FEDERAL PROJECT MAY 2023 LAX STATE PROJECT STATE OF WISCONSIN CONTRACT ORDER OF SHEETS 1640-01-74 WISC 2023358 1 PROJECT WITH: N/A DEPARTMENT OF TRANSPORTATION Typical Sections and Details (INCLUDES EROSION CONTROL) Section No. Estimate of Quantities Section No. Miscellaneous Quantities ē PLAN OF PROPOSED IMPROVEMENT Right of Way Plat Section No. Standard Detail Drawings Section No. C VIROQUA, MAIN STREET Sign Plates Section No. 640-01-74 BRENDEL LN TO SOUTH WASHINGTON AVE **USH 14** TOTAL SHEETS = 128 **VERNON COUNTY** STATE PROJECT NUMBER 1640-01-74 **BEGIN PROJECT** STA 12+97.20 Y: 155,098.42 R-5-W - R-4-W X: 701,974.55 ORIGINAL PLANS PREPARED BY: SPRINGVILLE MILLER RD BAKKON CHERRY BB B ASBURY ASSOCIATES" BRENDEL ROBERT
E-**EXCEPTION TO DESIGN DESIGNATION NET CENTERLINE** A.A.D.T. (2023) = 10.900 STA 72+73.06 TO A.A.D.T. (2043)= 10,900 D.H.V. = 1,166 STA 82+47.61 = 52/48 D.D. = 9.4% UPPER MAPLE DALE DESIGN SPEED = 30 MPH, 50 MPH, 60 MPH T-13-N = 3.900.000 ESALS DECKER ST. SOUTH STREET MAHONEY RD **VERNO** XX T-12-N **CONVENTIONAL SYMBOLS** PROFILE PLAN GRADE LINE CORPORATE LIMITS 1/1//// ORIGINAL GROUND PROPERTY LINE ROCK RD MARSH OR ROCK PROFILE RIDGE LOT LINE (To be noted as such) LIMITED HIGHWAY EASEMENT SPECIAL DITCH {14} **END PROJECT** NN STATE OF WISCONSIN **EXISTING RIGHT OF WAY** STA 122+33.09 GRADE ELEVATION **DEPARTMENT OF TRANSPORTATION** PROPOSED OR NEW R/W LINE 0 CULVERT (Profile View) SLOPE INTERCEPT REPARED BY UTILITIES STRAND ASSOCIATES, INC REFERENCE LINE GETTER RD ELECTRIC STRAND ASSOCIATES, INC. Designer **EXISTING CULVERT** FIBER OPTIC PAUL VALENTI, P.E. Project Manager PROPOSED CULVERT GAS SOUTHWEST REGION Regional Examiner (Box or Pipe) SANITARY SEWER JOHN BAINTER, P.E. COMBUSTIBLE FLUIDS LAYOUT STORM SEWER 0.5 MI HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN TELEPHONE SCALE COORDINATE REFERENCE SYSTEM (WISCRS), VERNON COUNTY, PPROVED FOR THE DEPARTMENT Houl M Valento WATER NAD83 (2011), IN U.S. SURVEY FEET, POSITIONS SHOWN ARE GRID MARSH AREA DATE: 01/18/2023 COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES UTILITY PEDESTAL X TOTAL NET LENGTH OF CENTERLINE = 1.887 MI. ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED (Signature) POWER POLE 6 TO NAVD 88 ( 2012 ). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18. E TELEPHONE POLE Ø WOODED OR SHRUB AREA JACK, ROBERT A. FILE NAME: S:\MAD\1000--1099\1089\971\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\010101 TI.DWG

# 2

# **GENERAL NOTES**

2

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.

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

ANY SIGNS REMOVED DUE TO THE CONTRACTOR MEANS AND METHODS SHALL BE REPLACED BY THE CONTRACTOR AT THEIR OWN EXPENSE.

R/W LINES SHOWN OUTSIDE OF THE CURB RAMP LOCATIONS ARE APPROXIMATE.

# **UTILITIES**

- \* CITY OF VIROQUA SEWER/WATER GREG MARSH 202 N. MAIN STREET VIROQUA, WI 54665 608-6378293 GMARSH@VIROQUA-WISCONSIN.COM
- \* DAIRYLAND POWER COOPERATIVE ELECTRIC MIKE LYDON 3200 EAST AVENUE SOUTH LA CROSSE, WI 54602 608-787-1381 MICHAEL.LYDON@DAIRYLANDPOWER.COM
- \* FRONTIER COMMUNICATIONS
  JEREMY ZEHM
  1851 N. 14TH AVENUE
  WASUSAU, WI 54401
  715-243-9243
  JEREMY.ZEHM@FTR.COM
- MEDIACOM WISCONSIN LLC COMMUNICATIONS
  CRAIG EGGERT
  1240 HIGHWAY 52
  CHATFIELD, MN 55923
  563-419-5160
  CEGGERT@MEDIACOMCC.COM
- MG&E GAS MIKE SAVAGE 133 S. BLAIR ST. MADISON, WI 53718 608-235-2345 MSAVAGE@MGE.COM
- XCEL ENERGY ELECTRIC LAURA JORSTAD P.O. BOX 8 EAU CLAIRE, WI 54703 608-789-3628 LAURA.JORSTAD@XCELENERGY.COM
- \* VERNON ELECTRIC COOPERATIVE ELECTRIC COLE CARY
  110 SAUGSTAD ROAD
  WESTBY, WI 54667
  608-634-7472
  CCARY@VERNONELECTRIC.COM

# **SECTION 2 ORDER OF SHEETS**

1640-01-74

PROJECT NO:

FILE NAME :

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS (INCLUDES ALIGNMENT DETAILS, PAVEMENT MARKING AND CONTROL POINT INFORMATION)
CURB RAMP DETAILS
STORM SEWER DETAILS
TRAFFIC CONTROL

HWY: USH 14

WISDOT CONTACT
PAUL VALENTI, P.E.
WISDOT SOUTHWEST REGION
3550 MORMON COULEE ROAD
LA CROSSE, WI
608-785-9053
EMAIL: PAUL.VALENTI@DOT.WI.GOV

COUNTY: VERNON

DESIGN CONTACT ROBERT JACK, P.E. STRAND ASSOCIATES, INC. 910 WEST WINGRA DRIVE MADISON, WI 53715 (608) 251-4843 EMAIL: ROBERT.JACK@STRAND.COM DNR LIAISON
KAREN KALVELAGE
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
3550 MORMON COULEE ROAD
LA CROSSE, WI
(608) 785-9115
EMAIL: KAREN.KALVELAGE@WISCONSIN.GOV



\*DENOTES DIGGERS HOTLINE MEMBERS

SHEET

Ε

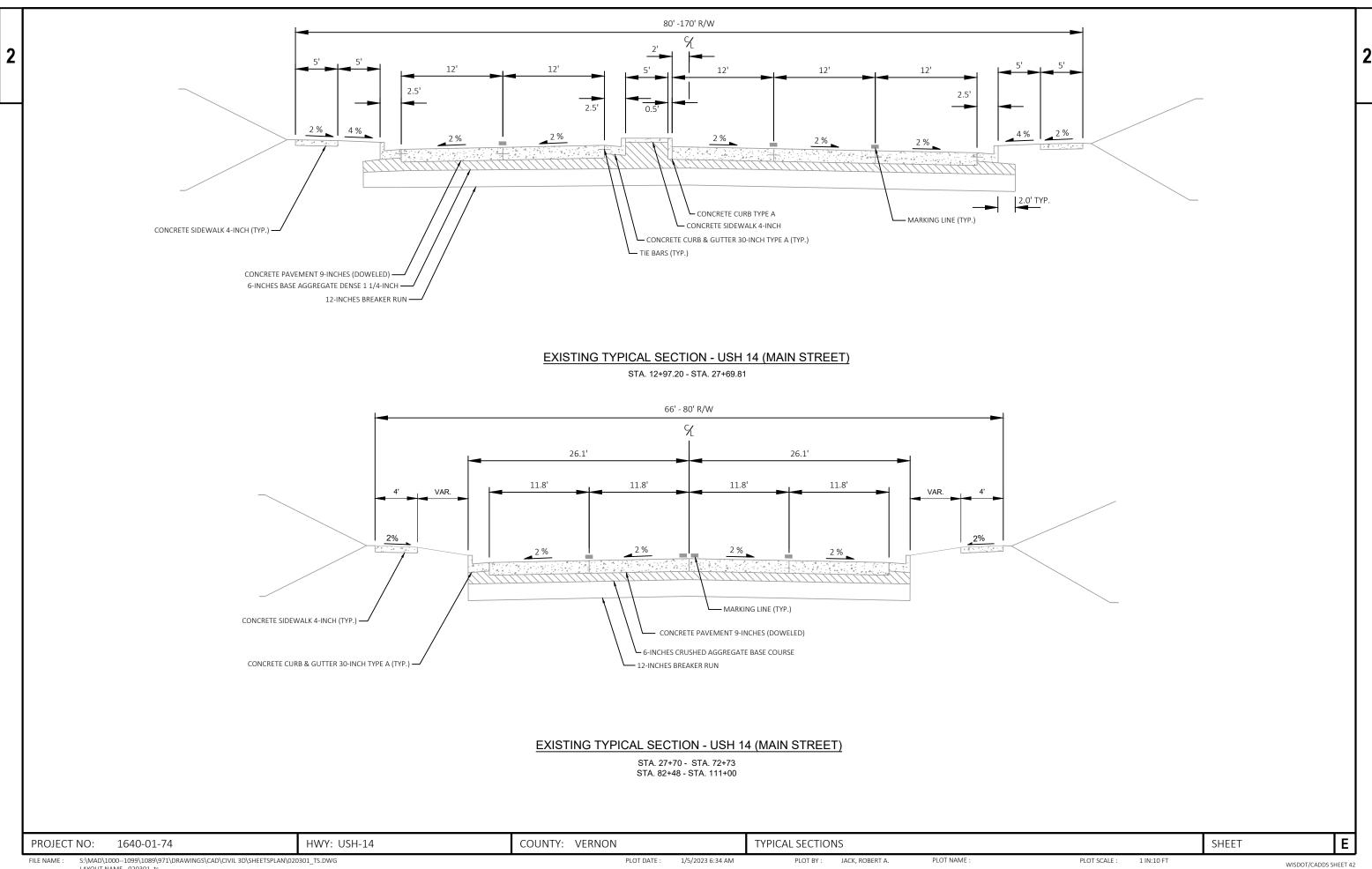
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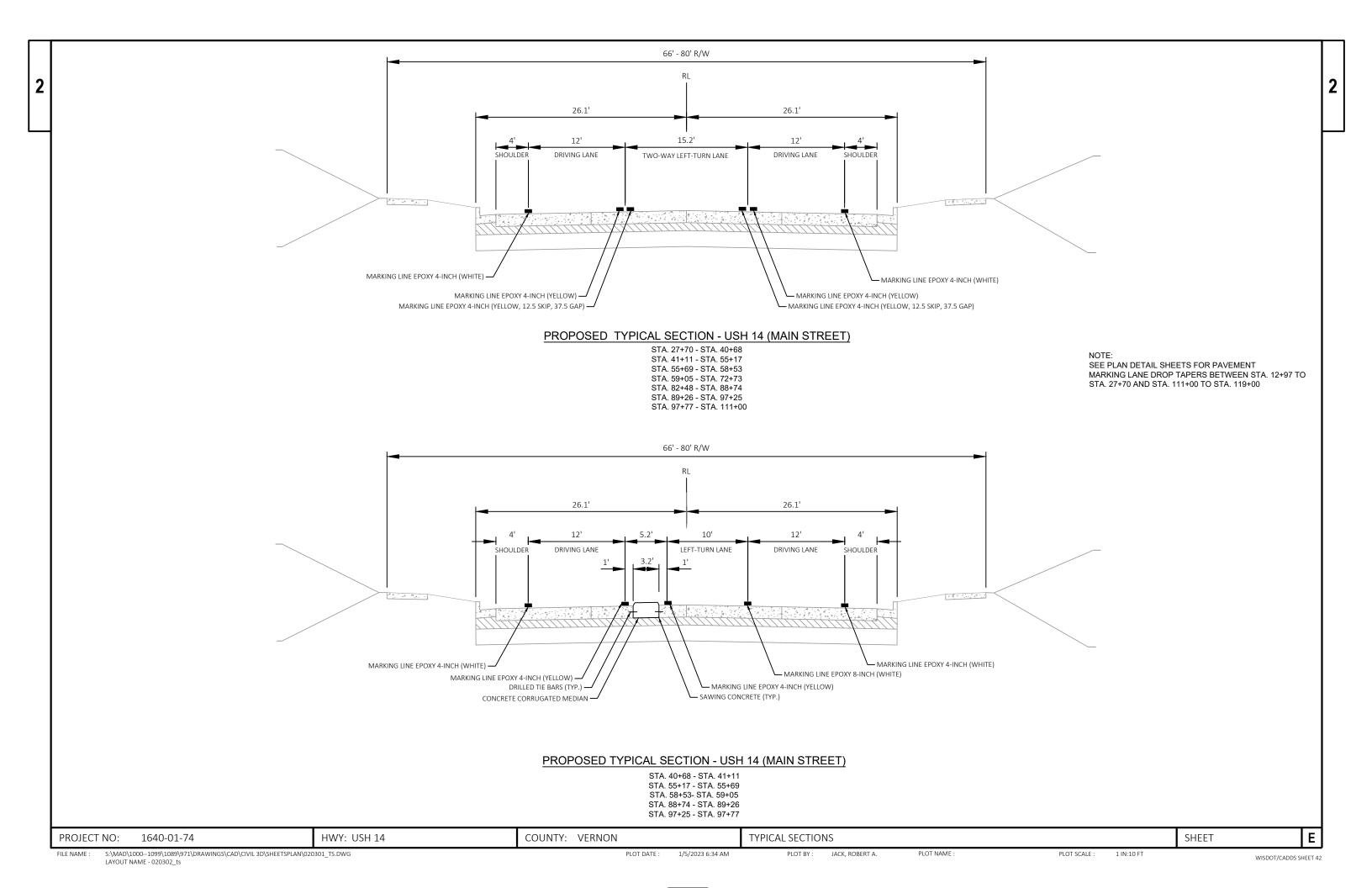
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PLOT NAME: PLOT NAME: PLOT SCALE: NA
WISDOT/CADDS SHEET 42
WISDOT/CADDS SHEET 42

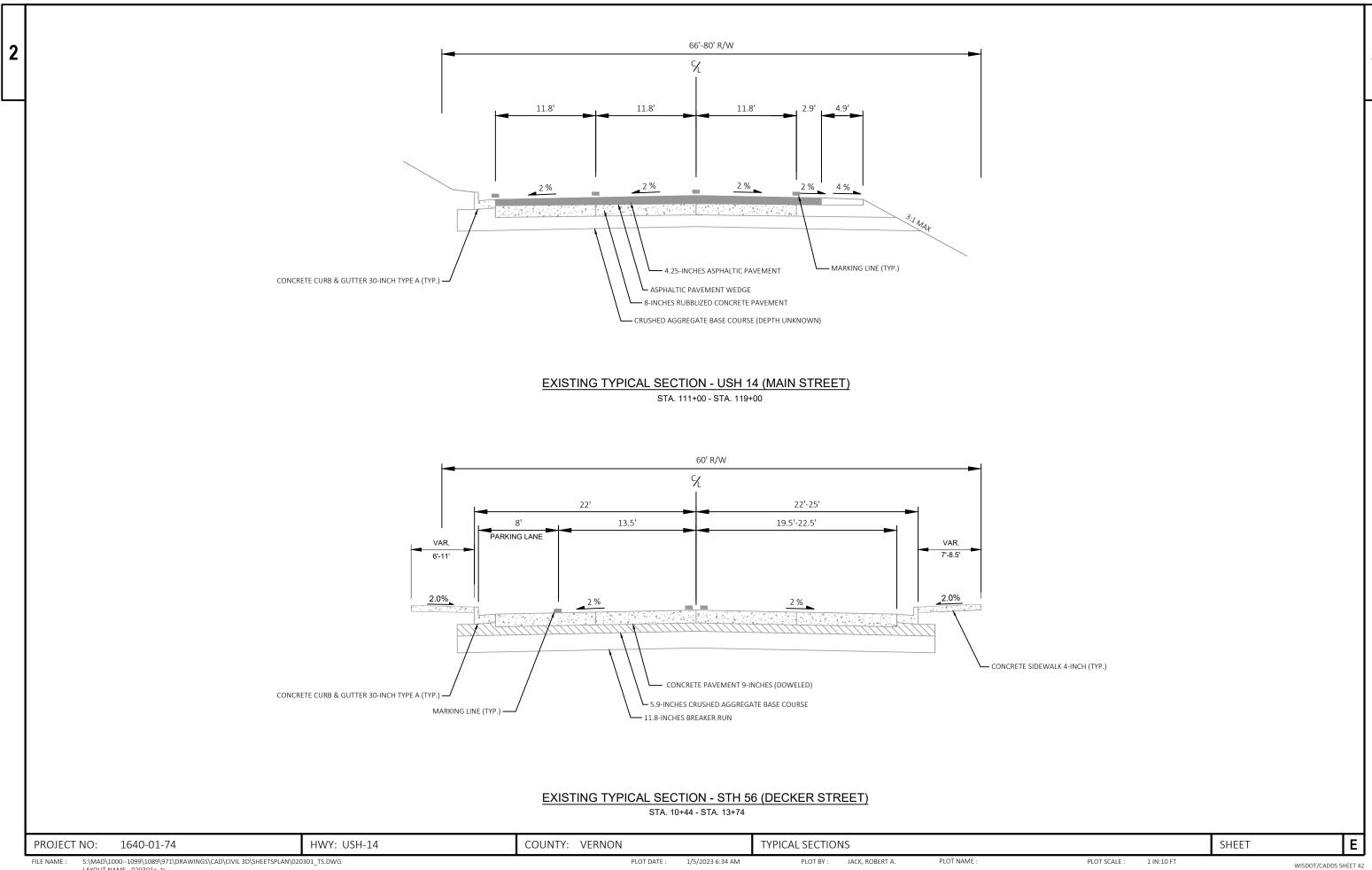
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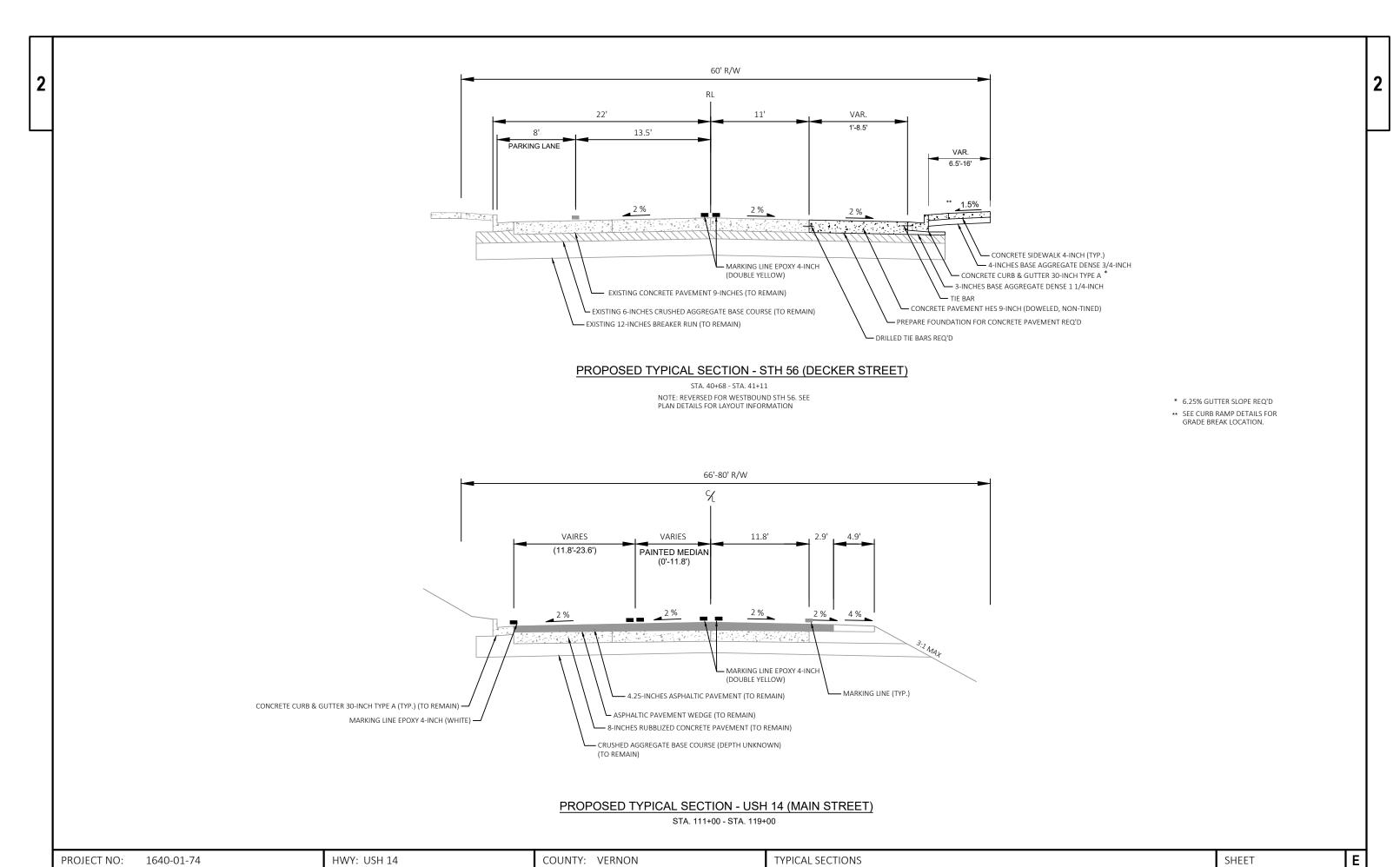


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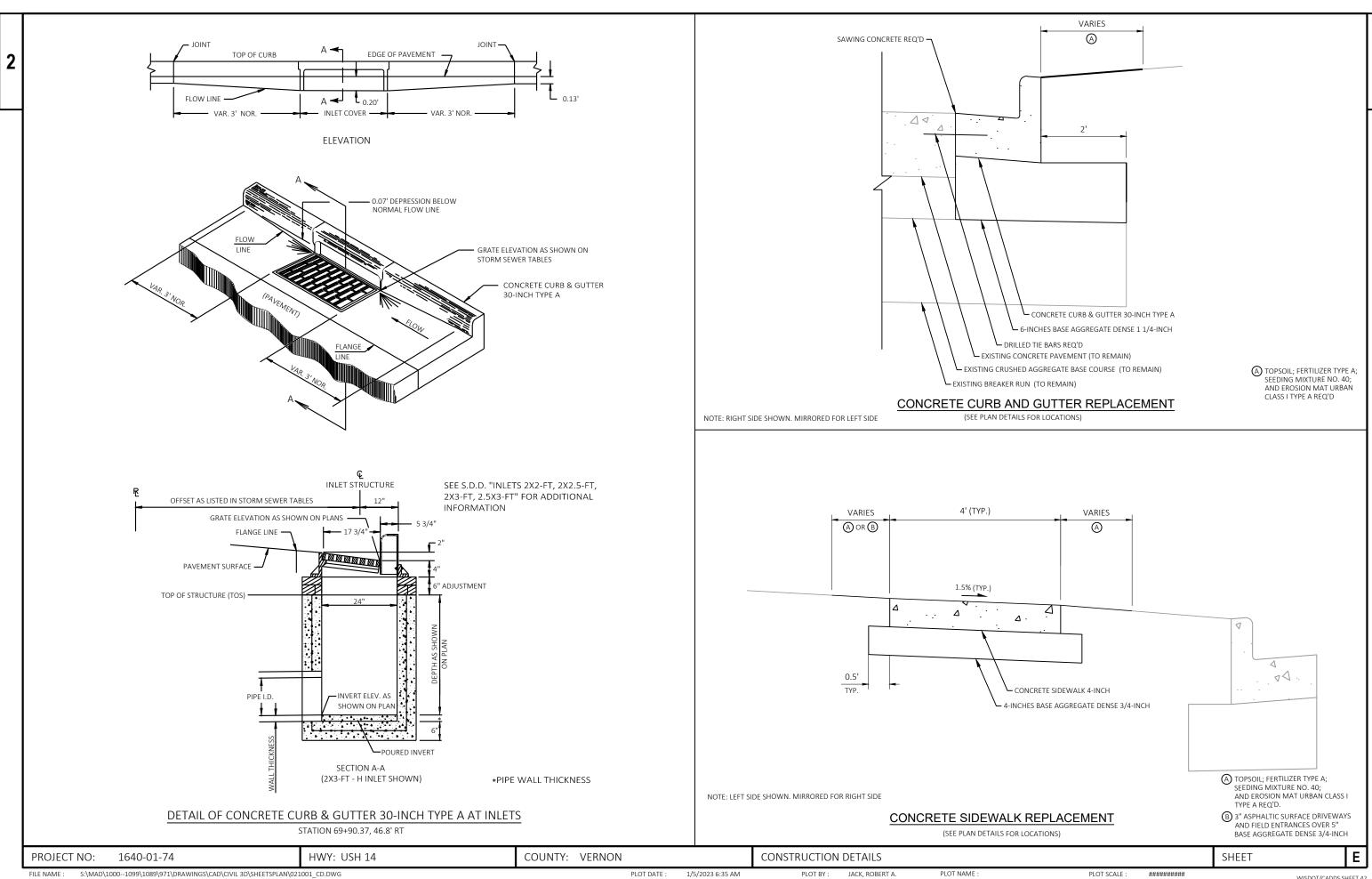




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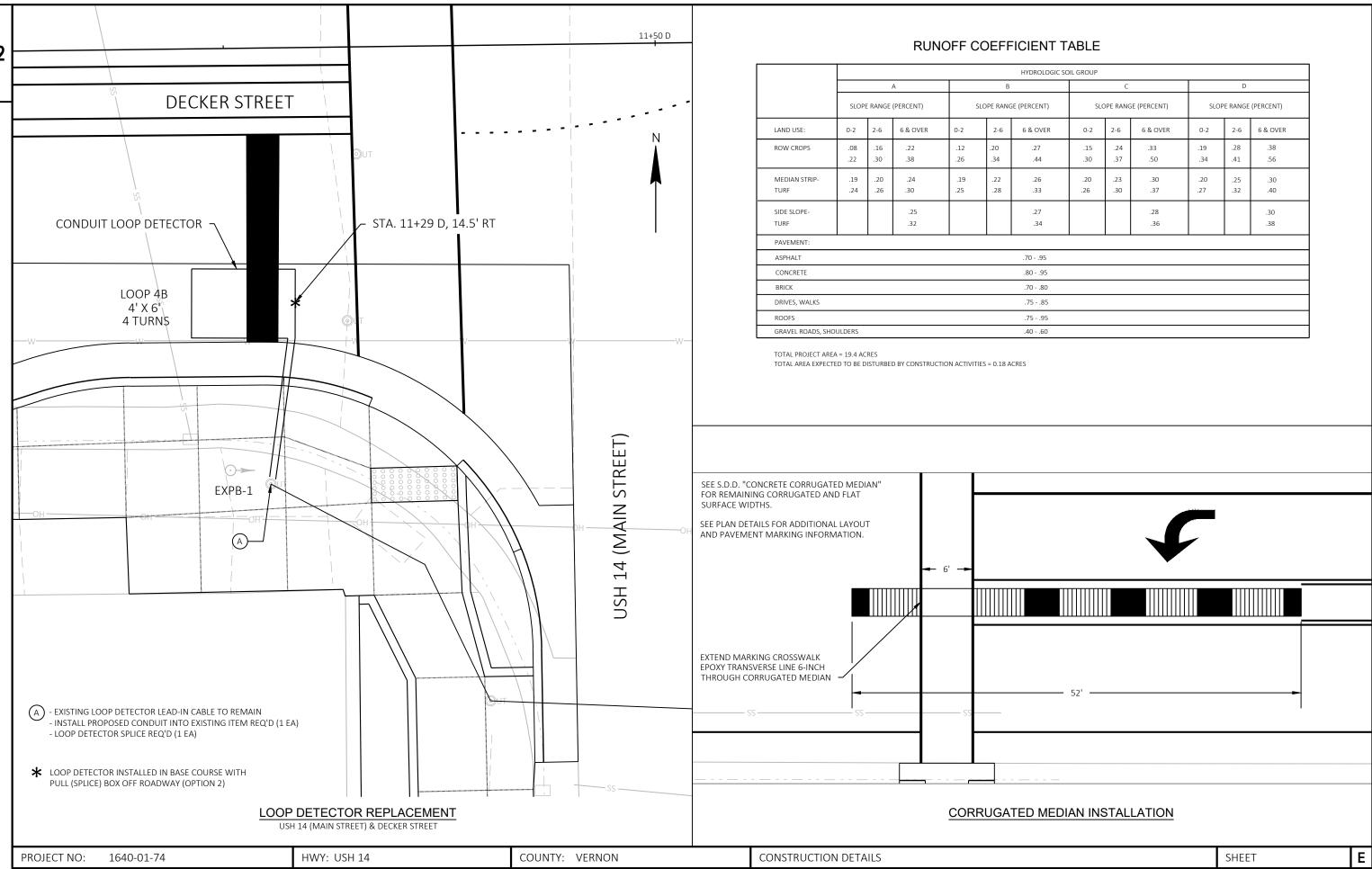


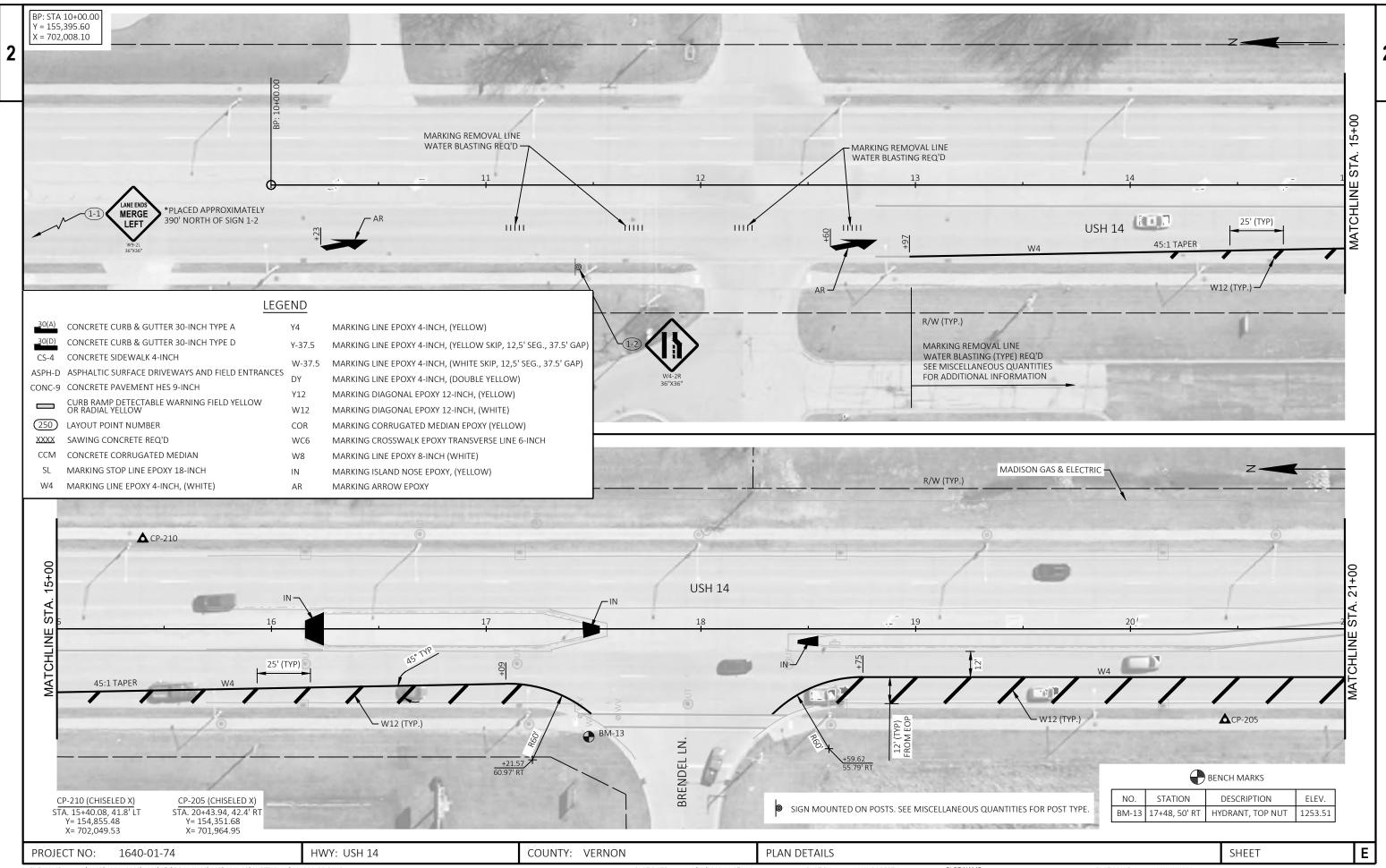
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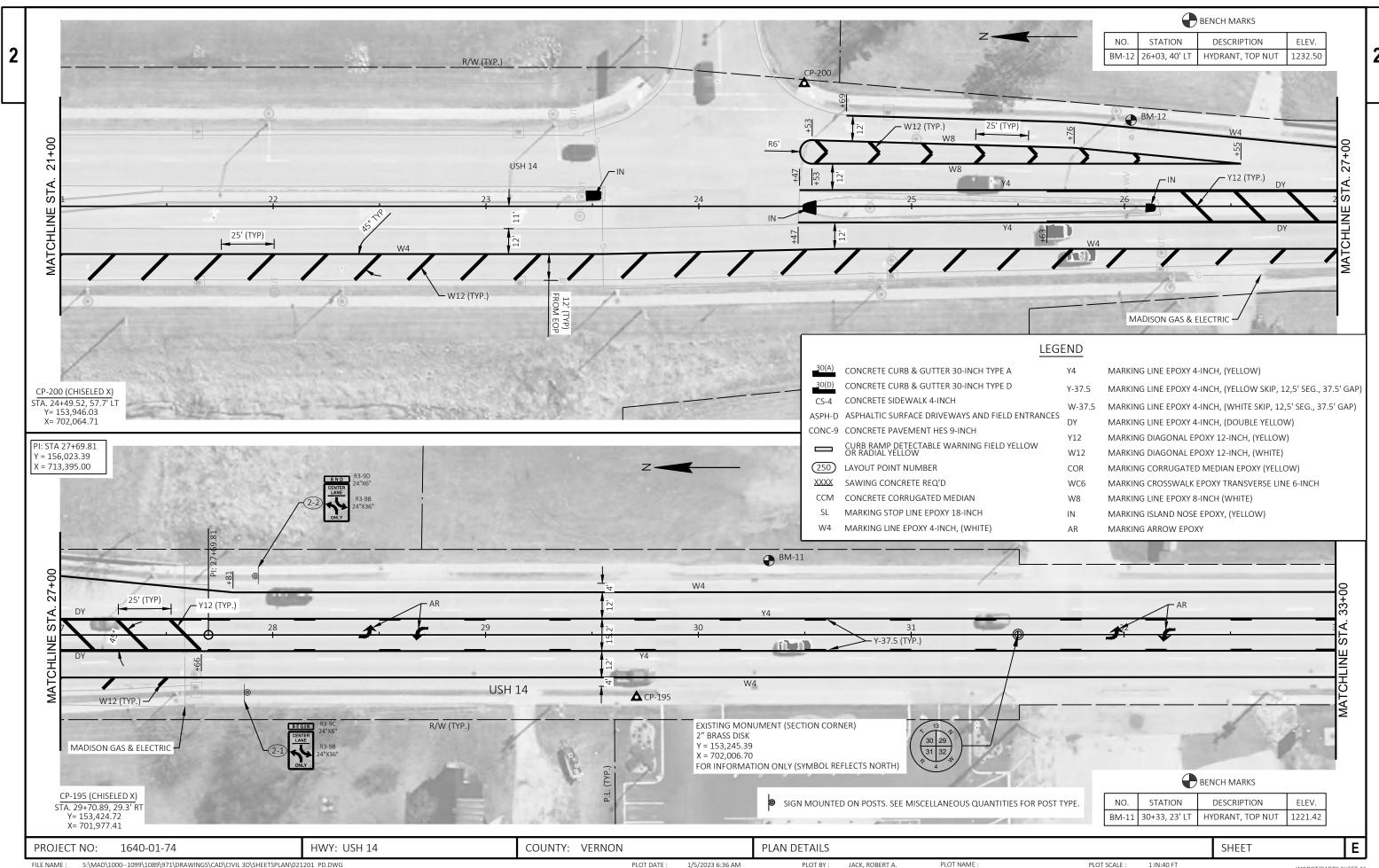


WISDOT/CADDS SHEET 42

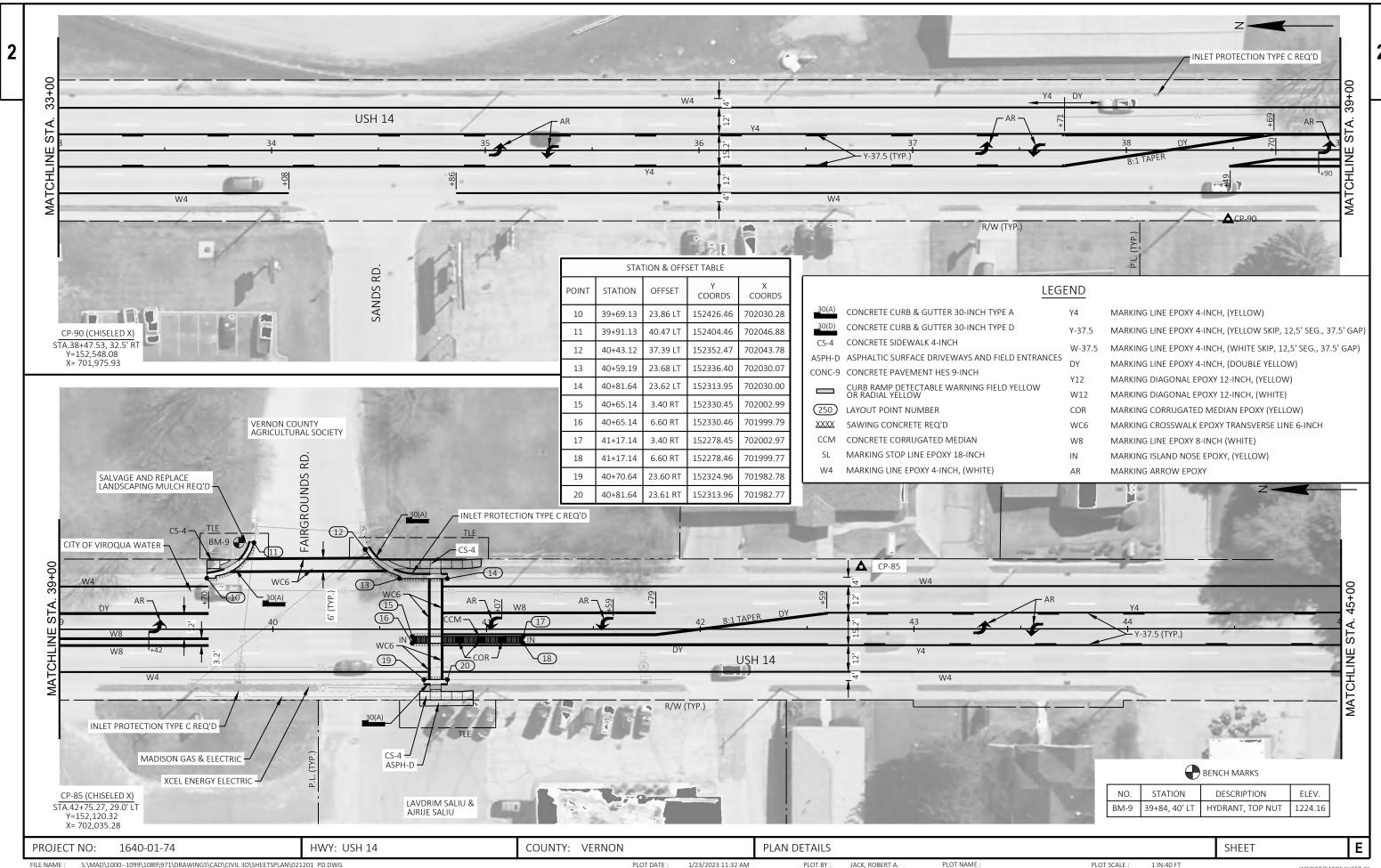
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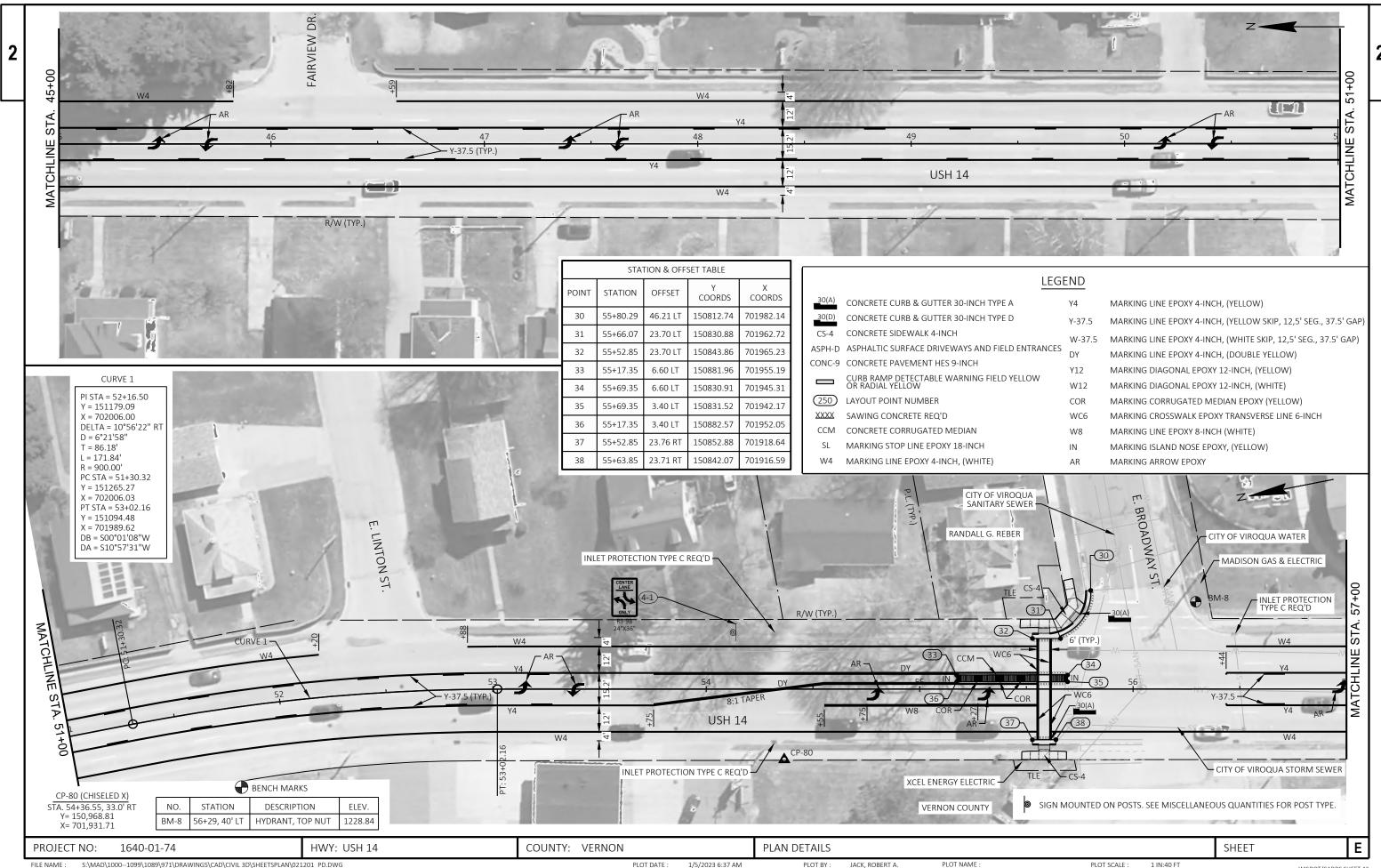


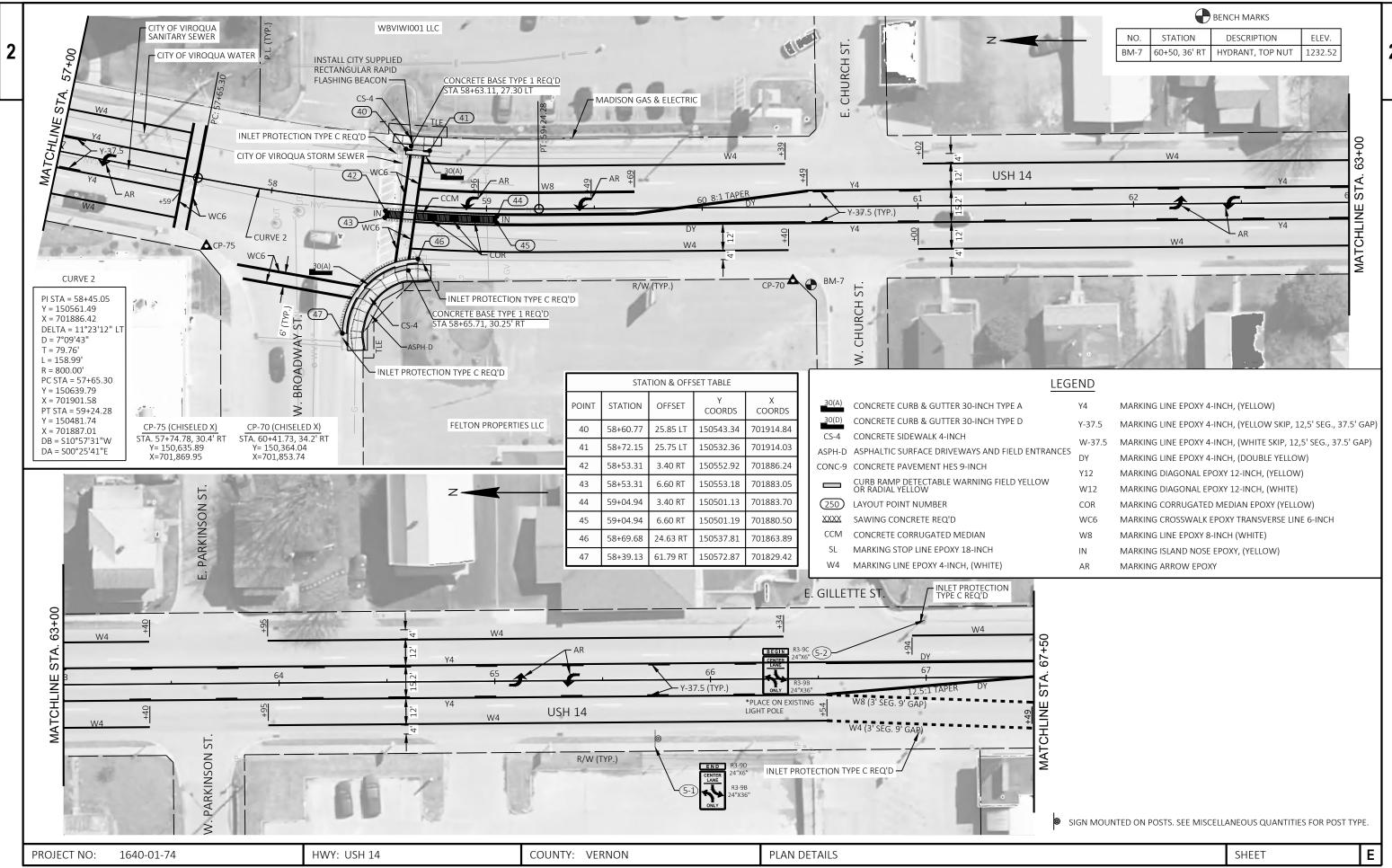


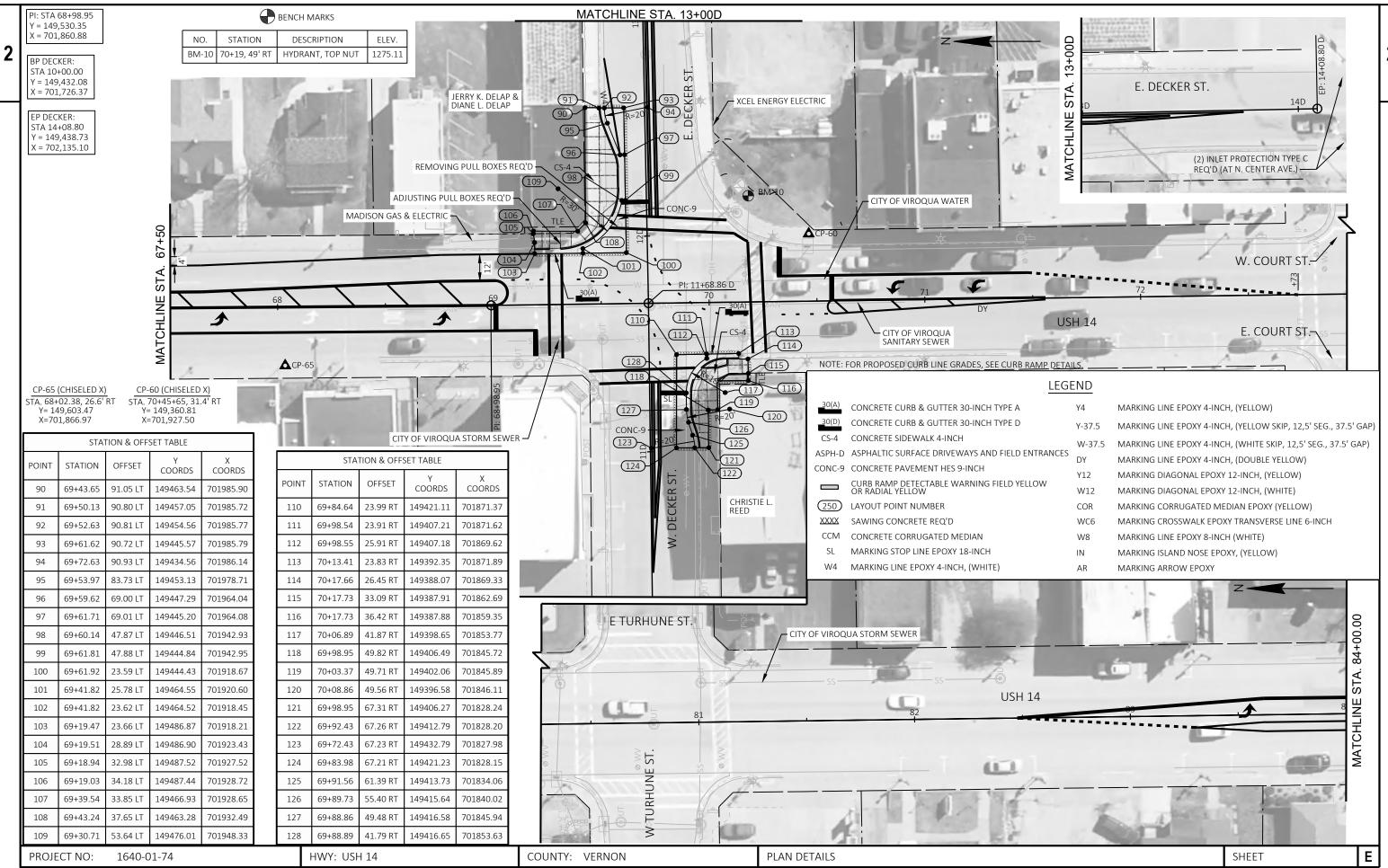
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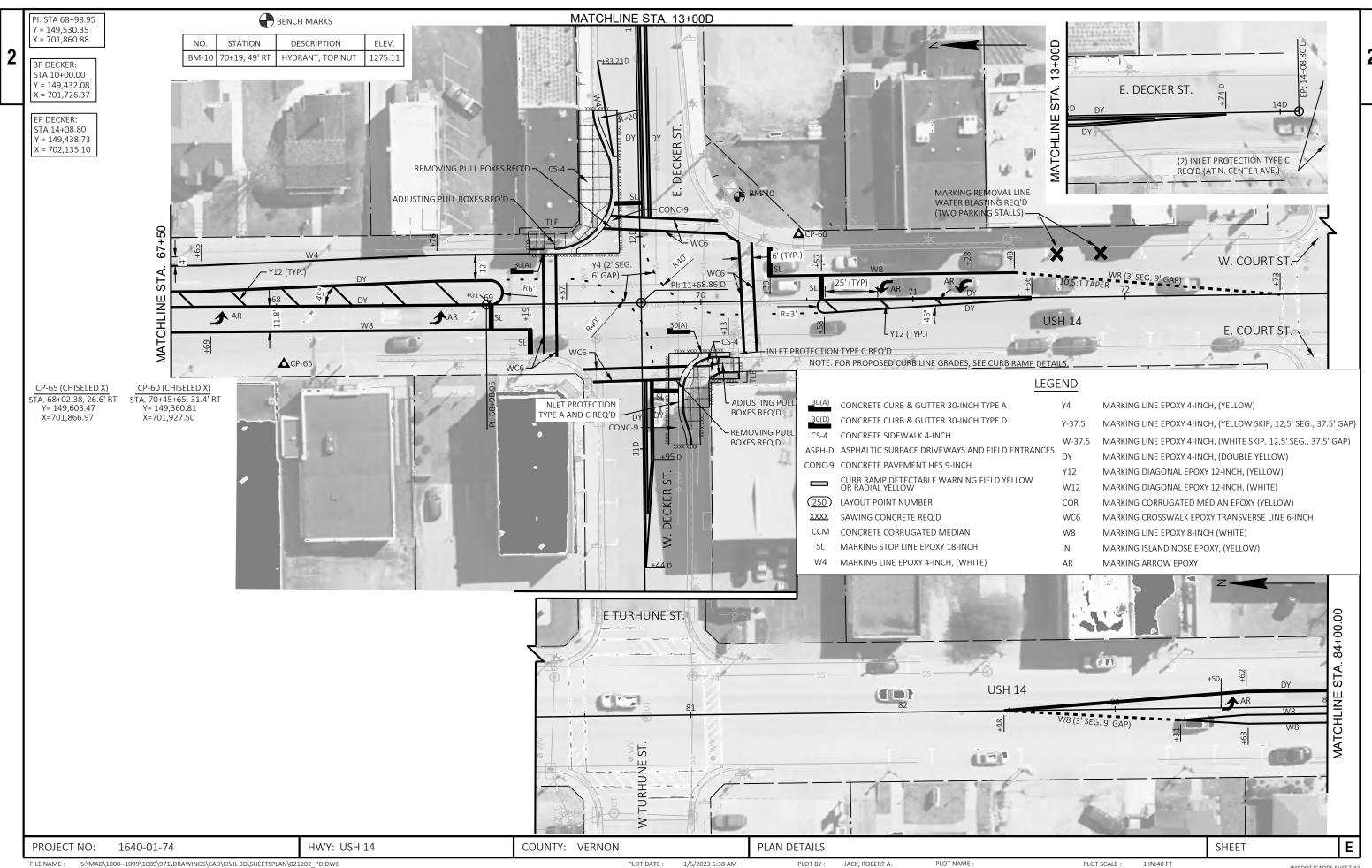
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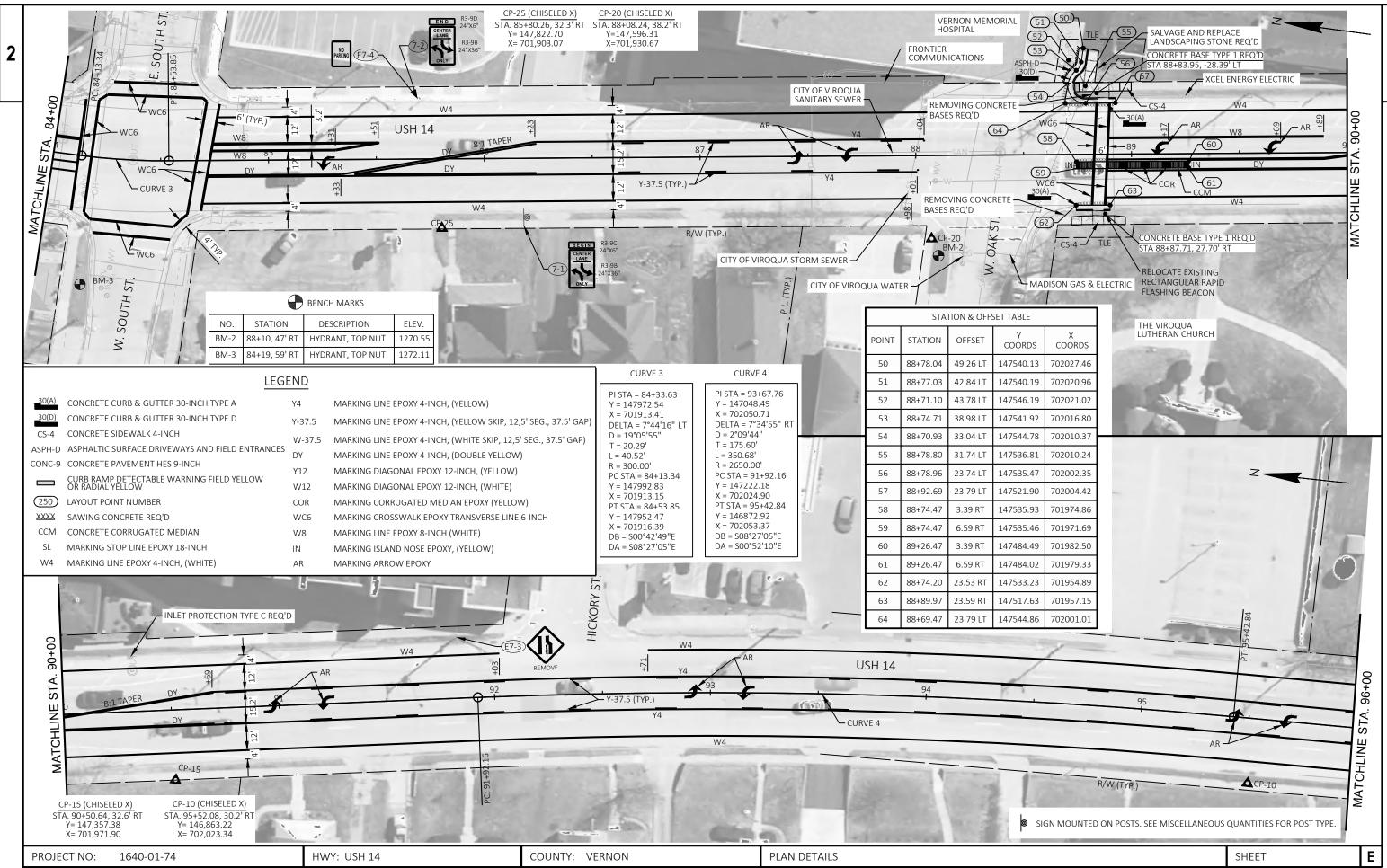
JACK, ROBERT A. PLOT NAME

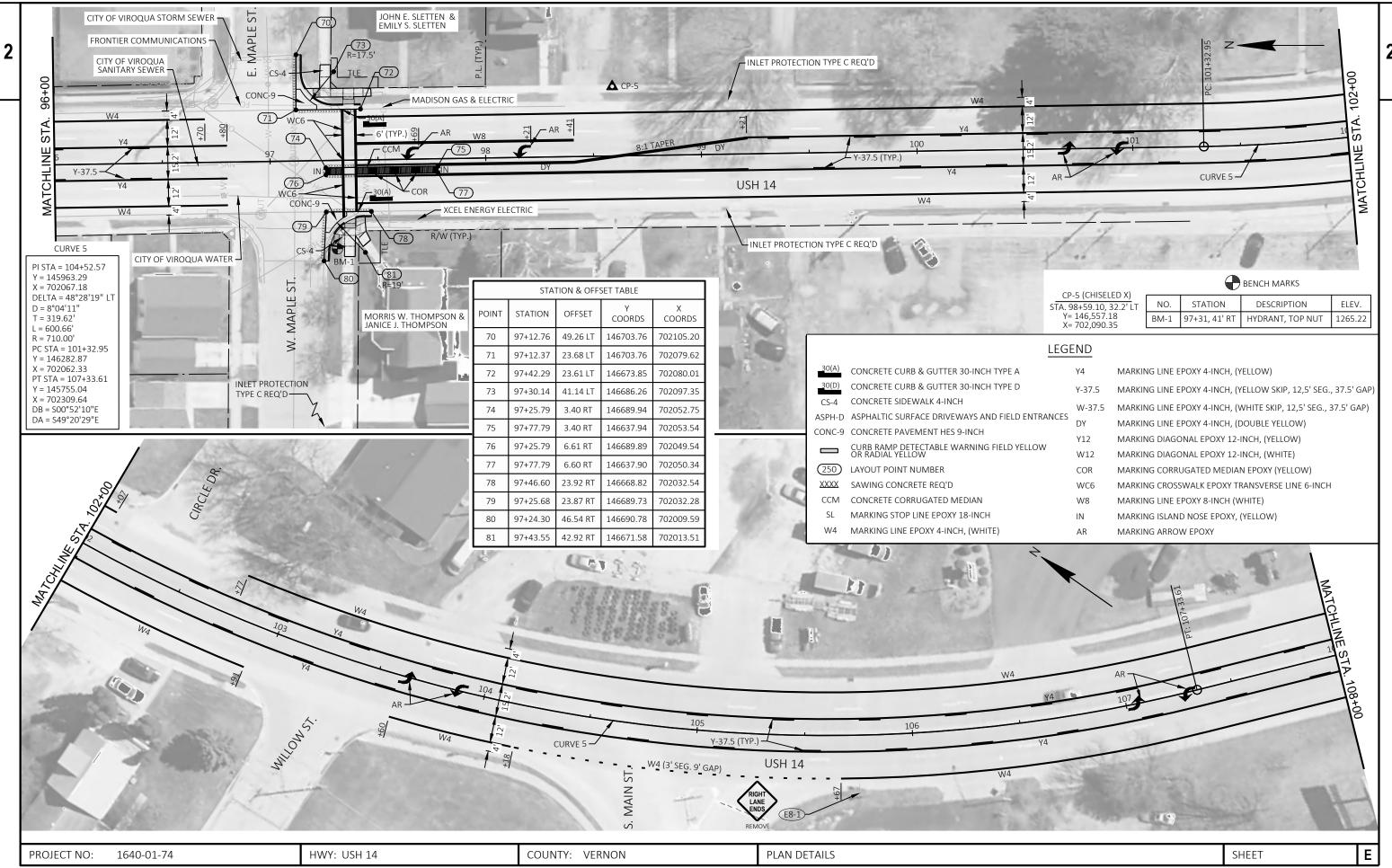
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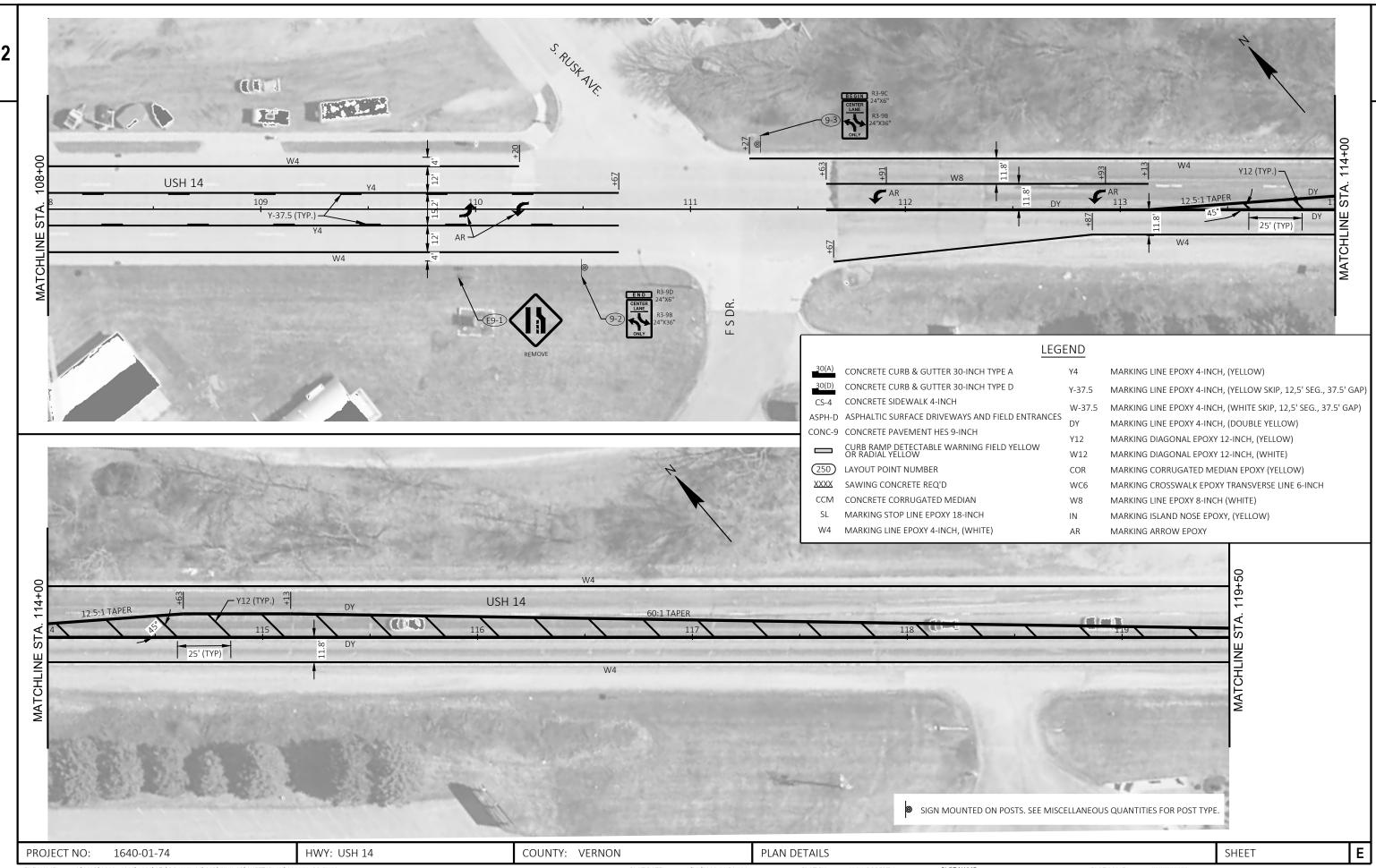
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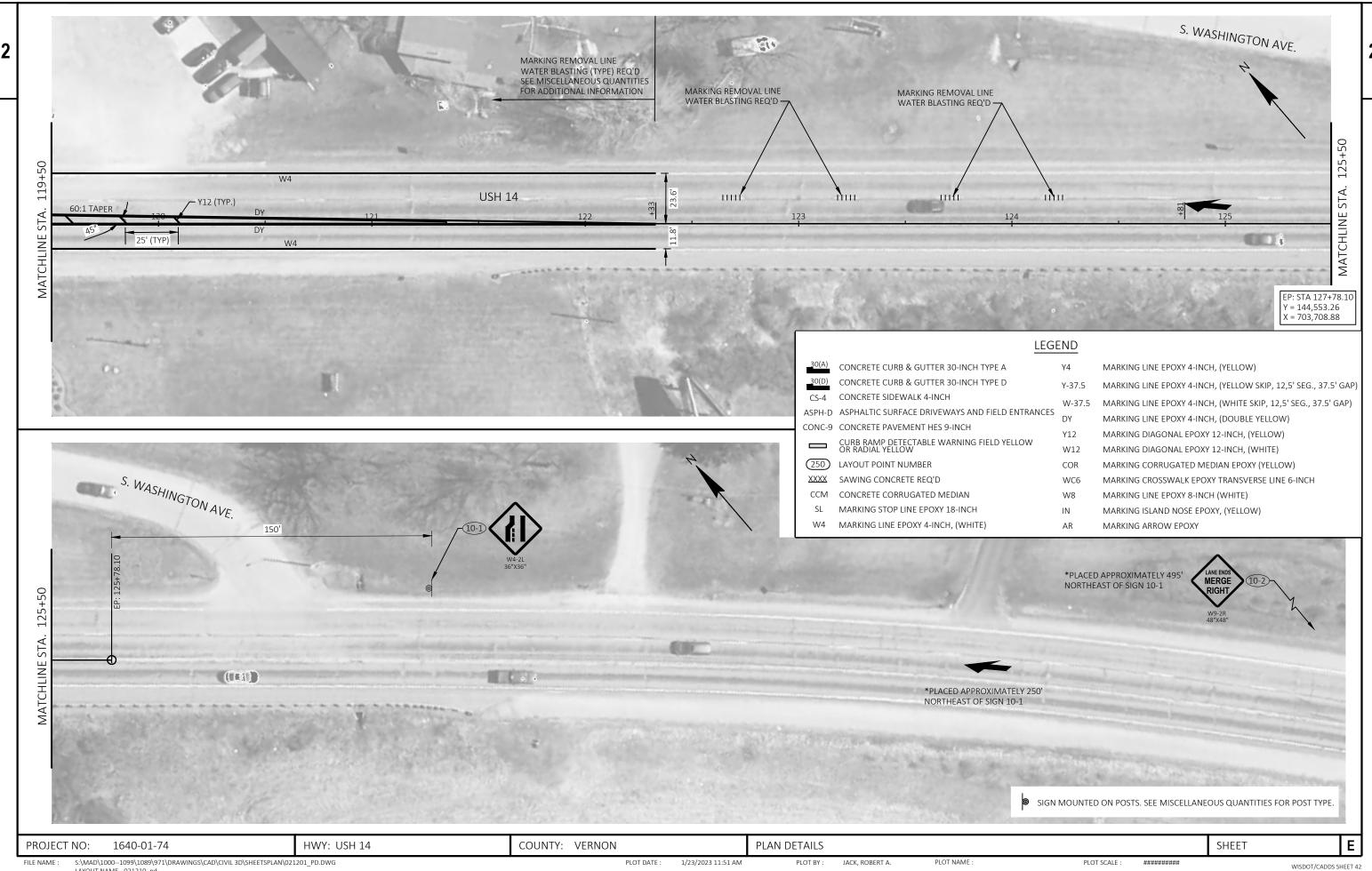


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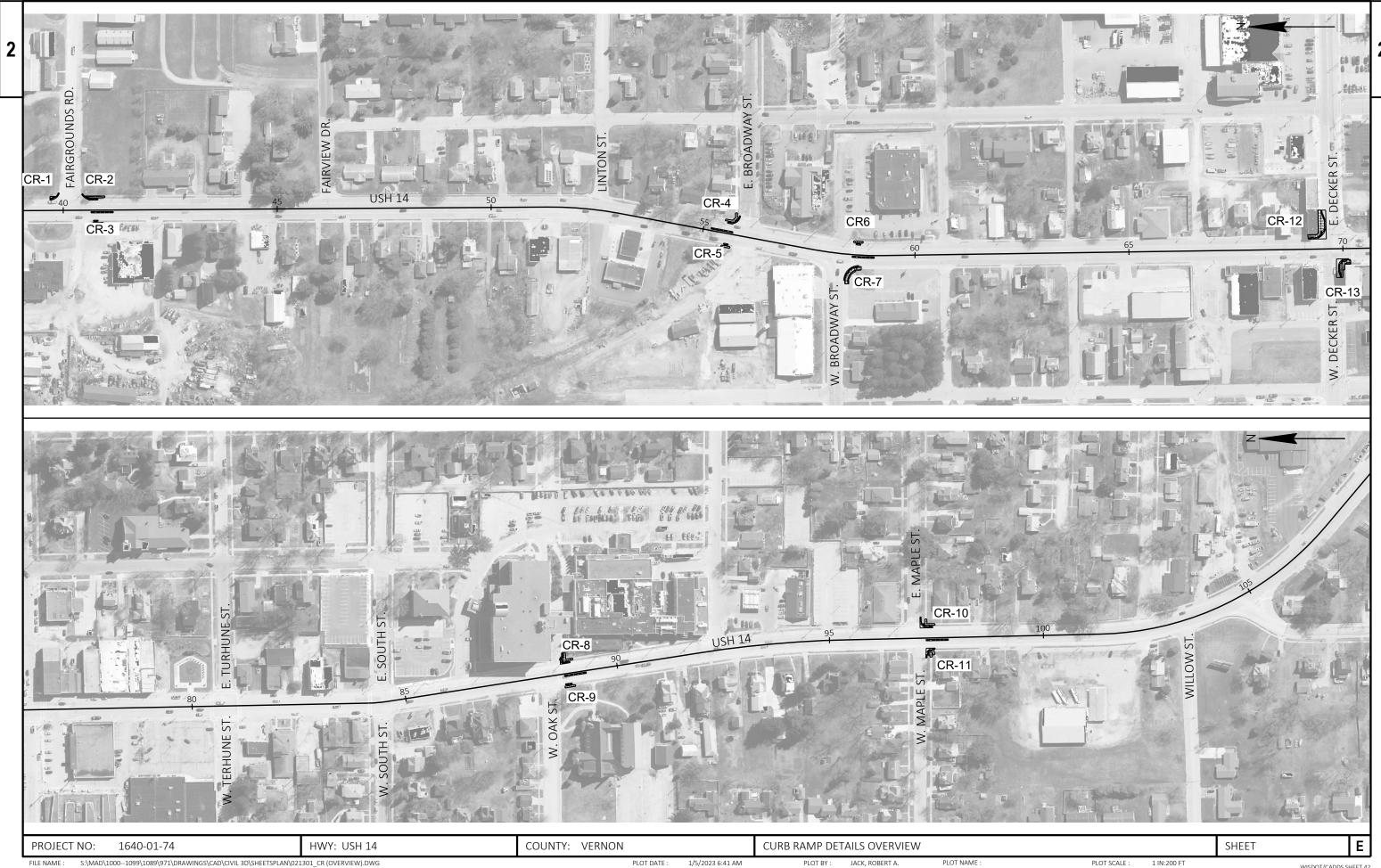


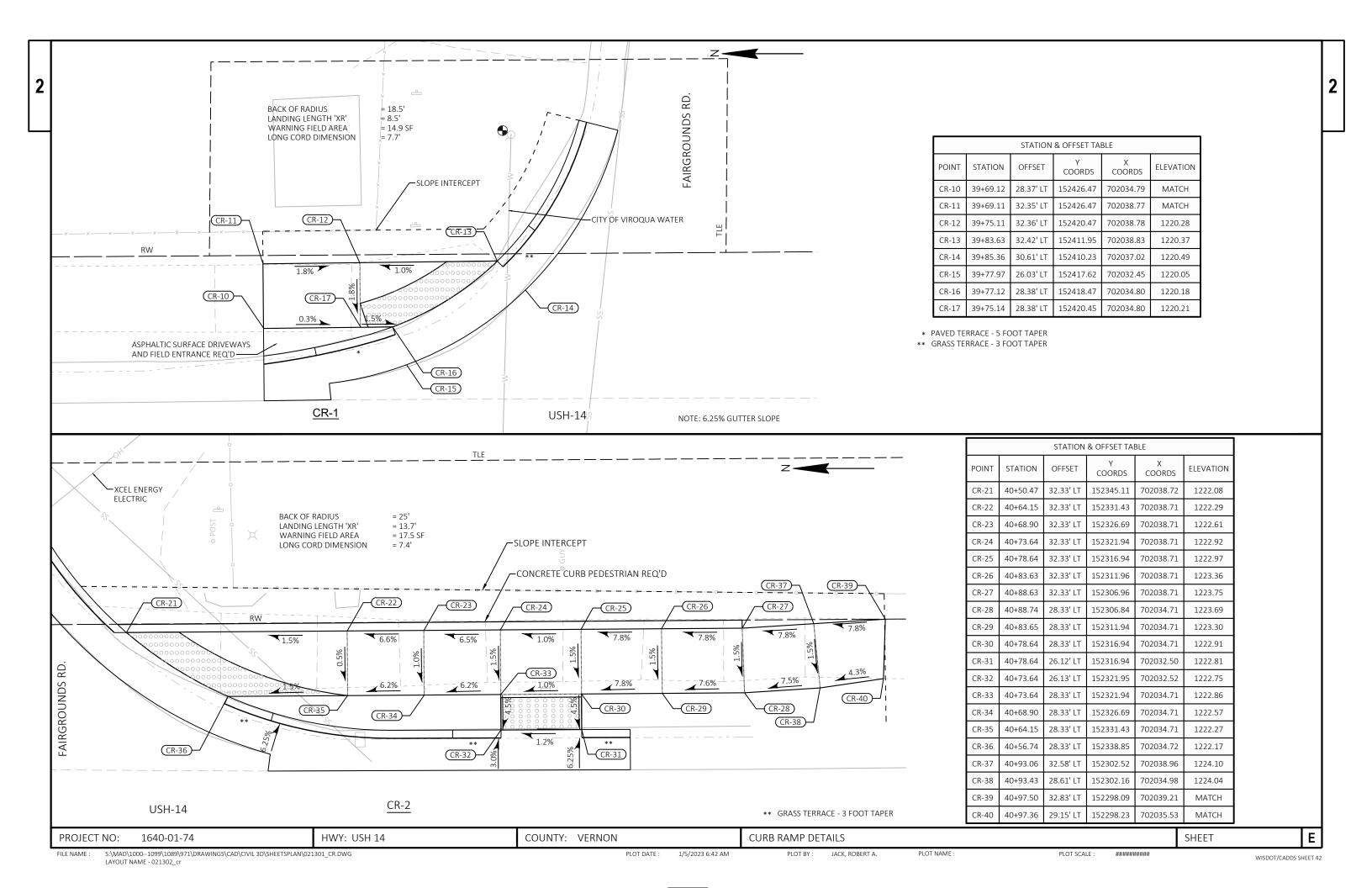


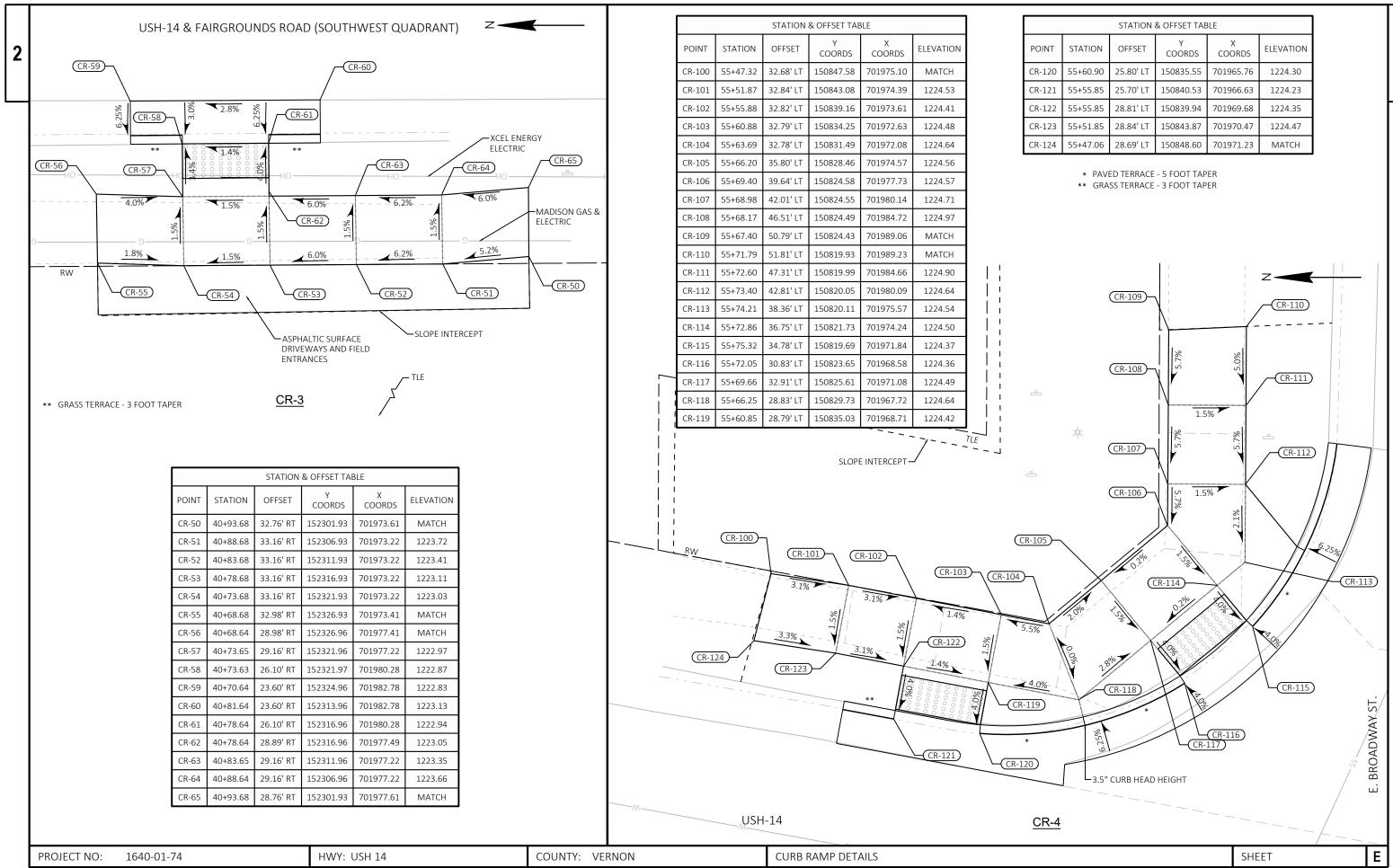




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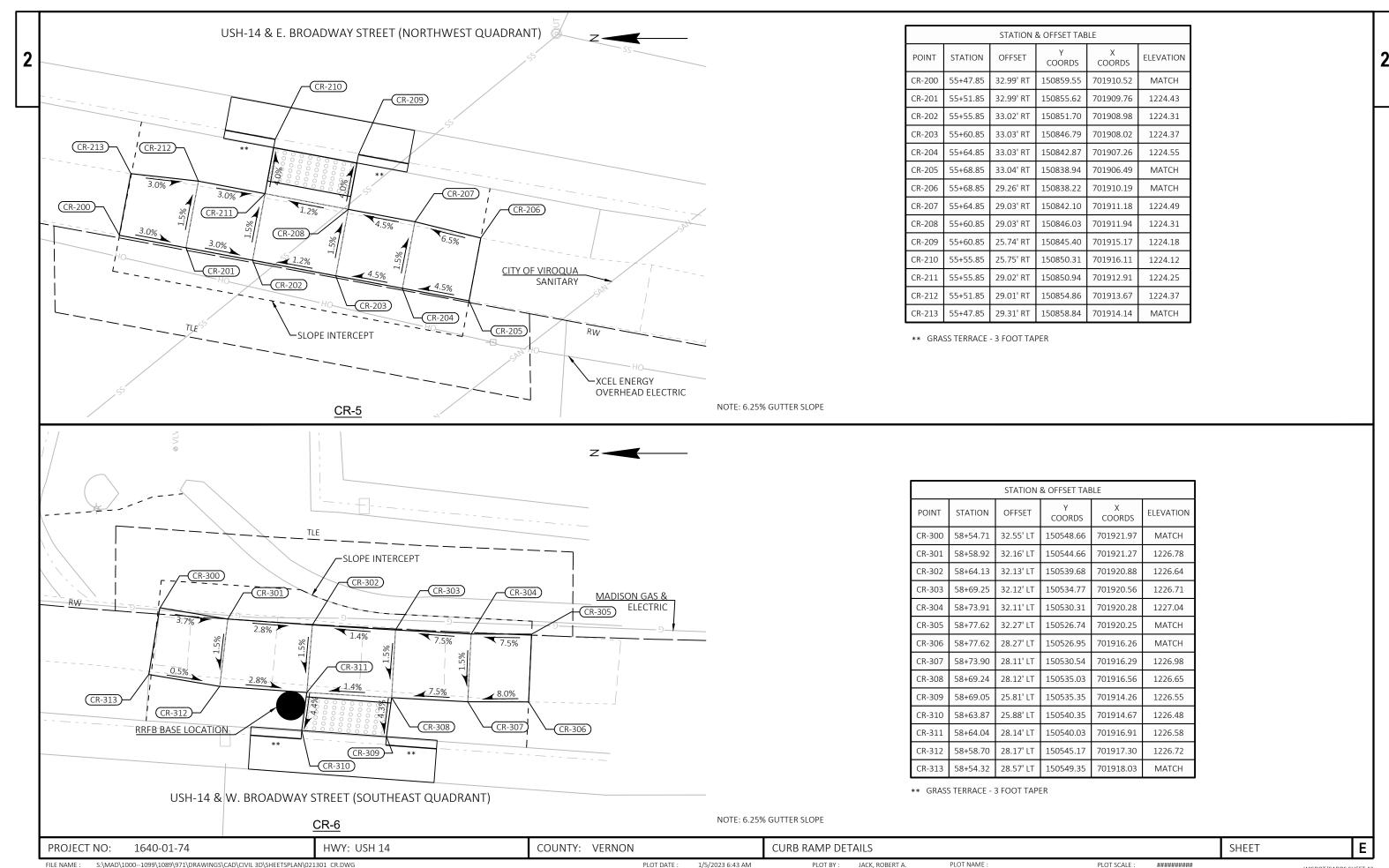
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JACK, ROBERT A.

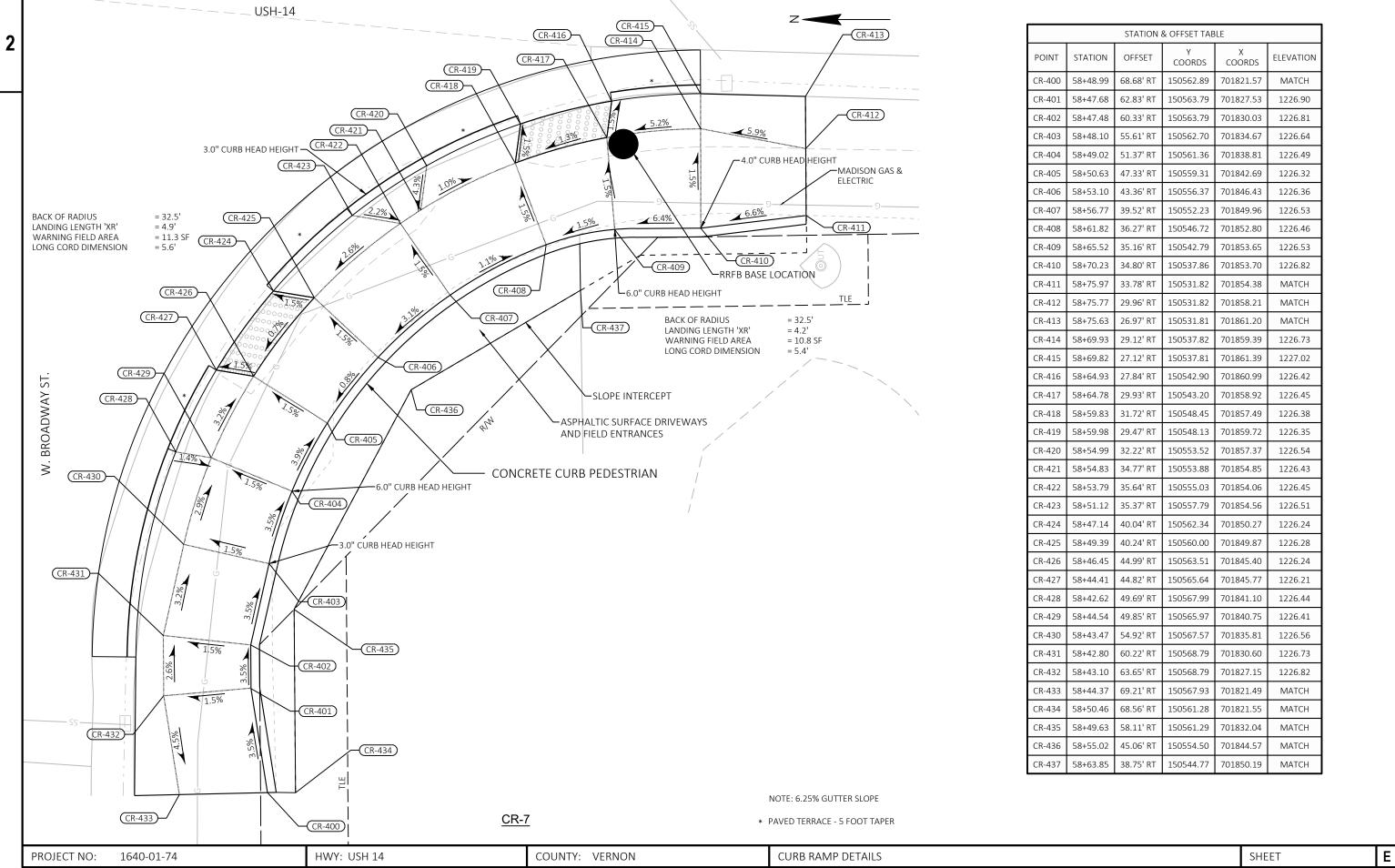
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PLOT NAME

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







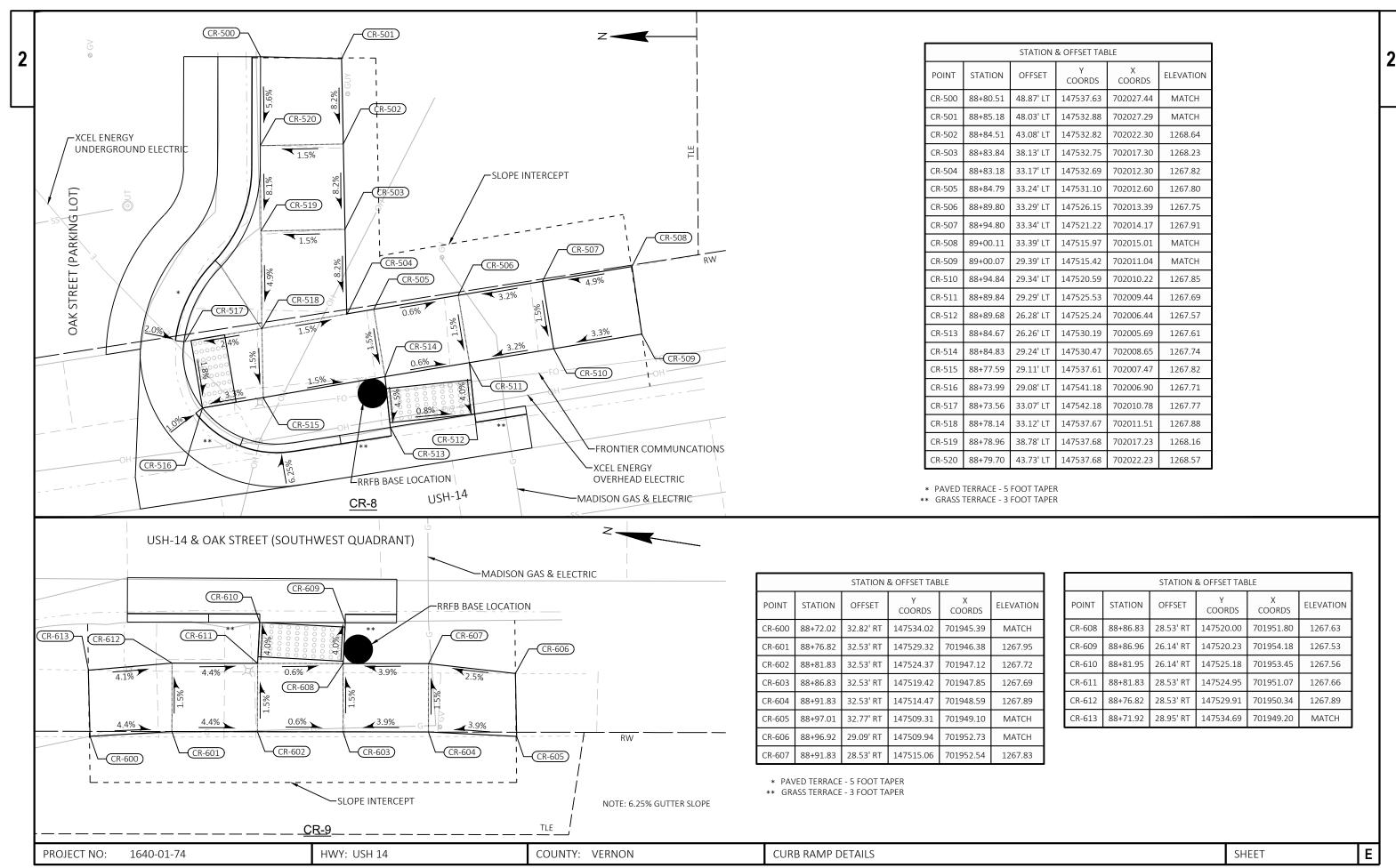
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PLOT DATE : 1/5/2023 6:43 AM

PLOT BY: JACK, ROBERT A.

PLOT NAME

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



FILE NAME : S:\MAD\1000--1099\1089\971\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021301 CR.DWG PLOT DATE : PLOT BY: JACK, ROBERT A. PLOT NAME PLOT SCALE : 1/5/2023 6:44 AM ########## WISDOT/CADDS SHEET 42 LAYOUT NAME - 021305\_cr

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	
CR-700	97+23.95	44.43' LT	146692.51	702100.54	MATCH	
CR-701	97+28.66	44.44' LT	146687.80	702100.62	MATCH	
CR-702	97+28.59	38.72' LT	146687.77	702094.90	1262.65	
CR-703	97+28.53	33.44' LT	146687.76	702089.63	1262.42	
CR-704	97+34.31	33.42' LT	146681.98	702089.69	1262.16	
CR-705	97+39.32	33.39' LT	146676.97	702089.74	1262.11	
CR-706	97+43.57	33.38' LT	146672.72	702089.79	1262.24	
CR-707	97+47.22	33.00' LT	146669.07	702089.47	MATCH	
CR-708	97+47.37	29.54' LT	146668.86	702086.01	MATCH	
CR-709	97+43.57	29.38' LT	146672.66	702085.79	1262.18	
CR-710	97+39.29	29.40' LT	146676.94	702085.75	1262.05	

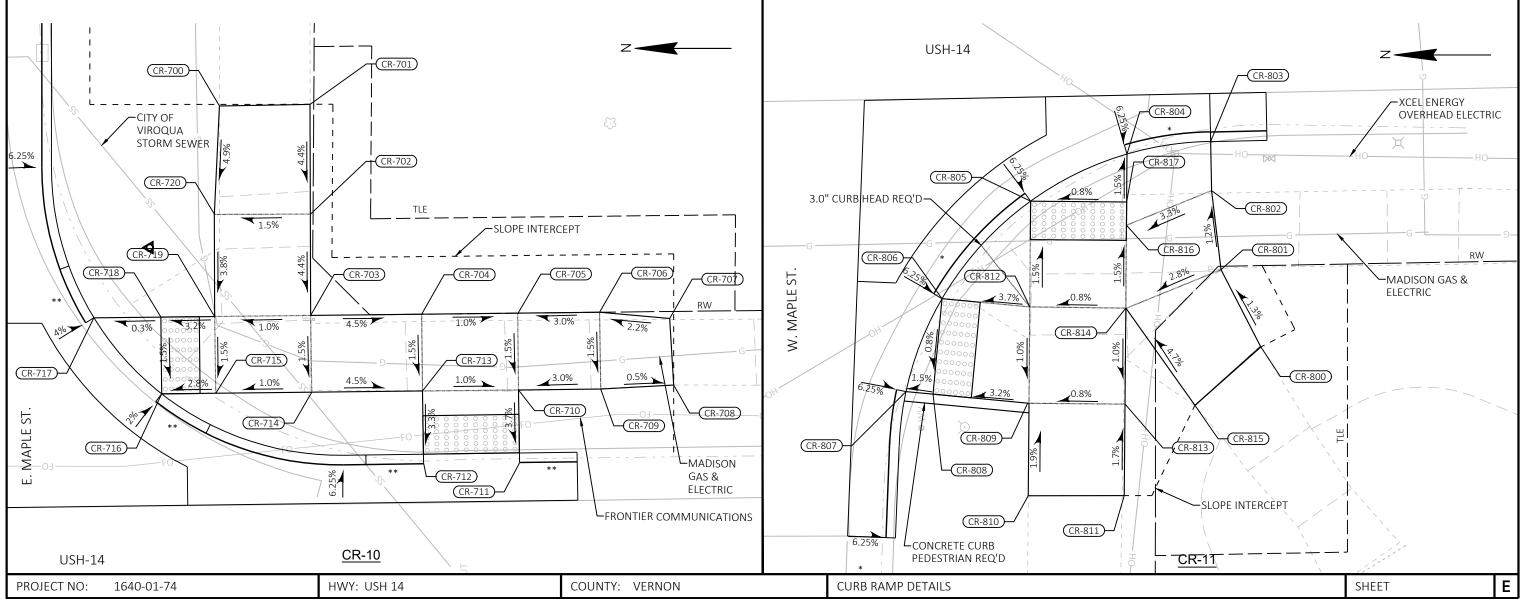
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	
CR-711	97+39.29	25.61' LT	146676.88	702081.96	1261.91	
CR-712	97+34.29	25.63' LT	146681.87	702081.90	1261.98	
CR-713	97+34.29	29.42' LT	146681.94	702085.69	1262.10	
CR-714	97+28.52	29.44' LT	146687.71	702085.63	1262.36	
CR-715	97+23.52	29.46' LT	146692.70	702085.57	1262.31	
CR-716	97+20.71	29.48' LT	146695.52	702085.54	1262.23	
CR-717	97+17.24	33.49' LT	146699.05	702089.50	1262.28	
CR-718	97+20.72	33.48' LT	146695.56	702089.54	1262.29	
CR-719	97+23.53	33.46' LT	146692.76	702089.57	1262.37	
CR-720	97+23.59	38.78' LT	146692.77	702094.89	1262.57	

STATION & OFFSET TABLE STATION POINT OFFSET ELEVATION COORDS COORDS 97+46.04 146669.18 702019.29 CR-800 37.17' RT MATCH CR-801 97+44.05 33.10' RT 146671.23 702023.33 MATCH CR-802 97+43.65 28.97' RT 146671.69 702027.45 MATCH 146671.72 CR-803 97+43.66 26.42' RT 702030.01 1262.35 CR-804 97+39.29 | 26.98' RT 146676.08 702029.38 1261.91 CR-805 97+34.22 29.31' RT 146681.12 702026.97 1261.91 CR-806 97+29.49 34.28' RT 146685.77 702021.93 1261.82 CR-807 702017.10 97+27.51 39.08' RT 146687.68 1261.76 97+28.91 39.25' RT 146686.27 702016.95 1261.78 CR-808

\* PAVED TERRACE - 5 FOOT TAPER

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION		
CR-809	97+33.82	39.83' RT	146681.35	702016.45	1261.94		
CR-810	97+33.75	44.64' RT	146681.35	702011.63	MATCH		
CR-811	97+38.75	44.75' RT	146676.35	702011.60	MATCH		
CR-812	97+34.05	34.81' RT	146681.20	702021.46	1261.99		
CR-813	97+38.89	39.99' RT	146676.28	702016.37	1261.98		
CR-814	97+39.05	34.99' RT	146676.20	702021.36	1262.03		
CR-815	97+42.53	40.13' RT	146672.64	702016.28	MATCH		
CR-816	97+39.18	30.67' RT	146676.14	702025.68	1261.97		
CR-817	97+39.21	29.46' RT	146676.12	702026.89	1261.95		

\*\* GRASS TERRACE - 3 FOOT TAPER



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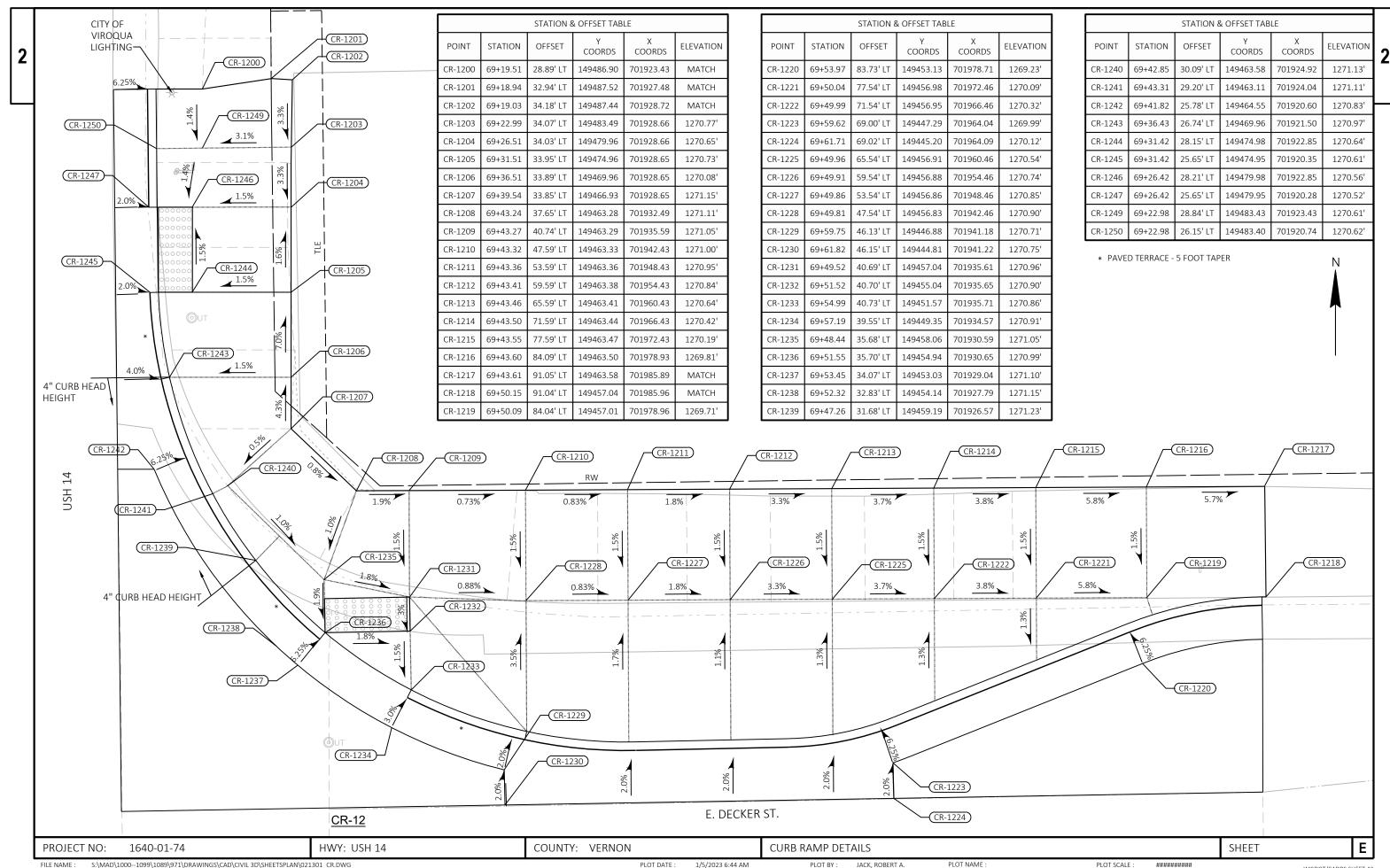
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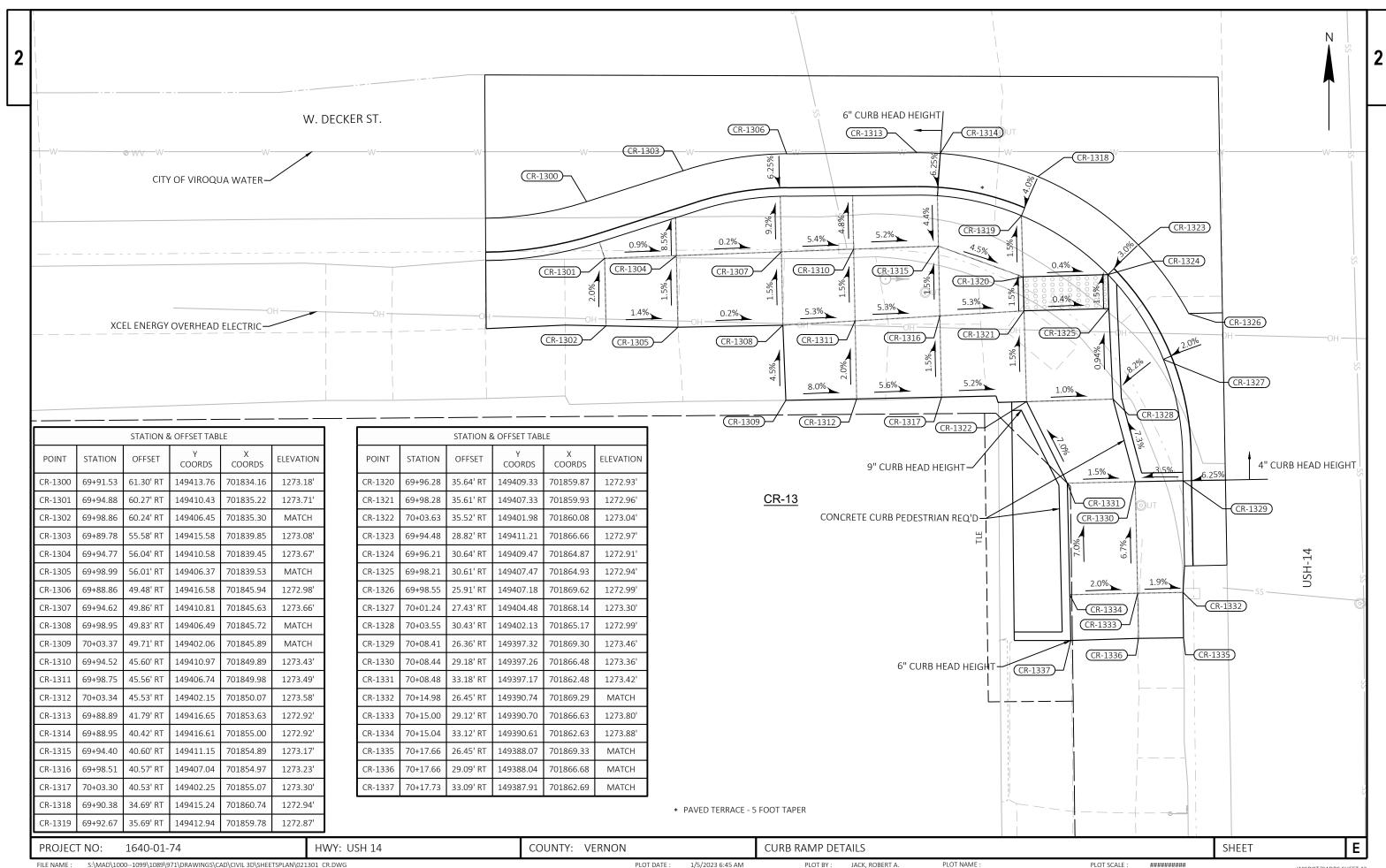
PLOT BY: JACK, ROBERT A.

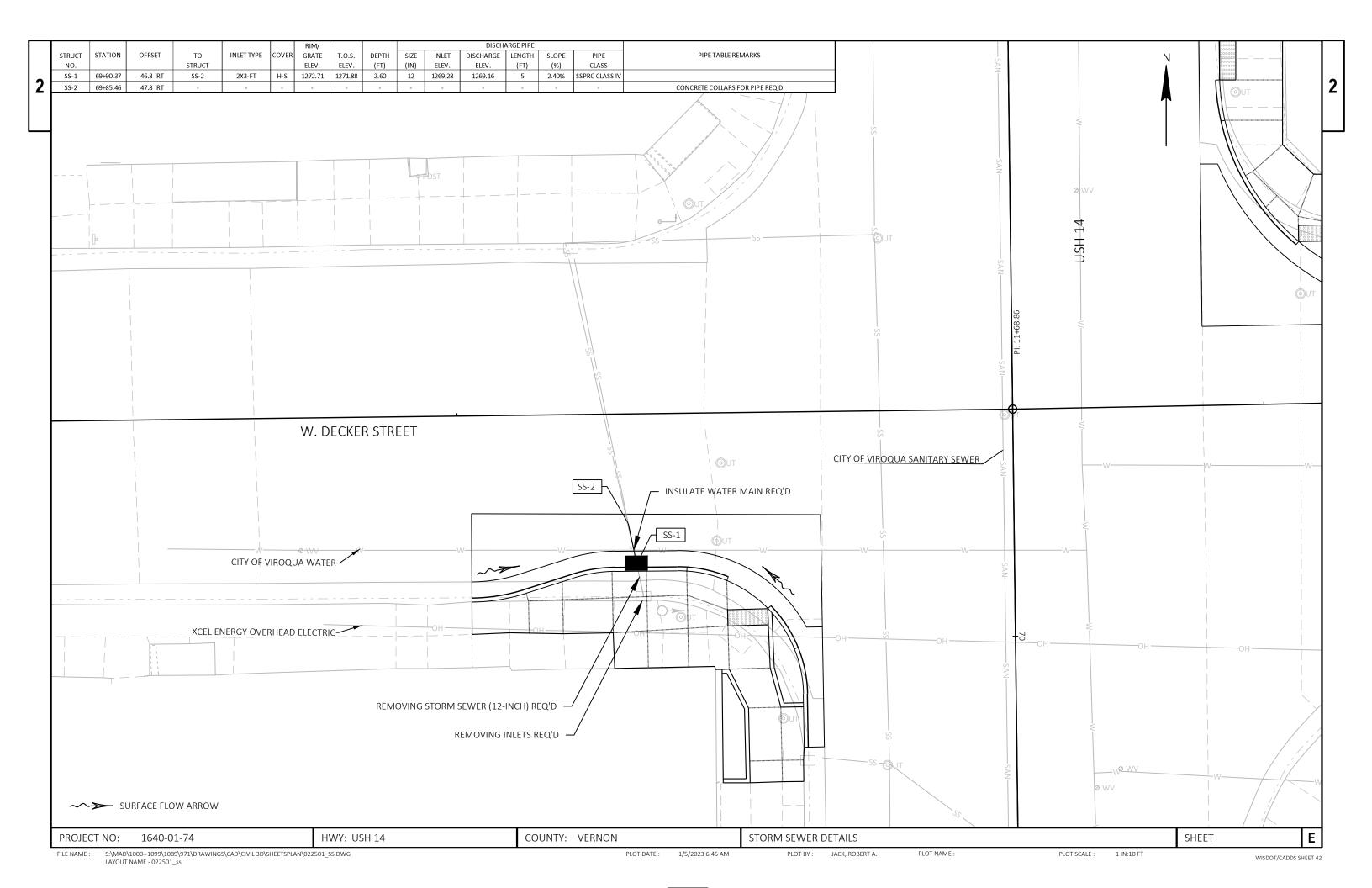
PLOT NAME :

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

WISDOT/CAR







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

REMOVE OR COVER ANY SIGN, TEMPORARY OR EXISTING, WHICH CONFLICTS WITH TRAFFIC CONTROL "IN USE", OR AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

**LEGEND** 

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TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT

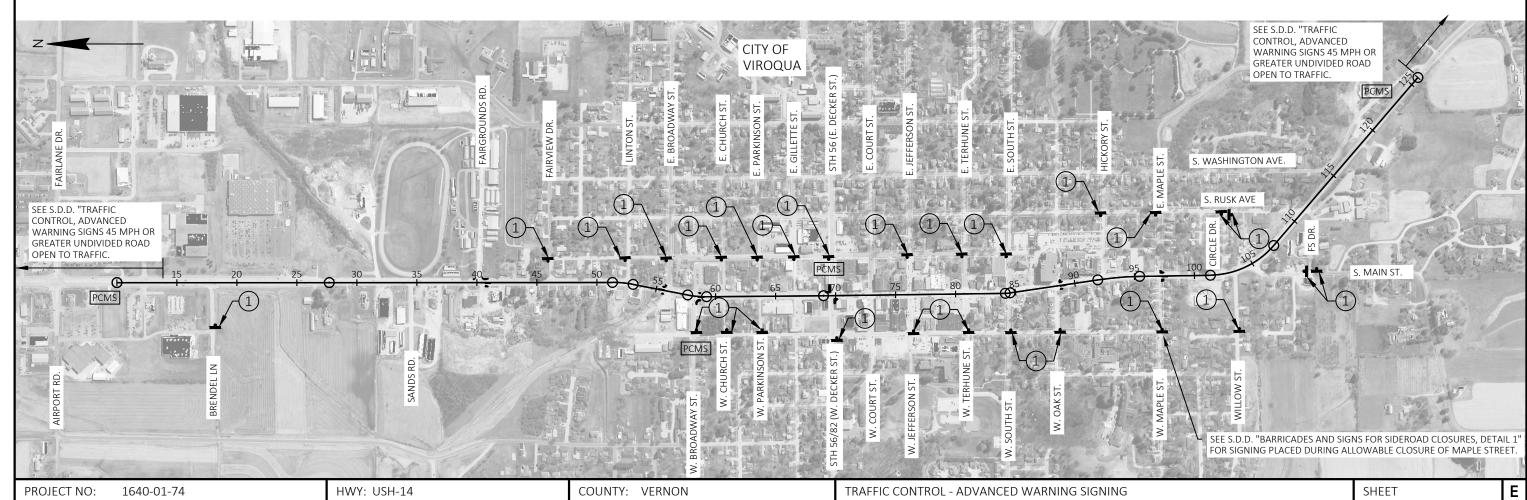
PCMS

TRAFFIC CONTROL SIGNS PCMS

PANEL 1 PANEL 2

ROAD STARTING
WORK DATE
BEGINS





FILE NAME : S:\MAD\1000--1099\1089\971\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\023301\_AW.DWG

LAYOUT NAME - 023301\_aw

PLOT DATE :

1/5/2023 6:45 AM

PLOT BY: JACK, ROBERT A.

PLOT NAME :

PLOT SCALE: 800



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WISDOT/CADDS SHEET 42

SHEET

# - STA. 67+28 4YT 2 125' TAPER SEE DETAIL A-25' TYP. 100' TAPER STA. 68+53, 11' RT LANE **CLOSED** LANE R11-2L 48"X30" **CLOSED** PI: 68+98.95 18WT 48"X30" 2 ‡ 1 1 1 1 1 1 1 - 50' TAPER 15' TYP. STH 56 (E DECKER ST) STH 56/82 (W DECKER ST) 18WT 25<sup>†</sup> TYP. - STA. 69+72, **-** STA. 69+76, STA. 69+77, 210' LT 147' LT 42' LT LANE **CLOSED** LANE CLOSED →25' TYP.

# **GENERAL NOTES**

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

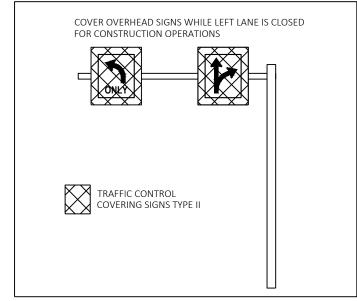
REMOVE OR COVER ANY SIGN, TEMPORARY OR EXISTING, WHICH CONFLICTS WITH TRAFFIC CONTROL "IN USE", OR APPROVED BY THE ENGINEER.

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

SEE S.D.D. "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY", "TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY", AND "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCED WARNING SIGNS, ADDITIONAL INFORMATION AND SPACING.

EXISTING TRAFFIC SIGNAL TIMING AND PHASING MODIFICATIONS ARE REQUIRED DURING THE WORK SHOWN. CONTACT COLLIN WEBB, WISDOT TRAFFIC SIGNAL ENGINEER, AT 608-792-5824, TWO WEEKS PRIOR TO THE WORK BEING STARTED. WISDOT TRAFFIC WILL COMPLETE NECESSARY PHASING MODIFICATIONS WITHIN THE CABINET.

#### DETAIL A



#### NOTES

- AFTER REMOVAL OF EXISTING CONCRETE PAVEMENT, MAINTAIN DRIVABLE SURFACE OF BASE AGGREGATE DENSE 1 1/4-INCH FOR TRUCK OFF TRACKING UNTIL CONCRETE PAVEMENT HES 9-INCH IS INSTALLED.
- ② AFTER COMPLETING CONSTRUCTION OF CURB RAMP, INSTALL PERMANENT MARKING LINES WHERE APPLICABLE, AND NOT IN CONFLICT WITH THE OPPOSING SIDE CONSTRUCTION STAGING LAYOUT FOR DECKER STREET.

# <u>LEGEND</u>

WORK ZONE

TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)

TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)

TRAFFIC CONTROL SIGNS (MOUNTED ON TEMPORARY SUPPORT)

↑ TRAFFIC CONTROL BARRICADES TYPE III (WITH/WITHOUT SIGN)

TRAFFIC CONTROL BARRICADES TYPE III (WITH/WITHOUT SIGN)

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

TRAFFIC CONTROL - DECKER STREET

WARRING REMOVAL LINE WATER BEASTING (SIZE)

FILE NAME : S:\Mad\1000--109\1089\971\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026001-\$1.DWG PLOT BY : JACK, ROBERT A. PLOT BY : JACK, ROBERT A. PLOT NAME : PLOT SCALE : 1 IN:50 FT

50' TAPER

COUNTY: VERNON

LAYOUT NAME - 026001-s1

HWY: USH 14

1640-01-74

PROJECT NO:

# **GENERAL NOTES**

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

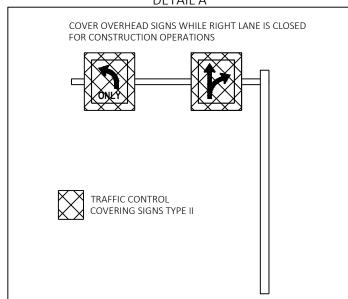
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"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SEE S.D.D. "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY", "TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY", AND "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCED WARNING SIGNS, ADDITIONAL INFORMATION AND SPACING.

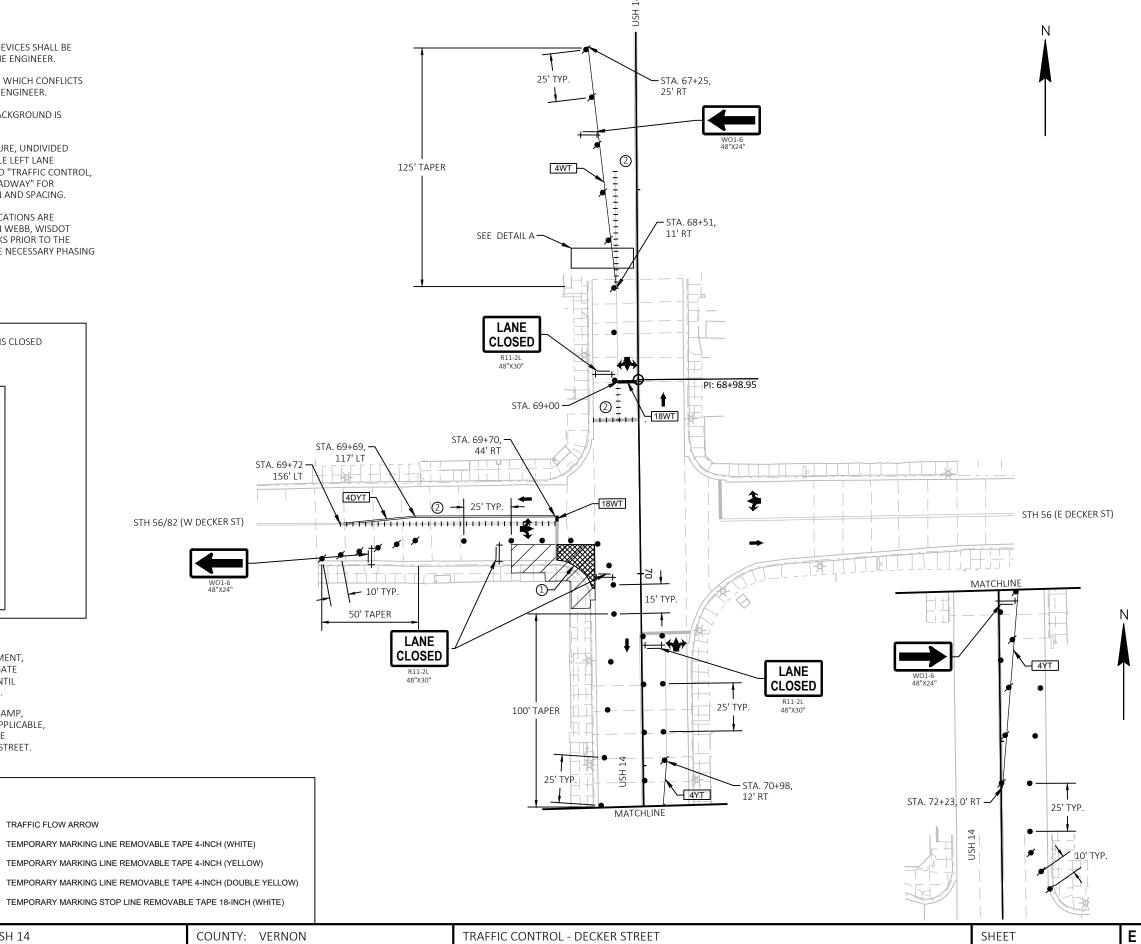
EXISTING TRAFFIC SIGNAL TIMING AND PHASING MODIFICATIONS ARE REQUIRED DURING THE WORK SHOWN. CONTACT COLLIN WEBB, WISDOT TRAFFIC SIGNAL ENGINEER, AT 608-792-5824, TWO WEEKS PRIOR TO THE WORK BEING STARTED. WISDOT TRAFFIC WILL COMPLETE NECESSARY PHASING MODIFICATIONS WITHIN THE CABINET.

#### **DETAIL A**



#### NOTES

- AFTER REMOVAL OF EXISTING CONCRETE PAVEMENT, MAINTAIN DRIVABLE SURFACE OF BASE AGGREGATE DENSE 1 1/4-INCH FOR TRUCK OFF TRACKING UNTIL CONCRETE PAVEMENT HES 9-INCH IS INSTALLED.
- AFTER COMPLETING CONSTRUCTION OF CURB RAMP, INSTALL PERMANENT MARKING LINES WHERE APPLICABLE, AND NOT IN CONFLICT WITH THE OPPOSING SIDE CONSTRUCTION STAGING LAYOUT FOR DECKER STREET.



WORK ZONE

PROJECT NO:

TRAFFIC CONTROL DRUMS (WITH/WITHOUT LIGHT, TYPE C)

TRAFFIC CONTROL SIGNS (MOUNTED ON TEMPORARY SUPPORT) 4YT 

· I I I I I MARKING REMOVAL LINE WATER BLASTING (SIZE)

1640-01-74

TRAFFIC FLOW ARROW

**LEGEND** 

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

18WT TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

HWY: USH 14

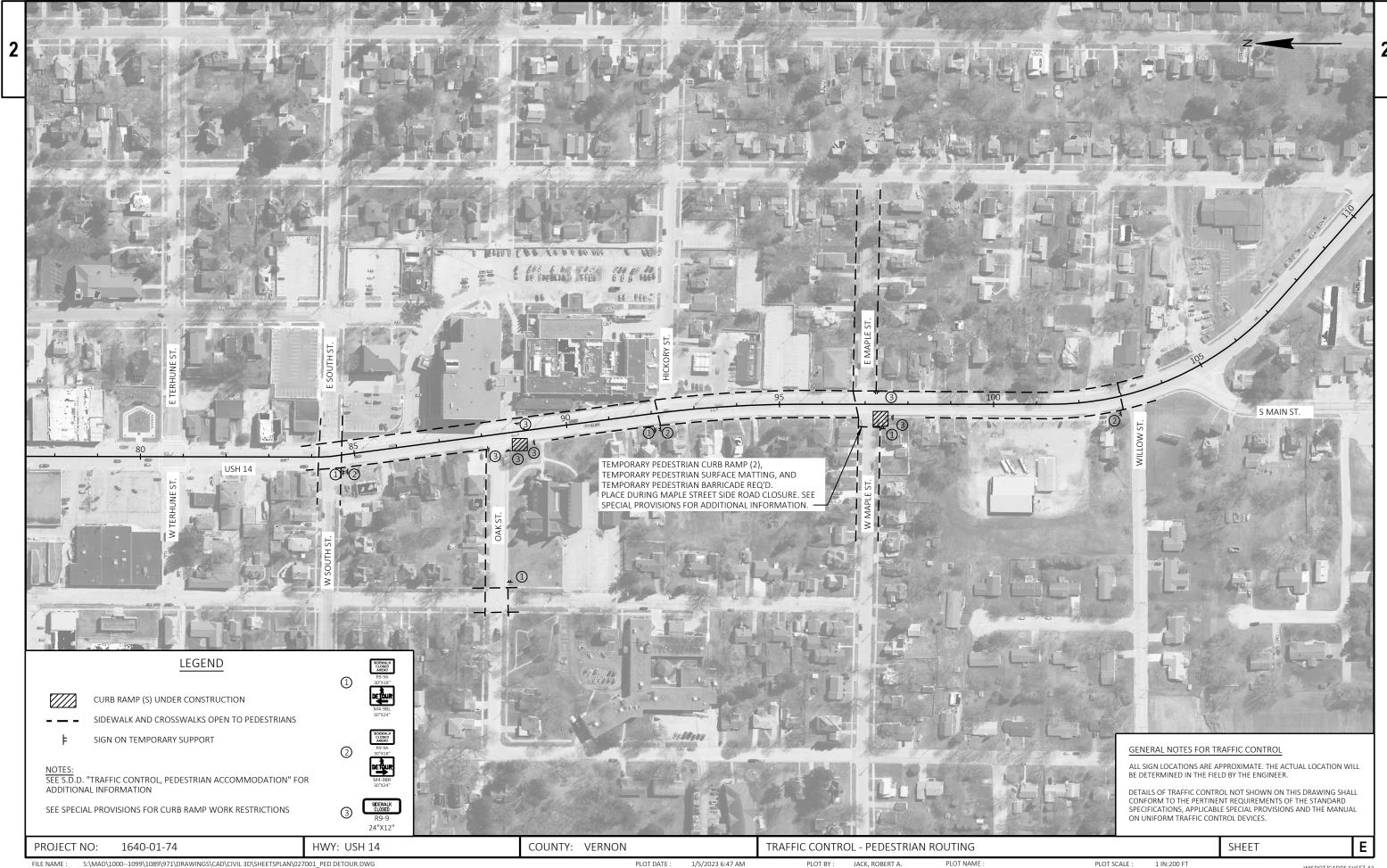
1/5/2023 6:46 AM PLOT DATE :

JACK, ROBERT A. PLOT BY:

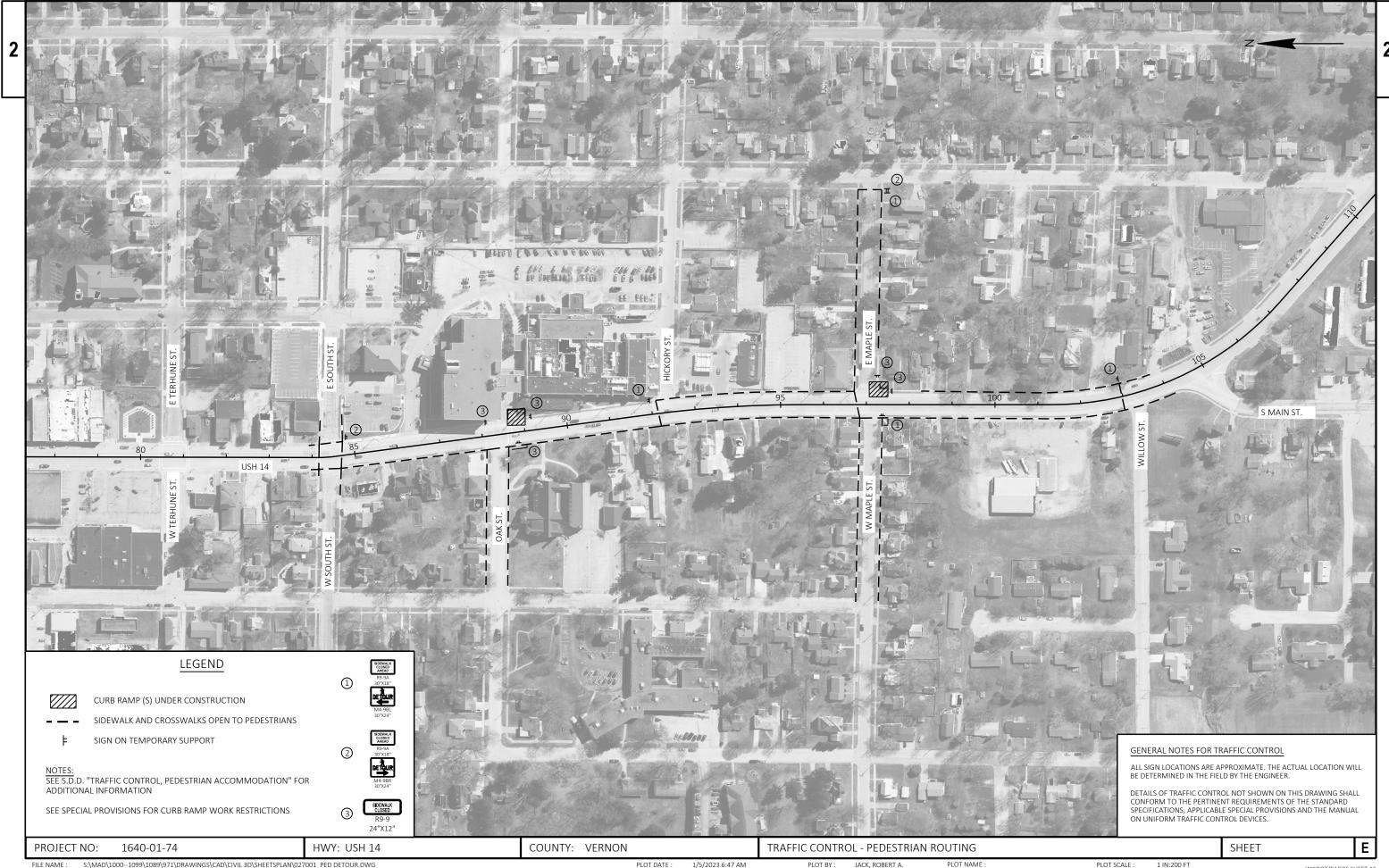
PLOT NAME

PLOT SCALE:

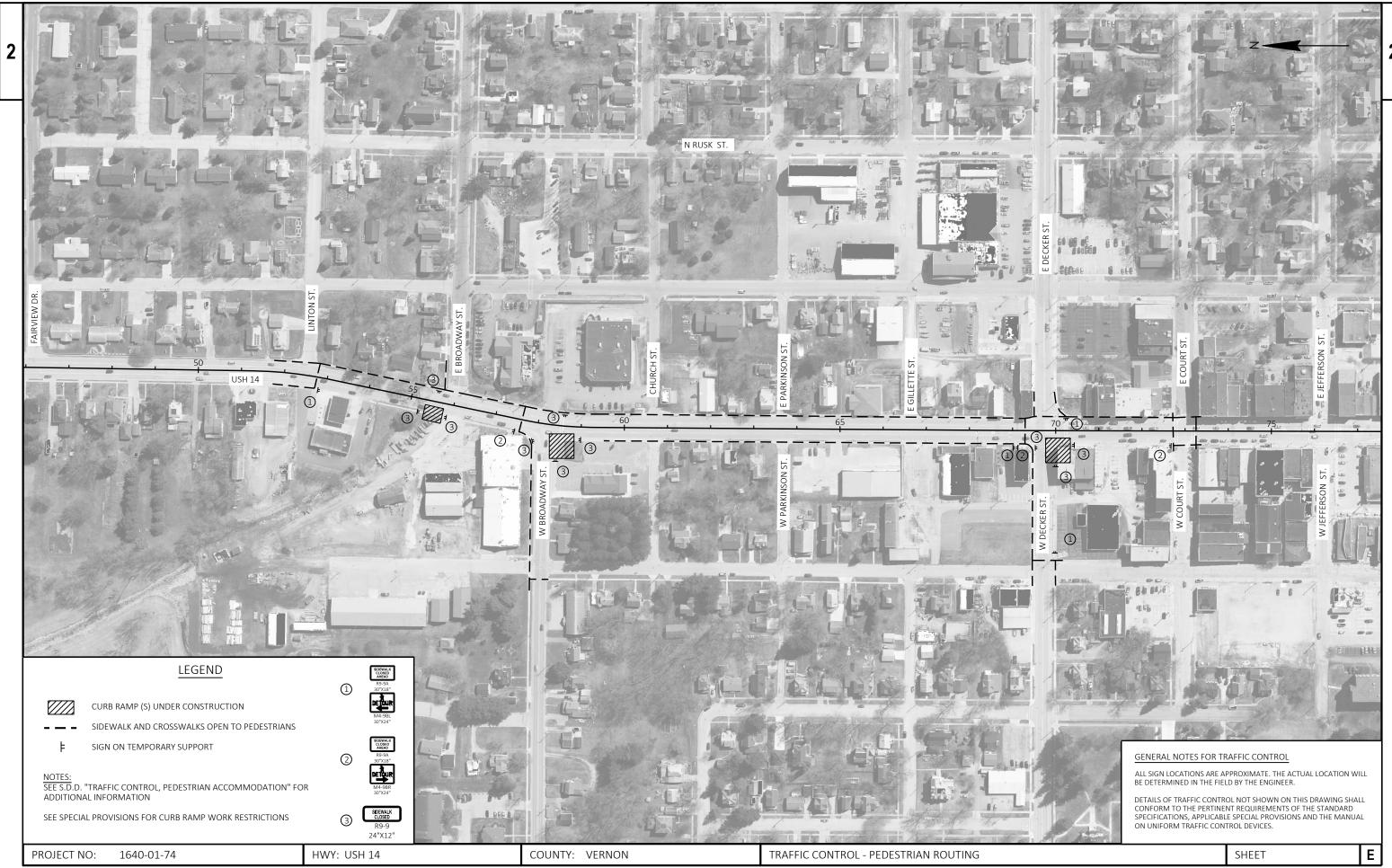
1 IN:50 FT

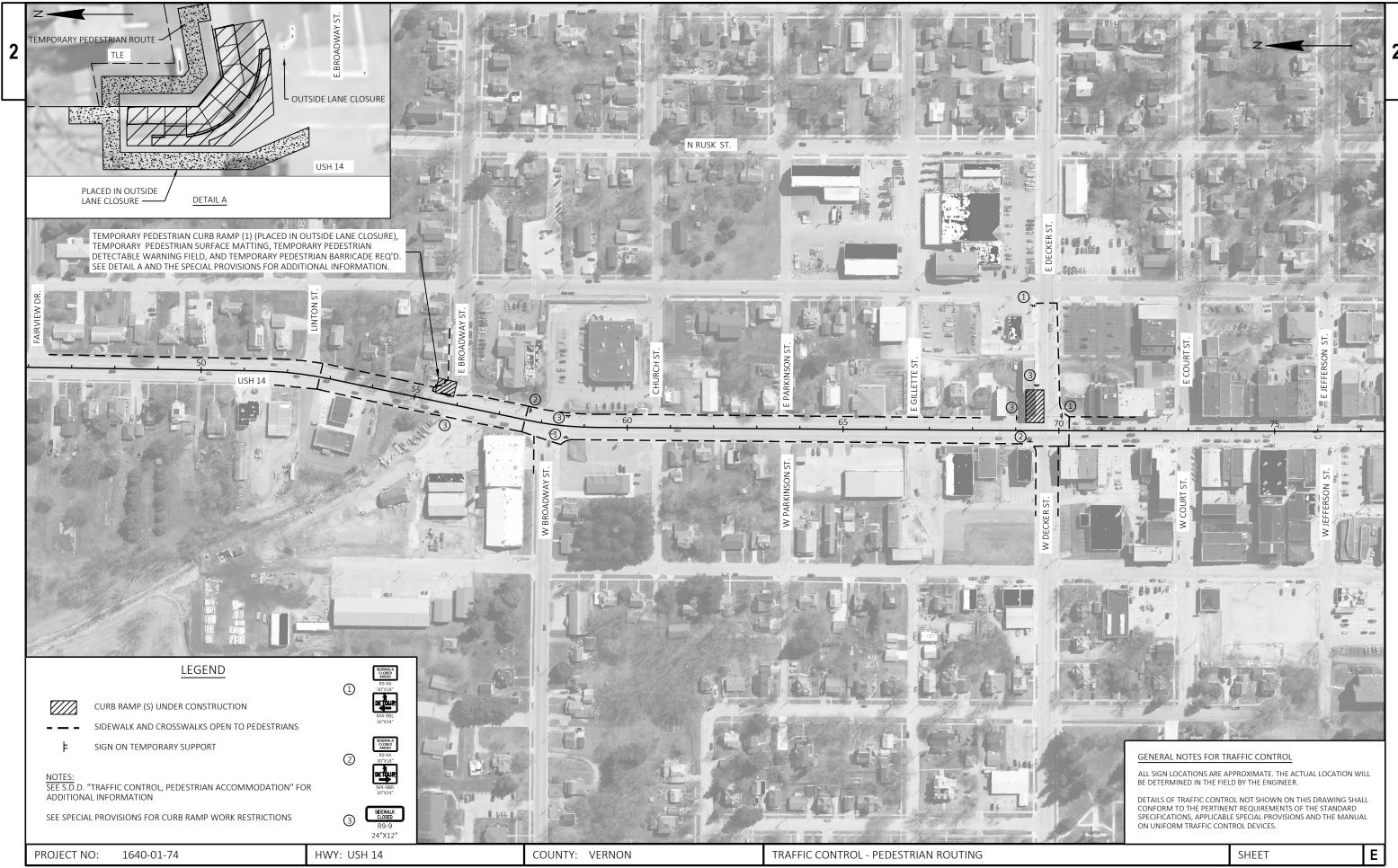


PLOT SCALE :



S:\MAD\1000--1099\1089\971\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027001\_PED DETOUR.DWG JACK, ROBERT A. PLOT NAME : PLOT DATE : 1/5/2023 6:47 AM PLOT BY:





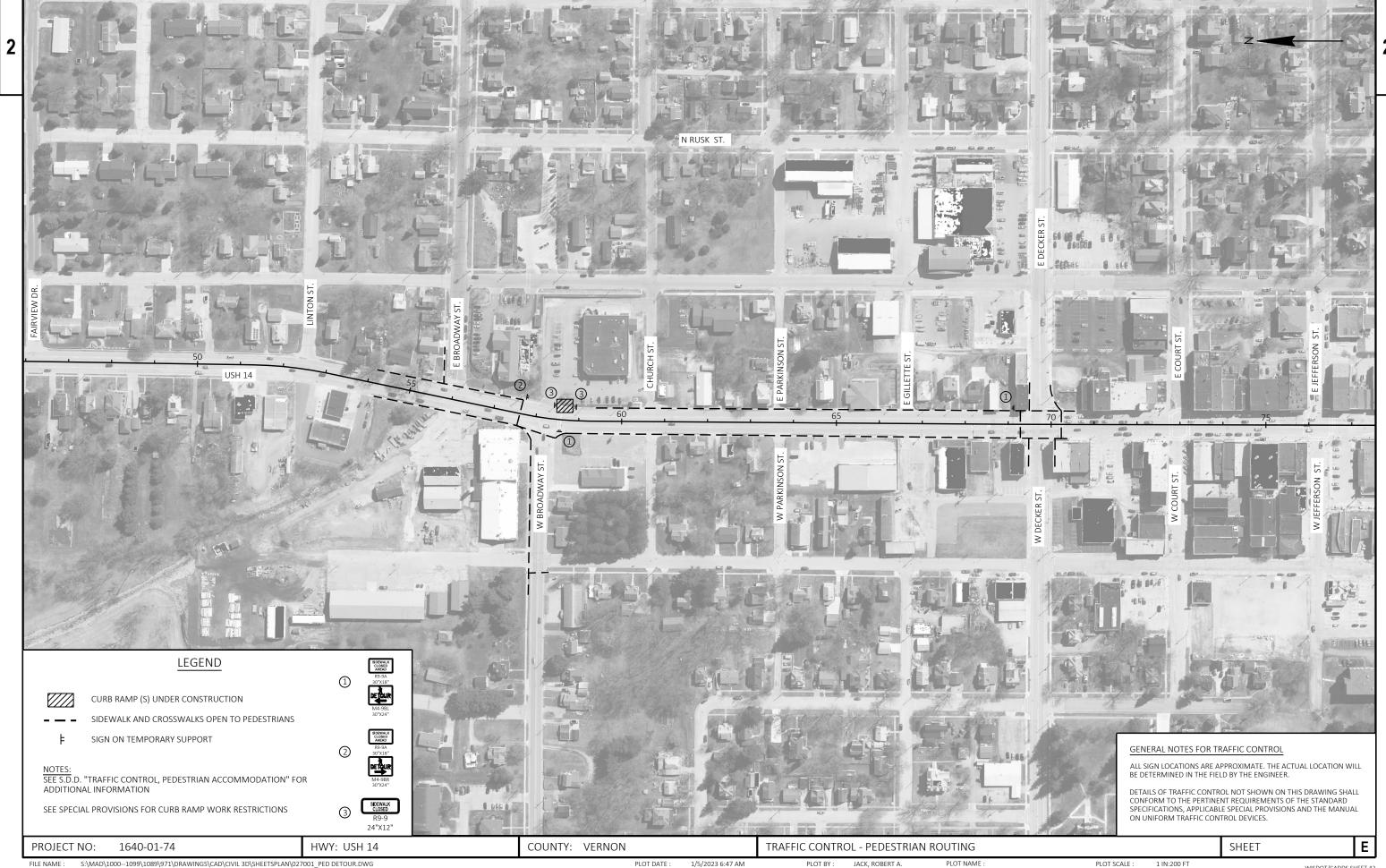
FILE NAME :

PLOT DATE :

PLOT BY: JACK, ROBERT A. PLOT NAME :

PLOT SCALE :

1 IN:200 FT



S:\MAD\1000--1099\1089\971\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027001\_PED DETOUR.DWG JACK, ROBERT A. PLOT NAME : PLOT DATE : PLOT BY: PLOT SCALE : 1/5/2023 6:47 AM 1 IN:200 FT WISDOT/CADDS SHEET 42



S:\MAD\1000--1099\1089\971\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027001\_PED DETOUR.DWG JACK, ROBERT A. PLOT NAME : PLOT DATE : PLOT BY: PLOT SCALE : 1/5/2023 6:47 AM 1 IN:200 FT WISDOT/CADDS SHEET 42 LAYOUT NAME - 027006\_PED



S:\MAD\1000--1099\1089\971\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027001\_PED DETOUR.DWG JACK, ROBERT A. PLOT NAME : PLOT DATE : PLOT BY: PLOT SCALE : 1/5/2023 6:47 AM 1 IN:200 FT WISDOT/CADDS SHEET 42 LAYOUT NAME - 027007\_PED

16	:AN	∩1	-74

					1640-01-74	
Line	Item	Item Description	Unit	Total	Qty	
0002	204.0100	Removing Concrete Pavement	SY	309.000	309.000	
0004	204.0150	Removing Curb & Gutter	LF	247.000	247.000	
0006	204.0155	Removing Concrete Sidewalk	SY	286.000	286.000	
8000	204.0195	Removing Concrete Bases	EACH	2.000	2.000	
0010	204.0220	Removing Inlets	EACH	1.000	1.000	
0012	204.0245	Removing Storm Sewer (size) 01. 12-inch	LF	9.000	9.000	
0014	205.0100	Excavation Common	CY	260.000	260.000	
0016	211.0201	Prepare Foundation for Concrete Pavement (project) 01. 1640-01-74	EACH	1.000	1.000	
0018	213.0100	Finishing Roadway (project) 01. 1640-01-74	EACH	1.000	1.000	
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	109.000	109.000	
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	90.000	90.000	
0024	415.1090	Concrete Pavement HES 9-Inch	SY	83.000	83.000	
0026	416.0610	Drilled Tie Bars	EACH	422.000	422.000	
0028	416.0620	Drilled Dowel Bars	EACH	15.000	15.000	
0030	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	4.000	4.000	
0032	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000	
0034	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	460.000	460.000	
0036	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	18.000	18.000	
0038	601.0600	Concrete Curb Pedestrian	LF	79.000	79.000	
0040	602.0405	Concrete Sidewalk 4-Inch	SF	3,240.000	3,240.000	
0042	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	156.000	156.000	
0044	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	54.500	54.500	
0046	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	5.000	5.000	
0048	611.0639	Inlet Covers Type H-S	EACH	1.000	1.000	
0050	611.3230	Inlets 2x3-FT	EACH	1.000	1.000	
0052	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1640-01-74	EACH	1.000	1.000	
0054	619.1000	Mobilization	EACH	1.000	1.000	
0056	620.0100	Concrete Corrugated Median	SF	835.000	835.000	
0058	624.0100	Water	MGAL	2.100	2.100	
0060	625.0100	Topsoil	SY	200.000	200.000	
0062	627.0200	Mulching	SY	800.000	800.000	
0064	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000	
0066	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000	
0068	628.2006	Erosion Mat Urban Class I Type A	SY	200.000	200.000	
0070	628.7005	Inlet Protection Type A	EACH	1.000	1.000	
0072	628.7015	Inlet Protection Type C	EACH	23.000	23.000	
0074	629.0205	Fertilizer Type A	CWT	0.640	0.640	
0076	630.0140	Seeding Mixture No. 40	LB	3.600	3.600	
0078	630.0300	Seeding Borrow Pit	LB	5.200	5.200	
0080	630.0500	Seed Water	MGAL	22.500	22.500	
0082	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	3.000	3.000	
0084	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000	
0086	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	6.000	6.000	
0088	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	1.000	1.000	
0090	637.2210	Signs Type II Reflective H	SF	62.000	62.000	
0092	637.2230	Signs Type II Reflective F	SF	43.000	43.000	
0094	638.2602	Removing Signs Type II	EACH	4.000	4.000	
0096	638.3000	Removing Small Sign Supports	EACH	3.000	3.000	
0098	642.5001	Field Office Type B	EACH	1.000	1.000	
3000	0-12.000 T	1 1014 0 1100 1 1 1 1 0	LAOIT	1.000	1.000	

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Page	

					1640-01-74
Line	Item	Item Description	Unit	Total	Qty
0100 0102	643.0920 643.1050	Traffic Control Covering Signs Type II Traffic Control Signs PCMS	EACH DAY	2.000 28.000	2.000 28.000
		=	LF	1,710.000	
0104	643.3150	Temporary Marking Line Removable Tape 4-Inch Temporary Marking Stop Line Removable Tape 18-Inch	LF LF	30.000	1,710.000
0106 0108	643.3850 644.1440	Temporary Pedestrian Surface Matting	SF	345.000	30.000 345.000
0108	644.1601	Temporary Pedestrian Curb Ramp	DAY	45.000	45.000
		· · · · ·	SF		
0112	644.1605	Temporary Pedestrian Detectable Warning Field		16.000	16.000
0114	644.1810	Temporary Pedestrian Barricade	LF	350.000	350.000
0116	646.1020	Marking Line Epoxy 4-Inch	LF	40,988.000	40,988.000
0118	646.3020	Marking Line Epoxy 8-Inch	LF	2,036.000	2,036.000
0120	646.5020	Marking Arrow Epoxy	EACH	64.000	64.000
0122	646.6120	Marking Stop Line Epoxy 18-Inch	LF	74.000	74.000
0124	646.7120	Marking Diagonal Epoxy 12-Inch	LF	1,220.000	1,220.000
0126	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,610.000	1,610.000
0128	646.8020	Marking Corrugated Median Epoxy	SF	192.000	192.000
0130	646.8220	Marking Island Nose Epoxy	EACH	15.000	15.000
0132	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	24,885.000	24,885.000
0134	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	750.000	750.000
0136	646.9210	Marking Removal Line Water Blasting Wide	LF	350.000	350.000
0138	646.9300	Marking Removal Special Marking	EACH	27.000	27.000
0140	650.4000	Construction Staking Storm Sewer	EACH	1.000	1.000
0142	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	82.000	82.000
0144	650.7000	Construction Staking Concrete Pavement	LF	110.000	110.000
0146	650.8501	Construction Staking Electrical Installations (project) 01. 1640-01-74	EACH	1.000	1.000
0148	650.9000	Construction Staking Curb Ramps	EACH	20.000	20.000
0150	650.9500	Construction Staking Sidewalk (project) 01. 1640-01-74	EACH	1.000	1.000
0152	650.9911	Construction Staking Supplemental Control (project) 01. 1640-01-74	EACH	1.000	1.000
0154	652.0700.S		EACH	1.000	1.000
0156	652.0800	Conduit Loop Detector	LF	38.000	38.000
0158	653.0900	Adjusting Pull Boxes	EACH	2.000	2.000
0160	653.0905	Removing Pull Boxes	EACH	2.000	2.000
0160	654.0101	Concrete Bases Type 1	EACH	4.000	4.000
0162	655.0800	Loop Detector Wire	LF	167.000	167.000
		· · · · · · · · · · · · · · · · · · ·			
0166	690.0150	Sawing Asphalt	LF	99.000	99.000
0168	690.0250	Sawing Concrete	LF	1,480.000	1,480.000
0170	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0172		On-the-Job Training Apprentice at \$5.00/HR	HRS	400.000	400.000
0174		On-the-Job Training Graduate at \$5.00/HR	HRS	275.000	275.000
0176	SPV.0060	Special 01. Research and Locate Existing Land Parcel Monuments	EACH	13.000	13.000
0178	SPV.0060	Special 02. Verify and Replace Existing Land Parcel Monuments	EACH	13.000	13.000
0180	SPV.0060		EACH	1.000	1.000
0182	SPV.0060	Special 04. Install City Supplied Rectangular Rapid Flashing Beacon	EACH	1.000	1.000
0184	SPV.0060	Special 05. Relocate Existing Rectangular Rapid Flashing Beacon	EACH	1.000	1.000
0186	SPV.0060	Special 06. Insulate Water Main	EACH	1.000	1.000
0188	SPV.0060	Special 07. Traffic Control, Project ID 1640-01-74	EACH	1.000	1.000
0190	SPV.0180	Special 01. Salvage and Replace Landscaping Stone	SY	8.000	8.000
0192	SPV.0180		SY	4.000	4.000
		· · ·			

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				204.0100
CATEGORY	STATION	- S	TATION	SY
0010	12+97	_	43+00	18
	43+00	-	72+73	210
	83+07	-	119+00	81

REMOVING CONCRETE PAVEMENT

_	REMOVING INLETS					
				204.0220		
	CATEGORY	STATION	LOCATION	EACH		
	0010	69+94.5	46' RT	1		

## REMOVING CONCRETE SIDEWALK

TOTAL

309

CATEGORY	STATION - STATION	LOCATION	204.0155 SY
0010	12+97 - 43+00	LT & RT	37
	43+00 - 72+73 83+07 - 119+00	LT & RT LT & RT	180 69
		TOTAL	286

	REMOVING STORM SEWER	R (12-INCH)	
			204.0245
CATEGORY	STATION - STATION	LOCATION	LF
0010	69+85.5 - 69+94.5	RT	9

## REMOVING CURB & GUTTER

				204.0150
CATEGORY	STATION -	STATION	LOCATION	LF
				_
0010	12+97 -	43+00	LT & RT	79
	43+00 -	72+73	LT & RT	110
	83+07 -	119+00	LT & RT	58
			TOTAL	247

REMOVING CONCRETE BASES					
			204.0195		
CATEGORY	STATION	LOCATION	EACH		
0010	88+67	28.5' RT	1		
	88+83	29.2' LT	1		
		TOTAL	2		

## EXCAVATION COMMON

		205.0100	
		EXCAVATION	
		COMMON	WASTE
CATEGORY	LOCATION	CY	CY
0010	CURB AND GUTTER REPLACEMENT	150	150
	SIDEWALK REPLACEMENT	100	100
	CURB RAMP GRADING (UNDISTRIBUTED)	10	10
	TOTALS	260	260

E HWY: USH 14 COUNTY: VERNON SHEET PROJECT NO: 1640-01-74 MISCELLANEOUS QUANTITIES PLOT SCALE : 1:1 PLOT DATE : 1/5/2023 6:48 AM PLOT BY: JACK, ROBERT A. PLOT NAME :

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			BASE AGO	GREGATE DENSE			-		ASPHALTIC	SURFACE	DRIVEWAY	YS AND FIELD EN	NTRANCES		CONCRETE COLL	ARS FOR PIPE	
				305.0110	305.0120	624.0100		CATEGORY	TATION -	· STATIO	LOCAT	TION	465.0120 TON	CATEG	ORY STATION	LOCATION	520.8 EAC
				BASE AGGREGATE DENSE 3/4-INCH	BASE AGGREGATE DENSE 1 1/4-INCH	WATER		0010	12+97 -	43+00	LT &	k RT	1	001	0 69+85.5	47.8' RT	1
ATEGORY	STATION -	- STATION	LOCATION	TON	TON	MGAL			43+00 -		LT &		2				
AT EGORT	317(120)(	317(120)	2007/1101/	1011	1011	HG/LE	-		83+07 -		LT &		1				
0010	12+97 -	- 43+00	LT & RT	14	13	0.3			03.07		Ξ. α		-				
0010	43+00		LT & RT	63	45	1.1				-	TOTA	-AL	4				
			LT & RT	22	24	0.5											
		JNDISTRIBUTED		10	8	0.3		NOTE: HMA	PAVEMENT	WEIGHT CA	LCULATIO	ONS BASED ON 11	12 LB/SY/IN.				
		SNOTSTRIBUTED		10	0	0.2			.,,,,			0.10 0.10 0.1 0.1					
			TOTALS	109	90	2.1											
	CONG	CRETE PAVEMEN	T HES 9-ING	CH .				DRILLED	BAR SUMMA	RY			STORN	√ SEWER PIPE	REINFORCED CONCI	RETE CLASS IV	
										416.0	0.610	416, 0620				600 0413	2
				415.1090						416.0		416.0620				608.0412	
CATEGORY	STAT:	ION - STATION	LOCA	TION SY						DRILI		DRILLED	CATECORY	CTATION	LOCATION	12-INCH	
						CATECORY	CTATIO	N CTATION	LOCATIO	TIE B		DOWEL BARS	CATEGORY	STATION	LOCATION	LF	
0010		+00 - 72+73	LT &			CATEGORY	STATIO	ON - STATION	LOCATIO	N EAC	-H	EACH	0010	60.05 5	47 0' DT	E	
	83+	-07 - 119+00	LT &	RT 13		0010	12.07	42.00	1 T 9 D				0010	69+85.5	47.8' RT	5	
						0010		- 43+00	LT & R								
			ТОТ	AL 83				- 72+73	LT & R			11					
							83+07	- 119+00	LT & R								
								UNDISTRIBUT	EU	20		4					
									TOTALS	422	2	15					
						CURB AND GUTT	ER & SID	EWALK ITEM SU	MMARY								
					601.0409	601.041	l1	601.0600		502.0405		602.0505	602.0605	650.9	000		
					CONCRETE	CONCRET	ГЕ	CONCRETE		CONCRETE		CURB RAMP	CURB RAMP	CONSTRU	ICTION		
					CURB & GUTTER	CURB & GU	TTER	CURB		SIDEWALK		DETECTABLE	DETECTABLE	STAK	ING		
					30-INCH TYPE A	30-INCH TY	/PE D	PEDESTRIA	N	4-INCH		WARNING	WARNING FIELD	CURB R	AMPS		
											F	FIELD YELLOW	RADIAL YELLOW				
	CATEGORY	STATION - S	TATION	LOCATION	LF	LF		LF		SF		SF	SF	EAC	<u>:H</u>		
					80			38		350		20	32.4	4			
	0010	12+97 - 4	43+00	LT & RT	00												
	0010	12+97 - 4 43+00 - 1		LT & RT LT & RT	262			34		2,190		70	22.1	9			
	0010		72+73			18		34 7		2,190 700		70 66	22.1	9			

HWY: USH 14

COUNTY: VERNON

MISCELLANEOUS QUANTITIES

SHEET

E

PROJECT NO: 1640-01-74

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		INLET	SUMMARY									CONCRE	TE CORR	UGATED MEDIAN	
CATEGOR	Y STATION LOCA	INLET TYF	1.0639 C COVERS PE H-S EACH	611.3230 INLETS 2X3-FT EACH	650.4000 CONSTRUCTION STAKI STORM SEWER EACH	NG					CATEGOR	STATION - S 12+97 -		LOCATION	620.0100 SF 165
0010	69+90.37 46.8		1	1	1							43+00 - 83+07 -		LT & RT LT	335 335
														TOTAL	835
				FINISHING	ITEMS										
			625.010	0 627.020	628.2006	629.0205	630.0140	630.0300	630.0500		EROSION CONTRO	OL MOBILIZATIONS	S		
			TOPSOIL	_ MULCHIN	G EROSION MAT URBAN CLASS I TYPE A	FERTILIZER TYPE A	SEEDING MIXTURE NO. 40	SEEDING BORROW PIT	SEED WATER			628.1905 MOBILIZATIONS EROSION	s MOE	628.1910 BILIZATIONS EMERGENCY	
CATEGORY 0010	STATION - STATION  12+97 - 43+00	LOCATION  LT/RT	SY 31	SY 	SY 31	CWT 0.02	LB 0.6	LB 	MGAL 0.7	CATECORY	DD0.15.CT	CONTROL		EROSION CONTROL	
	43+00 - 72+73	LT/RT	80		80	0.05	1.4		1.8	CATEGORY	PROJECT	EACH		EACH	
	83+07 - 119+00 UNDISTRIBUTED	LT/RT -	56 33		56 33	0.04 0.02	1.0 0.6		1.2 0.8	0010	1640-01-74	3		2	
	WASTE SITE	-	-	800		0.51		5.2	18.0						
	-	TOTALS	200	800	200	0.64	3.6	5.2	22.5		TRAFFIC CONTROL AN	ND ADVANCED WARN	NING IT	EMS	
				_	TRAFFIC CONT	ROL COVERING	SIGNS TYPE	II				DURAT:	ION	643.1050 TRAFFIC CONTROL SIGNS PCMS	
				_	CATEGORY STAT	ION LOCATION	643.0920 N EACH	REMARKS		CATEGORY 0010	ADVANCED WARNING	(DAYS) 7		EACH DAYS 4 28	
					0010 68+	33 RT	2	1 CYCLE							
				TEMPORARY MA	RKING ITEMS							INLET PR	ROTECTIO	DN	
				1	643.3150 TEMPORARY MARK: INE REMOVABLE TAPE			TEMPOR	43.3850 AARY MARKING OP LINE	CATEG	ORY STATION - S	STATION LOCA	ATION	628.7005 TYPE A LF	628.7015 TYPE C LF
				(WHITE)		(	DOUBLE	REMO'	VABLE TAPE						
				(WHIIE)	(YELLOW)	) Y	ELLOW)	ı	.8-INCH	001	0 12+97 - 43+00 -		& RT & RT	 1	3 12
ATEGORY	STATION - STATION	LOCATIO	DN	LF	LF		LF		LF	_	13100				
ATEGORY 0010	STATION - STATION  43+00 - 72+73  UNDISTRIBUTED	LOCATIC RT/LT			LF 275 125		560 		30	-	83+07 - 1 UNDISTRIB	119+00 LT	& RT 		4 4
	43+00 - 72+73	RT/LT		LF 125	275		560		30	-	83+07 - 1	119+00 LT BUTED -			23
	43+00 - 72+73 UNDISTRIBUTED	RT/LT 		125 625	275 125		560 	_	30	-	83+07 - 1	119+00 LT BUTED -			4

	SIGN	APPROX.		SIGN			SIGN SIZE (W X H)	637.2210 SIGNS TYPE II REFLECTIVE H	637.223 SIGNS TYPE I: REFLECTIV	POS I 16-F1	STS WOOD 4x6-INCH	634.0811 POSTS TUBULAR ST x 11-FT	634.0812 EEL 2x2-INCH x 12-FT	-	
ORY	NO.		LOC.	CODE	SIGN MESSAGE		IN	SF	SF	E F EACH	EACH			REMARKS	
)															
	1 - 1		RT	W9-2L	LANE ENDS MERGE LEFT		36 x 36		9.0	1					
	1 - 2	11+42	RT	W4-2R L	LANE REDUCTION TRANSITION SYMBOL - RIG	GHT	36 x 36		9.0	1					
	2 - 1	27+87	RT	R3-9C	BEGIN (PLAQUE)		24 x 6	1.0				1			
	2 - 1	27+87	RT	R3-9B	CENTER LANE LEFT TURN ONLY SYMBOL		24 x 36	6.0						MOUNT BELOW SIGN	2-1 R3-9C
	2 - 2	27+93	LT	R3-9D	END (PLAQUE)		24 x 6	1.0				1			
	2 - 2	27+93	LT	R3-9B	CENTER LANE LEFT TURN ONLY SYMBOL		24 x 36	6.0						MOUNT BELOW SIGN	2-2 R3-9D
	4 - 1	54+14	LT	R3-9B	CENTER LANE LEFT TURN ONLY SYMBOL		24 x 36	6.0					1		
	5 - 1	65+74	RT	R3-9D	END (PLAQUE)		24 x 6	1.0				1			
	5 - 1	65+74	RT	R3-9B	CENTER LANE LEFT TURN ONLY SYMBOL		24 x 36	6.0						MOUNT BELOW SIGN	5-1 R3-9D
	5 - 2	66+99	LT	R3-9C	BEGIN (PLAQUE)		24 x 6	1.0						MOUNT ON EXISTING	
	5 - 2	66+99	LT	R3-9B	CENTER LANE LEFT TURN ONLY SYMBOL		24 x 36	6.0						MOUNT BELOW SIGN	5-2 R3-9C
	7 - 1	86+18	RT	R3-9C	BEGIN (PLAQUE)		24 x 6	1.0				1			
	7 - 1	86+18	RT	R3-9B	CENTER LANE LEFT TURN ONLY SYMBOL		24 x 36	6.0						MOUNT BELOW SIGN	
	7 - 2	86+68	LT	R3-9D	END (PLAQUE)		24 x 6	1.0						MOUNT ON EXISTING	
_	7 - 2	86+68	LT	R3-9B	CENTER LANE LEFT TURN ONLY SYMBOL		24 x 36	6.0						MOUNT BELOW SIGN	7-2 R3-9D
	9 - 2	110+49	RT	R3-9D	END (PLAQUE)		24 x 6	1.0				1			
	9 - 2	110+49	RT	R3-9B	CENTER LANE LEFT TURN ONLY SYMBOL		24 x 36	6.0						MOUNT BELOW SIGN	9-2 R3-9D
	9 - 3	111+33	LT	R3-9C	BEGIN (PLAQUE)		24 x 6	1.0				1			
	9 - 3	111+33	LT	R3-9B	CENTER LANE LEFT TURN ONLY SYMBOL		24 x 36	6.0						MOUNT BELOW SIGN	
_	10 - 1		RT		E REDUCTION TRANSITION SYMBOL - (LEFT	LANE)	36 x 36		9.0	1				MOUNT 150' SOUTH	
	10 - 2		RT	W9-2R	LANE ENDS MERGE RIGHT	_	48 x 48		16.0		2			MOUNT 495' SOUTH	OF SIGN 10-
							TOTALS	62.0	43.0	3	2	6	1		
			REMO	VING SIGN ITEMS		_					MARKING RE	MOVAL			
		SIC	<b>GN</b>	638.2602 REMOVING SIGNS TYPE II	638.3000 S REMOVING SMALL SIGN SUPPORTS						646.9010 LINE WATER BLASTING 4-INCH	646.9110 LINE WATER BLASTING 8-INCH	646.921 LINE WAT BLASTING V	ER SPE	9300 CIAL KING
C	ATEGORY	NUME		EACH	EACH	_	CATEGORY	STATION -	STATION L	OCATION	LF	LF	LF	EA	АСН
	0010	E7-	- 3	1	1		0010	12+97 -	43+00	LT & RT	4,670				
	0010	E7-		1	<u></u>			43+00 -		LT & RT	6,540	150	350	1	L5
		E8-		1	1			83+07 -		LT & RT	13,175	500			9
		E9-		1	1				NDISTRIBUTED		500	100			3
		ТОТ	ALS	4	3					TOTALS	24,885	750	350	2	27
	C			ING SUPPLEMENTAL	CONTROL	_		INSTALL COND	DUIT INTO EX	ISTING ITEM			INSULA	TE WATER MAIN	
			STAN	o oor reemental							652.0700.s			S	SPV.0060.06
	CATEGO	RY	PRO:	JECT	650.9911 EACH	_	CATEGORY	PULL BOX	STATION	LOCATION	EACH	CATEGO	ORY STATIO		EACH
	0010			0-01-74	1		0010	EXPB-1	11+27 D	25' RT	1	0010	) 11+22	D 17' RT	1

3

TRAFFIC	CONTROL, PROJECT I	ID 1640-01-74		TEMPORARY PEDESTRIAN FACILITIES									
CATEGORY	PROJECT	SPV.0060.07 EACH				644.1440 TEMPORARY PEDESTRIAN	644.1601 TEMPORARY CURB RAMP	644.1605 TEMPORARY PEDESTRIAN DETECTABLE	644.1810 TEMPORARY				
0010	1640-01-74	1				SURFACE MATTING	CURB RAMP	WARNING FIELD	PEDESTRIAN BARRICADE				
0010	1040 01 74	1	CATEGORY	STATION - STATION	LOCATION	SF	DAY	SF	LF				
			0010	12+97 - 43+00	LT & RT		7						
				43+00 - 72+73	LT & RT	240	14	8	200				
				83+07 - 119+00	LT & RT	70	14		120				
				UNDISTRIBU	JTED	35	10	8	30				
					TOTALS	345	45	16	350				

## PAVEMENT MARKING ITEMS

					MARKI	646.1020 ING LINE EPOXY 4-IN			5.3020 E EPOXY 8-INCH	646.5020	646.6120	
			(WHITE)	(YELLOW)	(DOUBLE YELLOW)	(WHITE SKIP 3' SG, 9' GAP)	(YELLOW SKIP 2' SG, 6' GAP)	(YELLOW SKIP 12.5' SG, 37.5' GAP)	(WHITE)	(WHITE SKIP 3' SG, 9' GAP)	MARKING ARROW EPOXY	MARKING STOP LINE EPOXY 18-INCH
CATEGORY	STATION - STATION	LOCATION	LF	LF	LF	LF	LF	LF	LF	LF	EACH	LF
0010	12+97 - 43+00	RT/LT	4,570	2,490	1,990			575	765		14	
	43+00 - 72+73	RT/LT	4,270	3,830	4,700	24	49	950	490	56	24	74
	83+07 - 119+00	RT/LT	6,730	4,120	5,630	40		1,020	725		26	
	TOTALS		15,570	10,440	12,320	64	49	2,545	1,980	56	64	74
_	ITEM TOTALS	;	-			40,988			2	,036		

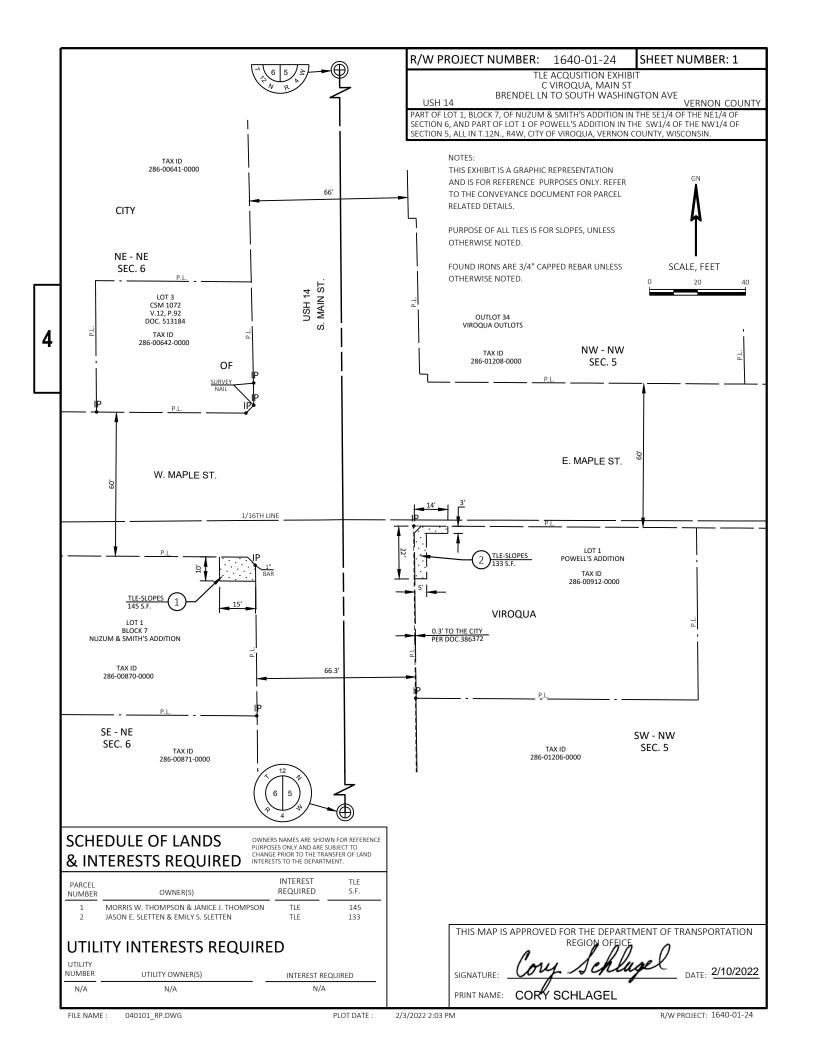
			PAVEMENT	MARKING IT	EMS CON'T				CONSTRUCTIO	N STAKING SUMMARY	
			646	.7120	646.7420	646.8020	646.8220			650.5500 CONSTRUCTION	650.7000 CONSTRUCTION
				DIAGONAL 12-INCH (YELLOW)	MARKING CROSSWALK  EPOXY TRANSVERSE LINE 6-INCH	MARKING CORRUGATED MEDIAN EPOXY	MARKNG ISLAND NOSE EPOXY (YELLOW)			STAKING CURB GUTTER AND CURB & GUTTER	STAKING CONCRETE PAVEMENT
CATEGORY	STATION - STATION	LOCATION	LF	LF	LF	SF	EACH	CATEGORY	STATION - STATION	LF	LF
0010	12+97 - 43+00	RT/LT	745	120	225	38	7	0010	12+97 - 43+00	38	
	43+00 - 72+73	RT/LT		95	805	77	4		43+00 - 72+73	19	110
	83+07 - 119+00	RT/LT		260	580	77	4		83+07 - 119+00	25	
_	TOTALS		745	475	1,610	192	15		TOTALS	82	110
_	ITEM TOTALS	<u> </u>	1	,220	_						

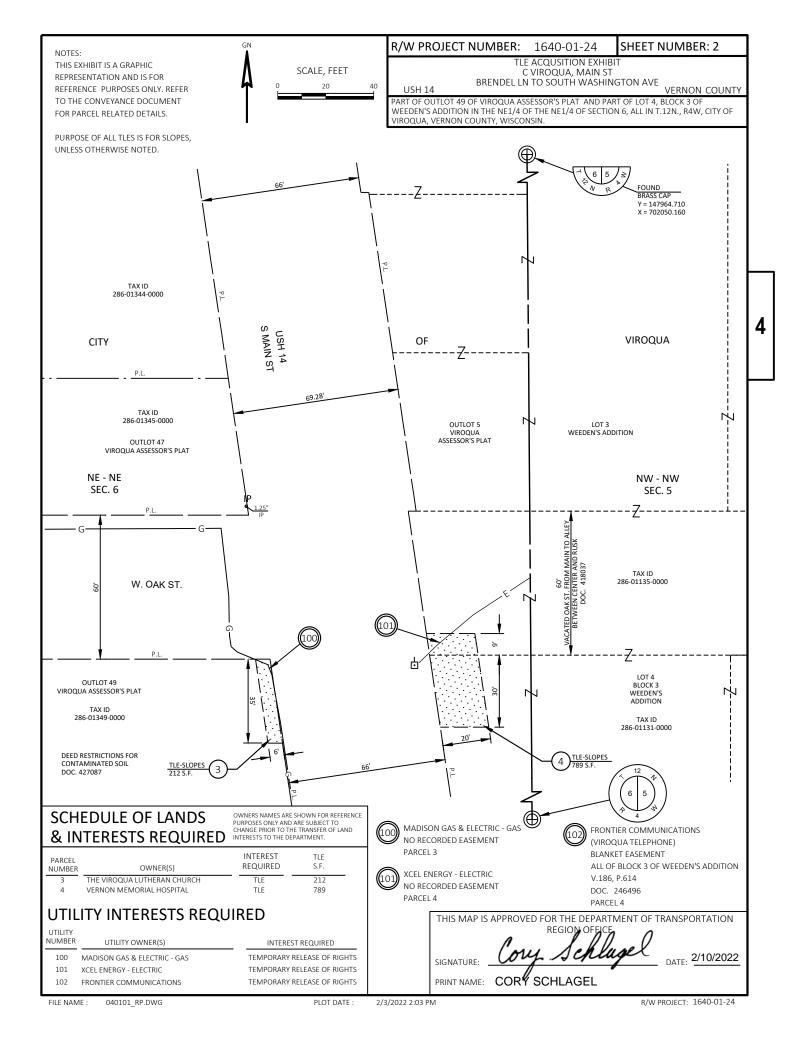
COUNTY: VERNON SHEET E HWY: USH 14 PROJECT NO: 1640-01-74 MISCELLANEOUS QUANTITIES FILE NAME : S:\MAD\1000--1099\1089\971\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\030201\_MQ.DWG LAYOUT NAME - 030204\_mq PLOT DATE : 3/9/2023 10:17 AM PLOT BY: JACK, ROBERT A. PLOT NAME : PLOT SCALE: 1:1

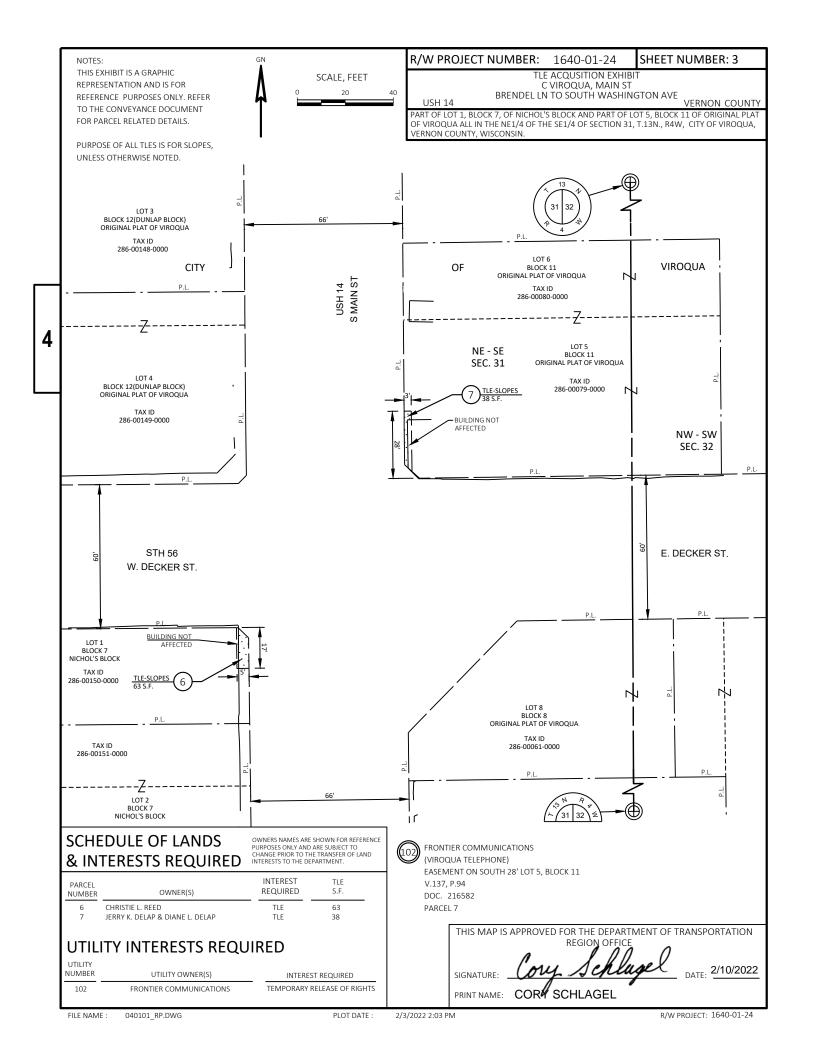
WISDOT/CADDS SHEET 42

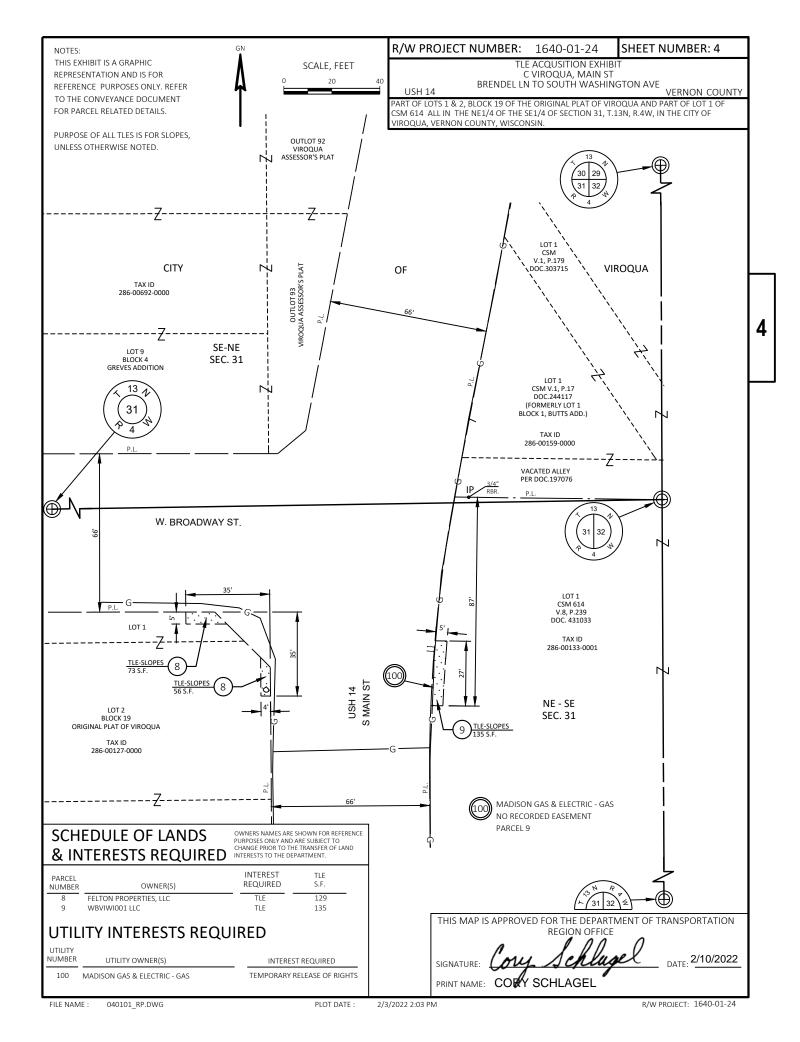
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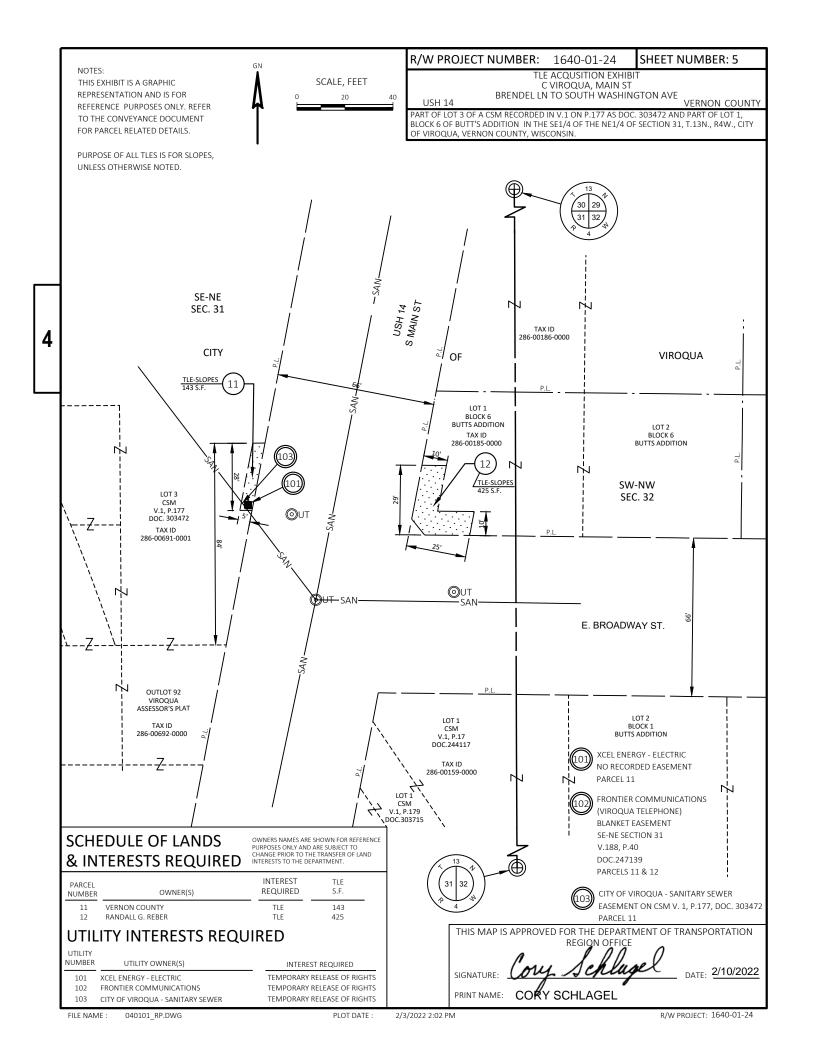
	TRUCTION STAK	KING ELECTRICA	L INSTALLATIONS	<del>_</del>			LOOP I	DETECTOR SUMMAR	RY			_		REMOVING	FULL BOXES	5
CATEGORY 0010		ROJECT	650.8501 EACH		CATEGORY	STATION	C	652.0800 CONDUIT LOOP DETECTOR LF	655.0800 LOOP DETECTOR WIRE LF	SPV.00 LOOP DE SPL EA	ETECTOR ICE	_	CATEGORY 0010	STATION  11+29 D	LOCATION  14.5' RT	653.0905 EACH
					0010	11+29 D	14.5' RT	38	167		1			12+05 D	13.6' LT	1
					0010	11,123	1113 K.	30	107	-	-				TOTAL	2
	ADJUSTI	NG PULL BOXES				CONCRE	TE BASES TYPE	1								
			653.0900					654.01					SAWING SUM	IM A P V		
CATEGORY	STATION	LOCATION	EACH		CATEGORY	STATION	LOCATION	I EACH	<del></del>				SAWING SOM			
0010	69+33 70+10	28' LT 29' RT	1 1		0020	58+63.11 58+65.71	30.3' דא	1		CATEGORY	STATION	- STATION	LOCATION	690.( SAWING A	ASPHALT	690.0250 SAWING CONCRETE LF
		TOTAL	2			88+83.95 88+87.71			_	CATEGORY			LOCATION	L	<u> </u>	LF
			_			00.07.172				0010		- 43+00 - 72+73	RT/LT RT/LT	31 38		230 690
							TOTAL	4				- 119+00	RT/LT	21		430
												UNDISTRIB	UTED	9	1	130
			JLAR RAPID FLASHING									_	TOTALS	99	9	1,480
				SPV.0060.04		SPV.0060.05	NG									
				INSTALL CIT SUPPLIED RECTAN RAPID FLASHI	Y REL	OCATE EXISTI RECTANGULAR APID FLASHING				_			PROPERTY PIN	MONUMENT S	SUMMARY	
CATEGORY	INTI	ERSECTION	STATION	INSTALL CIT	Y REL	OCATE EXISTI RECTANGULAR				_			PROPERTY PIN	SPV.0 RESEAR	0060.01 RCH AND	SPV.0060.02 VERIFY AND
CATEGORY 0020	USH 14 & \	W. BROADWAY ST	58+65	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH	Y REL	OCATE EXISTI RECTANGULAR APID FLASHING BEACON				_			PROPERTY PIN	SPV.0 RESEAR LOCATE	0060.01	VERIFY AND
	USH 14 & \			INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH	Y REL	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH				_	CATECORY	STATION	APPROXIMATE	SPV.0 RESEAR LOCATE LAND MONU	0060.01 RCH AND EXISTING PARCEL UMENTS	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS
	USH 14 & \	W. BROADWAY ST	58+65	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH	Y REL	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH					CATEGORY	STATION		SPV.0 RESEAR LOCATE LAND MONU	0060.01 RCH AND EXISTING PARCEL	VERIFY AND REPLACE EXISTING LAND PARCEL
	USH 14 & \	W. BROADWAY ST	58+65 88+86	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH 1	Y REL	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH 1					CATEGORY 0010	55+63.4	APPROXIMATE LOCATION 32.9' LT	SPV.0 RESEAR LOCATE LAND MONU	0060.01 RCH AND EXISTING PARCEL UMENTS	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS
	USH 14 & N	W. BROADWAY ST & W. OAK ST.	7. 58+65 88+86 TOTALS	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH  1	Y REL	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH 1							APPROXIMATE LOCATION	SPV.0 RESEAR LOCATE LAND MONU	0060.01 RCH AND EXISTING PARCEL UMENTS ACH	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH
	USH 14 & N	W. BROADWAY ST & W. OAK ST.	58+65 88+86	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH  1	Y REL	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH 1				(		55+63.4 55+68.9 58+47.9 58+67.9	APPROXIMATE LOCATION 32.9' LT 39.4' LT 60.3' RT 35.5' RT	SPV.0 RESEAR LOCATE LAND MONU	0060.01 RCH AND EXISTING PARCEL UMENTS ACH	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH
	USH 14 & N	W. BROADWAY ST & W. OAK ST.	TOTALS  ACE LANDSCAPING SUP	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH  1 1	Y REL IGULAR ING R	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH 1						55+63.4 55+68.9 58+47.9 58+67.9 69+37.3	APPROXIMATE LOCATION  32.9' LT 39.4' LT 60.3' RT 35.5' RT 32.9' LT	SPV.0 RESEAR LOCATE LAND MONU E/	0060.01 RCH AND EXISTING PARCEL UMENTS ACH  1 1 1	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH  1 1 1 1
	USH 14 & N	W. BROADWAY ST & W. OAK ST.	7. 58+65 88+86 TOTALS	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH  1 1  MMARY SPV	Y REL	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH 1						55+63.4 55+68.9 58+47.9 58+67.9 69+37.3	APPROXIMATE LOCATION  32.9' LT 39.4' LT 60.3' RT 35.5' RT 32.9' LT 39.0' LT	SPV.0 RESEAR LOCATE LAND MONU E/	0060.01 RCH AND EXISTING PARCEL UMENTS ACH	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH
	USH 14 & N	W. BROADWAY ST & W. OAK ST.	TOTALS  ACE LANDSCAPING SUI	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH  1 1  MMARY  SPV ACE SALVAGE	Y RELIGULAR NG R	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH 1				(		55+63.4 55+68.9 58+47.9 58+67.9 69+37.3 69+43.0 70+04.3	APPROXIMATE LOCATION  32.9' LT 39.4' LT 60.3' RT 35.5' RT 32.9' LT 39.0' LT 37.3' RT	SPV.0 RESEAR LOCATE LAND MONU E/	0060.01 RCH AND EXISTING PARCEL UMENTS ACH  1 1 1	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH  1 1 1 1
	USH 14 & N	W. BROADWAY ST & W. OAK ST.	TOTALS  ACE LANDSCAPING SUM  SPV.0180.01  SALVAGE AND REPLA	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH  1 1  MMARY  SPV ACE SALVAGE	Y RELIGULAR NG RA .0180.02 AND REPLACE	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH 1						55+63.4 55+68.9 58+47.9 58+67.9 69+37.3	APPROXIMATE LOCATION  32.9' LT 39.4' LT 60.3' RT 35.5' RT 32.9' LT 39.0' LT	SPV.0 RESEAR LOCATE LAND MONU E/	0060.01 RCH AND EXISTING PARCEL UMENTS ACH  1 1 1	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH  1 1 1 1
0020	USH 14 & V USH 14	W. BROADWAY ST & W. OAK ST. LVAGE AND REPL	SPV.0180.01 SALVAGE AND REPLA	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH  1 1  MMARY  SPV ACE SALVAGE	Y RELIGULAR  NG R  .0180.02  AND REPLACE  APING MULCH	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH 1						55+63.4 55+68.9 58+47.9 58+67.9 69+37.3 69+43.0 70+04.3 70+08.6	APPROXIMATE LOCATION  32.9' LT 39.4' LT 60.3' RT 35.5' RT 32.9' LT 39.0' LT 37.3' RT 33.0' RT	SPV.0 RESEAR LOCATE LAND MONU EA	0060.01 RCH AND EXISTING PARCEL UMENTS ACH  1 1 1	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH  1 1 1 1
0020	USH 14 & V USH 14 SAI	W. BROADWAY ST & W. OAK ST. LVAGE AND REPL LOCATION 35' LT	SPV.0180.01 SALVAGE AND REPLA LANDSCAPING STOR	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH  1 1  MMARY  SPV ACE SALVAGE	Y RELIGULAR  NG R  .0180.02  AND REPLACE  APING MULCH	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH 1						55+63.4 55+68.9 58+47.9 58+67.9 69+37.3 69+43.0 70+04.3 70+08.6 88+65.6	APPROXIMATE LOCATION  32.9' LT 39.4' LT 60.3' RT 35.5' RT 32.9' LT 39.0' LT 37.3' RT 33.0' RT 32.5' RT	SPV.0 RESEAR LOCATE LAND MONU E/	D060.01 RCH AND EXISTING PARCEL UMENTS ACH  1 1 1 1 1 1 1	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH  1 1 1 1 1 1 1 1 1 1 1
0020	USH 14 & NUSH 14	W. BROADWAY ST & W. OAK ST. LVAGE AND REPL	SPV.0180.01 SALVAGE AND REPLA	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH  1 1  MMARY  SPV ACE SALVAGE	Y REL GULAR NG R. .0180.02 AND REPLACE APING MULCH SY	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH 1						55+63.4 55+68.9 58+47.9 58+67.9 69+37.3 69+43.0 70+04.3 70+08.6 88+65.6 97+28.7 97+31.6 97+40.6	APPROXIMATE LOCATION  32.9' LT 39.4' LT 60.3' RT 35.5' RT 32.9' LT 39.0' LT 37.3' RT 33.0' RT 32.5' RT 36.4' LT 33.4' LT 36.2' RT	SPV.0 RESEAR LOCATE LAND MONU E/	DOGO.O1 RCH AND EXISTING PARCEL UMENTS ACH  1 1 1 1 1 1 1 1 1 1	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
0020	USH 14 & V USH 14 SAI	W. BROADWAY ST & W. OAK ST. LVAGE AND REPL LOCATION 35' LT	SPV.0180.01 SALVAGE AND REPLA LANDSCAPING STOR	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH  1 1  MMARY  SPV ACE SALVAGE	Y RELIGULAR NG RA  .0180.02 AND REPLACE APING MULCH SY	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH 1						55+63.4 55+68.9 58+47.9 58+67.9 69+37.3 69+43.0 70+04.3 70+08.6 88+65.6 97+28.7 97+31.6	APPROXIMATE LOCATION  32.9' LT 39.4' LT 60.3' RT 35.5' RT 32.9' LT 39.0' LT 37.3' RT 33.0' RT 32.5' RT 36.4' LT 33.4' LT	SPV.0 RESEAR LOCATE LAND MONU E/	DOGO.O1 RCH AND EXISTING PARCEL UMENTS ACH  1 1 1 1 1 1 1 1 1 1	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
0020	USH 14 & V USH 14 SAI	W. BROADWAY ST & W. OAK ST. LVAGE AND REPL LOCATION 35' LT 35' LT	SPV.0180.01 SALVAGE AND REPLA LANDSCAPING STOP SY 8	INSTALL CIT SUPPLIED RECTAN RAPID FLASHI BEACON EACH  1 1  MMARY  SPV ACE SALVAGE	Y RELIGULAR  NG RA  .0180.02  AND REPLACE APING MULCH  SY  4	OCATE EXISTI RECTANGULAR APID FLASHING BEACON EACH 1						55+63.4 55+68.9 58+47.9 58+67.9 69+37.3 69+43.0 70+04.3 70+08.6 88+65.6 97+28.7 97+31.6 97+40.6	APPROXIMATE LOCATION  32.9' LT 39.4' LT 60.3' RT 35.5' RT 32.9' LT 39.0' LT 37.3' RT 33.0' RT 32.5' RT 36.4' LT 33.4' LT 36.2' RT	SPV.0 RESEAR LOCATE LAND MONU E	DOGO.O1 RCH AND EXISTING PARCEL UMENTS ACH  1 1 1 1 1 1 1 1 1 1	VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

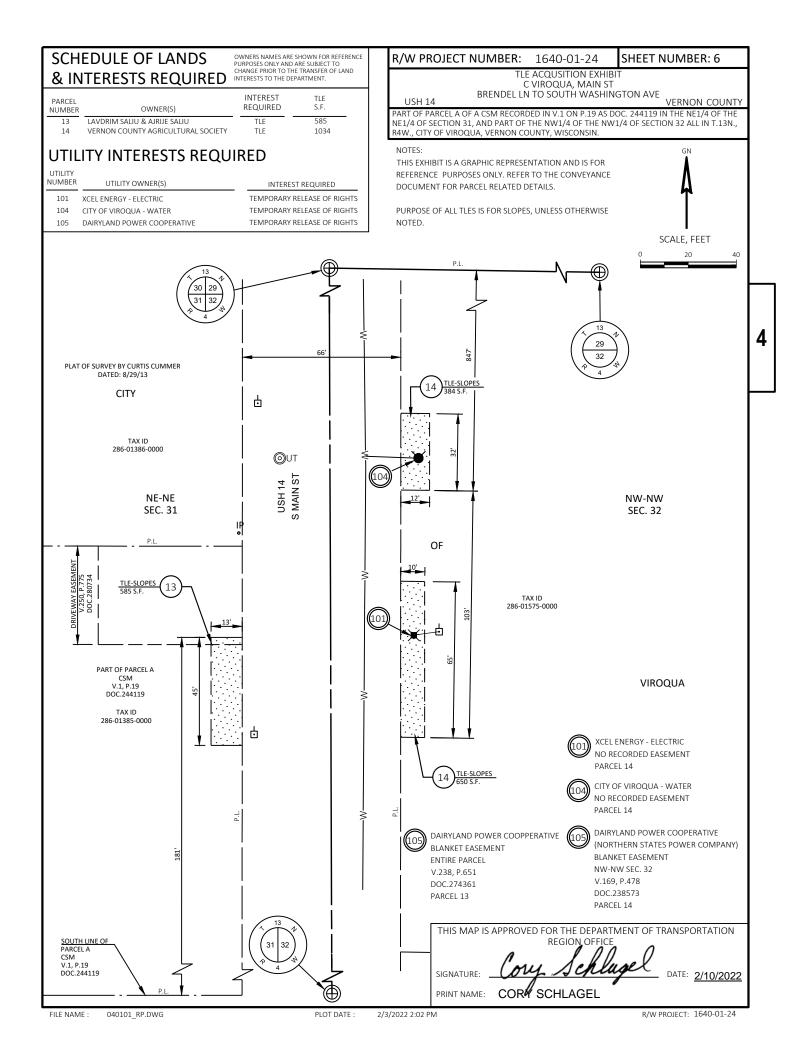








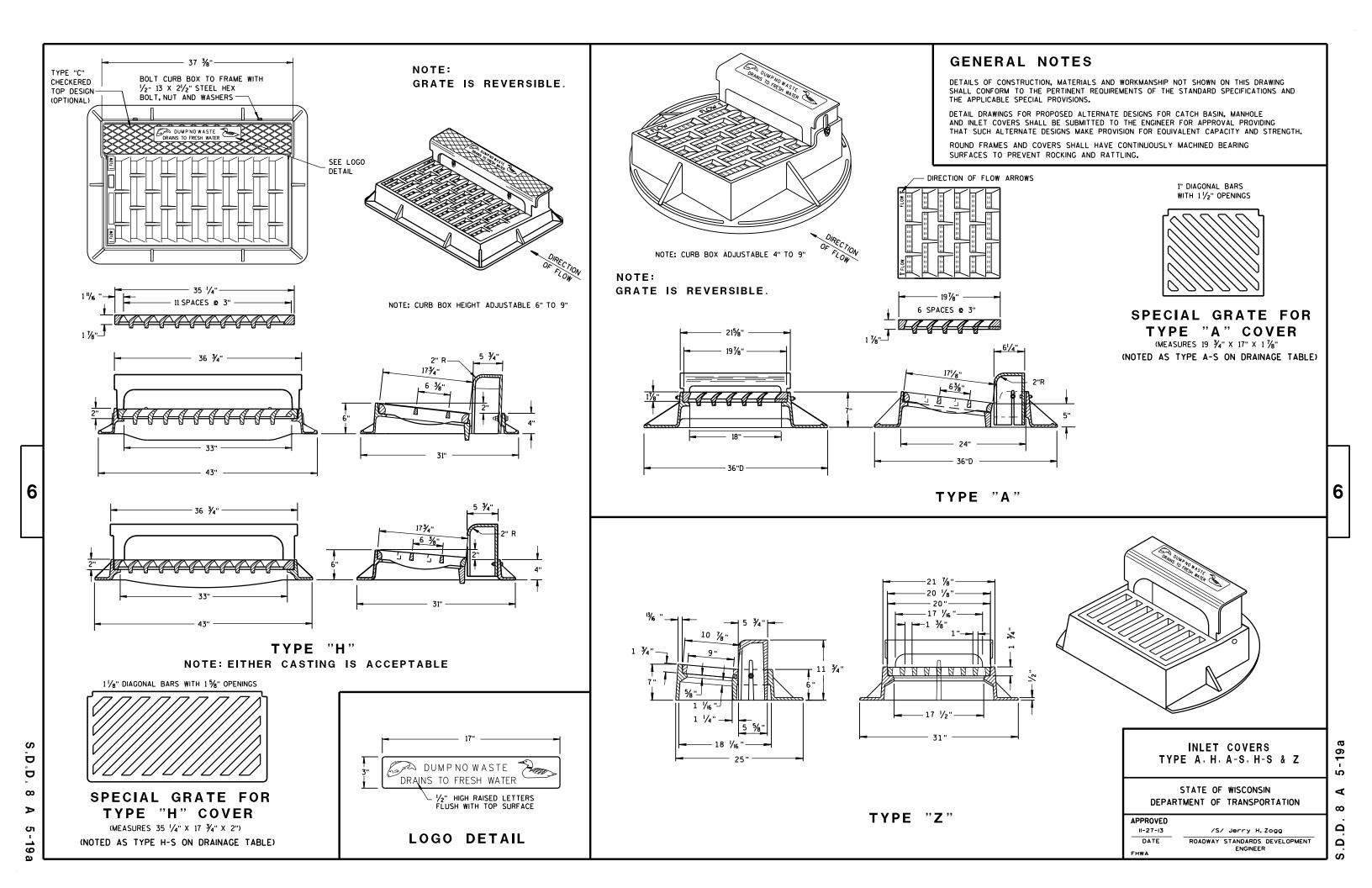


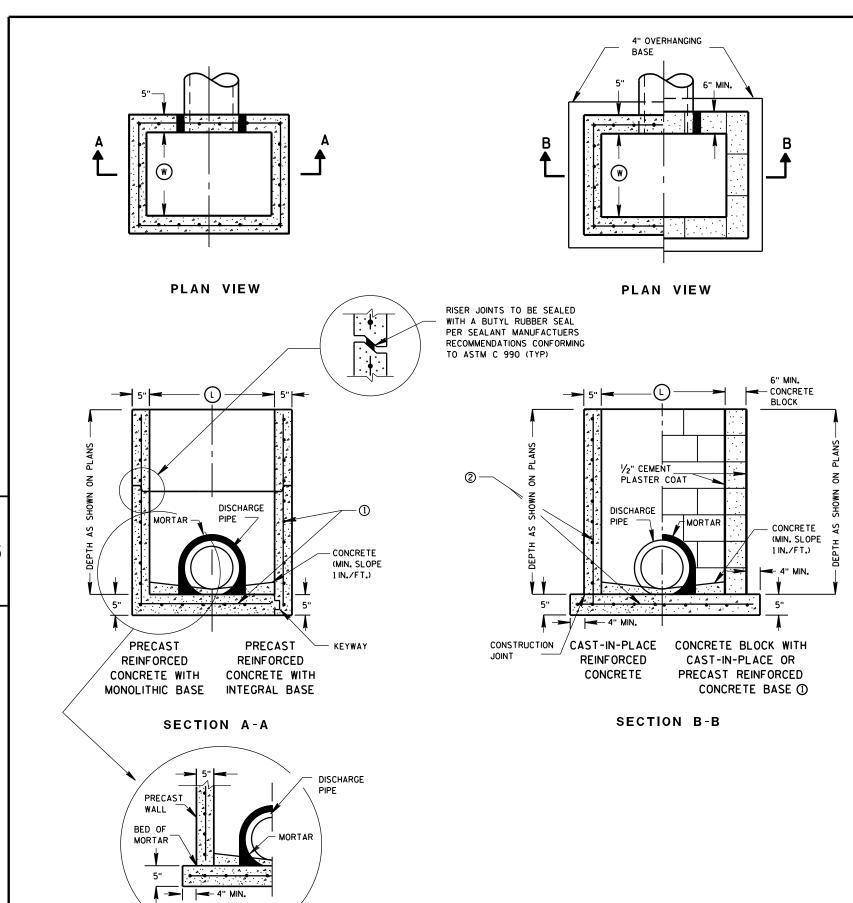


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# Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22A 08D01-22B	
08D01-22B 08D05-20A	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09в02-10	CONDUIT
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
11B01-05	CONCRETE CORRUGATED MEDIAN
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-11	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
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22C	PAVEMENT MARKING (TURN LANES)
15C08-22D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-07A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-07B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-07B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
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
15D29-06	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D30-08A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-08C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08H	
	TRAFFIC CONTROL. PEDESTRIAN ACCOMMODATION
15D30-08T	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08I 15D30-08J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION





## **GENERAL NOTES**

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.

OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

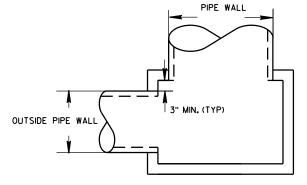
- ① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

#### INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	٧	WM
	WIDTH (V) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	х	Х				Х		х	
2X2.5-FT	2	2.5			Х			Х	Х	Х	Х
2X3-FT	2	3					Х				
2.5X3-FT	2.5	3				Х					

#### PIPE MATRIX

	MAXIMUM IN DIAM	ISIDE PIPE ETER
INLET SIZE	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

OUTSIDE

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INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2016

DATE

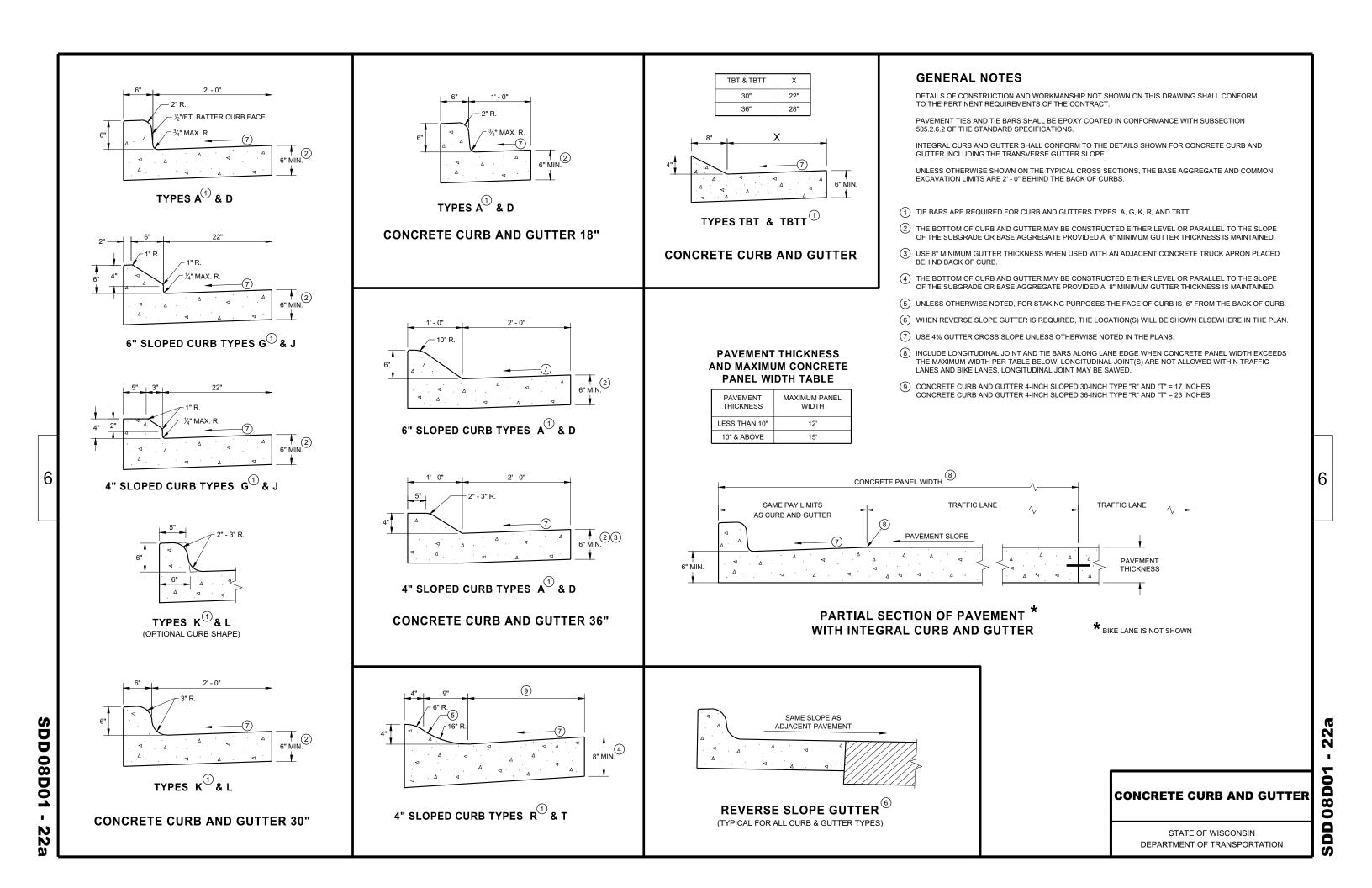
ROADWAY STANDARDS DEVELOPMENT

UNIT SUPERVISOR

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

SEPARATE PRECAST REINFORCED

**CONCRETE BASE OPTION** 



**END SECTIONCURB AND GUTTER** 

## **DETAIL OF CURB AND GUTTER AT INLETS**

(TYPICAL H INLET COVER SHOWN)

6"

2" R.

(ABOVE ADJACENT PAVEMENT)

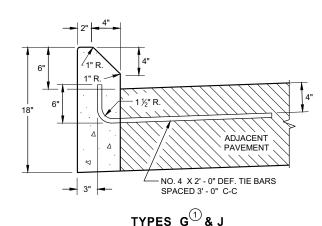
4"

ADJACENT PAVEMENT

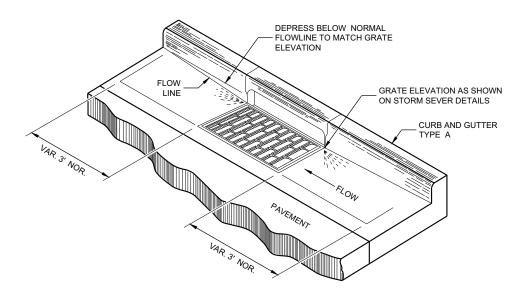
NO. 4 X 2' - 0" DEF. TIE BARS

SPACED 3' - 0" C.C.

TYPES A D



**CONCRETE CURB** 



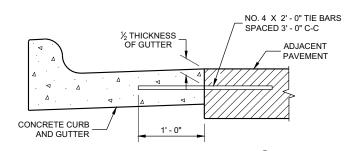
## GENERAL NOTES

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

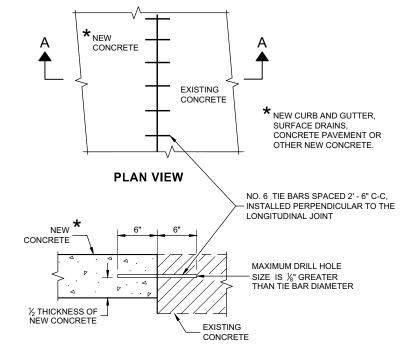
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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.

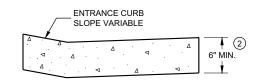


TYPICAL TIE BAR LOCATION  $^{\scriptsize \textcircled{1}}$ 



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

N

**08DO** 

**VIEW D - D FOR TYPE 1 - A** 

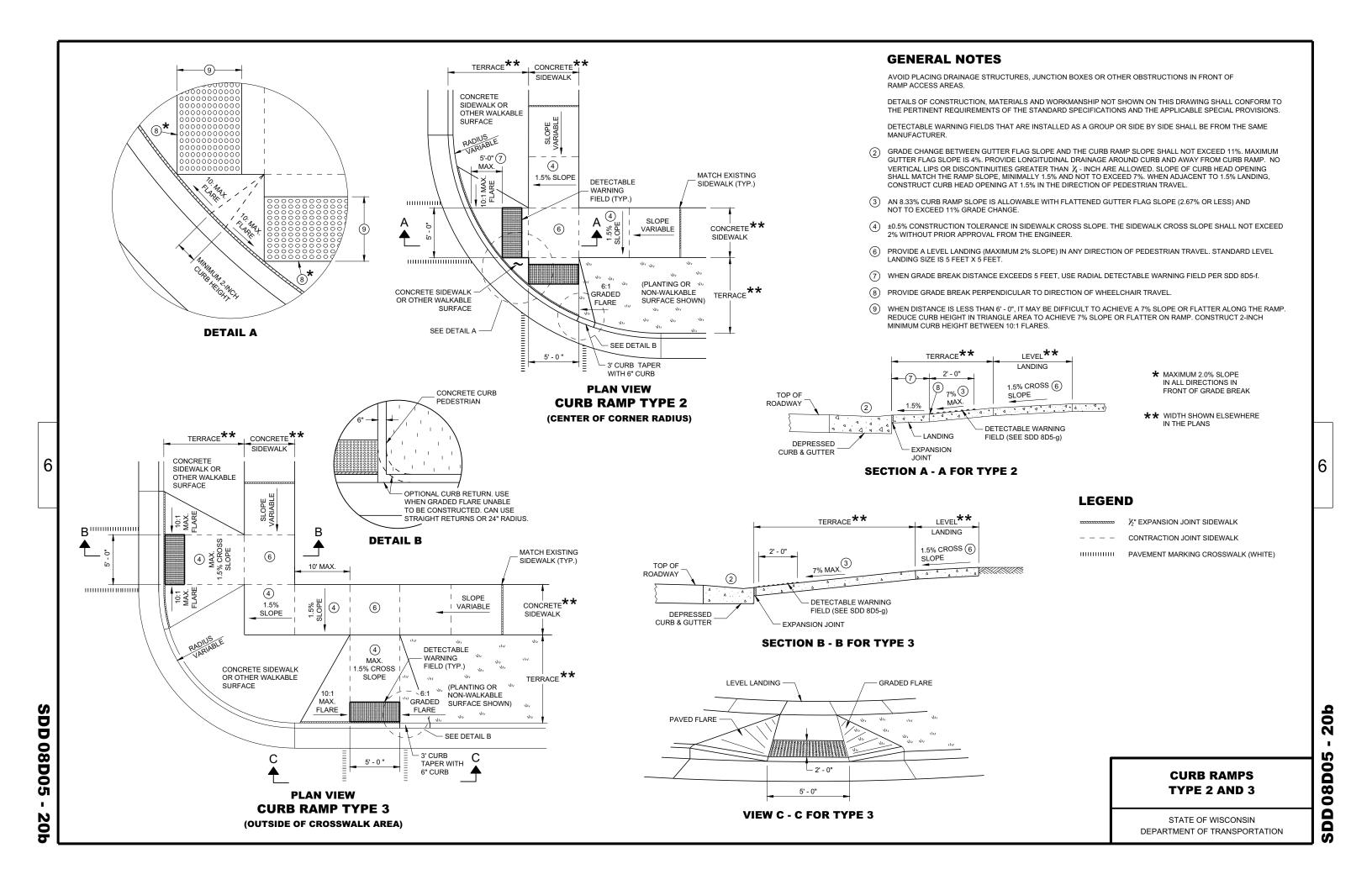
**SECTION B - B FOR TYPE 1** 

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**080** 

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION



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

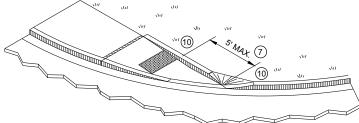
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

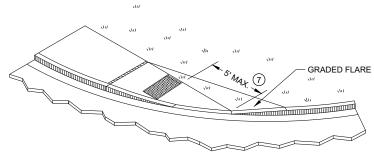
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN  $\frac{1}{4}$  - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING 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** 

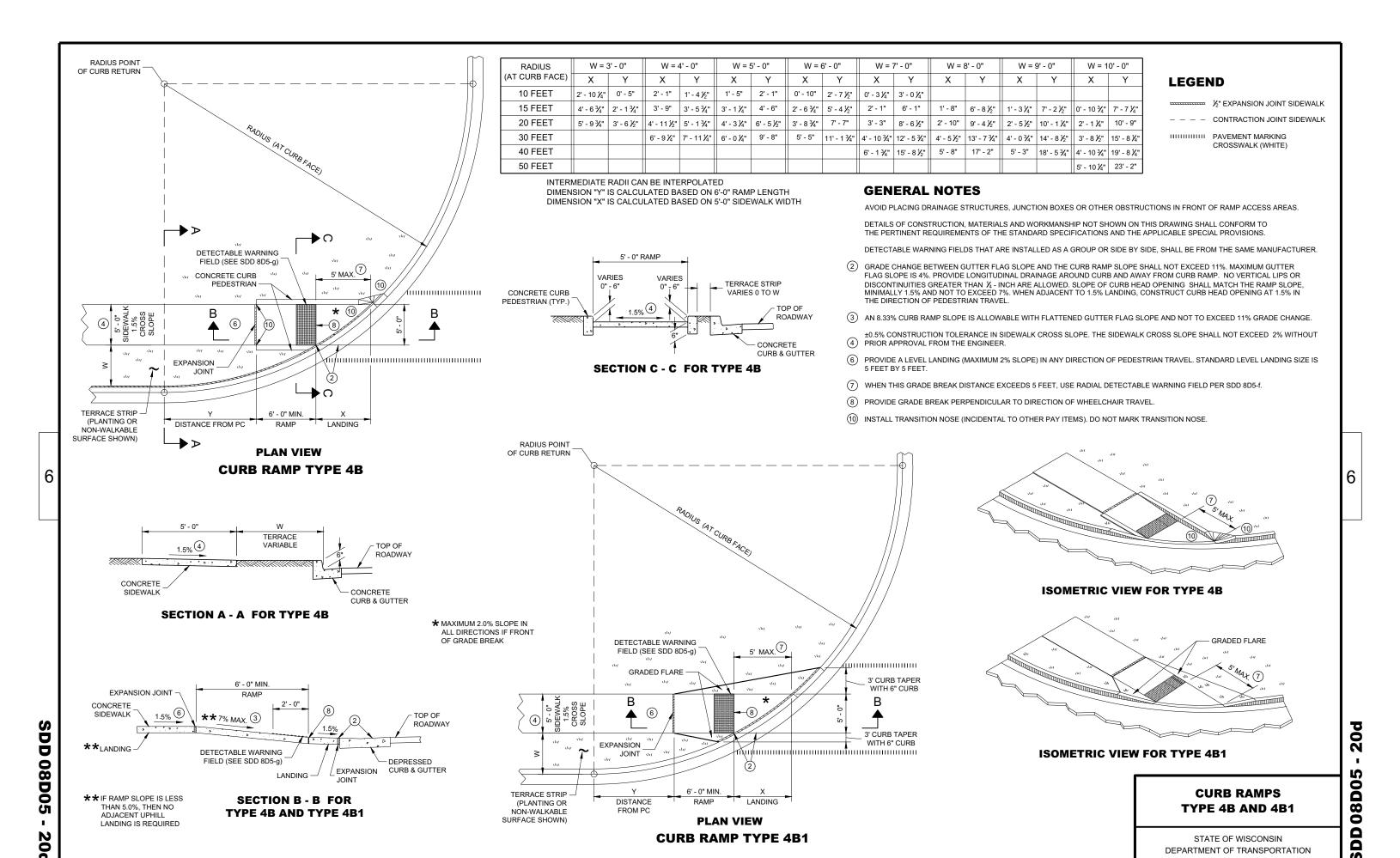


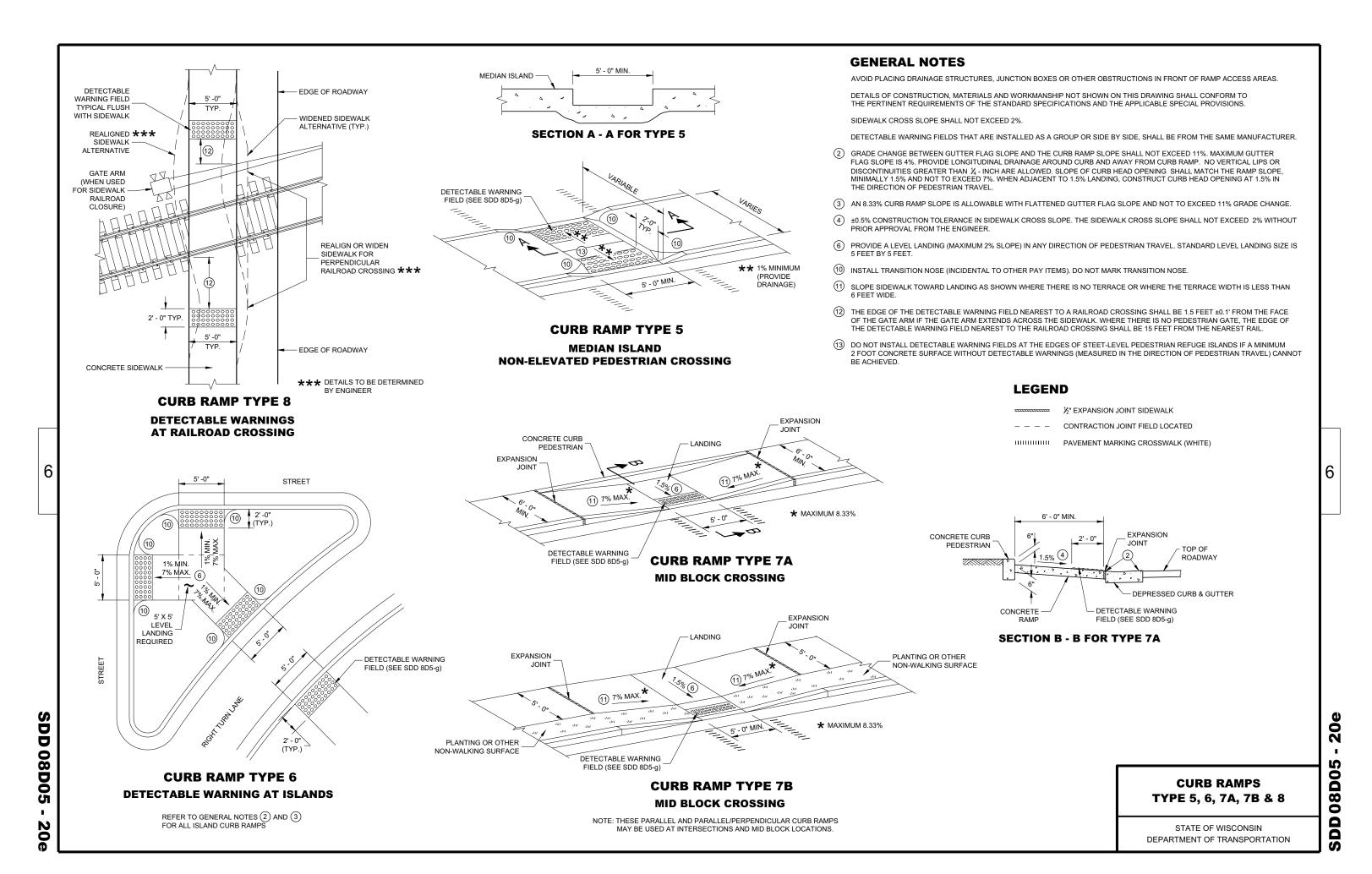
**ISOMETRIC VIEW FOR TYPE 4A1** 

**CURB RAMPS TYPE 4A AND 4A1** 

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

08D0 SDD





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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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A — F	RAMP
Å B	

**PLAN VIEW** 

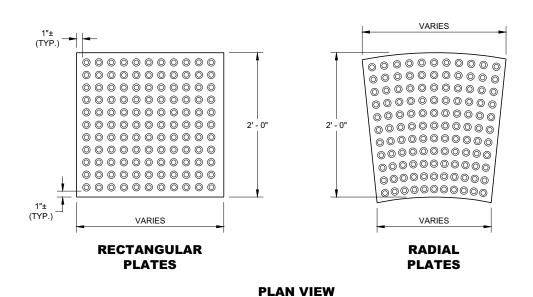
MIN. MAX. 1.6" 2.4" В 0.65" 1.5" С \* 0.9" 1.4"

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

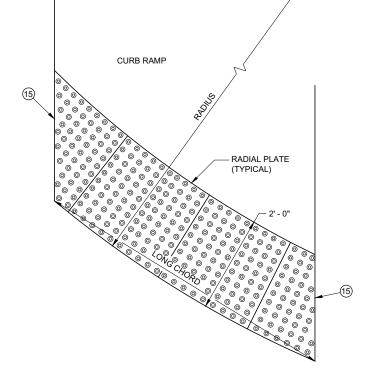


**ELEVATION VIEW** 

## **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

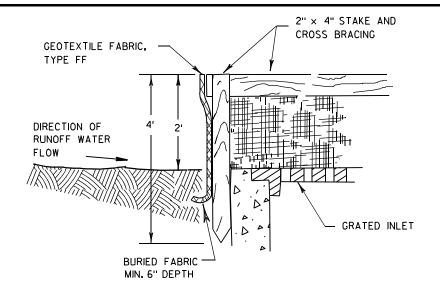
APPROVED

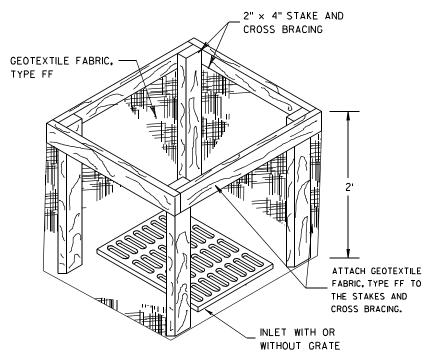
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR May 2019
DATE

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#### INLET PROTECTION, TYPE A

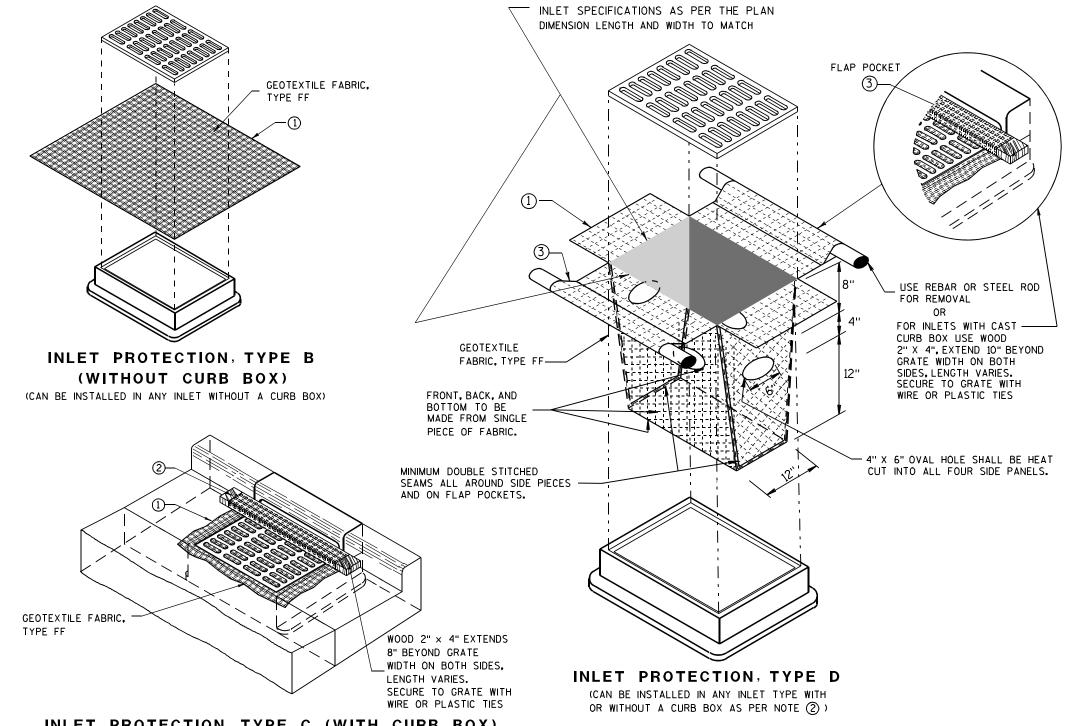
## **GENERAL NOTES**

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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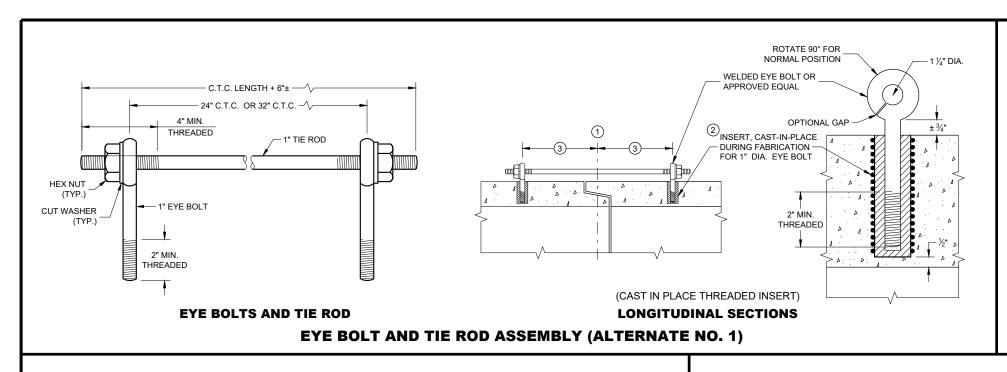
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER

10/16/02



#### **GENERAL NOTES**

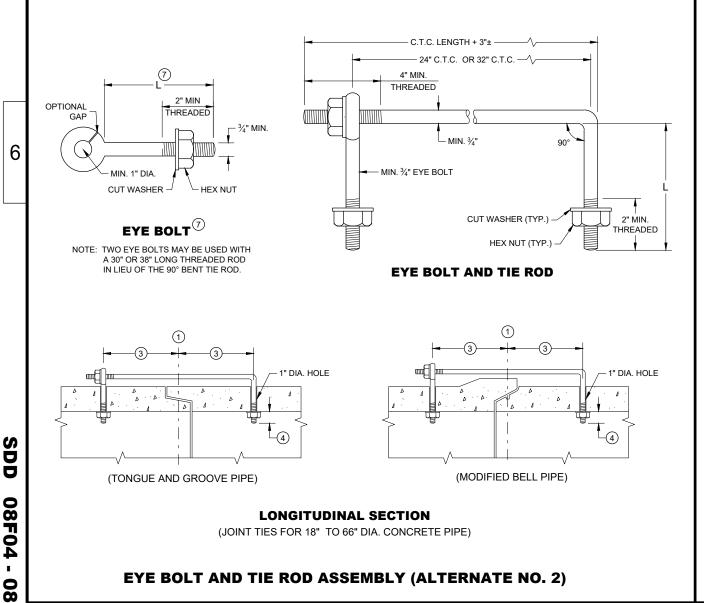
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

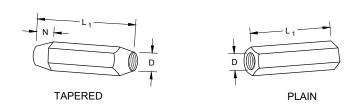
- 1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
- 2 THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
- (3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
- 4 BOLT PROJECTION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



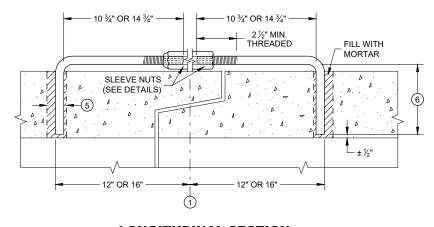
#### TIE ROD DIAMETER DIAMETER 5 12 - 60 5

ADJUSTABLE TIE ROD TABLE

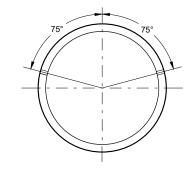
DIMENSIONS SHOWN ARE IN INCHES



RIGHT AND LEFT THREADS **SLEEVE NUTS** 

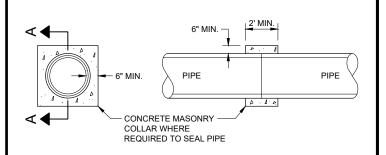


**LONGITUDINAL SECTION ADJUSTABLE TIE ROD (ALTERNATE NO. 3)** 



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

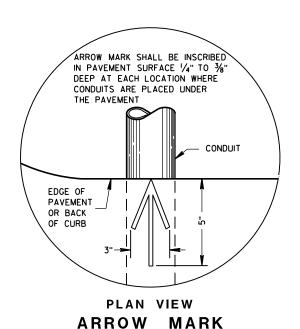
ROADWAY STANDARDS DEVELOPMENT
ENGINEER November 2021 DATE

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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.).

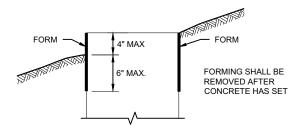
TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

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



<b>FORMING</b>	<b>DETAIL</b>

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

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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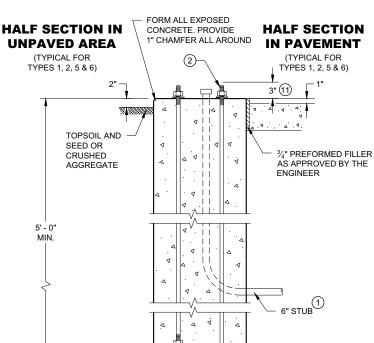
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

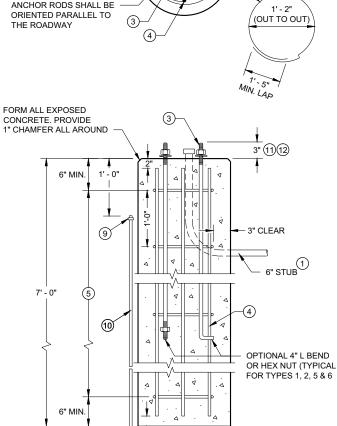
APPROVED May 2019 DATE STATE ELECTRICAL ENGINEER

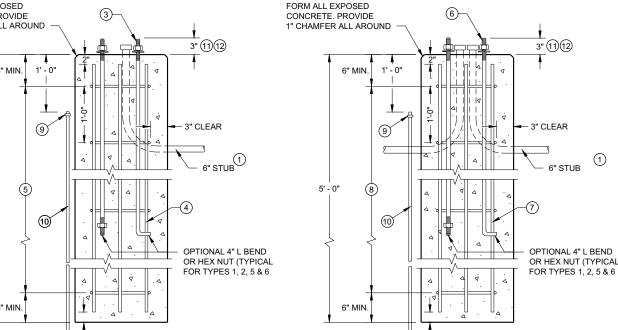
CONDUIT CONDUIT WITHIN 12 3/4" BOLT CIRCLE 6" DIA ANCHOR RODS SHALL BE ORIENTED PARALLEL TO THE ROADWAY



TYPE 1







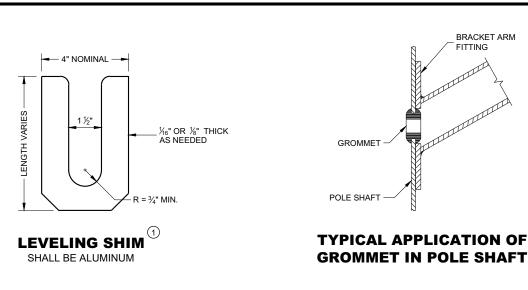
**CONCRETE BASES** 

TYPE 2



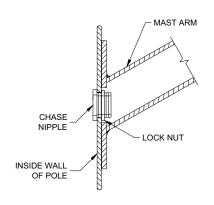






GUSSETS REQUIRED

BOLTS ENTIRE LENGTH



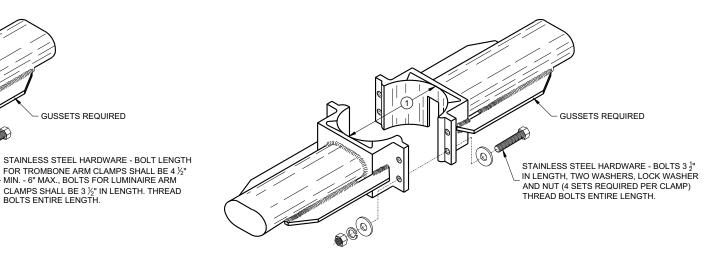
## **TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT**

## **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.

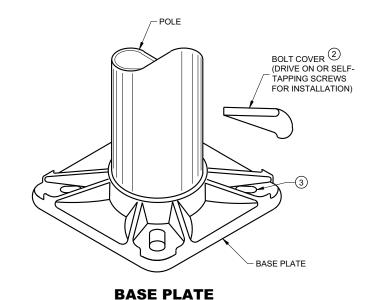


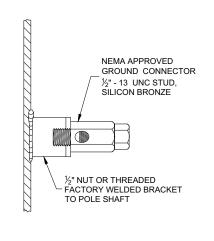
"J " HOOK DOOR SIDE HOOK FACTORY 1 g" RACEWAY HOLE - OPPOSITE WELDED TO POLE DOOR (180° SIDE) IF CALLED FOR

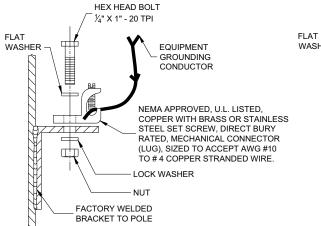
**TYPICAL "J" HOOK LOCATION** 

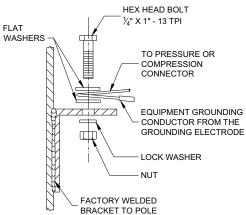
## TYPICAL TROMBONE MAST ARM AND SINGLE **LUMINAIRE MAST ARM MOUNTING CLAMP**

## **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

igspace\* RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

## LOOP DETECTOR INSTALLATION DETAIL

#### **GENERAL NOTES**

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

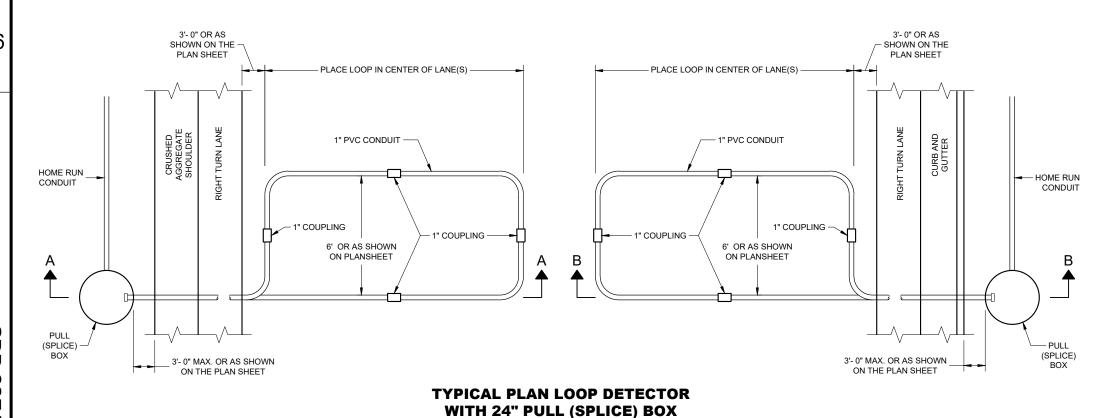
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE

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



**MULTI-LANE INSTALLATION** 

## LOOP DETECTOR INSTALLED **IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)**

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

/S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER **04**b

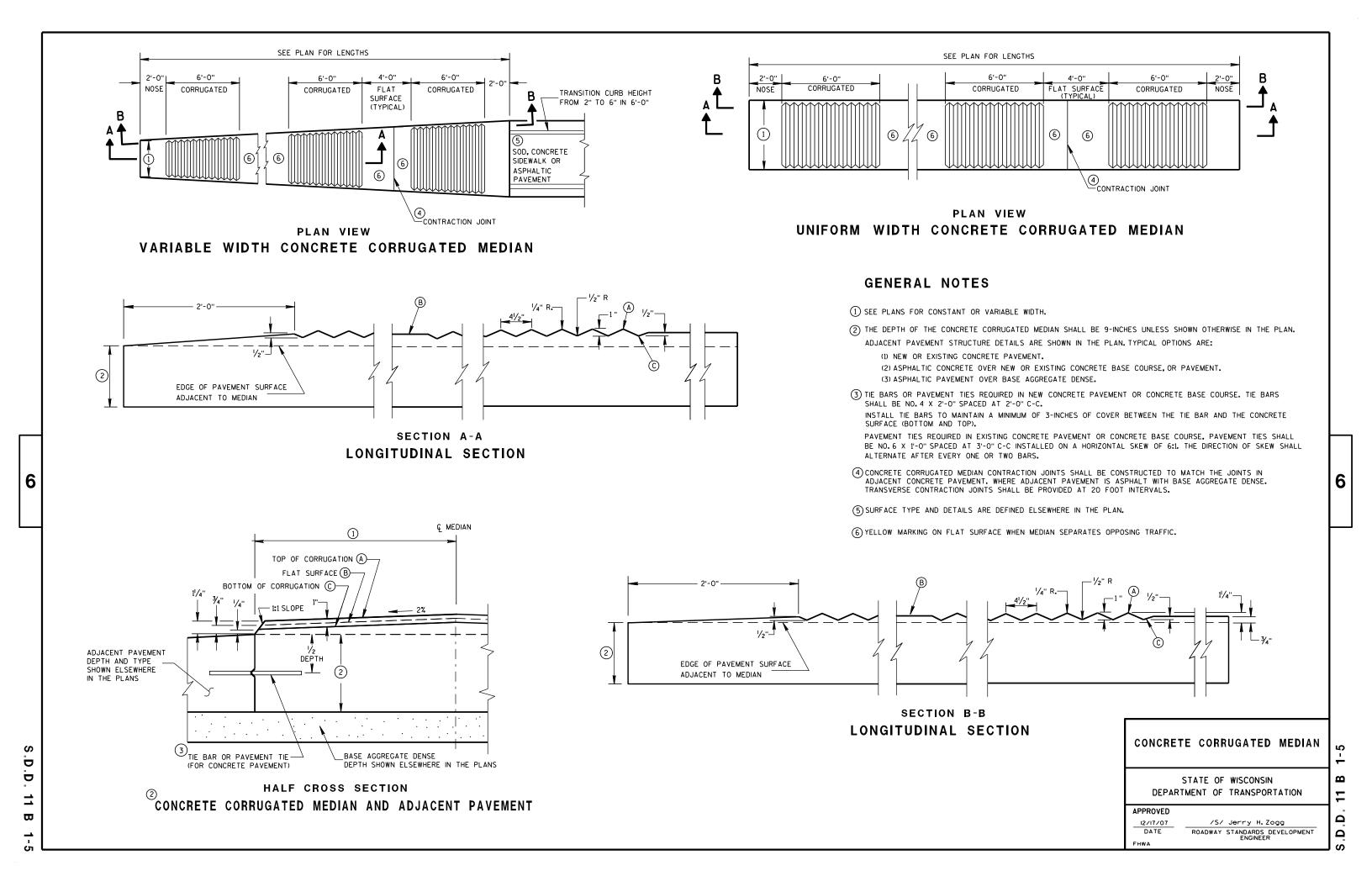
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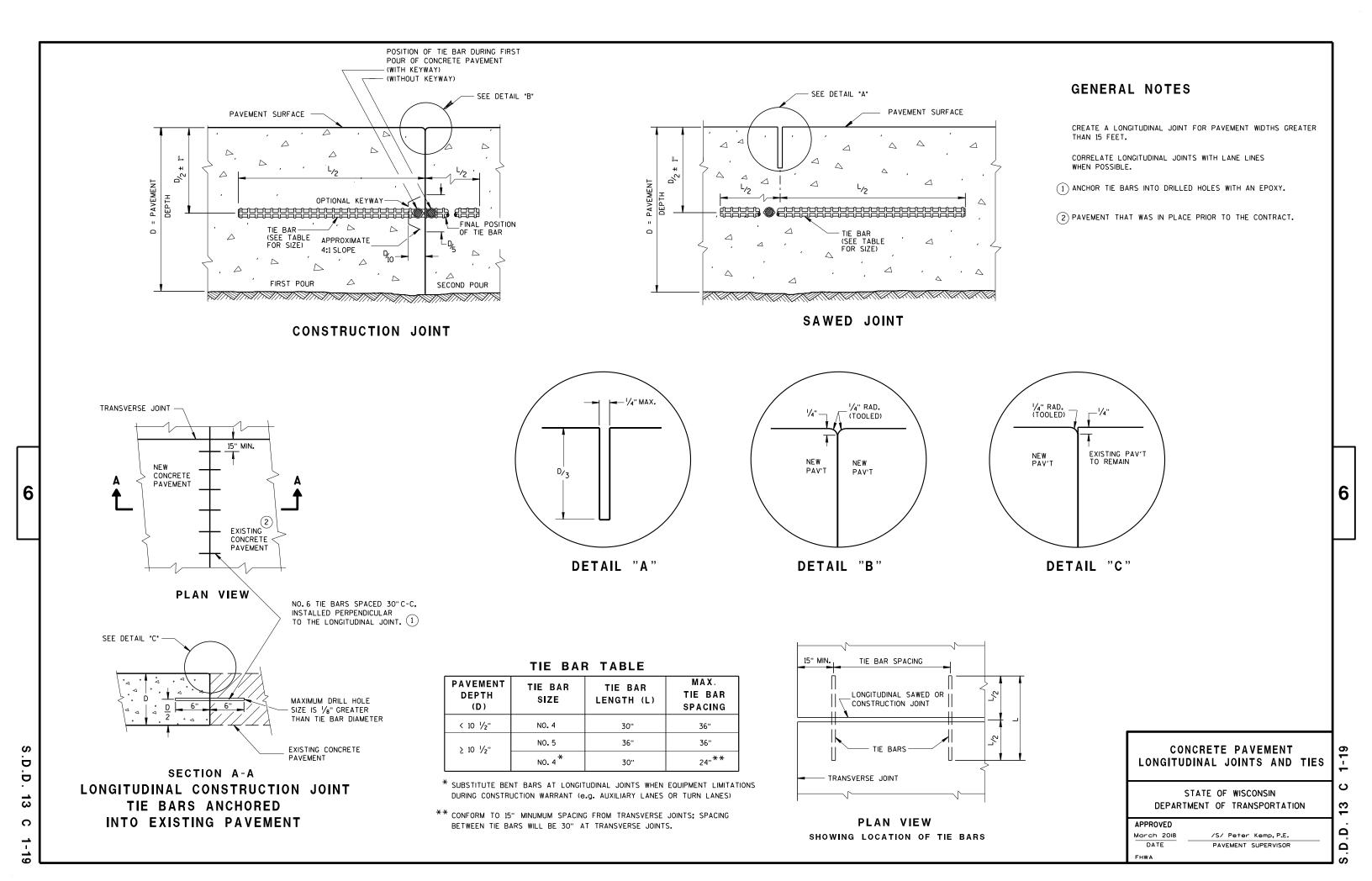
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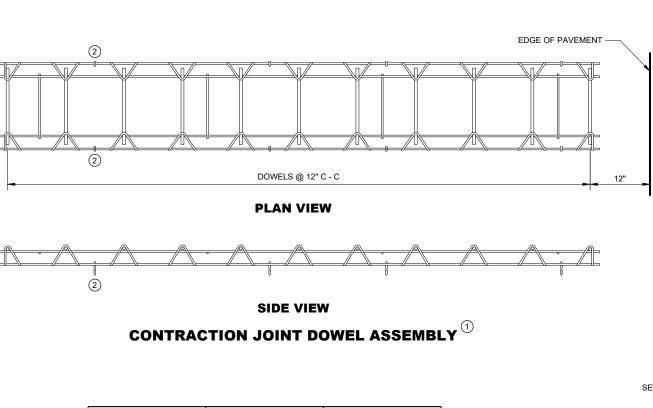
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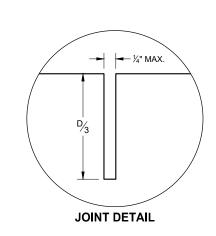
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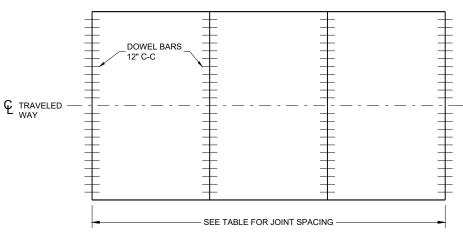
APPROVED September 2014 DATE

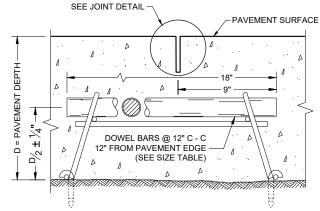




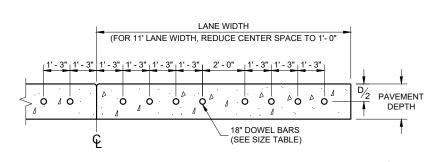






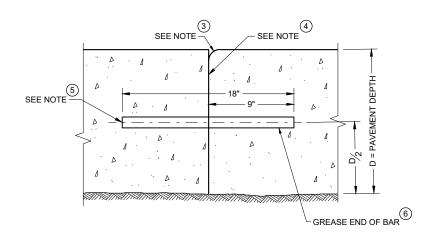


## **DOWELED CONTRACTION JOINT**



**CONTRACTION JOINT LOCATIONS** 

DRILLED DOWEL BAR CONSTRUCTION JOINT  $^{\circ}$ 



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
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 1/4"	15'

# URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

 APPROVED

 November 2022
 /S/ Peter Kemp P.E.

 DATE
 PAVEMENT SUPERVISOR

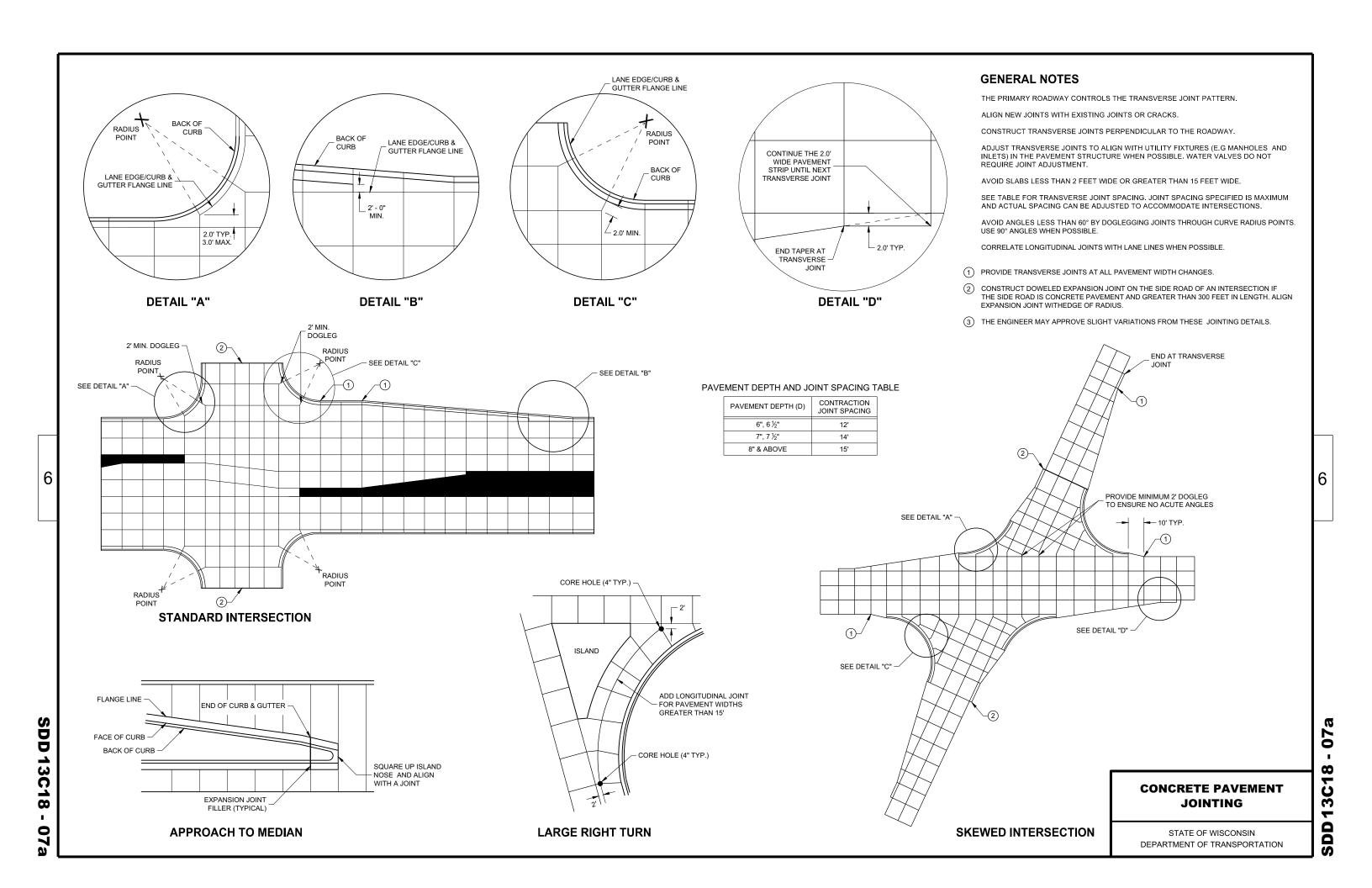
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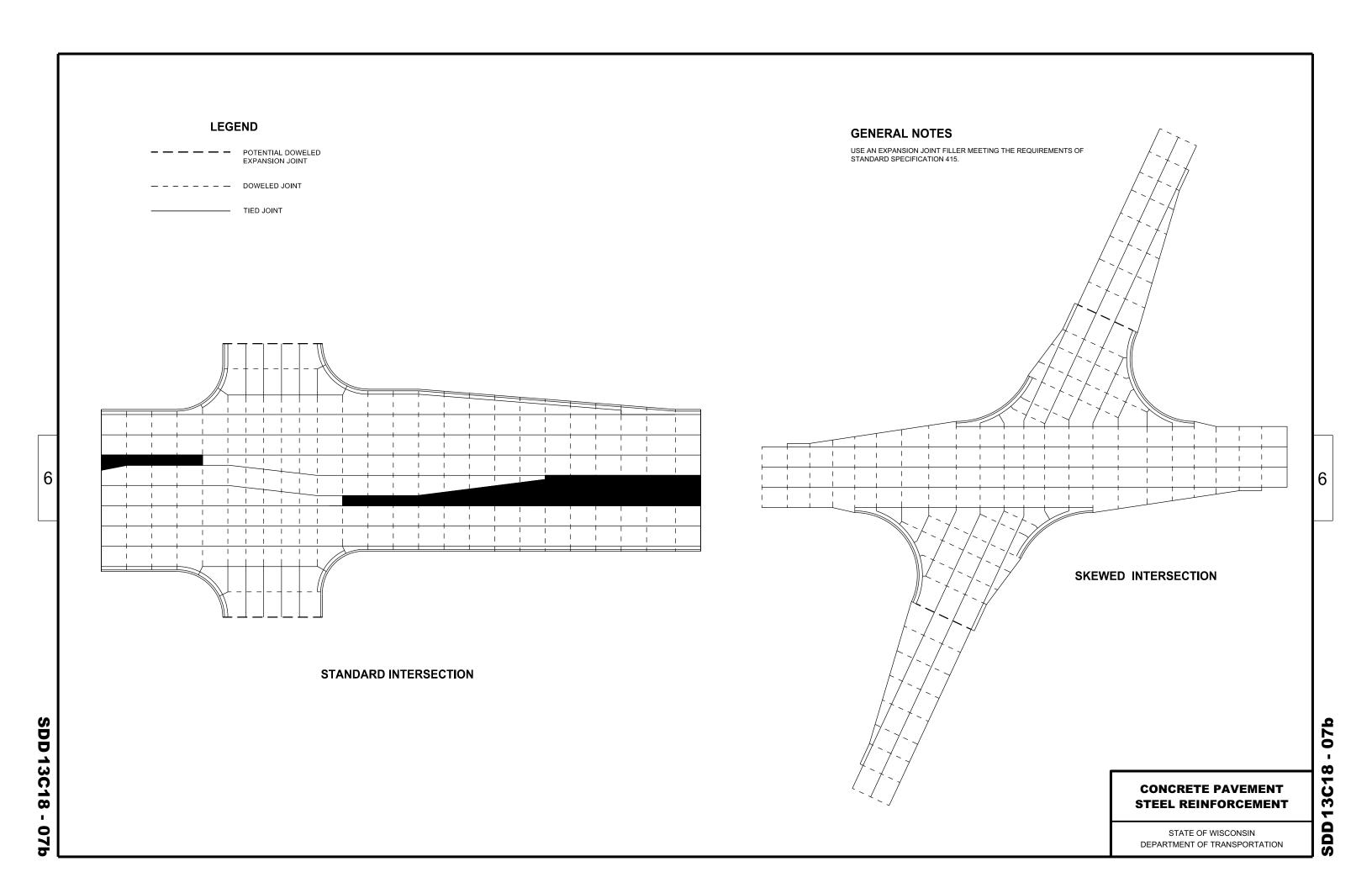
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/S/ Peter Kemp P.E.





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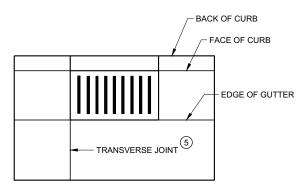
STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

NO BOXOUT

OR ISOLATION JOINT NECESSARY

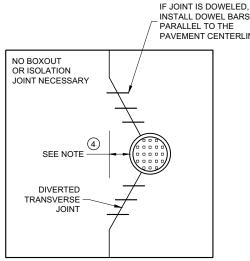
**MANHOLE WITH** TRANSVERSE JOINT



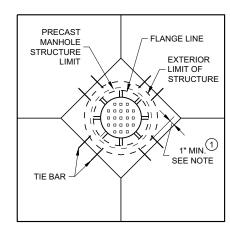
**INLET WITH** TRANSVERSE JOINT

# NO BOXOUT OR ISOLATION JOINT NECESSARY TIED DIVERTED LONGITUDINAL SEE NOTE (3) TIE BAR

MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



**MANHOLE WITH DIVERTED** 



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.
- $\ensuremath{\mathfrak{J}}$  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.

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**CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES** 

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED November 2018 DATE

/S/ Peter Kemp P.E. PAVEMENT SUPERVISOR

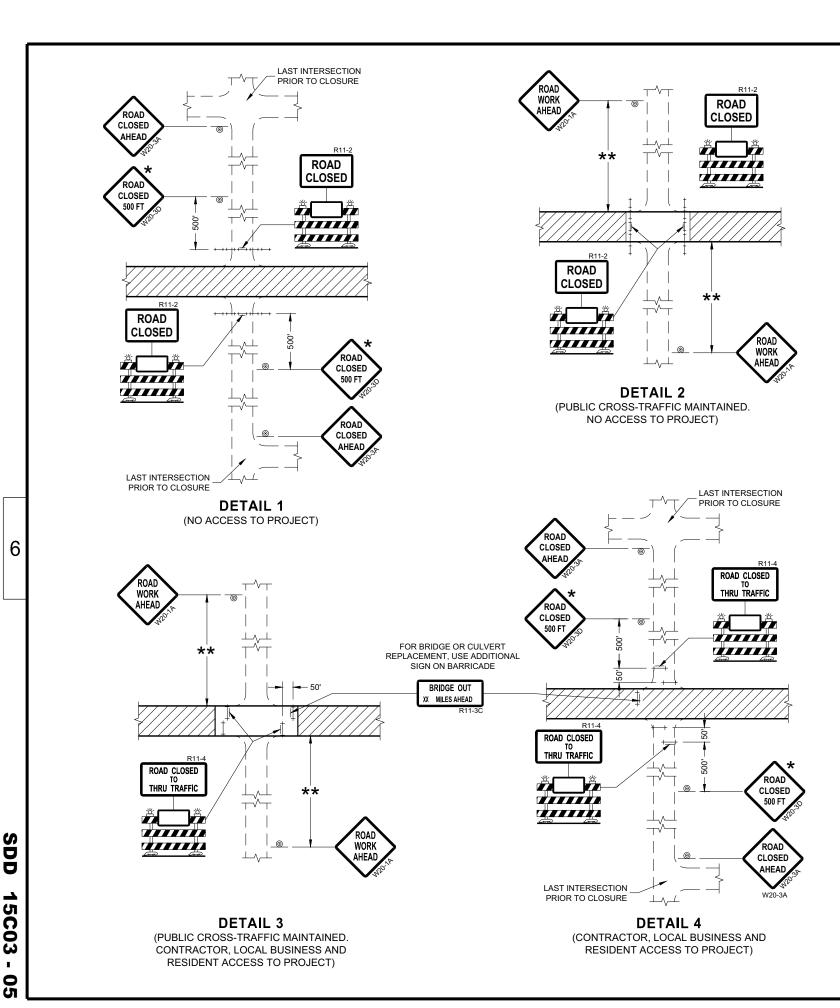
**SDD 13C18** 

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INSTALL DOWEL BARS
PARALLEL TO THE PAVEMENT CENTERLINE

TRANSVERSE CONTRACTION JOINT

**DIAGONAL MANHOLE BOXOUT** 



#### **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)

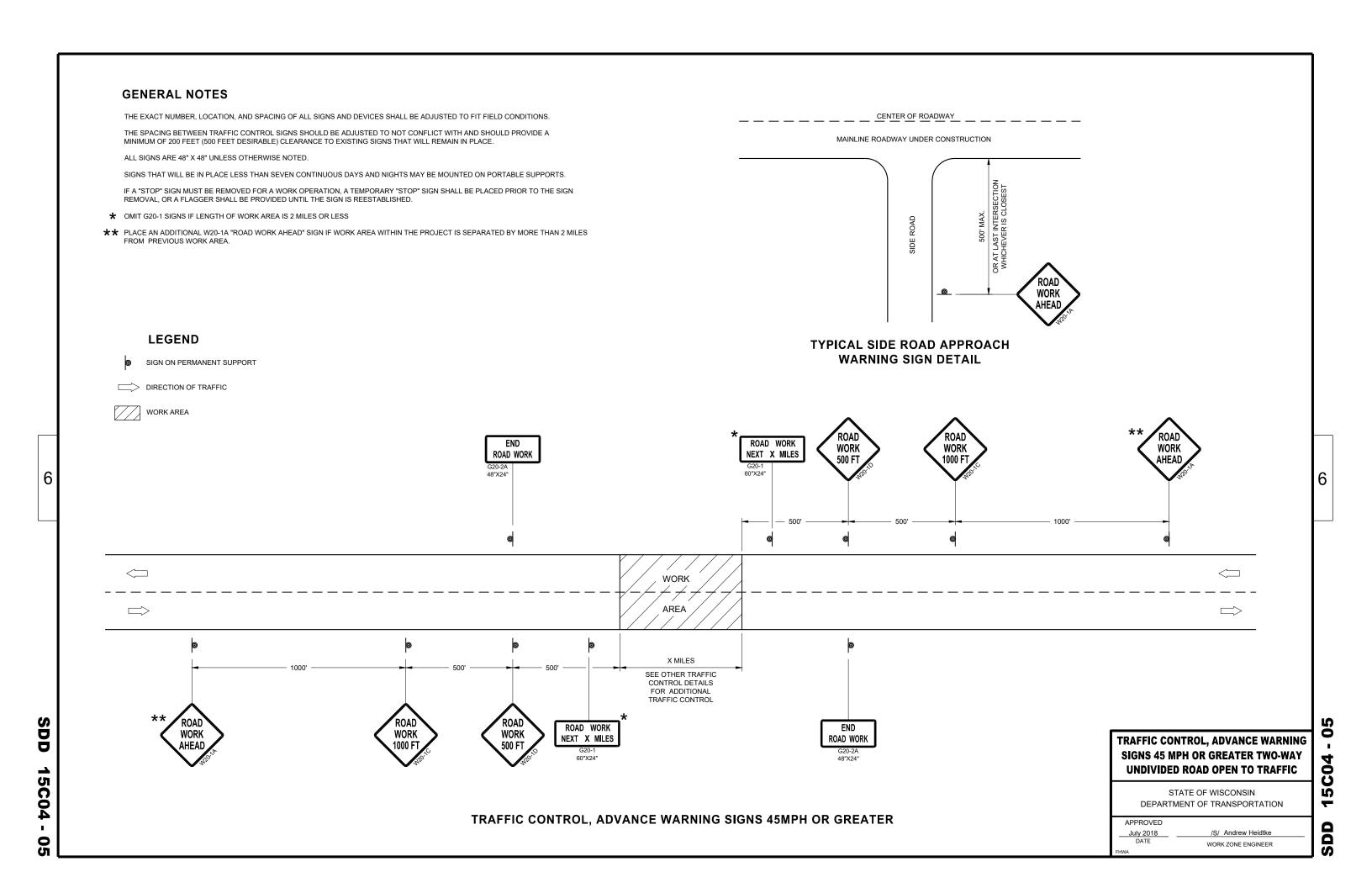
WORK AREA

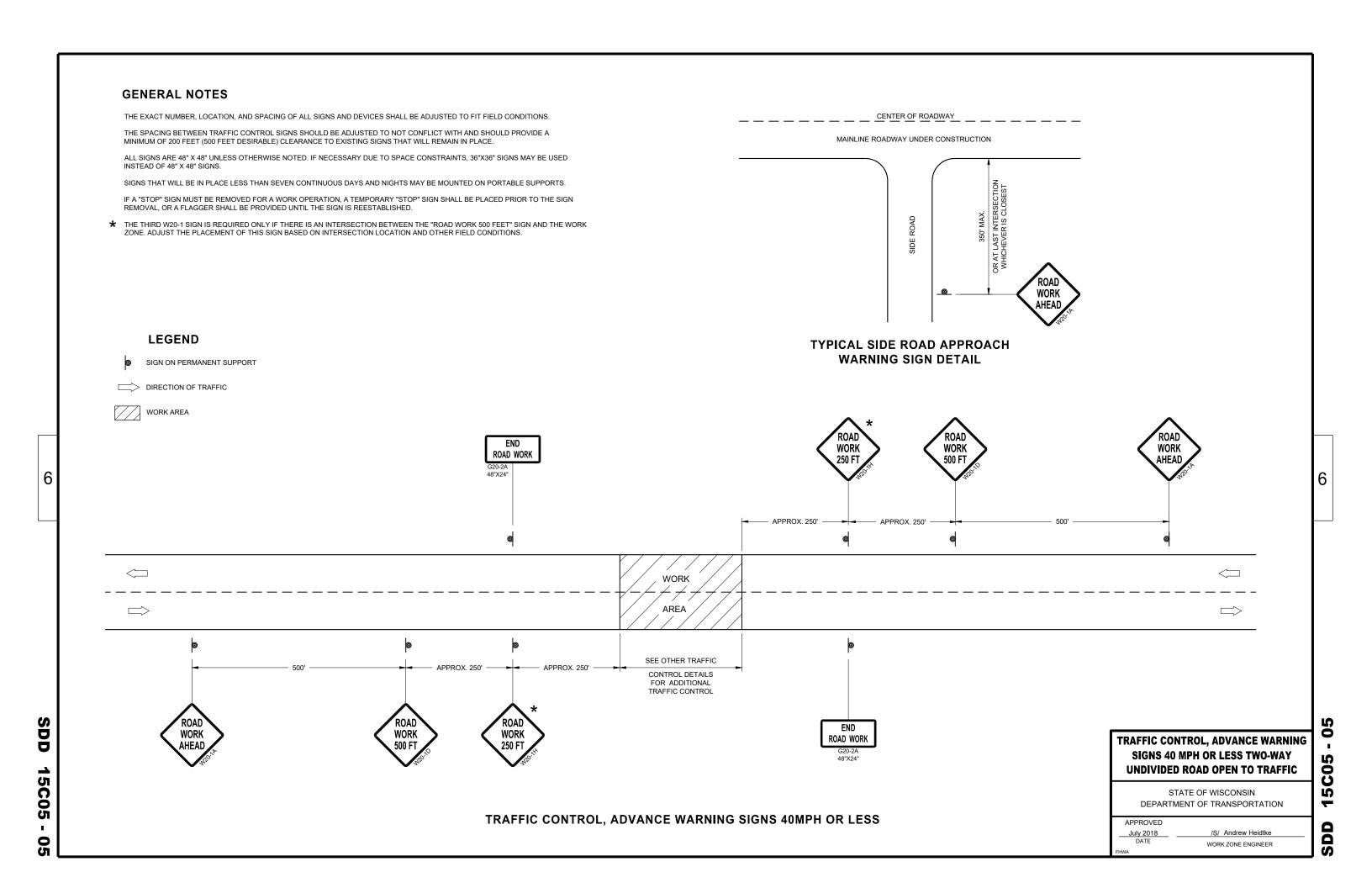
# **BARRICADES AND SIGNS** FOR **SIDEROAD CLOSURES**

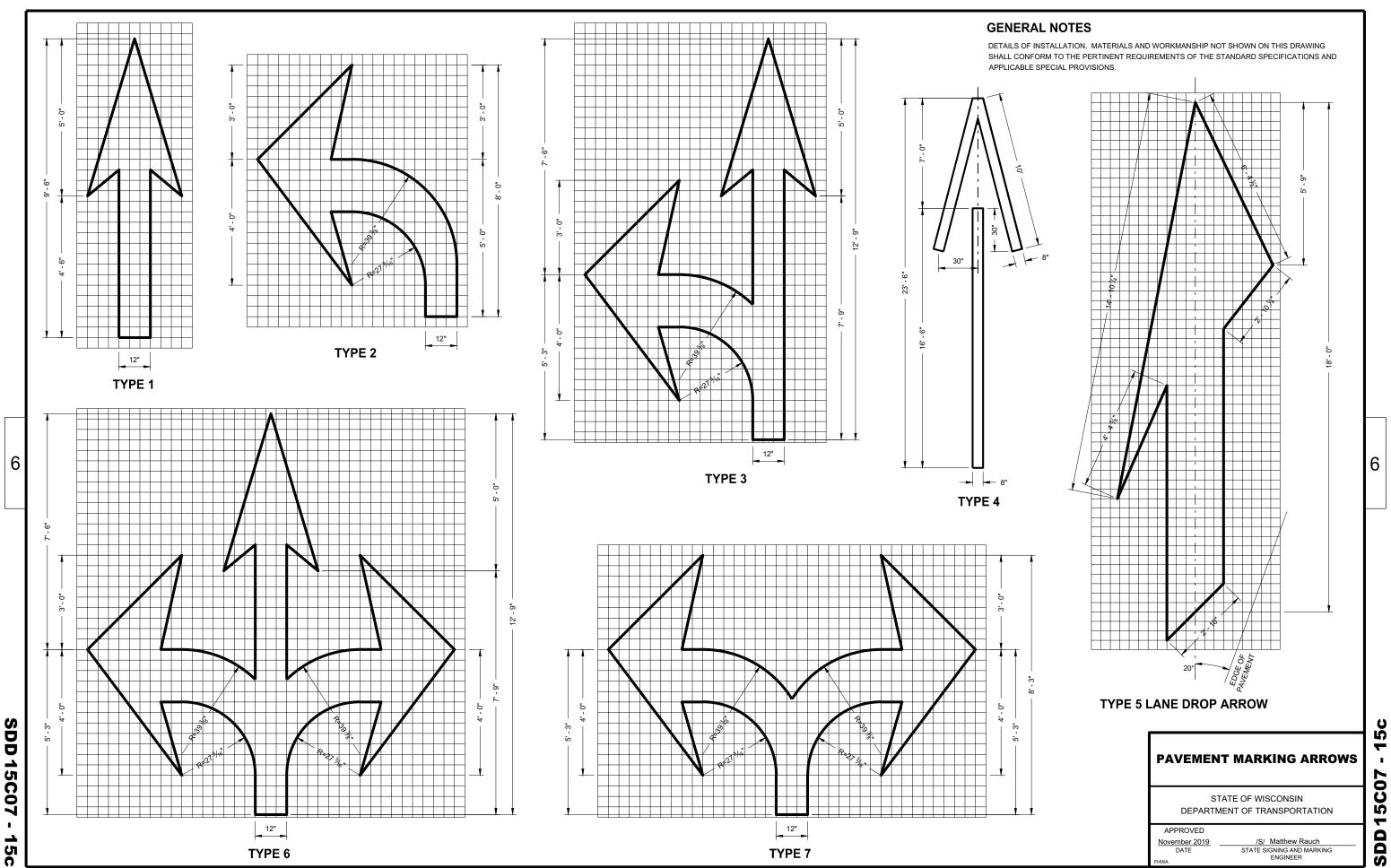
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

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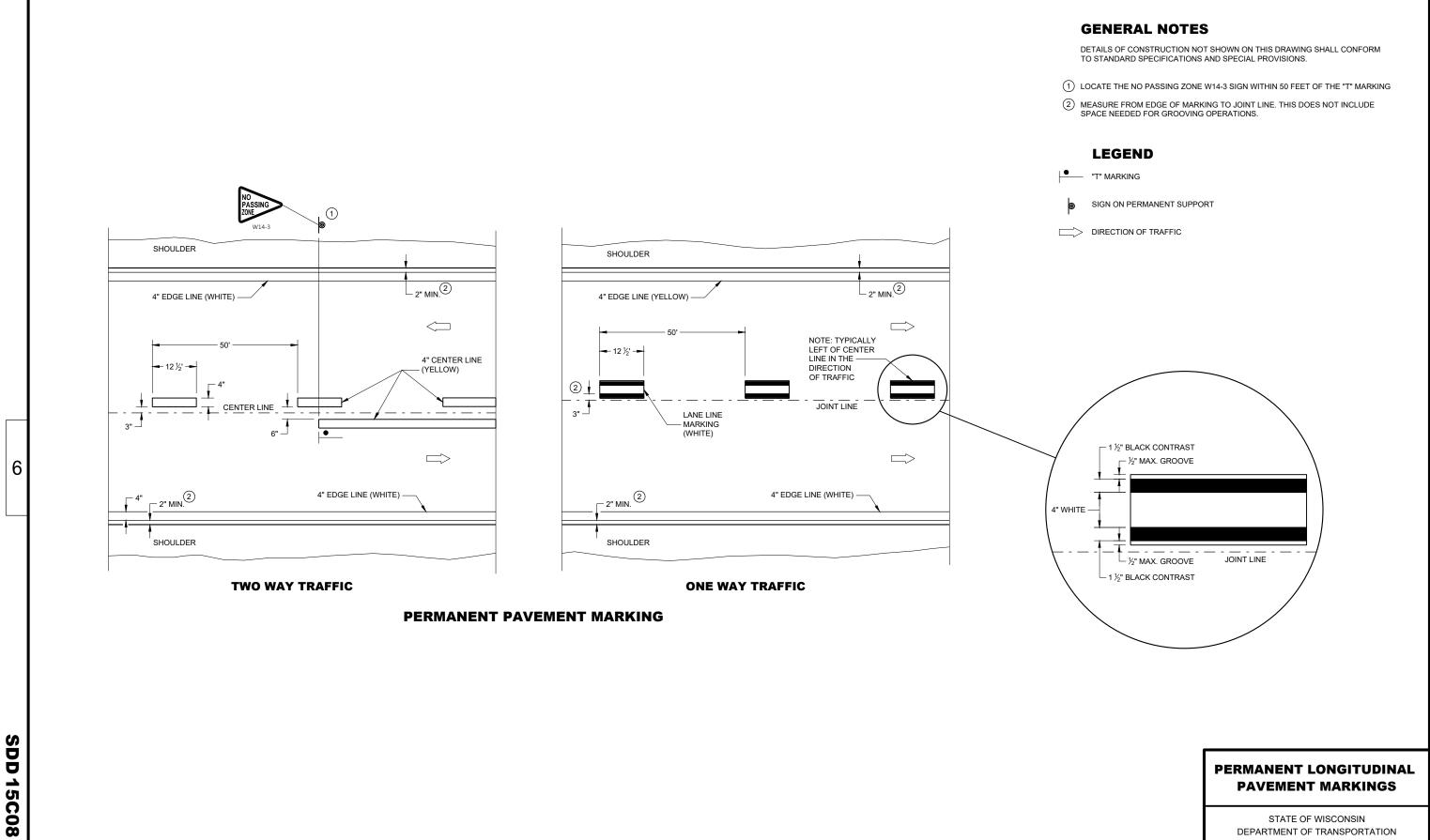




TYPE 7

TYPE 6

SDD



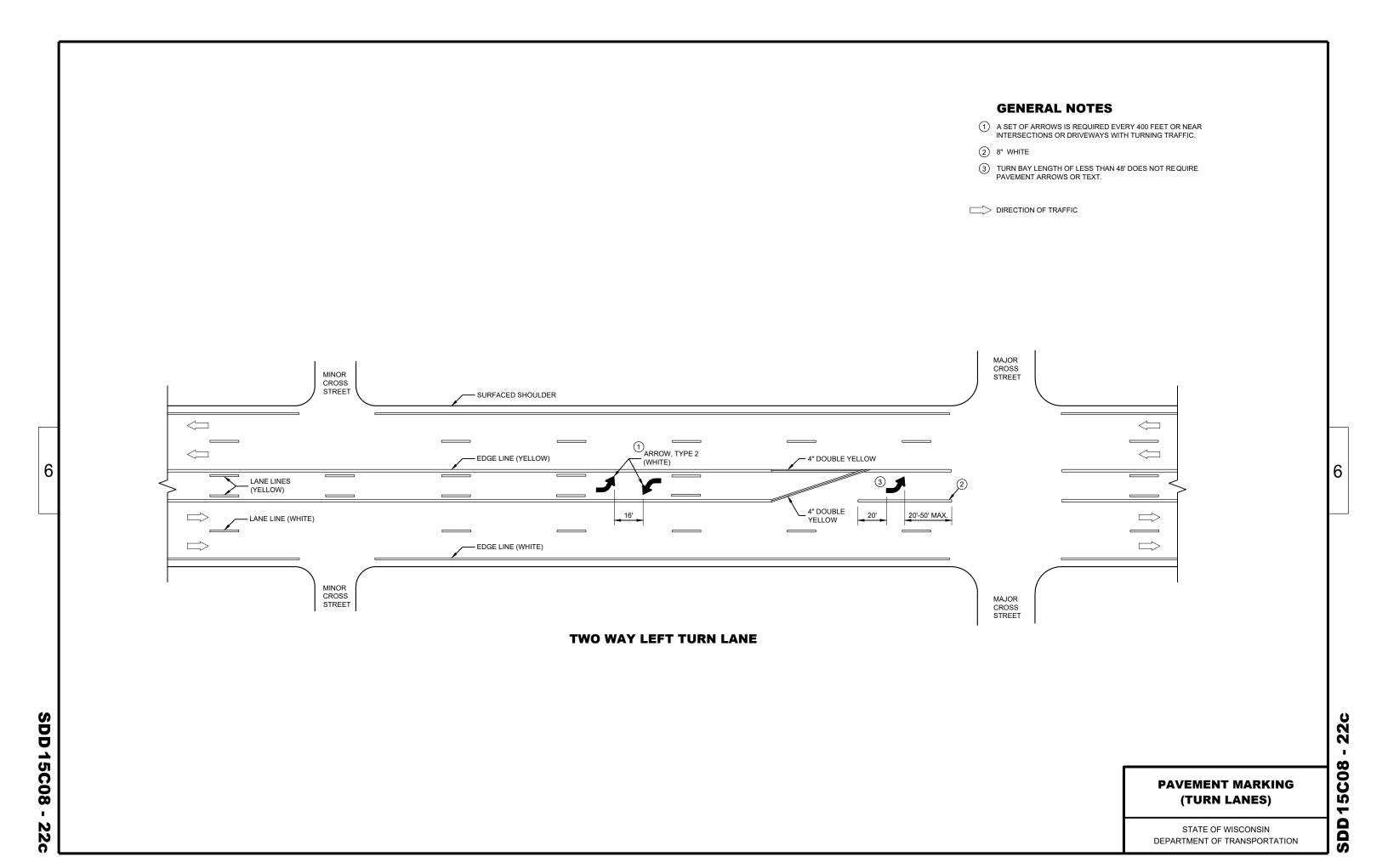
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

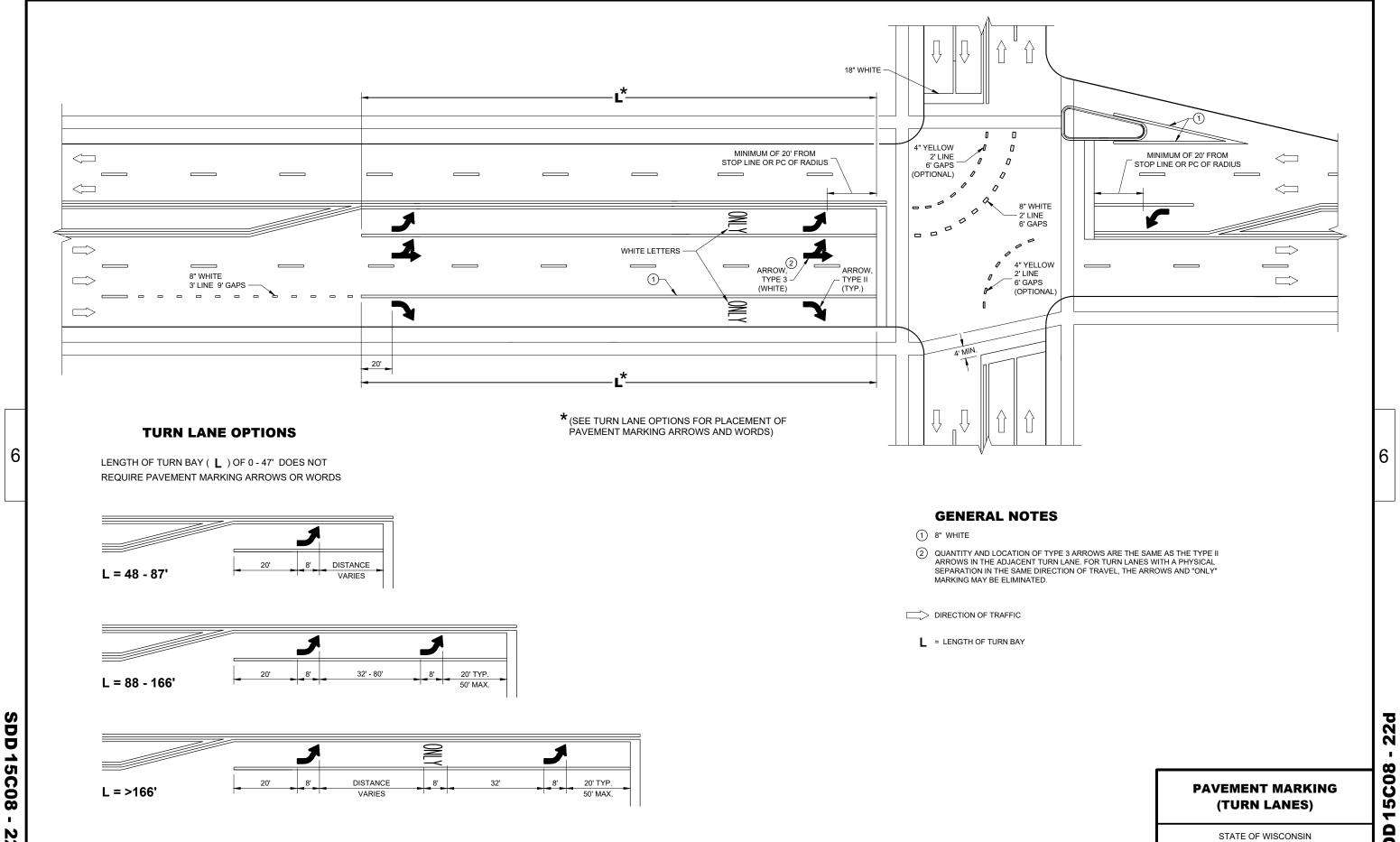
/S/ Jeannie Silver
STATEWIDE SIGNING AND MARKING
ENGINEER

APPROVED

May 2022 DATE

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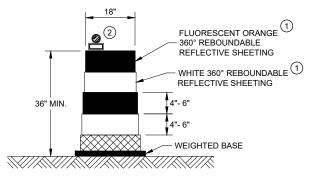
**SDD 15C08** 

DEPARTMENT OF TRANSPORTATION

# **SDD 15C11**

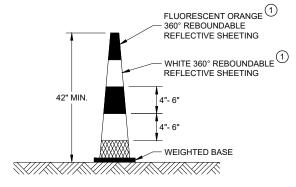
# **GENERAL NOTES**

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



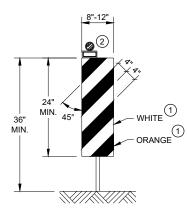
DRUM

BALLAST WIDTHS RANGE FROM 24"-36"



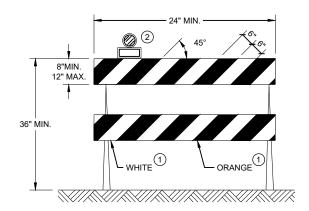
# **42" CONE**

DO NOT USE IN TAPERS ½ SPACING OF DRUMS BALLAST WIDTHS RANGE FROM 14"-20"



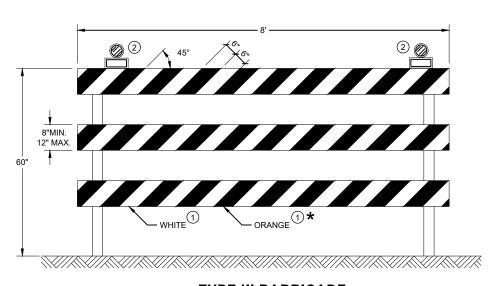
# **VERTICAL PANEL**

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



## **TYPE II BARRICADE**

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



# **TYPE III BARRICADE**

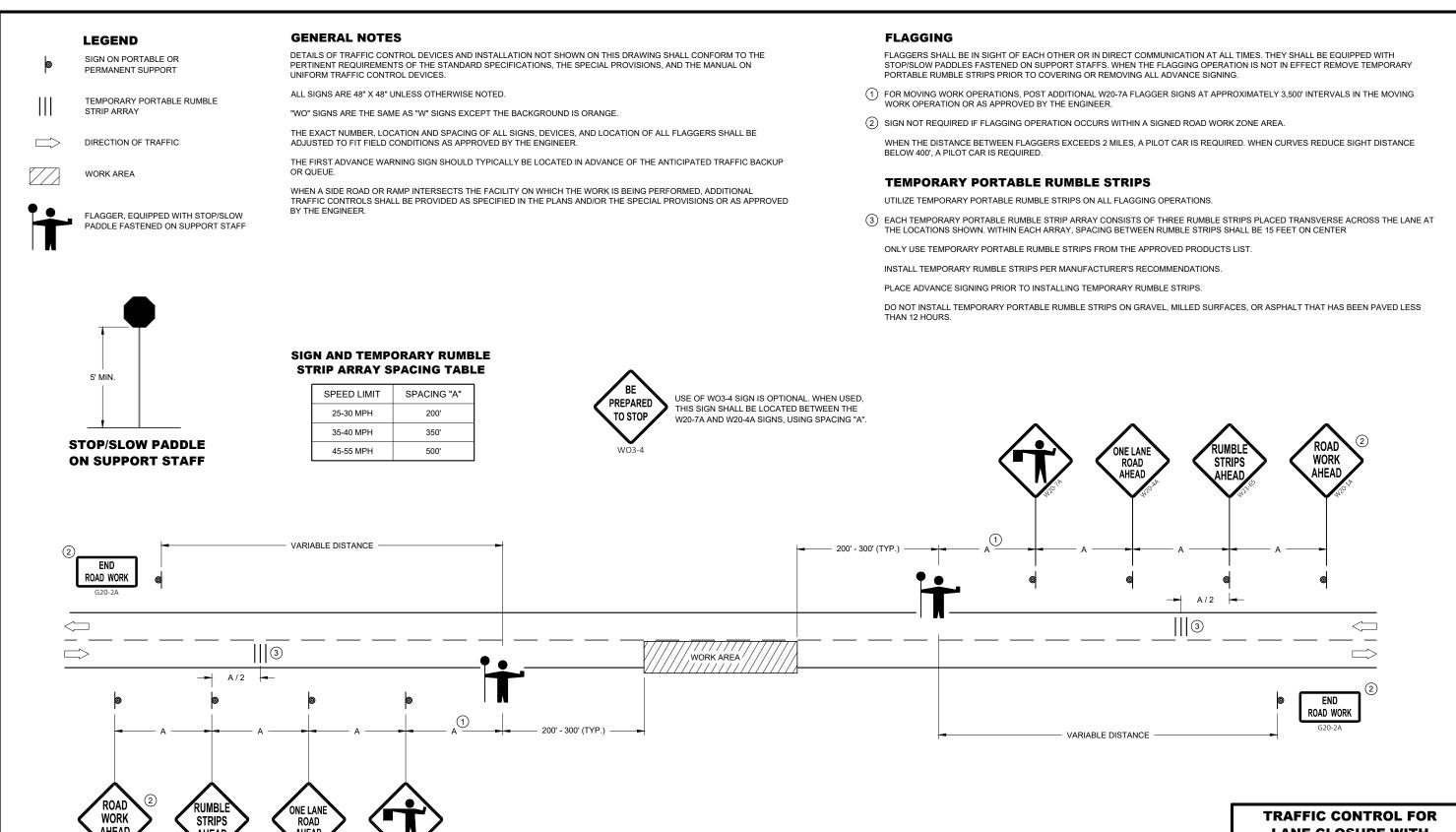
IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

\* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

# **CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS**

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 15C

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



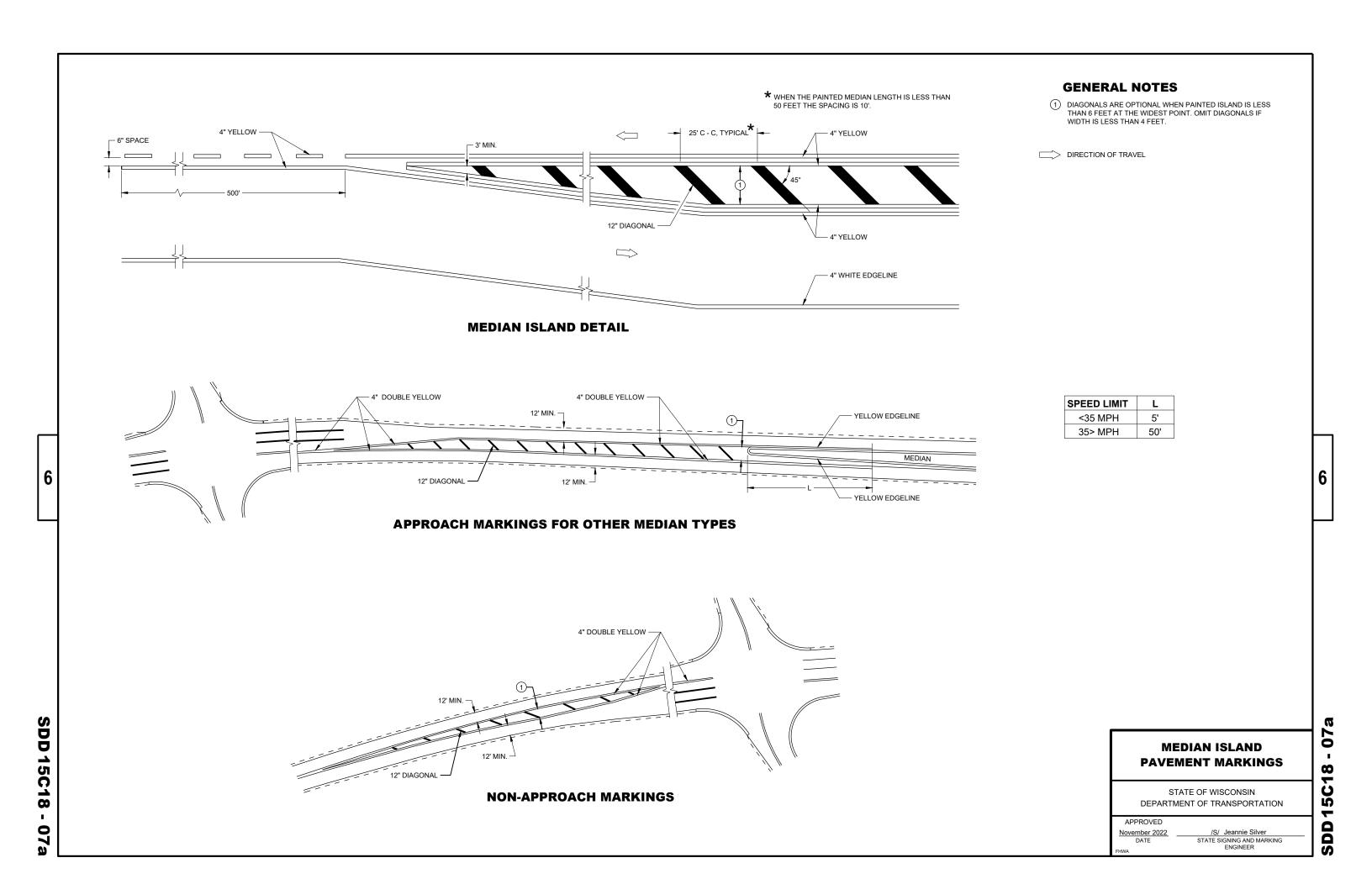
LANE CLOSURE WITH **FLAGGING OPERATION**  0

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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

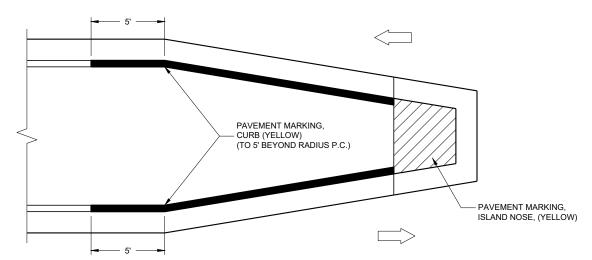


CORRUGATED MEDIAN

MARKING, (YELLOW)

(TYPICAL)

#### 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

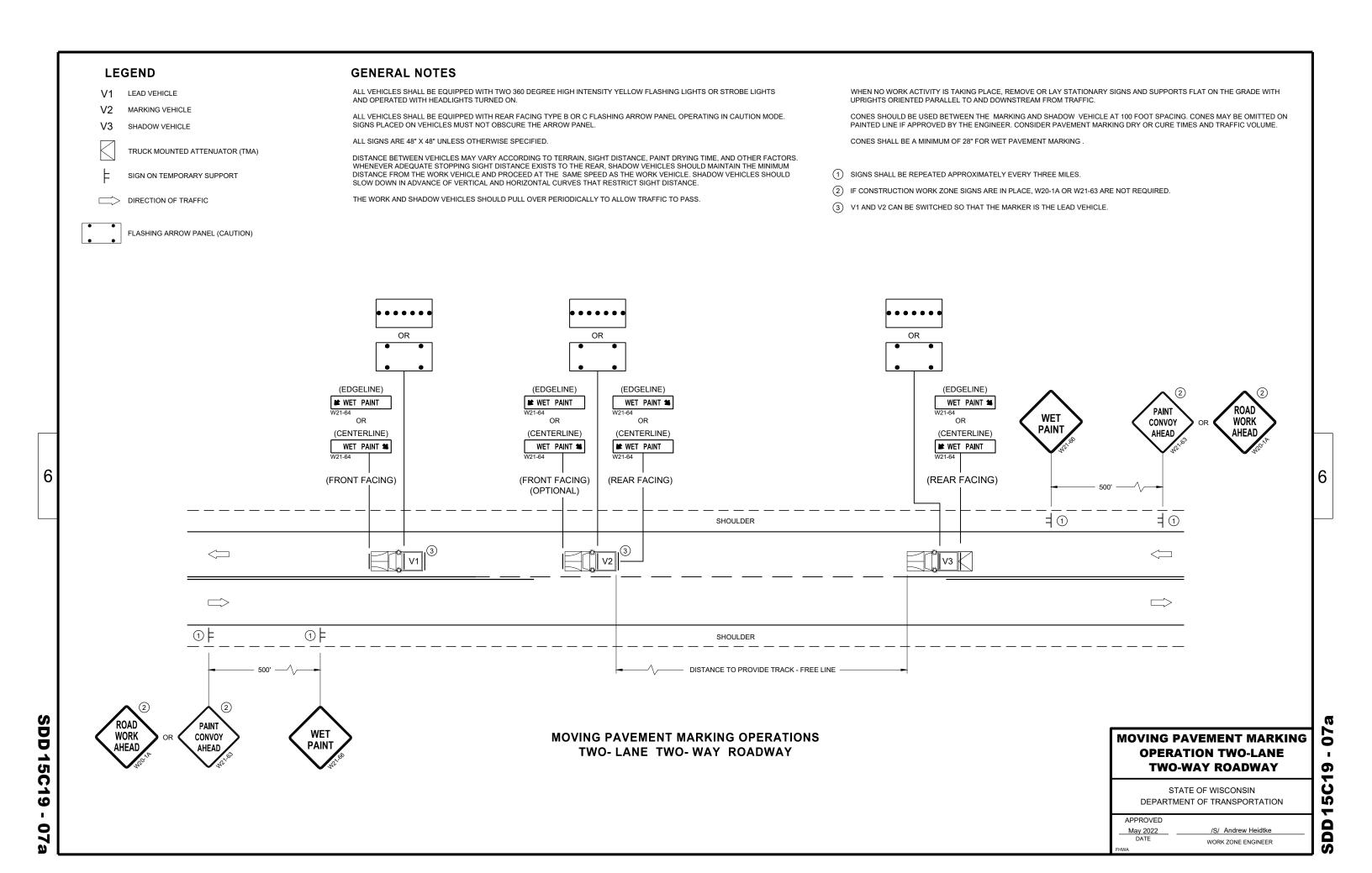
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

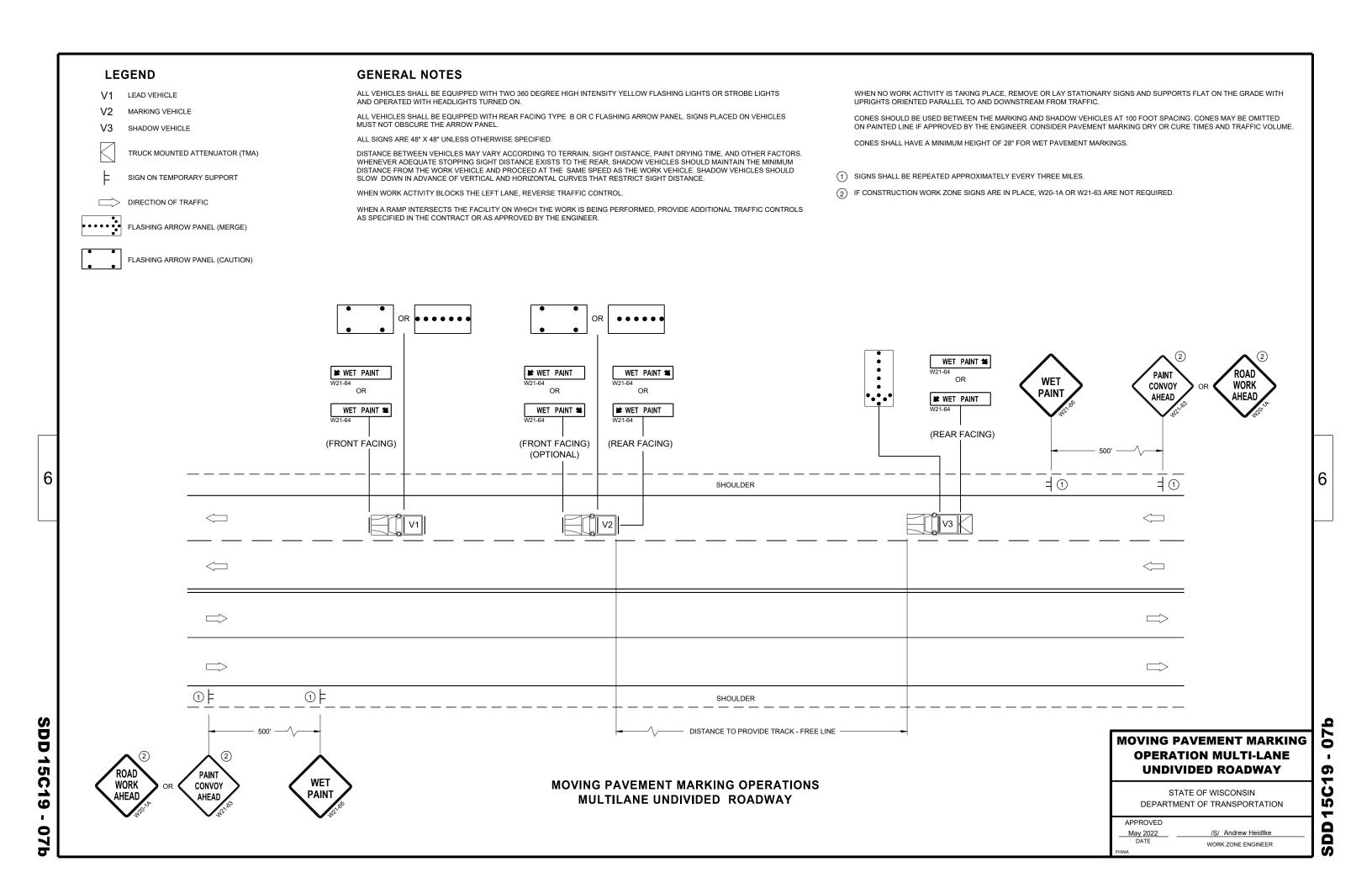
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

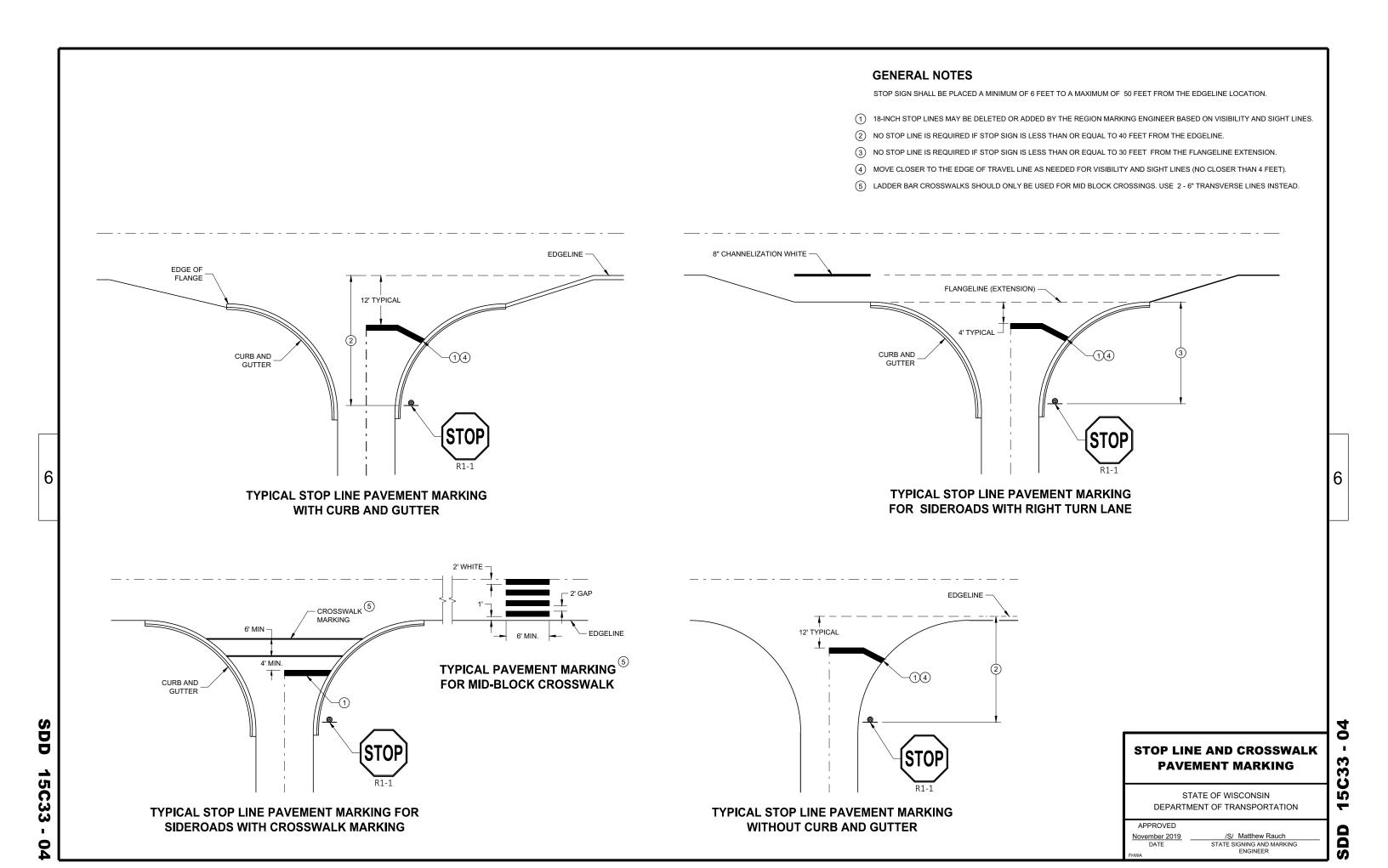
 APPROVED

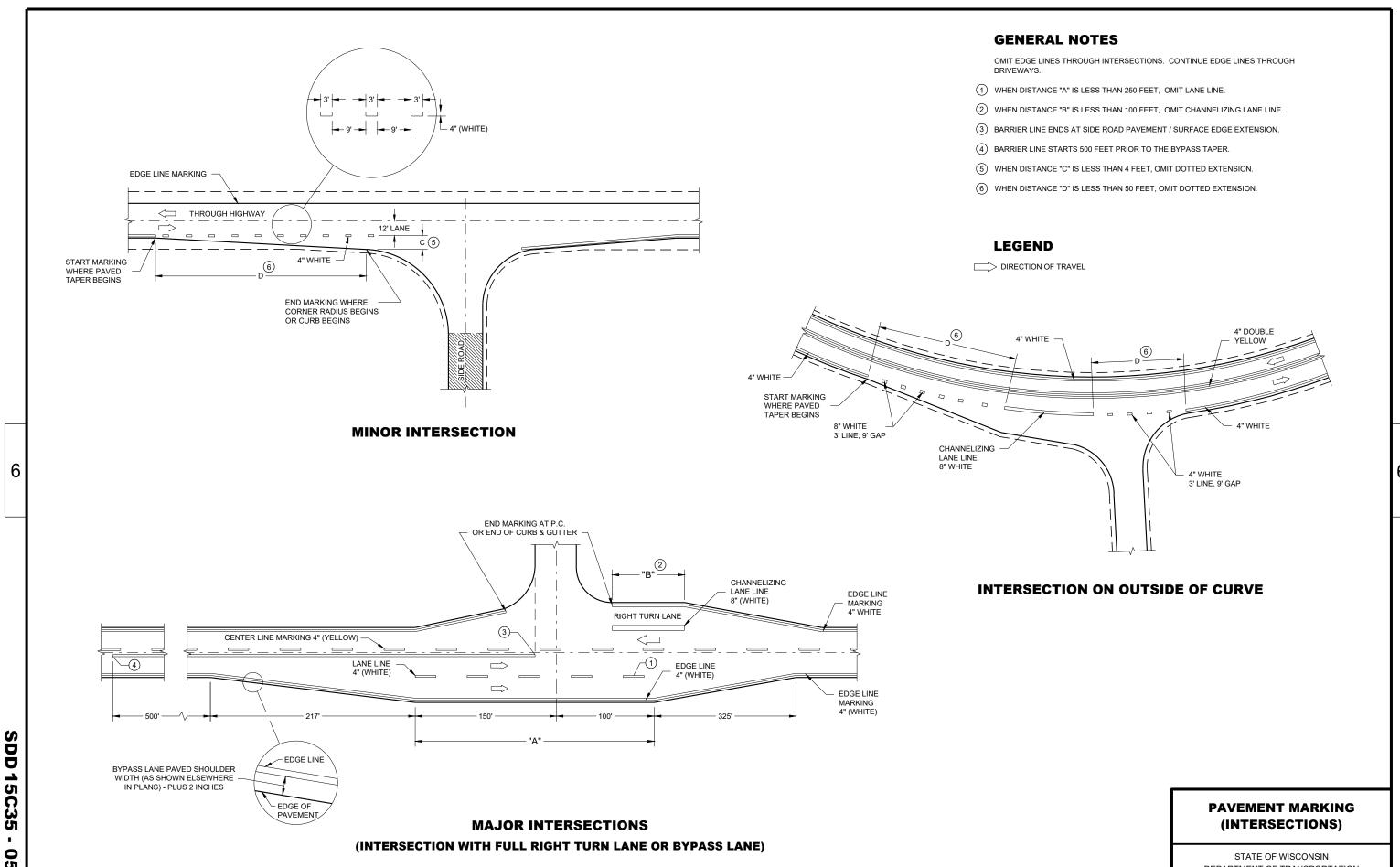
 November 2022
 /S/ Jeannie Silver

 DATE
 STATE SIGNING AND MARKING ENGINEER









05 **SDD 15C3** 

DEPARTMENT OF TRANSPORTATION

# **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.

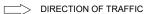
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

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

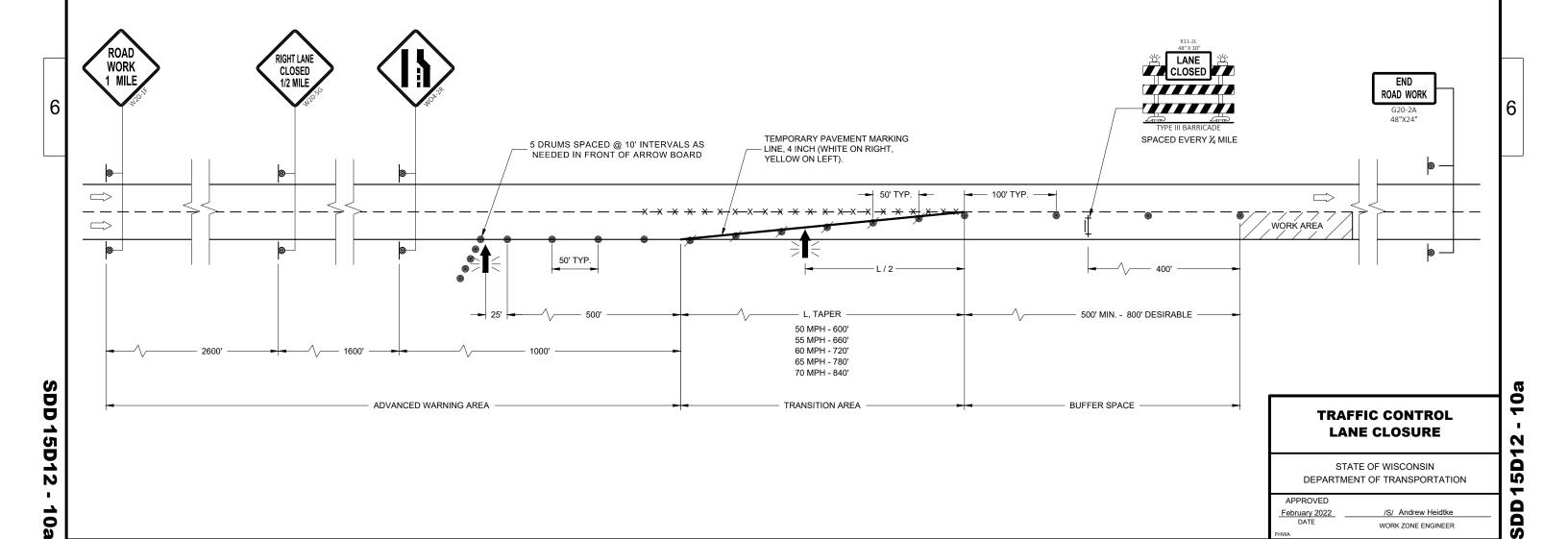




WORK AREA



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.

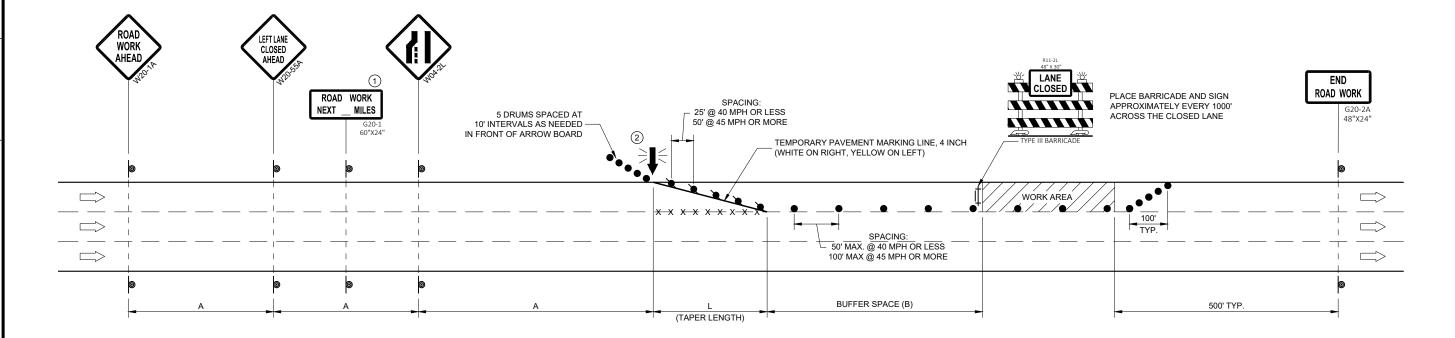
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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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<u>1</u>

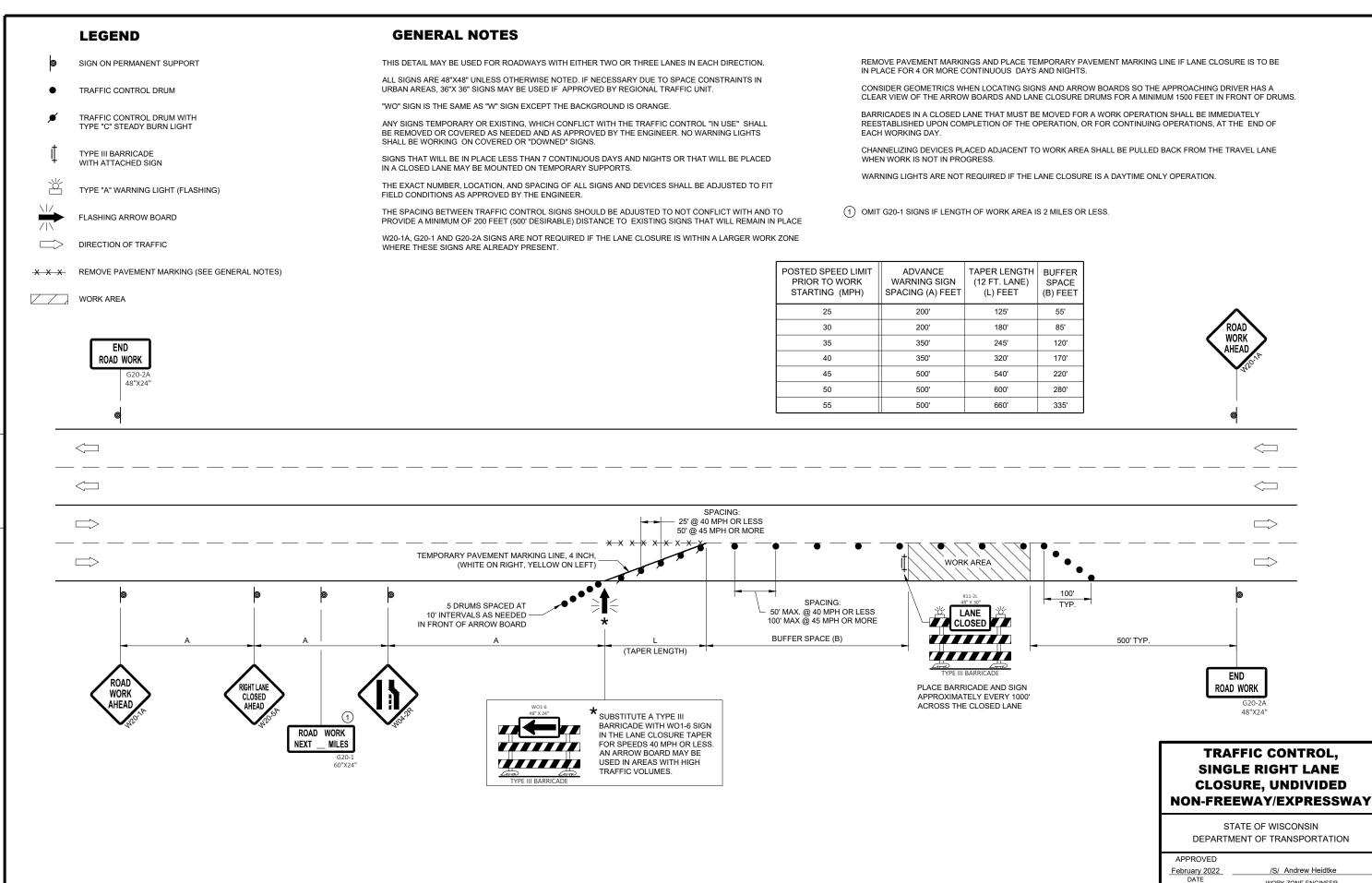
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

February 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

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**SDD 15D20 - (** 

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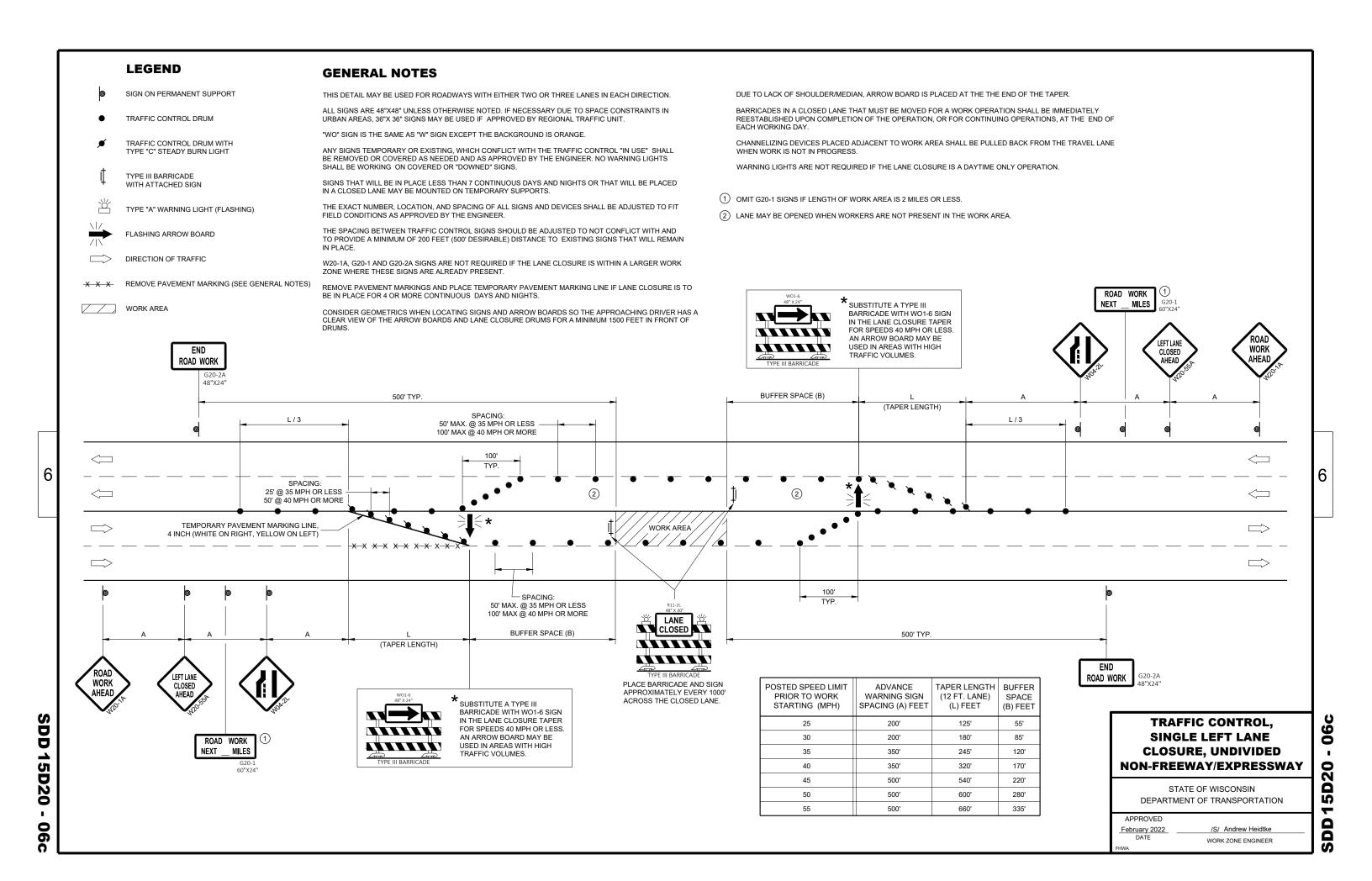


**SDD 15D20** 

0

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

WORK ZONE ENGINEER



(WITH RIGHT TURN BAY OPEN)

0

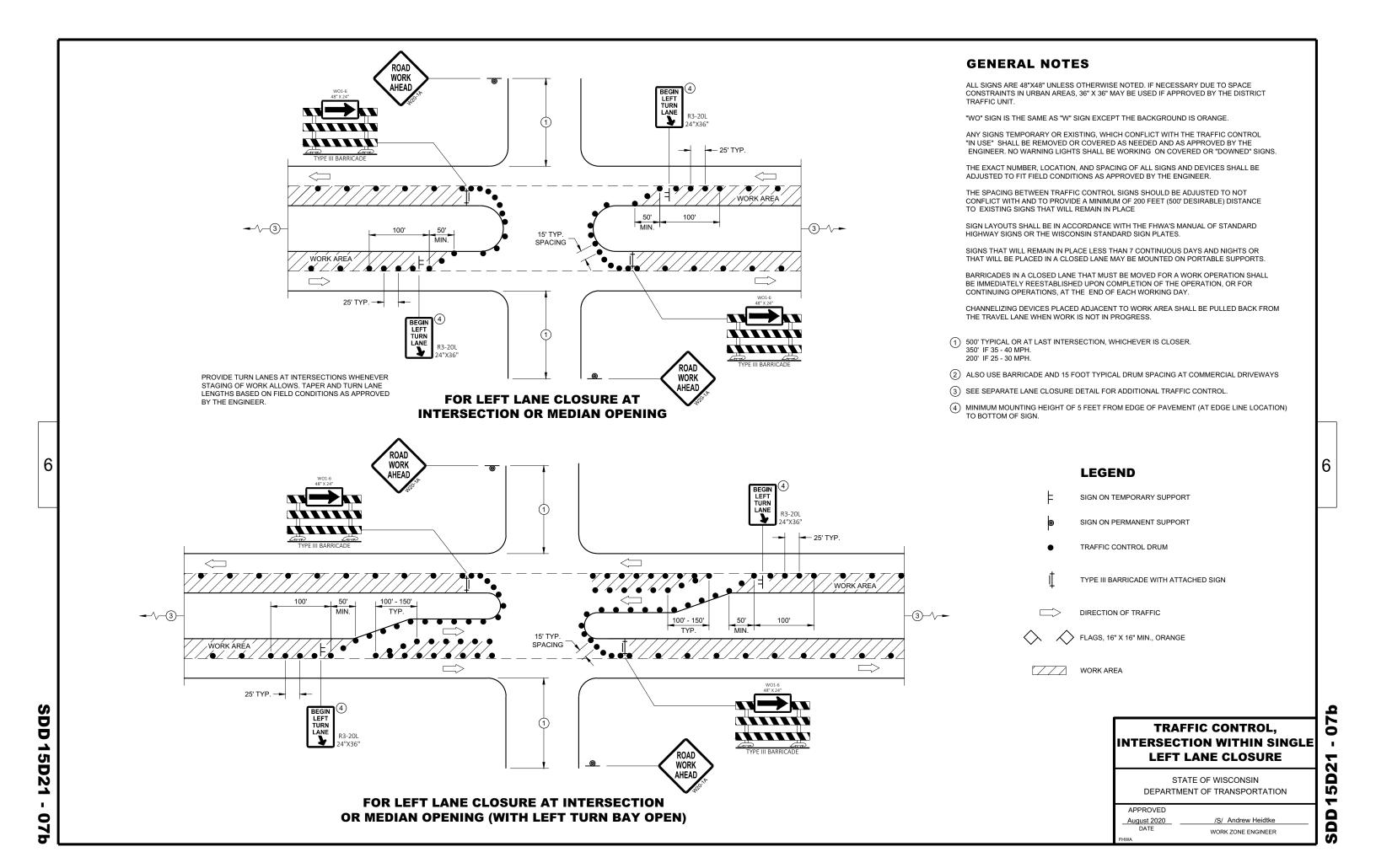
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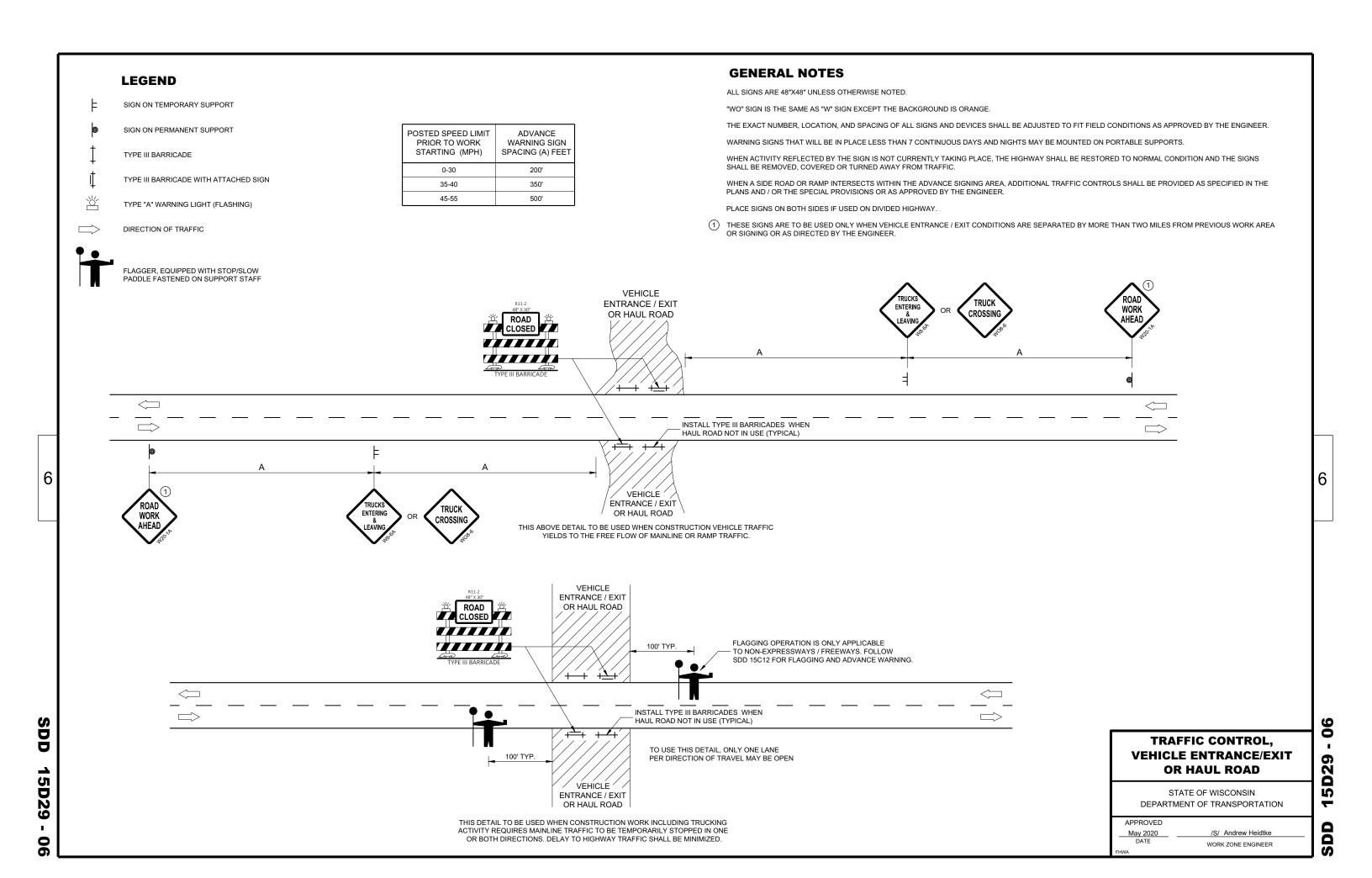
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**5D** 

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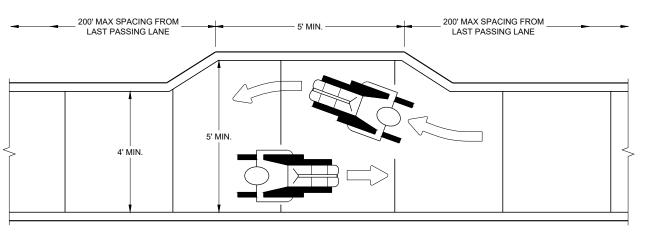
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



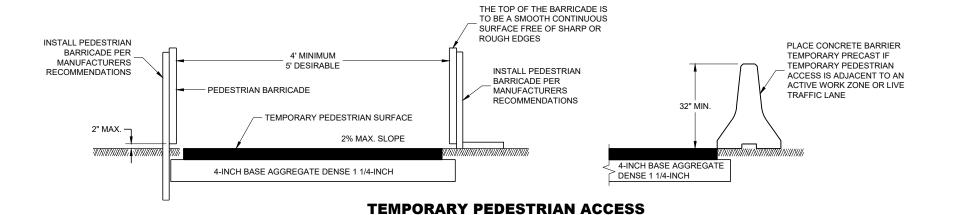


BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- (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.



# **NARROW SIDEWALK PASSING DETAIL**



3
8" MIN
12" MAX.

WHITE 1 ORANGE 1 6" 6" 3' MIN.
4' MAX.

VARIES

TEMPORARY PEDESTRIAN BARRICADE\*

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

080

15D30

SDD

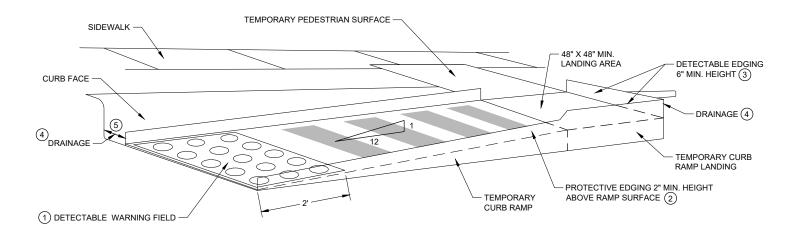
6

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

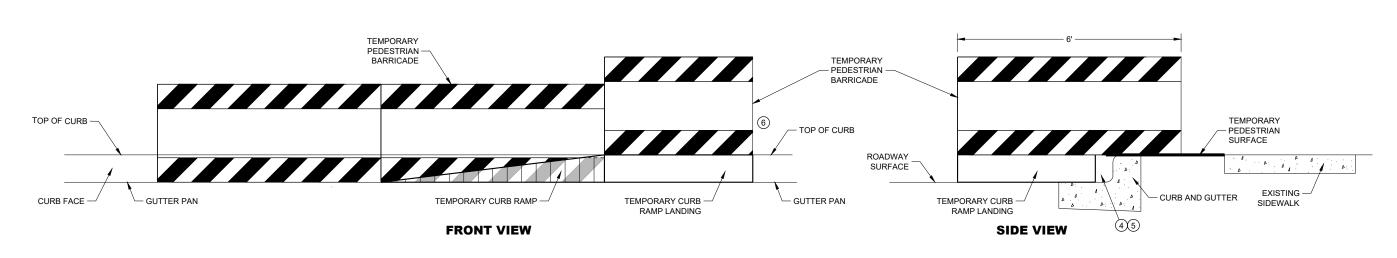
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN  $\frac{1}{2}$ " WIDTH.

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 ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
- (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

**GENERAL NOTES** 

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.

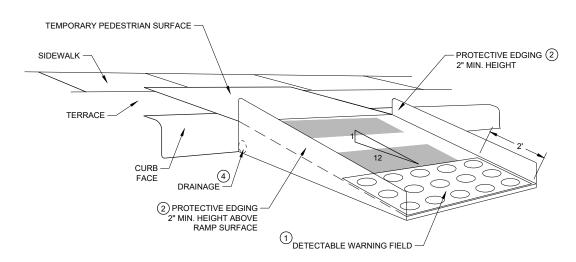
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN  $\slash\!\!/_2$  " WIDTH.

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 1/4" AND 1/2".

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

TEMPORARY PEDESTRIAN SURFACE SIDEWALK - TERRACE TERRACE -DRAINAGE CURB FACE DRAINAGE 1) DETECTABLE WARNING FIELD

WITH SIDE APRON  $^{(5)}$ 



WITH PROTECTIVE EDGE

**TEMPORARY CURB RAMP PERPENDICULAR TO CURB** 

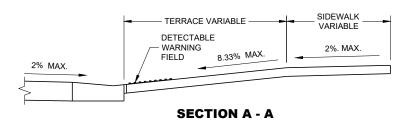
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

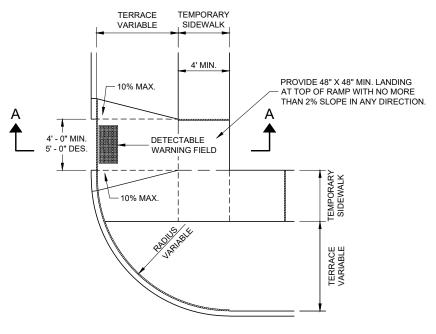
> STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES** 

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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





# **PLAN VIEW TEMPORARY TYPE 3 RAMP**

(OUTSIDE OF CROSSWALK AREA)

# TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

November 2022 DATE /S/ Andrew Heidtke WORK ZONE ENGINEER

SDD 15D30-08d

6

5D30-08d SDD

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY DETECTABLE

WORK AREA

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  $\frac{1}{2}$ ".

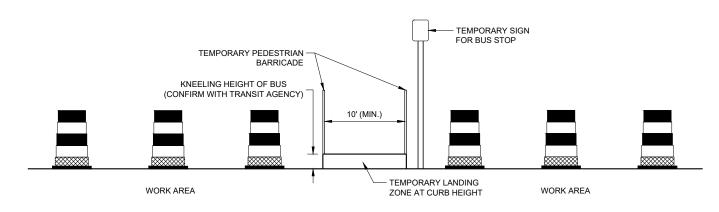
CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

- 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



**PLAN VIEW** 

10' (MIN.)

3

WORK AREA

— EXISTING CURB & GUTTER

=======

WORK AREA

==========

EXISTING SIDEWALK

TEMPORARY SIDEWALK CONNECTION TEMPORARY PEDESTRIAN SURFACE

2% MAX. CROSS SLOPE

TEMPORARY LANDING ZONE. EXISTING CONCRETE OR ASPHALT SURFACE OR TEMPORARY PEDESTRIAN SURFACE. 2% MAX. CROSS SLOPE

**PROFILE VIEW TEMPORARY BUS STOP PAD** 

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

> STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

**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.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1 IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.

(2) PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.

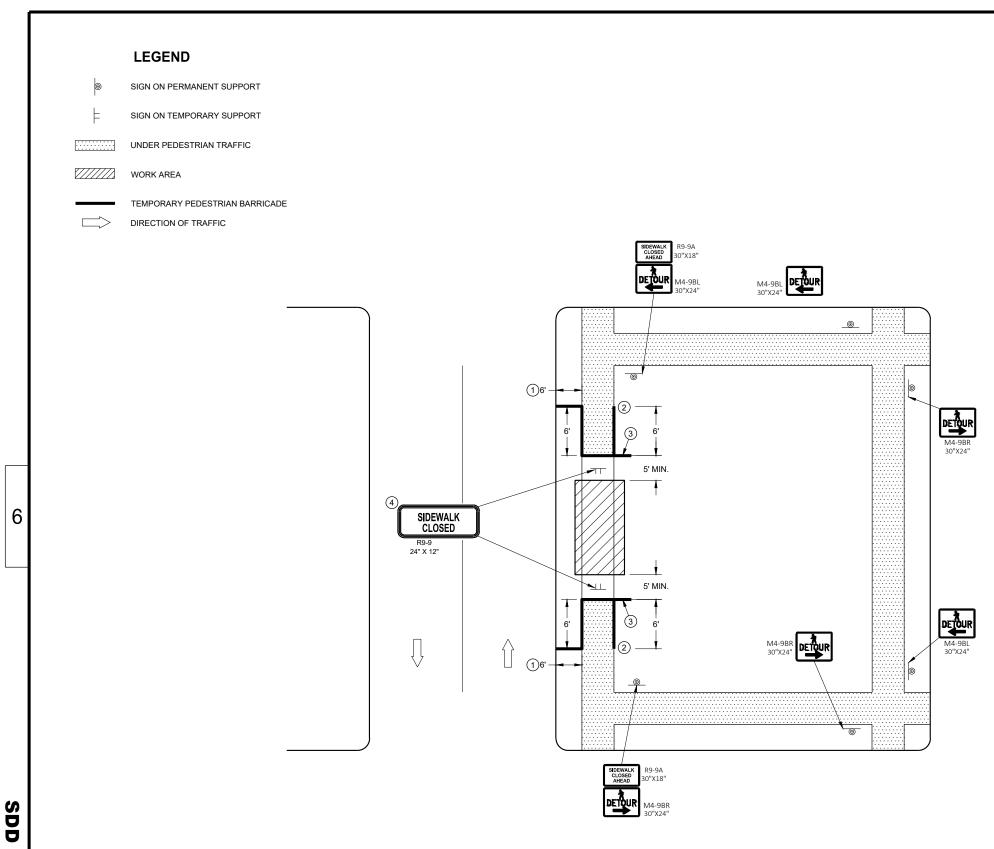
4 MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

08 PEDESTRIAN ACCOMMODATION

SD

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL,



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

**SDD 15D30** 

4' MIN. 5' DESIRABLE

5' MIN.

4' MIN. 5' DESIRABLE

4' MIN. 5' DESIRABLE

# **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.

6

SDD 15D30 - 08g

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM WORK AREA

UNDER PEDESTRIAN TRAFFIC

TEMPORARY CURB RAMP

TEMPORARY PEDESTRIAN SURFACE "A"

TEMPORARY PEDESTRIAN SURFACE "B"

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC

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

SIDEWALK DIVERSION, SINGLE SIDE

**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.

**08h 2D** PEDESTRIAN ACCOMMODATION SDD

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL,

**SDD 15D30** 

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

- (8) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE

**CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON SINGLE SIDE** 

1' BUFFER

VARIES

8

VARIES

1' BUFFER -

MIN. 11'

1' BUFFER

7

5' MIN.

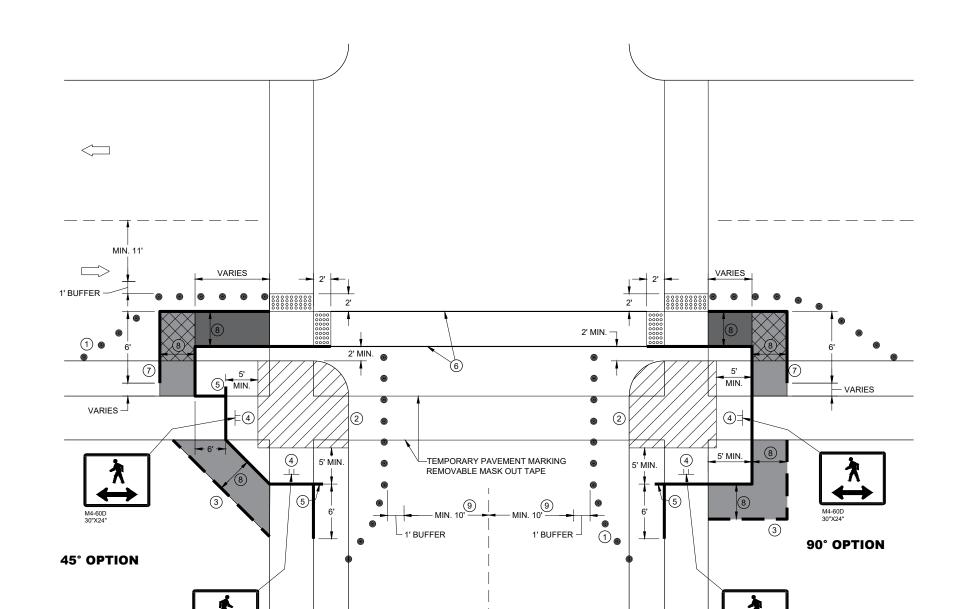
- VARIES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION 98

50

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

SDD 15D30 **08i** 



**CURB RAMP PEDESTRIAN TRAFFIC CONTROL** 

#### **GENERAL NOTES**

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN

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

WORK AREA TEMPORARY CURB RAMP

TEMPORARY PEDESTRIAN SURFACE "A"

TEMPORARY PEDESTRIAN SURFACE "B"

TEMPORARY DETECTABLE WARNING FIELD

OPTIONAL TEMPORARY PEDESTRIAN BARRICADE

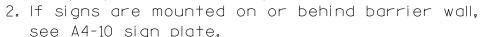
DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

> STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

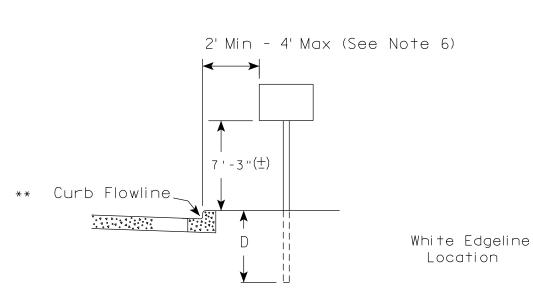
SDD 15D30 <u>08j</u>

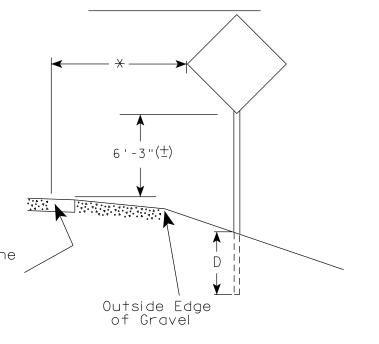
08 <u>1</u>



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 (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

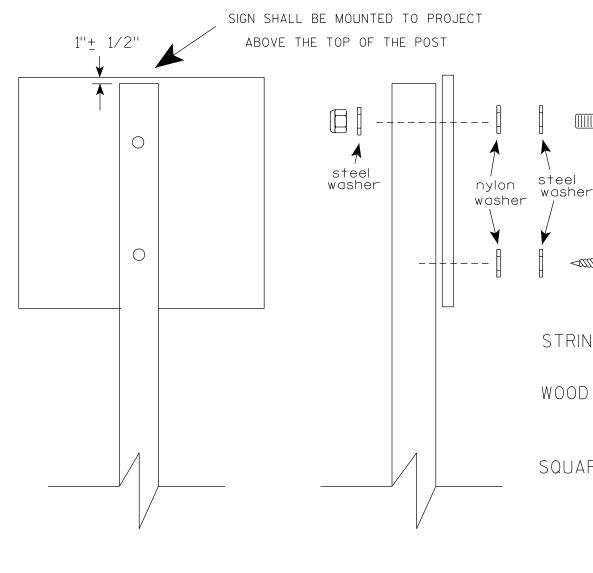
WISDOT/CADDS SHEET 42

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:



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. X<sup>3</sup>/<sub>8</sub>" I.D. X<sup>1</sup>/<sub>16</sub>" 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:

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:

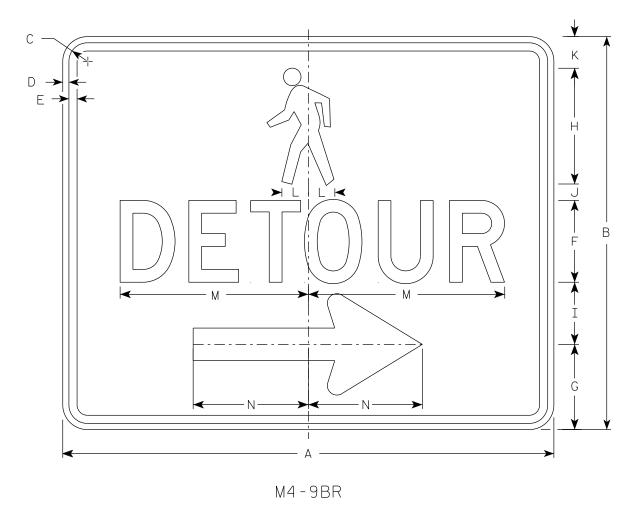
PLOT DATE: 19-APRIL 2022 11:55

SIGN

PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

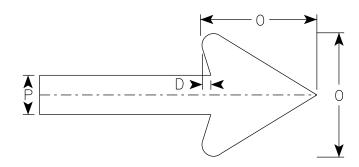
Ε



- 1. Sign is Type II-Type 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:

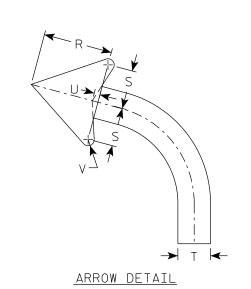
PROJECT NO: HWY: COUNTY:

PLOT NAME :

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

Background - White Message – Black

3. Message Series - E



D → E	H F G G F F K K K G
	G A M M M M M M M M M M M M M M M M M M
	F H

SIZE	Α	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																											

COUNTY:

R3-9B

STANDARD SIGN R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

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

SHEET NO:

PROJECT NO: FILE NAME : C:\Users\PROJECTS\tr\_stdplate\R39B.dgn HWY:

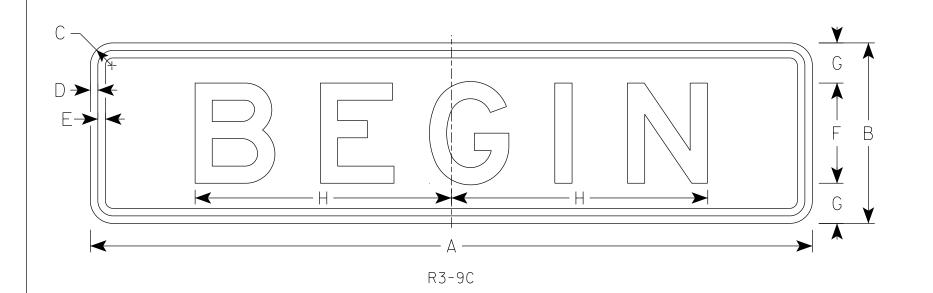
PLOT DATE: 24-MARCH 2022 2:50

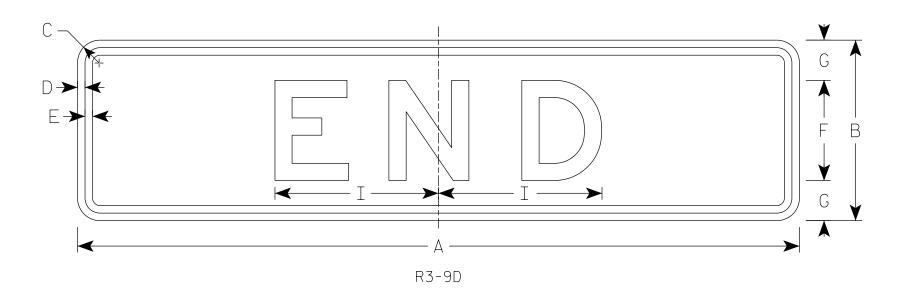
PLOT BY : dotc4c PLOT NAME :

- 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

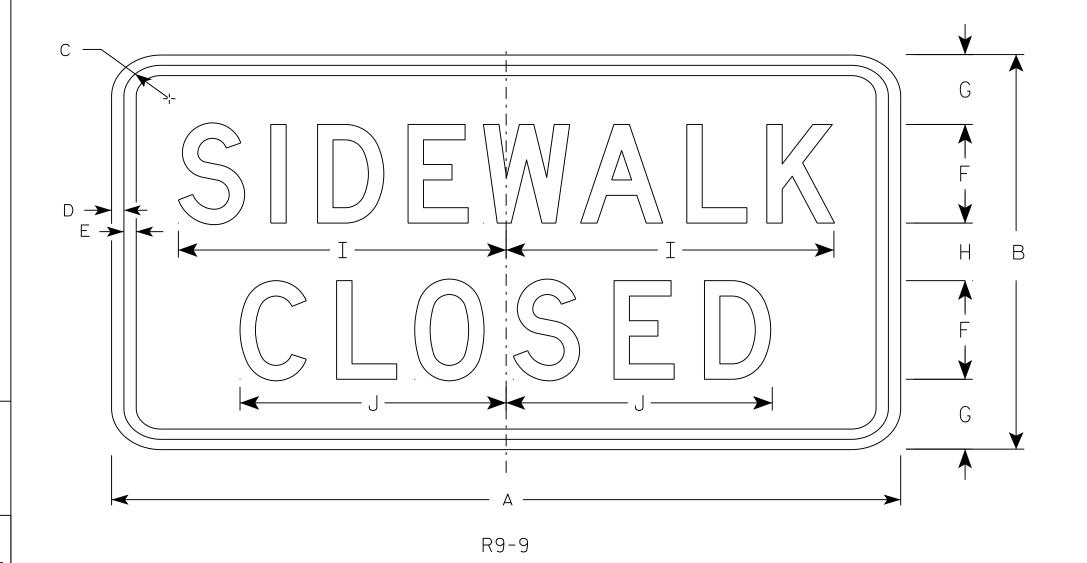
PLOT BY : dotc4c

PLOT NAME :

- 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:

PROJECT NO:

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

Background - White Message - Black

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

C	<u> </u>	
		G F H
		F B H
		F G
<b>~</b>	Α —	<b>→</b>
	R9-9A	

SIZE	А	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	V	W	X	Υ	Z	Area sq. ft.
1																											
25	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											
PRO	JECT	ECT NO: HWY:											COU	NTY:	<u> </u>	<u> </u>	<u> </u>	<u> </u>				<u> </u>		<u> </u>	<u> </u>	<u> </u>	

STANDARD SIGN R9-9A

WISCONSIN DEPT OF TRANSPORTATION

PPROVED Matthew R Ram

0. State Traffic Engineer

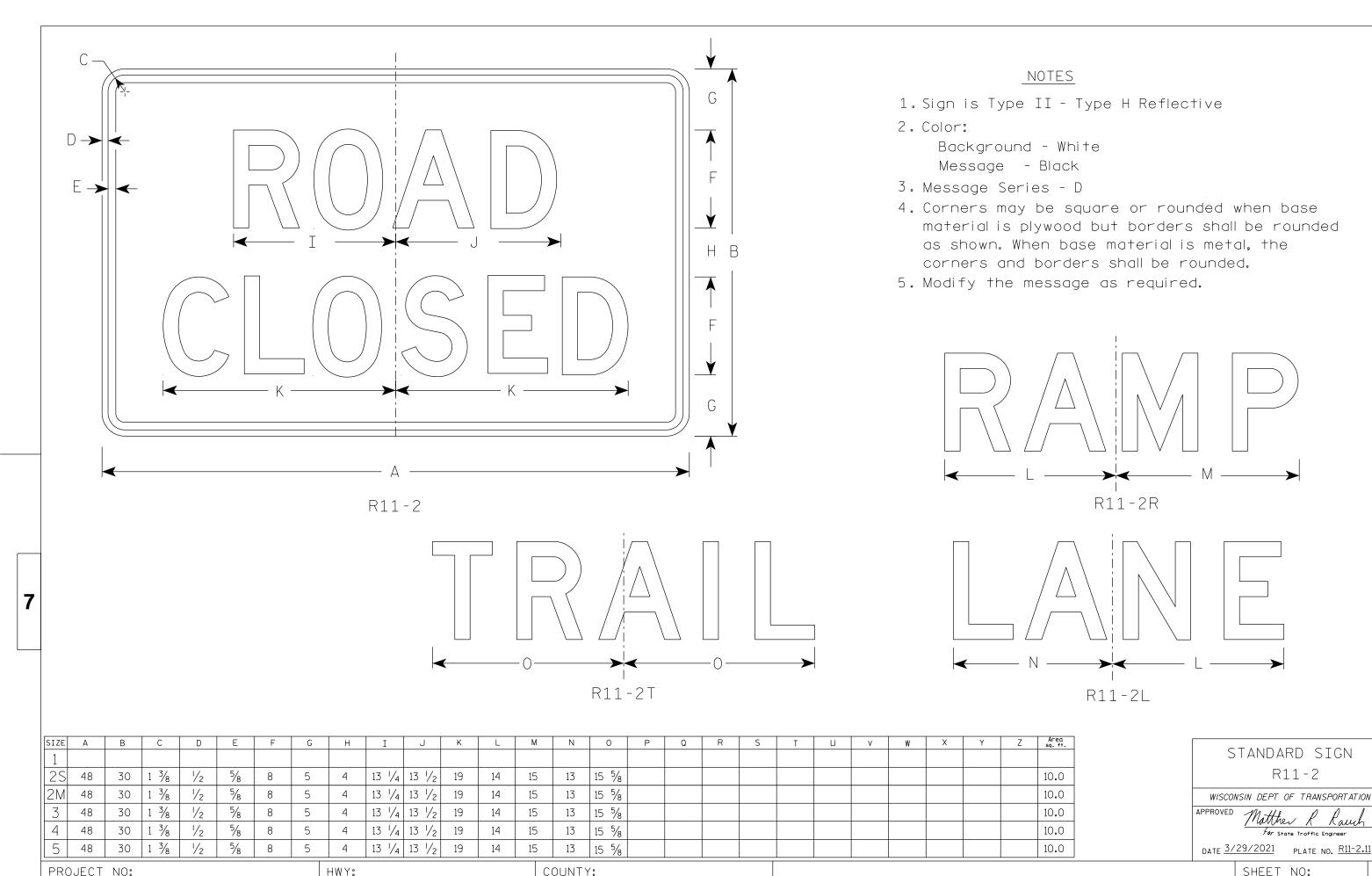
DATE 8/31/2020 PLATE NO. R9-9A.1

SHEET NO: **E** 

FILE NAME : C:\CAEFiles\Projects\tr\_stdplate\R99A.DGN

PLOT DATE: 31-AUG-2020 3:26

PLOT BY : dotc4c



FILE NAME : C:\Users\PROJECTS\tr\_stdplate\R112.dgn

PLOT DATE: 29-MAR 2021 8:15

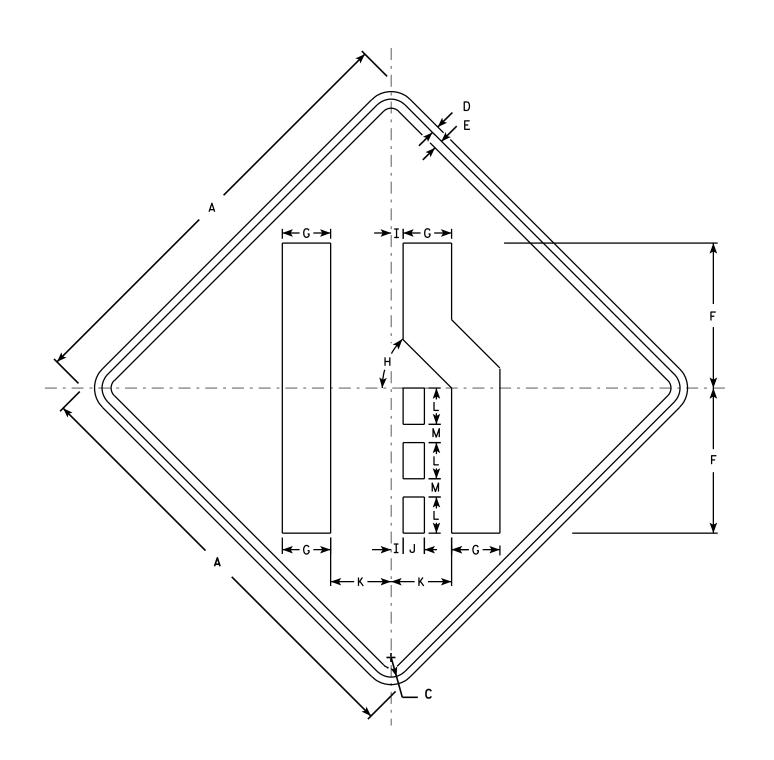
PLOT BY : dotc4c

PLOT NAME :

- 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. 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. W4-2L is the same as W4-2R except the symbolis reversed along the vertical centerline.



W4-2R

SIZE	Α	В	С	D	Е	F	G	H	I	7	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft
1	30		1 3/8	1/2	5/8	10	3 %	45°	<b>1</b> %	1 1/2	4 1/4	2 1/2	1 1/4														6.25
25	36		1 %	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 %	5/8	₹4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 %	5/8	₹4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 ¾	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN W4-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

DATE 3/12/13

PLATE NO. W4-2.14

SHEET NO:

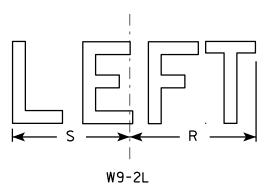
PROJECT NO:

PLOT BY: mscsja

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

Background - Yellow Message - Black

- 3. Message Series See note 5
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Line 1 is Series C, lines 2 & 3 are Series D.
- 6. W9-1L is the same as W9-2R except the word LEFT replaces RIGHT.



									ŕ	•	,,,																
SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	0	R	S	T	U	٧	w	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	2 1/2	3	8	1	1 1/8	8 1/4	10 3/8	10 %	8 %	9 %		7 5/8	7 1/8								6.25
25	36		1 1/8	5/8	3/4	6	3	4	10 3/8	1 %	1 1/2	11	12 3/8	12 3/4	10 1/4	11 3/4		9 1/8	8 1/2								9.0
2M	36		1 1/8	5/8	3/4	6	3	4	10 3/8	1 %	1 1/2	11	12 3/8	12 3/4	10 1/4	11 3/4		9 1/8	8 1/2								9.0
3																											
4	48		2 1/4	3/4	1	8	4	6	14 1/2	2	3 1/4	13 ¾	16 3/8	17 1/8	13 3/4	15 ¾		12 1/4	11 1/4								16.0
5	48		2 1/4	3/4	1	8	4	6	14 1/2	2	3 1/4	13 3/4	16 3/8	17 1/8	13 3/4	15 ¾		12 1/4	11 1/4								16.0

W9-2R

STANDARD SIGN W9-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch

DATE <u>03/18/13</u>

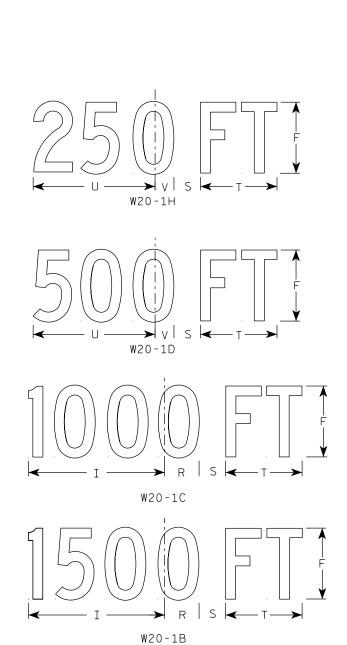
PLATE NO. W9-2.10

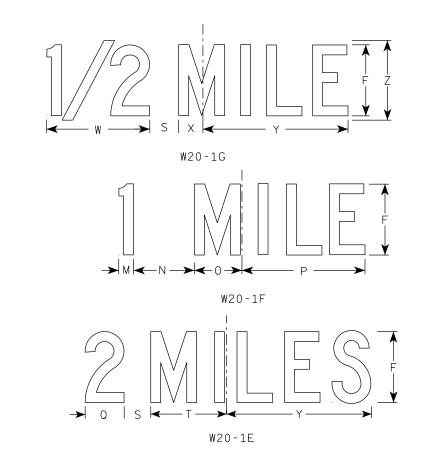
SHEET NO:

- 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 1/8	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 ¾	2 1/8	11 1/8	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 1/8	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 1/8	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

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 - 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.

C —	<u> </u>
→ / ← I	В   
N H	<b>Y</b>
₩01-6	

SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	M	N	0	Р	0	R	S	Т	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 Rauh
For State Traffic Engineer

DATE 11/18/13 PL

18/13 PLATE NO. W01-6.1
SHEET NO:

HWY:

PROJECT NO:

PLOT BY: mscj9h



## Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

http://www.dot.wisconsin.gov