MAD NOVEMBER 2023

PROJECT ID: 5752-00-72

WITH: NA

COUNTY: SAUK AND RICHLAND

ORDER OF SHEETS

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

TOTAL SHEETS = 330



N

DESIGN DESIGNATION 5752-00-02

A.A.D.T.	(2026)	=	1400
A.A.D.T.	(2046)	=	1400
D.H.V.		=	13.3
D.D.		=	60/40
T.		=	15.8%
DESIGN SPEED		=	60 MPH
ESALS		=	340,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

USH 14 - LAVALLE

LEE LAKE BRIDGE TO STH 33

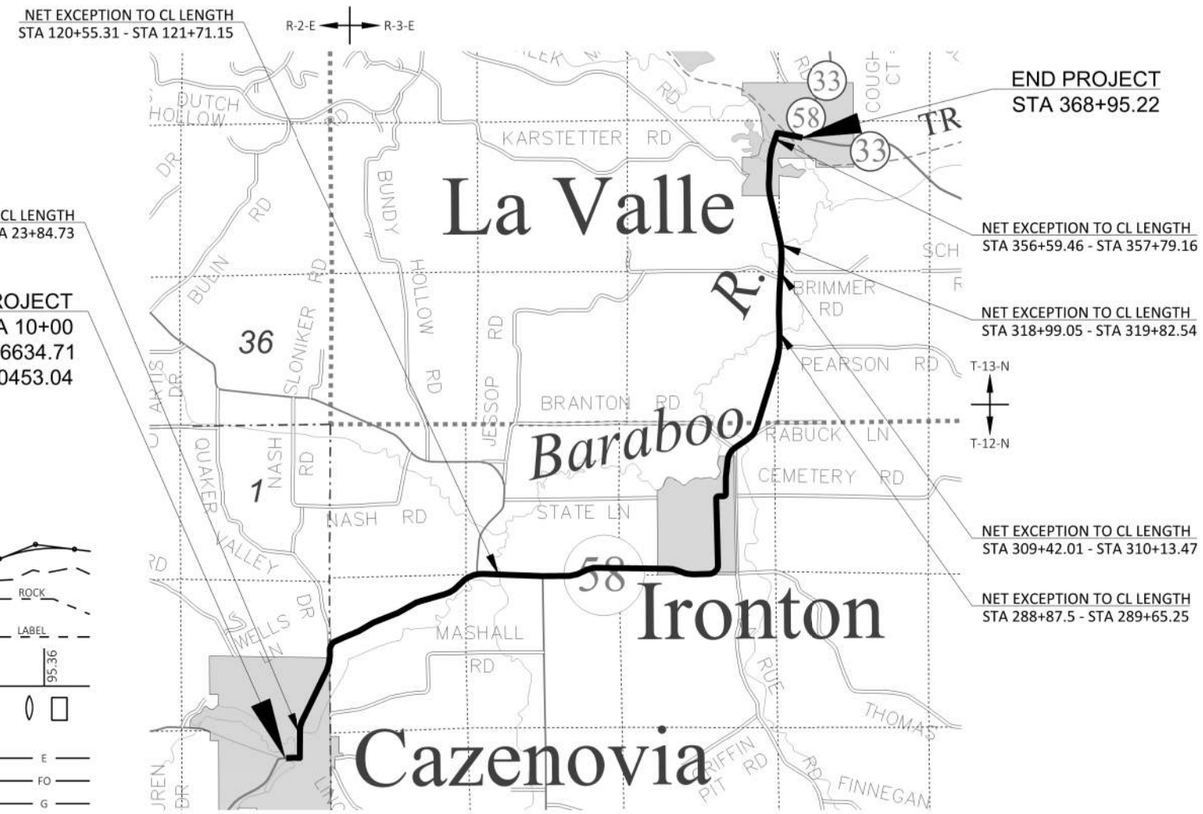
STH 58

SAUK AND RICHLAND COUNTIES

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5752-00-72	WISC 2024003	1

STATE PROJECT NUMBER

5752-00-72



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 6.648

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

ORIGINAL PLANS PREPARED BY

PEOPLE WHO CARE,
CREATING QUALITY TRANSPORTATION
TODAY AND TOMORROW

WISDOT SOUTHWEST REGION - MADISON OFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	TEAM ENGINEERING
Designer	ANTHONY JOHNSON
Project Manager	DAVID SCHMIDT, P.E.
Regional Examiner	SW REGION
Regional Supervisor	JENNIFER KOBYRN, P.E.

APPROVED FOR THE DEPARTMENT

DATE: David Schmidt Digitally signed by David Schmidt Date: 2023.07.20 11:20:31-05'00'

(Signature)

E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\010101-TI.DWG PLOT DATE : 5/30/2023 12:56 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

2

GENERAL NOTES

THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE TOPSOILED, FERTILIZED, AND SEEDED AS DIRECTED BY THE ENGINEER.

PRIOR TO THE PLACEMENT OF MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.

THE PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.

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

EXISTING SHOULDER AGGREGATE SHALL BE INCORPORATED INTO THE NEW SHOULDERS UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN THE FIELD.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES, COMMERCIAL, AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO THE MILLED SURFACE AND AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

ALL RADII DIMENSIONS ON THE PLAN FOR CURB AND GUTTER ARE TO THE FLANGE OF THE CURB AND GUTTER.

EXISTING SIDEWALK SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER IN THE FIELD OR AS SHOWN ON THE PLANS.

PROTECT DH8435, DH8669, DH8434, AND DH8432 GPS AND KEEP CONSTRUCTION EQUIPMENT AT LEAST 10 FEET AWAY FROM DH8435, DH8669, DH8434, DH8432 GPS.

ENSURE THAT DH8435, DH8669, DH8434, DH8432 GPS IS/ARE NOT DISTURBED, BUMPED OR MOVED DURING THE DURATION OF THE PROJECT. NOTIFY JACOB ROCKWEILER IMMEDIATELY IF DH8435, DH8669, DH8434, DH8432 GPS IS/ARE DISTURBED, BUMPED OR MOVED DURING CONSTRUCTION OPERATIONS.

JACOB ROCKWEILER, P.E., WISCONSIN HEIGHT MODERNIZATION PROGRAM MANAGER WITH THE WISCONSIN DEPARTMENT OF TRANSPORTATION WHOSE PHONE NUMBER IS (608) 516-6362 AND EMAIL IS JACOB.ROCKWEILER@DOT.WI.GOV.

MILL AND PAVE ADJACENT TO THE MONUMENTS WITHOUT DAMAGE TO THE MONUMENT.

DESIGN CONTACTS

DAVID SCHMIDT
PROJECT MANAGER
WISDOT SW REGION
2101 WRIGHT ST.
MADISON, WI 53704
(608)-246-3867

ANTHONY JOHNSON
PROJECT LEADER
WISDOT SW REGION
2101 WRIGHT ST.
MADISON, WI 53704
(608)-246-3884

WDNR LIASON

ANDY BARTA
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
WISCONSIN DEPT. OF NATURAL RESOURCES
SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608)-275-3308

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

UTILITIES

ALLIANT ENERGY - ELECTRICITY
MIKE LONG
520 COMMERCE AVE
BARABOO, WI 53913
(608) 356-0608
MICHAELLONG@ALLIANTENERGY.COM

ALLIANT ENERGY - GAS/PETROLEUM
MIKE LONG
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IRONTON WATER UTILITY - WATER
MIKE STAHL
P.O. BOX 57
LA VALLE, WI 53941-0057
(608) 495-5893
VOIRONTON@GMAIL.COM

LA VALLE TELEPHONE COOPERATIVE, INC - COMMUNICATION LINE
JOHN BARTZ
108 W MAIN ST
P.O. BOX 28
LA VALLE, WI 53941
(608) 985-7201
JBARTZ@MWT.NET

LA VALLE WATER WORKS - WATER
JERRY CRAKER
101 W. MAIN
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(608) 985-6300
CACRES@MWT.NET

OAKDALE ELECTRIC COOPERATIVE - ELECTRICITY
MATT RIGGS
489 OAKWOOD ST
TOMAH, WI 54660
(608) 372-8828
MRIGGS@OAKDALEREC.COM

SPRINT COMMUNICATIONS CO LP - COMMUNICATION LINE
STEVEN HUGHES
1457 COUNTY ROAD 545 S
SKANDIA, MI 49885
(513) 462-7221
STEVEN.HUGHES1@T-MOBILE.COM

VILLAGE OF CAZENOVIA - WATER
DOUG SCHLUTER
310 N HWY 58
P.O. BOX 181
CAZENOVIA, WI 53924
(608) 983-2776
VILLAGECAZ@MWT.NET

VILLAGE OF LA VALLE - SEWER
JERRY CRAKER
101 W. MAIN
LA VALLE, WI 53941-0013
(608) 985-6300
CACRES@MWT.NET

VILLAGE OF CAZENOVIA - SEWER
JOHN CARROLL
310 N HWY 58
CAZENOVIA, WI 53924
(608) 983-2215
VILLAGECAZ@MWT.NET

SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP DETAILS
EROSION CONTROL DETAILS
STORM SEWER DETAILS
PAVEMENT MARKING AND PERMANENT SIGNING DETAILS
TRAFFIC CONTROL AND CONSTRUCTION STAGING
ALIGNMENT DETAILS

	THICKNESS	BID/MIX SPECIFICATIONS
UPPER LAYER	1.75 INCHES	4 LT 58-28 S
LOWER LAYER	2.25 INCHES	3 LT 58-28 S
SINGLE LAYER	2 INCHES	4 LT 58-28 S

STANDARD ABBREVIATIONS

AC	ACRE
AGG	AGGREGATE
<	ANGLE
AE, AEW	APRON ENDWALL
ASPH.	ASPHALTIC
A.D.T.	AVERAGE DAILY TRAFFIC
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC
B.F.	BACK FACE
BM	BENCHMARK
BTWN	BETWEEN
CTR.	CENTER
C/L	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
C.E.	COMMERCIAL ENTRANCE
CONST.	CONSTRUCTION
CMCP	CORRUGATED METAL CULVERT PIPE
CMP	CORRUGATED METAL PIPE
CO.	COUNTY
CTH	COUNTY TRUNK HIGHWAY
CR.	CREEK
CABC	CRUSHED AGGREGATE BASE COURSE
CY	CUBIC YARD
CP	CONTROL POINT OR CULVERT PIPE
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
D.H.V.	DESIGN HOURLY VOLUME
DIA.	DIAMETER
D.D.	DIRECTIONAL DISTRIBUTION
DISCH.	DISCHARGE
DMS	DYNAMIC MESSAGE SIGN
EA	EACH
E	EAST
EB	EAST BOUND
ELEC.	ELECTRIC(AL), ELEC. CABLE
EL., ELEV.	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC.	EXCAVATION
EXIST	EXISTING
F.F.	FACE TO FACE
FERT.	FERTILIZER
F.E.	FIELD ENTRANCE
F/L, F.L.	FLOW LINE
GALV.	GALVANIZE
H.S.	HIGH STRENGTH
CWT	HUNDRED WEIGHT
INL	INLET
INTER.	INTERSECTION
IH	INTERSTATE HIGHWAY
JT.	JOINT
LT	LEFT
L.H.F.	LEFT HAND FORWARD
L.	LENGTH OF CURVE
L.F.	LINEAR FOOT(FEET)
LC.	LONG CHORD
LS	LUMP SUM
M.P.	MARKER POST
MGAL	1000 GALLONS
N.C.	NORMAL CROWN
N	NORTH
NB	NORTHBOUND
NOR	NORMAL
NO.	NUMBER
PAV'T	PAVEMENT
P.L.E.	PERMANENT LIMITED EASEMENT
P.C.	POINT OF CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
PCC	PORTLAND CEMENT CONCRETE
P.E.	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
P.L.	PROPERTY LINE
R	RADIUS OR RANGE
R/L	REFERENCE LINE
R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
REQ'D	REQUIRED
RT	RIGHT
R.H.F.	RIGHT HAND FORWARD
R/W	RIGHT OF WAY
RD.	ROAD
SHLD.	SHOULDER(S)
SHR.	SHRINKAGE
S	SOUTH
SB	SOUTHBOUND
S.F.	SQUARE FOOT (FEET)
SDD	STANDARD DETAIL DRAWING(S)
STH	STATE TRUNK HIGHWAY
STA.	STATION
S.E.	SUPERELEVATION
S/L	SURVEY LINE
SYM	SYMMETRICAL
T.	PERCENT TRUCKS
TEL.	TELEPHONE
TEMP.	TEMPORARY
T.L.E.	TEMPORARY LIMITED EASEMENT
T.O.C.	TOP OF CURB
TYP	TYPICAL
UNCL.	UNCLASSIFIED
U.G.	UNDERGROUND (CABLE)
VAR	VARIABLE
V.C.	VERTICAL CURVE
V.P.C.	VERTICAL POINT OF CURVATURE
V.P.I.	VERTICAL POINT OF INTERSECTION
V.P.T.	VERTICAL POINT OF TANGENCY
WT.	WEIGHT
W	WEST
WB	WESTBOUND

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = 80.16 ACRES
TOTAL AREA TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 27.56 ACRES

2

BEGIN PROJECT
STA 10+00

REPLACE 18" CULVERT

REPLACE 36" CULVERT

CAZENOVIA BRANCH

B-52-0043
NO BRIDGE DECK WORK.
NET EXCEPTION TO CENTERLINE - 0.0285 MILES

B-56-0017
NO BRIDGE DECK WORK.
NET EXCEPTION TO CENTERLINE - 0.0219 MILES

B-56-0796
NO BRIDGE DECK WORK.
NET EXCEPTION TO CENTERLINE - 0.0227 MILES

353+25 END PAVEMENT REPLACEMENT

③④⑤ REPLACE GUARDRAIL

349+50 BEGIN PAVEMENT REPLACEMENT

B-56-0095
NO BRIDGE DECK WORK.
NET EXCEPTION TO CENTERLINE - 0.0158 MILES

② REPLACE GUARDRAIL

END PROJECT
STA 368+95

① REPLACE GUARDRAIL

B-56-0067
NO BRIDGE DECK WORK.
NET EXCEPTION TO CENTERLINE - 0.0135 MILES

B-56-0094
NO BRIDGE DECK WORK.
NET EXCEPTION TO CENTERLINE - 0.0147 MILES

CAZENOVIA

IRONTON

LA VALLE

LA VALLE MILL POND

QUAKER VALLEY DR

NORWEGIAN CHURCH DR

RICHLAND CO
SAUK CO

NASH RD

CTH G

BUNDY HOLLOW RD

JESSOP RD

LITTLE BARABOO RIVER

BRANTON RD

CUNNINGHAM RIDGE RD

SUNRISE HEIGHTS

STH 58

NORTH ST

CAZENOVIA ST

MARSHALL RD

W MAIN ST

W NORTH ST

MINI CREEK RD

N RIVER

BARABOO RIVER

STH 33

BRIMMER RD

PEARSON RD

RABUCK RD

STATE ST

MILL ST

COAL ST

IRON ST

MAIN ST

1ST ST

2ND ST

3RD ST

4TH ST

5TH ST

6TH ST

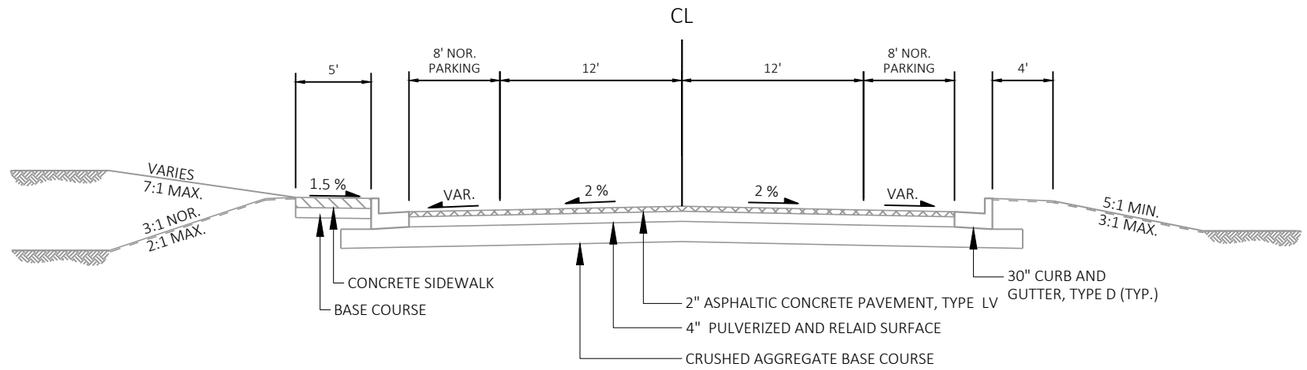
FURNACE ST

THOMAS RD

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PROJECT OVERVIEW	SHEET 3	E

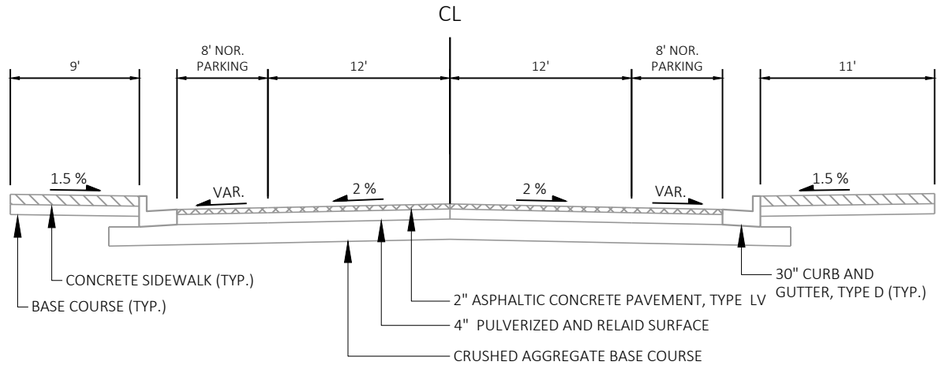
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LAYOUT NAME - 020201-po

PLOT DATE : 5/26/2023 3:00 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : ######



EXISTING TYPICAL SECTION

STA 10+00 - 12+84



EXISTING TYPICAL SECTION

STA 12+84 - 14+75

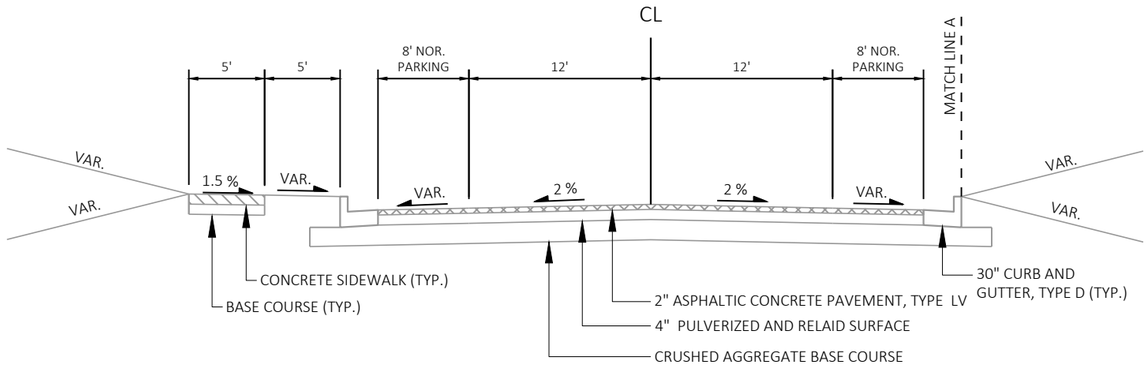
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LAYOUT NAME - 020301-ts

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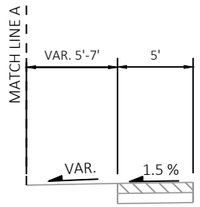
WISDOT/CADDS SHEET 42

2

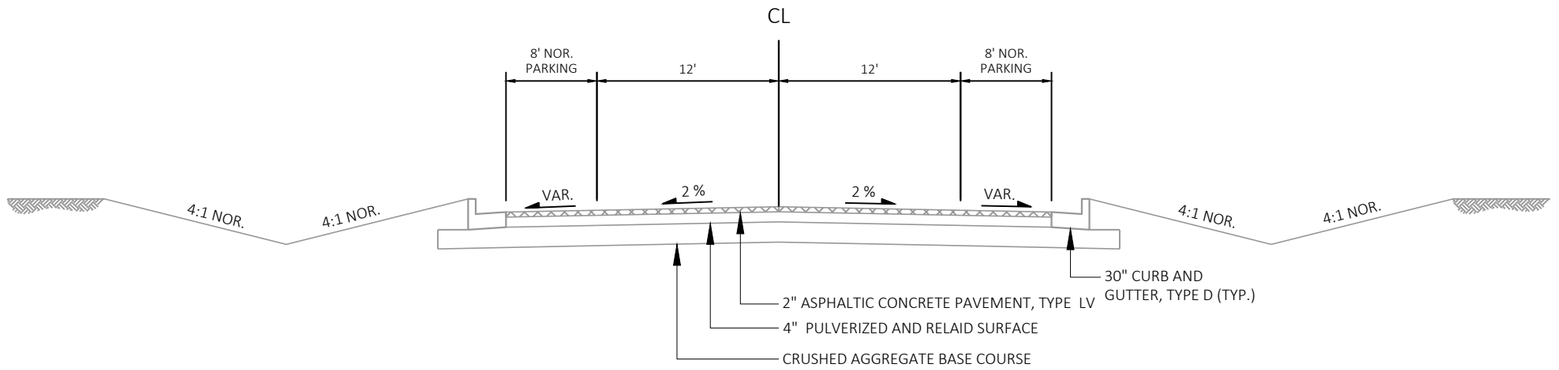


EXISTING TYPICAL SECTION

STA 14+75 - 22+34
STA 23+85 - 24+20



STA 14+75 - 17+90



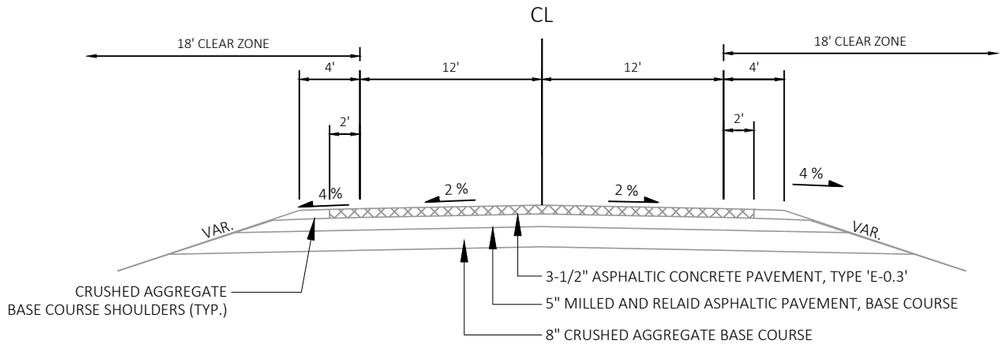
EXISTING TYPICAL SECTION

STA 24+20 - 27+40

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TYPICAL SECTIONS	SHEET 5	E

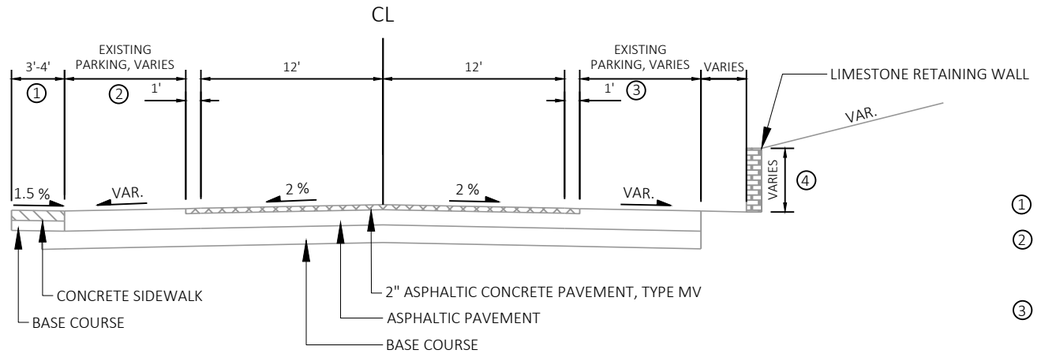
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PLOT DATE : 8/28/2023 11:22 AM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION

STA 27+40 - 57+24



EXISTING TYPICAL SECTION

STA 219+39 - 227+00

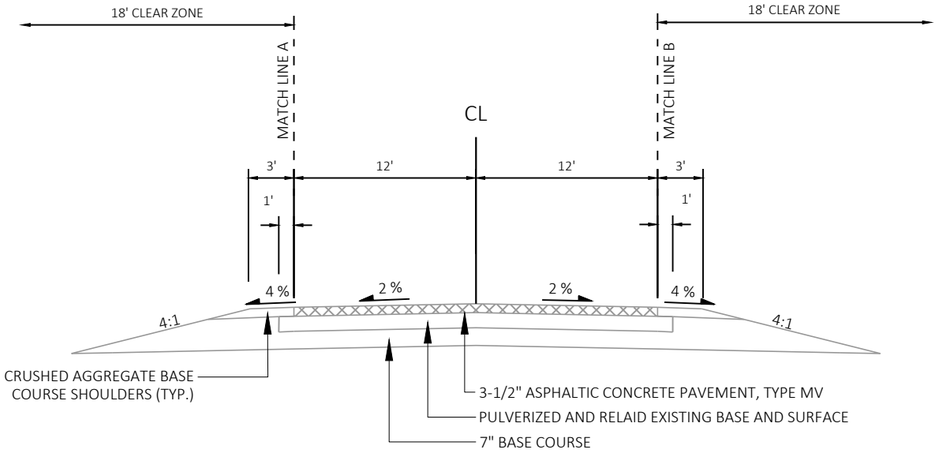
① FROM 219+39 - 223+00

② VARIES 13'-15' FROM 220+40 - 222+00
VARIES 15'18' FROM 222+00 - 223+00
VARIES 12'-14' FROM 224+00 - 226+10

③ VARIES 16'-18' FROM 221+00 - 222+80
VARIES 7'-8' FROM 222+80 - 224+00
VARIES 0-2' FROM 224+00 - 227+00

④ VARIES 3' FROM 221+00 - 222+60
VARIES 2' FROM 222+60 - 225+50

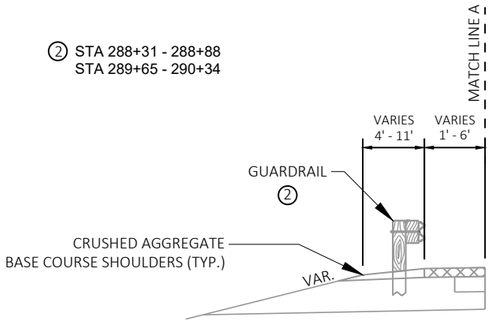
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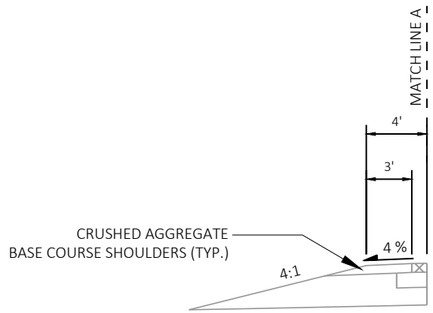
EXISTING TYPICAL SECTION

STA 57+24 - 86+26
STA 125+00 - 219+39
STA 227+00 - 288+88
STA 289+65 - 308+16
STA 311+16 - 318+99
STA 319+83 - 342+90

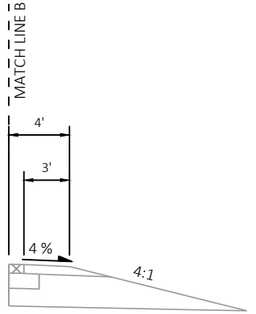
② STA 288+31 - 288+88
STA 289+65 - 290+34



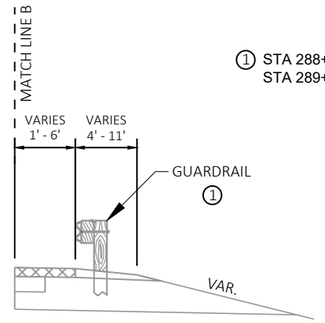
STA 287+81 - 288+88
STA 289+65 - 290+36



STA 125+00 - 200+75
STA 227+00 - 288+80
STA 289+65 - 308+16
STA 311+16 - 316+69
STA 321+09 - 342+90



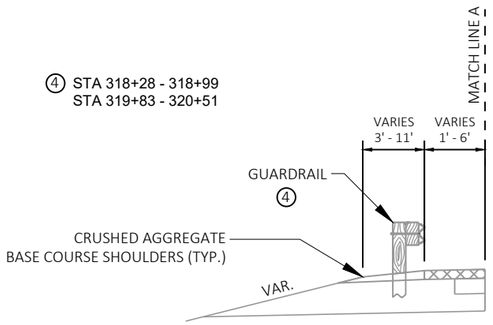
STA 125+00 - 200+75
STA 227+00 - 287+81
STA 290+36 - 308+16
STA 311+16 - 318+25
STA 321+08 - 342+90



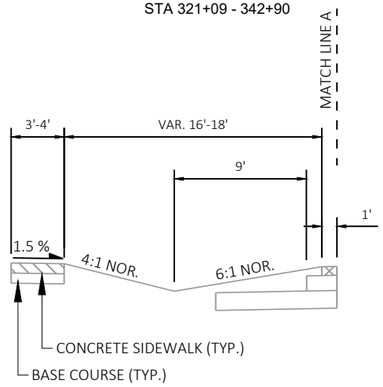
① STA 288+21 - 288+88
STA 289+65 - 290+36

STA 287+81 - 288+88
STA 289+65 - 290+36

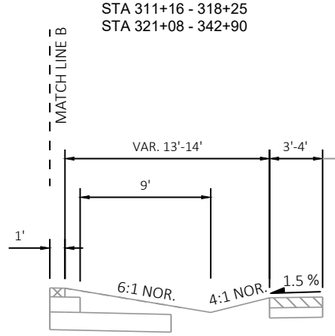
④ STA 318+28 - 318+99
STA 319+83 - 320+51



STA 316+69 - 318+99
STA 319+83 - 321+09

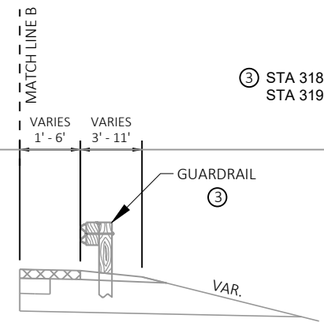


STA 200+75 - 219+39

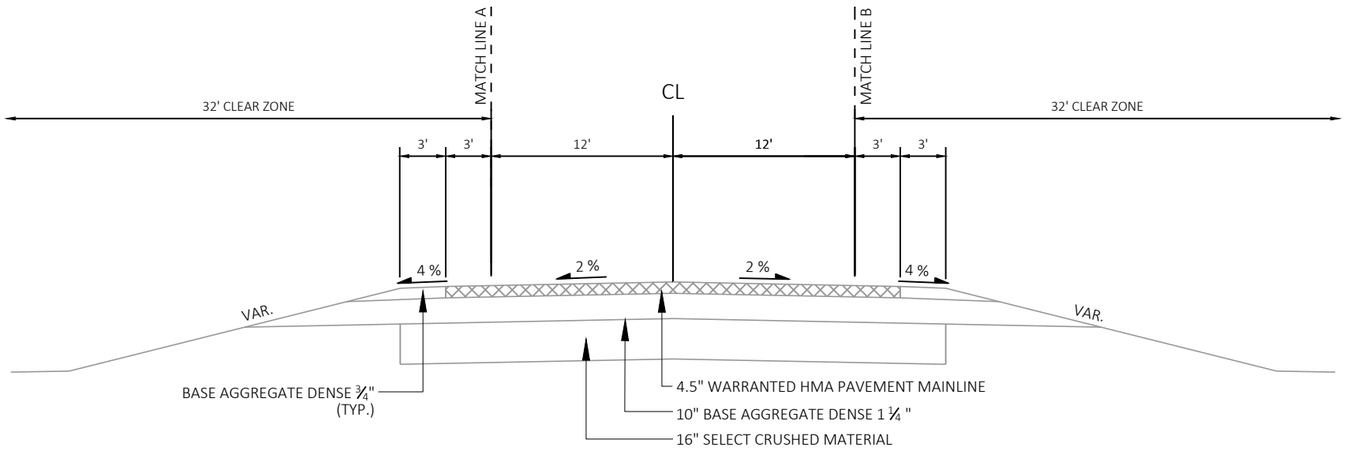


STA 200+75 - 219+39

③ STA 318+25 - 318+99
STA 319+83 - 321+09

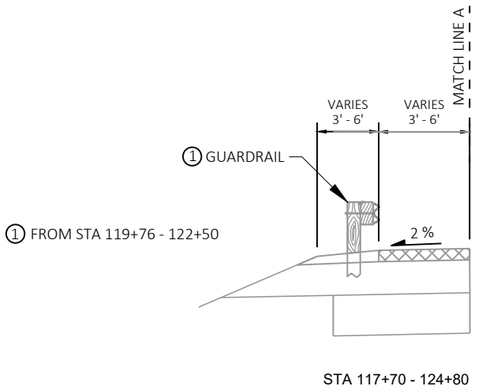


STA 318+25 - 318+99
STA 319+83 - 321+08

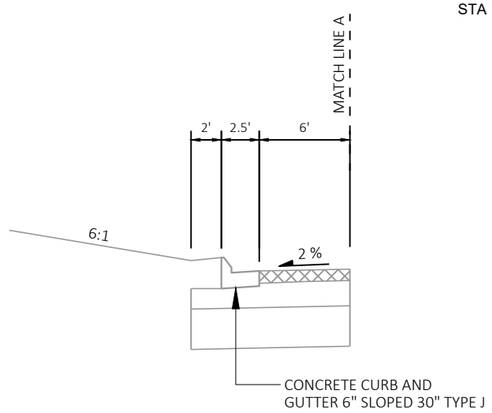


EXISTING TYPICAL SECTION

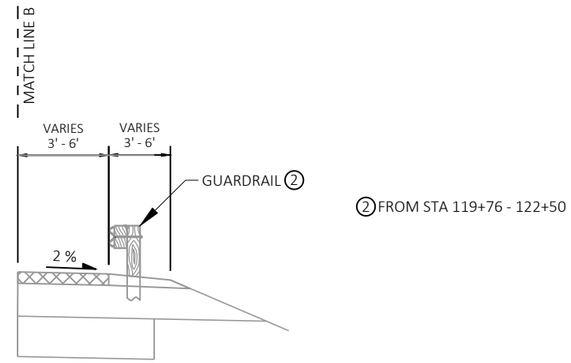
STA 86+26 - 120+55
STA 121+71 - 125+00



STA 117+70 - 124+80

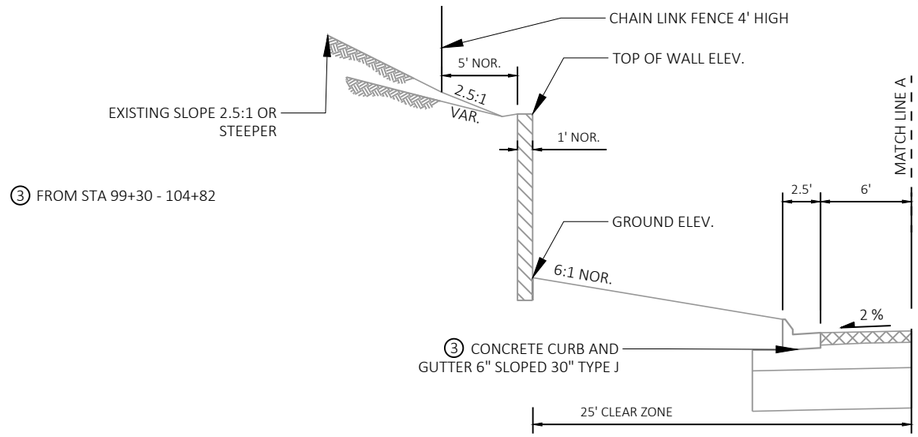


STA 113+10 - 114+20

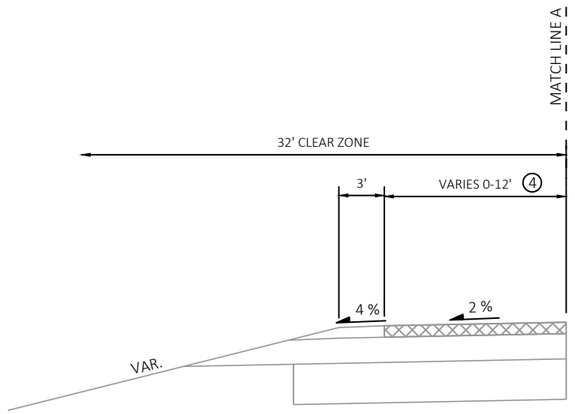


② FROM STA 119+76 - 122+50

STA 119+65- 122+65



STA 100+40 - 103+70



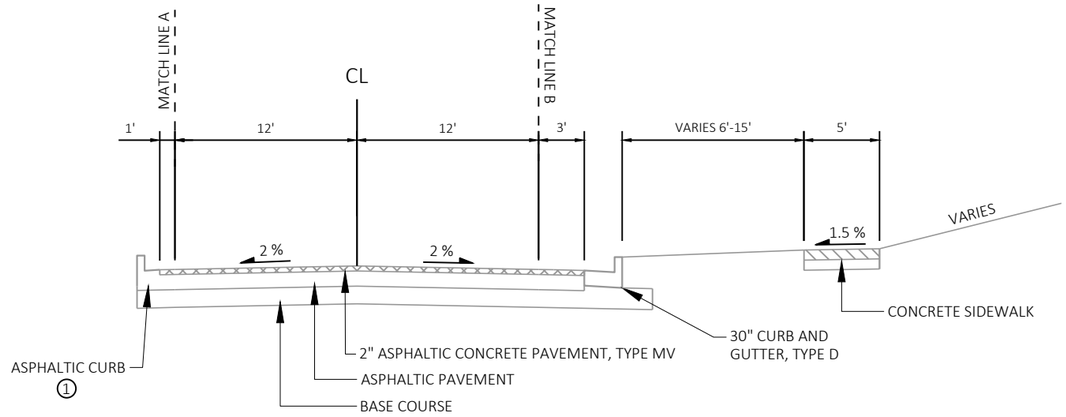
STA 114+26 - 117+66

④ 12' FROM STA 114+26 - 116+29
0' AT STA 117+66

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TYPICAL SECTIONS	SHEET 8	E

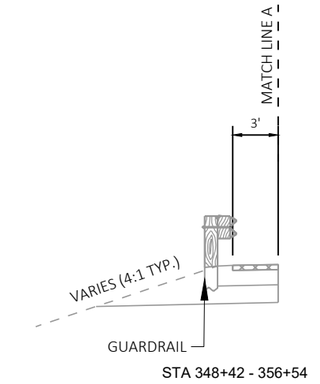
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① FROM STA 344+40 - 347+43

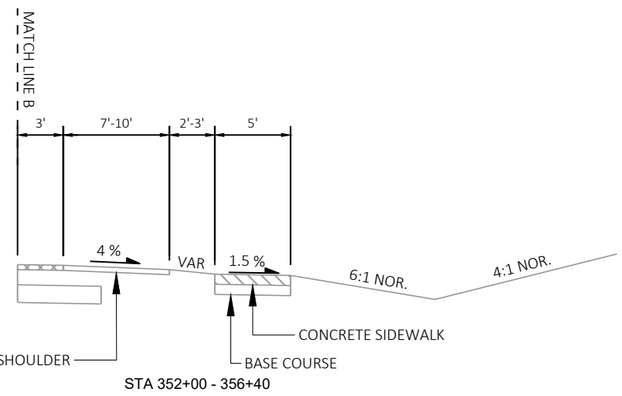


EXISTING TYPICAL SECTION

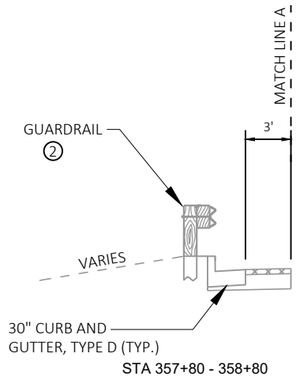
STA 343+50 - 356+60
STA 357+80 - 358+80



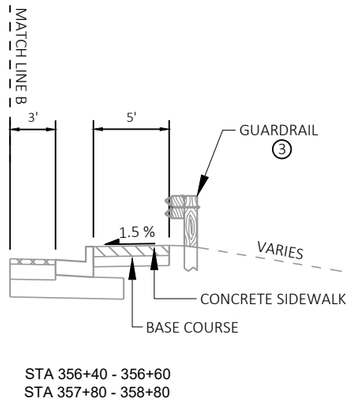
STA 348+42 - 356+54



STA 352+00 - 356+40



STA 357+80 - 358+80

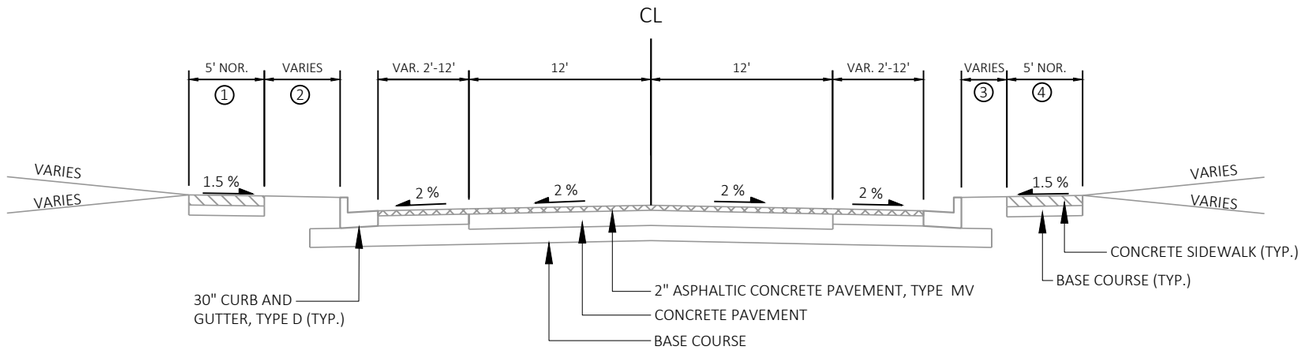


STA 356+40 - 356+60
STA 357+80 - 358+80

② FROM STA 357+86 - 358+10

③ FROM STA 356+48 - 356+60
FROM STA 357+72 - 357+97

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TYPICAL SECTIONS	SHEET 9	E



① 0' FROM STA 358+80 - 363+00
VARIES 5'-7' FROM 363+00 - 367+20

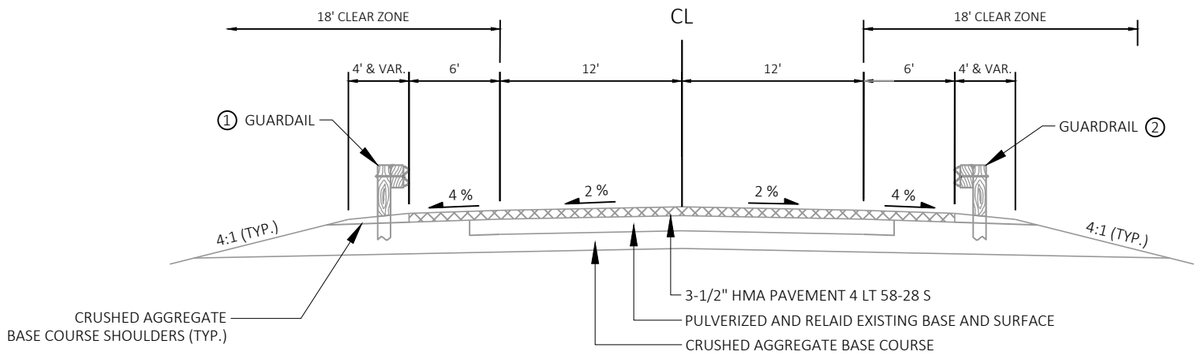
② 9.5' FROM STA 363+00-364+30

③ 7' FROM STA 360+87 - 362+60
8' FROM STA 366+29 - 367+19

④ 0' FROM STA 358+80 - 362+80
3' FROM STA 362+80 - 366+29

EXISTING TYPICAL SECTION

STA 358+80 - 368+95



① STA 307+94 - 309+42
STA 310+13 - 311+24

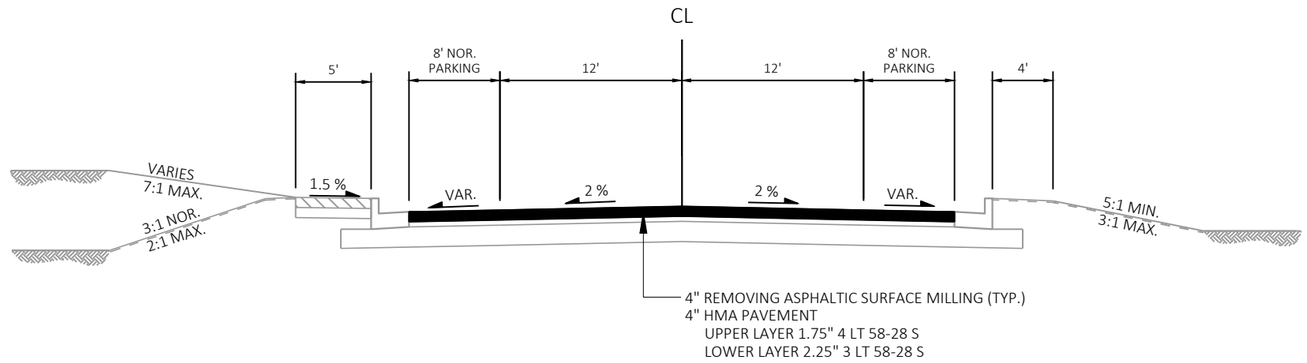
② STA 308+31 - 309+42
STA 310+13 - 311+49

EXISTING TYPICAL SECTION

STA 308+16 - 309+42
STA 310+13 - 311+16

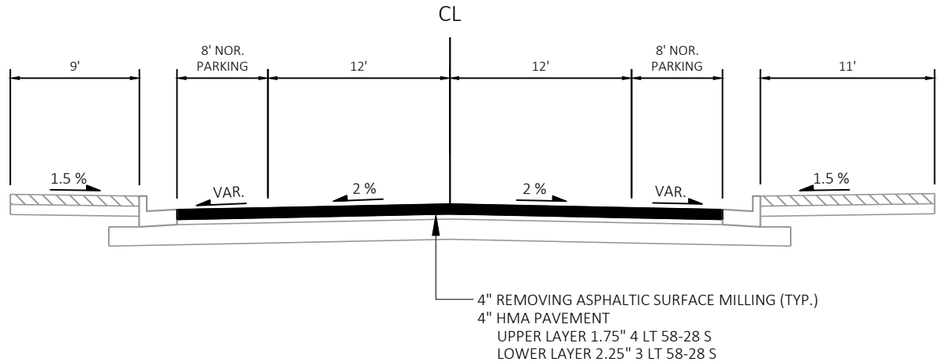
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TYPICAL SECTIONS	SHEET 10	E

2



FINISHED TYPICAL SECTION

STA 10+00 - 12+84



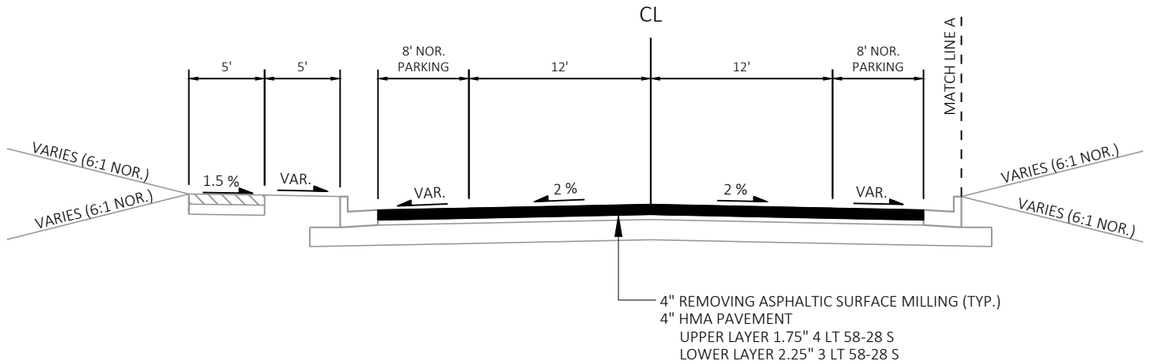
FINISHED TYPICAL SECTION

STA 12+84 - 14+75

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TYPICAL SECTIONS	SHEET 11	E

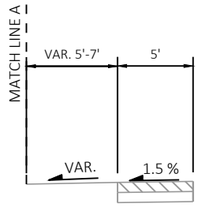
FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020308-ts
PLOT DATE : 8/28/2023 11:22 AM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

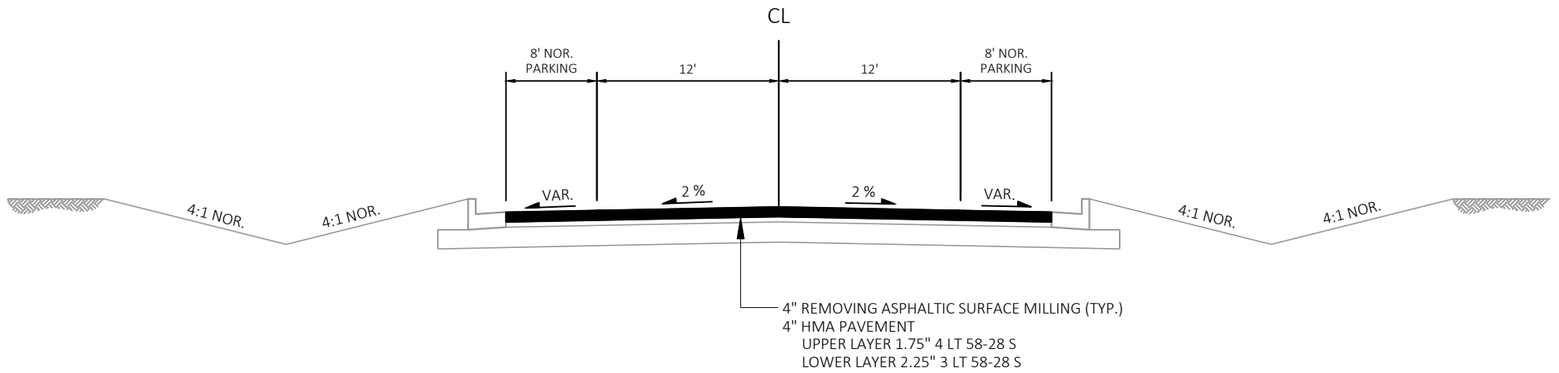


FINISHED TYPICAL SECTION

STA 14+75 - 22+34
STA 23+85 - 24+20



STA 14+75 - 17+90

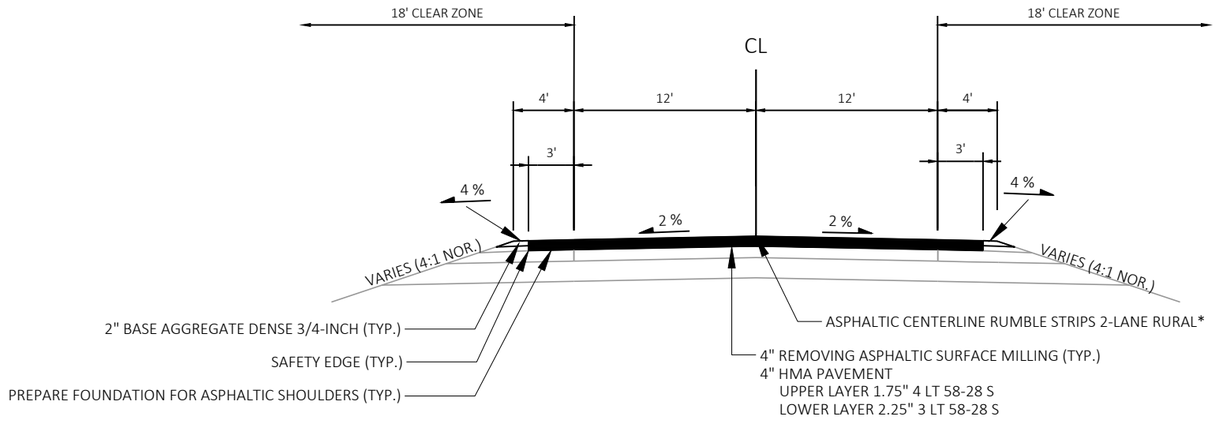


FINISHED TYPICAL SECTION

STA 24+20 - 27+40

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TYPICAL SECTIONS	SHEET 12	E

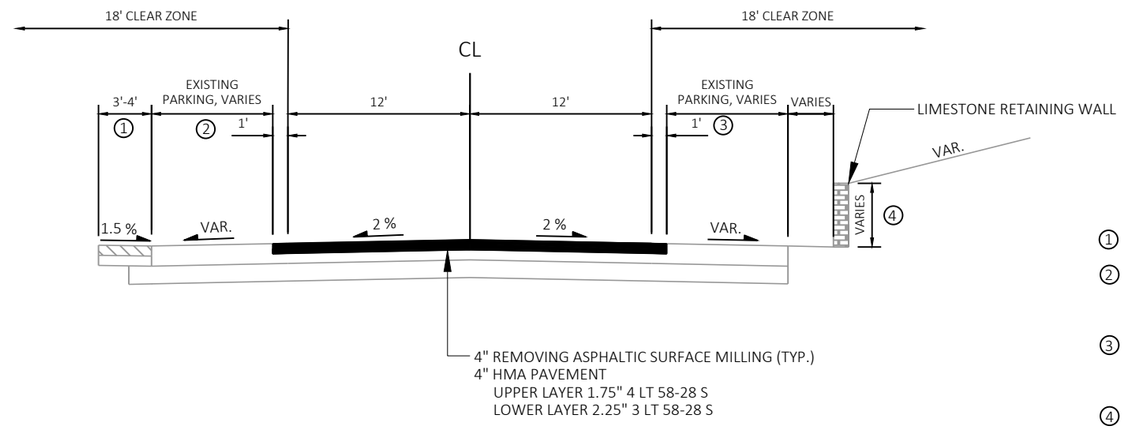
2



* SEE SDD 2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING FOR REFERENCE AND MQ SHEETS FOR LOCATIONS

FINISHED TYPICAL SECTION

STA 27+40 - 57+24



(1) FROM 219+39 - 223+00

(2) VARIES 13'-15' FROM 220+40 - 222+00
VARIES 15'18' FROM 222+00 - 223+00
VARIES 12'-14' FROM 224+00 - 226+10

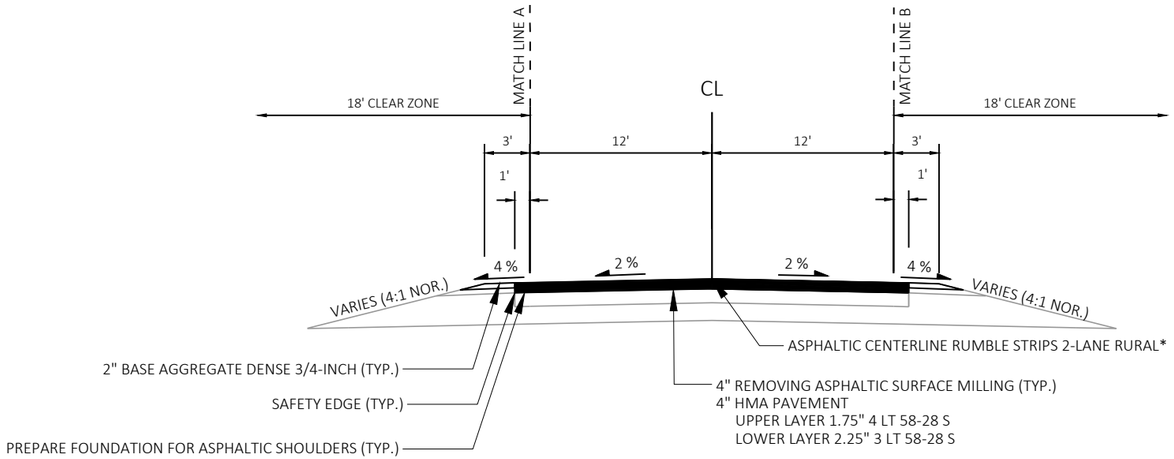
(3) VARIES 16'-18' FROM 221+00 - 222+80
VARIES 7'-8' FROM 222+80 - 224+00
VARIES 0-2' FROM 224+00 - 227+00

(4) VARIES 3' FROM 221+00 - 222+60
VARIES 2' FROM 222+60 - 225+50

FINISHED TYPICAL SECTION

STA 219+39 - 227+00

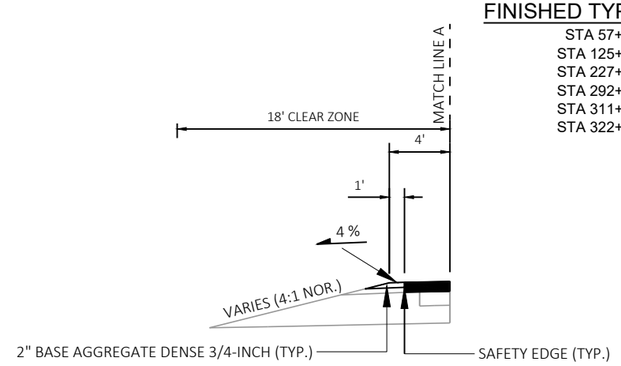
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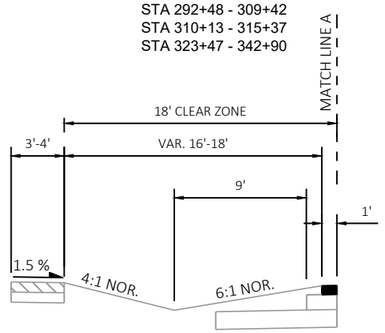
* SEE SDD 2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING FOR REFERENCE AND MQ SHEETS FOR LOCATIONS

FINISHED TYPICAL SECTION

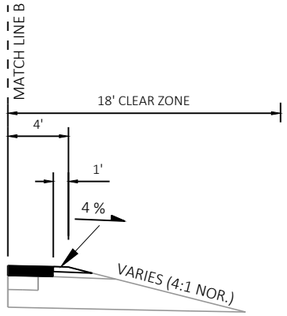
STA 57+24 - 86+26
STA 125+00 - 219+39
STA 227+00 - 285+61
STA 292+63 - 309+42
STA 311+16 - 315+37
STA 322+79 - 342+90



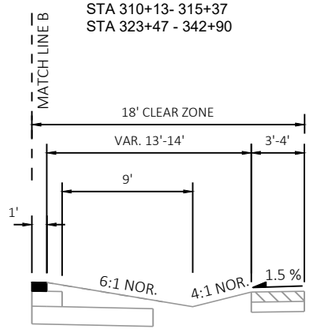
STA 125+00 - 200+75
STA 227+00 - 286+56
STA 292+48 - 309+42
STA 310+13 - 315+37
STA 323+47 - 342+90



STA 200+75 - 219+39



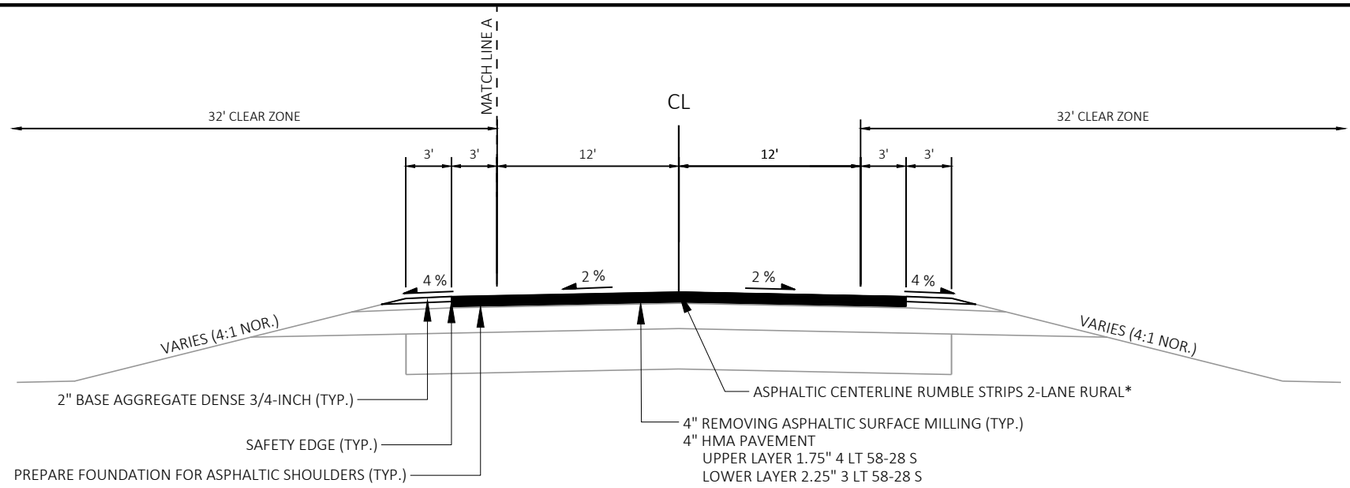
STA 125+00 - 200+75
STA 227+00 - 286+18
STA 292+48 - 309+42
STA 310+13- 315+37
STA 323+47 - 342+90



STA 200+75 - 219+39

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TYPICAL SECTIONS	SHEET 14	E

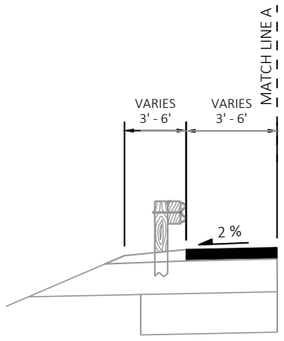
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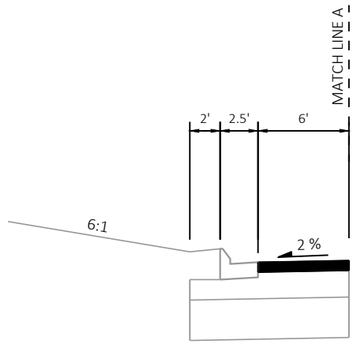
FINISHED TYPICAL SECTION

STA 86+26 - 120+55
STA 121+71 - 125+00

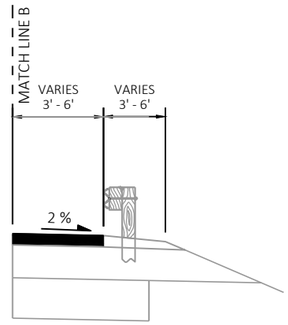
* SEE SDD 2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING FOR REFERENCE AND MQ SHEETS FOR LOCATIONS



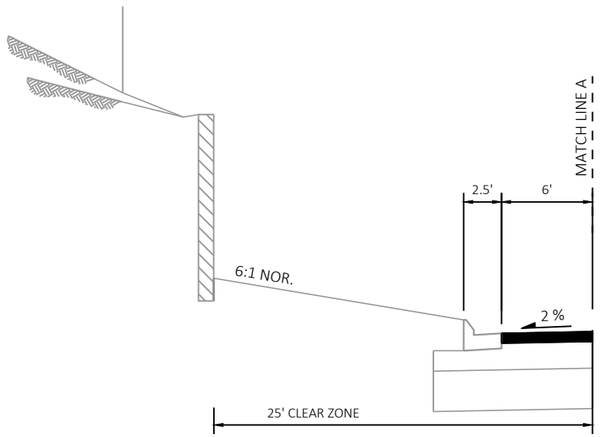
STA 117+70 - 124+80



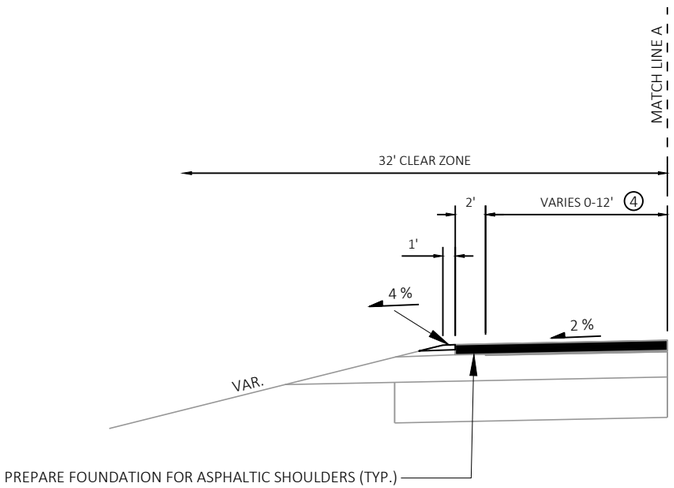
STA 113+10 - 114+20



STA 117+70 - 124+80



STA 100+40 - 103+70



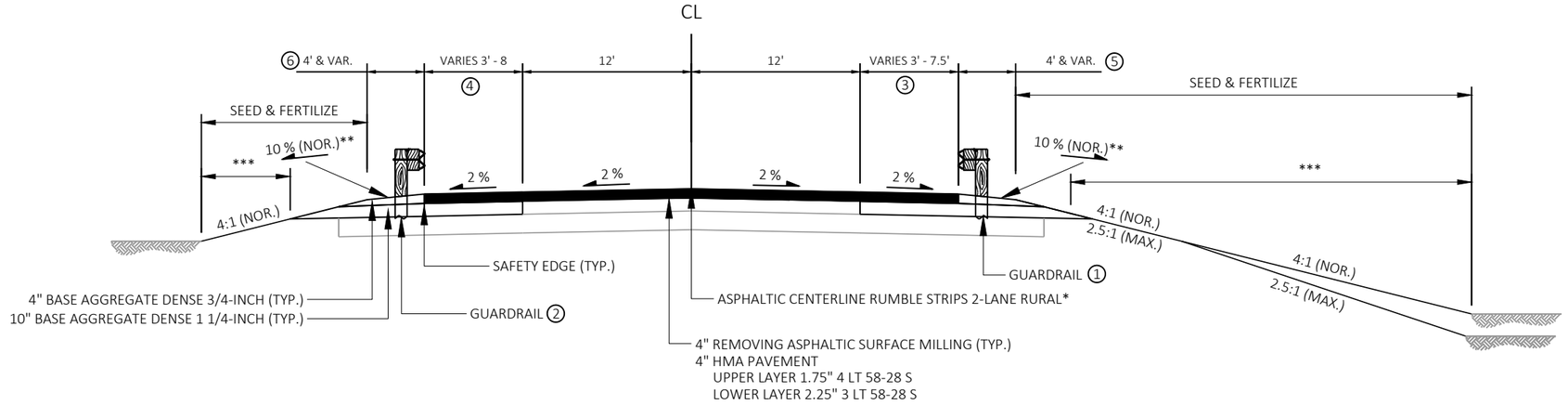
STA 114+26 - 117+66

(4) 12' FROM STA 114+26 - 116+29
0' AT STA 117+66

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TYPICAL SECTIONS	SHEET 15	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020312-ts
PLOT DATE : 8/28/2023 11:22 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



FINISHED TYPICAL SECTION

STA 285+61 - 288+88
STA 289+65 - 292+63

* SEE SDD 2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING FOR REFERENCE AND MQ SHEETS FOR LOCATIONS
** REFER TO SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL, MIDWEST GUARDRAIL (MGS) TERMINAL, MIDWEST GUARDRAIL (MGS) THRIE BEAM TRANSITION
*** SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS 1, TYPE A

(1) STA 287+37 - 288+88
STA 289+65 - 290+53

(2) STA 288+00 - 288+88
STA 289+65 - 291+16

(3) 3' FROM STA 285+77 - 286+91
VARIES FROM STA 286+91 - 287+37
7.5' FROM STA 287+37 - 288+88

7.4' STA 289+65 - 290+00
VARIES STA 290+00 - 291+17
3' STA 291+17 - 292+63

(4) 3' FROM STA 285+77 - 287+53
VARIES FROM STA 287+53 - 288+53
5.7' FROM STA 288+53 - 288+88

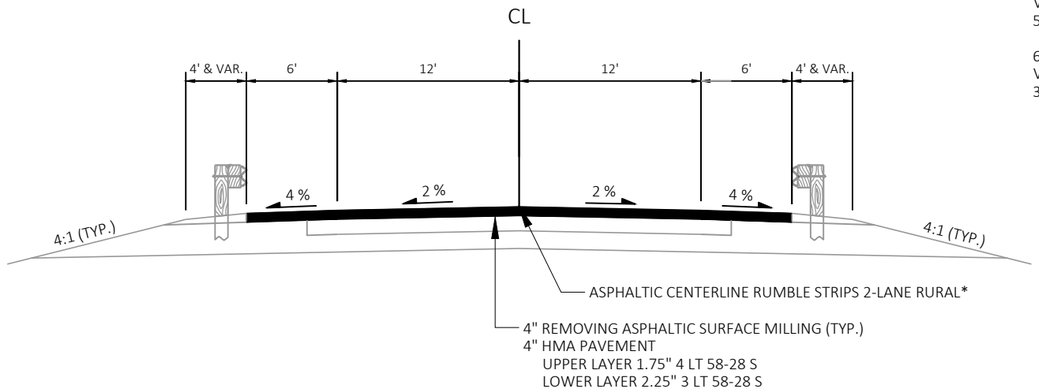
6' STA 289+65 - 290+63
VARIES STA 290+63 - 291+65
3' STA 291+65 - 292+63

(5) 1' FROM STA 287+77 - 286+18
VARIES STA 286+18 - 287+37
4' FROM STA 287+37 - 288+88

4' FROM STA 289+56 - 290+03
VARIES STA 290+03 - 292+23
1' FROM 292+23 - 292+63

(6) 1' FROM STA 285+77 - 286+56
VARIES STA 289+56 - 288+50
4' FROM 288+50 - 288+88

4' FROM STA 289+65 - 290+00
VARIES STA 290+00 - 292+63
1' FROM STA 292+63

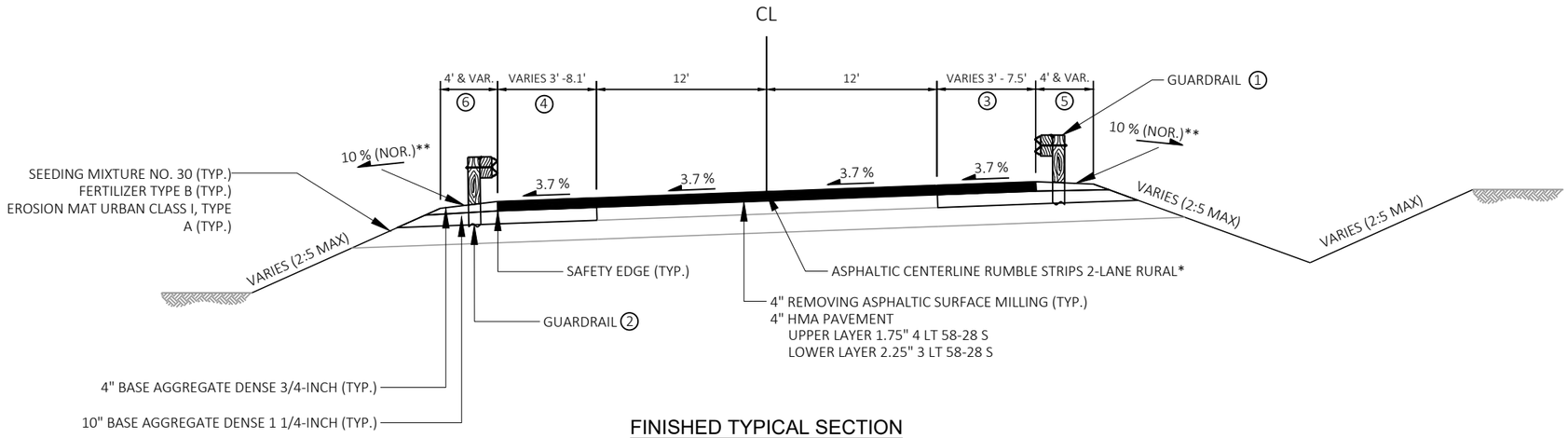


FINISHED TYPICAL SECTION

STA 308+16 - 309+42
STA 310+13 - 311+16

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TYPICAL SECTIONS	SHEET 16	E

2



FINISHED TYPICAL SECTION

STA 315+37 - 318+99
STA 319+83 - 322+79

1. STA 317+45 - 318+99
   STA 319+83 - 320+74

2. STA 318+06 - 318+99
   STA 319+83 - 321+38

3. 3' FROM STA 315+37- 317+15
   VARIES FROM STA 317+15 - 317+50
   7.6' FROM STA 317+50 - 318+99

   7.4' STA 319+83 - 320+17
   VARIES STA 320+17 - 321+34
   3' STA 321+34 - 322+79

4. 3' FROM STA 315+37 - 317+61
   VARIES FROM STA 317+61 - 318+64
   5.9' FROM STA 318+64 - 318+99

   6.1' STA 319+83 - 320+81
   VARIES STA 320+81 - 321+86
   3' STA 321+86 - 322+79

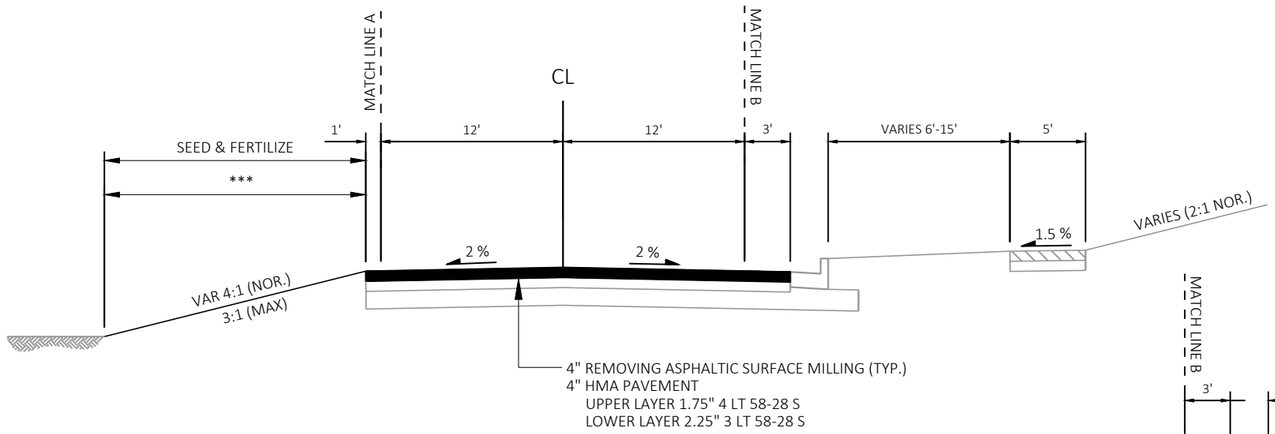
5. 1' FROM STA 315+37 - 316+67
   VARIES STA 316+67 - 317+49
   4' FROM 317+49 - 318+99

   4' FROM STA 319+83 - 320+20
   VARIES STA 320+20 - 322+73
   1' FROM STA 322+73 - 322+79

6. 1' FROM STA 315+37 - 316+68
   VARIES STA 316+68 - 318+61
   4' FROM 318+61 - 318+99

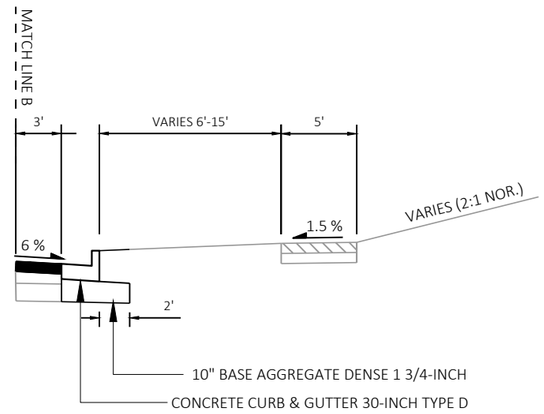
   4' FROM STA 319+83 - 320+84
   VARIES STA 320+84 - 322+79
   1' FROM STA 322+79

* SEE SDD 2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING FOR REFERENCE AND MQ SHEETS FOR LOCATIONS
** REFER TO SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL, MIDWEST GUARDRAIL (MGS) TERMINAL, MIDWEST GUARDRAIL (MGS) THRIE BEAM TRANSITION
*** SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS 1, TYPE A

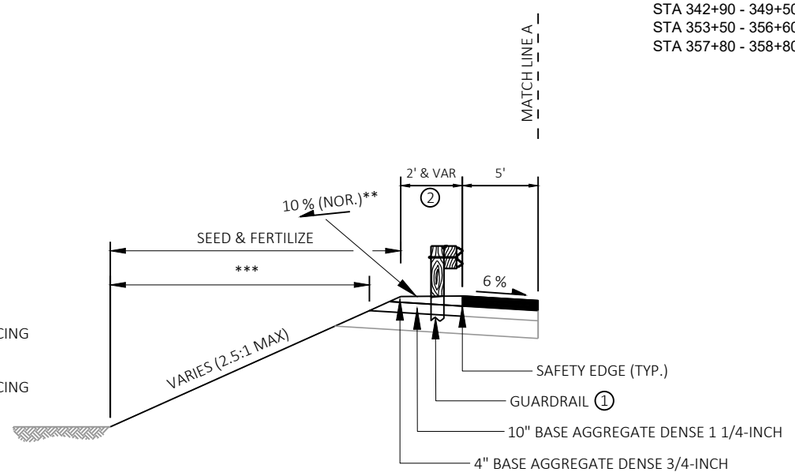


FINISHED TYPICAL SECTION

STA 342+90 - 349+50
STA 353+50 - 356+60
STA 357+80 - 358+80



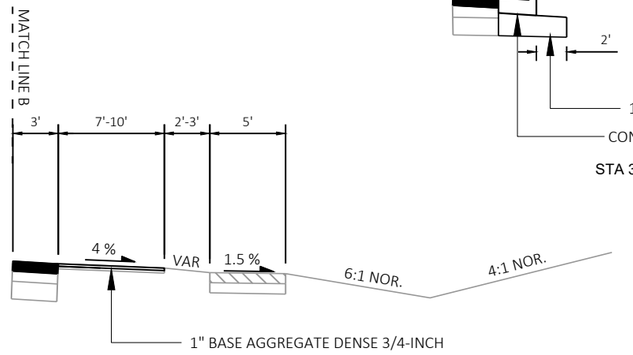
STA 345+53 - 347+86



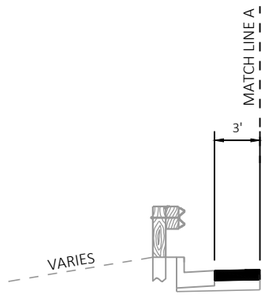
① FROM STA 347+93 - 348+67
FROM STA 348+67 - 350+28 LONG POST, HALF SPACING
FROM STA 350+28 - 351+68
FROM STA 352+00 - 352+54
FROM STA 352+54 - 354+90 LONG POST, HALF SPACING
FROM STA 354+90 - 355+47
FROM STA 355+67 - 356+54

② 2' FROM STA 347+93 - 350+25
4' FROM STA 350+32 - 351+18
2' FROM STA 352+56 - 354+87
4' FROM STA 356+14 - 356+60

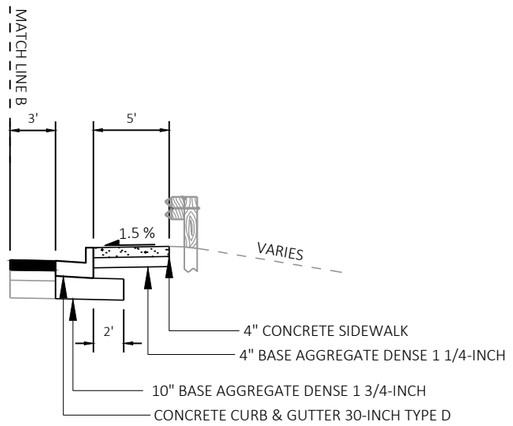
STA 347+93 - 349+50
STA 353+25 - 356+60



STA 353+25 - 356+40



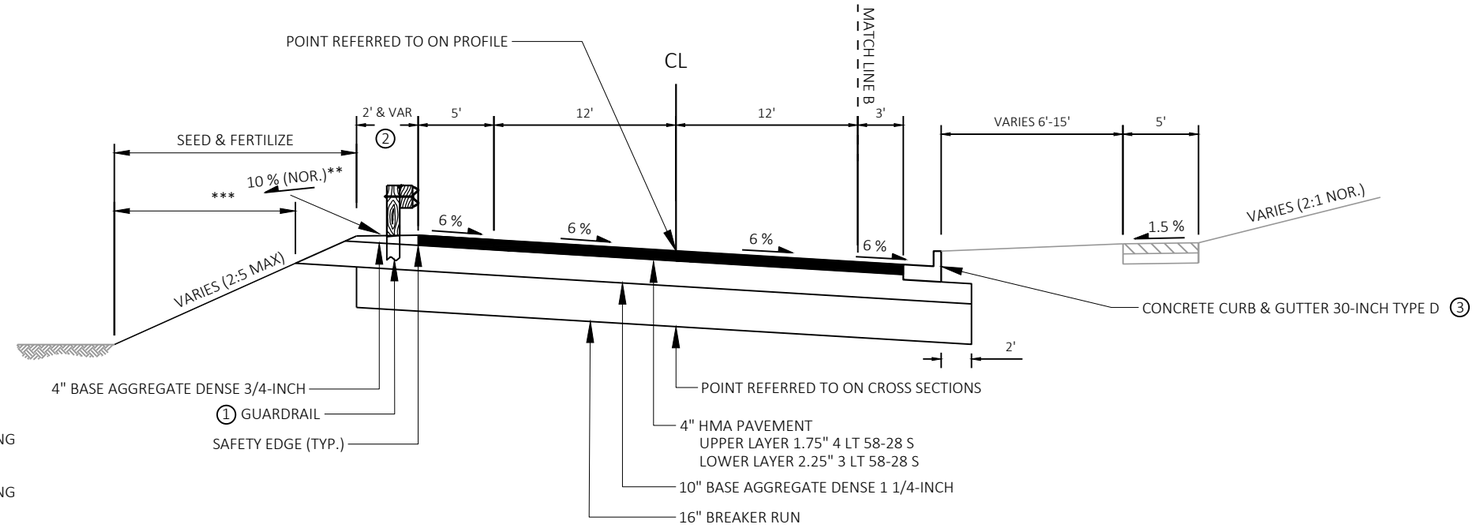
STA 357+80 - 358+80



STA 356+40 - 356+60
STA 357+80 - 358+80

* SEE SDD 2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING FOR REFERENCE AND MQ SHEETS FOR LOCATIONS
** REFER TO SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL, MIDWEST GUARDRAIL (MGS) TERMINAL, MIDWEST GUARDRAIL (MGS) THRIE BEAM TRANSITION
*** SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS 1, TYPE A

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TYPICAL SECTIONS	SHEET 18	E



FINISHED TYPICAL SECTION
STA 349+50 - 353+25

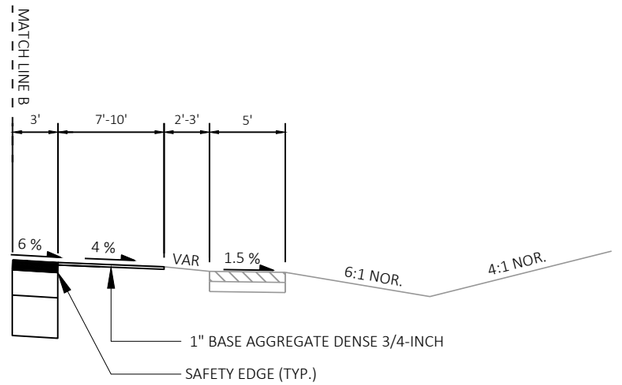
1 FROM STA 347+93 - 348+67
FROM STA 348+67 - 350+28 LONG POST, HALF SPACING
FROM STA 350+28 - 351+68
FROM STA 352+00 - 352+54
FROM STA 352+54 - 354+90 LONG POST, HALF SPACING
FROM STA 354+90 - 355+47
FROM STA 355+67 - 356+54

2 2' FROM STA 347+93 - 350+25
4' FROM STA 350+32 - 351+18
2' FROM STA 352+56 - 354+87
4' FROM STA 356+14 - 356+60

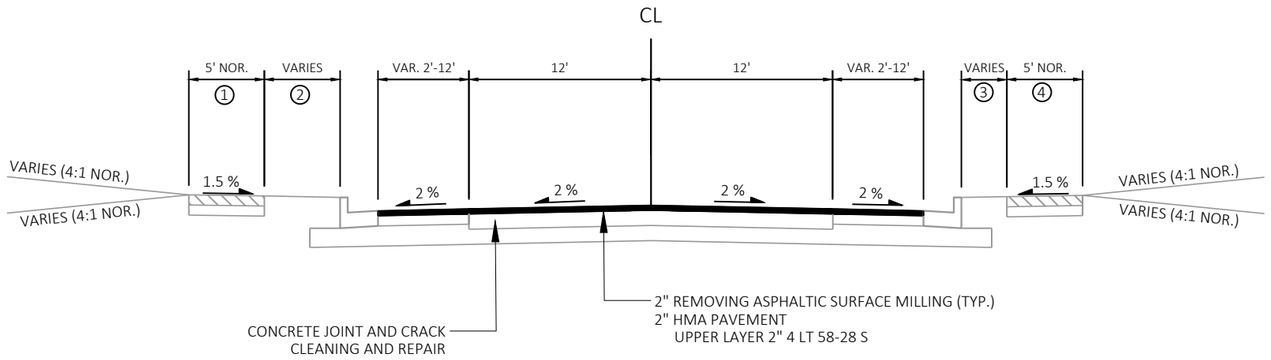
3 FROM STA 349+50 - 352+19

MODIFIED SUPERELEVATION CALCULATIONS FOR STA 347+02 TO 356+64

SUPERELEVATION TRANSITION POINTS		RATE			
STATION	LOCATION	LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
		CURVE 28			
347+02	END NORMAL CROWN	2.00%	2.00%	-3.50%	-4.00%
347+43	LEVEL CROWN	2.00%	3.00%	-4.60%	-4.60%
347+64	MANUAL STATION	2.90%	3.00%	-5.60%	-5.60%
347+84	REVERSE CROWN	2.90%	3.00%	-8.00%	-8.00%
348+19	MANUAL STATION	3.00%	3.00%	-6.00%	-6.00%
348+46	BEGIN FULL SUPER (THEORETICAL)	3.00%	3.00%	-6.00%	-6.00%
349+08	BEGIN FULL SUPER MODIFIED	6.00%	6.00%	-6.00%	-6.00%
354+62	END FULL SUPER	6.00%	6.00%	-6.00%	-6.00%
355+24	REVERSE CROWN (THEORETICAL)	3.00%	3.00%	-6.00%	-6.00%
355+65	LEVEL CROWN (THEORETICAL)	1.00%	1.00%	-4.40%	-4.40%
355+93	END 1% HOLD	1.00%	1.00%	-4.40%	-4.40%
356+06	BEGIN NORMAL CROWN (THEORETICAL)	0.38%	0.38%	-4.40%	-4.40%
356+14	END 4.4% HOLD	-0.04%	-0.04%	-4.40%	-4.40%
356+55	BEGIN NORMAL CROWN (BRIDGE DECK START LT)	-2.00%	-2.00%	-2.45%	-2.45%
356+64	BEGIN NORMAL CROWN (BRIDGE DECK START RT)	-2.00%	-2.00%	-2.00%	-4.00%



STA 352+19 - 353+25



① 0' FROM STA 358+80 - 363+00
VARIES 5'-7' FROM 363+00 - 367+20

② 9.5' FROM STA 363+00-364+30

③ 7' FROM STA 360+87 - 362+60
8' FROM STA 366+29 - 367+19

④ 0' FROM STA 358+80 - 362+80
3' FROM STA 362+80 - 366+29

FINISHED TYPICAL SECTION

STA 358+80 - 367+21

BORING SUMMARY

BORING	APPROXIMATE STATION	OFFSET (FEET)		LAYER 1 MATERIAL	LAYER 1 MATERIAL (INCHES)	LAYER 2 MATERIAL	LAYER 2 MATERIAL (INCHES)	LAYER 3 MATERIAL	LAYER 3 MATERIAL (INCHES)
1	012+57	6	RT	HMA	4 1/2	BASE			
2	019+96	6	LT	HMA	2 1/2	RECYCLE	4	BASE	
3	034+74	9	RT	HMA	4 1/8	RECYCLE	2 3/4	RECLAIMED	3 3/8
4	050+58	12	RT	HMA	6	BASE			
5	062+73	6	LT	HMA	4 1/2	RECYCLE	19 1/2		
6	076+98	9	LT	HMA	3 5/8	RECLAIMED	1 3/4	BASE	--
7	090+18	12	LT	HMA	4	BASE			
8	103+91	6	RT	HMA	4 1/2	BASE			
9	115+00	15	RT	HMA	4	RECYCLE	2		
10	132+95	9	RT	HMA	4 1/2	RECYCLE	4 1/2	BASE	--
11	143+51	6	LT	HMA	4	RECYCLE	6		
12	156+18	12	LT	HMA	5 1/2	RECYCLE	10		
13	170+97	9	LT	HMA	4 1/2	RECYCLE	8		
14	190+50	6	RT	HMA	3	RECYCLE	8		
15	198+95	9	RT	HMA	4 1/2	BASE	--		
16	212+15	12	RT	HMA	4 1/2	RECYCLE	9 1/2		
17	228+52	6	LT	HMA	4	RECYCLE	9 1/6		
18	237+50	9	LT	HMA	3	RECYCLE	8		
19	253+34	12	RT	HMA	6 1/2	RECYCLE	6 1/2	BASE	
20	265+48	6	RT	HMA	5 1/8	RECLAIMED	3	BASE	--
21	285+54	9	RT	HMA	12	BASE			
22	293+99	12	RT	HMA	3	RECYCLE	10	BASE	
23	307+72	12	LT	HMA	3 1/2	RECYCLE	2		
24	317+75	9	LT	HMA	4 3/4	RECLAIMED	2 3/4	BASE	--
25	333+06	6	LT	HMA	3	BASE			
26	345+74	6	RT	HMA	4	BASE			
27	364+22	3	RT	HMA	3 1/2	BASE	--		

2

2

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UNDERGROUND FIBER-OPTIC
LA VALLE TELEPHONE CO-OP

WETLAND BOUNDARY

LITTLE BARABOO RIVER

THRIE BEAM CONNECTION
TO BRIDGE PARAPET WITH
SLOPED ENDS (TYP.)

STRUCTURE B-56-0094
STA 288+87.62 - 289+65.27
(TO REMAIN)

WETLAND BOUNDARY

EXISTING R/W

MGS GUARDRAIL
TERMINAL EAT

MGS THRIE
BEAM TRANSITION

MGS THRIE
BEAM TRANSITION

MGS GUARDRAIL 3
62.5'

MGS GUARDRAIL
TERMINAL EAT

EXISTING R/W

SLOPE-INTERCEPT (TYP.)

+56.01
-16.00'LT

+53.33
-15.00'LT

+99.82
-25.59'LT

+99.82
-19.65'LT

+52.91
-17.65'LT

+62.81
-17.88'LT

+15.90
-25.82'LT

+15.90
-19.88'LT

SLOPE-INTERCEPT (TYP.)

+64.71
-15.00'LT

+63.22
-16.00'LT

286+00 287+00 288+00 289+00 290+00 STH 58 291+00 292+00 293+00

+26.64
23.51'RT

STH 58

+07.64
16.00'RT

GRAVEL SHOULDER
TAPER - 15:1 (TYP.)

+91.21
15.00'RT

+37.07
19.59'RT

+90.19
19.59'RT

+99.82
19.37'RT

+52.91
21.37'RT

+16.59
15.00'RT

+22.51
16.00'RT

EXISTING R/W

10'*

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL 3
62.5'

MGS THRIE
BEAM TRANSITION

LITTLE BARABOO RIVER

MGS THRIE
BEAM TRANSITION

MGS GUARDRAIL
TERMINAL EAT

+52.91
27.31'RT

WETLAND BOUNDARY

WETLAND BOUNDARY

SLOPE-INTERCEPT (TYP.)

PAVED SHOULDER
TAPER - 10:1 (TYP.)

POWER POLE -
ALLIANT ENERGY

POWER POLE -
ALLIANT ENERGY

OVERHEAD COMMUNICATION -
COMMUNITY ANTENNA SYSTEMS

OVERHEAD ELECTRIC -
ALLIANT ENERGY

SLOPE-INTERCEPT (TYP.)

GUARDRAIL DETAIL - B-56-0094

* SOUTHEAST MGS TERMINAL FOLLOWS ALTERNATIVE GRADING

NOTE:
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS - GUARDRAIL B-56-0094	SHEET 21	E

2

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EXISTING R/W

EXISTING R/W

LITTLE BARABOO RIVER

UNDERGROUND FIBER-OPTIC
LA VALLE TELEPHONE CO-OP

WETLAND BOUNDARY

SLOPE-INTERCEPT (TYP.)

+68.73
-16.00'LT

+60.95
-15.00'LT

+10.65
-25.85'LT

MGS GUARDRAIL
TERMINAL EAT

+10.62
-19.91'LT

MGS THRIE BEAM
TRANSITION

+63.97
-17.91'LT

THRIE BEAM CONNECTION
TO BRIDGE PARAPET WITH
SLOPED ENDS (TYP.)

STRUCTURE B-56-0095
STA 318+99.05 - 319+82.52
(TO REMAIN)

WETLAND BOUNDARY

MGS THRIE BEAM
TRANSITION

MGS GUARDRAIL 3
62.5'

MGS GUARDRAIL EAT

+80.50
-18.14'LT

+33.82
-26.08'LT

+33.85
-20.14'LT

SLOPE-INTERCEPT (TYP.)

+85.46
-15.00'LT

+78.62
-16.00'LT

316+00 317+00 318+00 319+00 320+00 321+00 322+00 323+00

STH 58 STH 58

+39.51
23.51'RT

+53.79
16.00'RT

+14.63
15.00'RT

+49.48
19.57'RT

+02.34
19.57'RT

+16.98
19.45'RT

+69.79
27.39'RT

+69.79
21.45'RT

+33.90
15.00'RT

+73.24
16.00'RT

SLOPE-INTERCEPT (TYP.)

WETLAND BOUNDARY

UNDERGROUND FIBER-OPTIC
LA VALLE TELEPHONE CO-OP

10'*

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL 3
62.5'

MGS THRIE BEAM
TRANSITION

PAVED SHOULDER
TAPER - 10:1 (TYP.)

GRAVEL SHOULDER
TAPER - 15:1 (TYP.)

LITTLE BARABOO RIVER

MGS THRIE BEAM
TRANSITION

MGS GUARDRAIL
TERMINAL EAT

EXISTING R/W

WETLAND BOUNDARY

SLOPE-INTERCEPT (TYP.)

FIBER-OPTIC PEDESTAL -
LA VALLE TELEPHONE CO-OP

EXISTING R/W

* SOUTHEAST MGS TERMINAL FOLLOWS ALTERNATIVE GRADING

NOTE:
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION

GUARDRAIL DETAIL - B-56-0095

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS - GUARDRAIL B-56-0095	SHEET 22	E

2

N

SAN MH - VILLAGE OF LA VALLE

EXISTING R/W

MINI CREEK RD

14+00

+93.01
-77.81'LT

MGS SHORT RADIUS BEAM GUARD AND END TERMINAL 28.12'

+01.79
-51.09'LT

HSOT

POWER POLE - OAKDALE ELECTRIC

TEMPORARY EASEMENT

SLOPE-INTERCEPT (TYP.)

LA VALLE MILL POND

POWER POLE - OAKDALE ELECTRIC

SLOPE-INTERCEPT (TYP.)

WETLAND BOUNDARY

MGS GUARDRAIL 3
18.75'

+48.68
-17.00'LT

+67.29
-17.00'LT

MGS GUARDRAIL 3 K
156.25'

UNDERGROUND FIBER-OPTIC - LA VALLE TELEPHONE CO-OP

STA 350+21, 36.4' LT
APRON ENDWALLS FOR CPRC 24-INCH
3

OVERHEAD UTILITIES - OAKDALE ELECTRIC

POWER POLE - OAKDALE ELECTRIC

MGS GUARDRAIL 3
87.5'

+15.35
-17.00'LT

MGS GUARDRAIL TERMINAL EAT

+68.00
-19.00'LT

EXISTING R/W

POWER POLE - OAKDALE ELECTRIC

MGS GUARDRAIL TERMINAL EAT

+01.84
-19.00'LT

+54.49
-17.00'LT

347+00

348+00

349+00

350+00

351+00

352+00

353+

STH 58

STA 350+24, 17.5' RT
INLETS 2x3-H
2

EXISTING R/W

TEMPORARY EASEMENT

SLOPE-INTERCEPT (TYP.)

HYDRANT - VILLAGE OF LA VALLE

WATER VALVE - VILLAGE OF LA VALLE

UTILITY VAULT - LA VALLE TELEPHONE CO-OP

UNDERGROUND FIBER-OPTIC - LA VALLE TELEPHONE CO-OP

SANITARY SEWER - VILLAGE OF LA VALLE

WATER MAIN - VILLAGE OF LA VALLE

EXISTING R/W

WATER VALVE - VILLAGE OF LA VALLE

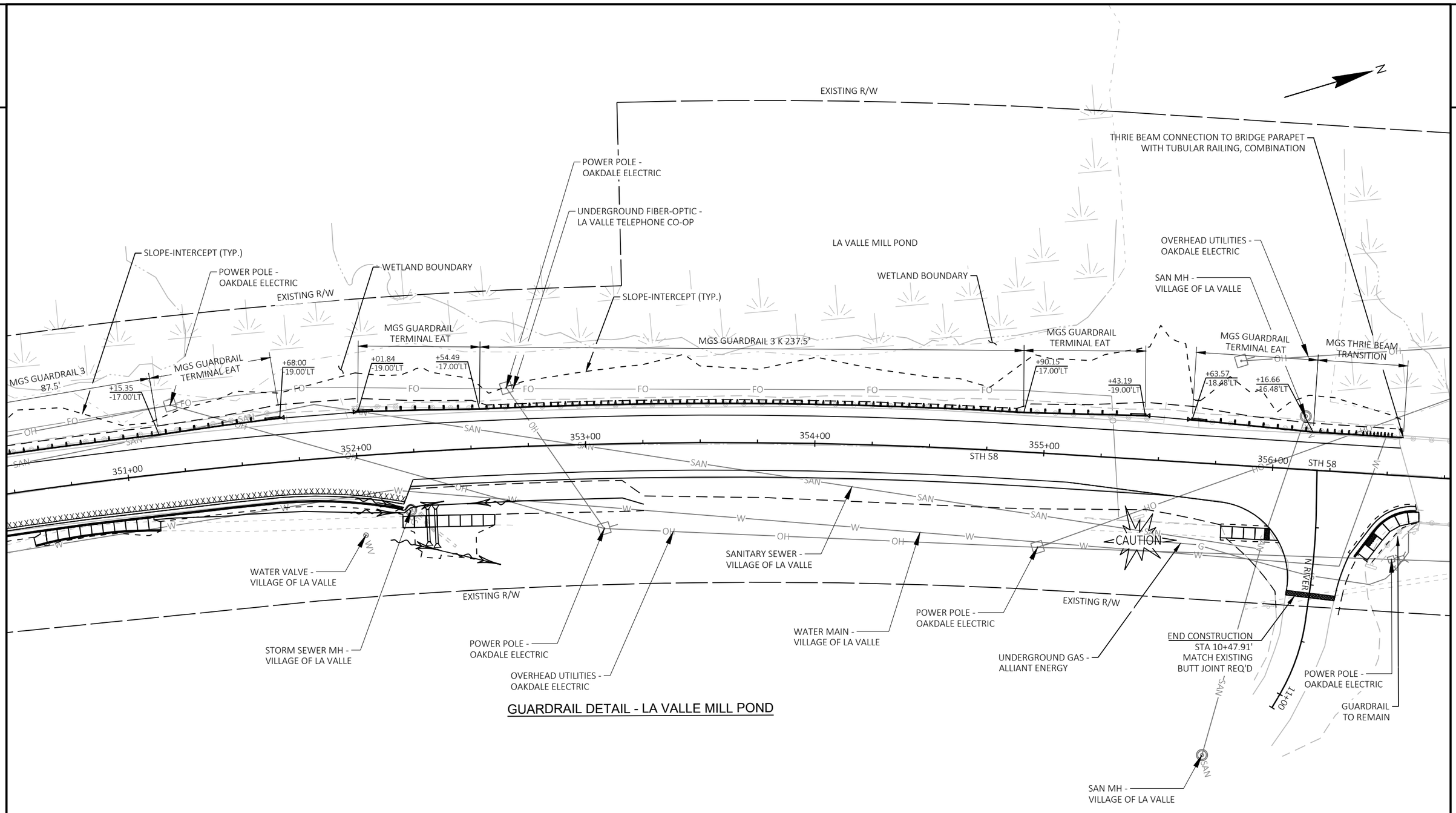
GUARDRAIL DETAIL - LA VALLE MILL POND

NOTE:
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM LONG SPAN (MGS L)
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION
SEE SDD FOR SHORT RADIUS (MGS)

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS - GUARDRAIL LA VALLE MILL POND	SHEET 23	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021003-cd
PLOT DATE : 7/12/2023 9:15 AM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



GUARDRAIL DETAIL - LA VALLE MILL POND

NOTE:
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM LONG SPAN (MGS L)
SEE SDD FOR MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION
SEE SDD FOR SHORT RADIUS (MGS)

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS - GUARDRAIL LA VALLE MILL POND	SHEET 24	E

2

2

BEAMGUAR
TO REMA

POWER POLE -
OAKDALE ELECTRIC

OVERHEAD UTILITIES -
OAKDALE ELECTRIC

POWER POLE -
OAKDALE ELECTRIC

SLOPE-INTERCEPT (TYP.)

SAN MH -
VILLAGE OF LA VALLE

+90.15
-17.00'LT

+43.19
-19.00'LT

+63.57
-18.48'LT

+16.66
-16.48'LT

355+00

356+00

STH 58

357+00

WATER MAIN -
VILLAGE OF LA VALLE

+11.14
12.00'RT

+79.39
16.52'RT

CAUTION

R33

N RIVER

+63.49
12.96'RT

+36.15
35.36'RT

+09.14
54.99'RT

+05.32
60.78'RT

+30.39
56.23'RT

+32.56
62.37'RT

POWER POLE -
OAKDALE ELECTRIC

UNDERGROUND GAS -
ALLIANT ENERGY

EXISTING R/W

UNDERGROUND FIBER-OPTIC -
LA VALLE TELEPHONE CO-OP

EXISTING R/W

END CONSTRUCTION
STA 10+47.91'
MATCH EXISTING
BUTT JOINT REQ'D

SANITARY SEWER -
VILLAGE OF LA VALLE

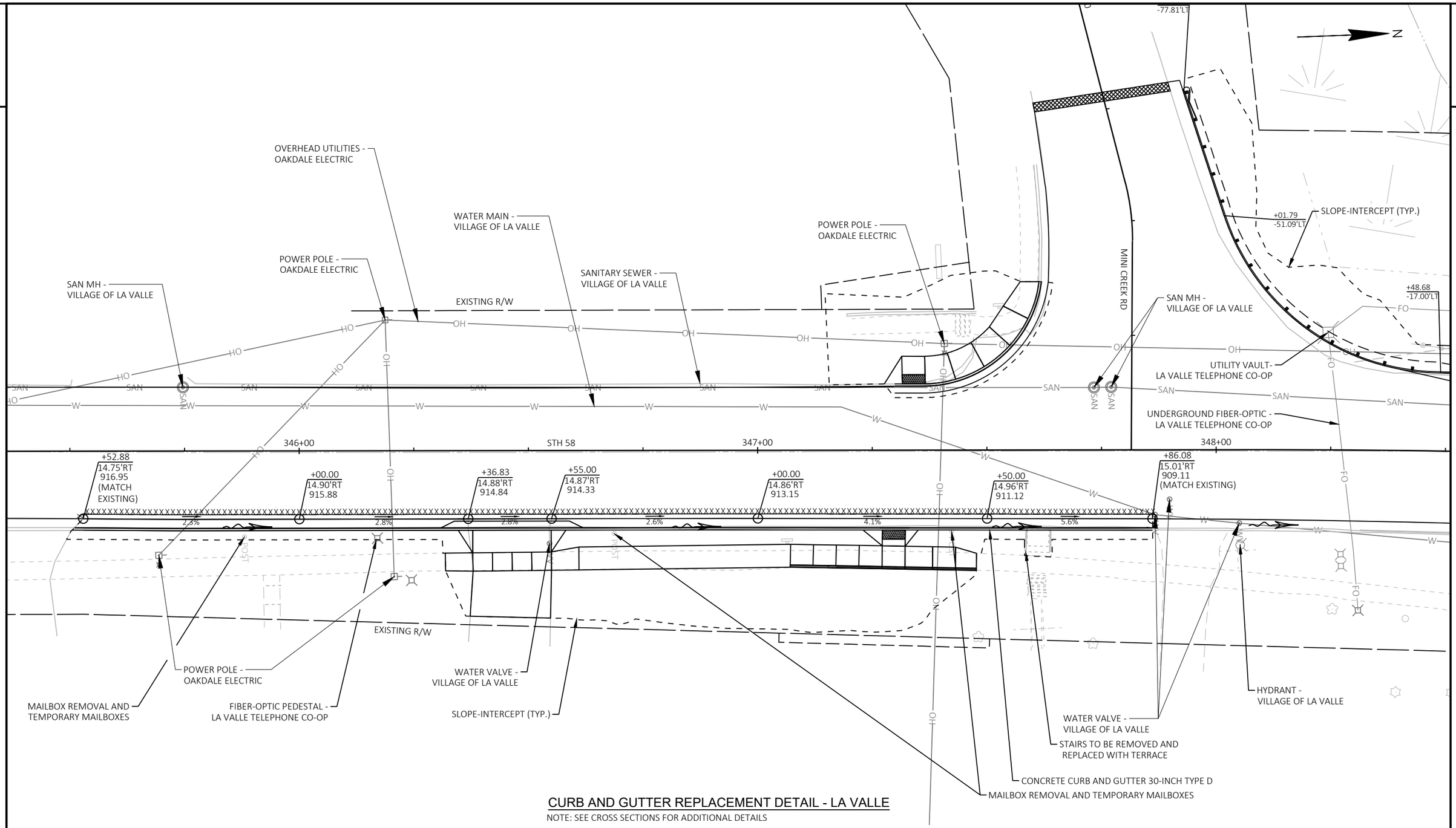
11+00

N RIVER INTERSECTION DETAIL - UPDATED EDGELINES

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS - N RIVER	SHEET 25	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021005-cd
PLOT DATE : 7/12/2023 9:15 AM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



CURB AND GUTTER REPLACEMENT DETAIL - LA VALLE

NOTE: SEE CROSS SECTIONS FOR ADDITIONAL DETAILS

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS	SHEET 26	E

2

N

STA 350+21, 36.4' LT
APRON ENDWALLS FOR CPRC 24-INCH (3)

SANITARY SEWER -
VILLAGE OF LA VALLE

OVERHEAD UTILITIES -
OAKDALE ELECTRIC

SLOPE-INTERCEPT (TYP.)

UNDERGROUND FIBER-OPTIC -
LA VALLE TELEPHONE CO

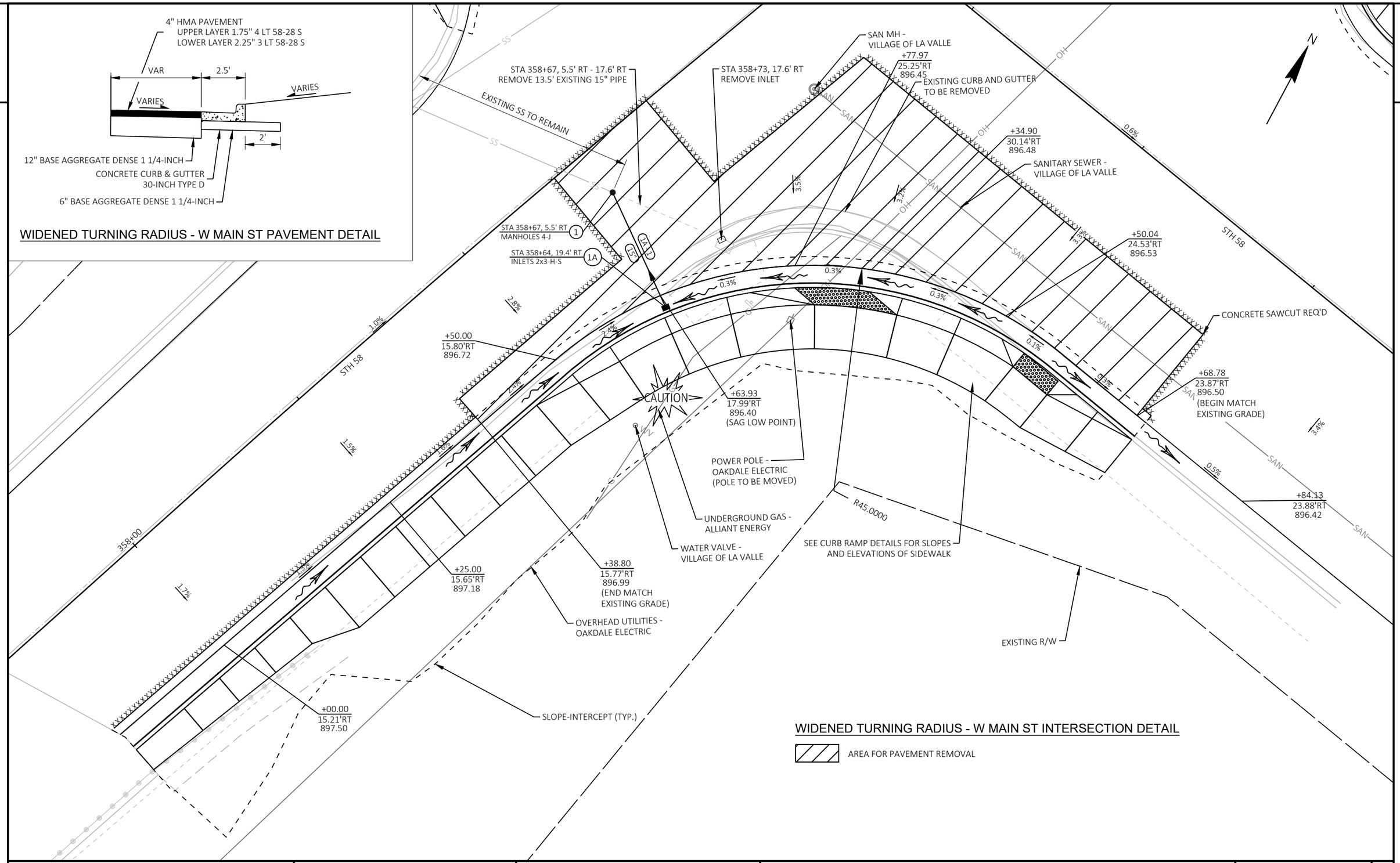
POWER POLE -
OAKDALE ELECTRIC

SLOPE-INTERCEPT (TYP.)

+54.49
-17.00'LT

FO FO FO

WIDENED TURNING RADIUS - W MAIN ST PAVEMENT DETAIL

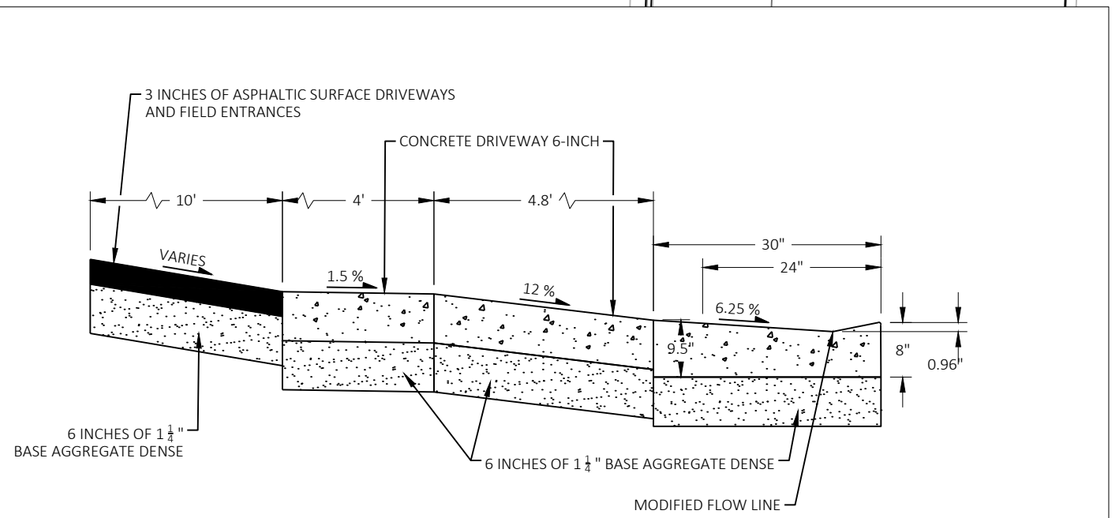


WIDENED TURNING RADIUS - W MAIN ST INTERSECTION DETAIL

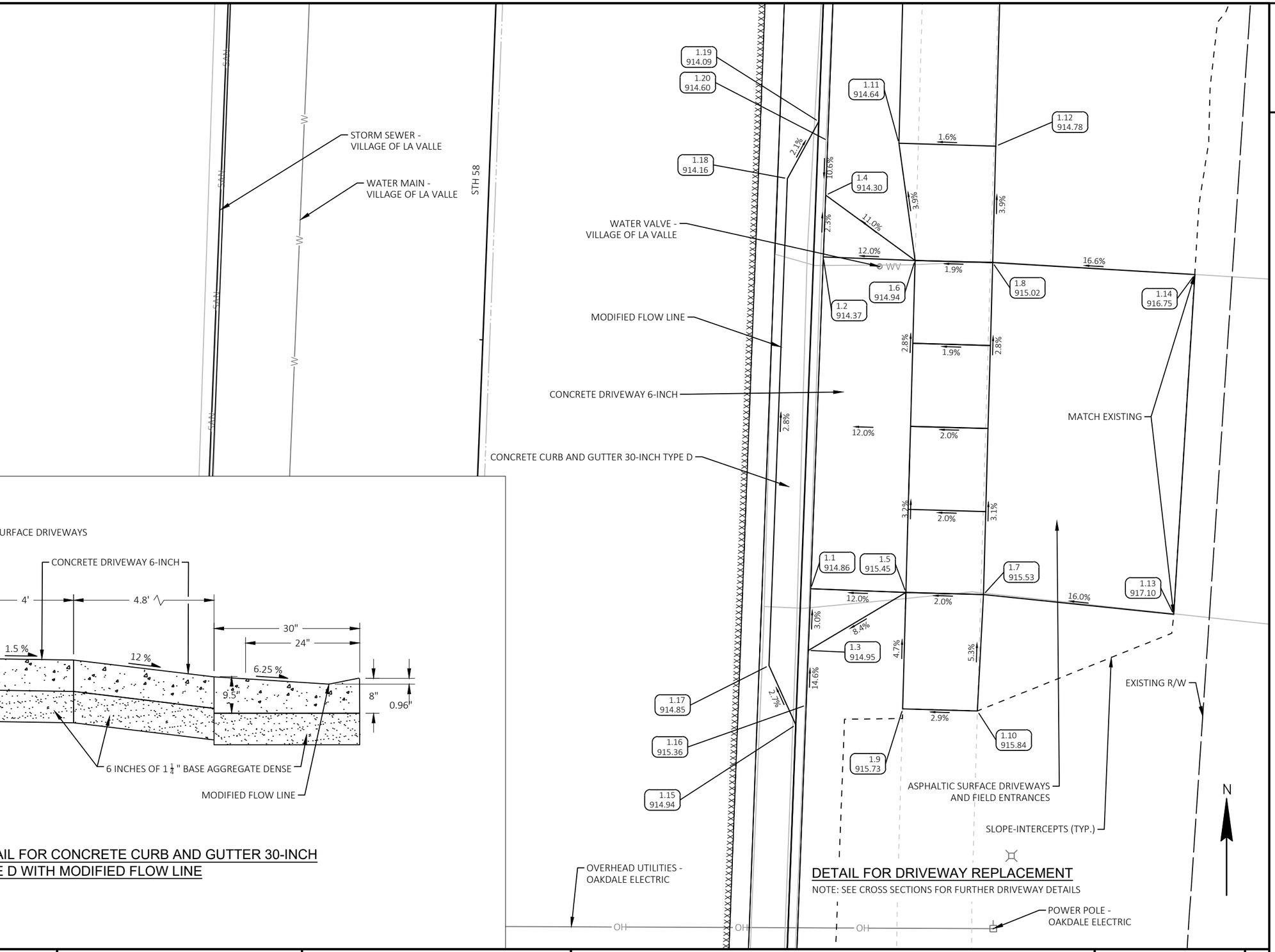
AREA FOR PAVEMENT REMOVAL

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS - WIDENED TURNING RADIUS W MAIN ST	SHEET 28	E

DRIVEWAY REPLACEMENT			
POINT NUMBER	STATION	OFFSET	ELEVATION
1.1	346+37.84	17.38' RT	914.86
1.2	346+54.95	17.37' RT	914.37
1.3	346+34.66	17.38' RT	914.95
1.4	346+58.14	17.37' RT	914.30
1.5	346+37.84	22.29' RT	915.45
1.6	346+54.95	22.11' RT	914.94
1.7	346+37.88	26.29' RT	915.53
1.8	346+55.00	26.11' RT	915.02
1.9	346+31.84	22.36' RT	915.73
1.10	346+31.88	26.21' RT	915.84
1.11	346+60.95	21.04' RT	914.64
1.12	346+61.00	26.04' RT	914.78
1.13	346+37.25	36.13' RT	917.10
1.14	346+54.79	36.55' RT	916.75
1.15	346+30.80	16.88' RT	914.94
1.16	346+31.84	17.38' RT	915.36
1.17	346+33.80	15.38' RT	914.85
1.18	346+58.91	15.37' RT	914.16
1.19	346+61.91	16.87' RT	914.09
1.20	346+60.95	17.37' RT	914.60



DETAIL FOR CONCRETE CURB AND GUTTER 30-INCH TYPE D WITH MODIFIED FLOW LINE

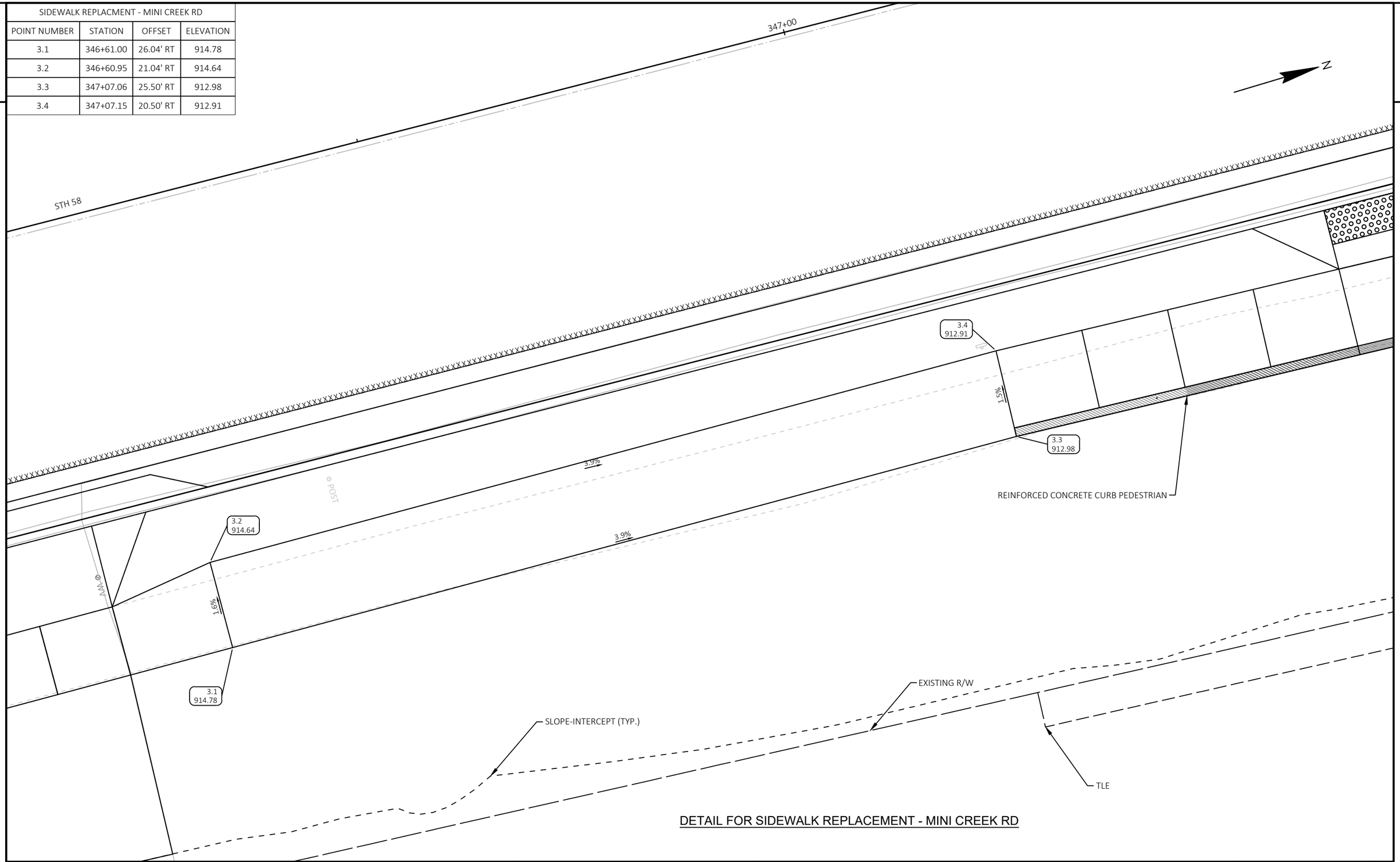


DETAIL FOR DRIVEWAY REPLACEMENT

NOTE: SEE CROSS SECTIONS FOR FURTHER DRIVEWAY DETAILS

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS	SHEET 29	E

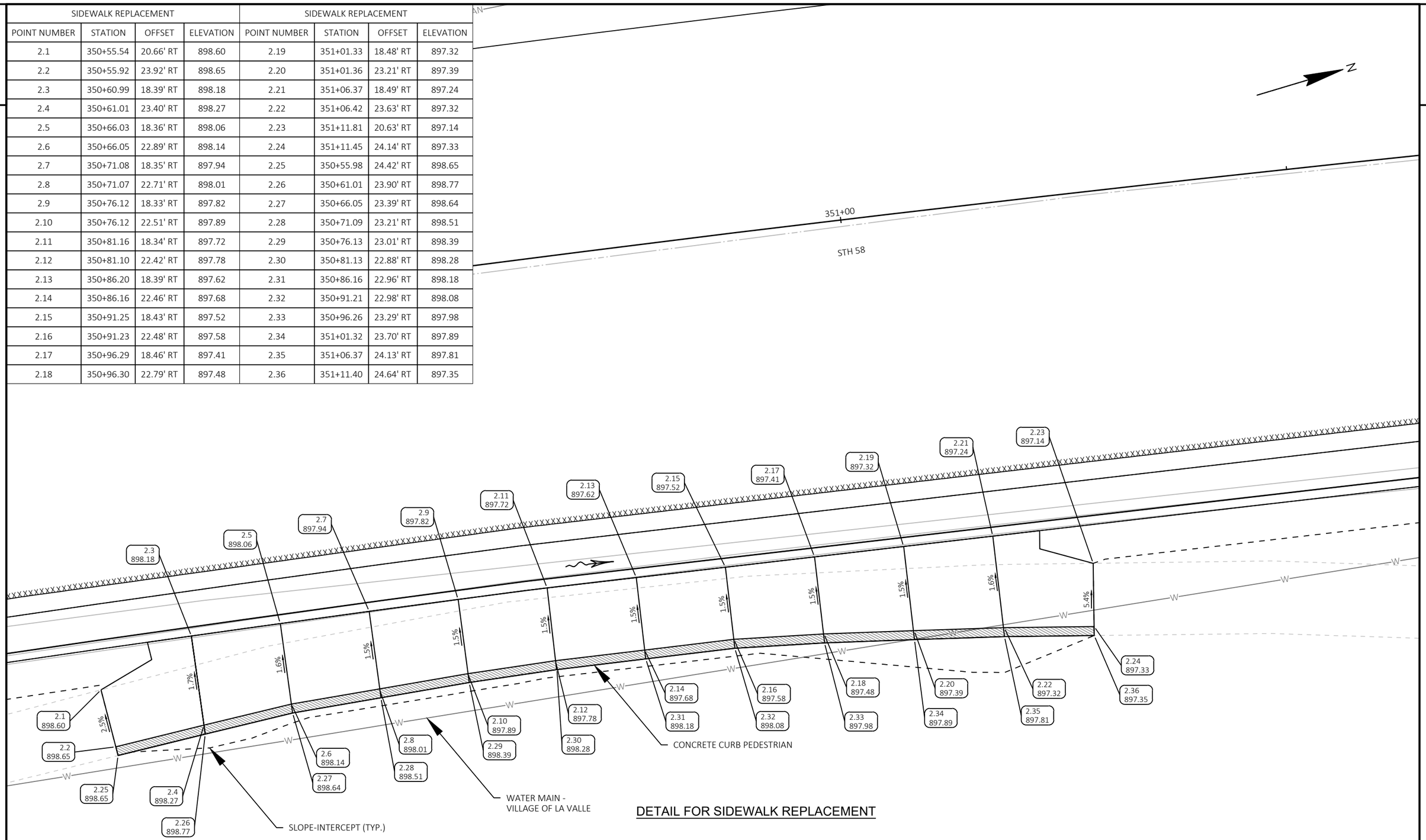
SIDEWALK REPLACMENT - MINI CREEK RD			
POINT NUMBER	STATION	OFFSET	ELEVATION
3.1	346+61.00	26.04' RT	914.78
3.2	346+60.95	21.04' RT	914.64
3.3	347+07.06	25.50' RT	912.98
3.4	347+07.15	20.50' RT	912.91



DETAIL FOR SIDEWALK REPLACEMENT - MINI CREEK RD

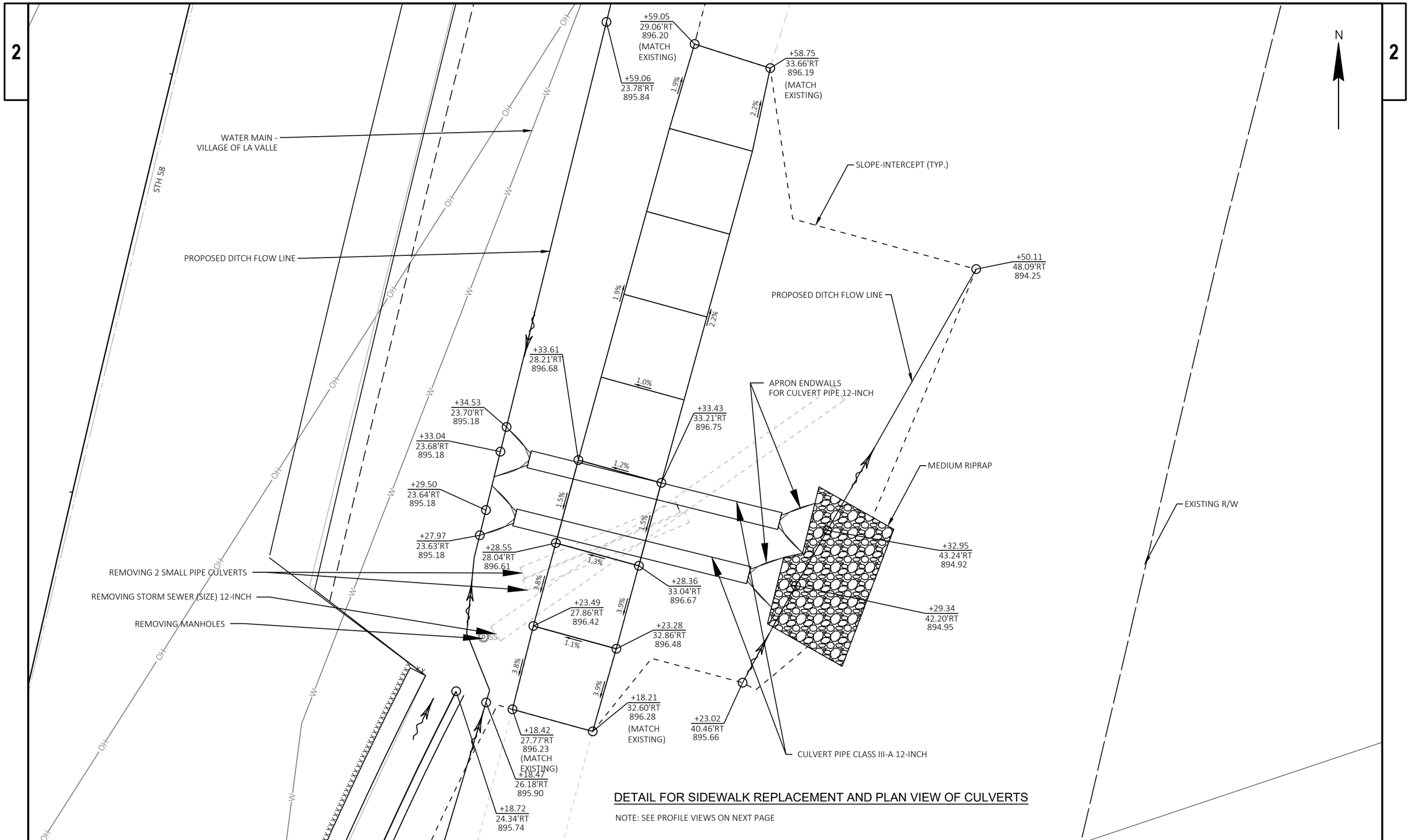
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS	SHEET 30	E

SIDEWALK REPLACEMENT				SIDEWALK REPLACEMENT			
POINT NUMBER	STATION	OFFSET	ELEVATION	POINT NUMBER	STATION	OFFSET	ELEVATION
2.1	350+55.54	20.66' RT	898.60	2.19	351+01.33	18.48' RT	897.32
2.2	350+55.92	23.92' RT	898.65	2.20	351+01.36	23.21' RT	897.39
2.3	350+60.99	18.39' RT	898.18	2.21	351+06.37	18.49' RT	897.24
2.4	350+61.01	23.40' RT	898.27	2.22	351+06.42	23.63' RT	897.32
2.5	350+66.03	18.36' RT	898.06	2.23	351+11.81	20.63' RT	897.14
2.6	350+66.05	22.89' RT	898.14	2.24	351+11.45	24.14' RT	897.33
2.7	350+71.08	18.35' RT	897.94	2.25	350+55.98	24.42' RT	898.65
2.8	350+71.07	22.71' RT	898.01	2.26	350+61.01	23.90' RT	898.77
2.9	350+76.12	18.33' RT	897.82	2.27	350+66.05	23.39' RT	898.64
2.10	350+76.12	22.51' RT	897.89	2.28	350+71.09	23.21' RT	898.51
2.11	350+81.16	18.34' RT	897.72	2.29	350+76.13	23.01' RT	898.39
2.12	350+81.10	22.42' RT	897.78	2.30	350+81.13	22.88' RT	898.28
2.13	350+86.20	18.39' RT	897.62	2.31	350+86.16	22.96' RT	898.18
2.14	350+86.16	22.46' RT	897.68	2.32	350+91.21	22.98' RT	898.08
2.15	350+91.25	18.43' RT	897.52	2.33	350+96.26	23.29' RT	897.98
2.16	350+91.23	22.48' RT	897.58	2.34	351+01.32	23.70' RT	897.89
2.17	350+96.29	18.46' RT	897.41	2.35	351+06.37	24.13' RT	897.81
2.18	350+96.30	22.79' RT	897.48	2.36	351+11.40	24.64' RT	897.35



DETAIL FOR SIDEWALK REPLACEMENT

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS	SHEET 31	E

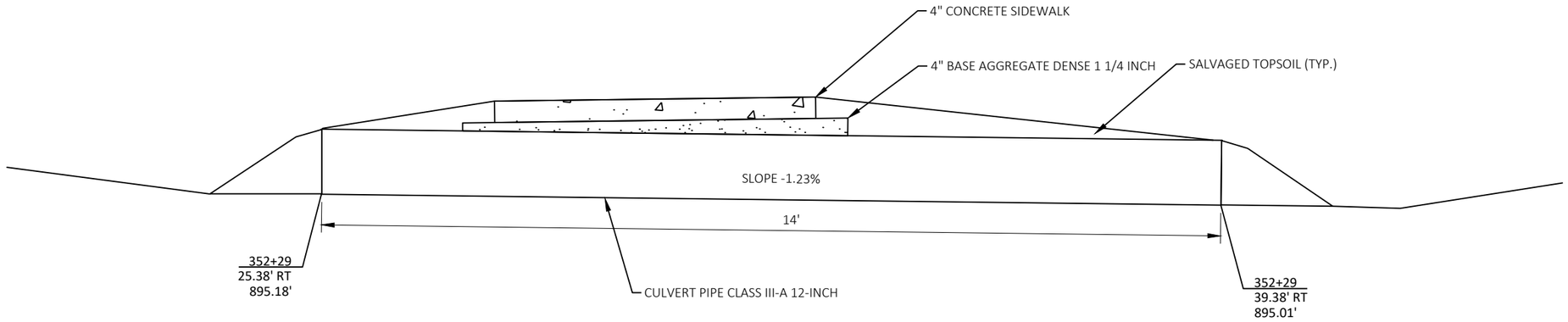


DETAIL FOR SIDEWALK REPLACEMENT AND PLAN VIEW OF CULVERTS

NOTE: SEE PROFILE VIEWS ON NEXT PAGE

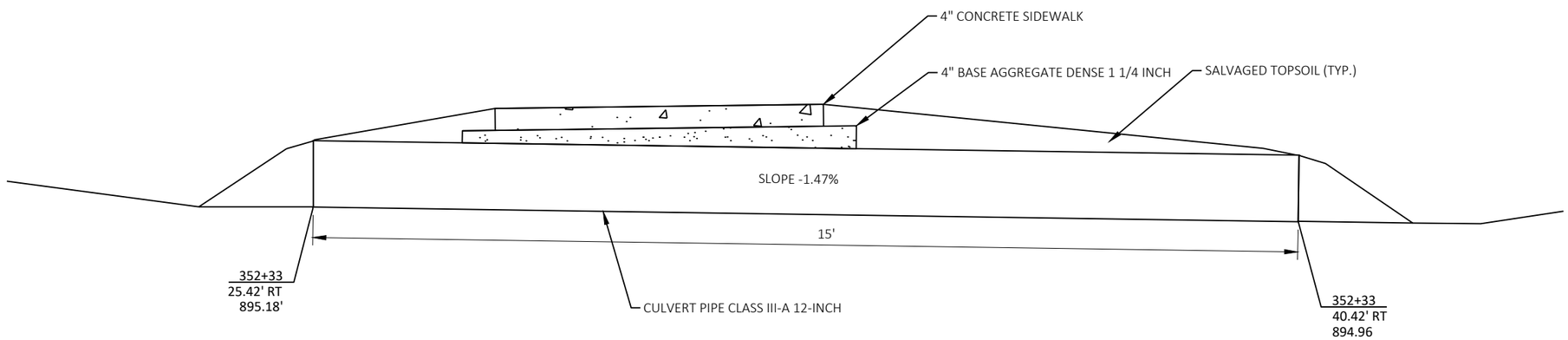
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS	SHEET 32	E

2



N

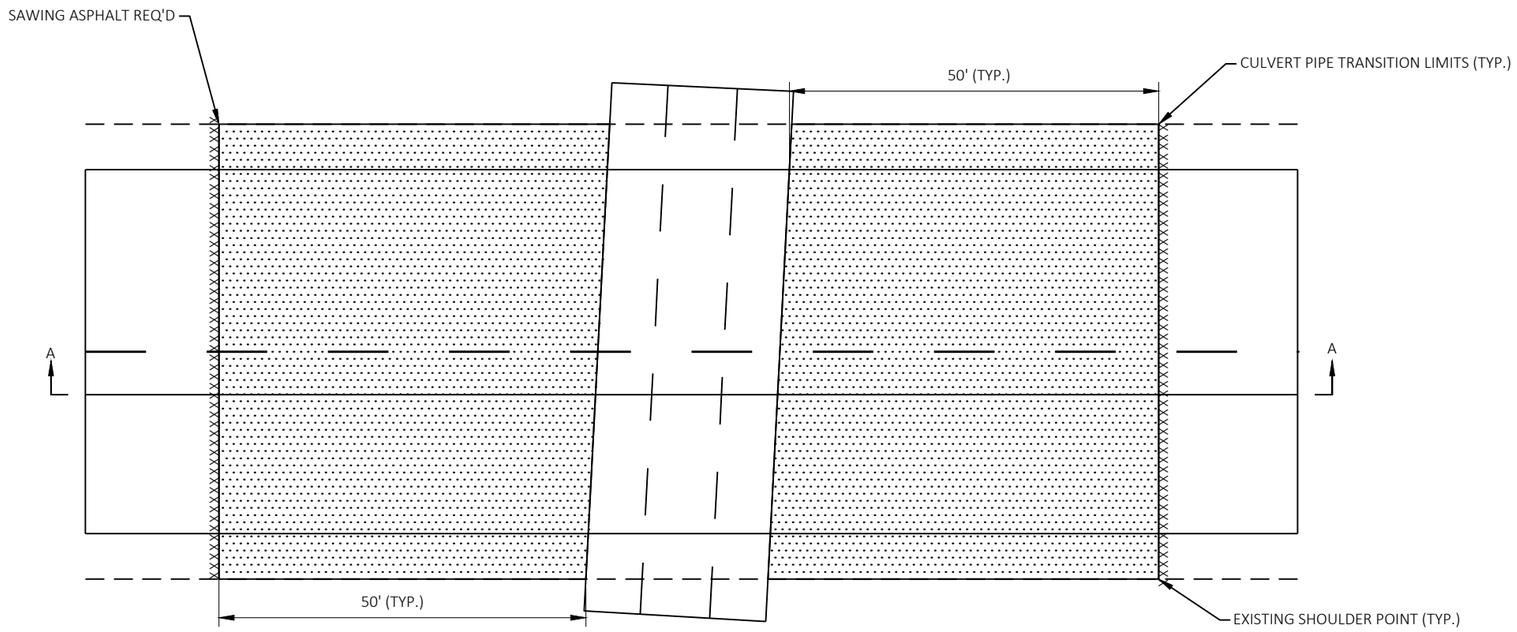
CULVERT 4
PROFILE VIEW AT STA 352+29

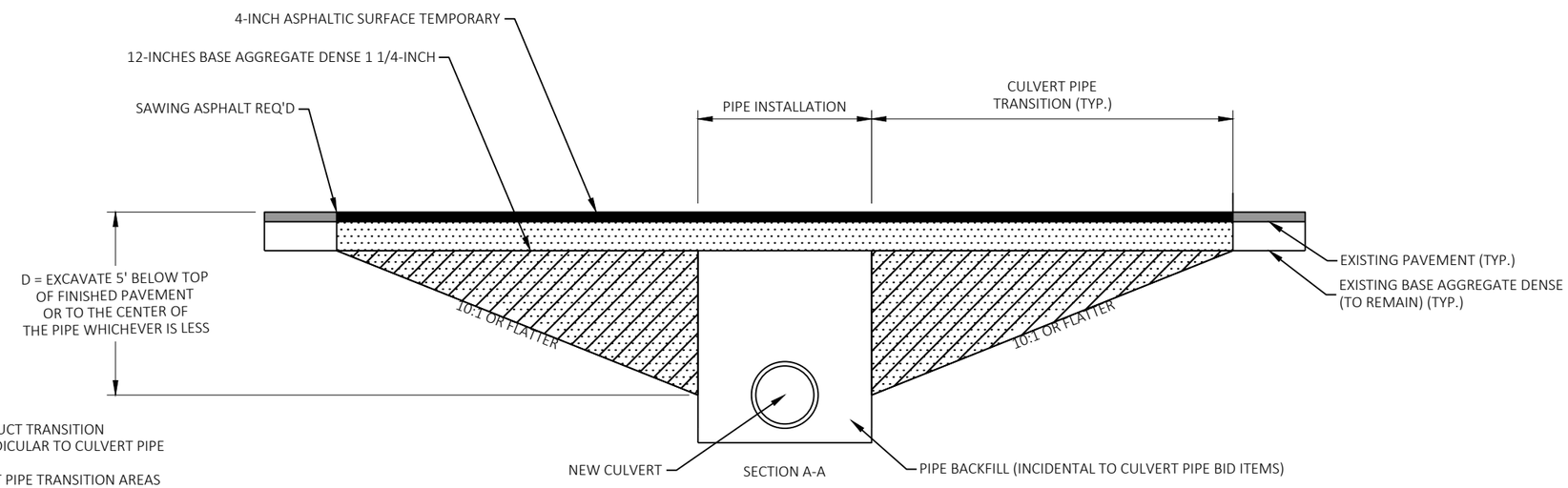


N

CULVERT 5
PROFILE VIEW AT STA 352+33

2





COMMON EXCAVATION

BACKFILL GRANULAR GRADE 2

PIPE BACKFILL

CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE

CULVERT PIPE TRANSITION AREAS WILL BE PAID BY COMMON EXCAVATION AND BACKFILL GRANULAR GRADE 2

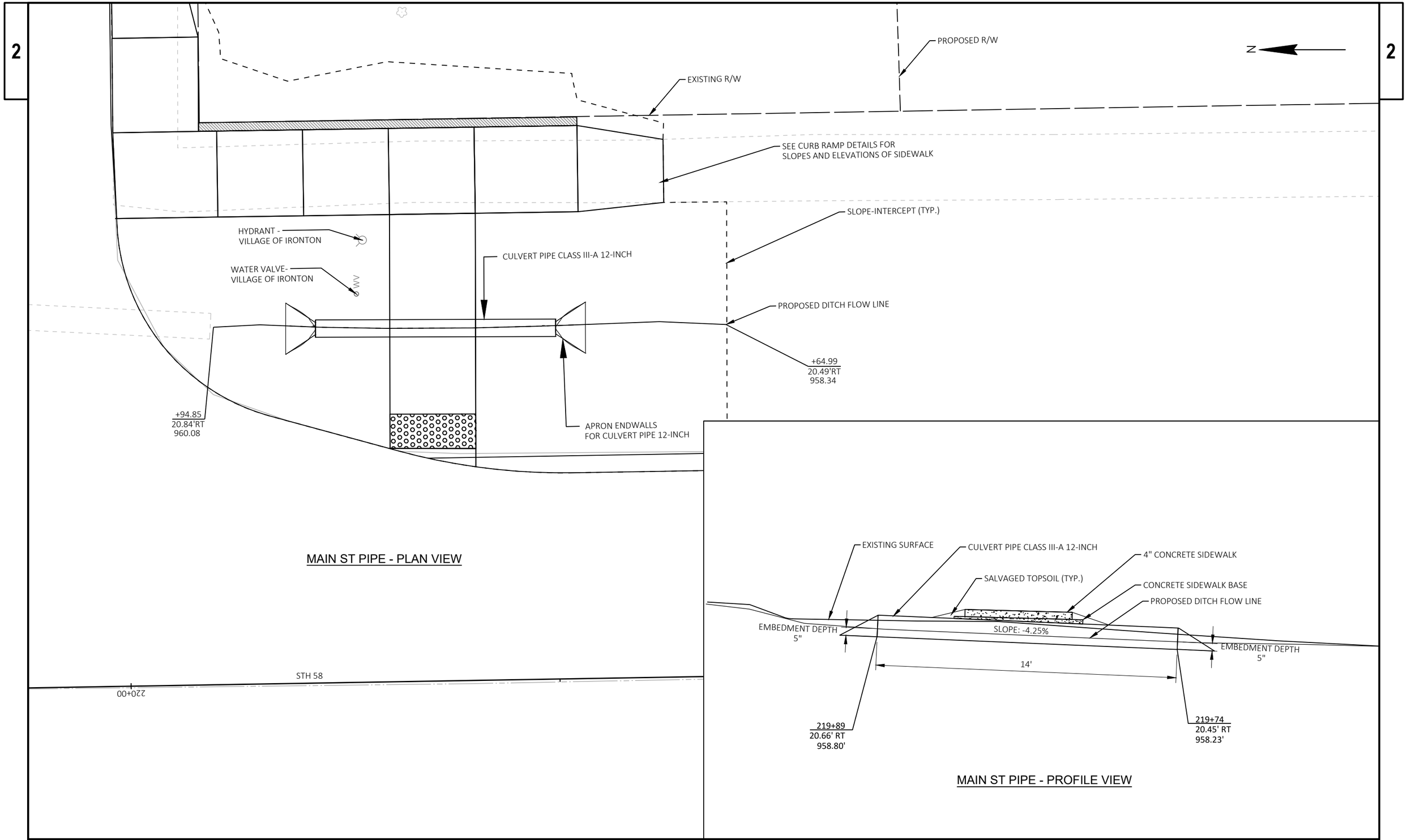
PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT

NEW CULVERT PIPES WITH TRANSITION

STA 59+39
STA 73+99

CULVERT PIPE TRANSITION

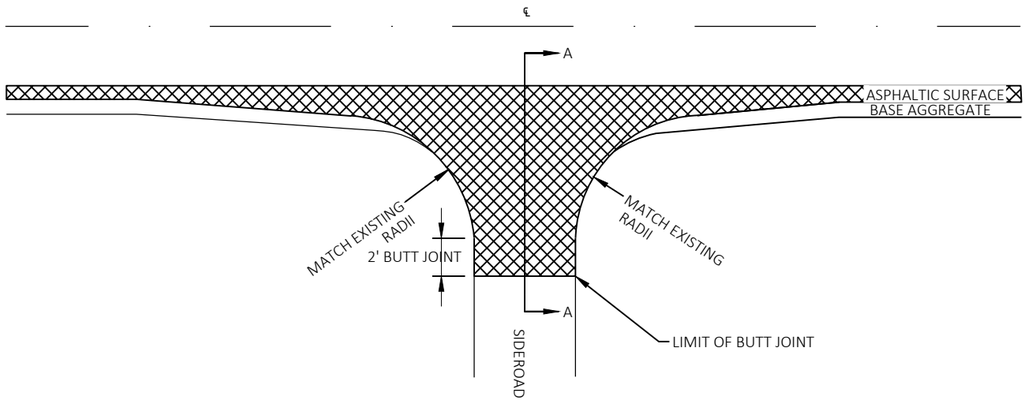
STA (CL)	DEPTH D (FT)	PIPE DIA (IN)
53+39	4	24
73+99	3.6	34X53



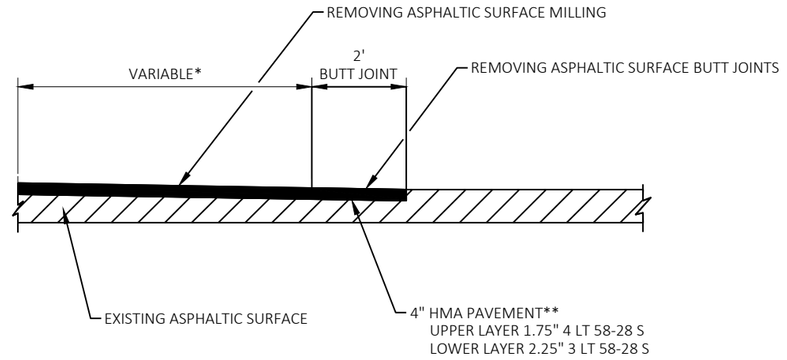
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS - MAIN ST PIPE	SHEET 35	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021015-cd
PLOT DATE : 8/25/2023 9:53 AM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

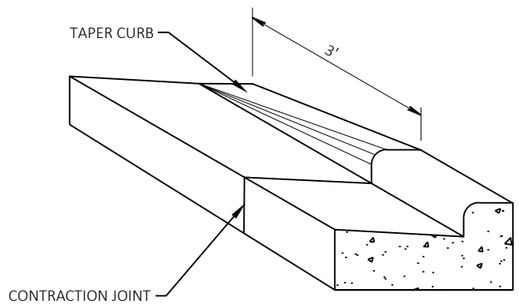


SIDE ROAD DETAIL
(ASPHALTIC SHOULDERS)

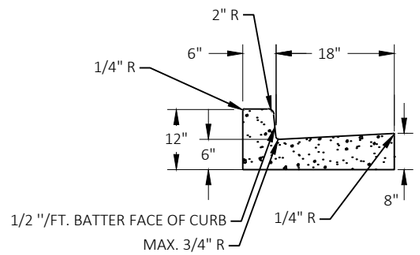


SECTION A-A DETAIL OF BUTTED JOINT

*NOTE: EXACT DIMENSIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
** 2" HMA IN LA VALLE FROM 357+79 ONWARD



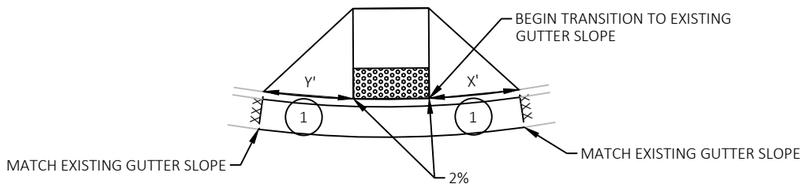
DETAIL OF CURB & GUTTER TERMINI AT NORTH ST SE INT



DETAIL OF CONCRETE CURB AND GUTTER 24-INCH, TYPE D

1 FOR W MAIN ST NW QUADRANT
X = 3.54'
Y = 4.87'

FOR W MAIN ST NE QUADRANT
X = 4.65'
Y = 6.86'

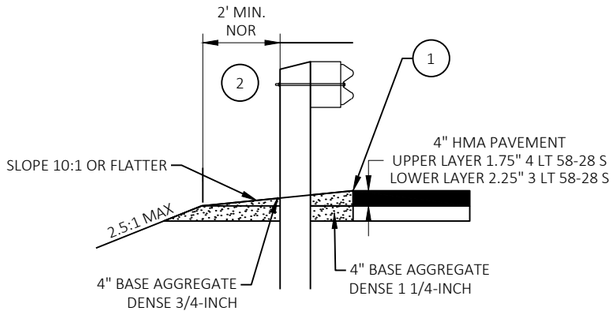


CURB AND GUTTER SLOPE TRANSITION

NOTE: TRANSITION FROM 2% - EXISTING GUTTER SLOPE OCCURS OVER THE FLARE DISTANCE - X & Y.

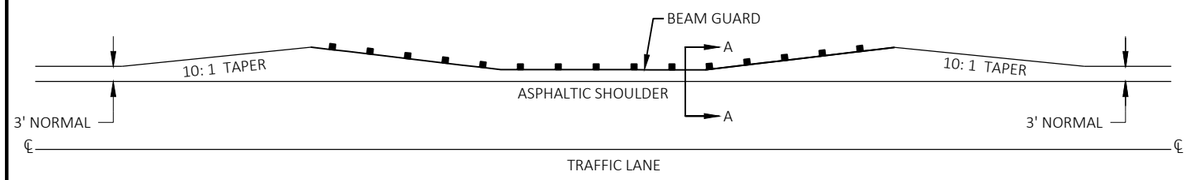
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS	SHEET 36	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021016-cd
PLOT DATE : 7/12/2023 9:16 AM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

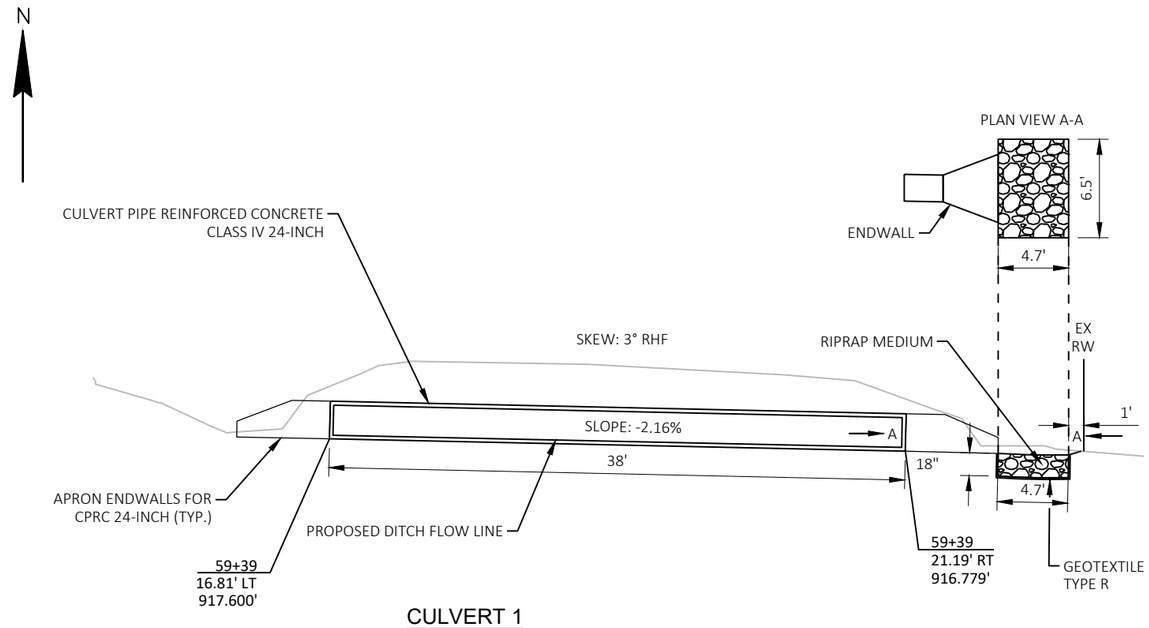


SECTION A-A SHOULDER DETAIL FOR BEAM GUARD

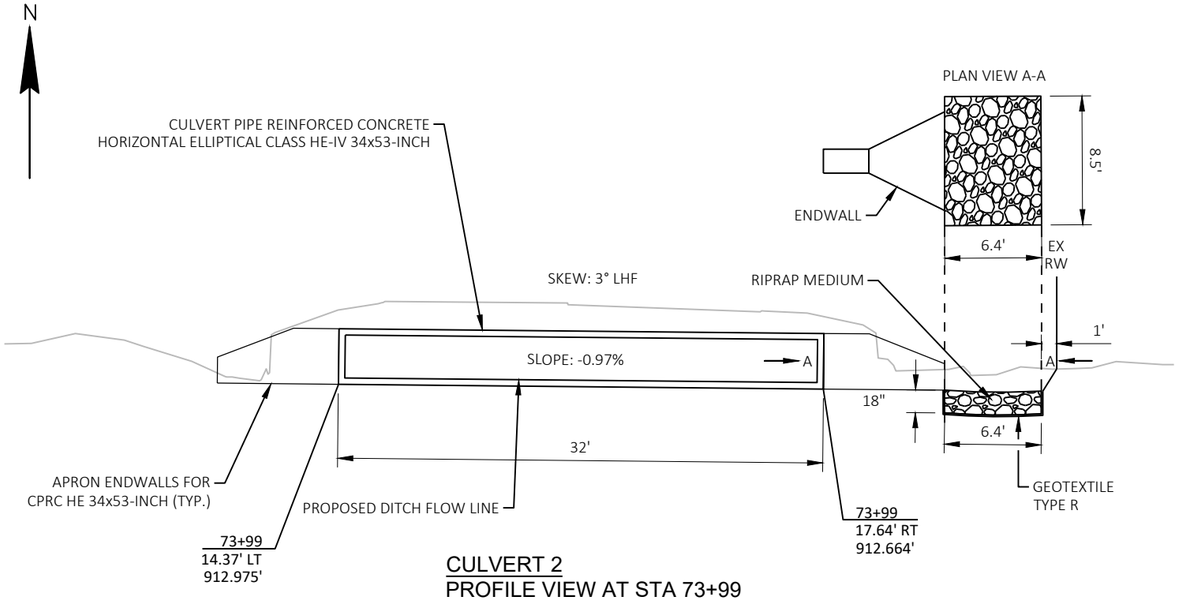
1. PAVE TO FACE OF RAIL WHEN THERE IS EXISTING GUARDRAIL REMAINING IN PLACE. ADJUSTING STEEL PLATE BEAM GUARD FROM:
   - 52+35 TO 53+65 RT AND 52+34 TO 53+54 LT
   - 119+77 TO 120+55 RT AND 119+76 TO 120+55 LT
   - 121+71 TO 120+50 RT/LT
   - 356+48 TO 356+65 RT
   - 357+74 TO 357+97 LT
   - 357+85 TO 358+08 RT
2. SEE INDIVIDUAL BEAM GUARD CONSTRUCTION DETAILS FOR DISTANCES TO THE HINGE POINT.



DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD



CULVERT 1
PROFILE VIEW AT STA 59+39

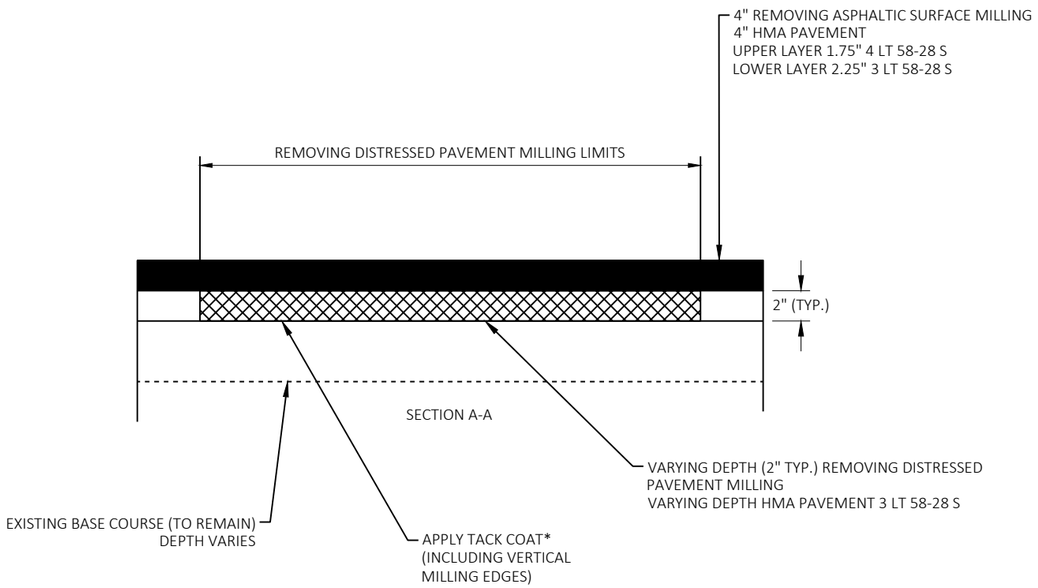


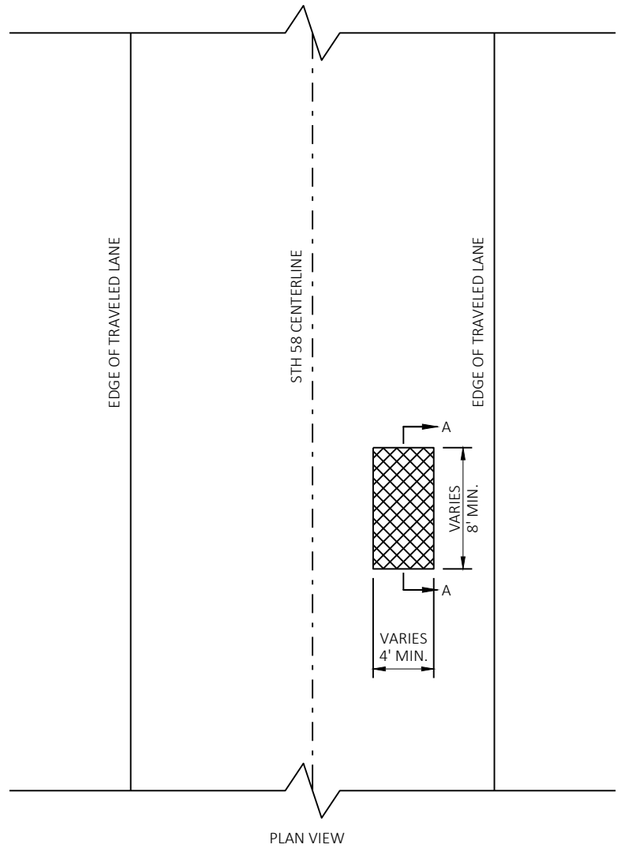
CULVERT 2
PROFILE VIEW AT STA 73+99

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS	SHEET 37	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021017-cd
PLOT DATE : 7/12/2023 9:16 AM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

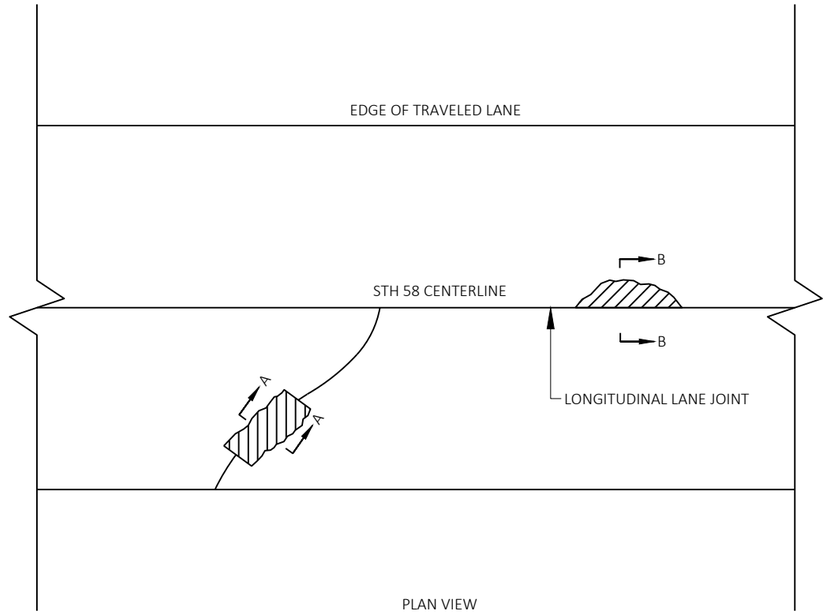




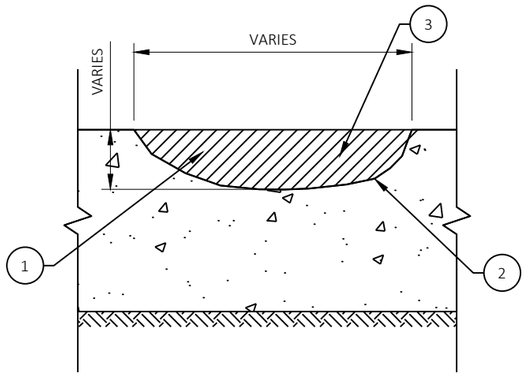
REMOVING DISTRESSED PAVEMENT MILLING

NOTE: EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

*DO NOT APPLY TACK COAT ON EXPOSED BASE COURSE

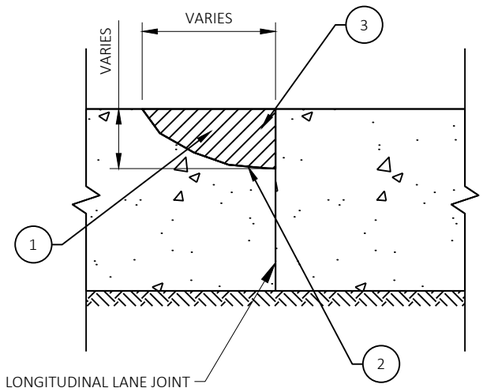


PLAN VIEW



SECTION A-A

1. REMOVE ALL UNSOUND AND DETERIORATED CONCRETE MATERIAL
2. BLOW OUT REPAIR AREAS WITH 80 PSI MINIMUM COMPRESSED AIR - TACT COAT REQUIRED - PAID FOR UNDER CONCRETE JOINT AND CRACK CLEANING
3. FILL JOINTS AND CRACKS WITH ASPHALTIC SURFACE

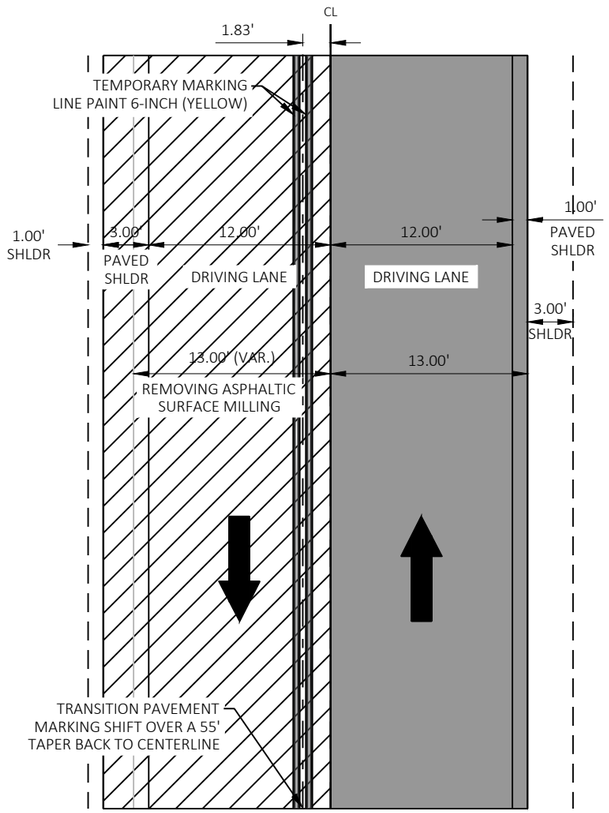


SECTION B-B

CONCRETE JOINT AND CRACK CLEANING

NOTE: EXACT LOCATION AND LIMITS OF CONCRETE JOINT AND CRACK CLEANING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

STARTING LIMITS OF CONCRETE PAVEMENT UNDERNEATH ASPHALTIC PAVEMENT OCCURS AT W MAIN ST IN LA VALLE. EXACT STARTING LOCATION TO BE DETERMINED IN FIELD AFTER MILLING 2" ASPHALTIC PAVEMENT.

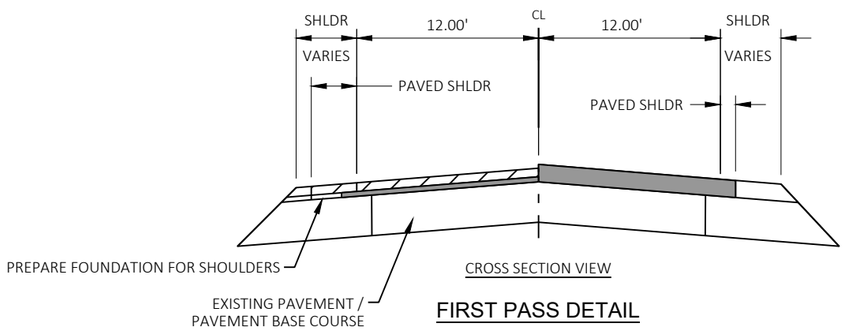


PLAN VIEW

EXISTING ASPHALTIC SURFACE

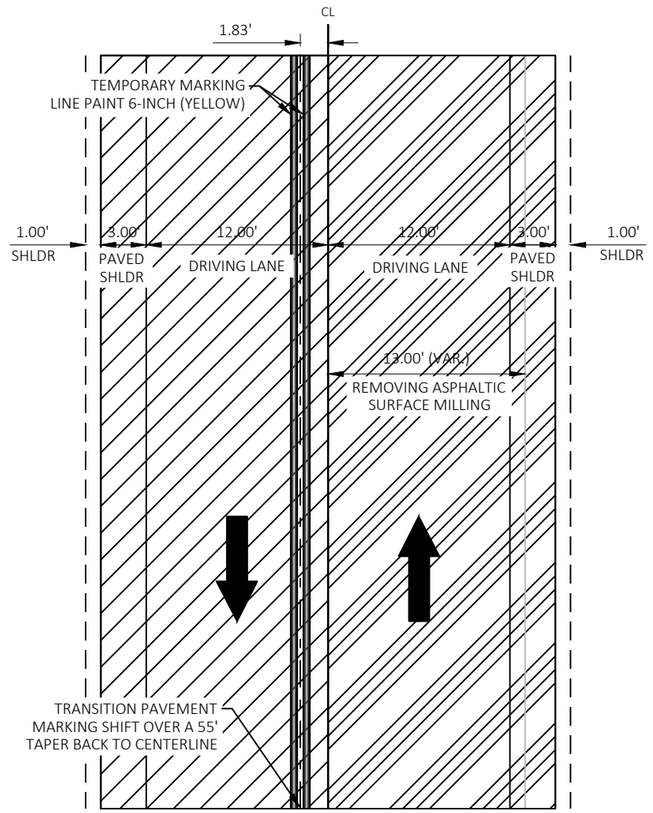
*FIRST PASS 2.25" HMA PAVEMENT 3 LT 58-28 S PAVING LIMITS (LOWER LAYER)

*FIRST PASS OF HMA PAVING SHALL BE PAVED WITHIN 48 HOURS OF ANY EXISTING MAINLINE SURFACE MILLING



CROSS SECTION VIEW

FIRST PASS DETAIL

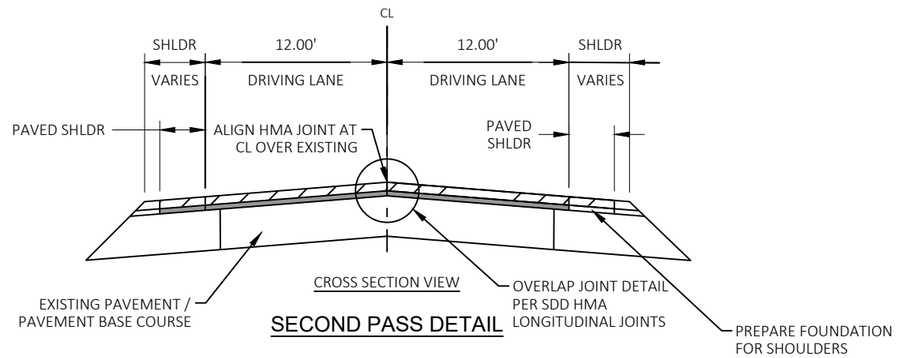


PLAN VIEW

EXISTING ASPHALTIC SURFACE

FIRST PASS 2.25" HMA PAVEMENT 3 LT 58-28 S PAVING LIMITS (LOWER LAYER)

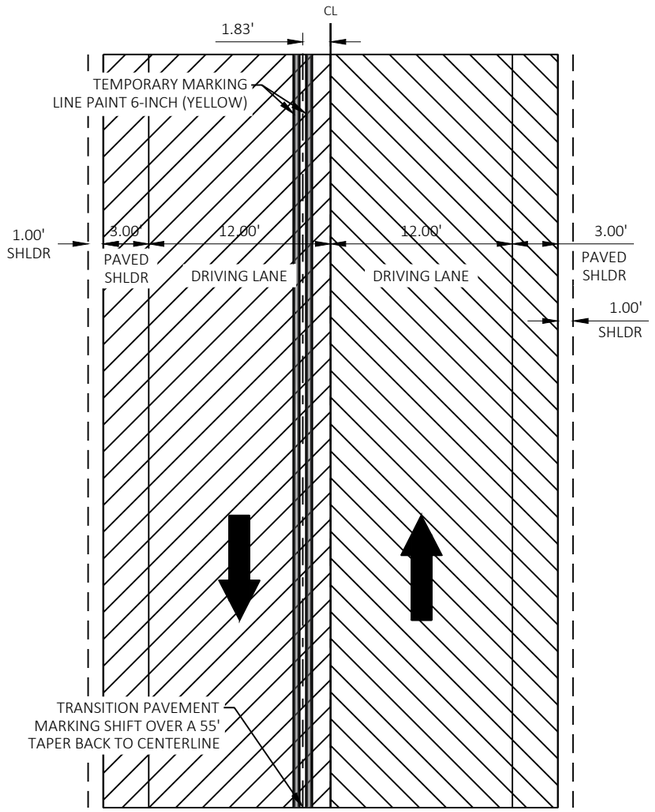
SECOND PASS 2.25" HMA PAVEMENT 3 LT 58-28 S PAVING LIMITS (LOWER LAYER)



CROSS SECTION VIEW

SECOND PASS DETAIL

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS	SHEET 40	E



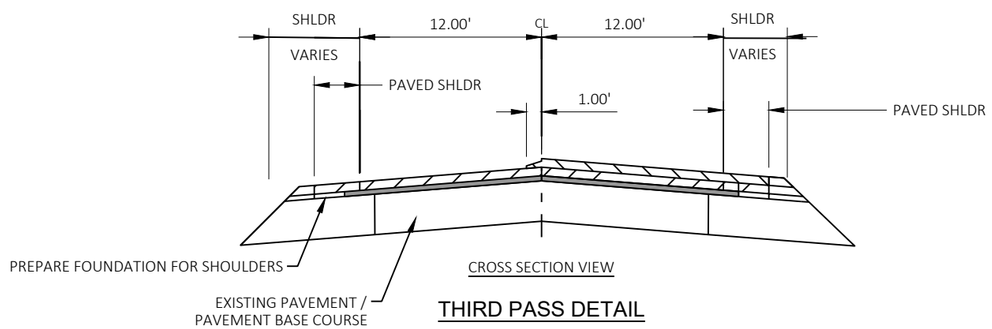
PLAN VIEW

EXISTING ASPHALTIC SURFACE

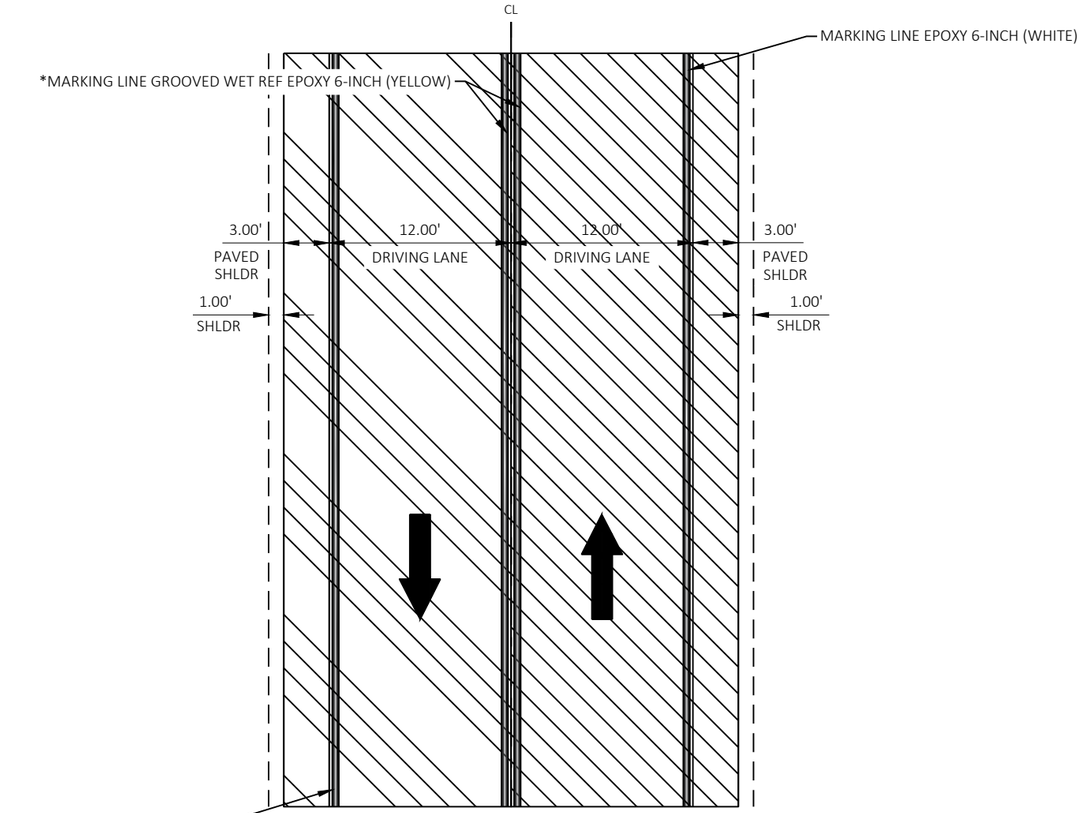
FIRST PASS 2.25" HMA PAVEMENT 3 LT 58-28 S PAVING LIMITS (LOWER LAYER)

SECOND PASS 2.25" HMA PAVEMENT 3 LT 58-28 S PAVING LIMITS (LOWER LAYER)

THIRD PASS 1.75" HMA PAVEMENT 4 LT 58-28 S PAVING LIMITS (UPPER LAYER)



THIRD PASS DETAIL



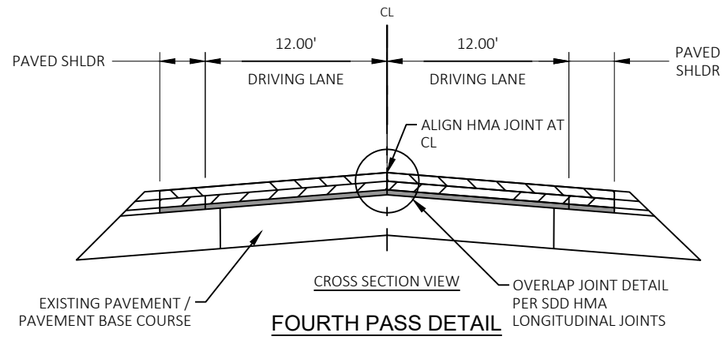
PLAN VIEW

SECOND PASS 2.25" HMA PAVEMENT 3 LT 58-28 S PAVING LIMITS (LOWER LAYER)

THIRD PASS 1.75" HMA PAVEMENT 4 LT 58-28 S PAVING LIMITS (UPPER LAYER)

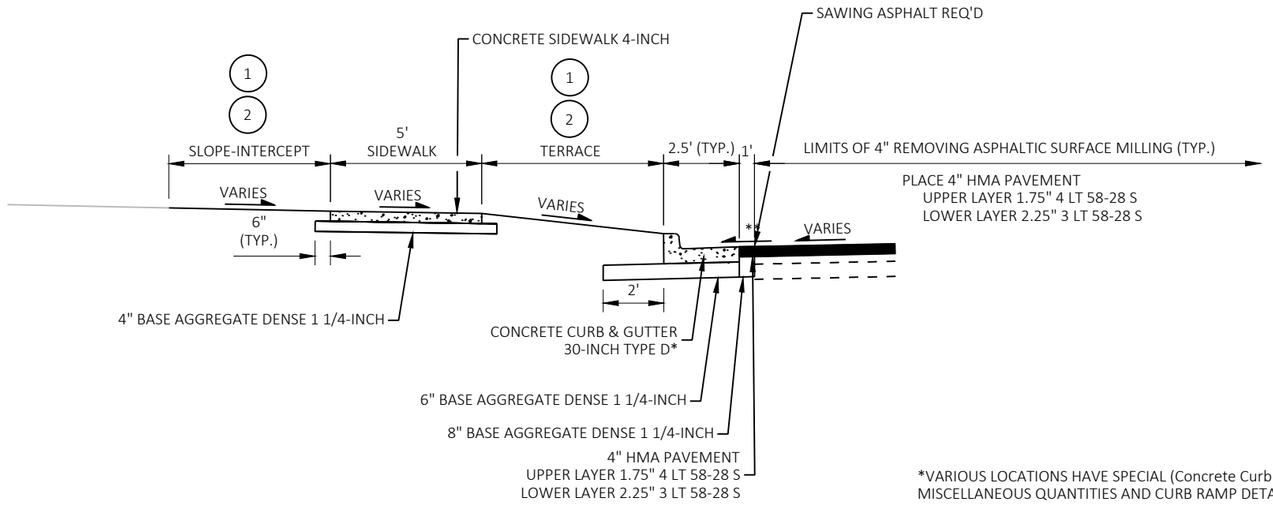
FOURTH PASS 1.75" HMA PAVEMENT 4 LT 58-28 S PAVING LIMITS (UPPER LAYER)

*INSTALL TEMPORARY MARKING LINE EPOXY 6-INCH, APPLY ASPHALTIC RUMBLE STRIPS, CENTERLINE, THEN MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW).



FOURTH PASS DETAIL

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CONSTRUCTION DETAILS	SHEET 41	E



PARTIAL URBAN SECTION IN CURB RAMP REPLACMENT

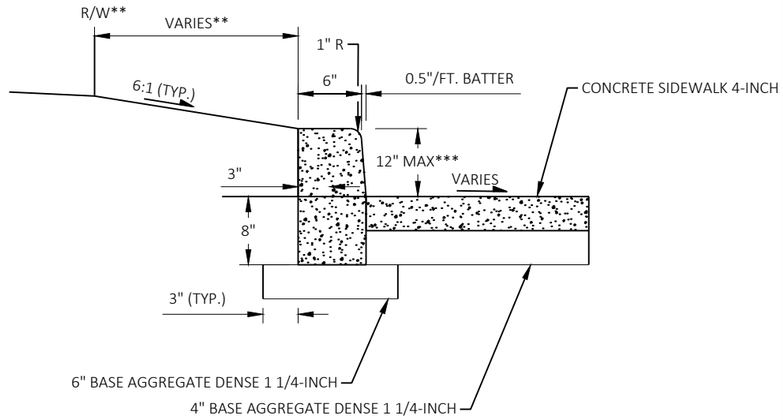
NOTE: TERRACE LOCATED BETWEEN CONCRETE SIDEWALK AND BACK OF CURB

*VARIOUS LOCATIONS HAVE SPECIAL (Concrete Curb and Gutter 24-inch, Type D). SEE MISCELLANEOUS QUANTITIES AND CURB RAMP DETAILS FOR MORE INFORMATION

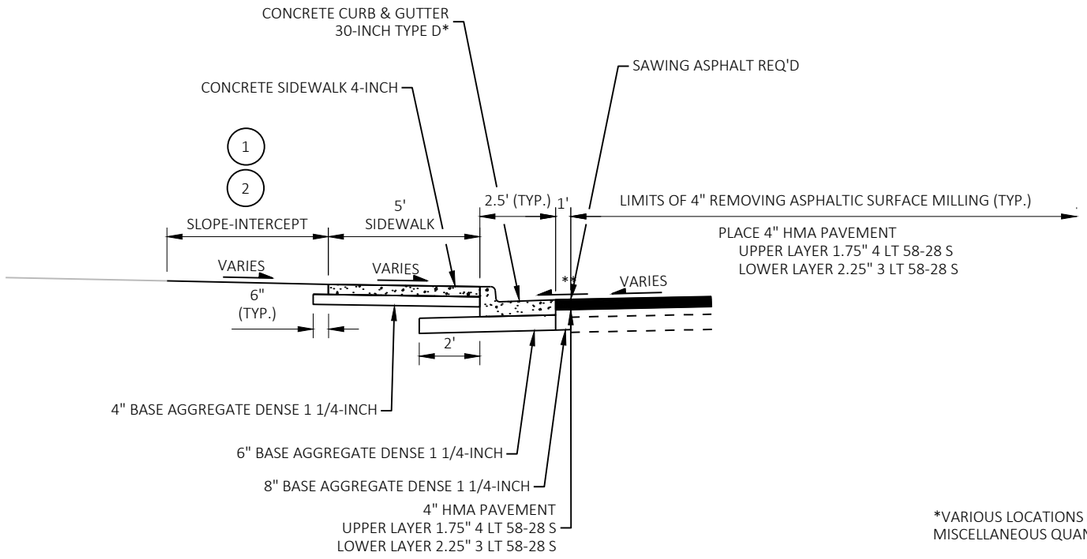
** SLOPE VARIES

(1) WIDTH VARIES

(2) LIMITS OF SEEDING MIXTURE NO. 40, EROSION MAT URBAN CLASS I TYPE A, FERTILIZER TYPE B, AND SALVAGED TOPSOIL



PEDESTRIAN CURB DETAIL



PARTIAL URBAN SECTION IN CURB RAMP REPLACMENT

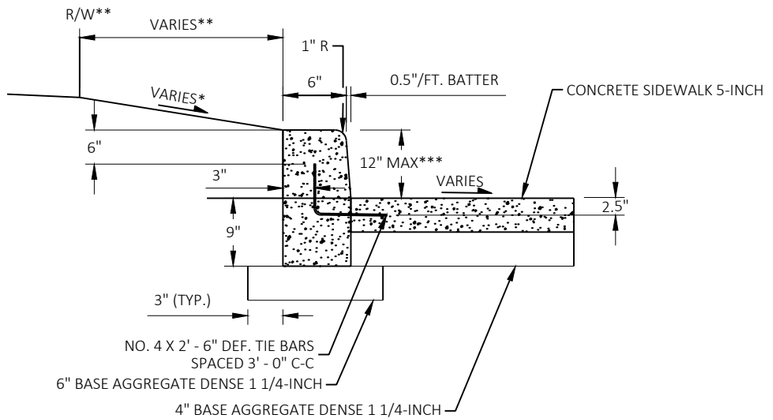
NOTE: SIDEWALK ADJACENT TO BACK OF CURB

*VARIOUS LOCATIONS HAVE SPECIAL (Concrete Curb and Gutter 24-inch, Type D). SEE MISCELLANEOUS QUANTITIES AND CURB RAMP DETAILS FOR MORE INFORMATION

** SLOPE VARIES

(1) WIDTH VARIES

(2) LIMITS OF SEEDING MIXTURE NO. 40, EROSION MAT URBAN CLASS I TYPE A, FERTILIZER TYPE B, AND SALVAGED TOPSOIL

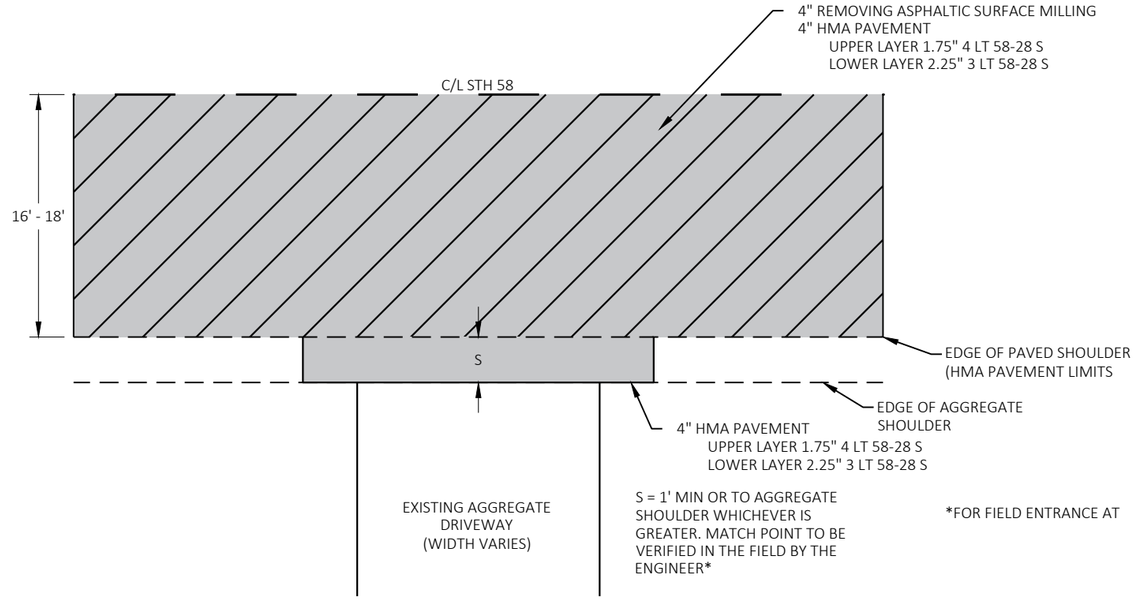


REINFORCED PEDESTRIAN CURB DETAIL

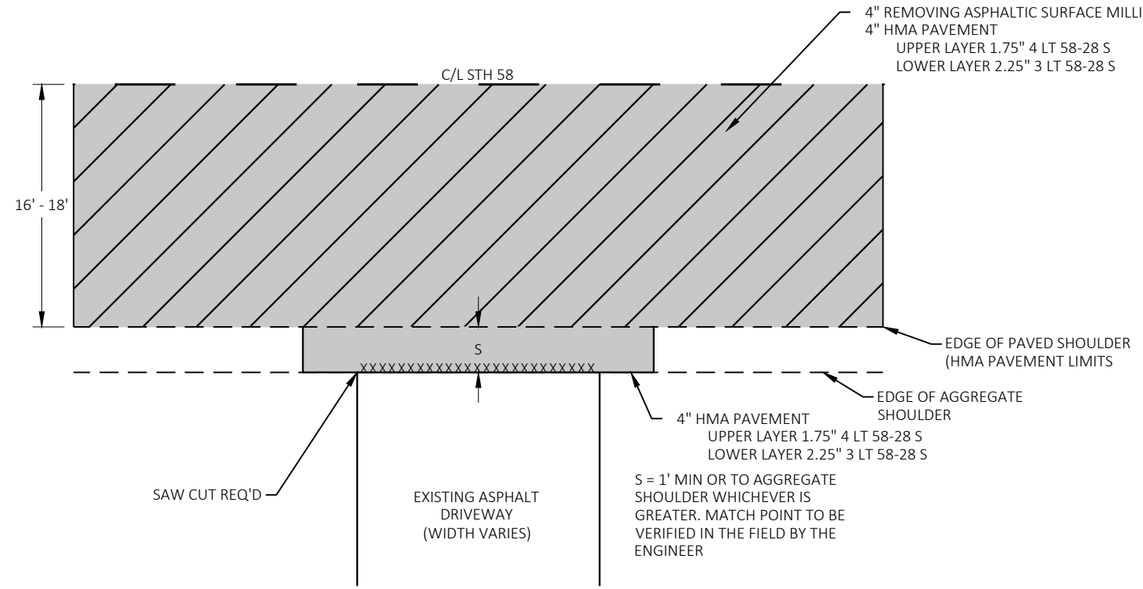
* TIE IN USING A 1.9:1 MAX SLOPE FROM STA 347+07 TO STA 347+48
** R/W WILL VARY, SEE PLAN DETAIL SHEETS FOR MORE INFORMATION.
***ADJUST HEIGHT AND STATIONING OF THE CONCRETE CURB PEDESTRIAN TO FIT FIELD CONDITIONS. ENGINEER TO APPROVE FINAL LAYOUT PRIOR TO POURING.

SEE CURB RAMP DETAIL DRAWINGS FOR MORE INFORMATION.

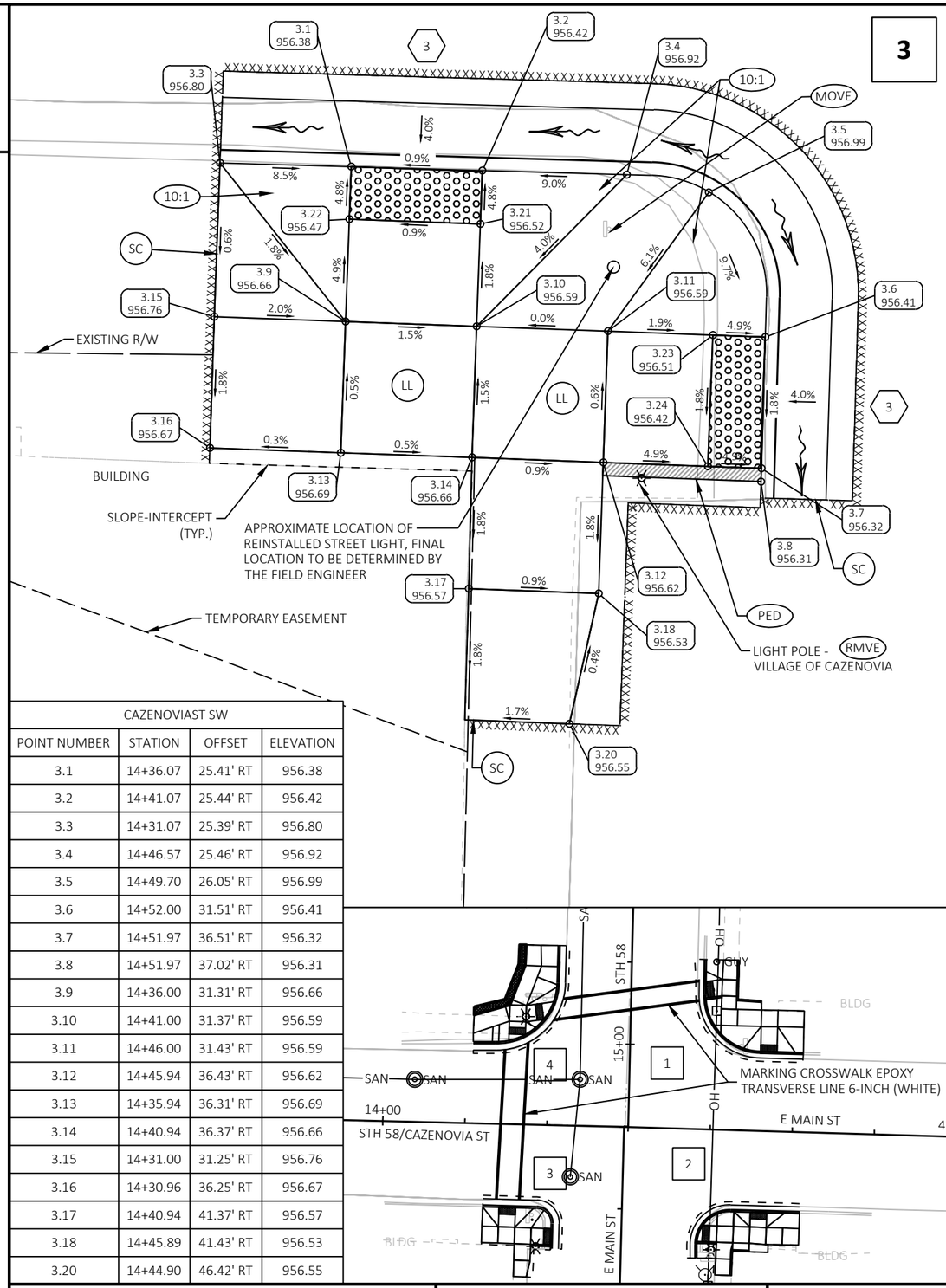
2



TYPICAL AGGREGATE DRIVEWAY DETAIL

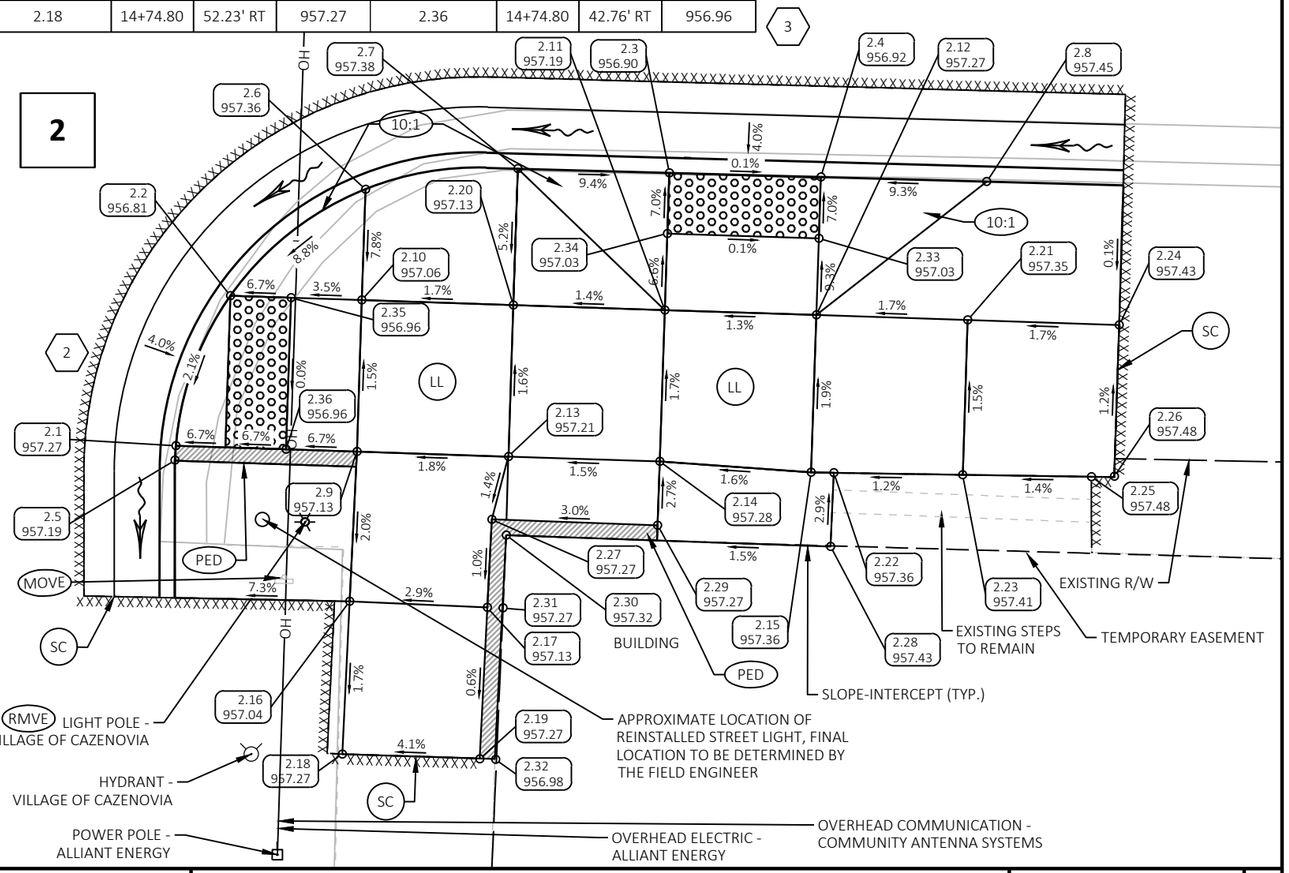


TYPICAL ASPHALT DRIVEWAY DETAIL



CAZENOVIAST SW			
POINT NUMBER	STATION	OFFSET	ELEVATION
3.1	14+36.07	25.41' RT	956.38
3.2	14+41.07	25.44' RT	956.42
3.3	14+31.07	25.39' RT	956.80
3.4	14+46.57	25.46' RT	956.92
3.5	14+49.70	26.05' RT	956.99
3.6	14+52.00	31.51' RT	956.41
3.7	14+51.97	36.51' RT	956.32
3.8	14+51.97	37.02' RT	956.31
3.9	14+36.00	31.31' RT	956.66
3.10	14+41.00	31.37' RT	956.59
3.11	14+46.00	31.43' RT	956.59
3.12	14+45.94	36.43' RT	956.62
3.13	14+35.94	36.31' RT	956.69
3.14	14+40.94	36.37' RT	956.66
3.15	14+31.00	31.25' RT	956.76
3.16	14+30.96	36.25' RT	956.67
3.17	14+40.94	41.37' RT	956.57
3.18	14+45.89	41.43' RT	956.53
3.20	14+44.90	46.42' RT	956.55

CAZENOVIAST SE				CAZENOVIAST SE			
POINT NUMBER	STATION	OFFSET	ELEVATION	POINT NUMBER	STATION	OFFSET	ELEVATION
2.1	14+74.80	40.68' RT	957.27	2.19	14+74.80	54.79' RT	957.27
2.2	14+74.80	37.59' RT	956.81	2.20	14+74.80	44.07' RT	957.13
2.3	14+74.80	45.32' RT	956.90	2.21	14+74.80	56.20' RT	957.35
2.4	14+74.80	49.58' RT	956.92	2.22	14+74.80	55.65' RT	957.36
2.5	14+74.80	41.07' RT	957.19	2.23	14+74.80	59.01' RT	957.41
2.6	14+74.80	37.91' RT	957.36	2.24	14+74.80	60.53' RT	957.43
2.7	14+74.80	41.23' RT	957.38	2.25	14+74.80	62.48' RT	957.48
2.8	14+74.80	54.38' RT	957.45	2.26	14+74.80	63.09' RT	957.48
2.9	14+74.80	44.20' RT	957.13	2.27	14+74.80	48.73' RT	957.27
2.10	14+74.80	40.46' RT	957.06	2.28	14+74.80	57.17' RT	957.43
2.11	14+74.80	47.93' RT	957.19	2.29	14+74.80	52.56' RT	957.27
2.12	14+74.80	51.99' RT	957.27	2.30	14+74.80	49.44' RT	957.32
2.13	14+74.80	47.53' RT	957.21	2.31	14+74.80	51.24' RT	957.27
2.14	14+74.80	51.13' RT	957.28	2.32	14+74.80	55.11' RT	956.98
2.15	14+74.80	55.07' RT	957.36	2.33	14+74.80	50.61' RT	957.03
2.16	14+74.80	48.09' RT	957.04	2.34	14+74.80	46.44' RT	957.03
2.17	14+74.80	50.91' RT	957.13	2.35	14+74.80	38.88' RT	956.96
2.18	14+74.80	52.23' RT	957.27	2.36	14+74.80	42.76' RT	956.96

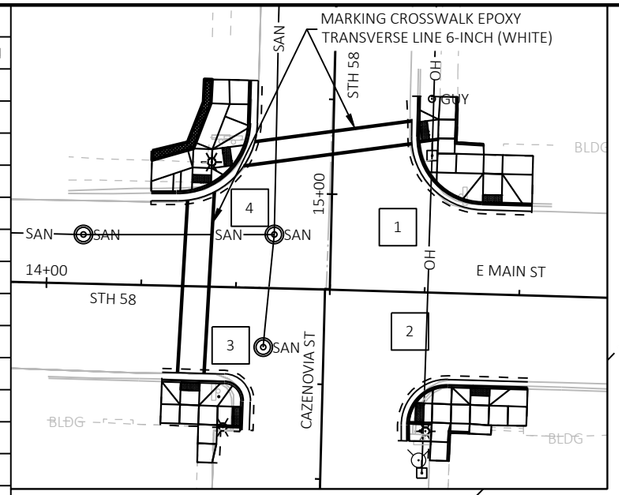


LEGEND

- XX YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - CAZENOVIA ST (SOUTH)	SHEET 44	E

CAZENOVIAST NW			
POINT NUMBER	STATION	OFFSET	ELEVATION
1.1	15+12.40	23.58' LT	956.24
1.2	15+11.83	27.26' LT	956.38
1.3	14+42.79	27.37' LT	956.44
1.4	14+37.76	25.40' LT	956.50
1.5	14+37.79	27.44' LT	956.53
1.6	15+16.89	22.68' LT	956.71
1.7	15+06.96	26.50' LT	956.31
1.8	15+04.46	28.86' LT	956.61
1.9	14+34.71	24.97' LT	956.81
1.10	15+11.53	29.23' LT	956.46
1.11	15+06.65	28.47' LT	956.39
1.12	15+11.12	31.86' LT	956.58
1.13	14+42.84	31.27' LT	956.50
1.14	14+37.84	31.33' LT	956.59
1.15	15+17.64	22.64' LT	956.69
1.16	15+29.51	32.35' LT	956.62
1.17	15+29.51	27.79' LT	956.53
1.18	15+23.24	32.50' LT	956.71
1.19	15+23.17	27.50' LT	956.63
1.20	14+37.88	36.33' LT	956.66
1.21	14+32.80	24.91' LT	956.52
1.22	14+27.01	24.77' LT	956.52
1.23	14+26.95	27.41' LT	956.71
1.24	14+27.02	32.99' LT	956.79



LEGEND

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- PED — CONCRETE CURB PEDESTRIAN
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N

EXISTING R/W

TEMPORARY EASEMENT

APPROXIMATE LOCATION OF REINSTALLED STREET LIGHT, FINAL LOCATION TO BE DETERMINED BY THE FIELD ENGINEER

SLOPE-INTERCEPTS (TYP.)

PRIVATE ENTRANCE

PRIVATE ENTRANACE

SANITARY SEWER - VILLAGE OF CAZENOVIA

LIGHT POLE - VILLAGE OF CAZENOVIA

10:1

4

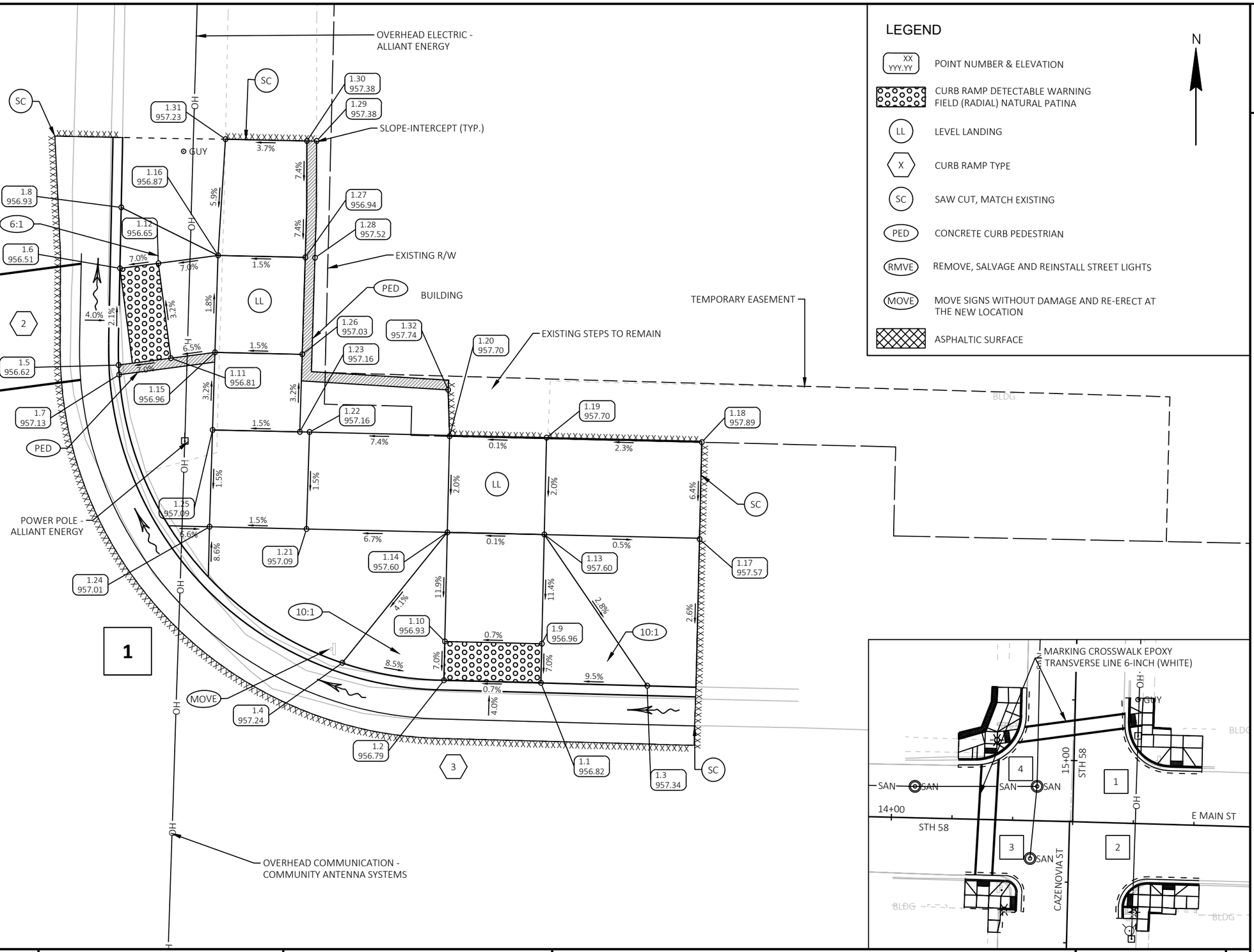
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - CAZENOVIA ST (NORTHWEST)	SHEET 45	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 02-CAZENOVIAST(NW)

PLOT DATE : 8/25/2023 12:26 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

CAZENOVIAST NE			
POINT NUMBER	STATION	OFFSET	ELEVATION
1.1	14+98.72	44.82' RT	956.82
1.2	14+98.74	39.82' RT	956.79
1.3	14+98.70	50.30' RT	957.34
1.4	14+99.52	34.56' RT	957.24
1.5	15+14.60	22.67' RT	956.62
1.6	15+19.59	22.62' RT	956.51
1.7	15+14.10	22.71' RT	957.13
1.8	15+22.73	22.62' RT	956.93
1.9	15+00.74	44.82' RT	956.96
1.10	15+00.74	39.82' RT	956.93
1.11	15+15.02	25.36' RT	956.81
1.12	15+19.90	24.60' RT	956.65
1.13	15+06.37	44.82' RT	957.60
1.14	15+06.37	39.82' RT	957.60
1.15	15+15.37	27.62' RT	956.96
1.16	15+20.37	27.67' RT	956.87
1.17	15+06.32	52.83' RT	957.57
1.18	15+11.32	52.83' RT	957.89
1.19	15+11.37	44.82' RT	957.70
1.20	15+11.33	39.82' RT	957.70
1.21	15+06.37	32.55' RT	957.09
1.22	15+11.37	32.59' RT	957.16
1.23	15+11.37	32.09' RT	957.16
1.24	15+06.37	27.55' RT	957.01
1.25	15+11.37	27.59' RT	957.09
1.26	15+15.37	32.12' RT	957.03
1.27	15+20.37	32.17' RT	956.94
1.28	15+20.37	32.67' RT	957.52
1.29	15+26.38	32.61' RT	957.38
1.30	15+26.37	32.11' RT	957.38
1.31	15+26.37	27.91' RT	957.23
1.32	15+13.71	39.69' RT	957.74



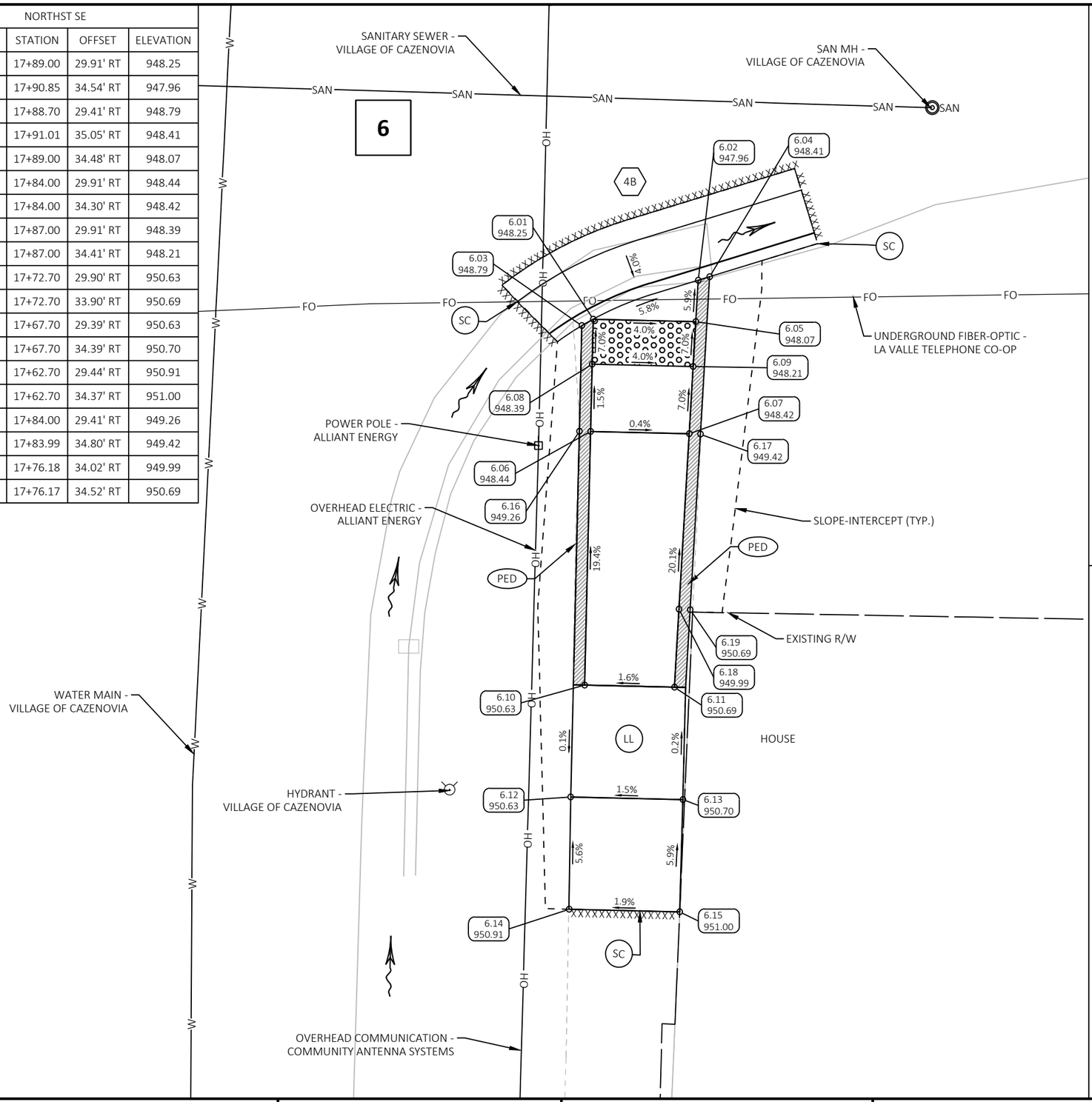
LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
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- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

N

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - CAZENOVIA ST (NORTHEAST)	SHEET 46	E

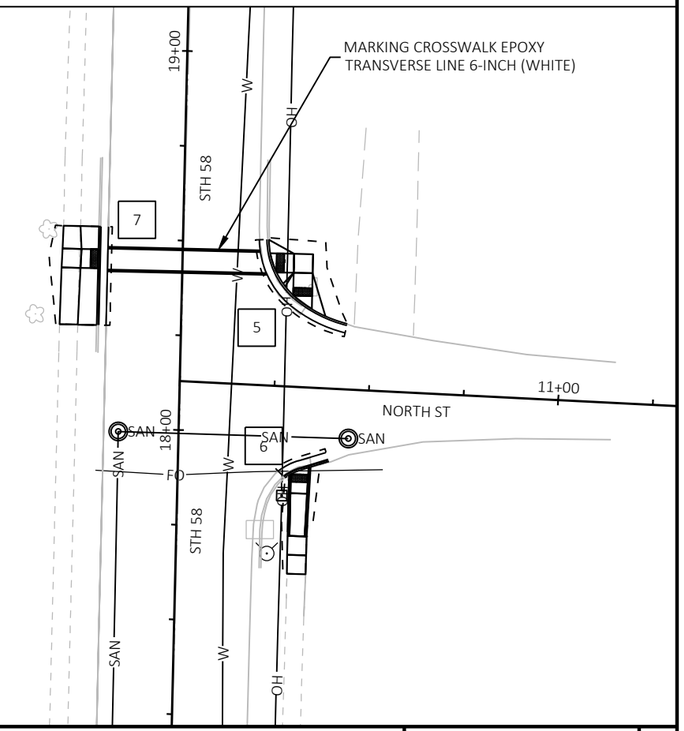
NORTHST SE			
POINT NUMBER	STATION	OFFSET	ELEVATION
6.01	17+89.00	29.91' RT	948.25
6.02	17+90.85	34.54' RT	947.96
6.03	17+88.70	29.41' RT	948.79
6.04	17+91.01	35.05' RT	948.41
6.05	17+89.00	34.48' RT	948.07
6.06	17+84.00	29.91' RT	948.44
6.07	17+84.00	34.30' RT	948.42
6.08	17+87.00	29.91' RT	948.39
6.09	17+87.00	34.41' RT	948.21
6.10	17+72.70	29.90' RT	950.63
6.11	17+72.70	33.90' RT	950.69
6.12	17+67.70	29.39' RT	950.63
6.13	17+67.70	34.39' RT	950.70
6.14	17+62.70	29.44' RT	950.91
6.15	17+62.70	34.37' RT	951.00
6.16	17+84.00	29.41' RT	949.26
6.17	17+83.99	34.80' RT	949.42
6.18	17+76.18	34.02' RT	949.99
6.19	17+76.17	34.52' RT	950.69



LEGEND

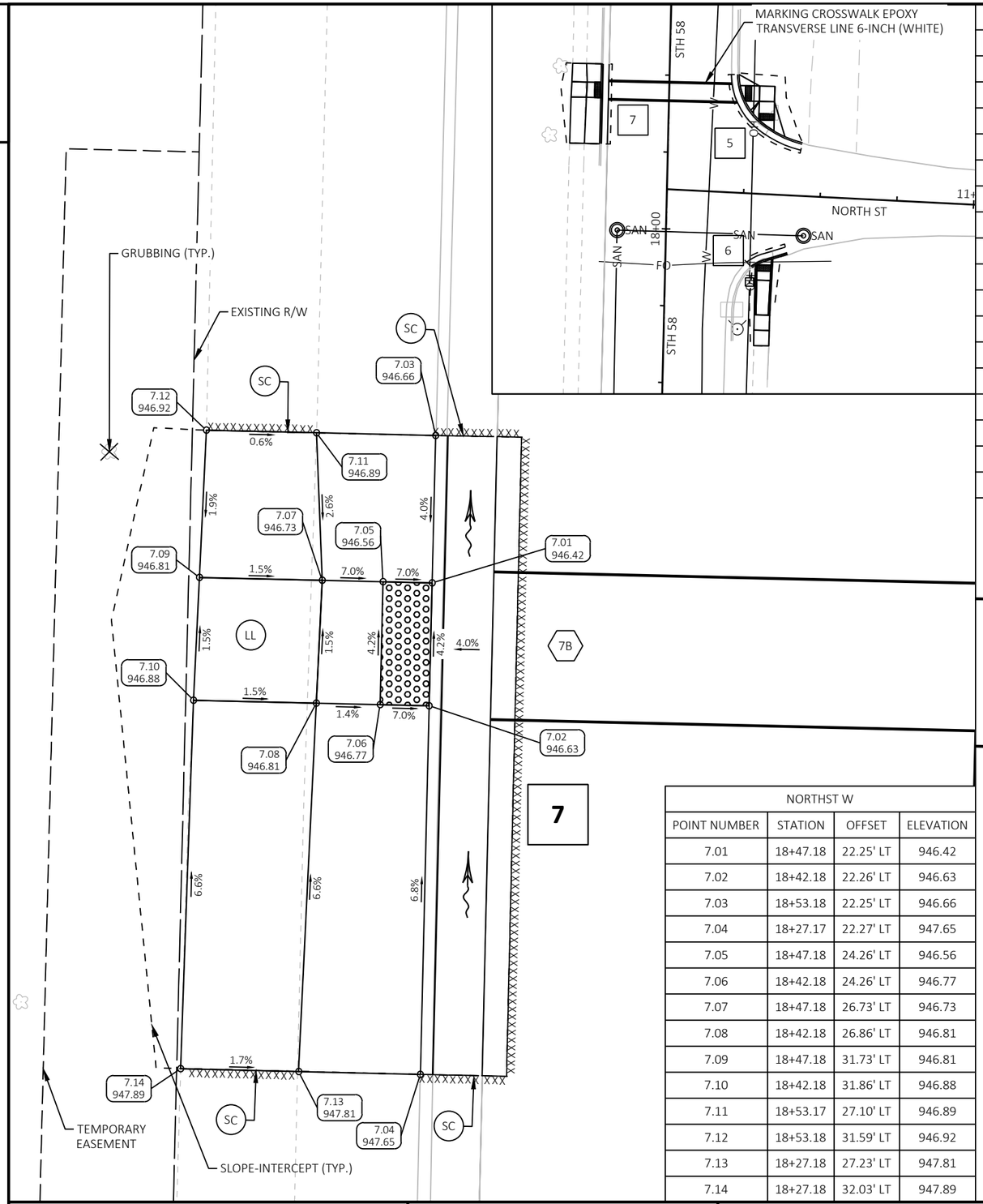
- XX / YYY.YY — POINT NUMBER & ELEVATION
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- LL — LEVEL LANDING
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- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

N



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - NORTH ST (SOUTH)	SHEET 47	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 04-NORTHST(S)
PLOT DATE : 8/25/2023 12:27 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:5 FT



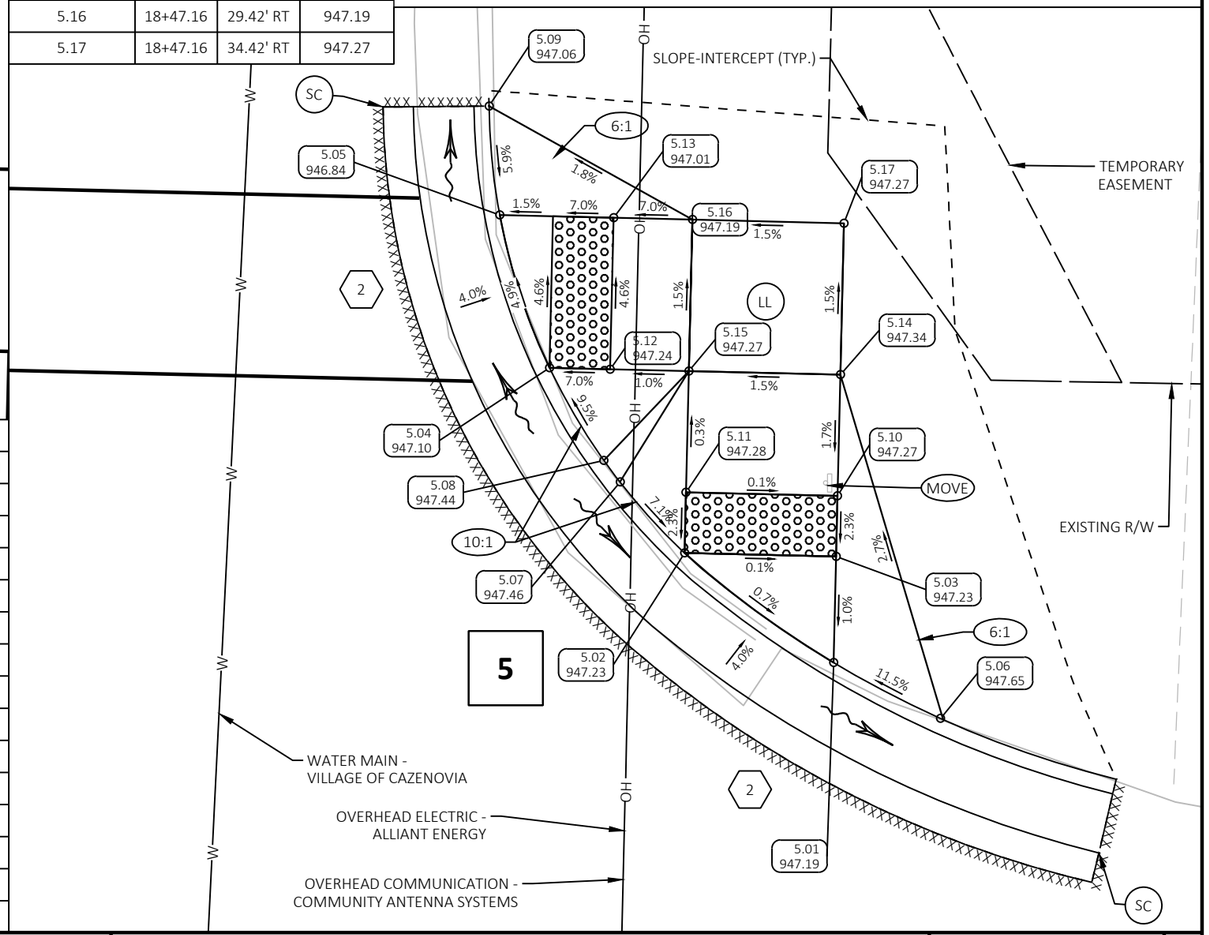
NORTHST NE			
POINT NUMBER	STATION	OFFSET	ELEVATION
5.01	18+32.66	34.41' RT	947.19
5.02	18+36.16	29.41' RT	947.23
5.03	18+36.16	34.41' RT	947.23
5.04	18+42.17	24.82' RT	947.10
5.05	18+47.17	23.06' RT	946.84
5.06	18+30.90	37.98' RT	947.65
5.07	18+38.46	27.24' RT	947.46
5.08	18+39.15	26.68' RT	947.44
5.09	18+50.75	22.63' RT	947.06
5.10	18+38.16	34.41' RT	947.27
5.11	18+38.16	29.41' RT	947.28
5.12	18+42.16	26.82' RT	947.24
5.13	18+47.16	26.82' RT	947.01
5.14	18+42.16	34.42' RT	947.34
5.15	18+42.16	29.42' RT	947.27
5.16	18+47.16	29.42' RT	947.19
5.17	18+47.16	34.42' RT	947.27

NORTHST W			
POINT NUMBER	STATION	OFFSET	ELEVATION
7.01	18+47.18	22.25' LT	946.42
7.02	18+42.18	22.26' LT	946.63
7.03	18+53.18	22.25' LT	946.66
7.04	18+27.17	22.27' LT	947.65
7.05	18+47.18	24.26' LT	946.56
7.06	18+42.18	24.26' LT	946.77
7.07	18+47.18	26.73' LT	946.73
7.08	18+42.18	26.86' LT	946.81
7.09	18+47.18	31.73' LT	946.81
7.10	18+42.18	31.86' LT	946.88
7.11	18+53.17	27.10' LT	946.89
7.12	18+53.18	31.59' LT	946.92
7.13	18+27.18	27.23' LT	947.81
7.14	18+27.18	32.03' LT	947.89

LEGEND

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- ASPHALTIC SURFACE

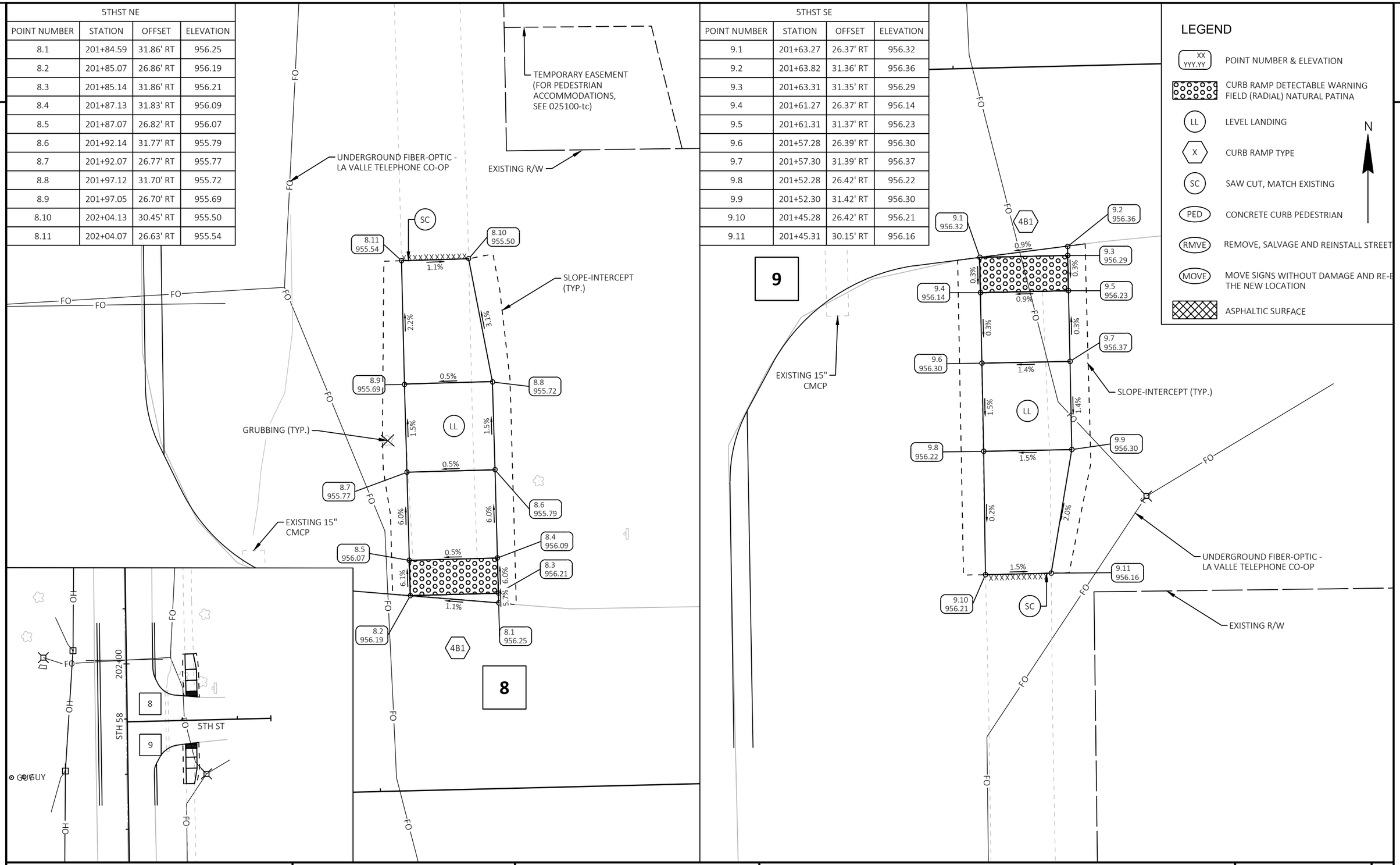
N



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - NORTH ST (NORTH)	SHEET 48	E

5THST NE			
POINT NUMBER	STATION	OFFSET	ELEVATION
8.1	201+84.59	31.86' RT	956.25
8.2	201+85.07	26.86' RT	956.19
8.3	201+85.14	31.86' RT	956.21
8.4	201+87.13	31.83' RT	956.09
8.5	201+87.07	26.82' RT	956.07
8.6	201+92.14	31.77' RT	955.79
8.7	201+92.07	26.77' RT	955.77
8.8	201+97.12	31.70' RT	955.72
8.9	201+97.05	26.70' RT	955.69
8.10	202+04.13	30.45' RT	955.50
8.11	202+04.07	26.63' RT	955.54

5THST SE			
POINT NUMBER	STATION	OFFSET	ELEVATION
9.1	201+63.27	26.37' RT	956.32
9.2	201+63.82	31.36' RT	956.36
9.3	201+63.31	31.35' RT	956.29
9.4	201+61.27	26.37' RT	956.14
9.5	201+61.31	31.37' RT	956.23
9.6	201+57.28	26.39' RT	956.30
9.7	201+57.30	31.39' RT	956.37
9.8	201+52.28	26.42' RT	956.22
9.9	201+52.30	31.42' RT	956.30
9.10	201+45.28	26.42' RT	956.21
9.11	201+45.31	30.15' RT	956.16

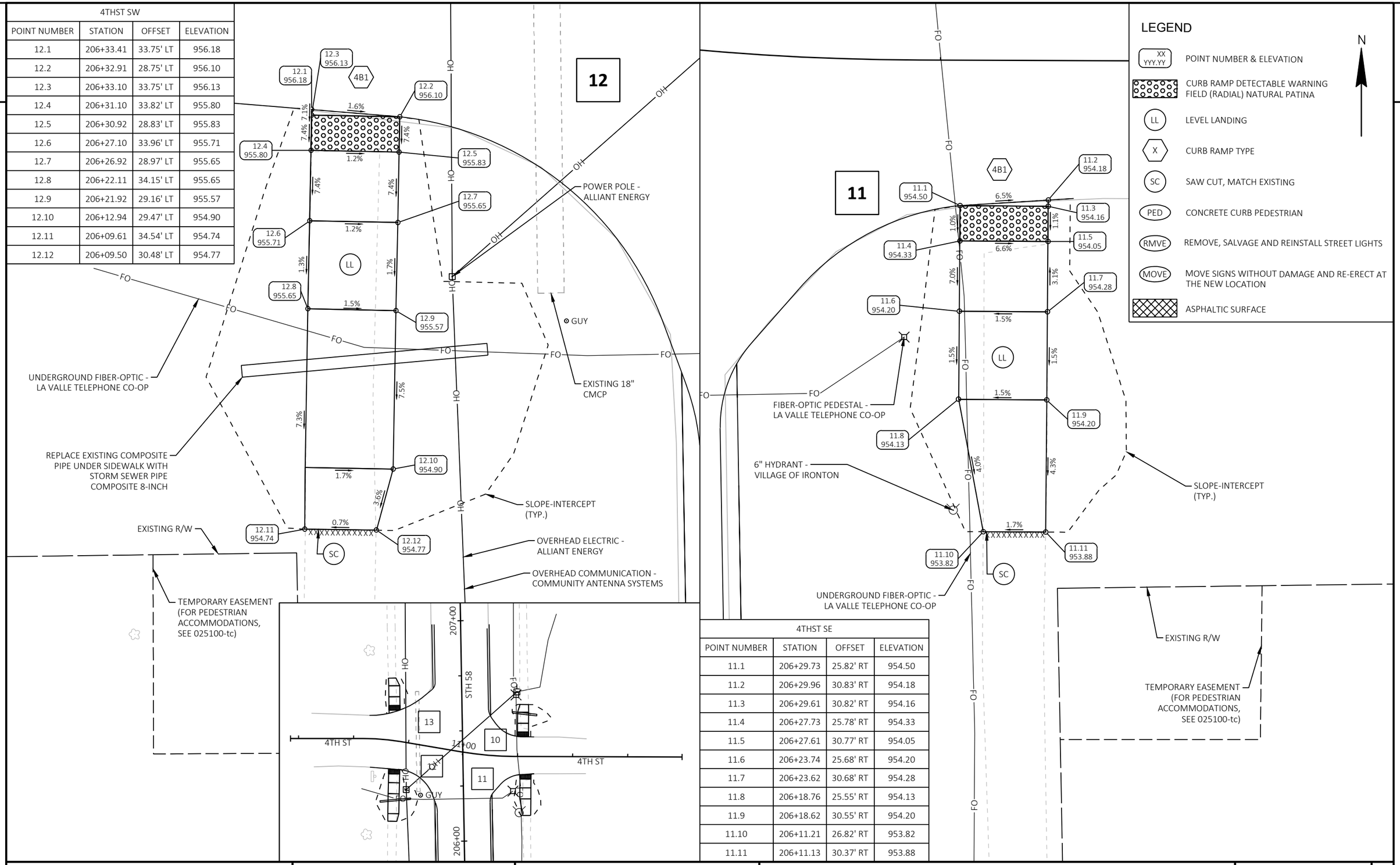


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - 5TH ST	SHEET 49	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 06-5THST

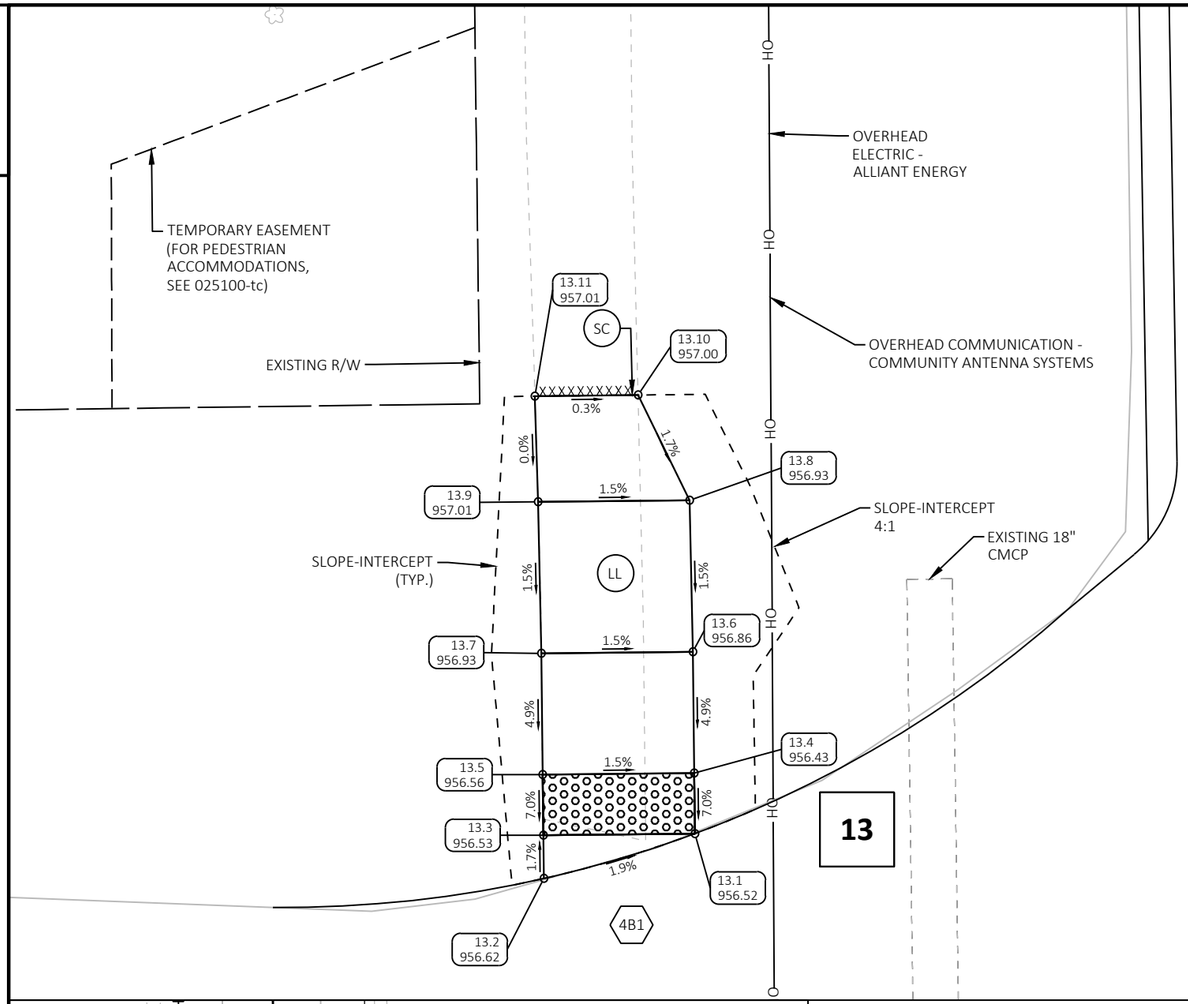
PLOT DATE : 8/25/2023 12:27 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:5 FT

4THST SW			
POINT NUMBER	STATION	OFFSET	ELEVATION
12.1	206+33.41	33.75' LT	956.18
12.2	206+32.91	28.75' LT	956.10
12.3	206+33.10	33.75' LT	956.13
12.4	206+31.10	33.82' LT	955.80
12.5	206+30.92	28.83' LT	955.83
12.6	206+27.10	33.96' LT	955.71
12.7	206+26.92	28.97' LT	955.65
12.8	206+22.11	34.15' LT	955.65
12.9	206+21.92	29.16' LT	955.57
12.10	206+12.94	29.47' LT	954.90
12.11	206+09.61	34.54' LT	954.74
12.12	206+09.50	30.48' LT	954.77

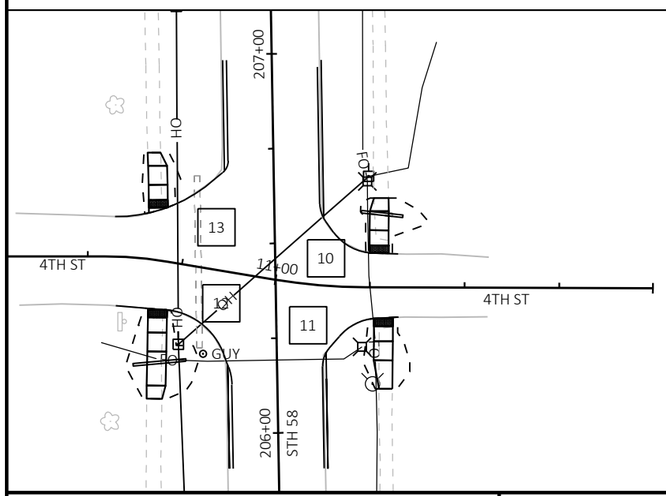


4THST SE			
POINT NUMBER	STATION	OFFSET	ELEVATION
11.1	206+29.73	25.82' RT	954.50
11.2	206+29.96	30.83' RT	954.18
11.3	206+29.61	30.82' RT	954.16
11.4	206+27.73	25.78' RT	954.33
11.5	206+27.61	30.77' RT	954.05
11.6	206+23.74	25.68' RT	954.20
11.7	206+23.62	30.68' RT	954.28
11.8	206+18.76	25.55' RT	954.13
11.9	206+18.62	30.55' RT	954.20
11.10	206+11.21	26.82' RT	953.82
11.11	206+11.13	30.37' RT	953.88

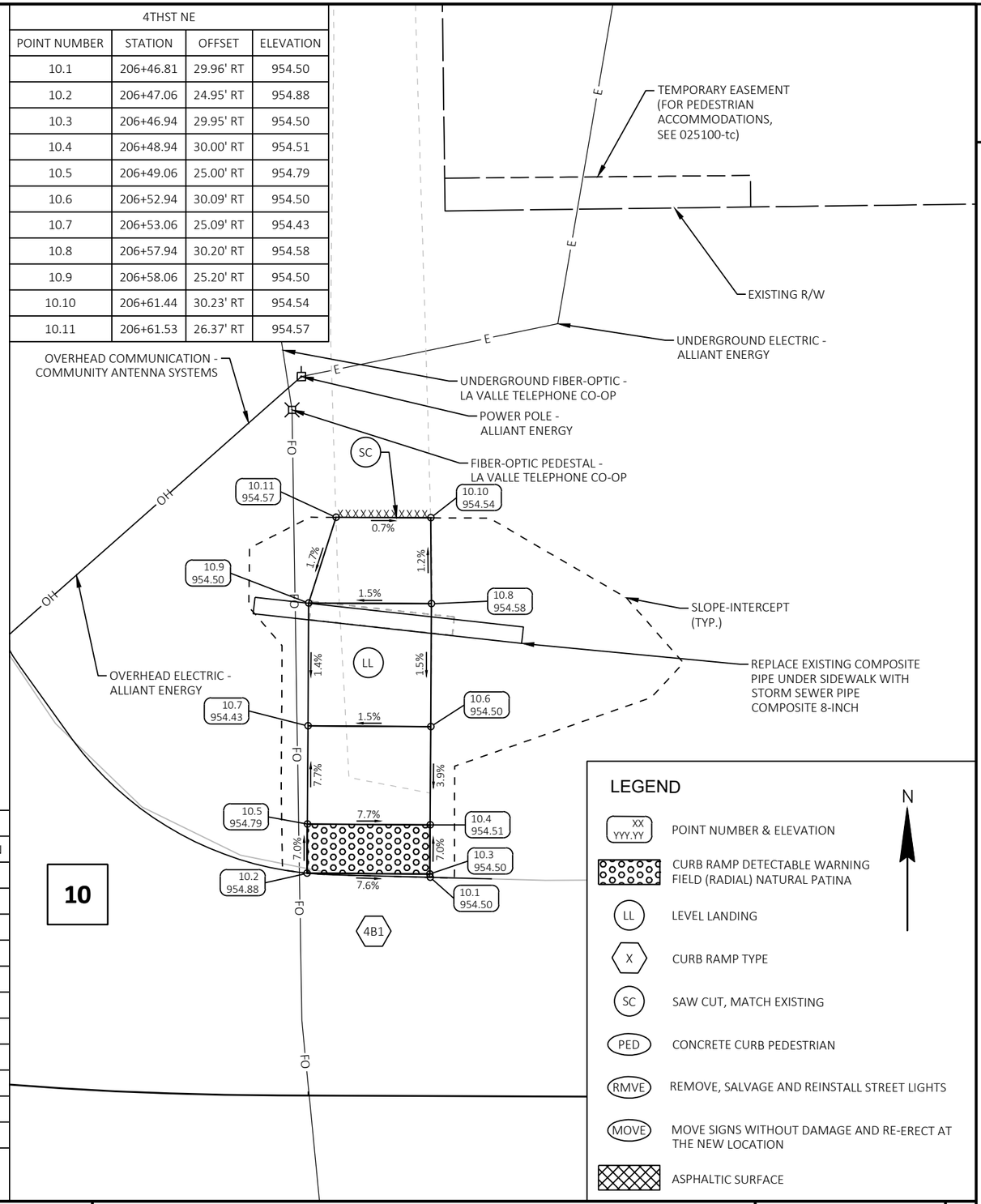
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - 4TH ST (SOUTH)	SHEET 50 E



4THST NE			
POINT NUMBER	STATION	OFFSET	ELEVATION
10.1	206+46.81	29.96' RT	954.50
10.2	206+47.06	24.95' RT	954.88
10.3	206+46.94	29.95' RT	954.50
10.4	206+48.94	30.00' RT	954.51
10.5	206+49.06	25.00' RT	954.79
10.6	206+52.94	30.09' RT	954.50
10.7	206+53.06	25.09' RT	954.43
10.8	206+57.94	30.20' RT	954.58
10.9	206+58.06	25.20' RT	954.50
10.10	206+61.44	30.23' RT	954.54
10.11	206+61.53	26.37' RT	954.57



4THST NE			
POINT NUMBER	STATION	OFFSET	ELEVATION
10.1	206+46.81	29.96' RT	954.50
10.2	206+47.06	24.95' RT	954.88
10.3	206+46.94	29.95' RT	954.50
10.4	206+48.94	30.00' RT	954.51
10.5	206+49.06	25.00' RT	954.79
10.6	206+52.94	30.09' RT	954.50
10.7	206+53.06	25.09' RT	954.43
10.8	206+57.94	30.20' RT	954.58
10.9	206+58.06	25.20' RT	954.50
10.10	206+61.44	30.23' RT	954.54
10.11	206+61.53	26.37' RT	954.57

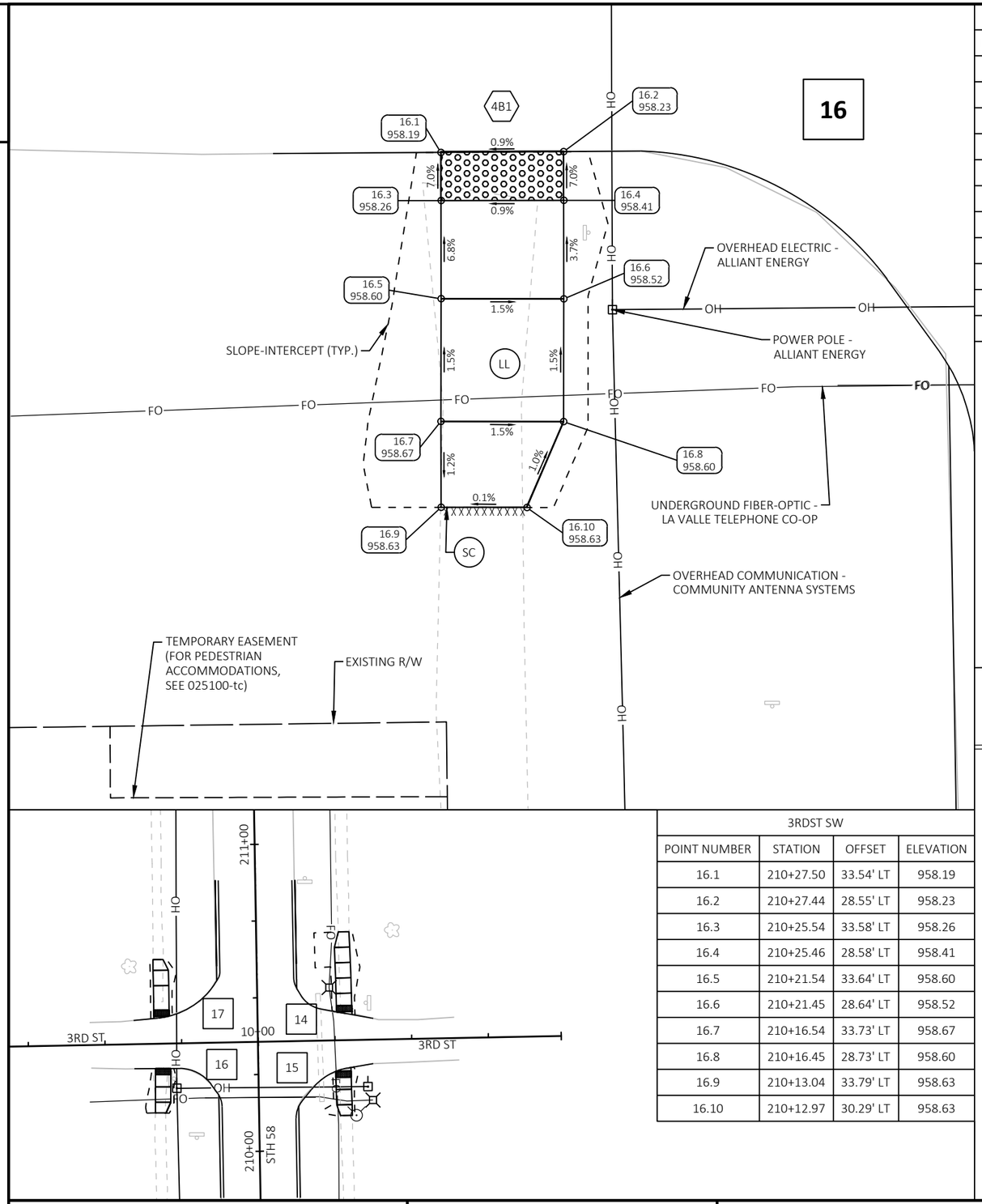


LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

N

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS -4TH ST (NORTH)	SHEET 51	E



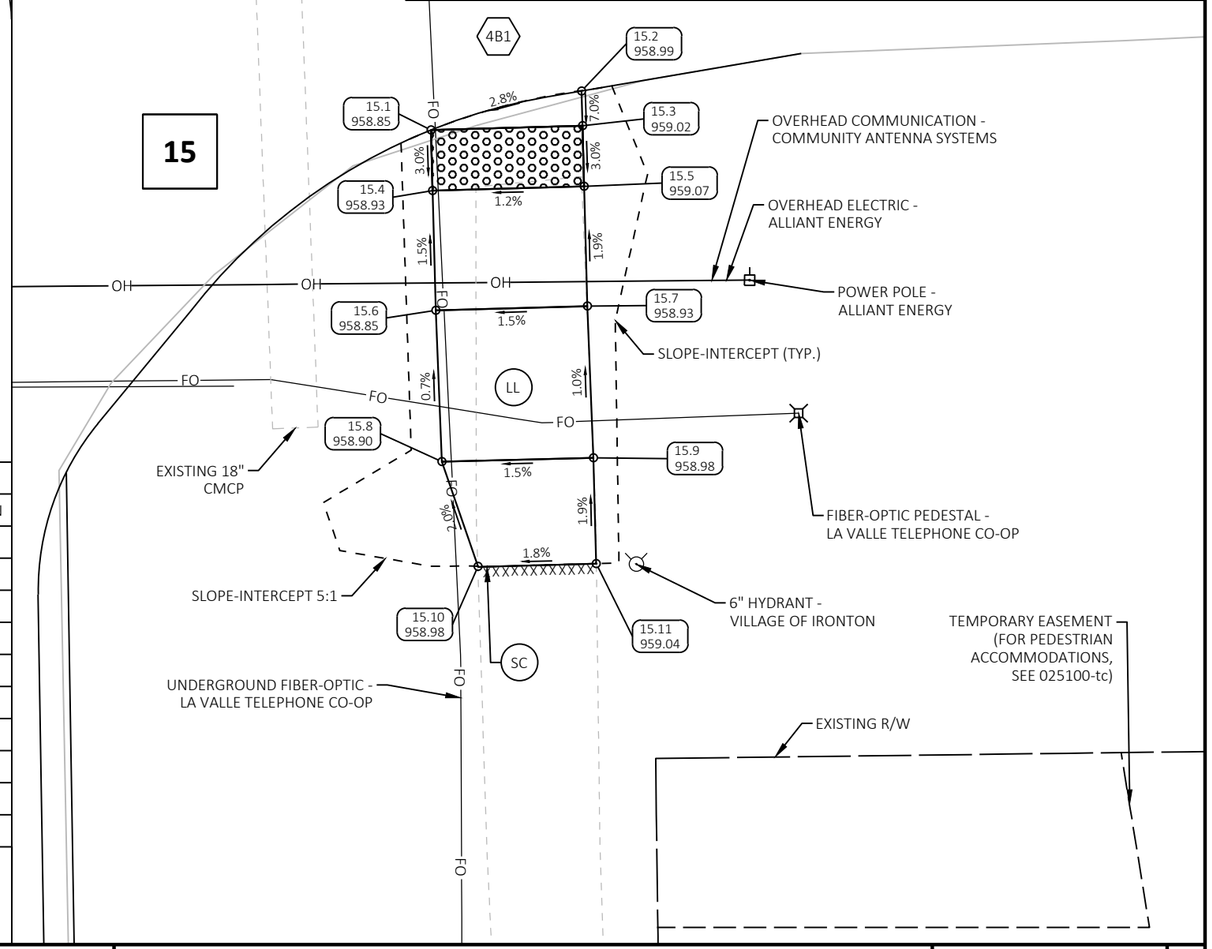
3RDST SE			
POINT NUMBER	STATION	OFFSET	ELEVATION
15.1	210+25.61	25.22' RT	958.85
15.2	210+26.81	30.21' RT	958.99
15.3	210+25.66	30.22' RT	959.02
15.4	210+23.61	25.24' RT	958.93
15.5	210+23.66	30.24' RT	959.07
15.6	210+19.66	25.29' RT	958.85
15.7	210+19.71	30.29' RT	958.93
15.8	210+14.66	25.40' RT	958.90
15.9	210+14.70	30.40' RT	958.98
15.10	210+11.18	26.53' RT	958.98
15.11	210+11.21	30.43' RT	959.04

LEGEND

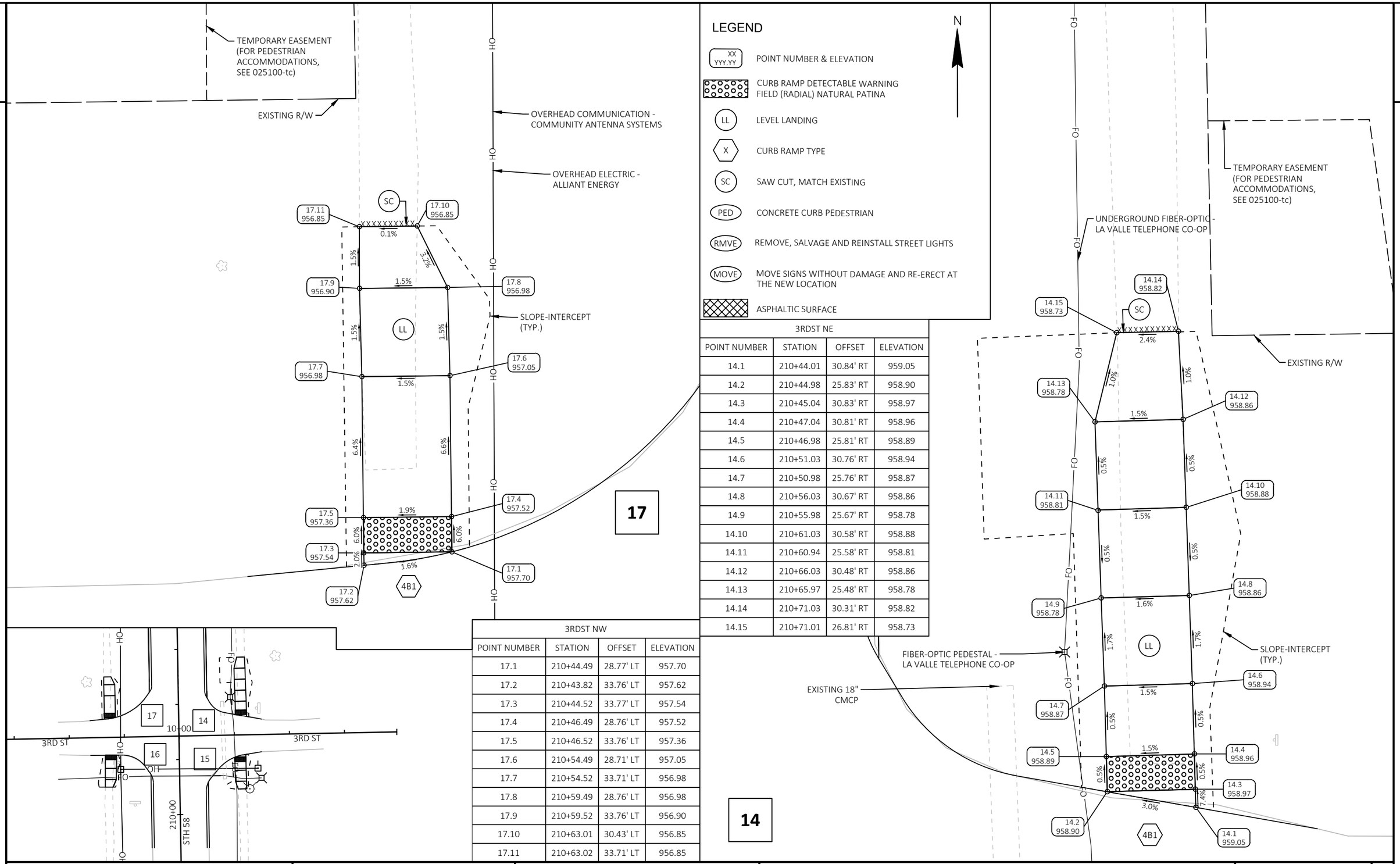
- XX YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
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- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

N

3RDST SW			
POINT NUMBER	STATION	OFFSET	ELEVATION
16.1	210+27.50	33.54' LT	958.19
16.2	210+27.44	28.55' LT	958.23
16.3	210+25.54	33.58' LT	958.26
16.4	210+25.46	28.58' LT	958.41
16.5	210+21.54	33.64' LT	958.60
16.6	210+21.45	28.64' LT	958.52
16.7	210+16.54	33.73' LT	958.67
16.8	210+16.45	28.73' LT	958.60
16.9	210+13.04	33.79' LT	958.63
16.10	210+12.97	30.29' LT	958.63



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - 3RD ST (SOUTH)	SHEET 52	E



LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

N

17

14

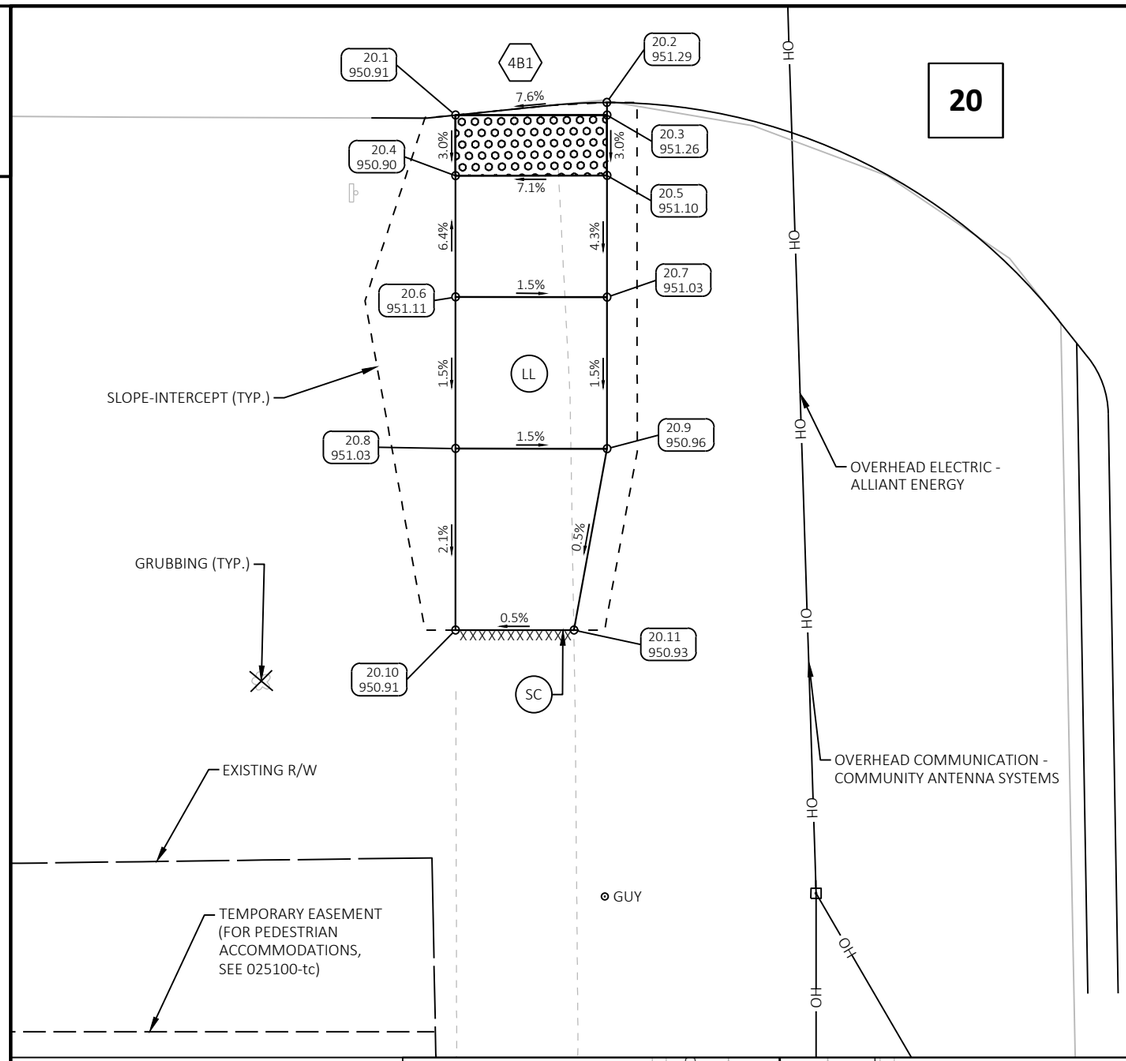
3RDST NE

POINT NUMBER	STATION	OFFSET	ELEVATION
14.1	210+44.01	30.84' RT	959.05
14.2	210+44.98	25.83' RT	958.90
14.3	210+45.04	30.83' RT	958.97
14.4	210+47.04	30.81' RT	958.96
14.5	210+46.98	25.81' RT	958.89
14.6	210+51.03	30.76' RT	958.94
14.7	210+50.98	25.76' RT	958.87
14.8	210+56.03	30.67' RT	958.86
14.9	210+55.98	25.67' RT	958.78
14.10	210+61.03	30.58' RT	958.88
14.11	210+60.94	25.58' RT	958.81
14.12	210+66.03	30.48' RT	958.86
14.13	210+65.97	25.48' RT	958.78
14.14	210+71.03	30.31' RT	958.82
14.15	210+71.01	26.81' RT	958.73

3RDST NW

POINT NUMBER	STATION	OFFSET	ELEVATION
17.1	210+44.49	28.77' LT	957.70
17.2	210+43.82	33.76' LT	957.62
17.3	210+44.52	33.77' LT	957.54
17.4	210+46.49	28.76' LT	957.52
17.5	210+46.52	33.76' LT	957.36
17.6	210+54.49	28.71' LT	957.05
17.7	210+54.52	33.71' LT	956.98
17.8	210+59.49	28.76' LT	956.98
17.9	210+59.52	33.76' LT	956.90
17.10	210+63.01	30.43' LT	956.85
17.11	210+63.02	33.71' LT	956.85

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - 3RD ST (NORTH)	SHEET 53	E



LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

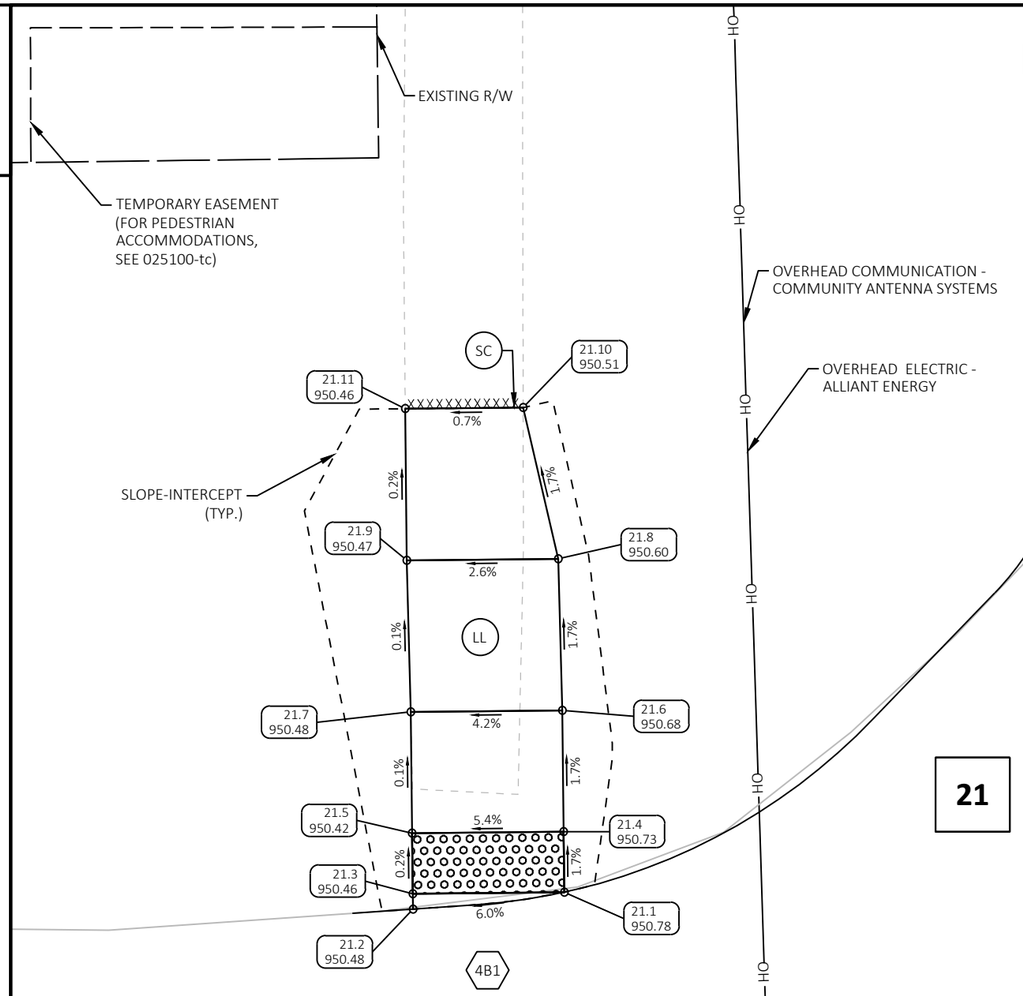
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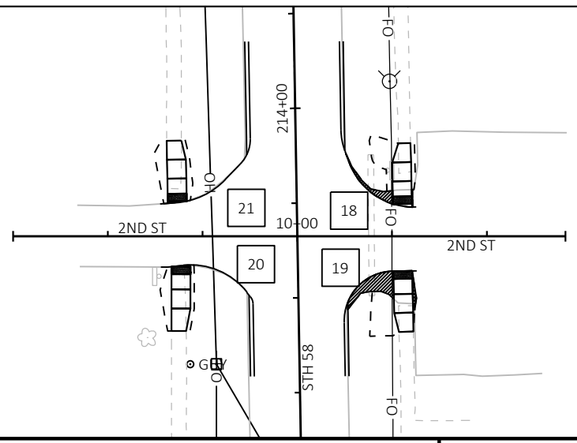
2NDST SW			
POINT NUMBER	STATION	OFFSET	ELEVATION
20.1	213+58.78	33.37' LT	950.91
20.2	213+59.11	28.38' LT	951.29
20.3	213+58.70	28.38' LT	951.26
20.4	213+56.78	33.41' LT	950.90
20.5	213+56.70	28.41' LT	951.10
20.6	213+52.78	33.47' LT	951.11
20.7	213+52.69	28.47' LT	951.03
20.8	213+47.78	33.56' LT	951.03
20.9	213+47.69	28.56' LT	950.96
20.10	213+41.80	33.66' LT	950.91
20.11	213+41.73	29.75' LT	950.93

2NDST SE			
POINT NUMBER	STATION	OFFSET	ELEVATION
19.1	213+56.57	25.12' RT	954.17
19.2	213+56.57	30.12' RT	954.44
19.3	213+54.56	25.14' RT	954.19
19.4	213+54.61	30.14' RT	954.43
19.5	213+50.57	25.18' RT	954.52
19.6	213+50.57	30.18' RT	954.59
19.7	213+45.56	25.22' RT	954.59
19.8	213+45.60	30.22' RT	954.67
19.9	213+40.56	26.41' RT	954.47
19.10	213+40.60	30.19' RT	954.51

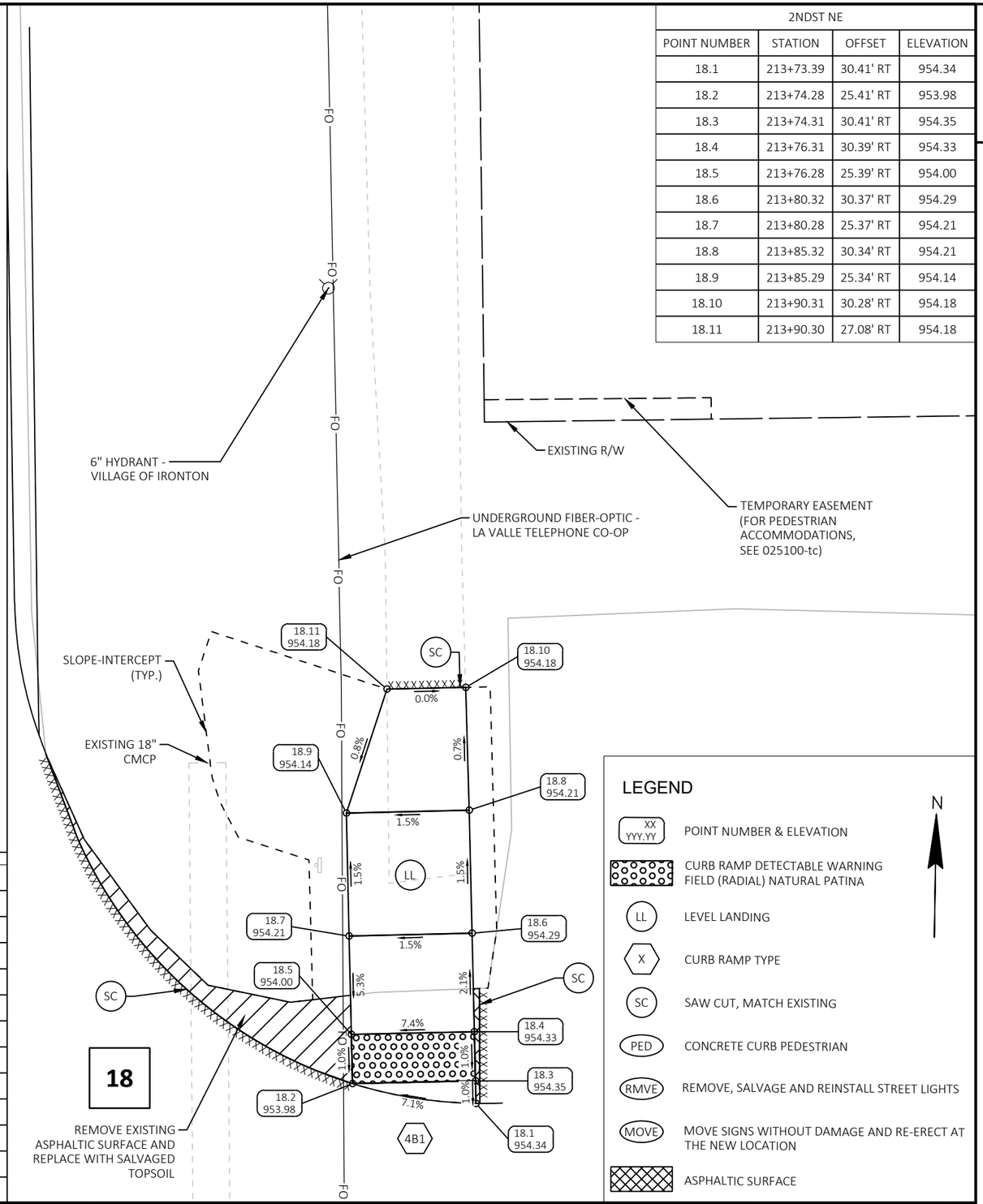
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - 2ND ST (SOUTH)	SHEET 54	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 11-2NDST(S)
PLOT DATE : 8/25/2023 12:30 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42





2NDST NW			
POINT NUMBER	STATION	OFFSET	ELEVATION
21.1	213+75.98	29.06' LT	950.78
21.2	213+75.50	34.06' LT	950.48
21.3	213+76.01	34.06' LT	950.46
21.4	213+77.98	29.05' LT	950.73
21.5	213+78.01	34.05' LT	950.42
21.6	213+81.98	29.03' LT	950.68
21.7	213+82.01	34.03' LT	950.48
21.8	213+86.97	29.08' LT	950.60
21.9	213+87.01	34.08' LT	950.47
21.10	213+91.98	30.15' LT	950.51
21.11	213+92.01	34.04' LT	950.46



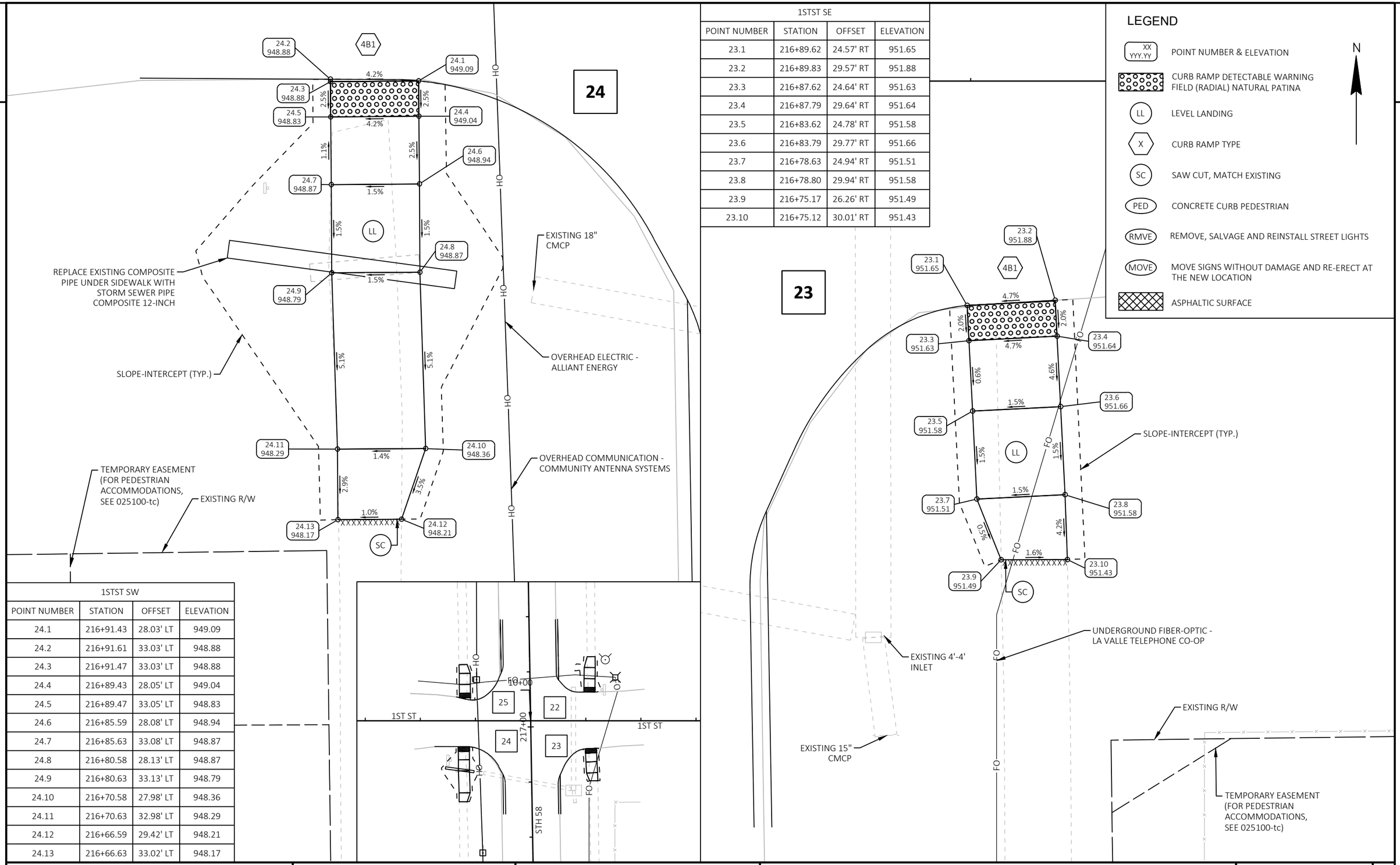
2NDST NE			
POINT NUMBER	STATION	OFFSET	ELEVATION
18.1	213+73.39	30.41' RT	954.34
18.2	213+74.28	25.41' RT	953.98
18.3	213+74.31	30.41' RT	954.35
18.4	213+76.31	30.39' RT	954.33
18.5	213+76.28	25.39' RT	954.00
18.6	213+80.32	30.37' RT	954.29
18.7	213+80.28	25.37' RT	954.21
18.8	213+85.32	30.34' RT	954.21
18.9	213+85.29	25.34' RT	954.14
18.10	213+90.31	30.28' RT	954.18
18.11	213+90.30	27.08' RT	954.18

LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

N

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - 2ND ST (NORTH)	SHEET 55	E



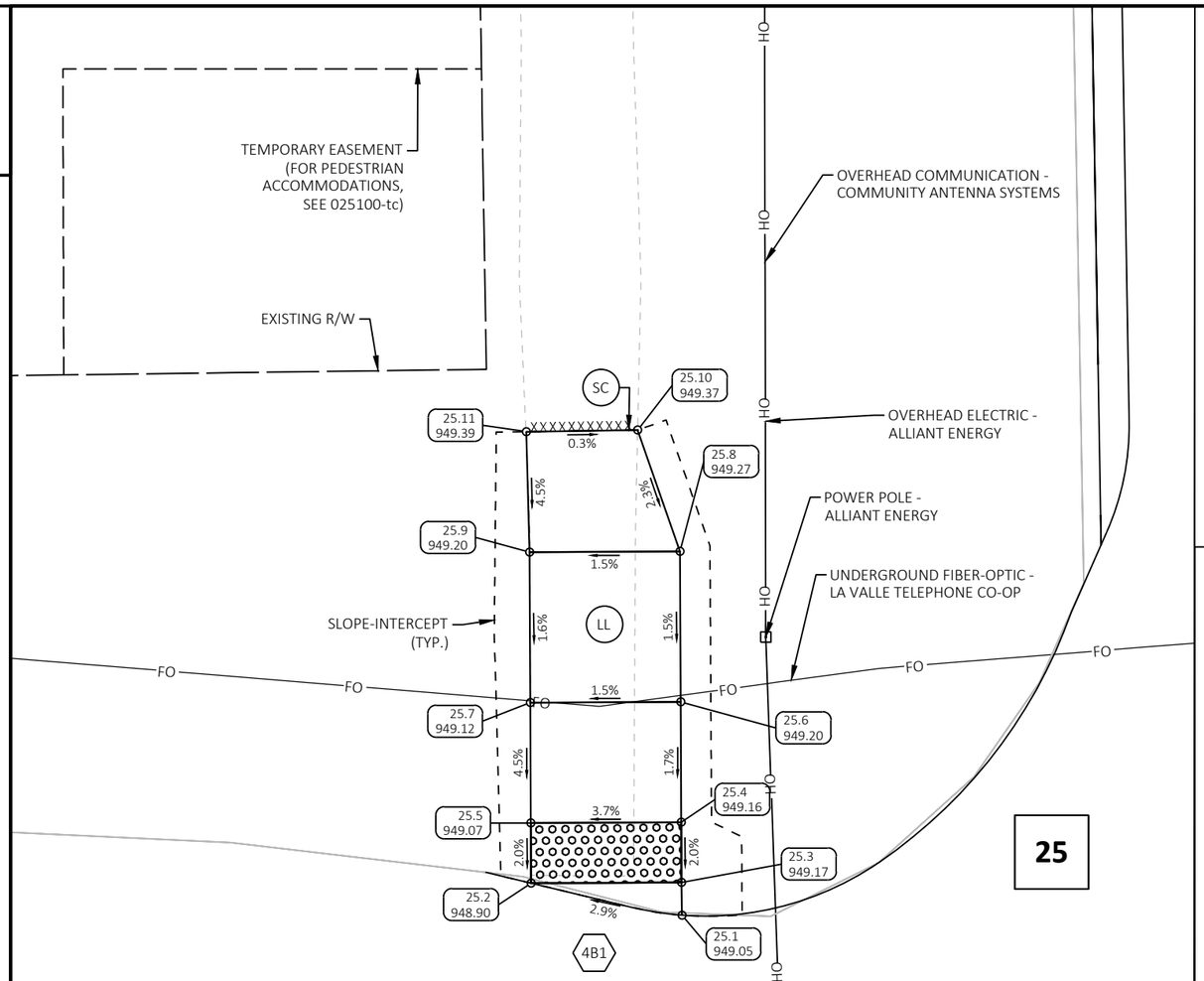
1STST SE

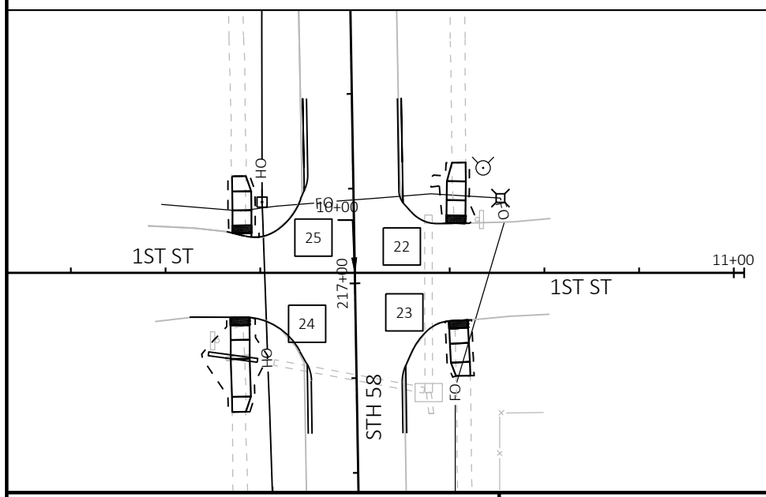
POINT NUMBER	STATION	OFFSET	ELEVATION
23.1	216+89.62	24.57' RT	951.65
23.2	216+89.83	29.57' RT	951.88
23.3	216+87.62	24.64' RT	951.63
23.4	216+87.79	29.64' RT	951.64
23.5	216+83.62	24.78' RT	951.58
23.6	216+83.79	29.77' RT	951.66
23.7	216+78.63	24.94' RT	951.51
23.8	216+78.80	29.94' RT	951.58
23.9	216+75.17	26.26' RT	951.49
23.10	216+75.12	30.01' RT	951.43

1STST SW

POINT NUMBER	STATION	OFFSET	ELEVATION
24.1	216+91.43	28.03' LT	949.09
24.2	216+91.61	33.03' LT	948.88
24.3	216+91.47	33.03' LT	948.88
24.4	216+89.43	28.05' LT	949.04
24.5	216+89.47	33.05' LT	948.83
24.6	216+85.59	28.08' LT	948.94
24.7	216+85.63	33.08' LT	948.87
24.8	216+80.58	28.13' LT	948.87
24.9	216+80.63	33.13' LT	948.79
24.10	216+70.58	27.98' LT	948.36
24.11	216+70.63	32.98' LT	948.29
24.12	216+66.59	29.42' LT	948.21
24.13	216+66.63	33.02' LT	948.17

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - 1ST ST (SOUTH)	SHEET 56	E





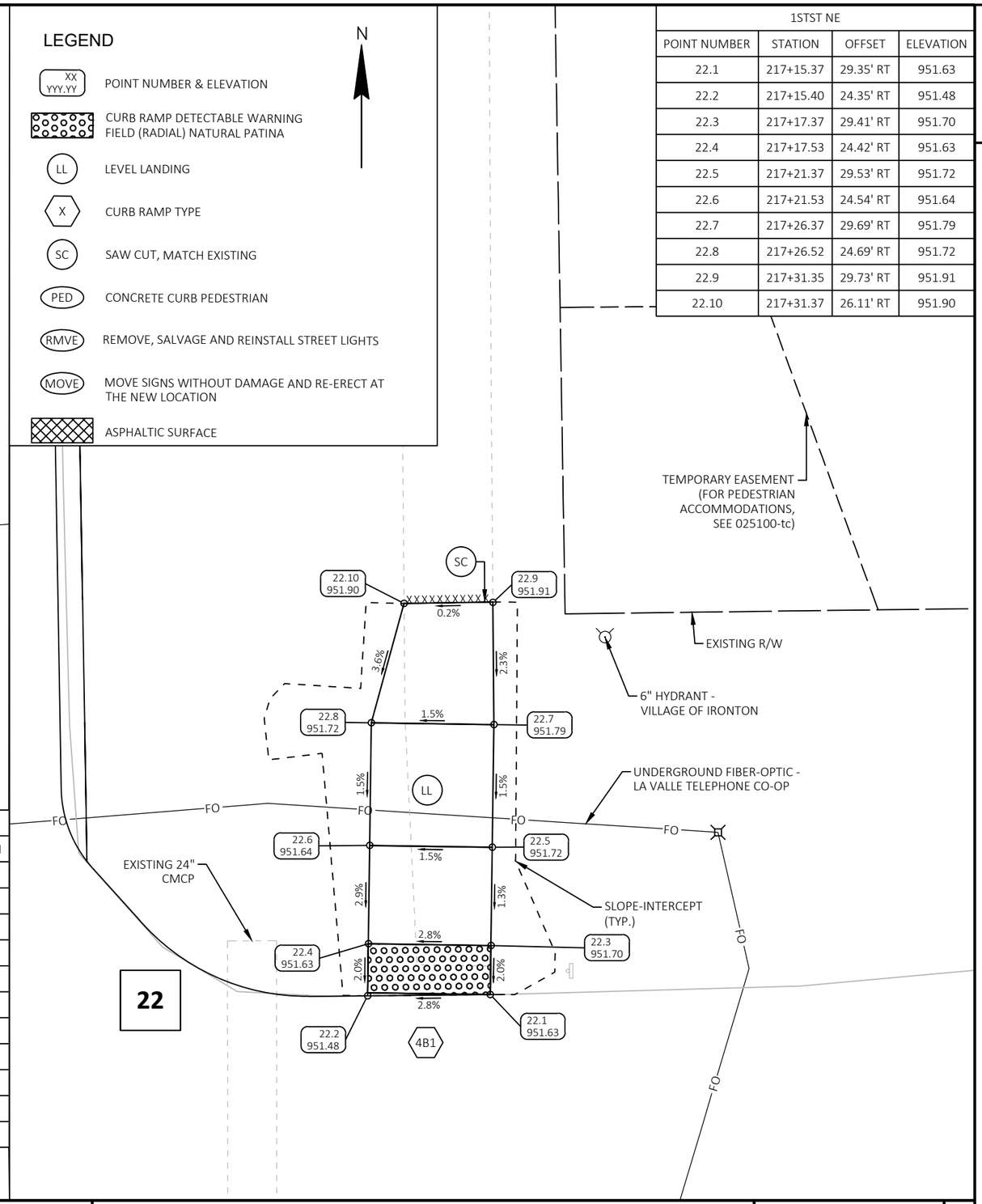
1STST NW			
POINT NUMBER	STATION	OFFSET	ELEVATION
25.1	217+12.65	27.14' LT	949.05
25.2	217+13.80	32.13' LT	948.90
25.3	217+13.74	27.13' LT	949.17
25.4	217+15.74	27.11' LT	949.16
25.5	217+15.80	32.11' LT	949.07
25.6	217+19.74	27.06' LT	949.20
25.7	217+19.80	32.06' LT	949.12
25.8	217+24.74	27.00' LT	949.27
25.9	217+24.80	32.00' LT	949.20
25.10	217+28.79	28.34' LT	949.37
25.11	217+28.80	32.04' LT	949.39

LEGEND

- XX YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

N

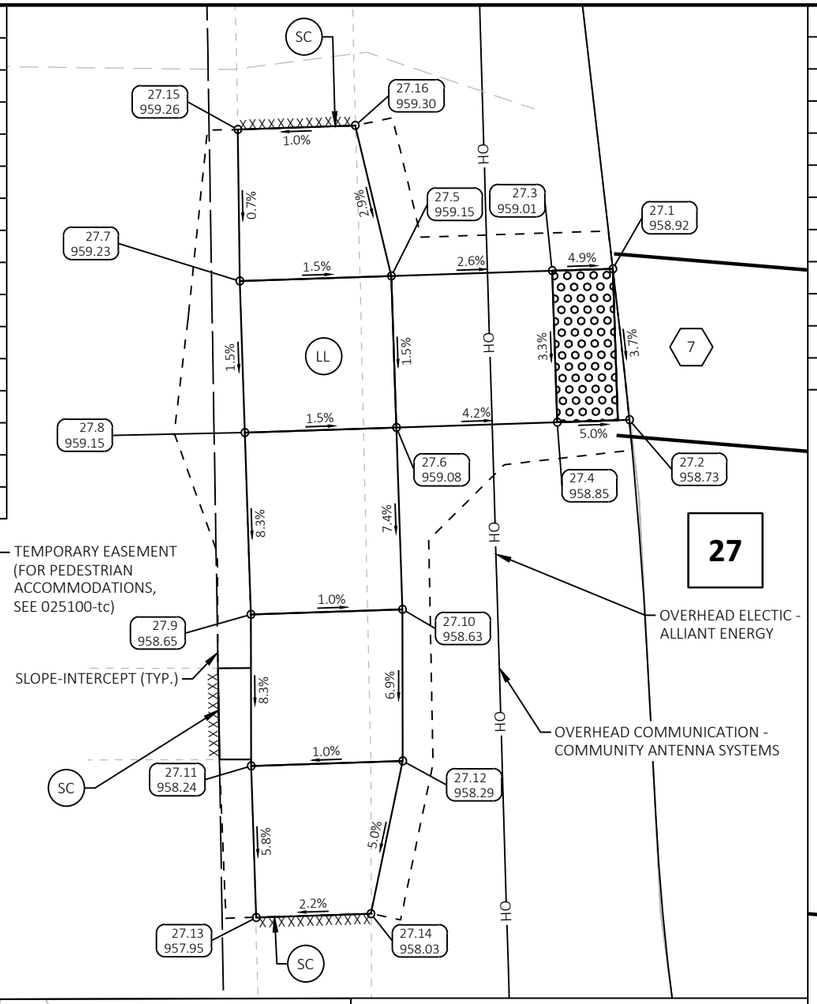
1STST NE			
POINT NUMBER	STATION	OFFSET	ELEVATION
22.1	217+15.37	29.35' RT	951.63
22.2	217+15.40	24.35' RT	951.48
22.3	217+17.37	29.41' RT	951.70
22.4	217+17.53	24.42' RT	951.63
22.5	217+21.37	29.53' RT	951.72
22.6	217+21.53	24.54' RT	951.64
22.7	217+26.37	29.69' RT	951.79
22.8	217+26.52	24.69' RT	951.72
22.9	217+31.35	29.73' RT	951.91
22.10	217+31.37	26.11' RT	951.90

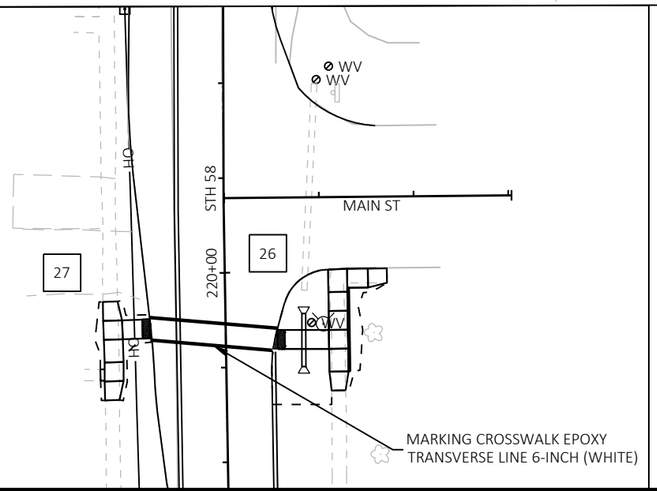


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - 1ST ST (NORTH)	SHEET 57	E

2

MAINST W			
POINT NUMBER	STATION	OFFSET	ELEVATION
27.1	219+88.06	20.00' LT	958.92
27.2	219+83.07	19.53' LT	958.73
27.3	219+88.03	22.00' LT	959.01
27.4	219+83.03	21.91' LT	958.85
27.5	219+87.94	27.31' LT	959.15
27.6	219+82.94	27.22' LT	959.08
27.7	219+87.86	32.30' LT	959.23
27.8	219+82.86	32.22' LT	959.15
27.9	219+76.86	32.13' LT	958.65
27.10	219+76.95	27.13' LT	958.63
27.11	219+71.86	32.20' LT	958.24
27.12	219+71.94	27.20' LT	958.29
27.13	219+66.86	32.12' LT	957.95
27.14	219+66.92	28.33' LT	958.03





LEGEND

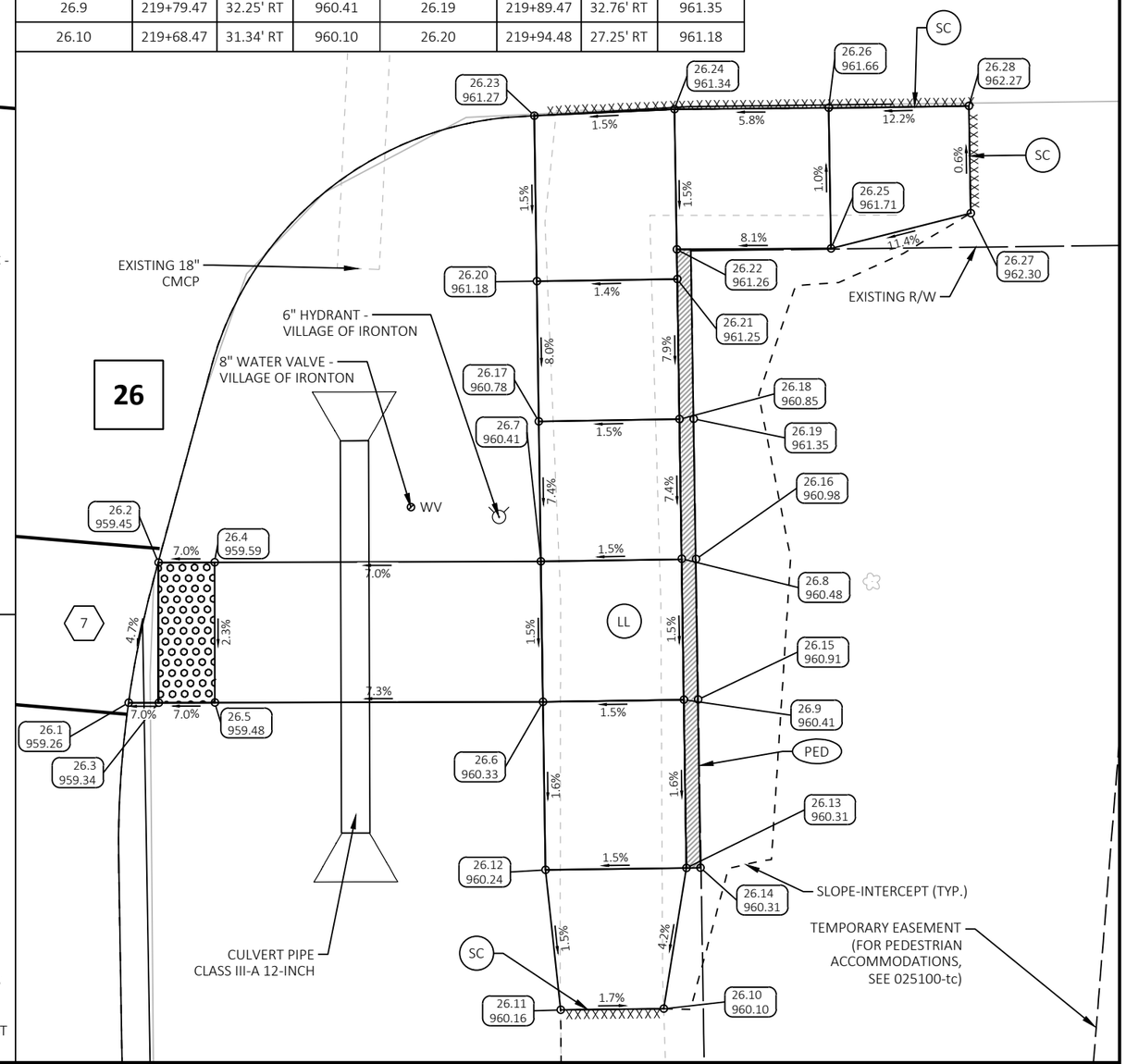
- XX YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
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- PED — CONCRETE CURB PEDESTRIAN
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- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION

N

MAINST SE			
POINT NUMBER	STATION	OFFSET	ELEVATION
26.1	219+79.70	12.45' RT	959.26
26.2	219+84.68	13.60' RT	959.45
26.3	219+79.68	13.52' RT	959.34
26.4	219+84.65	15.60' RT	959.59
26.5	219+79.65	15.52' RT	959.48
26.6	219+79.48	27.22' RT	960.33
26.7	219+84.49	27.23' RT	960.41
26.8	219+84.50	32.25' RT	960.48
26.9	219+79.47	32.25' RT	960.41
26.10	219+68.47	31.34' RT	960.10

MAINST SE			
POINT NUMBER	STATION	OFFSET	ELEVATION
26.11	219+68.49	27.67' RT	960.16
26.12	219+73.49	27.21' RT	960.24
26.13	219+73.47	32.24' RT	960.31
26.14	219+73.47	32.74' RT	960.31
26.15	219+79.47	32.75' RT	960.91
26.16	219+84.47	32.76' RT	960.98
26.17	219+89.48	27.24' RT	960.78
26.18	219+89.47	32.26' RT	960.85
26.19	219+89.47	32.76' RT	961.35
26.20	219+94.48	27.25' RT	961.18

MAINST SE			
POINT NUMBER	STATION	OFFSET	ELEVATION
26.21	219+94.47	32.26' RT	961.25
26.22	219+95.52	32.27' RT	961.26
26.23	220+00.38	27.27' RT	961.27
26.24	220+00.52	32.27' RT	961.34
26.25	219+95.47	37.77' RT	961.71
26.26	220+00.48	37.77' RT	961.66
26.27	219+96.64	42.77' RT	962.30
26.28	220+00.47	42.77' RT	962.27



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - MAIN ST	SHEET 58	E

2

29

3

29.5
912.73

29.1
912.57

29.2
912.76

29.7
912.51

29.9
912.22

29.8
912.60

29.6
912.82

29.4
912.66

29.3
912.85

29.11
911.96

29.10
912.32

29.12
911.99

29.13
911.67

29.14
911.62

SAN

HO

OH

W

3.9%

2.4%

3.3%

1.5%

7.9%

3.2%

1.7%

3.6%

5.3%

6.0%

0.5%

3.5%

5.8%

1.2%

LL

SC

6:1

WATER MAIN -
VILLAGE OF LA VALLE

SANITARY SEWER -
VILLAGE OF LA VALLE

OVERHEAD UTILITIES -
OAKDALE ELECTRIC

POWER POLE -
OAKDALE ELECTRIC

REMOVE CONCRETE STEPS, SIDEWALK, AND RETAINING WALL

EXISTING R/W

TEMPORARY EASEMENT

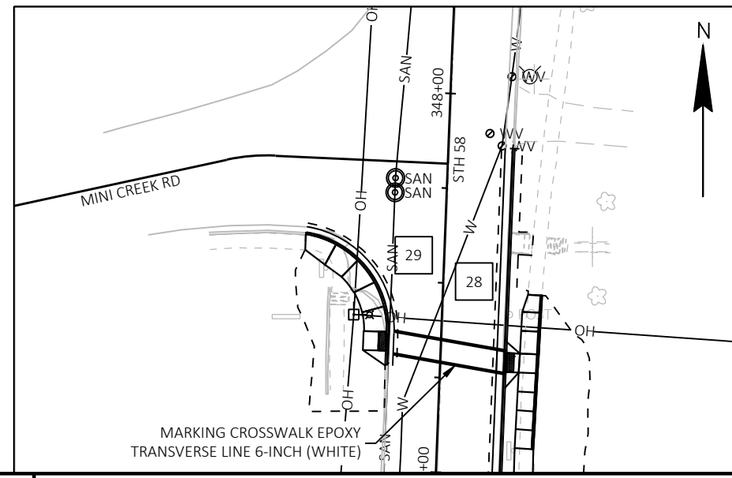
SLOPE-INTERCEPT (TYP.)

SIGN TO REMAIN

LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

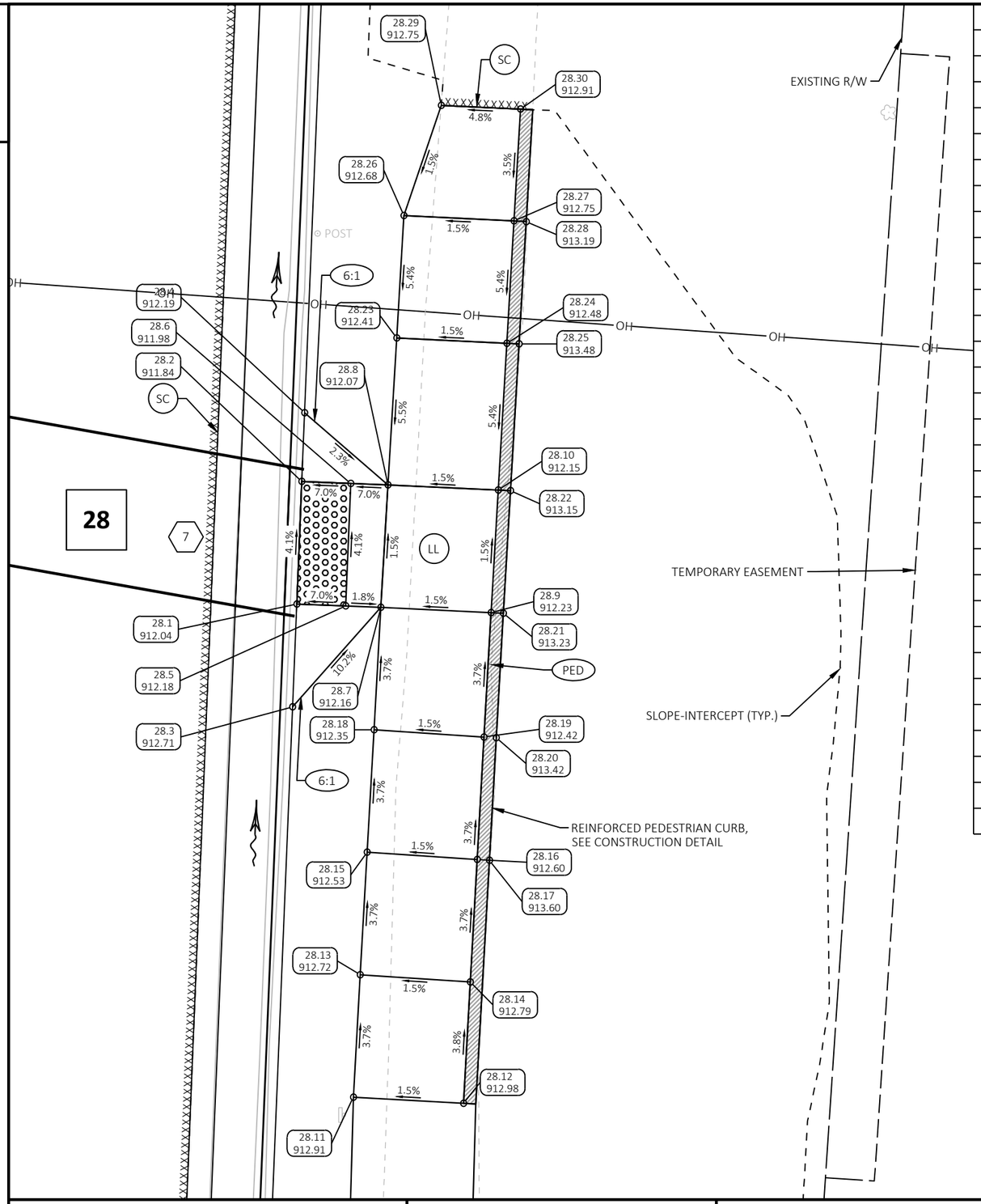
N



MINICREEKRD SW			
POINT NUMBER	STATION	OFFSET	ELEVATION
29.1	347+36.55	14.48' LT	912.57
29.2	347+31.56	14.47' LT	912.76
29.3	347+31.45	20.49' LT	912.85
29.4	347+36.44	20.47' LT	912.66
29.5	347+43.20	15.46' LT	912.73
29.6	347+41.39	21.19' LT	912.82
29.7	347+49.40	18.20' LT	912.51
29.8	347+46.55	23.50' LT	912.60
29.9	347+55.00	22.86' LT	912.22
29.10	347+50.56	26.89' LT	912.32
29.11	347+58.96	28.69' LT	911.96
29.12	347+53.60	31.39' LT	911.99
29.13	347+61.38	36.74' LT	911.67
29.14	347+57.28	36.72' LT	911.62

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - MINI CREEK RD	SHEET 59	E

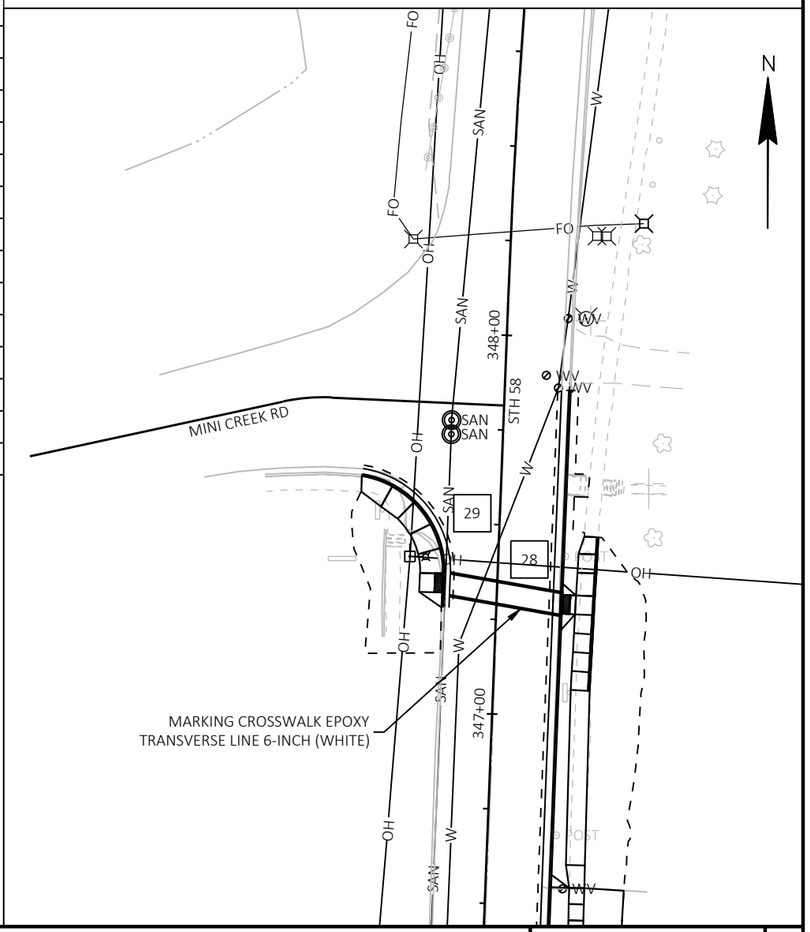
FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 16-MINICREEKRD (SW)
PLOT DATE : 8/25/2023 12:32 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



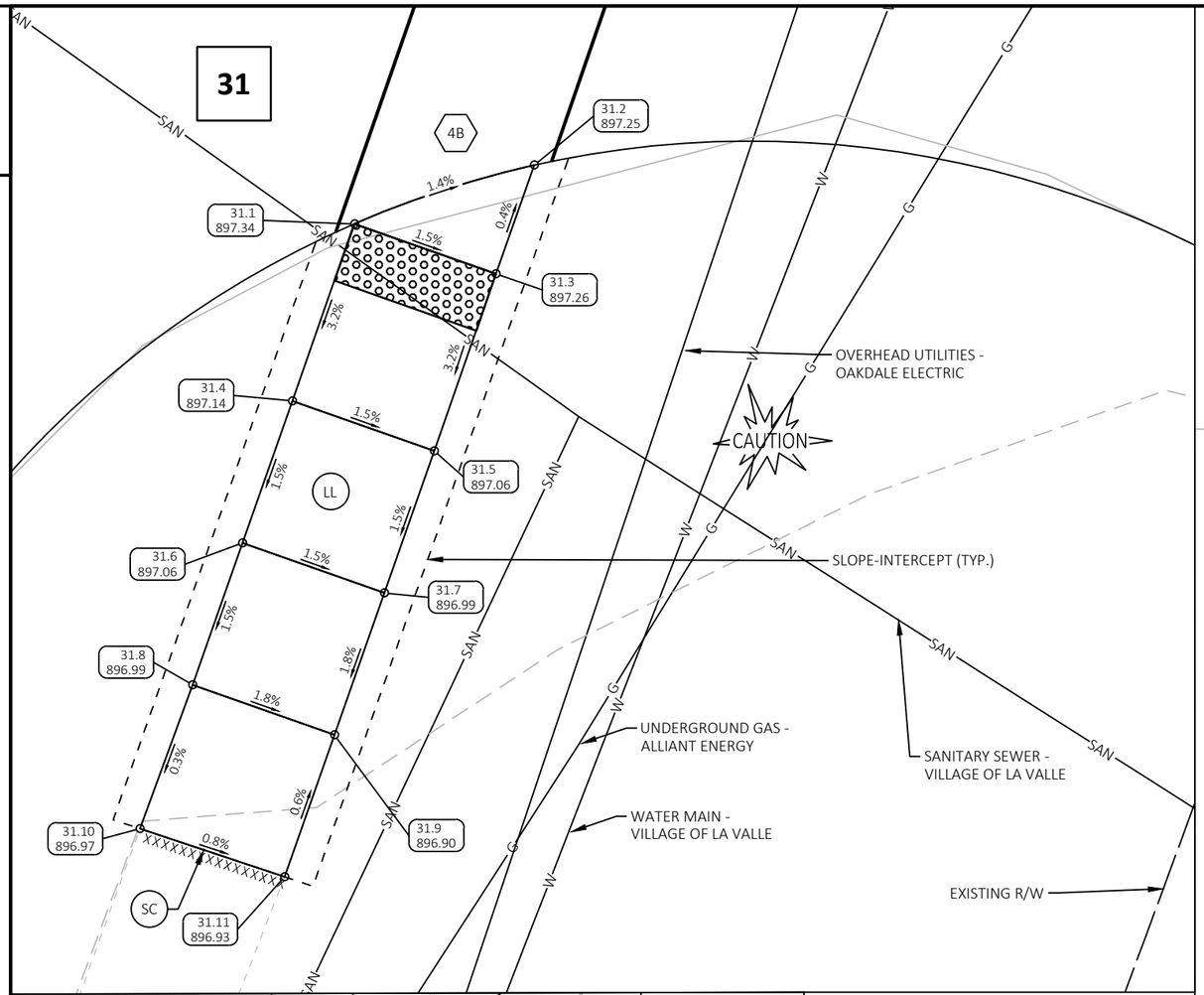
MINICREEKRD E			
POINT NUMBER	STATION	OFFSET	ELEVATION
28.1	347+27.15	17.42' RT	912.04
28.2	347+32.15	17.43' RT	911.84
28.3	347+22.96	17.41' RT	912.71
28.4	347+34.96	17.43' RT	912.19
28.5	347+27.15	19.42' RT	912.18
28.6	347+32.15	19.43' RT	911.98
28.7	347+27.15	20.85' RT	912.16
28.8	347+32.15	20.95' RT	912.07
28.9	347+27.11	25.35' RT	912.23
28.10	347+32.11	25.45' RT	912.15
28.11	347+07.15	20.50' RT	912.91
28.12	347+07.07	25.00' RT	912.98
28.13	347+12.15	20.59' RT	912.72
28.14	347+12.03	25.09' RT	912.79
28.15	347+17.15	20.68' RT	912.53
28.16	347+17.03	25.17' RT	912.60
28.17	347+17.01	25.67' RT	913.60
28.18	347+22.15	20.76' RT	912.35
28.19	347+22.03	25.26' RT	912.42
28.20	347+22.02	25.76' RT	913.42
28.21	347+27.10	25.85' RT	913.23
28.22	347+32.11	25.95' RT	913.15
28.23	347+38.15	21.07' RT	912.41
28.24	347+38.10	25.57' RT	912.48
28.25	347+38.10	26.07' RT	913.48
28.26	347+43.15	21.17' RT	912.68
28.27	347+43.10	25.67' RT	912.75
28.28	347+43.09	26.17' RT	913.19
28.29	347+47.69	22.52' RT	912.75
28.30	347+47.67	25.76' RT	912.91

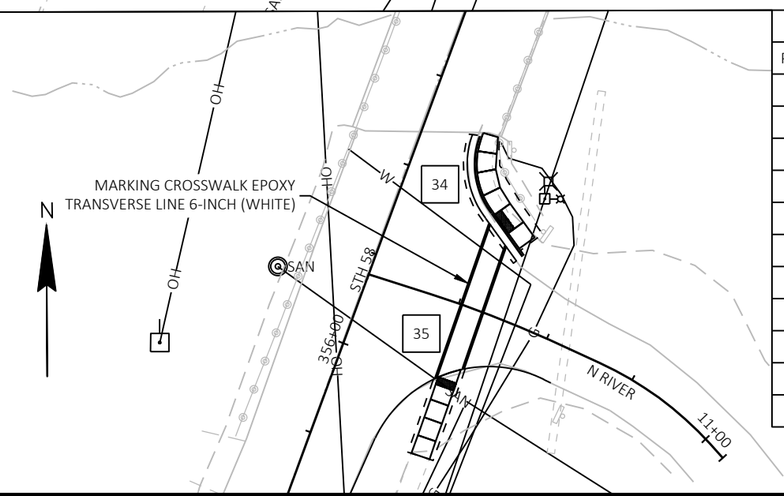
LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

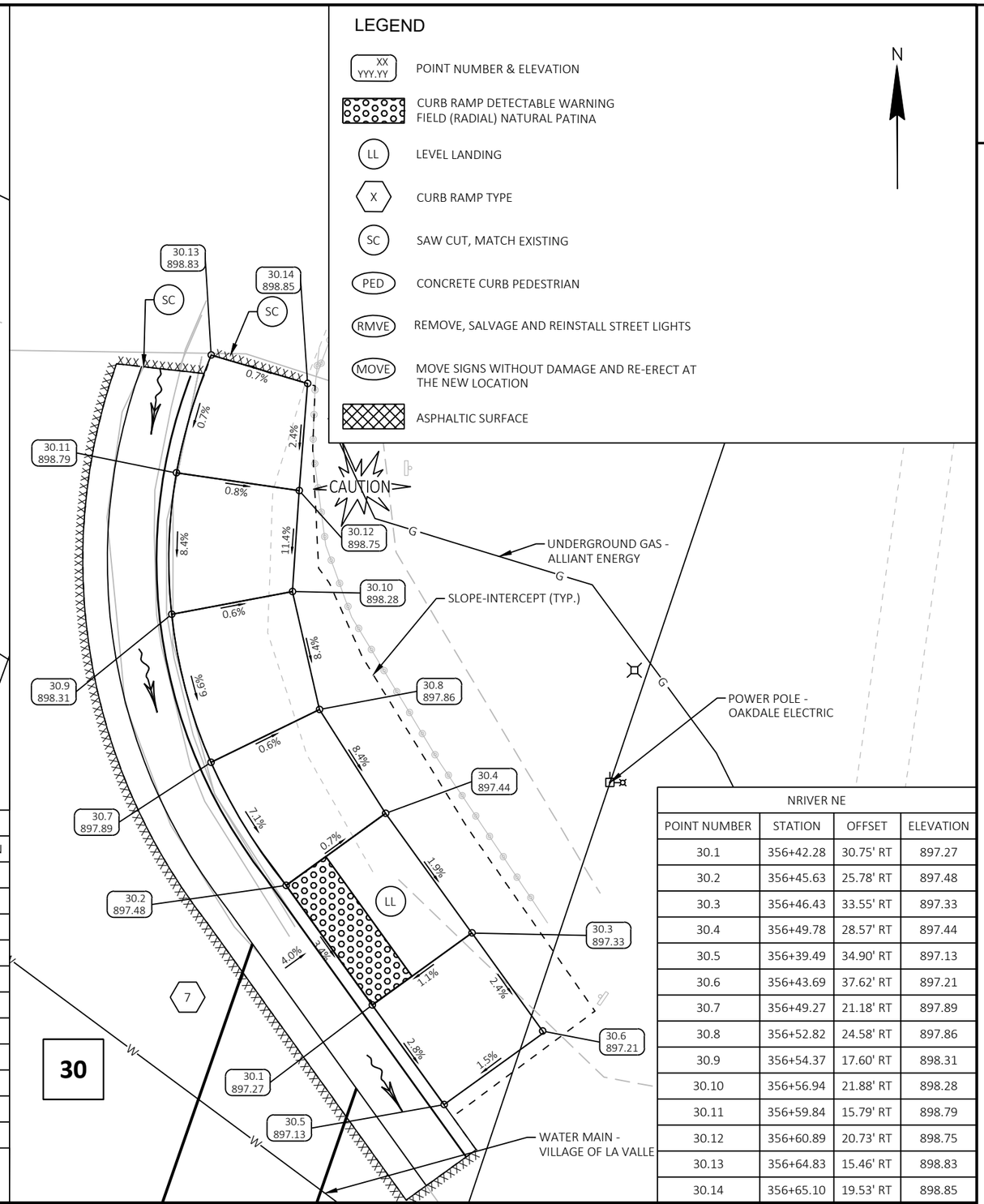


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - MINI CREEK RD	SHEET 60	E





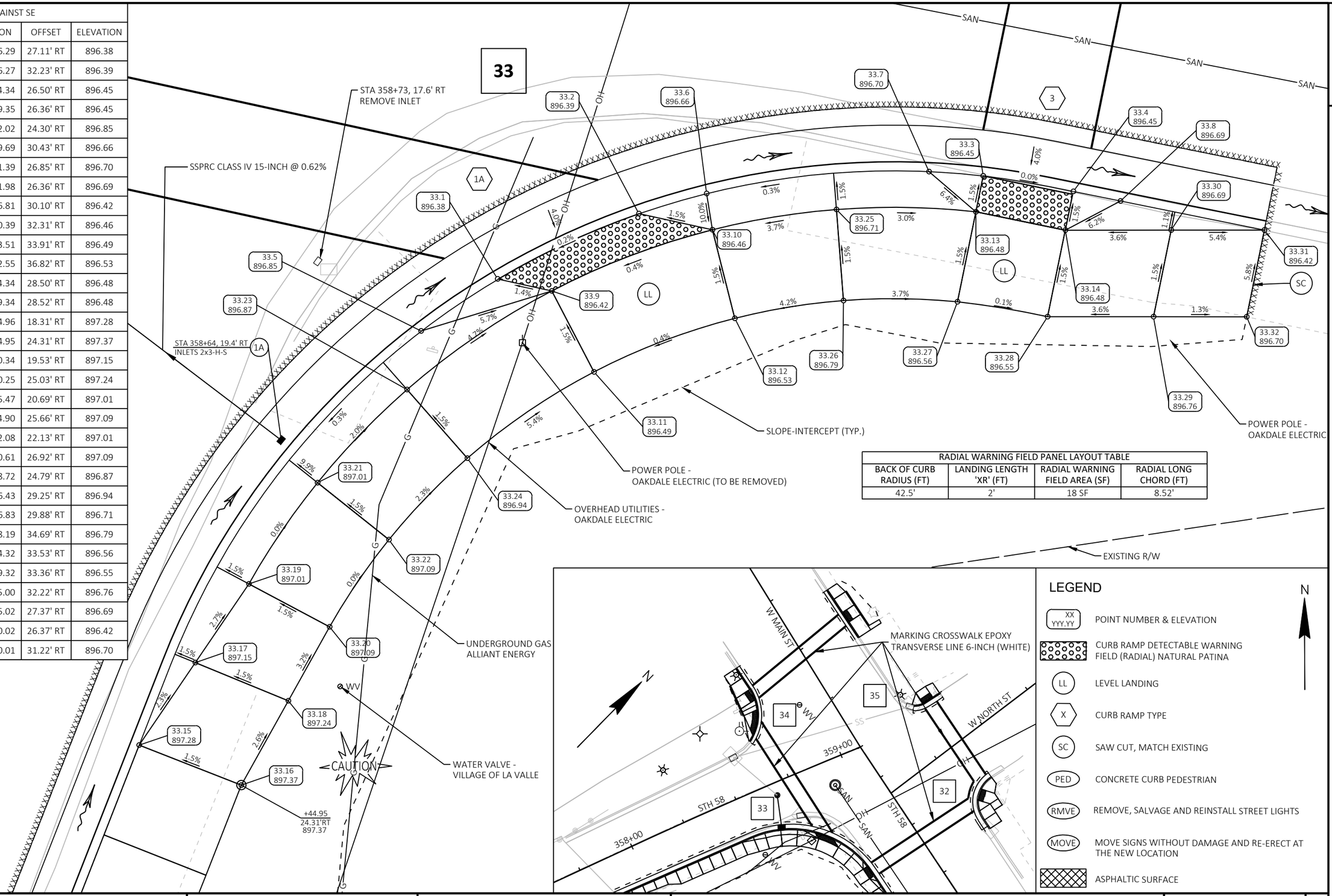
NRIVER SE			
POINT NUMBER	STATION	OFFSET	ELEVATION
31.1	356+00.30	26.59' RT	897.34
31.2	356+04.20	31.52' RT	897.25
31.3	356+00.37	31.58' RT	897.26
31.4	355+94.07	26.69' RT	897.14
31.5	355+94.14	31.69' RT	897.06
31.6	355+89.07	26.76' RT	897.06
31.7	355+89.14	31.76' RT	896.99
31.8	355+84.07	26.84' RT	896.99
31.9	355+84.14	31.84' RT	896.90
31.10	355+78.98	26.85' RT	896.97
31.11	355+79.14	31.91' RT	896.93



NRIVER NE			
POINT NUMBER	STATION	OFFSET	ELEVATION
30.1	356+42.28	30.75' RT	897.27
30.2	356+45.63	25.78' RT	897.48
30.3	356+46.43	33.55' RT	897.33
30.4	356+49.78	28.57' RT	897.44
30.5	356+39.49	34.90' RT	897.13
30.6	356+43.69	37.62' RT	897.21
30.7	356+49.27	21.18' RT	897.89
30.8	356+52.82	24.58' RT	897.86
30.9	356+54.37	17.60' RT	898.31
30.10	356+56.94	21.88' RT	898.28
30.11	356+59.84	15.79' RT	898.79
30.12	356+60.89	20.73' RT	898.75
30.13	356+64.83	15.46' RT	898.83
30.14	356+65.10	19.53' RT	898.85

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - N RIVER	SHEET 61	E

WMAINST SE			
POINT NUMBER	STATION	OFFSET	ELEVATION
33.1	358+76.29	27.11' RT	896.38
33.2	359+36.27	32.23' RT	896.39
33.3	359+54.34	26.50' RT	896.45
33.4	359+59.35	26.36' RT	896.45
33.5	358+72.02	24.30' RT	896.85
33.6	359+39.69	30.43' RT	896.66
33.7	359+51.39	26.85' RT	896.70
33.8	359+61.98	26.36' RT	896.69
33.9	358+76.81	30.10' RT	896.42
33.10	359+40.39	32.31' RT	896.46
33.11	358+73.51	33.91' RT	896.49
33.12	359+42.55	36.82' RT	896.53
33.13	359+54.34	28.50' RT	896.48
33.14	359+59.34	28.52' RT	896.48
33.15	358+44.96	18.31' RT	897.28
33.16	358+44.95	24.31' RT	897.37
33.17	358+50.34	19.53' RT	897.15
33.18	358+50.25	25.03' RT	897.24
33.19	358+55.47	20.69' RT	897.01
33.20	358+54.90	25.66' RT	897.09
33.21	358+62.08	22.13' RT	897.01
33.22	358+60.61	26.92' RT	897.09
33.23	358+68.72	24.79' RT	896.87
33.24	358+66.43	29.25' RT	896.94
33.25	359+46.83	29.88' RT	896.71
33.26	359+48.19	34.69' RT	896.79
33.27	359+54.32	33.53' RT	896.56
33.28	359+59.32	33.36' RT	896.55
33.29	359+65.00	32.22' RT	896.76
33.30	359+65.02	27.37' RT	896.69
33.31	359+70.02	26.37' RT	896.42
33.32	359+70.01	31.22' RT	896.70



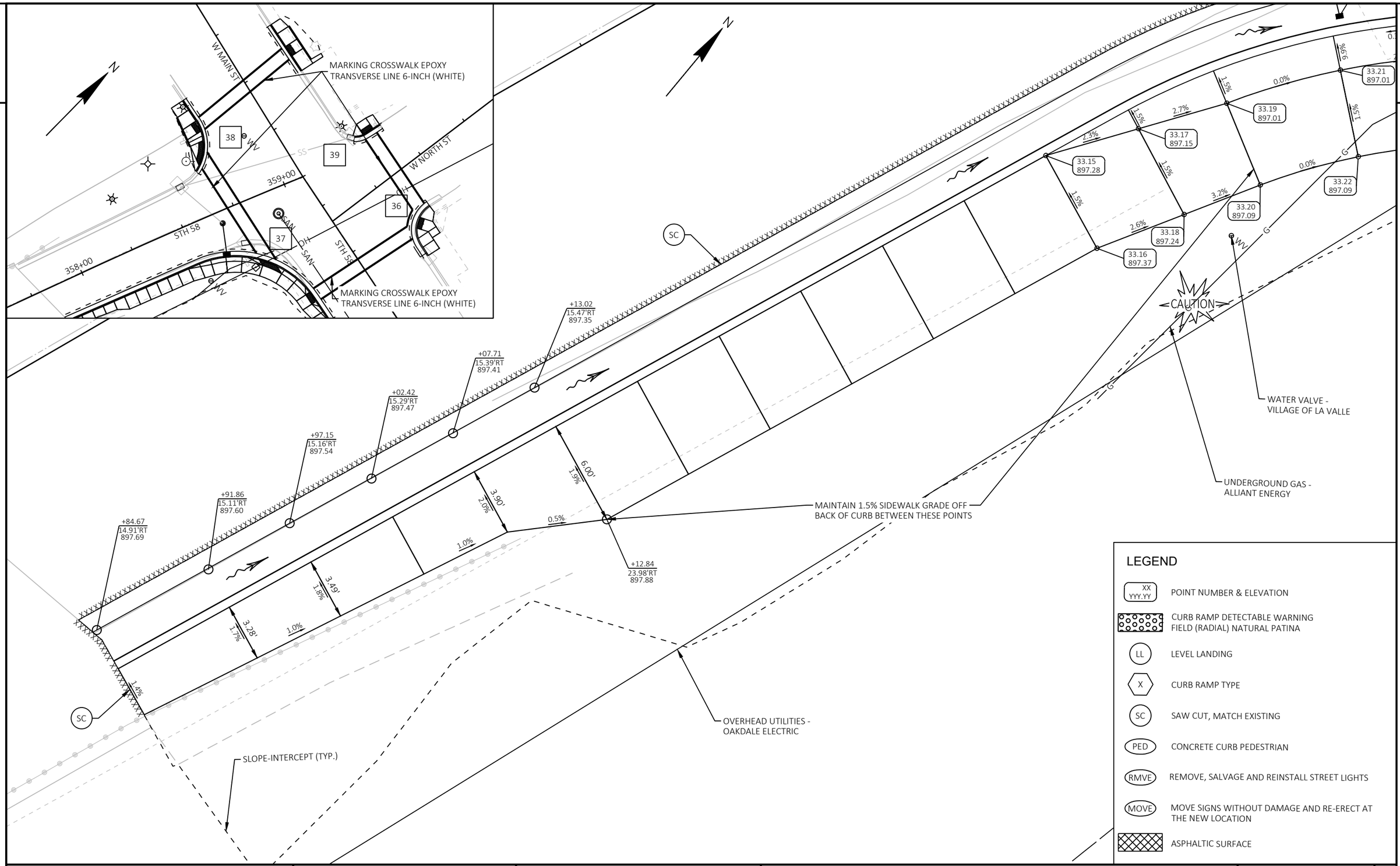
RADIAL WARNING FIELD PANEL LAYOUT TABLE			
BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
42.5'	2'	18 SF	8.52'

LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

N

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - WMAIN ST (SOUTHEAST)	SHEET 62	E



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - WMAIN ST (SOUTHEAST SIDEWALK)	SHEET 63	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 20-WMAINST(SE) SDWK

PLOT DATE : 8/29/2023 7:48 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:5 FT

WMAINST SW			
POINT NUMBER	STATION	OFFSET	ELEVATION
34.1	358+74.26	41.82' LT	896.26
34.2	358+74.51	36.78' LT	896.36
34.3	358+74.24	34.55' LT	896.54
34.4	358+73.72	32.40' LT	896.44
34.5	358+67.87	23.04' LT	896.53
34.6	358+65.24	21.03' LT	897.06
34.7	358+71.65	41.33' LT	896.30
34.8	358+72.58	36.42' LT	896.39
34.9	358+67.52	40.55' LT	896.37
34.10	358+67.63	35.49' LT	896.47
34.11	358+67.65	34.03' LT	896.59
34.12	358+67.69	32.27' LT	896.56
34.13	358+67.20	32.26' LT	896.56
34.14	358+67.16	34.00' LT	896.78
34.15	358+67.14	35.40' LT	896.96
34.16	358+67.04	40.46' LT	896.87
34.17	358+67.41	46.63' LT	896.70
34.18	358+73.16	47.71' LT	896.67
34.19	358+66.51	51.55' LT	896.70
34.20	358+72.26	52.63' LT	896.60

RADIAL WARNING FIELD PANEL LAYOUT TABLE			
BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
20.5'	9.22'	19 SF	11.22'

LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

N

34

LIGHT POLE-
VILLAGE OF LAVALLE

MOVE

34.18 896.67
34.1 896.26
34.8 896.39
3
34.20 896.60
34.2 896.36
34.3 896.54
34.4 896.44
34.7 896.30
34.19 896.70
34.17 896.70
34.9 896.37
34.16 896.87
34.10 896.47
34.15 896.96
34.11 896.59
34.14 896.78
34.13 896.56
34.12 896.56
34.5 896.53
34.6 897.06

SC
PED
LL
4A
6:1

1.4% 6.8% 4.0% 2.1% 1.8% 0.6% 1.5% 8.0% 1.5% 0.0% 4.8% 0.8% 5.5% 1.8% 1.5% 0.7% 1.9% 1.9% 8.3% 1.9% 0.9% 4.0% 0.3% 4.4%

TEMPORARY EASEMENT

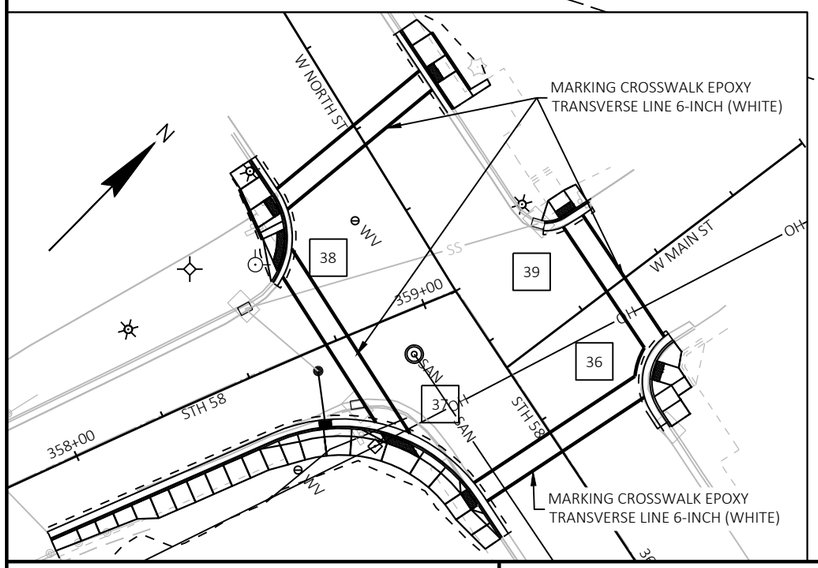
SLOPE-INTERCEPT (TYP.)

HYDRANT -
VILLAGE OF LA VALLE

EXISTING R/W

SS

STA 358+67, 5.5' RT
MANHOLES 4-J
1



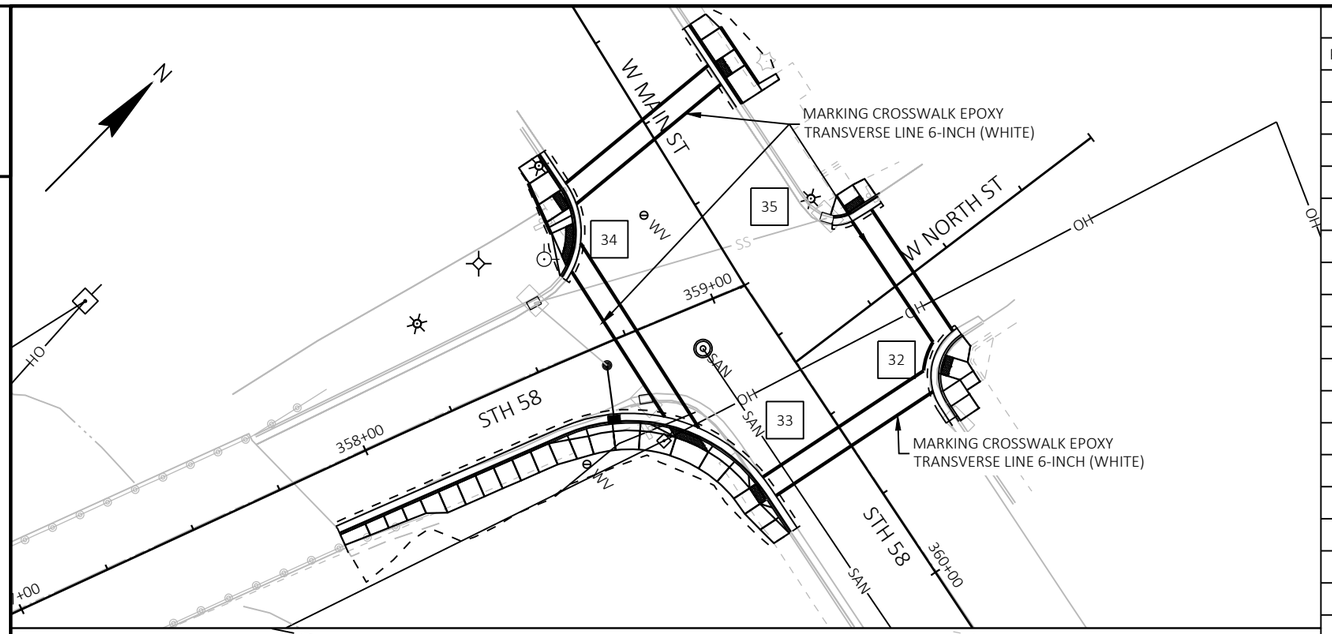
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - WMAIN ST (SOUTHEAST)	SHEET 64	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 21-WMAINST(SW)

PLOT DATE : 8/29/2023 7:50 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

2

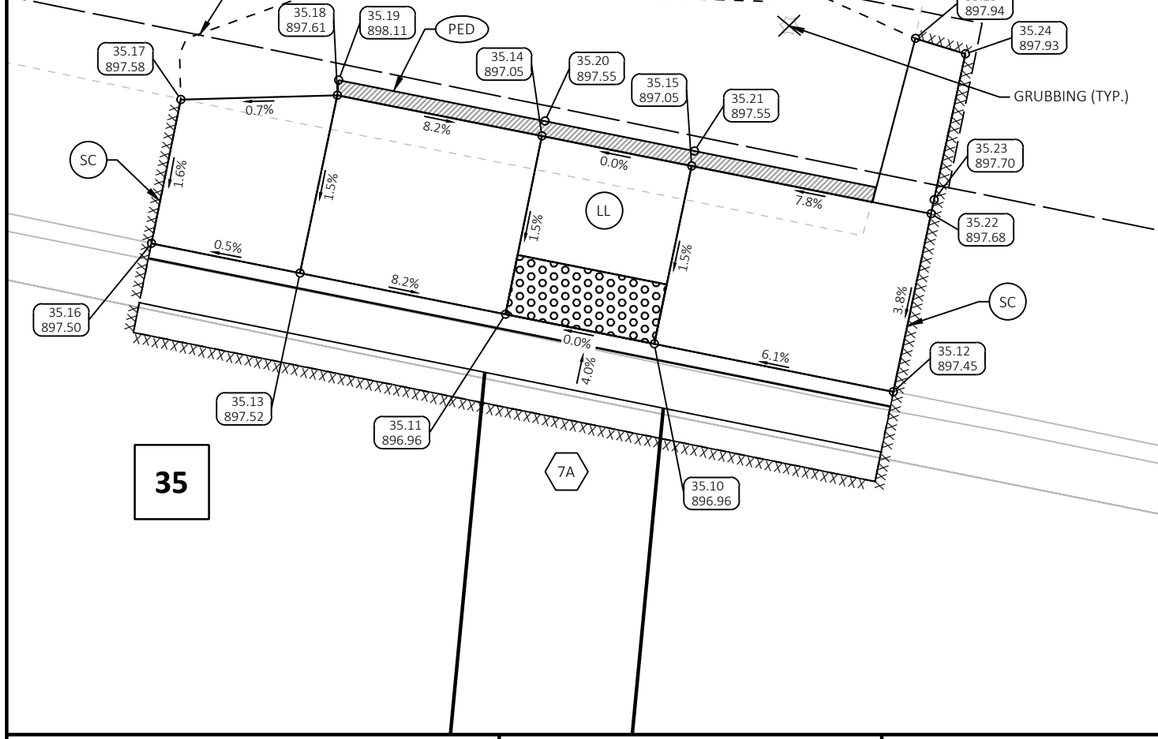


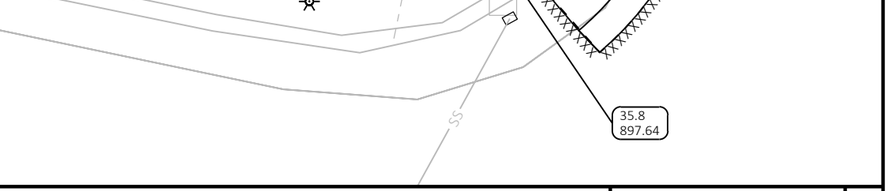
WMAINST NW			
POINT NUMBER	STATION	OFFSET	ELEVATION
35.1	359+09.10	38.46' LT	897.42
35.2	359+09.10	33.49' LT	897.37
35.3	359+09.10	38.58' LT	897.62
35.4	359+09.10	33.59' LT	897.55
35.5	359+09.10	38.98' LT	898.03
35.6	359+09.10	34.06' LT	897.86
35.7	359+09.10	42.03' LT	898.06
35.8	359+09.10	29.36' LT	897.64
35.9	359+09.10	42.35' LT	898.08
35.10	359+09.10	55.06' LT	896.96
35.11	359+09.10	59.49' LT	896.96
35.12	359+09.10	48.15' LT	897.45
35.13	359+09.10	65.77' LT	897.52
35.14	359+09.10	62.36' LT	897.05
35.15	359+09.10	58.12' LT	897.05
35.16	359+09.10	70.38' LT	897.50
35.17	359+09.10	72.31' LT	897.58
35.18	359+09.10	68.34' LT	897.61
35.19	359+09.10	68.63' LT	898.11
35.20	359+09.10	62.62' LT	897.55
35.21	359+09.10	58.39' LT	897.55
35.22	359+09.10	51.62' LT	897.68
35.23	359+09.10	51.91' LT	897.70
35.24	359+09.10	55.10' LT	897.93
35.25	359+09.10	56.48' LT	897.94

LEGEND

N

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE





PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - WMAIN ST (NORTH)	SHEET 65	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 22-WMAINST(NW)

PLOT DATE : 8/29/2023 7:51 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:5 FT

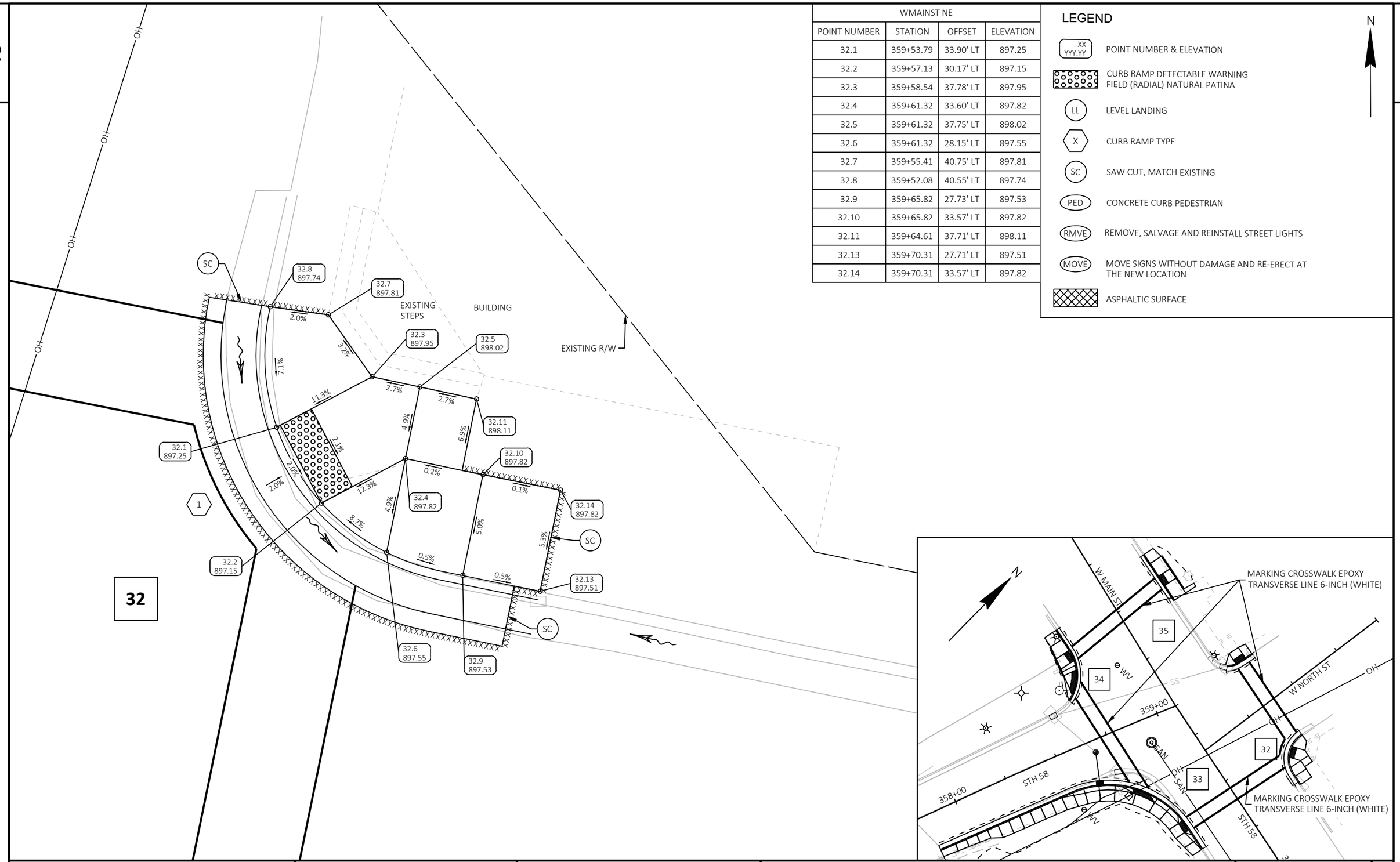
WISDOT/CADDS SHEET 42

WMAINST NE			
POINT NUMBER	STATION	OFFSET	ELEVATION
32.1	359+53.79	33.90' LT	897.25
32.2	359+57.13	30.17' LT	897.15
32.3	359+58.54	37.78' LT	897.95
32.4	359+61.32	33.60' LT	897.82
32.5	359+61.32	37.75' LT	898.02
32.6	359+61.32	28.15' LT	897.55
32.7	359+55.41	40.75' LT	897.81
32.8	359+52.08	40.55' LT	897.74
32.9	359+65.82	27.73' LT	897.53
32.10	359+65.82	33.57' LT	897.82
32.11	359+64.61	37.71' LT	898.11
32.13	359+70.31	27.71' LT	897.51
32.14	359+70.31	33.57' LT	897.82

LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

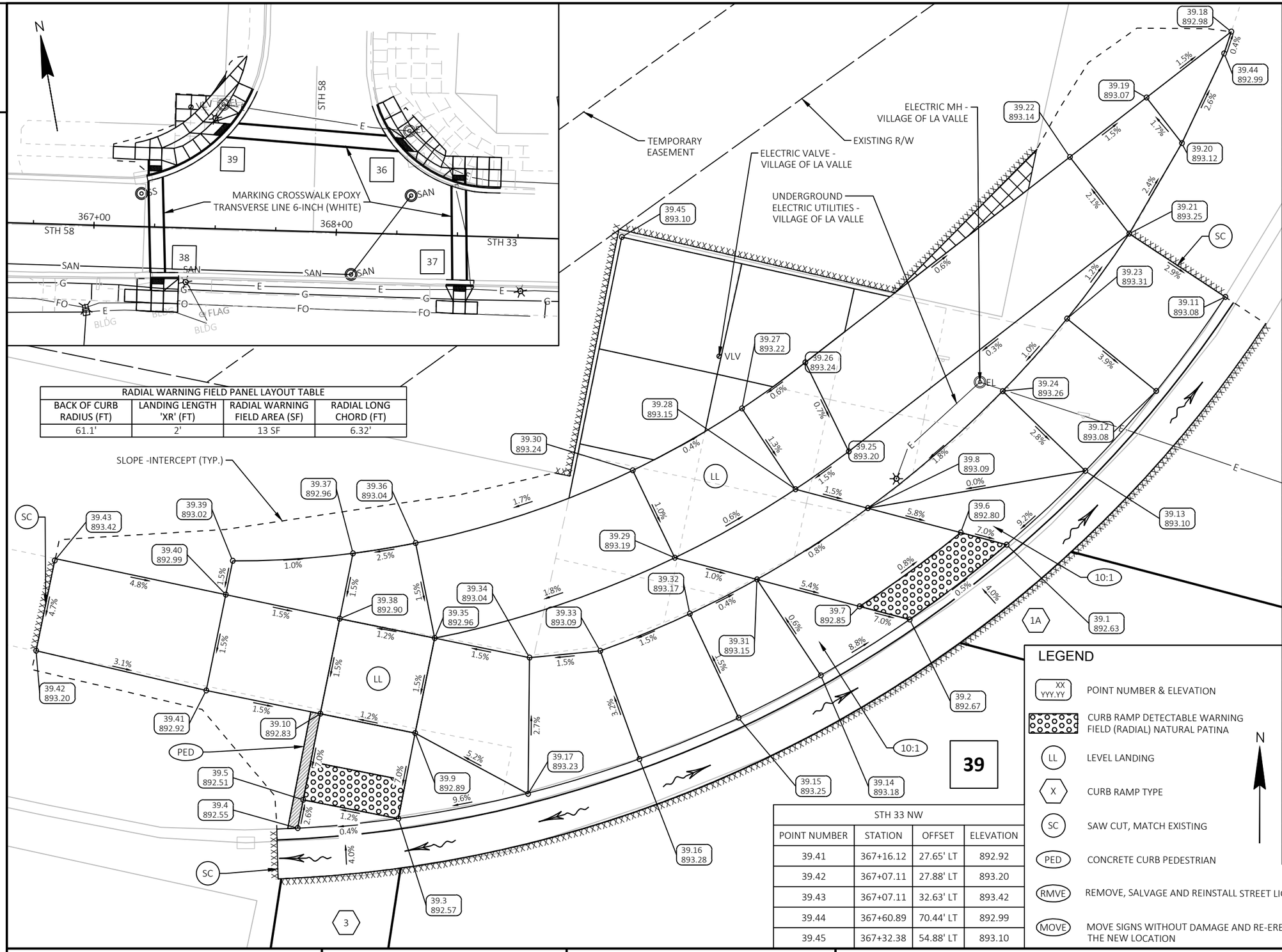
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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - WMAIN ST (NORTH)	SHEET 66	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 23-WMAINST(NE)

PLOT DATE : 8/29/2023 7:52 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:5 FT



RADIAL WARNING FIELD PANEL LAYOUT TABLE			
BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
61.1'	2'	13 SF	6.32'

STH 33 NW			
POINT NUMBER	STATION	OFFSET	ELEVATION
39.41	367+16.12	27.65' LT	892.92
39.42	367+07.11	27.88' LT	893.20
39.43	367+07.11	32.63' LT	893.42
39.44	367+60.89	70.44' LT	892.99
39.45	367+32.38	54.88' LT	893.10

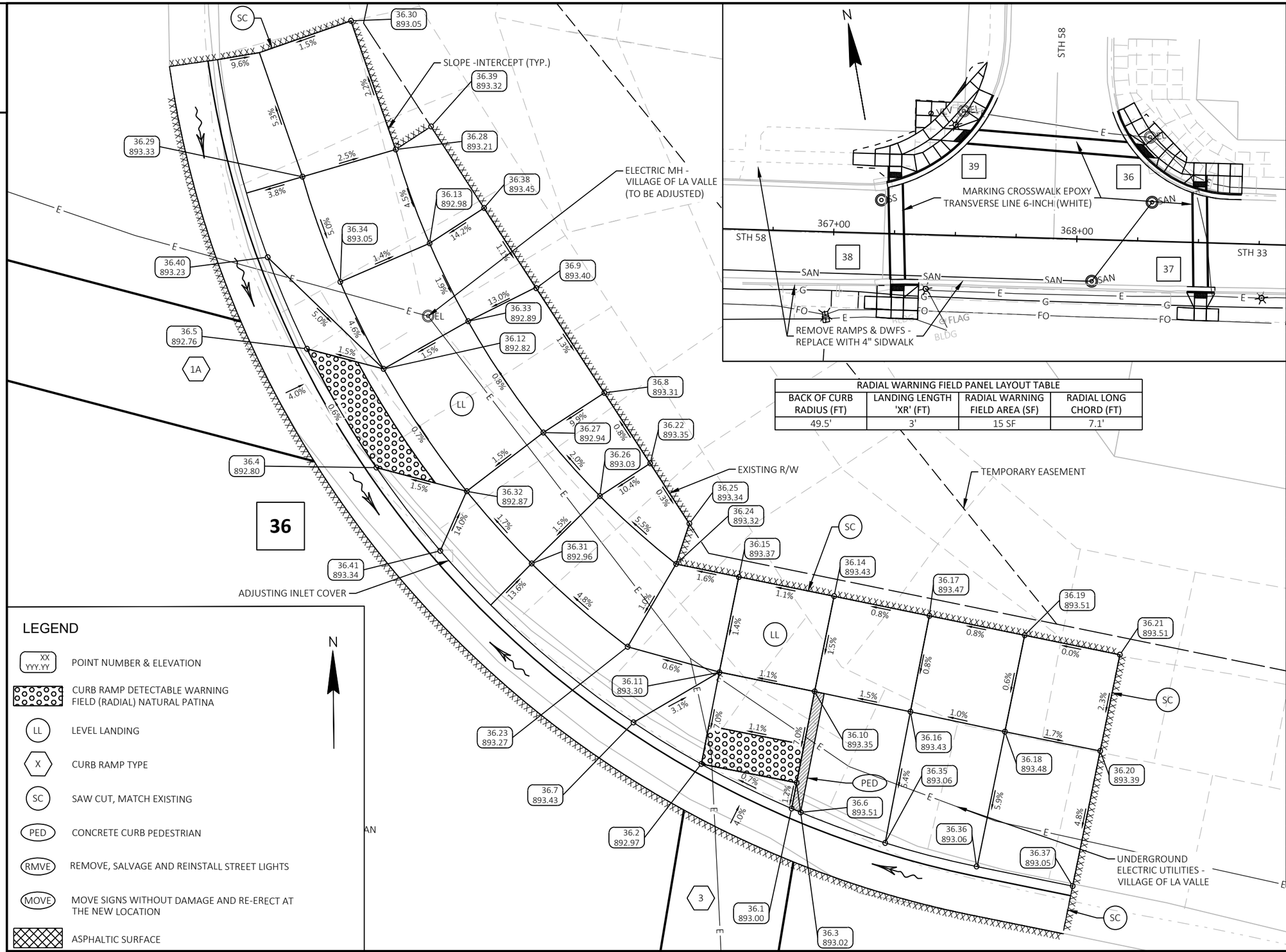
STH 33 NW			
POINT NUMBER	STATION	OFFSET	ELEVATION
39.1	367+55.03	43.36' LT	892.63
39.2	367+50.91	38.57' LT	892.67
39.3	367+27.16	23.19' LT	892.57
39.4	367+22.17	21.65' LT	892.55
39.5	367+22.16	23.14' LT	892.51
39.6	367+52.58	43.49' LT	892.80
39.7	367+48.24	38.71' LT	892.85
39.8	367+47.64	43.75' LT	893.09
39.9	367+27.12	27.67' LT	892.89
39.10	367+22.12	27.66' LT	892.83
39.11	367+63.49	58.15' LT	893.08
39.12	367+60.99	52.68' LT	893.08
39.13	367+58.23	47.90' LT	893.10
39.14	367+47.00	34.82' LT	893.18
39.15	367+43.29	31.82' LT	893.25
39.16	367+38.71	28.70' LT	893.28
39.17	367+33.45	25.79' LT	893.23
39.18	367+61.03	71.61' LT	892.98
39.19	367+57.43	67.39' LT	893.07
39.20	367+59.69	65.46' LT	893.12
39.21	367+57.98	60.34' LT	893.25
39.22	367+54.18	63.59' LT	893.14
39.23	367+55.72	55.40' LT	893.31
39.24	367+53.23	51.07' LT	893.26
39.25	367+46.08	46.42' LT	893.20
39.26	367+42.96	50.47' LT	893.24
39.27	367+40.24	47.48' LT	893.22
39.28	367+43.78	43.96' LT	893.15
39.29	367+38.40	39.24' LT	893.19
39.30	367+35.37	43.21' LT	893.24
39.31	367+42.78	39.00' LT	893.15
39.32	367+39.75	36.57' LT	893.17
39.33	367+35.61	33.76' LT	893.09
39.34	367+32.11	32.68' LT	893.04
39.35	367+27.11	32.67' LT	892.96
39.36	367+25.16	37.28' LT	893.04
39.37	367+22.10	36.10' LT	892.96
39.38	367+22.11	32.66' LT	892.90
39.39	367+16.10	34.47' LT	893.02
39.40	367+16.11	32.69' LT	892.99

LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - STH 33 (NW)	SHEET 67	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 24-STH33(NW)
PLOT DATE : 8/25/2023 12:35 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



RADIAL WARNING FIELD PANEL LAYOUT TABLE			
BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
49.5'	3'	15 SF	7.1'

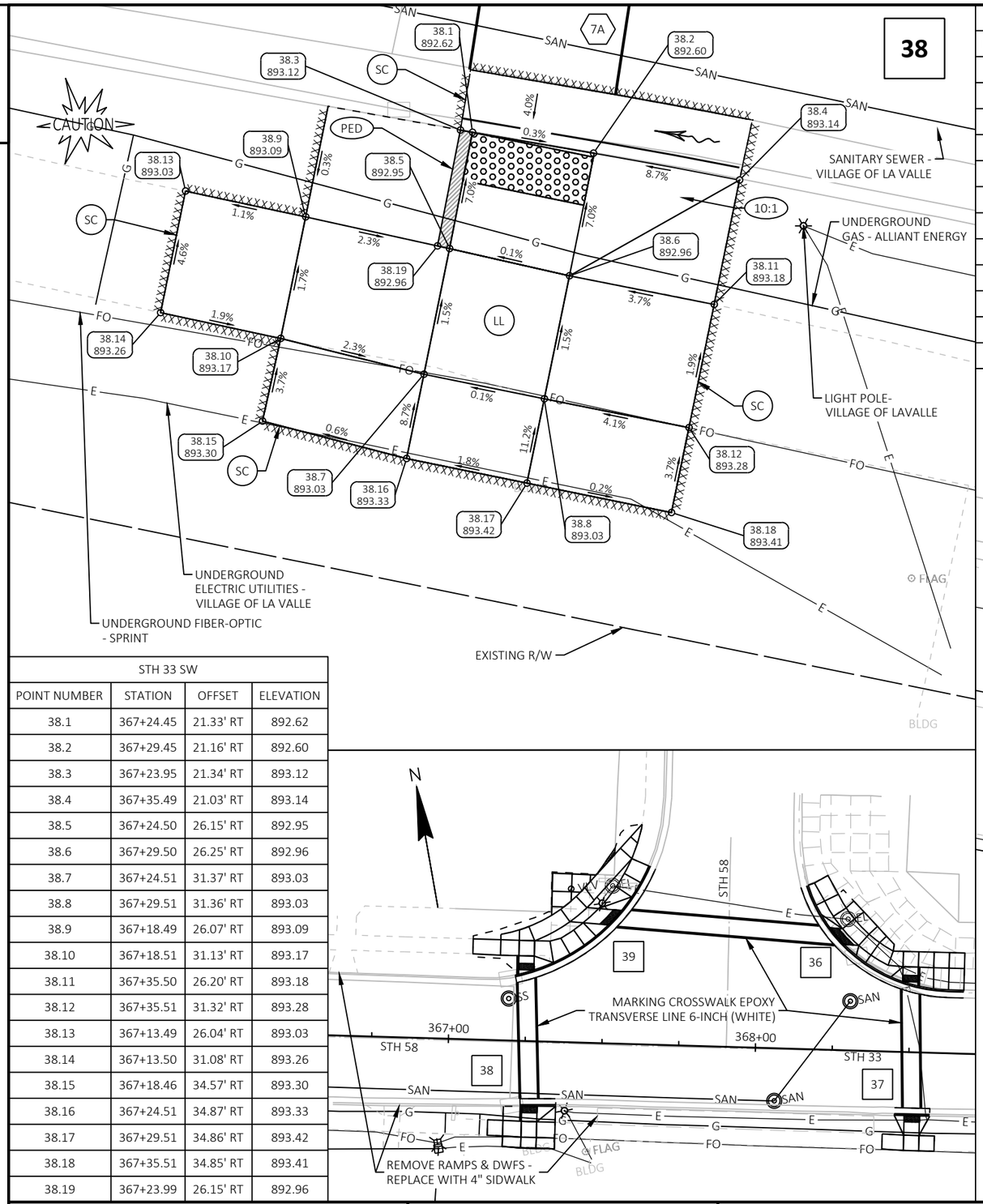
STH 33 NE			
POINT NUMBER	STATION	OFFSET	ELEVATION
36.1	368+52.33	21.62' LT	893.00
36.2	368+47.32	22.92' LT	892.97
36.3	368+52.32	22.97' LT	893.02
36.4	368+27.88	34.47' LT	892.80
36.5	368+23.15	39.73' LT	892.76
36.6	368+52.83	21.52' LT	893.51
36.7	368+43.47	24.30' LT	893.43
36.8	368+38.58	40.60' LT	893.31
36.9	368+34.06	45.16' LT	893.40
36.10	368+52.27	27.74' LT	893.35
36.11	368+47.27	27.72' LT	893.30
36.12	368+27.21	39.51' LT	892.82
36.13	368+28.22	46.31' LT	892.98
36.14	368+52.26	32.74' LT	893.43
36.15	368+47.26	32.72' LT	893.37
36.16	368+57.31	27.72' LT	893.43
36.17	368+57.26	32.75' LT	893.47
36.18	368+62.27	27.70' LT	893.48
36.19	368+62.26	32.76' LT	893.51
36.20	368+67.27	27.72' LT	893.39
36.21	368+67.26	32.77' LT	893.51
36.22	368+41.62	37.53' LT	893.35
36.23	368+42.39	28.06' LT	893.27
36.24	368+43.97	32.73' LT	893.32
36.25	368+44.22	34.90' LT	893.34
36.26	368+39.43	35.36' LT	893.03
36.27	368+35.92	37.97' LT	892.94
36.28	368+25.54	50.68' LT	893.21
36.29	368+21.13	48.35' LT	893.33
36.30	368+21.95	56.70' LT	893.05
36.31	368+36.70	31.25' LT	892.96
36.32	368+32.67	34.21' LT	892.87
36.33	368+30.98	42.79' LT	892.89
36.34	368+24.13	43.45' LT	893.05
36.35	368+57.40	20.85' LT	893.06
36.36	368+62.25	20.62' LT	893.06
36.37	368+67.29	20.63' LT	893.05
36.38	368+30.59	48.66' LT	893.45
36.39	368+27.08	52.21' LT	893.32
36.40	368+20.21	43.93' LT	893.23
36.41	368+31.96	30.94' LT	893.34

LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - STH 33 (NE)	SHEET 68	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 25-STH33(NE)
PLOT DATE : 8/25/2023 12:35 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

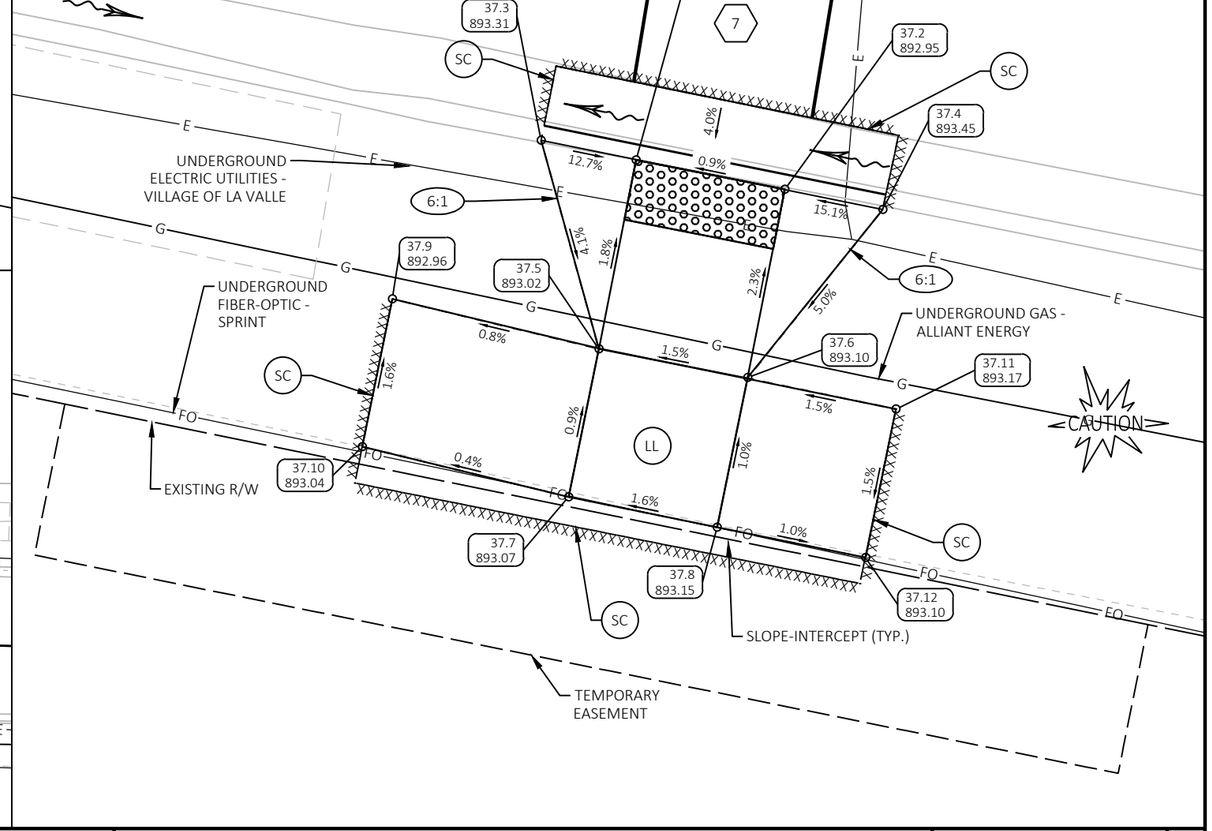


STH 33 SW			
POINT NUMBER	STATION	OFFSET	ELEVATION
38.1	367+24.45	21.33' RT	892.62
38.2	367+29.45	21.16' RT	892.60
38.3	367+23.95	21.34' RT	893.12
38.4	367+35.49	21.03' RT	893.14
38.5	367+24.50	26.15' RT	892.95
38.6	367+29.50	26.25' RT	892.96
38.7	367+24.51	31.37' RT	893.03
38.8	367+29.51	31.36' RT	893.03
38.9	367+18.49	26.07' RT	893.09
38.10	367+18.51	31.13' RT	893.17
38.11	367+35.50	26.20' RT	893.18
38.12	367+35.51	31.32' RT	893.28
38.13	367+13.49	26.04' RT	893.03
38.14	367+13.50	31.08' RT	893.26
38.15	367+18.46	34.57' RT	893.30
38.16	367+24.51	34.87' RT	893.33
38.17	367+29.51	34.86' RT	893.42
38.18	367+35.51	34.85' RT	893.41
38.19	367+23.99	26.15' RT	892.96

STH 33 SE			
POINT NUMBER	STATION	OFFSET	ELEVATION
37.1	368+49.04	20.74' RT	892.91
37.2	368+54.04	20.70' RT	892.95
37.3	368+45.84	20.74' RT	893.31
37.4	368+57.34	20.69' RT	893.45
37.5	368+49.10	27.09' RT	893.02
37.6	368+54.10	27.02' RT	893.10
37.7	368+49.11	32.07' RT	893.07
37.8	368+54.11	32.06' RT	893.15
37.9	368+42.09	26.85' RT	892.96
37.10	368+42.11	31.83' RT	893.04
37.11	368+59.10	27.05' RT	893.17
37.12	368+59.11	32.05' RT	893.10

LEGEND

- XX / YYY.YY — POINT NUMBER & ELEVATION
- CURB RAMP DETECTABLE WARNING FIELD (RADIAL) NATURAL PATINA
- LL — LEVEL LANDING
- X — CURB RAMP TYPE
- SC — SAW CUT, MATCH EXISTING
- PED — CONCRETE CURB PEDESTRIAN
- RMVE — REMOVE, SALVAGE AND REINSTALL STREET LIGHTS
- MOVE — MOVE SIGNS WITHOUT DAMAGE AND RE-ERECT AT THE NEW LOCATION
- ASPHALTIC SURFACE



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CURB RAMP DETAILS - STH 33 (SOUTH)	SHEET 69	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 26-STH33(S)
PLOT DATE : 8/25/2023 12:36 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

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

N

LITTLE BARABOO RIVER

WETLAND BOUNDARY

EXISTING R/W

SILT FENCE

B-56-0094

286+00 287+00 288+00 289+00 290+00 291+00 292+00 293+

FO HO OH

EXISTING R/W

TEMPORARY DITCH CHECK

WETLAND IMPACT C
806 SF
0.019 ACRES

EROSION MAT URBAN CLASS I, TYPE A

WETLAND BOUNDARY

SLOPE-INTERCEPT (TYP.)

LITTLE BARABOO RIVER

WETLAND BOUNDARY

EXISTING R/W

WETLAND IMPACT D
191 SF
0.004 ACRES

WETLAND BOUNDARY

EXISTING R/W

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - B-56-0094	SHEET 70	E

2

2

LEGEND

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

N

EXISTING R/W

LITTLE BARABOO RIVER

WETLAND BOUNDARY

WETLAND IMPACT G
263 SF
0.005 ACRES

SILT FENCE

B-56-0095

316+00

317+00

318+00

319+00

320+00

321+00

322+00

323+00

FO

TEMPORARY DITCH CHECK

WETLAND IMPACT E
2311 SF
0.053 ACRES

EROSION MAT URBAN CLASS I, TYPE A

PROPOSED DITCH FLOWLINE

SLOPE-INTERCEPT (TYP.)

WETLAND BOUNDARY

LITTLE BARABOO RIVER

EXISTING R/W

EXISTING R/W

WETLAND BOUNDARY

WETLAND IMPACT F
449 SF
0.010 ACRES

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - B-56-0095	SHEET 71	E

2

2

LEGEND

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

N

EXISTING R/W

WETLAND BOUNDARY

WETLAND IMPACT H
139.5 SF
0.003 ACRES

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN
CLASS I, TYPE A

WETLAND IMPACT I
209.9 SF
0.005 ACRES

LA VALLE MILL POND
EDGE

SILT FENCE

WETLAND IMPACT J
28.0 SF
0.001 ACRES

EXISTING R/W

WETLAND
BOUNDARY

14+00

MINI CREEK RD

346+00

347+00

348+00

349+00

350+00

351+00

352+00

353+00

STH 58

A C

A C

EXISTING R/W

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - LA VALLE MILL POND	SHEET 72	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022003-ec

PLOT DATE : 5/30/2023 1:14 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS I, TYPE A

WETLAND IMPACT I
209.9 SF
0.005 ACRES

SILT FENCE

WETLAND IMPACT J
28.0 SF
0.001 ACRES

EXISTING R/W

WETLAND BOUNDARY

EROSION MAT URBAN CLASS I, TYPE A

SLOPE-INTERCEPT (TYP.)

LA VALLE MILL POND EDGE

WETLAND BOUNDARY

EROSION MAT URBAN CLASS I, TYPE A

SLOPE-INTERCEPT (TYP.)

WETLAND IMPACT J
20.9 SF
0.000 ACRES

SILT FENCE

SILT FENCE

EXISTING R/W

EXISTING R/W

EXISTING R/W

CAUTION

350+00

351+00

352+00

353+00

354+00

355+00

356+00

357+00

11+00

STH 58

N RIVER

A C

A C

N

LEGEND

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

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - LA VALLE MILL POND	SHEET 73	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022004-ec

PLOT DATE : 5/30/2023 1:14 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:50 FT

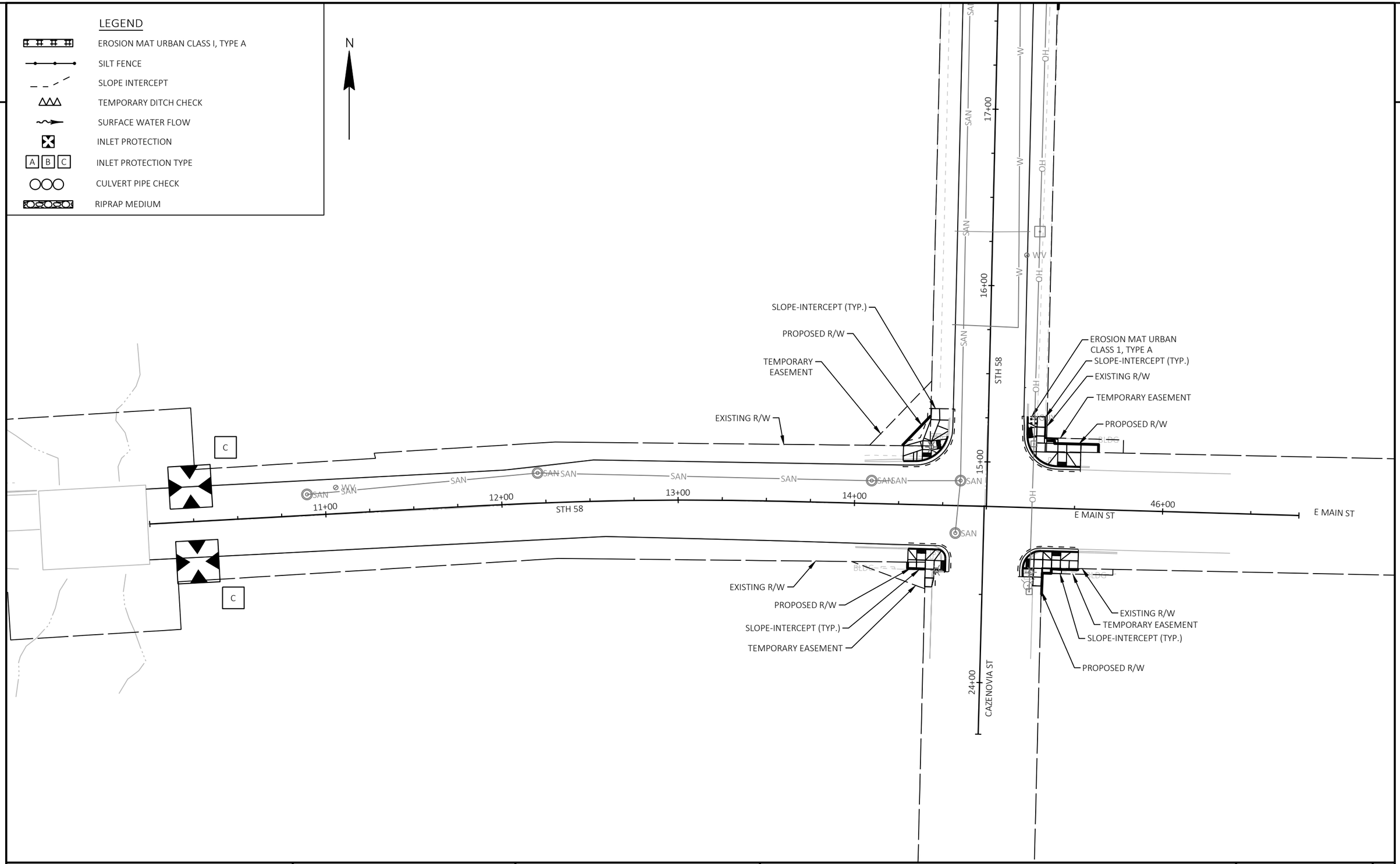
WISDOT/CADDS SHEET 42

2

LEGEND

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

N



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - LEE LAKE BRIDGE	SHEET 74	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022005-ec

PLOT DATE : 5/30/2023 1:14 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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

N

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS 1, TYPE A

TEMPORARY EASEMENT

EXISTING R/W

TEMPORARY EASEMENT

EROSION MAT URBAN CLASS 1, TYPE A

SLOPE-INTERCEPT (TYP.)

PROPOSED R/W

EXISTING R/W

NORTH ST

18+00

SAN FO W OH

EROSION MAT URBAN CLASS 1, TYPE A

SLOPE-INTERCEPT (TYP.)

C

EXISTING R/W

PROPOSED R/W

2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - NORTH ST	SHEET 75	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022007-ec

PLOT DATE : 5/30/2023 1:14 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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

N

SLOPE-INTERCEPT (TYP.)

TEMPORARY EASEMENT

PROPOSED R/W

EXISTING R/W

SAN

14+00

15+00

OHU

OHU

OHU

OHU

OHU

EROSION MAT URBAN CLASS 1, TYPE A

SLOPE-INTERCEPT (TYP.)

EXISTING R/W

TEMPORARY EASEMENT

PROPOSED R/W

E MAIN ST

2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - CAZENOVIA ST	SHEET 76	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022006-ec

PLOT DATE : 5/30/2023 1:14 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT

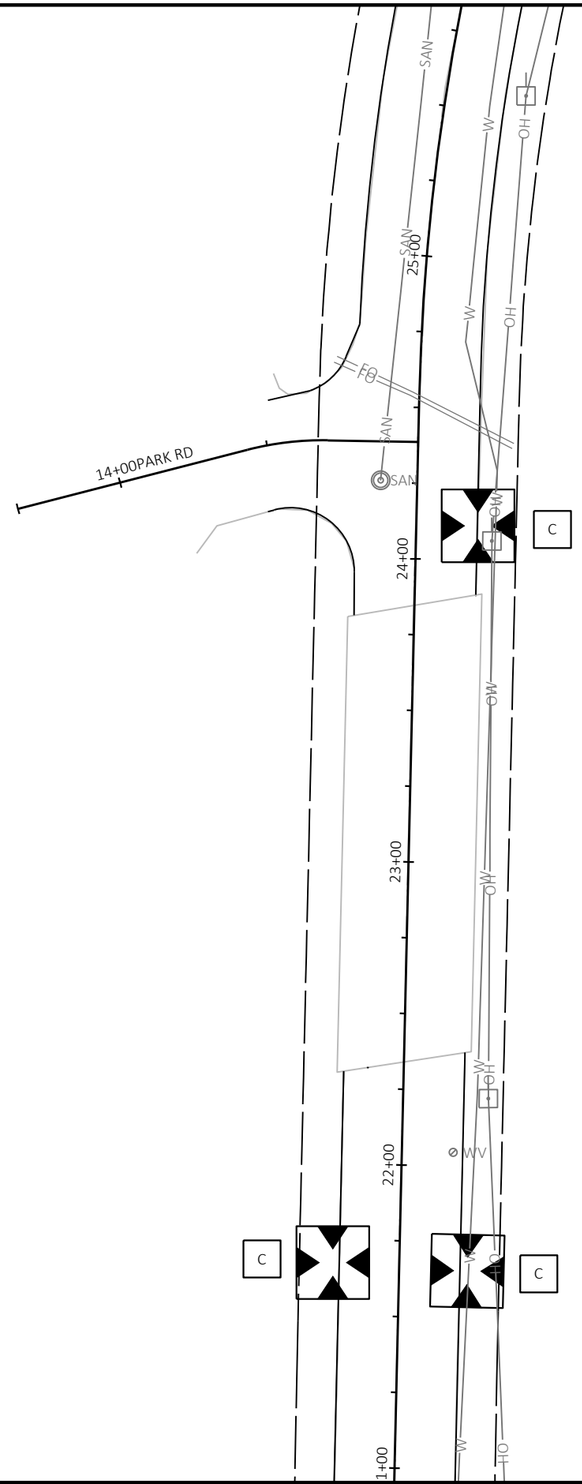
WISDOT/CADDS SHEET 42

2

LEGEND

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

N



2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - PARK RD	SHEET 77	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022008-ec

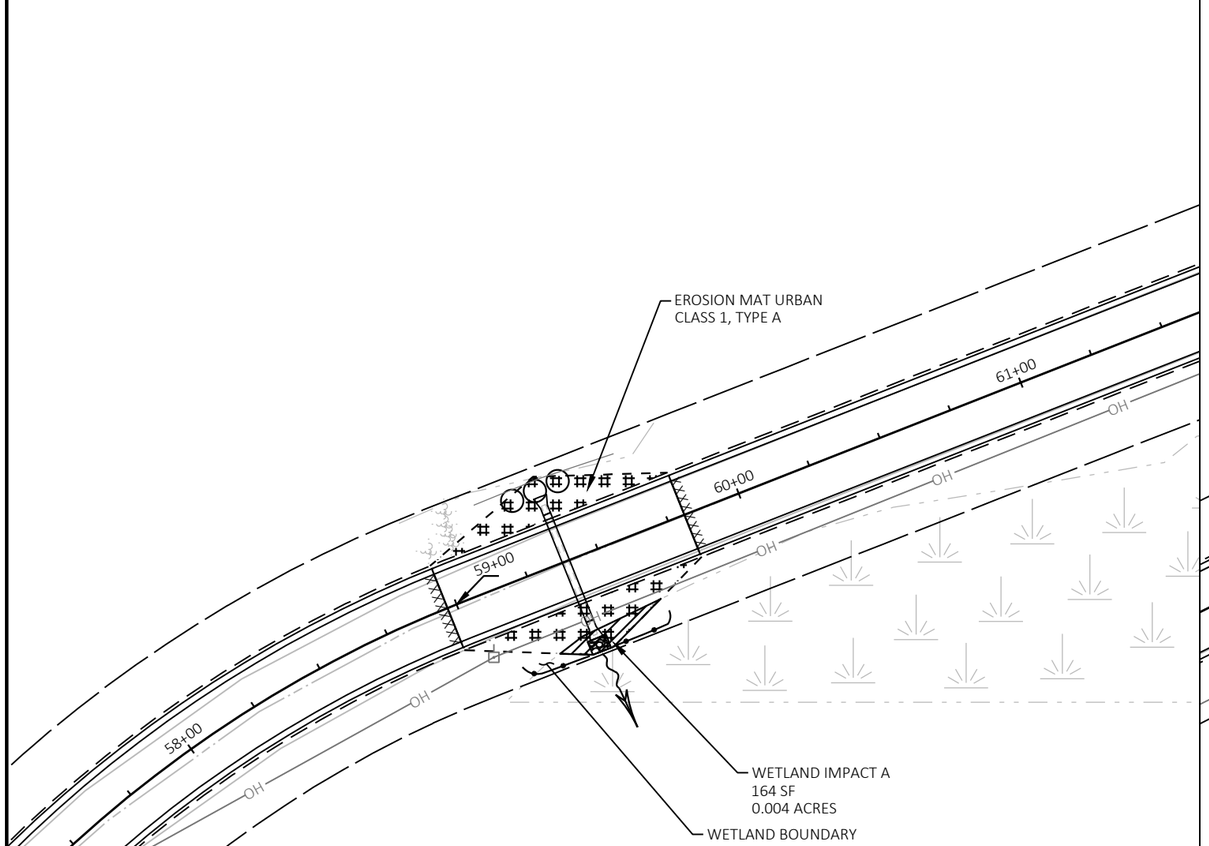
PLOT DATE : 5/30/2023 1:14 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

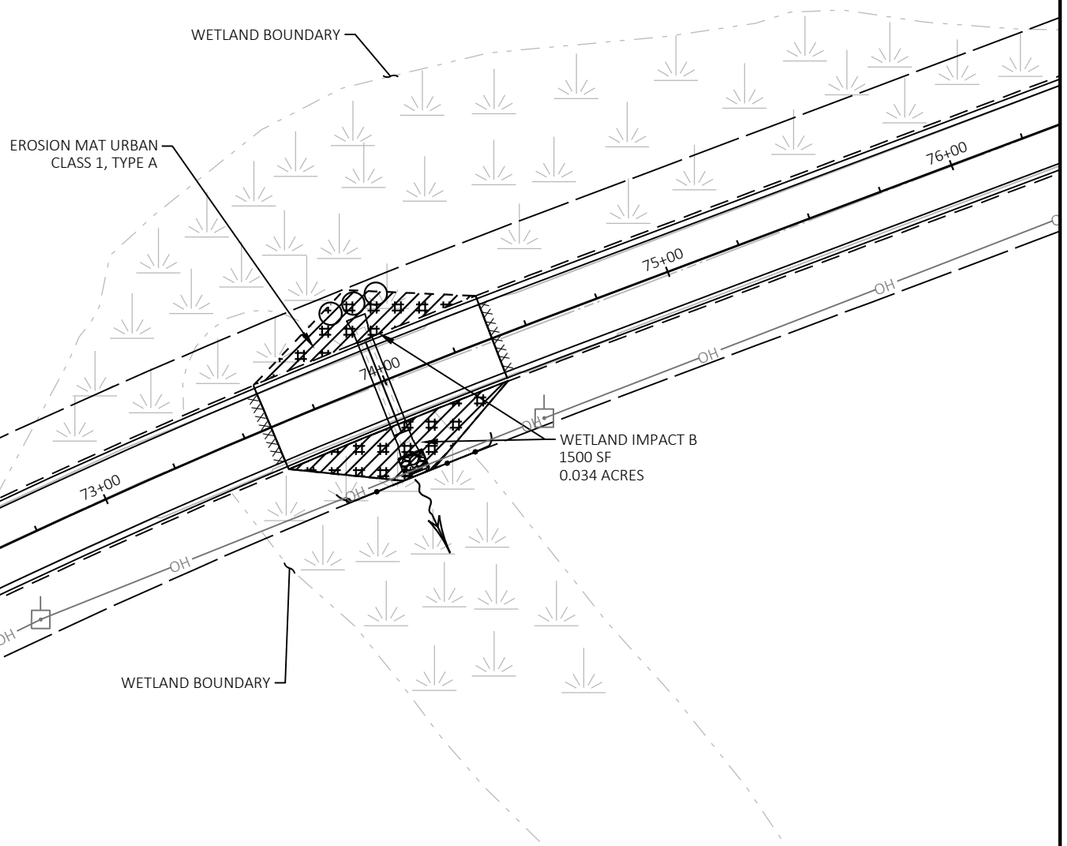
LEGEND

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

N



N



2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - CULVERT REPLACEMENTS	SHEET 78	E

2

LEGEND

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

N

TEMPORARY EASEMENT

EXISTING R/W

EROSION MAT URBAN CLASS 1, TYPE A

SLOPE-INTERCEPT (TYP.)

EXISTING 15" CMCP

5TH ST

STH 58

202+00

FO

HO

GUY

EXISTING 15" CMCP

EROSION MAT URBAN CLASS 1, TYPE A

SLOPE-INTERCEPT (TYP.)

EXISTING R/W

2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - 5TH ST	SHEET 79	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022010-ec

PLOT DATE : 5/30/2023 1:15 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

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

N

EXISTING R/W

SLOPE-INTERCEPT 4:1

TEMPORARY EASEMENT

EROSION MAT URBAN CLASS 1, TYPE A

EXISTING 18" CMCP

SLOPE-INTERCEPT (TYP.)

4TH ST

11+00

EROSION MAT URBAN CLASS 1, TYPE A

EXISTING 18" CMCP

GUY

SLOPE-INTERCEPT (TYP.)

EXISTING R/W

TEMPORARY EASEMENT

STH 58

206+00

TEMPORARY EASEMENT

EXISTING R/W

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS 1, TYPE A

4TH ST

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS 1, TYPE A

6" HYDRANT - VILLAGE OF IRONTON

EXISTING R/W

TEMPORARY EASEMENT

2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - 4TH ST	SHEET 80	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022011-ec

PLOT DATE : 5/30/2023 1:15 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
- INLET PROTECTION TYPE (A B C)
- CULVERT PIPE CHECK
- RIPRAP MEDIUM

N

EXISTING R/W

TEMPORARY EASEMENT

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS 1, TYPE A

3RD ST

10+00

STH 58

OVERHEAD ELECTRIC - ALLIANT ENERGY

EXISTING 18" CMCP

SLOPE-INTERCEPT 5:1

210+00

HO FO OH

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - 3RD ST	SHEET 81	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022012-ec
PLOT DATE : 5/30/2023 1:15 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

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

N

EXISTING R/W

TEMPORARY EASEMENT

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS 1, TYPE A

OH

214+00

2ND ST

10+00

STH 58

FO

TEMPORARY EASEMENT

EXISTING R/W

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS 1, TYPE A

EXISTING 18" CMCP

GUY

TEMPORARY EASEMENT

EXISTING R/W

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS 1, TYPE A

EXISTING 18" CMCP

EXISTING R/W

SLOPE-INTERCEPT (TYP.)

TEMPORARY EASEMENT

2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - 2ND ST	SHEET 82	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022013-ec

PLOT DATE : 5/30/2023 1:15 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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

N

TEMPORARY EASEMENT

EXISTING R/W

HO

FO

EROSION MAT URBAN CLASS 1, TYPE A

SLOPE-INTERCEPT (TYP.)

1ST ST

10+00

217+00

STH 58

SLOPE-INTERCEPT (TYP.)

TEMPORARY EASEMENT

EXISTING R/W

EXISTING 24" CMCP

EROSION MAT URBAN CLASS 1, TYPE A

EROSION MAT URBAN CLASS 1, TYPE A

EXISTING R/W

SLOPE INTERCEPT (TYP.)

TEMPORARY EASEMENT

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS 1, TYPE A

EXISTING R/W

TEMPORARY EASEMENT

EXISTING 15" CMCP

EXISTING 4'-4' INLET

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - 1ST ST	SHEET 83	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022014-ec

PLOT DATE : 5/30/2023 1:15 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

LEGEND

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

N

EXISTING R/W

TEMPORARY EASEMENT

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS 1, TYPE A

OH

2ND ST

214+00

10+00

STH 58

FO

TEMPORARY EASEMENT

EXISTING R/W

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS 1, TYPE A

EXISTING 18" CMCP

2ND ST

EROSION MAT URBAN CLASS 1, TYPE A

EXISTING R/W

SLOPE-INTERCEPT (TYP.)

GUY

TEMPORARY EASEMENT

EXISTING 18" CMCP

EROSION MAT URBAN CLASS 1, TYPE A

EXISTING R/W

SLOPE-INTERCEPT (TYP.)

TEMPORARY EASEMENT

2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - 2ND ST	SHEET 84	E

2

LEGEND

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

N

TEMPORARY EASEMENT

EXISTING R/W

EROSION MAT URBAN CLASS 1, TYPE A

SLOPE-INTERCEPT (TYP.)

1ST ST

10+00

217+00

STH 58

SLOPE-INTERCEPT (TYP.)

TEMPORARY EASEMENT

EXISTING R/W

EXISTING 24" CMCP

EROSION MAT URBAN CLASS 1, TYPE A

EROSION MAT URBAN CLASS 1, TYPE A

EXISTING R/W

SLOPE INTERCEPT (TYP.)

TEMPORARY EASEMENT

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS 1, TYPE A

EXISTING R/W

TEMPORARY EASEMENT

EXISTING 15" CMCP

EXISTING 4'-4' INLET

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - 1ST ST	SHEET 85	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022014-ec

PLOT DATE : 8/25/2023 1:50 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

LEGEND

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

N

HO

EXISTING R/W

TEMPORARY EASEMENT

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS 1, TYPE A

MAIN ST

220+00

STH 58

EXISTING 18" CMCP

EXISTING R/W

EROSION MAT URBAN CLASS 1, TYPE A

TEMPORARY EASEMENT

CULVERT PIPE CLASS III-A 12-INCH

SLOPE-INTERCEPT (TYP.)

2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - MAIN ST	SHEET 86	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022015-ec

PLOT DATE : 8/25/2023 1:50 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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

N

MINI CREEK RD

STH 58

EXISTING R/W

EROSION MAT URBAN CLASS I, TYPE A

SLOPE-INTERCEPT (TYP.)

TEMPORARY EASEMENT

EXISTING R/W

SLOPE-INTERCEPT (TYP.)

EROSION MAT URBAN CLASS I, TYPE A

TEMPORARY EASEMENT

347+00

OH SAN W WV POST

2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - MINI CREEK RD	SHEET 87	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022016-ec

PLOT DATE : 8/25/2023 1:50 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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

N

STH 58

SLOPE-INTERCEPT (TYP.)

CAUTION

N RIVER

EXISTING R/W

EROSION MAT URBAN CLASS 1, TYPE A

SLOPE-INTERCEPT (TYP.)

EXISTING R/W

11+00

SAN SAN SAN SAN SAN SAN SAN SAN

G G G G G G G G

W W W W W W W W

M M M M M M M M

2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - N RIVER ST	SHEET 88	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022017-ec

PLOT DATE : 8/25/2023 1:50 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

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

STH 58

359+00

358+00

SS

SAN

OH

C

1 STA 358+67, 5.5' RT
MANHOLES 4-J

STA 358+67,
REMOVE 13.5'
EXISTING 15" PIPE

STA 358+73, 17.6' RT
REMOVE INLET

SSPRC CLASS IV 15-INCH @ 0.62%

STA 358+64, 19.4' RT 1A
INLETS 2x3-H-S

A C

CAUTION

EROSION MAT URBAN CLASS 1, TYPE A

SLOPE-INTERCEPT (TYP.)

EXISTING R/W

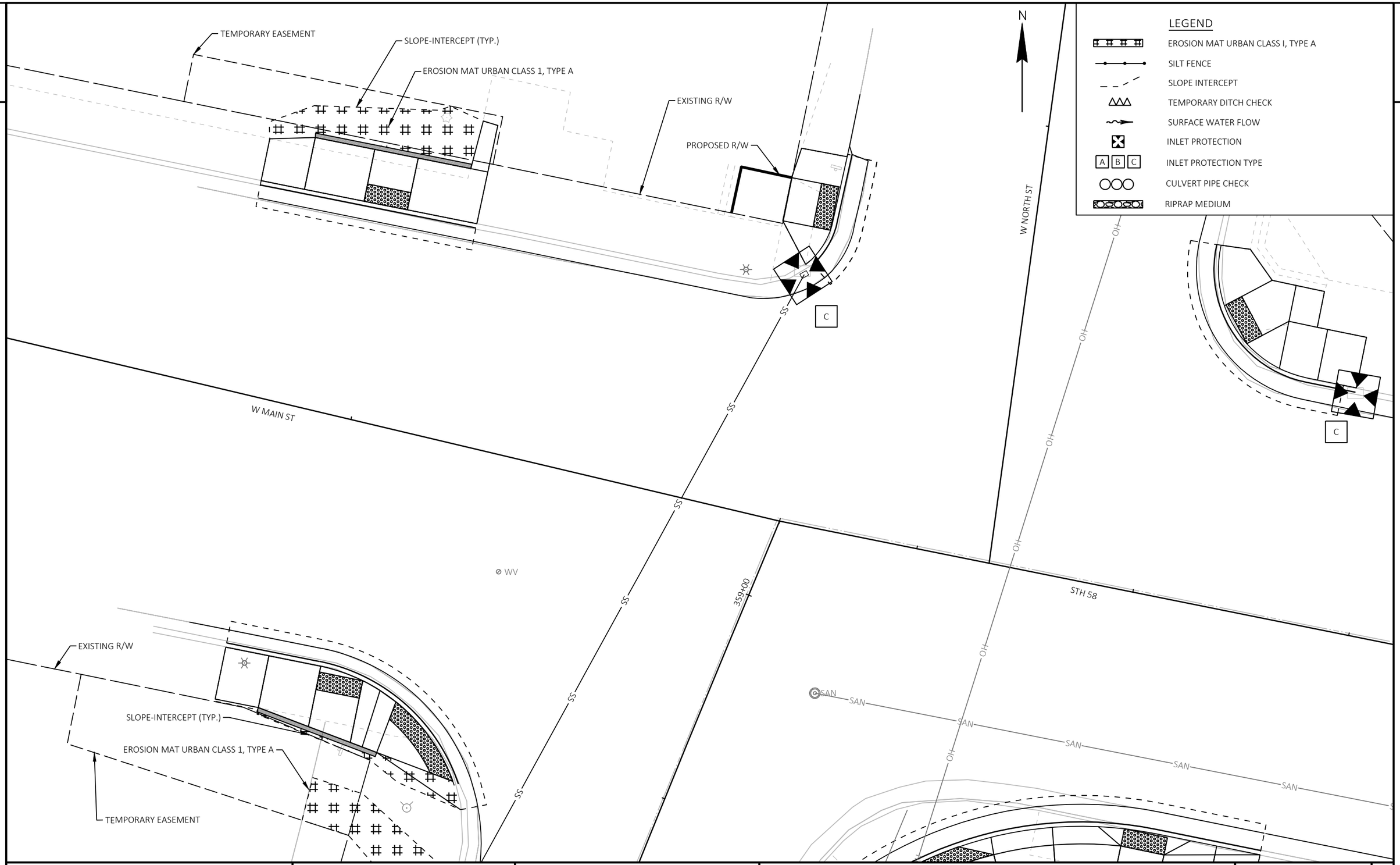
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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - W MAIN ST	SHEET 89	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022018-ec

PLOT DATE : 5/30/2023 1:16 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - W NORTH ST	SHEET 90	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022019-ec

PLOT DATE : 5/30/2023 1:16 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

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

N

EXISTING R/W

EROSION MAT URBAN CLASS 1, TYPE A

TEMPORARY EASEMENT

SLOPE-INTERCEPT (TYP.)

VLV

EL

E

C

SS

367+00

STH 58

SAN SAN SAN SAN SAN SAN SAN SAN

G G G G G

FO FO

C

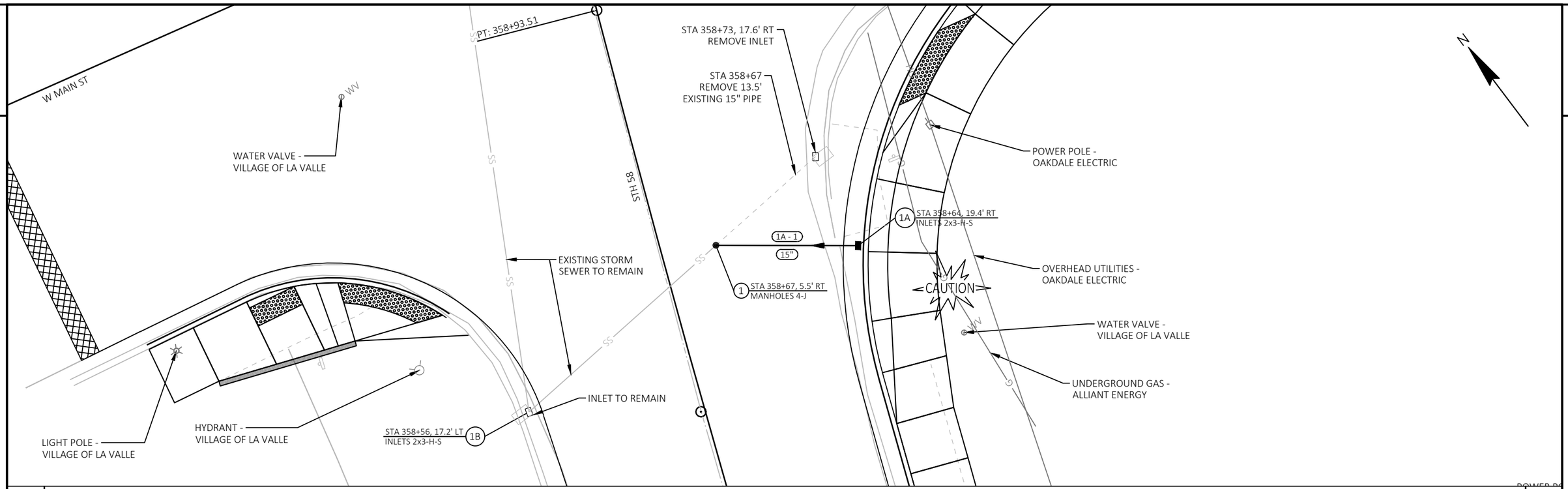
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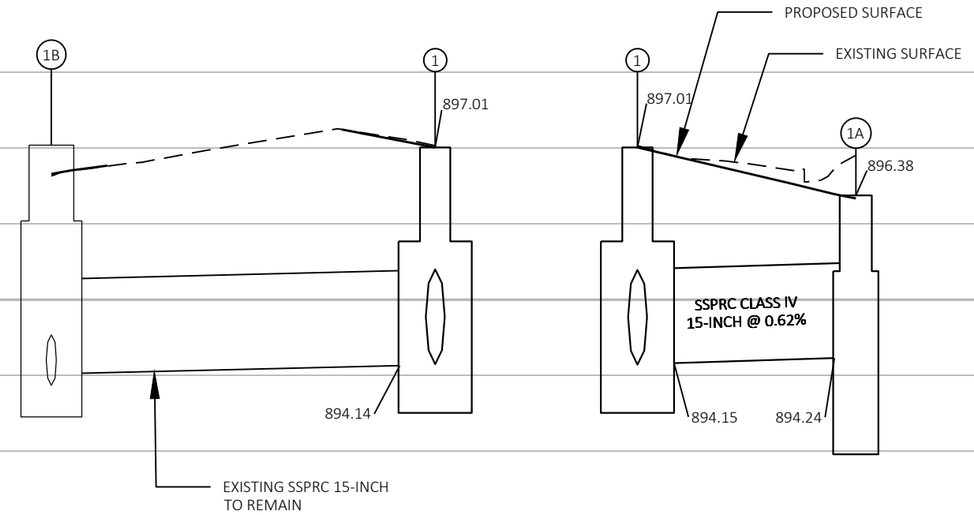
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	EROSION CONTROL - STH 33	SHEET 91	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022020-ec

PLOT DATE : 5/30/2023 1:16 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42





PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	STORM SEWER	SHEET 92	E

2

N

SANITARY SEWER -
VILLAGE OF LA VALLE

STA 350+21, 36.4' LT
APRON ENDWALLS FOR CPRC 24-INCH
3

STA 350+24, 17.5' RT
INLETS 2x3-H
2

2-3
24"

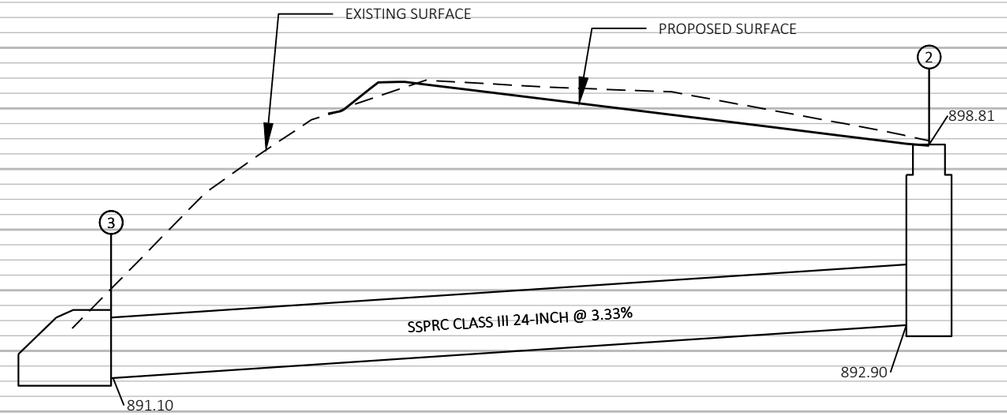
STH 58

UNDERGROUND FIBER-OPTIC -
LA VALLE TELEPHONE CO-OP

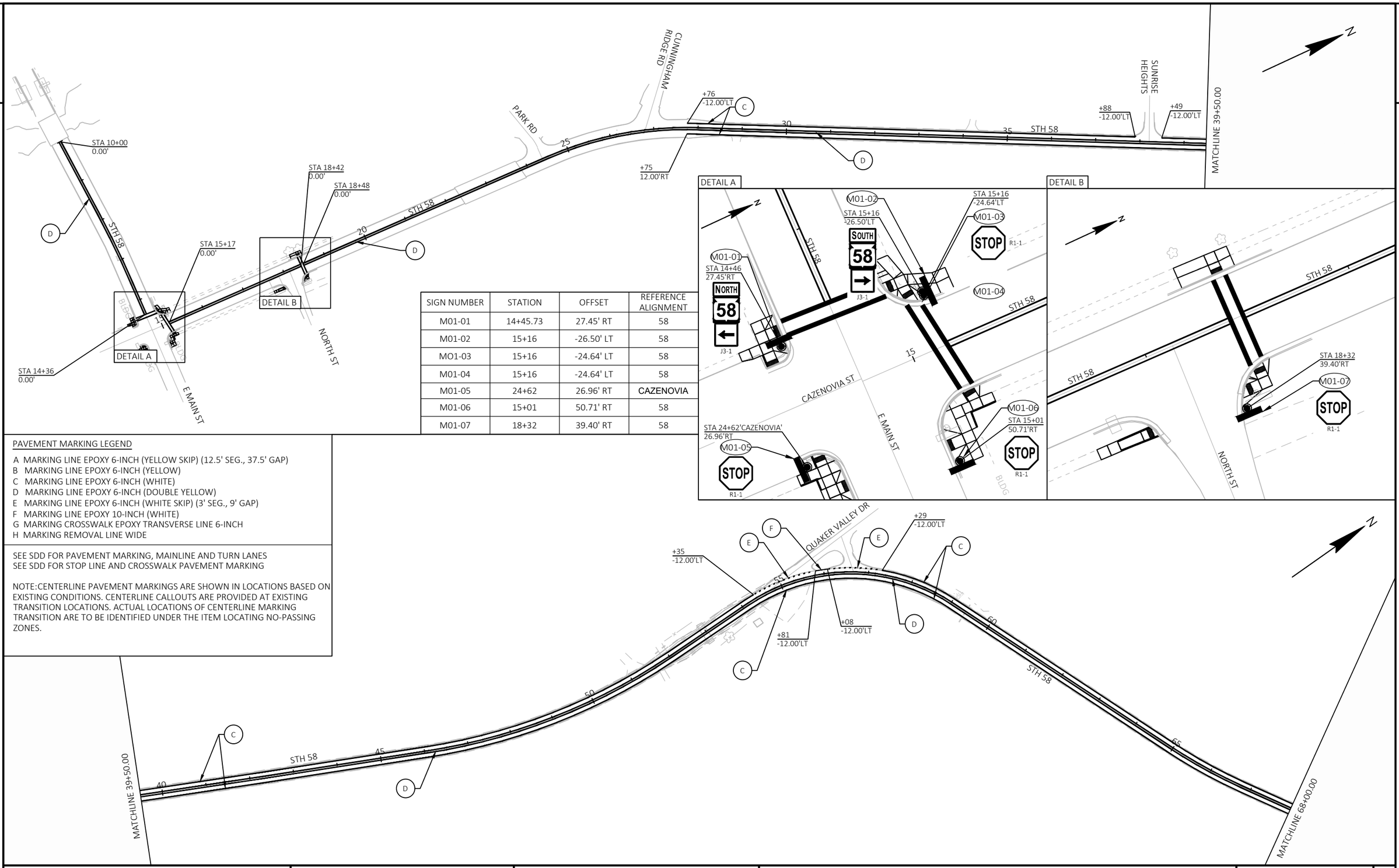
OVERHEAD UTILITIES -
OAKDALE ELECTRIC

WATER MAIN -
VILLAGE OF LA VALLE

FO
OH
SAN
W
350



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	STORM SEWER	SHEET 93	E



SIGN NUMBER	STATION	OFFSET	REFERENCE ALIGNMENT
M01-01	14+45.73	27.45' RT	58
M01-02	15+16	-26.50' LT	58
M01-03	15+16	-24.64' LT	58
M01-04	15+16	-24.64' LT	58
M01-05	24+62	26.96' RT	CAZENOVIA
M01-06	15+01	50.71' RT	58
M01-07	18+32	39.40' RT	58

PAVEMENT MARKING LEGEND

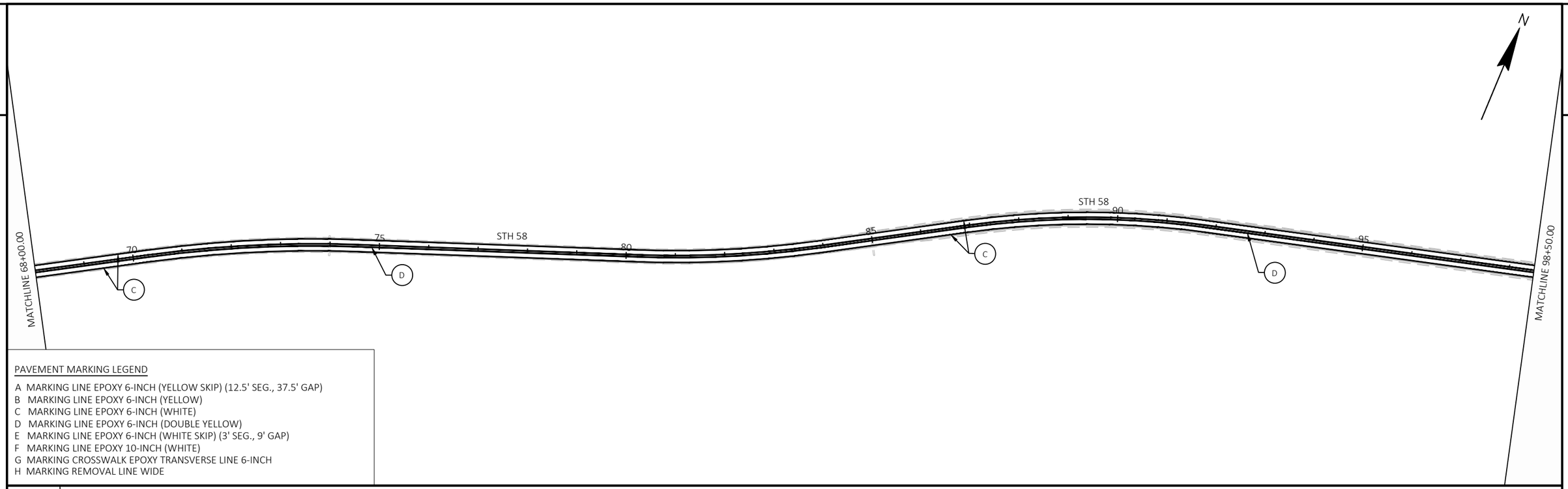
A MARKING LINE EPOXY 6-INCH (YELLOW SKIP) (12.5' SEG., 37.5' GAP)
B MARKING LINE EPOXY 6-INCH (YELLOW)
C MARKING LINE EPOXY 6-INCH (WHITE)
D MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
E MARKING LINE EPOXY 6-INCH (WHITE SKIP) (3' SEG., 9' GAP)
F MARKING LINE EPOXY 10-INCH (WHITE)
G MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
H MARKING REMOVAL LINE WIDE

SEE SDD FOR PAVEMENT MARKING, MAINLINE AND TURN LANES
SEE SDD FOR STOP LINE AND CROSSWALK PAVEMENT MARKING

NOTE:CENTERLINE PAVEMENT MARKINGS ARE SHOWN IN LOCATIONS BASED ON EXISTING CONDITIONS. CENTERLINE CALLOUTS ARE PROVIDED AT EXISTING TRANSITION LOCATIONS. ACTUAL LOCATIONS OF CENTERLINE MARKING TRANSITION ARE TO BE IDENTIFIED UNDER THE ITEM LOCATING NO-PASSING ZONES.

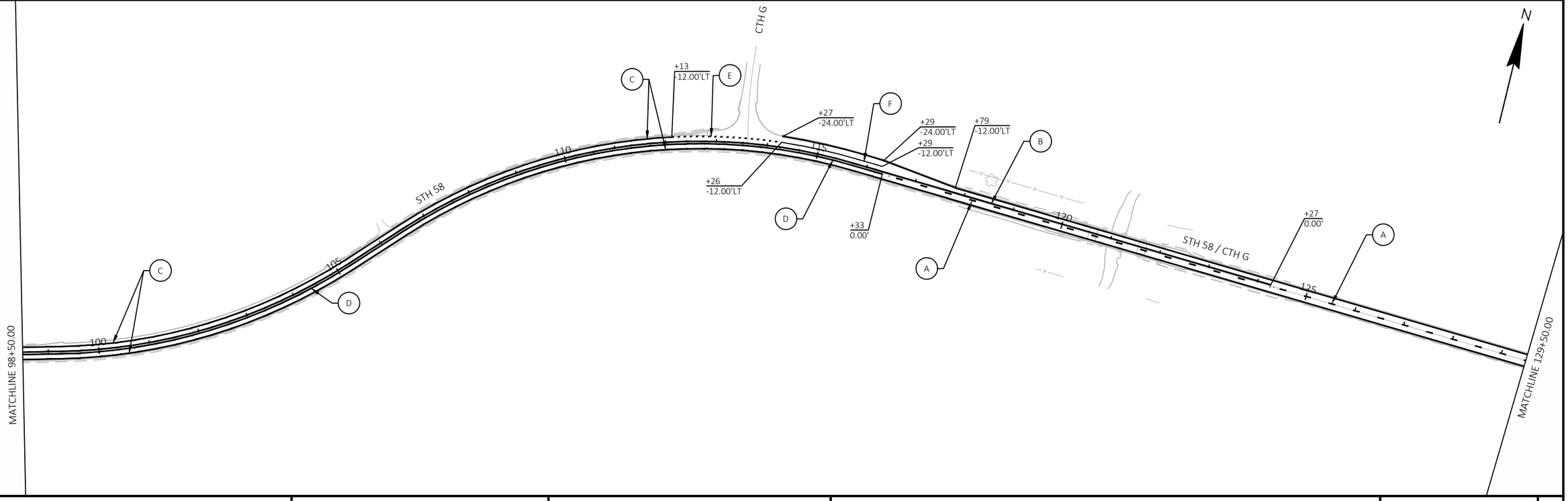
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PAVEMENT MARKINGS AND PERMANENT SIGNING	SHEET 94	E

2



PAVEMENT MARKING LEGEND

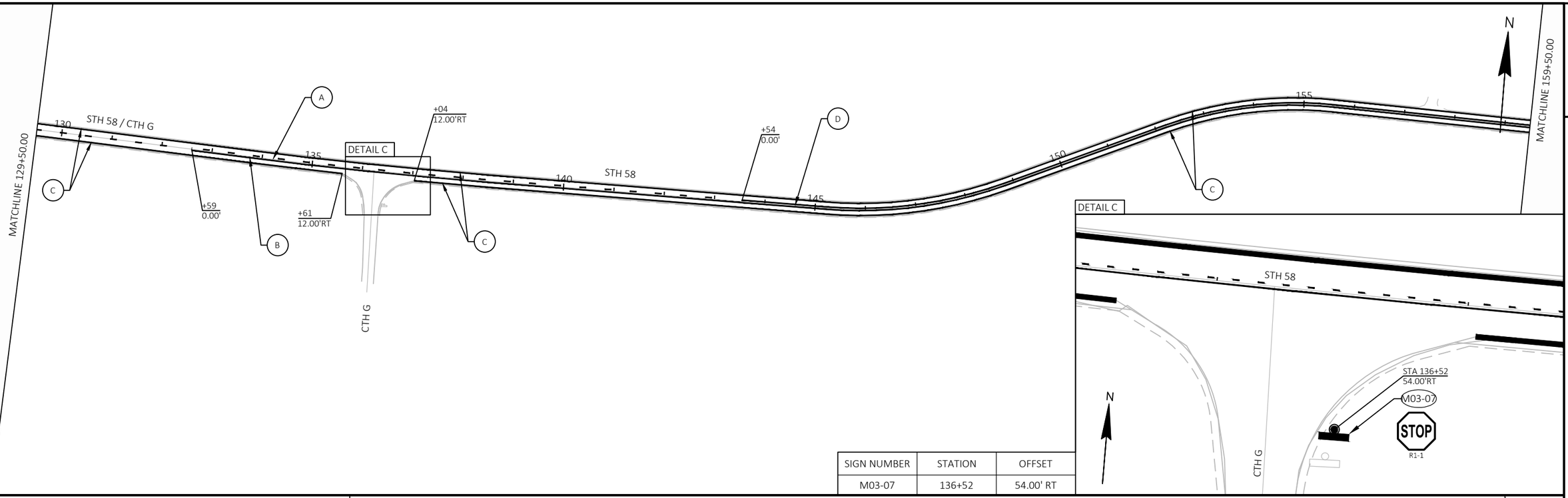
A MARKING LINE EPOXY 6-INCH (YELLOW SKIP) (12.5' SEG., 37.5' GAP)
B MARKING LINE EPOXY 6-INCH (YELLOW)
C MARKING LINE EPOXY 6-INCH (WHITE)
D MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
E MARKING LINE EPOXY 6-INCH (WHITE SKIP) (3' SEG., 9' GAP)
F MARKING LINE EPOXY 10-INCH (WHITE)
G MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
H MARKING REMOVAL LINE WIDE



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PAVEMENT MARKINGS AND PERMANENT SIGNING	SHEET 95	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024502-pm

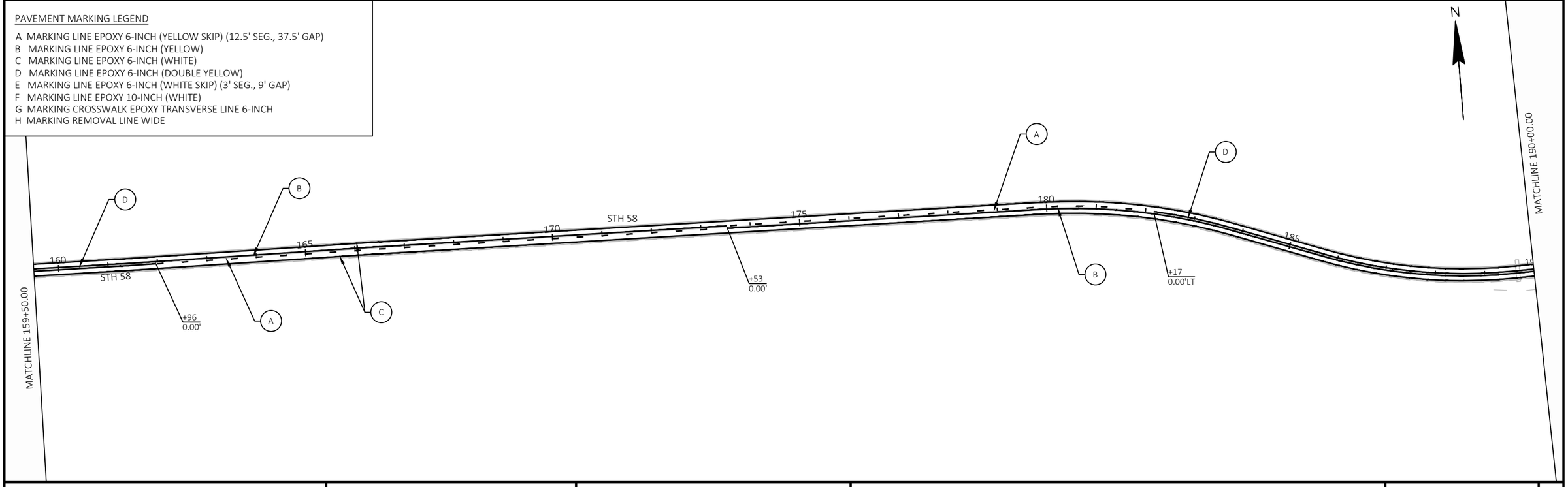
PLOT DATE : 8/25/2023 2:05 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:200 FT



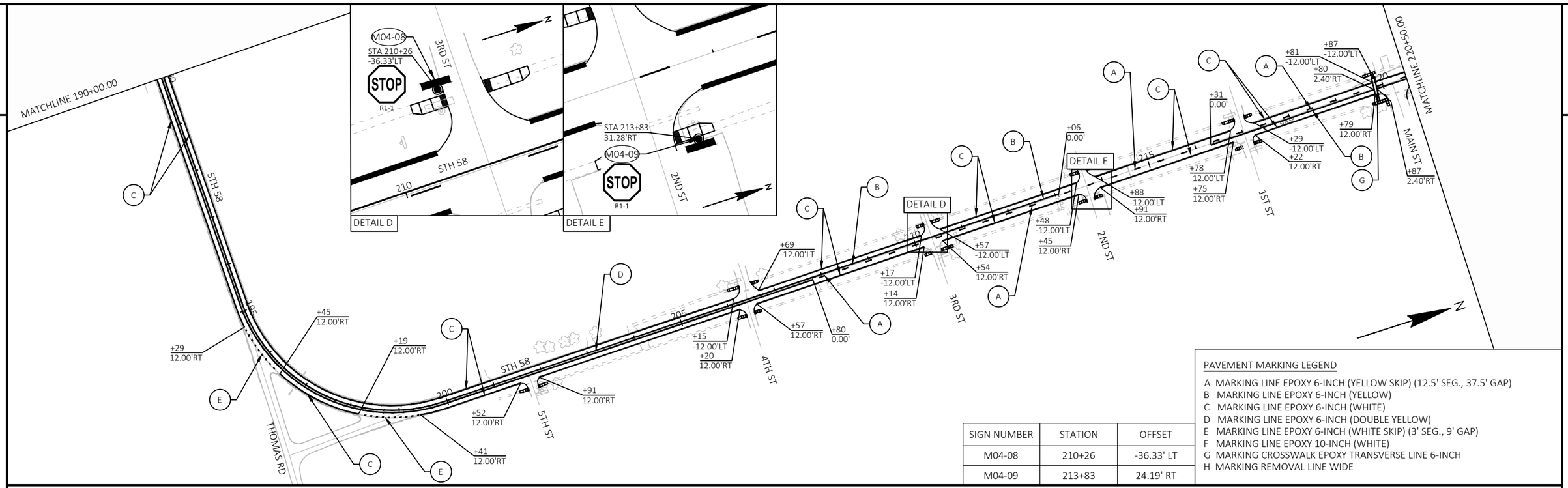
SIGN NUMBER	STATION	OFFSET
M03-07	136+52	54.00' RT

PAVEMENT MARKING LEGEND

A MARKING LINE EPOXY 6-INCH (YELLOW SKIP) (12.5' SEG., 37.5' GAP)
B MARKING LINE EPOXY 6-INCH (YELLOW)
C MARKING LINE EPOXY 6-INCH (WHITE)
D MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
E MARKING LINE EPOXY 6-INCH (WHITE SKIP) (3' SEG., 9' GAP)
F MARKING LINE EPOXY 10-INCH (WHITE)
G MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
H MARKING REMOVAL LINE WIDE



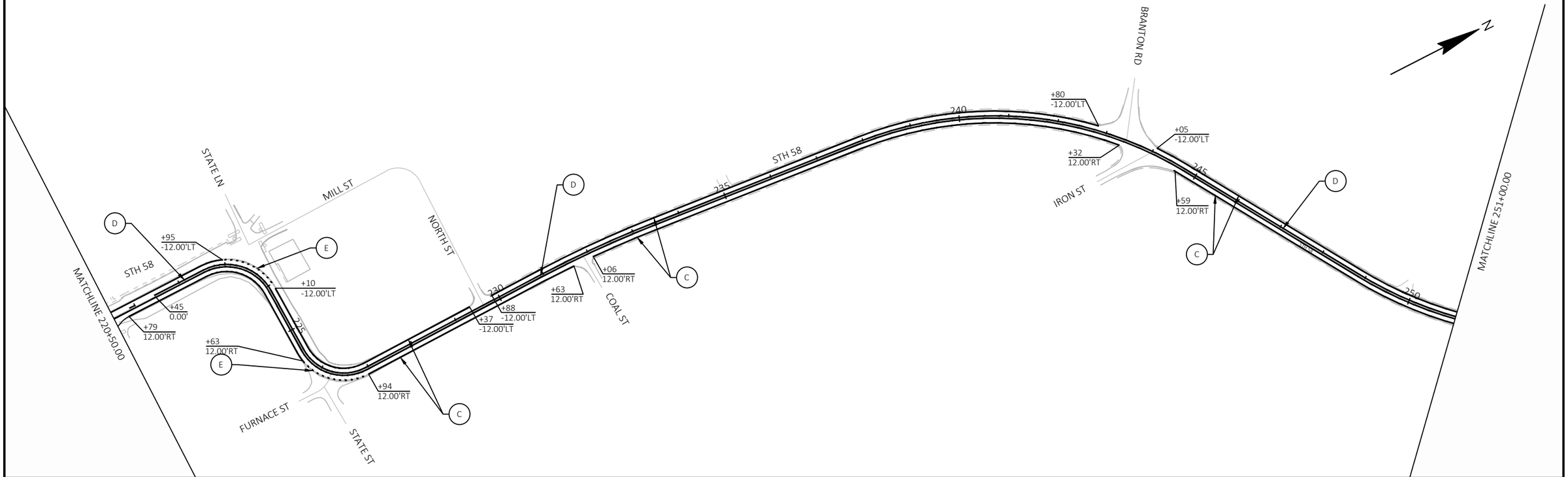
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PAVEMENT MARKINGS AND PERMANENT SIGNING	SHEET 96	E



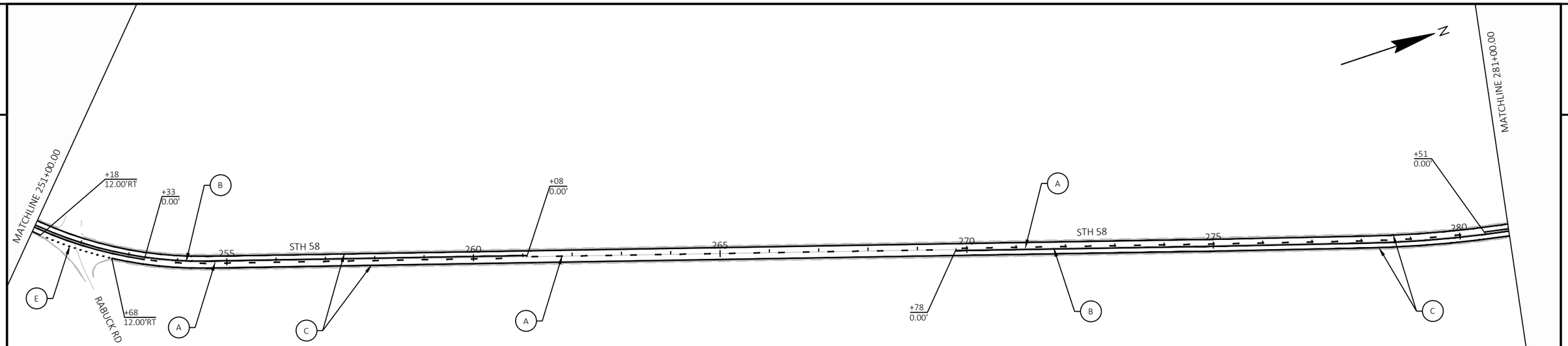
SIGN NUMBER	STATION	OFFSET
M04-08	210+26	-36.33' LT
M04-09	213+83	24.19' RT

PAVEMENT MARKING LEGEND

A MARKING LINE EPOXY 6-INCH (YELLOW SKIP) (12.5' SEG., 37.5' GAP)
B MARKING LINE EPOXY 6-INCH (YELLOW)
C MARKING LINE EPOXY 6-INCH (WHITE)
D MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
E MARKING LINE EPOXY 6-INCH (WHITE SKIP) (3' SEG., 9' GAP)
F MARKING LINE EPOXY 10-INCH (WHITE)
G MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
H MARKING REMOVAL LINE WIDE

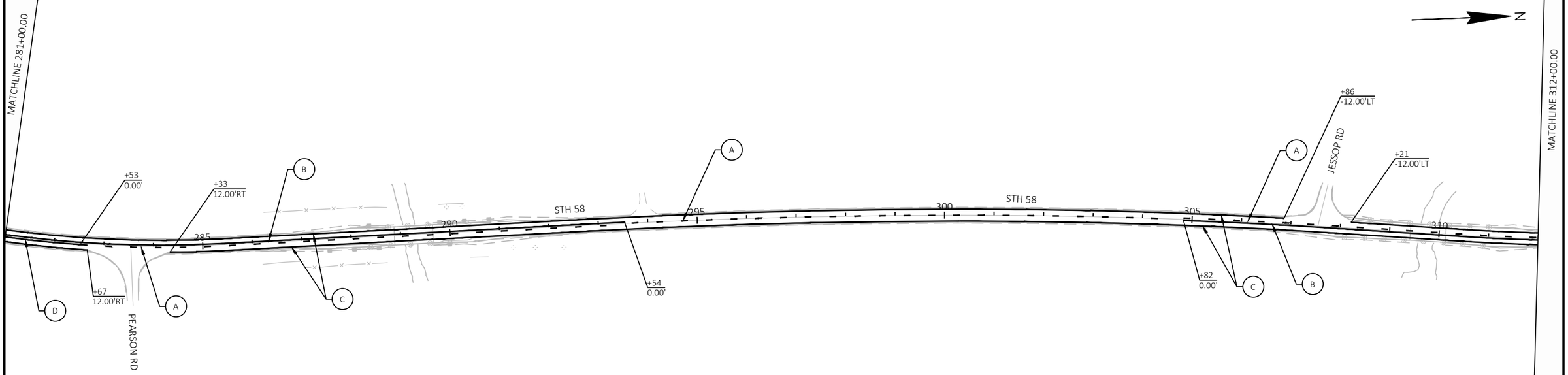


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PAVEMENT MARKINGS AND PERMANENT SIGNING	SHEET 97	E



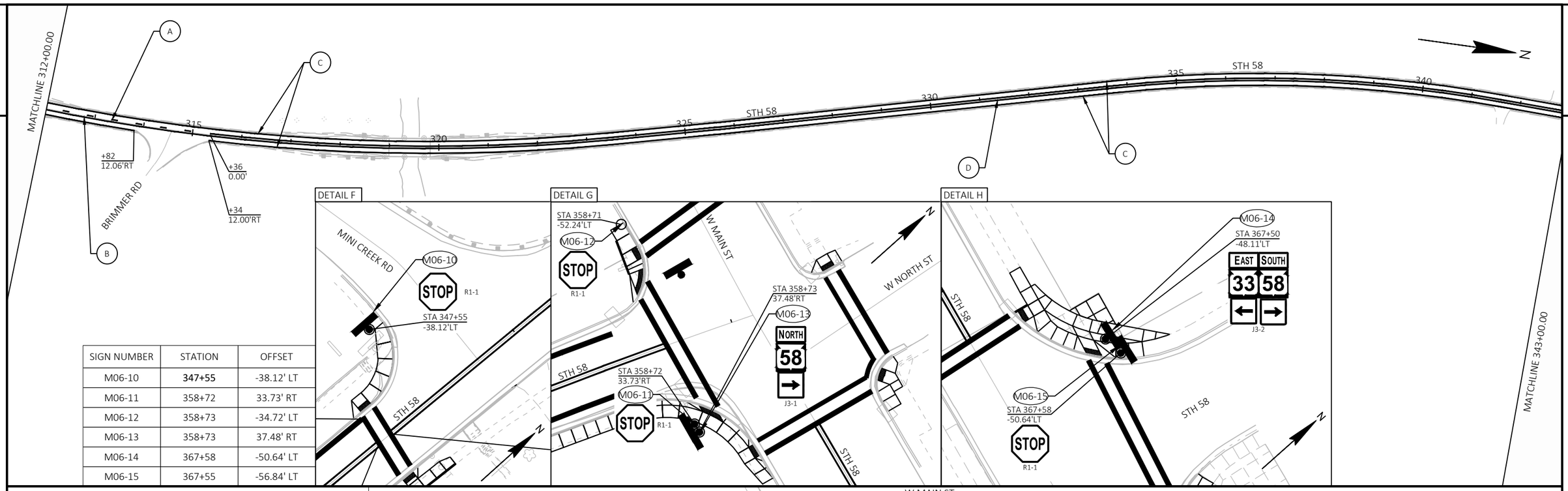
PAVEMENT MARKING LEGEND

A MARKING LINE EPOXY 6-INCH (YELLOW SKIP) (12.5' SEG., 37.5' GAP)
B MARKING LINE EPOXY 6-INCH (YELLOW)
C MARKING LINE EPOXY 6-INCH (WHITE)
D MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
E MARKING LINE EPOXY 6-INCH (WHITE SKIP) (3' SEG., 9' GAP)
F MARKING LINE EPOXY 10-INCH (WHITE)
G MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
H MARKING REMOVAL LINE WIDE



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PAVEMENT MARKINGS AND PERMANENT SIGNING	SHEET 98	E

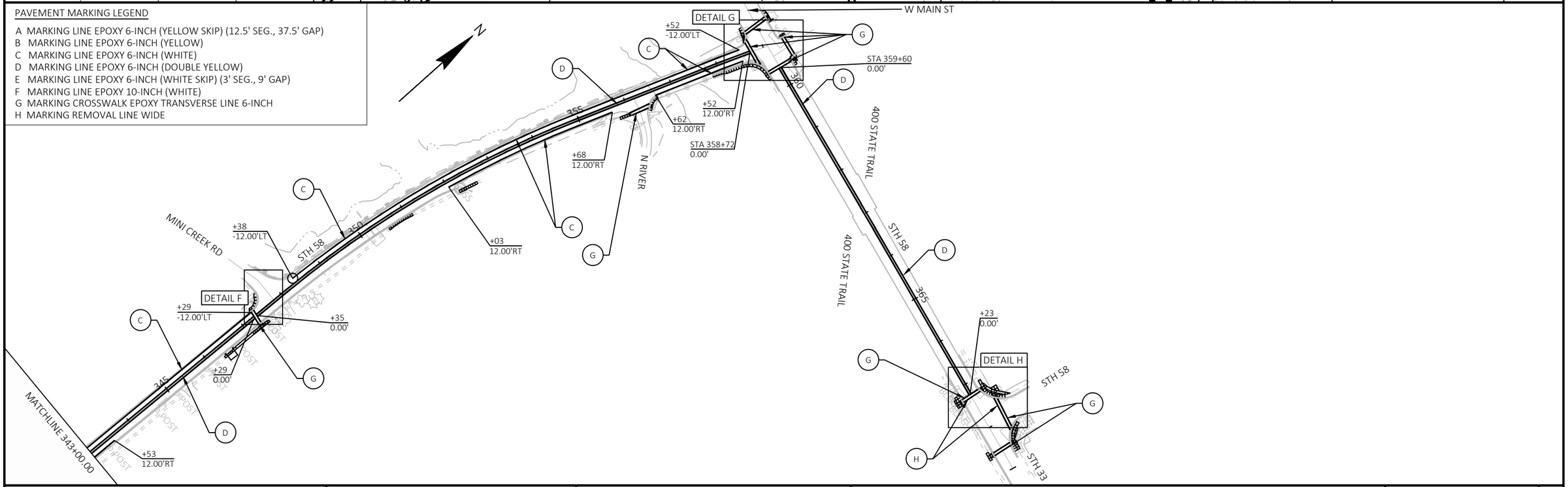
FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024505-pm
PLOT DATE : 8/25/2023 2:06 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



SIGN NUMBER	STATION	OFFSET
M06-10	347+55	-38.12' LT
M06-11	358+72	33.73' RT
M06-12	358+73	-34.72' LT
M06-13	358+73	37.48' RT
M06-14	367+58	-50.64' LT
M06-15	367+55	-56.84' LT

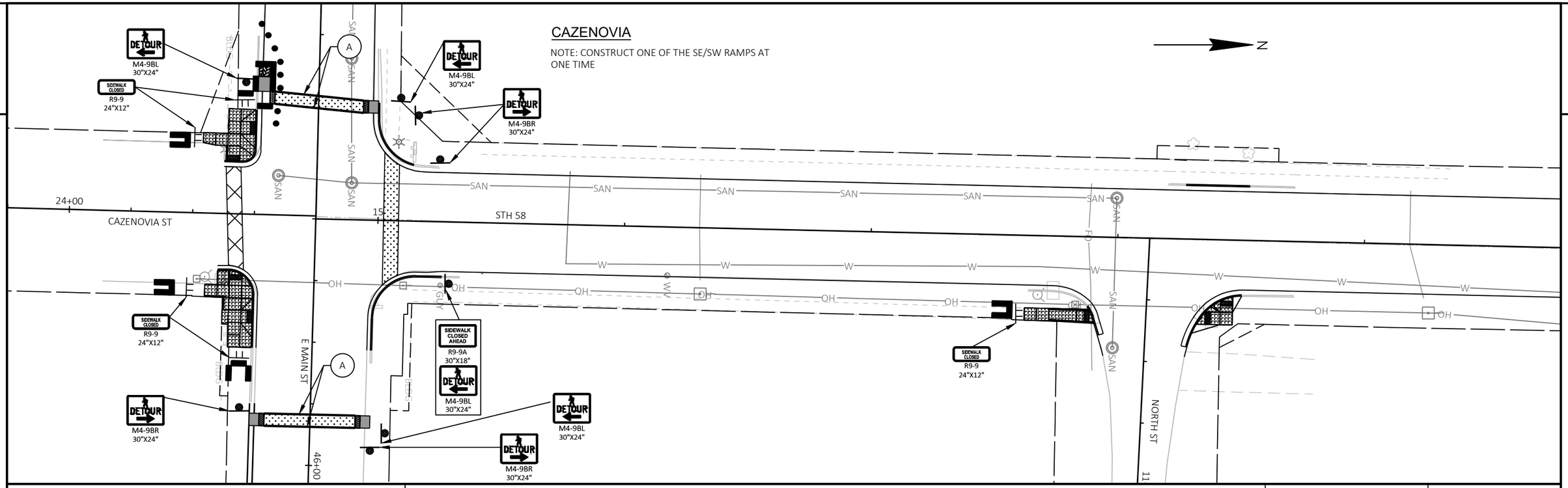
PAVEMENT MARKING LEGEND

A MARKING LINE EPOXY 6-INCH (YELLOW SKIP) (12.5' SEG., 37.5' GAP)
B MARKING LINE EPOXY 6-INCH (YELLOW)
C MARKING LINE EPOXY 6-INCH (WHITE)
D MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
E MARKING LINE EPOXY 6-INCH (WHITE SKIP) (3' SEG., 9' GAP)
F MARKING LINE EPOXY 10-INCH (WHITE)
G MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
H MARKING REMOVAL LINE WIDE

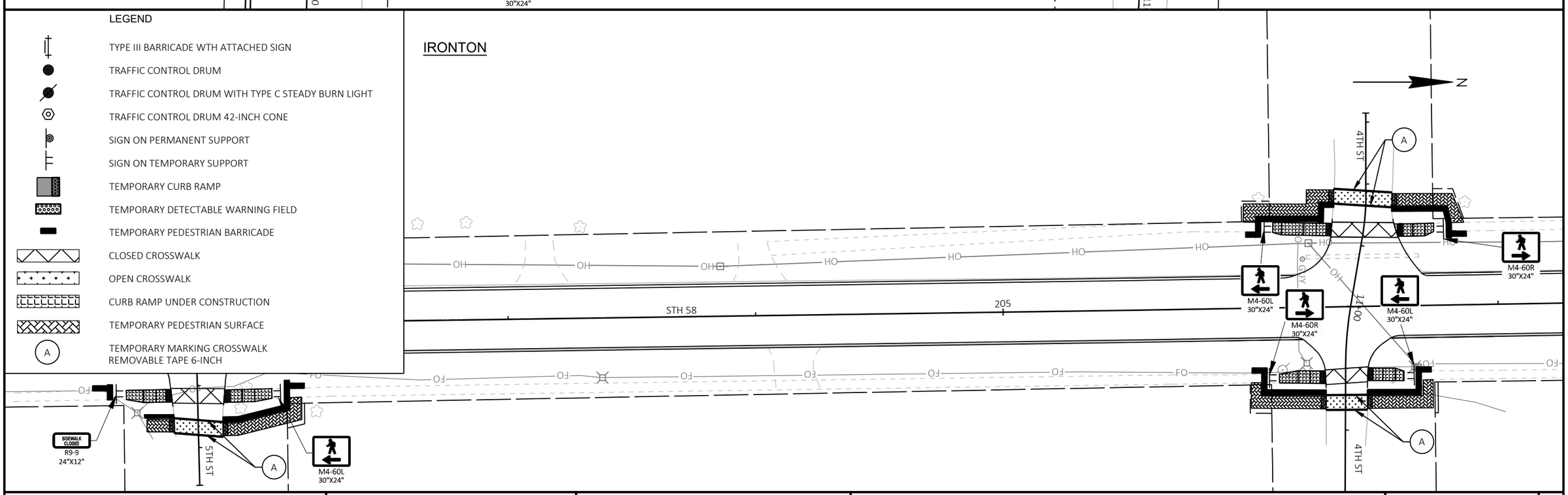


CAZENOVIA

NOTE: CONSTRUCT ONE OF THE SE/SW RAMPS AT ONE TIME



IRONTON



LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM 42-INCH CONE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- CLOSED CROSSWALK
- OPEN CROSSWALK
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- (A) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

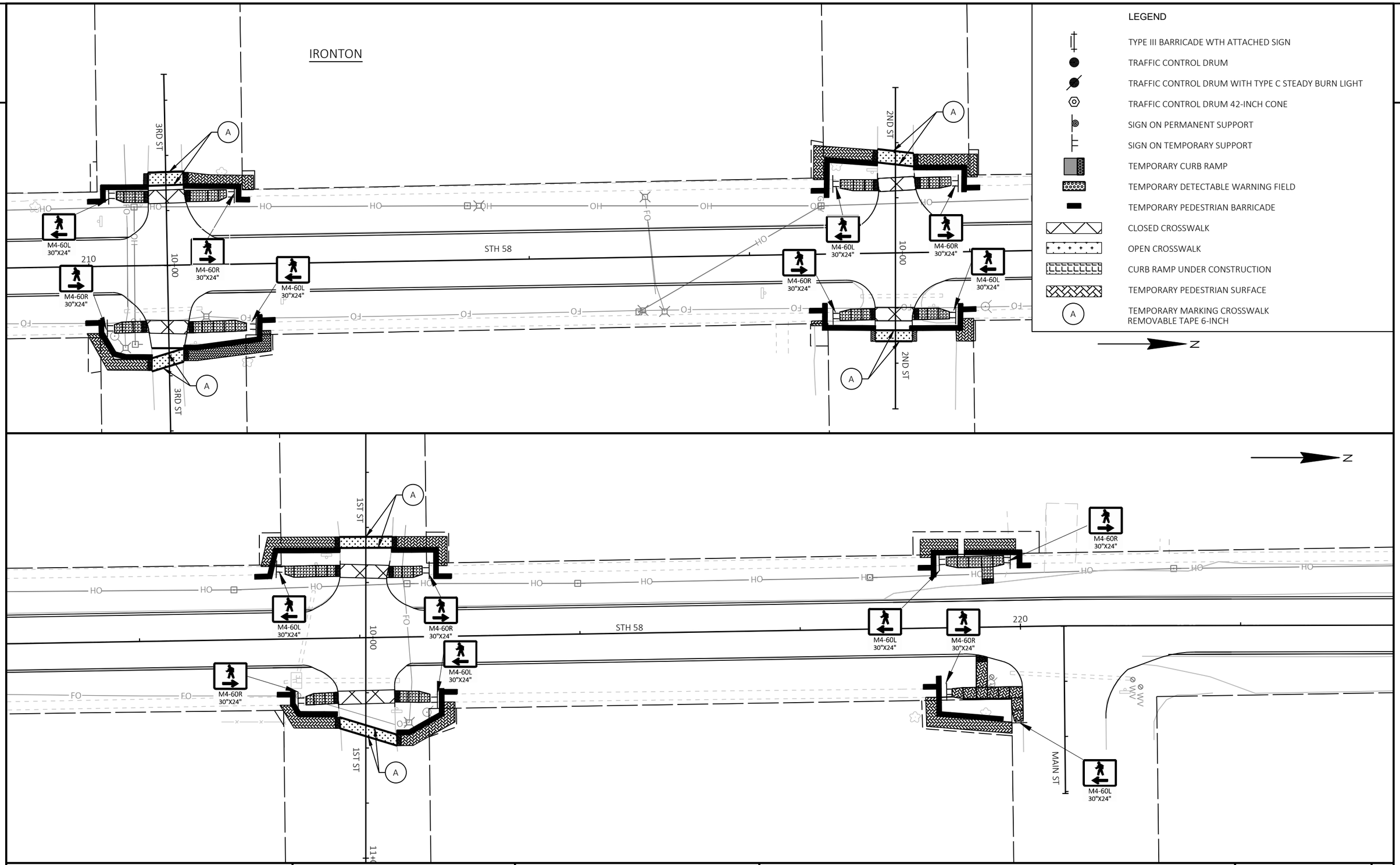
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 1 - PEDESTRIAN ACCOMMODATIONS STAGE 1	SHEET 100	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025101-tc

PLOT DATE : 8/28/2023 1:14 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

IRONTON



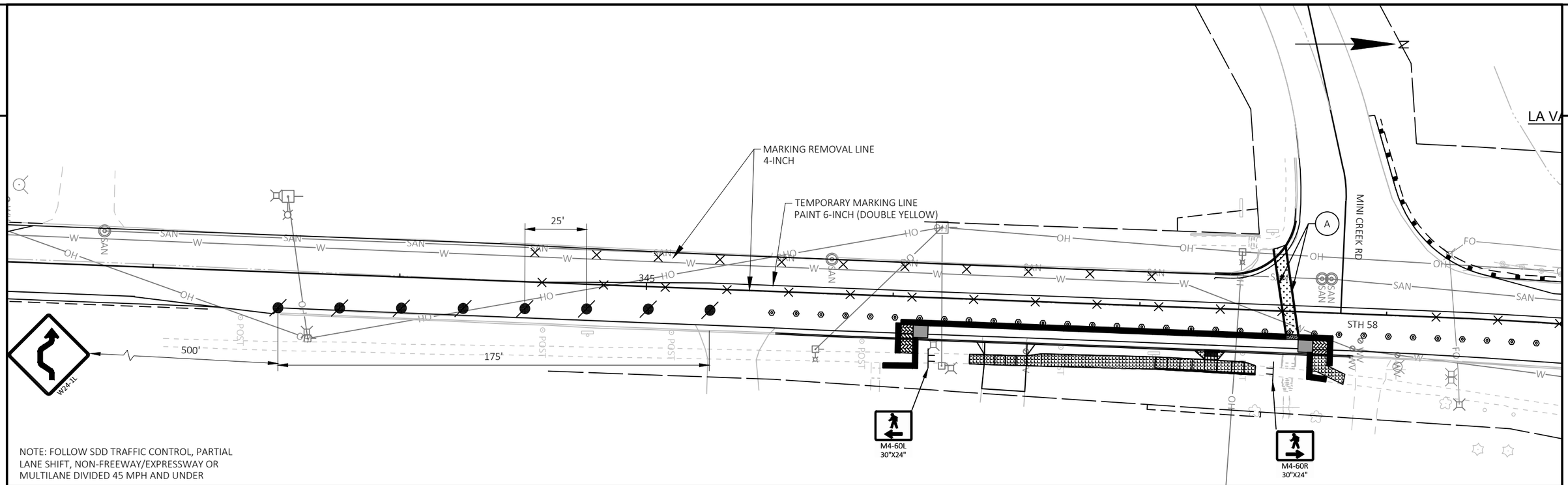
LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM 42-INCH CONE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- CLOSED CROSSWALK
- OPEN CROSSWALK
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- A — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 1 - PEDESTRIAN ACCOMMODATIONS STAGE 1	SHEET 101	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025102-tc
PLOT DATE : 8/28/2023 1:14 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2



NOTE: FOLLOW SDD TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM 42-INCH CONE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- CLOSED CROSSWALK
- OPEN CROSSWALK
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- (A) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 1 - PEDESTRIAN ACCOMMODATIONS STAGE 1	SHEET 102	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025103-tc
PLOT DATE : 8/28/2023 1:14 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

TEMPORARY MARKING LINE
PAINT 6-INCH (DOUBLE YELLOW)

MARKING LINE REMOVABLE
TAPE 4-INCH (BLACK)

355

500'

75'

20' MIN

10'

STH 58

W MAIN ST

W NORTH ST

N RIVER

WO1-4L

WO1-6
48" X 24"
TYPE III BARRICADE

M4-60L
30"X24"

M4-60R
30"X24"

M4-9BL
30"X24"

M4-9BR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

MARKING LINE REMOVABLE
TAPE 4-INCH (BLACK)

AT THE END OF THE WORK DAY,
BRING BACK SURFACE FROM
DRUMLINE TO STH 58
CENTERLINE TO AGGREGATE

WORK ZONE STORM SEWER

11'

36'

NOTES: PEDESTRIAN STAGING FOR N RIVER AND W MAIN STREET TO COINCIDE WITH STORM SEWER WORK. SEE STORM SEWER STAGING FOR DAYTIME PEDESTRIAN WORK

FOLLOW SDD TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

PLACE AT PREVIOUS
INTERSECTION

STH 33

N

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM 42-INCH CONE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- CLOSED CROSSWALK
- OPEN CROSSWALK
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- A — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 1 - PEDESTRIAN ACCOMMODATIONS STAGE 1	SHEET 103	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025104-tc
PLOT DATE : 8/28/2023 1:14 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

CAZENOVIA

N

DETOUR M4-9BR 30"X24"
DETOUR M4-9BL 30"X24"
M4-60L 30"X24"
M4-60R 30"X24"
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
DETOUR M4-9BR 30"X24"
SIDEWALK CLOSED R9-9 24"X12"
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
DETOUR M4-9BL 30"X24"
SIDEWALK CLOSED R9-9 24"X12"
DETOUR M4-9BR 30"X24"
DETOUR M4-9BL 30"X24"
SIDEWALK CLOSED R9-9 24"X12"
DETOUR M4-9BR 30"X24"
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
DETOUR M4-9BL 30"X24"

CAZENOVIA ST
STH 58
E MAIN ST
NORTH ST
BLUFF
SAN
W
OH
FO

00 15 20 46+

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM 42-INCH CONE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- CLOSED CROSSWALK
- OPEN CROSSWALK
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- (A) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

LA VALLE

N

DETOUR M4-9BL 30"X24"
MINI CREEK RD
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
DETOUR M4-9BR 30"X24"
SIDEWALK CLOSED R9-9 24"X12"

STH 58

350

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 1 - PEDESTRIAN ACCOMMODATIONS STAGE 2	SHEET 104	E

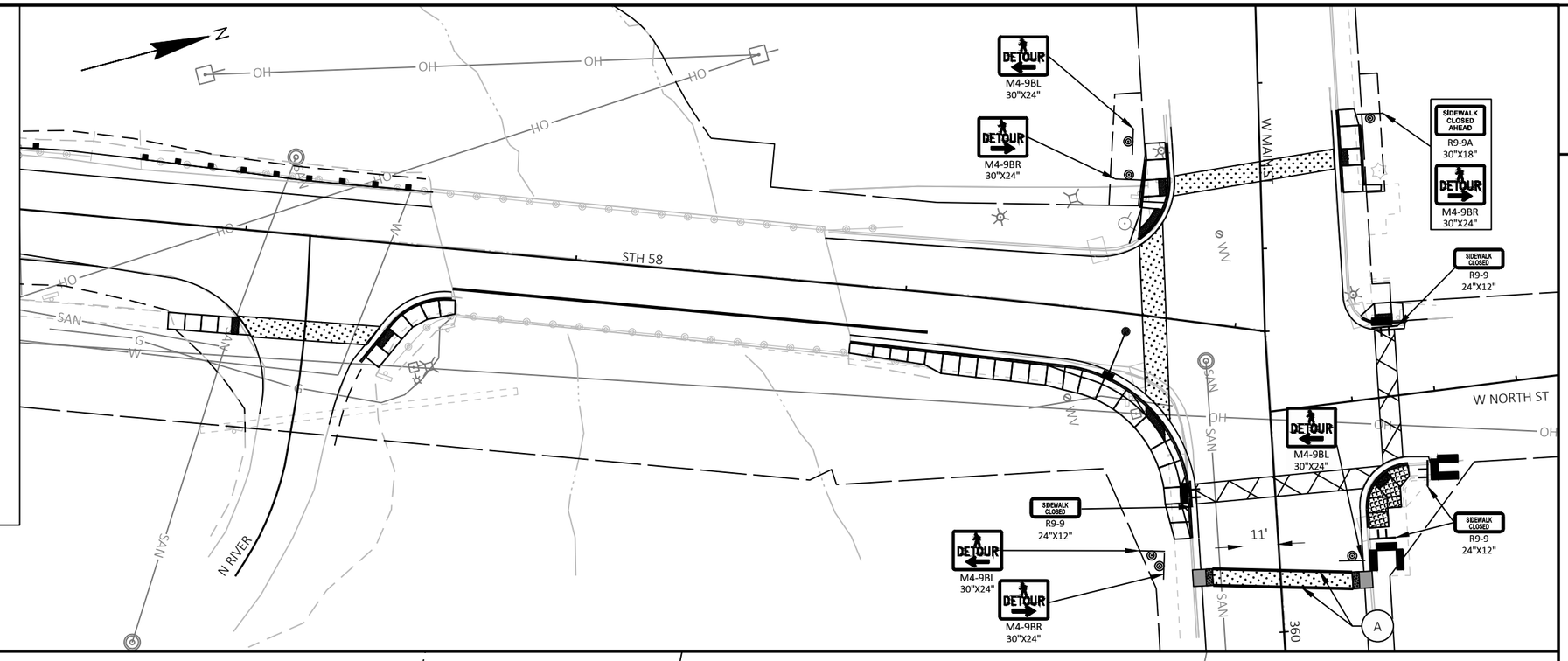
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LAYOUT NAME - 025105-tc

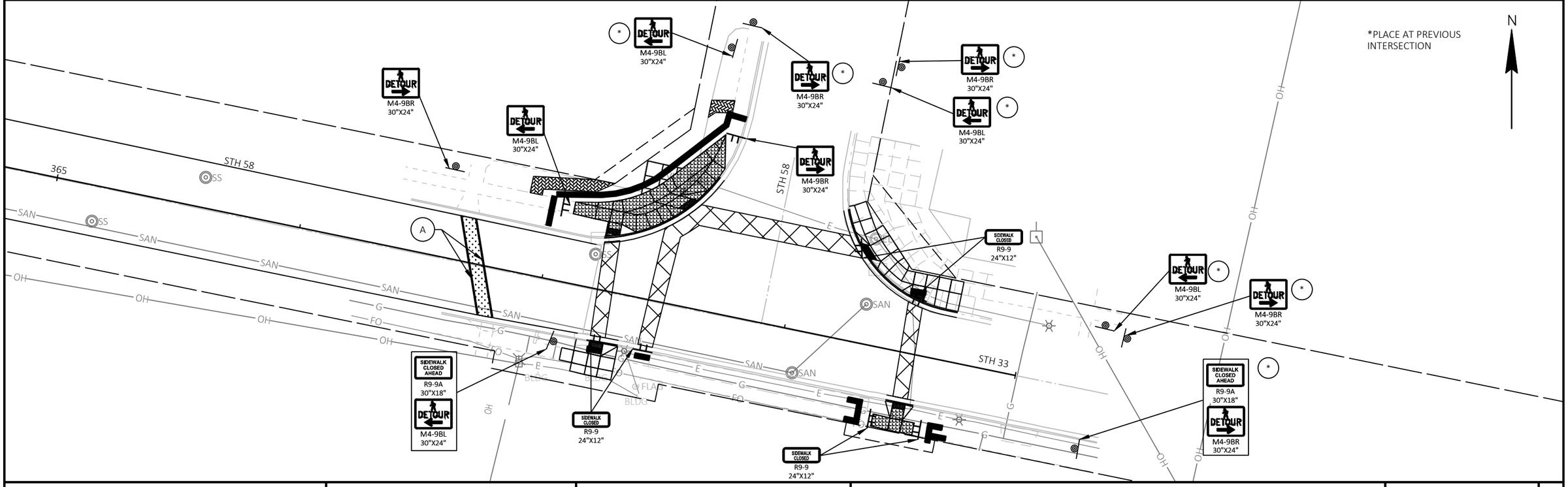
PLOT DATE : 8/28/2023 1:15 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM 42-INCH CONE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- CLOSED CROSSWALK
- OPEN CROSSWALK
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- (A) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH





PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 1 - PEDESTRIAN ACCOMMODATIONS STAGE 2	SHEET 105	E

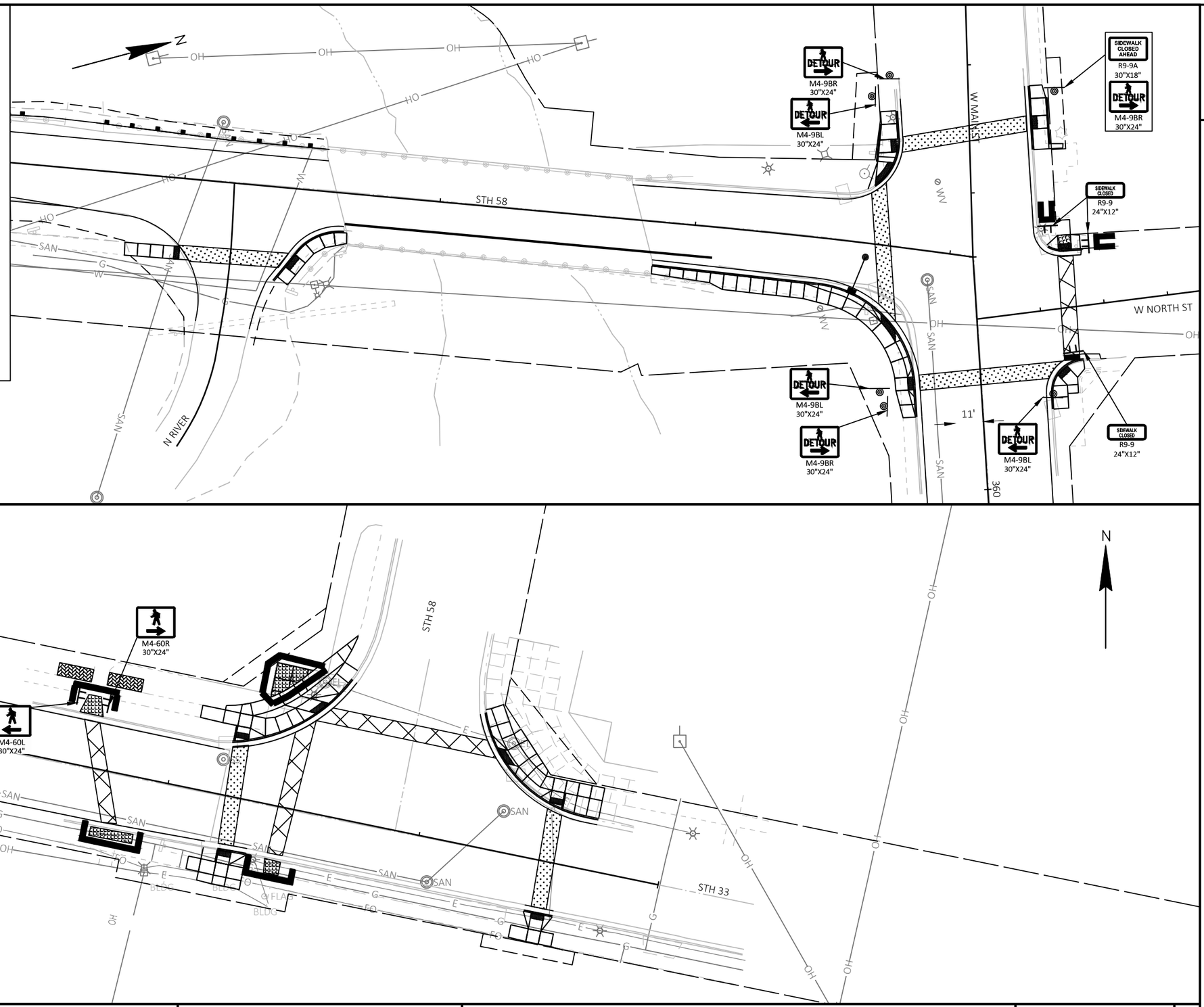
FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025106-tc

PLOT DATE : 8/28/2023 1:15 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM 42-INCH CONE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- CLOSED CROSSWALK
- OPEN CROSSWALK
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- (A) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH



2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 1 - PEDESTRIAN ACCOMMODATIONS STAGE 3	SHEET 106	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025107-tc

PLOT DATE : 8/28/2023 1:15 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

WO1-6
48" X 24"
TYPE III BARRICADE

ROAD CLOSED AHEAD
W20-3A

ONLY
R3-50R
30"X36"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

ONLY
R3-50L
30"X36"

ROAD CLOSED 500 FT
W20-3D

TEMPORARY RUMBLE STRIP ARRAY

RUMBLE STRIPS AHEAD
W21-6S

ONE LANE ROAD AHEAD
W20-4A

WO1-4L

W20-7A

ROAD CLOSED AHEAD
W20-3A

RUMBLE STRIPS AHEAD
W21-6S

ONE LANE ROAD AHEAD
W20-4A

W20-7A

RUMBLE STRIPS AHEAD
W21-6S

MINI CREEK RD

345

200'

350

365

257

16'

50'

N RIVER

W MAIN ST

TRAIL ST

W NORTH ST

WORK ZONE

STH 58

STH 33

CLAY ST

FRANKLIN ST

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC AND SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADDITIONAL PLACEMENT OF SIGNS NOT SHOWN

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (1) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STORM SEWER OVERVIEW STAGE 1	SHEET 107	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025108-tc
PLOT DATE : 8/28/2023 1:15 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

200'

500'

W01-4L

W01-6
48" X 24"
TYPE III BARRICADE

M4-60L
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

N RIVER

10'

STH 58

M4-60R
30"X24"

12'

M4-9BR
30"X24"

ONLY
R3-50R
30"X36"

M4-9BL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

W MAIN ST

M4-60R
30"X24"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

M4-60L
30"X24"

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

M4-9BL
30"X24"

W NORTH ST

WORK ZONE STORM SEWER

SIDEWALK CLOSED
R9-9
24"X12"

M4-9BR
30"X24"

25'

10'

ONLY
R3-50L
30"X36"

50'

60'

200'

STH 58

N PEDESTRIAN STAGING FOR N RIVER AND W MAIN STREET TO COINCIDE WITH STORM SEWER WORK. SEE STORM SEWER STAGING FOR DAYTIME PEDESTRIAN WORK.

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (1) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- TRAFFIC CONTROL DRUM 42-INCH CONE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- CLOSED CROSSWALK
- OPEN CROSSWALK
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE
- (A) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STORM SEWER STAGE 1 (WORK HOURS)	SHEET 108	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025109-tc
PLOT DATE : 8/28/2023 1:15 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

*SEE DETAIL BELOW

500'

350'

300'

340

345

350

325

320

MINI CREEK RD

55'

25'

TEMPORARY MARKING LINE
PAINT 6-INCH (WHITE)

76'

13'

13'

55'

200'

200'

200'

200'

360

365

W MAIN ST

W NORTH ST

STH 58

STH 33

N RIVER

WORK AREA

MAX. 11' WIDTH
W12-52
48"X48"

ONE LANE ROAD AHEAD
W20-4A

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

STOP HERE ON RED
R10-6
24"X36"

STOP HERE ON RED
R10-6
24"X36"

WO1-4R

WO3-3

WO3-3

WO5-52R
12"X36"

WO5-52L
12"X36"

WO1-6
48" X 24"
TYPE III BARRICADE

R3-2
24"X24"

ROAD WORK AHEAD
W20-1A

ONE LANE ROAD AHEAD
W20-4A

MAX. 11' WIDTH
W12-52
48"X48"

ROAD WORK AHEAD
W20-1A

MB

PLACE PRIOR TO LEE LAKE BRIDGE IN CAZENOVIA

PLACE ROAD WORK AHEAD PRIOR TO LEE LAKE BRIDGE IN CAZENOVIA

TRAILER MOUNTED
TRAFFIC SIGNAL

NORTH M3-1 24"X12"
58 M1-6 24"X24"

STH 58

STH 154

MAX. 11' WIDTH
W12-52
48"X48"

MAX. 11' WIDTH
W12-52
48"X48"

17½ MILES AHEAD
WO57-52
48"X36"

PLACE WIDTH RESTRICTION SIGN AT STH 154 - 58 INTERSECTION

SOUTH M3-3 24"X12"
58 M1-6 24"X24"

MAX. 11' WIDTH
W12-52
48"X48"

MB

PLACE PRIOR TO STH 33/ STH 58 INTERSECTION

STH 58

MAX. 11' WIDTH
W12-52
48"X48"

1/2 MILES AHEAD
WO57-52
48"X36"

MB

PLACE PRIOR TO STH 58/ STH 33 INTERSECTION

LEGEND

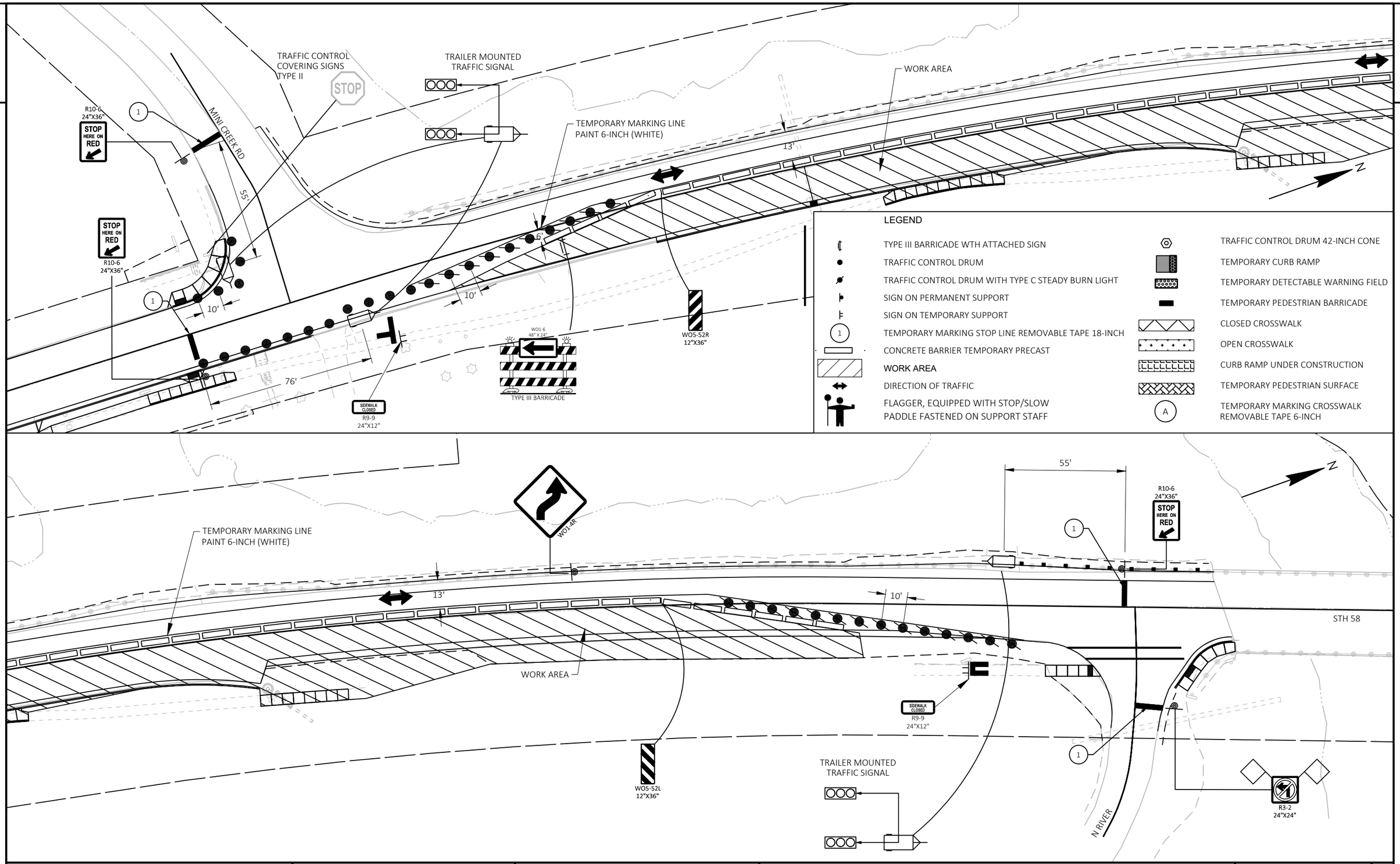
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (1) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- MB PORTABLE CHANGEABLE MESSAGE BOARD
  PROJECT PREWARNING, PLACE 7 DAYS PRIOR TO ROAD WORK
  MESSAGE: HWY 58 ROAD WORK/BEGINS XX/XX

(2) NOTE: SEE NEXT SHEET FOR TRAFFIC CONTROL AT MINI CREEK ROAD, WEST MAIN STREET, AND WEST NORTH STREET

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC AND SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADDITIONAL PLACEMENT OF SIGNS NOT SHOWN

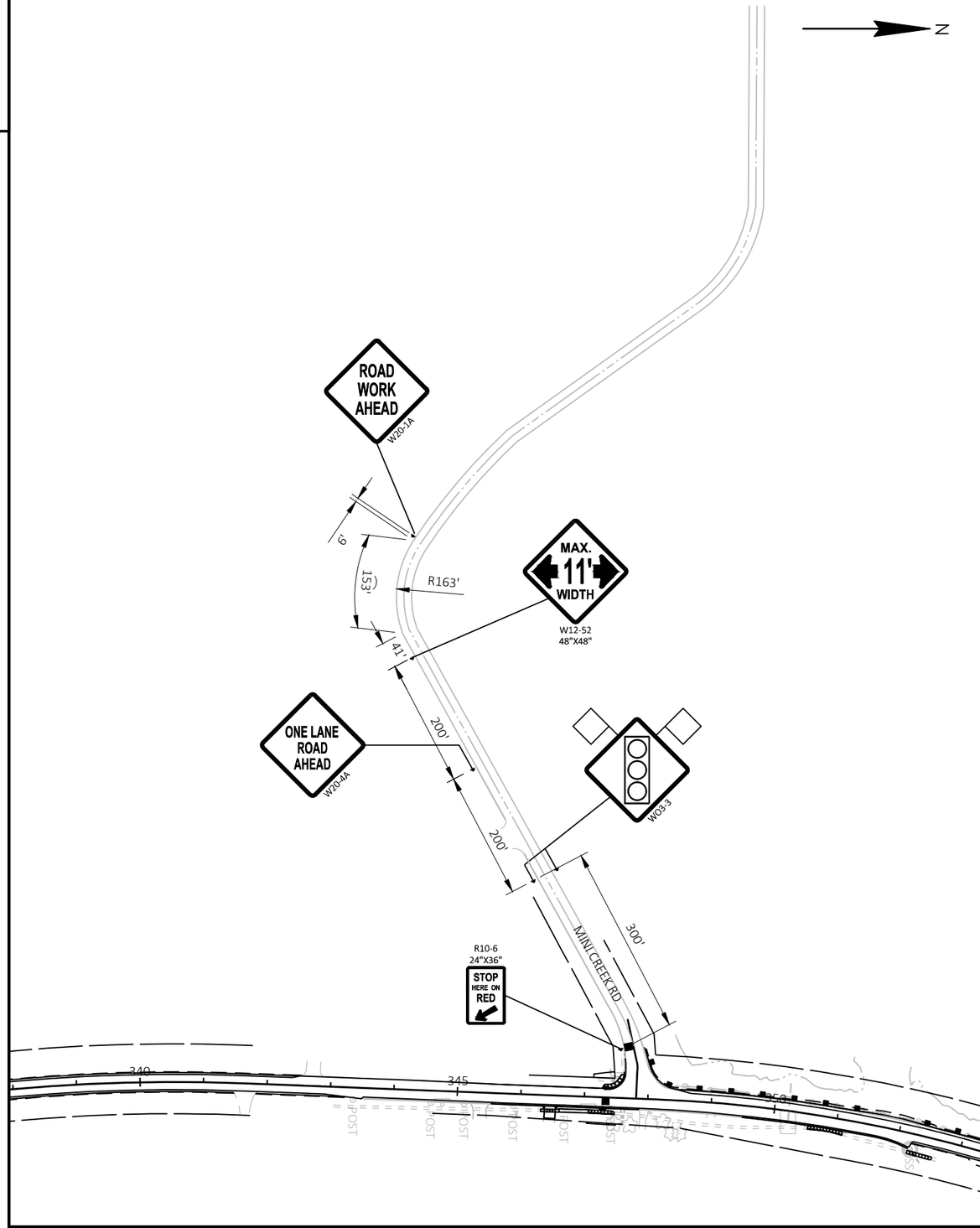
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 2 OVERVIEW	SHEET 109	E

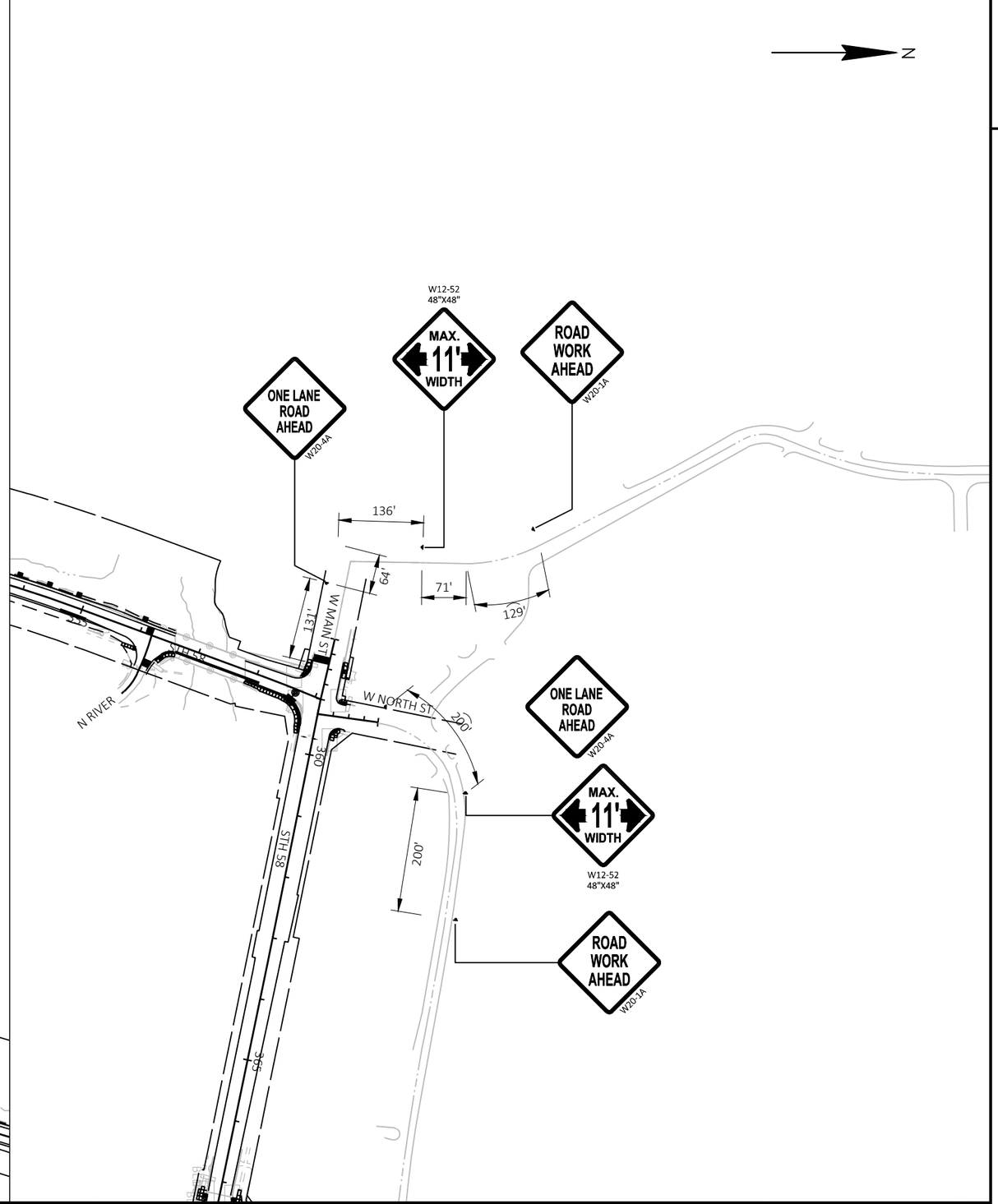
2



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 110	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025111-tc
PLOT DATE : 8/28/2023 1:16 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



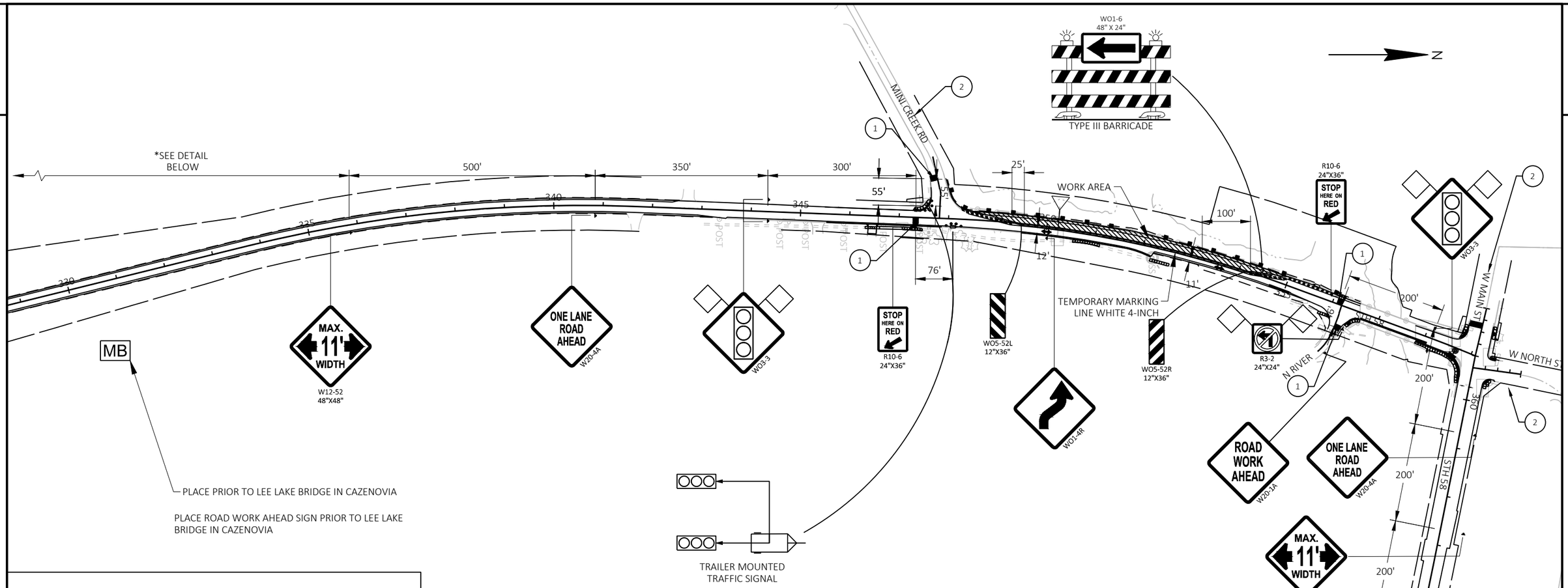


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 2 SIDEROADS	SHEET 111	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025112-tc

PLOT DATE : 8/28/2023 1:16 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42



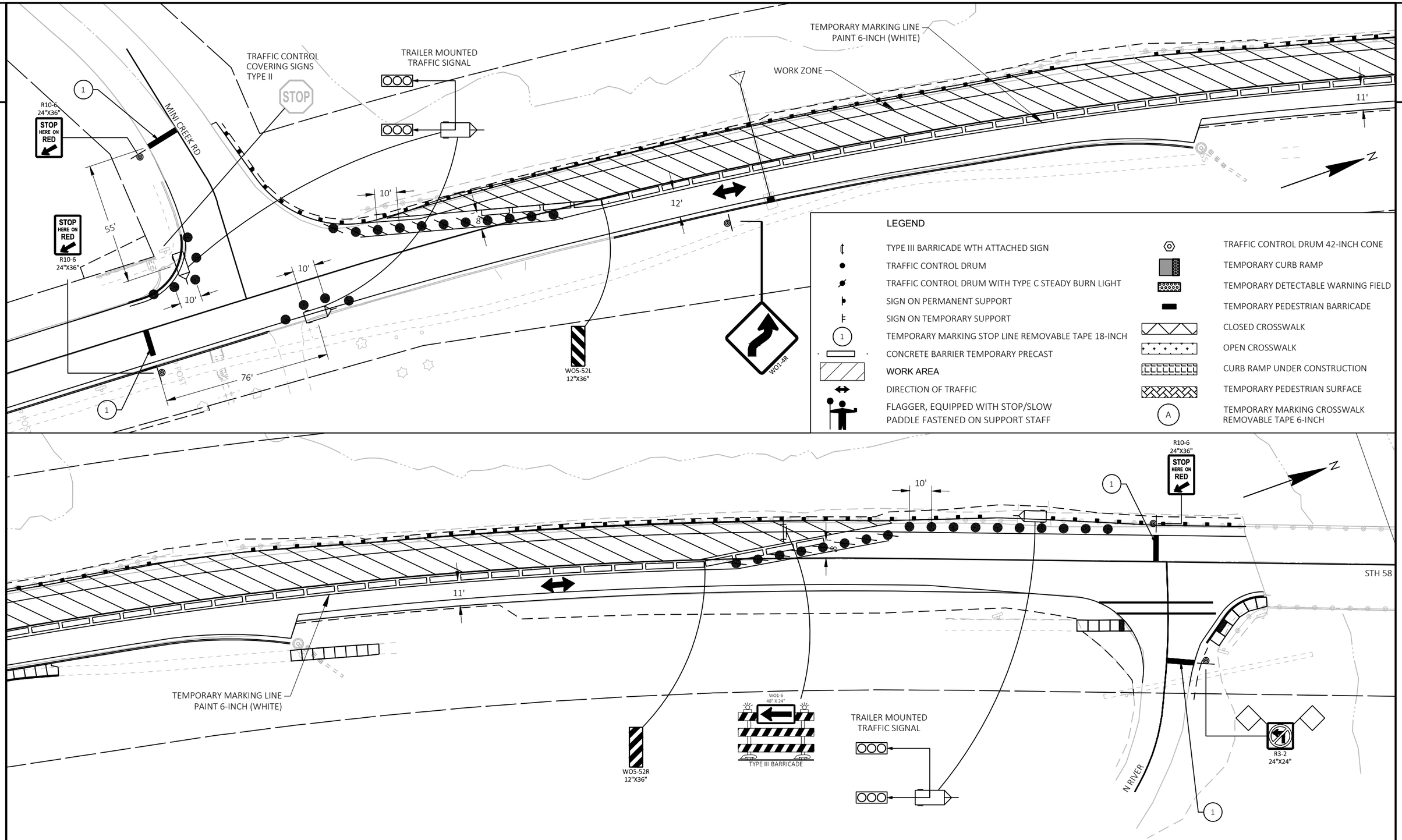
LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (1) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- MB PORTABLE CHANGEABLE MESSAGE BOARD PROJECT PREWARNING, PLACE 7 DAYS PRIOR TO ROAD WORK MESSAGE: HWY 58 ROAD WORK/BEGINS XX/XX

(2) NOTE: SEE NEXT SHEET FOR TRAFFIC CONTROL AT MINI CREEK ROAD, WEST MAIN STREET, AND WEST NORTH STREET

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC AND SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADDITIONAL PLACEMENT OF SIGNS NOT SHOWN

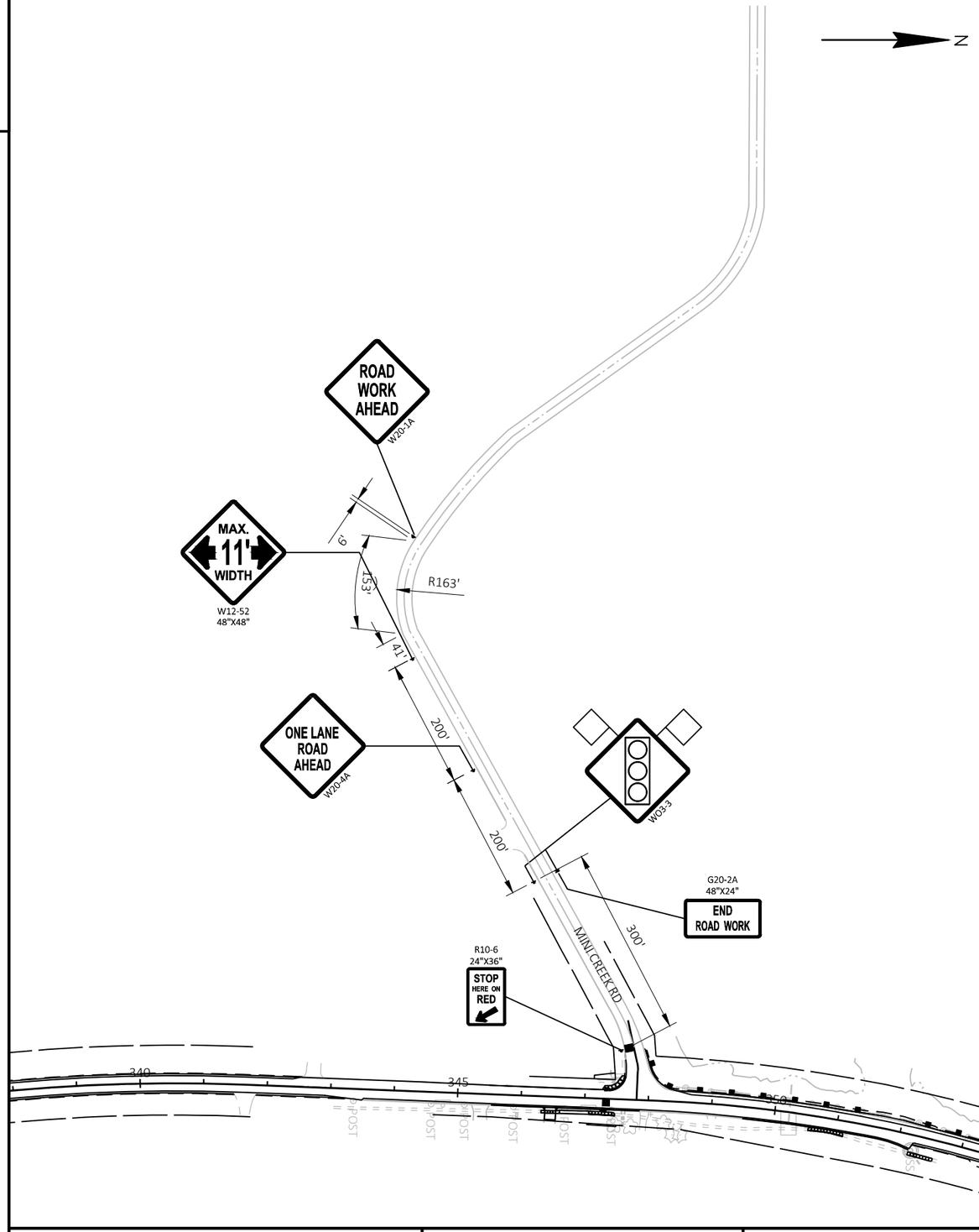
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 3 OVERVIEW	SHEET 112	E

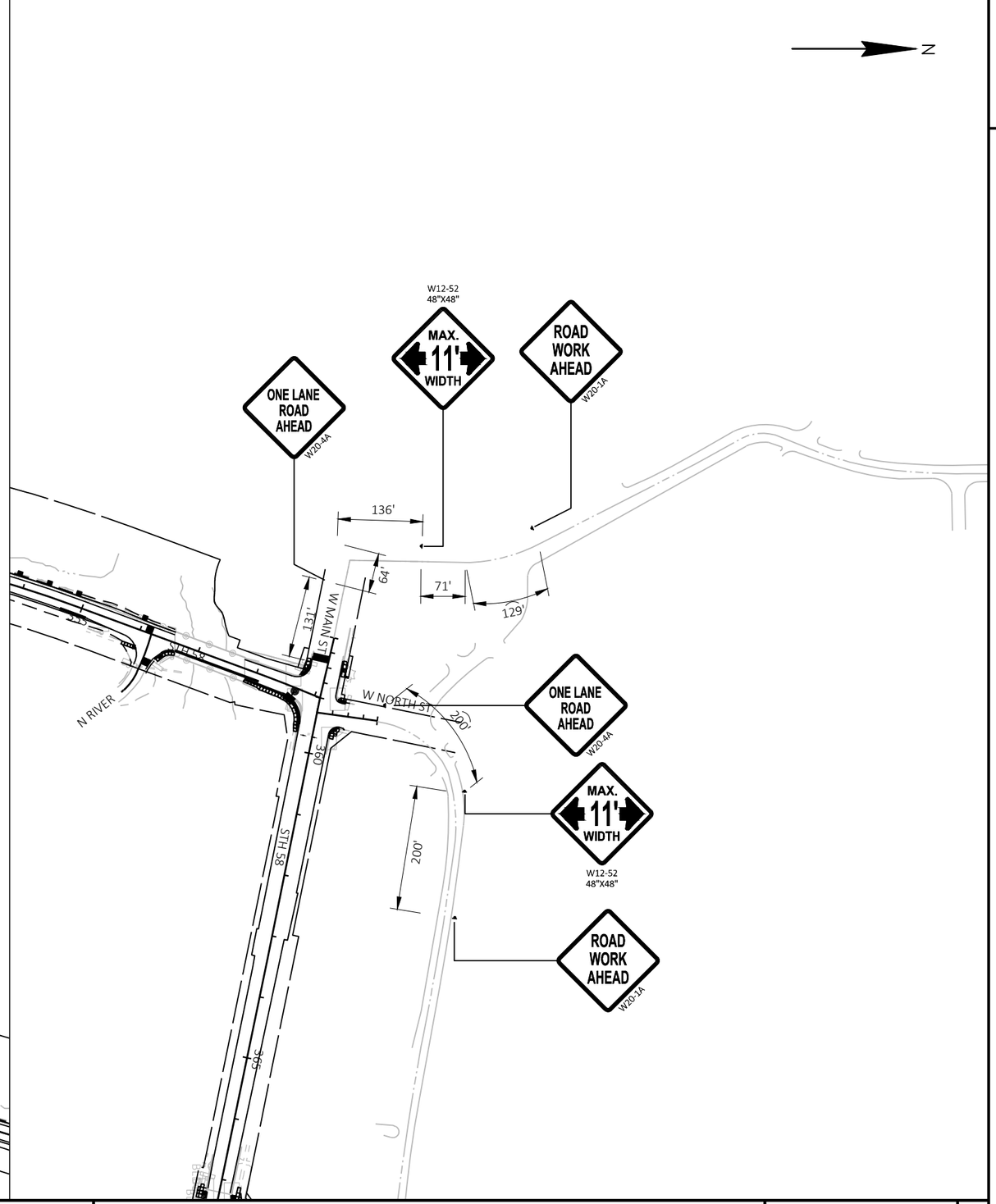


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 3	SHEET 113	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025114-tc

PLOT DATE : 8/28/2023 1:16 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:40 FT


N
ROAD WORK AHEAD
W20-1A
MAX. 11' WIDTH
W12-52
48"X48"
6'
153'
R163'
41'
ONE LANE ROAD AHEAD
W20-4A
200'
200'
W03-3
G20-2A
48"X24"
END ROAD WORK
300'
R10-6
24"X36"
STOP HERE ON RED
MINI CREEK RD
340
345
POST
POST
POST
POST
POST
POST


N
W12-52
48"X48"
MAX. 11' WIDTH
ONE LANE ROAD AHEAD
W20-4A
ROAD WORK AHEAD
W20-1A
136'
64'
71'
129'
131'
W MAIN ST
N RIVER
W NORTH ST
200'
360
STH 58
200'
365
ONE LANE ROAD AHEAD
W20-4A
MAX. 11' WIDTH
W12-52
48"X48"
ROAD WORK AHEAD
W20-1A

2



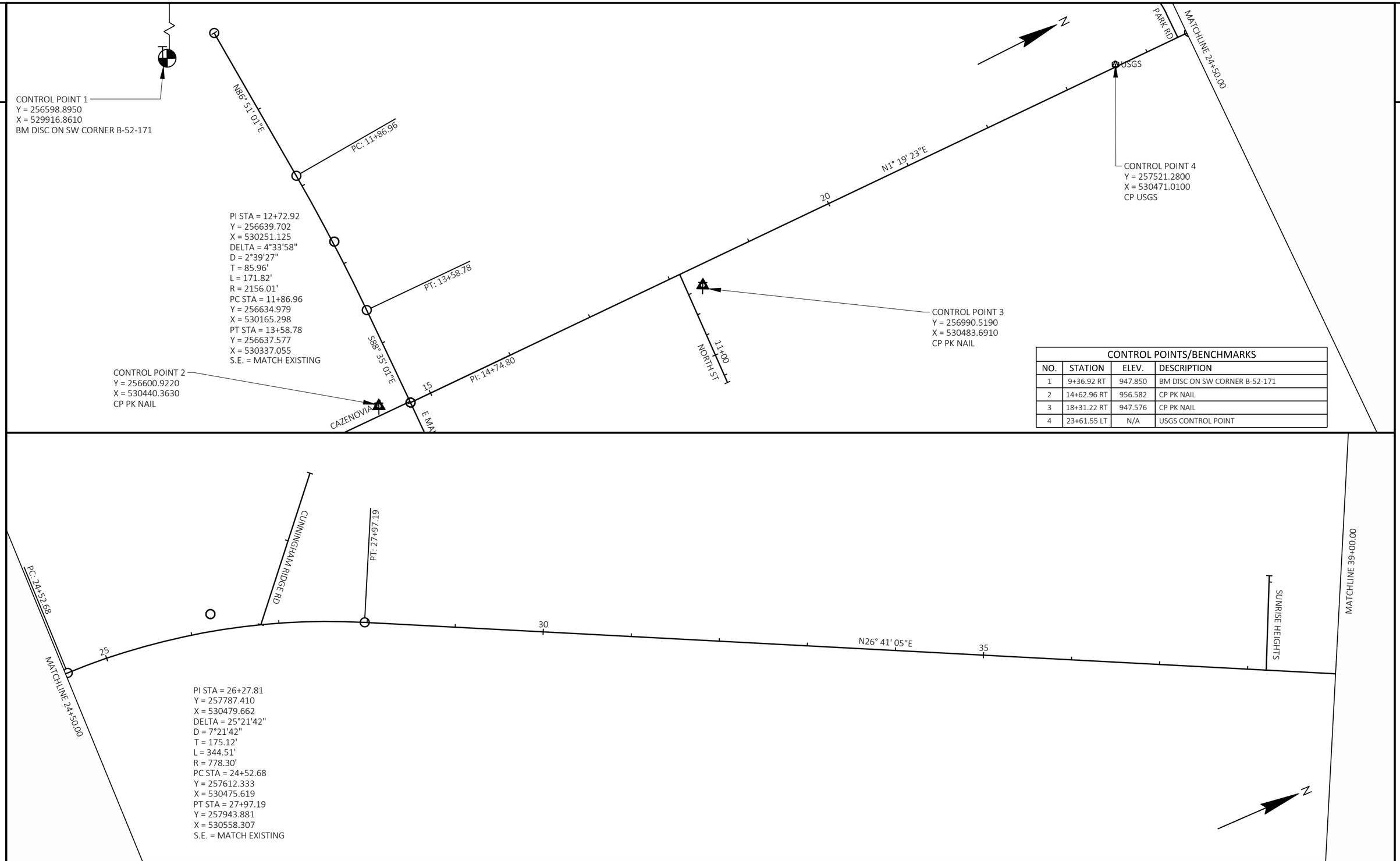
2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	TRAFFIC CONTROL - STAGE 4 - THE "400" STATE TRAIL CROSSING	SHEET 115	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 025116-tc

PLOT DATE : 8/28/2023 1:18 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



CONTROL POINTS/BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1	9+36.92 RT	947.850	BM DISC ON SW CORNER B-52-171
2	14+62.96 RT	956.582	CP PK NAIL
3	18+31.22 RT	947.576	CP PK NAIL
4	23+61.55 LT	N/A	USGS CONTROL POINT

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	ALIGNMENT DETAILS	SHEET 116	E

CONTROL POINTS/BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
5	52+95.33 RT	920.04	CP HMOD BRONZE SURVEY DISK

MATCHLINE 39+00.00

PC: 41+55.74

PT: 42+26.59

40

N26° 20' 47"E

45

PC: 46+07.32

50

PT: 52+03.97

MATCHLINE 53+50.00

N1° 07' 03"E

52+95.33

HMOD

PI STA = 41+91.16
Y = 259189.378
X = 531184.312
DELTA = 0°20'18"
D = 0°28'39"
T = 35.43'
L = 70.85'
R = 12000.00'
PC STA = 41+55.74
Y = 259157.725
X = 531168.403
PT STA = 42+26.59
Y = 259221.123
X = 531200.034
S.E. = MATCH EXISTING

PI STA = 49+10.56
Y = 259834.052
X = 531503.581
DELTA = 25°13'44"
D = 4°13'42"
T = 303.24'
L = 596.64'
R = 1355.00'
PC STA = 46+07.32
Y = 259562.312
X = 531369.004
PT STA = 52+03.97
Y = 260137.232
X = 531509.495
S.E. = MATCH EXISTING

BRASS CAP
Y = 260,106.0670
X = 531,531.4260

CONTROL POINT 5 (DH8435)
Y= 260228.22
X= 531529.71
CP HMOD BRONZE SURVEY DISK

N

QUAKER VALLEY DR

PT: 59+01.64

60

N68° 33' 08"E

PC: 64+93.09

65

PT: 66+77.86

MATCHLINE 68+00.00

PC: 54+13.17

62

PI STA = 56+90.14
Y = 260623.310
X = 531518.977
DELTA = 67°26'05"
D = 13°48'19"
T = 276.97'
L = 488.47'
R = 415.03'
PC STA = 54+13.17
Y = 260346.393
X = 531513.575
PT STA = 59+01.64
Y = 260724.585
X = 531776.767
S.E. = MATCH EXISTING

PI STA = 65+85.66
Y = 260974.702
X = 532413.424
DELTA = 8°59'31"
D = 4°52'00"
T = 92.57'
L = 184.77'
R = 1177.30'
PC STA = 64+93.09
Y = 260940.852
X = 532327.261
PT STA = 66+77.86
Y = 261021.603
X = 532493.237
S.E. = MATCH EXISTING

18.44' RT

MATCHLINE 53+50.00

N

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	ALIGNMENT DETAILS	SHEET 117	E

2

MATCHLINE 68+00.00

PC: 70+31.13

PT: 74+56.72

PC: 80+23.27

MATCHLINE 82+50.00

PI STA = 82+08.93
Y = 261648.487
X = 533885.478
DELTA = 9°57'30"
D = 2°41'19"
T = 185.66'
L = 370.38'
R = 2131.00'
PC STA = 80+23.27
Y = 261583.143
X = 533711.702
PT STA = 83+93.65
Y = 261742.897
X = 534045.336
S.E. = MATCH EXISTING

70 N59° 33' 36"E 75 N69° 23' 34"E 80

PI STA = 72+44.45
Y = 261308.660
X = 532981.734
DELTA = 9°49'57"
D = 2°18'37"
T = 213.32'
L = 425.59'
R = 2480.00'
PC STA = 70+31.13
Y = 261200.584
X = 532797.817
PT STA = 74+56.72
Y = 261383.740
X = 533181.405
S.E. = MATCH EXISTING

N

MATCHLINE 82+50.00

PT: 83+93.65

PC: 86+93.56

PT: 91+79.52

MATCHLINE 97+00.00

85 N59° 26' 04"E 90 95 N75° 06' 43"E

PI STA = 89+38.06
Y = 262019.746
X = 534514.105
DELTA = 15°40'39"
D = 3°13'34"
T = 244.51'
L = 485.96'
R = 1776.00'
PC STA = 86+93.56
Y = 261895.408
X = 534303.573
PT STA = 91+79.52
Y = 262082.567
X = 534750.404
S.E. = MATCH EXISTING

N

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	ALIGNMENT DETAILS	SHEET 118	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027203-ad
PLOT DATE : 5/30/2023 12:36 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

PI STA = 102+32.92
Y = 262353.217
X = 535768.444
DELTA = 31°34'15"
D = 5°16'42"
T = 306.87'
L = 598.13'
R = 1085.50'
PC STA = 99+26.05
Y = 262274.374
X = 535471.878
PT STA = 105+24.18
Y = 262575.659
X = 535979.837
S.E. = MATCH EXISTING

PC: 99+26.05

PT: 105+24.18

PC: 106+52.52

N43° 32' 28"E

100

105

110

MATCHLINE 97+00.00

MATCHLINE 111+50.00

PI STA = 111+42.97
Y = 263024.205
X = 536406.105
DELTA = 49°00'27"
D = 5°19'30"
T = 490.45'
L = 920.35'
R = 1076.00'
PC STA = 106+52.52
Y = 262668.689
X = 536068.247
PT STA = 115+72.87
Y = 263002.394
X = 536896.068
S.E. = MATCH EXISTING

CONTROL POINT 6
Y = 263173.8450
X = 536684.7500
CP RBR

CONTROL POINTS/BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
6	112+84.68 LT	919.958	CP RBR
7	120+64.38 LT	916.70	CP HMOD BRONZE SURVEY DISK
8	120+54.36	917.28	CP HMOD VERTICAL CONTROL

CONTROL POINT 7 (DH8669)
Y= 263003.1400
X= 537388.1000
CP HMOD VERTICAL CONTROL
DISK SET IN ABUTMENT

CTH G

115

120

125

HMOD

HMOD

S87° 27' 04"E

PT: 115+72.87

MATCHLINE 126+00.00

MATCHLINE 111+50.00

CONTROL POINT 8 (DH8434)
Y= 262962.3520
X= 537476.3570
CP HMOD VERTICAL CONTROL

N

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	ALIGNMENT DETAILS	SHEET 119	E

2

CONTROL POINTS/BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
9	126+69.81	N/A	CP USGS

SLIMLINE HARRISON CAST-IRON
Y = 262,930.3670
X = 538,911.7850

PI STA = 136+12.36
Y = 262911.696
X = 538933.537
DELTA = 2°37'54"
D = 0°33'17"
T = 237.20'
L = 474.33'
R = 10327.02'
PC STA = 133+75.15
Y = 262922.245
X = 538696.567
PT STA = 138+49.48
Y = 262912.039
X = 539170.741
S.E. = MATCH EXISTING

PC: 133+75.15

PT: 138+49.48

MATCHLINE 140+50.00

S87° 27' 04"E

130

135

140

USGS

CONTROL POINT 9
Y = 262936.8660
X = 537991.4200
CP USGS

MATCHLINE 126+00.00

CTH G

N

2

PI STA = 147+05.40
Y = 262913.275
X = 540026.661
DELTA = 24°22'40"
D = 6°48'17"
T = 181.88'
L = 358.25'
R = 842.00'
PC STA = 145+23.52
Y = 262913.013
X = 539844.785
PT STA = 148+81.77
Y = 262988.584
X = 540192.214
S.E. = MATCH EXISTING

PC: 145+23.52

PT: 148+81.77

PC: 152+20.81

N89° 55' 02"E

145

150

N65° 32' 22"E

N

MATCHLINE 155+00.00

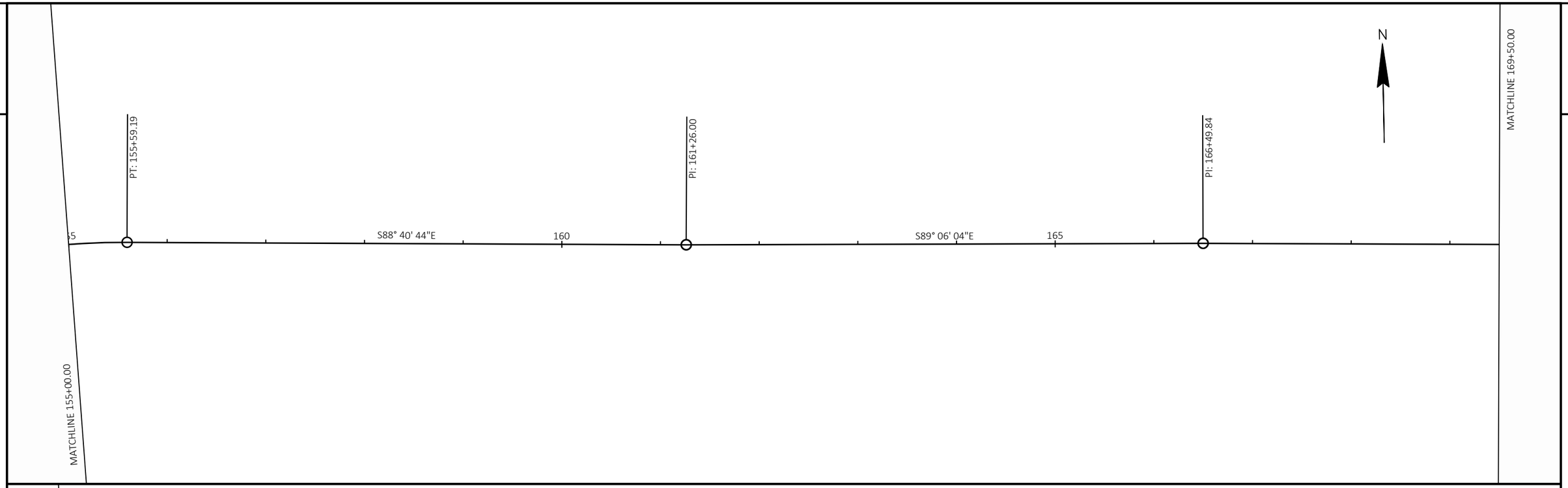
MATCHLINE 140+50.00

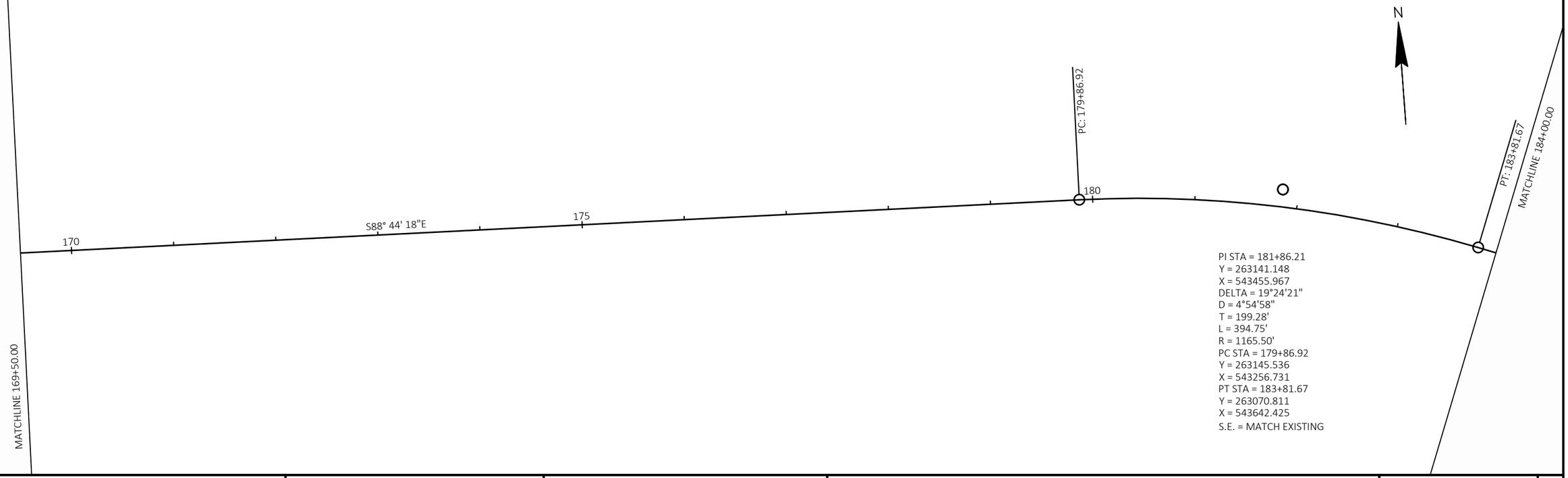
PI STA = 153+92.92
Y = 263200.233
X = 540657.482
DELTA = 25°46'54"
D = 7°37'09"
T = 172.10'
L = 338.38'
R = 752.00'
PC STA = 152+20.81
Y = 263128.970
X = 540500.824
PT STA = 155+59.19
Y = 263196.265
X = 540829.541
S.E. = MATCH EXISTING

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	ALIGNMENT DETAILS	SHEET 120	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027205-ad
PLOT DATE : 5/30/2023 12:36 PM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2





PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	ALIGNMENT DETAILS	SHEET 121	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027206-ad
PLOT DATE : 5/30/2023 12:36 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

PI STA = 187+69.94
Y = 262933.774
X = 544005.703
DELTA = 22°01'17"
D = 5°34'25"
T = 200.02'
L = 395.11'
R = 1028.00'
PC STA = 185+69.91
Y = 263004.372
X = 543818.553
PT STA = 189+65.02
Y = 262938.500
X = 544205.670
S.E. = MATCH EXISTING

PI STA = 198+05.39
Y = 262958.355
X = 545045.797
DELTA = 89°29'09"
D = 17°44'19"
T = 320.11'
L = 504.47'
R = 323.00'
PC STA = 194+85.27
Y = 262950.792
X = 544725.772
PT STA = 199+89.74
Y = 263278.435
X = 545041.106
S.E. = MATCH EXISTING

STEEL PIN
Y = 262,951.6960
X = 544,282.4570

MATCHLINE 184+00.00

MATCHLINE 198+50.00

PC: 185+69.91

PT: 189+65.02

PC: 194+85.27

185

S69° 19' 57"E

190

N88° 38' 46"E

195

46+00

47+00

48+00

9+00

8+00

THOMAS RD

N

CONTROL POINTS/BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
10	201+10.44 LT	956.790	BM TOP NUT OF HYDRANT
11	210+10.89 RT	961.0700	BM TOP NUT OF HYDRANT
12	211+26.77 LT	961.0700	BM TOP NUT OF HYDRANT

MATCHLINE 198+50.00

PT: 199+89.74

200

N0° 50' 23"W

205

PC: 205+54.31

PT: 205+81.11

210

N0° 58' 04"W

MATCHLINE 213+00.00

CONTROL POINT 10
Y = 263398.9700
X = 545005.6400
TOP NUT OF HYD

5TH ST

PI STA = 205+67.71
Y = 263856.346
X = 545032.636
DELTA = 0°07'41"
D = 0°28'39"
T = 13.40'
L = 26.80'
R = 12000.00'
PC STA = 205+54.31
Y = 263842.945
X = 545032.833
PT STA = 205+81.11
Y = 263869.746
X = 545032.410
S.E. = MATCH EXISTING

4TH ST

CONTROL POINT 11
Y = 264300.0000
X = 545057.0900
TOP NUT OF HYD

3RD ST

CONTROL POINT 12
Y = 264414.5912
X = 544979.8949
TOP NUT OF HYD

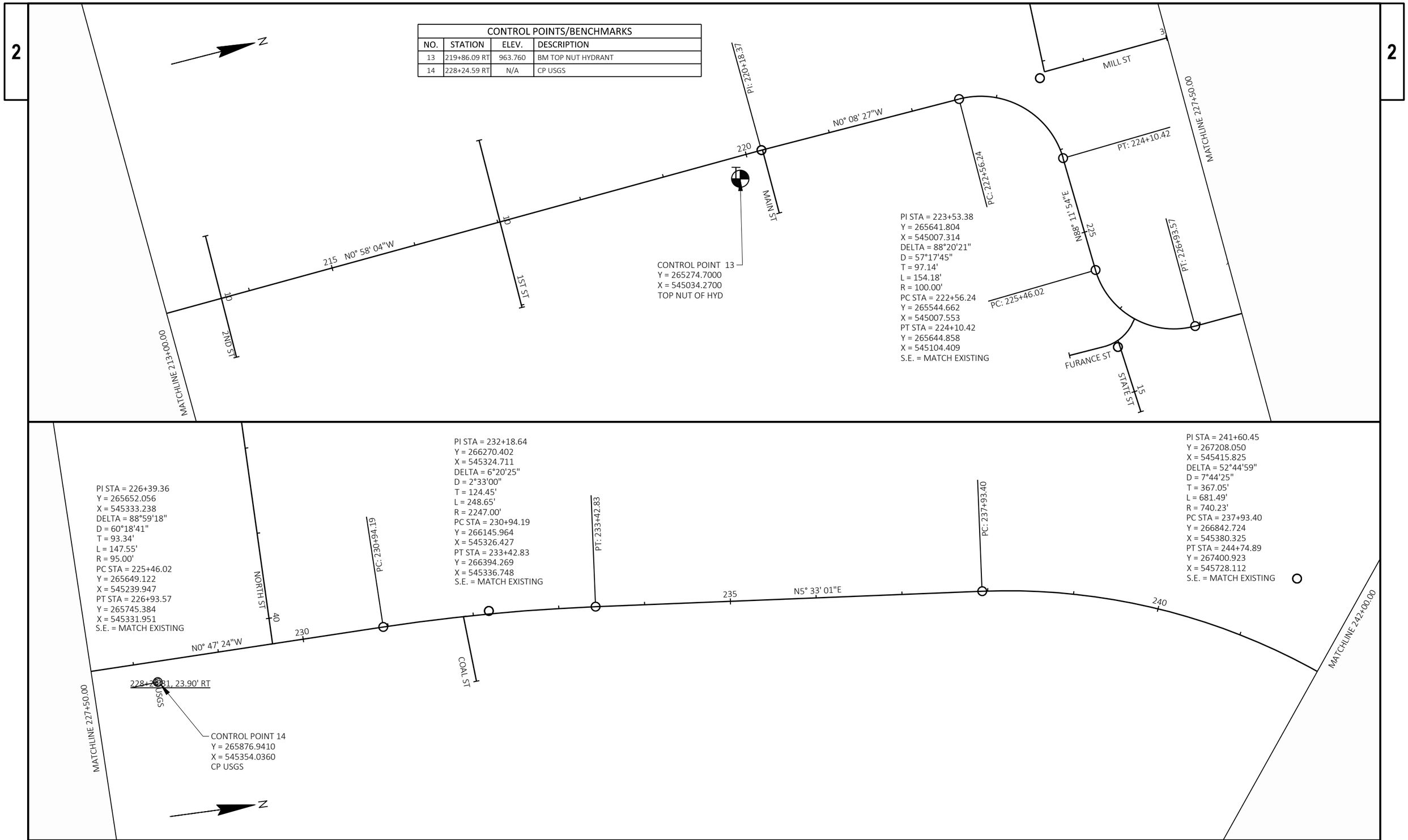
Z

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	ALIGNMENT DETAILS	SHEET 122	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027207-ad

PLOT DATE : 5/30/2023 12:36 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT

CONTROL POINTS/BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
13	219+86.09 RT	963.760	BM TOP NUT HYDRANT
14	228+24.59 RT	N/A	CP USGS



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	ALIGNMENT DETAILS	SHEET 123	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027208-ad
PLOT DATE : 5/30/2023 12:36 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

BRANTON RD

PT: 244+74.89

IRON ST

245

N58° 18' 00"E

PC: 248+86.13

250

PT: 254+60.03

255

MATCHLINE 256+50.00

PI STA = 251+85.90
Y = 267774.539
X = 546333.046
DELTA = 40°52'15"
D = 7°07'18"
T = 299.77'
L = 573.90'
R = 804.54'
PC STA = 248+86.13
Y = 267617.018
X = 546077.998
PT STA = 254+60.03
Y = 268060.547
X = 546422.835
S.E. = MATCH EXISTING

RABUCK RD

MATCHLINE 242+00.00

N

MATCHLINE 271+00.00

260

265

270

N17° 25' 45"E

MATCHLINE 256+50.00

N

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	ALIGNMENT DETAILS	SHEET 124	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027209-ad

PLOT DATE : 5/30/2023 12:36 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

CONTROL POINTS/BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
15	282+42.27 RT	899.737	CP RBR
16	283+57.71 RT	896.821	CP RBR

PI STA = 281+75.75
Y = 270652.330
X = 547233.873
DELTA = 18°05'40"
D = 2°27'59"
T = 369.89'
L = 733.62'
R = 2323.00'
PC STA = 278+05.87
Y = 270299.036
X = 547124.325
PT STA = 285+39.48
Y = 271022.176
X = 547228.275
S.E. = MATCH EXISTING

HARRISON CAST IRON MONUMENT
Y = 270,843.4750
X = 547,199.4390

PI: 274+65.22
PC: 278+05.87
PT: 285+39.48
MATCHLINE 285+50.00
MATCHLINE 271+00.00
275
280
285
N17° 13' 38"E

CONTROL POINT 15
Y = 270818.6970
X = 547314.5200
CP RBR

CONTROL POINT 16
Y = 270818.9910
X = 547492.1160
CP RBR

PEARSON RD

N

PI STA = 296+54.25
Y = 272136.815
X = 547211.405
DELTA = 2°59'59"
D = 0°24'04"
T = 373.98'
L = 747.80'
R = 14283.00'
PC STA = 292+80.27
Y = 271762.874
X = 547217.065
PT STA = 300+28.06
Y = 272510.540
X = 547225.323
S.E. = MATCH EXISTING

PC: 292+80.27
MATCHLINE 300+00.00
MATCHLINE 285+50.00
290
295
N0° 52' 02"W

N

2

N

PT: 300+28.06

N2° 07' 58"E

00

PC: 300+34.07

MATCHLINE 300+00.00

305

PI STA = 304+13.64
Y = 272895.851
X = 547239.671
DELTA = 3°47'15"
D = 0°29'57"
T = 379.57'
L = 758.86'
R = 11480.00'
PC STA = 300+34.07
Y = 272516.545
X = 547225.546
PT STA = 307+92.93
Y = 273273.396
X = 547278.821
S.E. = MATCH EXISTING

JESSOP RD

PT: 307+92.93

310

PC: 310+48.83

N5° 55' 12"E

BRIMMER RD

MATCHLINE 314+50.00

2

CONTROL POINTS/BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
17	318+99.45' LT	897.749	CP HMOD HARRISON MONUMNET

N

MATCHLINE 314+50.00

315

PI STA = 317+04.07
Y = 274179.674
X = 547372.797
DELTA = 19°17'58"
D = 1°29'12"
T = 655.24'
L = 1298.07'
R = 3853.70'
PC STA = 310+48.83
Y = 273527.925
X = 547305.214
PT STA = 323+46.90
Y = 274817.134
X = 547221.175
S.E. = MATCH EXISTING

CONTROL POINT 17 (DH8432)
Y = 274374.8900
X = 547283.0570
CP HMOD

HMOD

320

PT: 323+46.90

PI: 325+64.36

N13° 22' 46"W 325

MATCHLINE 329+00.00

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	ALIGNMENT DETAILS	SHEET 126	E

2

N

PC: 333+76.69

PT: 341+59.78

MATCHLINE 343+50.00

330

335

340

N13° 52' 54"W

PI STA = 337+70.83
Y = 276199.924
X = 546881.405
DELTA = 16°05'46"
D = 2°03'20"
T = 394.14'
L = 783.09'
R = 2787.50'
PC STA = 333+76.69
Y = 275817.296
X = 546975.966
PT STA = 341+59.78
Y = 276593.769
X = 546896.635
S.E. = MATCH EXISTING

MATCHLINE 329+00.00

2

N

MINI CREEK RD

PC: 348+11.98

CONTROL POINT 18
Y = 277077.1220
X = 546893.6700
CP PK NAIL

CONTROL POINT 19
Y = 277252.5290
X = 546892.8320
CP PK NAIL

CONTROL POINT 20
Y = 277458.4030
X = 546919.6570
CP PK NAIL

CONTROL POINTS/BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
18	346+42.66 LT	915.414	CP PK NAIL
19	348+17.82 LT	908.84	CP PK NAIL
20	350+22.76 LT	900.0360	CP PK NAIL
21	357+73.33' LT	897.749	SQUARE ON NW WING B-56-0796

PT: 354+95.74

MATCHLINE 358+00.00

345

350

355

N2° 12' 52"E

N20° 14' 05"E

PI STA = 351+56.71
Y = 277589.952
X = 546935.156
DELTA = 18°01'13"
D = 2°38'08"
T = 344.72'
L = 683.75'
R = 2174.00'
PC STA = 348+11.98
Y = 277245.486
X = 546921.836
PT STA = 354+95.74
Y = 277913.400
X = 547054.384
S.E. = 6%

N. RIVER

CONTROL POINT 21
Y = 278179.9
X = 547134.1
SQUARE ON NW WING B-56-0796

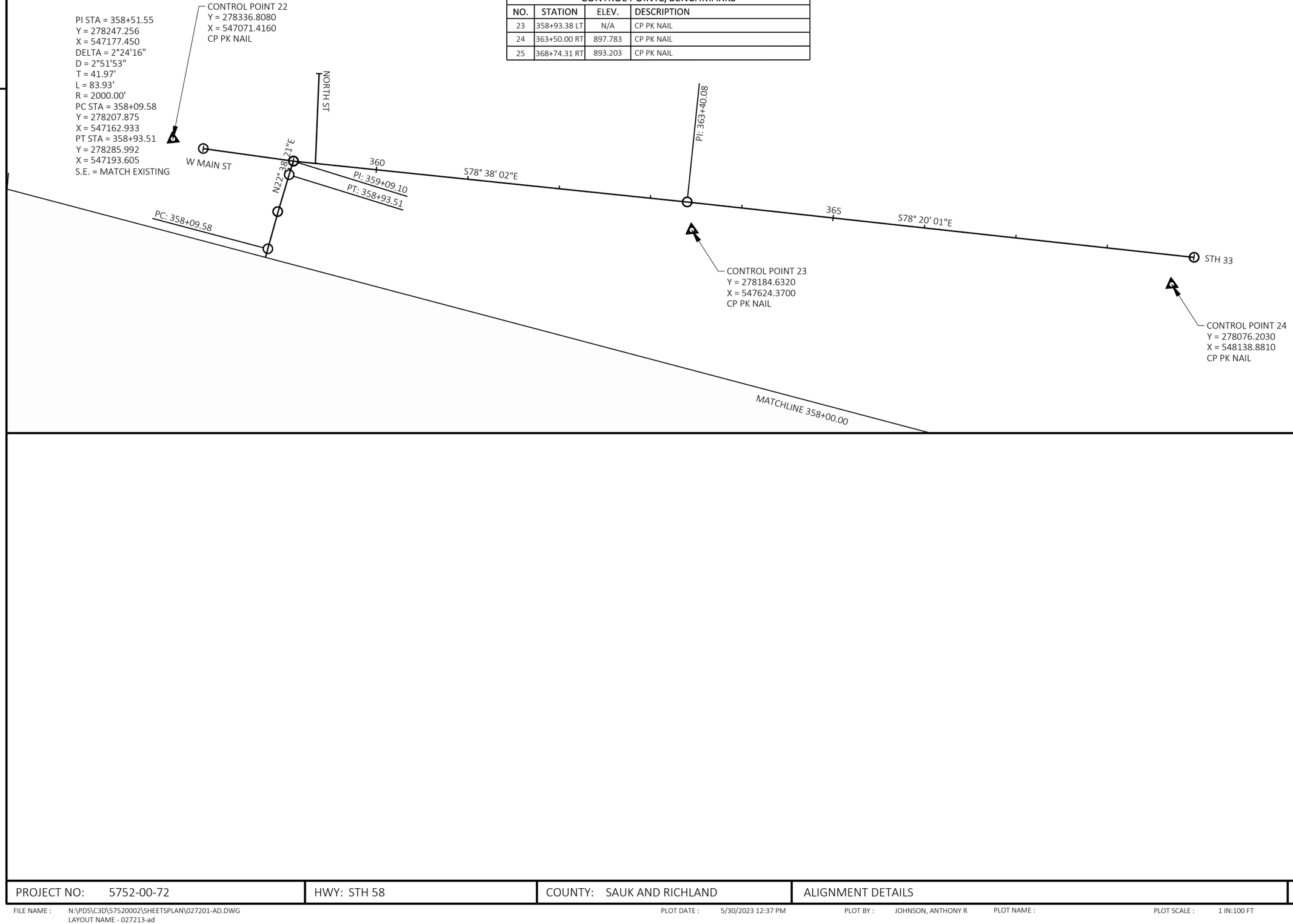
MATCHLINE 343+50.00

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	ALIGNMENT DETAILS	SHEET 127	E

CONTROL POINTS/BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
23	358+93.38 LT	N/A	CP PK NAIL
24	363+50.00 RT	897.783	CP PK NAIL
25	368+74.31 RT	893.203	CP PK NAIL

PI STA = 358+51.55
Y = 278247.256
X = 547177.450
DELTA = 2°24'16"
D = 2°51'53"
T = 41.97'
L = 83.93'
R = 2000.00'
PC STA = 358+09.58
Y = 278207.875
X = 547162.933
PT STA = 358+93.51
Y = 278285.992
X = 547193.605
S.E. = MATCH EXISTING

CONTROL POINT 22
Y = 278336.8080
X = 547071.4160
CP PK NAIL



CONTROL POINT 23
Y = 278184.6320
X = 547624.3700
CP PK NAIL

CONTROL POINT 24
Y = 278076.2030
X = 548138.8810
CP PK NAIL

N

2

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	ALIGNMENT DETAILS	SHEET 128	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027213-ad
PLOT DATE : 5/30/2023 12:37 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

5752-00-72

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	5.000	5.000
0004	201.0220	Grubbing	ID	101.000	101.000
0006	203.0100	Removing Small Pipe Culverts	EACH	4.000	4.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	240.000	240.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	118,230.000	118,230.000
0012	204.0150	Removing Curb & Gutter	LF	1,128.000	1,128.000
0014	204.0155	Removing Concrete Sidewalk	SY	710.000	710.000
0016	204.0165	Removing Guardrail	LF	1,335.000	1,335.000
0018	204.0210	Removing Manholes	EACH	2.000	2.000
0020	204.0220	Removing Inlets	EACH	2.000	2.000
0022	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	25.000	25.000
0024	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	14.000	14.000
0026	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	60.000	60.000
0028	204.9090.S	Removing (item description) 01. Modular Block Retaining Wall	LF	29.000	29.000
0030	205.0100	Excavation Common	CY	3,220.000	3,220.000
0032	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	70.000	70.000
0034	209.2500	Backfill Granular Grade 2	TON	71.000	71.000
0036	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5752-00-72	EACH	1.000	1.000
0038	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	520.000	520.000
0040	213.0100	Finishing Roadway (project) 01. 5752-00-72	EACH	1.000	1.000
0042	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,340.000	1,340.000
0044	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,140.000	4,140.000
0046	311.0110	Breaker Run	TON	1,460.000	1,460.000
0048	455.0605	Tack Coat	GAL	15,153.000	15,153.000
0050	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0052	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0054	460.2000	Incentive Density HMA Pavement	DOL	9,610.000	9,610.000
0056	460.2005	Incentive Density PWL HMA Pavement	DOL	8,950.000	8,950.000
0058	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	17,550.000	17,550.000
0060	460.2010	Incentive Air Voids HMA Pavement	DOL	27,740.000	27,740.000
0062	460.5223	HMA Pavement 3 LT 58-28 S	TON	15,346.000	15,346.000
0064	460.5224	HMA Pavement 4 LT 58-28 S	TON	12,763.000	12,763.000
0066	465.0105	Asphaltic Surface	TON	5.000	5.000
0068	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	4.000	4.000
0070	465.0125	Asphaltic Surface Temporary	TON	45.000	45.000
0072	465.0560	Asphaltic Rumble Strips, Centerline	LF	22,590.000	22,590.000
0074	520.1012	Apron Endwalls for Culvert Pipe 12-Inch	EACH	6.000	6.000
0076	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	1.000	1.000
0078	520.3312	Culvert Pipe Class III-A 12-Inch	LF	43.000	43.000
0080	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0082	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	38.000	38.000
0084	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0086	522.2434	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	LF	32.000	32.000
0088	522.2634	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	EACH	2.000	2.000
0090	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,056.000	1,056.000
0092	601.0600	Concrete Curb Pedestrian	LF	279.000	279.000
0094	602.0405	Concrete Sidewalk 4-Inch	SF	9,067.000	9,067.000
0096	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	490.000	490.000
0098	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	64.000	64.000

5752-00-72

Line	Item	Item Description	Unit	Total	Qty
0100	602.0810	Concrete Driveway 6-Inch	SY	25.000	25.000
0102	603.8000	Concrete Barrier Temporary Precast Delivered	LF	587.500	587.500
0104	603.8125	Concrete Barrier Temporary Precast Installed	LF	1,175.000	1,175.000
0106	603.8500	Anchoring Concrete Barrier Temporary Precast	LF	1,175.000	1,175.000
0108	606.0200	Riprap Medium	CY	10.000	10.000
0110	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	54.000	54.000
0112	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	14.000	14.000
0114	608.6008	Storm Sewer Pipe Composite 8-Inch	LF	25.000	25.000
0116	608.6012	Storm Sewer Pipe Composite 12-Inch	LF	13.000	13.000
0118	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0120	611.0624	Inlet Covers Type H	EACH	1.000	1.000
0122	611.0639	Inlet Covers Type H-S	EACH	1.000	1.000
0124	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0126	611.3230	Inlets 2x3-FT	EACH	2.000	2.000
0128	611.8110	Adjusting Manhole Covers	EACH	24.000	24.000
0130	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0132	611.8120.S	Cover Plates Temporary	EACH	24.000	24.000
0134	614.0010	Barrier System Grading Shaping Finishing	EACH	8.000	8.000
0136	614.0400	Adjusting Steel Plate Beam Guard	LF	1,154.000	1,154.000
0138	614.0950	Replacing Guardrail Posts and Blocks	EACH	68.000	68.000
0140	614.2300	MGS Guardrail 3	LF	493.750	493.750
0142	614.2330	MGS Guardrail 3 K	LF	393.750	393.750
0144	614.2350	MGS Guardrail Short Radius	LF	63.000	63.000
0146	614.2500	MGS Thrie Beam Transition	LF	354.600	354.600
0148	614.2610	MGS Guardrail Terminal EAT	EACH	11.000	11.000
0150	614.2630	MGS Guardrail Short Radius Terminal	EACH	1.000	1.000
0152	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5752-00-72	EACH	1.000	1.000
0154	619.1000	Mobilization	EACH	1.000	1.000
0156	624.0100	Water	MGAL	55.000	55.000
0158	625.0500	Salvaged Topsoil	SY	3,260.000	3,260.000
0160	628.1504	Silt Fence	LF	3,530.000	3,530.000
0162	628.1520	Silt Fence Maintenance	LF	3,530.000	3,530.000
0164	628.1905	Mobilizations Erosion Control	EACH	9.000	9.000
0166	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0168	628.2006	Erosion Mat Urban Class I Type A	SY	3,660.000	3,660.000
0170	628.7005	Inlet Protection Type A	EACH	4.000	4.000
0172	628.7015	Inlet Protection Type C	EACH	15.000	15.000
0174	628.7504	Temporary Ditch Checks	LF	85.000	85.000
0176	628.7555	Culvert Pipe Checks	EACH	2.000	2.000
0178	629.0210	Fertilizer Type B	CWT	1.080	1.080
0180	630.0130	Seeding Mixture No. 30	LB	53.000	53.000
0182	630.0140	Seeding Mixture No. 40	LB	42.000	42.000
0184	630.0500	Seed Water	MGAL	19.000	19.000
0186	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000
0188	638.2102	Moving Signs Type II	EACH	17.000	17.000
0190	642.5201	Field Office Type C	EACH	1.000	1.000
0192	643.0300	Traffic Control Drums	DAY	2,009.000	2,009.000
0194	643.0420	Traffic Control Barricades Type III	DAY	48.000	48.000
0196	643.0705	Traffic Control Warning Lights Type A	DAY	52.000	52.000

5752-00-72

Line	Item	Item Description	Unit	Total	Qty
0198	643.0715	Traffic Control Warning Lights Type C	DAY	393.000	393.000
0200	643.0900	Traffic Control Signs	DAY	2,357.000	2,357.000
0202	643.0920	Traffic Control Covering Signs Type II	EACH	1.000	1.000
0204	643.1050	Traffic Control Signs PCMS	DAY	21.000	21.000
0206	643.1070	Traffic Control Cones 42-Inch	DAY	160.000	160.000
0208	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	958.000	958.000
0210	643.3165	Temporary Marking Line Paint 6-Inch	LF	73,507.000	73,507.000
0212	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	58,898.000	58,898.000
0214	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	1,479.000	1,479.000
0216	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	52.000	52.000
0218	643.5000	Traffic Control	EACH	1.000	1.000
0220	644.1440	Temporary Pedestrian Surface Matting	SF	4,265.000	4,265.000
0222	644.1601	Temporary Pedestrian Curb Ramp	DAY	125.000	125.000
0224	644.1605	Temporary Pedestrian Detectable Warning Field	SF	250.000	250.000
0226	644.1810	Temporary Pedestrian Barricade	LF	2,250.000	2,250.000
0228	645.0130	Geotextile Type R	SY	32.000	32.000
0230	646.2020	Marking Line Epoxy 6-Inch	LF	65,059.000	65,059.000
0232	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	58,898.000	58,898.000
0234	646.4020	Marking Line Epoxy 10-Inch	LF	260.000	260.000
0236	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,036.000	1,036.000
0238	646.9000	Marking Removal Line 4-Inch	LF	1,453.000	1,453.000
0240	646.9200	Marking Removal Line Wide	LF	194.000	194.000
0242	650.4000	Construction Staking Storm Sewer	EACH	4.000	4.000
0244	650.4500	Construction Staking Subgrade	LF	375.000	375.000
0246	650.5000	Construction Staking Base	LF	375.000	375.000
0248	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,244.000	1,244.000
0250	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0252	650.8000	Construction Staking Resurfacing Reference	LF	5,725.000	5,725.000
0254	650.9000	Construction Staking Curb Ramps	EACH	54.000	54.000
0256	650.9500	Construction Staking Sidewalk (project) 01. 5752-00-72	EACH	1.000	1.000
0258	650.9911	Construction Staking Supplemental Control (project) 01. 5752-00-72	EACH	1.000	1.000
0260	650.9920	Construction Staking Slope Stakes	LF	6,100.000	6,100.000
0262	661.0101	Temporary Traffic Signals for Bridges (structure) 01. 5752-00-72	EACH	3.000	3.000
0264	690.0150	Sawing Asphalt	LF	1,164.000	1,164.000
0266	690.0250	Sawing Concrete	LF	653.000	653.000
0268	740.0440	Incentive IRI Ride	DOL	26,600.000	26,600.000
0270	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	700.000	700.000
0272	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	475.000	475.000
0274	SPV.0060	Special 01. Adjusting Water Valves	EACH	14.000	14.000
0276	SPV.0060	Special 02. Verify Landmark Reference Monuments	EACH	4.000	4.000
0278	SPV.0060	Special 03. Verify and Replace Existing Land Parcel Monuments	EACH	16.000	16.000
0280	SPV.0060	Special 04. Mailbox Removal and Temporary Mailboxes	EACH	6.000	6.000
0282	SPV.0060	Special 05. Remove, Salvage, and Reinstall Street Lights	EACH	3.000	3.000
0284	SPV.0060	Special 06. Research and Locate Existing Land Parcel Monuments	EACH	16.000	16.000
0286	SPV.0090	Special 01. Concrete Curb and Gutter 24-inch, Type D	LF	188.000	188.000
0288	SPV.0090	Special 02. Concrete Joint and Crack Cleaning	LF	1,750.000	1,750.000
0290	SPV.0090	Special 03. Reinforced Concrete Curb Pedestrian	LF	67.000	67.000
0292	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	2,360.000	2,360.000
0294	SPV.0195	Special 01. Excavation, Hauling, and Disposal of Lead Contaiminated Soil	TON	480.000	480.000

GRUBBING

CATEGORY	STATION	LOCATION	201.0205 GRUBBING STA	201.0220 GRUBBING ID	REMARKS
0010	18+52	NORTH ST	--	22	
0010	201+94	5TH STREET	--	11	
0010	213+40	2ND STREET	--	66	
0010	348+00-353+00	STH 58	5		
0010	14+53	W MAIN STREET	--	24	
		TOTAL 0010	5	101	

REMOVING MGS

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF	REMARKS
0010	285+62	-	288+88	RT	67	
0010	286+00	-	288+88	LT	70	
0010	289+66	-	290+58	RT	72	
0010	289+66	-	291+21	LT	69	
B-56-0067						
0010	316+14	-	318+99	RT	74	
0010	316+14	-	318+99	LT	71	
0010	319+83		322+51	RT	74	
0010	319+83		322+77	LT	69	
B-56-0095						
0010	348+42	-	351+70	LT	328	
0010	351+99	-	355+51	LT	353	
0010	355+67	-	357+98	LT	88	
LA VALLE MILL POND BEAM GUARD						
			TOTAL 0010		1,335	

REMOVING CULVERTS

CATEGORY	STATION	TO	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
0010	059+39	-	059+39	27.33 RT - 20.99 LT	1	18-INCH
0010	073+99	-	073+99	24.59 RT - 24.18 LT	1	36-INCH
0010	352+26	-	352+32	26.85 RT - 35.14 RT	2	8-INCH
				TOTAL 0010	4	

REMOVING RETAINING WALL

CATEGORY	STATION	TO	STATION	LOCATION	204.9090.S.01 REMOVING (ITEM DESCRIPTION) (MODULAR BLOCK RETAINING WALL) LF	REMARKS
0010	347+19	-	347+48	29.230 LT	29	
				TOTAL 0010	29	

REMOVING STORM SEWER

CATEGORY	STATION	TO	STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER (SIZE) (12-INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (15-INCH) LF	204.0245.03 REMOVING STORM SEWER (SIZE) (18-INCH) LF	REMARKS
0010	350+21	-	350+24	42.86 LT - 17.32 RT	--	1	--	--	60	
0010	352+22	-	352+41	25.18 RT - 42.07 RT	1	--	25	--	--	
0010	356+67	-	356+67	5.02 RT - 17.61 RT	1	1	--	14	--	
				TOTAL 0010	2	2	25	14	60	

MILLING SUMMARY (SHEET 1)

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	SPV.0090.02 SPECIAL (CONCRETE JOINT AND CRACK CLEANING) LF	SPV.0180.01 SPECIAL (REMOVING DISTRESSED PAVEMENT MILLING) SY	REMARKS
0010	010+09	-	014+14	LEE LAKE BRIDGE - CAZ ST INT	10	1,380	--	--	BUTT JOINT AT START
0010	014+14	-	015+38	CAZ ST INT	--	610	--	--	
0010	015+38	-	017+56	CAZ ST INT - NORTH ST INT	--	680	--	--	8' PARKING LANE
0010	017+56	-	022+34	NORTH ST INT - BRIDGE APPROACH SLAB S	--	1,570	--	--	
0010	023+85	-	027+76	BRIDGE APPROACH SLAB N - CUNNINGHAM RDG RD	--	1,740	--	--	
0010	027+76	-	028+67	CUNNINGHAM RDG TAPER TRANSITION	--	370	--	--	TRANSITION FROM WIDER SHOULDER
0010	028+67	-	037+72	TAPER END - SUNRISE HEIGHTS RD	--	2,820	--	--	2' PAVED SHOULDER
0010	037+72	-	051+33	SUNRISE HEIGHTS RD INT - BMGRD 1	--	4,240	--	--	
0010	051+33	-	054+59	BMGRD 1	--	950	--	--	
0010	054+59	-	057+20	QUAKER VALLEY RD INT	--	760	--	--	
0010	057+20	-	085+00	QUAKER VALLEY RD - CULVERT 2	--	7,420	--	--	0' PAVED SHOULDER (VARIES SIGNIFICANTLY)
0010	085+00	-	098+79	CULVERT 2 - C&G (RW)	--	4,600	--	--	3' PAVED SHOULDER
0010	098+79	-	105+31	C&G (RW)	--	2,370	--	--	6' PAVED SHOULDER LT
0010	105+31	-	112+13	C&G - CTH G INT 1	--	2,280	--	--	3' PAVED SHOULDER
0010	112+13	-	117+66	CTH G INT 1	--	2,260	--	--	
0010	117+66	-	124+76	BMGRD 2	--	1,980	--	--	
0010	124+76	-	135+35	BMGRD 2 - CTH G INT 2	--	3,060	--	--	1' PAVED SHOULDER (3' UNPAVED)
0010	135+35	-	194+61	CTH G INT 2 - THOMAS RD INT	--	17,130	--	--	
0010	194+61	-	200+31	THOMAS RD INT - IRONTON LIMITS	--	1,680	--	--	
0010	200+31	-	206+11	5TH ST INT - 4TH ST INT	--	1,680	--	--	1' PAVED SHOULDER (0' UNPAVED)
0010	206+11	-	210+12	4TH ST INT - 3RD ST IN	--	1,160	--	--	
0010	210+12	-	213+46	3RD ST INT - 2ND ST INT	--	970	--	--	
0010	213+46	-	216+67	2ND ST INT - 1ST ST INT	--	930	--	--	
0010	216+67	-	219+32	1ST ST INT - MAIN ST	--	770	--	--	
0010	219+32	-	220+96	MAIN ST INT	--	480	--	--	
0010	220+96	-	227+00	MAIN ST - FURNACE ST	--	1,750	--	--	VARYING PARKING LANES, DO NOT MILL
0010	227+00	-	229+33	FURNACE ST - MILL ST	--	680	--	--	
0010	229+33	-	231+58	MILL ST - COAL ST	--	650	--	--	
0010	231+58	-	242+75	COAL ST - IRON ST/BRANTON ST	--	3,230	--	--	
0010	242+75	-	244+56	IRON ST/BRANTON ST INT	--	550	--	--	
0010	244+56	-	251+19	IRON ST/BRANTON ST - RABUCK RD	--	1,920	--	--	1' PAVED SHOULDER (3' UNPAVED)
0010	251+19	-	282+54	RABUCK RD - PEARSON RD	--	9,060	--	--	
0010	282+54	-	285+94	PEARSON RD - BMGRD 3	--	990	--	--	
0010	285+94	-	291+66	BMGRD 3	--	1,560	--	--	
0010	291+66	-	306+63	BMGRD 3 - JESSOP RD	--	4,330	--	--	
0010	306+63		309+42	JESSOP RD - BRIDGE DECK S	--	1,090	--	--	
0010	310+13	-	313+82	BRIDGE DECK N - BRIMMER RD	--	1,880	--	--	
0010	313+82	-	321+89	BRIMMER RD - BMGRD 5	--	2,170	--	--	
0010	321+89	-	341+46	BMGRD 5 - LA VALLE LIMITS	--	5,660	--	--	1' PAVED SHOULDER (3' UNPAVED)
0010	341+46	-	347+37	LA VALLE LIMITS - MINI CREEK RD	--	1,900	--	--	
0010	347+37	-	348+42	MINI CREEK RD - BMGRD 6	--	360	--	--	
0010	348+42	-	352+23	BMGRD 6 - BMGRD 7 (C&G END RT)	--	1,390	--	--	4' PAVED SHOULDER LT, VARYING RT
0010	352+23	-	355+72	BMGRD 7 (C&G END RT) - N RIVER	--	1,200	--	--	4' PAVED SHOULDER LT, 3' RT
0010	355+72	-	356+60	N RIVER - BRIDGE DECK S	--	300	--	--	
0010	357+79	-	358+50	BRIDGE DECK N - W MAIN ST	--	240	--	--	
0010	358+50	-	359+79	W MAIN ST INT	--	640	260	--	
0010	359+79	-	362+25	W MAIN ST INT - 4OO ST TRAIL CROSSING	--	1,000	494	--	12-13' PARKING LANE
0010	362+25	-	363+37	400 ST TRAIL CROSSING	--	470	226	--	
0010	363+37	-	367+21	400 ST TRAIL CROSSING - STH 33 INT	10	1,170	770	--	BUTT JOINT AT END
0010	10+00	-	367+21	UNDISTRIBUTED	--	--	--	2,170	267 TONS HMA NEEDED FROM REMOVING DISTRESSED PAVEMENT MILLING
				MAINLINE SUBTOTAL	20	108,080	1,750	2,170	

MILLING SUMMARY (SHEET 2)

					204.0115	204.0120	SPV.0090.02	SPV.0180.01	
CATEGORY	STATION	TO	STATION	LOCATION	REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMOVING ASPHALTIC SURFACE MILLING SY	SPECIAL (CONCRETE JOINT AND CRACK CLEANING) LF	SPECIAL (REMOVING DISTRESSED PAVEMENT MILLING) SY	REMARKS
0010	014+51	-	015+00	CAZENOVIA ST (SOUTH)	11	78	--	--	
0010	014+51	-	015+00	CAZENOVIA ST (EAST)	10	160	--	--	
0010	017+76	-	018+51	NORTH ST	8	130	--	--	
0010	023+96	-	024+75	PARK RD	9	140	--	--	
0010	026+41	-	027+34	CUNNIGHAM RIDGE RD	10	230	--	--	
0010	037+87	-	038+51	SUNRISE HEIGHTS	5	110	--	--	
0010	054+52	-	057+11	QUAKER VALLEY DR	11	370	--	--	
0010	113+04	-	114+27	CTH G 1	8	330	--	--	
0010	135+35	-	137+04	CTH G 2	7	450	--	--	
0010	195+33	-	196+44	THOMAS RD	5	230	--	--	
0010	198+22	-	199+40	MILL ST	6	210	--	--	
0010	201+53	-	201+96	5TH ST	5	56	--	--	
0010	206+15	-	206+70	4TH ST (E & W)	9	120	--	--	
0010	210+15	-	210+56	3RD ST (E & W)	7	110	--	--	
0010	213+46	-	213+88	2ND ST (E & W)	8	98	--	--	
0010	216+78	-	217+24	1ST ST (E & W)	11	120	--	--	
0010	219+83	-	220+65	MAIN ST	9	140	--	--	
0010	229+39	-	229+86	NORTH ST	5	50	--	--	
0010	231+66	-	232+05	COAL ST	5	48	--	--	
0010	242+84	-	244+02	BRANTON RD	7	340	--	--	
0010	243+36	-	244+56	IRON ST	5	280	--	--	
0010	251+27	-	252+68	RABUCK RD	5	340	--	--	
0010	282+67	-	284+32	PEARSON RD	6	530	--	--	
0010	306+84	-	308+07	JESSOP RD	6	280	--	--	
0010	313+82	-	315+37	BRIMMER RD	8	500	--	--	
0010	347+35	-	348+58	MINI CREEK RD	8	310	--	--	
0010	355+71	-	356+63	N RIVER	5	170	--	--	
0010	358+60	-	359+09	W MAIN ST	11	240	--	--	
0010	359+09	-	359+69	W NORTH ST	10	110	--	--	
0010	10+00	-	367+21	UNDISTRIBUTED	--	--	--	130	
			SIDEROAD SUBTOTAL		220	6,280	0	130	--
				TOTAL 0010	240	114,360	1,750	2,300	

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MILLING SUMMARY (SHEET 3)

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	SPV.0090.02 SPECIAL (CONCRETE JOINT AND CRACK CLEANING) LF	SPV.0180.01 SPECIAL (REMOVING DISTRESSED PAVEMENT MILLING) SY	REMARKS
0020	010+09	-	014+14	LEE LAKE BRIDGE - WIDENING IN CAZ	--	560	--	--	
0020	015+38	-	017+56	CAZ ST INT - NORTH ST INT	--	300	--	--	
0020	017+56	-	022+34	NORTH ST INT - BRIDGE APPROACH SLAB S	--	560	--	--	
0020	220+96	-	227+00	UNDISTRIBUTED	--		--	30	
				TOTAL 0020	0	1,420	0	30	
0040	359+79	-	362+25	W MAIN ST INT - 4OO ST TRAIL CROSSING	--	170	--	--	
0040	362+25	-	363+37	400 ST TRAIL CROSSING	--	620	--	--	
0040	363+37	-	367+21	400 ST TRAIL CROSSING - STH 33 INT	--	1,660	--	--	
0040	10+00	-	367+21	UNDISTRIBUTED	--	--	--	30	
				TOTAL 0040	0	2,450	0	30	
				PROJECT TOTAL	240	118230	1750	2360	

REMOVING CURB RAMPS

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
0010	014+07	-	015+29	CAZENOVIA ST NE	45	47	
0010	014+07	-	015+29	CAZENOVIA ST NW	33	22	
0010	014+07	-	015+29	CAZENOVIA ST SE	38	39	
0010	014+07	-	015+29	CAZENOVIA ST SW	30	28	
0010	017+76	-	018+51	NORTH ST NE	22	--	
0010	017+76	-	018+51	NORTH ST NW	26	14	
0010	017+76	-	018+51	NORTH ST SE	8	16	
0010	201+53	-	201+96	5TH ST NE	--	8	
0010	201+53	-	201+96	5TH ST SE	--	8	
0010	206+15	-	206+70	4TH ST NE	--	6	
0010	206+15	-	206+70	4TH ST NW	--	6	
0010	206+15	-	206+70	4TH ST SE	--	8	
0010	206+15	-	206+70	4TH ST SW	--	11	
0010	210+15	-	210+56	3RD ST NE	--	11	
0010	210+15	-	210+56	3RD ST NW	--	7	
0010	210+15	-	210+56	3RD ST SE	--	7	
0010	210+15	-	210+56	3RD ST SW	--	6	
0010	213+46	-	213+88	2ND ST NE	--	4	
0010	213+46	-	213+88	2ND ST NW	--	7	
0010	213+46	-	213+88	2ND ST SE	--	4	
0010	213+46	-	213+88	2ND ST SW	--	7	
0010	216+78	-	217+24	1ST ST NE	--	6	
0010	216+78	-	217+24	1ST ST NW	--	6	
0010	216+78	-	217+24	1ST ST SE	--	6	
0010	216+78	-	217+24	1ST ST SW	--	10	
0010	219+83	-	220+65	MAIN ST SE	--	18	
0010	219+83	-	220+65	MAIN ST SW	--	12	
0010	221+02	-	223+67	STATE LN (NE)	--	0	
0010	221+02	-	223+67	STATE LN (NW)	--	0	
0010	221+02	-	223+67	STATE LN (SW)	--	13	
0010	346+33	-	346+61	DRIVEWAY REPLACEMENT	--	13	
0010	346+61	-	347+06	SIDEWALK REPLACEMENT	--	21	
0010	347+35	-	348+58	MINI CREEK RD SE	240	20	
0010	347+35	-	348+58	MINI CREEK RD SW	41	20	
0010	349+50		352+20	PAVEMENT REPLACEMENT	270	28	
0010	355+71	-	356+63	N RIVER NE	25	12	
0010	355+71	-	356+63	N RIVER SE	--	--	
0010	358+60	-	359+09	W MAIN ST SE	75	10	
0010	358+60	-	359+09	W MAIN ST SW	36	14	
0010	359+09	-	359+69	W NORTH ST NE	26	16	
0010	359+09	-	359+69	W NORTH ST NW	39	22	
0010	367+14	-	368+57	STH 33 NE	66	69	
0010	367+14	-	368+57	STH 33 NW	68	83	
0010	367+14	-	368+57	STH 33 SE	12	10	
0010	367+14	-	368+57	STH 33 SW	28	35	
				TOTAL 0010	1,128	710	

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EARTHWORK SUMMARY

FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	REDUCED EBS IN FILL (6) FACTOR 1.00	EXPANDED EBS BACKFILL (7) FACTOR 1.00	UNEXPANDED FILL	EXPANDED FILL (8) FACTOR 1.43	MASS ORDINATE +/- (9)	WASTE (10)	BORROW CY	205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON	SPV.0195.01 SPECIAL (EXCAVATION, HAULING, AND DISPOSAL OF LEAD CONTAIMINATED SOIL) TON	REMARKS
DIVISION 1															
10+00 - 367+21	CURB RAMPS	450	0	88	362	0	0	52	74	288	--	--	0	0	
14+81 - 16+04	CAZENOVIA	0	0	0	0	0	0	0	0	0	--	--	70	0	
58+99 -59+80	CULVERT PIPE 59+39	320	0	25	295	0	0	0	0	295	--	--	0	0	
73+57 - 74+42	CULVERT PIPE 73+99	280	0	25	255	0	0	0	0	255	--	--	0	0	
347+93-348+49	MINI CREEK SHORT RADIUS	40	0	4	36	0	0	3	4	31	--	--	0	0	
349+50 - 353+25	PAVEMENT REPLACEMENT	1,690	40	130	1,560	40	40	69	99	1,519	--	--	0	0	
348+49-356+75	LA VALLE MILL POND	190	0	20	170	0	0	167	239	-69	--	--	0	480	
10+00 - 367+21	UNDISTRIBUTED	20	190	0	20	190	190	0	0	292	--	--	0	0	
GRAND TOTAL		2,990	230	150	1,750	230	230	236	337	1,741	1,741	0	70	480	

TOTAL COMMON EXCAVATION	3,220

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(6) REDUCED EBS IN FILL - EXCAVATED EBS MATERIAL IS USUABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = X.2X

(7) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL. EBS BACKFILL FACTOR = X.4X. ITEM NUMBER 208.1100

(8) EXPANDED FILL FACTOR = X.6X
EXPANDED FILL = (UNEXPANDED FILL - EXPANDED
ROCK) * FILL FACTOR

(9) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(10) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

AGGREGATE SUMMARY (SHEET 1)

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	REMARKS
0010	014+07	-	015+29	CAZENOVIA ST	--	--	67	--	
0010	017+76	-	018+51	NORTH ST	--	--	24	--	
0010	028+67	-	037+89	TAPER END - SUNRISE HEIGHTS RD	18	24	--	--	1' UNPAVED SHLDR, 2 PAVED; DRWY (33' FT RT, 32' FT LT)
0010	037+89	-	051+42	SUNRISE HEIGHTS RD - BMGRD 1	26	34	--	--	NO AGG THRU INT (60' LT), 1 PAVED DRWY (50' LT)
0010	051+42	-	054+59	BMGRD 1	7	35	--	--	VARIES
0010	054+59	-	057+09	QUAKER VALLEY RD INT	6	4	--	--	RT SHOULDER FULL LENGTH, LT SIDEROAD ONLY ENDS AT SAWCUT (130.82')
0010	057+09	-	085+00	QUAKER VALLEY RD - CULVERT 2	56	73	380	--	1' UNPAVED, BASE AGG FOR CULVERT REPLACEMENT
0010	085+00	-	112+13	CULVERT 2 - CTH G INT 1	48	190	--	--	3' UNPAVED, 3' PAVED; C&G SECTION (NO AGG FOR 620' LT), 1 PAVED DRWY (30' LT)
0010	112+13	-	117+66	CTH G INT 1	10	39	--	--	NO AGG THRU INT (123' LT)
0010	117+66	-	124+76	BMGRD 2	12	72	--	--	VARIES, SUBTRACTED PREPARE FOUNDATION AROUND EXISTING BMGRD
0010	124+76	-	135+63	BMGRD 2 - CTH G INT 2	22	27	--	--	1' UNPAVED
0010	135+63	-	194+61	CTH G INT 2 - THOMAS RD INT	118	160	--	--	NO AGG THRU INT (134' RT), 1 PAVED DRWY (53' LT)
0010	194+61	-	200+76	THOMAS RD INT - IRONTON S LMTS/AGG END	11	15	--	--	NO AGG THRU INT (217' RT)
0010	201+53	-	201+96	5TH ST	--	--	6	--	NO UNPAVED SHLDR THRU IRONTON
0010	206+15	-	206+70	4TH ST	--	--	12	--	" "
0010	210+15	-	210+56	3RD ST	--	--	11	--	" "
0010	213+46	-	213+88	2ND ST	--	--	10	--	" "
0010	216+78	-	217+24	1ST ST	--	--	11	--	" "
0010	219+83	-	220+65	MAIN ST	--	--	13	--	" "
0010	221+02	-	223+67	STATE LN	--	--	16	--	" "
0010	227+00	-	229+37	IRONTON N LIMITS - MILL ST	--	--	--	--	" "
0010	229+37	-	231+63	MILL ST - COAL ST	5	8	--	--	NO AGG THRU INT (45' LT), AGG ONLY ON LT SHLDR
0010	231+63	-	242+86	COAL ST - IRON ST/BRANTON ST INT	22	87	--	--	NO AGG THRU INT (42' RT), 1 PAVED DWY (26' LT)
0010	243+97	-	251+30	IRON ST/BRANTON ST - RABUCK RD	12	16	--	--	1' UNPAVED, NO AGG THRU INT (113' RT & 120' LT), 1 PAVED DWY (43' LT)
0010	251+30	-	282+68	RABUCK RD - PEARSON RD	62	79	--	--	NO AGG THRU INT (134' RT), 1 PAVED DWY (56' LT)
0010	282+68	-	285+61	PEARSON RD - BMGRD B560094	5	6	--	--	NO AGG THRU INT (146' RT)
0010	285+61	-	292+63	BMGRD B560094	2	82	600	--	SEE BEAMGUARD GRADING CALCULATIONS, PREPARE FOUNDATION OUTSIDE BMGRD LIMITS
0010	292+63	-	306+93	BMGRD B560094 - B560067 (JESSOP RD)	29	37	--	--	1 PAVED DWY (77' LT)
0010	306+93	-	313+93	B560067 - BRIMMER RD	6	60	--	--	NO AGG THRU INT (108' LT), SUBTRACTED PREPARE FOUNDATION AROUND BMGRD
0010	313+93	-	315+37	BRIMMER RD - BMGRD B560095	2	2	--	--	NO AGG THRU INT (138' RT), VARIES
0010	315+37	-	322+79	BMGRD B560095	1	72	700	--	SEE BEAMGUARD GRADING CALCULATIONS
0010	322+79	-	343+28	BMGRD B560095 - LA VALLE LIMITS	40	71	--	--	LT AGG ENDS 68' BEFORE RT, 1 PAVED DWY (34' RT)
0010	345+50	-	347+35	CURB AND GUTTER REPLACEMENT	--	--	35	--	
0010	346+35	-	346+58	DRIVEWAY REPLACEMENT	--	--	9		
0010	347+35	-	348+49	MINI CREEK RD	--	6	37	--	SEE BEAMGUARD GRADING CALCULATIONS
0010	348+49	-	352+20	BMGRD LAVALLE MILL POND - C&G END RT	--	19	772	1460	SEE BEAMGUARD GRADING CALCULATIONS
0010	352+20	-	355+71	C&G END RT - N RIVER		57	404	--	SEE BEAMGUARD GRADING CALCULATIONS, VARIES RT
0010	355+71	-	356+64	N RIVER TO BRIDGE	--	22	55	--	SEE BEAMGUARD GRADING CALCULATIONS
0010	355+71	-	356+63	N RIVER (CURB RAMPS)	--	--	12	--	
0010	358+60	-	359+69	W MAIN ST/W NORTH ST	--	--	327	--	INCLUDES STORM SEWER AGGREGATE
0010	367+14	-	368+57	STH 33	--	--	79	--	
0010	010+00	-	368+57	UNDISTRIBUTED	--	--	560	--	UNDISTRIBUTED 1 1/4" FOR BASE EXPOSURE+5%
MAINLINE SUBTOTAL					520	1,297	4,140	1460	

AGGREGATE SUMMARY (SHEET 2)

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	REMARKS
0010	37+89	-	38+49	SUNRISE HEIGHTS	--	2	--	--	
0010	54+59	-	57+11	QUAKER VALLEY RD	--	5	--	--	
0010	113+03	-	114+26	CTH G INT 1	--	1	--	--	
0010	135+63	-	137+02	CTH G INT 2	--	8	--	--	
0010	195+29	-	196+42	THOMAS RD	--	2	--	--	
0010	198+21	-	199+24	MILL ST	--	2	--	--	
0010	229+37	-	229+82	NORTH ST	--	1	--	--	
0010	231+63	-	232+04	COAL ST	--	1	--	--	
0010	242+86	-	243+99	BRANTON RD	--	2	--	--	
0010	243+34	-	244+54	IRON ST	--	7	--	--	
0010	251+30	-	252+63	RABUCK RD	--	3	--	--	
0010	282+77	-	284+25	PEARSON RD	--	3	--	--	
0010	307+27	-	308+04	JESSOP RD	--	2	--	--	
0010	313+93	-	315+30	BRIMMER RD	--	3	--	--	
0010	355+71	-	356+63	N RIVER	--	9	--	--	VARIES
0010	010+00	-	368+57	UNDISTRIBUTED	--	--	--	--	
SIDEROAD SUBTOTAL					0	43	0	0	
				TOTAL 0010	520	1,340	4,140	1,460	

CONCRETE DRIVEWAY

CATEGORY	STATION	TO	STATION	LOCATION	602.0810 CONCRETE DRIVEWAY 6-INCH SY	* 690.0250 SAWING CONCRETE LF	REMARKS
0010	346+34	-	346+58	LA VALLE	25	8	
				TOTAL 0010	25	8	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PWL TEST STRIPS

CATEGORY	STATION	TO	STATION	LOCATION	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	REMARKS
0010	10+00	-	367+21	HMA PAVEMENT 3 LT 58-28 S (LOWER LAYER)	1	0	
0010	10+00	-	367+21	HMA PAVEMENT 4 LT 58-28 S (UPPER LAYER)	1	1	
				TOTAL 0010	2	1	

3

ASPHALT PAVEMENT SUMMARY

SHEET 1

CATEGORY	STATION	TO	STATION	LOCATION	AREA SY	LOWER LAYER DEPTH IN	UPPER LAYER DEPTH IN	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	REMARKS
				MAINLINE							
0010	010+09	-	014+14	LEE LAKE BRIDGE - CAZ ST INT	1,371	2.25	1.75	165	173	135	8-10' PARKING (*SEE 0020)
0010	014+14	-	015+38	CAZ ST INT	607	2.25	1.75	73	77	60	
0010	015+38	-	017+56	CAZ ST INT - NORTH ST INT	679	2.25	1.75	82	86	67	8' PARKING (*SEE 0020)
0010	017+56	-	022+34	NORTH ST INT - BRIDGE DECK S	1,563	2.25	1.75	188	197	154	8' PARKING (*SEE 0020)
0010	023+85	-	027+76	BRIDGE DECK N - CUNNINGHAM RDG RD	1,737	2.25	1.75	209	219	171	
0010	027+76	-	028+67	CUNNINGHAM RDG TAPER TRANSITION	368	2.25	1.75	45	47	37	TRANSITION FROM WIDER SHOULDER
0010	028+67	-	037+72	TAPER END - SUNRISE HEIGHTS RD	3,016	2.25	1.75	362	381	296	3' PAVED SHOULDER
0010	037+72	-	051+33	SUNRISE HEIGHTS RD INT - BOX CULVERT	4,537	2.25	1.75	546	572	445	
0010	051+33	-	054+59	BOX CULVERT AGGREGATE	1,184	2.25	1.75	143	150	117	BEAMGUARD REMAINING, PAVE TO FACE OF RAIL
0010	054+59	-	057+20	QUAKER VALLEY RD INT	795	2.25	1.75	96	101	78	
0010	057+20	-	086+26	QUAKER VALLEY RD - SHLDR TAPER	9,042	2.25	1.75	1,090	1,140	887	2' PAVED SHOULDER (NARROW TYPICAL)
0010	086+26	-	098+78	SHLDR TAPER - C&G (RW)	4,174	2.25	1.75	501	526	410	3' PAVED SHOULDER
0010	098+78	-	105+31	C&G (RW)	2,387	2.25	1.75	287	301	234	
0010	105+31	-	112+13	C&G - CTH G INT 1	2,274	2.25	1.75	273	287	223	
0010	112+13	-	117+66	CTH G INT 1	2,364	2.25	1.75	284	298	232	
0010	117+66	-	120+55	B-56-0017 DECK W	998	2.25	1.75	120	126	98	BEAMGUARD REMAINING, PAVE TO FACE OF RAIL
0010	121+71	-	124+76	B-56-0017 DECK E	1,049	2.25	1.75	126	133	103	
0010	124+76	-	135+35	BMGRD 2 - CTH G INT 2	3,531	2.25	1.75	424	445	346	
0010	135+35	-	194+61	CTH G INT 2 - THOMAS RD INT	19,755	2.25	1.75	2,380	2,490	1,940	
0010	194+61	-	200+31	THOMAS RD INT - IRONTON LIMITS	1,862	2.25	1.75	224	235	183	
0010	200+31	-	206+11	5TH ST INT - 4TH ST INT	1,675	2.25	1.75	202	212	165	1' PAVED SHOULDER THROUGH IRONTON
0010	206+11	-	210+12	4TH ST INT - 3RD ST INT	1,159	2.25	1.75	140	147	114	
0010	210+12	-	213+46	3RD ST INT - 2ND ST INT	965	2.25	1.75	116	122	95	
0010	213+46	-	216+67	2ND ST INT - 1ST ST INT	927	2.25	1.75	112	117	91	
0010	216+67	-	219+32	1ST ST INT - MAIN ST	767	2.25	1.75	92	97	76	
	MAINLINE SUBTOTOAL							8280	8679	6757	

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ASHPALT PAVEMENT SUMMARY

SHEET 2

CATEGORY	STATION	TO	STATION	LOCATION	AREA SY	LOWER LAYER DEPTH IN	UPPER LAYER DEPTH IN	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	REMARKS
0010	219+32	-	220+96	MAIN ST INT	473	2.25	1.75	57	60	47	
0010	220+96	-	227+00	MAIN ST - FURNACE ST	1,745	2.25	1.75	210	220	171	
0010	227+00	-	229+33	FURNACE ST - MILL ST	674	2.25	1.75	81	85	67	
0010	229+33	-	231+58	MILL ST - COAL ST	649	2.25	1.75	78	82	64	
0010	231+58	-	242+75	COAL ST - IRON ST/BRANTON ST	3,228	2.25	1.75	388	407	317	
0010	242+75	-	244+56	IRON ST/BRANTON ST INT	554	2.25	1.75	67	70	55	TRANSITION FROM 1' TO 3' PAVED SHOULDER
0010	244+56	-	251+19	IRON ST/BRANTON ST - RABUCK RD	2,210	2.25	1.75	266	279	217	
0010	251+19	-	282+54	RABUCK RD - PEARSON RD	10,451	2.25	1.75	1,260	1,320	1,030	
0010	282+54	-	285+94	PEARSON RD - START BMGRD 1	1,134	2.25	1.75	137	143	112	
0010	285+94	-	288+88	START BMGRD 1 -B-56-0094 BRIDGE DECK S	1,110	2.25	1.75	134	140	109	
0010	289+65	-	291+66	B-56-0094 BRIDGE DECK N - END BMGRD 1	808	2.25	1.75	97	102	80	
0010	291+66	-	306+63	END BMGRD 1 - JESSOP RD	4,990	2.25	1.75	600	629	490	
0010	306+63	-	309+42	JESSOP RD - B-56-0067 BRIDGE DECK S	1,089	2.25	1.75	131	138	107	BEAMGUARD REMAINING, PAVE TO FACE OF RAIL
0010	310+13	-	313+82	B-56-0067 BRIDGE DECK N - BRIMMER RD	1,375	2.25	1.75	165	174	135	
0010	313+82	-	318+99	BRIMMER RD - B-56-0095 BRIDGE DECK S	1,856	2.25	1.75	223	234	182	
0010	319+83	-	321+89	B-56-0095 BRIDGE DECK N - END BMGRD 2	833	2.25	1.75	101	106	82	
0010	321+89	-	341+46	END BMGRD 2 - LA VALLE LIMITS	6,525	2.25	1.75	785	825	640	
0010	341+46	-	347+37	LA VALLE LIMITS - MINI CREEK RD	1,933	2.25	1.75	232	244	190	
0010	347+37	-	348+42	MINI CREEK RD - START BMGRD 3	347	2.25	1.75	42	44	35	
0010	348+42	-	352+02	BMGRD 3 - START BMGRD 4 (C&G END RT)	1,407	2.25	1.75	170	178	138	
0010	352+02	-	355+72	BMGRD 4 (C&G END RT) - N RIVER	1,251	2.25	1.75	151	158	123	
0010	355+72	-	356+60	N RIVER - B-56-0796 BRIDGE DECK S	305	2.25	1.75	37	39	30	
0010	357+79	-	358+50	B-56-0796 BRIDGE DECK N - W MAIN ST	234	2.25	1.75	29	30	23	
0010	358+50	-	359+79	W MAIN ST INT	656	0.00	2.00	46	--	74	
0010	359+79	-	362+25	W MAIN ST INT - 4OO ST TRAIL CROSSING	999	0.00	2.00	70	--	112	8-12' PARKING (*SEE 0020)
0010	362+25	-	363+37	400 ST TRAIL CROSSING	460	0.00	2.00	33	--	52	8-12' PARKING (*SEE 0020)
0010	363+37	-	367+21	400 ST TRAIL CROSSING - STH 33 INT	1,162	0.00	2.00	82	--	131	8-12' PARKING (*SEE 0020)
0010	10+00	-	367+21	UNDISTRIBUTED	--	--	--	171	--	273	ADDITIONAL HMA + TACK COAT FOR REMOVING DISTRESSED PAVEMENT MILLING
			MAINLINE SUBTOTOAL					5843	5707	5086	

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ASPHALT PAVEMENT SUMMARY

SHEET 3

						LOWER LAYER	UPPER LAYER	455.0605	460.5223	460.5224	
									HMA PAVEMENT 3 LT	HMA PAVEMENT 4 LT	
					AREA	DEPTH	DEPTH	TACK COAT	58-28 S	58-28 S	
CATEGORY	STATION	TO	STATION	LOCATION	SY	IN	IN	GAL	TON	TON	REMARKS
				SIDEROADS							
0010	014+51	-	015+00	CAZENOVIA ST (SOUTH)	80	2.25	1.75	10	11	8	
0010	014+51	-	015+00	CAZENOVIA ST (EAST)	169	2.25	1.75	21	22	17	
0010	017+76	-	018+51	NORTH ST	124	2.25	1.75	15	16	13	
0010	023+96	-	024+75	PARK RD	146	2.25	1.75	18	19	15	
0010	026+41	-	027+34	CUNNIGHAM RIDGE RD	240	2.25	1.75	29	31	24	
0010	037+87	-	038+51	SUNRISE HEIGHTS	110	2.25	1.75	14	14	11	
0010	054+52	-	057+11	QUAKER VALLEY RD	367	2.25	1.75	45	48	36	
0010	113+04	-	114+27	CTH G 1	330	2.25	1.75	40	43	33	
0010	135+35	-	137+04	CTH G 2	419	2.25	1.75	51	54	42	
0010	195+33	-	196+44	THOMAS RD	199	2.25	1.75	24	26	20	
0010	198+22	-	199+40	MILL ST	188	2.25	1.75	23	24	19	
0010	201+53	-	201+96	5TH ST	54	2.25	1.75	7	7	6	
0010	206+15	-	206+70	4TH ST (E & W)	127	2.25	1.75	16	16	13	
0010	210+15	-	210+56	3RD ST	113	2.25	1.75	14	15	12	
0010	213+46	-	213+88	2ND ST	104	2.25	1.75	13	14	11	
0010	216+78	-	217+24	1ST ST	124	2.25	1.75	15	16	13	
0010	219+83	-	220+65	MAIN ST	150	2.25	1.75	18	19	15	
0010	229+39	-	229+86	NORTH ST	53	2.25	1.75	7	7	6	
0010	231+66	-	232+05	COAL ST	55	2.25	1.75	7	7	6	
0010	242+84	-	244+02	BRANTON RD	344	2.25	1.75	42	45	34	
0010	243+36	-	244+56	IRON ST	280	2.25	1.75	34	37	28	
0010	251+27	-	252+68	RABUCK RD	329	2.25	1.75	40	42	33	
0010	282+67	-	284+32	PEARSON RD	463	2.25	1.75	56	60	47	
0010	306+84	-	308+07	JESSOP RD	267	2.25	1.75	33	34	27	
0010	313+82	-	315+37	BRIMMER RD	445	2.25	1.75	54	58	45	
0010	347+35	-	348+58	MINI CREEK RD	332	2.25	1.75	40	43	33	
0010	355+71	-	356+63	N RIVER	167	2.25	1.75	21	22	17	
0010	358+60	-	359+09	W MAIN ST	238	2.25	1.75	29	30	24	
0010	359+09	-	359+69	W NORTH ST	117	0.00	2.00	14	--	14	
0010	367+14	-	367+21	STH 33	415	0.00	2.00	50	--	48	
	SIDEROAD SUBTOTAL							800	780	670	
				TOTAL 0010				14,923	15,166	12,513	

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ASPHALT PAVEMENT SUMMARY

SHEET 4

CATEGORY	STATION	TO	STATION	LOCATION	AREA SY	LOWER LAYER DEPTH IN	UPPER LAYER DEPTH IN	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	REMARKS
0020	010+09	-	014+14	LEE LAKE BRIDGE - WIDENING IN CAZ	551	2.25	1.75	67	71	55	8'-10' PARKING
0020	015+38	-	017+56	CAZ ST INT - NORTH ST INT	291	2.25	1.75	35	37	29	8' PARKING
0020	017+56	-	022+34	NORTH ST INT - BRIDGE APPROACH SLAB S	560	2.25	1.75	68	72	55	8' PARKING
				TOTAL 0020				170	180	139	
0040	359+79	-	362+25	W MAIN ST INT - 400 ST TRAIL CROSSING	326	0.00	2.00	20	--	37	8-12' PARKING
0040	362+25	-	363+37	400 ST TRAIL CROSSING	155	0.00	2.00	10	--	18	8-12' PARKING
0040	363+37	-	367+21	400 ST TRAIL CROSSING - STH 33 INT	491	0.00	2.00	30	--	56	8-12' PARKING
				TOTAL 0040				60	0	111	
				PROJECT TOTAL				15153	15346	12763	

ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	AREA SY	DEPTH IN	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
0010	014+07	-	015+29	CAZENOVIA ST NW	7	4	2	--	--	
0010	58+99	-	59+80	CULVERT PIPE	91	4	--	--	21	
0010	73+57	-	74+41	CULVERT PIPE	98	4	--	--	22	
0010	213+46	-	213+88	2ND ST NE	1	4	1	--	--	
0010	213+46	-	213+88	2ND ST SE	2	4	1	--	--	
0010	346+35		346+58	DRIVEWAY REPLACEMENT	20	3	--	4		
0010	362+24	-	362+67	THE "400" STATE TRAIL ENTRANCE	5	1.75	--	--	1	
0010	362+93	-	363+27	THE "400" STATE TRAIL ENTRANCE	4	1.75	--	--	1	
0010	367+14	-	368+57	STH 33 NW	1	4	1	--	--	
				TOTAL 0010			5	4	45	

PWL MIXTURE USE TABLE

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEMS	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
LOWER LAYER								
24' MAINLINE	10+00 TO 19+96 90+18 TO 115+00 198+95 TO 212+15 333+06 TO 356+60 357+76 TO 358+50	LOWER LAYER	BASE AGGREGATE DENSE 1 3/4"	3 LT 58-28 S	2,424	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
VARYING SHOULDER	10+00 TO 19+96 90+18 TO 115+00 198+95 TO 212+15 333+06 TO 356+60 357+76 TO 358+50	LOWER LAYER	BASE AGGREGATE DENSE 1 3/4"	3 LT 58-28 S	782	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
24' MAINLINE	19+96 TO 22+34 23+85 TO 50+58 62+73 TO 76+98 115+00 TO 120+55 121+71 TO 198+95 212+15 TO 253+34 293+99 TO 308+16 311+16 TO 317+75	LOWER LAYER	RECYCLED HMA	3 LT 58-28 S	6,397	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
VARYING SHOULDER	19+96 TO 50+58 62+73 TO 76+98 115+00 TO 120+55 121+71 TO 198+95 212+15 TO 253+34 293+99 TO 308+16 311+16 TO 317+75	LOWER LAYER	RECYCLED HMA & BASE AGGREGATE DENSE 1 3/4"	3 LT 58-28 S	1,558	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
24' MAINLINE	50+58 TO 62+73 253+34 TO 288+88 289+65 TO 293+99	LOWER LAYER	MILLED EXISTING HMA SURFACE	3 LT 58-28 S	1,748	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
VARYING SHOULDER	50+58 TO 62+73 253+34 TO 288+88 289+65 TO 293+99	LOWER LAYER	MILLED EXISTING HMA SURFACE & BASE AGGREGATE DENSE 1 3/4"	3 LT 58-28 S	459	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
24' MAINLINE	76+98 TO 90+18 317+75 TO 318+99 319+83 TO 333+06	LOWER LAYER	RECLAIMED HMA SURFACE	3 LT 58-28 S	930	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
VARYING SHOULDER	76+98 TO 90+18 317+75 TO 318+99 319+83 TO 333+06	LOWER LAYER	RECLAIMED HMA & BASE AGGREGATE DENSE 1 3/4"	3 LT 58-28 S	239	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SURFACE LAYER								
24' MAINLINE	10+00 TO 23+85 23+85 TO 120+55 121+71 TO 288+88 289+65 TO 308+16 311+16 TO 318+99 319+83 TO 356+60 357+79 TO 358+50	SURFACE LAYER	3 LT 58-28 S	4 LT 58-28 S	8,950	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
VARYING SHOULDER	10+00 TO 23+85 23+85 TO 120+55 121+71 TO 288+88 289+65 TO 308+16 311+16 TO 318+99 319+83 TO 356+60 357+79 TO 358+50	SURFACE LAYER	3 LT 58-28 S	4 LT 58-28 S	2,363	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
24' MAINLINE	358+50 TO 367+21	SURFACE LAYER	3 LT 58-28 S	4 LT 58-28 S	261	2.00"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
VARYING SHOULDER	358+50 TO 367+21	SURFACE LAYER	3 LT 58-28 S	4 LT 58-28 S	216	2.00"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE

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RUMBLE STRIPS

					465.0560	
					ASPHALTIC RUMBLE STRIPS, CENTERLINE	
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	028+56	-	038+21	SUNRISE HEIGHTS	870	4 RES DRWYS, 1 RT, 3 LT & 1 SIDE RD
0010	038+21	-	055+25	QUAKER VALLEY RD INT 1	1,410	
0010	055+25	-	056+14	QUAKER VALLEY RD MID	--	
0010	056+14	-	056+60	QUAKER VALLEY RD INT 2	--	" "
0010	056+60	-	113+62	CTH G	5,210	2 RES DRWYS LT, 150' TAPER LNGTH
0010	113+62	-	120+56	BRIDGE DECK W	470	406.52' RT TURN LANE LNGTH
0010	121+72	-	136+23	BRIDGE DECK E (START), CTH G INT 2 (END)	1,230	CTH G APPROACH TAPER INT
0010	136+23	-	196+01	THOMAS RD INT 1	5,580	REMOVE TAPER CTH G AND THOMAS RD
0010	196+01	-	197+32	THOMAS RD MID	--	NOT ENOUGH SPACING FOR CL RMBLE
0010	197+32	-	198+64	FURANCE ST (THOMAS RD INT 2)	--	" "
0010	198+64	-	201+02	VILLAGE IRONTON S LIMITS (30 MPH SGN)	--	" "
0010	239+41	-	241+43	200' BEFORE BRANTON RD	210	START VILLAGE IRONTON N LIMITS (55 MPH SGN)
0010	241+43	-	245+79	200' AFTER IRON ST	--	
0010	245+79	-	251+98	RABUCK RD	420	
0010	251+98	-	283+49	PEARSON RD	2960	
0010	283+49	-	288+88	BRIDGE DECK S	320	
0010	289+65	-	307+58	BRIDGE DECK N (START), JESSOP RD (END)	1570	
0010	307+58	-	309+42	BRIDGE DECK S	--	
0010	310+14	-	314+58	BRIDGE DECK N (START), BRIMMER RD (END)	220	
0010	314+58	-	318+98	BRIDGE DECK S	220	
0010	319+82	-	339+03	BRIDGE DECK N (START), LAVALLE LIMITS (END)	1900	
				TOTAL 0010	22,590	

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CULVERT SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	209.2500 BACKFILL GRANULAR GRADE 2 TON	520.1012 APRON ENDWALLS FOR CULVERT PIPE 12-INCH EACH	520.3312 CULVERT PIPE CLASS III-A 12-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.2434 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 34X53-INCH LF	522.2634 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34X53-INCH EACH	* 606.0200 RIPRAP MEDIUM CY	608.6008 STORM SEWER PIPE COMPOSITE 8-INCH LF	608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF	* 645.0130 GEOTEXTILE TYPE R SY	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	REMARKS
0010	059+39	-	059+39	16.81' LT - 21.19' RT	39	--	--	38	2	--	--	2	--	--	9	917.60	916.78	-2.16	CONCRETE SPECIFIED, LESS THAN 2' COVER (CLASS IV)
0010	073+99	-	073+99	14.37' LT - 17.64' RT	32	--	--	--	--	32	2	4	--	--	13	912.98	912.66	-0.97	CONCRETE SPECIFIED, LESS THAN 2' COVER (CLASS IV)
0010	206+19	-	206+20		--	--	--	--	--	--	--	--	14	--	--				4TH ST SW CURB RAMP
0010	206+57	-	206+58		--	--	--	--	--	--	--	--	11	--	--				4TH ST SE CURB RAMP
0010	216+80	-	216+82		--	--	--	--	--	--	--	--	--	13	--				1ST ST SW CURB RAMP
0010	219+74	-	219+89	20.55' RT	--	2	14	--	--	--	--	--	--	--	--	958.80	958.21	-4.25	MAIN ST CURB RAMP PIPE
0010	352+29	-	352+29	25.38' RT - 39.38' RT	--	2	14	--	--	--	--	--	--	--	--	895.18	895.01	-1.23	
0010	352+33	-	352+33	25.42' RT - 40.42' RT	--	2	15	--	--	--	--	--	--	--	--	895.18	894.96	-1.47	
				TOTAL 0010	71	6	43	38	2	32	2	6	25	13	22				

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CURB RAMP SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	690.0150 SAWING ASPHALT LF	* 690.0250 SAWING CONCRETE LF	SPV.0090.01 SPECIAL (Concrete Curb and Gutter 24-inch, Type D) LF	SPV.0090.03 SPECIAL (Reinforced Concrete Curb Pedestrian) LF	REMARKS
0010	014+07	-	015+29	CAZENOVIA ST NE	6	25	460	20	--	58	38	45	--	TRANSITIONS TO 30" C&G
0010	014+07	-	015+29	CAZENOVIA ST NW	33	--	410	20	--	90	19	--	--	
0010	014+07	-	015+29	CAZENOVIA ST SE	--	19	380	20	--	59	19	42	--	
0010	014+07	-	015+29	CAZENOVIA ST SW	42	6	280	20	--	55	21	--	--	
0010	017+76	-	018+51	NORTH ST NE	34	--	110	20	--	42	3	--	--	
0010	017+76	-	018+51	NORTH ST NW	26	--	150	10	--	28	16	--	--	
0010	017+76	-	018+51	NORTH ST SE	13	34	130	10	--	19	8	--	--	
0010	201+53	-	201+96	5TH ST NE	--	--	93	10	--	--	4	--	--	NO C&G IN IRONTON
0010	201+53	-	201+96	5TH ST SE	--	--	87	10	--	--	3	--	--	
0010	206+15	-	206+70	4TH ST NE	--	--	71	10	--	--	4	--	--	
0010	206+15	-	206+70	4TH ST NW	--	--	73	10	--	--	3	--	--	
0010	206+15	-	206+70	4TH ST SE	--	--	88	10	--	--	4	--	--	
0010	206+15	-	206+70	4TH ST SW	--	--	120	10	--	--	4	--	--	
0010	210+15	-	210+56	3RD ST NE	--	--	130	10	--	--	4	--	--	
0010	210+15	-	210+56	3RD ST NW	--	--	92	10	--	--	3	--	--	
0010	210+15	-	210+56	3RD ST SE	--	--	74	10	--	--	4	--	--	
0010	210+15	-	210+56	3RD ST SW	--	--	70	10	--	--	4	--	--	
0010	213+46	-	213+88	2ND ST NE	--	--	78	10	--	24	3	--	--	
0010	213+46	-	213+88	2ND ST NW	--	--	79	10	--	--	4	--	--	
0010	213+46	-	213+88	2ND ST SE	--	--	77	10	--	29	5	--	--	
0010	213+46	-	213+88	2ND ST SW	--	--	83	10	--	--	4	--	--	
0010	216+78	-	217+24	1ST ST NE	--	--	77	10	--	--	4	--	--	
0010	216+78	-	217+24	1ST ST NW	--	--	76	10	--	--	4	--	--	
0010	216+78	-	217+24	1ST ST SE	--	--	71	10	--	--	4	--	--	
0010	216+78	-	217+24	1ST ST SW	--	--	130	10	--	--	4	--	--	
0010	219+83	-	220+65	MAIN ST SE	--	22	280	10	--	15	8	--	--	
0010	219+83	-	220+65	MAIN ST SW	--	--	170	10	--	--	8	--	--	
0010	221+02	-	223+67	STATE LN (NE)	--	--	120	10	--	57	--	--	--	
0010	221+02	-	223+67	STATE LN (NW)	--	--	98	20	--	--	--	--	--	
0010	221+02	-	223+67	STATE LN (SW)	--	28	220	10	--	25	4	--	--	
0010	346+33	-	347+06	SIDEWALK REPLACEMENT	--	--	240	--	--	--	--	--	--	
0010	347+35	-	348+58	MINI CREEK RD SE	236	41	200	10	--	235	8	--	39	
0010	347+35	-	348+58	MINI CREEK RD SW	--	--	220	10	--	54	6	46	--	
0010	349+50	-	352+20	PAVEMENT REPLACEMENT	268	55	450	--	--	--	--	--	--	
0010	355+71	-	356+63	N RIVER NE	36	--	160	10	--	43	7	--	--	MAKE SURE TAPER DOWN TO 2" C&G
0010	355+71	-	356+63	N RIVER SE	--	--	120	10	--	--	5	--	--	SIDEWALK WASHED OUT, NO REMOVAL
0010	358+60	-	359+09	W MAIN ST SE	138	--	790	10	18	143	13	--	--	
0010	358+60	-	359+09	W MAIN ST SW	--	14	170	10	19	54	10	41	--	
0010	359+09	-	359+69	W NORTH ST NE	26	--	140	10	--	32	14	--	--	
0010	359+09	-	359+69	W NORTH ST NW	25	18	220	20	--	44	33	14	--	
0010	367+14	-	368+57	STH 33 NE	65	6	640	10	14	--	152	--	28	
0010	367+14	-	368+57	STH 33 NW	67	6	900	10	13	39	81	--	--	REMOVING RAMP IN FRONT OF BANK
0010	367+14	-	368+57	STH 33 SE	12	--	120	10	--	19	28	--	--	
0010	367+14	-	368+57	STH 33 SW	29	5	320	10	--	--	75	--	--	REMOVING SDWK IN FRONT OF OFFICE AND CURB
				TOTAL 0010	1,056	279	9,067	490	64	1,164	645	188	67	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

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STORM SEWER SUMMARY

CATEGORY	STRUCTURE	TO	STRUCTURE	LOCATION	520.8000 * CONCRETE COLLARS FOR PIPE EACH	606.0200 * RIPRAP MEDIUM CY	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	645.0130 * GEOTEXTILE TYPE R SY	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	REMARKS
0010	1A	-	1	5.5' RT - 19.4' RT	1	--	--	14	--	894.24	894.15	0.62	
0010	2	-	3	35.5' LT - 17.5' RT	--	4	54	--	10	892.09	890.90	2.24	
				TOTAL 0010	1	4	54	14	10				

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	STATION	OFFSET	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.8115 ADJUSTING INLET COVERS EACH	RIM ELEVATION FT	INVERT ELEVATION FT	DEPTH FT	REMARKS
0010	2	350+24	17.5' RT	--	--	1	--	--	1	--	898.808	892.09	6.72	
0010	3	350+21	35.5' LT	1	--	--	--	--	--	--	N/A	890.90	N/A	
0010	1A	358+64	19.4' RT	--	--	--	1	--	1	--	897.01	894.14	2.87	
0010	1	358+67	5.5' RT	--	1	--	--	1	--	--	896.378	894.24	2.14	
0010	--	359+20	27.1' LT	--	--	--	--	--	--	1	--	--	--	
0010	--	368+32	30.7' LT	--	--	--	--	--	--	1	--	--	--	
			TOTAL 0010	1	1	1	1	1	2	2				

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ADJUSTING MANHOLES

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	REMARKS
0010	360+70	12.366' LT	1	1	STORM SEWER
0010	365+17	14.462' RT	1	1	STORM SEWER
0010	365+59	12.236' LT	1	1	STORM SEWER
0010	367+19	13.637' LT	1	1	STORM SEWER
		TOTAL 0010	4	4	
0030	011+00	11.765' LT	1	1	SANITARY
0030	012+21	17.042' LT	1	1	SANITARY
0030	014+09	12.912' LT	1	1	SANITARY
0030	014+58	15.629' RT	1	1	SANITARY
0030	014+60	14.155' LT	1	1	SANITARY
0030	017+99	15.909' LT	1	1	SANITARY
0030	017+98	44.789' RT	1	1	SANITARY
0030	024+26	12.127' LT	1	1	SANITARY
0030	026+67	21.860' LT	1	1	SANITARY
0030	028+59	13.280' LT	1	1	SANITARY
0030	029+30	12.907' LT	1	1	SANITARY
		TOTAL 0030	11	11	
0050	342+80	13.975' LT	1	1	SANITARY
0050	345+75	13.891' LT	1	1	SANITARY
0050	347+73	13.630' LT	1	1	SANITARY
0050	347+77	13.704' LT	1	1	SANITARY
0050	356+13	23.214' LT	1	1	SANITARY
0050	358+93	11.212' RT	1	1	SANITARY
0050	362+46	16.754' RT	1	1	SANITARY
0050	363+58	15.490' RT	1	1	SANITARY
0050	364+59	16.480' RT	1	1	SANITARY
		TOTAL 0050	9	9	
		PROJECT TOTAL	24	24	

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ADJUSTING MGS

CATEGORY	STATION	TO	STATION	LOCATION	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.0950 REPLACING GUARDRAIL POSTS AND BLOCKS EACH	REMARKS
0010	52+35	-	53+65	CATTLE PASS (RT/LT)	260	10	
0010	119+77	-	120+55	B-56-0017 (RT/LT)	158	10	
0010	121+71	-	122+50	B-56-0017 (RT/LT)	158	10	
0010	307+94	-	311+24	B-56-0067 (RT)	259	9	
0010	308+31	-	309+42	B-56-0067 (LT)	246	9	
0010	356+48	-	356+65	B-56-0796 (RT)	25	6	
0010	357+74	-	357+97	B-56-0796 (LT)	24	7	
0010	357+85	-	358+08	B-56-0796 (RT)	24	7	
				TOTAL 0010	1,154	68	

MGS SUMMARY

FOR INFORMATION ONLY

CATEGORY	STATION	TO	STATION	LOCATION	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH	REMARKS	BORROW CY	SALVAGED TOPSOIL SY	SEEDING MIXTURE NO. 30 LB	SEED WATER MGAL	EROSION MAT URBAN CLASS I TYPE A SY
0010	285+62	-	288+88	RT	1	62.5	--	--	39	1	--						
0010	286+00	-	288+88	LT	1	0	--	--	39	1	--						
0010	289+66	-	290+58	RT	1	0	--	--	39	1	--						
0010	289+66	-	291+21	LT	1	62.5	--	--	39	1	--						
B-56-0094 SUBTOTAL													153	1700	46	10	1700
0010	316+14	-	318+99	RT	1	62.5	--	--	39	1	--						
0010	316+14	-	318+99	LT	1	0	--	--	39	1	--						
0010	319+83		322+51	RT	1	0	--	--	39	1	--						
0010	319+83		322+77	LT	1	62.5	--	--	39	1	--						
B-56-0095 SUBTOTAL													472	2110	57	12	2110
0010	347+82	-	351+69	LT	0	243.75	156.3	63	--	1	1						
0010	351+99	-	355+51	LT	0	--	237.5	--	--	2	--						
0010	355+67	-	357+98	LT	0	--	--	--	39	--	--						
LA VALLE MILL POND SUBTOTAL																	
0010	10+00	-	367+21	UNDISTRIBUTED	--	--		--	--	--	--						
				TOTAL 0010	8	493.75	393.75	63	354.6	11	1		626	3,810	103	22	3,810

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WATER

CATEGORY	STATION	TO	STATION	LOCATION	624.0100 WATER MGAL	REMARKS
0010	010+00	-	367+21	UNDISTRIBUTED	55	
				TOTAL 0010	55	

LANDSCAPING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	REMARKS
0010	014+07	-	015+29	CAZENOVIA ST	4	0.01	--	1	0.03	
0010	017+76	-	018+51	NORTH ST	31	0.02	--	1	0.18	
0010	201+53	-	201+96	5TH ST	49	0.04	--	2	0.28	
0010	206+15	-	206+70	4TH ST	160	0.11	--	5	0.90	
0010	210+15	-	210+56	3RD ST	118	0.08	--	4	0.67	
0010	213+46	-	213+88	2ND ST	95	0.06	--	3	0.54	
0010	216+78	-	217+24	1ST ST	130	0.09	--	4	0.73	
0010	219+83	-	220+65	MAIN ST	130	0.09	--	4	0.73	
0010	347+35	-	348+58	MINI CREEK RD	280	--	8	--	1.57	
0010	347+82	-	357+98	LA VALLE MILL POND	1380	--	38	--	7.73	
0010	355+71	-	356+63	N RIVER	7	0.01	--	1	0.04	
0010	358+60	-	359+69	W MAIN ST/W NORTH ST	140	0.09	--	4	0.79	
0010	367+14	-	368+57	STH 33	72	0.05	--	2	0.41	
0010	010+00	-	367+21	UNDISTRIBUTED	654	0.42	7	11	3.67	
				TOTAL 0010	3,250	1.07	53	42	19	

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EROSION CONTROL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	285+62	-	291+21	B-56-0094	1,130	1,130	3	1	--	--	--	42	--	INCUDED 3 EMERGENCY MOBILIZATIONS
0010	316+14	-	322+77	B-56-0095	694	694	3	1	--	--	--	26	--	AS EACH BEAMGUARD AREA IS NEAR A
0010	347+82	-	357+98	LA VALLE MILL POND	900	900	3	1	1,380	2	2	--	--	WETLAND
0010	010+00	-	010+50	LEE LAKE BRIDGE	--	--	--	--	--	--	2	--	--	
0010	014+07	-	015+29	CAZENOVIA ST	--	--	--	--	4	--	--	--	--	
0010	017+76	-	018+51	NORTH ST	--	--	--	--	31	--	1	--	--	
0010	021+50	-	024+20	PARK RD	--	--	--	--	--	--	3	--	--	
0010	058+97	-	059+81	CULVERT	48	48	--	--	157	--	--	--	1	
0010	073+59	-	074+38	CULVERT	48	48	--	--	167	--	--	--	1	
0010	201+53	-	201+96	5TH ST	--	--	--	--	49	--	--	--	--	
0010	206+15	-	206+70	4TH ST	--	--	--	--	160	--	--	--	--	
0010	210+15	-	210+56	3RD ST	--	--	--	--	118	--	--	--	--	
0010	213+46	-	213+88	2ND ST	--	--	--	--	103	--	--	--	--	
0010	216+78	-	217+24	1ST ST	--	--	--	--	130	--	--	--	--	
0010	219+83	-	220+65	MAIN ST	--	--	--	--	130	--	--	--	--	
0010	347+35	-	348+58	MINI CREEK RD	--	--	--	--	280	--	--	--	--	
0010	355+71	-	356+63	N RIVER	--	--	--	--	7	--	--	--	--	
0010	358+60	-	359+69	W MAIN ST/W NORTH ST	--	--	--	--	140	1	4	--	--	
0010	367+14	-	368+57	STH 33	--	--	--	--	72	1	3	--	--	
0010	010+00	-	368+57	UNDISTRIBUTED	710	710	--	--	732	--	--	17	--	
				TOTAL 0010	3,530	3,530	9	3	3,660	4	15	85	2	

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SIGNS SUMMARY

CATEGORY	SIGN NO.	STATION	OFFSET	LOCATION	SIGN FACES	SIGN WORDING	CODE	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	REMARKS
0010	1-1	14+46	24.45' RT	58 EB	WEST	STH 58 NORTH LEFT	J3-1	24	57	--	1	--	
0010	1-2	24+62	26.96' RT	CAZENOVIA ST	SOUTH	STOP	R1-1	30	30	--	1	--	REFERENCE ALIGNMENT - CAZENOVIA ST
0010	1-3	15+01	50.71' RT	E MAIN ST	EAST	STOP	R1-1	30	30	--	1	--	
0010	1-4	15+16	26.56' LT	58 SB	NORTH	STH 58 SOUTH RIGHT	J3-1	24	57	--	1	--	
0010	1-5	15+16	24.64' LT	58 SB	NORTH	STOP, EXCEPT RIGHT TURN	R1-1, R1-10P	30	30, 18	--	2	--	
0010	1-6	18+32	39.40' RT	NORTH ST	EAST	STOP	R1-1	30	30	--	1	--	
0010	3-7	136+52	54.00 RT	CTH G	SOUTH	STOP	R1-1	30	30	--	1	--	
0010	4-8	210+26	36.33' LT	3RD ST	WEST	STOP	R1-1	30	30	--	1	--	
0010	4-9	213+83	31.28' RT	2ND ST	EAST	STOP	R1-1	30	30	--	1	--	CORE HOLE FOR NEW PLACEMENT
0010	6-10	347+55	38.12' LT	MINI CREEK RD	WEST	STOP	R1-1	30	30	--	1	1	1 CYCLE (COVER FOR STAGE 2 AND REMOVE AFTER STAGE 3)
0010	6-11	358+72	33.73' RT	58	SOUTH	STOP, EXCEPT RIGHT TURN	R1-1,R1-10P	30	30,18	1	2	--	
0010	6-12	358+71	52.24' LT	W MAIN ST	WEST	STOP	R1-1	24	57	--	1	--	
0010	6-13	347+73	37.48' RT	58	SOUTH	STH 58 NORTH RIGHT	J3-1	30	30	--	1	--	
0010	6-14	367+50	48.11' LT	58	NORTH	STH 33 EAST LEFT/STH 58 SOUTH RIGHT	J3-2	48	57	1	1	--	
0010	6-15	367+57	50.63' LT	58	NORTH	STOP	R1-1	30	30	--	1	--	
							TOTAL 0010			2	17	1	

TRAFFIC CONTROL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	EST. SERVICE PERIOD	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED	603.8500 ANCHORING CONCRETE BARRIER TEMPORARY PRECAST	643.0300 TRAFFIC CONTROL DRUMS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C	643.0900 TRAFFIC CONTROL SIGNS	643.1050 TRAFFIC CONTROL SIGNS PCMS	643.1070 TRAFFIC CONTROL CONES 42-INCH	643.5000 TRAFFIC CONTROL	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING	644.1601 TEMPORARY PEDESTRIAN CURB RAMP	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	644.1810 TEMPORARY PEDESTRIAN BARRICADE	661.0101.01 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES (STRUCTURE) (01. 5752-00-72)	REMARKS
					DAYS	LF	LF	LF	DAY	DAY	DAY	DAY	DAY	DAY	DAY	EACH	SF	DAY	SF	LF	EACH	
0010	014+07	-	015+29	CAZENOVIA ST NE	5	--	--	--	--	--	--	--	45	--	--	--	--	15	--	42	--	
0010	014+07	-	015+29	CAZENOVIA ST NW	5	--	--	--	--	--	--	--	35	--	--	--	--	15	--	54	--	
0010	014+07	-	015+29	CAZENOVIA ST SE	5	--	--	--	--	--	--	--	25	--	--	--	--	10	--	42	--	
0010	014+07	-	015+29	CAZENOVIA ST SW	5	--	--	--	80	--	--	--	30	--	--	--	18	10	10	60	--	
0010	017+76	-	018+51	NORTH ST NE	5	--	--	--	--	--	--	--	10	--	--	--	--	--	--	--	--	
0010	017+76	-	018+51	NORTH ST NW	5	--	--	--	--	--	--	--	10	--	--	--	--	5	--	30	--	
0010	017+76	-	018+51	NORTH ST SE	5	--	--	--	--	--	--	--	5	--	--	--	--	--	--	18	--	
0010	201+53	-	201+96	5TH ST NE	5	--	--	--	--	--	--	--	5	--	--	--	182	--	10	42	--	
0010	201+53	-	201+96	5TH ST SE	5	--	--	--	--	--	--	--	5	--	--	--	55	--	10	24	--	
0010	206+15	-	206+70	4TH ST NE	5	--	--	--	--	--	--	--	5	--	--	--	159	--	10	36	--	
0010	206+15	-	206+70	4TH ST NW	5	--	--	--	--	--	--	--	5	--	--	--	157	--	10	42	--	
0010	206+15	-	206+70	4TH ST SE	5	--	--	--	--	--	--	--	5	--	--	--	172	--	10	36	--	
0010	206+15	-	206+70	4TH ST SW	5	--	--	--	--	--	--	--	5	--	--	--	221	--	10	48	--	
0010	210+15	-	210+56	3RD ST NE	5	--	--	--	--	--	--	--	5	--	--	--	215	--	10	54	--	
0010	210+15	-	210+56	3RD ST NW	5	--	--	--	--	--	--	--	5	--	--	--	148	--	10	36	--	
0010	210+15	-	210+56	3RD ST SE	5	--	--	--	--	--	--	--	5	--	--	--	172	--	10	42	--	
0010	210+15	-	210+56	3RD ST SW	5	--	--	--	--	--	--	--	5	--	--	--	--	--	10	36	--	
0010	213+46	-	213+88	2ND ST NE	5	--	--	--	--	--	--	--	5	--	--	--	65	--	10	42	--	
0010	213+46	-	213+88	2ND ST NW	5	--	--	--	--	--	--	--	5	--	--	--	170	--	10	42	--	
0010	213+46	-	213+88	2ND ST SE	5	--	--	--	--	--	--	--	5	--	--	--	11	--	10	42	--	
0010	213+46	-	213+88	2ND ST SW	5	--	--	--	--	--	--	--	5	--	--	--	199	--	10	48	--	
0010	216+78	-	217+24	1ST ST NE	5	--	--	--	--	--	--	--	5	--	--	--	170	--	10	42	--	
0010	216+78	-	217+24	1ST ST NW	5	--	--	--	--	--	--	--	5	--	--	--	157	--	10	42	--	
0010	216+78	-	217+24	1ST ST SE	5	--	--	--	--	--	--	--	5	--	--	--	138	--	10	36	--	
0010	216+78	-	217+24	1ST ST SW	5	--	--	--	--	--	--	--	5	--	--	--	200	--	10	48	--	
0010	219+83	-	220+65	MAIN ST NE	5	--	--	--	--	--	--	--	5	--	--	--	--	--	--	--	--	
0010	219+83	-	220+65	MAIN ST NW	5	--	--	--	--	--	--	--	5	--	--	--	--	--	--	--	--	
0010	219+83	-	220+65	MAIN ST SE	5	--	--	--	--	--	--	--	10	--	--	--	238	--	--	54	--	
0010	219+83	-	220+65	MAIN ST SW	5	--	--	--	--	--	--	--	10	--	--	--	217	--	--	66	--	
0010	221+02	-	223+67	STATE LN (SW)	5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
0010	347+35	-	348+58	MINI CREEK RD NE	5	--	--	--	35	--	--	35	15	--	40	--	50	5	--	--	--	
0010	347+35	-	348+58	MINI CREEK RD NW	5	--	--	--	40	--	--	40	--	--	--	--	156	--	20	72	--	
0010	347+35	-	348+58	MINI CREEK RD SE	5	--	--	--	40	--	--	40	20	--	120	--	91	10	10	240	--	
0010	347+35	-	348+58	MINI CREEK RD SW	5	--	--	--	--	--	--	--	5	--	--	--	--	5	--	12	--	
0010	355+71	-	356+63	N RIVER NE	5	--	--	--	70	--	--	--	10	--	--	--	23	5	--	102	--	
0010	355+71	-	356+63	N RIVER SE	5	--	--	--	100	--	--	40	15	--	--	--	148	--	10	48	--	
0010	358+60	-	359+09	W MAIN ST SE	5	--	--	--	370	--	--	--	35	--	--	--	48	15	10	42	--	
0010	358+60	-	359+09	W MAIN ST SW	5	--	--	--	--	--	--	--	35	--	--	--	281	10	10	54	--	
0010	359+09	-	359+69	W NORTH ST NE	5	--	--	--	--	--	--	--	20	--	--	--	--	10	--	36	--	
0010	359+09	-	359+69	W NORTH ST NW	5	--	--	--	--	--	--	--	35	--	--	--	60	10	--	138	--	
0010	367+14	-	368+57	STH 33 NE	5	--	--	--	--	--	--	--	60	--	--	--	--	--	--	48	--	
0010	367+14	-	368+57	STH 33 NW	5	--	--	--	--	--	--	--	50	--	--	--	344	--	--	198	--	
0010	367+14	-	368+57	STH 33 SE	5	--	--	--	--	--	--	--	25	--	--	--	--	--	--	36	--	
0010	367+14	-	368+57	STH 33 SW	5	--	--	--	--	--	--	--	35	--	--	--	--	--	--	120	--	
0010	010+00	-	368+57	STH 58 PROJECT BEGIN	60	--	--	--	--	--	--	--	120	7	--	--	--	--	--	--	--	
0010	367+14	-	368+57	STH 58 PROJECT END	60	--	--	--	--	--	--	--	240	14	--	--	--	--	--	--	--	
0010	367+14	-	368+57	STH 58 SIDEROADS	21	--	--	--	--	--	--	--	777	--	--	--	--	--	--	--	--	
0010	349+50	-	353+25	STH 58 RECONSTRUCT STAGE 2	7	587.5	587.5	587.5	637	7	14	105	273	--	--	--	--	--	--	--	--	
0010	349+50	-	353+25	STH 58 RECONSTRUCT STAGE 3	7	--	587.5	587.5	623	7	14	119	273	--	--	--	--	--	--	--	3	
0010	357+40		360+79	STORM SEWER REPLACEMENT	2	--	--	--	14	34	24	14	34	--	--	--	--	--	--	--	--	
0010	10+00	-	367+21	UNDISTRIBUTED		--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	
				TOTAL 0010		587.5	1,175	1,175	2,009	48	52	393	2,357	21	160	1	4,265	125	250	2,250	3	

3

TEMPORARY PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH BLACK LF	* 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH WHITE LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	REMARKS
0010	14+00	-	14+05	STH 58	--	--	76	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 2
0010	14+24	-	14+31	STH 58	--	--	72	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	14+75	-	14+93	E MAIN ST	--	--	74	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 2
0010	14+75	-	14+93	E MAIN ST	--	--	74	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	15+39	-	15+44	STH 58	--	--	66	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 2
0010	18+43	-	18+34	STH 58	--	--	81	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 2
0010	201+64	-	201+84	5TH ST	--	--	40	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	206+30	-	206+47	4TH ST	--	--	34	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	206+34	-	206+58	4TH ST	--	--	48	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	210+27	-	210+44	3RD ST	--	--	32	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	210+28	-	210+42	3RD ST	--	--	30	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	213+56	-	213+73	2ND ST	--	--	34	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	213+59	-	213+75	2ND ST	--	--	34	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	216+90	-	217+16	1ST ST	--	--	54	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	216+91	-	217+15	1ST ST	--	--	48	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	343+51	-	350+27	RT	--	--	--	--	--	
0010	344+54	-	347+30	LT	--	--	--	--	276	
0010	344+54	-	349+04	LT	--	900	--	--	900	
0010	347+35	-	347+35	STH 58	--	--	--	12	--	NB TEMP STOP BAR STAGE 2 AND 3
0010	347+53	-	347+65	STH 58	--	--	72	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	347+60	-	347+74	MINI CREEK RD	--	--	--	15	--	TEMP STOP BAR STAGE 2 AND 3 (STA 14+16 ON MINI CREEK)
0010	347+67	-	347+97	MINI CREEK RD	--	--	59	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 2
0010	348+15	-	348+20	STH 58	--	--	58	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 2
0010	348+42	-	348+92	LT	--	--	--	--	37	
0010	354+66	-	358+58	LT	385	--	--	--	--	
0010	354+67	-	358+76	LT	384	820	--	--	240	WILL NEED TO REMOVE TEMP MARKING ON BRIDGE
0010	354+68	-	358+77	RT	189	--	--	--	--	
0010	355+89	-	356+44	N RIVER RD	--	--	102	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	356+15	-	356+15	STH 58				12		SB TEMP STOP BAR STAGE 2 AND 3
0010	356+20	-	356+33	N RIVER RD				13		TEMP STOP BAR STAGE 2 AND 3 (STA 10+45 ON N RIVER)
0010	357+91	-	358+07	STH 58	--	--	60	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	358+76	-	359+09	W MAIN ST	--	--	82	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	359+80	-	359+88	STH 58	--	--	84	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 2
0010	359+80	-	359+85	STH 58	--	--	84	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1
0010	366+63	-	366+84	STH 58	--	--	81	--	--	STAGE 1 - PED ACCOMODATIONS STAGE 1&2
				TOTAL 0010	958	1,720	1,479	52	1,453	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

CENTERLINE PAVEMENT MARKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	* 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) LF	643.3170 TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) LF	REMARKS
0010	010+00	-	014+32	CENTERLINE	864	864	864	DOUBLE YELLOW
0010	015+20	-	116+47	CENTERLINE	20,103	20,254	20,254	DOUBLE YELLOW
0010	116+47	-	124+27	CENTERLINE	1,445	976	976	NO PASSING ZONE (SB)
0010	124+27	-	132+60	CENTERLINE	1,666	209	209	SKIPS (YELLOW)
0010	132+60	-	143+54	CENTERLINE	2,189	1,369	1,369	NO PASSING ZONE (NB)
0010	143+54	-	161+96	CENTERLINE	3,684	3,684	3,684	DOUBLE YELLOW
0010	161+96	-	173+53	CENTERLINE	2,314	1,446	1,446	NO PASSING ZONE (SB)
0010	173+53	-	182+17	CENTERLINE	1,729	1,081	1,081	NO PASSING ZONE (NB)
0010	182+17	-	207+80	CENTERLINE	5,126	5,126	5,126	DOUBLE YELLOW
0010	207+80	-	213+07	CENTERLINE	1,053	659	659	NO PASSING ZONE (SB)
0010	213+07	-	216+31	CENTERLINE	650	82	82	SKIPS (YELLOW)
0010	216+31	-	221+45	CENTERLINE	1,027	642	642	NO PASSING ZONE (NB)
0010	221+45	-	253+33	CENTERLINE	6,377	6,377	6,377	DOUBLE YELLOW
0010	253+33	-	261+08	CENTERLINE	1,551	970	970	NO PASSING ZONE (SB)
0010	261+08	-	269+78	CENTERLINE	1,740	218	218	SKIPS (YELLOW)
0010	269+78	-	280+53	CENTERLINE	2,149	1,344	1,344	NO PASSING ZONE (NB)
0010	280+53	-	282+53	CENTERLINE	401	401	401	DOUBLE YELLOW
0010	282+53	-	293+54	CENTERLINE	2,125	1,377	1,377	NO PASSING ZONE (SB)
0010	293+54	-	304+82	CENTERLINE	2,256	282	282	SKIPS (YELLOW)
0010	304+82	-	315+36	CENTERLINE	1,808	1,318	1,318	NO PASSING ZONE (NB)
0010	315+36	-	358+68	CENTERLINE	8,582	8,666	8,666	DOUBLE YELLOW
0010	359+44	-	367+21	CENTERLINE	1,553	1,553	1,553	DOUBLE YELLOW
								TEMP MARKING PAINT IS DOUBLE YELLOW
				TOTAL 0010	70,392	58,898	58,898	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

PAVEMENT MARKING EDGE OF TRAVELED WAY SUMMARY

SHEET 1

CATEGORY	STATION	TO	STATION	LOCATION	* 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) LF	646.2020 MARKING LINE EPOXY 6-INCH (WHITE) LF	646.4020 MARKING LINE EPOXY 10-INCH (WHITE) LF	REMARKS
0010	27+75	-	37+90	ETW	--	2,030	--	
0010	37+90	-	38+49	ETW RT	--	59	--	SUNRISE HEIGHTS
0010	38+49	-	54+35	ETW	--	3,172	--	
0010	54+35	-	55+82	ETW	--	147	--	LT 4" 3' LINE, 9' GAP (QUAKER VALLEY)
0010	55+82	-	56+09	ETW	--	27	27	LT 8" CHANNELIZING LANE LINE
0010	56+09	-	57+30	ETW	--	243	31	LT 8" 3' LINE, 9' GAP
0010	57+30	-	112+13	ETW	--	10,967	--	
0010	112+13	-	114+27	ETW	--	215	--	LT 4" 3' LINE, 9' GAP (CTH G INT)
0010	114+27	-	116+29	ETW	--	202	202	LT 8" CHANNELIZING LANE LINE
0010	116+29	-	117+68	ETW	--	280	--	LT ETW NARROWS
0010	117+68	-	135+44	ETW	--	3,551	--	
0010	135+44	-	137+04	ETW LT	--	161	--	CTH G INT 2
0010	137+04	-	195+31	ETW	--	11,653	--	
0010	195+31	-	196+45	ETW	--	115	--	RT 4" 3' LINE, 9' GAP (THOMAS RD)
0010	196+45	-	198+19	ETW	--	349	--	
0010	198+19	-	199+27	ETW	--	108	--	RT 4" 3' LINE, 9' GAP (THOMAS RD)
0010	199+27	-	201+54	ETW	--	454	--	
0010	201+54	-	201+92	ETW LT	--	38	--	5TH STREET
0010	201+92	-	206+15	ETW	--	848	--	
0010	206+15	-	206+21	ETW RT	--	6	--	4TH STREET
0010	206+57	-	206+69	ETW RT	--	12	--	4TH STREET
0010	206+69	-	210+15	ETW	--	693	--	
0010	210+15	-	210+17	ETW LT	--	3	--	3RD STREET
0010	210+55	-	210+57	ETW RT	--	3	--	3RD STREET
0010	210+57	-	213+46	ETW	--	578	--	
0010	213+46	-	213+50	ETW LT	--	5	--	2ND STREET
0010	213+88	-	213+91	ETW LT	--	3	--	2ND STREET
0010	213+91	-	216+76	ETW	--	570	--	
0010	216+76	-	216+77	ETW LT	--	1	--	1ST STREET
0010	217+22	-	217+27	ETW RT	--	5	--	1ST STREET
	MAINLINE SUBTOTAL					36,498	260	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

PAVEMENT MARKING EDGE OF TRAVELED WAY SUMMARY

SHEET 2

CATEGORY	STATION	TO	STATION	LOCATION	* 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) LF	646.2020 MARKING LINE EPOXY 6-INCH (WHITE) LF	646.4020 MARKING LINE EPOXY 10-INCH (WHITE) LF	REMARKS
0010	206+69	-	219+74	ETW	--	2,611	--	
0010	219+74	-	220+56	ETW LT	--	76	--	MAIN STREET (6' GAP FOR CROSSWALK)
0010	220+56	-	222+96	ETW	--	481	--	
0010	222+96	-	224+10	ETW RT	--	115	--	RT 4" 3' LINE, 9' GAP (STATE LN)
0010	224+10	-	225+64	ETW	--	308	--	
0010	225+64	-	226+94	ETW	--	260	--	RT 4" 3' LINE, 9' GAP (FURANCE ST)
0010	226+94	-	229+38	ETW	--	488	--	
0010	229+38	-	229+88	ETW RT	--	51	--	NORTH ST
0010	229+88	-	231+63	ETW	--	351	--	
0010	231+63	-	232+06	ETW LT	--	44	--	
0010	232+06	-	242+81	ETW	--	2,150	--	
0010	242+81	-	243+32	ETW RT	--	51	--	BRANTON RD
0010	244+05	-	244+57	ETW LT	--	52	--	IRON ST
0010	244+57	-	251+17	ETW	--	1,322	--	
0010	251+17	-	252+68	ETW	--	151	--	RT 4" 3' LINE, 9' GAP (RABUCK RD)
0010	252+68	-	282+67	ETW	--	5,998	--	
0010	282+67	-	284+34	ETW LT	--	167	--	
0010	284+34	-	306+86	ETW	--	4,505	--	
0010	306+86	-	308+21	ETW RT	--	136	--	
0010	308+21	-	313+88	ETW	--	1,134	--	
0010	313+88	-	315+34	ETW LT	--	147	--	
0010	315+34	-	347+30	ETW	--	6,392	--	
0010	348+38	-	352+03	ETW LT	--	365	--	
0010	352+03	-	355+69	ETW	--	731	--	
0010	355+69	-	356+62	ETW LT	--	94	--	
0010	356+62	-	358+53	ETW	--	381	--	
0010	349+50	-	353+25	STH 58 RECONSTRUCT STAGE 1	738	--	--	
0010	349+50	-	353+25	STH 58 RECONSTRUCT STAGE 2	657	--	--	
	MAINLINE SUBTOTAL					28,561	0	
				TOTAL 0010	1,395	65,059	260	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

PAVEMENT MARKING CROSSWALK SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.9210 MARKING REMOVAL LINE WIDE LF	REMARKS
0010	014+07	-	015+29	CAZENOVIA ST (N-S)	94	--	
0010	014+07	-	015+29	CAZENOVIA ST (E-W)	87	--	
0010	017+76	-	018+51	NORTH ST (E-W)	83	--	
0010	219+83	-	220+65	MAIN ST (E-W)	67	--	
0010	347+35	-	348+58	MINI CREEK RD (E-W)	56	--	
0010	358+60	-	359+09	W MAIN ST (W-E)	104	--	
0010	359+09	-	359+69	W NORTH ST (S-N)	109	--	
0010	367+14	-	368+57	STH 33	259	194	
				TOTAL 0010	859	194	
0040	355+71	-	356+63	N RIVER (N-S)	80	--	
0040	358+60	-	359+09	W MAIN ST (N-S)	99	--	
0040	359+09	-	359+69	W NORTH ST (E-W)	78	--	
				TOTAL 0040	177	0	
				PROJECT TOTAL	1036	194	

STAKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 5752-00-72) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 5752-00-72) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	010+00	-	367+21	PROJECT	4	375	375	1,244	3	5,725	54	1	1	6,100	
				TOTAL 0010	4	375	375	1,244	3	5,725	54	1	1	6,100	

SPV-ADJUSTING WATER VALVES

CATEGORY	STATION	LOCATION	SPV.0060.01 SPECIAL (ADJUSTING WATER VALVES) EACH	REMARKS
0030	011+82	19.2' RT	1	
0030	011+06	14.8' LT	1	
0030	016+18	19.7' RT	1	
0030	022+05	16.9' RT	1	
0030	026+12	11.8 RT	1	
0030	026+15	9.7' RT	1	
0030	026+15	11.7' RT	1	
0030	026+98	17.5' RT	1	
0030	027+28	18.3' RT	1	
		TOTAL 0030	9	
0050	346+55	20.3' RT	1	IN PRIVATE ENTRANCE
0050	347+87	14.1' RT	1	
0050	347+90	10.8' RT	1	
0050	358+52	27.4' RT	1	
0050	358+92	27.2' LT	1	
		TOTAL 0050	5	
		PROJECT TOTAL	14	

SPV-MONUMENTS

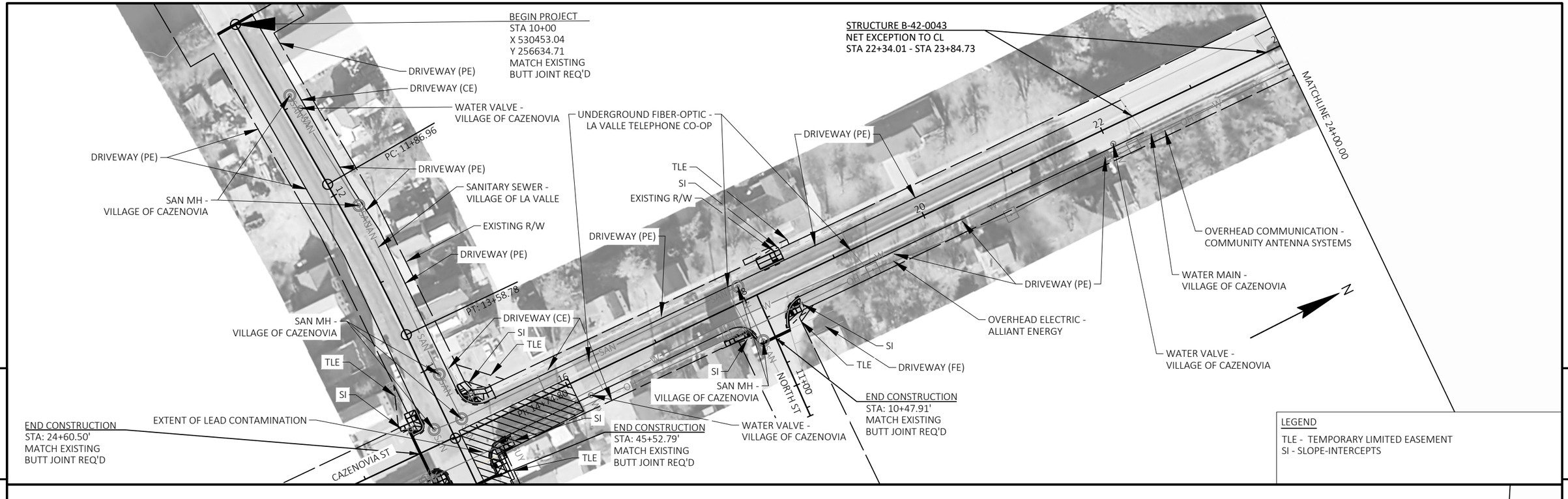
CATEGORY	STATION	LOCATION	SPV.0060.02 SPECIAL (VERIFY LANDMARK REFERENCE MONUMENTS) EACH	SPV.0060.03 SPECIAL (VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS) EACH	SPV.0060.06 SPECIAL (RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS) EACH	REMARKS
0010	51+74	22.9' RT	1	--	--	
0010	135+90	84.3' LT	1	--	--	
0010	190+42	11.4' LT	1	--	--	
0010	283+59	24.6' LT	1	--	--	
0010		PROJECT	--	16	16	
		TOTAL 0010	4	16	16	

SPV-STREET LIGHTS

CATEGORY	STATION	OFFSET	LOCATION	SPV.0060.05 SPECIAL (REMOVE, SALVAGE, AND REINSTALL STREET LIGHTS) EACH	REMARKS
0010	24+63	27' RT	CAZENOVIA STREET	1	
0010	24+63	26' LT	CAZENOVIA STREET	1	
0010	15+08	32' LT	STH 58	1	
			TOTAL 0010	3	

SPV-MAILBOXES

CATEGORY	STATION	LOCATION	SPV.0060.04 SPECIAL (MAILBOX REMOVAL AND TEMPORARY MAILBOXES) EACH	REMARKS
0010	345+93	RT TERRACE	3	
0010	346+69	RT TERRACE	2	
0010	347+42	RT TERRACE	1	
		TOTAL 0010	6	

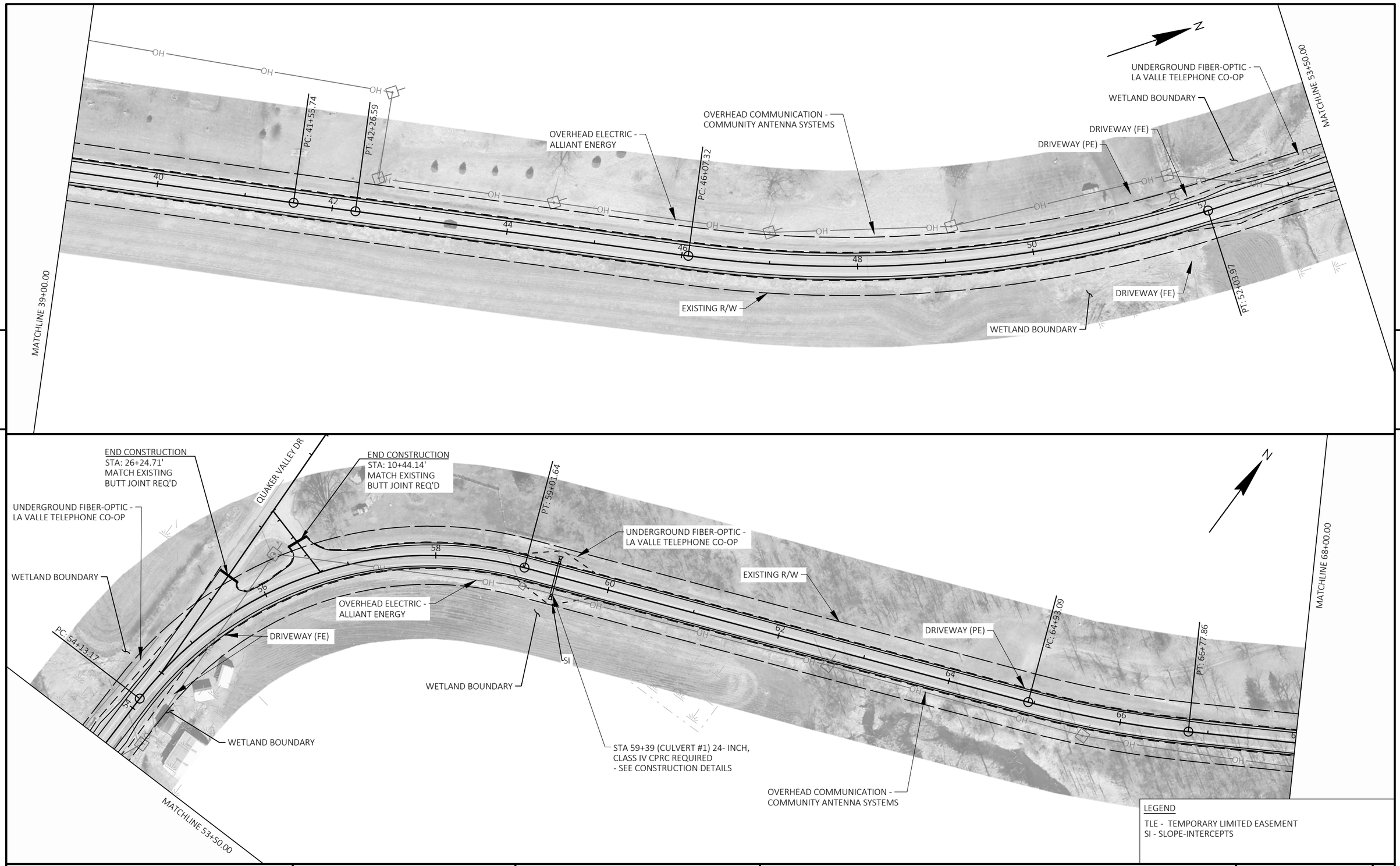


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 161	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn

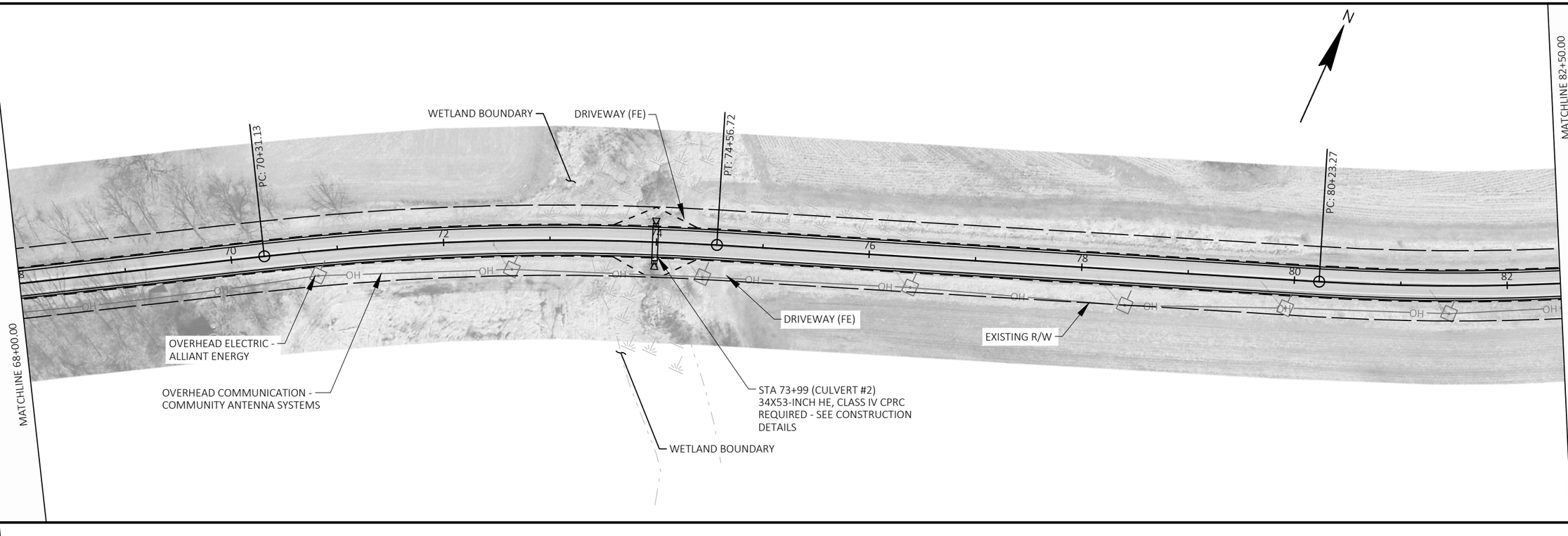
PLOT DATE : 8/29/2023 10:16 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT

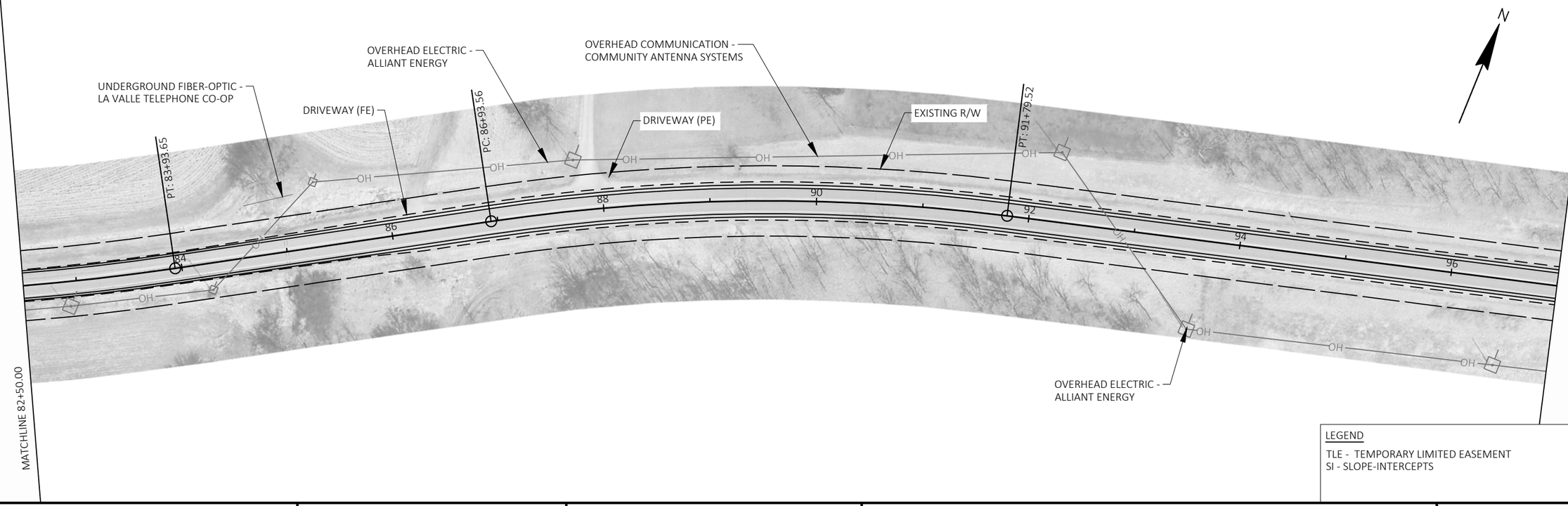
WISDOT/CADDS SHEET 44



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 162	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050202-pn
PLOT DATE : 8/29/2023 10:16 AM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





LEGEND

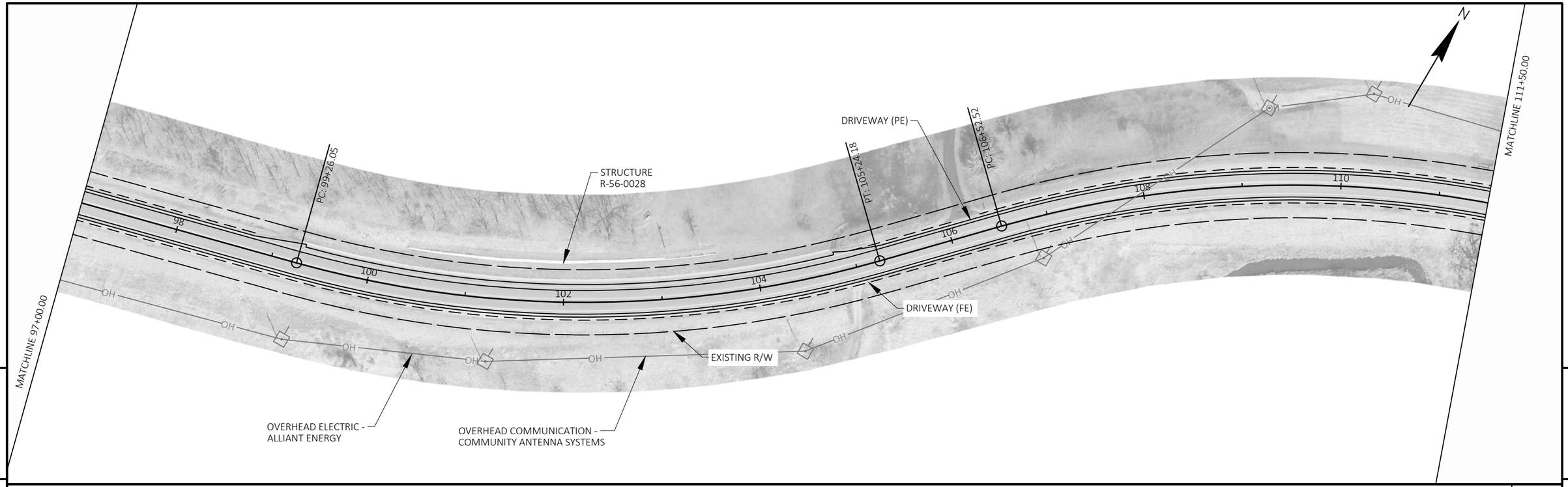
TLE - TEMPORARY LIMITED EASEMENT
SI - SLOPE-INTERCEPTS

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 163	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn

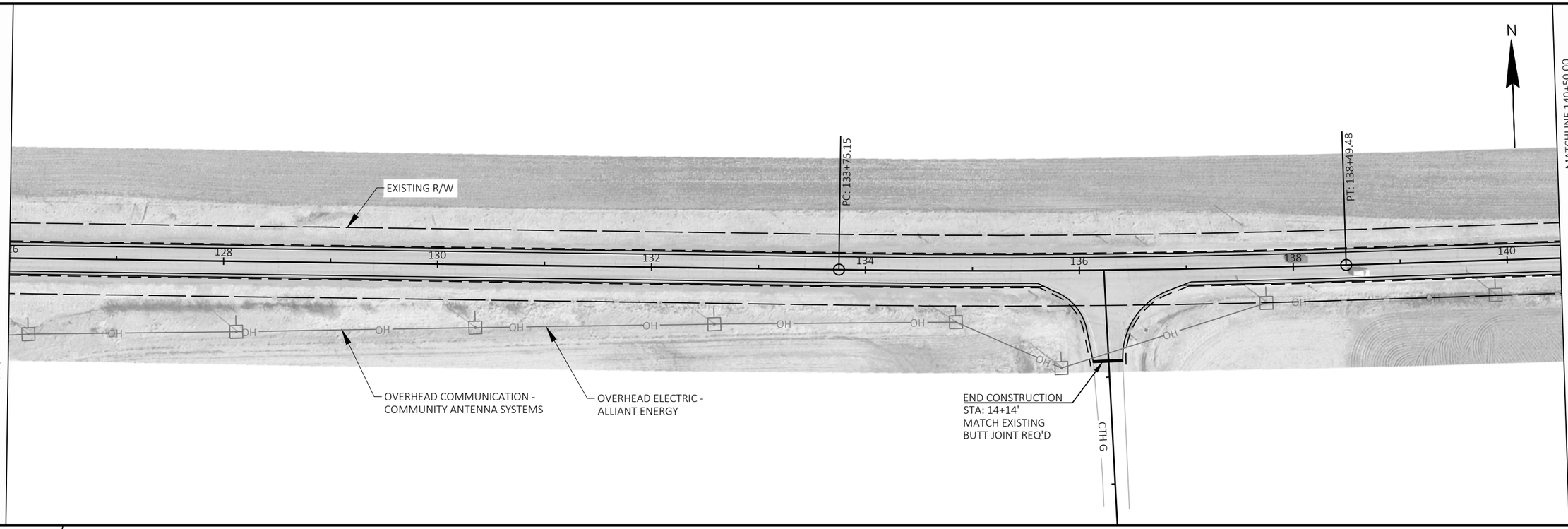
PLOT DATE : 8/29/2023 10:16 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT

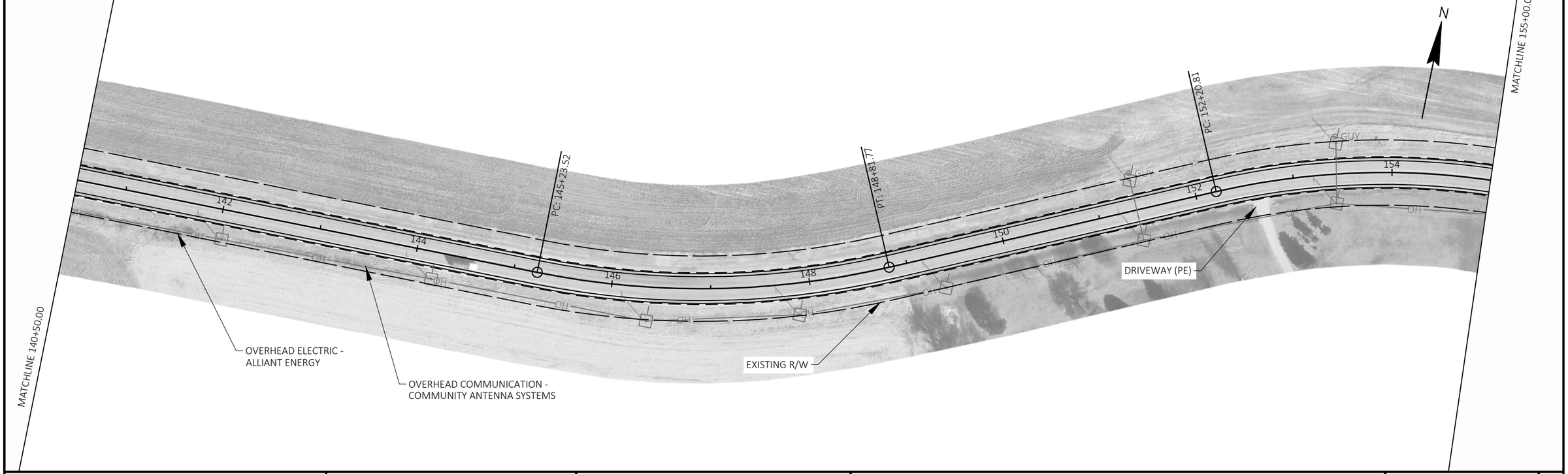
WISDOT/CADDS SHEET 44



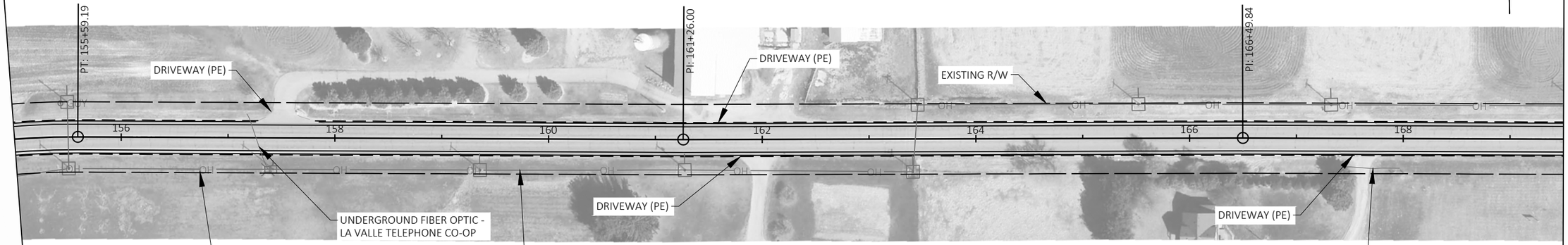
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 164	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050204-pn
PLOT DATE : 8/29/2023 10:16 AM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 165	E

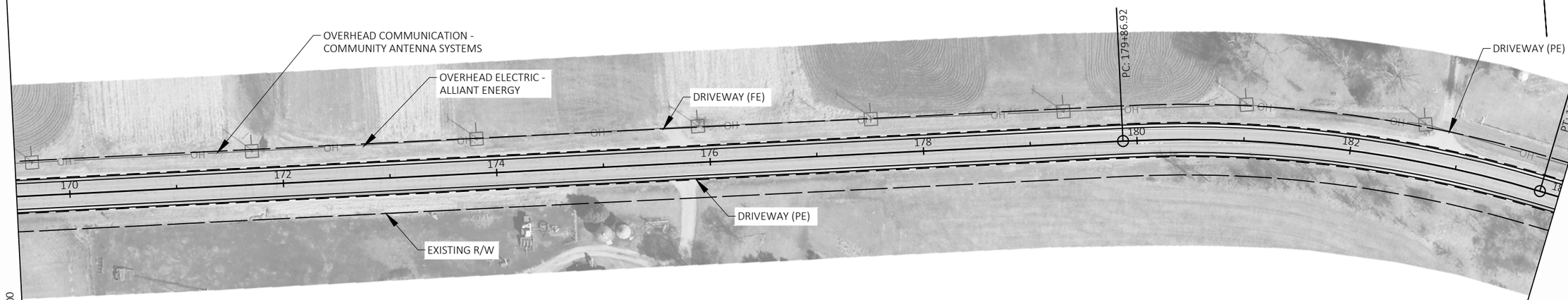


MATCHLINE 155+00.00

MATCHLINE 169+50.00

5

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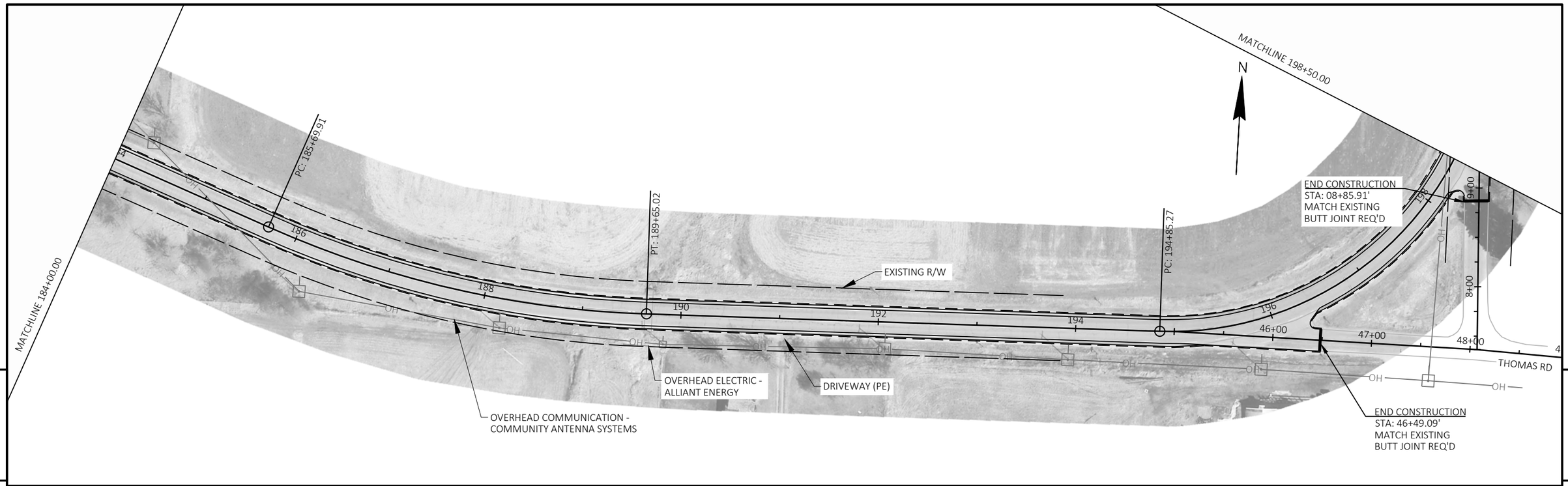


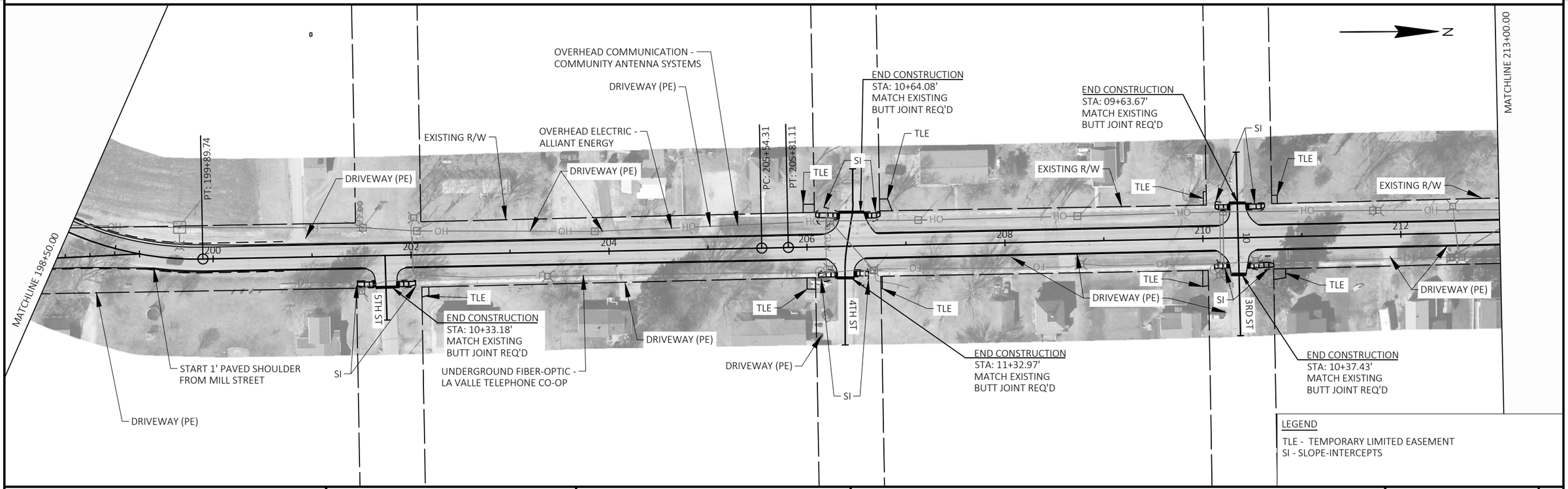
MATCHLINE 169+50.00

MATCHLINE 184+00.00

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 166	E

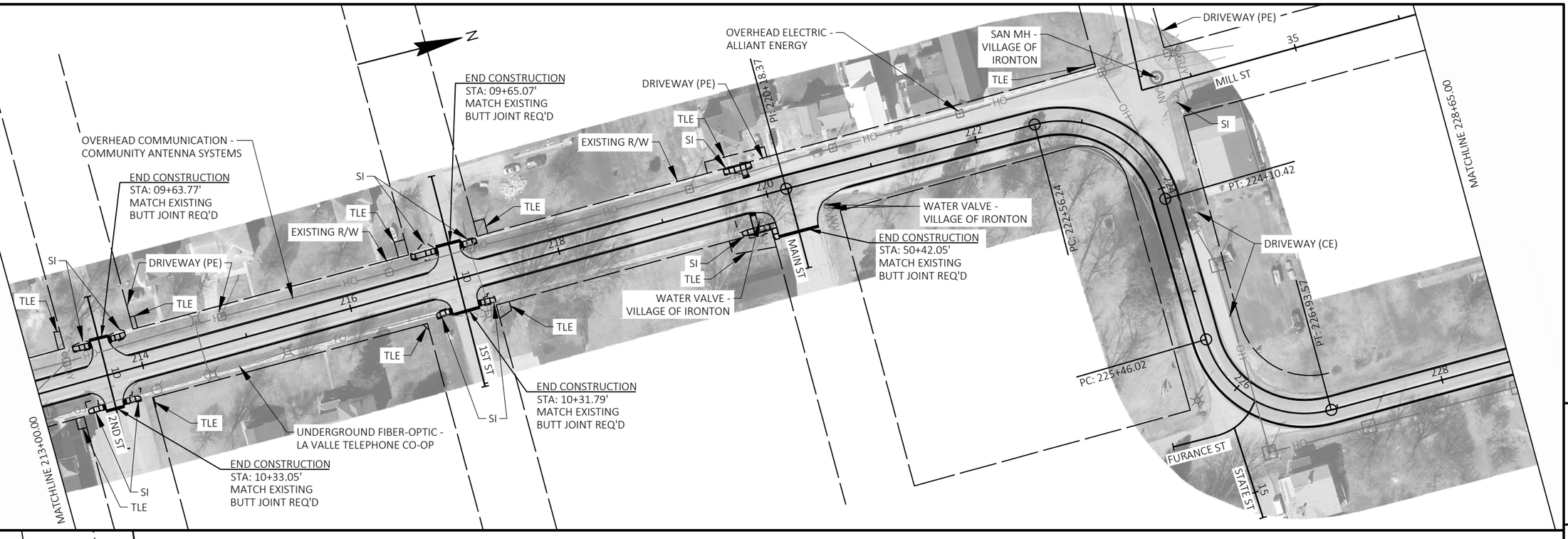
FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn
PLOT DATE : 8/29/2023 10:17 AM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 167	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050207-pn
PLOT DATE : 8/29/2023 10:17 AM
PLOT BY : JOHNSON, ANTHONY R
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

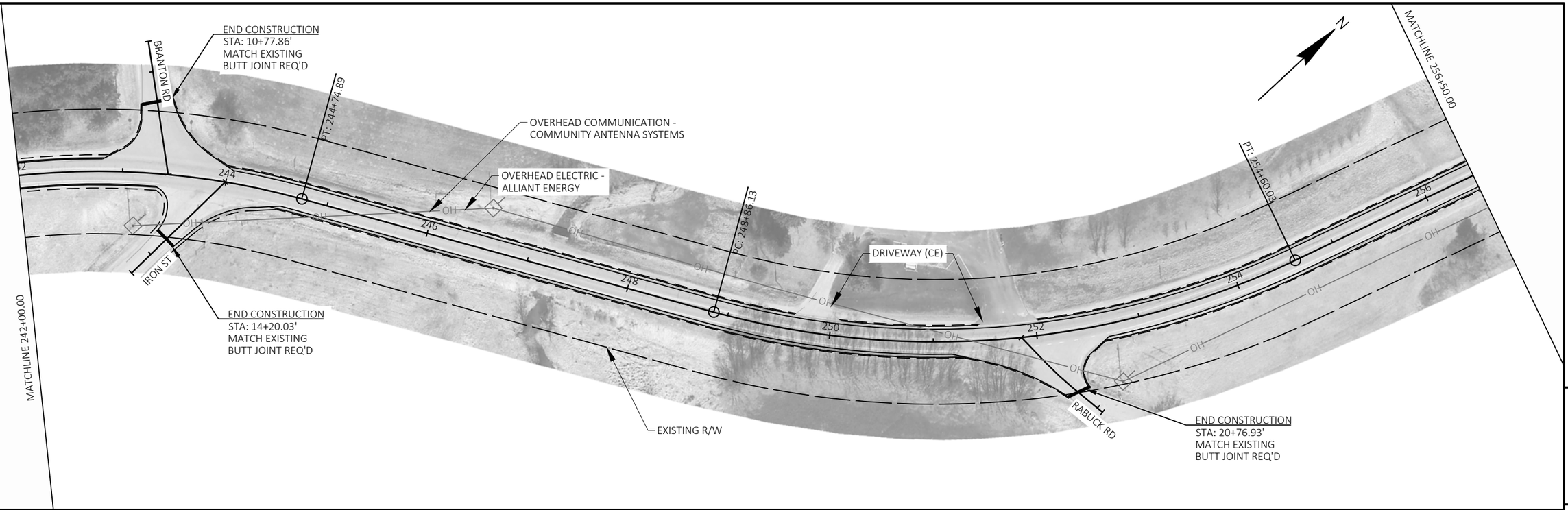


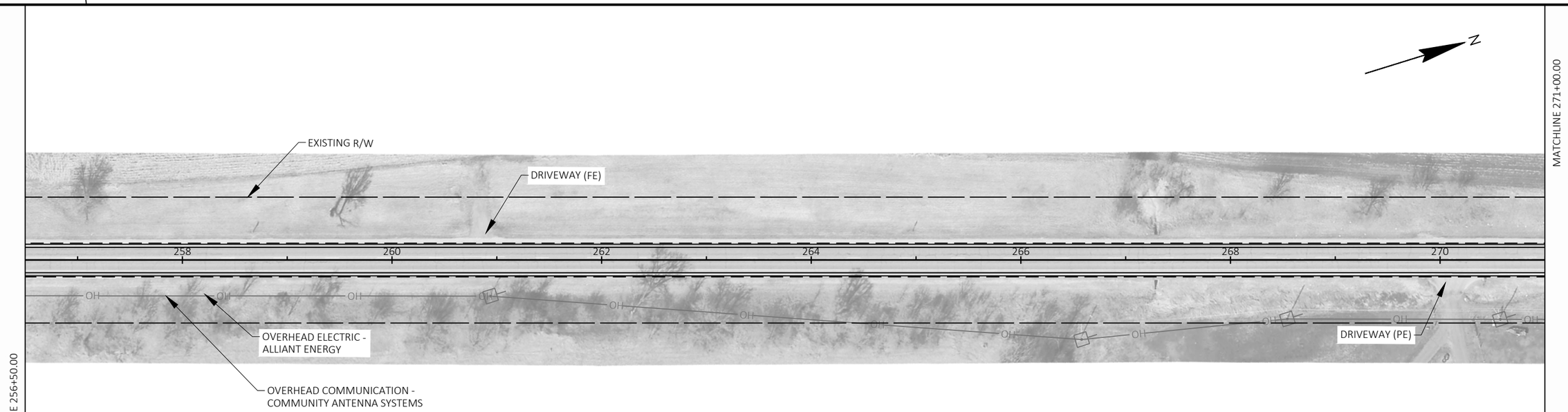
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 168	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050208-pn

PLOT DATE : 8/29/2023 10:17 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



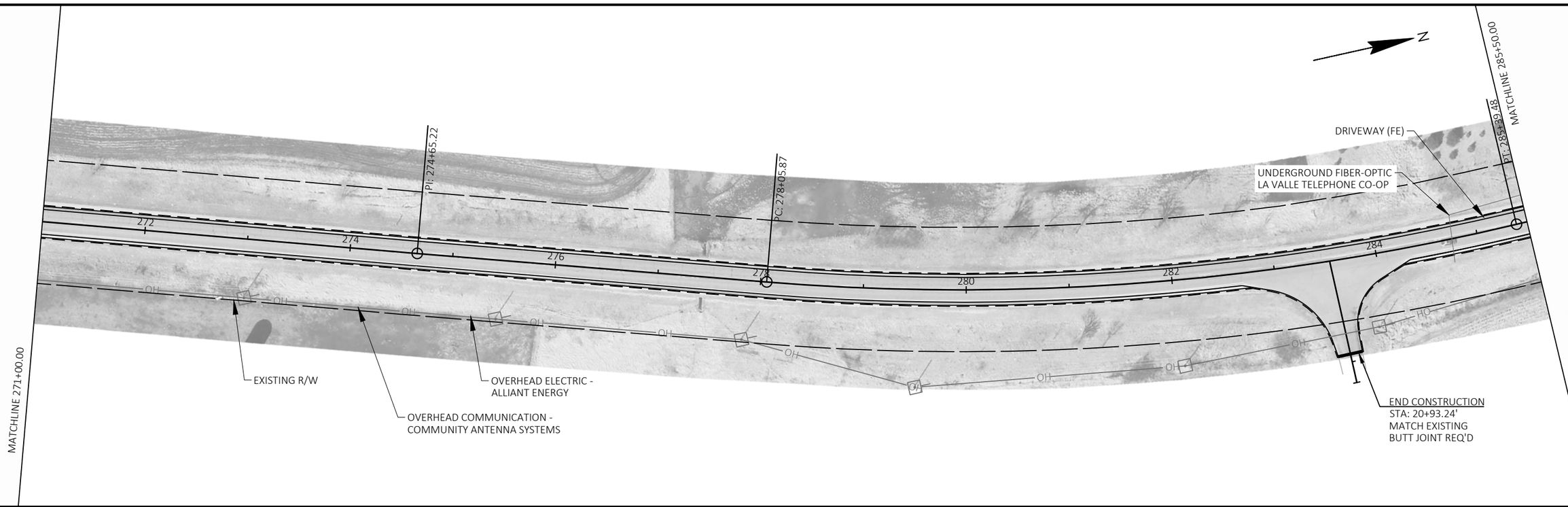


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 169 E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050209-pn

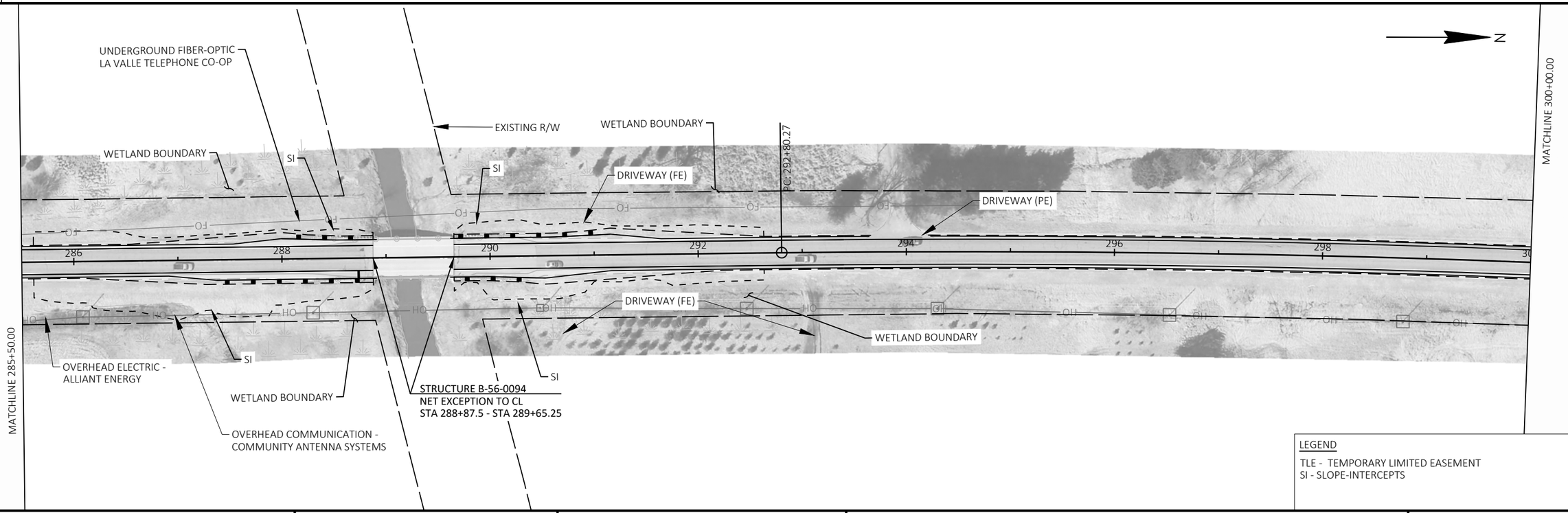
PLOT DATE : 8/29/2023 10:17 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



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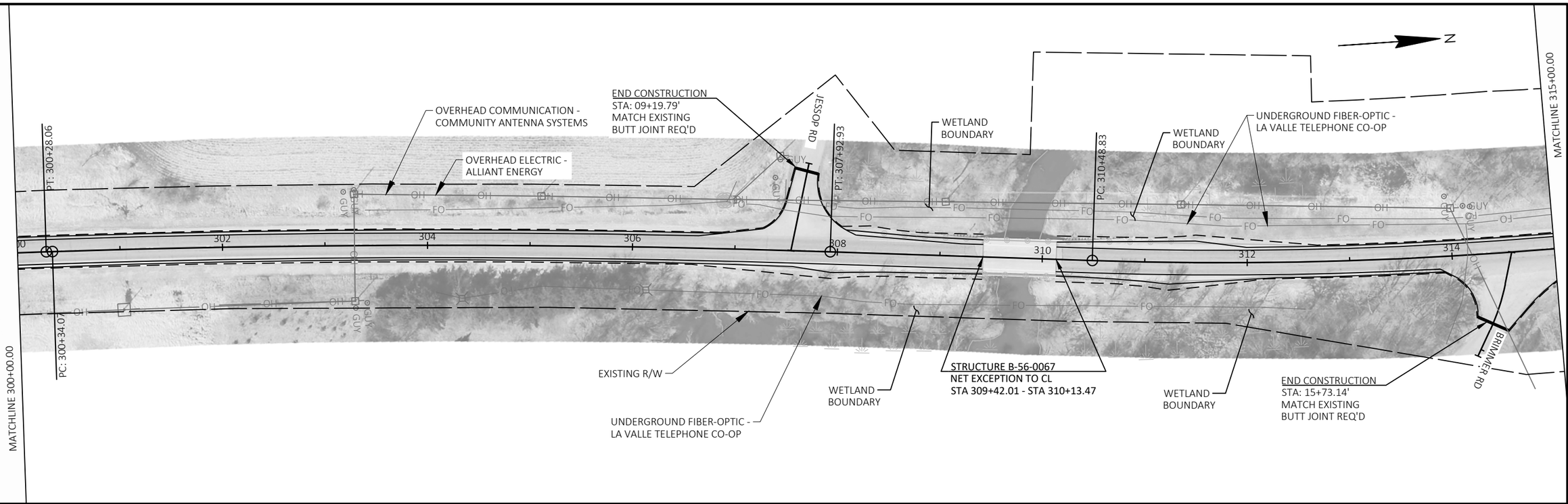
LEGEND

TLE - TEMPORARY LIMITED EASEMENT
SI - SLOPE-INTERCEPTS

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 170	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050210-pn

PLOT DATE : 8/29/2023 10:17 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT

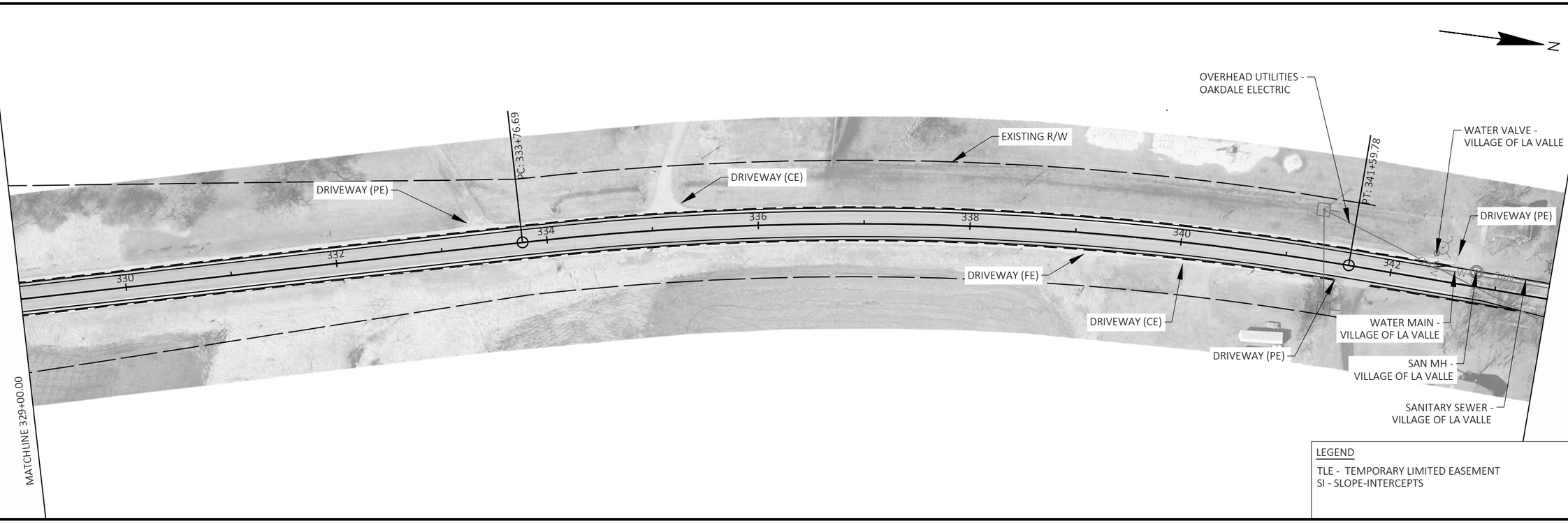


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 171	E

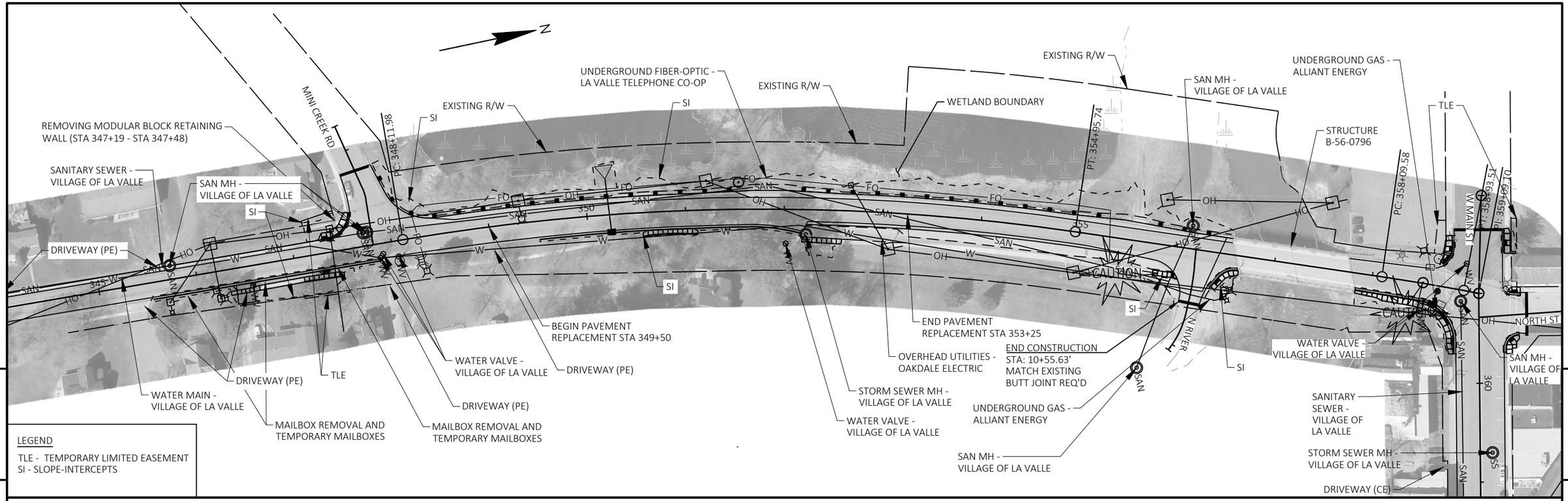
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LAYOUT NAME - 050211-pn

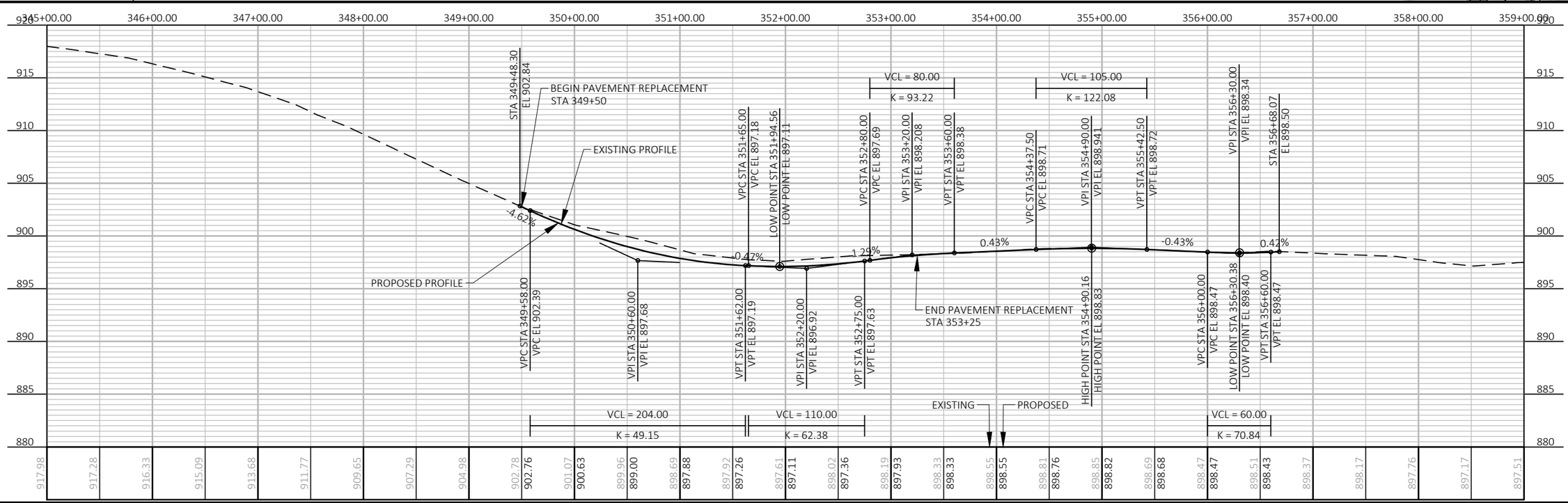
PLOT DATE : 8/29/2023 10:18 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 172	E



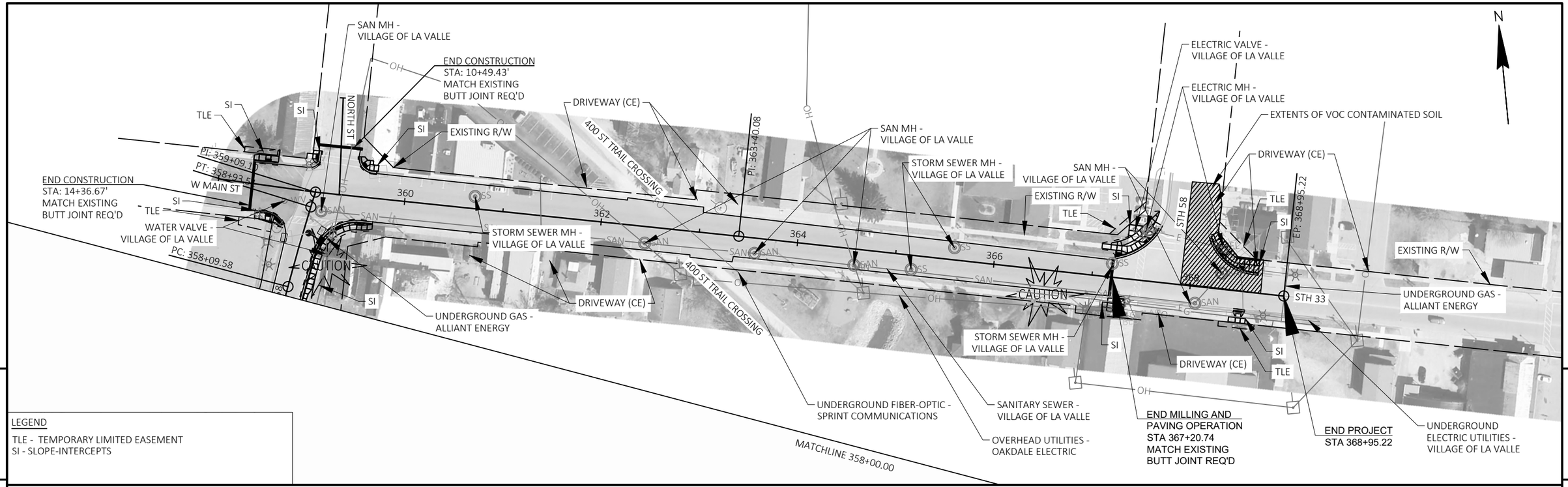


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 173 E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp

PLOT DATE : 8/29/2023 10:18 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



LEGEND

TLE - TEMPORARY LIMITED EASEMENT
SI - SLOPE-INTERCEPTS

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	PLAN SHEETS	SHEET 174	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050213-pn

PLOT DATE : 8/29/2023 10:20 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

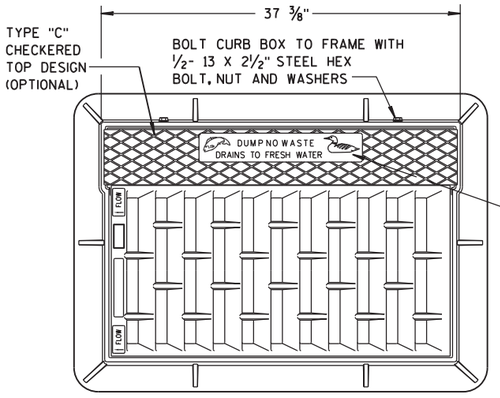
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-23A	CONCRETE CURB & GUTTER
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-03	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-03	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
09A01-14A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G02-05A	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05B	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05C	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03C	SHOULDER RUMBLE STRIPS - ASPHALT SINUSOIDAL
13A10-03E	EDGE LINE RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04C	CENTERLINE RUMBLE STRIPS - ASPHALT SINUSOIDAL
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B07-16A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16J	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16K	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16L	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16M	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16N	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B43-04A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

6

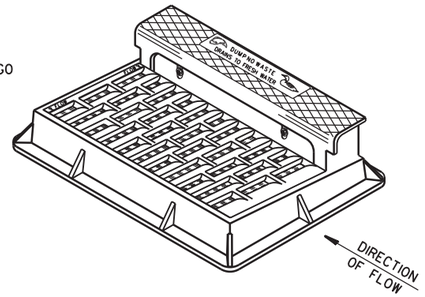
Standard Detail Drawing List

14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B53-02A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D33-09	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
15D40-04C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

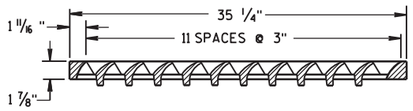
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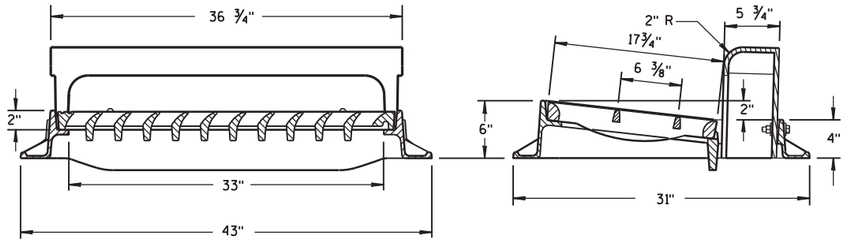


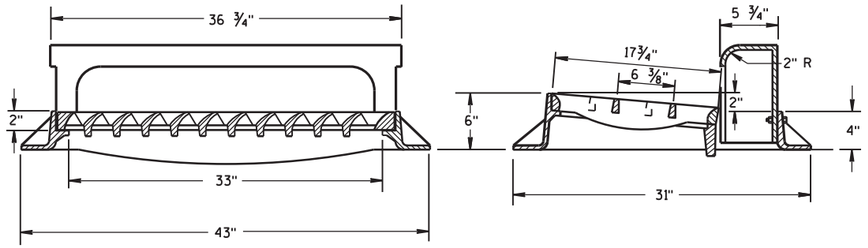
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

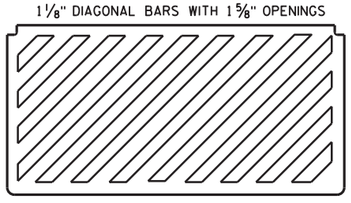






TYPE "H"

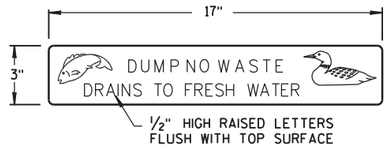
NOTE: EITHER CASTING IS ACCEPTABLE



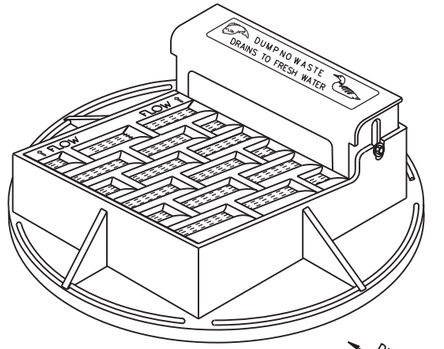
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

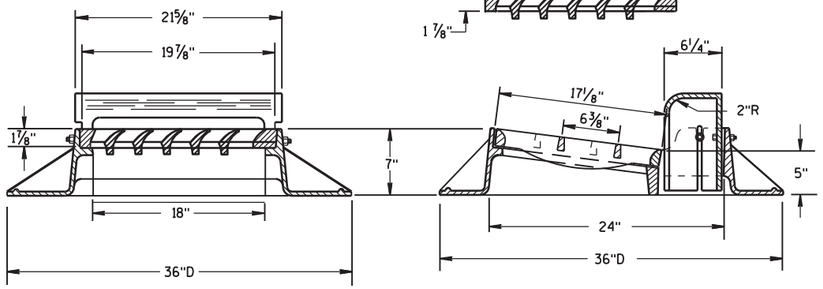


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



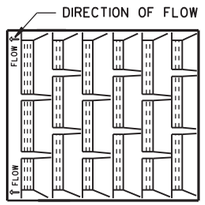
TYPE "A"

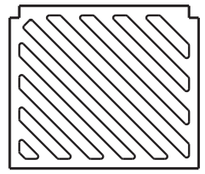
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

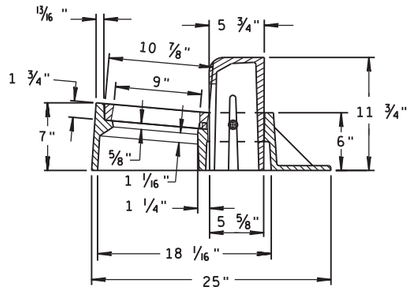


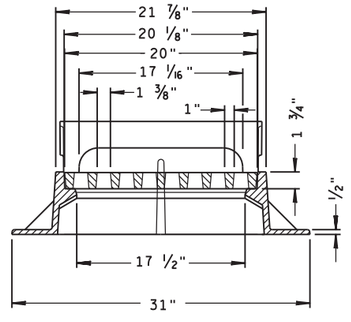


SPECIAL GRATE FOR TYPE "A" COVER

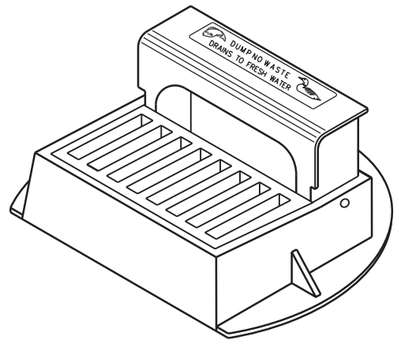
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"

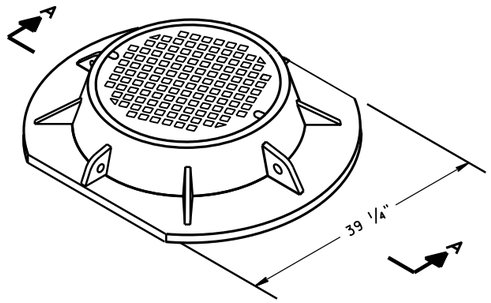


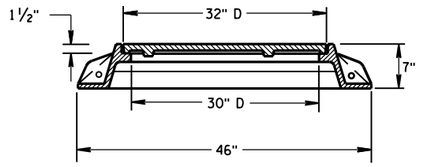
INLET COVERS TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

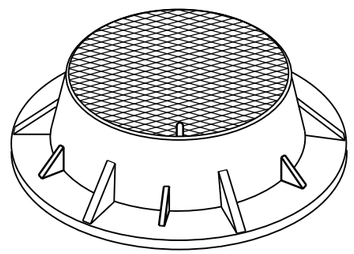
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

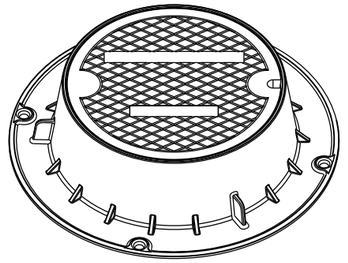
S.D.D. 8 A 5-19a

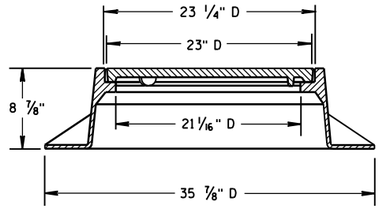


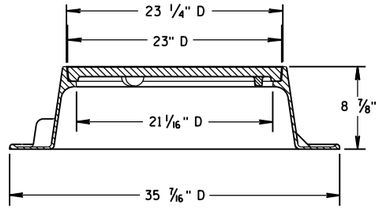


SECTION A-A
TYPE "K"









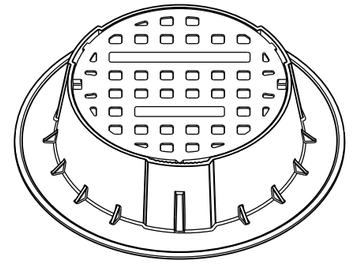
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

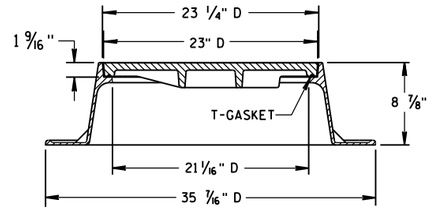
GENERAL NOTES

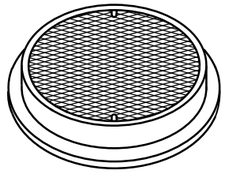
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

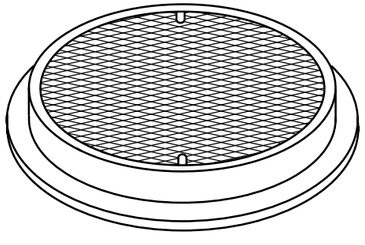
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

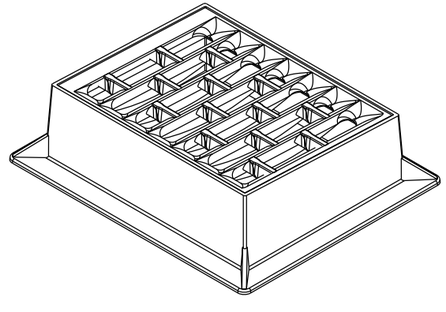
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

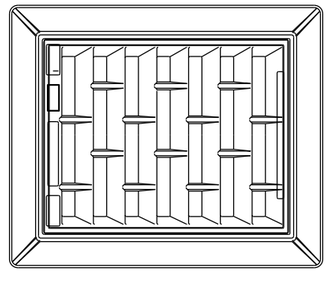


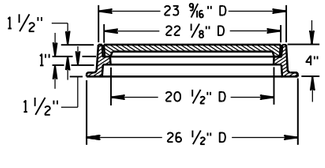




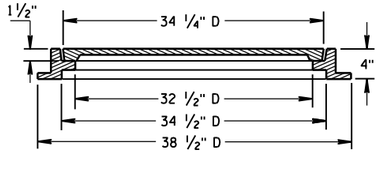




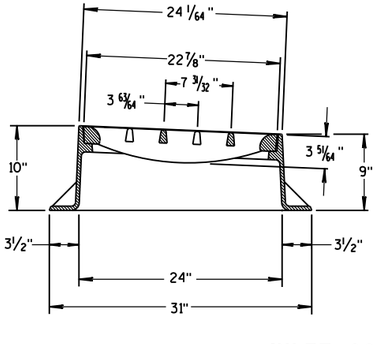


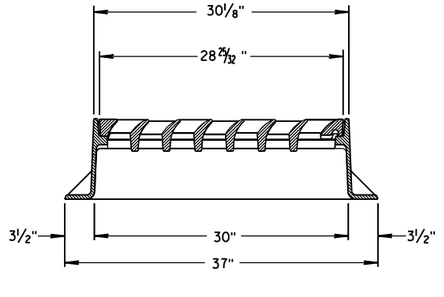


TYPE "L"

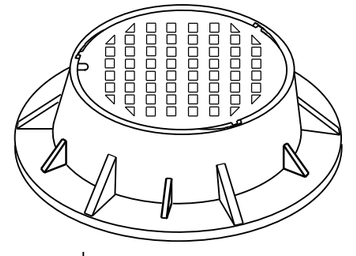


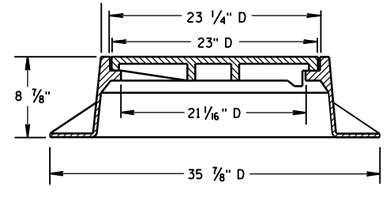
TYPE "M"





INLET COVER TYPE "BW"





TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

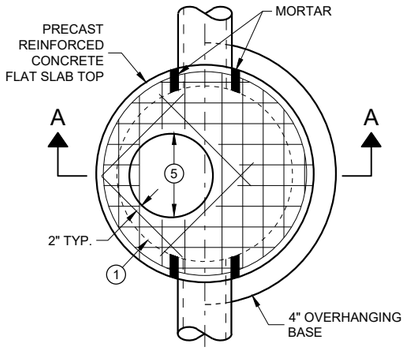
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

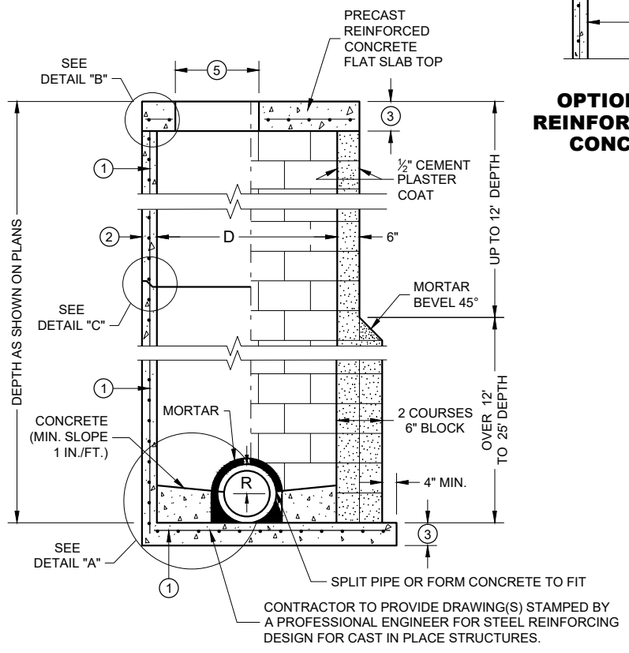
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

S.D.D. 8 A 5-19d



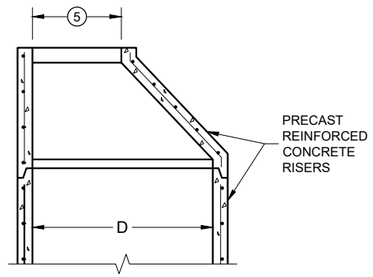
PLAN VIEW
CIRCULAR OPENING



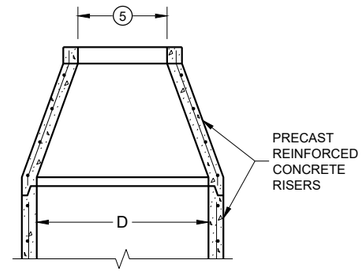
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

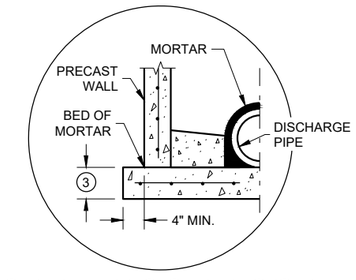
MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

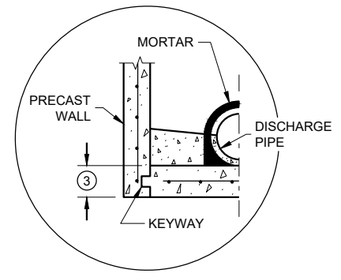
PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42*	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

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

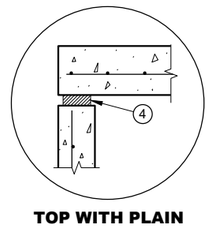


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

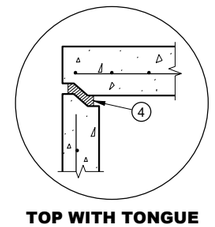


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

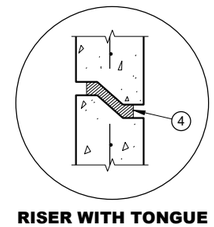
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

GENERAL NOTES

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

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

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

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

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

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

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

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

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

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

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

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

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

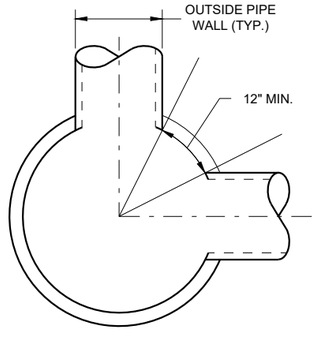
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

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

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

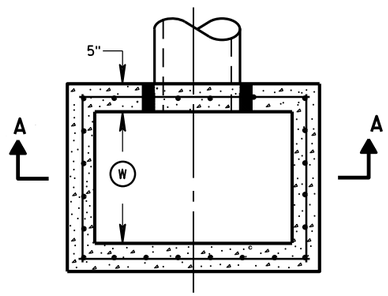
MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

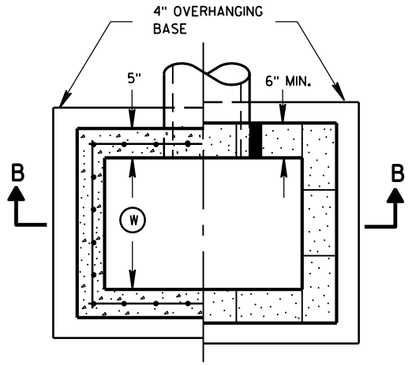
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
179
FHWA

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

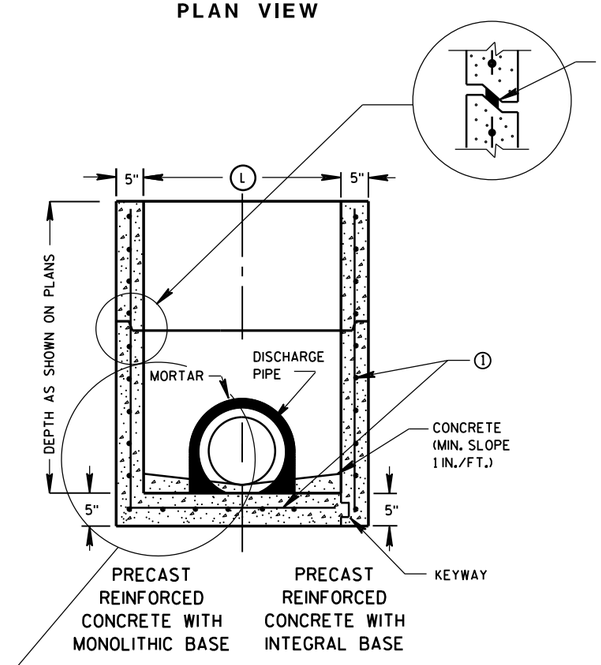
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SDD 08B09 - 03



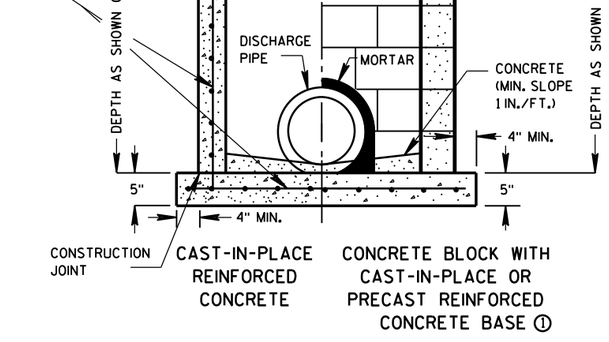
PLAN VIEW



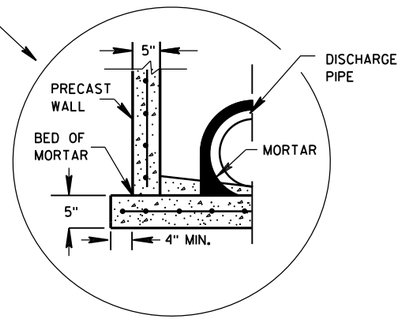
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

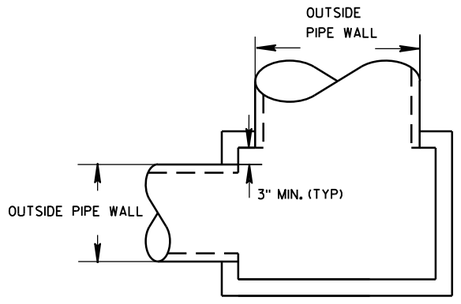
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



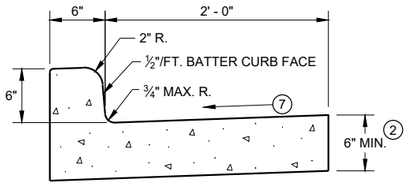
DETAIL "A"

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

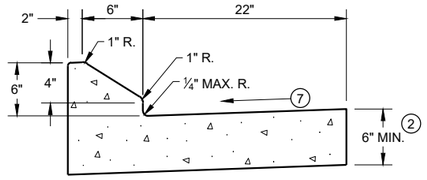
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

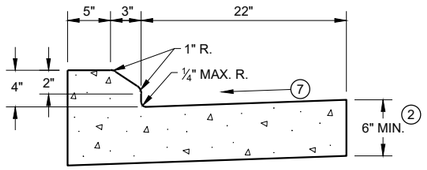
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



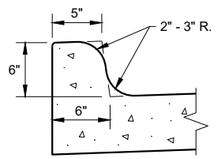
TYPES A (1) & D



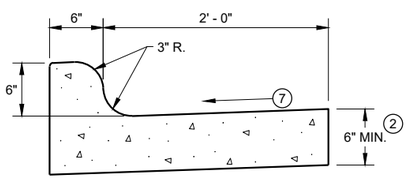
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

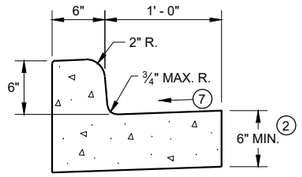


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



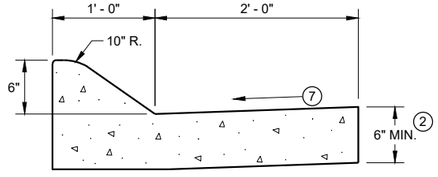
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

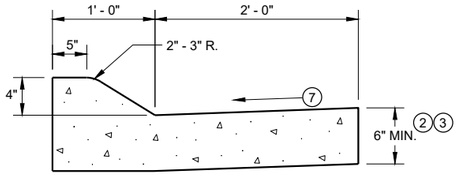


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

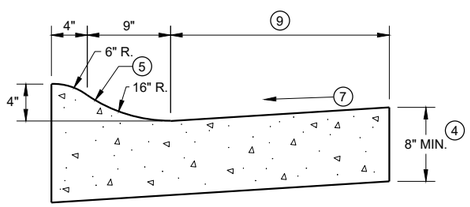


6" SLOPED CURB TYPES A (1) & D



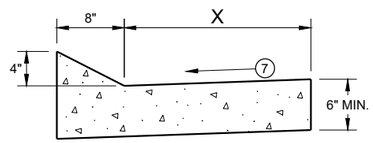
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

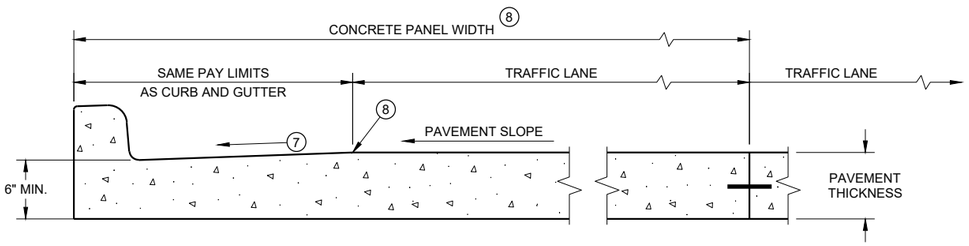


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

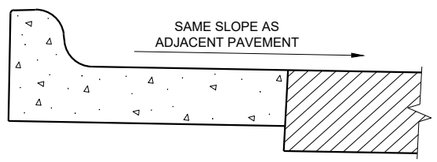
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

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

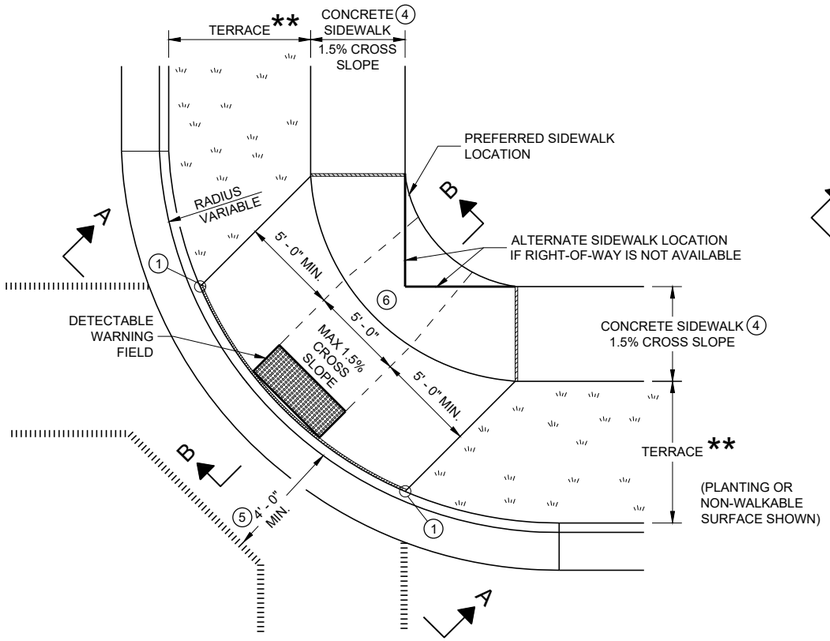
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

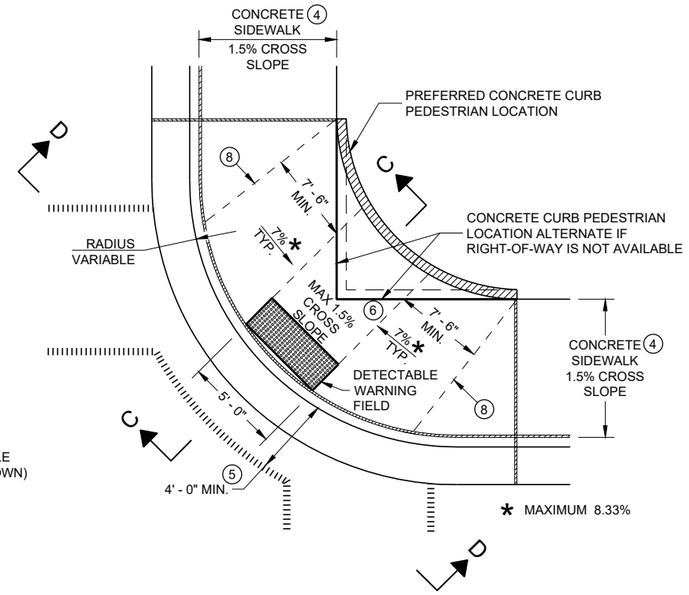
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SDD 08D01 - 23a



PLAN VIEW

CURB RAMP TYPE 1

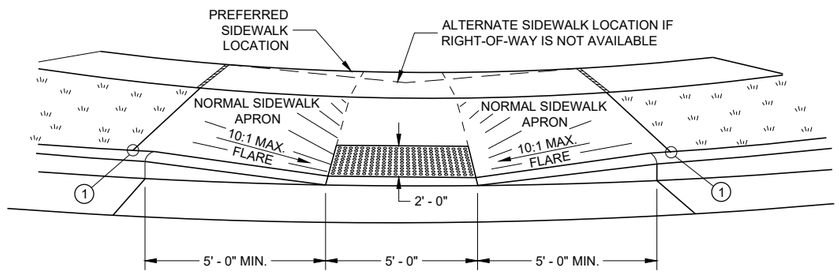
(CENTER OF CORNER RADIUS)



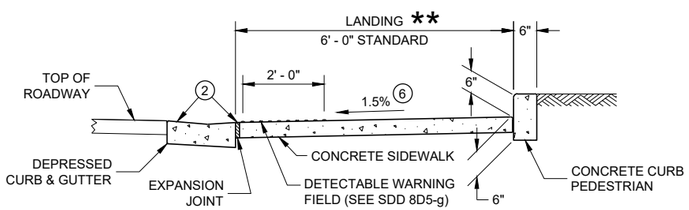
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

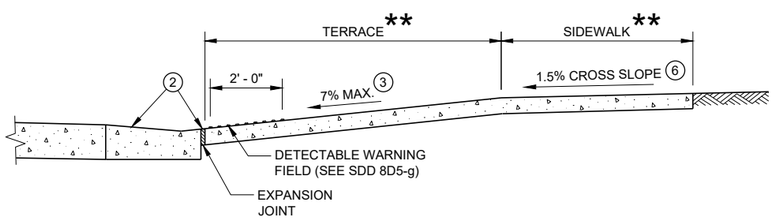


VIEW A - A FOR TYPE 1

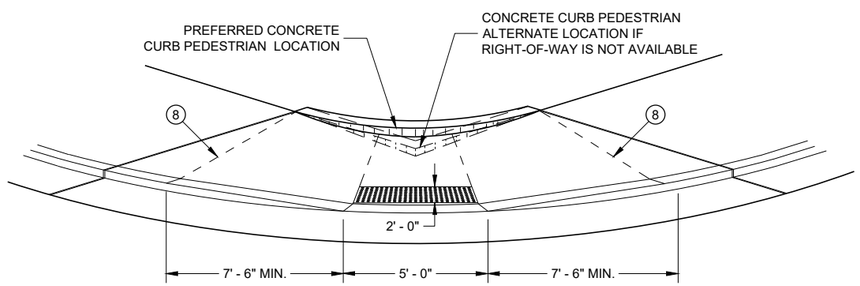


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

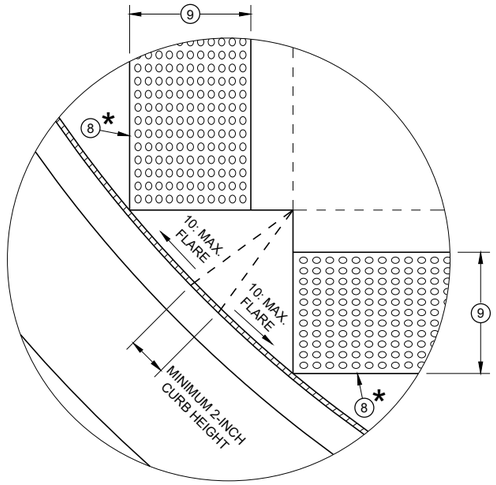
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

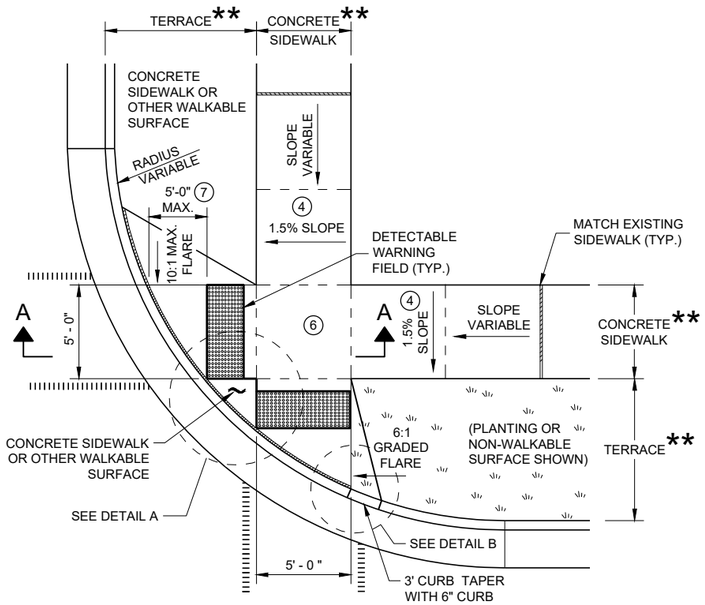
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

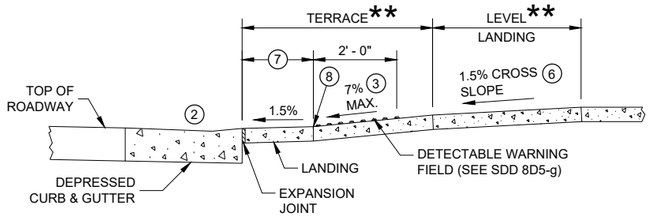
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

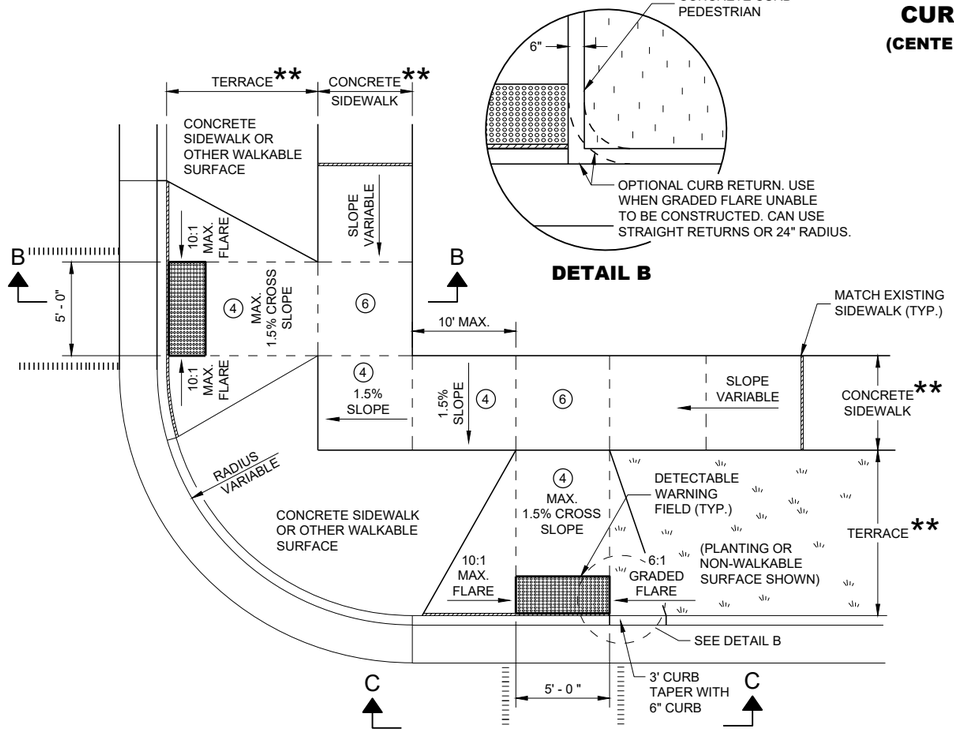
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

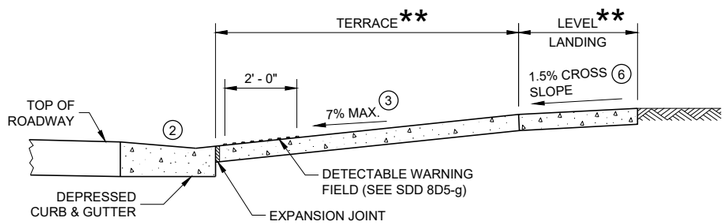
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

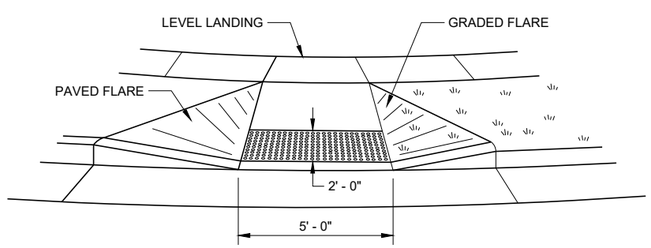
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

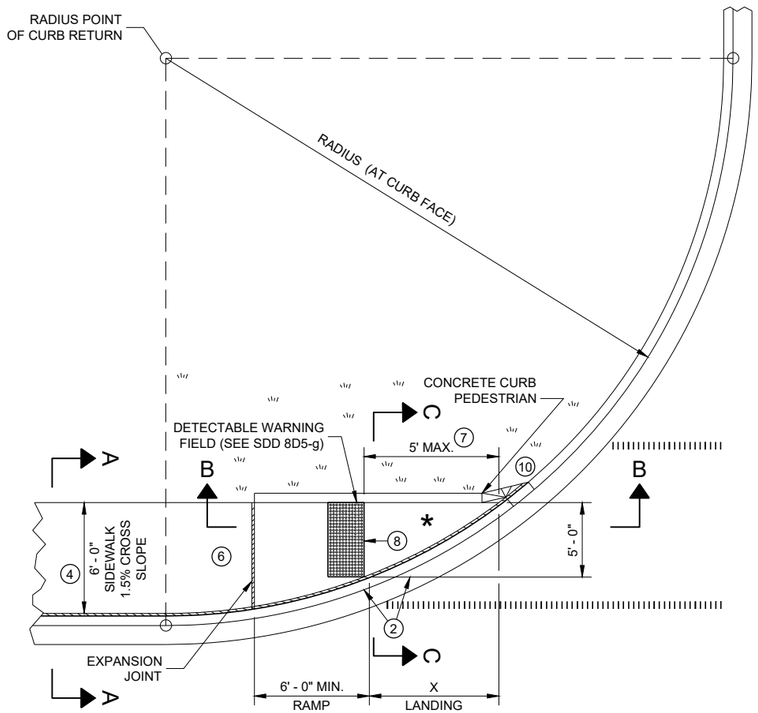
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

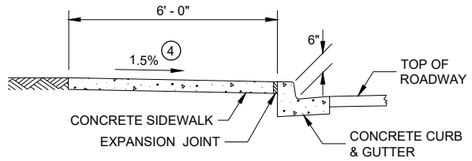


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

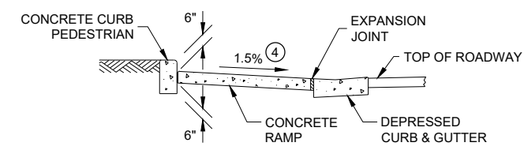
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

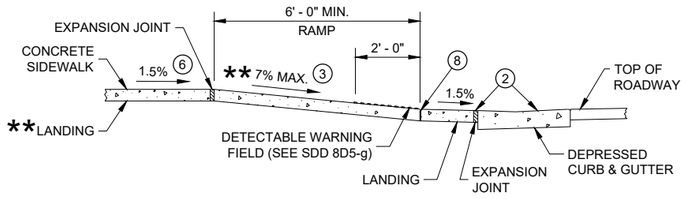
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



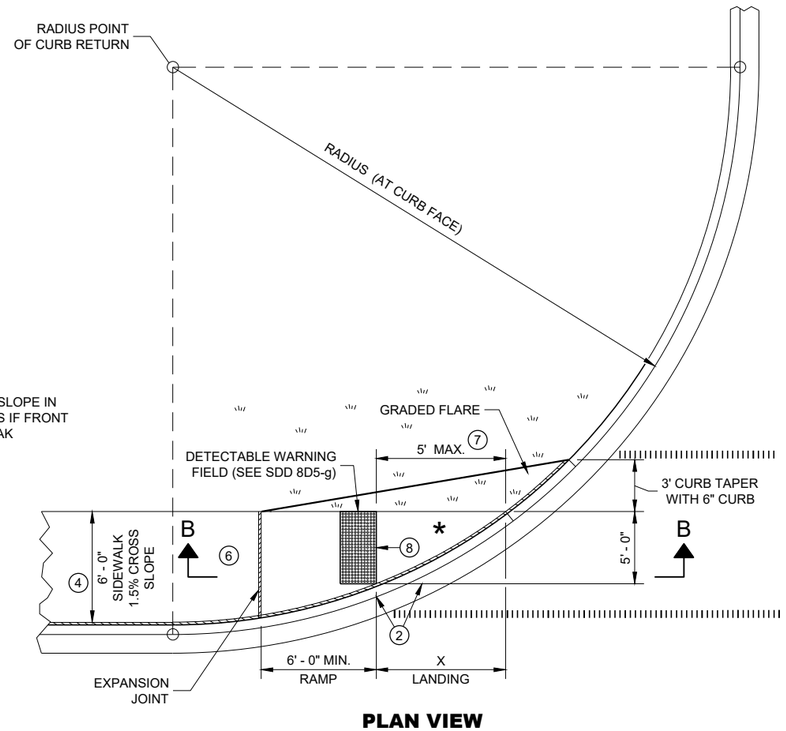
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

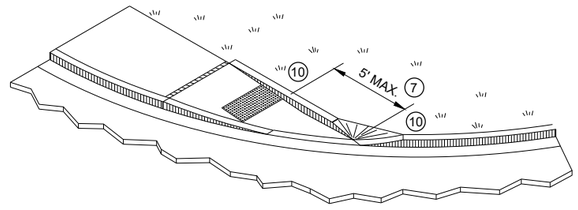
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

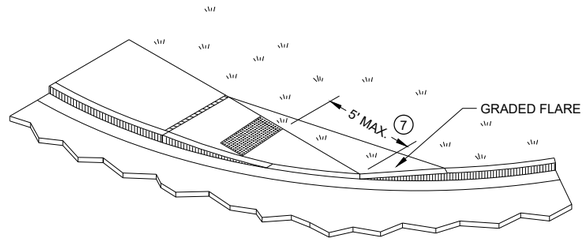


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



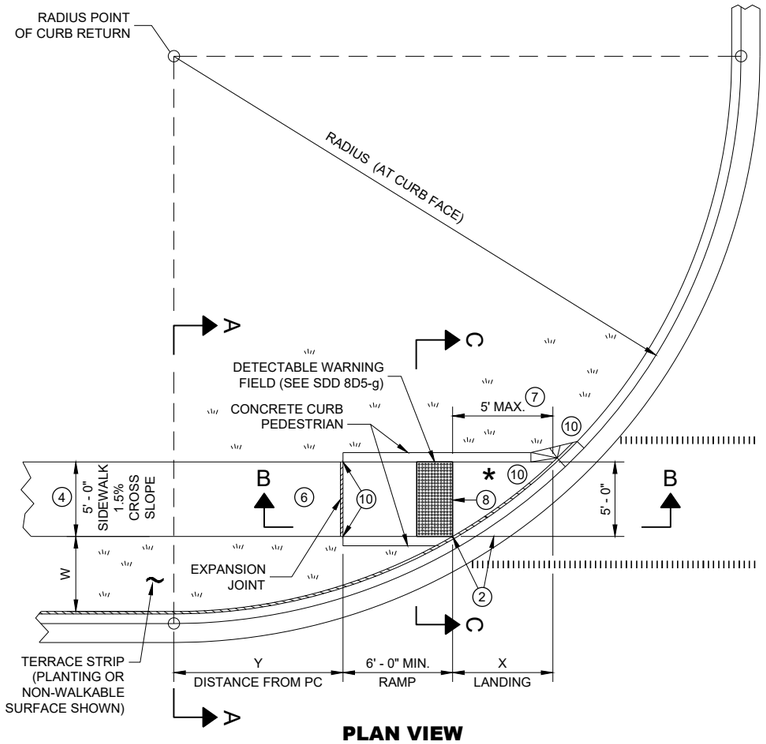
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

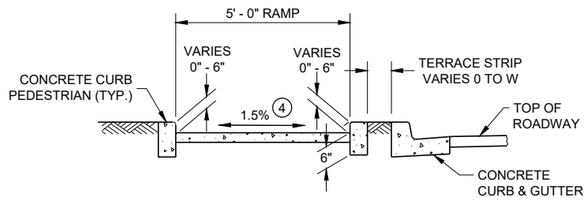


PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

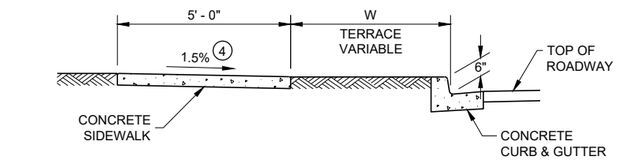
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

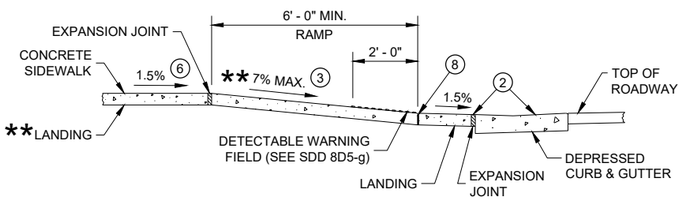
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



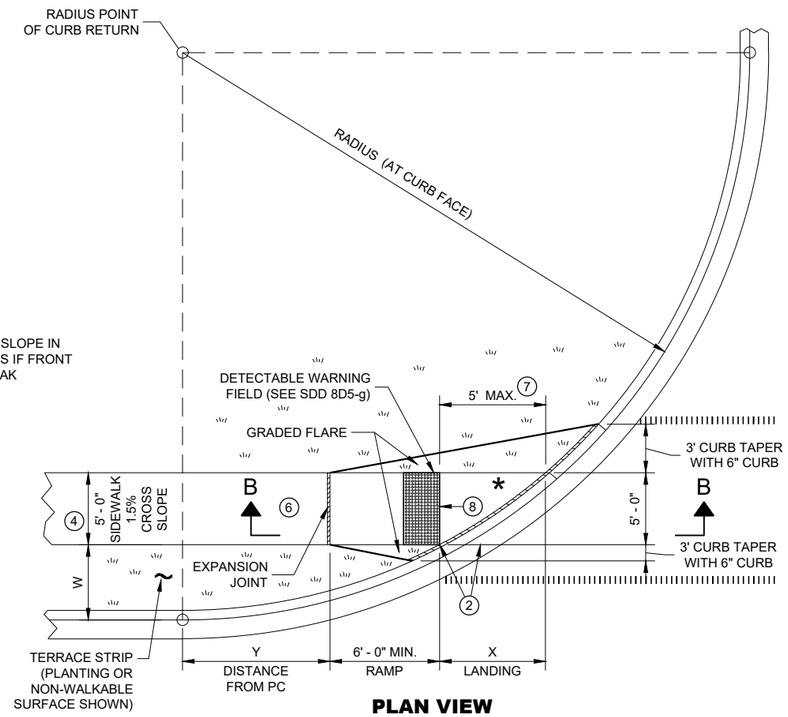
SECTION A - A FOR TYPE 4B



** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

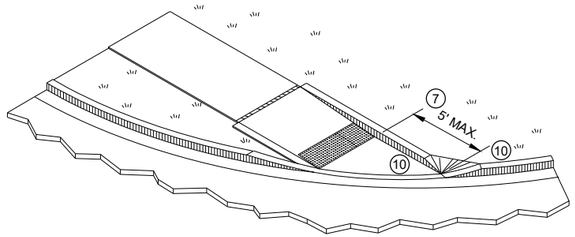
SECTION B - B FOR TYPE 4B AND TYPE 4B1

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

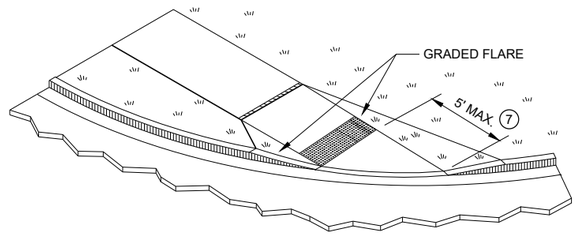


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



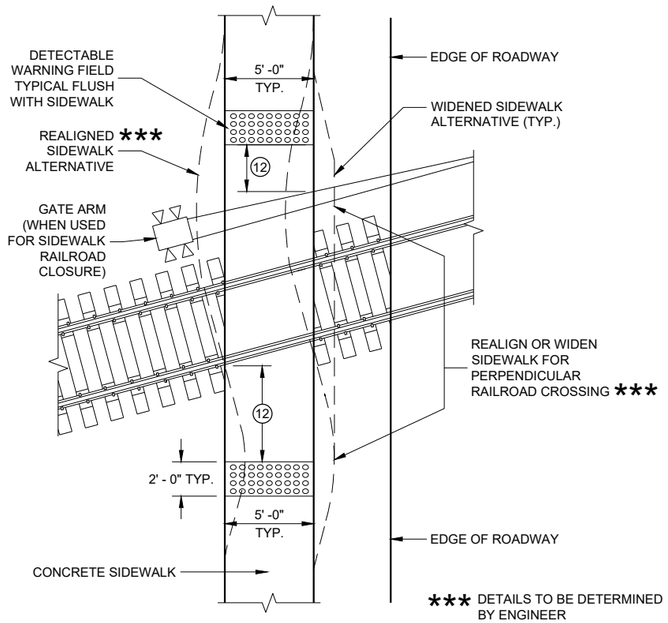
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

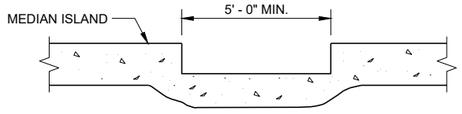
6

SDD 08D05 - 20d

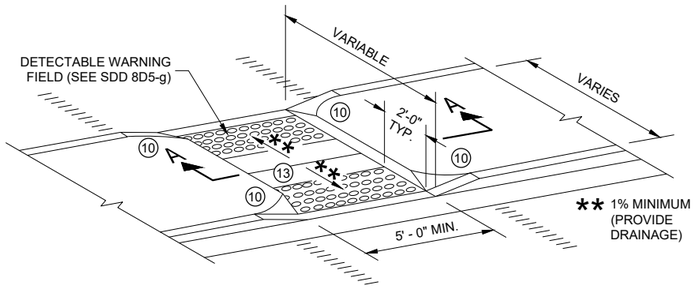


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

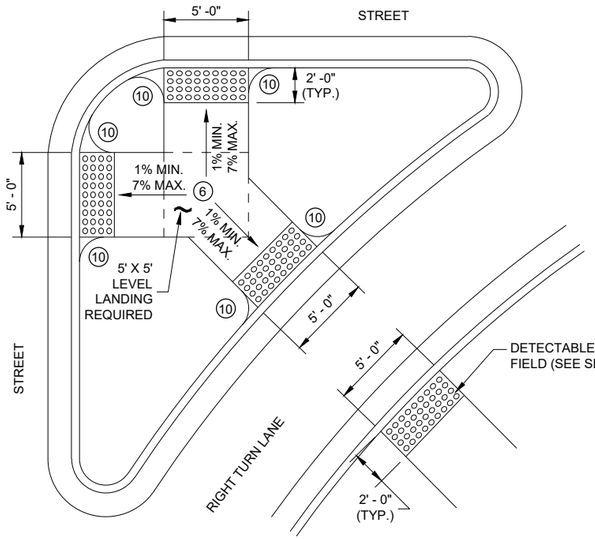
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

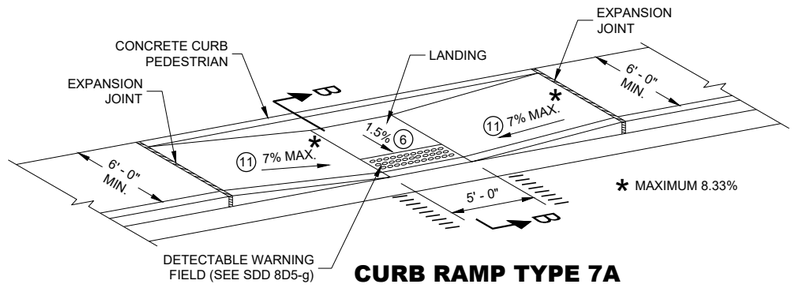
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

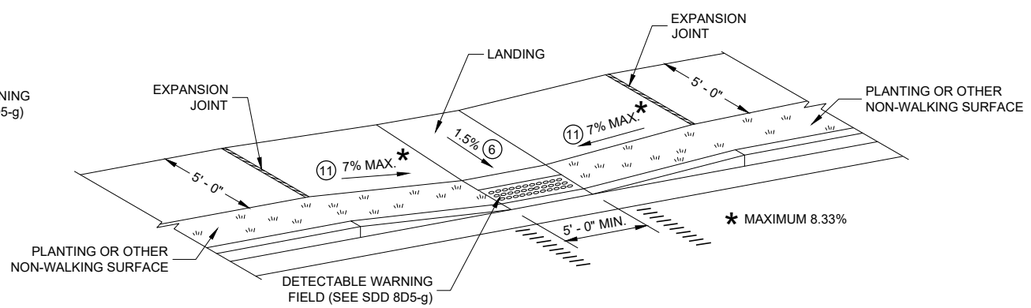
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

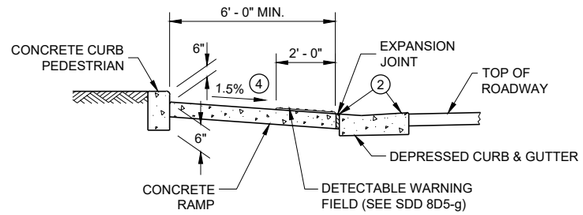
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

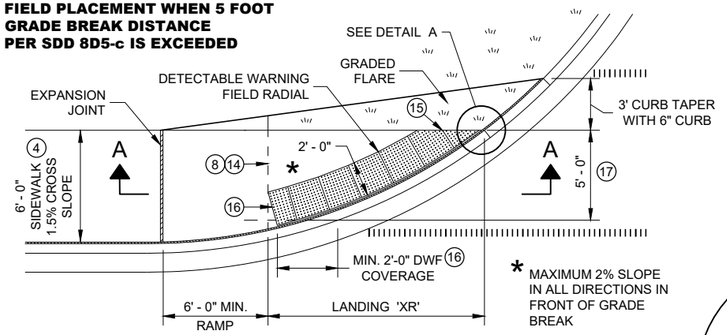
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

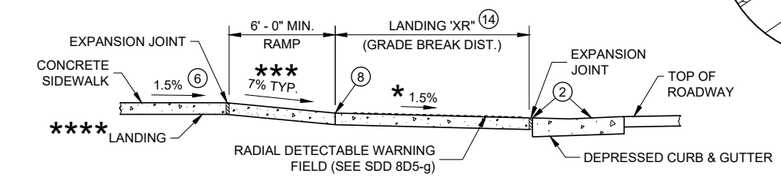
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

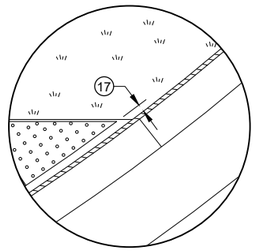
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

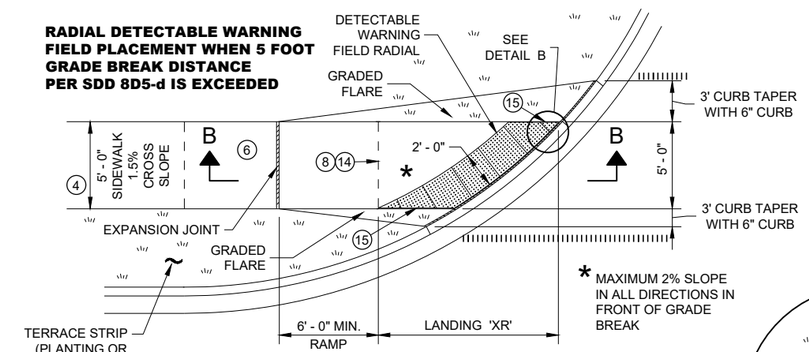
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

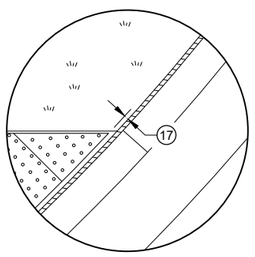
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



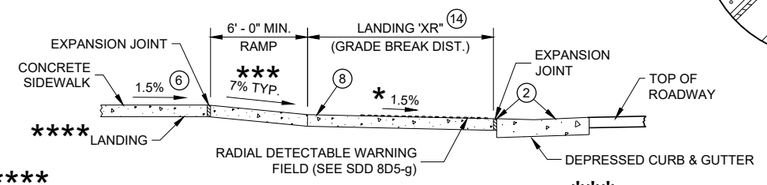
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

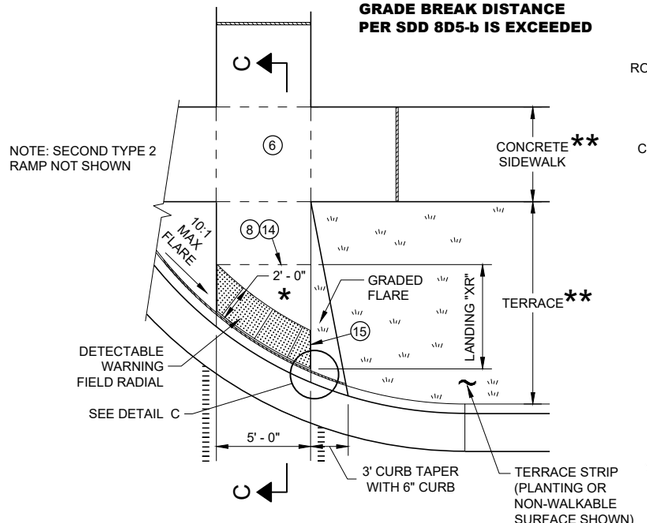


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

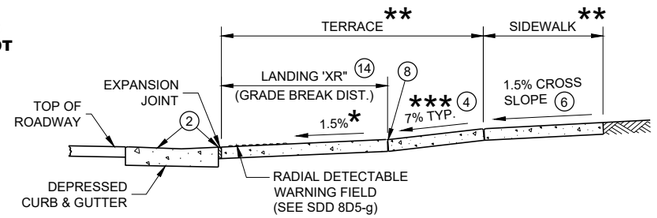


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

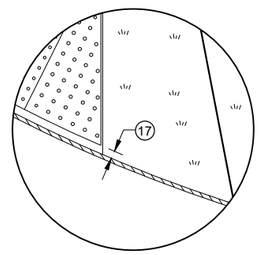


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

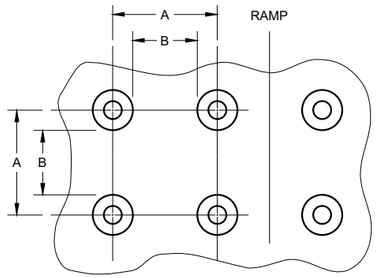
STATE OF WISCONSIN
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SDD 08D05 - 20f

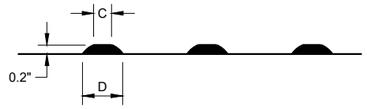
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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

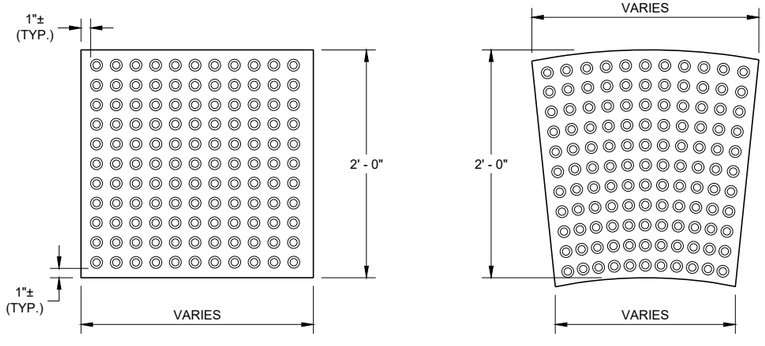


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

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

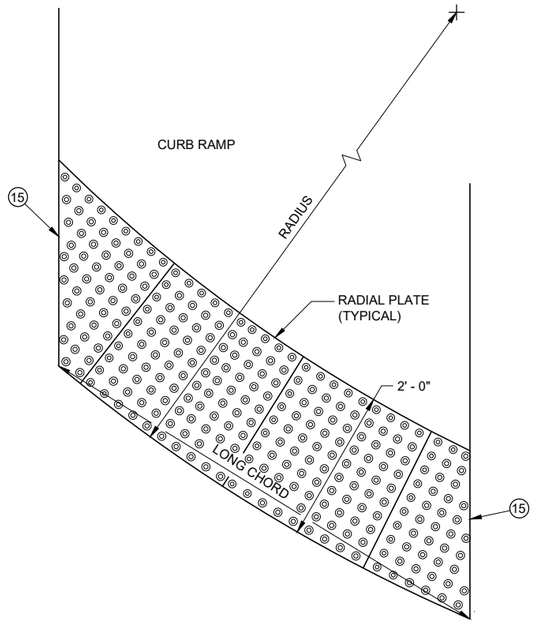
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

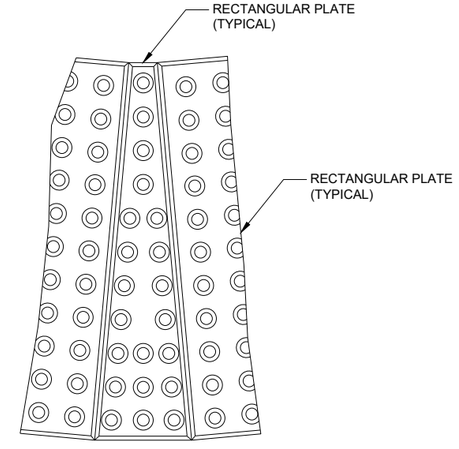
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

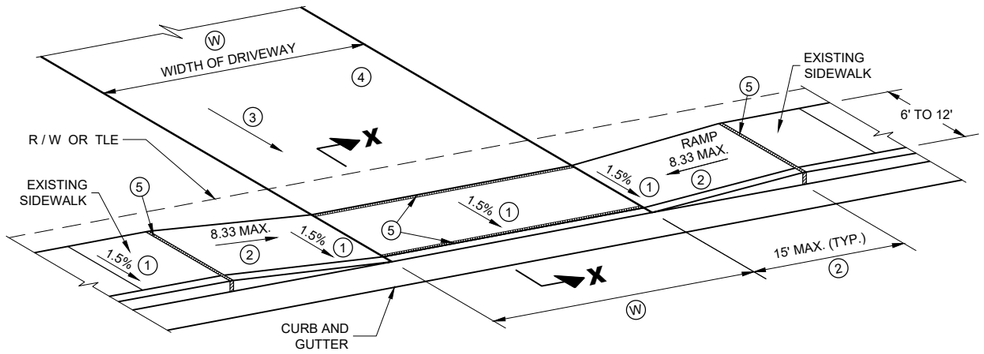
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APPROVED
May 2019 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

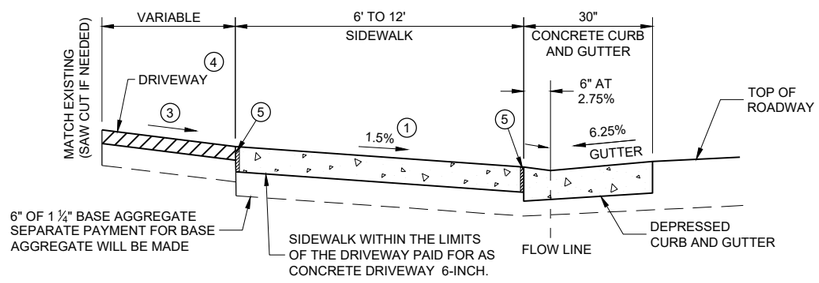
FHWA

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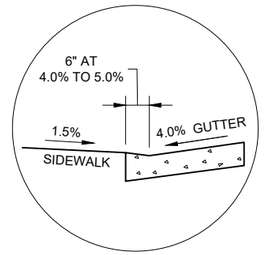
SDD 08D05 - 20g



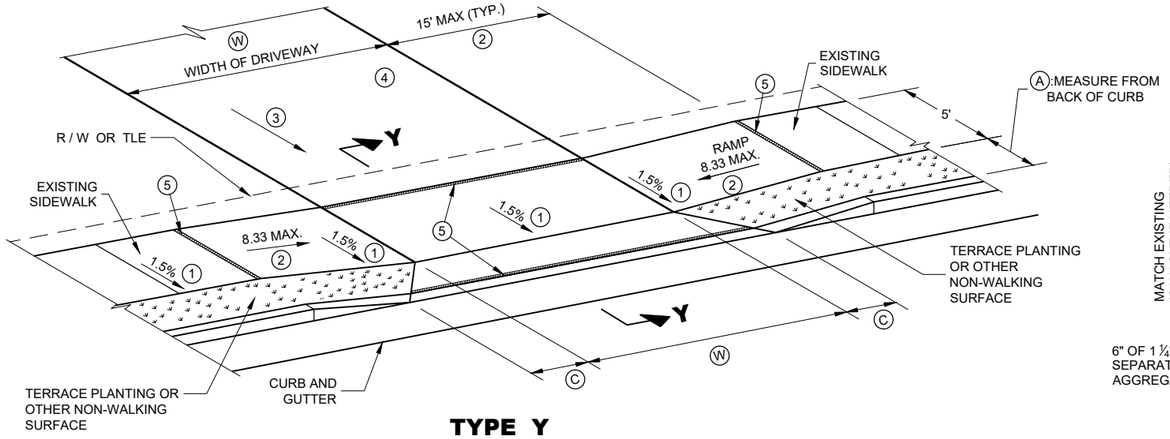
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



SECTION X - X
4% GUTTER SLOPE



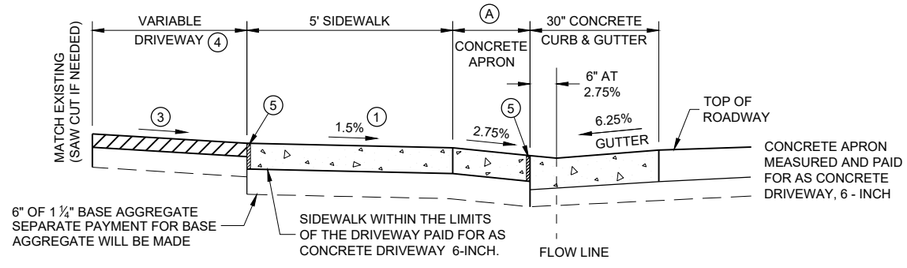
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

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

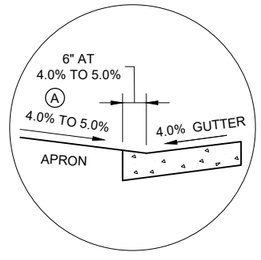
16' MIN. - 35' MAX. COMMERCIAL (CE)

TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

SECTION Y - Y
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ ½" EXPANSION JOINT FILLER

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

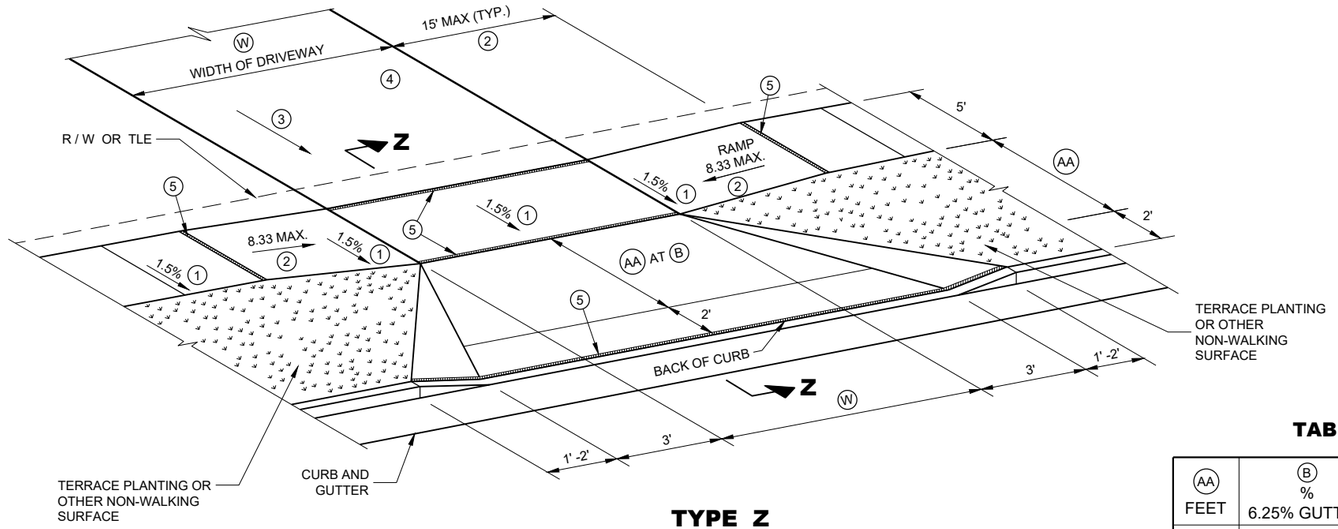
STATE OF WISCONSIN
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APPROVED
February 2022
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08D18 - 03

SDD 08D18 - 03



TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

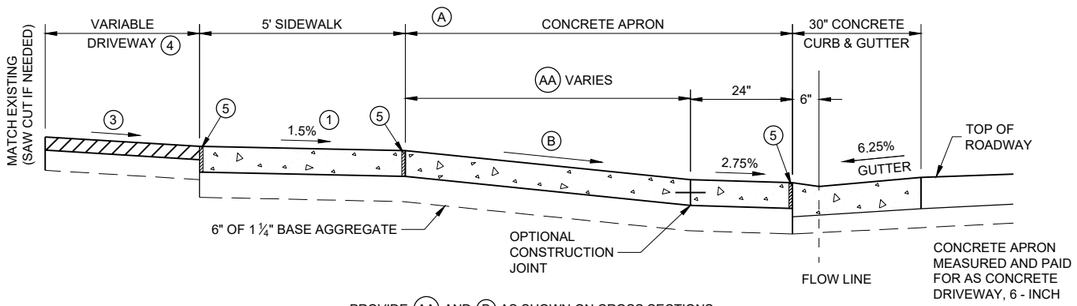
(5) ½" EXPANSION JOINT FILLER.

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

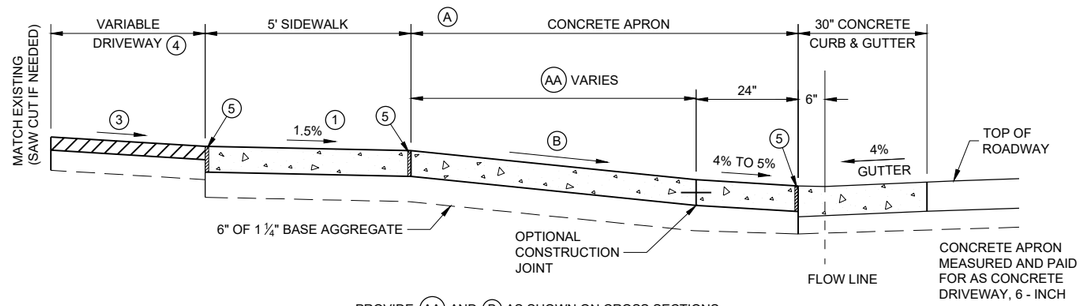
Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

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



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

6.25% GUTTER SLOPE



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

4% GUTTER SLOPE

NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z - Z

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

(URBAN AND SUBURBAN)

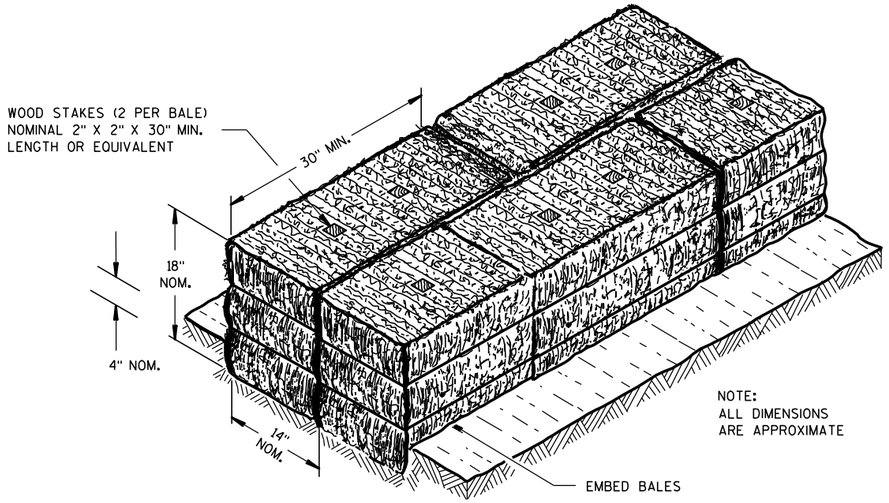
DRIVEWAY AND SIDEWALK RAMPS TYPE Z

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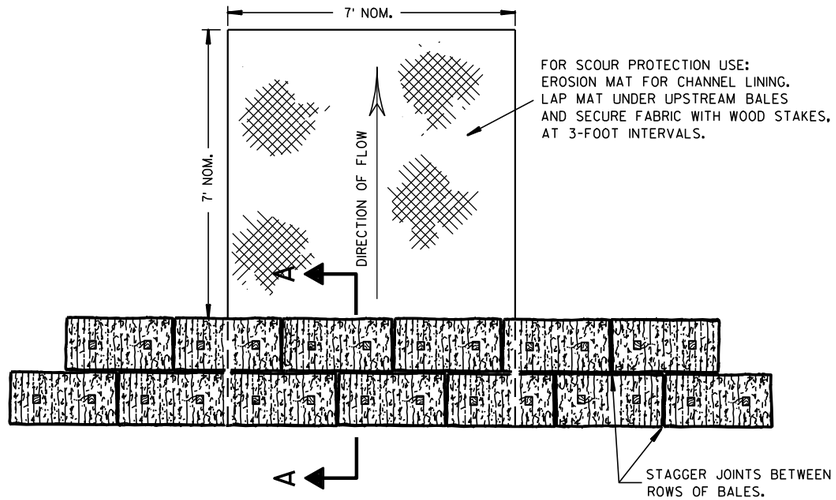
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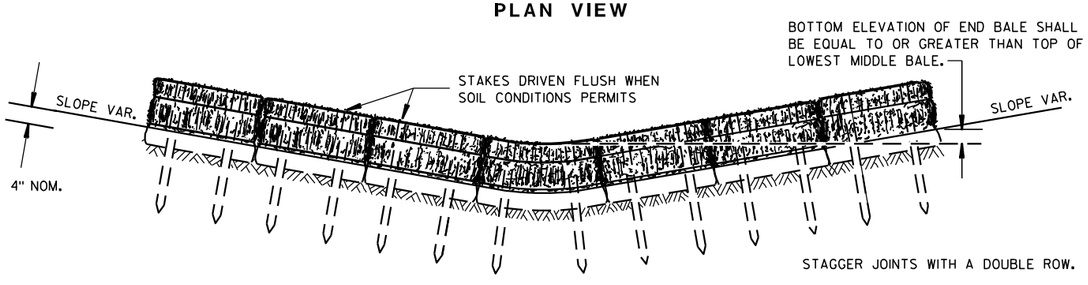
6
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SECTION A-A



PLAN VIEW



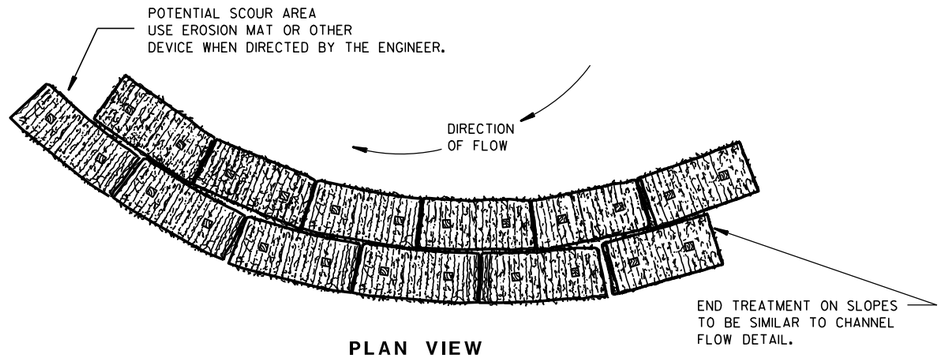
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

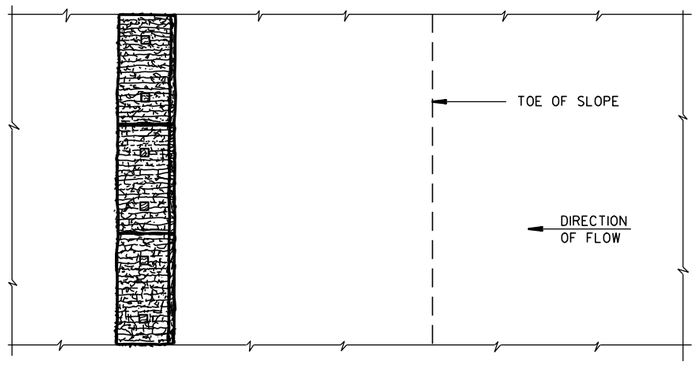
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

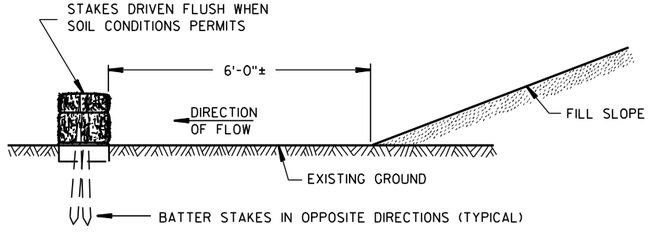


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

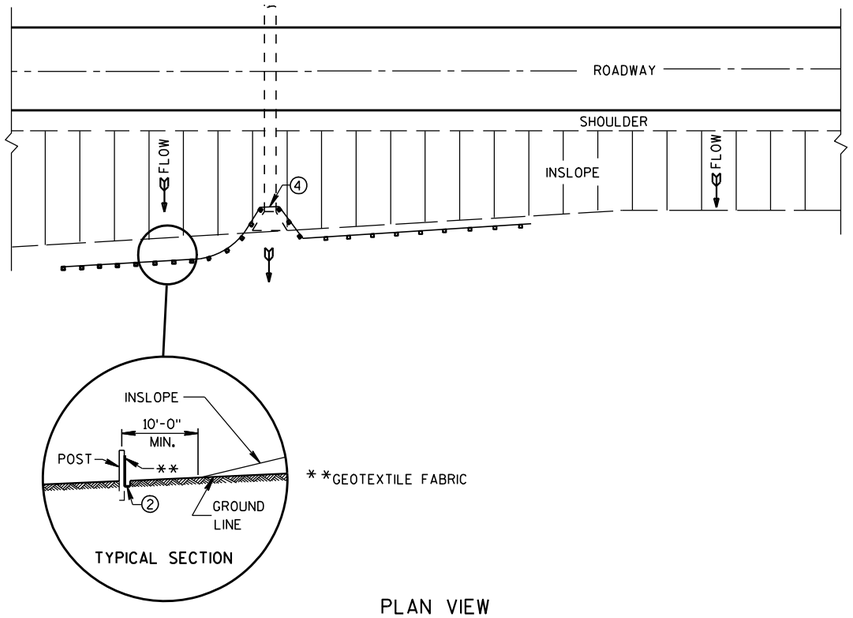
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

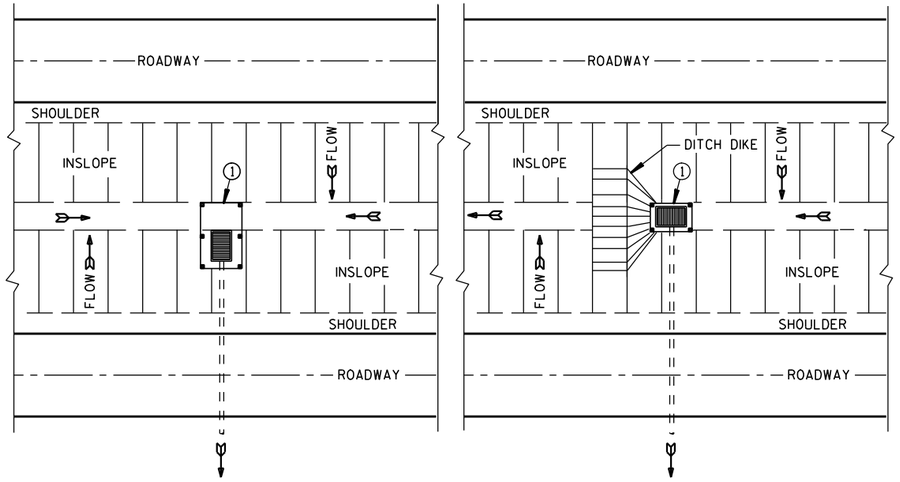
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APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

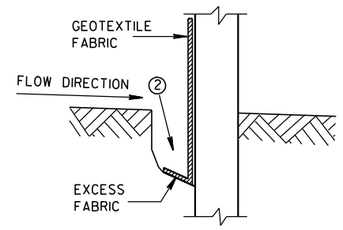
(1) HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

(2) FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

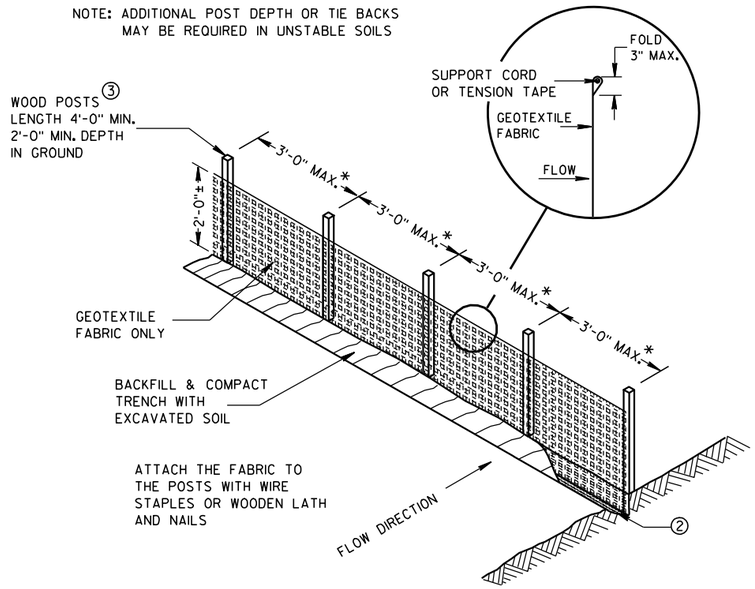
(3) WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

(4) SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

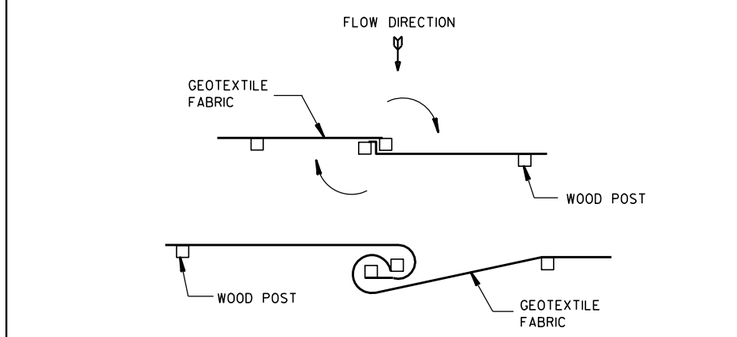
(5) CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



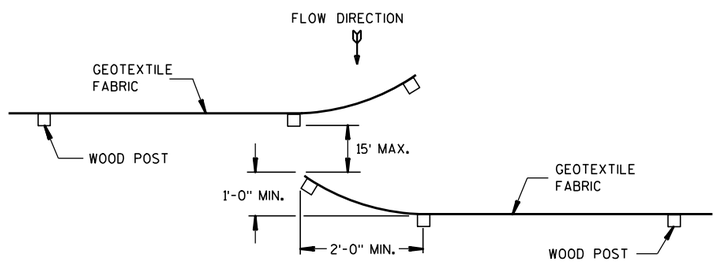
TRENCH DETAIL



SILT FENCE

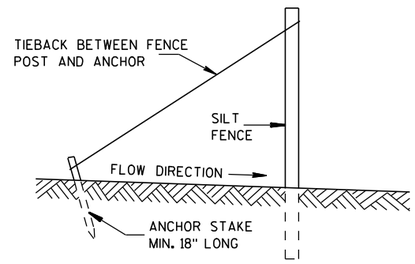


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

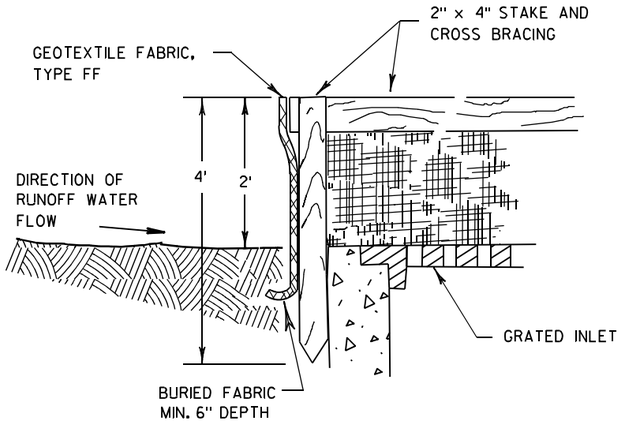
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

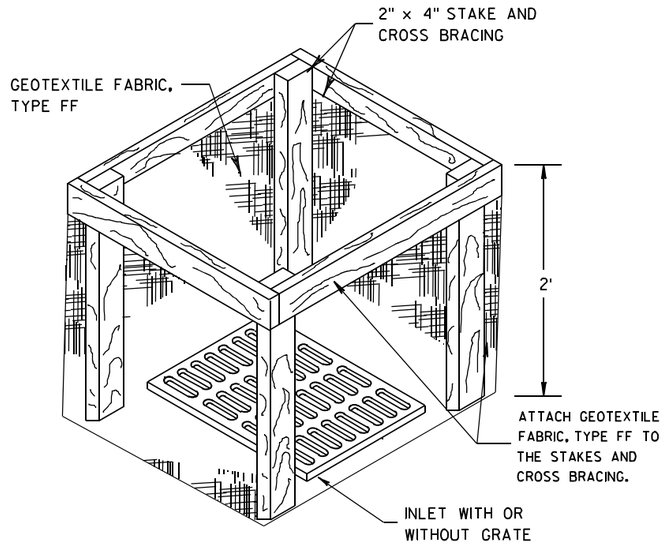
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S.D.D. 8 E 9-6

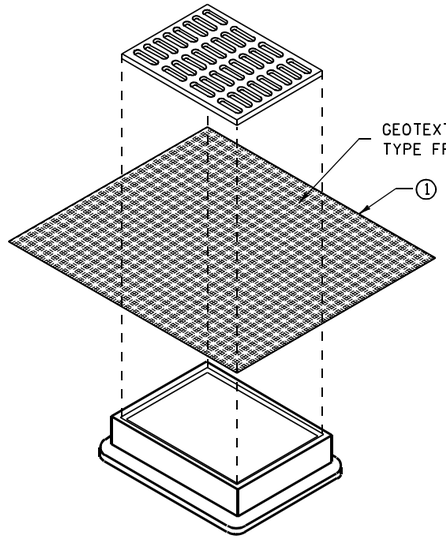
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S.D.D. 8 E 9-6



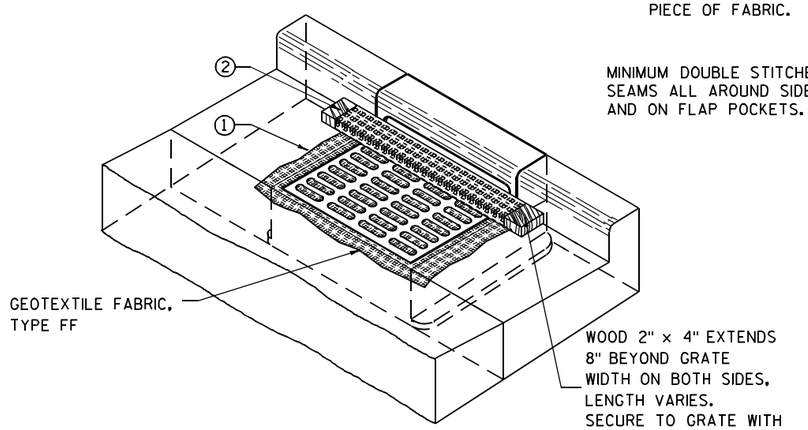


INLET PROTECTION, TYPE A

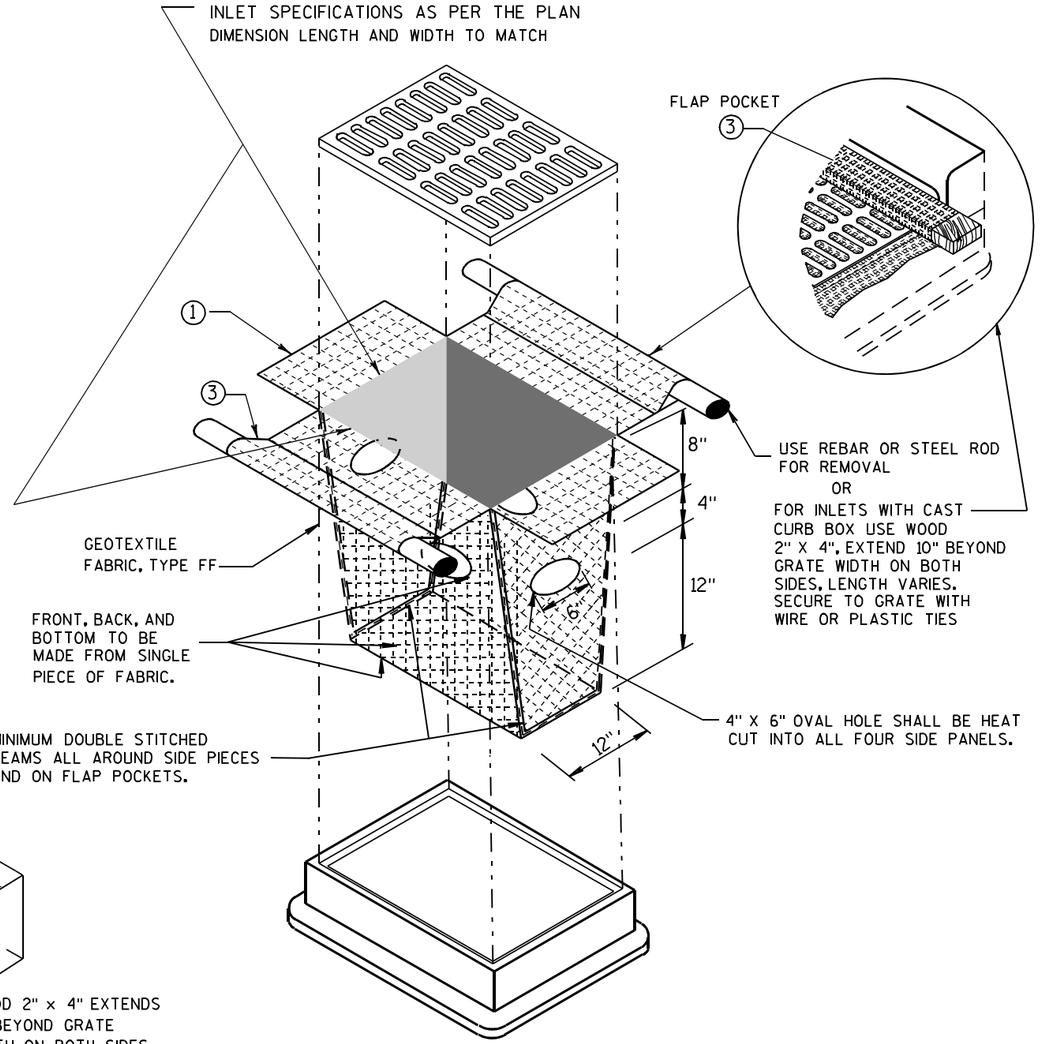


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

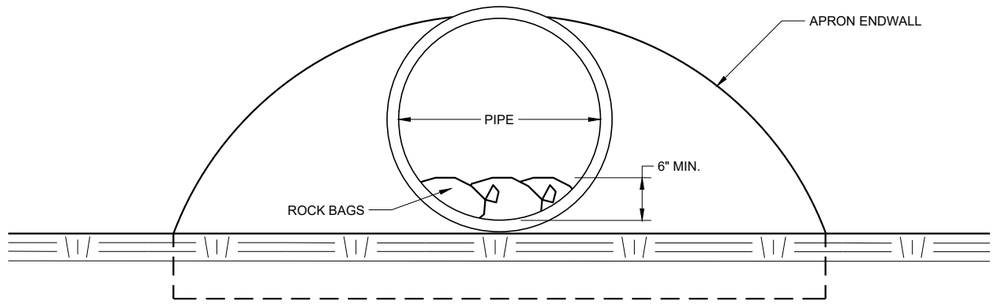
10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

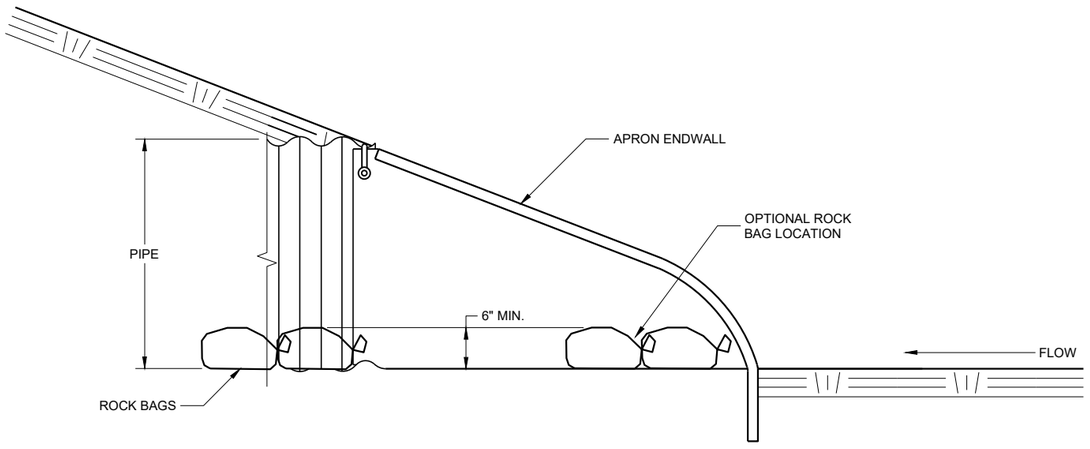
FHWA

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S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI
FHWA	

6
SDD 08E15 - 01

METAL APRON ENDWALLS

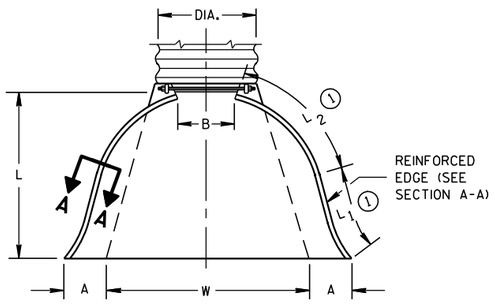
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

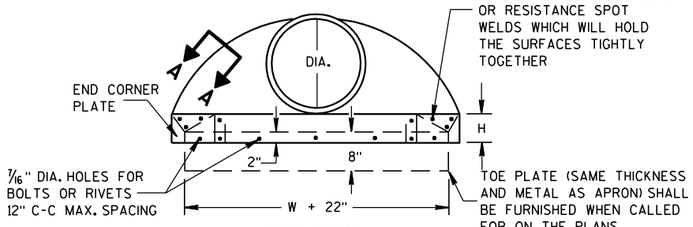
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

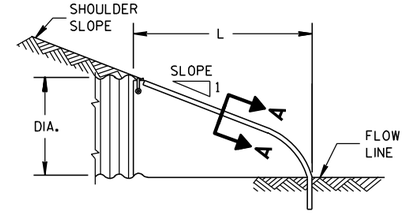
*MINIMUM
**MAXIMUM



PLAN VIEW

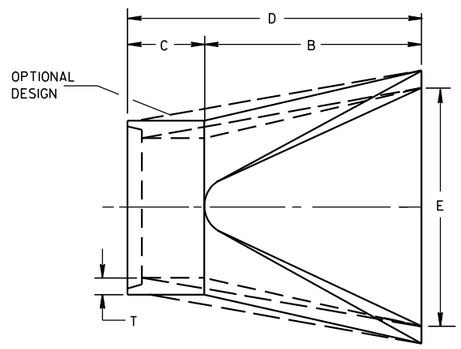


END VIEW

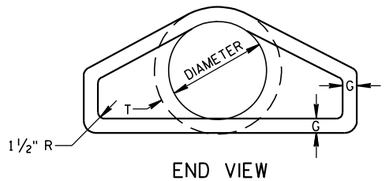


SIDE ELEVATION

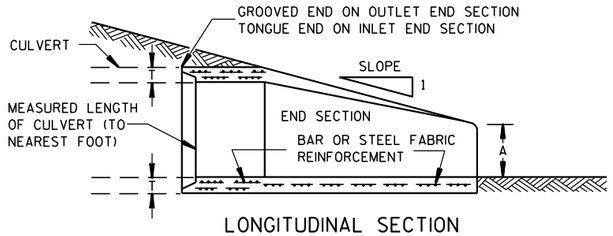
METAL ENDWALLS



PLAN

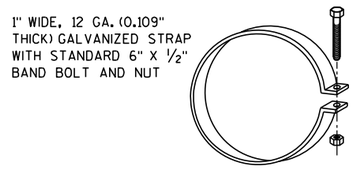


END VIEW



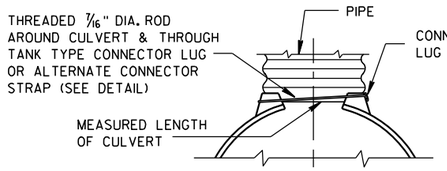
LONGITUDINAL SECTION

CONCRETE ENDWALLS

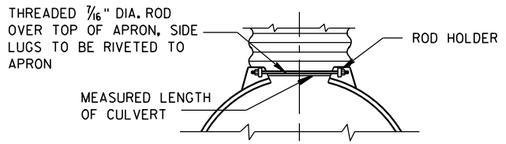


ALTERNATE FOR TYPE 1 CONNECTION

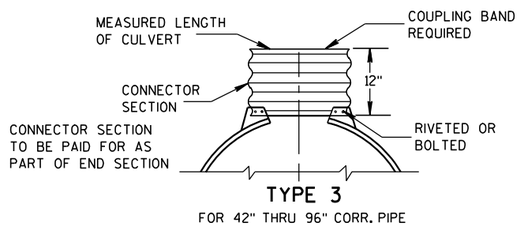
END SECTION CONNECTOR STRAP



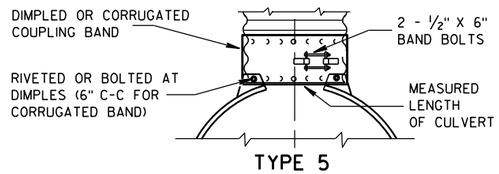
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

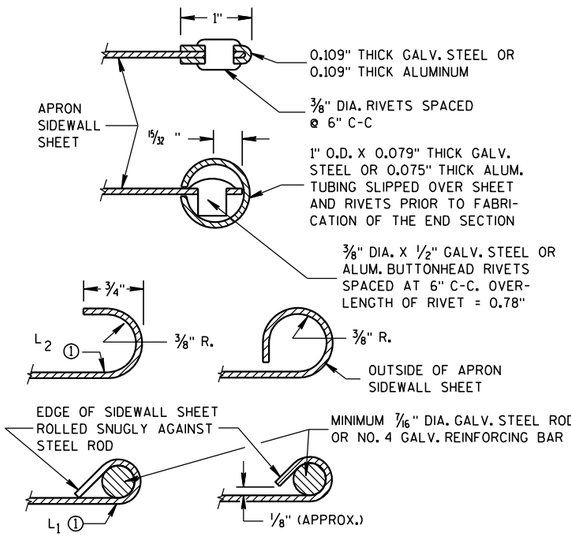
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

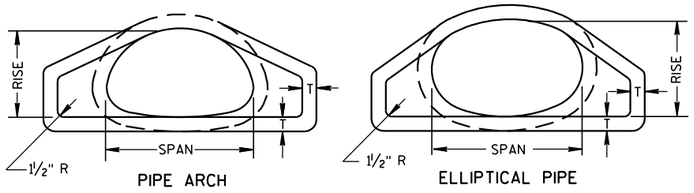
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

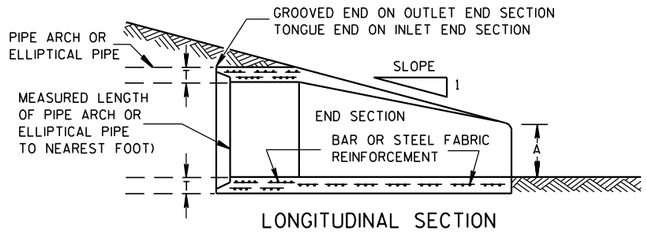
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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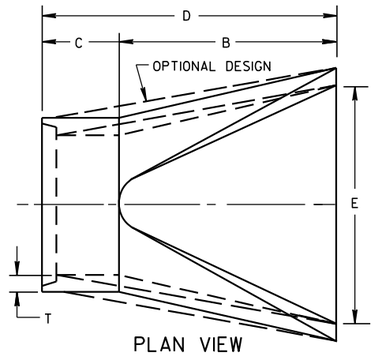
S.D.D. 8 F 1-11



END VIEW

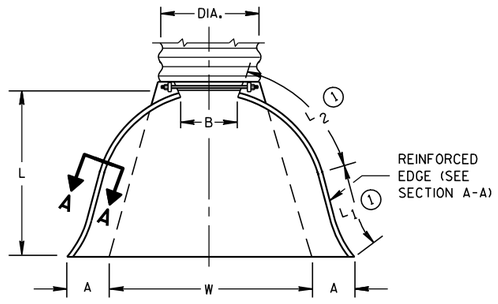


LONGITUDINAL SECTION

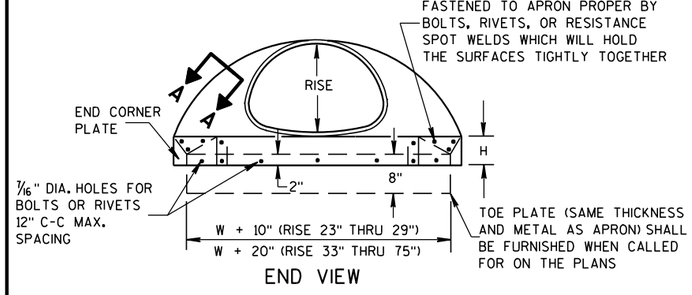


PLAN VIEW

CONCRETE ENDWALLS

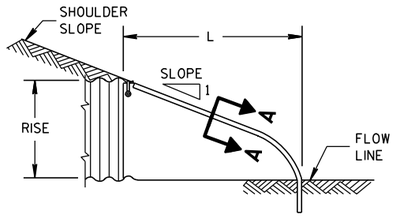


PLAN VIEW



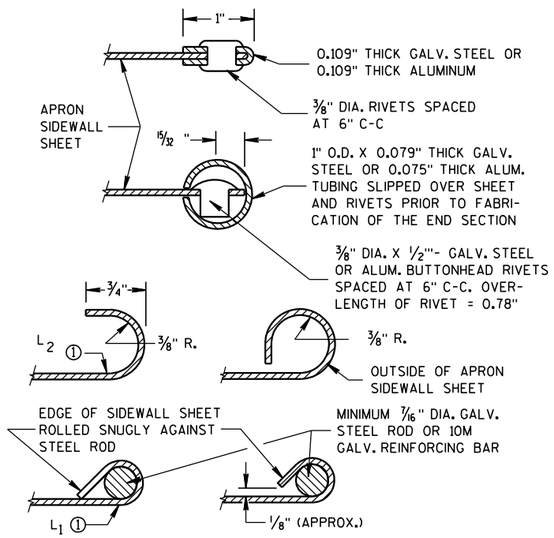
END VIEW

END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

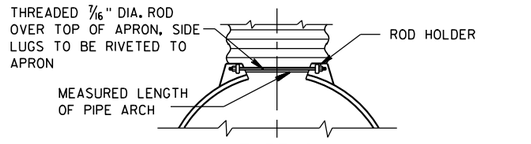
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

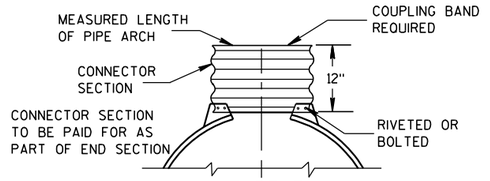
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



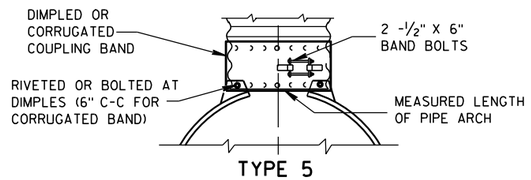
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

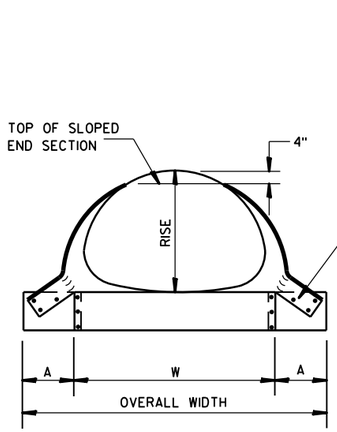
FHWA

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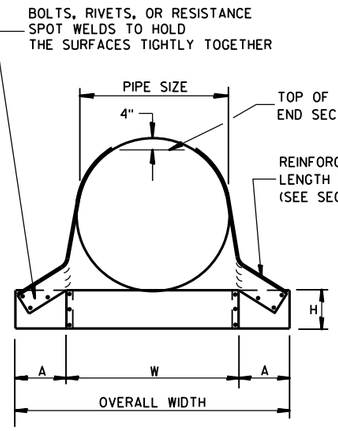
S.D.D. 8 F 2-1

6

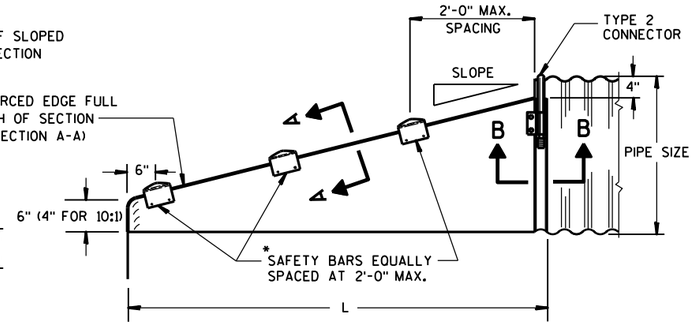
S.D.D. 8 F 2-1



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

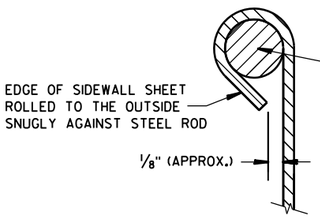
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

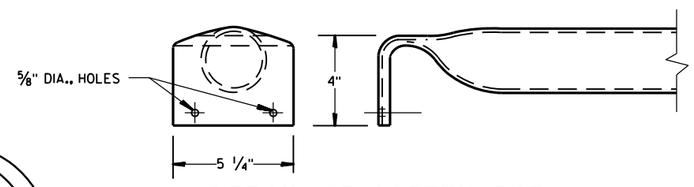
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

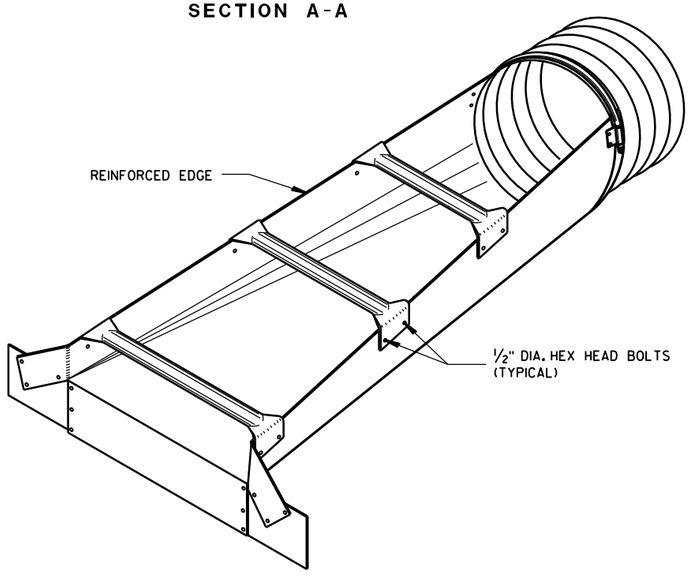


DETAIL OF SAFETY BAR

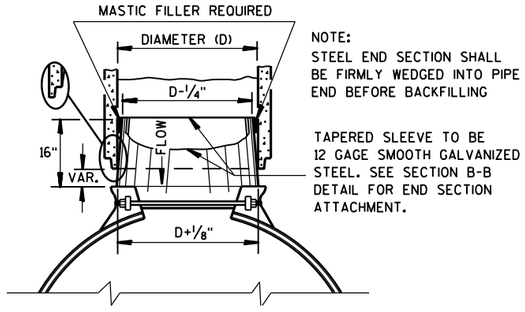
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

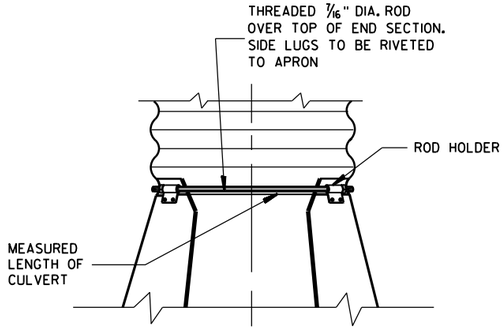
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



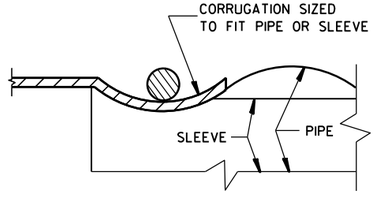
ISOMETRIC VIEW



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

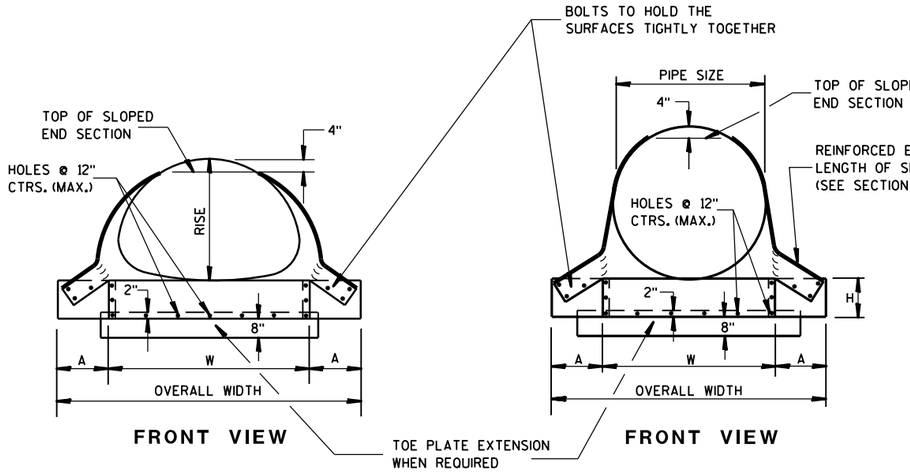
APPROVED
9/14/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 7-5

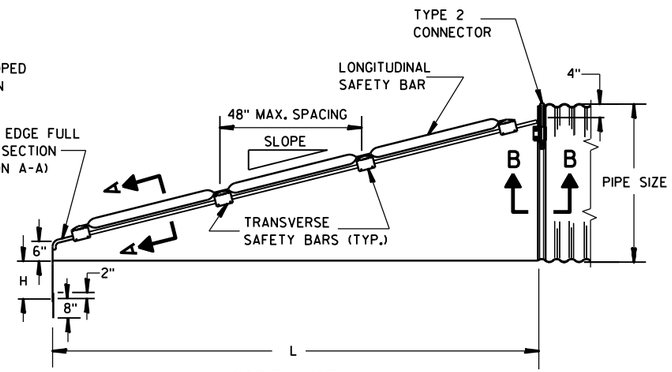
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S.D.D. 8 F 7-5



FRONT VIEW

FRONT VIEW



SIDE VIEW
(48" SIZE ILLUSTRATED)

GENERAL NOTES

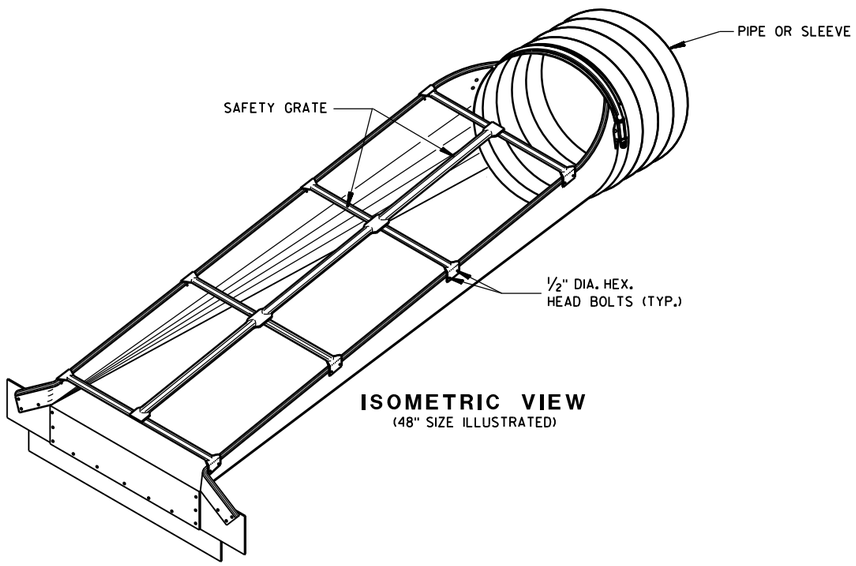
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

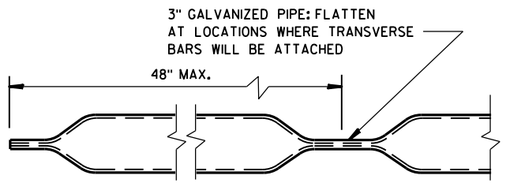
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

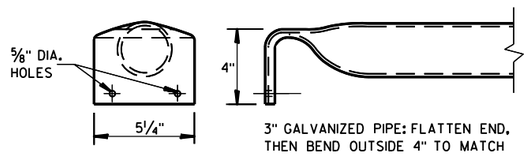
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300



ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



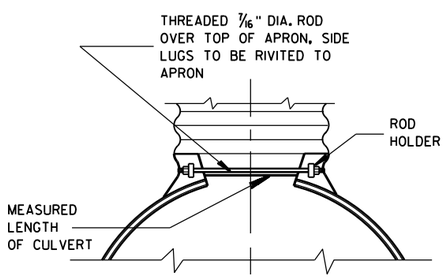
LONGITUDINAL SAFETY BAR



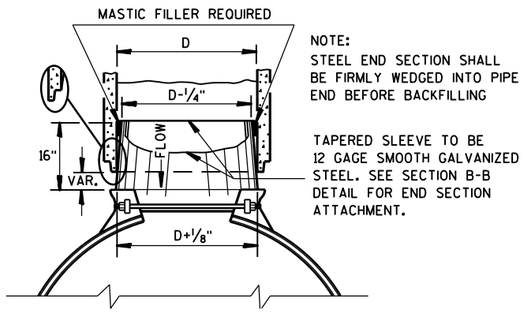
TRANSVERSE SAFETY BAR

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

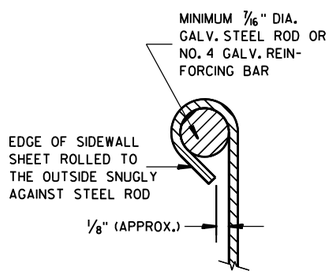
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	12	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	12	16	12	70	102	4:1	132	6:1	198
60	71	47	.109	12	16	12	77	109	4:1	148	6:1	222



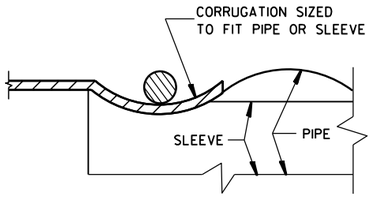
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

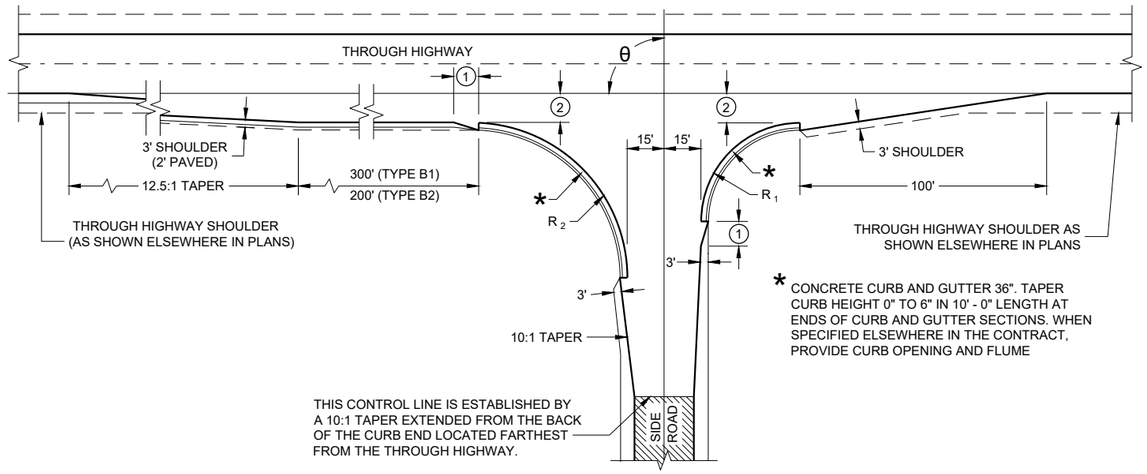
6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

6

S.D.D. 8 F 8-2



* CONCRETE CURB AND GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10' - 0" LENGTH AT ENDS OF CURB AND GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME

TYPE "B1" AND "B2"

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65 - 70	35	70
71 - 80	40	70
81 - 90	40	60
91 - 100	50	55
101 - 110	60	45

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

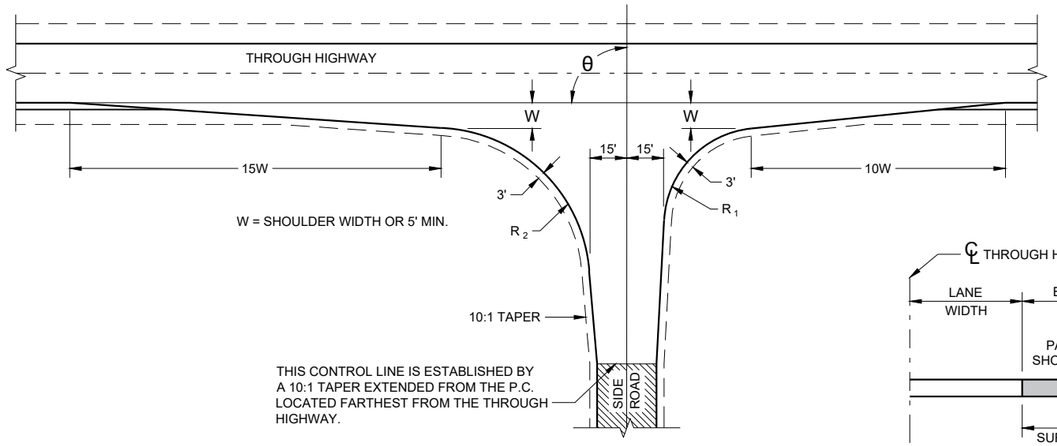
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

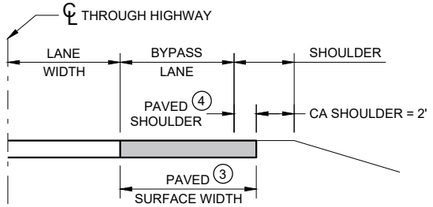
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH
- PC CONCRETE = 13-FT PLUS PAVED SHOULDER WIDTH

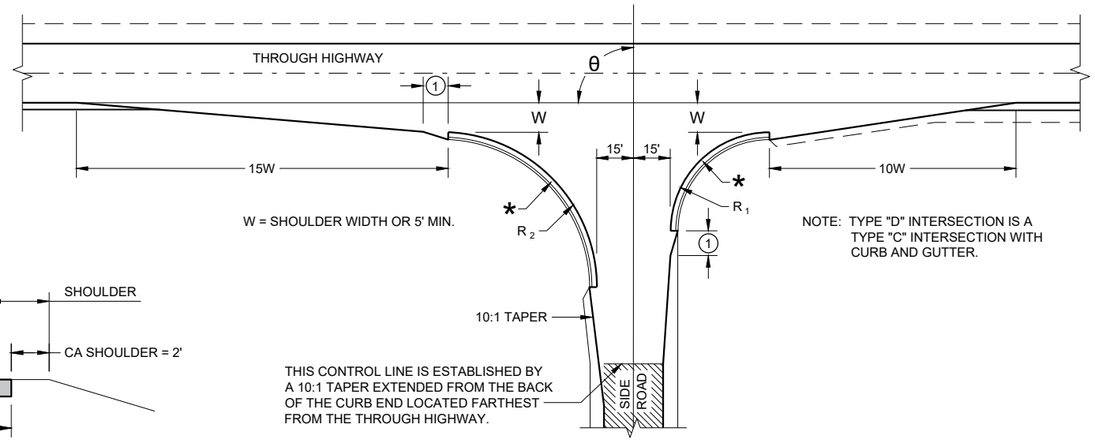
(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



TYPE "C"

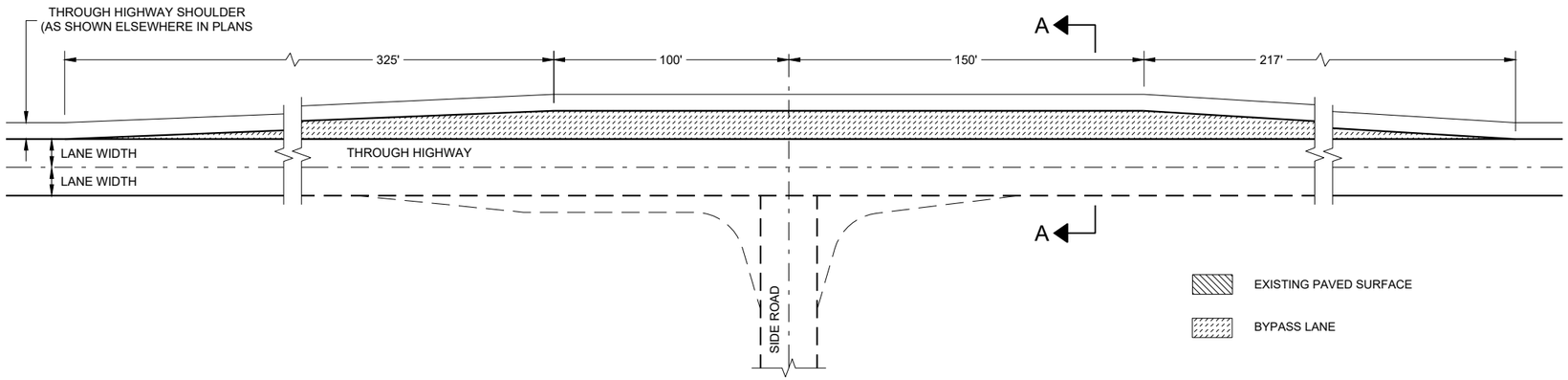


SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)



NOTE: TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB AND GUTTER.

TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

AT GRADE SIDE ROAD INTERSECTION TYPES "B1", "B2", "C", "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

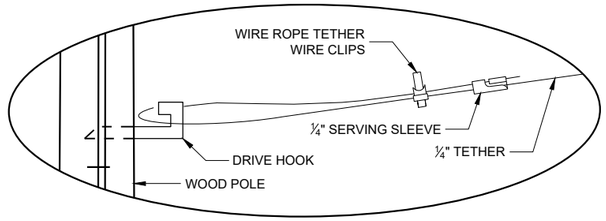
6

SDD 09A01 - 14a

6

SDD 09A01 - 14a

MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

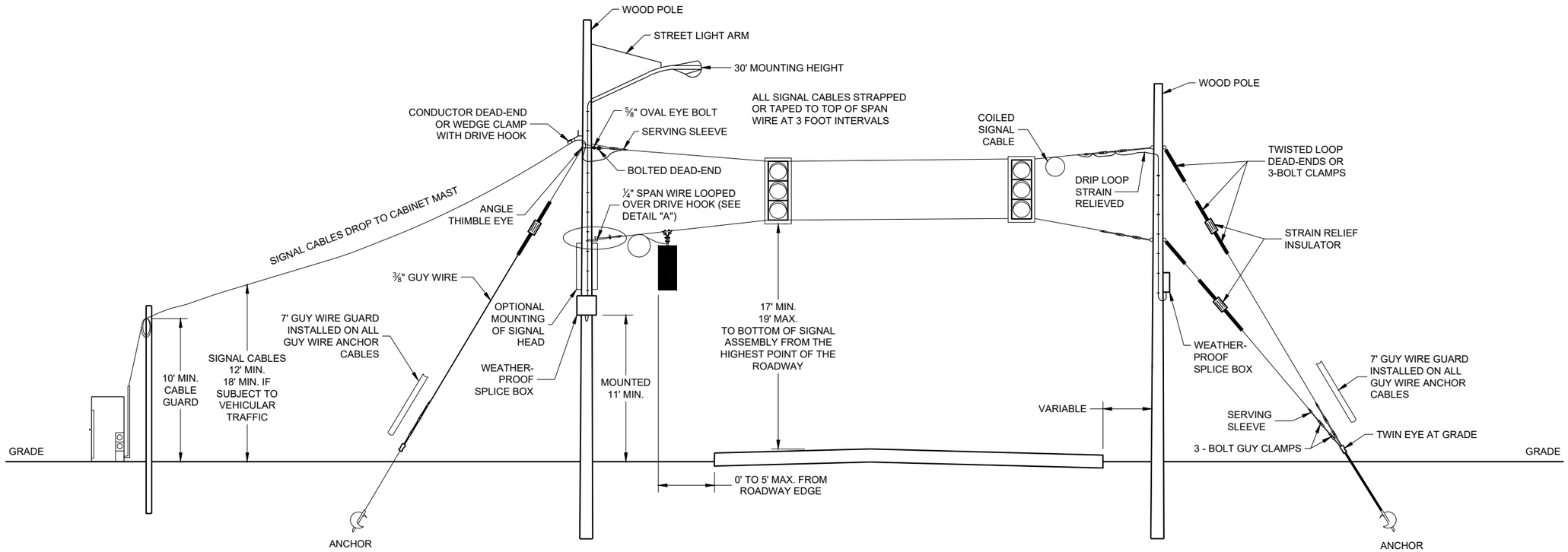


DETAIL "A"

GENERAL NOTES

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

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



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 200
FHWA

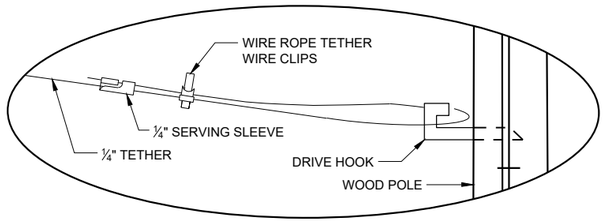
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SDD09G01 - 04a

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SDD09G01 - 04a

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

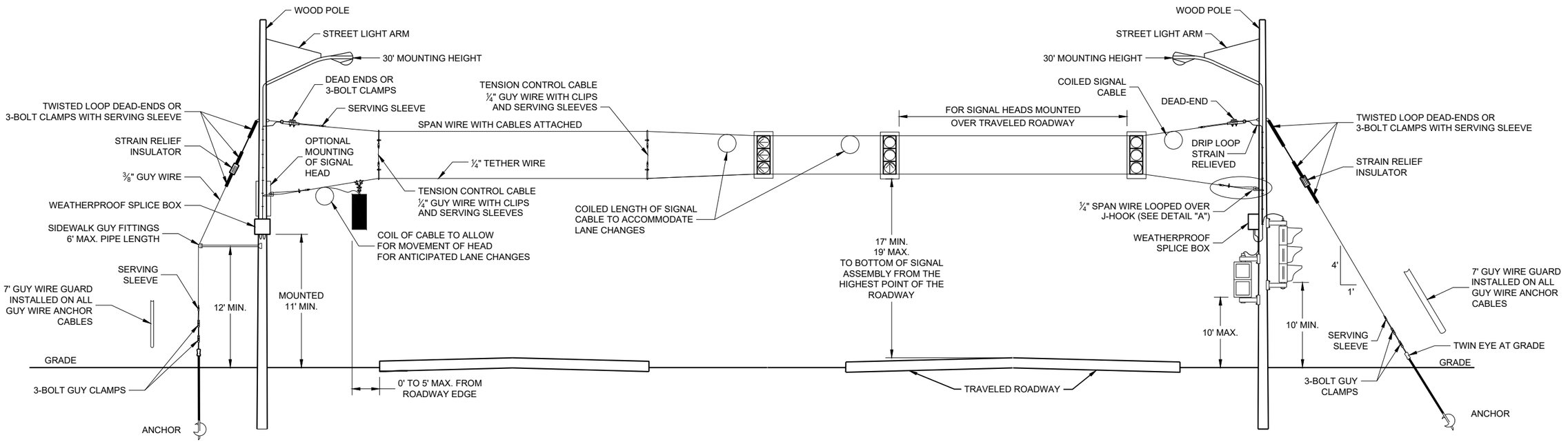


DETAIL "A"

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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
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/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 201
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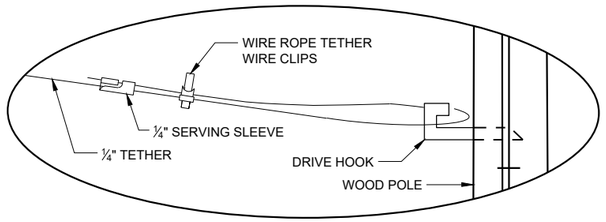
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SDD09G01 - 04b

6

SDD09G01 - 04b

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

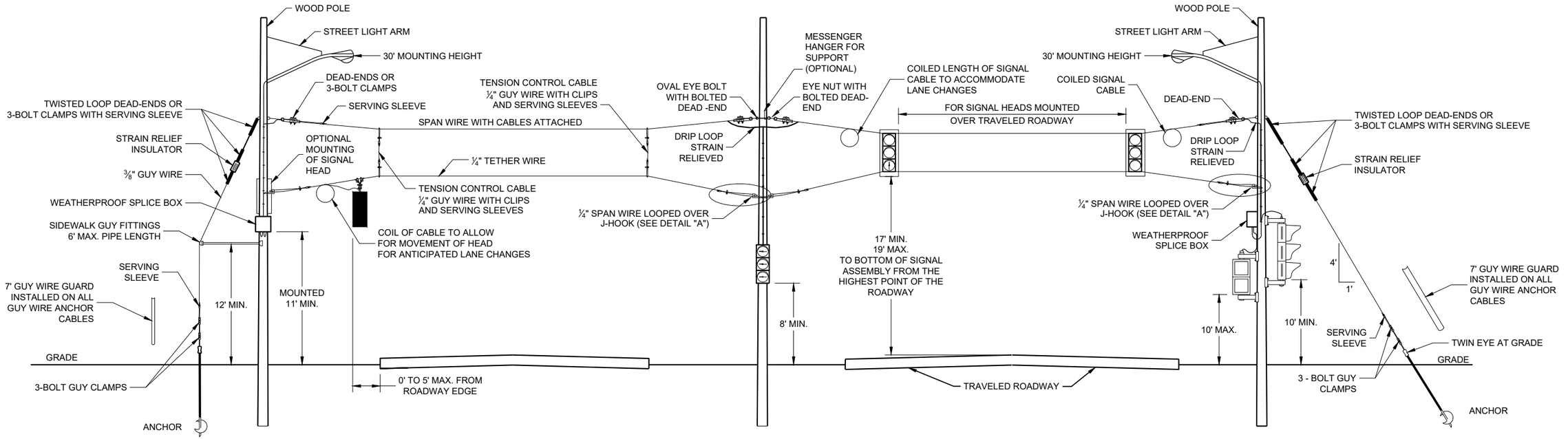


DETAIL "A"

GENERAL NOTES

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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

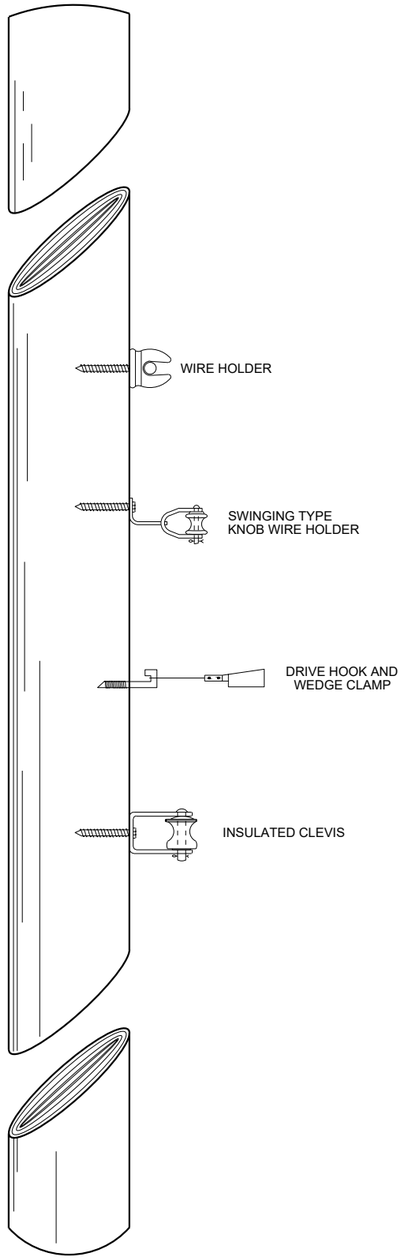
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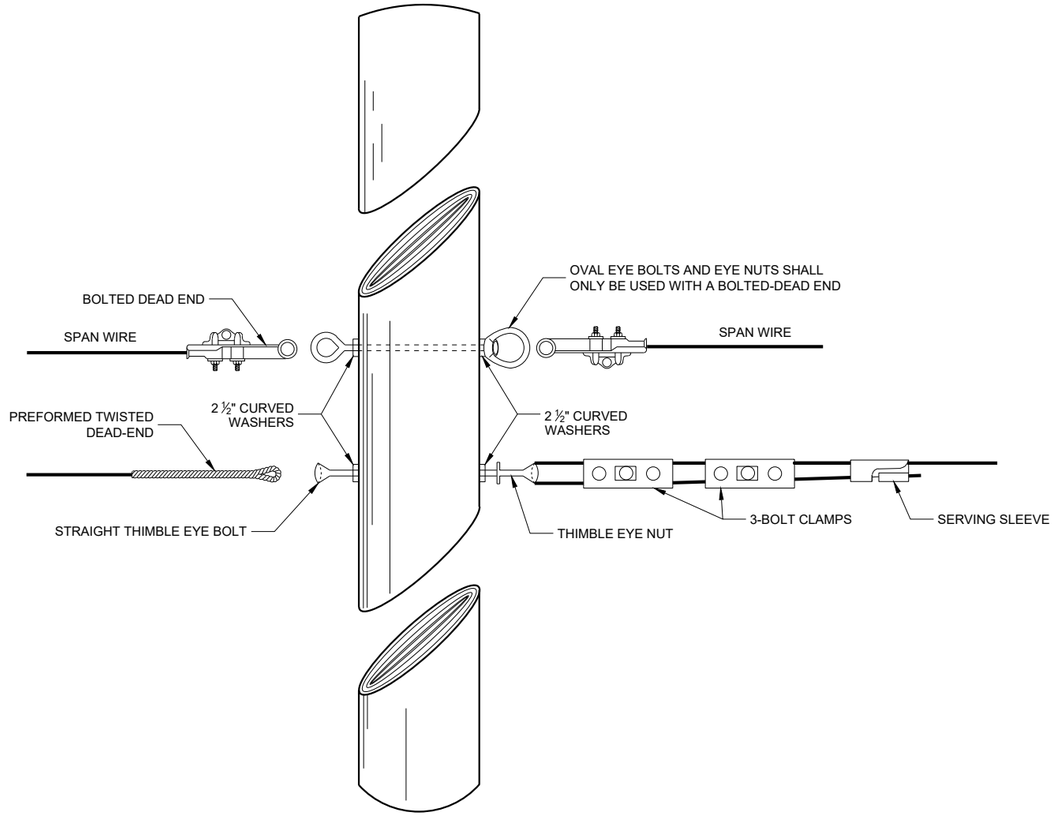
APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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SDD 09G01 - 4d

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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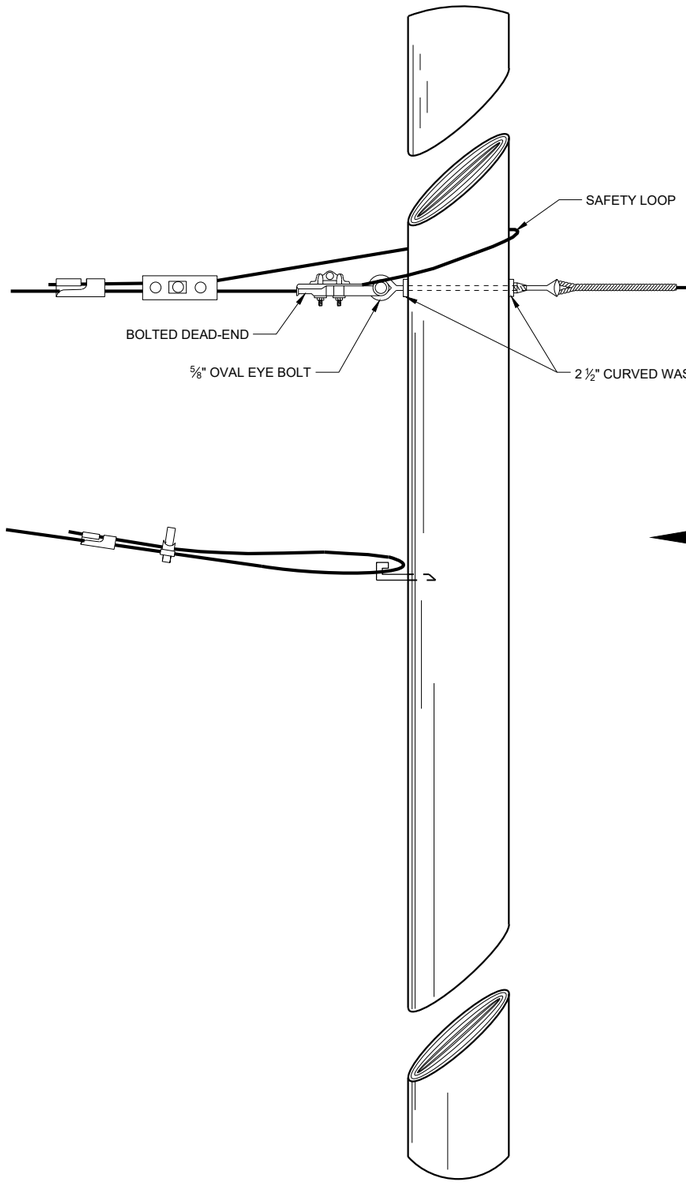
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

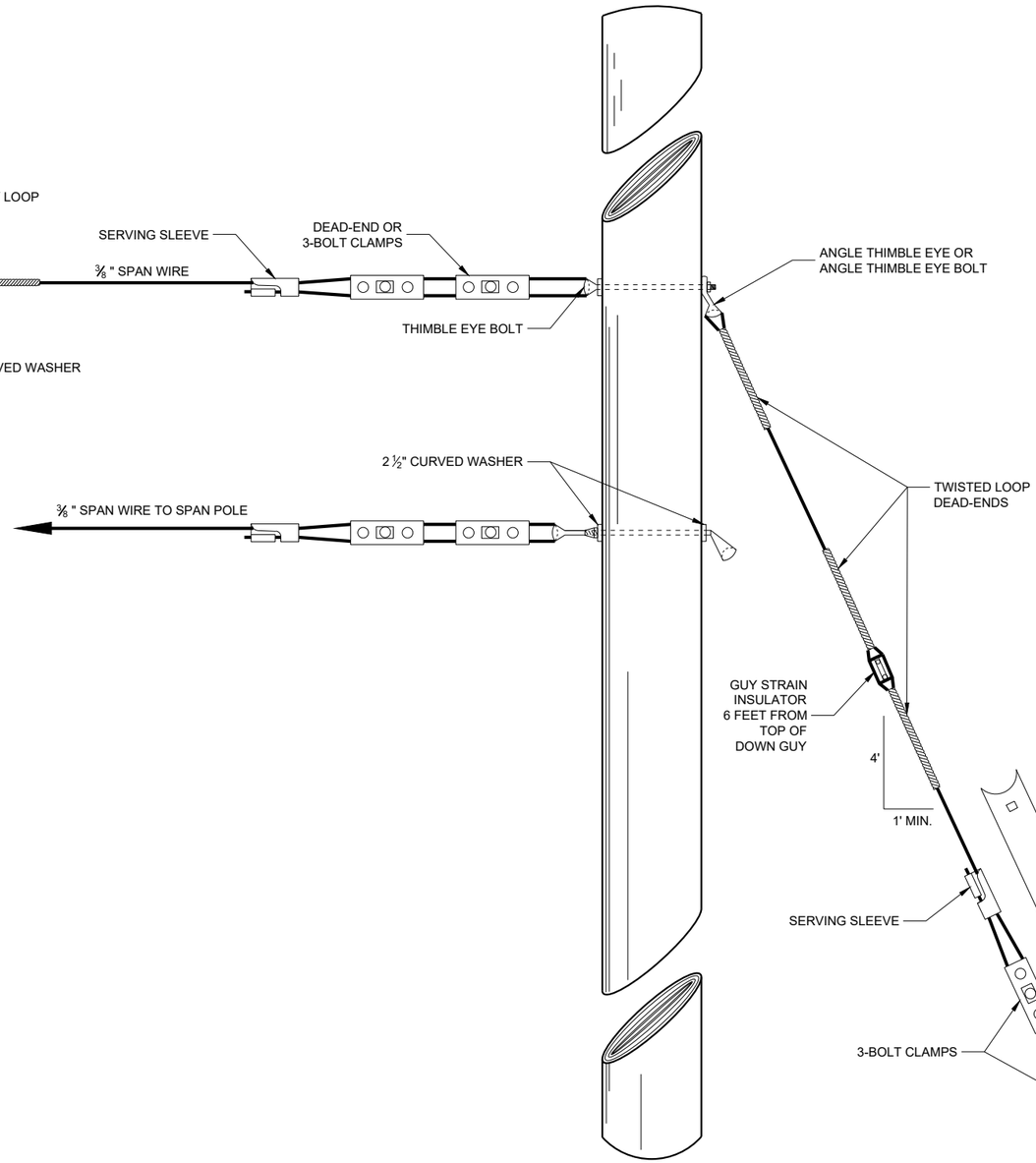
FHWA

GENERAL NOTES

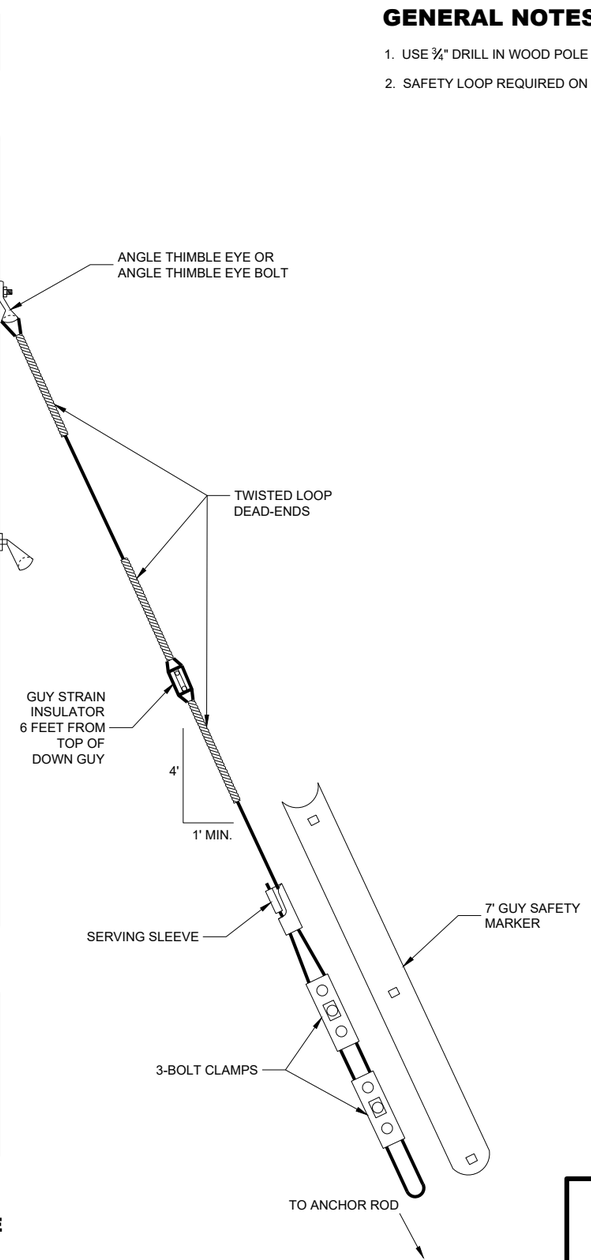
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

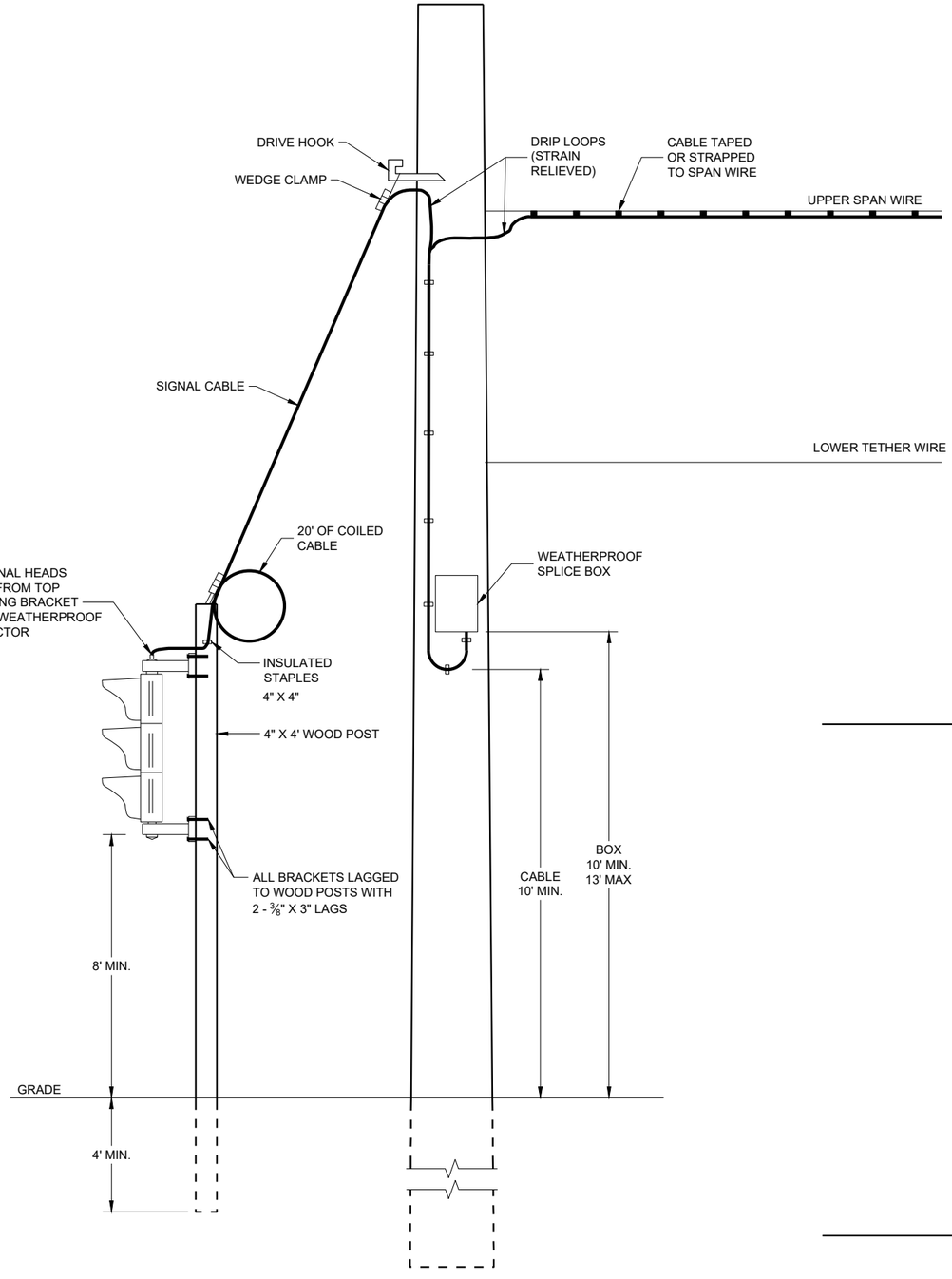
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

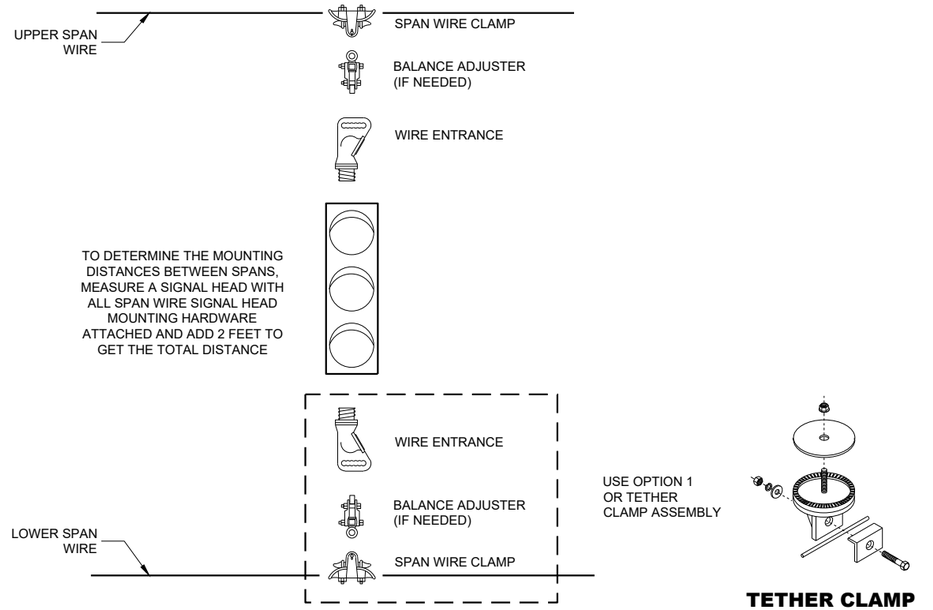
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TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

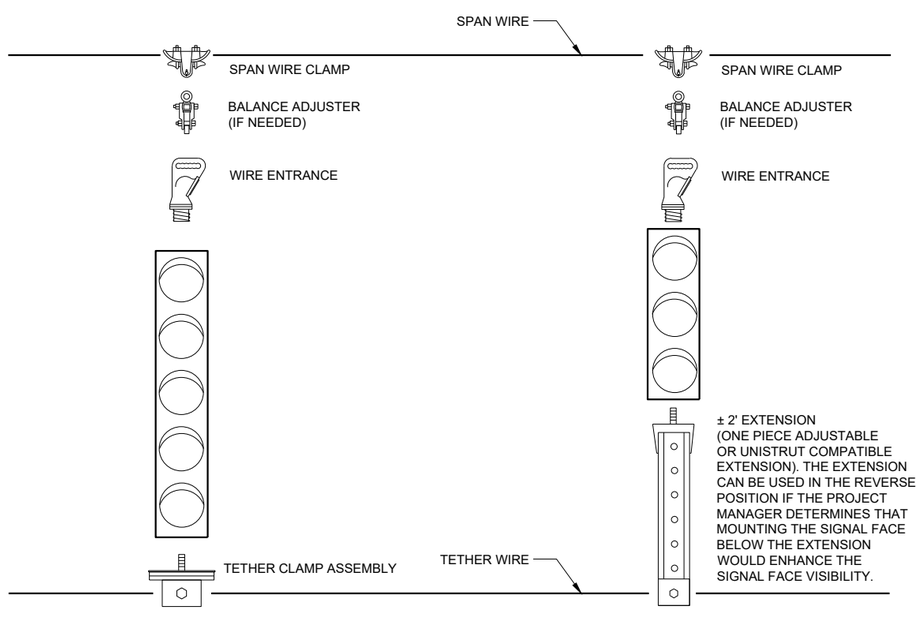


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

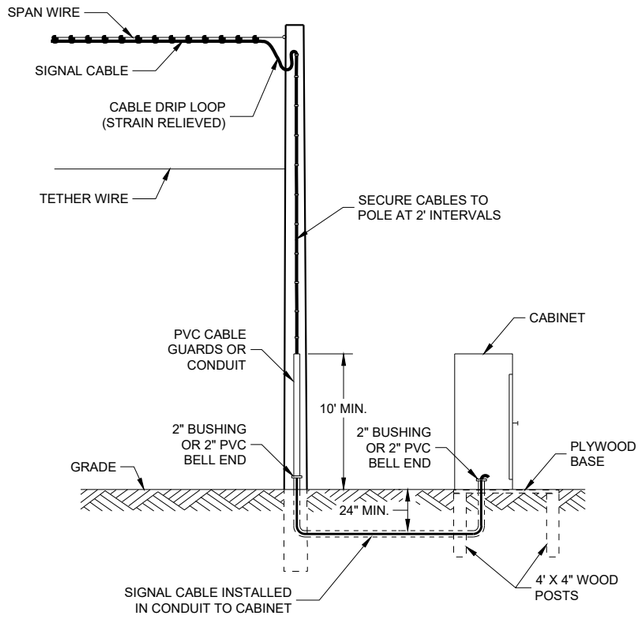
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/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

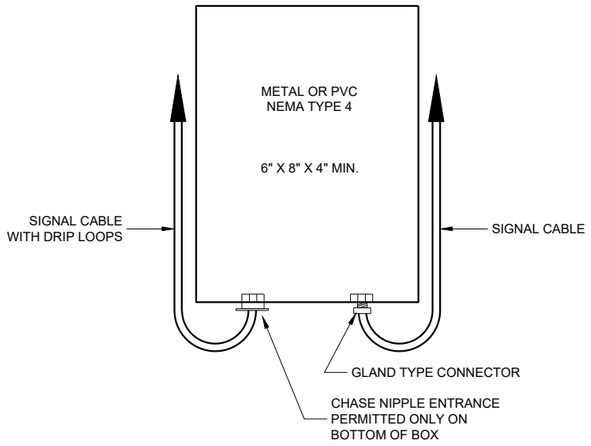
FHWA

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SDD 09G01 - 4f

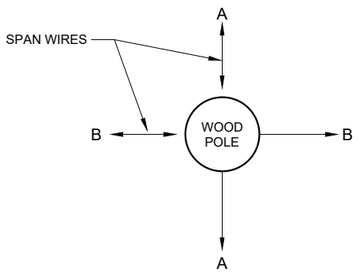
SDD 09G01 - 4f





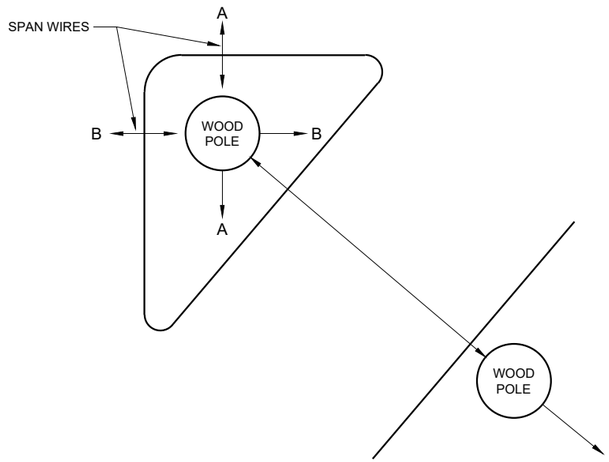
SPLICE BOX

TYPICAL SKID TYPE TEMPORARY

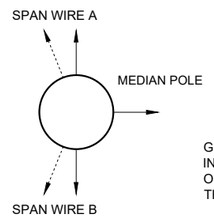


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

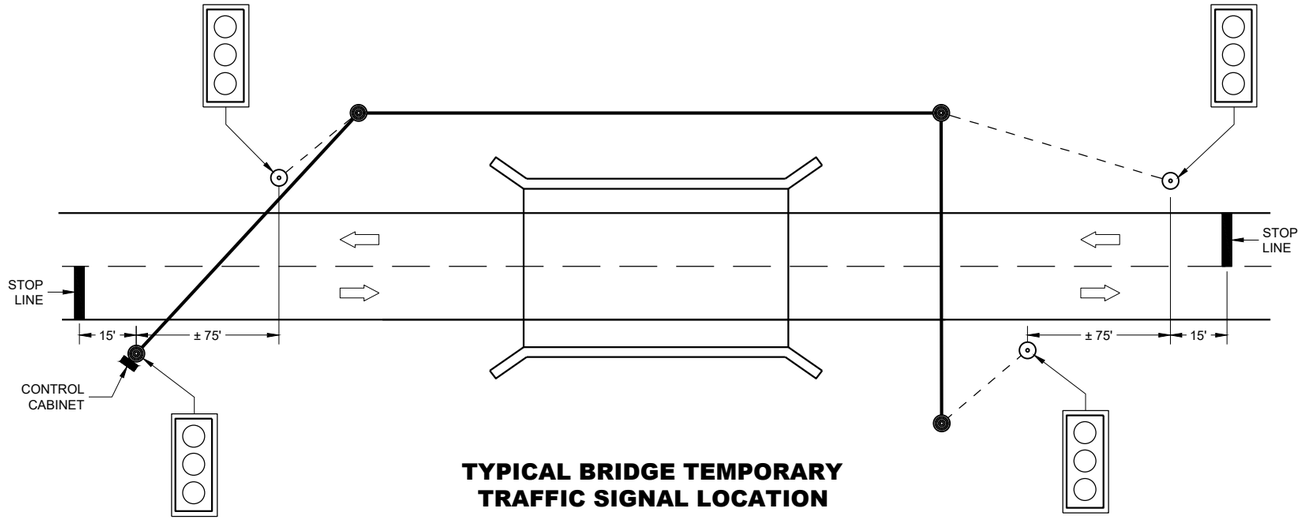
APPROVED
June 2015
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ROADWAY STANDARDS DEVE ENGINEER

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6



TYPICAL BRIDGE TEMPORARY TRAFFIC SIGNAL LOCATION

LEGEND

- WOOD POLE (NON-BREAKAWAY)
- WOOD POST (BREADAWAY)
- SIGNAL CABLE
- SIGNAL CABLE W/MESSENGER
- DIRECTION OF TRAFFIC
- LED TRAFFIC SIGNAL WITH BACKPLATE (3-12")

GENERAL NOTES

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

POLE MOUNTED TRAFFIC SIGNAL CONTROL CABINET MAY BE MOUNTED ON THE SERVICE POLE IF THE ELECTRICAL UTILITY ALLOWS THE INSTALLATION.

WHEN UTILITY POLES ARE USED TO SPAN THE TEMPORARY OVERHEAD CABLE, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER OF THE POLES AND GIVEN TO THE PROJECT MANAGER. ALL PERTINENT UTILITY AND CODE CLEARANCES SHALL BE MAINTAINED.

WOOD POLES (NON-BREAKAWAY) SHALL BE NO CLOSER TO EDGE OF PAVEMENT THAN OFFSET DISTANCE CHART ALLOWS OR 4 FEET BEHIND PROTECTIVE BARRIER (BEAM GUARD, ETC.).

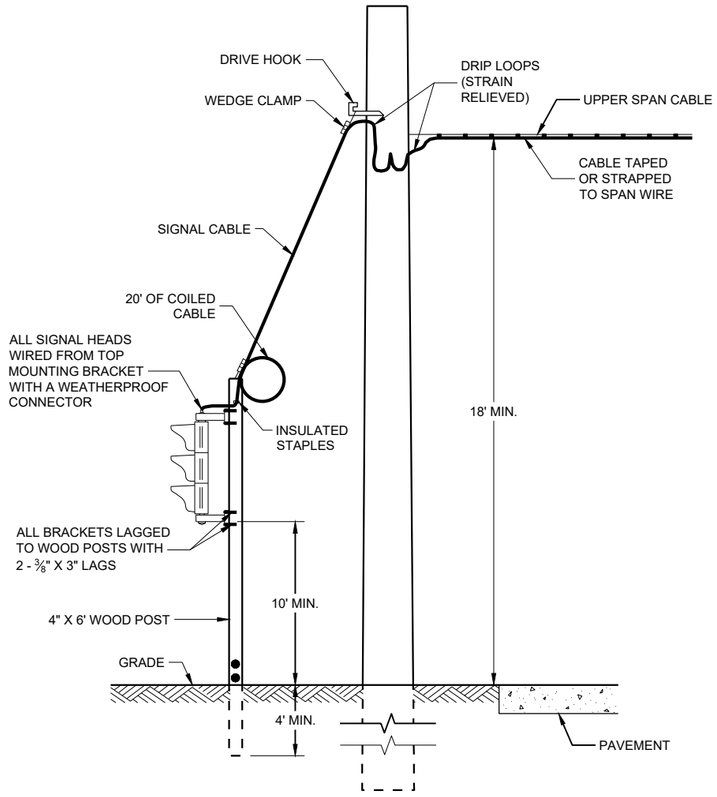
WOOD POSTS (BREAKAWAY) SHALL BE NO CLOSER THAN 2 FEET OUTSIDE OF SHOULDER.

VERTICAL CLEARANCE ETC. PER NEC.

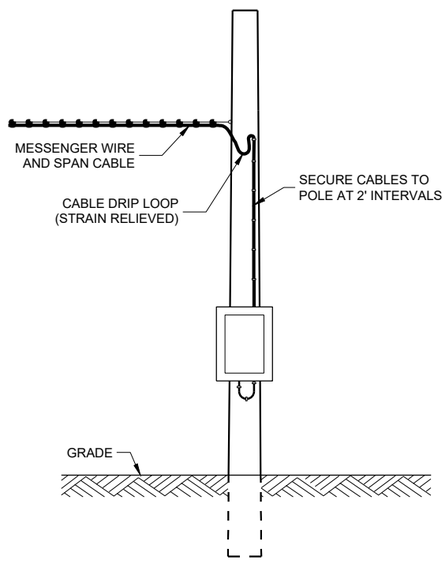
TRAFFIC SIGNAL FACES SHALL BE TYPICALLY PLACED 12 FEET FROM EDGE OF PAVEMENT.

EACH TRAFFIC SIGNAL SHALL HAVE A BACKPLATE.

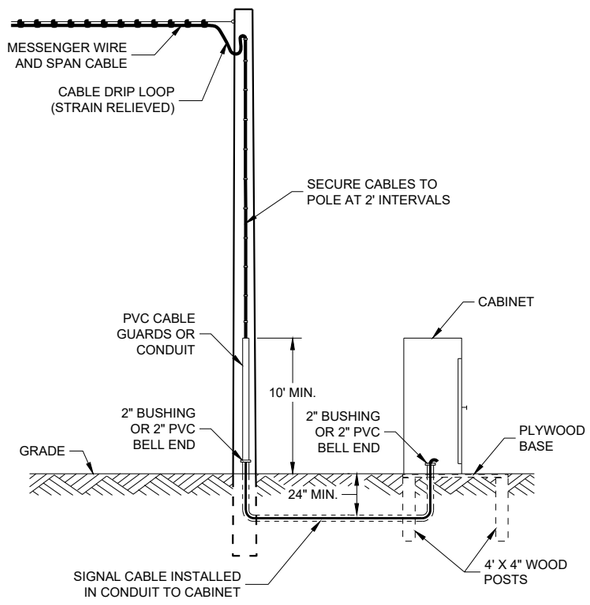
SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL DROP TO TRAFFIC SIGNAL FACE



POLE MOUNT CABINET INSTALLATION



GROUND MOUNT CABINET INSTALLATION

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

OFFSET DISTANCES FOR TEMPORARY NON-BREAKAWAY POLES	
SPEED LIMIT	OFFSET DISTANCE*
GREATER THAN 45 MPH	18 FT
45 MPH OR LESS	12 FT
45 MPH OR LESS W/CURBS	2 FT

* NOTE: OFFSET MEASURED FROM OUTER EDGE OF OUTSIDE THRU LANE.

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Ahmet Demirbilek — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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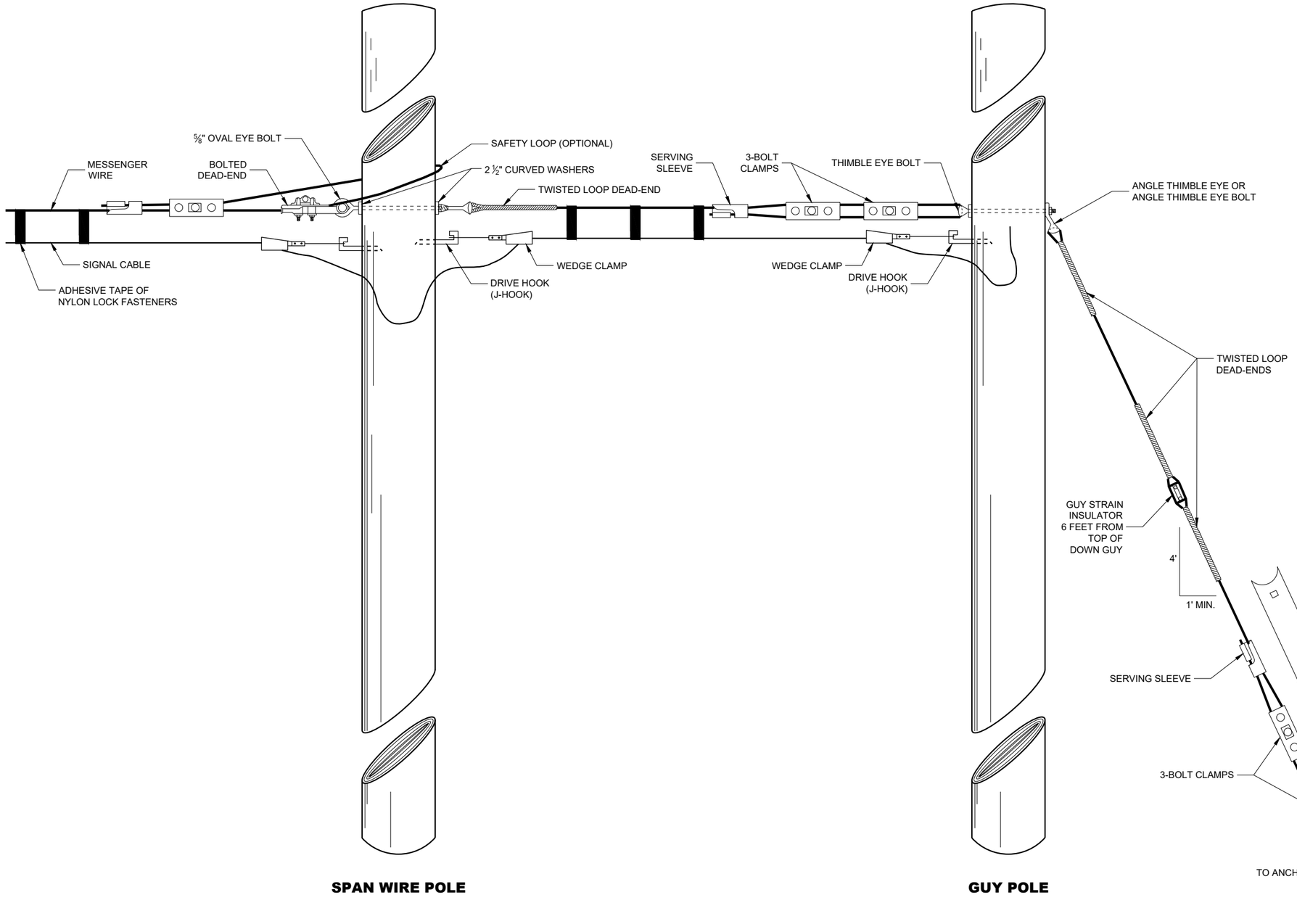
SDD09G02 - 05a

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SDD09G02 - 05a

GENERAL NOTES

USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

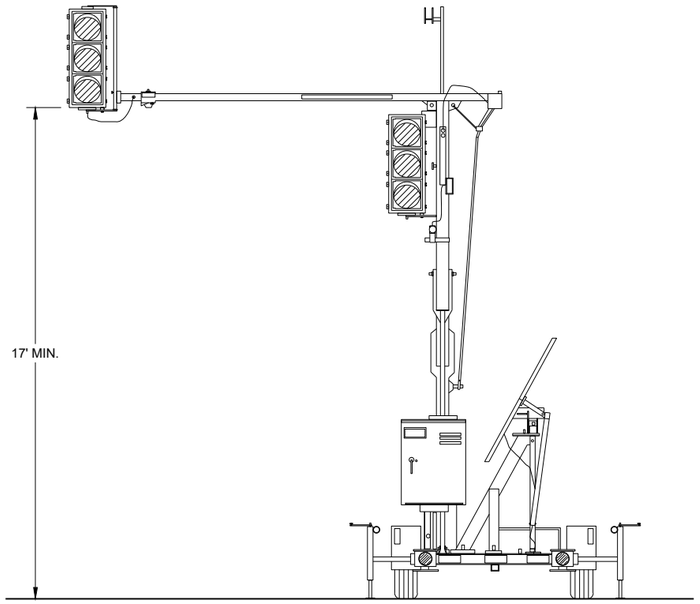
FHWA

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SDD09G02 - 05b

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SDD09G02 - 05b

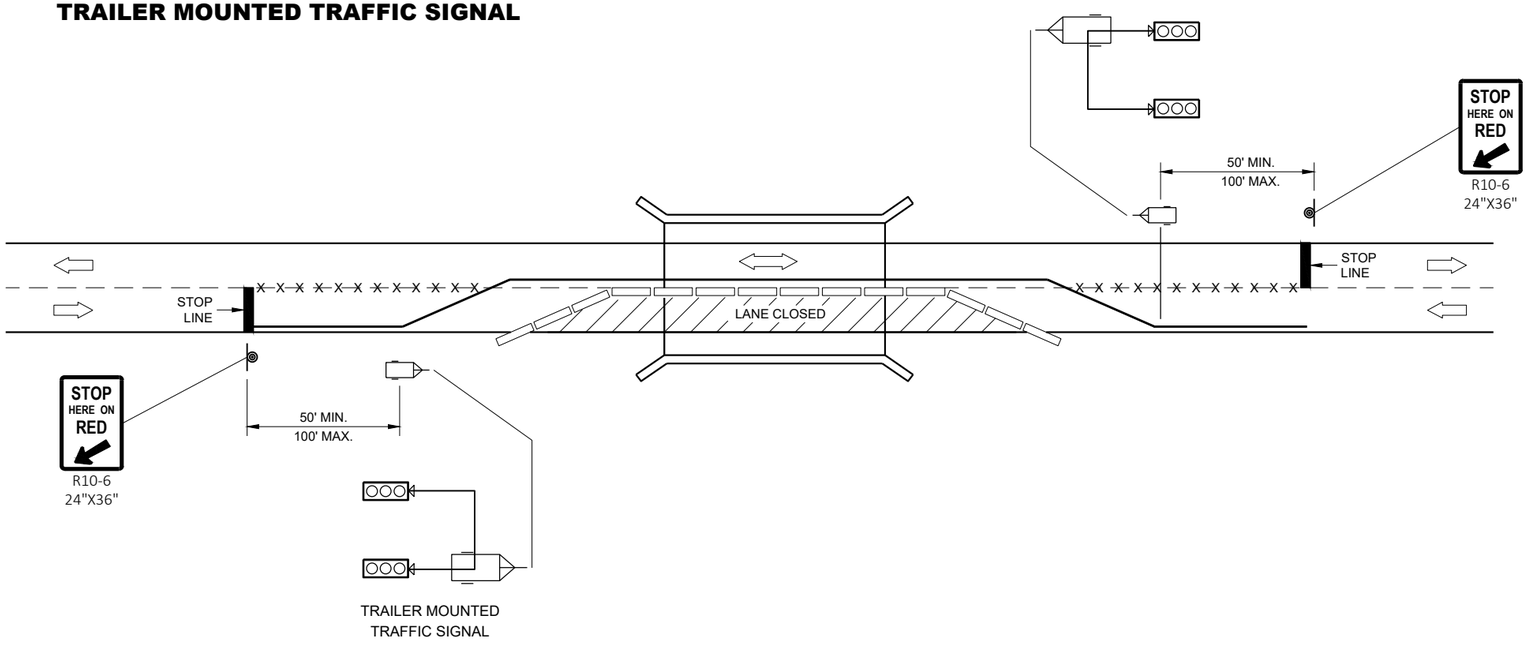


TRAILER MOUNTED TRAFFIC SIGNAL

GENERAL NOTES

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SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL TRAILER MOUNTED TRAFFIC SIGNAL LOCATION

LEGEND

- POST MOUNTED SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TRAILER MOUNTED TRAFFIC SIGNAL
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

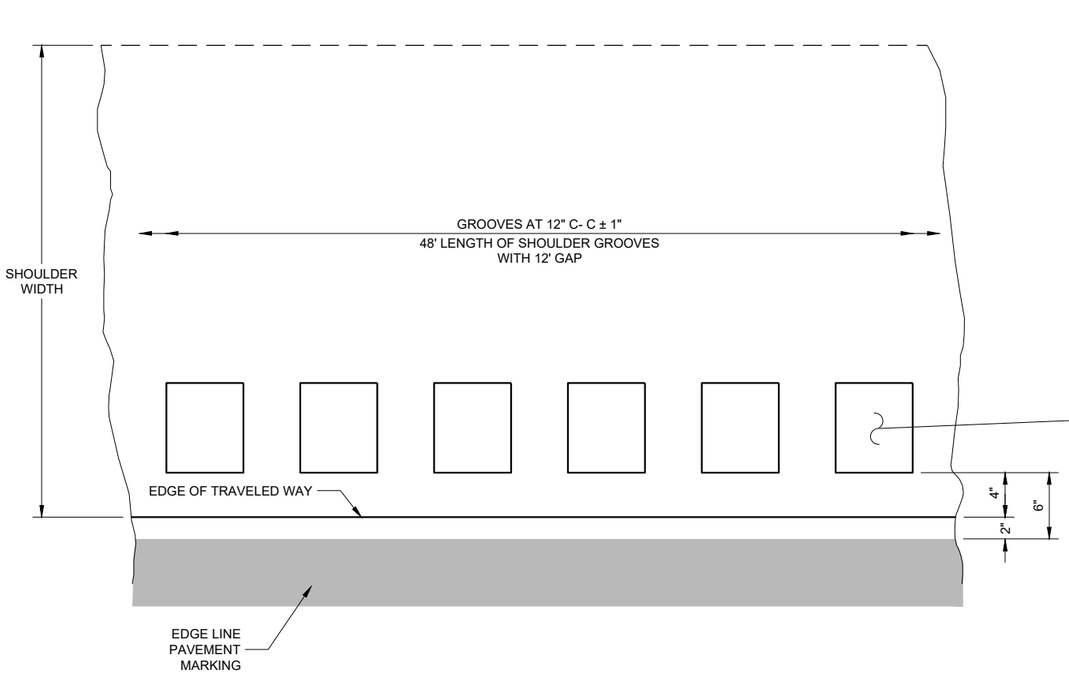
FHWA

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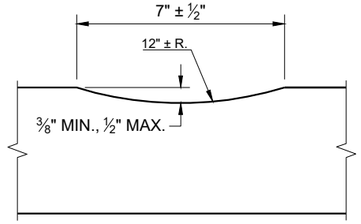
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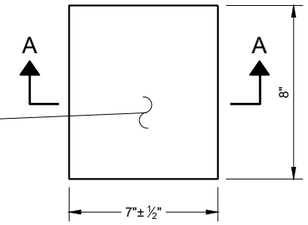
SDD09G02 - 05c



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

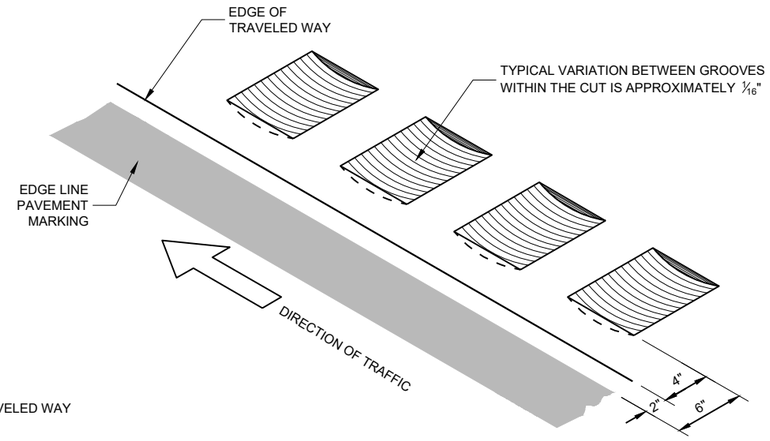


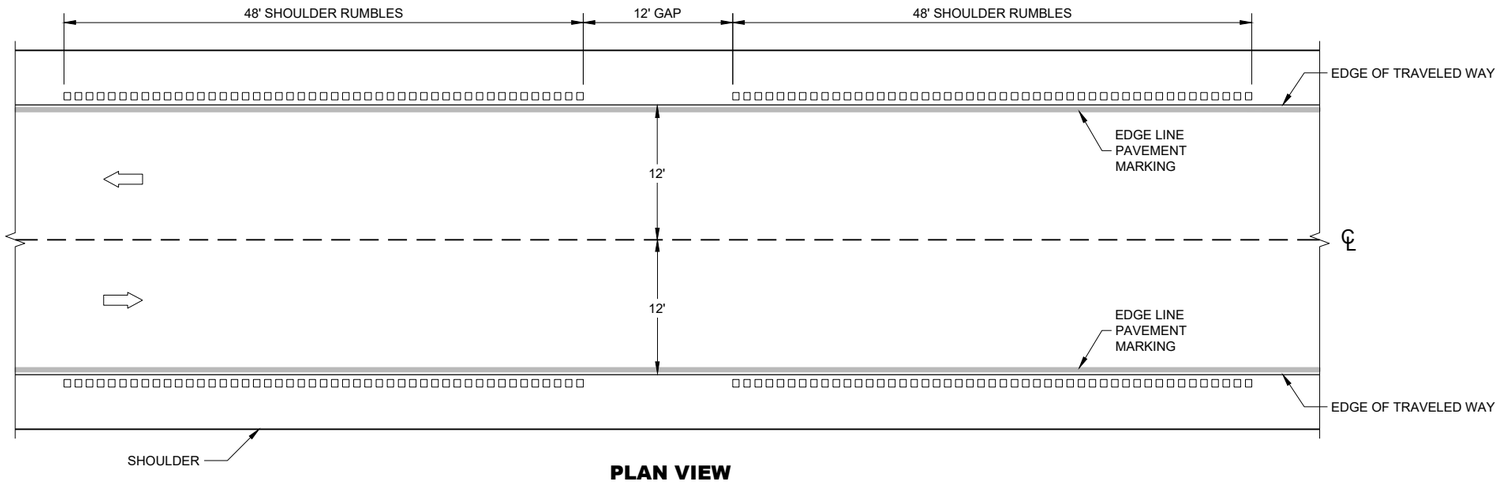
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.





PLAN VIEW

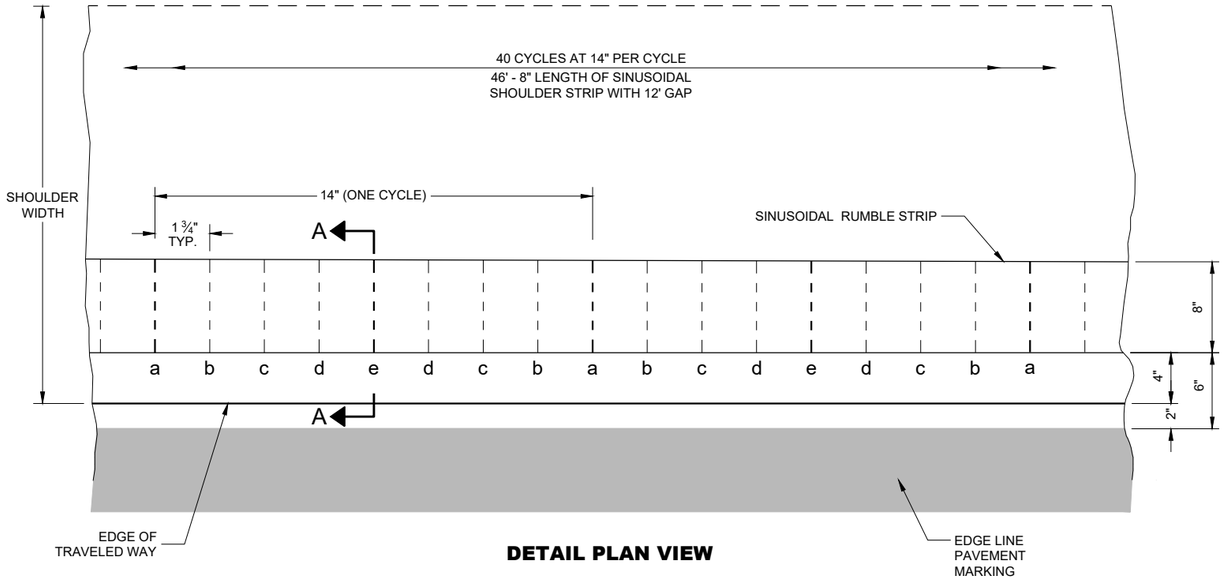
SHOULDER RUMBLE STRIPS - ASPHALT

SHOULDER RUMBLE STRIPS ASPHALT

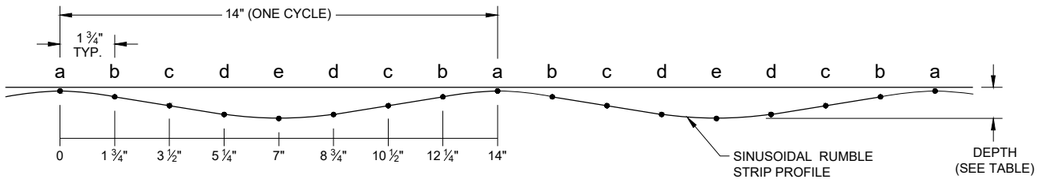
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 13A10 - 03a

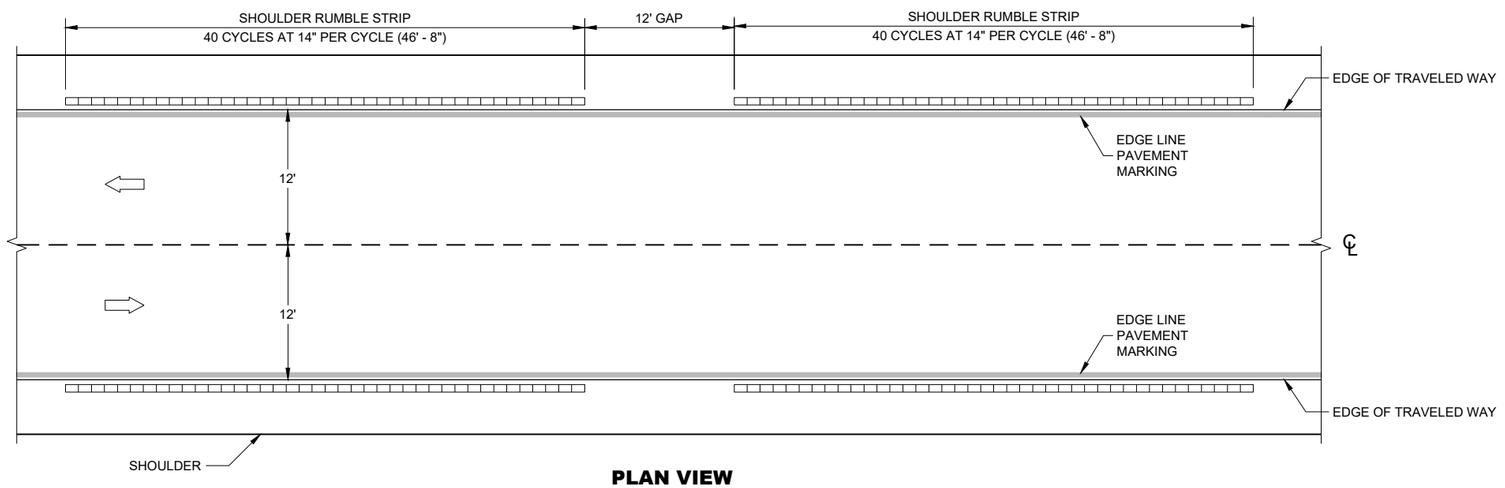


DETAIL PLAN VIEW



PROFILE VIEW

LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"

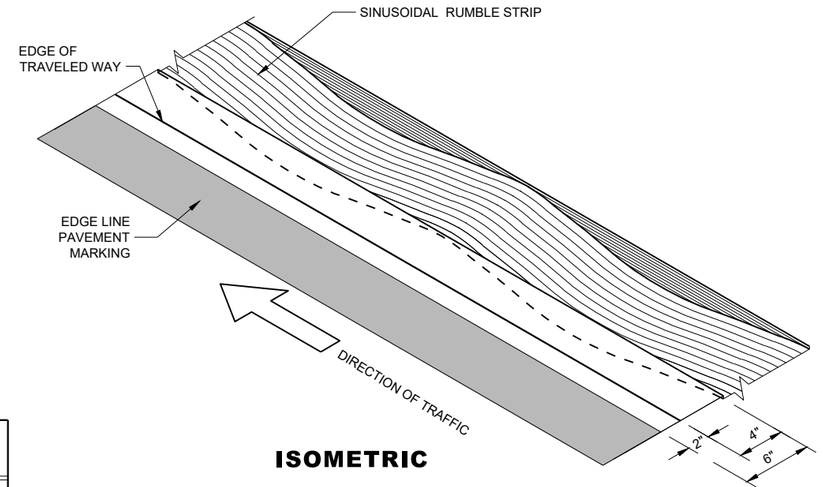


PLAN VIEW

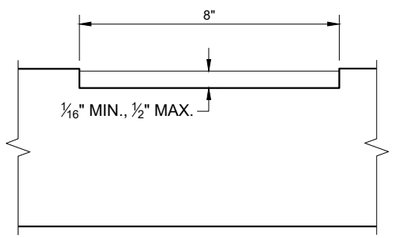
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

SHOULDER RUMBLE STRIPS MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



ISOMETRIC



SECTION A - A

SHOULDER RUMBLE STRIPS - ASPHALT, SINUSOIDAL

SHOULDER RUMBLE STRIPS - ASPHALT, SINUSOIDAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13A10 - 03c

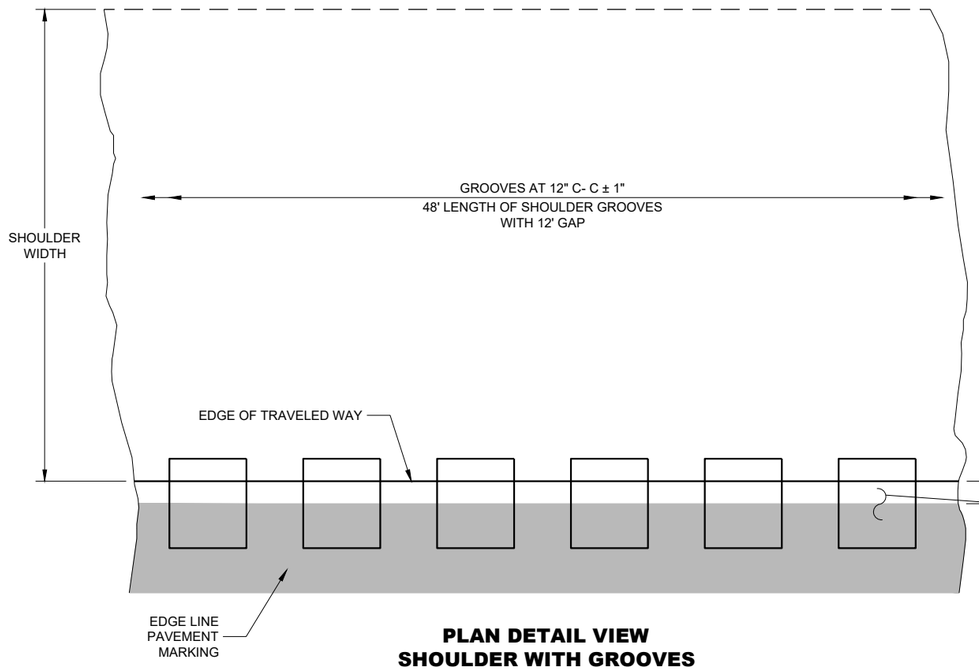
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SDD 13A10 - 03c

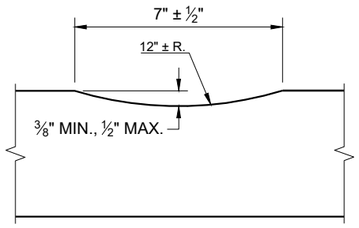
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

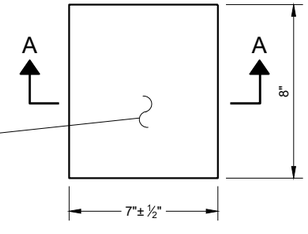
SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



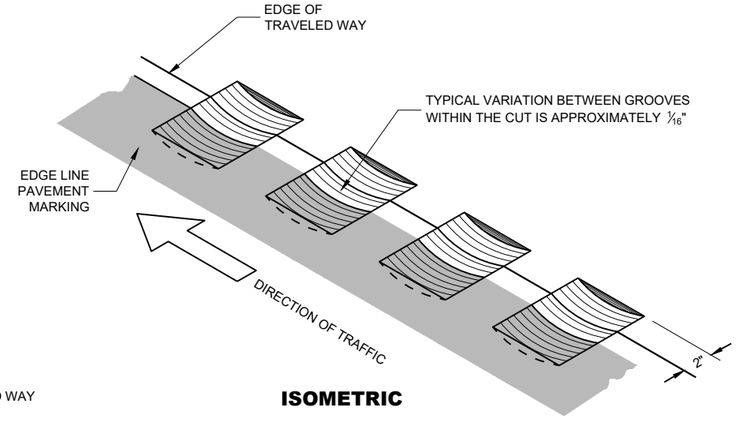
PLAN DETAIL VIEW
SHOULDER WITH GROOVES



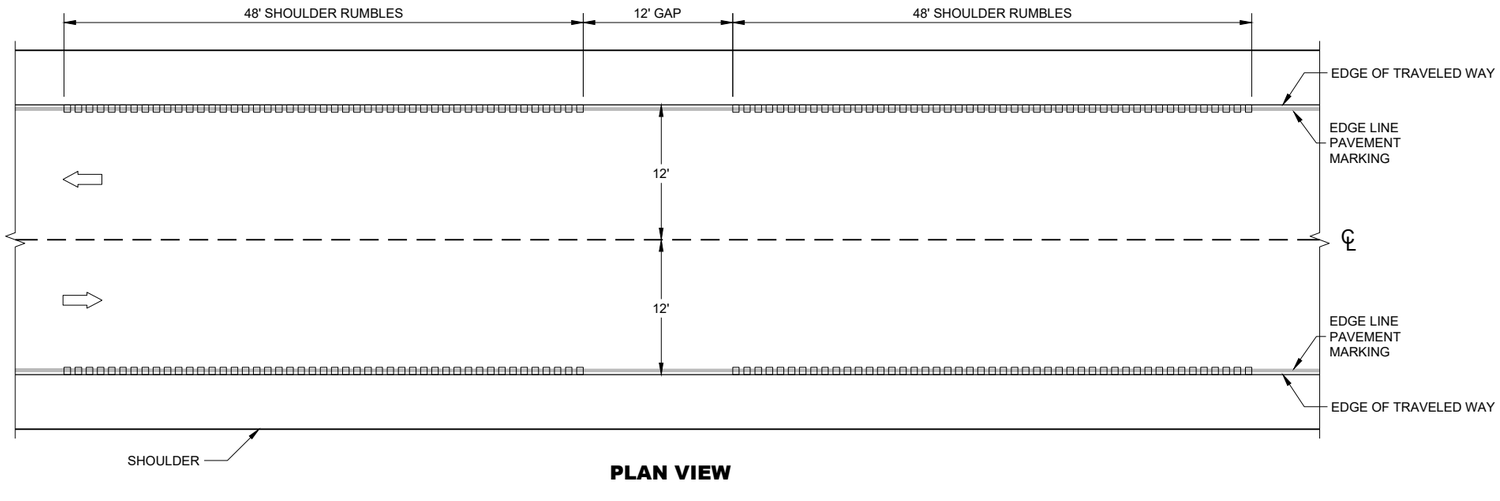
SECTION A - A



PLAN VIEW
(SINGLE GROOVE)



ISOMETRIC



PLAN VIEW

EDGE LINE RUMBLE STRIPS - ASPHALT

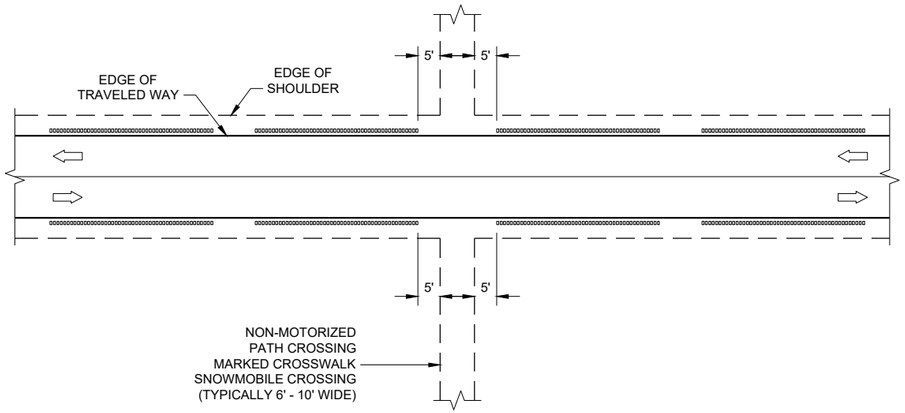
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SDD 13A10 - 03e

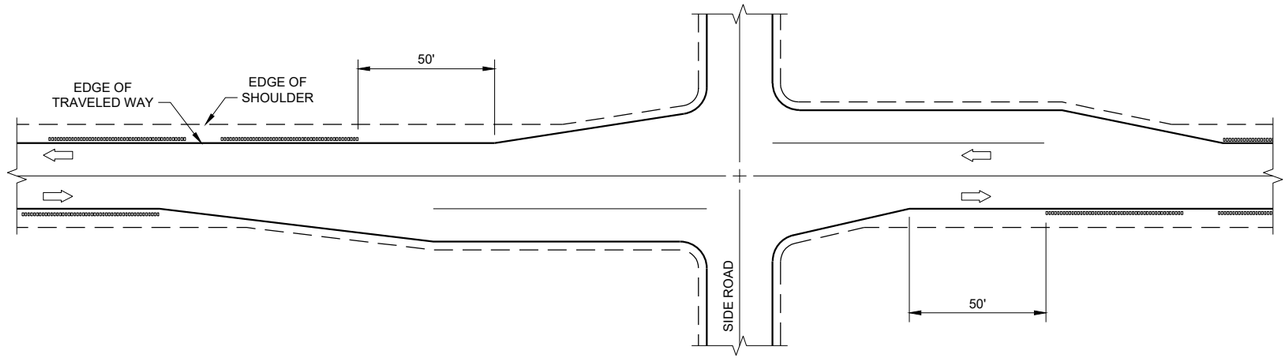
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SDD13A10 - 03e

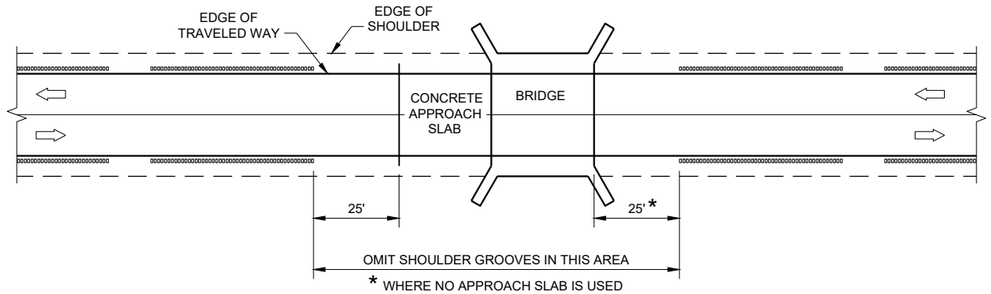
EDGE LINE RUMBLE STRIPS - ASPHALT



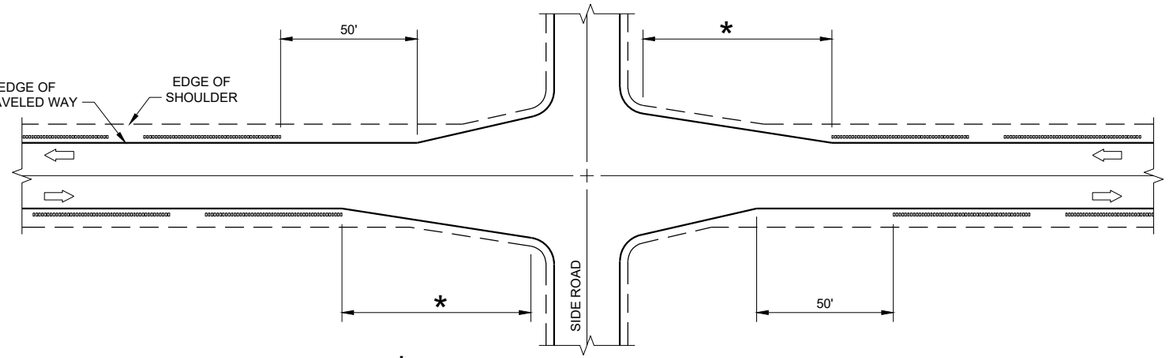
GROOVES AT MISCELLANEOUS CROSSINGS



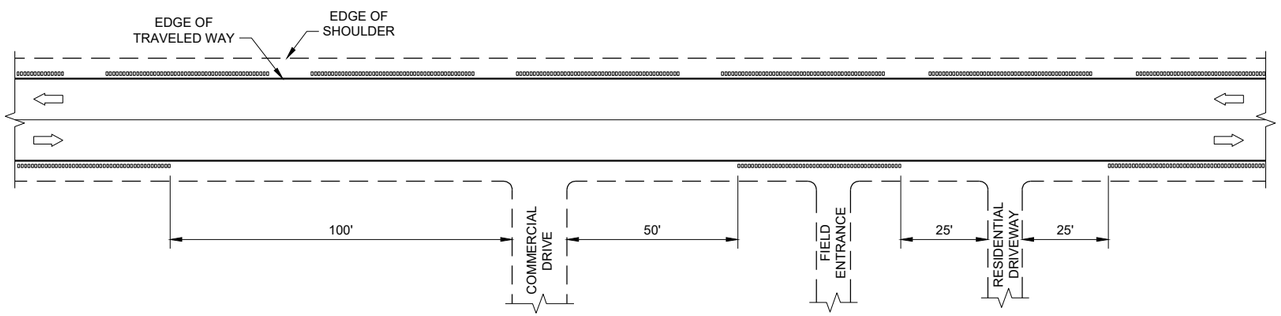
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

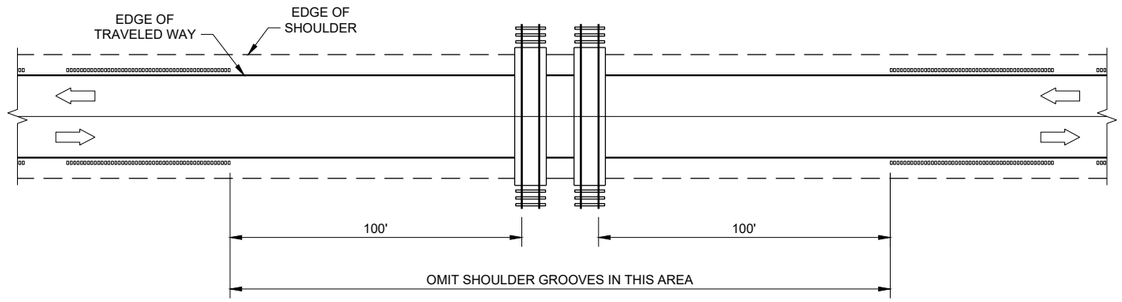
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

SHOULDER AND EDGE LINE RUMBLE STRIPS CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS

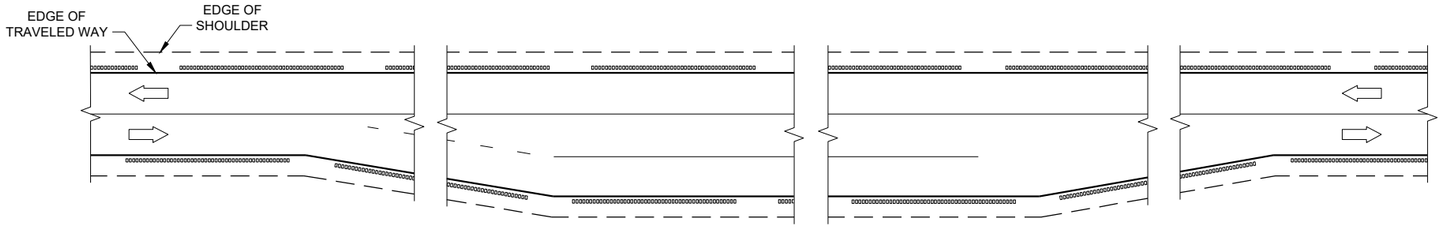
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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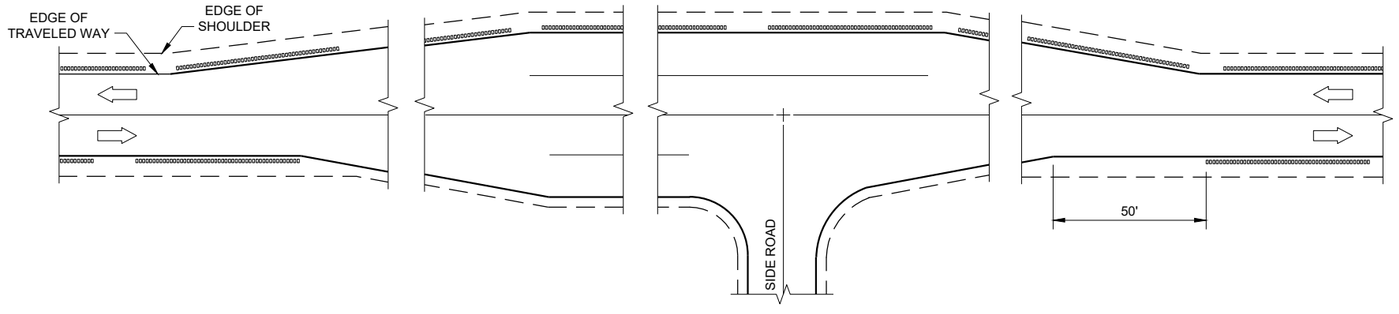
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

SDD 13A10 - 03h

6

SDD13A10 - 03h

SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

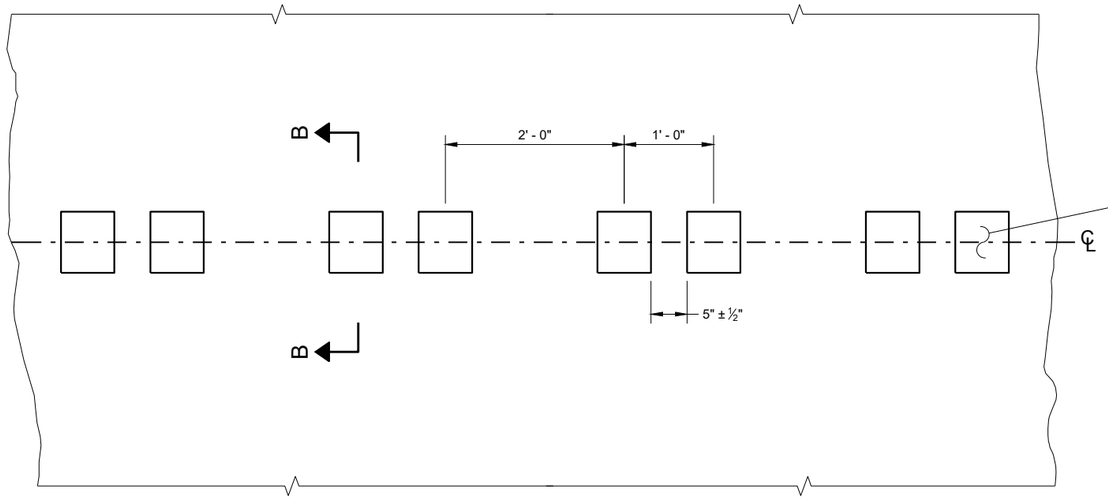
/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

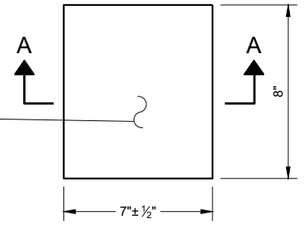
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

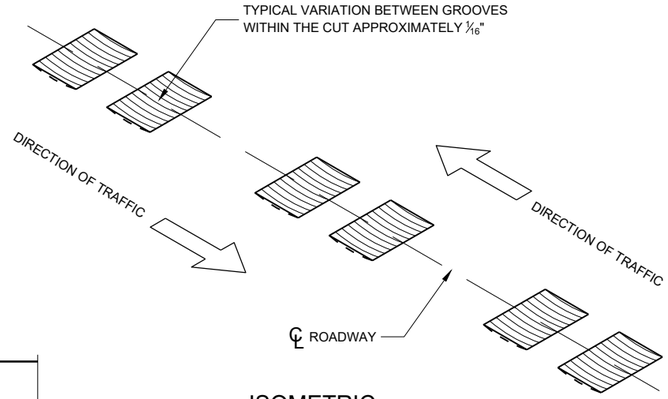
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



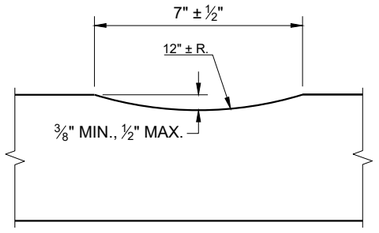
PLAN DETAIL VIEW



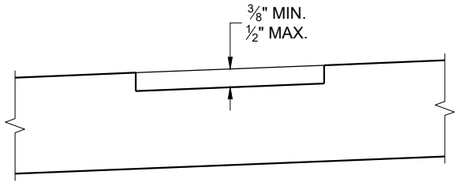
PLAN VIEW
(SINGLE GROOVE)



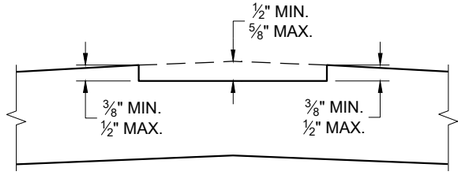
ISOMETRIC



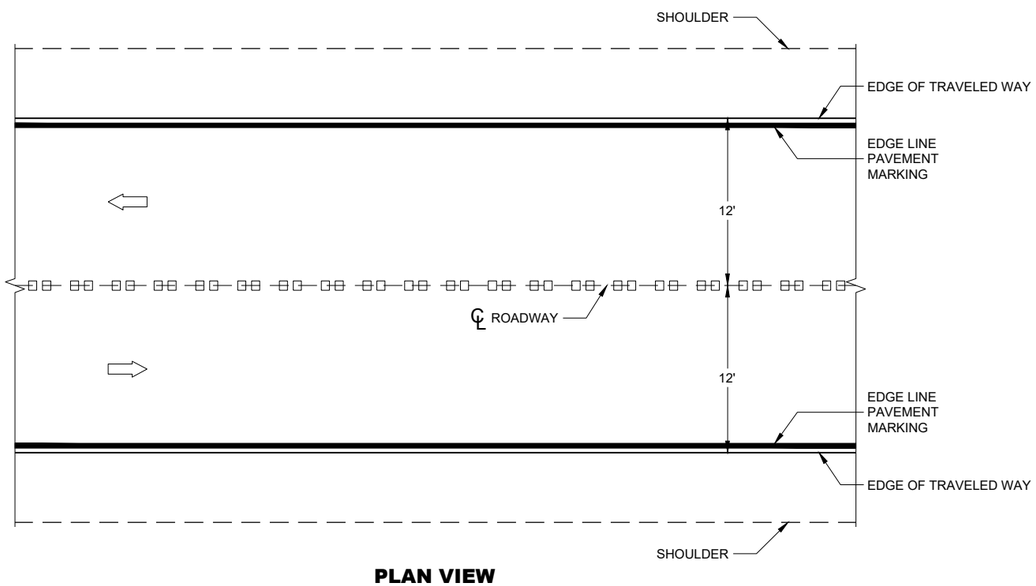
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

6

SDD 13A11 - 04a

CENTERLINE RUMBLE STRIPS - ASPHALT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

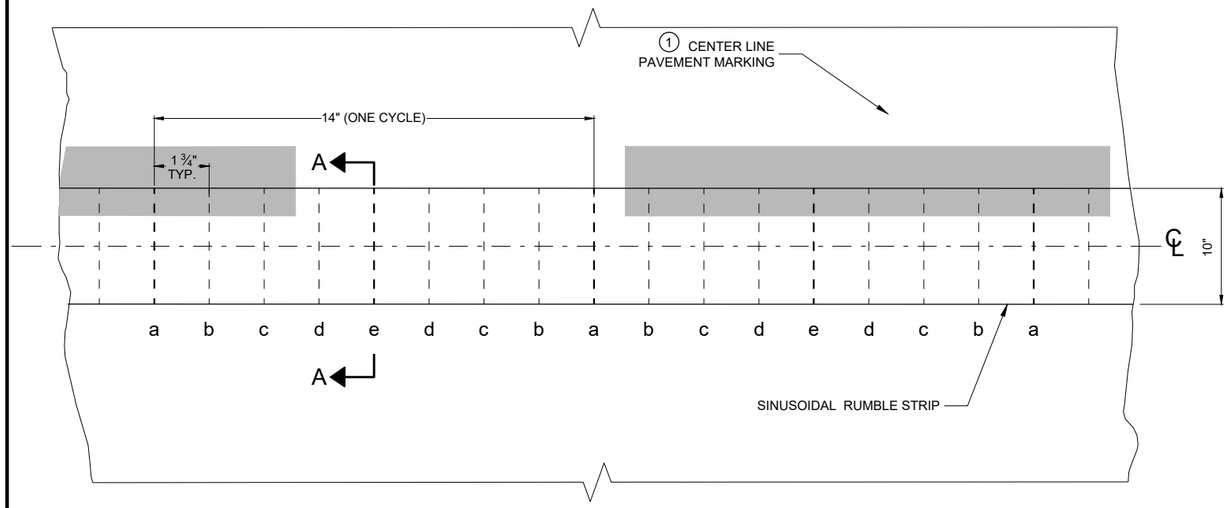
SDD13A11 - 04a

GENERAL NOTES

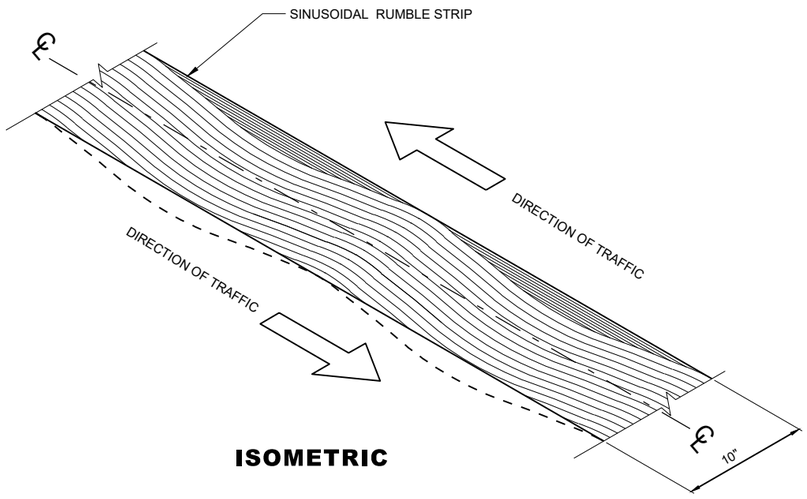
SDD 13A11, SHEET "d" SHOWS THE LOCATIONS OF RUMBLE STRIPS AT INTERSECTIONS, INTERSECTIONS WITH LEFT TURN LANES, BRIDGES, COMMERCIAL AND RESIDENTIAL DRIVEWAYS AND RAILROAD CROSSINGS.

SHOULDER RUMBLE STRIPS MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.

(1) CENTERLINE PAVEMENT MARKINGS SHALL BE PLACED PARTIALLY IN RUMBLE STRIP GROOVE AND PARTIALLY OUT OF THE RUMBLE STRIP GROOVE.



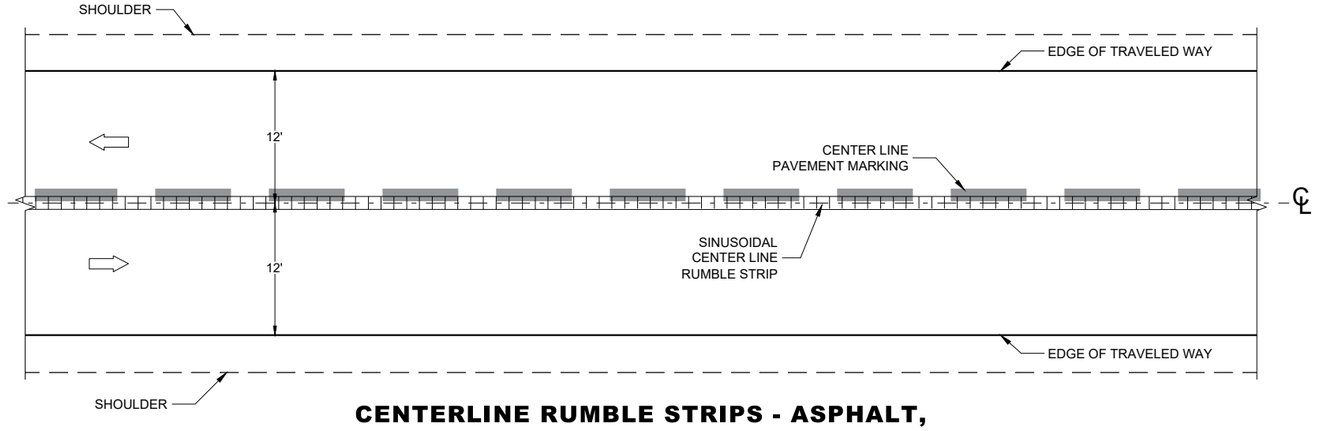
PLAN DETAIL VIEW



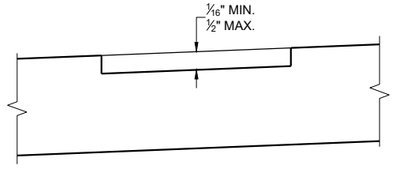
ISOMETRIC

PROFILE VIEW
SINUSOIDAL CENTERLINE RUMBLE STRIPS

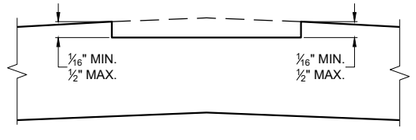
LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"



CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL



SECTION A - A
SUPERELEVATED ROADWAY



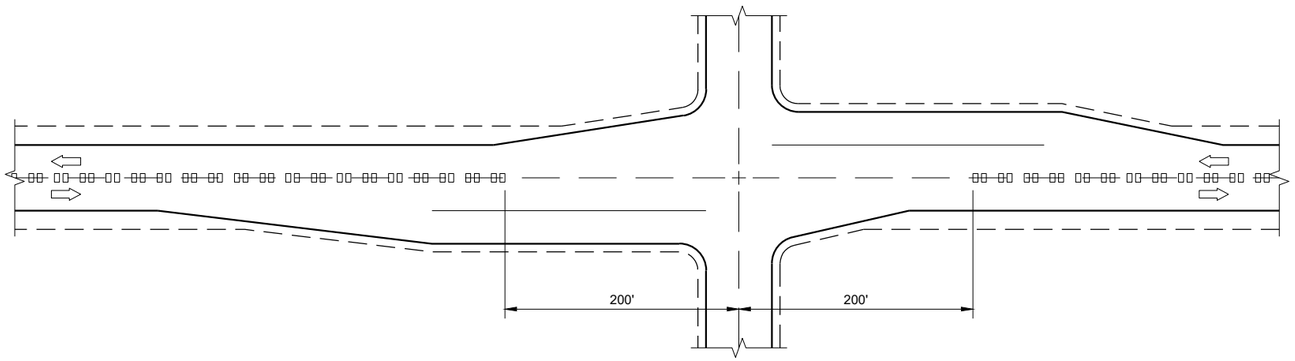
SECTION A - A
CROWNED ROADWAY

CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL

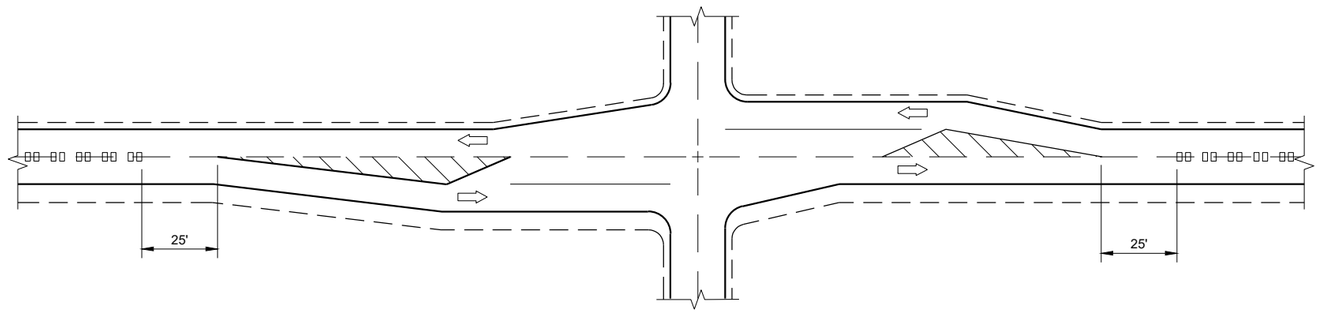
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

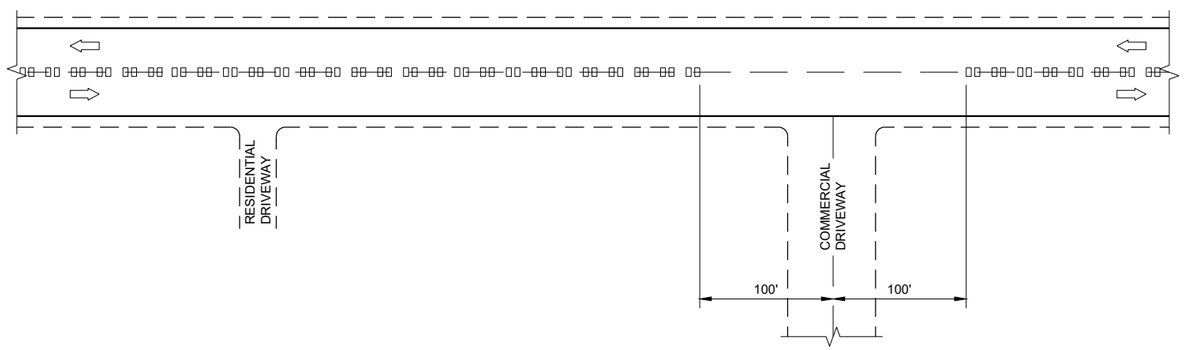
SDD 13A11 - 04c



CENTERLINE GROOVES AT INTERSECTIONS



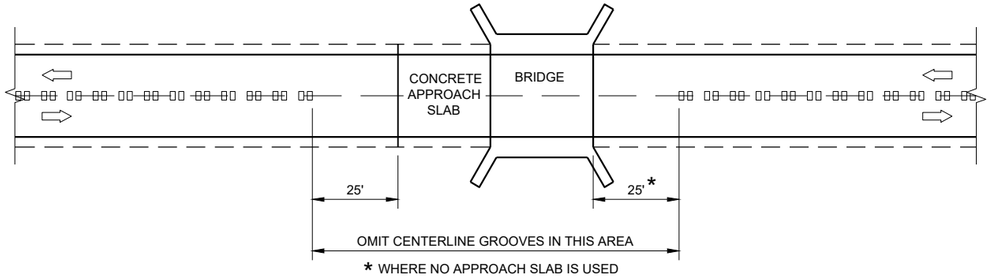
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



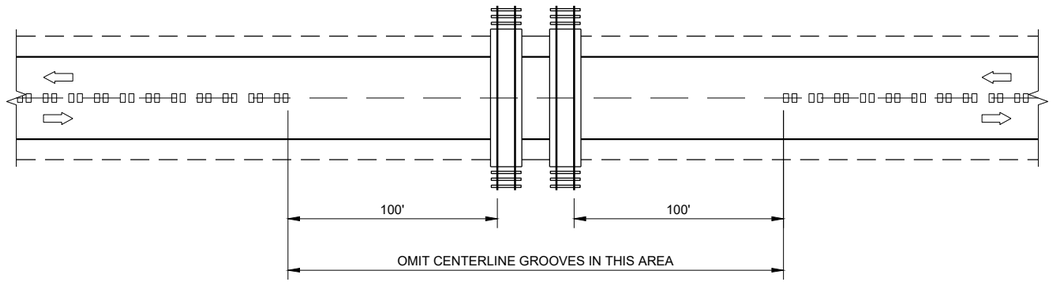
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

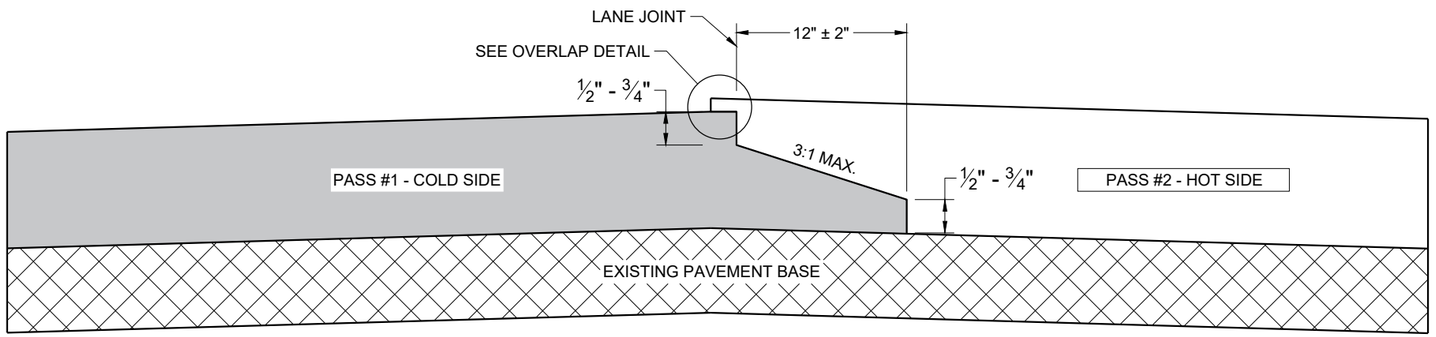
FHWA

6

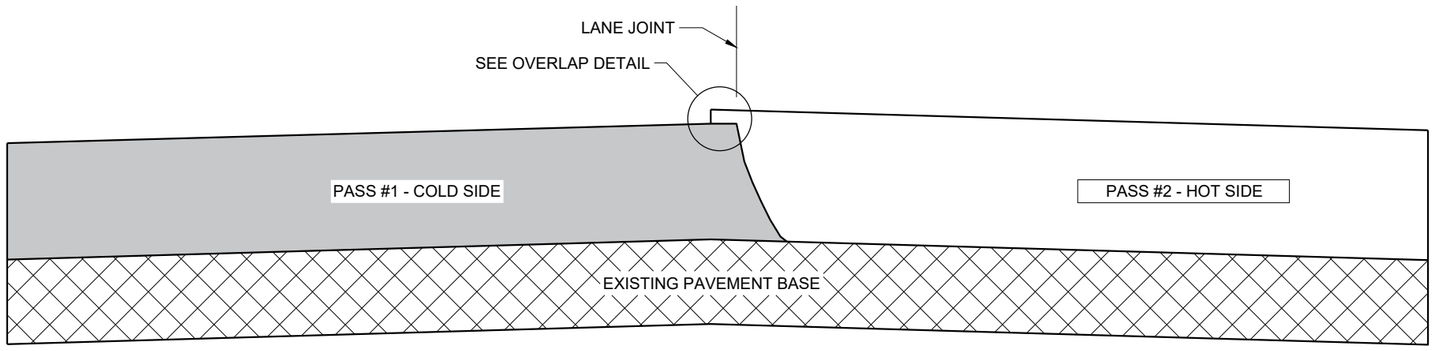
SDD 13A11 - 04d

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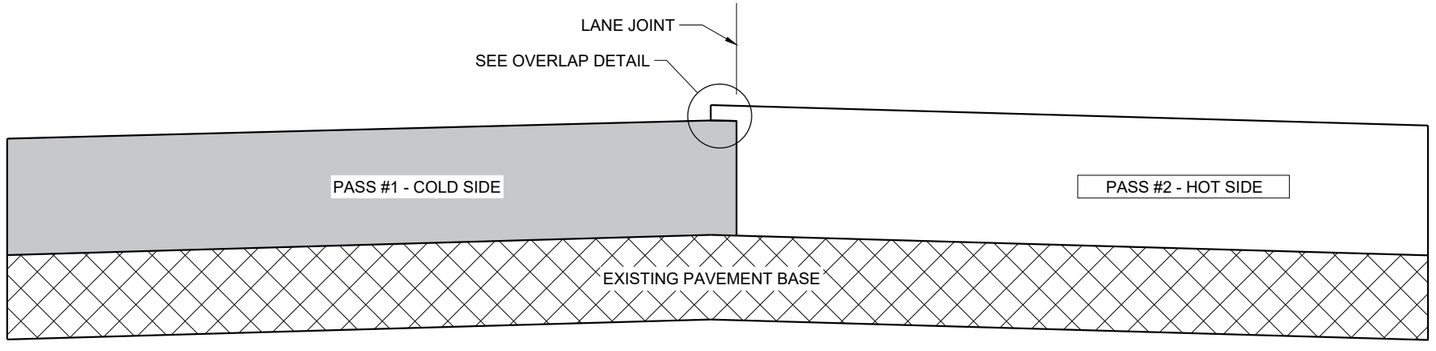
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

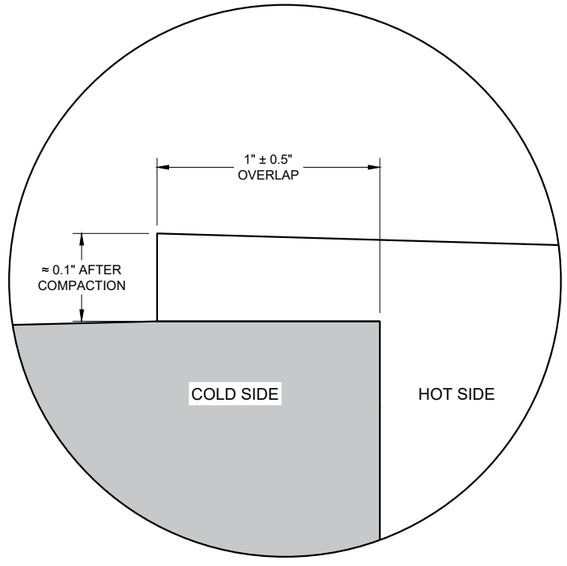
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

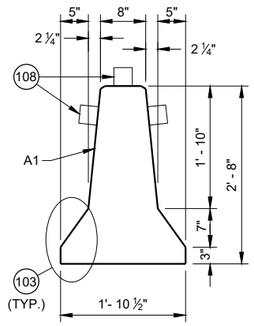
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

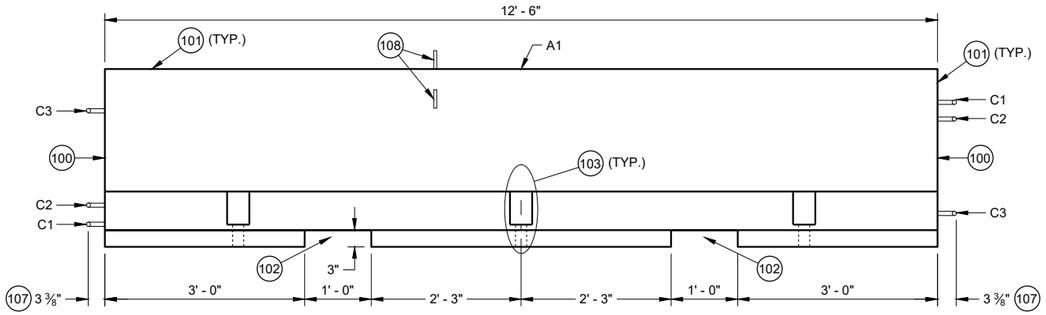
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



CROSS SECTION



PROFILE VIEW

GENERAL NOTES

PLACE BARRIER ON PAVED SURFACE. BEFORE PLACEMENT OF TEMPORARY BARRIER, REMOVE ALL LOOSE MATERIAL FROM PAVED SURFACE.

LOOP BARS C1, C2 AND C3 ARE NOT FOR PLACEMENT OR MOVEMENT OF BARRIER.

(100) PERMANENTLY FORM INTO ONE END OF BARRIER THE FOLLOWING INFORMATION:
- A. TYPE OF BARRIER: WI-CBTP
- B. MANUFACTURER
- C. DATE OF MANUFACTURE (MONTH AND YEAR)

(101) 1" OPTIONAL CHAMFER

(102) SEE LIFTING SLOT DETAIL

(103) SEE ANCHOR BLOCK DETAIL

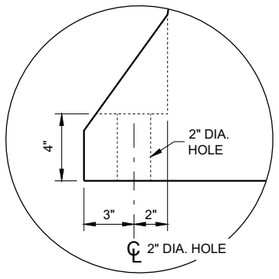
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

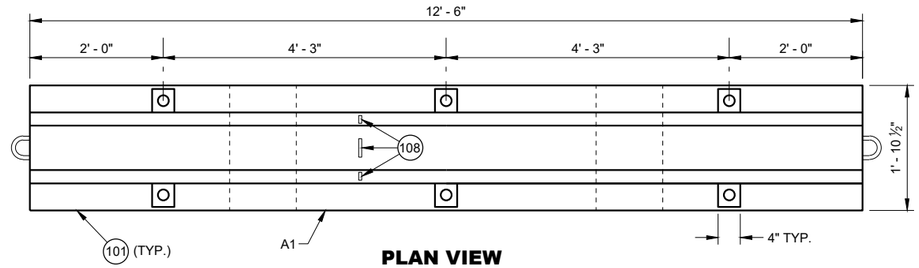
(106) 1" MIN. CLEAR COVER

(107) ± ⅛" MEASURED FROM FACE OF CONCRETE BARRIER TO OUTSIDE OF LOOP BAR (TYP.)

(108) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURERS INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED LEFT OF TRAFFIC AND WHITE WHEN BARRIER IS LOCATED RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART, PROVIDE TO MOUNTED DELINEATORS IN ADDITION TO SIDE MOUNTED DELINEATORS ON BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAT 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

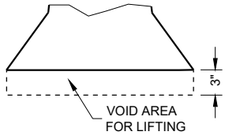


ANCHOR BLOCK DETAIL

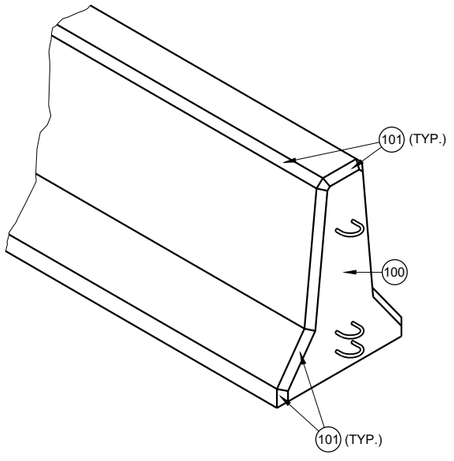


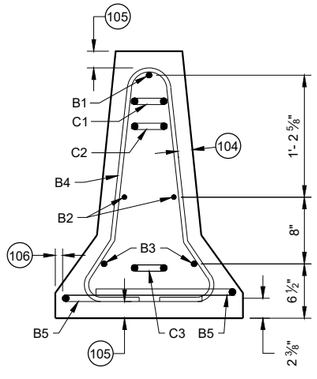
PLAN VIEW

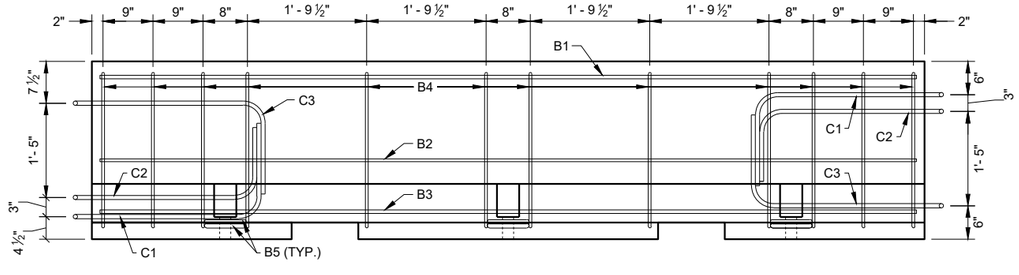
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)



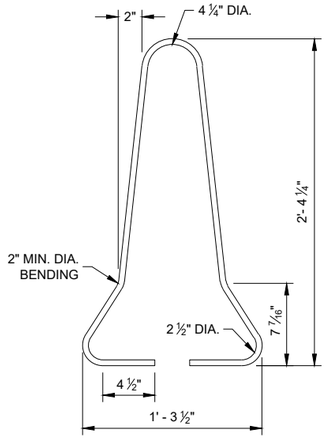




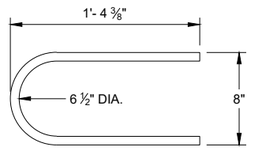
PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

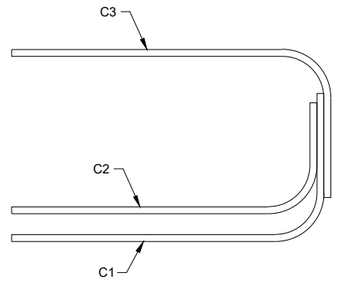
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"



B4 BAR DETAIL

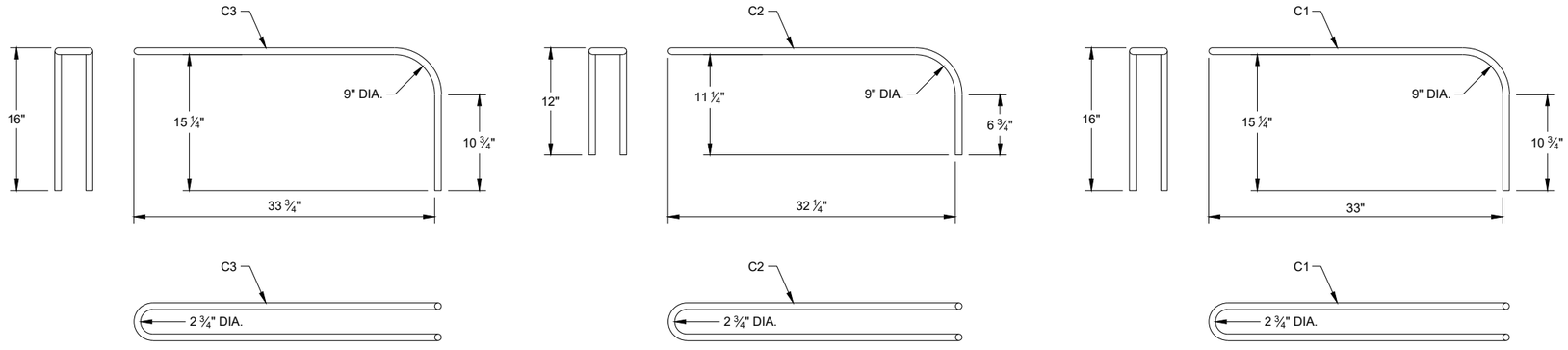


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY

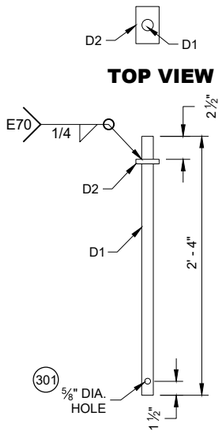


C BAR DETAILS

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

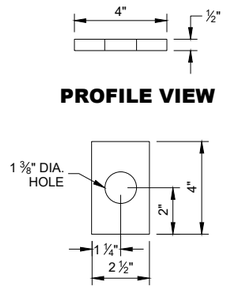
6
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TOP VIEW

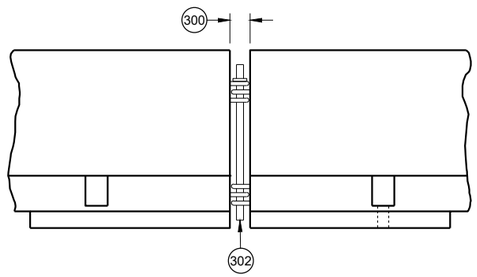
PROFILE VIEW

CONNECTOR PIN ASSEMBLY



PROFILE VIEW

TOP VIEW D2



CONNECTING TEMPORARY BARRIER SECTIONS

GENERAL NOTES

300 SET WITH 3 ⅝" WOOD BLOCK.

301 HOLE IS OPTIONAL.

302 CONNECTOR PIN ASSEMBLY.

303 CONCRETE PAVEMENT, APPROACH SLAB, OR DECK.

304 CONCRETE DECK.

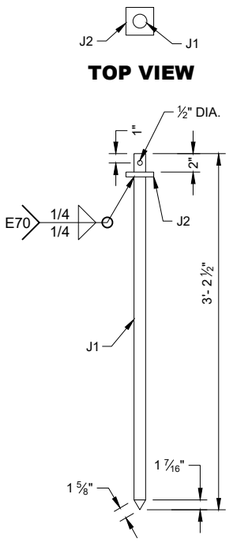
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

306 MINIMUM OF 2" OF ASPHALT.

307 ASPHALT ANCHOR PIN ASSEMBLY

308 IF DRILLING A PILOT HOLE, THE MAX, DIA. OF THE HOLE IS 3/4"

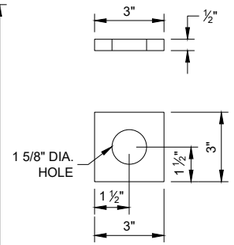
309 WHEN THERE IS ASPHALT OVERLAYING CONCRETE PAVEMENT, A 1 5/8" DIA. PILOT HOLE CAN BE DRILLED INTO THE OVERLAY AND CONCRETE. IF NEEDED DRILL A 3/4" PILOT HOLE IN BASE COURSE.



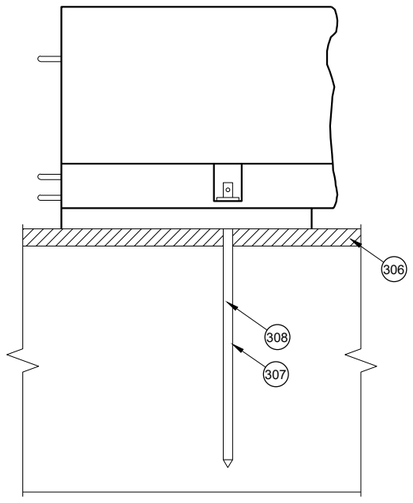
TOP VIEW

PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY

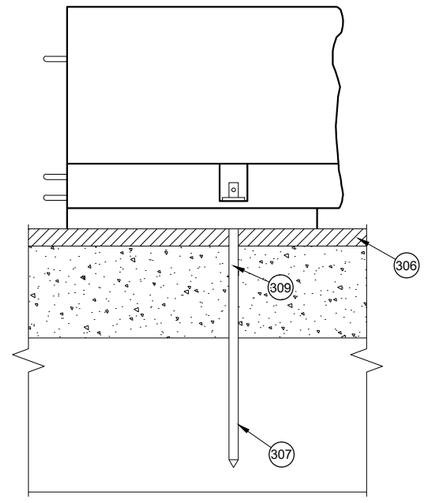


TOP VIEW J2



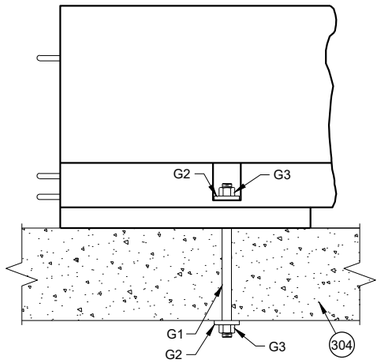
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



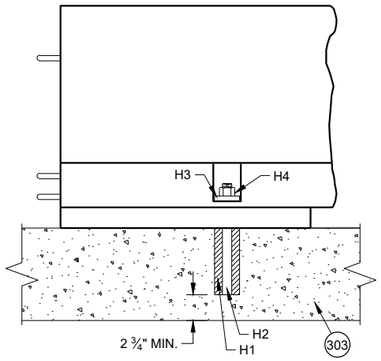
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION (305)



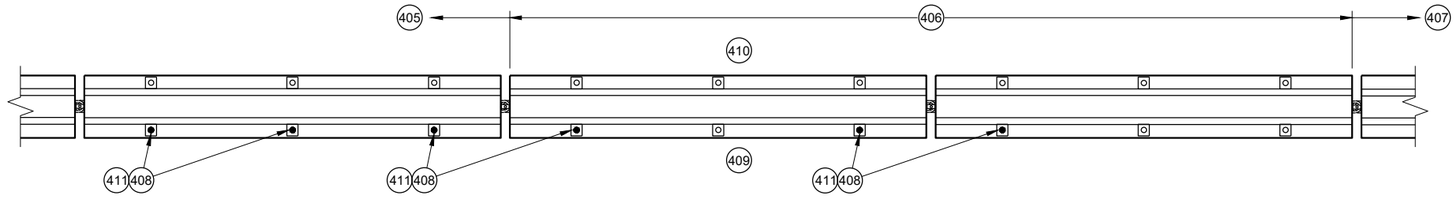
SIDE VIEW

ADHESIVE ANCHOR INSTALLATION (305)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

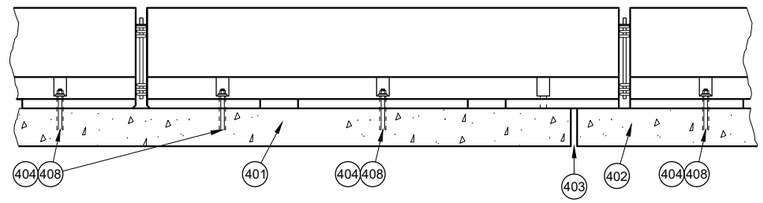
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DEPARTMENT OF TRANSPORTATION

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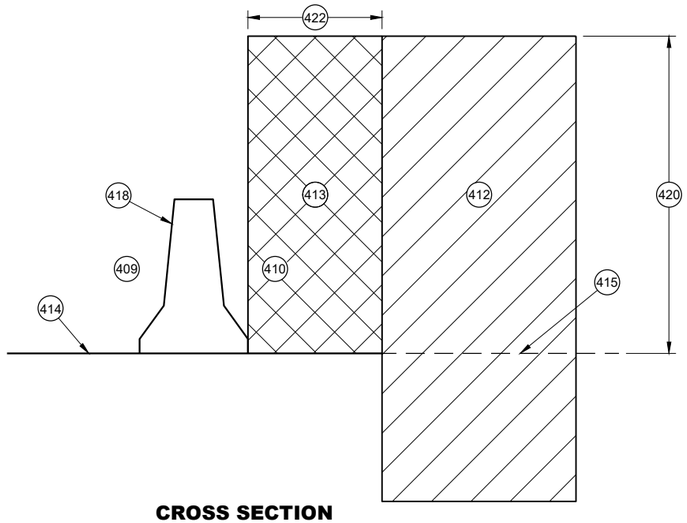
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



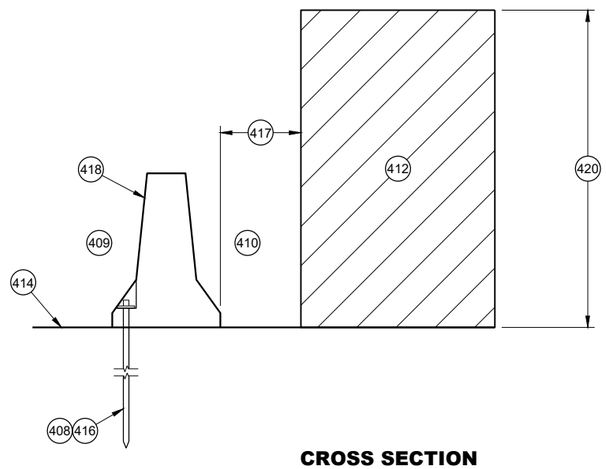
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



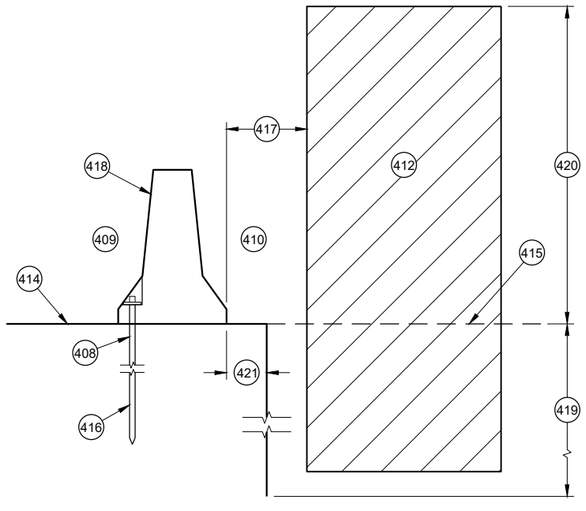
CROSS SECTION

FREE STANDING BARRIER



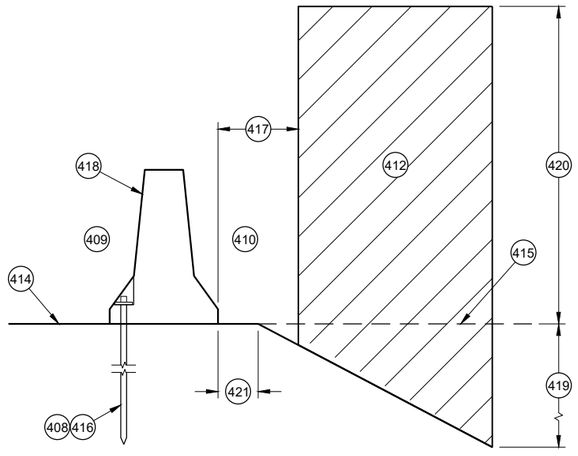
CROSS SECTION

ANCHORED BARRIER FOR OBJECTS ABOVE THE GRADE LINE AND NEAR THE BARRIER



CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

GENERAL NOTES

(400) NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.

(401) CONCRETE DECK

(402) CONCRETE DECK OR APPROACH SLAB.

(403) EXPANSION JOINT

(404) ADHESIVE ANCHOR SHOWN. SEE ANCHOR DETAILS.

(405) ANCHORED TEMPORARY BARRIER

(406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING

(407) FREE STANDING BARRIER

(408) REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(409) TRAFFIC SIDE

(410) NON-TRAFFIC SIDE

(411) ANCHOR LOCATION. SEE ANCHORING DETAILS.

(412) WORK AREA

(413) AREA FREE OF OBJECTS AND WORKERS

(414) GRADE LINE

(415) EXTENDED GRADE LINE

(416) ANCHORED TEMPORARY BARRIER. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR AN ASPHALT ANCHOR ROD DETAILS FOR MORE INFORMATION. ASPHALT ANCHOR ROD SHOWN.

(417) WHEN OBJECTS EXTEND ABOVE THE GRADE. A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT.

(418) OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR ALLOWED TO LEAN AGAINST THE BARRIER WITHOUT WRITTEN PERMISSION OF THE PROJECT ENGINEER.

(419) DEPTHS OF 3 FEET OR MORE.

(420) Y = 6.5'

(421) OFFSET FROM BACK OF BARRIER EDGE:

CONCRETE PAVEMENT	0.5'
ASPHALT	0.5'

(422) POSTED SPEED (MPH):

45 OR GREATER	4.0'
40 OR LOWER	2.0'

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

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GENERAL NOTES

500 EXISTING RIGID BARRIERS (VARIES)

501 TEMPORARY BARRIER

502 SEE OTHER DETAIL ON HOW TO ANCHOR TEMPORARY BARRIER (BARRIER ASPHALT ANCHOR SHOWN).

503 ANCHORS ARE REQUIRED ON BOTH SIDE OF THE TEMPORARY BARRIER.

504 NESTED RAILS ARE REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

505 TRAFFIC TRAVELS FROM PERMANENT BARRIER TO TEMPORARY BARRIER.

506 TRAFFIC TRAVELS FROM TEMPORARY BARRIER TO PERMANENT BARRIER.

507 VERTICAL BARRIER

508 SAFETY SHAPE BARRIER

509 SINGLE SLOPE BARRIER

510 CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF RIGID BARRIER.

511 BENT THRIE BEAM TO FIT.

512 THRIE BEAM PIECES ARE OFFSET 15 ¼" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.

513 TWO (2) P1, P2 AND P3 ARE REQUIRED

514 FIVE (5) N1, N2 AND N3 ARE REQUIRED

515 TWO (2) R1, R2 AND R3 ARE REQUIRED

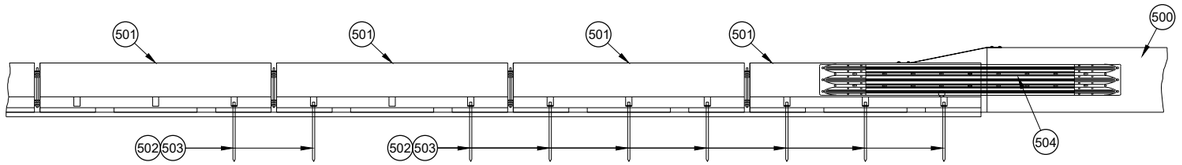
516 CUT WOOD BLOCK TO FIT.

517 SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

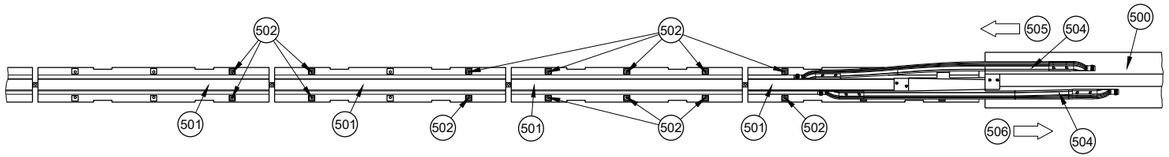
518 CAP ASSEMBLY

519 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

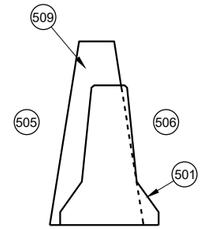
520 ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



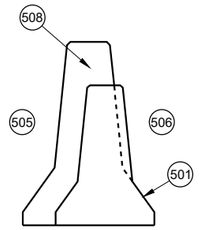
PROFILE VIEW



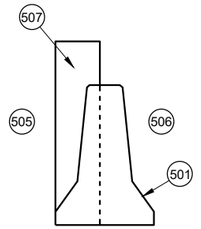
PLAN VIEW



CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE

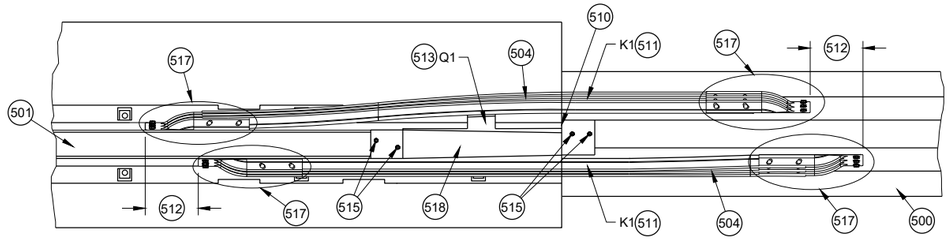


CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE

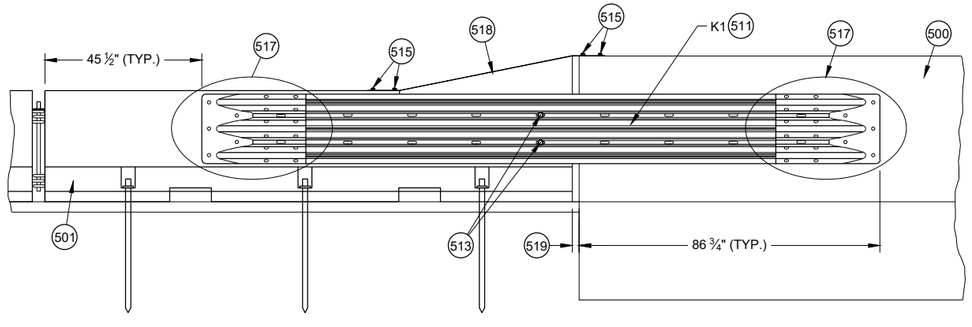


CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL

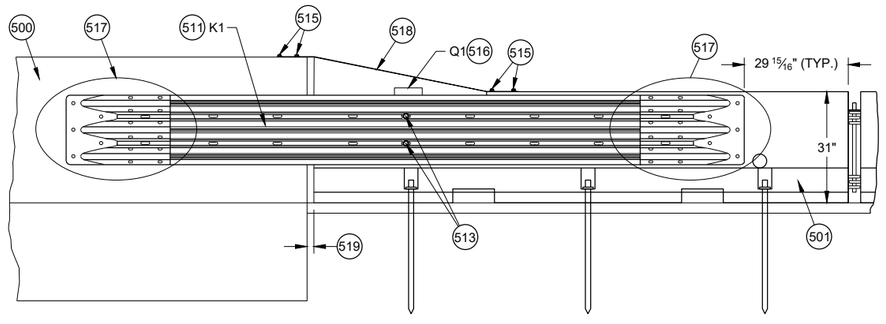
PLAN VIEW
TRANSITION TO RIGID BARRIER



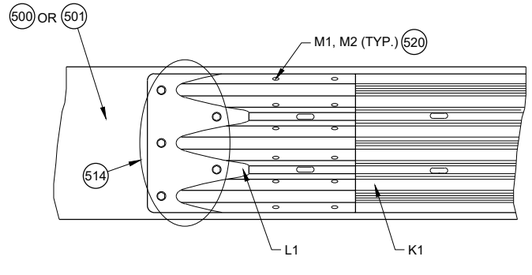
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER



517 DETAIL PLAN VIEW
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

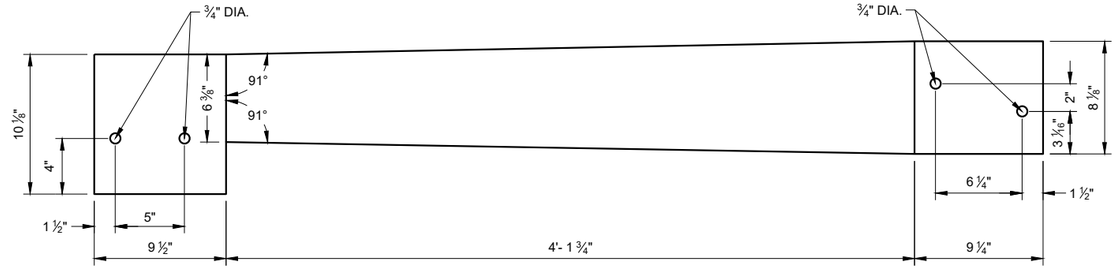
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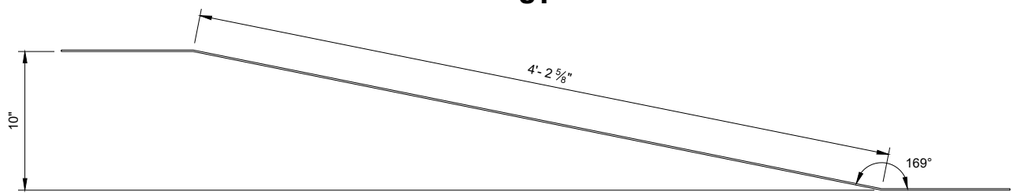
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SDD 14B07-16e



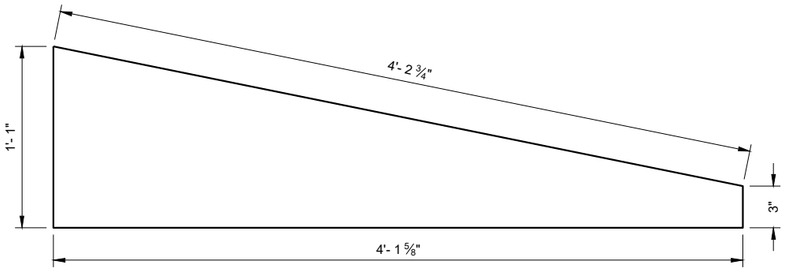
TOP VIEW

S1



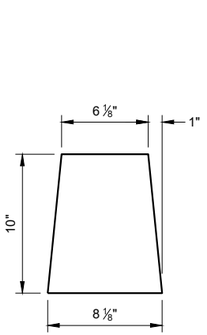
ELEVATION VIEW

S1

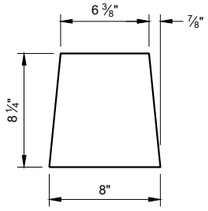


SIDE VIEW

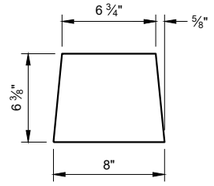
S3



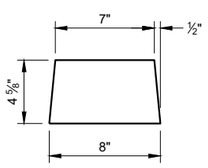
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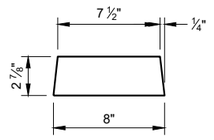
S4



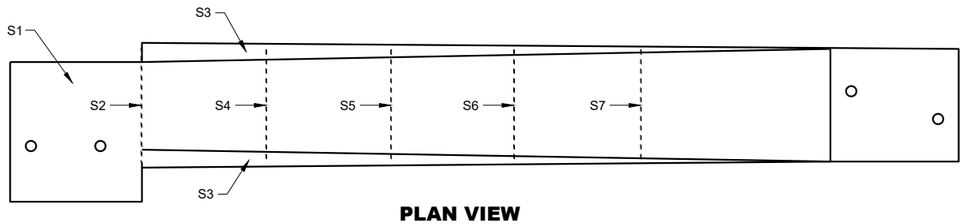
S5



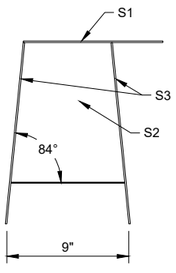
S6



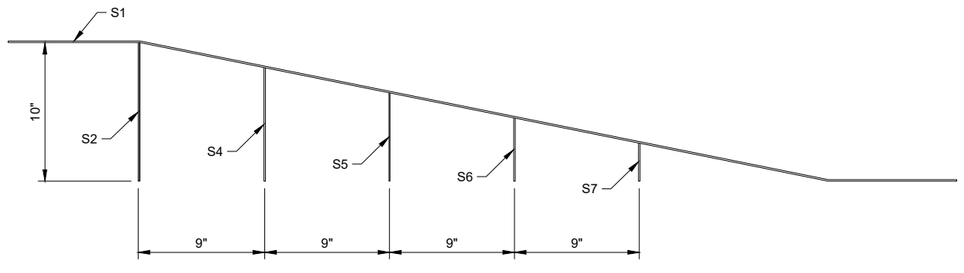
S7



PLAN VIEW



BACK VIEW



SIDE VIEW (600)

42" TOP CAP ASSEMBLY

GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THREE SIDES

STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

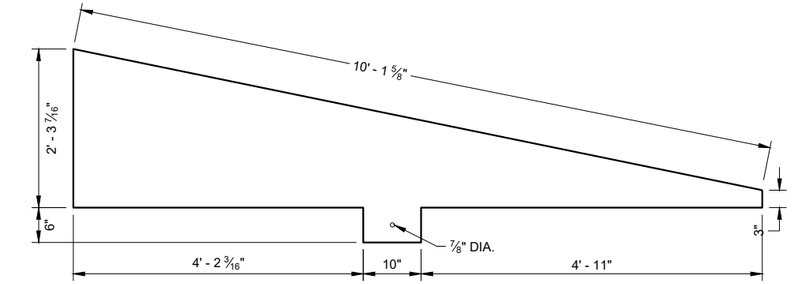
(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

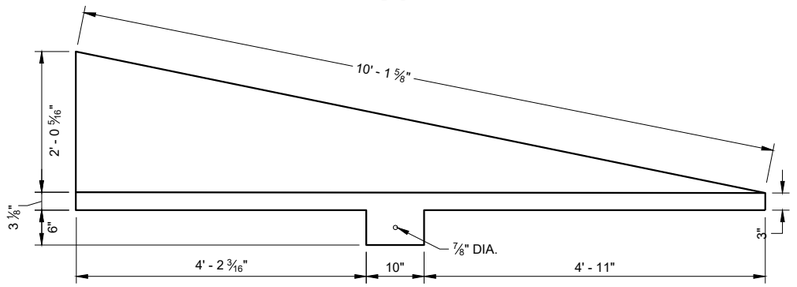
SDD 14B07-16f



SIDE VIEW
T4



END VIEW



SIDE VIEW
T3

END VIEW

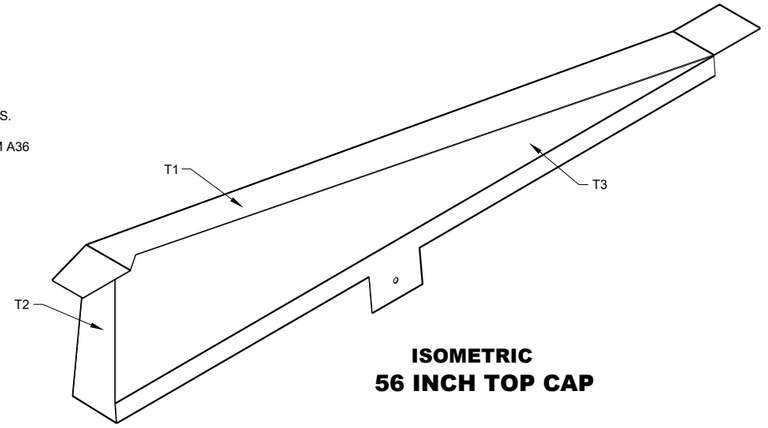
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

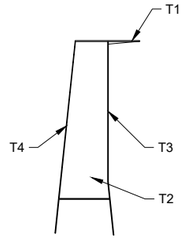
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

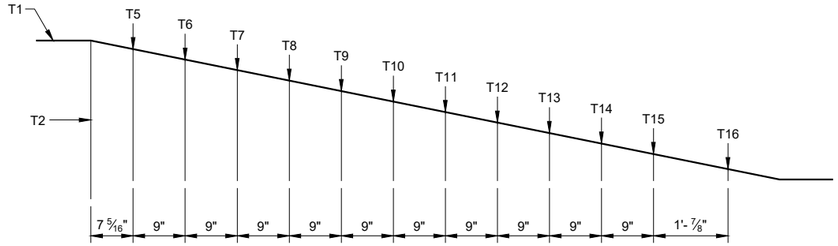
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



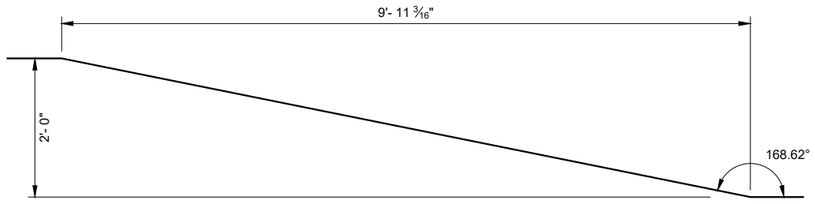
ISOMETRIC
56 INCH TOP CAP



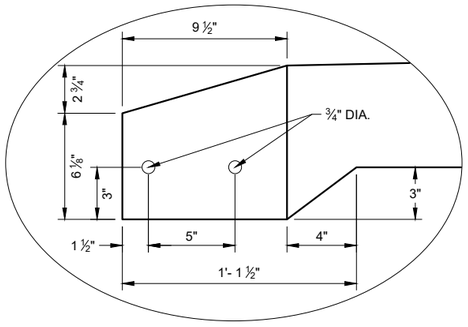
END VIEW
56 INCH TOP CAP



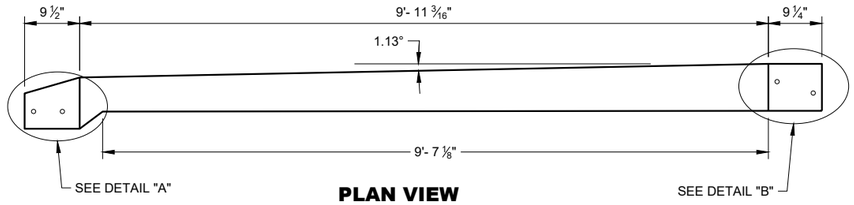
SIDE VIEW (700)
56 INCH TOP CAP



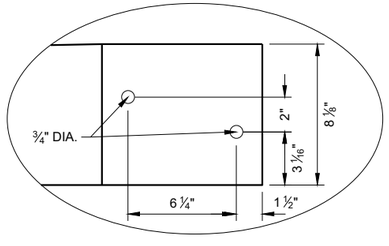
SIDE VIEW
TOP PLATE T1



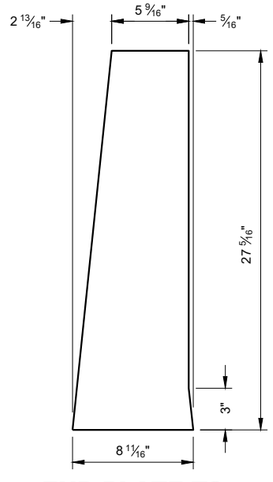
DETAIL "A"



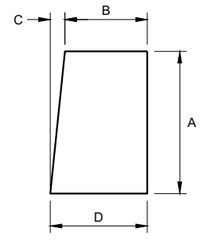
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



GUSSET PLATES
T5 - T16

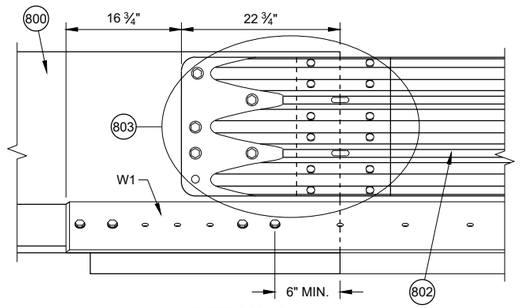
GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
T5	22 13/16"	5 1/16"	2 5/16"	8 1/16"
T6	21"	5 7/8"	2 3/16"	8 1/16"
T7	19 3/16"	6 1/16"	1 15/16"	8 1/16"
T8	17 3/8"	6 1/4"	1 13/16"	8 1/16"
T9	15 5/16"	6 7/16"	1 9/16"	8 1/16"
T10	13 3/4"	6 5/8"	1 7/16"	8 1/16"
T11	11 15/16"	6 13/16"	1 1/4"	8 1/16"
T12	10 1/8"	7"	1 1/16"	8 1/16"
T13	8 5/16"	7 3/16"	7/8"	8 1/16"
T14	6 1/2"	7 3/8"	1 1/16"	8 1/16"
T15	4 11/16"	7 9/16"	1/2"	8"
T16	2 7/8"	7 3/4"	1/4"	8"

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

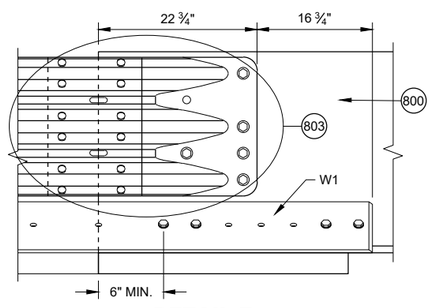
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

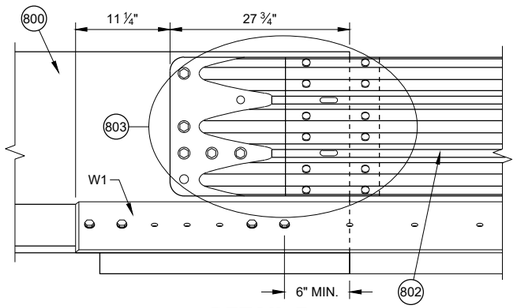
SDD 14B07-16g



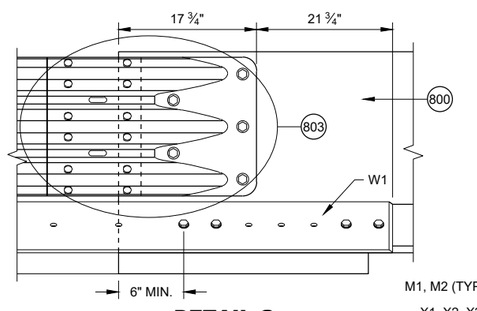
DETAIL D



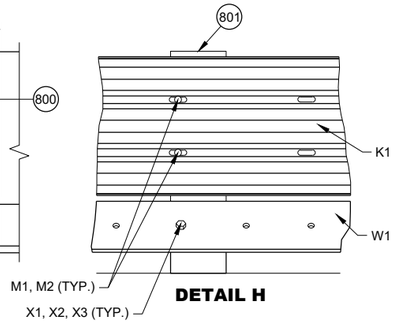
DETAIL E



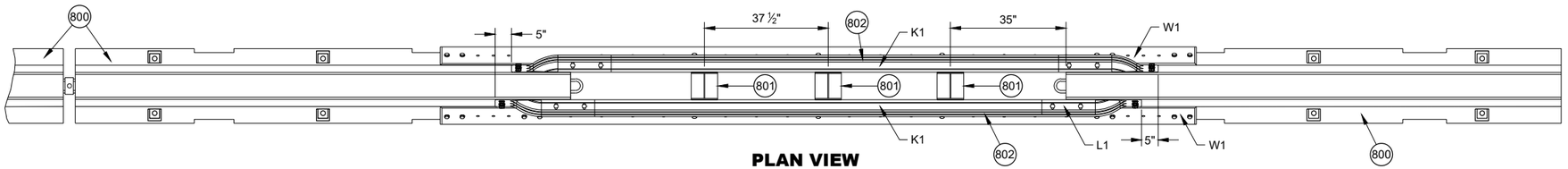
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

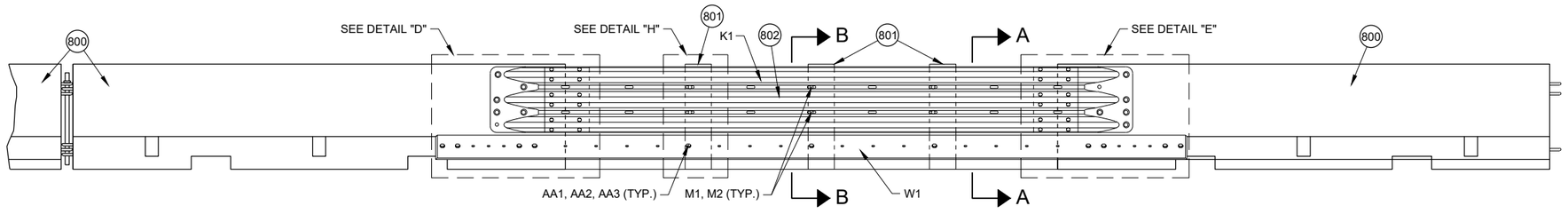
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

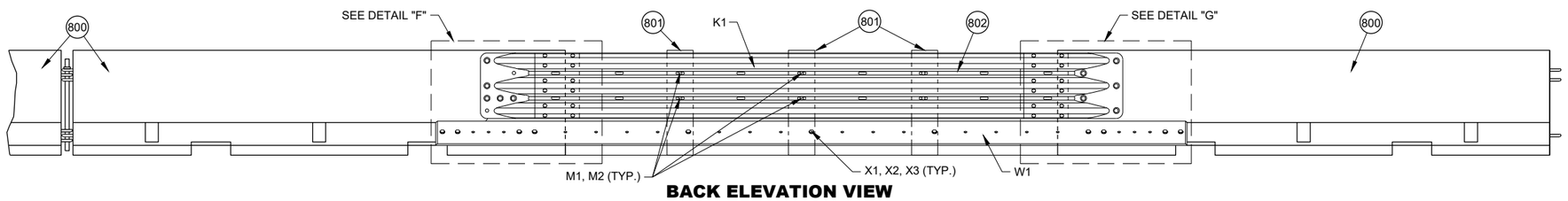
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



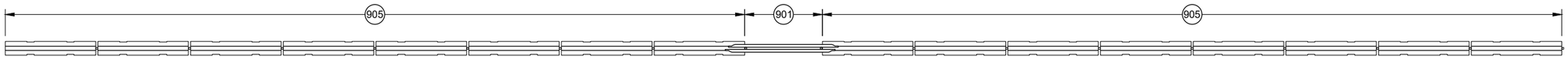
BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

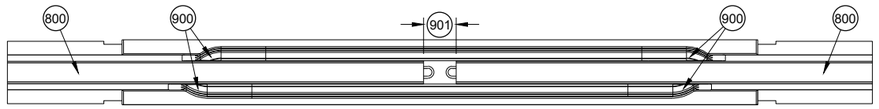
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16h



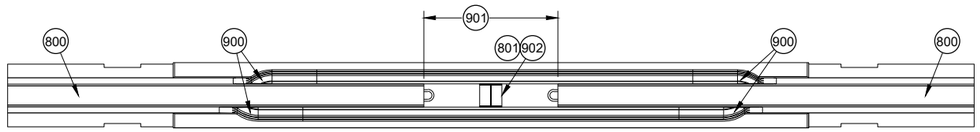
PLAN VIEW
GAP WITHIN SPACING



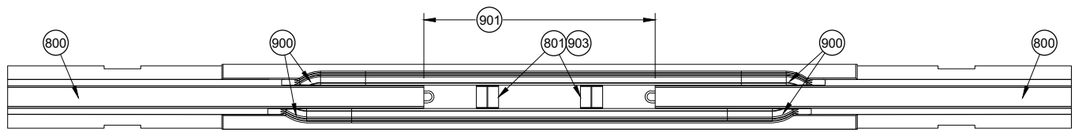
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

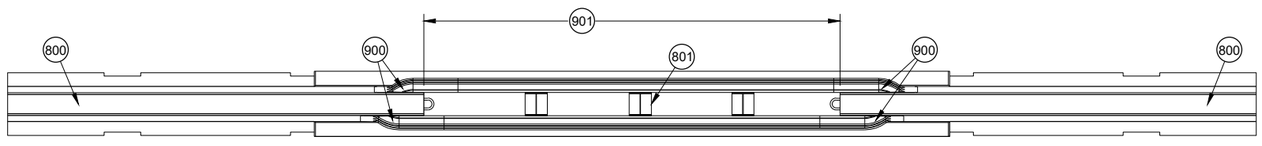
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)

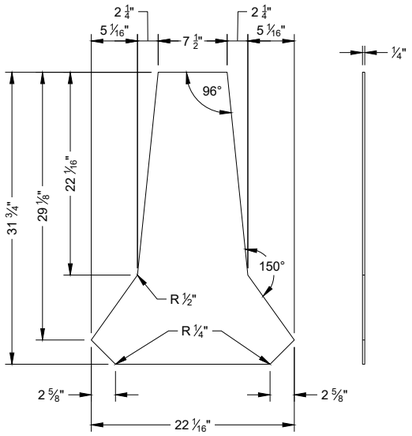


PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

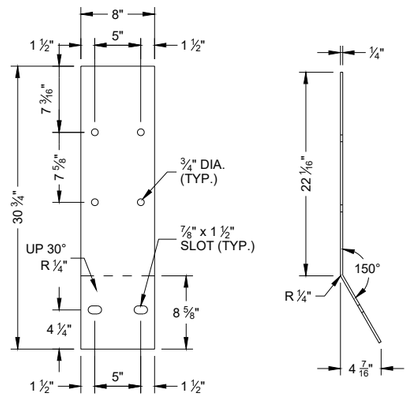
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16i



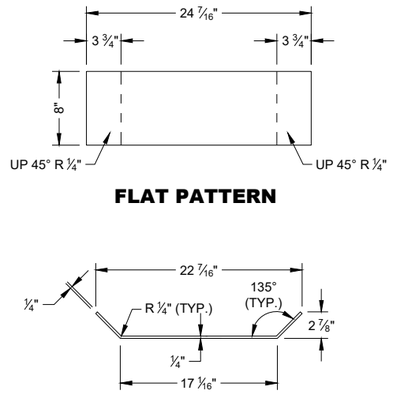
PROFILE VIEW **SIDE VIEW**

STIFFENER ASSEMBLY CENTER PANEL U1



FLAT PATTERN **SIDE VIEW**

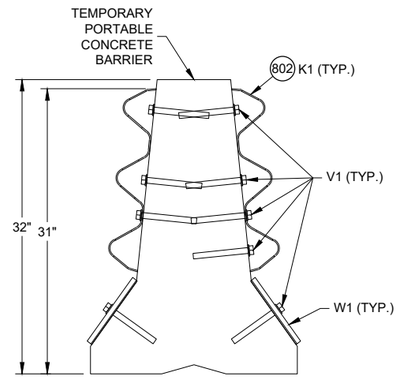
STIFFENER ASSEMBLY SIDE PANEL U2



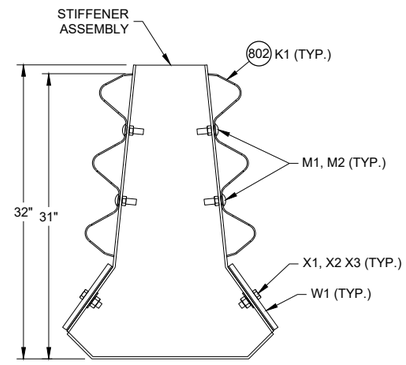
FLAT PATTERN

PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

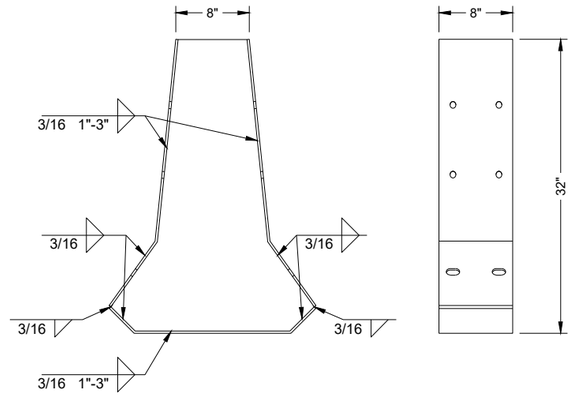


SECTION A - A



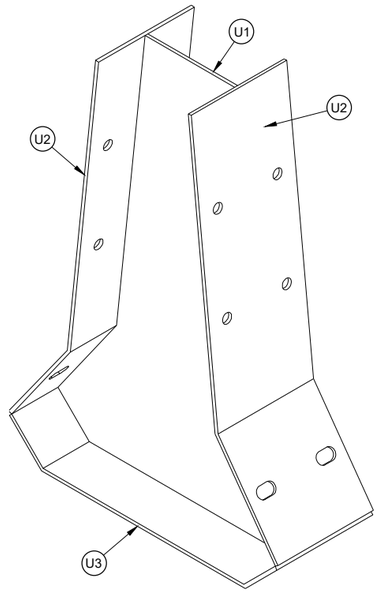
SECTION B - B

PLAN VIEW



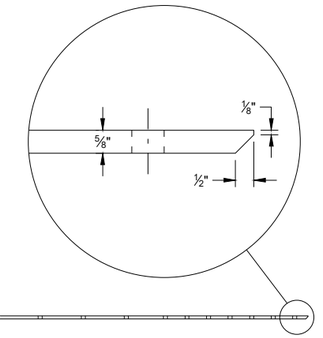
PROFILE VIEW

SIDE VIEW

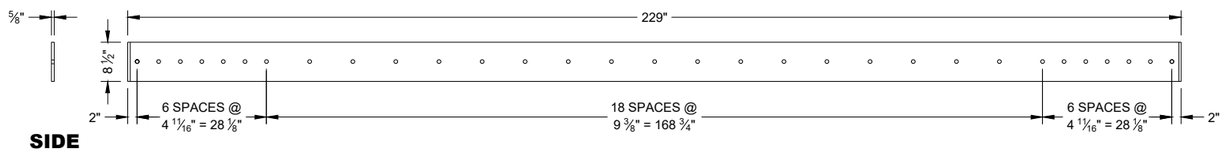


ISOMETRIC

GAP STIFFENER ASSEMBLY



PLAN VIEW

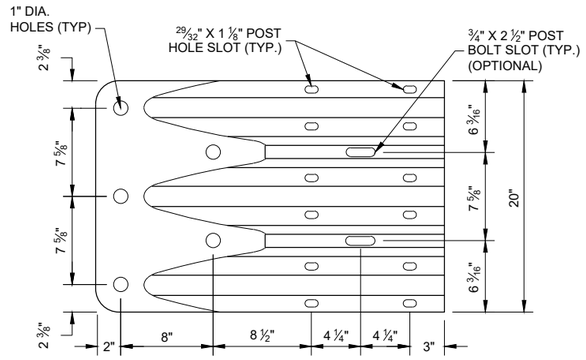


SIDE VIEW

ELEVATION VIEW

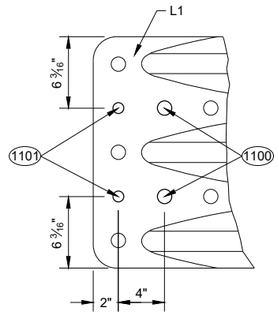
W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"



ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

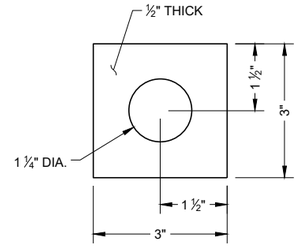


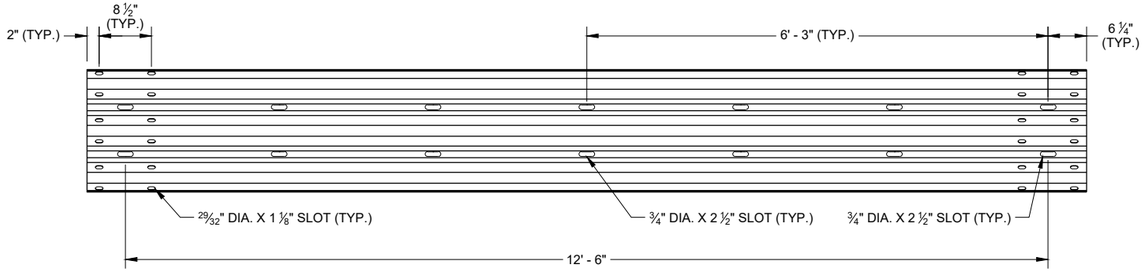
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

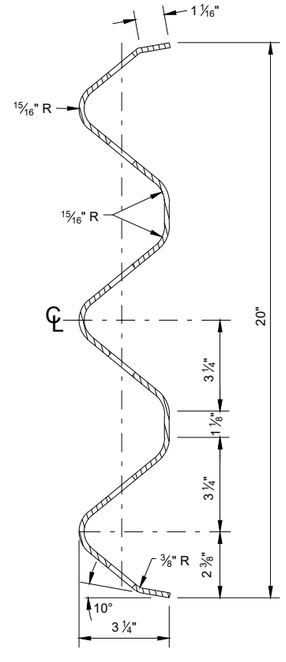
(1100) 1" DIA. HOLE

(1101) 3/4" DIA. HOLE

(1102) PROVIDE HOLES IN THRIE BEAM TERMINAL CONNECTOR TO LIMIT STEEL REINFORCEMENT OR LOOP BAR CONFLICT. CONTRACTOR MAY FIELD DRILL ADDITIONAL HOLE OR PROVIDE THRIE BEAM TERMINAL CONNECTOR WITH ADDITIONAL HOLES FROM SUPPLIER.



SLOTTED THRIE BEAM RAIL K1



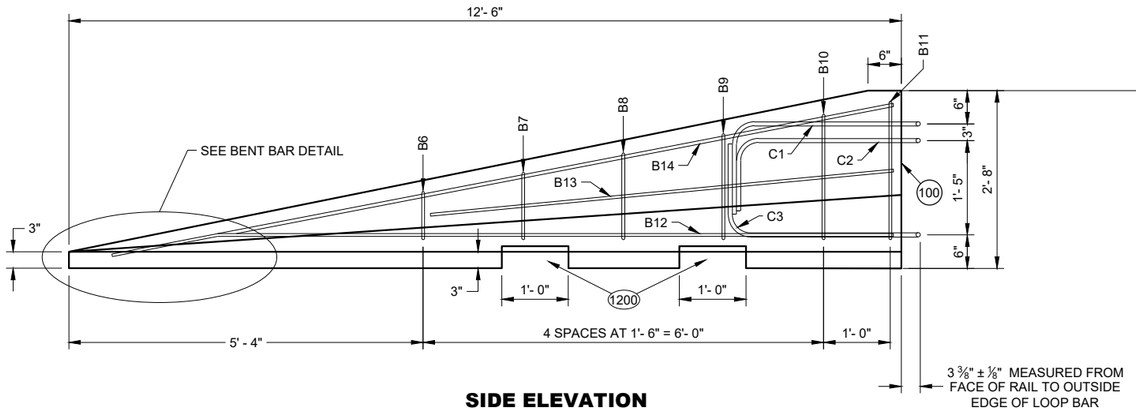
SECTION THROUGH BEAM K1

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

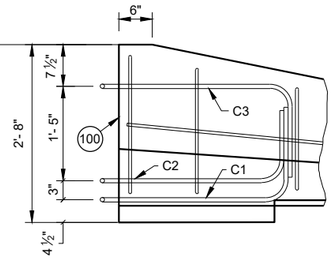
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16k



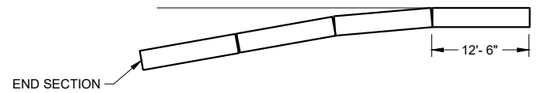
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

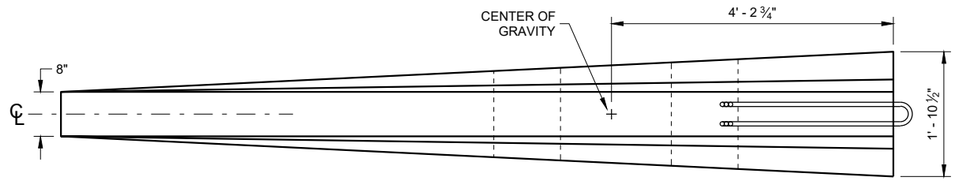
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

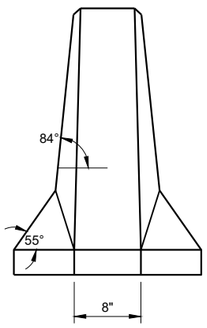


FLARE AT BARRIER END

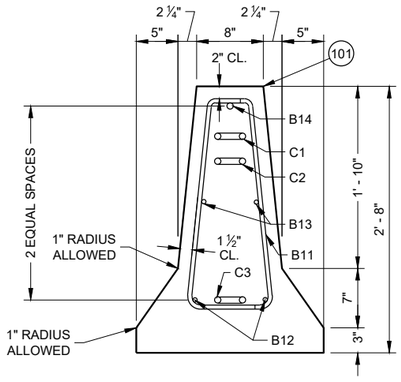
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



PLAN VIEW

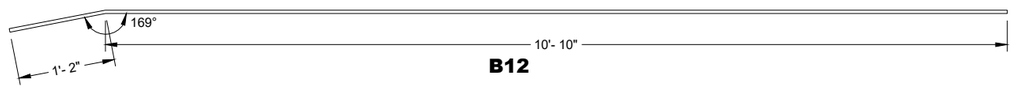


FRONT ELEVATION

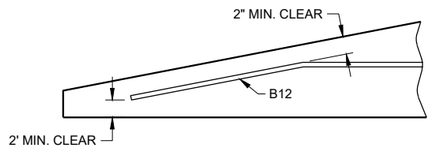


END SECTION

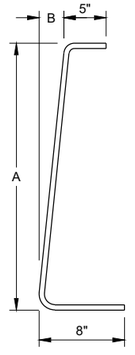
DETAILS OF BARRIER TAPER SECTION



B12



BENT BAR DETAIL



BAR	A	B
B6	10"	1"
B7	1'- 1"	1 ¼"
B8	1'- 5"	1 ⅝"
B9	1'- 8"	1 ⅞"
B10	2'- 0 ½"	2 ⅜"
B11	2'- 3"	2 ¾"

B BARS
2 OF EACH SIZE REQUIRED FOR STIRRUP ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	PRECAST TEMPORARY BARRIER - CONCRETE	MIN. = f'c 5000 PSI	
B1	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B2	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-2"
B3	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B4	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 6'-0"
B5	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#6 REBAR, LENGTH 2'-11"
B6	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 1'-11"
B7	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-2"
B8	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-6"
B9	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-9"
B10	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-2"
B11	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-4"
B12	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-0"
B13	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 7'-9"
B14	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 11'-9"
C1	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C2	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C3	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
D1	CONNECTION PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ¼" DIA.
D2	CONNECTION PIN - TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G1	BOLT THROUGH ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A OR SAE J429 GRADE 2 UNC	1 ⅛" DIA.
G2	BOLT THROUGH ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G3	BOLT THROUGH ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
H1	ADHESIVE ANCHOR - ADHESIVE	ICC-ES-AC308 5 ¼" EMBEDMENT WITH A MIN. BOND STRENGTH OF 1,650 PSI. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
H2	ADHESIVE ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A / SAE J429 GRADE 2 UNC	1 ⅛" DIA.
H3	ADHESIVE ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
H4	ADHESIVE ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
J1	ASPHALT ANCHOR PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ½" DIA.
J2	ASPHALT ANCHOR PIN - STOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
K1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE
L1	THRIE BEAM RAIL - TERMINAL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
M1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	⅝" DIA.
M2	SPLICE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
N1	THRIE BEAM RAIL TERMINAL - MECHANICAL ANCHOR	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA. LENGTH 6"
N2	THRIE BEAM RAIL TERMINAL - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
N3	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
P1	THRIE BEAM RAIL CONNECTION 1-BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA.
P2	THRIE BEAM RAIL CONNECTION 1-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
P3	THRIE BEAM RAIL CONNETION 1- MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
Q1	BLOCK WOOD	SEE STANDARD SPEC. 614	
R1	CAP - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	⅝" DIA.
R2	CAP- BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
R3	CAP - BOLT - MECHANICAL ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	12 GAUGE
S1	CAP 42-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S2	CAP 42-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S3	CAP 42-INCH SIDE PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S4	CAP 42-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S5	CAP 42-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S6	CAP 42-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S7	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE

6

SDD 14B07-16m

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16m

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
T1	CAP 56-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T2	CAP 56-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T3	CAP 56-INCH SIDE PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T4	CAP 56-INCH SIDE PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T5	CAP 56-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T6	CAP 56-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T7	CAP 56-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T8	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T9	CAP 42-INCH GUSSET 5	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T10	CAP 42-INCH GUSSET 6	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T11	CAP 42-INCH GUSSET 7	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T12	CAP 42-INCH GUSSET 8	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T13	CAP 42-INCH GUSSET 9	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T14	CAP 42-INCH GUSSET 10	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T15	CAP 42-INCH GUSSET 11	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T16	CAP 42-INCH GUSSET 12	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
U1	GAP STIFFENER	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U2	GAP STIFFENER - CONNECTOR PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U3	GAP STIFFENER - CONNECTOR PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
V1	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 24.0 KIPS AND ULTIMATE SHEAR LOAD 21.5 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	¾" DIA.
V2	GAP STIFFENER - BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C O R MECHANICAL GALVANIZE TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
W1	TOE PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
X1	TOE PLATE - CONNECTION BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC HEAVY HEX HEAD OR AASTHO M180 HEAD, ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED. PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	¾" DIA.
X2	TOE PLATE - CONNECTION BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1 (HARDEN WASHER ONLY)	
X3	TOE PLATE - CONNECTION BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	

6

SDD 14B07-16n

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

SDD 14B07-16n

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

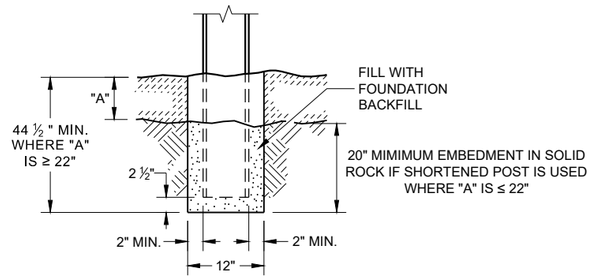
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

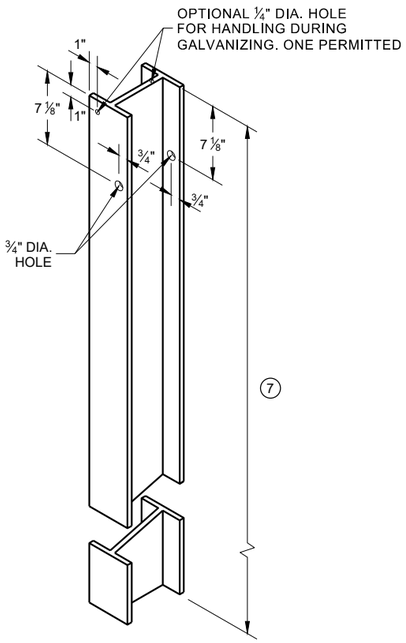
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

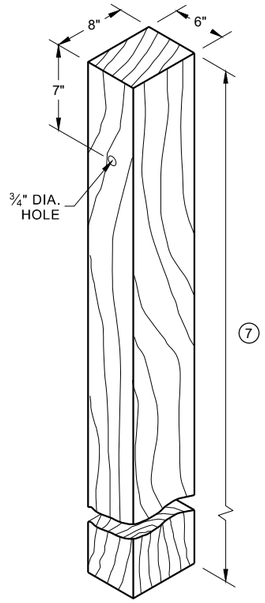
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



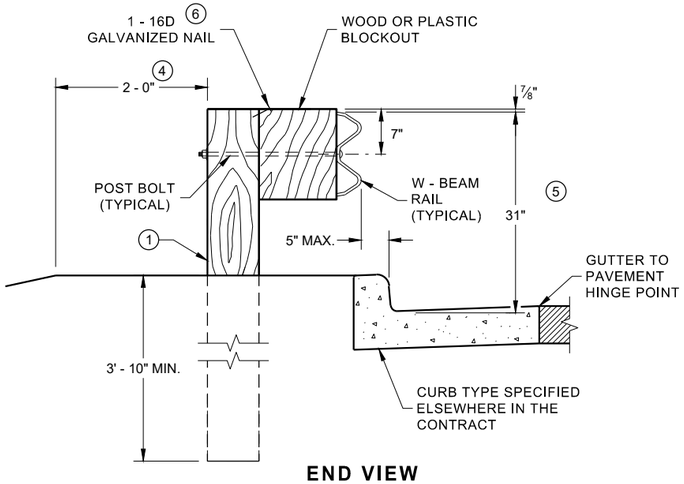
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



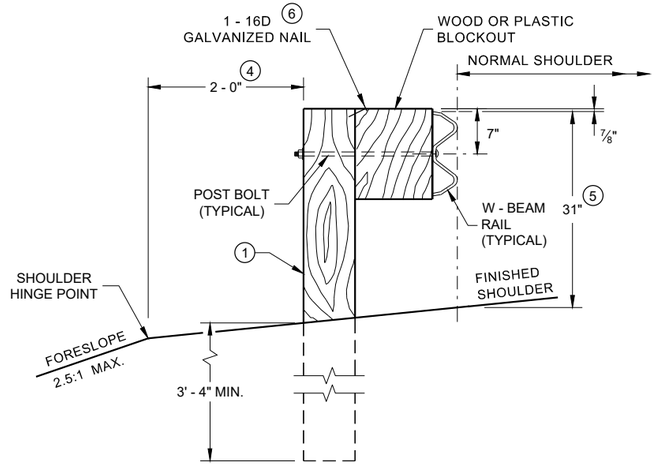
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



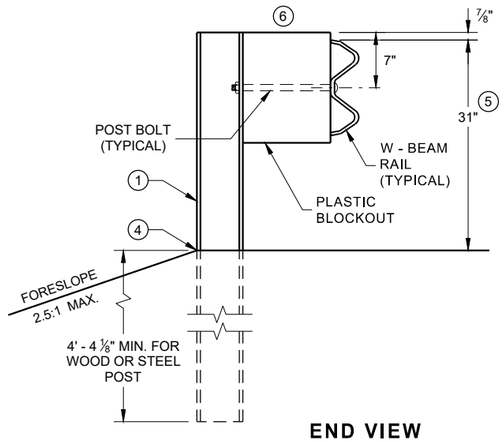
WOOD POST (6" X 8") NOMINAL (1)



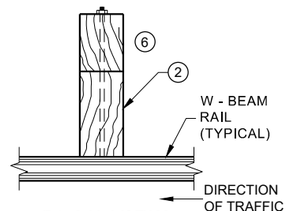
END VIEW
LOCATED ALONG A CURBED ROADWAY



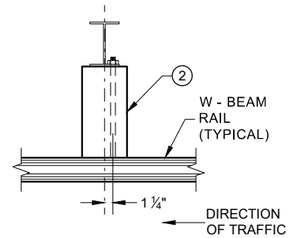
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



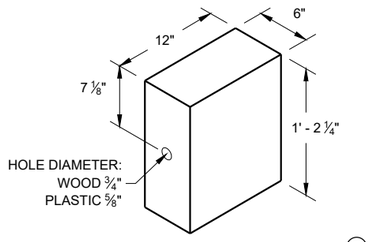
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



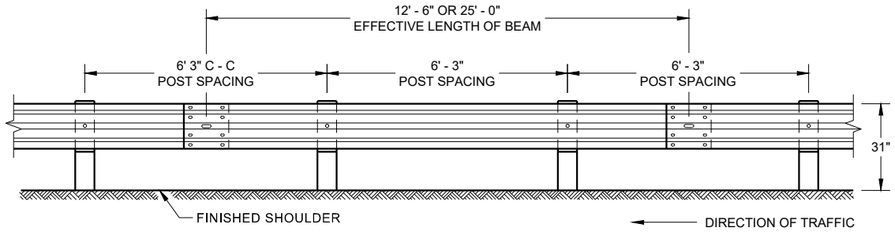
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

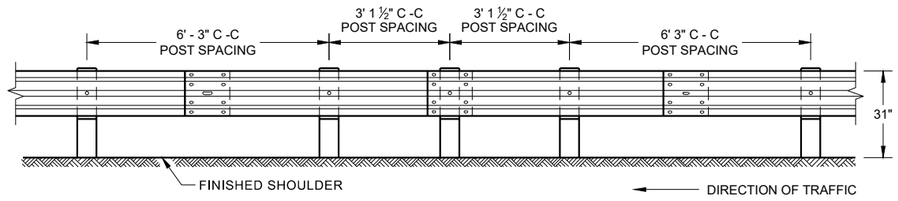
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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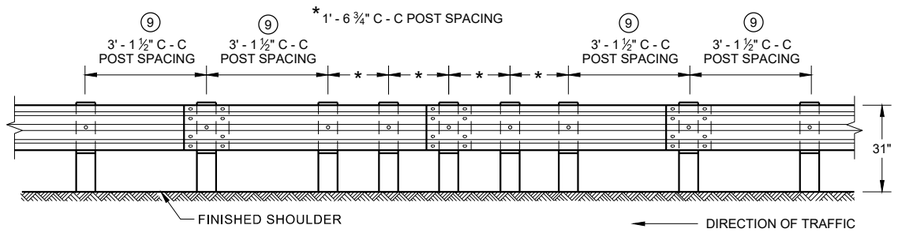
SDD 14B42 - 07a



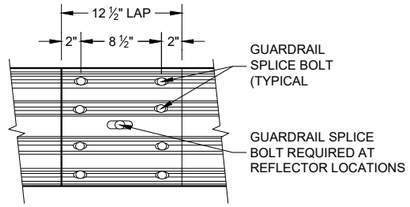
FRONT VIEW
POST SPACING STANDARD INSTALLATION



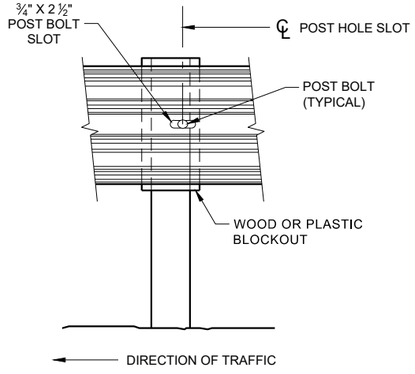
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



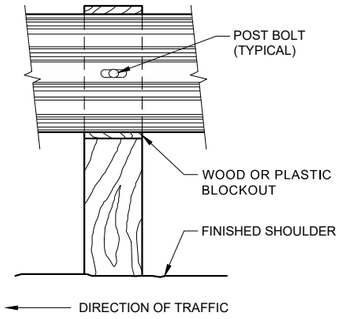
FRONT VIEW
QUARTER POST SPACING (QS)



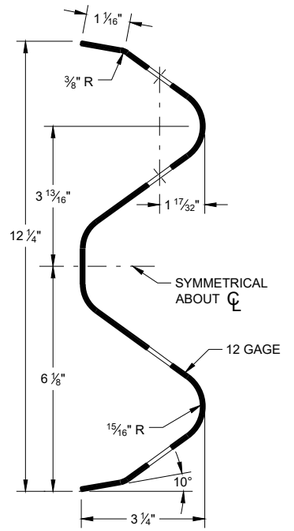
FRONT VIEW
MID-SPAN BEAM SPLICE



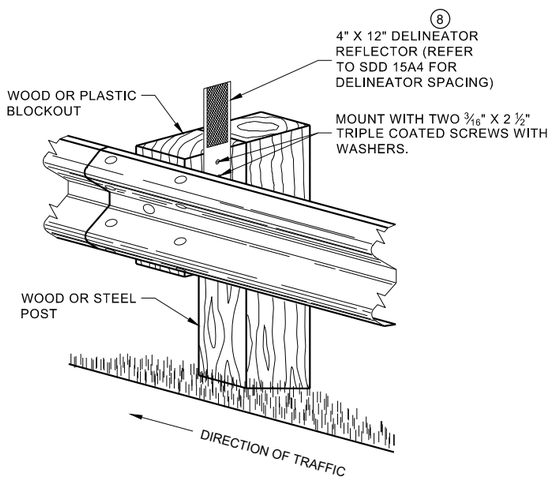
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

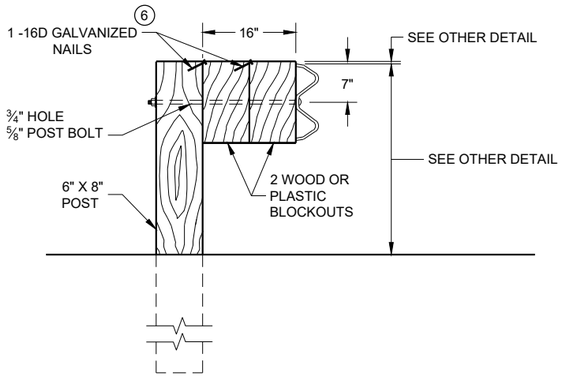
POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
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6
SDD 14B42 - 07b

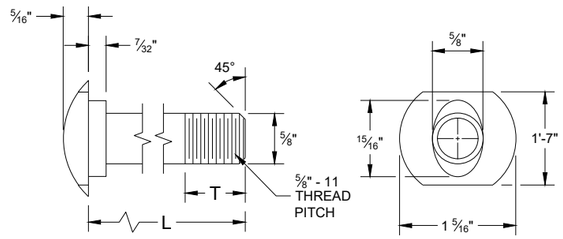


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

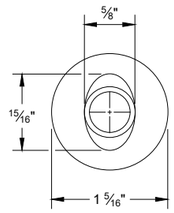
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

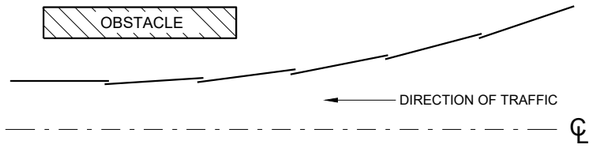


POST BOLT TABLE

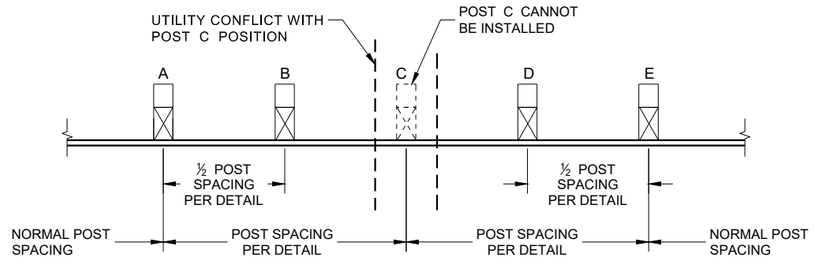
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



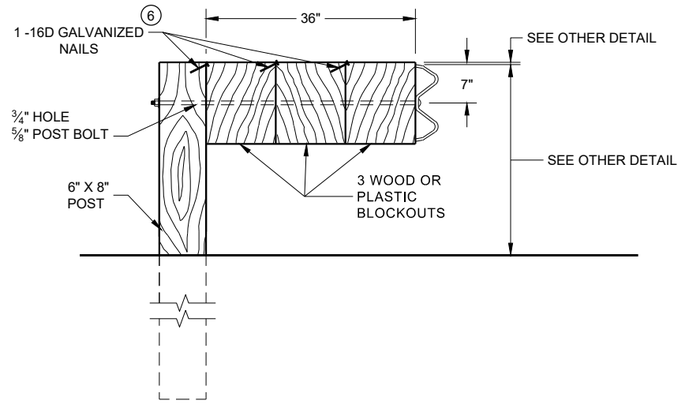
ALTERNATE BOLT HEAD



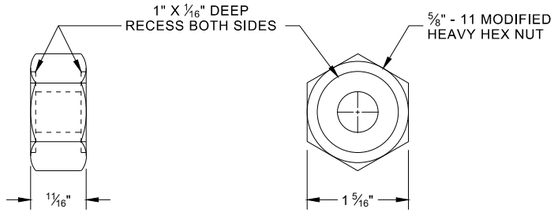
PLAN VIEW
BEAM LAPPING DETAIL



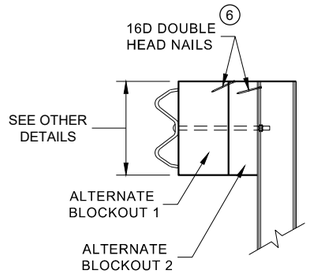
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



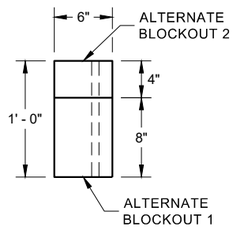
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

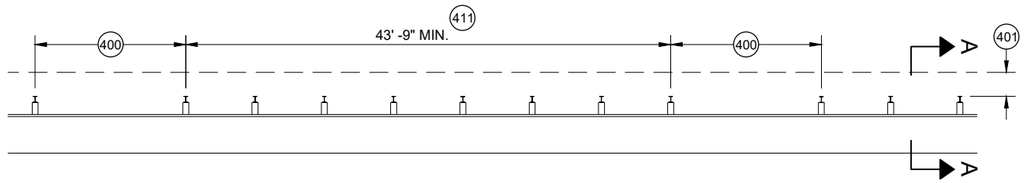
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

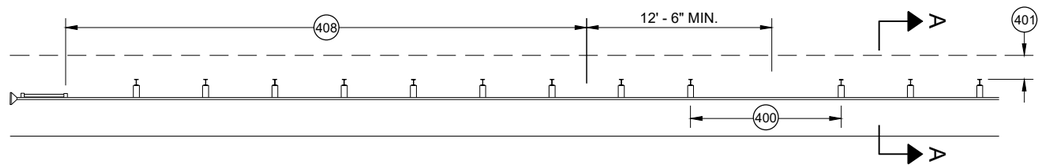
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

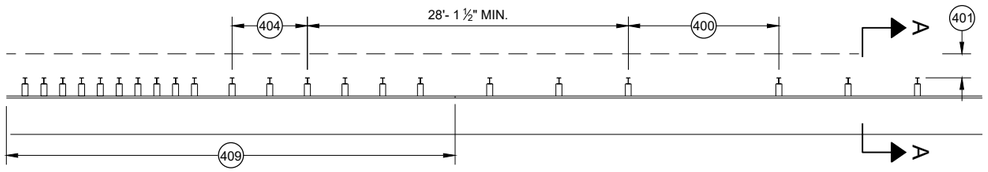
SDD 14B42 - 07c



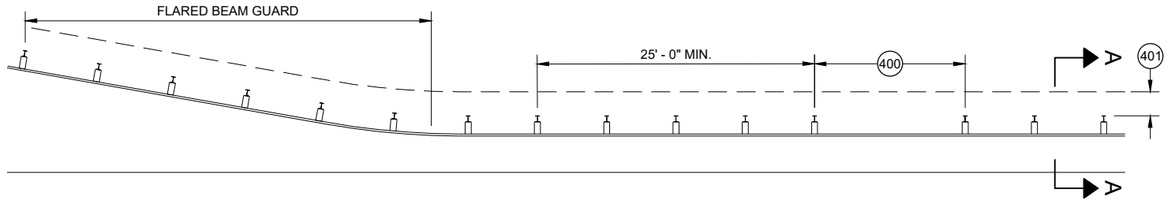
MISSING POST IN MGS GUARDRAIL



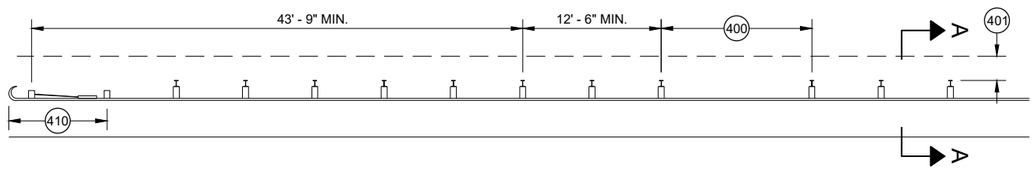
MISSING POST IN MGS GUARDRAIL NEAR EAT



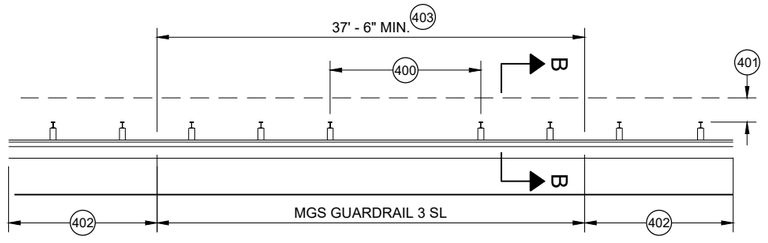
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

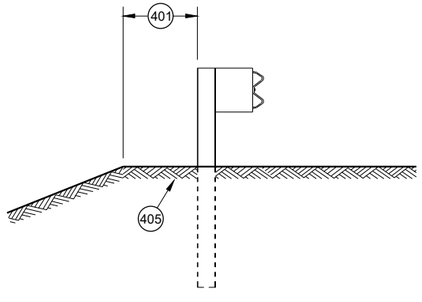


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

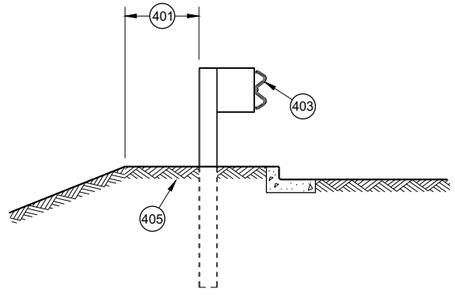


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

6

SDD 14B42 - 07d

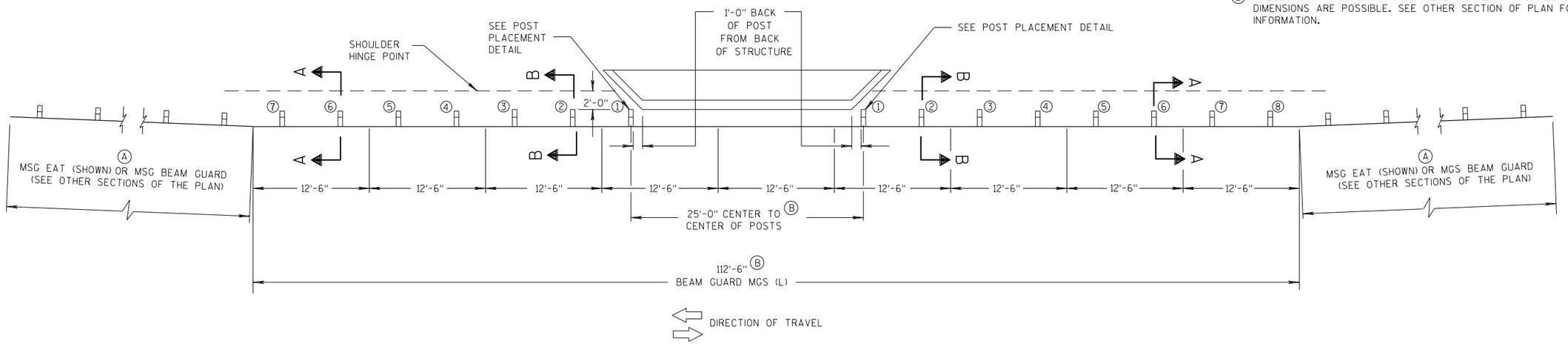
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

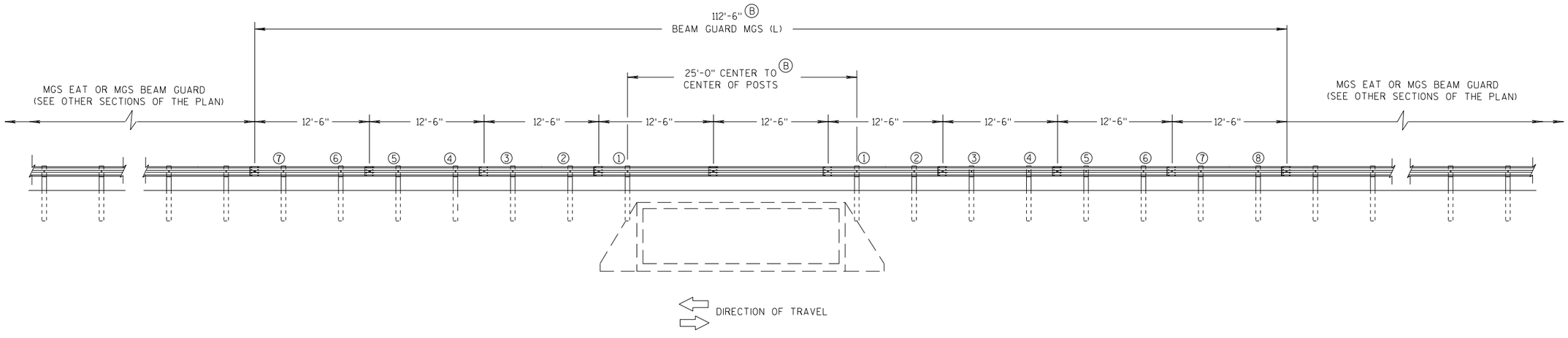
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 43-4a

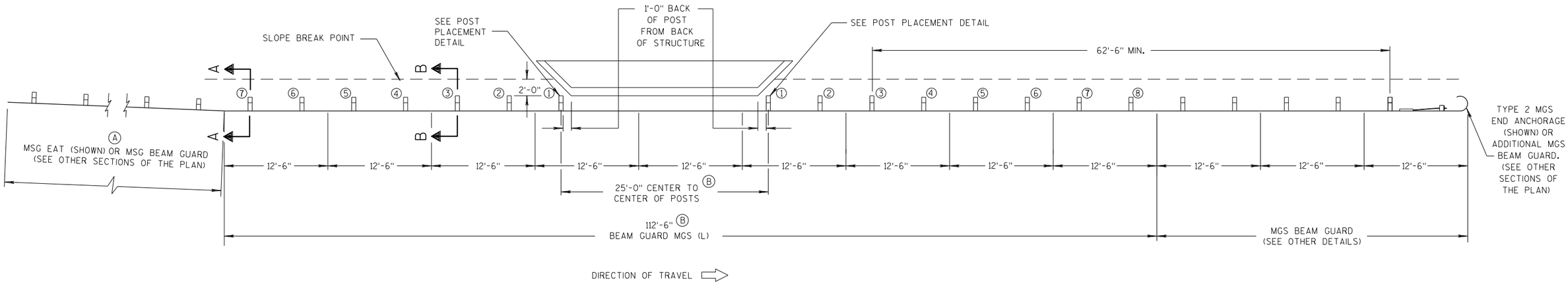
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

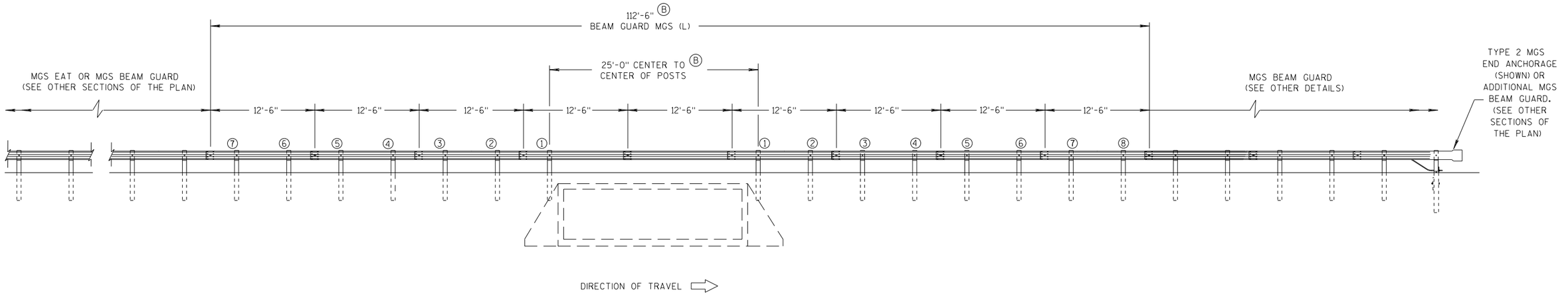
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

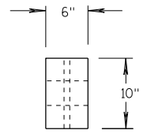
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	238

6

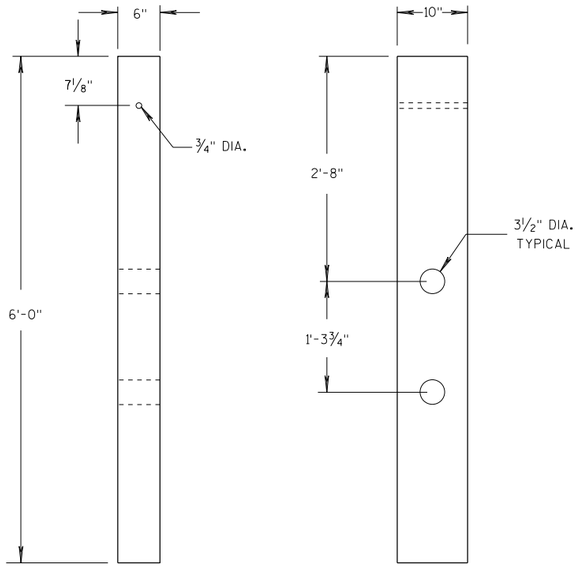
S.D.D. 14 B 43-4b

6

S.D.D. 14 B 43-4b

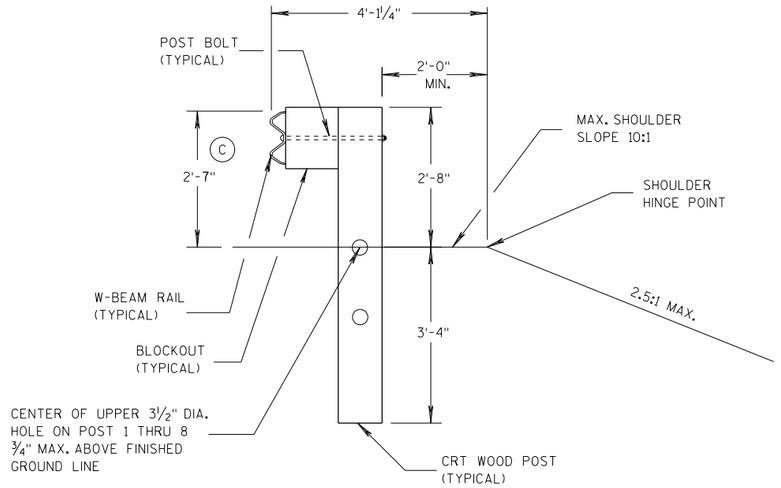


PLAN VIEW



FRONT VIEW SIDE VIEW

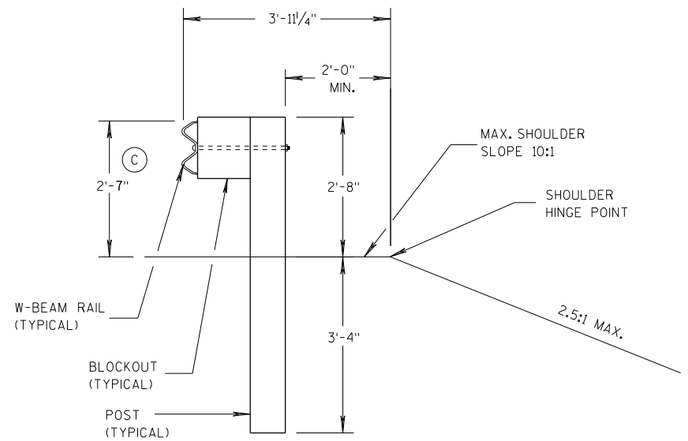
CRT WOOD POST



SECTION B-B

POSTS NO. 1-3

SEE OTHER DETAILS



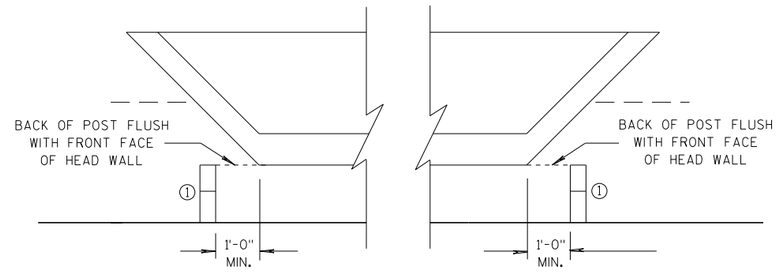
SECTION A-A

POSTS NO. 4-8

SEE OTHER DETAILS

GENERAL NOTES

(C) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



POST PLACEMENT DETAIL

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D 239 NT
ENGINEER

6

S.D.D. 14 B 43-4c

6

S.D.D. 14 B 43-4c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

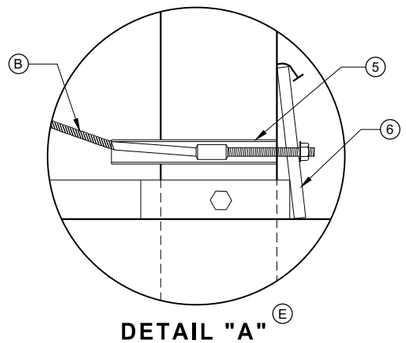
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

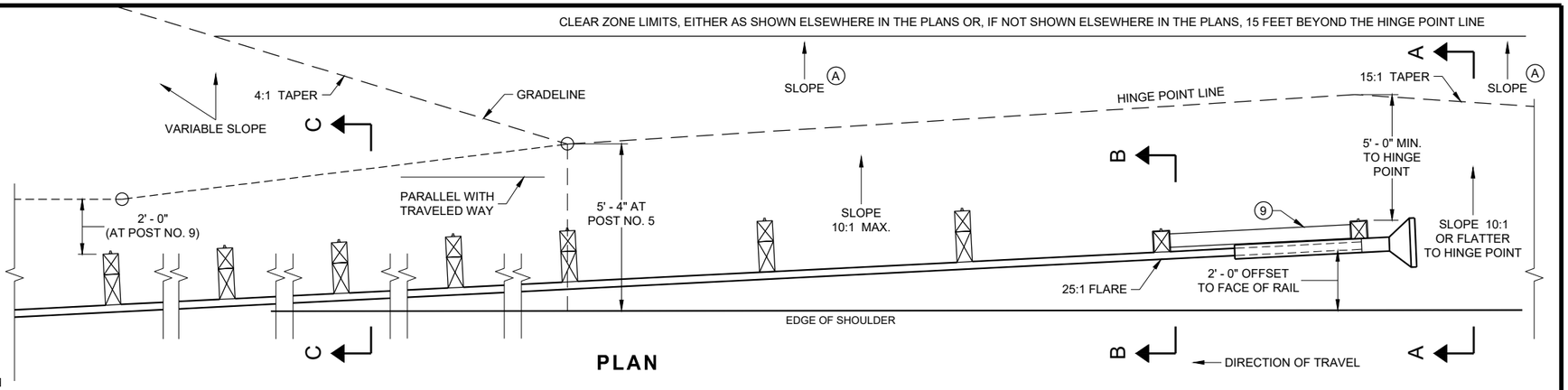
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

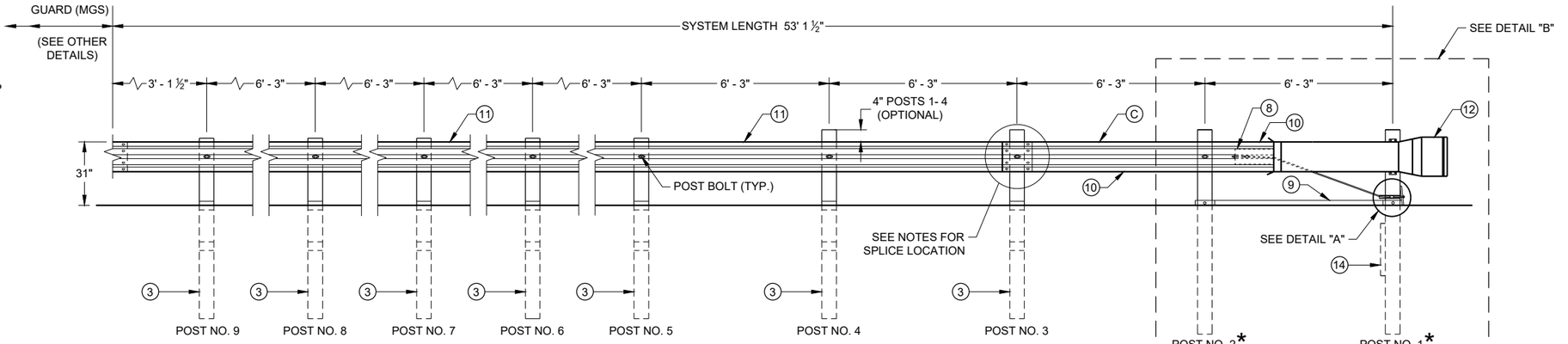
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



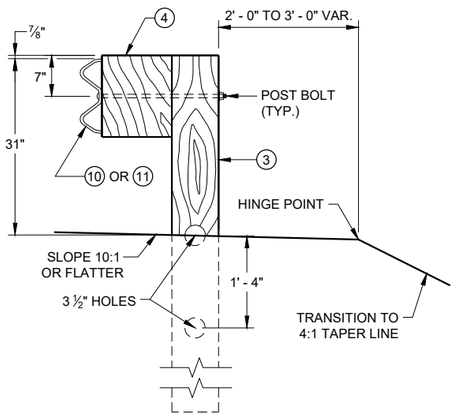
DETAIL "A" (E)



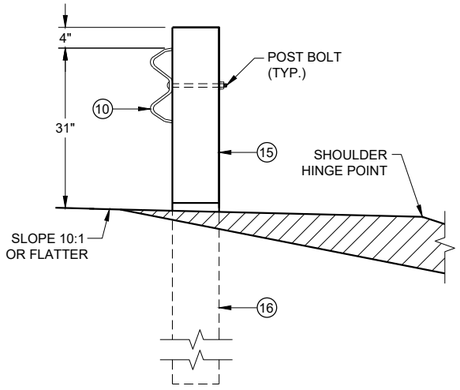
PLAN



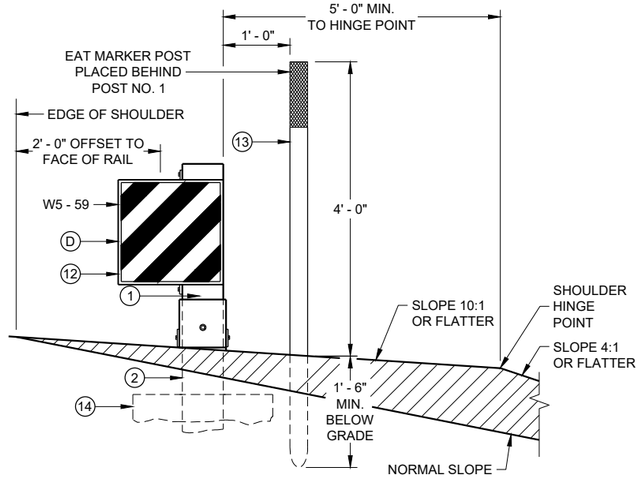
ELEVATION



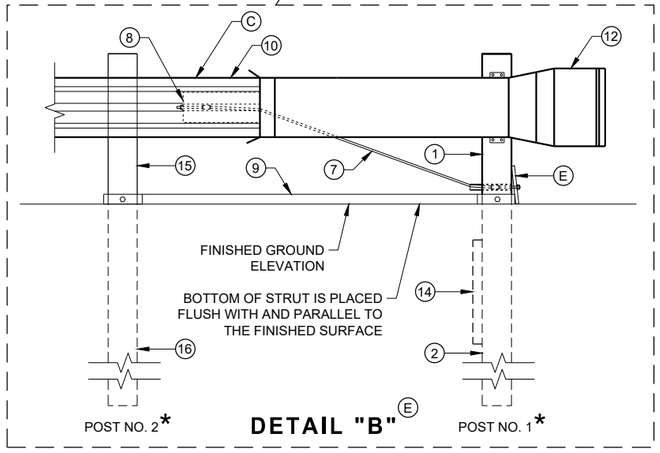
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



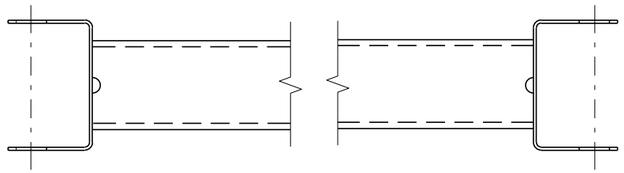
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

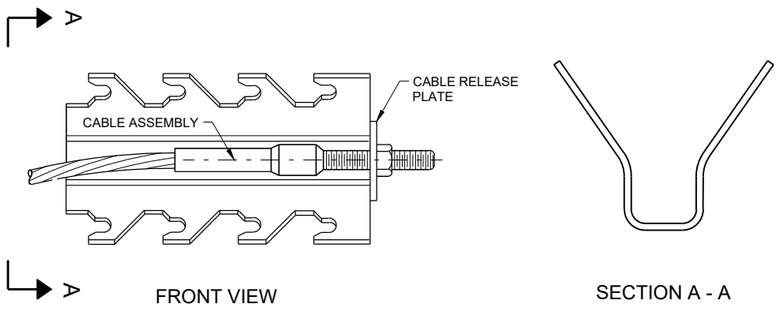
SDD 14B44 - 04a



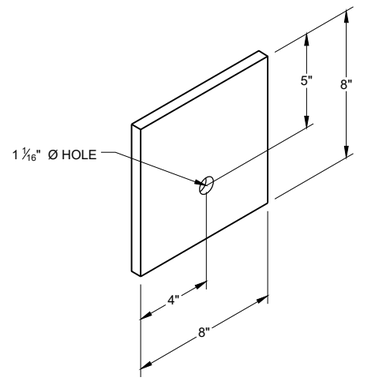
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

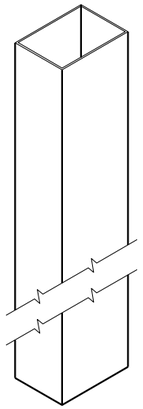
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SDD 14B44 - 04b

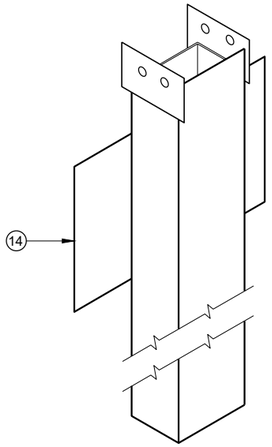
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

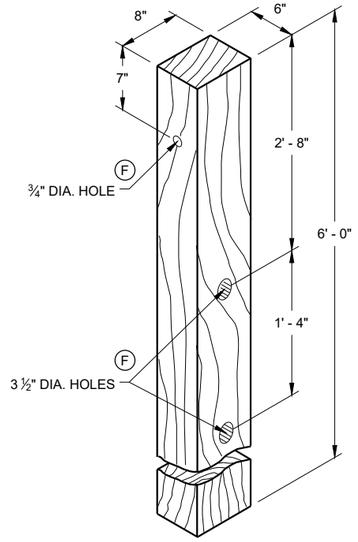
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



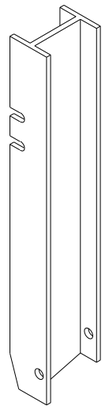
UPPER POST NO. 1 (1) (E)



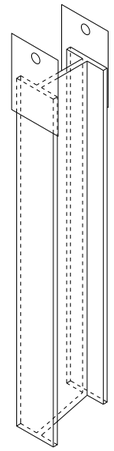
LOWER POST NO. 1 (2) (E)



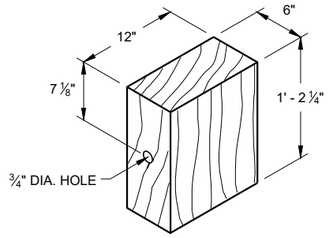
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



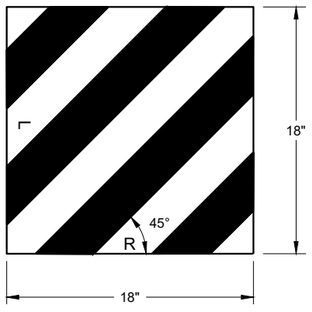
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

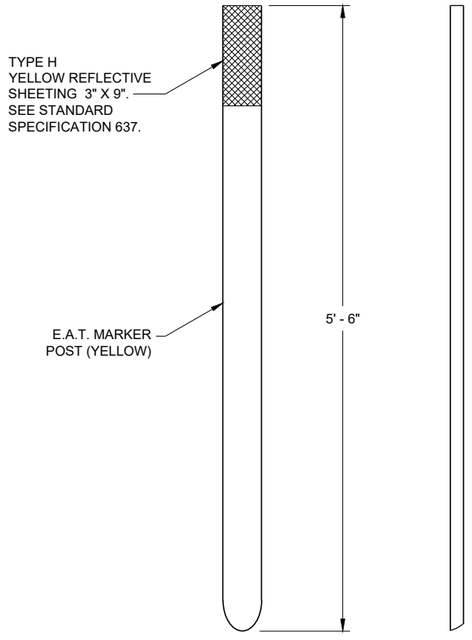


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



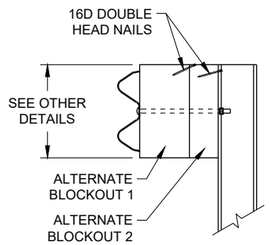
W5 - 59

REFLECTIVE SHEETING DETAIL (E)

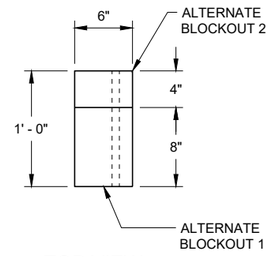


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

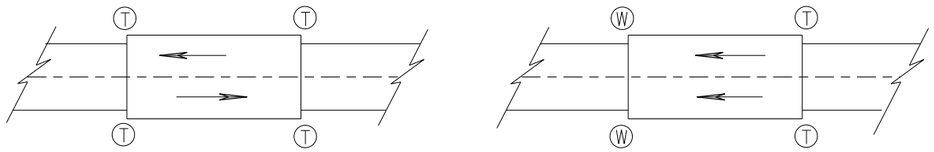
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

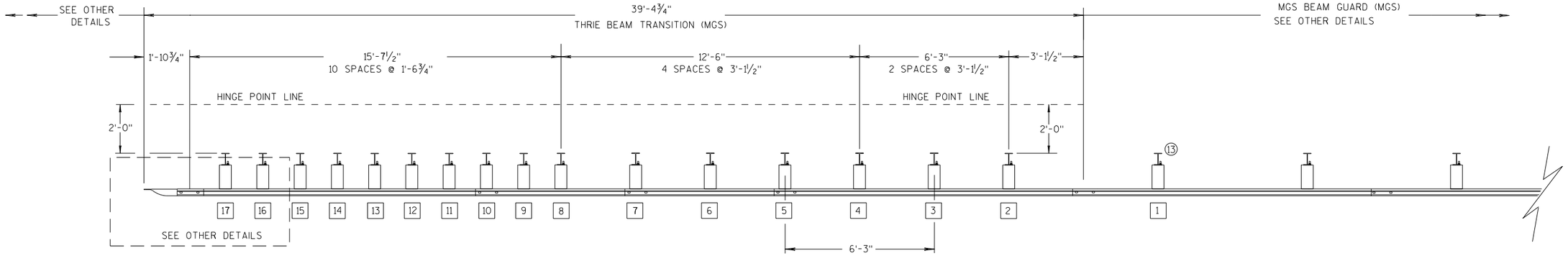
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

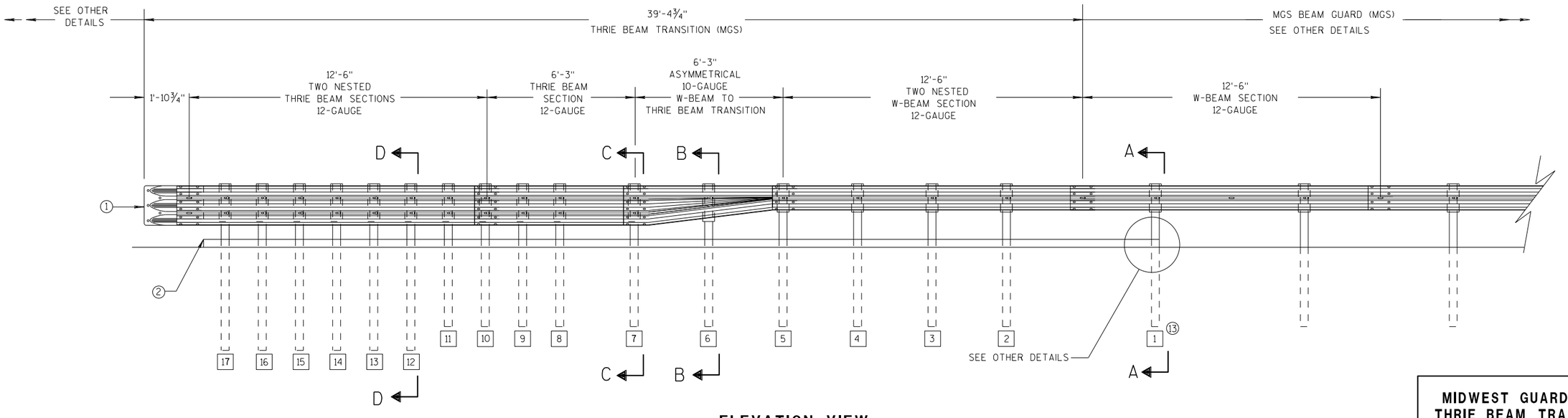
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

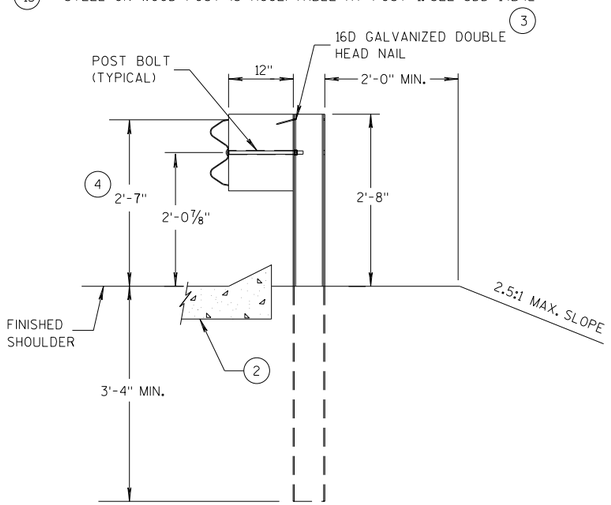
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

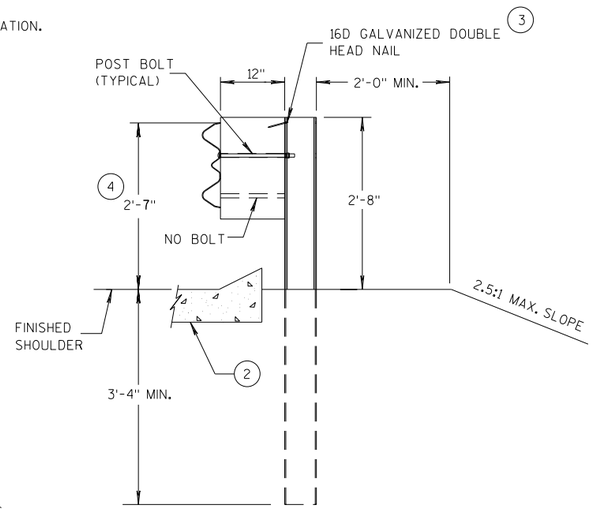
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



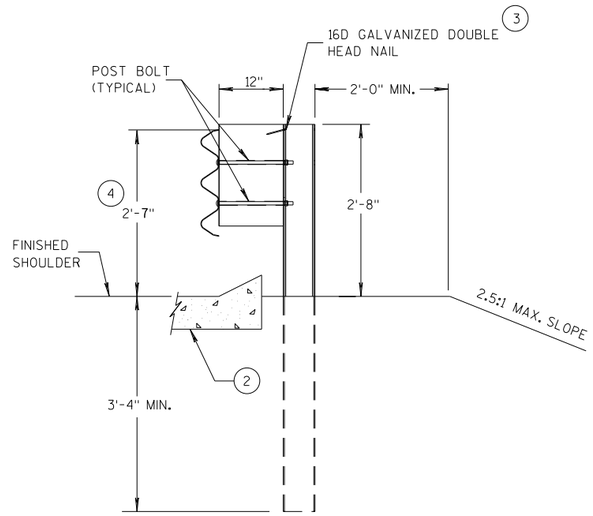
SECTION A-A (13)

POSTS 1-5



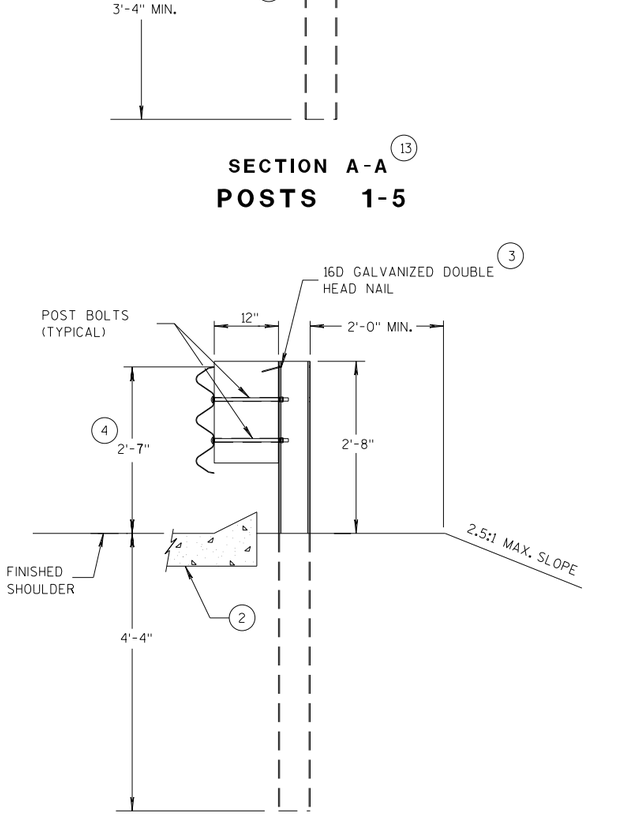
SECTION B-B

POST 6



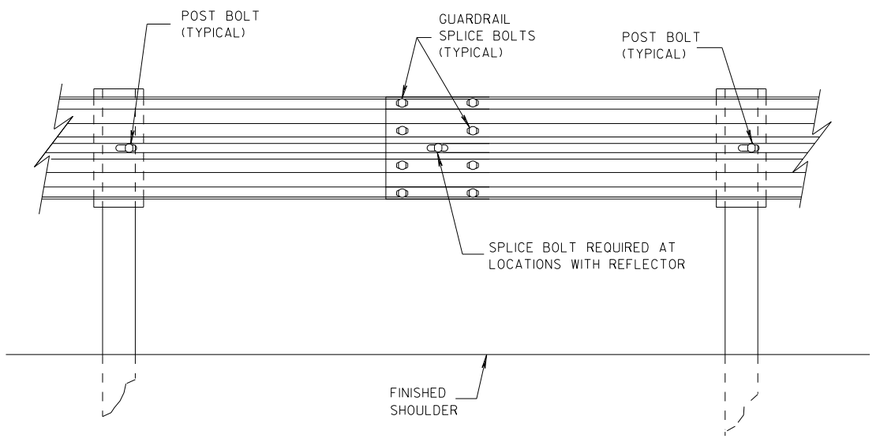
SECTION C-C

POSTS 7-11



SECTION D-D

POSTS 12-17



SPLICE DETAIL

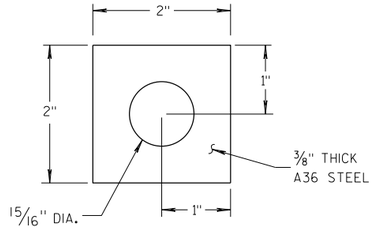
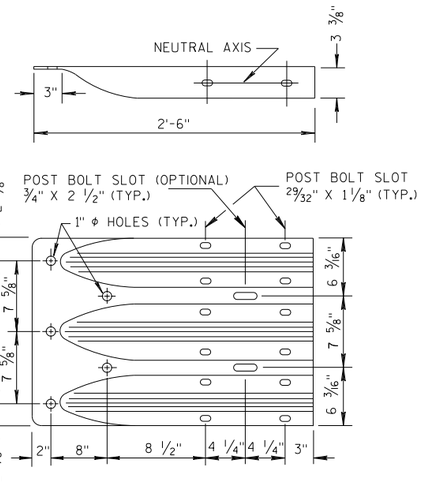
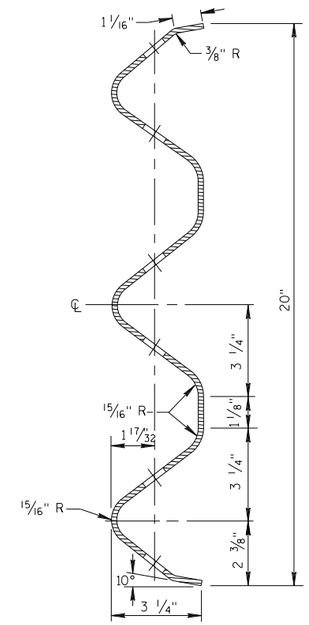


PLATE WASHER DETAIL



THRIE BEAM TERMINAL CONNECTOR



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

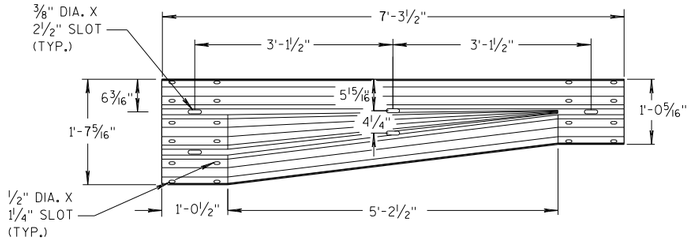
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 244

6

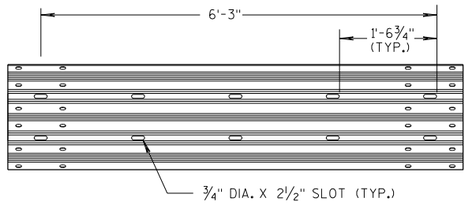
S.D.D. 14 B 45-5b

6

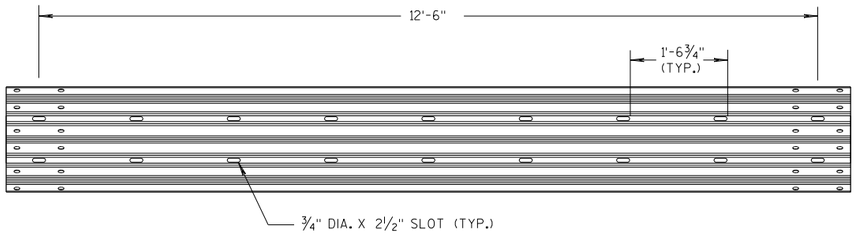
S.D.D. 14 B 45-5b



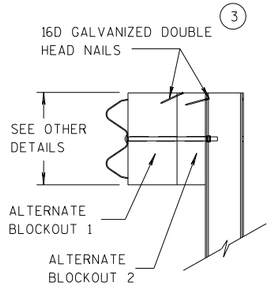
W-BEAM TO THRIE BEAM TRANSITION SECTION



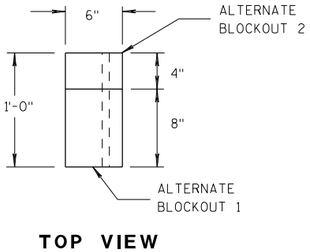
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

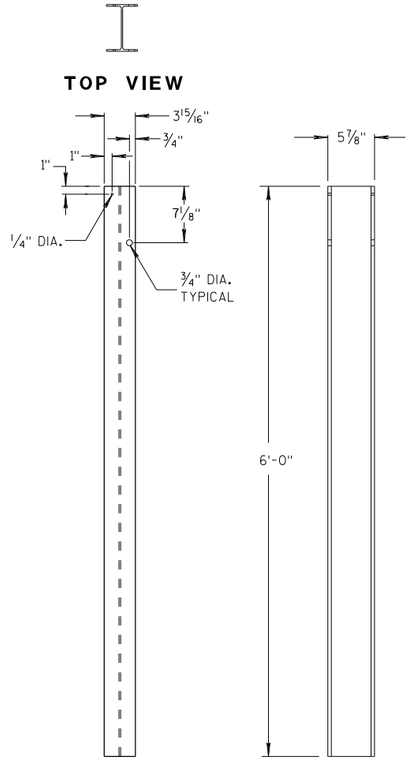


SIDE VIEW



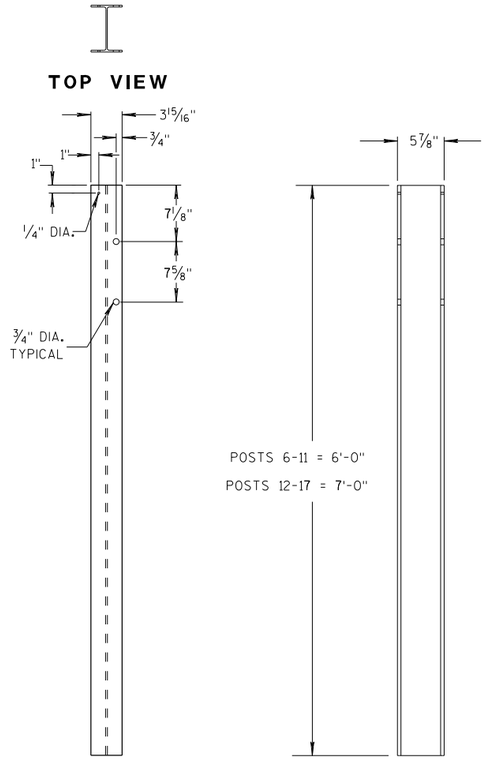
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



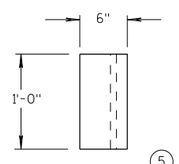
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

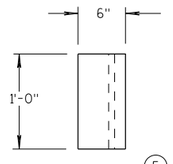


FRONT VIEW SIDE VIEW

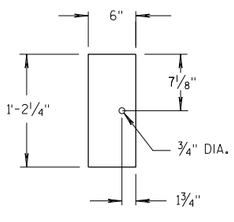
STEEL POSTS 6-17



TOP VIEW (5)

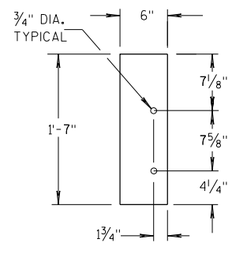


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

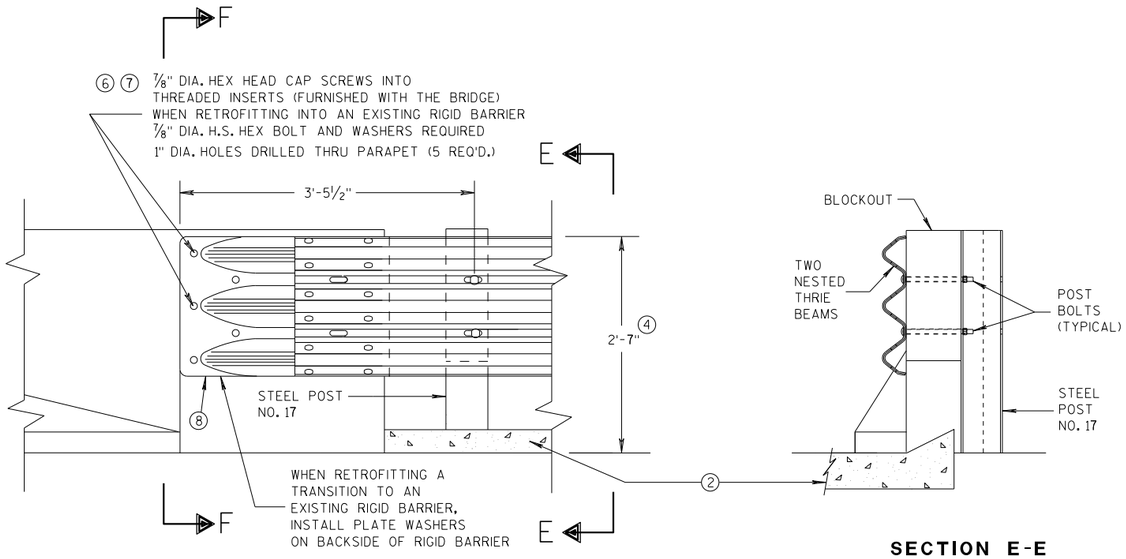
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 245

6
S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

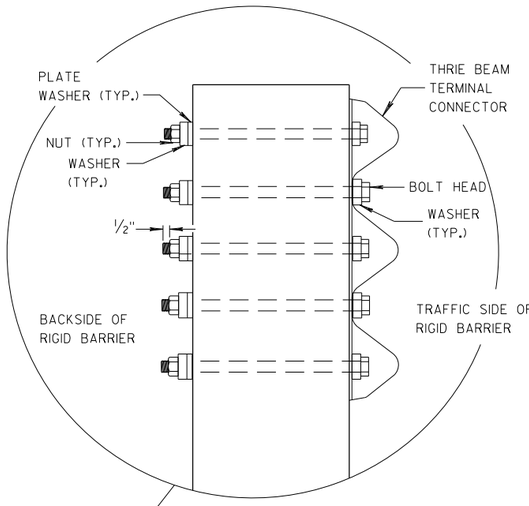
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

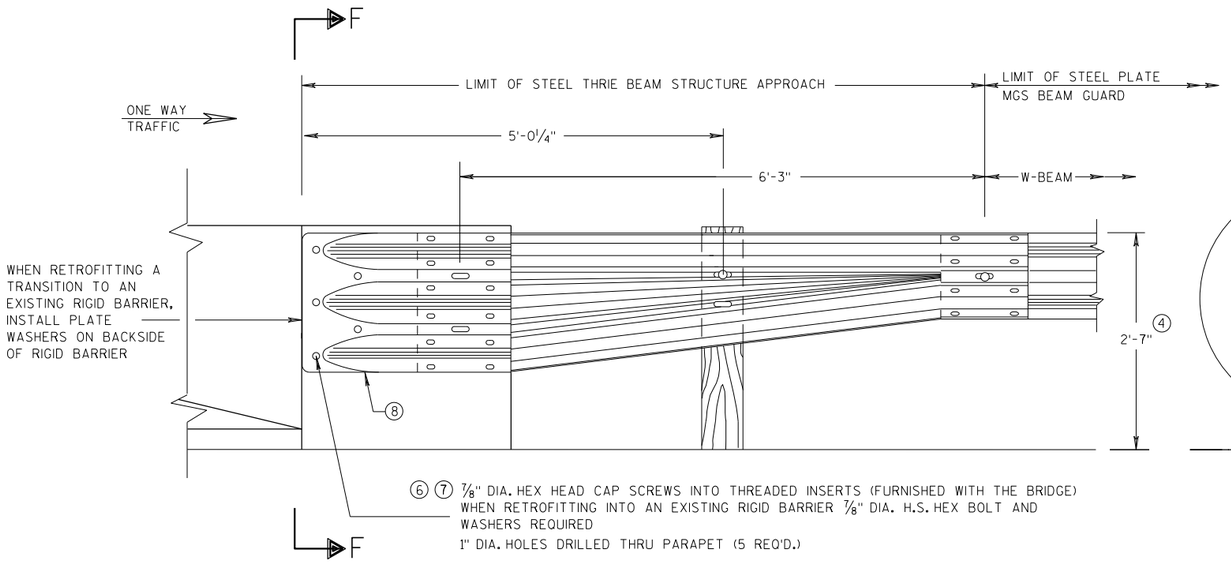
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

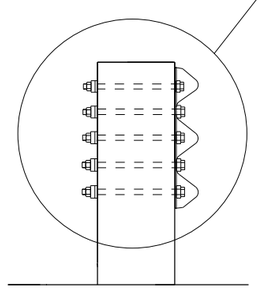
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

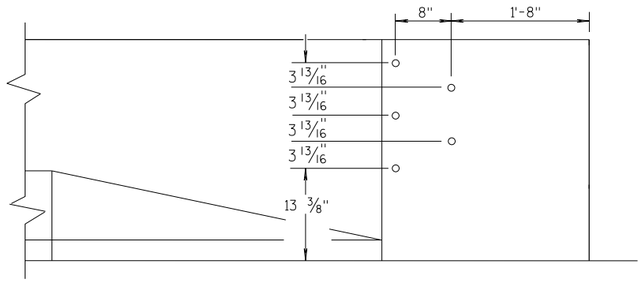




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
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FHWA

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GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

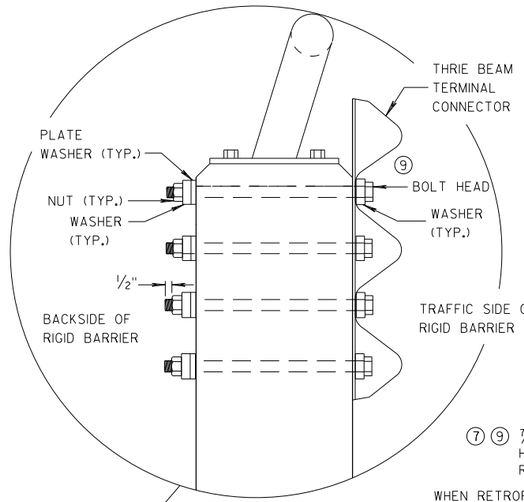
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

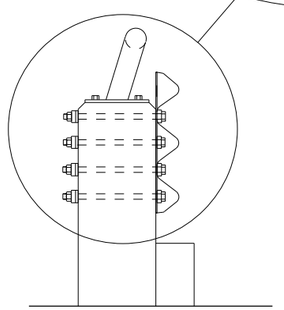
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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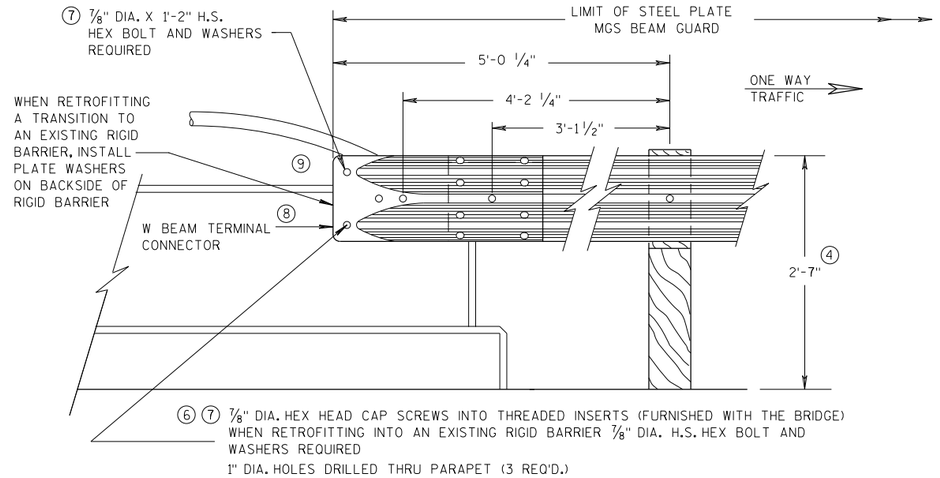
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





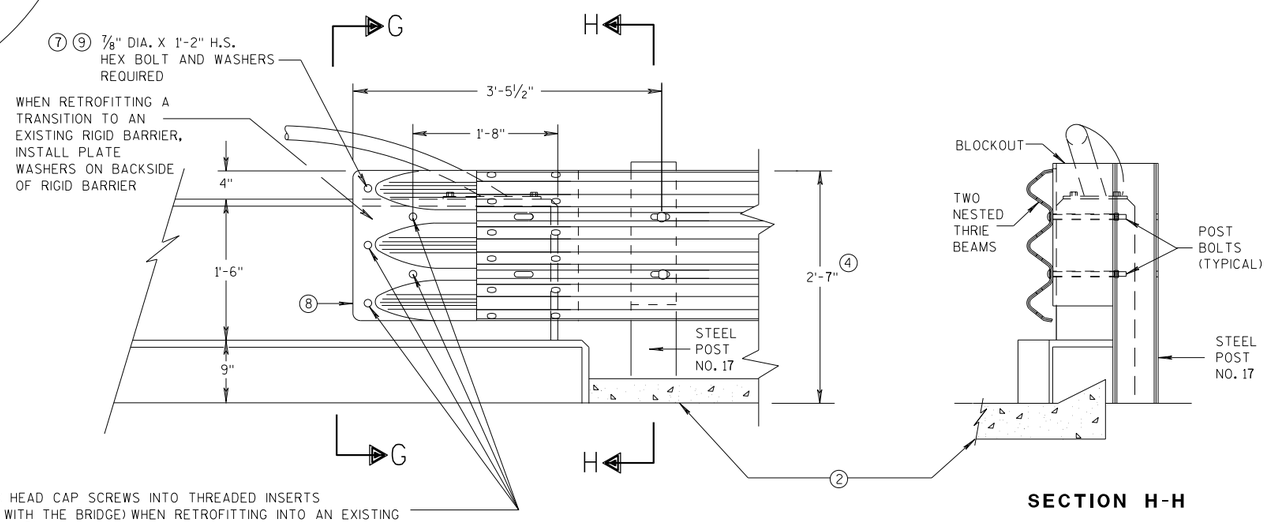
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

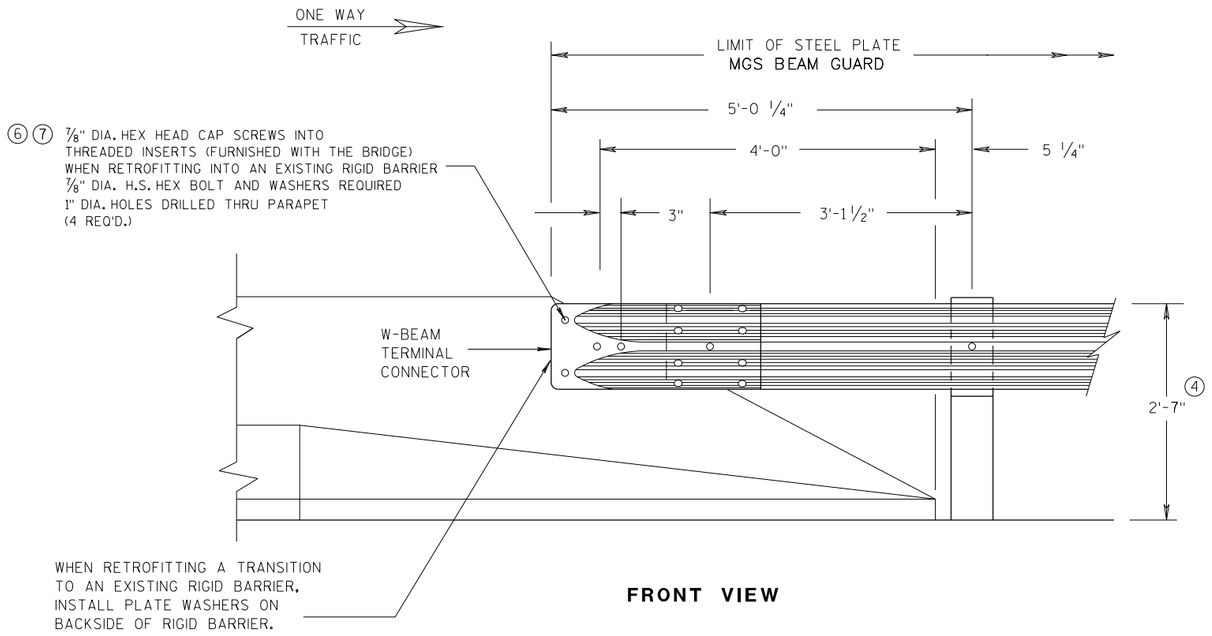
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S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

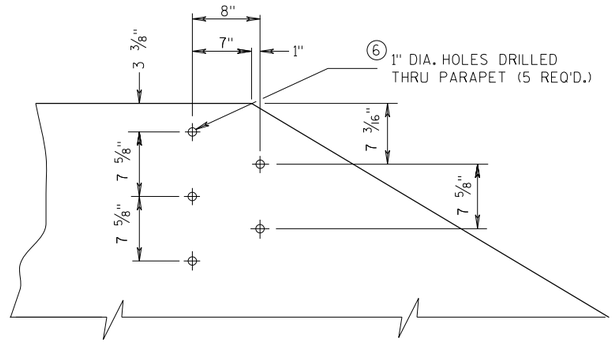
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

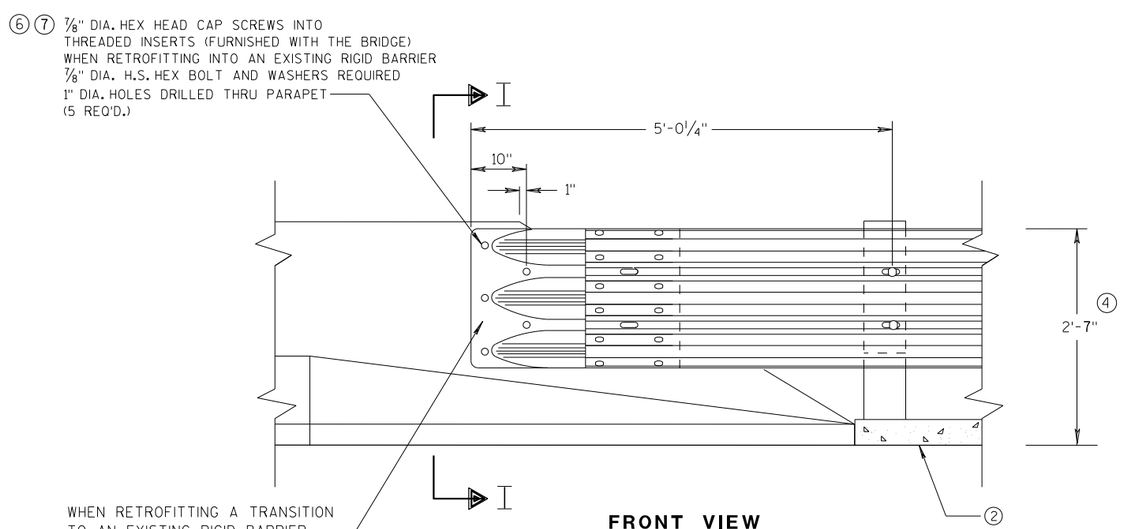
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

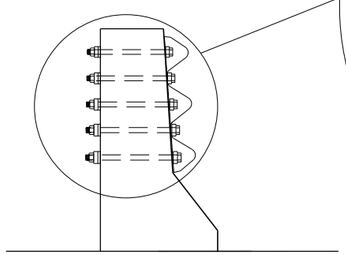
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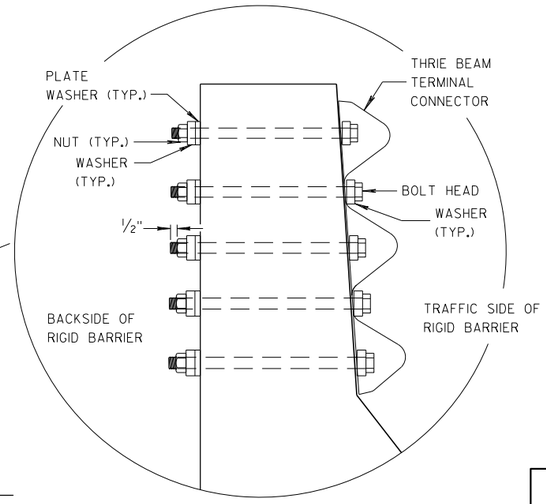
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

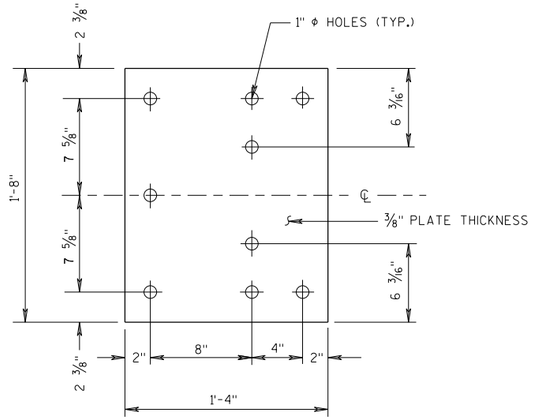
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FHWA

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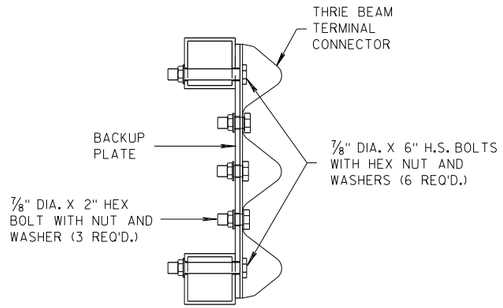
S.D.D. 14 B 45-5f

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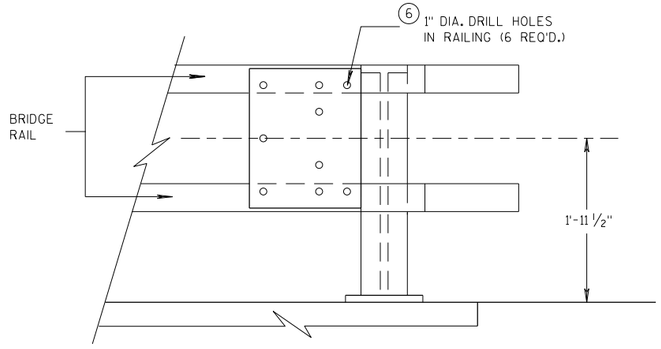
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

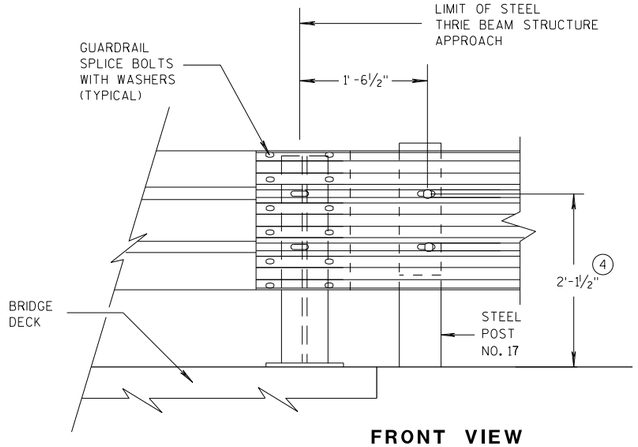


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

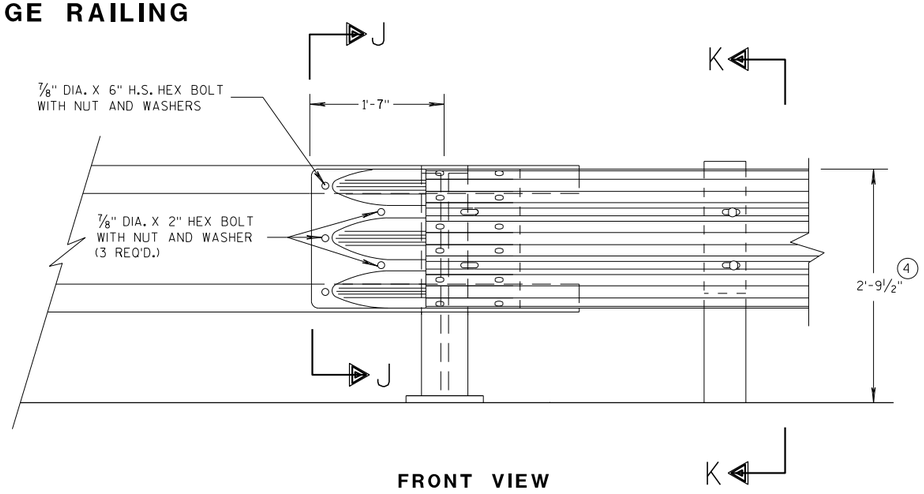
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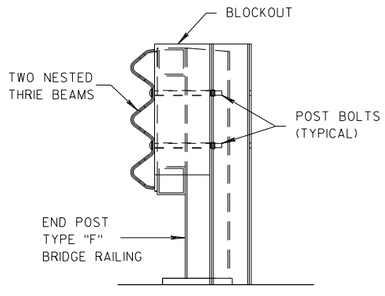


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE — FHWA

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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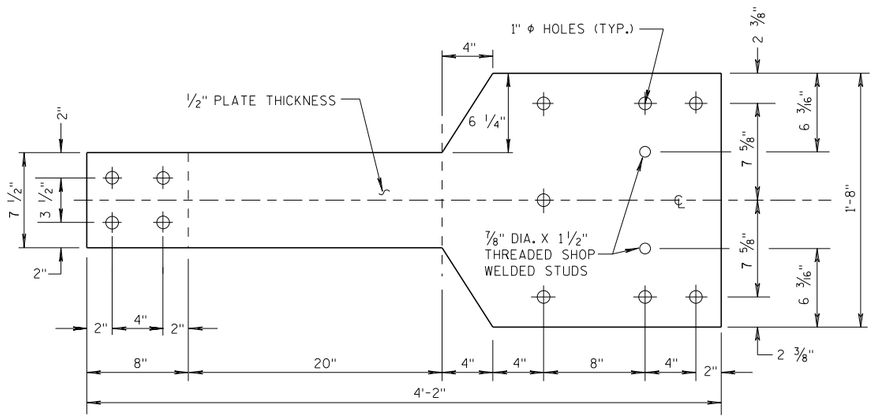
S.D.D. 14 B 45-5g

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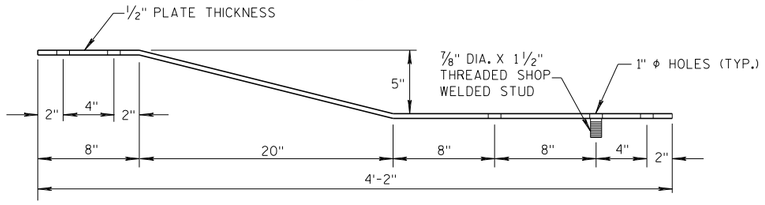
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GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

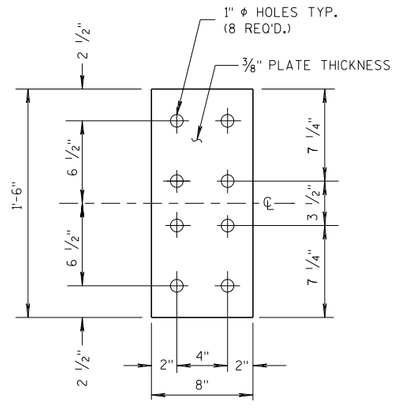


FRONT VIEW



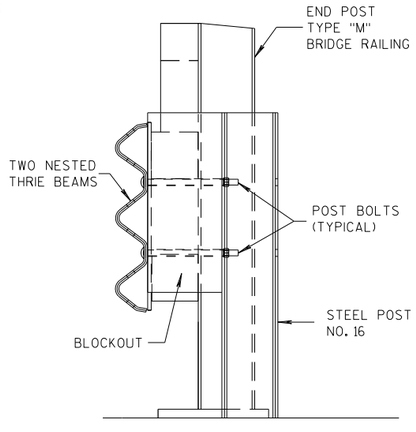
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

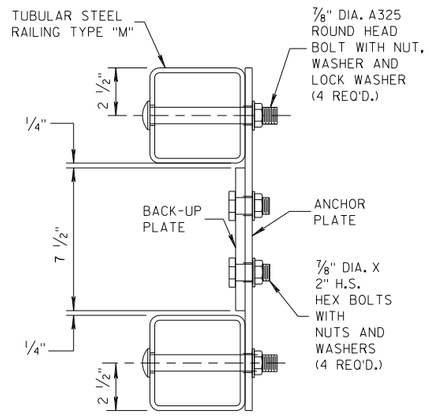


FRONT VIEW

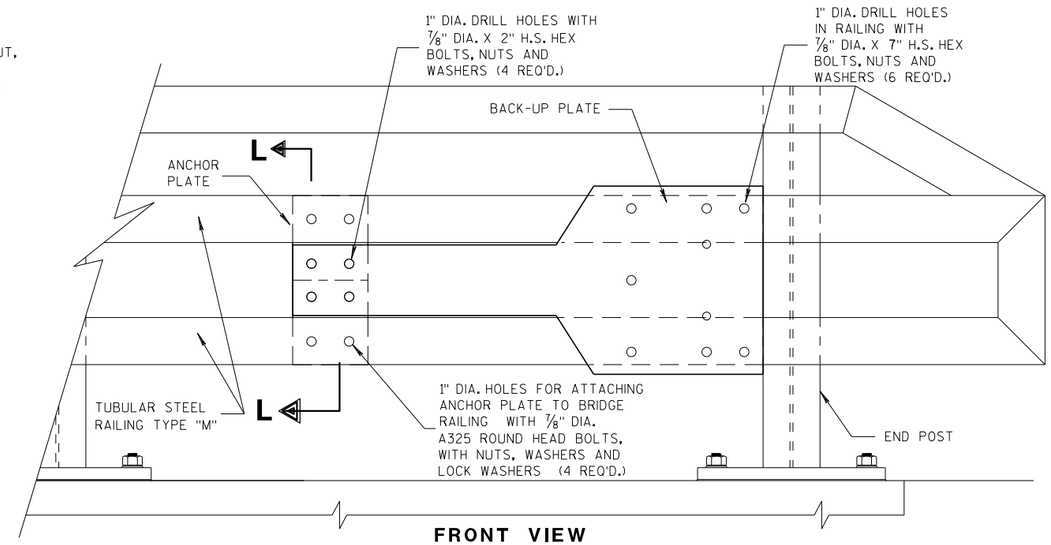
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

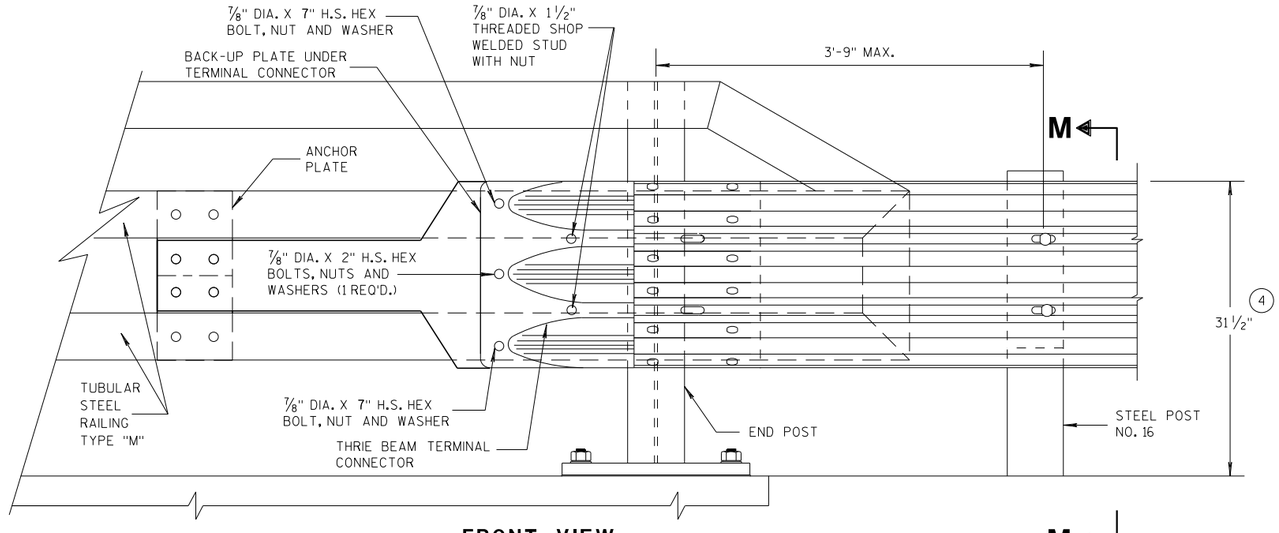


SECTION L-L

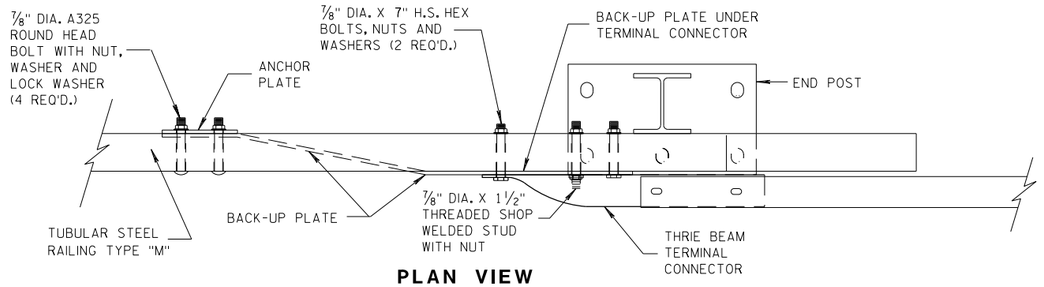


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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FHWA

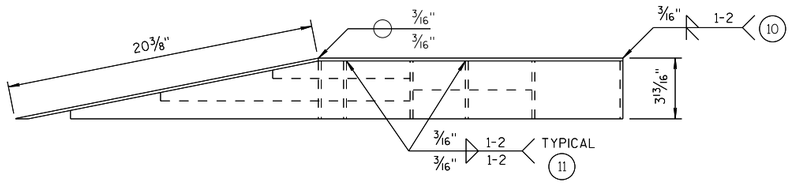
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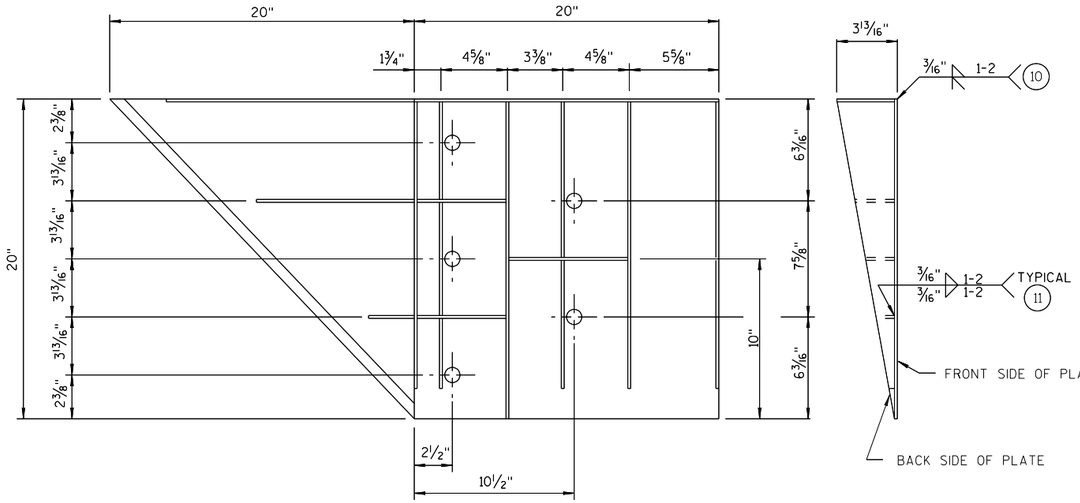
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S.D.D. 14 B 45-5h

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S.D.D. 14 B 45-5h





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

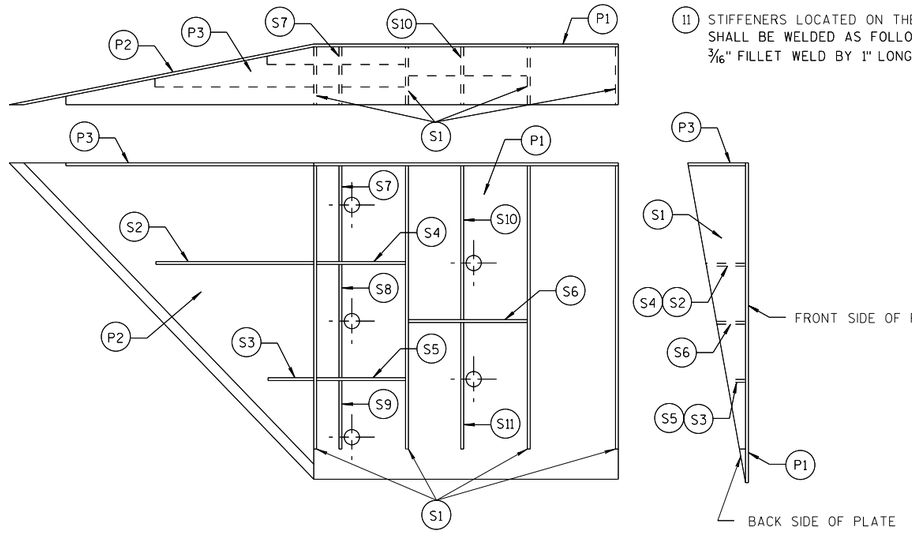


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

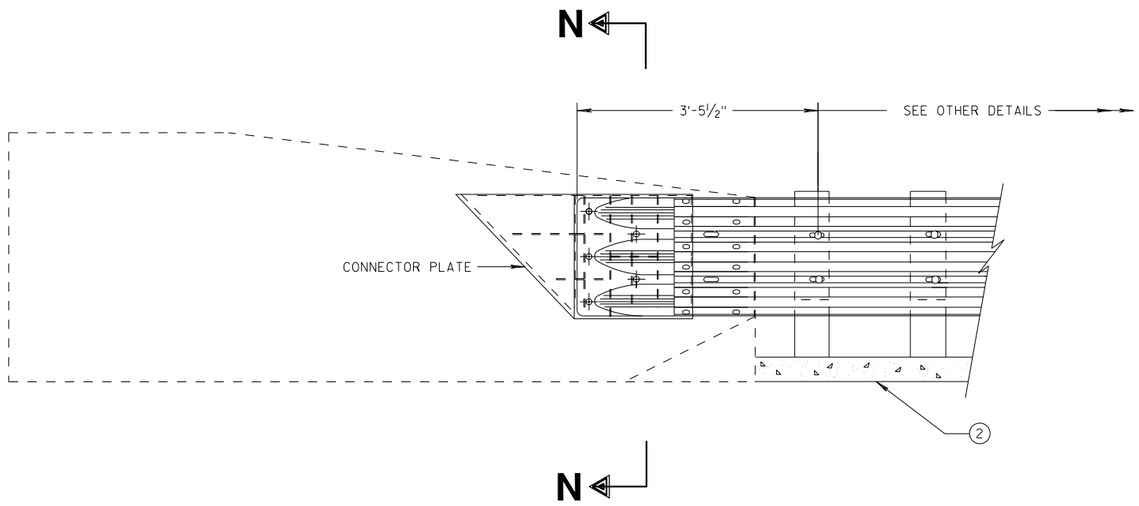
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

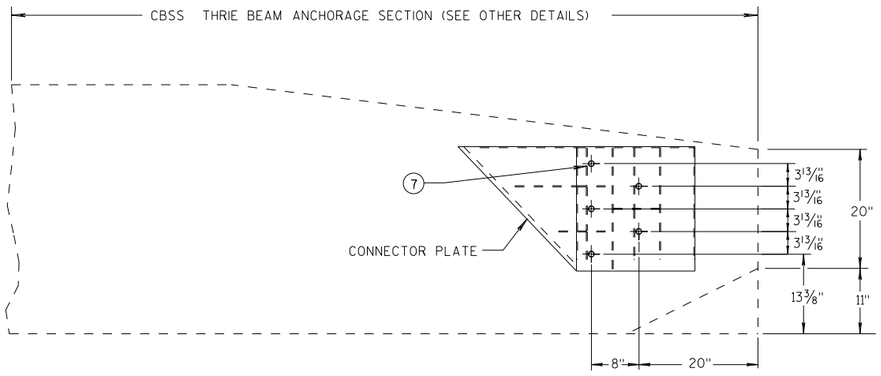
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THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



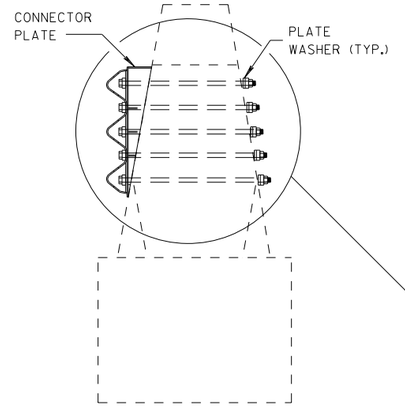
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

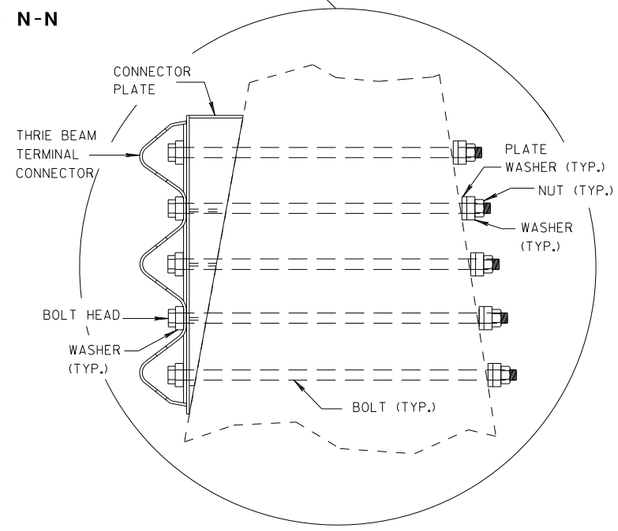
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

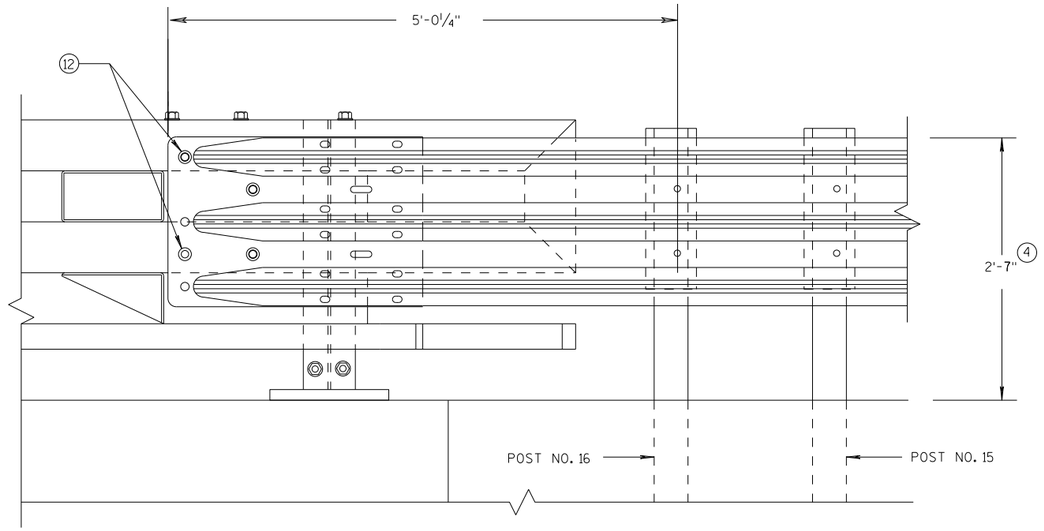
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DI UNIT SUPERVIS
NT
FHWA

6

S.D.D. 14 B 45-5j

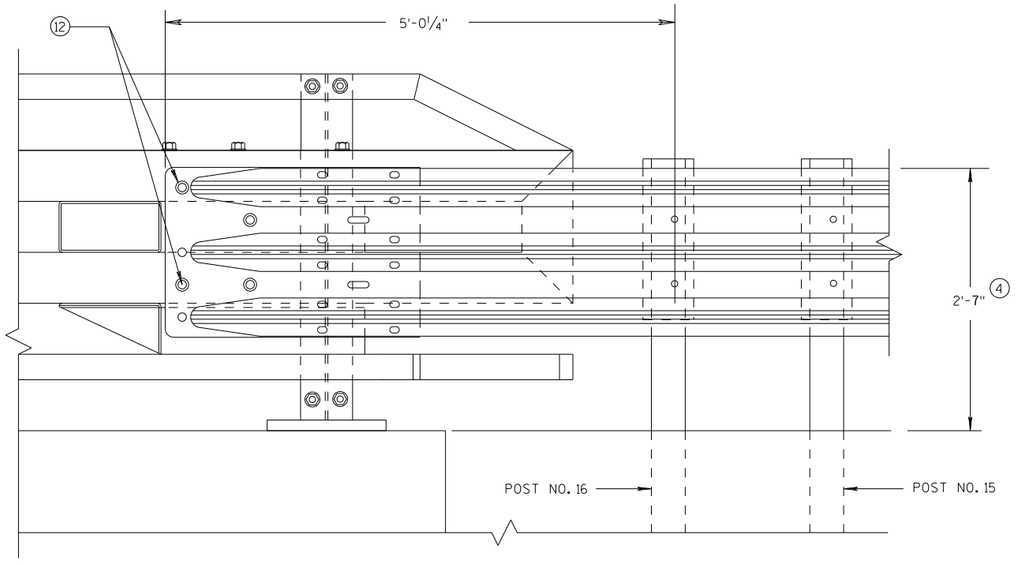
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S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

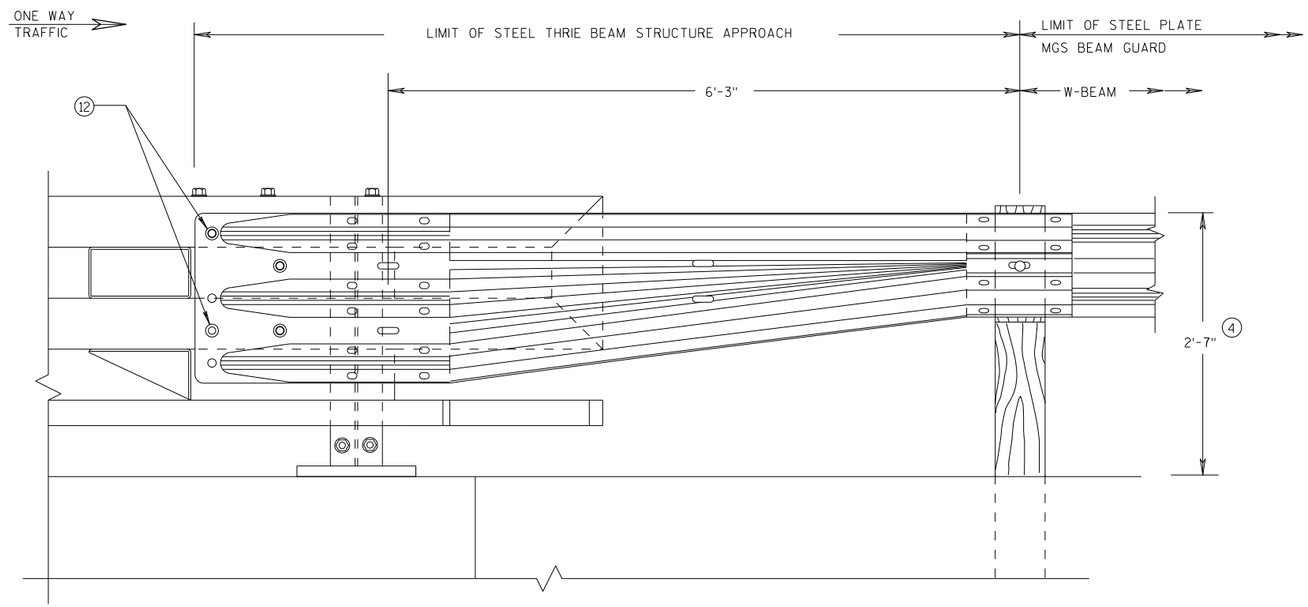
/S/ Rodney Taylor
ROADWAY STANDARDS D 253 NT
UNIT SUPERVIS

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S.D.D. 14 B 45-5k

6

S.D.D. 14 B 45-5k



FRONT VIEW

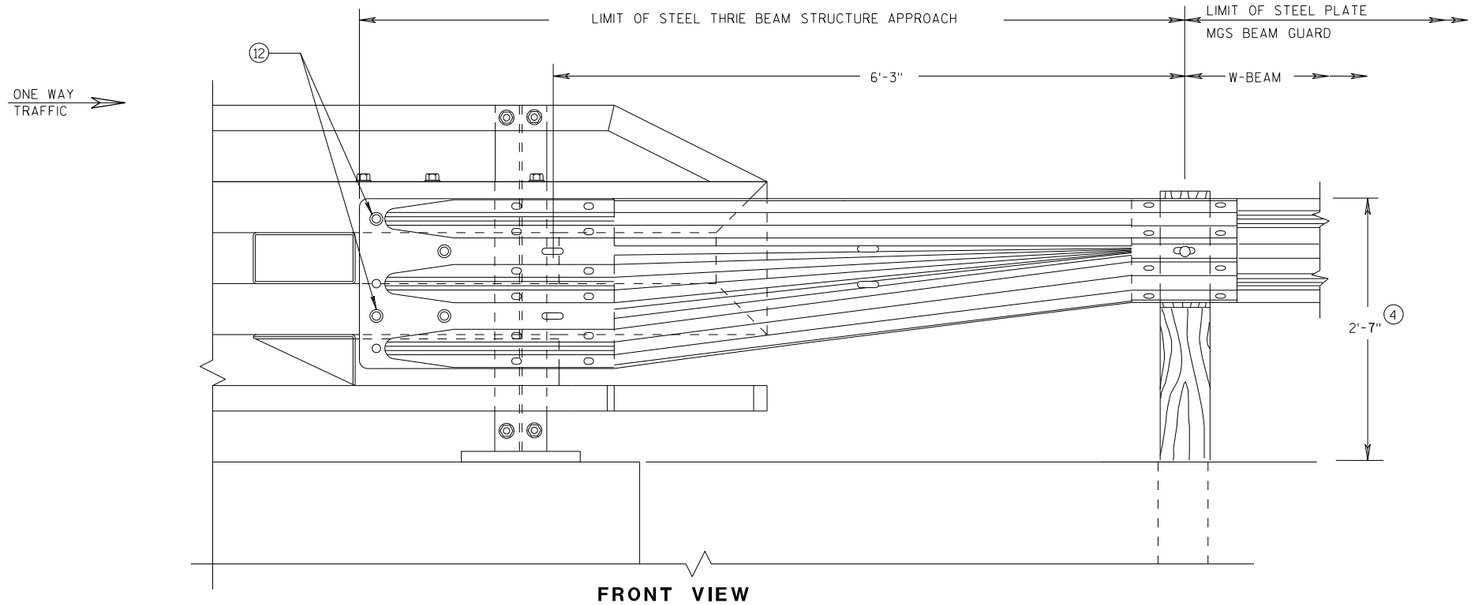
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS

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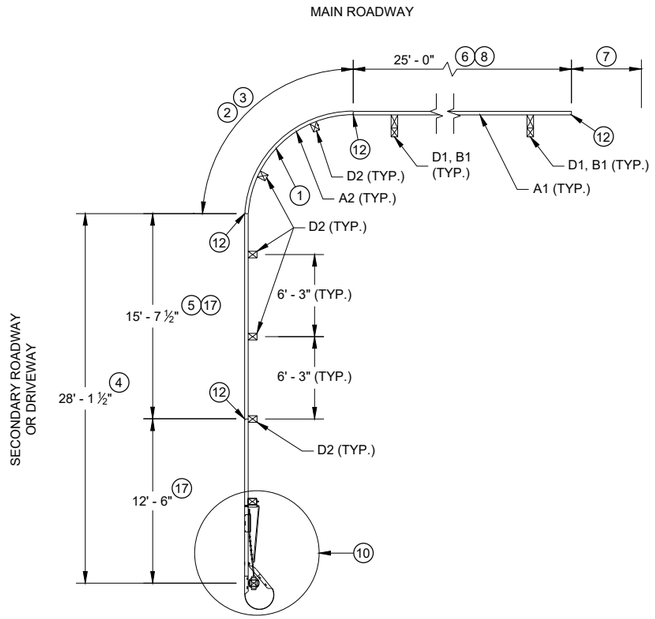
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S.D.D. 14 B 45-5L

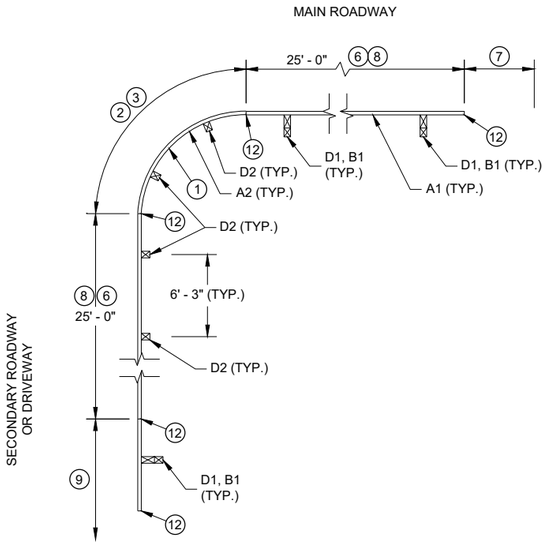
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S.D.D. 14 B 45-5L



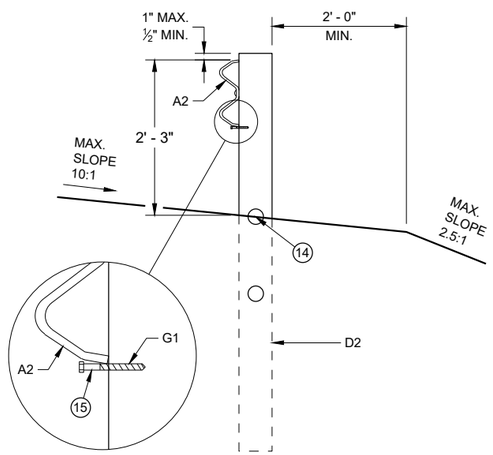
PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

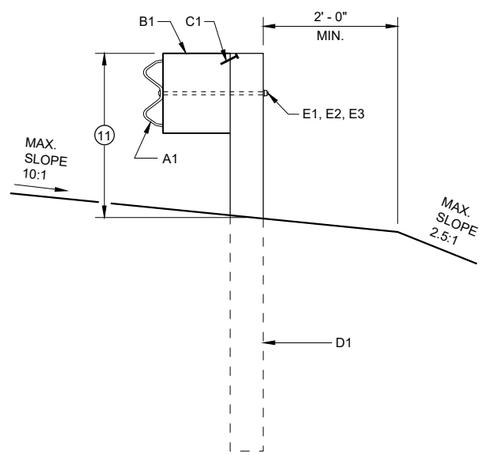


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



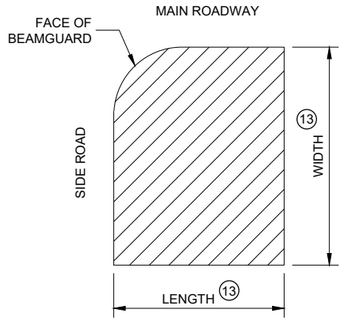
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



BEAM GUARD POSTS IN HEIGHT TRANSITION

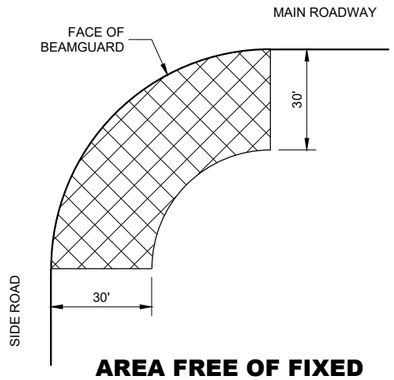
TABLE FOR RADIUS OF 32' AND LESS

RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30

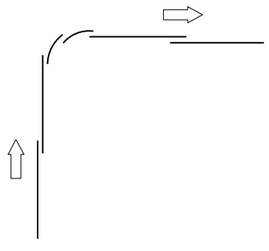


AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS

16



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (8).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

(15) DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

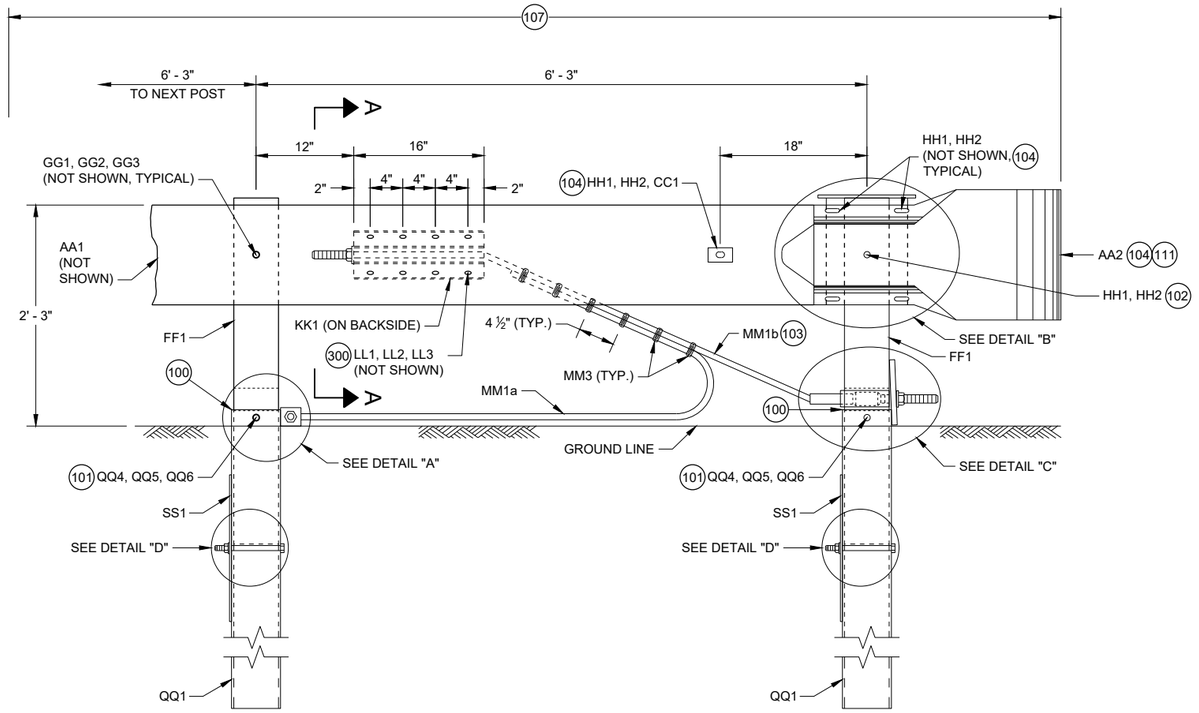
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B53 - 02a

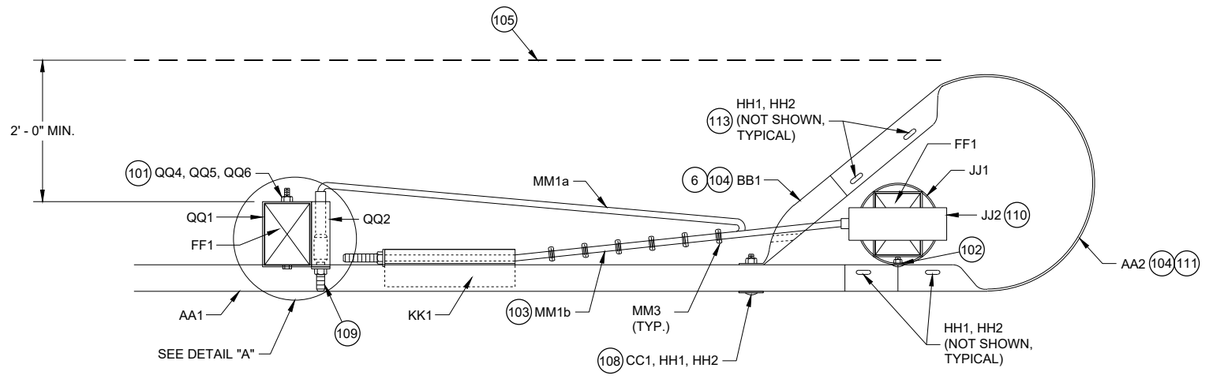
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SDD 14B53 - 02a



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

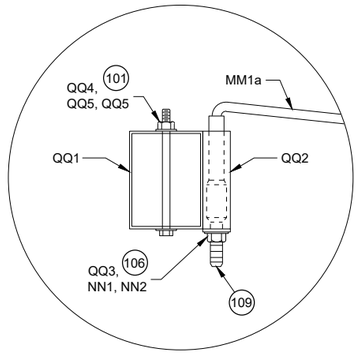
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

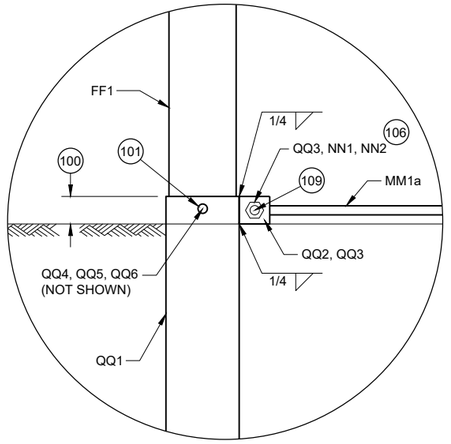
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

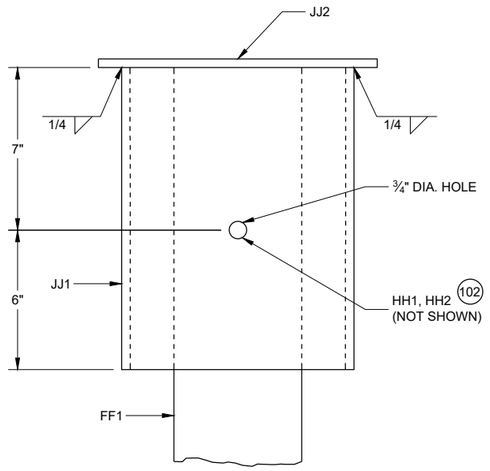
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B53 - 02b

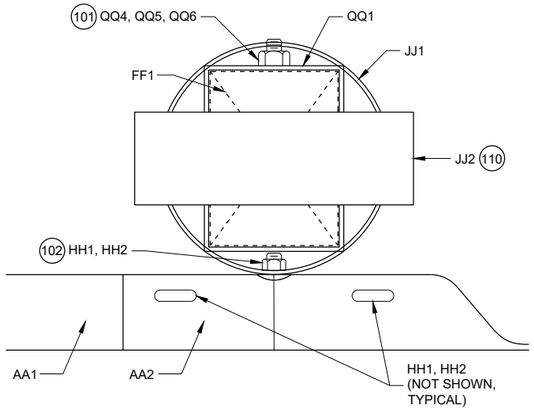
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SDD 14B53 - 02b



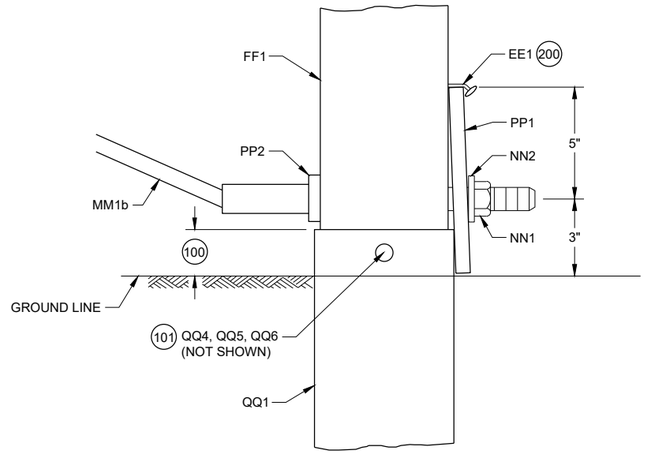
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY

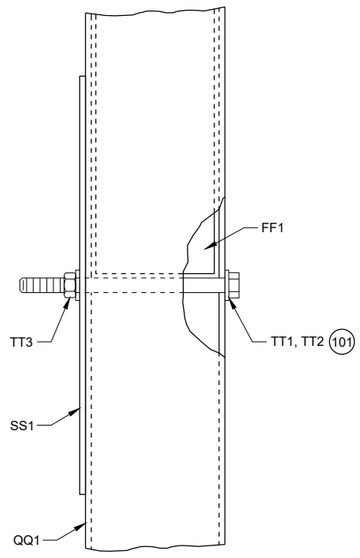


PROFILE VIEW

DETAIL "C"

GENERAL NOTES

200 TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



PROFILE VIEW

DETAIL "D"

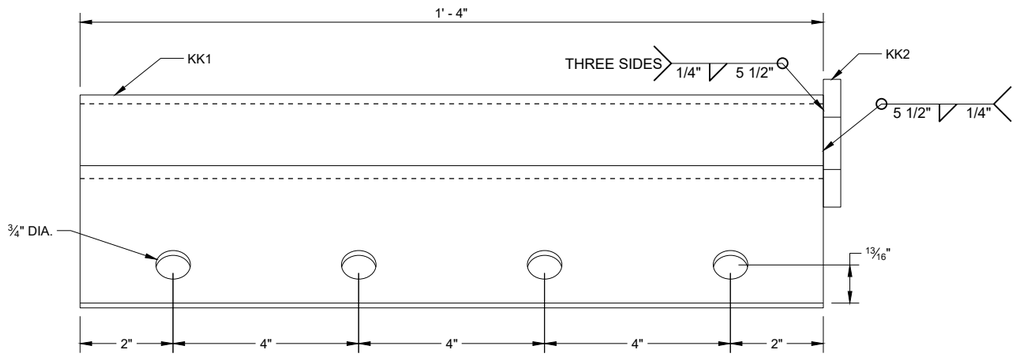
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

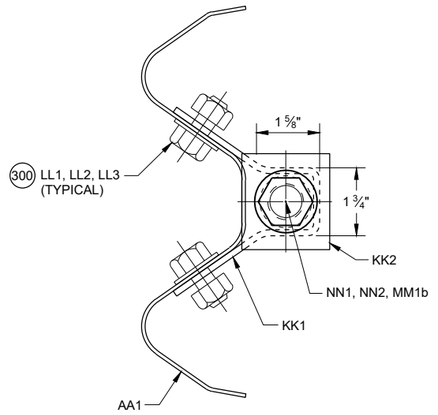
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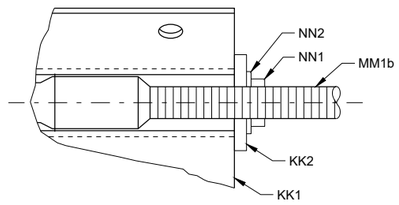
SDD 14B53 - 02c

GENERAL NOTES

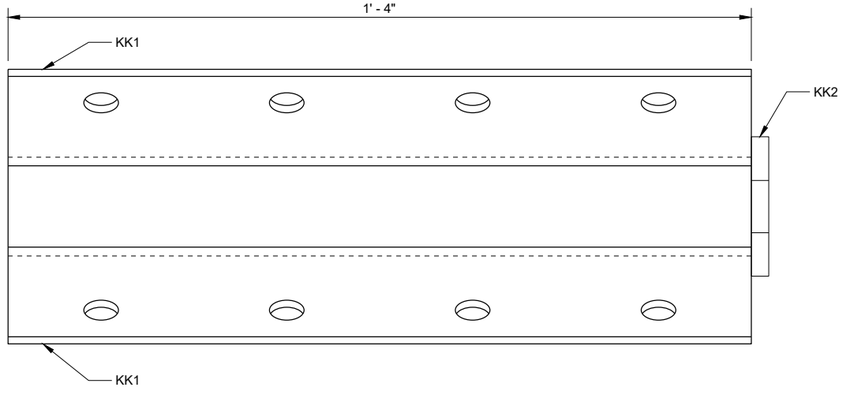
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

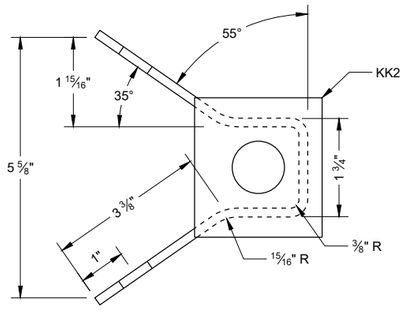




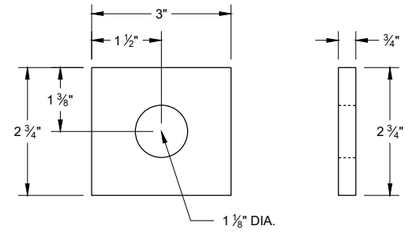


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

6

SDD 14B53 - 02d

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

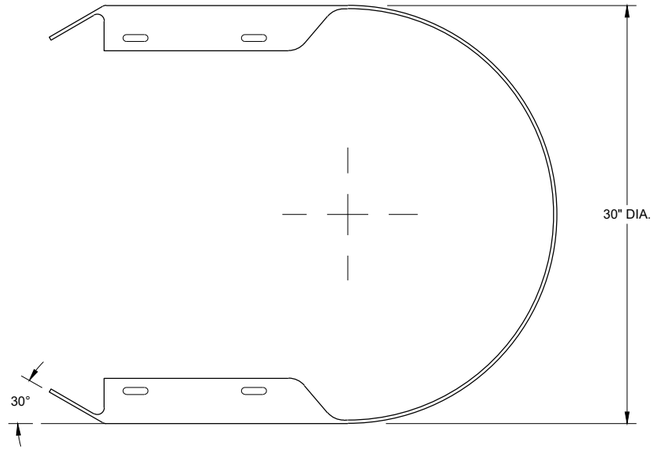
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SDD 14B53 - 02d

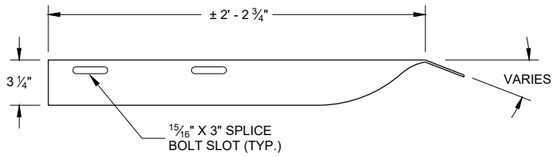
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

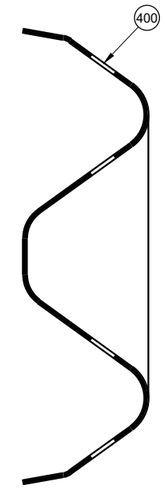
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



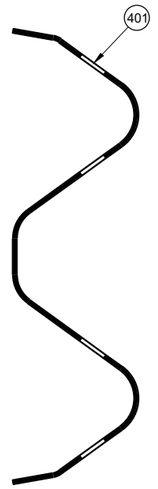
TOP VIEW



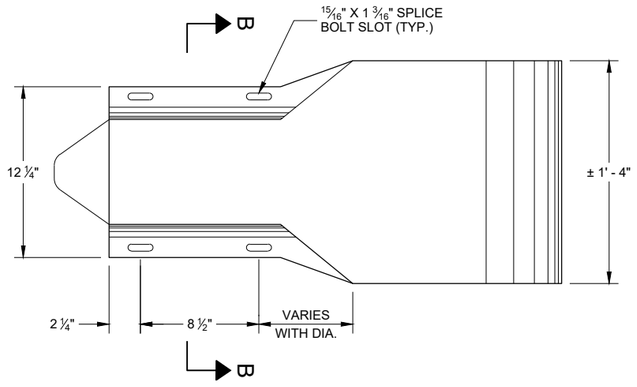
TOP VIEW



SECTION B -B

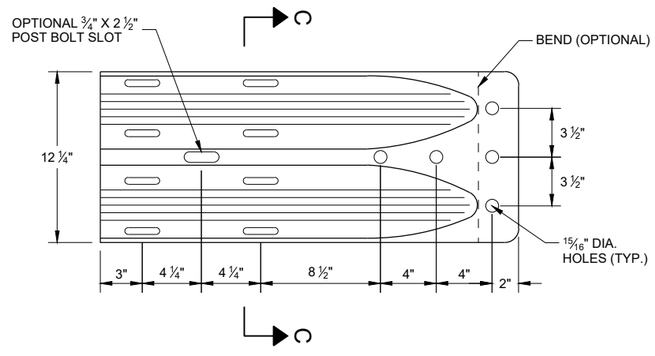


SECTION C -C



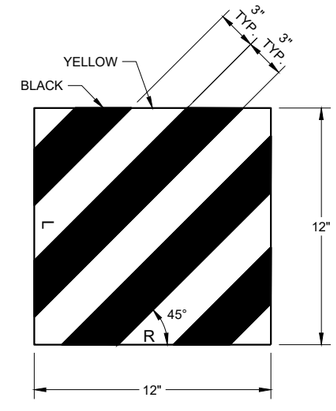
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)



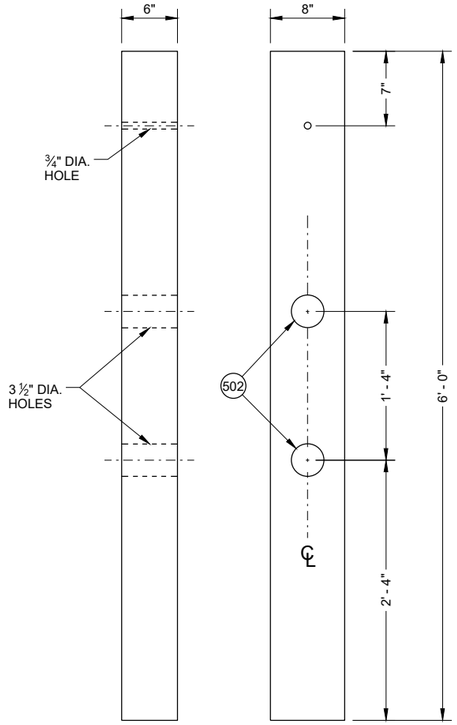
REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

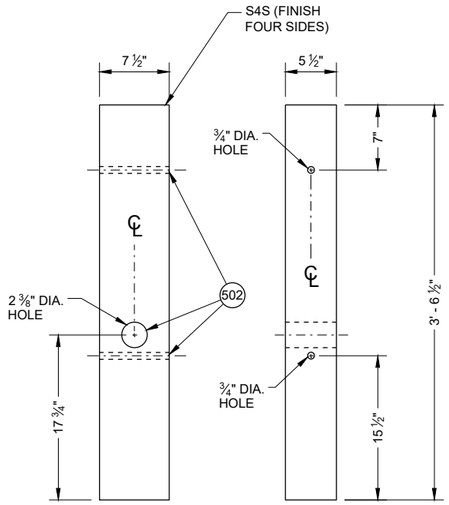
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SDD 14B53 - 02e



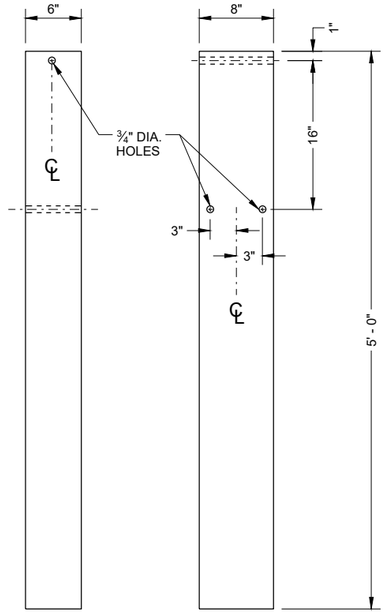
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) (500)

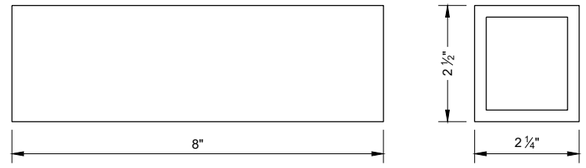
GENERAL NOTES

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

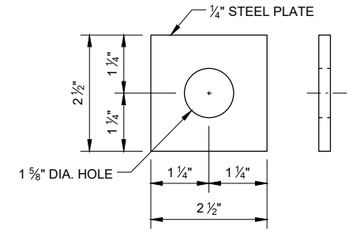
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

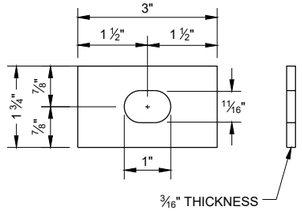
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109).



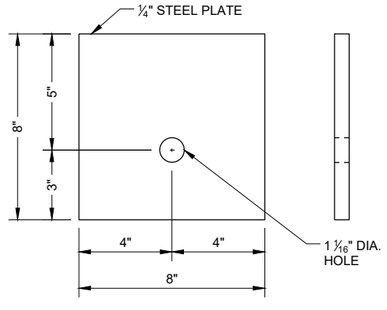
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



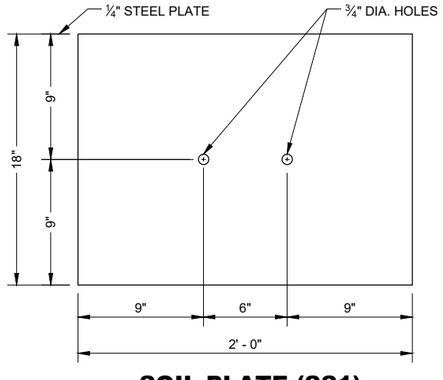
ANCHOR CABLE TUBE END PLATE (QQ3)



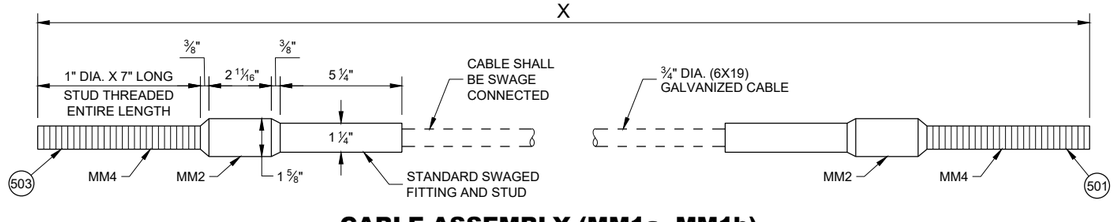
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B53 - 02f

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

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SDD 14B53 - 02g

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS ⅜" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	¾"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B53 - 02h

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

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SDD 14B53 - 02i

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

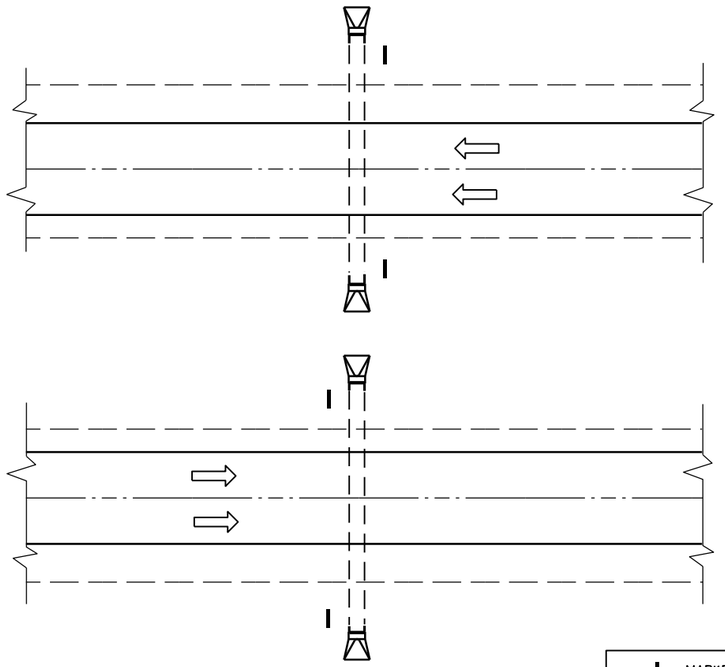
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

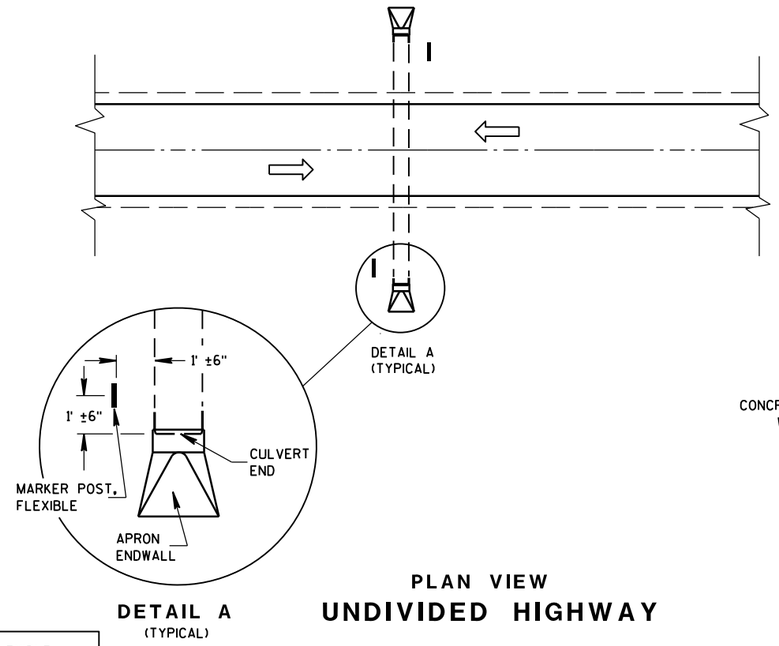
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SDD 14B53 - 02i



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

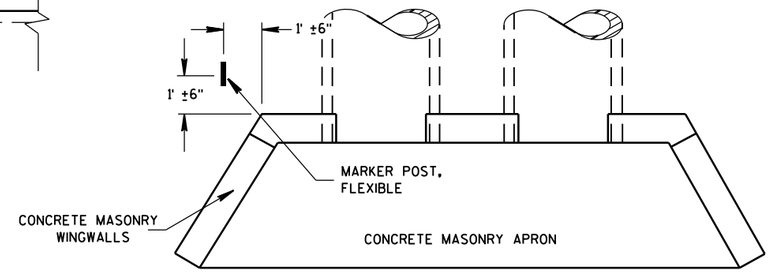
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

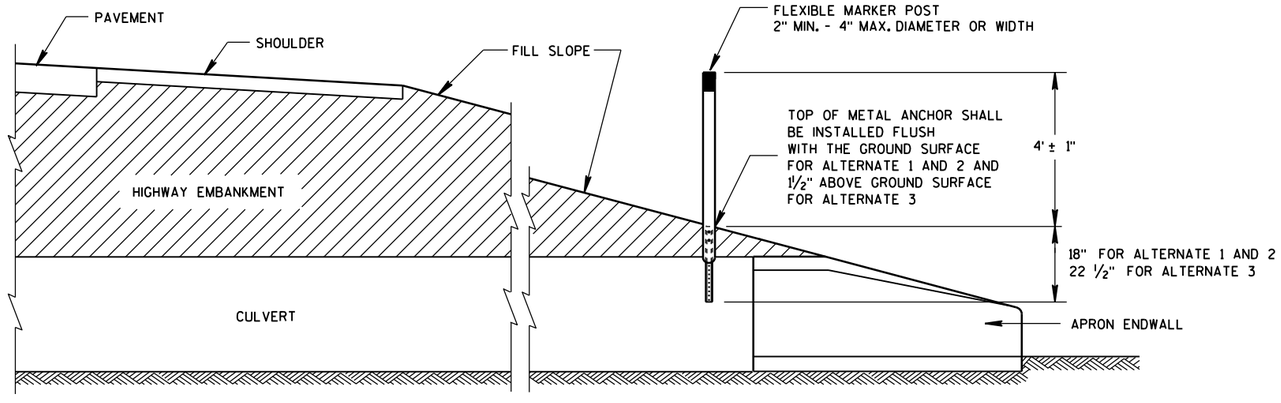
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

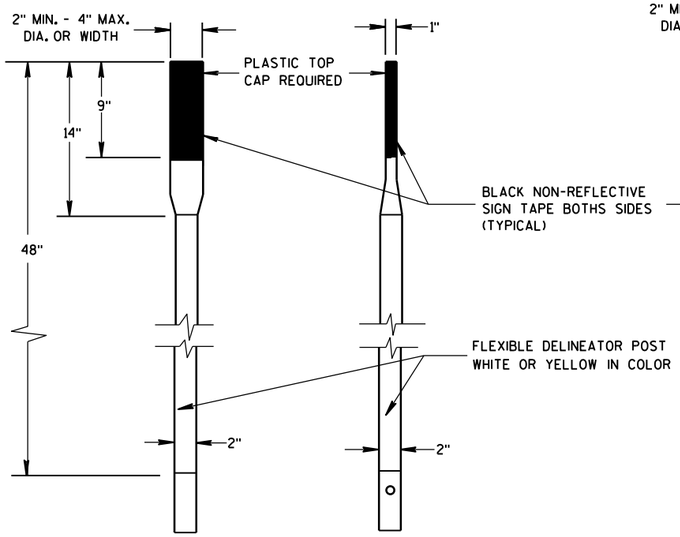
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

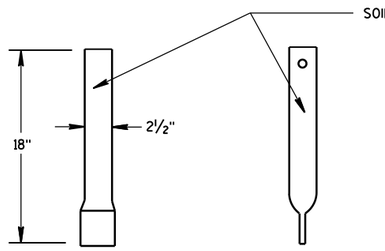
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S.D.D. 15 A 3-2a

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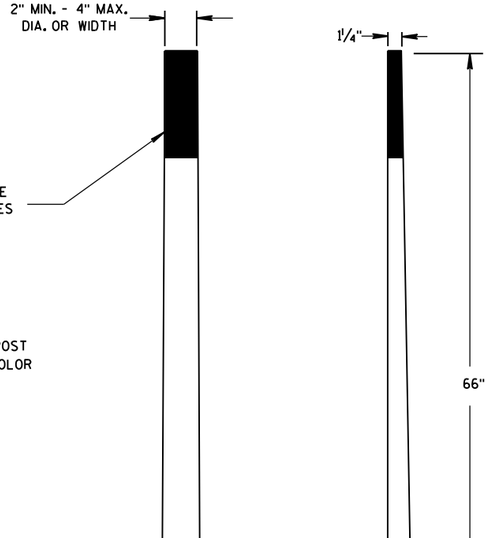
S.D.D. 15 A 3-2a





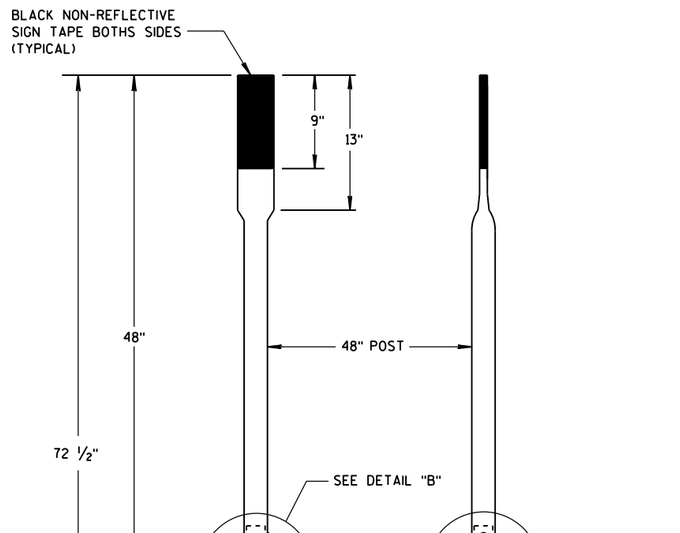
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

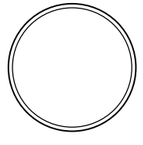
ALTERNATE 2



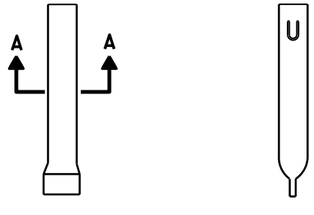
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

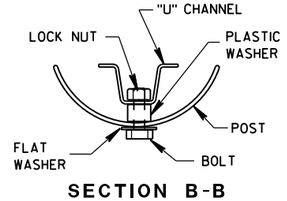


SECTION A-A

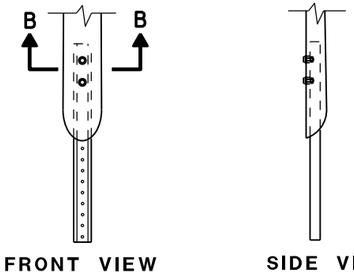


FRONT VIEW SIDE VIEW

ALTERNATE 1

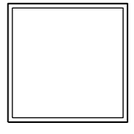


SECTION B-B

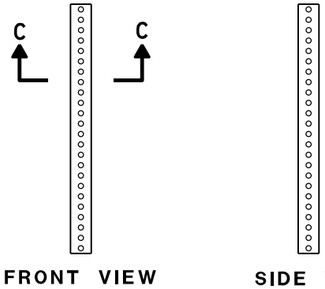


FRONT VIEW SIDE VIEW

ALTERNATE 2



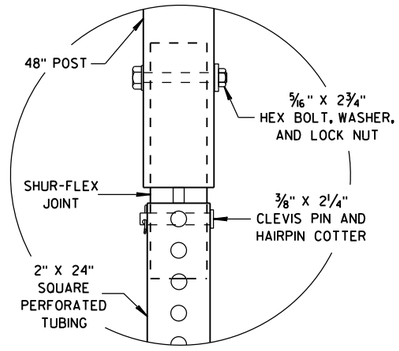
SECTION C-C



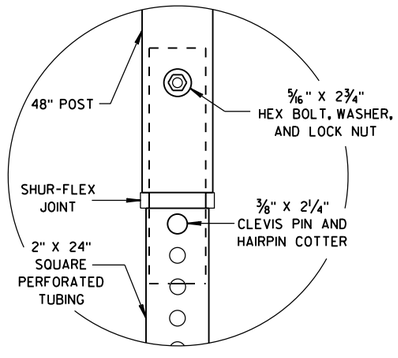
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

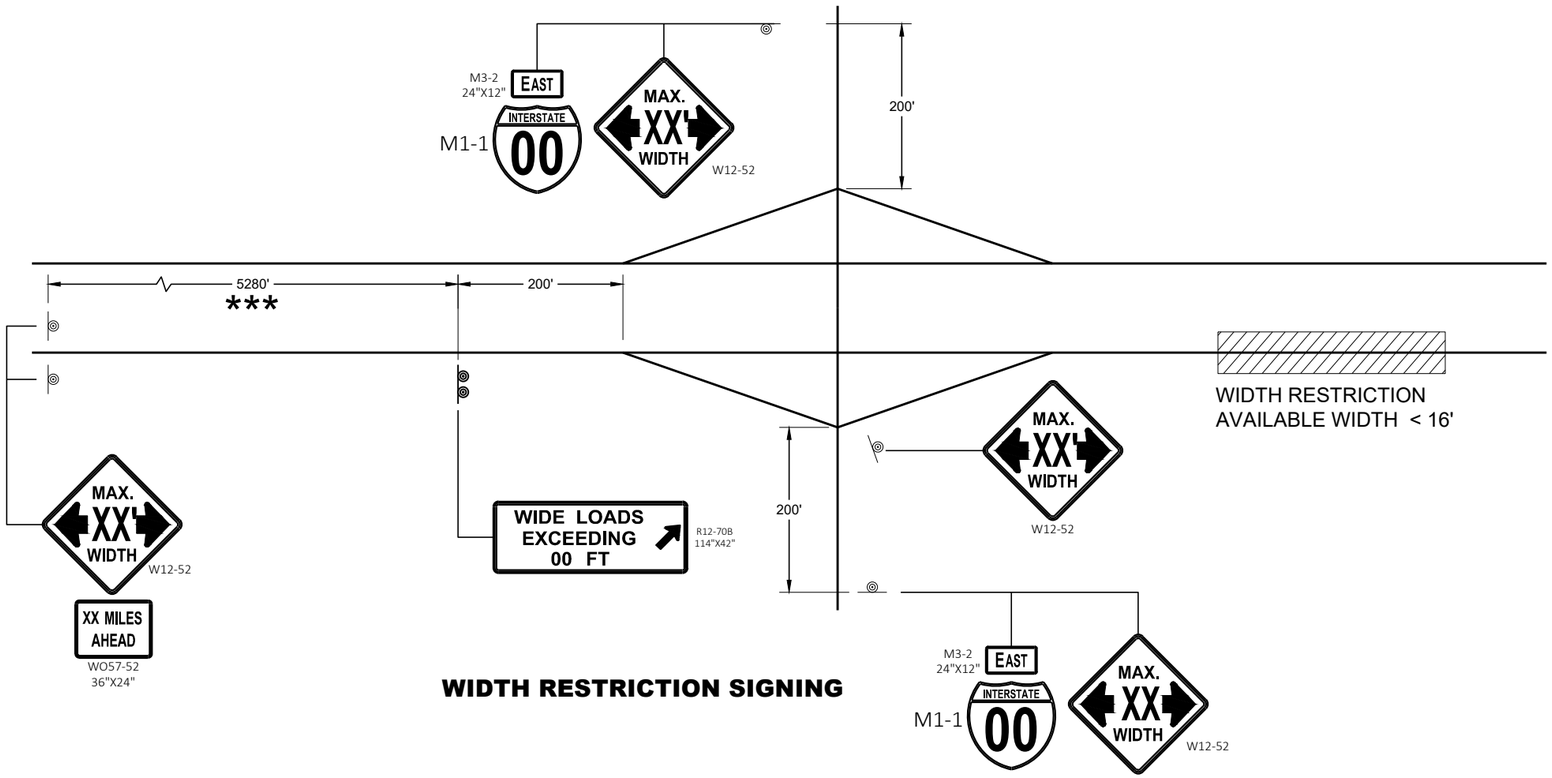
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

6

S.D.D. 15 A 3-2b



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

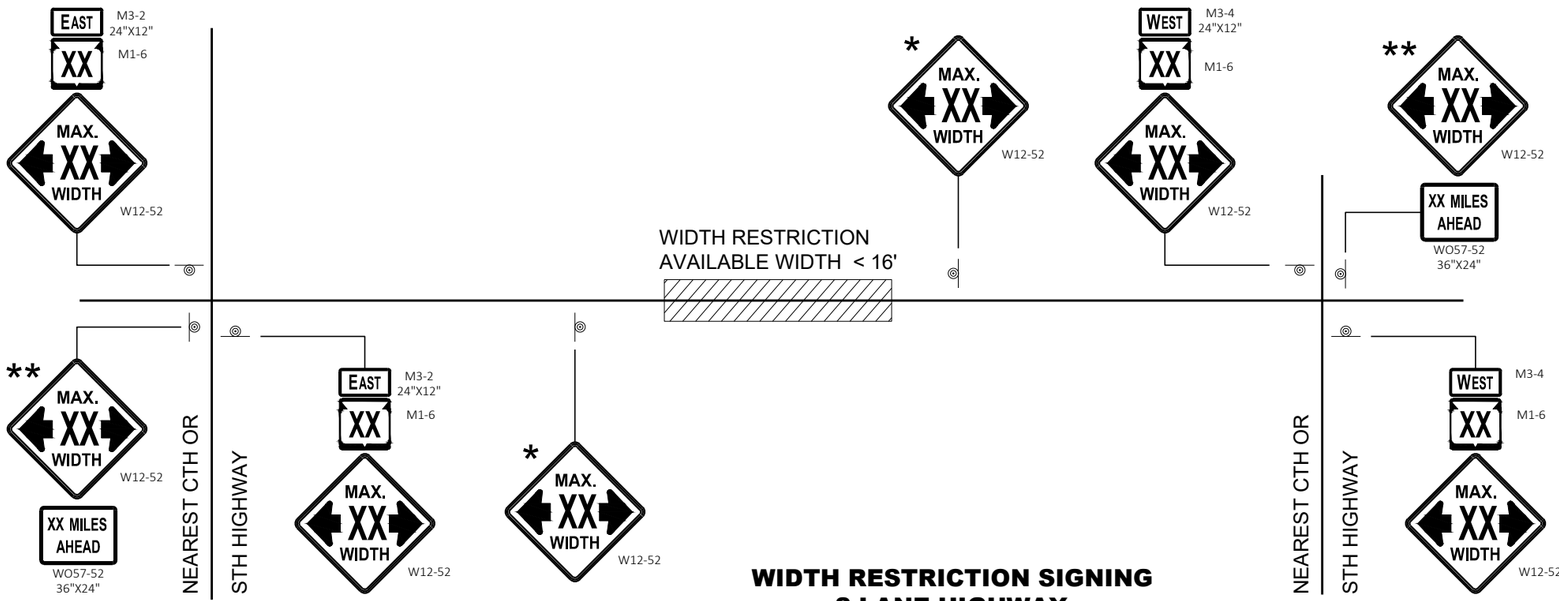
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

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



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

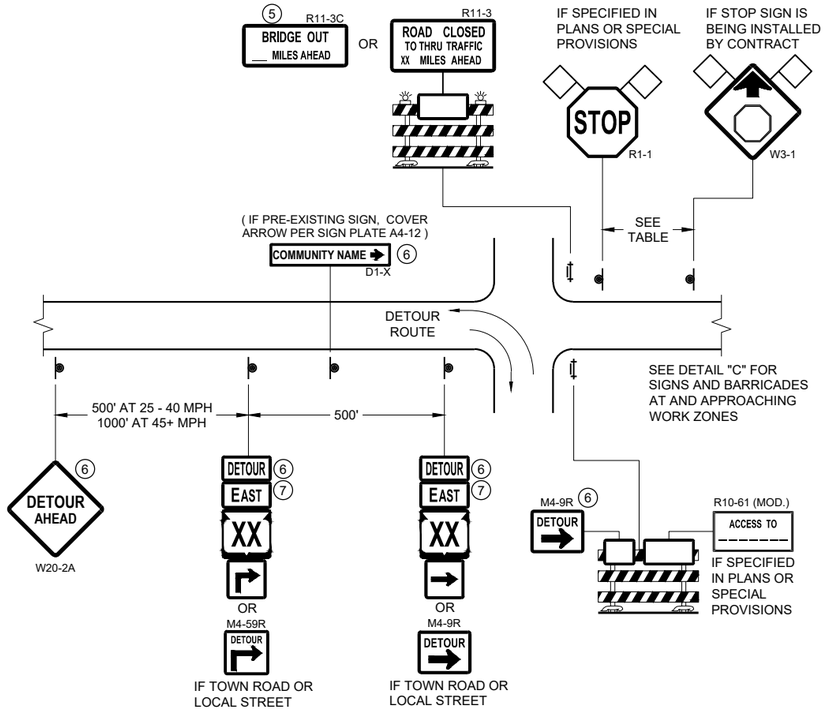
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

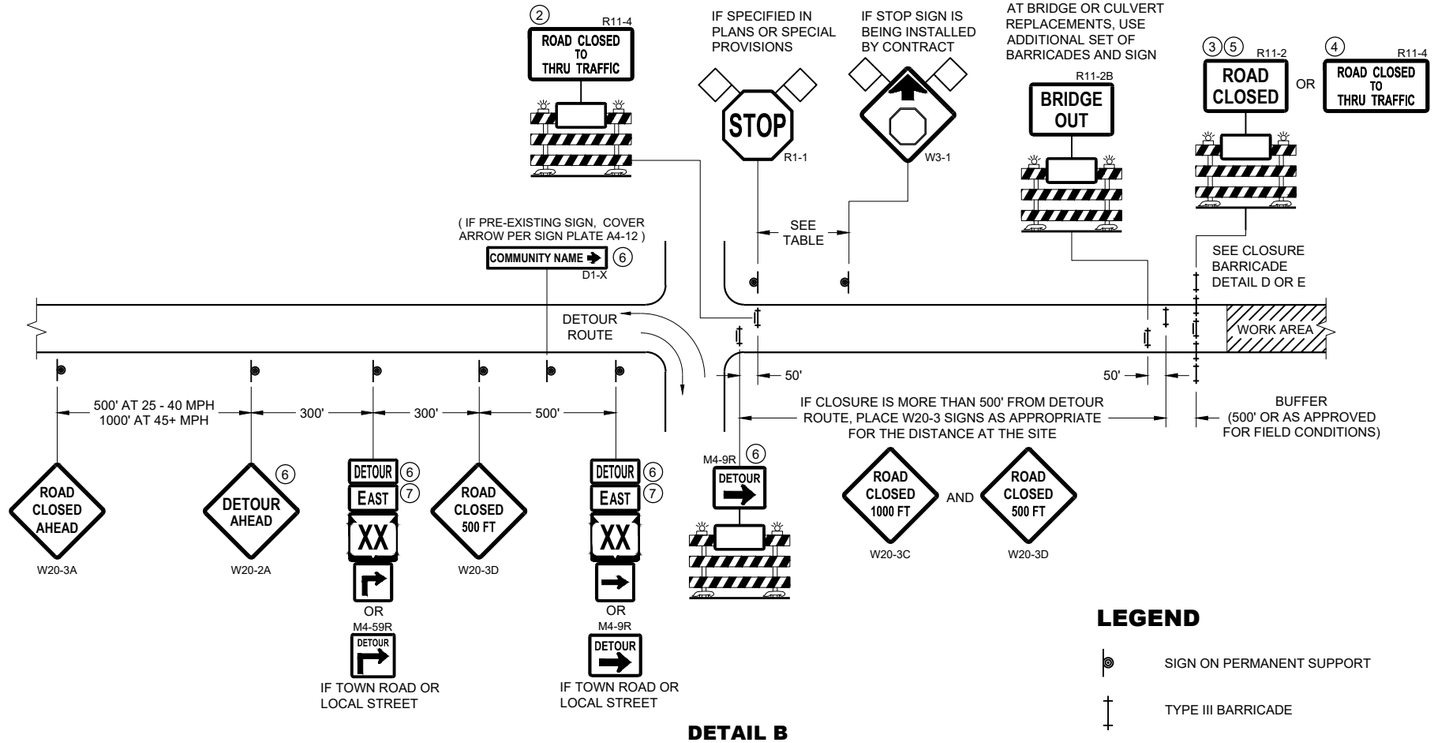
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SDD 15C02 - 08f



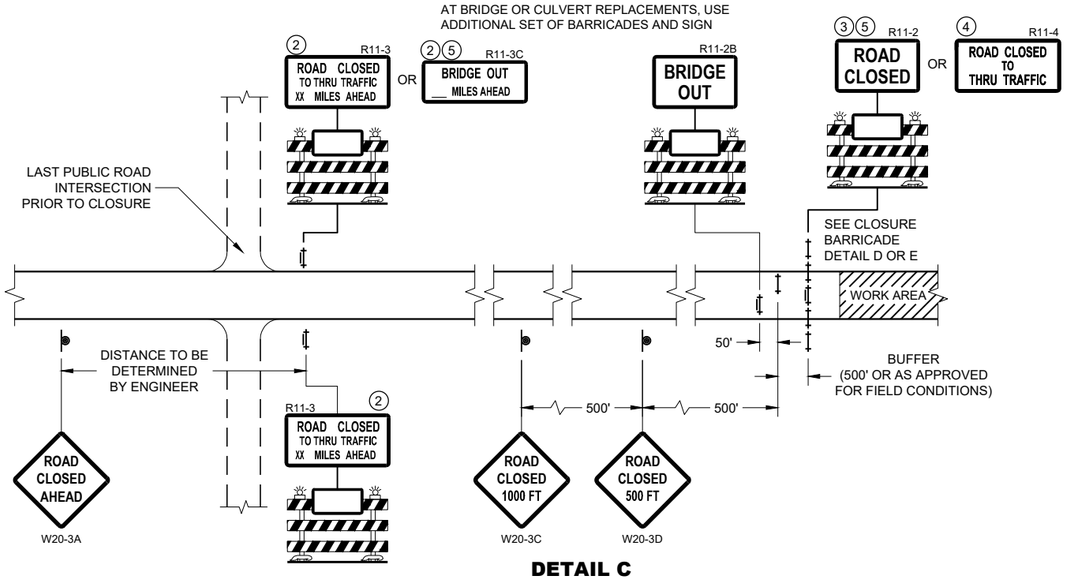
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

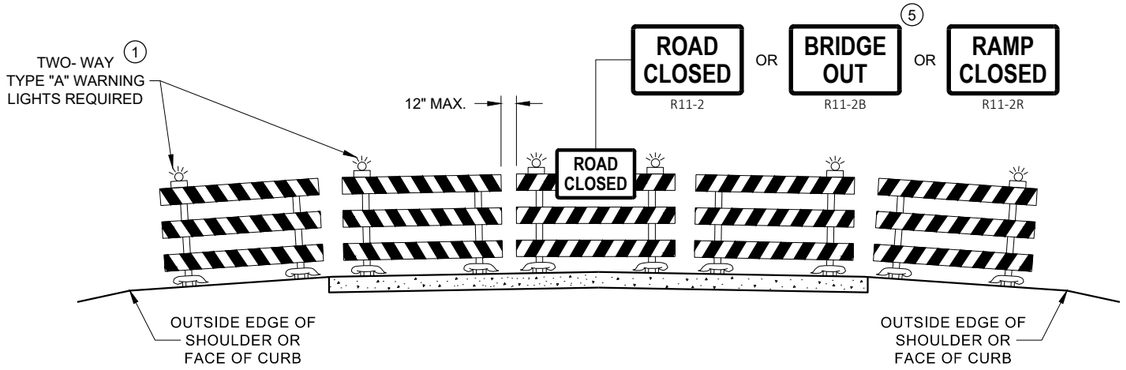
FHWA

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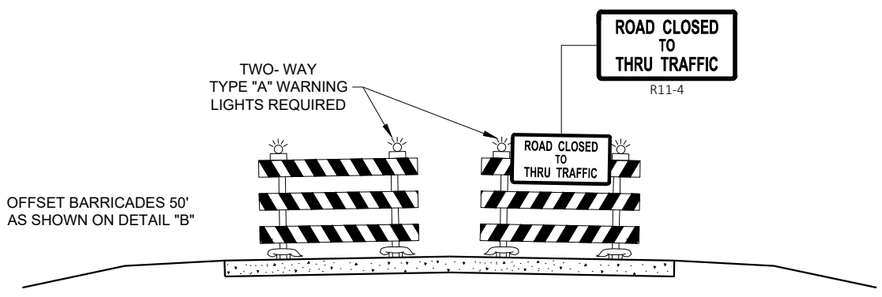
SDD 15C02 - 09a

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SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

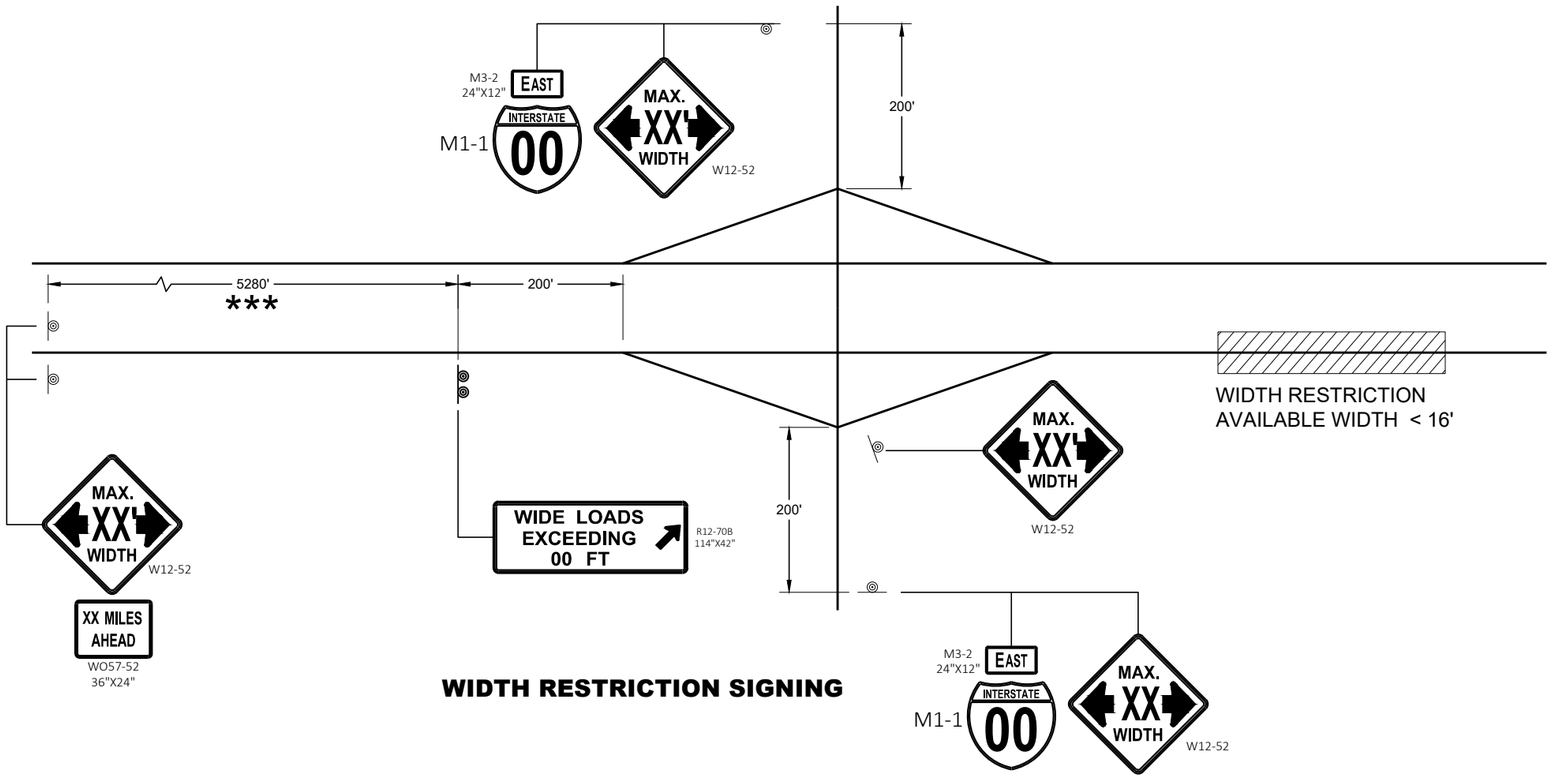
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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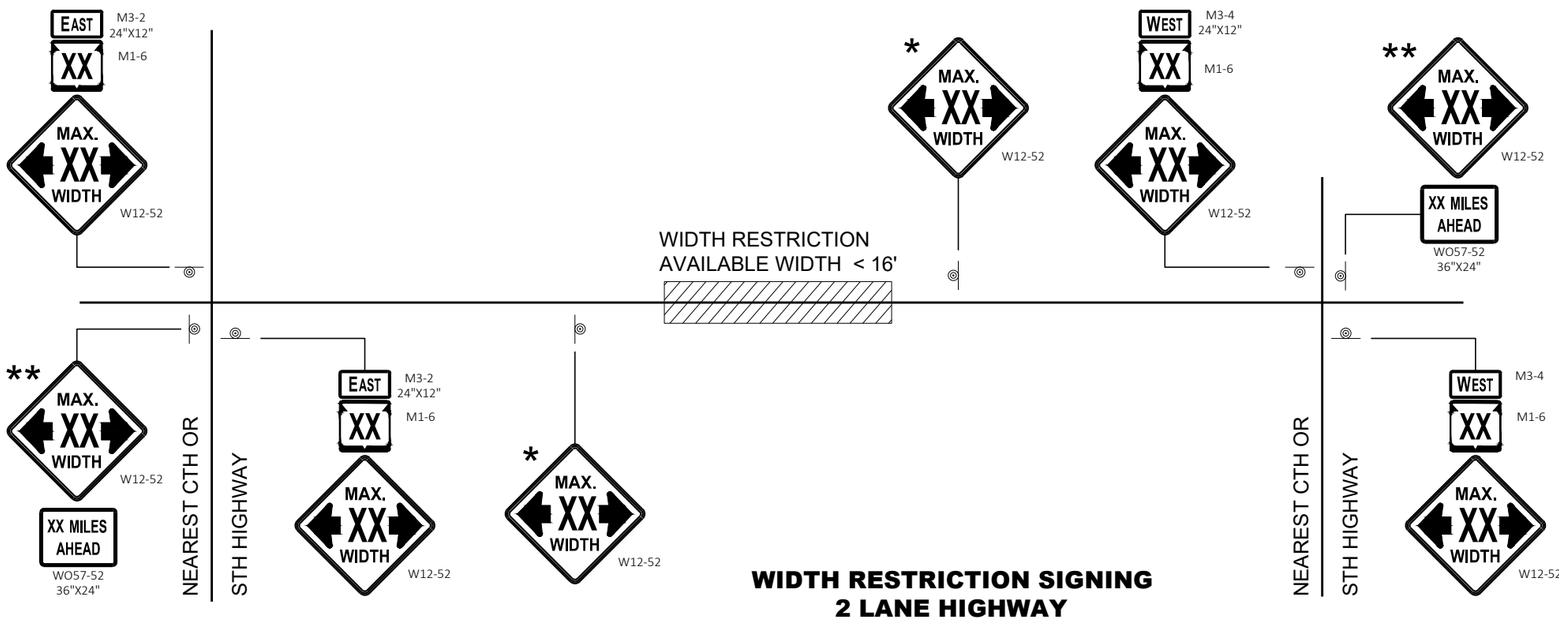
SDD 15C02 - 09b

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SDD 15C02 - 09b



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

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



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

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SDD 15C02 - 09f

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SDD 15C02 - 09f

GENERAL NOTES

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

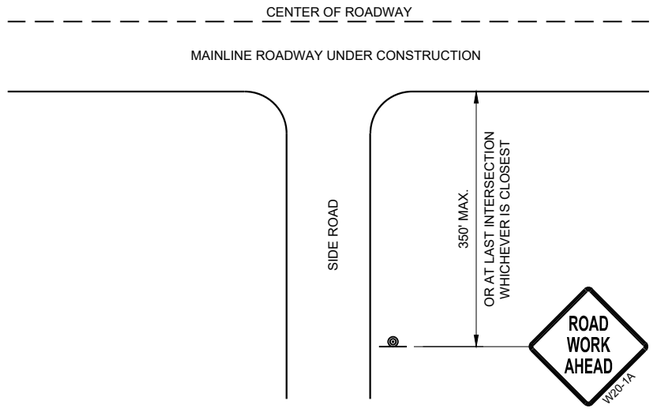
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



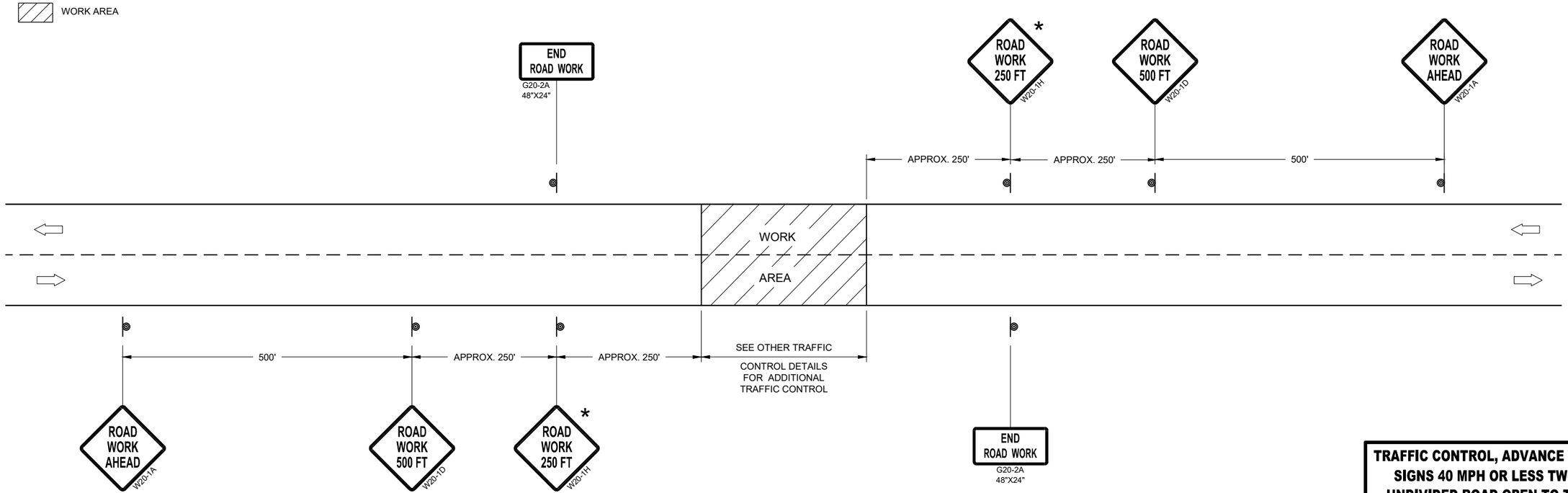
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C05 - 05

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

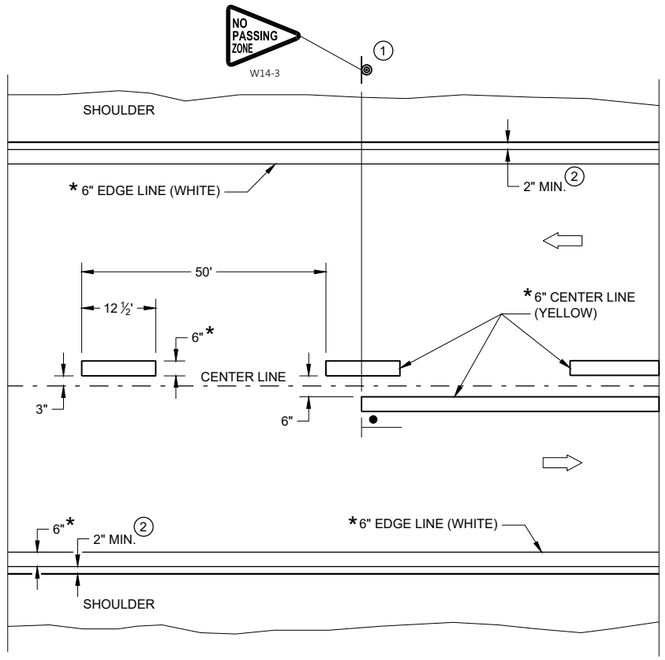
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

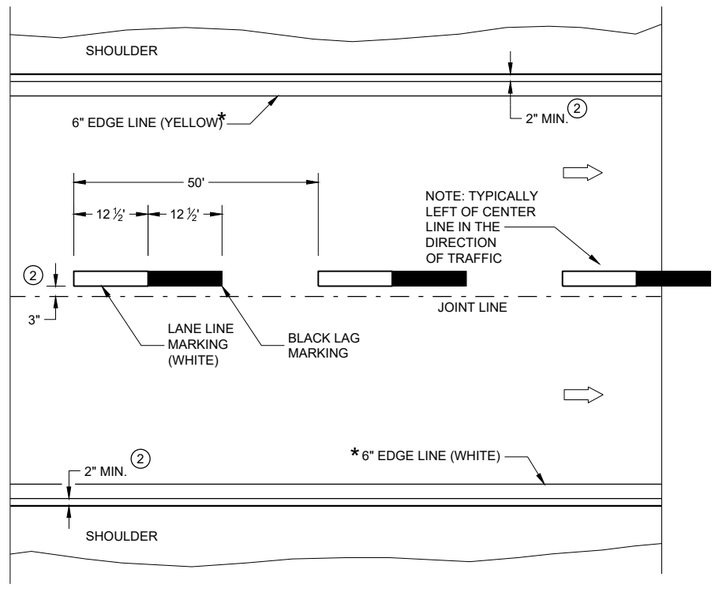
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

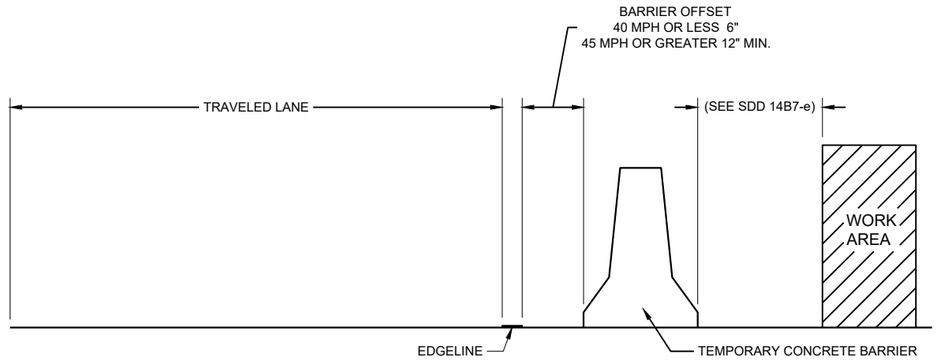
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

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SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

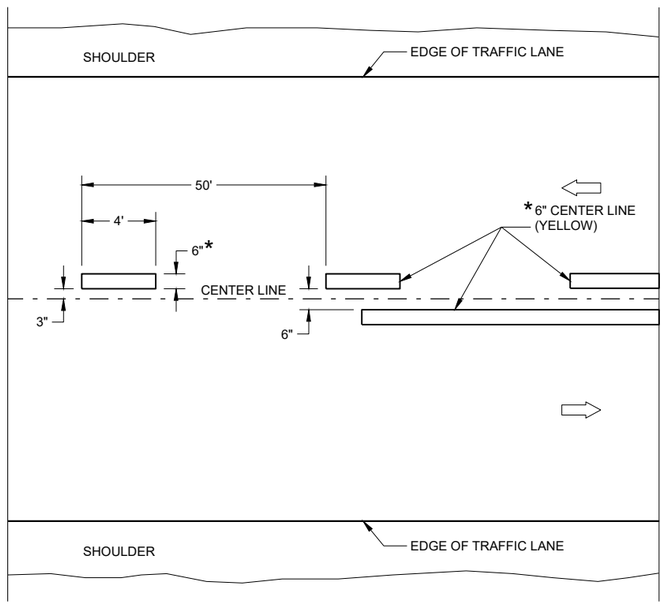
GENERAL NOTES

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

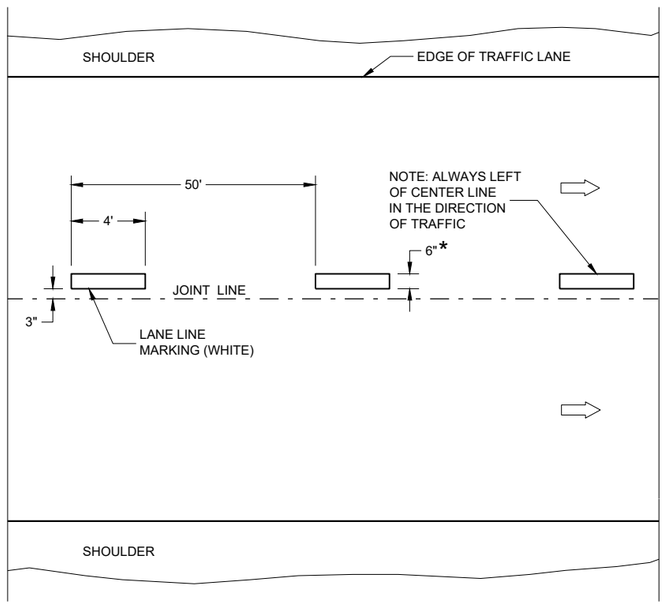
LEGEND

⇨ DIRECTION OF TRAFFIC

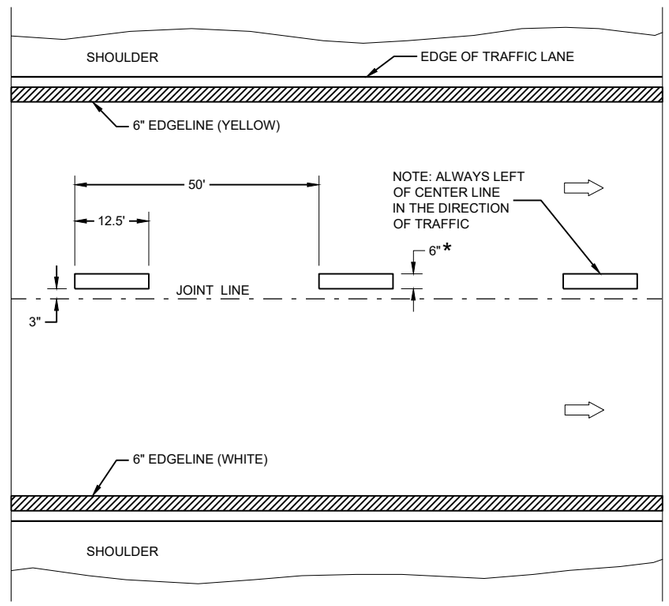
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

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SDD 15C08-23b

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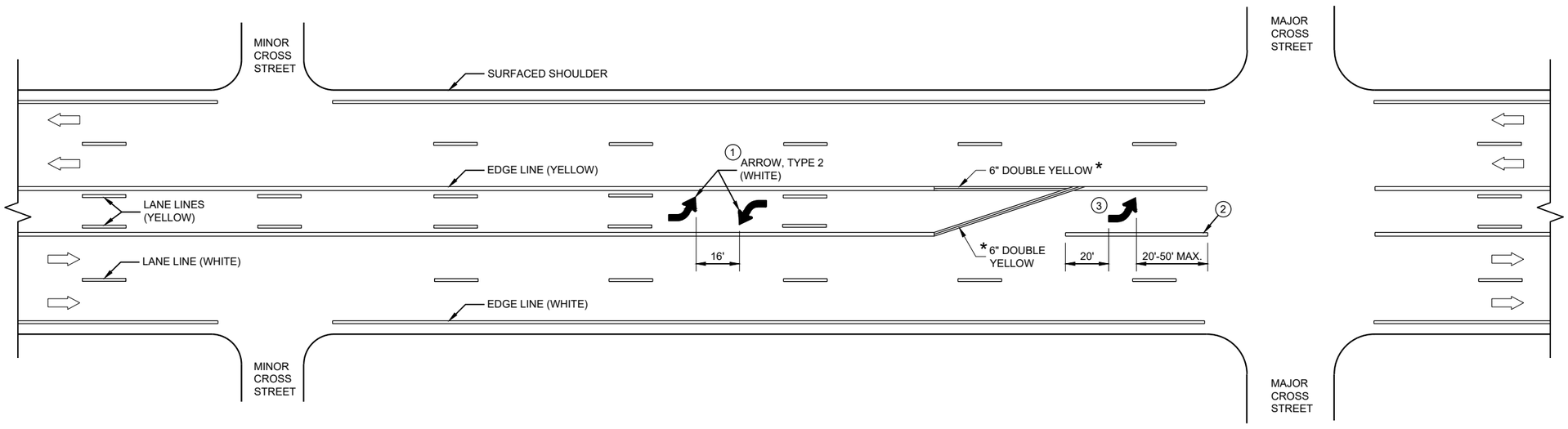
SDD 15C08-23b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY LEFT TURN LANE

6

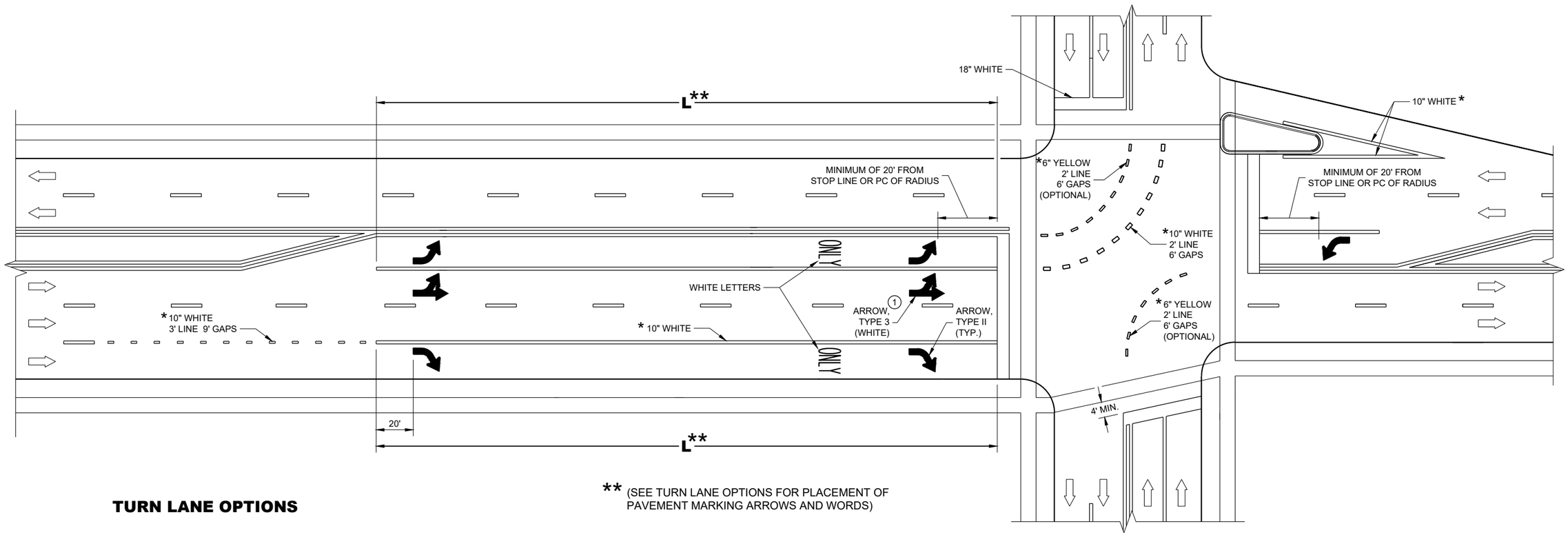
SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 273

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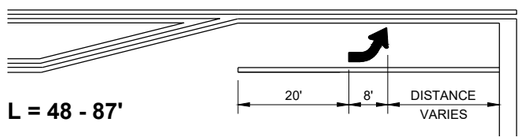
SDD 15C08-23c



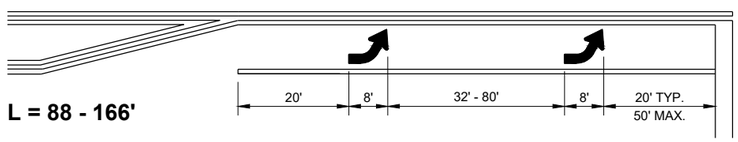
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

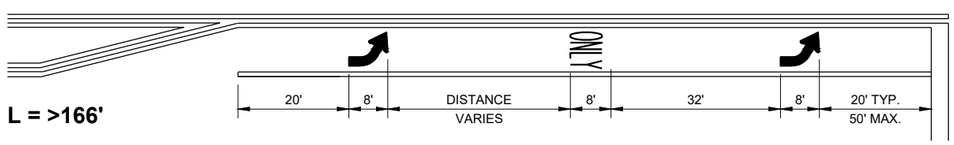
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

(1) QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

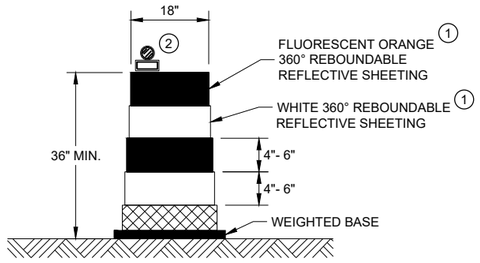
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-23d

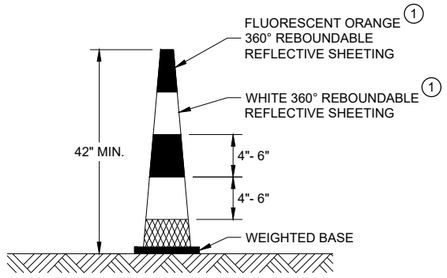
GENERAL NOTES

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



DRUM

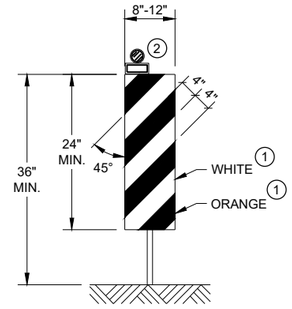
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

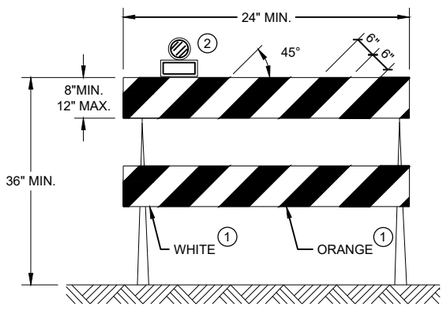
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



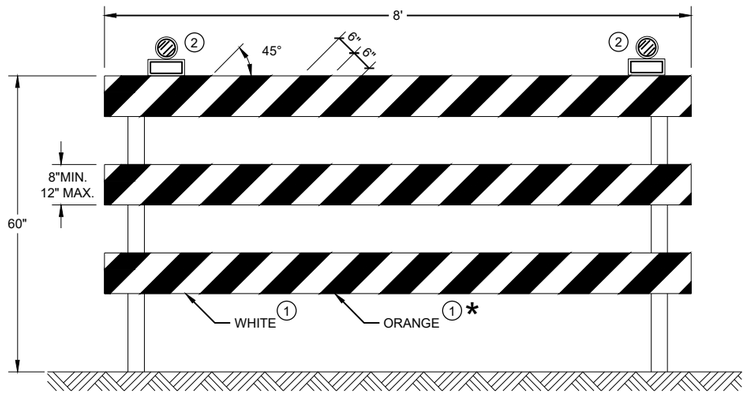
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b
SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

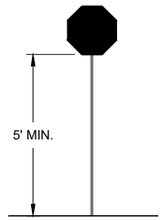
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

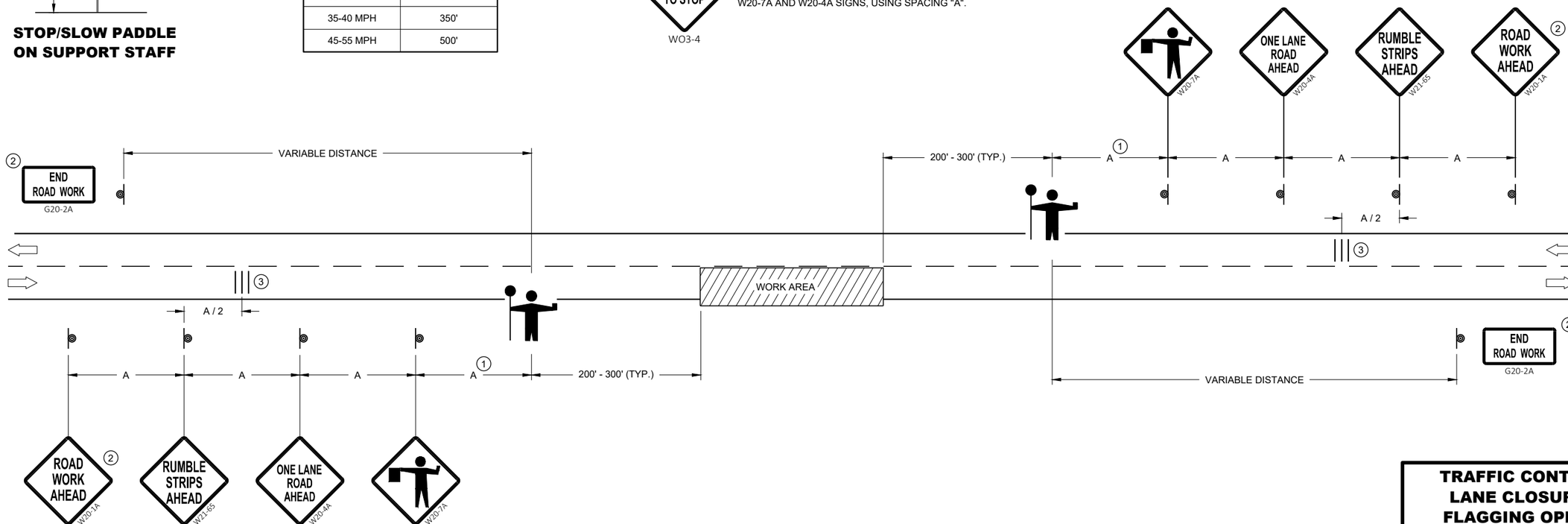
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 09a

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SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

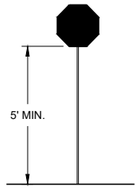
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

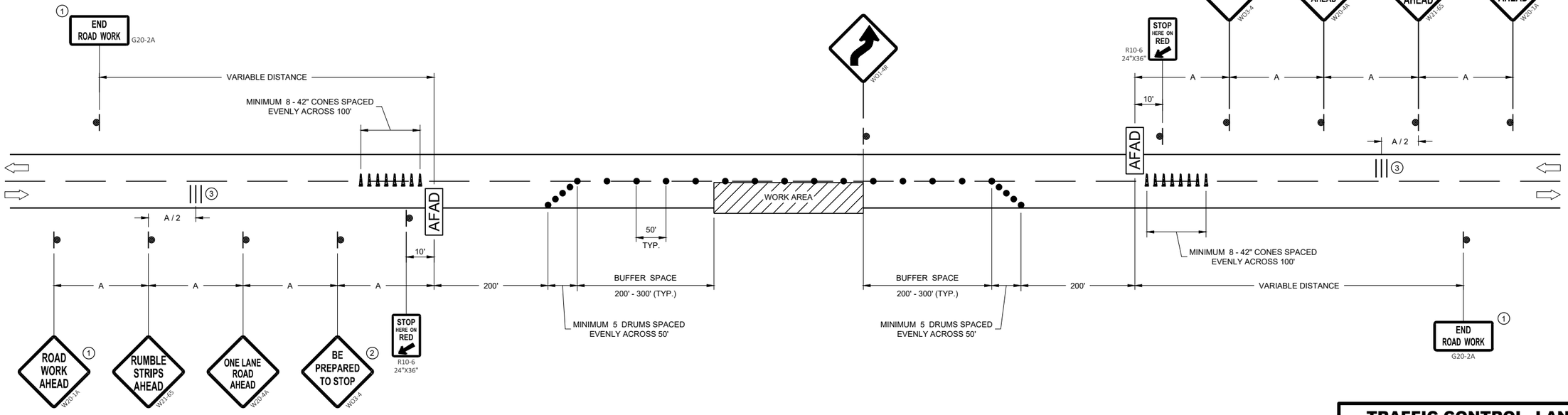
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C12 - 09b
SDD 15C12 - 09b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

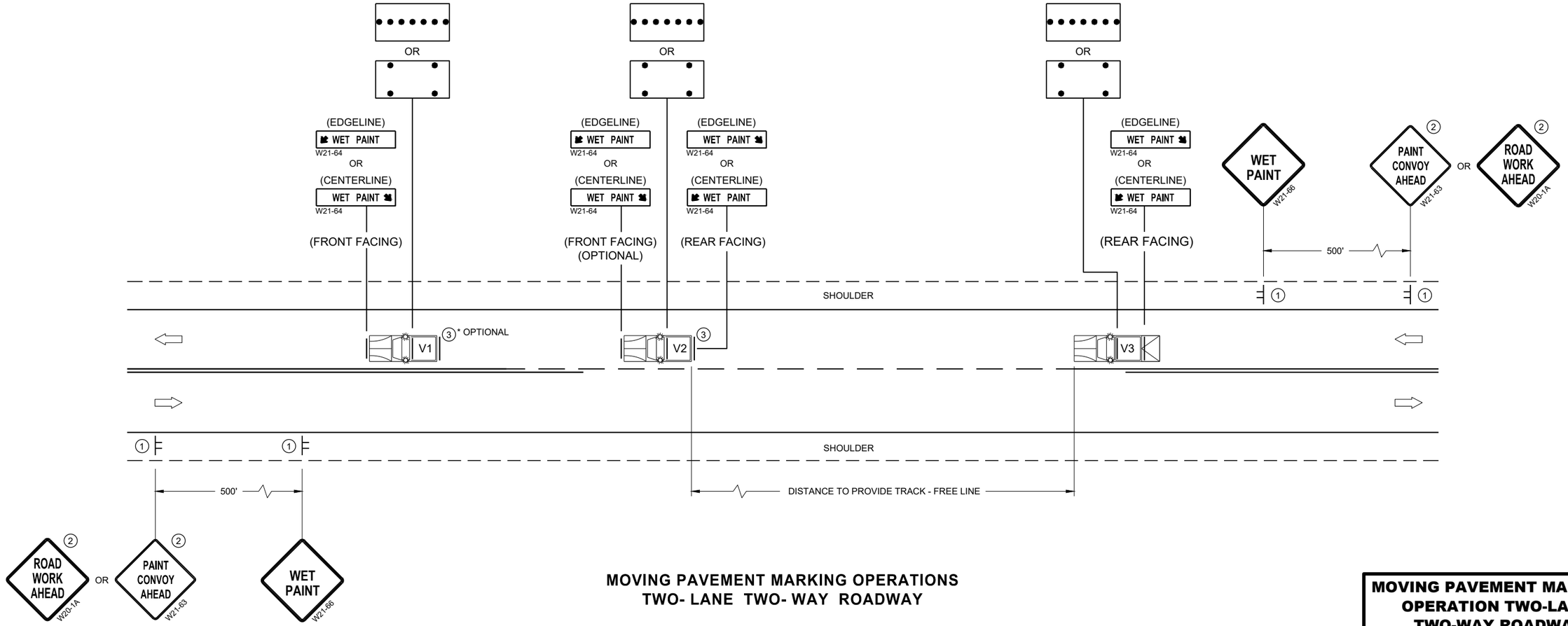
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew I...
WORK ZONE EN

FHWA

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SDD 15C19-08a

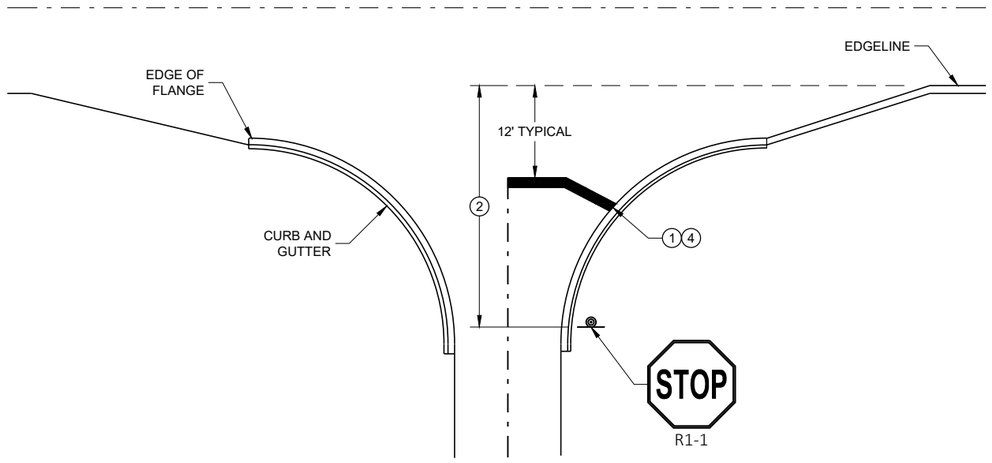
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SDD 15C19-08a

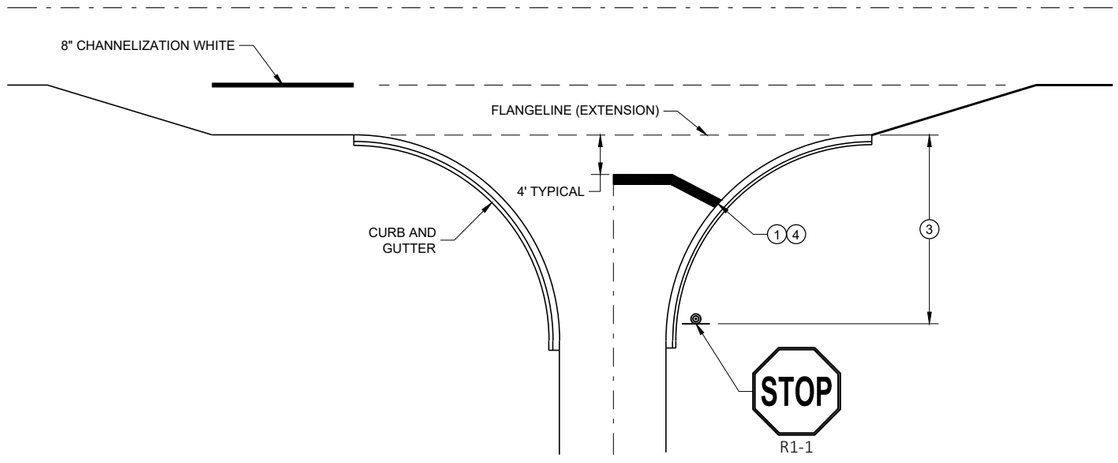
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

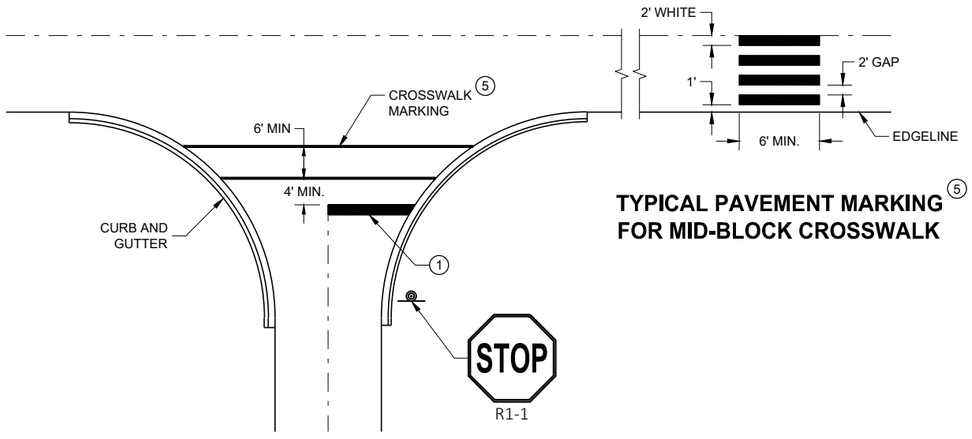
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

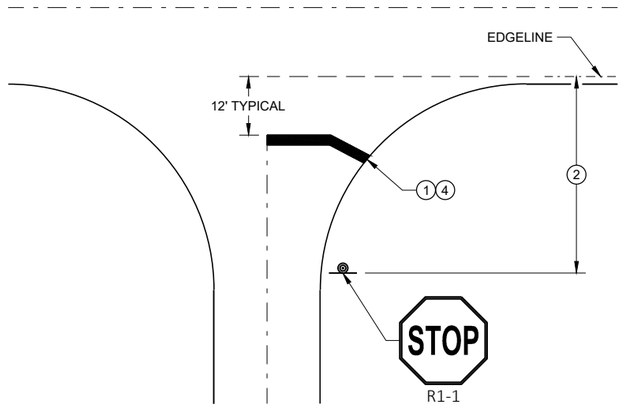


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 15C33 - 04

GENERAL NOTES

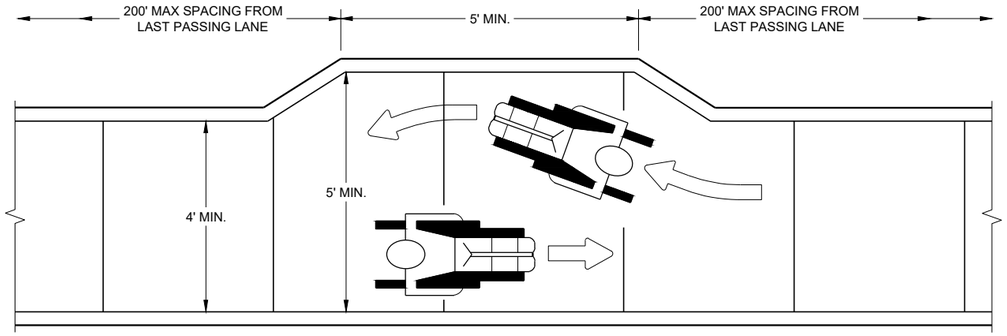
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

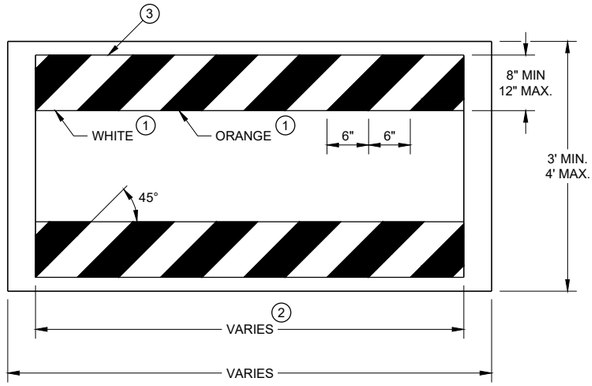
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

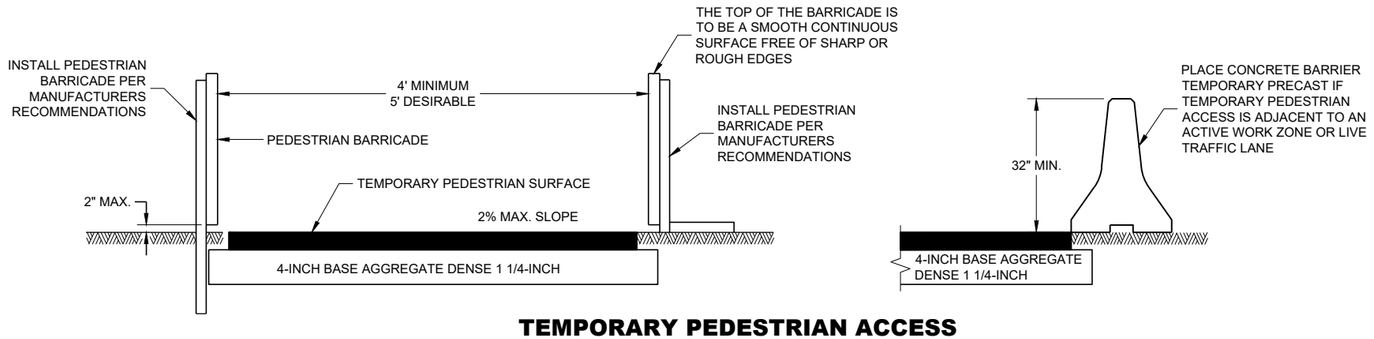
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

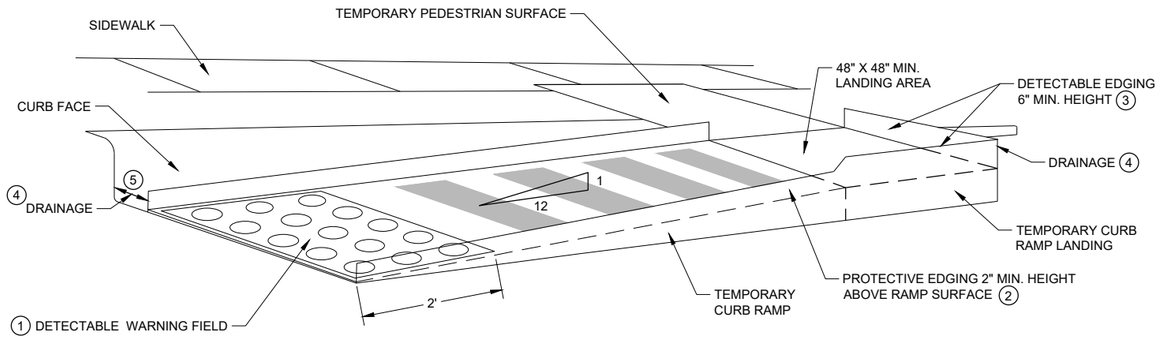


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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

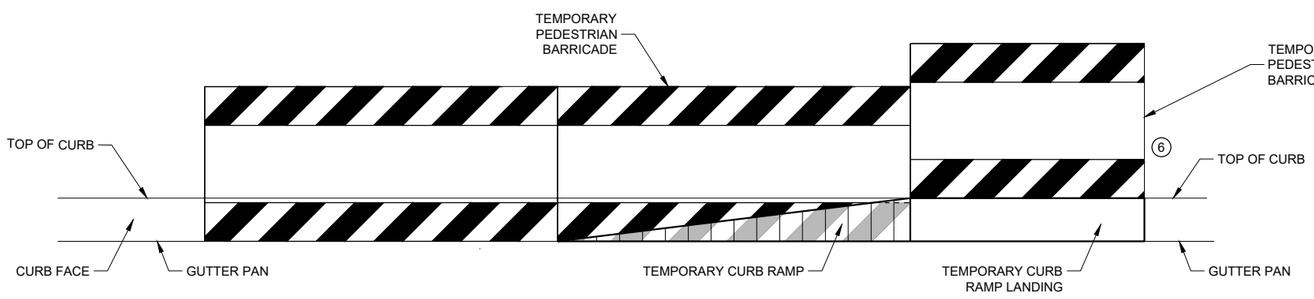
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

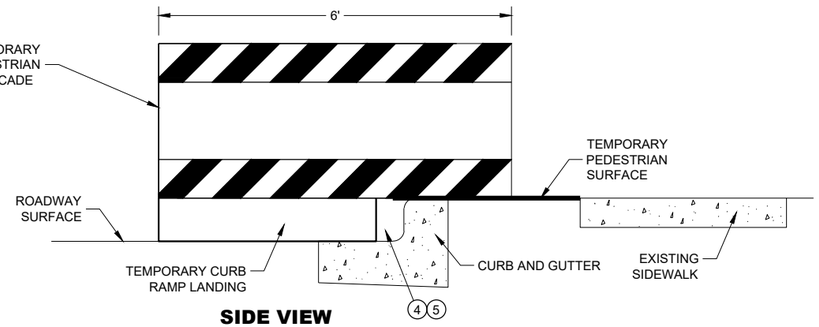
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 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.



FRONT VIEW



SIDE VIEW

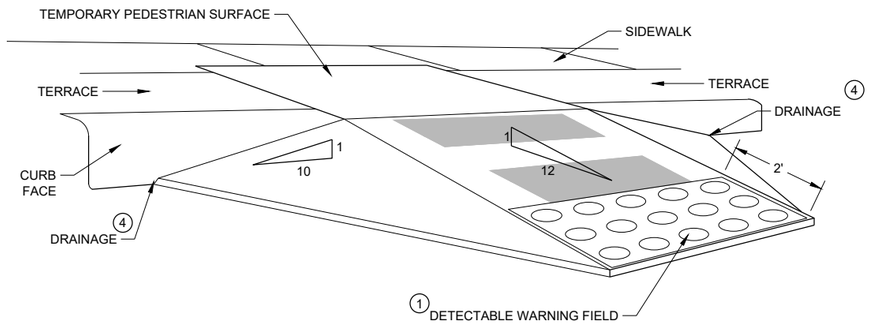
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

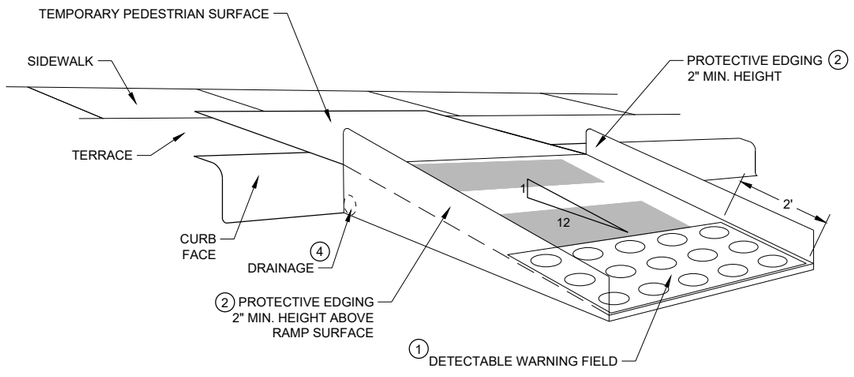
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

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

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

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

6

SDD 15D30 - 09c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

GENERAL NOTES

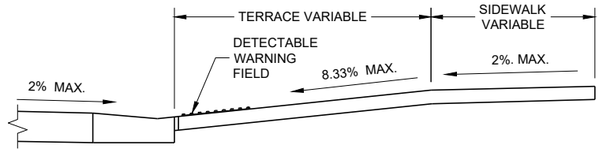
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

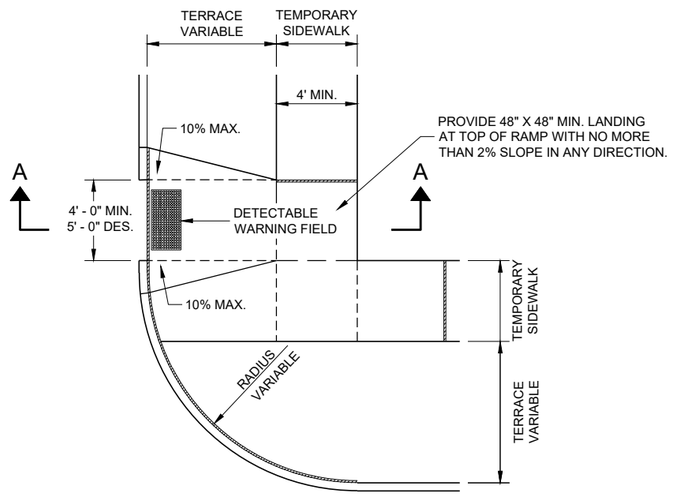
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

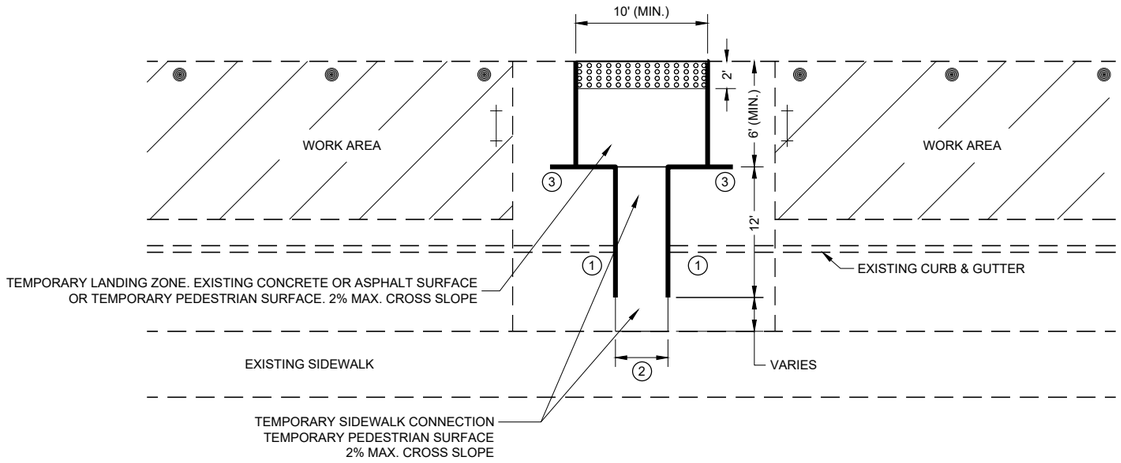
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

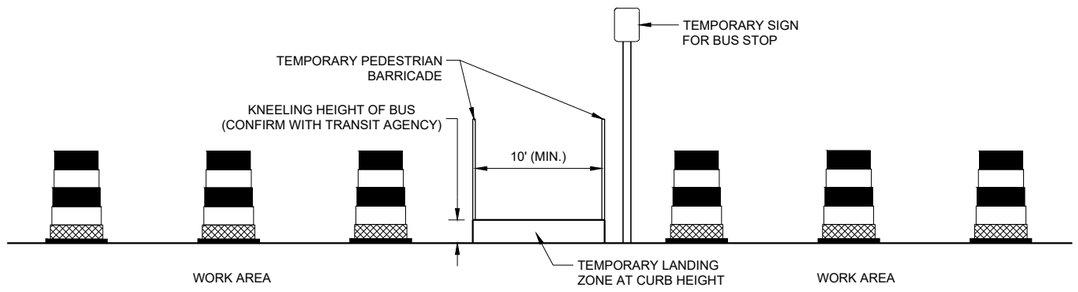
APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D30-09d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

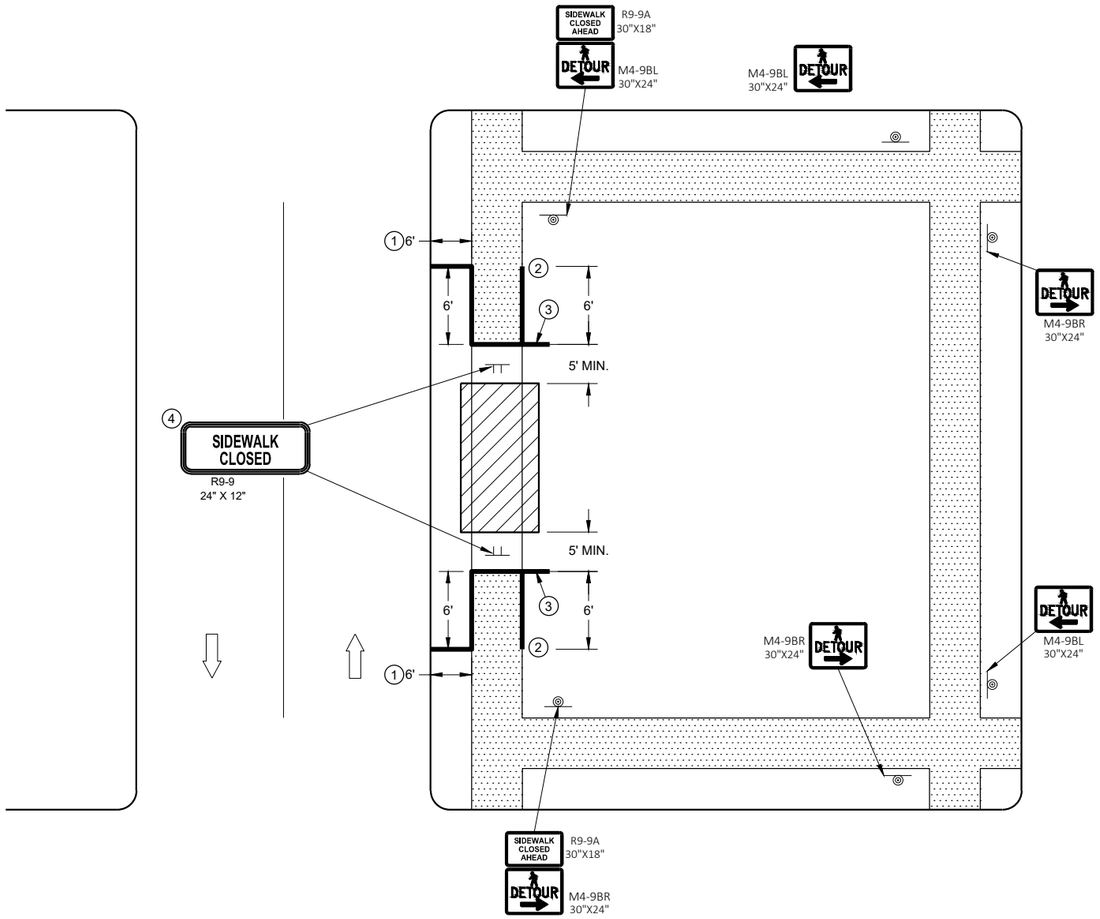
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 284

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SDD 15D30 - 09e

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

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

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

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

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

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

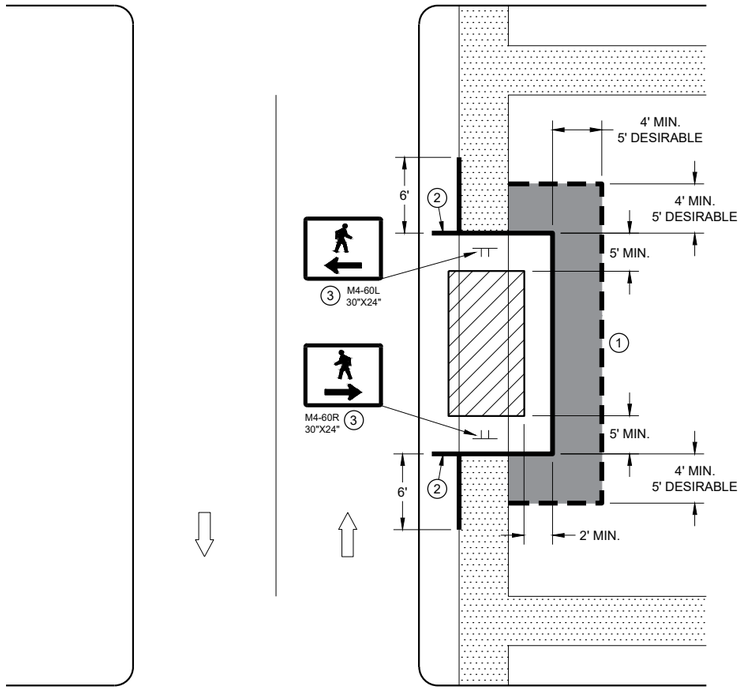
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 09g

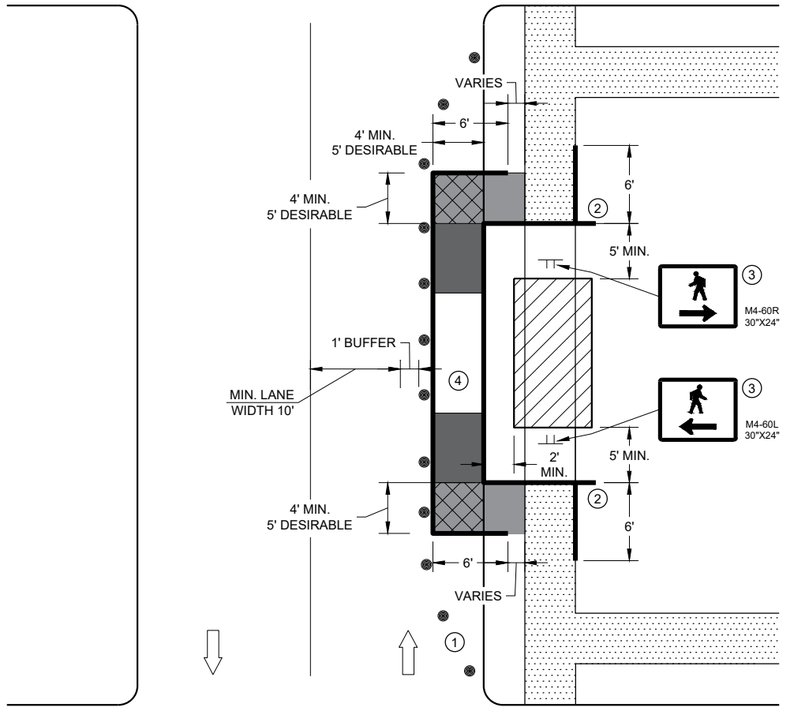
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SDD15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DIVERSION, SINGLE SIDE

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

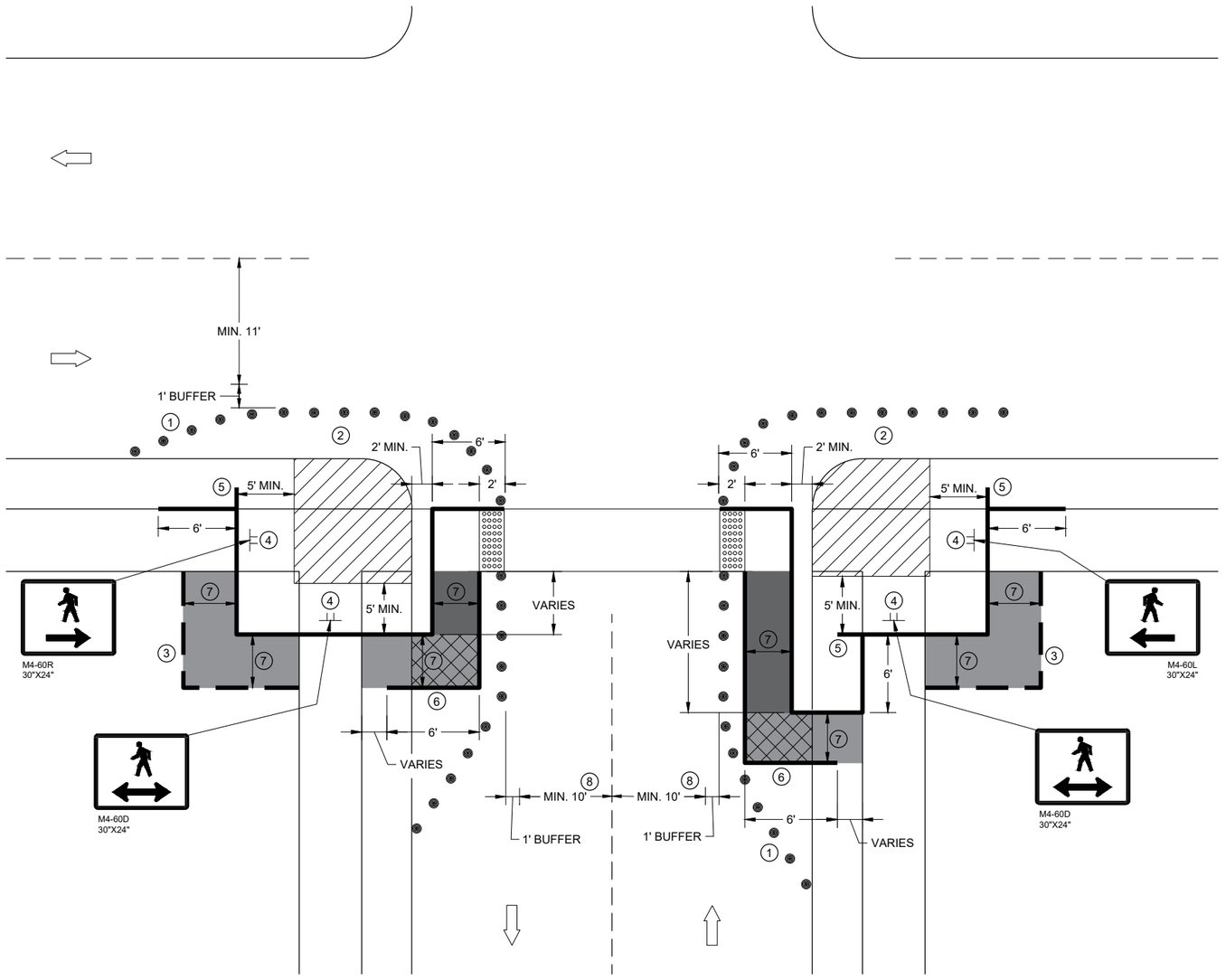
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.

6

SDD 15D30 - 09h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

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

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(7) 4 FEET MINIMUM, 5 FEET DESIRABLE

(8) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

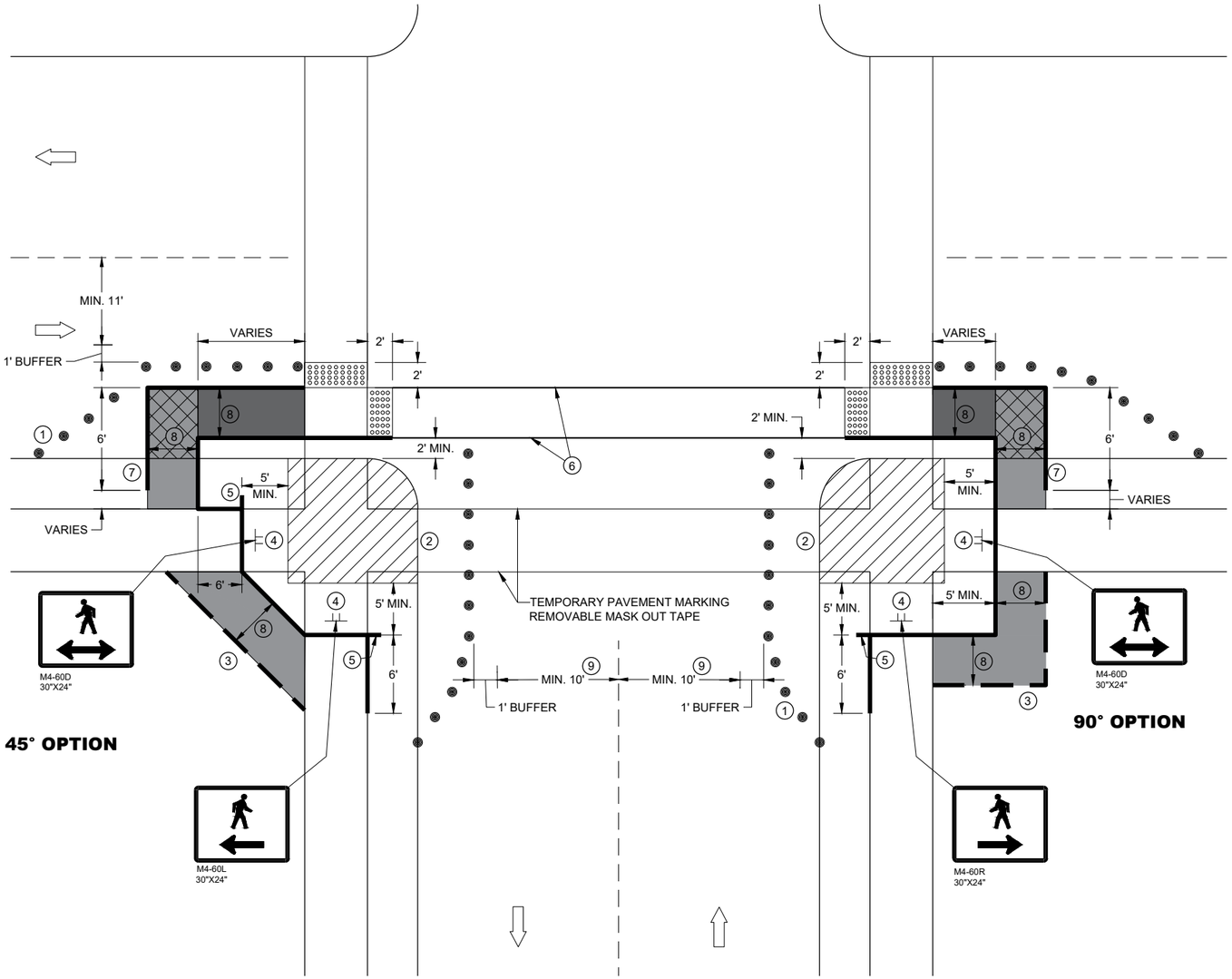
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09i

6



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

SIGN ON PERMANENT SUPPORT

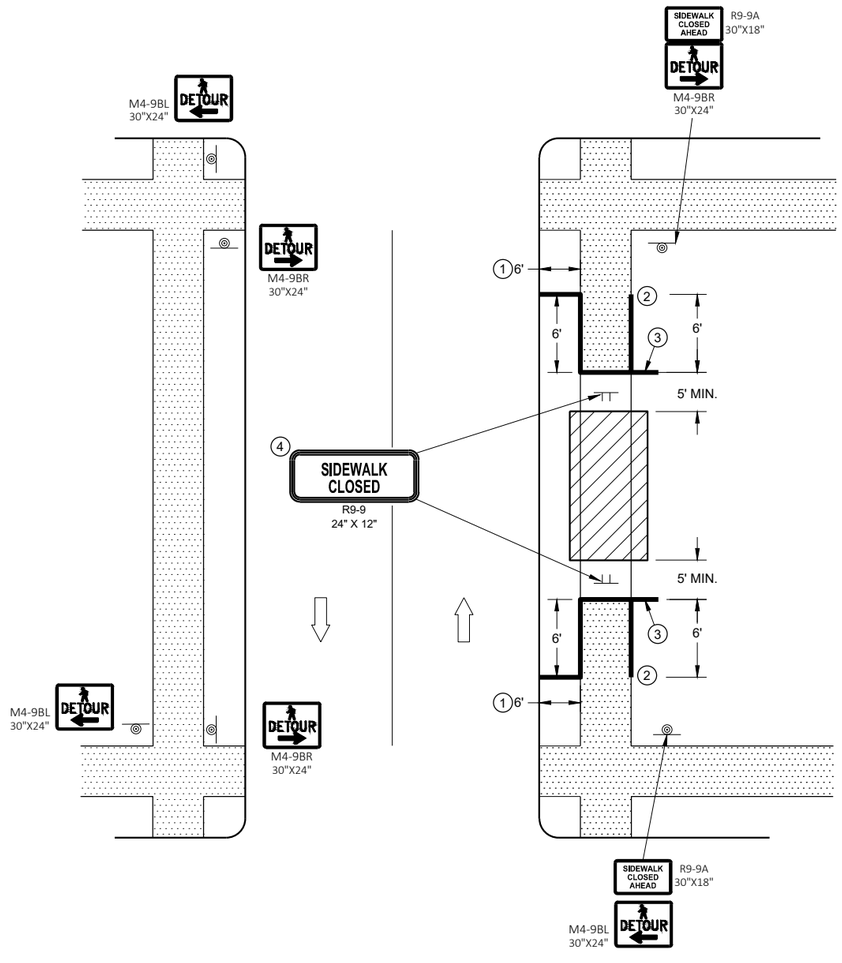
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

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

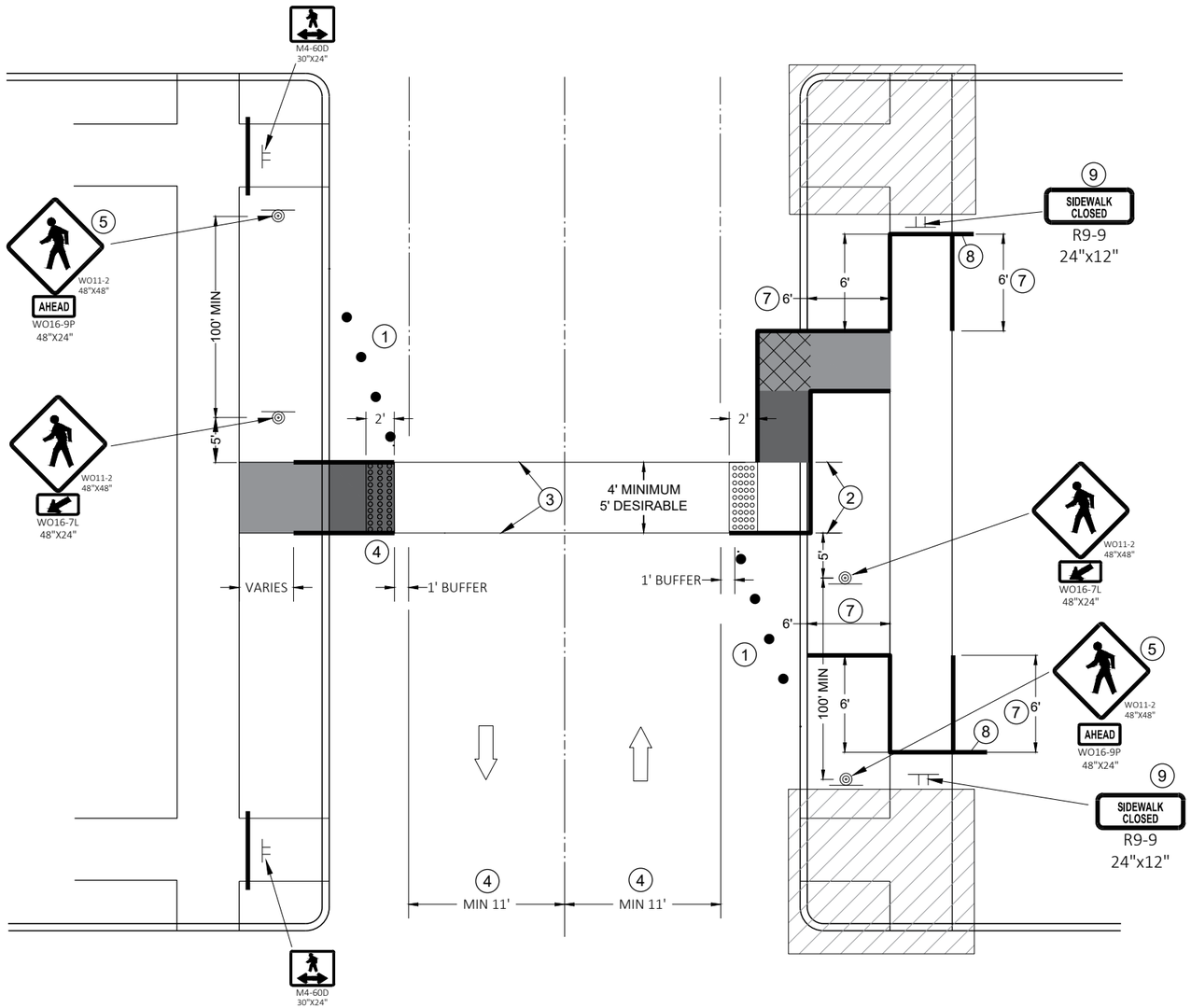
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

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

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

(1) SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) 4 FEET MINIMUM, 5 FEET DESIRABLE.

(3) WHITE 6" TEMPORARY PAVEMENT MARKING.

(4) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.

(5) IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.

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

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

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

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

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TRAFFIC CONTROL DRUM

FLAGS, 16" X 16" MIN. (ORANGE)

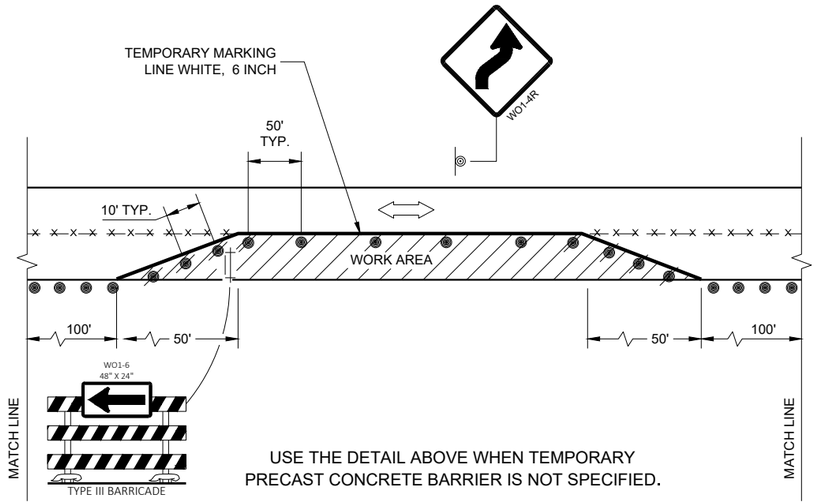
REMOVING PAVEMENT MARKING

DIRECTION OF TRAFFIC

ASPHALTIC PAVEMENT WIDENING

CONCRETE BARRIER TEMPORARY PRECAST

TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT



USE THE DETAIL ABOVE WHEN TEMPORARY PRECAST CONCRETE BARRIER IS NOT SPECIFIED.

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

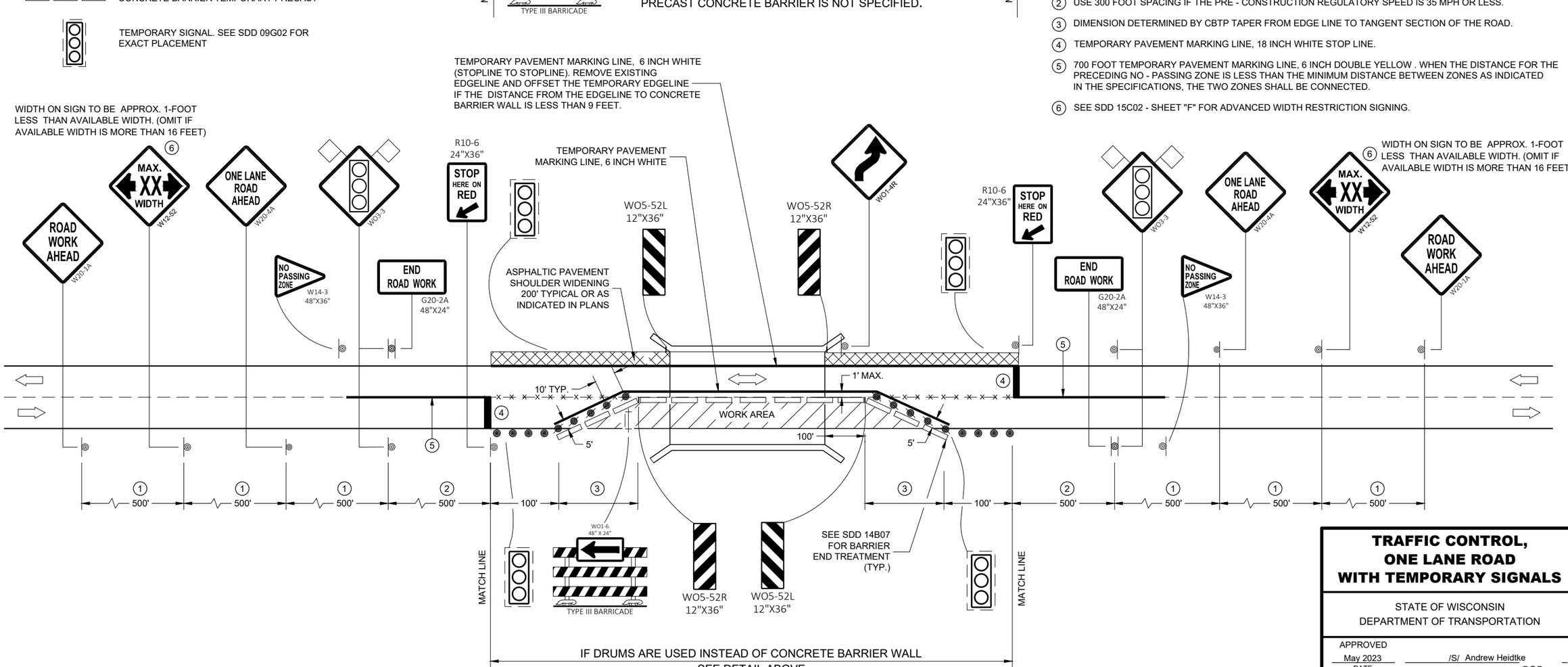
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

REMOVE PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT MARKING LINES IF THE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

INSTALL OVERHEAD TEMPORARY SIGNAL HEADS ABOVE THE MIDDLE OF THE TRAVEL LANE THEY ARE CONTROLLING.

1. 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35 - 40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25 - 30 MPH, USE 200 FOOT TYPICAL SPACING.
2. USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.
3. DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
4. TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
5. 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
6. SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D33-09

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

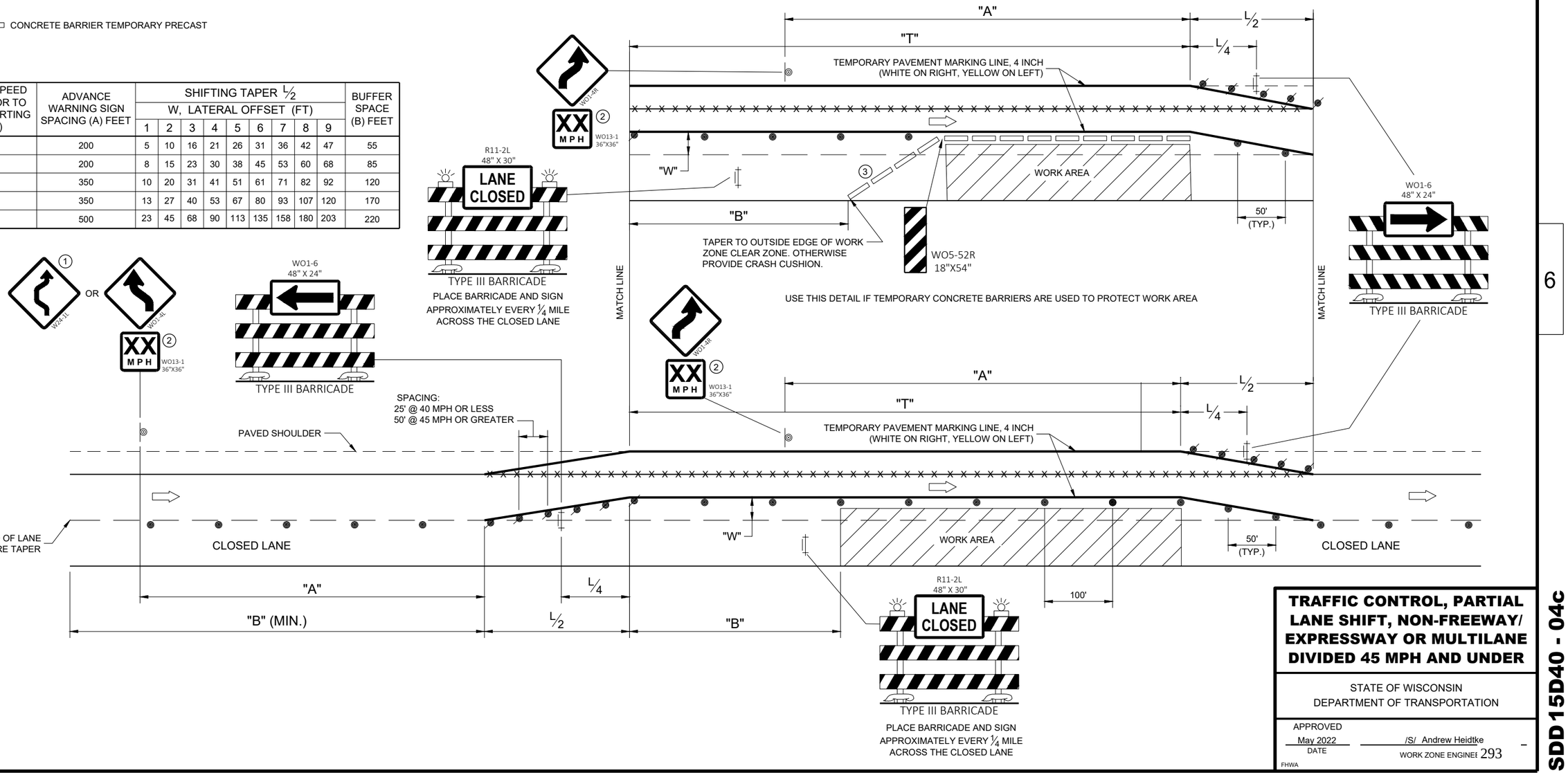
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	55
30	200	8	15	23	30	38	45	53	60	68	85
35	350	10	20	31	41	51	61	71	82	92	120
40	350	13	27	40	53	67	80	93	107	120	170
45	500	23	45	68	90	113	135	158	180	203	220



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

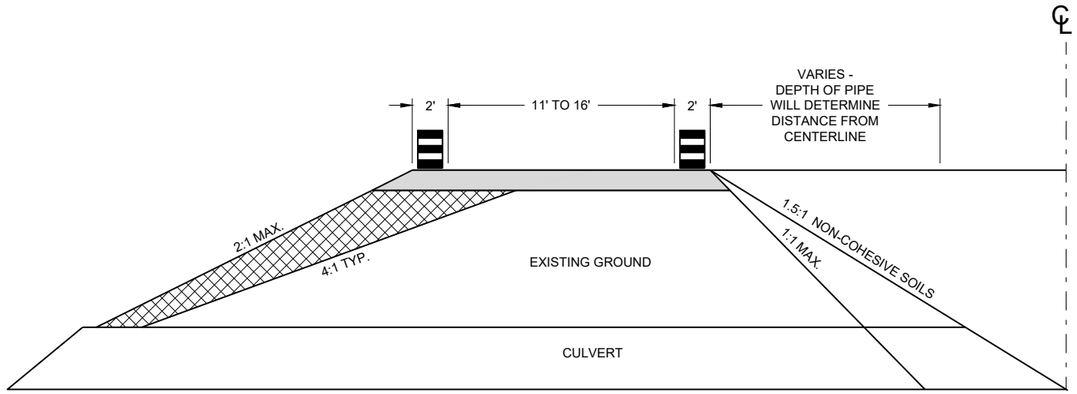
APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D40 - 04c

SDD 15D40 - 04c



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

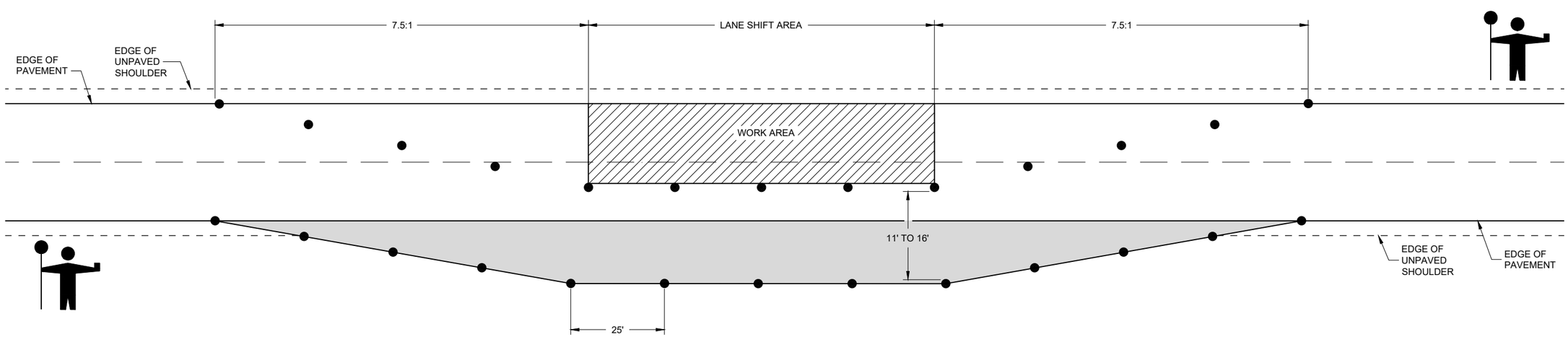
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

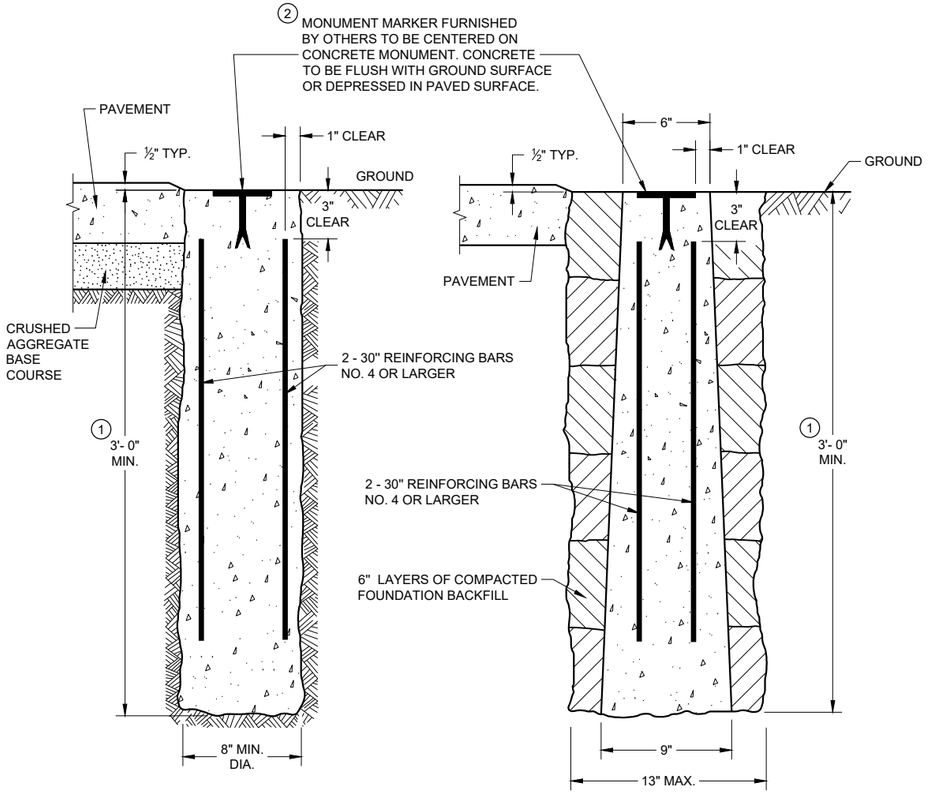
FHWA

6

SDD 15D48 - 01

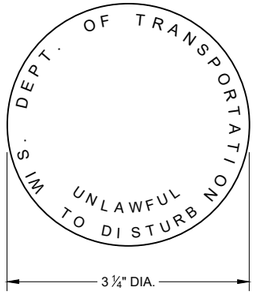
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SDD 15D48 - 01



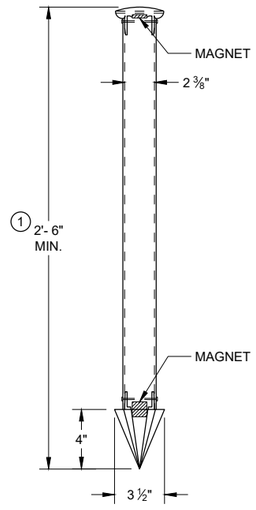
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

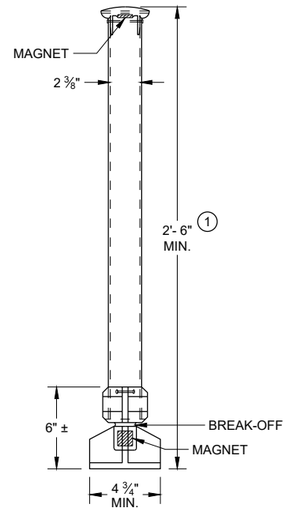


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

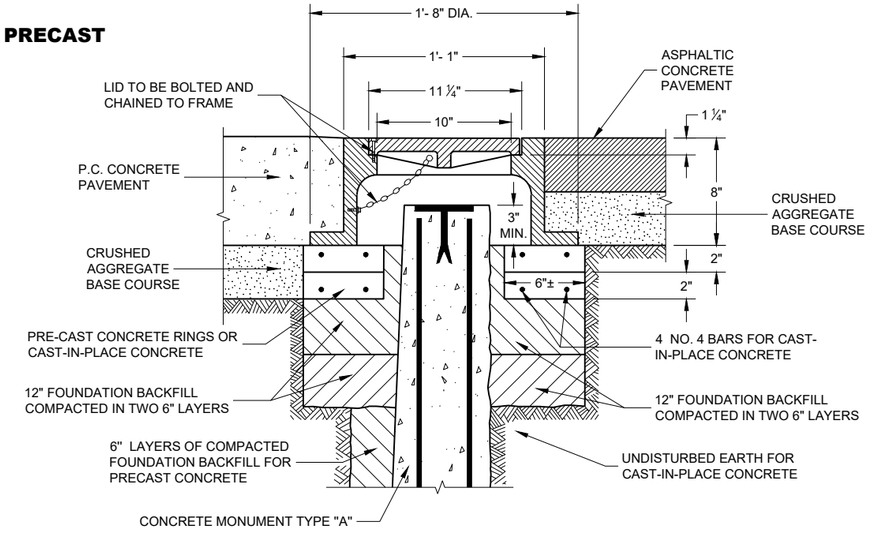


TYPE C
DRIVEN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

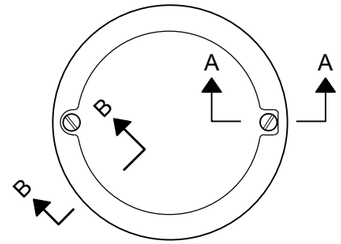
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

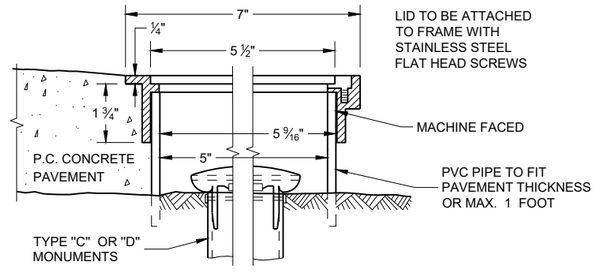
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MAPPING ENGINEER

FHWA

SDD 16A01 - 07

6

SDD 16A01 - 07

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.43	EXPANDED EBS BACKFILL 1.00 NOTE 5	REDUCED EBS IN FILL 1.00 NOTE 7	MASS ORDINATE NOTE 8
345+75	34575.00	24.04	5.22	0.00	0.20	0.00	5	0	0	0	5	0	0	0	5
346+00	34600.00	25.00	5.79	0.00	0.10	0.00	5	0	0	0	10	0	0	0	10
346+25	34625.00	25.00	6.01	0.00	0.38	0.00	5	0	0	0	15	0	0	0	15
346+50	34650.00	25.00	5.84	0.00	1.25	0.00	5	0	1	0	20	1	0	0	19
346+75	34675.00	25.00	10.18	0.00	1.42	0.00	7	0	1	0	27	3	0	0	24
347+00	34700.00	25.00	9.95	0.00	0.22	0.00	9	0	1	0	36	4	0	0	32
347+02.473	34702.47	2.47	9.99	0.00	0.32	0.00	1	0	0	0	37	4	0	0	33
347+25	34725.00	22.53	18.22	0.00	0.92	0.00	12	0	1	0	49	6	0	0	43
347+43.473	34743.47	18.47	11.97	0.00	1.60	0.00	10	0	1	0	59	7	0	0	52
347+50	34750.00	6.53	9.03	0.00	2.38	0.00	3	0	0	0	62	7	0	0	55
347+64.041	34764.04	14.04	7.22	0.00	2.02	0.00	4	0	1	0	66	9	0	0	57
347+75	34775.00	10.96	7.74	0.00	0.22	0.00	3	0	0	0	69	9	0	0	60
347+84.473	34784.47	9.47	8.49	0.00	0.12	0.00	3	0	0	0	72	9	0	0	63
348+00	34800.00	15.53	0.39	0.00	2.55	0.00	3	0	1	0	75	10	0	0	65
348+18.873	34818.87	18.87	0.00	0.00	2.02	0.00	0	0	2	0	75	13	0	0	62
348+46.473	34846.47	27.60	0.00	0.00	2.35	0.00	0	0	2	0	75	16	0	0	59
348+49.179	34849.18	2.71	2.42	0.00	2.32	0.00	0	0	0	0	75	16	0	0	59
348+50	34850.00	0.82	2.40	0.00	2.95	0.00	0	0	0	0	75	16	0	0	59
348+67	34867.00	17.00	6.48	0.00	3.04	0.00	3	0	2	0	78	19	0	0	59
348+75	34875.00	8.00	6.13	0.00	3.83	0.00	2	0	1	0	80	20	0	0	60
348+87.192	34887.19	12.19	5.43	0.00	4.49	0.00	3	0	2	0	83	23	0	0	60
349+00	34900.00	12.81	4.02	0.00	8.75	0.00	2	0	3	0	85	27	0	0	58
349+08.2	34908.20	8.20	3.77	0.00	14.41	0.00	1	0	4	0	86	33	0	0	53
349+25	34925.00	16.80	3.88	0.00	9.49	0.00	2	0	7	0	88	43	0	0	45
349+50	34950.00	25.00	95.36	0.00	5.50	0.00	46	0	7	0	134	53	0	0	81
349+75	34975.00	25.00	102.95	0.00	3.72	0.00	92	0	4	0	226	59	0	0	167
350+00	35000.00	25.00	107.75	0.00	2.22	0.00	98	0	3	0	324	63	0	0	261
350+25	35025.00	25.00	117.99	0.00	0.00	0.00	105	0	1	0	429	64	0	0	365
350+50	35050.00	25.00	125.90	0.00	2.62	0.00	113	0	1	0	542	66	0	0	476
350+75	35075.00	25.00	133.41	0.00	0.00	0.00	120	0	1	0	662	67	0	0	595
351+00	35100.00	25.00	124.82	0.00	0.02	0.00	120	0	0	0	782	67	0	0	715
351+18.637	35118.64	18.64	116.75	0.00	0.08	0.00	83	0	0	0	865	67	0	0	798
351+25	35125.00	6.36	117.63	0.00	0.12	0.00	28	0	0	0	893	67	0	0	826
351+43.23	35143.23	18.23	121.17	0.00	2.85	0.00	81	0	1	0	974	69	0	0	905

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
5 - EXPANDED EBS	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - EXPANDED ROCK) * FILL FACTOR)]
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

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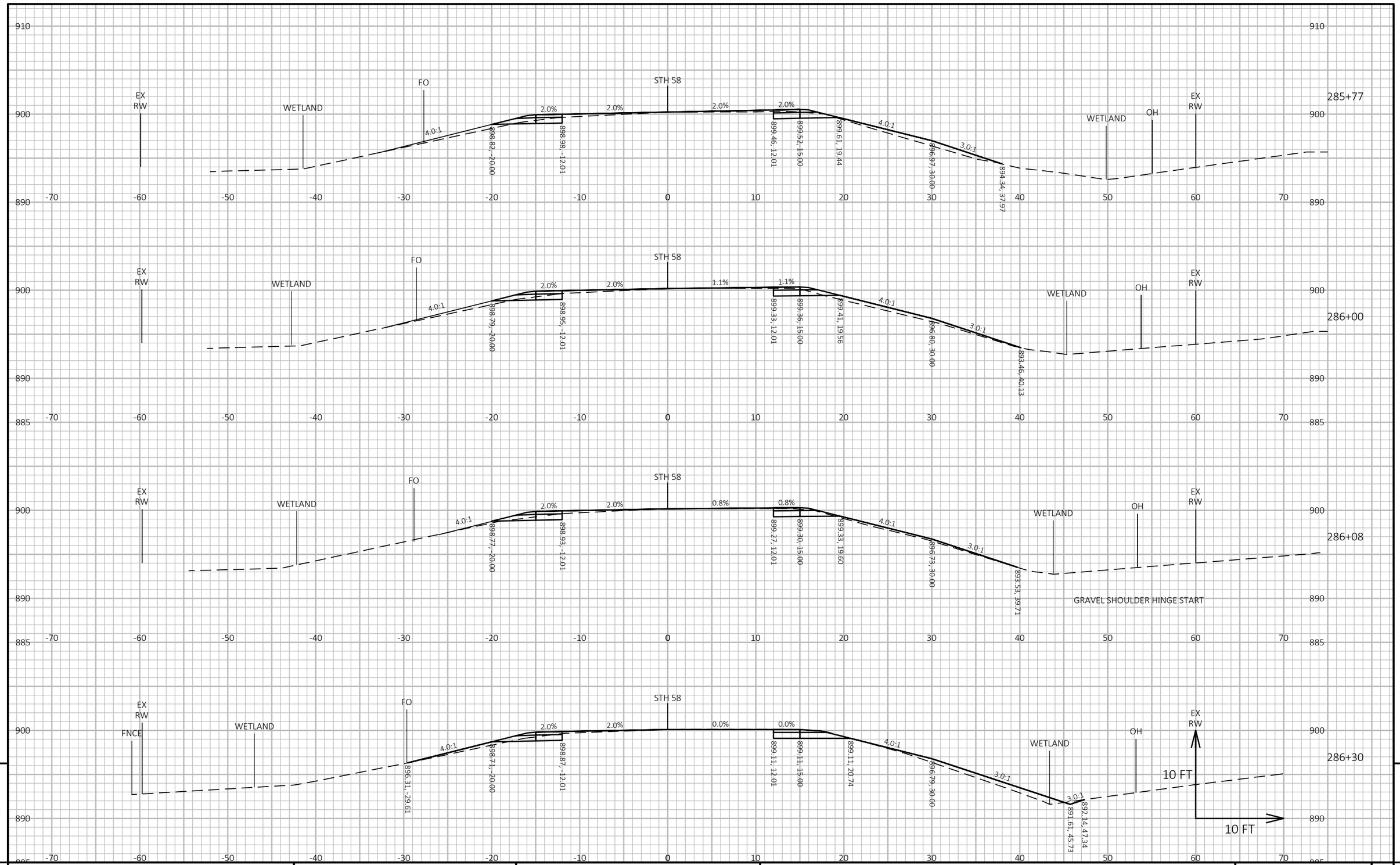
STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.43	EXPANDED EBS BACKFILL 1.00	REDUCED EBS IN FILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 7	NOTE 8
351+50	35150.00	6.77	121.34	0.00	5.04	0.00	30	0	1	0	1,004	70	0	0	934
351+68.176	35168.18	18.18	125.68	0.00	1.08	0.00	83	0	2	0	1,087	73	0	0	1,014
351+75	35175.00	6.82	128.11	0.00	0.24	0.00	32	0	0	0	1,119	73	0	0	1,046
352+00	35200.00	25.00	131.18	0.00	4.18	0.00	120	0	2	0	1,239	76	0	0	1,163
352+26.61	35226.61	26.61	109.43	0.00	8.11	0.00	119	0	6	0	1,358	84	0	0	1,274
352+51.391	35251.39	24.78	113.09	0.00	5.47	0.00	102	0	6	0	1,460	93	0	0	1,367
352+75	35275.00	23.61	98.62	0.00	4.32	0.00	93	0	4	0	1,553	99	0	0	1,454
353+00	35300.00	25.00	90.19	0.00	7.58	0.00	87	0	6	0	1,640	107	0	0	1,533
353+25	35325.00	25.00	85.32	0.00	9.58	0.00	81	0	8	0	1,721	119	0	0	1,602
353+50	35350.00	25.00	5.57	0.00	11.53	0.00	42	0	10	0	1,763	133	0	0	1,630
353+75	35375.00	25.00	3.31	0.00	14.13	0.00	4	0	12	0	1,767	150	0	0	1,617
354+00	35400.00	25.00	3.71	0.00	16.90	0.00	3	0	14	0	1,770	170	0	0	1,600
354+25	35425.00	25.00	4.69	0.00	10.98	0.00	4	0	13	0	1,774	189	0	0	1,585
354+50	35450.00	25.00	4.96	0.00	8.25	0.00	4	0	9	0	1,778	202	0	0	1,576
354+61.567	35461.57	11.57	4.26	0.00	9.26	0.00	2	0	4	0	1,780	207	0	0	1,573
354+75	35475.00	13.43	4.87	0.00	6.89	0.00	2	0	4	0	1,782	213	0	0	1,569
354+93.246	35493.25	18.25	6.05	0.00	19.34	0.00	4	0	9	0	1,786	226	0	0	1,560
355+18.209	35518.21	24.96	8.01	0.00	17.96	0.00	6	0	17	0	1,792	250	0	0	1,542
355+43.19	35543.19	24.98	10.96	0.00	21.35	0.00	9	0	18	0	1,801	276	0	0	1,525
355+47.384	35547.38	4.19	10.38	0.00	2.11	0.00	2	0	2	0	1,803	279	0	0	1,524
355+53.365	35553.37	5.98	11.09	0.00	1.11	0.00	2	0	0	0	1,805	279	0	0	1,526
355+58.768	35558.77	5.40	11.91	0.00	8.05	0.00	2	0	1	0	1,807	280	0	0	1,527
355+63.57	35563.57	4.80	12.02	0.00	0.19	0.00	2	0	1	0	1,809	282	0	0	1,527
355+88.555	35588.56	24.99	9.47	0.00	5.21	0.00	10	0	2	0	1,819	285	0	0	1,534
355+91.143	35591.14	2.59	9.94	0.00	3.57	0.00	1	0	0	0	1,820	285	0	0	1,535
356+00	35600.00	8.86	12.05	0.00	0.36	0.00	4	0	1	0	1,824	286	0	0	1,538
356+05.567	35605.57	5.57	13.76	0.00	0.40	0.00	3	0	0	0	1,827	286	0	0	1,541
356+13.538	35613.54	7.97	20.01	0.00	0.26	0.00	5	0	0	0	1,832	286	0	0	1,546
356+25	35625.00	11.46	19.27	0.00	0.72	0.00	8	0	0	0	1,840	286	0	0	1,554
356+43.11	35643.11	18.11	17.17	0.00	0.10	0.00	12	0	0	0	1,852	286	0	0	1,566
356+50	35650.00	6.89	12.09	0.00	0.06	0.00	4	0	0	0	1,856	286	0	0	1,570
356+54.55	35654.55	4.55	11.51	0.00	0.00	0.00	2	0	0	0	1,858	286	0	0	1,572
356+63.68	35663.68	9.13	8.96	0.00	0.00	0.00	3	0	0	0	1,861	286	0	0	1,575

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
5 - EXPANDED EBS	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]
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PROJECT NO: 5752-00-72 | HWY: STH 58 | COUNTY: SAUK AND RICHLAND | EARTHWORK DATA | SHEET 297 | E



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 298 E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0094).DWG
LAYOUT NAME - 090201-xs

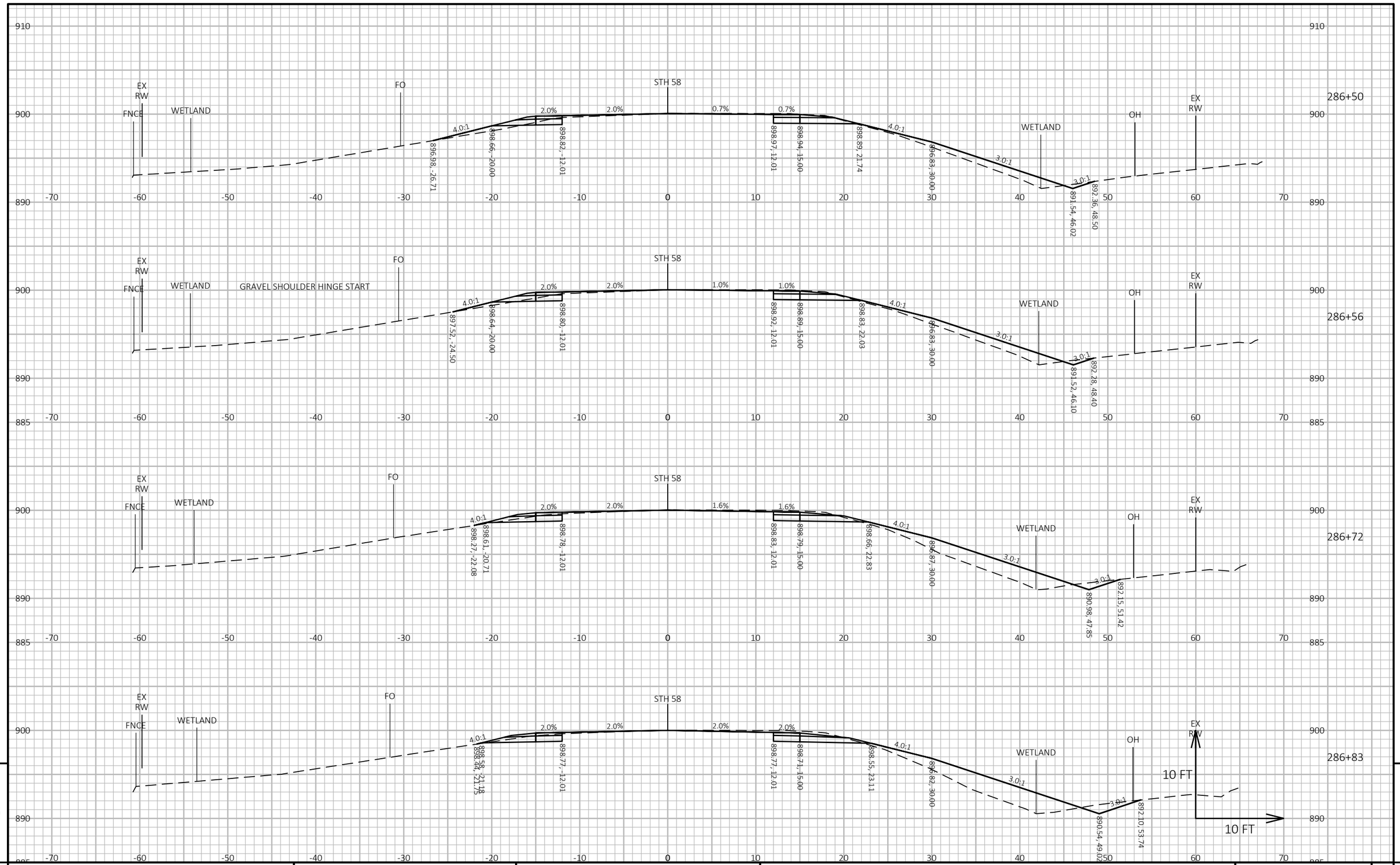
PLOT DATE : 5/26/2023 4:11 PM

PLOT BY : JOHNSON, ANTHONY R

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 299	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0094).DWG
LAYOUT NAME - 090202-xs

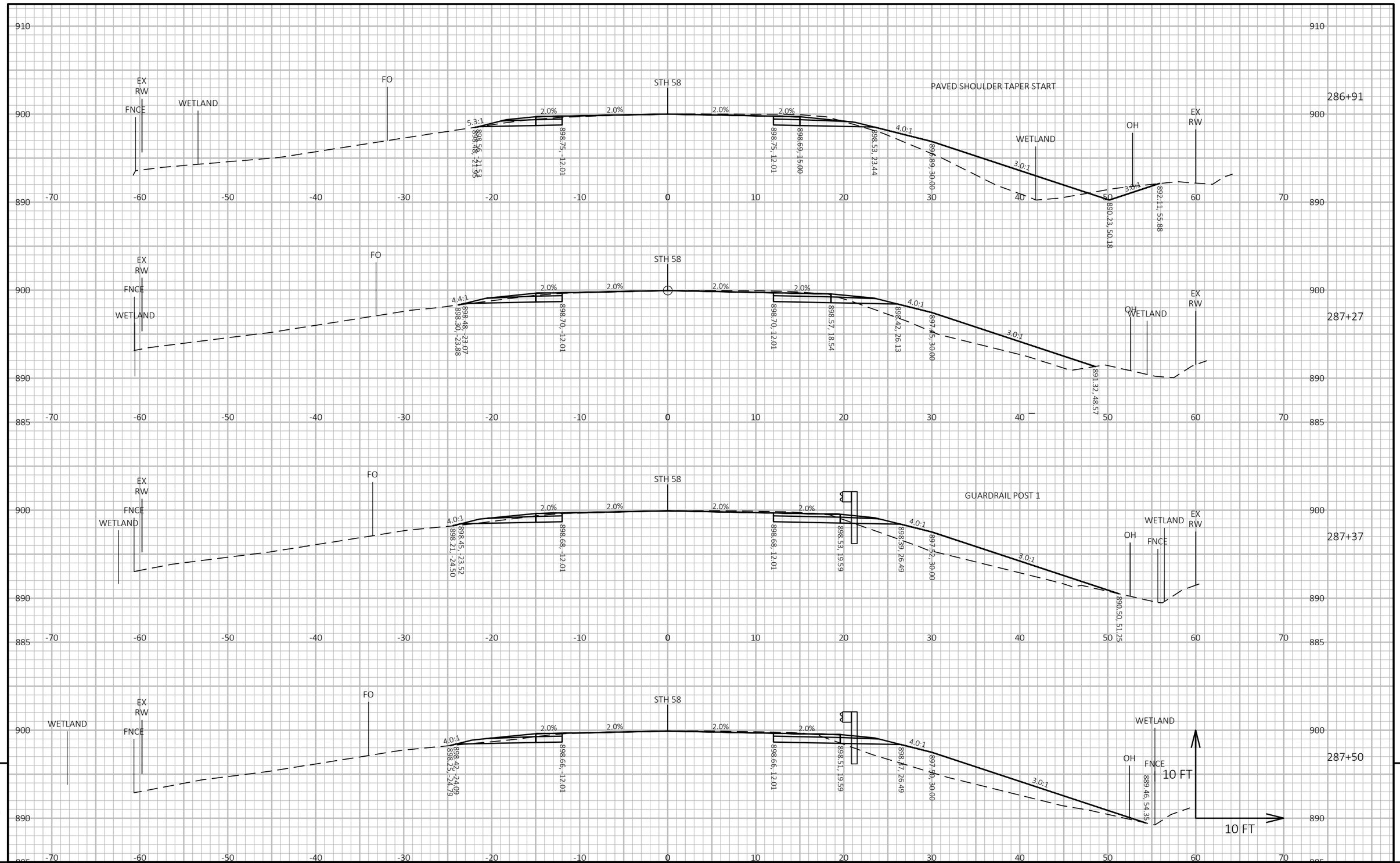
PLOT DATE : 5/26/2023 4:12 PM

PLOT BY : JOHNSON, ANTHONY R

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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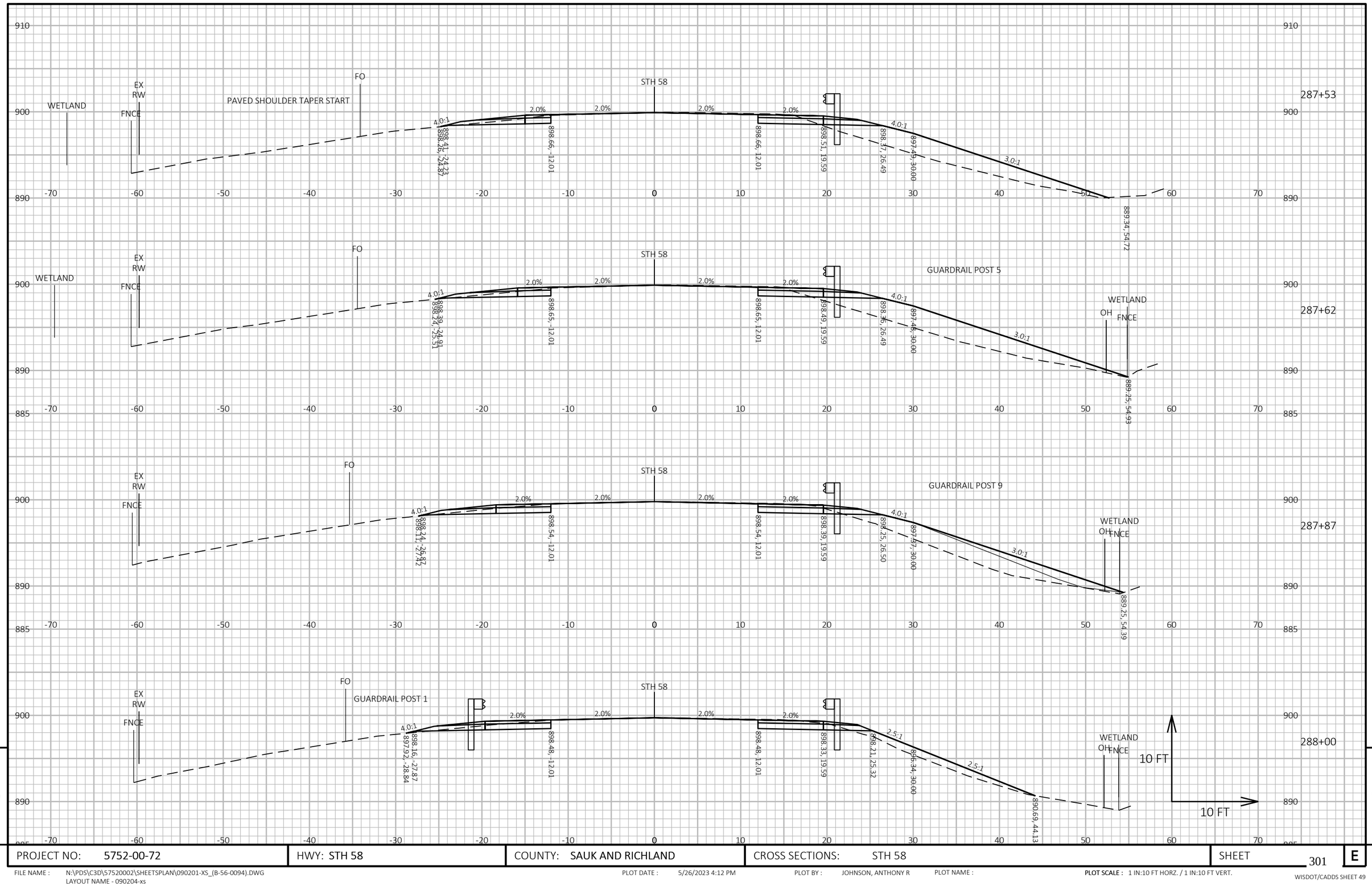
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 300	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0094).DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 5/26/2023 4:12 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

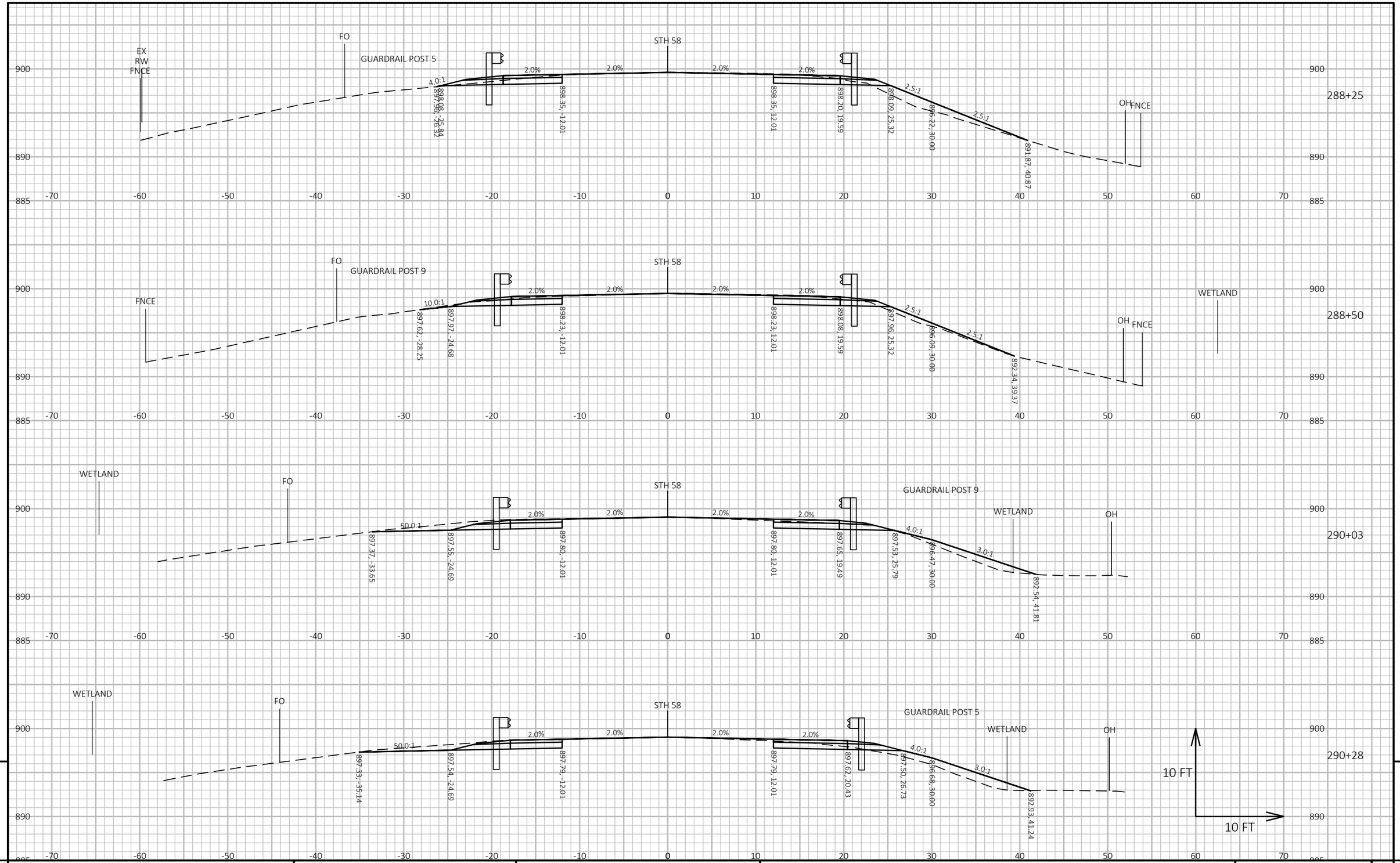


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 301	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0094).DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 5/26/2023 4:12 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

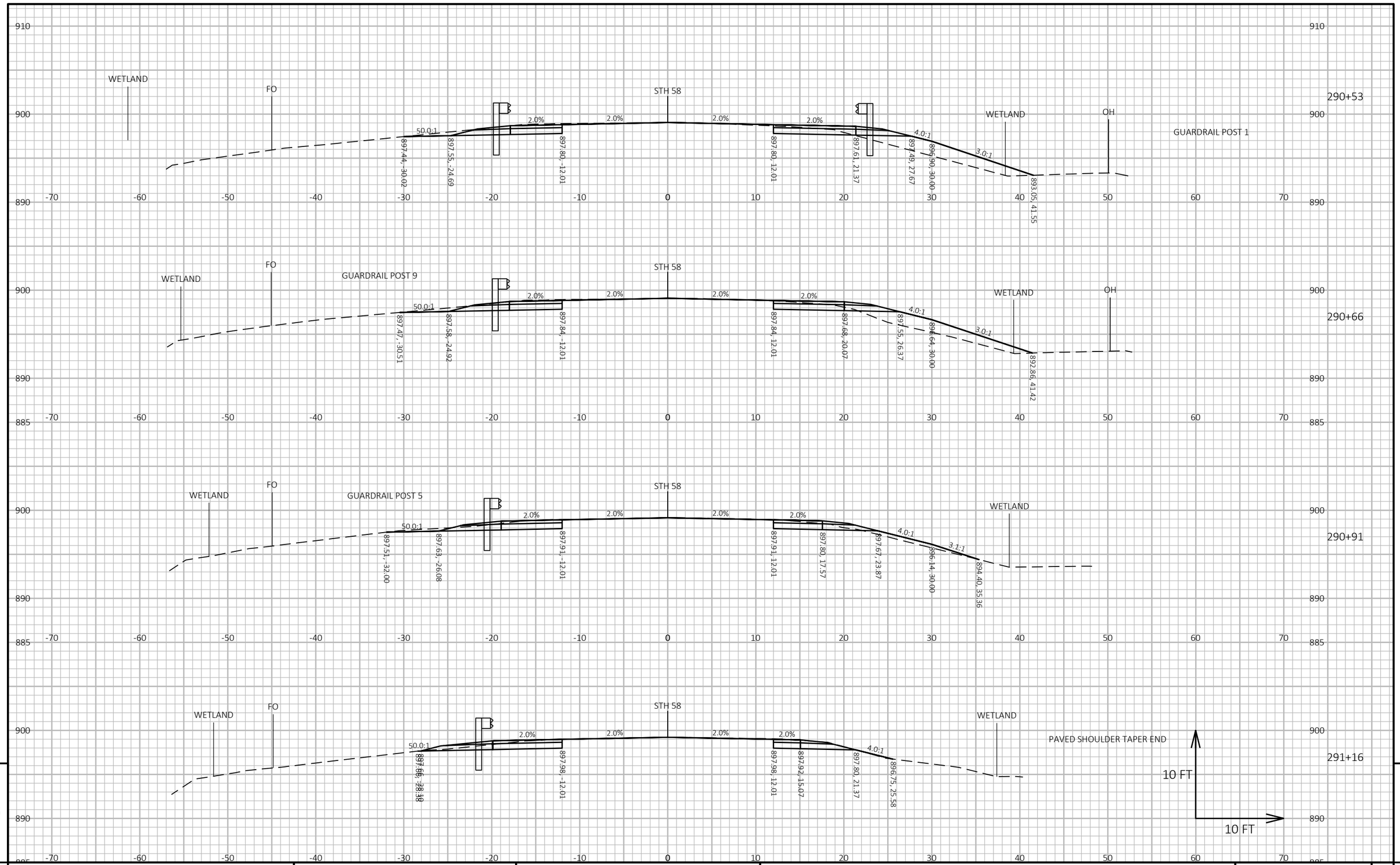


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 302	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0094).DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 5/26/2023 4:12 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 303	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0094).DWG
LAYOUT NAME - 090206-xs

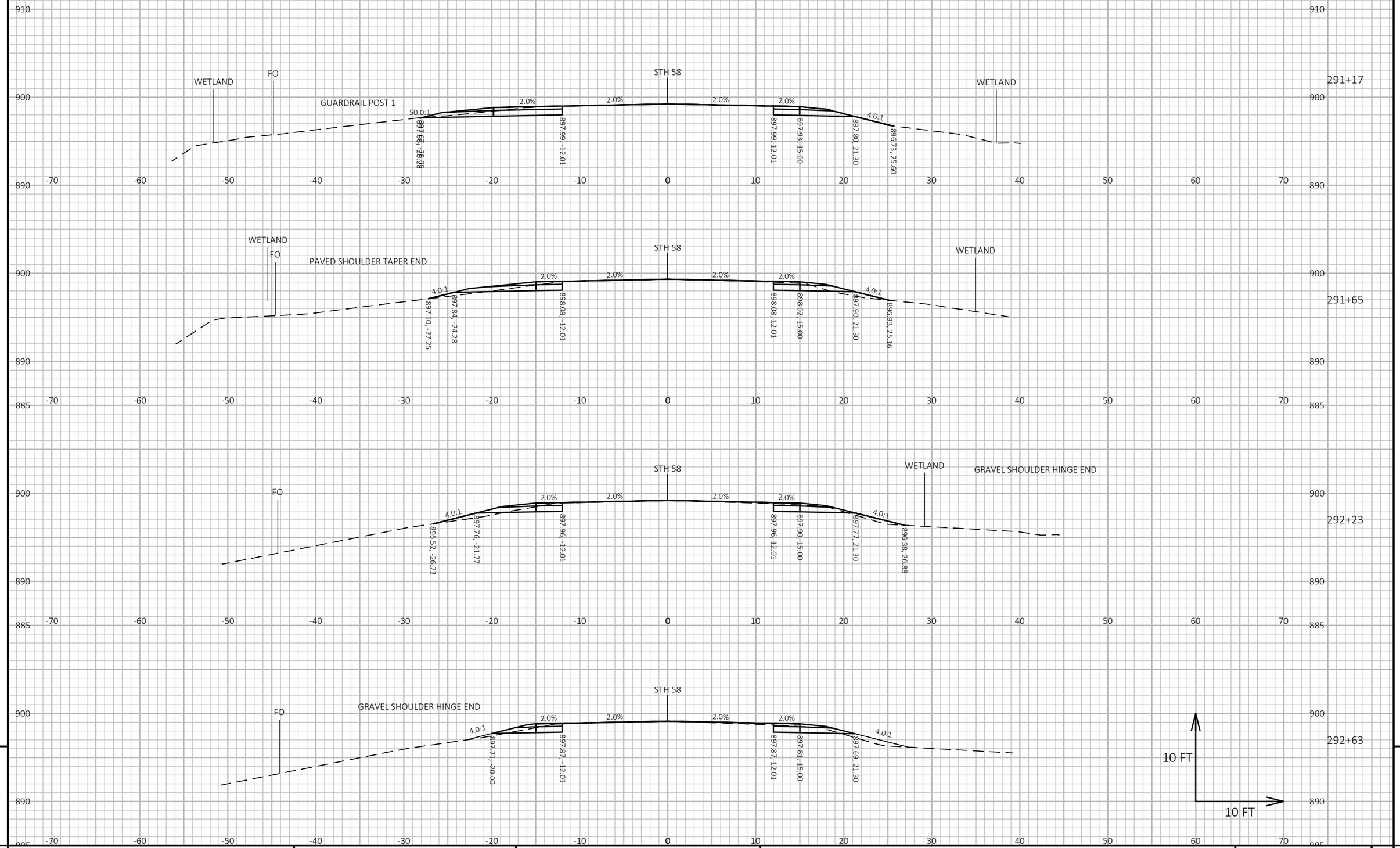
PLOT DATE : 5/26/2023 4:12 PM

PLOT BY : JOHNSON, ANTHONY R

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 304	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0094).DWG
LAYOUT NAME - 090207-xs

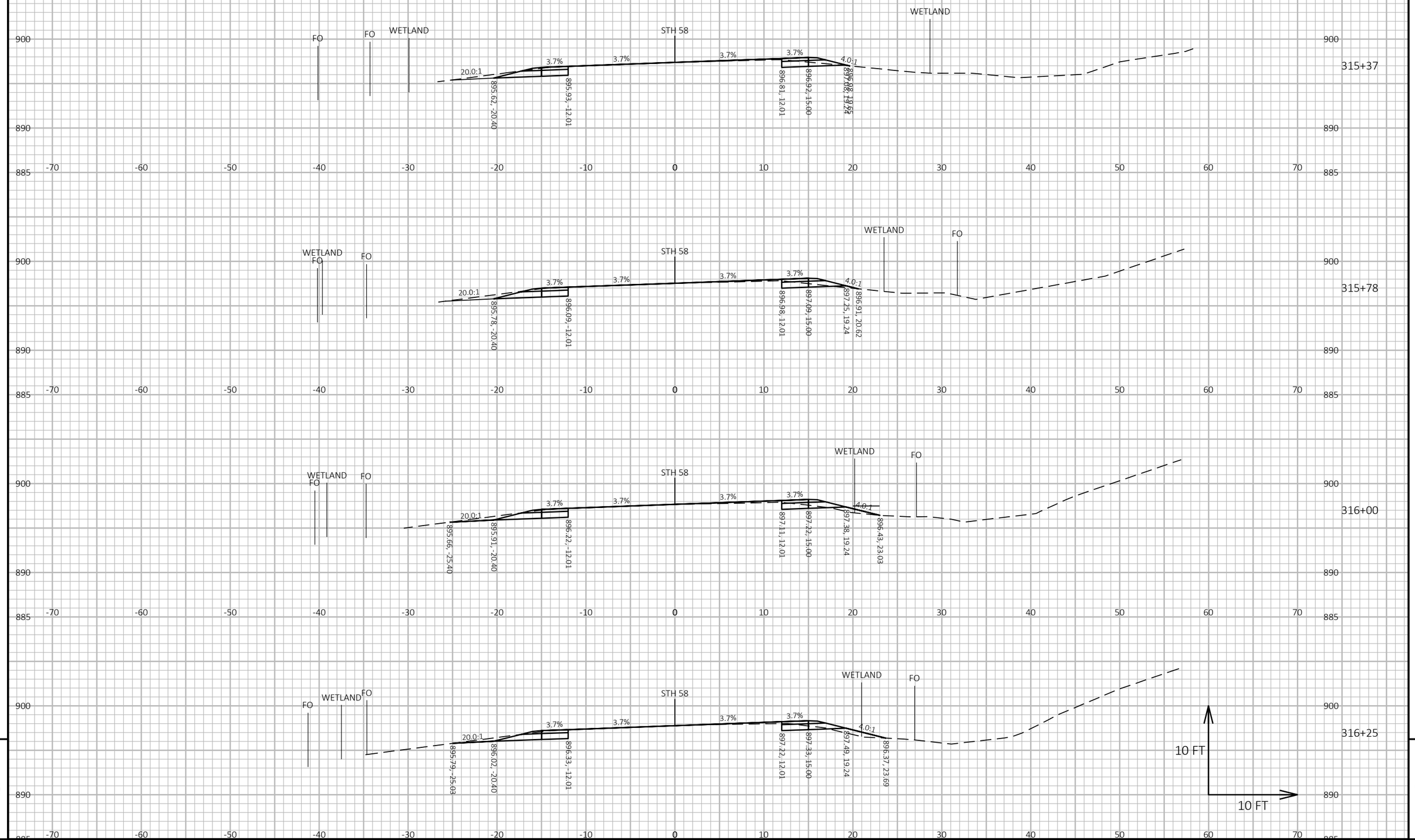
PLOT DATE : 5/26/2023 4:12 PM

PLOT BY : JOHNSON, ANTHONY R

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 305	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0095).DWG
LAYOUT NAME - 090208-xs

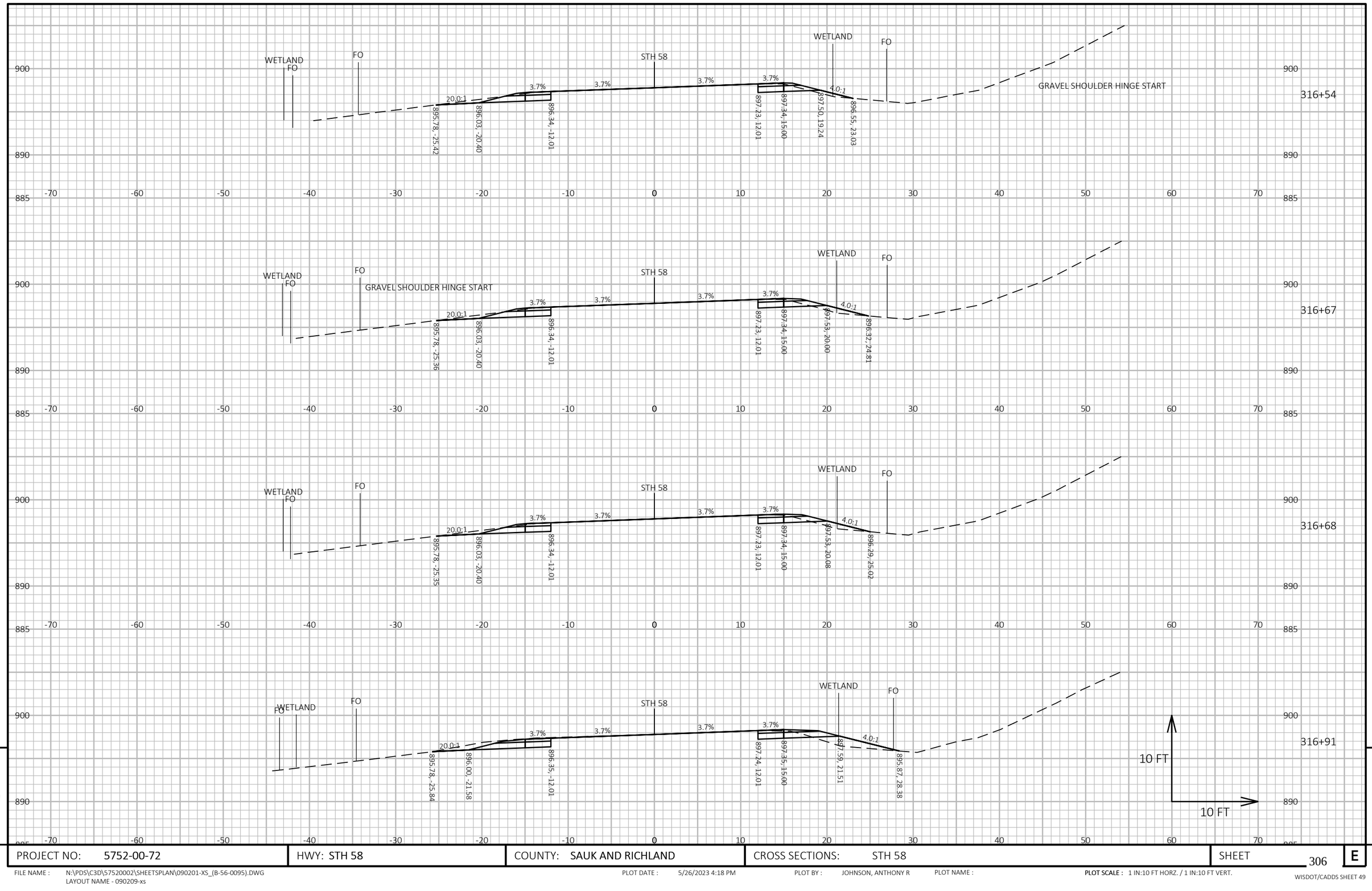
PLOT DATE : 5/26/2023 4:18 PM

PLOT BY : JOHNSON, ANTHONY R

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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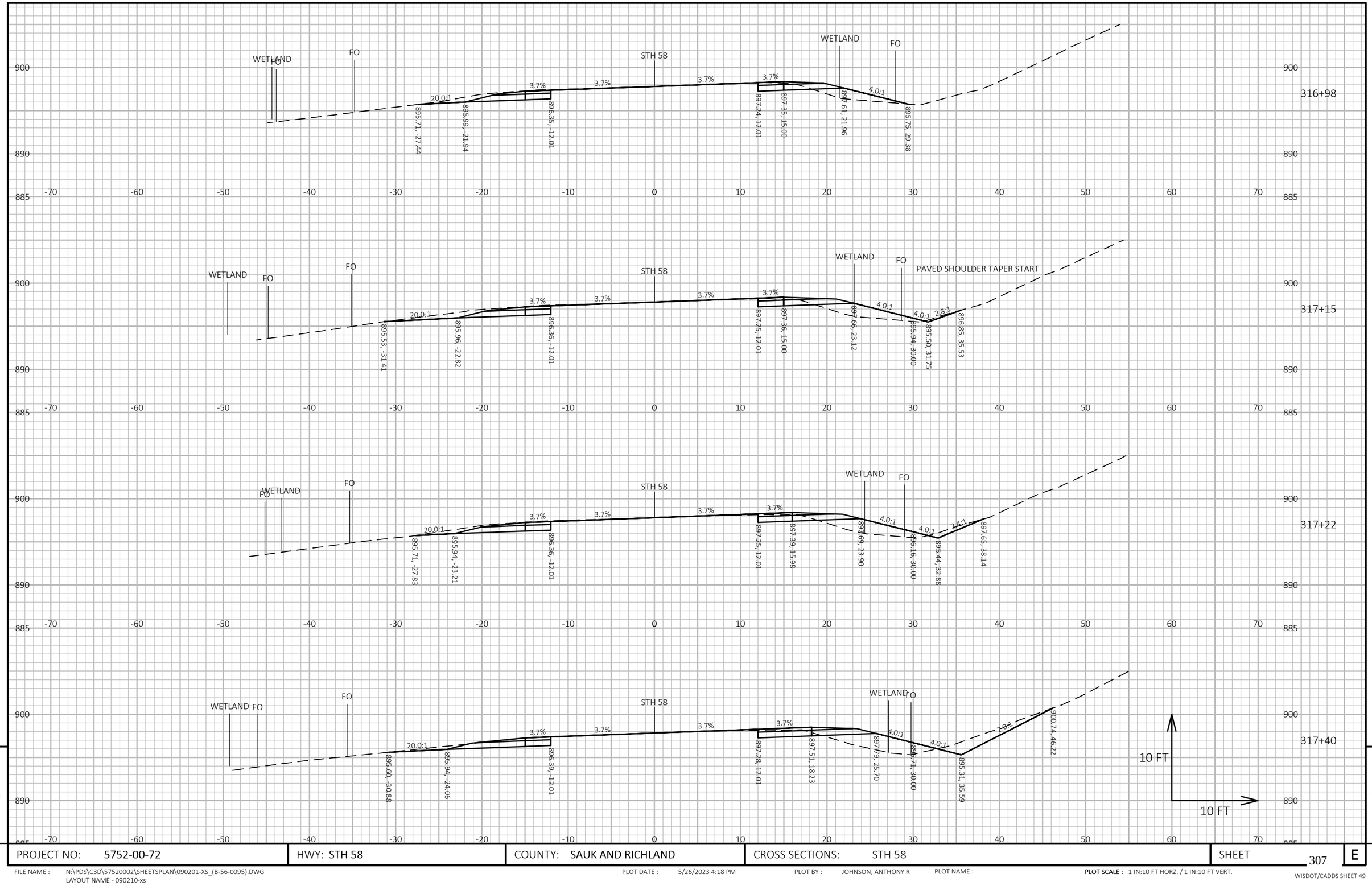
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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 306	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0095).DWG
LAYOUT NAME - 090209-xs

PLOT DATE : 5/26/2023 4:18 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 307	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0095).DWG
LAYOUT NAME - 090210-xs

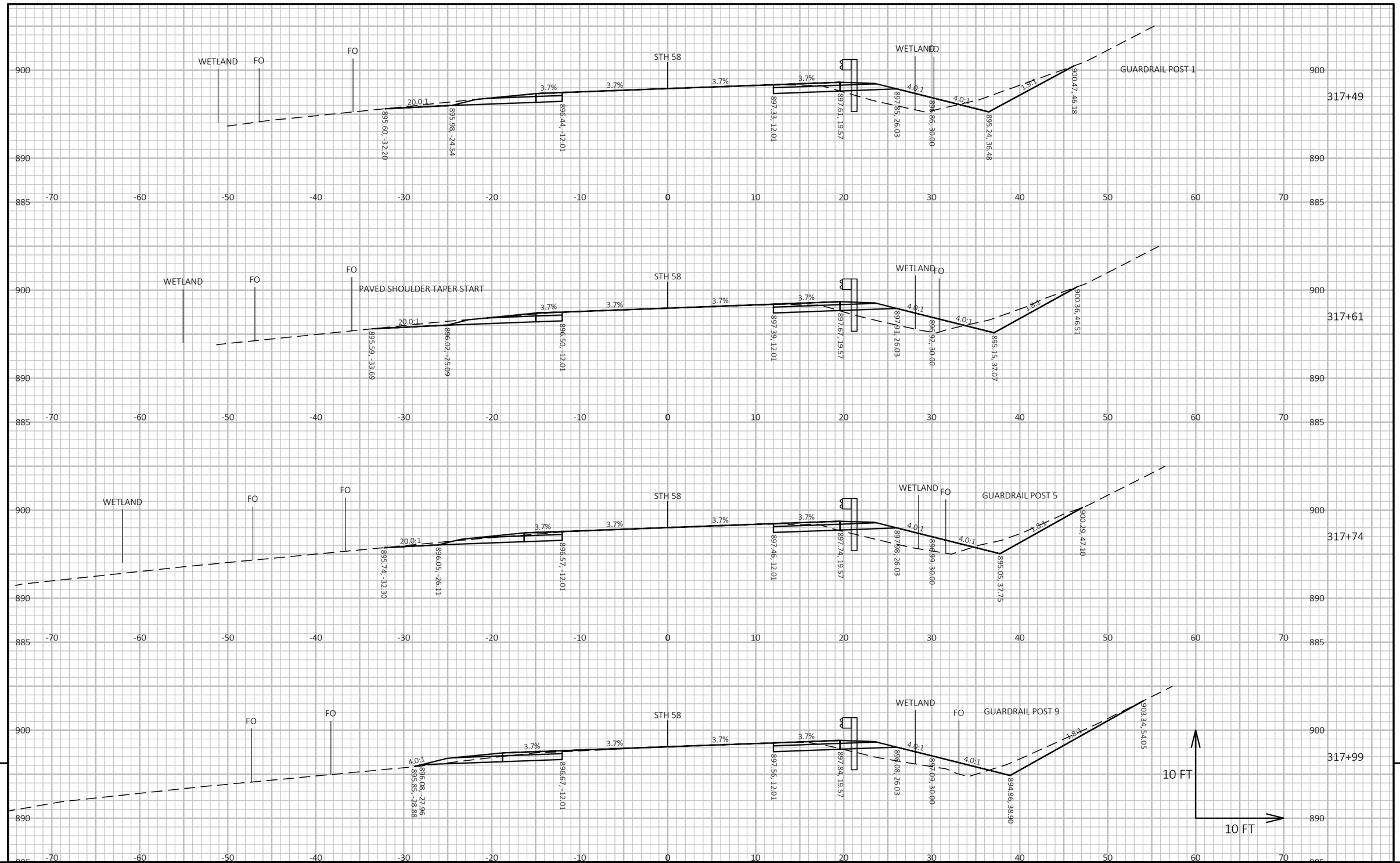
PLOT DATE : 5/26/2023 4:18 PM

PLOT BY : JOHNSON, ANTHONY R

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 308	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0095).DWG
LAYOUT NAME - 090211-xs

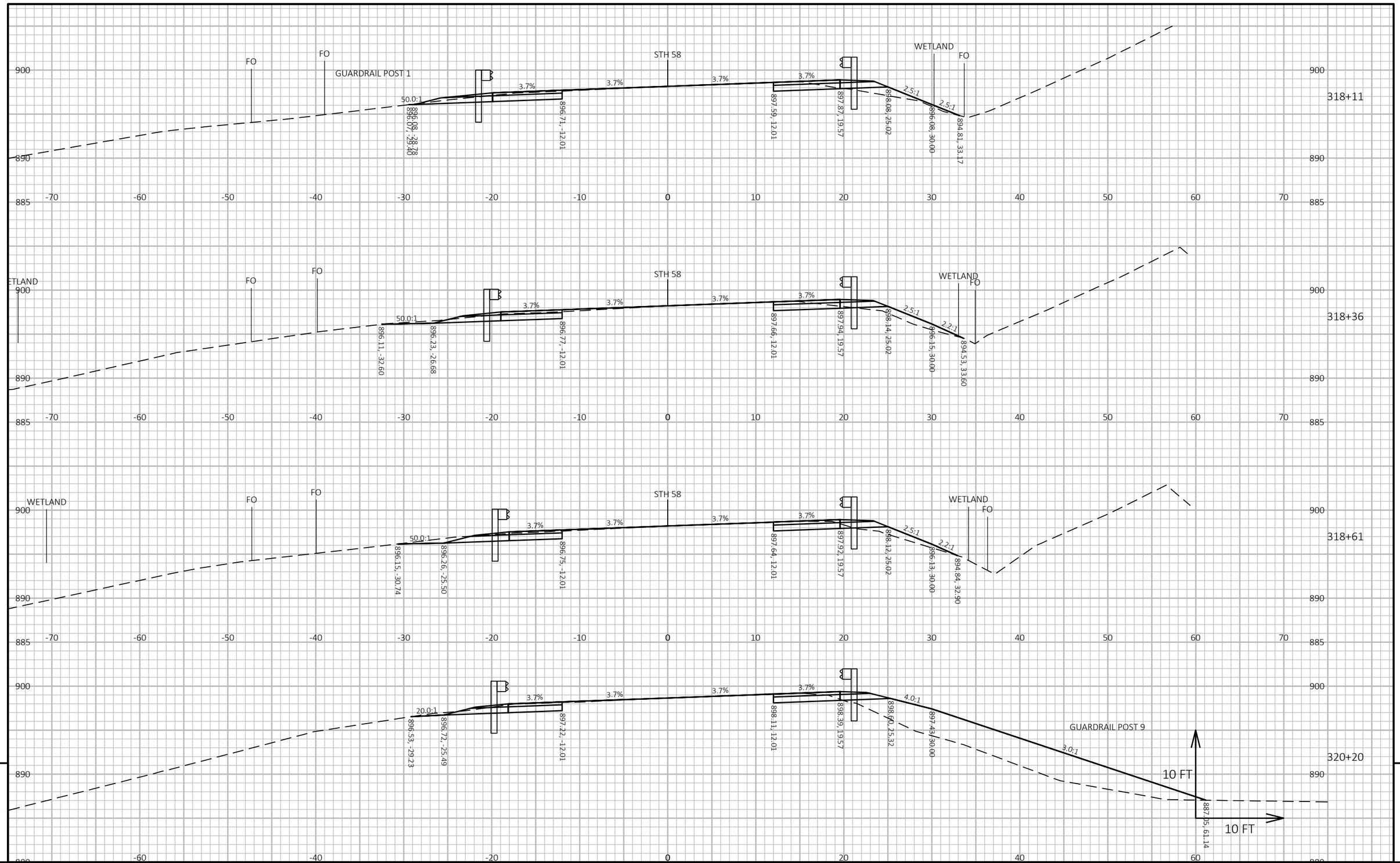
PLOT DATE : 5/26/2023 4:18 PM

PLOT BY : JOHNSON, ANTHONY R

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 309	E

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LAYOUT NAME - 090212-xs

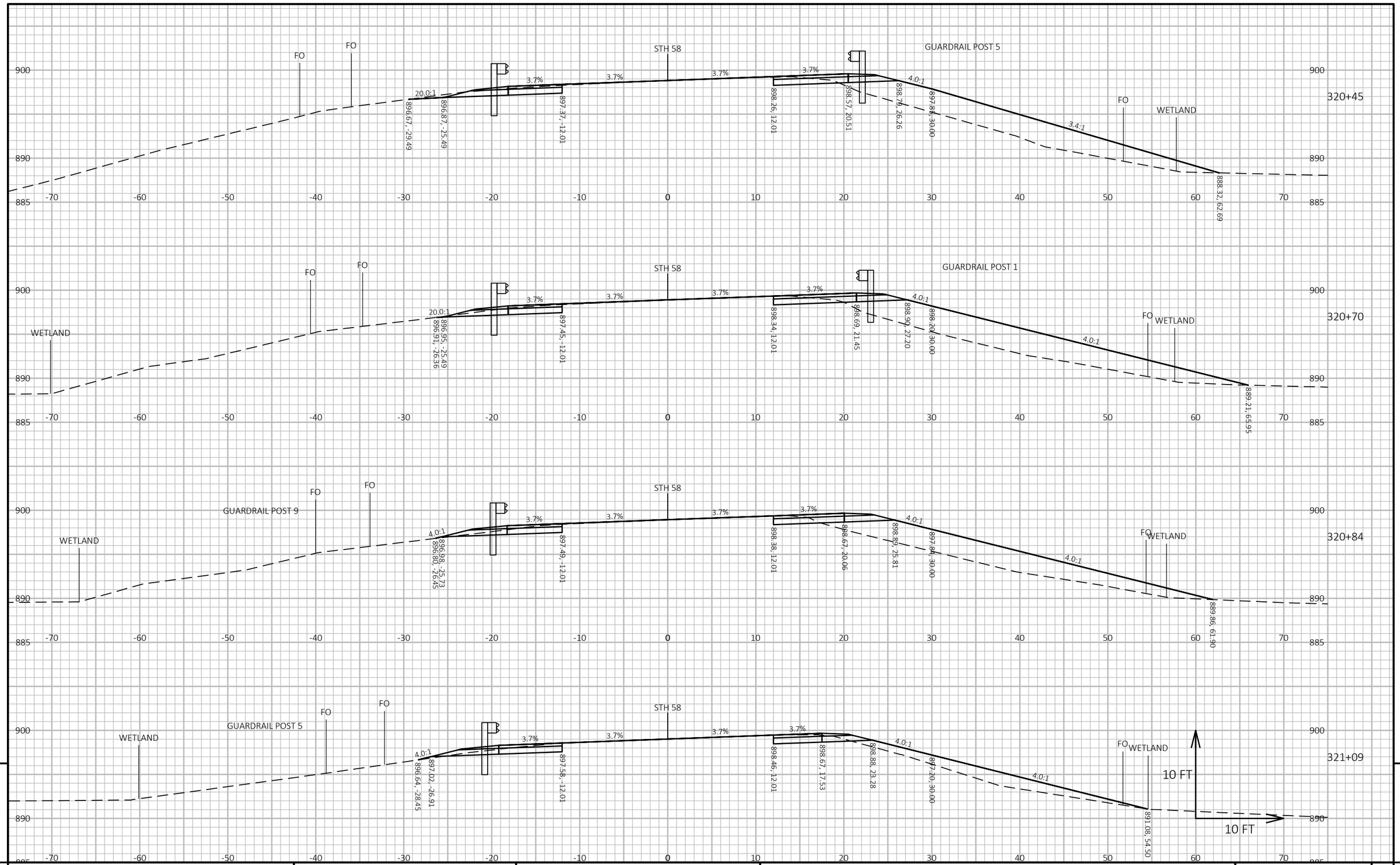
PLOT DATE : 5/26/2023 4:18 PM

PLOT BY : JOHNSON, ANTHONY R

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 310	E

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LAYOUT NAME - 090213-xs

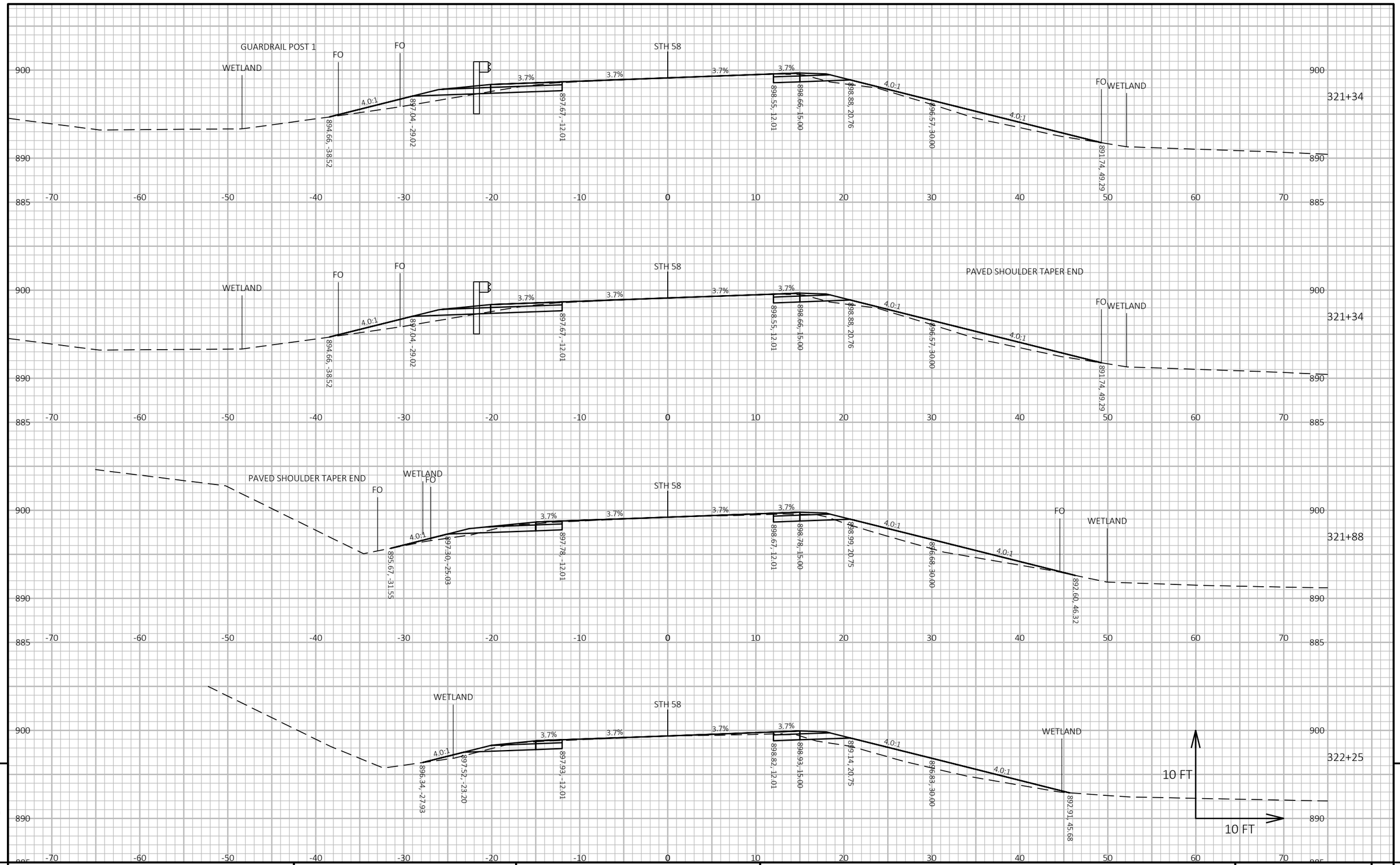
PLOT DATE : 5/26/2023 4:19 PM

PLOT BY : JOHNSON, ANTHONY R

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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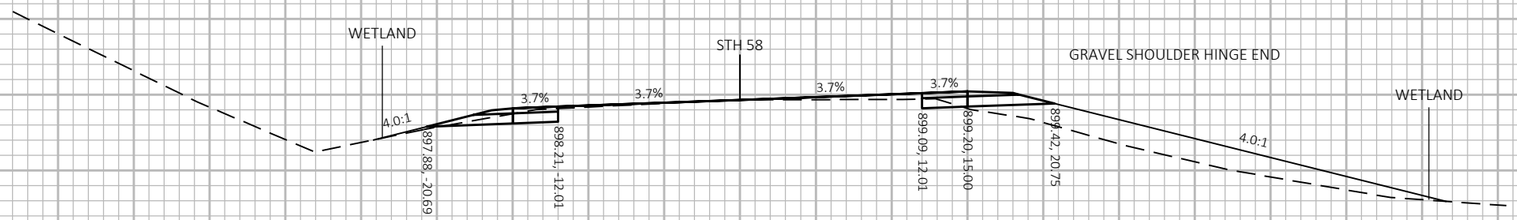
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FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0095).DWG
LAYOUT NAME - 090214-xs

PLOT DATE : 5/26/2023 4:19 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

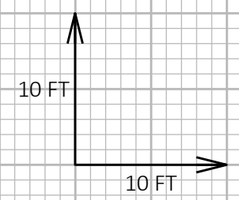
WISDOT/CADDS SHEET 49



322+73



322+79

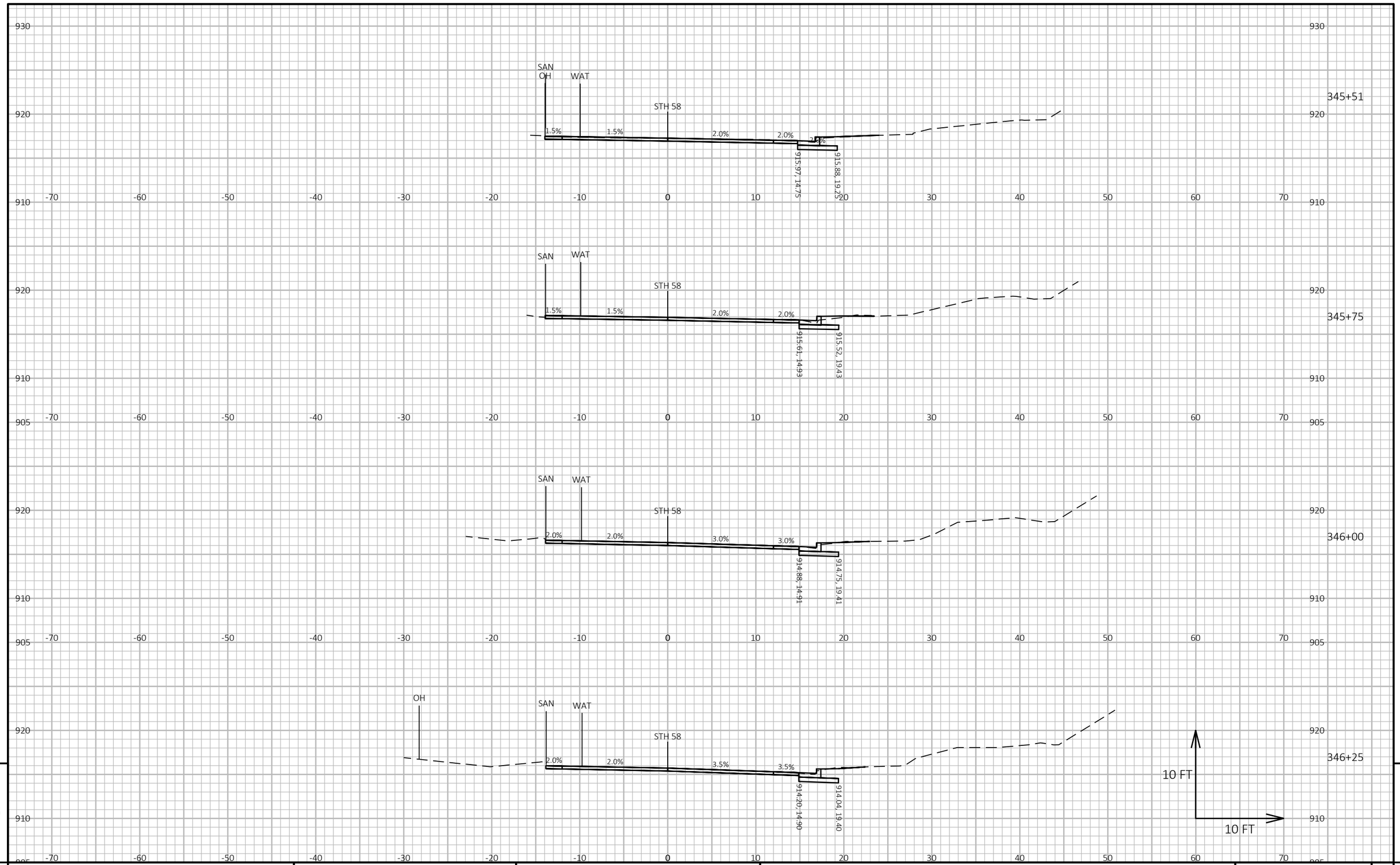


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 312	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_(B-56-0095).DWG
LAYOUT NAME - 090215-xs

PLOT DATE : 5/26/2023 4:19 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 313	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090216-xs

PLOT DATE : 7/20/2023 10:08 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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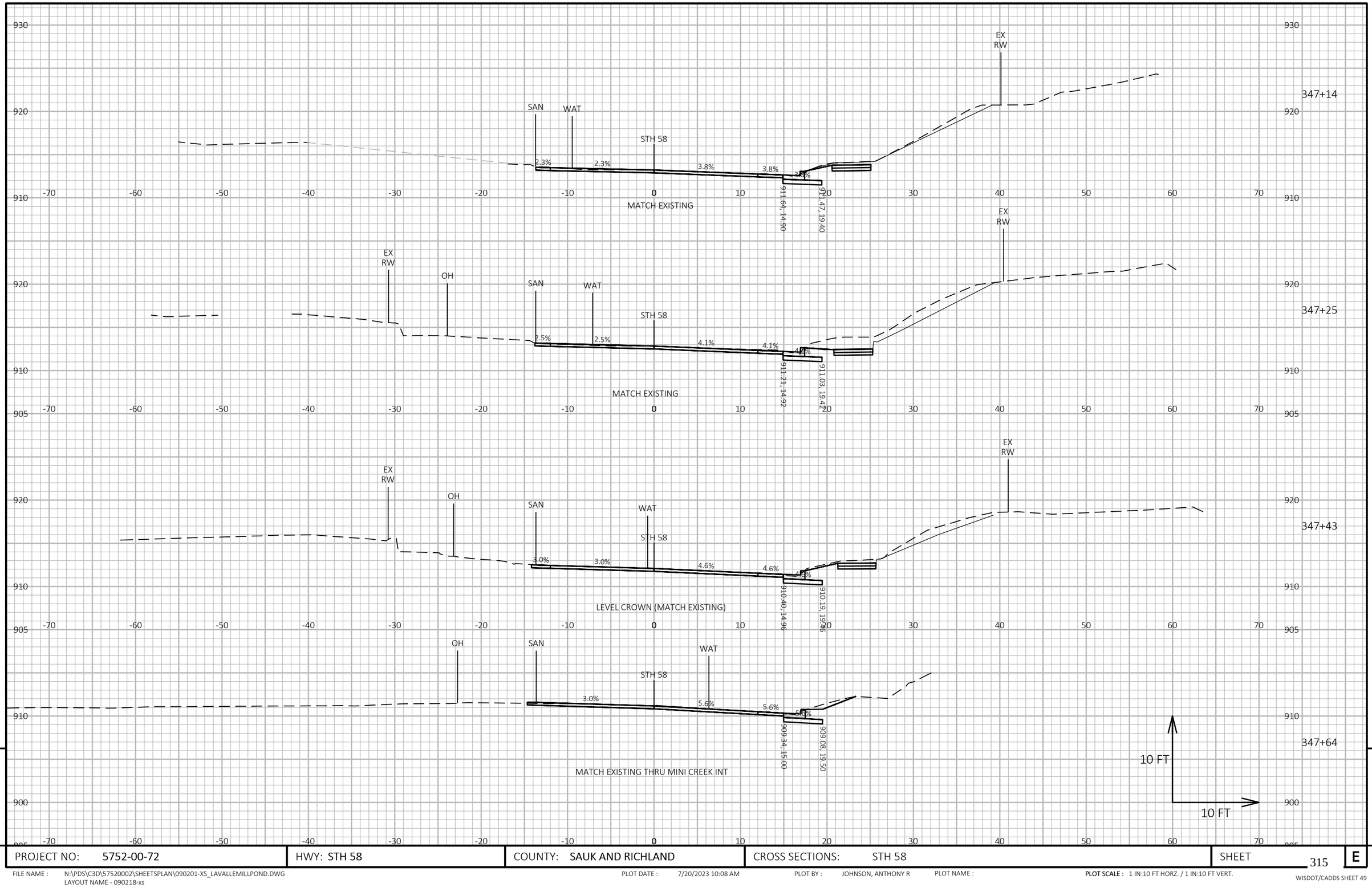
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FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090217-xs

PLOT DATE : 7/20/2023 10:08 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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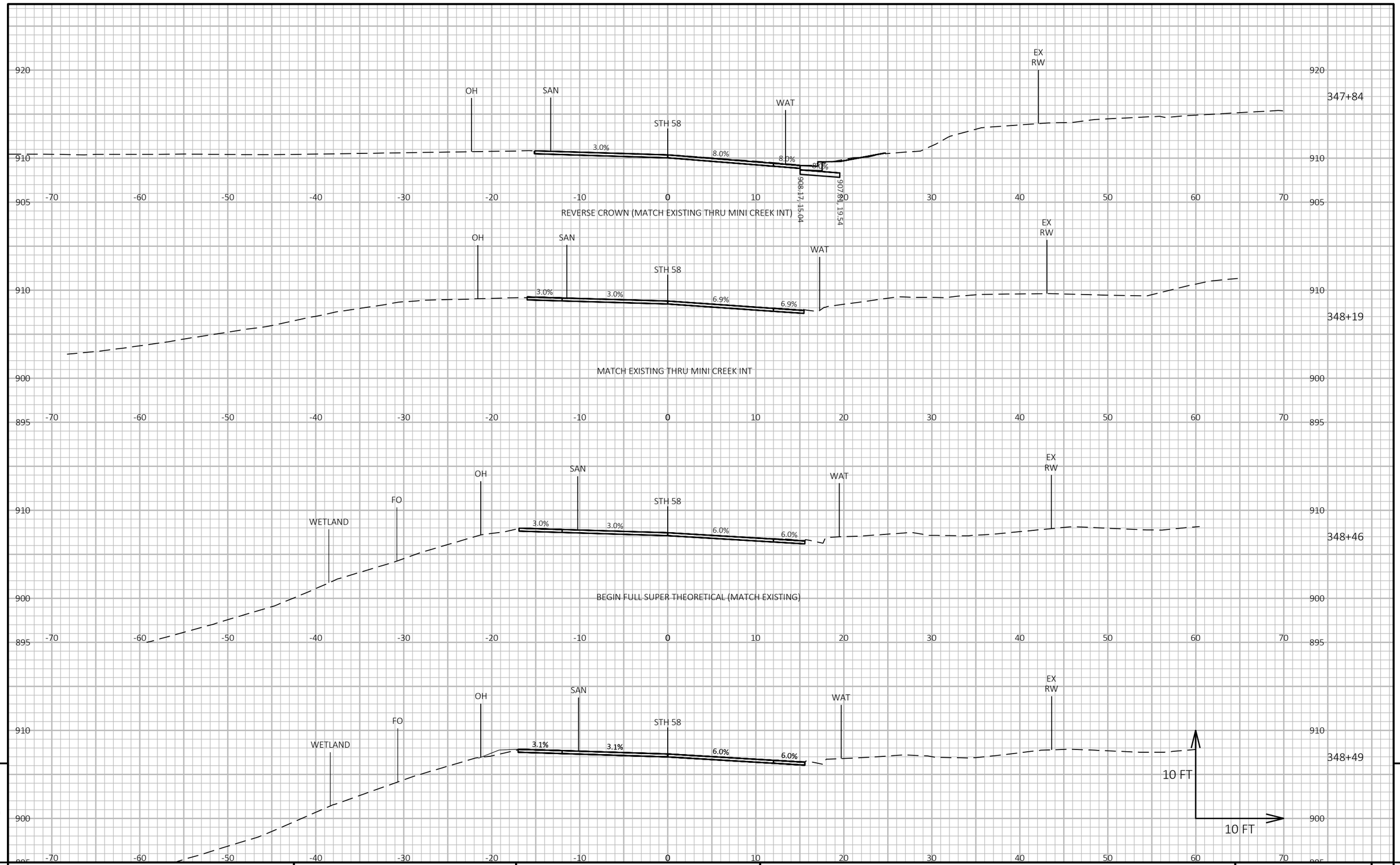
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FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090218-xs

PLOT DATE : 7/20/2023 10:08 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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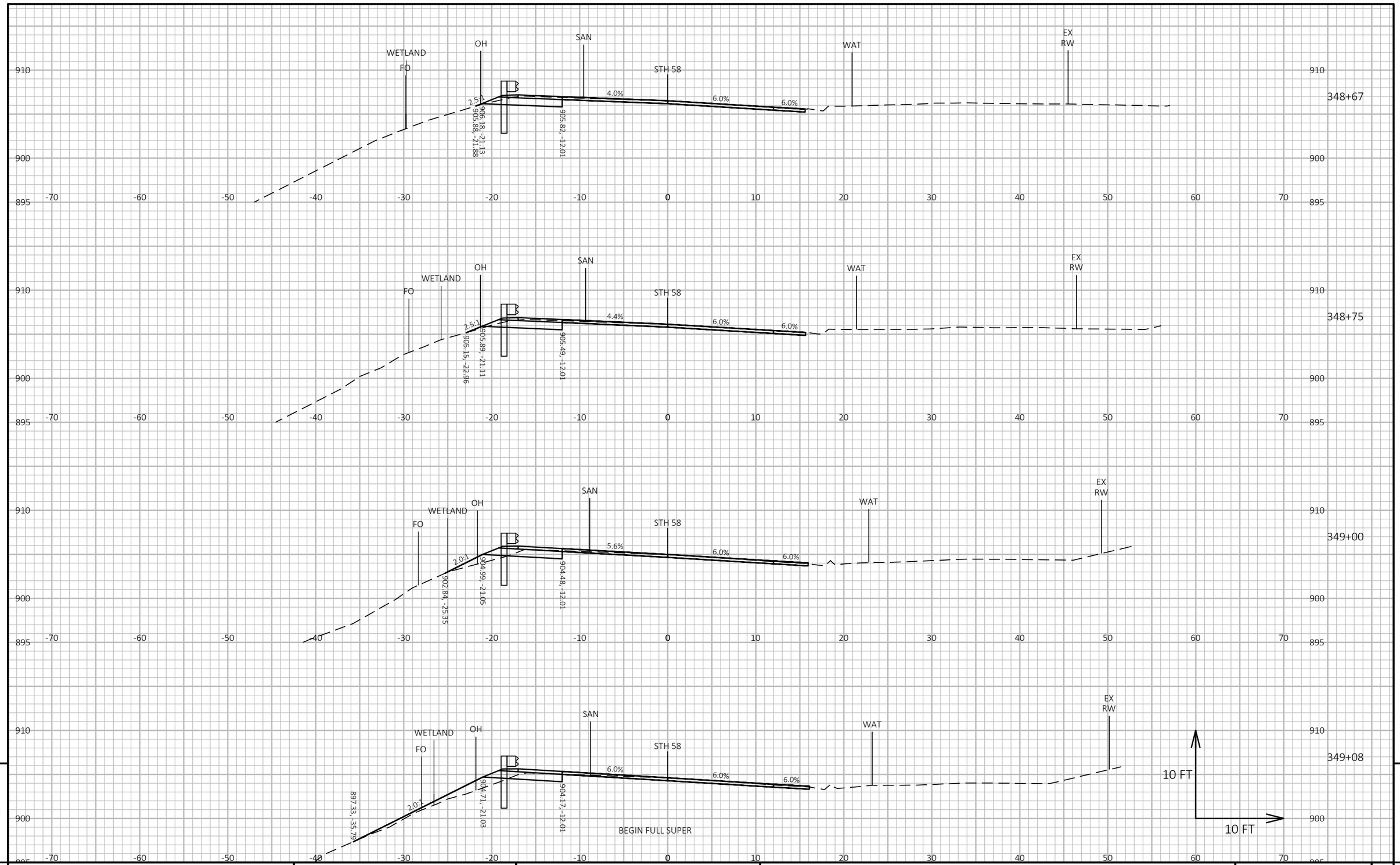
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FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090219-xs

PLOT DATE : 7/20/2023 10:08 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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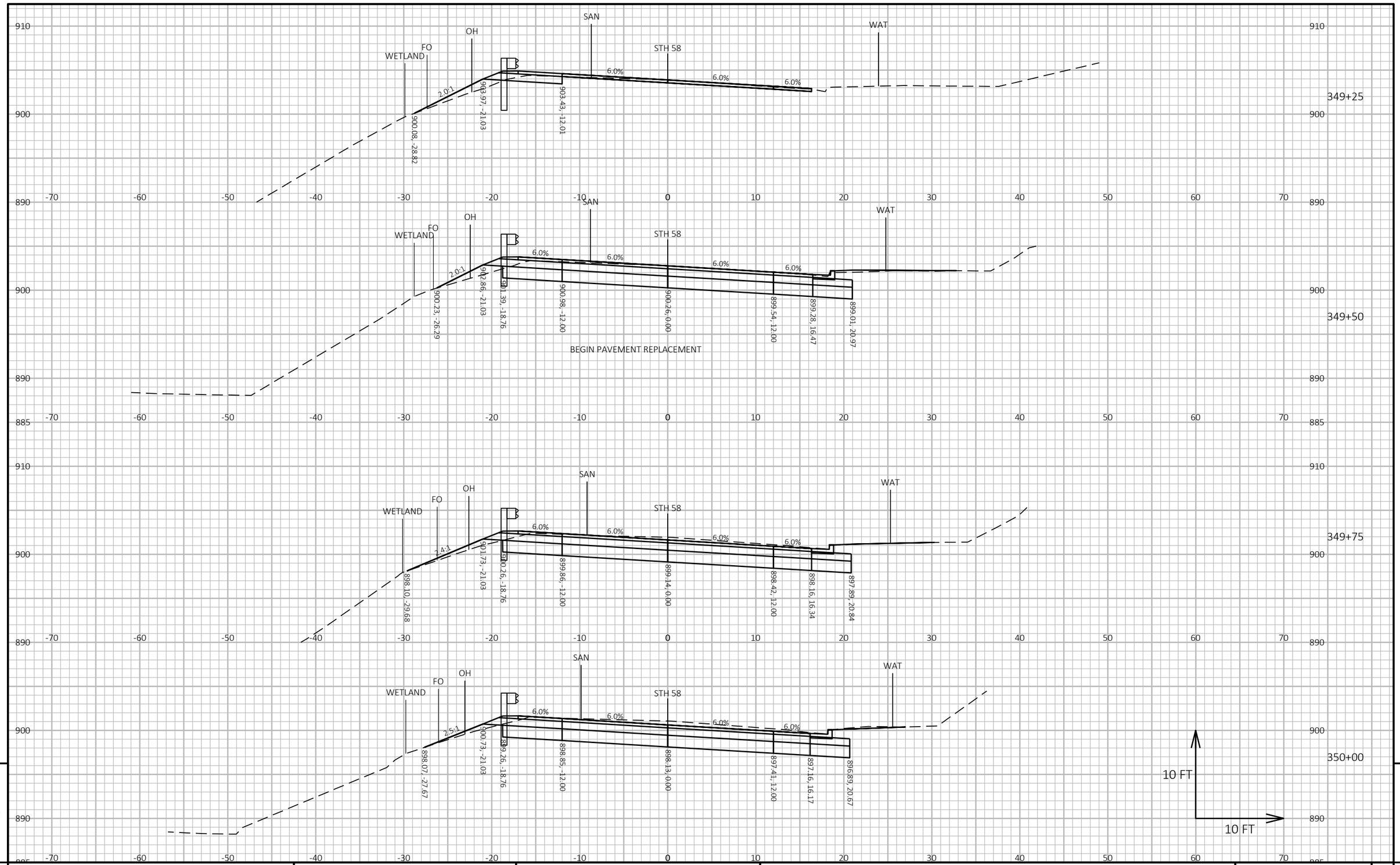
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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 317	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090220-xs

PLOT DATE : 7/20/2023 10:08 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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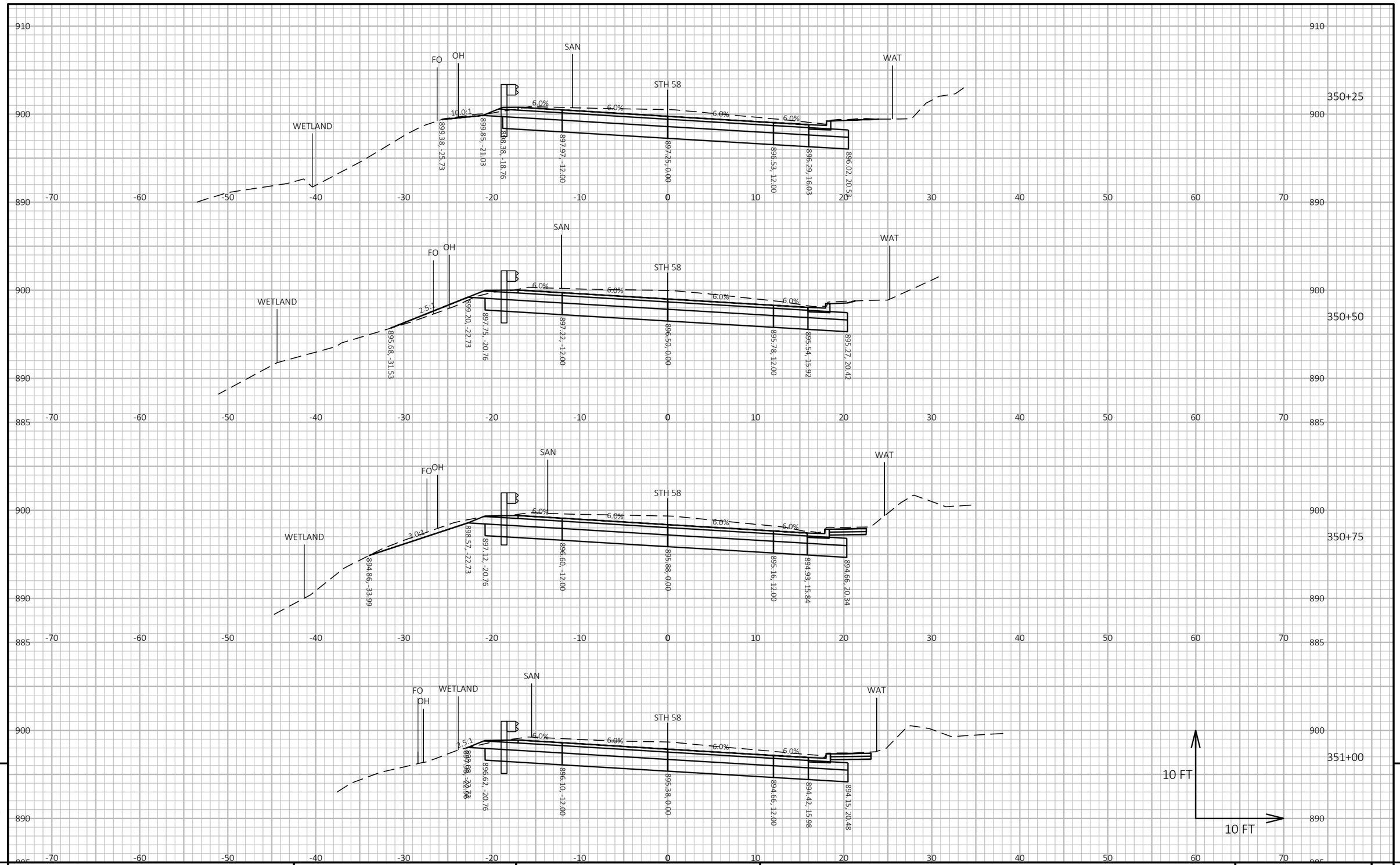
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FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090221-xs

PLOT DATE : 7/20/2023 10:08 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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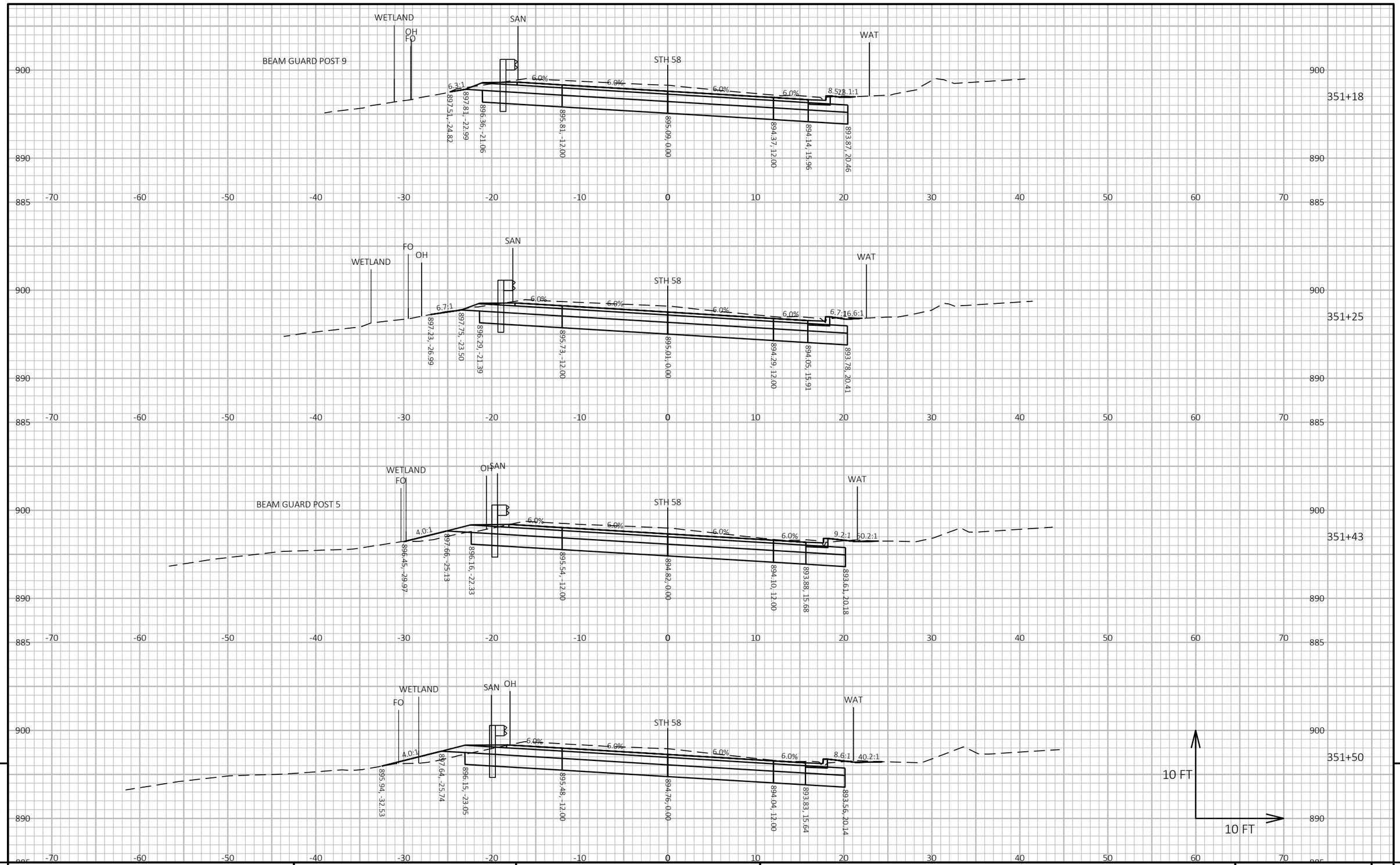
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FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090222-xs

PLOT DATE : 7/20/2023 10:08 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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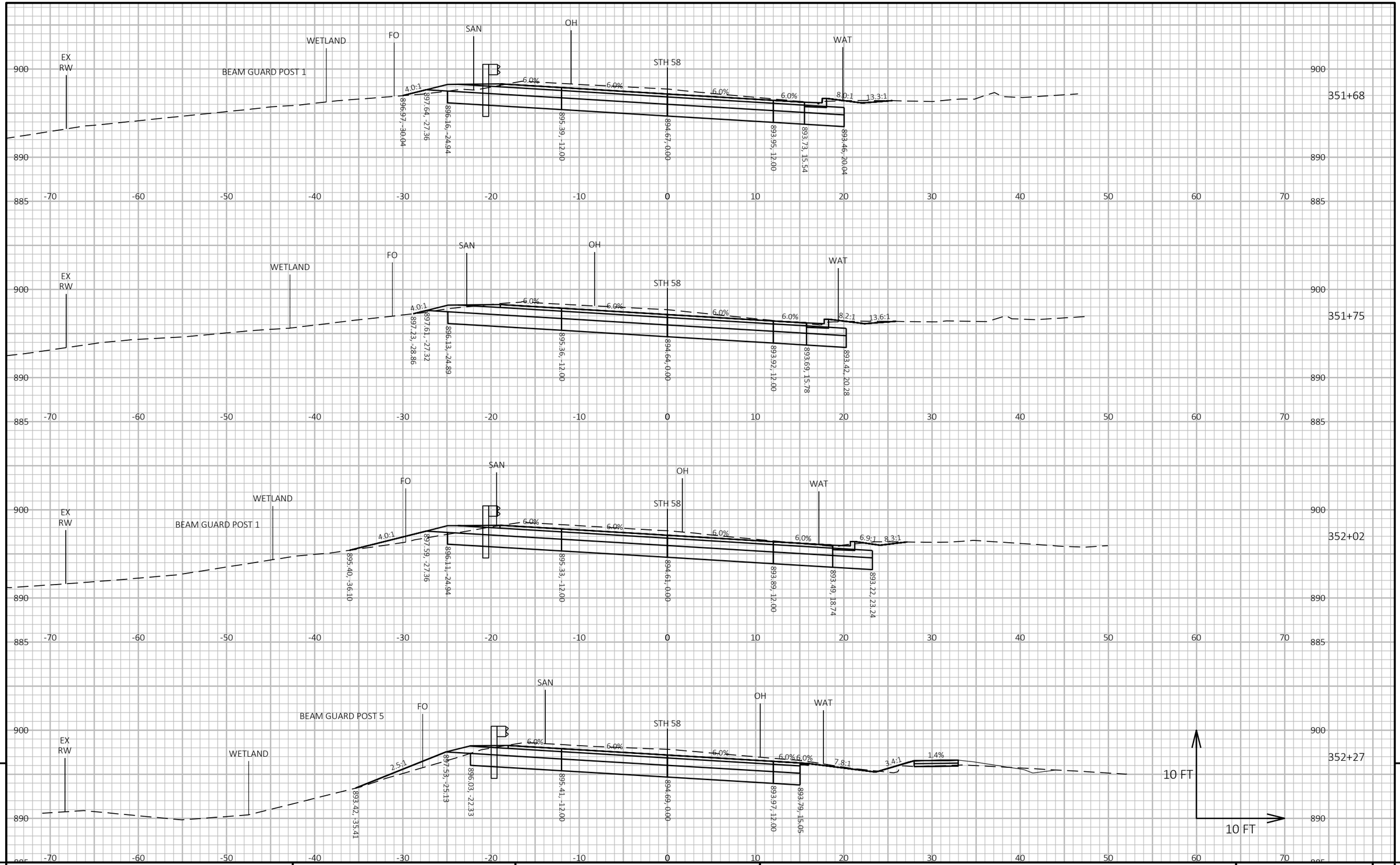
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FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090223-xs

PLOT DATE : 7/20/2023 10:08 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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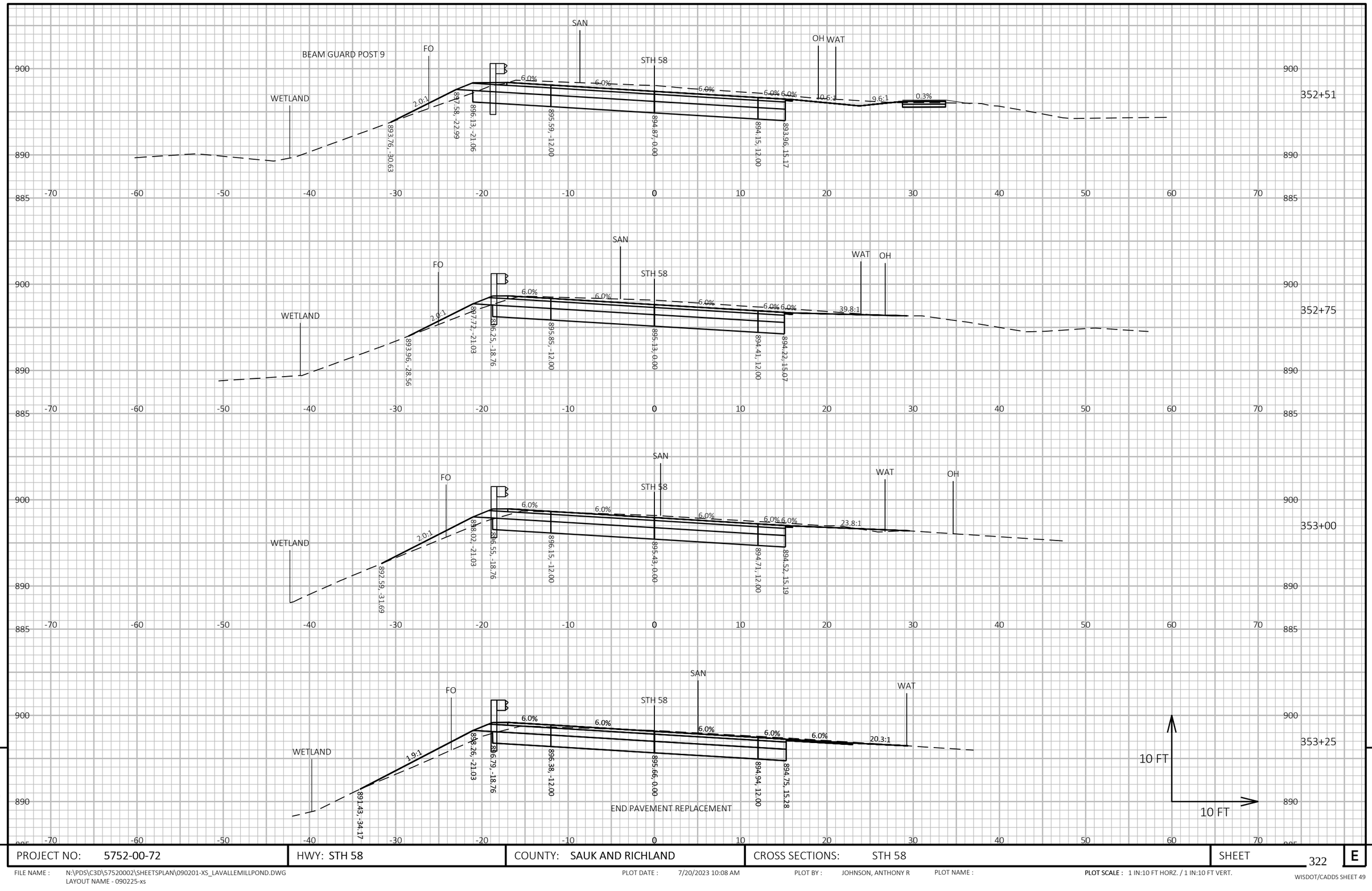
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FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090224-xs

PLOT DATE : 7/20/2023 10:08 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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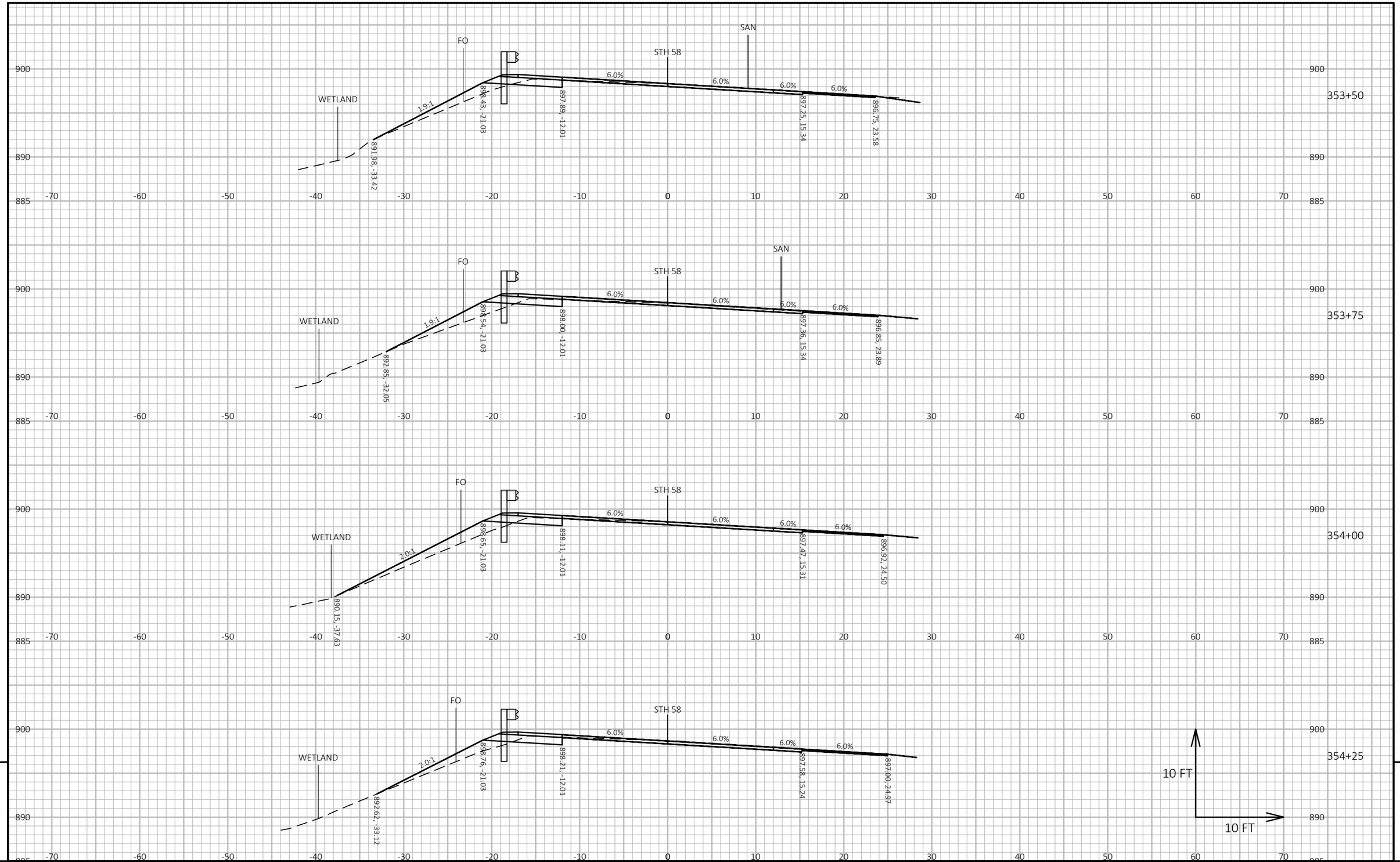
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FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090225-xs

PLOT DATE : 7/20/2023 10:08 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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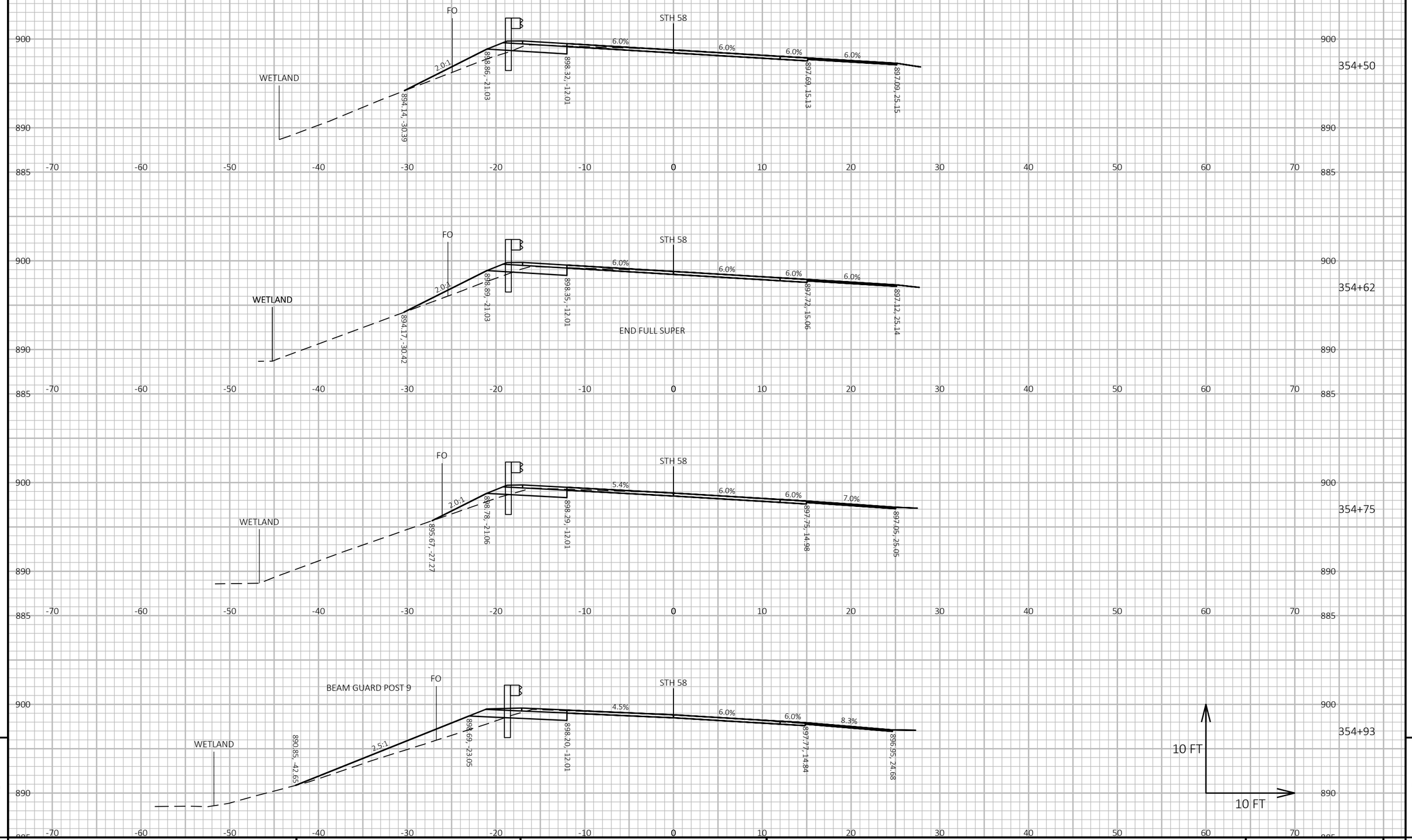
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FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090226-xs

PLOT DATE : 7/20/2023 10:09 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



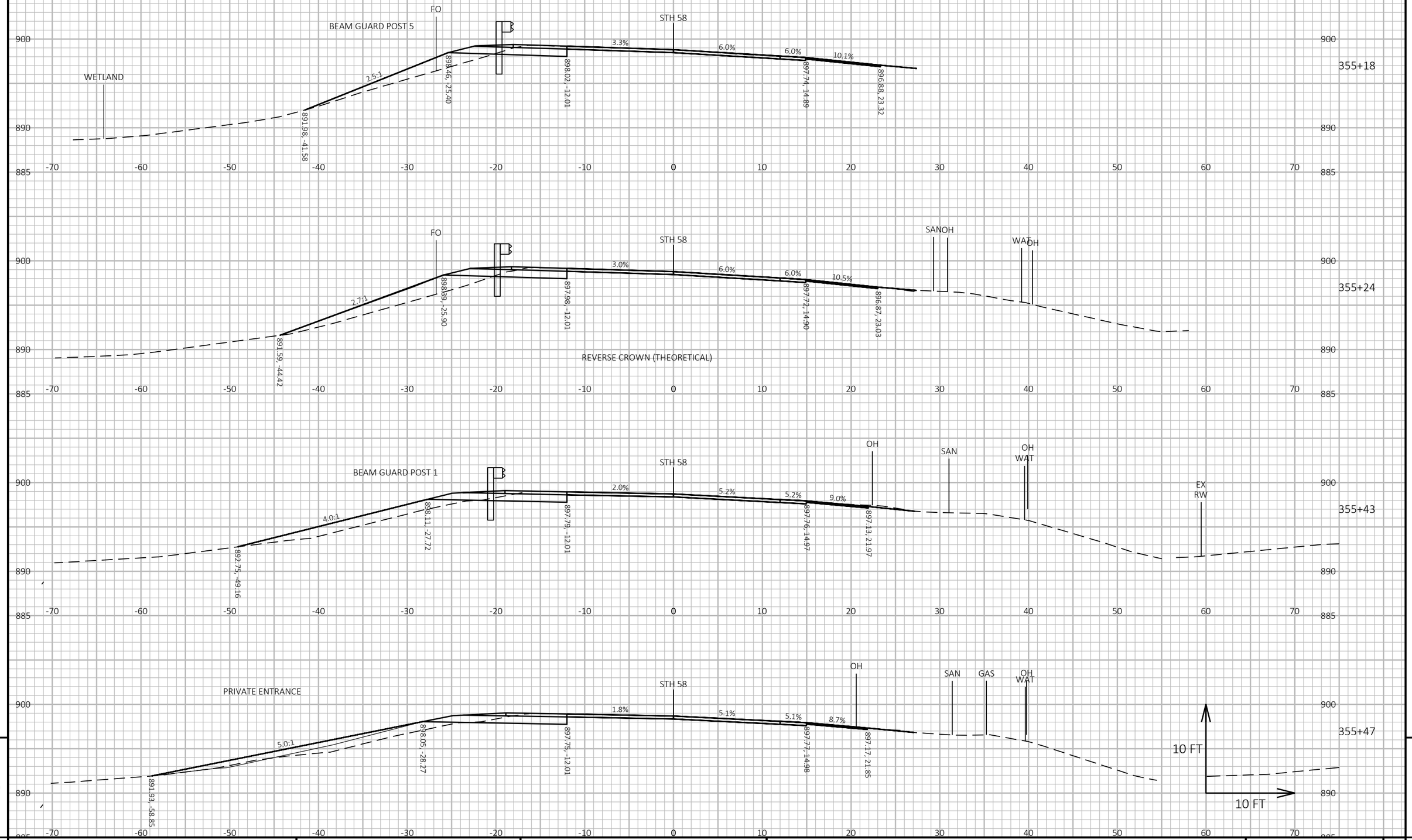
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 324	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090227-xs

PLOT DATE : 7/20/2023 10:09 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

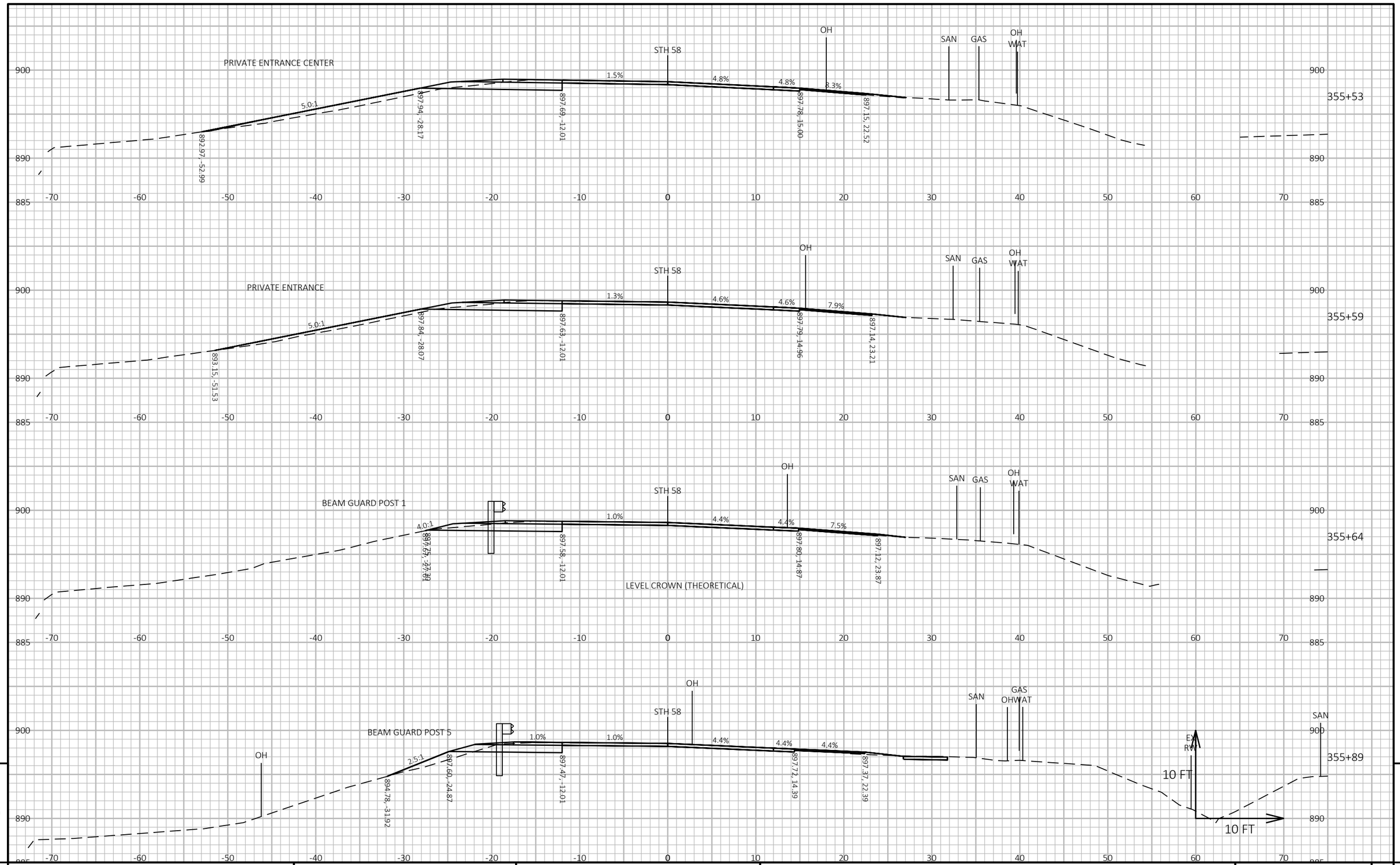


PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 325 E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090228-xs

PLOT DATE : 7/20/2023 10:09 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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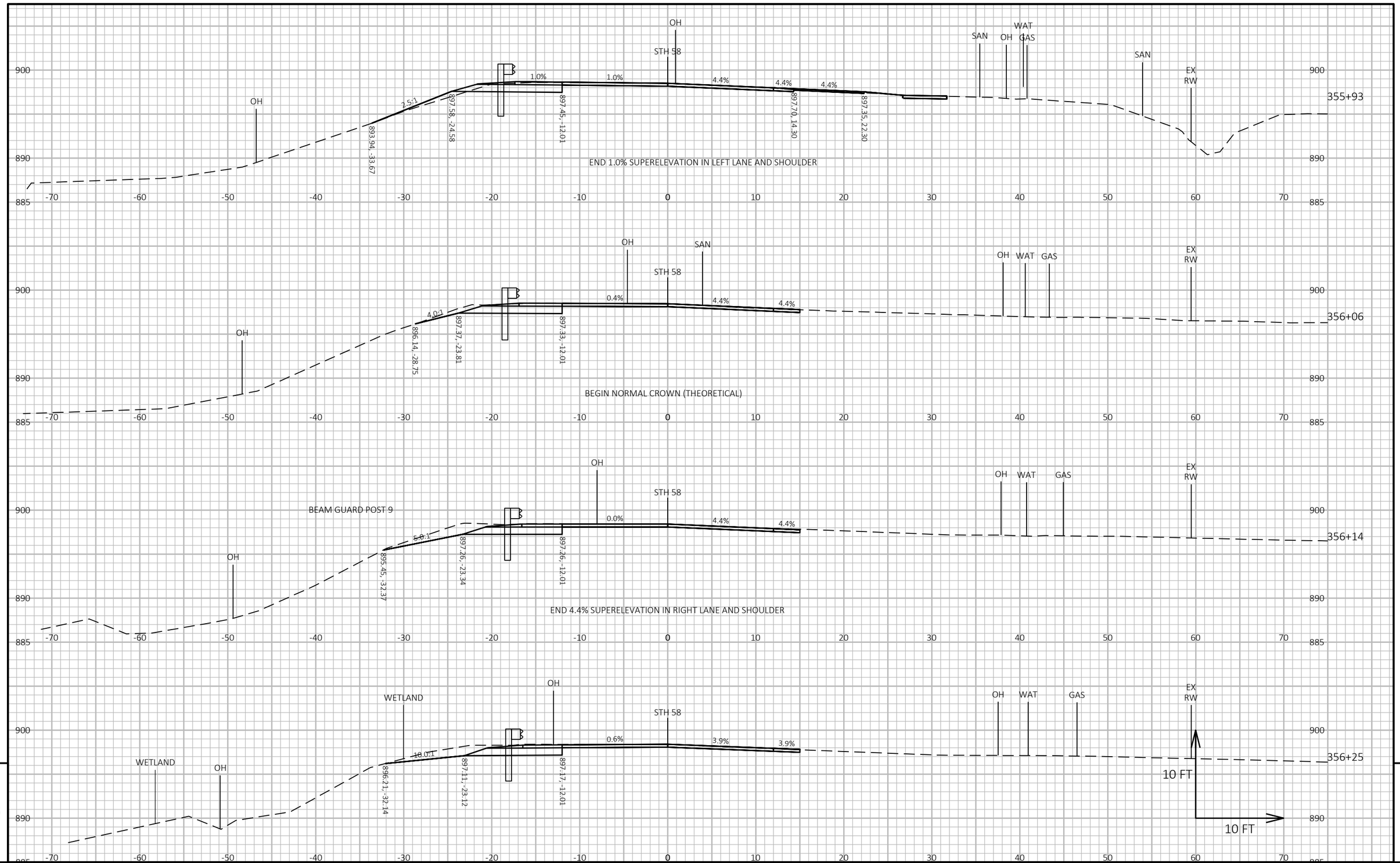
PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 326	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090229-xs

PLOT DATE : 7/20/2023 10:09 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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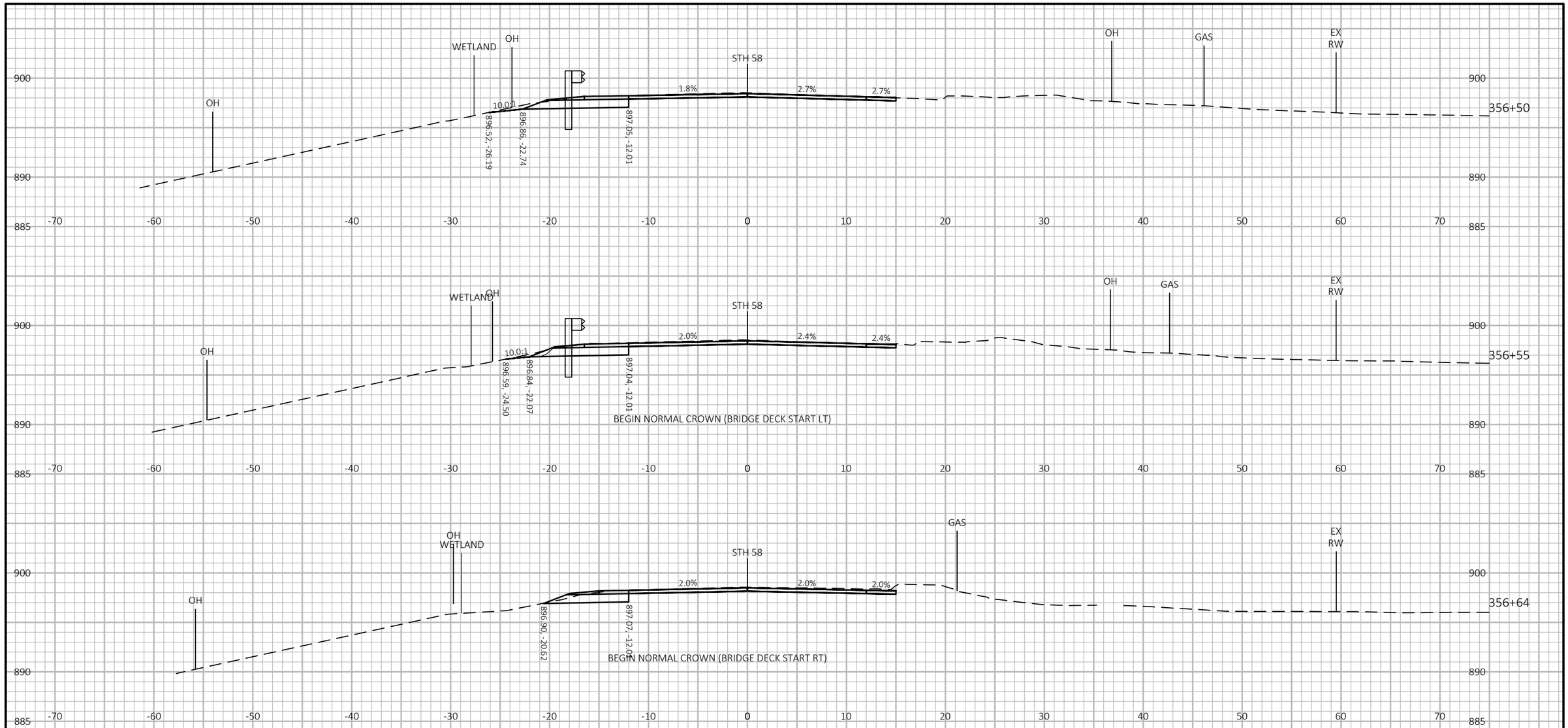
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FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_LAVALLEMILLPOND.DWG
LAYOUT NAME - 090230-xs

PLOT DATE : 7/20/2023 10:09 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 328	E

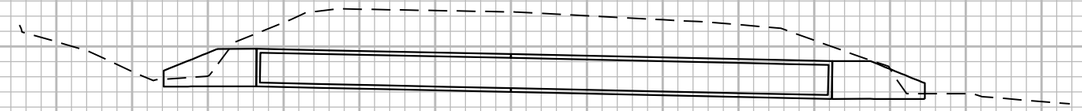
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LAYOUT NAME - 090231-xs

PLOT DATE : 7/20/2023 10:09 AM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

930
920
910
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

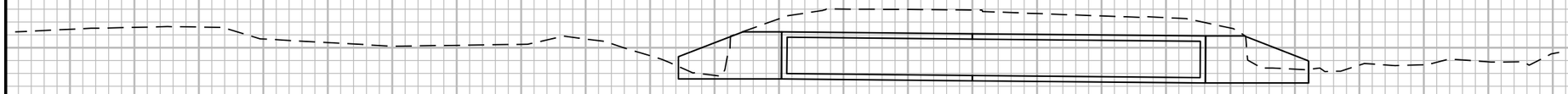
59+39



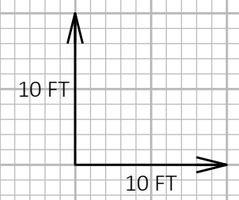
24" PROPOSED CULVERT PIPE

920
910
905
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

73+99



34x53" PROPOSED CULVERT PIPE



9 9

PROJECT NO: 5752-00-72	HWY: STH 58	COUNTY: SAUK AND RICHLAND	CROSS SECTIONS: STH 58	SHEET 329	E

FILE NAME : N:\PDS\C3D\57520002\SHEETSPLAN\090201-XS_PIPE-CULVERTS.DWG
LAYOUT NAME - 090232-xs

PLOT DATE : 5/26/2023 4:24 PM PLOT BY : JOHNSON, ANTHONY R PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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