

GENERAL NOTES

SILT FENCE SHALL BE PLACED AS SHOWN ON THE PLANS PRIOR TO CONSTRUCTION.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS.

THE LOCATION OF PROPOSED SIGNS AS SHOWN ON THE PLANS ARE APPROXIMATE. THE EXACT NUMBER OF SIGNS AND SIGN LOCATIONS ARE TO BE APPROVED BY THE ENGINEER IN THE FIELD.

ANY CONFLICTING SIGN SHALL BE COVERED OR REMOVED.

EXISTING PIPE CULVERT SIZES ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION.

PIPE ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS.

CONTRACTOR SHALL MAINTAIN STORM SEWER CAPACITY FOULVALENT TO THE EXISTING STORM SEWER SYSTEM WITHIN THE PROJECT LIMITS DURING RAIN EVENTS AND AT THE END OF THE DAY.

A SAWED JOINT SHALL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE UNLESS EXISTING CONCRETE OR ASPHALT CAN BE REMOVED WITHOUT DAMAGING PAVEMENT TO REMAIN IN PLACE

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. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

CONTRACTOR SHALL CHECK BETWEEN ALL BENCHMARKS AND CONTROL POINTS TO CONFIRM **ELEVATIONS PRIOR TO CONSTRUCTION**

CONTRACTOR SHALL ESTABLISH ADDITIONAL BENCHMARKS AND CONTROL POINTS AS NECESSARY TO COMPLETE THE WORK. CONTRACTOR IS ENCOURAGED TO CHECK BENCHMARKS AND CONTROL POINTS PERIODICALLY FOR MOVEMENT.

CONTRACTOR SHALL PROTECT ALL CONTROL POINTS NOT DIRECTLY IN THE CONSTRUCTION AREA.

CONTRACTOR SHALL PROTECT ALL PROPERTY IRONS.

SECTION 2 ORDER OF SHEETS

6085-02-77

GENERAL NOTES PROJECT OVERVIEW TYPICAL SECTIONS CONSTRUCTION DETAILS CURB RAMP DETAILS **EROSION CONTROL** TRAFFIC SIGNAL PLAN PAVEMENT MARKING PLAN DETAILS TRAFFIC CONTROL ALIGNMENT DATA CONTROL POINT

PROJECT NO:



*DENOTES DIGGERS HOTLINE MEMBER

COUNTY: DANE

UTILITY CONTACTS

* ATC - ELECTRICITY-TRANSMISSION

DOUG VOSBERG 2489 RINDEN ROAD COTTAGE GROVE, WI 53527 PH: (608) 877-7650 DVOSBERG@ATCLLC.COM

RUSS RYAN 315 OAK STREET OAKFIELD, WI 53065 PH: (920) 737-9662 RUSSELL.W.RYAN@FTR.COM

* FRONTIER - COMMUNICATION LINE * SUN PRAIRIE UTILITIES -**ELECTRICITY AND WATER**

ANDY HIRVELA 125 W. MAIN STREET SUN PRAIRIE, WI 53590 PH: (608) 445-7035 AHIRVELA@MYSPU.ORG

* ALLIANT ENERGY - ELECTRICITY

ADAM KROHN 6462 BLANCHAR'S CROSSING WINDSOR, WI 53598 PH: (920) 290-5284 ADAMKROHN@ALLIANTENERGY.COM

* MCI - COMMUNICATION LINE

RJ CICATELLO 15725 WEST RYERSON ROAD NEW BERLIN, WI 53151 PH: (262) 232-1323 RANDY.CICATELLO@VERIZON.COM

* TDS METROCOM -**COMMUNICATION LINE**

COREY WIDERGREN 216 WEST WALWORTH STREET ELKHORN, WI 53121 PH: (262) 725-2262 COREY.WIDERGREN@TDSTELECOM.COM

* CITY OF SUN PRAIRIE - SEWER

JEREMY CRAMER 3040 BAILEY ROAD SUN PRAIRIE, WI 53590 PH: (608) 235-9280 JCRAMER@CITYOFSUNPRAIRIE.COM

JOSEPH MCCLEARN 2701 DANIELS STREET

MADISON, WI 53718 PH: (920)-979-2603 JOE.MCCLEARN2@CHARTER.COM

* SPECTRUM COMMUNICATIONS

- COMMUNICATION LINE

* WE ENERGIES - GAS/PETROLEUM

KELLY JAECK S13W33800 US-18 WAUKESHA, WI 53018 PH: (262) 968-5721 KELLY.JAECK@WE-ENERGIES.COM

* EVERSTREAM UTILITY -**COMMUNICATION LINE**

SHAD GARCIA 734 EAST WISCONSIN AVENUE, SUITE 730 MILWAUKEE, WI 53202 PH: (414)-522-6685 SGARCIA@EVERSTREAM.NET

OTHER CONTACTS

WISDOT REGION CONTACT

DAVID SCHMIDT, P.E. 2101 WRIGHT STREET MADISON, WISCONSIN 53704 PH: (608) 246-3867 DAVID2.SCHMIDT@DOT.WI.GOV

DESIGN CONSULTANT

KYLE R. HENDERSON, P.E. STRAND ASSOCIATES, INC. 910 WEST WINGRA DRIVE MADISON, WI 53715 PH: (608) 251-4843 KYLE.HENDERSON@STRAND.COM

CITY OF SUN PRAIRIE

ADAM SCHLEICHER, P.E. DIRECTOR OF PUBLIC SERVICES 300 EAST MAIN STREET SUN PRAIRIE, WI 53590 PH: (608) 825-1170 ASCHLEICHER@CITYOFSUNPRAIRIE.COM

WDNR CONTACT

ERIC HEGGELUND **ENVIRONMENTAL ANALYSIS AND REVIEW** SPECIALIST 3911 FISH HATCHERY ROAD FITCHBURG, WI PH: (608) 275-3301 ERIC.HEGGELUND@WISCONSIN.GOV

GENERAL NOTES

SHEET

Ε

FILE NAME : S:\MAD\1000--1099\1041\007\DRAWINGS\CAD\CIVIL3D\60850207\SHEETSPLAN\020101-GN.DWG LAYOUT NAME - 020101-gn

PLOT SCALE

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PLOT DATE:

1/31/2023 1:50 PM

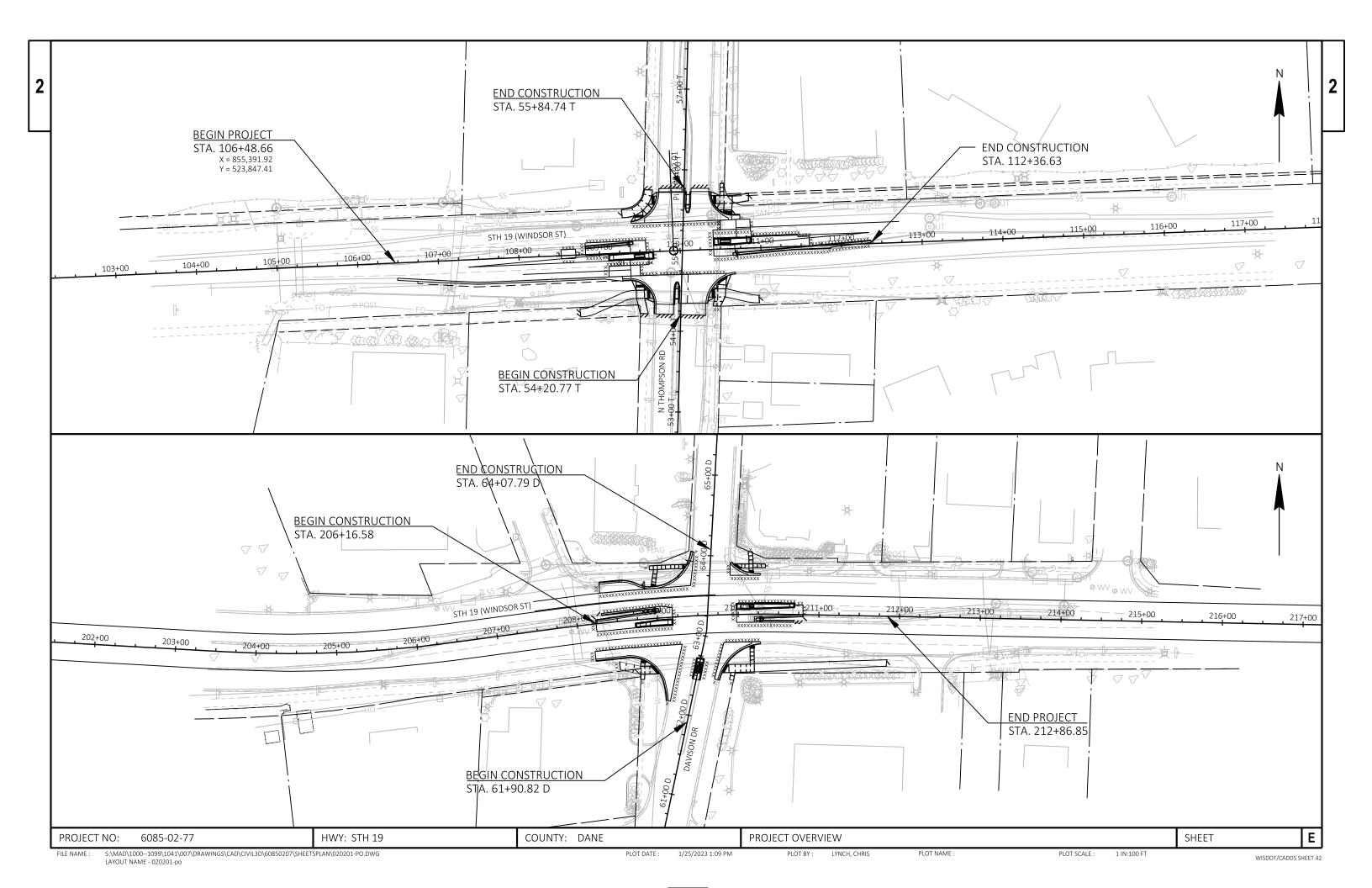
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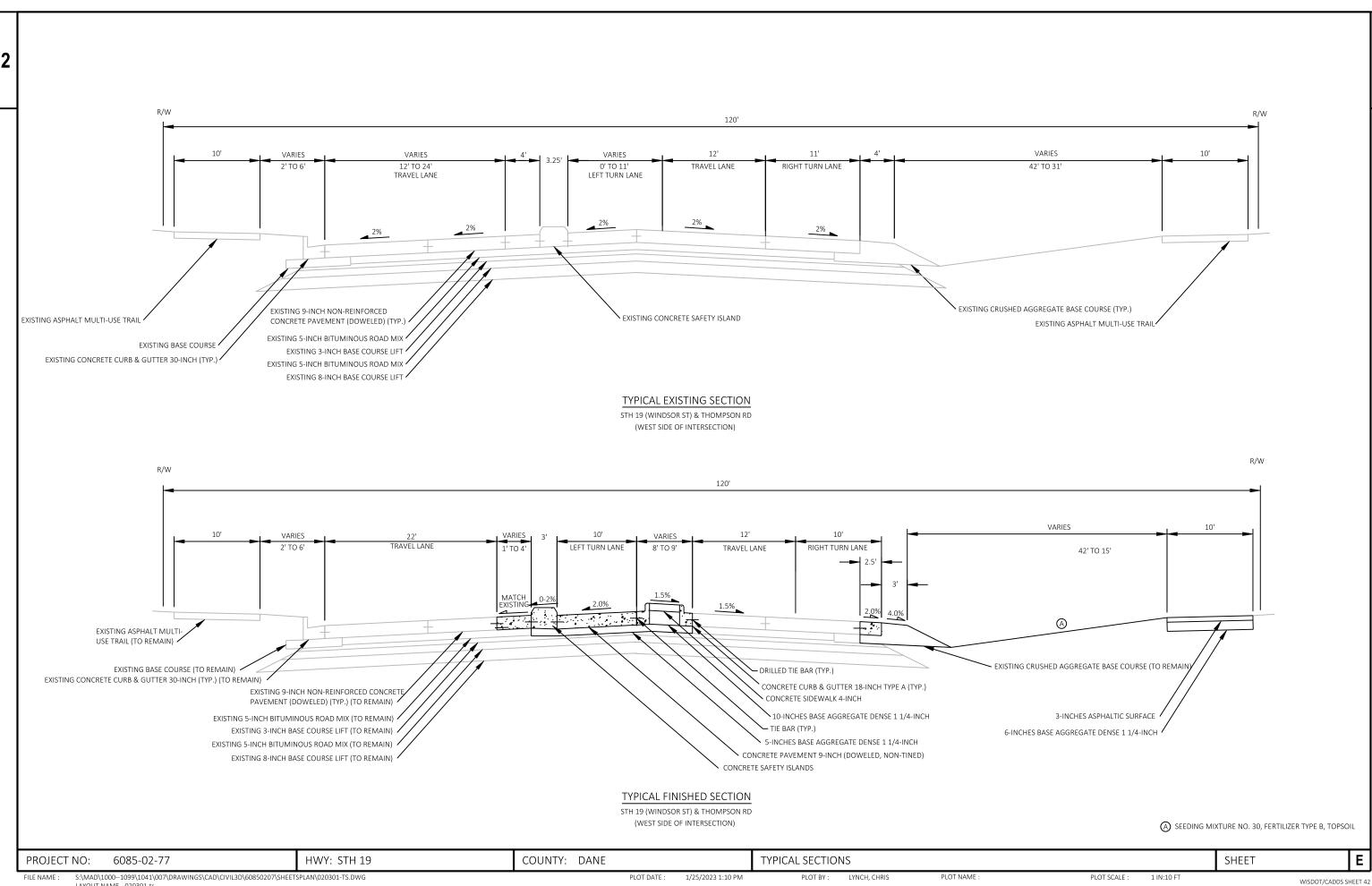
HENDERSON, KYLE R.

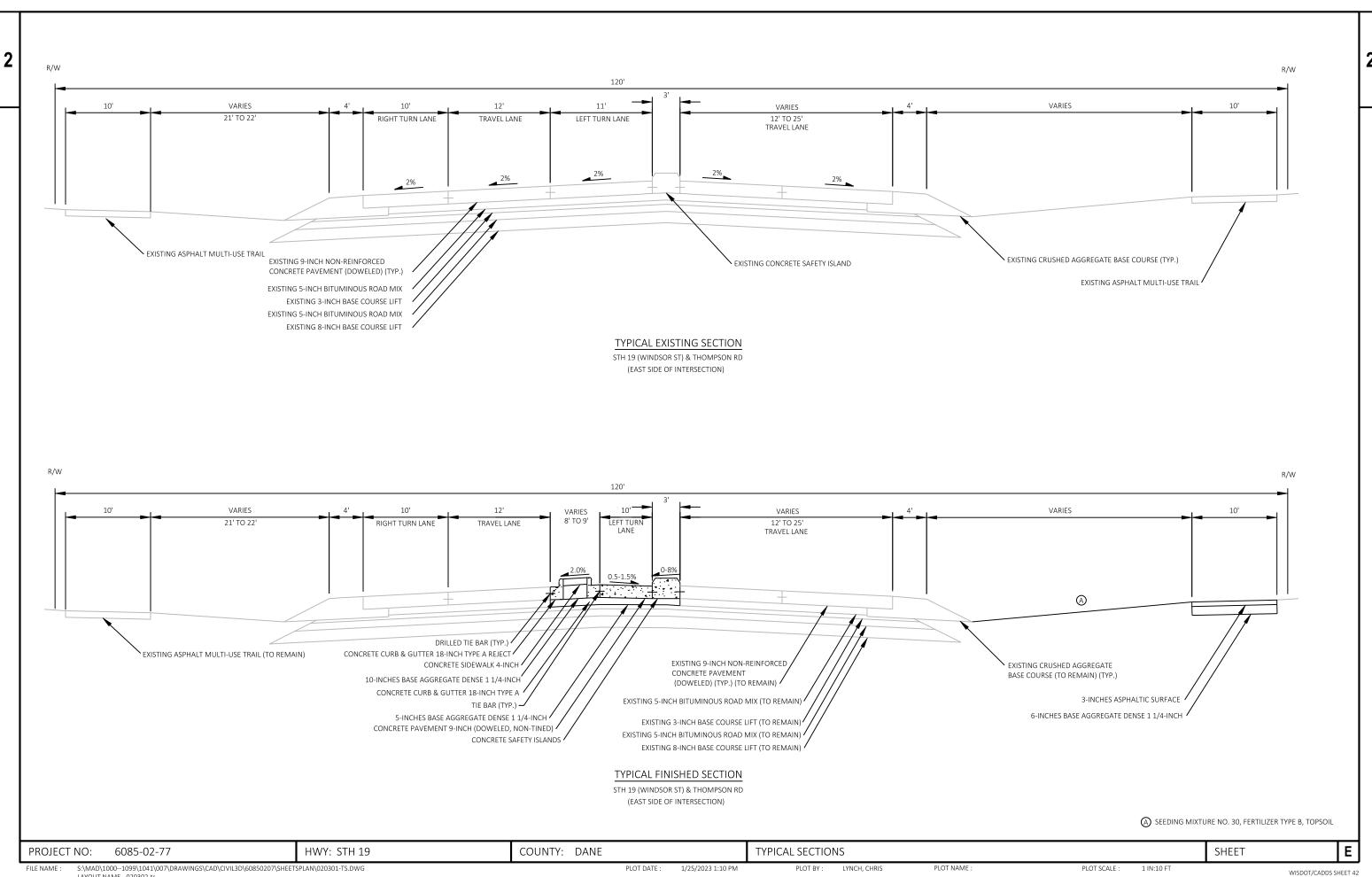
PLOT NAME

WISDOT/CADDS SHEET 42

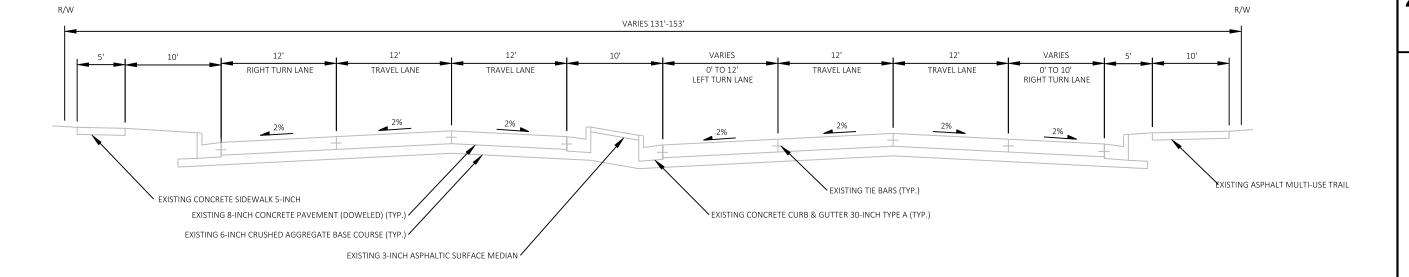
HWY: STH 19





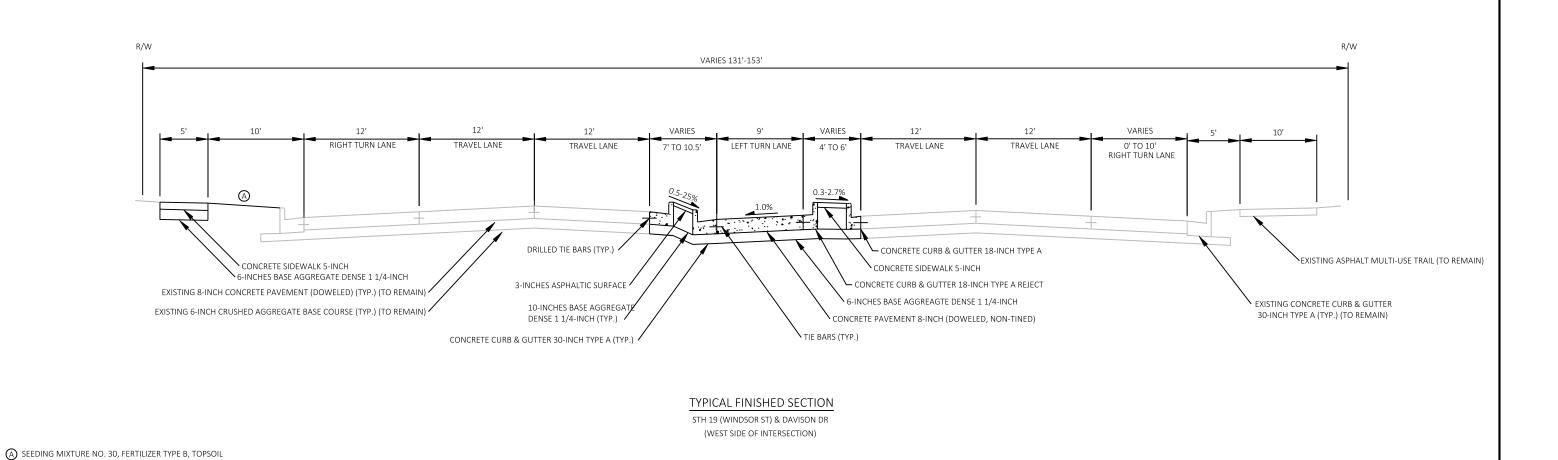






TYPICAL EXISTING SECTION

STH 19 (WINDSOR ST) & DAVISON DR (WEST SIDE OF INTERSECTION)



HWY: STH 19

6085-02-77

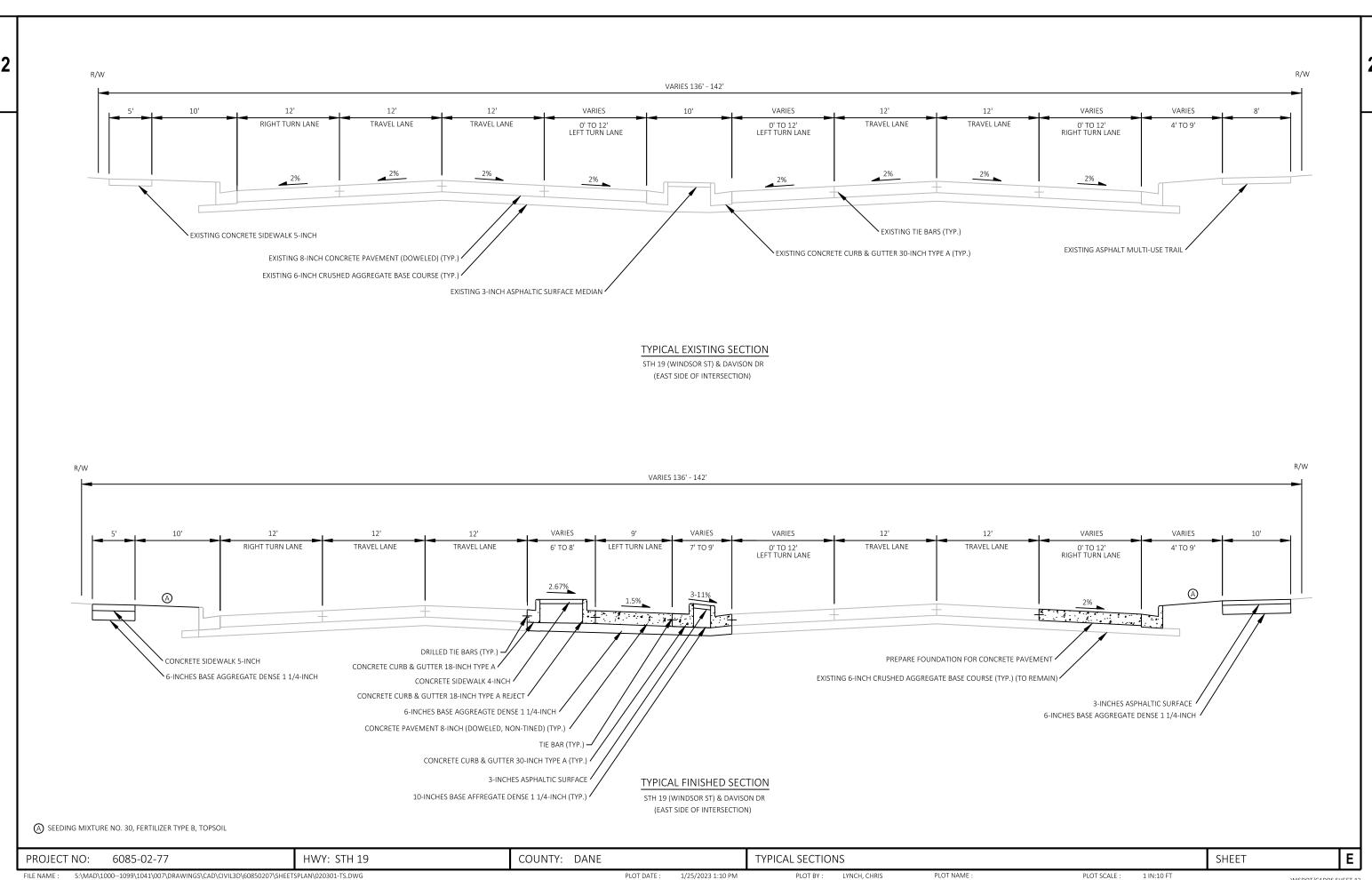
COUNTY: DANE

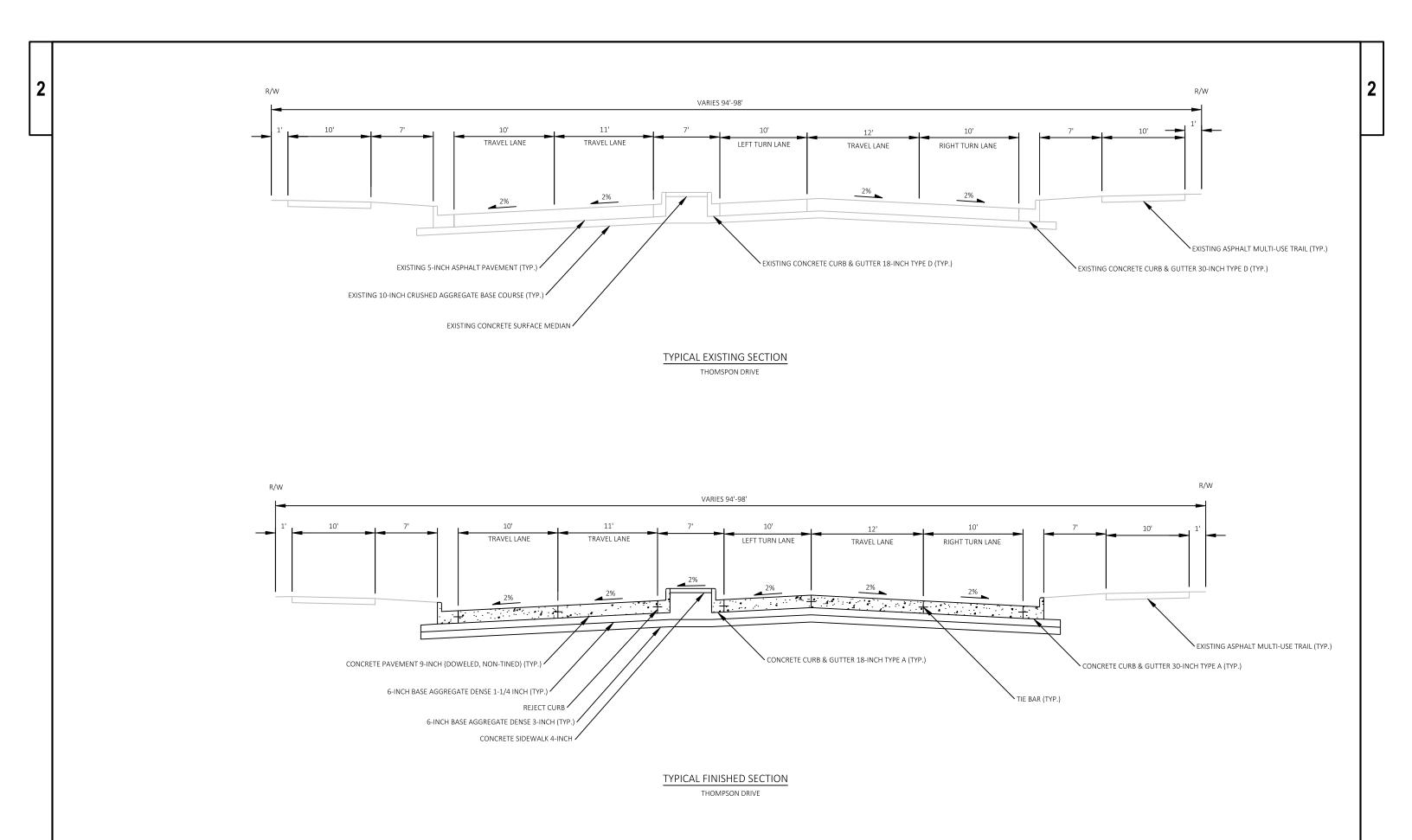
TYPICAL SECTIONS

SHEET

Ε

PROJECT NO:



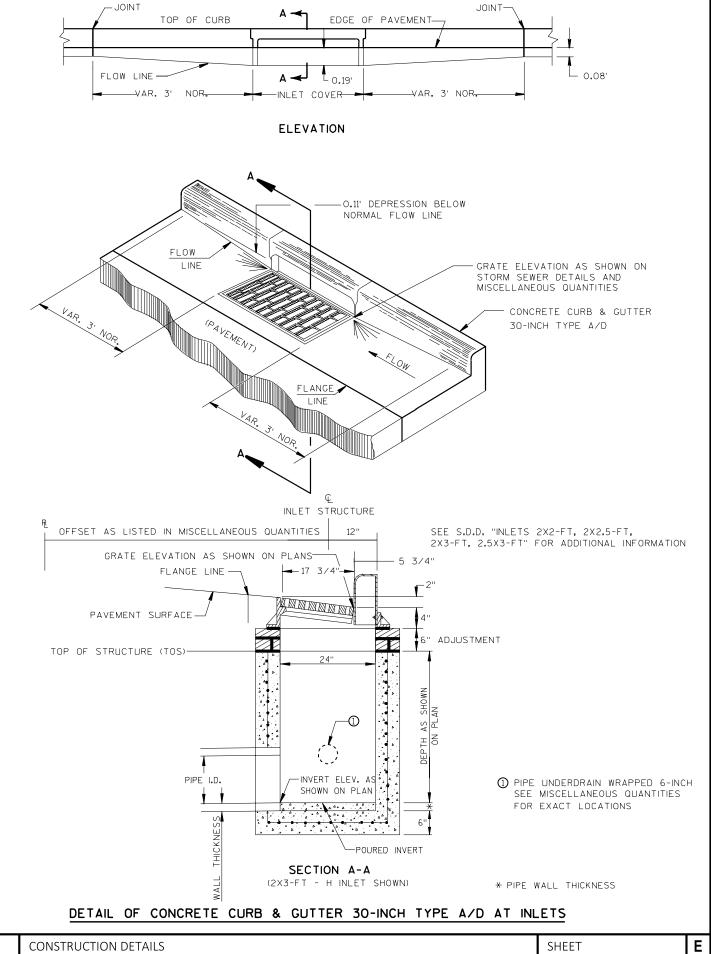


RUNOFF COEFFICIENT TABLE

						HYDROLOGIC S	SOIL GROU	JΡ					
		Α			В			С			D		
	SLOPE	RANGE	(PERCENT)	SLOPE	RANGE	(PERCENT)	SLOPE	RANGE	(PERCENT)	SLOPE	RANGE	(PERCENT)	
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	
ROW CROPS	.08	.16 .30	.22 .38	.12	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56	
MEDIAN STRIP- TURF	.19	.20	.24	.19 .25	.22	.26 .33	.20 .26	.23	.30 .37	.20 .27	.25	.30 .40	
SIDE SLOPE- TURF			.25 .32			.27			.28 .36			.30 .38	
PAVEMENT:			l	ı		l			l			l	
ASPHALT						.7095							
CONCRETE	.8095												
BRICK	.7080												
DRIVES, WALKS						.7585							
R00FS						.7595							
GRAVEL ROADS,	SHOULDE	ERS		•		.4060							

HWY: STH 19

TOTAL PROJECT AREA = 18.59 ACRES TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.79 ACRES



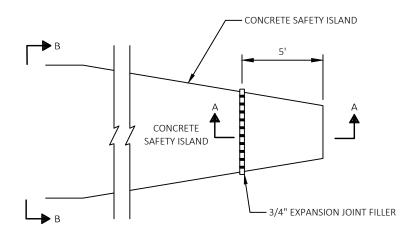
COUNTY: DANE

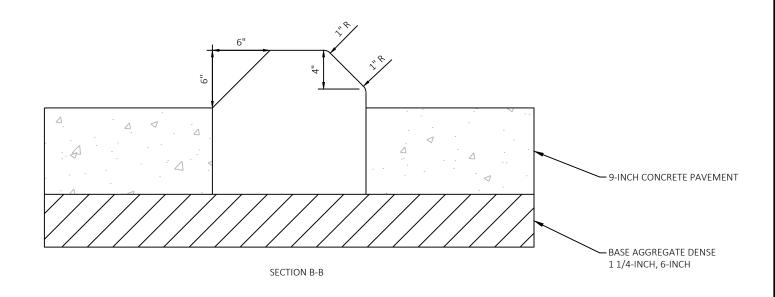
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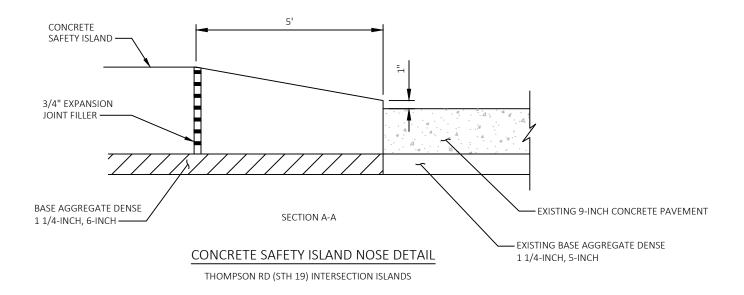
PLOT SCALE :

6085-02-77

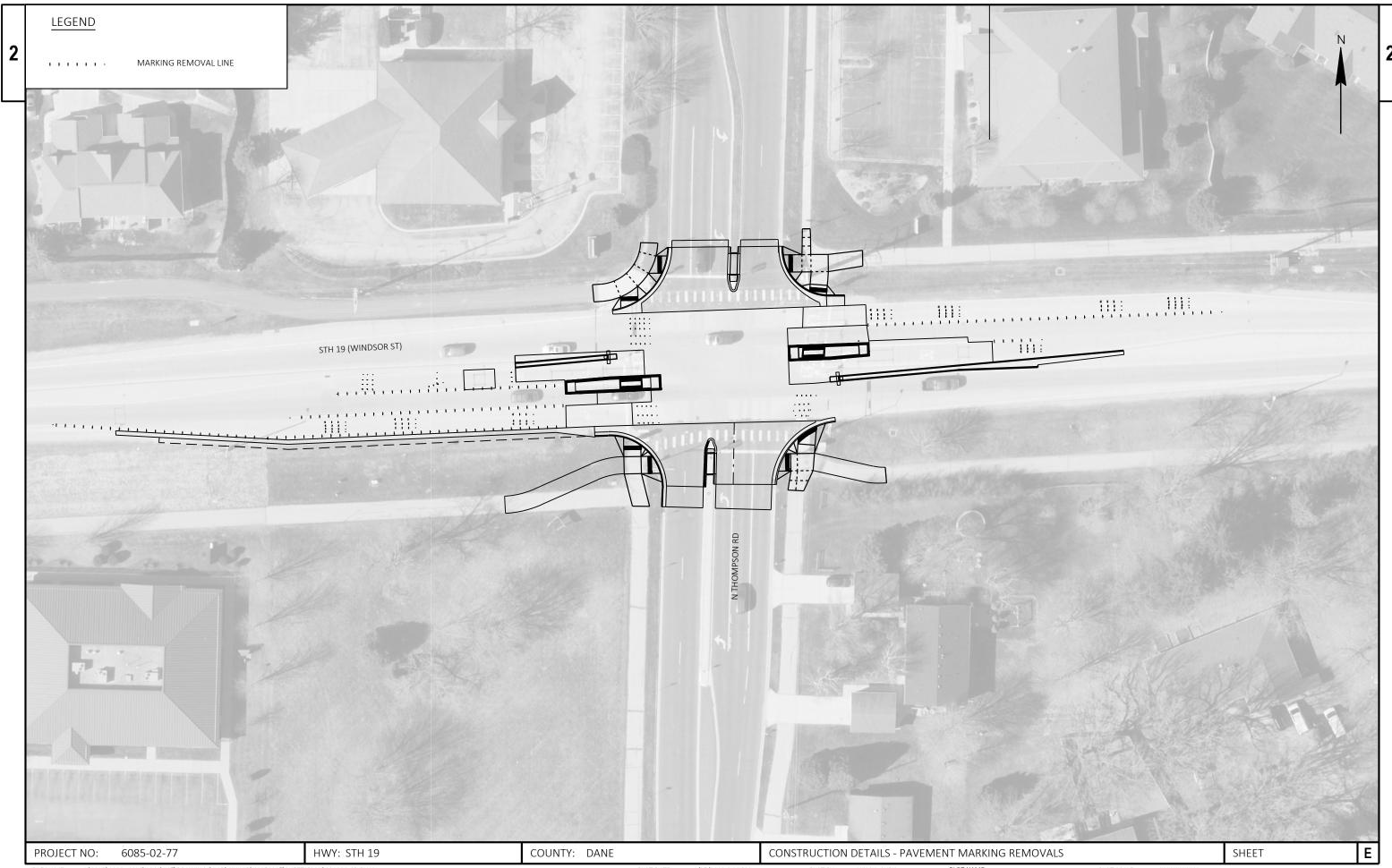
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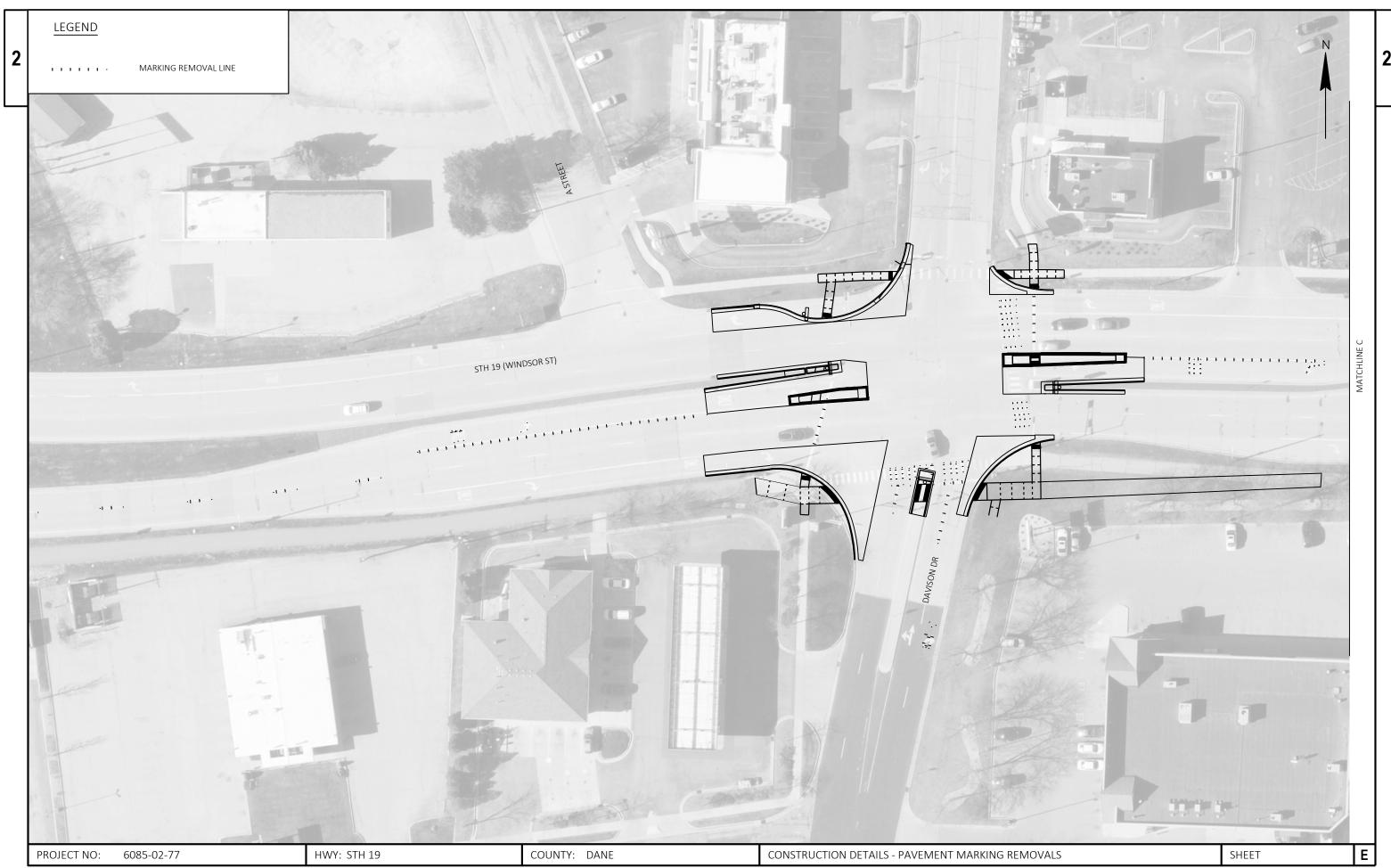






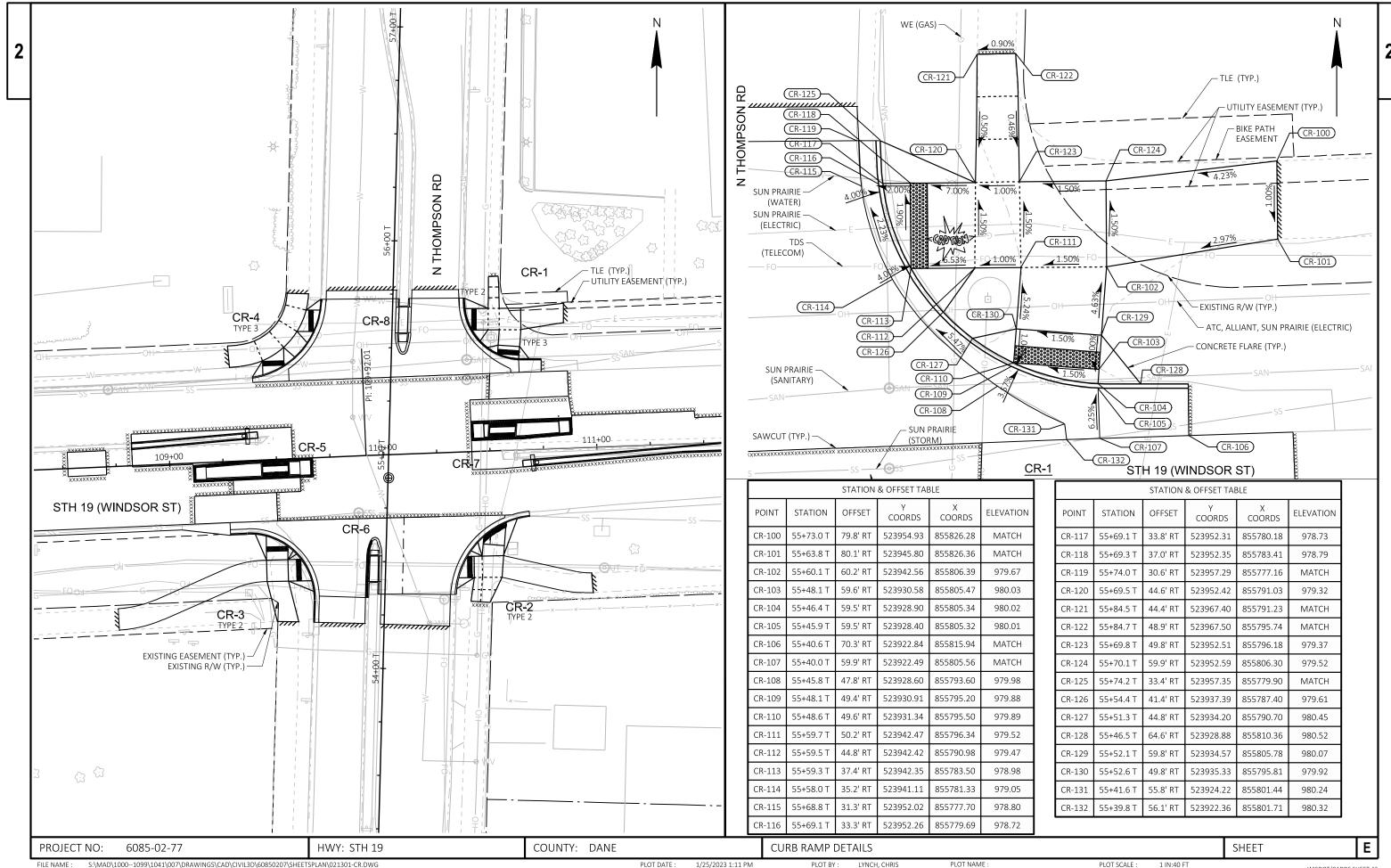
6085-02-77 COUNTY: DANE Ε PROJECT NO: HWY: STH 19 CONSTRUCTION DETAILS SHEET S:\MAD\1000--1099\1041\007\DRAWINGS\CAD\CIVIL3D\60850207\SHEETSPLAN\021003-CD.DWG LAYOUT NAME - 021002_cd FILE NAME : PLOT DATE : 2/17/2023 10:16 AM PLOT BY: LYNCH, CHRIS PLOT SCALE :





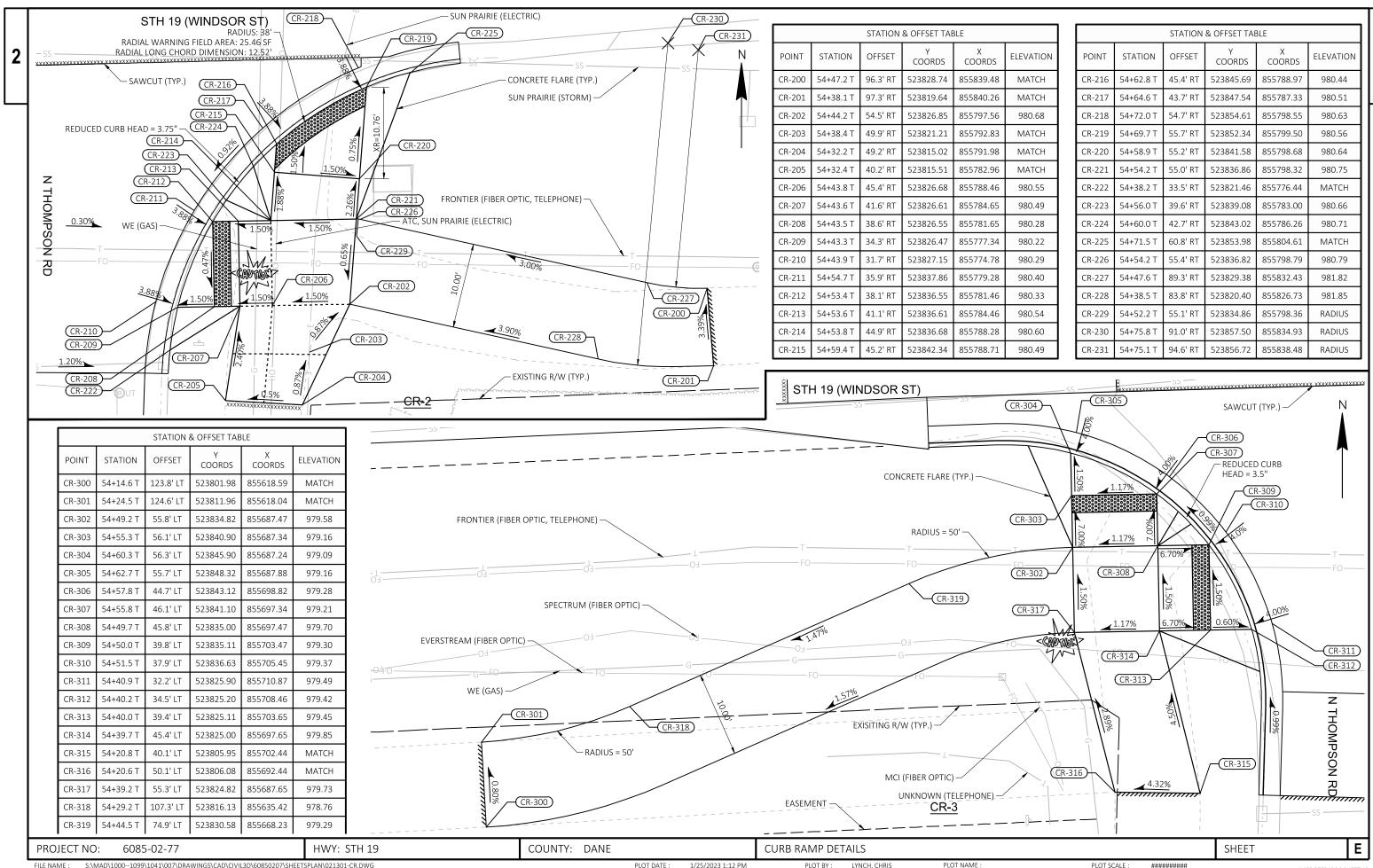


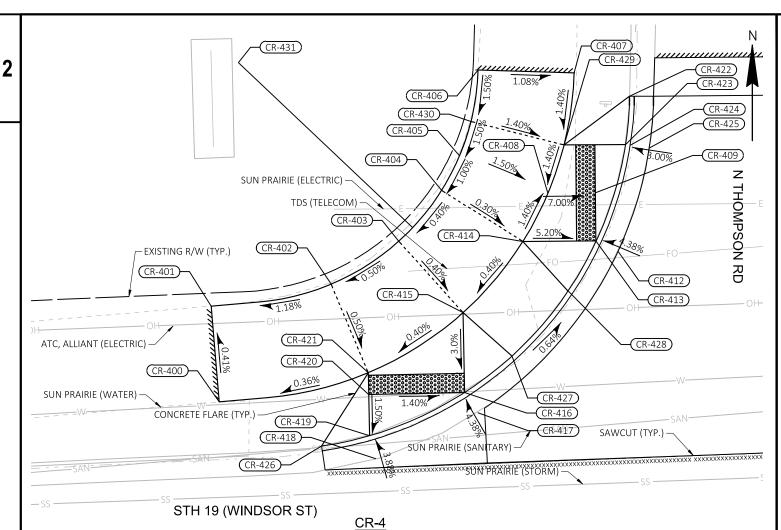
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LAYOUT NAME - 021301_cr

WISDOT/CADDS SHEET 42

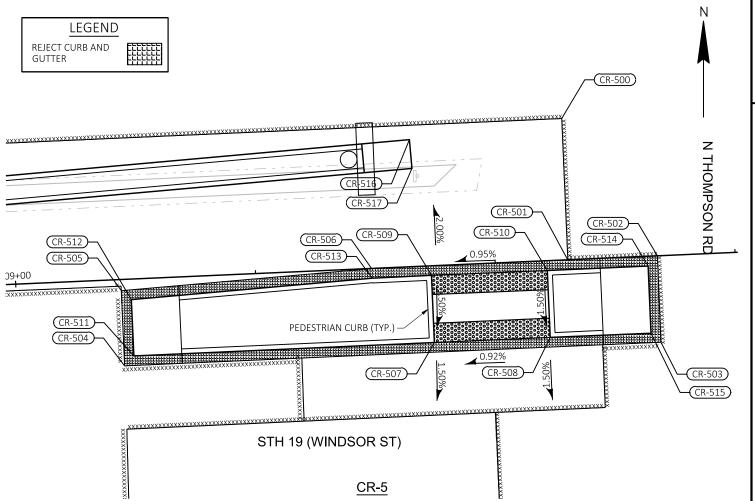




STATION & OFFSET TABLE									
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION				
CR-400	55+38.8 T	75.6' LT	523924.91	855670.07	МАТСН				
CR-401	55+48.8 T	76.7' LT	523934.88	855669.21	MATCH				
CR-402	55+51.4 T	64.3' LT	523937.16	855681.71	979.06				
CR-403	55+56.0 T	57.3' LT	523941.63	855688.77	979.10				
CR-404	55+61.4 T	53.0' LT	523946.93	855693.22	979.13				
CR-405	55+65.1 T	51.2' LT	523950.52	855695.09	979.17				
CR-406	55+74.1 T	49.5' LT	523959.47	855697.03	MATCH				
CR-407	55+74.1 T	39.5' LT	523959.17	855707.03	MATCH				
CR-408	55+61.5 T	41.9' LT	523946.64	855704.30	979.02				
CR-409	55+61.6 T	37.0' LT	523946.68	855709.24	978.67				
CR-412	55+55.6 T	34.5' LT	523940.61	855711.61	978.75				
CR-413	55+56.6 T	36.8' LT	523941.68	855709.28	978.67				
CR-414	55+56.4 T	44.4' LT	523941.61	855701.69	979.10				
CR-415	55+48.8 T	50.4' LT	523934.20	855695.46	979.06				
CR-416	55+40.5 T	50.1' LT	523925.88	855695.62	978.81				

		STATION	& OFFSET TAI	BLE	
POINT	STATION OFFSET		Y COORDS	X COORDS	ELEVATION
CR-417	55+38.4 T	48.6' LT	523923.77	855696.98	978.89
CR-418	55+33.3 T	59.1' LT	523918.97	855686.41	978.96
CR-419	55+35.7 T	59.8' LT	523921.37	855685.71	978.89
CR-420	55+40.0 T	60.0' LT	523925.67	855685.63	978.95
CR-421	55+42.3 T	60.1' LT	523927.94	855685.58	979.01
CR-422	55+71.8 T	33.7' LT	523956.71	855712.80	MATCH
CR-423	55+66.7 T	34.0' LT	523951.71	855712.38	978.61
CR-424	55+66.7 T	33.5' LT	523951.63	855712.87	978.58
CR-425	55+66.4 T	31.5' LT	523951.33	855714.85	978.64
CR-426	55+34.5 T	64.8' LT	523920.30	855680.73	MATCH
CR-427	55+44.4 T	45.2' LT	523929.66	855700.55	979.24
CR-428	55+51.4 T	39.6' LT	523936.47	855706.39	979.18
CR-429	55+66.5 T	40.4' LT	523951.65	855705.98	979.09
CR-430	55+68.7 T	50.1' LT	523954.10	855696.28	979.23
CR-431	55+74.2 T	74.5' LT	523960.21	855672.04	RADIUS

COUNTY: DANE



STATION & OFFSET TABLE									
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION				
CR-500	109+57.6	14.7' LT	523896.95	855698.95	979.56				
CR-501	109+57.6	0.0'	523882.25	855699.60	979.82				
CR-502	109+66.9	0.0'	523882.66	855708.90	979.93				
CR-503	109+66.9	9.0' RT	523873.67	855709.30	979.82				
CR-504	109+11.0	9.0' RT	523871.21	855653.43	979.21				
CR-505	109+11.0	1.2' RT	523879.03	855653.09	979.36				
CR-506	109+37.1	0.0'	523881.35	855679.15	979.66				
CR-507	109+43.3	8.0' RT	523873.63	855685.68	979.60				
CR-508	109+55.4	8.0' RT	523874.16	855697.77	979.71				

STATION & OFFSET TABLE								
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION			
CR-509	109+43.3	1.0' RT	523880.62	855685.37	979.706			
CR-510	109+55.4	1.0' RT	523881.15	855697.46	979.82			
CR-511	109+12.0	8.0' RT	523872.25	855654.39	979.17			
CR-512	109+12.0	2.1' RT	523878.12	855654.13	979.32			
CR-513	109+37.1	1.0' RT	523880.35	855679.22	979.62			
CR-514	109+65.9	1.0' RT	523881.61	855707.95	979.89			
CR-515	109+65.9	8.0' RT	523874.62	855708.26	979.78			
CR-516	109+41.6	13.2' LT	523894.75	855683.10	979.41			
CR-517	109+41.8	10.2' LT	523891.76	855683.37	979.42			

CURB RAMP DETAILS SHEET **E**

S:\MAD\1000--1099\1041\007\DRAWINGS\CAD\CIVIL3D\60850207\SHEETSPLAN\021301-CR.DWG LAYOUT NAME - 021303 cr

HWY: STH 19

PROJECT NO:

FILE NAME :

6085-02-77

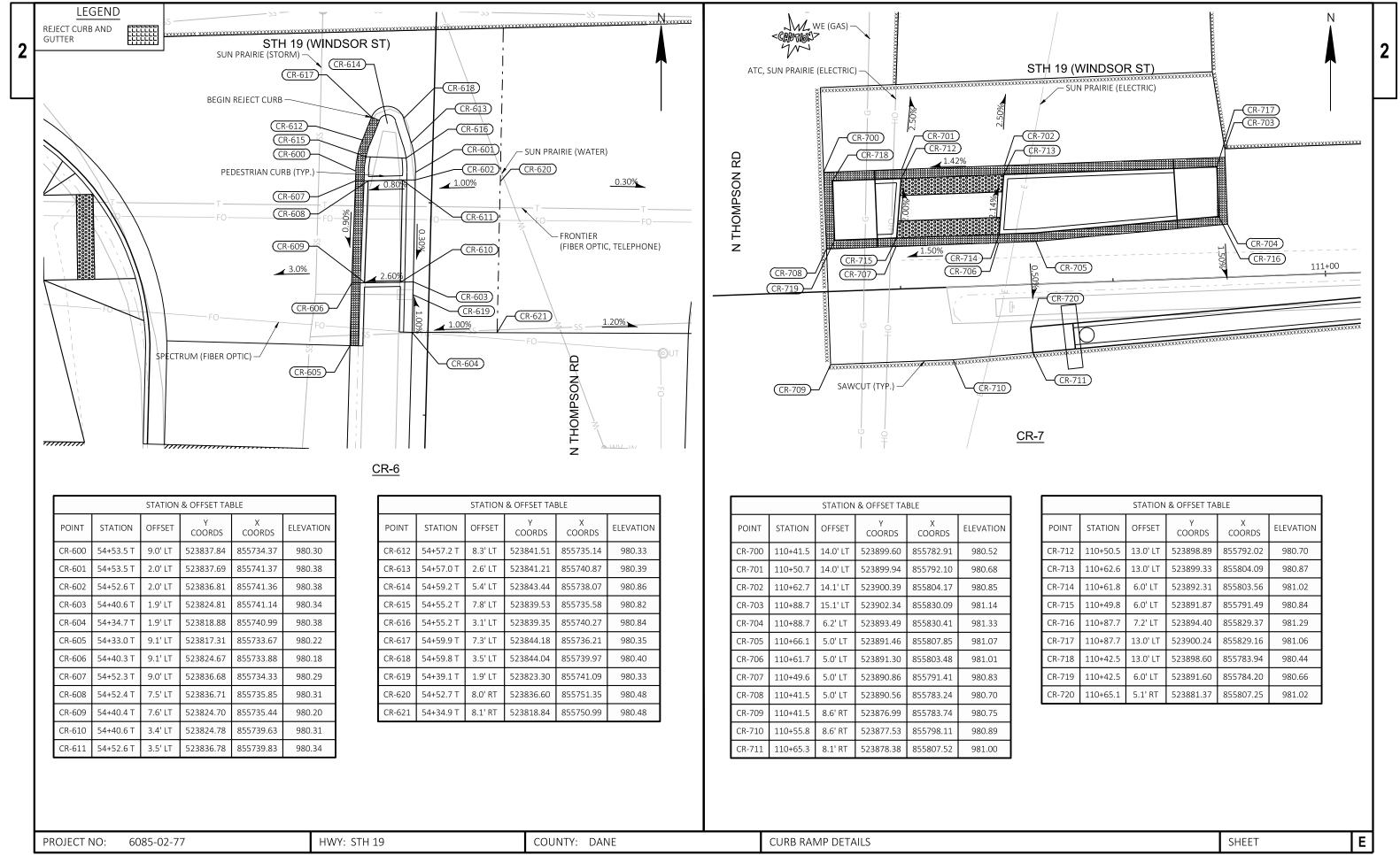
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PLOT BY: LYNCH, CHRIS

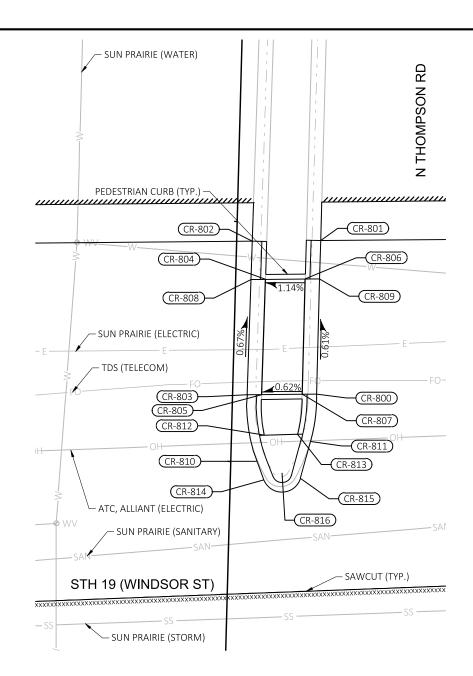
PLOT NAME :

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

WISDOT/CADDS SHEET 42



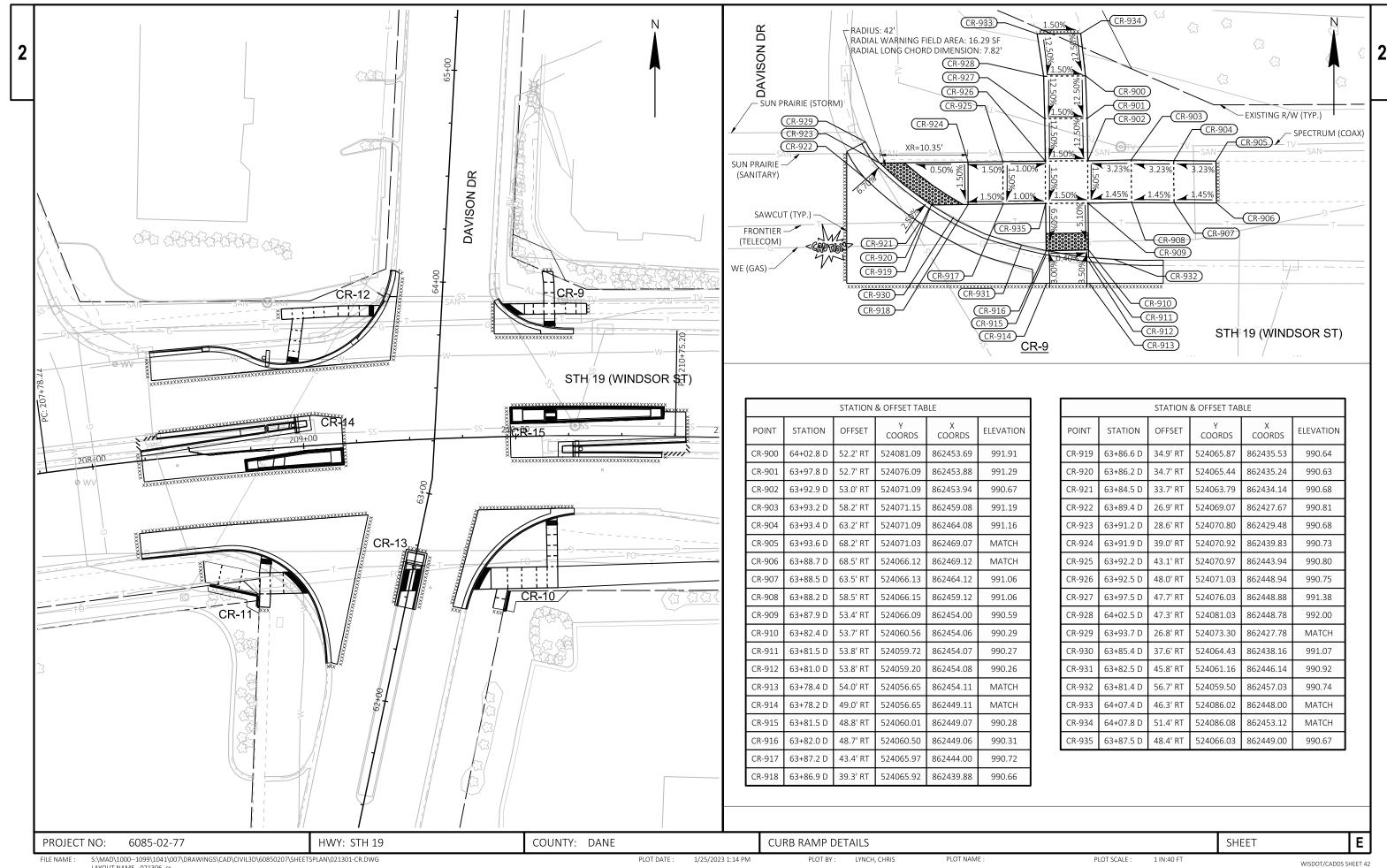
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POINT	STATION	OFFSET	OFFSET Y COORDS		ELEVATION
CR-800	55+57.2 T	8.7' RT	523941.09	855754.83	979.25
CR-801	55+73.3 T	8.7' RT	523957.10	855755.27	979.18
CR-802	55+73.0 T	1.6' RT	523957.03	855748.13	979.12
CR-803	55+57.0 T	1.5' RT	523941.03	855747.61	979.23
CR-804	55+69.1 T	3.1' RT	523953.05	855749.50	979.13
CR-805	55+57.0 T	3.0' RT	523941.04	855749.11	979.21
CR-806	55+69.2 T	7.2' RT	523953.08	855753.66	979.18
CR-807	55+57.2 T	7.2' RT	523941.08	855753.33	979.24
CR-808	55+69.0 T	1.6' RT	523953.03	855748.00	979.15
CR-809	55+69.3 T	8.7' RT	523953.10	855755.16	979.20
CR-810	55+50.1 T	2.7' RT	523934.09	855748.62	979.30
CR-811	55+52.3 T	8.2' RT	523936.16	855754.20	979.34
CR-812	55+52.8 T	3.4' RT	523936.83	855749.37	979.71
CR-813	55+53.0 T	6.9' RT	523936.93	855752.86	979.80
CR-814	55+48.2 T	3.5' RT	523932.17	855749.36	979.34
CR-815	55+48.5 T	7.3' RT	523932.35	855753.16	979.38
CR-816	55+49.0 T	5.3' RT	523932.88	855751.23	979.84

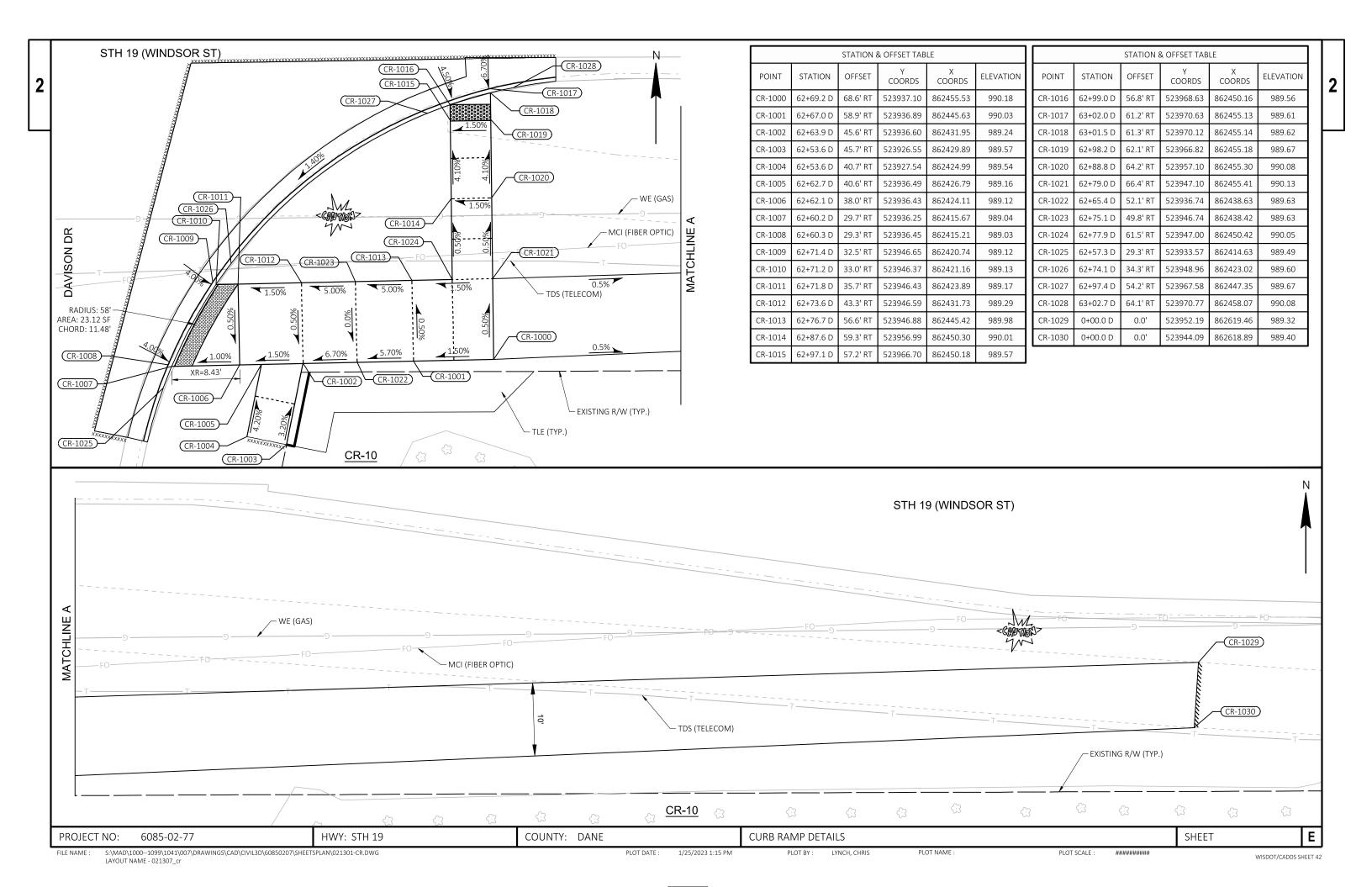


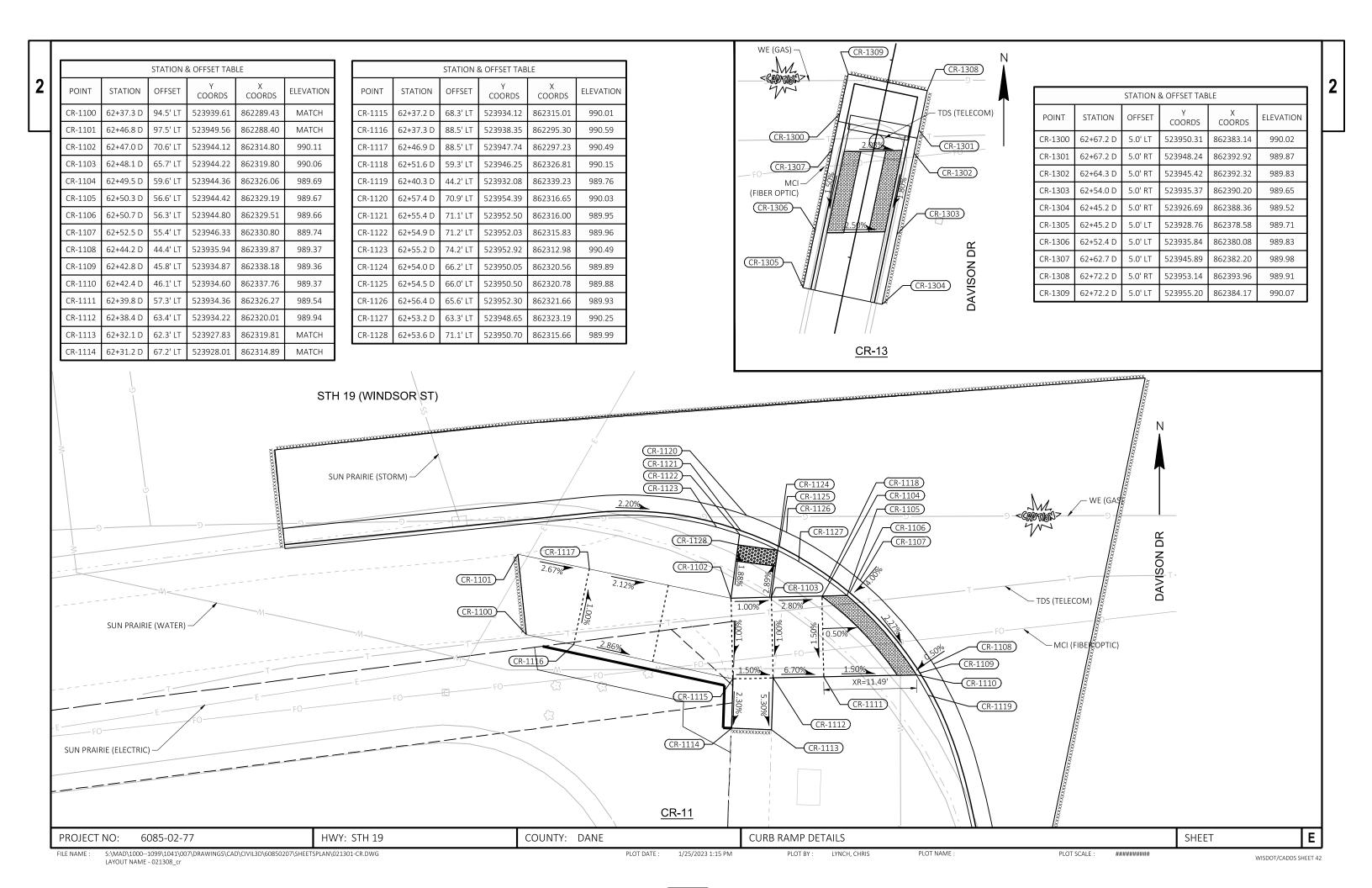
CR-8

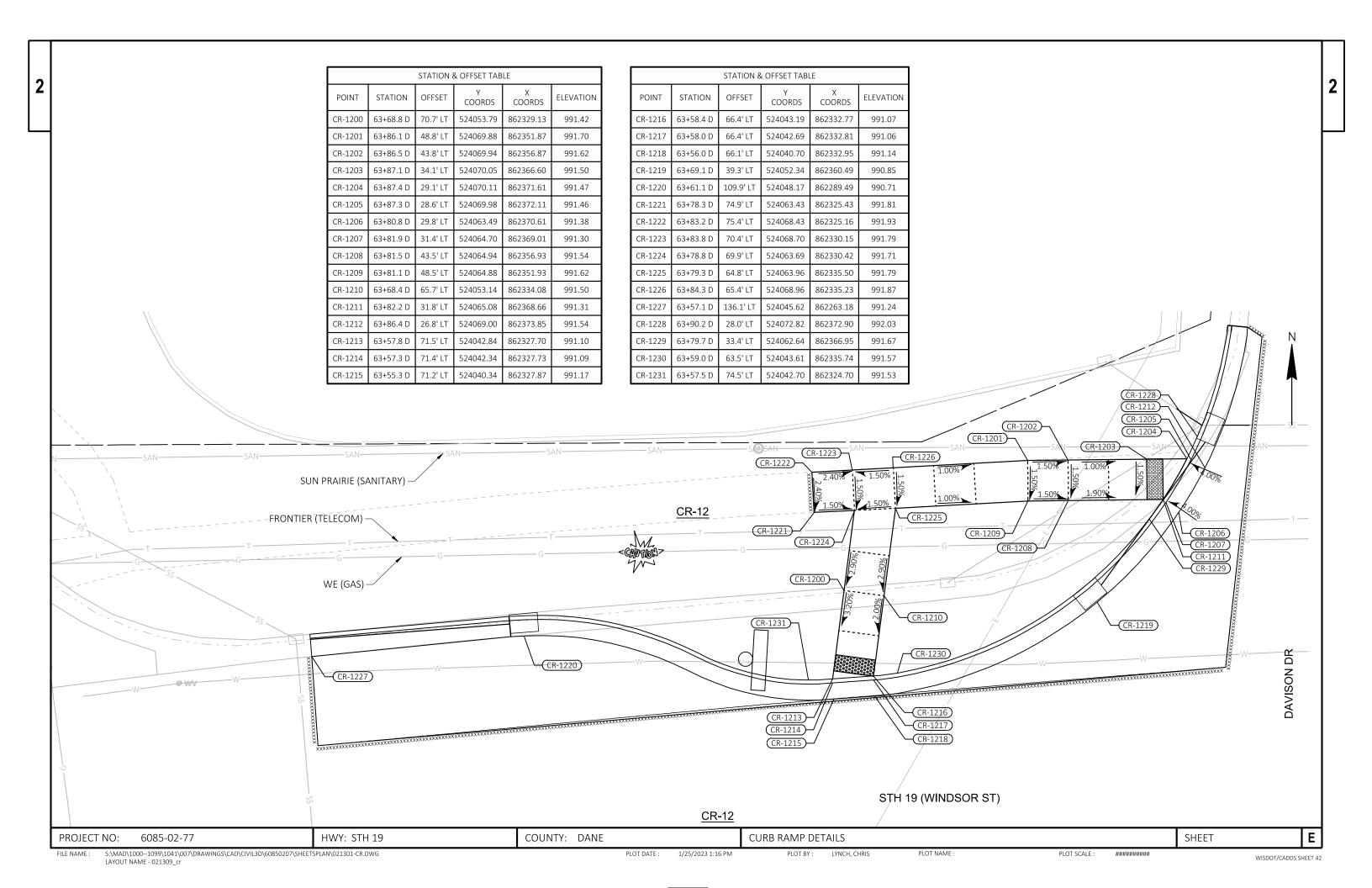
Ε COUNTY: DANE **CURB RAMP DETAILS** SHEET PROJECT NO: 6085-02-77 HWY: STH 19 FILE NAME : PLOT DATE : 1/25/2023 1:14 PM PLOT BY: LYNCH, CHRIS PLOT NAME :

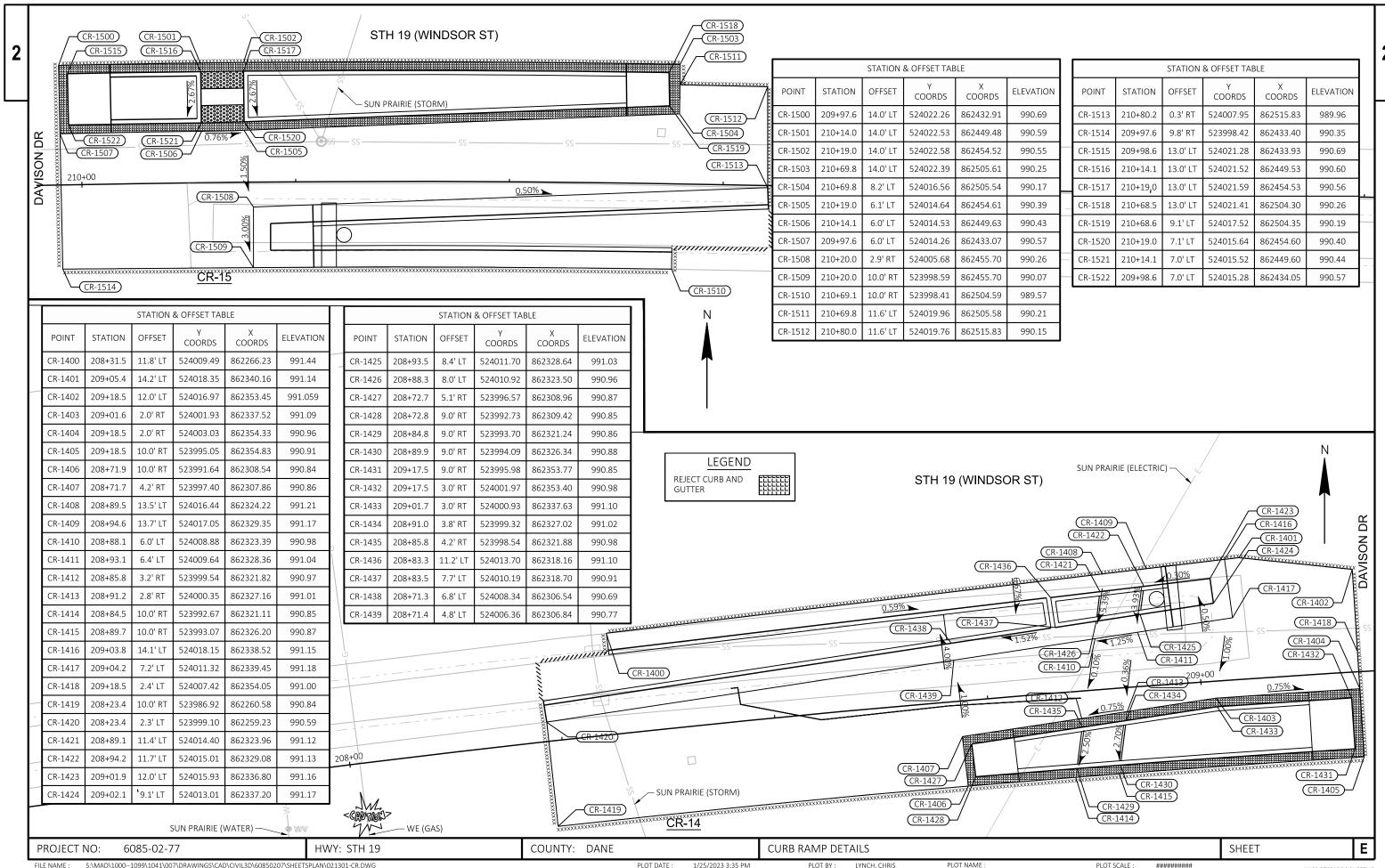
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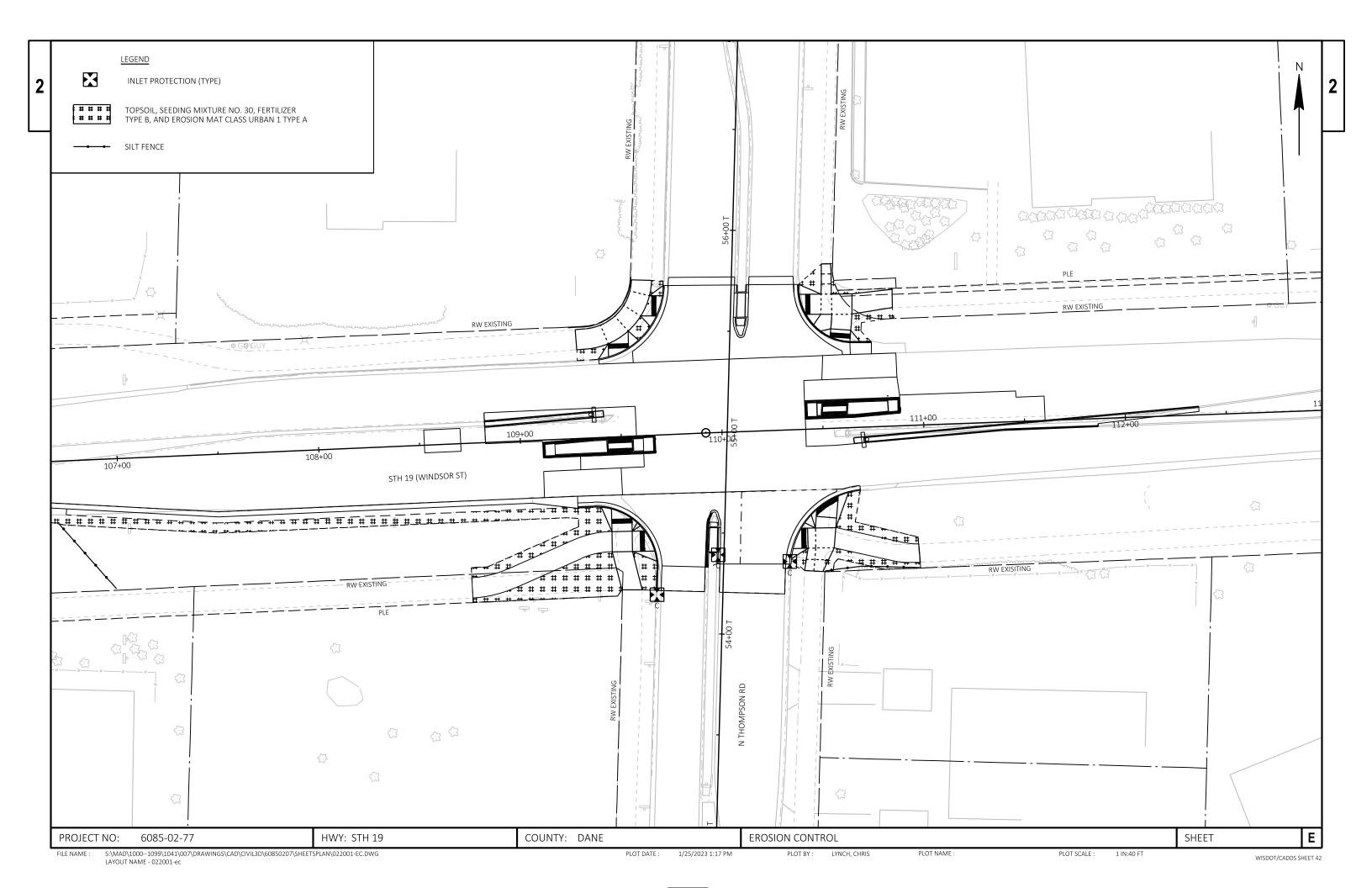


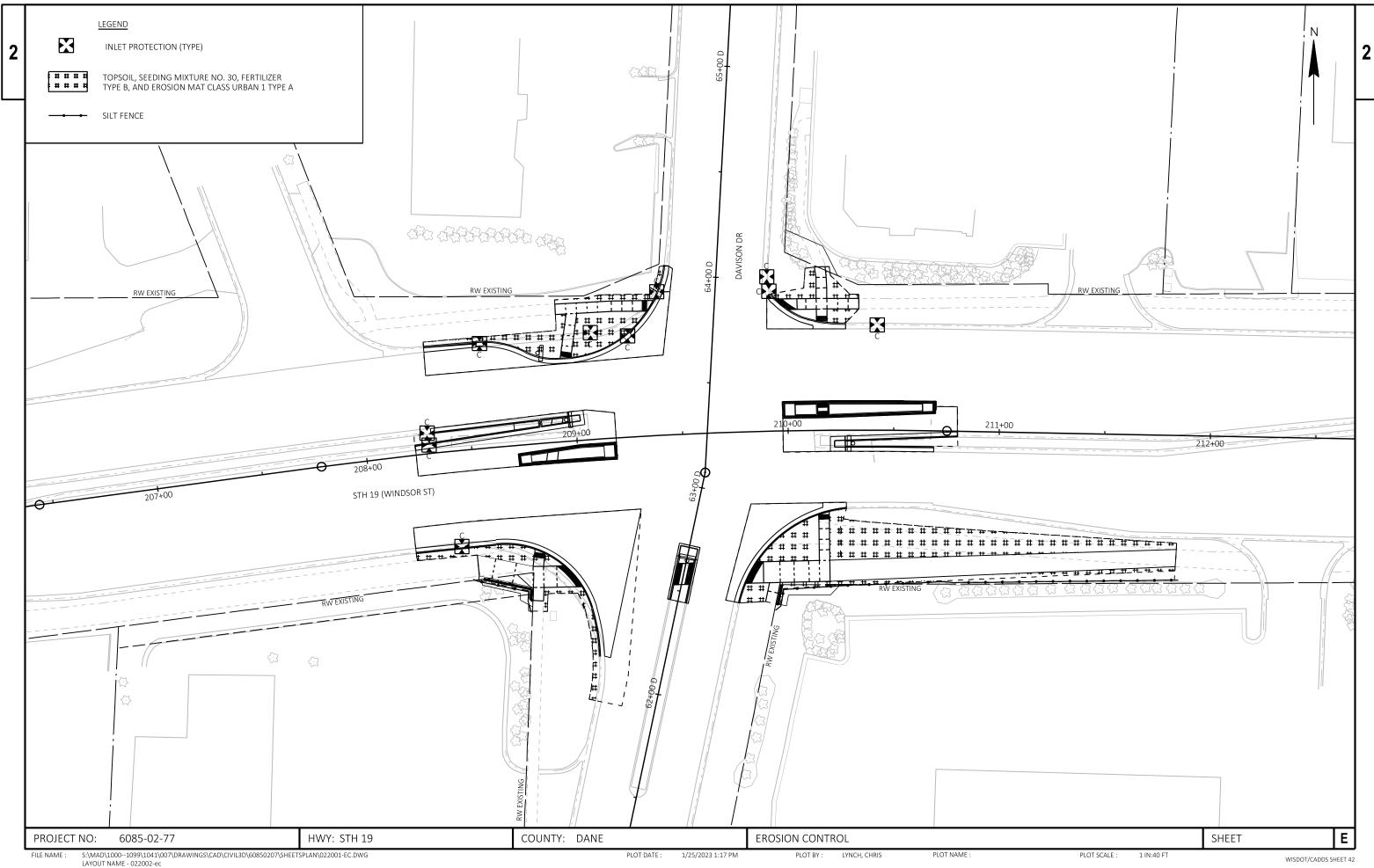


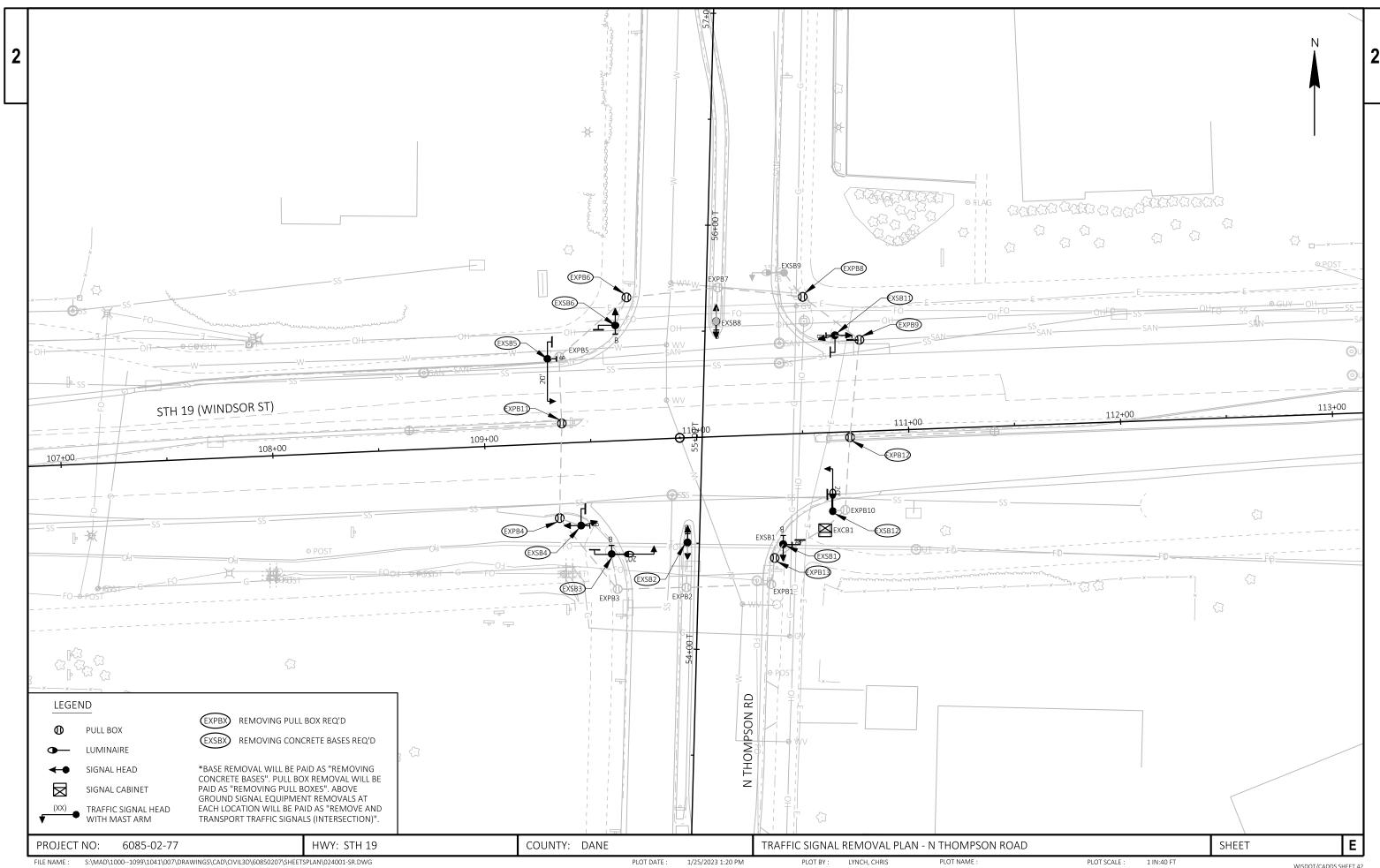


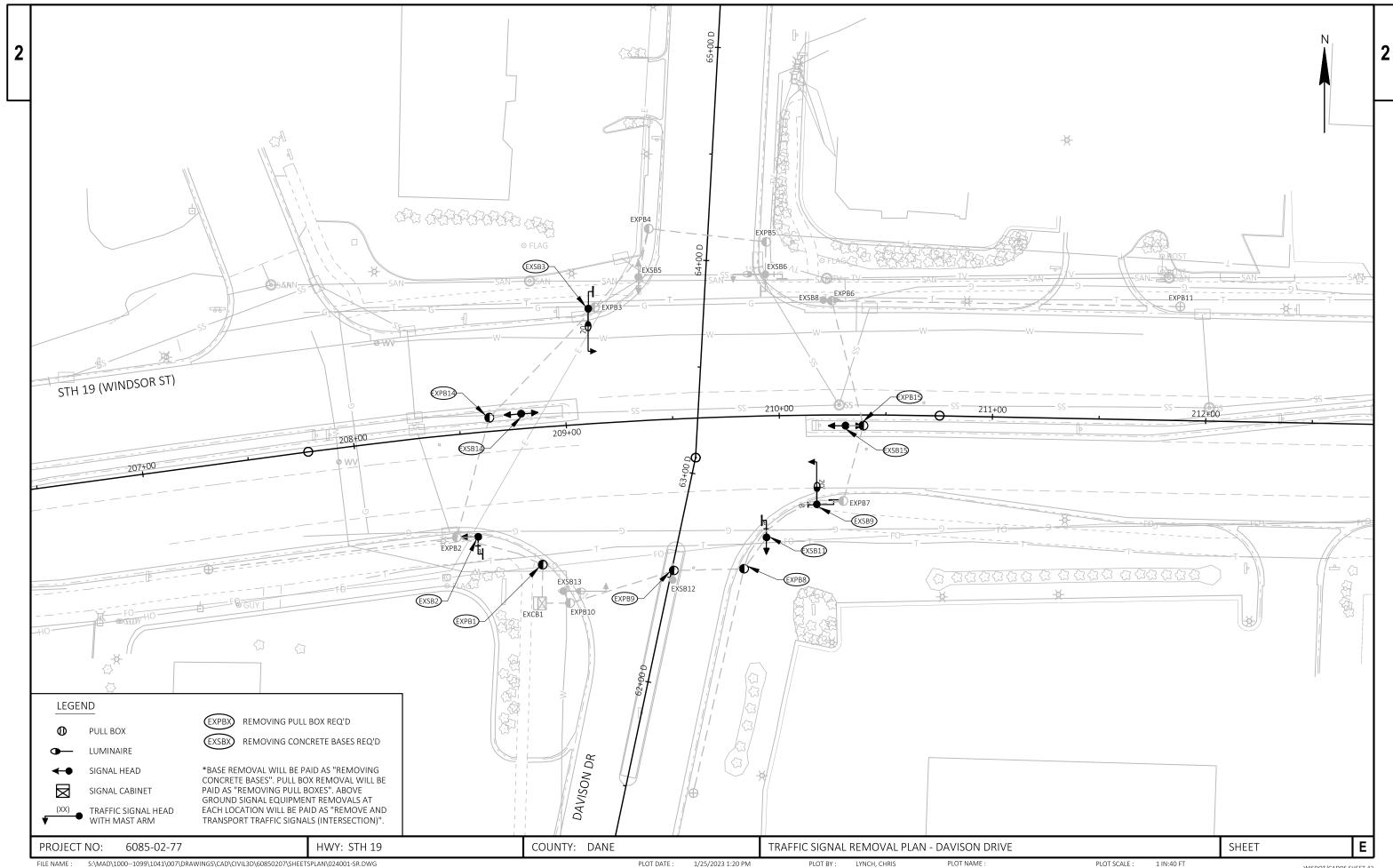


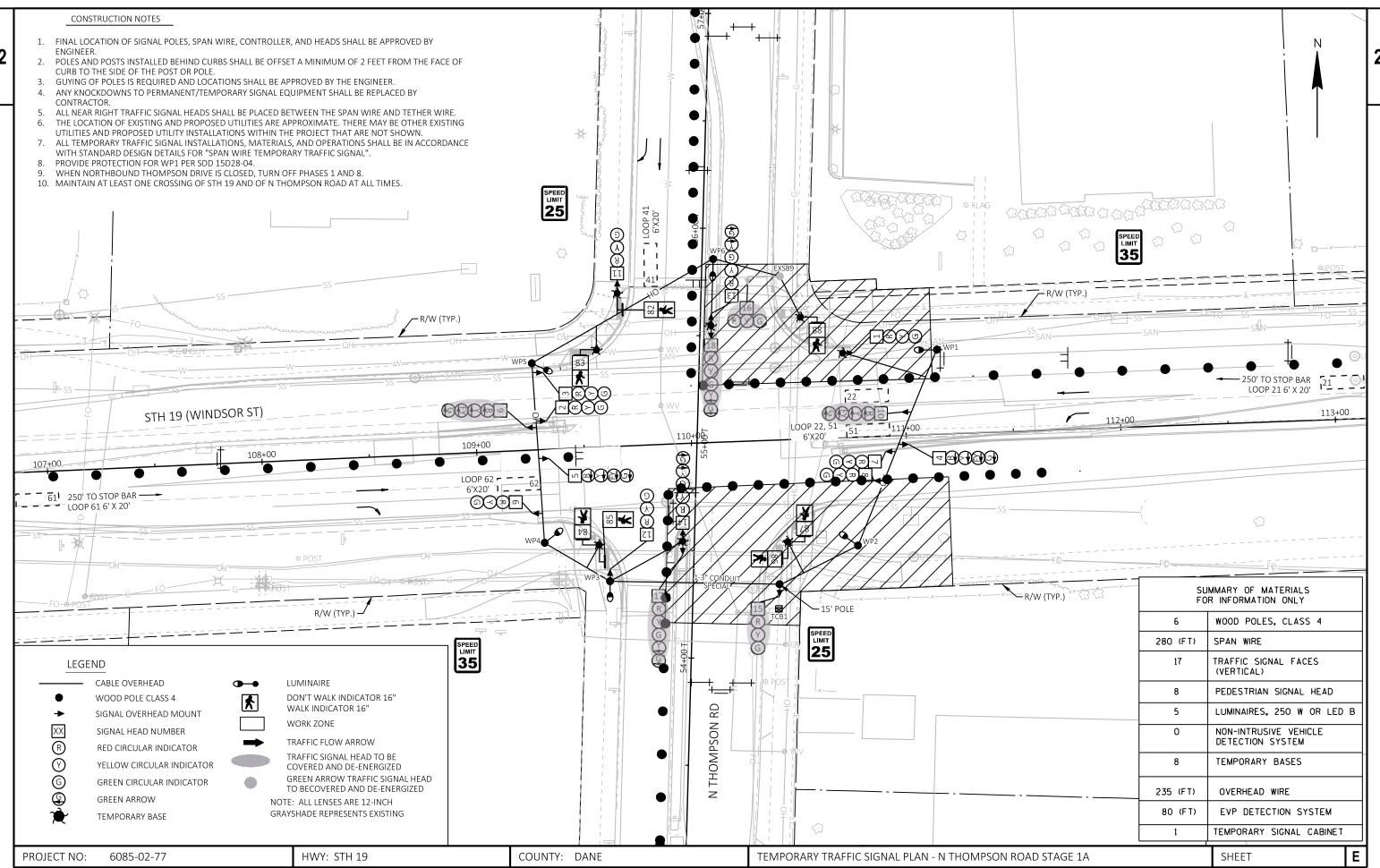


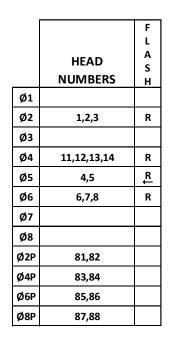




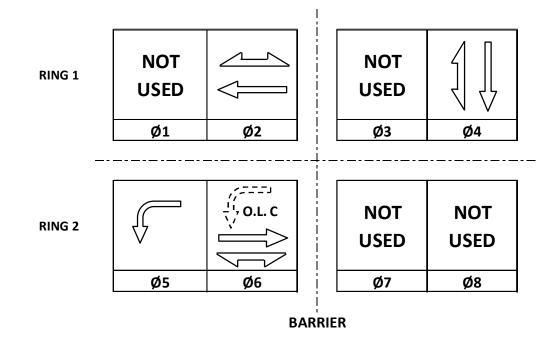








PLAN LOOP DETECTOR*(S)



CONTROLLER LOGIC

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

11

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	А	В	С	D
MOVEMENT				
PHASE				

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

DETECTOR LOGIC

13

PHASES 6+1.

Х		Х					
4	2	8	6	12	10	16	14
22	51	62					
2	5	6					
	4 22	4 2 22 51	4 2 8 22 51 62	4 2 8 6 22 51 62	4 2 8 6 12 22 51 62	4 2 8 6 12 10 22 51 62	4 2 8 6 12 10 16 22 51 62

41

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENSION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE
	· ·		· ·	· ·	· ·			<u></u>
20	18	24	22	28	26	32	30	DETECTOR INPUT

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

TYPE OF INTERCONNECT/COM	IMUNICATION
NONE	Х
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION					
NONE		Х			
TBC					
TRAFFIC RESPONSIVE					
CLOSED LOOP					
ADAPTIVE					
*LOCATION OF MASTER					
CONTROLLER NO:	S-				
SIGNAL SYSTEM NO:	SS-				

	TYPE OF LIGHTING
	Y OTHER AGENCY
Х	N TRAFFIC CABINET
	N SEPARATE DOT LIGHTING CABINET
	TODAY AND THE BOT EIGHT INTO CARDINAL

TYPE OF PRE-EMPT					
NONE					
RAILROAD					
EMERGENCY VEHICLE					
GTT					
TOMAR					
HARDWIRE					
OPTICOM					
LIFT BRIDGE					
QUEUE DETECTION					

GENERAL NOTES:

1. PHASES 1 AND 8 ARE INACTIVE DURING STAGE 1A.

Ν

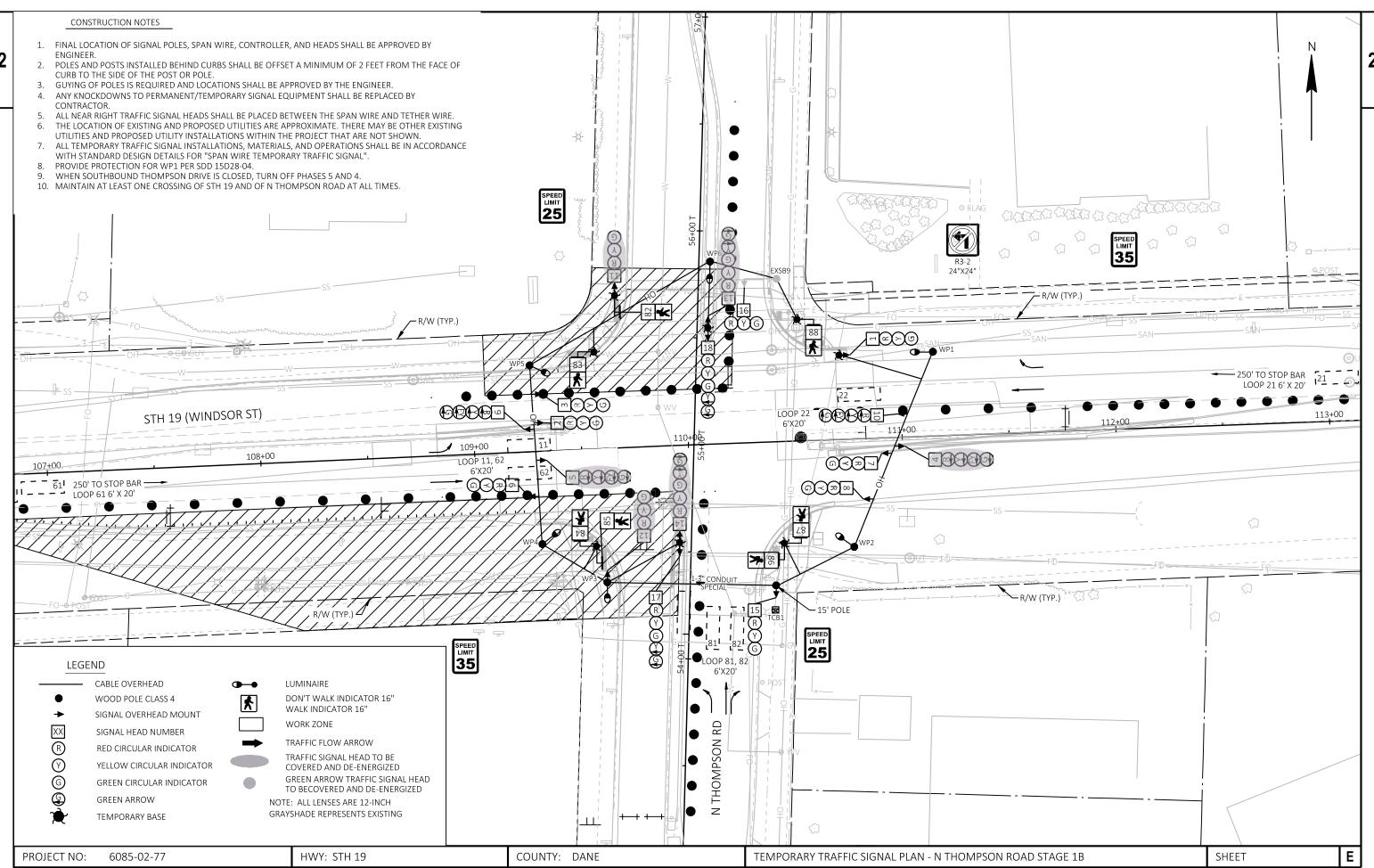
- 2. PHASES 4 AND 5 ARE INACTIVE DURING STAGE 1B.
- 3. PHASES 1 AND 5 ARE INACTIVE DURING STAGE 2.
- 4. PHASES 3 AND 7 ARE INACTIVE DURING STAGE 1 AND STAGE 2.

STH 19 and N THOMPSON ROAD CITY OF SUN PRAIRIE DANE COUNTY SIGNAL NO: **CABINET TYPE: TS2** CONTROLLER TYPE: TEMP DATE: 11/1/2022

Ε

ROJECT NO: 6085-02-07 HWY: STH 19 COUNTY: DANE TEMPORARY	PORARY SEQUENCE OF OPERATIONS – N THOMPSON ROAD (STAGE 1A)	SHEET:
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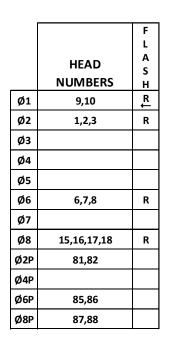
PLOT DATE : _____ PLOT BY: PLOT SCALE: 1" = 1" WISDOT/CADDS SHEET 42



PLOT BY:

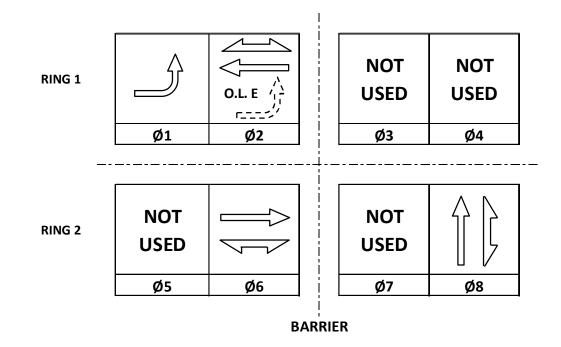
PLOT NAME

PLOT SCALE:



CALLED PHASE

PLAN LOOP DETECTOR*(S)



CONTROLLER LOGIC

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

11

15

13

EMERGENCY VEHICLE PREEMPTION SEQUENCE						
RGENCY VEHICLE PREEMPTOR	Α	В	С	D		

EMERGENCY VEHICLE PREEMPTOR	Α	В	С	D
MOVEMENT				
PHASE		-		

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

DETECTOR LOGIC

PHASES 6+1.

CALL OPTION	•							
DELAY TIME								
EXTENSION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								
_								
DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	21	61	81					
CALLED PHASE	2	6	8					
CALL OPTION								
DELAY TIME								
EXTENSION OPTION	Х	Х						
EXTEND TIME	•							
USE ADDED INITIAL	•							
CROSS SWITCH PHASE	·							

7

62

22

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82

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENSION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE
								_
20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)

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

TYPE OF INTERCONNECT/COMMUNIC	ATION
NONE	Х
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION					
NONE		Х			
TBC					
TRAFFIC RESPONSIVE					
CLOSED LOOP					
ADAPTIVE					
*LOCATION OF MASTER					
CONTROLLER NO:	S-				
SIGNAL SYSTEM NO:	SS-				

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

TYPE OF PRE-EMPT					
NONE					
RAILROAD					
EMERGENCY VEHICLE					
GTT					
TOMAR					
HARDWIRE					
OPTICOM					
LIFT BRIDGE					
QUEUE DETECTION					

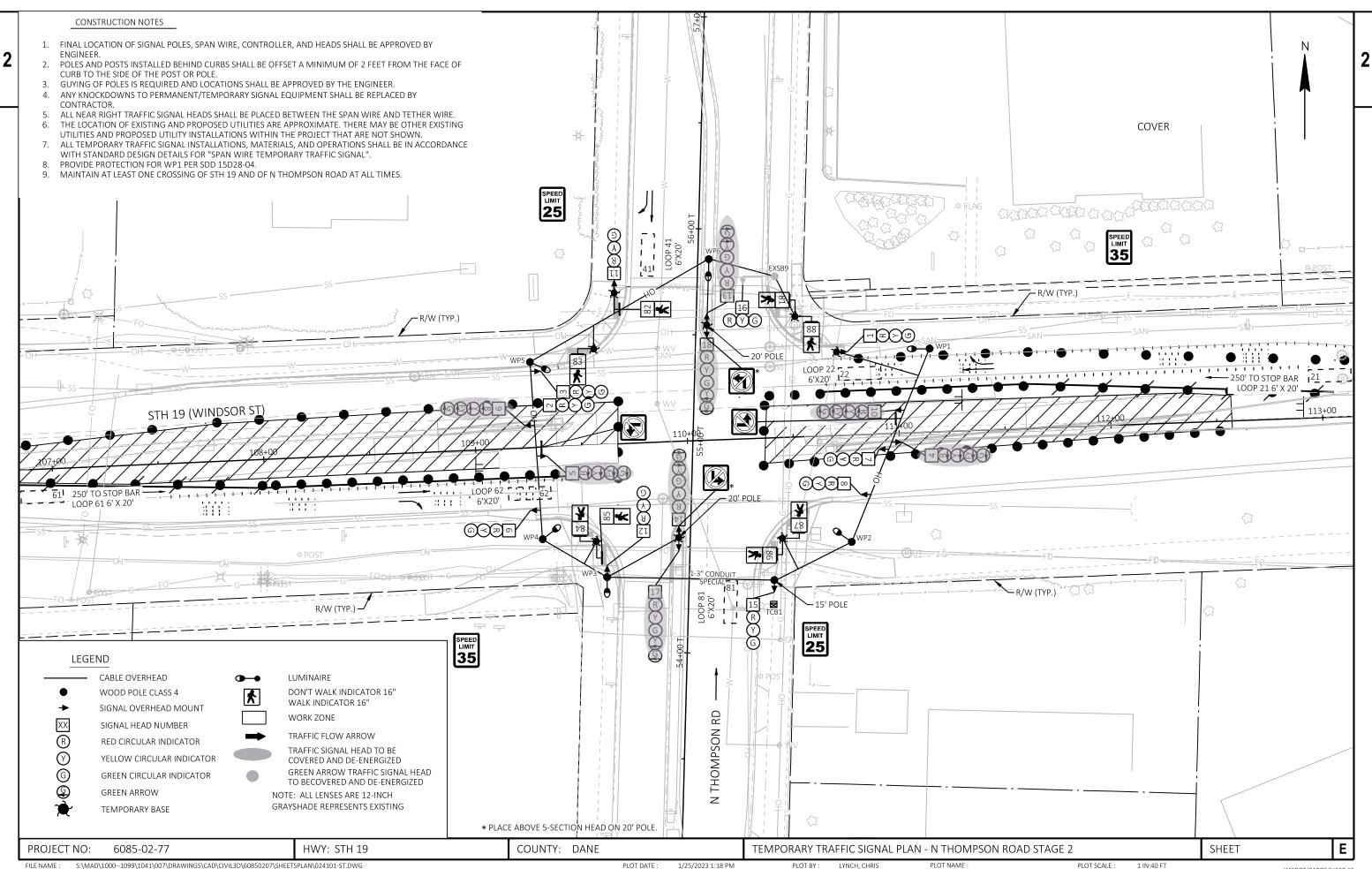
GENERAL NOTES:

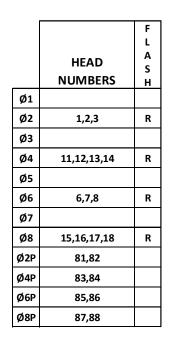
- 1. PHASES 1 AND 8 ARE INACTIVE DURING STAGE 1A.
- 2. PHASES 4 AND 5 ARE INACTIVE DURING STAGE 1B.
- 3. PHASES 1 AND 5 ARE INACTIVE DURING STAGE 2.
- 4. PHASES 3 AND 7 ARE INACTIVE DURING STAGE 1 AND STAGE 2.

STH 19 and N THOMPSON ROAD CITY OF SUN PRAIRIE DANE COUNTY CABINET TYPE: TS2 SIGNAL NO: CONTROLLER TYPE: TEMP DATE: 11/1/2022

DJECT NO: 6085-02-07	HWY: STH 19	COUNTY: DANE	TEMPORARY SEQUENCE OF O	PERATIONS – N THOMPSON	ROAD (STAGE 1B)	SHEET:	
NAME :		PLOT DATE :	PLOT BY :	PLOT NAME :	PLOT SCALE : 1" = 1"	WISDOT/CADDS S	HEE.

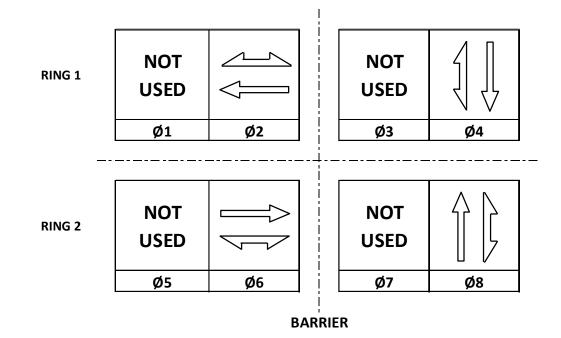
Ν





CALLED PHASE

PLAN LOOP DETECTOR*(S)



CONTROLLER LOGIC

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

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13

EMERGENCY VEHICLE PREEMPTIO	N SECHIENCE

EMERGENCY VEHICLE PREEMPTOR	А	В	С	D
MOVEMENT				
PHASE				

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

DETECTOR LOGIC

PHASES 6+1.

CALL OPTION								
DELAY TIME								
EXTENSION OPTION	Х							
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								
_								
DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	22	61	81					
CALLED PHASE	2	6	8					
CALL OPTION								
DELAY TIME								
EXTENSION OPTION		Х						
EXTEND TIME								
USE ADDED INITIAL	•							
CROSS SWITCH PHASE								

62

41

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENSION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE
20	18	24	22	28	26	32	30	DETECTOR INPUT

OR INPUT
OP DETECTOR*(S)
PHASE
TION
IME
ON OPTION
TIME
DED INITIAL
WITCH PHASE

TYPE OF INTERCONNECT/COMMUNIC	ATION
NONE	Х
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION					
NONE		Х			
TBC					
TRAFFIC RESPONSIVE					
CLOSED LOOP					
ADAPTIVE					
*LOCATION OF MASTER					
CONTROLLER NO:	S-				
SIGNAL SYSTEM NO:	SS-				

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

TYPE OF PRE-EMPT				
NONE				
RAILROAD				
EMERGENCY VEHICLE				
GTT				
TOMAR				
HARDWIRE				
OPTICOM				
LIFT BRIDGE				
QUEUE DETECTION				

GENERAL NOTES:

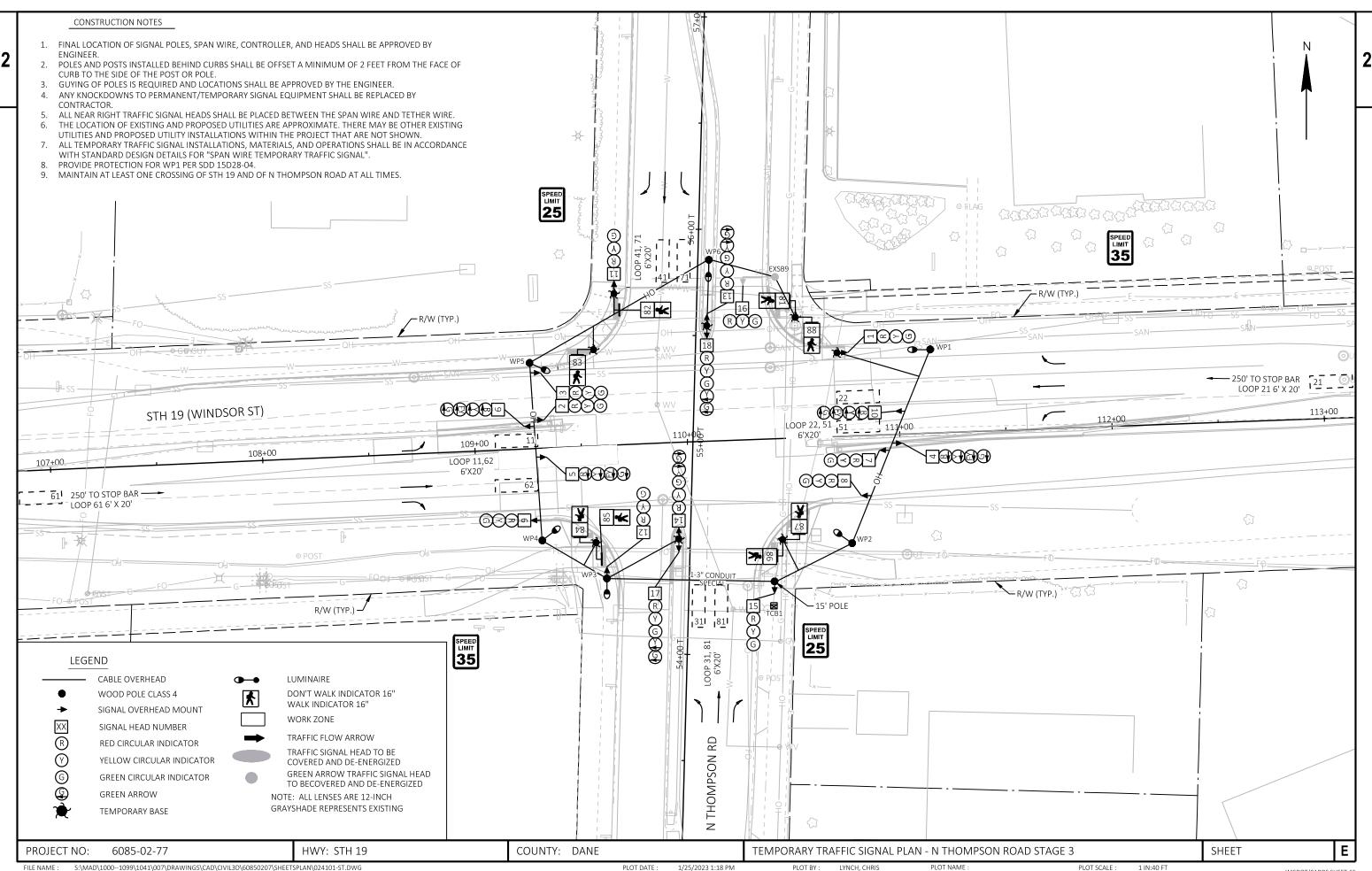
1. PHASES 1 AND 8 ARE INACTIVE DURING STAGE 1A.

Ν

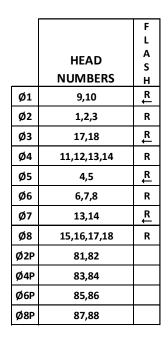
- 2. PHASES 4 AND 5 ARE INACTIVE DURING STAGE 1B.
- 3. PHASES 1 AND 5 ARE INACTIVE DURING STAGE 2.
- 4. PHASES 3 AND 7 ARE INACTIVE DURING STAGE 1 AND STAGE 2.

STH 19 and N THOMPSON ROAD CITY OF SUN PRAIRIE DANE COUNTY SIGNAL NO: **CABINET TYPE: TS2** CONTROLLER TYPE: TEMP DATE: 11/1/2022

TEMPORARY SEQUENCE OF OPERATIONS – N THOMPSON ROAD (STAGE 2) Ε PROJECT NO: 6085-02-07 HWY: STH 19 COUNTY: DANE SHEET: PLOT DATE : PLOT BY: PLOT SCALE: 1" = 1" WISDOT/CADDS SHEET 42

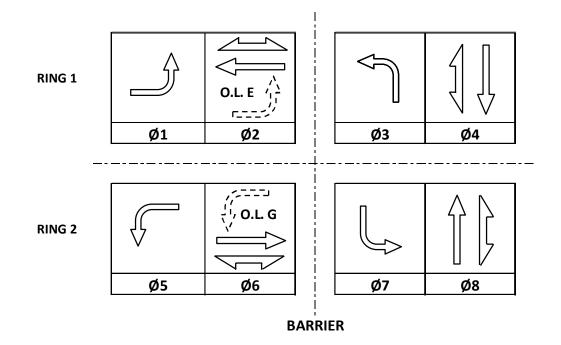






CALLED PHASE

PLAN LOOP DETECTOR*(S)



CONTROLLER LOGIC

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

11

71

9

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13

5

61

EMERGENCY VEHICLE PREEMPTION SEQUENCE								
EMERGENCY VEHICLE PREEMPTOR	Α	В	C	D				
MOVEMENT								

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

PHASE

PHASES 6+1.

DETECTOR LOGIC

CALL OPTION									
DELAY TIME									
EXTENSION OPTION									ĺ
EXTEND TIME				Х					İ
USE ADDED INITIAL									ĺ
CROSS SWITCH PHASE									ĺ
_									
DETECTOR INPUT	4	2	8	6	12	10	16	14	ĺ
PLAN LOOP DETECTOR*(S)	21	31	51	62	81				ĺ
CALLED PHASE	2	3	5	6	8				İ
CALL OPTION									ĺ
DELAY TIME									ĺ
EXTENSION OPTION	Х								ĺ
EXTEND TIME									ĺ
USE ADDED INITIAL									ĺ
CROSS SWITCH PHASE									

41

22

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENSION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE
			•		•			_
20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENSION OPTION
								EXTEND TIME

USE ADDED INITIAL

CROSS SWITCH PHASE

TYPE OF INTERCONNECT/COMMUNIC	ATION
NONE	Х
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION				
NONE		Х		
TBC				
TRAFFIC RESPONSIVE				
CLOSED LOOP				
ADAPTIVE				
*LOCATION OF MASTER				
CONTROLLER NO:	S-			
SIGNAL SYSTEM NO:	SS-			

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

TYPE OF PRE-EMPT				
NONE				
RAILROAD				
EMERGENCY VEHICLE				
GTT				
TOMAR				
HARDWIRE				
OPTICOM				
LIFT BRIDGE				
QUEUE DETECTION				

GENERAL NOTES:

1. PHASES 1 AND 8 ARE INACTIVE DURING STAGE 1A.

Ν

- 2. PHASES 4 AND 5 ARE INACTIVE DURING STAGE 1B.
- 3. PHASES 1 AND 5 ARE INACTIVE DURING STAGE 2.
- 4. PHASES 3 AND 7 ARE INACTIVE DURING STAGE 1 AND STAGE 2.

STH 19 and N THOMPSON ROAD

CITY OF SUN PRAIRIE

DANE COUNTY

SIGNAL NO:

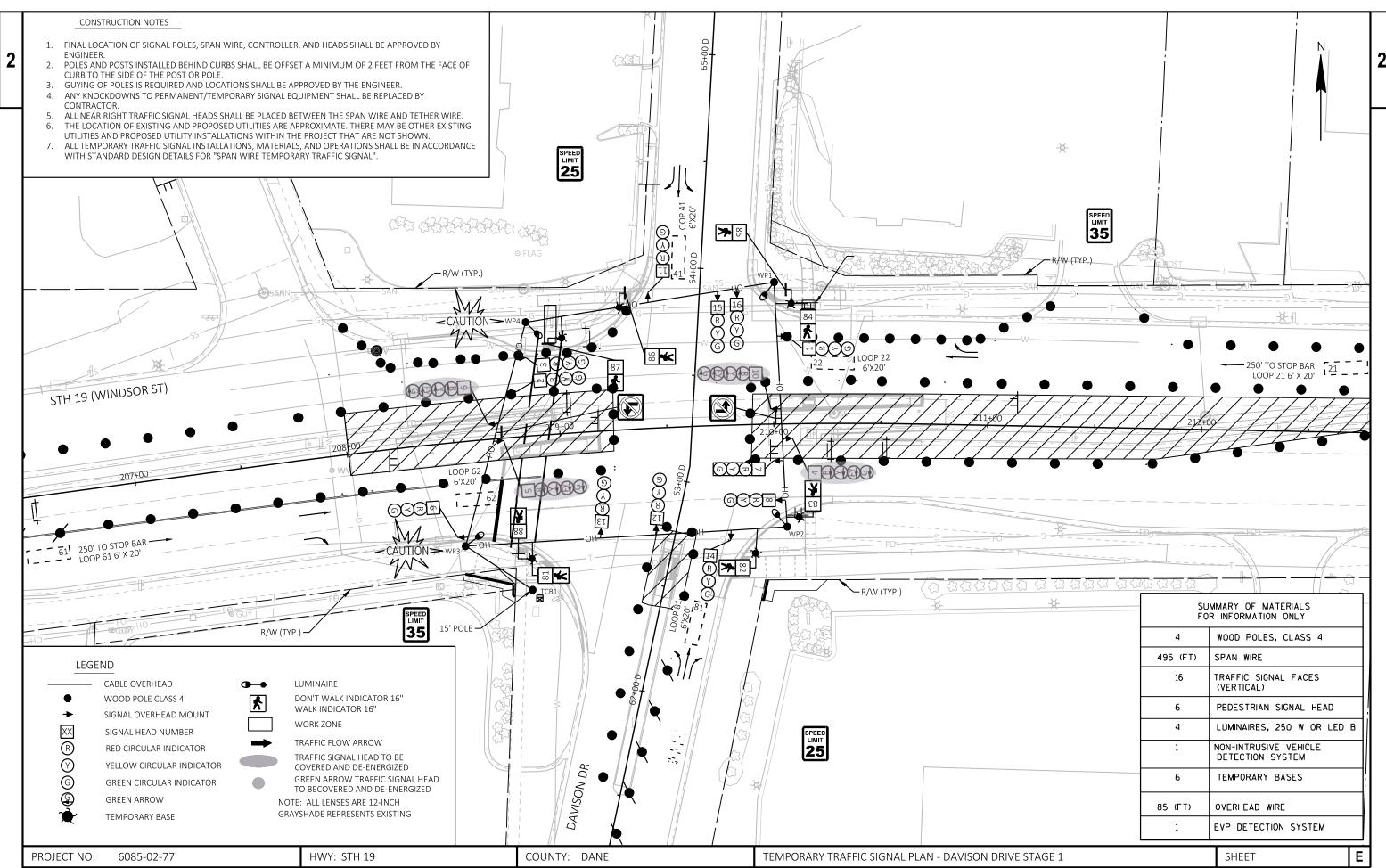
CABINET TYPE: TS2

CONTROLLER TYPE: TEMP

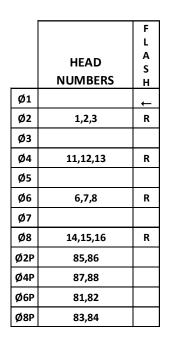
DATE: 11/1/2022

PROJECT NO: 6085-02-07 HWY: STH 19 COUNTY: DANE TEMPORARY SEQUENCE OF OPERATIONS — N THOMPSON ROAD (STAGE 3) SHEET: E

FILE NAME: ______ PLOT BATE: _____ PLOT BATE: _____ PLOT BATE: _____ PLOT DATE: ______ _ _ PLOT DATE: ________ PLOT DATE: ________ PLOT DATE: _________ PLOT DATE: __________ PLOT DATE: ___________________



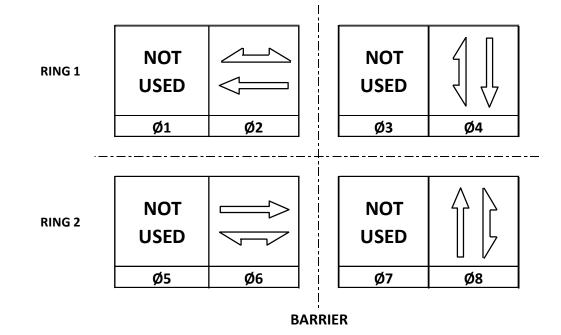
FILE NAME :



DETECTOR INPUT 3

CALLED PHASE 2

PLAN LOOP DETECTOR*(S) 21



CONTROLLER LOGIC

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

11

15

13

EMERGENCY VEHICLE PREEMPTION SEQUENCE								
EMERGENCY VEHICLE PREEMPTOR	Α	В	С	D				
MOVEMENT								
PHASE								

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

AFTER PREEMPTION SEQUENCE B, CONTROLLER SHALL RETURN TO PHASES 6+1.

DETECTOR LOGIC

CALL OPTION								
DELAY TIME								
EXTENSION OPTION	Х							
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								
DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	22	61	81					
PHASE CALLED	2	6	8					
CALL OPTION								
DELAY TIME								
EXTENSION OPTION		Х						
EXTEND TIME	•							
USE ADDED INITIAL	•							
CROSS SWITCH PHASE								

7

62

41

5

10	17	22	24	27	25	24	20	DETECTOR INDUT
19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENSION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE
								_
20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								PHASE CALLED
								CALL OPTION
								DELAY TIME
								EXTENSION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

PLOT BY:

TYPE OF INTERCONNECT/COM	MUNICATION
NONE	Х
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION					
NONE	Х				
ТВС					
TRAFFIC RESPONSIVE					
CLOSED LOOP					
ADAPTIVE					
*LOCATION OF MASTER					
CONTROLLER NO: S-					
SIGNAL SYSTEM NO: SS-					

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

TYPE OF PRE-EMPT					
NONE	Х				
RAILROAD					
EMERGENCY VEHICLE					
GTT					
TOMAR					
HARDWIRE					
OPTICOM					
LIFT BRIDGE					
QUEUE DETECTION					

GENERAL NOTES:

1. PHASE 1 AND 5 ARE INACTIVE DURING STAGE 1

PLOT SCALE: 1" = 1"

- 2. DURING STAGE 2 THE RIGHT-TURN ADJACENT TO THE WORK ZONE SHALL BE RESTRICTED.
- 3.

Ν

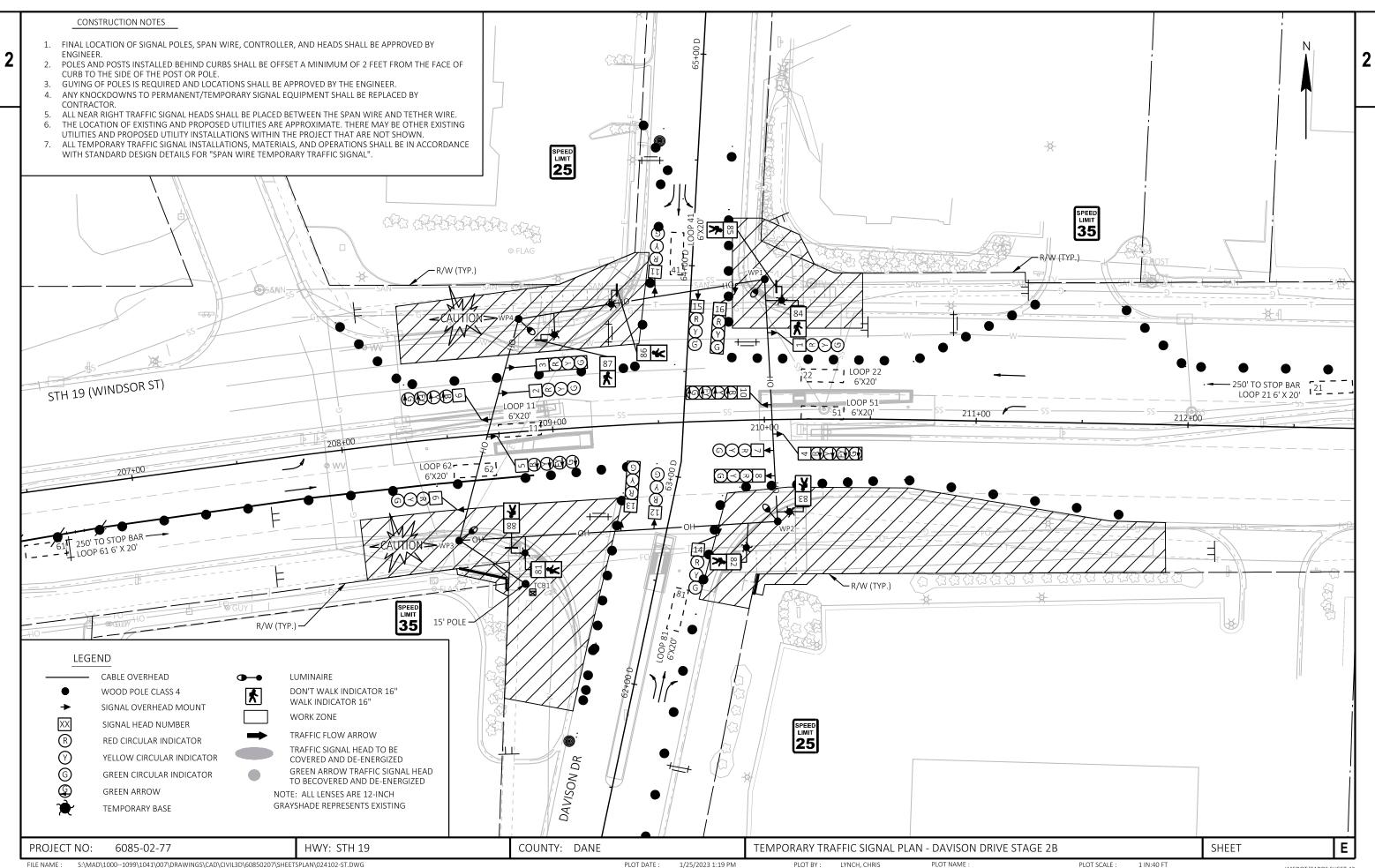
4.

ST	H 19 AND DAVISON DRIVE
	CITY OF SUN PRAIRIE
	DANE COUNTY
SIGNAL NO:	CABINET TYPE: TS2
	CONTROLLER TYPE: TEMP
DATE: 11/1/2022	

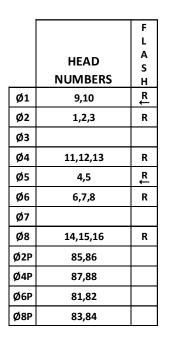
WISDOT/CADDS SHEET 42

OJECT NO: 6085-02-07 HWY: STH 19	COUNTY: DANE	TEMPORARY SEQUENCE OF OPERATIONS – DAVISON DRIVE (STAGE 1)	SHEET:	F
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PLOT DATE : _____



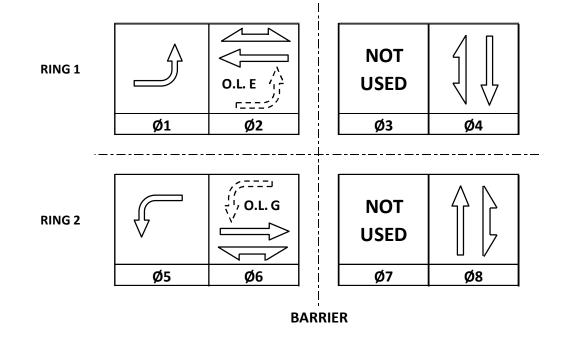
1 IN:40 FT



DETECTOR INPUT 3

CALLED PHASE 1

PLAN LOOP DETECTOR*(S) 11



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE							
EMERGENCY VEHICLE PREEMPTOR	Α	В	С	D			
MOVEMENT							
PHASE							

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

AFTER PREEMPTION SEQUENCE B, CONTROLLER SHALL RETURN TO PHASES 6+1.

DETECTOR LOGIC

13

15

CALL OPTION								
DELAY TIME								
EXTENSION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								
								-
DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	21	41	61	81				
PHASE CALLED	2	4	6	8				
CALL OPTION								
DELAY TIME								
EXTENSION OPTION	Х		Х					
EXTEND TIME								
USE ADDED INITIAL	•							
CROSS SWITCH PHASE								

7

51

22

5

62

11

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENSION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE
20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								PHASE CALLED
								CALL OPTION
								DELAY TIME
								EXTENSION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

TYPE OF INTERCONNECT/COMI	MUNICATION
NONE	х
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	ON	
NONE		Х
ТВС		
TRAFFIC RESPONSIVE		
CLOSED LOOP		
ADAPTIVE		
*LOCATION OF MASTER		•
CONTROLLER NO:	S-	
SIGNAL SYSTEM NO:	SS-	

TYPE OF LIGHTING BY OTHER AGENCY	
BY OTHER AGENCY	
5. 5E. (
IN TRAFFIC CABINET	Х
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	Х
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
ОРТІСОМ	
LIFT BRIDGE	
QUEUE DETECTION	

GENERAL NOTES:

- 1. PHASE 1 AND 5 ARE INACTIVE DURING STAGE 1
- 2. DURING STAGE 2 THE RIGHT-TURN ADJACENT TO THE WORK ZONE SHALL BE RESTRICTED.

3.

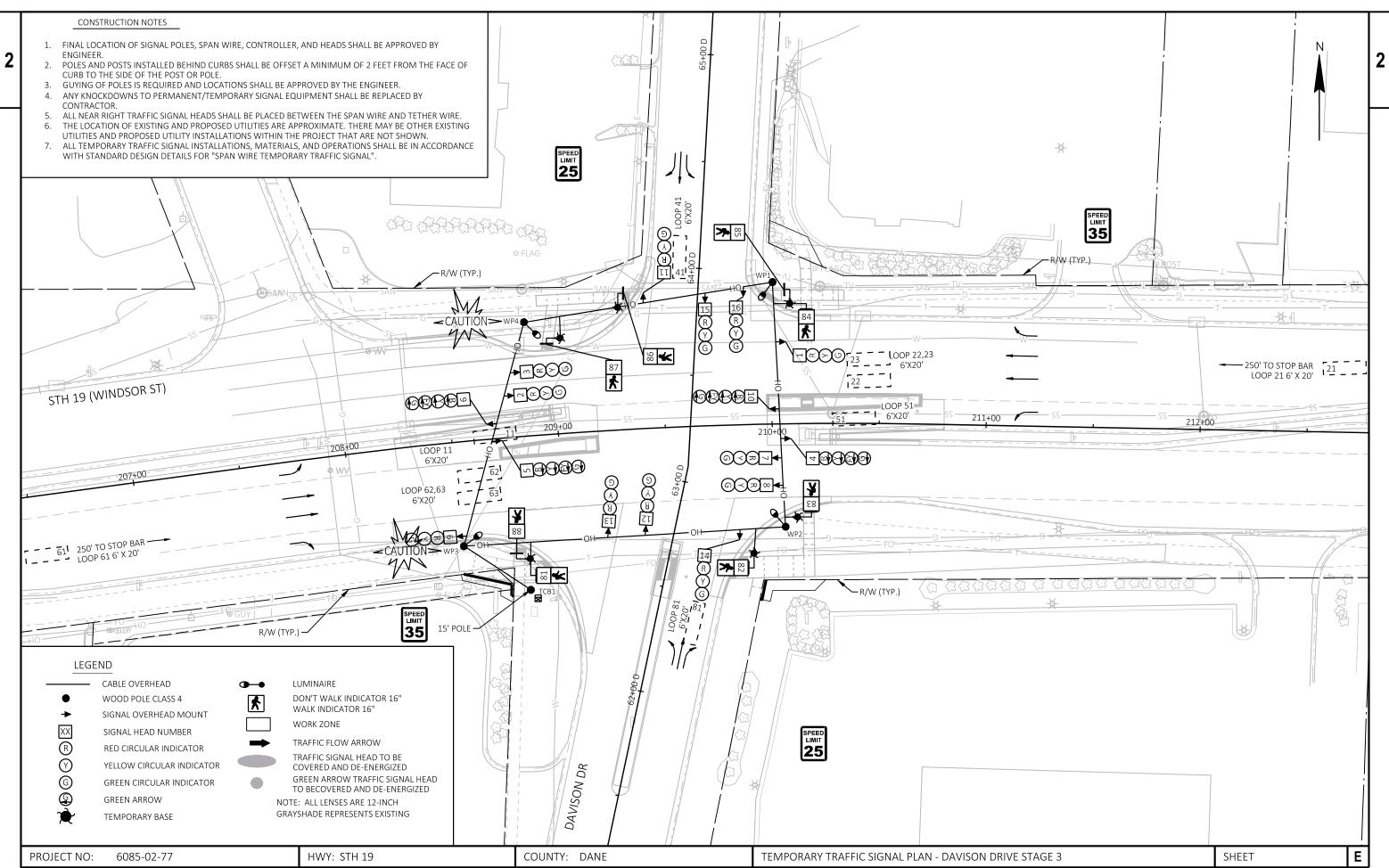
Ν

4.

ST	H 19 AND DAVISON DRIVE
	CITY OF SUN PRAIRIE
	DANE COUNTY
SIGNAL NO:	CABINET TYPE: TS2
	CONTROLLER TYPE: TEMP
DATE: 11/1/2022	

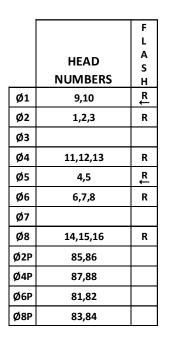
PROJECT NO: 6085-02-07 HWY: STH 19 COUNTY: DANE TEMPORARY SEQUENCE OF OPERATIONS – DAVISON DRIVE (STAGE 2B) SHEET:

FILE NAME : ______ PLOT BY : _____ PLOT BY : _____ PLOT NAME : PLOT SCALE : 1" = 1" WISDOT/CADDS SHEET 42



FILE NAME :

PLOT BY:

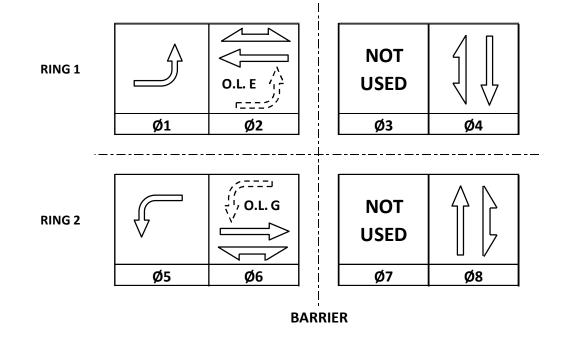


DETECTOR INPUT 3

CALLED PHASE

PLAN LOOP DETECTOR*(S) 11

FILE NAME :



CONTROLLER LOGIC

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

15

13

EMERGENC	Y VEHICLE PR	REEMPTION	SEQUENCE	
EMERGENCY VEHICLE PREEMPTOR	Α	В	С	D
MOVEMENT				
PHASE				

AFTER PREEMPTION SEQUENCE A, CONTROLLER SHALL RETURN TO

AFTER PREEMPTION SEQUENCE B, CONTROLLER SHALL RETURN TO PHASES 6+1.

DETECTOR LOGIC

CALL OPTION								
DELAY TIME								
EXTENSION OPTION				Х				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								
_								
DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	21	23	51	62	81			
PHASE CALLED	2	3	5	6	8			
CALL OPTION								
DELAY TIME								
EXTENSION OPTION	X							
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

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41

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6

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENSION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE
			•	•	•	•		_
20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								PHASE CALLED
								CALL OPTION
								DELAY TIME
								EXTENSION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

PLOT BY:

TYPE OF INTERCONNECT/COM	MUNICATION
NONE	Х
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION				
NONE	х			
твс				
TRAFFIC RESPONSIVE				
CLOSED LOOP				
ADAPTIVE				
*LOCATION OF MASTER	-			
CONTROLLER NO:	S-			
SIGNAL SYSTEM NO:	SS-			

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

TYPE OF PRE-EMPT				
NONE	Х			
RAILROAD				
EMERGENCY VEHICLE				
GTT				
TOMAR				
HARDWIRE				
OPTICOM				
LIFT BRIDGE				
QUEUE DETECTION				

GENERAL NOTES:

- 1. PHASE 1 AND 5 ARE INACTIVE DURING STAGE 1
- 2. DURING STAGE 2 THE RIGHT-TURN ADJACENT TO THE WORK ZONE SHALL BE RESTRICTED.
- 3.

Ν

PLOT NAME:

ST	H 19 AND DAVISON DRIVE					
CITY OF SUN PRAIRIE						
	DANE COUNTY					
SIGNAL NO:	CABINET TYPE: TS2					
	CONTROLLER TYPE: TEMP					
DATE: 11/1/2022						

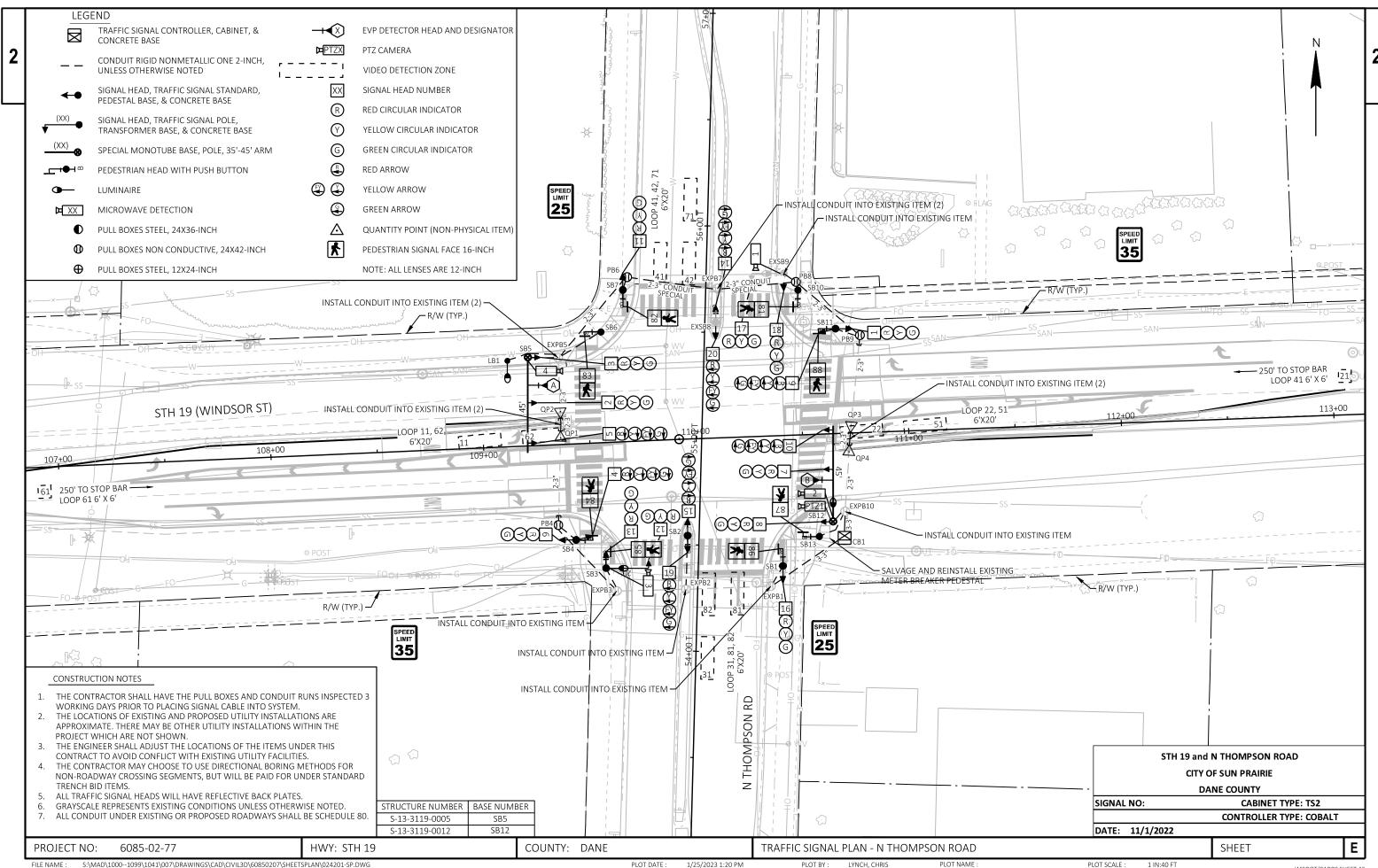
WISDOT/CADDS SHEET 42

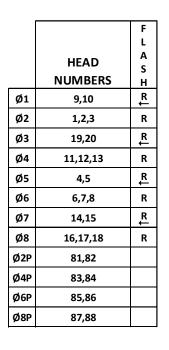
DATE: 11/1/2022	
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PLOT SCALE: 1" = 1"

HWY: STH 19 COUNTY: DANE TEMPORARY SEQUENCE OF OPERATIONS - DAVISON DRIVE (STAGE 3) Ε PROJECT NO: 6085-02-07 SHEET:

PLOT DATE:





DETECTOR INPUT

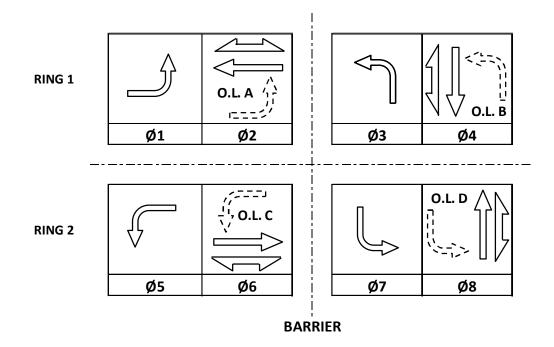
CALLED PHASE

CALL OPTION

6085-02-07

PLAN LOOP DETECTOR*(S)

PROJECT NO:



CONTROLLER LOGIC

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

11

62

6

HWY: STH 19

9

81

8

15

13

EMERGENC	Y VEHICLE PR	REEMPTION :	SEQUENCE	
EMERGENCY VEHICLE PREEMPTOR	Α	В	С	D
MOVEMENT				
PHASE	2+5	6+1		

AFTER PREEMPTION SEQUENCE A, CONTROLLER SHALL RETURN TO PHASES 2+5. AFTER PREEMPTION SEQUENCE B, CONTROLLER SHALL RETURN TO PHASES 6+1.

DETECTOR LOGIC

COUNTY: DANE

DELAY TIME								
EXTENSION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								
_								
DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	21	31	42	61	71	82		
CALLED PHASE	2	3	4	6	7	8		
CALL OPTION								
DELAY TIME								
EXTENSION OPTION								
EXTEND TIME	Х			Х				
USE ADDED INITIAL								
CROSS SWITCH PHASE								

7

41

4

22

5

51

ECTOR INPUT	29	31	25	27	21	23	17	19
N LOOP DETECTOR*(S)								
LED PHASE								
L OPTION								
AY TIME								
ENSION OPTION								
END TIME								
ADDED INITIAL								
OSS SWITCH PHASE								
ECTOR INPUT	30	32	26	28	22	24	18	20
N LOOP DETECTOR*(S)								
LED PHASE								
L OPTION								
AY TIME								
ENSION OPTION				•			·	Ü
END TIME							·	·
ADDED INITIAL								
OSS SWITCH PHASE		_						

SEQUENCE OF OPERATIONS – N THOMPSON ROAD

TYPE OF INTERCONNECT/COMM	UNICATION
NONE	Х
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

Ν

1.

2.

3.

TYPE OF COORDINATION					
NONE		Х			
ТВС					
TRAFFIC RESPONSIVE					
CLOSED LOOP					
ADAPTIVE					
*LOCATION OF MASTER					
CONTROLLER NO:	S-				
SIGNAL SYSTEM NO:	SS-				

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
ОРТІСОМ	Х
LIFT BRIDGE	
QUEUE DETECTION	

GENERAL NOTES:

STH 19 and N THOMPSON ROAD CITY OF SUN PRAIRIE DANE COUNTY CABINET TYPE: TS2 SIGNAL NO: CONTROLLER TYPE: COBALT DATE: 11/1/2022

SHEET:

Ε FILE NAME : PLOT DATE : PLOT BY: PLOT SCALE: 1" = 1" WISDOT/CADDS SHEET 42 PROJECT ID: 6085-02-77
INTERSECTION: STH 19 & NORTH THOMPSON ROAD

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

	1005					SIGNAI	LINDICATION V	WIRE COLOR					
CB1 TO	NO. OF CONDUCTORS	HEAD NO.	RED	YELLOW	GREEN	<red></red>	<yellow></yellow>	<green></green>	<flashing YELLOW></flashing 	D/WALK	WALK	PED BUTTON	OTHER
SB1	7	16	RED	ORG	GRN								
		86								BLK	BLU		
		В										WHT/BLK	
SB2	12	15				RED	ORG	GRN	BLU/BLK				
		19				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		В										WHT/BLK	
SB3	12	12	RED	ORG	GRN								
		13	RED	ORG	GRN								
		85								BLK	BLU		
		В										WHT/BLK	
SB4	12	4				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		6	RED	ORG	GRN								
		84								BLK	BLU		
		В										WHT/BLK	
SB5	12	2	RED	ORG	GRN								
	1	3	RED	ORG	GRN								
		5	1,,			RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
						1111111111							
SB6	7	83								BLK	BLU		
	•	В										WHT/BLK	
										 		WITTE	
SB7	7	11	RED	ORG	GRN					†			+
357	'	82	KLD	OKG	GINIT					BLK	BLU		
		B								DEN	DEC	WHT/BLK	
												WIII/BEK	
EXSB8	12	14				RED	ORG	GRN	BLU/BLK				
ENGDO	12	20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		B				REDIBLE	ORGIBER	GRIVIBLE	DLK/WITI			WHT/BLK	
		-										WHITELK	1
EXSB9	5	17	RED	ORG	GRN					-			
EVODA		18	RED	ORG									-
		10	KED	URG	GRN					-			
0040	-	0.4								51.14	51.11		-
SB10	7	81								BLK	BLU	WHIT/DI K	-
		В										WHT/BLK	-
	10												
SB11	12	1	RED	ORG	GRN		000/01/4						
		9				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		88								BLK	BLU		
		В										WHT/BLK	
	 	_		+		ļ							<u> </u>
SB12	12	7	RED	ORG	GRN	1				1			
		8	RED	ORG	GRN	 				ļ			
		10				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
													└
SB13	7	87								BLK	BLU		$oldsymbol{ol}}}}}}}}}}}}}}}}}$
		В		1								WHT/BLK	
	1			1						1			

	unding conductor Green XLP
From	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	LB1
LB1	SB6
SB6	SB7
SB7	EXSB8
EXSB8	EXSB9
EXSB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	CB1

Pull Box Jumper	10 AWG
Gree	n XLP
From	То
EXPB1	SB1
EXPB2	SB2
EXPB3	SB3
EXPB5	SB5
EXPB7	EXSB8
EXPB10	SB12

Lighting UF Grou	
From	То
CB1	SB3
SB3	LB1
CB1	SB12
SB12	EXSB9

From To
CB1 SB3 (V3)
CB1 SB5 (V4)
CB1 EXSB9 (V1)
CB1 SB12 (V2)

EVP CABLE							
From	То						
CB1	SB5 (HEAD A)						
CB1	SB12 (HEAD B)						

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications

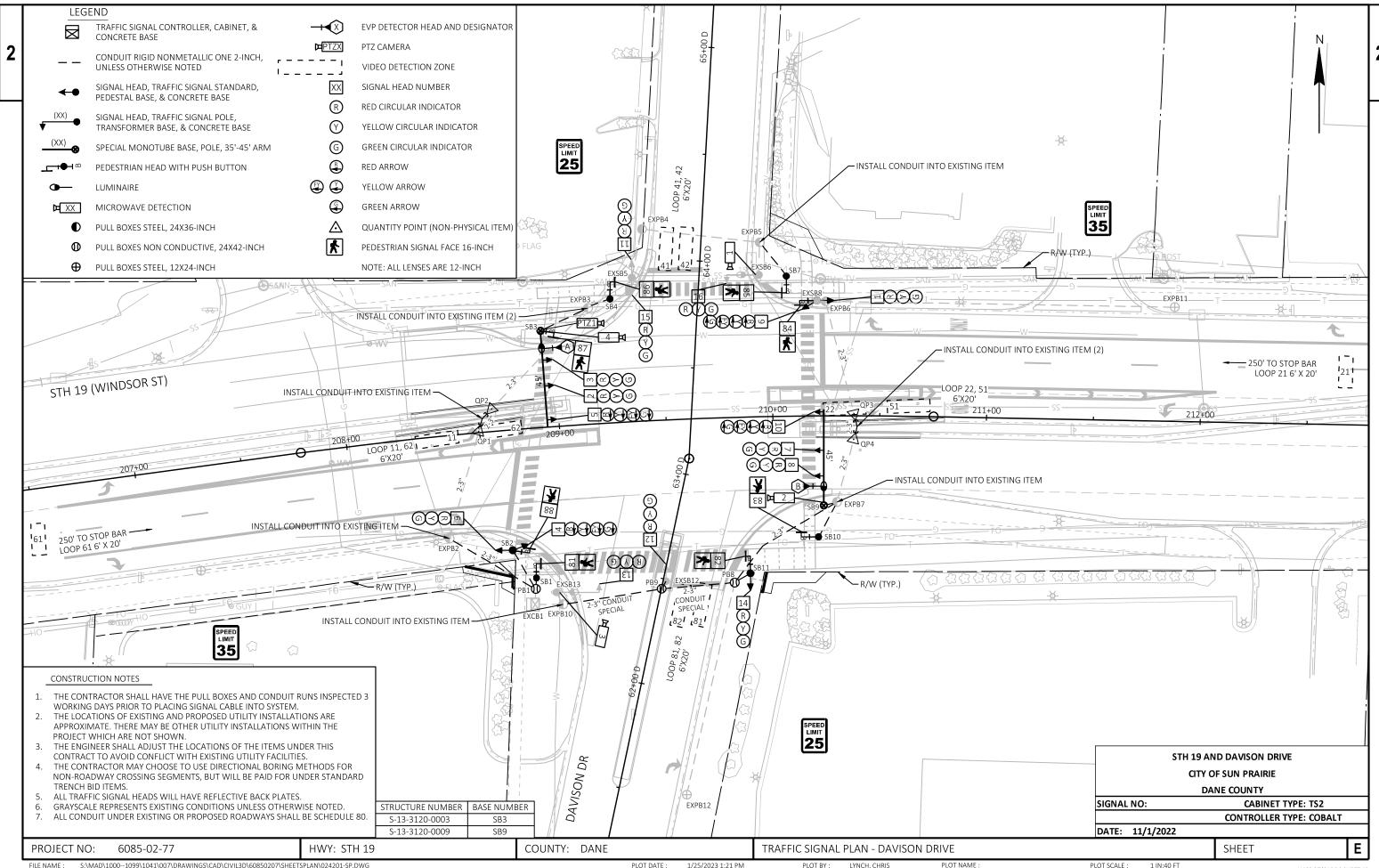
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.

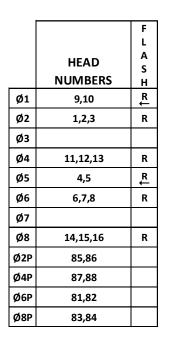
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.

*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

PROJECT NO: 6085-02-77 HWY: STH 19 COUNTY: DANE CABLE ROUTING - N THOMPSON ROAD SHEET: **E**

E NAME : _____ PLOT DATE : ____ PLOT NAME : PLOT SCALE : 1" = 1" WISDOT/CADDS SHEET 42

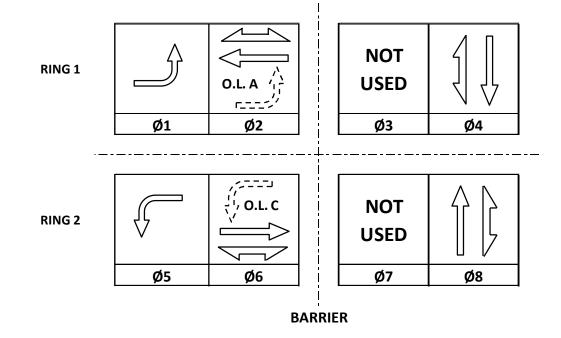




DETECTOR INPUT 3

CALLED PHASE

PLAN LOOP DETECTOR*(S) 11



CONTROLLER LOGIC

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

11

81

8

EMERGENCY	Y VEHICLE PR	REEMPTION	SEQUENCE	
EMERGENCY VEHICLE PREEMPTOR	А	В	С	D
MOVEMENT				
PHASE	2+5	6+1		

AFTER PREEMPTION SEQUENCE A, CONTROLLER SHALL RETURN TO PHASES 2+5.
AFTER PREEMPTION SEQUENCE B, CONTROLLER SHALL RETURN TO PHASES 6+1.

DETECTOR LOGIC

13

15

CALL OPTION								
DELAY TIME					Х			
EXTENSION OPTION								
EXTEND TIME				Х				
USE ADDED INITIAL								
CROSS SWITCH PHASE								
_								
DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	21	41	51	62	82			
PHASE CALLED	2	4	5	6	8			
CALL OPTION								
DELAY TIME		Х						
EXTENSION OPTION								
EXTEND TIME	Х							
USE ADDED INITIAL								
CROSS SWITCH PHASE								

7

42

22

5

61

19 17 23 21 27 25 31 29 DETECTOR INPUT PLAN LOOP DETECTOR*(S) CALLED PHASE CALL OPTION DELAY TIME EXTENSION OPTION SEXTEND TIME USE ADDED INITIAL CROSS SWITCH PHASE 4. 20 18 24 22 28 26 32 30 DETECTOR INPUT PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME USE ADDED INITIAL CROSS SWITCH PHASE 4.									<u></u>	1.
CALLED PHASE CALL OPTION DELAY TIME EXTENSION OPTION EXTEND TIME USE ADDED INITIAL CROSS SWITCH PHASE 4. 20 18 24 22 28 26 32 30 DETECTOR INPUT PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME EXTENSION OPTION EXTENSION OPTION EXTEND TIME USE ADDED INITIAL USE ADDED INITIAL	19	17	23	21	27	25	31	29	DETECTOR INPUT	
CALL OPTION DELAY TIME EXTENSION OPTION 3.									PLAN LOOP DETECTOR*(S)	
DELAY TIME EXTENSION OPTION EXTEND TIME USE ADDED INITIAL CROSS SWITCH PHASE 4. 20 18 24 22 28 26 32 30 DETECTOR INPUT PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME EXTENSION OPTION EXTENSION OPTION EXTEND TIME USE ADDED INITIAL									CALLED PHASE	2.
20 18 24 22 28 26 32 30 DETECTOR INPUT PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME EXTENSION OPTION EXTENSION OPTION DELAY TIME EXTENSION OPTION EXTENSION OPTION EXTENSION OPTION USE ADDED INITIAL									CALL OPTION	
20 18 24 22 28 26 32 30 DETECTOR INPUT PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME EXTENSION OPTION EXTEND TIME USE ADDED INITIAL USE ADDED INITIAL									DELAY TIME	
4. 20 18 24 22 28 26 32 30 DETECTOR INPUT PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME EXTENSION OPTION EXTEND TIME USE ADDED INITIAL									EXTENSION OPTION	3.
CROSS SWITCH PHASE 4.									EXTEND TIME	
4. 20 18 24 22 28 26 32 30 DETECTOR INPUT PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME EXTENSION OPTION EXTEND TIME USE ADDED INITIAL										
20 18 24 22 28 26 32 30 DETECTOR INPUT PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME EXTENSION OPTION EXTEND TIME USE ADDED INITIAL									CROSS SWITCH PHASE	4.
PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME EXTENSION OPTION EXTEND TIME USE ADDED INITIAL										
PHASE CALLED CALL OPTION DELAY TIME EXTENSION OPTION EXTEND TIME USE ADDED INITIAL	1	T	1							
CALL OPTION DELAY TIME EXTENSION OPTION EXTEND TIME USE ADDED INITIAL	20	18	24	22	28	26	32	30		
DELAY TIME EXTENSION OPTION EXTEND TIME USE ADDED INITIAL	20	18	24	22	28	26	32	30	PLAN LOOP DETECTOR*(S)	
EXTENSION OPTION EXTEND TIME USE ADDED INITIAL	20	18	24	22	28	26	32	30	PLAN LOOP DETECTOR*(S) PHASE CALLED	
EXTEND TIME USE ADDED INITIAL	20	18	24	22	28	26	32	30	PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION	
USE ADDED INITIAL	20	18	24	22	28	26	32	30	PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME	
	20	18	24	22	28	26	32	30	PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME EXTENSION OPTION	
CROSS SWITCH PHASE	20	18	24	22	28	26	32	30	PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME EXTENSION OPTION EXTEND TIME	
	20	18	24	22	28	26	32	30	PLAN LOOP DETECTOR*(S) PHASE CALLED CALL OPTION DELAY TIME EXTENSION OPTION EXTEND TIME USE ADDED INITIAL	

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

Ν

TYPE OF COORDINATION				
NONE	Х			
ТВС				
TRAFFIC RESPONSIVE				
CLOSED LOOP				
ADAPTIVE				
*LOCATION OF MASTER	•			
CONTROLLER NO:	S-			
SIGNAL SYSTEM NO:	S-			

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OPTICOM	Х
LIFT BRIDGE	
QUEUE DETECTION	

GENERAL NOTES:

STH 19 AND DAVISON DRIVE

CITY OF SUN PRAIRIE

DANE COUNTY

SIGNAL NO:

CABINET TYPE: TS2

CONTROLLER TYPE: COBALT

DATE: 11/1/2022

PROJECT ID:	6085-02-77
INTERSECTION:	STH 19 & DAVISON DRIVE

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

	NO. OF USAS NO.												
EXCB1 TO	CONDUCTORS	HEAD NO.	RED	YELLOW	GREEN	<red></red>	<yellow></yellow>	<green></green>	<pre><flashing yellow=""></flashing></pre>	D/WALK	WALK	PED BUTTON	OTHER
SB1	7	81								BLK	BLU		
361	 	В	-							BLK	BLU	WHT/BLK	
												WIIII/BEK	
SB2	12	4				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
- 332	' -	6	RED	ORG	GRN	KEDIBEK	ONORDEN	GILLIVEELL	DEIX/				
		88	1	1	<u> </u>					BLK	BLU		
		В										WHT/BLK	
SB3	15	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		5				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		87								BLK	BLU		
		В										WHT/BLK	
SB4	7	86								BLK	BLU		
		В										WHT/BLK	
EXSB5	12	11	RED	ORG	GRN								
		15	RED/BLK	ORG/BLK	GRN/BLK								
EXSB6	7	16	RED	ORG	GRN								
	_												
SB7	7	85								BLK	BLU		
		В										WHT/BLK	
	4.0												
EXSB8	12	1	RED	ORG	GRN	DED/DLK	000/01/	ODNI/DI K	DI WANTE				
	<u> </u>	9	-			RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT	D1 1/	51.11	-	
	<u> </u>	84 B								BLK	BLU	WHT/BLK	
		В										WHI/BLK	
SB9	12	7	RED	ORG	GRN								
303	12	8	RED	ORG	GRN				 	+		+	
		10	1,120		5.114	RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
	1		1	†			3110,0211	31117,0211					
SB10	7	83	1	†					1	BLK	BLU	1	
	<u> </u>	В	1	1						† - 		WHT/BLK	
				1								1	
SB11	12	14	RED	ORG	GRN								
		82								BLK	BLU		
		В										WHT/BLK	
EXSB12	7	12	RED	ORG	GRN								
EXSB13	5	13	RED	ORG	GRN								

Equipment grounding conductor 10 AWG Green XLP				
From TO				
EXCB1	SB1			
SB1	SB2			
SB2	SB3			
SB3	SB4			
SB4 EXSB5				
EXSB5 EXSB6				
EXSB6 SB7				
EXCB1	EXSB13			
EXSB13	EXSB12			
EXSB12	SB11			
SB11	SB10			
SB10	SB9			
SB9 EXSB8				

Pull Box Bonding Jumper 10 AWG				
Green XLP				
То				
SB1				
SB4				
EXSB5				
EXPB5 EXSB6				
EXPB6 EXSB8				
SB9				
EXPB10 EXSB13				

Lighting UF 2-10 AWG Grounded					
From To					
EXCB1 SB3					
SB3	SB3 EXSB6				
EXCB1 EXSB13					
EXSB13 SB9					

VIDEO DETECTION CABLE					
From	То				
EXCB1 SB3 (V4)					
EXCB1 EXSB6 (V1)					
EXCB1	SB9 (V2)				
EXCB1 EXSB13 (V1)					

EVP CABLE				
From	То			
EXCB1	SB3 (HEAD A)			
EXCB1	SB9 (HEAD B)			

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications

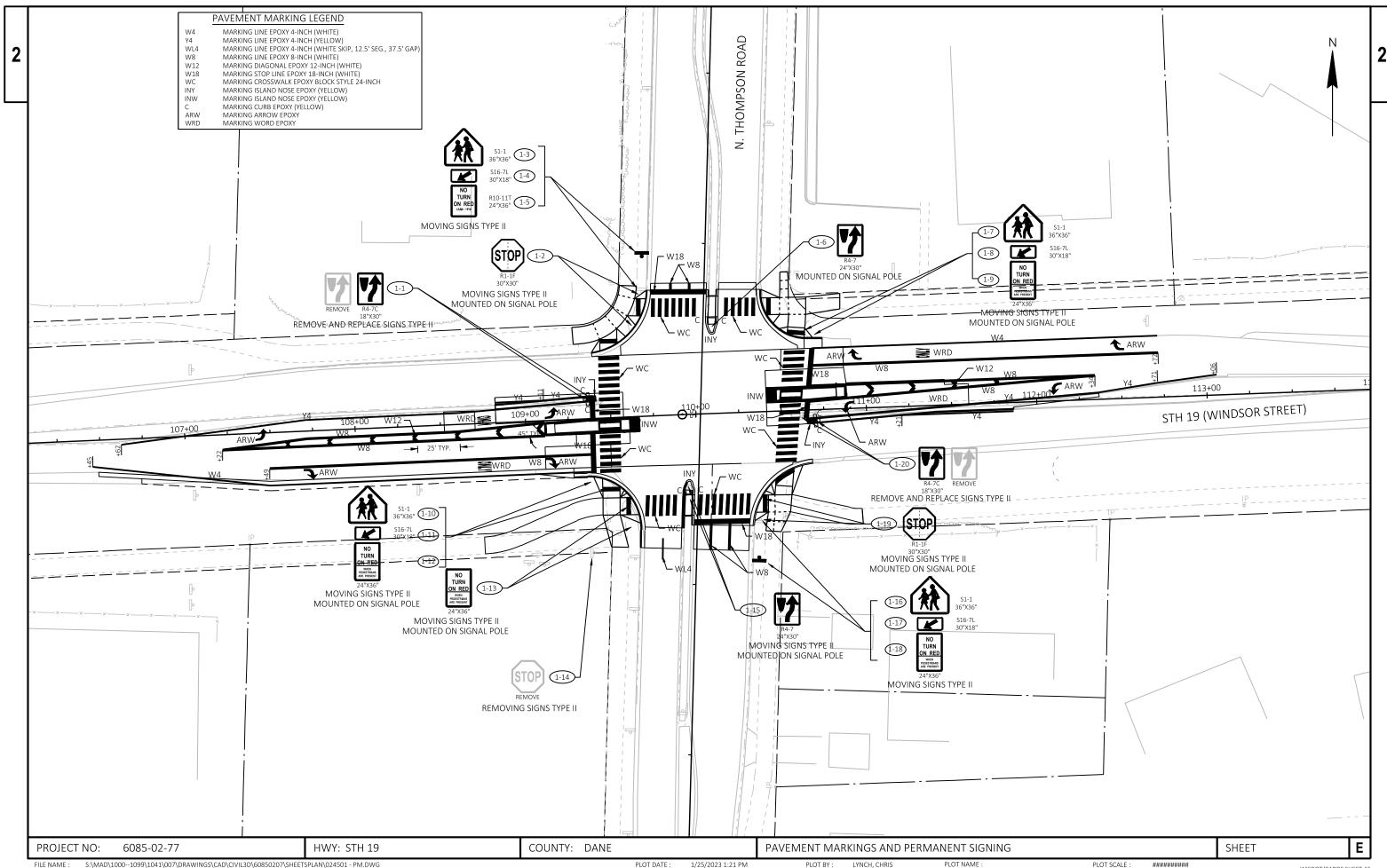
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.

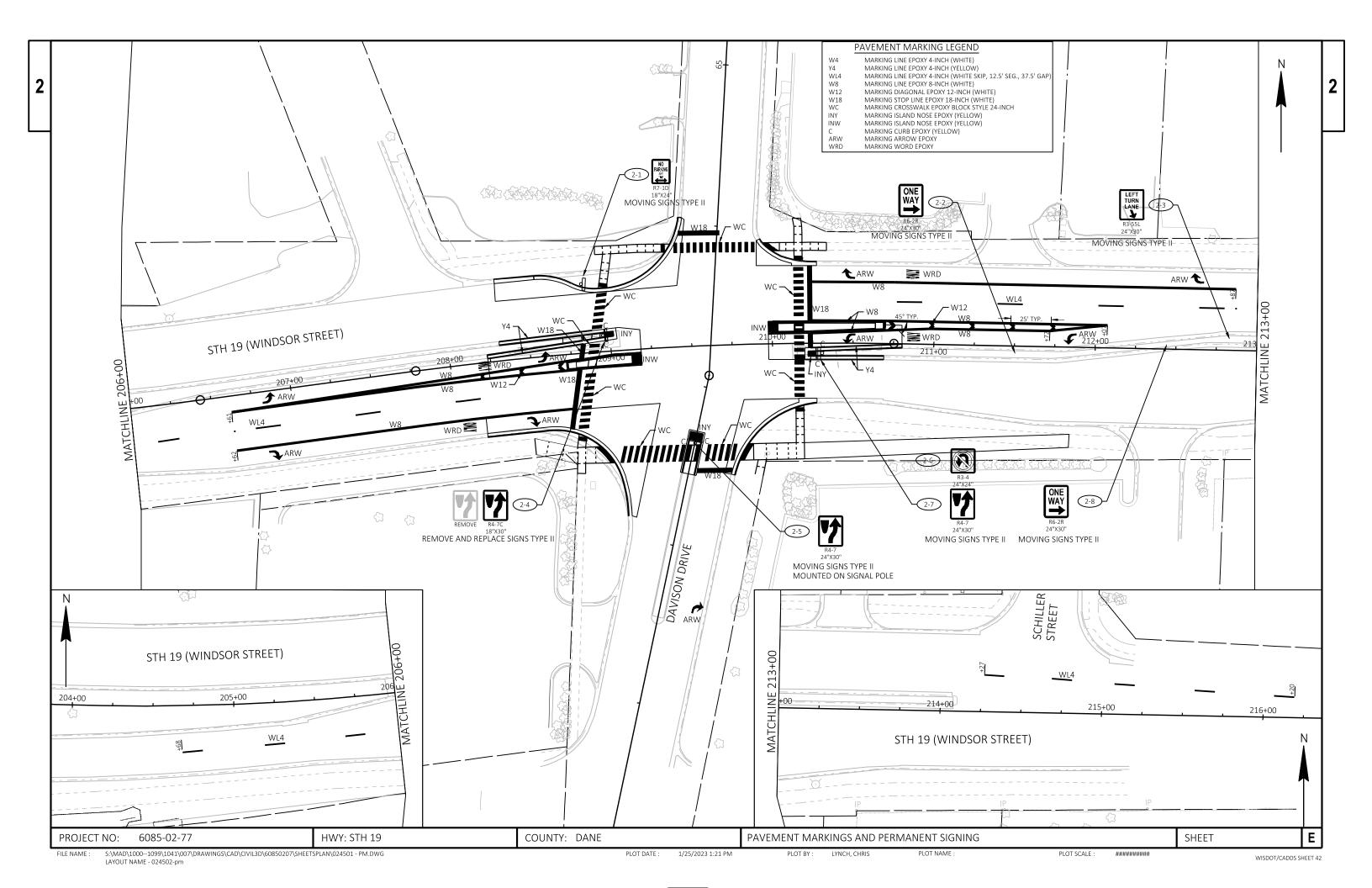
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.

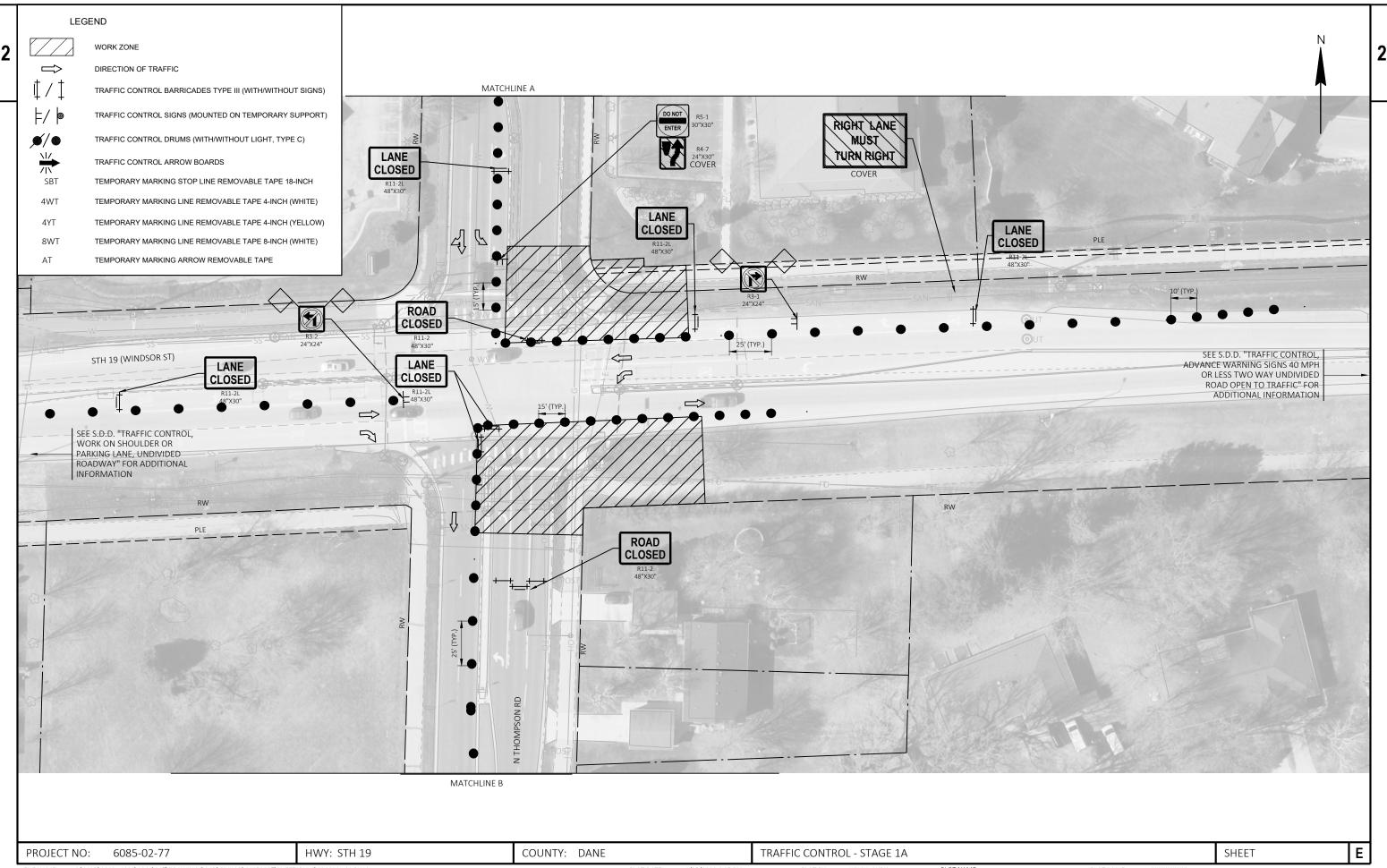
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

PROJECT NO: 6085-02-77 HWY: STH 19 COUNTY: DANE CABLE ROUTING – DAVISON DRIVE SHEET: **E**

E NAME : _____ PLOT DATE : _____ PLOT NAME : PLOT SCALE : 1" = 1" WISDOT/CADDS SHEET 42



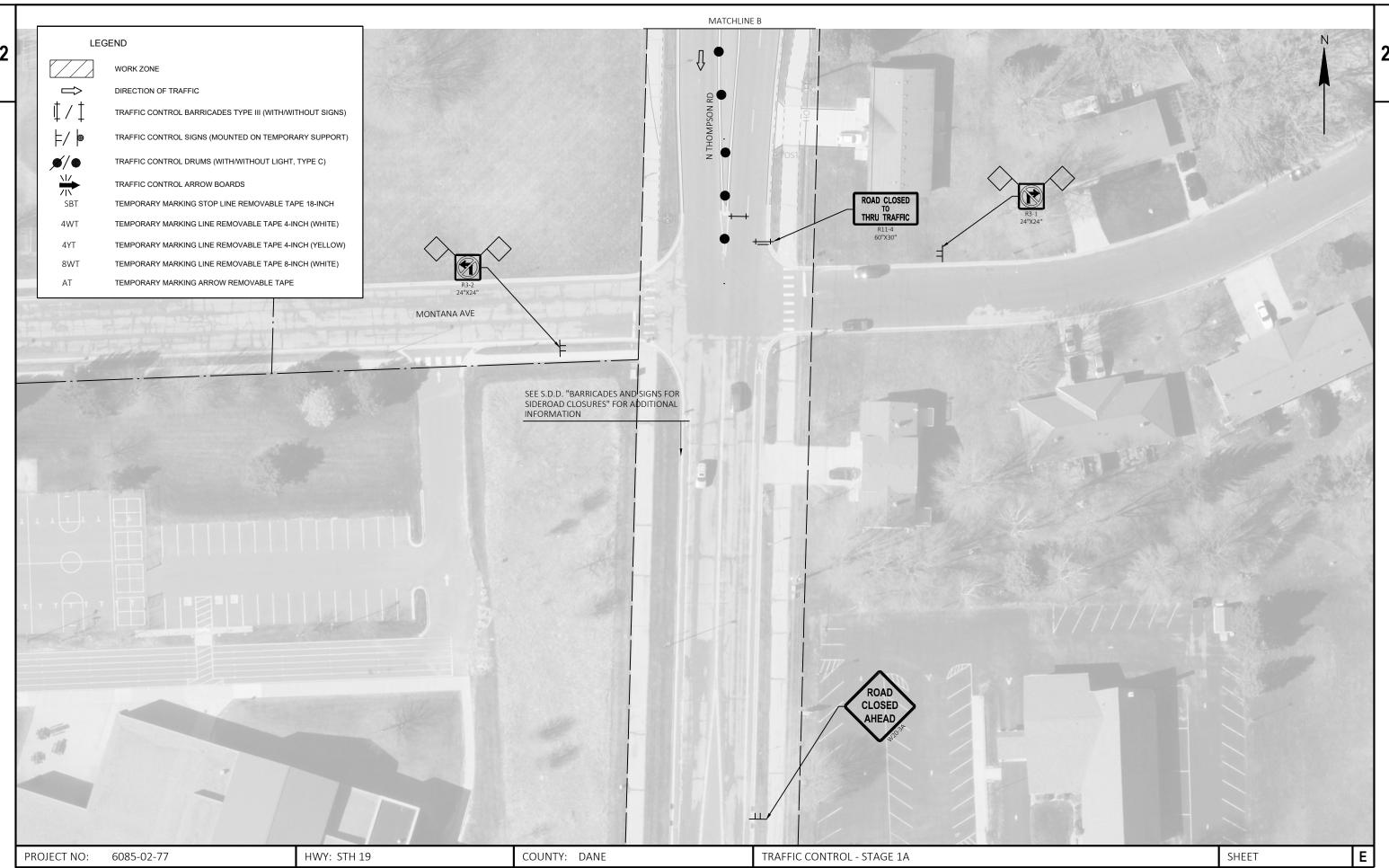






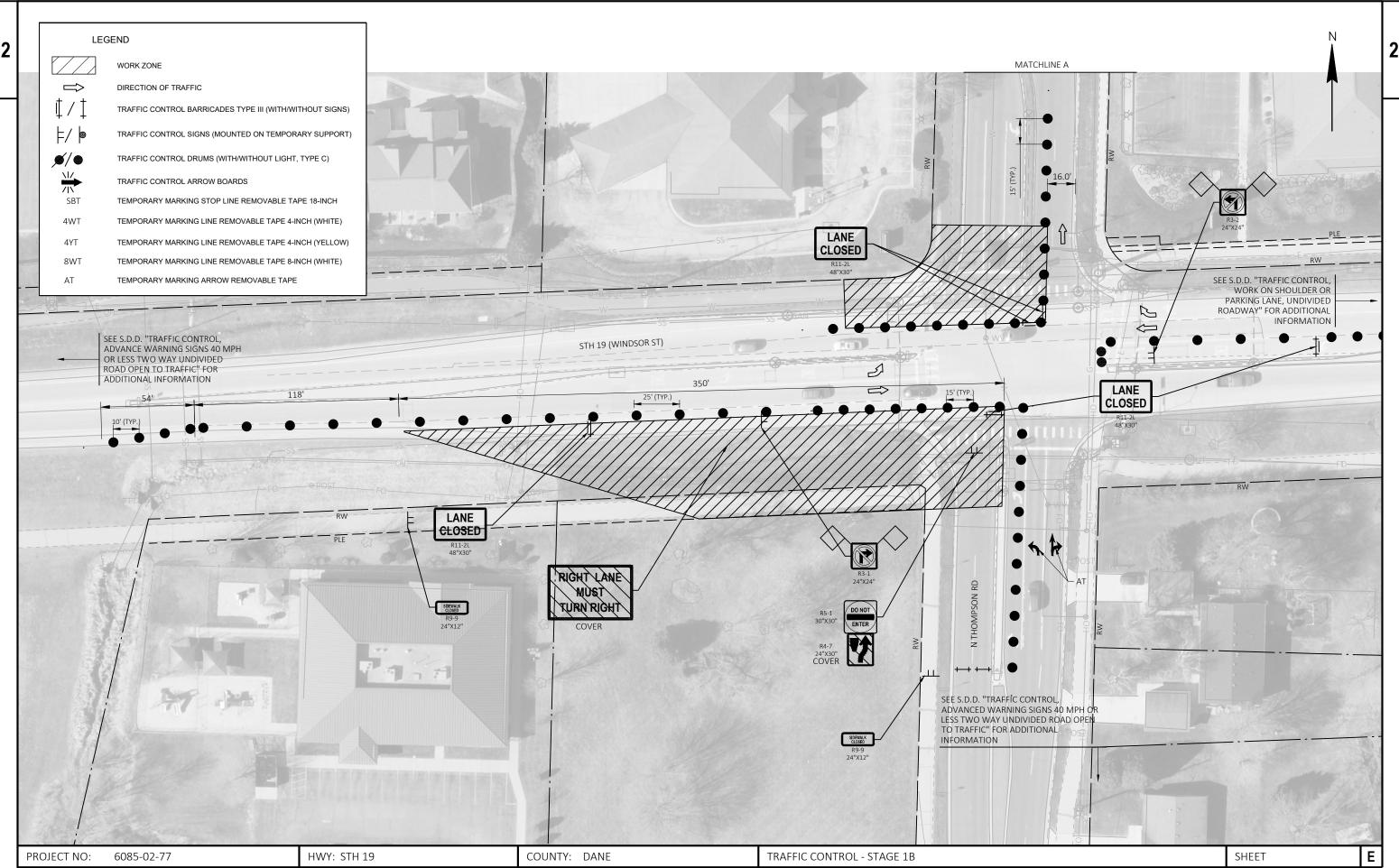
S:\MAD\1000--1099\1041\007\DRAWINGS\CAD\CIVIL3D\60850207\SHEETSPLAN\026001 - S1.DWG PLOT DATE : PLOT BY: LYNCH, CHRIS PLOT NAME : 1/25/2023 6:25 PM PLOT SCALE: ########## WISDOT/CADDS SHEET 42

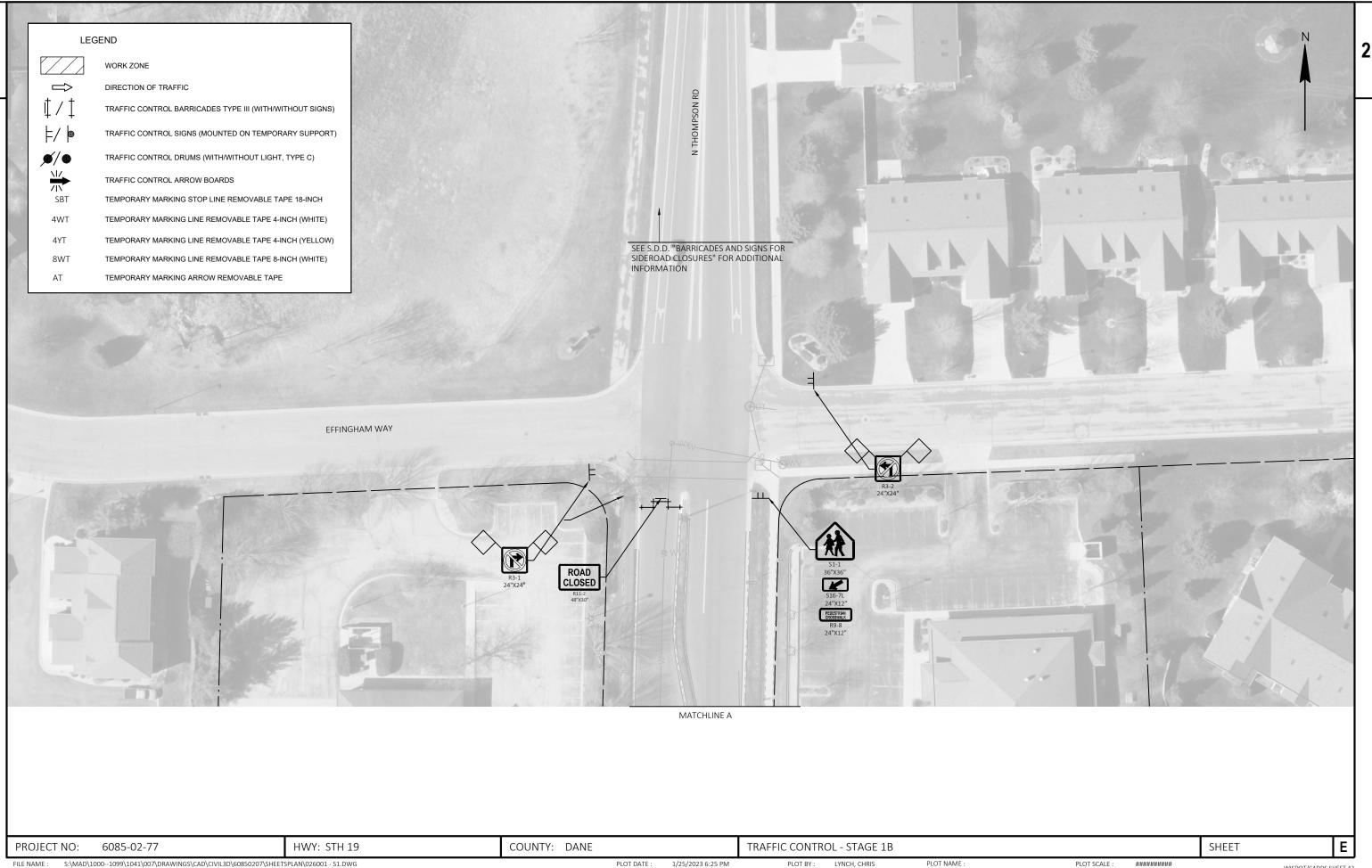
LAYOUT NAME - 026002 - s1



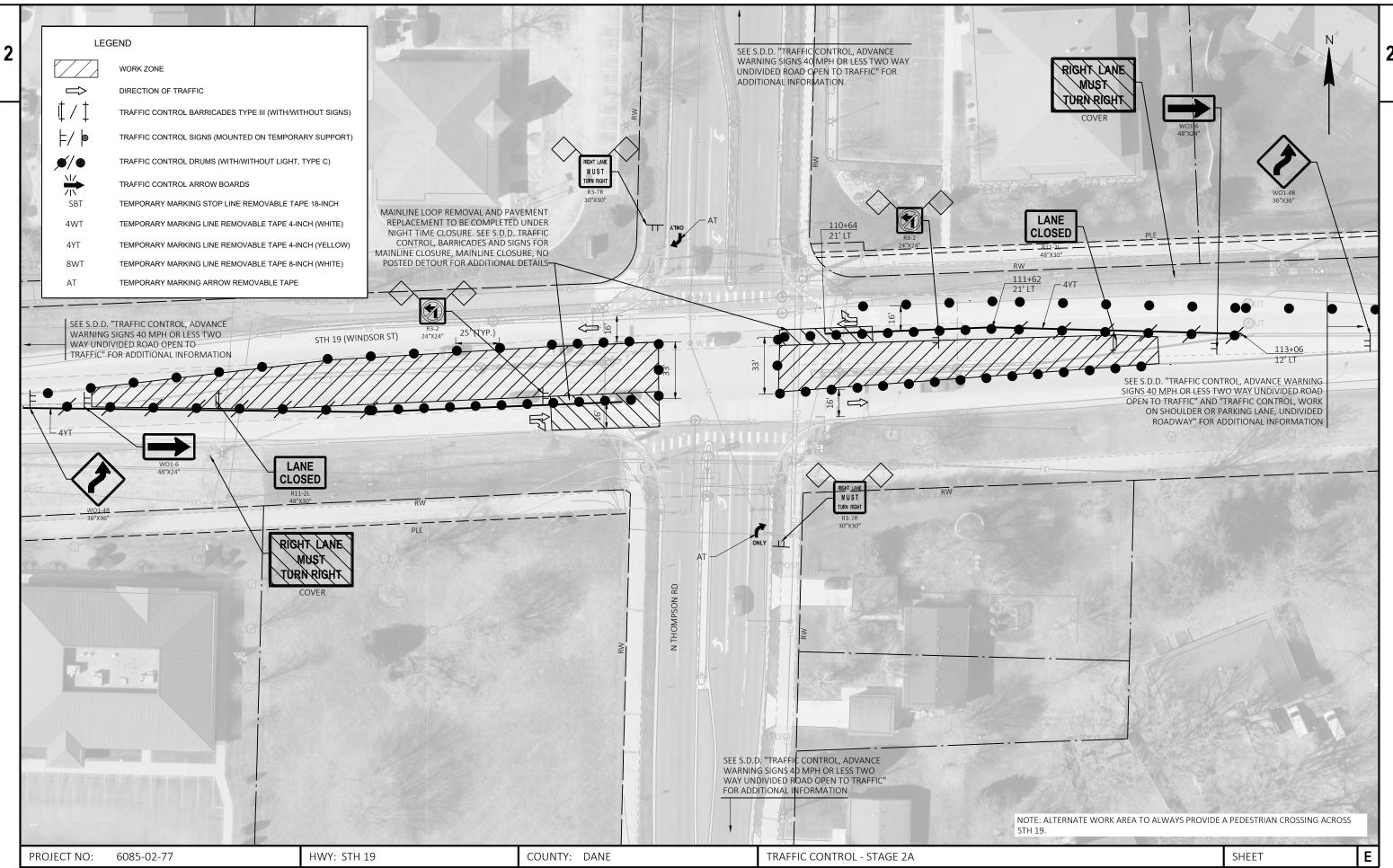
FILE NAME: \$\s\Mad\\1000\-\109\\1041\\007\\DRAWINGS\\CAD\CIVIL3D\\60850207\\SHEETSPLAN\\026001 - S1.DWG\$

PLOT DATE: \$\s\25/2023 \ 6:25 \ PM\$
PLOT BY: \$\s\1700\\DRAW!\S\25/2023 \ 6:25 \ PM\$
PLOT NAME: \$\s\1700\\DRAW!\S\25/2023 \ 6:25 \ PM\$
PLOT N

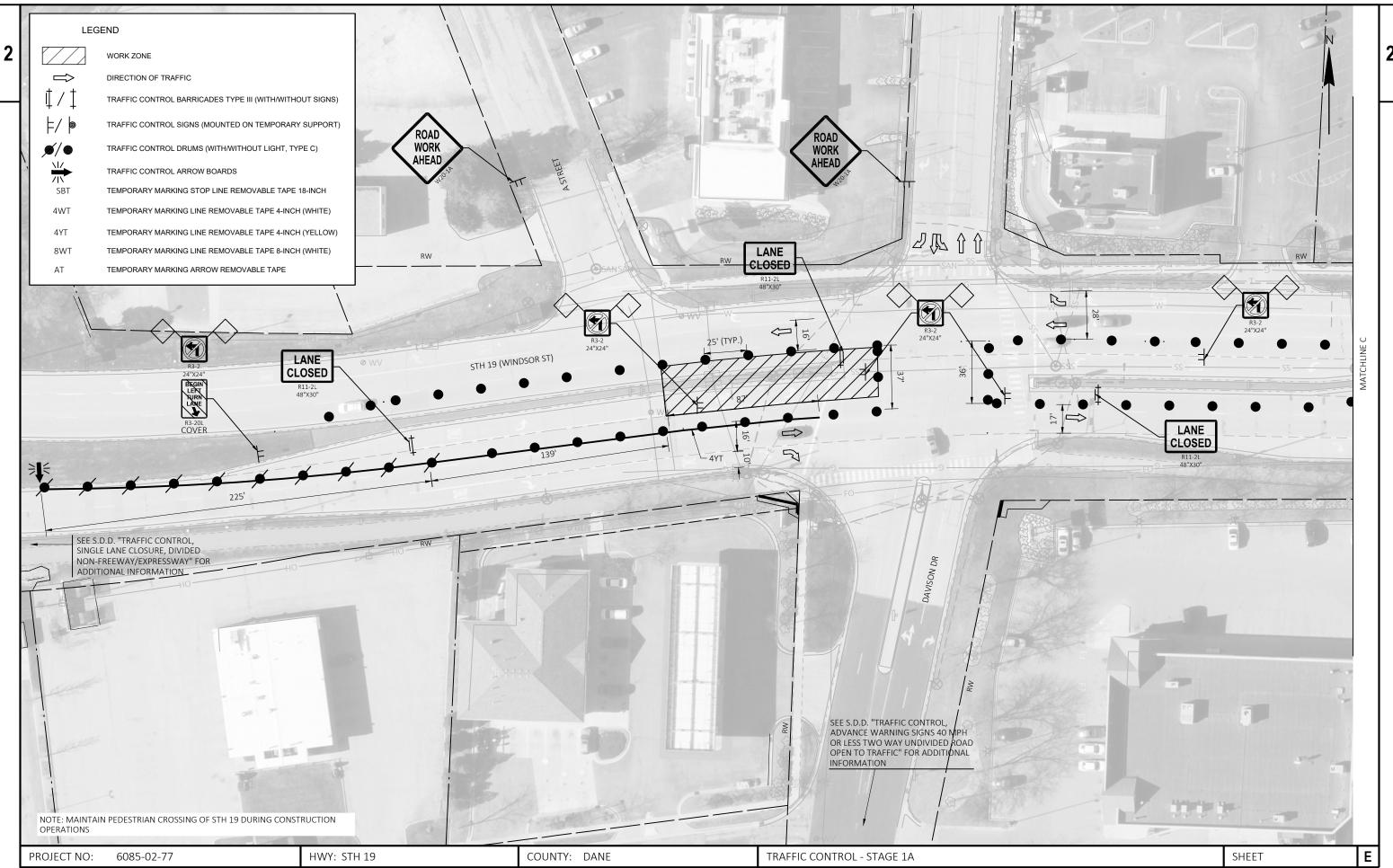


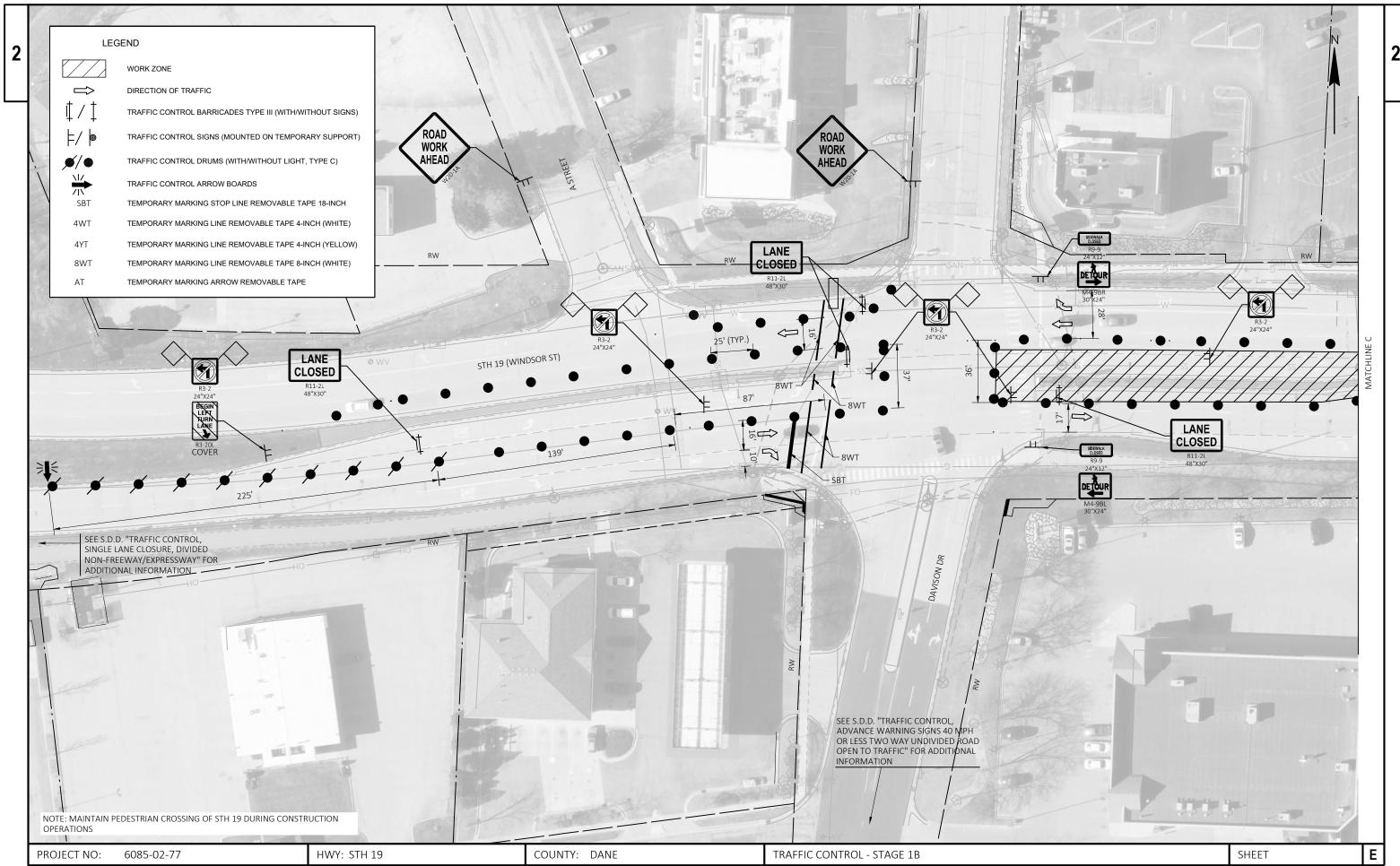


S:\MAD\1000--1099\1041\007\DRAWINGS\CAD\CIVIL3D\60850207\SHEETSPLAN\026001 - S1.DWG PLOT BY: LYNCH, CHRIS PLOT NAME : PLOT DATE : 1/25/2023 6:25 PM PLOT SCALE: ########## WISDOT/CADDS SHEET 42 LAYOUT NAME - 026005 - s1



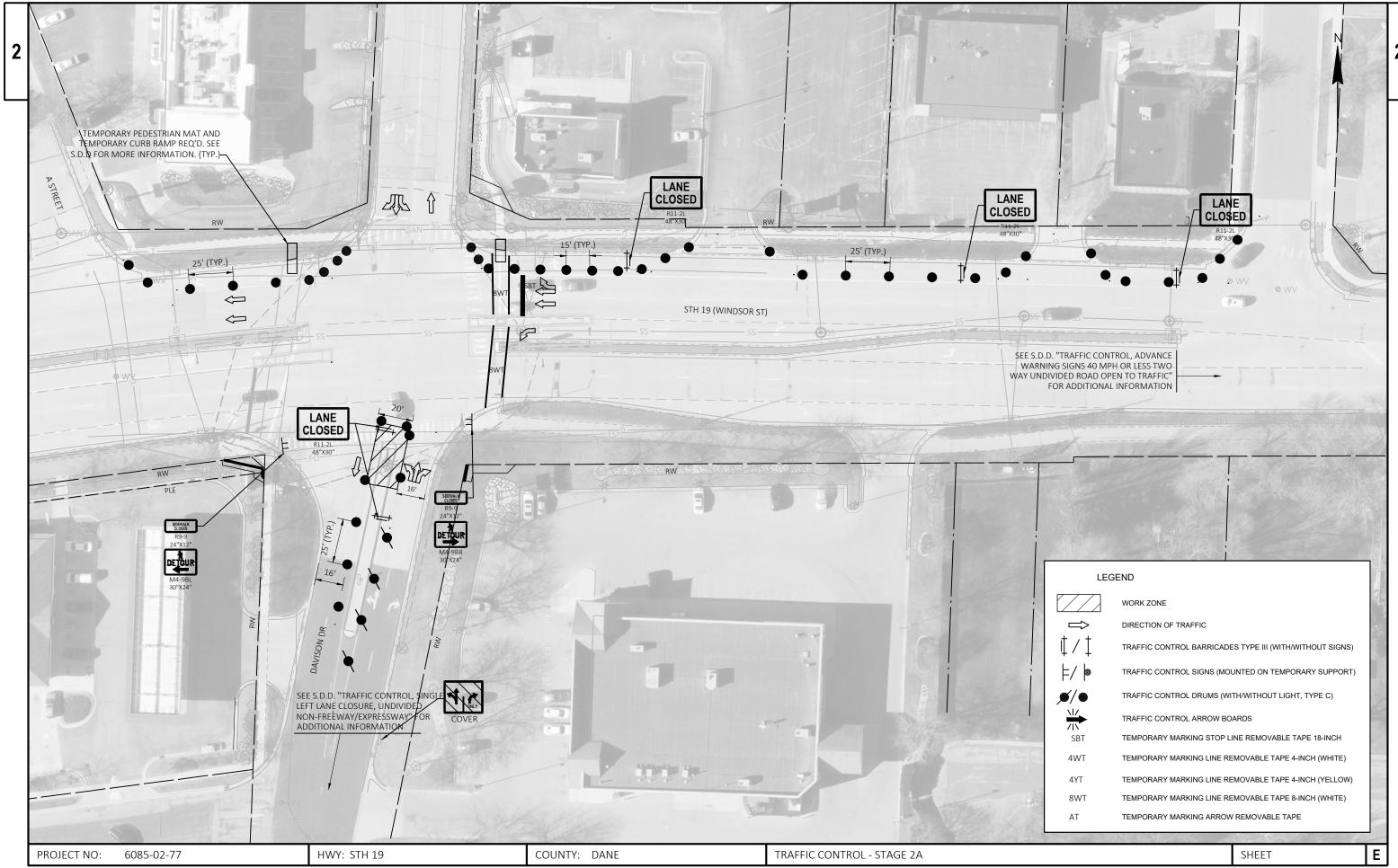
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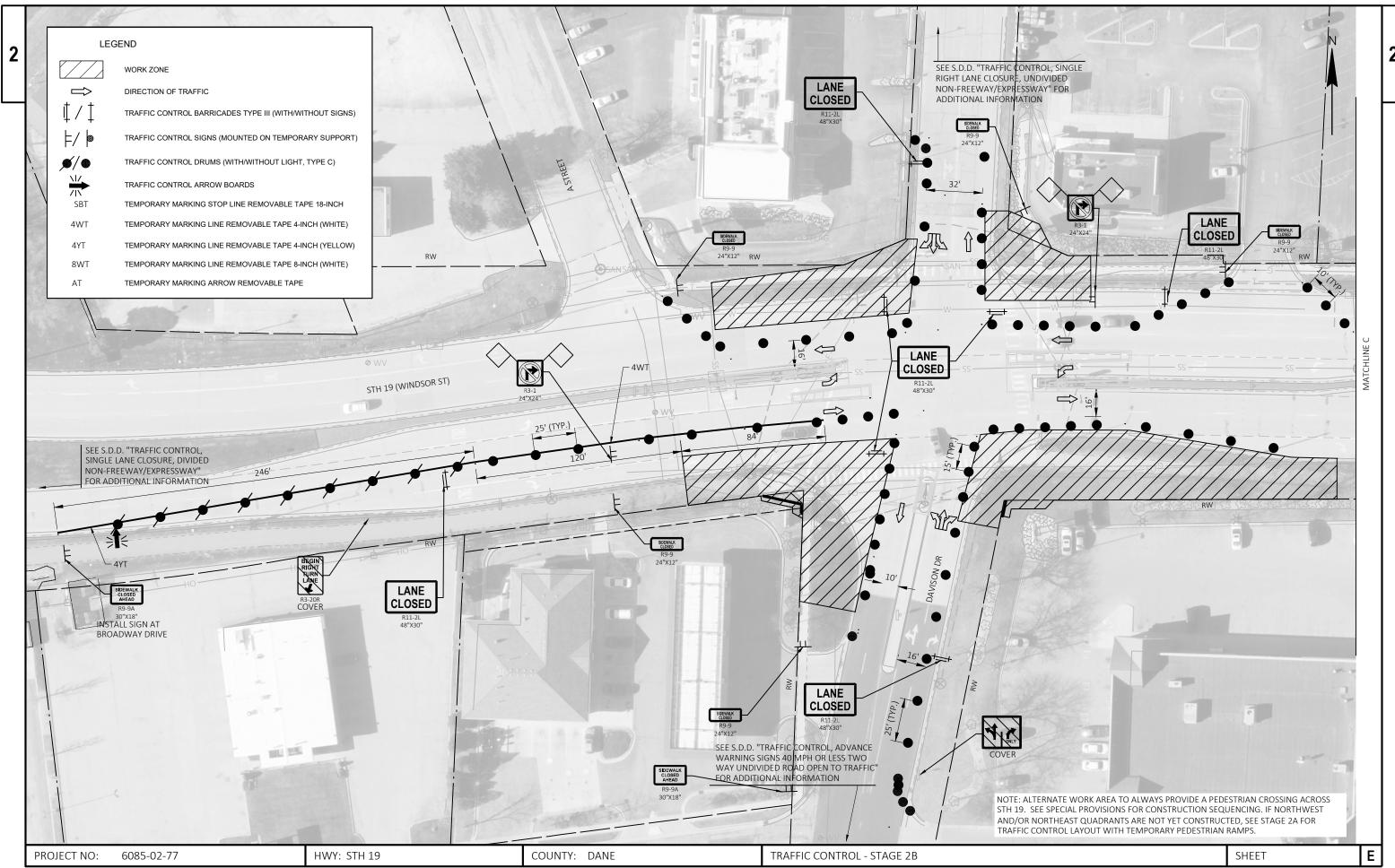


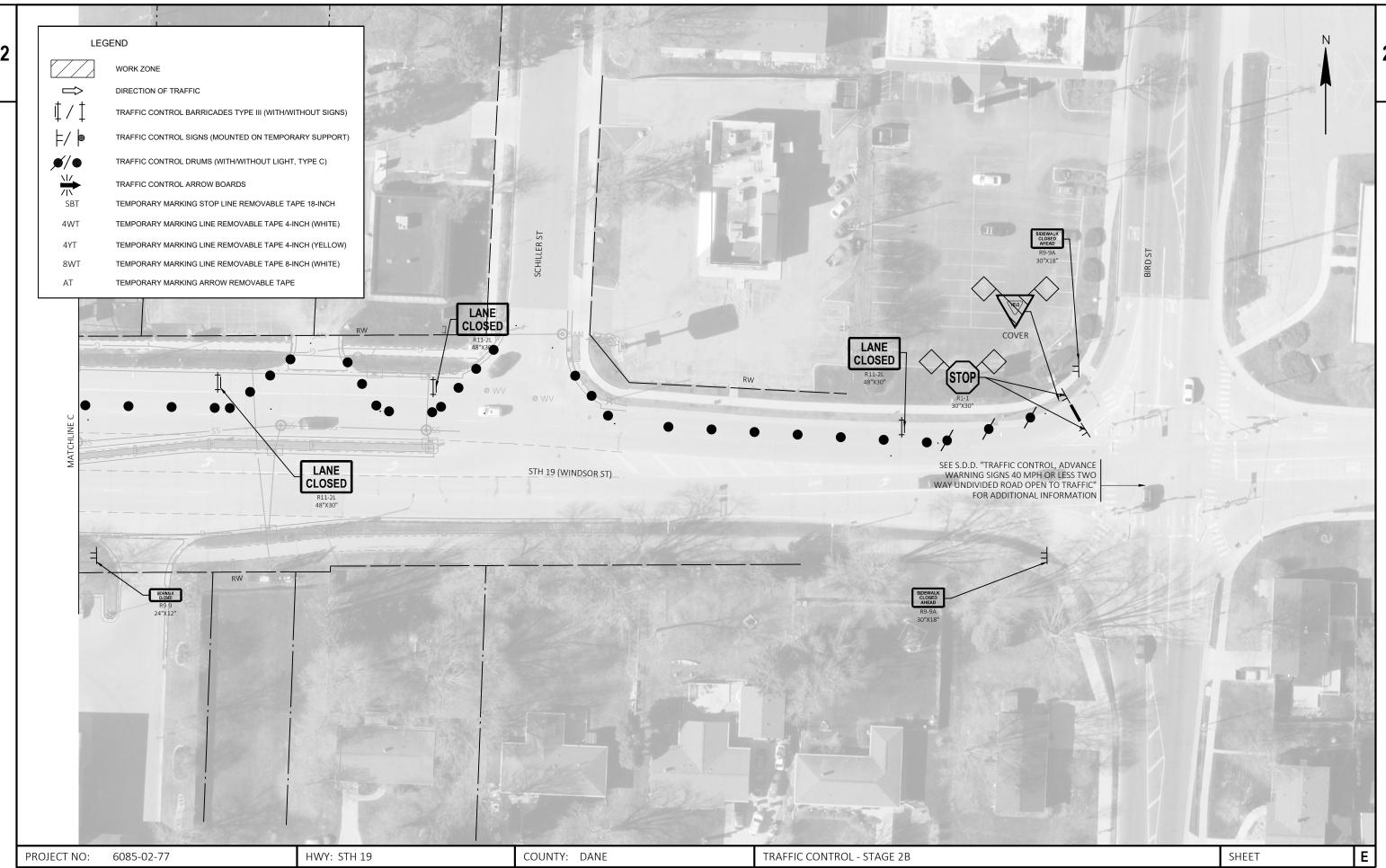


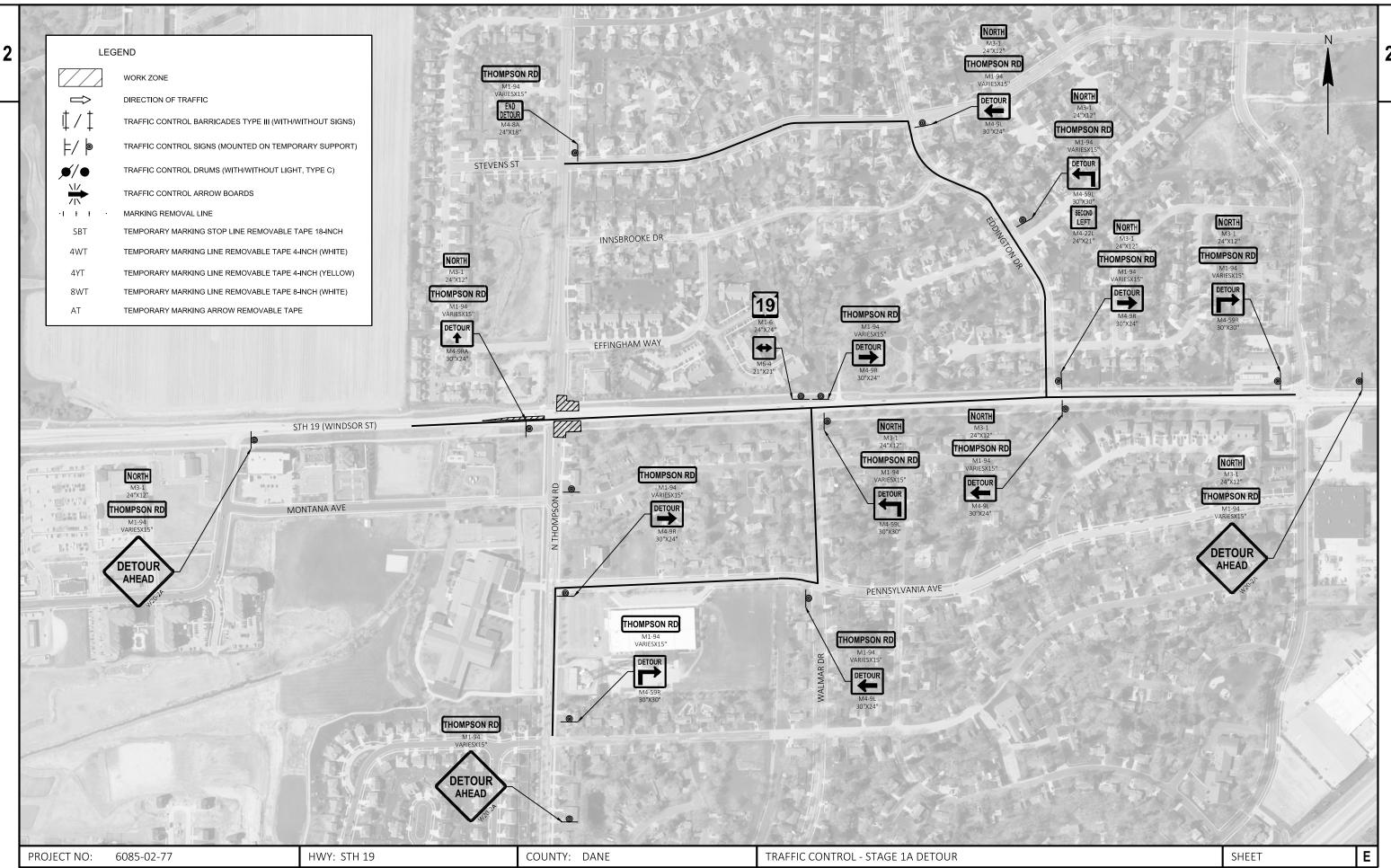
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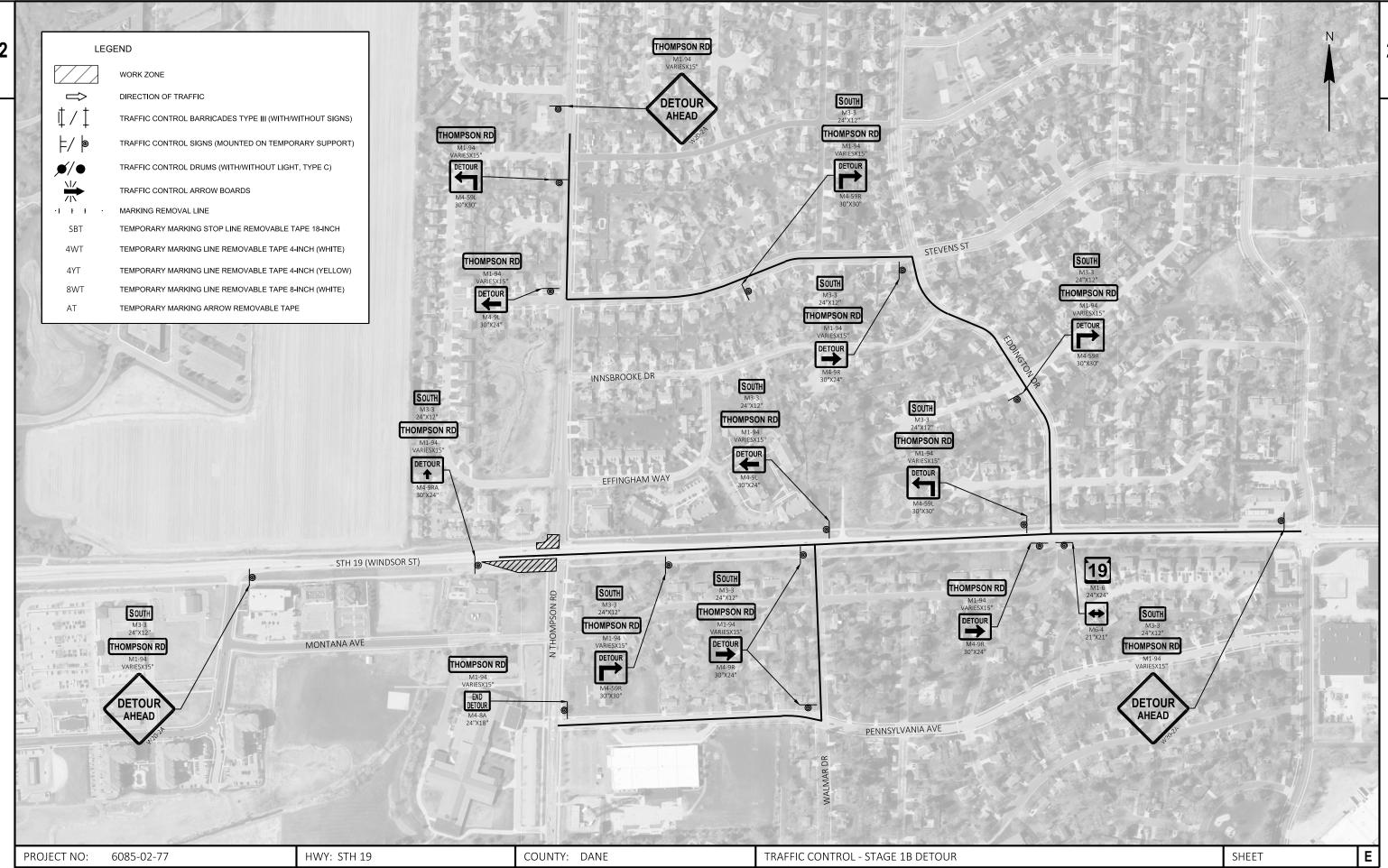
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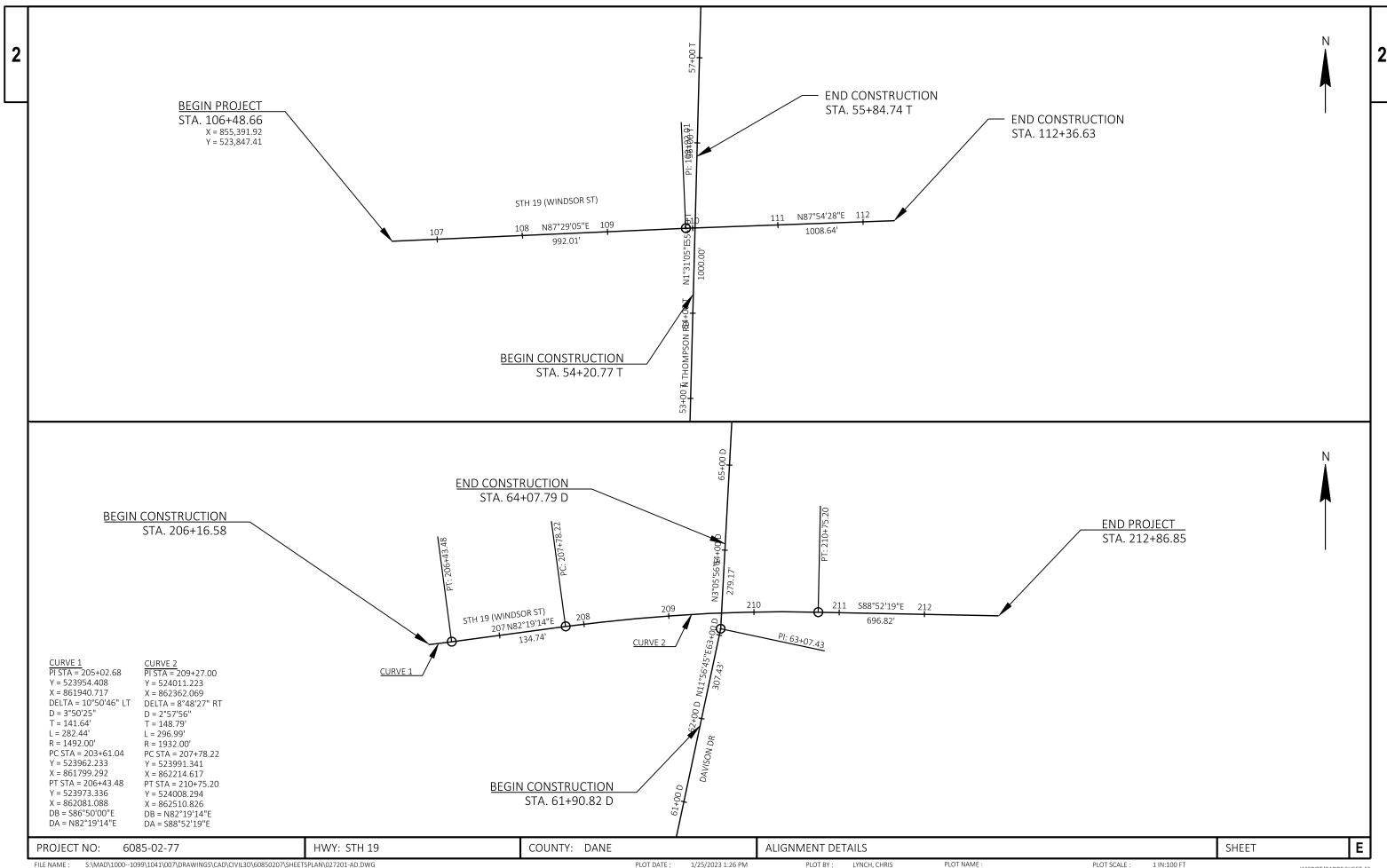












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					6085-02-77	
Line	Item	Item Description	Unit	Total	Qty	
002	204.0100	Removing Concrete Pavement	SY	926.000	926.000	
004	204.0150	Removing Curb & Gutter	LF	1,556.000	1,556.000	
006	204.0155	Removing Concrete Sidewalk	SY	180.000	180.000	
800	204.0195	Removing Concrete Bases	EACH	14.000	14.000	
010	204.0220	Removing Inlets	EACH	2.000	2.000	
12	204.0245	Removing Storm Sewer (size) 01.12-Inch	LF	37.000	37.000	
)14	205.0100	Excavation Common	CY	835.000	835.000	
16	211.0201	Prepare Foundation for Concrete Pavement (project) 01. 6085-02-77	EACH	1.000	1.000	
18	213.0100	Finishing Roadway (project) 01. 6085-02-77	EACH	1.000	1.000	
20	305.0110	Base Aggregate Dense 3/4-Inch	TON	31.000	31.000	
22	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,080.000	2,080.000	
24	305.0130	Base Aggregate Dense 3-Inch	TON	260.000	260.000	
26	415.0080	Concrete Pavement 8-Inch	SY	663.000	663.000	
28	415.0090	Concrete Pavement 9-Inch	SY	1,176.000	1,176.000	
30	416.0610	Drilled Tie Bars	EACH	899.000	899.000	
		Drilled Dowel Bars	EACH			
32 34	416.0620 455.0605	Tack Coat	GAL	209.000 7.300	209.000 7.300	
36	460.2000	Incentive Density HMA Pavement	DOL	20.000	20.000	
38	460.6223	HMA Pavement 3 MT 58-28 S	TON	29.000	29.000	
0	465.0105	Asphaltic Surface	TON	61.000	61.000	
12	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000	
14	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	474.000	474.000	
16	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	869.000	869.000	
18	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	12.000	12.000	
50	601.0600	Concrete Curb Pedestrian	LF	96.000	96.000	
52	602.0405	Concrete Sidewalk 4-Inch	SF	686.000	686.000	
54	602.0410	Concrete Sidewalk 5-Inch	SF	4,077.000	4,077.000	
6	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	348.000	348.000	
58	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	102.000	102.000	
60	602.2400	Concrete Safety Islands	SF	734.000	734.000	
32	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	64.000	64.000	
64	611.0624	Inlet Covers Type H	EACH	3.000	3.000	
36	611.3230	Inlets 2x3-FT	EACH	3.000	3.000	
86	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000	
70	611.8115	Adjusting Inlet Covers	EACH	6.000	6.000	
72	619.1000	Mobilization	EACH	1.000	1.000	
74	620.0200	Concrete Median Blunt Nose	SF	58.000	58.000	
76	620.0300	Concrete Median Sloped Nose	SF	344.000	344.000	
78	624.0100	Water	MGAL	50.400	50.400	
80	625.0100	Topsoil	SY	940.000	940.000	
32	628.1504	Silt Fence	LF	371.000	371.000	
4	628.1520	Silt Fence Maintenance	LF	371.000	371.000	
6	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000	
8	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000	
90	628.2006	Erosion Mat Urban Class I Type A	SY	940.000	940.000	
92	628.7015	Inlet Protection Type C	EACH	13.000	13.000	
94	629.0210	Fertilizer Type B	CWT	0.500	0.500	
	630.0130	Seeding Mixture No. 30	LB	17.000	17.000	
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Line	Item	Item Description	Unit	Total	Qty	
0100	637.2210	Signs Type II Reflective H	SF	16.000	16.000	
0102	638.2102	Moving Signs Type II	EACH	24.000	24.000	
0104	638.2602	Removing Signs Type II	EACH	4.000	4.000	
0106	642.5201	Field Office Type C	EACH	1.000	1.000	
0108	643.0300	Traffic Control Drums	DAY	15,657.000	15,657.000	
0110	643.0420	Traffic Control Barricades Type III	DAY	1,388.000	1,388.000	
0112	643.0705	Traffic Control Warning Lights Type A	DAY	2,776.000	2,776.000	
0114	643.0715	Traffic Control Warning Lights Type C	DAY	1,673.000	1,673.000	
0116	643.0800	Traffic Control Arrow Boards	DAY	96.000	96.000	
0118	643.0900	Traffic Control Signs	DAY	8,710.000	8,710.000	
0120	643.0910	Traffic Control Covering Signs Type I	EACH	14.000	14.000	
0122	643.1050	Traffic Control Signs PCMS	DAY	96.000	96.000	
0124	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	2,339.000	2,339.000	
0126	643.3250	Temporary Marking Line Removable Tape 8-Inch	LF	474.000	474.000	
0128	643.3550	Temporary Marking Arrow Removable Tape	EACH	4.000	4.000	
0130	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	77.000	77.000	
0132	643.5000	Traffic Control	EACH	1.000	1.000	
0134	644.1440	Temporary Pedestrian Surface Matting	SF	85.000	85.000	
0136	644.1601	Temporary Pedestrian Curb Ramp	DAY	53.000	53.000	
0138	646.1020	Marking Line Epoxy 4-Inch	LF	2,598.000	2,598.000	
0140	646.3020	Marking Line Epoxy 8-Inch	LF	2,296.000	2,296.000	
0142	646.5020	Marking Arrow Epoxy	EACH	18.000	18.000	
0144	646.5120	Marking Word Epoxy	EACH	8.000	8.000	
0146	646.6120	Marking Stop Line Epoxy 18-Inch	LF	269.000	269.000	
0148	646.7120	Marking Diagonal Epoxy 12-Inch	LF	128.000	128.000	
0150	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	1,068.000	1,068.000	
0152	646.8120	Marking Curb Epoxy	LF	50.000	50.000	
0154	646.8220	Marking Island Nose Epoxy	EACH	9.000	9.000	
0156	646.9000	Marking Removal Line 4-Inch	LF	437.000	437.000	
0158	646.9100	Marking Removal Line 8-Inch	LF	841.000	841.000	
0160	646.9200	Marking Removal Line Wide	LF	285.000	285.000	
0162	646.9300	Marking Removal Special Marking	EACH	16.000	16.000	
0164	650.4000	Construction Staking Storm Sewer	EACH	3.000	3.000	
0166	650.4500	Construction Staking Subgrade	LF	1,500.000	1,500.000	
0168	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,453.000	1,453.000	
0170	650.7000	Construction Staking Concrete Pavement	LF	1,500.000	1,500.000	
0172	650.9000	Construction Staking Curb Ramps	EACH	24.000	24.000	
0174	650.9500	Construction Staking Sidewalk (project) 01. 6085-02-77	EACH	1.000	1.000	
0176	650.9911	Construction Staking Supplemental Control (project) 01. 6085-02-77	EACH	1.000	1.000	
0178	650.9920	Construction Staking Slope Stakes	LF	1,500.000	1,500.000	
0180	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	272.000	272.000	
0182	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	662.000	662.000	
0184	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	48.000	48.000	
0186	652.0615	Conduit Special 3-Inch	LF	321.000	321.000	
0188	652.0700.S	Install Conduit into Existing Item	EACH	24.000	24.000	
0190	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	7.000	7.000	
0192	653.0905	Removing Pull Boxes	EACH	10.000	10.000	
0194	654.0101	Concrete Bases Type 1	EACH	14.000	14.000	
0196	654.0102	Concrete Bases Type 2	EACH	1.000	1.000	
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					6085-02-77	
Line	Item	Item Description	Unit	Total	Qty	
0198	654.0120	Concrete Bases Type 10-Special	EACH	4.000	4.000	
0200	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000	
0202	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,504.000	1,504.000	
0204	655.0240	Cable Traffic Signal 7-14 AWG	LF	1,976.000	1,976.000	
0206	655.0260	Cable Traffic Signal 12-14 AWG	LF	2,226.000	2,226.000	
0208	655.0270	Cable Traffic Signal 15-14 AWG	LF	270.000	270.000	
0210	655.0320	Cable Type UF 2-10 AWG Grounded	LF	1,345.000	1,345.000	
0212	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	3,156.000	3,156.000	
0214	655.0610	Electrical Wire Lighting 12 AWG	LF	903.000	903.000	
0216	657.0100	Pedestal Bases	EACH	15.000	15.000	
0218	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	2.000	2.000	
0220	657.0310	Poles Type 3	EACH	1.000	1.000	
0222	657.0352	Poles Type 10-Special	EACH	4.000	4.000	
0224	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	10.000	10.000	
0226	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	5.000	5.000	
0228	657.0546	Monotube Arms 45-FT-Special	EACH	4.000	4.000	
0230	657.0590	Trombone Arms 20-FT	EACH	1.000	1.000	
0232	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	2.000	2.000	
0234	657.0806	Luminaire Arms Steel 6-FT	EACH	3.000	3.000	
0236	658.0173	Traffic Signal Face 3S 12-Inch	EACH	17.000	17.000	
0238	658.0174	Traffic Signal Face 4S 12-Inch	EACH	12.000	12.000	
0240	658.0416	Pedestrian Signal Face 16-Inch	EACH	16.000	16.000	
0242	658.0500	Pedestrian Push Buttons	EACH	18.000	18.000	
0244	658.5070	Signal Mounting Hardware (location) 01. STH 19 & N Thompson Road	EACH	1.000	1.000	
0246	658.5070	Signal Mounting Hardware (location) 02. STH 19 & Davison Drive	EACH	1.000	1.000	
0248	659.1125	Luminaires Utility LED C	EACH	5.000	5.000	
0250	661.0201	Temporary Traffic Signals for Intersections (location) 01. STH 19 and Thompson Road	EACH	1.000	1.000	
0252	661.0201	Temporary Traffic Signals for Intersections (location) 02. STH 19 and Davison Drive	EACH	1.000	1.000	
0254	690.0150	Sawing Asphalt	LF	193.000	193.000	
0256	690.0250	Sawing Concrete	LF	2,582.000	2,582.000	
0258	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	82,772.000	82,772.000	
0260	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	700.000	700.000	
0262	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	475.000	475.000	
0264	SPV.0060	Special 01. Connect Storm Sewer to Existing Manhole	EACH	1.000	1.000	
0266	SPV.0060	Special 02. Traffic Signal Controller and Cabinet	EACH	1.000	1.000	
0268	SPV.0060	Special 03. Remove and Transport Traffic Signals, STH 19 & Thompson Road	EACH	1.000	1.000	
0270	SPV.0060	Special 04. Remove and Transport Traffic Signals, STH 19 & Davison Drive	EACH	1.000	1.000	
0272	SPV.0060	Special 05. Microwave Vehicle Detection, STH 19 and Thompson Road	EACH	1.000	1.000	
0274	SPV.0060	Special 06. Microwave Vehicle Detection, STH 19 and Davison Drive	EACH	1.000	1.000	
0276	SPV.0060	Special 07. EVP & Confirmation Light Unit, STH 19 and Thompson Road	EACH	1.000	1.000	
0278	SPV.0060	Special 08. EVP & Confirmation Light Unit, STH 19 and Davison Drive	EACH	1.000	1.000	
0280	SPV.0060	Special 09. Retroreflective Backplates	EACH	36.000	36.000	
0282	SPV.0060	Special 10. Poles Type 4 Short	EACH	1.000	1.000	
0284	SPV.0060	Special 11. Pan, Tilt, Zoom Camera, STH 19 and Thompson Road	EACH	1.000	1.000	
0286	SPV.0060	Special 12. Pan, Tilt, Zoom Camera, STH 19 and Davison Drive	EACH	1.000	1.000	
0288	SPV.0060	Special 13. Adjusting Valve Box	EACH	2.000	2.000	
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SPV.0060 Special 14. Salvage and Reinstall Existing Meter Breaker Pedestal

		<u>R</u> 1	EMOVING CON	NCRETE PA	VEMENT			<u>R</u>	EMOVING C	URB & GUTTI	<u> </u>				REMOVING	CONCRE	TE SIDEWAL	<u>.K</u>			REN	MOVING CONC	RETE BASES		
-			STATION -	STATION		204.0100 FSET SY	CATEG	ORY LOCATION	STATION	- STATION	OFFSET	204.0150 LF	CATEGOR	Y LOCA	TION ST	ATION -	STATION		4.0155 SY .	CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	204.0195 EACH
	,	WEST MEDIAN SW CORNER	106+00 - 106+00 - 109+85 -	109+85 109+85 109+85 110+20	Lī	LT f/RT 80 RT RT	001	.0 NW CORNER WEST MEDIAI SW CORNER	106+00	- 109+85 - 109+85 - 109+85	LT LT/RT RT	54 125 68	0010	NW CC WEST M SW CO	IEDIAN 10)6+00 -)6+00 -	109+85 109+85 109+85	LT/RT	53	0010	STH 19 & N THOMPSON ROAD	EXSB1 EXSB2 EXSB3	110+38.9 109+93.9 109+57.5	52.0 'RT 49.5 'RT 53.4 'RT	1 1 1
	Ν	ORTH MEDIAN NE CORNER	109+85 - 110+20 - 110+20 -	110+20 113+00 113+00	ו	LT LT r/RT 65		SOUTH MEDIA NORTH MEDIA NE CORNER	N 109+85 N 109+85	- 110+20 - 110+20 - 113+00	RT LT LT	22 34 53		SOUTH NORTH NE CO	MEDIAN 10	09+85 - 09+85 - 10+20 -	110+20 110+20 113+00	RT LT LT	 3		_	EXSB4 EXSB5 EXSB6	109+43.7 109+31.3 109+64.0	39.3 'RT 40.0 'LT 54.3 'LT	1 1
3		NW CORNER	110+20 - 206+00 - 206+00 -	113+00 209+75 209+35		RT LT 170 f/RT 60		EAST MEDIAN SE CORNER NW CORNER	110+20	- 113+00 - 113+00 - 209+75	LT/RT RT LT	14 55 131		SE CO	RNER 1	10+20 - 10+20 - 06+00 -	113+00 113+00 209+75	RT	13 24		<u>.</u>	EXSB11 EXSB12 GUBTOTAL (STH 19	110+66.9 110+62.8	45.7 'LT 37.2 'RT	1 1 8
4		SW CORNER OUTH MEDIAN	206+00 - 209+35 - 209+75 -	209+35 209+60 214+00		RT 242 LT LT 16		WEST MEDIAL SW CORNER SOUTH MEDIA	206+00 206+00	- 209+35 - 209+35 - 209+60	LT/RT RT LT	398 115 		WEST M SW CO SOUTH M	RNER 20	06+00 - 06+00 - 09+35 -	209+35 209+35 209+60	LT/RT RT	39		STH 19 & DAVISON DRIVE	EXSB2 EXSB3 EXSB9	208+53.9 209+13.7 210+17.2	48.7 'RT 53.9 'LT 41.9 'RT	1 1 1
	_		209+75 - 209+60 - SUB-TO	214+00 214+00		T/RT 58 RT 68 759	_	NE CORNER EAST MEDIAN SE CORNER	209+75	- 214+00 - 214+00 - 214+00	LT LT/RT RT	40 334 73		NE CO EAST M SE CO	EDIAN 20	99+75 - 99+75 - 99+60 -	214+00 214+00 214+00	LT/RT	28 19		_	EXSB11 EXSB14 EXSB15	209+92.6 208+79.3 210+30.9	57.0 'RT 7.0 'LT 5.0 'RT	1 1 1
	0020		106+00 -	109+85		T/LT 15	000	- COLITIUM FRIM		B-TOTAL		1,516	_)	T DADC	TOTAL 1	180		5	SUBTOTAL (STH 19	& DAVISON DR.)	TOTAL	6
	_	EAST MEDIAN	106+00 - 110+20 - 110+20 -	109+85 113+00 113+00		RT 56 LT 47 LT 49	002	NORTH MEDIA	N 109+85	- 110+20 - 110+20 B-TOTAL	RT LT	22 18 40	_		<u>!</u>	PAVEMEN'	416.0610 DRILLED	416.0620 DRILLED			DENAGUJAN	S STORM SELVI	ED 43 INCL	TOTAL	14
	_		SUB-TO			167 925	_	Dr	TA A ON VINICE IN I	LETC	TOTAL	1,556	_	CATEGORY	STATION - S	TATION	TIE BARS EACH	DOWEL BARS EACH	-	CATEGOR		STORM SEW		204.0245.01 LF	
		FINISHING ROAD	<u>DWAY</u>				CATEG	<u>KE</u> GORY INTERSECTION	MOVING IN STATION	LOCATION	204.0220 EACH			0010	106+50 - : 206+15 - :	212+87	306 505	55 82	_	0010		209+10 - 209		37	
	CATEGO	RY STATION	213.0100 EACH				001		209+10	50.4 'LT 68 'LT	1 1	_		0020	SUB-TO		811 88	137 72					TOTAL	37	
	0010	PROJECT	1	F	BASE AGGRE	gate dense				TOTAL	2	_		<u>-</u>	SUB-TO		88 899	72	_						
				<u>-</u>		211.0201 PREPARE FOUNDATION FOR CONCRETE PAVEMENT	305.0110	305.0120	305.0130	624.0100			<u>E</u>	EXCAVATIO	N COMMON	_	033	209							
	CATEGORY	LOCATION	STATION -	- STATION	OFFSET	(PROJECT) EACH	3/4-INCH TON	1 1/4-INCH TON	3-INCH TON	WATER MGAL	CAT	ΓEGORY	LOCATION	STATION	- STATIO	N OFFSET	205.010 CY	0			CONCRET	E PAVEMENT			
	0010	NW CORNER WEST MEDIAN SW CORNER SOUTH MEDIAN	106+00 106+00	- 109+85 - 109+85 - 109+85 - 110+20	LT LT/RT RT RT	 	 20 	70 80 130	 	1.4 1.6 3.0	(W	NW CORNER /EST MEDIAN SW CORNER DUTH MEDIAN	106+00 106+00 106+00 109+85	- 109+85 - 109+85 - 109+85 - 110+20	LT/RT RT	27 14 43 2		CATEGORY	γ STA ⁻	TION - STATION	LOCATION	415.0080 8-INCH SY	415.0090 9-INCH SY	
		NORTH MEDIAN NE CORNER EAST MEDIAN SE CORNER	110+20 110+20	- 110+20 - 113+00 - 113+00 - 113+00	LT LT LT/RT RT	 	 	 70 140 65	 	1.4 2.8 1.3		E	ORTH MEDIAN NE CORNER AST MEDIAN SE CORNER	109+85 110+20 110+20 110+20	- 110+20 - 113+00 - 113+00	LT LT/RT	4 27 2 32		0010	106+45 108+80 110+40	- 109+30 - 109+60 - 111+60	RT MEDIAN MEDIAN	 	82 106 192	
		NW CORNER WEST MEDIAN	206+00 206+00	- 209+75 - 209+35	LT LT/RT			75 100		1.5 2.0		1 W	NW CORNER /EST MEDIAN	206+00 206+00	- 209+75 - 209+35	LT LT/RT	23 43			208+00 208+20 208+00 209+85	- 209+60 - 209+10 - 209+30 - 210+15	LT MEDIAN RT LT	105 130 242 16	 	
		SW CORNER SOUTH MEDIAN NE CORNER EAST MEDIAN	209+35 209+75	- 209+35 - 209+60 - 214+00 - 214+00	RT LT LT LT/RT	 	 	150 10 25 100	 	3.0 0.2 0.5 2.0		SC	SW CORNER DUTH MEDIAN NE CORNER AST MEDIAN	206+00 209+35 209+75 209+75	- 209+35 - 209+60 - 214+00 - 214+00	LT LT	27 12 36			209+95 209+65	- 210+85 - 210+20 UNDISTRIBUTED	MEDIAN RT	104 66 	 	
		SE CORNER	209+60 - 50% 15% UNDI:		RT	 	 7 4	120 560 254	 	2.4 11.3 5.2			SE CORNER NDISTRIBUTED	209+60	- 214+00	RT	64 36		0020	106+45	SUB-TOTAL - 109+30	RT	663	380 102	
			PRO SUB-1	JECT		1	31	1,949		39.6	(OUTH MEDIAN	109+85	- 110+20		391 222		5020	109+27 109+58 110+40	- 110+56 - 110+61	RT LT LT	 	299 294 101	
	0020	NORTH MEDIAN SOUTH MEDIAN		- 110+20 - 110+20	LT RT			130 150	130 130	5.2 5.6		NC	ORTH MEDIAN		- 110+20 JB-TOTAL		444				SUB-TOTAL			796	
			SUB-1					280	260	10.8					TOTAL		835				TOTAL		663	1,177	
-	PROJECT	NO: 6085-	02-77	IAL		HWY: STH 19	31	2,229	260	50.4 JTY: DAN	Г			VVICCI	ELLANEOU		TITIES						SHEET:		
L	FILE NAME :		UZ-11			I IIVVI. SIR 19			COOK	III. DAN		OT DATE :		IVIISCI		:		PLOT NAME :			PLOT SCALE: 1	" — 4"	SUEE1:	WISDOT/CA	

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					CONCRET	IE CURB & G	OTTER ITE	<u> ZIVI S</u>										<u>SII</u>	<u>JEWALK ITEN</u>	<u>/15</u>					
ATEGORY	,	LOCATION		STATION -	STATION		601.0405 18-INCH TYPE A LF	601.0409 30-INCH TYPE A LF	601.0411 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	620.0200 CONCRETE MEDIAN BLUNT NOSE SF	620.030 CONCRET MEDIAN SLOPED NO	TE N OSE	ATEGORY	LOCATION	STATION -	STATION	OFFSET	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EA		
0010	THO	ANADCONICT NIVA	CODNED	100.00	100.05	ı.T		F.2						0010	NA/ CODNED	106:00	100.05	1.7		770	40		2		
0010		MPSON ST NW (MPSON ST WEST		106+00 - 106+00 -	109+85 109+85	LT LT/RT	88	53		14		65			NW CORNER VEST MEDIAN	106+00 - 106+00 -	109+85 109+85	LT LT/RT	 176	770 	40 48		1		
		MPSON ST SW (106+00 -	109+85	RT		56	12						SW CORNER	106+00 -	109+85	RT		543	40		2		
		MPSON ST SOUTH		109+85 -	110+20	RT	34			14					OUTH MEDIAN	109+85 -	110.20	RT					1		
		MPSON ST NORTH MPSON ST NE (109+85 - 110+20 -	110+20 113+00	LT LT	34	54		14					ORTH MEDIAN NE CORNER	109+85 - 110+20 -	110+20 113+00	LT LT		 577	40		2		
		MPSON ST EAST		110+20 -	113+00	LT/RT	70			14		107			AST MEDIAN	110+20 -	113+00	LT/RT	125		48		1		
	THO	MPSON ST SE C	CORNER	110+20 -	113+00	RT		55							SE CORNER	110+20 -	113+00	RT		522	20	26	2		
	DA	VISON ST NW	CORNER	206+00 -	209+75	LT		138							NW CORNER	206+00 -	209+75	LT		330	20		2		
				206+00 -	209+35	LT/RT	69	140		13		65			EST MEDIAN	206+00 -	209+35	LT/RT	151				2		
				206+00 -	209+35	RT		121							SW CORNER	206+00 -	209+35	RT		512	10	32	2		
				209+35 -	209+60	LT LT	42	44		14		40			OUTH MEDIAN	209+35 -	209+60	LT IT		200	41	 17	1		
				209+75 - 209+75 -	214+00 214+00	LT/RT	121	40 95		12		67			NE CORNER AST MEDIAN	209+75 - 209+75 -	214+00 214+00	LT/RT	234	289	10 20		1		
				209+60 -	214+00	RT		73							SE CORNER		214+00	RT		534	10	28	2		
				SUB-TOT	AL		458	869	12	96		344				TOTAL	LS		686	4,077	348	102	24		
20	THO	MPSON ST NORTH	H MFDIAN	109+85 -	110+20		6				29									,					
THOMPSON ST SOUTH MEDIAN 109+85 -		110+20		9				29									SILT FEN	NCE_							
				SUB-TOT	AL		16				58										628.1504	628.1520 MAINTENACE			
				TOTALS)					UTILITY STR	OCTURE SU							EGORY	STATION - STA	TION	LF	LF			
									STRUCTURE		II	611.0624 NLET COVER TYPE H		ADJUSTING	611.8115 ADJUSTING PERS INLET COVER	ADJUSTING	0	010	106+48 - 212	2+87	371	371			
		CONCRETE	COLLARS F	OR PIPE		CATEGORY	' INTERSE	ECTION	NUMBER	STATION	LOCATION	EACH	EACH	EACH	EACH	EACH	_		TOTAL		371	371	HMA PAVEM	<u>ENT</u>	
TEGOI	RY	INTERSECTION	STATION	LOCATION	520.8000 EACH	0010	STH 1			109+64`	81.6 'RT				1									55.0605 ACK COAT HM	460.6223 MA PAVEMEN
0010		STH 19 &	209+38	70.2 'LT	1		STH 1			208+30	4.1 'LT				1						CATEGO	DRY STATION - STAT	ION LOCATION	3 GAL	3 MT 58-28 : TON
		DAVISON DRIVE	209+47	67.8 'LT	1		DAVISON			208+30	10.0 'LT				1										
				TOTAL						208+41	45.8 'RT				1						0010	109+50 - 109- 109+25 - 109-		1.0 2.0	4 8
				TOTAL	2				10 30	208+58 209+26	50.0 'LT 48.5 'LT	1	1		0							110+30 - 110-		0.7	3
									40	209+42	67.8 'LT	1	1	===	0							110+25 - 110-	60 RT	3.6	14
										CLID TO)TAI	2	2		4		_					TOTAL	_	7.3	29
<u></u>	-05.	4 CELVED 5:55 =	LEINIE OF SEE	CONCRETE						SUB-TO	JIAL	3	3	===	4										==
51	UKIV	1 SEWER PIPE R	<u>REINFORCEL</u> √ 12-INCH	CONCRETE		0020	STH 1			54+19	32.8 'LT				1								DUALTIC CUREAC	г	
		CLASS IV	V 12-INCH				THOMPSO	ON ROAD		54+39	1.9 'RT				1	1						<u>AS</u>	SPHALTIC SURFAC	£	
		FROM	ТО	608.0412						55+43 55+45	18.0 'LT 35.2 'RT			1		1									465.0
CATE	GORY	STRUCTURE	STRUCT	URE EACH	_					55+72	16.4 'LT					1					CATEGORY	LOCATION STA	TION - STATION	OFFSET	ТО
00	010	10	20	28			STH 1	19 &		63+36	65.9 'RT			1							0010	NW CORNER 10	6+00 - 109+85	LT	0
		30	40	26			DAVISON			U3T30	וא כ.כט										5510		6+00 - 109+85		0
		40	45	5			-			SUB-TO	OTAL			2	2	2	_						6+00 - 109+85		13
		40	55	5						TOT	AL	3	3	2	6	2	_						9+85 - 110+20 9+85 - 110+20		0
			TOTA	L 64	_					101	-	S	J	2	J	-						NE CORNER 11	0+20 - 113+00	LT	4
	C C	ONNECT STORM	1 CE/M/ED INT	LU EXICTING V	44NHOLE								CON	CRETE SAFETY	Y ISLANDS			INLET	PROTECTION				0+20 - 113+00 0+20 - 113+00		0 7
	<u> </u>	PININECT STOURN	JEVVEN IIV	I O EVIDITING I	MAINLIULE			MOE	BILIZATIONS E	ROSION CO	NTROL								62	8.7015					
					SPV.0060.			<u>-</u>			_				CO2 240	10				ROTECTION			6+00 - 209+75		0
	EGORY	Y INTERSECTION	N STATI	ON LOCATIO	N EACH		CATE	EGORY	STATION - STA	TION	628.1905 EACH	(CATEGORY	STATION - STATI	602.240 ON SF		CATEGOR	V LOCATI		YPE C EACH			6+00 - 209+35 6+00 - 209+35		5 0
CATE		STH 19 &	208+	31 50.4 'I	T 1		CATE	LGUKT	STATION - STA	ATION	EACH	<u> </u>		2 0	<u> </u>		CATEGUR	Y LOCATI	UN	LACT	-		9+35 - 209+60		0
	010	DAVISON DRIV		. 50.7	_		00	010	106+48 - 212	2+87	3			3+80 - 109			0010	LT/R	ī	13			9+75 - 214+00		0
	010								TOTAL		2		11	0+60 - 112	+40 570			TOT**	c	10	-		9+75 - 214+00 9+60 - 214+00		4 27
	010								TOTAL		3		TO	TALS	734			TOTAL	۵	13		SECONINEN 20	5.00 - 214+00	IV I	27
	010			TOTAL	1																				
	010			TOTAL	1																_			TOTAL	61
		O: 6085-0	 12 77	TOTAL	1	HWY: S	TU 10			T -	OUNTY:	DANE			MICO	CELLANEOU	IS OLIANT	TITIES			_		CIII	TOTAL EET:	61

SIDEWALK ITEMS

CONCRETE CURB & GUTTER ITEMS

					1	RAFFIC CONTROL	AND DETOUR	<u>ITEMS</u>														SIGNING		
					643.C TRAF	FIC CONTROL	CONTROL	TRAFFIC CONTROL	643.0800 TRAFFIC	TRAFF	900 TF CO	NTROL TRA	.1050 AFFIC		TEMPORAR	Y PEDESTRIA	<u>N</u>	_CATEG	GORY SI	POSTS 2X2	634.0814 TUBULAR STEE -INCH X 14 FT EACH	637.2210 L SIGNS TYPE II REFLECTIVE H SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH
					CONT DRU		S LIGHTS TYPE		CONTROL	CONTROL	SIGNS CO		OL SIGNS CMS			644.1440	644.160	00		-1 -2	1	4	 1	1
CATEGORY		Stage		Days	DA	AY DAY	DAY	DAY	DAY	DAY	<u> </u>	EACH [DAY			TEMPORARY PEDESTRAIN	TEMPOR.		1	-3 -4	1		1	
0010	Thompso Thompso	o o		21 21	1,4		630	5 5		630 1,44		_				SURFACE	PEDESTR CURB RA		1	-5			1	
	Thompso	on Stage 1B		19	1,2		380			589)	_		CATEGO	RY Stage Days	MATTING SF	DAY			-6 -7		5 	1	
	Thompso Thompso	~	OUR	19 17	1,4		68	255		1,38 442		_		0010	Stage 1B 19	50	19			-8 -9			1	
	Davison	Stage 1A		21	2,1		210	357	21	714			21	0010	Stage 2A 14	35	14		1-	-10			1	
	Davison Davison			19 14	2,0 68	6 70	228 140	323 56	19 	741 294	ŀ	1	19		Stage 2B 20		20		1- 1-				1 1	
	Davison	Stage 2B		56	6,7	20 560	1,120	672	56	2,46	4	3	56		TOTALS	85	53		1-	-13 -14	==	==	1	 1
-					15,6	1,388	2,776	1,673	96	8,71	0	14	96						1-	-15			1	
	NOTE: EACH	I TRAFFIC CONTROL (COVERING :	SIGNS TYPE 1	IS PAID FOR ONE	CYCLE EQUAL TO THE L	ENGTH OF THE ST	TAGE IT IS QUANTIF	IED FOR.											-15 -16	 1		1 1	
																			1-	-17			1	
		REMOVIN	G PAVEN	IENT MARK	KING ITEMS					<u>TE</u>	MPORARY	PAVEMENT MA	RKING IT	<u>EMS</u>		C42	3850		1-				1	
				646.9100		646.9300									643.3250	TEMP	ORARY	643.3550	1-	-20	1	4	==	1
			MARKING REMOVAL		MARKING REMOVAL	MARKING REMOVAL						TEMPORARY N	643.3150 ARKING LII	NE REMOVABLE	TEMPORARY MARKING LINE	MARKING REMO		TEMPORARY MARKING ARROW	/	-1	1		1	
			LINE 4-INC	H LINE 8-INCH	H LINE WIDE SPE	ECIAL MARKING						YELLOW	TAPE 4-INC	H WHITE	REMOVABLE TAF 8-INCH	PE TA 18-1	PE NCH	REMOVABLE TAPE	2	-2 -3	1		1	
	CATEGORY	INTERSECTION	LF	LF	LF	EACH	CATEGORY	INTERSECTION	STAGE STATI	ON - STATIO	N OFFSET	LF		LF	LF		F	EACH		-4 -5	1		1	
	0010	N THOMPSON RD	299	530	66	11	0010	N THOMPSON R	D 1A 106+	00 - 113+05	5 LT				144	=			2	-6	1		1	 1
		DAVISON DR	138	311	219	5			1B 106+ 2 106+			 589				-		2 2		-7 -8	1	4	1	1
								DAVISON DR	1A 204+	45 - 217+72	2 RT/LT	612		238		1	2		TO	TALS	10	16	24	4
			437	841	285	16			1B 204+ 2A 204+		•	450			171 159	2								
										35 - 217+50		450				1								
											TOTALS		2,339		474	7	7	4	_					
						PERMAN	IFNT PAVEME	NT MARKING 17	TEMS															
					646.102					646.6120	646.7120	646.7520												
				N	MARKING LINE EPC	OXY 4-INCH WHITE SKIP	646.3020 MARKING LINE	646.5020	646.5120	MARKING STOP LINE	MARKING DIAGONAL	MARKING	646.8120 MARKING											
				YELLOW	v white	12.5-FOOT SEG. 37.5-FOOT GAP	EPOXY 8-INCH WHITE	MARKING ARROW EPOXY	MARKING WORD EPOXY	EPOXY 18-INCH	EPOXY 12-INC WHITE	CH EPOXY BLOCK STYLE 24-INCH		ISLAND NOSE EPOXY										
	CATEGORY	INTERSECTION	ON	LF	LF	LF	LF	EACH	EACH	LF	LF	LF	LF	EACH						RESTORATIO	N			
	0010	STH 19 & N THOMP					1,015	8	4	131	78	630	28	4								628.2006		
	_	STH 19 & DAVISO		224		250	1,281	10	4	138	50	438	22	5								EROSION MAT URBAN CLASS 1	629.0210 FERTILIZER	630.0130 SEEDING
		TOTALS			2,598		2,296	18	8	269	128	1,068	50	9	CATEG	ORY INTERSE	CTION	STATION -	STATION	LOCATION	TOPSOIL SY	TYPE A SY	TYPE B CWT	MIXTURE NO. 30 LB
						CONS	TRUCTION CT	ALVINIC CLINANAA	D./						001	0 STH 1	9.8	106+40 -	109+70	RT	330	330	0.2	6
						CONS	IKUCIIUN SI	AKING SUMMA	<u>n r</u>						301	THOMPSO		109+25 -	109+75	LT	20	20	0.0	0
					650.4000 CONSTRUCTION	650.4500 CONSTRUCTIO			650.7000 DNSTRUCTION	650.99 CONSTRU		650.9500 CONSTRUCTION		50.9911 ISTRUCTION					111+00 110+90	RT LT	60 30	60 30	0.0 0.0	1 1
					STAKING	STAKING	STA	KING	STAKING	STAKI	NG :	STAKING SIDEWALK	STAKING	SUPPLIMENTAL						SUB-TOTAL	440	440	0.2	8
	CATEGORY		STATION -	STATION	STORM SEWER EACH	SUBGRADE LF		D GUTTER CONC _F	CRETE PAVEMENT LF	SLOPE S' LF		(PROJECT) EACH		ROL (PROJECT) EACH		STH 1	α <i>Q</i> .	208+15 -	209+50	RT	70	70	0.0	1
	0010	THOMPSON	106+00 -	113+00		700	5:	11	700	700)					DAVISON		208+30 -	209+50	LT	70 110	70 110	0.0 0.1	2
		DAVISON	206+00 -	214+00	3	800	9.	42	800	800)							209+70 - 209+90 -	211+90 210+45	RT LT	290 30	290 30	0.2 0.0	5 1
		PROJECT	106+00 -		===							1		1						SUB-TOTAL		500	0.3	9
			ТОТ	ALS	3	1,500	1,4	153	1,500	1,50	00	1		1						TOTALS	940	940	0.5	17
DD 0 1 = 5 =	· NIC	6005.00.75			I	MAY 6711 12			601=	, 5,=			Т	NAICOELLA	FOLIS 01:::=	TIEC						I	LEET	Ι_
PROJECT		6085-02-77			Н	WY: STH 19			COUNTY	: DANE					EOUS QUANT							SI	HEET:	E
FILE NAME	:										PLOT [DATE :	_	PL	.OT BY :		PLOT NA	AME :		PLOT SCAL	E: 1" = 1"		W	ISDOT/CADDS SHEET

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				TRAFFIC SI	GNAL CONDUIT SUMMAR	_	252 2254			INSTAL	<u>L CONDUIT IN</u>	TO EXISTING	<u>ITEM</u>	652.0700.S		<u>TR.</u>	AFFIC SIGNAI	_ PULL BOX SUM	<u>IMARY</u>		
					652.0225* CONDUIT RIGID NONMETALLIC	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	652.0335* CONDUIT RIGID NONMETALLIC	652.0615 CONDUIT	CATEGORY 0010	STH 19 &	LOCATION EXPB1	STATION 110+32.6	OFFSET 70.6 'RT	EACH 1						653.0164 PULL BOXES NON-CONDUCTIVE	
		NTERSECTION STH 19 &	FROM CB1	TO EXPB1	LF	LF 125	LF	LF	_	N THOMPSON ROAD	EXPB2 EXPB3 QP1 QP2	109+92.6 109+59.5 109+36.5 109+36.8	70.6 'RT 70.0 'RT 6.3 'LT 12.3 'LT	1 1 1	CATEGORY	INTERSECTION	PULL BOX NO.	LOCATIO	OFFSET	24X42-INCH EACH	
		HOMPSON ROAD	EXPB3 QP1 EXPB5	PB4 QP2 PB6	 	83 100	 12 	 		-	EXPB5 EXPB7 EXSB9 QP3	109+36.8 110+12.5 110+44.0 110+72.6	40.8 'LT 70.2 'LT 76.1 'LT 0.3 'LT	2 2 1	0010	STH 19 & N THOMPSON ROAD	PB8	109+33.5 109+70.9 110+49.6	37.9 'RT 77.1 'LT 71.9 'LT	1 1 1	
		-	PB6 EXPB7 PB8	PB8	 	 78		85 74 	_		QP4 EXPB10	110+71.9 110+68.7	5.7 'RT 36.9 'RT	1 1	_		PB9 SUBTOTAL (ST	110+78.7 H 19 & N THOMPSO	45.8 'LT DN RD.)	4	
-		-	QP3 EXPB10 EXPB1 EXPB2	QP4 CB1 SB1 SB2	 11 25	34 	12 	 	_	STH 19 & DAVISON DRIVE	SUBTOTAL (STH 1 EXPB2 QP1	208+43.6 208+63.3	48.0 'RT 3.6 'LT	13 1 1		STH 19 & DAVISON DRIVE	PB1 PB8 PB9	208+82.8 209+79.8 209+44.1	75.1 'RT 77.2 'RT 78.8 'RT	1 1 1	
			EXPB3 PB4 EXPB5	SB3 SB4 SB5	12 11 14	 	 	 			QP2 EXPB3 EXPB5 QP3	208+66.6 209+16.6 209+95.5 210+38.7	8.4 'LT 54.3 'LT 81.6 'LT 2.1 'RT	1 2 1 1	_			H 19 & DAVISON DR	R.)	3	
		-	PB6 PB8 PB8 PB8	SB6 SB7 EXSB9 SB10	22 6 7	 	 	 	-		QP4 EXPB7 EXSB12 EXPB10	210+38.6 210+29.8 209+46.4 208+95.6	7.9 'RT 40.3 'RT 75.4 'RT 83.3 'RT	1 1 1 1			*FINAL LOCAT	ION TO BE DETERMII	TOTAL NED BY THE ENGIN	7 IEER IN THE FIELD	
		-	PB9 EXPB10 EXPB10	SB11 SB12 SB13	12 7 18	 	 	 	_		SUBTOTAL (STH 1	9 & DAVISON DE		11 24							
		-	SUBTOTAL (STH 19	& THOMPSON RD.)	149	420	24	159	_				70 7712				RE	MOVING PULL E	BOXES .		
		STH 19 & AVISON DRIVE	PB1 QP1 QP3	EXPB2 QP2 QP4	 	93 12 12	12 12	 							CATEGORY	Υ	PULL BO	X STATION	LOCATION	653.0905 EACH	
			EXPB7 PB8 PB9 PB1	PB8 PB9 EXPB10 SB1	 5	125 	 	69 93 	_						0010	STH 19 & N THOMPSON ROAL	EXPB4 D EXPB6 EXPB8 EXPB9	109+33.7 109+69.8 110+52.4 110+78.3	67.2 'LT 64.3 'LT	1 1 1	
			PB1 EXPB3 EXPB3	SB2 SB3 SB4	21 25 11	 	 	 	_								EXPB11 EXPB12	109+36.7	9.3 'LT	1 1	
		-	EXPB5 EXPB6 EXPB7 EXPB7	SB7 EXSB8 SB9 SB10	20 4 6 18	 	 	 	-							STH 19 &	EXPB1	TH 19 & THOMPSON	64.4 'RT	6	
		-	PB8 PB9	SB11 EXSB12	9 4				_							DAVISON DRIVE	EXPB8 EXPB14 EXPB15		6.4 'LT	1 1 1	
		:	SUBTOTAL (STH 19		123 TALS 272	662	48	321	_								SUBTOTAL (ST	TH 19 & DAVISON DE	R.) TOTAL	10	
PRC	JECT NO	: 6085-0	2-77		HWY: STH 19		COUNT	Y: DANE			MISCEL	LANEOUS C	QUANTITIFS	5				Т	SHEET:		E

PLOT BY : FILE NAME : PLOT DATE : _____ PLOT NAME : PLOT SCALE: 1" = 1" WISDOT/CADDS SHEET 42

WISDOT/CADDS SHEET 42

			TRAFFIC	C SIGNAL CA	ABLE SUMMA	<u>ARY</u>																
				SLACK PER	655.0230	655.0240 CABLE TRAF	655.0260 FFIC SIGNAL	655.0270	CON'T	STH 19 &	EXCB1	SB1	16		45				ELECTRICAL WIRE T	TRAFFIC SIGNA	LS 10 AWG	
CATEGORY	INTERSECTIONS	FROM	TO	_	5-14 AWG LF	7-14 AWG LF	12-14 AWG LF	15-14 AWG LF		DAVISON DRIVE	SB1	HEAD 8	31 16	14								655.0515
					LF		LF	LF			EXCB1 SB2	SB2 HEAD	16 4 16			60 		CATEGORY	INTERSECTION	FROM	TO	LF
0010	STH 19 & N THOMPSON ROAD	CB1 SB1	SB1 HEAD 16	16 16	 19	85 					SB2 SB2	HEAD 8						0010	STH 19 &	CB1	SB1	88
		SB1	HEAD 86	16	14	==					EXCB1	SB3	16	==			270		N THOMPSON ROAD	SB1 SB2	SB2 SB3	115 110
		CB1 SB2	SB2 HEAD 15	16 16	22		155 				SB3 SB3	HEAD HEAD					==			SB3	SB4	100
	•	SB2	HEAD 19	16	22						SB3	HEAD								SB4 SB5	SB5 LB1	140 60
		CB1 SB3	SB3 HEAD 12	16 16	45		190 				SB3 EXCB1	HEAD 8 SB4			 260					LB1	SB6	68
		SB3	HEAD 13	16	19						SB4	HEAD 8								SB6 SB7	SB7 EXSB8	115 105
		SB3 CB1	HEAD 85 SB4	16 16	14 		245				EXCB1 SB7	SB7 HEAD 8	16 35 16		400				_	EXSB8	EXSB9	98
1		SB4	HEAD 4	16	22						EXCB1	EXSB	3 16			355				EXSB9 SB10	SB10 SB11	49 93
		SB4	HEAD 6	16	19			==			EXSB8 EXSB8	HEAD HEAD					 			SB10	SB12	140
		SB4 CB1	HEAD 84 SB5	16 16	14 		345				EXSB8	HEAD 8	34 16	14						SB12	SB13	63
	•	SB5	HEAD 2	16	46						EXCB1 SB9	SB9 HEAD	16 3 16			240			_	SB13 EXPB1	CB1 SB1	48 31
		SB5 SB5	HEAD 3 HEAD 5	16 16	19 66						SB9 SB9	HEAD HEAD :								EXPB2	SB2	45
		CB1	SB6	16		355					EXCB1	SB10	16		255					EXPB3 EXPB5	SB3 SB5	31 34
		SB6 CB1	HEAD 83 SB7	16 16	14	315					SB10 EXCB1	HEAD 8 SB11				165	<u></u>		<u> </u>	EXPB7	EXSB8	35
		SB7	HEAD 11	16	19	313					SB11	HEAD :	14 16	19						EXPB10	SB12	27
		SB7	HEAD 82	16	14			==			SB11 EXCB1	HEAD 8 EXSB1	3 16	51				-		SUBTOTAL (S	TH 19 &	1,595
		CB1 EXSB8	EXSB8 HEAD 14	16 16	22		265 				EXSB13	HEAD :	13 16	45						THOMPSO	N RD.)	
	•	EXSB8	HEAD 20	16	22				_		SUBTOTAL (S	STH 19 & DAVI	SON DR.)	627	960	820	270		STH 19 &	EXCB1	SB1	48
		CB1 EXSB9	EXSB9 HEAD 18	16 16	205 19							TOTAL	S	1,504	1,976	2,226	270		DAVISON DRIVE	SB1	SB2	49
		CB1	SB10	16		200														SB2 SB3	SB3 SB4	275 58
		SB10	HEAD 81	16	14															SB4	EXSB5	120
		CB1 SB11	SB11 HEAD 1	16 16	19		155 								654.0101	654.0102		654.0217		EXSB5	EXSB6	130
		SB11	HEAD 9	16	22										CONCRETE		654.0120	CONCRETE CONTROL		EXSB6 EXCB1	SB7 EXSB13	57 54
		SB11 CB1	HEAD 88 SB12	16 16	14 		 51								BASES TYPE 1		CONCRETE BASES	CABINET BASES		EXSB13	EXSB12	95
	•	SB12	HEAD 7	16	50				CA	TEGORY INT	TERSECTION	SB NO.	STATION	LOCATION	TYPE 1 EACH	EACH	TYPE 10-SPECIAL EACH	TYPE 9 SPECIAL EACH	_	EXSB12 SB11	SB11 SB10	85 125
		SB12 SB12	HEAD 8 HEAD 10	16 16	19 69	==														SB10	SB9	47
		CB1	SB13	16		61					STH 19 & DMPSON ROAD	CB1 SB1	110+68.1 110+38.6	48.2 'RT 61.3 'RT	 1			1		SB9 EXPB2	EXSB8 SB1	145 88
		SB13	HEAD 87	16	14		==	==				SB2	109+94.3	45.4 'RT	1				_	EXPB3 EXPB4	SB4	31
_		SUBTOTAL (ST	H 19 & THOMPSON	l	877	1,016	1,406					SB3 SB4	109+55.0 109+41.5	59.1 'RT 45.2 'RT	 1	1				EXPB5	EXSB5 EXSB6	43 35
		,	RD.)			,	,					SB5	109+22.6	41.5 'LT			1			EXPB6 EXPB7	EXSB8	24
								CON'T ABOVE				SB6	109+57.4	51.9 'LT	1			==		EXPB10	SB9 EXSB13	26 26
												SB7 SB10	109+68.6 110+50.4	71.3 'LT 68.2 'LT	1		 	 		CLIDTOTAL /	TIL 10 9	1.561
												SB11	110+67.3	49.3 'LT	1					SUBTOTAL (S DAVISON		1,561
												SB12 SB13	110+62.9 110+56.3	41.4 'RT 48.1 'RT	1		1	 				3,156
																					TOTAL	3,130
												SUBTOTAL (S	TH 19 & THOM	PSON RD.)	8	1	2	1				
										9	STH 19 &	SB1	208+83.6	70.0 'RT	1							
										DAV	VISON DRIVE	SB2 SB3	208+73.2 208+94.4	56.2 'RT 45.2 'LT	1		1					
	SAL	VAGE AND F	REINSTALL EXIST	ING METER	R BREAKER PI	<u>DESTAL</u>						SB4	209+26.9	58.0 'LT	1			 				
		BASE				SPV.0060.14						SB7	210+07.3	65.6 'LT	1							
	CATEGORY		Ŀ	OCATION*		EACH	_					SB9 SB10	210+23.5 210+20.9	41.9 'RT 56.5 'RT	1		1					
	0010	CB1	STH 19 & N	N THOMPSON	ROAD	1						SB11	209+87.6	73.0 'RT	1							
		*FINAL LOCATION	ON TO BE DETERMIN	NED BY THE FIE	ELD ENGINEER							SUBTOTAL (S	TH 19 & DAVIS	N DR.)	6		2					
														TOTALS	14	1	4	1				
														IOIAM	14	1	7	1				
PROJECT	ΓΝΟ: 6085-	-02-77			HWY: STI	H 19		(COUNTY:	DANE			MISCEL	LANEOUS QU	ANTITIES					SHEET	:	
		· ·								_ /										I STILL		

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TRAFFIC SIGNAL BASES, POLES, MONOTUBE ARMS, PUSH BUTTONS, AND LUMINAIRES

CATEGORY	INTERSECTION	SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH			657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH		657.0590 TROMBONE ARMS 20-FT EACH	657.0546 MONOTUBE ARMS 45-FT-SPECIAL EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH		658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH	SPV.0060.011 PAN, TILT, ZOOM CAMERA EACH	SPV.0060.012 PAN, TILT, ZOOM CAMERA EACH
0010	STH 19 &	SB1	1					1			==			1	==	==	==
	N THOMPSON ROAD	SB2	1						1					1			
		SB3		1	1					1		1		1	1		
		SB4	1						1					1			
		SB5					1				1						
		SB6	1	==		==		1			==	==	==	1	==	==	==
		SB7	1					1						1			
		EXSB8												1			
		EXSB9															
		SB10	1	==		==		1			==	==		1		==	
		SB11	1						1					1			
		SB12					1				1		1		1	1	
		SB13	1					1						1			
		LB1		1		1						1			1		
-		SUBTOTAL (STH 19 & THOMPSON RD.)	8	2	1	1	2	5	3	1	2	2	1	10	3	1	
	STH 19 &	SB1	1					1						1			
	DAVISON DRIVE	SB2	1						1					1			
		SB3		==			1	==			1	==	1	1	1	==	1
		SB4	1					1						1			
		SB7	1					1						1			
		EXSB8	1						1					1			
		SB9					1				1		1		1		
		SB10	1					1						1			
		SB11	1					1						1			
-		SUBTOTAL (STH 19 & DAVISON DR.)	7				2	5	2		2		2	8	2		1
		TOTALS	15	2	1	1	4	10	5	1	4	2	3	18	5	1	1

TRAFFIC SIGNAL LIGHTING WIRE SUMMARY

		LOC	ATION	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG
CATEGORY	INTERSECTIONS	FROM	TO	LF	LF
0010	STH 19 &	CB1	SB3	158	
	N THOMPSON ROAD	SB3	LUMN		117
		SB3	LB1	203	
		LB1	LUMN		84
		CB1	SB12	67	
		SB12	LUMN		117
		SB12	EXSB9	184	
		EXSB9	LUMN		117
_		SUBTOTAL (STH 19	& THOMPSON RD.)	612	435
_	STH 19 &	EXCB1	SB3	272	
	DAVISON DRIVE	SB3	LUMN		117
		SB3	EXSB6	189	
		EXSB6	LUMN		117
		EXCB1	EXSB13	51	
		EXSB13	LUMN		117
		EXSB13	SB9	220	
		SB9	LUMN		117
_		SUBTOTAL (STH 19	& DAVISON DR.)	732	468
		_	TOTALS	1,345	903

HWY: STH 19 COUNTY: DANE SHEET: Ε MISCELLANEOUS QUANTITIES PROJECT NO: 6085-02-77 WISDOT/CADDS SHEET 42

PLOT BY : _____ FILE NAME : PLOT DATE : _____ PLOT NAME : PLOT SCALE: 1" = 1"

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TRAFFIC SIGNAL FACES SUMMARY

ategory	INTERSECTION	SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	SPV.0060.009 RETROREFLECTIVE BACKPLATES EACH
0010	CTU 10 9	1	CD11	1			1
0010	STH 19 & N THOMPSON ROAD	1 2	SB11 SB5	1 1			
	IN THOMPSON ROAD	3	SB5	1			
		4	SB4		1		RETROREFLECTIVE BACKPLATES
		5	SB5		1		
		6	SB4	1			
		7	SB12	1			
		8	SB12	1			
		9	SB11		1		1
		10	SB12	==	1		1
		11	SB7	1			1
		12	SB3	1			1
		13	SB3	1			
		14	EXSB8		1		
		15	SB2		11		
		16	SB1	1			
		17	EXSB9	1			
		18	EXSB9 SB2	1	1		
		19 20	EXSB8		1	==	
		81	SB10			1	
		82	SB7			1	
		83	SB6			1	
		84	SB4			1	
		85	SB3			1	
		86	SB1	==		1	==
		87	SB13			1	RETROREFLECTIVE BACKPLATES EACH 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
		88	SB11			1	
		SUBTOTAL (ST	H 19 & THOMPSON RD.)	11	8	8	20
	CTU 10 P.	1	EVCDO				1
_	STH 19 & DAVISON DRIVE	1 2	EXSB8 SB3	1			
	DAVISON DINIVE	3	SB3	1			
		4	SB2		1		
		5	SB3		1		
		6	SB2	1			
		7	SB9	1			
		8	SB9	1			
		9	EXSB8		1		
		10	SB9		1		1
		11	EXSB5				
		12	EXSB12				
		13	EXSB13				
		14	SB11	1			
		15	EXSB5				
		16	EXSB6				
		81	SB1			1	
		82	SB11			1	==
		83 84	SB10 EXSB10			1 1	
		85	SB7			1	
		86	SB4			1	
		87	SB3			1	
		88	SB2			1	
			AL (STH 19 &	6	4	8	16
			ISON DR.)				

TRAFFIC SIGNAL MOUNTING HARDWARE

	658.5070.01	658.5070.02
LOCATION	EACH	EACH
STH 19 & THOMPSON ROAD	1	
STH 19 & DAVISON DRIVE		1

TRAFFIC SIGNAL CONTROLLER AND CABINET

		SPV.0060.002
CATEGORY	LOCATION	EACH
·		
0010	STH 19 & N THOMPSON ROAD	1

REMOVE AND TRANSPORT TRAFFIC SIGNALS

		SPV.0060.003	SPV.0060.004
CATEGORY	LOCATION	EACH	EACH
0010	STH 19 & THOMPSON ROAD	1	
	STH 19 & DAVISON DRIVE		1

MICROWAVE VEHICLE DETECTION

		SPV.0060.005	SPV.0060.006	
CATEGORY	LOCATION	EACH	EACH	
				-
0010	STH 19 & THOMPSON ROAD	1		
	STH 19 & DAVISON DRIVE		1	

EMERGENCY VEHICLE PREEMPTION & CONFIRMATION LIGHT UNIT

		SPV.0060.007	SPV.0060.008
CATEGORY	LOCATION	EACH	EACH
0010	STH 19 & THOMPSON ROAD	1	
	STH 19 & DAVISON DRIVE		1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

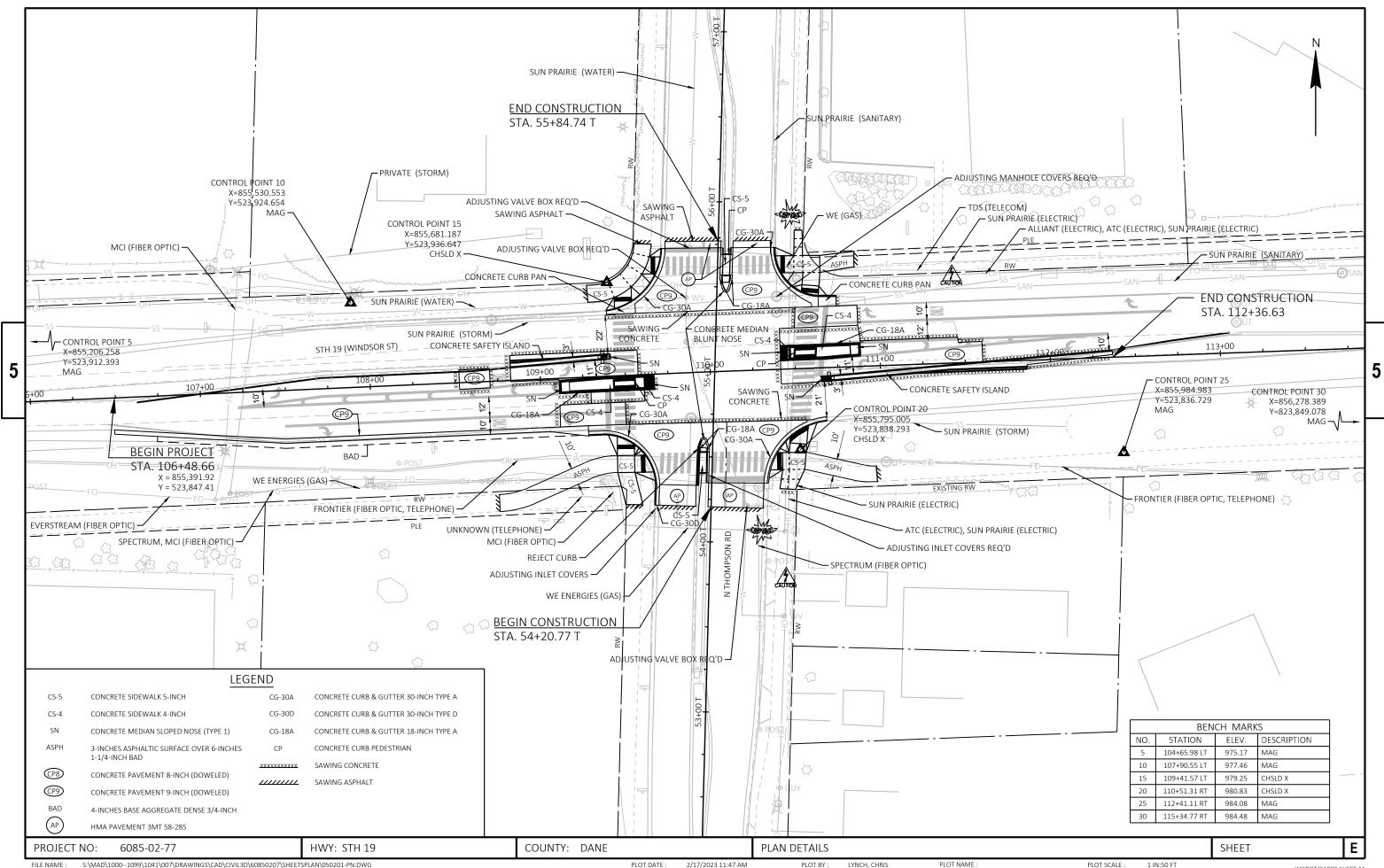
		661.0201.01	661.0201.02
CATEGORY	LOCATION	EACH	EACH
0010	STH 19 & THOMPSON ROAD	1	
	STH 19 & DAVISON DRIVE	==	1

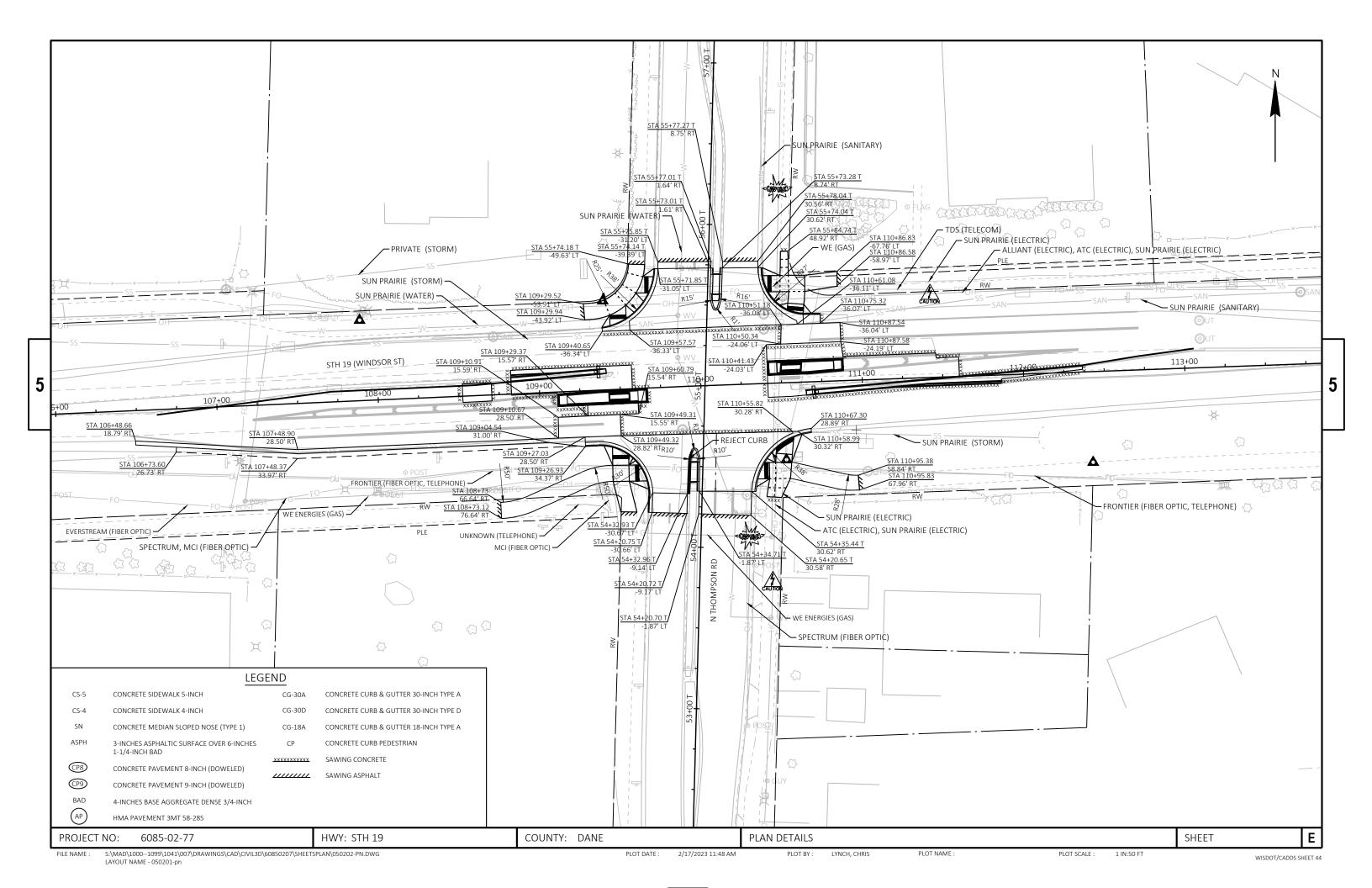
SAWING EXISTING PAVEMENT

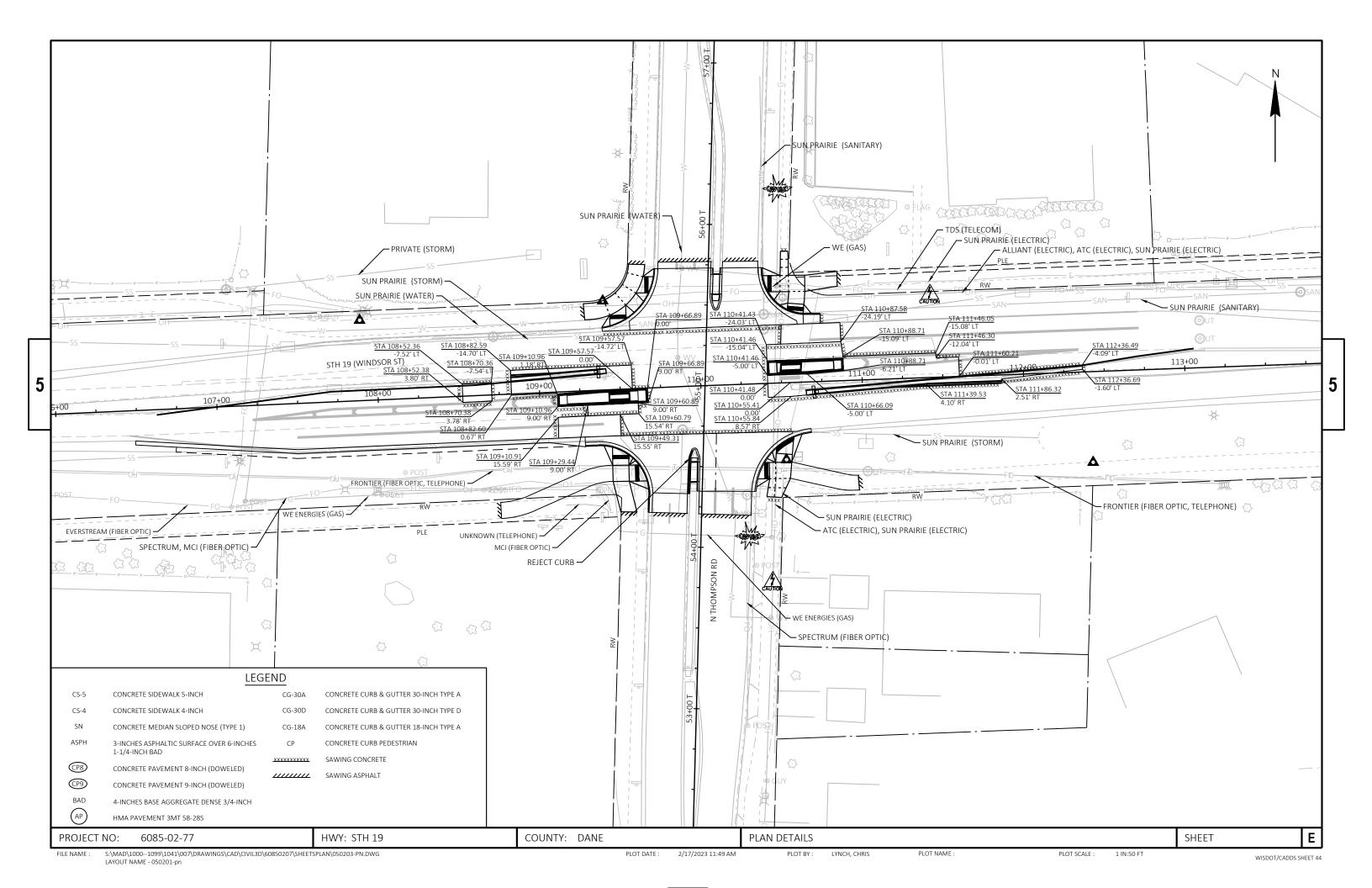
CATEGORY	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	106+50 - 112+30	LT & RT	167	557
	206+15 - 212+90	LT & RT	26	1,672
	SUB-TO	SUB-TOTAL		2,229
0020	106+50 - 112+30	LT & RT		353
	SUB-TO	OTAL		353
	TOT	AL	193	2,582

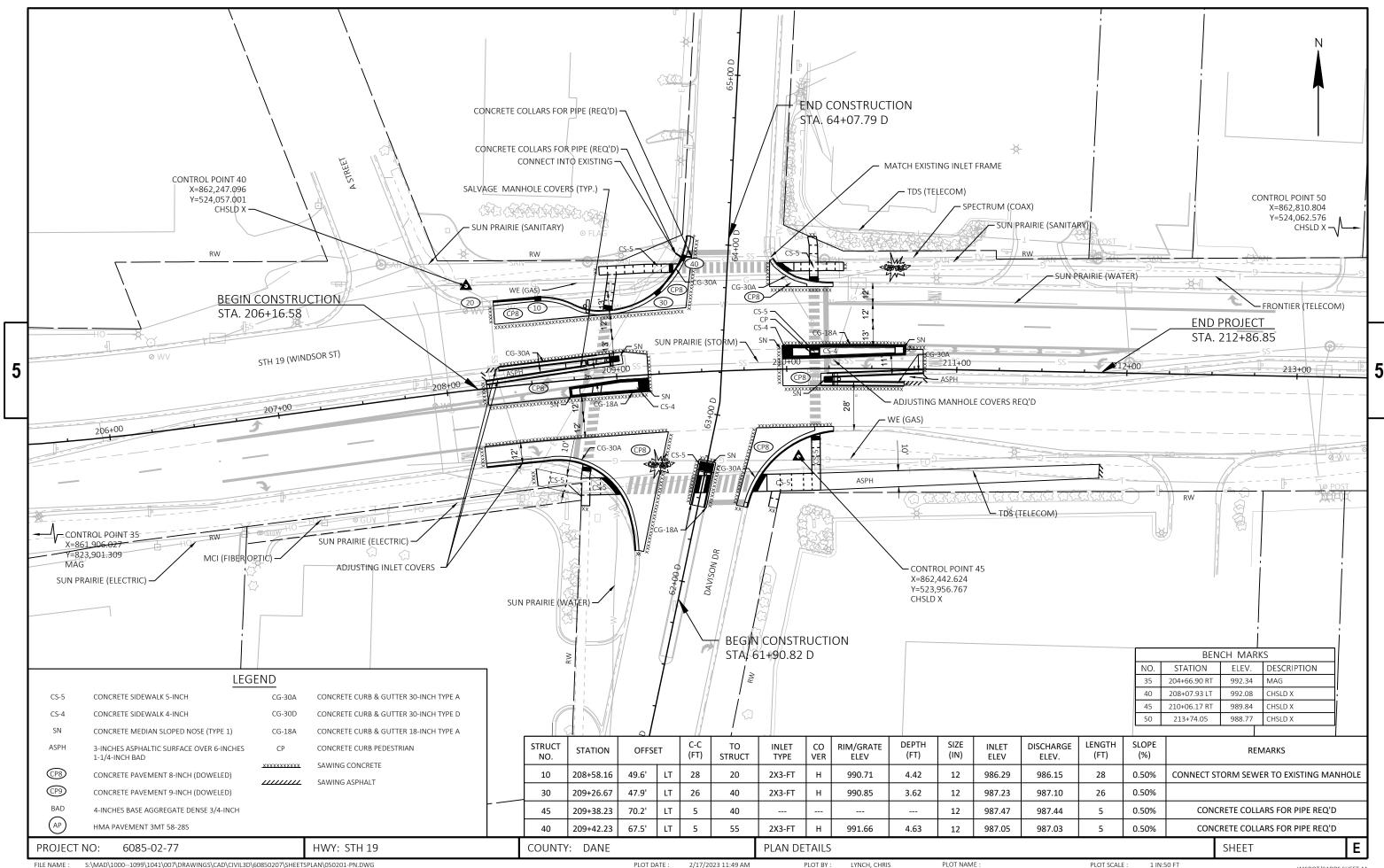
PROJECT NO: 6085-02-77 HWY: STH 19 COUNTY: DANE MISCELLANEOUS QUANTITIES SHEET: **E**

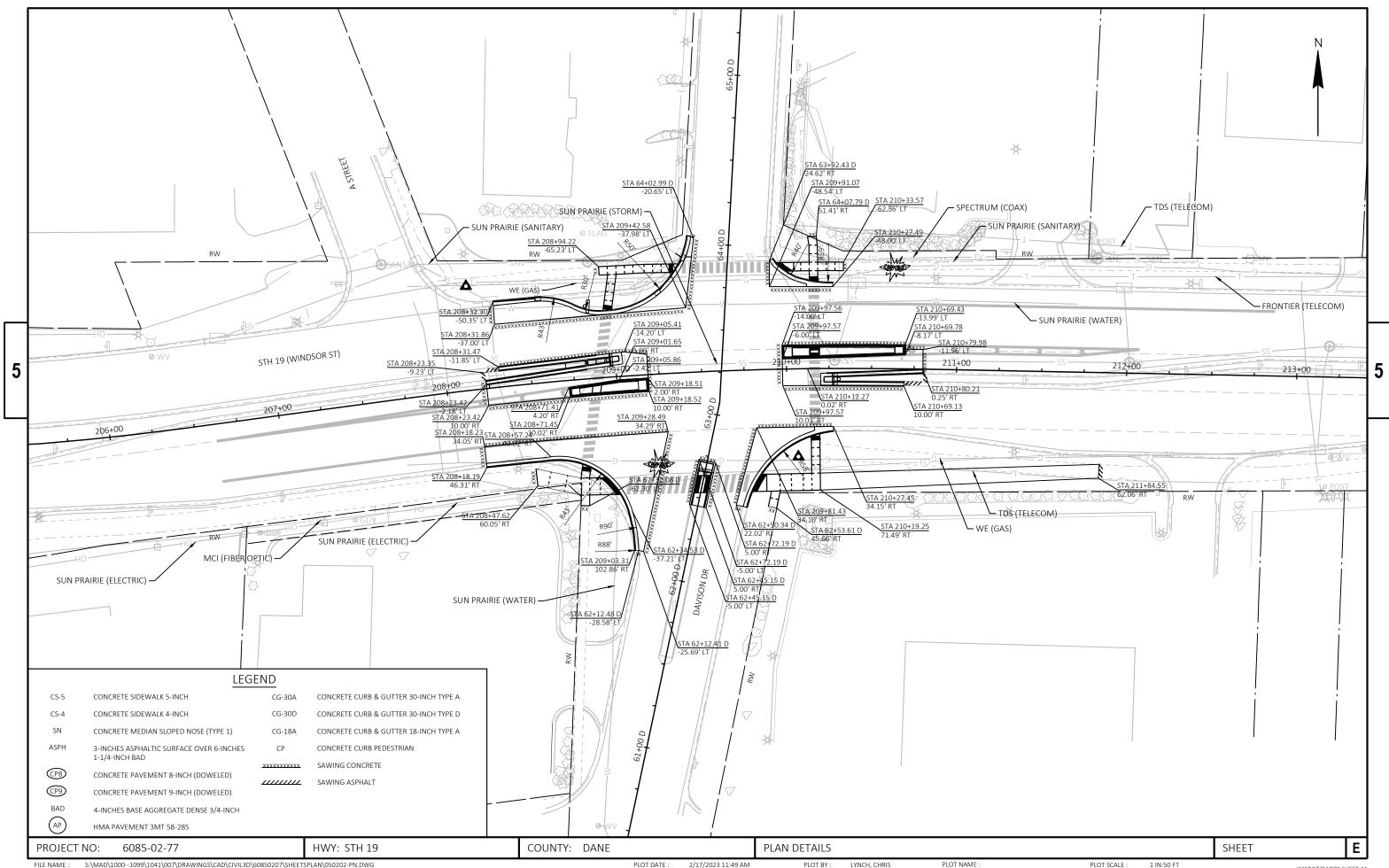
FILE NAME : _____ PLOT DATE : ____ PLOT NAME : PLOT SCALE : 1" = 1" WISDOT/CADDS SHEET 42











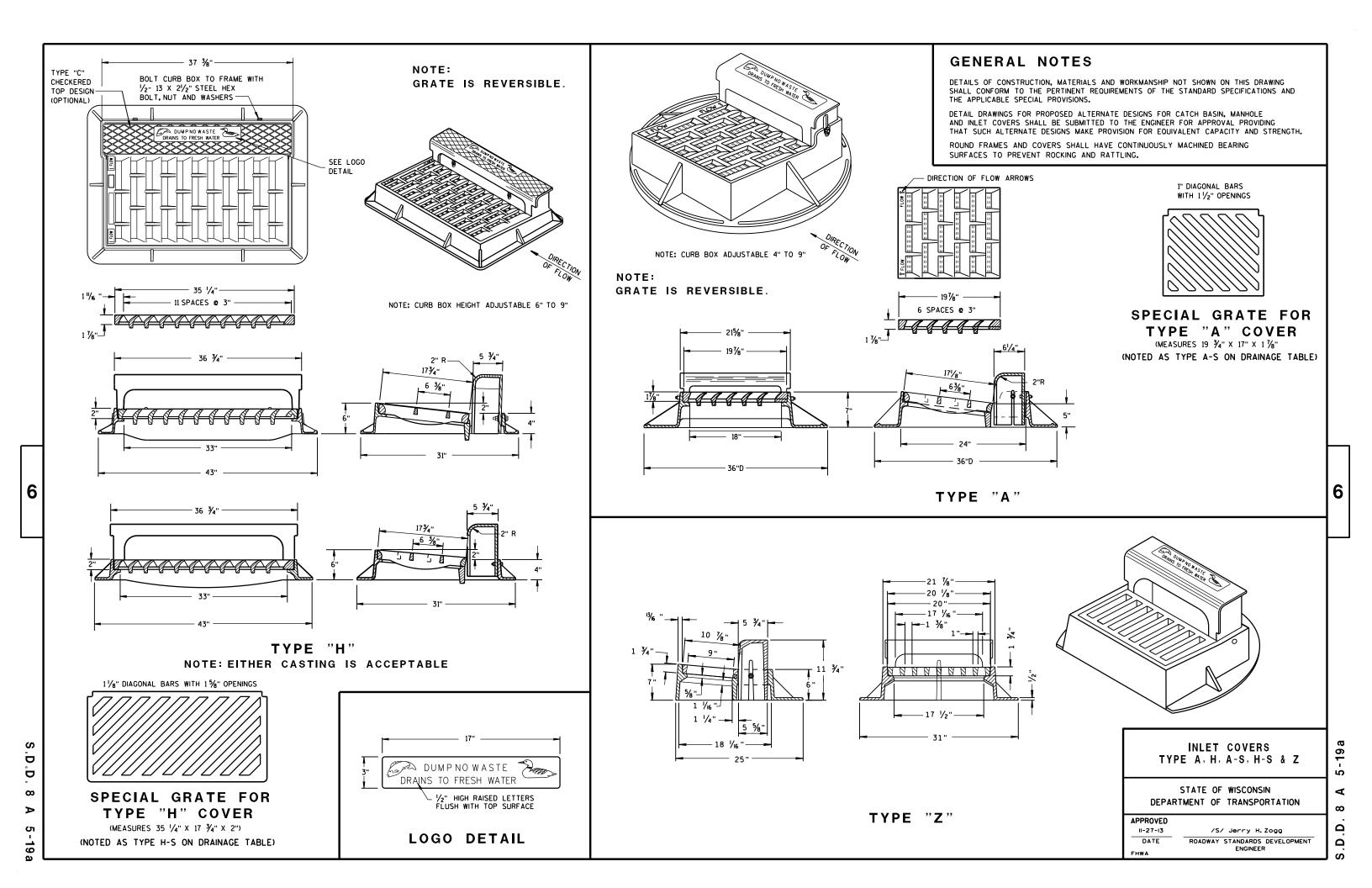
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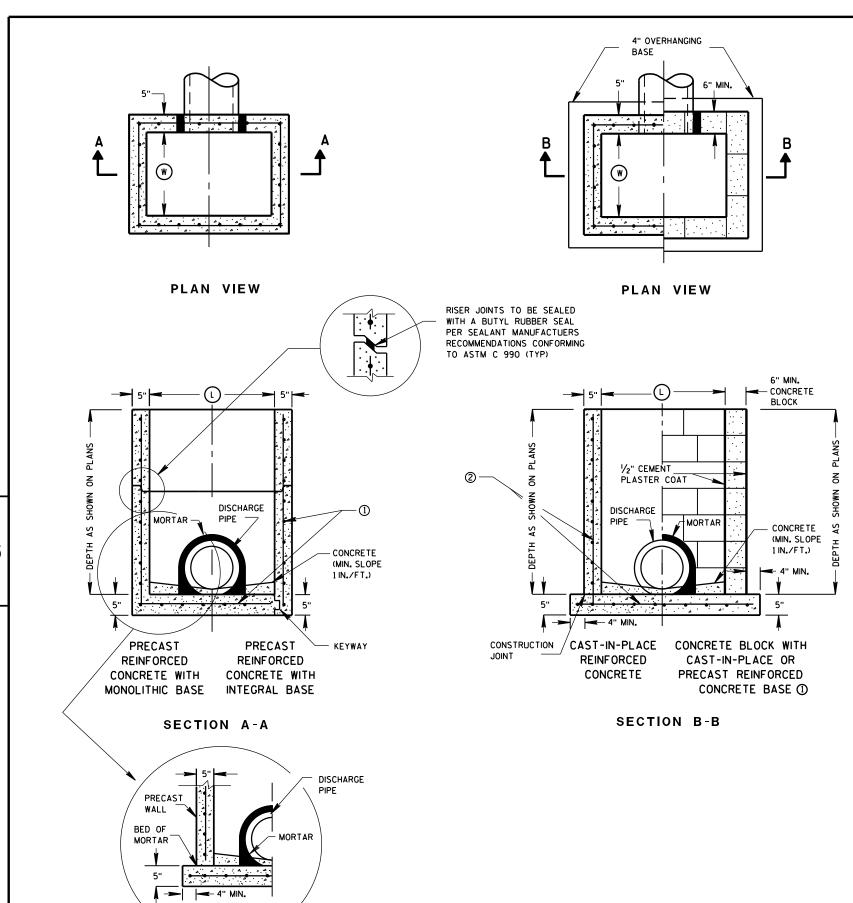
Standard Detail Drawing List

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
08D01-22B 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
08D17-06	MANHOLES, MANHOLE & INLET COVERS
08E09-06 08E10-02	SILT FENCE INLET PROTECTION TYPE A, B, C AND D
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B16-02	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-10	CONCRETE CONTROL CABINET BASES
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D01-05 09D02-03	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL) SIGNAL CONTROL CABINET
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15E	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)
09E01-15F	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 17 (40 FEET)
09E01-15G 09E06-05	HARDWARE DETAILS FOR POLE MOUNTINGS TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09H	TYPE 10 SPECIAL POLE 45' MONOTUBE ARM
09E08-09K	GENERAL NOTES, HARDWARE DETAILS FOR TYPE 9/10, 9/10 SPECIAL, 12 & 13 POLES W/MONOTUBE ARMS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B 09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDI AN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-11 13C18-07A	URBAN DOWELED CONCRETE PAVEMENT CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT SOTNTING 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
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-05	BARRI CADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05 15C07-15A	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING STANDOLS PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22D	PAVEMENT MARKING (TURN LANES)
15C18-07A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-07B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE MEDIAN DAVEMENT MARKING DOUBLE ARROW WARNING SLON DIACEMENT
15C18-07C 15C33-04	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-06A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D20-06B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-08A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

15D30-08B 15D30-08C 15D30-08F





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.

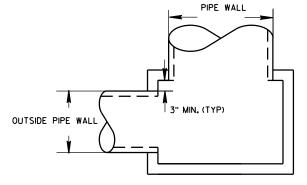
- ① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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 INSIDE PIPE DIAMETER					
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

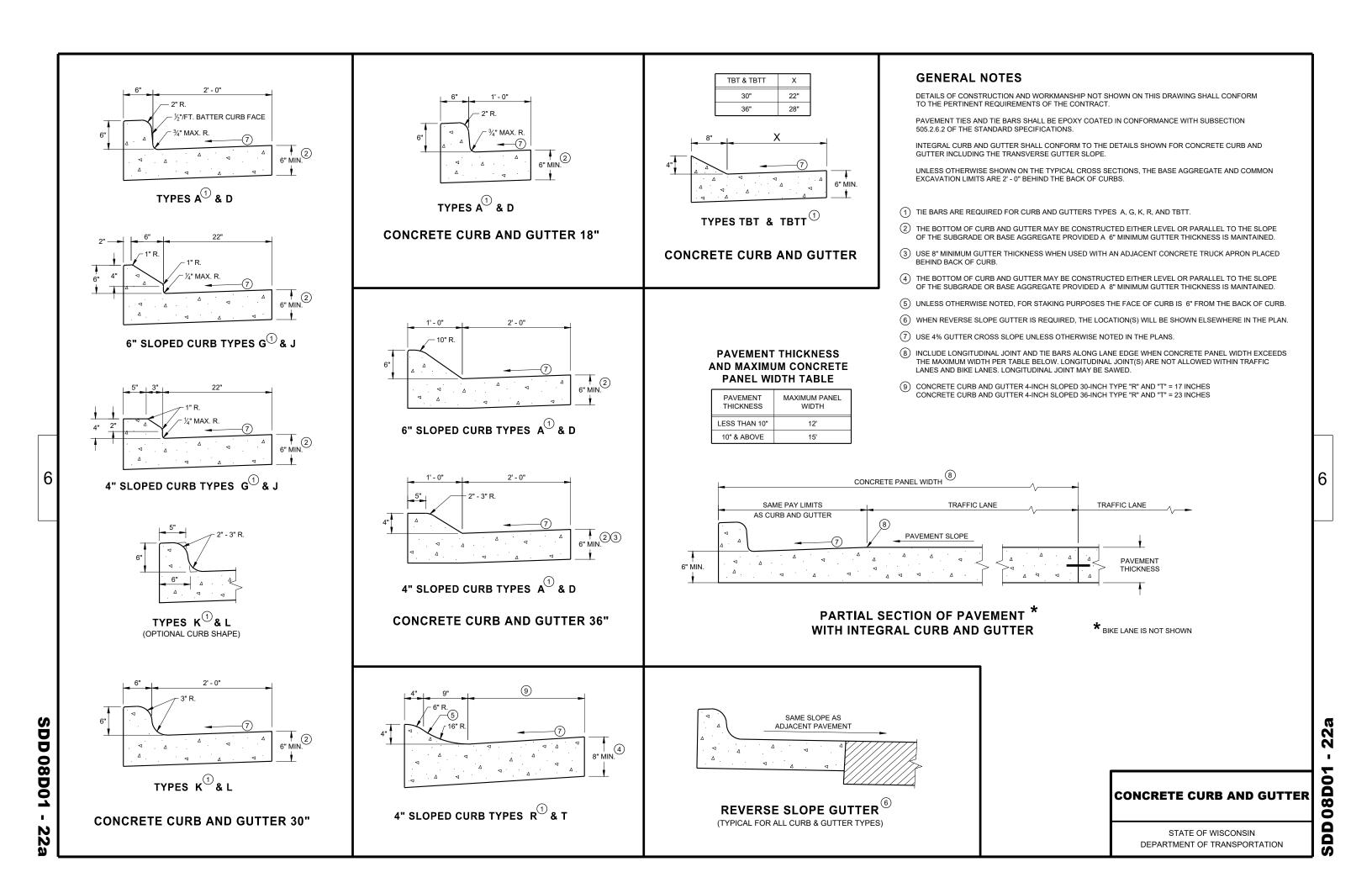
ROADWAY STANDARDS DEVELOPMENT

UNIT SUPERVISOR

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

SEPARATE PRECAST REINFORCED

CONCRETE BASE OPTION



END SECTIONCURB AND GUTTER

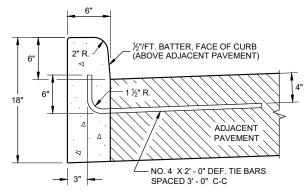
DETAIL OF CURB AND GUTTER AT INLETS

DEPRESS BELOW NORMAL - FLOWLINE TO MATCH GRATE ELEVATION

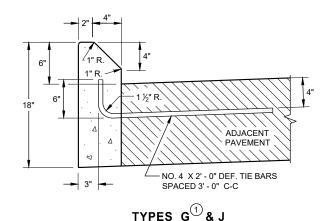
GRATE ELEVATION AS SHOWN ON STORM SEVER DETAILS

CURB AND GUTTER

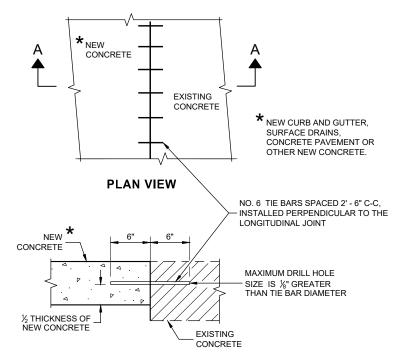
(TYPICAL H INLET COVER SHOWN)



TYPES A D



CONCRETE CURB



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

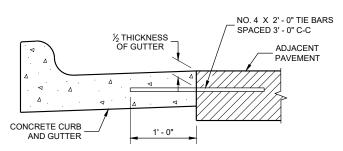
GENERAL NOTES

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

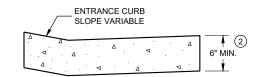
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

- 1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- (2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- 9 REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



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



DRIVEWAY ENTRANCE CURB (WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

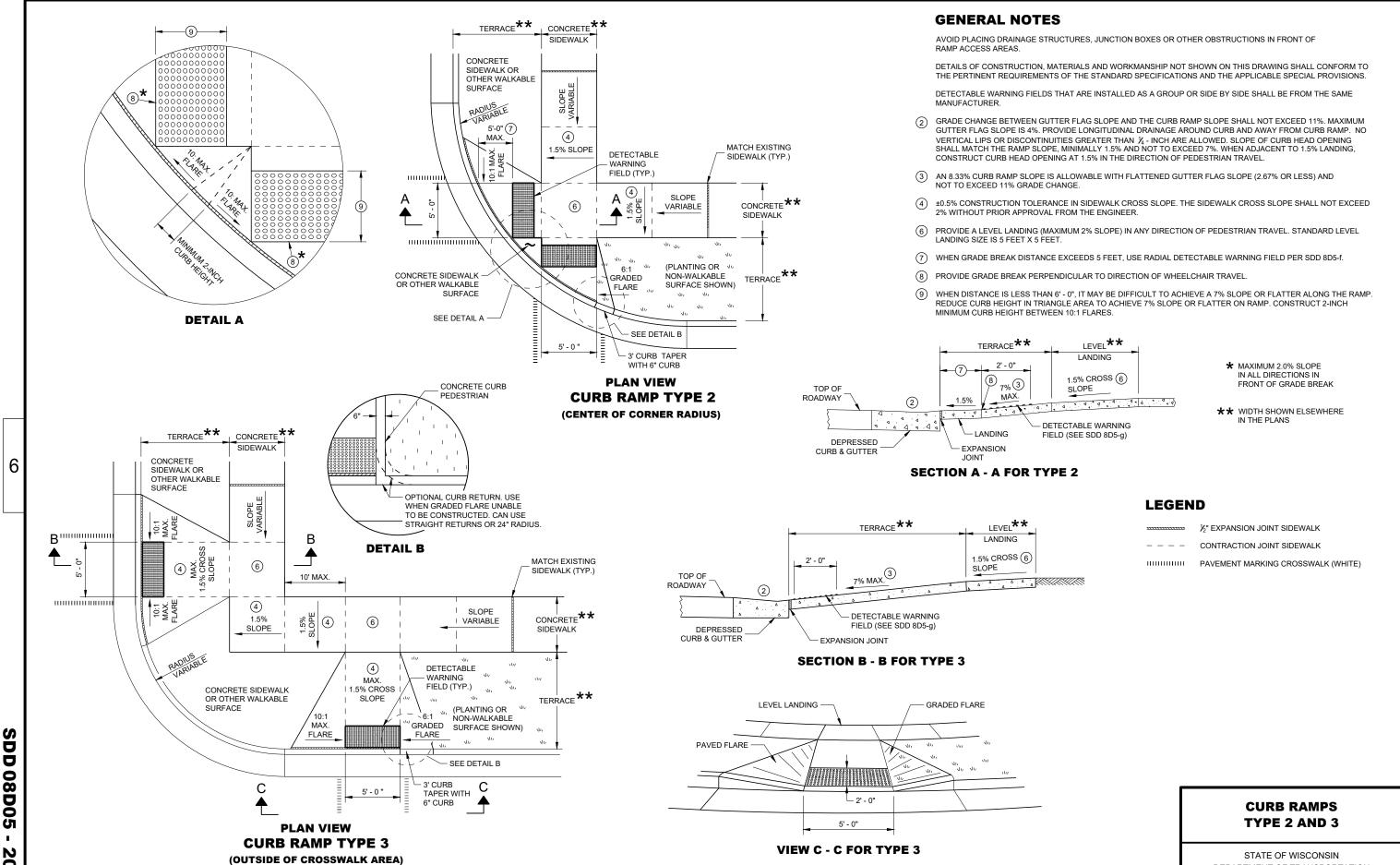
 APPROVED
 /S/ Rodnery Taylor

 DATE
 ROADWAY STANDARDS DEVELOPMENT ENGINEER

SDD 08D01 - 22

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DEPARTMENT OF TRANSPORTATION



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DEPARTMENT OF TRANSPORTATION

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

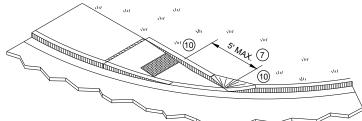
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

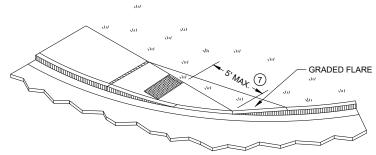
- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN $\frac{1}{4}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE
- (3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- (4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING
- (7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- (8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

½" EXPANSION JOINT SIDEWALK CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



ISOMETRIC VIEW FOR TYPE 4A



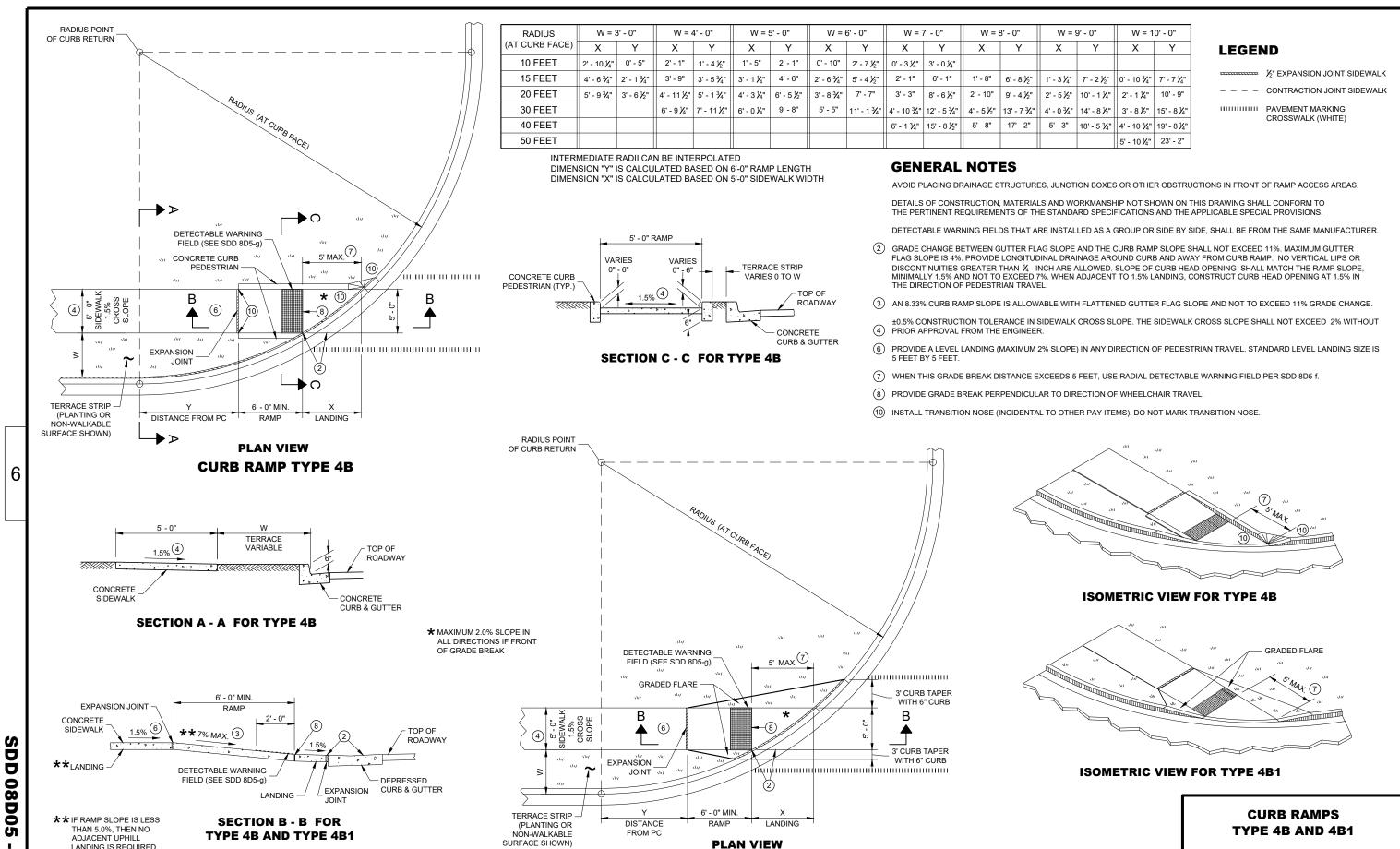
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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CURB RAMP TYPE 4B1

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DD 08**D**05 - 20d

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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08D0

DEPARTMENT OF TRANSPORTATION

SDD 08D05

DEPRESSED CURB & GUTTER

*** MAXIMUM 8.33%

FIELD (SEE SDD 8D5-a)

SECTION B - B FOR TYPE 4B1

IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO

LANDING IS REQUIRED

ADJACENT UPHILL

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FIELD APPLICATIONS

STATE OF WISCONSIN

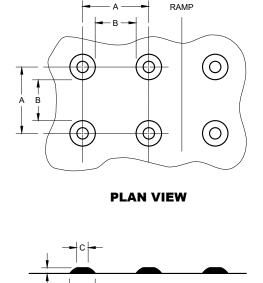
DEPARTMENT OF TRANSPORTATION

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08D05

20f



ELEVATION VIEW

TRUNCATED DOMES DETECTABLE WARNING PATTERN DETAIL

MIN.

1.6"

0.65"

*

0.9"

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

В

С

MAX.

2.4"

1.5"

*

1.4"

1"± (TYP.)	 -		+	VARIES
4. 		2' - 0"	2' - 0"	
1"± _	VARIES			VARIES
	RECTANGULAR PLATES			RADIAL Plates

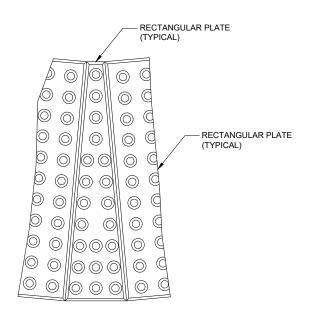
PLAN VIEW

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

- RADIAL PLATE

CURB RAMP



PLAN VIEW RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER. PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION. FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

GENERAL NOTES

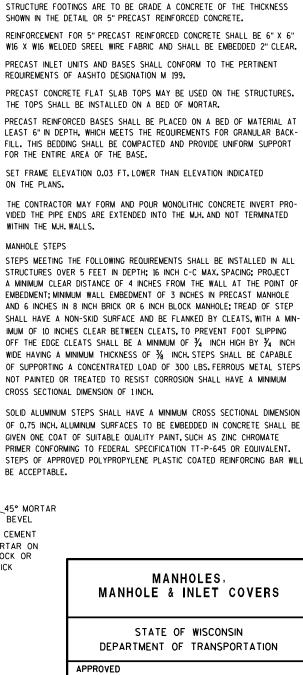
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



/S/ Jerry H. Zogg

ROADSIDE STANDARDS DEVELOPMENT

ENGINEER

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TABLE OF OPENING DIMENSIONS

OPENING

2'-2" DIA.

1'-8" X 2'-6"

1'-10" X 2'-6"

CURB BOX | 2'-0" X 2'-1" | 4"

'E' | 'F'

COVER TYPE DESCRIPTION

ROUND

CURB BOX

INLET

"0"

"X"

"R"

ON THE PLANS.

BE ACCEPTABLE.

45° MORTAR

4/12/2011

BEVEL

1/2" CEMENT

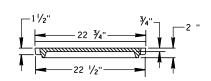
MORTAR ON

BLOCK OR

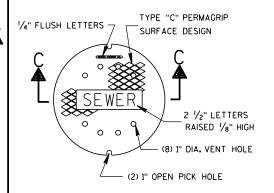
BRICK

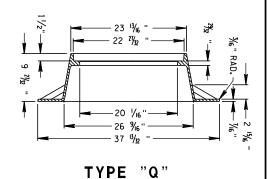
WITHIN THE M.H. WALLS.

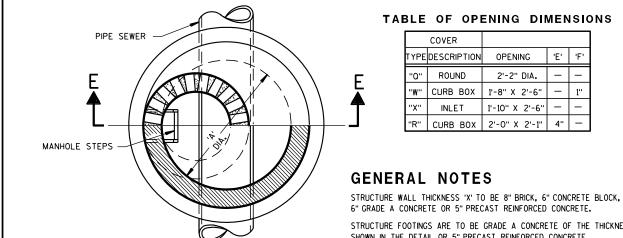




SECTION C-C

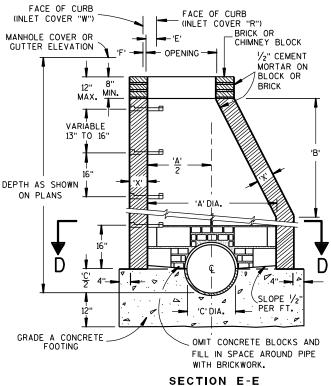








MANHOLE



5" PRECAST REINF. CONC.,

- 12" CONC., 12" BRICK OR

SECTION E-E

TYPES 11, 12, 13 & 14

PER F

12" CONCRETE BLOCK

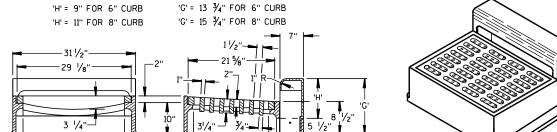
TABLE OF DIMENSIONS

(APPROX. WEIGHT - 290 LBS.)

TYPE	'A'	'B'	'C'
11	3'-6"	2'-8"	12" - 36" *
12	4'-0"	3'-8"	12" - 42"**
13	5'-0"	5'-8"	42" - 48"
14	6'-0"	7'-8''	54" - 60"

* 12" - 21" FOR PRECAST MANHOLES ** 12" - 24" FOR PRECAST MANHOLES

THE FIRST STEP SHALL BE PLACED 16" ABOVE THE BENCH.



INLET COVERS

CASTING ID

TYPE "R'

NOTE:

SHOWING SPECIAL GRATE NO. 1

(TO BE NOTED AS R-1 IN DRAINAGE TABLE)

CURB PLUG USED IN PLACE

OF CURB BOX IN ABSENCE

OF CONC. CURB. FILL TO

TOP WITH CONCRETE.

- 4¹/₄"

- 25'

— 21 ½"——

iadiaaadiade

∸l 61/2" **├**-

GRATE FOR TYPE

"R" INLET COVER

(TO BE USED UNLESS OTHERWISE NOTED IN DRAINAGE TABLE)

(GRATE......150 LBS.)

-30 1/2

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- 25%'

TYPE "W"

-—19 ½'

- 31 ¾ "

(APPROX. WEIGHT - 510 LBS.)

SECTION B-B

FRAMF....

GRATE ...

... 245 LBS.

... 145 LBS.

25 1/2"

– 26 ½"

- 25" ---

SECTION A-A

- 1/2"

..... 120 LBS.

--1/2"

SPECIAL CURB PLUG

(CURB PLUG......85 LBS.)

(TO BE NOTED AS R-P IN DRAINAGE TABLE)

...... 350 LBS. FRAME... CURB BOX..... 135 LBS. GRATE...... 185 LBS.

(APPROX. WEIGHT - 670 LBS.)

-23 ½" - 31 1/2" —21 **%**" — - 29 1/8" — 30 ½" - 22 ½6"· -28 ¹⁵/₁₆ 1

TYPE "X" (APPROX. WEIGHT - 470 LBS.)

ALTERNATE GRATE (FOR EXPRESSWAY RAMPS) TYPES "W" & "X"

DEPTH AS SHOWN ON PLANS

OVER 12'

DEPTH

GRADE A CONCRETE

FOOTING

TYPICAL APPLICATION OF SILT FENCE

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PLAN VIEW SILT FENCE AT MEDIAN SURFACE DRAINS



GENERAL NOTES

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

- \bigcirc HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- 3 WOOD POSTS SHALL BE A MINIMUM SIZE OF 11/8" X 11/8" OF OAK OR HICKORY.
- 4) SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- (5) CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE TIE BACK

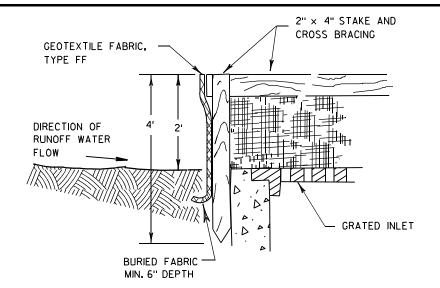
(WHEN REQUIRED BY THE ENGINEER)

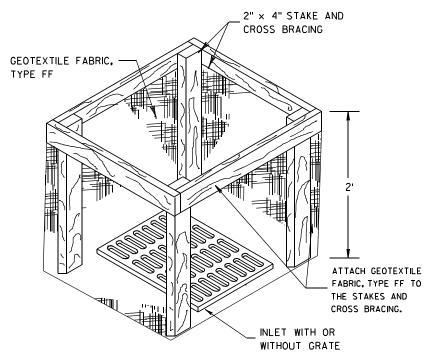


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INLET PROTECTION, TYPE A

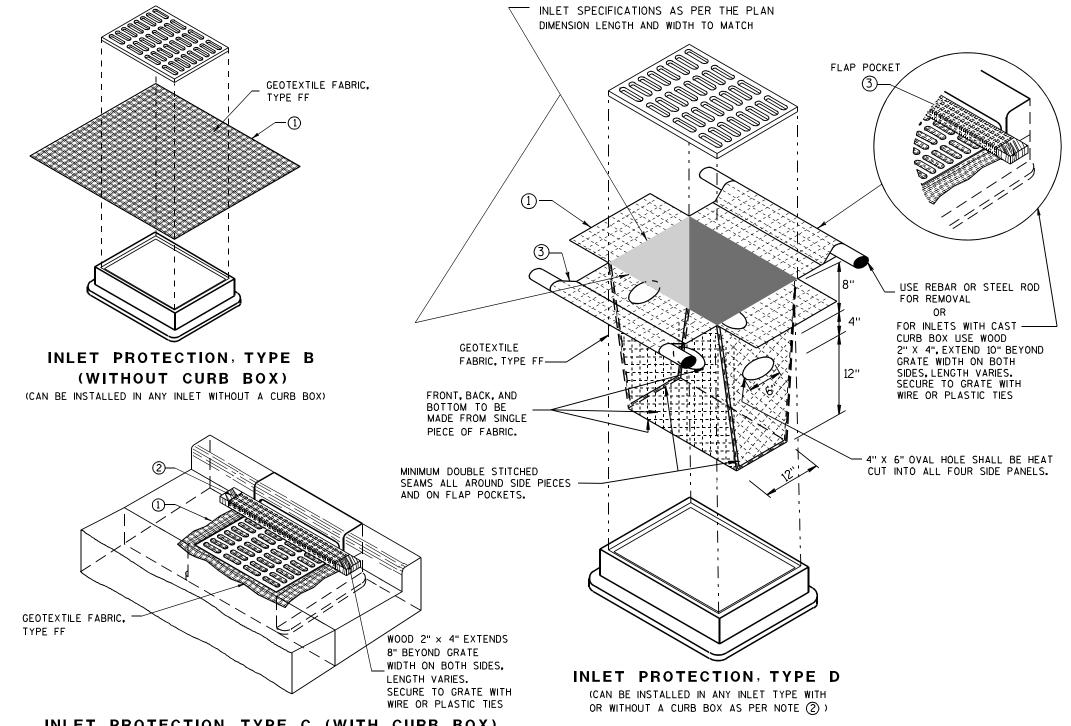
GENERAL NOTES

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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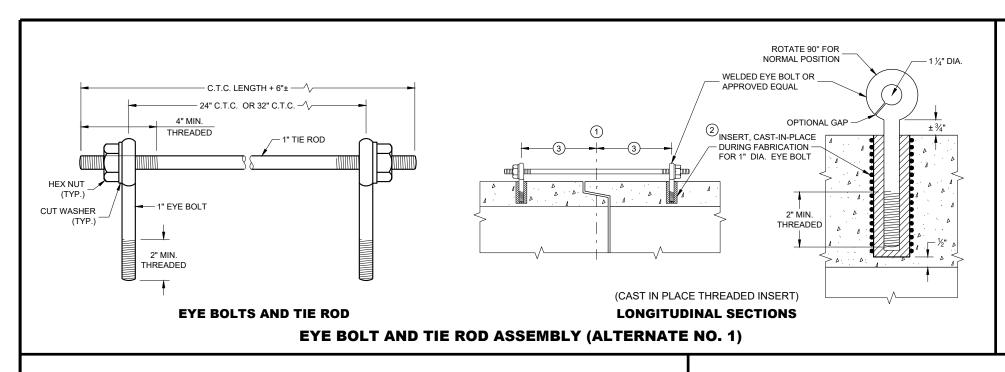
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER

10/16/02



GENERAL NOTES

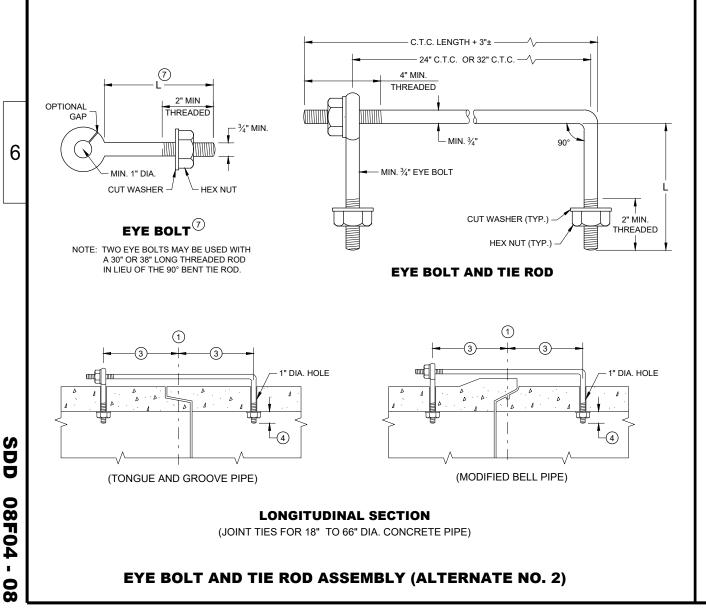
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

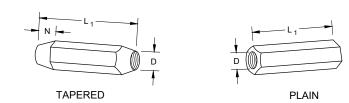
- 1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
- 2 THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
- (3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
- 4 BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
- 5 OPENING TO BE ROD DIAMETER PLUS 1 INCH.
- 6 LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.
- (7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.



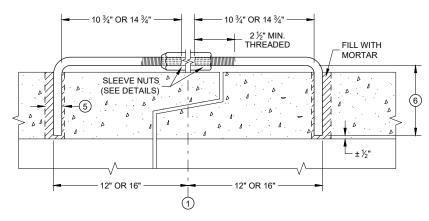
PIPE DIAMETER TIE ROD DIAMETER D L 1 N 12 - 60 ½ 5 ½ 66 - 84 ¾ ¾ 5 ½ 90 - 144 1 1 7 1½

ADJUSTABLE TIE ROD TABLE

DIMENSIONS SHOWN ARE IN INCHES

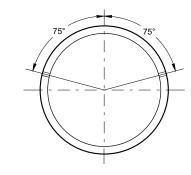


RIGHT AND LEFT THREADS
SLEEVE NUTS



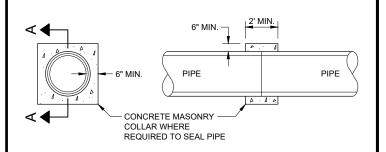
LONGITUDINAL SECTION

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

 November 2021
 /S/ R

 DATE
 ROADWAY STAN

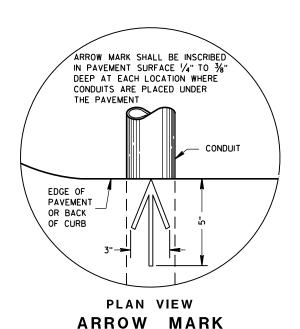
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

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ARROW MARK INSCRIBED IN PAVEMENT SURFACE OVER € OF CONDUIT (BOTH ENDS) — 2'-0"*—*∕ NORMAL PAVEMENT EDGE OF THICKNESS **PAVEMENT** PAVEMENT OR BACK OF CURB BASE COURSE BACKFILL SLOPE 1/8"/FT. EITHER DIRECTION *DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES - CONDUIT, PITCH TO DRAIN WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L.LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REIN-STALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

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

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

CONDUIT

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

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

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

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

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

COVER SHALL BE MAGNETICALLY LOCATABLE.

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

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ½".

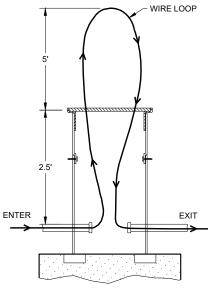
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

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

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

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



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

 May 2022
 /S/ Ahmet Demirbilek

 DATE
 STATE ELECTRICAL ENGINEER

SDD 09B16-02

D 09B16

CONDUIT WITHIN

6" DIA

ANCHOR RODS SHALL BE

ORIENTED PARALLEL TO

THE ROADWAY

HALF SECTION IN

UNPAVED AREA

(TYPICAL FOR

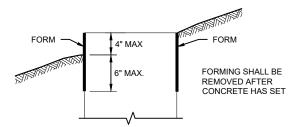
TYPES 1, 2, 5 & 6)

MIN

TOPSOIL AND SEED OR

CRUSHED

AGGREGATE



FORM ALL EXPOSED

CONCRETE, PROVIDE

1" CHAMFER ALL AROUND

TYPE 1

CONDUIT

12 3/4" BOLT CIRCLE

(TYPICAL FOR

3" (11)

ENGINEER

OPTIONAL 4" L BEND

FΩ	RI	ИI	NG	ם ב	FT	ΔΙ	11

QUANTITY	CONC	RETE BASI	ETYPE
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

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.

CONDUIT

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 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

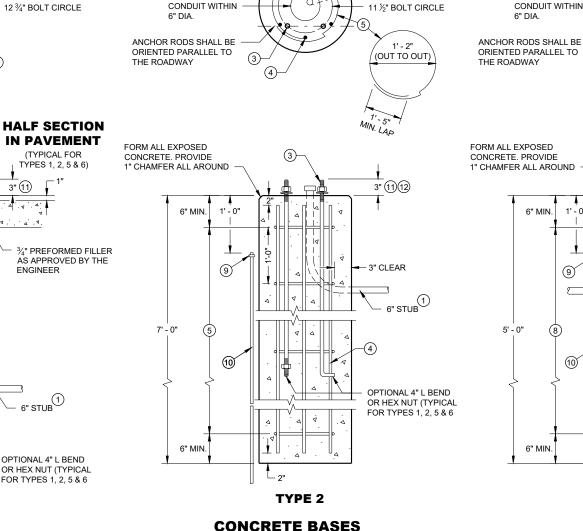
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

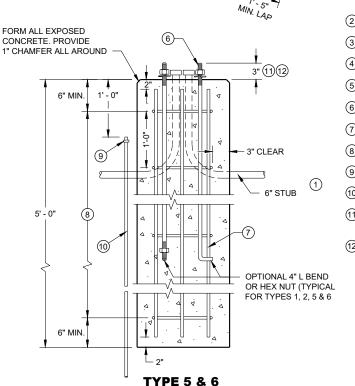
- THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN 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.
- (6) (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.



STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED May 2019 DATE STATE ELECTRICAL ENGINEER





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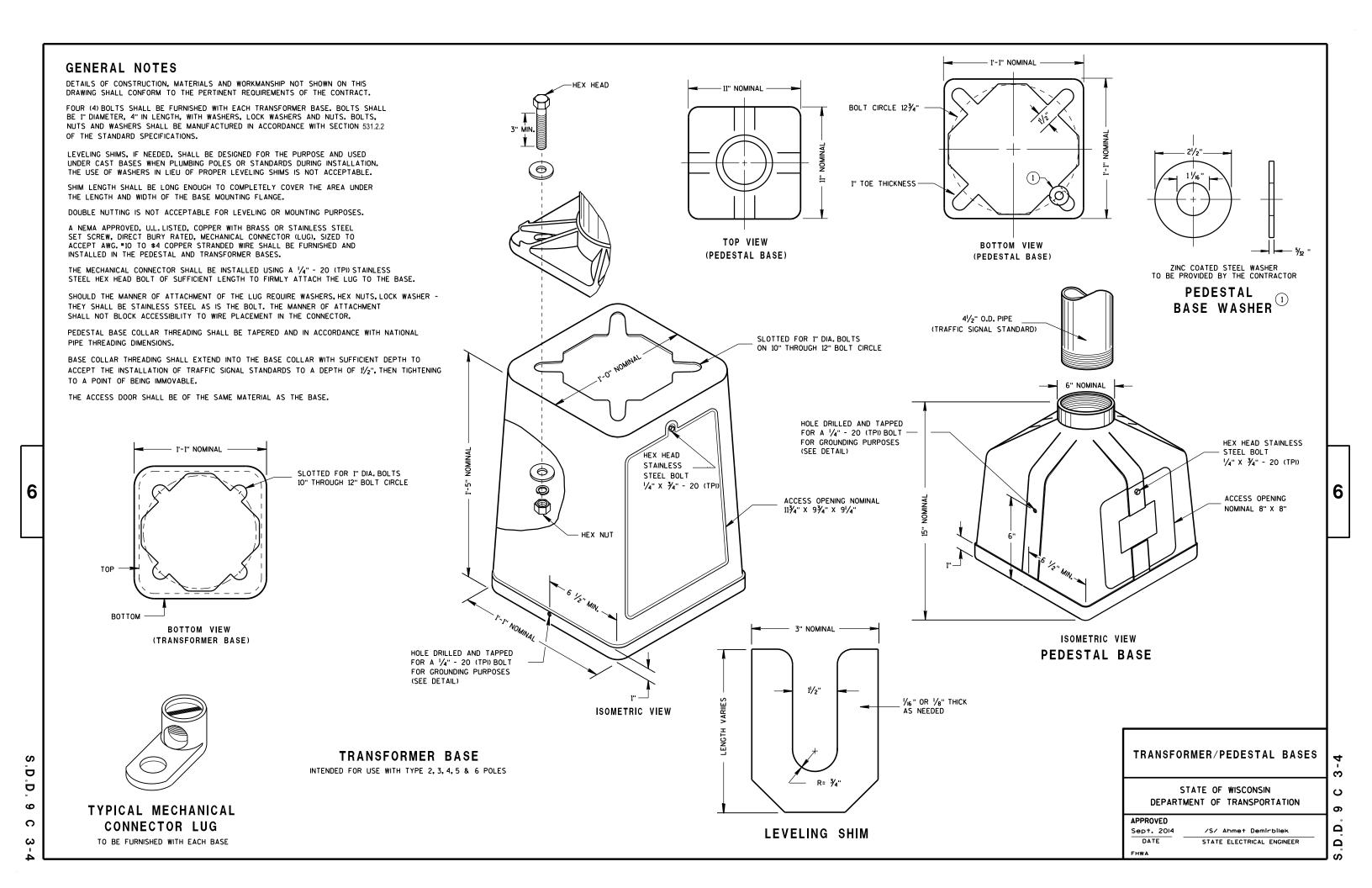
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BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

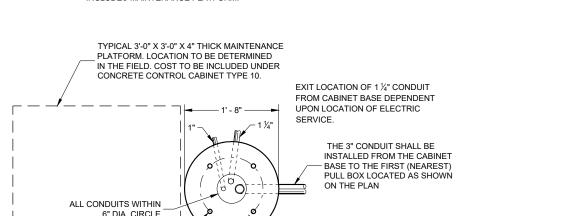
BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED

GROUND

DIMENSIONS CUBIC YARD CONTROL CABINET CONCRETE (APPROX. BASE TYPE I J K TYPE 6 - 30" CABINET 34" 60" 10" 17" 42" 60" 10" 21" TYPE 7 - 38" CABINET .93 42" 72" 12" 21" TYPE 8 - 38" CABINET 1.29 TYPE 9 - VARIABLE 54" 72" 14" 27" 1.56 .65* TYPE 10 - POST MOUNT AS SHOWN

(1)

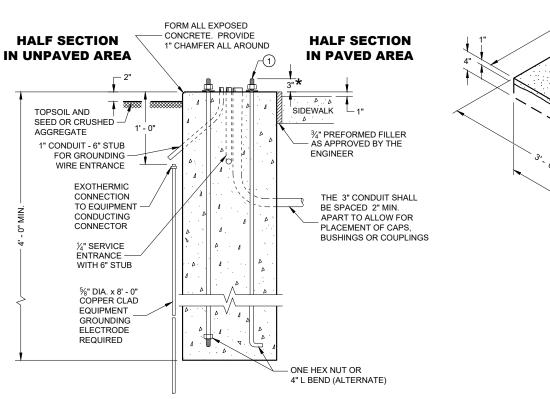


12 3/4" BOLT

2" CONDUIT 3" CONDUIT 6" MIN

CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)



TYPE 10

 ullet ANY ANCHOR ROD PROJECTION SHORTER THAN 2 m %" OR LONGER THAN 3 m %" SHALL

REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE

STUB 6" STUB 2" CONDUIT COMMUNICATION -CABLE (4) - 6" STUBS SPACED 2" MIN. APART TO ALLOW FOR PLACEMENT OF CAPS. **BUSHING OR COUPLINGS** EXIT LOCATION OF 11/4" CONDUIT FROM CABINET BASE DEPENDENT UPON LOCATION OF ELECTRIC SERVICE.

> **ISOMETRIC VIEW TYPE 6, 7, 8 AND 9**

CONCRETE CABINET CONTROL BASES

GENERAL NOTES

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

INSTALL FOUR (4) 1/2" INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6.7.8 AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

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

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

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL

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

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET

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

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

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

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

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2 OF THE STANDARD SPECIFICATIONS.

CONCRETE CABINET CONTROL BASES

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED September 2016 DATE /S/ Ahmet Demerbilek STATE ELECTRICAL ENGINEER

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND.

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^{*}INCLUDES MAINTENANCE PLATFORM.

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

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

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

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

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

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

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 $\frac{1}{2}$ " INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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

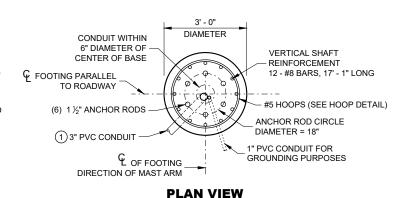
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

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

1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

fc = 3,500 p.s.iHIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60. .fy = 60,000 p.s.iANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .fy = 55,000 p.s.i. WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION) TEMPLATES, ASTM A709, GRADE 36. fv = 36.000 p.s.i.



#5 HOOPS

9" MAX

SPACING

SHAFT

LENGTH

17' - 6"

FORM ALL EXPOSED

GROUND

TEMPLATE

I FFT IN

#5 HOOPS

VERTICAL SHAFT

REINFORCEMENT

12 - #8 BARS 17' - 1" LONG

#5 HOOPS

ELEVATION VIEW

(CONDUITS NOT SHOWN ON

THIS VIEW FOR CLARITY)

PLACE

CONCRETE, PROVIDE

1" CHAMFER ALL AROUND

EXOTHERMIC CONNECTION

TO EQUIPMENT

CONDUCTOR

%" DIA. X 8' - 0" (MIN)

COPPER CLAD

EQUIPMENT

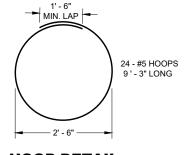
GROUNDING

SIDE VIEW (HOOPS AND VERTICAL SHAFT REINFORCEMENT

NOT SHOWN ON THIS VIEW FOR CLARITY)

CONDUCTOR

GROUND



FORMING DETAIL

4" MAX

" MAX

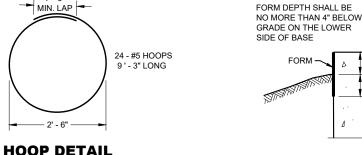
TROWEL FINISH AND LEVEL

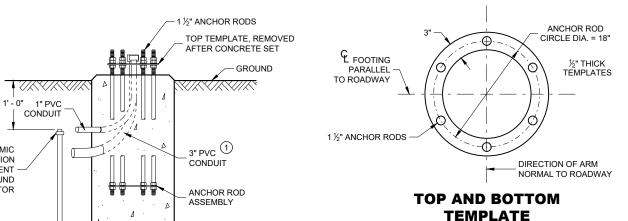
FORMING SHALL BE

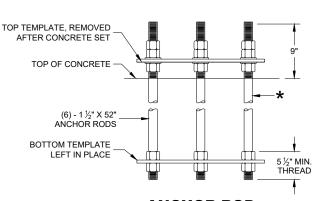
CONCRETE HAS SET

REMOVED AFTER

TOP OF CONCRETE







ANCHOR ROD ASSEMBLY DETAILS

★ THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 $\frac{1}{2}$ " FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153, USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

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

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

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

CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED August 2020 DATE WIND LOADED STRUCTURES PROGRAM LEADER

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

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

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

CABINET SERVICE INSTALLATION

STATE OF WISCONSIN

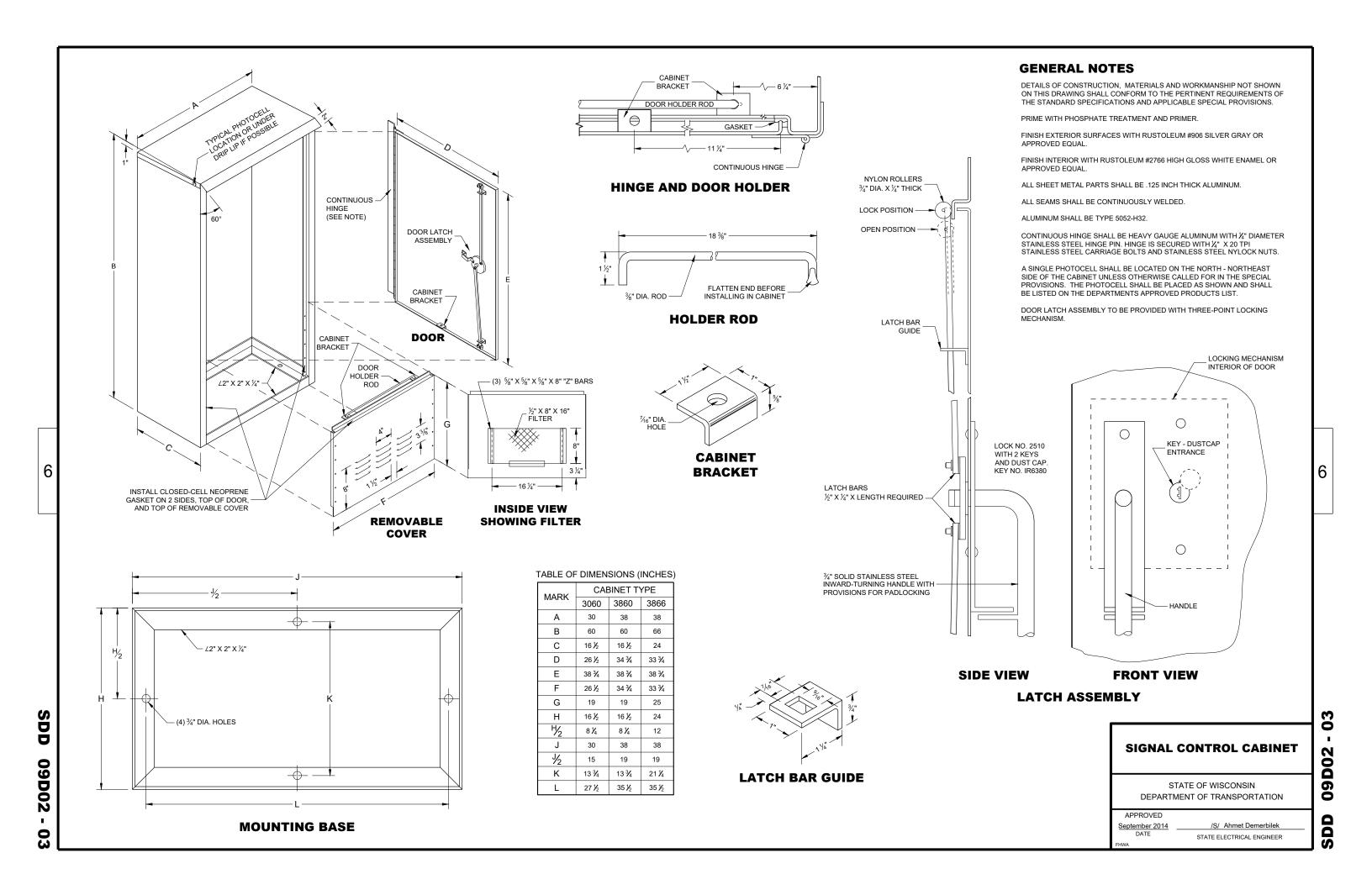
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APPROVED Sept. 2014 /S/ Ahmet Demirbilek

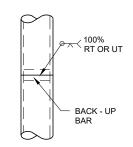
DATE STATE ELECTRICAL ENGINEER FHWA



SECTION A-A (10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

FOR MANUFACTURERS USE ONLY

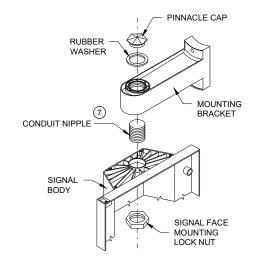
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



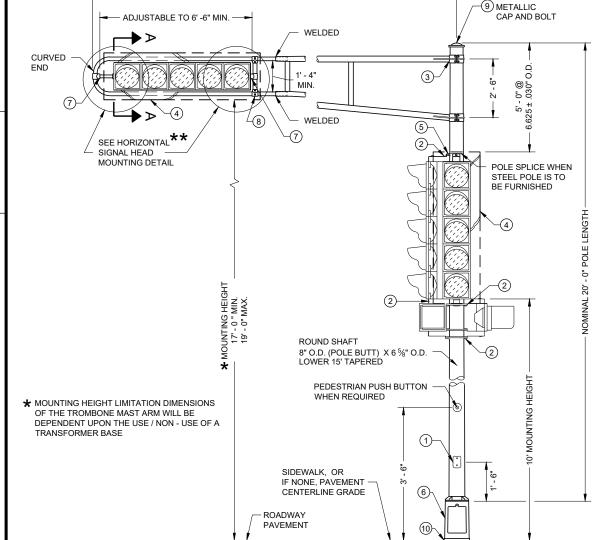
(MAXIMUM LOAD)

VENTILATED

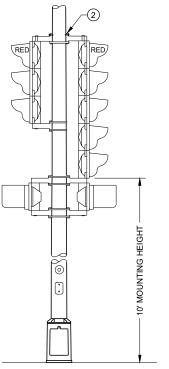
POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL (BANDED)



VARIABI F 25' - 0" LENGTH FOR DESIGN CALCULATION



TYPICAL MOUNTING OF BACK TO BACK **3 AND 5 SECTION SIGNAL FACES**

GENERAL NOTES

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

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

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

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

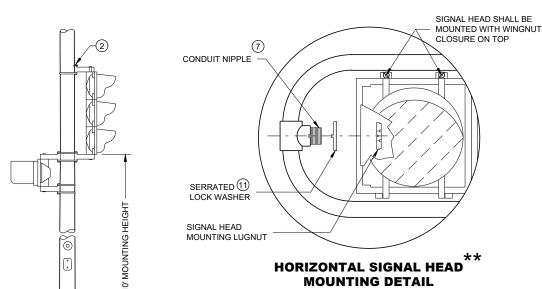
WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE

- 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) $\mbox{$\chi$}$ " 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.
- SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.
- ③ GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 %" HOLE IN POLE SHAFT FOR WIRING.
- (4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS
- (5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) ASREQUIRED, TO PLUMB THE SIGNAL FACES.
- (6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

TYPICAL MOUNTING OF 3 SECTION

SIGNAL FACE

- (7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOTINTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS
- (8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (χ " x χ " 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUTIS THE SLIDING TYPE.
- 9 FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) $\frac{1}{4}$ " X $\frac{3}{4}$ " - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- (1) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.
- (11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



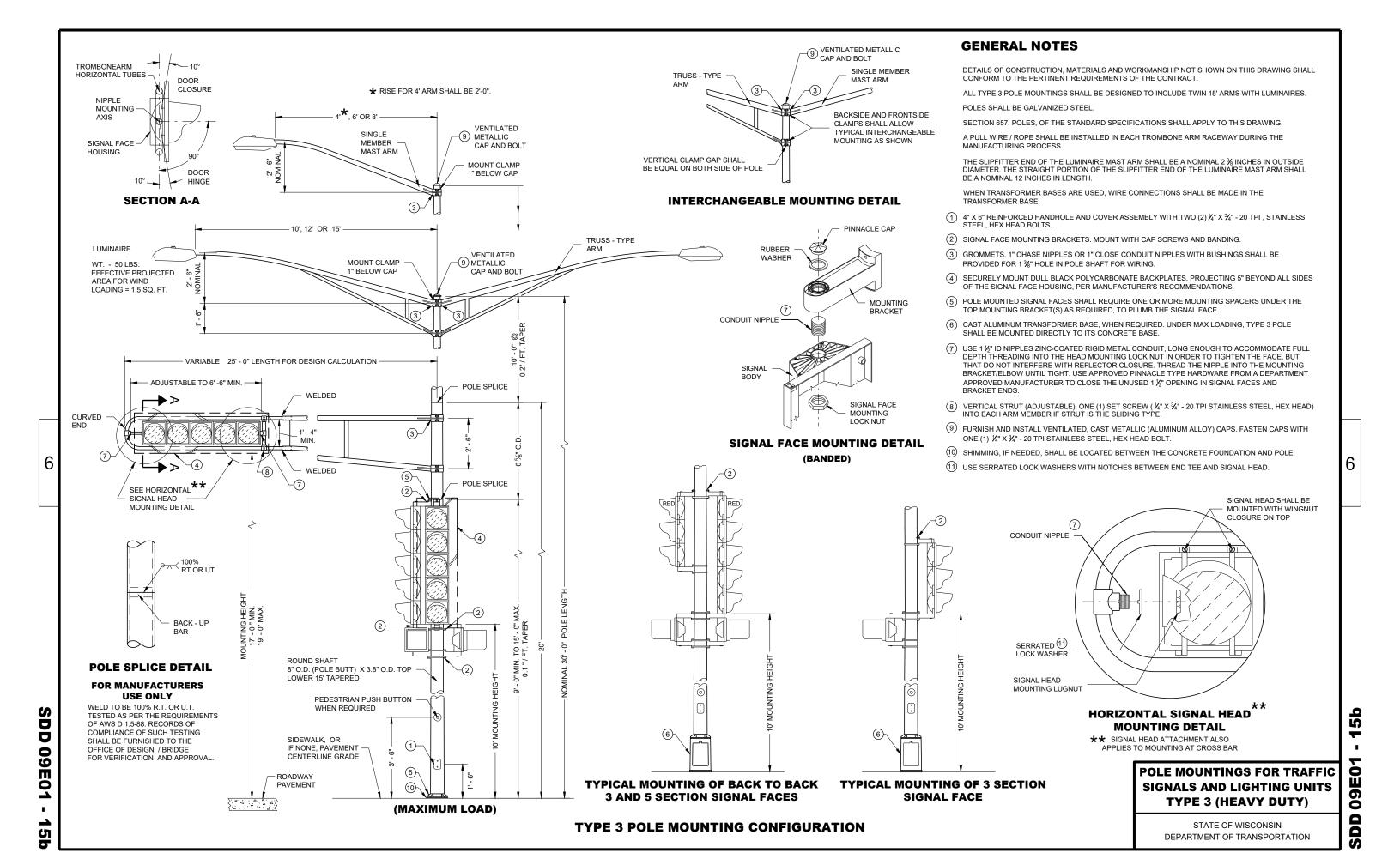
** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

TYPE 2 POLE MOUNTING CONFIGURATION



TYPE 4 POLE MOUNTING CONFIGURATION

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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

SDD 09E

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

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

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

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

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

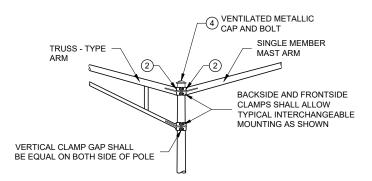
TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

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

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

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

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



INTERCHANGEABLE MOUNTING DETAIL

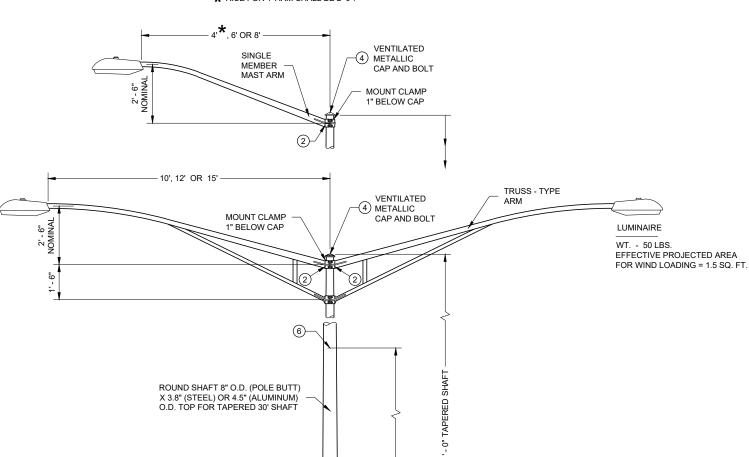
POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET) 09E0

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

★ RISE FOR 4' ARM SHALL BE 2'-0".

PEDESTRIAN PUSH BUTTON WHEN REQUIRED

TOP OF CONCRETE BASE -



TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

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

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

ALL TYPE 6 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

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

TYPE 6 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

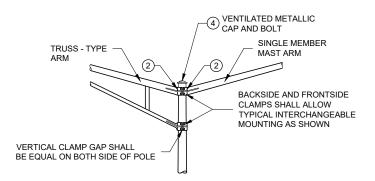
TYPE 6 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.219".

TYPE 6 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

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

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

- 1 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.
- ② GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 %" HOLE IN POLE SHAFT FOR WIRING.
- $\ensuremath{\ensuremath{\mathfrak{G}}}$ CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
- 4 FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- (5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.
- 6 INTERNAL DUMBBELL TYPE VIBRATION DAMPER.



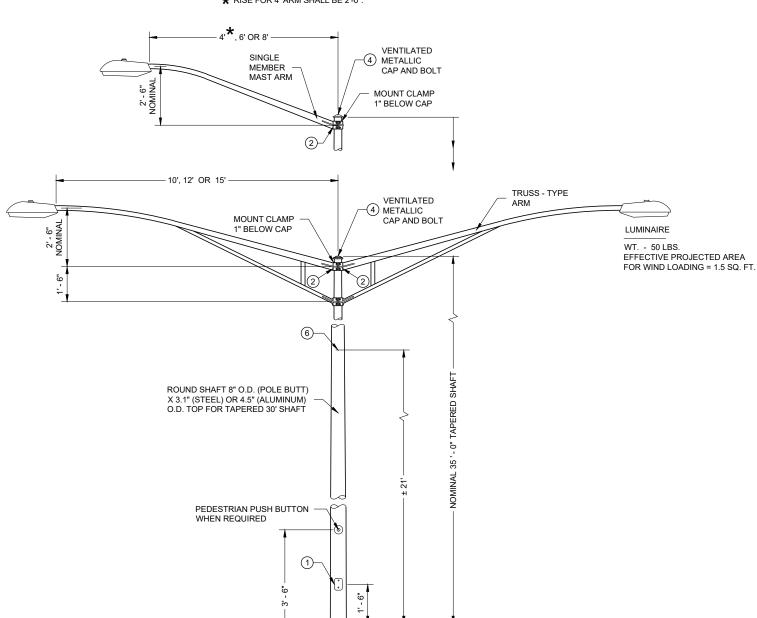
INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)

09E0

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

★ RISE FOR 4' ARM SHALL BE 2'-0".



TYPE 6 POLE MOUNTING CONFIGURATION (MAXIMUM LOAD)

LIGHTING ONLY

3 (5)

TOP OF CONCRETE BASE -

(MAXIMUM LOAD) **LIGHTING ONLY**

GENERAL NOTES

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

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

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

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

TYPE 17 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

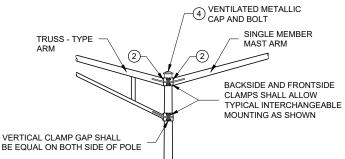
TYPE 17 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SHOE BASE SHALL BE SLOTTED TO ACCEPT A 15" BOLT CIRCLE (14" X 16" SLOT) USING 1"

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

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

- 1 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.
- (2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 %" HOLE IN POLE SHAFT FOR WIRING.
- ③ CAST ALUMINUM FHWA APPROVED TRANSFORMER BASE WHEN REQUIRED, SHALL HAVE AN ULTIMATE STATIC LOAD STRENGTH OF AT LEAST 40,000 FT. - LBS.
- 4 FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- 5 SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.
- 6 INTERNAL DUMBELL TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

LIGHTING UNITS, TYPE 17 (40 FEET)

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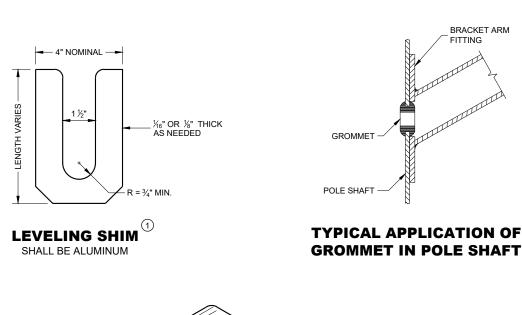
POLE MOUNTINGS FOR

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION









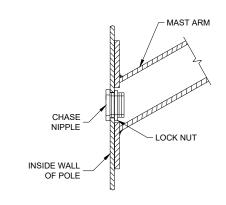
GUSSETS REQUIRED

STAINLESS STEEL HARDWARE - BOLT LENGTH

FOR TROMBONE ARM CLAMPS SHALL BE 4 ½"
MIN. - 6" MAX.. BOLTS FOR LUMINAIRE ARM

CLAMPS SHALL BE 3 ½" IN LENGTH. THREAD

BOLTS ENTIRE LENGTH



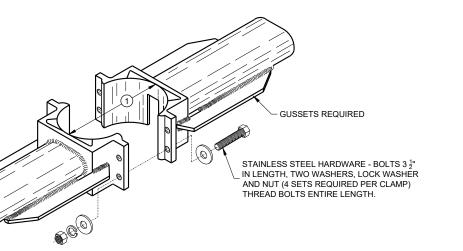
TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

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 BASE PLATE

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

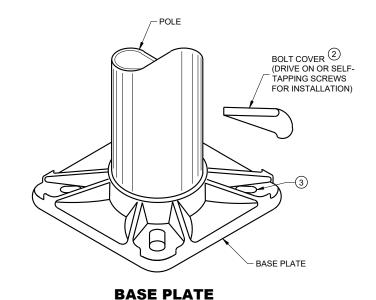


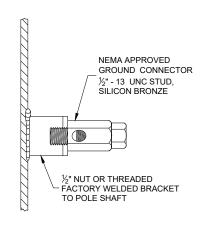
"J " HOOK DOOR SIDE HOOK FACTORY 1 3 RACEWAY HOLE - OPPOSITE WELDED TO POLE DOOR (180° SIDE) IF CALLED FOR

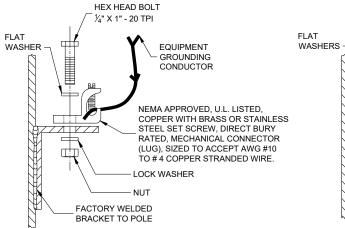
TYPICAL "J" HOOK LOCATION

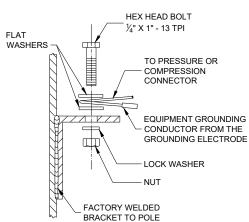
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP

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

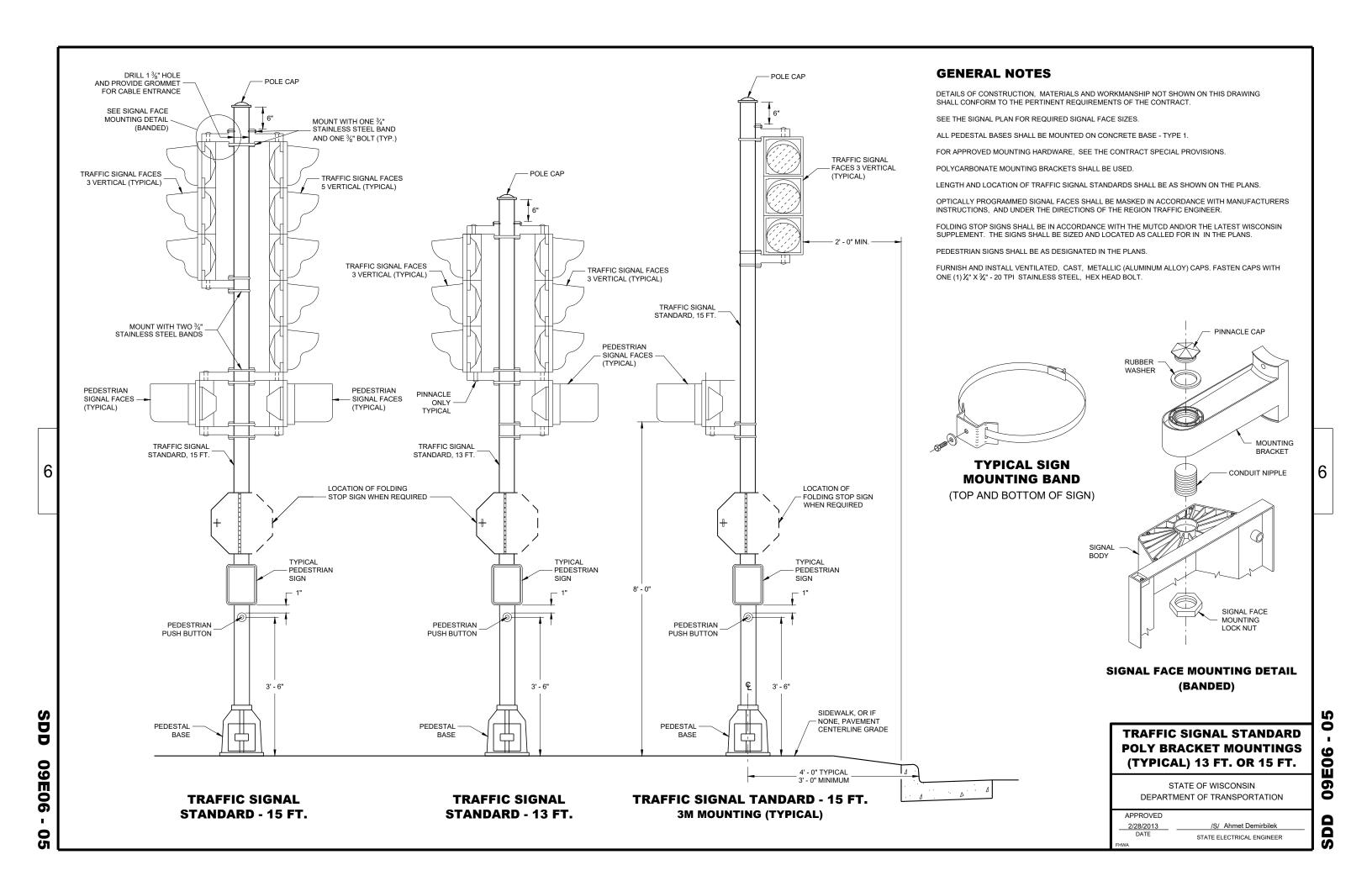
APPROVED November 2018 DATE

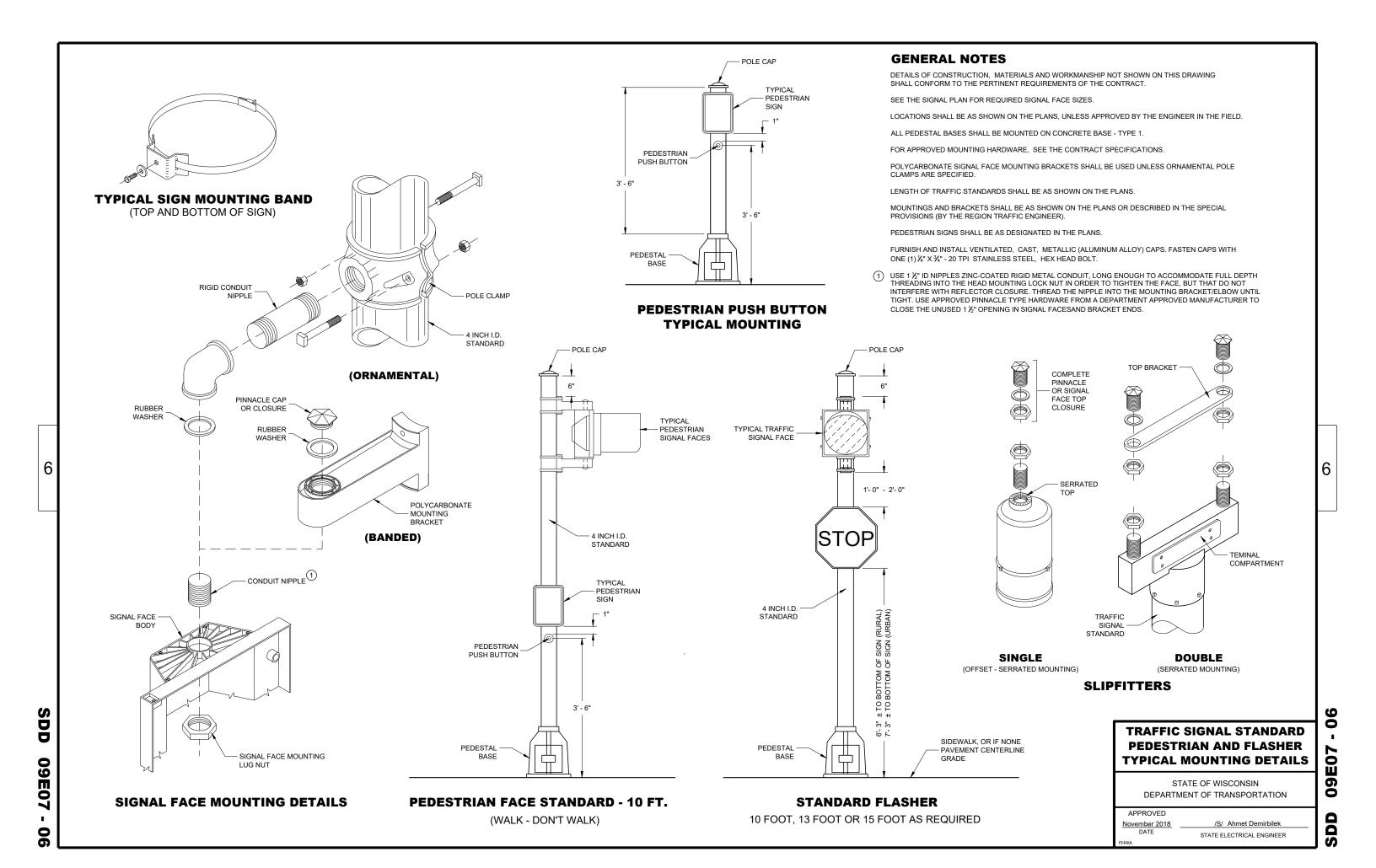
/S/ Ahmet Demirbilel

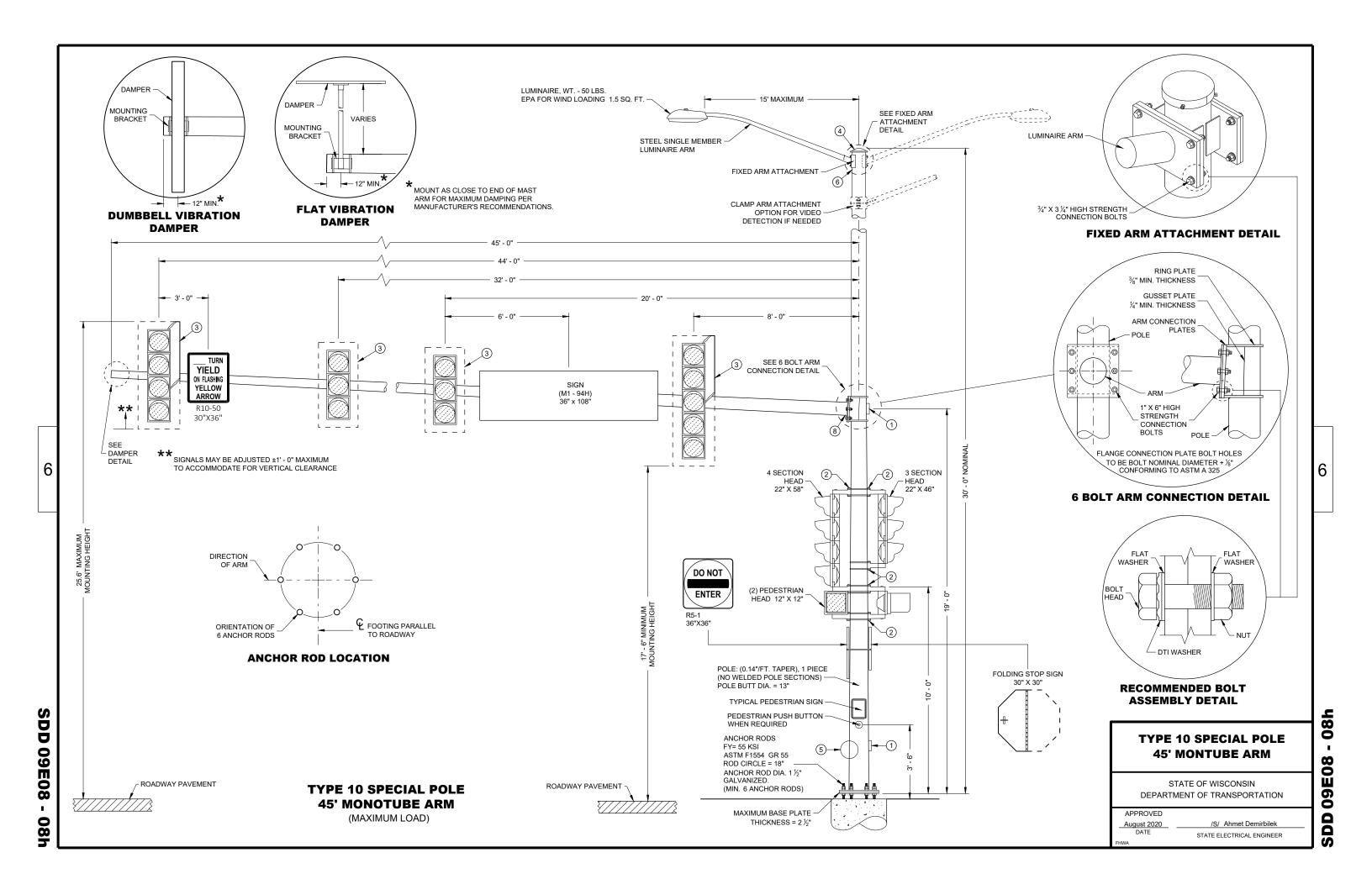
STATE ELECTRICAL ENGINEER

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

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

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

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL

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

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

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

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

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

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

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

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

115 MPH (700 YEAR MRI BASIC WIND SPEED).

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

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

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

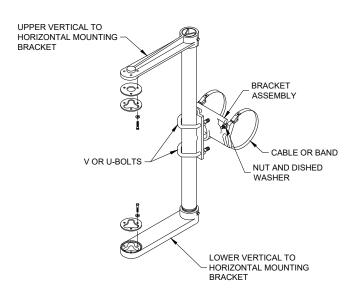
SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

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

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

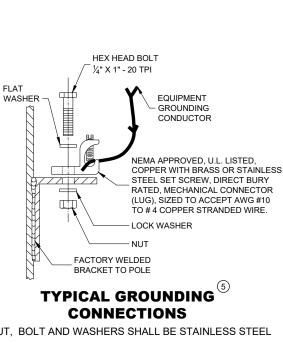
MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

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

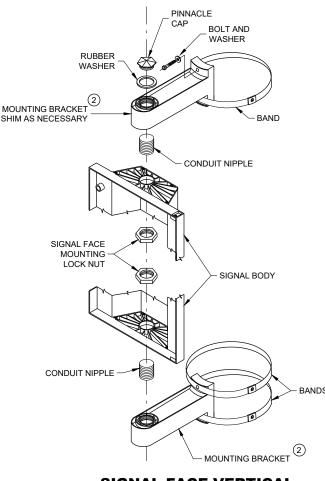


SIGNAL FACE MOUNTING BRACKET **DETAIL FOR MONOTUBE ARM**

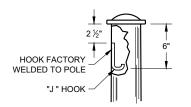
(MOUNT PER MANFACTURER'S RECOMMENDATION)



NUT. BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL **MOUNTING DETAIL**



TYPICAL "J" HOOK **WIRE SUPPORT**

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

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

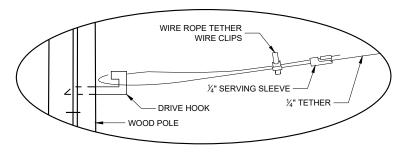
APPROVED August 2020 DATE /S/ Ahmet Demirbilel STATE ELECTRICAL ENGINEER

STRUCTURAL IDENTIFICATION **PLAQUE PLACEMENT**

TT YY

6' - 0"

DD 09E08

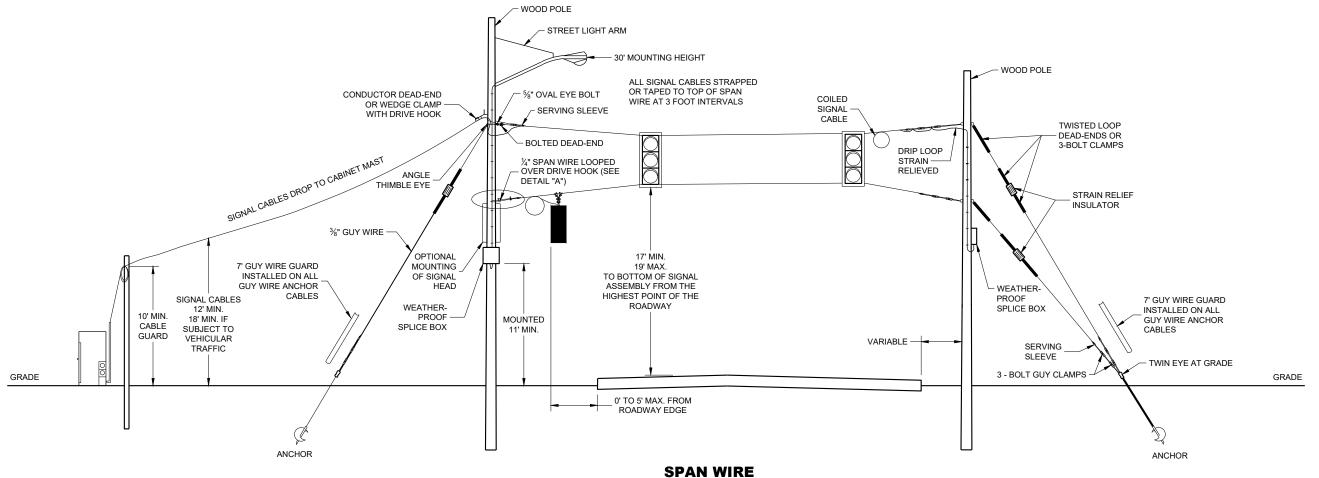


DETAIL "A"

GENERAL NOTES

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

- 1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
- 2. SIGNAL FACES:
 - A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
 - B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
 - C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
 - D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
- 3. SPAN WIRE
 - A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
 - B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
 - C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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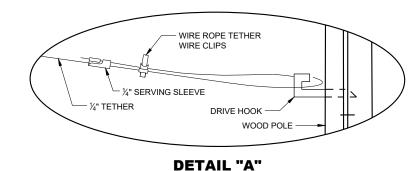
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

 APPROVED
 /S/ Ahmet Demerbilek

 June 2015
 /S/ Ahmet Demerbilek

 DATE
 STATE ELECTRICAL ENGINEER

SDD 09G01 - 04a



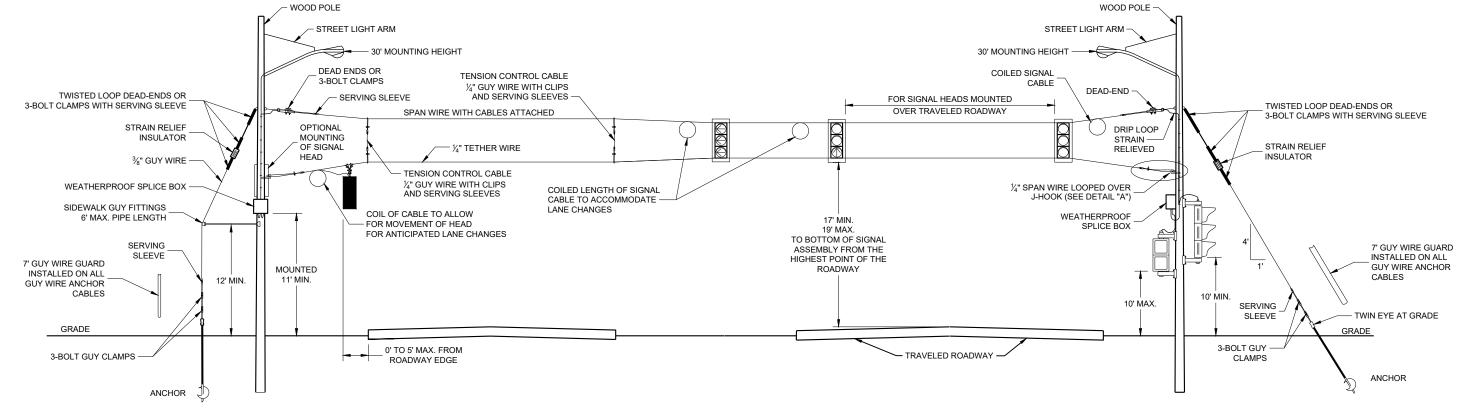
GENERAL NOTES

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

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

3. SPAN WIRE:

- A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
- B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
- C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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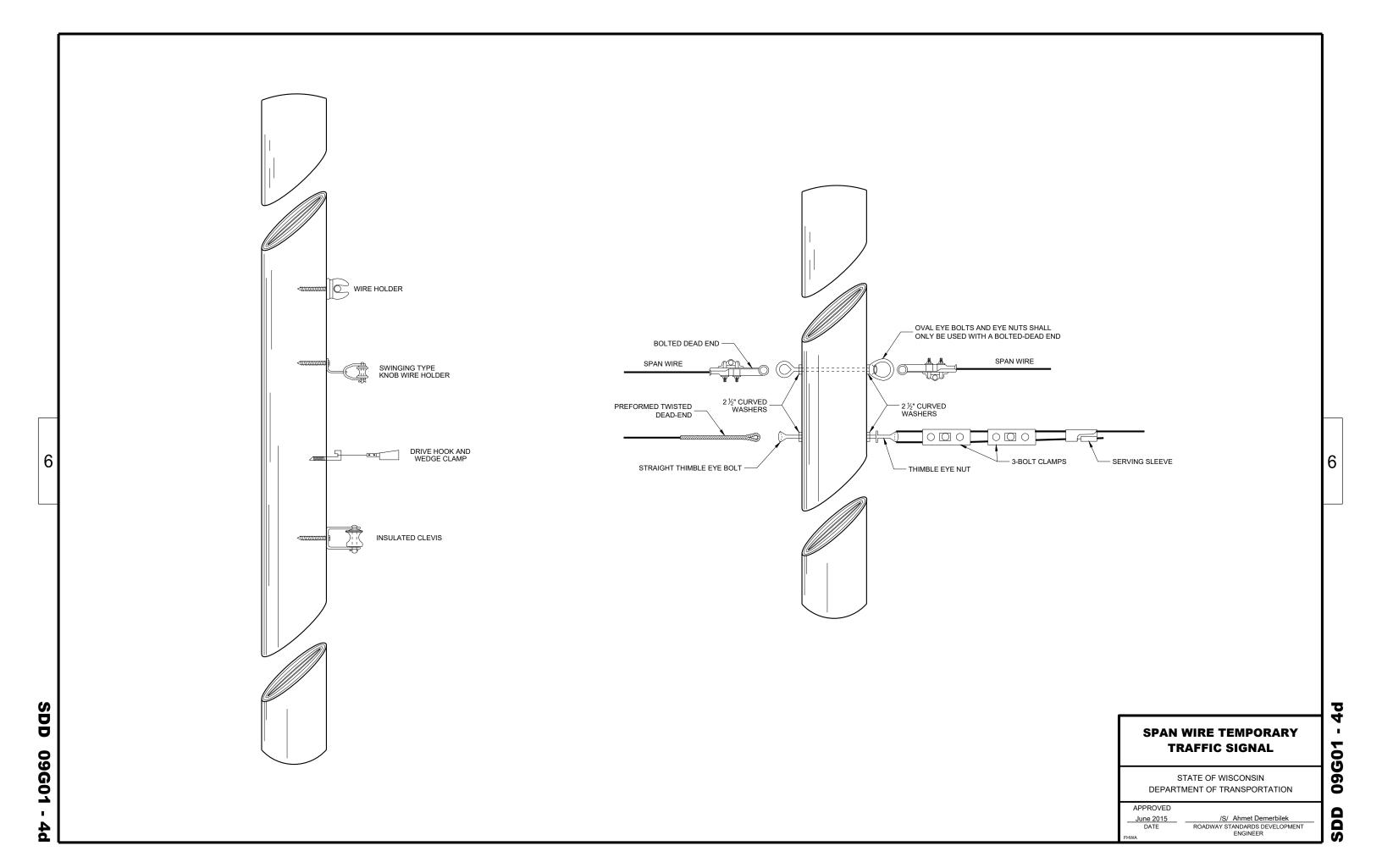
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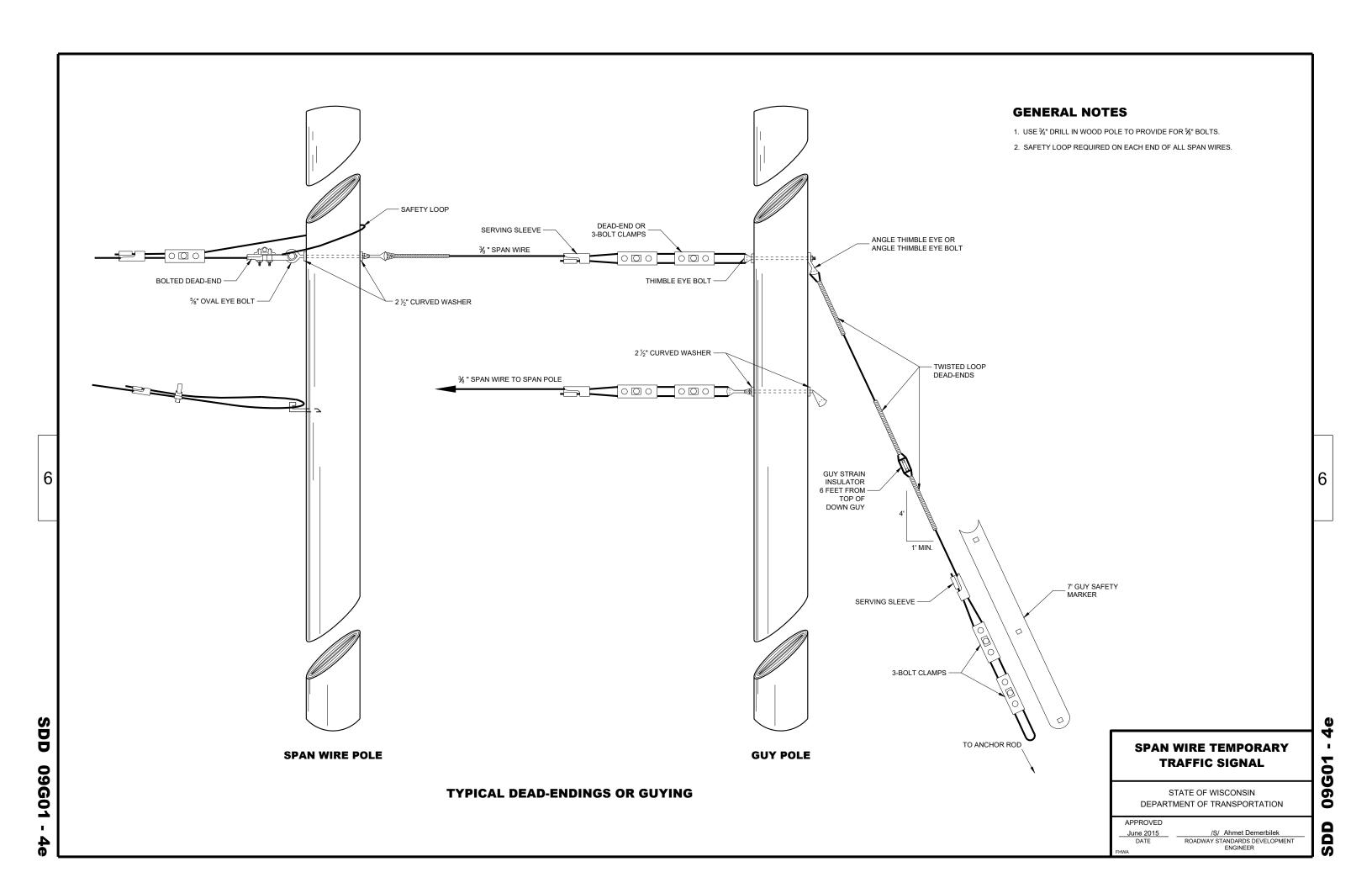
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

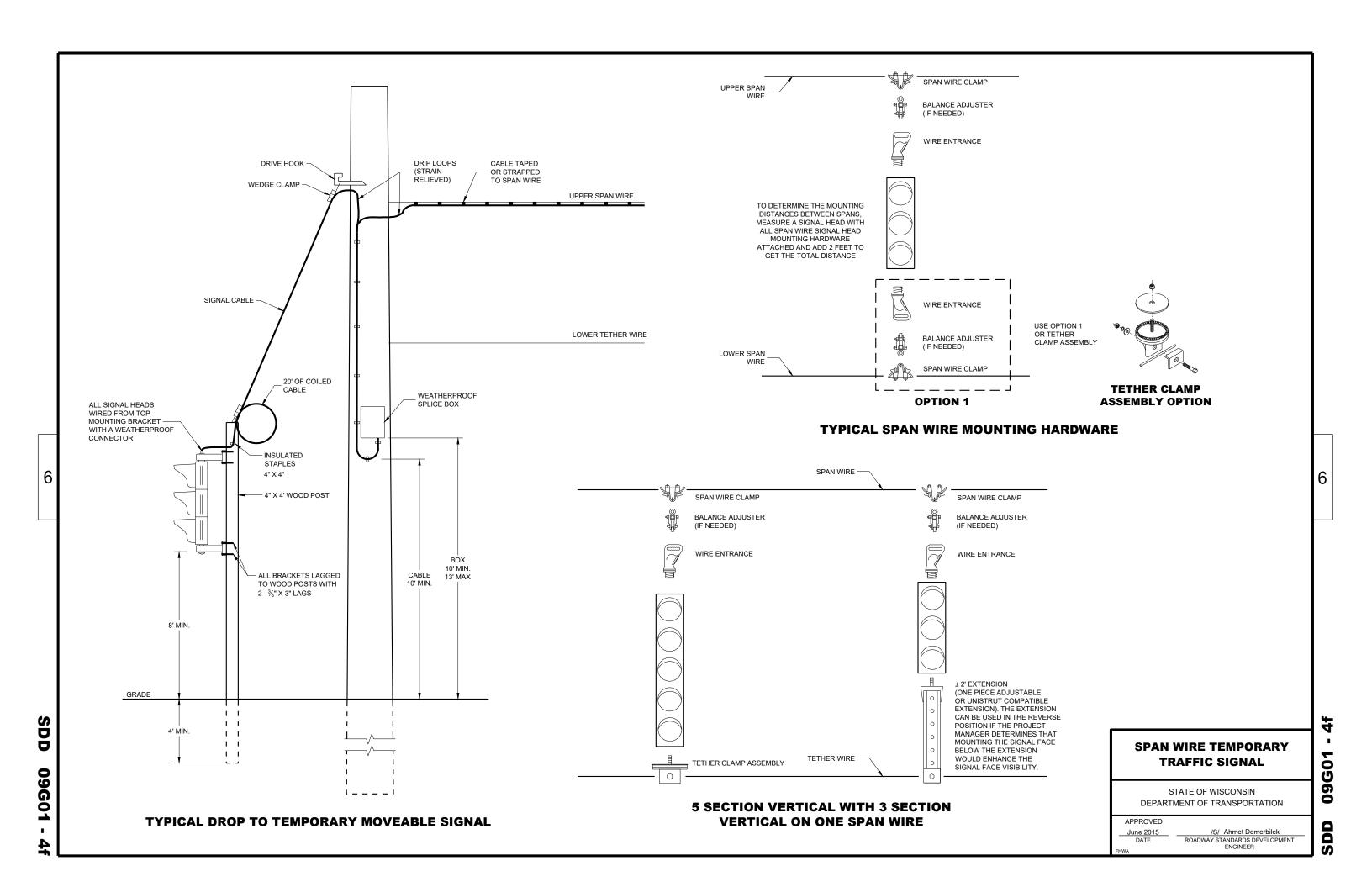
 APPROVED
 /S/ Ahmet Demerbilek

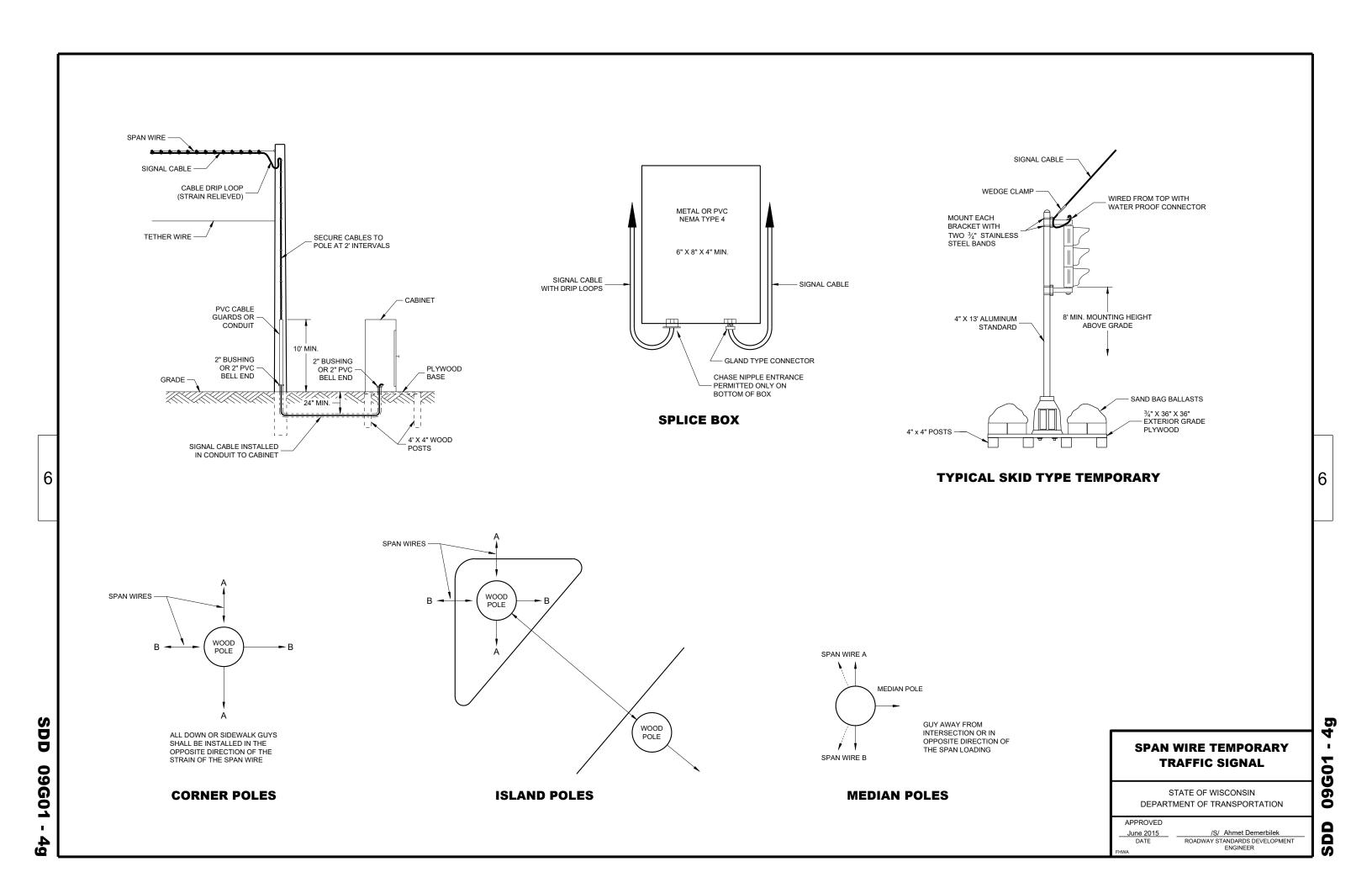
 June 2015
 /S/ Ahmet Demerbilek

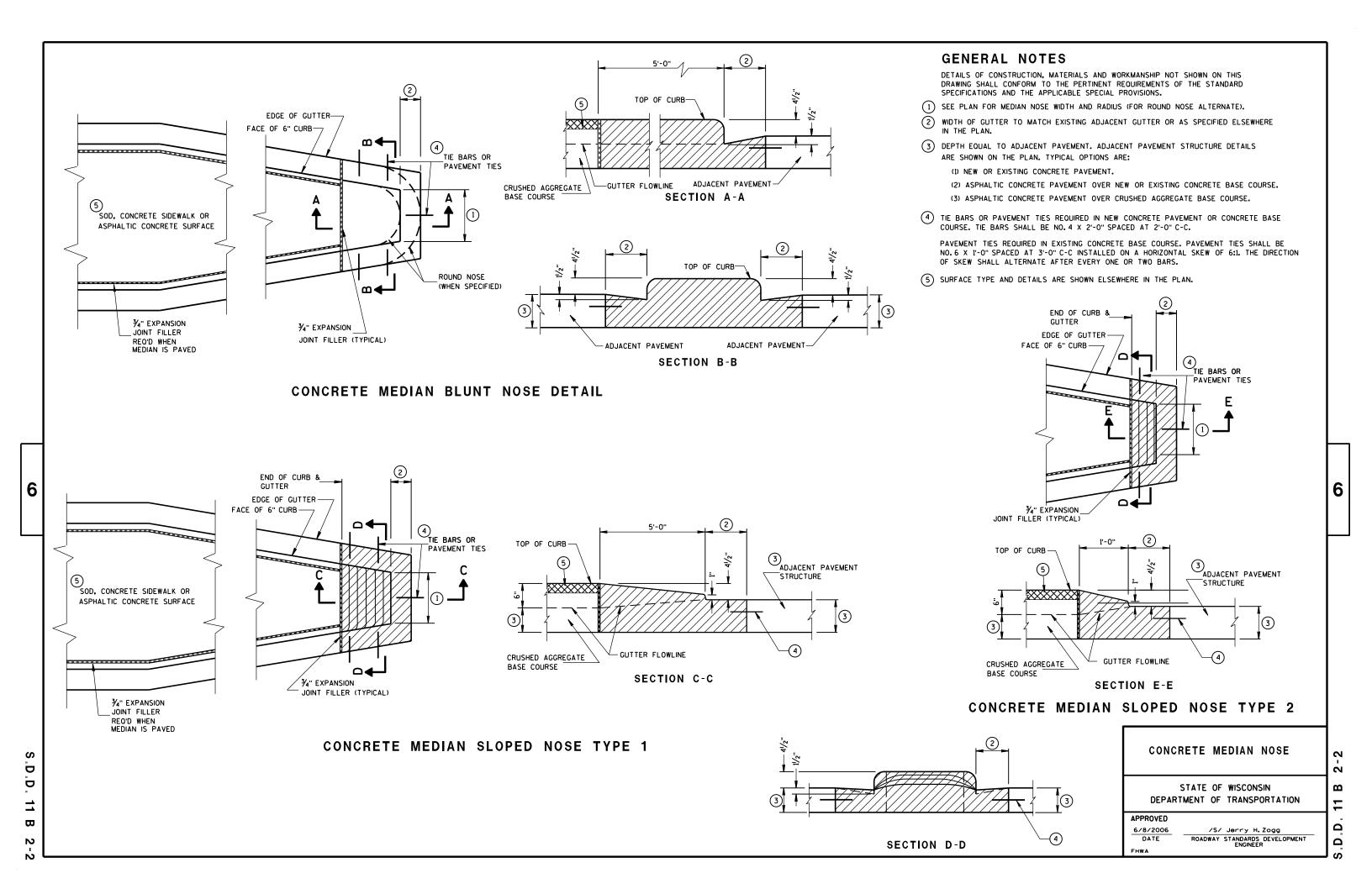
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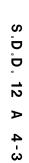


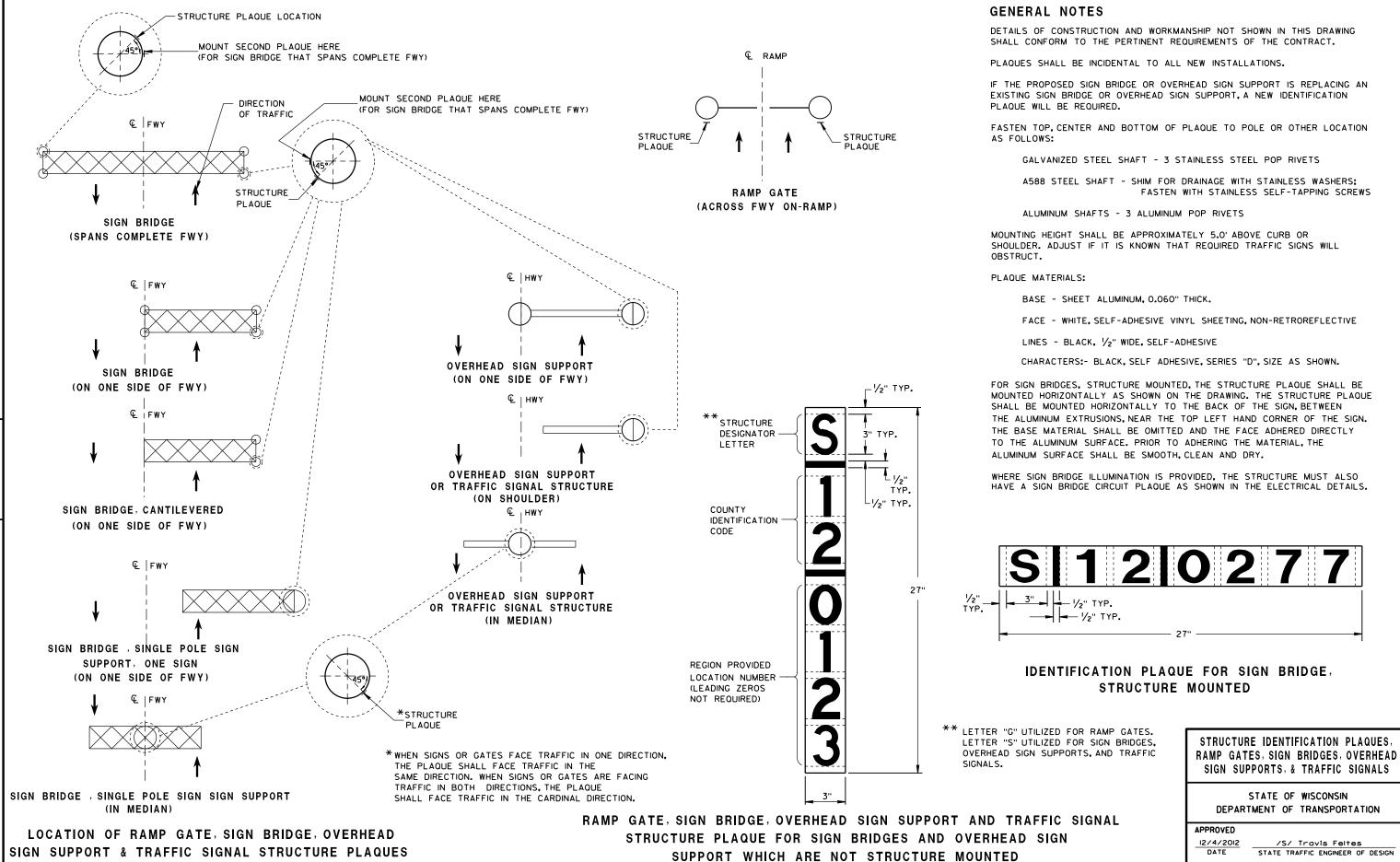


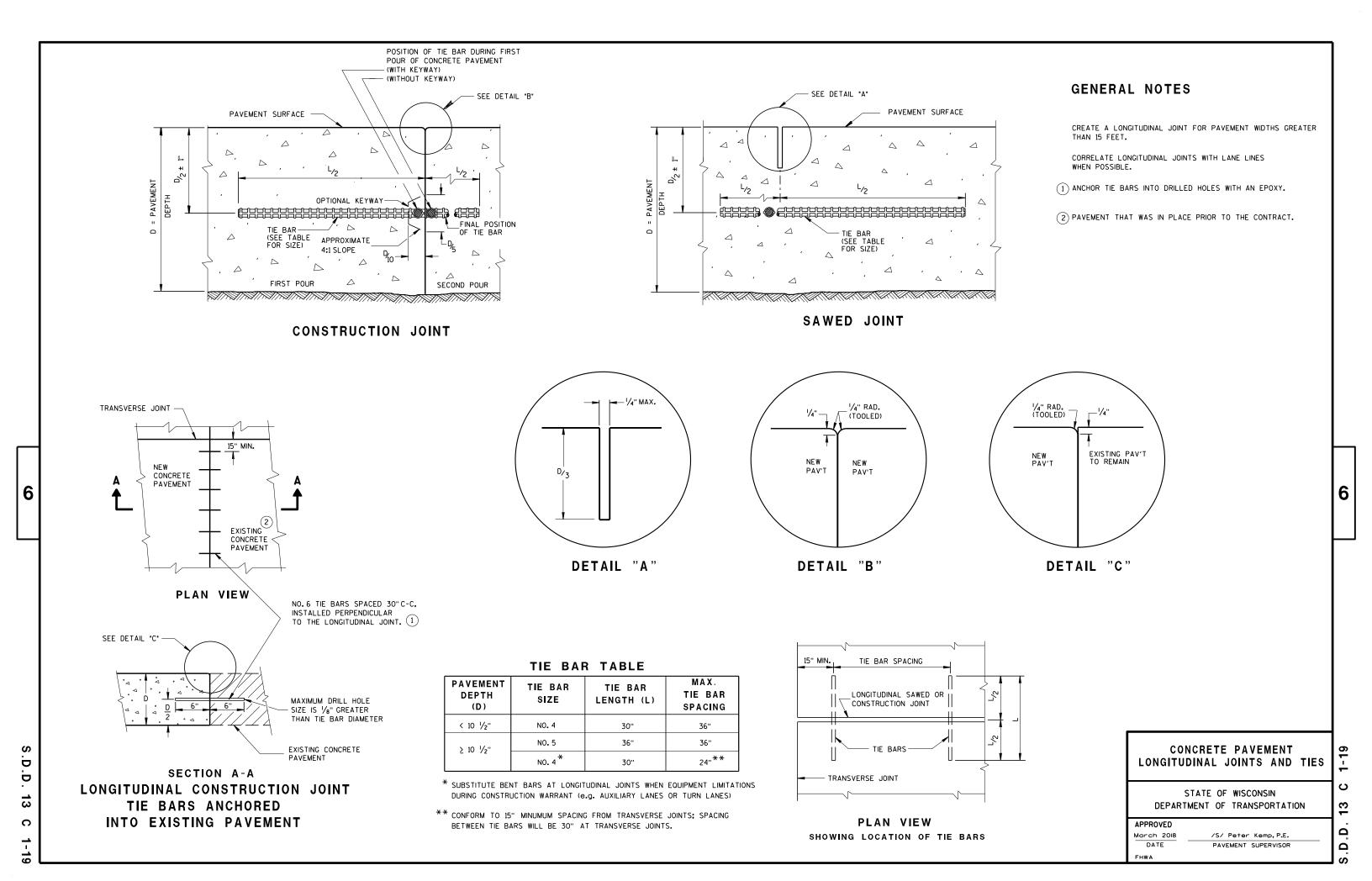


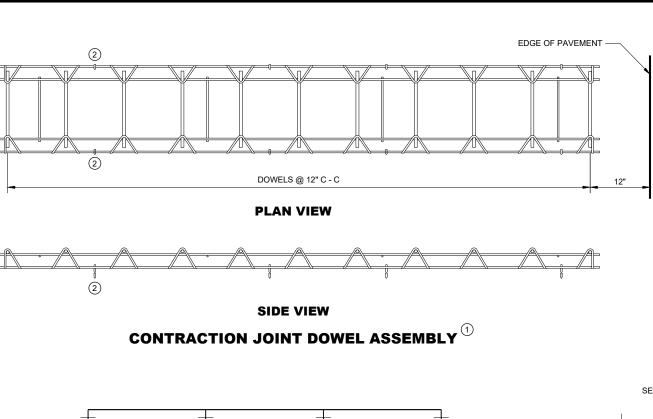
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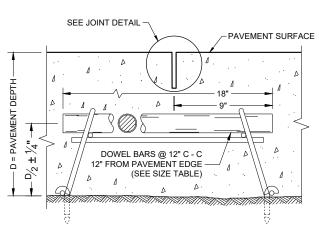
FHWA







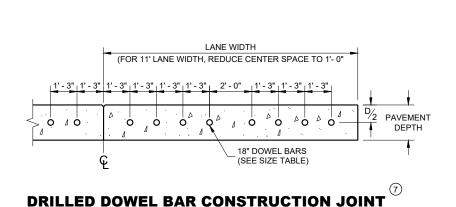




— ¼" MAX.

JOINT DETAIL

DOWELED CONTRACTION JOINT

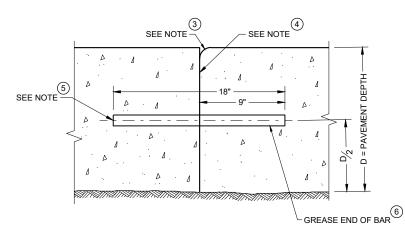


SEE TABLE FOR JOINT SPACING

CONTRACTION JOINT LOCATIONS

DOWEL BARS

F TRAVELED WAY



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

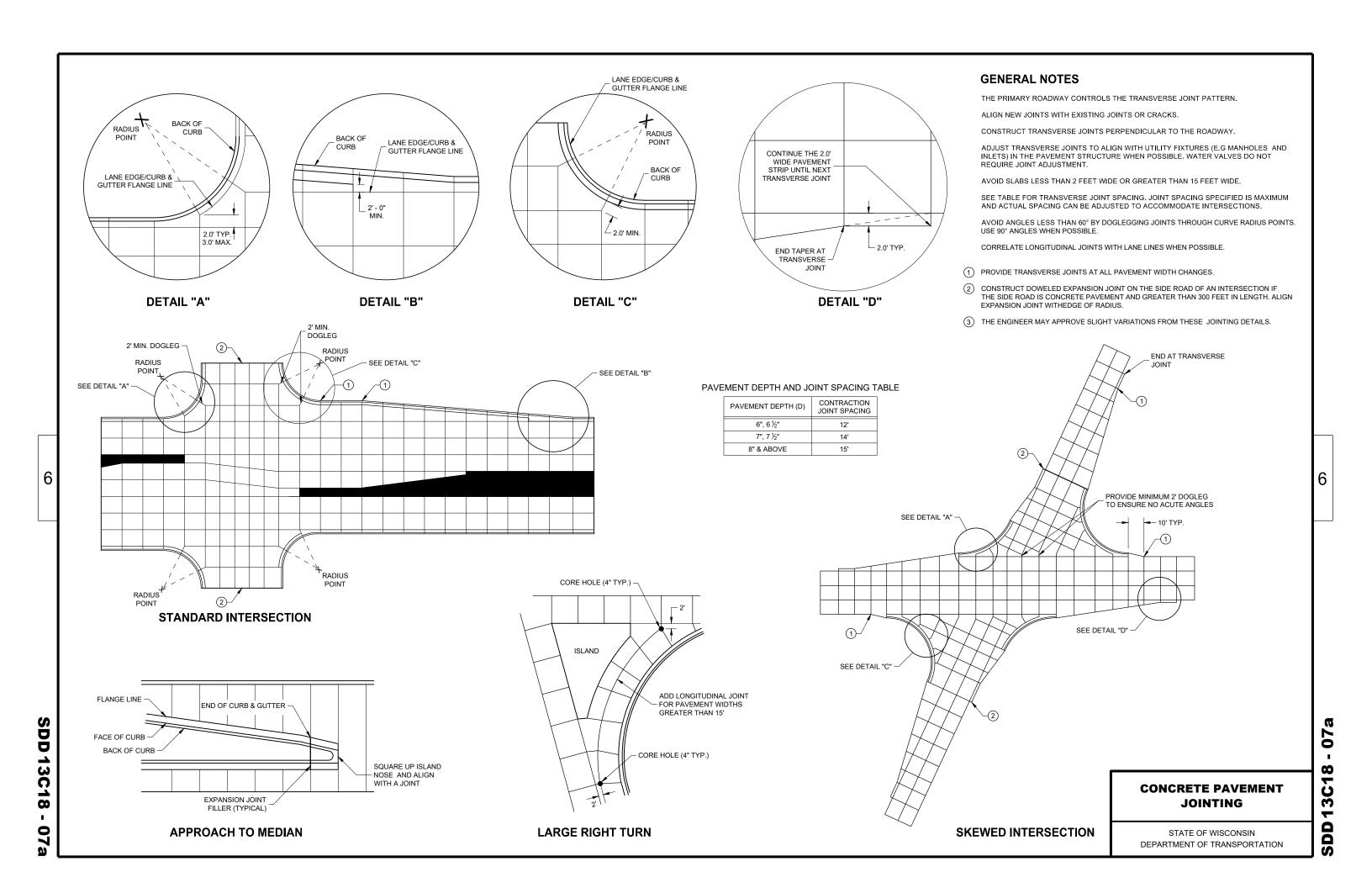
 APPROVED
 /S/ Peter Kemp P.E.

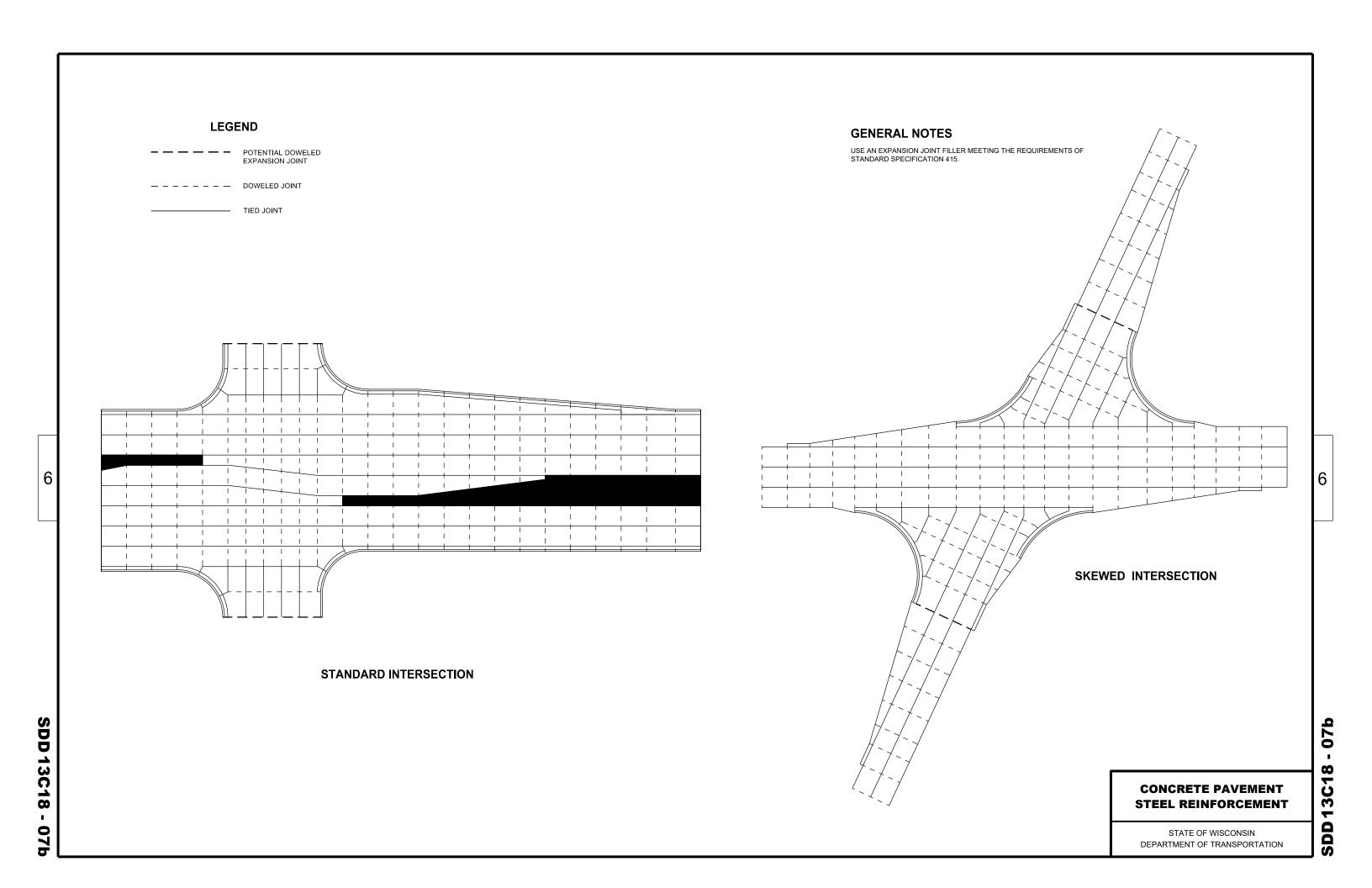
 November 2022
 /S/ Peter Kemp P.E.

 DATE
 PAVEMENT SUPERVISOR

SDD 13C13-11

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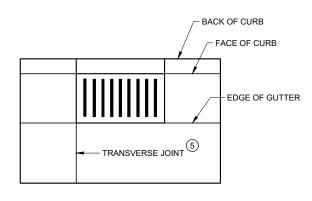
STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

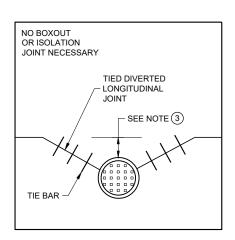
NO BOXOUT

OR ISOLATION JOINT NECESSARY

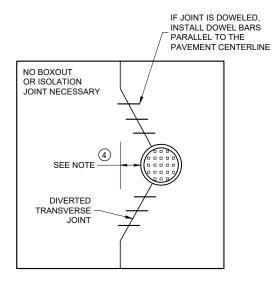




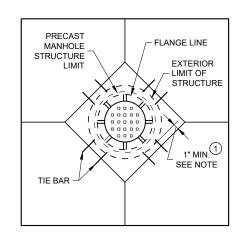
INLET WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

GENERAL NOTES

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

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CONCRETE PAVEMENT
JOINTING AT UTILITY
FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

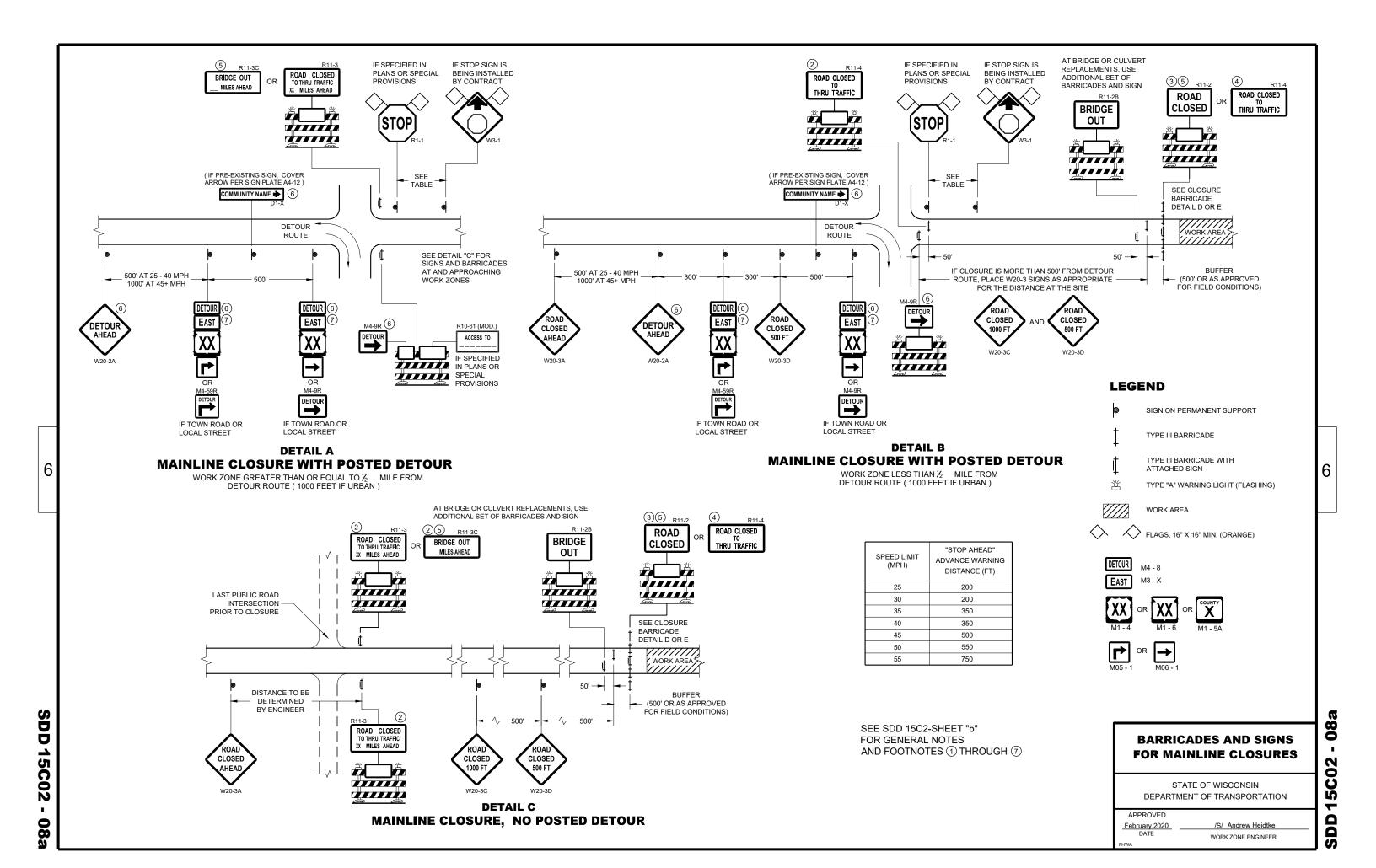
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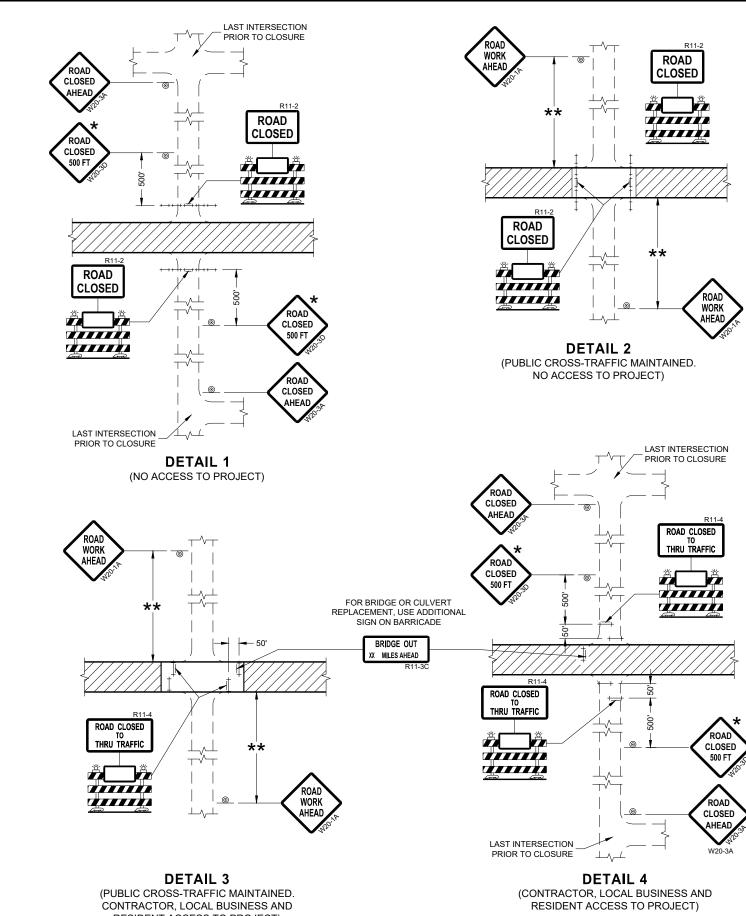
November 2018 /S/ Peter Kemp P.E.

DATE PAVEMENT SUPERVISOR

SDD 13C18 - 0

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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 WITH

BARRICADES AND SIGNS FOR **SIDEROAD CLOSURES**

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

RESIDENT ACCESS TO PROJECT)

15C03

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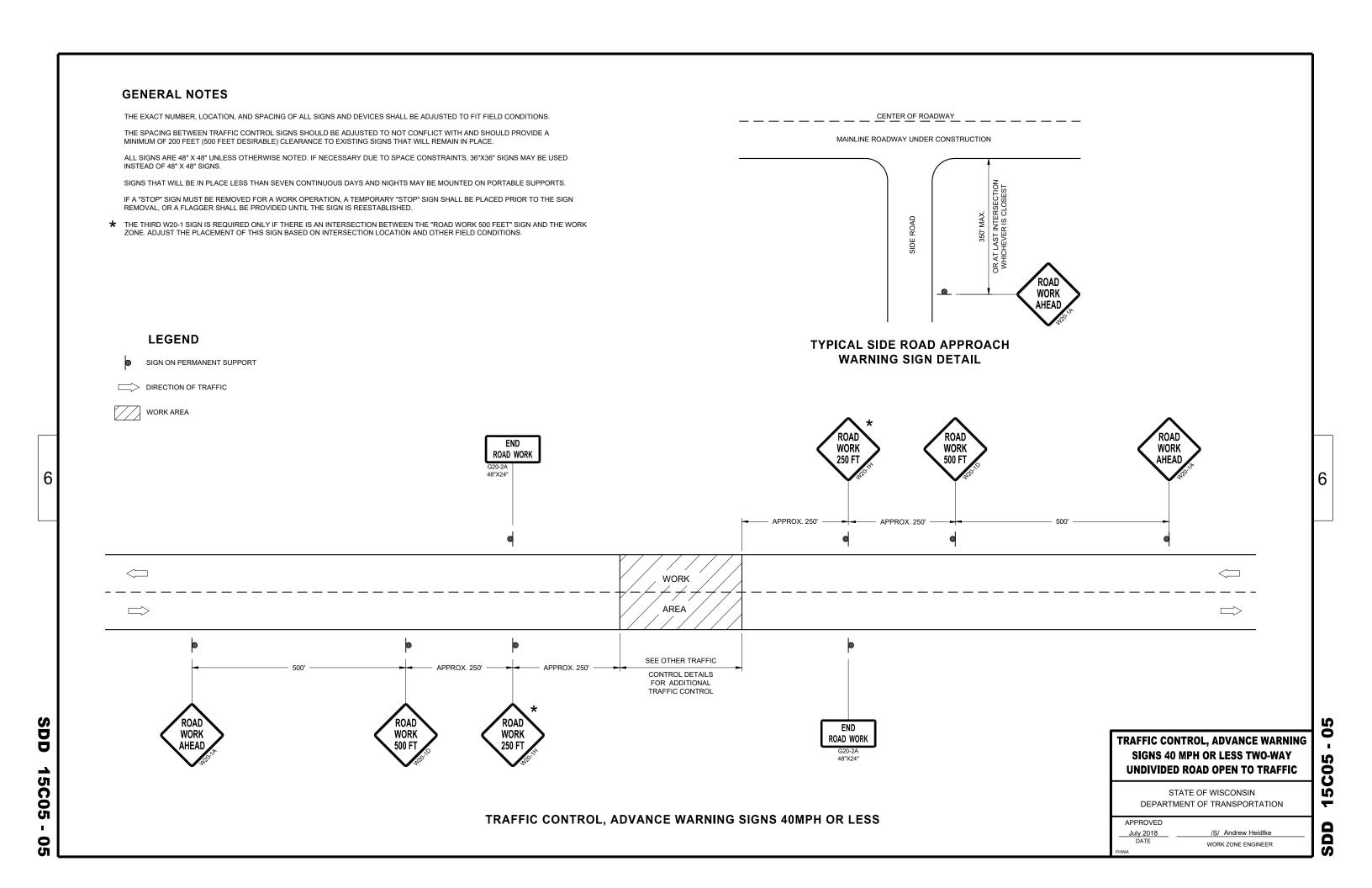
TYPE III BARRICADE

ATTACHED SIGN

TYPE "A" WARNING LIGHT (FLASHING)

WORK AREA

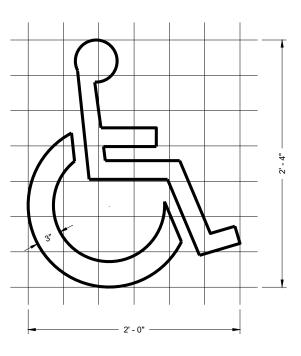
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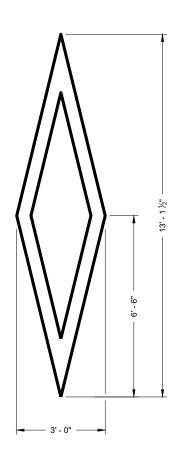
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GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

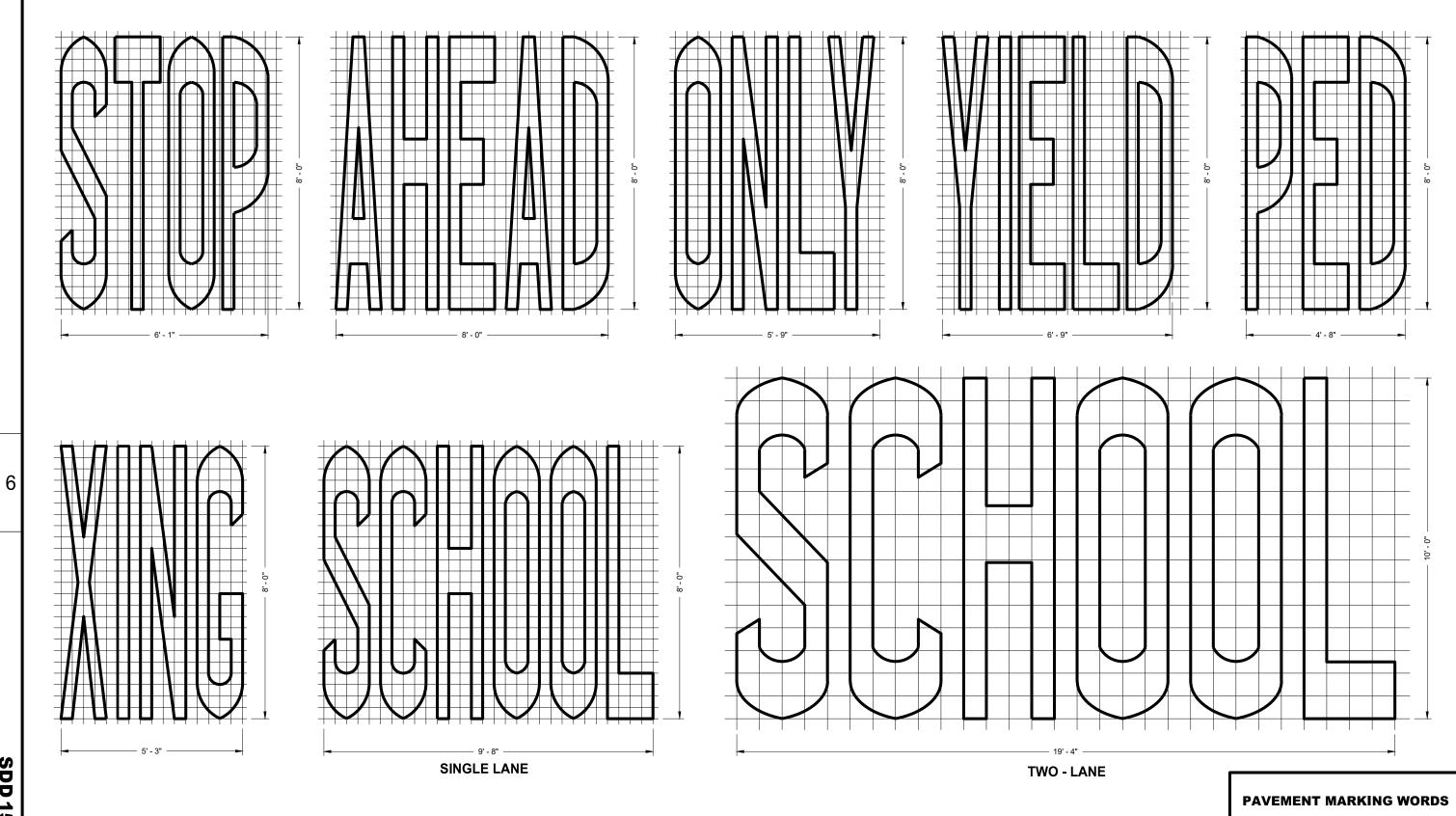
PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

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

SDD15C07



SDD 15C07 15b

GENERAL NOTES

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

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

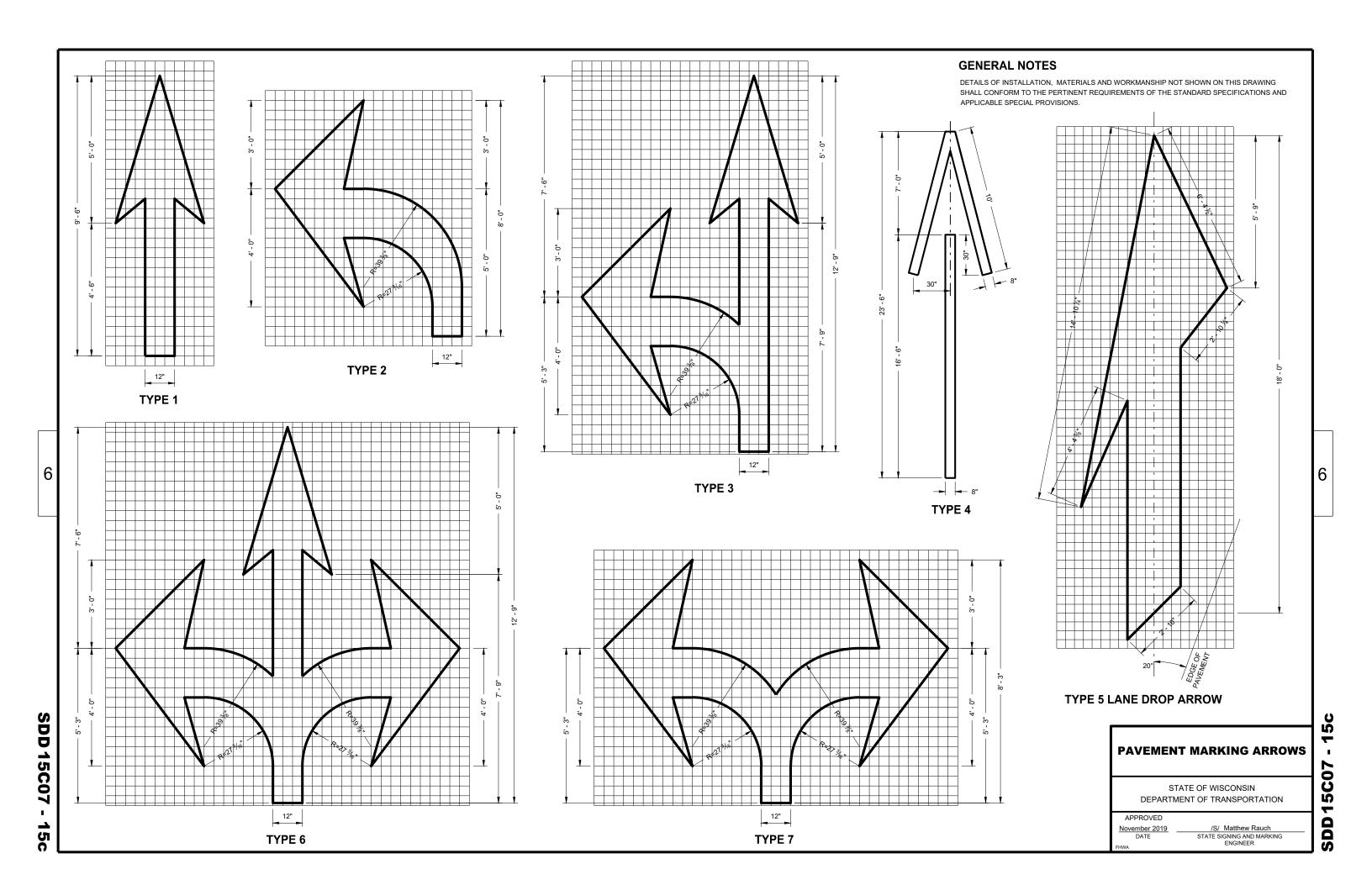
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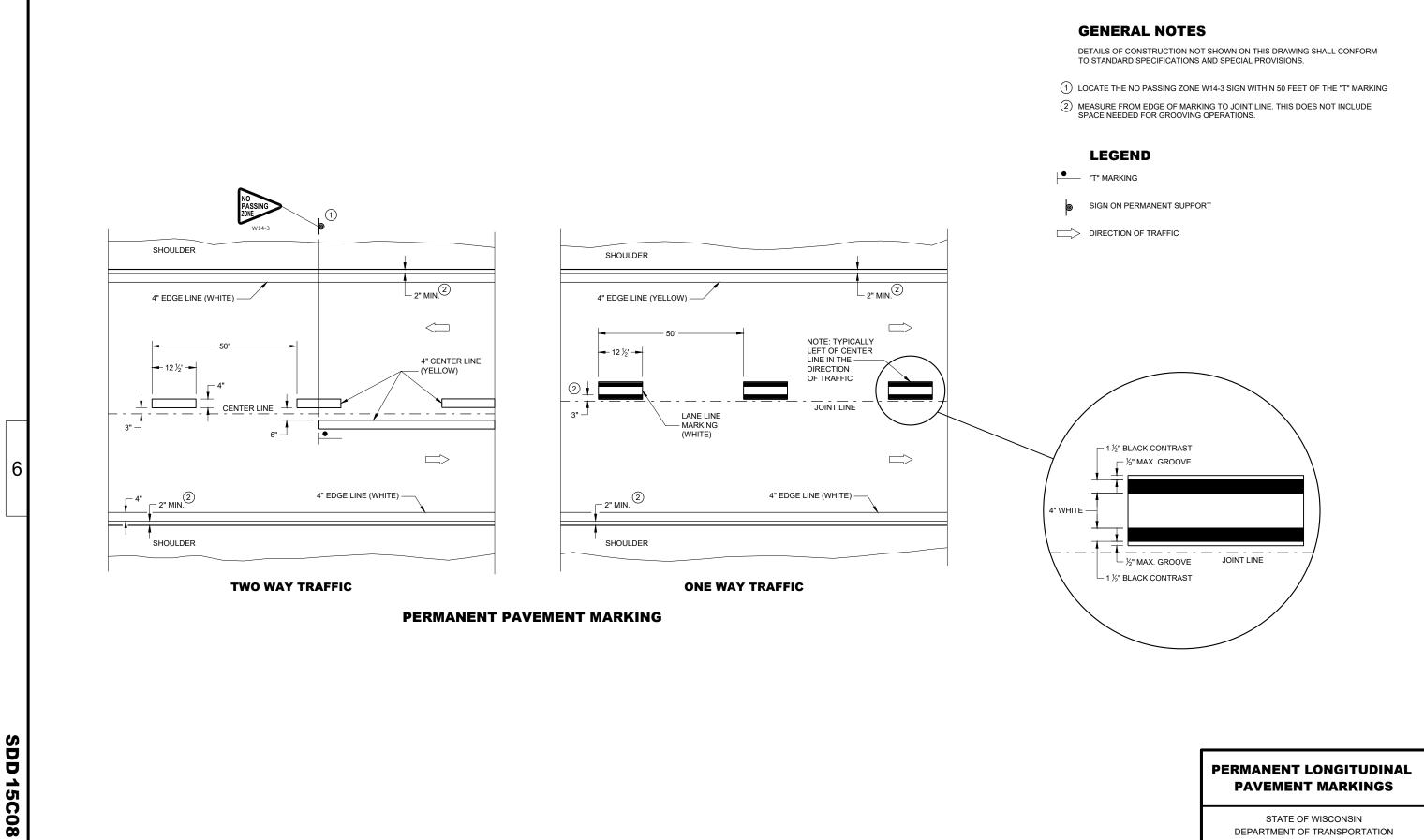
November 2019 ____ /S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

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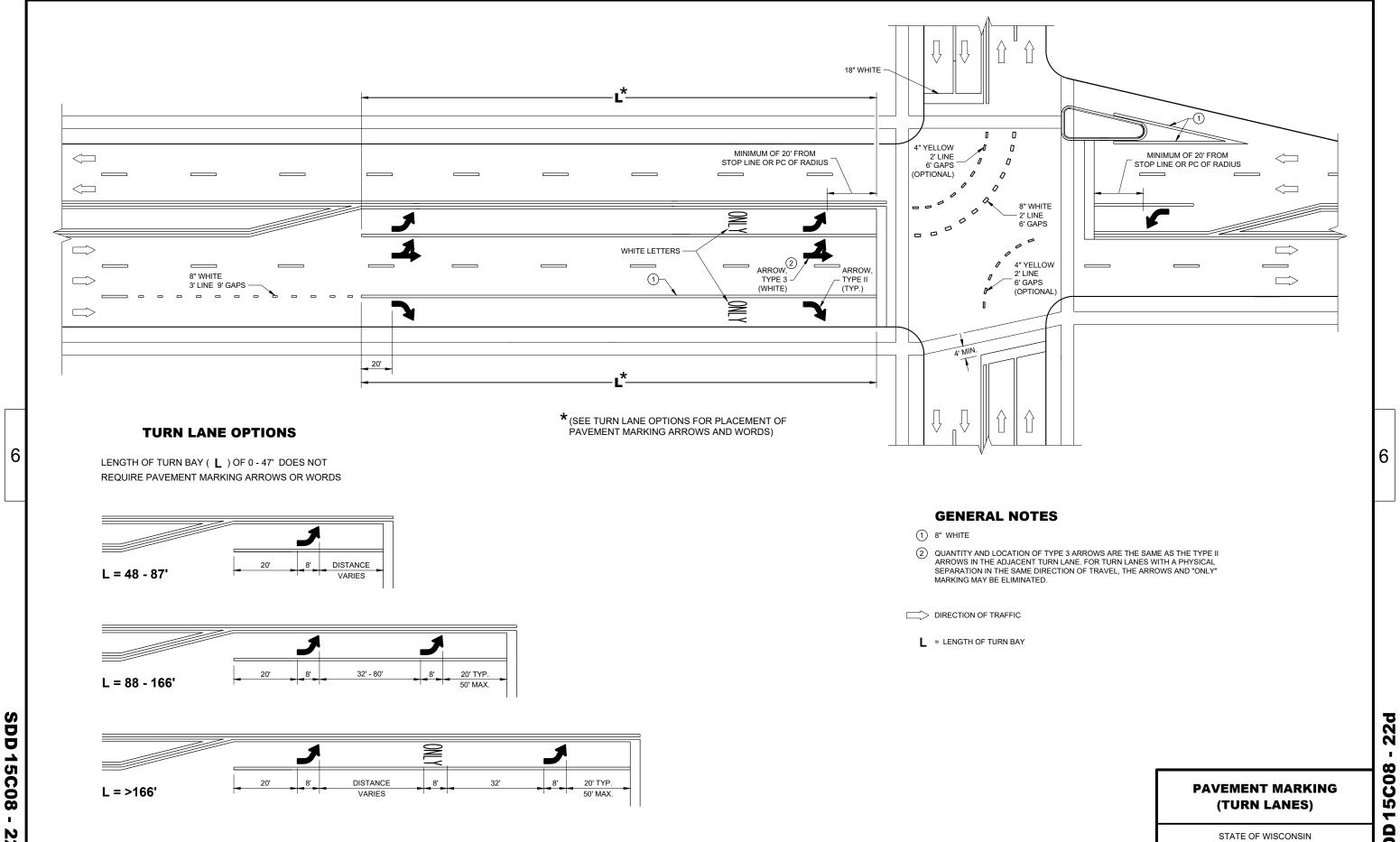
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15C08

APPROVED /S/ Jeannie Silver STATEWIDE SIGNING AND MARKING ENGINEER

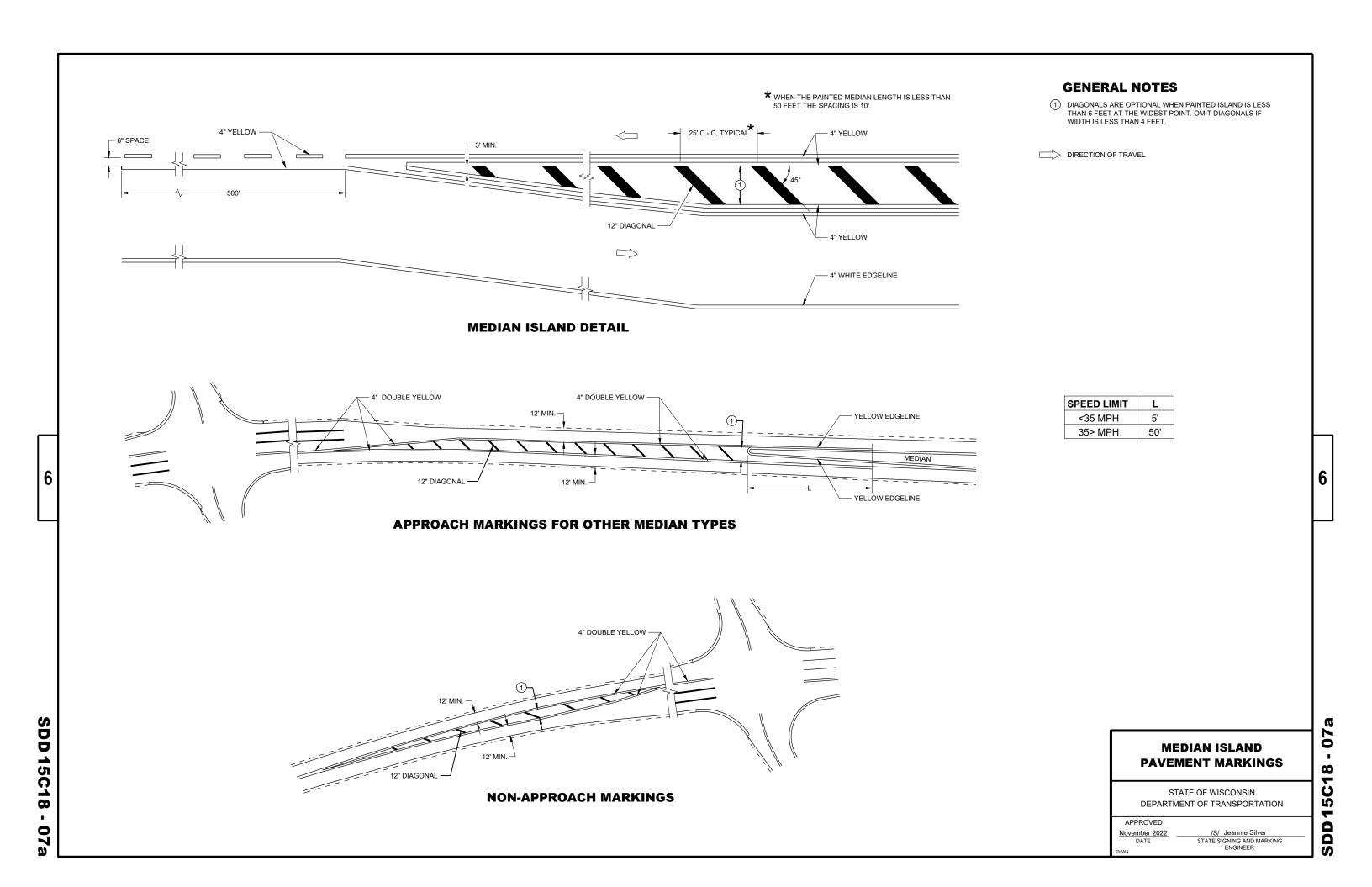
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

May 2022 DATE



SDD 15C08

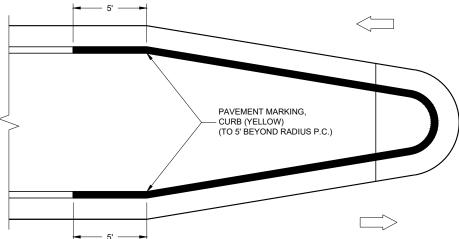
DEPARTMENT OF TRANSPORTATION



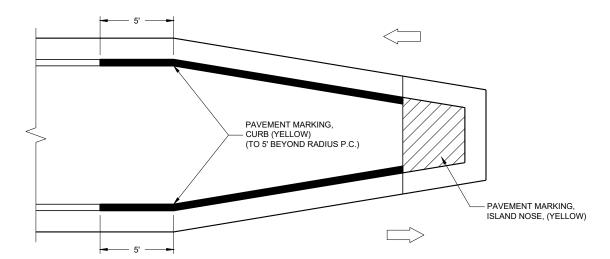
CORRUGATED MEDIAN

MARKING, (YELLOW)

(TYPICAL)



MEDIAN ISLAND WITH ROUND BLUNT NOSE



TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

MEDIAN ISLAND WITH SLOPED NOSE

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 0

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SDD

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

 APPROVED

 November 2022
 /S/ Jeannie Silver

 DATE
 STATE SIGNING AND MARKING ENGINEER

PAVEMENT MARKING

LEFT TURN & MEDIAN ISLAND

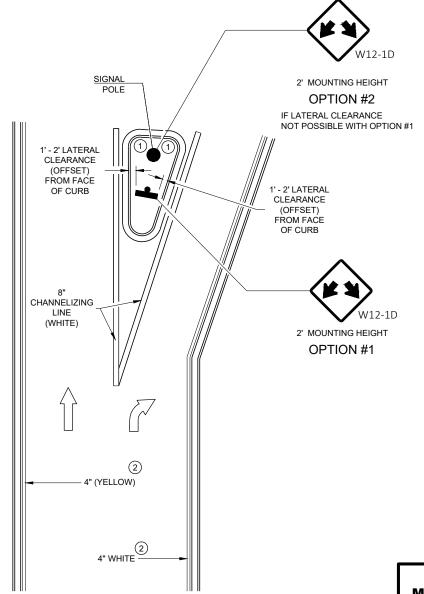
GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

- (1) MARK CURB NOSES YELLOW.
- (2) MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

MEDIAN PAVEMENT
MARKINGS, DOUBLE ARROW
WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

 November 2022
 /S/ Jeannie Silver

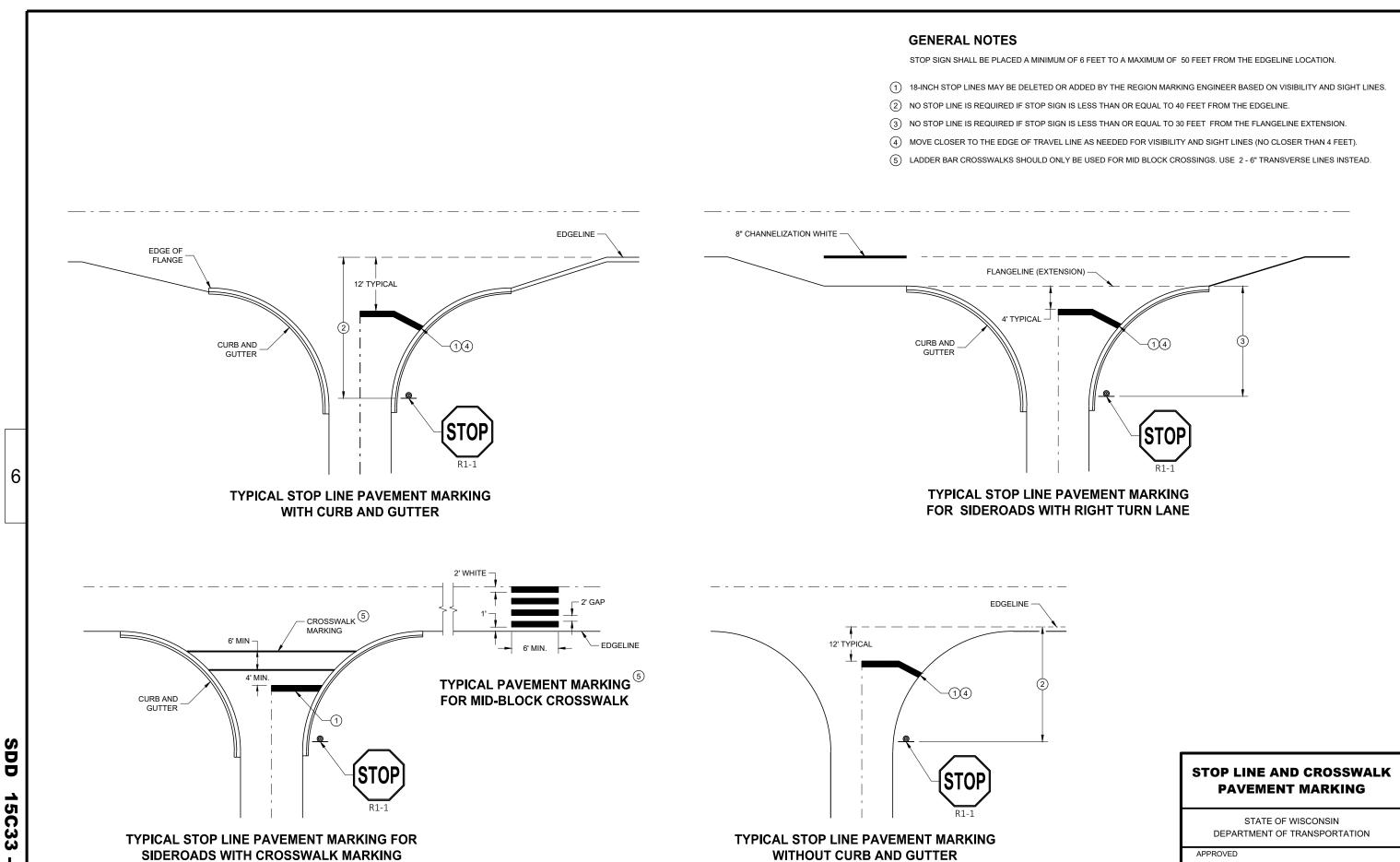
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/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

November 2019 DATE

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.

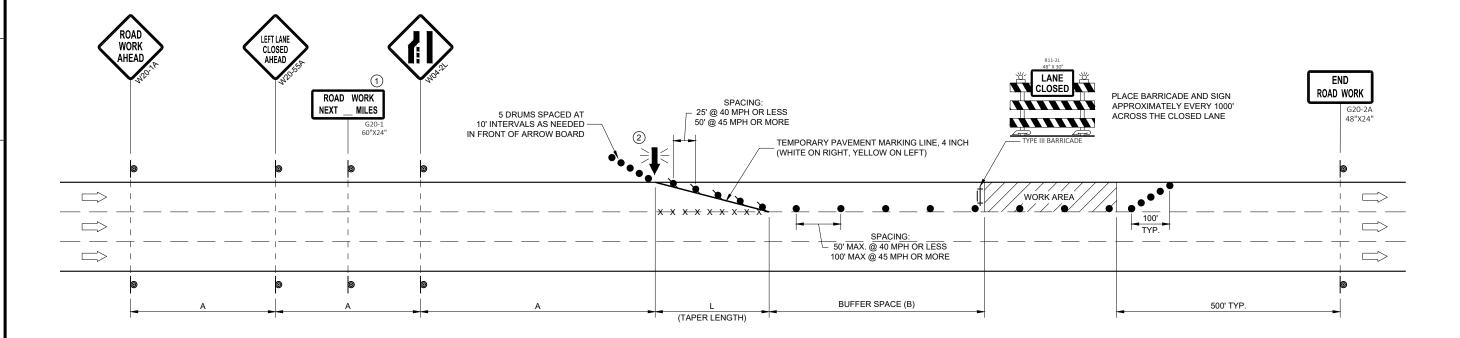
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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.
- (2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT 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

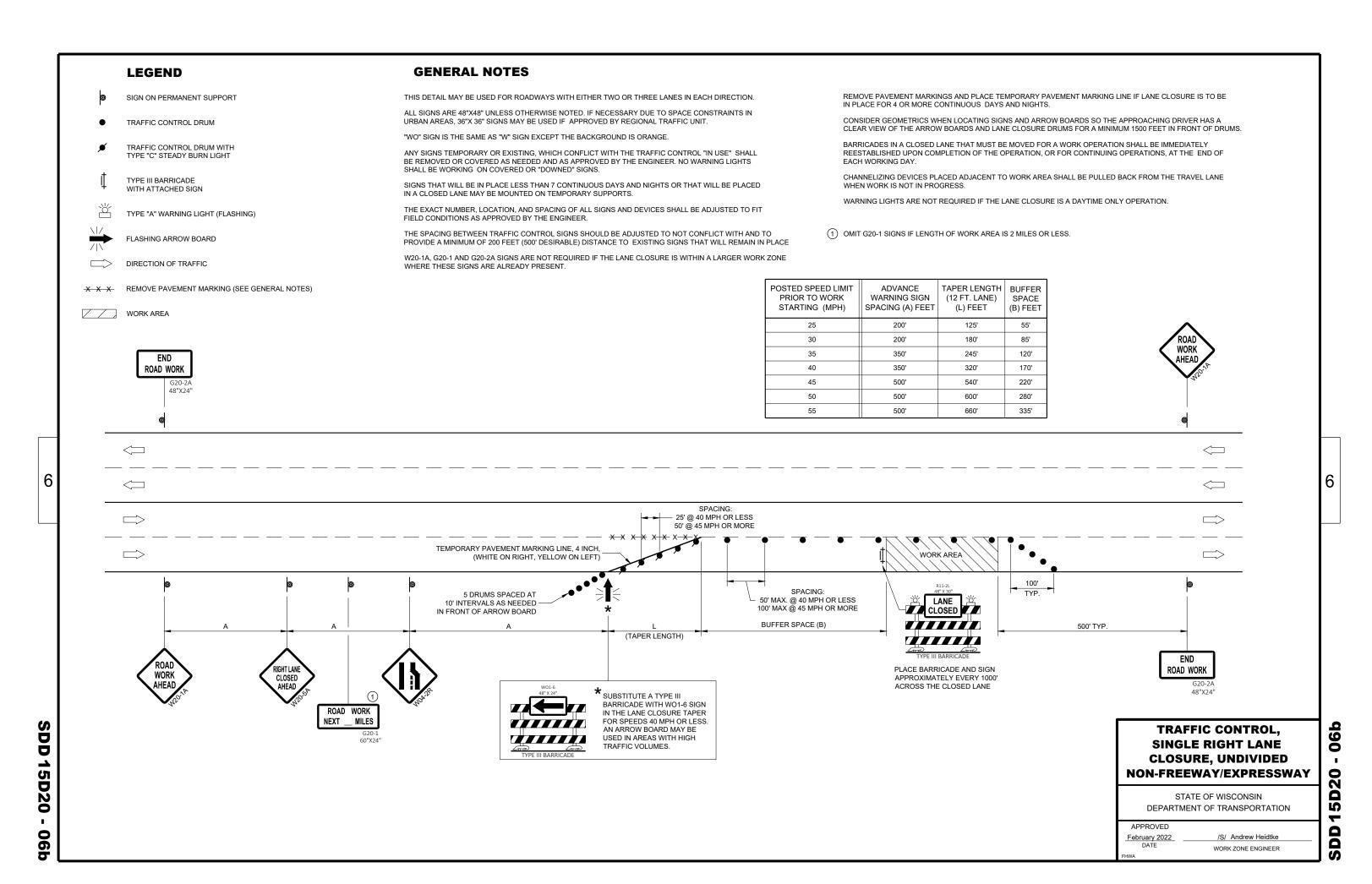
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

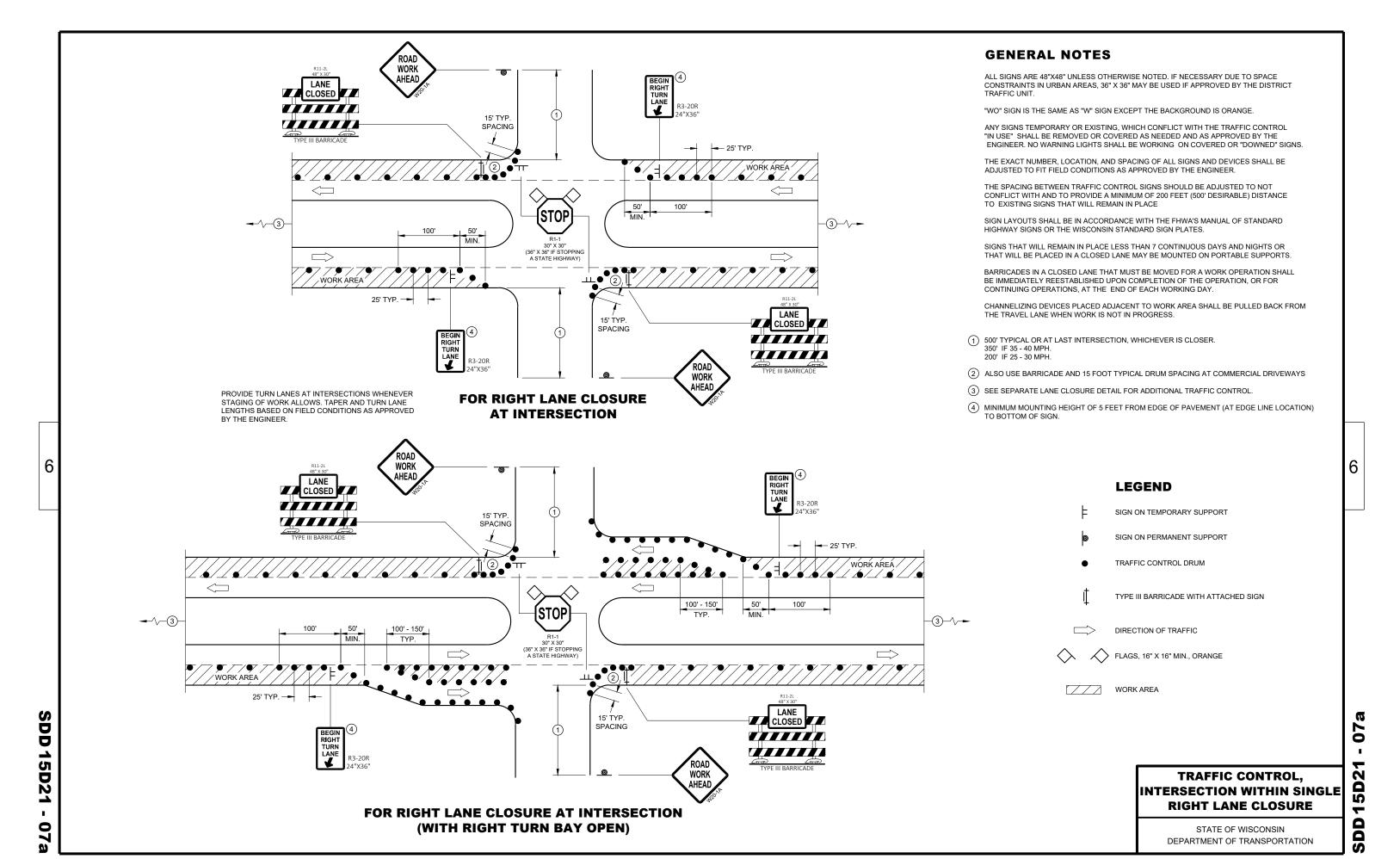
February 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

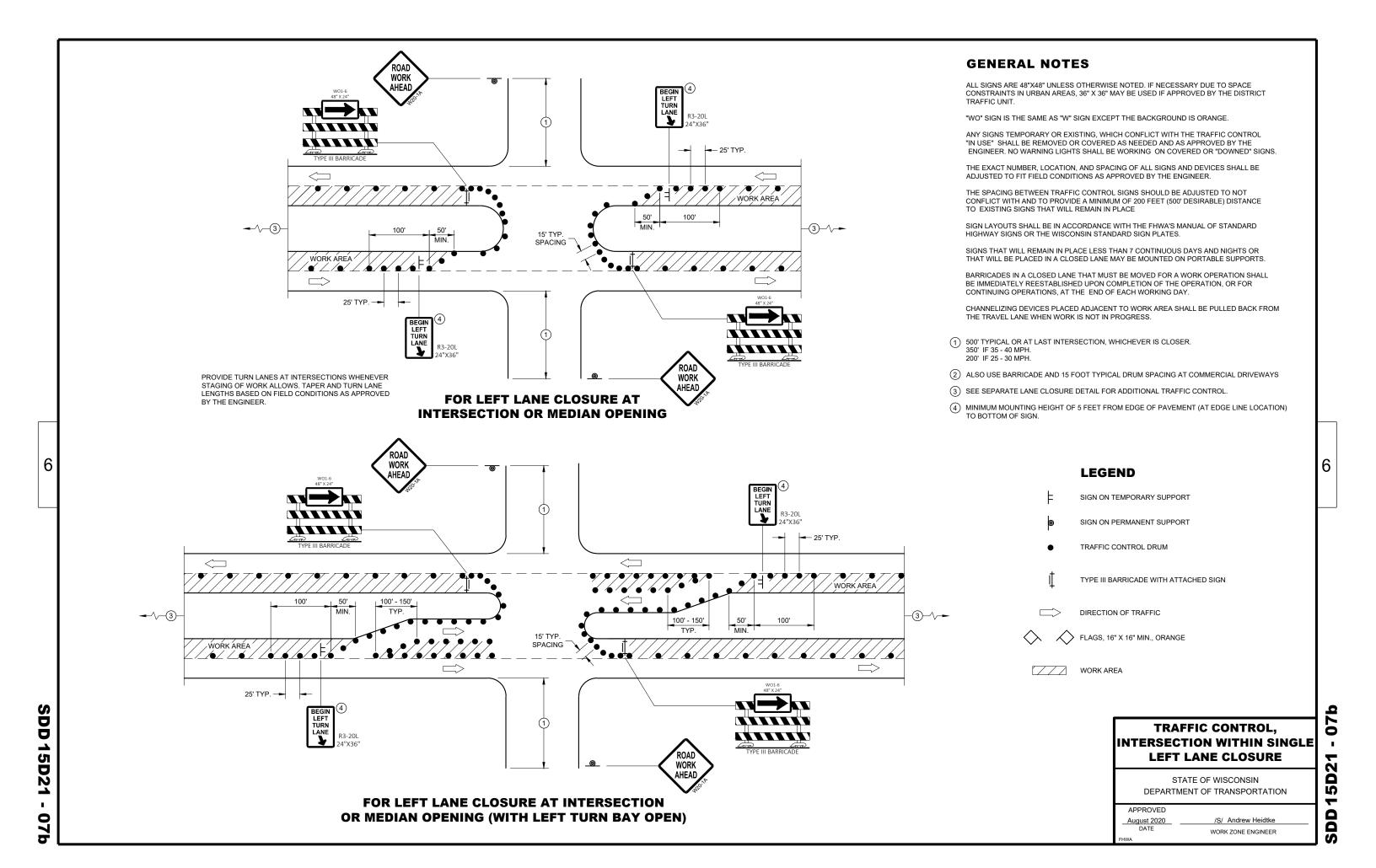
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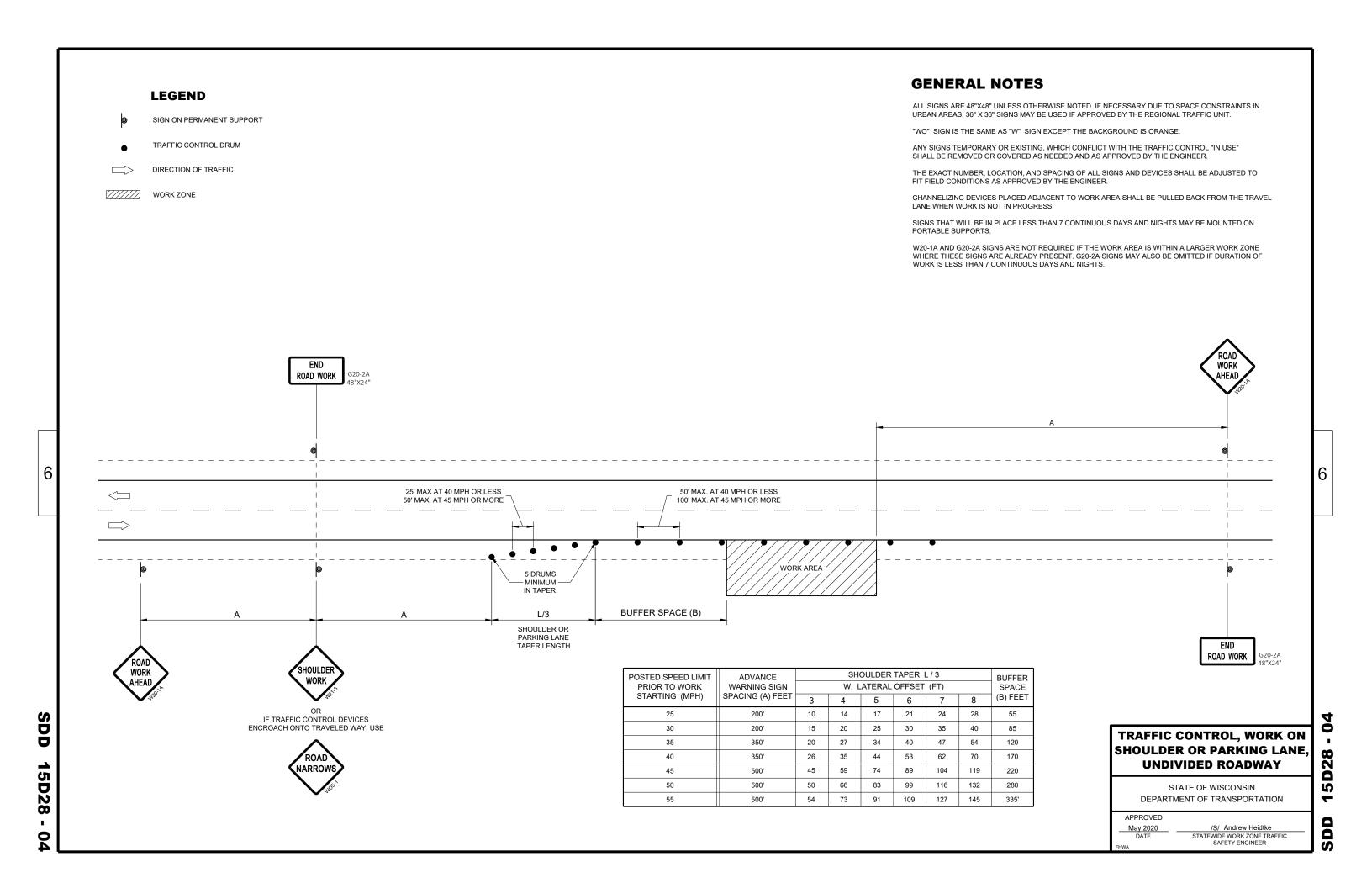
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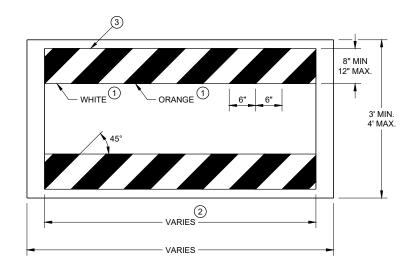




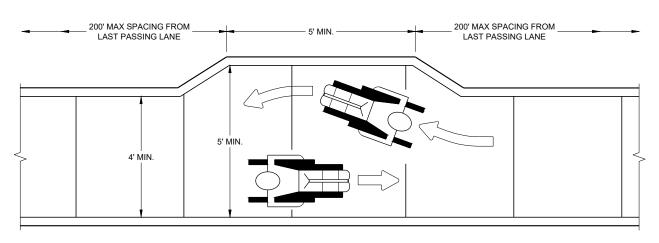


BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

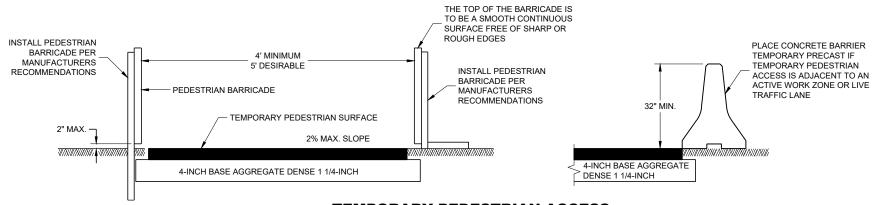
- (1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- 3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- ★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



TEMPORARY PEDESTRIAN BARRICADE*



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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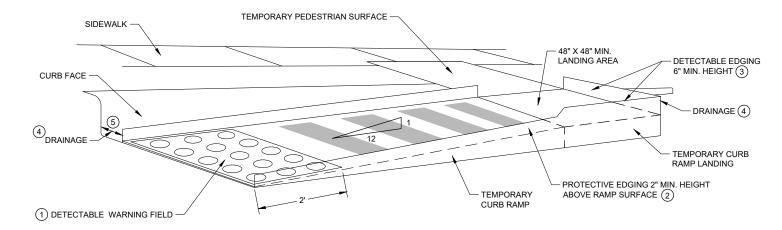
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CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

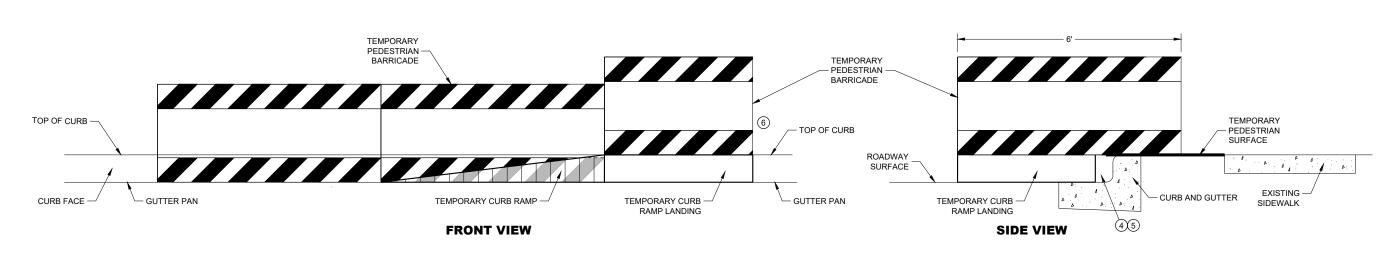
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN $\frac{1}{2}$ " WIDTH.

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

- (1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE DI ANS
- (2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- (3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- (4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- 5 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

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SDD 15D30 -

SDD 15D30 - 08

GENERAL NOTES

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

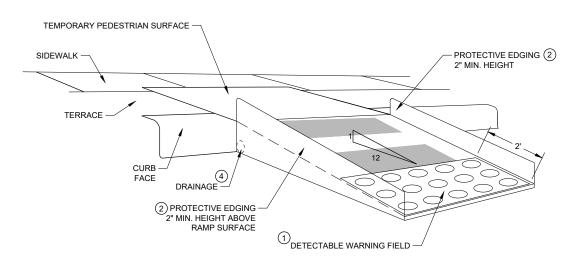
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN $\slash\!\!/_2$ " WIDTH.

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

080

2



PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE

GENERAL NOTES

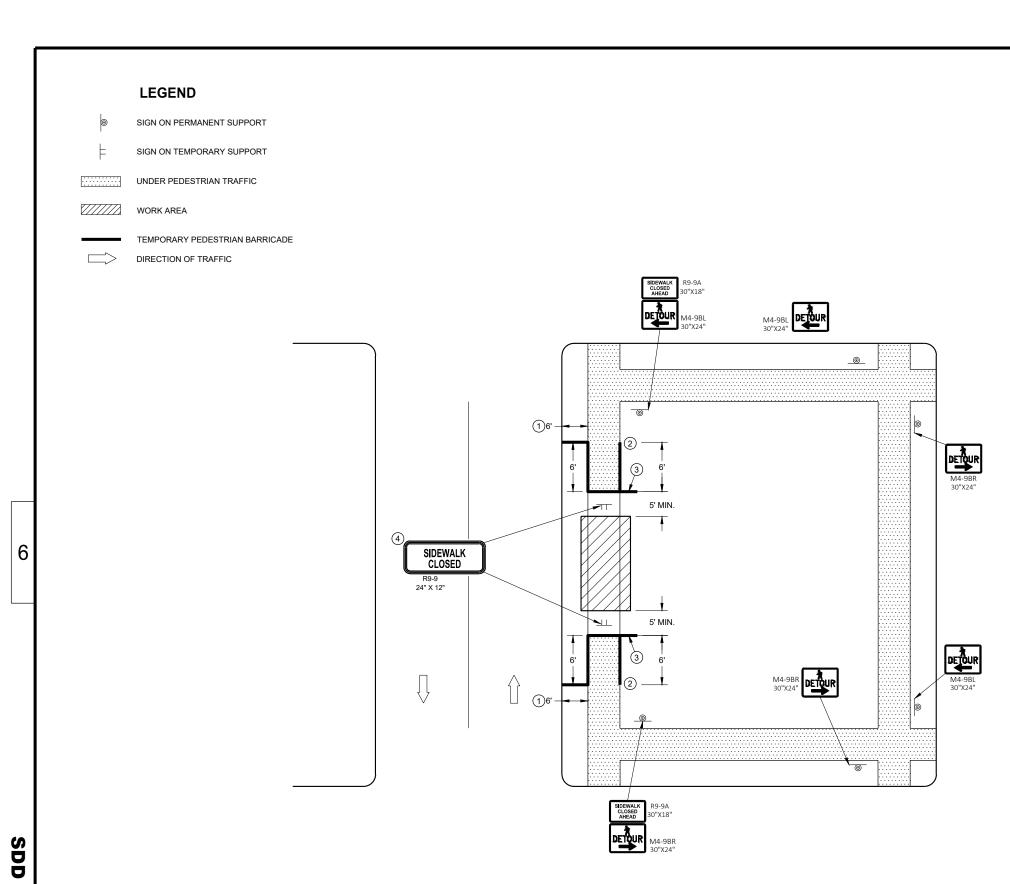
THE BARRICADE AT THE EDGE OF THE SIDEWALK.

MOUNTED ON PORTABLE SUPPORTS.

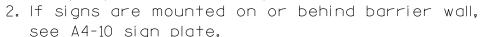
SD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

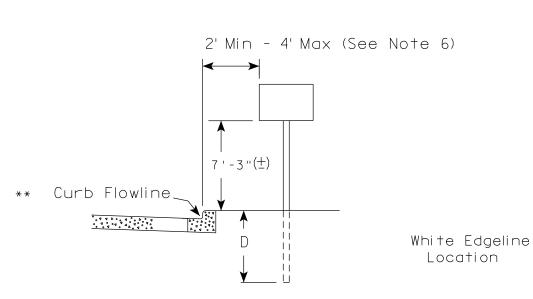


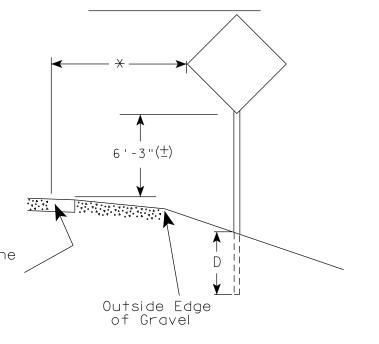
SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE



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

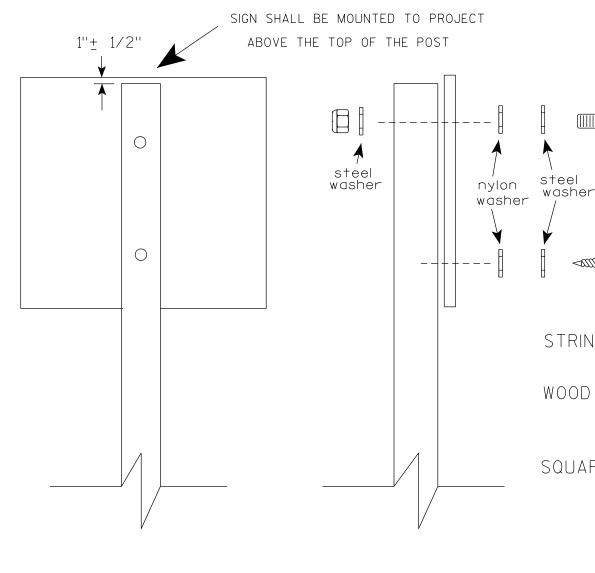
WISDOT/CADDS SHEET 42

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

WASHERS (ALL POSTS) -

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

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

ATTACHMENT OF SIGNS TO POSTS

APPROVED

DATE 4/1/2020

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

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

PROJECT NO:

PLOT DATE: 01-APRIL-2020

PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

Ε

WISCONSIN DEPT OF TRANSPORTATION

Matther ≠or State Traffic Engineer

SHEET NO:



PROJECT NO: HWY: COUNTY: SHEET NO: FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE: 05-FEB-2015 17:09 PLOT BY: mscsja PLOT NAME : PLOT SCALE: 13.659812:1.000000

DATE 2/05/15

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

For State Traffic Engineer

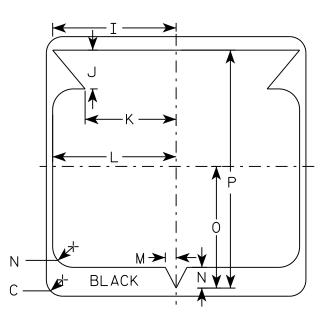


- 1. Sign is Type II Type H Reflective
- 2. Color:

Background - White Message - Black

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

	G F A H H
A A	
M1-6	1



SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	٧	W	Х	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 1/8	11 1/2	1	1 1/8	11 1/4	21 1/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15	5	12 5/8	17 1/8	1 1/2	2 1/8	16 1/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15	5	12 5/8	17 1/8	1 1/2	2 1/8	16 1/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 ¾	5	12 5/8	17 1/8	1 1/2	2 1/8	16 1/8	33											9.0

COUNTY:

STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

for State Traffic Engineer

DATE 3/16/18

PLATE NO. <u>M1-6.10</u>

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M16.DGN

HWY:

PROJECT NO:

PLOT DATE: 16-MAR-2018 14:11

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

PLOT SCALE : 6.655277:1.000000

WISDOT/CADDS SHEET 42







MP3-1









HWY:



NOTES

- 1. All Signs Type II Type H
- 2. Color:

Background - See note 5 Message - See note 5

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

5. M3-1 thru M3-4 Background - White Message - Black

MB3-1 thru MB3-4 Background - Blue

Message - White

MK3-1 thru MK3-4 Background - Green

Message - White

MM3-1 thru MM3-4 Background - White

Message - Green

MN3-1 thru MN3-4 Background - Brown

Message - White

MP3-1 thru MP3-4 Background - White

Message - Blue

6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	0	R	S	Т	U	V	W	Х	Y	Z	Area sq. ft.
1 1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 1/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

COUNTY:

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

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

Ε

SHEET NO:

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

PROJECT NO:

PLOT DATE . 01-DEC-2015 17:54

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

PLOT SCALE . 11 675051.1 000000

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

2. Color:

Background - Orange Message - Black

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

 $D \longrightarrow$ Н M4-8A

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	Т	U	٧	w	Х	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 ¾																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

COUNTY:

STANDARD SIGN M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther For State Traffic Engineer

SHEET NO:

DATE 3/9/11

PLATE NO. M4-8A.2

PLOT SCALE: 3.972696:1.000000

WISDOT/CADDS SHEET 42

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M48A.DGN

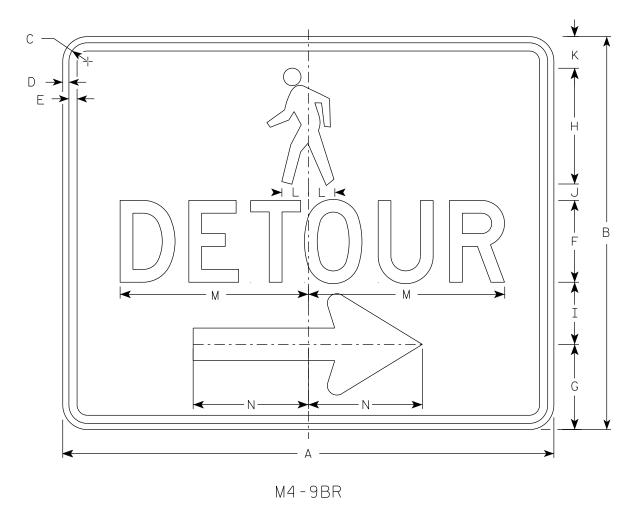
HWY:

PROJECT NO:

PLOT DATE: 09-MAR-2011 10:29

PLOT BY: mscj9h

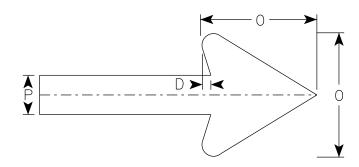
PLOT NAME :



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

Background - Orange Message - Black

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



Arrow Detail

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

STANDARD SIGN M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED M

For State Traffic Engineer

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

SHEET NO:

PROJECT NO: HWY: COUNTY:

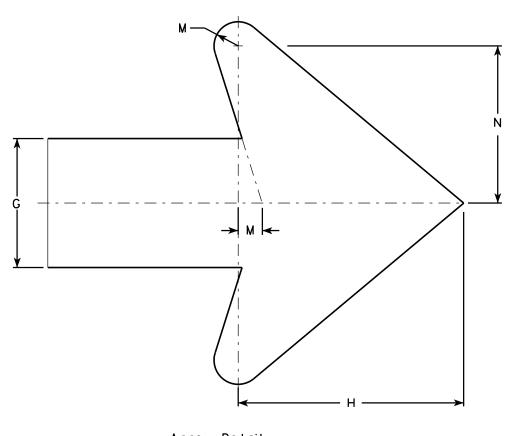
PLOT NAME :

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

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

Background - Orange Message - Black

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



Arrow Detail

SIZE	Α	В	С	D	Ε	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3∕8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 1/8													5.00
3	30	24	1 1/8	3∕8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 1/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 %	20 %	20 1/2	13 1/4	1 1/8	6 %													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 %	20 1/2	13 1/4	1 1/8	6 %													12.0

COUNTY:

M4-9R

M4-9 R & L WISCONSIN DEPT OF TRANSPORTATION

STANDARD SIGN

APPROVED

Matther R *for* State Traffic Engineer

PLATE NO. M4-9R.4 DATE 3/9/11

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M49R.DCN

PROJECT NO:

HWY:

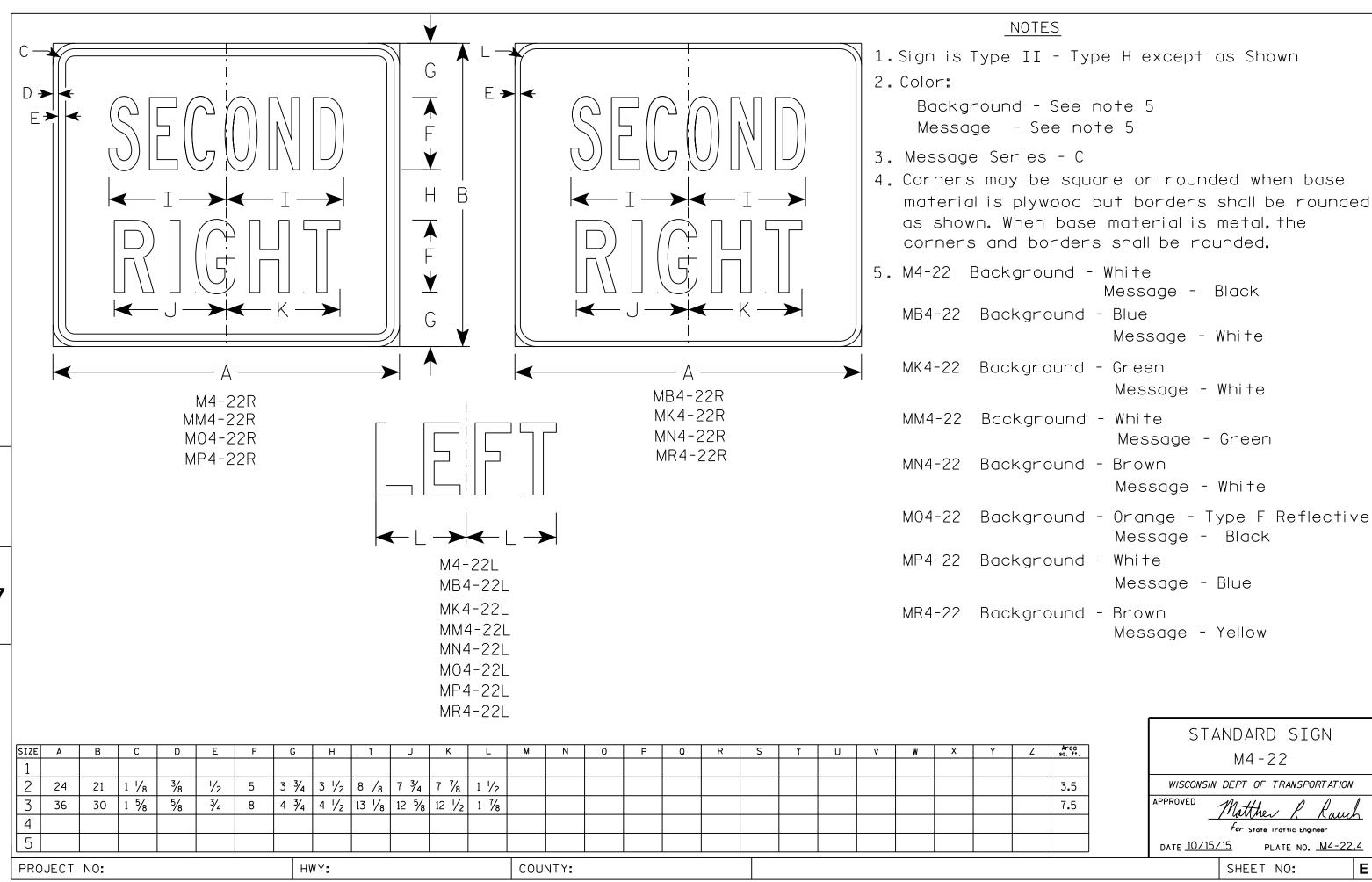
PLOT DATE: 09-MAR-2011 11:17

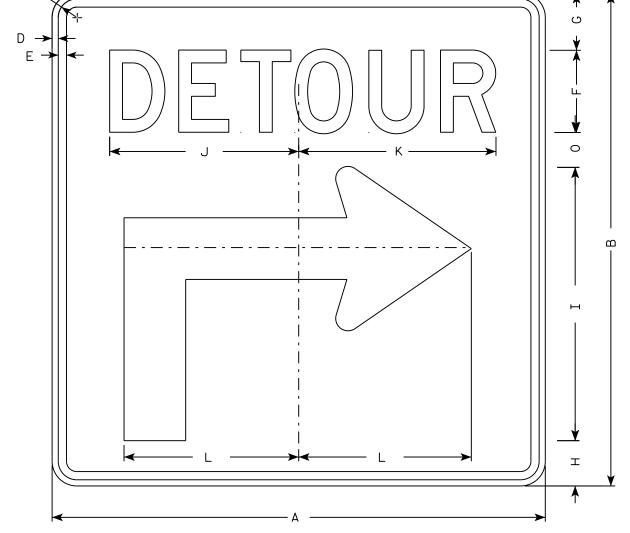
PLOT NAME :

PLOT BY: mscj9h

PLOT SCALE: 5.959043:1.000000

WISDOT/CADDS SHEET 42





M4-59R

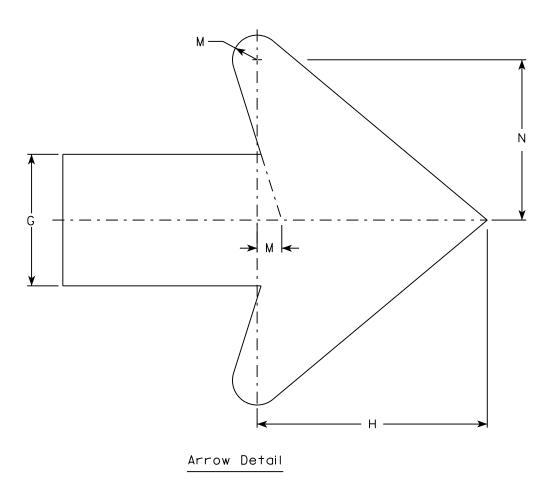
HWY:

NOTES

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

Background - Orange Message - Black

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown when base material is metal.
- 5. M4-59L is the same as M4-59R except the arrow is reversed.



SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	Т	U	V	W	Х	Y	Z	Area sq. ft.
1																											
2	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 %	11 1/2	12	10 1/2	3/4	4 1/8	2 1/8												6.25
3	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 1/8	2 1/8												6.25
4	48	48	1 3/8	1/2	5/8	8	5 %	4 3/8	26 %	20 % 2	20 1/2	17	1 1/8	6 %	3 3/8												16.0
5	48	48	1 3/8	1/2	5/8	8	5 %	4 3/8	26 %	20 5/8 2	20 ½	17	1 1/8	6 1/8	3 3/8												16.0

COUNTY:

STANDARD SIGN M4-59 L&R

WISCONSIN DEPT OF TRANSPORTATION

SHEET NO:

APPROVED

Far State Traffic Engineer

DATE 11/10/15

PLATE NO. M4-59.1

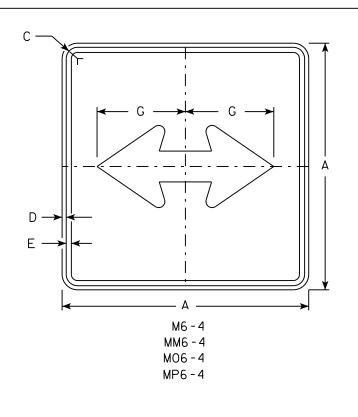
FILE NAME · C·\CAFfiles\Projects\tr stdolote\M459 NGN

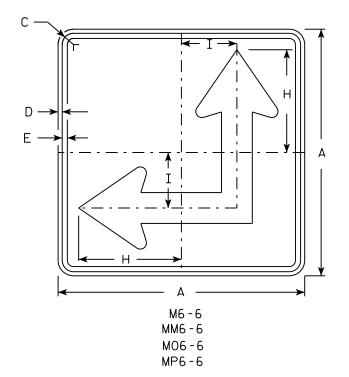
PROJECT NO:

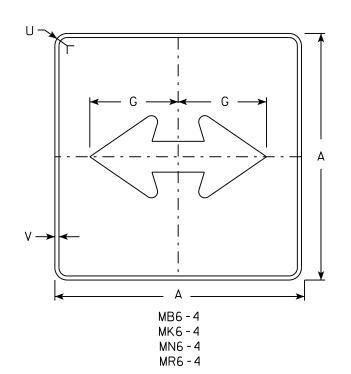
PLOT DATE . 01-DEC-2015 18:05

PINT RY . \$\$ nintuser \$\$ PINT NAMF :

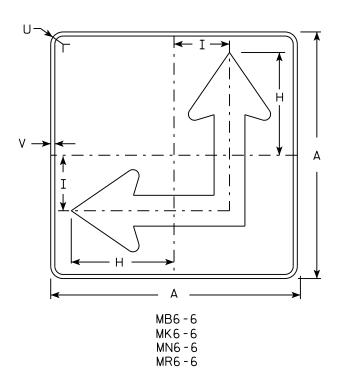
PLOT SCALE . 5 837526.1 000000







HWY:



NOTES

- 1. Signs are Type II Type H except as Shown
- 2. Color:

Background - See Note 4 Message - See Note 4

- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. M6-4 and M6-6 Background White Message - Black

MB6-4 and MB6-6 Background - Blue

Message - White

MK6-4 and MK6-6 Background - Green

Message - White

and MM6-6 Background - White MM6-4

Message - Green

MN6-4 and MN6-6 Background - Brown

Message - White

M06-4 and M06-6 Background - Orange - Type F Reflective

Message - Black

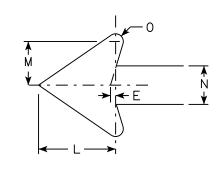
MP6-4 and MP6-6 Background - White

Message - Blue

MR6-4 and MR6-6 Background - Brown

Message - Yellow

5. M6-6R same as M6-6L except arrow points ahead and right.



SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	a	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 1/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 1/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 1/8	1/2					6.25
																											==

COUNTY:

STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

SHEET NO:

APPROVED

DATE 10/15/15

PLATE NO. M6-4.10 Ε

PLOT DATE . 01-DEC-2015 17.58

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

PLOT SCALE . 11 675051.1 000000

PROJECT NO:



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

Background - Red Message - White

3. Message Series - C

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

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	Х	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

COUNTY:

STANDARD SIGN R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

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

PLATE NO. ____R1-1.13

SHEET NO:

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

HWY:

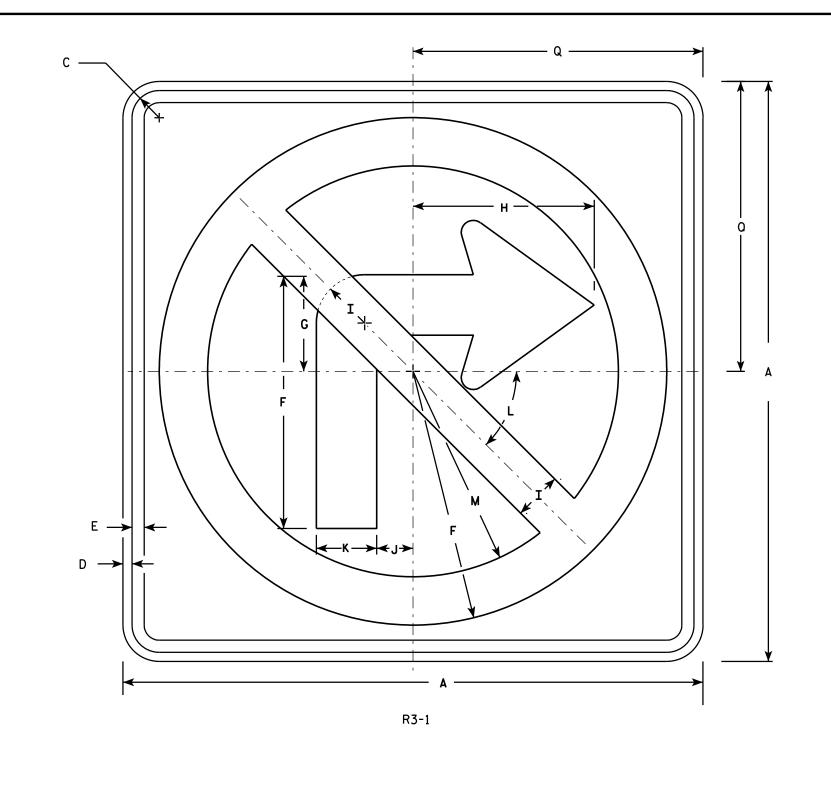
PROJECT NO:

PLOT DATE: 22-AUG-2017 07:19

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

PLOT SCALE: 4.427909:1.000000

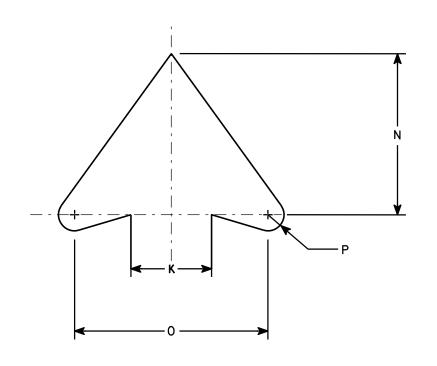
WISDOT/CADDS SHEET 42



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

Background - White Message - See note 4

- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

PLOT NAME :

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	Т	U	٧	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3⁄8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 %	5/8	3/4	15 ¾	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 %	5/8	3/4	15 ¾	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 %	5/8	3/4	15 ¾	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3∕4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

COUNTY:

STANDARD SIGN R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matther

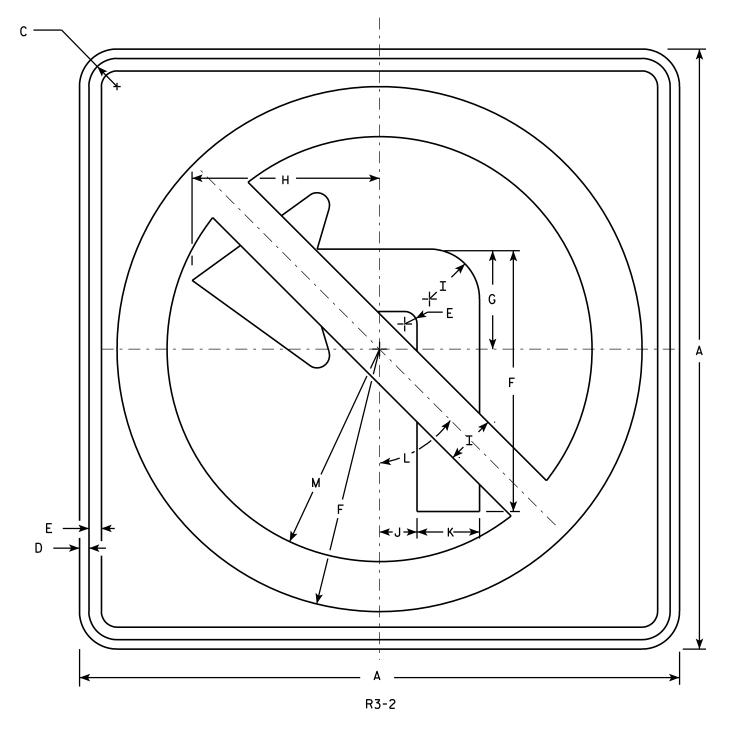
DATE 12/08/10

PLATE NO. __R3-1.5

SHEET NO:

HWY:

PROJECT NO:

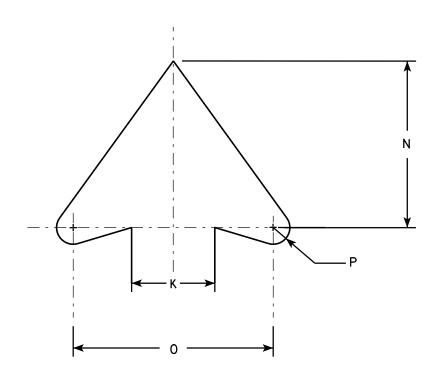


<u>NOTES</u>

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

Background - White Message - See note 4

- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	Α	В	C	D	E	F	G	н	I	J	K	L	M	N	0	Р	0	R	S	T	U	٧	W	×	Y	Z	Area sq. ft
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
25	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 %	5/8	3/4	15 ¾	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 %	5/8	3/4	15 ¾	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

COUNTY:

STANDARD SIGN R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Mat

For State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

SHEET NO:

HWY:

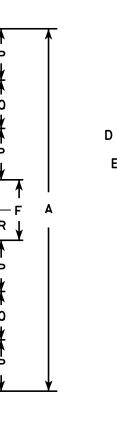
PROJECT NO:

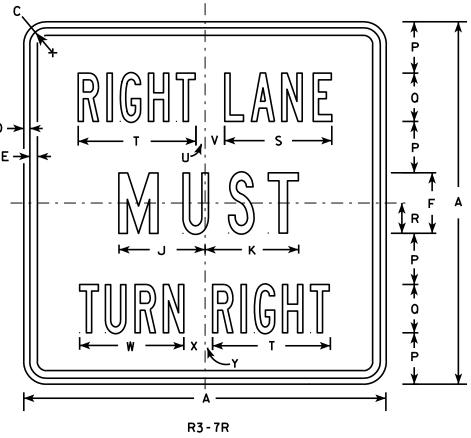
PLOT NAME :

- 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 Line 1 is Series B. Line 2 is Series C. Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.





SIZE	Α	В	С	D	Ε	F	G	H	I	J	K	L	М	N	0	Р	0	R	S	Т	U	V	W	X	Y	Z	Areo sq. f1.
1 2S 2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 %	4 1/4	4	2 1/2	8 %	9 3/4	3/4	1 %	8 %	1 %	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 %	4 1/4	4	2 1/2	8 1/8	9 ¾	3/4	1 %	8 %	1 %	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 %	4 1/4	4	2 1/2	8 1/8	9 3/4	3/4	1 %	8 %	1 %	5/8		6.25
3	36		1 %	5/8	3/4	6	9 %	2	1 1/8	8 3/4	9	13 ½	3 %	1 1/2	12 1/2	5	5	3	10 %	12	%	2 1/4	10 %	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 ½	11 ½	11 1/8	17 3/4	3 %	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 1/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

COUNTY:

STANDARD SIGN R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch

DATE 3/18/2011 PLATE NO. R3-7.3

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R37.DGN

PROJECT NO:

R3-7L

HWY:

PLOT DATE: 18-MAR-2011 09:43

PLOT BY: mscsja

PLOT SCAL

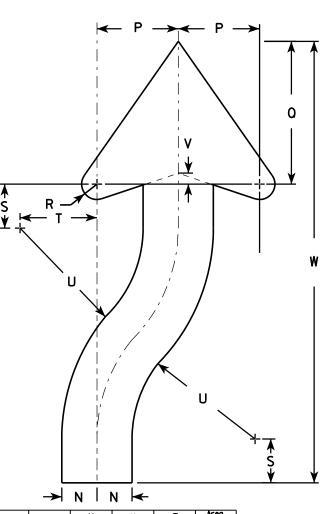
PLOT NAME :

PLOT SCALE: 7.945391:1.000000

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

Background - White Message - Black

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



PLOT NAME :

ARROW DETAIL

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

COUNTY:

R4-7

STANDARD SIGN R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer

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

SHEET NO:

PROJECT NO:

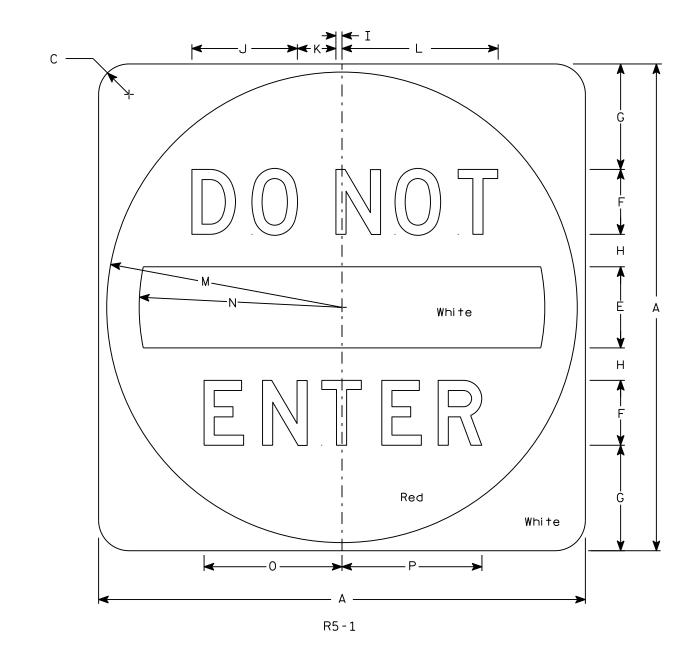
D→

HWY:

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

Background - See detail Message - White

3. Message Series - D



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

COUNTY:

STANDARD SIGN R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther & Rauch

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

8 PLATE NO. R5-1.16
SHEET NO:

PLOT SCALE : 5.914594:1.000000

HWY:

PROJECT NO:

- 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.

G
PEDESTRAN H B CROSSWALL G

R9-8

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	Т	U	٧	W	X	Y	Z	Areg sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	9 3/4																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	9 ¾																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	13	13																	3.75
4																											
5																											

COUNTY:

STANDARD SIGN R9-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

DATE 3/17/16 PLATE NO. R9-8.1 SHEET NO:

HWY:

PLOT DATE: 17-MAR-2016 15:06

PLOT SCALE: 2.918761:1.000000

WISDOT/CADDS SHEET 42

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R98.DGN

PROJECT NO:

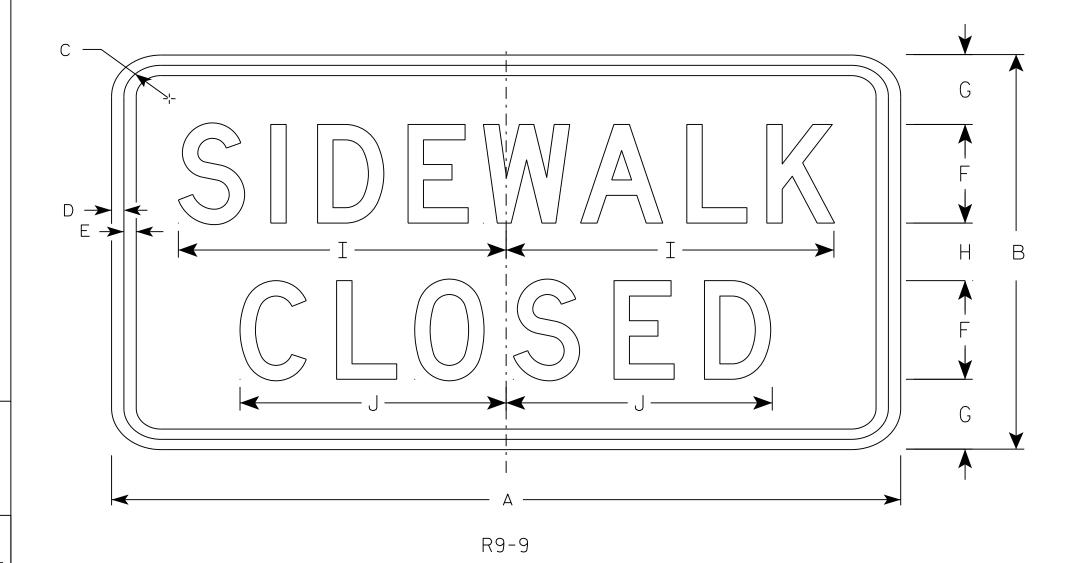
PLOT BY: mscsja

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

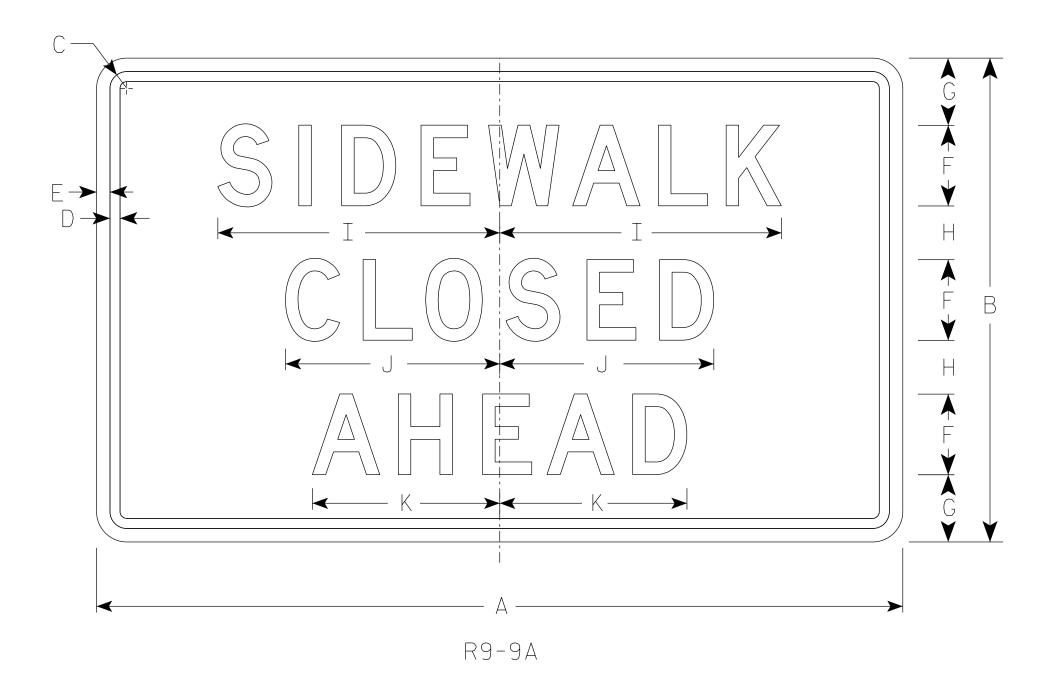
HWY:

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.



SIZE	А	В	С	D	Е	F	G	Н	I	J	К	L	М	N	0	Р	Q	R	S	Т	U	V	W	X	Y	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	NO:	•		•		HW	/Y:					Cou	NTY:				•				•					

STANDARD SIGN R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matther R

for State Traffic Engineer

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

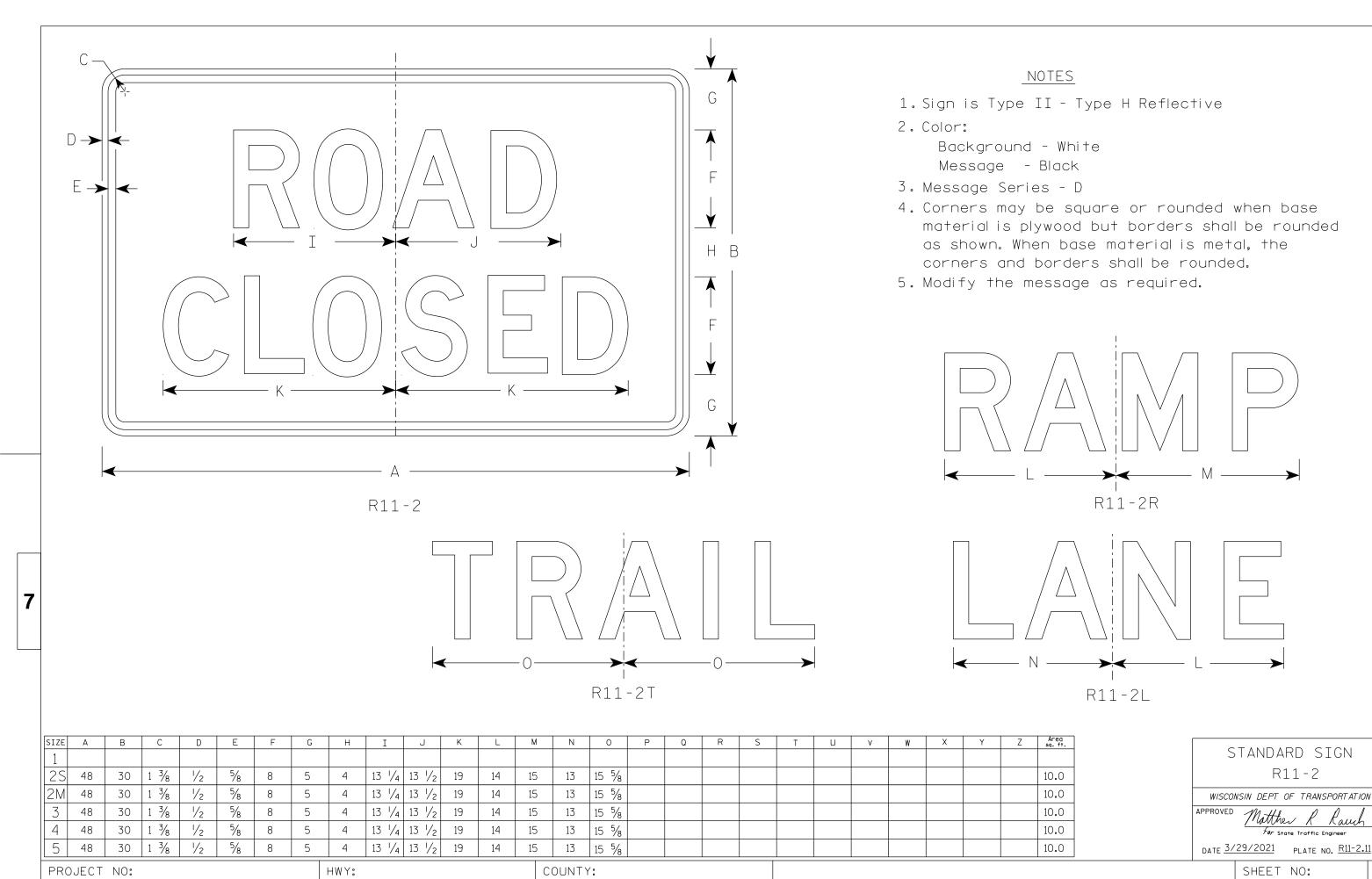
SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R99A.DGN

PLOT DATE: 31-AUG-2020 3:26

PLOT BY : dotc4c

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



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

PLOT DATE: 29-MAR 2021 8:15

PLOT BY : dotc4c

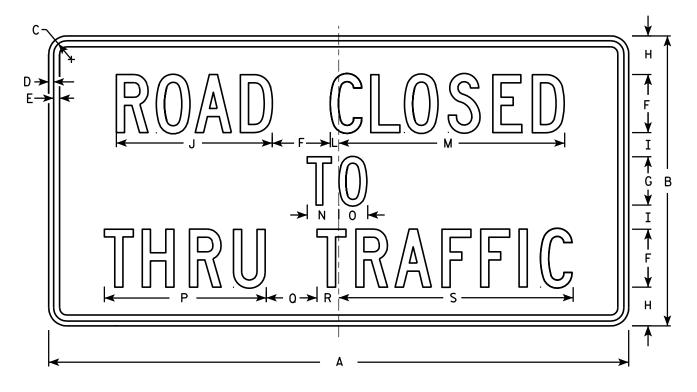
PLOT NAME :

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

- 1. Sign is Type II Type 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.



R11-4

SIZE	Α	В	С	D	Ε	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7 /8	23 ¾	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7∕8	23 ¾	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

STANDARD SIGN R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

DATE 4/1/11 PLATE NO. R11-4.3

SHEET NO:

HWY:

COUNTY:

PLOT NAME :

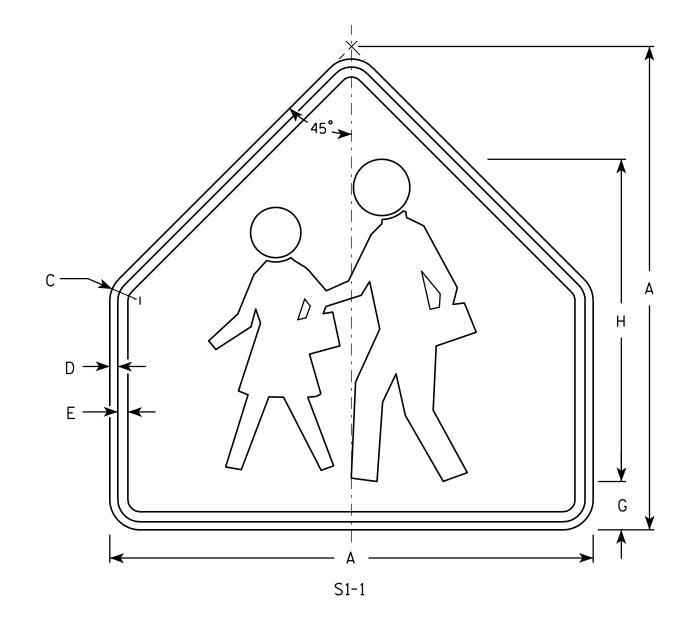
PLOT SCALE: 9.931739:1.000000

WISDOT/CADDS SHEET 42

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R114.DGN

PROJECT NO:

PLOT DATE: 01-APR-2011 14:11 PLOT BY: mscj9h



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

Background - Yellow-Green Message - Black

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

SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	0	R	S	Т	U	٧	W	X	Y	Z	Areg sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 %	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	₹4	1		4 3/4	32																			12
5																											

COUNTY:

STANDARD SIGN S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

State Traffic Engineer
D5 PLATE NO. S1-1.8 DATE 6/30/05

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\S11.DGN

PROJECT NO:

HWY:

PLOT DATE: 26-MAY-2010 16:12

PLOT BY : ditjph

PLOT NAME :

PLOT SCALE: 5.959043:1.000000

WISDOT/CADDS SHEET 42

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

Background - Yellow-Green Message - Black

3. S16-7R are the same as S16-7L except the arrow is reversed along the vertical centerline.

C		

•		>
	S16-7L	

SIZE	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	٧	W	Χ	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
25	30	18	1 1/8	3/8	1/2	4 1/2	30 °	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	1 1/8	3/8	1/2	4 1/2	30 °	8 1/2	6	5/8	10 1/4																3.75
3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

COUNTY:

STANDARD SIGN S16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

ナ**o**r State Traffic Engineer

DATE 3/16/2021 PLATE NO. S16-7.2

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\S167.dgn

HWY:

PROJECT NO:

PLOT DATE: 16-MAR 2021 1:25

PLOT BY : dotc4c

PLOT NAME :

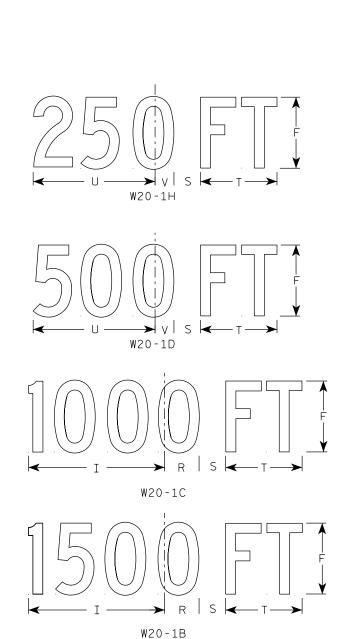
PLOT SCALE: \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42

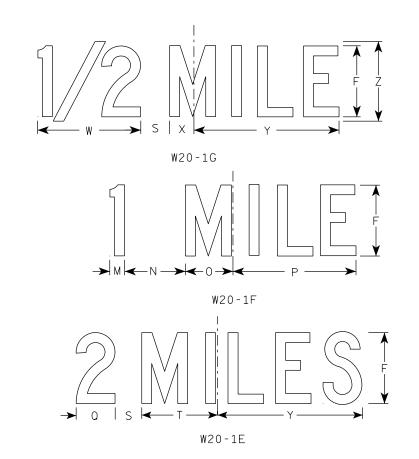
7

- 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 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 1/8	5 3/8	13 1/8	4 3/8	3 1/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1	6 %	5 3/8	13 1/8	4 3/8	3 1/8	3	8 %	13 ¾	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 1/8	5 3/8	13 1/8	4 3/8	3 1/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 1/8	5 3/8	13 1/8	4 3/8	3 1/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

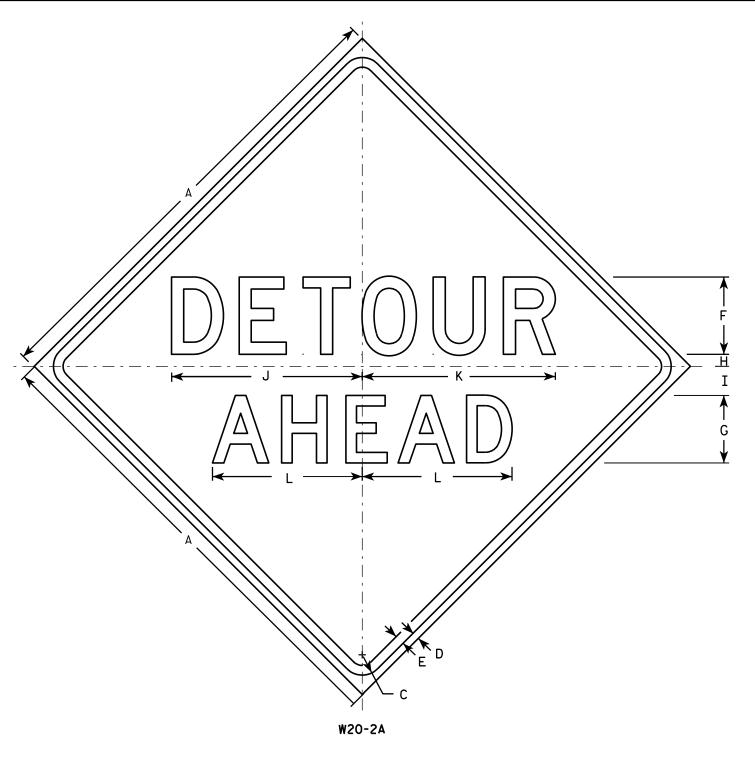
APPROVED Matthew & Rough

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

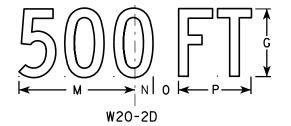
SHEET NO:

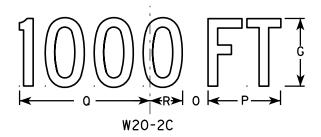
PROJECT NO:

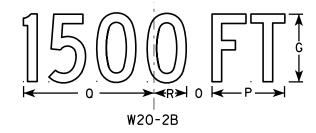
W20-1A

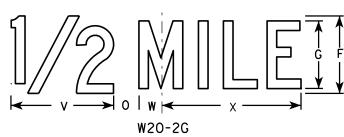


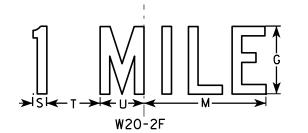
HWY:











PLOT BY: mscj9h

<u>NOTES</u>

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

Background - Orange Message - Black

- 3. Message Series See note 5
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Line 1 is Series D.
 Line 2 is Series D for AHEAD and
 Series C for all other distances.

SIZE	Α .		В	С	D	Ε	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1	36	6		1 %	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 %	9	1 3/8	1 %	5 %	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48	8		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 1/8	2 %	7 1/2	13 1/2	3 %	1 1/2	6	4 %	10 %	2 3/8	14 3/8			16.0
2M	48	8		2 1/4	3⁄4	1	8	7	1 1/4	3	19 ¾	20	15 1/2	12	1 1/8	2 %	7 1/2	13 1/2	3 %	1 1/2	6	4 5/8	10 %	2 3/8	14 3/8			16.0
3	48	8		2 1/4	₹4	1	8	7	1 1/4	3	19 ¾	20	15 1/2	12	1 1/8	2 %	7 1/2	13 ½	3 %	1 1/2	6	4 %	10 %	2 3/8	14 3/8			16.0
4	48	8		2 1/4	₹4	1	8	7	1 1/4	3	19 ¾	20	15 1/2	12	1 1/8	2 %	7 1/2	13 1/2	3 %	1 1/2	6	4 %	10 %	2 3/8	14 3/8			16.0
5	48	8		2 1/4	3/4	1	8	7	1 1/4	3	19 ¾	20	15 1/2	12	1 1/8	2 %	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 %	2 3/8	14 3/8			16.0

COUNTY:

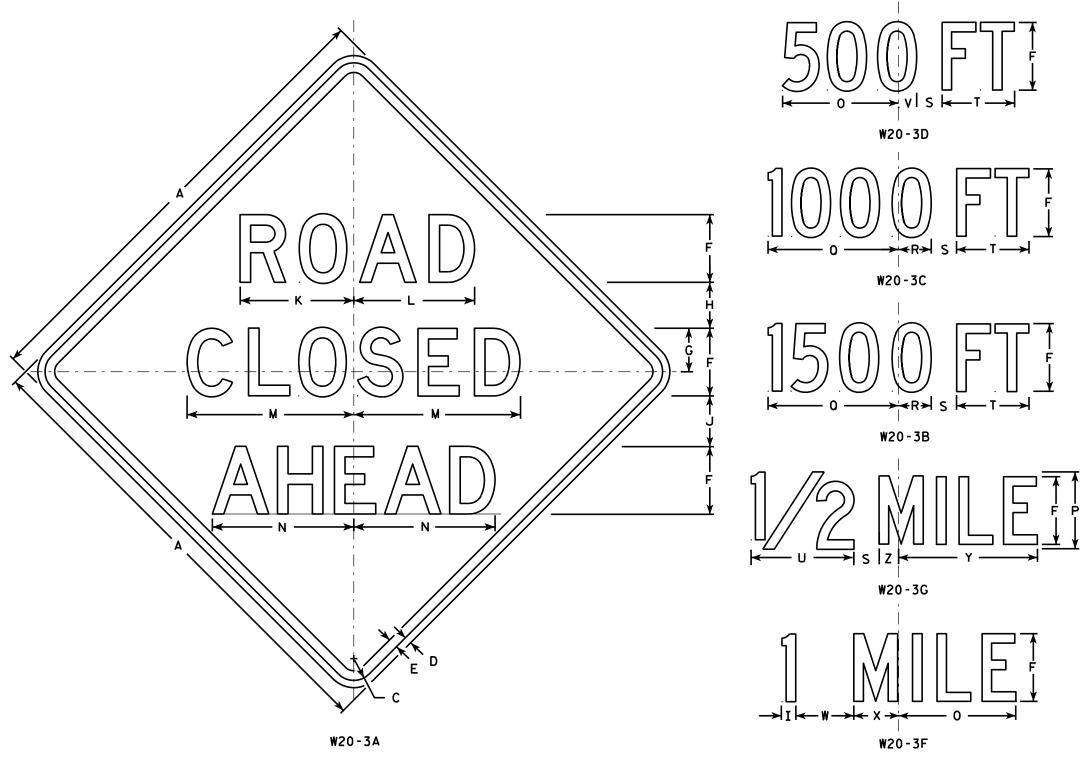
STANDARD SIGN W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-2.6

SHEET NO:

PROJECT NO:



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

Background - Orange Message - Black

- 3. Message Series see note 5
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Lines 1 and 2 are Series D. Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1	36		1 1/8	5/8	₹4	5	3 %	3 ½	1 1/8	4	8 3/8	8 %	12 1/2	11	9	6	10 1/8	2 1/2	1 %	5 %	8	1 3/8	4 1/2	3 1/2	10 ¾	1 3/4	9.0
2S	48		2 1/4	₹4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 %	12	8	13 ½	3 %	2 %	7 1/2	10 %	1 1/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	₹4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 %	12	8	13 ½	3 %	2 %	7 1/2	10 %	1 1/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 ¾	12 1/2	17 1/4	14 %	12	8	13 1/2	3 %	2 %	7 1/2	10 %	1 1/8	6	4 %	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 %	12	8	13 1/2	3 %	2 %	7 1/2	10 %	1 1/8	6	4 %	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 %	12	8	13 ½	3 3/8	2 %	7 1/2	10 %	1 1/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 %	12	8	13 1/2	3 3/8	2 %	7 1/2	10 %	1 1/8	6	4 %	14 3/8	2	3 /8_

STANDARD SIGN W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

DATE 3/18/11

For State Traffic Engineer
PLATE NO. W20-3.7

HWY:

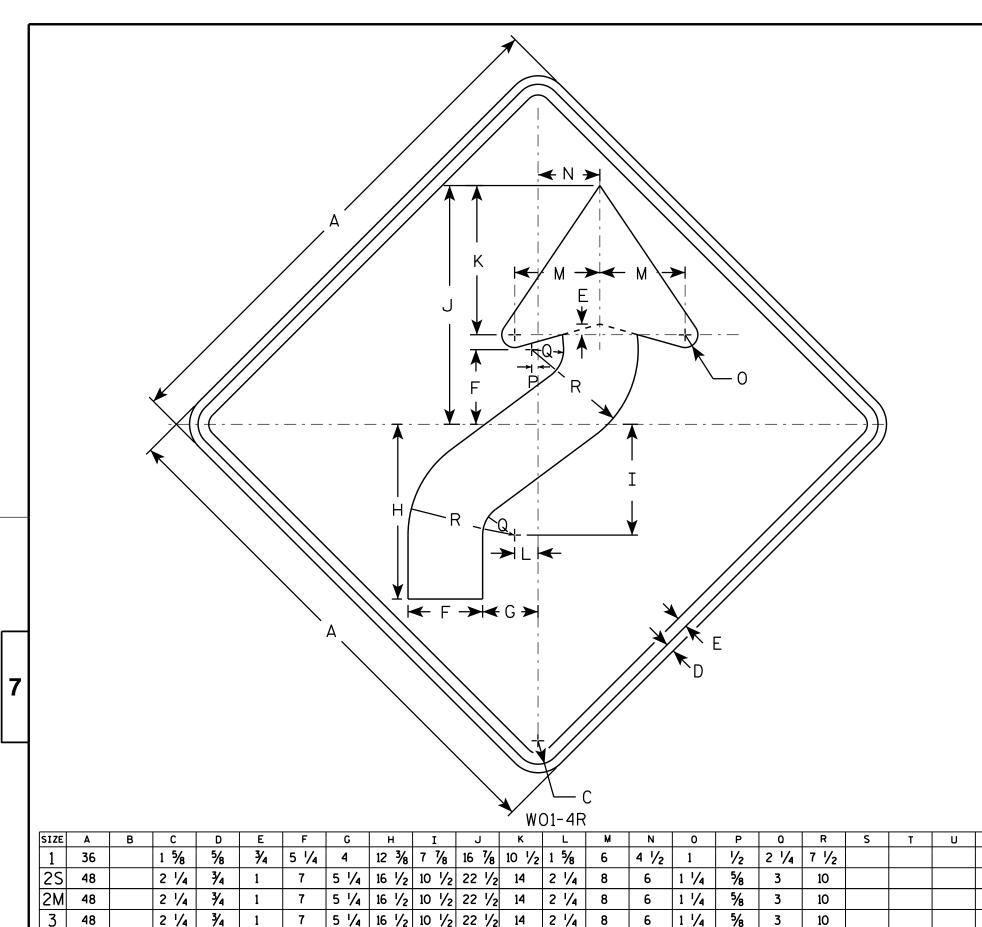
COUNTY:

PLOT DATE: 18-MAR-2011 12:08

PLOT NAME :

SHEET NO: PLOT SCALE: 9.931739:1.000000

PROJECT NO:



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

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

HWY:

2 1/4

2 1/4

NOTES

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

Background - Orange Message - Black

- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

9.0 16.0 16.0 16.0 16.0 STANDARD SIGN W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch
For State Traffic Engineer

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

PLATE NO. WO1-4.1

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

48

48

PROJECT NO:

2 1/4 3/4

2 1/4 | 3/4

PLOT DATE : 28-FEB-2014 11:35

5/8

10

1 1/4

1 1/4

COUNTY:

PLOT NAME :

PLOT BY: mscj9h

PLOT SCALE : 6.755110:1.000000

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

Background - Orange Message - Black

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

	В
N H	Y

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	M	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 ¾													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 ¾													12.5

COUNTY:

STANDARD SIGN WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch
For State Traffic Engineer

DATE 11/18/13 PLATE NO. WO1-6.1

SHEET NO:

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

HWY:

PROJECT NO:

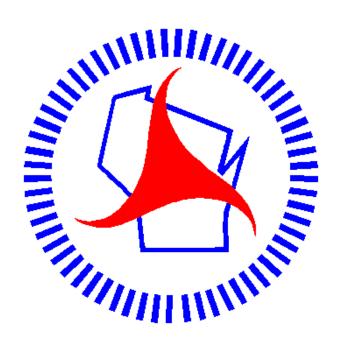
PLOT DATE: 28-FEB-2014 11:37

PLOT NAME :

PLOT BY: mscj9h

PLOT SCALE: 5.837526:1.000000

Notes



Wisconsin Department of Transportation

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