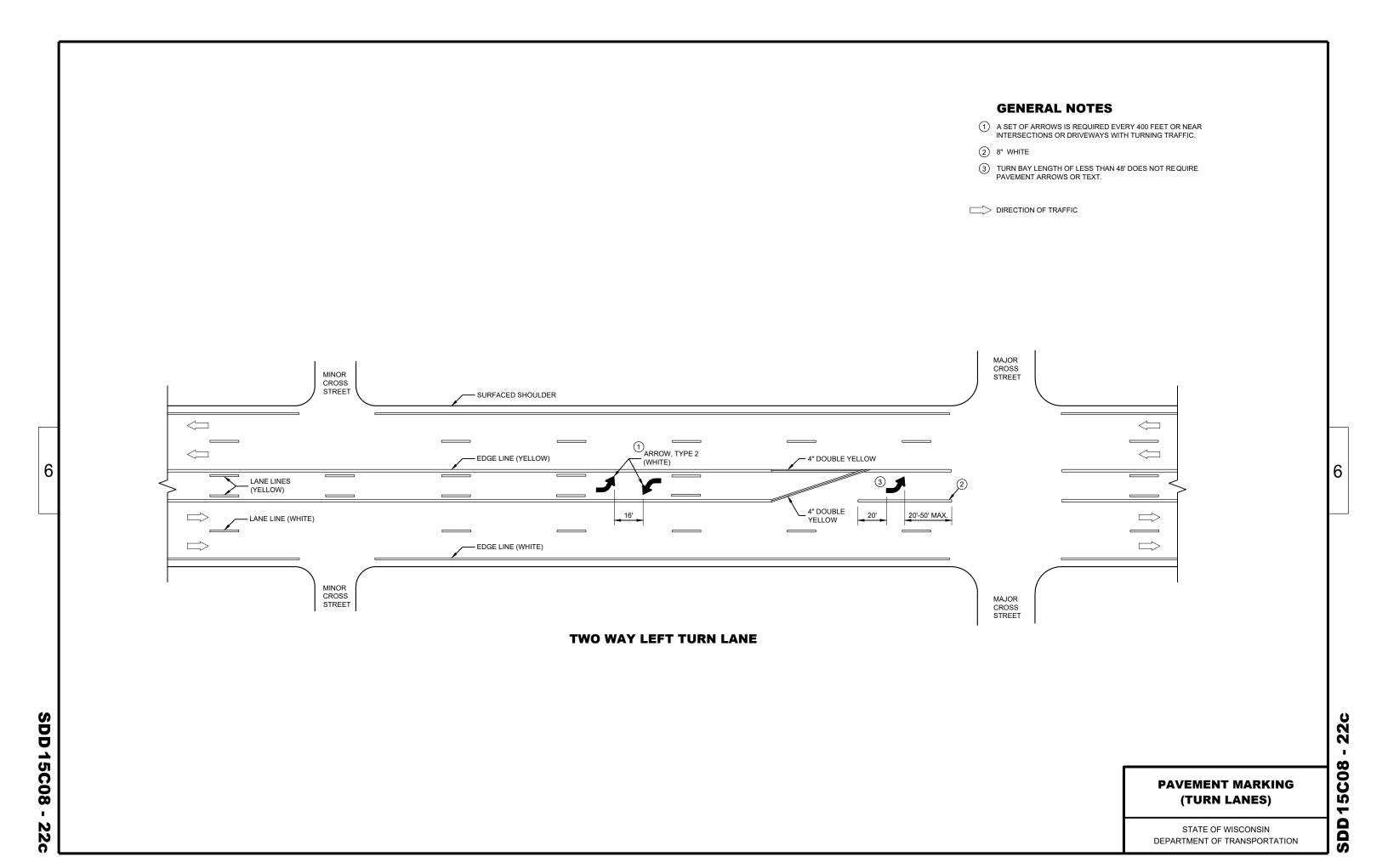
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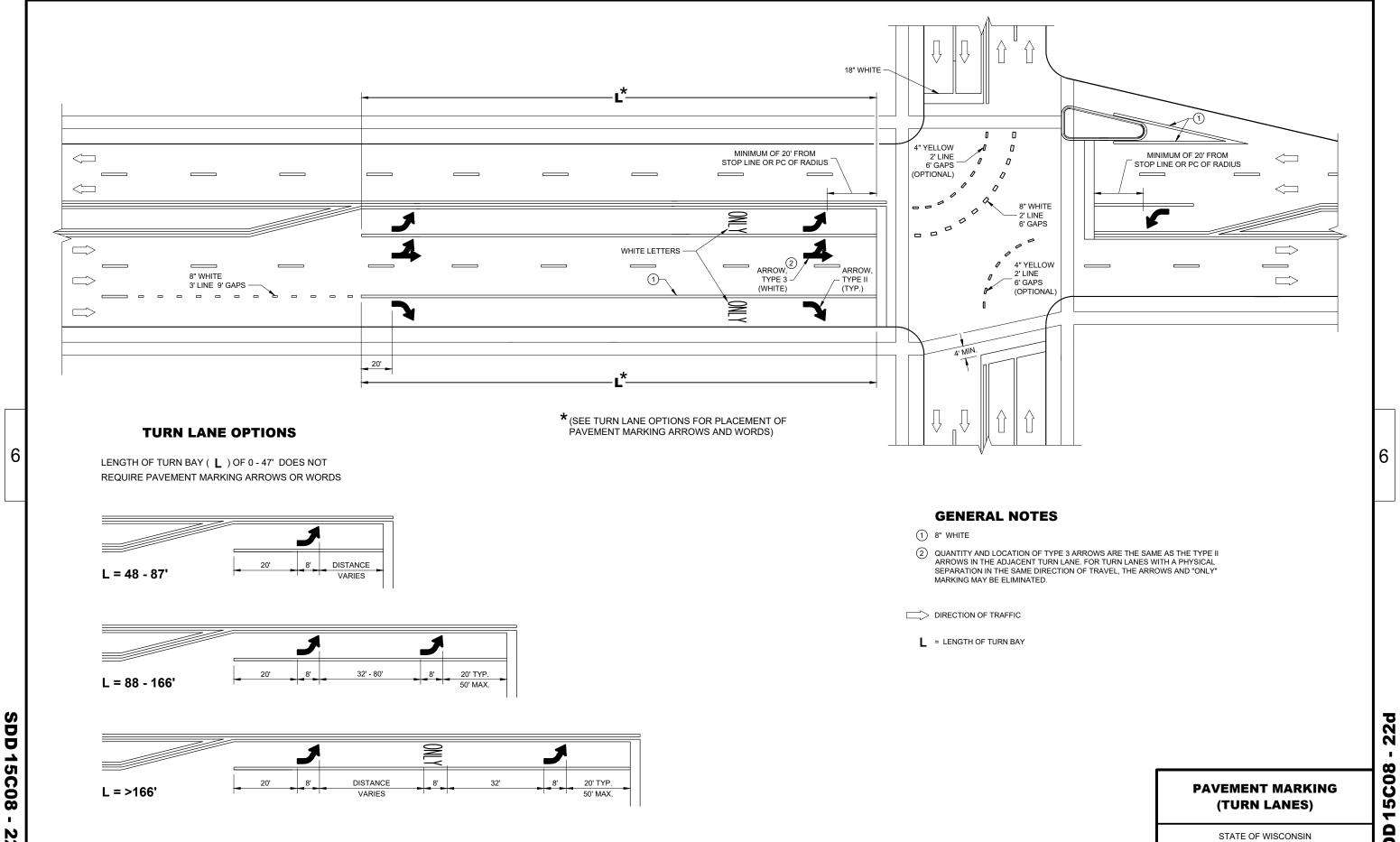
May 2022 DATE

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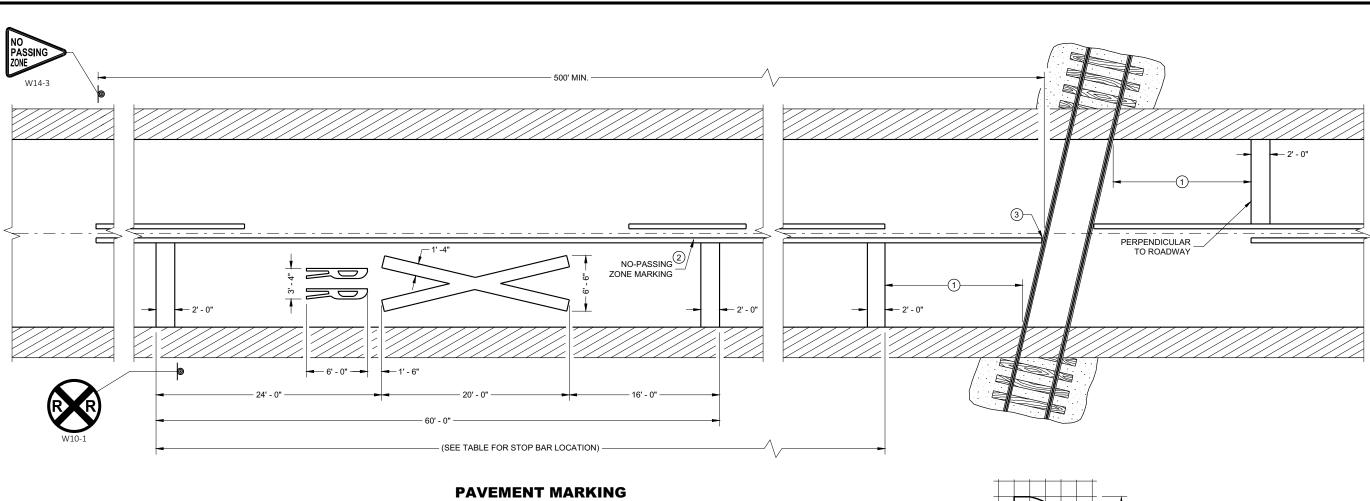
SDD 15C08 - 22b





SDD 15C08

DEPARTMENT OF TRANSPORTATION



LEGEND

SIGN ON PERMANENT SUPPORT

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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

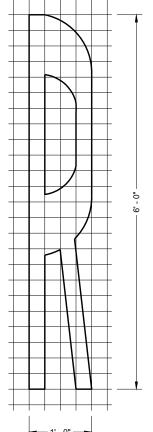
- (1) MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNAL , GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
- 2 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
- 3 FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150 ^{*} - 250'
30	200 [*] - 300'
35	250 * - 450'
40	300 [*] - 500'
45	400 [*] - 650'
50	550 [*] - 800'
55	750 * - 1000'
60	1000 [*] - 1250'
65	1000 [*] - 1250'

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.



SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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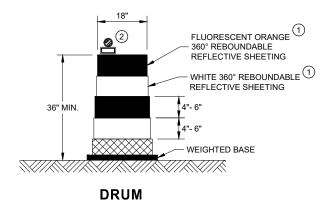
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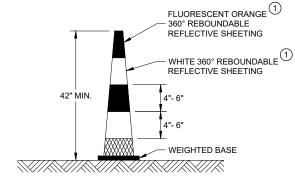


SDD 15C09 - 12a

GENERAL NOTES

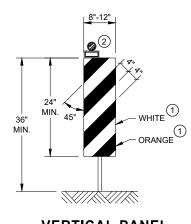
- (1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- (2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



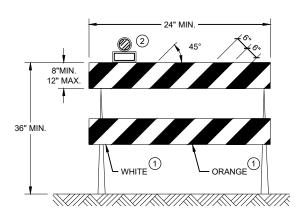


42" CONE DO NOT USE IN TAPERS

½ SPACING OF DRUMS

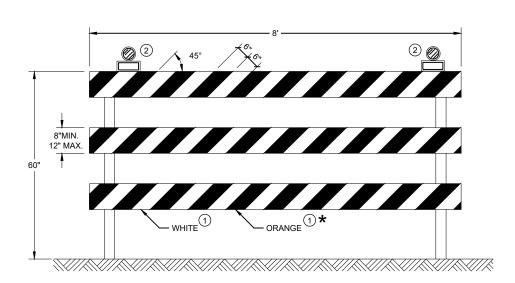


VERTICAL PANEL THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



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.

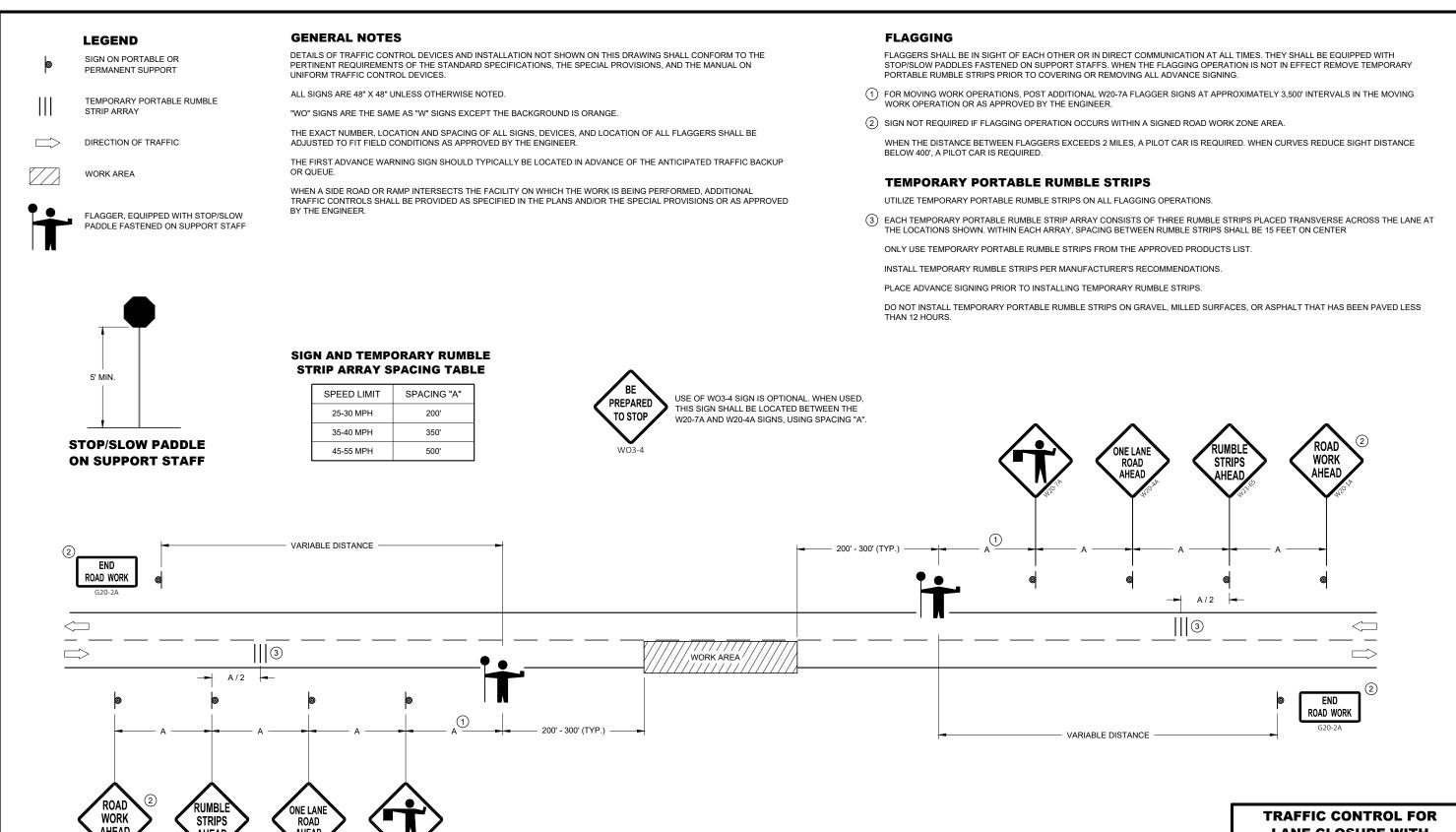
CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

<u>60</u>

15C

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED	
May 2021	/S/ Andrew Heidtke
DATE	WORK ZONE ENGINEER
FLUMA	



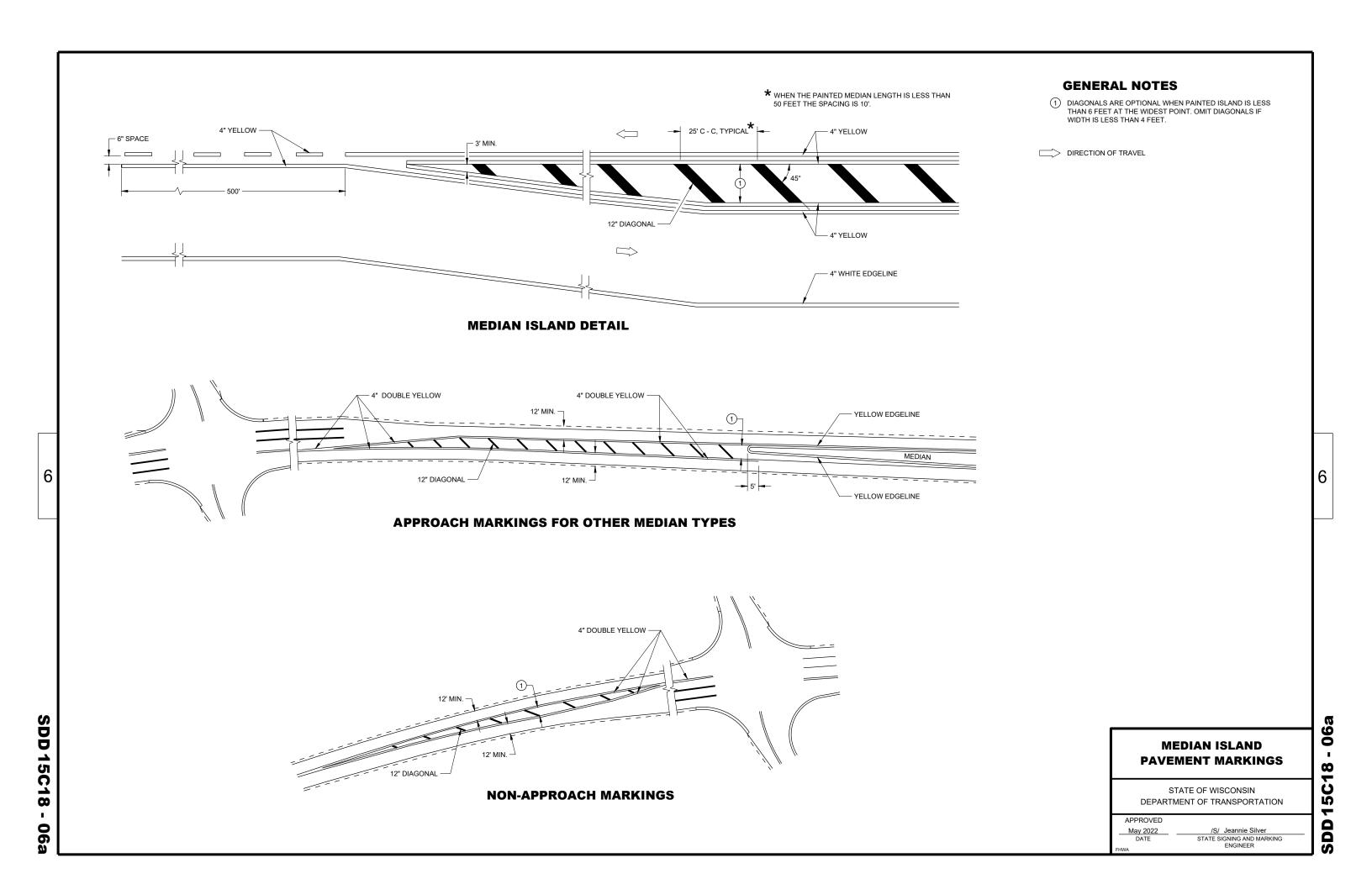
LANE CLOSURE WITH **FLAGGING OPERATION** 0

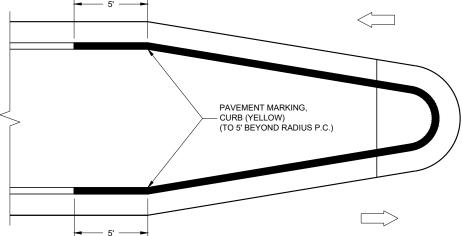
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

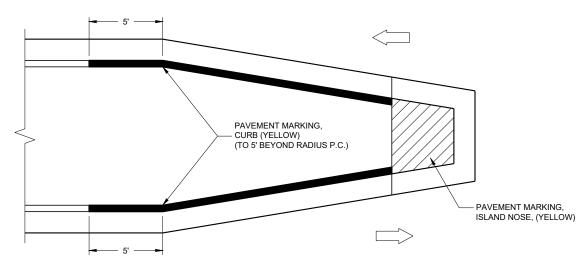
APPROVED May 2022 DATE /S/ Andrew Heidtke WORK ZONE ENGINEER





CORRUGATED MEDIAN

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.

CURB MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE **C18**

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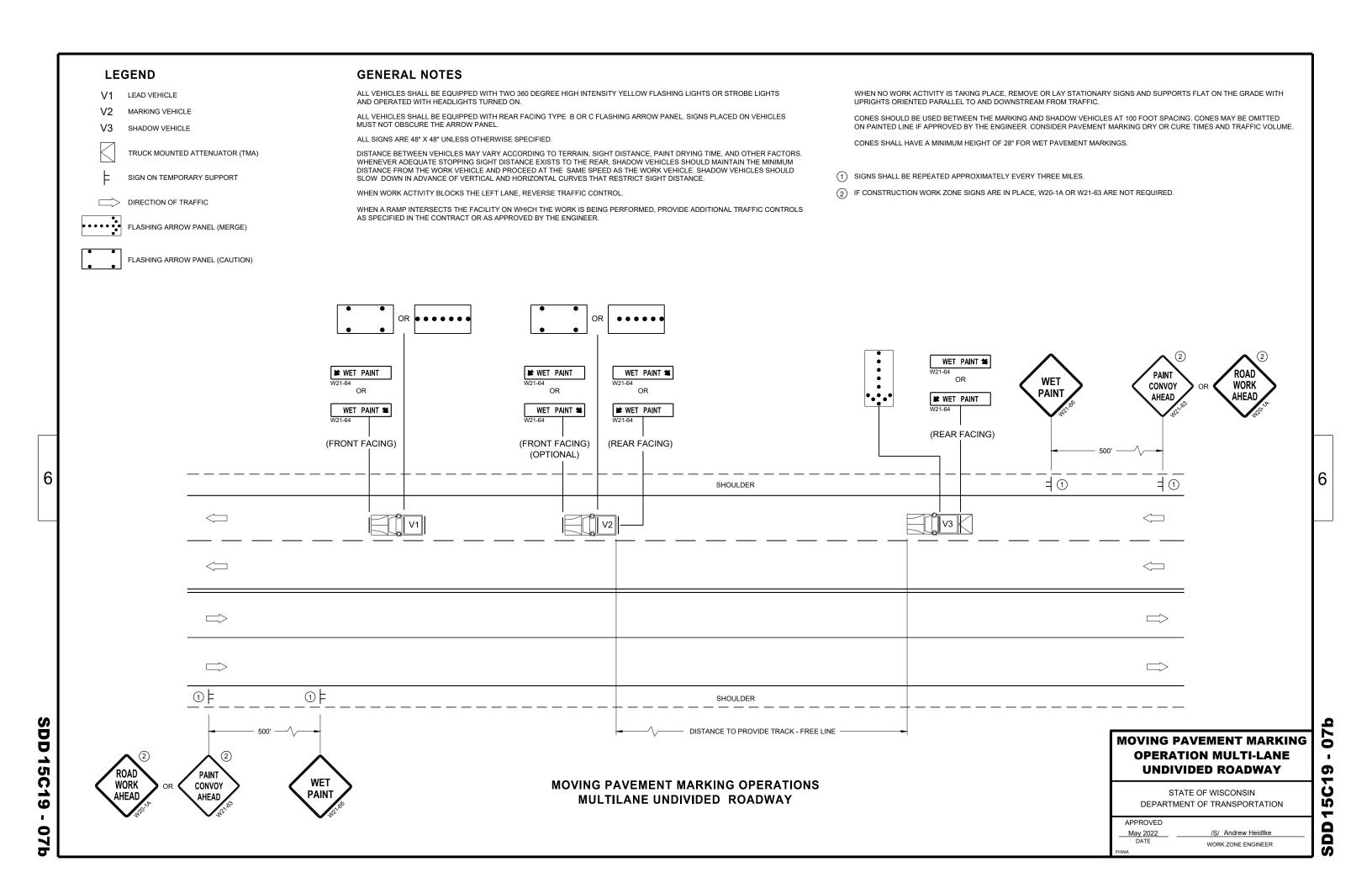
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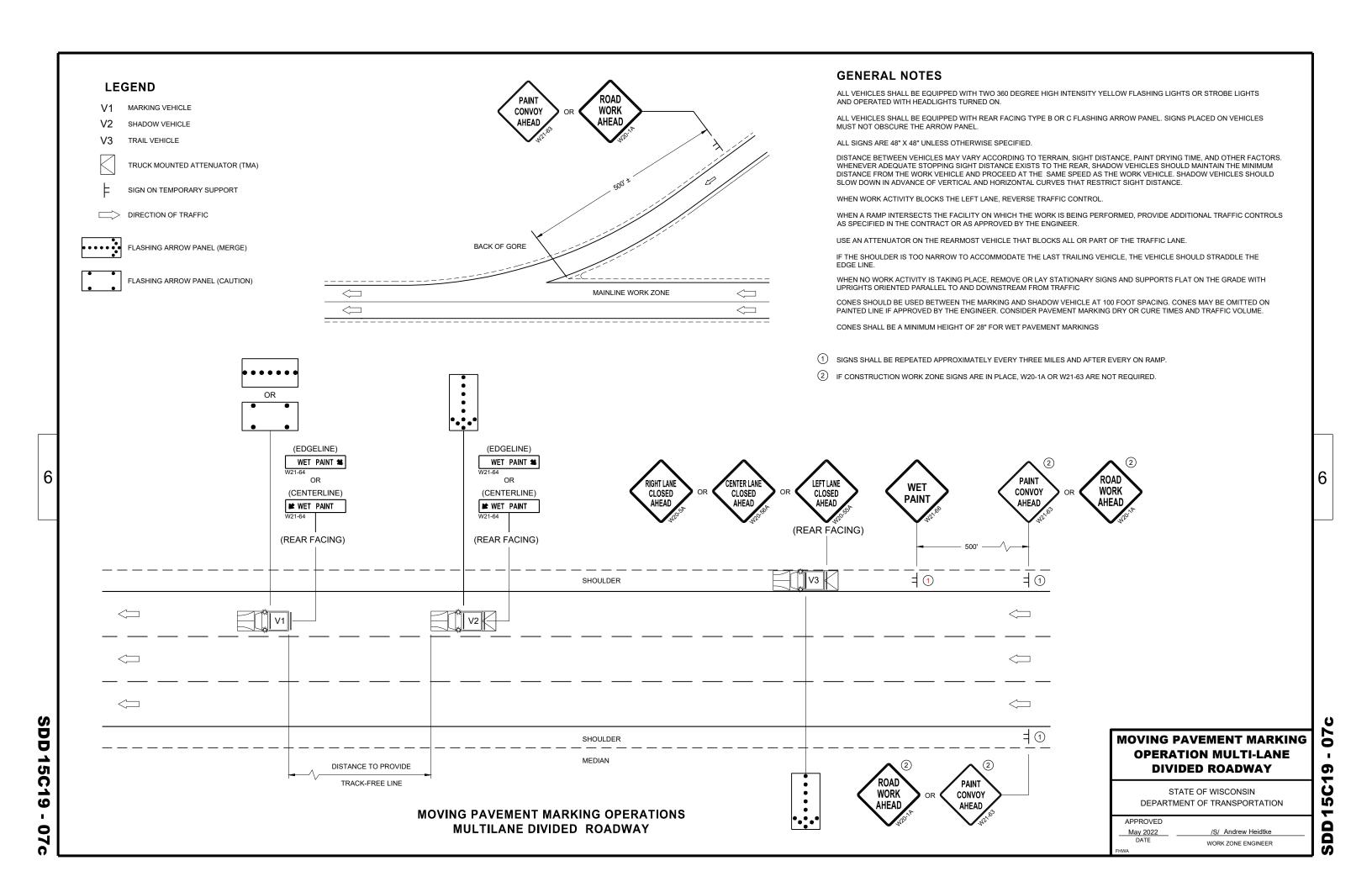
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

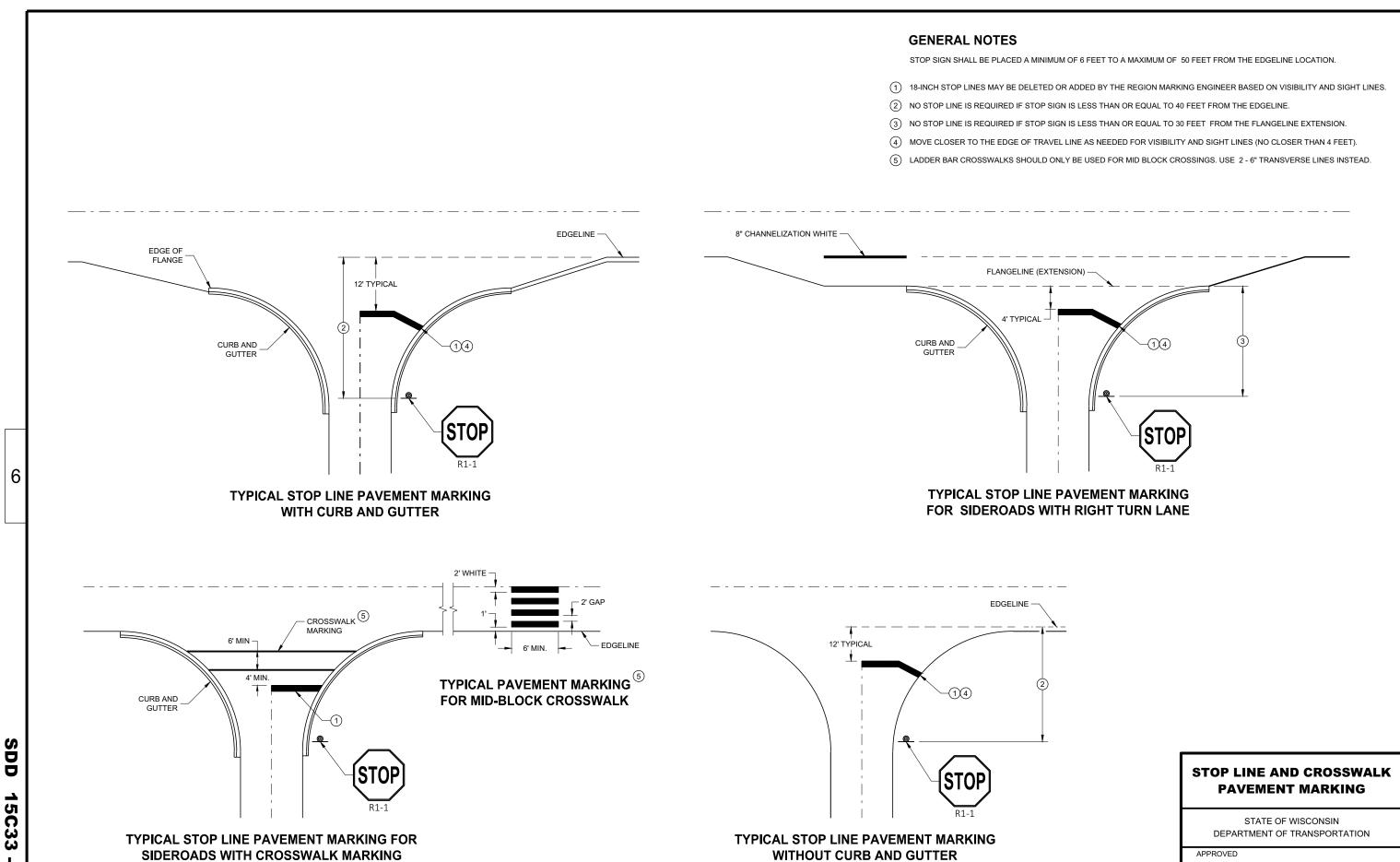
APPROVED

May 2022 /S/ Jeannie Silver

DATE STATE SIGNING AND MARKING
ENGINEER



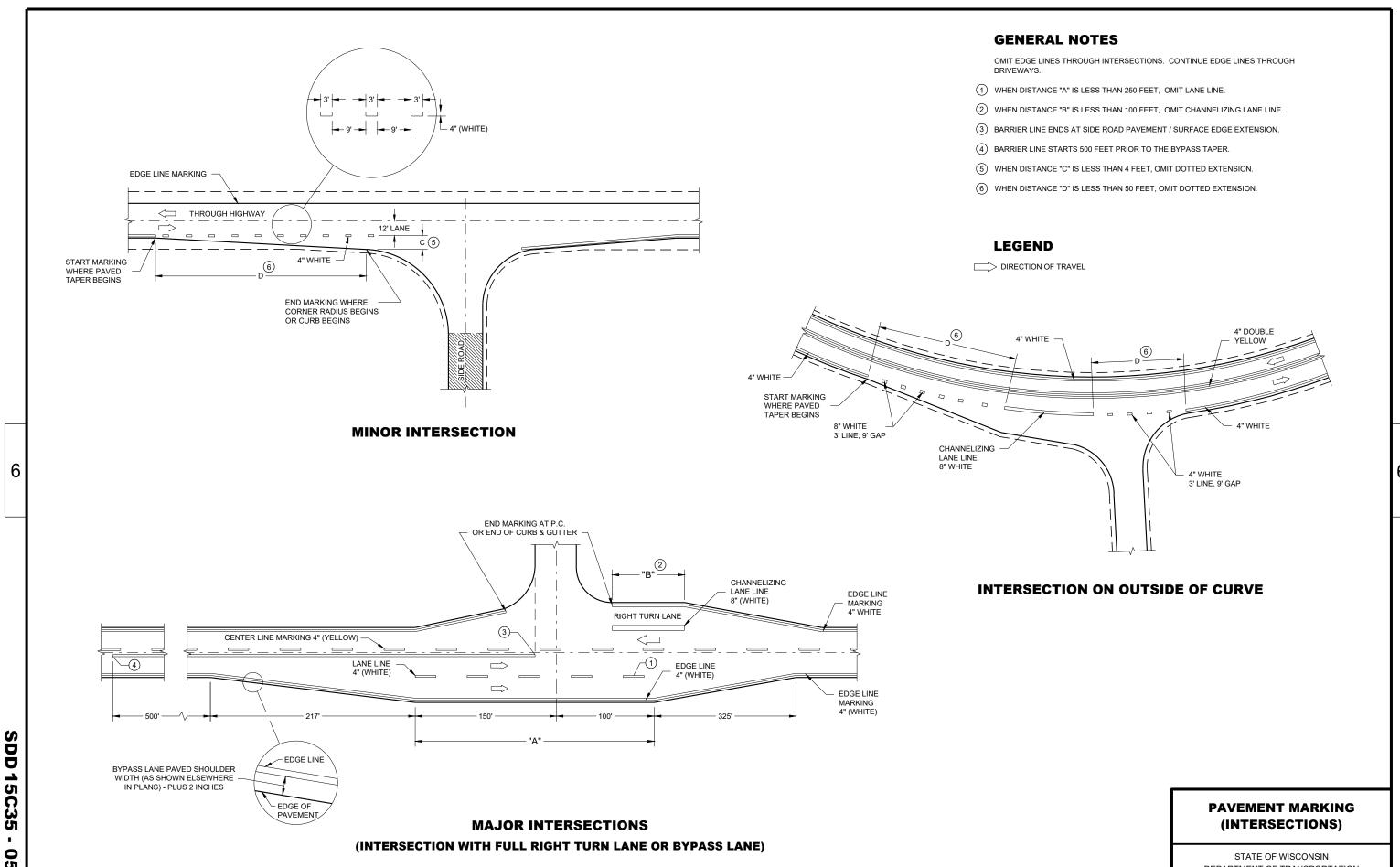




C33 15 SDD

/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

November 2019 DATE



05 **SDD 15C3**

DEPARTMENT OF TRANSPORTATION

- 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.

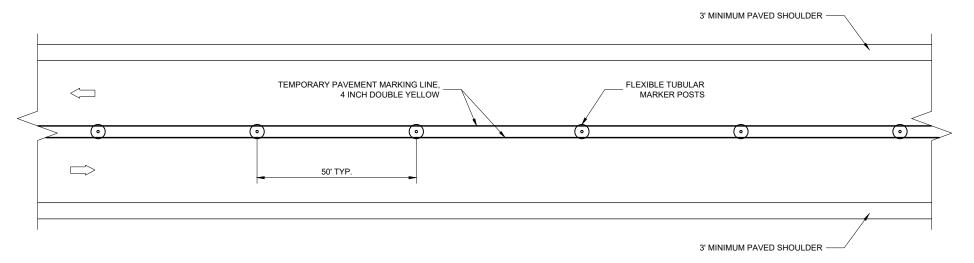
A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING LINE, 4 INCH DOUBLE YELLOW.





- (1) 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

TRAFFIC CONTROL TWO LANE TWO WAY OPERATION

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

DD 15D06 - 05

 APPROVED

 February 2022
 /S/ Andrew Heidtke

 DATE
 WORK ZONE ENGINEER

 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.

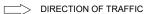
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

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)
- -X-X-X- REMOVING PAVEMENT MARKINGS

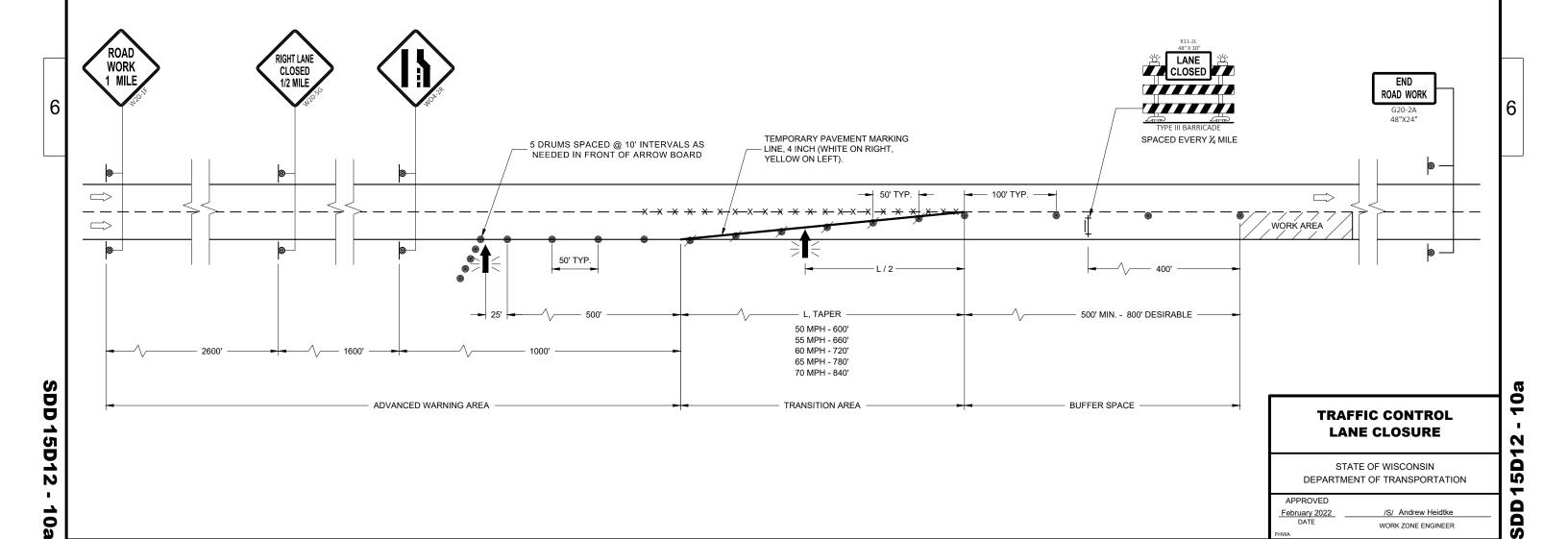




WORK AREA



FLASHING ARROW BOARD



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

X X X 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.

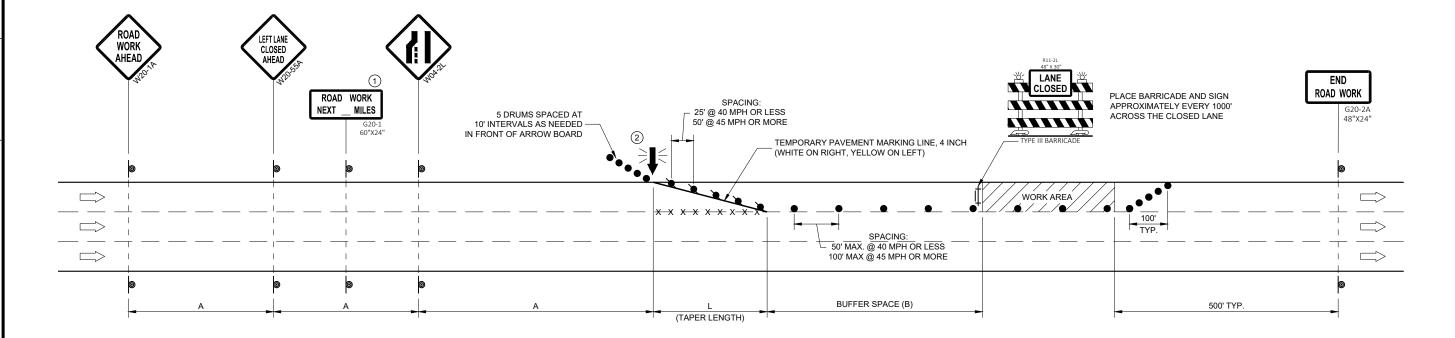
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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.
- 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 ADVANCE TAPER LENGTH | BUFFER PRIOR TO WORK WARNING SIGN (12 FT. LANE) SPACE STARTING (MPH) SPACING (A) FEET (L) FEET (B) FEET 25 200' 125' 55' 30 200' 180' 85' 35 350' 245' 120' 40 320' 170' 350 45 500' 540' 220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

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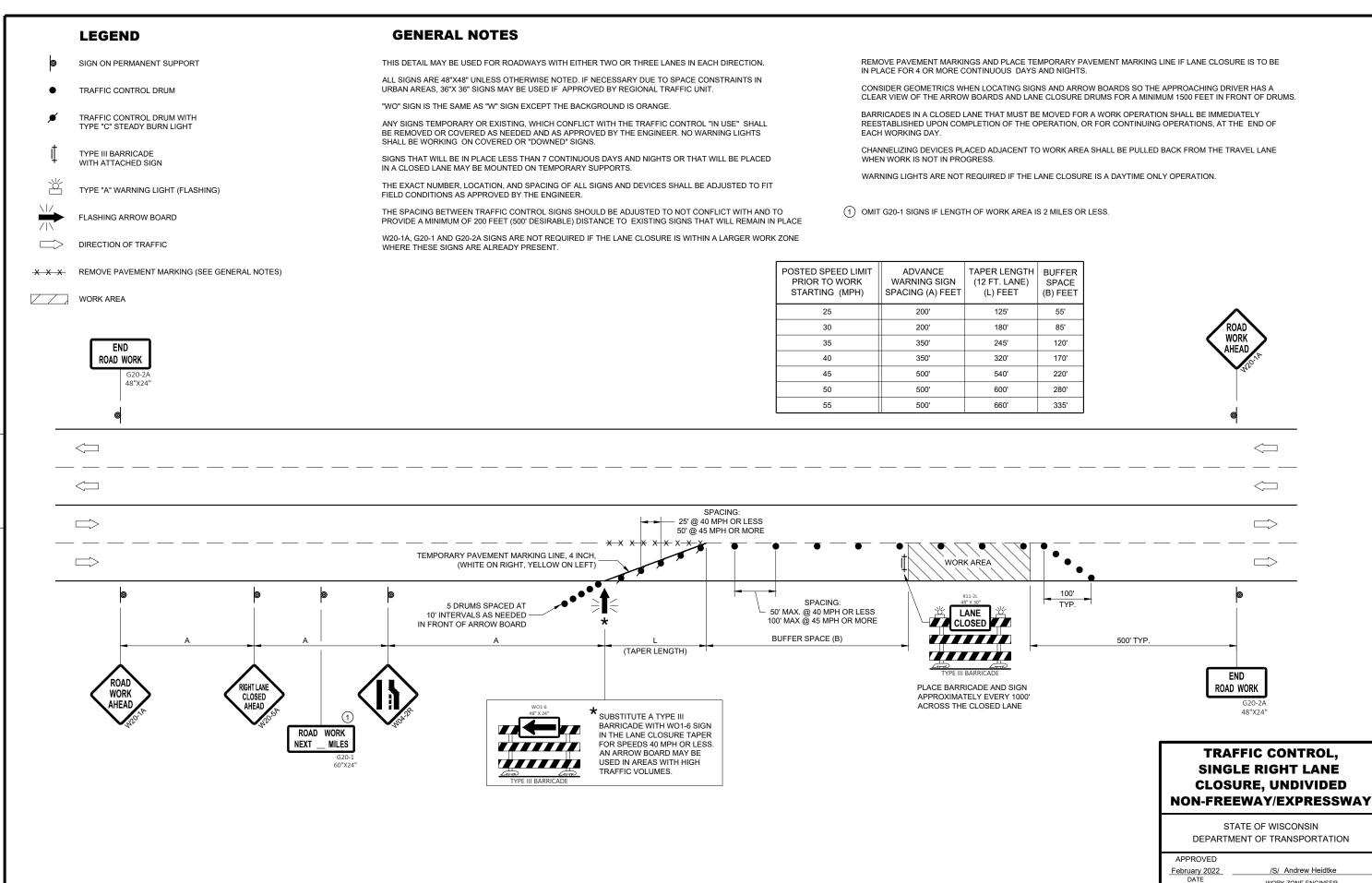
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

February 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

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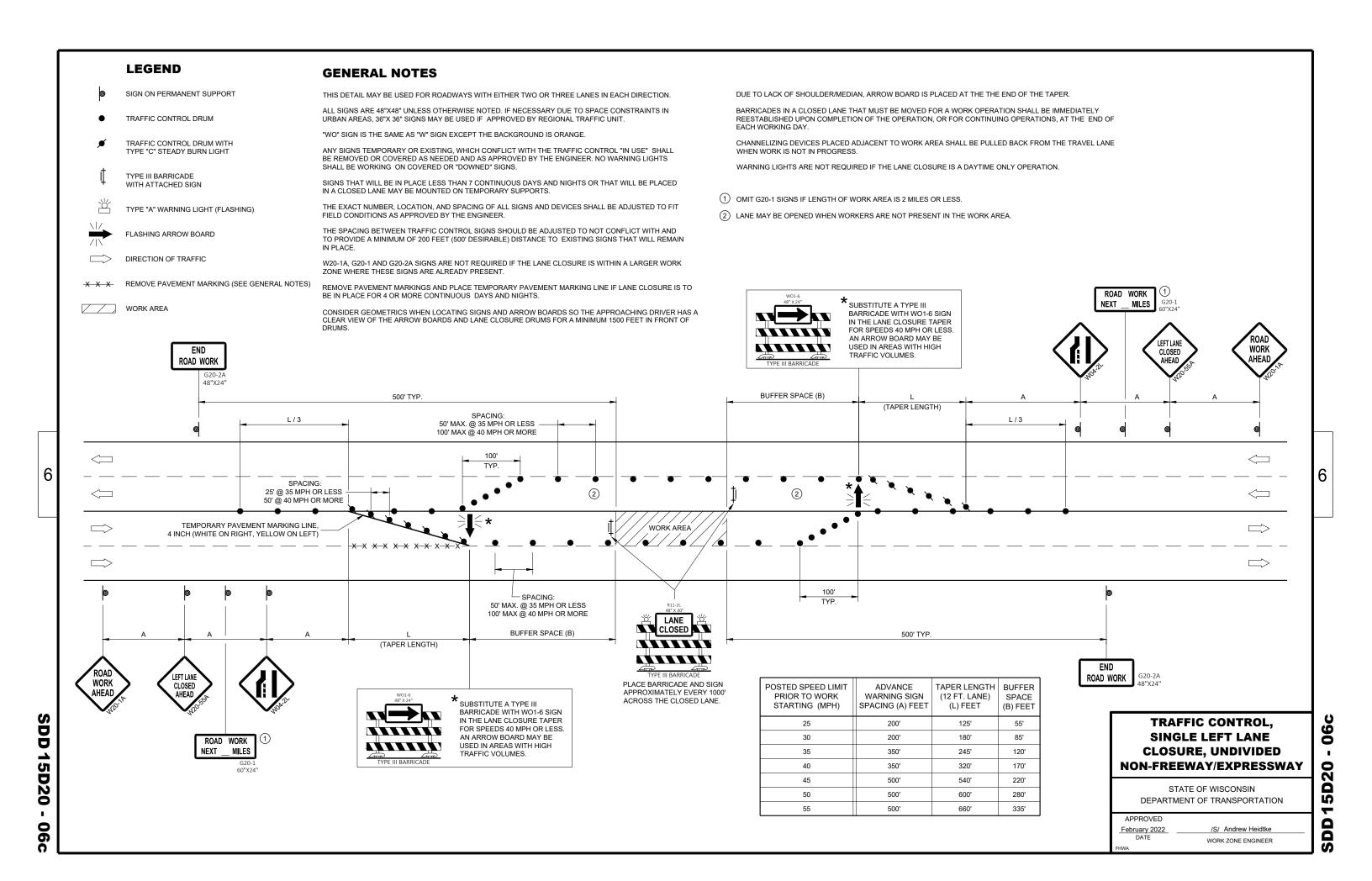


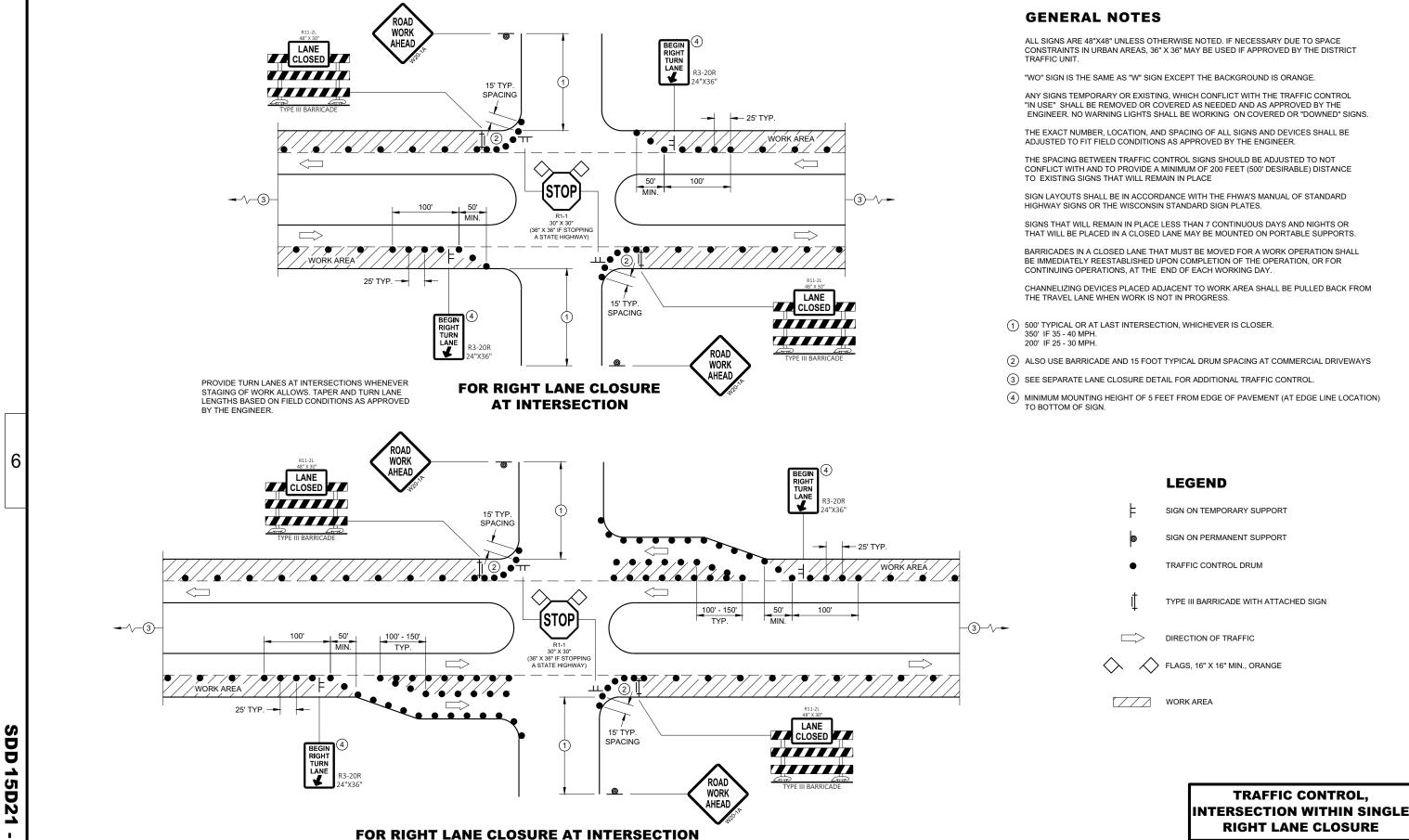
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<u>90</u> 20 **5D**

WORK ZONE ENGINEER





(WITH RIGHT TURN BAY OPEN)

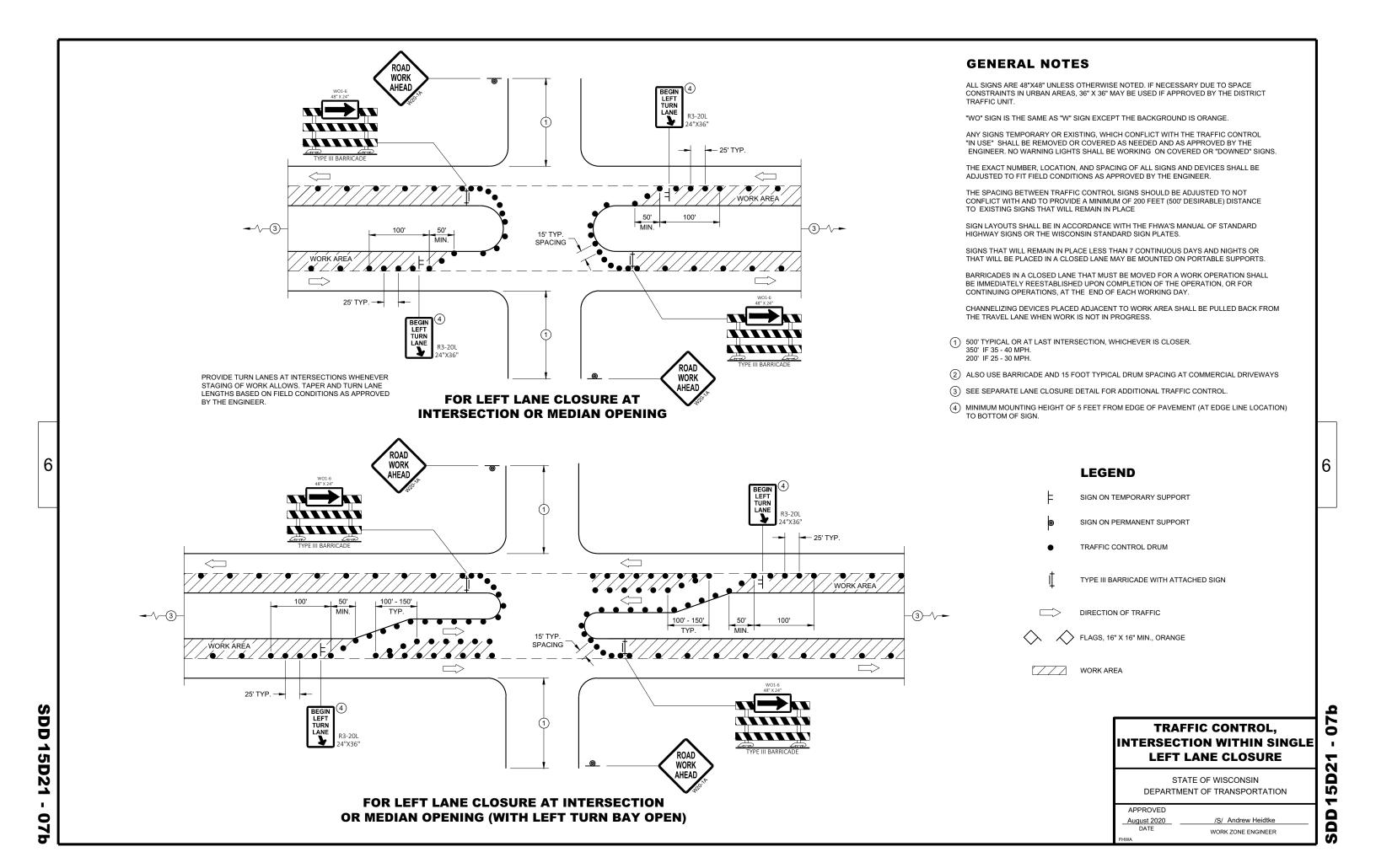
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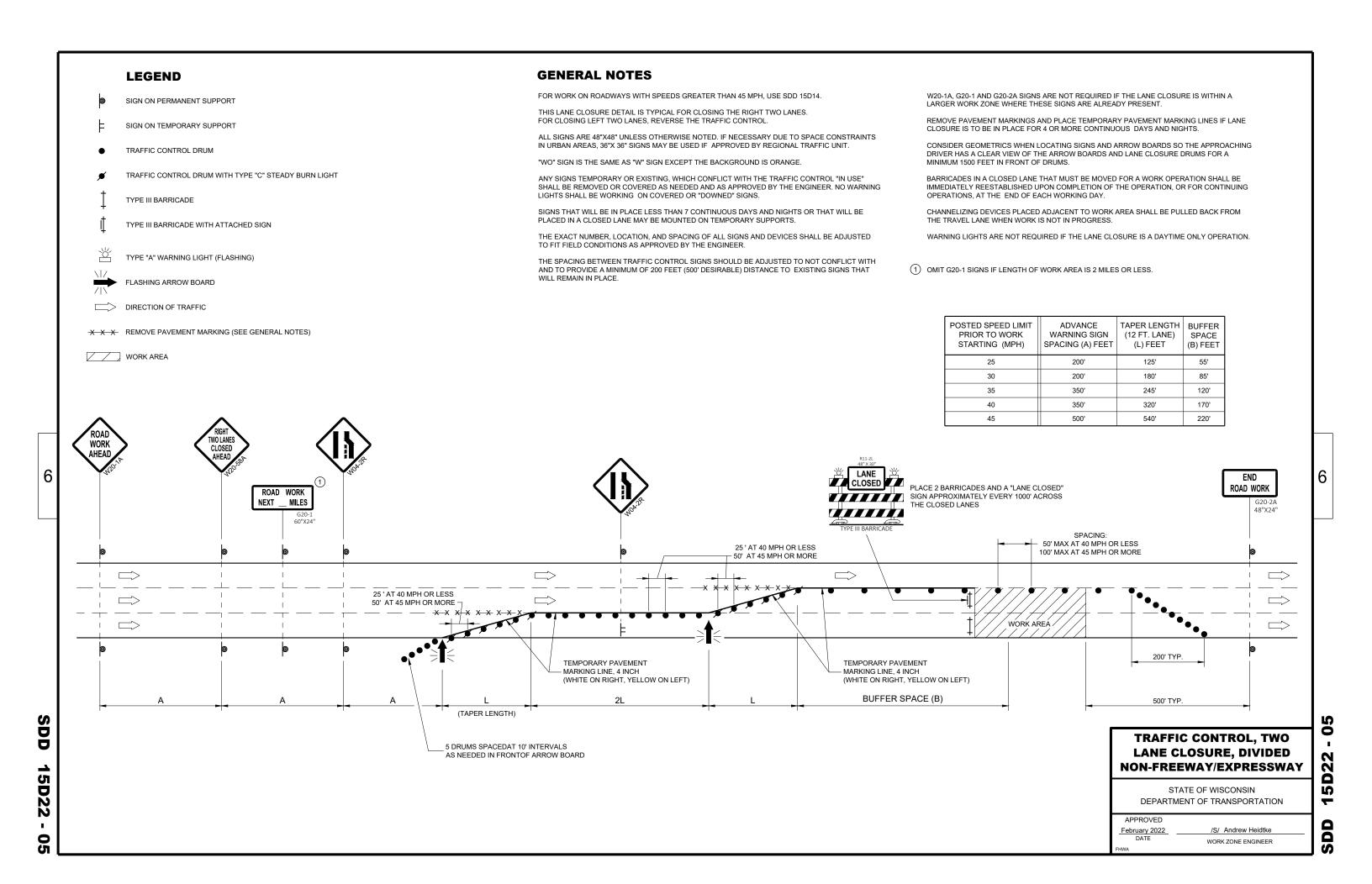
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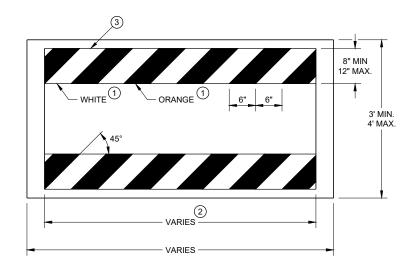
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



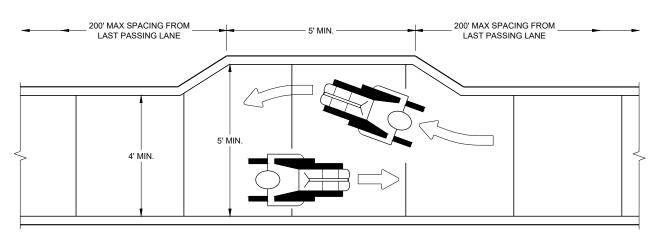


BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

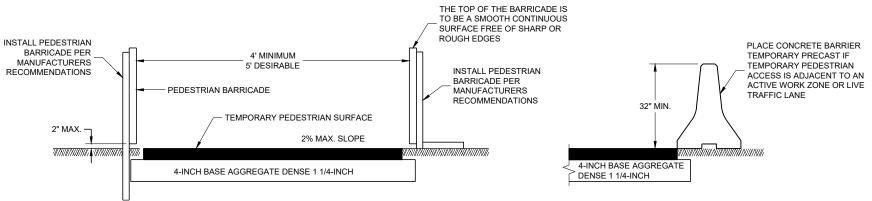
- (1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- 3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- * USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



TEMPORARY PEDESTRIAN BARRICADE*



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, **PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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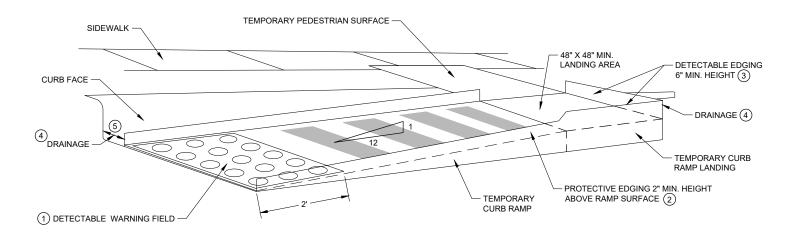
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CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

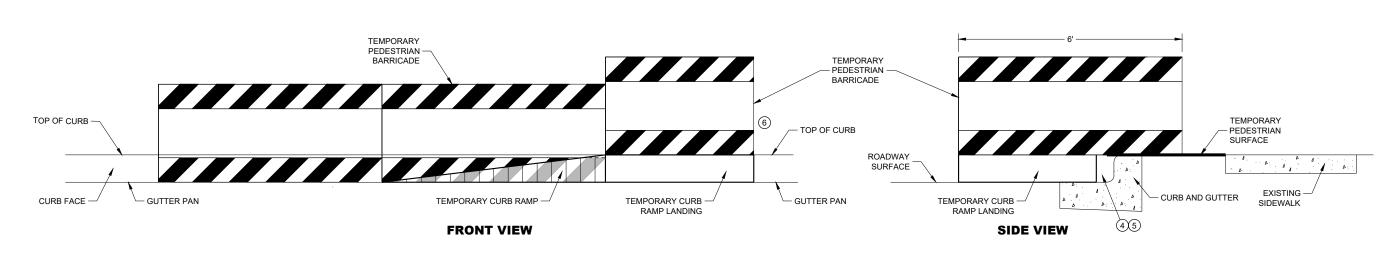
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN $\frac{1}{2}$ " WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED $\frac{1}{2}$ ". LATERAL EDGES MAY BE VERTICAL UP TO $\frac{1}{4}$ " HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN $\frac{1}{4}$ " AND $\frac{1}{2}$ ".

- (1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE DI ANS
- 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.



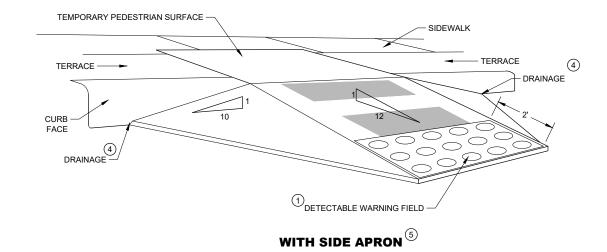
PERSPECTIVE VIEW

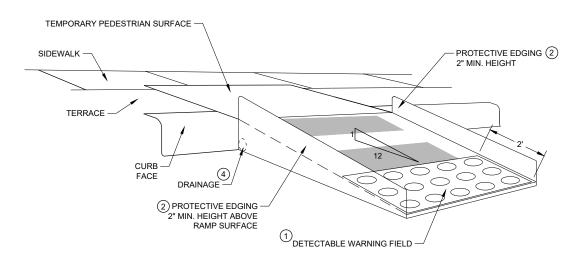


TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION





SDD 15D30

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 $\slash\!\!/_2$ " WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED $\frac{1}{2}$ ". LATERAL EDGES MAY BE VERTICAL UP TO $\frac{1}{4}$ " HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN $\frac{1}{4}$ " AND $\frac{1}{2}$ ".
- (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.

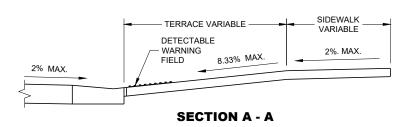
TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

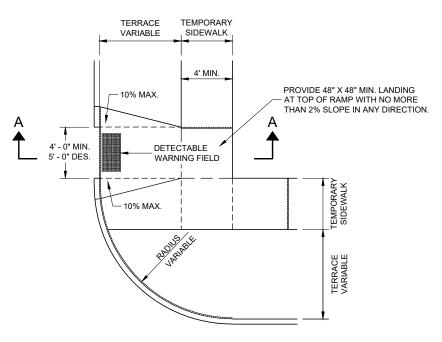
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.





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SDD 15D30

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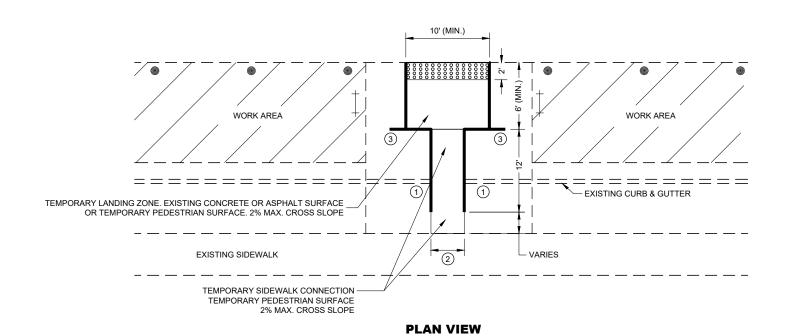
PLAN VIEW
TEMPORARY TYPE 3 RAMP

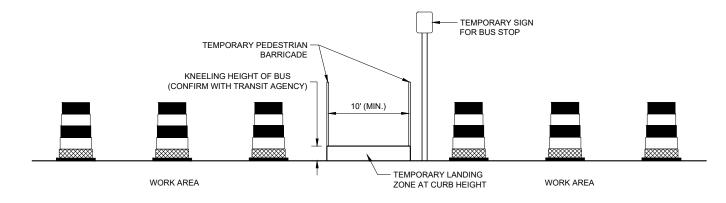
(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED	
May 2022	/S/ Andrew Heidtke
DATE	WORK ZONE ENGINEER
FHWA	





PROFILE VIEW TEMPORARY BUS STOP PAD

SDD 15D30

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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 $\frac{1}{2}$ ". LATERAL EDGES MAY BE VERTICAL UP TO $\frac{1}{4}$ " HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN $\frac{1}{4}$ " AND $\frac{1}{2}$ ".

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

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TEMPORARY DETECTABLE

WORK AREA

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

(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.

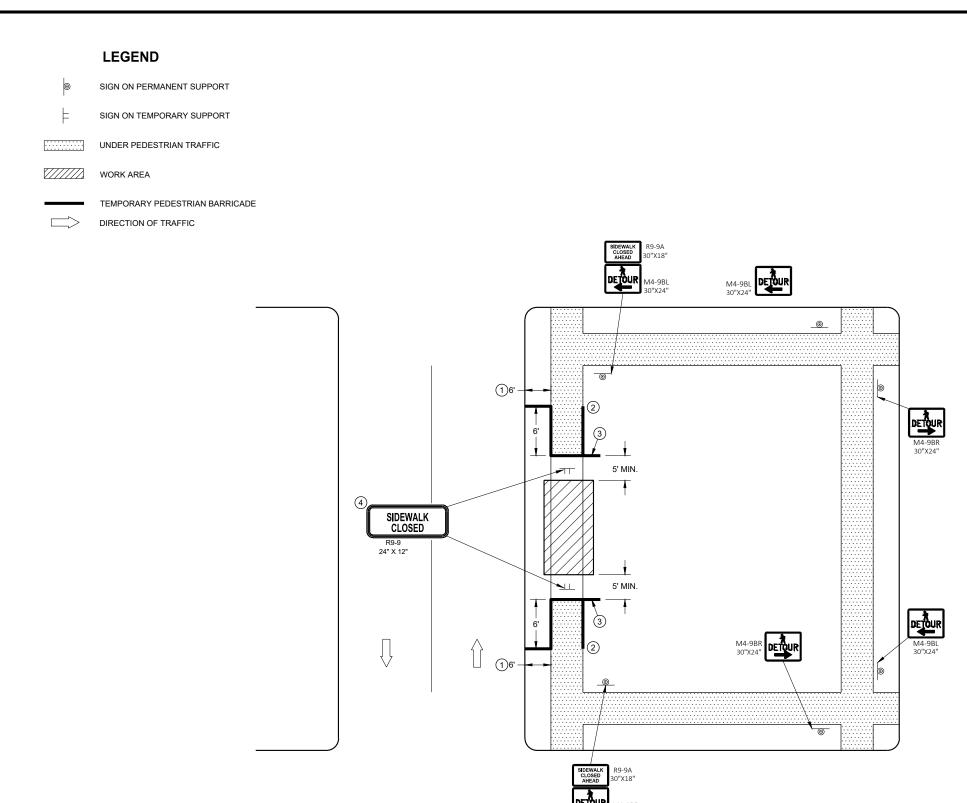
(3) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(4) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

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TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

> STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

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SDD 15D30

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.

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SDD 15D30 - 07g

PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL,

SIGN ON TEMPORARY SUPPORT TRAFFIC CONTROL DRUM

WORK AREA

UNDER PEDESTRIAN TRAFFIC

TEMPORARY CURB RAMP

TEMPORARY PEDESTRIAN SURFACE "B"

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY PEDESTRIAN SURFACE "A"

DIRECTION OF TRAFFIC

SDD 15D30

4' MIN. 5' DESIRABLE 5' DESIRABLE 1' BUFFER -4 5' DESIRABLE VARIES 1

SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN

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.

- $\textcircled{1} \ \ \text{SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED}.$
- 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.

07h 2D

SDD

DEPARTMENT OF TRANSPORTATION

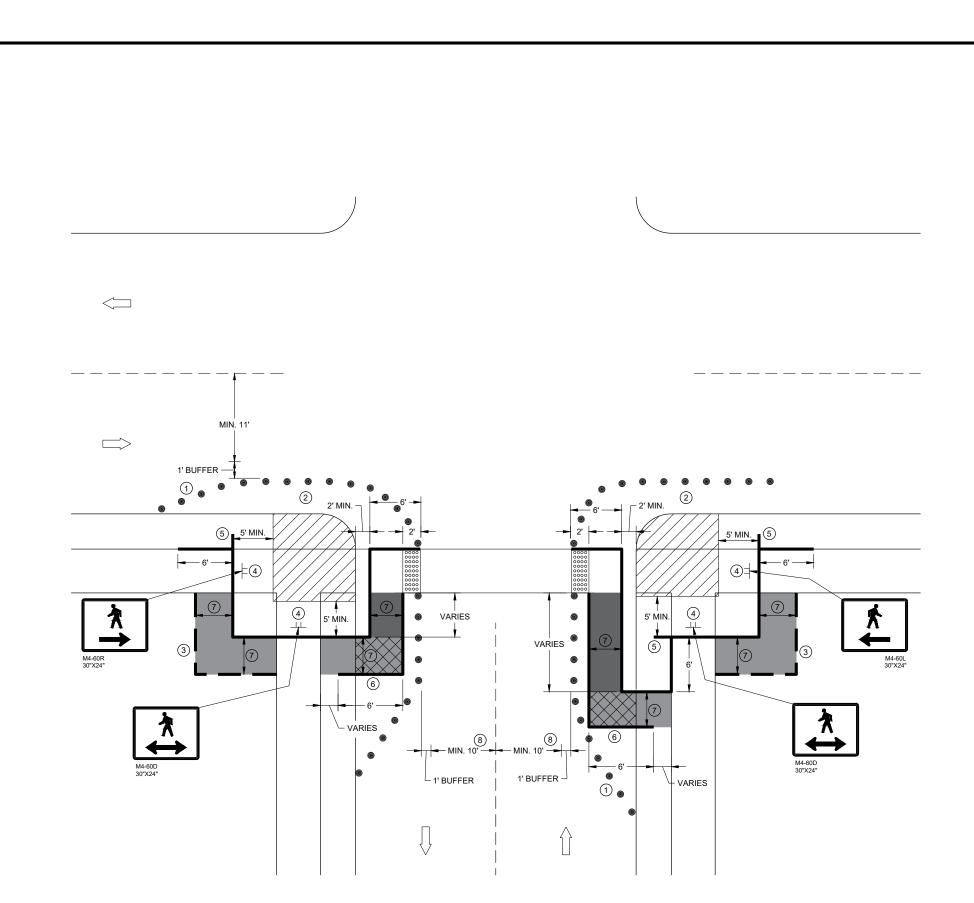
IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

GENERAL NOTES

TEMPORARY PEDESTRIAN ACCOMMODATIONS.



CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON SINGLE SIDE

SDD

15D30

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TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

WORK AREA TEMPORARY CURB RAMP

TEMPORARY PEDESTRIAN SURFACE "A"

TEMPORARY PEDESTRIAN SURFACE "B" TEMPORARY DETECTABLE WARNING FIELD

DIRECTION OF TRAFFIC

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

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
- $\begin{picture}(60,0)\put(0,0){\line(1,0){10}}\put(0,0){\line(1,0){10}$
- 8 4 FEET MINIMUM, 5 FEET DESIRABLE
- $\begin{tabular}{ll} \end{tabular} \begin{tabular}{ll} \end{tabular} \beg$

LEGEND

SIGN ON TEMPORARY SUPPORT TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN BARRICADE

OPTIONAL TEMPORARY PEDESTRIAN BARRICADE

CURB RAMP PEDESTRIAN TRAFFIC CONTROL

TEMPORARY PAVEMENT MARKING

1' BUFFER -

REMOVABLE MASK OUT TAPE

1' BUFFER

2' MIN.

5' MIN

2' MIN.

2

1

5' MIN

MIN

90° OPTION

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

<u>1</u>

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

MIN. 11

1' BUFFER -

VARIES -

45° OPTION

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ROAD WORK

500'

/S/ Andrew Heidtke

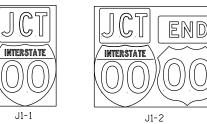
WORK ZONE ENGINEER

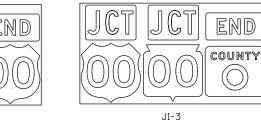
APPROVED

May 2022 DATE

ACROSS THE CLOSED LANE

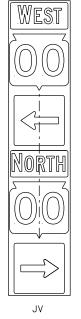
TYPICAL ASSEMBLIES



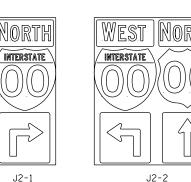




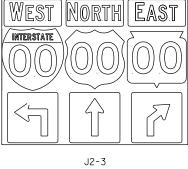


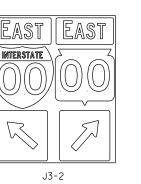


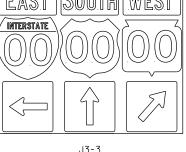
(Typical Vertical J-Assembly See Note 10 and 11)







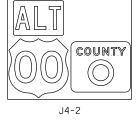


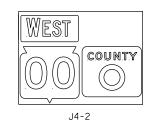


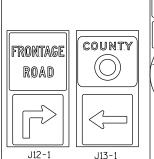
J3-3



J3-1

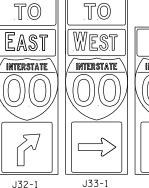


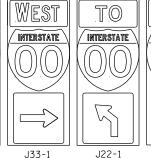


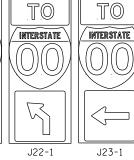


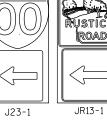






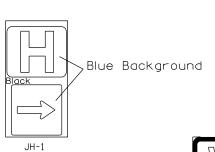


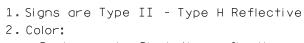










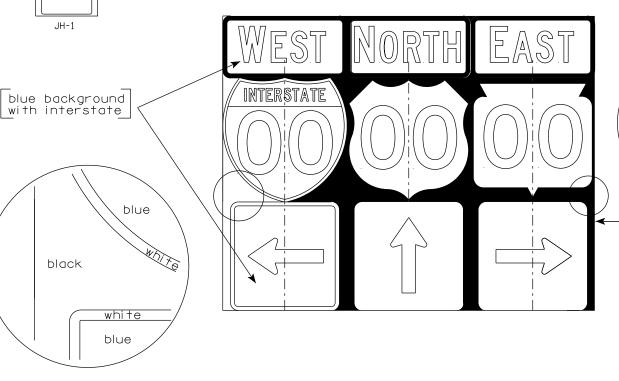


Background - Black Non-reflective Message - see Note 5

3. Message Series - See Note 5

NOTES

- 4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
- 5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
- 6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
- 7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
- 8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
- 9. Route assemblies that have 36 inch shields and have dimensions areater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
- 10. All Vertical J Assemblies are given a Sign Code of JV
- 11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.



black white black background

ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES WISCONSIN DEPT OF TRANSPORTATION

SHEET NO:

APPROVED

DATE <u>3</u>/18/21

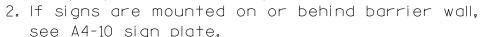
PLATE NO. <u>A2-1S.9</u>

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For State Traffic Engineer

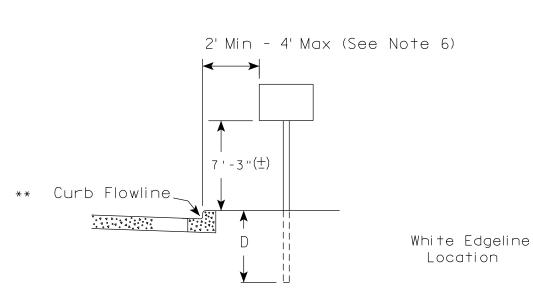
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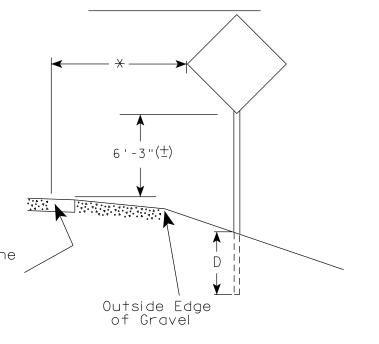
PLOT BY : msc i9h PLOT NAME :



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'' ($\frac{+}{-}$).

- 3. For expressways and freeways, mounting height is $7'-3''(\pm)$ or 6'-3" (±) depending upon existence of a sub-sign.
- 4. Minimum mounting height for signs mounted on traffic signal poles is $5' - 3'' \stackrel{(\pm)}{-}$.
- 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'' (\pm) or as directd by the Engineer.





2' Min - 4' Max (See Note 6) 6'-3"(±) ** Curb Flowline D

5'-3"(士) White Edgeline $D \parallel$ Location Outside Edge of Gravel

** 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.

HWY:

* 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	D
(Sq.Ft.)	(Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED For State Traffic Engineer

DATE 5/13/2020

SHEET NO:

Ε

PROJECT NO: FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.dgn COUNTY:

PLOT BY: mscj9h

PLOT NAME :

PLOT SCALE: \$\$.....plo†scale.....\$\$ WISDOT/CADDS SHEET 42

PLOT DATE: 13-MAY 2020 1:04



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



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

HWY:



PLAN VIEW

COUNTY:

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer

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

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN

PROJECT NO:

PLOT DATE: 27-JAN-2014 09:48

PLOT NAME :

PLOT BY: mscsja

PLOT SCALE: 13.659812:1.000000

APPROVED

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'' (\pm) 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

D
(Min)
4'
5'

WISCONSIN DEPT OF TRANSPORTATION APPROVED For State Traffic Engineer DATE 8/21/17 PLATE NO. <u>A4-4.15</u>





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

HWY:

SIGN SHAPE OTHER THAN (THREE POSTS REQUIR	
L	E
Greater than 108" to 144"	12''

COUNTY:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN

PROJECT NO:

PLOT DATE: 21-AUG-2017 15:54

PLOT SCALE: 108.188297:1.000000

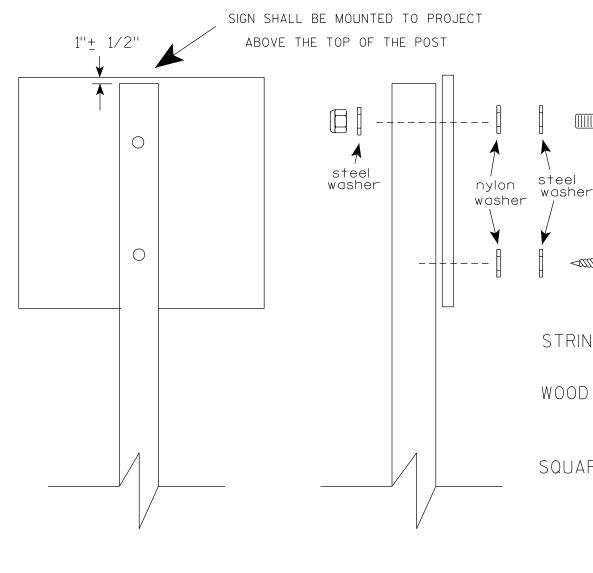
WISDOT/CADDS SHEET 42

OF TYPE II SIGNS ON MULTIPLE POSTS

TYPICAL INSTALLATION

SHEET NO:

PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:



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

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

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts

WOOD POSTS $(4'' \times 6'')$

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 - 1/32 " (6605-9-6) BULB-TITE. TRI-FOLD. ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matther

≠or State Traffic Engineer

SHEET NO:

DATE 4/1/2020

PLATE NO. <u>A4-8.9</u>

PLOT DATE: 01-APRIL-2020

PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

Ε

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN



PROJECT NO: HWY: COUNTY: SHEET NO: 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

DATE 2/05/15

PLATE NO. <u>A4-9.9</u>

For State Traffic Engineer



BANDING



SINGLE SIGN





WASHER PLACEMENT



HWY:

WASHERS (ALL POSTS) -

1-1/4" O.D. X³/₈" I.D. X¹/₁₆" STEEL 1-1/4" O.D. $\times \frac{3}{8}$ " I.D. \times .080 NYLON FOR ALL TYPE H SIGNS

CHANNEL

GENERAL NOTES

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

"J" ASSEMBLY



STANDARD SIGN SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

SHEET NO:

APPROVED

DATE 6/10/19

PLATE NO. A5-9.4

Ε

State Traffic Engineer

COUNTY:

PLOT NAME :

PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42

VIEW FROM TOP

GENERAL NOTES

- 1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WISDOT STANDARD SPECIFICATIONS
- 2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, $\frac{3}{4}$ " WIDTH AND 0.025" THICKNESS
- 3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS.

 SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
- 4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
- 5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM Designation: B 633, TYPE III, SC 3
- 6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
- 7. STEEL WASHERS SHALL BE $1^{1}/_{4}$ " O.D. X $3/_{8}$ " I.D. X $1/_{16}$ "
- 8. NYLON WASHERS SHALL BE $1^{1}/_{4}$ " O.D. X $3/_{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

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

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

Manher R

APPROVED

DATE 4/19/2022 PLATE NO. A5-10.3

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A510.dgn

PROJECT NO:

PLOT DATE: 19-APRIL 2022 11:55

SIGN

PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

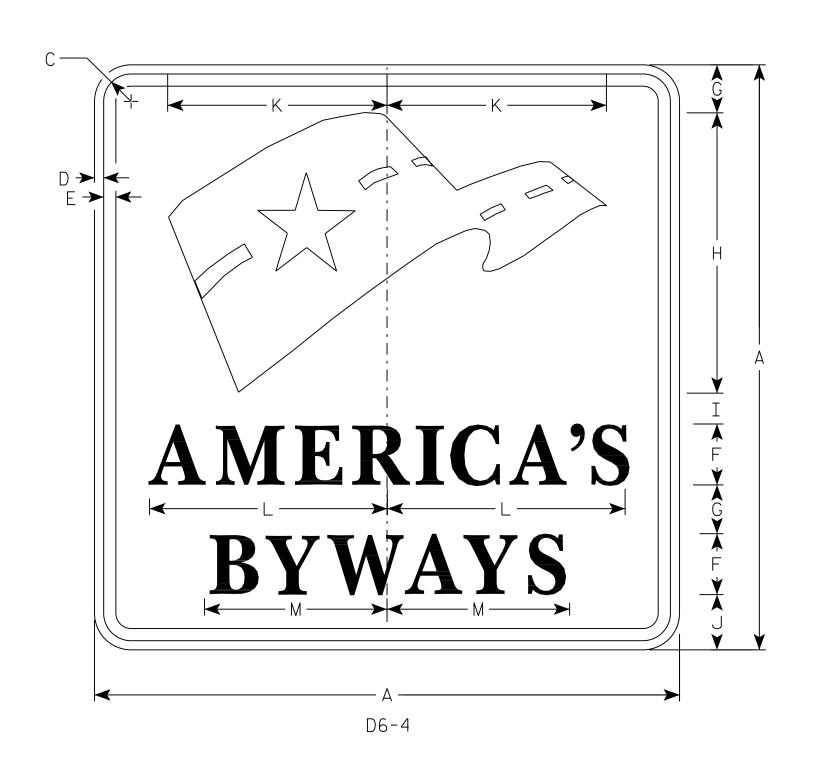
Ε



- 1. Sign is Type II Type H Reflective
- 2. Color:

Background - White Message - RED, Logo is Blue with White dashes and Star.

3. Message Series - SPECIAL FONT (See MUTCD Standard Highway Signs Manual)



SIZE	Α	В	С	D	E	F	G	Н	Ι	J	K	١	М	N	0	Р	a	R	S	T	U	٧	W	Х	Y	Z	Area sq. ft.
1																											
2	24		1 1/8	3//8	1/2	2 1/2	2	11 1/2	1 1/4	2 1/4	9	9 3/4	7 1/2														4.0
3																											
4	36		1 5/8	3/4	5/8	3 3/4	3	17 1/4	1 1/8	3 3/8	13 ½	14 %	11 1/4														9.0
5																											

COUNTY:

STANDARD SIGN D6 - 4

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer

DATE 3/20/17 PLATE NO. D6-4.2

SHEET NO:

PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\D64.DGN

HWY:

PROJECT NO:

PLOT DATE: 20-MAR-2017 13:12

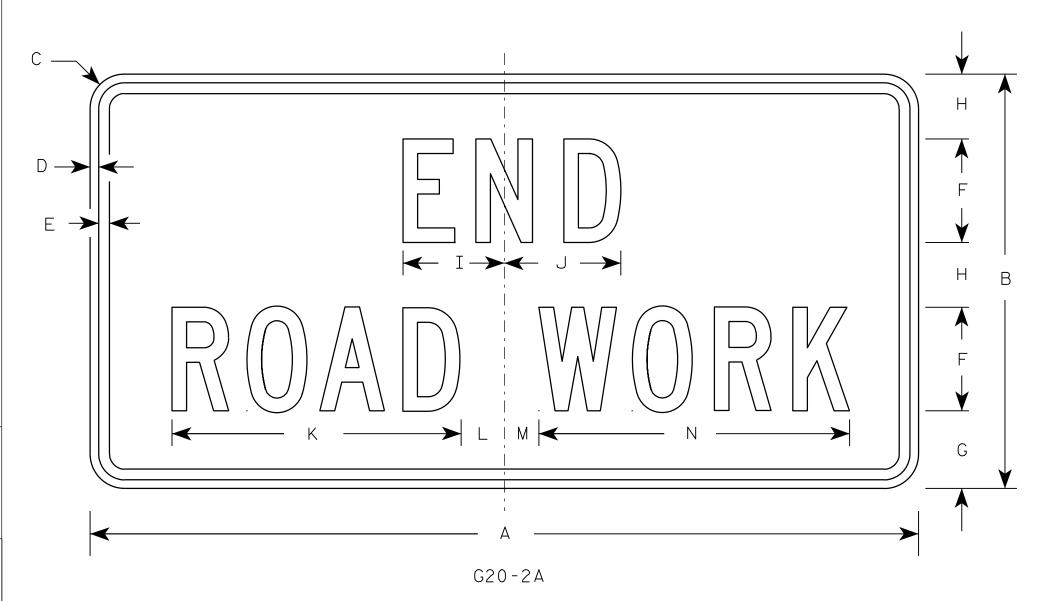
PLOT SCALE: 3.937160:1.000000

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	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	Q	R	S	Т	U	٧	W	Х	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 %	6 3/4	16 ¾	2 1/2	1 3/4	18 ½													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 %	6 3/4	16 ¾	2 1/2	1 3/4	18 ½													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 %	6 3/4	16 ¾	2 1/2	1 3/4	18 ½													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 1/8	6 3/4	16 ¾	2 1/2	1 3/4	18 ½													8.0	0.72

COUNTY:

STANDARD SIGN G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED AND UN A O N

Matther R Lauch

For State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\G202A.DGN

HWY:

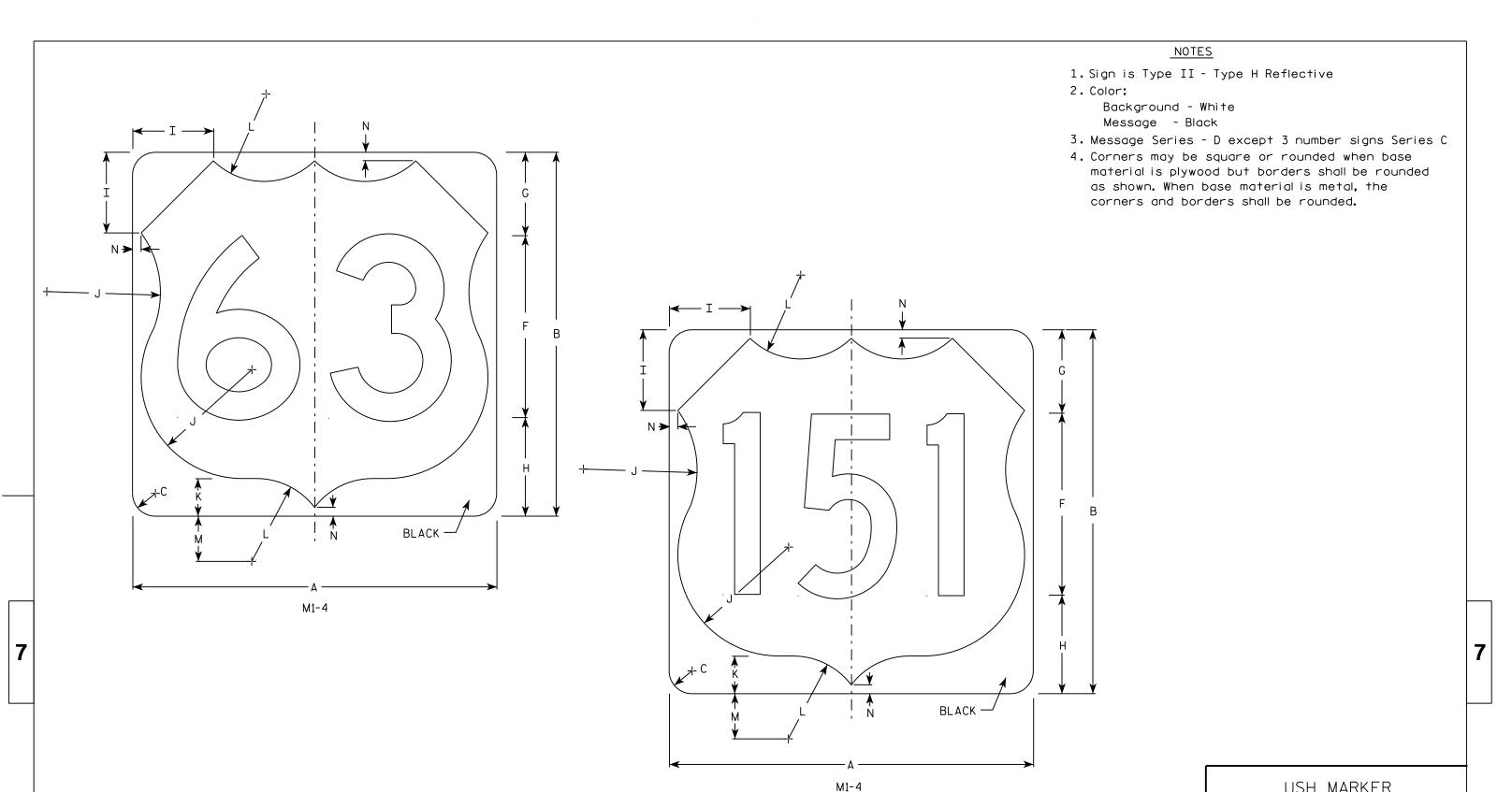
PROJECT NO:

PLOT DATE: 30-SEP-2009 09:31

PLOT BY: ditjph

PLOT NAME :

PLOT SCALE: 5.561773:1.000000



D Ε G Ν Z 2 24 24 | 1 1/2 7 1/2 2 1/2 5 1/2 5 1/2 6 1/2 1/2 4.0 36 2 1/4 7 1/4 11 1/4 3 3/4 8 1/4 4 1/2 36 8 1/4 9 1/4 3/4 9.0 18 36 2 1/4 7 1/4 11 1/4 3 3/4 8 1/4 4 1/2 3/4 36 9 1/4 9.0 18 8 1/4 8 1/4 9 1/4 7 1/4 11 1/4 3 3/4 8 1/4 4 1/2 3/4 36 36 | 2 1/4 18 9.0

COUNTY:

USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch
For State Traffic Engineer

DATE <u>3/16/18</u>

PLATE NO. M1-4.10

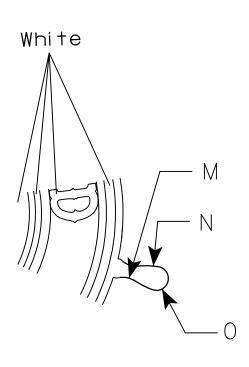
SHEET NO:

HWY:

- 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 - Words - White - Graphics - Green

- 3. Message Series Special
- 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.



K + H +		C D E
-	←	

SIZE	Α	В	С	D	E	F	G	Η	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1																											
2	24		R 5	R 5 1/4	R 5 1/2		R 7 1/8	R 5 1/8	R 8 1/2	1 3/4	R 4 ½	R 8 1/2	R 1/8	R 3 1/2	R 1/2												4.0
3																											
4	36		R 7 3/8	R 7 ¾	R 8 1/4		R 11 ¾	R 8 ¾	R 12 3/8	2 %	R 13 3/8	R 12 1/8	R 1 3/8	R 5 1/4	R ¾												9.0
5																											

COUNTY:

STANDARD SIGN M1-96

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther & Rauch

Face State Traffic Engineer

DATE 2/23/10 PLATE NO. M1-96.2

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M196.DCN

PROJECT NO:

HWY:

PLOT DATE: 28-MAY-2010 08:23

PLOT NAME :

PLOT BY : ditjph

PLOT SCALE: 5.959043:1.000000







MP3-1









HWY:



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	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	0	R	S	Т	U	V	W	Х	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 1/8	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

COUNTY:

STANDARD SIGNS M3-1 thur M3-4 **SERIES**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 10/15/15 PLATE NO. M3-1.14

Ε

SHEET NO:

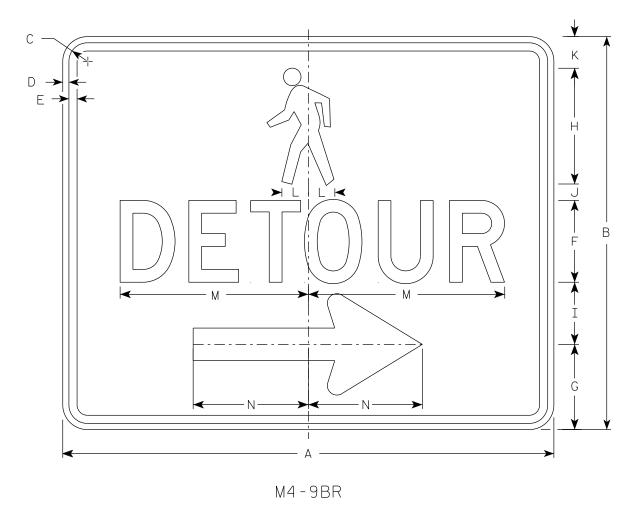
FILE NAME · C·\CAFfiles\Projects\tr stdolote\M31 DCN

PROJECT NO:

PLOT DATE . 01-DEC-2015 17:54

PLOT RY . \$\$ plotuser \$\$ PLOT NAME :

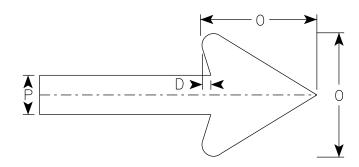
PLOT SCALE . 11 675051.1 000000



- 1. Sign is Type II-Type F Reflective
- 2. Color:

Background - Orange Message - Black

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	А	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	٧	W	Х	Υ	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5						·																					

STANDARD SIGN M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED M

For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

SHEET NO:

PROJECT NO: HWY: COUNTY:

PLOT NAME :

PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42



- 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

*								— А — ;											A	
									H			- G -							F	A
		E						 	-1			_//								*
D	E	F	G	н	I	J	К	L	М	N	0	Р	0	R	S	Т	U	V	W	Х

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	Х	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

COUNTY:

STANDARD SIGN R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

DATE <u>11/12/15</u>

PLATE NO. _____R1-1.13

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN

HWY:

PROJECT NO:

PLOT DATE: 22-AUG-2017 07:19

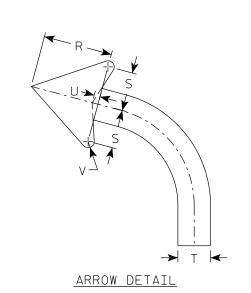
PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:

PLOT SCALE: 4.427909:1.000000

- 1. Sign is Type II Type H Reflective
- 2. Color:

Background - White Message – Black

3. Message Series - E



D ->-		F G F G G
	M W W	G B B
		G F
	P P P	H H

SIZE	А	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	V	W	Х	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	3	1 1/2	2 1/2	16	8 1/2	5 3/4	8	2 1/2	5	1 1/2	5 1/8		4 3/8	2 3/8	2	3/8	3/8					6.0
2M	24	36	1 1/2	3/8	1/2	3	1 1/2	2 1/2	16	8 1/2	5 3/4	8	2 1/2	5	1 1/2	5 1/8		4 3/8	2 3/8	2	3/8	3/8					6.0
3	36	48	2 1/4	5/8	7/8	5	1 1/2	3 1/2	20	14 1/8	9 1/2	12	3	7 3/8	2	9 1/8		6 1/8	3 1/2	3	1/2	5/8					12.0
4																											
5																											

R3-9B

STANDARD SIGN R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 3/24/2022 PLATE NO. R3-9B.6

COUNTY: PROJECT NO: HWY: SHEET NO: FILE NAME : C:\Users\PROJECTS\tr_stdplate\R39B.dgn

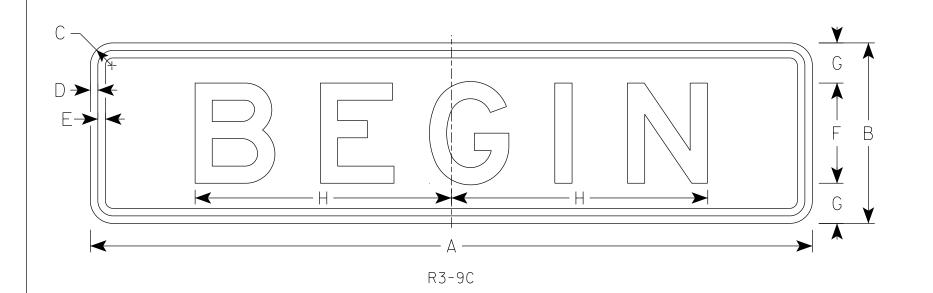
PLOT DATE: 24-MARCH 2022 2:50 PLOT BY : dotc4c PLOT NAME :

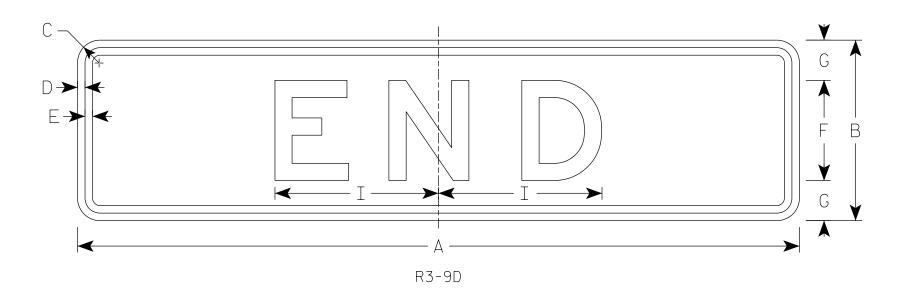
PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42

- 1. Sign is Type II Type H Reflective
- 2. Color:

Background - White Message - Black

3. Message Series - E





														1				1	1								1 4500
SIZE	А	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	V	W	X	Y	Z	Area sq. ft
1																											
25	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
2M	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
3	36	9	1 1/8	3/8	3/8	5	2	12 3/4	8 1/8																		2.25
4																											
5																											
PRO.	JECT	NO:	<u> </u>	<u> </u>	<u> </u>		Пн	WY:	<u> </u>	<u> </u>		<u> </u>	COL	JNTY:	<u> </u>	<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>	<u> </u>	<u> </u>			<u> </u>	

STANDARD SIGN R3-9C & R3-9D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

DATE 3/31/2021 PLATE NO. R3-9C.3

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R39C.dgn

PLOT DATE : 31-MAR 2021 9:20

PLOT BY : dotc4c

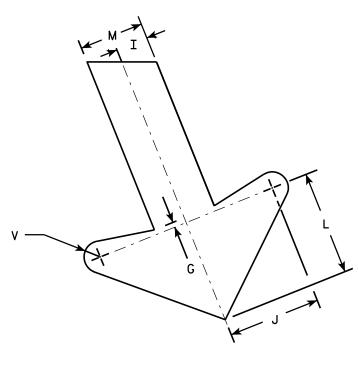
PLOT NAME :

PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42

- 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.



|--|

PLOT NAME :

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	Х	Y	Z	Areg sq. ft.
1																											
25	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 1/8	2	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 1/8	2 %	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 %	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 %	3	2 1/4	10 1/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

COUNTY:

R3-20L

HWY:

М

М

0

STANDARD SIGN R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew K

for State Traffic Engineer

DATE 10/18/10

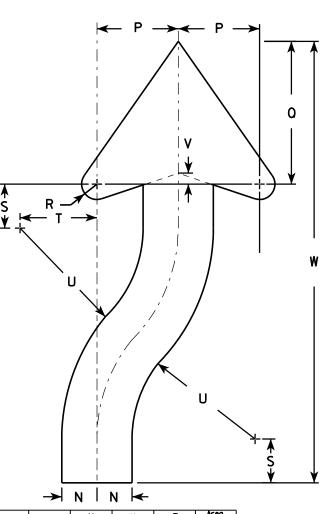
/18/10 PLATE NO. R3-20L.7

SHEET NO: E

- 1. Sign is Type II Type H Reflective reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
- 2. Color:

Background - White Message - Black

- 3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
- 4. R4-8 is the same as R4-7 except Legend is reversed.



PLOT NAME :

ARROW DETAIL

																							\rightarrow	N I	N 		
SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	Х	Y	Z	Areo sq. ft
1	18	24	1 1/8	3∕8	1/2	3 %	4 3/4	5 ½	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 %	3 1/4	6 3/4	1/2	20 ¾				3.0
2S	24	30	1 1/8	3∕8	1/2	4 1/2	6 1/4	7 3/8	1 %	3	8	4	12 1/2	2	30	4 %	8 1/8	1 /8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 1/8	3	8	4	12 1/2	2	30	4 %	8 1/8	7∕8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 1/8	4 1/2	12	6	18 ¾	3	45	6 %	12 1/4	1 1/4	3 3/4	6 %	13 1/2	1	40 ¾				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 1/8	4 1/2	12	6	18 ¾	3	45	6 %	12 1/4	1 1/4	3 3/4	6 %	13 ½	1	40 ¾				12.0
5	48	60	2 1/4	₹4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 %	5	8 3/4	18	1 1/4	50 1/4				20.0

COUNTY:

R4-7

STANDARD SIGN R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

SHEET NO:

PROJECT NO:

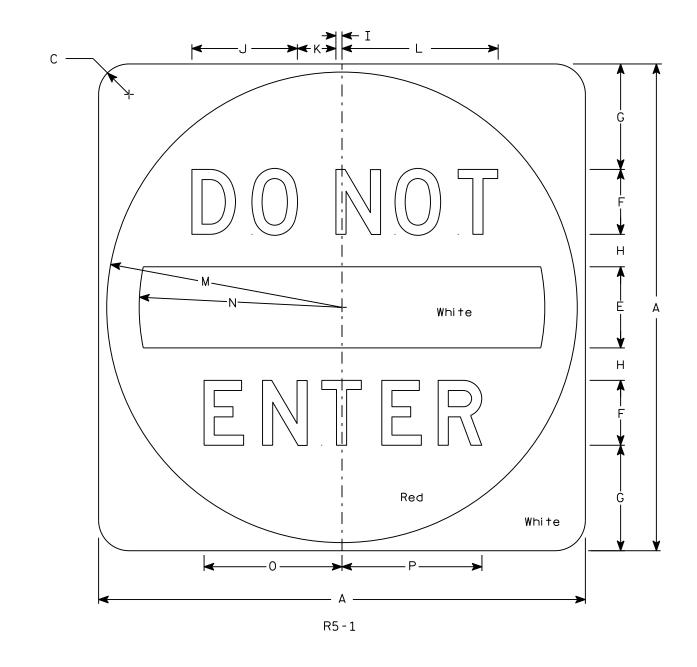
D→

HWY:

- 1. Sign is Type II Type H Reflective
- 2. Color:

Background - See detail Message - White

3. Message Series - D



SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	Q	R	S	Т	U	٧	W	Х	Υ	Z	Area sq. ft.
1																											
25	30		1 1/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 %	14 1/2	12 1/2	8 1/2	8 %											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 %	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 %	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 %	10 ¾											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 1/8											16.0

COUNTY:

STANDARD SIGN R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

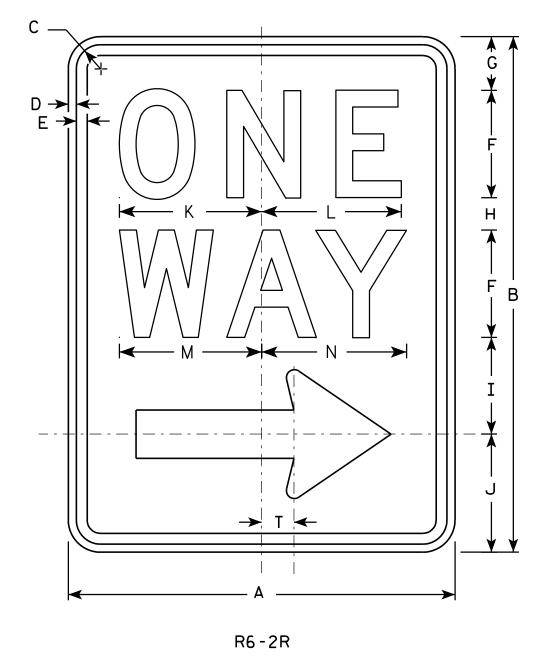
Matther & Rauch

DATE <u>3/15/18</u>

8 PLATE NO. R5-1.16
SHEET NO:

PLOT SCALE: 5.914594:1.000000

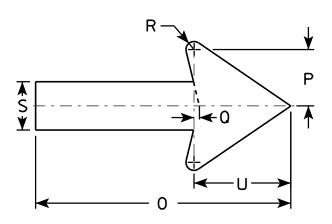
HWY:



- 1. Sign is Type II Type H Reflective reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:

Background - White Message - Black

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. R6-2L same as R6-2R except arrow points to the left.



SIZE	Α	В	С	D	Е	F	G	Η	I	J	K	L	М	N	0	Р	0	R	S	Т	J	٧	W	Х	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 ½	6 %	6 1/2	6 %	6 ¾	11 %	2 %	1/4	3∕8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 ½	7	8 1/8	8 1/8	8 1/2	8 %	16	3 ½	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 %	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 %	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 %	1/2	3/4	4 3/4	3	9					
4	36	48	1 %	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 ½	24	5 %	1/2	3/4	4 3/4	3	9					
5	·										·									·				·		
1																										

COUNTY:

STANDARD SIGN R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthe R Rauch

For State Traffic Engineer

DATE 11/2/10

PLATE NO. R6-2.8

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R62.DGN

HWY:

PROJECT NO:

PLOT DATE: 02-NOV-2010 15:25

PLOT NAME :

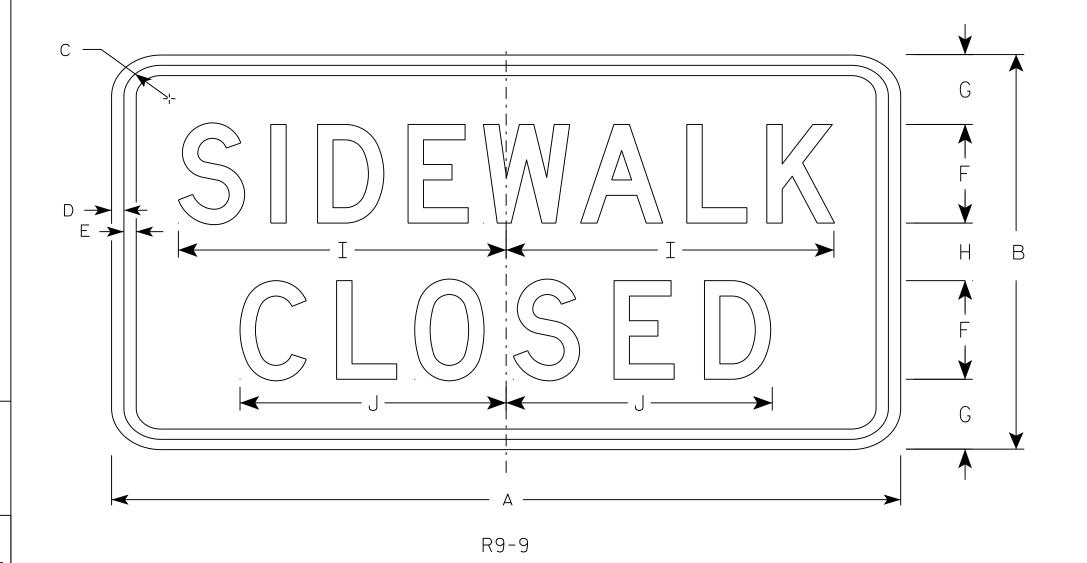
PLOT BY: ditjph

PLOT SCALE: 4.469282:1.000000

- 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 2S 24 1 3/4 1/2 2 1/8 1 3/4 10 1/2 12 3 8 1/8 2.0 24 1 3/4 1/2 2 1/8 1 3/4 8 1/8 12 10 2.0 1 3/4 3 1/2 30 18 1/2 1/2 3 | 12 1/2 | 10 1/4 3.75

COUNTY:

STANDARD SIGN R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

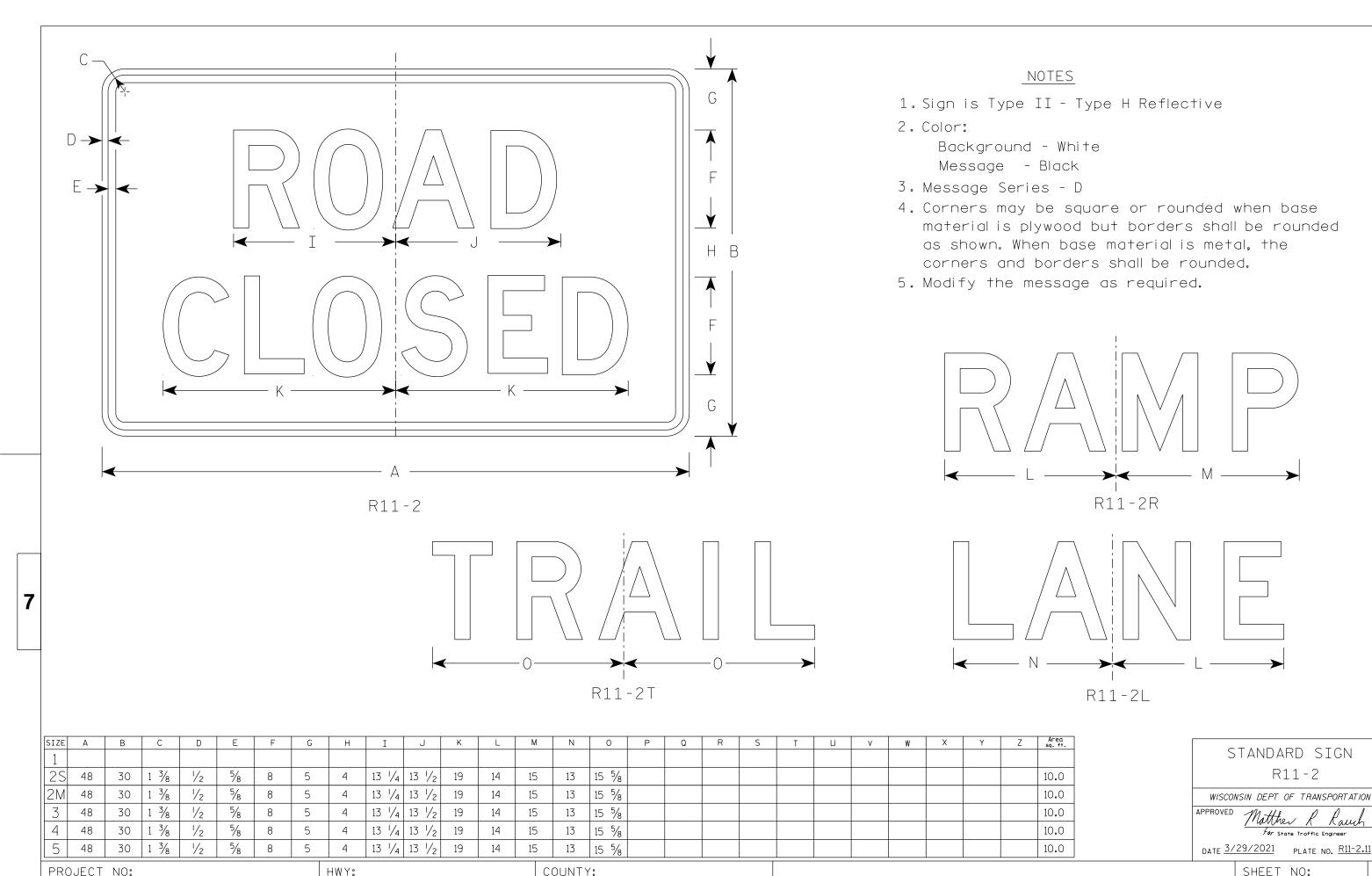
Marther R Ray

DATE <u>8/11/16</u>

SHEET NO: R9-9.6

Ε

HWY:



FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn

PLOT DATE: 29-MAR 2021 8:15

PLOT BY : dotc4c

PLOT NAME :

PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42

- 1. Sign is Type II Type F Reflective reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:

Background - Yellow Message - Black

3. Message Series - E

D K F G WID-1	

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	Х	Y	Z	Area sq. ft.
1	30			3/8	5/8	7	3 1/2	45°	12 3/8	7 1/8	3	1 1/2															4.91
2S	36			5/8	3/4	8	4	45°	14 3/8	8 %	4	2															7.07
2M	36			5/8	3/4	8	4	45°	14 3/8	8 %	4	2															7.07
3																											
4	48			3/4	1 1/4	10	5	45°	18 3/8	11 %	5	2 1/2															12.57
5																											

COUNTY:

STANDARD SIGN W10-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 3/13/13 State Traffic Engineer PLATE NO. W10-1.8

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W101.DGN

PROJECT NO:

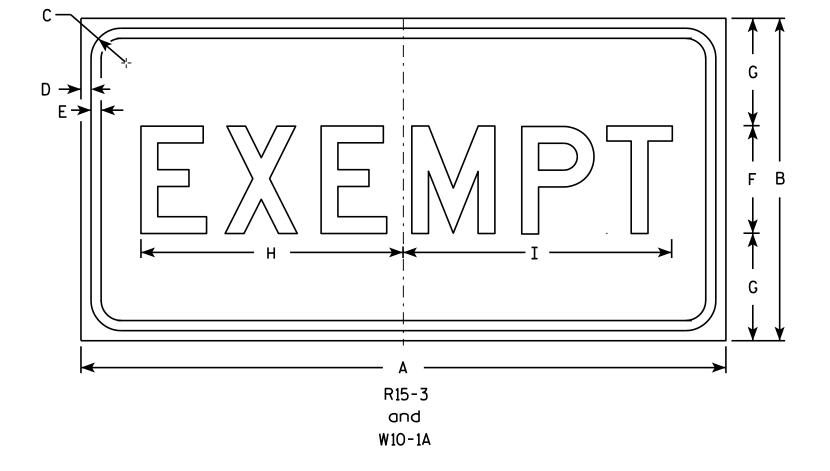
HWY:

PLOT DATE: 13-MAR-2013 11:06

PLOT BY : mscj9h

PLOT NAME :

PLOT SCALE: 6.946657:1.000000



- 1. Sign is Type II Type F Reflective reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:

Background - See Note 5 Message - Black

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Background R15-3 is White Type H Reflective W10-1A is Yellow.

G 7.75									-				N 1	l N					_	-	·	·				7	Area
SIZE	Α	В	L	ט	E	F	<u> </u>	Н	1	J	<u> </u>	<u> </u>	M	N	0	P .	0	R	3		U	V	W	_ ^	T		Area sq. ft.
1 1																											
 2S	24	12	1 1/8	3/8	3/8	4	4	9 3/4	10																		2
2M	24	12	1 1/8	3/8	3/8	4	4	9 3/4	10																		2
3																											
4																											
5																											

COUNTY:

STANDARD SIGN R15-3 & W10-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther K Rauch

For State Traffic Engineer
3/13/13 PLATE NO. R15-3.7

DATE 3/13/13

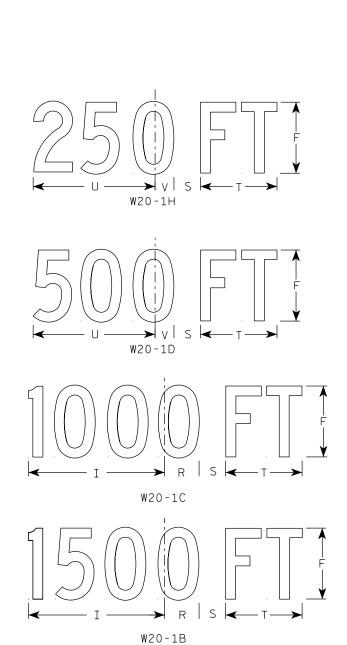
SHEET NO:

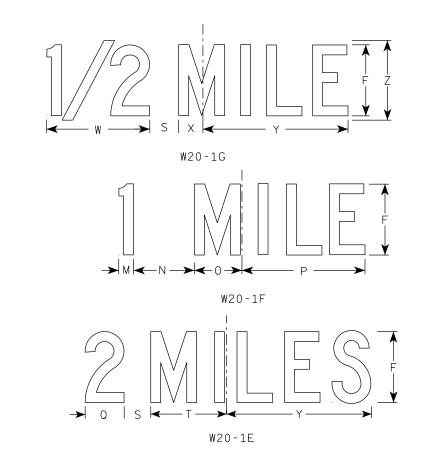
HWY:

- 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.





SIZE	А	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	٧	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 1/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 %	9	1 3/8	8	1 3/4	10 3/4	6	9.0
25	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	6 %	5 3/8	13 1/8	4 3/8	3 1/8	3	8 %	13 ¾	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 1/8	5 3/8	13 1/8	4 3/8	3 1/8	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	6 %	5 3/8	13 1/8	4 3/8	3 1/8	3	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 1/8	5 3/8	13 1/8	4 3/8	3 1/8	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	6 1/8	5 3/8	13 1/8	4 3/8	3 1/8	3	8 %	13 ¾	2 1/8	11 1/8	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 & Rauch

For State Traffic Engineer
DATE 3/25/2020 PLATE NO. W20-1.11

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN

PROJECT NO:

W20-1A

PLOT DATE: 25-MARCH-2020

PLOT BY : dotc4c

- 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. Allother copy is Series C.

500 FT

W20-5C

1500 FT



PLOT BY: mscj9h



									W20-	5A																	W 4	20-3F
SI	ZE	Α	В	С	D	E	F	G	Н	I	J	K	L	M	N	0	Р	0	R	S	T	U	V	W	Х	Y	Z	Area sq. ft.
	1	36	6	1 5/8	5/8	₹4	5	1 /8	2 1/2	13 1/8	10 ¾	9 1/2	14 1/4	13 %	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 %	10 1/8	2 1/2	1 3/4	8	9.0
2	?S	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 1/8	1 1/2	6	4 %	12	2 %	7 1/2	13 1/2	3 3/8	2 3/8	10 %	16.0
2	M	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 1/8	1 1/2	6	4 %	12	2 %	7 1/2	13 1/2	3 3/8	2 3/8	10 %	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 1/8	1 1/2	6	4 %	12	2 %	7 1/2	13 1/2	3 3/8	2 3/8	10 %	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 %	19	18 3/8	16	14 1/4	1 %	1 1/2	6	4 5/8	12	2 %	7 1/2	13 1/2	3 %	2 3/8	10 %	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 %	19	18 3/8	16	14 1/4	1 1/8	1 1/2	6	4 %	12	2 %	7 1/2	13 1/2	3 3/8	2 3/8	10 %	16.0

COUNTY:

STANDARD SIGN W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew & Rauch

For State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

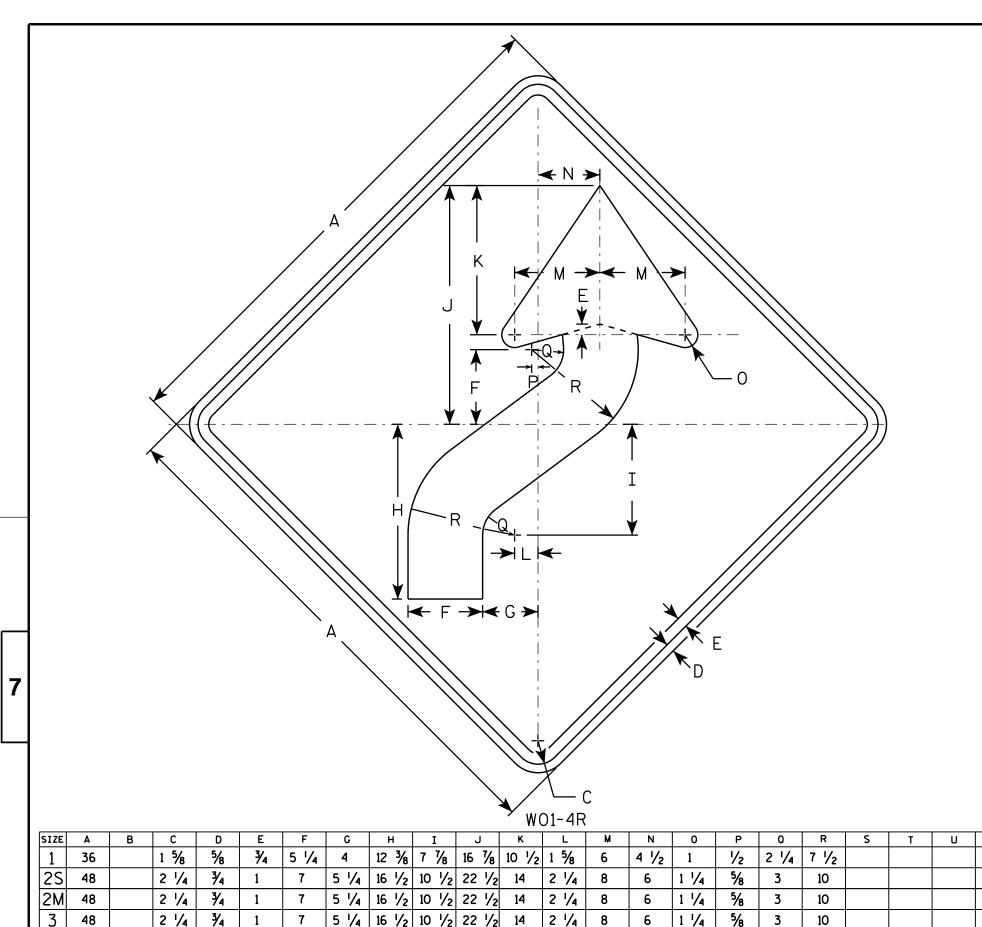
SHEET NO:

PROJECT NO:

HWY:

W20-56A

W20-55A



5 1/4 16 1/2 10 1/2 22 1/2 14

5 1/4 16 1/2 10 1/2 22 1/2 14

HWY:

2 1/4

2 1/4

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.

9.0 16.0 16.0 16.0 16.0 STANDARD SIGN W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch

For State Traffic Engineer

DATE <u>11/18/1</u>3

PLATE NO. WO1-4.1
SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN

48

48

PROJECT NO:

2 1/4 3/4

2 1/4 | 3/4

PLOT DATE : 28-FEB-2014 11:35

10

1 1/4

1 1/4

COUNTY:

5/8

PLOT NAME :

PLOT BY: mscj9h

PLOT SCALE: 6.755110:1.000000

- 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.

	G
	_ ¥ B
W01-6	₩

SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	M	N	0	Р	0	R	S	T	U	٧	W	Х	Y	Z	Areg 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 ¾													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 ¾													12.5

COUNTY:

STANDARD SIGN WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch
For State Traffic Engineer

For State Traffic Engineer

13 PLATE NO. <u>W01-6.1</u>

DATE <u>11/18/13</u>

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN

HWY:

PROJECT NO:

PLOT DATE : 28-FEB-2014 11:37

PLOT NAME :

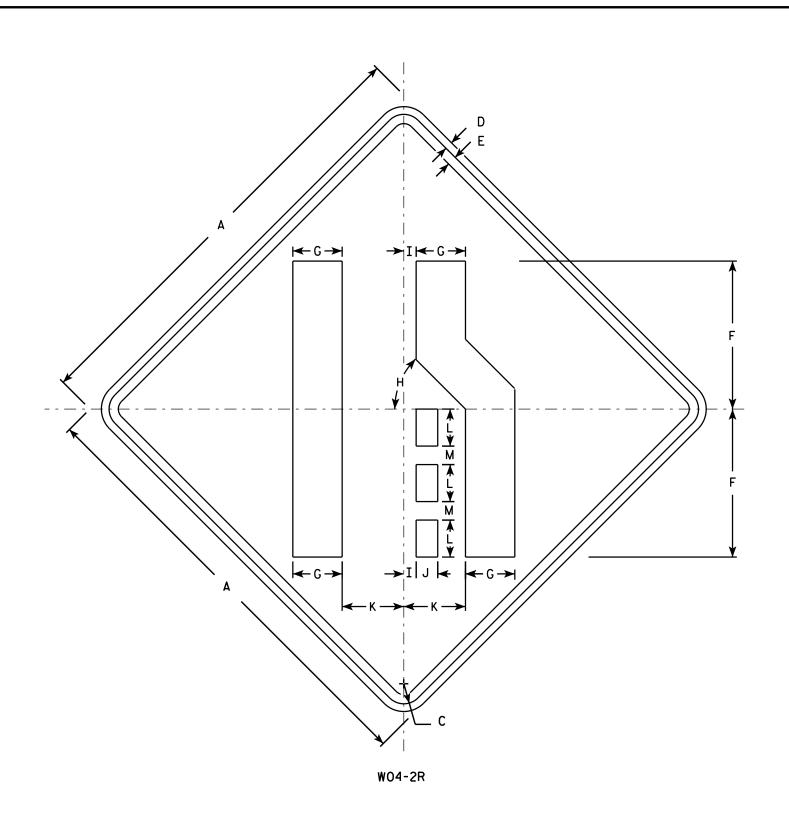
PLOT BY: mscj9h

PLOT SCALE: 5.837526:1.000000

- 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 symbolis reversed along the vertical centerline.



SIZE 1 % 5/8 3/4 12 45° 1 3/4 5 1 1/2 4 36 3 9.0 2S 2 1/4 5 3/8 45° 1 ¼ 2 ¾ 6 ¾ 3/4 48 16.0 45° 1 ¼ 2 ¾ 6 ¾ 2 1/4 3/4 5 3/8 48 2 16.0 2 1/4 3 48 3/4 5 % 45° | 1 1/4 | 2 3/8 | 6 3/4 2 16.0 2 1/4 3/4 5 3/8 45° | 1 1/4 | 2 3/8 | 6 3/4 48 2 16.0 5 2 1/4 3/4 5 3/8 45° | 1 1/4 | 2 3/8 | 6 3/4 48 2 16.0

STANDARD SIGN W04 - 2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

ForState Traffic Engineer

DATE 11/20/13 PLATE NO. <u>WO4-2.1</u>

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W042.DGN

PROJECT NO:

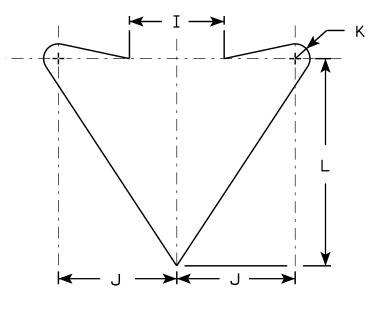
PLOT DATE: 20-NOV-2013 11:43

<u>NOTES</u>

- 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	Α	В	C	D	Ε	F	G	Н	I	J	К	L	M	N	0	Р	0	R	S	Т	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
25	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

COUNTY:

STANDARD SIGN W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

ED Matte D D I

DATE 11/20/13 PLATE NO. WO6-3.1

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W063.DGN

PROJECT NO:

 \leftarrow M \rightarrow

HWY:

W06-3

PLOT DATE: 20-NOV-2013 12:14

PLOT NAME :

PLOT SCALE: 6.080757:1.000000

WISDOT/CADDS SHEET 42

PLOT BY: mscsja PLOT

7

			<u>L</u>	SH 14 WB -	STAGE 2								<u>S</u>	IMS PLACE -	STAGE 3				
	ı	<u>CUT</u>		<u>E</u>	<u>ILL</u>	I	CUMULATIVE		1		1	<u>CUT</u>		<u>F</u> 1	<u>ILL</u>	I	CUMULATIVE		I
			REUSABLE				REUSABLE		NET				REUSABLE				REUSABLE		NET
	AREA	VOLUME	VOLUME	AREA	VOLUME	CUT	CUT	FILL	VOLUME		AREA	VOLUME	VOLUME	AREA	VOLUME	CUT	CUT	FILL (CLL VC)	VOLUME
STATION	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	STATION	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	(CU. YD.)
45+23.96	34.80									49+00.00	0.00								
45+50.00	32.82	32.60	32.60	0.00	0.00	32.60	32.60	0.00	32.60	49+19.00	16.43	5.78	5.78	0.00	0.00	5.78	5.78	0.00	5.78
46+00.00	32.63	60.60	60.60	0.38	0.35	93.20	93.20	0.35	92.85	49+25.00	26.12	4.73	4.73	0.00	0.00	10.51	10.51	0.00	10.51
46+50.00	44.28	71.21	71.21	0.00	0.36	164.41	164.41	0.71	163.70	49+30.00	22.31	4.48	4.48	0.00	0.00	14.99	14.99	0.00	14.99
47+00.00	58.47	95.14	95.14	0.00	0.00	259.55	259.55	0.71	258.84	49+40.00	42.24	11.95	11.95	0.00	0.00	26.94	26.94	0.00	26.94
47+50.00	63.67	113.10	113.10	0.00	0.00	372.65	372.65	0.71	371.94	49+50.00	42.00	15.60	15.60	0.00	0.00	42.54	42.54	0.00	42.54
47+91.00	65.02	97.71	97.71	0.00	0.00	470.36	470.36	0.71	469.65	49+60.00	24.18	12.25	12.25	0.00	0.00	54.79	54.79	0.00	54.79
48+00.00	63.73	21.46	21.46	0.00	0.00	491.82	491.82	0.71	491.11					ICII 14 ED G	TACE 4				
48+50.00	56.34	111.18	111.18	0.00	0.00	603.00	603.00	0.71	602.29				<u> </u>	<u>JSH 14 EB - S</u>	HAGE 4				
48+57.00	54.26	14.34	14.34	0.00	0.00	617.34	617.34	0.71	616.63			<u>CUT</u>		<u>F</u>	<u>ILL</u>		CUMULATIVE		
49+00.00	43.67	77.98	77.98	0.00	0.00	695.32	695.32	0.71	694.61				REUSABLE				REUSABLE		NET
49+36.00	49.95	62.41	62.41	0.00	0.00	757.73	757.73	0.71	757.02		AREA	VOLUME	VOLUME	AREA	VOLUME	CUT	CUT	FILL	VOLUME
49+50.00	51.11	26.20	26.20	0.00	0.00	783.93	783.93	0.71	783.22	STATION	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	(CU. YD.)
50+00.00	44.60	88.62	88.62	0.11	0.10	872.55	872.55	0.81	871.74	44+84.35	6.19	(60.15.)	(60. 15.,	(30.11.)	(60. 15.)	(60. 15.)	(60. 15.)	(60. 15.)	(60. 15.)
50+50.00	48.11	85.84	85.84	0.13	0.23	958.39	958.39	1.04	957.35	45+00.00	6.08	1.78	1.78	0.00	0.00	1.78	1.78	0.00	1.78
50+64.62	53.25	93.85	93.85	0.33	0.43	1052.24	1052.24	1.47	1050.77	45+50.00	28.54	15.98	15.98	0.00	0.00	17.76	17.76	0.00	17.76
										45+80.49	28.11	15.92	15.92	0.00	0.00	33.67	33.67	0.00	33.67
										46+00.00	32.22	10.85	10.85	0.00	0.00	44.52	44.52	0.00	44.52
										46+50.00	53.26	39.45	39.45	0.00	0.00	83.96	83.96	0.00	83.96
										47+00.00	61.63	59.45 52.27	59.45 52.27	0.00	0.00	136.23	136.23	0.00	136.23
										47+50.00 47+50.00	52.56	52.27	52.27	0.00	0.00	188.35	188.35	0.00	188.35
										48+00.00	32.56 37.57	52.12 41.88	41.88	0.00	0.00	230.23	230.23	0.00	230.23
										40+00.00	37.37	41.00	41.00	0.00	0.00	230.23	230.23	0.00	230.23

<u>USH 14 EB - STAGE 3</u>

			2	J311 14 LB - 3	HAGE 5									CII 4 4 M/D	CTA CE 4				
		<u>CUT</u>		<u>FI</u>	<u>LL</u>		CUMULATIVE						<u>U</u>	SH 14 WB - :	STAGE 4				
			REUSABLE				REUSABLE		NET			<u>CUT</u>		<u>F</u> I	<u>ILL</u>		CUMULATIVE	:	
	AREA	VOLUME	VOLUME	AREA	VOLUME	CUT	CUT	FILL	VOLUME				REUSABLE				REUSABLE	'	NET
STATION	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	(CU. YD.)		AREA	VOLUME	VOLUME	AREA	VOLUME	CUT	CUT	FILL	VOLUME
44+50.00	0.00									STATION	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	(CU. YD.)
44+84.35	40.35	9.61	9.61	2.46	0.59	9.61	9.61	0.59	9.02	44+84.35	6.19							ı	
45+00.00	37.26	18.93	18.93	8.74	3.24	28.54	28.54	3.83	24.71	45+00.00	6.08	1.78	1.78	0.00	0.00	1.78	1.78	0.00	1.78
45+50.00	53.01	51.63	51.63	0.00	8.09	80.17	80.17	11.92	68.25	45+50.00	28.54	15.98	15.98	0.00	0.00	17.76	17.76	0.00	17.76
45+80.49	54.42	28.82	28.82	0.00	0.00	108.99	108.99	11.92	97.07	45+80.49	28.11	15.92	15.92	0.00	0.00	33.67	33.67	0.00	33.67
46+00.00	61.98	20.37	20.37	0.00	0.00	129.36	129.36	11.92	117.44	46+00.00	32.22	10.85	10.85	0.00	0.00	44.52	44.52	0.00	44.52
46+50.00	102.01	72.95	72.95	0.00	0.00	202.31	202.31	11.92	190.39	46+50.00	53.26	39.45	39.45	0.00	0.00	83.96	83.96	0.00	83.96
47+00.00	117.91	99.09	99.09	0.00	0.00	301.40	301.40	11.92	289.48	47+00.00	61.63	52.27	52.27	0.00	0.00	136.23	136.23	0.00	136.23
47+50.00	114.60	111.04	111.04	0.00	0.00	412.44	412.44	11.92	400.52	47+50.00	52.56	52.12	52.12	0.00	0.00	188.35	188.35	0.00	188.35
48+00.00	97.59	112.72	112.72	0.00	0.00	525.16	525.16	11.92	513.24	48+00.00	37.57	41.88	41.88	0.00	0.00	230.23	230.23	0.00	230.23
48+50.00	70.28	97.85	97.85	0.14	0.13	623.01	623.01	12.05	610.96	48+50.00	23.79	28.80	28.80	0.00	0.00	259.02	259.02	0.00	259.02
49+00.00	63.21	81.90	81.90	0.44	0.54	704.91	704.91	12.59	692.32	49+00.00	21.24	20.85	20.85	0.00	0.00	279.87	279.87	0.00	279.87
49+50.00	63.10	81.06	81.06	0.00	0.40	785.97	785.97	12.99	772.98	49+50.00	17.53	17.95	17.95	0.00	0.00	297.82	297.82	0.00	297.82
50+00.00	83.57	103.38	103.38	0.00	0.00	889.35	889.35	12.99	876.36	50+00.00	17.50	16.22	16.22	0.00	0.00	314.04	314.04	0.00	314.04
50+50.00	106.15	143.35	143.35	0.00	0.00	1032.70	1032.70	12.99	1019.71	50+50.00	17.41	16.16	16.16	0.00	0.00	330.20	330.20	0.00	330.20
50+66.80	108.21	162.94	162.94	0.00	0.00	1195.64	1195.64	12.99	1182.65	50+64.62	20.98	17.77	17.77	0.00	0.00	347.97	347.97	0.00	347.97

48+50.00

49+00.00

49+50.00

50+00.00

50+50.00

50+66.80

23.79

21.24

17.53

17.50

17.41

20.98

28.80

20.85

17.95

16.22

16.16

17.77

28.80

20.85

17.95

16.22

16.16

17.77

0.00

0.00

0.00

0.00

0.00

0.00

0.00

0.00

0.00

0.00

0.00

0.00

259.02

279.87

297.82

314.04

330.20

347.97

259.02

279.87

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347.97

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259.02

279.87

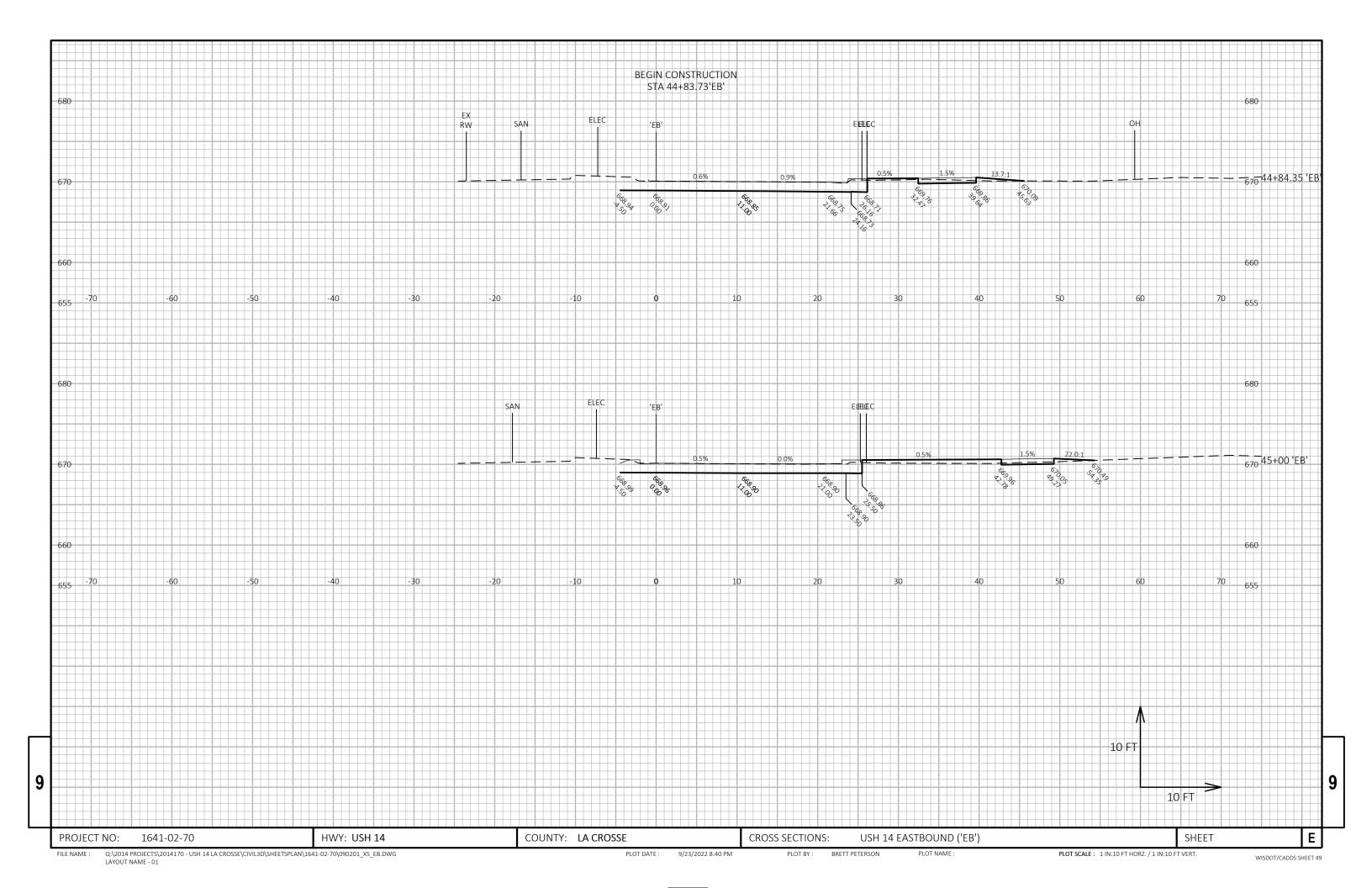
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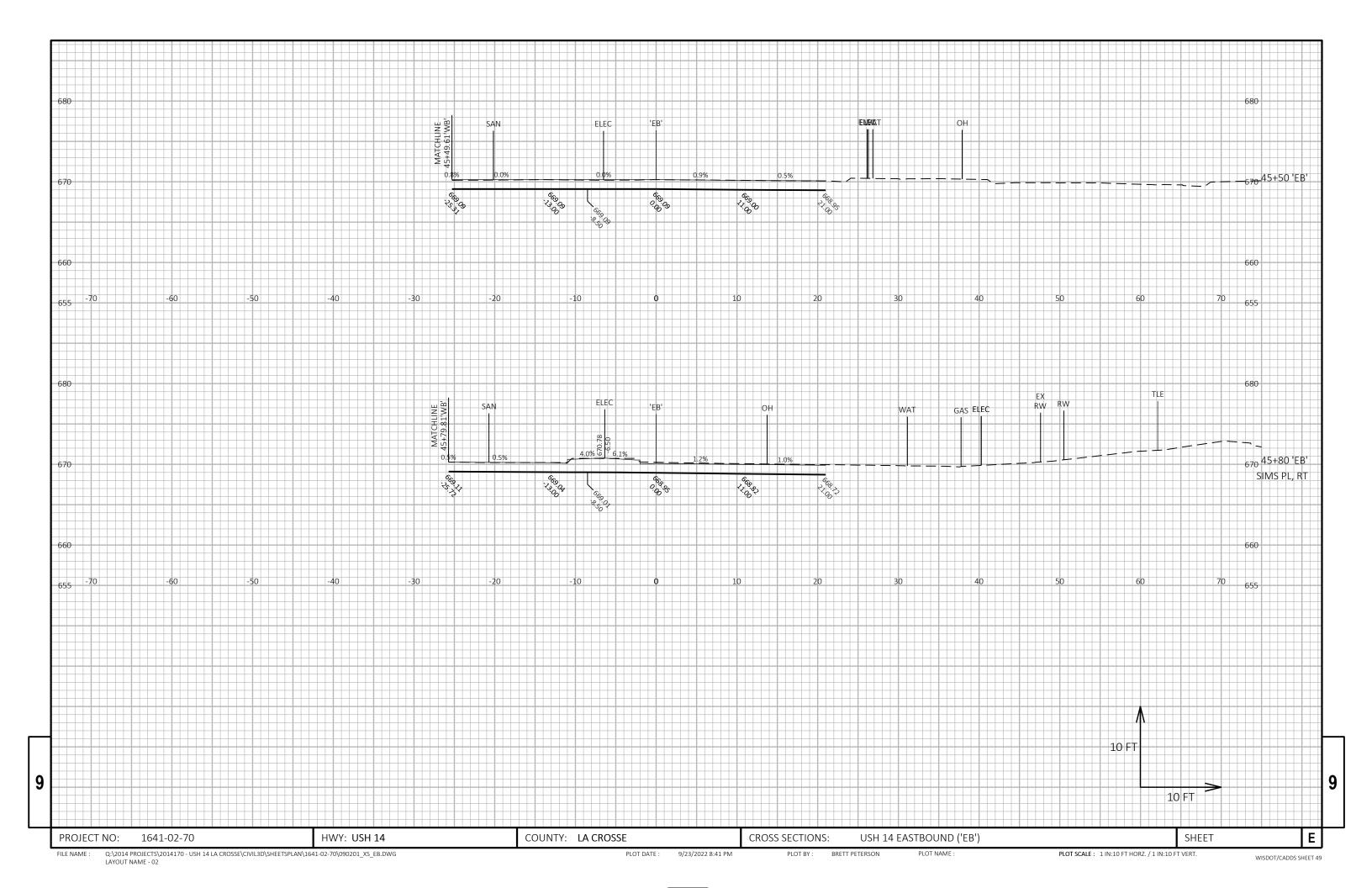
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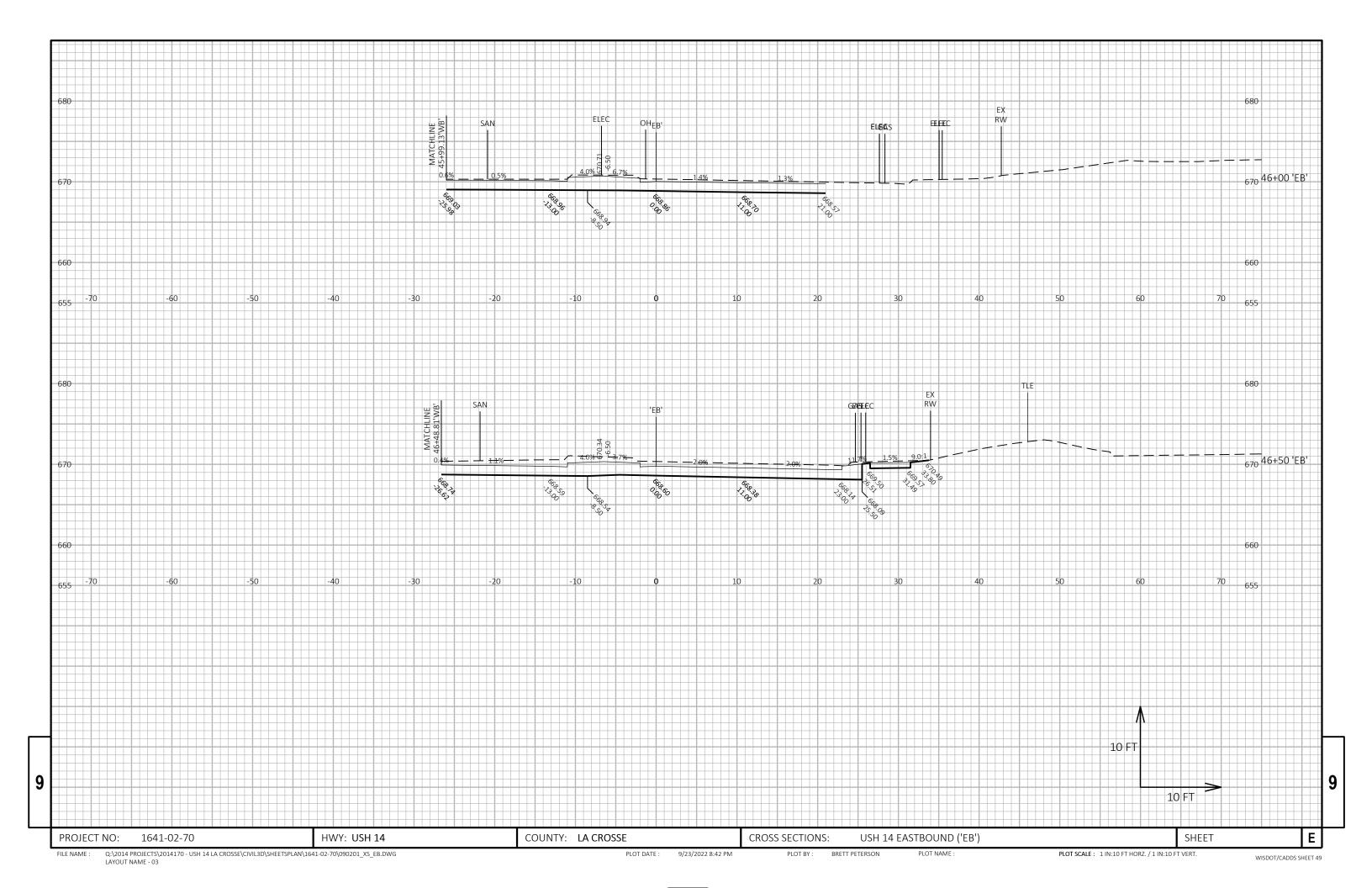
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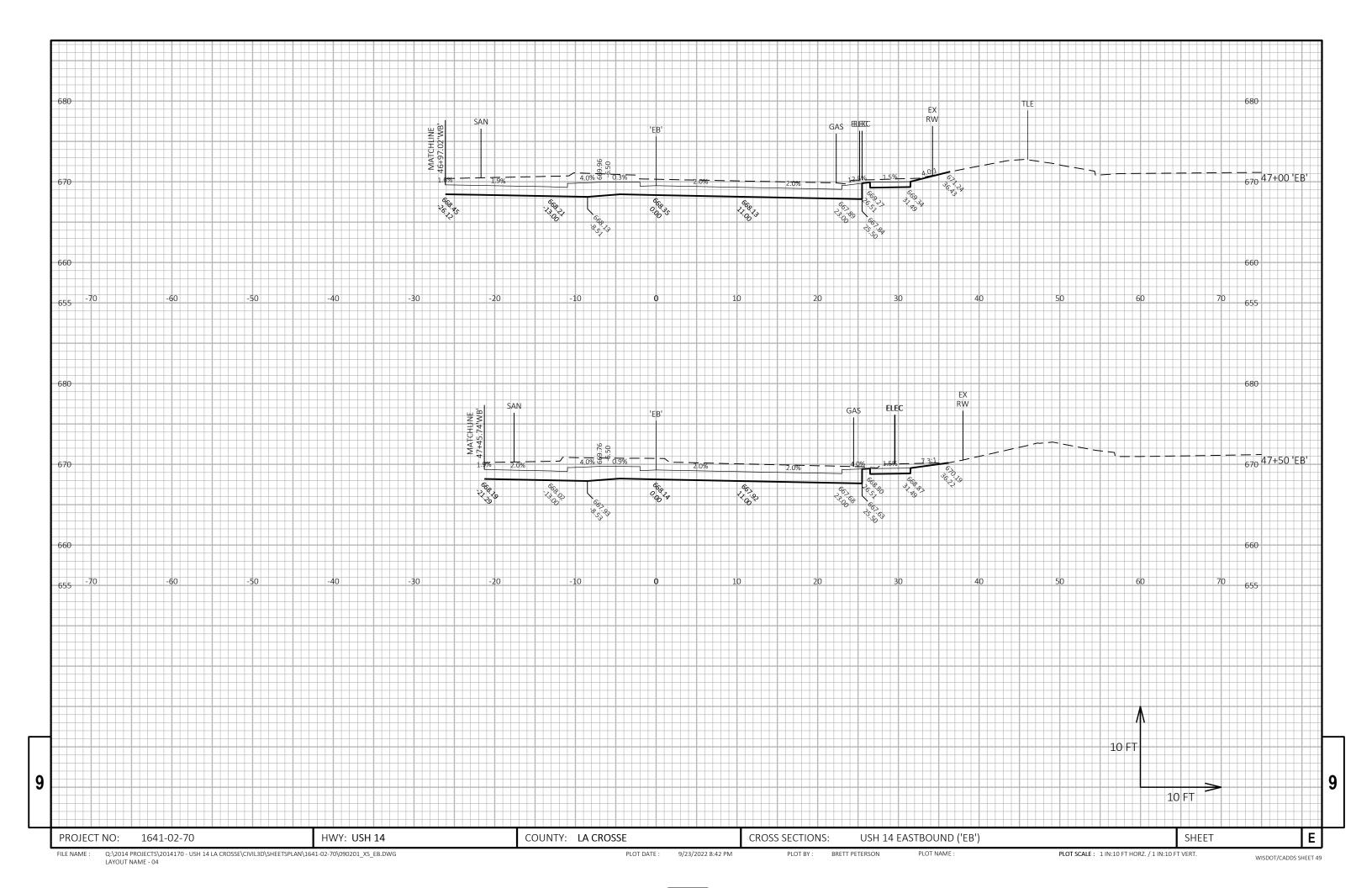
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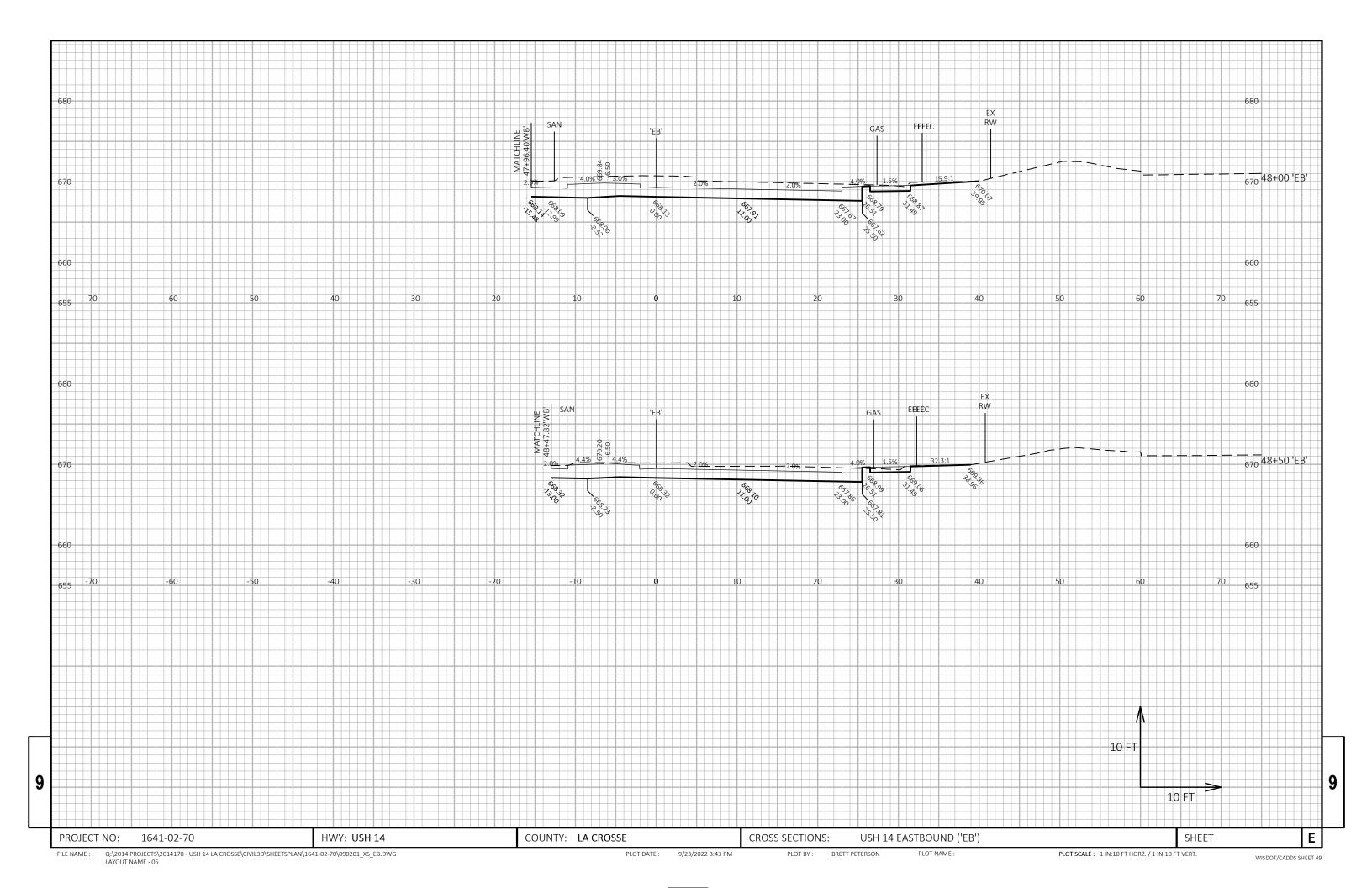
COUNTY: LA CROSSE SHEET Ε PROJECT NO: 1641-02-70 HWY: USH 14 EARTHWORK DATA PLOT SCALE : 1" = 1' FILE NAME : PLOT NAME :

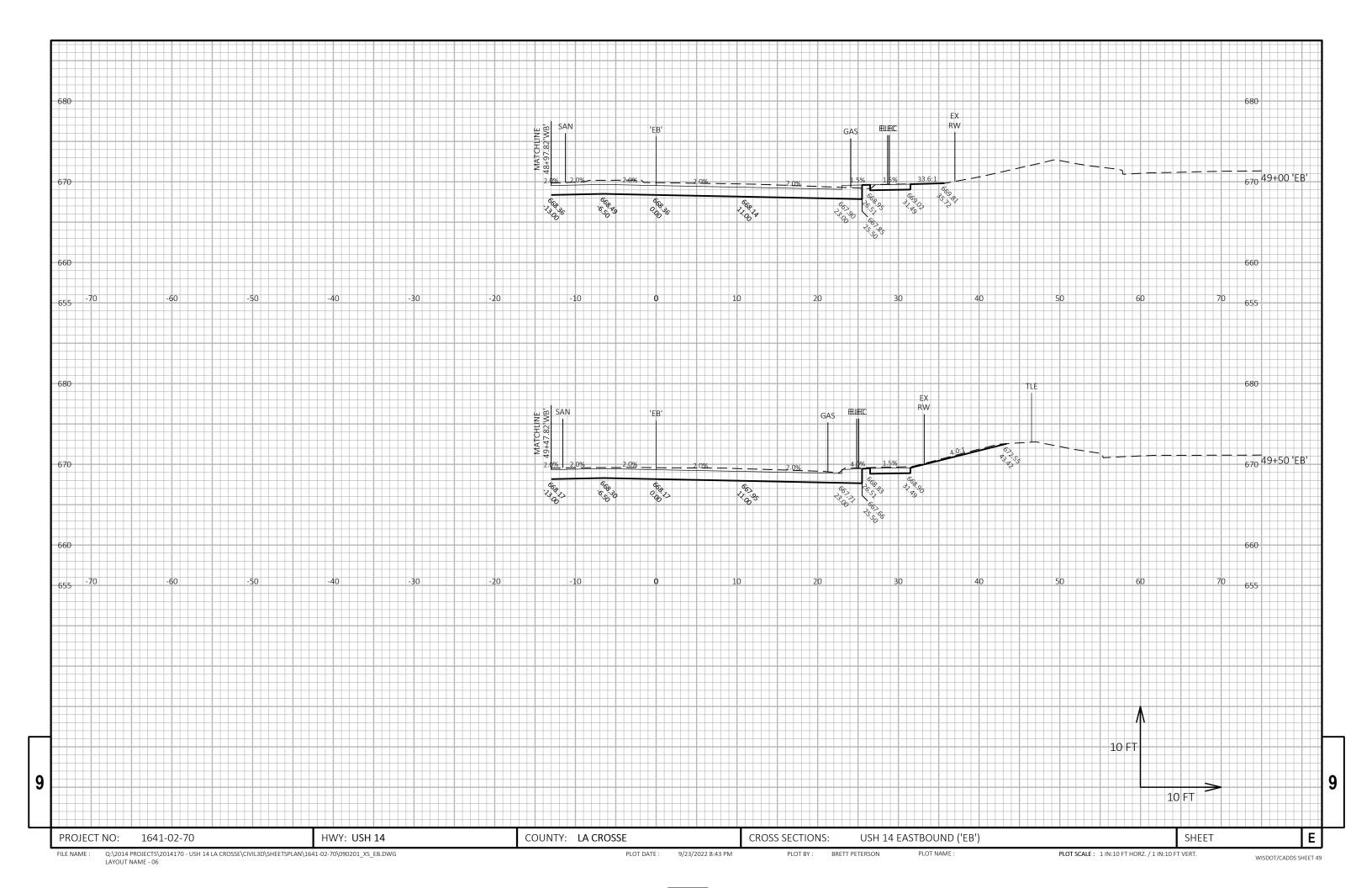


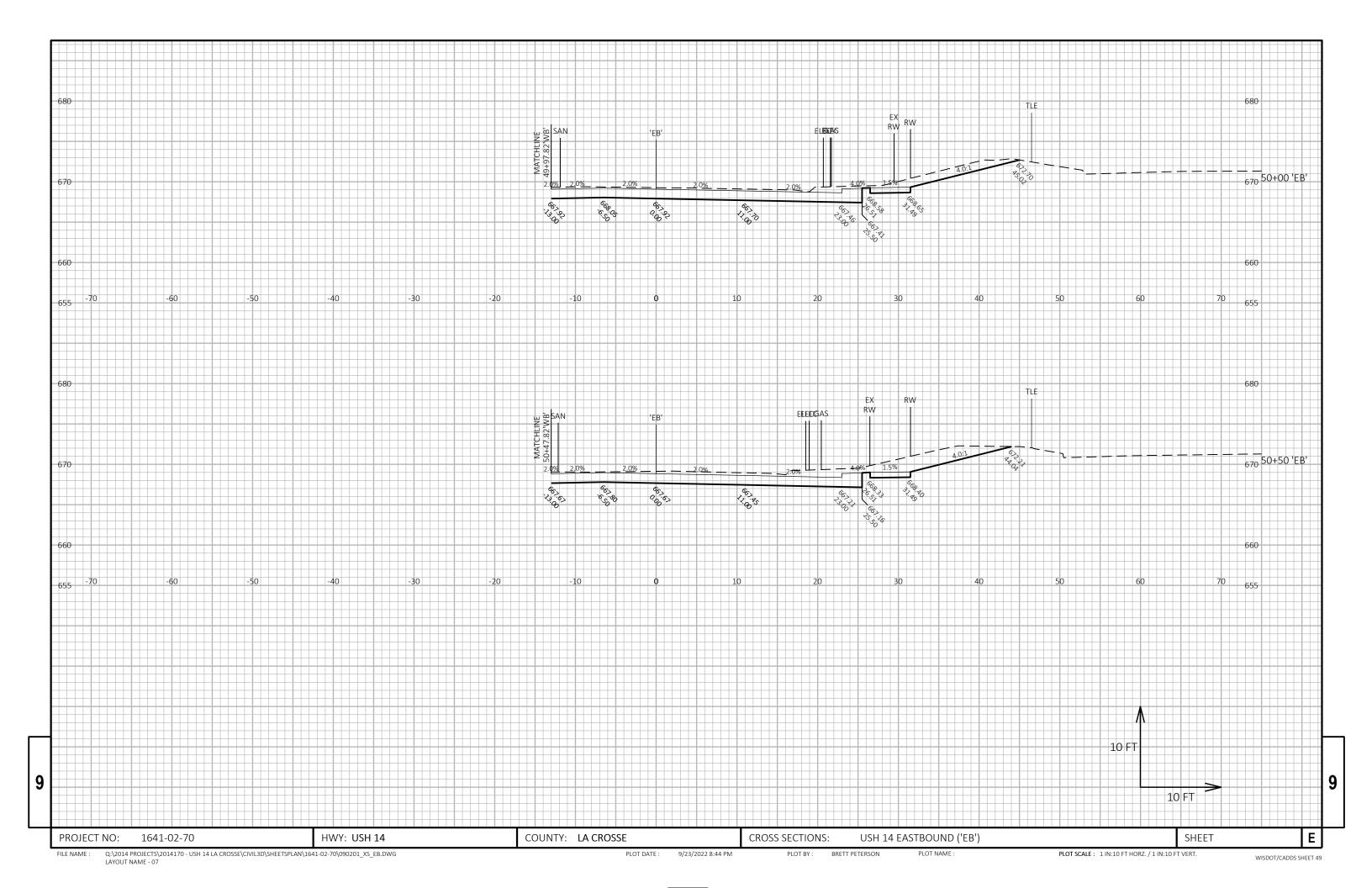


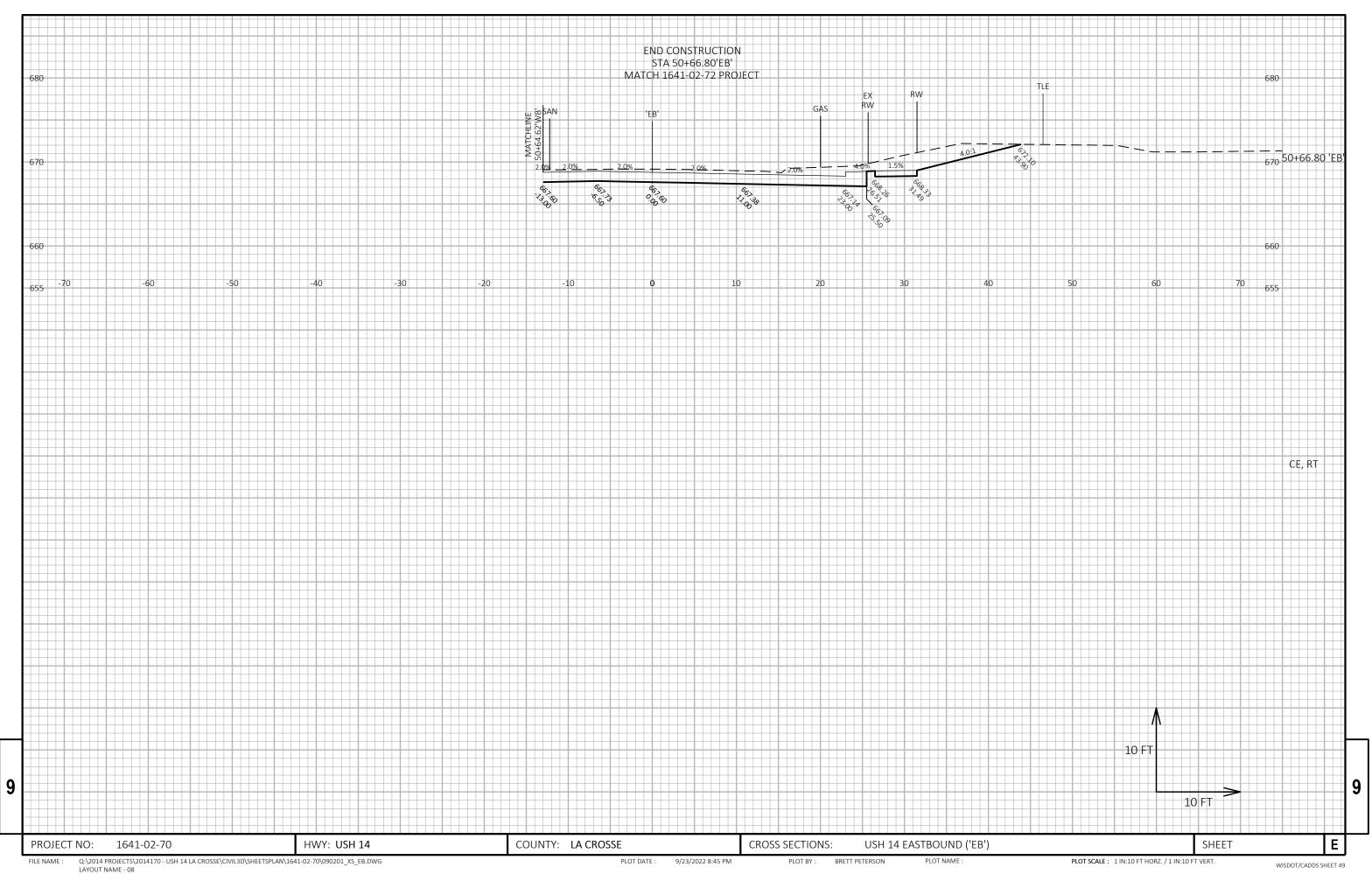


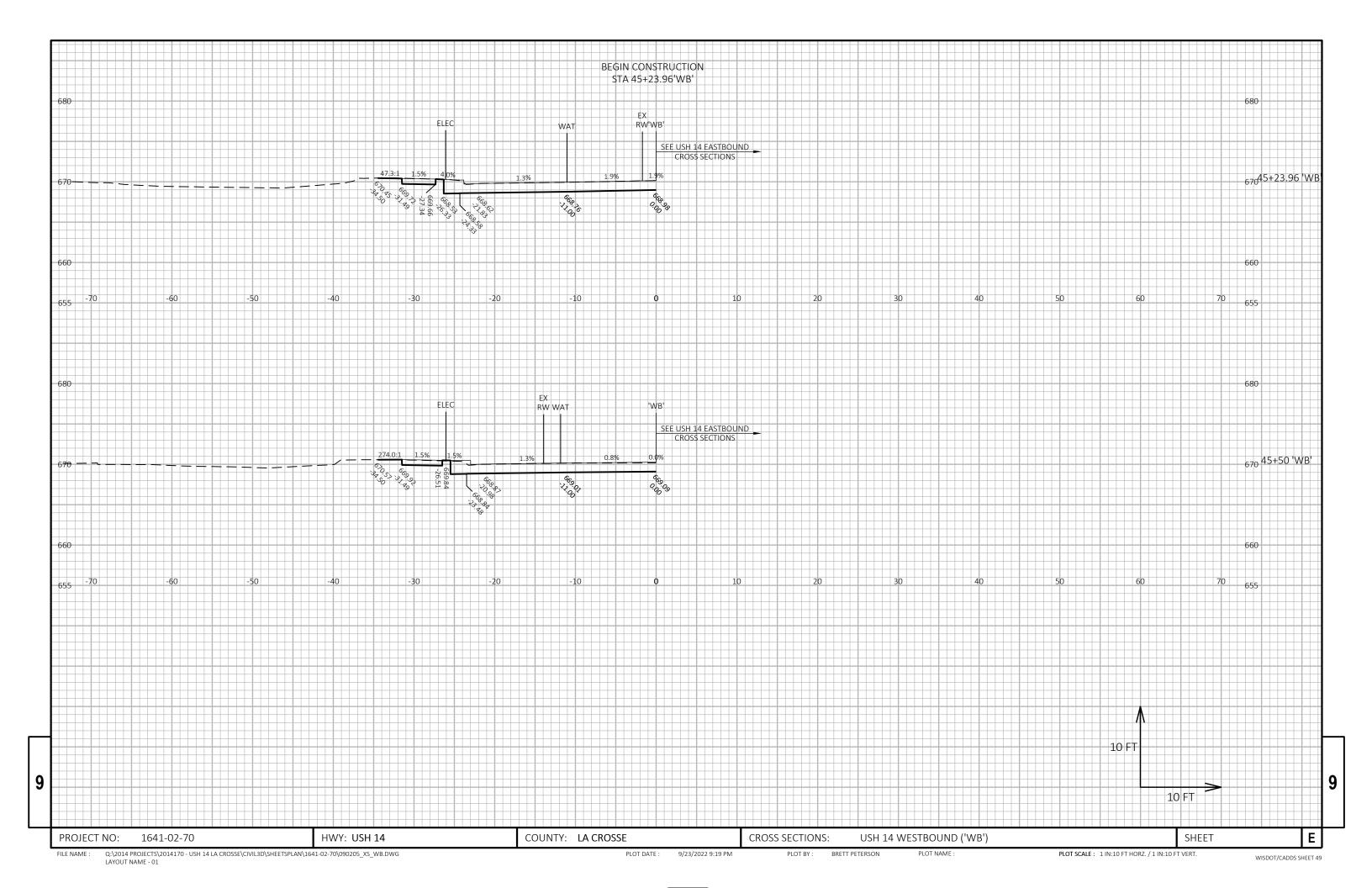


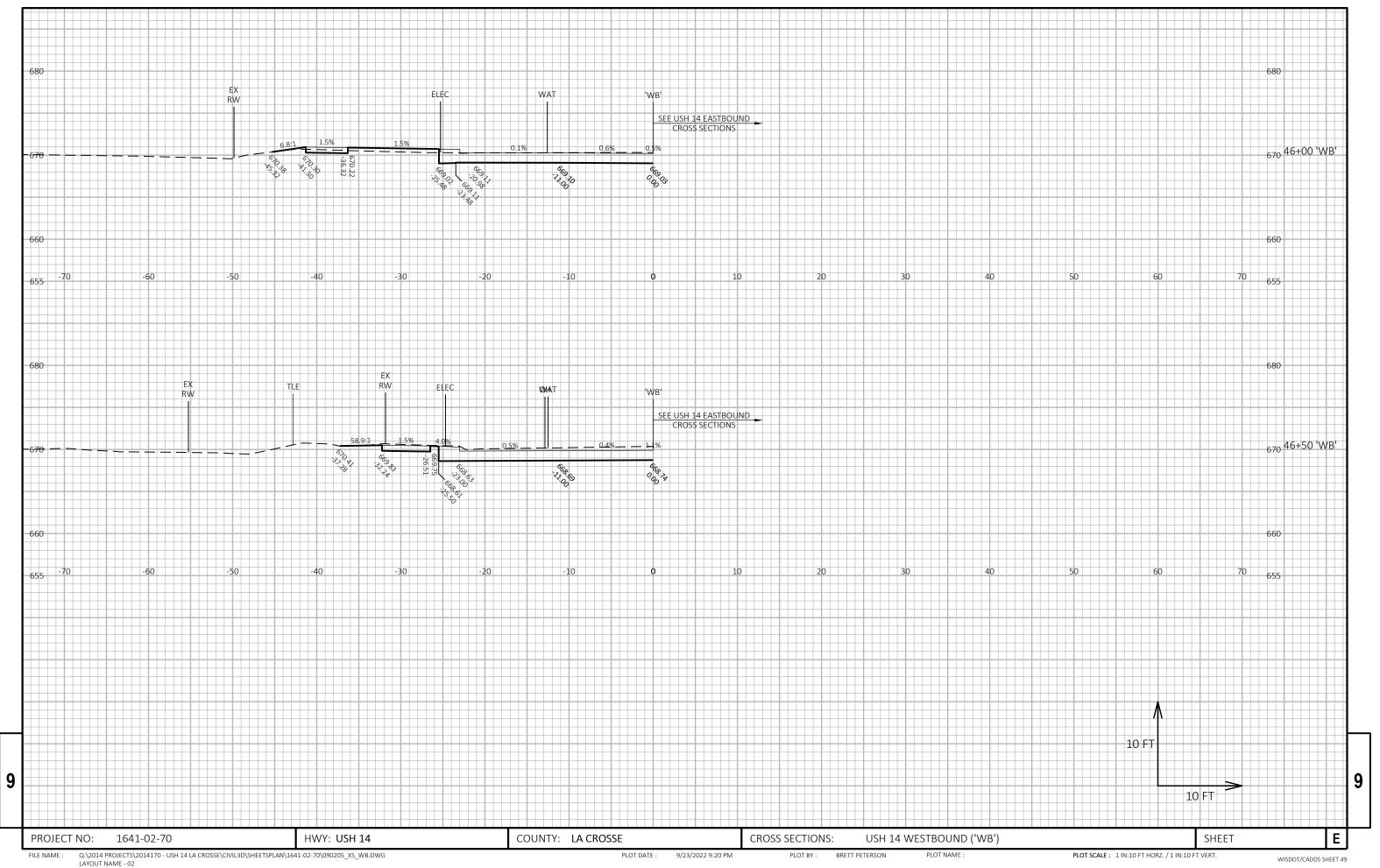


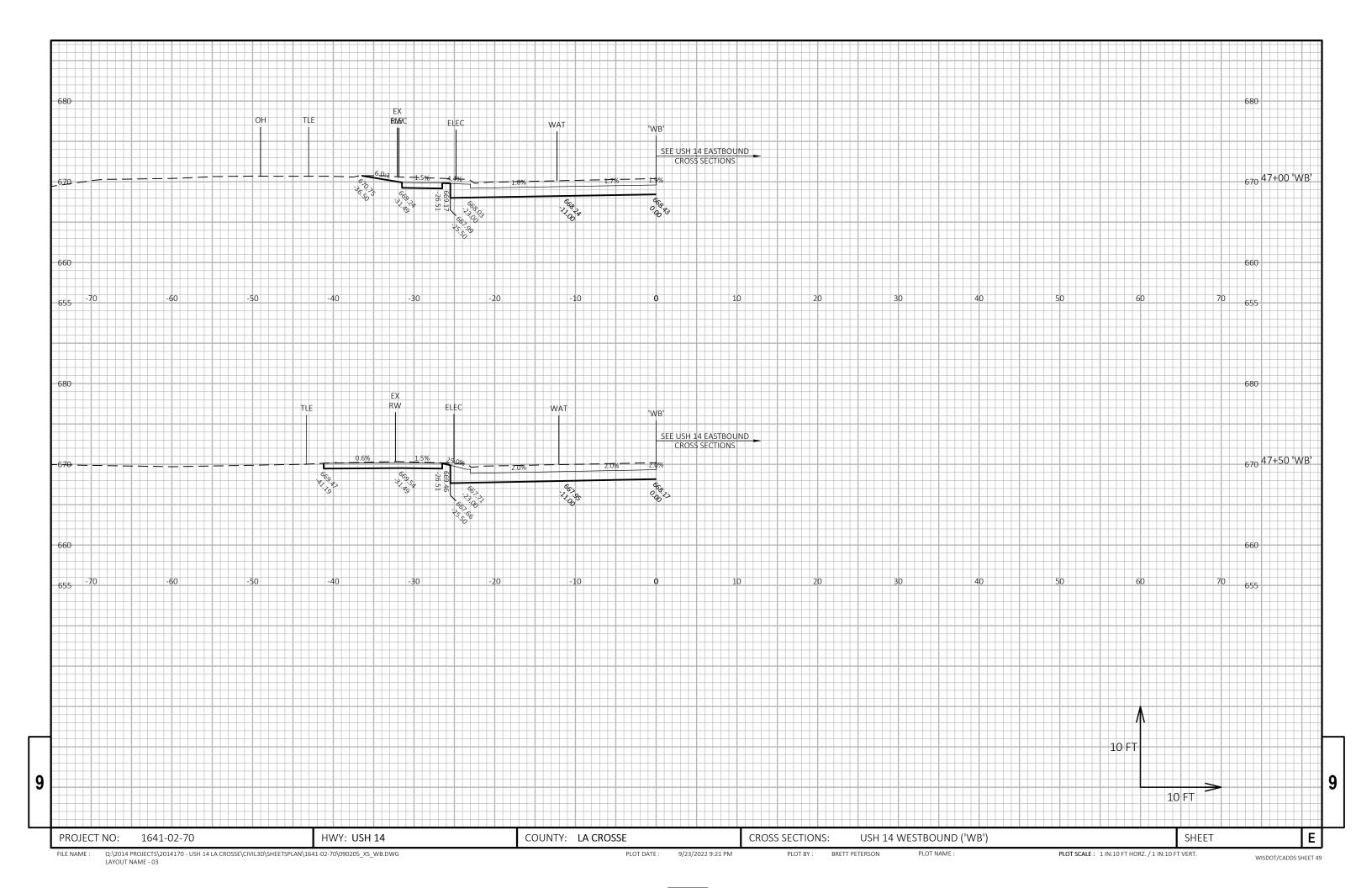


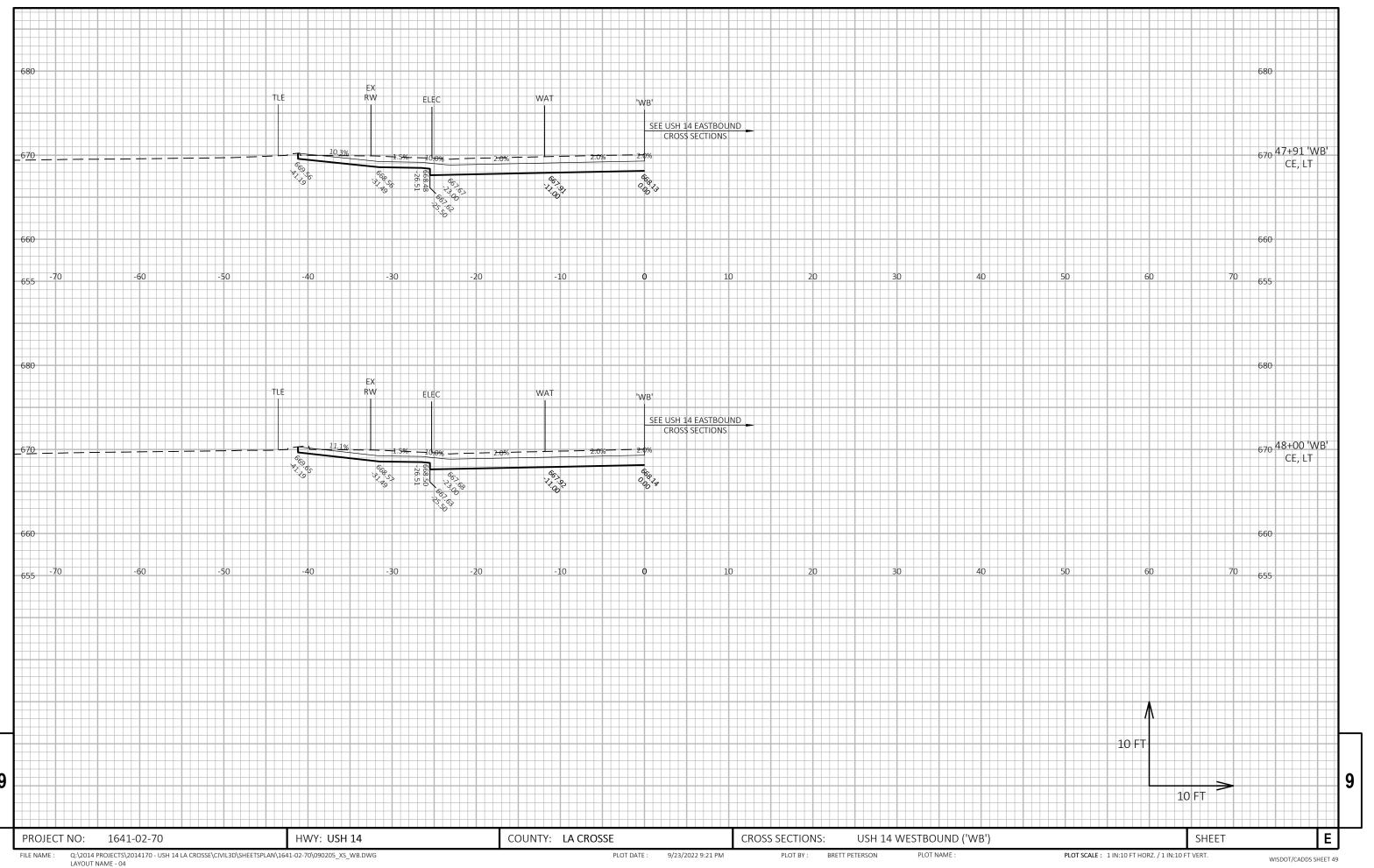


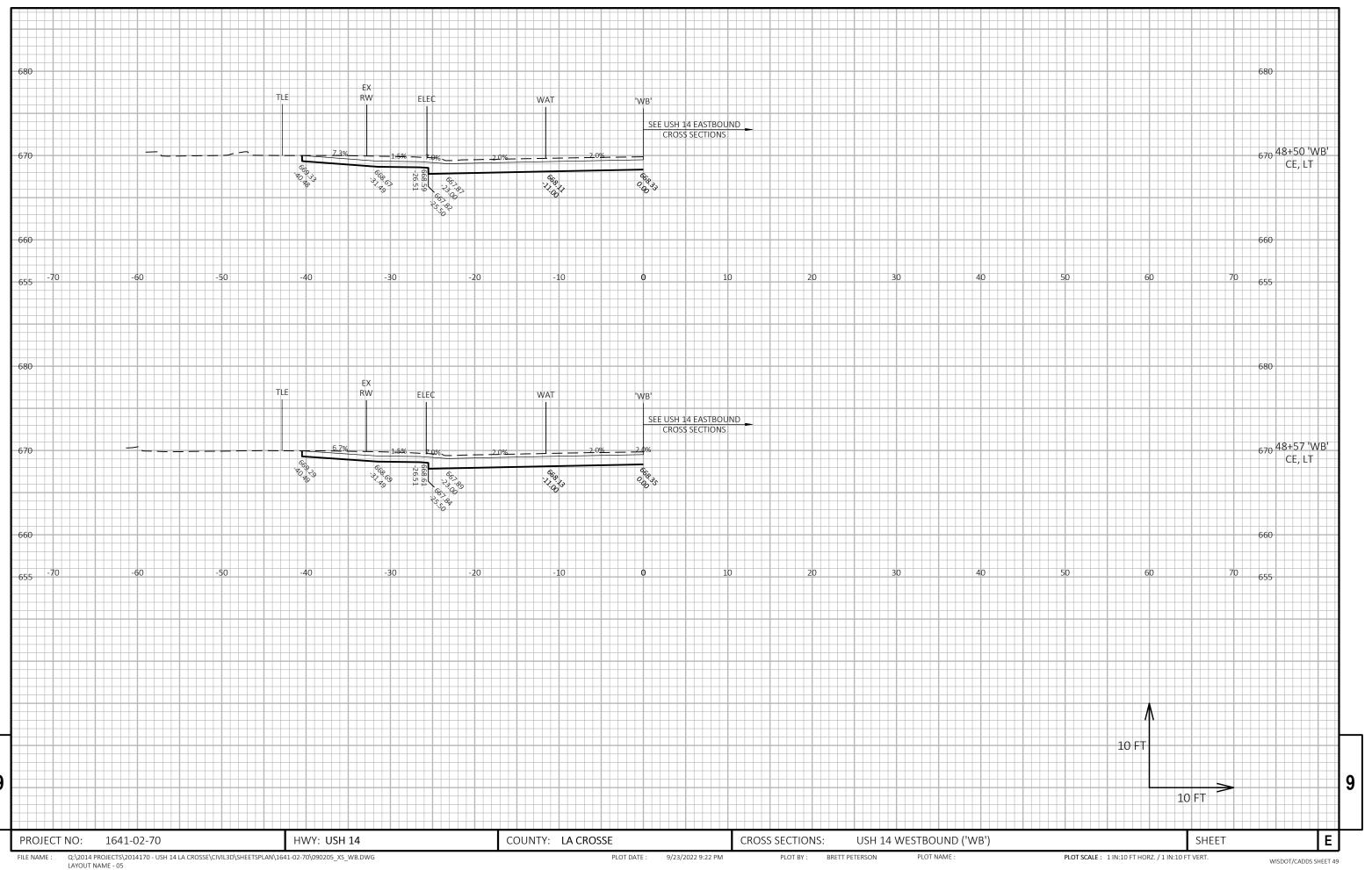


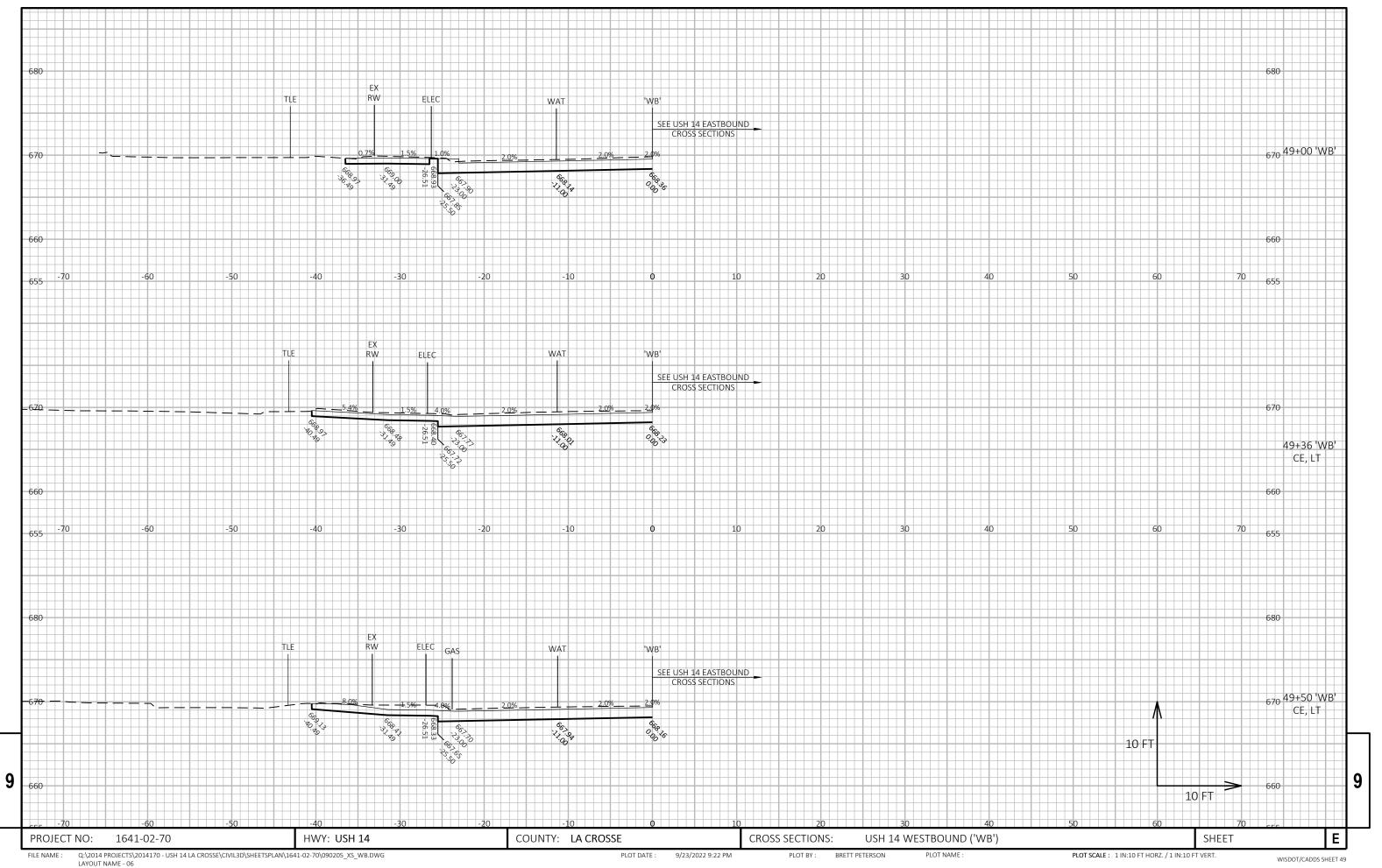


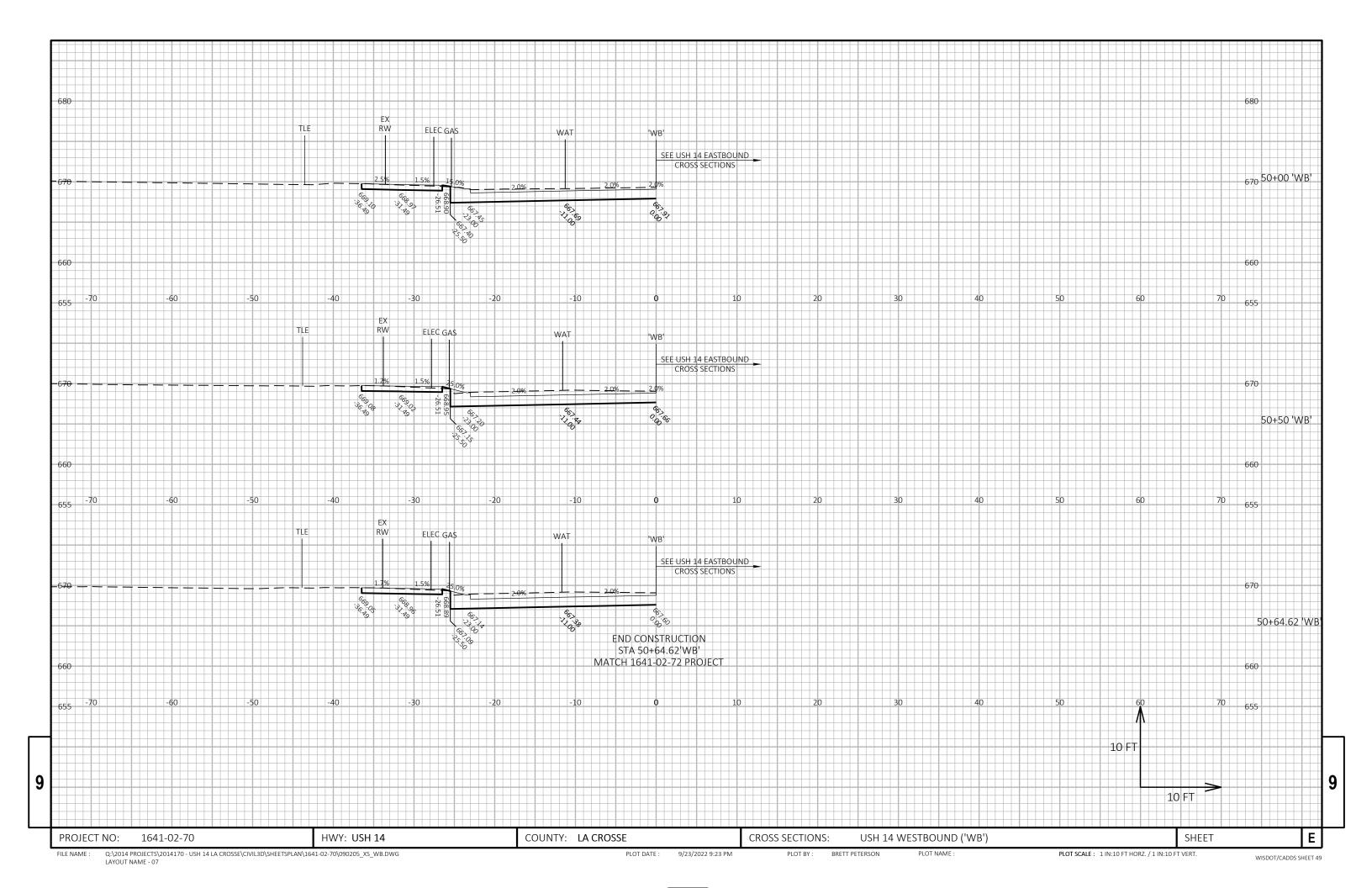


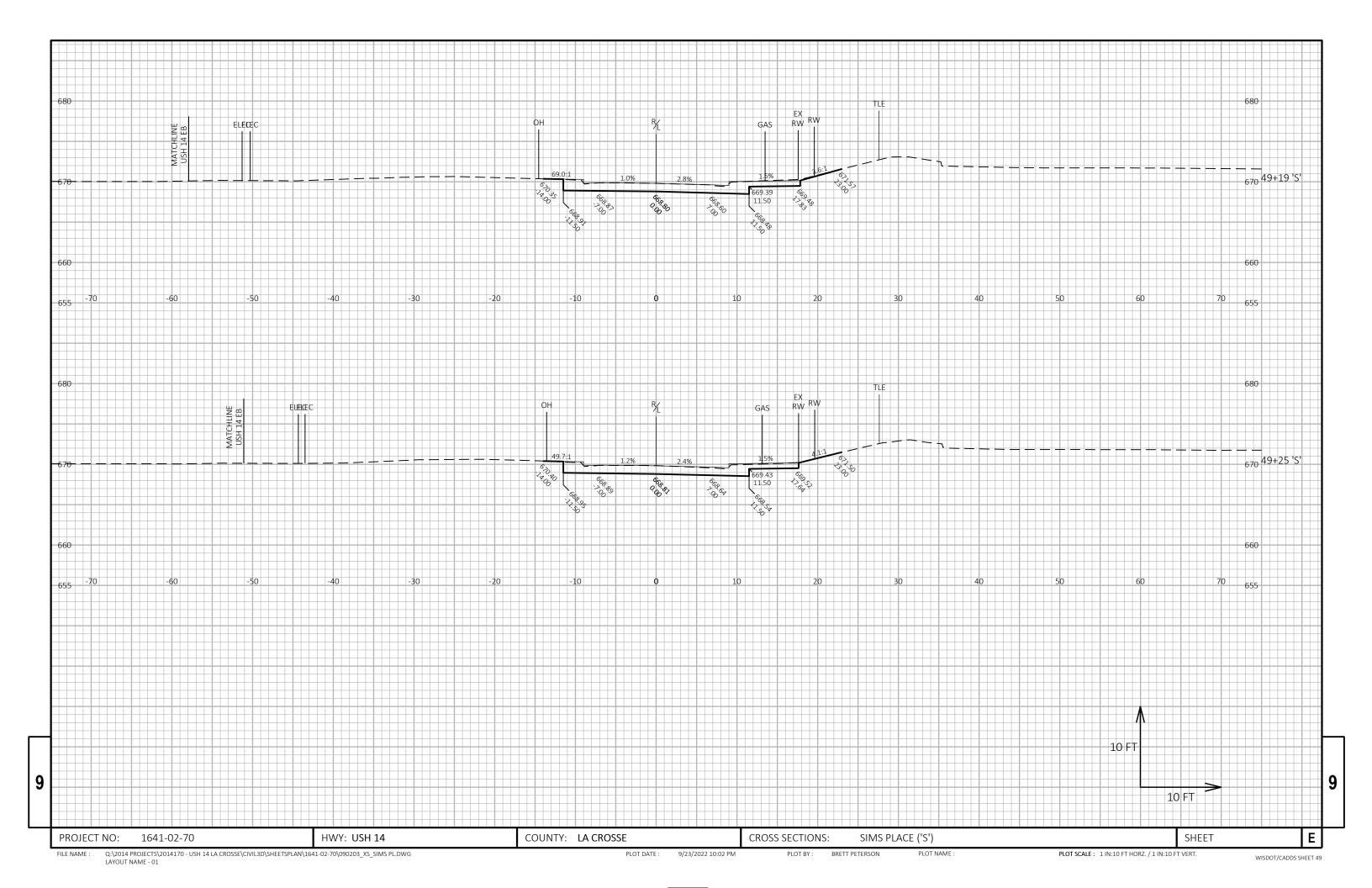


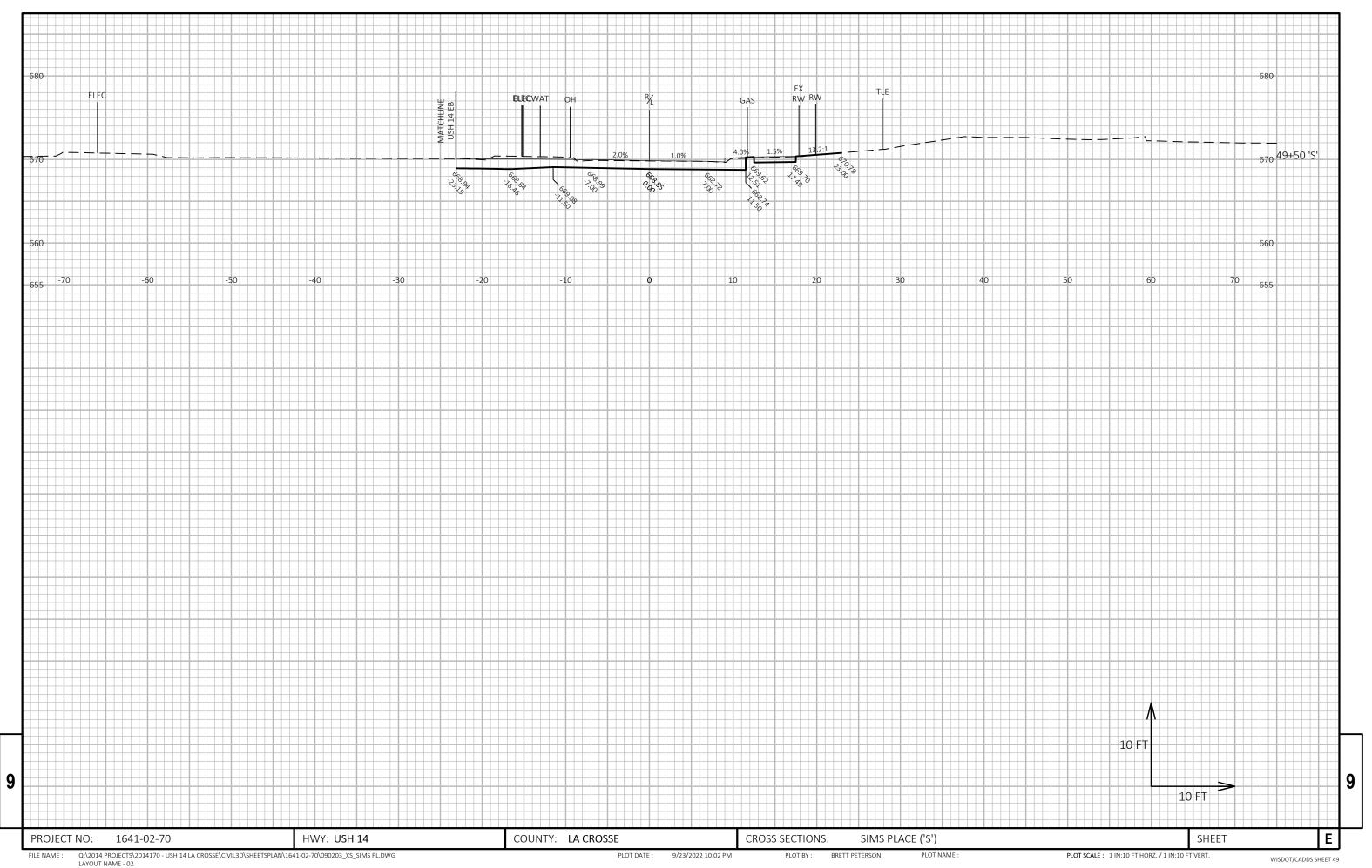












Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

http://www.dot.wisconsin.gov

COMBUSTIBLE FLUIDS

WOODED OR SHRUB AREA

MARSH AREA

MARCH 2023 ORDER OF SHEETS PROJECT ID: Section No Typical Sections and Details Section No. Estimate of Quantities Section No. Plan and Profile Standard Detail Drawings Section No. TOTAL SHEETS = 18 **BEGIN PROJECT 1641-02-80** STA. 44+83.66 Y = 124,884.59 X = 447,060.42 CONVENTIONAL SYMBOLS PLAN CORPORATE LIMITS 1////// PROPERTY LINE LIMITED HIGHWAY EASEMENT EXISTING RIGHT OF WAY PROPOSED OR NEW R/W LINE SLOPE INTERCEPT REFERENCE LINE EXISTING CULVERT PROPOSED CULVERT

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C LA CROSSE, SOUTH AVENUE

GREEN BAY STREET TO 0.16 MILES EASTERLY

USH 14 LA CROSSE COUNTY

WATER AND SANITARY

STATE PROJECT NUMBER 1641-02-80

GREEN BAY ST. HYDE AVE. TRAVIS ST. BARLOW S WESTON ST MAPLE LEE CT. HORTON ST. BENNETT ST. BENNETT TOWNSEND THOMPSON WARD AVE GLADYS ST.

R-7-W

LAYOUT

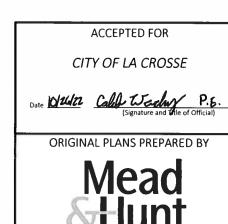
TOTAL NET LENGTH OF CENTERLINE = 1.110 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, LA CROSSE 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.

T-15-N

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCE TO NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

FEDERAL PROJECT STATE PROJECT PROJECT CONTRACT 1641-02-80





STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

REPARED BY MEAD & HUNT CRAIG FISHER SW REGION OSCAR WINGER Regional Supervisor

PPROVED FOR THE DEPARTMENT

FILE NAME : X:\1203500\191196.01\TECH\CAD\16410200\SHEETSPLAN\2016\010101_TI.DWG

END PROJECT 1641-02-80

STA. 50+65.00 Y = 124,493.06 X = 447,490.06

PROFILE

GRADE LINE ORIGINAL GROUND

SPECIAL DITCH

UTILITIES

SANITARY SEWER

STORM SEWER

UTILITY PEDESTAL

TELEPHONE

GRADE ELEVATION

CULVERT (Profile View)

MARSH OR ROCK PROFILE (To be noted as such)

10/26/2022 8:58 AM

JEFF BREU

GENERAL NOTES

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

ALL ELEVATIONS AND OFFSETS SHOWN IN THE PLAN SHALL BE VERIFIED IN THE FIELD.

SEE 1641-02-70 PLANS FOR THE STAGING AND TRAFFIC CONTROL FOR THIS PROJECT.

BEARINGS SHOWN ON THE PLANS ARE GRID BEARING TO NEAREST SECOND.

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

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
CONSTRUCTION DETAILS
ALIGNMENTS

STANDARD ABBREVIATIONS

ADT	AVERAGE DAILY TRAFFIC	M/L	MAINLINE
AGG	AGGREGATE	NO	NUMBER
ASPH	ASPHALTIC	PE	PRIVATE ENTRANCE
BM	BENCH MARK	PI	POINT OF INTERSECTION
BOC	BACK OF CURB	PL	PROPERTY LINE
C&G	CURB AND GUTTER	PP	POWER POLE
CE	COMMERCIAL ENTRANCE	QTY	QUANTITY
CL	CENTERLINE	RHF	RIGHT-HAND FORWARD
COR	CORNER	RT	RIGHT
CWT	HUNDREDWEIGHT	R/L	REFERENCE LINE
CY	CUBIC YARD	R/W	RIGHT-OF-WAY
DHV	DESIGN HOURLY VOLUME	SF	SQUARE FOOT
DWY	DRIVEWAY	SHLDR	SHOULDER
EL	ELEVATION	SS	STORM SEWER
EX	EXISTING	STA	STATION
EXC	EXCAVATION	SY	SQUARE YARD
FT	FOOT	T	TRUCKS (PERCENT OF)
FTG	FOOTING	TEL	TELEPHONE
HYD	HYDRANT	TLE	TEMPORARY LIMITED EASEMENT
INV	INVERT	TYP	TYPICAL
LB	POUND	UG	UNDERGROUND CABLE
LF	LINEAR FOOT	VAR	VARIABLE
LHF	LEFT-HAND FORWARD	VC	VERTICAL CURVE
LS	LUMP SUM	VPC	VERTICAL POINT OF CURVE
LT	LEFT	VPI	VERTICAL POINT OF INTERSECTION
Mgal	MEGAGALLON	VPT	VERTICAL POINT OF TANGENCY

UTILITIES

XCEL ENERGY - GAS/PETROLEUM TOM LALOND 3215 COMMERCE STREET LA CROSSE, WI 54603 (608) 789-3681 THOMAS.J.LALOND@XCELENERGY.COM

XCEL ENERGY - ELECTRICITY
JASON MCROBERTS
3215 COMMERCE STREET
LA CROSSE, WI 54603
(715) 557-1132
JASON.L.MCROBERT@XCELENERGY.COM

XCEL ENERGY - TRANSMISSION
MITCHELL DIENGER
414 NICOLLET MALL 5TH FLOOR
MINNEAPOLIS, MN 55401
(608) 386-2233
MITCHELL.A.DIENGER@XCELENERGY.COM

CITY OF LA CROSSE SEWER
CALEB WODARZ
400 LA CROSSE STREET
LA CROSSE, WI 54601
(608) 769-6945
WODARZC@CITYOFLACROSSE.ORG

LA CROSSE WATER UTILITY
CALEB WODARZ
400 LA CROSSE STREET
LA CROSSE, WI 54601
(608) 769-6945
WODARZC@CITYOFLACROSSE.ORG

SPECTRUM - COMMUNICATION LINE PERRY MCCLELLAN 1228 12TH AVENUE S, PO BOX 279 ONALASKA, WI 54650 (608) 317-6213 PERRY.MCCELLAN@CHARTER.COM

CENTURYLINK - COMMUNICATION LINE TOM MURRAY 333 N FRONT STREET LA CROSSE, WI 54601 (608) 780-0895 TOM.L.MURRAY@LUMEN.COM

SEE 1641-02-70 PLANS FOR ANY ADDITIONAL UTILITIES AND OTHER AGENCIES CONTACTS.



DESIGN CONSULTANT



MEAD & HUNT, INC.
750 NORTH THIRD STREET
LA CROSSE, WI 54601
ATTN: JAY P. WHEATON, P.E.
PHONE: (608) 784-6040
MOBILE: (608) 386-0212
EMAIL: JAY.WHEATON@MEADHUNT.COM

WISCONSIN DOT

WISCONSIN DEPARTMENT OF TRANSPORTATION REINY YAHNKE, P.E. SOUTHWEST REGION 3550 MORMON COULEE ROAD LA CROSSE, WI 54601 PHONE: (608) 785-9050 EMAIL: REINY.YAHNKE@DOT.WI.GOV

DNR

WISCONSIN DEPARTMENT OF NATURAL RESOURCES KAREN KALVELAGE WEST CENTRAL REGION 3550 MORMON COULEE ROAD LA CROSSE, WI 54601 PHONE: (608) 785-9115 EMAIL: KAREN.KALVELAGE@WISCONSIN.GOV

PROJECT NO: 1641-02-80 HWY: USH 14

COUNTY: LA CROSSE

GENERAL NOTES

FILE NAME: X:\1203500\191196.01\Tech\Cab\Infty (AD\16410200\SHEETSPLAN\020101 GN.DWG

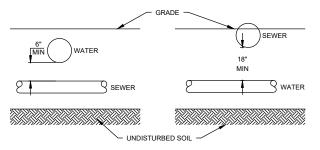
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FILE NAME: X:\1203500\Infty (AD\16410200\SHETSPLAN\02010 GN.DWG

FILE NAME: X:\120

X:\1203500\191196.01\TECH\CAD\16410200\SHEETSPLAN\020101_GN.DWG PLOT BATE: 11/1/2022 7:57 AM PLOT BY: JEFF BREU PLOT NAME: 1 IN:50 FT
LAYOUT NAME - 020101_gn
WISDOT/CADDS SHEET 42

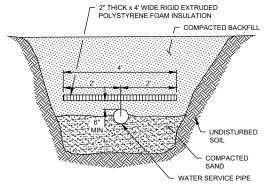




- NOTES:

 1. AT ALL WATERMAIN AND SANITARY SEWER CROSSINGS, MAINTAIN MINIMUM SEPARATION AS FOLLOWS.
- 6-INCH SEPARATION WHEN WATERMAIN CROSSES THE TOP OF THE SANITARY SEWER MAIN AND
 18-INCH WHEN THE SANITARY SEWER CROSSES OVER THE TOP OF THE WATERMAIN.

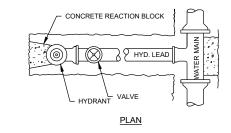
WATER & SEWER CROSSINGS DETAIL

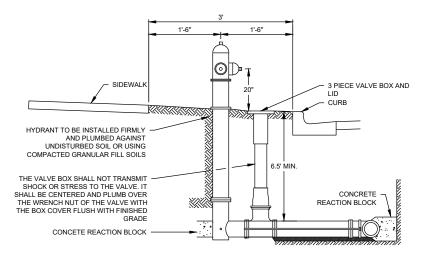


LAYOUT NAME - 021001_cd

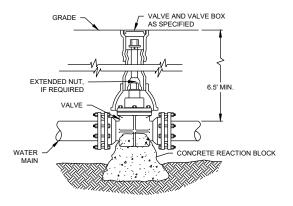
NOTE: WHERE TOP OF WATER SERVICE PIPE IS LOCATED LESS THAN 6'-0" BELOW THE GROUND SURFACE OR STORM SEWER CROSSES ABOVE MAIN OR LATERAL PROVIDE INSULATION AS SHOWN ON DETAIL.

WATER SERVICE INSULATION DETAIL





FIRE HYDRANT INSTALLATION DETAIL

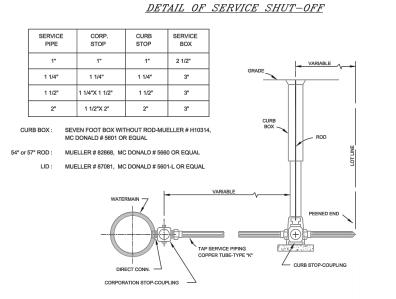


VALVE & VALVE BOX INSTALLATION DETAIL

Ε PROJECT NO: 1641-02-80 HWY: USH 14 COUNTY: LA CROSSE CONSTRUCTION DETAILS SHEET JEFF BREU PLOT NAME : FILE NAME : X:\1203500\191196.01\TECH\CAD\16410200\SHEETSPLAN\2016\021001 CD.DWG PLOT DATE : PLOT BY: PLOT SCALE : 10/26/2022 8:59 AM WISDOT/CADDS SHEET 42 2

PROJECT NO:

1641-02-80



CONSTRUCTION DETAILS

NOTE: SERVICES SMALLER THAN 1" ARE TO BE TAPPED 45" TO VERTICAL ON WATERMAIN

RESOLUTION DATE

ENGINEERING DEPT.
City of La Crosse, WI.

FELD BURGETS DESCRIPTION OF DATE

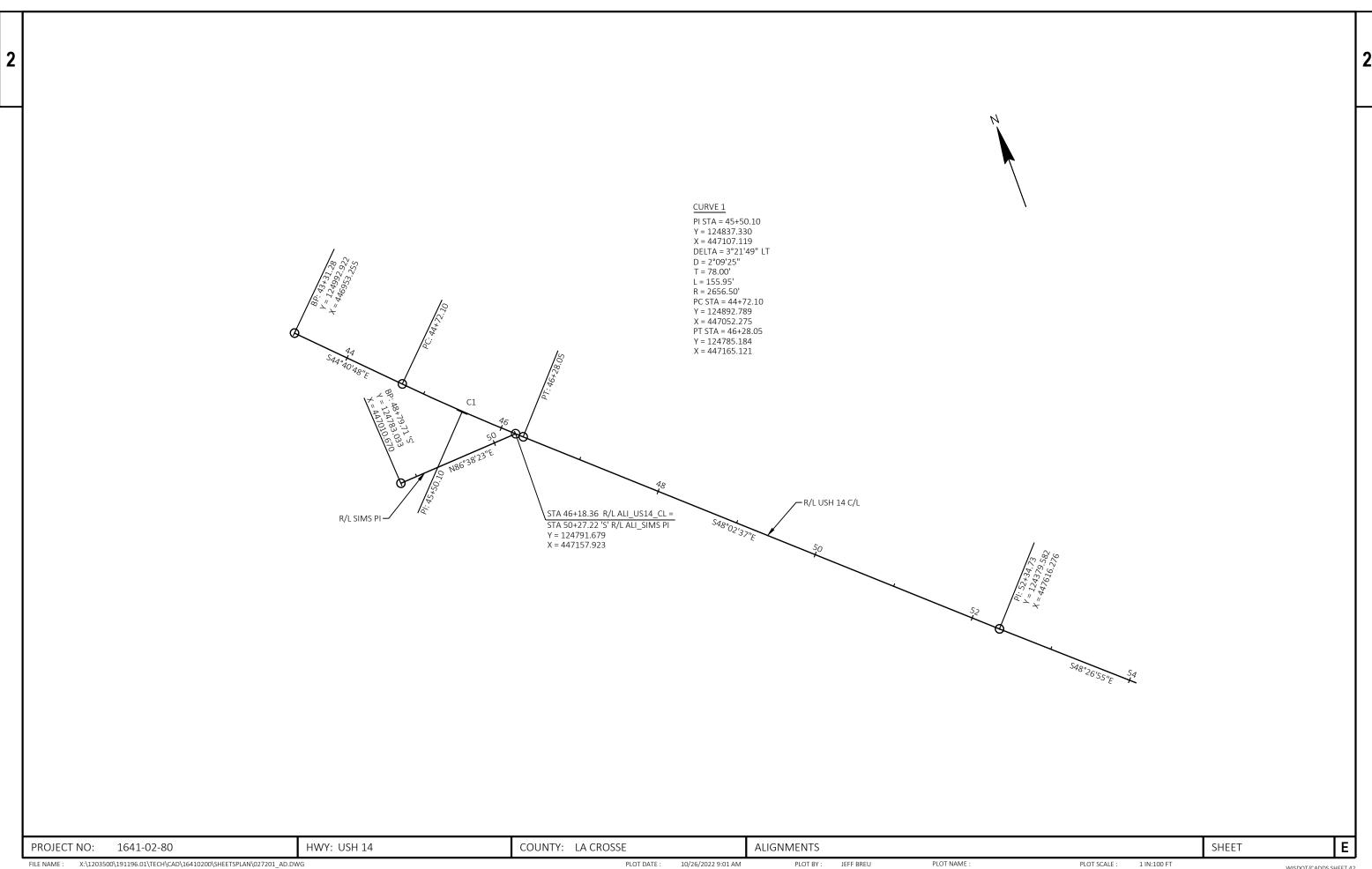
FOR DATE

FOR

FILE NAME: X:\\203500\\191196.01\TECH\CAD\\16410200\SHEETSPLAN\\2016\\021001_CD.DWG PLOT DATE: \\10/26/2022 8:59 AM PLOT BY: \\JEFF BREU PLOT NAME: \\\DELIVIOR PLOT NAME: \\\DELIVIOR PLOT SCALE: \\11N:40 FT \\\\DISTORTYCADDS SHEET 42 \\\DELIVIOR PLOT NAME - 021002_cd

COUNTY: LA CROSSE

HWY: USH 14



X:\1203500\191196.01\TECH\CAD\16410200\SHEETSPLAN\027201_AD.DWG LAYOUT NAME - 01 WISDOT/CADDS SHEET 42

1	611	n n n	2-80

Line	Item	Item Description	Unit	Total	Qty
0006	204.0100	Removing Concrete Pavement	SY	95.000	95.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	35.000	35.000
0036	415.0080	Concrete Pavement 8-Inch	SY	85.000	85.000
0042	416.0610	Drilled Tie Bars	EACH	14.000	14.000
0044	416.0620	Drilled Dowel Bars	EACH	16.000	16.000
0070	601.0417	Concrete Curb & Gutter 30-Inch Type K	LF	34.000	34.000
0104	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0106	612.0902.S	Insulation Board Polystyrene (inch) 01. 2-Inch	SY	9.000	9.000
0118	624.0100	Water	MGAL	1.000	1.000
0266	652.0800	Conduit Loop Detector	LF	60.000	60.000
0296	655.0800	Loop Detector Wire	LF	190.000	190.000
0334	690.0250	Sawing Concrete	LF	60.000	60.000
0340	801.0117	Railroad Flagging Reimbursement	DOL	6,000.000	6,000.000
0370	SPV.0060	Special 20. Corporation Stop 1-Inch	EACH	3.000	3.000
0372	SPV.0060	Special 21. Curb Stop 1-Inch	EACH	3.000	3.000
0374	SPV.0060	Special 22. Hydrant	EACH	1.000	1.000
0376	SPV.0060	Special 23. Hydrant Control Valve 6-Inch	EACH	2.000	2.000
0378	SPV.0060	Special 24. Salvage & Re-Install Hydrant	EACH	1.000	1.000
0380	SPV.0060	Special 25. Connect to Existing 8-Inch Water Main	EACH	2.000	2.000
0382	SPV.0060	Special 26. Reducers 12 To 8-Inch	EACH	1.000	1.000
0384	SPV.0060	Special 27. Tees 12X8-Inch	EACH	1.000	1.000
0386	SPV.0060	Special 28. Tees 12X6-Inch	EACH	2.000	2.000
0388	SPV.0060	Special 29. 22.5 Degree Bends 8-Inch	EACH	2.000	2.000
0390	SPV.0060	Special 30. 45 Degree Bends 8-Inch	EACH	3.000	3.000
0392	SPV.0060	Special 31. R.S. Wedge Valve 12-Inch	EACH	2.000	2.000
0394	SPV.0060	Special 32. R.S. Wedge Valve 8-Inch	EACH	1.000	1.000
0396	SPV.0060	Special 33. Nitrile Gasket 12-Inch	EACH	5.000	5.000
0398	SPV.0060	Special 34. Nitrile Gasket 6-Inch	EACH	2.000	2.000
0400	SPV.0060	Special 35. Nitrile Gasket Hydrant Lead 6-Inch	EACH	4.000	4.000
0402	SPV.0060	Special 36. 24-Inch Water Main Casing	EACH	1.000	1.000
0404	SPV.0060	Special 37. Construction Staking Water Main System	EACH	1.000	1.000
0446	SPV.0090	Special 10. Copper Water Service 1-Inch	LF	39.000	39.000
0448	SPV.0090	Special 11. Ductile Iron Hydrant Lead 6-Inch	LF	63.000	63.000
0450	SPV.0090	Special 12. Abandon Water Main	LF	244.000	244.000
0452	SPV.0090	Special 13. Ductile Iron Water Main 12-Inch	LF	402.000	402.000
0454	SPV.0090	Special 14. Ductile Iron Water Main 8-Inch	LF	174.000	174.000
		•			

REMOVING CONCRETE PAVEMENT

STATION TO STATION

45+24

44+90

204.0100 REMOVING CONCRETE PAVEMENT SY 95

95

BASE AGGREGATE DENSE

305.0120 BASE AGGREGATE DENSE 624.0100 1-1/4 INCH WATER STATION TO STATION LOCATION TON MGAL 44+90 45+25 US 14, LT 35 35 TOTALS

CONCRETE PAVEMENT

LOCATION

USH 14, LT

TOTALS

			TOTALS	85	14	16
44+90	-	45+24	USH 14, LT	85	14	16
STATION	TO	STATION	LOCATION	SY	EACH	EACH
				8-INCH	BARS	BARS
				PAVEMENT	TIE	DOWEL
				CONCRETE	DRILLED	DRILLED
				415.0080	416.0610	416.0620

CONCRETE CURB & GUTTER

				601.0417 CONCRETE CURB & GUTTER 30-INCH TYPE K
STATION	TO	STATION	LOCATION	LF
44+90	-	45+24	USH 14, LT	34
			TOTALS	34

ADJ	USTING MA	NHOLE CO	VERS
			ADJUSTING MANHOLE COVERS
STATION	LOCATION	OFFSET	
			611.8110
			EACH
47+78.6	US 14	3.5' LT	1
50+12.2	US 14	5.5' LT	1
TOTALS			2

LOOP DETECTOR

_	TOTALS	60	190
45+20	USH 14, LT	60	190
STATION	LOCATION	LF	LF
		DETECTOR	WIRE
		LOOP	DETECTOR
		CONDUIT	LOOP
		652.0800	655.0800

SAWING CONCRETE

					690.0250 SAWING
					CONCRETE
_	STATION	TO	STATION	LOCATION	<u>LF</u>
	44+90	-	45+24	US 14, LT	60
				TOTALS	60

HWY: USH 14 MISCELLANEOUS QUANTITIES SHEET Ε PROJECT NO: 1641-02-80 COUNTY: LA CROSSE FILE NAME :

				HYDRANT	
				CONTROL VALVE	DUCTILE IRON
STATION	LOCATION	OFFSET	HYDRANT	6-INCH	HYDRANT LEAD
			SPV.0060.22	SPV.0060.23	SPV.0090.11
			EACH	EACH	LF
48+58.4	US 14	31.50' RT	1	1	55
50+31.55	US 14	31.50' LT	-	1	8
T07416			4	_	60
TOTALS			1	2	63

FIRE HYDRANT

SALVAGE & RE-INSTALL HYDRANT

SPV.0060.24 EACH

1

WISDOT/CADDS SHEET 42

	WATER SERVICES											
	CORPORATION STOP	CURB STOP	COPPER WATER SERVICE	INSULATION BOARD POLYSTYRENE								
ADDRESS	1-INCH	1-INCH	1-INCH	2-INCH								
	SPV.0060.20	SPV.0060.21	SPV.0090.10	612.0902.S	REMARKS							
	EACH	EACH	LF	SY								
2109/2111 SOUTH AVE	2	2	24	9								
2127 SOUTH AVE	1	1	15	-								
TOTALS	3	3	39	9								

ABANDON EXISTING WATER MAIN						
	LOCATION					
STATION	то	STATION	LOCATION	8-INCH SPV.0090.12 FEET		
US 14 - M	US 14 - MAINLINE					
45+22	-	46+70	LT	148		
SIMS PL						
49+35 S	-	46+30 (14)	RT	96		
			TOTALS	244		

	WATER MAIN & CONNECTIONS						
LOCATION			DUCTILE IRON WATER MAIN		24-INCH WATER MAIN CASING	CONNECT TO EXISTING 8-INCH WATER MAIN	
				12-INCH	8-INCH		
STATION	то	STATION	LOCATION	SPV.0090.13	SPV.0090.14	SPV.0060.36	SPV.0060.25
				LF	LF	EACH	EACH
US 14 - M	IAINL	INE					
45+02			17' LT	-	-	-	1
45+02	-	45+15	LT	-	16	-	-
45+15	-	45+22	LT	7	-	-	-
45+22	-	46+70	LT	-	-	1	-
46+70	-	46+77	LT	7	-	-	-
46+77	-	50+65	LT	388	-	-	-
SIMS PI							
49+35 S			0' LT	-	-	-	1
49+35 S	-	49+38 S	CL	-	3	-	-
49+38 S	-	49+53 S	RT	-	15	-	-
49+53 S	-	46+77 (14)	RT	-	140	-	-
			TOTALS	402	174	1	2

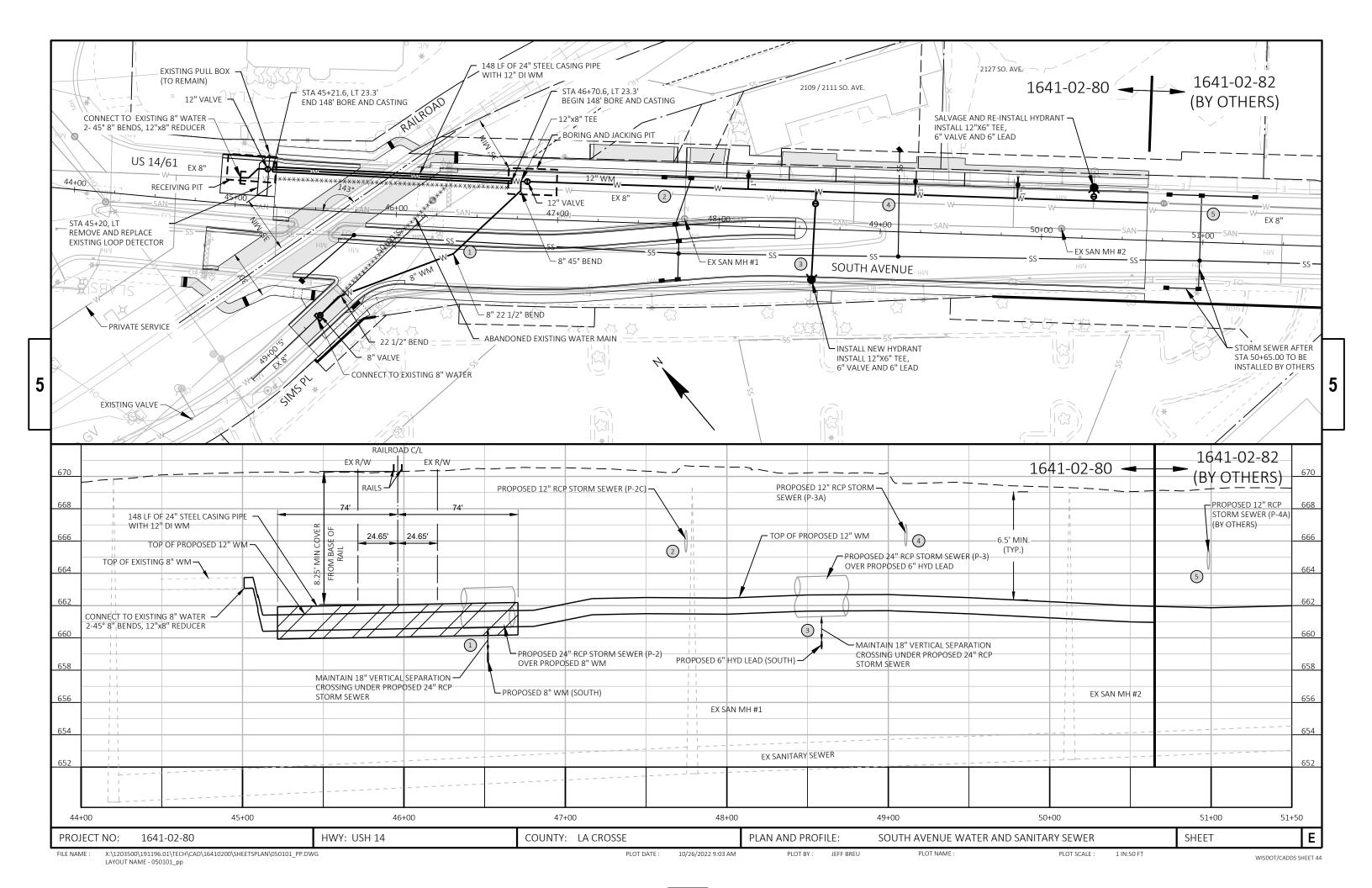
WATER MAIN FITTINGS								
			REDUCERS	TEES		22.5 DEGREE BENDS	45 DEGREE BENDS	
			12 TO 8-INCH	12X8-INCH	12X6-INCH	8-INCH	8-INCH	
STATION	LOCATION	OFFSET	SPV.0060.26	SPV.0060.27	SPV.0060.28	SPV.0060.29	SPV.0060.30	
			EACH	EACH	EACH	EA CH	EACH	
45+06.9	US 14	17.0' LT	-	-	-	-	1	
45+12.5	US 14	23.0' LT	-	-	-	-	1	
45+15.5	US 14	23.0' LT	1	-	-	-	-	
46+36.1	US 14	23.0' RT	-	-	-	1	-	
46+76.5	US 14	17.4' LT	-	-	-	-	1	
46+76.5	US 14	23.25' LT	-	1	-	-	-	
48+59.5	US 14	23.25' LT	-	-	1	-	-	
50+31.6	US 14	23.25' LT	-	-	1	-	-	
49+53.1 S	SIMS PI	0.0 RT	-	-	-	1	-	
·		TOTALS	1	1	2	2	3	

CONTROL VALVES						
		OFFSET	R.S. WEDGE VALVE	R.S. WEDGE VALVE		
STATION	LOCATION		12-INCH	8-INCH		
STATION			SPV.0060.31	SPV.0060.32		
			EACH	EACH		
45+18.5	US 14	23.2' LT	1	-		
46+80.5	US 14	23.2' LT	1	-		
49+37.3 S	SIMS PI	0' LT	-	1		
TOTALS			2	1		

NITRILE GASKETS						
	NITRILE GASKET	NITRILE GASKET	NITRILE GASKET			
STATION	12-INCH	6-INCH	HYDRANT LEAD 6-INCH			
STATION	SPV.0060.33	SPV.0060.34	SPV.0060.35			
	EACH	EACH	EACH			
48+58.39	=	-	2			
50+31.55	-	-	2			
Undistributed	5	2	-			
TOTALS	5	2	4			

COUNTY: LA CROSSE SHEET E HWY: USH 14 PROJECT NO: 1641-02-80 MISCELLANEOUS QUANTITIES PLOT SCALE : 1:1 PLOT DATE : 10/26/2022 9:09 AM PLOT BY: JEFF BREU PLOT NAME :

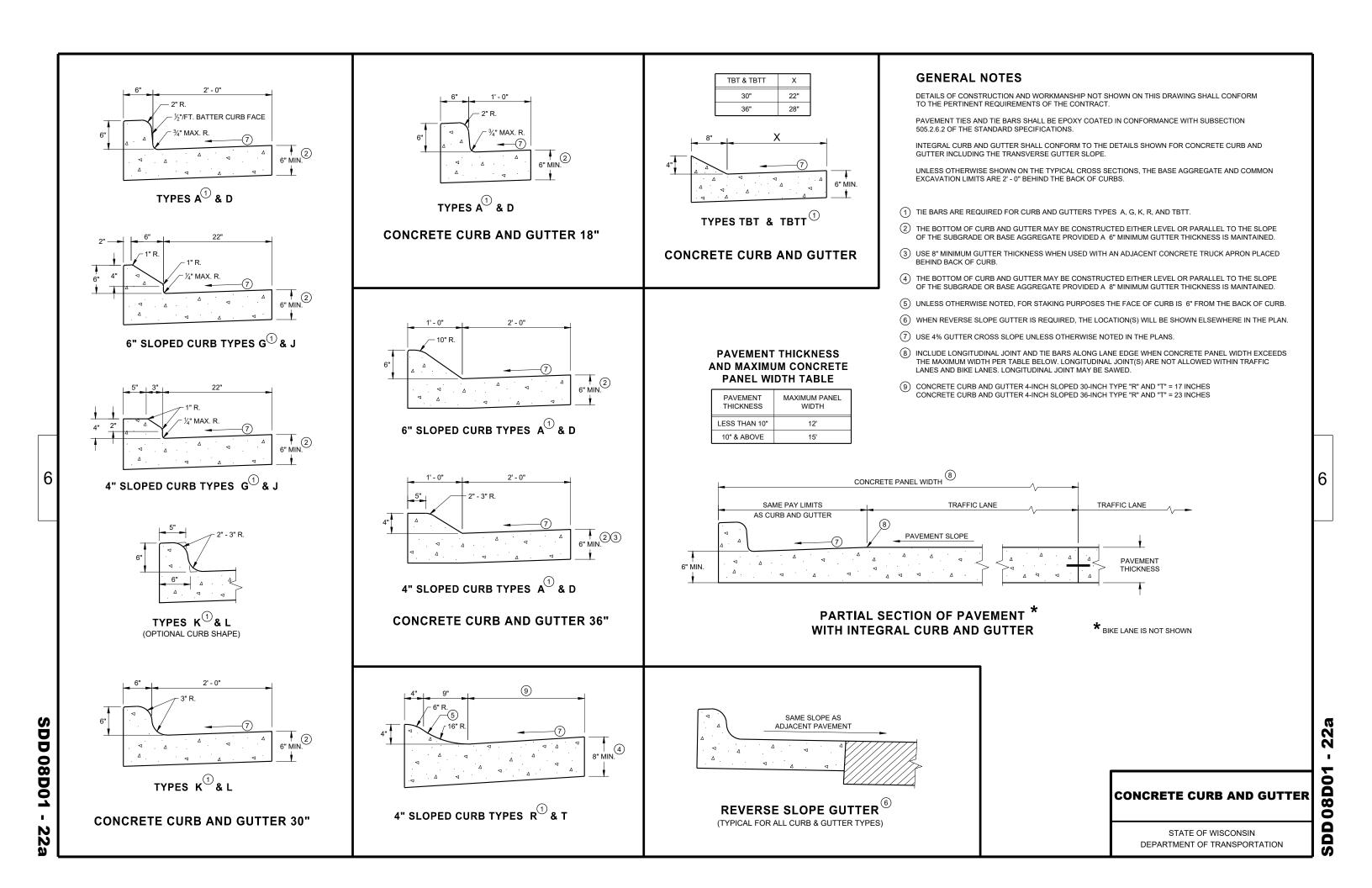
FILE NAME : X:\1203500\191196.01\TECH\CAD\16410200\SHEETSPLAN\030201_MQ.DWG LAYOUT NAME - 02



Standard Detail Drawing List

08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
09B02-10	CONDUI T
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-10	URBAN DOWELED CONCRETE PAVEMENT

6



END SECTIONCURB AND GUTTER

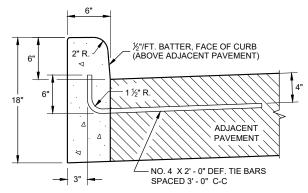
DETAIL OF CURB AND GUTTER AT INLETS

DEPRESS BELOW NORMAL - FLOWLINE TO MATCH GRATE ELEVATION

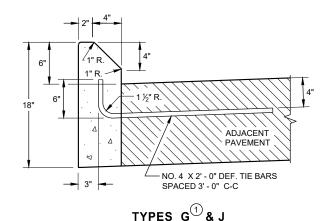
GRATE ELEVATION AS SHOWN ON STORM SEVER DETAILS

CURB AND GUTTER

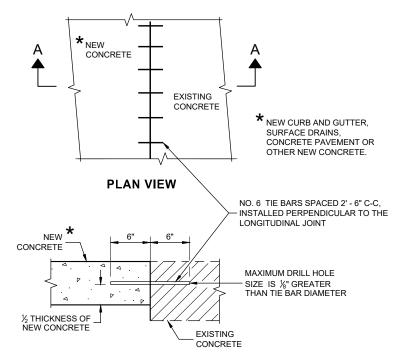
(TYPICAL H INLET COVER SHOWN)



TYPES A D



CONCRETE CURB



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

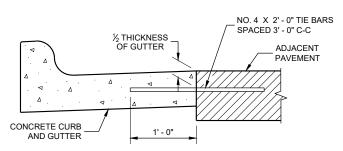
GENERAL NOTES

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

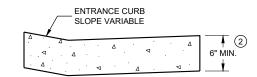
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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 $^{\scriptsize{\scriptsize{\scriptsize{\scriptsize{\scriptsize{1}}}}}}$



DRIVEWAY ENTRANCE CURB (WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

 APPROVED
 /S/ Rodnery Taylor

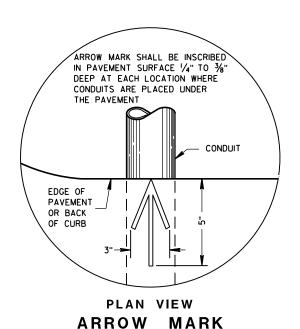
 DATE
 ROADWAY STANDARDS DEVELOPMENT ENGINEER

SDD 08D01 - 22

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ARROW MARK INSCRIBED IN PAVEMENT SURFACE OVER € OF CONDUIT (BOTH ENDS) — 2'-0"*—*∕ NORMAL PAVEMENT EDGE OF THICKNESS **PAVEMENT** PAVEMENT OR BACK OF CURB BASE COURSE BACKFILL SLOPE 1/8"/FT. EITHER DIRECTION *DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES - CONDUIT, PITCH TO DRAIN 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 REIN-STALLED 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

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	/S/ Ahmet Demirbilek
DATE	STATE ELECTRICAL ENGINEER

3'- 0" OR AS 3'- 0" OR AS SHOWN ON THE SHOWN ON THE PLAN SHEET PLAN SHEET PLACE LOOP IN CENTER OF LANE(S) -PLACE LOOP IN CENTER OF LANE(S) 1" PVC CONDUIT -1" PVC CONDUIT HOME RUN HOME RUN CONDUIT CONDUIT 45° ELBOW 45° ELBOW OR BEND OR BEND -CONDUIT CONDUIT 90° ELBOW 90° ELBOW OR BEND OR BEND 6' OR AS SHOWN CONDUIT CONDUIT 6' OR AS SHOWN ON PLANSHEET ON PLANSHEET PULL (SPLICE) (SPLICE) 3'- 0" MAX. OR AS SHOWN 3'- 0" MAX. OR AS SHOWN ON THE PLAN SHEET ON THE PLAN SHEET

> **TYPICAL PLAN LOOP DETECTOR** WITH 18" OR 24" PULL (SPLICE) BOX

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

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 ROADSIDE 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

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

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER

> LOOP DETECTOR INSTALLED **IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)**

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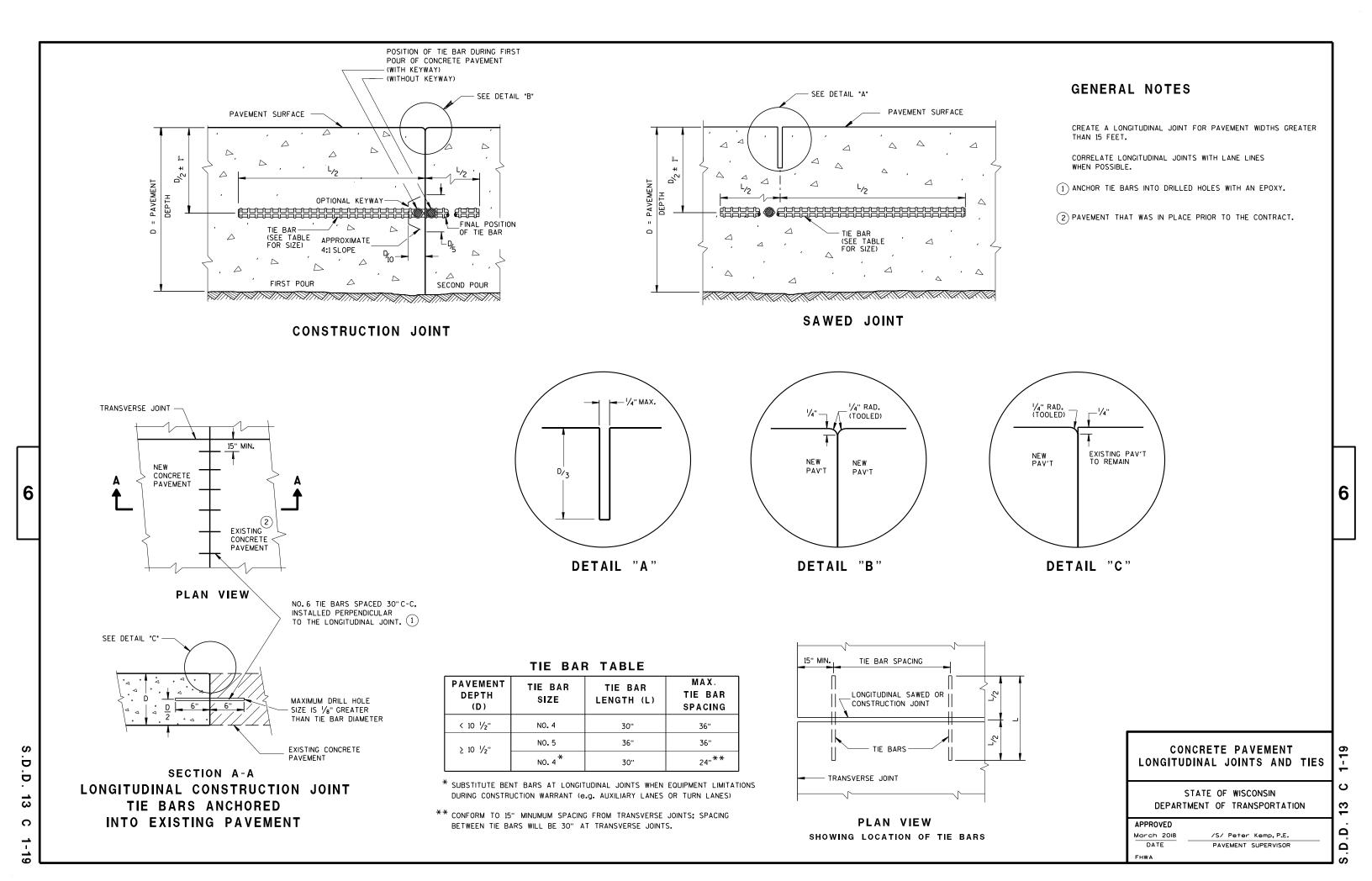
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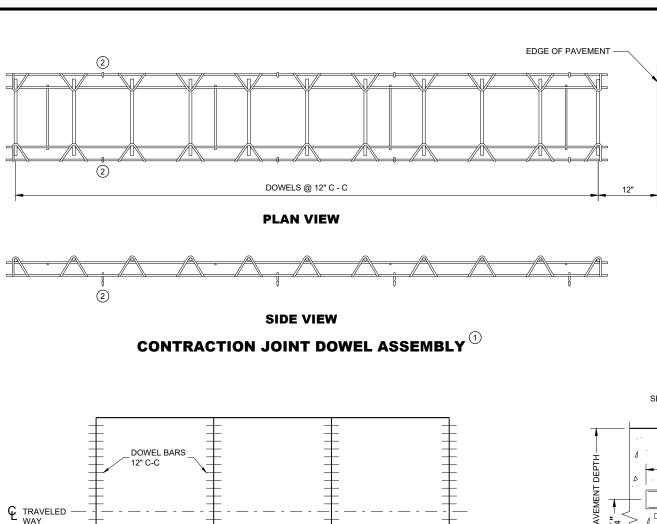
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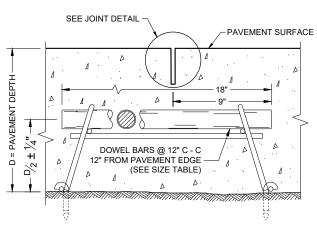
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED September 2014 DATE /S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER

SDD 09F 5







— ¼" MAX.

JOINT DETAIL

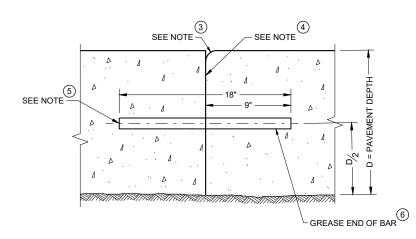
DOWELED CONTRACTION JOINT

LANE WIDTH (FOR 11' LANE WIDTH, REDUCE CENTER SPACE TO 1'- 0" 1'-3" 1'

SEE TABLE FOR JOINT SPACING

CONTRACTION JOINT LOCATIONS

DRILLED DOWEL BAR CONSTRUCTION JOINT



TRANSVERSE CONSTRUCTION JOINT

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

- ① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.
- (2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.
- (3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4" RADIUS AT FORMED JOINTS.
- PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.
- (5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.
- (6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.
- (7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS %" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING					
5 ½", 6", 6 ½"	NONE	12'					
7", 7 ½"	1"	14'					
8", 8 ½"	1 ¼"	15'					
9" & ABOVE	1 ¼"	15'					

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

 May 2022
 /S/ Peter Kemp P.E.

 DATE
 PAVEMENT SUPERVISOR

SDD 13C13-10

D 13C13 - 1

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

http://www.dot.wisconsin.gov

LAX PROJECT ID: 3700-10-79
WITH: 1641-02-70,1641-02-80

COUNTY:

						-
MARCH 2023 ORDER OF SHEETS				STATE OF WISCONSIN		STATE PROJECT
Section No. 1 Title			DEDAG		DT A TION	3700-10-79
Section No. 3 Estima	al Sections and Details late of Quantities		DEPAR	RTMENT OF TRANSPO	RIATION	
Section No. 3 Miscel	ellaneous Quantities			PLAN OF PROPOSED IMPROVEMENT		
Section No. 5 Plan of Section No. 6 Standard Section No. 7 Sign Plan of Section No. 9 Standard Section No. 9 Secti	and Profile Jard Detail Drawings Plates Luce Plans Jator Earthwork Bets - Sections		C LA	ACROSSE, SOUTH AV GREEN BAY ST AND SOUTH AVE USH 14	'ENUE	
				LA CROSSE		
		N A	J	3700-10-79 R-7-W	PROJECT 3700-10-	<u>79</u>
DESIGN DESIGNATION A,A,D,T. = A,A,D,T. = D,H,V. = D,D. = T. = DESIGN SPEED = ESALS =	31		T-15-N	+		
CONVENTIONAL SYMBOL PLAN CORPORATE LIMITS PROPERTY LINE LOT LINE LIMITED HIGHWAY EASEMENT EXISTING RIGHT OF WAY PROPOSED OR NEW R/W LINE SLOPE INTERCEPT REFERENCE LINE EXISTING CULVERT PROPOSED CULVERT (BOX OF Pipe) COMBUSTIBLE FLUIDS	XOES'	PROFILE GRADE LINE ORIGINAL GROUND MARSH OR ROCK PROFILE (To be noted as such) SPECIAL DITCH GRADE ELEVATION CULVERT (Profile View) UTILITIES ELECTRIC FIBER OPTIC GAS SANITARY SEWER STORM SEWER ORIGINAL ROCK ROCK ROCK ROCK ROCK ROCK ROCK ROCK	, <u>, </u>	LAYOUT		
MARSH AREA WOODED OR SHRUB AREA		TELEPHONE T WATER W UTILITY PEDESTAL POWER POLE TELEPHONE POLE Ø		TOTAL NET LENGTH OF CENTERLINE = 0.0	HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCON COORDINATE REFERENCE SYSTEM (WISCRS), LA CROSSI NABB3 (2011), IN U.S. SURVEY FEET, POSITIONS SHOWN ARE COORDINATES, GRID BEARINGS, AND GRID DISTANCES, GRID ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE RITO NAVD 88 (2012), GPS DERIVED ELEVATIONS ARE BASED (E COUNTY, E GRID D DISTANCES EFERENCED

ACCEPTED FOR CITY OF LA CROSSE Joanna Lynn Bur E-3714 Waur STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION PREPARED BY CBS SQUARED INC. CBS SQUARED INC. Designer CRAIG FISHER SW REGION OSCAR IAN WINGER APPROVED FOR THE DEPARTMENT DATE: ___10/28/22

FEDERAL PROJECT

CONTRACT

PROJECT

FILE NAME: T:\LACRC\21001 - TRAFFIC SIGNAL DESIGN\CAD\C3D\SHEETSPLAN\010101_TI,DWG

PLOT DATE : G/1/2022 10:49 PM PLOT BY: JOANNA BUSH

PLOT NAME:

ORDER OF SECTION 2 DETAIL SHEETS
GENERAL NOTES

STANDARD ABBREVIATIONS

UTILITY CONTACTS

GENERAL NOTES
CONSTRUCTION DETAILS
TRAFFIC SIGNAL REMOVAL PLAN
TRAFFIC SIGNAL PLAN
SEQUENCE OF OPERATIONS
CABLE ROUTING

FILE NAME :

ΑP ACCESS POINT JOINT AC ACRE LEFT LT AGGREGATE LF LINEAR FOOT AGG MANHOLE ASPH ASPHALTIC МН MP MARKER POST BL BASELINE MB MESSAGE BOARD BM BENCH MARK СВ CATCH BASIN NOM NOMINAL NB NORTHBOUND CL CENTER LINE PAVEMENT CONC PAVT CONCRETE PERMENANT CO COUNTY PFRM CRUSHED AGGREGATE BASE COURSE PIPE UNDERDRAIN CABC PU PORTLAND CEMENT CONCRETE CY CUBIC YARD PCC PΕ PRIVATE ENTRANCE CULV CULVERT **CULVERT PIPE** PROJ PROJECT CP C&G PL PROPERTY LINE **CURB AND GUTTER** RL REFERENCE LINE DIA DIAMETER DWY DRIVEWAY RT RIGHT EB EASTBOUND R/W RIGHT OF WAY ELEV RDWY ROADWAY **ELEVATION** SHOULDER **SHLDR** EW ENDWALL ENT **ENTRANCE** SB SOUTHBOUND EXC **EXCAVATION** SS STORM SEWER TEL TELEPHONE FP FENCE POST FERT TEMP **TEMPORARY** FERTILIZE FILL TER TERRACE FG FINISHED GRADE TV **TELEVISION** FL FLOW LINE UG UNDERGROUND FO FIBER OPTIC VOL VOLUME FT FOOT \٨/ WATER HYD HYDRANT WB WESTBOUND INL INLET INTERS INTERSECTION

INVERT

XCEL ENERGY - GAS/PETROLEUM
TOM LALOND
3215 COMMERCE STREET
LA CROSSE, WI 54603
(608)789-3681
THOMAS.J.LALOND@XCELENERGY.COM

XCEL ENERGY - ELECTRICITY
JASON MCROBERTS
3215 COMMERCE STREET
LA CROSSE, WI 54603

(715)557-1132
JASON.L.MCROBERTS@XCELENERGY.COM

XCEL ENERGY - TRANSMISSION
MITCHELL DIENGER
414 NICOLLET MALL 5TH FLOOR
MINNEAPOLIS, MN 55401

(608)386-2233 MITCHELL.A.DIENGER@XCELENERGY.COM CITY OF LA CROSSE SEWER

CITY OF LA CROSSE SEWER
CALEB WODARZ
400 LA CROSSE STREET
LA CROSSE, WI 54601
(608)769-6945
WODARZC@CITYOFLACROSSE.ORG

LA CROSSE WATER UTILITY
CALEB WODARZ
400 LA CROSSE STREET
LA CROSSE, WI 54601
(608)769-6945
WODARZC@CITYOFLACROSSE.ORG

SPECTRUM - COMMUNICATION LINE PERRY MCCLELLAN 1228 12TH AVENUE S, PO BOX 279 ONALASKA, WI 54650 (608)317-6213 PERRY.MCCLELLAN@CHARTER.COM

CENTURYLINK - COMMUNICATION LINE TOM MURRAY 333 N FRONT STREET LA CROSSE, WI 54601 (608)780-0895 TOM.L.MURRAY@LUMEN.COM

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



DESIGN CONSULTANT

JOHN BECKFIELD KAREN KALVELAGE
CBS SQUARED, INC. ENVIRONMENTAL AND
770 TECHNOLOGY WAY, SUITE 1A
CHIPPEWA FALLS, WI 54729 SOUTH CENTRAL REGI
(715) 861-7426 3550 MORMON COUL
JBECKFIELD@CBSSQUAREDINC.COM LA CROSSE, WI 54601

WISDOT CONTACT

REINY YAHNKE PE WISDOT SW REGION 3550 MORMON COULEE ROAD LA CROSSE, WI 54601 (608) 785-9050 REINY.YAHNKE@DOT.WI.GOV ENVIRONMENTAL CONTACT

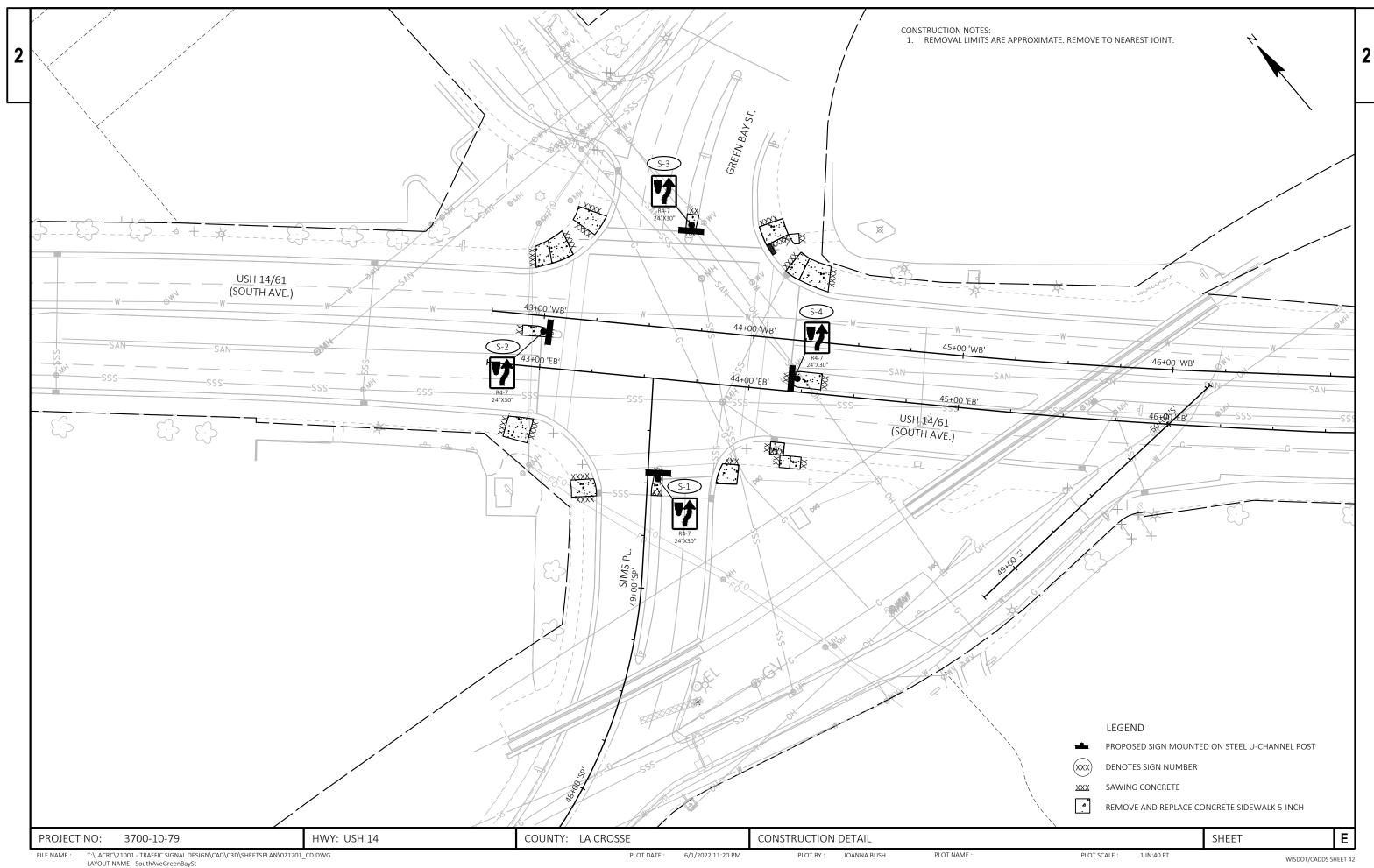
KAREN KALVELAGE
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
WISCONSIN DEPT. OF NATURAL RESOURCES
SOUTH CENTRAL REGION
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
(608) 785-9115
KAREN.KALVELAGE@WISCONSIN.GOV

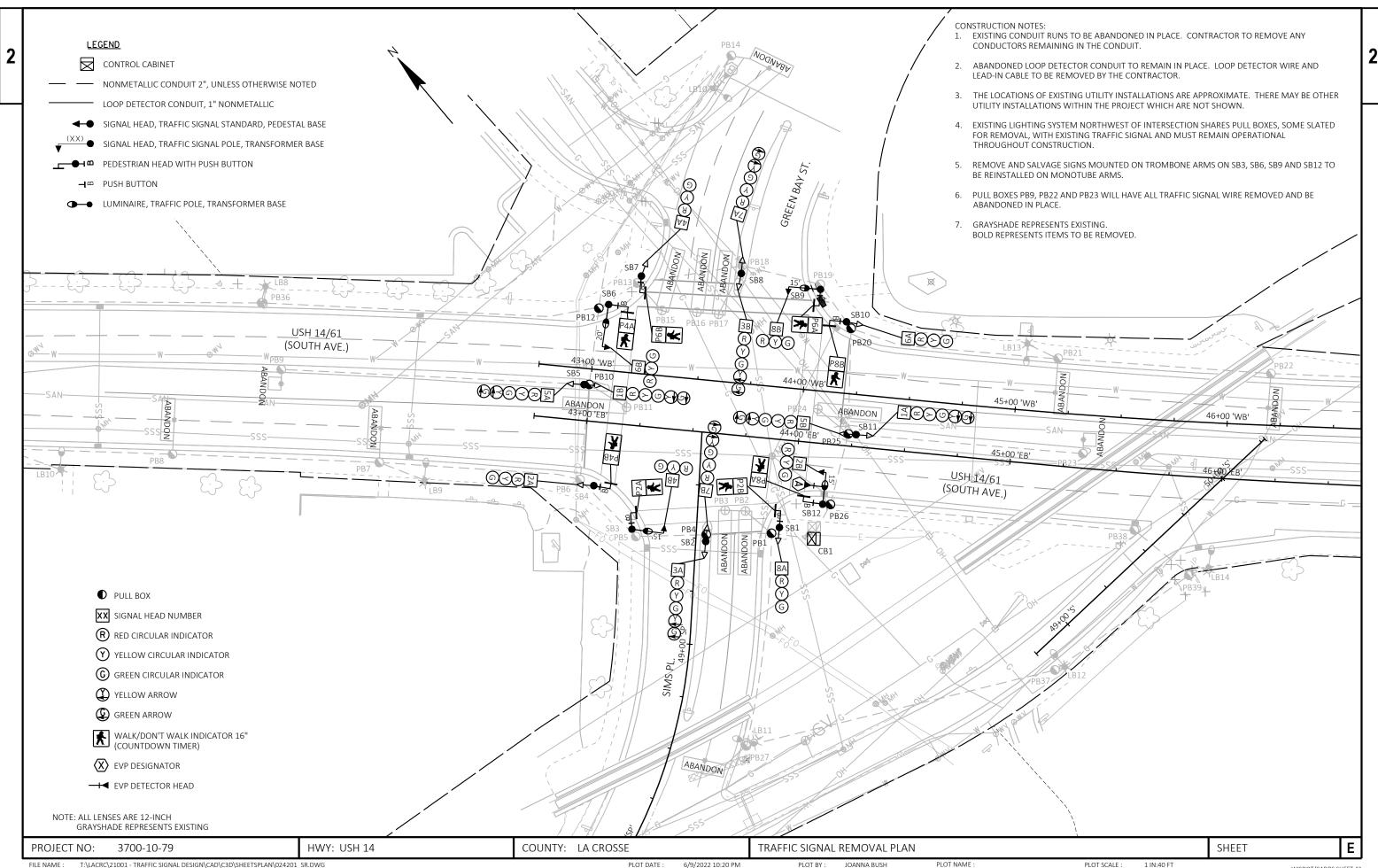
PROJECT NO: 3700-10-79 HWY: USH 14 COUNTY: LA CROSSE GENERAL NOTES SHEET **E**

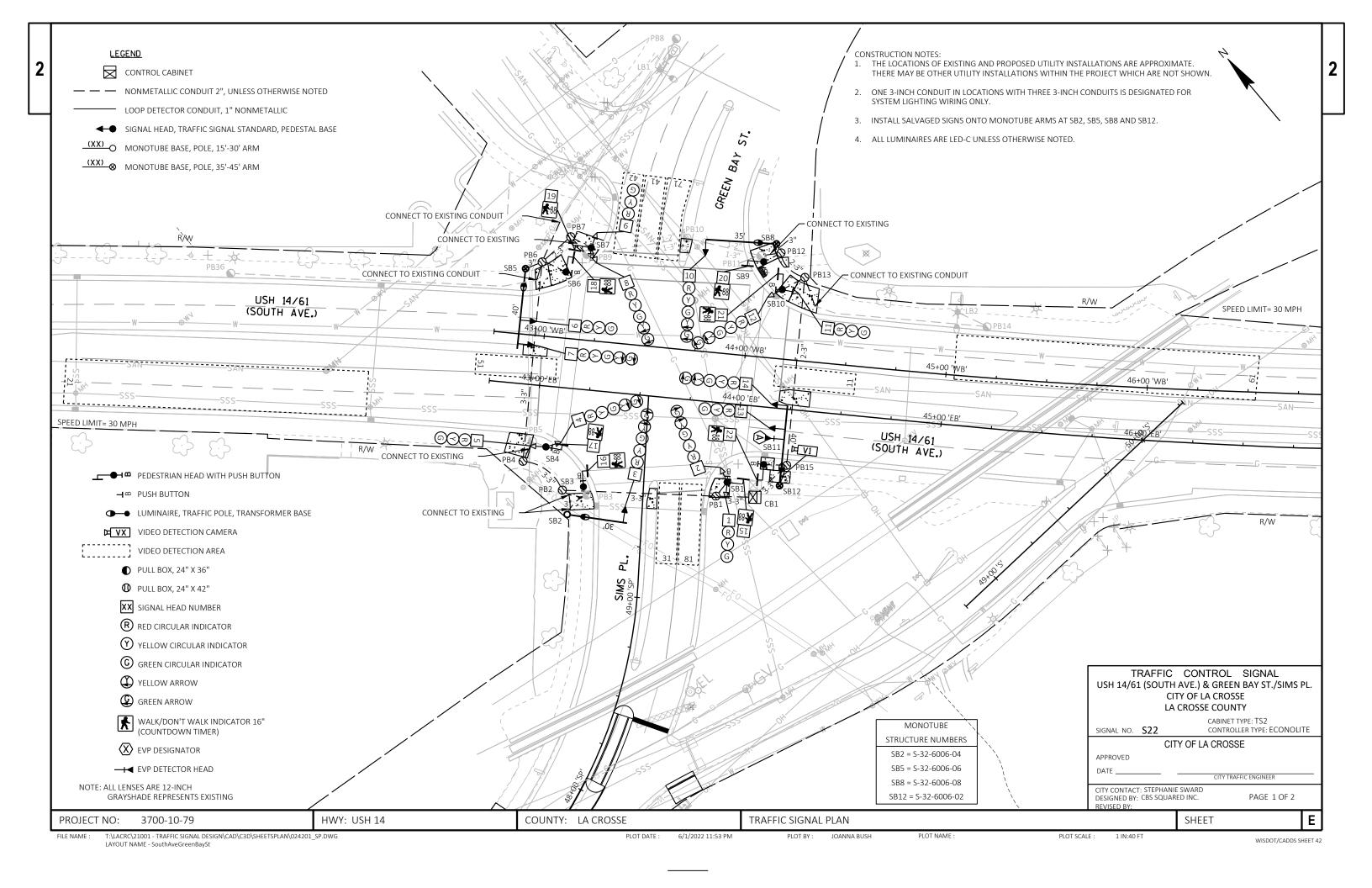
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PLOT NAME

1 IN:100 FT







		F
		L
	HEAD	Α
		S
	NUMBERS	Н
Ø1	4,7	-
Ø2	5,12,13,14	R
Ø3	8,10	-
Ø4	2,3,9	R
Ø5	12,14	-
Ø6	4,6,7,11	R
Ø7	2,3	-
Ø8	1,8,10	R
Ø2P	16,22	
Ø4P	17,19	
Ø6P	18,21	
Ø8P	15,20	
OLA		
OLB		
OLC		
OLD		

DETECTOR INPUT

CALLED PHASE

CALL OPTION

DELAY TIME

EXTENTION OPTION X

EXTEND TIME

CROSS SWITCH PHASE 6

DETECTOR INPUT

CALLED PHASE

CALL OPTION

DELAY TIME

EXTENTION OPTION X

EXTEND TIME

USE ADDED INITIAL

CROSS SWITCH PHASE

PLAN LOOP DETECTOR*(S)

USE ADDED INITIAL

PLAN LOOP DETECTOR*(S)

3

1

31

Χ

8

2

41

Χ

7

42

8

51

X

X

2

5

61

6

6

71

Χ

11

Χ

Χ

12

9

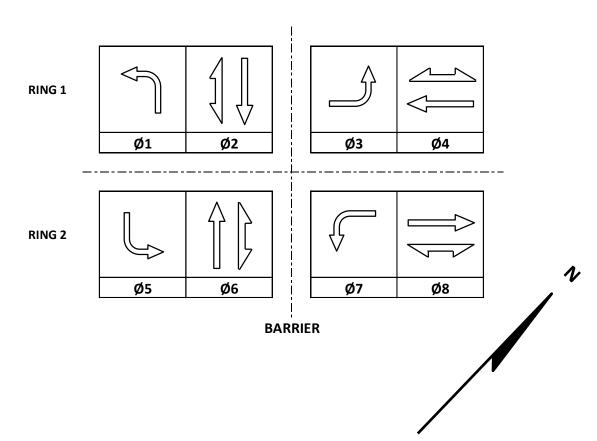
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15

16

13

14



DETECTOR LOGIC

19

17

23

21

27

25

31

CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE							
EMERGENCY VEHICLE PREEMPTOR	Α	В	С	D			
MOVEMENT	V						
PHASE	2 + 5	4 + 7					

AFTER PREEMPTION SEQUENCE 2+5, CONTROLLER SHALL RETURN TO PHASES 2+6.

29 DETECTOR INPUT

CALLED PHASE

CALL OPTION

EXTENTION OPTION

USE ADDED INITIAL

CROSS SWITCH PHASE

DELAY TIME

EXTEND TIME

PLAN LOOP DETECTOR*(S)

AFTER PREEMPTION SEQUENCE 4+7, CONTROLLER SHALL RETURN TO PHASES 2+6.

NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	х
RADIO	
CELL MODEM	

TYPE OF COORD	INATION	
NONE		
твс		Х
TRAFFIC RESPONSIVE		
ADAPTIVE		
*LOCATION OF MASTER		
CONTROLLER NO:	S-	
SIGNAL SYSTEM NO:	SS-	

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

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

GENERAL NOTES:

- 1. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
- 2. A RAILROAD PREEMPTION CALL SHALL START THE FOLLOWING SEQUENCE:
 THE CONTROLLER SHALL CLEAR THE PHASES THAT IT IS IN, THEN CLEAR
 PHASE 6, THEN CLEAR PHASE 8, AT WHICH POINT THE INTERSECTION SHALL
 REST IN ALL RED, EXCEPT FOR PHASE 5 WHICH MAY REMAIN GREEN. AFTER
 PREEMPTION THE CONTROLLER WILL RETURN TO PHASES 2+6.
- 3 PROGRAMMED FLASH IS Y-R.

20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

USH 14/61 (SOUTH AVE.) & GREEN BAY ST./SIMS PL.

CITY OF LA CROSSE

LA CROSSE COUNTY

SIGNAL NO: \$22 CABINET TYPE: TS2

CONTROLLER TYPE: ECONOLITE

DATE: 6/2021 PAGE NUMBER: 2 OF 2

PROJECT NO: 3700-10-79 HWY: USH 14 COUNTY: LA CROSSE SEQUENCE OF OPERATIONS SHEET NO: E

2

2

PROJECT ID: 3700-10-79
INTERSECTION: USH 14/61 (SOUTH AVE) & GREEN BAY ST/SIMS PL

						SI	GNAL INDICA	ATION WIRE COL	.OR				PED
CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	PHASE	RED	YELLOW	GREEN	<red></red>	<yellow></yellow>	<green></green>	<pre><flashing yellow=""></flashing></pre>	D/WALK	WALK	BUTTON
SB1	12	1	8	RED/BLK	BLK/WHT	BLU/BLK							
		2	4 & 7	RED	ORG	GRN		ORG/BLK	GRN/BLK				
		15	8								BLK	BLU	
	_	BUTTON	8										WHT/BLK
SB2	7	3	4 & 7	RED	ORG	GRN		BLU	WHT/BLK		=		
SB3	7	16	2								BLK	BLU	
		BUTTON	2										WHT/BLK
SB4	12	4	1 & 6	RED	ORG	GRN		ORG/BLK	GRN/BLK				
		5	2	RED/BLK	BLK/WHT	BLU/BLK					51.14		
		17	4								BLK	BLU	14# IT/DL 14
005		BUTTON	4	252	000	0.001							WHT/BLK
SB5	7	6	6	RED	ORG	GRN		5111	MI IT/DI I/				
000		7	1 & 6	RED	ORG	GRN		BLU	WHT/BLK		51.14	51.11	
SB6	7	18	6								BLK	BLU	14# IT/DL 14
007	40	BUTTON	6	DED	000	ODN		000/01/4	ODM/DLK				WHT/BLK
SB7	12	8	3 & 8	RED	ORG	GRN		ORG/BLK	GRN/BLK				+
		9 19	4	RED/BLK	BLK/WHT	BLU/BLK					BLK	DLU	
		BUTTON	<u>4</u> 4								BLK	BLU	WHIT/DLIV
SB8	7	10	3 & 8	RED	ORG	GRN		BLU	WHT/BLK				WHT/BLK
SB9	7	20	<u>ადი</u> 8	KED	UKG	GRN		BLU	WHI/BLK		BLK	BLU	
303	+ '	BUTTON	<u> </u>								DLN	BLU	WHT/BLK
SB10	12	11	6	RED/BLK	BLK/WHT	BLU/BLK							VVIII/DEK
0010	12	12	2 & 5	RED	ORG	GRN		ORG/BLK	GRN/BLK				1
		21	6	NLD	01.0	GINIA		ONGIDER	SKINDLK		BLK	BLU	
		BUTTON	6								DEIX	DLO	WHT/BLK
SB11	7	22	2								BLK	BLU	WITTER
0511	1	BUTTON	2								DEIN	DEG	WHT/BLK
SB12	7	13	2	RED	ORG	GRN							WITTER
0012	1	14	2 & 5	RED	ORG	GRN		BLU	WHT/BLK				1
		'		,,	<u> </u>	0		1	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				

Equipment					
Grounding Conductor					
10 AWG Green XLP					
From	То				
CB1	SB1				
SB1	SB2				
SB2	SB3				
SB3	SB4				
SB4	SB5				
SB5	SB6				
SB6	SB7				
SB7	SB8				
SB8	SB9				
SB9	SB10				
SB10	SB11				
SB11	SB12				
SB12	CB1				

Pull Box					
Bonding Jumper					
10 AWG Green XLP					
From	То				
PB1	SB1				
PB2	SB3				
PB3	SB3				
PB4	SB4				
PB5	SB4				
PB6	SB5				
PB7	SB7				
PB9	SB7				
PB10	SB8				
PB11	SB8				
PB12	SB8				
PB13	SB10				
PB15	SB12				

UF 2-1	Lighting UF 2-10 AWG Grounded					
From	То					
CB1	SB2					
SB2	SB5					
SB5	LB1					
CB1	SB12					
SB12	SB8					
SB8	LB2					

PLOT BY : DOTCMV

Emergency					
Vehicle					
Preemption					
From	То				
CB1	HEAD A				
CB1 HEAD B					

Video					
Detection					
Cable					
From	То				
CB1 SB12					

PROJECT NO: 3700-10-79 HWY: USH 14 COUNTY: LA CROSSE CABLE ROUTING SHEET:

27	\sim	10-	70
.5/1	JU)-	IU-	19

0016 204.0195 Removin 0074 602.0410 Concrete 0152 637.2210 Signs Ty	ing Concrete Sidewalk	Unit SY	Total	Qty	
0016 204.0195 Removin 0074 602.0410 Concrete 0152 637.2210 Signs Ty	-	SY			
0016 204.0195 Removin 0074 602.0410 Concrete 0152 637.2210 Signs Ty	-	0.	142.000	142.000	
0074 602.0410 Concrete 0152 637.2210 Signs Ty	•	EACH	11.000	11.000	
0152 637.2210 Signs Ty	te Sidewalk 5-Inch	SF	1,273.000	1,273.000	
	Type II Reflective H	SF	20.000	20.000	
0156 638.2602 Removin		EACH	4.000	4.000	
		EACH	1.000	1.000	
		EACH	1.000	1.000	
	t Rigid Nonmetallic Schedule 40 2-Inch	LF	166.000	166.000	
	t Rigid Nonmetallic Schedule 40 3-Inch	LF	312.000	312.000	
	-	LF	87.000	87.000	
	t Special 3-Inch	LF	716.000	716.000	
	·	EACH	5.000	5.000	
	-	EACH	8.000	8.000	
		EACH	7.000	7.000	
		EACH	6.000	6.000	
	• •	EACH	2.000	2.000	
		EACH	2.000	2.000	
	• • •	EACH	1.000	1.000	
	Fraffic Signal 5-14 AWG	LF	222.000	222.000	
	Fraffic Signal 7-14 AWG	LF	1,681.000	1,681.000	
	-	LF	747.000	747.000	
	-	LF	910.000	910.000	
	**	LF	1,559.000	1,559.000	
		LF	100.000		
	Signal EVP Detector Cable	LF	549.000	100.000 549.000	
	-	EACH		1.000	
Green Ba	Bay St/Sims Pl	EACH	1.000		
0302 657.0100 Pedestal	al Bases	EACH	8.000	8.000	
	•	EACH	4.000	4.000	
0310 657.0430 Traffic Si	Signal Standards Aluminum 10-FT	EACH	4.000	4.000	
0314 658.0173 Traffic Si	Signal Face 3S 12-Inch	EACH	6.000	6.000	
0316 658.0175 Traffic Si	Signal Face 5S 12-Inch	EACH	8.000	8.000	
0318 658.0416 Pedestria	rian Signal Face 16-Inch	EACH	8.000	8.000	
0320 658.0500 Pedestria	rian Push Buttons	EACH	8.000	8.000	
0322 658.5070 Signal M	Mounting Hardware (location) 01. US 14/61 (South Ave) & Green Bay St/Sims PI	EACH	1.000	1.000	
	rires Utility LED C	EACH	4.000	4.000	
0328 659.5000.S Lamp, Ba	Ballast, LED, Switch Disposal by Contractor	EACH	28.000	28.000	
		LF	227.000	227.000	
0406 SPV.0060 Special 4	40. Posts Steel U-Channel 14-FT	EACH	4.000	4.000	
-		EACH	4.000	4.000	
	42. Remove, Salvage and Reinstall Sign	EACH	4.000	4.000	
		EACH	1.000	1.000	
•	• • • • • • • • • • • • • • • • • • • •	EACH	3.000	3.000	
		EACH	1.000	1.000	
•	•	EACH	1.000	1.000	
•	·	EACH	2.000	2.000	
		EACH	4.000	4.000	
· · · · · · · · · · · · · · · · · · ·	·	EACH	1.000	1.000	
	<u> </u>	EACH	1.000	1.000	

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Estimate Of Quantities By Plan Sets

Page 2

37	00-	10-	79
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Line	Item	Item Description	Unit	Total	Qty
0428	SPV.0060	Special 51. Transport & Install Video Detection System	EACH	1.000	1.000
0430	SPV.0060	Special 52. Remove, Salvage and Reinstall EVP Equipment	EACH	1.000	1.000
0432	SPV.0060	Special 53. Relocate System Lighting Wiring	EACH	1.000	1.000
0434	SPV.0060	Special 54. Disconnect, Salvage & Reinstall Traffic Signal Interconnect	EACH	1.000	1.000

1
- ≺
•

SIGNAL BASE NO. CB1 SB1 SB2 SB5 SB6 SB7 SB8 SB9 SB10 SB11 SB12	/ING CONCRETE BASES 204.0195 REMOVING CONCRETE BASES EACH 1 1 1 1 1 1 1 1 1 1 1 1 1		PULL BOX NO. PB1 PB4 PB10 PB12 PB20 PB25 PB26	G PULL BOXE 653.09 REMOVI PULL BO EACH 1 1 1 1 1 1 OTAL 7*	ING XES	DN PLAN	PULL BOXES FULL BOXES	THE FIELD.
		CONDUIT 652.0225 CONDUIT RIGID NONMETALLIC	652.0235 CONDUIT RIGID NONMETALLIC	652.0605 CONDUIT	652.0615 CONDUIT			SPV.0060.49
		SCHEDULE 40	SCHEDULE 40	SPECIAL	SPECIAL			VE AND SALVAGE AFFIC SIGNALS
55.014		2-INCH	3-INCH	2-INCH	3-INCH		LOCATION	EACH
FROM CB1	TO PB1	<u>L.F.</u> 	<u>L.F.</u> 54	<u>L.F.</u> 	<u>L.F.</u> 			
PB1	SB1	9					USH 14/61 (SOUTH AVE) & GREEN BAY ST/SIMS PL	1
PB1	PB2		==		228		TOTAL	1
PB2	PB3	13					TOTAL	-
PB3 PB2	SB2 PB4		12			1		
<u>РВ2</u> РВ4	PB5	11	78 		<u></u>			
PB4	PB6				300		SIGNAL MOUNTING HARDWARE	
PB6	SB5		9					658.5070.01
PB6	SB6	13						SIGNAL
PB6	INTERCEPT EXISTING CONDUIT TO PB36	10						MOUNTING
<u>PB6</u> PB6	INTERCEPT EXISTING CONDUIT TO PB8 PB7	<u> </u>	 38				LOCATION	HARDWARE EACH
PB7	SB7	12					ESS/11201V	<u></u>
PB7	PB8			87			USH 14/61 (SOUTH AVE) & GREEN BAY ST/SIMS PL	1
PB8	LB1	8						
PB7	PB9	12					TOTA	L 1
PB11	PB12	10	 F			L		
PB12 PB12	SB8 SB9	 10	5 					
PB12 PB12	PB13		36				RELOCATE SYSTEM LIGHTING WIRIN	
PB13	SB10	13						SPV.0060.53
PB13	INTERCEPT EXISTING CONDUIT TO PB14	14						ELOCATE SYSTEM IGHTING WIRING
PB13	PB15				188		LOCATION	EACH
PB15	SB11	11						
PB15 PB15	SB12 CB1	 	11 69		 		USH 14/61 (SOUTH AVE) & GREEN BAY ST/SIMS PL	1
LDID	TOTAL		312	87	716			
*ADDITION	NAL QUANTITY SHOWN ELSEWHERE ON PLAN	100	J12	<i>.</i>	, 10		TOTAL	1
JECT NO: 3700		J 1/I	COLIA	NTY: LA CRO		MISCE	ELLANEOUS QUANTITIES	SHEET: E
NOJECT NO. 3700	D-10-19 TWY. USF	1 14	COUN	III. LA CRU	JJE	IVIIOCE	LLANLOUS QUANTITIES	SHEET: E

			CONCRETE	BASES		
			654.0101	654.0110	654.0120	654.0217
			CONCRETE	CONCRETE	CONCRETE	CONCRETE CONTROL
			BASES	BASES	BASES	CABINET BASES
SIGNAL			TYPE 1	TYPE 10	TYPE 10-SPECIAL	TYPE 9 SPECIAL
BASE NO.	LOCATION^		EACH	EACH	EACH	EACH
CB1	44+10.56'EB' 45.1' RT					1
SB1	43+97.19'EB' 38.8' RT		1			
SB2	43+19.74'EB' 62.4' RT			1		
SB5	42+87.59'WB' 32.4' LT				1	
SB6	43+07.57'WB' 32.7' LT		1			
SB7	43+18.96'WB' 45.8' LT		1			
SB8	44+10.13'WB' 56.5' LT			1		
SB9	44+04.66'WB' 47.1' LT		1			
SB10	44+15.22'WB' 34.2' LT		1			
SB11	44+14.38'EB' 28.4' RT		1			
SB12	44+23.17'EB' 38.1' RT				1	
		TOTAL	6	2	2	1

[^] FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

			TRAFFIC SIGN	AL CABLE AND '	WIRE	
			655.0240	655.0260	655.0320	655.0900
			CABLE	CABLE	CABLE TYPE	TRAFFIC SIGNAL
			TRAFFIC SIGNAL	TRAFFIC SIGNAL	UF 2-10 AWG	EVP DETECTOR
			7-14 AWG	12-14 AWG	GROUNDED	CABLE
FROM	TO		L.F.	L.F.	L.F.	L.F.
CB1	SB1			41		
CB1	SB2		163		139	
CB1	SB3		157			
CB1	SB4			196		
CB1	SB5		296			
SB2	SB5				195	
CB1	LB1					473
SB5	LB1				169	
CB1	SB6		301			
CB1	SB7			332		
CB1	SB8		200			
CB1	SB9		206			
CB1	SB10			178		
CB1	SB11		49			76
CB1	SB12		49		49	
SB12	SB8				174	
SB8	LB2				184	
		TOTAL	1421 *	747	910	549

^{*} ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

FROM	TO		L.F.
CB1	SB1		41
SB1	SB2		130
SB2	SB3		55
SB3	SB4		113
SB4	SB5		173
SB5	SB6		36
SB6	SB7		71
SB7	SB8		195
SB8	SB9		28
SB9	SB10		68
SB10	SB11		152
SB11	SB12		36
SB12	CB1		49
PB1	SB1		21
PB2	SB3		31
PB3	SB3		17
PB4	SB4		31
PB5	SB4		19
PB6	SB5		21
PB7	SB7		25
PB9	SB7		49
PB10	SB8		92
PB11	SB8		39
PB12	SB8		17
PB13	SB10		26
PB15	SB12	TOTAL	24
		TOTAL	1559

PLOT DATE : 9/26/2022

TRAFFIC SIGNAL CABLE AND WIRE

TIVALLIC SIGNAL CABLE AND WIKE						
			655.0230	655.0240		
			CABLE	CABLE		
			TRAFFIC SIGNAL	TRAFFIC SIGNAL		
			5-14 AWG	7-14 AWG		
FROM	TO		L.F.	L.F.		
SB1	HEAD 1		20			
SB1	HEAD 2			20		
SB1	HEAD 15		12			
SB2	HEAD 3			55		
SB3	HEAD 16		12			
SB4	HEAD 4					
SB4	HEAD 5					
SB4	HEAD 17		12			
SB5	HEAD 6		53			
SB5	HEAD 7			65		
SB6	HEAD 18		12			
SB7	HEAD 8					
SB7	HEAD 9					
SB7	HEAD 19		12			
SB8	HEAD 10			55		
SB9	HEAD 20		12			
SB10	HEAD 11					
SB10	HEAD 12					
SB10	HEAD 21		12			
SB11	HEAD 22		12			
SB12	HEAD 13		53			
SB12	HEAD 14			65		
		TOTAL	222	260 *		

^{*} ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

FROM TO

TRAFFIC SIGNAL CABLE AND WIRE

655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F. LB1 LED C 50 __LB2__LED C 50 TOTAL 100*

INSTALL CONDUIT INTO EXISTING ITEM

652.0700.S INSTALL CONDUIT

INTO EXISTING ITEM

STRUCTURE NO.		EACH
PB3		2
PB5		1
PB9		1
PB11		1
	TOTAL	5

PROJECT NO: 3700-10-79

HWY: USH 14

COUNTY: LA CROSSE

MISCELLANEOUS QUANTITIES PLOT BY : DOTCMV

SHEET:

^{*}ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

<	SPECIAL BLACK	STEEL 15-FT BLACK	Г
	EACH	<u>EACH</u>	
		4	

SPV.0060.48

TRANSPORT AND	TRANSPORT AND	TRANSPORT AND	TRANSPORT
INSTALL MONOTUBE	INSTALL MONOTUBE	INSTALL MONOTUBE	AND INSTALL
ARMS 30-FT	ARMS 35-FT	ARMS 40-FT	LUMINAIRE ARMS
BLACK	SPECIAL BLACK	SPECIAL BLACK	STEEL 15-FT BLACK
EACH	EACH	EACH	EACH
1			1
		1	1
	1		1

SPV.0060.47

POL	.ES		
5	657.0430	658.0500	659.112
NAL	TRAFFIC SIGNAL		

	657.0100	657.0425	657.0430	658.0500	659.1125
		TRAFFIC SIGNAL	TRAFFIC SIGNAL		
		STANDARDS	STANDARDS	PEDESTRIAN	LUMINAIRES
	PEDESTAL	ALUMINUM	ALUMINUM	PUSH	UTILITY
SIGNAL	BASES	15-FT	10-FT	BUTTONS	LED C
BASE NO.	EACH	EACH	EACH	EACH	EACH
SB1	1	1		1	
SB2					1
SB3	1		1	1	
SB4	1	1		1	
SB5					1
SB6	1		1	1	
SB7	1	1		1	
SB8					1
SB9	1		1	1	
SB10	1	1		1	
SB11	1		1	1	
SB12					1

TRANSPORT AND INSTALL TRAFFIC SIGNAL CABINET AND BATTERY BACKUP UNIT BLACK

TRANSPORT AND INSTALL POLES AND ARMS

SPV.0060.46

SPV.0060.45

SPV.0060.50 TRANSPORT AND INSTALL TRAFFIC SIGNAL CABINET AND BATTERY BACK UP UNIT BLACK

LOCATION EACH USH 14/61 (SOUTH AVE) & GREEN BAY ST/SIMS PL 1 TOTAL 1

FACES

			FACES		
			658.0173	658.0175	658.0416
			TRAFFIC	TRAFFIC	PEDESTRIAN
			SIGNAL FACE	SIGNAL FACE	SIGNAL FACE
SIGNAL	SIGNAL		3S 12-INCH	5S 12-INCH	16-INCH
HEAD NO.	BASE NO.		EACH	EACH	EACH
1	SB1		1		
2	SB1			1	
15	SB1				1
3	SB2			1	
16	SB3				1
4	SB4			1	
5	SB4		1		
17	SB4				1
6	SB5		1		
7	SB5			1	
18	SB6				1
8	SB7			1	
9	SB7		1		
19	SB7				1
10	SB8			1	
20	SB9				1
11	SB10		1		
12	SB10			1	
21	SB10				1
22	SB11				1
13	SB12		1		
14	SB12			1	
		TOTAL	6	8	8

HWY: USH 14

TRANSPORT AND INSTALL VIDEO DETECTION SYSTEM

SPV.0060.51 TRANSPORT AND INSTALL VIDEO DETECTION SYSTEM EACH USH 14/61 (SOUTH AVE) & GREEN BAY ST/SIMS PL 1 TOTAL

REMOVE, SALVAGE AND REINSTALL EVP EQUIPMENT

SPV.0060.52 REMOVE, SALVAGE AND REINSTALL

EVP EQUIPMENT EACH

1

USH 14/61 (SOUTH AVE) & GREEN BAY ST/SIMS PL 1

TOTAL

FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx

PROJECT NO: 3700-10-79

TOTAL

PLOT DATE: 9/26/2022

COUNTY: LA CROSSE

MISCELLANEOUS QUANTITIES

PLOT NAME : SXX-XXXX_mq.pdf

PLOT SCALE: 1:1

SHEET:

PLOT BY : DOTCMV

LOCATION

LOCATION

SPV.0060.43

INSTALL POLES

TYPE 10

BLACK

EACH

1

SIGNAL

BASE NO.

SB2

SB5 SB8 SB12

TOTAL

SPV.0060.44

TYPE 10 SPECIAL

BLACK

EACH

INSTALL POLES INSTALL

TRANSPORT AND TRANSPORT AND

_	ELECTRICAL SERVICE METER							PERMAN	NENT SIGNII	NG TIEMS			
	ELECTRICAL SERVICE TIETER	656.0201.01 ELECTRICAL SERVICE METER BREAKER	SIGN GROUP	FUNDING CATEGORY	STATION	OFFSET	SIGN	SIGN MESSAGE	SIZE	637.2210 SIGNS TYPE II REFLECTIVE H	638.2602 REMOVING SIGNS TYPE II EACH	SPV.0060.40 POSTS STEEL U-CHANNEL 14-FT EACH	SPV.0060.41 INSTALL V-LOC POST ANCHORS EACH
LO	OCATION*	PEDESTAL EACH	NOMBLE	CAILGORI	STATION	OFFSLI	CODE	SIGN MLSSAGE	SIZL	<u> </u>	LACIT	LACII	LACIT
	SH 14/61 (SOUTH AVE) & GREEN BAY ST/SIM		S-1 S-2		43+61'EB' 43+00'WB'	46.9' RT 7.6' RT	R4-7 R4-7	KEEP RIGHT KEEP RIGHT	24 X 30 24 X 30	5.00 5.00	1	1	1
			S-3		43+65'WB'	49.8' LT	R4-7	KEEP RIGHT	24 X 30	5.00	1	1	1
		TOTAL 1	S-4		44+20'EB'	6.4' LT	R4-7	KEEP RIGHT	24 X 30	5.00	1	1	1
* F	FINAL LOCATION TO BE DETERMINED BY THE	E ENGINEER IN THE FIELD							TOTAL	. 20*	4*	4	4
			*ADDITIC	NAL QUANTITY	SHOWN ELS	SEWHERE O	N PLAN						
DISCO	DNNECT, SALVAGE & REINSTALL TRA	AFFIC SIGNAL INTERCONNECT											
		SPV.0060.54 DISCONNECT, SALVAGE &								DEMOVE CAL	_VAGE AND REI	NCTALL SICN	
		REINSTALL TRAFFIC SIGNAL								KLMOVE, SAI	LVAGL AND KEI		V.0060.42
		INTERCONNECT							/AL REINSTAL			REMOVE	, SALVAGE AND
LOCATION		<u>EACH</u>							ING PROPOSEI E BASE		SN MECCACE	REIN	STALL SIGN EACH
JSH 14/61	(SOUTH AVE) & GREEN BAY ST/SIMS PL	1						<u>BASI</u>	E BASE	SIC	<u> </u>		EACH
				\M/A CTI	E DISPOS	٨١		SB3	SB2		OUTH AVE		1
		TOTAL 1		WASTI	L DISPUS	659.5000.5		SB6	SB5		SIMS PL EN BAY ST>		1
			1			ALLAST, LEI	o, switci		SB8		OUTH AVE		1
	REMOVING CONCRETE		SIGNAL		DISPOS	SAL BY CON	TRACTOR			< (GREEN BAY ST		1
		204.0155	BASE NO.	LOCATION		EACH		SB12	2 SB12	S	IMS PL>		
		REMOVING		3+95'EB' 29.3' R		2						TOTAL	4
	FUNDING	CONCRETE		3+61'EB' 51.1' R		2							
	FUNDING CATEGORY CT	SIDEWALK		3+26'EB' 48.7' R		3		<u> </u>					
	LOCATION CATEGORY STA	ATION TO STATION SY		3+06'EB' 30.0' R 2+97'EB' 16.8' L		2							
GP	REEN BAY ST/SIMS PL 42	2+75 - 45+25 142		2+97 EB 16.6 L 3+05'WB' 31.0' L		2 3							
GIC	CLIN DAT ST/SINSTE	21/3 43123 142		3+19'WB' 45.8' L		2		— [
				3+66'WB' 51.4' L		2							
				4+03'WB' 47.6' L		3				C/	AWING CONCRE	:TE	
*ADDIT	TIONAL QUANTITY SHOWN ELSEWHERE ON P	LAN	SB10 4	4+17'WB' 33.5' L	_T	2		_ -		J.	WING CONCRE	. 1 🗠	690.0250
			SB11 4	4+27'WB' 18.7' L	_T	2							SAWING
	CONCRETE SIDE		SB12 4	4+14'EB' 28.4' R		3		_			FUNDING		CONCRETE
		602.0410		TOTA	AL	28			LOC	ATION		TION TO STATIO	
		CONCRETE SIDEWALK											
	FUNDING	5-INCH							GREEN BAY	ST/SIMS PL	42	+75 - 45+25	227
		ATION TO STATION SF						_					
	ZOCILION CALLOON SI											ТОТ	AL 227*
GR	REEN BAY ST/SIMS PL 42	2+75 - 45+25 1273						*	ADDITIONAL Q	UANTITY SHOWN	ELSEWHERE ON PL	AN	
		TOTAL 1273*											
*ADDIT	TONAL QUANTITY SHOWN ELSEWHERE ON P	LAN											
PROJECT	NO: 3700-10-79	HWY: USH 14	COUNTY:	LA CROSSE		М	SCELLA	NEOUS QUAN	TITIES	<u> </u>		SHE	<u></u> ЕТ:

Standard Detail Drawing List

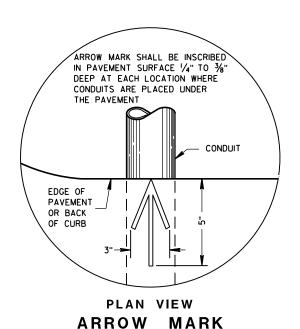
09B02-10	CONDUI T
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
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
09E08-09E	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-09F	TYPE 10 SPECIAL POLE 35' MONOTUBE ARM
09E08-09G	TYPE 10 SPECIAL POLE 40' MONOTUBE ARM
09E08-09K	GENERAL NOTES, HARDWARE DETAILS FOR TYPE 9/10, 9/10 SPECIAL, 12 & 13 POLES W/MONOTUBE ARMS

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ARROW MARK INSCRIBED IN PAVEMENT SURFACE OVER € OF CONDUIT (BOTH ENDS) — 2'-0"*—*∕ NORMAL PAVEMENT EDGE OF THICKNESS **PAVEMENT** PAVEMENT OR BACK OF CURB BASE COURSE BACKFILL SLOPE 1/8"/FT. EITHER DIRECTION *DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES - CONDUIT, PITCH TO DRAIN 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 REIN-STALLED 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

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.).

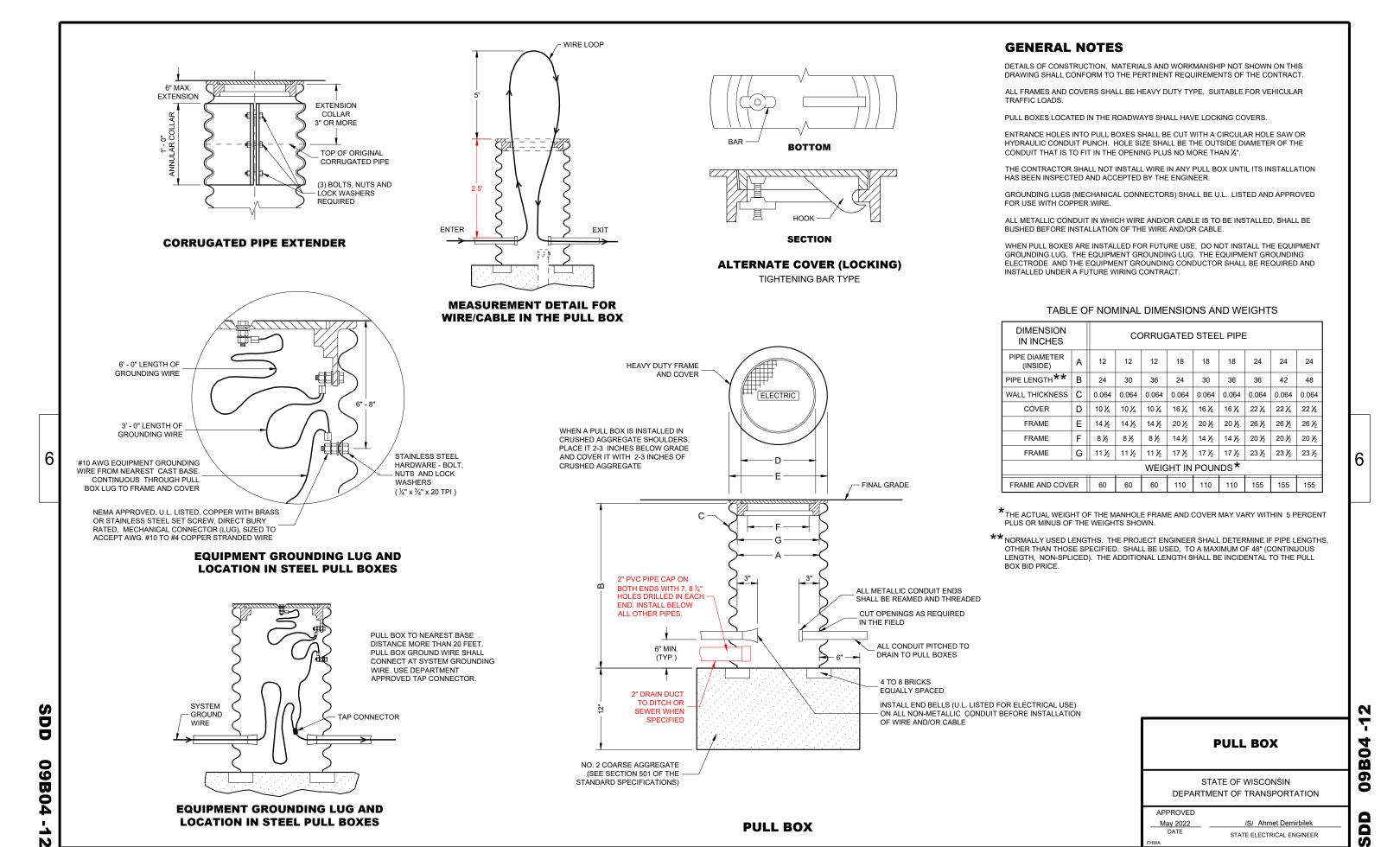
TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

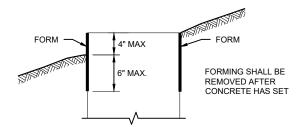
ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED	
March, 2017	/S/ Ahmet Demirbilek
DATE	STATE ELECTRICAL ENGINEER





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QUANTITY	CONCRETE BASE TYPE				
REQUIREMENTS	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		

1" CONDUIT

PURPOSES

CONDUIT WITHIN

FOR GROUNDING

GENERAL NOTES

CONDUIT

11 1/2" BOLT CIRCLE

(OUT TO OUT)

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.

1" CONDUIT

PURPOSES

6" DIA.

ANCHOR RODS SHALL BE

ORIENTED PARALLEL TO

THE ROADWAY

CONDUIT

11 1/2" BOLT CIRCLE

FOR GROUNDING

CONDUIT WITHIN

CONDUIT

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.
- (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.
- EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR
- (1) 5/8" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED
- (1) ANY ANCHOR ROD PROJECTION SHORTER THAN 2 $^3\!4''$ OR LONGER THAN 3 $^1\!4''$ SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.
- (12) FOR NON BREAKAWAY INSTALLATIONS, 4 $\frac{1}{2}$ " ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

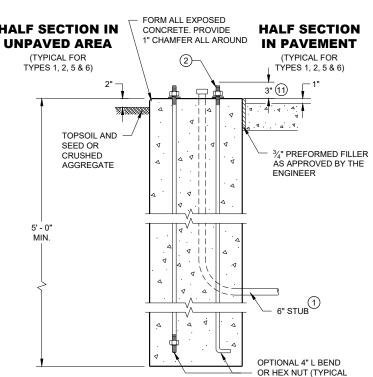
APPROVED
May 2019
DATE

STATE ELECTRICAL ENGINEER

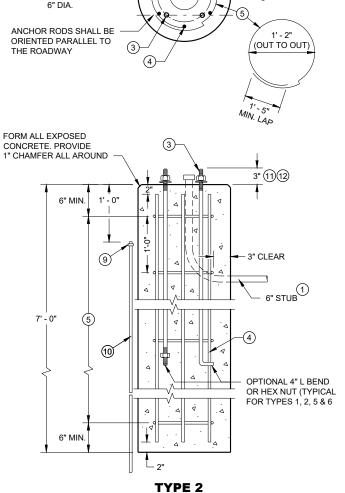
CONDUIT WITHIN 6" DIA.

ANCHOR RODS SHALL BE ORIENTED PARALLEL TO THE ROADWAY

FORM ALL EXPOSED CONCRETE. PROVIDE CONCRETE. PROVIDE CONCRETE. PROVIDE MALE SECTION AND CONCRETE. PROVIDE MALE SECTION CONCRETE MALE SECTION CONCR



TYPE 1



FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND 3" (11)(12) 6" MIN. 1' - 0" - 3" CLEAR (9) 5' - 0" (8) 10 OPTIONAL 4" L BEND OR HEX NUT (TYPICAL FOR TYPES 1, 2, 5 & 6 6" MIN L 2"

TYPE 5 & 6

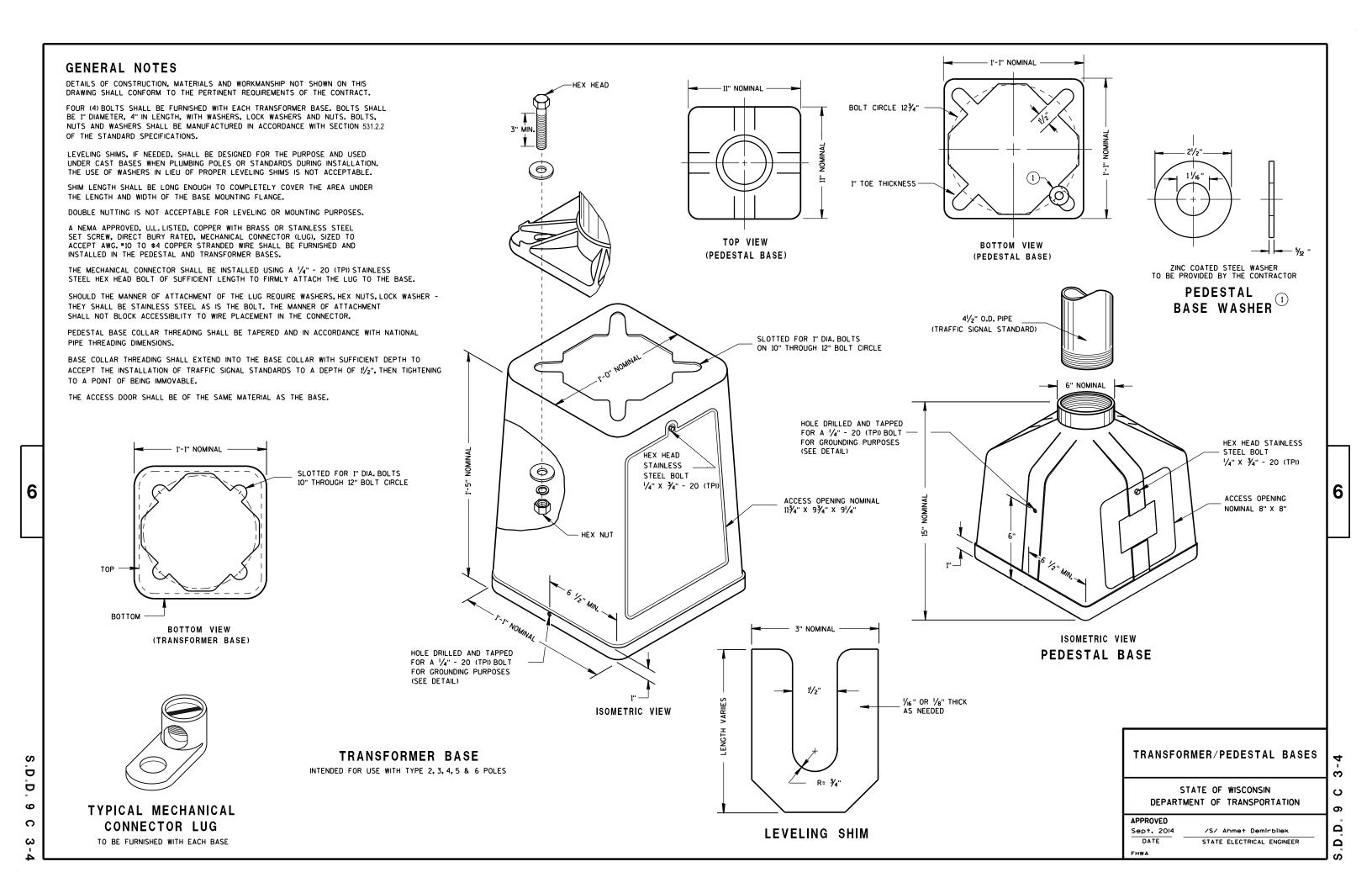
FOR TYPES 1, 2, 5 & 6

CONCRETE BASES

SDD 09C02-0

6

SDD 09C02 - 09



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

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NON - METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U. L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES

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

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING

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 BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE

CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

September 2014 DATE

/S/ Ahmet Demerbilek STATE ELECTRICAL ENGINEER 0

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3" CONDUIT 3" CONDUIT

24" PULL BOX INSTALL NUMBER OF CONDUITS REQUIRED BY PLAN.

CONCRETE CONTROL CABINET BASE,

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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 OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

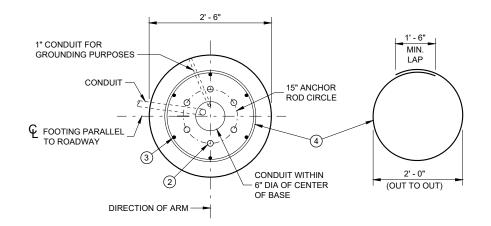
THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES. LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

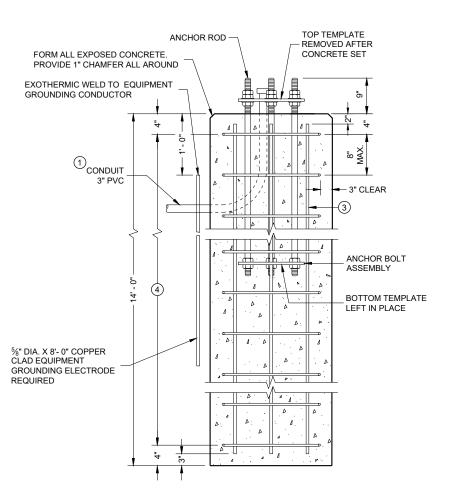
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

- 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 (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.
- (2) (6) 1 ½ DIA. X 4' 4" ANCHOR RODS
- (3) (6) NO. 6 X 13' 7" BAR STEEL REINFORCEMENT.
- (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

CONCRETE MASONRY	fc = 3.500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE	
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)	
TEMPLATES, ASTM A709, GRADE 36	fy = 36,000 p.s.i.

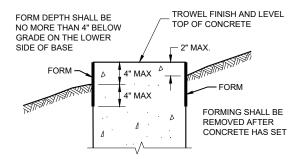
QUANTITY REQUIREM	IENTS
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



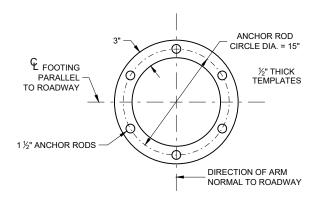


CONCRETE BASE, TYPE 10 (FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

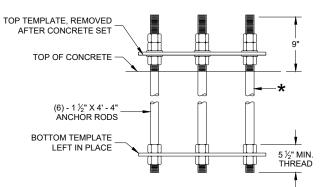
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

★ THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153, USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

TYPE 10

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

May 2017 /S/ Ahmet Demerbilel WIND LOADED STRUCTURES PROGRAM LEADER

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CONCRETE BASE

APPROVED

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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 OF CABLE OR WIRE.

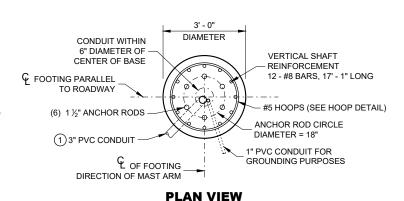
WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

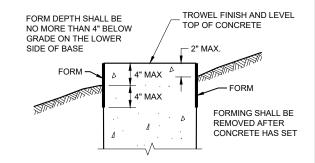
THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

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.

(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 (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

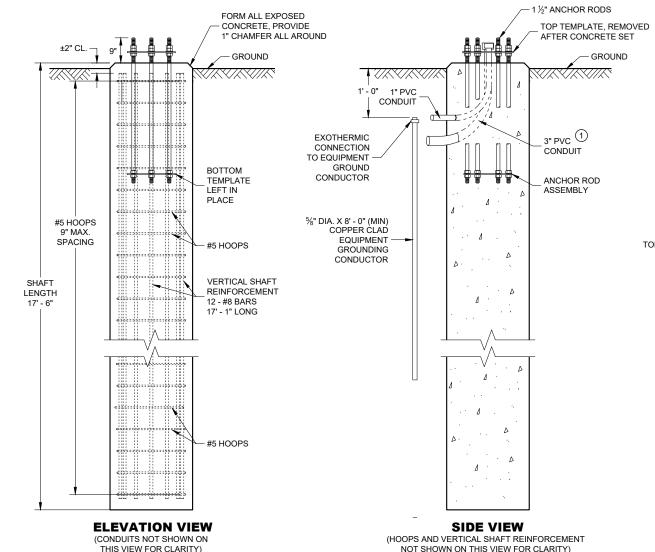


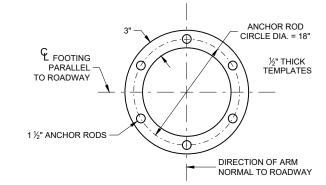




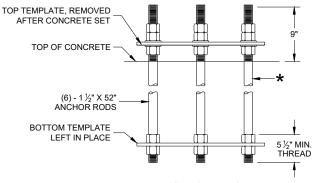
HOUP DETAIL

FORMING DETAIL





TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

★ THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE, TYPE 10 SPECIAL (FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD H.S. REINFORCEMENT = 779 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

 APPROVED
 /S/ Alex Crabtree

 August 2020
 /S/ Alex Crabtree

 DATE
 WIND LOADED STRUCTURES PROGRAM LEADER

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CABINET BASE (IF FLUSH MOUNTING POSSIBLE, CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN

MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL

UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL

CABINET SERVICE INSTALLATION

STATE OF WISCONSIN

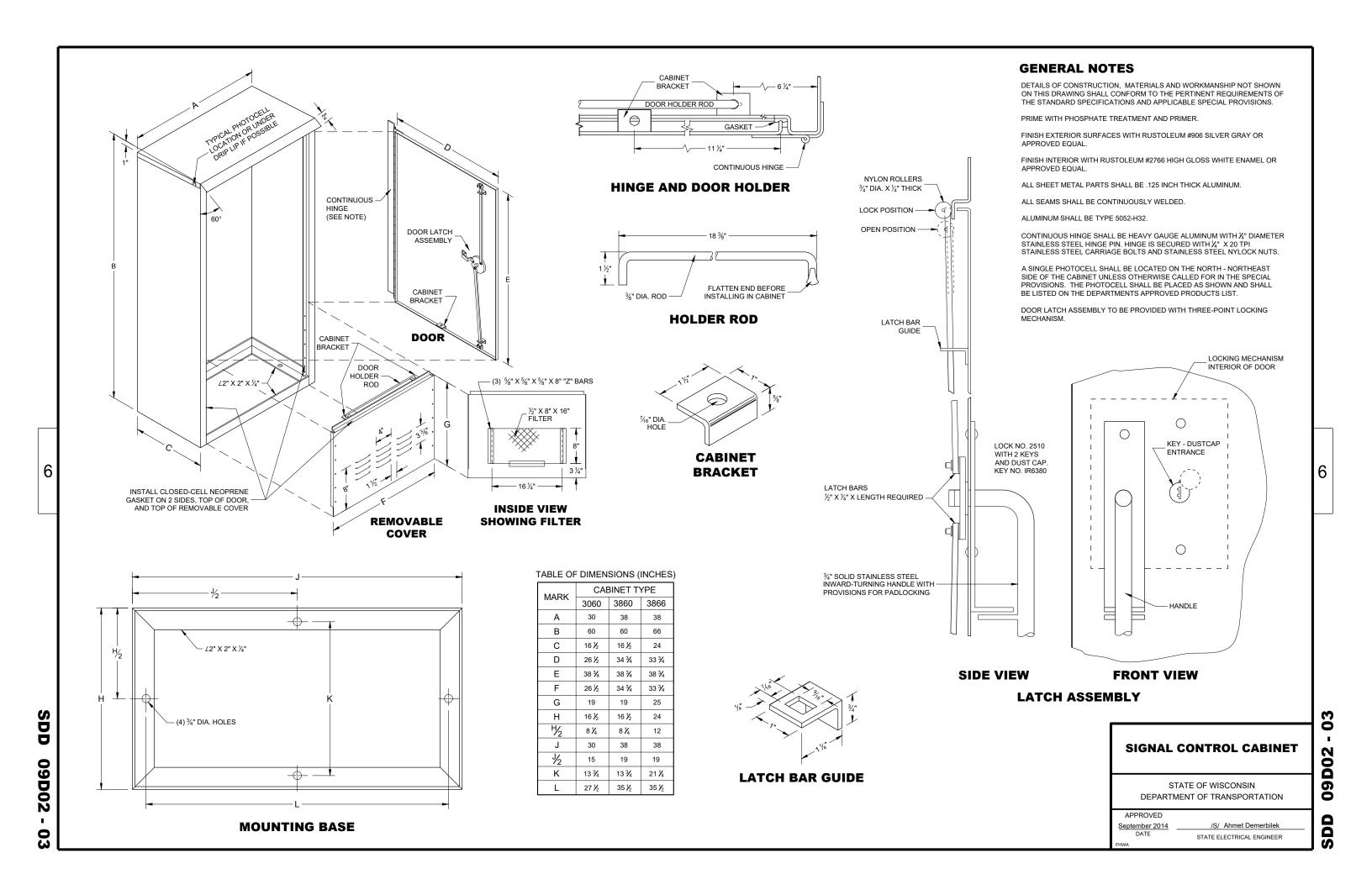
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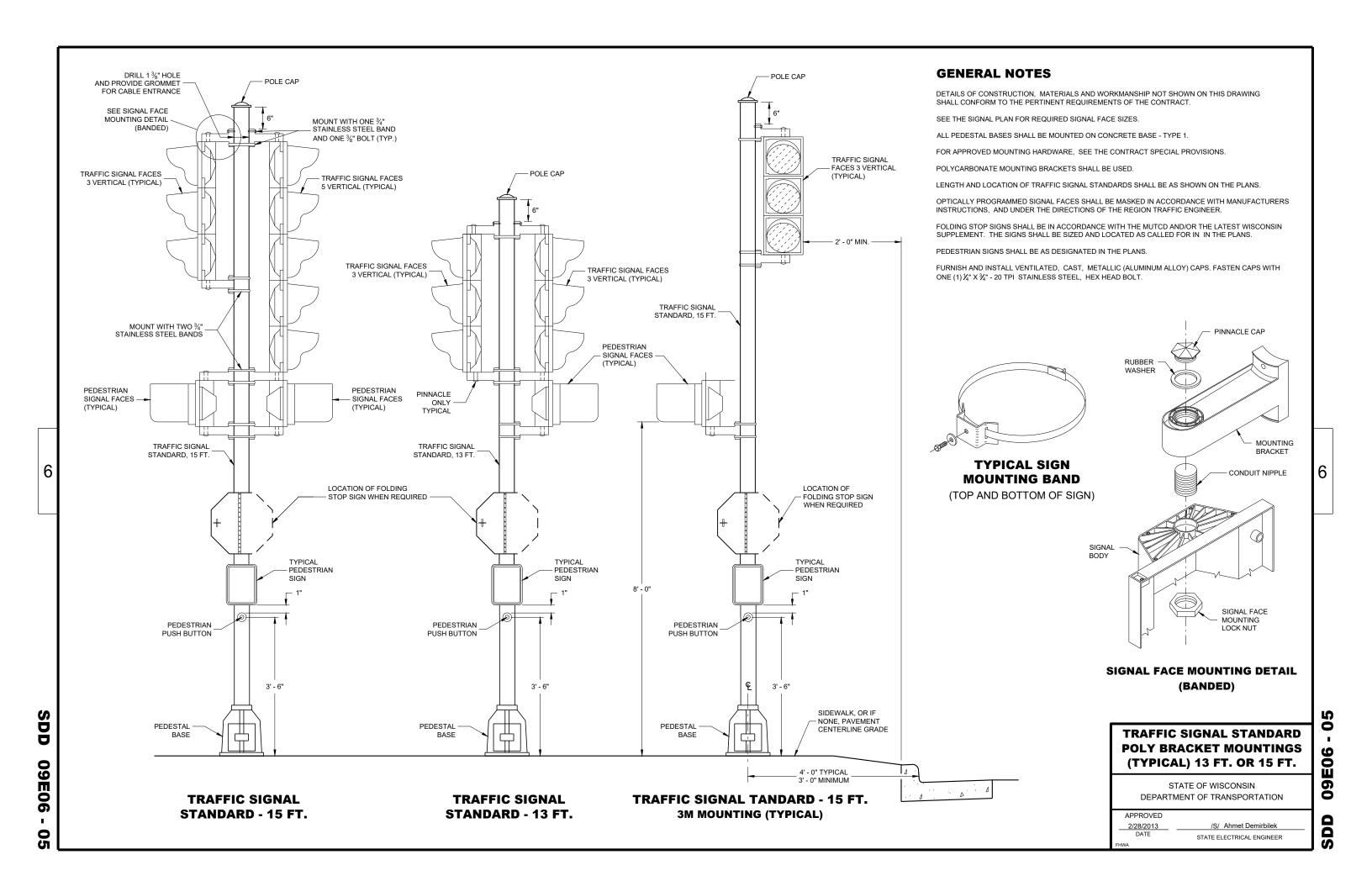
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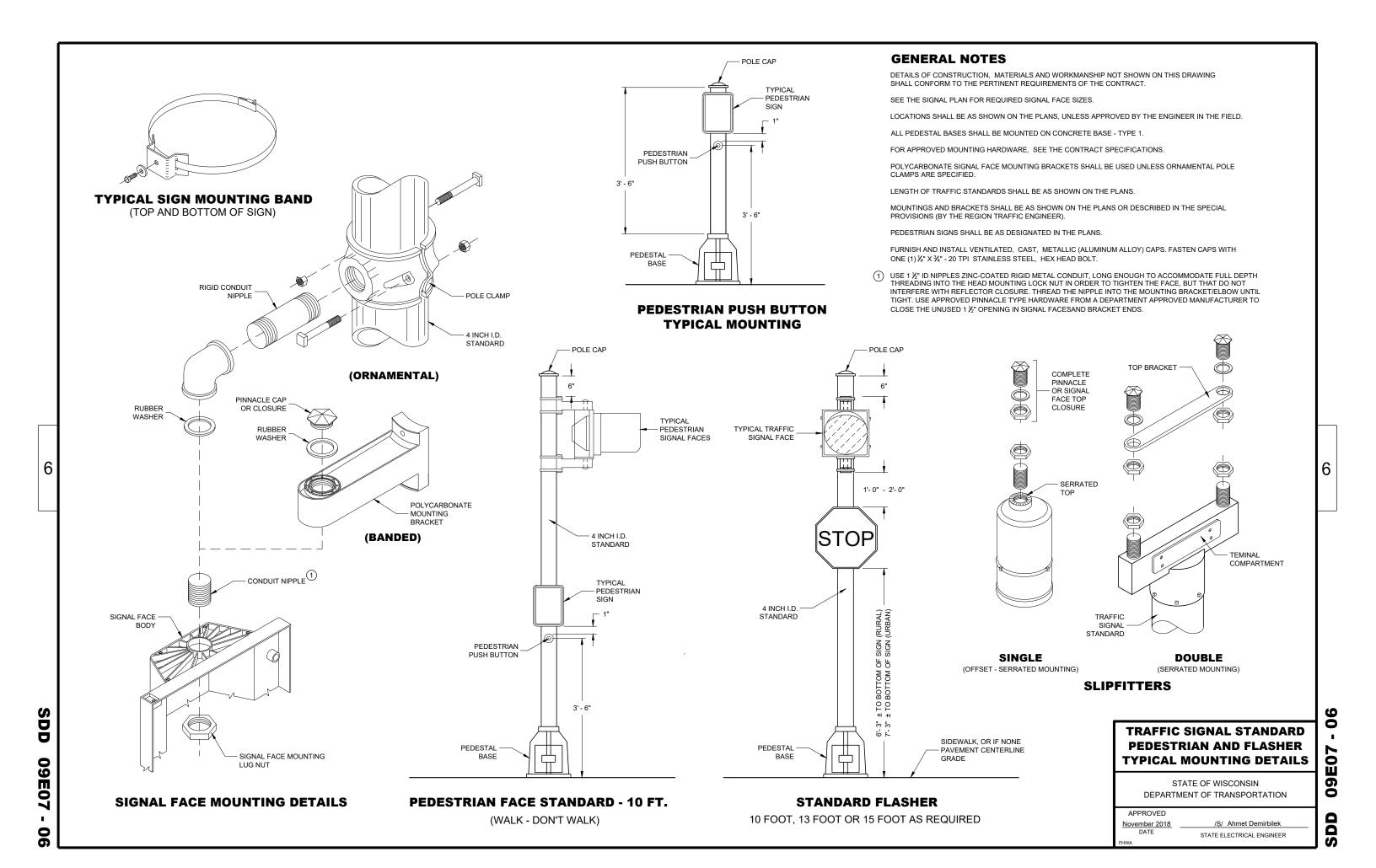
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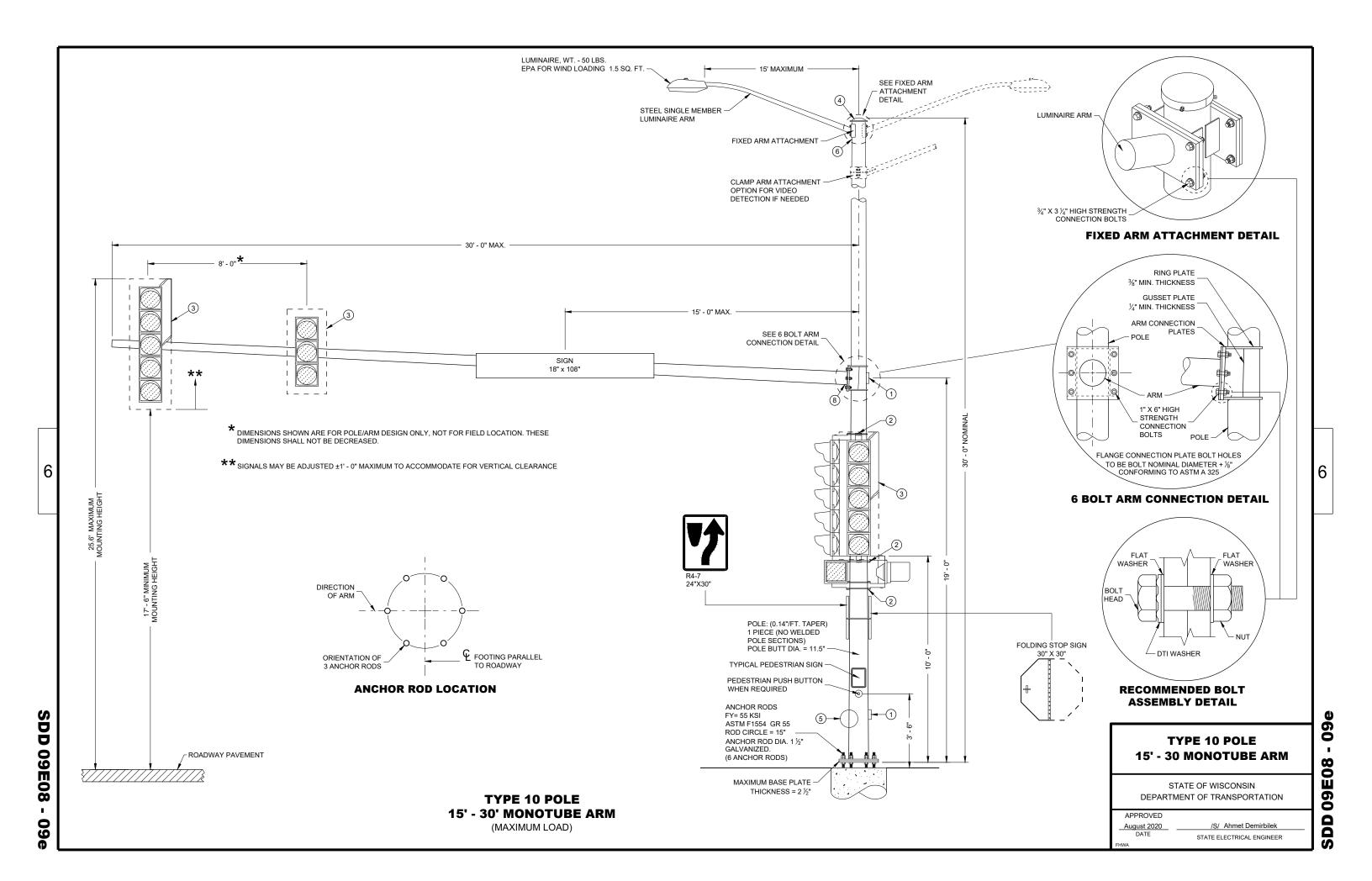
APPROVED Sept. 2014 /S/ Ahmet Demirbilek

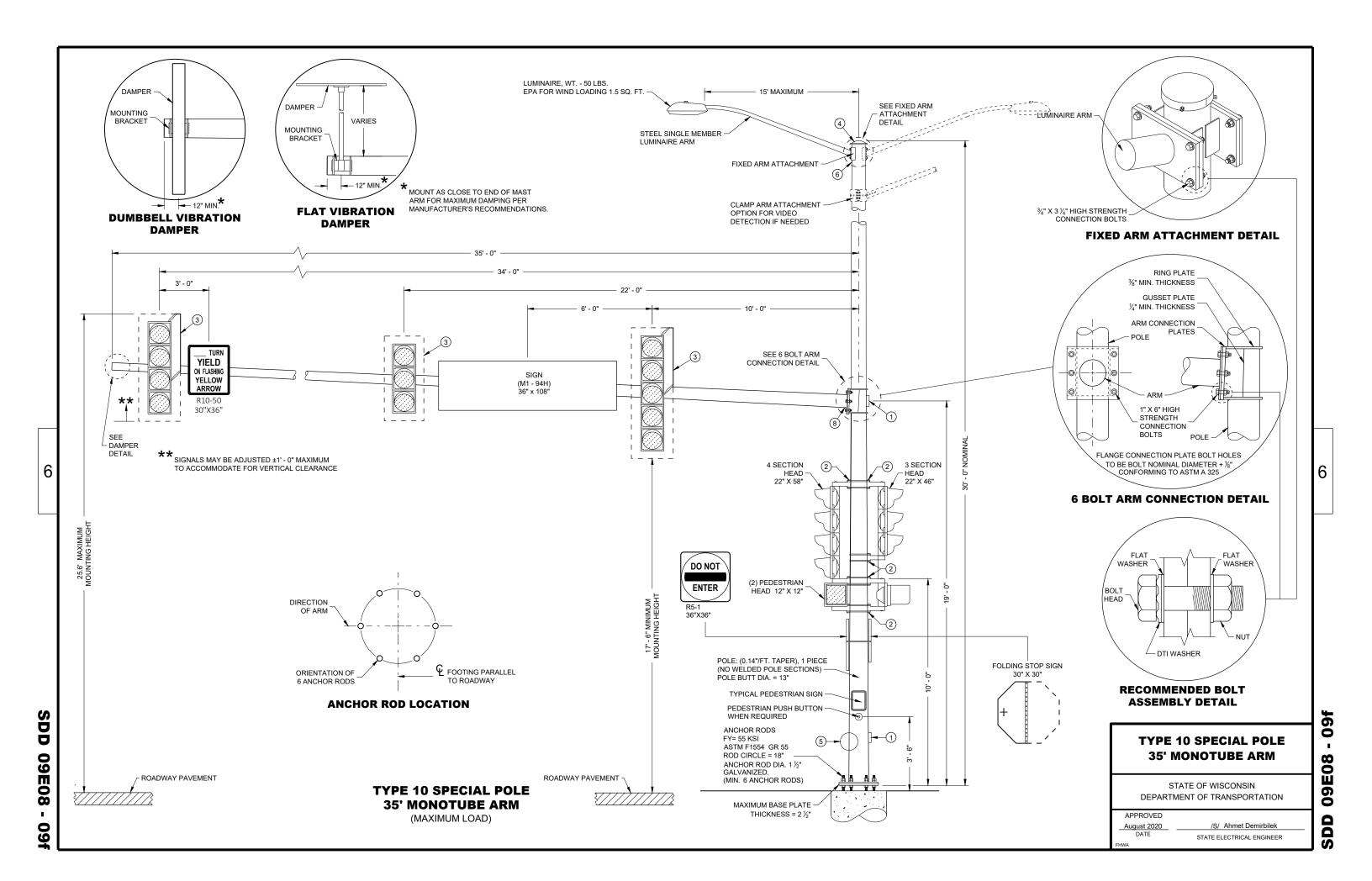
DATE STATE ELECTRICAL ENGINEER FHWA

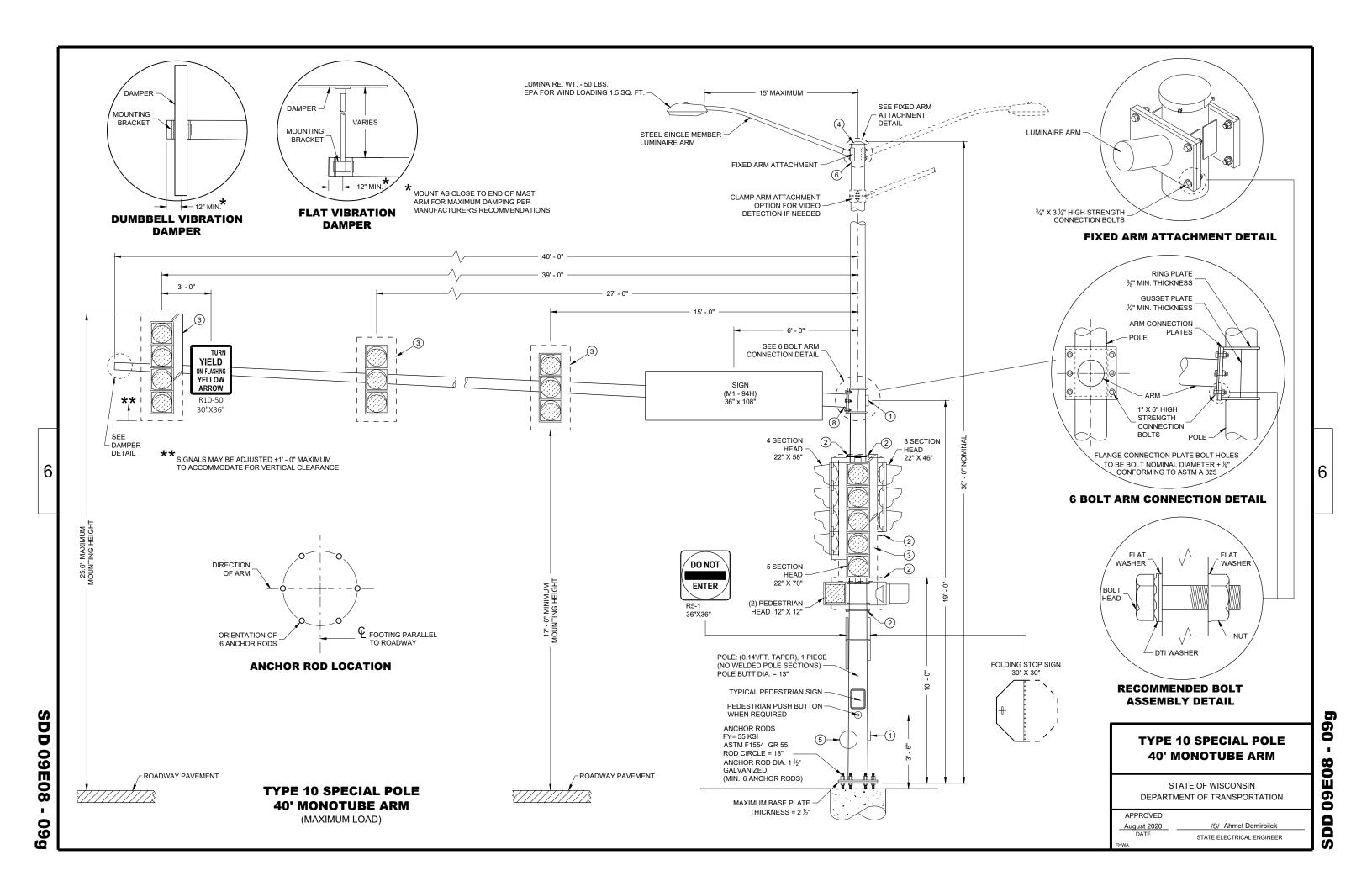












POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH 3/4" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL χ " HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL MOUNT ALL LIKE HEAD AT SAME ELEVATION.

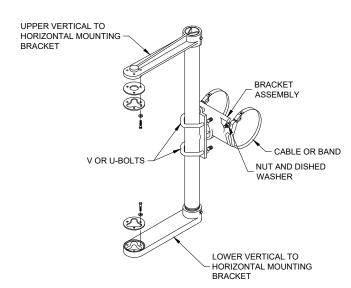
SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

- 1 DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¾" X ¾" 20 TPI STAINLESS STEEL
- SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).
- SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER
- THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.
- FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR 1/2" X 1/2" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.
- FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE
- INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

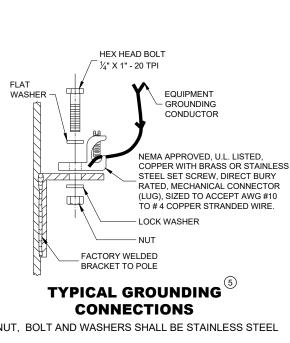
MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED 1/2" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE

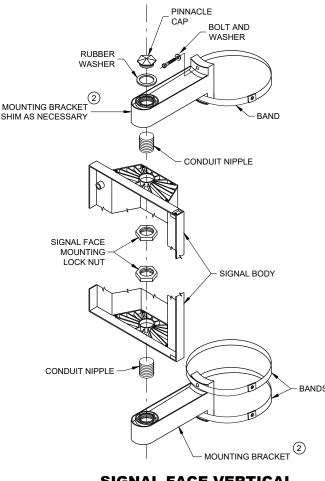


SIGNAL FACE MOUNTING BRACKET **DETAIL FOR MONOTUBE ARM**

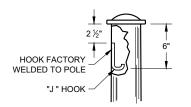
(MOUNT PER MANFACTURER'S RECOMMENDATION)



NUT. BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL **MOUNTING DETAIL**



TYPICAL "J" HOOK **WIRE SUPPORT**

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 **POLES WITH MONOTUBE ARMS**

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED /S/ Ahmet Demirbilel August 2020 DATE

STRUCTURAL IDENTIFICATION **PLAQUE PLACEMENT**

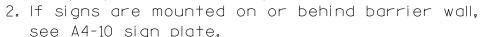
TT YY

6' - 0"

DD 09E08

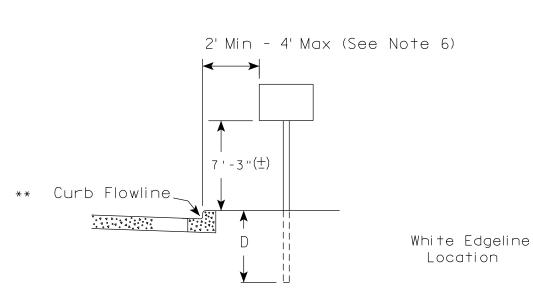
60 STATE ELECTRICAL ENGINEER

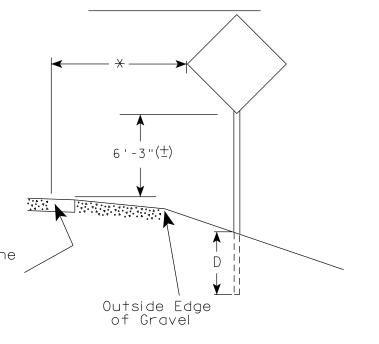
0



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'' ($\frac{+}{-}$).

- 3. For expressways and freeways, mounting height is 7'- 3" (\pm) or 6'-3'' (\pm) depending upon existence of a sub-sign.
- 4. Minimum mounting height for signs mounted on traffic signal poles is $5' - 3'' \stackrel{(\pm)}{-}$.
- 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'' (\pm) or as directd by the Engineer.





2' Min - 4' Max (See Note 6) 6'-3"(±) ** Curb Flowline D

5'-3"(士) White Edgeline $D \parallel$ Location Outside Edge of Gravel

** 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.

HWY:

* 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	D
(Sq.Ft.)	(Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED For State Traffic Engineer

DATE 5/13/2020

SHEET NO:

Ε

PROJECT NO: FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.dgn COUNTY:

PLOT BY: mscj9h

PLOT NAME :

PLOT SCALE: \$\$.....plo†scale.....\$\$ WISDOT/CADDS SHEET 42

PLOT DATE: 13-MAY 2020 1:04



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



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

HWY:



PLAN VIEW

COUNTY:

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer

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

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN

PROJECT NO:

PLOT DATE: 27-JAN-2014 09:48

PLOT NAME :

PLOT BY: mscsja

PLOT SCALE: 13.659812:1.000000

APPROVED

WISDOT/CADDS SHEET 42

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'' (\pm) 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

D
(Min)
4'
5'

WISCONSIN DEPT OF TRANSPORTATION APPROVED For State Traffic Engineer DATE 8/21/17 PLATE NO. <u>A4-4.15</u>





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

HWY:

SIGN SHAPE OTHER THAN (THREE POSTS REQUIR	
L	E
Greater than 108" to 144"	12''

COUNTY:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN

PROJECT NO:

PLOT DATE: 21-AUG-2017 15:54

PLOT SCALE: 108.188297:1.000000

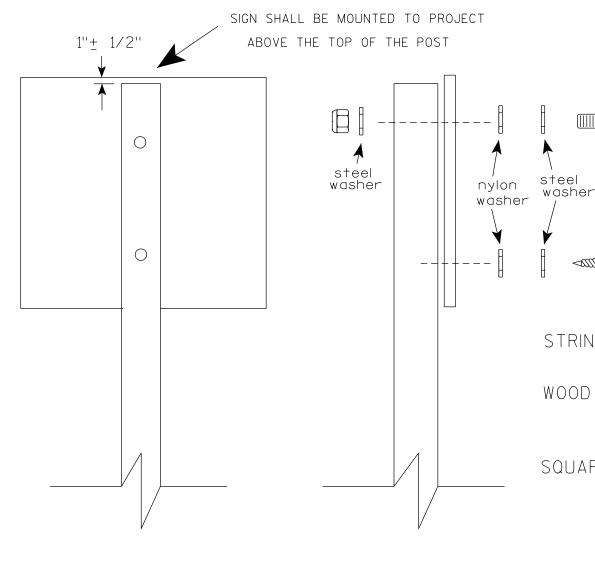
WISDOT/CADDS SHEET 42

OF TYPE II SIGNS ON MULTIPLE POSTS

TYPICAL INSTALLATION

SHEET NO:

PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:



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

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

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts

WOOD POSTS $(4'' \times 6'')$

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 - 3/32 " (6605-9-6) BULB-TITE. TRI-FOLD. ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

APPROVED

DATE 4/1/2020

PLATE NO. <u>A4-8.9</u>

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN

PROJECT NO:

PLOT DATE: 01-APRIL-2020

PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

Ε

WISCONSIN DEPT OF TRANSPORTATION

Matther ≠or State Traffic Engineer

SHEET NO:



PROJECT NO: HWY: COUNTY: SHEET NO: 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

DATE 2/05/15

PLATE NO. <u>A4-9.9</u>

For State Traffic Engineer



BANDING



SINGLE SIGN





WASHER PLACEMENT



HWY:

WASHERS (ALL POSTS) -

1-1/4" O.D. X³/₈" I.D. X¹/₁₆" STEEL 1-1/4" O.D. $\times \frac{3}{8}$ " I.D. \times .080 NYLON FOR ALL TYPE H SIGNS

CHANNEL

GENERAL NOTES

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

"J" ASSEMBLY



STANDARD SIGN SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

SHEET NO:

APPROVED

DATE 6/10/19

PLATE NO. A5-9.4

Ε

State Traffic Engineer

COUNTY:

PLOT NAME :

PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42

PROJECT NO:

31/2"

VIEW FROM TOP

GENERAL NOTES

- 1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WISDOT STANDARD SPECIFICATIONS
- 2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, $\frac{3}{4}$ " WIDTH AND 0.025" THICKNESS
- 3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS.

 SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
- 4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
- 5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM Designation: B 633, TYPE III, SC 3
- 6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
- 7. STEEL WASHERS SHALL BE $1^{1}/_{4}$ " O.D. X $3/_{8}$ " I.D. X $1/_{16}$ "
- 8. NYLON WASHERS SHALL BE $1^{1}/_{4}$ " O.D. X $3/_{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

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

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED //

DATE 4/19/2022 PLATE NO. _A5-10.3

ATE 4/19/2022 PLATE NO. _

SHEET NO:

SIGN

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A510.dgn

PROJECT NO:

PLOT DATE: 19-APRIL 2022 11:55

PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

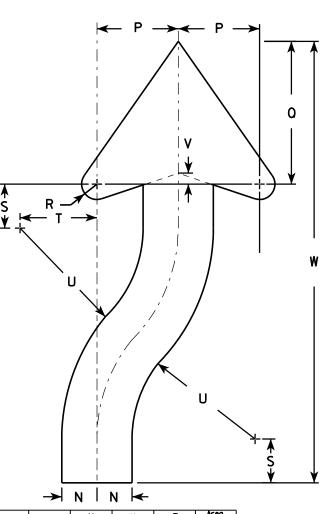
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NOTES

- 1. Sign is Type II Type H Reflective reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
- 2. Color:

Background - White Message - Black

- 3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
- 4. R4-8 is the same as R4-7 except Legend is reversed.



PLOT NAME :

ARROW DETAIL

																		→ N N <									
SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Areo sq. ft
1	18	24	1 1/8	3∕8	1/2	3 %	4 3/4	5 ½	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 %	3 1/4	6 3/4	1/2	20 ¾				3.0
2S	24	30	1 1/8	3∕8	1/2	4 1/2	6 1/4	7 3/8	1 %	3	8	4	12 1/2	2	30	4 %	8 1/8	1 /8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 1/8	3	8	4	12 1/2	2	30	4 %	8 1/8	7∕8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 1/8	4 1/2	12	6	18 ¾	3	45	6 %	12 1/4	1 1/4	3 3/4	6 %	13 1/2	1	40 ¾				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 1/8	4 1/2	12	6	18 ¾	3	45	6 %	12 1/4	1 1/4	3 3/4	6 %	13 ½	1	40 ¾				12.0
5	48	60	2 1/4	₹4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 %	5	8 3/4	18	1 1/4	50 1/4				20.0

COUNTY:

R4-7

STANDARD SIGN R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

SHEET NO:

PROJECT NO:

D→

HWY:

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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