EAU

NOVEMBER 2023

PROJECT ID: 1610-01-76, 3700-50-79

WITH: 8220-00-76

COUNTY: TAYLOR

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 = 186



36

N

DESIGN DESIGNATION 1610-01-06, 3700-50-79

A.A.D.T.	2024	=	9,620
A.A.D.T.	2044	=	9,620
D.H.V.		=	962
D.D.		=	50/50
T.		=	13.8%
DESIGN SPEED		=	30 MPH
ESALS		=	3,090,000

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

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1610-01-76	WISC 2024049	1
3700-50-79	———	—

ABBOTSFORD - MEDFORD

CTH O TO TAYLOR STREET

STH 13

TAYLOR COUNTY

STATE PROJECT NUMBER

1610-01-76

C MEDFORD, STH 13

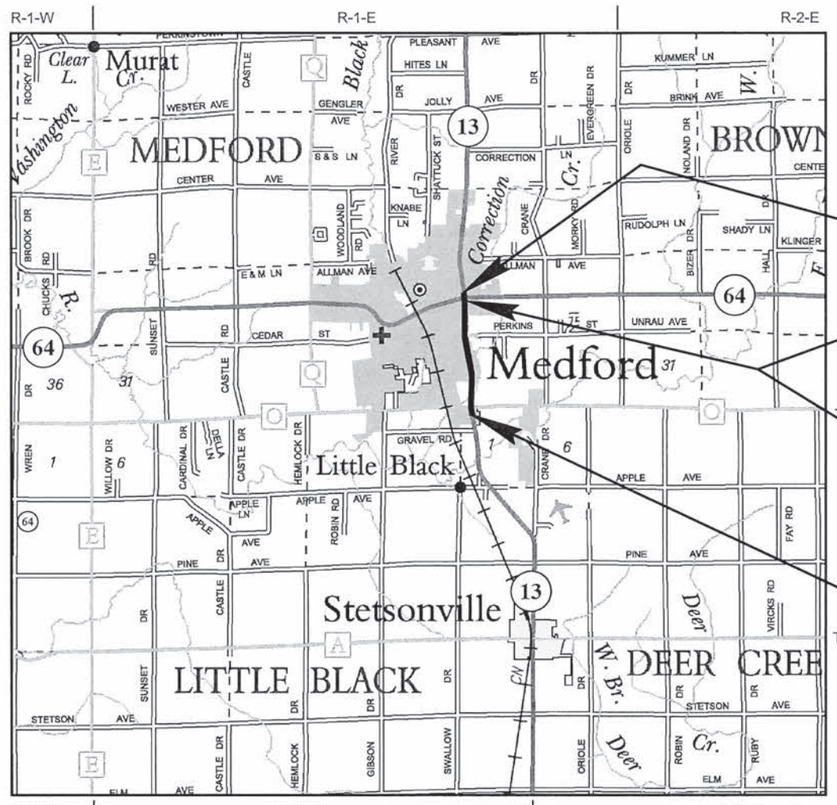
STH 64 INTERSECTION

STH 13

TAYLOR COUNTY

STATE PROJECT NUMBER

3700-50-79



END PROJECT 1610-10-76
STA 541+85'ES'

END PROJECT 3700-50-79
STA 539+50'ES'

BEGIN PROJECT 3700-50-79
STA 535+25'ES'
Y=340,179.8013
X=652,702.7357

BEGIN PROJECT 1610-10-76
STA 456+20'ES'
Y=332,327.7493
X=653,238.6537

TOTAL NET LENGTH OF CENTERLINE = 1.622 MI (1610-10-76)
0.000 MI (3700-50-79)

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

SEH
Building a Better World for All of Us™

Short Elliott Hendrickson Inc.
10 North Bridge Street
Chippewa Falls, WI 54729-2550
715.720.6200 main | 888.908.8166 fax
800.472.5881 toll free | www.sehinc.com

WISCONSIN PROFESSIONAL ENGINEER
JOSHUA M. WOLLER
E-42424-6
FITCHBURG
WI

12-26-2023 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CBS SQUARED
Designer	SEH
Project Manager	
Regional Examiner	NW REGION
Regional Supervisor	

APPROVED FOR THE DEPARTMENT

DATE: _____ Tyson Pelkofer (Signature)

Digitally signed by Tyson Pelkofer
DN: C=US, E=tyson.pelkofer@wi.dot.gov, O=WisDOT, CN=Tyson Pelkofer
Date: 2023.08.01 08:55:25-05'00'

E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 01 TITLE\010101-TI (1610-01-61 STH 13 RESURF - MEDFORD).DWG PLOT DATE : 7/10/2023 6:29 PM PLOT BY : SEH PLOT NAME :

STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AC	ACRE
AGG	AGGREGATE
AECPRC	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
AECPCS	APRON ENDWALL FOR CULVERT PIPE CORRUGATED STEEL
ASPH	ASPHALTIC
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
BF	BACK FACE
BM	BENCH MARK
BR	BRIDGE
CE	COMMERCIAL ENTRANCE
C/L	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
COB	CENTER OF BARRIER
CONC	CONCRETE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CR	CREEK
CY	CUBIC YARD
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DISCH	DISCHARGE
DG	DITCH GRADE
DWY	DRIVEWAY
X	EAST GRID COORDINATE
EAT	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
EOR	END POINT OF RADIUS
EL	ELEVATION
ENT	ENTRANCE
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FC	FACE OF CURB
FF	FACE TO FACE
FERT	FERTILIZE
FE	FIELD ENTRANCE
FL	FLOW LINE
FO	FIBER OPTIC
CWT	HUNDREDWEIGHT
HYD	HYDRANT
ID	INSIDE DIAMETER
INV	INVERT
IP	IRON PIPE ON PIN
LHF	LEFT-HAND FORWARD
L	LENGTH OF CURVE
LF	LINEAR FOOT
LC	LONG CHORD OF CURVE
LS	LUMP SUM
MH	MANHOLE
MOR	MID POINT OF RADIUS
NC	NORMAL CROWN
NO	NUMBER
OBLIT	OBLITERATE
PAVT	PAVEMENT
PE	PRIVATE ENTRANCE
PVRC	POINT OF VERTICAL REVERSE CURVE
QOR	QUARTER POINT OF RADIUS
R	RADIUS
REQ'D	REQUIRED
RES	RESIDENCE OR RESIDENTIAL
RHF	RIGHT-HAND FORWARD
R/W	RIGHT-OF-WAY
R	RIVER
RDWY	ROADWAY
R/L	REFERENCE LINE
SALV	SALVAGED
SAN	SANITARY SEWER
SF	SQUARE FEET
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SE	SUPERELEVATION RATE
TC	TOP OF CURB
T OR TN	TOWN
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
VAR	VARIABLE
VC	VERTICAL CURVE
Y	NORTH GRID COORDINATE
YD	YARD

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPERANGE (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 = _._ ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = _._ ACRES

DNR AREA LIAISON:

WI DEPT OF NATURAL RESOURCES
DNR NORTHERN REGION HEADQUARTERS
107 SUTLIFF
RHINELANDER, WI 54501
TELEPHONE: 715.365.8916
ATTENTION: WENDY HENNIGES
EMAIL: WENDY.HENNIGES@WISCONSIN.GOV

WISDOT CONTACT:

WISCONSIN DEPARTMENT OF TRANSPORTATION
NORTHWEST REGION, EAU CLAIRE OFFICE
718 W. CLAIREMONT AVE.
EAU CLAIRE, WI 54701
TELEPHONE: 715.340.9495
ATTENTION: TYSON PELKOFER
EMAIL: TYSON.PELKOFER@DOT.WI.GOV

DESIGN CONTACT:

SHORT ELLIOTT HENDRICKSON INC.
10 NORTH BRIDGE STREET
CHIPPEWA FALLS, WI 54729-2550
TELEPHONE: 715.720.6291
ATTENTION: TARA KRISTA
EMAIL: TKRISTA@SEHINC.COM

UTILITY CONTACT LIST:

JESSE GRUNY
SPECTRUM - COMMUNICATION LINE
5143 CTH E
MEDFORD, WI 54451
(715) 651-5605
JESSE.GRUNY@CHARTER.COM

JOE HARRIS
CITY OF MEDFORD - SEWER
639 S SECOND STREET
MEDFORD, WI 54451
(715) 748-1187
JHARRIS@MEDFORDWI.US

JOE HARRIS
CITY OF MEDFORD - WATER
639 S SECOND STREET
MEDFORD, WI 54451
(715) 748-1187
JHARRIS@MEDFORDWI.US

SPENCER TIETRA
MEDFORD ELECTRIC UTILITY - ELECTRICITY
639 S SECOND ST
MEDFORD, WI 54451
(715) 748-1501
STIETRA@MEDFORDWI.US

DONALD DIETSCH
WE ENERGIES - GAS/PETROLEUM
104 W SOUTH STREET
RICE LAKE, WI 54868
234-9604
DON.DIETSCH@WE-ENERGIES.COM
24 HOUR GAS DISPATCH 1-800-261-5325

ROD HEINZ
TDS TELECOM - COMMUNICATION LINE
211 W 3RD STREET
NECEDAH, WI 54646
(608) 664-4971
ROD.HEINZ@TDSTELECOM.COM

NATHAN DEAL
WANRACK LLC - COMMUNICATION LINE
4550 W 109TH STREET, SUITE 115
OVERLAND PARK, KS 66211
(816) 605-0629
NATHAN.DEAL@WANRACK.COM

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

GENERAL NOTES:

1. NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
3. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
4. PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLANS WITH THE ENGINEER.
5. CONCRETE COLLAR REQUIRED AT JOINTS BETWEEN EXISTING AND NEW CULVERT PIPE.
6. JOINT TIES WILL BE REQUIRED ON THE ENDWALL AND LAST 2 SECTIONS PER STD 520 AND 524 ON ALL CULVERT PIPES.
7. INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.
8. WETLANDS, WATERWAYS, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIALS NEAR THESE SITES UNLESS APPROVED BY THE ENGINEER.
9. BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP.
10. CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF SALVAGED TOPSOIL WHERE REQUIRED. SALVAGED TOPSOIL SHALL BE REPLACED WITH 4-INCH TYPICAL DEPTH.
11. TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
12. REMOVAL OF EROSION CONTROL DEVICES IS INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.
13. THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
14. ASPHALTIC AND CONCRETE SURFACES SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.
15. DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SALVAGED TOPSOILED, FERTILIZED AND SEEDED.
16. FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.
17. A CONVERSION FACTOR OF 2.0 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR BASE AGGREGATE DENSE 1 1/4-INCH.
18. APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED SURFACE AND 0.05 GA/SY BETWEEN LAYERS OF HMA PAVEMENT.
19. HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
20. THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISITENT WITH THE PLAN AND TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.
21. EXISTING TRAFFIC SIGNAL DETECTOR LOOPS AT STH 13 & CTH O INTERSECTION TO REMAIN.

ORDER OF SHEETS - SECTION 2:

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
CURB RAMP DETAILS
TRAFFIC SIGNAL PLAN
PERMANENT SIGNING AND PAVEMENT MARKING PLAN
TRAFFIC CONTROL DETAILS

2

N

BEGIN PROJECT 3700-50-79
STA 535+00'ES'

END PROJECT 3700-50-79
STA 541+00'ES'

END PROJECT 1610-01-76
STA 541+85'ES'

BEGIN PROJECT 1610-01-76
STA 456+20'ES'

B-60-141
TO REMAIN

CTH O

STH 13 (S 8TH ST)

460'ES'

470'ES'

480'ES'

490'ES'

500'ES'

510'ES'

520'ES'

530'ES'

540'ES'

E PERKINS ST

SOUTH ST

OGDEN ST

CLARK ST

CE (CENNEX)

EASTVIEW DR

CE (MEDFORD PLAZA)

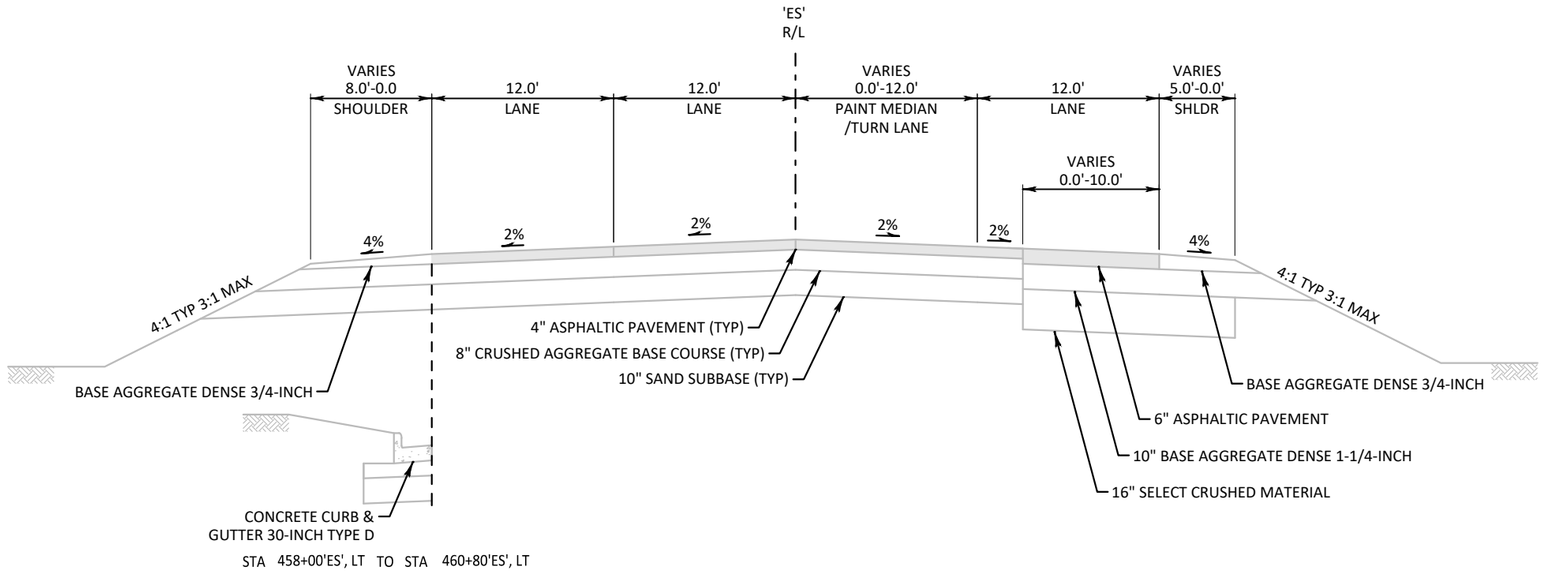
STH 64 (E BROADWAY AV)

PROJECT NO: 1610-01-76 / 3700-50-79	HWY: STH 13	COUNTY: TAYLOR	PROJECT OVERVIEW	SHEET 3 E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\020201_PO (PROJECT OVERVIEW).DWG PLOT DATE : 8/25/2023 8:47 AM PLOT BY : SEH LAYOUT NAME : 01 PLOT SCALE : 1.0 IN = 600.0 FT

WISDOT/CADDS SHEET 42

2

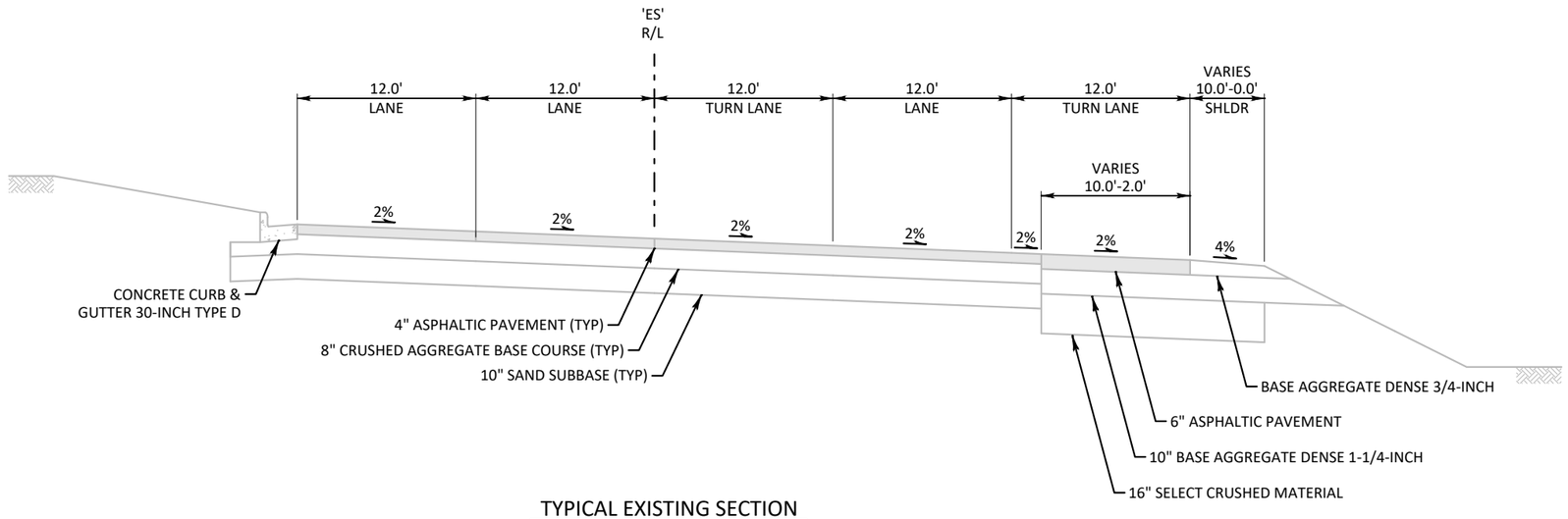


STA 458+00'ES', LT TO STA 460+80'ES', LT

TYPICAL EXISTING SECTION

STH 13 (N/S 8TH ST)

STA 456+20'ES' TO STA 458+00'ES'

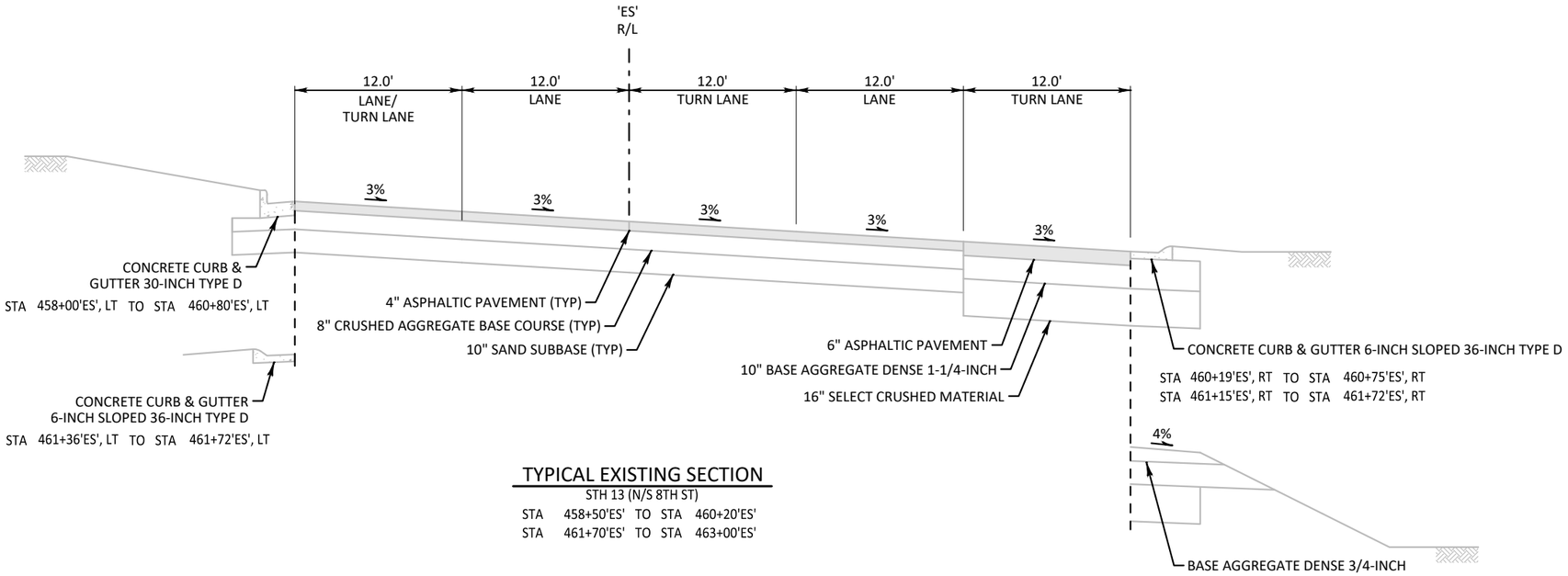


TYPICAL EXISTING SECTION

STH 13 (N/S 8TH ST)

STA 458+00'ES' TO STA 458+50'ES'

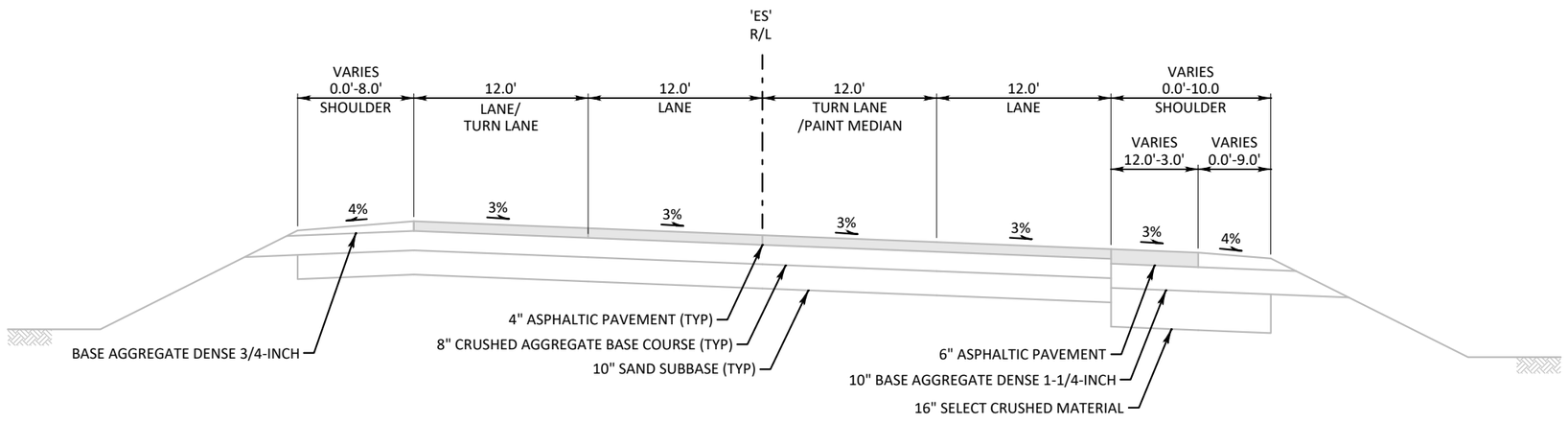
PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PLAN: TYPICAL SECTIONS	SHEET 4	E



TYPICAL EXISTING SECTION

STH 13 (N/S 8TH ST)

STA 458+50'ES' TO STA 460+20'ES'
STA 461+70'ES' TO STA 463+00'ES'



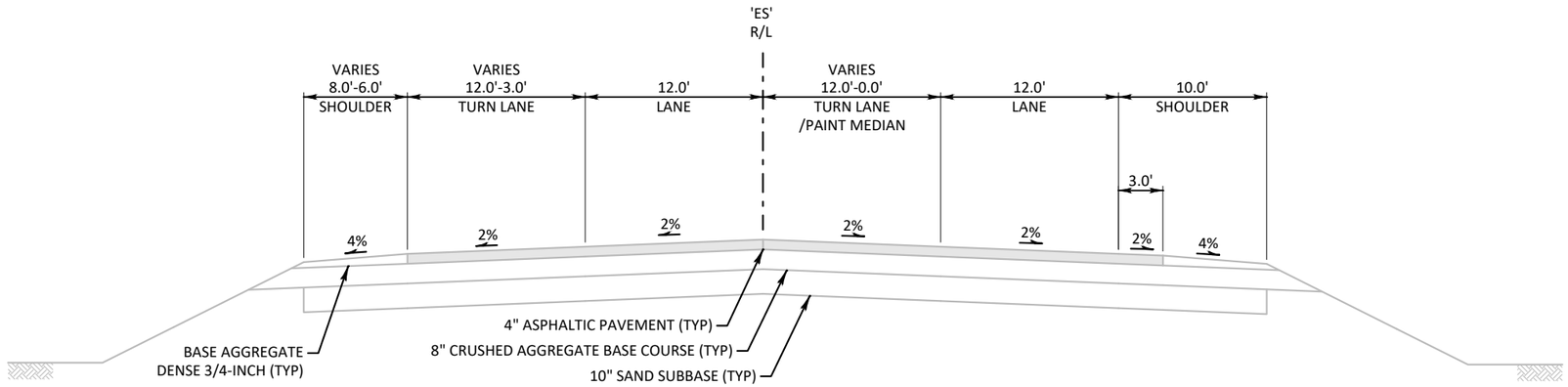
TYPICAL EXISTING SECTION

STH 13 (N/S 8TH ST)

STA 458+50'ES' TO STA 460+20'ES'
STA 461+70'ES' TO STA 463+00'ES'

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PLAN: TYPICAL SECTIONS	SHEET 5	E

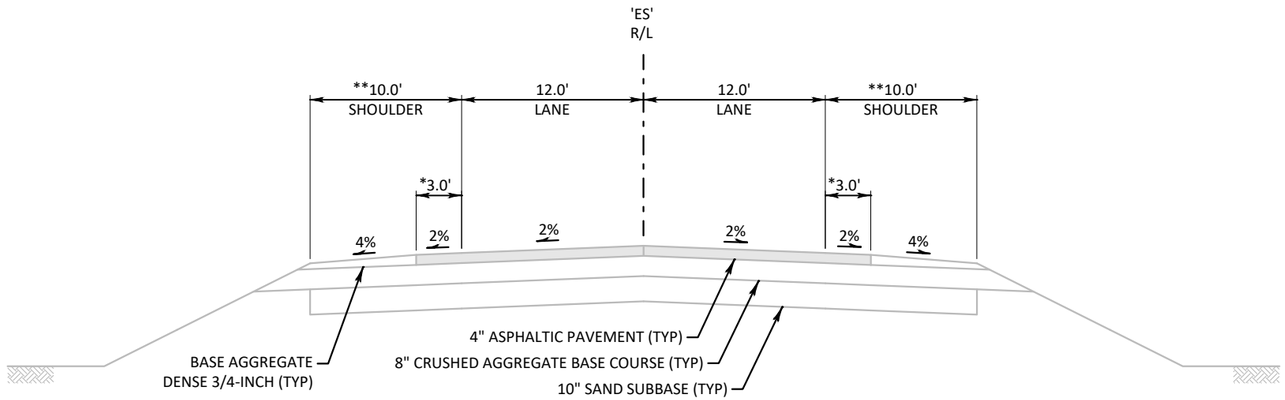
2



TYPICAL EXISTING SECTION

STH 13 (N/S 8TH ST)

STA 463+00'ES' TO STA 468+75'ES'



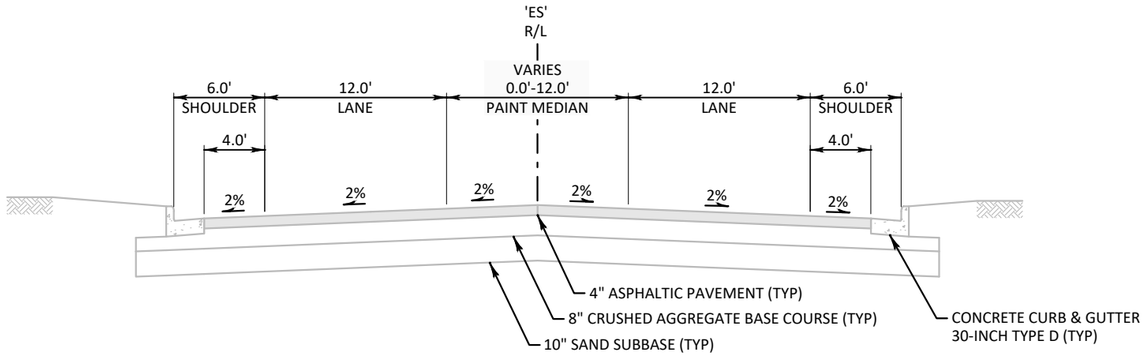
*VARIES 3.0'-4.0' STA 477+47'ES' TO STA 478+67'ES'
**VARIES 10.0'-0.0' STA 477+47'ES' TO STA 478+67'ES'

TYPICAL EXISTING SECTION

STH 13 (N/S 8TH ST)

STA 468+75'ES' TO STA 477+47'ES'

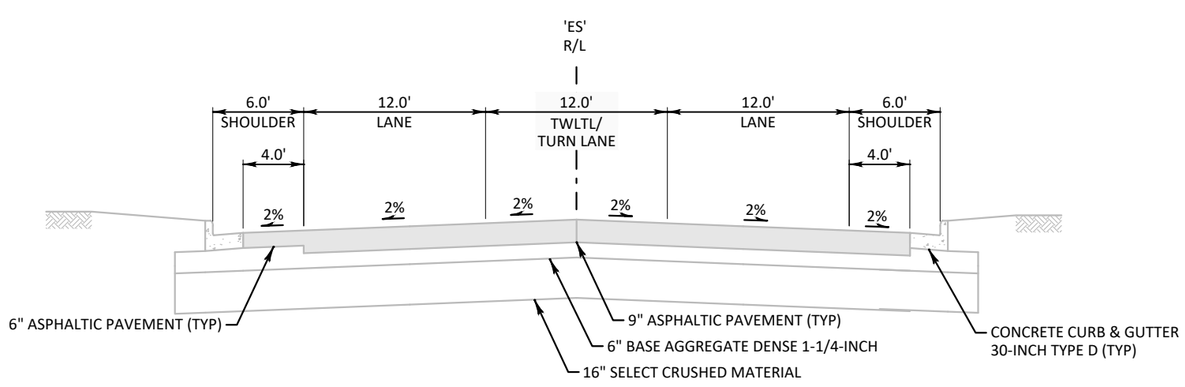
2



TYPICAL EXISTING SECTION

STH 13 (N/S 8TH ST)

STA 478+67'ES' TO STA 480+00'ES'



TYPICAL EXISTING SECTION

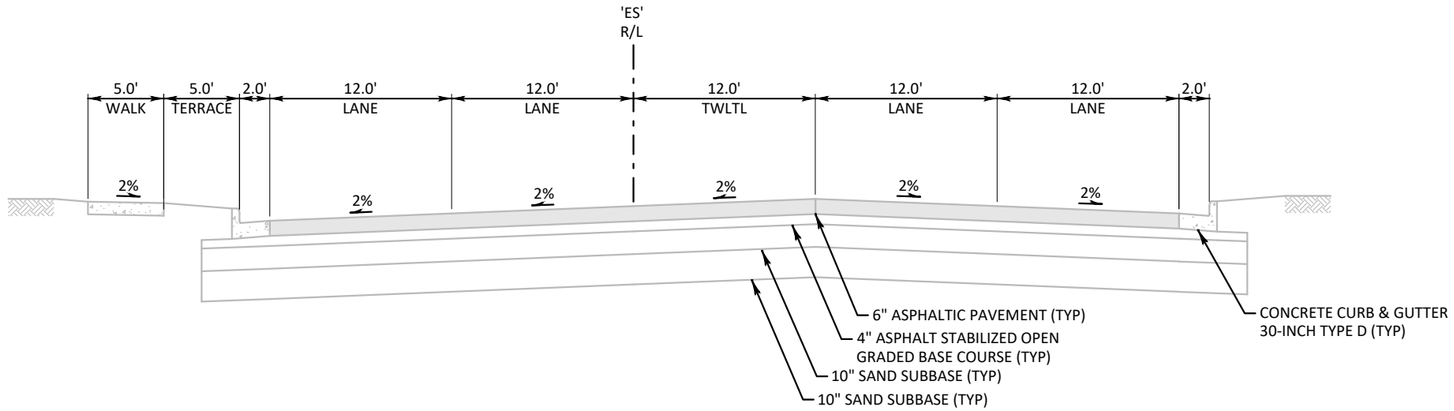
STH 13 (N/S 8TH ST)

STA 480+00'ES' TO STA 506+40'ES'

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PLAN: TYPICAL SECTIONS	SHEET 7 E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\020300_TS (TYPICAL SECTIONS).DWG PLOT DATE : 8/1/2023 1:09 PM PLOT BY : SEH LAYOUT NAME : 04 PLOT SCALE : 1.0 IN = 10.0 FT

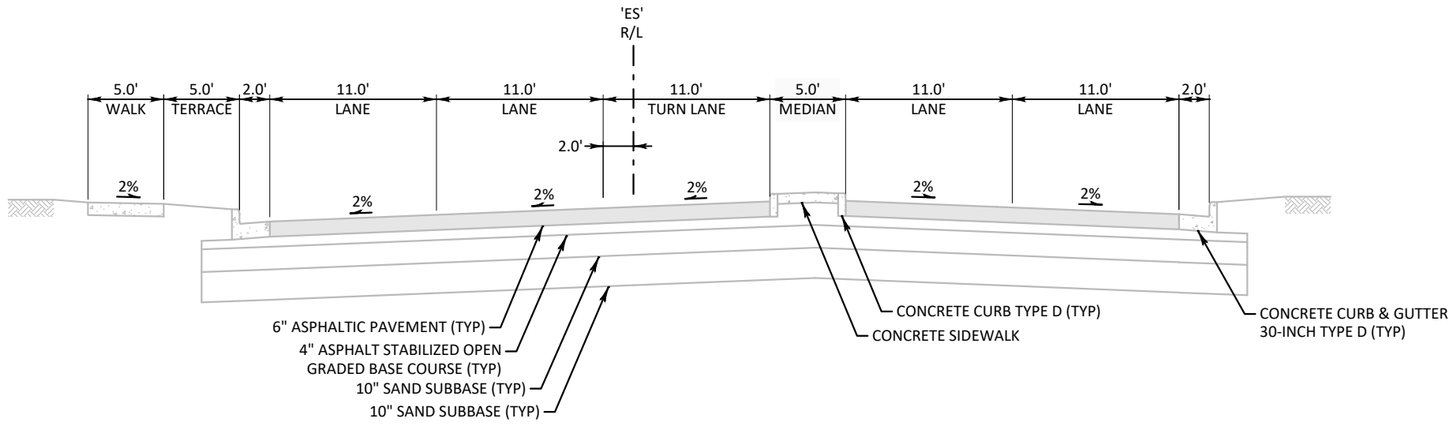
WISDOT/CADDS SHEET 42



TYPICAL EXISTING SECTION

STH 13 (N/S 8TH ST)

STA	506+40'ES'	TO	STA	509+30'ES'
STA	511+20'ES'	TO	STA	511+97'ES'
STA	512+90'ES'	TO	STA	527+33'ES'
STA	528+33'ES'	TO	STA	529+24'ES'
STA	530+75'ES'	TO	STA	535+40'ES'
STA	537+30'ES'	TO	STA	538+52'ES'
STA	539+32'ES'	TO	STA	541+85'ES'

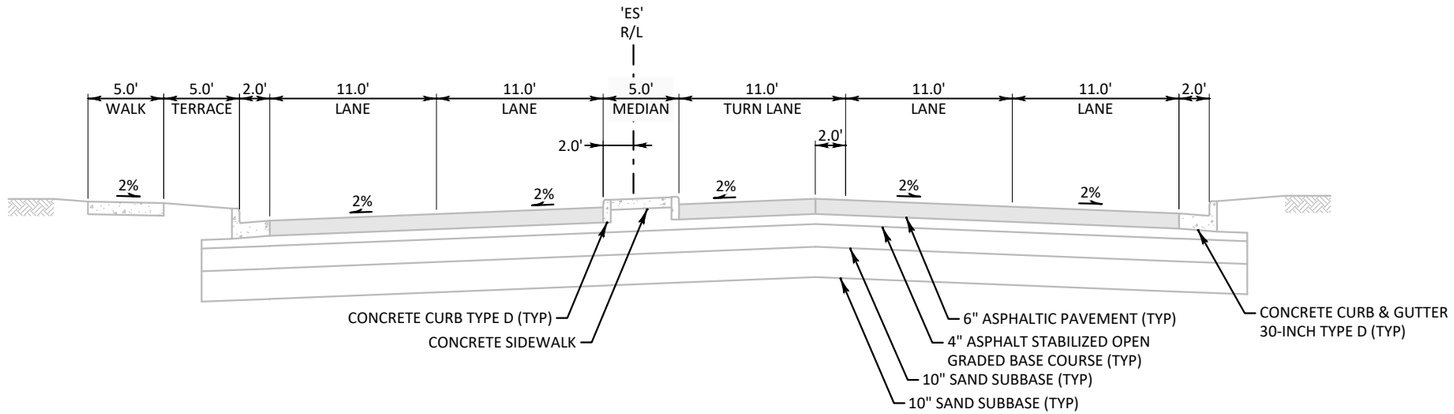


TYPICAL EXISTING SECTION

STH 13 (S 8TH ST)-SB LEFT TURN LANE

STA	511+97'ES'	TO	STA	512+90'ES'
STA	529+24'ES'	TO	STA	530+75'ES'
STA	538+52'ES'	TO	STA	539+32'ES'

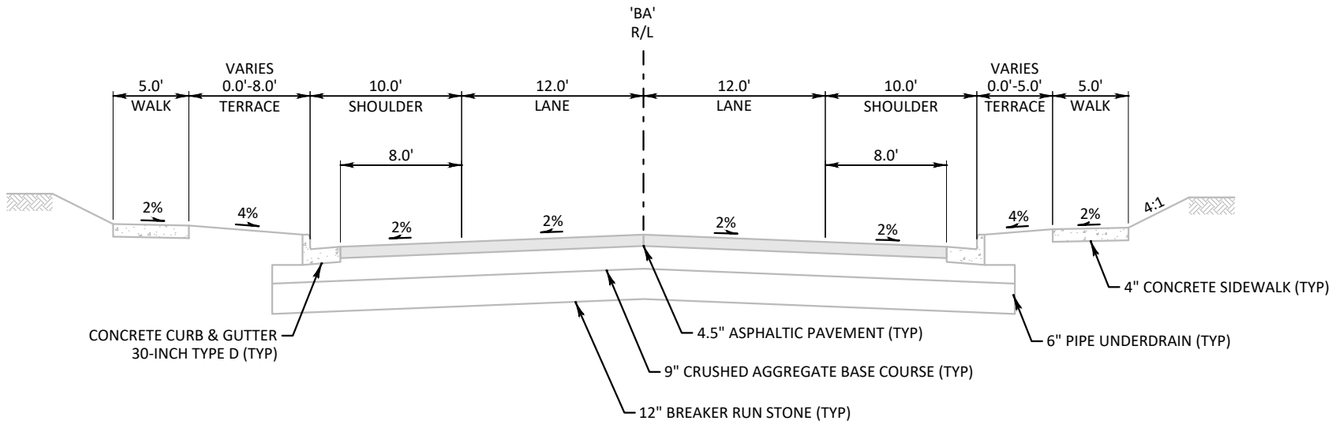
2



TYPICAL EXISTING SECTION

STH 13 (S 8TH ST)-NB LEFT TURN LANE

STA 509+30'ES' TO STA 511+20'ES'
STA 527+33'ES' TO STA 528+33'ES'
STA 535+40'ES' TO STA 537+30'ES'

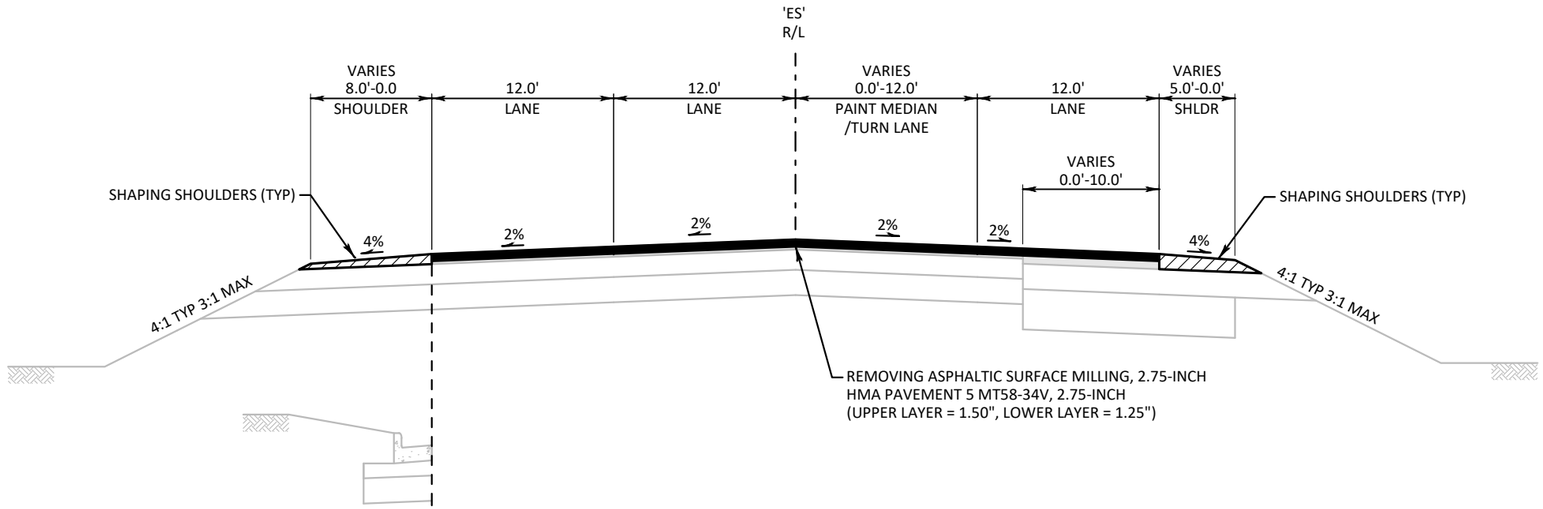


TYPICAL EXISTING SECTION

STH 64 (E BROADWAY AV)

STA 160+00'BA' TO STA 162+55'BA'

PROJECT NO: 1610-01-76 / 3700-50-79	HWY: STH 13	COUNTY: TAYLOR	PLAN: TYPICAL SECTIONS	SHEET 9 E

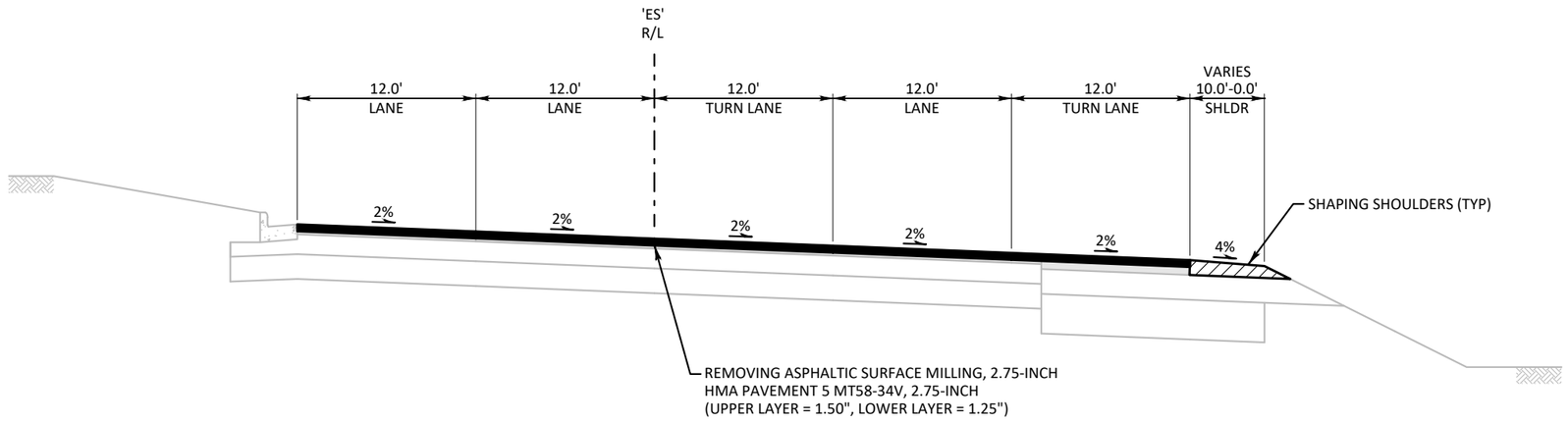


STA 458+00'ES', LT TO STA 460+80'ES', LT

TYPICAL FINISHED SECTION

STH 13 (N/S 8TH ST)

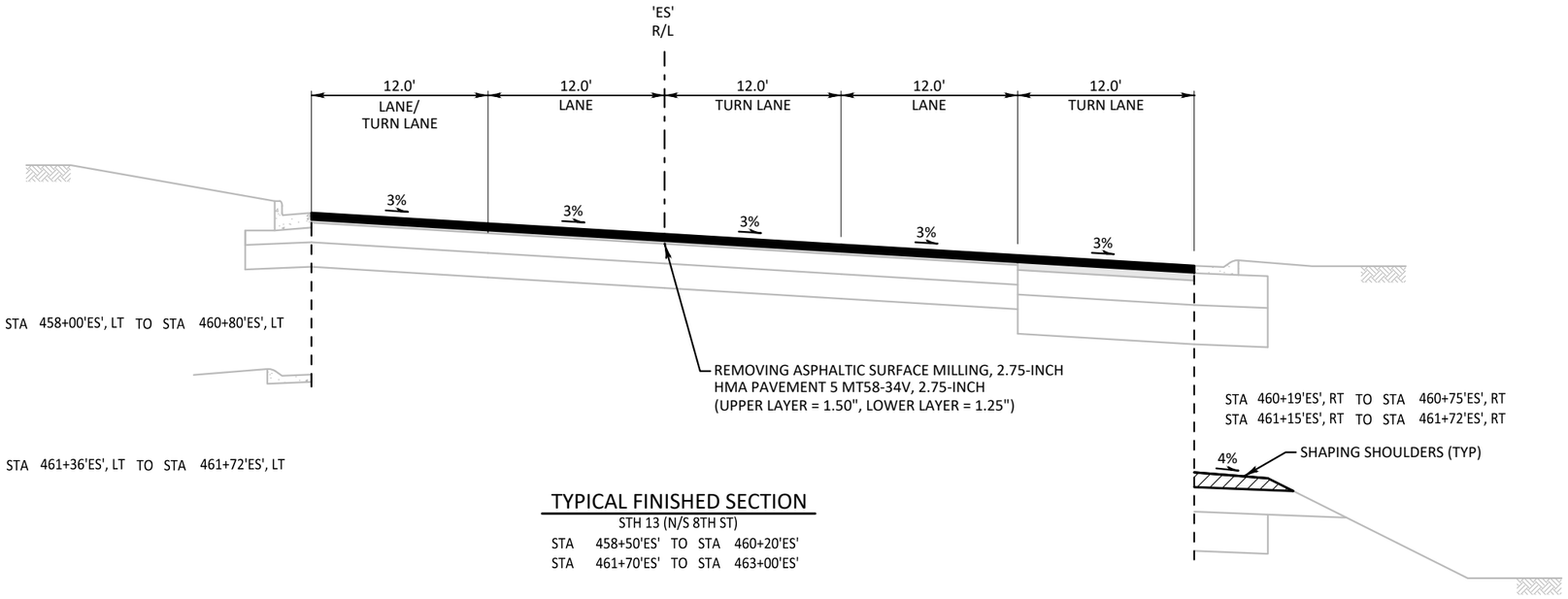
STA 456+20'ES' TO STA 458+00'ES'



TYPICAL FINISHED SECTION

STH 13 (N/S 8TH ST)

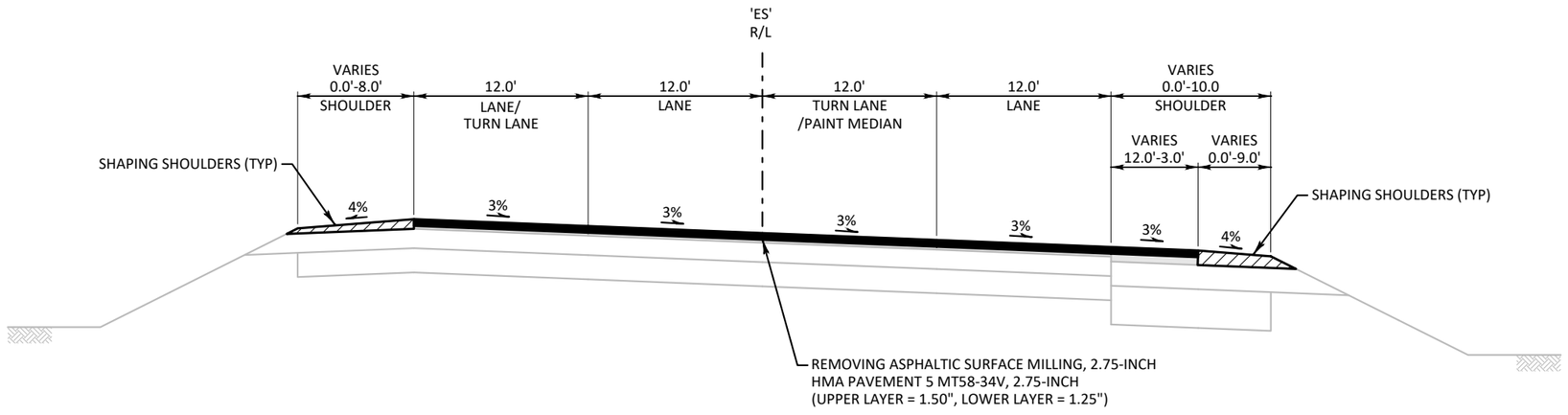
STA 458+00'ES' TO STA 458+50'ES'



TYPICAL FINISHED SECTION

STH 13 (N/S 8TH ST)

STA 458+50'ES' TO STA 460+20'ES'
STA 461+70'ES' TO STA 463+00'ES'

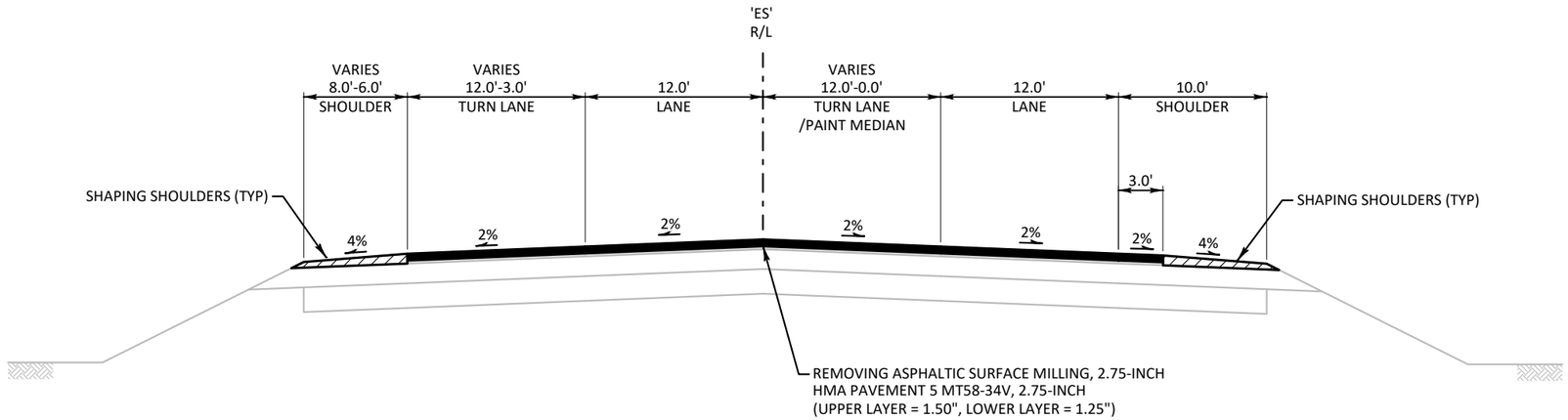


TYPICAL FINISHED SECTION

STH 13 (N/S 8TH ST)

STA 458+50'ES' TO STA 460+20'ES'
STA 461+70'ES' TO STA 463+00'ES'

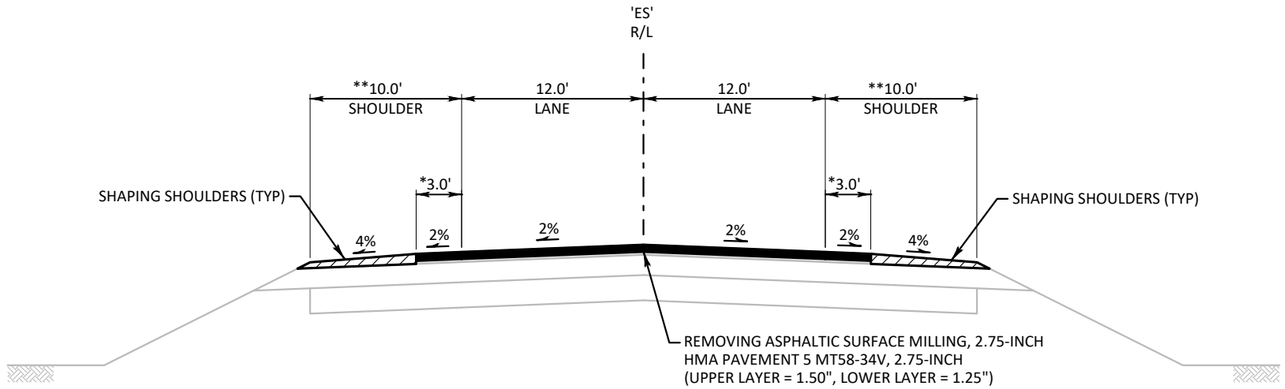
PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PLAN: TYPICAL SECTIONS	SHEET 11 E



TYPICAL FINISHED SECTION

STH 13 (N/S 8TH ST)

STA 463+00'ES' TO STA 468+75'ES'



*VARIES 3.0'-4.0' STA 477+47'ES' TO STA 478+67'ES'
**VARIES 10.0'-0.0' STA 477+47'ES' TO STA 478+67'ES'

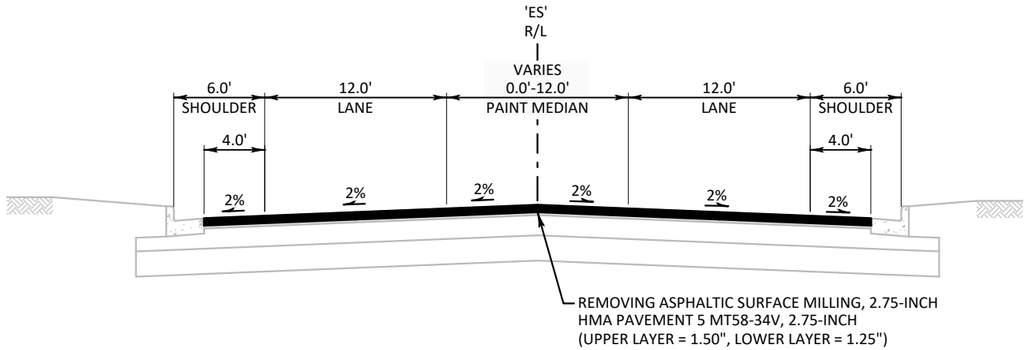
TYPICAL FINISHED SECTION

STH 13 (N/S 8TH ST)

STA 468+75'ES' TO STA 477+47'ES'

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PLAN: TYPICAL SECTIONS	SHEET 12 E

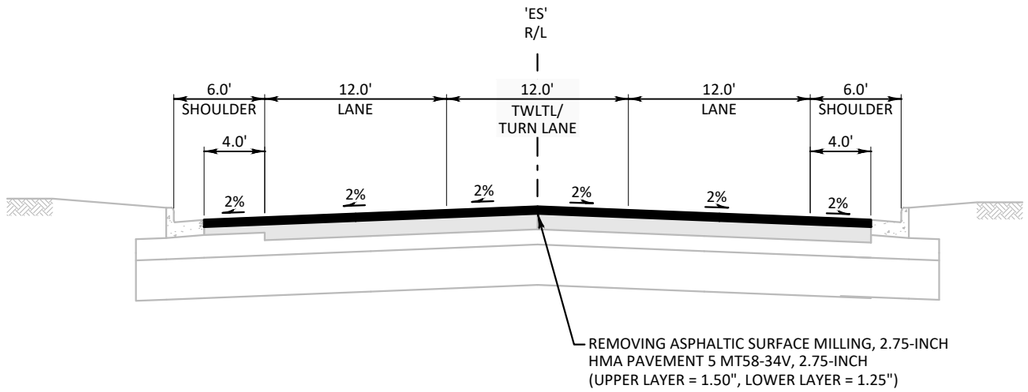
2



TYPICAL FINISHED SECTION

STH 13 (N/S 8TH ST)

STA 478+67'ES' TO STA 480+00'ES'

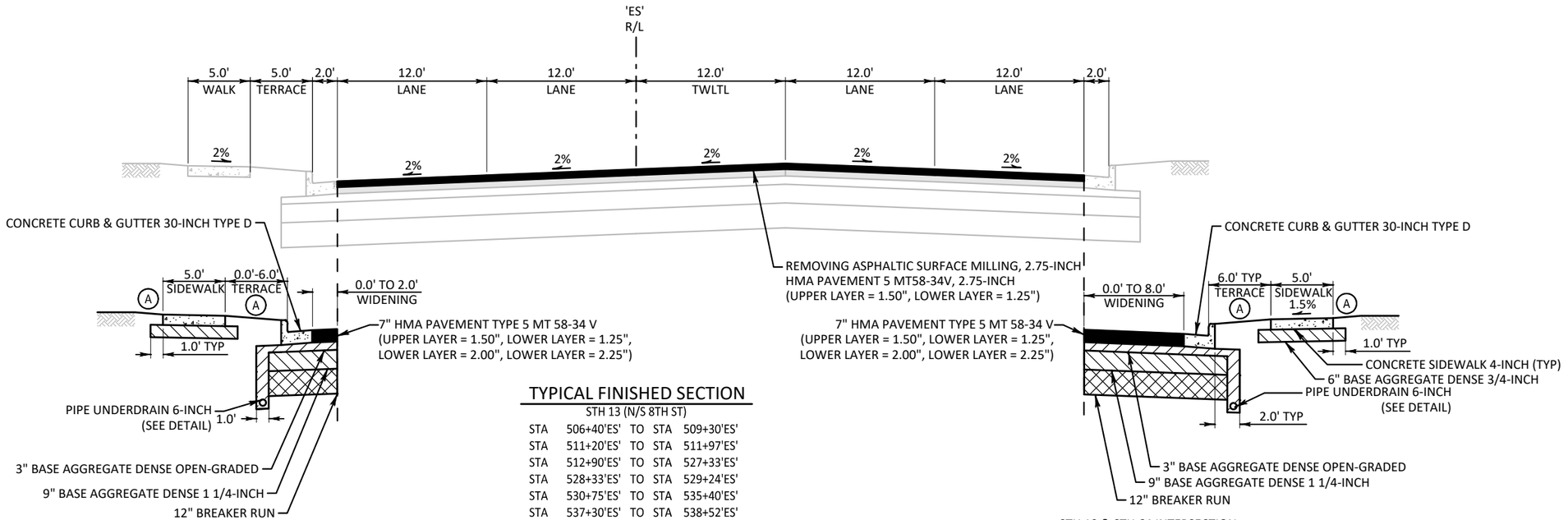


TYPICAL FINISHED SECTION

STH 13 (N/S 8TH ST)

STA 480+00'ES' TO STA 506+40'ES'

2



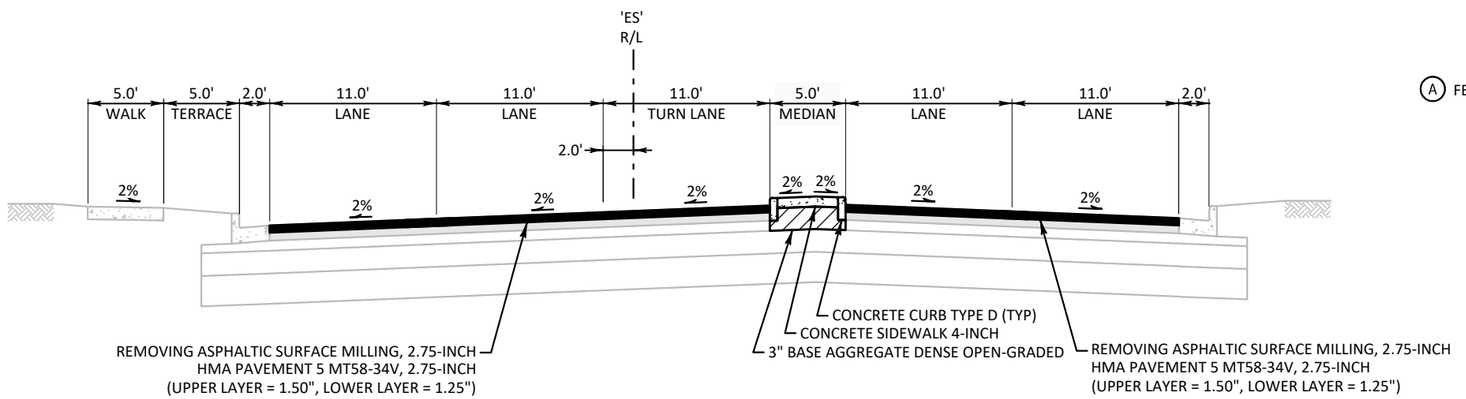
TYPICAL FINISHED SECTION

STH 13 (N/S 8TH ST)

STA	506+40'ES'	TO	STA	509+30'ES'
STA	511+20'ES'	TO	STA	511+97'ES'
STA	512+90'ES'	TO	STA	527+33'ES'
STA	528+33'ES'	TO	STA	529+24'ES'
STA	530+75'ES'	TO	STA	535+40'ES'
STA	537+30'ES'	TO	STA	538+52'ES'
STA	539+32'ES'	TO	STA	541+85'ES'

STH 13 & STH 64 INTERSECTION
WIDENING AREAS (CURB RADIUS)

STH 13 & STH 64 INTERSECTION
WIDENING AREAS (CURB RADIUS)



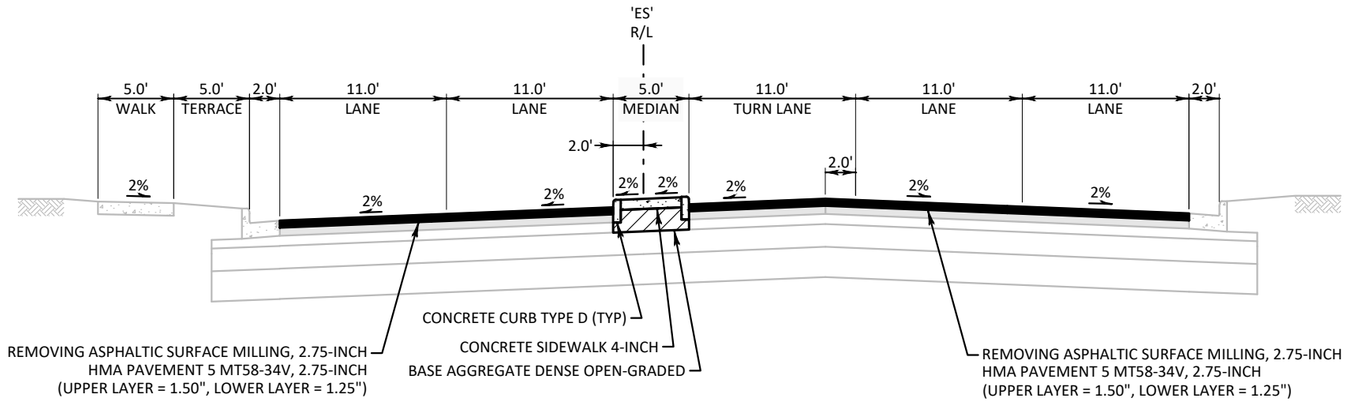
Ⓐ FERTILIZE, SEED, SALVAGED TOPSOIL & MULCH

TYPICAL FINISHED SECTION

STH 13 (S 8TH ST)-SB LEFT TURN LANE

STA	511+97'ES'	TO	STA	512+90'ES'
STA	529+24'ES'	TO	STA	530+75'ES'
STA	538+52'ES'	TO	STA	539+32'ES'

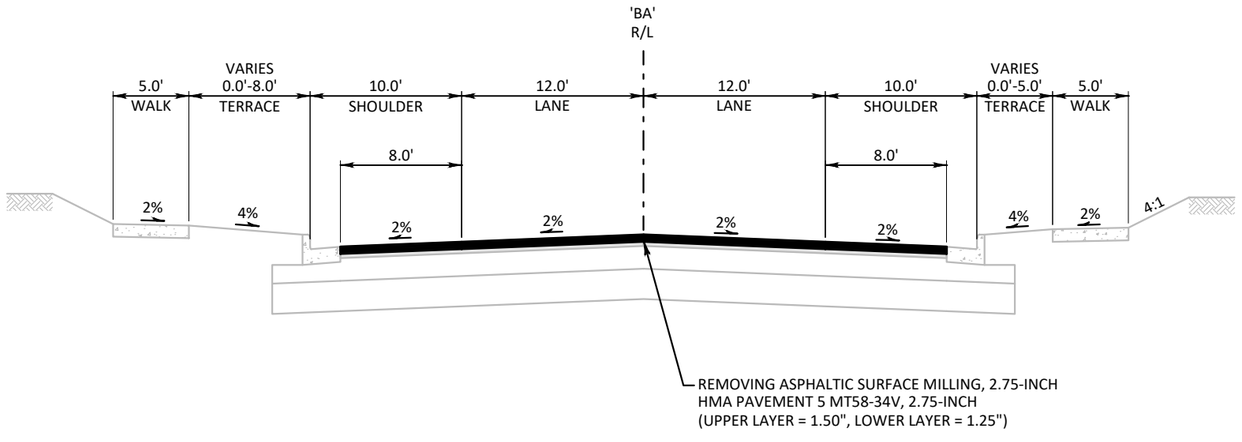
2



TYPICAL FINISHED SECTION

STH 13 (S 8TH ST)-NB LEFT TURN LANE

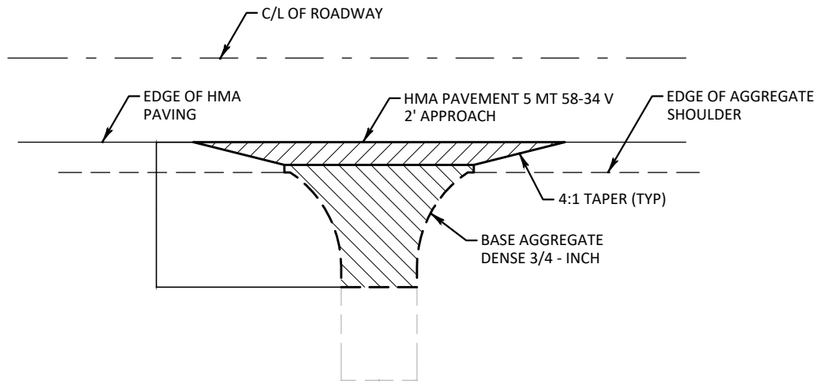
STA 509+30'ES' TO STA 511+20'ES'
STA 527+33'ES' TO STA 530+75'ES'
STA 535+40'ES' TO STA 537+30'ES'



TYPICAL FINISHED SECTION

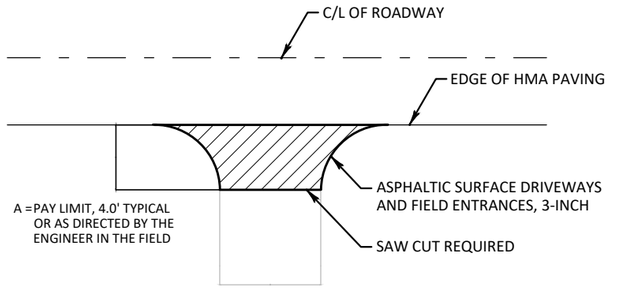
STH 64 (E BROADWAY AV)

STA 160+00'BA' TO STA 162+55'BA'



NOTE, 2' HMA APPROACH NOT SHOWN ON PLAN SHEETS

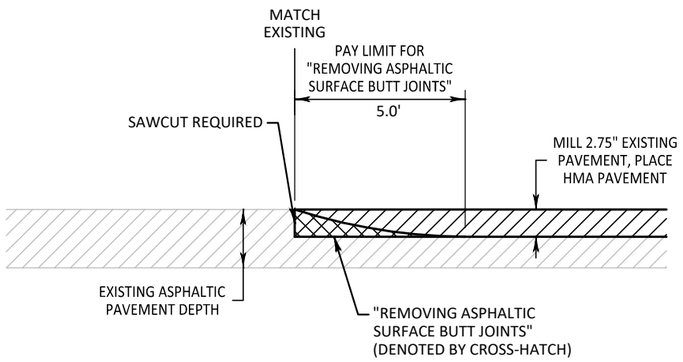
RURAL DRIVEWAY OR FIELD ENTRANCE
AGGREGATE (PE, CE OR FE)



PAYMENT INCLUDES SHAPING OF EXISTING SURFACES.

ANY ADDITIONAL BASE AGGREGATE DENSE REQUIRED SHALL BE PAID UNDER ITEM - "BASE AGGREGATE DENSE 3/4-INCH".

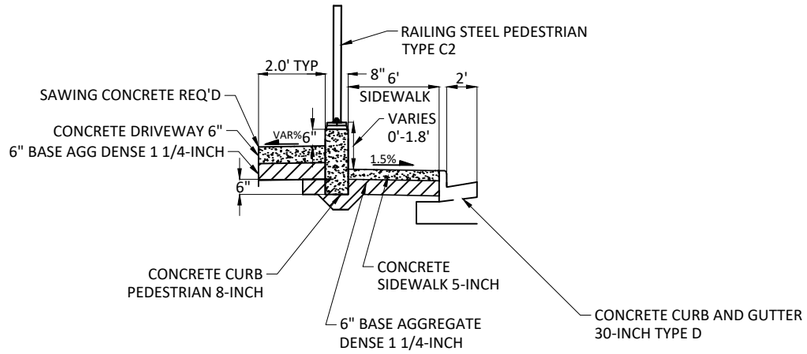
ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTERANCES
(PE,CE, OR FE)



BUTT JOINT TO MATCH EXISTING
(NO PROFILE CHANGE)

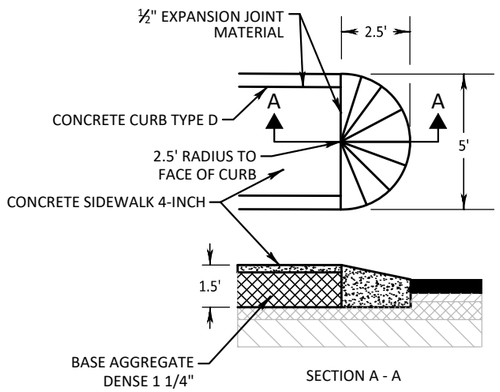
PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	CONSTRUCTION DETAILS	SHEET 16	E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021001-CD (CONSTRUCTION DETAILS).DWG PLOT DATE : 8/15/2023 12:59 AM PLOT BY : SEH LAYOUT NAME : 01 PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



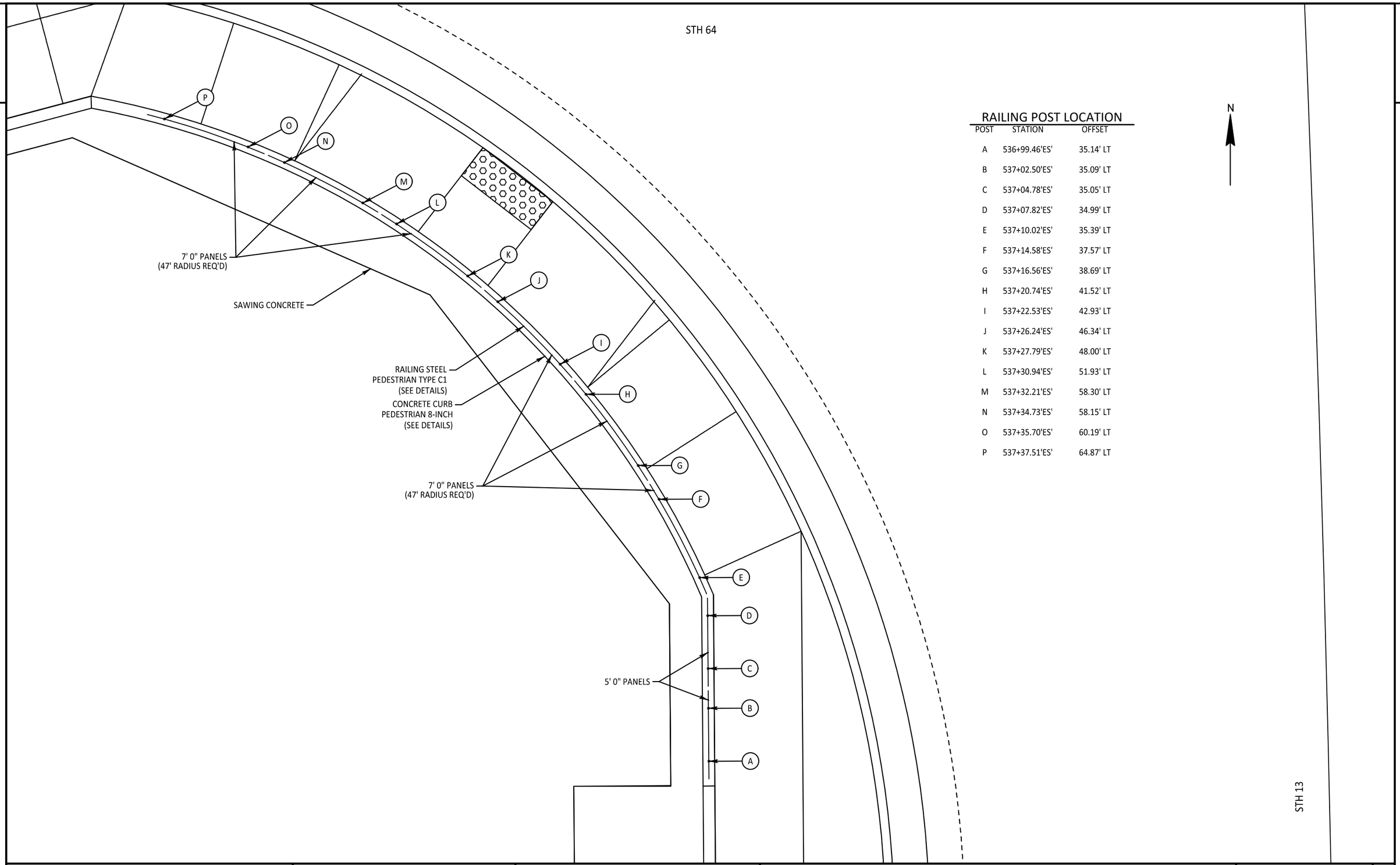
CONCRETE CURB PEDESTRIAN 8-INCH

STH 13 & STH 64 INTERSECTION
(SOUTHWEST QUADRANT)



ISLAND NOSE DETAIL

ISLAND NOSE TO BE PAID FOR
AS CONCRETE CURB, TYPE D
MEASURED ALONG THE 2.5' RADIUS



RAILING POST LOCATION

POST	STATION	OFFSET
A	536+99.46'ES'	35.14' LT
B	537+02.50'ES'	35.09' LT
C	537+04.78'ES'	35.05' LT
D	537+07.82'ES'	34.99' LT
E	537+10.02'ES'	35.39' LT
F	537+14.58'ES'	37.57' LT
G	537+16.56'ES'	38.69' LT
H	537+20.74'ES'	41.52' LT
I	537+22.53'ES'	42.93' LT
J	537+26.24'ES'	46.34' LT
K	537+27.79'ES'	48.00' LT
L	537+30.94'ES'	51.93' LT
M	537+32.21'ES'	58.30' LT
N	537+34.73'ES'	58.15' LT
O	537+35.70'ES'	60.19' LT
P	537+37.51'ES'	64.87' LT

N

2

END PROJECT 3700-50-79
STA 541+00'ES'

N

X SAWCUT REQUIRED

REMOVE CONCRETE MEDIAN (PAID AS REMOVING CONCRETE SIDEWALK)

539+33.09'ES'
9.91'RT

538+96.68'ES'
36.19'RT

538+65.66'ES'
59.66'RT

REMOVING CONCRETE SIDEWALK

162+05.24'BA'
49.84'LT

REMOVING CURB & GUTTER

538+62.98'ES'
24.69'LT

REMOVING CONCRETE SIDEWALK

REMOVING CURB & GUTTER

TLE (TYP)

PROPOSED R/W (TYP)

REMOVING INLETS
REMOVING STORM SEWER

EXISTING R/W (TYP)

539'ES'

STH 13 (N 8TH ST)

538+52.65'ES'
11.43'RT

161+61.63'BA'
32.01'LT

162+24.22'BA'
24.19'LT

162'BA'

163'BA'

164'BA'

165'BA'

STH 64 (E BROADWAY AV)

538'ES'

161'BA'

160+28.27'BA'
21.18'LT

160'BA'

163+39.14'BA'
20.01'RT

REMOVE CONCRETE ISLAND
(PAID AS REMOVING
CONCRETE SIDEWALK)

160+76.84'BA'
30.64'RT

162+60.17'BA'
31.63'RT

REMOVING INLETS
REMOVING STORM SEWER

EXISTING INLET
TO REMAIN

160+30.43'BA'
27.82'RT

REMOVING CURB & GUTTER

537+30.93'ES'
1.69'RT

537+05.31'ES'
34.31'LT

REMOVE CONCRETE DRIVEWAY APRON
(PAID AS REMOVING CONCRETE SIDEWALK)

159'BA'

158'BA'

160+22.71'BA'
38.56'RT

160+34.33'BA'
38.61'RT

160+51.61'BA'
52.47'RT

REMOVING CONCRETE SIDEWALK

537'ES'

537+11.16'ES'
37.19'RT

537+08.56'ES'
37.15'LT

536+98.34'ES'
42.83'LT

REMOVE SIDWALK BACK CURB (PAID
AS REMOVING CONCRETE BARRIER)

REMOVE CONCRETE MEDIAN (PAID AS
REMOVING CONCRETE SIDEWALK)

536+61.55'ES'
42.95'LT

REMOVE CONCRETE DRIVEWAY (PAID AS
REMOVING CONCRETE SIDEWALK) NOTE,
SAWCUT REQUIRED (PAID SEPARATELY)

536+61.91'ES'
22.84'LT

REMOVING CURB & GUTTER

REMOVE CONCRETE DRIVEWAY APRON
(PAID AS REMOVING CONCRETE SIDEWALK)

REMOVING CONCRETE SIDEWALK

536'ES'

STH 13 (S 8TH ST)

535+40.49'ES'
1.89'RT

535'ES'

BEGIN PROJECT 3700-50-79
STA 535+00'ES'

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	REMOVAL PLAN	SHEET 19	E

2

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L

LEGEND
- (X) CURB RAMP TYPE
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE PEDESTRIAN CURB
- (X) PONT NUMBER

N

MEDFORD ELECTRIC

TDS TELECOM

EXISTING R/W

TLE (TYP)

5 1451.91
4 1451.43
3 1451.09
13 1451.08
12 1451.10
9 1450.92
8 1450.94
2 1450.73
11 1451.12
7 1451.02
10 1451.08
6 1450.91
1 1450.47

4B1

4.0%
2.2%
-0.2%
-4.0%
-0.5%
-1.8%
-3.5%
4'
6'
5'

MH
POST
WV

SOUTH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	516+44.96	23.15' LT	1450.47	338300.17	652684.30
2	516+53.60	25.51' LT	1450.73	338308.85	652682.08
3	516+61.03	30.52' LT	1451.09	338316.36	652677.19
4	516+66.45	37.66' LT	1451.43	338321.90	652670.15
5	516+69.29	46.16' LT	1451.91	338324.87	652661.70
6	516+46.23	29.78' LT	1450.91	338301.55	652677.69
7	516+52.23	29.84' LT	1451.02	338307.55	652677.73
8	516+56.26	29.87' LT	1450.94	338311.57	652677.76
9	516+56.54	29.46' LT	1450.92	338311.85	652678.18
10	516+46.18	34.78' LT	1451.08	338301.58	652672.69
11	516+52.18	34.84' LT	1451.12	338307.58	652672.73
12	516+61.69	34.92' LT	1451.10	338317.09	652672.80
13	516+62.08	34.61' LT	1451.08	338317.47	652673.12

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	CURB RAMP DETAILS	SHEET 20	E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021301_CR (CURB RAMP).DWG
LAYOUT NAME - SOUTH St SW
PLOT DATE : 7/29/2023 10:16 PM
PLOT BY : SAVANNAH STEHN
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

SOUTH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
14	517+05.79	38.22' LT	1452.80	338360.48	652669.86
15	517+08.57	33.78' LT	1452.87	338363.28	652674.29
16	517+12.17	29.97' LT	1452.94	338366.89	652678.09
17	517+16.43	26.92' LT	1453.02	338371.16	652681.13
18	517+21.20	24.75' LT	1453.09	338375.93	652683.29
19	517+08.02	39.34' LT	1453.22	338362.71	652668.74
20	517+10.59	35.26' LT	1452.81	338365.30	652672.81
21	517+15.88	30.23' LT	1452.93	338370.60	652677.82
22	517+22.01	27.12' LT	1453.44	338376.74	652680.92
23	517+19.32	35.22' LT	1452.97	338374.03	652672.83
24	517+19.29	30.22' LT	1452.95	338374.01	652677.83
25	517+25.32	35.18' LT	1453.42	338380.03	652672.84
26	517+25.29	30.18' LT	1453.35	338380.01	652677.84
27	517+30.32	35.16' LT	1453.50	338385.03	652672.86
28	517+30.29	30.16' LT	1453.42	338385.01	652677.86
29	517+35.21	35.15' LT	1454.02	338389.92	652672.85
30	517+35.32	30.19' LT	1453.94	338390.04	652677.81

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L

LEGEND
- (X) CURB RAMP TYPE
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE PEDESTRIAN CURB
- (X) PONT NUMBER

N

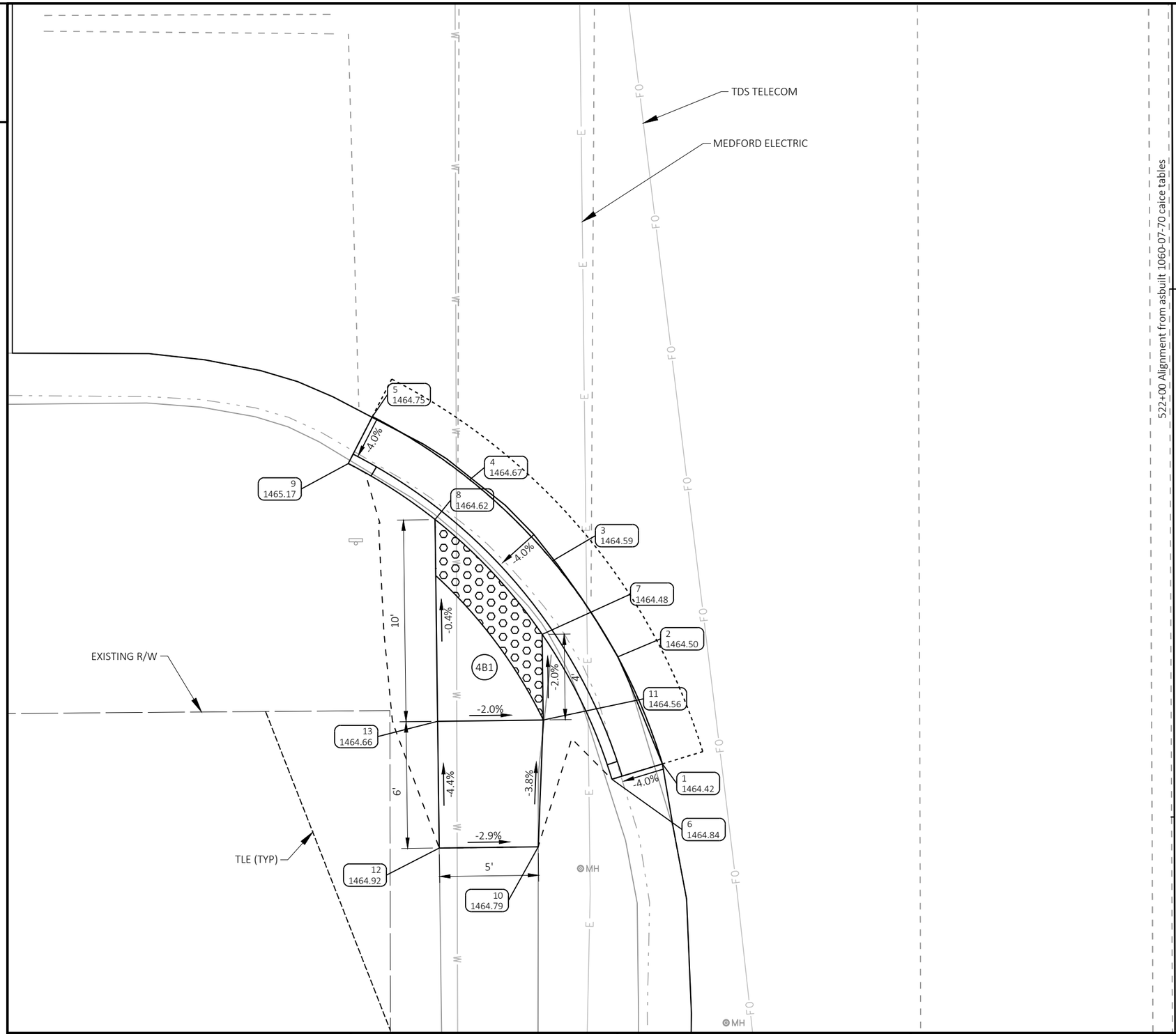
TDS TELECOM
TLE (TYP)
MEDFORD ELECTRIC
EXISTING R/W
MEDFORD ELECTRIC
WE ENERGIES
4B1
5'
5'
5'
30'
3'
9'
-1.8%
-10.8%
-10.4%
-1.5%
-1.5%
-1.5%
-7.5%
6.7%
-0.5%
0.5%
-1.8%
-4.0%
-4.0%
-4.0%
-4.0%
29 1454.02
30 1453.94
28 1453.42
27 1453.50
26 1453.35
25 1453.42
24 1452.95
23 1452.97
22 1453.44
18 1453.09
17 1453.02
21 1452.93
16 1452.94
19 1453.22
20 1452.81
15 1452.87
14 1452.80

alignment from asbuilt 1060-07-70 caice tables

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	CURB RAMP DETAILS	SHEET 21	E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021301_CR (CURB RAMP).DWG
LAYOUT NAME - SOUTH ST NW
PLOT DATE : 7/29/2023 10:17 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

2



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

N

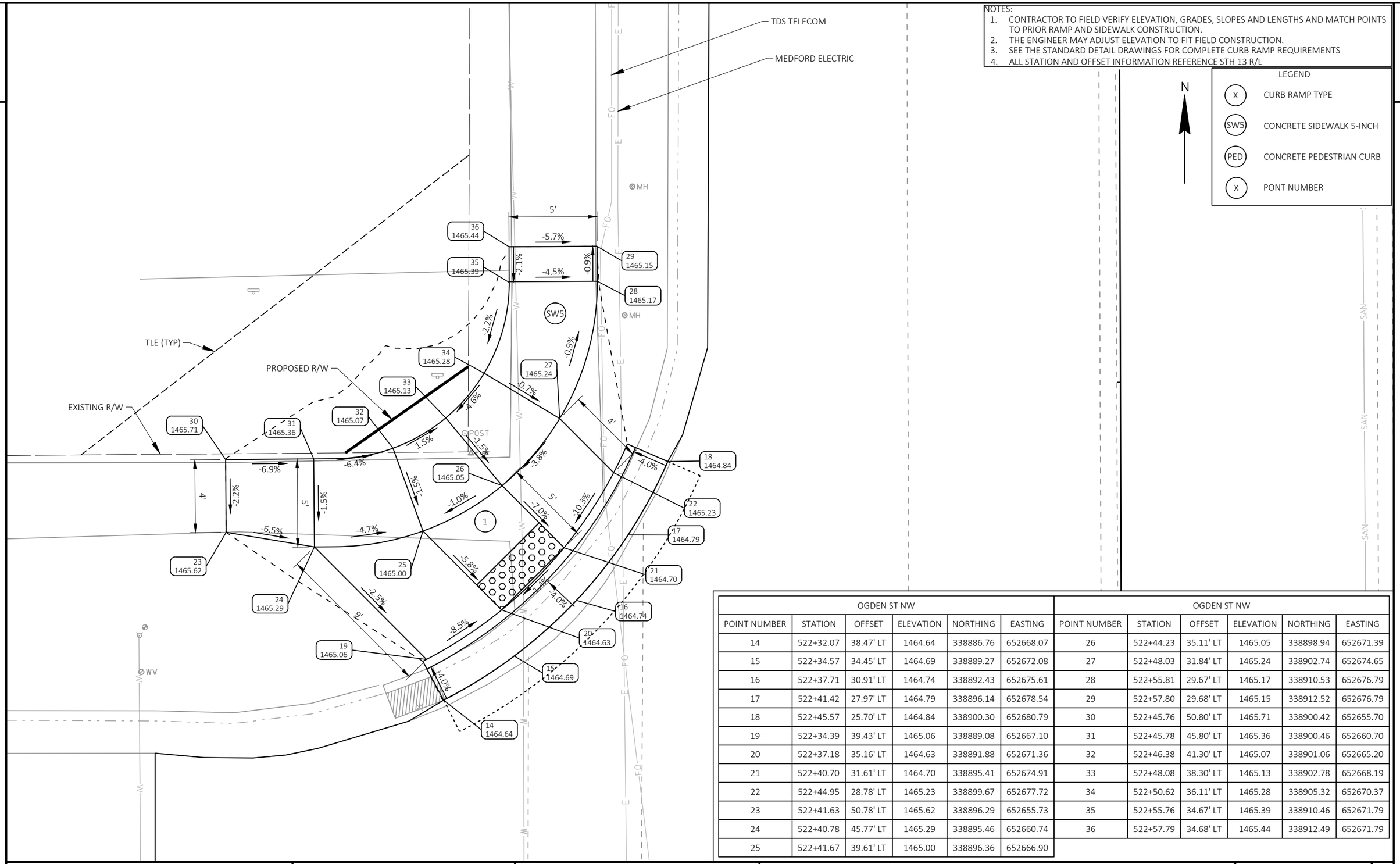
OGDEN ST SW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	521+77.59	24.23' LT	1464.42	338832.32	652682.47
2	521+82.66	26.33' LT	1464.50	338837.39	652680.35
3	521+87.21	29.40' LT	1464.59	338841.93	652677.27
4	521+91.06	33.31' LT	1464.67	338845.77	652673.35
5	521+94.07	37.90' LT	1464.75	338848.76	652668.74
6	521+76.86	26.62' LT	1464.84	338831.59	652680.08
7	521+83.73	29.90' LT	1464.48	338838.45	652676.78
8	521+89.19	34.95' LT	1464.62	338843.89	652671.71
9	521+91.85	39.05' LT	1465.17	338846.54	652667.60
10	521+73.68	30.11' LT	1464.79	338828.40	652676.59
11	521+79.68	29.86' LT	1464.56	338834.40	652676.83
12	521+73.63	34.80' LT	1464.92	338828.34	652671.91
13	521+79.63	34.86' LT	1464.66	338834.34	652671.83

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	CURB RAMP DETAILS	SHEET 22	E

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L

LEGEND
- (X) CURB RAMP TYPE
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE PEDESTRIAN CURB
- (X) PONT NUMBER



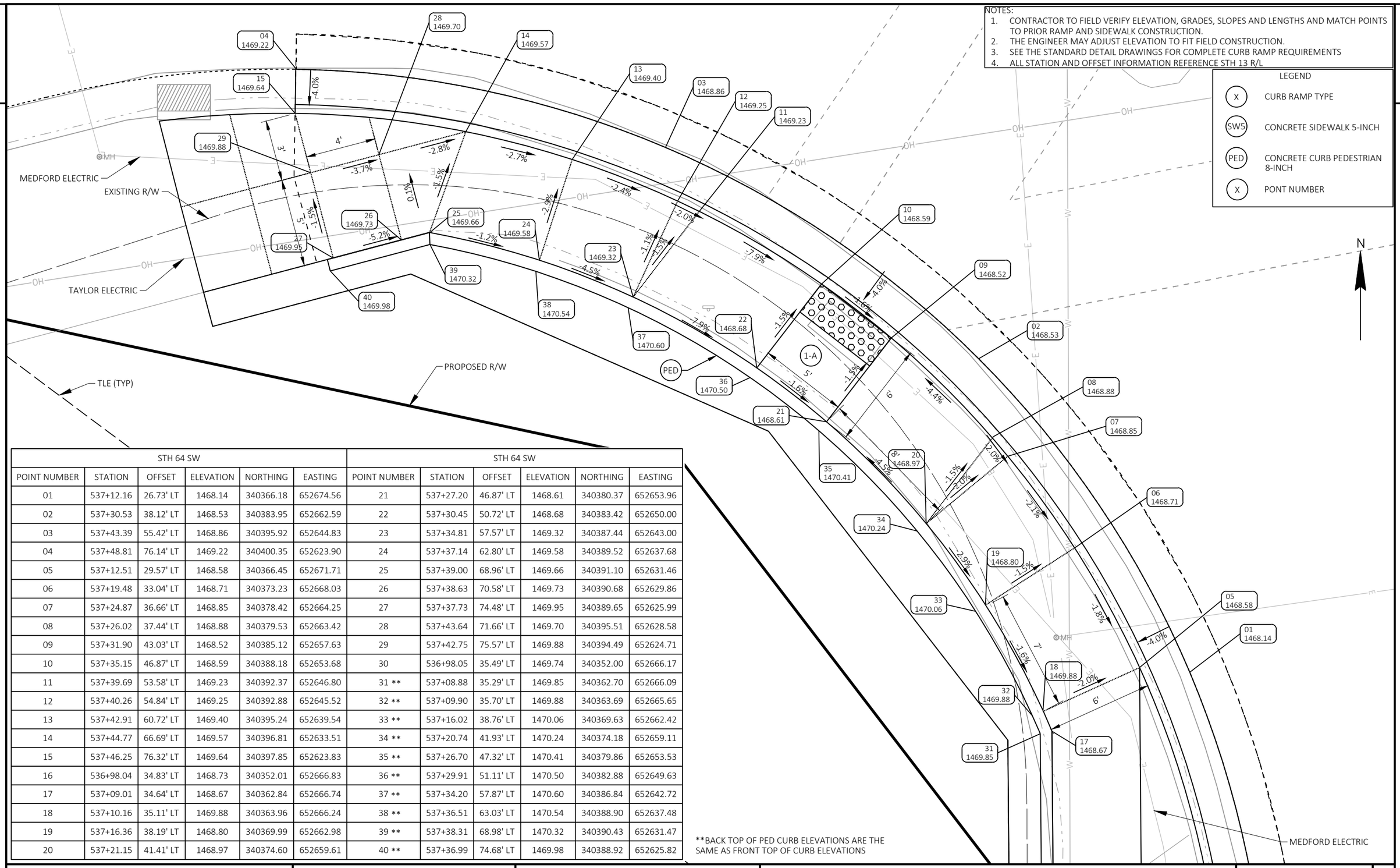
OGDEN ST NW						OGDEN ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
14	522+32.07	38.47' LT	1464.64	338886.76	652668.07	26	522+44.23	35.11' LT	1465.05	338898.94	652671.39
15	522+34.57	34.45' LT	1464.69	338889.27	652672.08	27	522+48.03	31.84' LT	1465.24	338902.74	652674.65
16	522+37.71	30.91' LT	1464.74	338892.43	652675.61	28	522+55.81	29.67' LT	1465.17	338910.53	652676.79
17	522+41.42	27.97' LT	1464.79	338896.14	652678.54	29	522+57.80	29.68' LT	1465.15	338912.52	652676.79
18	522+45.57	25.70' LT	1464.84	338900.30	652680.79	30	522+45.76	50.80' LT	1465.71	338900.42	652655.70
19	522+34.39	39.43' LT	1465.06	338889.08	652667.10	31	522+45.78	45.80' LT	1465.36	338900.46	652660.70
20	522+37.18	35.16' LT	1464.63	338891.88	652671.36	32	522+46.38	41.30' LT	1465.07	338901.06	652665.20
21	522+40.70	31.61' LT	1464.70	338895.41	652674.91	33	522+48.08	38.30' LT	1465.13	338902.78	652668.19
22	522+44.95	28.78' LT	1465.23	338899.67	652677.72	34	522+50.62	36.11' LT	1465.28	338905.32	652670.37
23	522+41.63	50.78' LT	1465.62	338896.29	652655.73	35	522+55.76	34.67' LT	1465.39	338910.46	652671.79
24	522+40.78	45.77' LT	1465.29	338895.46	652660.74	36	522+57.79	34.68' LT	1465.44	338912.49	652671.79
25	522+41.67	39.61' LT	1465.00	338896.36	652666.90						

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	CURB RAMP DETAILS	SHEET 23	E

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE CURB PEDESTRIAN 8-INCH
X	PONT NUMBER

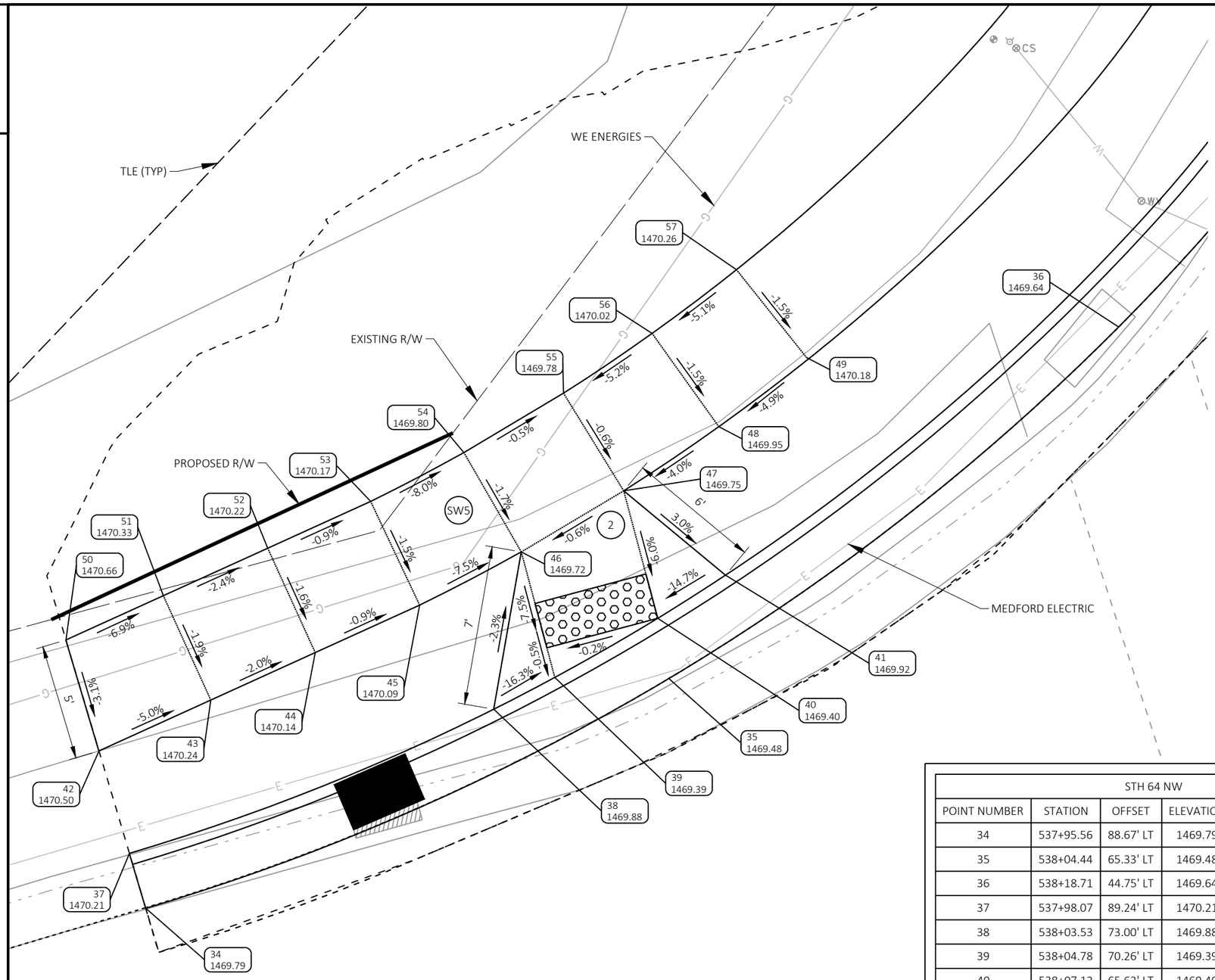


STH 64 SW						STH 64 SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	537+12.16	26.73' LT	1468.14	340366.18	652674.56	21	537+27.20	46.87' LT	1468.61	340380.37	652653.96
02	537+30.53	38.12' LT	1468.53	340383.95	652662.59	22	537+30.45	50.72' LT	1468.68	340383.42	652650.00
03	537+43.39	55.42' LT	1468.86	340395.92	652644.83	23	537+34.81	57.57' LT	1469.32	340387.44	652643.00
04	537+48.81	76.14' LT	1469.22	340400.35	652623.90	24	537+37.14	62.80' LT	1469.58	340389.52	652637.68
05	537+12.51	29.57' LT	1468.58	340366.45	652671.71	25	537+39.00	68.96' LT	1469.66	340391.10	652631.46
06	537+19.48	33.04' LT	1468.71	340373.23	652668.03	26	537+38.63	70.58' LT	1469.73	340390.68	652629.86
07	537+24.87	36.66' LT	1468.85	340378.42	652664.25	27	537+37.73	74.48' LT	1469.95	340389.65	652625.99
08	537+26.02	37.44' LT	1468.88	340379.53	652663.42	28	537+43.64	71.66' LT	1469.70	340395.51	652628.58
09	537+31.90	43.03' LT	1468.52	340385.12	652657.63	29	537+42.75	75.57' LT	1469.88	340394.49	652624.71
10	537+35.15	46.87' LT	1468.59	340388.18	652653.68	30	536+98.05	35.49' LT	1469.74	340352.00	652666.17
11	537+39.69	53.58' LT	1469.23	340392.37	652646.80	31 **	537+08.88	35.29' LT	1469.85	340362.70	652666.09
12	537+40.26	54.84' LT	1469.25	340392.88	652645.52	32 **	537+09.90	35.70' LT	1469.88	340363.69	652665.65
13	537+42.91	60.72' LT	1469.40	340395.24	652639.54	33 **	537+16.02	38.76' LT	1470.06	340369.63	652662.42
14	537+44.77	66.69' LT	1469.57	340396.81	652633.51	34 **	537+20.74	41.93' LT	1470.24	340374.18	652659.11
15	537+46.25	76.32' LT	1469.64	340397.85	652623.83	35 **	537+26.70	47.32' LT	1470.41	340379.86	652653.53
16	536+98.04	34.83' LT	1468.73	340352.01	652666.83	36 **	537+29.91	51.11' LT	1470.50	340382.88	652649.63
17	537+09.01	34.64' LT	1468.67	340362.84	652666.74	37 **	537+34.20	57.87' LT	1470.60	340386.84	652642.72
18	537+10.16	35.11' LT	1469.88	340363.96	652666.24	38 **	537+36.51	63.03' LT	1470.54	340388.90	652637.48
19	537+16.36	38.19' LT	1468.80	340369.99	652662.98	39 **	537+38.31	68.98' LT	1470.32	340390.43	652631.47
20	537+21.15	41.41' LT	1468.97	340374.60	652659.61	40 **	537+36.99	74.68' LT	1469.98	340388.92	652625.82

**BACK TOP OF PED CURB ELEVATIONS ARE THE SAME AS FRONT TOP OF CURB ELEVATIONS

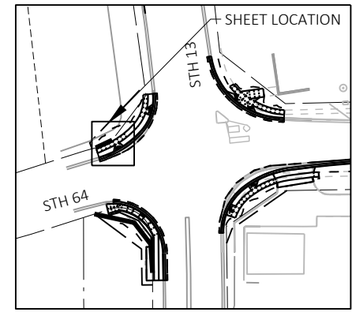
PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	CURB RAMP DETAILS	SHEET 24	E

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L



LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER



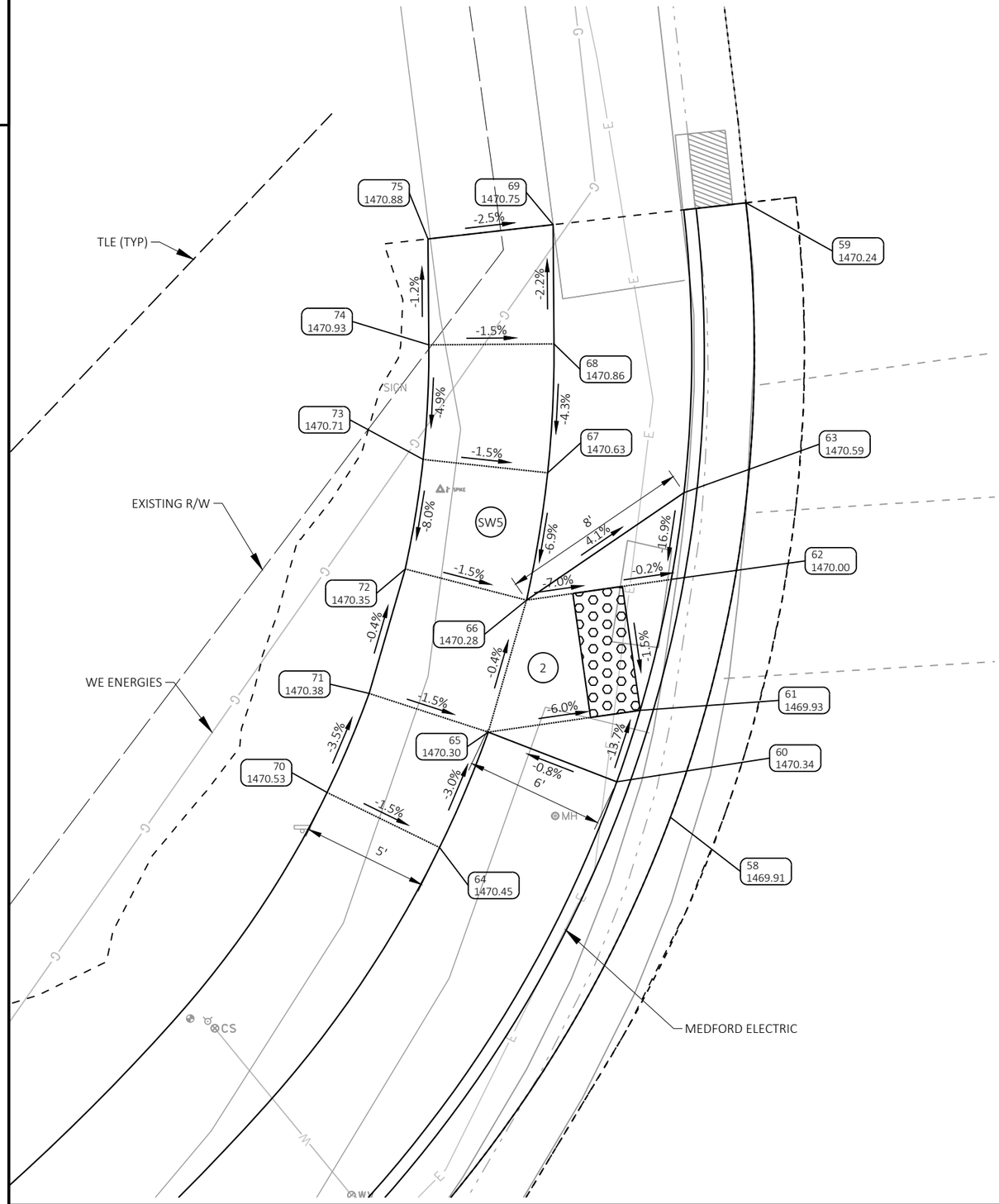
STH 64 NW						STH 64 NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
34	537+95.56	88.67' LT	1469.79	340444.96	652609.07	46	538+10.48	71.37' LT	1469.72	340460.50	652625.44
35	538+04.44	65.33' LT	1469.48	340455.01	652631.84	47	538+12.91	66.74' LT	1469.75	340463.16	652629.90
36	538+18.71	44.75' LT	1469.64	340470.31	652651.46	48	538+15.48	62.42' LT	1469.95	340465.96	652634.05
37	537+98.07	89.24' LT	1470.21	340447.36	652608.36	49	538+18.30	58.40' LT	1470.18	340468.98	652637.87
38	538+03.53	73.00' LT	1469.88	340453.64	652624.23	50	538+07.86	91.42' LT	1470.66	340456.66	652605.59
39	538+04.78	70.26' LT	1469.39	340455.03	652626.90	51	538+09.57	87.06' LT	1470.33	340458.59	652609.83
40	538+07.12	65.62' LT	1469.40	340457.61	652631.38	52	538+11.39	82.38' LT	1470.22	340460.66	652614.38
41	538+08.85	62.55' LT	1469.92	340459.48	652634.34	53	538+13.19	77.77' LT	1470.17	340462.70	652618.87
42	538+02.77	90.29' LT	1470.50	340451.82	652607.03	54	538+15.09	73.58' LT	1469.80	340464.83	652622.94
43	538+04.74	85.29' LT	1470.24	340454.04	652611.90	55	538+17.45	69.07' LT	1469.78	340467.42	652627.28
44	538+06.57	80.61' LT	1470.14	340456.11	652616.45	56	538+19.84	65.04' LT	1470.02	340470.03	652631.14
45	538+08.40	75.94' LT	1470.09	340458.18	652621.01	57	538+22.42	61.18' LT	1470.26	340472.80	652634.81

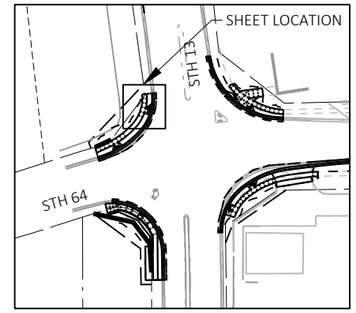
PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	CURB RAMP DETAILS	SHEET 25	E

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

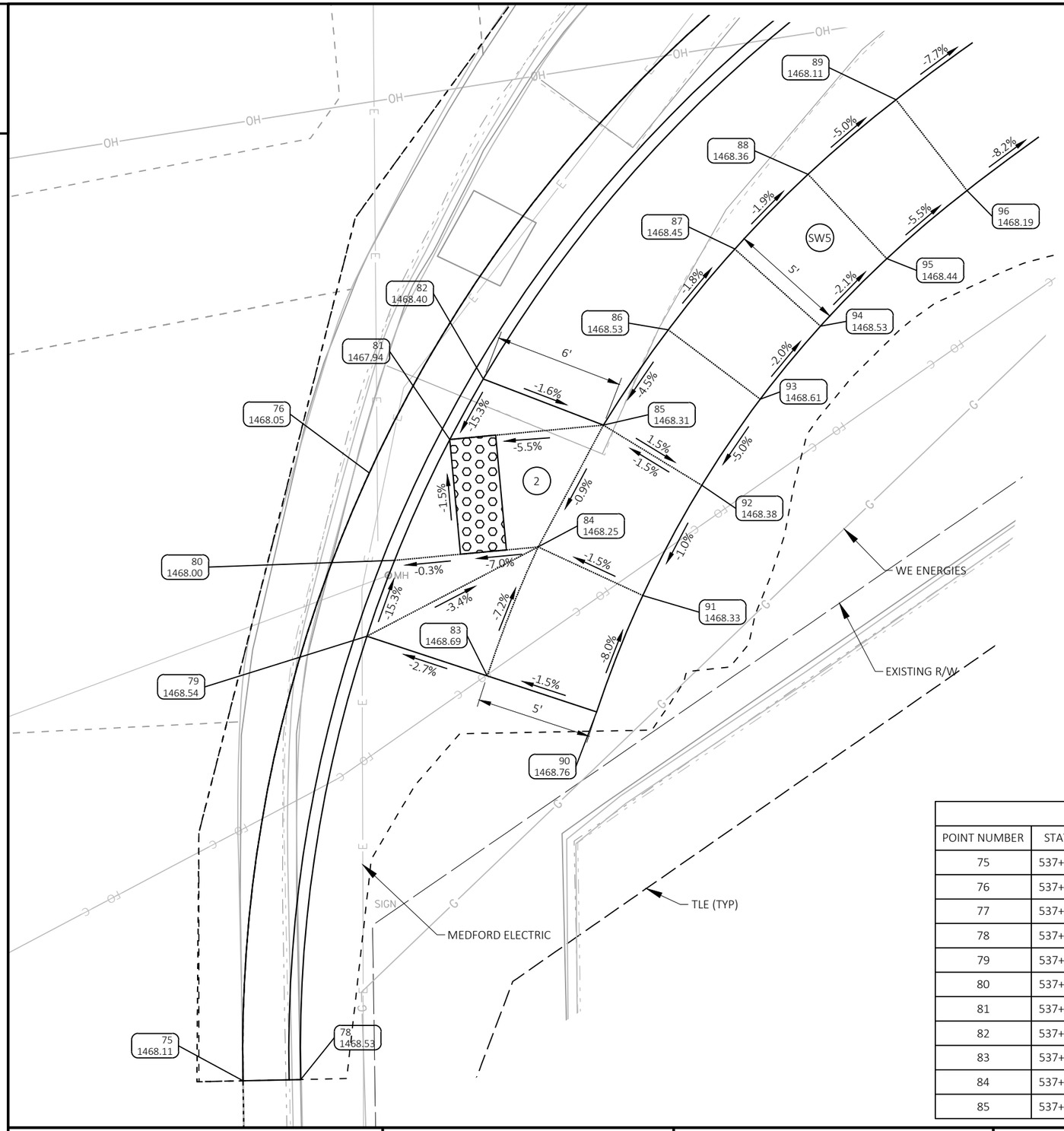




STH 64 NW 2						STH 64 NW 2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
58	160+94.42	51.02' LT	1469.91	340490.89	652665.20	68	160+94.83	70.48' LT	1470.86	340509.79	652660.55
59	161+03.69	73.94' LT	1470.24	340515.42	652668.22	69	160+96.03	75.09' LT	1470.75	340514.55	652660.52
60	160+92.72	52.95' LT	1470.34	340492.30	652663.06	70	160+81.44	55.53' LT	1470.53	340491.87	652651.49
61	160+94.36	55.46' LT	1469.93	340495.15	652663.99	71	160+84.08	58.92' LT	1470.38	340495.83	652653.17
62	160+96.92	60.19' LT	1470.00	340500.38	652665.24	72	160+86.76	63.34' LT	1470.35	340500.80	652654.61
63	160+98.31	63.40' LT	1470.59	340503.85	652665.74	73	160+88.59	67.38' LT	1470.71	340505.17	652655.33
64	160+85.21	52.25' LT	1470.45	340489.68	652655.98	74	160+89.99	71.74' LT	1470.93	340509.75	652655.55
65	160+88.28	56.19' LT	1470.30	340494.29	652657.93	75	160+91.06	75.83' LT	1470.88	340513.98	652655.52
66	160+91.12	60.89' LT	1470.28	340499.56	652659.46						
67	160+93.25	65.58' LT	1470.63	340504.64	652660.30						

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	CURB RAMP DETAILS	SHEET 26	E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021301_CR (CURB RAMP).DWG
LAYOUT NAME - STH 64 NW 2
PLOT DATE : 7/29/2023 10:21 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

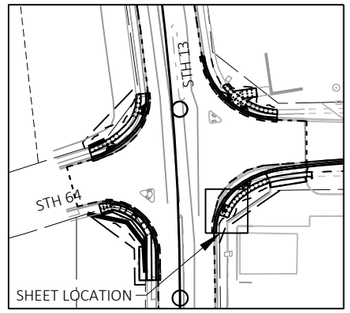


NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L

N

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER



STH 64 SE						STH 64 SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
75	537+11.10	37.18' RT	1468.11	340366.95	652738.47	86	537+42.48	56.73' RT	1468.53	340399.52	652756.92
76	537+36.88	43.53' RT	1468.05	340393.31	652743.95	87	537+45.79	59.76' RT	1468.45	340403.03	652759.81
77	537+57.10	60.85' RT	1467.66	340414.62	652760.40	88	537+48.82	63.07' RT	1468.36	340406.27	652762.99
78	537+11.08	39.68' RT	1468.53	340367.00	652740.97	89	537+51.82	67.02' RT	1468.11	340409.50	652766.80
79	537+29.92	43.17' RT	1468.54	340386.23	652743.85	90	537+26.36	53.02' RT	1468.76	340382.95	652753.82
80	537+33.11	44.48' RT	1468.00	340389.52	652745.04	91	537+31.24	55.19' RT	1468.33	340388.00	652755.81
81	537+38.18	47.08' RT	1467.94	340394.77	652747.44	92	537+35.82	57.92' RT	1468.38	340392.78	652758.37
82	537+40.70	48.63' RT	1468.40	340397.39	652748.90	93	537+39.38	60.60' RT	1468.61	340396.51	652760.91
83	537+28.05	48.33' RT	1468.69	340384.51	652749.07	94	537+42.37	63.34' RT	1468.53	340399.68	652763.52
84	537+33.46	50.73' RT	1468.25	340390.10	652751.28	95	537+45.12	66.33' RT	1468.44	340402.61	652766.40
85	537+38.54	53.76' RT	1468.31	340395.39	652754.11	96	537+47.85	69.93' RT	1468.19	340405.56	652769.88

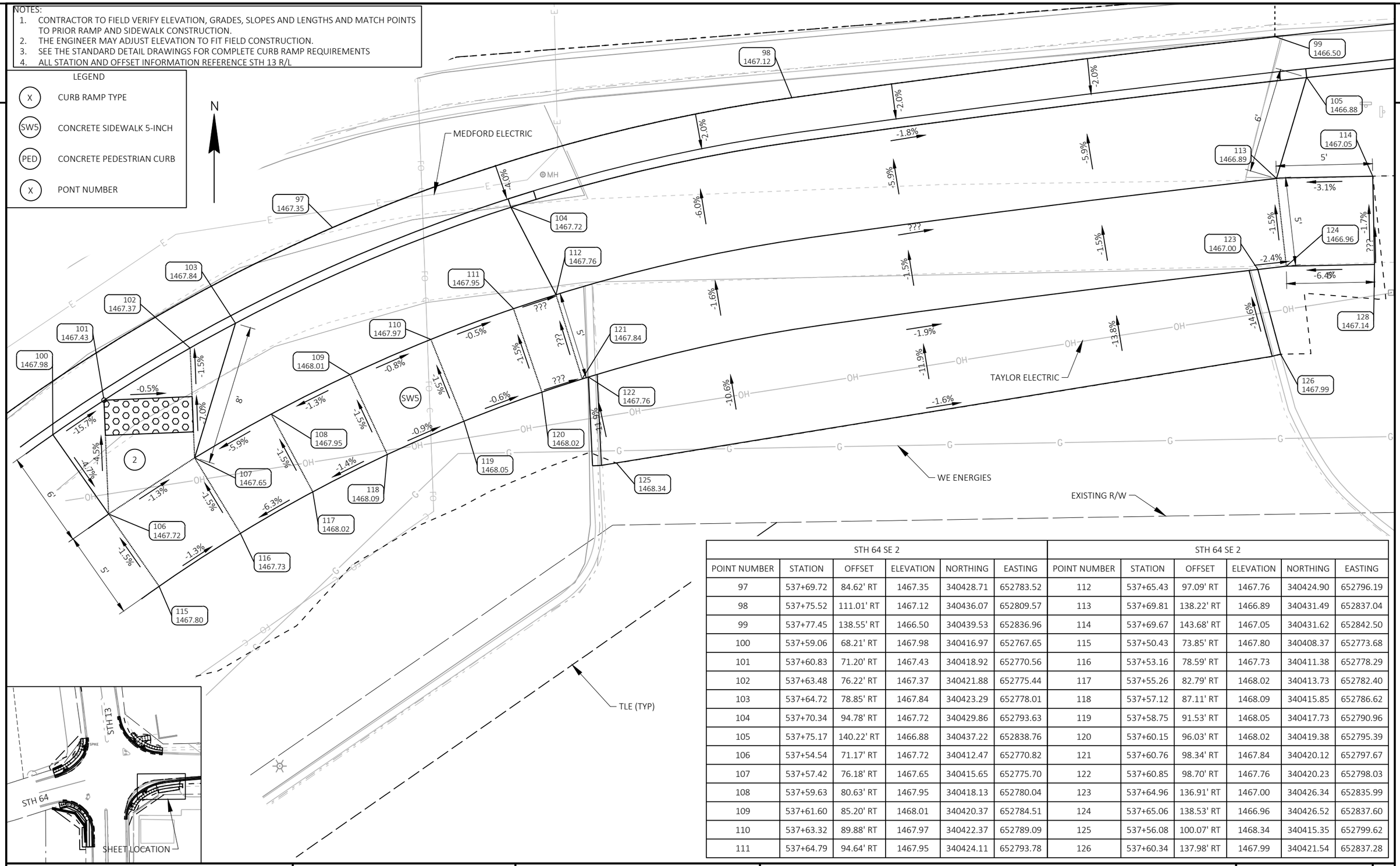
PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	CURB RAMP DETAILS	SHEET 27	E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021301_CR (CURB RAMP).DWG
LAYOUT NAME - STH 64 SE
PLOT DATE : 7/29/2023 10:40 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L

LEGEND

- (X) CURB RAMP TYPE
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE PEDESTRIAN CURB
- (X) PONT NUMBER

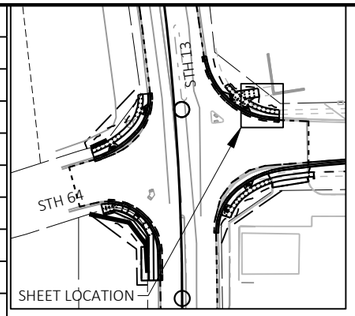


STH 64 SE 2						STH 64 SE 2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
97	537+69.72	84.62' RT	1467.35	340428.71	652783.52	112	537+65.43	97.09' RT	1467.76	340424.90	652796.19
98	537+75.52	111.01' RT	1467.12	340436.07	652809.57	113	537+69.81	138.22' RT	1466.89	340431.49	652837.04
99	537+77.45	138.55' RT	1466.50	340439.53	652836.96	114	537+69.67	143.68' RT	1467.05	340431.62	652842.50
100	537+59.06	68.21' RT	1467.98	340416.97	652767.65	115	537+50.43	73.85' RT	1467.80	340408.37	652773.68
101	537+60.83	71.20' RT	1467.43	340418.92	652770.56	116	537+53.16	78.59' RT	1467.73	340411.38	652778.29
102	537+63.48	76.22' RT	1467.37	340421.88	652775.44	117	537+55.26	82.79' RT	1468.02	340413.73	652782.40
103	537+64.72	78.85' RT	1467.84	340423.29	652778.01	118	537+57.12	87.11' RT	1468.09	340415.85	652786.62
104	537+70.34	94.78' RT	1467.72	340429.86	652793.63	119	537+58.75	91.53' RT	1468.05	340417.73	652790.96
105	537+75.17	140.22' RT	1466.88	340437.22	652838.76	120	537+60.15	96.03' RT	1468.02	340419.38	652795.39
106	537+54.54	71.17' RT	1467.72	340412.47	652770.82	121	537+60.76	98.34' RT	1467.84	340420.12	652797.67
107	537+57.42	76.18' RT	1467.65	340415.65	652775.70	122	537+60.85	98.70' RT	1467.76	340420.23	652798.03
108	537+59.63	80.63' RT	1467.95	340418.13	652780.04	123	537+64.96	136.91' RT	1467.00	340426.34	652835.99
109	537+61.60	85.20' RT	1468.01	340420.37	652784.51	124	537+65.06	138.53' RT	1466.96	340426.52	652837.60
110	537+63.32	89.88' RT	1467.97	340422.37	652789.09	125	537+56.08	100.07' RT	1468.34	340415.35	652799.62
111	537+64.79	94.64' RT	1467.95	340424.11	652793.78	126	537+60.34	137.98' RT	1467.99	340421.54	652837.28

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	CURB RAMP DETAILS	SHEET 28	E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021301_CR (CURB RAMP).DWG
LAYOUT NAME - STH 64 SE (2)
PLOT DATE : 7/29/2023 10:42 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

STH 64 NE 1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
129	538+24.66	110.07' RT	1468.07	340487.06	652805.48
130	538+25.25	104.80' RT	1468.21	340487.31	652800.19
131	538+32.74	78.87' RT	1468.93	340493.16	652773.76
132	538+27.05	110.36' RT	1468.49	340489.56	652805.60
133	538+27.64	105.09' RT	1468.63	340489.80	652800.30
134	538+34.72	80.40' RT	1469.33	340495.30	652775.14
135	538+36.06	77.74' RT	1468.92	340496.48	652772.38
136	538+38.89	72.83' RT	1469.02	340499.01	652767.27
137	538+42.86	67.14' RT	1469.72	340502.63	652761.28
138	538+45.34	64.07' RT	1469.83	340504.94	652758.03
139	538+30.30	110.76' RT	1468.62	340492.96	652805.75
140	538+31.04	105.63' RT	1468.77	340493.37	652800.58
141	538+32.09	100.75' RT	1468.92	340494.09	652795.63
142	538+33.47	95.96' RT	1469.08	340495.16	652790.75
143	538+35.17	91.28' RT	1469.24	340496.58	652785.95
144	538+37.20	86.74' RT	1469.40	340498.32	652781.27
145	538+39.53	82.36' RT	1469.49	340500.40	652776.72
146	538+42.09	77.95' RT	1469.20	340502.69	652772.13
147	538+45.22	73.07' RT	1469.28	340505.51	652767.01
148	538+49.14	67.98' RT	1469.61	340509.12	652761.61
149	538+34.76	111.32' RT	1468.69	340497.64	652805.97
150	538+35.72	106.68' RT	1468.83	340498.29	652801.26
151	538+36.75	102.01' RT	1468.99	340499.01	652796.53
152	538+38.04	97.56' RT	1469.14	340500.01	652791.99
153	538+39.63	93.21' RT	1469.30	340501.32	652787.54
154	538+41.52	88.99' RT	1469.47	340502.94	652783.18
155	538+43.70	84.93' RT	1469.56	340504.87	652778.95
156	538+46.26	80.53' RT	1469.27	340507.16	652774.36
157	538+49.16	75.99' RT	1469.35	340509.78	652769.60
158	538+52.82	71.26' RT	1469.68	340513.15	652764.58
159	538+50.02	90.96' RT	1470.98	340511.85	652784.46
160	538+49.73	85.97' RT	1470.38	340511.16	652779.50
161	538+49.45	80.98' RT	1469.77	340510.47	652774.55
162	538+58.69	90.45' RT	1471.24	340520.74	652783.22
163	538+58.42	85.46' RT	1470.64	340520.05	652778.27
164	538+58.15	80.47' RT	1470.04	340519.36	652773.31
165	538+57.88	75.48' RT	1469.71	340518.67	652768.36



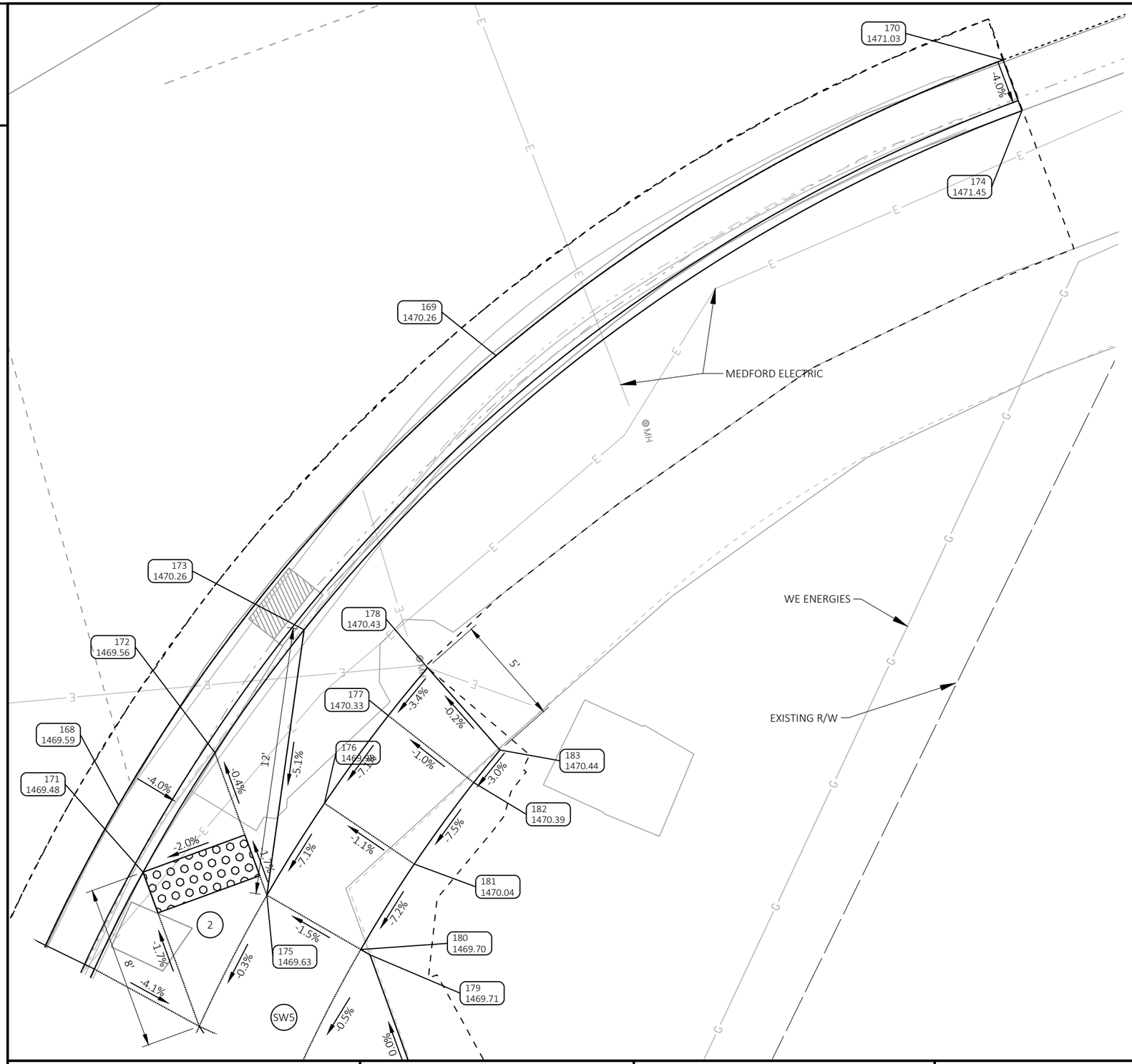
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L

LEGEND
- (X) CURB RAMP TYPE
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE PEDESTRIAN CURB
- (X) PONT NUMBER

EXISTING R/W
WE ENERGIES
MEDFORD ELECTRIC
MH
N

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	CURB RAMP DETAILS	SHEET 29	E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021301_CR (CURB RAMP).DWG
LAYOUT NAME - STH 64 NE 1
PLOT DATE : 7/29/2023 10:23 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L

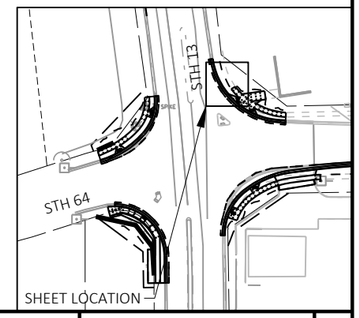
LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

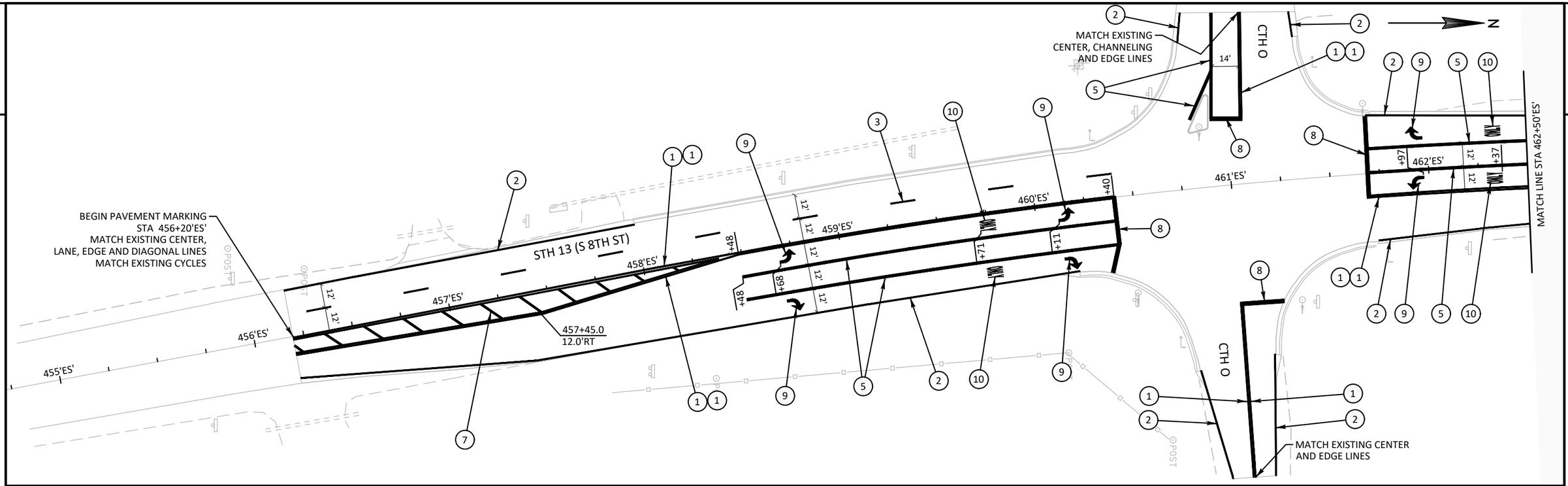
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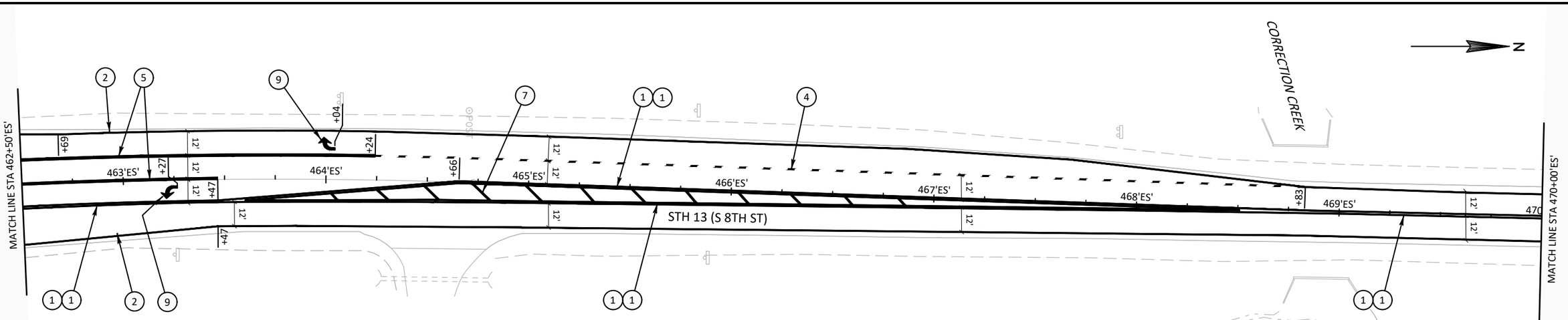
STH 64 NE 2

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
168	538+48.48	57.14' RT	1469.59	340507.59	652750.87
169	538+70.70	42.29' RT	1470.26	340528.90	652734.18
170	538+96.69	36.19' RT	1471.03	340554.59	652725.67
171	538+48.69	60.43' RT	1469.48	340508.06	652754.12
172	538+53.33	56.08' RT	1469.56	340512.43	652749.41
173	538+58.78	51.84' RT	1470.26	340517.63	652744.73
174	538+96.81	38.69' RT	1471.45	340554.96	652728.14
175	538+53.74	63.07' RT	1469.63	340513.43	652756.34
176	538+57.41	59.77' RT	1469.98	340516.90	652752.74
177	538+61.31	56.74' RT	1470.33	340520.61	652749.40
178	538+63.63	55.15' RT	1470.43	340522.84	652747.61
179	538+57.42	67.06' RT	1469.71	340517.51	652760.01
180	538+57.09	66.70' RT	1469.70	340517.14	652759.68
181	538+60.51	63.64' RT	1470.04	340520.37	652756.34
182	538+64.13	60.83' RT	1470.39	340523.83	652753.23
183	538+65.69	59.75' RT	1470.44	340525.32	652752.01



PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	CURB RAMP DETAILS	SHEET 30	E

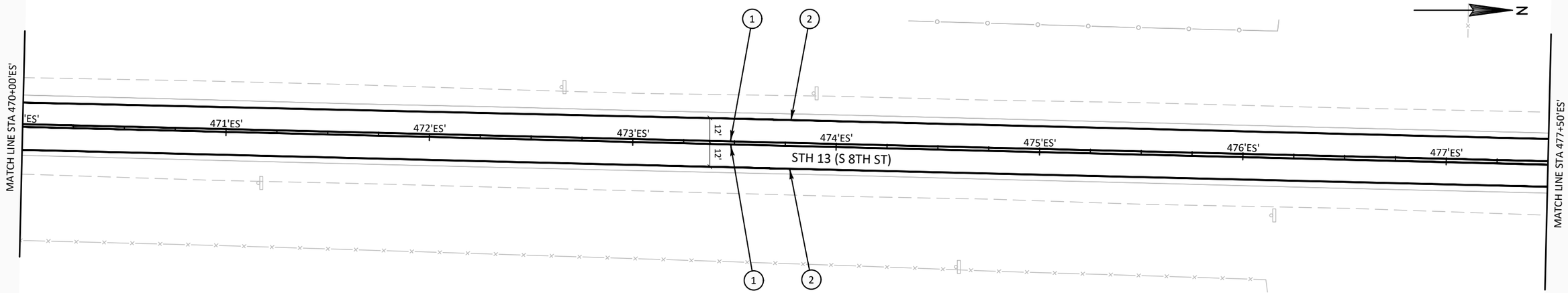




KEYNOTE LEGEND: PAVEMENT MARKING	
1	MARKING LINE EPOXY 6-INCH (YELLOW)
2	MARKING LINE EPOXY 6-INCH (WHITE)
3	MARKING LINE EPOXY 6-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	MARKING LINE EPOXY 6-INCH (WHITE) (3.0 FT LINE 9.0 FT SKIP)
5	MARKING LINE EPOXY 10-INCH (WHITE)

KEYNOTE LEGEND: PAVEMENT MARKING	
7	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING ARROW EPOXY (WHITE)
10	MARKING WORD EPOXY (WHITE)
11	MARKING LINE EPOXY 6-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)

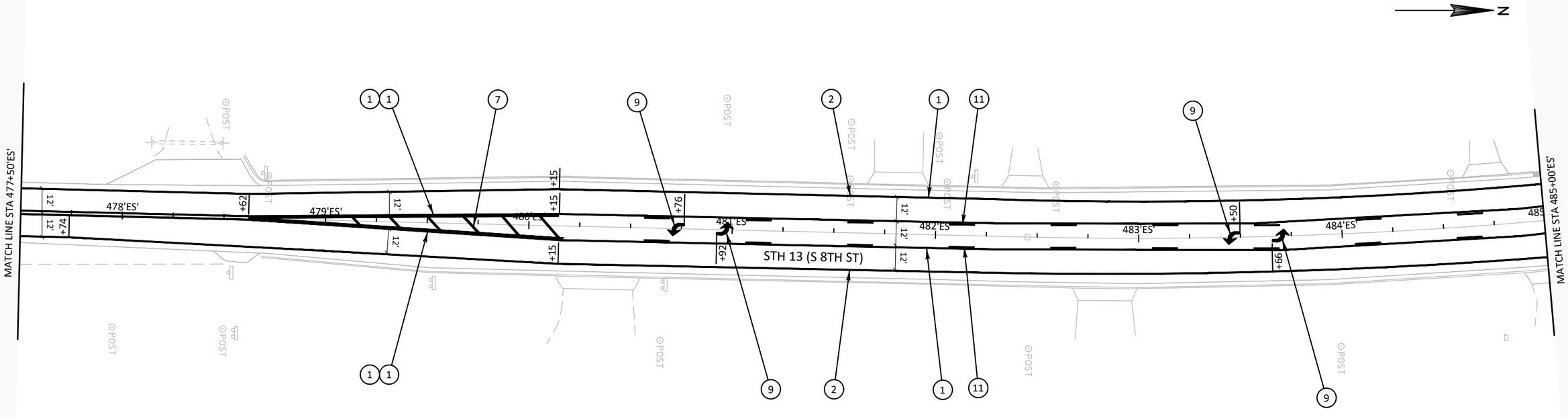
KEYNOTE LEGEND: PAVEMENT MARKING	
12	MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)
13	MARKING CURB EPOXY (YELLOW)
14	MARKING ISLAND NOSE EPOXY (YELLOW)

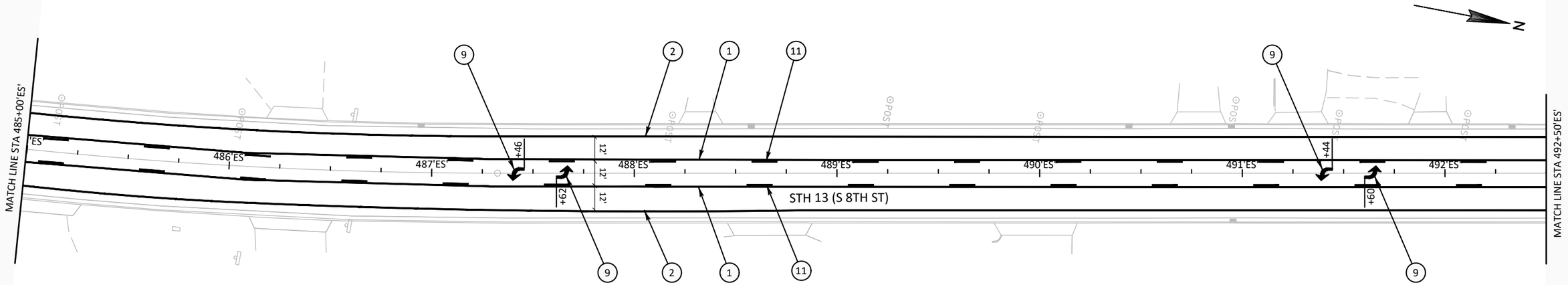


KEYNOTE LEGEND: PAVEMENT MARKING	
1	MARKING LINE EPOXY 6-INCH (YELLOW)
2	MARKING LINE EPOXY 6-INCH (WHITE)
3	MARKING LINE EPOXY 6-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	MARKING LINE EPOXY 6-INCH (WHITE) (3.0 FT LINE 9.0 FT SKIP)
5	MARKING LINE EPOXY 10-INCH (WHITE)

KEYNOTE LEGEND: PAVEMENT MARKING	
7	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING ARROW EPOXY (WHITE)
10	MARKING WORD EPOXY (WHITE)
11	MARKING LINE EPOXY 6-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)

KEYNOTE LEGEND: PAVEMENT MARKING	
12	MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)
13	MARKING CURB EPOXY (YELLOW)
14	MARKING ISLAND NOSE EPOXY (YELLOW)

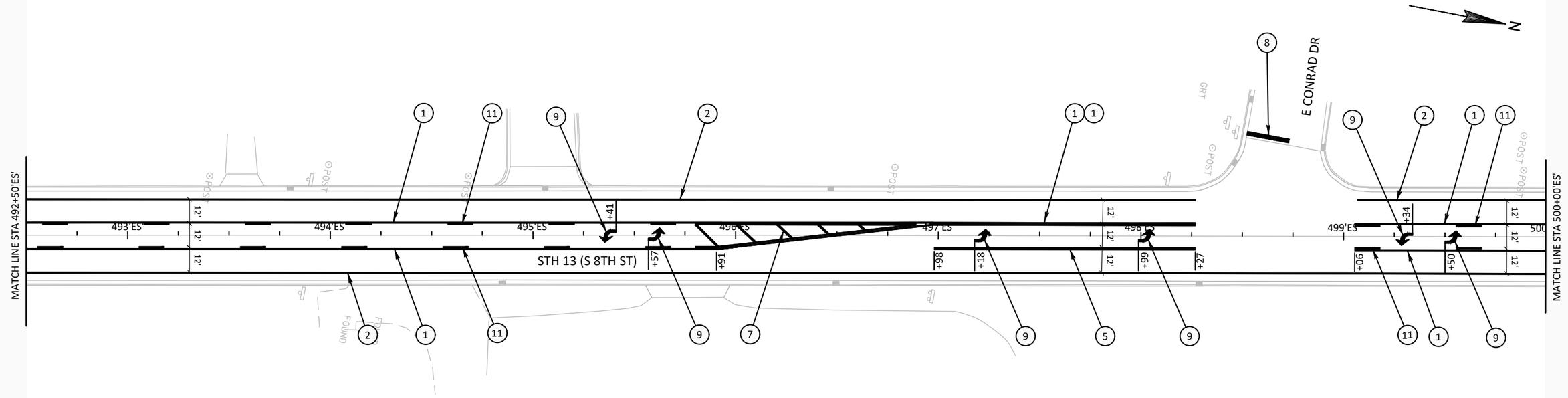


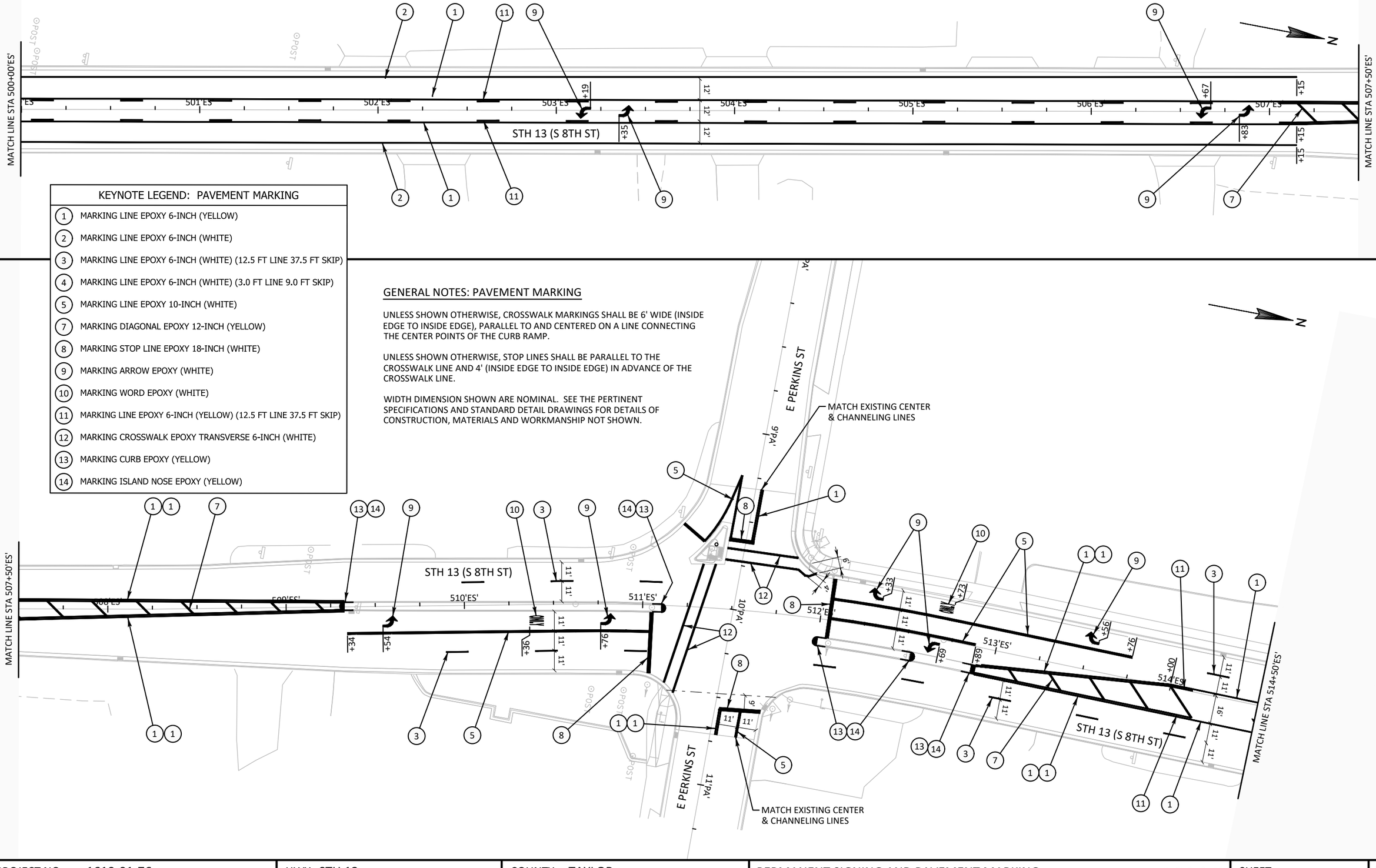


KEYNOTE LEGEND: PAVEMENT MARKING	
1	MARKING LINE EPOXY 6-INCH (YELLOW)
2	MARKING LINE EPOXY 6-INCH (WHITE)
3	MARKING LINE EPOXY 6-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	MARKING LINE EPOXY 6-INCH (WHITE) (3.0 FT LINE 9.0 FT SKIP)
5	MARKING LINE EPOXY 10-INCH (WHITE)

KEYNOTE LEGEND: PAVEMENT MARKING	
7	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING ARROW EPOXY (WHITE)
10	MARKING WORD EPOXY (WHITE)
11	MARKING LINE EPOXY 6-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)

KEYNOTE LEGEND: PAVEMENT MARKING	
12	MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)
13	MARKING CURB EPOXY (YELLOW)
14	MARKING ISLAND NOSE EPOXY (YELLOW)





KEYNOTE LEGEND: PAVEMENT MARKING

1	MARKING LINE EPOXY 6-INCH (YELLOW)
2	MARKING LINE EPOXY 6-INCH (WHITE)
3	MARKING LINE EPOXY 6-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	MARKING LINE EPOXY 6-INCH (WHITE) (3.0 FT LINE 9.0 FT SKIP)
5	MARKING LINE EPOXY 10-INCH (WHITE)
7	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING ARROW EPOXY (WHITE)
10	MARKING WORD EPOXY (WHITE)
11	MARKING LINE EPOXY 6-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
12	MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)
13	MARKING CURB EPOXY (YELLOW)
14	MARKING ISLAND NOSE EPOXY (YELLOW)

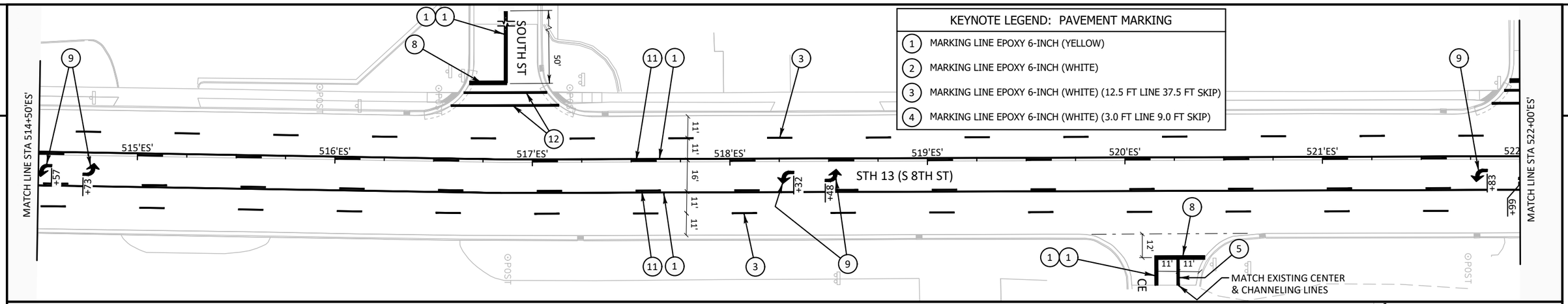
GENERAL NOTES: PAVEMENT MARKING

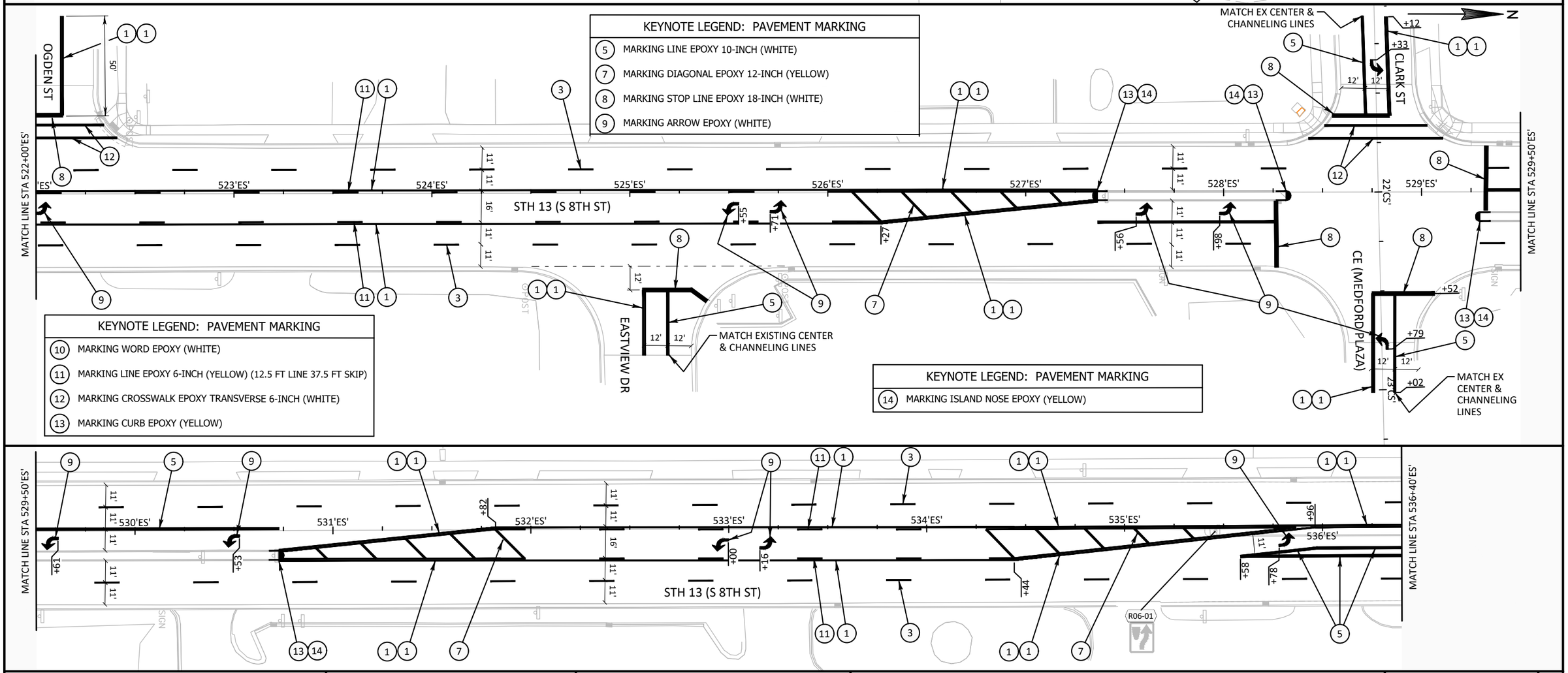
UNLESS SHOWN OTHERWISE, CROSSWALK MARKINGS SHALL BE 6' WIDE (INSIDE EDGE TO INSIDE EDGE), PARALLEL TO AND CENTERED ON A LINE CONNECTING THE CENTER POINTS OF THE CURB RAMP.

UNLESS SHOWN OTHERWISE, STOP LINES SHALL BE PARALLEL TO THE CROSSWALK LINE AND 4' (INSIDE EDGE TO INSIDE EDGE) IN ADVANCE OF THE CROSSWALK LINE.

WIDTH DIMENSION SHOWN ARE NOMINAL. SEE THE PERTINENT SPECIFICATIONS AND STANDARD DETAIL DRAWINGS FOR DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN.

2





PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PERMANENT SIGNING AND PAVEMENT MARKING	PAGE 05 OF 06	SHEET 35	E

FILE NAME : X:\UZ\W\WITNW\160524\5-final-dsgn\51-drawings\40-TransHwy\Civil 3D\16100176\SheetsPlan\SEC 02 Typ Sec & Details\024500_pm (Pavement Marking).dwg
PLOT DATE : 7/29/2023 8:20 PM
PLOT BY : SEH
LAYOUT NAME : 05
PLOT SCALE : 1.0 IN = 50.0 FT
WISDOT/CADDS SHEET 42

KEYNOTE LEGEND: PERMANENT SIGNING

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE
- xx00-00 DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: M=MOVE; R=REMOVE

END MARKING
STA 160+00'BA'
MATCH EXISTING CENTER
& CHANNELING LINES

STH 64 (E BROADWAY AV)

*SOUTH LINES (ALONG 'BA' ALIGNMENT)

160'BA'

+14

+20

12'

537+30.4
51.8'LT

SPREAD NORTH
LINES 2.0' NORTH

161'BA'

538'ES'

537'ES'

MATCH LINE STA 536+40'ES'

+58

+98

SPREAD NORTH
LINE 2.0' NORTH

161+97.2
10.2'RT

62'BA'

+35

+54

162+69.5
2.8'RT
R=1000.0'

163'BA'

163+41.6
0.0'

163+44.3
6.7'LT

164'BA'

MATCH LINE 164+00'BA'
(SEE INSET THIS SHEET)

538+56.4
14.5'RT

539'ES'

+84

+81

540'ES'

539+64.9
10.7'RT

540+00.2
4.5'LT

541'ES

541+02.0
3.0'LT

542'ES'

543'ES'

STH 13 (N 8TH ST)

END MARKING
STA 541+85'ES'
MATCH EXISTING LANE &
CENTER LINES

N

KEYNOTE LEGEND: PAVEMENT MARKING	
1	MARKING LINE EPOXY 6-INCH (YELLOW)
2	MARKING LINE EPOXY 6-INCH (WHITE)
3	MARKING LINE EPOXY 6-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	MARKING LINE EPOXY 6-INCH (WHITE) (3.0 FT LINE 9.0 FT SKIP)
5	MARKING LINE EPOXY 10-INCH (WHITE)
7	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING ARROW EPOXY (WHITE)
10	MARKING WORD EPOXY (WHITE)
11	MARKING LINE EPOXY 6-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
12	MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)
13	MARKING CURB EPOXY (YELLOW)
14	MARKING ISLAND NOSE EPOXY (YELLOW)

MATCH LINE 164+00'BA'

STH 64 (E BROADWAY AV)

165'BA'

+70

END MARKING
STA 165+70'BA'
MATCH EXISTING
CENTER LINES

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PERMANENT SIGNING AND PAVEMENT MARKING	PAGE 06 OF 06	SHEET 36	E

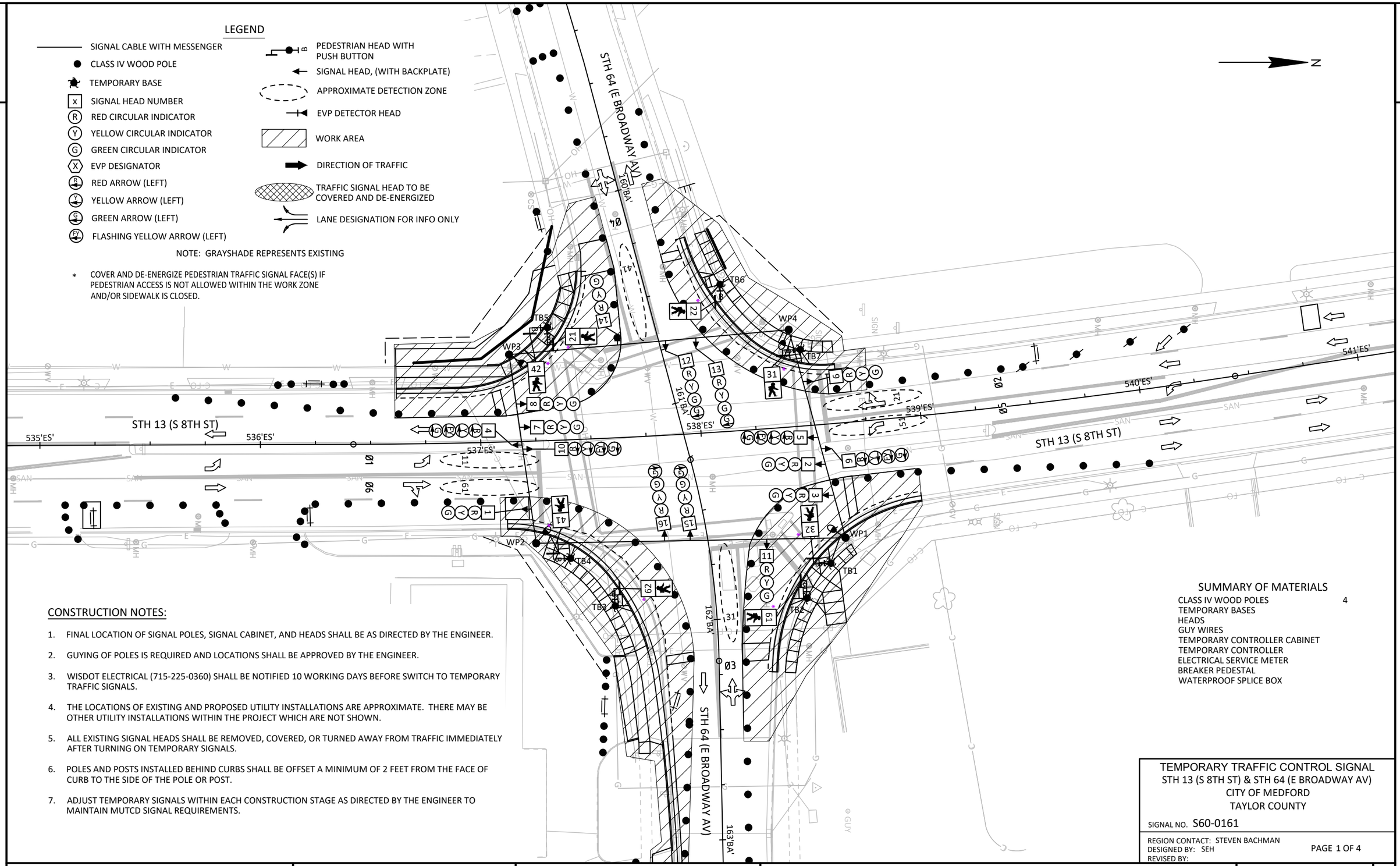
2

LEGEND

- SIGNAL CABLE WITH MESSENGER
- CLASS IV WOOD POLE
- TEMPORARY BASE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- EVP DESIGNATOR
- RED ARROW (LEFT)
- YELLOW ARROW (LEFT)
- GREEN ARROW (LEFT)
- FLASHING YELLOW ARROW (LEFT)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- SIGNAL HEAD, (WITH BACKPLATE)
- APPROXIMATE DETECTION ZONE
- EVP DETECTOR HEAD
- WORK AREA
- DIRECTION OF TRAFFIC
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- LANE DESIGNATION FOR INFO ONLY

NOTE: GRAYSHADE REPRESENTS EXISTING

* COVER AND DE-ENERGIZE PEDESTRIAN TRAFFIC SIGNAL FACE(S) IF PEDESTRIAN ACCESS IS NOT ALLOWED WITHIN THE WORK ZONE AND/OR SIDEWALK IS CLOSED.



CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. WISDOT ELECTRICAL (715-225-0360) SHALL BE NOTIFIED 10 WORKING DAYS BEFORE SWITCH TO TEMPORARY TRAFFIC SIGNALS.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
6. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POLE OR POST.
7. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

SUMMARY OF MATERIALS

CLASS IV WOOD POLES	4
TEMPORARY BASES	
HEADS	
GUY WIRES	
TEMPORARY CONTROLLER CABINET	
TEMPORARY CONTROLLER	
ELECTRICAL SERVICE METER	
BREAKER PEDESTAL	
WATERPROOF SPLICE BOX	

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 13 (S 8TH ST) & STH 64 (E BROADWAY AV)
CITY OF MEDFORD
TAYLOR COUNTY

SIGNAL NO. S60-0161

REGION CONTACT: STEVEN BACHMAN
DESIGNED BY: SEH
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 3700-50-79	HWY: STH 13	COUNTY: TAYLOR	TEMPORARY TRAFFIC SIGNAL PLANS - STAGE 1	SHEET 37	E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\024000_SP (TRF SIG SHT TEMP STG 1).DWG PLOT DATE : 7/27/2023 11:04 AM PLOT BY : SEH LAYOUT NAME : 01 PLOT SCALE : 1.0 IN = 40.0 FT

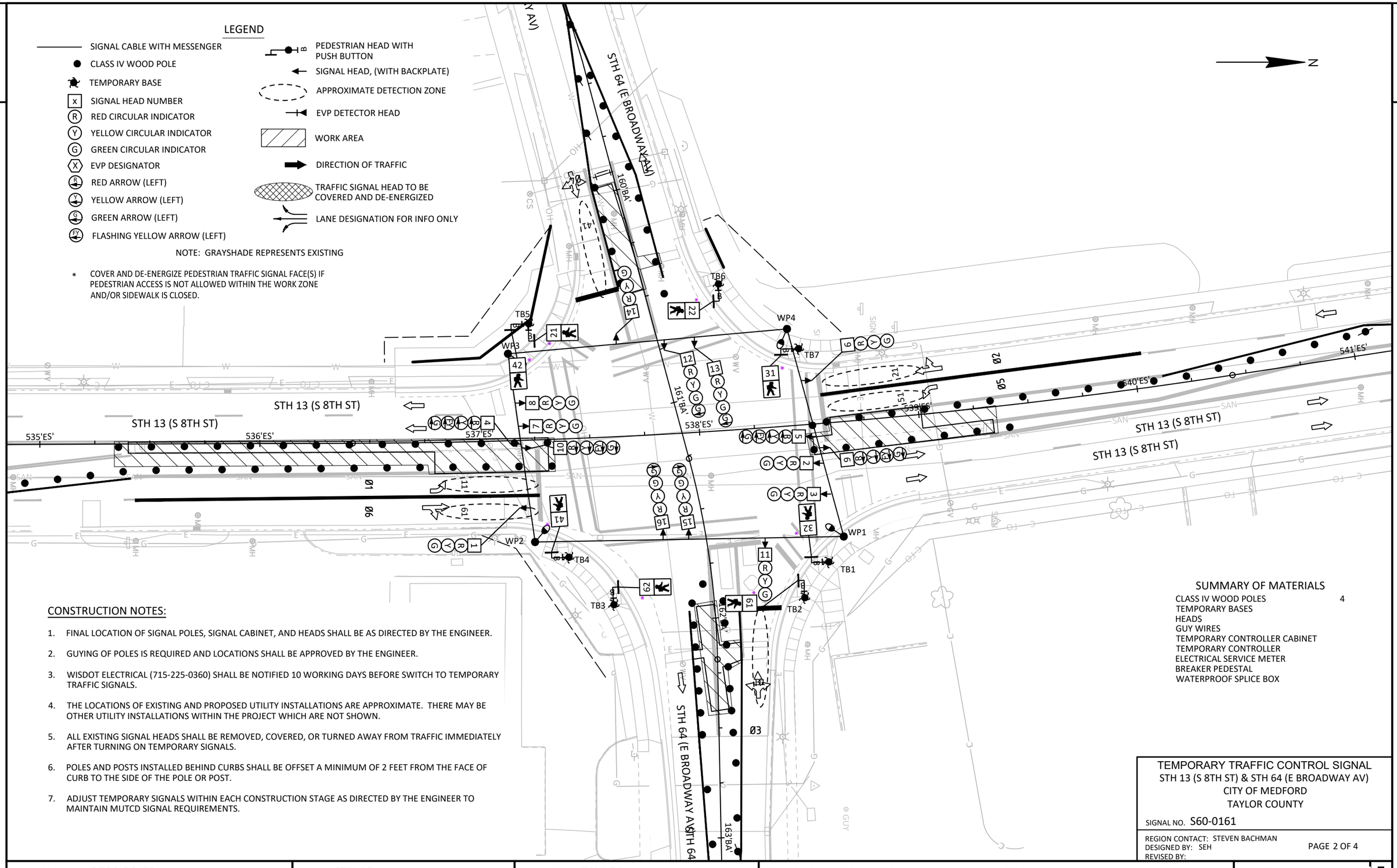
WISDOT/CADDS SHEET 42

LEGEND

- SIGNAL CABLE WITH MESSENGER
- CLASS IV WOOD POLE
- TEMPORARY BASE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- EVP DESIGNATOR
- RED ARROW (LEFT)
- YELLOW ARROW (LEFT)
- GREEN ARROW (LEFT)
- FLASHING YELLOW ARROW (LEFT)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- SIGNAL HEAD, (WITH BACKPLATE)
- APPROXIMATE DETECTION ZONE
- EVP DETECTOR HEAD
- WORK AREA
- DIRECTION OF TRAFFIC
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- LANE DESIGNATION FOR INFO ONLY

NOTE: GRAYSHADE REPRESENTS EXISTING

* COVER AND DE-ENERGIZE PEDESTRIAN TRAFFIC SIGNAL FACE(S) IF PEDESTRIAN ACCESS IS NOT ALLOWED WITHIN THE WORK ZONE AND/OR SIDEWALK IS CLOSED.



CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. WISDOT ELECTRICAL (715-225-0360) SHALL BE NOTIFIED 10 WORKING DAYS BEFORE SWITCH TO TEMPORARY TRAFFIC SIGNALS.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
6. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POLE OR POST.
7. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

SUMMARY OF MATERIALS

CLASS IV WOOD POLES	4
TEMPORARY BASES	
HEADS	
GUY WIRES	
TEMPORARY CONTROLLER CABINET	
TEMPORARY CONTROLLER	
ELECTRICAL SERVICE METER	
BREAKER PEDESTAL	
WATERPROOF SPLICE BOX	

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 13 (S 8TH ST) & STH 64 (E BROADWAY AV)
CITY OF MEDFORD
TAYLOR COUNTY

SIGNAL NO. S60-0161

REGION CONTACT: STEVEN BACHMAN
DESIGNED BY: SEH
REVISED BY:

PROJECT NO: 3700-50-79	HWY: STH 13	COUNTY: TAYLOR	TEMPORARY TRAFFIC SIGNAL PLANS - STAGE 2	SHEET 38	E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\024000_SP (TRF SIG SHT TEMP STG 2).DWG
PLOT DATE : 7/27/2023 11:05 AM
PLOT BY : SEH
LAYOUT NAME : 01
PLOT SCALE : 1.0 IN = 40.0 FT
WISDOT/CADDS SHEET 42

2

N

	HEAD NUMBERS	FLASH
Ø1	4,5	R
Ø2	6,7,8	R
Ø3	14,15	R
Ø4	16,17,18	R
Ø5	9,10	R
Ø6	1,2,3	R
Ø7	19,20	R
Ø8	11,12,13	R
Ø2P	21,22	
Ø4P	41,42	
Ø6P	61,62	
Ø8P	81,82	
OLE	4,5	-
OLF	14,15	-
OLG	9,10	-
OLH	19,20	-

CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
PREEMPTION CHANNEL	3	4	5	6
MOVEMENT				
DIRECTION	SB	NB	EB	WB
PHASE	2+5	6+1	4+7	8+3

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY. SEE CHART 1.

CHART 1

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

STH 13 (S. 8TH STREET) & STH 64 (E. BROADWAY AVENUE)
CITY OF MEDFORD
TAYLOR COUNTY

SIGNAL NO: S60-0161 CABINET TYPE: TS2
CONTROLLER TYPE: ASC/3 - 1000
DATE: 08/2023 PAGE NO. 2 OF 2

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	X
TWISTED PAIR	
FIBER OPTIC*	X
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	X

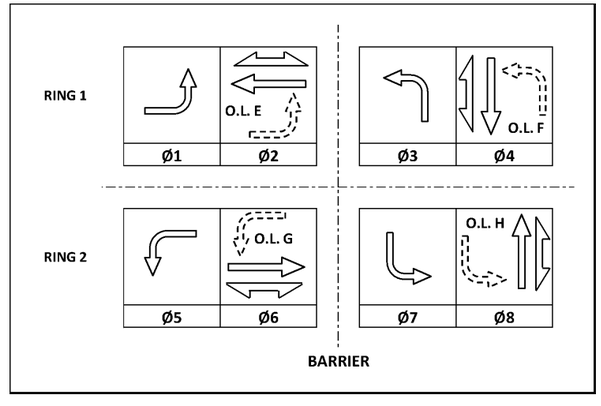
TYPE OF LIGHTING	
BY OTHER AGENCY	X
IN TRAFFIC CABINET	
IN SEPARATE DOT LIGHTING CABINET	

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)	11	21	32	51	52	71	81									
CALLED PHASE	1	2	3	5	5	7	8									
CALL OPTION	X	X	X	X	X	X	X									
DELAY TIME																
EXTENTION OPTION	X	X	X	X	X	X	X									
EXTEND TIME																
USE ADDED INITIAL	X	X	X	X	X	X	X									
CROSS SWITCH PHASE																

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)	12	31	41	51	61	72	82									
CALLED PHASE	1	3	4	5	6	7	8									
CALL OPTION	X	X	X	X	X	X	X									
DELAY TIME																
EXTENTION OPTION	X	X	X	X	X	X	X									
EXTEND TIME																
USE ADDED INITIAL	X	X	X	X	X	X	X									
CROSS SWITCH PHASE																



FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\024000_SP (TRF SIG SHT TEMP STG 2).DWG PLOT DATE : 7/27/2023 11:05 AM PLOT BY : SEH LAYOUT NAME : SEQ OF OP BROADWAY (TEMP)PLOT SCALE : 1.0 IN = 40.0 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY SIGNAL TIMING INFORMATION

STH 13 & STH 64								
PHASE	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
DIRECTION	NBL	SBT	WBL	EBT	SBL	NBT	EBL	WBT
MIN GREEN	7.0	15.0	10.0	10.0	7.0	15.0	-	-
WALK	-	7.0	7.0	7.0	-	7.0	-	-
PED CLEAR	-	22.0	25.0	24.0	-	22.0	-	-
VEHICLE EXT	2.0	5.0	2.0	2.0	2.0	5.0	-	-
MAX1	25.0	45.0	30.0	30.0	25.0	45.0	-	-
MAX2	25.0	55.0	40.0	40.0	25.0	55.0	-	-
YELLOW	3.2	3.2	3.6	3.2	3.2	3.2	-	-
RED CLEAR	2.6	3.2	3.5	3.5	2.6	3.2	-	-
MIN GAP	2.0	3.0	2.0	2.0	2.0	3.0	-	-

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 13 (S 8TH ST) & STH 64 (E BROADWAY AV)
CITY OF MEDFORD
TAYLOR COUNTY

SIGNAL NO. S60-0161

REGION CONTACT: STEVEN BACHMAN
DESIGNED BY: SEH
REVISED BY:

PROJECT NO: 3700-50-79	HWY: STH 13	COUNTY: TAYLOR	TEMPORARY TRAFFIC SIGNAL PLANS - TRAFFIC SIGNAL SIGNAL TIMINGS	SHEET 40	E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\024000_SP (TRF SIG SHT TEMP STG 2).DWG PLOT DATE : 7/27/2023 11:05 AM PLOT BY : SEH LAYOUT NAME : TEMP SIGNAL TIMING PLOT SCALE : 1.0 IN = 40.0 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 3", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 12" X 24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"
- EVP DETECTOR HEAD
- S STOP SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

N

STH 64 (E BROADWAY AV)

160'BA'

25'

SB10

SB11

PB9

SB12

PB10

PB11

270' TO NEAR RIGHT

135' TO NEAR RIGHT

541'ES'

540'ES'

539'ES'

538'ES'

537'ES'

536'ES'

535'ES'

STH 13 (S 8TH ST)

NOTE, LOOP 43 NOT USED
LOOPS 42, 43 & 72 SAWCUT

1-2" SIGNAL INTERCONNECT
CONDUIT TO CLARK STREET

SB7

SB8

SB9

PB7

PB8

2-3"

15'

PB6

SB6

(11)

PB12

SB13

12'

PB3

SB5

SB4

SB2

PB2

PB1

SB14

SB1

CB1

SB3

20'

162'BA'

163'BA'

STH 64 (E BROADWAY AV)

NOTE, LOOP 31 & 81 HAVE CONDULETS
LOOP82 SAWCUT

PB5

PB4

270' TO NEAR RIGHT

135' TO NEAR RIGHT

TRAFFIC CONTROL SIGNAL
STH 13 (S 8TH ST) & STH 64 (E BROADWAY AV)
CITY OF MEDFORD
TAYLOR COUNTY

SIGNAL NO. S60-0161

REGION CONTACT: STEVEN BACHMAN
DESIGNED BY: SEH
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 3700-50-79	HWY: STH 13	COUNTY: TAYLOR	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 41 E

2

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE SPECIAL, POLE, 35'-45' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 42"
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- XX SIGNAL HEAD NUMBER
- LANE DESIGNATION FOR INFO ONLY

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
   ** TUNNEL VISOR REQUIRED.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (715) 225-0360.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. TRAFFIC SIGNAL CABINET AND CONTROLLER TO BE FURNISHED AND INSTALLED BY WISDOT PERSONNEL.
6. WISDOT TO FURNISH EVP DETECTORS AND MOUNTING BRACKETS. CONTRACTOR TO INSTALL EVP DETECTORS AND MOUNTING BRACKETS. CONTRACTOR TO FURNISH AND INSTALL EVP CABLE AND ALL INCIDENTALS TO COMPLETE THE WORK.

N

MATCH LINE 159+25'BA'

STH 64 (E BROADWAY AV)

POSTED SPEED LIMIT = 30 MPH

160'BA'

4 - 6'X20' 3 TURNS

INTERCEPT AND EXTEND EXISTING 3" SIGNAL INTERCONNECT CONDUIT TO PB7

1-3" SIGNAL INTERCONNECT CONDUIT TO CLARK ST TO REMAIN

STH 13 (S 8TH ST)

535'ES' 536'ES' 537'ES' 538'ES' 539'ES' 540 ES' 541'ES'

161'BA'

2 - 6'X20' 3 TURNS

6'X20' 3 TURNS

210' TO STOPBAR

230' TO STOPBAR

PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12 PB1 PB2 PB3 PB4

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10 SB11 SB12

CB1 CPB1

R/W

2-3"

45'

50'

162'BA'

1 - 9'X20' 3 TURNS

3 - 6'X20' 3 TURNS

STH 64 (E BROADWAY AV)

POSTED SPEED LIMIT = 35 MPH

MATCH LINE 163+00'BA'

- XX (R Y G) SIGNAL HEAD WITH RETROREFLECTIVE BACKPLATE
- ** XX (R Y G) SIGNAL HEAD WITH RETROREFLECTIVE BACKPLATE AND TUNNEL VISORS
- VX VIDEO DETECTION CAMERA
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (FY) (Y) YELLOW ARROW
- (G) GREEN ARROW
- DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 13 (S 8TH ST) & STH 64 (E BROADWAY AV)
CITY OF MEDFORD
TAYLOR COUNTY

SIGNAL NO. S60-0161
CABINET TYPE: TS-2
CONTROLLER TYPE: ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE _____ REGION TRAFFIC ENGINEER

APPROVED
DATE _____ STATE TRAFFIC ENGINEER

REGION CONTACT: STEVEN BACHMAN
DESIGNED BY: SEH
REVISED BY:

PAGE 1 OF 4

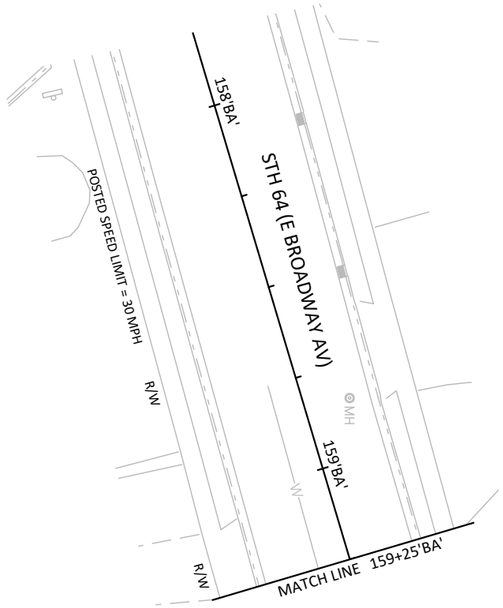
PROJECT NO: 3700-50-79	HWY: STH 13	COUNTY: TAYLOR	TRAFFIC SIGNAL PLAN	SHEET 42	E

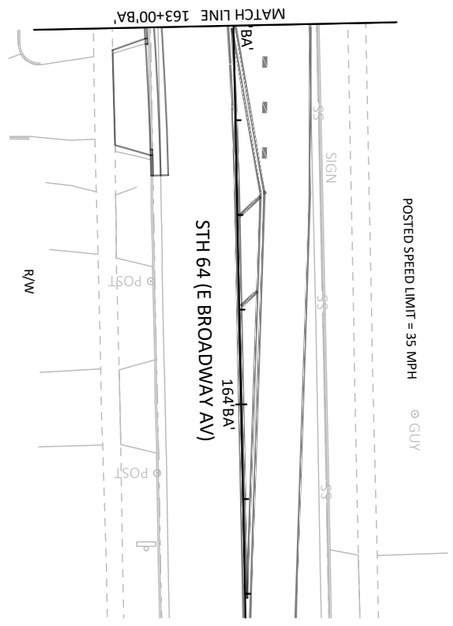
FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\024003_SP (TRF SIG SHT PROPOSED).DWG PLOT DATE : 7/27/2023 11:07 AM PLOT BY : SEH LAYOUT NAME : 01 PLAN PLOT SCALE : 1.0 IN = 40.0 FT

WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
STH 13 (S 8TH ST) & STH 64 (E BROADWAY AV)
CITY OF MEDFORD
TAYLOR COUNTY

SIGNAL NO. S60-0161

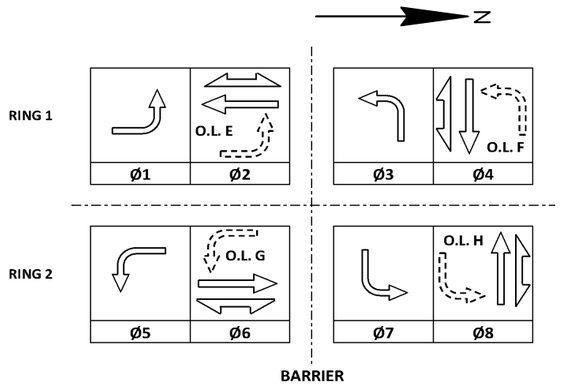
REGION CONTACT: STEVEN BACHMAN
DESIGNED BY: SEH
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 3700-50-79	HWY: STH 13	COUNTY: TAYLOR	TRAFFIC SIGNAL PLAN	SHEET 43	E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\024003_SP (TRF SIG SHT PROPOSED).DWG PLOT DATE : 7/27/2023 11:07 AM PLOT BY : SEH LAYOUT NAME : 02 TAILS PLOT SCALE : 1.0 IN = 40.0 FT

	HEAD NUMBERS	FLASH
Ø1	4,5	R
Ø2	6,7,8	R
Ø3	14,15	R
Ø4	16,17,18	R
Ø5	9,10	R
Ø6	1,2,3	R
Ø7	19,20	R
Ø8	11,12,13	R
Ø2P	21,22	
Ø4P	41,42	
Ø6P	61,62	
Ø8P	81,82	
OLE	4,5	-
OLF	14,15	-
OLG	9,10	-
OLH	19,20	-



GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY. SEE CHART 1.

CONTROLLER LOGIC

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

CHART 1

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

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	X
TWISTED PAIR	
FIBER OPTIC*	X
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	X

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	21	32	51	52	71	81										PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	2	3	5	5	7	8										CALLED PHASE
CALL OPTION	X	X	X	X	X	X	X										CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X										EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL	X	X	X	X	X	X	X										USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	12	31	41	51	61	72	82										PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	3	4	5	6	7	8										CALLED PHASE
CALL OPTION	X	X	X	X	X	X	X										CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X										EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL	X	X	X	X	X	X	X										USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
PREEMPTION CHANNEL	3	4	5	6
MOVEMENT				
DIRECTION	SB	NB	EB	WB
PHASE	2+5	6+1	4+7	8+3

NOTES: FULL CLEARANCE AND MINIMUM GREEN INTERVALS SHALL ALWAYS BE PROVIDED.

2

PROJECT ID: 3700-50-79
INTERSECTION: STH 13 (S. 8TH STREET) & STH 64 (E. BROADWAY AVENUE)

SIGNAL WIRE COLOR CODING			
	BLK - BLACK	RED - RED	GRN - GREEN
	WHT - WHITE	BLU - BLUE	ORG -

CB_ TO	JUMPER	AWG 14 # OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
					RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING> <YELLOW>	D/WALK	WALK		
SB1		5	82	8 PED								BLK	BLU		
SB2		12	11	8	RED	ORG	GRN								
			19	7				RED/BLK	ORG/BLK	GRN/BLK	WHT/BLK				
			61	6 PED								BLK	BLU		
SB3		12	17	4	RED	ORG	GRN								
			18	4	RED	ORG	GRN								
			20	7				RED/BLK	ORG/BLK	GRN/BLK	WHT/BLK				
SB4		5	62	6 PED								BLK	BLU		
SB5		12	1	6	RED	ORG	GRN								
			9	5				RED/BLK	ORG/BLK	GRN/BLK	WHT/BLK				
			41	4 PED								BLK	BLU		
SB6		12	7	2	RED	ORG	GRN								
			8	2	RED	ORG	GRN								
			10	5				RED/BLK	ORG/BLK	GRN/BLK	WHT/BLK				
SB7		7	21	2 PED								BLK	BLU		
			42	4 PED								BLK/WHT	BLU/BLK		
SB8		12	14	4	RED	ORG	GRN								
			16	3				RED/BLK	ORG/BLK	GRN/BLK	WHT/BLK				
SB9		12	12	8	RED	ORG	GRN								
			13	8	RED	ORG	GRN								
			15	3				RED/BLK	ORG/BLK	GRN/BLK	WHT/BLK				
SB10		5	22	2 PED								BLK	BLU		
SB11		12	4	1				RED/BLK	ORG/BLK	GRN/BLK	WHT/BLK				
			6	2	RED	ORG	GRN								
			81	8 PED								BLK	BLU		
SB12		12	2	6	RED	ORG	GRN								
			3	6	RED	ORG	GRN								
			5	1				RED/BLK	ORG/BLK	GRN/BLK	WHT/BLK				

EQUIPMENT GROUNDING	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11

CAT 5E CABLE	
FROM	TO
CB1	SB6
CB1	SB12

LIGHTING UF 2-12	
FROM	TO
CB1	SB6
CB1	SB12

EVP CABLE	
FROM	TO
CB1	SB6 (HEAD A)
CB1	SB12 (HEAD B)
CB1	SB3 (HEAD C)
CB1	SB9 (HEAD D)

PED BUTTON (LOOP LEAD-IN	
FROM	TO
CB1	SB1
CB1	SB2
CB1	SB4
CB1	SB5
CB1	SB7
CB1	SB7
CB1	SB10
CB1	SB11

2

SOUTH ST

OGDEN ST

SHOULDER WORK
W21-5

ROAD WORK AHEAD
W20-1A

200'

200'

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

MAINTAIN CE ACCESS AT ALL TIMES

MAINTAIN CE ACCESS AT ALL TIMES

SHOULDER WORK
W21-5

ROAD WORK AHEAD
W20-1A

200'

200'

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

MAINTAIN CE ACCESS AT ALL TIMES

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

WO1-6
48"X24"

WO4-2R

RIGHT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

MAX. 12' WIDTH
W12-52
48"X48"

200'

200'

200'

200'

516'ES'

517'ES'

518'ES'

519'ES'

520'ES'

521'ES'

522'ES'

523'ES'

524'ES'

525'ES'

STH 13 (S 8TH ST)

STH 13 (S 8TH ST)

CE

EAST VIEW DR

LEGEND

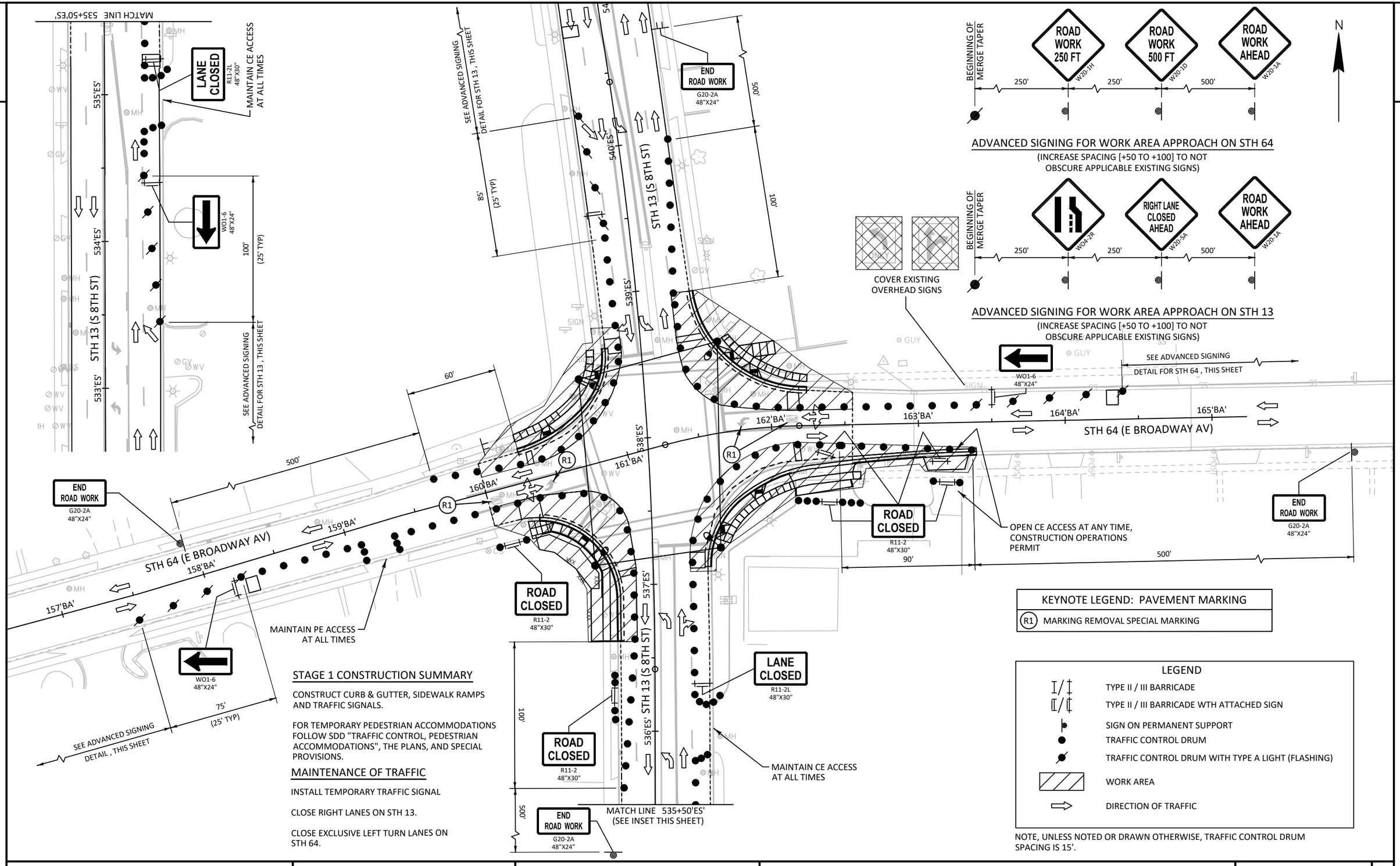
- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE A LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC

NOTE, UNLESS NOTED OR DRAWN OTHERWISE, TRAFFIC CONTROL DRUM SPACING IS 25'.

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 46 E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\TRAFFIC CONTROL\025000_TC_STAGE 1_RAMPS.DWG PLOT DATE : 8/15/2023 1:17 AM PLOT BY : SEH LAYOUT NAME : 02

WISDOT/CADDS SHEET 42



STAGE 1 CONSTRUCTION SUMMARY

CONSTRUCT CURB & GUTTER, SIDEWALK RAMPS AND TRAFFIC SIGNALS.

FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS FOLLOW SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS", THE PLANS, AND SPECIAL PROVISIONS.

MAINTENANCE OF TRAFFIC

INSTALL TEMPORARY TRAFFIC SIGNAL

CLOSE RIGHT LANES ON STH 13.

CLOSE EXCLUSIVE LEFT TURN LANES ON STH 64.

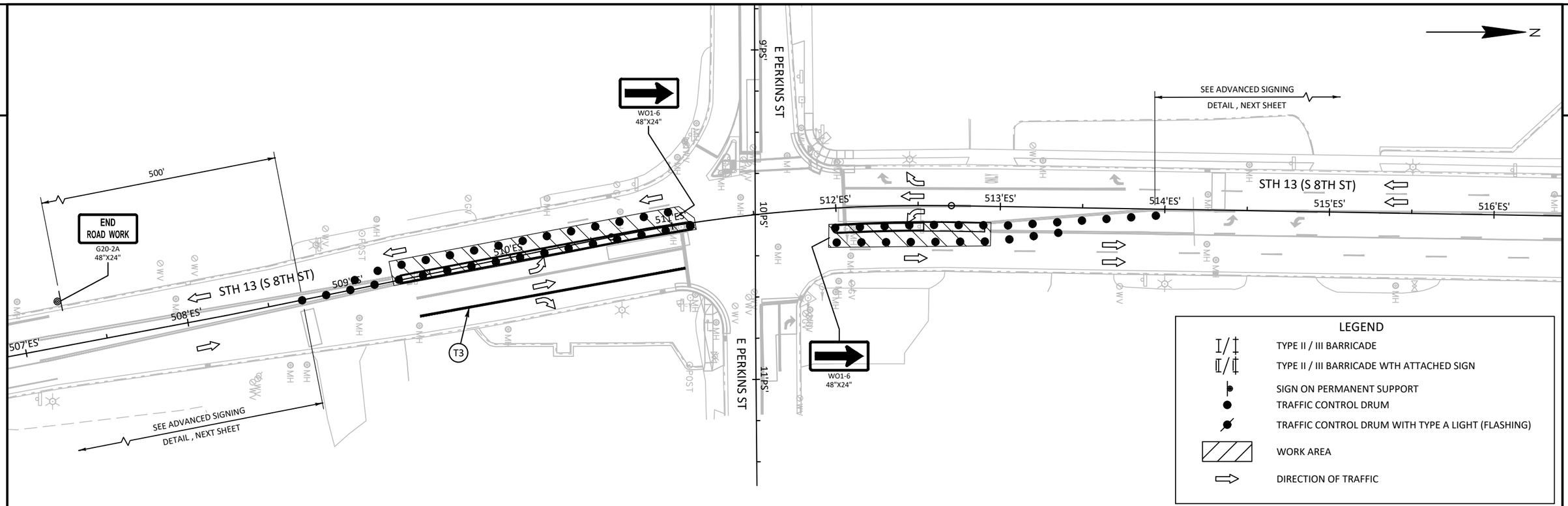
KEYNOTE LEGEND: PAVEMENT MARKING	
R1	MARKING REMOVAL SPECIAL MARKING

LEGEND	
	TYPE II / III BARRICADE
	TYPE II / III BARRICADE WTH ATTACHED SIGN
	SIGN ON PERMANENT SUPPORT
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE A LIGHT (FLASHING)
	WORK AREA
	DIRECTION OF TRAFFIC

NOTE, UNLESS NOTED OR DRAWN OTHERWISE, TRAFFIC CONTROL DRUM SPACING IS 15'.

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	TRAFFIC CONTROL PLAN - STAGE 1	SHEET 47	E

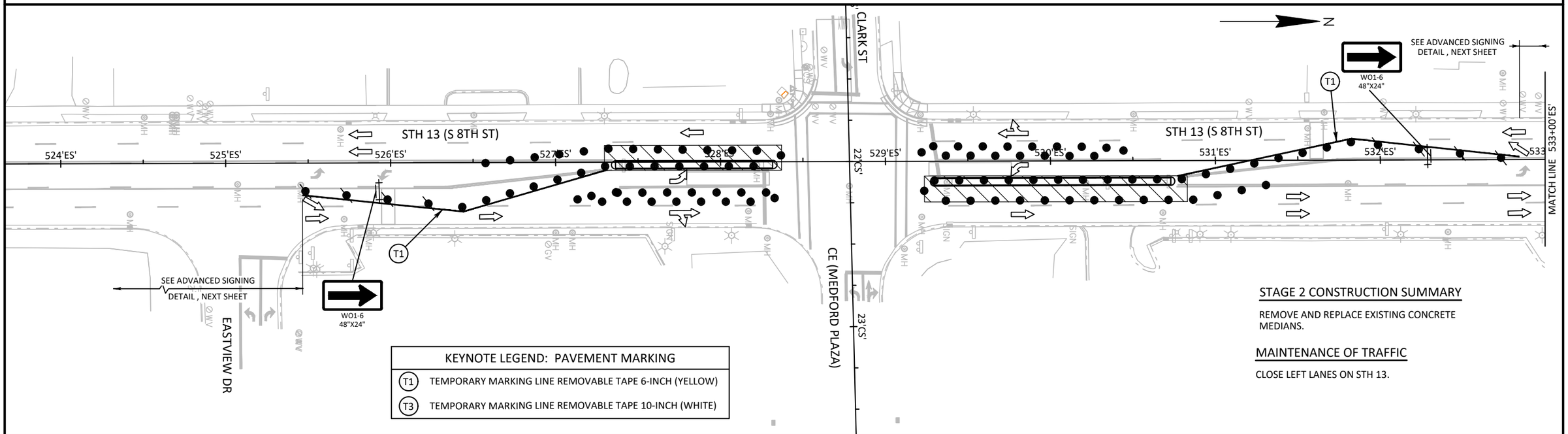
FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\TRAFFIC CONTROL\025000_TC_STAGE 1.DWG
LAYOUT NAME - 01
PLOT DATE : 8/15/2023 1:19 AM
PLOT BY : SEH
LAYOUT NAME : 01
PLOT SCALE : 1 IN:60 FT
WISDOT/CADDS SHEET 42



LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE A LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC

NOTE, UNLESS NOTED OR DRAWN OTHERWISE, TRAFFIC CONTROL DRUM SPACING IS 15'.



KEYNOTE LEGEND: PAVEMENT MARKING

T1	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
T3	TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)

STAGE 2 CONSTRUCTION SUMMARY

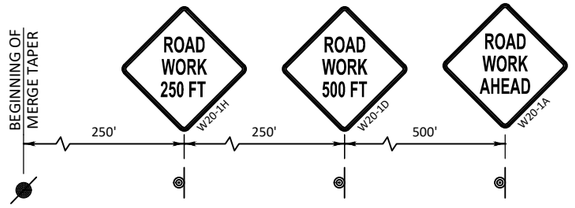
REMOVE AND REPLACE EXISTING CONCRETE MEDIANS.

MAINTENANCE OF TRAFFIC

CLOSE LEFT LANES ON STH 13.

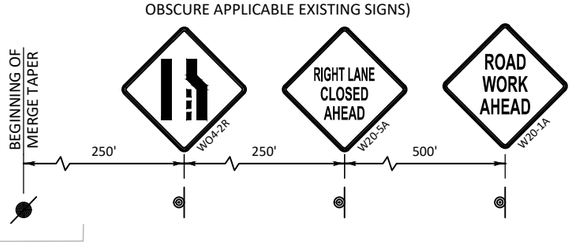
PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	TRAFFIC CONTROL PLAN - STAGE 2	SHEET 48 E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\TRAFFIC CONTROL\025000_TC_STAGE 2.DWG
LAYOUT NAME - 01
PLOT DATE : 8/25/2023 9:51 AM
PLOT BY : SEH
LAYOUT NAME : 01
PLOT SCALE : 1 IN:60 FT
WISDOT/CADDS SHEET 42



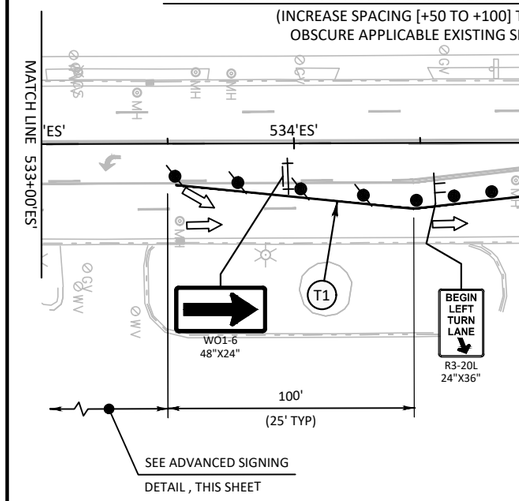
ADVANCED SIGNING FOR WORK AREA APPROACH ON STH 64

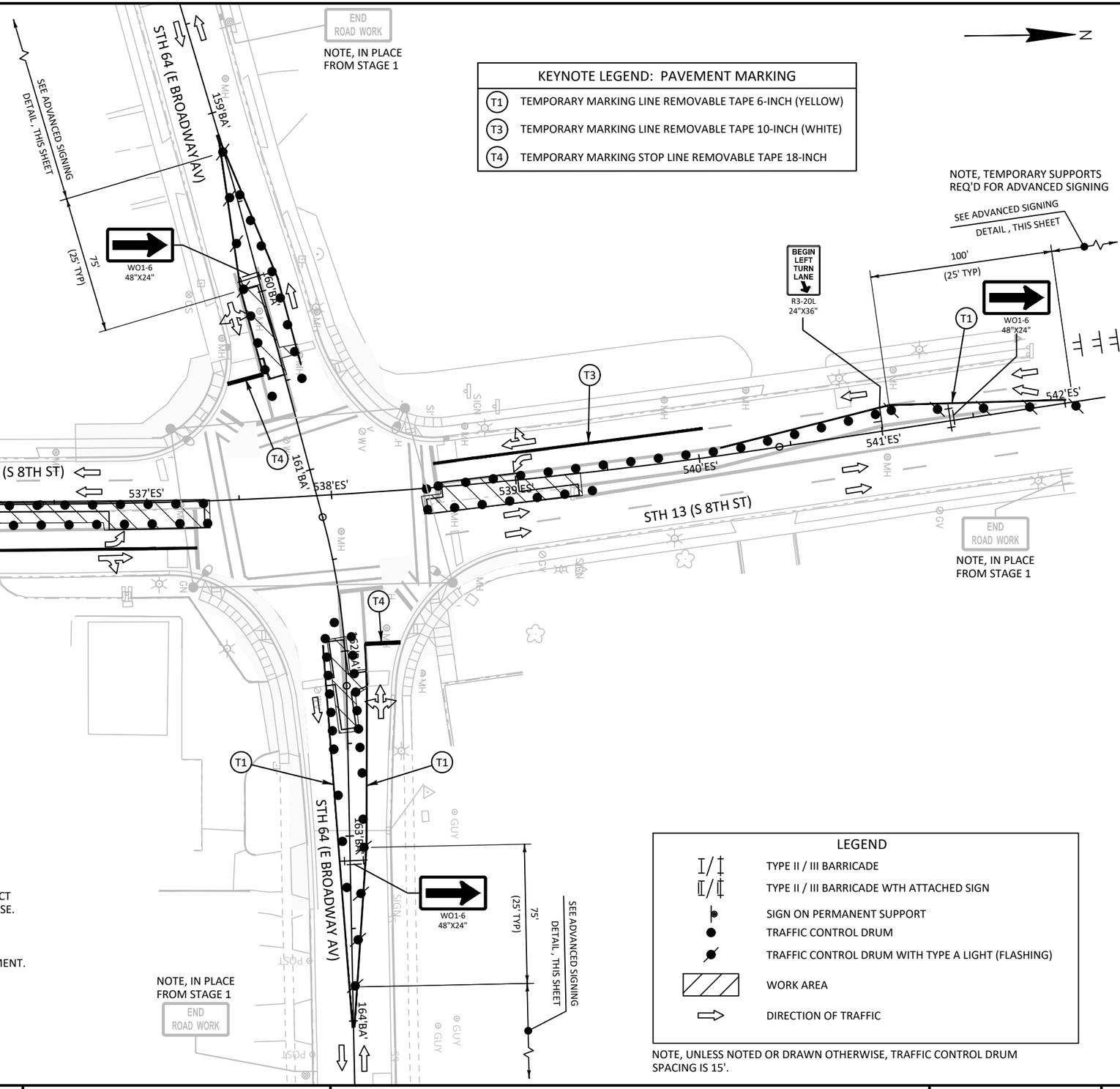
(INCREASE SPACING [+50 TO +100] TO NOT OBSCURE APPLICABLE EXISTING SIGNS)



ADVANCED SIGNING FOR WORK AREA APPROACH ON STH 13

(INCREASE SPACING [+50 TO +100] TO NOT OBSCURE APPLICABLE EXISTING SIGNS)





KEYNOTE LEGEND: PAVEMENT MARKING	
T1	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
T3	TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
T4	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

STAGE 2 CONSTRUCTION SUMMARY

REMOVE EXISTING CONCRETE MEDIANS, CONSTRUCT TRAFFIC SIGNALS LOOPS IN PAVEMENT BASE COURSE.

MAINTENANCE OF TRAFFIC

ADJUST TEMPORARY TRAFFIC SIGNAL HEAD PLACEMENT.

CLOSE LEFT LANES ON STH 13.

CLOSE LEFT TURN LANES ON STH 64.

LEGEND	
	TYPE II / III BARRICADE
	TYPE II / III BARRICADE WTH ATTACHED SIGN
	SIGN ON PERMANENT SUPPORT
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE A LIGHT (FLASHING)
	WORK AREA
	DIRECTION OF TRAFFIC

NOTE, UNLESS NOTED OR DRAWN OTHERWISE, TRAFFIC CONTROL DRUM SPACING IS 15'.

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	TRAFFIC CONTROL PLAN - STAGE 2	SHEET 49 E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\TRAFFIC CONTROL\025000_TC_STAGE 2.DWG
LAYOUT NAME - 02
PLOT DATE : 8/29/2023 11:03 AM
PLOT BY : SEH
LAYOUT NAME : 02
PLOT SCALE : 1 IN:60 FT
WISDOT/CADDS SHEET 42

2

SOUTH ST

R9-11R 24"X12"

R9-11L 24"X12"

TLE

TEMPORARY CURB RAMP

PEDESTRIAN SAFETY BARRICADE

EXISTING CURB & GUTTER

TEMPORARY PEDESTRIAN SURFACE

EXISTING SIDEWALK

WORK ZONE

TEMPORARY MARKING LINE PAINT 6-INCH FOR CROSSWALK LINES

TEMPORARY PEDESTRIAN BARRICADE AT SIDE ROAD CURB RAMP

OGDEN ST

PROPOSED R/W

TLE

516'ES' N00°57'51"E 517'ES' N00°10'06"W 518'ES' 519'ES' 520'ES' 521'ES' 522'ES' 523'ES'

STA 516+86.47'ES' PI:
Y=338,341.2800
X=652,708.1400

STH 13 (S 8TH ST)

N

INSTALL AT STH 64 (E BROADWAY) & 7TH ST INTERSECTION

R9-11R 24"X12"

R9-11L 24"X12"

(ADJUST SIGN LOCATION WHEN OTHER STH 13 CROSSING LOCATION IS USED)

SIDEWALK CLOSED R9-9 24"X12"

160'BA'

STH 64 (E BROADWAY AV)

MAINTAIN ONE CROSSING TO ALLOW PEDESTRIANS TO CROSS STH 13 AT ALL TIMES

APROX PROPERTY LINE (TYP)

EXISTING R/W

542'ES' 541'ES' 540'ES' 539'ES' 538'ES' 537'ES' 536'ES' 535'ES'

161'BA'

STH 64 (E BROADWAY AV)

162'BA'

STH 13 (N 8TH ST)

MAINTAIN ONE CROSSING TO ALLOW PEDESTRIANS TO CROSS STH 64 AT ALL TIMES

INSTALL AT STH 13 (N 8TH ST) & ALLMAN ST INTERSECTION

R9-11R 24"X12"

R9-11L 24"X12"

(ADJUST SIGN LOCATION WHEN OTHER STH 64 CROSSING LOCATION IS USED)

LEGEND

1. PHASE 1 CURB RAMP CONSTRUCTION
2. PHASE 2 CURB RAMP CONSTRUCTION
3. PHASE 3 CURB RAMP CONSTRUCTION
4. PHASE 4 CURB RAMP CONSTRUCTION

PEDESTRIAN ACCOMODATION NOTES

CLOSURE OF SIDEWALK MUST BE APPROVED BY THE ENGINEER AND BE LIMITED TO ONE QUADRANT AT A TIME TO MAINTAIN PEDESTRIAN ACCESS ALONG STH 13 AND STH 64.

THE CONTRACTOR SHALL COORDINATE WITH LOCAL BUSINESSES WHEN ACCESS TO THE BUSINESS WILL BE CLOSED OFF FOR SIDEWALK INSTALLATION AND ANY OTHER WORK THAT MAY IMPACT PEDESTRIAN ACCESS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS" FOR ADDITIONAL INFORMATION.

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PEDESTRIAN ACCOMODATIONS	SHEET 50 E

FILE NAME : X:\UZ\W\WITNW\160524\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\16100176\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\0252001-S1 (PEDESTRIAN ACCOMMODATION).DWGPLOT DATE : 8/21/2023 1:03 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1.0 IN = 50.0 FT

WISDOT/CADDS SHEET 42

Line	Item	Item Description	Unit	Total	1610-01-76 Qty	3700-50-79 Qty
0002	204.0110	Removing Asphaltic Surface	SY	546.000		546.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	289.000	289.000	
0006	204.0120	Removing Asphaltic Surface Milling	SY	51,828.000	51,828.000	
0008	204.0150	Removing Curb & Gutter	LF	639.000	639.000	
0010	204.0155	Removing Concrete Sidewalk	SY	893.000	893.000	
0012	204.0157	Removing Concrete Barrier	LF	59.000	59.000	
0014	204.0195	Removing Concrete Bases	EACH	15.000		15.000
0018	204.0220	Removing Inlets	EACH	2.000	2.000	
0020	204.0245	Removing Storm Sewer (size) 01. 12-inch	LF	2.000	2.000	
0022	204.0245	Removing Storm Sewer (size) 02. 15-inch	LF	2.000	2.000	
0024	205.0100	Excavation Common	CY	21.000	21.000	
0026	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1610-01-76	EACH	1.000	1.000	
0030	213.0100	Finishing Roadway (project) 01. 1610-01-76	EACH	1.000	1.000	
0032	213.0100	Finishing Roadway (project) 02. 3700-50-79	EACH	1.000		1.000
0036	305.0110	Base Aggregate Dense 3/4-Inch	TON	183.000	183.000	
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	491.000	491.000	
0040	305.0500	Shaping Shoulders	STA	46.000	46.000	
0042	310.0110	Base Aggregate Open-Graded	TON	170.200	170.200	
0044	311.0110	Breaker Run	TON	192.000	192.000	
0046	416.0610	Drilled Tie Bars	EACH	61.000	61.000	
0048	455.0605	Tack Coat	GAL	6,639.000	6,639.000	
0050	460.2000	Incentive Density HMA Pavement	DOL	5,110.000	5,110.000	
0052	460.6645	HMA Pavement 5 MT 58-34 V	TON	8,609.000	8,609.000	
0054	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000	
0056	465.0105	Asphaltic Surface	TON	62.000	62.000	
0058	465.0110	Asphaltic Surface Patching	TON	373.000	189.000	184.000
0062	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	15.000	15.000	
0064	513.8011	Railing Steel Pedestrian Type C2	LF	52.000	52.000	
0066	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000	
0068	601.0110	Concrete Curb Type D	LF	956.000	956.000	
0070	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	631.000	631.000	
0074	602.0405	Concrete Sidewalk 4-Inch	SF	2,085.000	2,085.000	
0076	602.0410	Concrete Sidewalk 5-Inch	SF	3,000.000	3,000.000	
0078	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	125.400	125.400	
0082	602.0860	Concrete Driveway HES 6-Inch	SY	101.000	101.000	
0084	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	2.000	2.000	
0086	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	2.000	2.000	
0090	611.0624	Inlet Covers Type H	EACH	2.000	2.000	
0092	611.3003	Inlets 3-FT Diameter	EACH	2.000	2.000	
0094	611.8110	Adjusting Manhole Covers	EACH	3.000	3.000	
0098	612.0106	Pipe Underdrain 6-Inch	LF	594.000	594.000	
0102	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1610-01-76	EACH	1.000	1.000	
0106	619.1000	Mobilization	EACH	0.700	0.500	0.200
0108	620.0100	Concrete Corrugated Median	SF	197.000	197.000	
0110	624.0100	Water	MGAL	7.700	7.700	
0112	625.0500	Salvaged Topsoil	SY	581.000	581.000	
0114	627.0200	Mulching	SY	581.000	581.000	
0116	628.1504	Silt Fence	LF	100.000	100.000	
0118	628.1520	Silt Fence Maintenance	LF	100.000	100.000	

Line	Item	Item Description	Unit	Total	1610-01-76 Qty	3700-50-79 Qty
0120	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000	
0122	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000	
0124	628.7015	Inlet Protection Type C	EACH	11.000	11.000	
0126	629.0210	Fertilizer Type B	CWT	0.900	0.900	
0128	630.0120	Seeding Mixture No. 20	LB	16.100	16.100	
0130	630.0200	Seeding Temporary	LB	16.100	16.100	
0132	630.0500	Seed Water	MGAL	13.000	13.000	
0134	637.2215	Signs Type II Reflective H Folding	SF	20.720	20.720	
0138	638.2602	Removing Signs Type II	EACH	14.000	14.000	
0140	638.3000	Removing Small Sign Supports	EACH	4.000	4.000	
0142	642.5001	Field Office Type B	EACH	0.700	0.500	0.200
0144	643.0300	Traffic Control Drums	DAY	3,320.000	3,320.000	
0146	643.0410	Traffic Control Barricades Type II	DAY	120.000	120.000	
0148	643.0420	Traffic Control Barricades Type III	DAY	290.000	290.000	
0154	643.0705	Traffic Control Warning Lights Type A	DAY	510.000	510.000	
0156	643.0900	Traffic Control Signs	DAY	1,370.000	1,370.000	
0158	643.0920	Traffic Control Covering Signs Type II	EACH	3.000	3.000	
0162	643.3165	Temporary Marking Line Paint 6-Inch	LF	34,390.000	34,390.000	
0164	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	1,457.000	1,457.000	
0166	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	494.000	494.000	
0168	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	39.000	39.000	
0170	643.5000	Traffic Control	EACH	0.700	0.500	0.200
0172	644.1430	Temporary Pedestrian Surface Plate	SF	100.000	100.000	
0174	644.1440	Temporary Pedestrian Surface Matting	SF	120.000	120.000	
0176	644.1601	Temporary Pedestrian Curb Ramp	DAY	120.000	120.000	
0178	644.1605	Temporary Pedestrian Detectable Warning Field	SF	60.000	60.000	
0180	644.1810	Temporary Pedestrian Barricade	LF	760.000	760.000	
0182	645.0111	Geotextile Type DF Schedule A	SY	414.000	414.000	
0186	646.2020	Marking Line Epoxy 6-Inch	LF	12,061.000	12,061.000	
0188	646.4020	Marking Line Epoxy 10-Inch	LF	2,863.000	2,863.000	
0190	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	21,231.000	21,231.000	
0192	646.5020	Marking Arrow Epoxy	EACH	46.000	46.000	
0194	646.5120	Marking Word Epoxy	EACH	9.000	9.000	
0196	646.6120	Marking Stop Line Epoxy 18-Inch	LF	609.000	609.000	
0198	646.7120	Marking Diagonal Epoxy 12-Inch	LF	323.000	323.000	
0200	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,182.000	1,182.000	
0202	646.8020	Marking Corrugated Median Epoxy	SF	184.000	184.000	
0204	646.8120	Marking Curb Epoxy	LF	154.000	154.000	
0206	646.8220	Marking Island Nose Epoxy	EACH	11.000	11.000	
0208	646.9300	Marking Removal Special Marking	EACH	100.000	100.000	
0210	650.4000	Construction Staking Storm Sewer	EACH	2.000	2.000	
0212	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	630.000	630.000	
0214	650.8000	Construction Staking Resurfacing Reference	LF	8,565.000	8,565.000	
0216	650.8501	Construction Staking Electrical Installations (project) 01. 3700-50-79	EACH	1.000		1.000
0218	650.9000	Construction Staking Curb Ramps	EACH	11.000	11.000	
0220	650.9500	Construction Staking Sidewalk (project) 01. 1610-01-76	EACH	1.000	1.000	
0224	650.9911	Construction Staking Supplemental Control (project) 01. 1610-01-76	EACH	1.000	1.000	
0226	650.9911	Construction Staking Supplemental Control (project) 02. 3700-50-79	EACH	1.000		1.000
0230	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	145.000		145.000

Line	Item	Item Description	Unit	Total	1610-01-76 Qty	3700-50-79 Qty
0232	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	614.000		614.000
0234	652.0605	Conduit Special 2-Inch	LF	425.000		425.000
0236	652.0615	Conduit Special 3-Inch	LF	578.000		578.000
0238	652.0800	Conduit Loop Detector	LF	1,442.000		1,442.000
0240	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	12.000	2.000	10.000
0242	653.0905	Removing Pull Boxes	EACH	12.000		12.000
0244	654.0101	Concrete Bases Type 1	EACH	8.000	2.000	6.000
0246	654.0113	Concrete Bases Type 13	EACH	1.000	1.000	
0248	654.0120	Concrete Bases Type 10-Special	EACH	3.000		3.000
0250	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000		1.000
0252	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,364.000		1,364.000
0254	655.0240	Cable Traffic Signal 7-14 AWG	LF	333.000		333.000
0256	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,752.000		1,752.000
0258	655.0305	Cable Type UF 2-12 AWG Grounded	LF	435.000		435.000
0260	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,382.000		1,382.000
0262	655.0610	Electrical Wire Lighting 12 AWG	LF	288.000		288.000
0264	655.0700	Loop Detector Lead In Cable	LF	4,502.000		4,502.000
0266	655.0800	Loop Detector Wire	LF	4,510.000		4,510.000
0268	655.0900	Traffic Signal EVP Detector Cable	LF	975.000		975.000
0270	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. STH 13 & STH 64	EACH	1.000		1.000
0272	657.0100	Pedestal Bases	EACH	8.000		8.000
0274	657.0347	Poles Type 9-Special	EACH	1.000		1.000
0276	657.0352	Poles Type 10-Special	EACH	2.000		2.000
0278	657.0355	Poles Type 12	EACH	1.000		1.000
0280	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	4.000		4.000
0282	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	4.000		4.000
0284	657.0536	Monotube Arms 35-FT-Special	EACH	1.000		1.000
0286	657.0546	Monotube Arms 45-FT-Special	EACH	2.000		2.000
0288	657.0550	Monotube Arms 50-FT	EACH	1.000		1.000
0290	657.0815	Luminaire Arms Steel 15-FT	EACH	2.000		2.000
0292	658.0173	Traffic Signal Face 3S 12-Inch	EACH	12.000		12.000
0294	658.0174	Traffic Signal Face 4S 12-Inch	EACH	8.000		8.000
0296	658.0416	Pedestrian Signal Face 16-Inch	EACH	8.000		8.000
0298	658.0500	Pedestrian Push Buttons	EACH	8.000		8.000
0300	658.5070	Signal Mounting Hardware (location) 01. STH 13 & STH 64	EACH	1.000		1.000
0302	659.1125	Luminaires Utility LED C	EACH	2.000		2.000
0304	661.0201	Temporary Traffic Signals for Intersections (location) 01. STH 13 & STH 64	EACH	1.000		1.000
0306	661.0300	Generators	DAY	2.000		2.000
0308	678.0006	Install Fiber Optic Cable Outdoor Plant 6-CT	LF	3,000.000		3,000.000
0310	690.0150	Sawing Asphalt	LF	2,560.000	1,377.000	1,183.000
0312	690.0250	Sawing Concrete	LF	262.000	262.000	
0314	740.0440	Incentive IRI Ride	DOL	3,250.000	3,250.000	
0316	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	800.000	800.000	
0318	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000	
0322	SPV.0060	Special 02. Adjusting Water Valve Boxes	EACH	4.000	4.000	
0324	SPV.0060	Special 03. Remove, Disassemble, and Salvage Traffic Signals, STH 13 & STH 64	EACH	1.000		1.000
0326	SPV.0060	Special 04. Install State Furnished EVP Detector Heads, STH 13 & STH 64	EACH	1.000		1.000
0328	SPV.0060	Special 05. Temporary Vehicle Detection STH 13 & STH 64 Intersection	EACH	1.000		1.000
0330	SPV.0060	Special 06. Adjusting Sanitary Manhole Covers	EACH	2.000	2.000	

					1610-01-76	3700-50-79
Line	Item	Item Description	Unit	Total	Qty	Qty
0332	SPV.0090	Special 01. Concrete Curb Pedestrian 8-Inch	LF	70.000	70.000	
0336	SPV.0090	Special 03. Install State Furnished CAT-5E Cable	LF	482.000		482.000

REMOVING ASPHALT ITEMS

PROJECT ID	CATEGORY	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	NOTES
1610-01-76	0010	456+20'ES' - 541+85'ES'	LT/RT	-	-	51828	TOTAL AREA
		456+20'ES'	LT/RT	-	28	-	BEGINNING OF PROJECT
				-	23	-	CTH O -WEST
				-	9	-	CTH O -EAST
		464+56'ES'	RT	-	7		DRIVEWAY
				-	15	-	E CONRAD DR
				-	19	-	E PERKINS ST -WEST
				-	17	-	E PERKINS ST -EAST
				-	13	-	SOUTH ST
				-	13	-	CE
				-	13	-	OGDEN ST
				-	17	-	EASTVIEW DR
				-	14	-	CLARK ST
				-	13	-	MEDFORD PLAZA
		541+85'ES'		-	34		END OF PROJECT
		160+00'BA'	LT/RT	-	17	-	E BROADWAY AVE
		162+55'BA'	LT/RT	-	18	-	E BROADWAY AVE
	CATEGORY 0010 TOTALS			0	270	51828	
	0020	162+35'BA'	RT	-	19	-	STH 64 & STH 13 -SE QUAD, DRIVEWAY
	CATEGORY 0020 TOTALS			0	19	0	
1610-01-76 PROJECT TOTALS				0	289	51828	
3700-50-79	0010	VARIOUS LOCATIONS STH 13 & STH 64 INT	LT/RT	546	-	-	ASPHALT REMOVAL FOR SIGNAL LOOPS AND CONDUIT
3700-50-79 PROJECT TOTALS				546	0	0	

REMOVING CONCRETE ITEMS

PROJECT ID	CATEGORY	STATION - STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0157 REMOVING CONCRETE BARRIER LF	COMMENT
1610-01-76	0010	516+44.83 'ES' - 516+66.82 'ES'	LT	33	8	-	SOUTH ST - SW QUAD
		516+66.82 'ES' - 517+35.31 'ES'	LT	20	13	-	SOUTH ST - NW QUAD
		521+73.66 'ES' - 521+92.96 'ES'	RT	20	8	-	OGDEN ST - SW QUAD
		522+32.07 'ES' - 522+57.79 'ES'	RT	17	18	-	OGDEN ST - NW QUAD
		509+30.13 'ES' 511+13.08 'ES'	C/L		105		MEDIAN ISLAND
		511+97.12 'ES' - 512+90.70 'ES'	C/L	-	52	-	MEDIAN ISLAND
		527+33.76 'ES' - 528+34.15 'ES'	C/L	-	56	-	MEDIAN ISLAND
		529+27.22 'ES' - 530+75.37 'ES'	C/L	-	82	-	MEDIAN ISLAND
		536+62'ES' - 160+32'BA'	LT	113	146	59	STH 13 & STH 64 SW QUAD
		538+63'ES' - 160+28'BA'	LT	97	61	-	STH 13 & STH 64 NW QUAD
		538+97'ES' 162+24'BA'	RT	113	66		STH 13 & STH 64 NE QUAD
		CATEGORY 0010 TOTALS		413	615	59	
	0020	535+40.49 'ES' - 537+30.93 'ES'	C/L	-	107	-	MEDIAN ISLAND
		537+11'ES' - 163+39'BA'	RT	226	67	-	STH 13 & STH 64 SE QUAD
		538+53 'ES' - 539+33 'ES	RT	-	45	-	MEDIAN ISLAND
		162+13'BA' - 162+55'BA'	RT	-	32	-	DRIVEWAY APRON
		160+75'BA'	RT	-	15	-	RT TURN ISLAND
		161+61'BA'	LT	-	11	-	RT TURN ISLAND
		CATEGORY 0020 TOTALS		226	278	0	
1610 01 76 PROJECT TOTALS				639	893	59	

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STORM SEWER ITEMS

PROJECT ID	CATEGORY	EXISTING STATION	EXISTING OFFSET	PROPOSED STATION	PROPOSED OFFSET	204.0220 REMOVING INLETS EACH	204.0245 REMOVING STORM SEWER 01. 12-INCH LF	204.0245 REMOVING STORM SEWER 02. 15-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0412 STORM SEWER PIPE CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE CONCRETE CLASS IV 15-INCH LF	611.0624 INLET COVERS TYPE H EACH	611.3003 INLETS 3-FT DIAMETER EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	GRATE/DISCH/DEPTH
1610-01-76	0020	160+39.5'BA'	22.5' LT	160+39.4'BA'	23.2' LT	1	2.0	-	1	2.0	-	1	1	1	1469.46/1464.51/4.20
		162+96.7'BA'	21.0' RT	162+96.7'BA'	22.1' RT	1	-	2.0	1	-	2.0	1	1	1	1465.55/1460.80/4.00
1610-01-76 PROJECT TOTALS						2	2	2	2	2	2	2	2	2	

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EARTHWORK SUMMARY

PROJECT ID	CATEGORY	LOCATION	205.0100 EXCAVATION COMMON CY	FILL CY (1)	EXPANDED FILL CY (2)
1610-01-76	0010	SOUTH ST - SW QUAD	0.5	0	0
		SOUTH ST - NW QUAD	0.5	0	0
		OGDEN ST - SW QUAD	0.5	0	0
		OGDEN ST - NW QUAD	0.5	0	0
		STH 13 & STH 64 - NW QUAD	8	1	1
		STH 13 & STH 64 - SW QUAD	0	0	0
		STH 13 & STH 64 - NE QUAD	5	1	1
	CATEGORY 0010 TOTALS		15	2	2
	0020	STH 13 & STH 64 - SE QUAD	6	1	1
	CATEGORY 0020 TOTALS		6	1	1
1610-01-76 PROJECT TOTALS			21	3	3

(1) NOT A BID ITEM FOR INFORMATION ONLY
(2) FILL EXPANSION 30%

SHAPING SHOULDERS

PROJECT	CATEGORY	STATION - STATION	305.0500 STA
1610-01-76	0010	STA 456+20 - STA 478+69, LT	..
		STA 460 - STA 476 RT	23
1610-01-76 PROJECT TOTALS			46

PREPARING FOUNDATION FOR ASPHALTIC PAVING (1610-01-76)

CATEGORY	LOCATION	211.0101 (1610-01-76) EACH
0010	PROJECT	1
	PROJECT TOTALS	1

FINISHING ROADWAY

CATEGORY	LOCATION	213.0100 (1610-01-76) EACH	213.0100 (3700-50-79) EACH
0010	PROJECT	1	1
	PROJECT TOTALS	1	1

PROJECT NO 1610-01-76	HWY STH 1	COUNTY TAYLOR	ISCELLANEOUS UANTITIES	SHEET 56	E

BASE AGGREGATE

PROJECT ID	CATEGORY	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	*310.0110 BASE AGGREGATE DENSE OPEN-GRADED TON	311.0110 BREAKER RUN TON	624.0100 WATER MGAL	NOTES
1610-01-76	0010							
		509+30'ES' - 511+13'ES	-	82	-	-	0.8	MEDIAN ISLAND RECONSTRUCTION
		511+97'ES' 512+91'ES		42			0.4	MEDIAN ISLAND RECONSTRUCTION
		527+34'ES' - 528+34 ES	-	44	-	-	0.4	MEDIAN ISLAND RECONSTRUCTION
		529+27'ES' 530+75'ES		64			0.6	MEDIAN ISLAND RECONSTRUCTION
		STH 13 & SOUTH ST - SW QUAD	9	12	-	-	0.2	CURB AND GUTTER & SIDEWALK AREAS
		STH 13 & SOUTH ST - NW QUAD	8	11	-	-	0.2	CURB AND GUTTER & SIDEWALK AREAS
		STH 13 & OGDEN ST - SW QUAD	6	9	-	-	0.2	CURB AND GUTTER & SIDEWALK AREAS
		STH 13 & OGDEN ST - NW QUAD	11	16	-	-	0.3	CURB AND GUTTER & SIDEWALK AREAS
		STH 13 & STH 64 - NW QUAD	29	41	13	47	0.8	CURB AND GUTTER & SIDEWALK AREAS
		STH 13 & STH 64 - SW QUAD	21	29	9	37	0.6	CURB AND GUTTER & SIDEWALK AREAS
		STH 13 & STH 64 - NE QUAD	27	38	12	62	0.8	CURB AND GUTTER & SIDEWALK AREAS
	CATEGORY 0010 TOTALS		111	388	34	146	5.3	
1610-01-76	0020	535+40'ES' - 537+31'ES', RT	-	-	17	-	0.2	MEDIAN ISLAND REMOVAL
		538+53'ES' - 539+33'ES', RT	-	-	8	-	0.1	MEDIAN ISLAND REMOVAL
		160+68'BA' - 160+83'BA', RT	-	-	3	-	0.0	RT TURN ISLAND REMOVAL
		161+57'BA 161+68'BA', LT			2		0.0	RT TURN ISLAND REMOVAL
		STH 13 & STH 64 - SE QUAD	72	103	33	46	2.1	CURB AND GUTTER & SIDEWALK AREAS
	CATEGORY 0020 TOTALS		72	103	63	46	2.4	
	1610-01-76 PROJECT TOTALS		183	491	97	192	7.7	

*ADDITIONAL ITEMS SHOWN ELSEWHERE IN PLANS

ASPHALTIC SURFACE ITEMS

PROJECT ID	CATEGORY	LOCATION	LAYER THICHKNESS IN	*455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	REMARKS
1610-01-76	0010							
	-	PROJECT	3.25	73	-	189	-	UNDISTRIBUTED FOR REPAIRS
	-	STA 478+32 'ES', LT	3.00	6	-	-	14	DRIVEWAY
	-	STA 478+56 'ES', RT	2.00	1	-	-	1	ASPHALT FLUME
	CATEGORY 0010 TOTALS			80	0	189	15	
	0020	535+40'ES' - 537+31 'ES'	6.00	8	36	-	-	MEDIAN ISLAND REMOVAL
		538+53'ES' - 539+33'ES'	6.00	4	16	-	-	MEDIAN ISLAND REMOVAL
		160+77'BA', RT	6.00	2	6	-	-	RT TURN ISLAND
		161+62'BA', LT	6.00	1	4	-	-	RT TURN ISLAND
	CATEGORY 0020 TOTALS			15	62	0	0	
	PROJECT 1610-01-76 TOTALS			95	62	189	15	
3700-50-79	0010	VARIOUS LOCATIONS STH 13 & STH 64 INT	6.00	-	-	184	-	ASPHALT REPLACEMENT FOR SIGNAL LOOPS AND CONDUIT
	PROJECT 3700-50-79 TOTALS			0	0	184	0	

*ADDITIONAL ITEMS SHOWN ELSEWHERE IN PLANS

MATERIAL TRANSFER VEHICLE

LOCATION	460.9000.S EACH
PROJECT ID 1610-01-76	1
PROJECT TOTALS	1

RAILING STEEL PEDESTRIAN TYPE C2

PROJECT	CATEGORY	LOCATION	513.8011 LF
1610-01-76	0010	STH 13 & STH 64 - SW QUAD	52
1610-01-76 PROJECT TOTALS			52

ADJUSTING MANHOLE COVERS

PROJECT NUMBER	CATEGORY	STATION/OFFSET	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH
1610-01-76	0030	535+72, 32' RT	STH 13	1
		160+39, 10' LT	STH 64	1
		161+90, 23' LT	STH 64	1
1610-01-76 PROJECT TOTALS				3

ADJUSTING SANITARY MANHOLE COVERS

PROJECT NUMBER	CATEGORY	STATION/OFFSET	LOCATION	SPV.0060.06 ADJUSTING SANITARY MANHOLE COVERS EACH
1610-01-76	0030	538+04, 20' RT	STH 13	1
		160+10, 4' RT	STH 64	1
1610-01-76 PROJECT TOTALS				2

HMA PAVEMENT

PROJECT ID	CATEGORY	STATION-STATION	LOWER LAYER THICHKNESS IN	UPPER LAYER THICKNESS IN	*455.0605 TACK COAT GAL	460.6645 HMA PAVEMENT 5 MT 58-34 V TON	REMARKS
1610-01-76	0010	PROJECT	1.25	1.50	3628	3628	LOWER LAYER
		PROJECT	1.25	1.50	2592	4354	UPPER LAYER
		STH 13 & STH 64-NW QUAD	1.25	1.50	13	21	CURB & GUTTER REPLACEMENT-UPPER
			1.25	1.50	13	18	CURB & GUTTER REPLACEMENT-LOWER
			2.00	-	13	28	CURB & GUTTER REPLACEMENT-LOWER
			2.25	-	13	32	CURB & GUTTER REPLACEMENT-LOWER
		STH 13 & STH 64-SW QUAD	1.25	1.50	12	20	CURB & GUTTER REPLACEMENT-UPPER
			1.25	1.50	12	17	CURB & GUTTER REPLACEMENT-LOWER
			2.00	-	12	27	CURB & GUTTER REPLACEMENT-LOWER
			2.25	-	12	30	CURB & GUTTER REPLACEMENT-LOWER
		STH 13 & STH 64-NE QUAD	1.25	1.50	12	20	CURB & GUTTER REPLACEMENT-UPPER
			1.25	1.50	12	17	CURB & GUTTER REPLACEMENT-LOWER
			2.00	-	12	26	CURB & GUTTER REPLACEMENT-LOWER
			2.25	-	12	29	CURB & GUTTER REPLACEMENT-LOWER
	CATEGORY 0010 TOTAL				6368	8267	
	0020	STH 13 & STH 64-SE QUAD	1.25	1.50	44	73	WIDENING, CURB AREAS-UPPER
			1.25	1.50	44	61	WIDENING, CURB AREAS-LOWER
			2.00	-	44	98	WIDENING, CURB AREAS-LOWER
			2.25	-	44	110	WIDENING, CURB AREAS-LOWER
	CATEGORY 0020 TOTAL				176	342	
	PROJECT 1610-01-76 TOTAL				**6544**	**8609**	

*ADDITIONAL ITEMS SHOWN ELSEWHERE IN PLANS

MAINTENANCE AND REPAIR OF HAUL ROADS

LOCATION	CATEGORY	618.0100 01. 1610-01-76 EACH	618.0100 02. 3700-50-79 EACH
PROJECT	0010	1	
PROJECT TOTALS		1	

MOBILIZATION

619.1000

LOCATION	EACH	NOTES
PROJECT ID 1610-01-76	0.5	PRORATED BETWEEN 1610-01-76, 3700-50-79, 8220-00-76
PROJECT ID 3700-50-79	0.2	
PROJECT TOTALS	0.7	

CONCRETE ITEMS

PROJECT	CATEGORY	LOCATION	602.0860 CONCRETE DRIVEWAY HES 6-INCH SY	601.0110 CONCRETE CURB TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	SPV.0090.01 CONCRETE CURB PEDESTRIAN 8-INCH LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD SF	620.0100 CONCRETE CORRUGATED MEDIAN SF	416.0610 DRILLED TIE BARS EACH	REMARKS
1610-01-76	0010											
		509+30'ES' - 511+13'ES'	-	361	-	-	744	-	-	-	5	MEDIAN ISLAND
		511+97'ES' - 512+91'ES'	-	108	-	-	376	-	-	197	5	MEDIAN ISLAND
		527+34'ES' - 528+34'ES'	-	195	-	-	391	-	-	-	5	MEDIAN ISLAND
		529+27'ES' - 530+75'ES'	-	292	-	-	574	-	-	-	5	MEDIAN ISLAND
		SOUTH ST - SW QUAD	-	-	33	-	-	65	15.8	-	3	
		SOUTH ST - NW QUAD	-	-	19	-	-	112	13.7	-	3	
		OGDEN ST - SW QUAD	-	-	20	-	-	64	10	-	3	
		OGDEN ST - NW QUAD	-	-	17	-	-	208	15.9	-	3	
		STH 13 & STH 64 - NW QUAD	-	-	97	-	-	522	20	-	4	
		STH 13 & STH 64 - SW QUAD	50	-	112	70	-	790	10	-	6	
		STH 13 & STH 64 - NE QUAD	-	-	116	-	-	786	20	-	4	
		STH 13 & STH 64 - SE QUAD	51		-			453	20		4	
		CATEGORY 0010 TOTALS	101	956	414	70	2085	3000	125.4	197	50	
	0020	STH 13 & STH 64 - SE QUAD	-	-	217	-	-	-	-	-	5	
		CATEGORY 0020 TOTALS	0	0	217	0	0	0	0	0	5	
		1610-01-76 PROJECT TOTALS	101	956	631	70	2085	3000	125.4	197	55	

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PIPE UNDERDRAIN

PROJECT NUMBER	CATEGORY CATEGORY	LOCATION	*310.0110 BASE AGGREGATE OPEN-GRADED TON	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY
1610-01-76	0010	STH 13 & SOUTH ST - SW QUAD	4.1	33	23
		STH 13 & SOUTH ST - NW QUAD	2.5	20	14
		STH 13 & OGDEN ST - SW QUAD	2.5	20	14
		STH 13 & OGDEN ST - NW QUAD	2.2	18	13
		STH 13 & STH 64 - NW QUAD	12	97	67
		STH 13 & STH 64 - SW QUAD	10	83	58
		STH 13 & STH 64 - NE QUAD	13	106	74
	CATEGORY 0010 TOTALS		46.5	377	263
	0020	STH 13 & STH 64 - SE QUAD	26.7	217	151
	CATEGORY 0020 TOTALS		26.7	217	151
1610-01-76 PROJECT TOTALS			73.2	594	414

*ADDITIONAL ITEMS SHOWN ELSEWHERE IN PLANS

EROSION CONTROL, TOPSOIL, MULCHING AND SEEDING

PROJECT ID	CATEGORY	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	628.7015 INLET PROTECTION TYPE C EACH	REMARKS
1610-01-76	0010	STH 13 & SOUTH ST - SW QUAD			12	12	0.1	0.4	0.4	0.3	1	
		STH 13 & SOUTH ST - NW QUAD			23	23	0.1	0.7	0.7	0.5	2	
		STH 13 & OGDEN ST - SW QUAD			7	7	0.1	0.2	0.2	0.2	1	
		STH 13 & OGDEN ST - NW QUAD			20	20	0.1	0.6	0.6	0.4	1	
		STH 13 & STH 64 - NW QUAD			117	117	0.1	3.2	3.2	2.6	-	
		STH 13 & STH 64 - NE QUAD			132	132	0.1	3.6	3.6	3.0	-	
		STH 13 & STH 64 - SE QUAD			153	153	0.1	4.2	4.2	3.4	-	
		160+39'BA', LT									1	
		162+97'BA', RT									1	
		162+97'BA', LT									1	
UNDISTRIBUTED			100	100	116	116	0.2	3.2	3.2	2.6	3	
1610-01-76 PROJECT TOTAL			100	100	581	581	0.9	16.1	16.1	13.0	11	

EROSION CONTROL MOBILIZATION

PROJECT	CATEGORY	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
1610-01-76	0010	3	3
UNDISTRIBUTED		1	
1610-01-76 TOTAL		4	3

FIELD OFFICE TYPE B

642.5001

LOCATION	EACH	NOTES
PROJECT ID 1610-01-76	0.5	PRORATED BETWEEN 1610-01-76, 3700-50-79, 8220-00-76
PROJECT ID 3700-50-79	0.2	
PROJECT TOTALS	0.7	

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REMOVING SIGNS

PROJECT	CATEGORY	SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1610-01-76	0010	R06-01	R4-7	KEEP RIGHT	24 X 30	1	1	MEDIAN
		R06-02	R1-1	STOP (FOLDING)	48 X 36	1		ON SIGNAL POLE
		R06-03	R1-1	STOP (FOLDING)	36 X 36	1		ON SIGNAL POLE
		R06-04	R1-1	STOP		1	1	
		R06-05	--	RIGHT TURNS OBEY THIS SIGN	30 X 30	1		
		R06-06	R4-7	KEEP RIGHT	24 X 30	1	1	MEDIAN
		R06-07	R4-7	KEEP RIGHT	24 X 30	1		ON SIGNAL POLE
		R06-08	R1-1	STOP (FOLDING)	48 X 36	1		ON SIGNAL POLE
		R06-09	R1-1	STOP (FOLDING)	30 X 30	1		ON SIGNAL POLE
		R06-10	R1-1	STOP (FOLDING)	30 X 30	1		ON SIGNAL POLE
		R06-11	R1-1	STOP	30 X 30	1	1	
		R06-12	--	RIGHT TURNS OBEY THIS SIGN	30 X 30	1		ON SIGNAL POLE
		R06-13	R4-7	KEEP RIGHT	24 X 30	1		ON SIGNAL POLE
		R06-14	R1-1	STOP (FOLDING)	48 X 36	1		ON SIGNAL POLE
1610-01-76 TOTALS						14	4	

PERMANENT SIGNING

PROJECT	CATEGORY	SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2215 SIGNS TYPE II REFLECTIVE TYPE H FOLDING SF	REMARKS
1610-01-76	0010	01-01	R1-1F	STOP (FOLDING)	30 X 30	5.18	PROPOSED SIGNAL POLE
		01-02	R1-1F	STOP (FOLDING)	30 X 30	5.18	PROPOSED SIGNAL POLE
		01-03	R1-1F	STOP (FOLDING)	30 X 30	5.18	PROPOSED SIGNAL POLE
		01-04	R1-1F	STOP (FOLDING)	30 X 30	5.18	PROPOSED SIGNAL POLE
1610-01-76 TOTALS						20.72	

TRAFFIC CONTROL

PROJECT	CATEGORY	STAGE	LOCATION	DURATION	643.0300 TRAFFIC CONTROL DRUMS NO.	643.0300 DAY	643.0410 TRAFFIC CONTROL BARRICAES TYPE II NO.	643.0410 DAY	643.0420 TRAFFIC CONTROL BARRICAES TYPE III NO.	643.0420 DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	643.0705 DAY	*643.0900 TRAFFIC CONTROL SIGNS NO.	*643.0900 DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II # OF CYCLES	# OF SIGNS	EACH
1610-01-76	0010	1	STH 13/64 INTERSECTION	14	140	1960	7	98	14	196	18	252	32	448	1	2	2
		2	STH 13/64 INTERSECTION	10	80	800	0	0	4	40	17	170	18	180	0	0	0
		-	STH 13 (RESURFACING)	21	0	0		0	0	0	0	0	10	210	0	0	0
			UNDISTRIBUTED			560		22		54		88		172			1
1610-01-76 PROJECT TOTALS						3320		120		290		510		1010			3

*ADDITIONAL ITEMS SHOWN ELSEWHERE IN PLANS

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	MISCELLANEOUS QUANTITIES	SHEET 60	E

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TEMPORARY MARKING LINE ITEMS

PROJECT ID	CATEGORY	CL LENGTH	LOCATION	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW LF	643.3280 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH WHITE LF	646.9300 MARKING REMOVAL SPECIAL MARKING EACH	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF	REMARKS
1610-01-76	0010		STH 13/STH 64 INTERSECTION	1058	331	4	39	
			STH 13/PERKINS INTERSECTION		163			
			STH 13/CLARK INTERSECTION	399				
1610-01-76 PROJECT TOTALS				1457	494	4	39	

TRAFFIC CONTROL PEDESTRIAN ACCESS

CATEGORY	DESCRIPTION	SIGNS NO. DEVICES	*643.0900 TRAFFIC CONTROL SIGNS DAY	644.1430 PEDESTRIAN PLATE SF	644.1440 SURFACE MATTING SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	TEMPORARY PEDESTRIAN CURB RAMP NO. DEVICES	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	*643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) LF
0010	PROJECT 1610-01-76	15	360	-	100	640	4	96	50	108
	UNDISTRIBUTED	-	-	100	20	120	-	24	10	22
	PROJECT TOTALS		360	100	120	760	4	120	60	130

TRAFFIC CONTROL

LOCATION	643.5000 EACH	NOTES
PROJECT ID 1610-01-76	0.5	PRORATED BETWEEN 1610-01-76, 3700-50-79, 8220-00-76
PROJECT ID 3700-50-79	0.2	
PROJECT TOTALS	0.7	

MARKING LINE ITEMS

PROJECT ID	STATION - STATION	CL LENGTH	LOCATION	*643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW LF	646.4720 MARKING LINE SAME DAY EPOXY 6-INCH YELLOW LF	646.4720 MARKING LINE SAME DAY EPOXY 6-INCH WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH YELLOW LF	646.2020 MARKING LINE EPOXY 6-INCH WHITE LF	646.4020 MARKING LINE EPOXY 10-INCH WHITE LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8020 MARKING CORRUGATED MEDIAN EPOXY SF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
1610-01-76	456+20'ES' - 461+00'ES'	480	CL	1920	1279	-	-	684	465	2	2	39	110	-		-	-
	461+00'ES' - 498+30'ES'	3,700	CL	14800	9686	-	-	7346	552	13	5	39	192	-		-	-
	498+30'ES' - 511+50'ES'	1,350	CL	5400	2874	62.5	-	1665.5	162	4	0	34	-	-		36	2
	511+50'ES' - 528+75'ES'	1,725	CL	6900	3973	763	-	-	333	10	1	65	-	-	184	82	5
	528+75'ES' - 538+00'ES'	925	CL	3700	1079	400	-	-	473	4	1	73	-	-		36	2
	538+00'ES' - 541+85'ES'	385	CL	1540	939	175	-	-	292	2	-	40	-	-		-	-
	CTH O		SIDEROAD	-	-	-	280	28	79	-	-	35	-	-		-	-
	CONRAD DR		SIDEROAD	-	-	-	-	-	-	-	-	21	-	-		-	-
	PERKINS ST		SIDEROAD	-	-	-	376	-	162	1	-	55	-	272		-	2
	SOUTH ST		SIDEROAD	-	-	-	48	-	-	-	-	16	-	99		-	-
	CE		SIDEROAD	-	-	-	42	-	-	2	-	23	-	-		-	-
	OGDEN ST		SIDEROAD	-	-	-	26	-	-	-	-	18	-	101		-	-
	EASTVIEW DR		SIDEROAD	-	-	-	134	-	40	2	-	29	-	-		-	-
	CLARK ST		SIDEROAD	-	-	-	128	-	64	3	-	49	-	117		-	-
	STH 64		SIDEROAD	-	-	-	957	346	241	3	-	73	21	593		-	-
	PROJECT TOTALS			34260	21231		12061		2863	46	9	609	323	1182	184	154	11

*ADDITIONAL ITEMS SHOWN ELSEWHERE IN PLANS

CONSTRUCTION STAKING

PROJECT ID	CATEGORY	STATION - STATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (1610-01-76) EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 01. (1610-01-76) EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 02. (3700-50-79) EACH	650.8501 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 01. (3700-50-79) EACH
1610-01-76	0010	PROJECT	-	8565	-	1	1	-	-
		SOUTH ST - SW QUAD	33	-	1	-	-	-	-
		SOUTH ST - NW QUAD	19	-	1	-	-	-	-
		OGDEN ST - SW QUAD	20	-	1	-	-	-	-
		OGDEN ST - NW QUAD	17	-	1	-	-	-	-
		STH 64 & STH 13 - NW QUAD	97	-	.	-	-	-	-
		ST 6 ST 13 - S UA	111	-	1	-	-	-	-
		ST 6 ST 13 - NE UA	116	-	2	-	-	-	-
	CATEGOR 0010 TOTALS		13	8565	9	1	1	0	0
	000	ST 6 ST 13 - SE UA	17	-	2	-	-	-	-
	CATEGOR 000 TOTALS		17	0	2	0	0	0	0
	1610-01-76 PROJECT TOTALS		630	8565	11	1	1	0	0
3700-50-79	0010	PROJECT	-	-	-	-	-	1	1
	3700-50-79 PROJECT TOTALS		-	-	-	-	-	1	1

3

SAWCUT

PROJECT	CATEGORY	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
1610-01-76	0010	456+20'ES'	CL	49	-	BEGINNING OF PROJECT
				61	-	CTH O -WEST
				23	-	CTH O -EAST
		STA 464+50 'ES'	RT	48	-	DRIVEWAY
		STA 478+32 'ES'	LT	42	-	DRIVEWAY
				38	-	E CONRAD DR
				48	-	E PERKINS ST -WEST
				43	-	E PERKINS ST -EAST
				32	20	SOUTH ST
				33	-	CE
				32	25	OGDEN ST
				45	-	EASTVIEW DR
				36	-	CLARK ST
				33	-	MEDFORD PLAZA
				44	-	E BROADWAY AVE
				131	-	E BROADWAY AVE
				108	15	STH 64 & STH 13 - NW QUAD
				137	133	STH 64 & STH 13 - SW QUAD
				121	32	STH 64 & STH 13 - NE QUAD
		CATEGORY 0010 TOTALS		1104	225	
	0020			273	37	STH 64 & STH 13 - SE QUAD
		CATEGORY 0020 TOTALS		273	37	
		1610-01-76 PROJECT TOTALS		**1377**	**262**	
3700-50-79	0010	STH 13 & STH 64 INTERSECTION		1183	0	SIGNAL LOOP INSTALLATIONS
		3700-50-79 PROJECT TOTALS		**1183**	**0**	

ADJUSTING WATER VALVE BOXES

PROJECT	CATEGORY	STATION/OFFSET	LOCATION	SPV.0060.02 ADJUSTING WATER VALVE BOXES EACH
1610-01-76	0030	536+80, 34' LT	STH 13	1
		537+77, 31' LT	STH 13	1
		538+19, 33' LT	STH 13	1
		162+21, 16' LT	STH 64	1
1610-01-76 PROJECT TOTALS				.

3

PULL BOXES NON-CONDUCTIVE

PULL BOX NUMBER	STATION	LOCATION	*653.0164 PULL BOXES NON-CONDUCTIVE 24 X 42 - INCH EACH
STH 13 & STH 64			
PB3	162+19.4'BA'	34.1' RT	1
PB4	537+22.0'ES'	45.0' RT	1
1610-01-76 ITEM TOTALS (CATEGORY 0020)			**2**

* ITEMS SHOWN ELSEWHERE IN THE PLANS

CONCRETE BASES

BASE NUMBER	STATION	LOCATION	*654.0101 CONCRETE BASES TYPE 1 EACH	654.0113 CONCRETE BASES TYPE 13 EACH
STH 13 & STH 64				
SB3	161+94.8'ES'	41.6' RT	--	1
SB4	161+90.5'ES'	45.3' RT	1	--
SB5	537+32.6'ES'	50.3' RT	1	--
1610-01-76 ITEM TOTALS (CATEGORY 0020)			**2**	**1**

* ITEMS SHOWN ELSEWHERE IN THE PLANS

CONCRETE BASE REMOVALS

EXISTING BASE NUMBER	*204.0195 REMOVING CONCRETE BASES EACH
STH 13 & STH 64	
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
SB11	1
SB12	1
SB13	1
SB14	1
CB1	1
3700-50-79 ITEM TOTALS	**15**

3

CONDUIT

FROM	TO	*652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
STH 13 & STH 64					
CB1	PB1	--	33	--	--
PB1	PB2	--	86	--	--
PB1	ICPB1	9	--	--	--
PB2	PB3	--	--	--	130
PB3	PB4	--	152	--	--
PB4	PB5	--	--	201	--
PB4	PB6	--	--	--	158
PB6	PB7	--	110	--	--
PB7	PB8	--	--	--	124
PB8	PB9	--	154	--	--
PB9	PB10	--	--	224	--
PB9	PB11	--	--	--	166
PB11	CB1	--	27	--	--
PB1	SB1	7	--	--	--
PB2	SB2	21	--	--	--
PB3	SB3	--	23	--	--
PB3	SB4	28	--	--	--
PB4	SB5	12	--	--	--
PB6	SB6	--	15	--	--
PB7	SB7	27	--	--	--
PB7	SB8	9	--	--	--
PB8	SB9	--	7	--	--
PB8	SB10	19	--	--	--
PB9	SB11	13	--	--	--
PB11	SB12	--	7	--	--
3700-50-79 ITEM TOTALS		**145**	**614**	**425**	**578**

* ITEMS SHOWN ELSEWHERE IN THE PLANS

PULL BOXES NON-CONDUCTIVE

PULL BOX NUMBER	STATION	LOCATION	*653.0164 PULL BOXES NON-CONDUCTIVE 24 X 42 - INCH EACH
STH 13 & STH 64			
PB1	538+59.9'ES'	66.6' RT	1
PB2	162+11.9'BA'	30.6' LT	1
PB5	535+22.8'ES'	41.8' RT	1
PB6	537+05.5'ES'	32.0' LT	1
PB7	166+33.1'BA'	33.9' RT	1
PB8	160+35.6'BA'	28.0' LT	1
PB9	538+60.4'ES'	29.3' LT	1
PB10	540+86.3'ES'	31.3' LT	1
PB11	538+66.8'ES'	53.3' RT	1
ICPB1	538+66.8'ES'	53.3' RT	1
3700-50-79 ITEM TOTALS			**10**

* ITEMS SHOWN ELSEWHERE IN THE PLANS

PULL BOX REMOVALS

EXISTING PULL BOX NUMBER	653.0905 REMOVING PULL BOXES EACH
STH 13 & STH 64	
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
PB9	1
PB10	1
PB11	1
PB12	1
3700-50-79 ITEM TOTALS	**12**

LOOP DETECTOR SCHEDULE

LOOP NUMBER	HOME RUN PB	STATION	LOCATION	SIZE (FT)X(FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR LF	*655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
STH 13 & STH 64										
11	PB4	537+00.4'ES'	5.4' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	138	221	414
12	PB4	537+28.3'ES'	6.1' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	130	221	390
21	PB10	540+78.6'ES'	14.1' LT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	342	198
31	PB2	162+22.0'BA'	1.7' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	114	80	342
32	PB2	161+94.0'BA'	4.4' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	80	336
41	PB7	160+17.6'BA'	18.2' RT	6X20	5	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	92	257	460
42	PB7	160+45.54'BA'	17.4 'RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	257	246
51	PB9	538+80.4'ES'	7.7' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	130	118	390
52	PB9	538+52.5'ES'	9.0' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	124	118	372
61	PB5	538+26.4'ES'	25.6' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	422	198
71	PB7	160+17.7'BA'	5.0' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	257	336
72	PB7	160+45.7'BA'	4.3' RT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	106	257	318
81	PB2	162+22.4'"BA'	14.1' LT	6X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	92	80	276
82	PB2	161+95.3'BA'	14.1' LT	9X20	3	ASPHALT	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	78	80	234
							3700-50-79 ITEM TOTALS	**1442**	**2790**	**4510**

* ITEMS SHOWN ELSEWHERE IN THE PLANS

CONCRETE BASES

BASE NUMBER	STATION	LOCATION	*654.0101 CONCRETE BASES TYPE 1 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
STH 13 & STH 64					
SB1	538+54.6 'ES'	62.4' RT	1	--	--
SB2	538+41.7 'ES'	78.8' RT	1	--	--
SB6	536+91.0 'ES'	28.9' LT	--	1	--
SB7	160+54.1 'BA'	50.1' RT	1	--	--
SB8	160+41.4 'BA'	38.7' RT	1	--	--
SB9	160+42.7 'BA'	29.2' LT	--	1	--
SB10	160+54.0 'BA'	33.6' LT	1	--	--
SB11	538+48.6 'ES'	34.3' LT	1	--	--
SB12	538+71.3 'ES'	48.7' RT	--	1	--
CB1	538+69.4 'ES'	60.9' RT	--	--	1
	3700-50-79 ITEM TOTALS		**6**	**3**	**1**

* ITEMS SHOWN ELSEWHERE IN THE PLANS

TRAFFIC SIGNAL CABLE NO. 14 (BELOW GROUND)

FROM	TO	*655.0230 CABLE TRAFFIC SIGNAL 5 - 14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7 - 14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12 - 14 AWG LF	*655.0700 LOOP DETECTOR LEAD IN CABLE LF
STH 13 & STH 64					
CB1	SB1	45	--	--	45
CB1	SB2	--	--	118	118
CB1	SB3	--	--	201	--
CB1	SB4	206	--	--	206
CB1	SB5	--	--	282	282
CB1	SB6	--	--	392	--
CB1	SB7	--	333	--	666
CB1	SB8	--	--	333	--
CB1	SB9	--	--	235	--
CB1	SB10	247	--	--	247
CB1	SB11	--	--	148	148
CB1	SB12	--	--	43	--
	3700-50-79 ITEM TOTALS	498	333	1752	1712

* ITEMS SHOWN ELSEWHERE IN THE PLANS

LIGHTING WIRE

FROM	TO	655.0305 CABLE TYPE UF 2 - 12 AWG GROUNDED LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
STH 13 & STH 64			
CB1	SB6	392	--
SB6	LUMIN	--	144
CB1	SB12	43	--
SB12	LUMIN	--	144
3700-50-79 ITEM TOTALS		**435**	**288**

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF
STH 13 & STH 64		
CB1	SB6(HEAD A)	276
CB1	SB12 (HEAD B)	118
CB1	SB3 (HEAD C)	281
CB1	SB9 (HEAD D)	300
3700-50-79 ITEM TOTALS		**975**

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL STH 13 & STH 64 EACH
STH 13 & STH 64	1
3700-50-79 ITEM TOTALS	**1**

3

3

CAST BASES, POLES, MONOTUBE ARMS, LUMINAIRES, AND PUSH BUTTONS

SIGNAL BASE NUMBER	657.0100 PEDESTAL BASES EACH	657.0347 POLES TYPE 9-SPECIAL EACH	657.0352 POLES TYPE 10-SPECIAL EACH	657.0355 POLES TYPE 12 EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15 - FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10 - FT EACH	657.0550 MONOTUBE ARMS 50-FT EACH	657.0536 MONOTUBE ARMS 35-FT-SPECIAL EACH	657.0546 MONOTUBE ARMS 45-FT-SPECIAL EACH	657.0815 LUMINAIRE ARMS STEEL 15-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
STH 13 & STH 64												
SB1	1	--	--	--	--	1	--	--	--	--	1	--
SB2	1	--	--	--	1	--	--	--	--	--	1	--
SB3	--	--	--	1	--	--	1	--	--	--	--	--
SB4	1	--	--	--	--	1	--	--	--	--	1	--
SB5	1	--	--	--	1	--	--	--	--	--	1	--
SB6	--	--	1	--	--	--	--	--	1	1	--	1
SB7	1	--	--	--	--	1	--	--	--	--	2	--
SB8	1	--	--	--	1	--	--	--	--	--	--	--
SB9	--	1	--	--	--	--	--	1	--	--	--	--
SB10	1	--	--	--	--	1	--	--	--	--	1	--
SB11	1	--	--	--	1	--	--	--	--	--	1	--
SB12	--	--	1	--	--	--	--	--	1	1	--	1
3700-50-79 ITEM TOTALS	**8**	**1**	**2**	**1**	**4**	**4**	**1**	**1**	**2**	**2**	**8**	**2**

TRAFFIC SIGNAL CABLE NO. 14 (ABOVE GROUND)

FROM	TO	*655.0230 CABLE TRAFFIC SIGNAL 5 - 14 AWG LF
STH 13 & STH 64		
SB1	HEAD 82	15
SB2	HEAD 11	21
SB2	HEAD 19	22
SB2	HEAD 61	15
SB3	HEAD 17	46
SB3	HEAD 18	24
SB3	HEAD 20	73
SB4	HEAD 62	15
SB5	HEAD 1	21
SB5	HEAD 9	22
SB5	HEAD 41	15
SB6	HEAD 7	46
SB6	HEAD 8	36
SB6	HEAD 10	66
SB7	HEAD 21	15
SB7	HEAD 42	15
SB8	HEAD 14	22
SB8	HEAD 16	21
SB9	HEAD 12	42
SB9	HEAD 13	24
SB9	HEAD 15	54
SB10	HEAD 22	15
SB11	HEAD 4	22
SB11	HEAD 6	21
SB11	HEAD 81	15
SB12	HEAD 2	54
SB12	HEAD 3	42
SB12	HEAD 5	67
3700-50-79 ITEM TOTALS		866

* ITEMS SHOWN ELSEWHERE IN THE PLANS

ELECTRIC WIRE TRAFFIC SIGNALS

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
STH 13 & STH 64		
CB1	SB1	45
SB1	SB2	111
SB2	SB3	149
SB3	SB4	75
SB4	SB5	156
SB5	SB6	146
SB6	SB7	137
SB7	SB8	60
SB8	SB9	118
SB9	SB10	50
SB10	SB11	149
SB11	SB12	143
SB12	CB1	43
3700-50-79 ITEM TOTALS		**1382**

TRAFFIC SIGNAL AND PEDESTRIAN FACES, AND BACKPLATES

SIGNAL HEAD NUMBER	SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S-12 INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S-12 INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
STH 13 & STTH 64				
1**	5	1	--	--
2**	12	1	--	--
3**	12	1	--	--
4***	11	--	1	--
5**	12	--	1	--
6**	11	1	--	--
7**	6	1	--	--
8**	6	1	--	--
9***	5	--	1	--
10**	6	--	1	--
11**	2	1	--	--
12**	9	1	--	--
13**	9	1	--	--
14***	8	--	1	--
15**	9	--	1	--
16**	8	1	--	--
17**	3	1	--	--
18**	3	1	--	--
19***	2	--	1	--
20**	3	--	1	--
21	7	--	--	1
22	10	--	--	1
41	5	--	--	1
42	7	--	--	1
61	2	--	--	1
62	4	--	--	1
81	11	--	--	1
82	1	--	--	1
3700-50-79 ITEM TOTALS		**12**	**8**	**8**

**RETROREFLECTIVE BACKPLATE
***RETROREFLECTIVE BACKPLATE AND TUNNEL VISORS

3

SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.01 SIGNAL MOUNTING HARDWARE STH 13 & STH 64 EACH
STH 13 & STH 64	1
3700-50-79 ITEM TOTALS	**1**

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0201.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS STH 13 & STH 64 EACH	661.0300 GENERATORS DAY
STH 13 & STH 64	1	2
3700-50-79 ITEM TOTALS	**1**	**2**

INSTALL FIBER OPTIC CABLE

FROM	TO	678.0006**** INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT LF
INTERCONNECT WISDOT VAULT	CB1 (S60-0161)	3000
	3700-50-79 ITEM TOTALS	**3000**

****REPULL EXISTING CABLE

3

REMOVE, DISASSEMBLE, AND SALVAGE TRAFFIC SIGNALS

LOCATION	SPV.0060.03 REMOVE, DISASSEMBLE, AND SALVAGE TRAFFIC SIGNALS EACH
STH 13 & STH 64	1
3700-50-79 ITEM TOTALS	**1**

INSTALL STATE FURNSIHED EVP DETECTOR HEADS

	SPV.0060.04 INSTALL STATE FURNISHED EVP DETECTOR HEADS EACH
STH 13 & STH 64	1
3700-50-79 ITEM TOTALS	**1**

TEMPORARY VEHICLE DETECTION

	SPV.0060.05 TEMPORARY VEHICLE DETECTION EACH
STH 13 & STH 64	1
3700-50-79 ITEM TOTALS	**1**

INSTALL STATE FURNISHED CAT-5E CABLE

FROM	TO	SPV.0090.03 INSTALL STATE FURNISHED CAT-5E CABLE LF
STH 13 &STH 64		
CB1	SB6	482
CB1	SB12	133
3700-50-79 ITEM TOTALS		482

BENCH MARKS				
NAME	STATION	OFFSET	DESCRIPTION	ELEVATION
BM26	460+15.33'ES'	51.32'RT	HYD BURY TAG BOLT	1410.21

BEGIN PROJECT
1610-01-76
STA 456+20'ES'
Y=332,327.2513
X=653,238.7468
SAWCUT REQ'D
BUTT JOINT REQ'D
MATCH EX PAVEMENT

STA 455+00.00'ES' POT:
Y=332,209.7933
X=653,260.7078

APROX PROPERTY LINE (TYP)

EXISTING R/W

WE ENERGIES - GAS

STA 456+96'ES'

PC: 458+44.18'ES'

STH 13 (S 8TH ST)

N10°35'25"W

455'ES' 456'ES' 457'ES' 458'ES' 459'ES' 460'ES' 461'ES' 462'ES'

TDS TELECOM - COM

WANRACK LLC - FO
WANRACK LLC - COM
(NOT FIELD LOCATED)

MEDFORD ELECTRIC - ELEC

CITY OF MEDFORD - WATER

CITY OF MEDFORD - SAN

CTH O

STA 461+10'ES'
BUTT JOINT REQ'D

STA 460+98'ES'
BUTT JOINT REQ'D

PI: 461+59.71

C11

CAUTION

MATCH LINE STA 462+50'ES'

C11

PI STA = 461+59.71'ES'
Y = 332,858.2673
X = 653,139.4632
Δ = 12°34'14"
D = 2°00'00"
T = 315.53'
L = 628.53'
R = 2,864.79'
PC STA = 458+44.18'ES'
PT STA = 464+72.71'ES'

MEDFORD ELECTRIC - ELEC

MEDFORD ELECTRIC - ELEC

WE ENERGIES - GAS

PT: 464+72.71'ES'

CITY OF MEDFORD - SAN

EXISTING R/W

WANRACK LLC - FO
WANRACK LLC - COM
(NOT FIELD LOCATED)

CORRECTION CREEK

MATCH LINE STA 462+50'ES'

463'ES' 464'ES' 465'ES' 466'ES' 467'ES' 468'ES' 469'ES' 470

CAUTION

STH 13 (S 8TH ST)

N01°58'49"E

MATCH LINE STA 470+00'ES'

STA 469+76.36'ES' PI:
Y=333,676.9600
X=653,167.7700

CITY OF MEDFORD - SAN

CITY OF MEDFORD - WATER

STA 464+57'ES'
BUTT JOINT REQ'D

MEDFORD ELECTRIC - ELEC

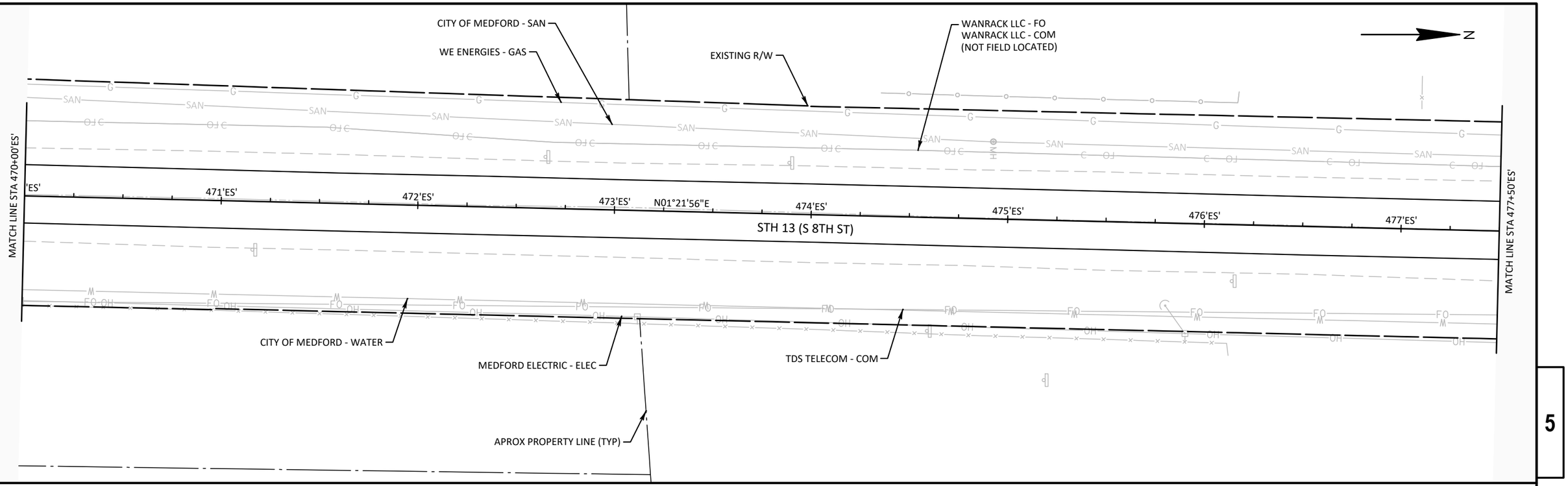
TDS TELECOM - COM

B-60-141
TO REMAIN

APROX PROPERTY LINE (TYP)

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PLAN	SHEET 68 E

FILE NAME : X:\UZ\W\WITNW\160524\5-final_design\drawings\working\EW\2016010176\sheet\2016010176sht_ESDSN_SEC0_PLAN_65200_E_(PLAN).DWG
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PLOT BY : SEH
LAYOUT NAME : 01
PLOT SCALE : 1.0 IN = 50.0 FT
WISDOT/CADDS SHEET 42



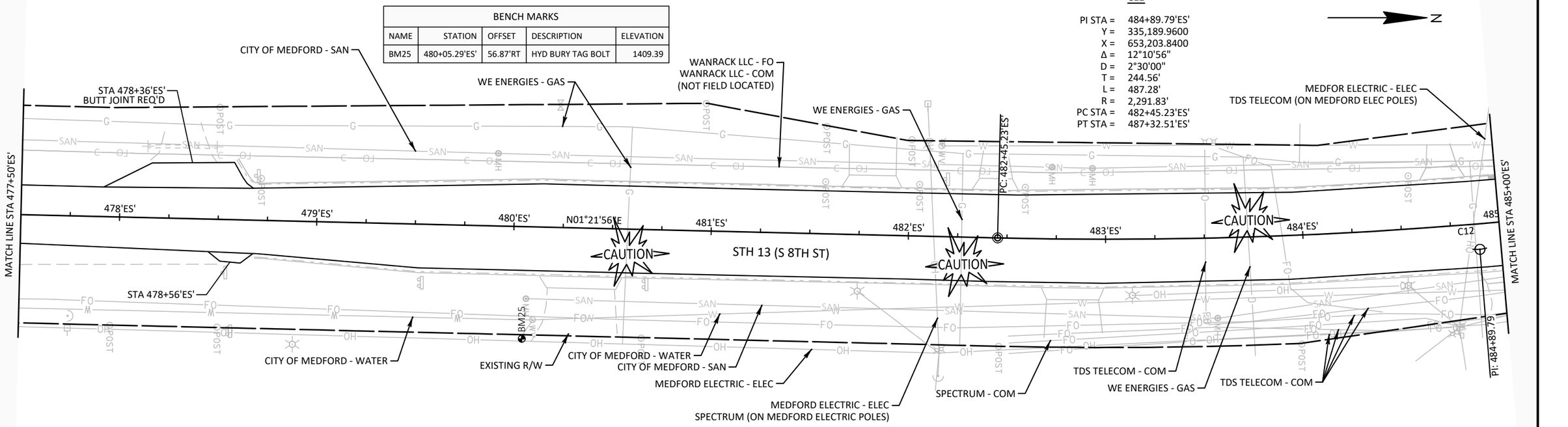
5

5

BENCH MARKS				
NAME	STATION	OFFSET	DESCRIPTION	ELEVATION
BM25	480+05.29'ES'	56.87'RT	HYD BURY TAG BOLT	1409.39

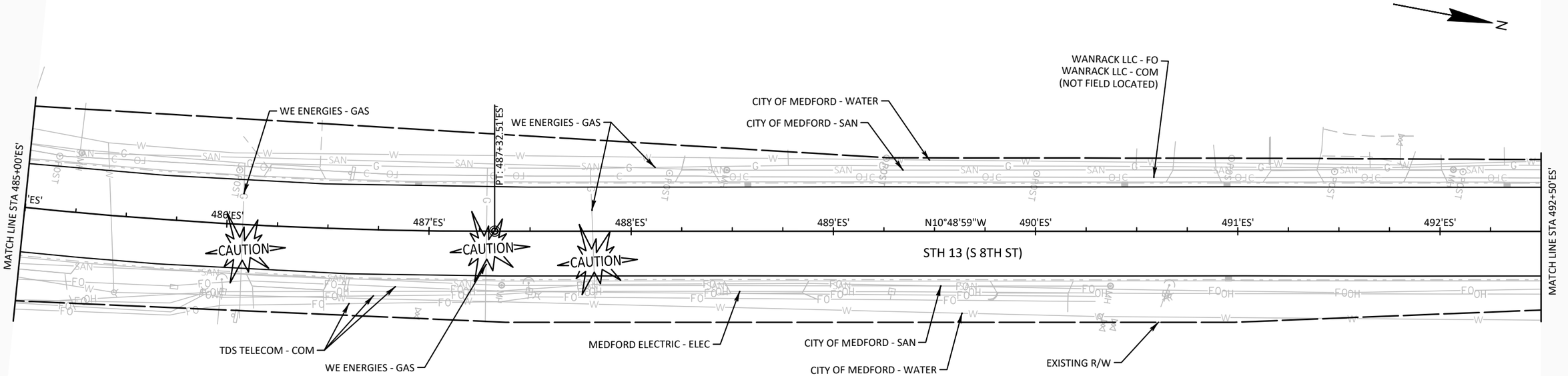
C12

PI STA = 484+89.79'ES'
Y = 335,189.9600
X = 653,203.8400
Δ = 12°10'56"
D = 2°30'00"
T = 244.56'
L = 487.28'
R = 2,291.83'
PC STA = 482+45.23'ES'
PT STA = 487+32.51'ES'



PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PLAN	SHEET 69 E

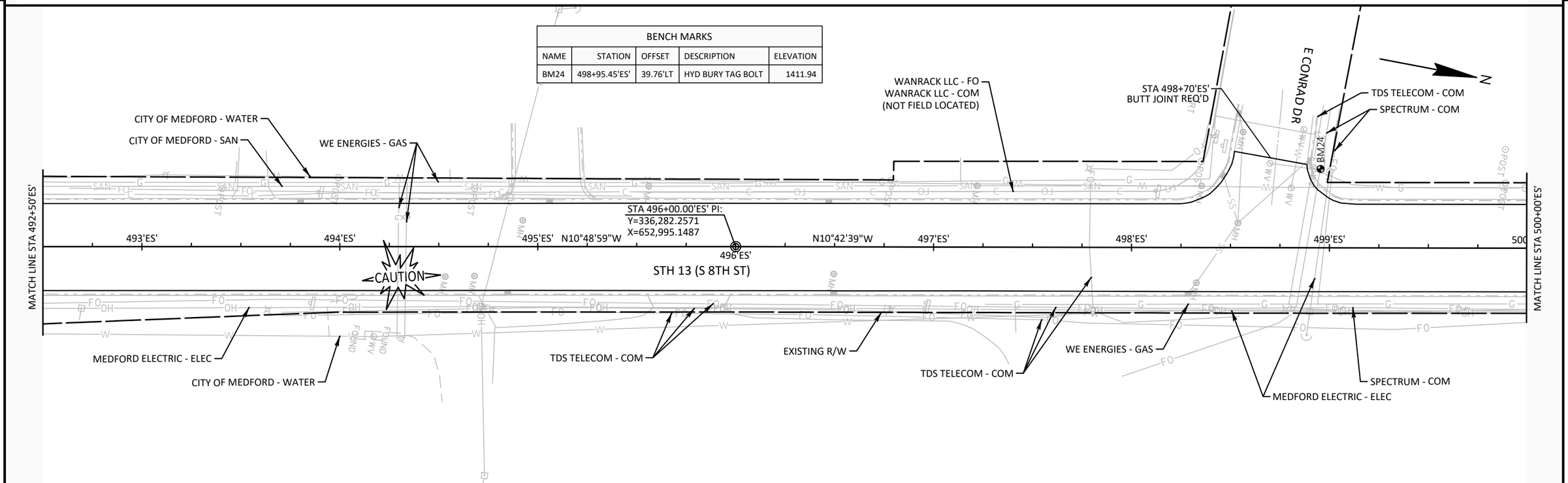
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PLOT DATE : 8/25/2023 12:47 PM
PLOT BY : SEH
LAYOUT NAME : C12
PLOT SCALE : 1.0 IN = 50.0 FT
WISDOT/CADDS SHEET 48



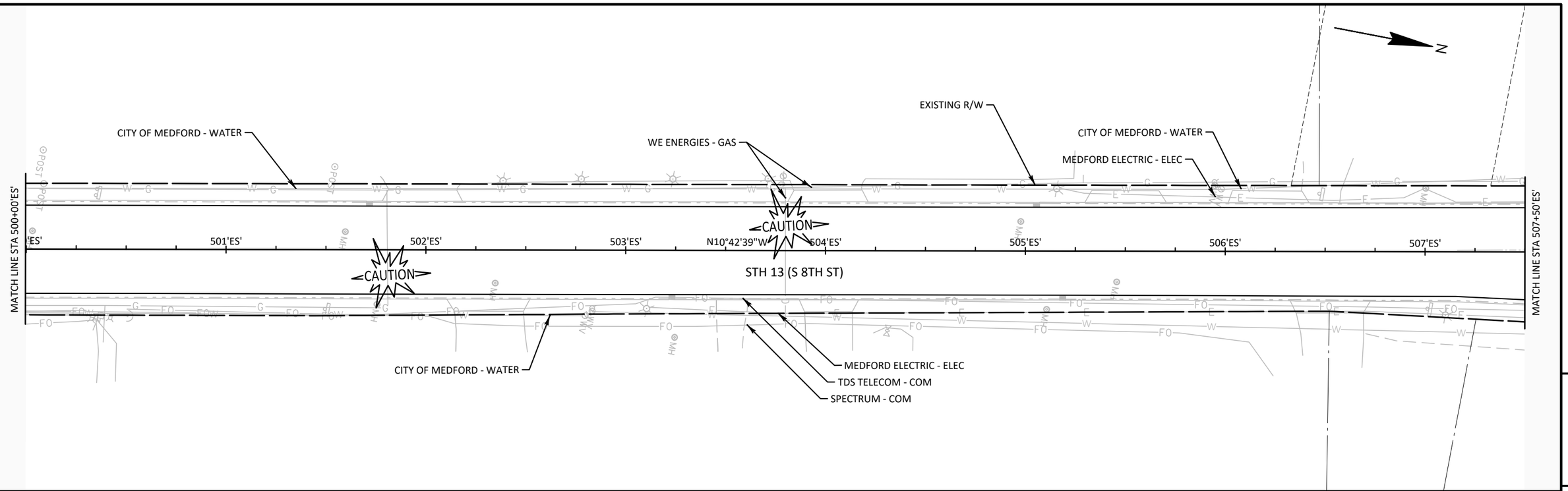
5

5

BENCH MARKS				
NAME	STATION	OFFSET	DESCRIPTION	ELEVATION
BM24	498+95.45'ES'	39.76'LT	HYD BURY TAG BOLT	1411.94

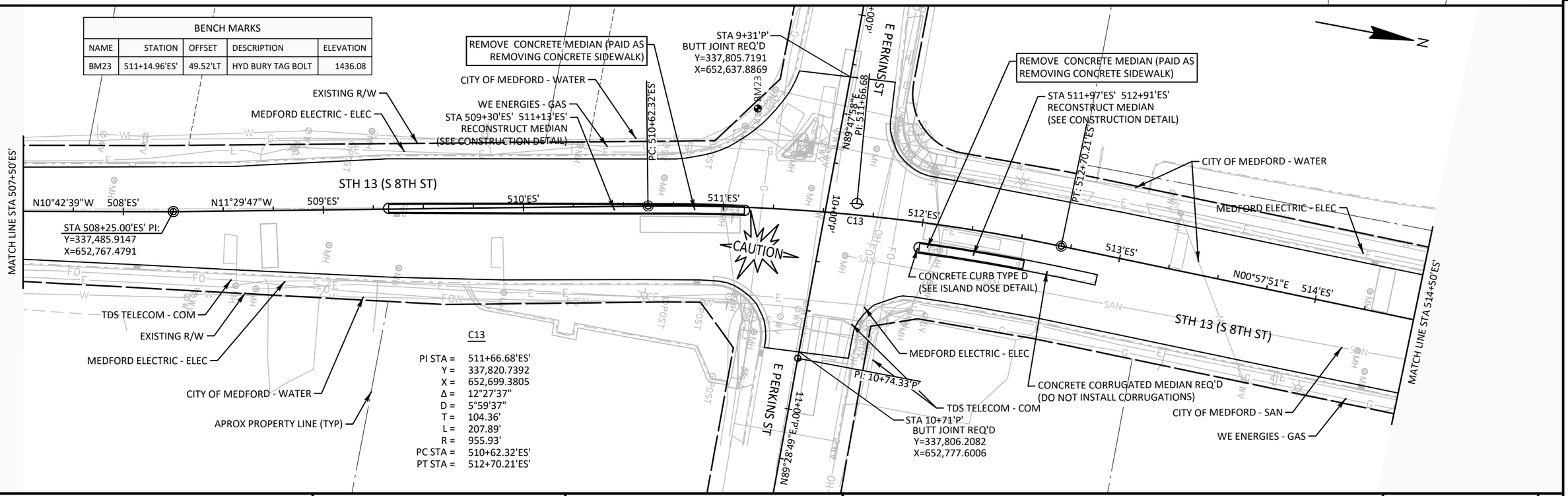


PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PLAN	SHEET 70 E

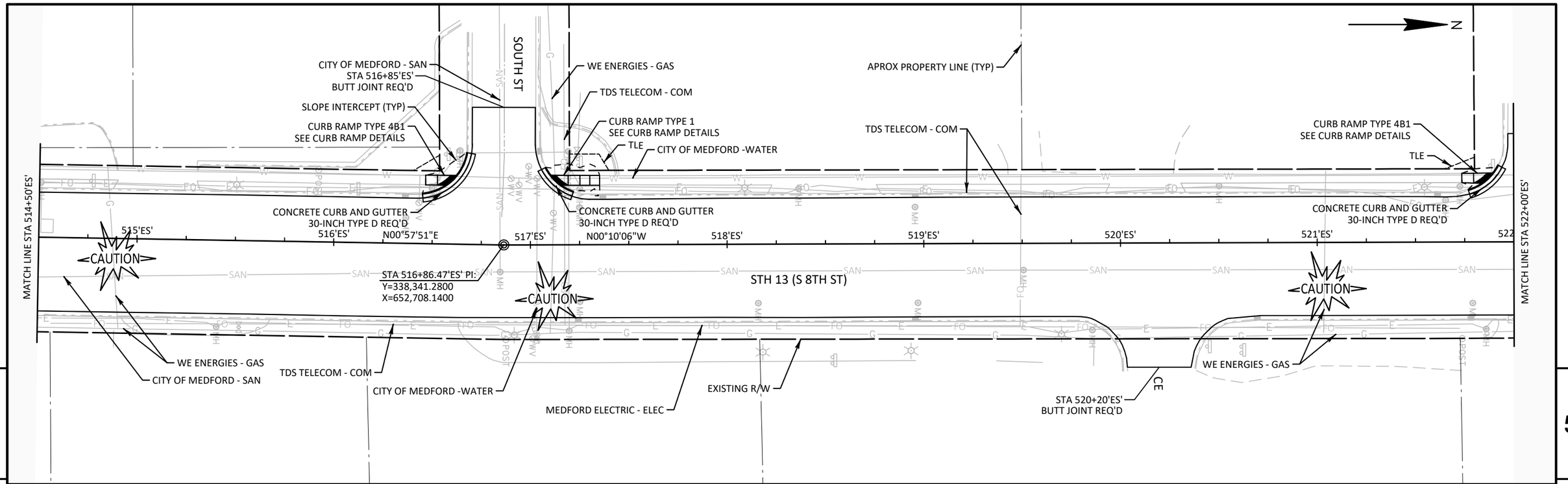


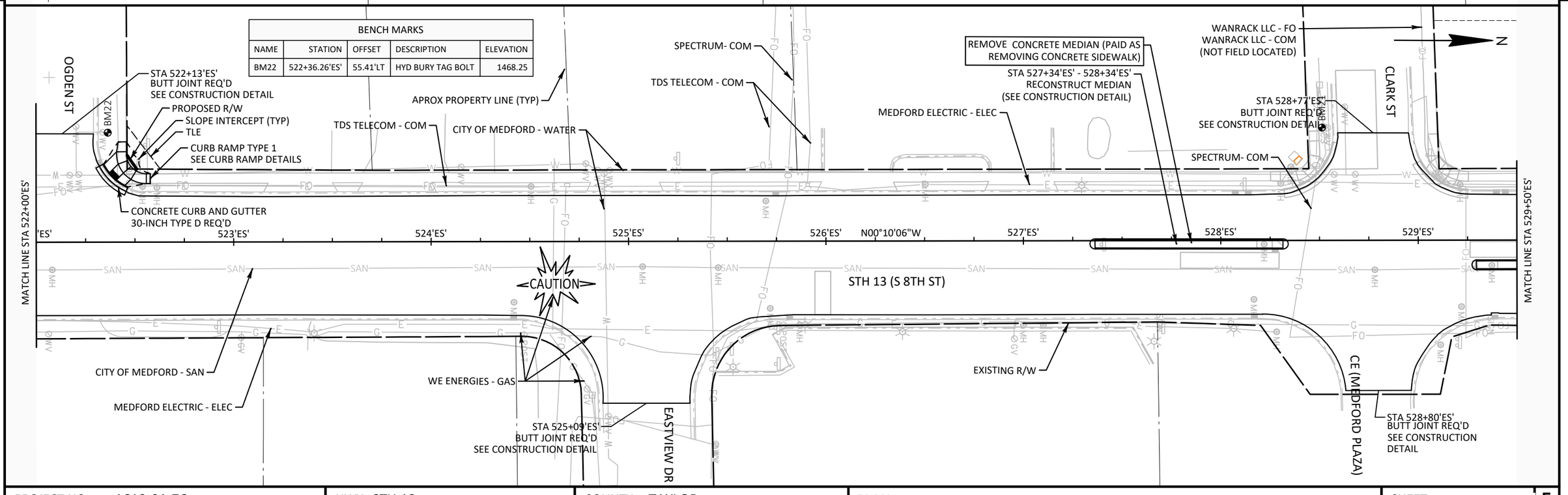
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BENCH MARKS				
NAME	STATION	OFFSET	DESCRIPTION	ELEVATION
BM23	511+14.96'ES'	49.52'LT	HYD BURY TAG BOLT	1436.08

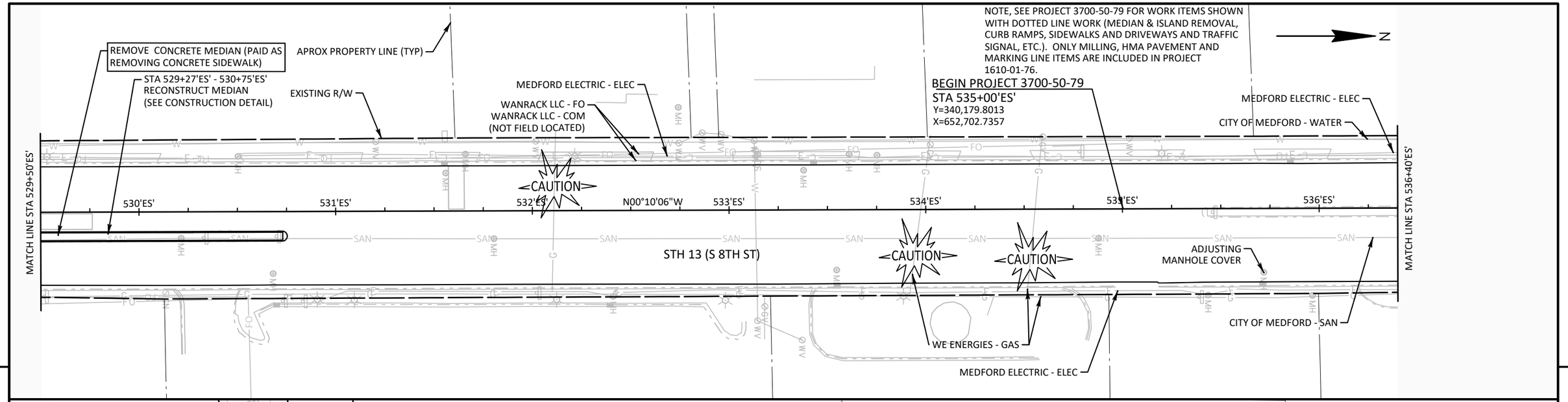


PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PLAN	SHEET 71 E

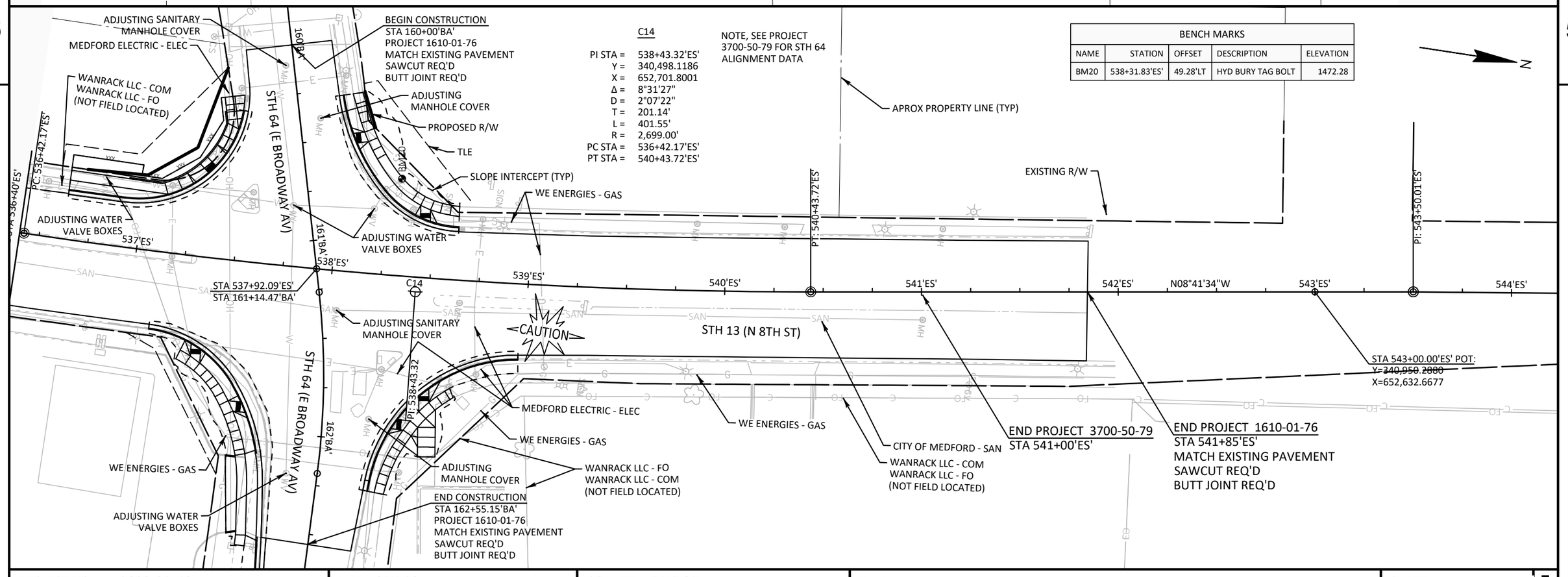




PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PLAN	SHEET 72 E



5



BENCH MARKS				
NAME	STATION	OFFSET	DESCRIPTION	ELEVATION
BM20	538+31.83'ES'	49.28'LT	HYD BURY TAG BOLT	1472.28

5

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PLAN	SHEET 73 E

C3		C14	
PI STA =	161+72.86'BA'	PI STA =	538+43.32'ES'
Y =	340,461.9348	Y =	340,498.1186
X =	652,754.1840	X =	652,701.8001
Δ =	13°51'32"	Δ =	8°31'27"
D =	14°59'56"	D =	2°07'22"
T =	46.43'	T =	201.14'
L =	92.40'	L =	401.55'
R =	382.00'	R =	2,699.00'
PC STA =	161+26.44'BA'	PC STA =	536+42.17'ES'
PT STA =	162+18.84'BA'	PT STA =	540+43.72'ES'

N

STA 542+00.00'ES' POT:
Y=340,851.4366
X=652,647.7811

N08°41'34"W

539'ES'

STH 13 (N 8TH ST)

MATCH EXISTING CURB & GUTTER

538+96.69'ES'
36.19'RT

538+65.67'ES'
59.71'RT

NOTE, SEE CURB RAMP DETAILS FOR SIDEWALK AND CURB RAMP, TYPICAL FOR ALL FOUR QUADRANTS.

538+63.01'ES'
24.60'LT

MATCH EXISTING CURB & GUTTER

SLOPE INTERCEPT (TYP)

ADJUSTING WATER VALVE BOXES TLE (TYP)

PROPOSED R/W (TYP)

MATCH EXISTING CURB & GUTTER

1470.60 1469.97 1469.32 1468.70 1470.23 1469.85 1469.47 1468.00

C14

PI: 538+43.32'ES'

PI: 161+72.86'BA'

INT-13_64-NW-FLAG

INT-13_64-NE-FLAG

162+24.08'BA'
24.43'LT

MATCH EXISTING CURB & GUTTER

STA 162+55.15'BA'
MATCH EXSITNG
SAWCUT REQ'D

162'BA'

163'BA'

N88°50'20"E

164'BA'

165'BA'

STA 165+00.00'BA' POT:
Y=340,468.5723
X=653,081.7059

STA 160+00'BA'
MATCH EXISTING
SAWCUT REQ'D

STA 159+39.56'BA' PI:
Y=340,401.4728
X=652,528.8515

161'BA'

538'ES'

STA 537+92.09'ES'
STA 161+14.47'BA'

CONCRETE DRIVEWAY 6-INCH TYPE Y REQ'D

45.7'

1467.17 1466.66 1466.10 1465.66 1465.24

STH 64 (E BROADWAY AV)

163+39.17'BA'
19.26'RT

160+28.30'BA'
21.24'LT

MATCH EXISTING CURB & GUTTER

INT-13_64-SE-FLAG

30.8'

163+18.44'BA'
31.29'RT

MATCH EXISTING CURB & GUTTER

STA 158+00.00'BA' POT:
Y=340,361.5819
X=652,395.1132

N74°58'48"E

160'BA'

160+31.04'BA'
25.71'RT

INT-13_64-SW-FLAG

1469.03 1468.57 1467.66 1467.37

162+60.19'BA'
36.62'RT

38.4'

162+35.23'BA'
44.51'RT

25.1'

CONCRETE DRIVEWAY 6-INCH

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

MATCH EXISTING CURB

N73°23'29"E 159'BA'

STH 64 (E BROADWAY AV)

158'BA'

CONCRETE DRIVEWAY 6-INCH, MATCH EXISTING PAVEMENT, SEE REMOVAL PLAN FOR SAWCUT LOCATIONS

1469.21 1468.79 1467.93

MATCH EXISTING CURB & GUTTER

537'ES'

537+11.10'ES'
37.18'RT

EXISTING R/W (TYP)

SEE CURB RAMP DETAILS FOR SIDEWALK CURB DETAILS

ADJUSTING WATER VALVE BOXES

536+61.88'ES'
22.84'LT

PC: 536+42.17'ES'

MATCH EXISTING CURB & GUTTER

STH 13 (S 8TH ST)

536'ES'

N00°10'06"W

535'ES'

STA 534+99.99'ES' POT:
Y=340,154.7963
X=652,702.8093

PROJECT NO: 1610-01-76	HWY: STH 13	COUNTY: TAYLOR	PLAN	SHEET 74	E

FILE NAME : X:\UZW\WTNW\160524\5-final design\51-roadway\05-traffic\01\161001\sheets\161001_sht_SEC03.dgn 161001_sht_SEC03_PLAN_B.pdf (Blue) 0003 P005079.wa2005079.DWG
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PLOT BY : SEH
LAYOUT NAME : 01
PLOT SCALE : 1.0 IN = 50.0 FT
WISDOT/CADDS SHEET 42

Standard Detail Drawing List

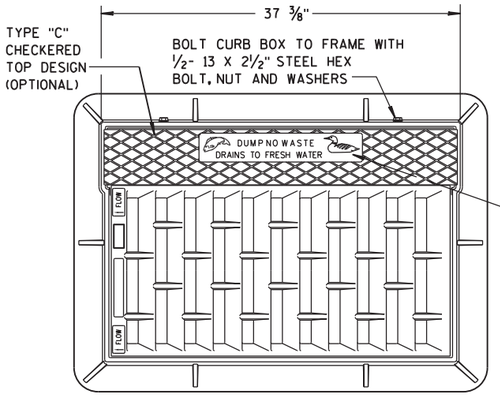
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D15-05B	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08D15-05C	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08D16-11	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08D17-06	MANHOLES, MANHOLE & INLET COVERS
08D18-03	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-03	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-14B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
09B02-10	CONDUIT
09B16-02	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09B	TYPE 9 SPECIAL POLE 35' MONOTUBE ARM
09E08-09H	TYPE 10 SPECIAL POLE 45' MONOTUBE ARM
09E08-09J	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09E12-01E	GENERAL NOTES AND HARDWARE DETAILS FOR OVER HEIGHT TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
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

6

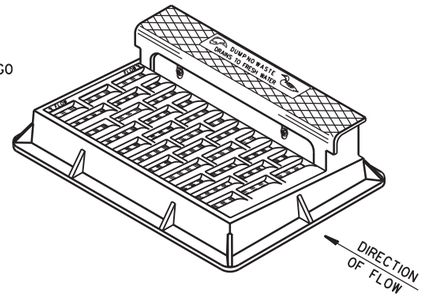
Standard Detail Drawing List

15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-08C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D20-07B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
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
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

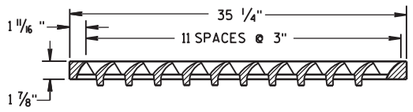
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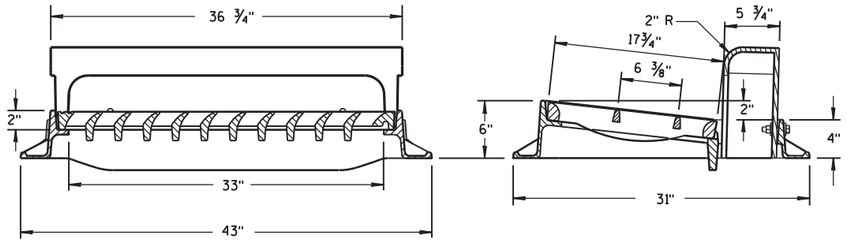


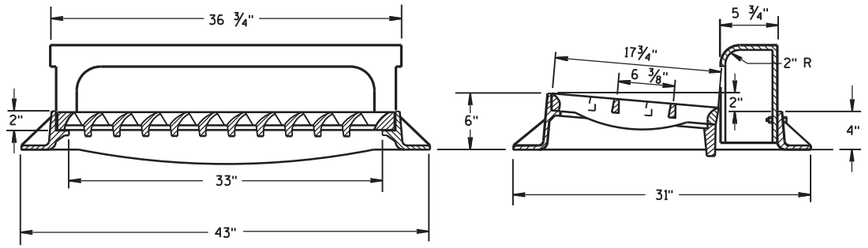
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

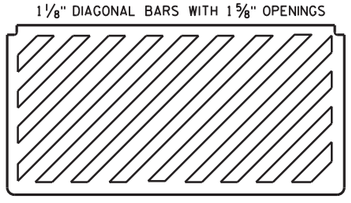






TYPE "H"

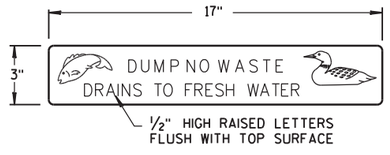
NOTE: EITHER CASTING IS ACCEPTABLE



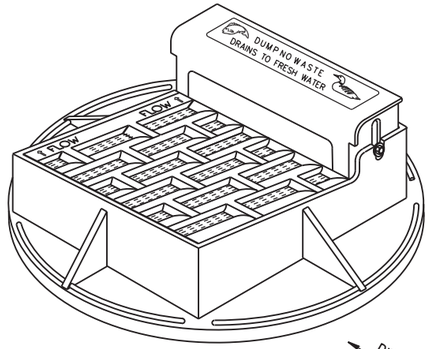
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

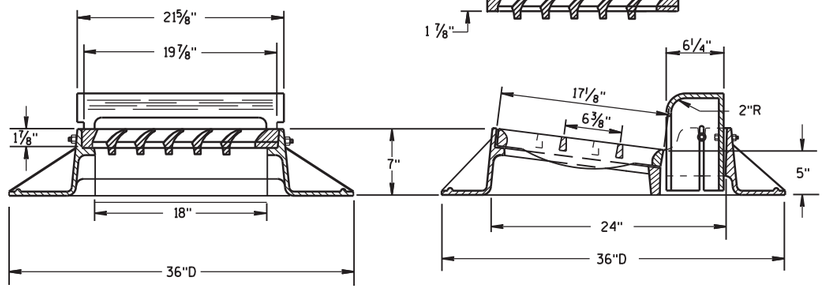


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



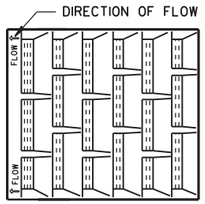
TYPE "A"

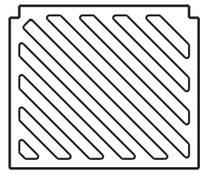
GENERAL NOTES

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.

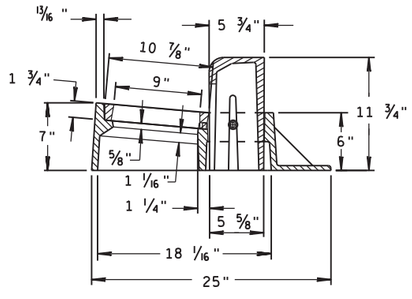


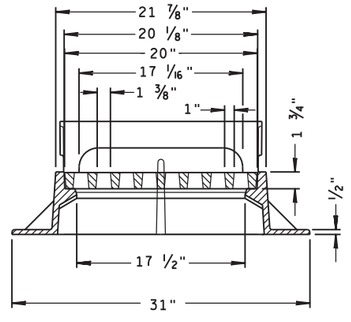


SPECIAL GRATE FOR TYPE "A" COVER

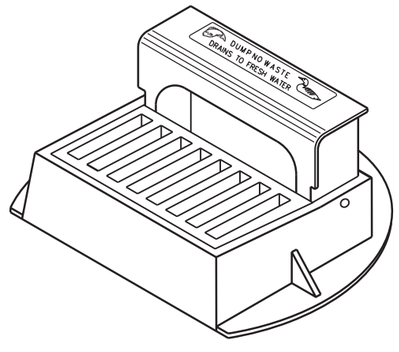
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"

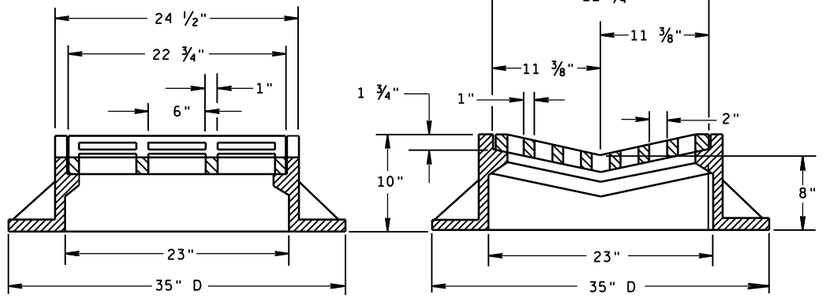


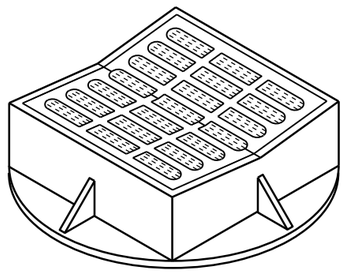
INLET COVERS TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

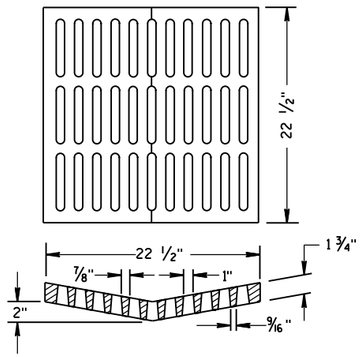
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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



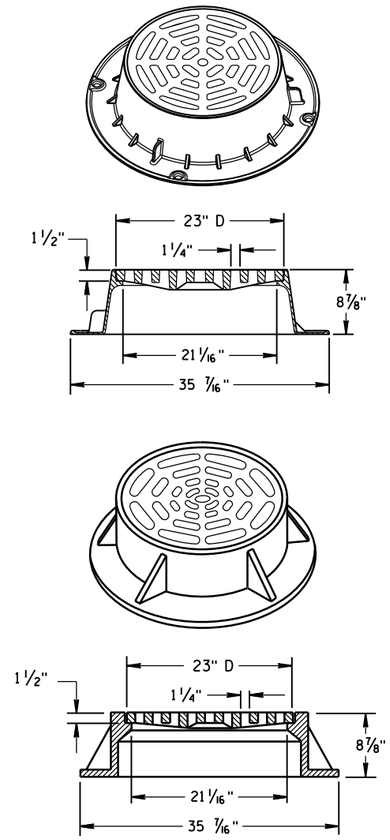


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

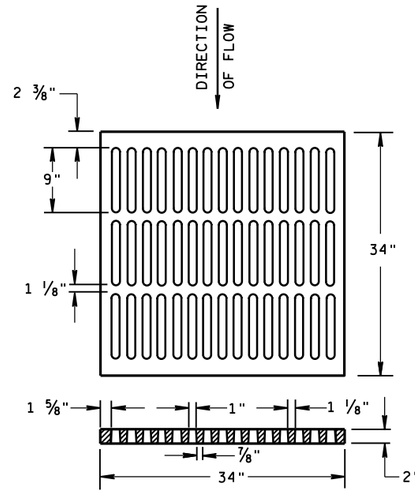
NOTE: EITHER CASTING IS ACCEPTABLE

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.

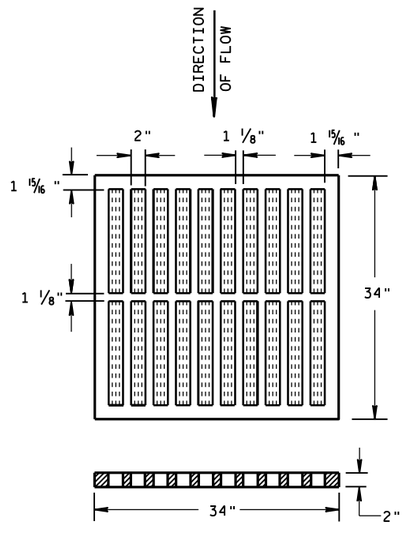
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



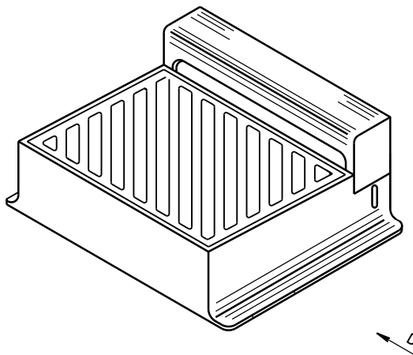
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

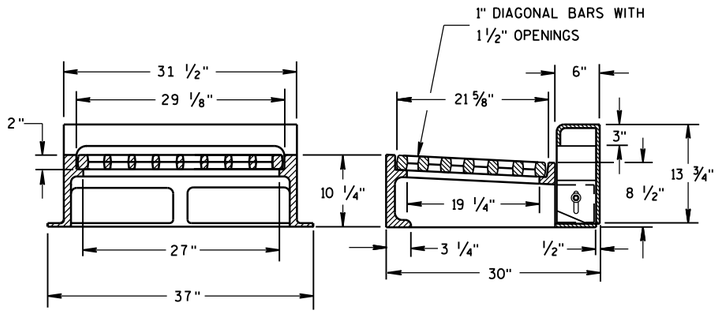


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

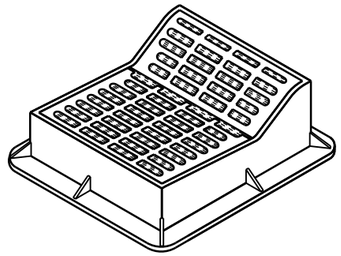
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

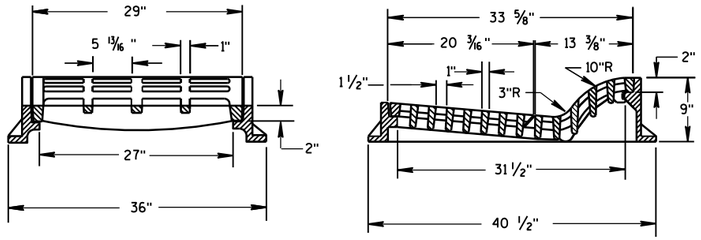
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

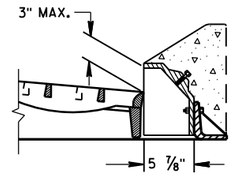
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

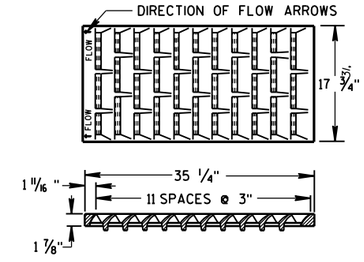
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

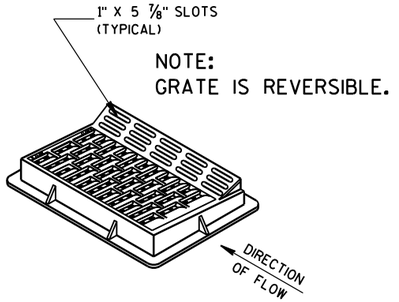
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

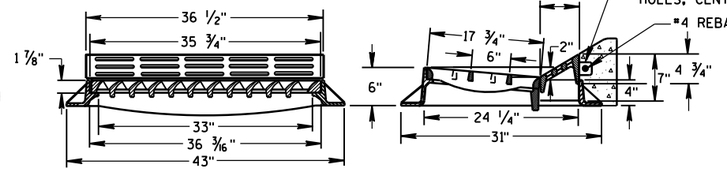
GENERAL NOTES

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



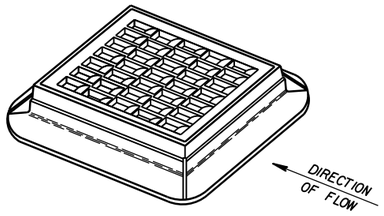


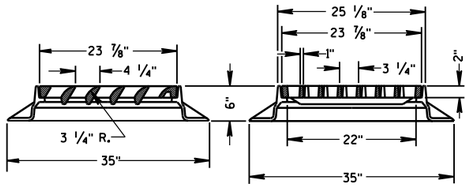


TYPE "HM"

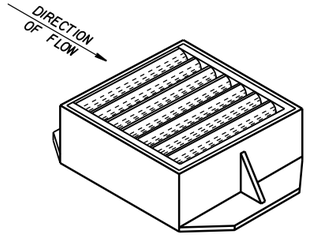
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

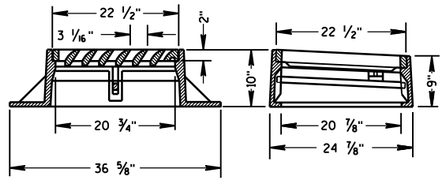
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



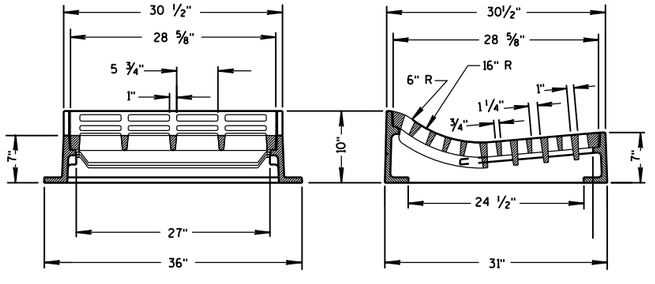


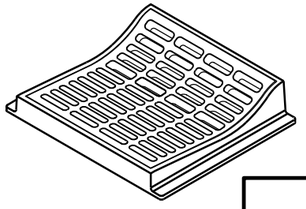
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

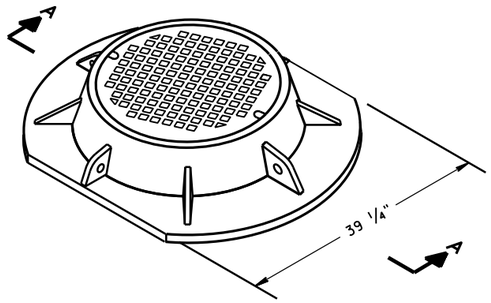
FHWA

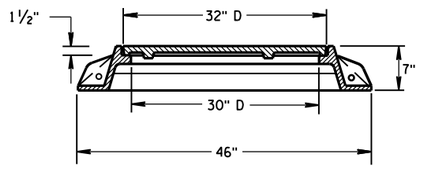
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S.D.D. 8 A 5-19c

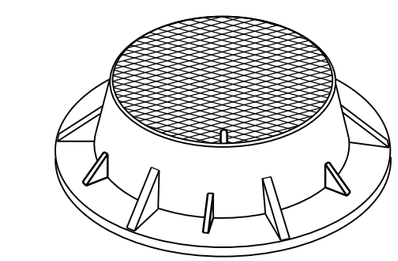
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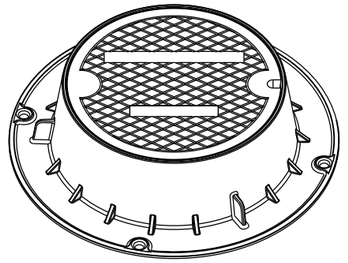
S.D.D. 8 A 5-19c

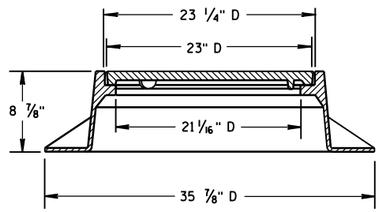


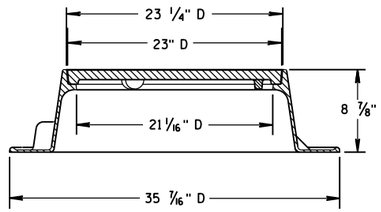


SECTION A-A
TYPE "K"









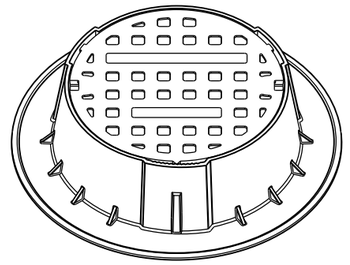
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

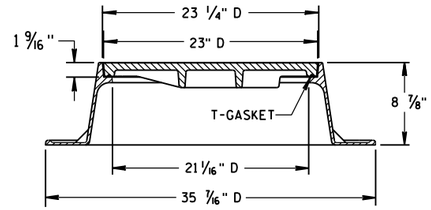
GENERAL NOTES

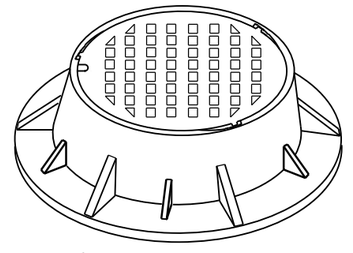
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

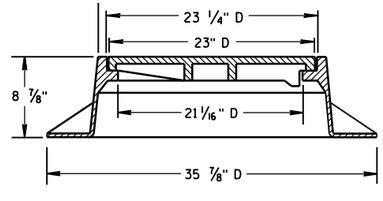
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

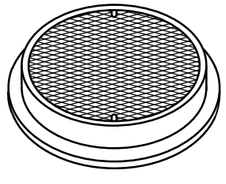


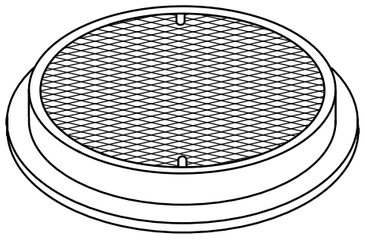


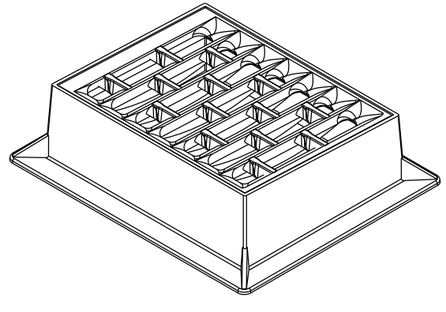


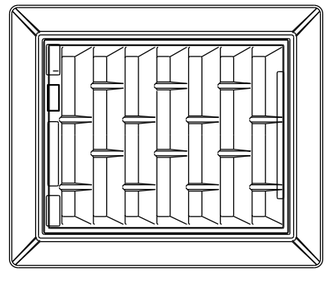


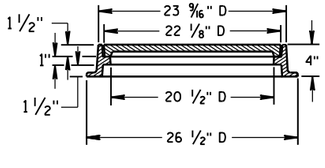
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



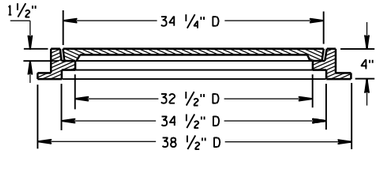




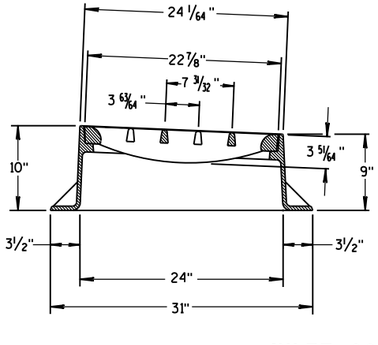


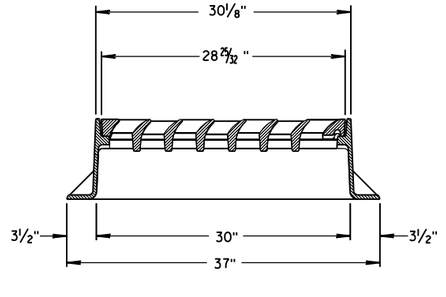


TYPE "L"



TYPE "M"





INLET COVER TYPE "BW"

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

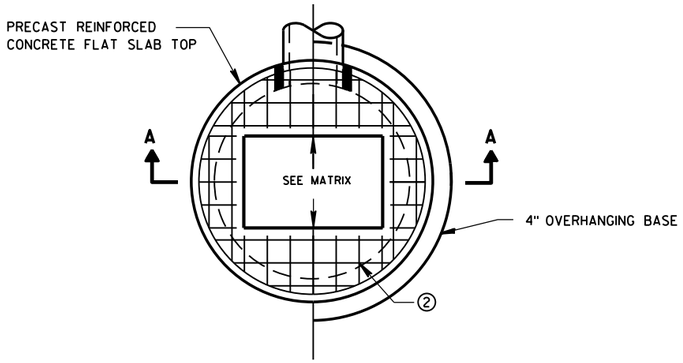
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

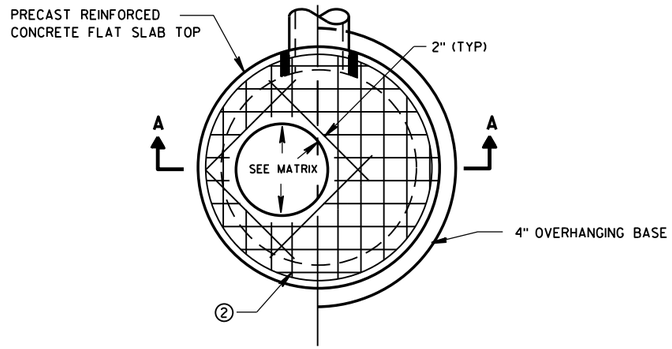
S.D.D. 8 A 5-19d

6

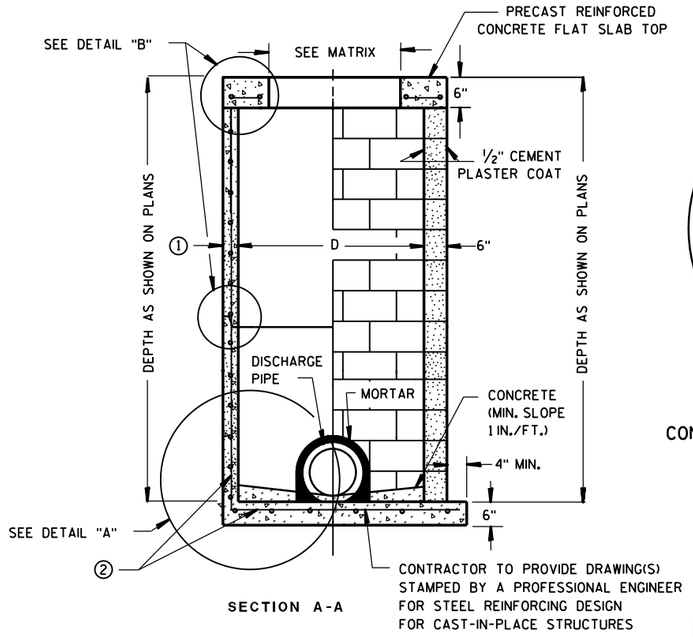
S.D.D. 8 A 5-19d



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

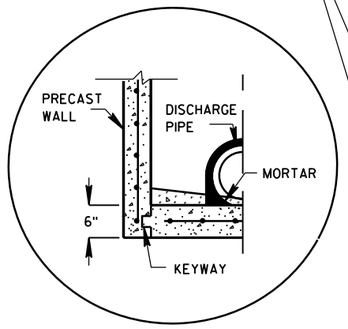


SECTION A-A

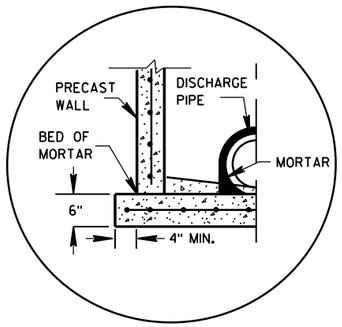
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

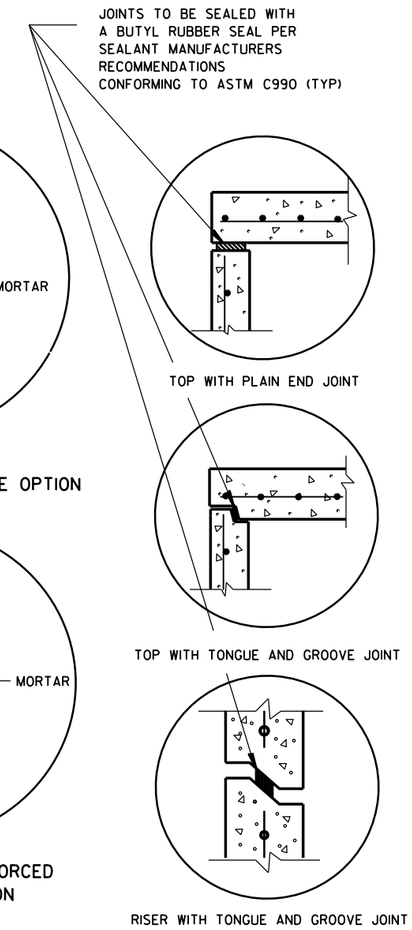


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



TOP WITH PLAIN END JOINT

TOP WITH TONGUE AND GROOVE JOINT

RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

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

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

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

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

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

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

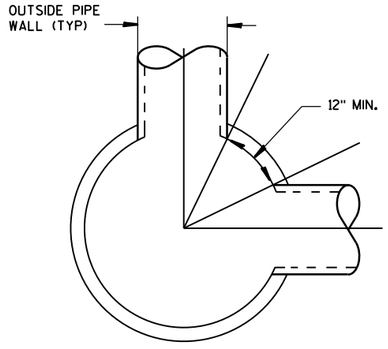
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

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

INLETS 3-FT AND 4-FT DIAMETER

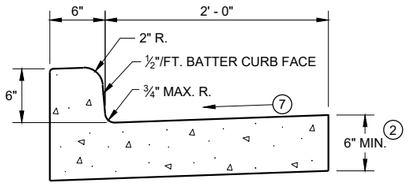
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept.. 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

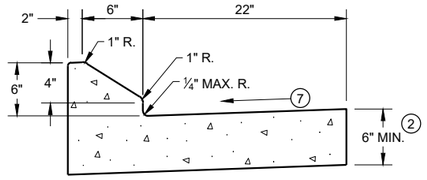
INLETS 3-FT AND 4-FT DIAMETER

6

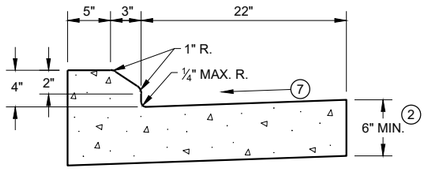
S.D.D. 8 C 6-2



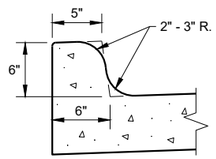
TYPES A (1) & D



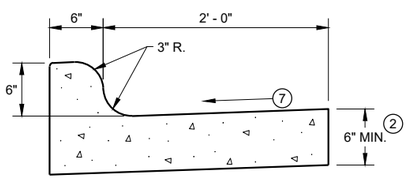
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

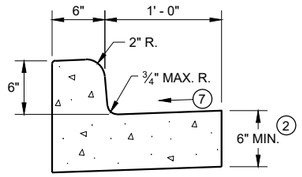


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



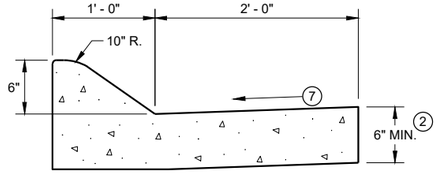
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

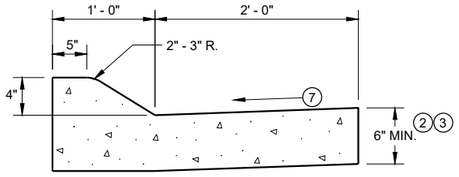


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

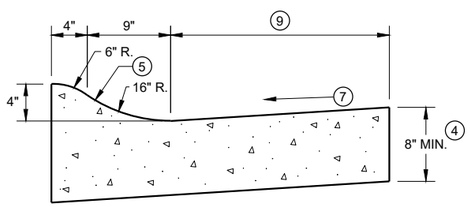


6" SLOPED CURB TYPES A (1) & D



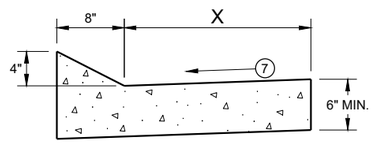
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

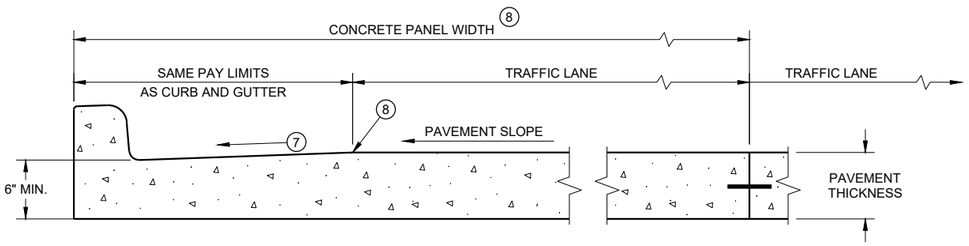


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

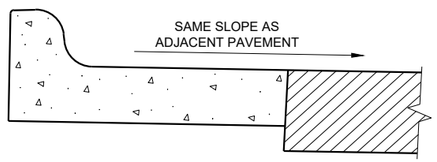
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

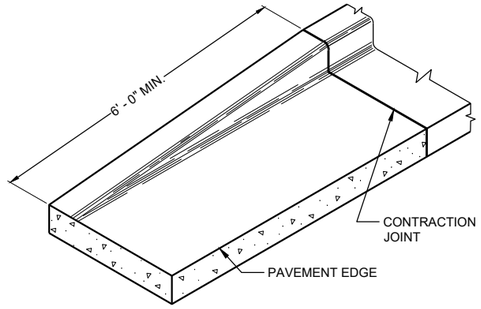
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

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

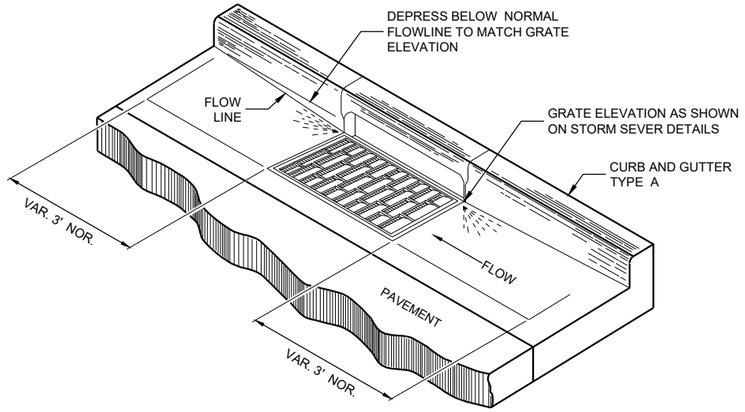
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D01 - 23a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

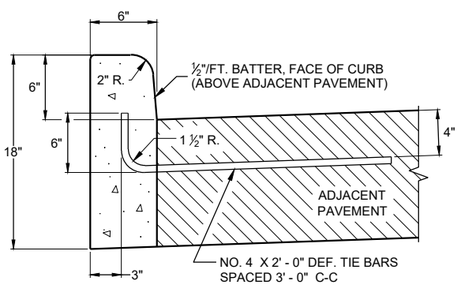
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

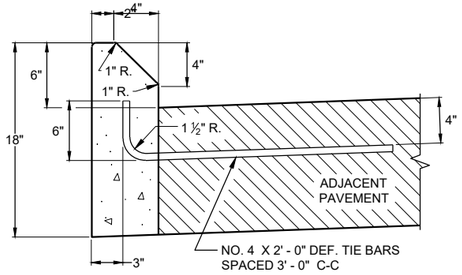
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

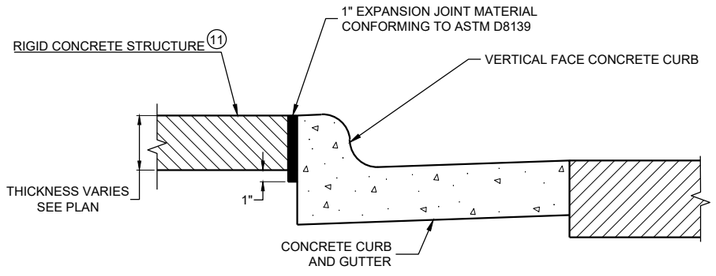


TYPES A (1) & D

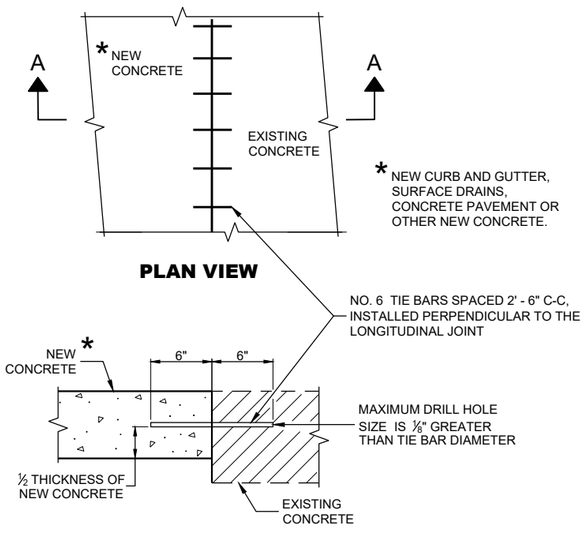


TYPES G (1) & J

CONCRETE CURB



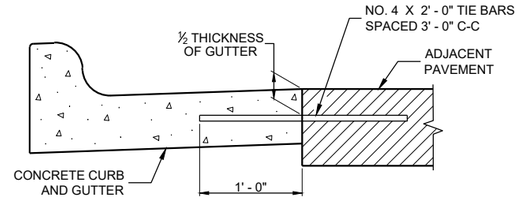
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



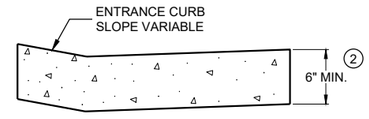
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

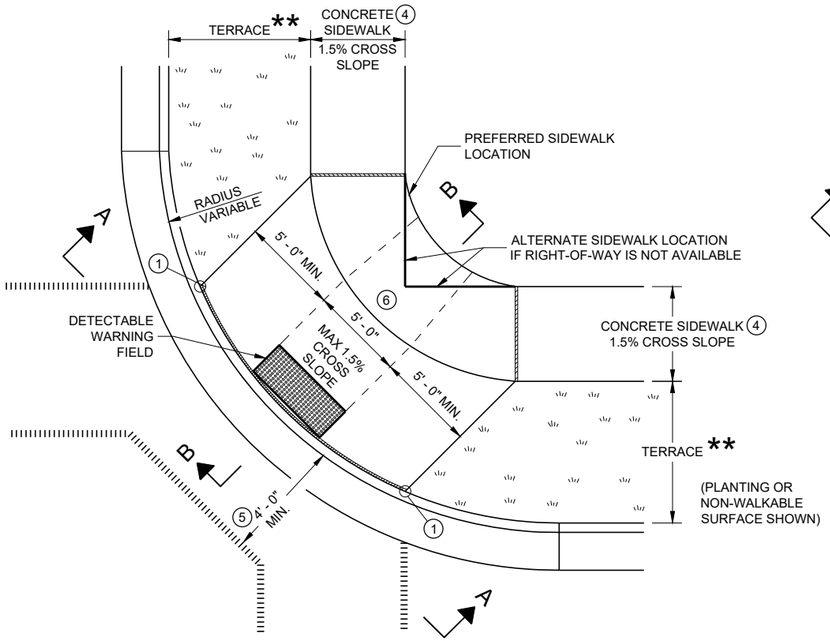
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

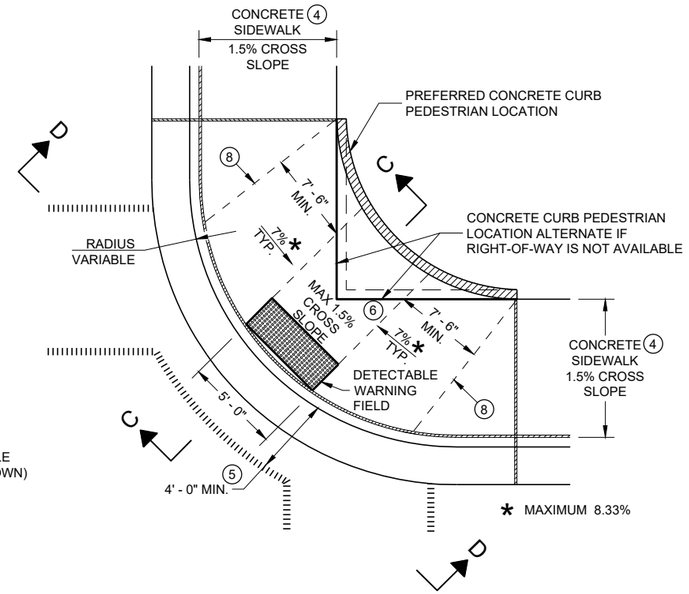
SDD08D01 - 23b



PLAN VIEW

CURB RAMP TYPE 1

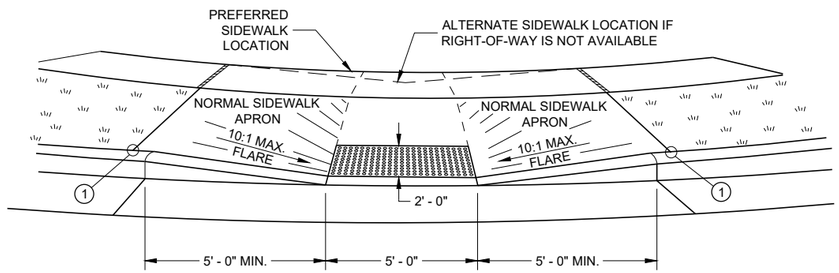
(CENTER OF CORNER RADIUS)



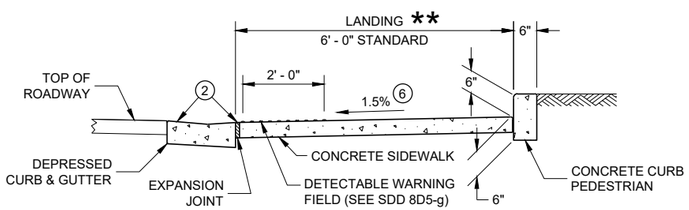
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

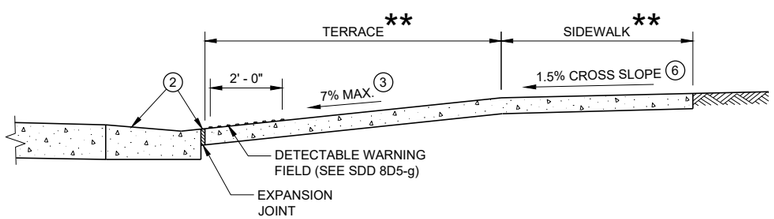


VIEW A - A FOR TYPE 1

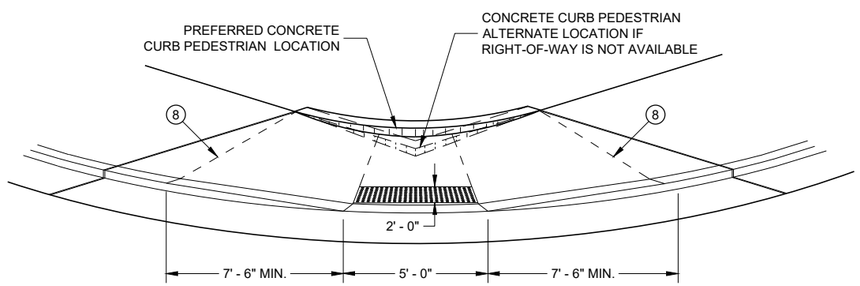


SECTION C - C FOR TYPE 1 - A

** 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.

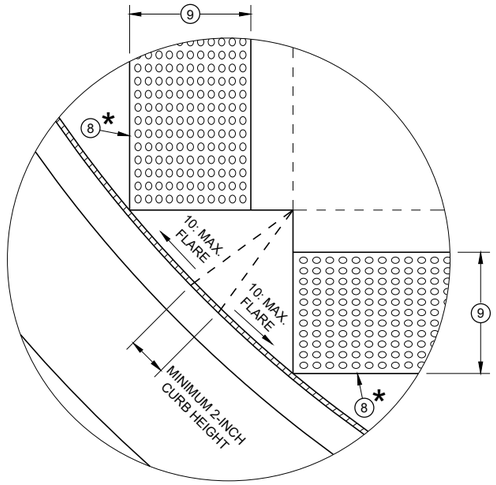
LEGEND

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

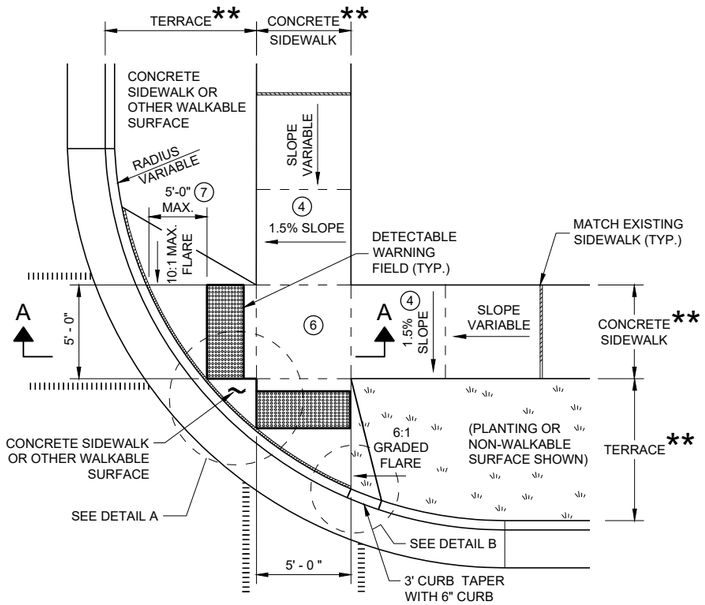
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
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.

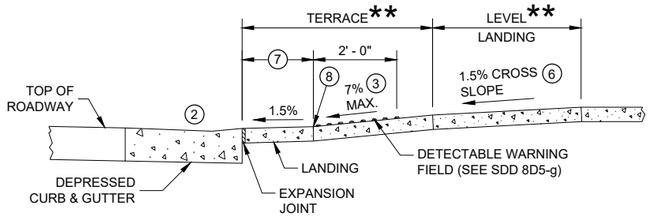
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

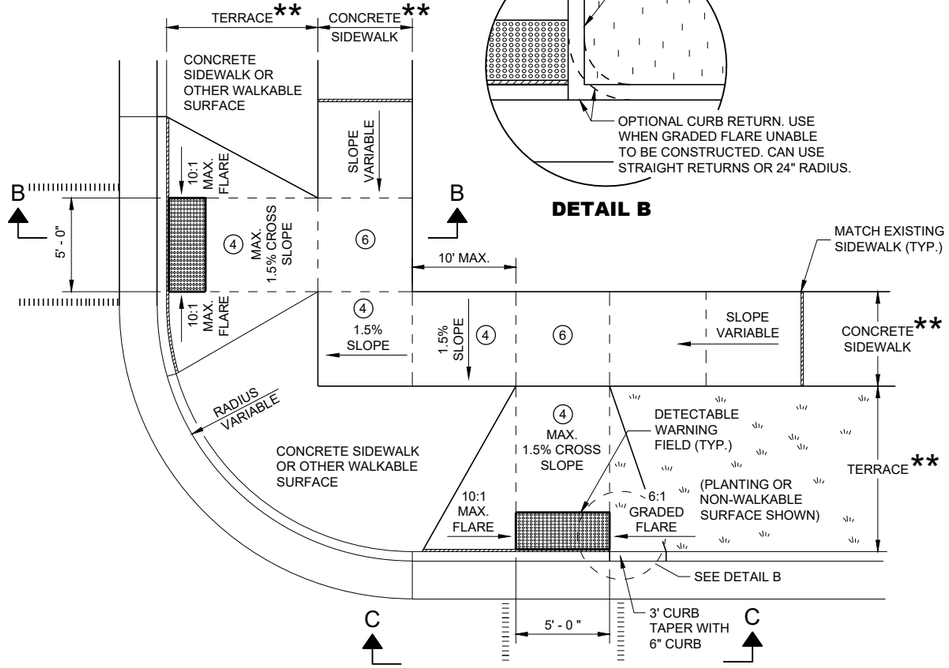
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

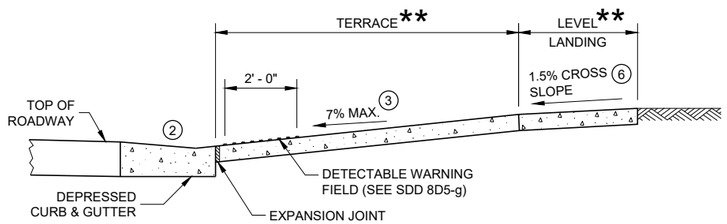
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

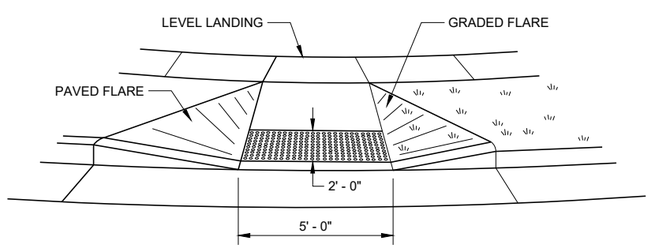
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

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



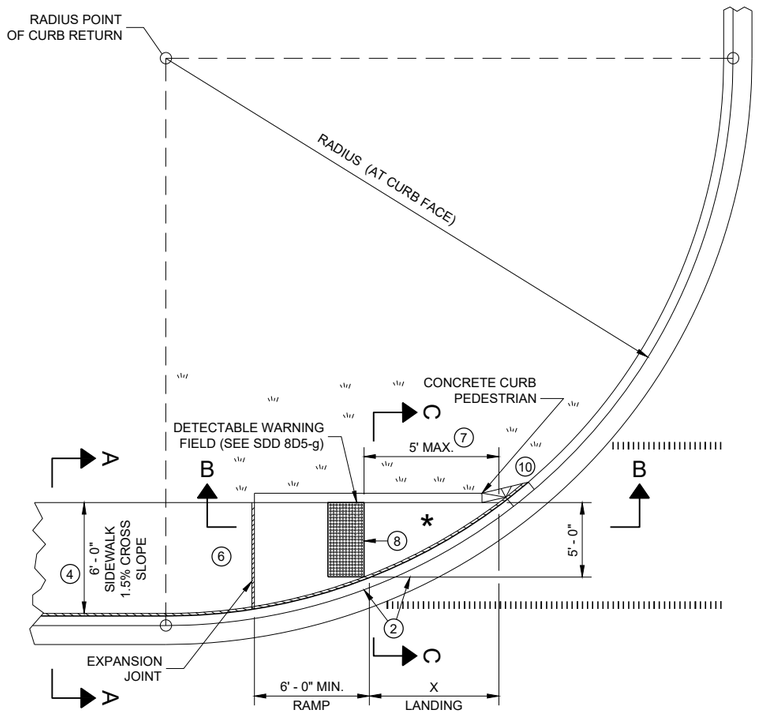
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

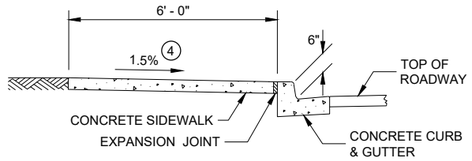


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

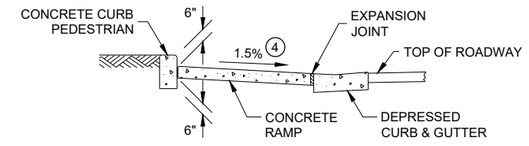
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

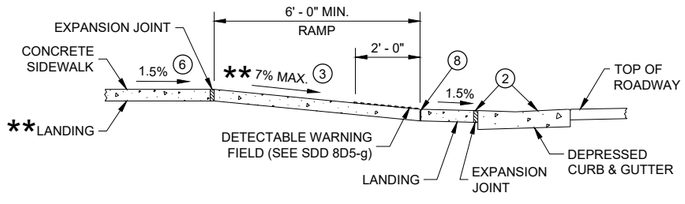
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



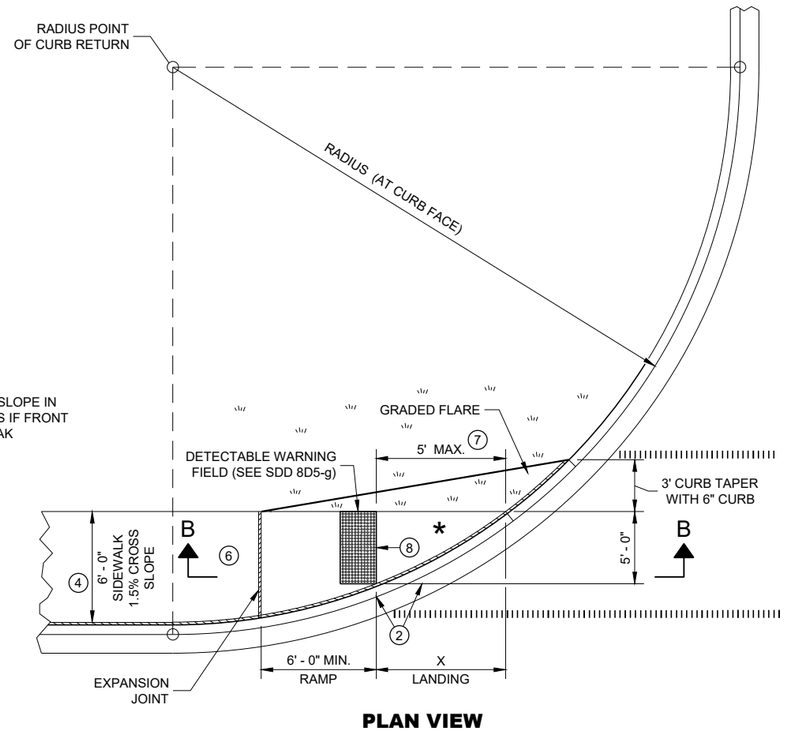
SECTION C - C FOR TYPE 4A



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

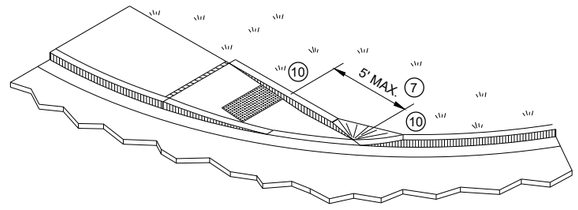
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

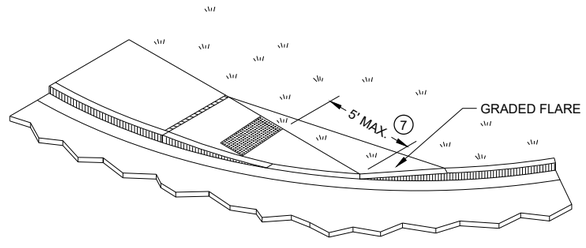


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



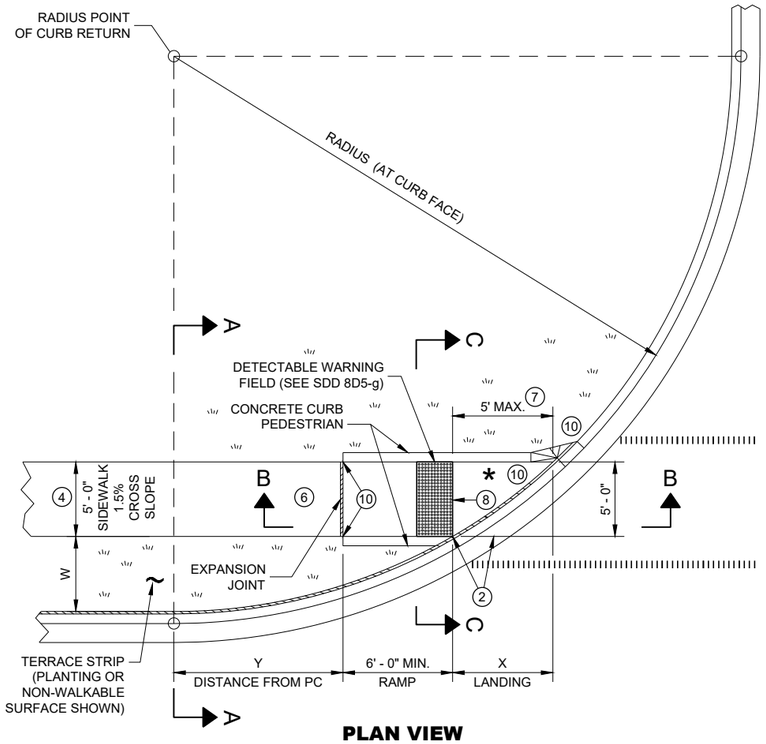
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

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

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

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.

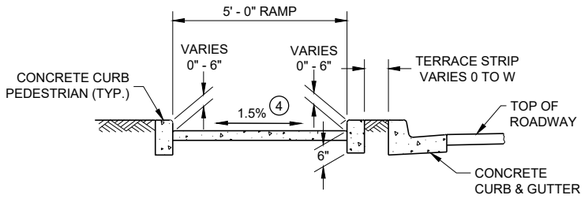
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

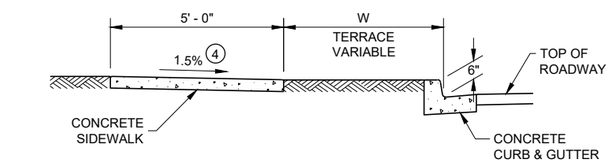
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

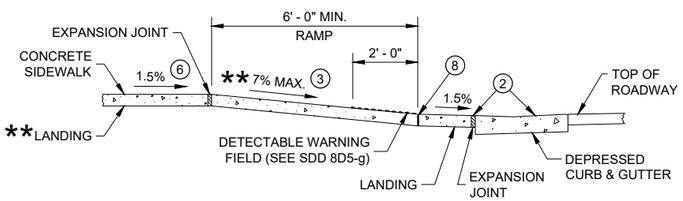
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



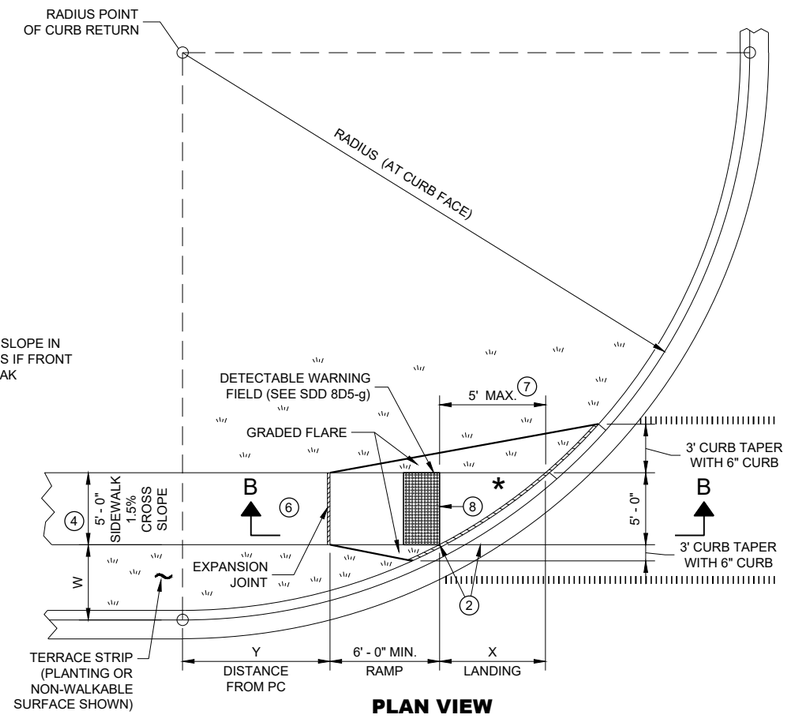
SECTION A - A FOR TYPE 4B



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

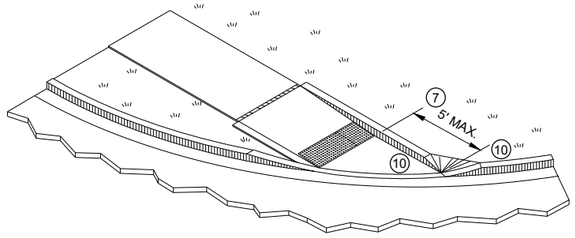
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

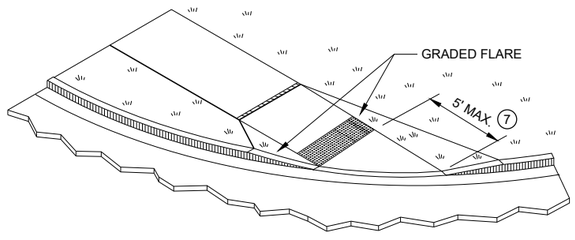


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



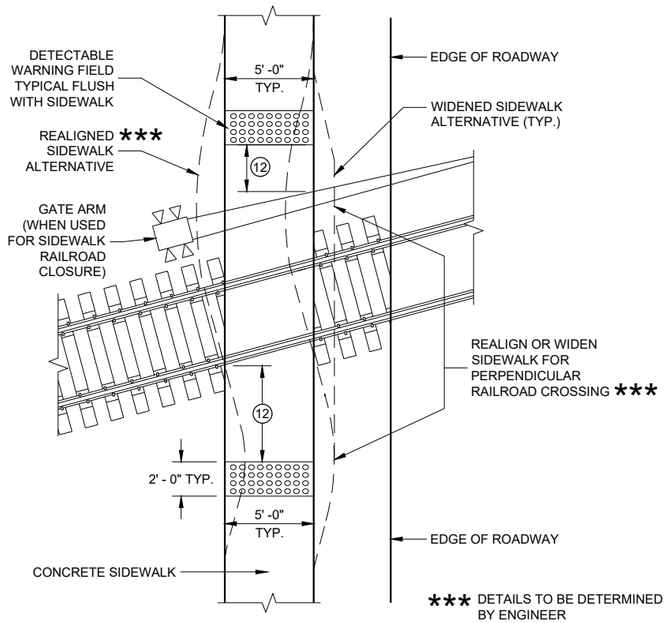
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

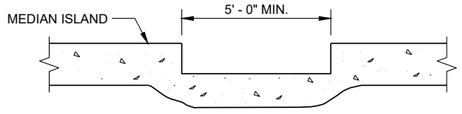
6

SDD 08D05 - 20d

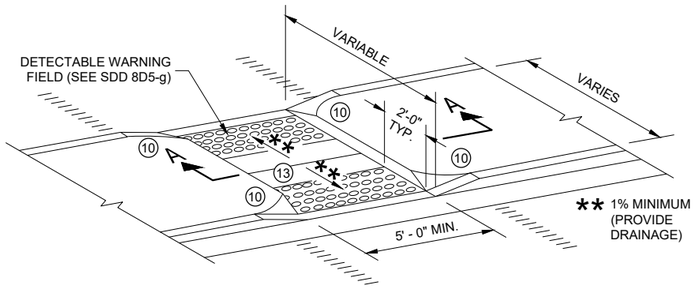


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

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

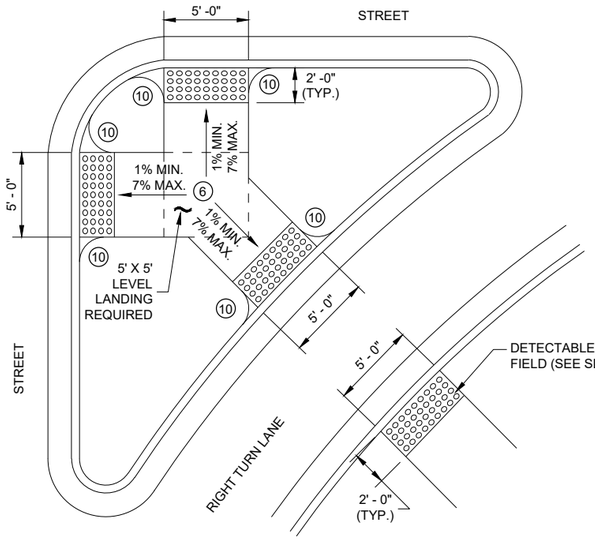
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

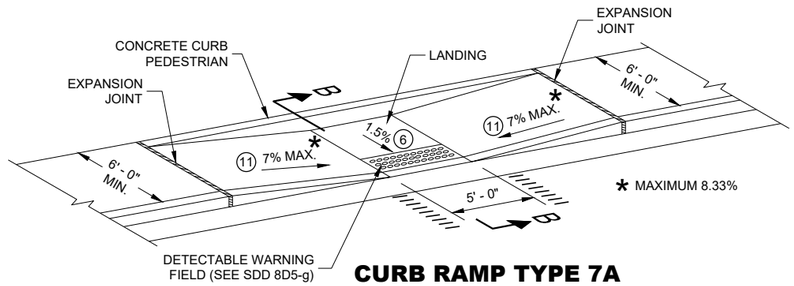
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

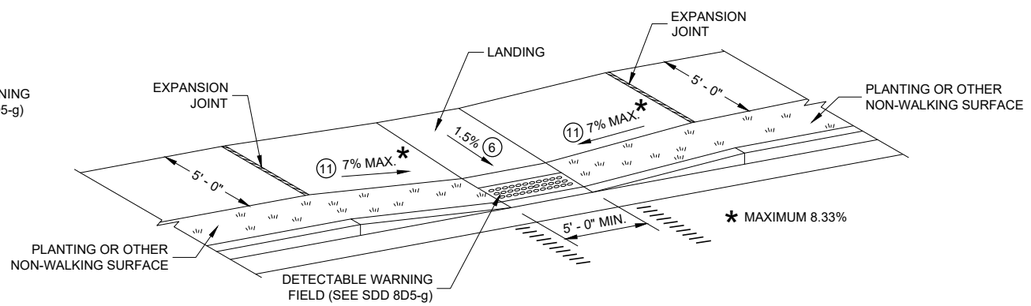
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

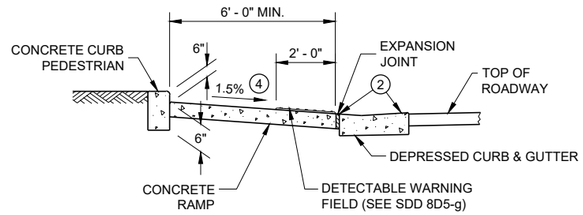
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



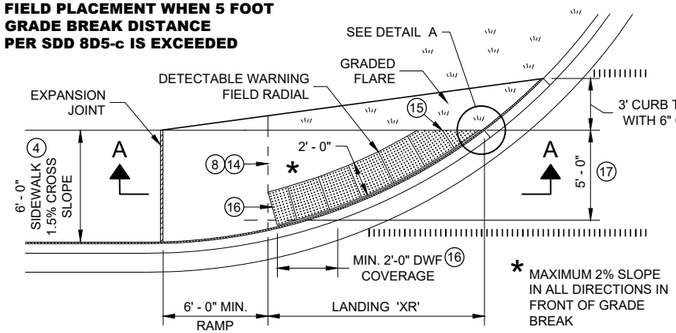
SECTION B - B FOR TYPE 7A

CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
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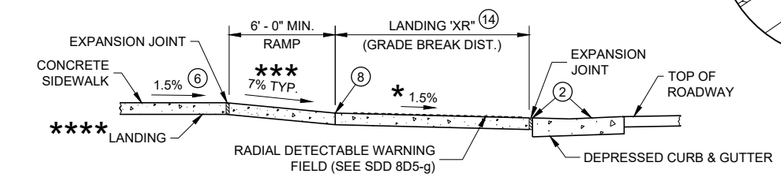
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



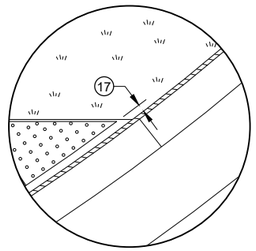
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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.

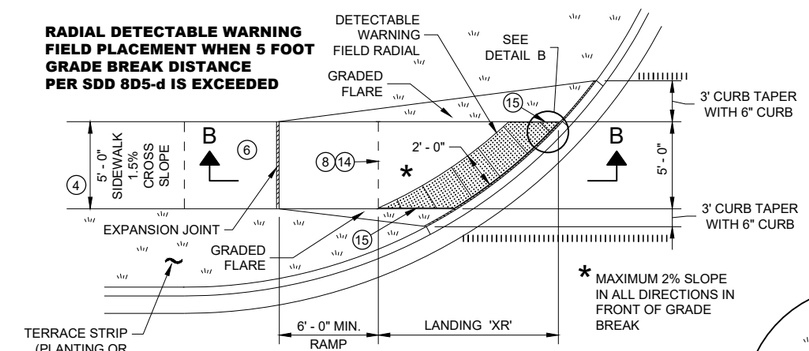
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

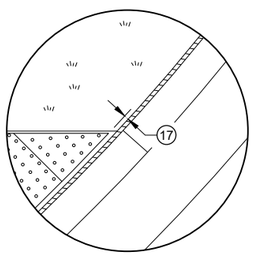
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



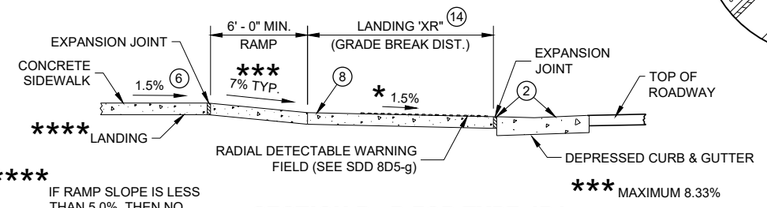
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

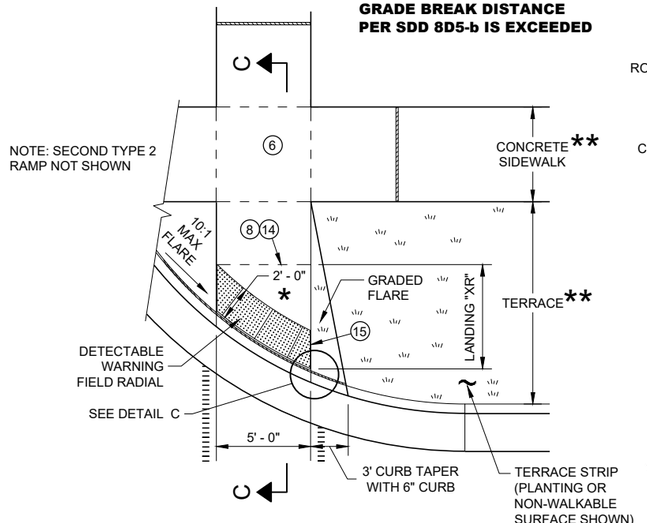


DETAIL B



SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

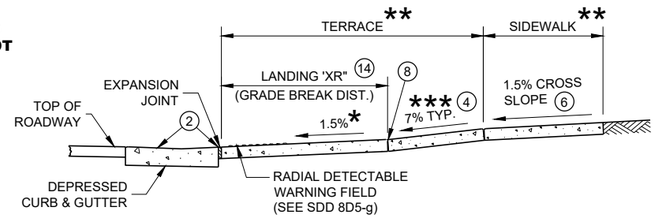


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

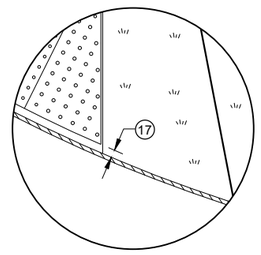


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

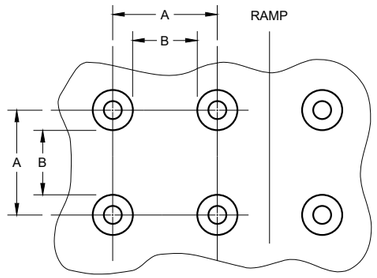
CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

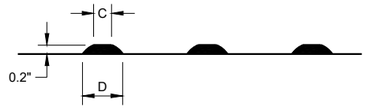
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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

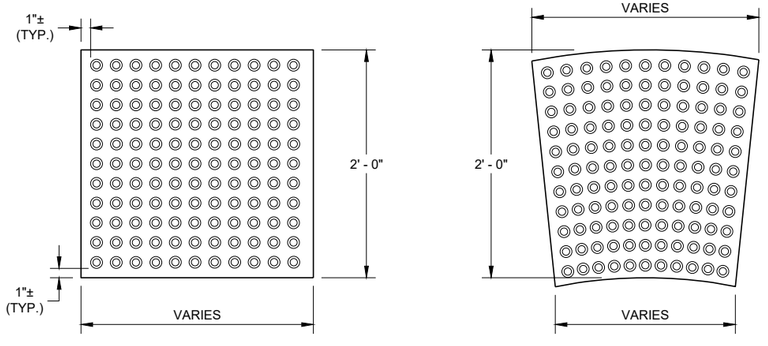


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

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

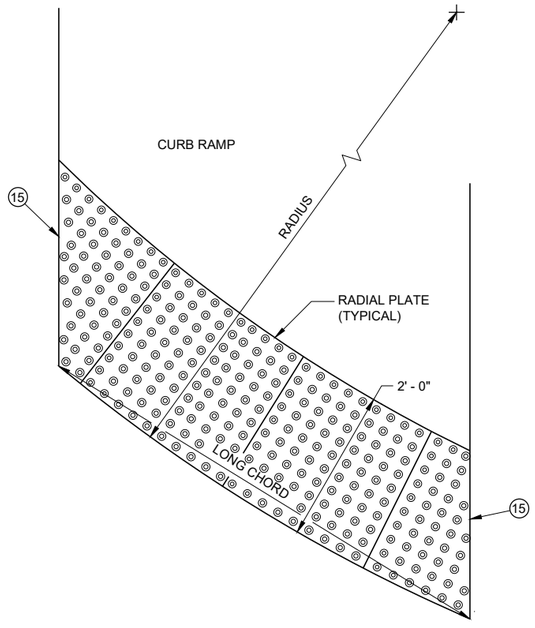
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

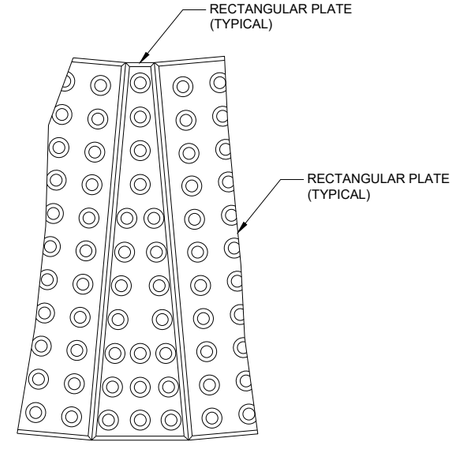
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

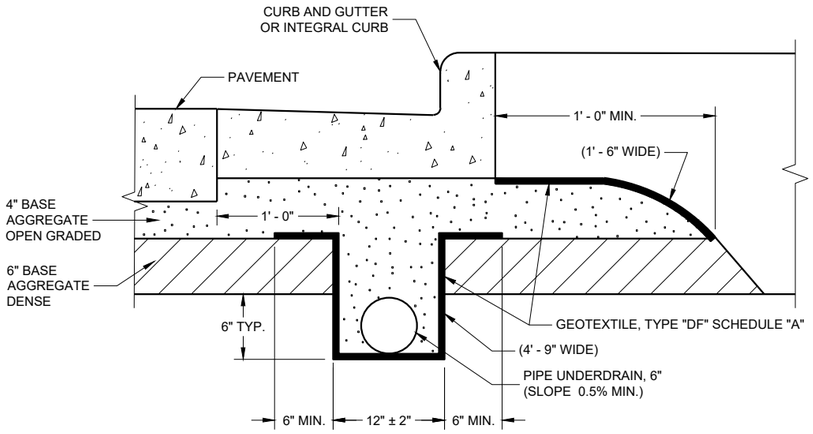
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

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SDD 08D05 - 20g



EDGEDRAIN IN URBAN ROADWAY

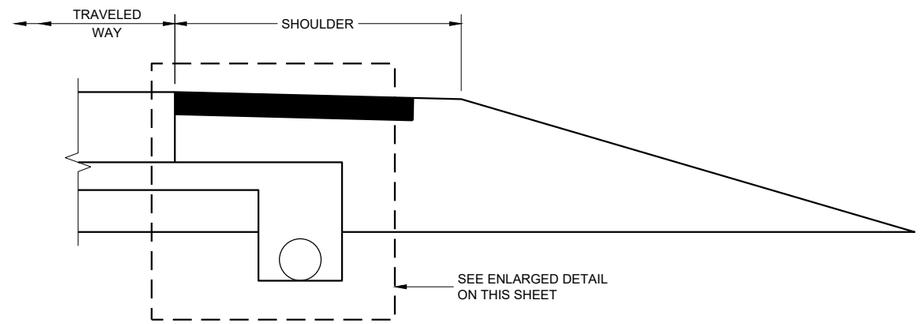
GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

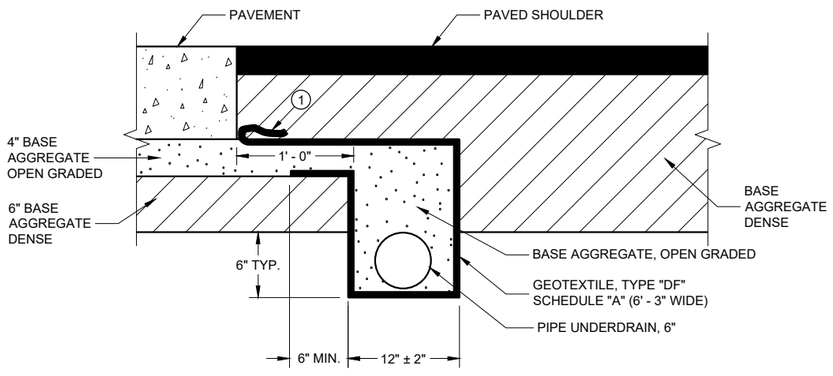
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

(1) FOLD OVER EXCESS GEOTEXTILE AT THIS LOCATION.

(2) TOTAL GEOTEXTILE WIDTH IS 6'-3" FOR PAYMENT.

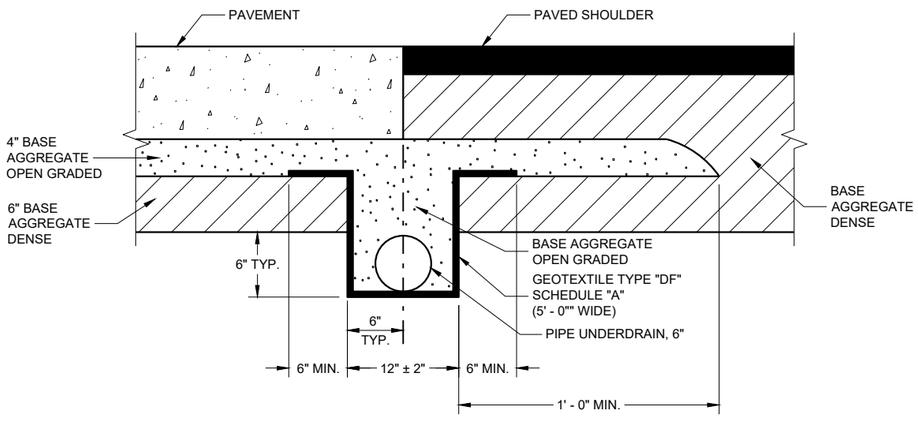


RURAL CROSS SECTION



POST PAVING INSTALLATION

(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

EGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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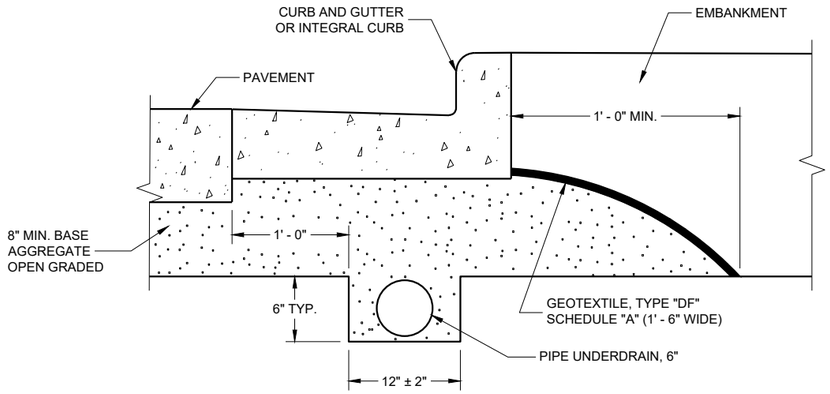
SDD 08D15 - 05b

SDD 08D15 - 05b

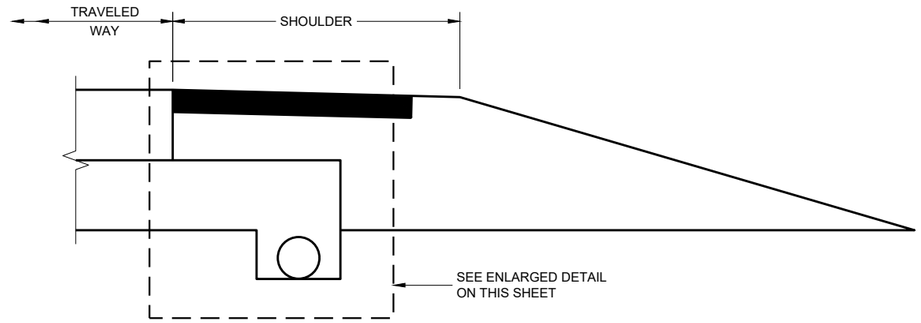
GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

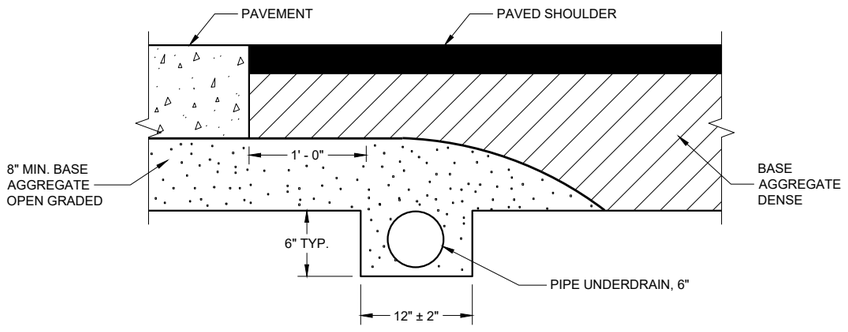
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.



EDGEDRAIN IN URBAN ROADWAY

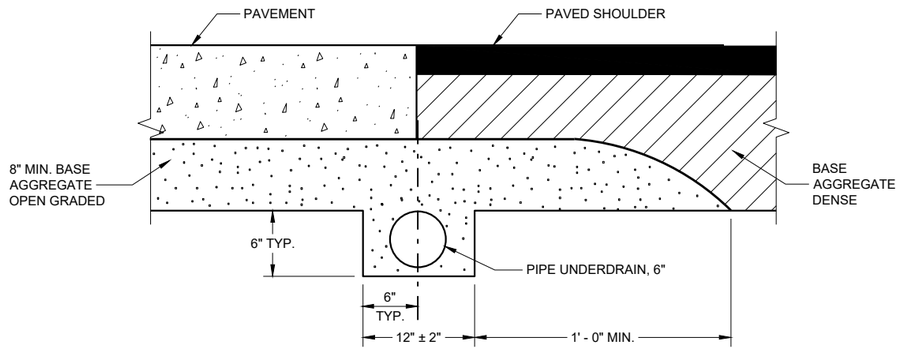


RURAL CROSS SECTION



POST PAVING INSTALLATION

(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

EDGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPERVIS

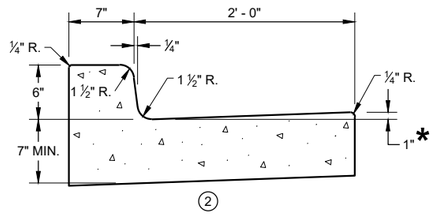
FHWA

6

SDD 08D15 - 05c

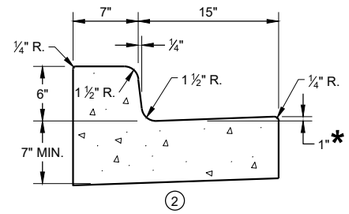
6

SDD 08D15 - 05c

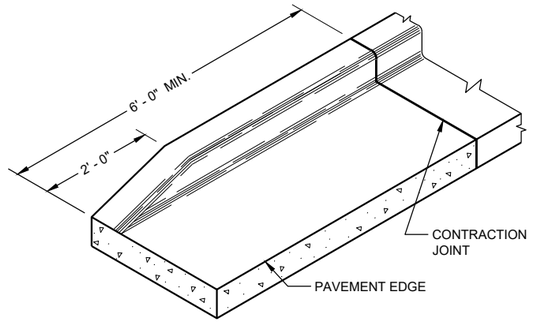


CONCRETE CURB AND GUTTER 31" ①

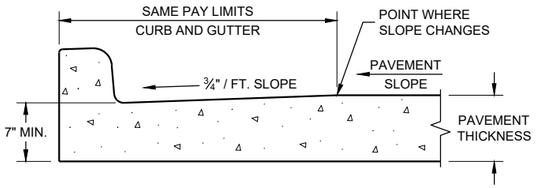
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



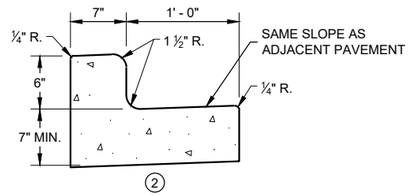
CONCRETE CURB AND GUTTER 22" ①



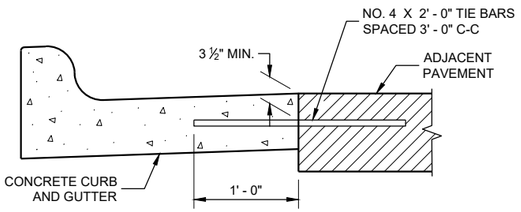
END SECTIONCURB AND GUTTER



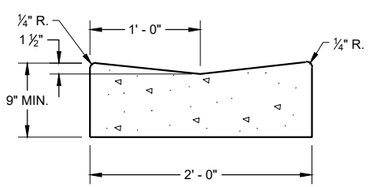
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



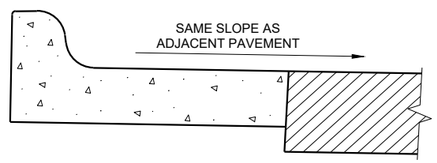
CONCRETE CURB AND GUTTER 19" ①



TYPICAL TIE BAR LOCATION ①



CONCRETE GUTTER 24" ①



HIGH SIDE SECTION ③

(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

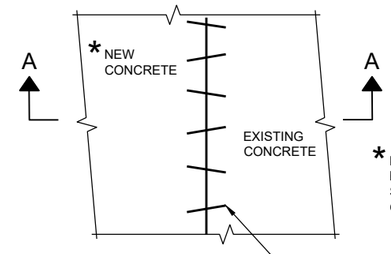
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

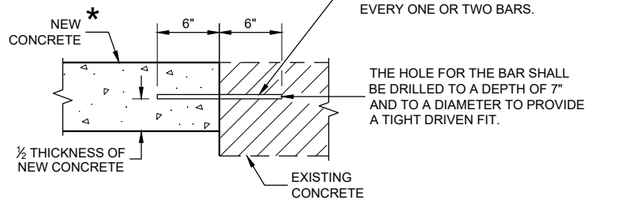
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS



PLAN VIEW

* EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.



SECTION A - A

PAVEMENT TIES

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

(For Optional use in Milwaukee Co. Only)

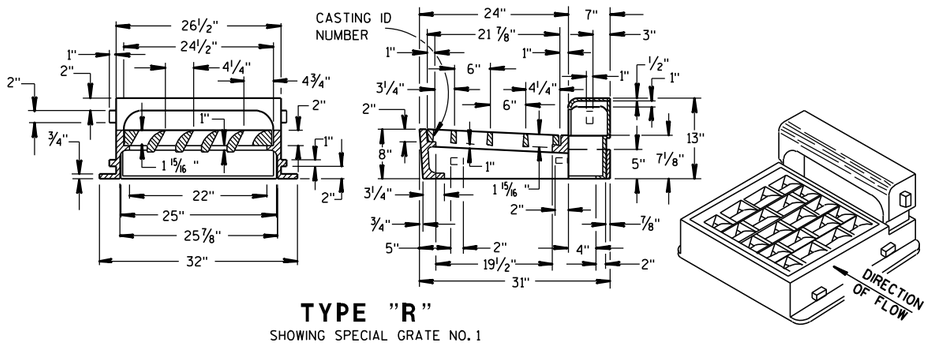
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

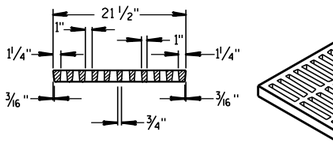
SDD 08D16 - 11
SDD 08D16 - 11

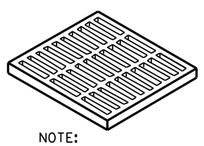
INLET COVERS



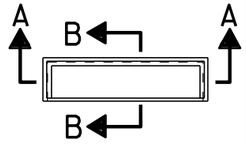
TYPE "R"

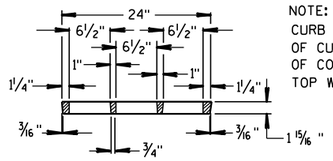
SHOWING SPECIAL GRATE NO. 1
(TO BE NOTED AS R-1 IN DRAINAGE TABLE)



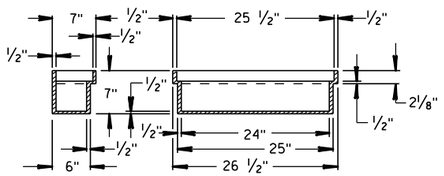


(APPROX. WEIGHT - 510 LBS.)
FRAME..... 245 LBS.
CURB..... 120 LBS.
GRATE..... 145 LBS.





NOTE:
CURB PLUG USED IN PLACE OF CURB BOX IN ABSENCE OF CONC. CURB. FILL TO TOP WITH CONCRETE.



SECTION B-B SECTION A-A

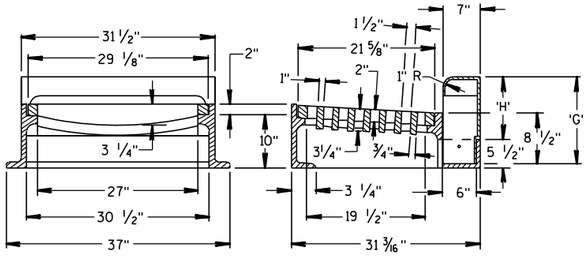
GRATE FOR TYPE "R" INLET COVER

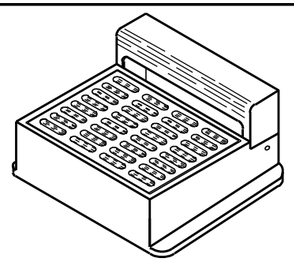
(GRATE..... 150 LBS.)
(TO BE USED UNLESS OTHERWISE NOTED IN DRAINAGE TABLE)

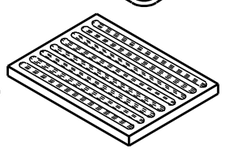
SPECIAL CURB PLUG "P"

(CURB PLUG..... 85 LBS.)
(TO BE NOTED AS R-P IN DRAINAGE TABLE)

'H' = 9" FOR 6" CURB
'H' = 11" FOR 8" CURB
'G' = 13 3/4" FOR 6" CURB
'G' = 15 3/4" FOR 8" CURB



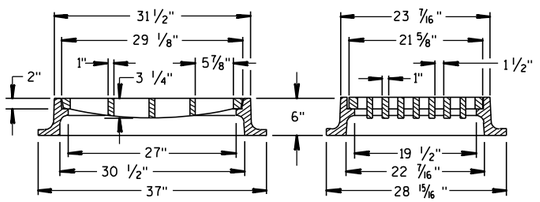


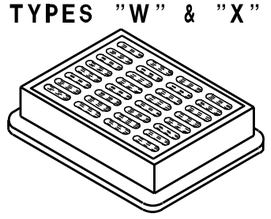


(APPROX. WEIGHT - 670 LBS.)
FRAME..... 350 LBS.
CURB BOX..... 135 LBS.
GRATE..... 185 LBS.

TYPE "W"

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

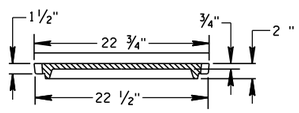




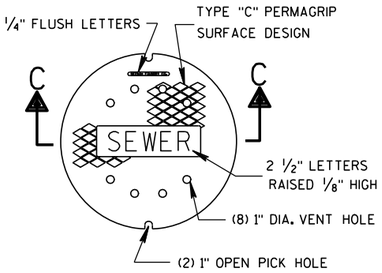
TYPE "X"

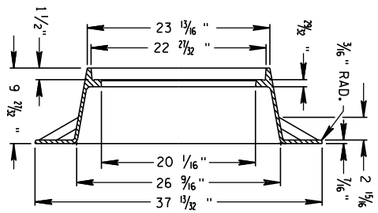
(APPROX. WEIGHT - 470 LBS.)

MANHOLE COVER



SECTION C-C





TYPE "Q"

(APPROX. WEIGHT - 290 LBS.)

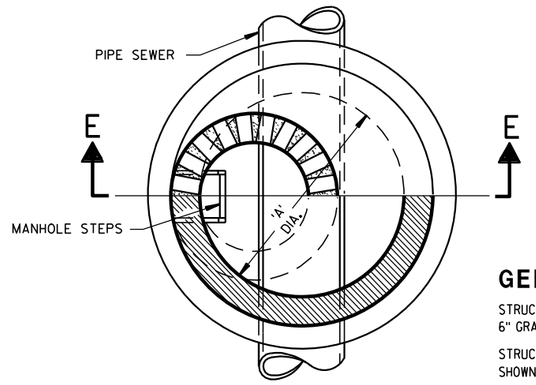
TABLE OF DIMENSIONS

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

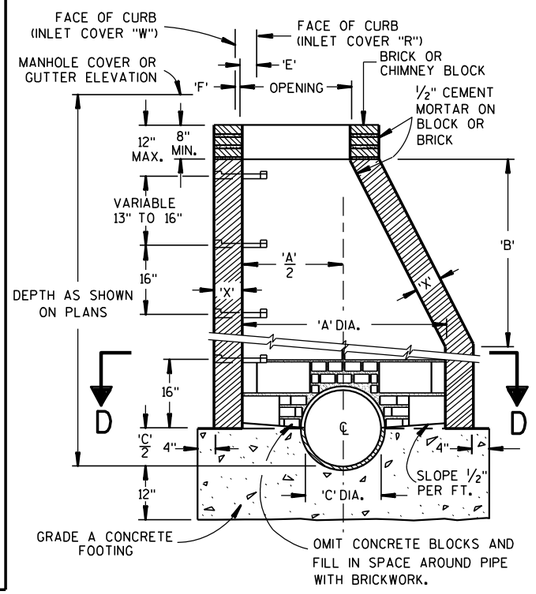
* 12" - 21" FOR PRECAST MANHOLES
** 12" - 24" FOR PRECAST MANHOLES

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

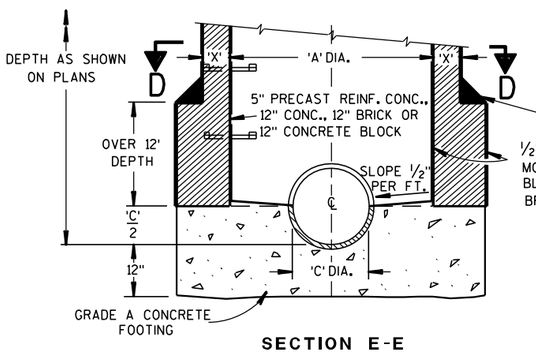
MANHOLE



HALF SECTION D-D



SECTION E-E



SECTION E-E

TYPES 11, 12, 13 & 14

TABLE OF OPENING DIMENSIONS

COVER TYPE	COVER DESCRIPTION	OPENING	'E'	'F'
"O"	ROUND	2'-2" DIA.	—	—
"W"	CURB BOX	1'-8" X 2'-6"	—	1"
"X"	INLET	1'-10" X 2'-6"	—	—
"R"	CURB BOX	2'-0" X 2'-1"	4"	—

GENERAL NOTES

STRUCTURE WALL THICKNESS 'X' TO BE 8" BRICK, 6" CONCRETE BLOCK, 6" GRADE A CONCRETE OR 5" PRECAST REINFORCED CONCRETE.

STRUCTURE FOOTINGS ARE TO BE GRADE A CONCRETE OF THE THICKNESS SHOWN IN THE DETAIL OR 5" PRECAST REINFORCED CONCRETE.

REINFORCEMENT FOR 5" PRECAST REINFORCED CONCRETE SHALL BE 6" X 6" W16 X W16 WELDED SREEL WIRE FABRIC AND SHALL BE EMBEDDED 2" CLEAR.

PRECAST INLET UNITS AND BASES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

PRECAST CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6" IN DEPTH, WHICH MEETS THE REQUIREMENTS FOR GRANULAR BACK-FILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

SET FRAME ELEVATION 0.03 FT. LOWER THAN ELEVATION INDICATED ON THE PLANS.

THE CONTRACTOR MAY FORM AND POUR MONOLITHIC CONCRETE INVERT PROVIDED THE PIPE ENDS ARE EXTENDED INTO THE M.H. AND NOT TERMINATED WITHIN THE M.H. WALLS.

MANHOLE STEPS

STEPS MEETING THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH; 16 INCH C-C MAX. SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM WALL EMBEDMENT OF 3 INCHES IN PRECAST MANHOLE AND 6 INCHES IN 8 INCH BRICK OR 6 INCH BLOCK MANHOLE; TREAD OF STEP SHALL HAVE A NON-SKID SURFACE AND BE FLANKED BY CLEATS, WITH A MINIMUM OF 10 INCHES CLEAR BETWEEN CLEATS, TO PREVENT FOOT SLIPPING OFF THE EDGE CLEATS SHALL BE A MINIMUM OF 3/4 INCH HIGH BY 3/4 INCH WIDE HAVING A MINIMUM THICKNESS OF 5/8 INCH. STEPS SHALL BE CAPABLE OF SUPPORTING A CONCENTRATED LOAD OF 300 LBS. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

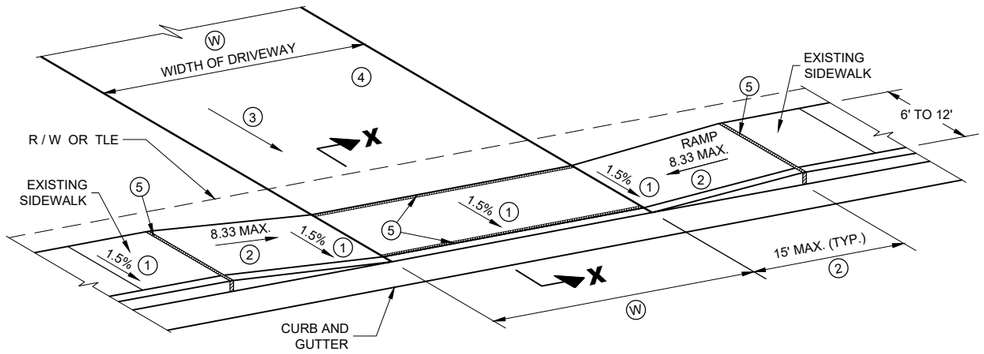
SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT. STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCING BAR WILL BE ACCEPTABLE.

MANHOLES, MANHOLE & INLET COVERS

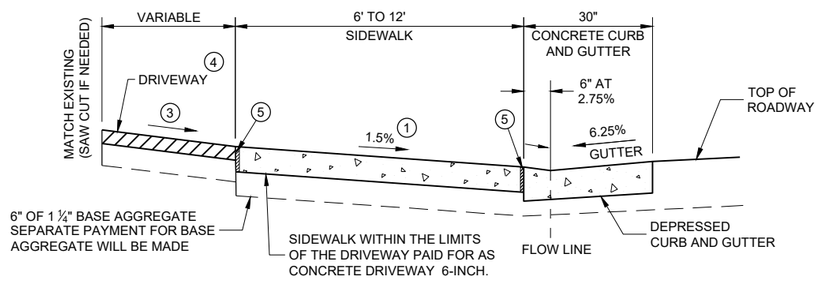
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/12/2011 — DATE
/S/ Jerry H. Zogg — ROADSIDE STANDARDS ENGINEER
94
FHWA

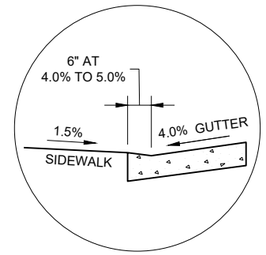
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S.D.D. 8 D 17-6



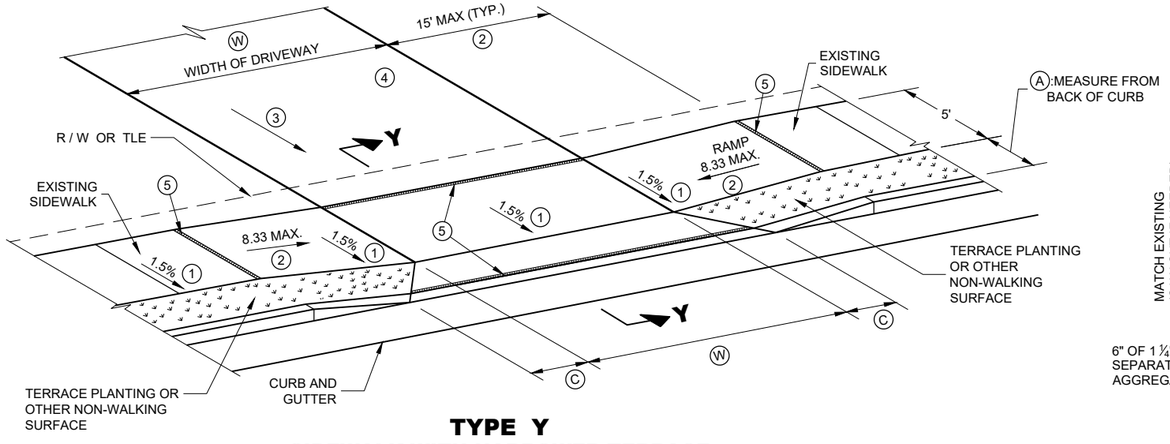
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



SECTION X - X
4% GUTTER SLOPE



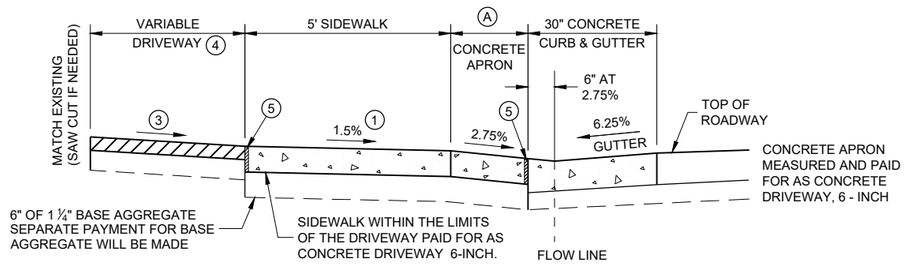
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

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

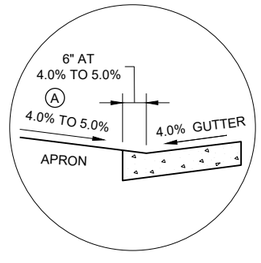
16' MIN. - 35' MAX. COMMERCIAL (CE)

TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

SECTION Y - Y
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ ½" EXPANSION JOINT FILLER

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

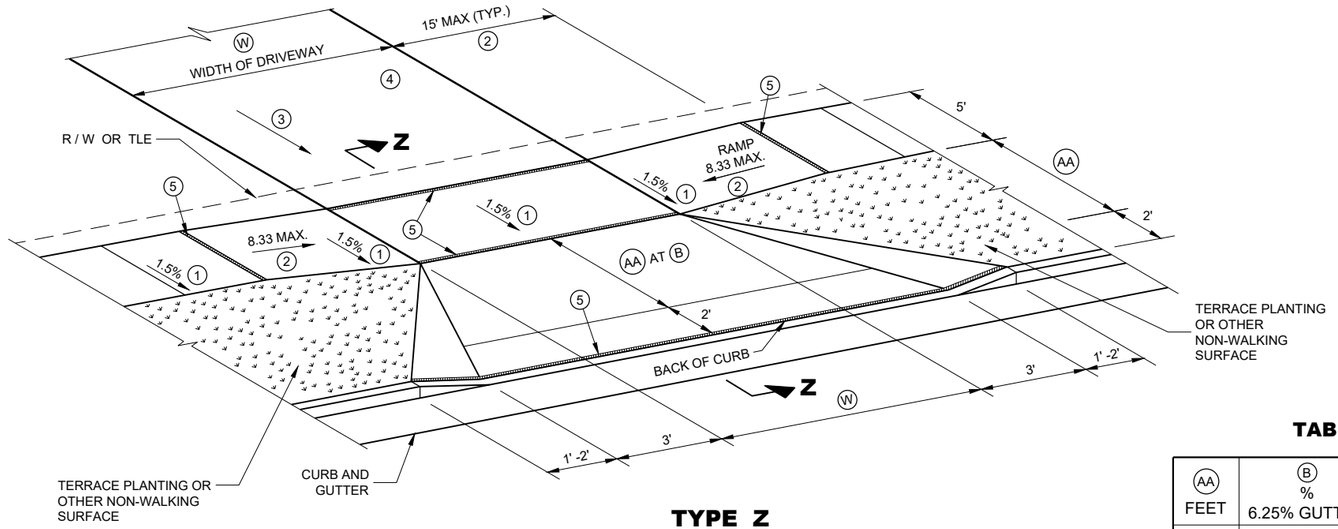
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

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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.)

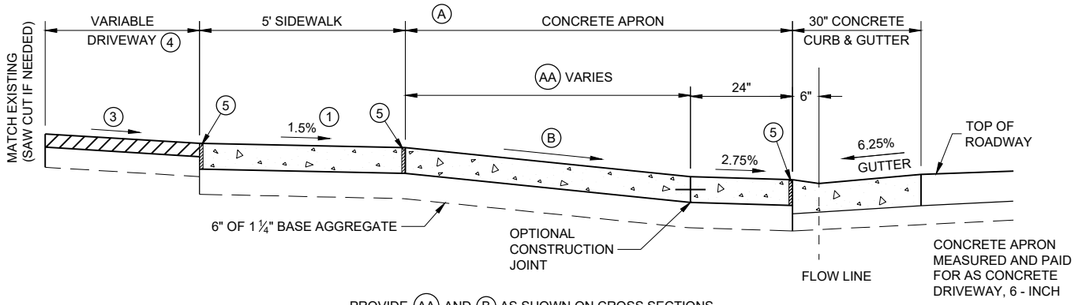
(5) ½" EXPANSION JOINT FILLER.

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%

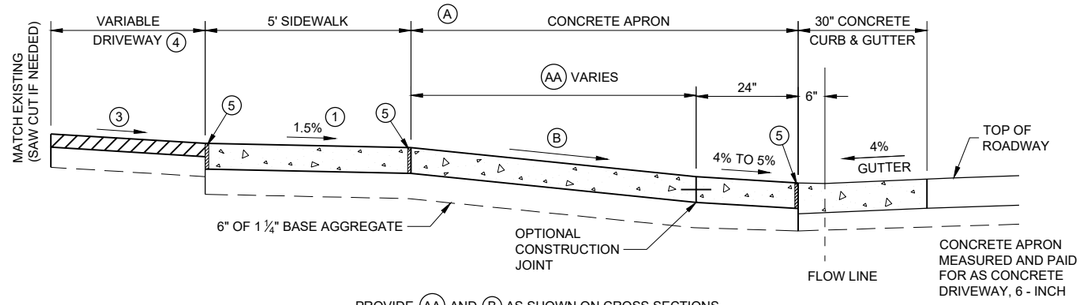
Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

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)

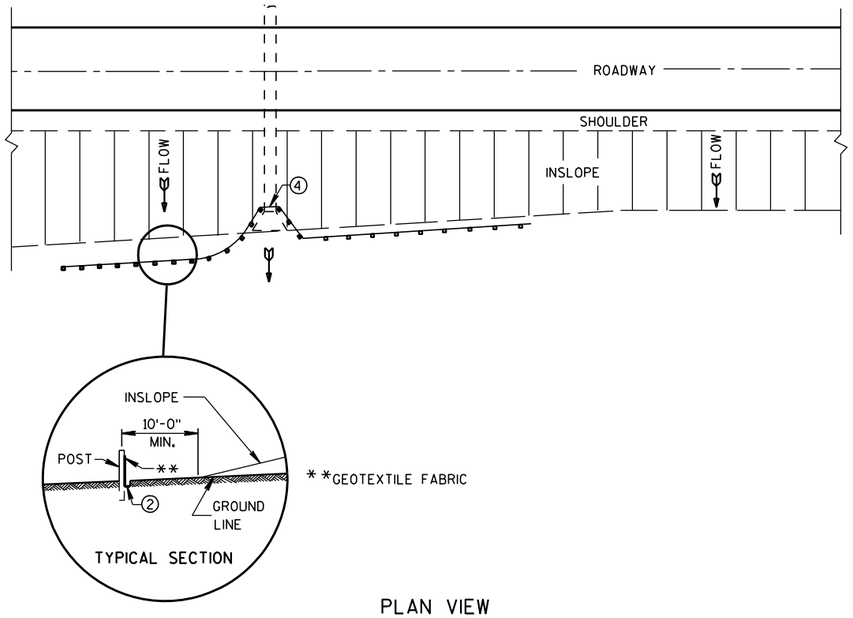
DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

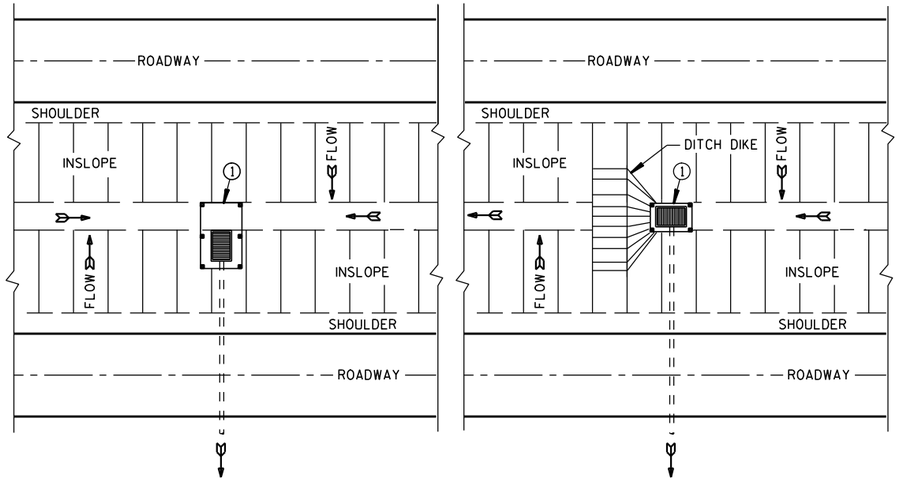
FHWA

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SDD 08D19 - 03



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



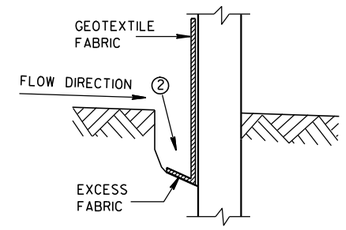
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

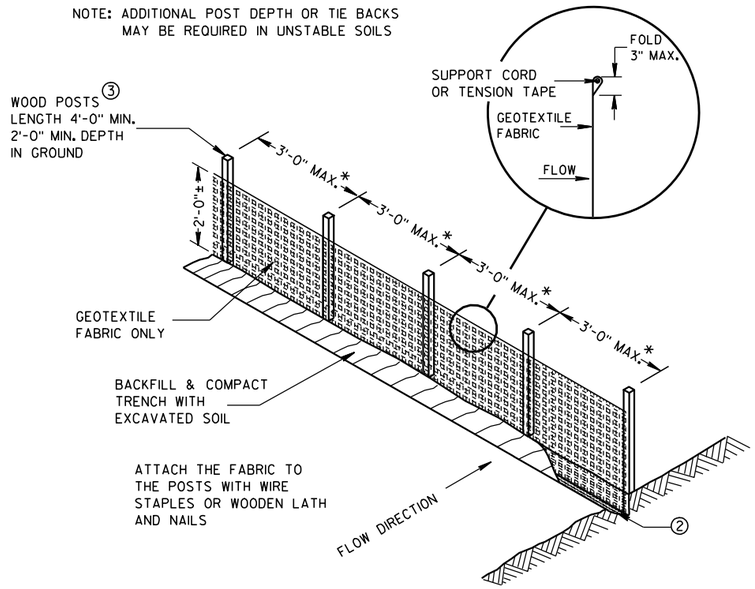
GENERAL NOTES

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.

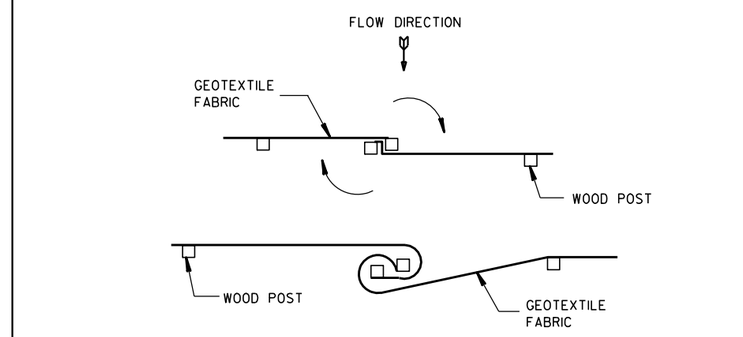


TRENCH DETAIL

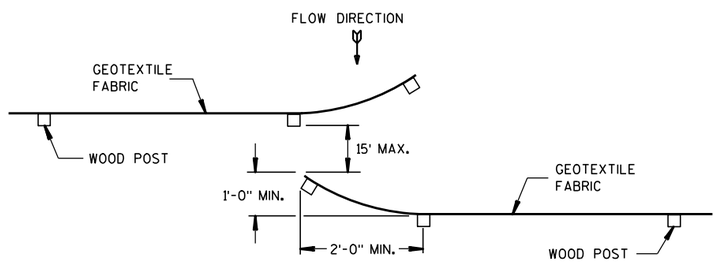


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

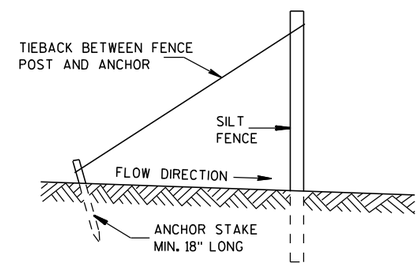


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5

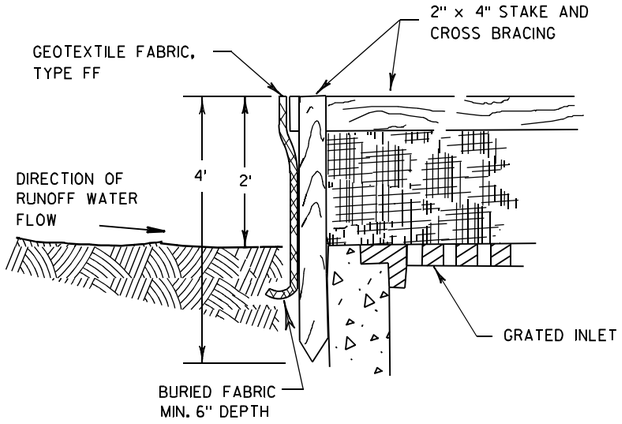


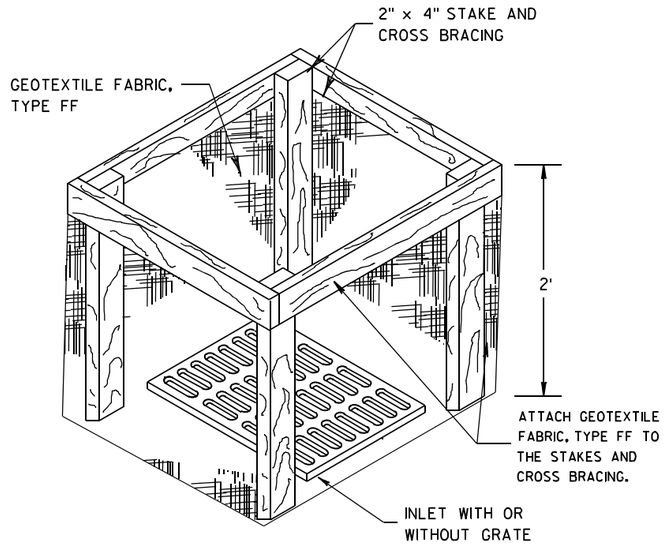
SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

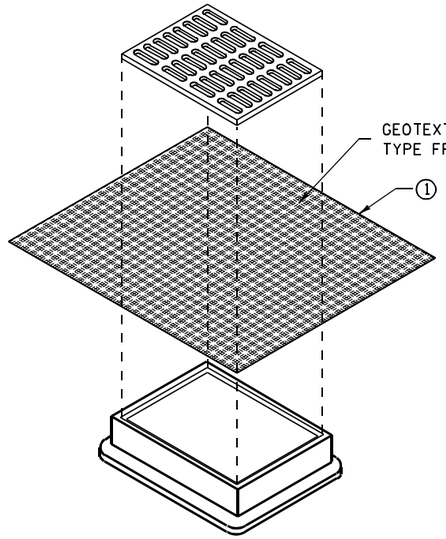
SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
4-29-05 DATE	/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

6
S.D.D. 8 E 9-6



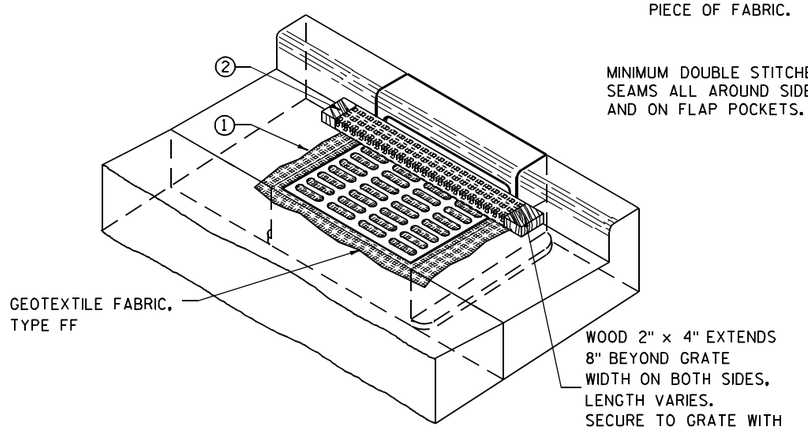


INLET PROTECTION, TYPE A

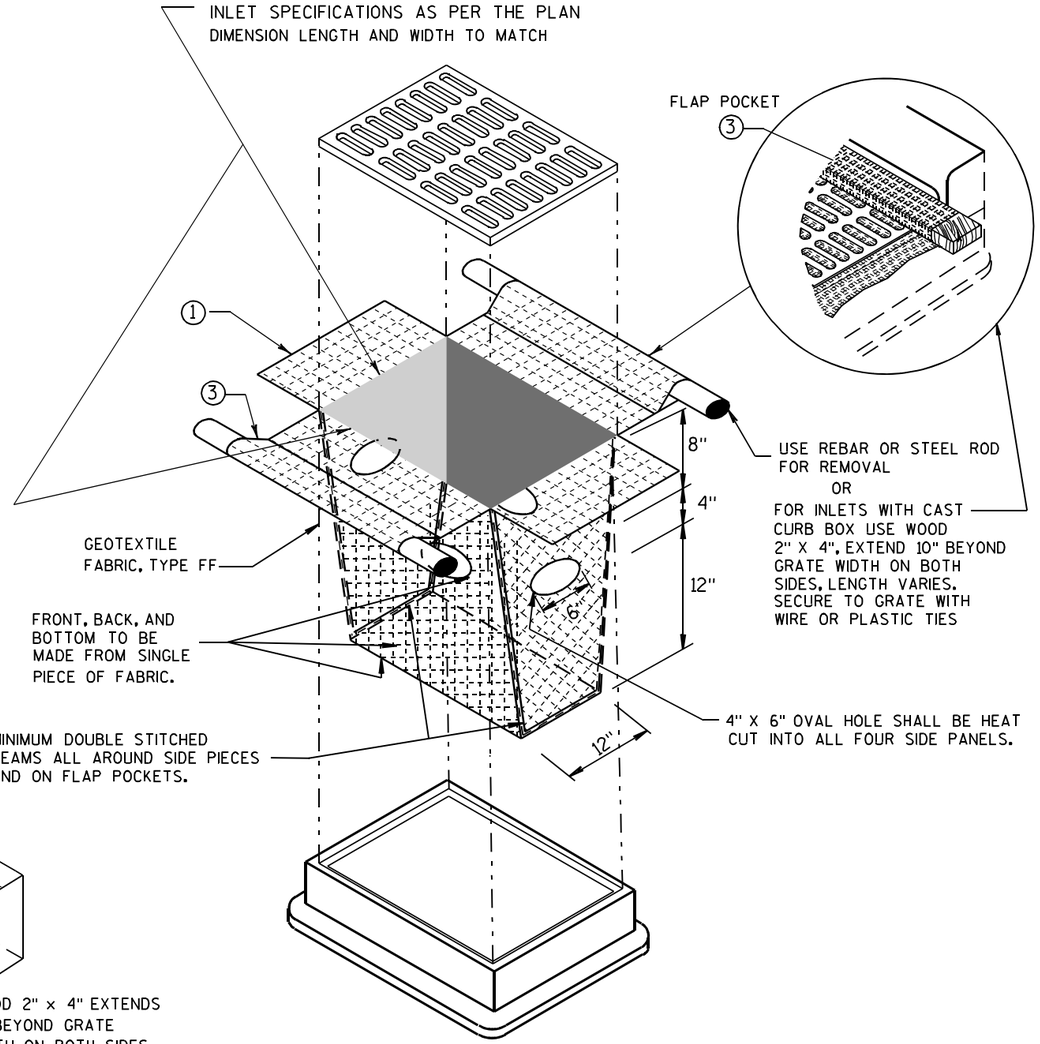


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

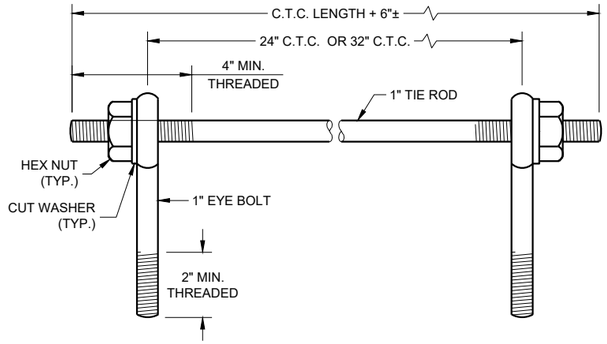
FHWA

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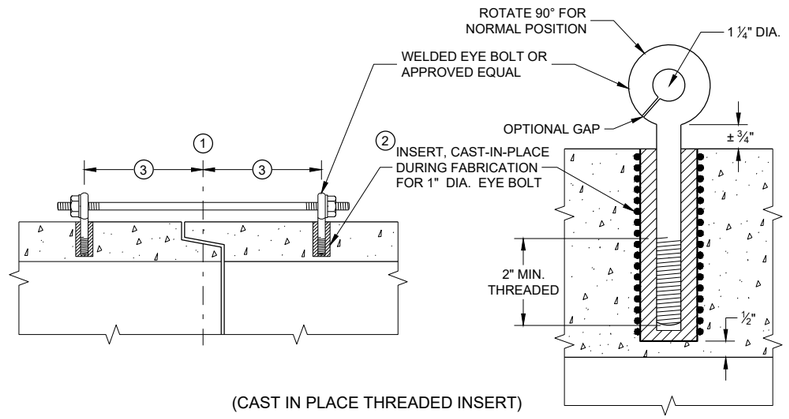
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

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

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

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

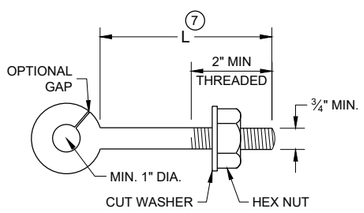
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

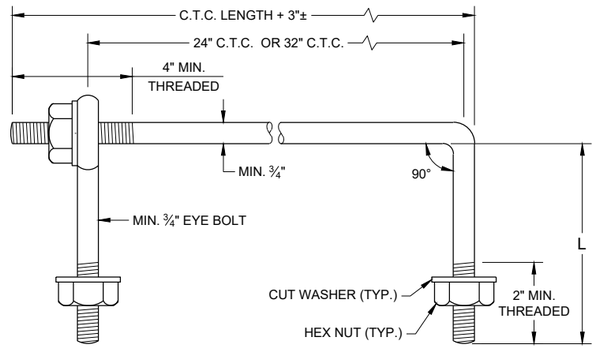
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

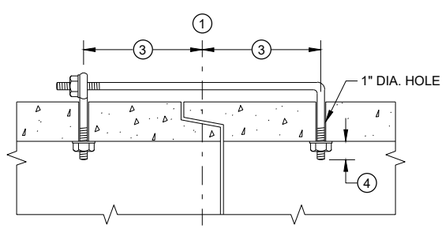


EYE BOLT (7)

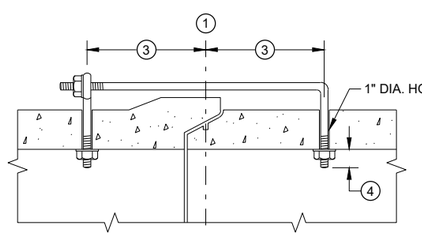
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

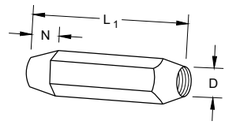
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

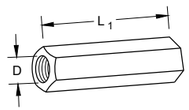
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



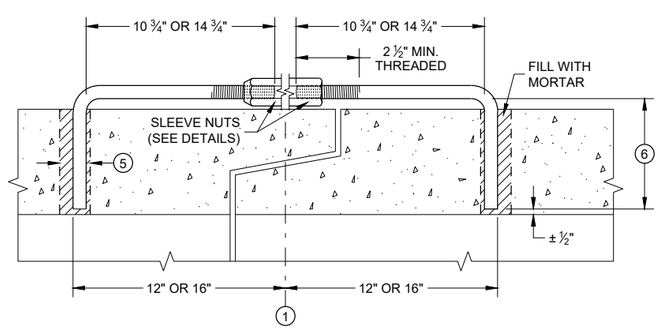
TAPERED



PLAIN

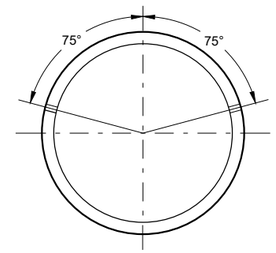
RIGHT AND LEFT THREADS

SLEEVE NUTS



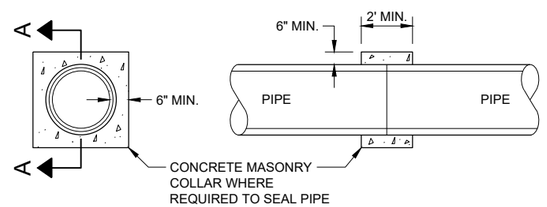
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

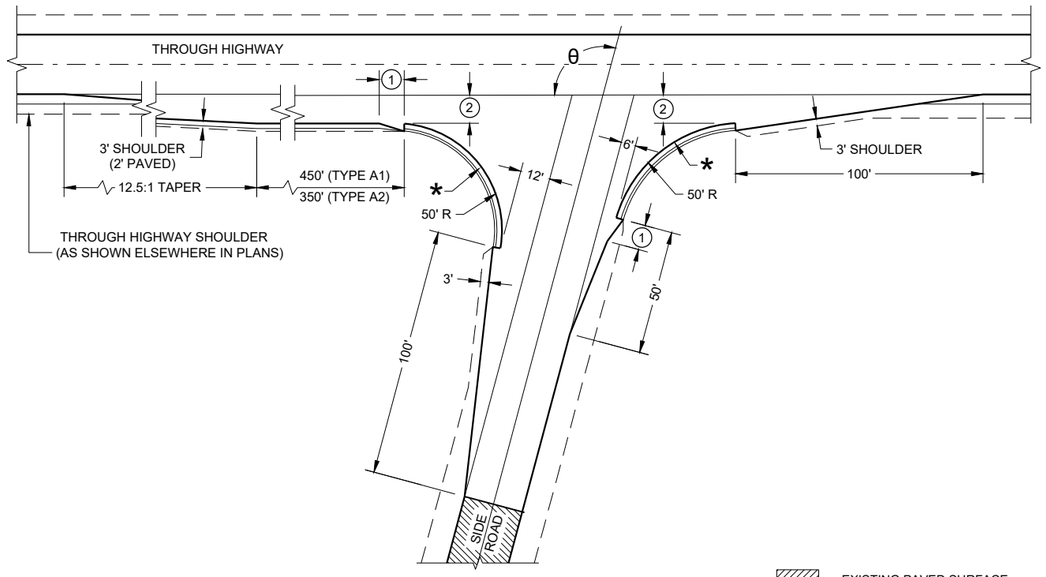
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

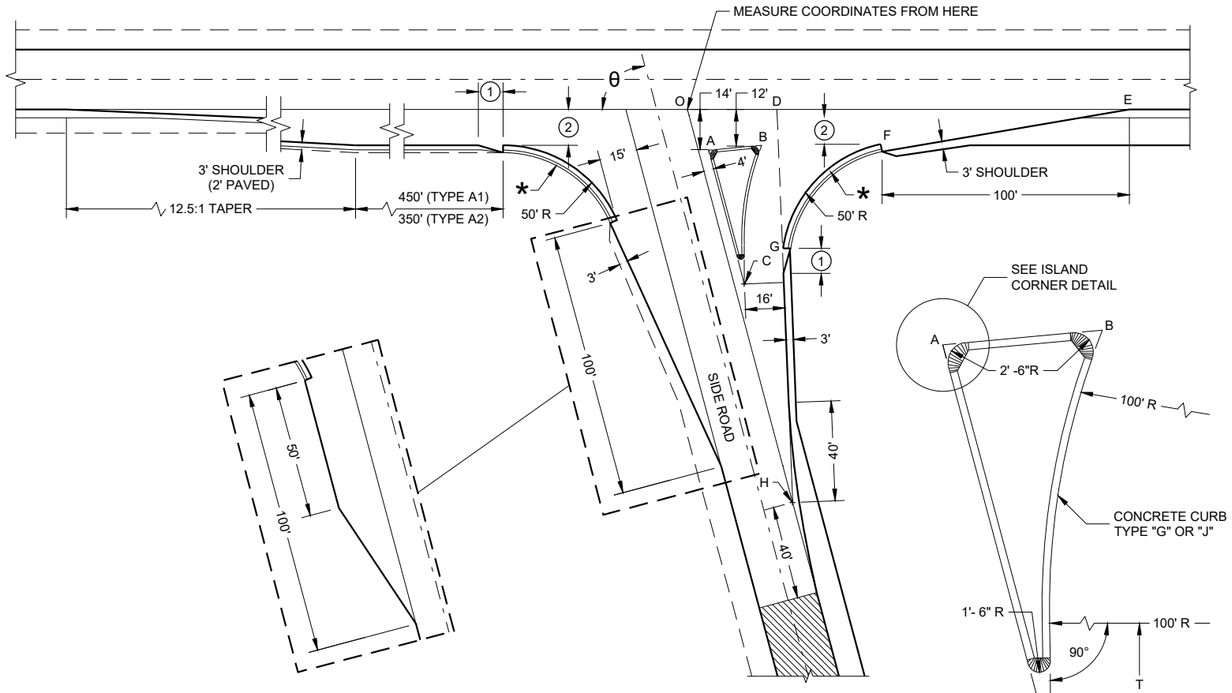
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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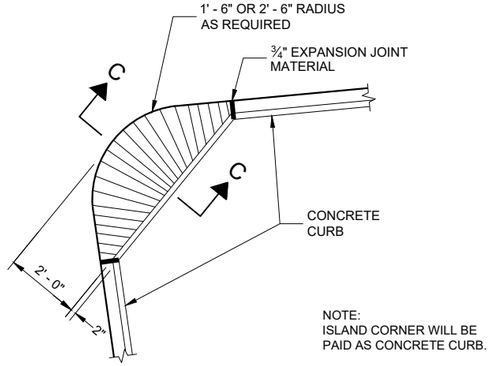


θ = MORE THAN 80°

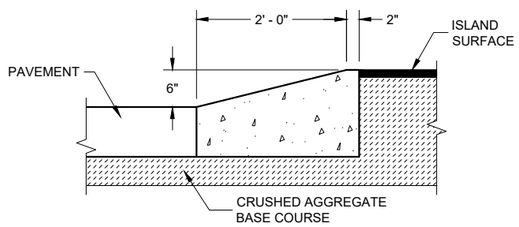


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE
THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS

θ = ACUTE ANGLES 80° OR LESS



PLAN VIEW



SECTION C - C

ISLAND CORNER DETAIL

(TO BE CONSTUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT 'O') X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

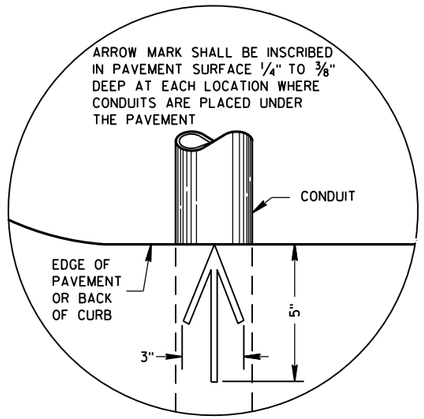
TYPE 'A1" AND "A2" SIDE ROAD INTERSECTION DETAILS

AT GRADE SIDE ROAD INTERSECTIONS
TYPES "A1" AND "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

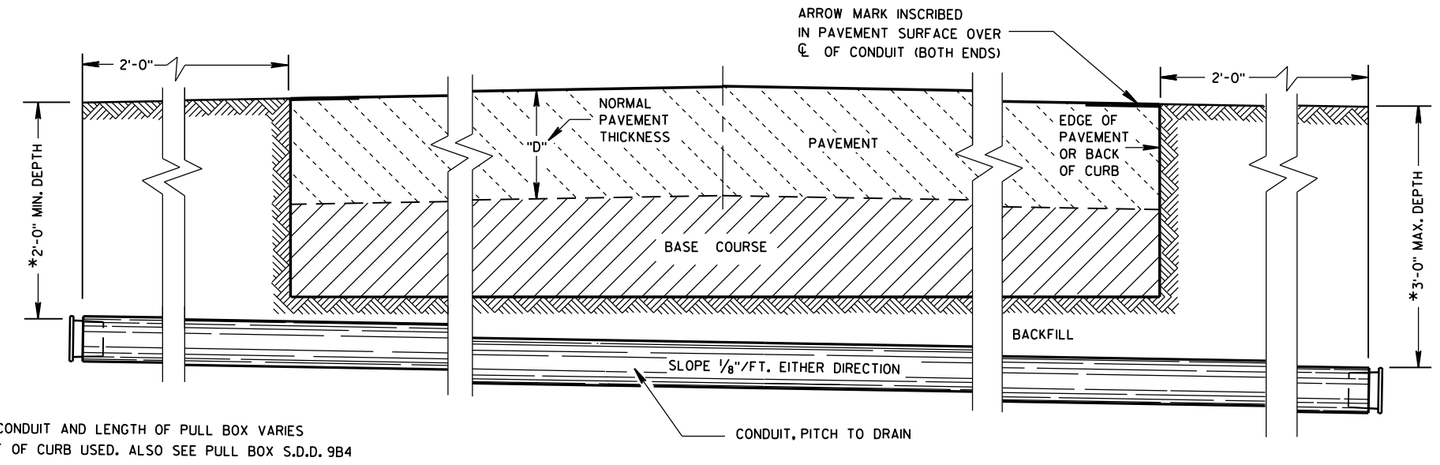
APPROVED
November 2022 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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SDD 09A01 - 14b



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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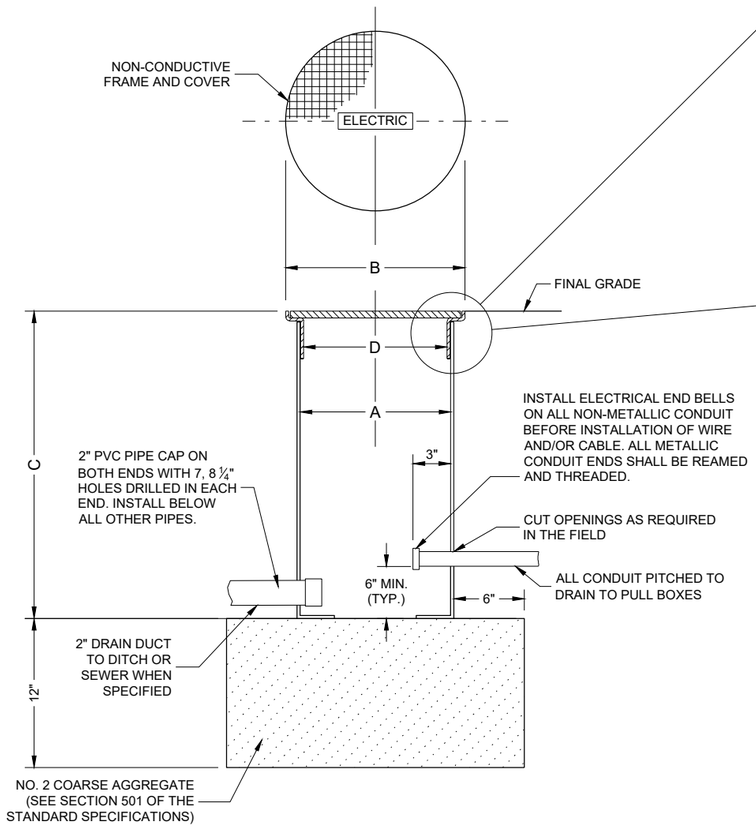
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

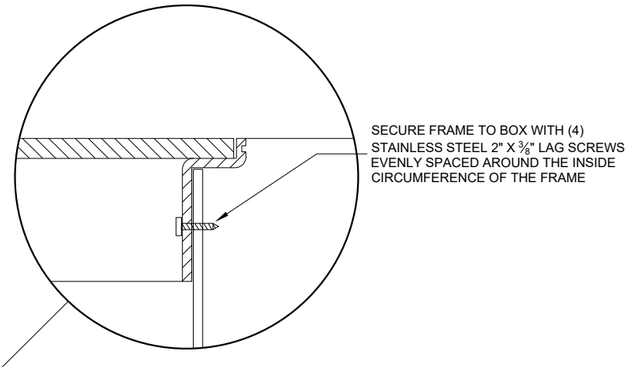
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

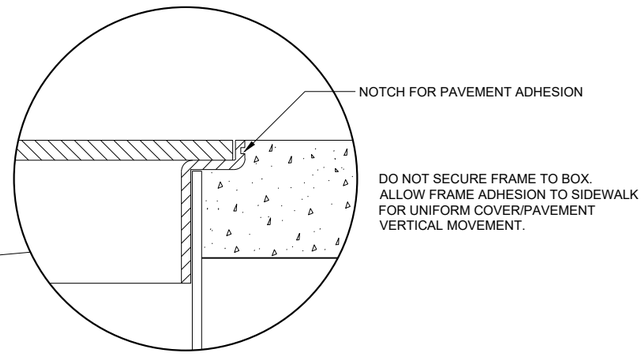
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



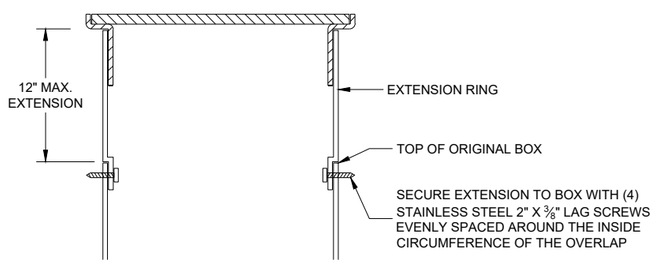
NON-CONDUCTIVE PULL BOX



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

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

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

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

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

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

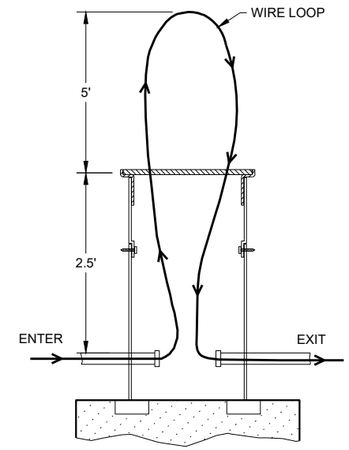
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

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

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

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



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

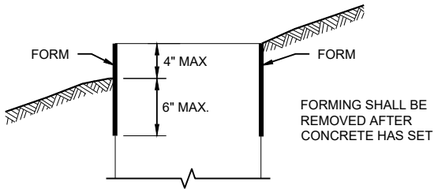
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09B16 - 02

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

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

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

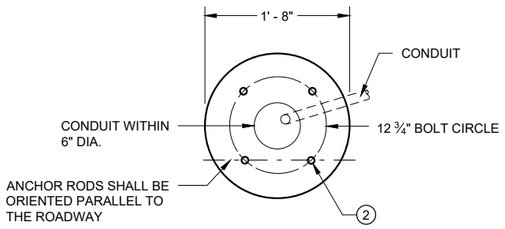
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

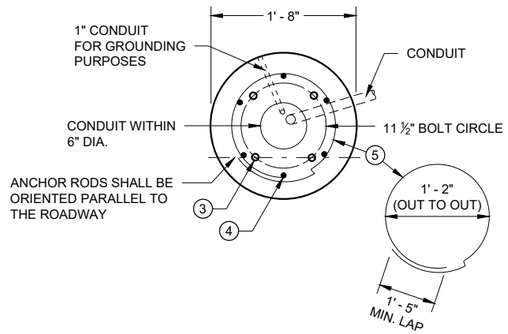
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

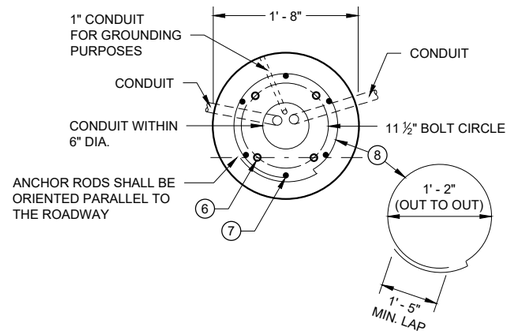
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







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

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

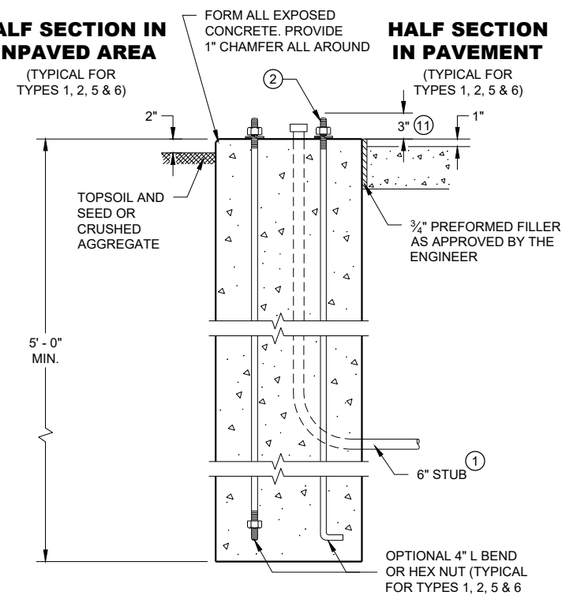
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

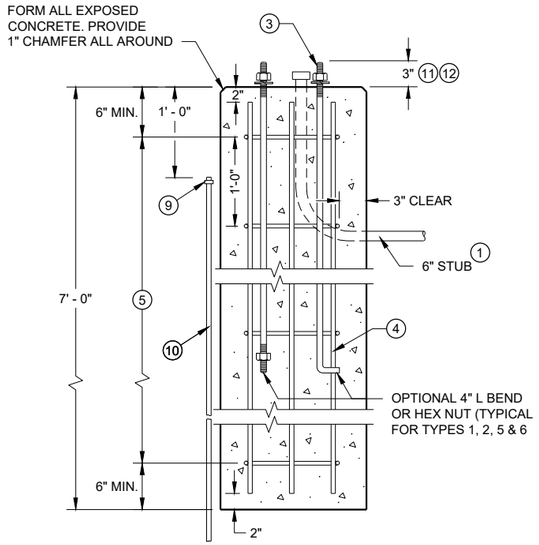
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

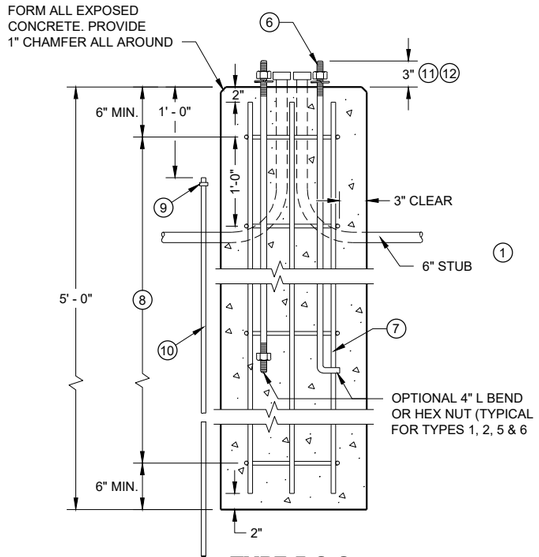
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

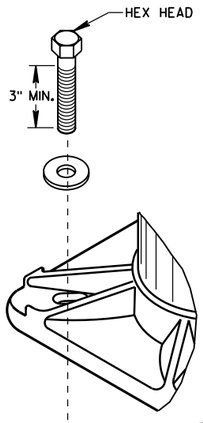
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

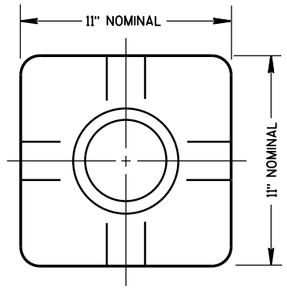
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

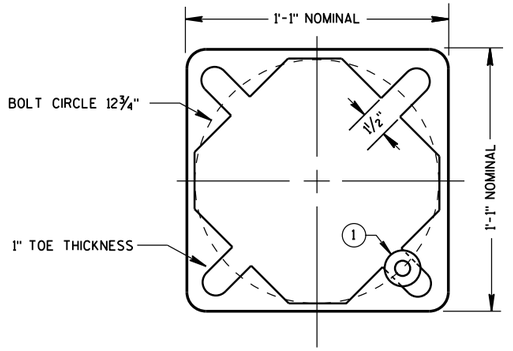
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

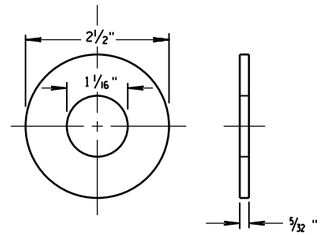




TOP VIEW
(PEDESTAL BASE)

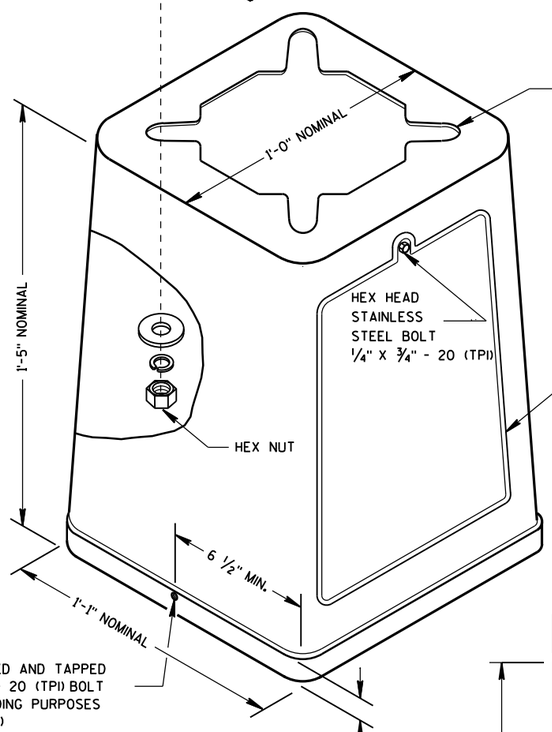


BOTTOM VIEW
(PEDESTAL BASE)

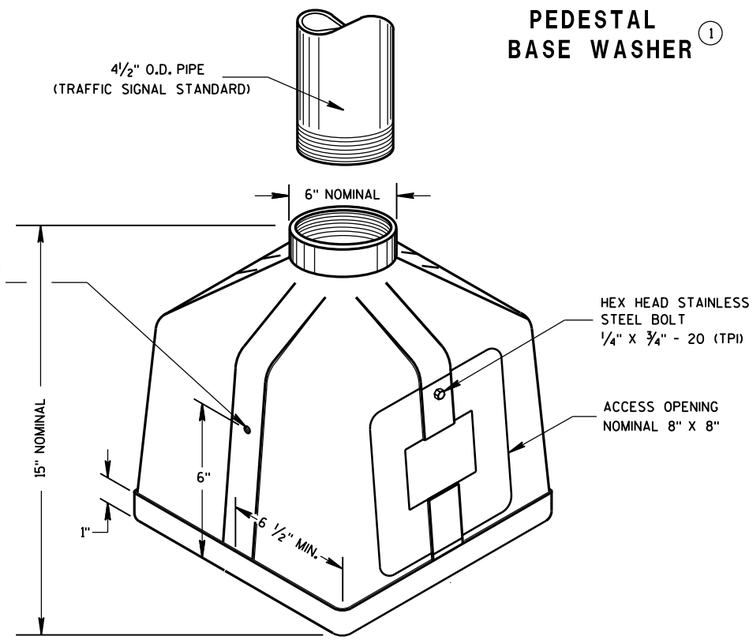


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

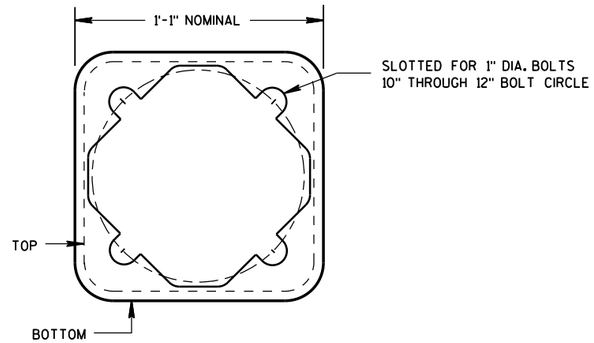


ISOMETRIC VIEW

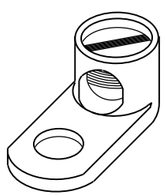


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

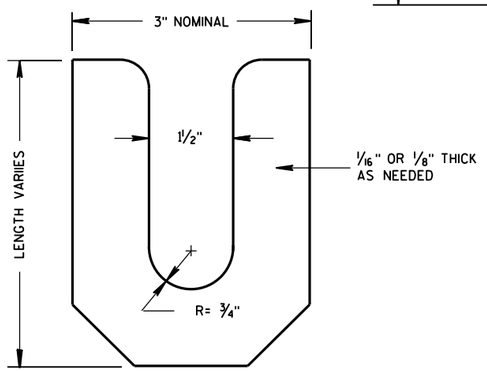


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

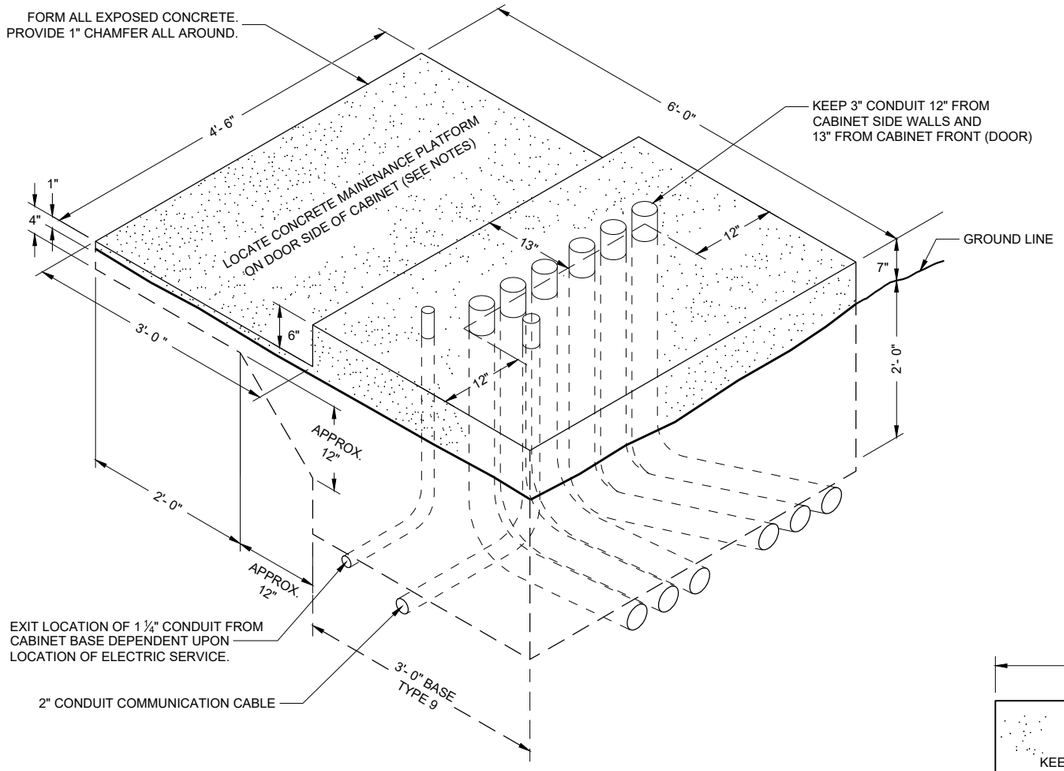
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S.D.D. 9 C 3-4

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S.D.D. 9 C 3-4

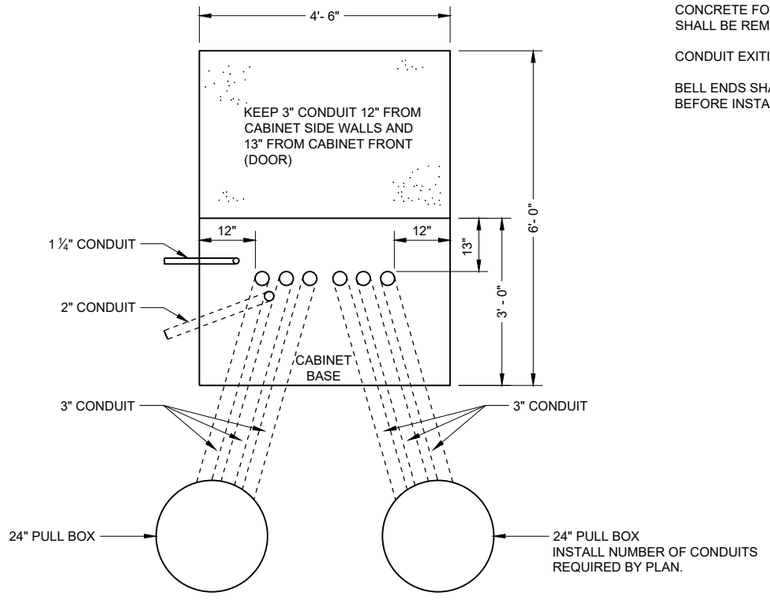
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



ISOMETRIC VIEW

TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

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

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

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

FHWA

SDD 09C06 - 07

GENERAL NOTES

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

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

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

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

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

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

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

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

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

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

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

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

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

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

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

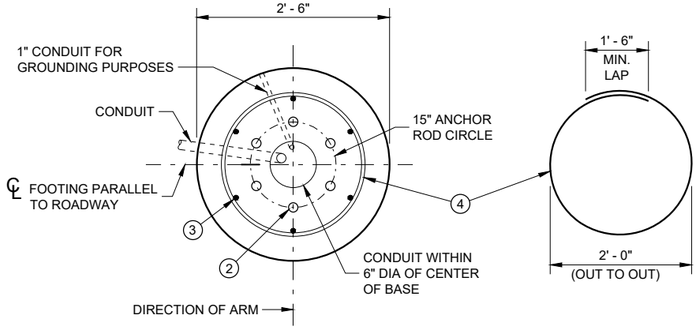
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

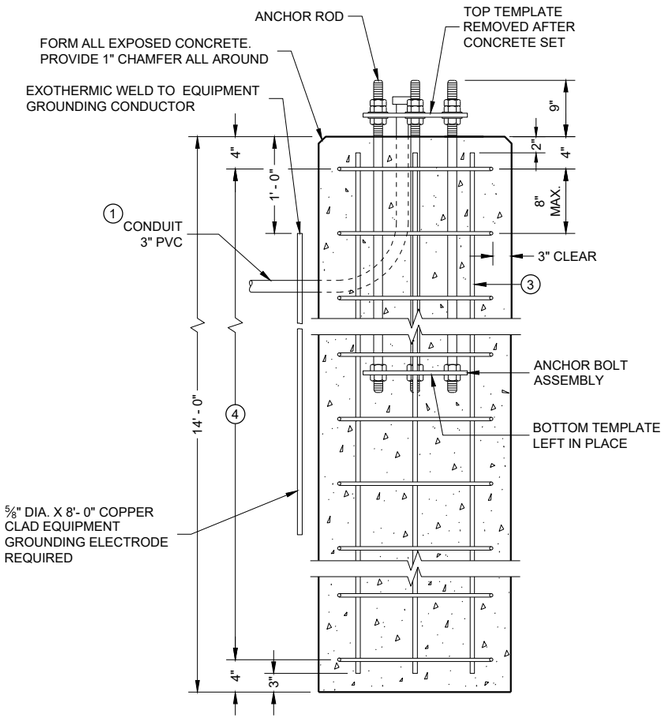
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

(4) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

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

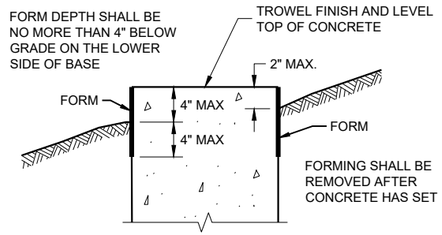
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



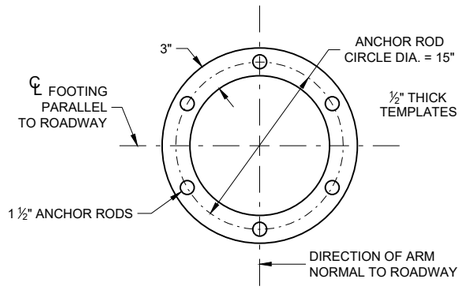


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

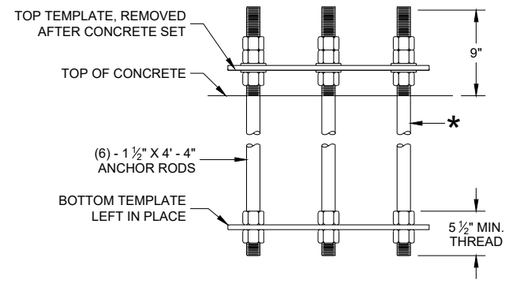
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

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

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demerbilek — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

6

SDD 09C11 - 10
SDD 09C11 - 10

GENERAL NOTES

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

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

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

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

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

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

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

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4 ½ INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

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

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

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

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

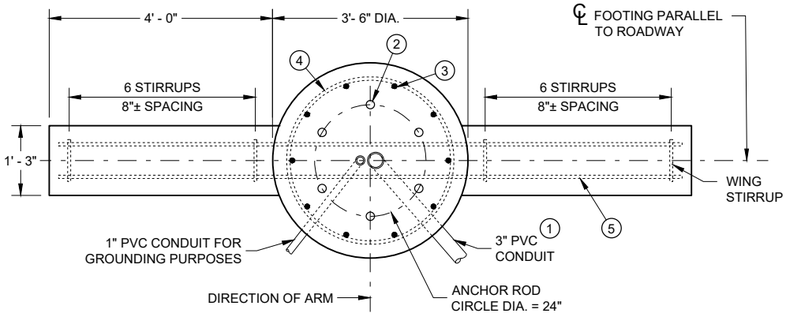
(2) (6) 1 ¾" DIA. X 7' - 2" ANCHOR RODS

(3) (10) NO. 6 X 14' - 1" BAR STEEL VERTICAL REINFORCEMENT.

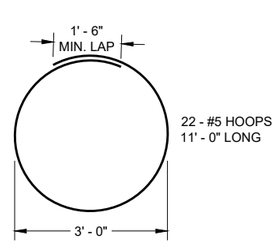
(4) (22) NO. 5 X 11'- 0" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

(5) (10) NO. 5 X 11' - 0" BAR STEEL HORIZONTAL REINFORCEMENT

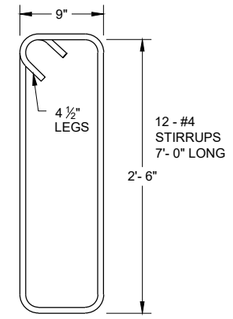
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



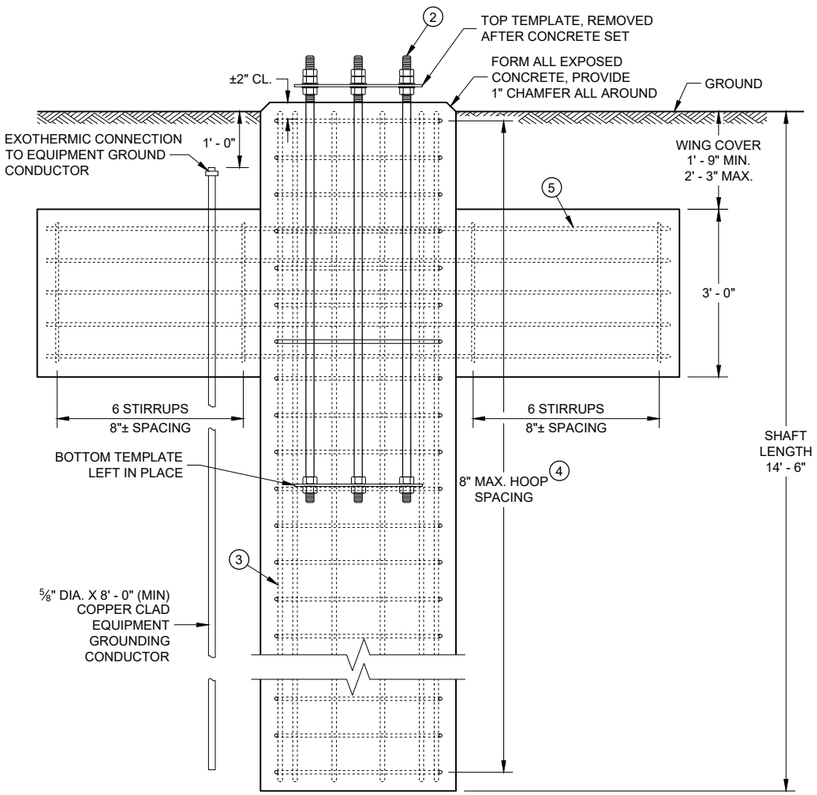
PLAN VIEW



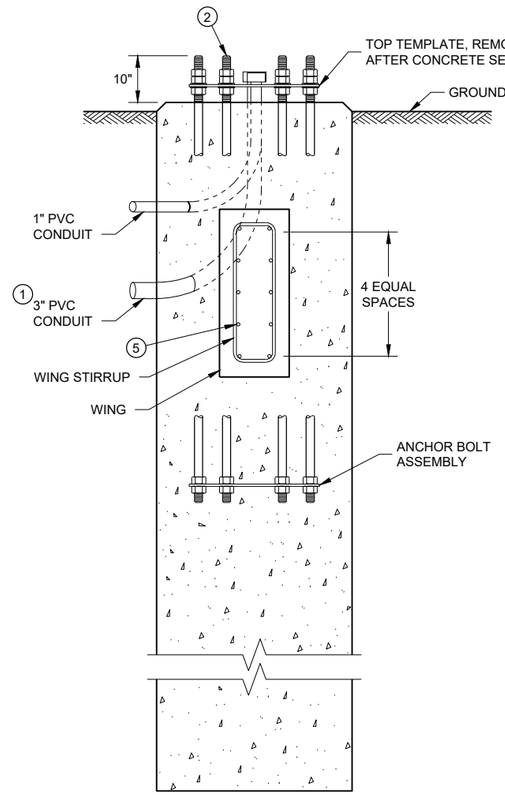
HOOP DETAIL



WING STIRRUP DETAIL



ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)

CONCRETE BASE, TYPE 13
(FOR TYPE 12, TYPE 13 AND OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 CUBIC YARD
H.S. REINFORCEMENT = 635 LBS.

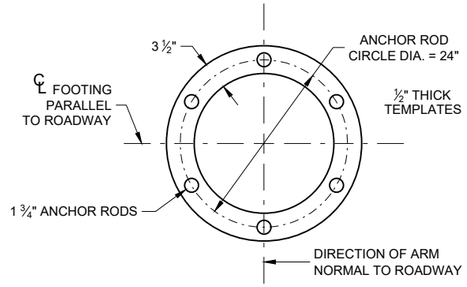
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION

CONCRETE BASE TYPE 13

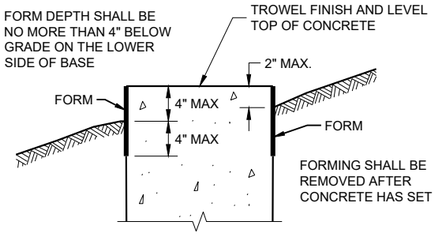
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

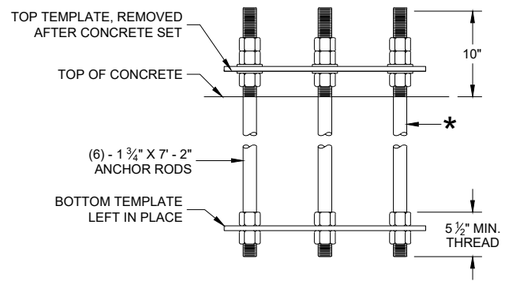
SDD 09C12 - 09a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 11" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 13

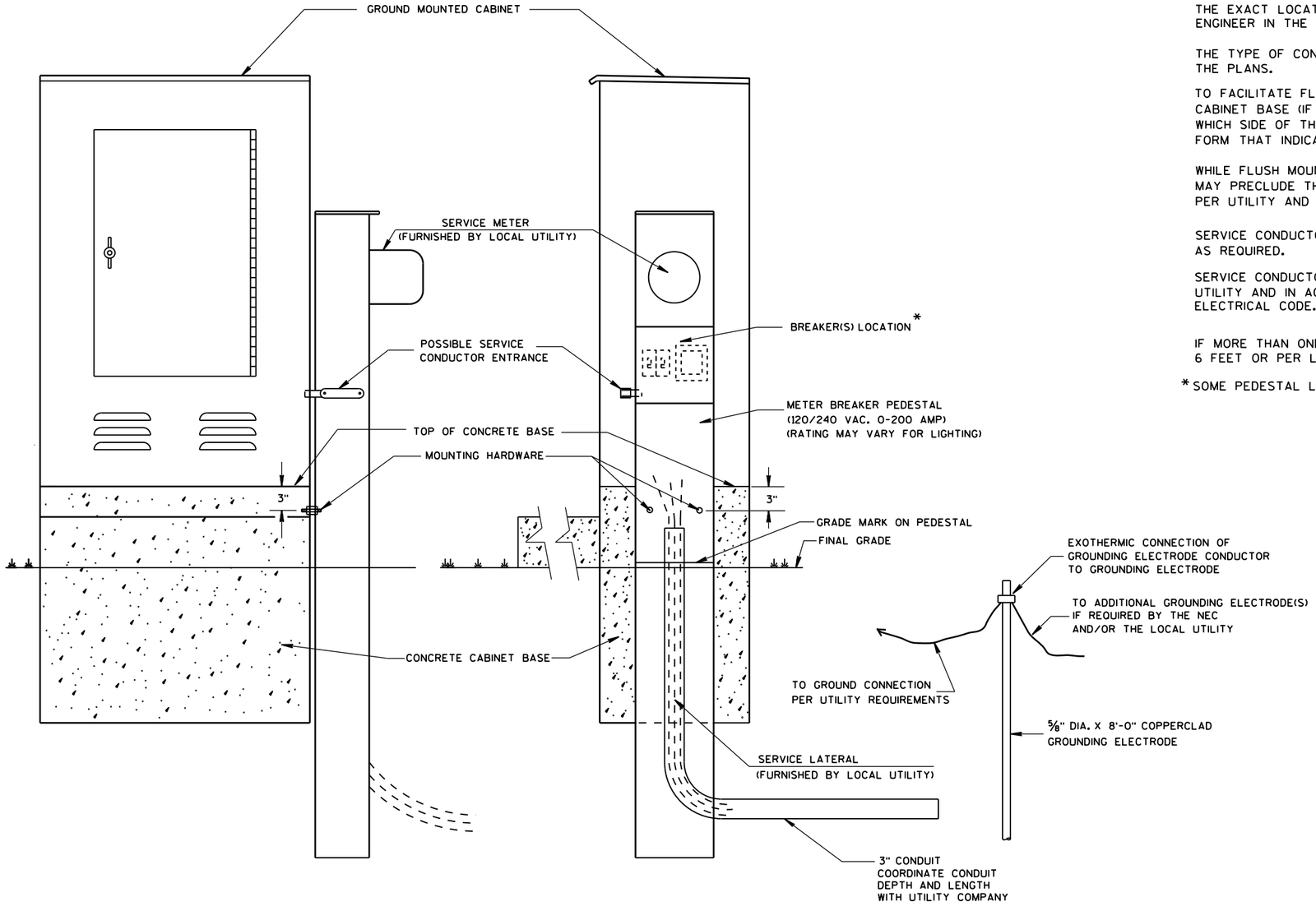
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
WIND LOADED STRUCTU
PROGRAM LEADER

FHWA

6

SDD 09C12 - 09b



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

6

S.D.D. 9 D 1-5

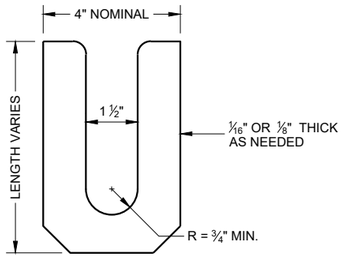
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

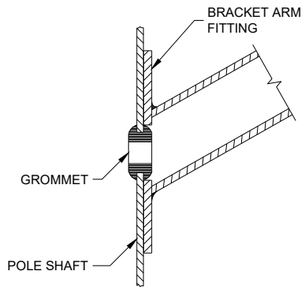
APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

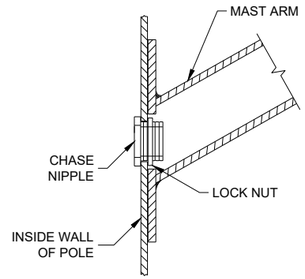
FHWA



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

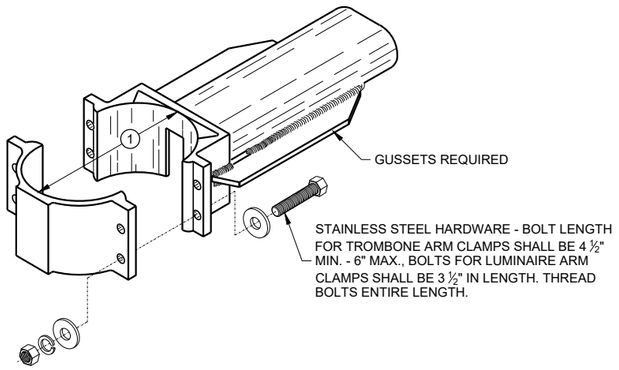
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

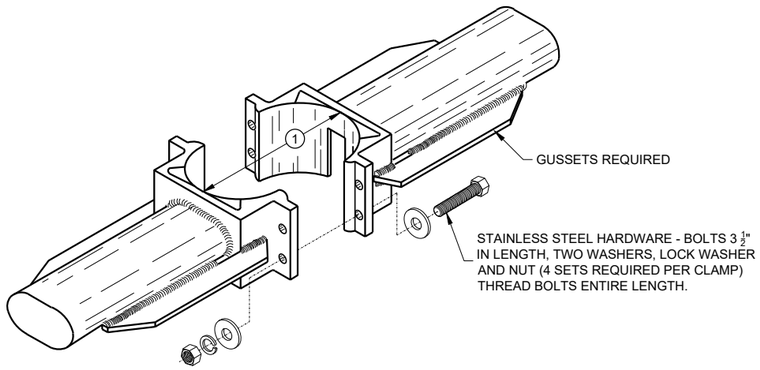
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

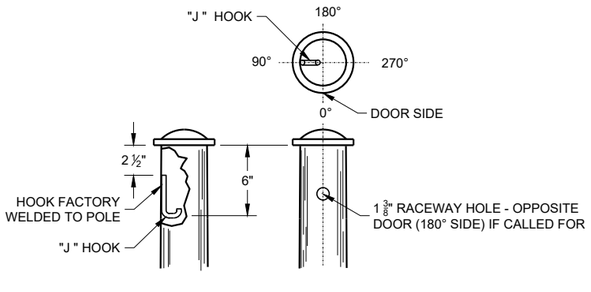
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



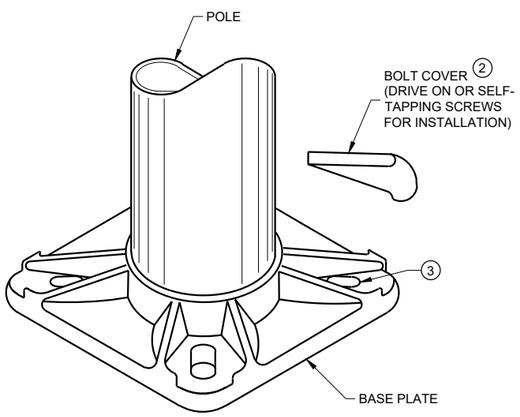
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



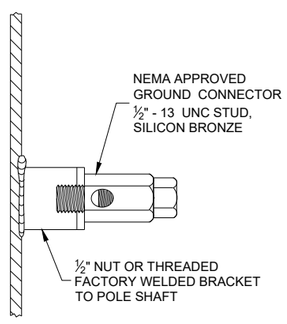
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

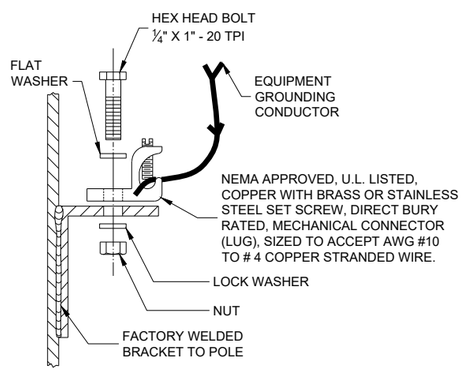


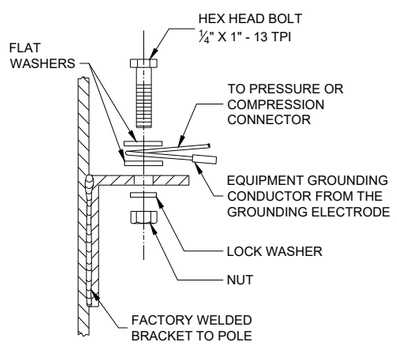
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 110

FHWA

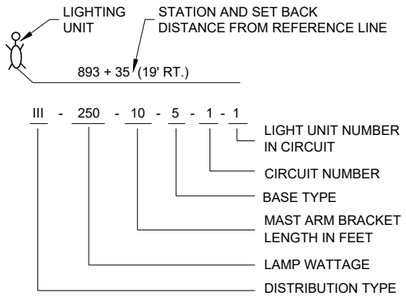
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SDD 09E01 - 15g

GENERAL NOTES

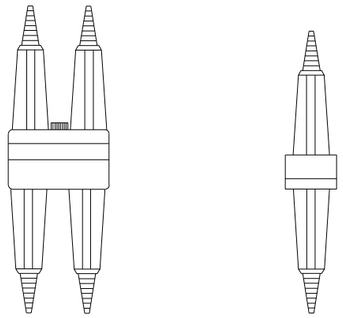
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

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

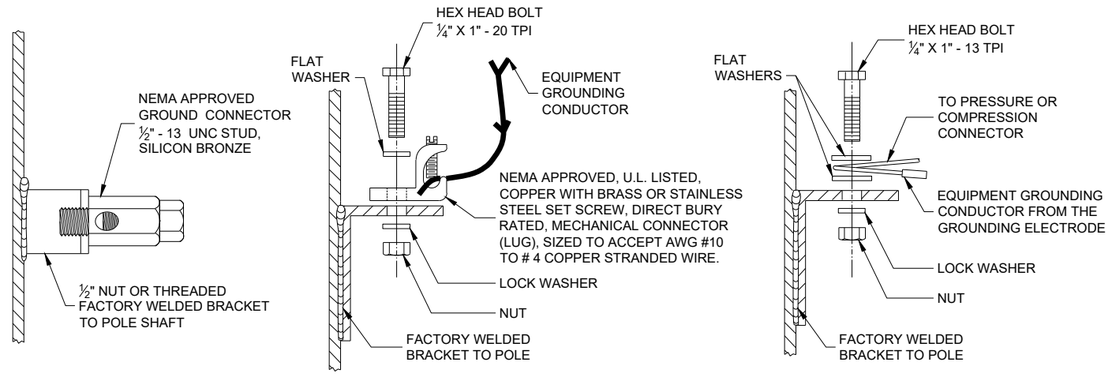


LIGHTING UNIT CODE
(TYPICAL)

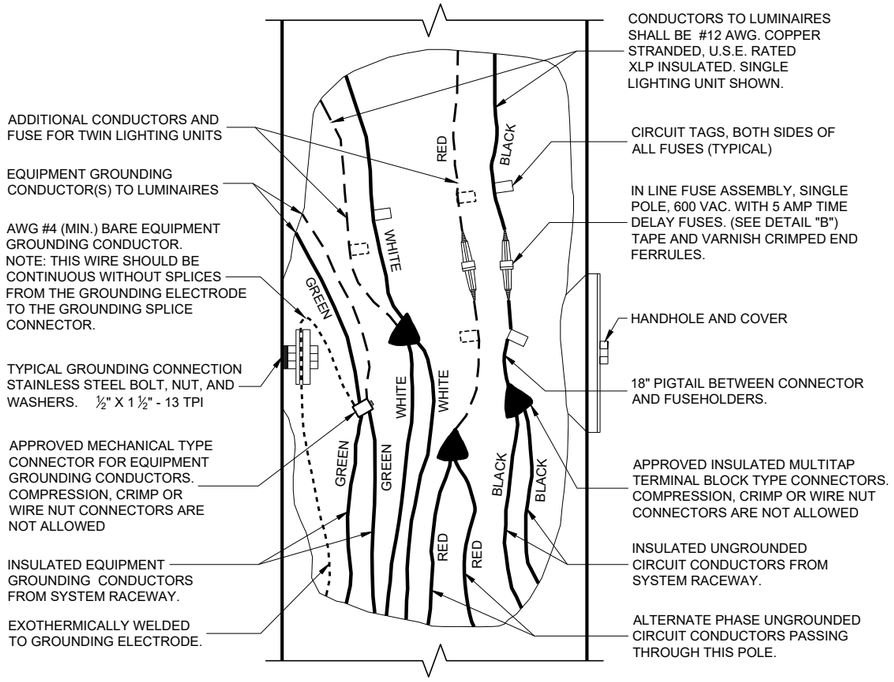


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

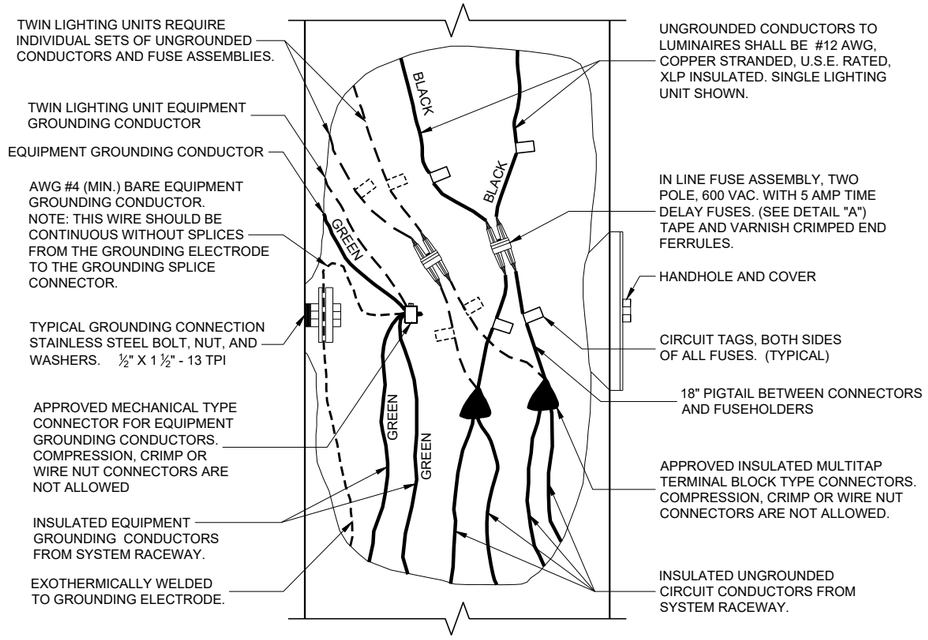
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



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



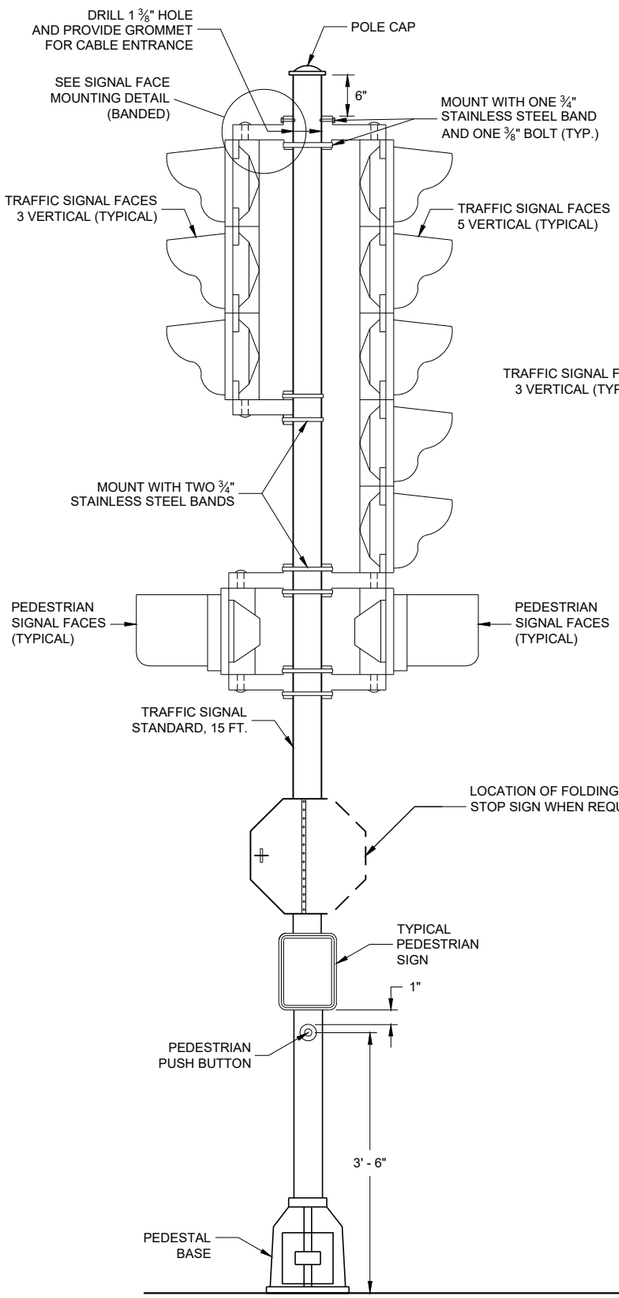
2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

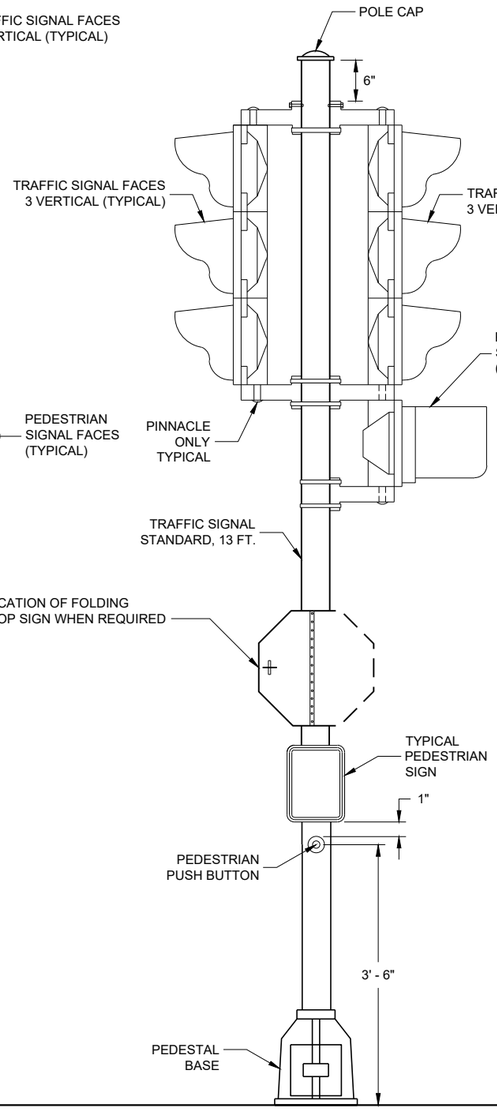
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 111

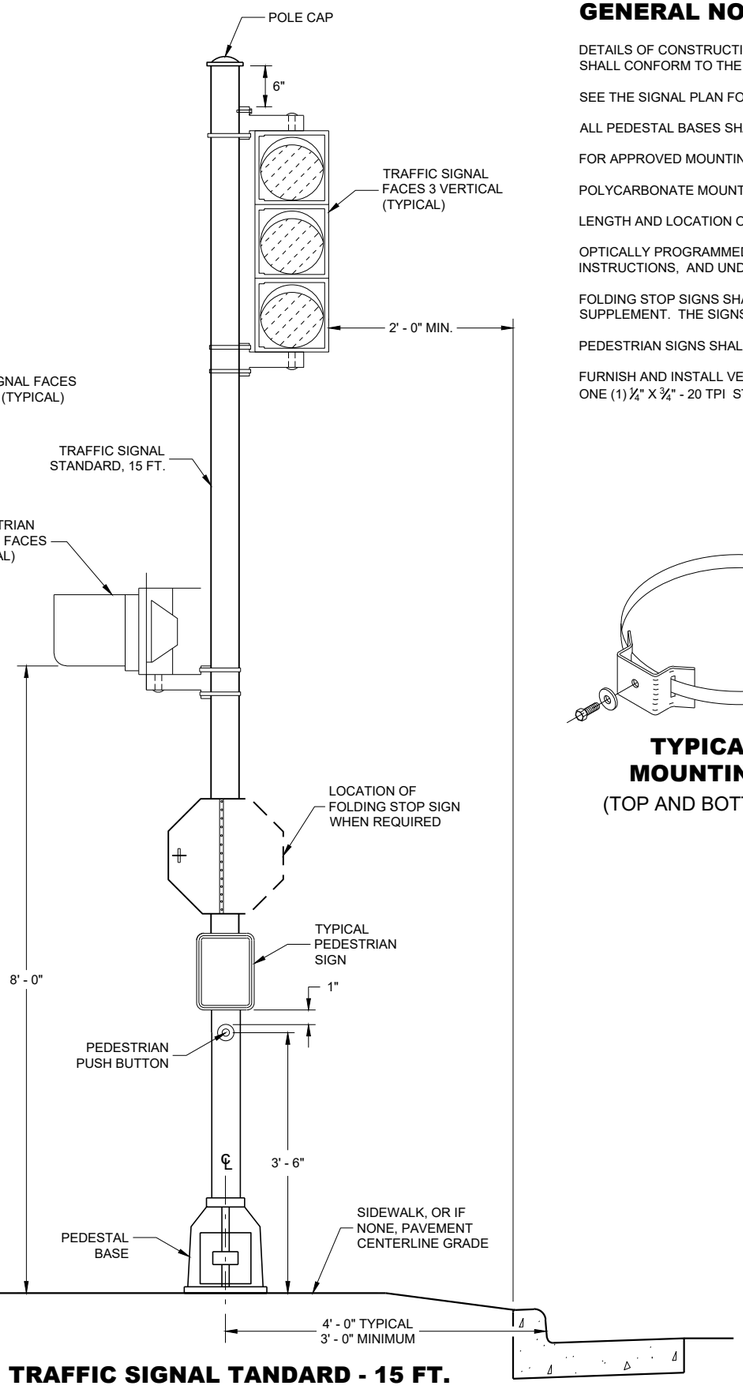
FHWA



TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL TANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

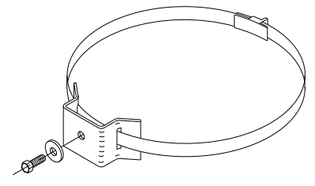
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

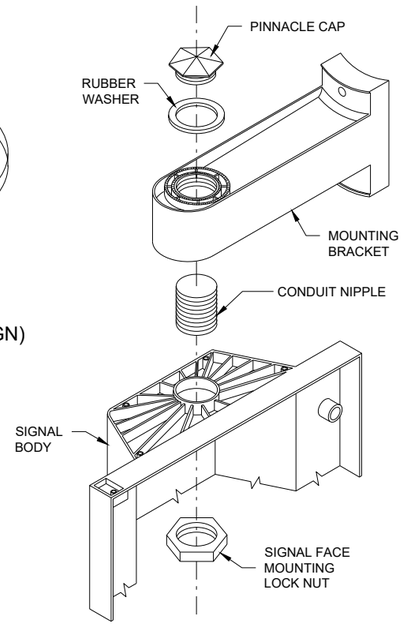
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

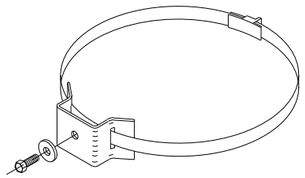
TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
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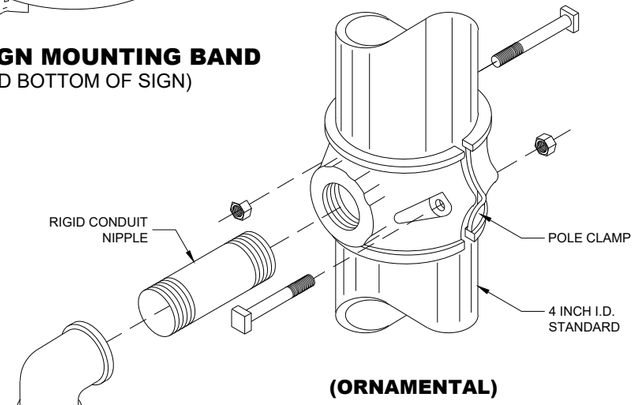
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2/28/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 112

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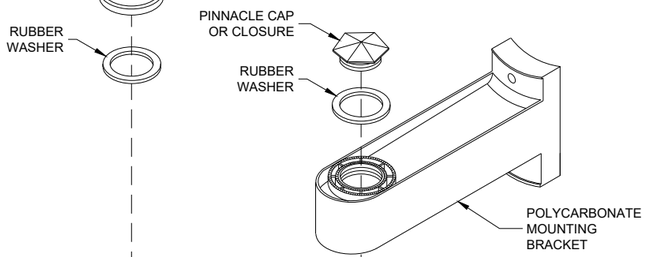
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SDD 09E06 - 05



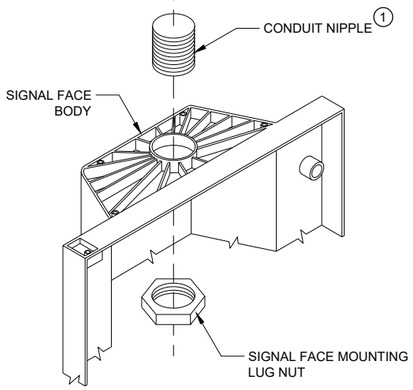
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



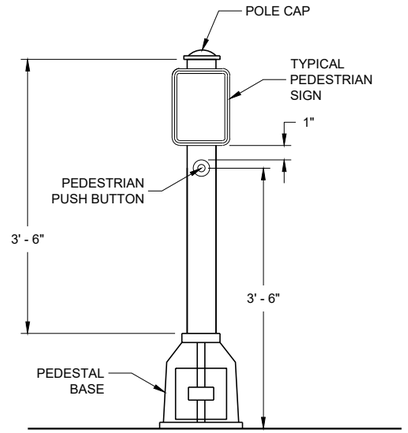
(ORNAMENTAL)



(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

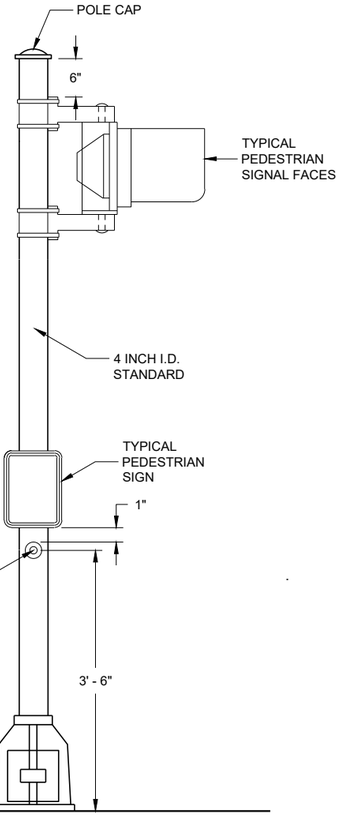
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

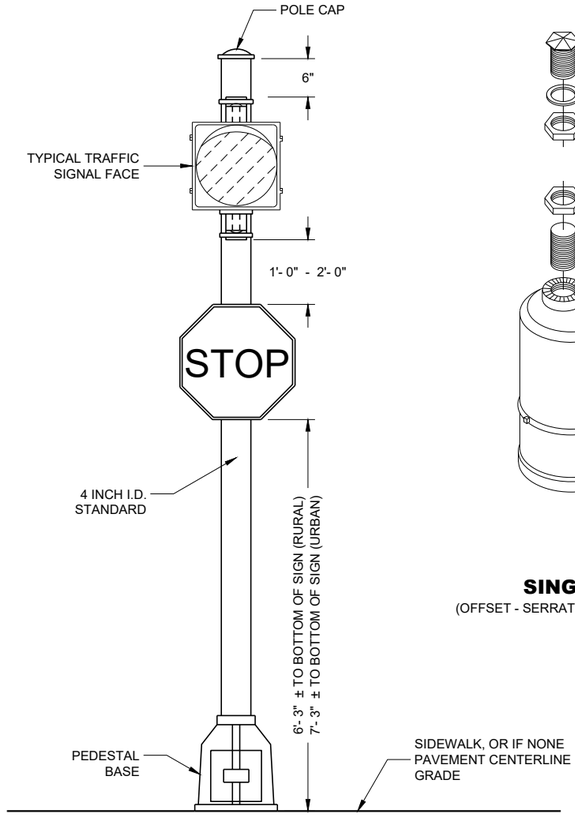
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

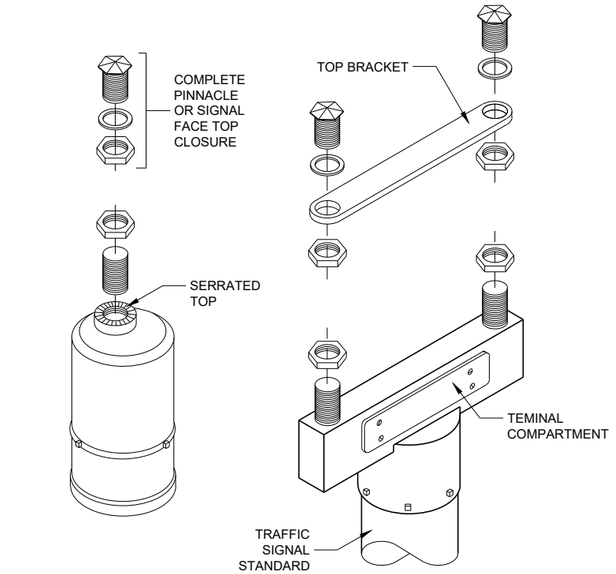
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

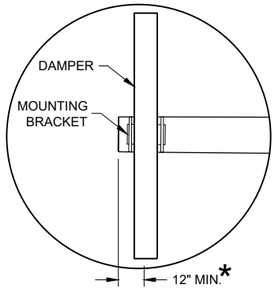
APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

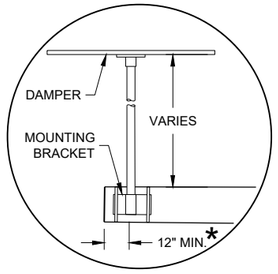
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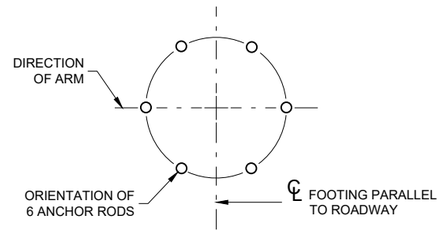


DUMBBELL VIBRATION DAMPER

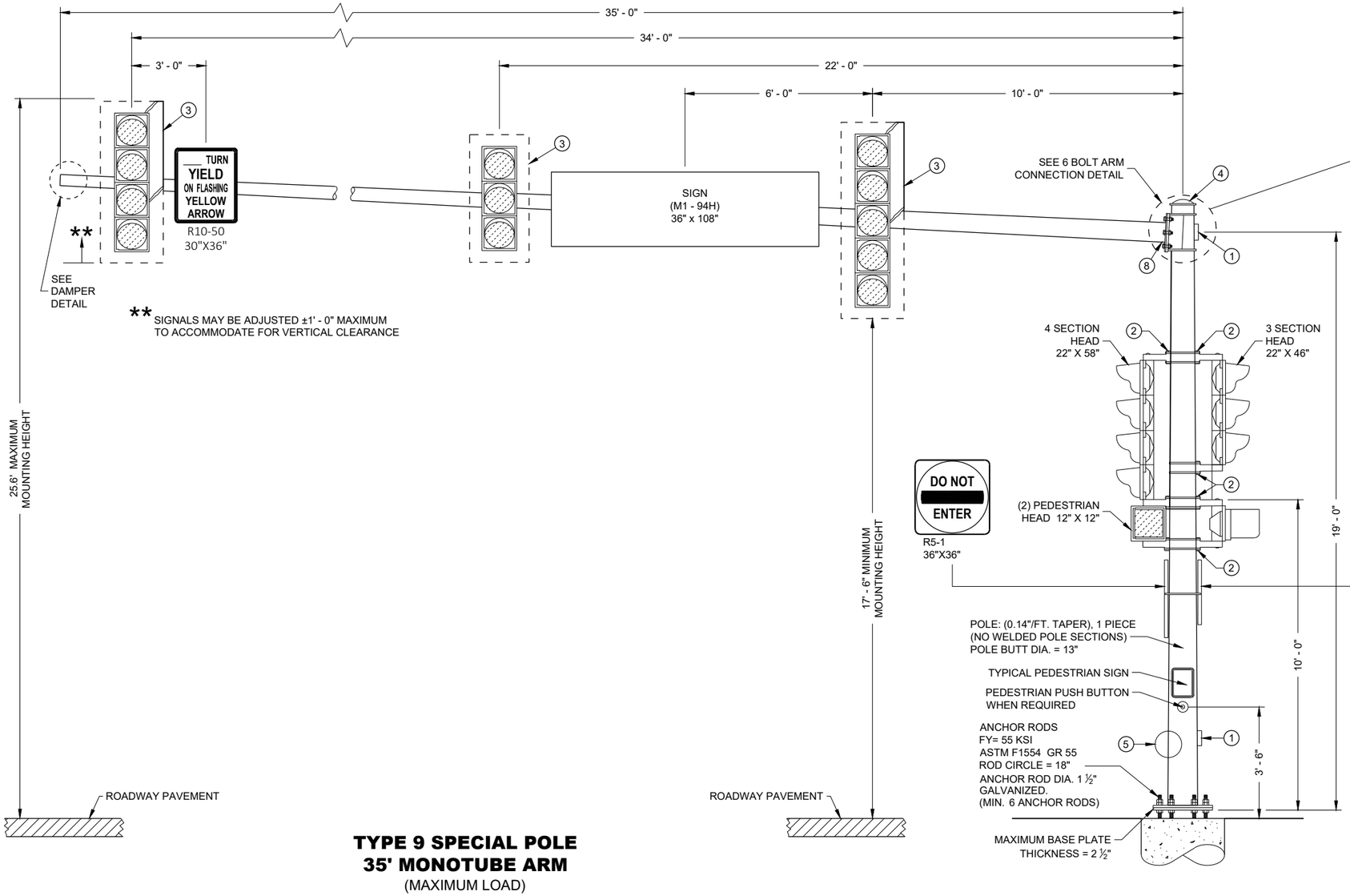


FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

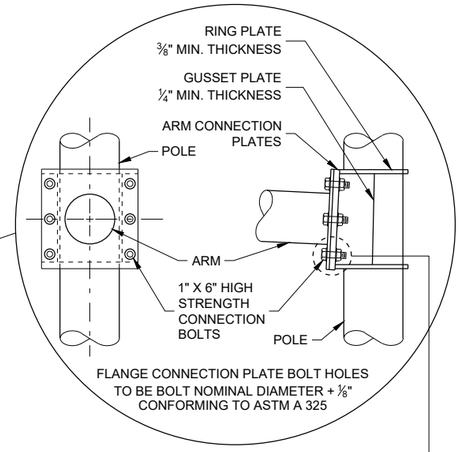


ANCHOR ROD LOCATION

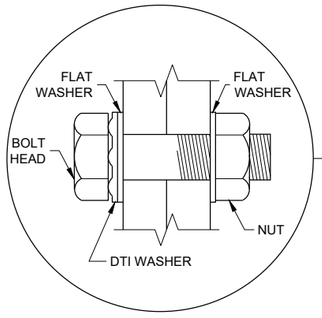


** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

TYPE 9 SPECIAL POLE
35' MONOTUBE ARM
(MAXIMUM LOAD)



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE
35' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

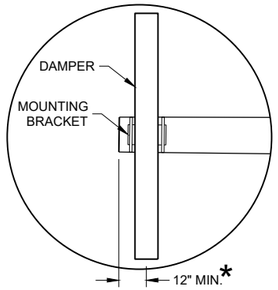
APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

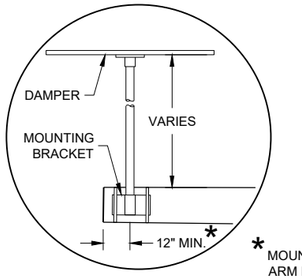
FHWA

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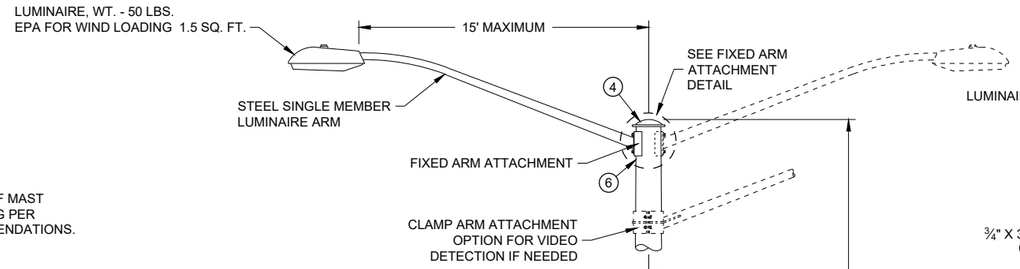


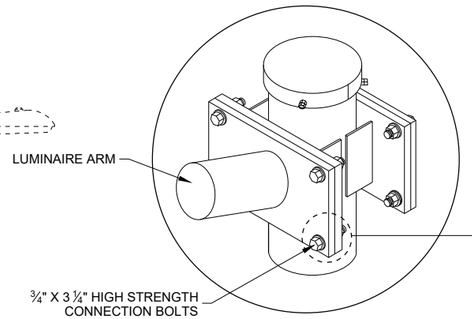
DUMBBELL VIBRATION DAMPER



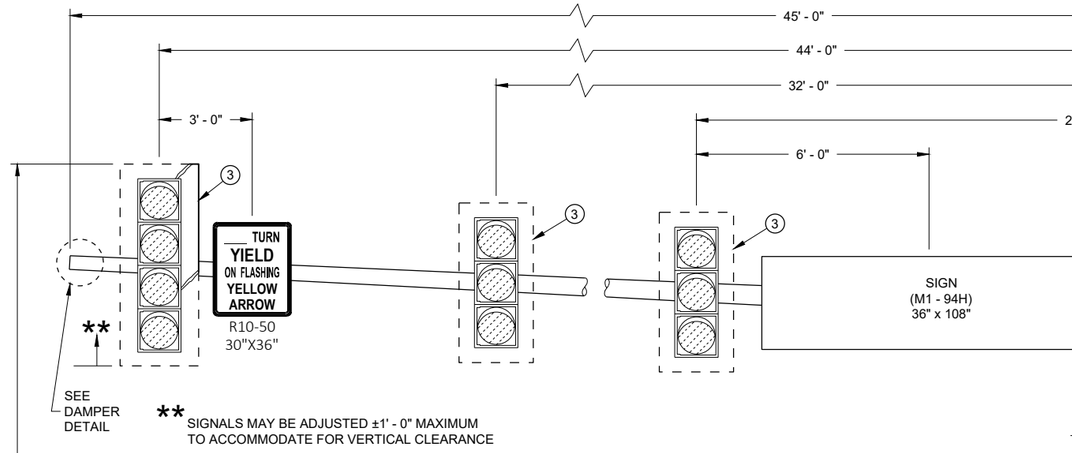
FLAT VIBRATION DAMPER

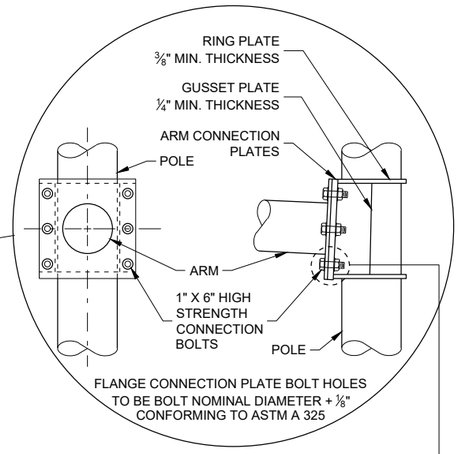
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



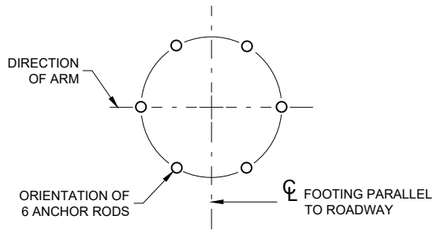


FIXED ARM ATTACHMENT DETAIL

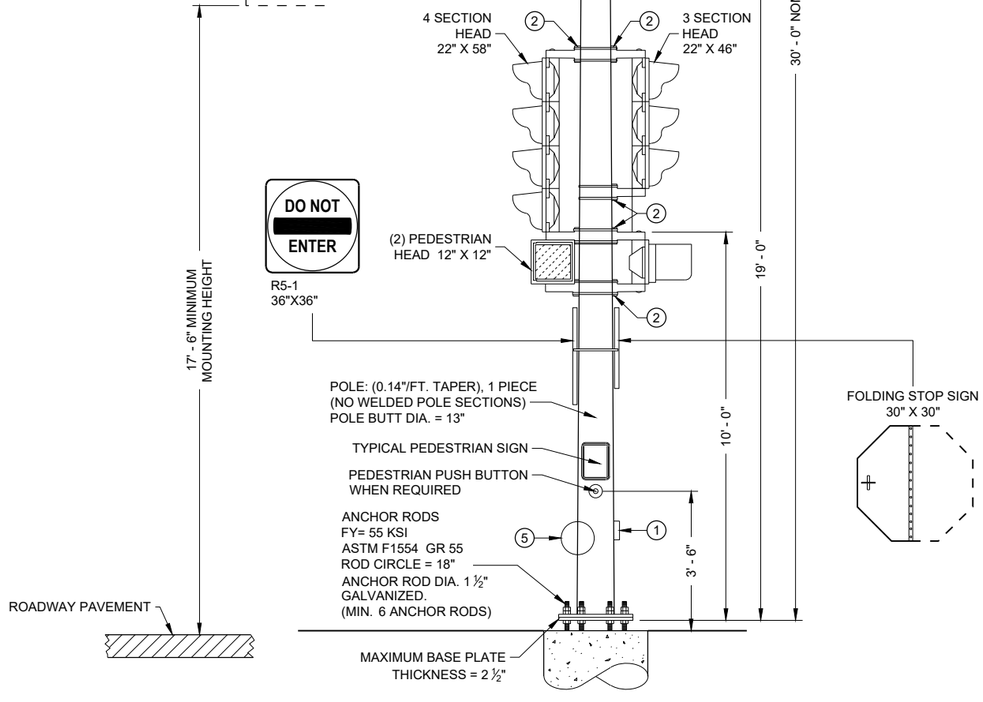


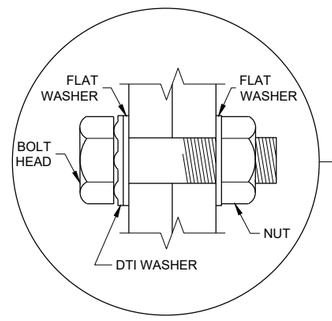


6 BOLT ARM CONNECTION DETAIL



ANCHOR ROD LOCATION





RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
45' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 SPECIAL POLE
45' MONTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

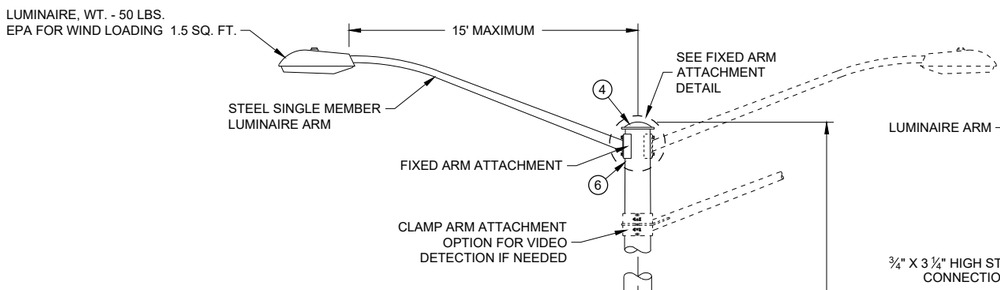
APPROVED
August 2020
DATE

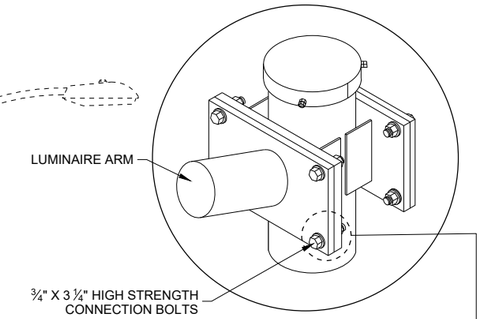
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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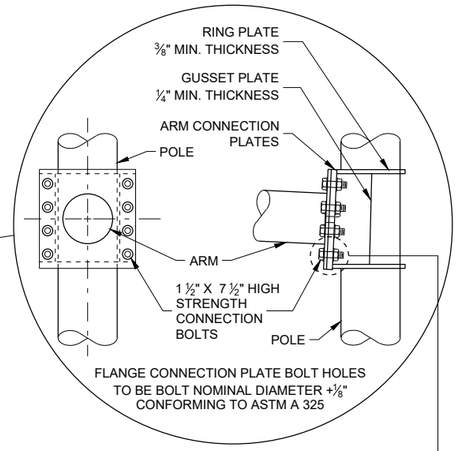
SDD 09E08 - 08h

SDD 09E08 - 08h

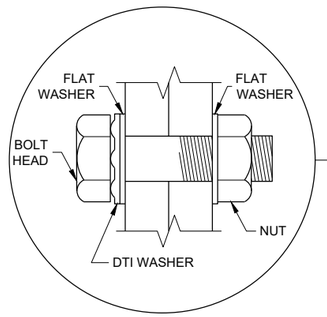




FIXED ARM ATTACHMENT DETAIL



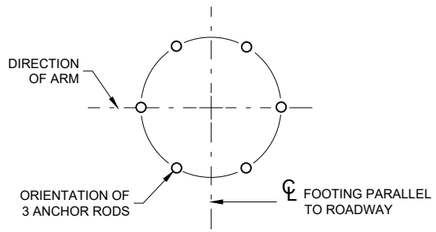
8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



ANCHOR ROD LOCATION

TYPE 13 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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SDD 09E08 - 09j

GENERAL NOTES

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

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

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

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

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

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

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

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

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

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

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

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

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

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

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

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

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

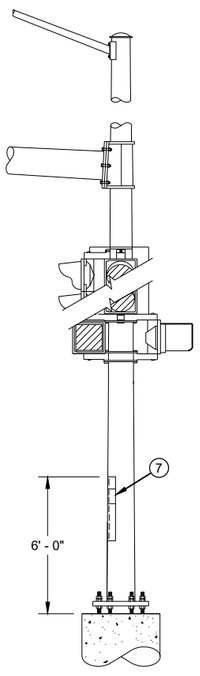
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

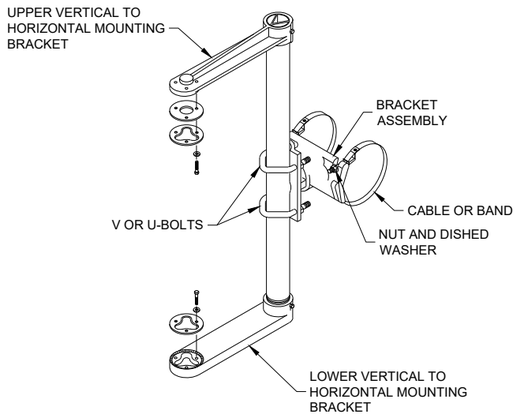
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

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

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

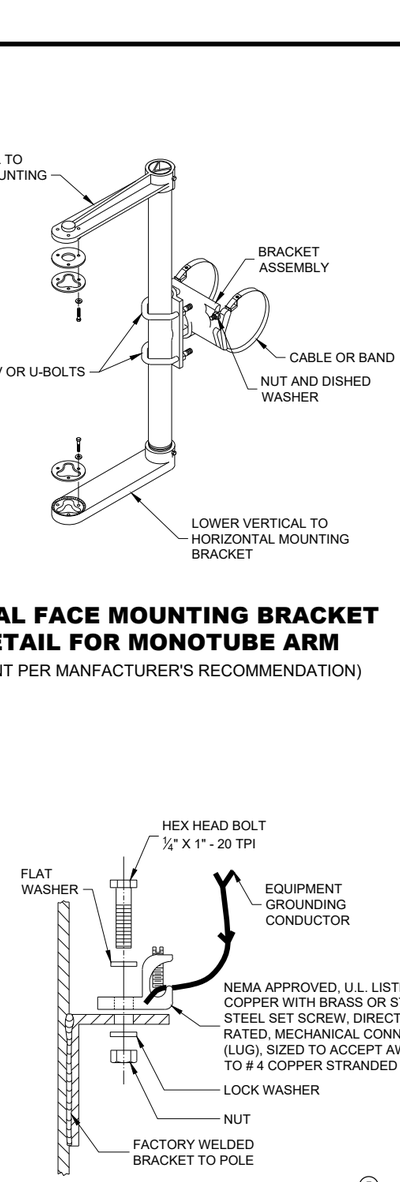


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



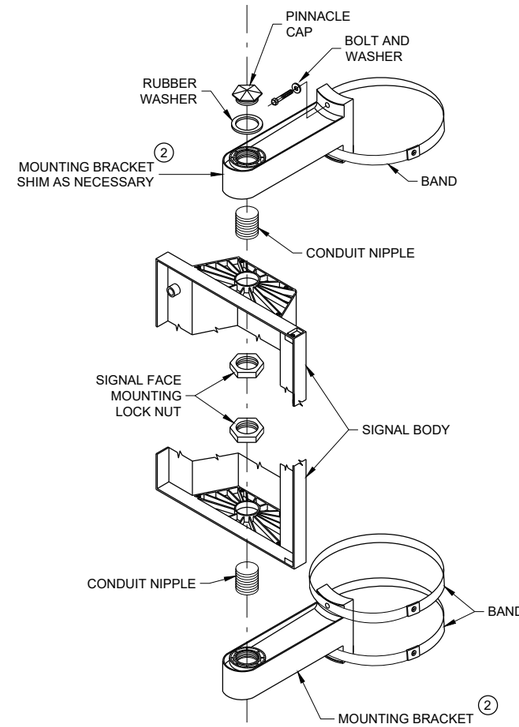
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

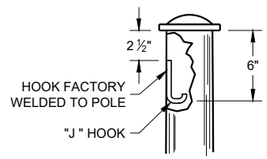


TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

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SDD 09E08 - 09k

GENERAL NOTES

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

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

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

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

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

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

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

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

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING 2017 INTERIM REVISIONS) AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

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

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

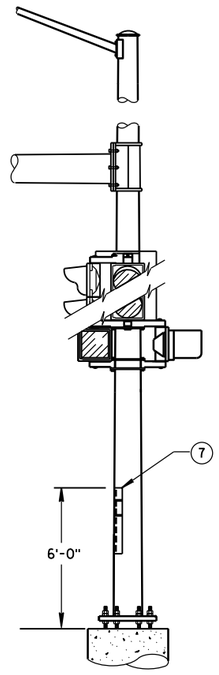
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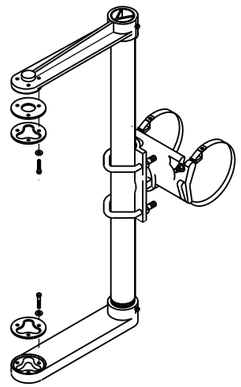
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

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

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

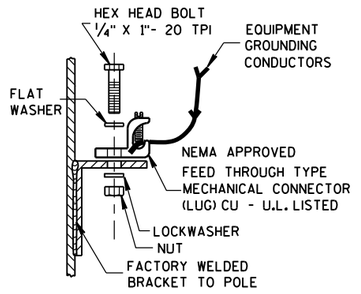


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



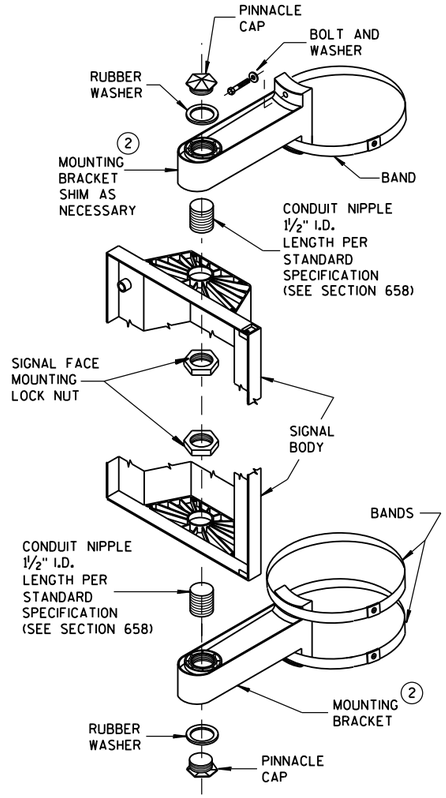
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

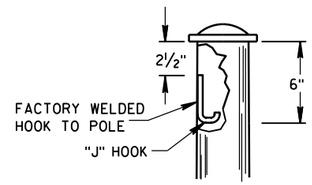


TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR OVER HEIGHT TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

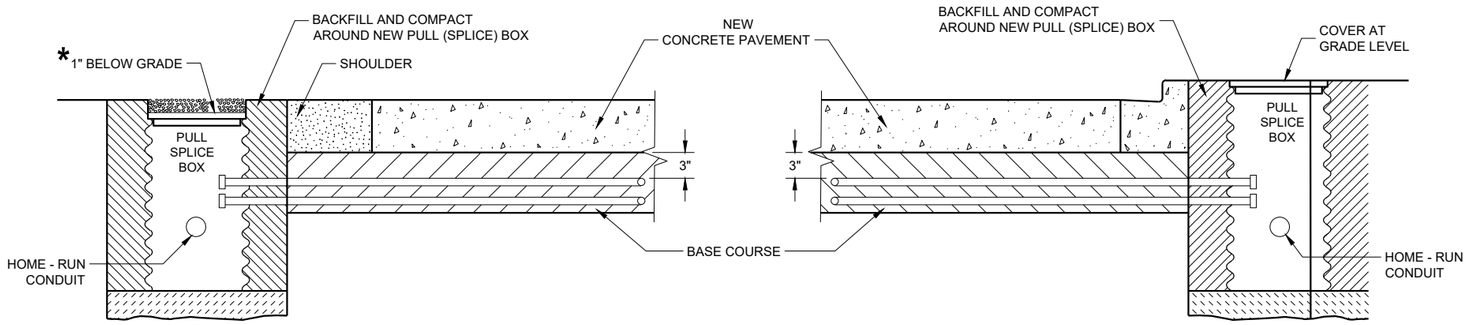
APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 E 12-1e

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S.D.D. 9 E 12-1e



SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

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

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

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

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

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

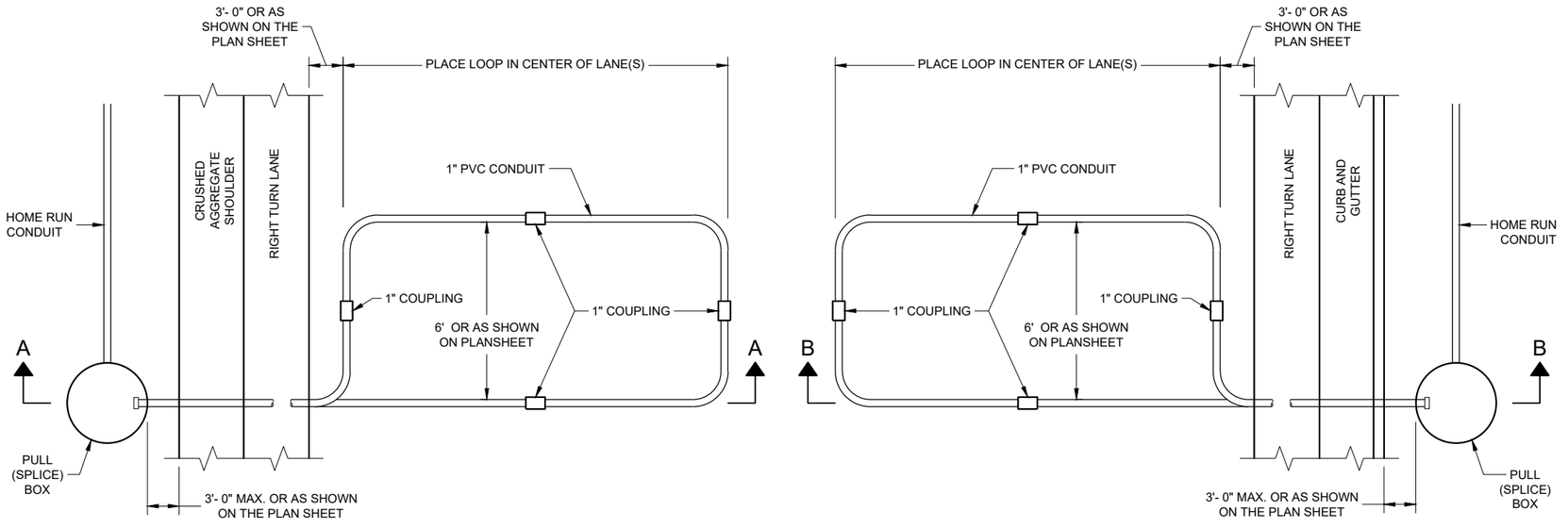
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

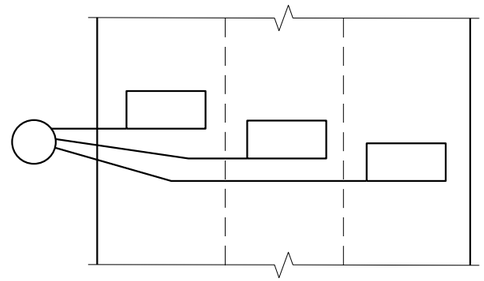
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

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



TYPICAL PLAN LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

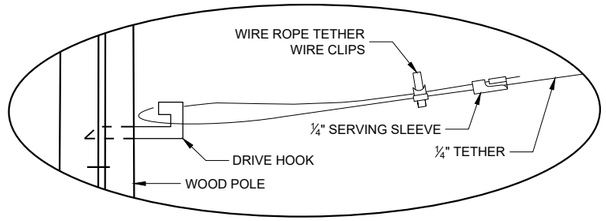
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SDD 09F15 - 04b

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SDD 09F15 - 04b

MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

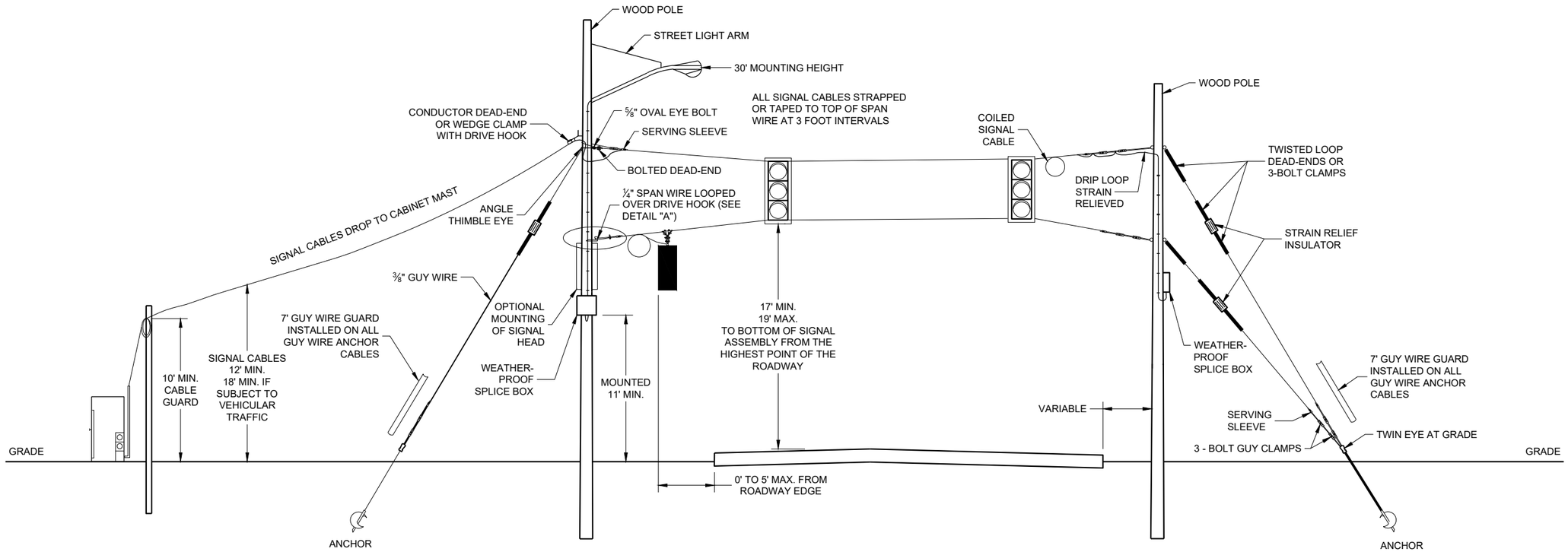


DETAIL "A"

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

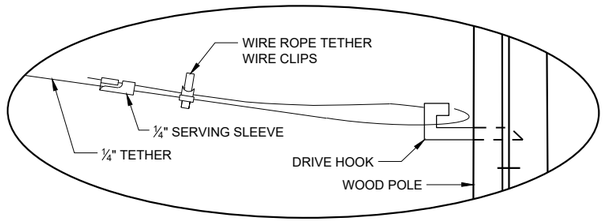
APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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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'

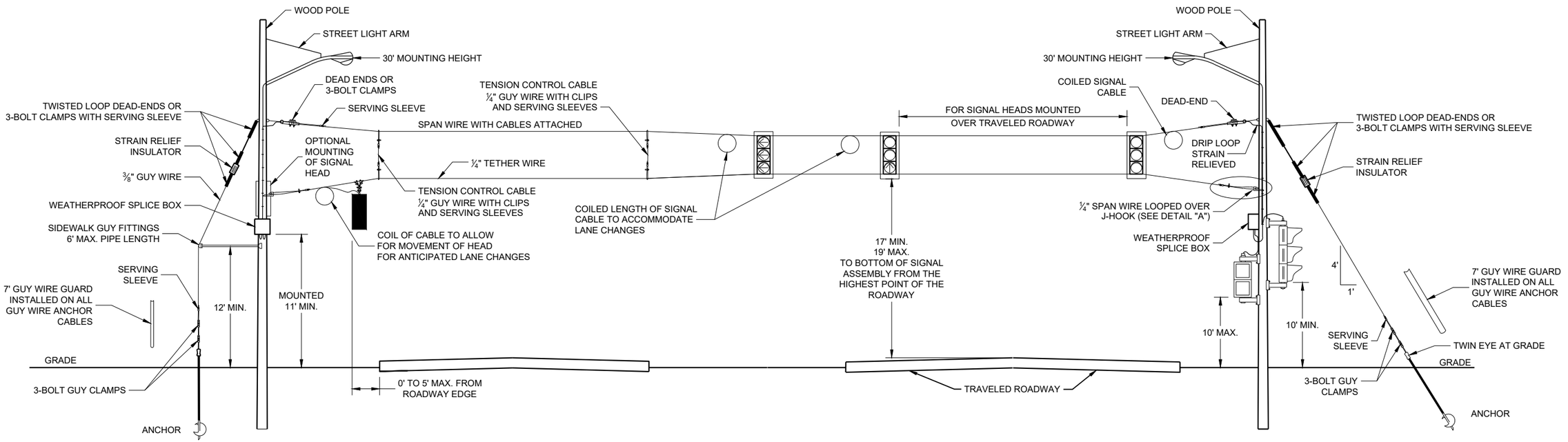


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   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

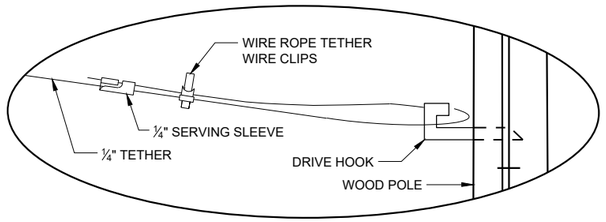
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI
FHWA

SDD09G01 - 04b

SDD09G01 - 04b

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

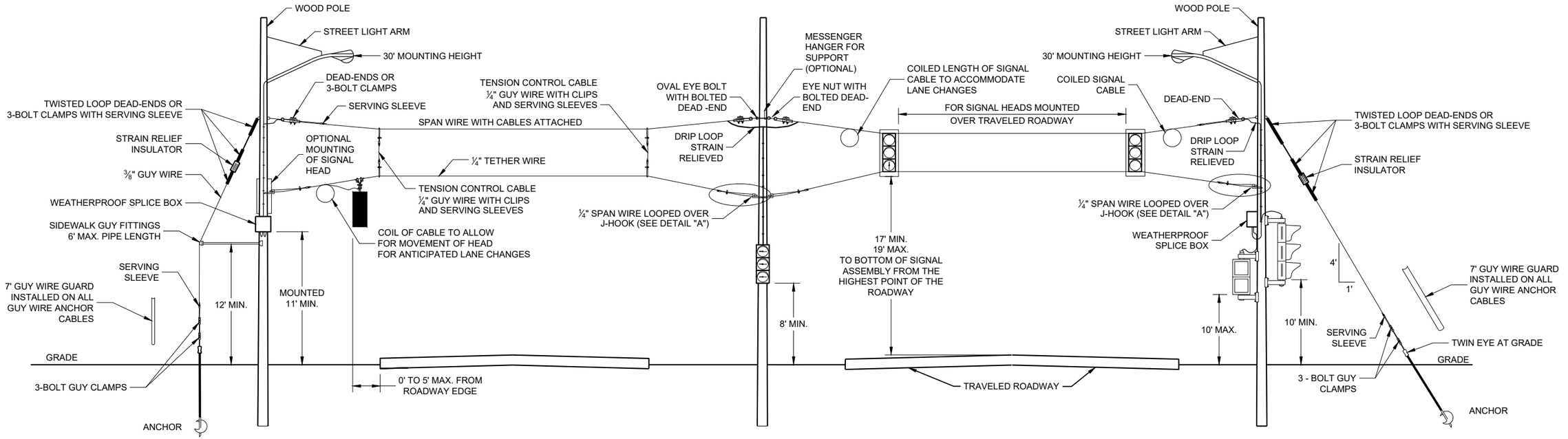


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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

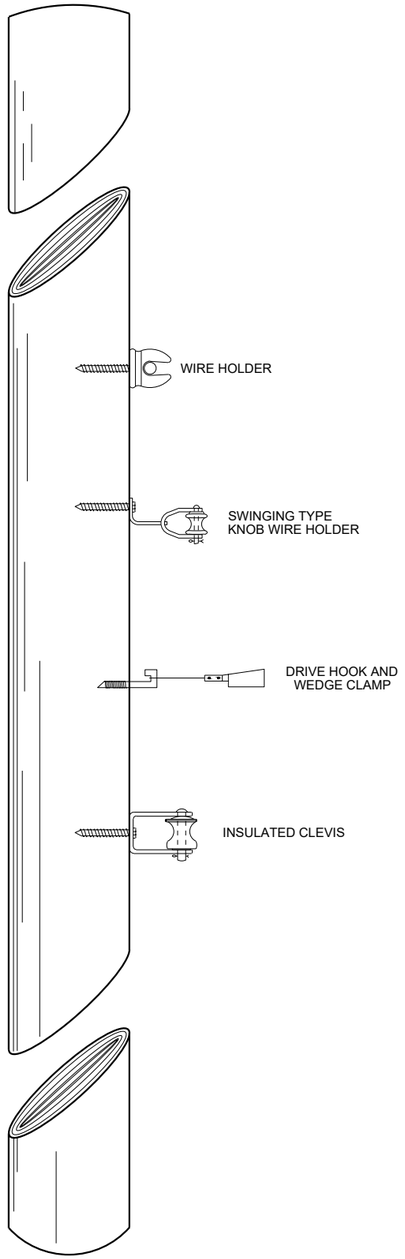
APPROVED
June 2015
DATE

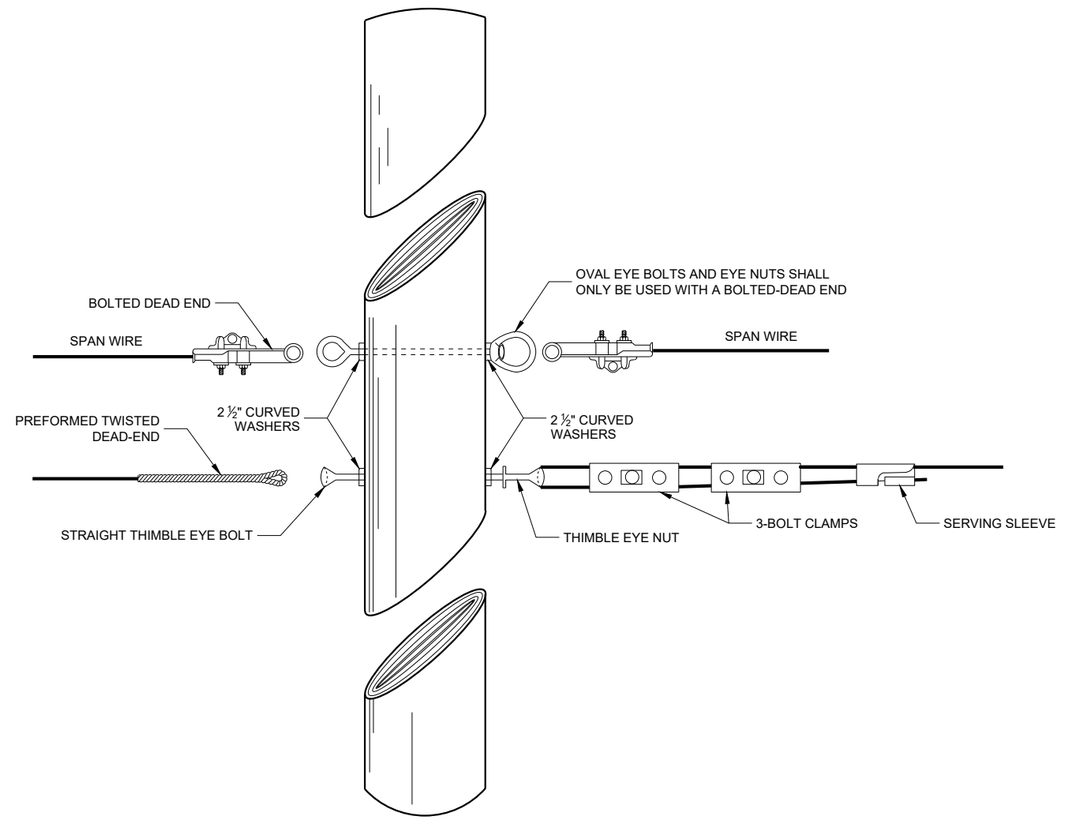
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

FHWA

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SDD09G01 - 04c





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SDD 09G01 - 4d

SDD 09G01 - 4d

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

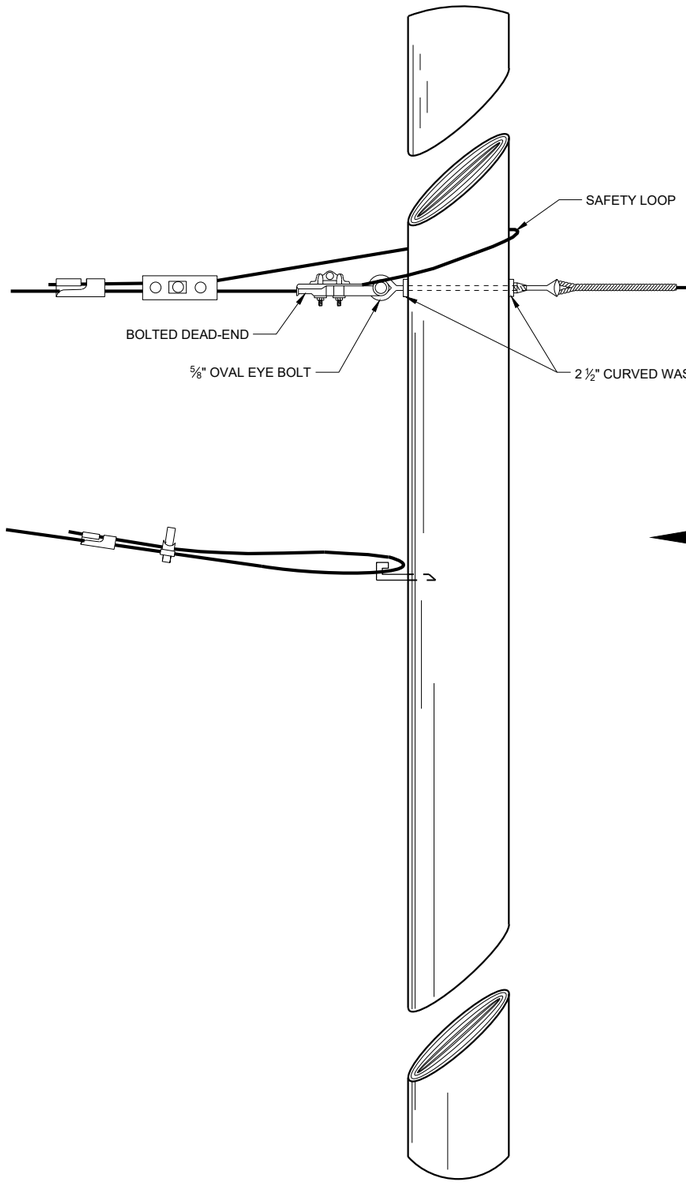
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

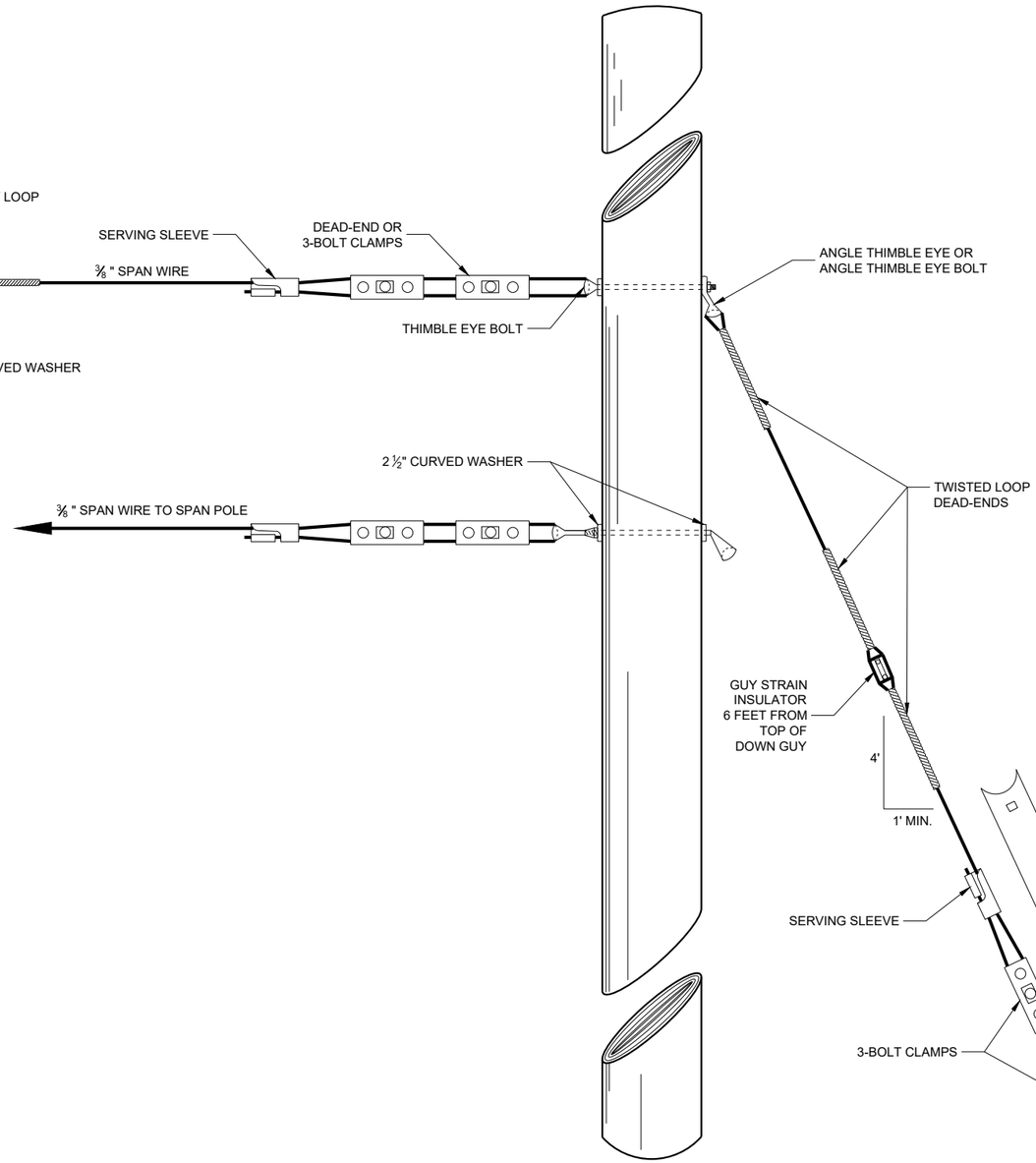
FHWA

GENERAL NOTES

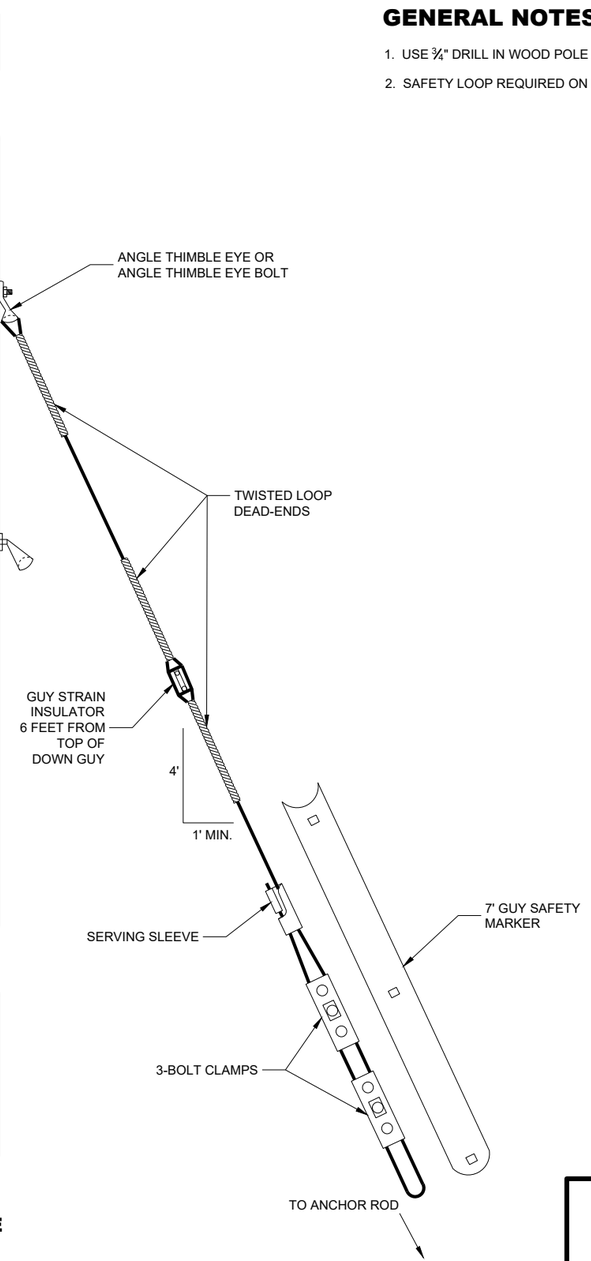
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

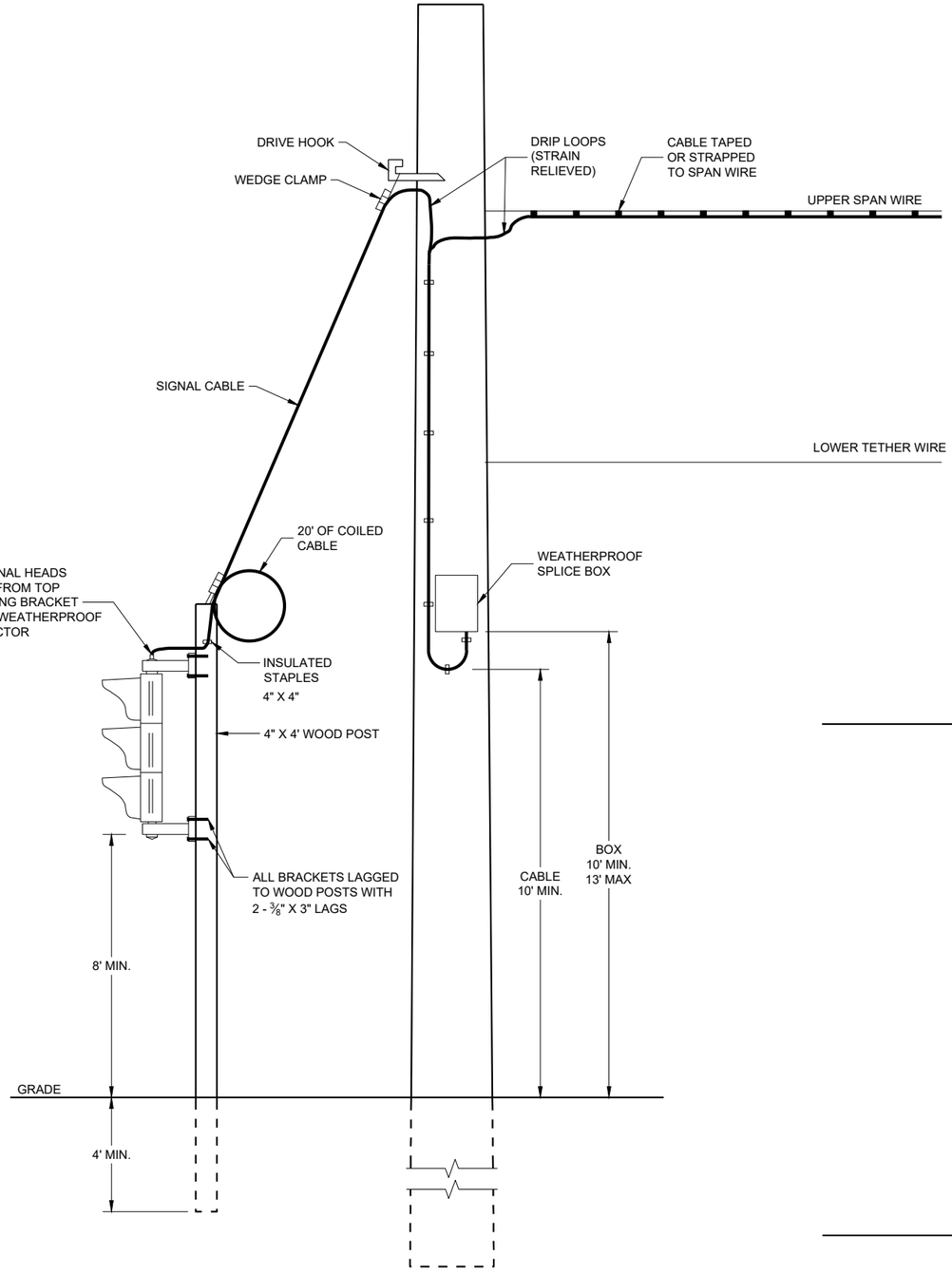
APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

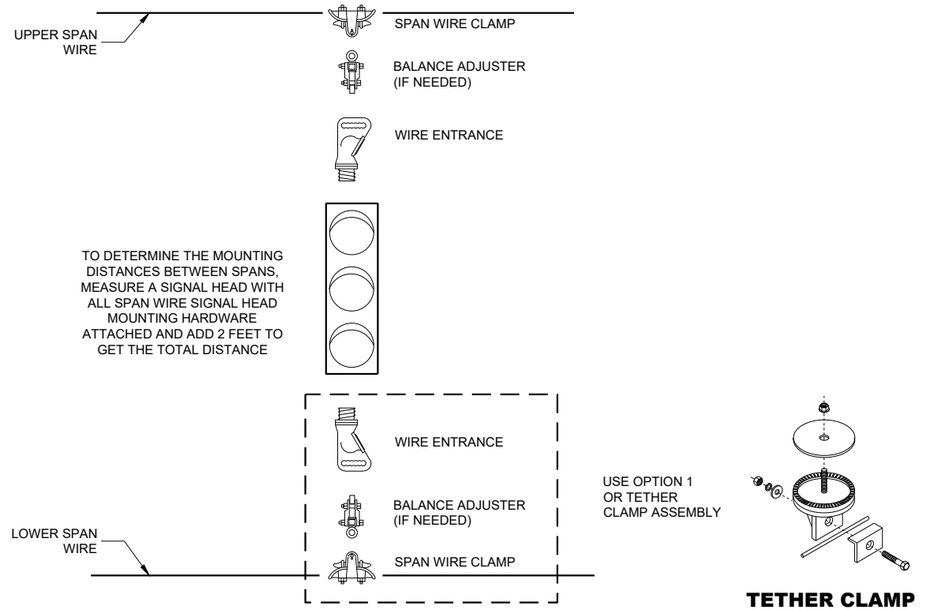
FHWA

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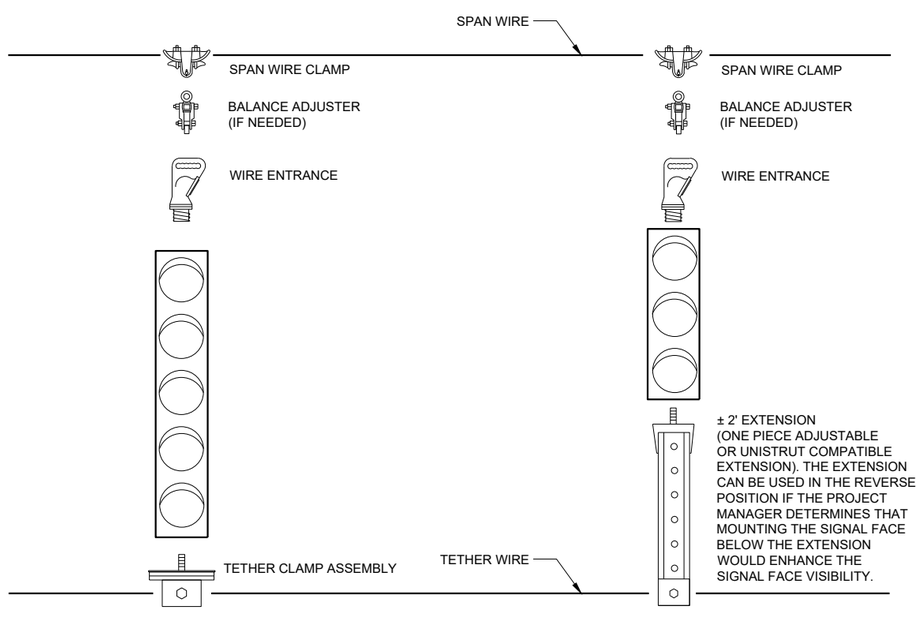
SDD 09G01 - 4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



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

APPROVED
June 2015
DATE

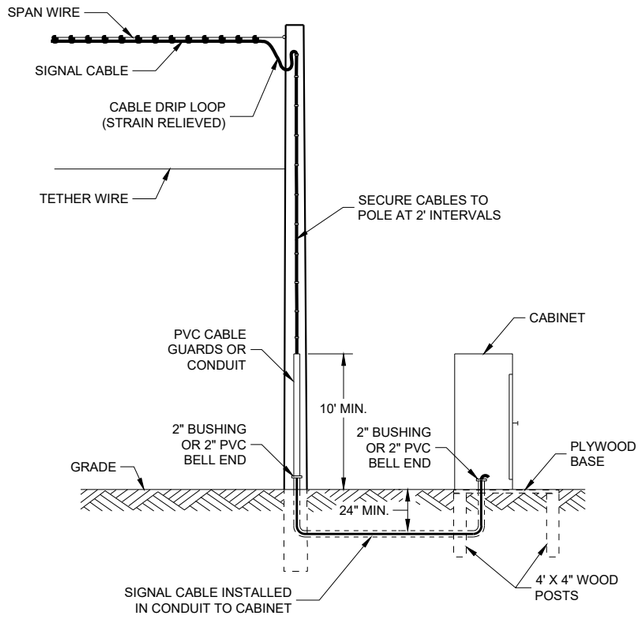
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

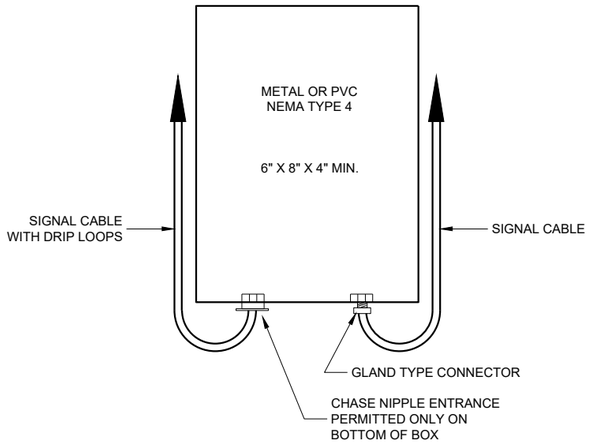
FHWA

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SDD 09G01 - 4f

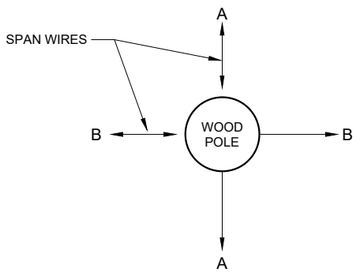
SDD 09G01 - 4f





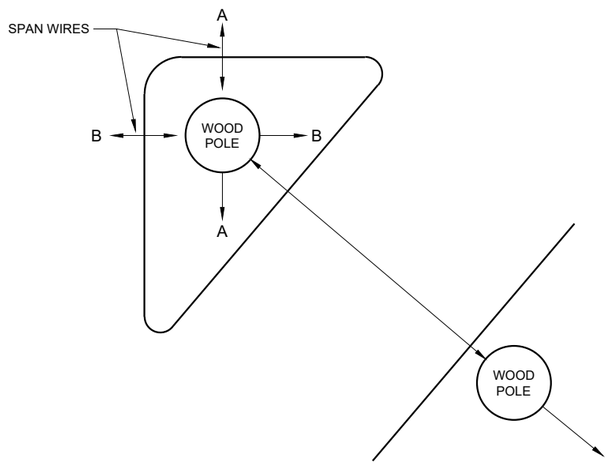
SPLICE BOX

TYPICAL SKID TYPE TEMPORARY

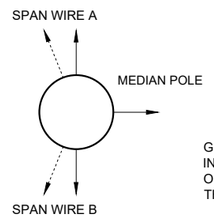


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

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

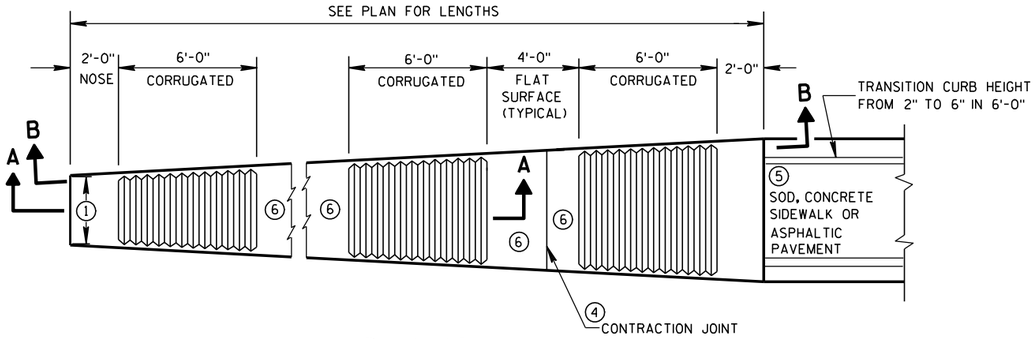
APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

FHWA

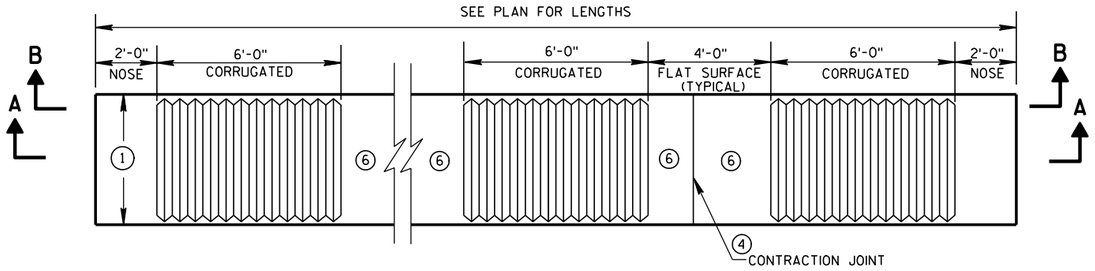
SDD 09G01 - 4g

SDD 09G01 - 4g



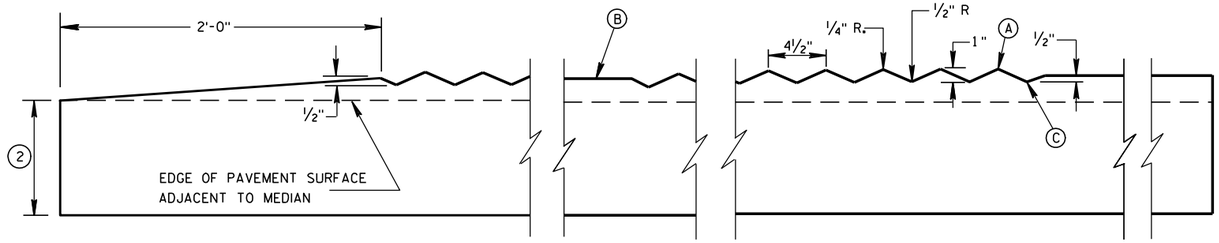
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.

ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.

(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

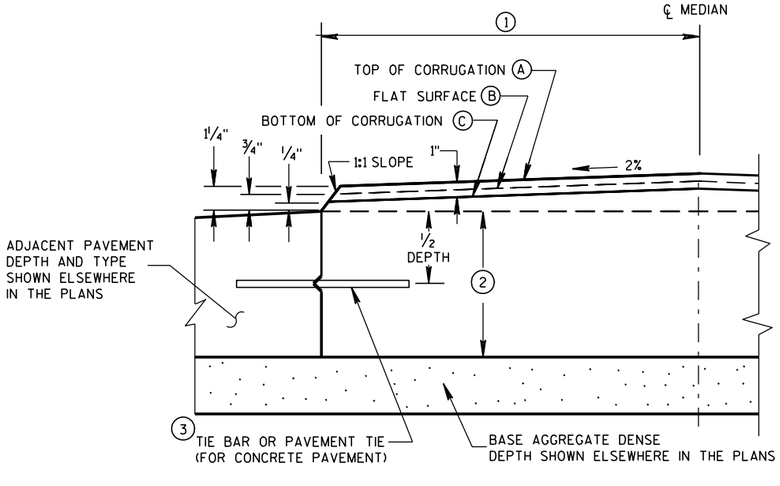
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

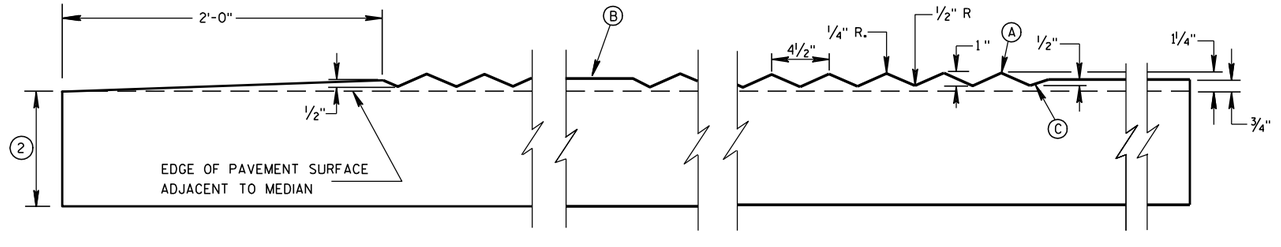
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

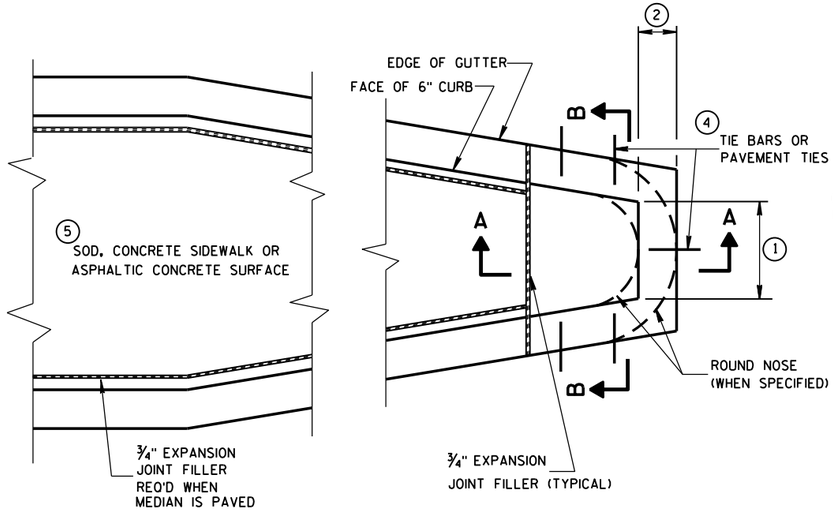
FHWA

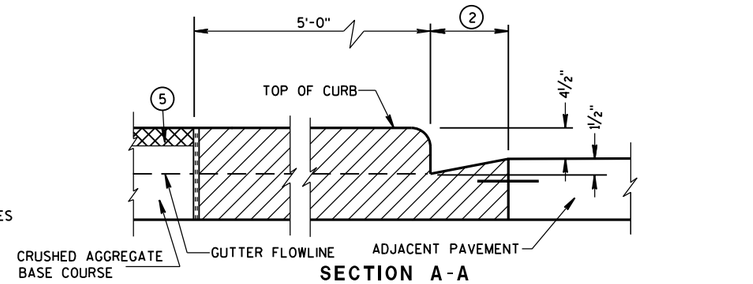
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S.D.D. 11 B 1-5

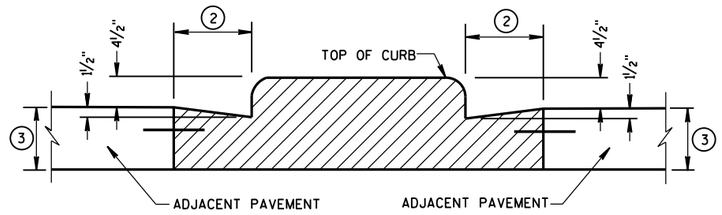
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S.D.D. 11 B 1-5





SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

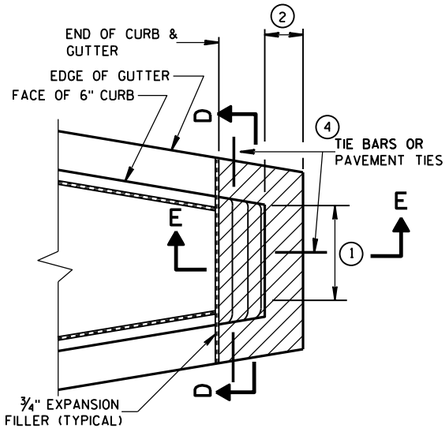
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

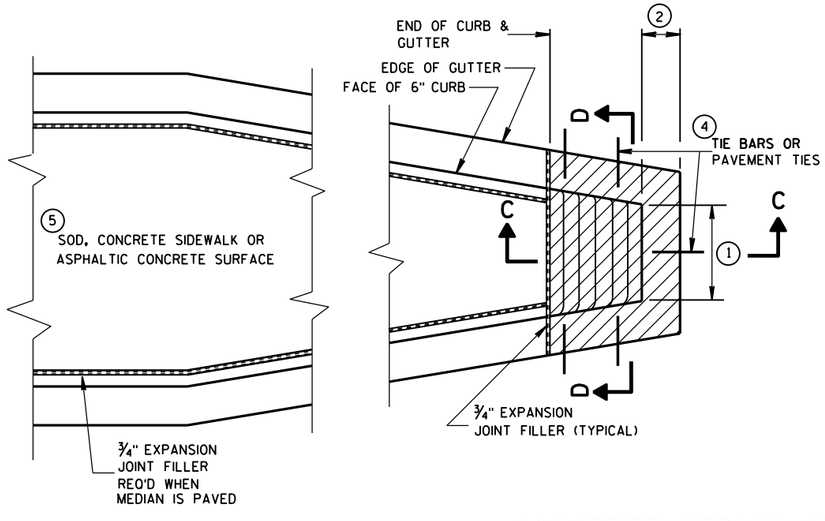
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

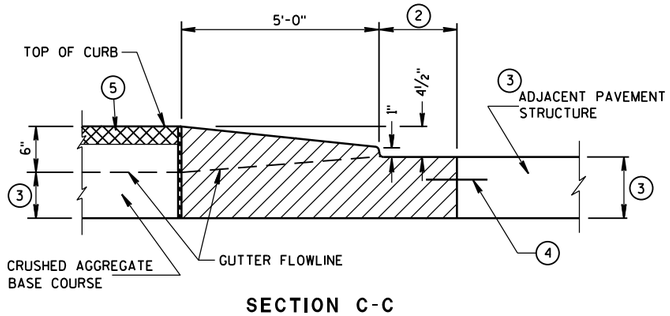
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

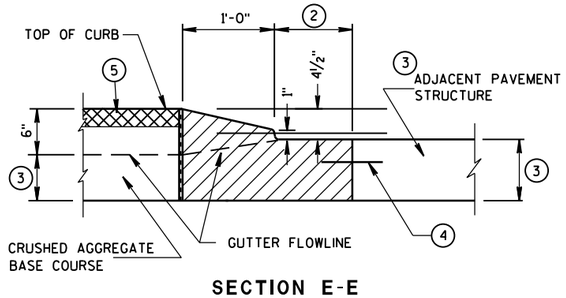




CONCRETE MEDIAN SLOPED NOSE TYPE 1

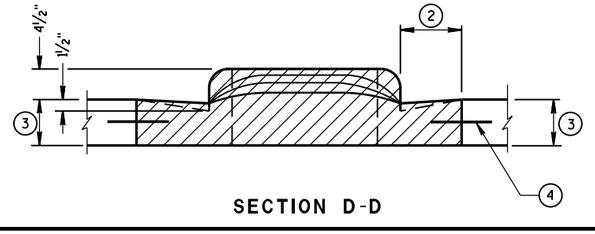


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

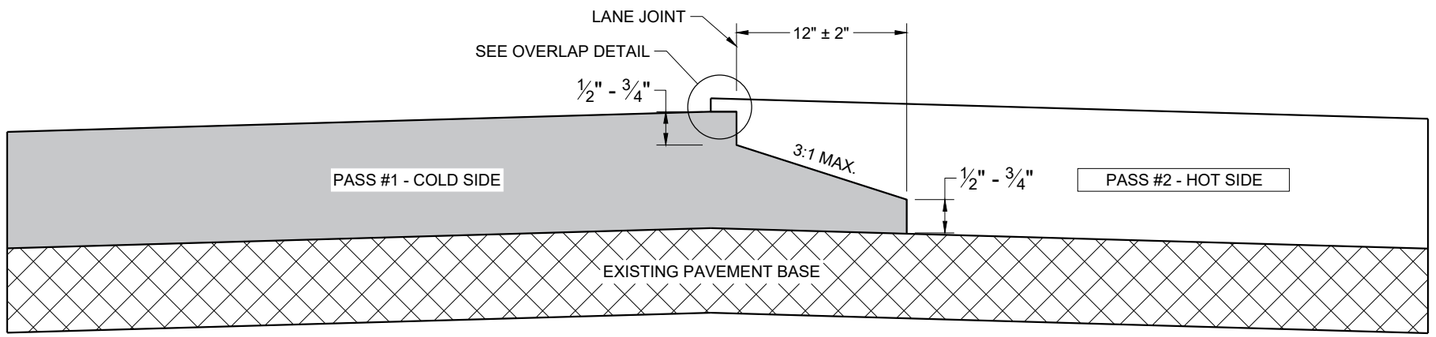
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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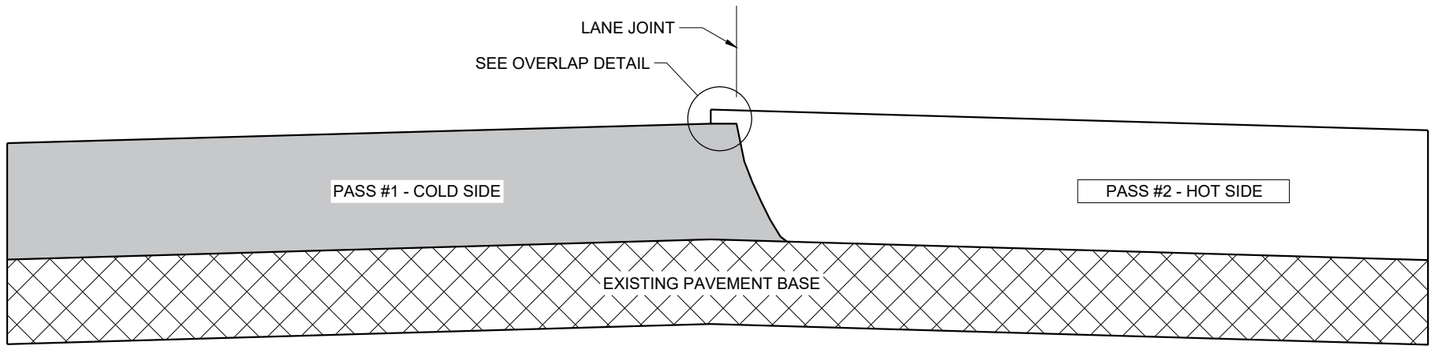
S.D.D. 11 B 2-2

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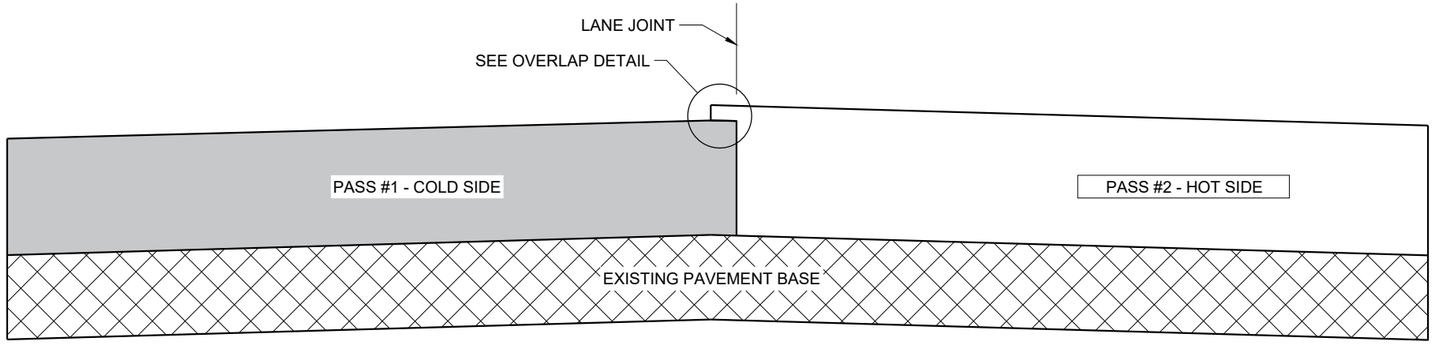
S.D.D. 11 B 2-2



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

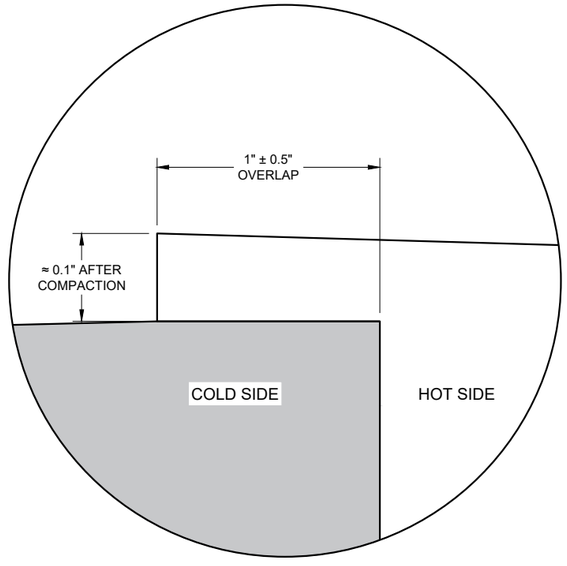
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

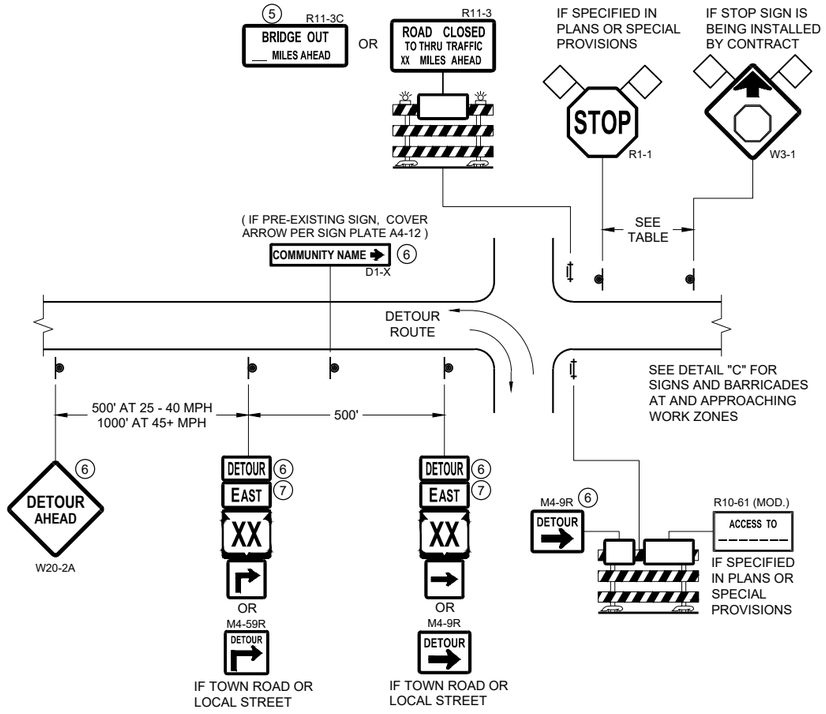
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

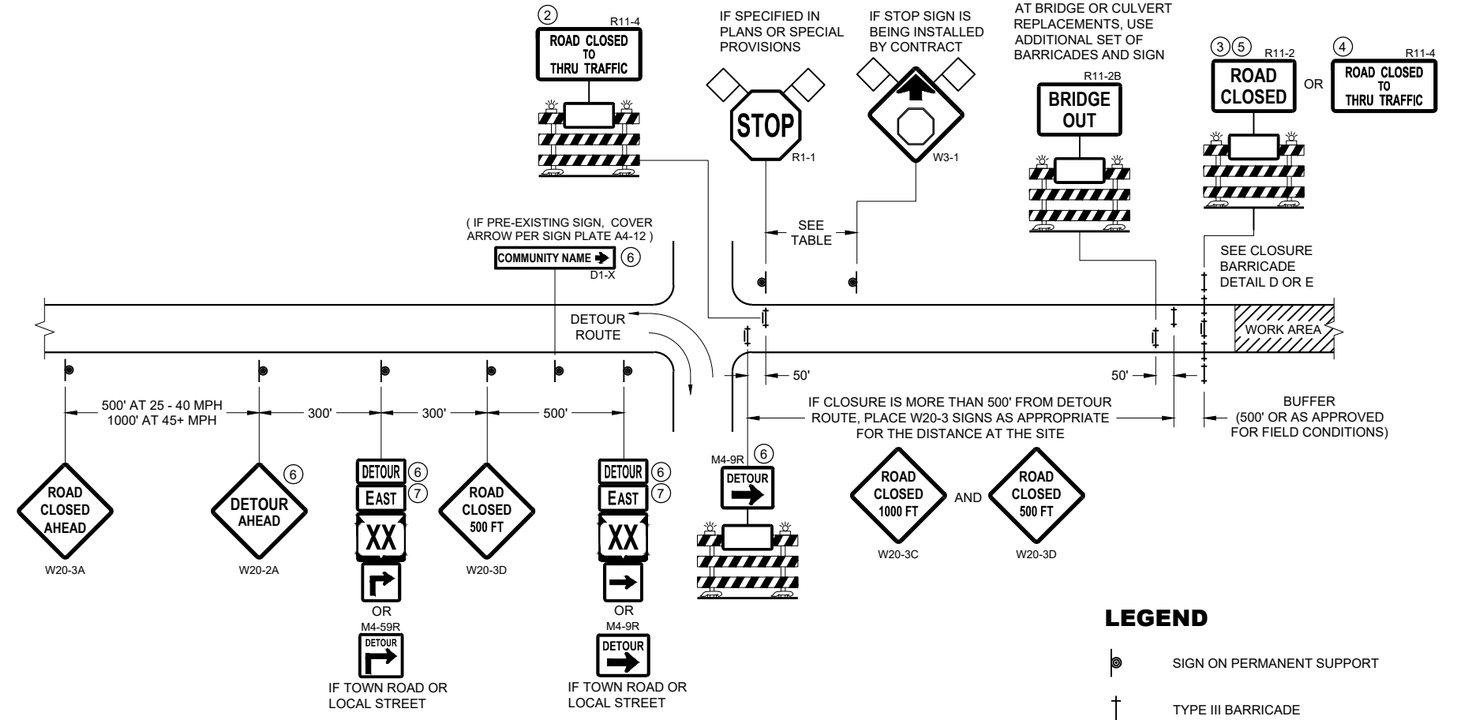
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



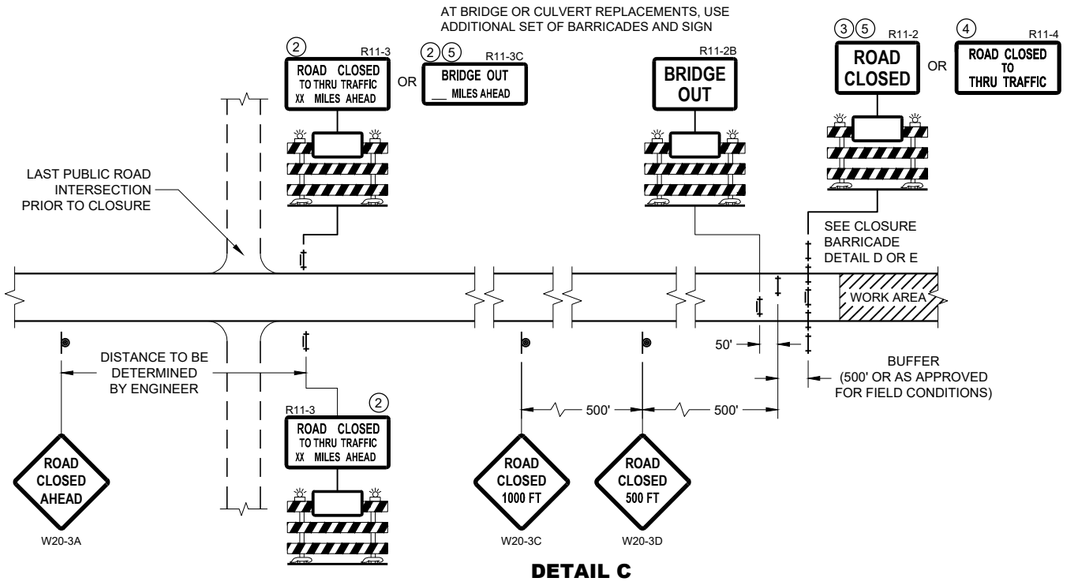
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



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

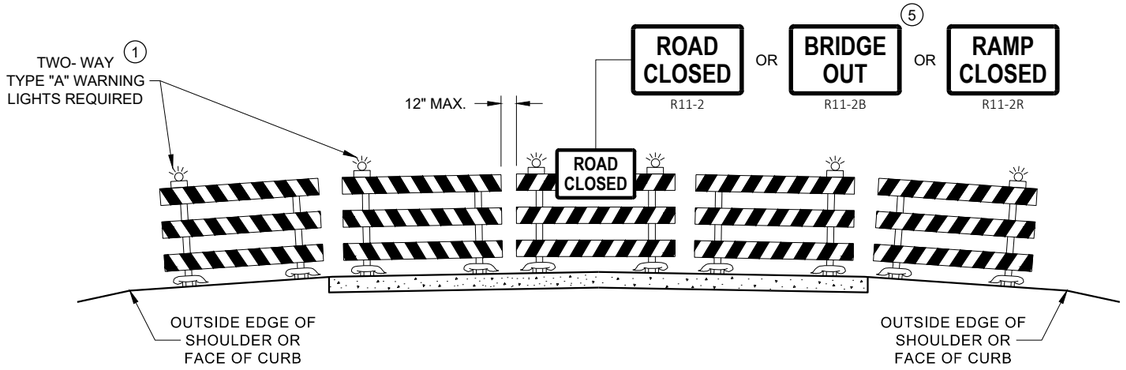
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

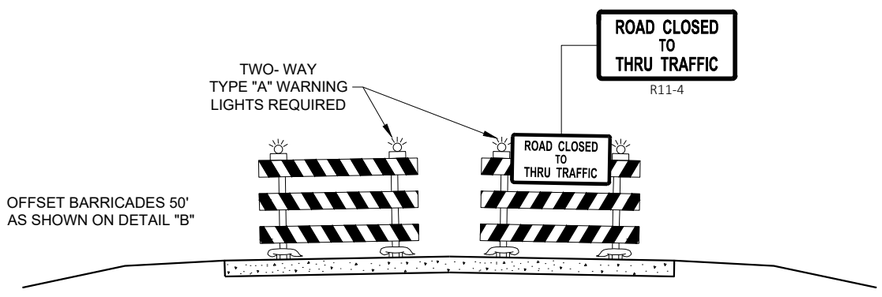
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SDD 15C02 - 09a

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

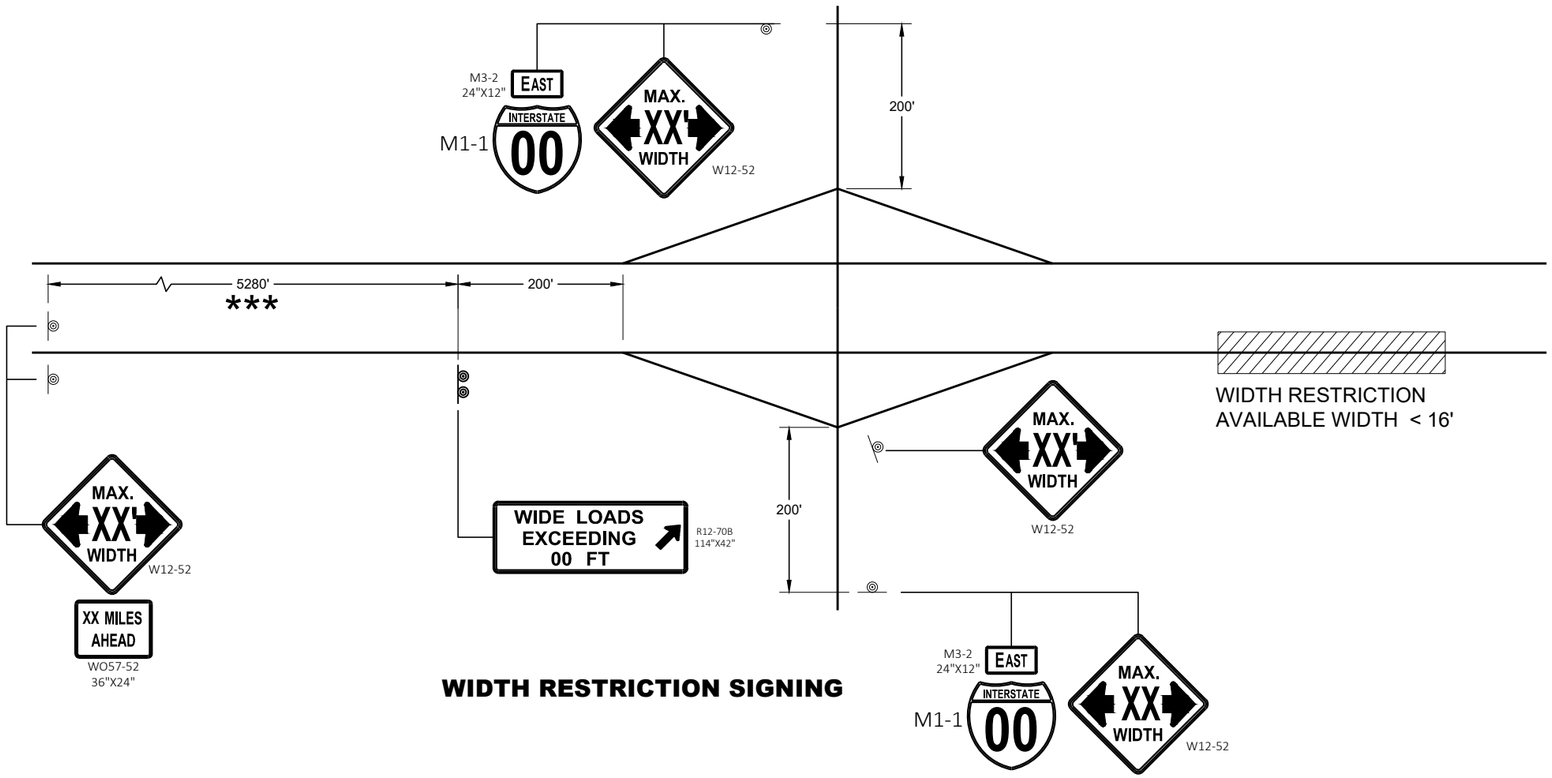
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

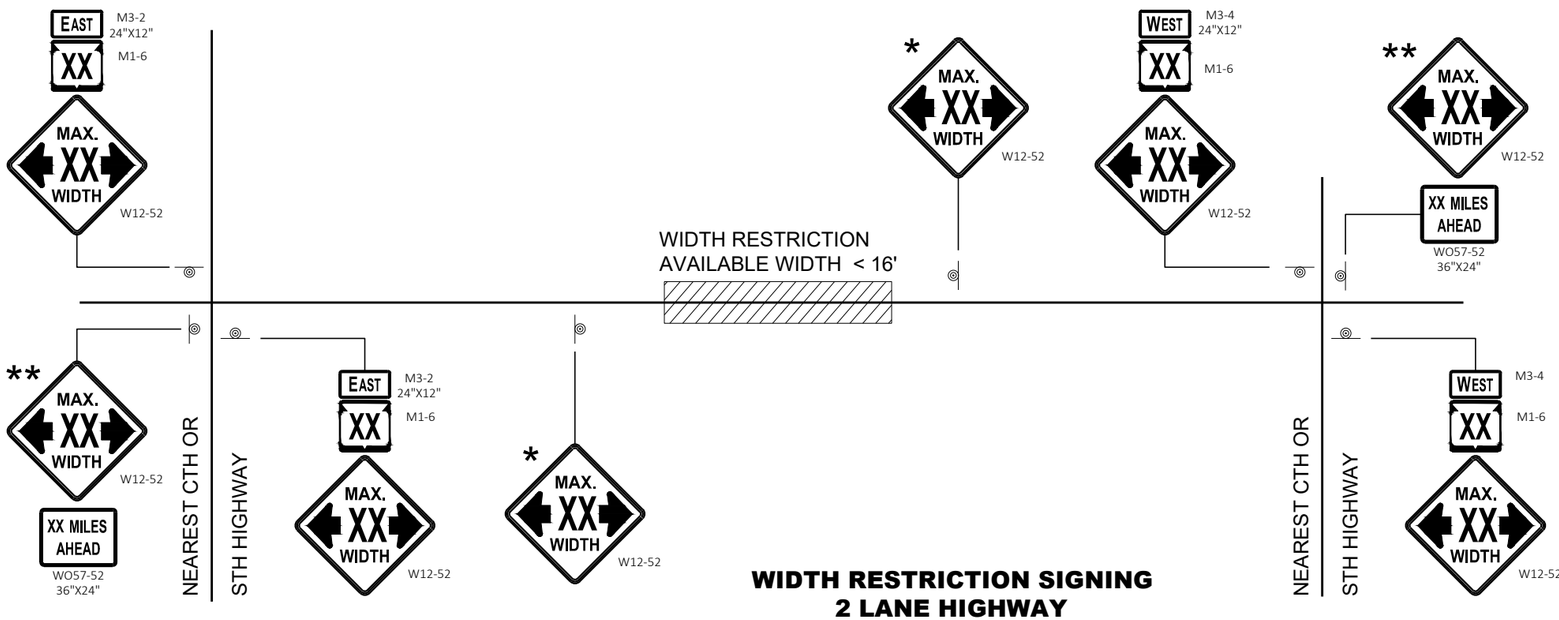
SDD 15C02 - 09b

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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

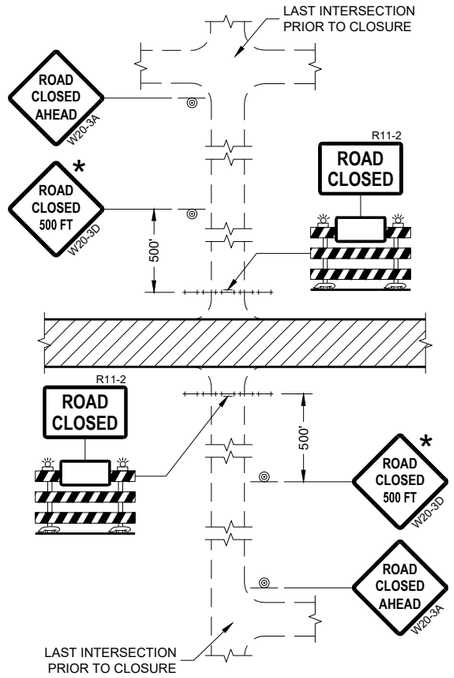
ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

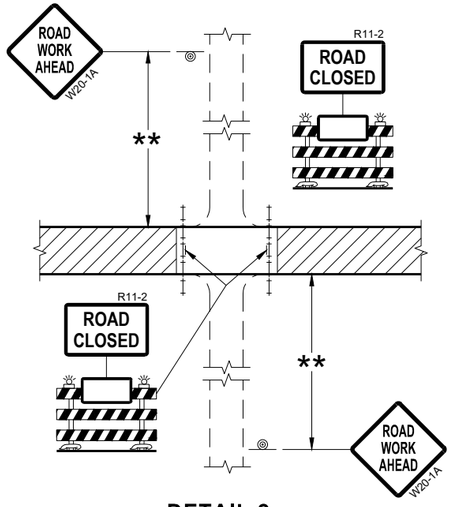
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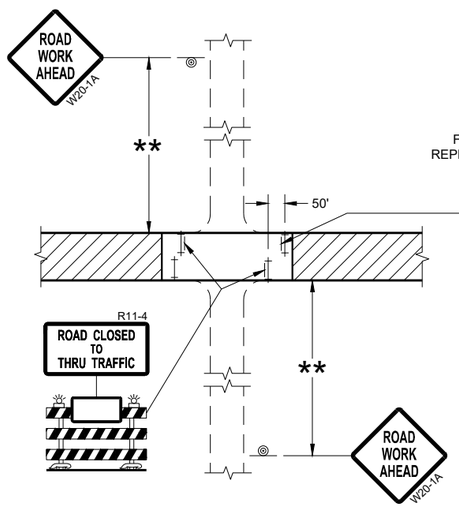
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SDD 15C02 - 09f



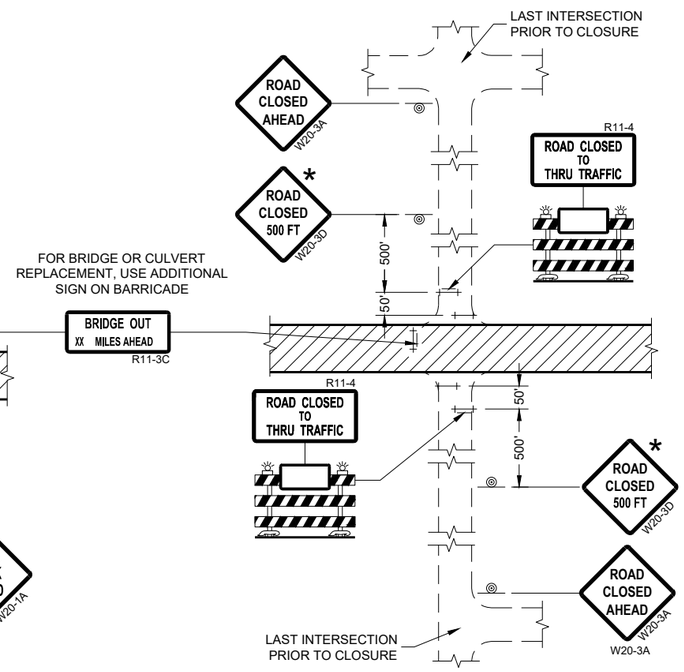
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

6

SDD 15C03 - 05

GENERAL NOTES

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

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

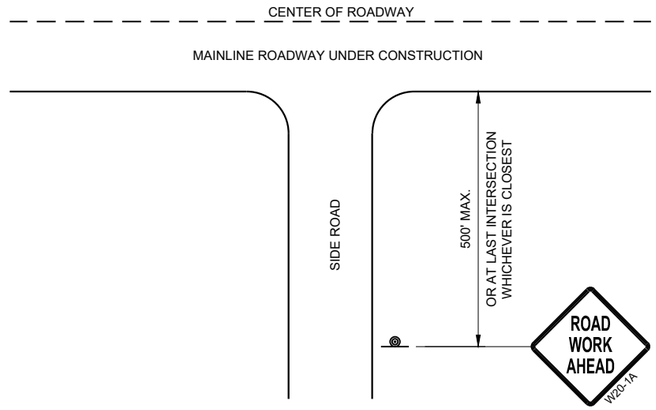
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

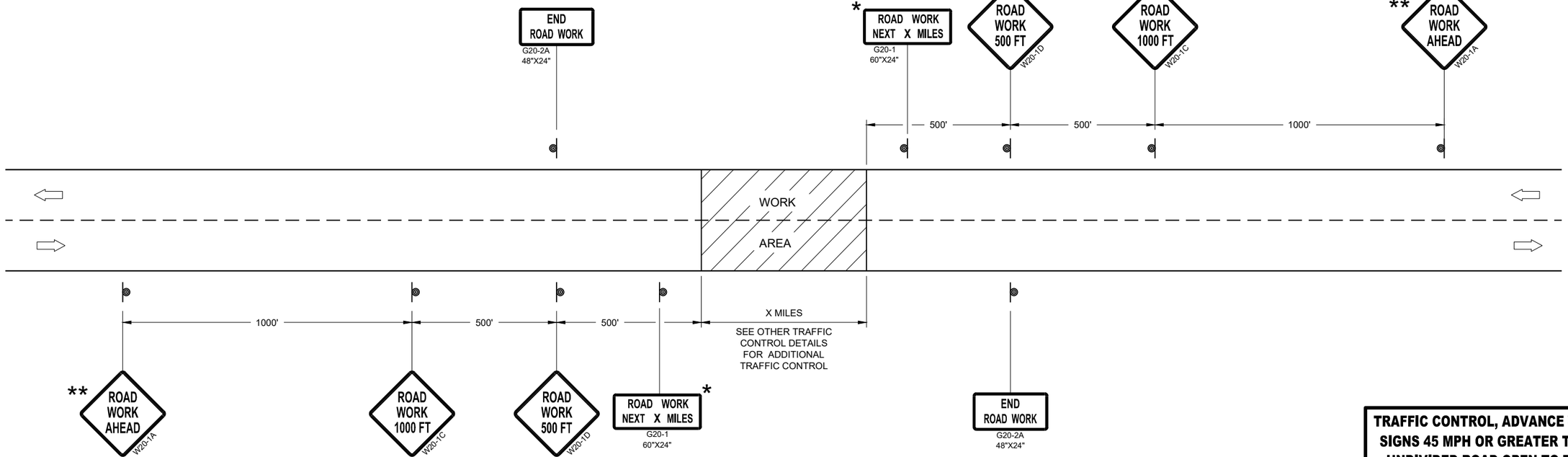
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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SDD 15C04 - 05

GENERAL NOTES

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

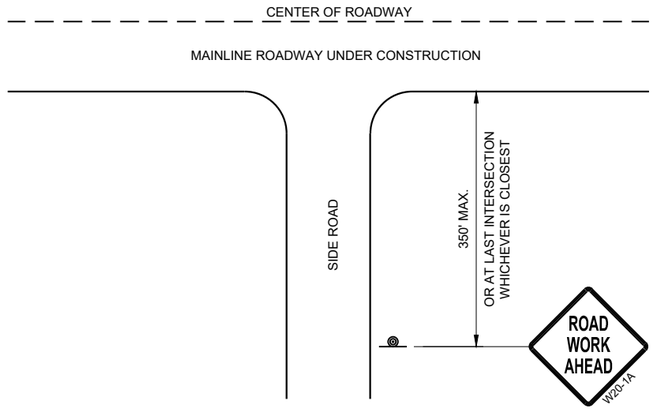
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. 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.

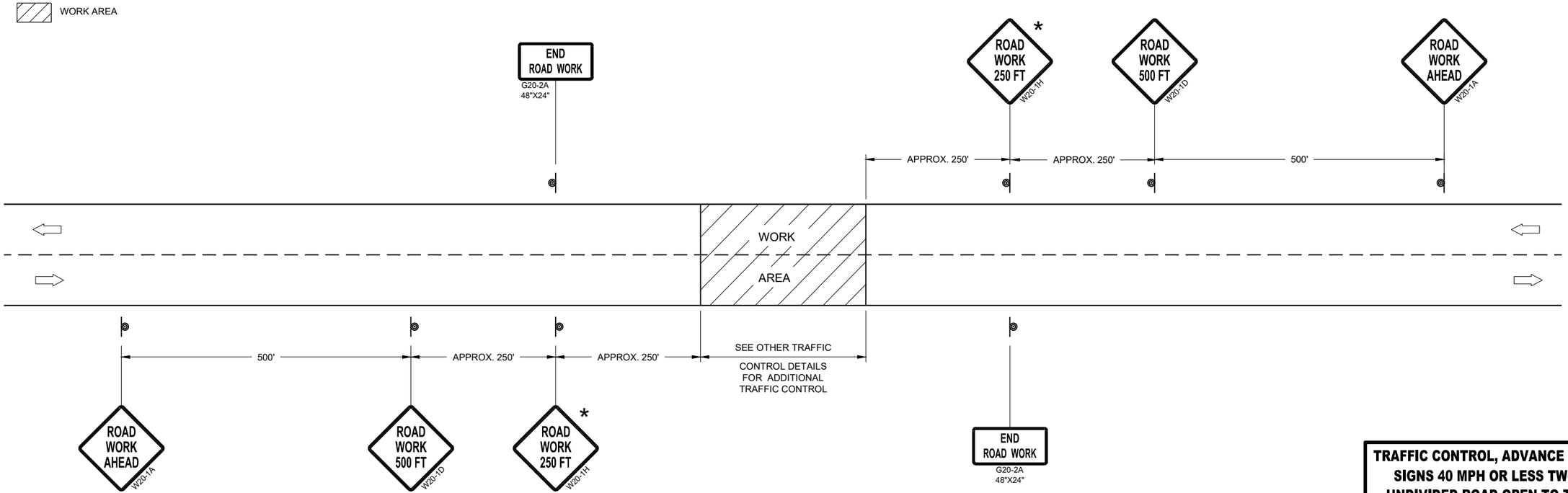
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



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

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WORK ZONE ENGINEE

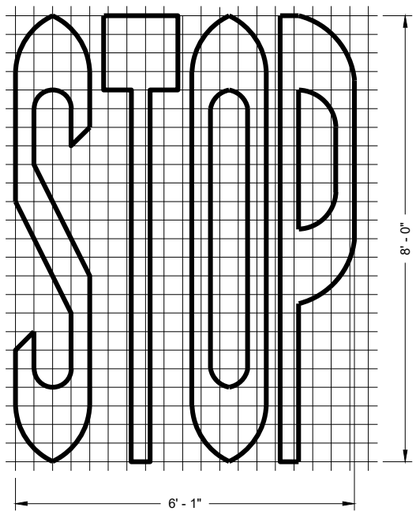
FHWA

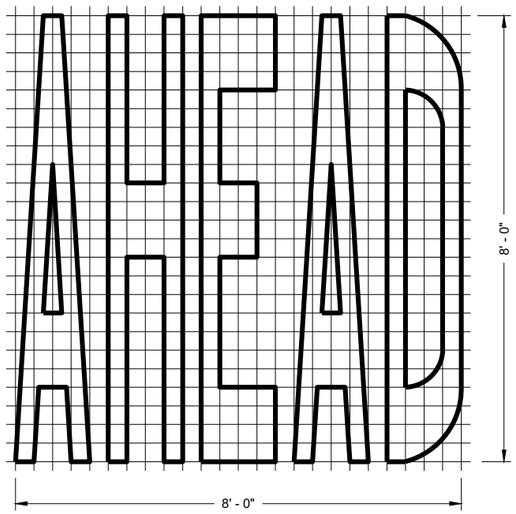
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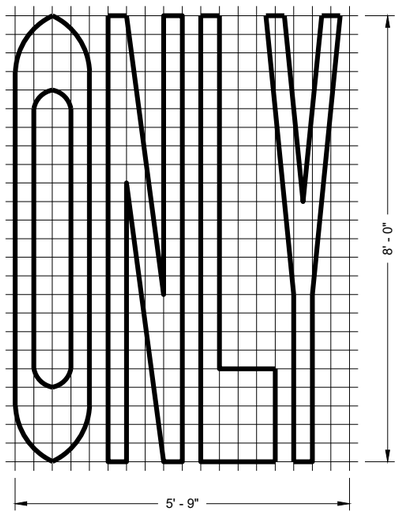
SDD 15C05 - 05

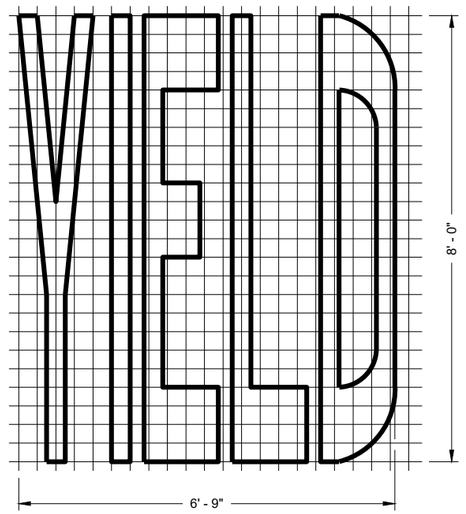
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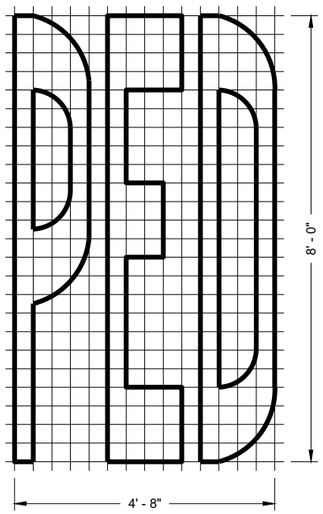
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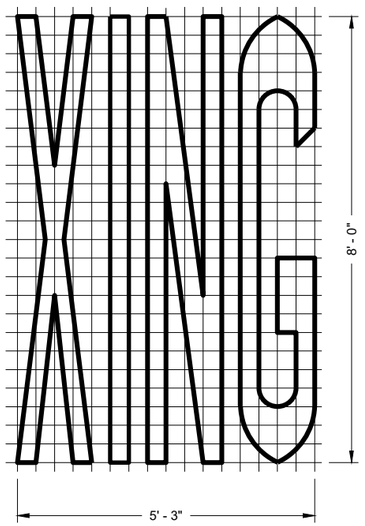


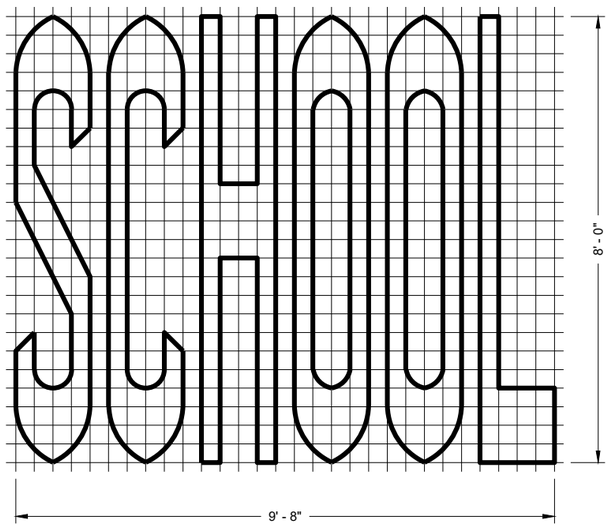




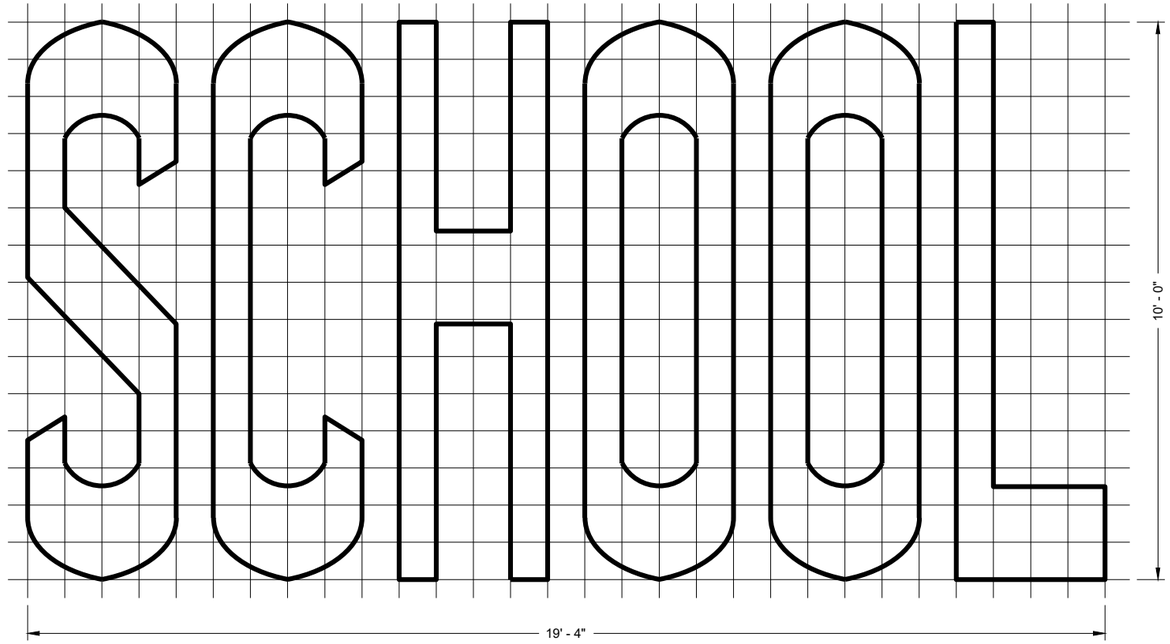








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

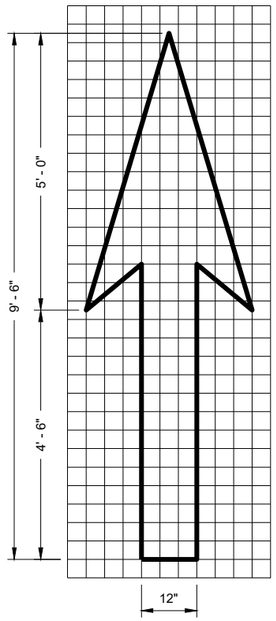
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

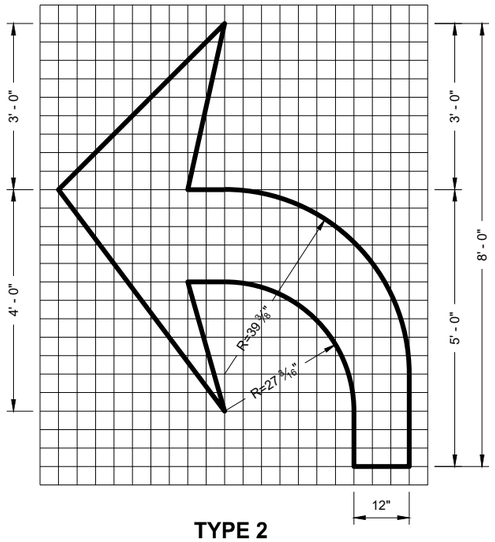
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SDD 15C07 - 15b

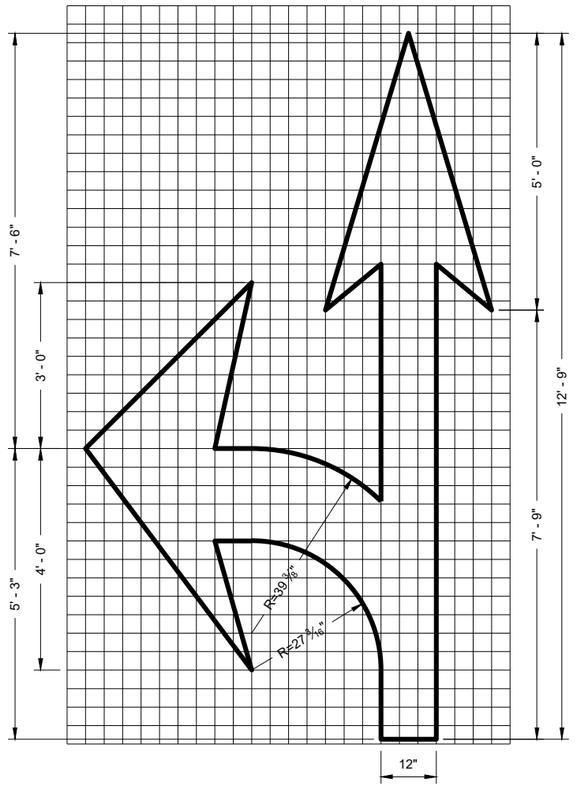
SDD 15C07 - 15b



TYPE 1



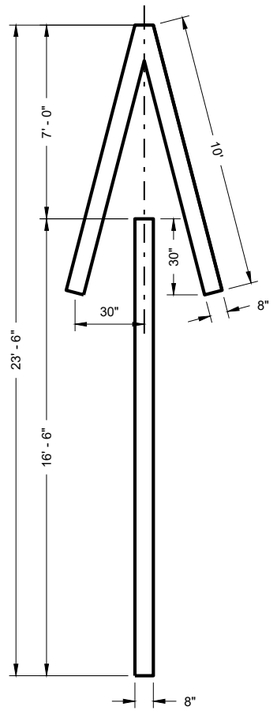
TYPE 2



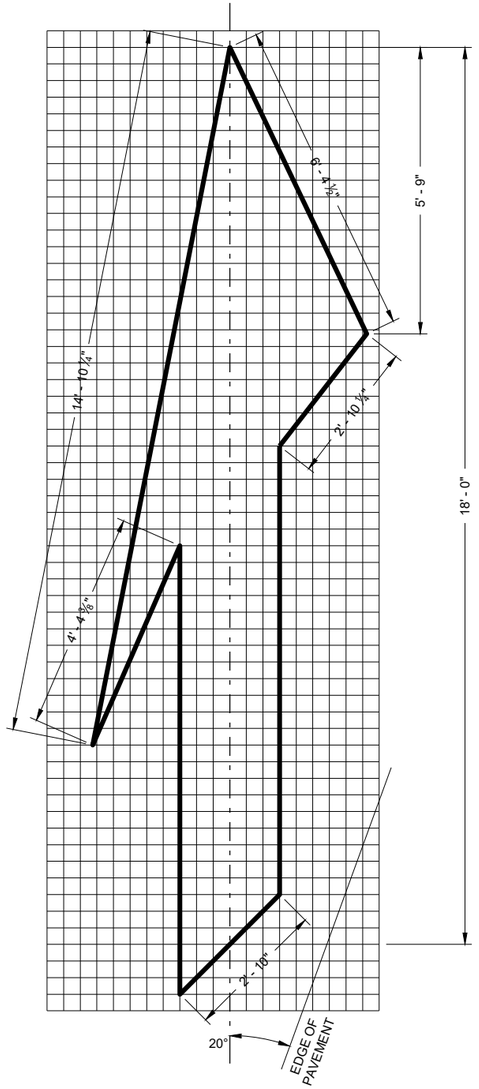
TYPE 3

GENERAL NOTES

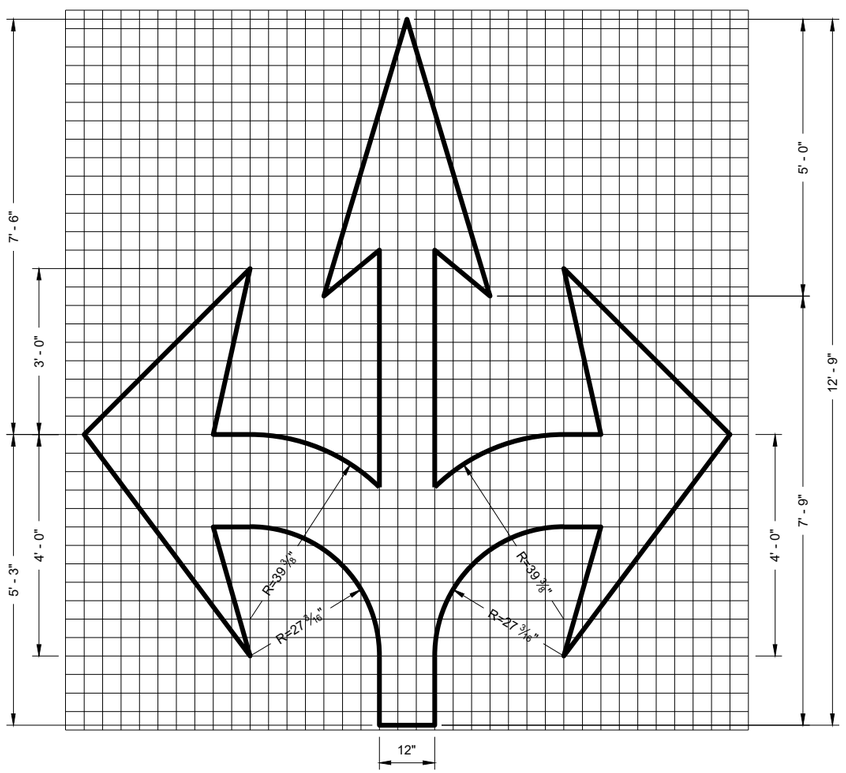
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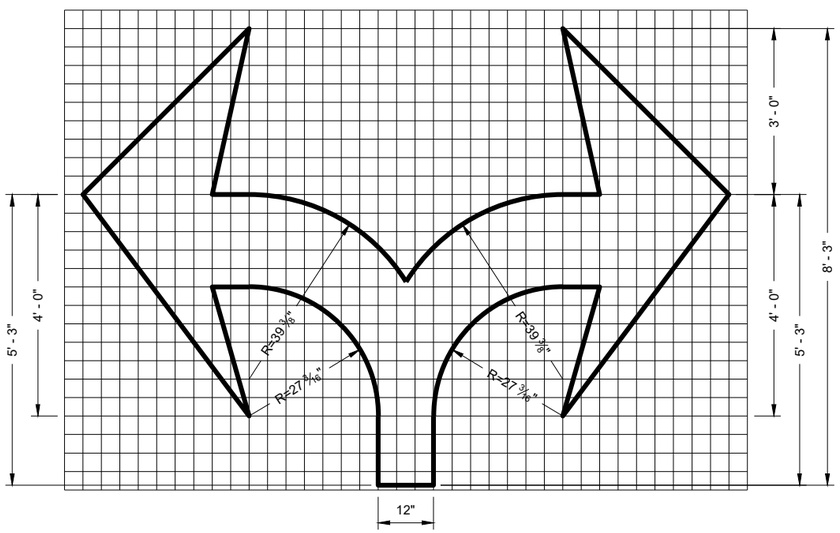
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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SDD 15C07 - 15c

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SDD 15C07 - 15c

* 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

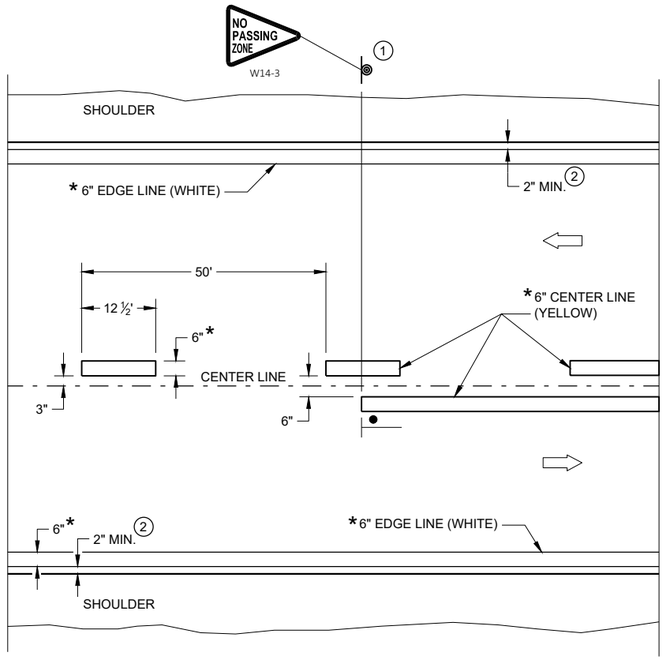
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

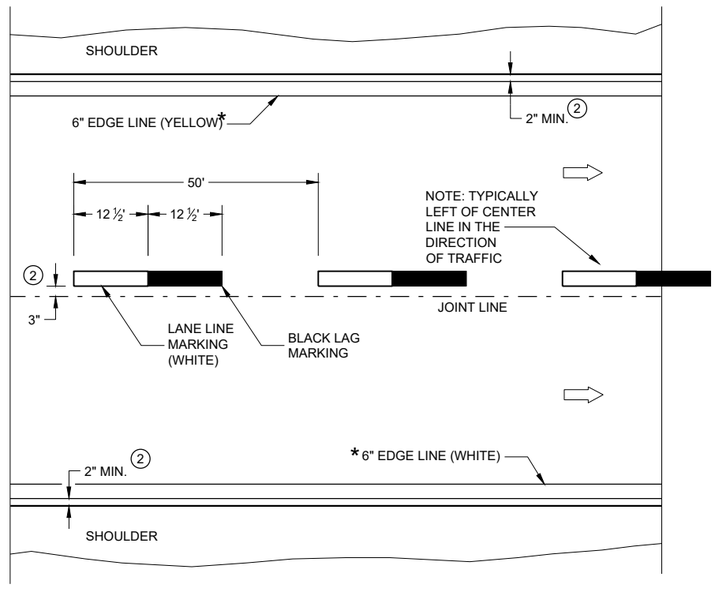
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

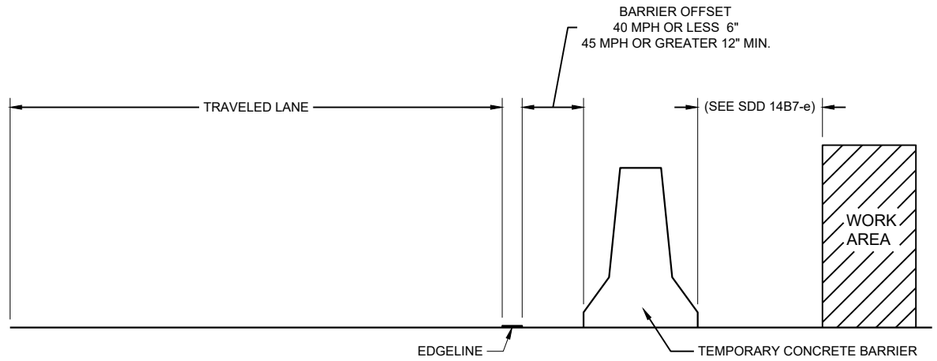
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

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SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

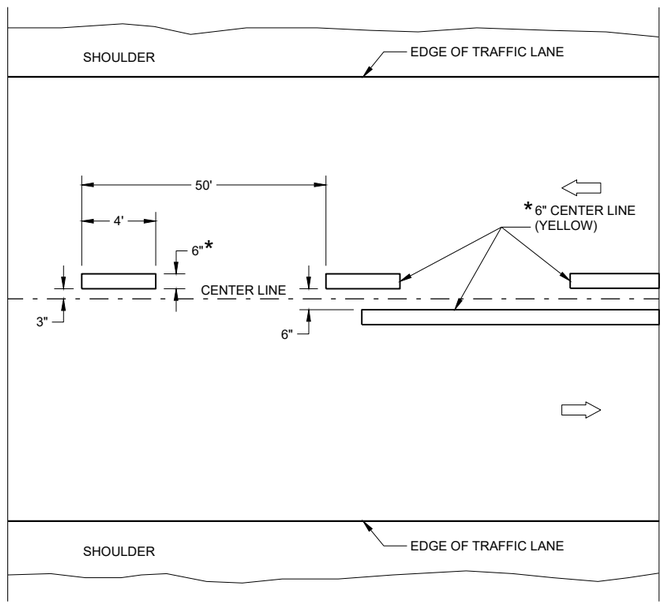
GENERAL NOTES

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

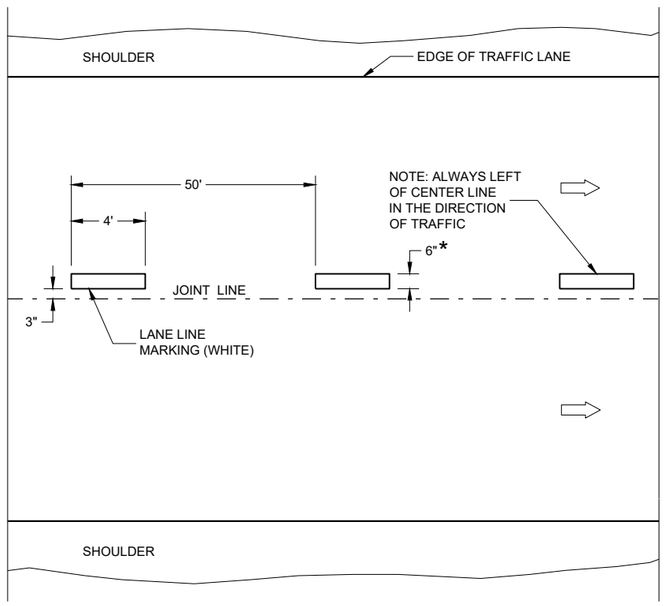
LEGEND

⇨ DIRECTION OF TRAFFIC

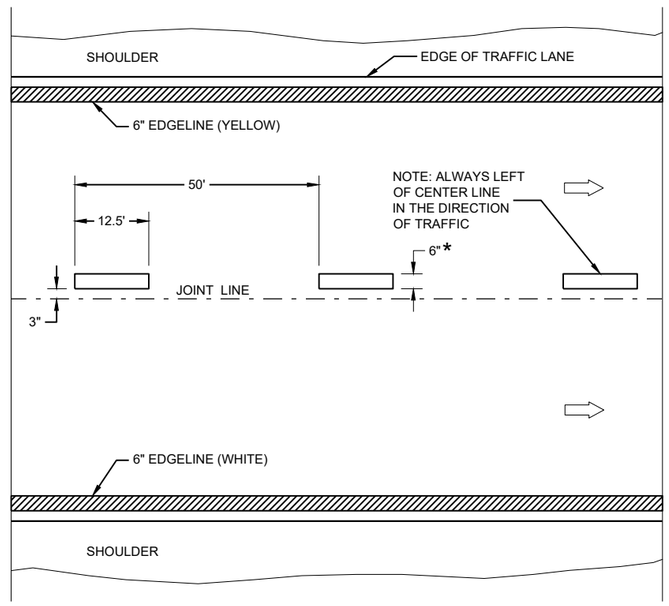
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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

FHWA

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SDD 15C08-23b

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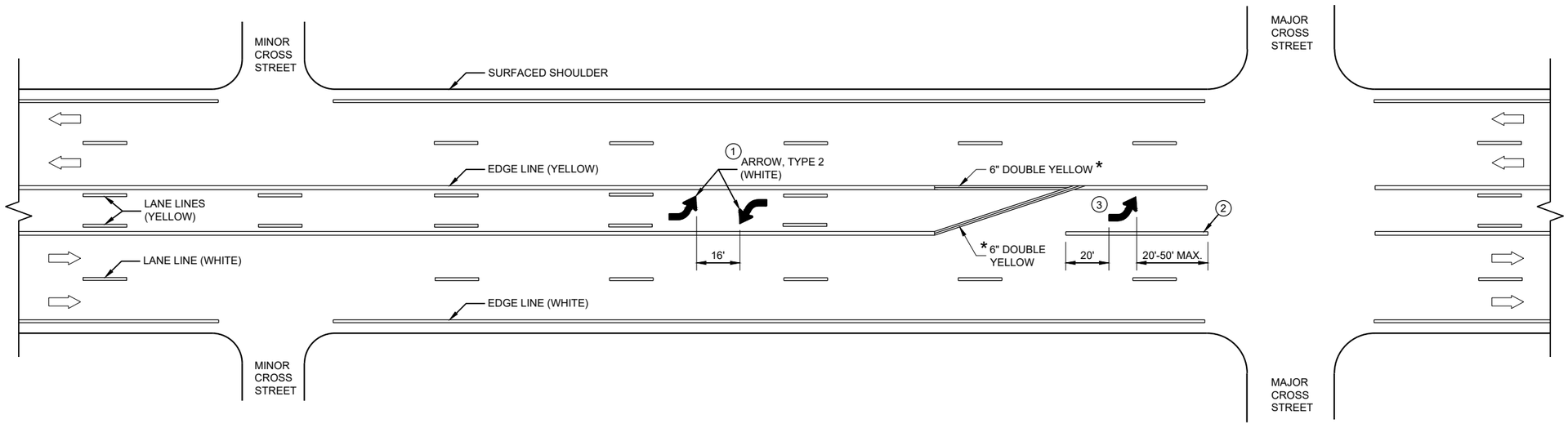
SDD 15C08-23b

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



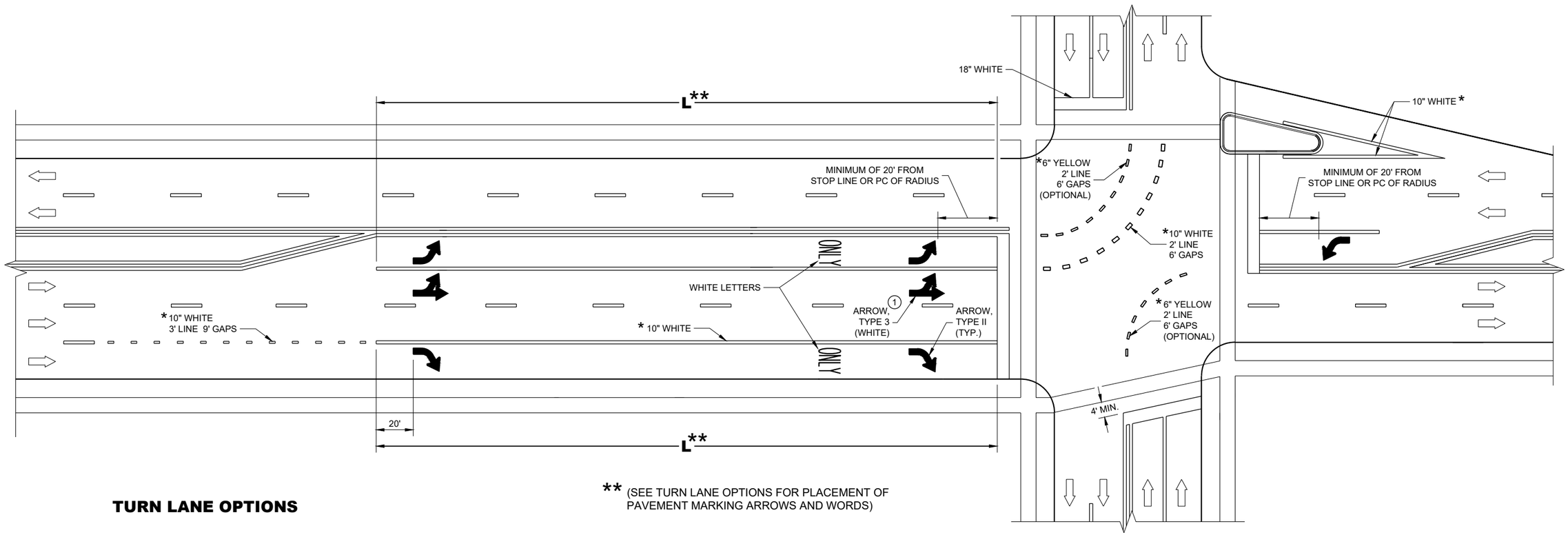
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 140

SDD 15C08-23c

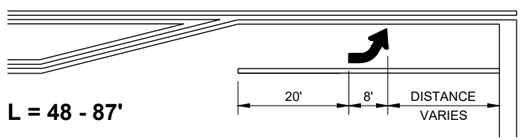
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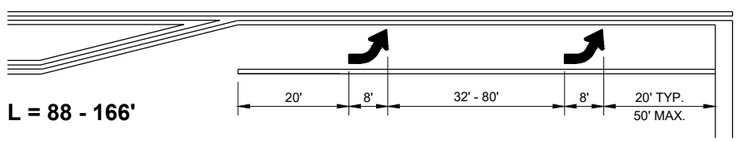
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

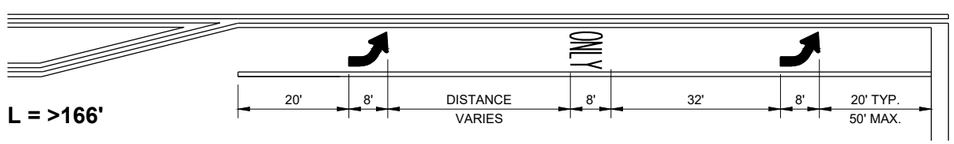
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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)

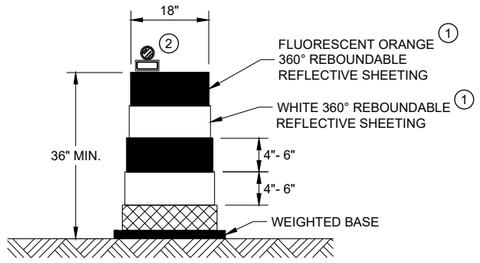
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15C08-23d

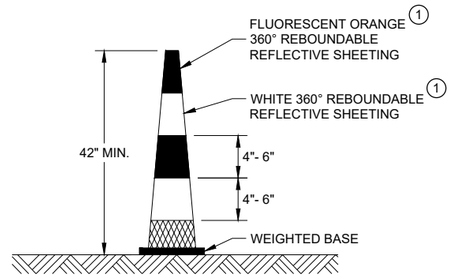
GENERAL NOTES

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

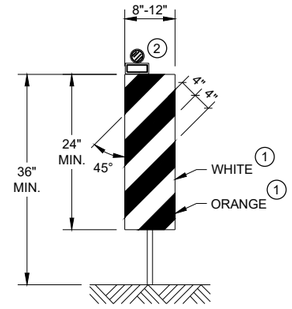
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

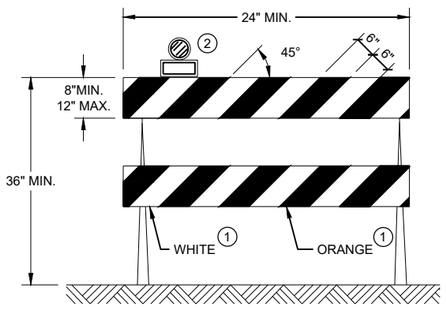
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



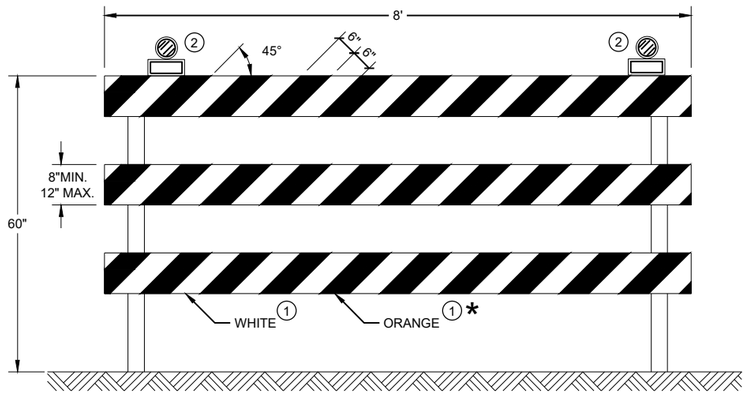
VERTICAL PANEL

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

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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.

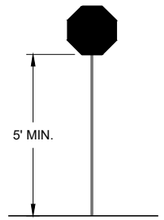
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

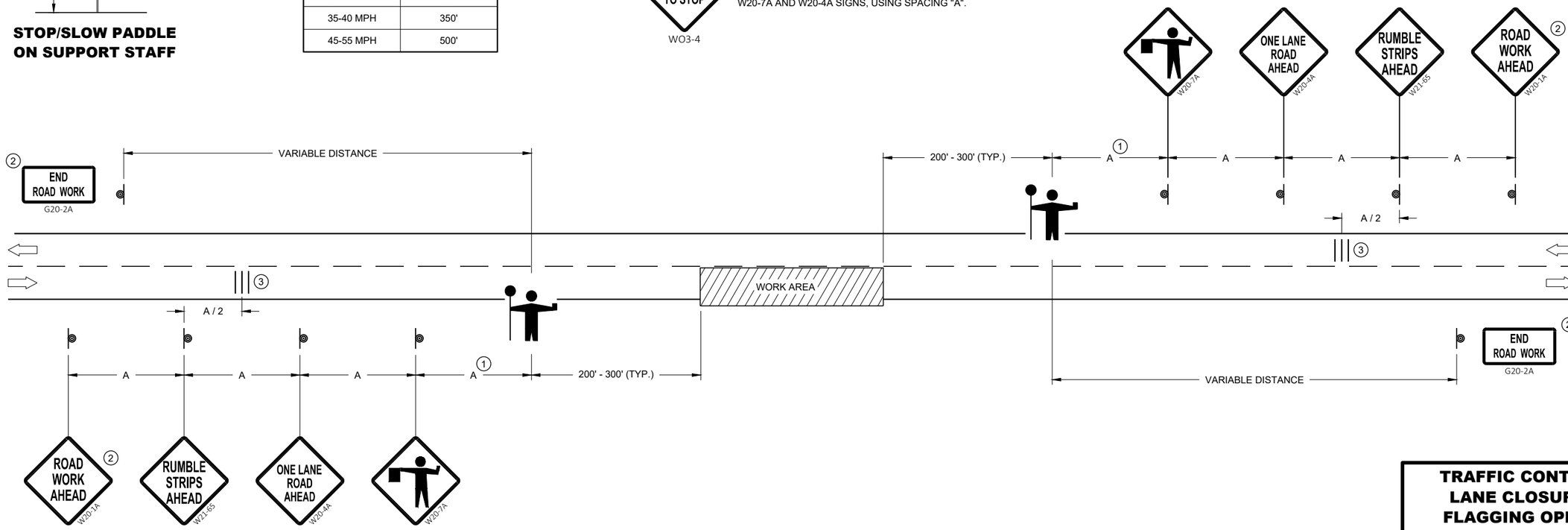
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

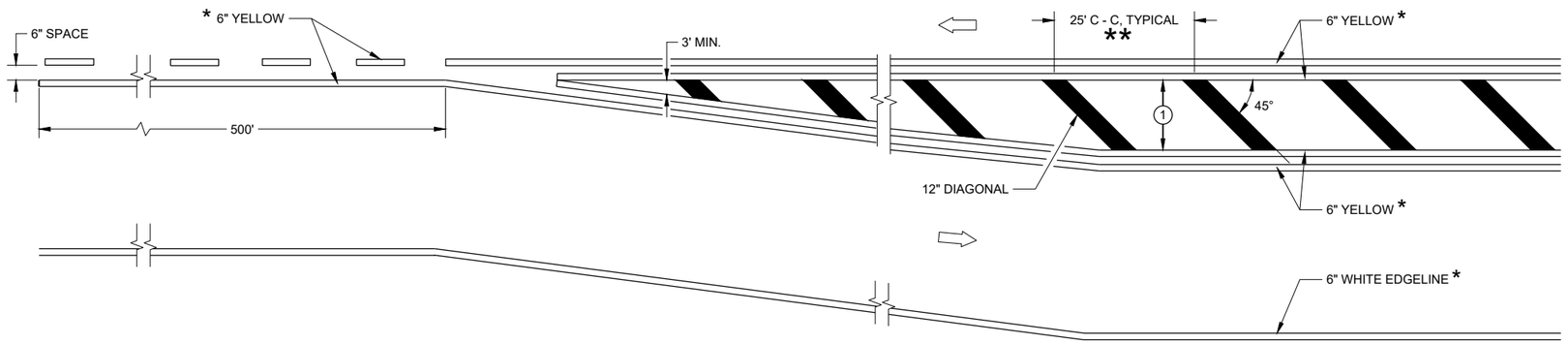
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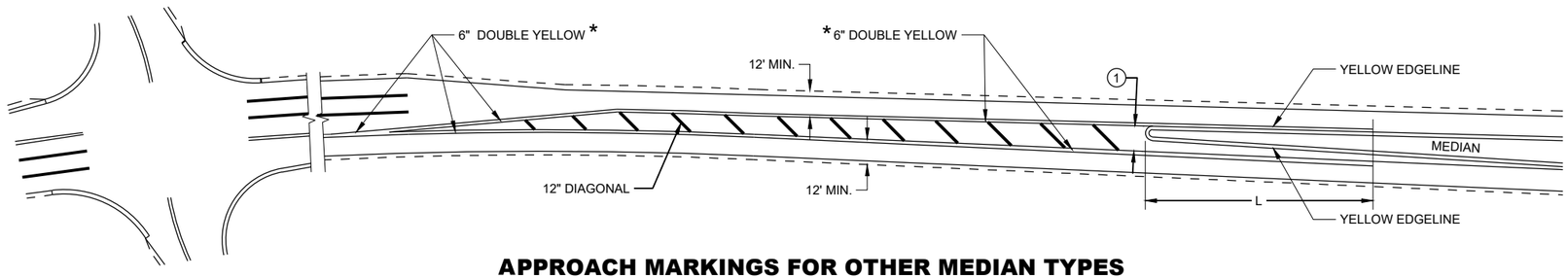
SDD 15C12 - 09a

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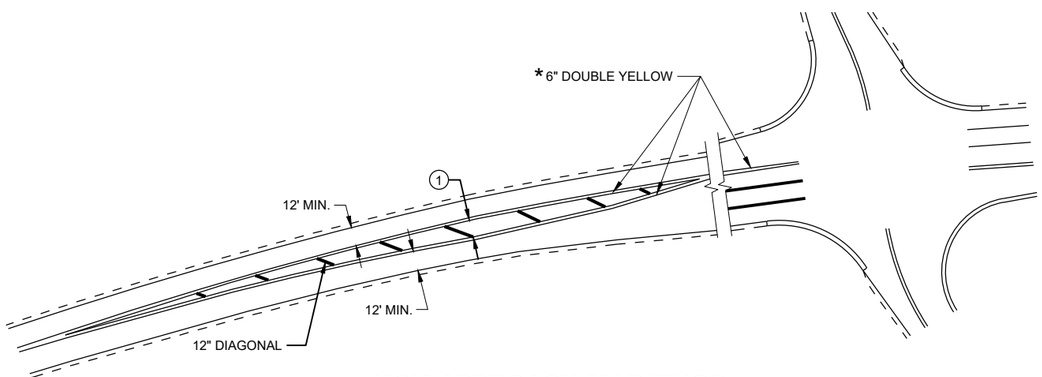
SDD 15C12 - 09a



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

⇨ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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May 2023 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER

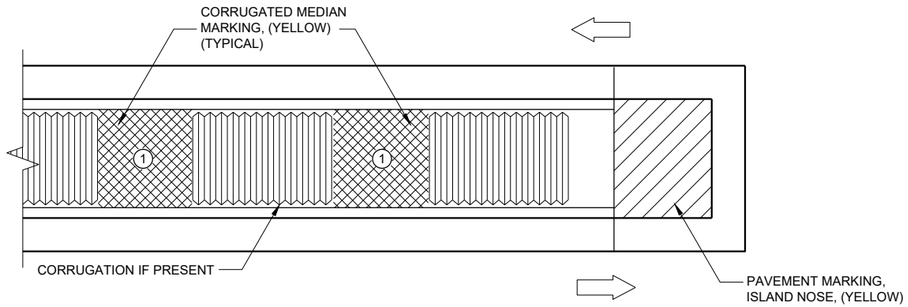
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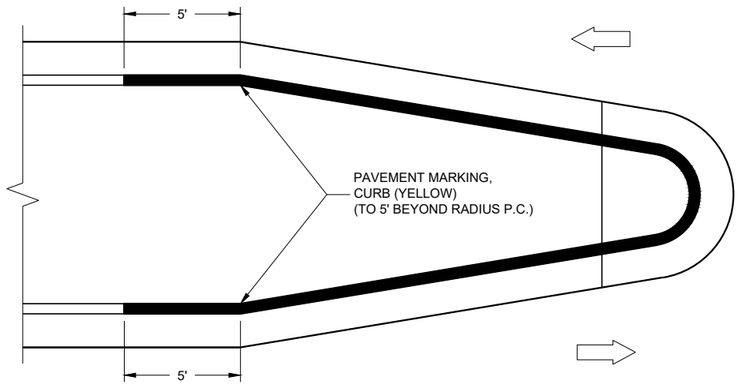
SDD 15C18-08a

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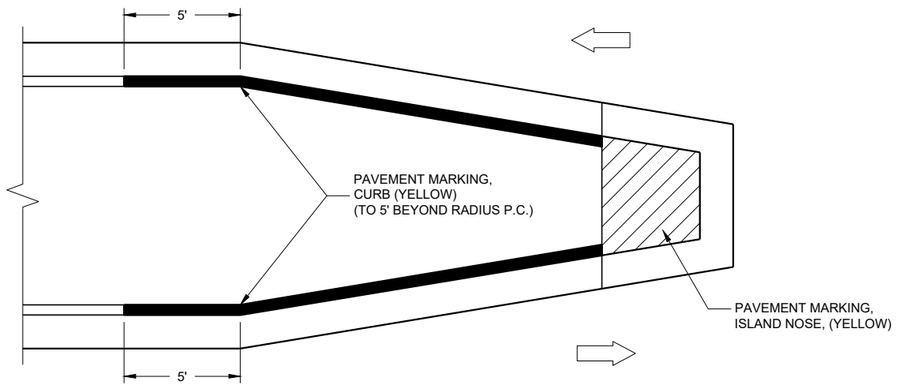
SDD 15C18-08a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAR ENGINEER

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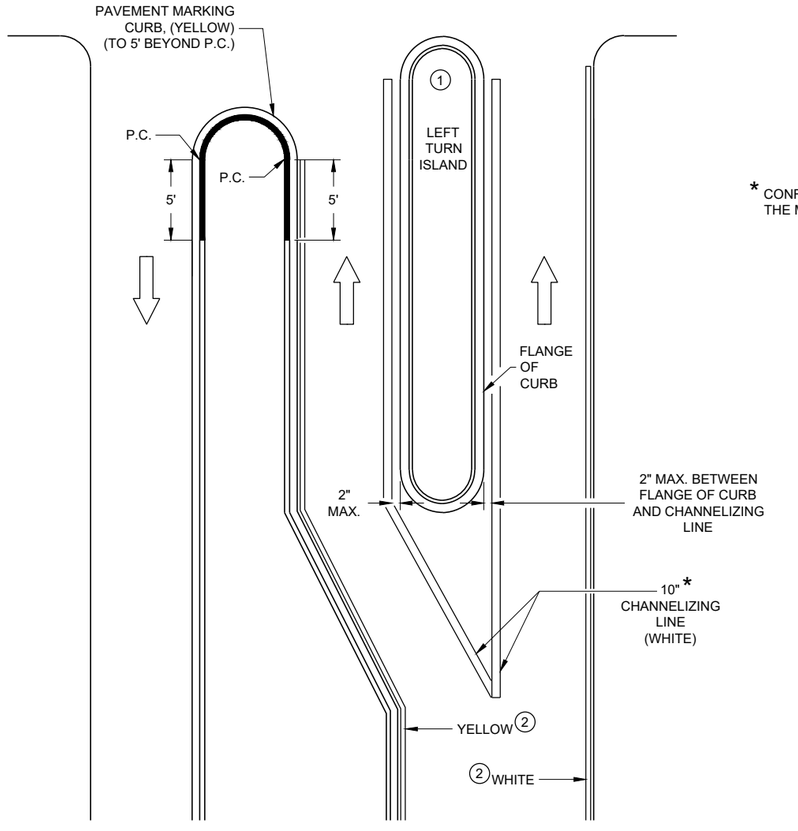
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SDD 15C18-08b

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SDD 15C18-08b

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEFT TURN & MEDIAN ISLAND

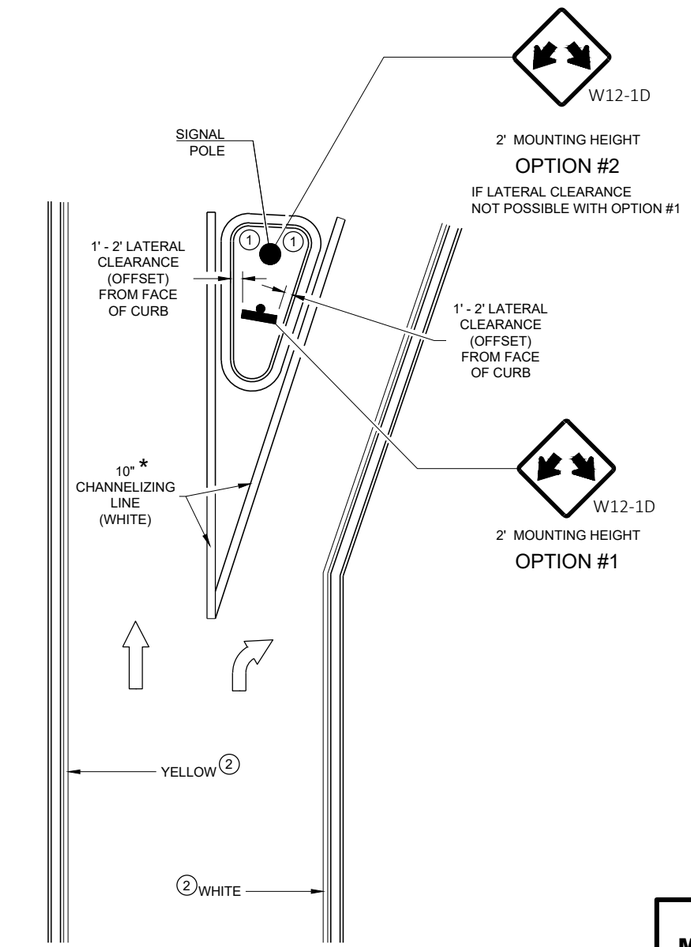
GENERAL NOTES

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

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

1. MARK CURB NOSES YELLOW.
2. MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER

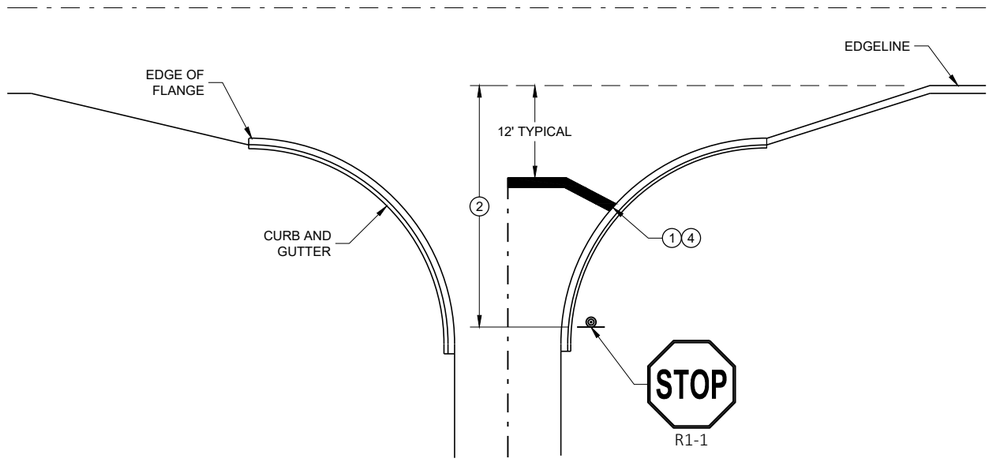
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SDD 15C18-08c

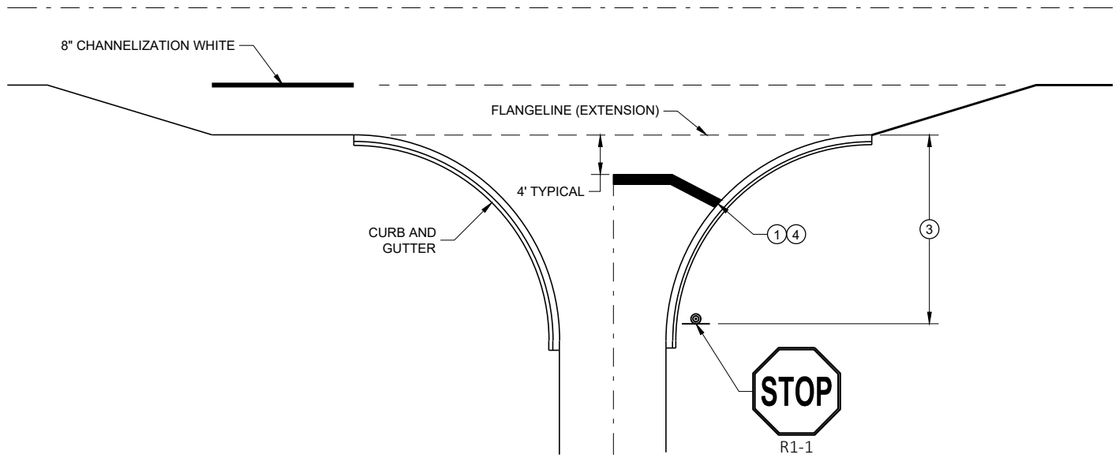
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

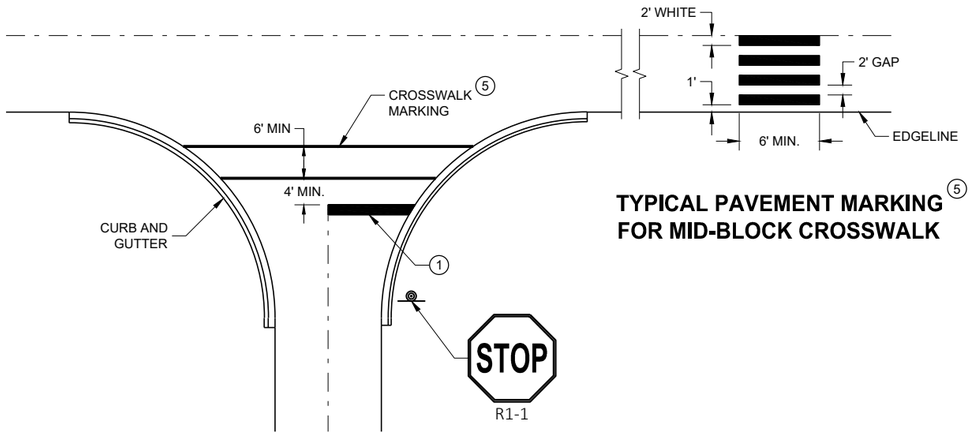
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

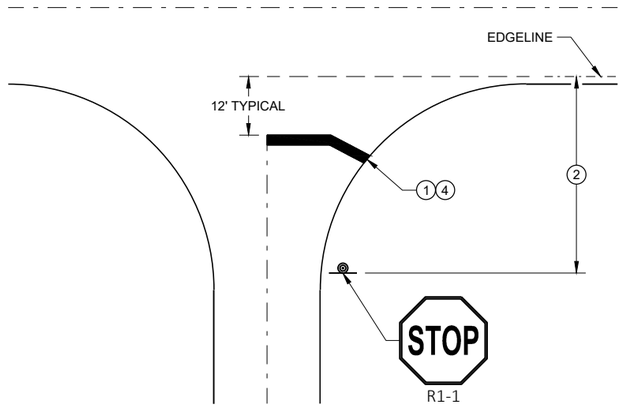


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



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 MAF ENGINEER

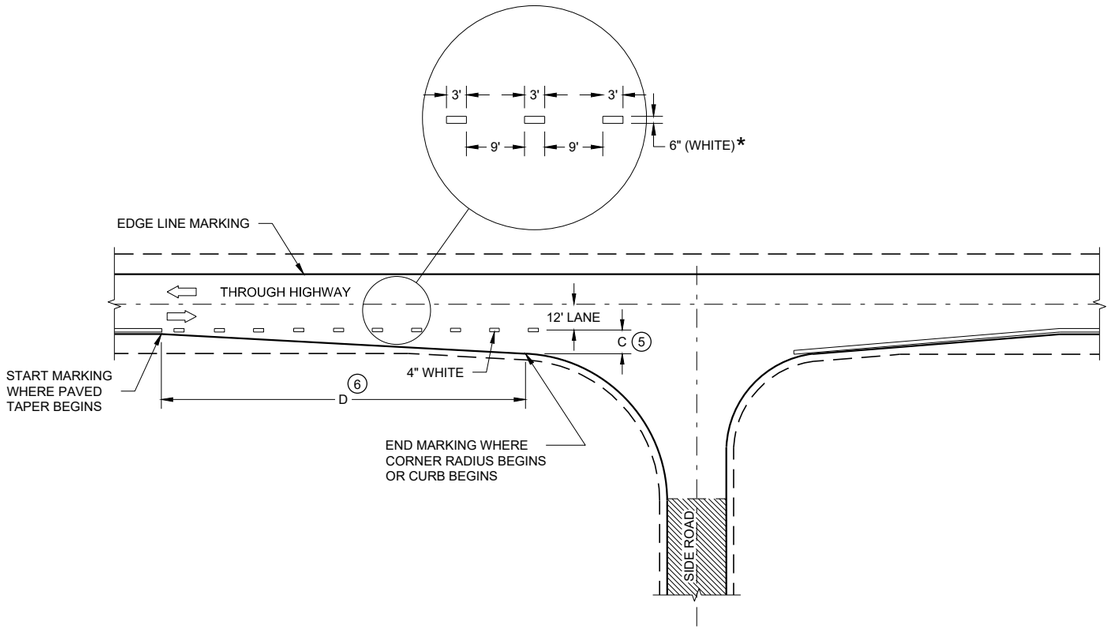
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SDD 15C33 - 04

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SDD 15C33 - 04



MINOR INTERSECTION

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

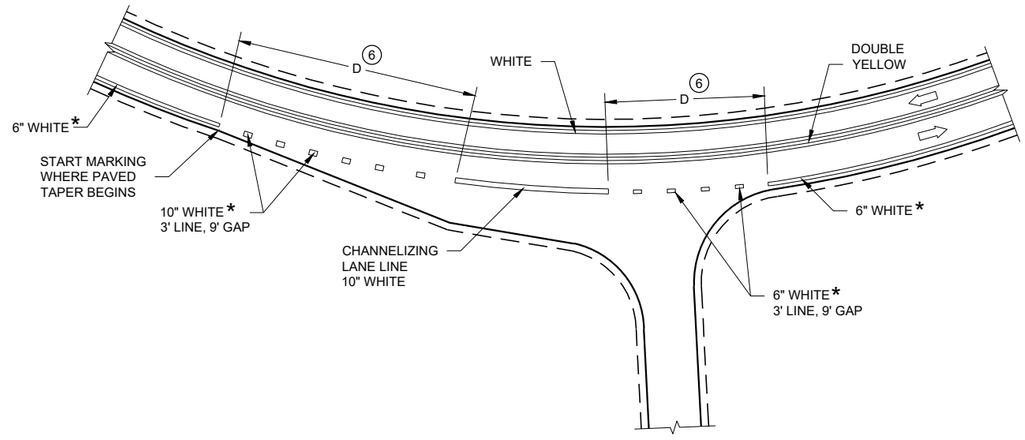
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

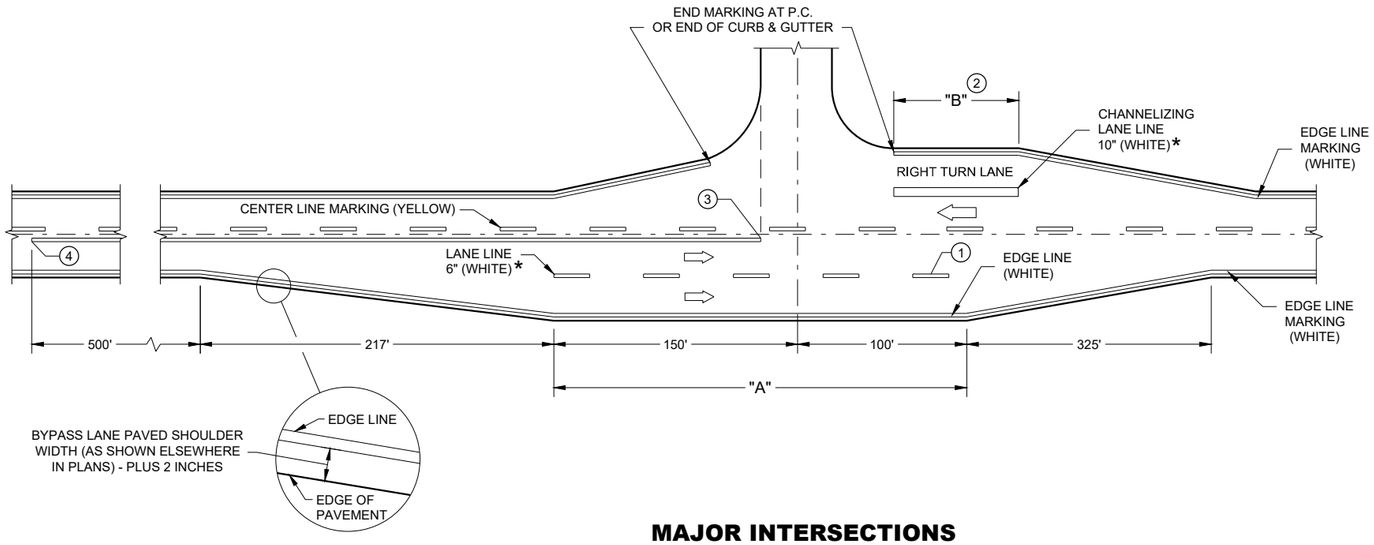
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

SDD 15C35-06a

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LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA



GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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

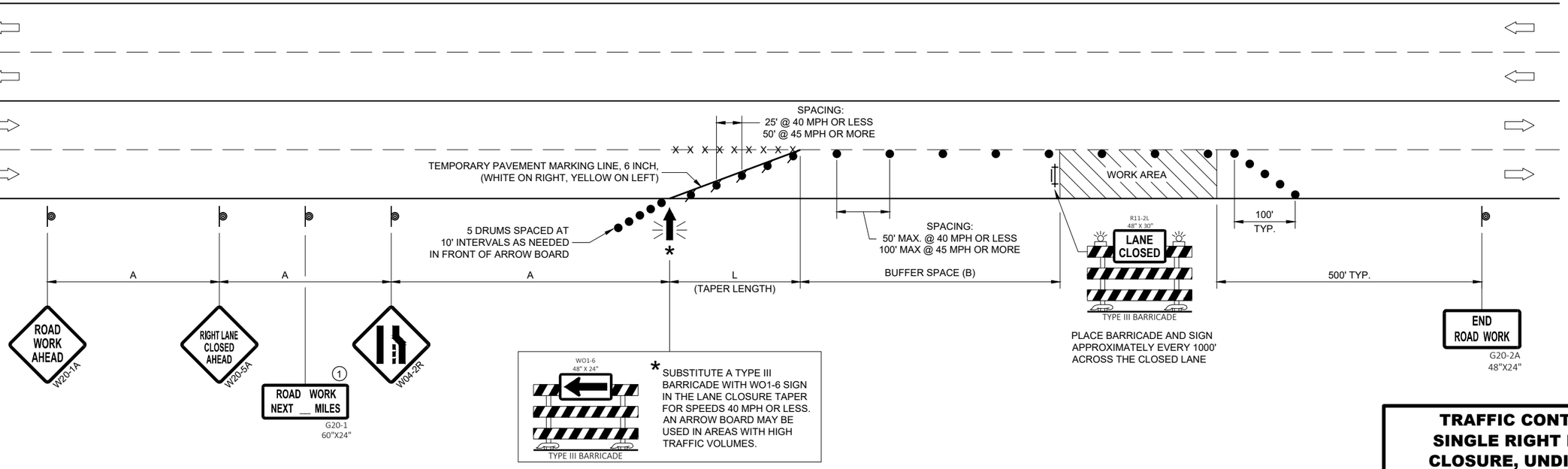
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'





TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-07b
SDD 15D20-07b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

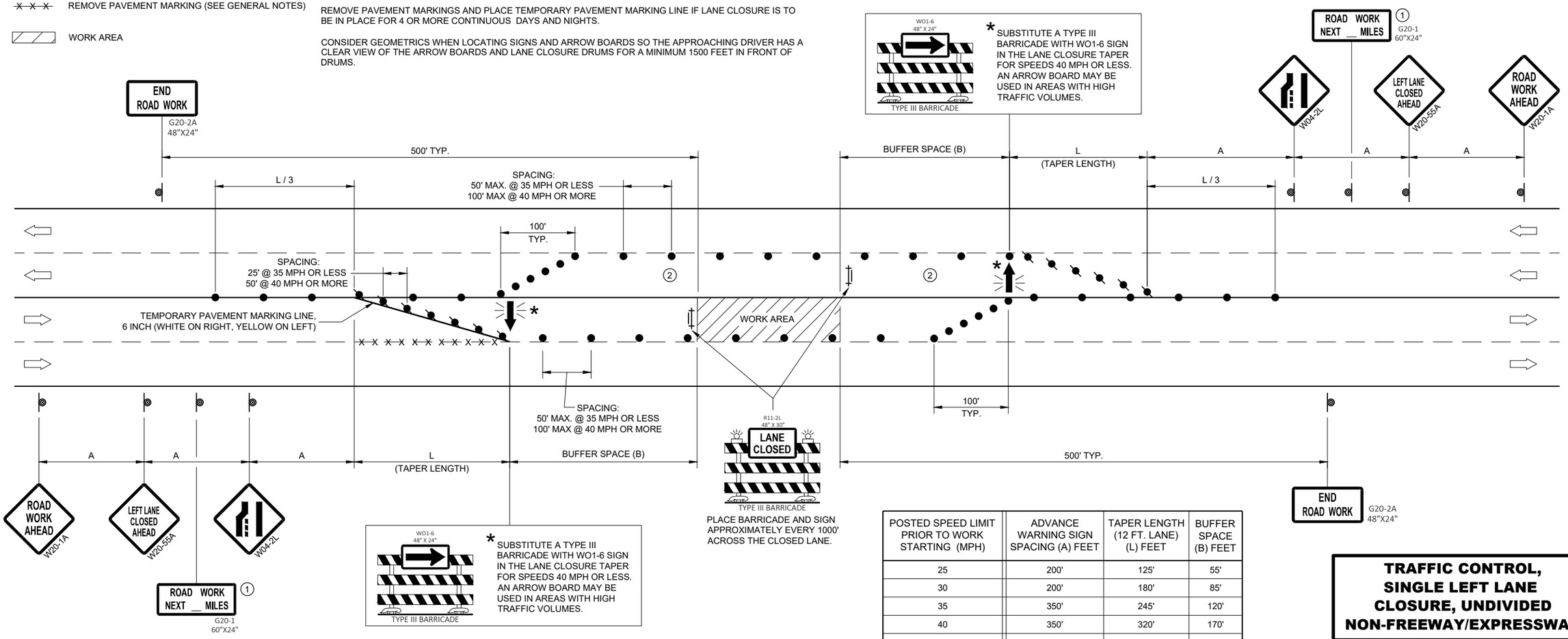
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



WO1-6 48" X 24"

TYPE III BARRICADE

* SUBSTITUTE A TYPE III BARRICADE WITH WO1-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.

WO1-6 48" X 24"

TYPE III BARRICADE

* SUBSTITUTE A TYPE III BARRICADE WITH WO1-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

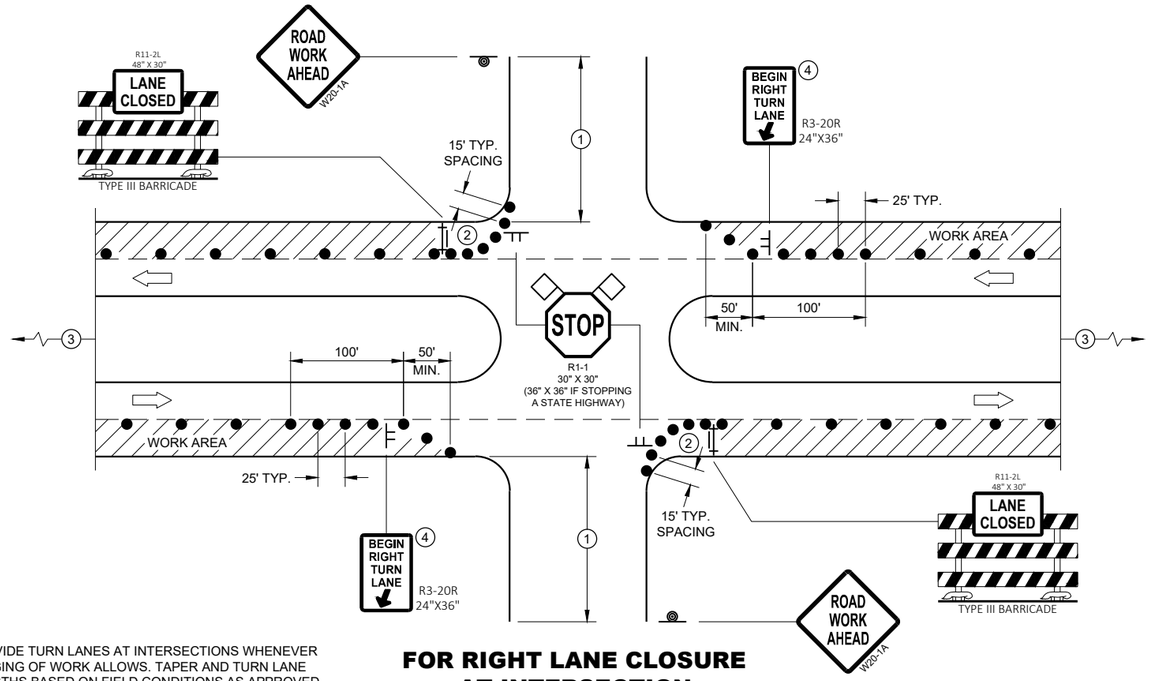
FHWA

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SDD 15D20-07c

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SDD 15D20-07c



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

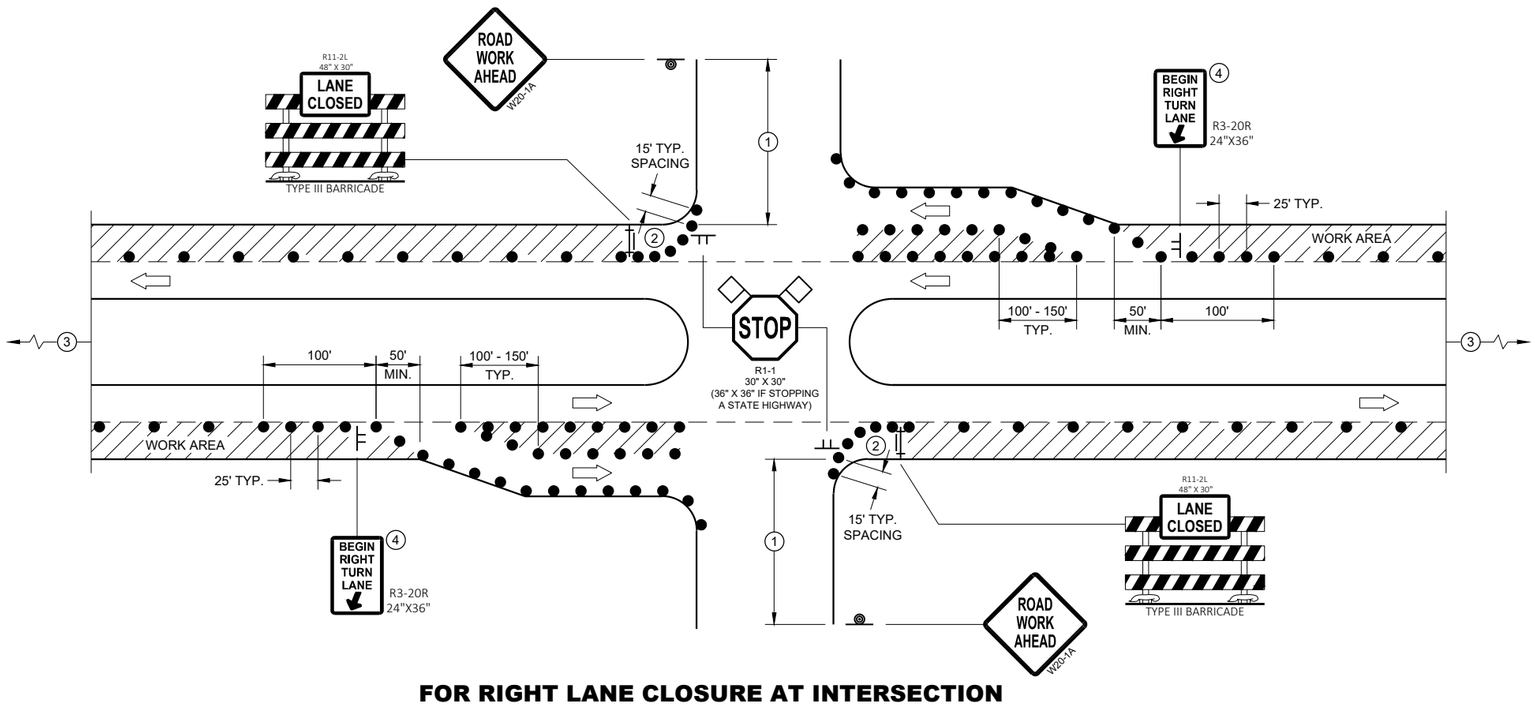
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

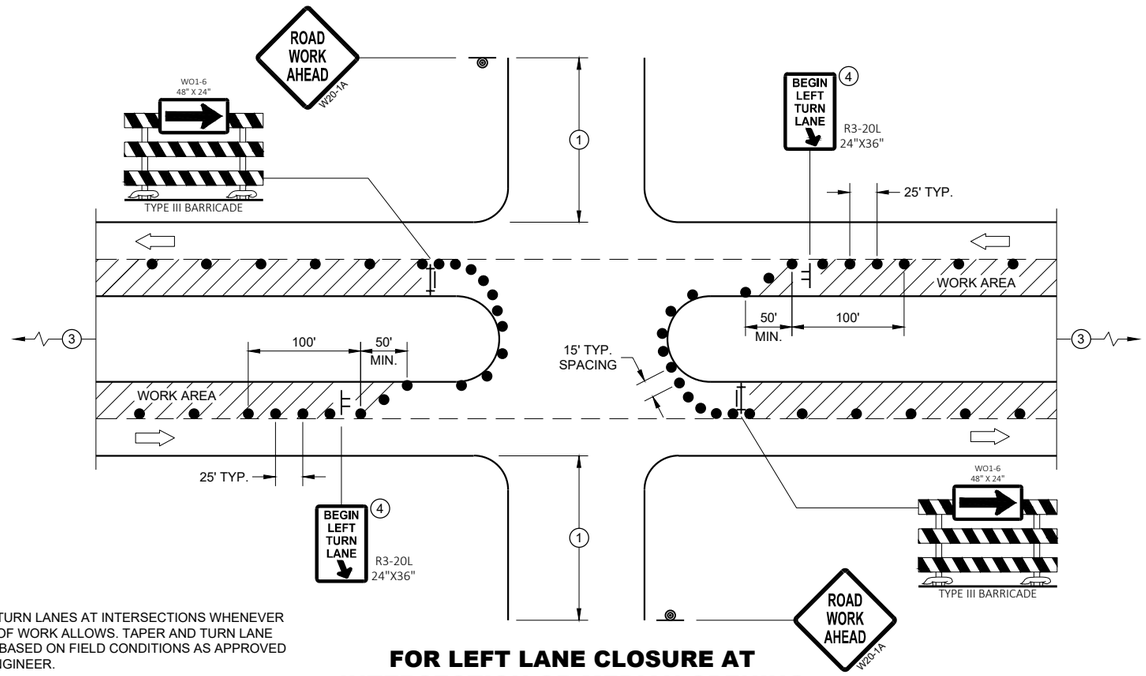


FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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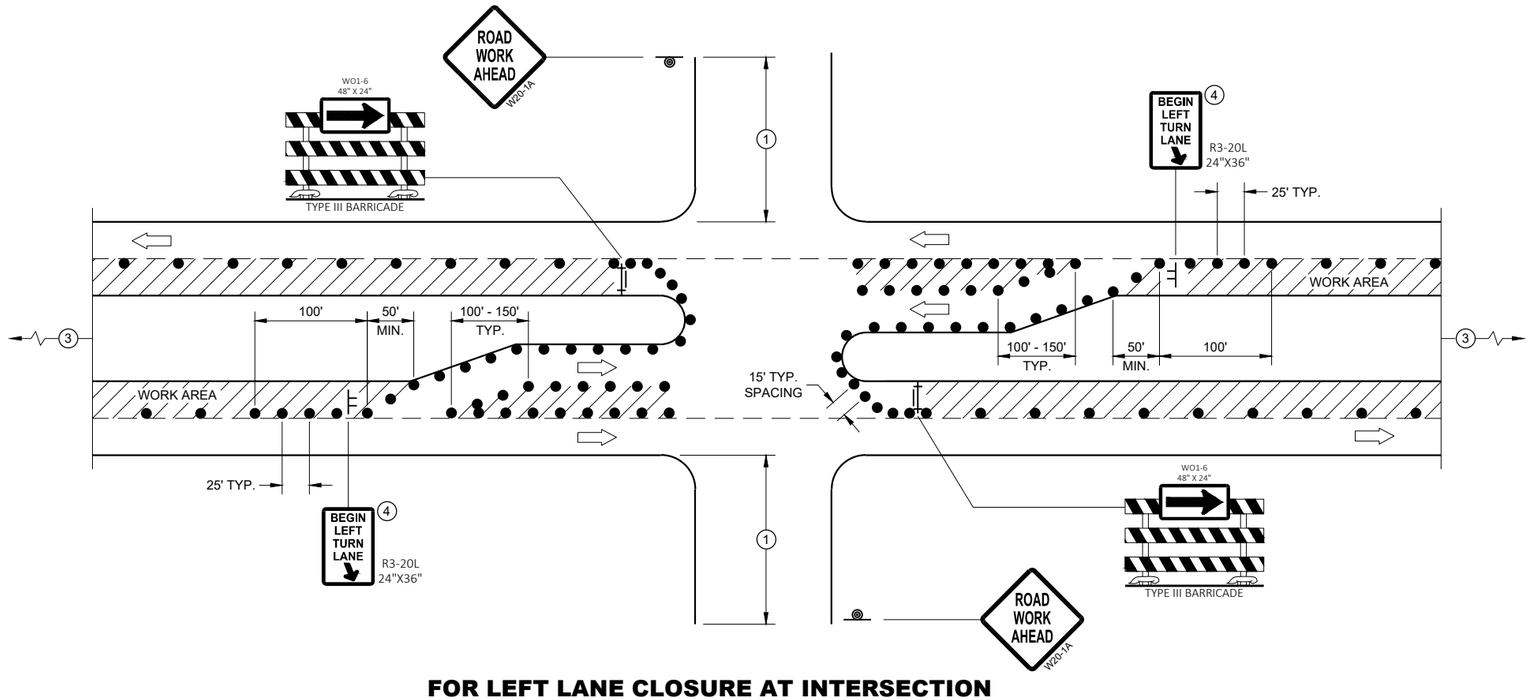
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

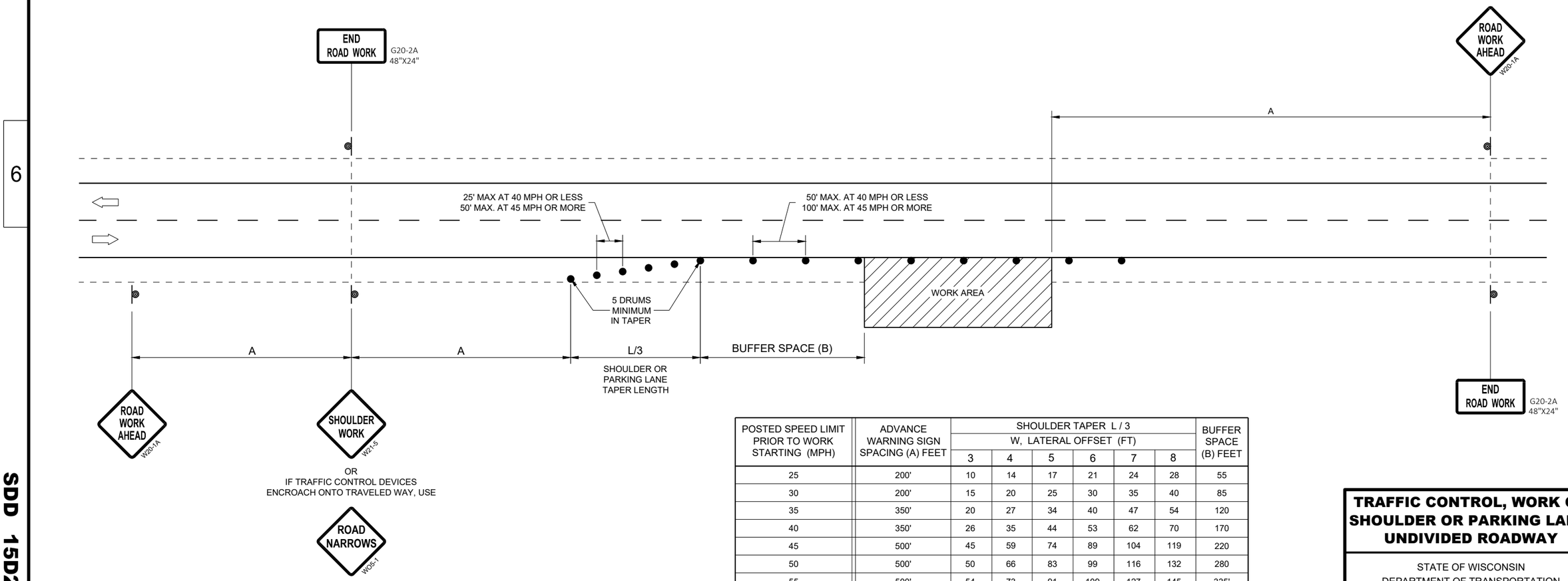
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

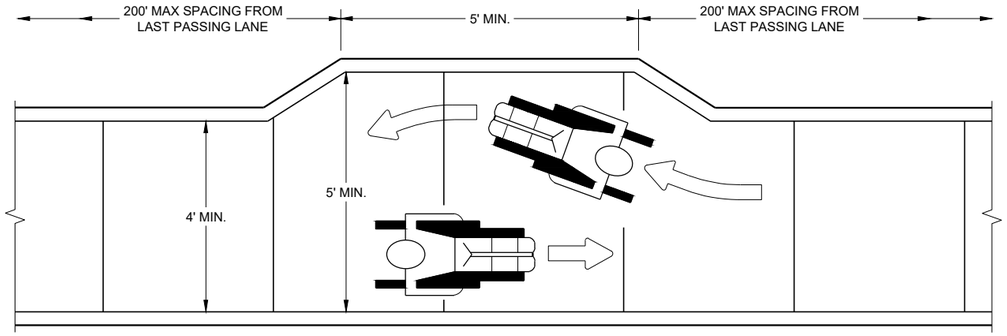
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

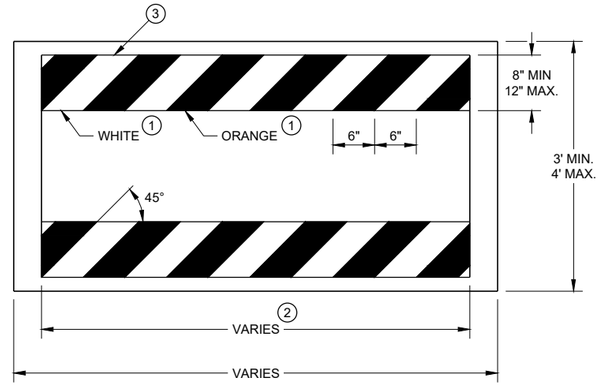
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

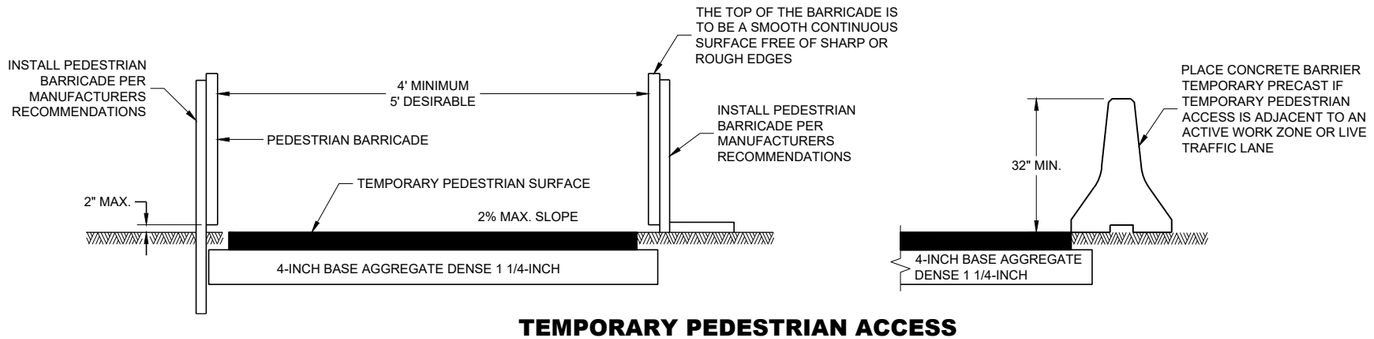
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

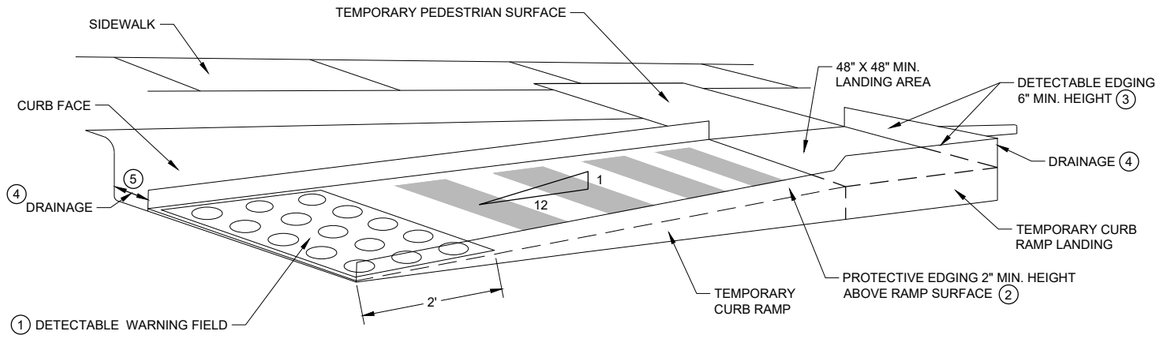
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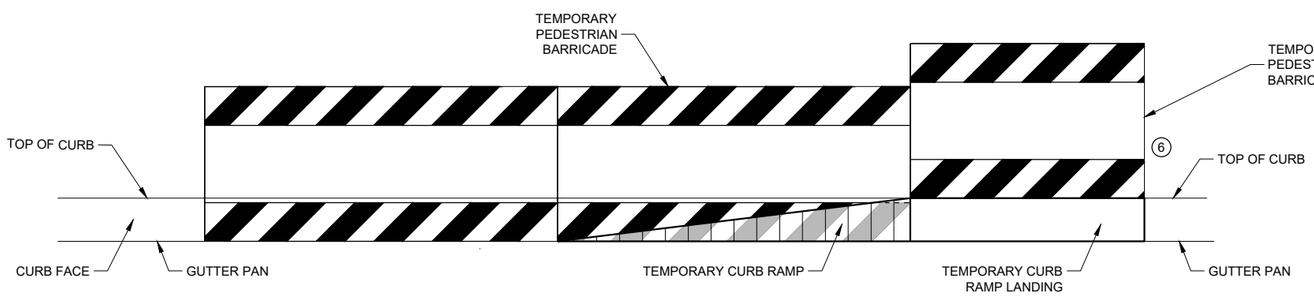
SDD 15D30 - 09a

SDD 15D30 - 09a

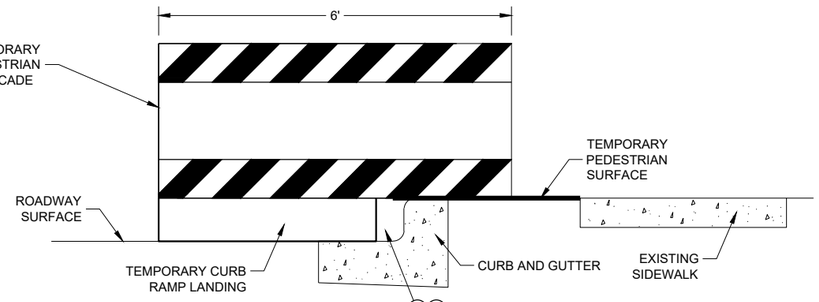
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

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.

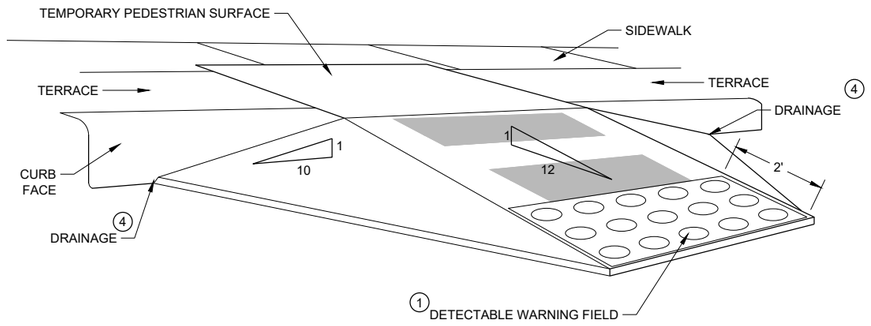
(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

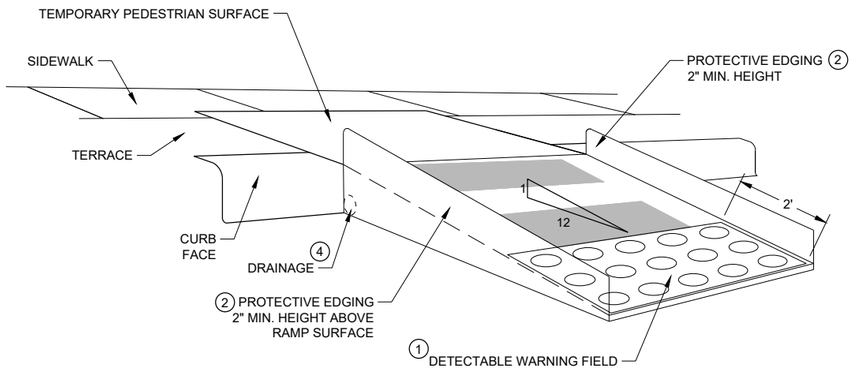
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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

GENERAL NOTES

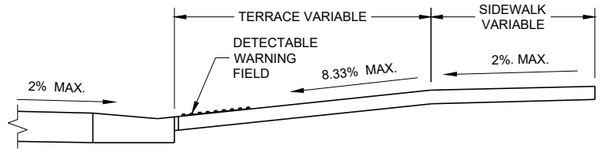
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

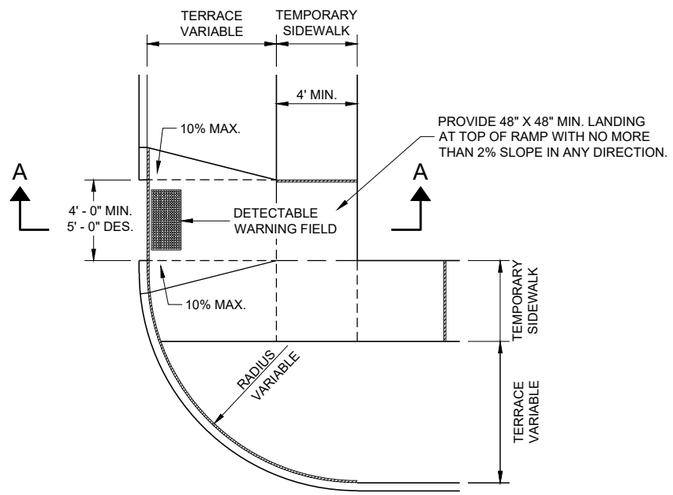
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(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

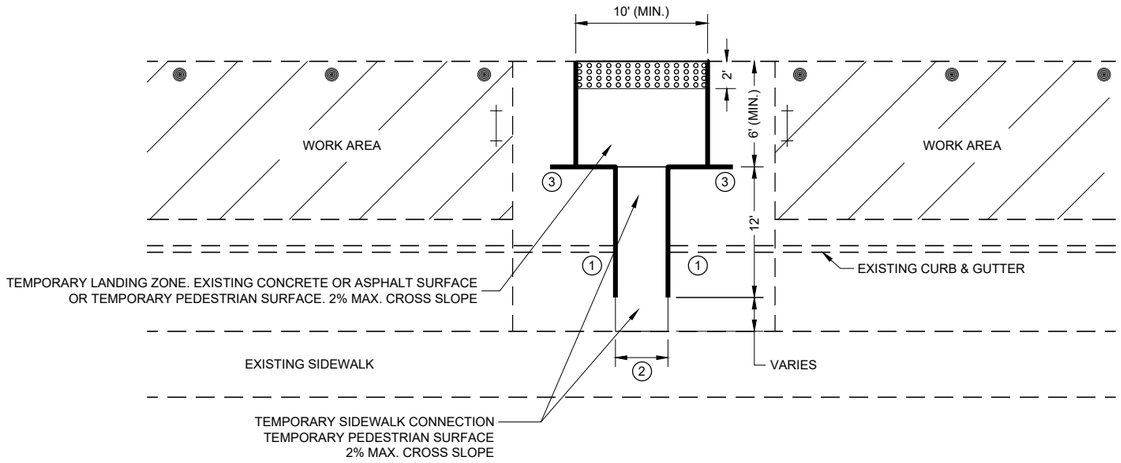
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

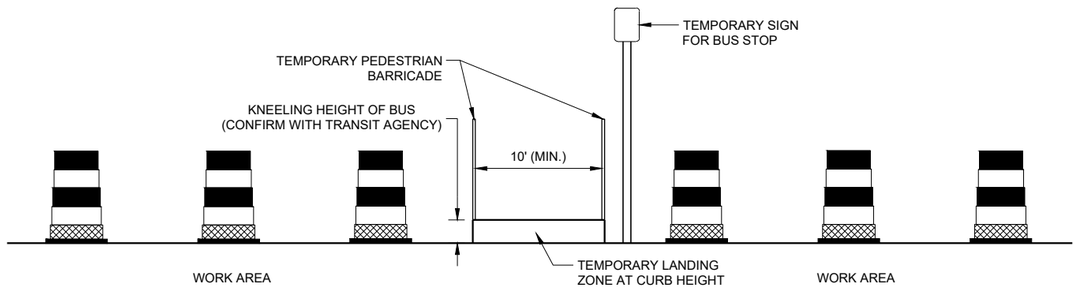
FHWA

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

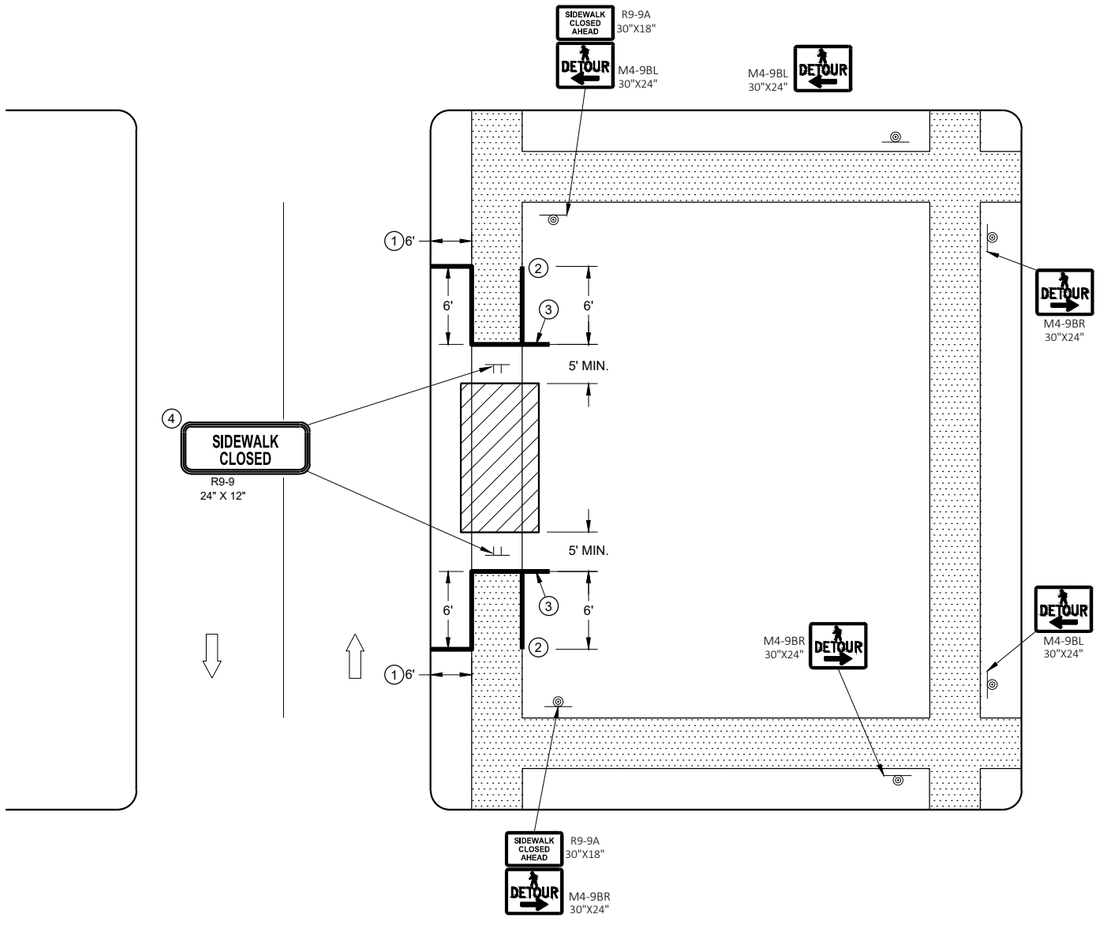
SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09f

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

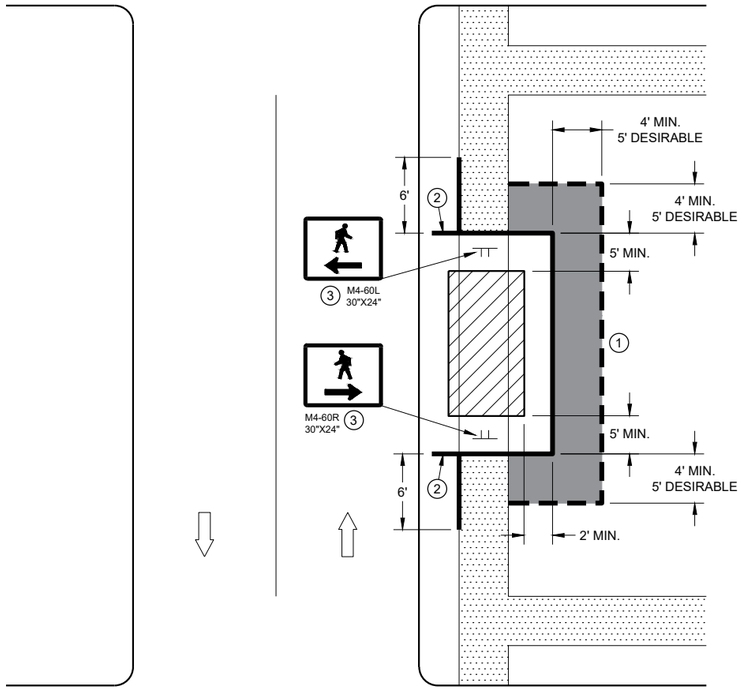
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 09g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

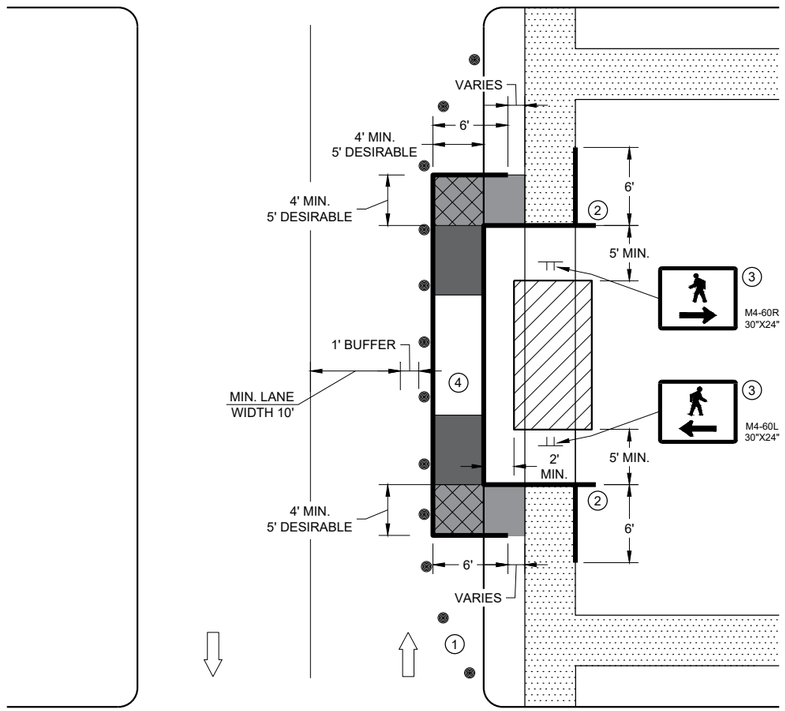
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.

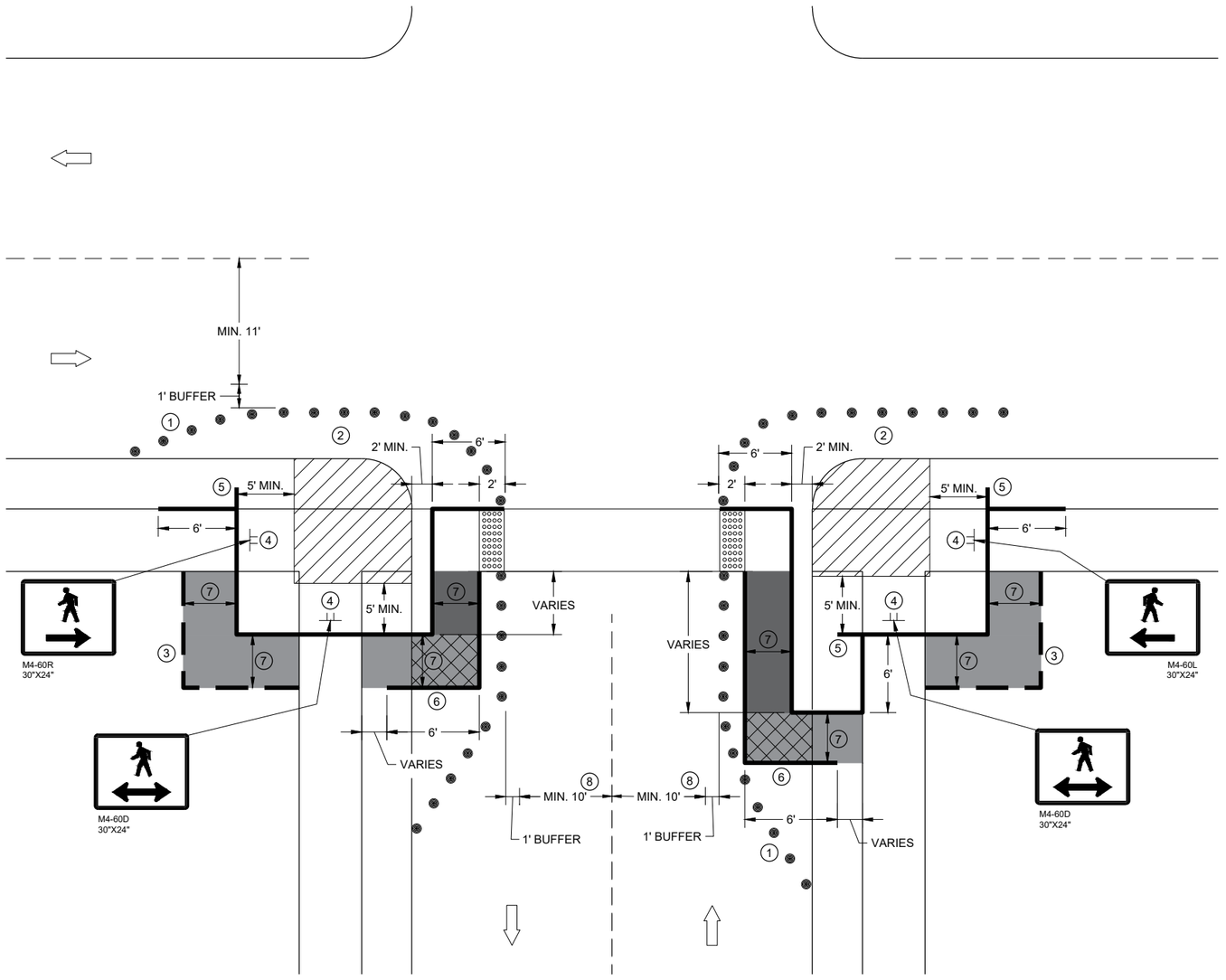


SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09h



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.

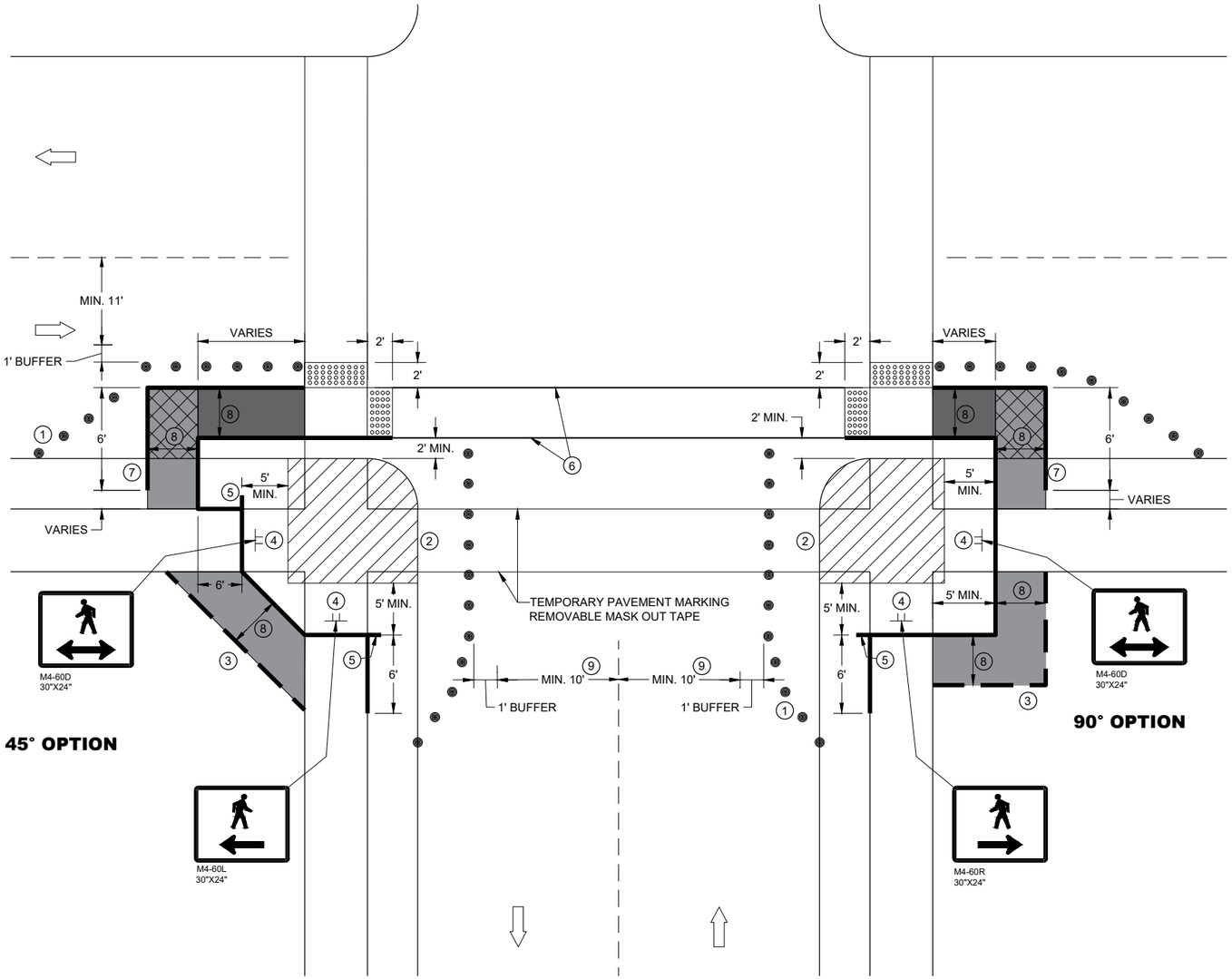
LEGEND

- 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

6

SDD 15D30 - 09i

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

SIGN ON PERMANENT SUPPORT

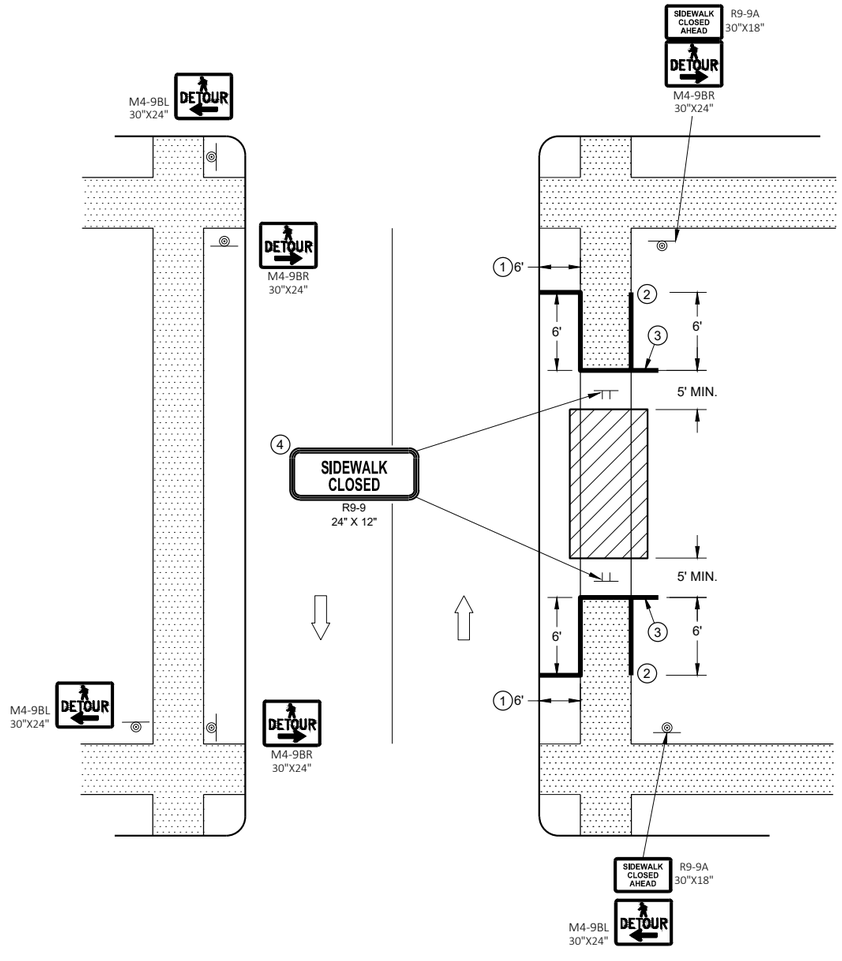
SIGN ON TEMPORARY SUPPORT

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.

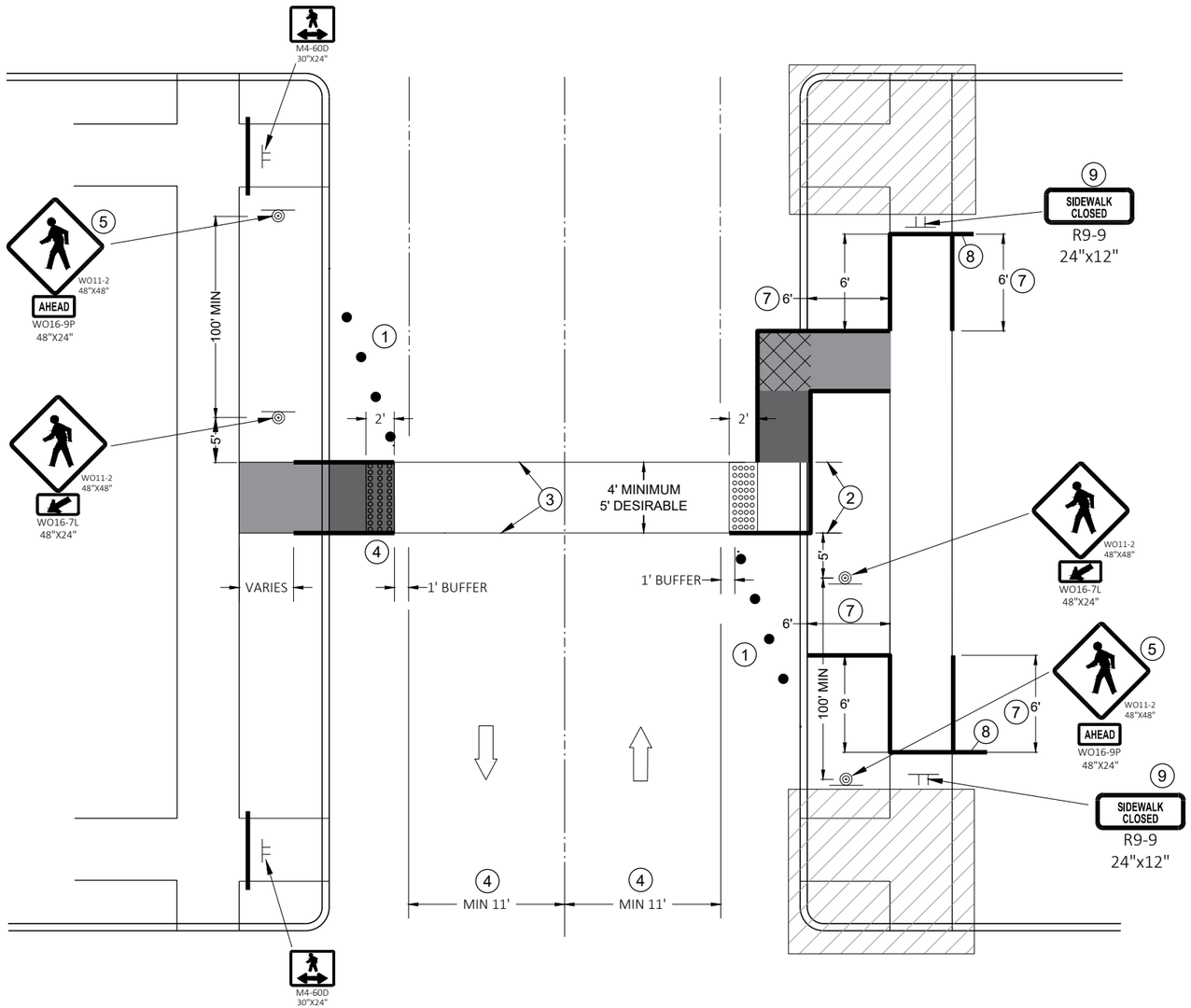
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN 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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09k



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

6

SDD 15D30 - 09L

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

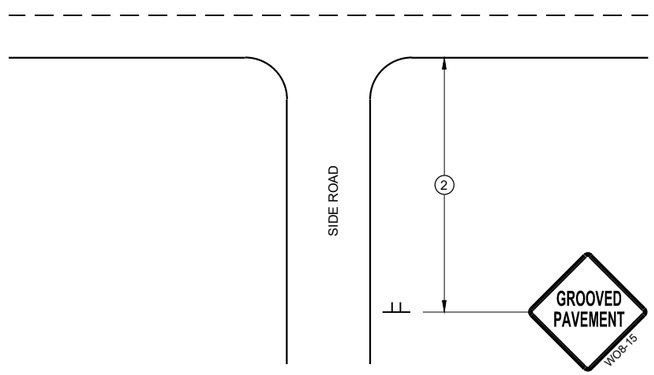
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

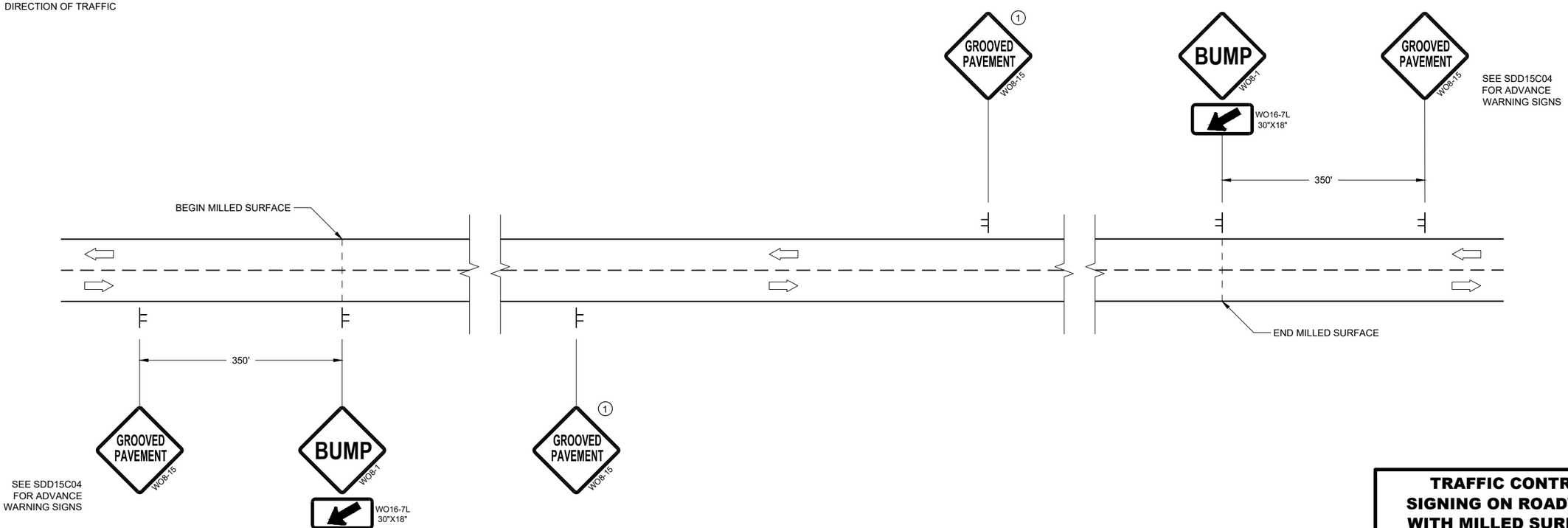
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

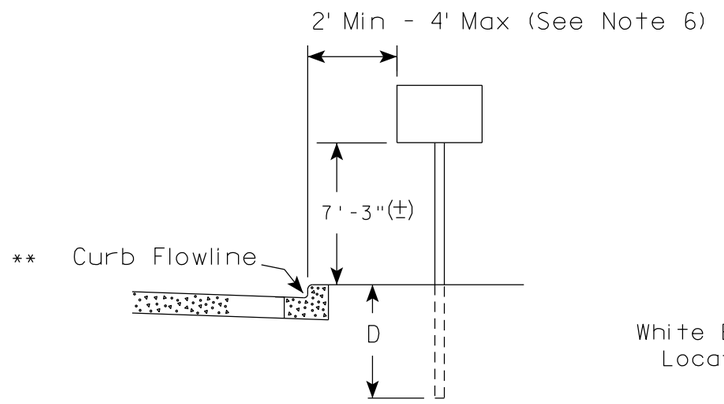
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

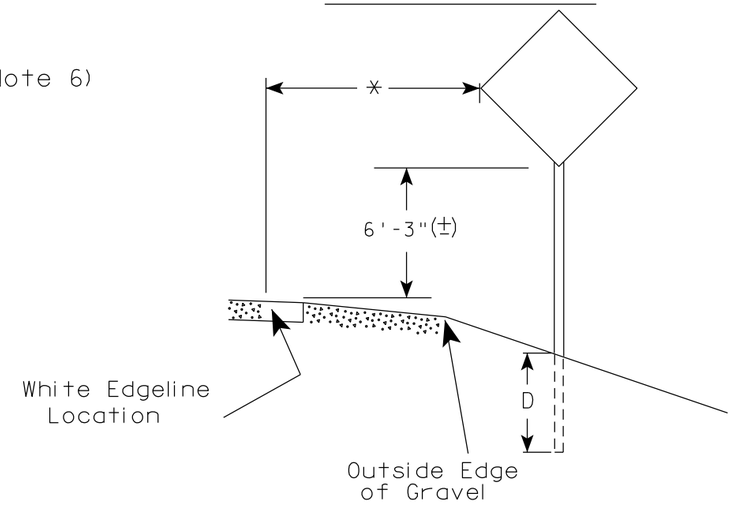
SDD 15D44 - 02

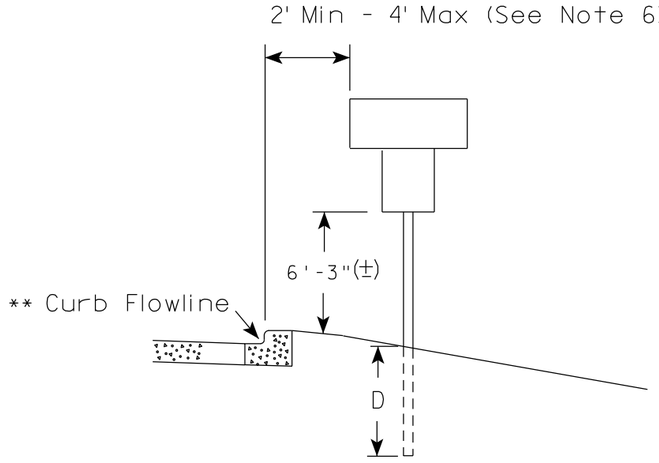
SDD 15D44 - 02

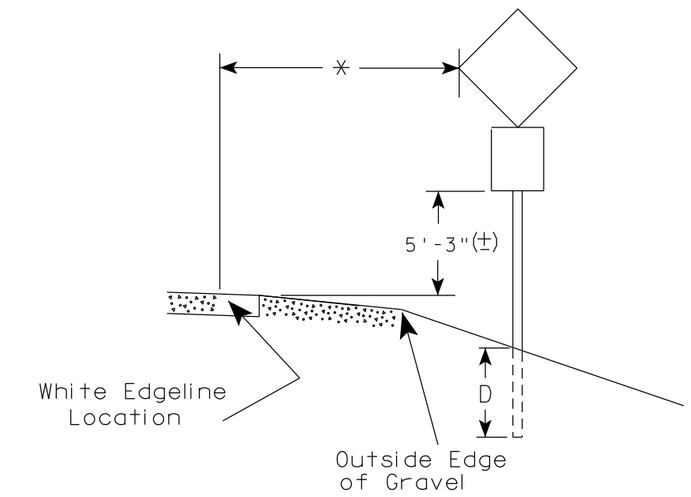
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

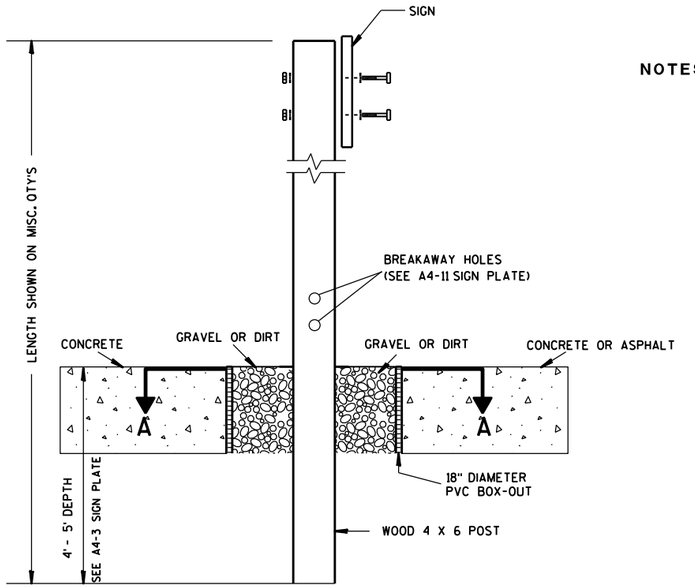
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

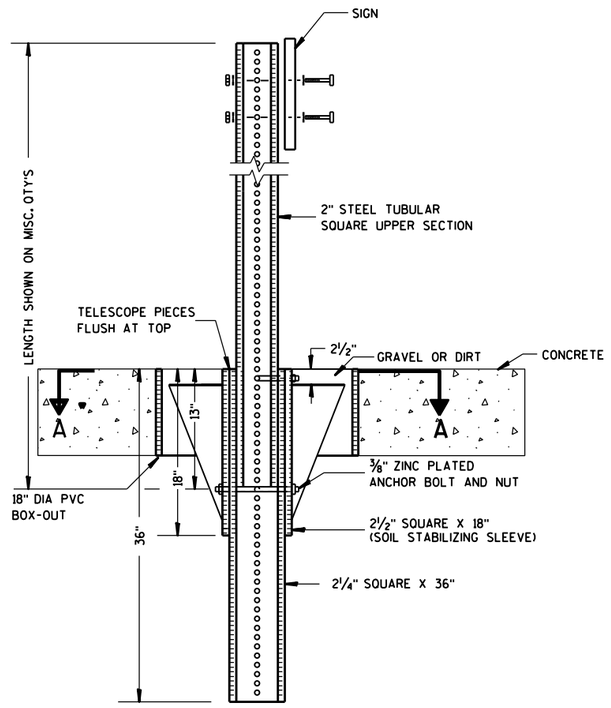
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 167	E



ELEVATION VIEW

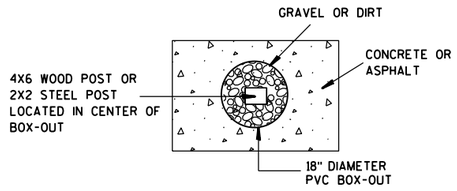
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

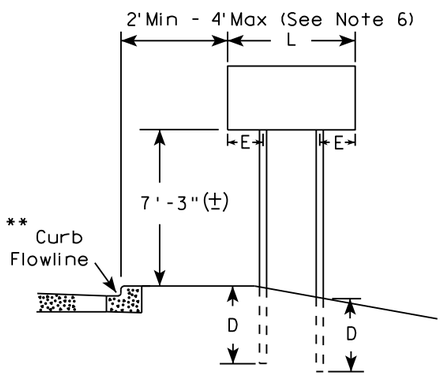
APPROVED Matthew R Rauch
for State Traffic Engineer

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

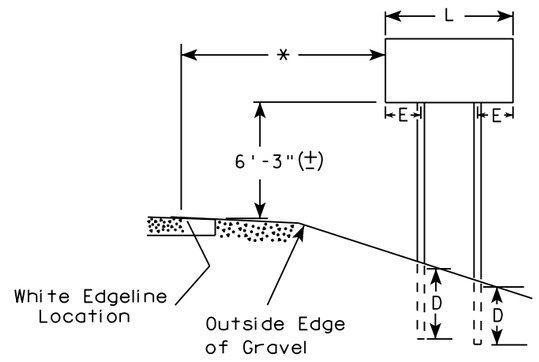
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

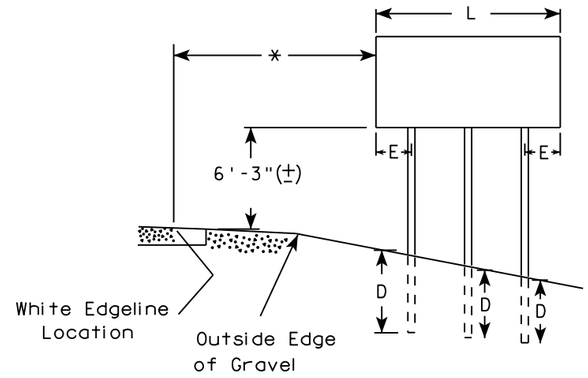
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

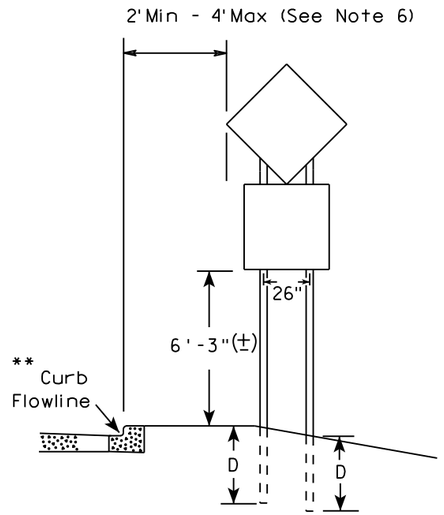
URBAN AREA



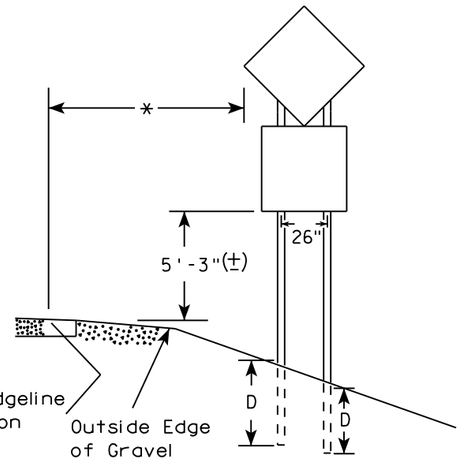
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

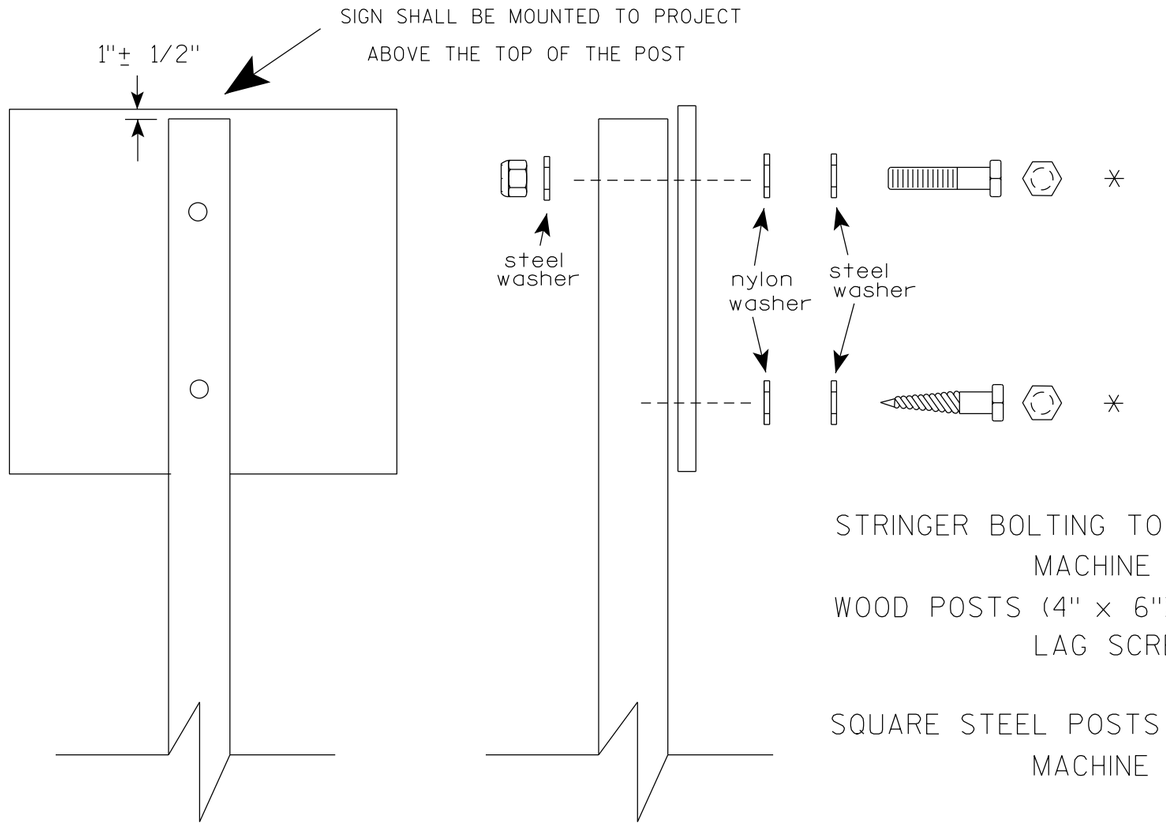
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 169	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

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

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

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

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

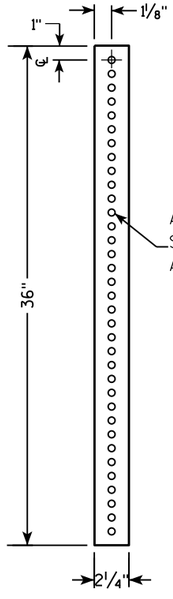
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

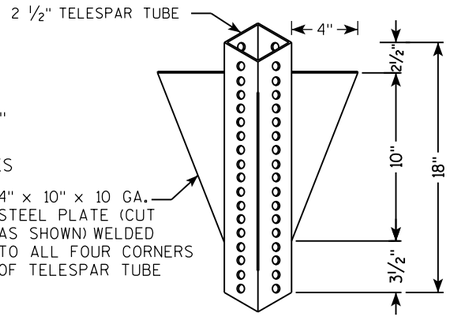
SHEET NO: 170 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

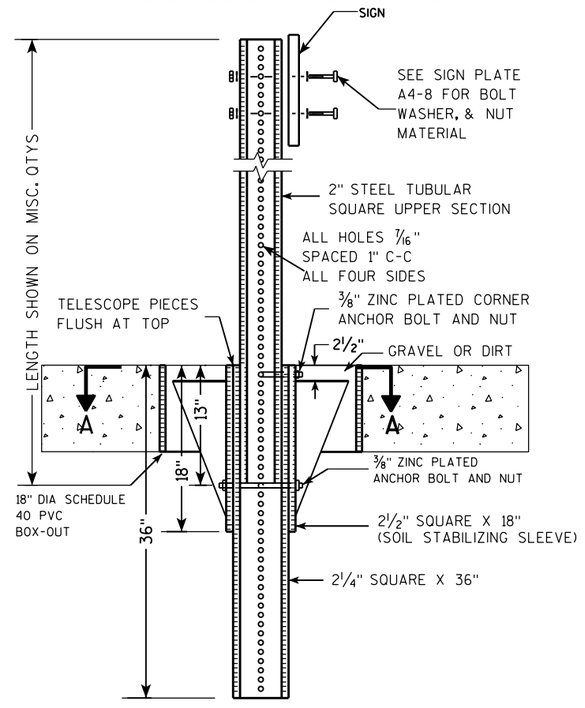
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



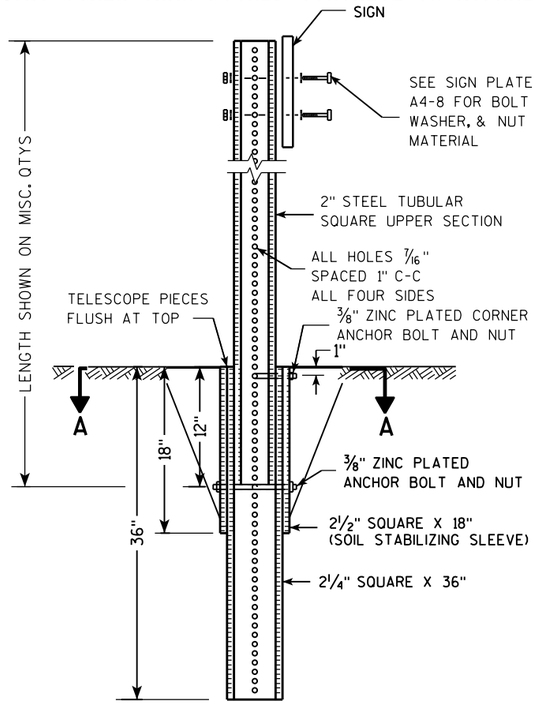
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

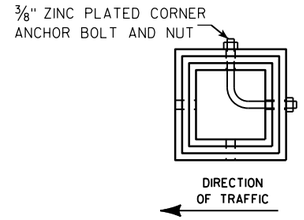


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

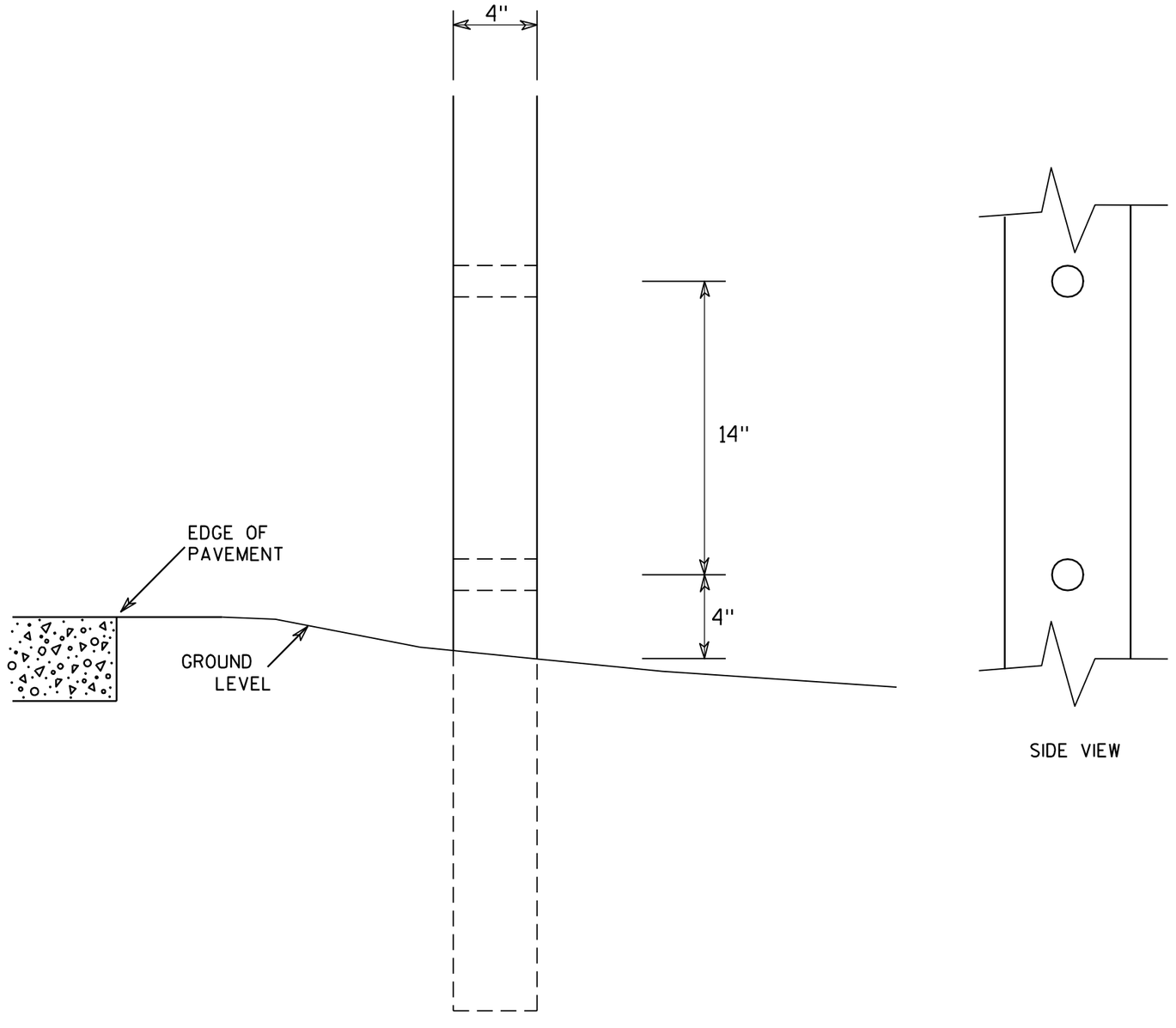
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

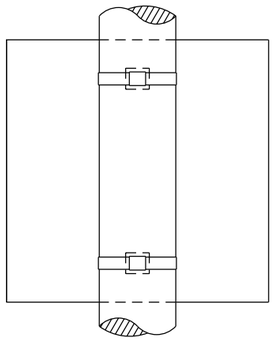
APPROVED Chester J Spang for State Traffic Engineer

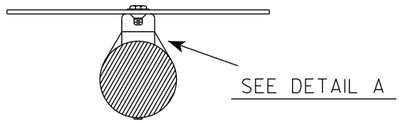
DATE 3/27/97 PLATE NO. A4-11.2

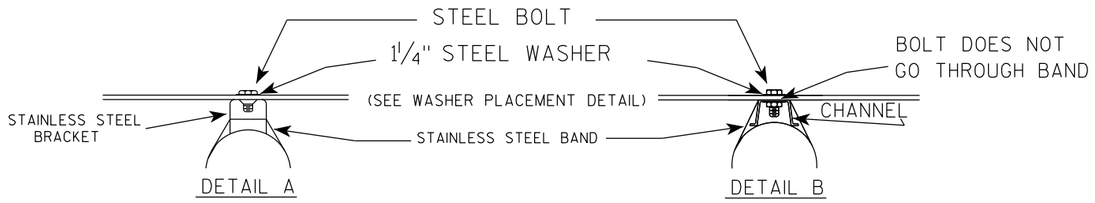
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 172	E

BANDING

SINGLE SIGN



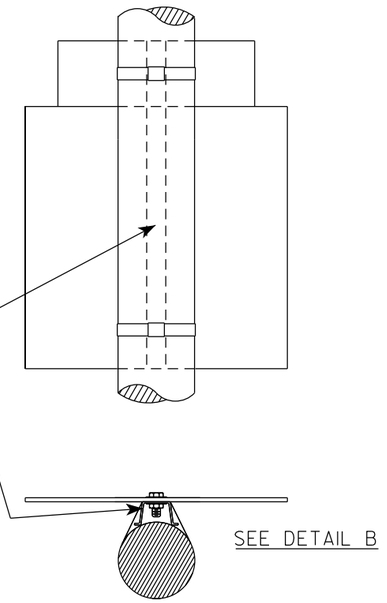




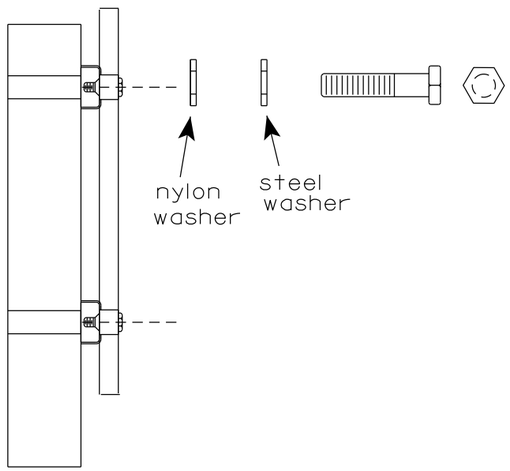
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

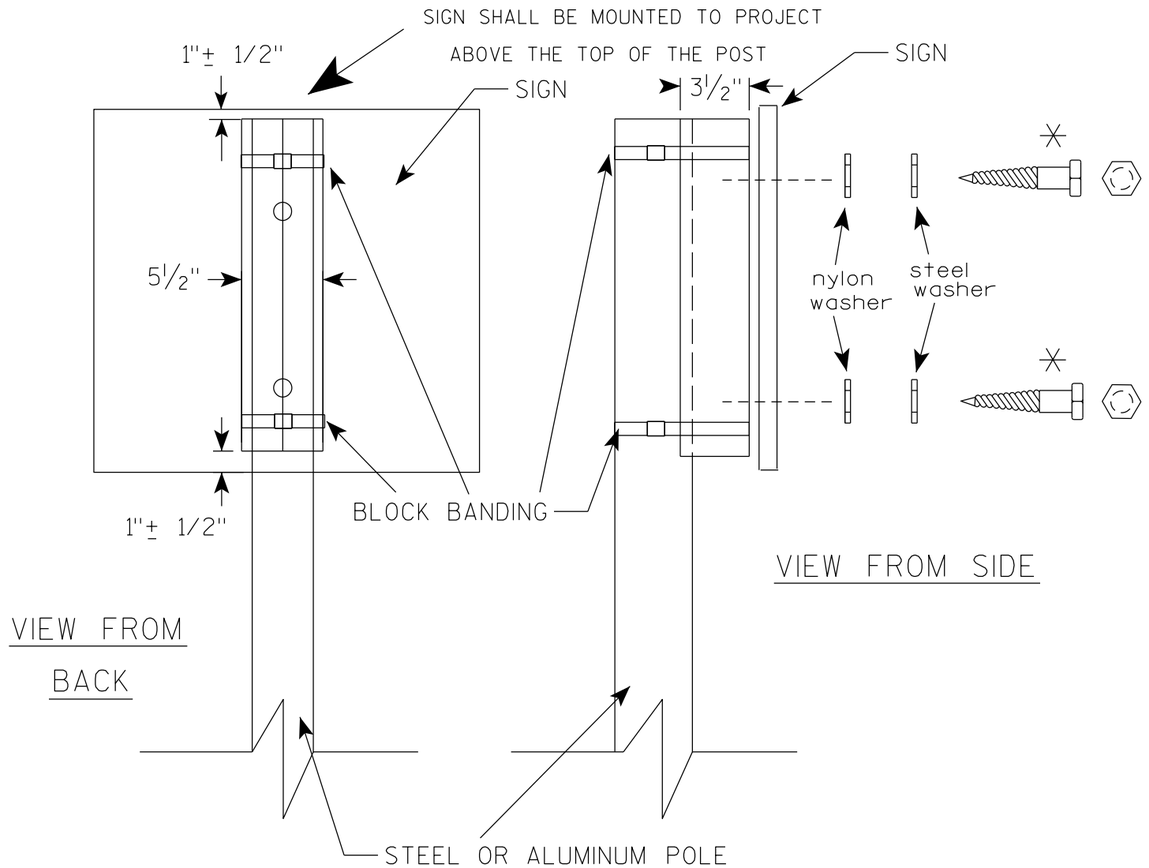
WISCONSIN DEPT OF TRANSPORTATION

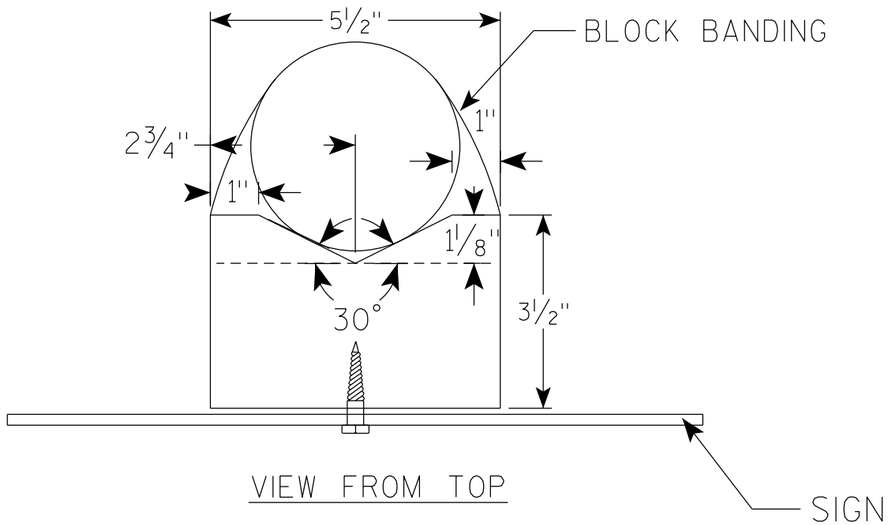
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 173	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

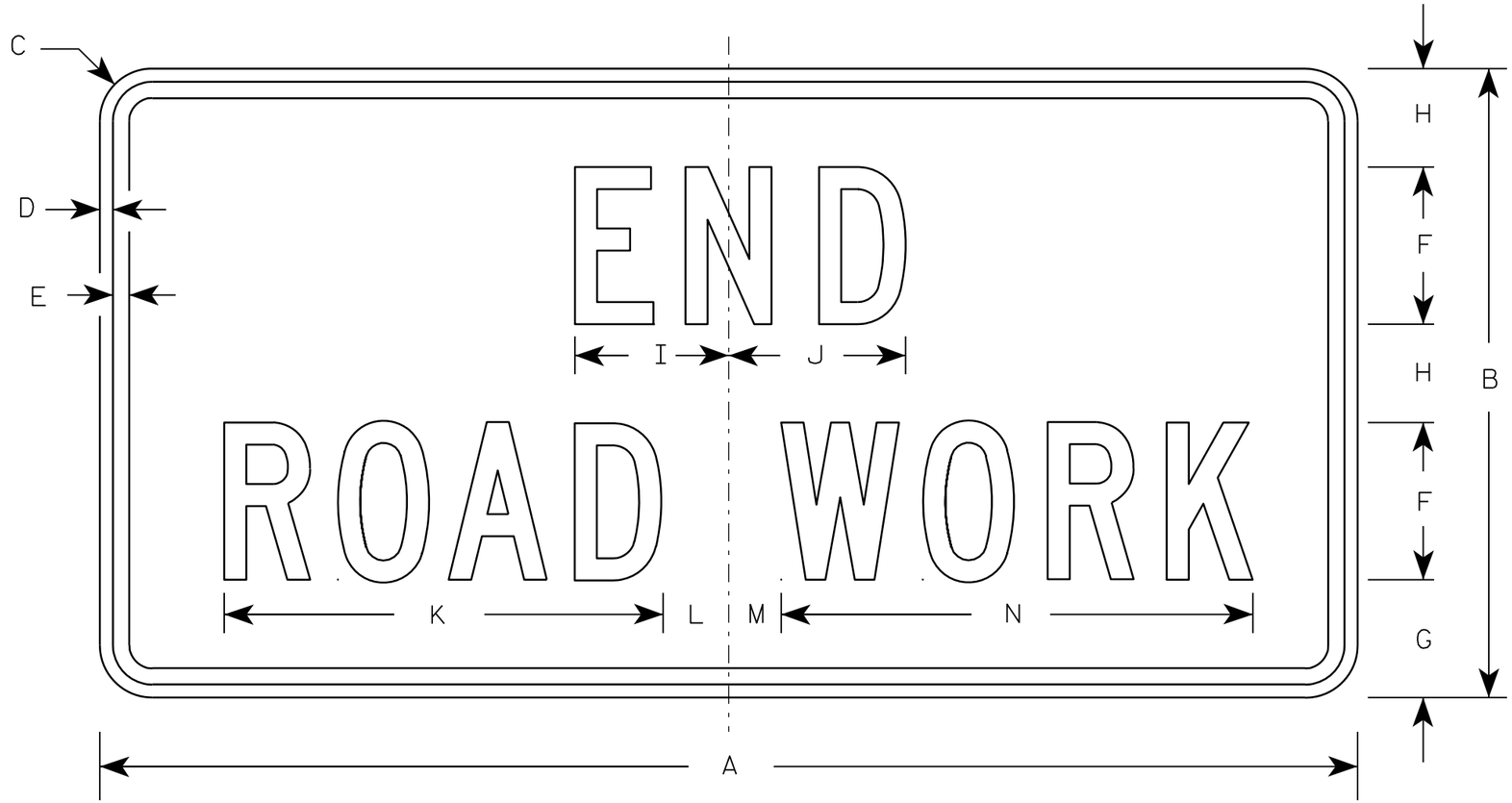
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 174 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

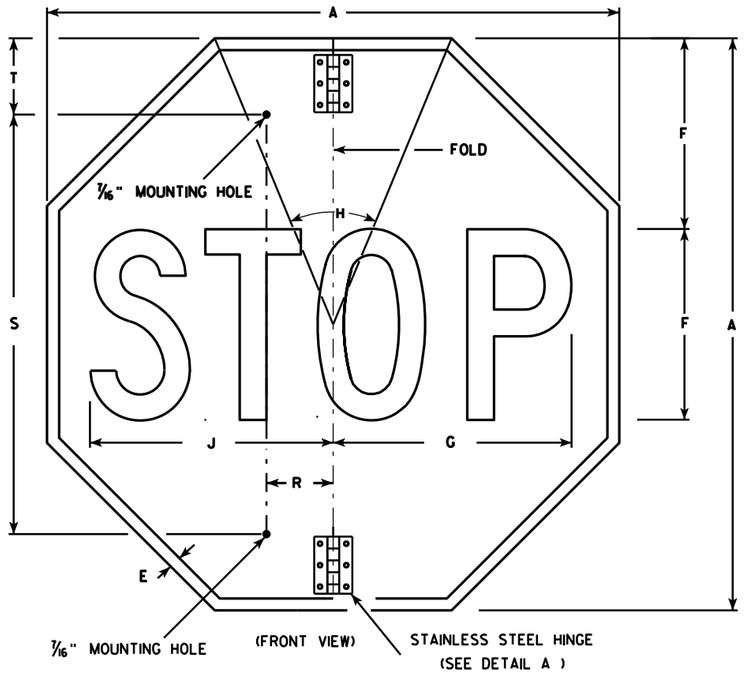
STANDARD SIGN
G20-2A

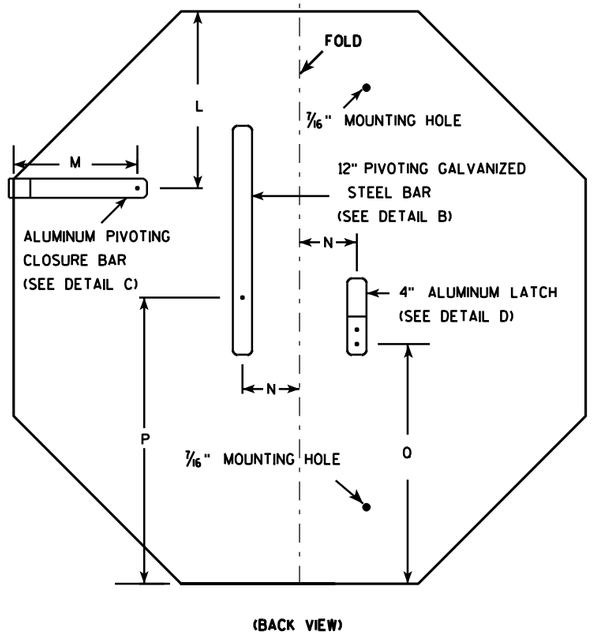
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

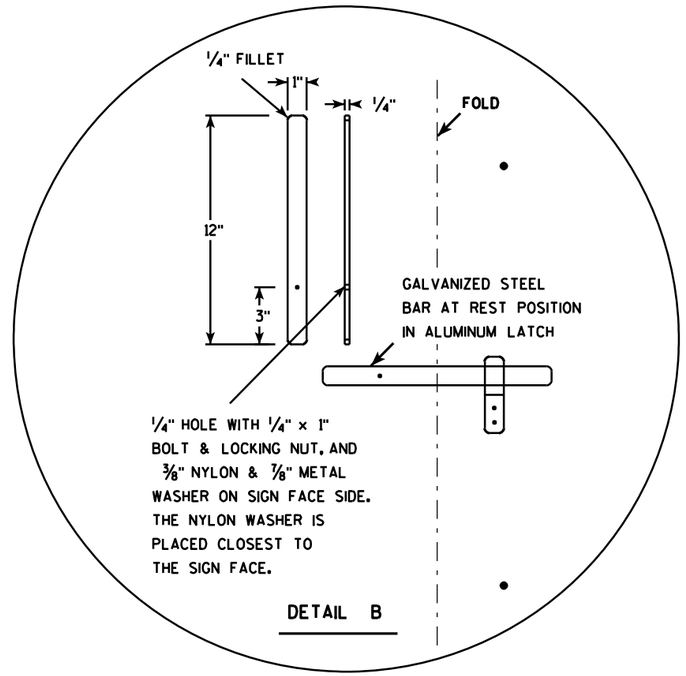
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 175	E

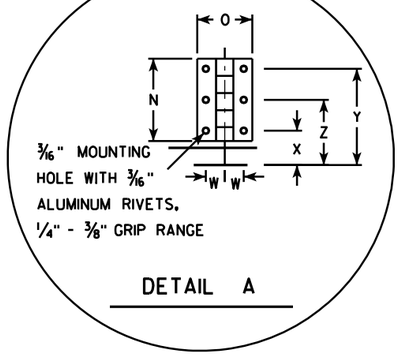


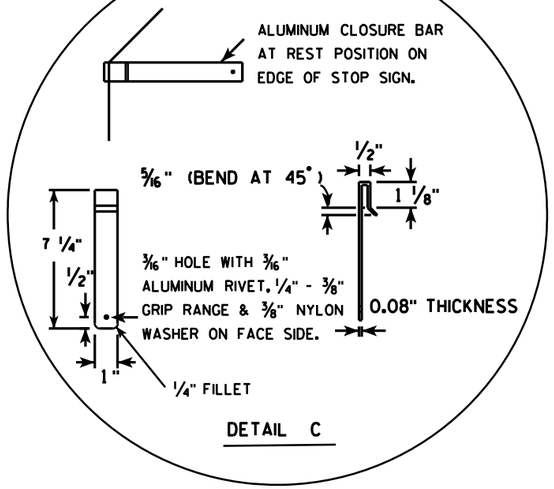


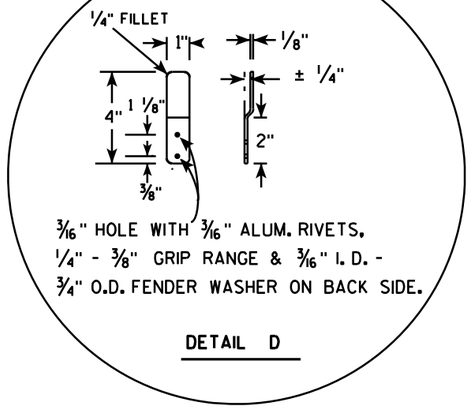
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

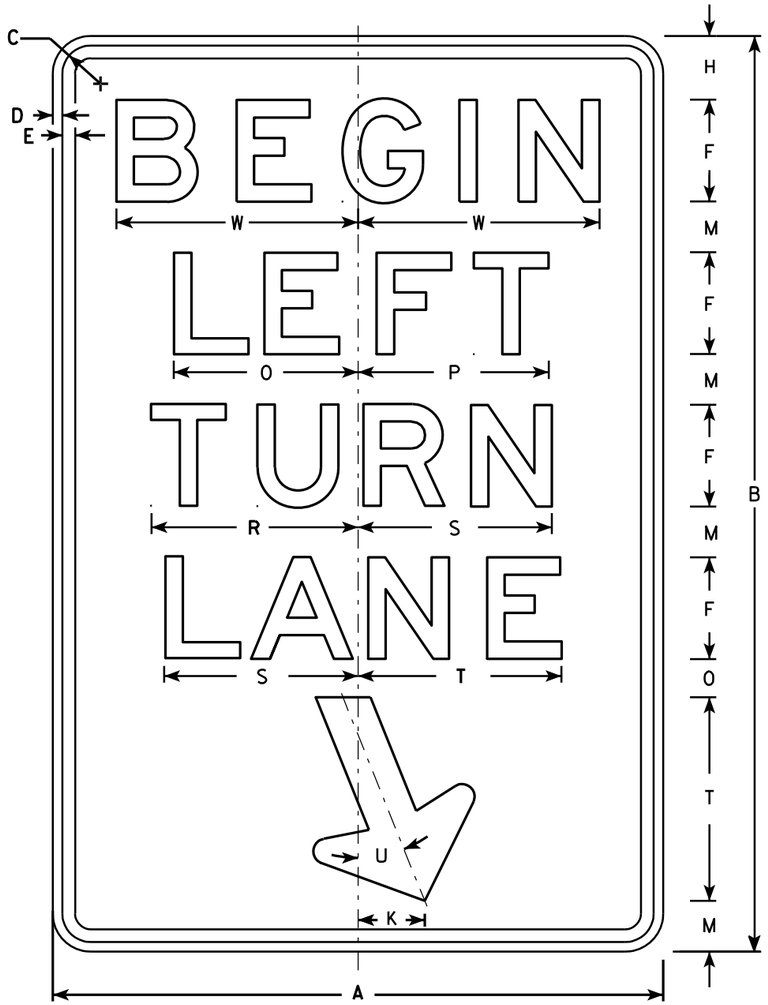
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

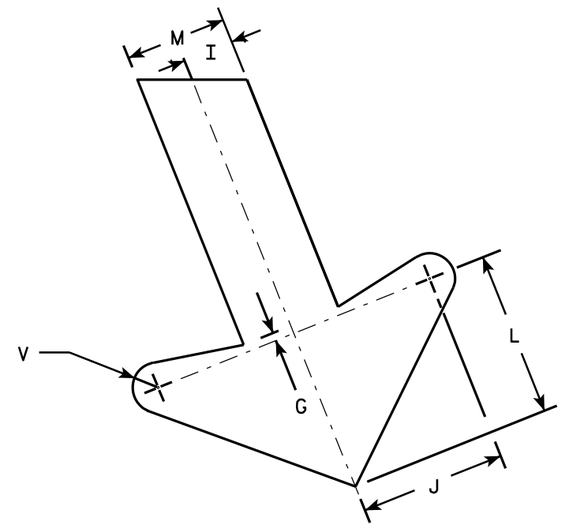
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 176 | E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

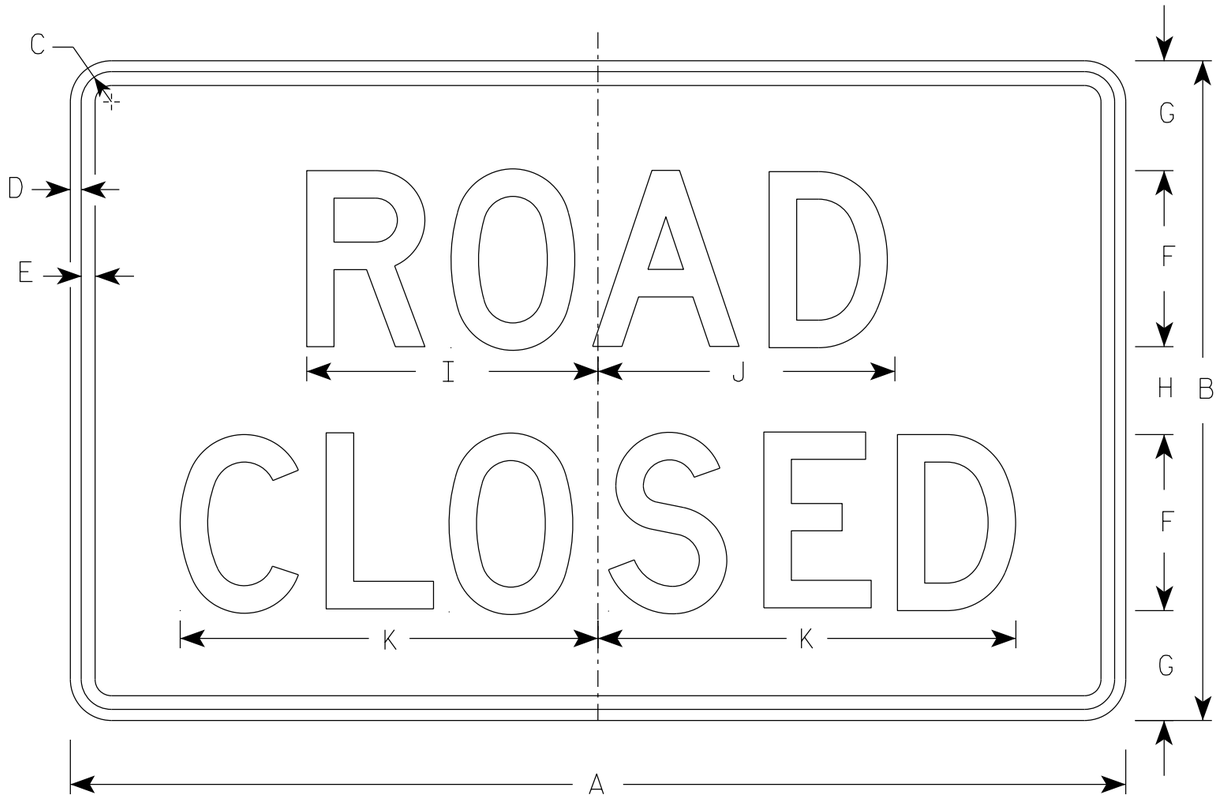
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

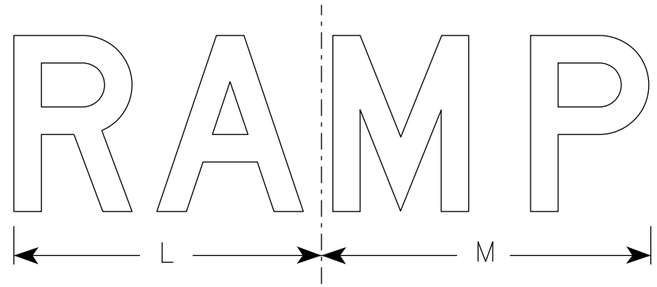
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 177 | E



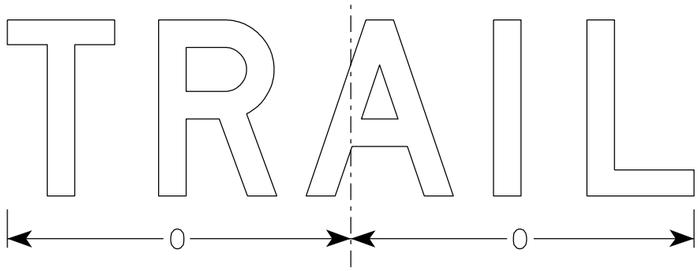
R11-2

NOTES

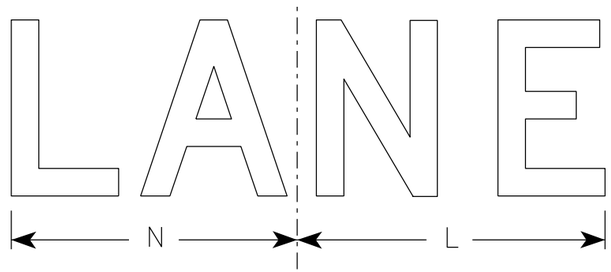
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

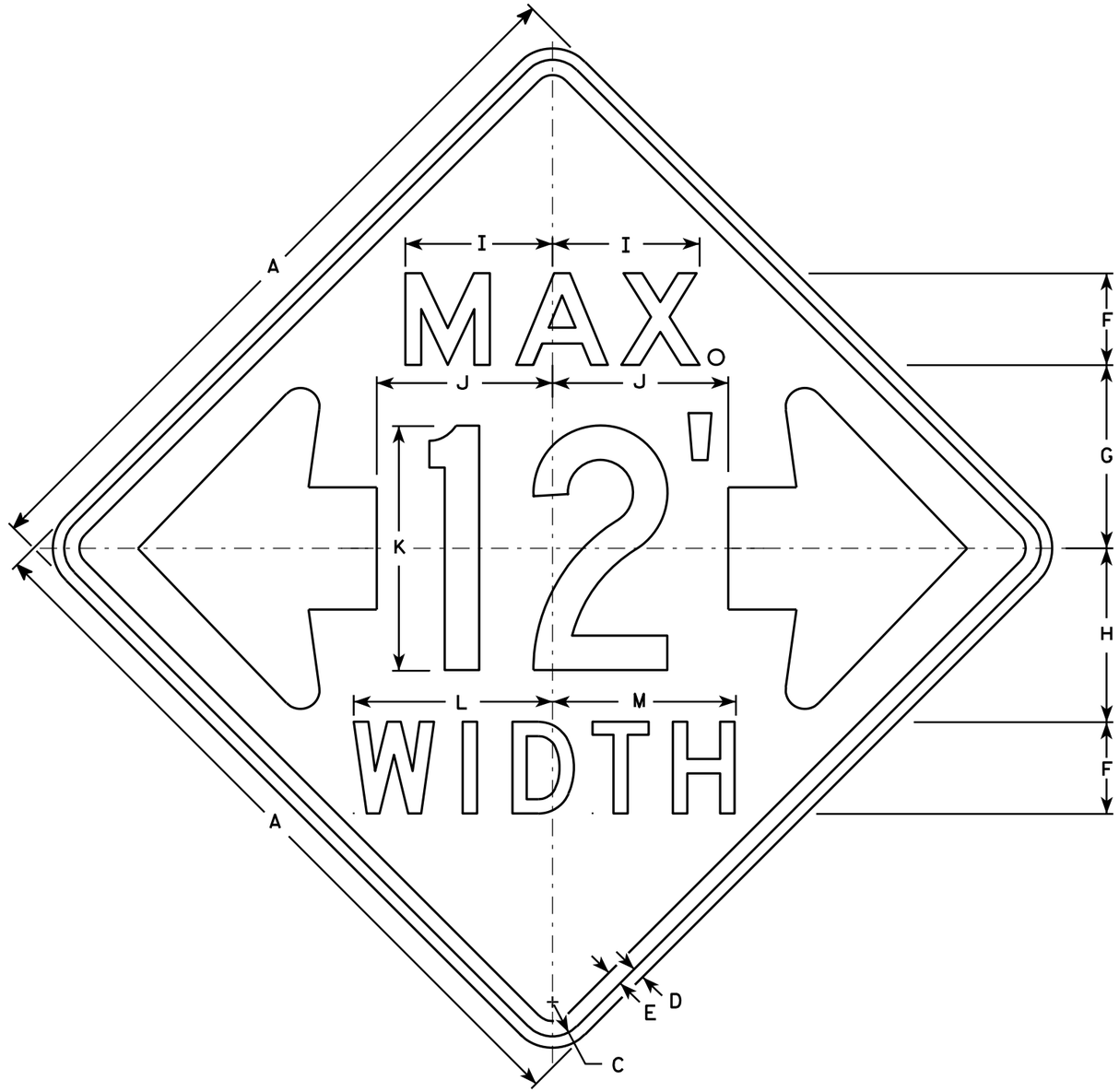
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 29-MAR 2021 8:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

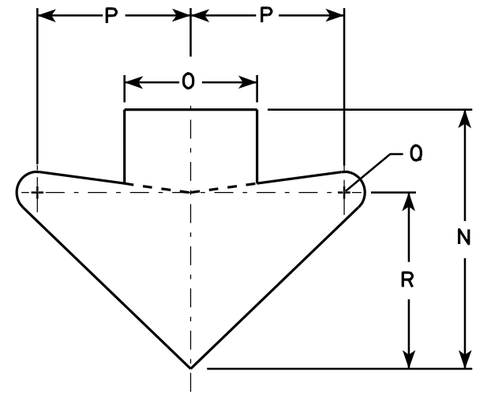
7



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

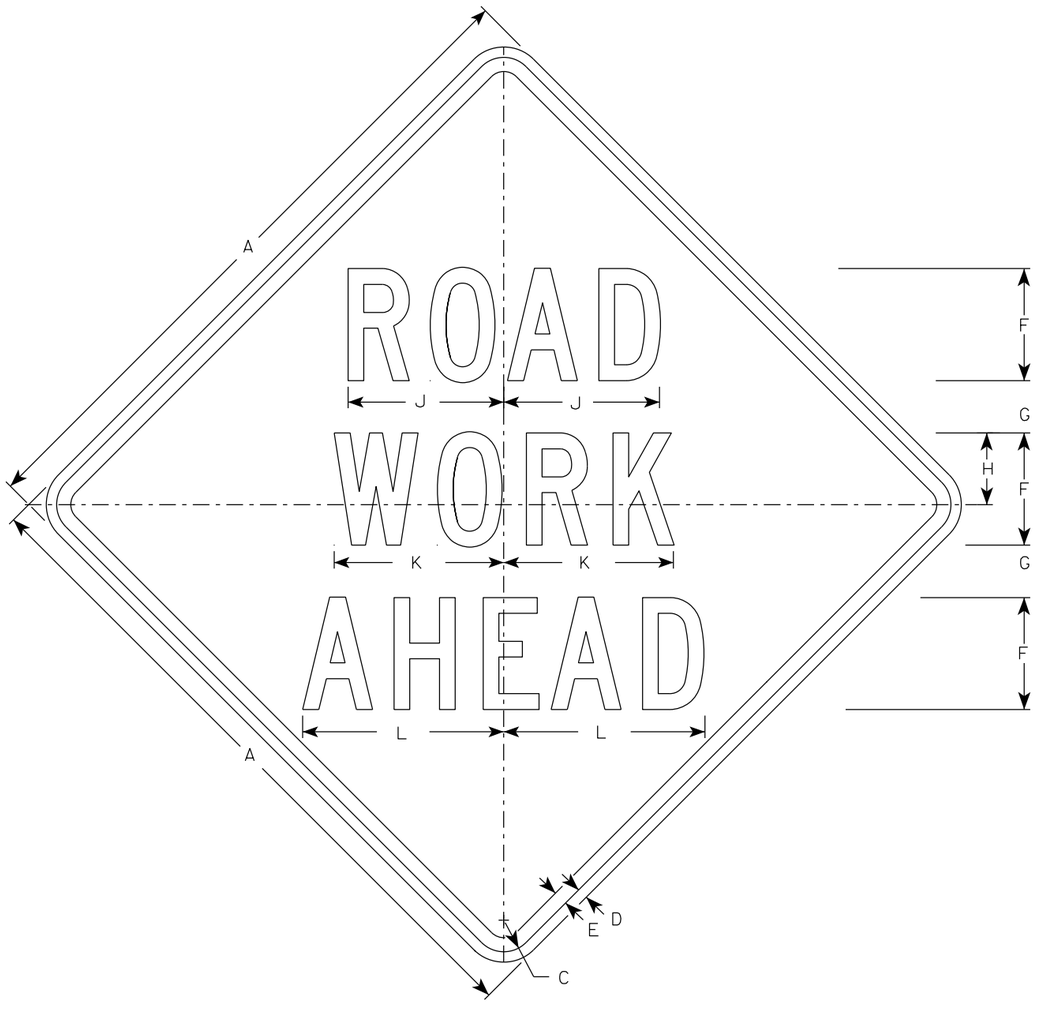
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

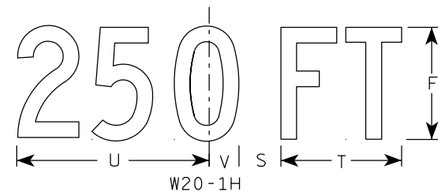
DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 179 | E

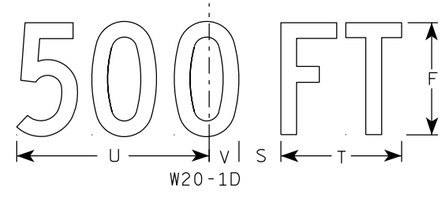
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



W20-1A

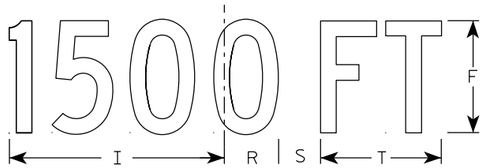


W20-1H



W20-1D

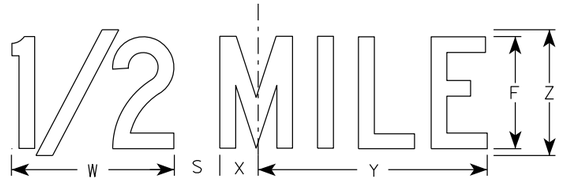
W20-1C



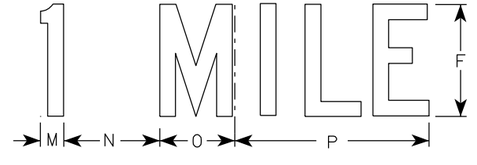
W20-1B

NOTES

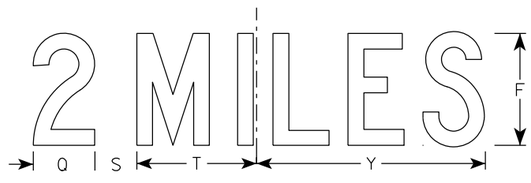
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

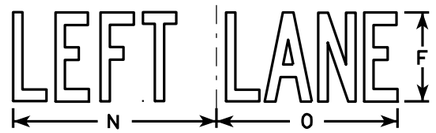
WISDOT/CADDS SHEET 42

7

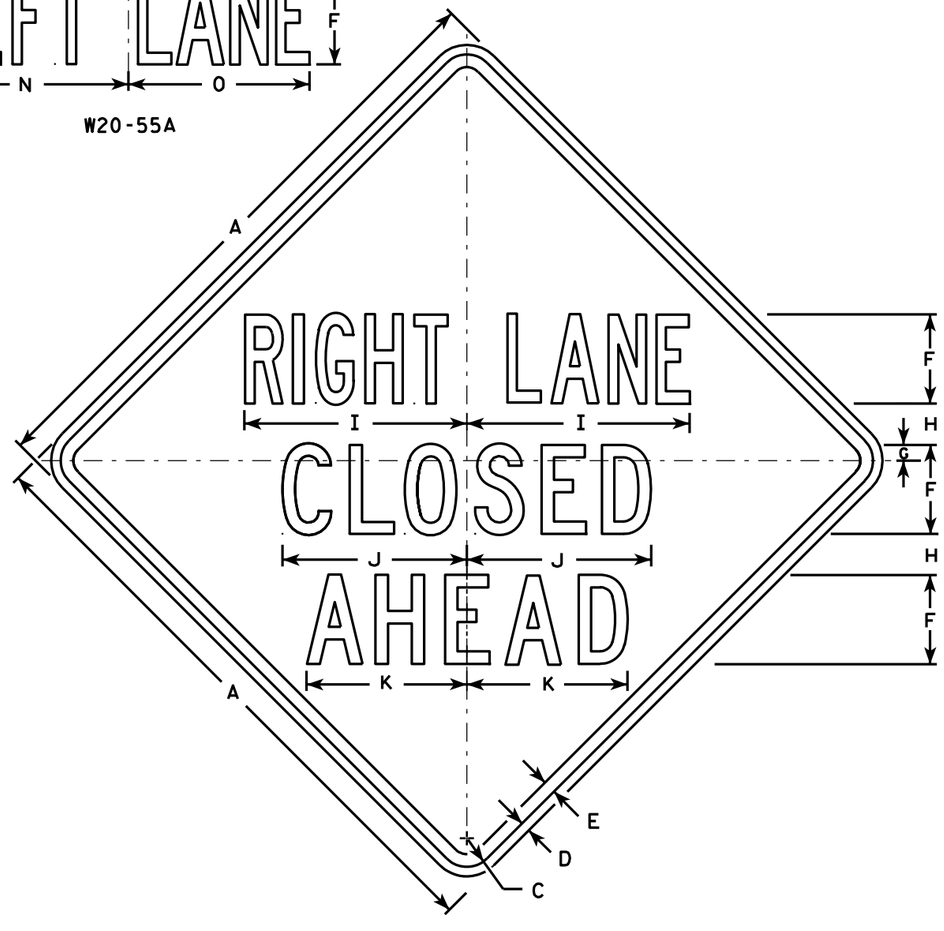
7



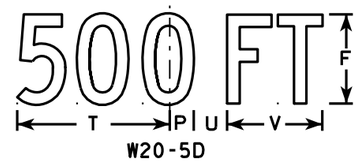
W20-56A



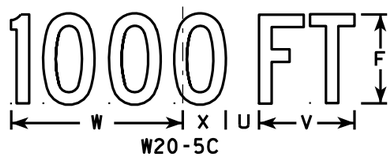
W20-55A



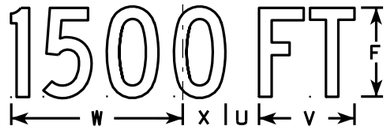
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

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

WISCONSIN DEPT OF TRANSPORTATION

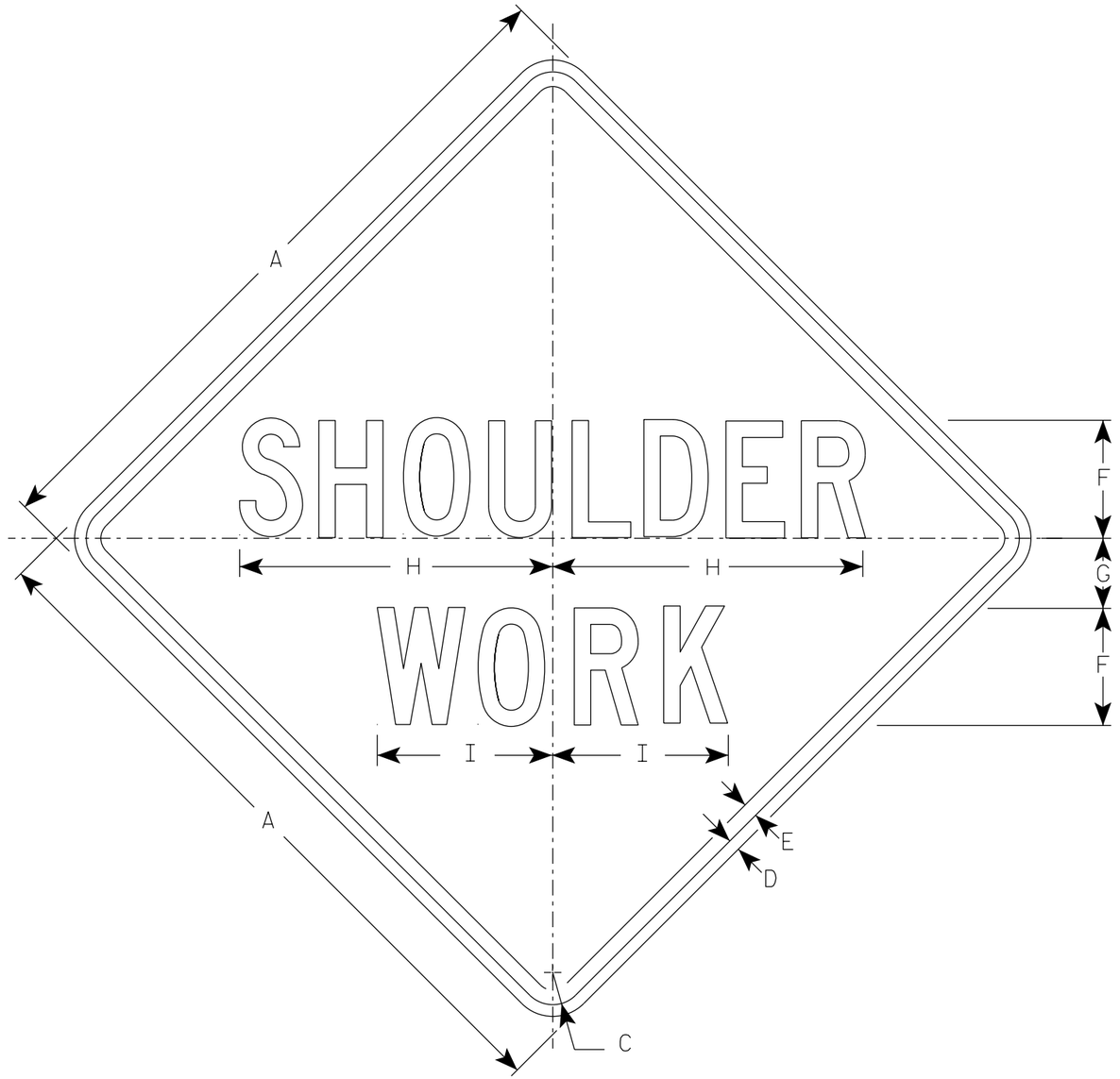
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 181 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W21-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

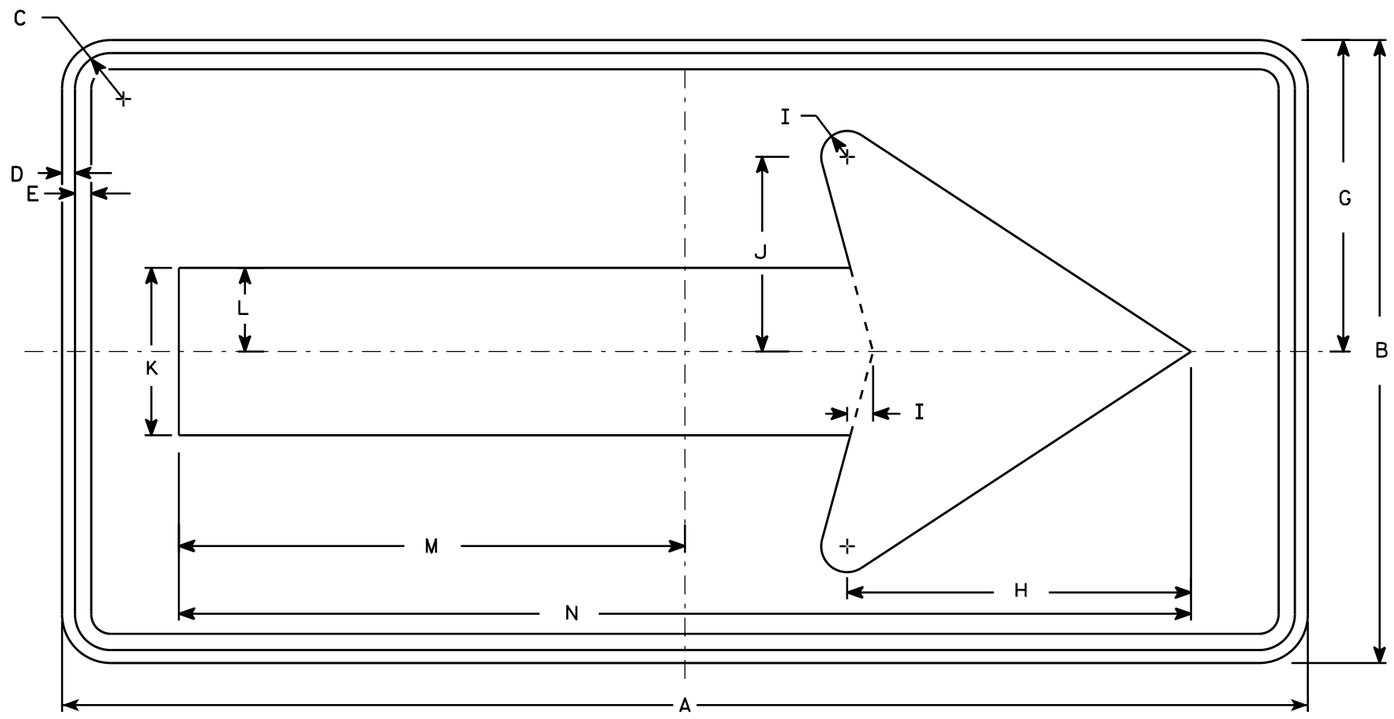
STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/30/2020 PLATE NO. W21-5.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 182	E



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

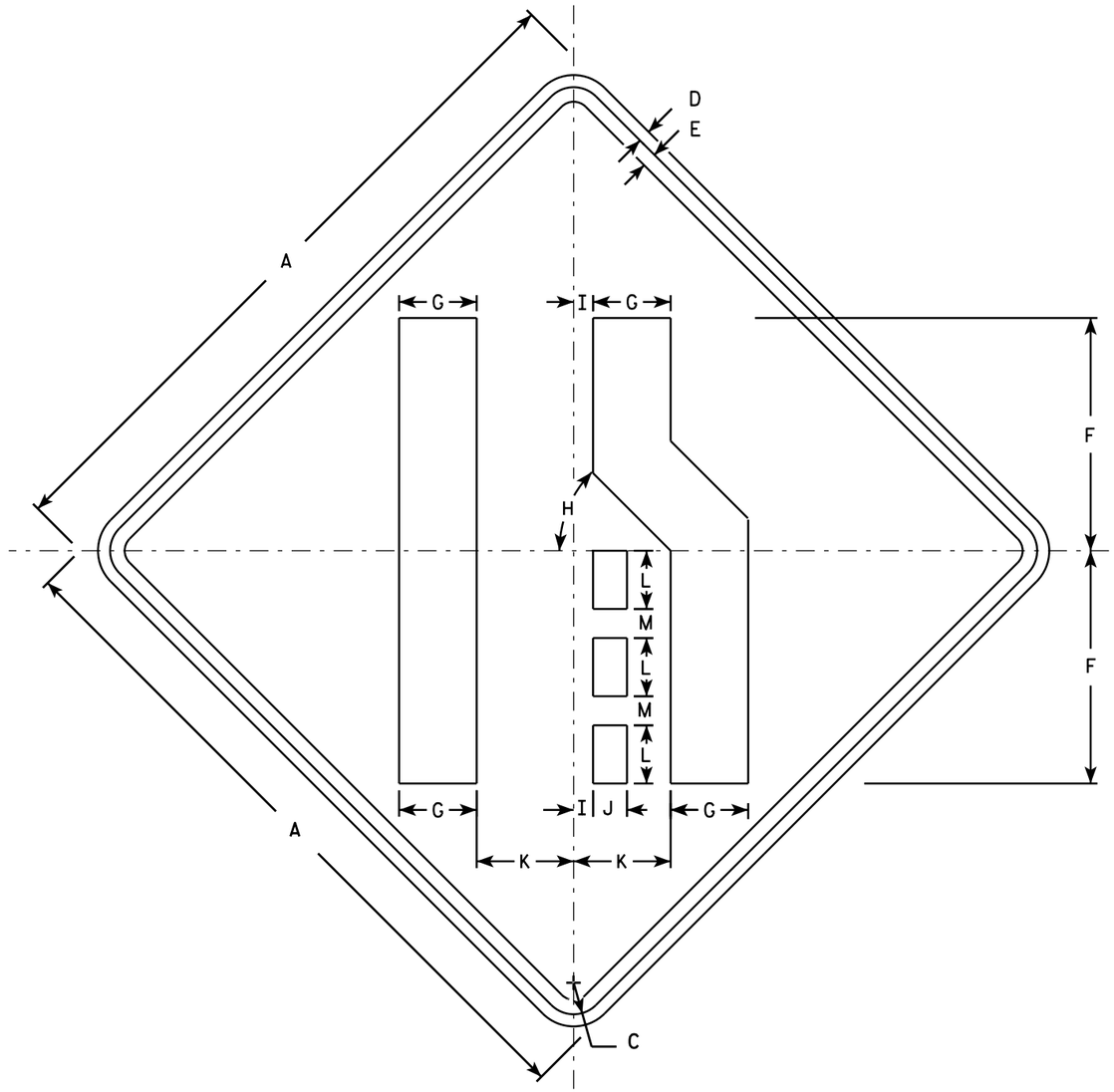
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 184 W04-2.1

PROJECT NO: | SHEET NO: E

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

EAU

NOVEMBER 2023

PROJECT ID: 8220-00-76

WITH: 1610-01-76

COUNTY: TAYLOR

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 = 172



36

N

DESIGN DESIGNATION 8220-00-06

A.A.D.T.	2023	=	13,340
A.A.D.T.	2043	=	15,120
D.H.V.		=	13,518
D.D.		=	0.5
T.		=	9.4%
DESIGN SPEED		=	30 MPH
ESALS		=	3,020,000

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

STATE HIGHWAY REHABILITATION-MAINTENANCE PROJECT

GILMAN - MEDFORD

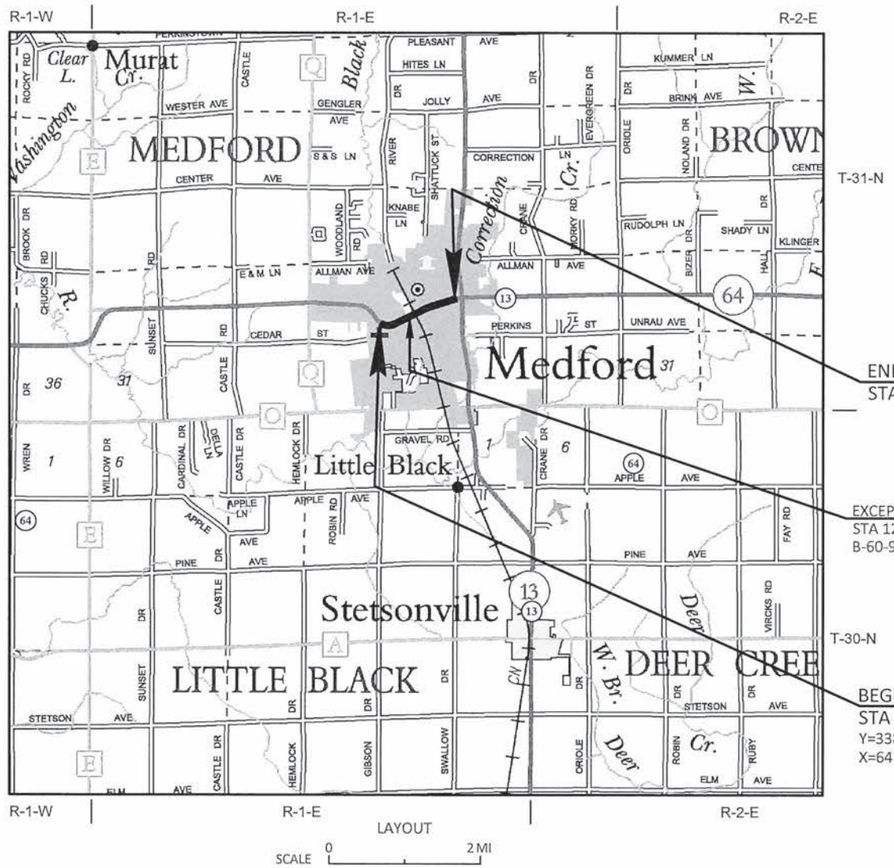
NATIONAL AVENUE TO STH 13

STH 64

TAYLOR COUNTY

STATE PROJECT NUMBER
8220-00-76

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8220-00-76	WISC 2024050	1



END PROJECT
STA 160+00

EXCEPTION TO NET C/L LENGTH
STA 121+64 TO STA 122+28
B-60-922

BEGIN PROJECT
STA 100+50
Y=338,665.767
X=647,034.660

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 1.115 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), TAYLOR 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 WI-12A.

ORIGINAL PLANS PREPARED BY

SEH
Building a Better World for All of Us

Short Elliott Hendrickson Inc.
10 North Bridge Street
Chippewa Falls, WI 54729-2550
715.720.6200 main | 888.908.8166 fax
800.472.5881 toll free | www.sehinc.com

WISCONSIN PROFESSIONAL ENGINEER
JOSHUA M. WOLLER
E-42424-6
FITCHBURG
WI

07-26-2023 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CBS SQUARED
Designer	SEH
Project Manager	
Regional Examiner	NW REGION
Regional Supervisor	

APPROVED FOR THE DEPARTMENT

Digitally signed by Tyson Pelkofer
DN: C=US, E=Tyson.pelkofer@dot.dot.gov, O=DOT, OU=Tyson Pelkofer
Date: 2023.08.01 08:56:14-05'00'

Tyson Pelkofer

DATE: _____ (Signature)

E

STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AC	ACRE
AGG	AGGREGATE
AECPRC	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
AECPCS	APRON ENDWALL FOR CULVERT PIPE CORRUGATED STEEL
ASPH	ASPHALTIC
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
BF	BACK FACE
BM	BENCH MARK
BR	BRIDGE
CE	COMMERCIAL ENTRANCE
C/L	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
COB	CENTER OF BARRIER
CONC	CONCRETE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CR	CREEK
CY	CUBIC YARD
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DISCH	DISCHARGE
DG	DITCH GRADE
DWY	DRIVEWAY
X	EAST GRID COORDINATE
EAT	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
EOR	END POINT OF RADIUS
EL	ELEVATION
ENT	ENTRANCE
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FC	FACE OF CURB
FF	FACE TO FACE
FERT	FERTILIZE
FE	FIELD ENTRANCE
FL	FLOW LINE
FO	FIBER OPTIC
CWT	HUNDREDWEIGHT
HYD	HYDRANT
ID	INSIDE DIAMETER
INV	INVERT
IP	IRON PIPE ON PIN
LHF	LEFT-HAND FORWARD
L	LENGTH OF CURVE
LF	LINEAR FOOT
LC	LONG CHORD OF CURVE
LS	LUMP SUM
MH	MANHOLE
MOR	MID POINT OF RADIUS
NC	NORMAL CROWN
NO	NUMBER
OBLIT	OBLITERATE
PAVT	PAVEMENT
PE	PRIVATE ENTRANCE
PVRC	POINT OF VERTICAL REVERSE CURVE
QOR	QUARTER POINT OF RADIUS
R	RADIUS
REQ'D	REQUIRED
RES	RESIDENCE OR RESIDENTIAL
RHF	RIGHT-HAND FORWARD
R/W	RIGHT-OF-WAY
R	RIVER
RDWY	ROADWAY
R/L	REFERENCE LINE
SALV	SALVAGED
SAN	SANITARY SEWER
SF	SQUARE FEET
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SE	SUPERELEVATION RATE
TC	TOP OF CURB
T OR TN	TOWN
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
VAR	VARIABLE
VC	VERTICAL CURVE
Y	NORTH GRID COORDINATE
YD	YARD

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPERANGE (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 = _._ ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = _._ ACRES

DNR AREA LIAISON:

WI DEPT OF NATURAL RESOURCES
DNR NORTHERN REGION HEADQUARTERS
107 SUTLIFF
RHINELANDER, WI 54501
TELEPHONE: 715.365.8916
ATTENTION: WENDY HENNIGES
EMAIL: WENDY.HENNIGES@WISCONSIN.GOV

WISDOT CONTACT:

WISCONSIN DEPARTMENT OF TRANSPORTATION
NORTHWEST REGION, EAU CLAIRE OFFICE
718 W. CLAIREMONT AVE.
EAU CLAIRE, WI 54701
TELEPHONE: 715.340.9495
ATTENTION: TYSON PELKOFER
EMAIL: TYSON.PELKOFER@DOT.WI.GOV

DESIGN CONTACT:

SHORT ELLIOTT HENDRICKSON INC.
10 NORTH BRIDGE STREET
CHIPPEWA FALLS, WI 54729-2550
TELEPHONE: 715.720.6291
ATTENTION: TARA KRISTA
EMAIL: TKRISTA@SEHINC.COM

UTILITY CONTACT LIST:

JESSE GRUNY
SPECTRUM - COMMUNICATION LINE
5143 CTH E
MEDFORD, WI 54451
(715) 651-5605
JESSE.GRUNY@CHARTER.COM

JOE HARRIS
CITY OF MEDFORD - SEWER
639 S SECOND STREET
MEDFORD, WI 54451
(715) 748-1187
JHARRIS@MEDFORDWI.US

JOE HARRIS
CITY OF MEDFORD - WATER
639 S SECOND STREET
MEDFORD, WI 54451
(715) 748-1187
JHARRIS@MEDFORDWI.US

SPENCER TIETRA
MEDFORD ELECTRIC UTILITY - ELECTRICITY
639 S SECOND ST
MEDFORD, WI 54451
(715) 748-1501
STIETRA@MEDFORDWI.US

DONALD DIETSCH
WE ENERGIES - GAS/PETROLEUM
104 W SOUTH STREET
RICE LAKE, WI 54868
234-9604
DON.DIETSCH@WE-ENERGIES.COM
24 HOUR GAS DISPATCH 1-800-261-5325

ROD HEINZ
TDS TELECOM - COMMUNICATION LINE
211 W 3RD STREET
NECEDAH, WI 54646
(608) 664-4971
ROD.HEINZ@TDSTELECOM.COM

NATHAN DEAL
WANRACK LLC - COMMUNICATION LINE
4550 W 109TH STREET, SUITE 115
OVERLAND PARK, KS 66211
(816) 605-0629
NATHAN.DEAL@WANRACK.COM

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

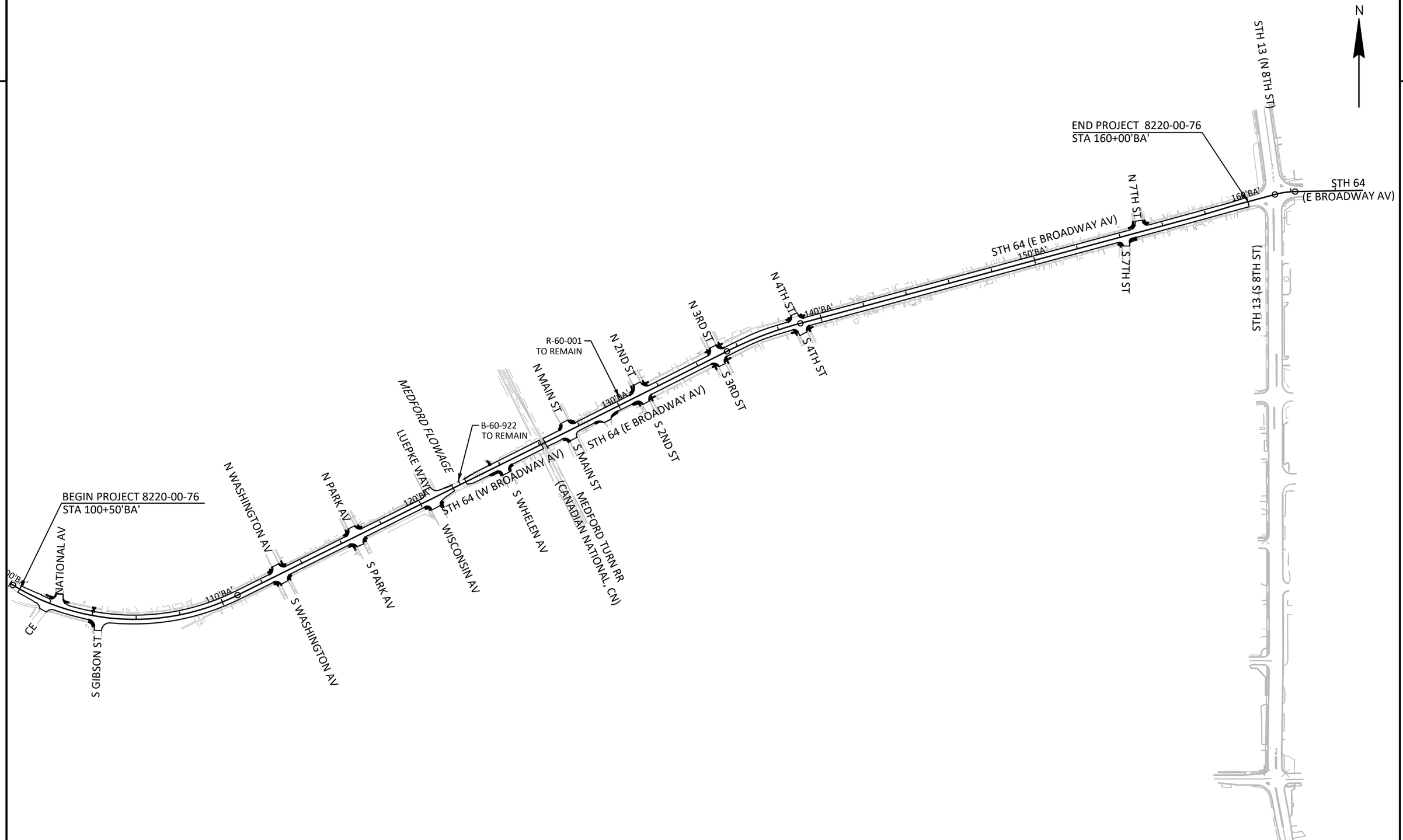
GENERAL NOTES:

1. NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
3. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
4. WETLANDS, WATERWAYS, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIALS NEAR THESE SITES UNLESS APPROVED BY THE ENGINEER.
5. TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
6. REMOVAL OF EROSION CONTROL DEVICES IS INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.
7. THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
8. ASPHALTIC AND CONCRETE SURFACES SHALL BE SAW CUT AT THE MATCH LINE AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.
9. DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SALVAGED TOPSOILED, FERTILIZED, SEEDED AND MULCHED.
10. FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.
11. A CONVERSION FACTOR OF 2.0 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR BASE AGGREGATE DENSE.
12. APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED SURFACE AND 0.05 GA/SY BETWEEN LAYERS OF HMA PAVEMENT.
13. HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
14. THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN AND TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

ORDER OF SHEETS - SECTION 2:

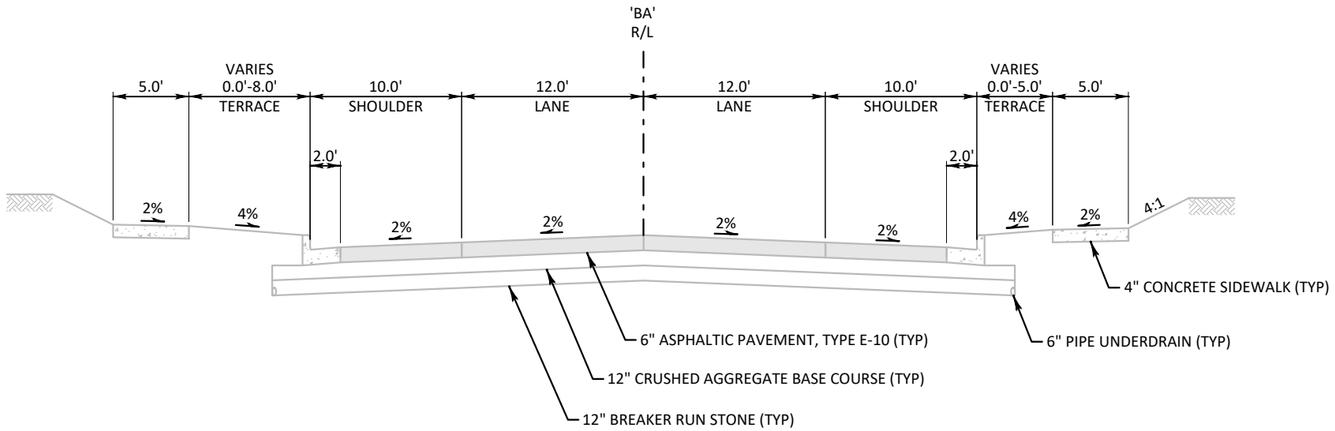
GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP DETAILS
PAVEMENT MARKING & PERM SIGNING PLAN
TRAFFIC CONTROL DETAILS

2



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	PROJECT OVERVIEW	SHEET 3 E

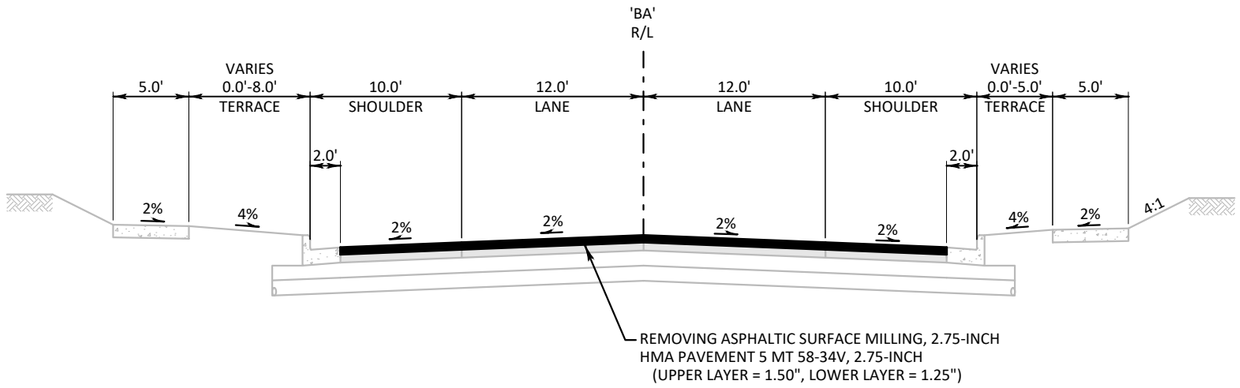
2



TYPICAL EXISTING SECTION

STH 64 (BROADWAY AVE)

STA 100+50'BA' TO STA 160+00'BA'



TYPICAL FINISHED SECTION

STH 64 (BROADWAY AVE)

STA 100+50'BA' TO STA 160+00'BA'

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	PLAN: TYPICAL SECTIONS	SHEET 4	E

NOTE:
SEE PAVEMENT MARKING & PERMANENT SIGNING DETAIL SHEETS FOR RAILROAD CROSSING MARKINGS AND SIGNAGE DETAILS FOR STH 64.

RR RIGHT-OF-WAY

RR RIGHT-OF-WAY

R/L FV&LS RAILROAD

EXISTING AND PROPOSED BUILDING (RR BUNGALOW)

MEDFORD ELECTRIC - ELEC

MEDFORD ELECTRIC - ELEC

WANRACK LLC - FO
WANRACK LLC - COM
(NOT FIELD LOCATED)

TDS TELECOM - COM

CITY OF MEDFORD - WATER

EXISTING RR SIGNALS

END CROWN TRANSITION
STA 126+27
(MATCH RR TRACK PLANE)

1.8'

MARKING RAILROAD CROSSING EPOXY
(SEE PAVEMENT MARKING DETAILS)

21'

END CROWN TRANSITION
STA 126+08
(MATCH RR TRACK PLANE)

125'BA'

126 BA'

12'

12'

127'BA'

21'

BEGIN CROWN TRANSITION
STA 125+72
(NORMAL CROWN)

21'

BEGIN CROWN TRANSITION
STA 126+63
(NORMAL CROWN)

21'

MARKING RAILROAD CROSSING EPOXY
(SEE PAVEMENT MARKING DETAILS)

2.7'

EXISTING RR SIGNALS

WE ENERGIES - GAS

FV&LS RAILROAD

RR RIGHT-OF-WAY

RR RIGHT-OF-WAY

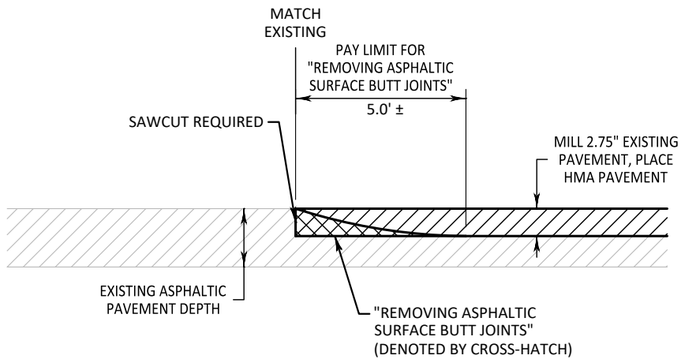
DETECTABLE WARNING FIELD REQ'D
SAWCUT REQ'D

MEDFORD ELECTRIC - ELEC
SPECTRUM (ON MEDFORD
ELECTRIC POLES)

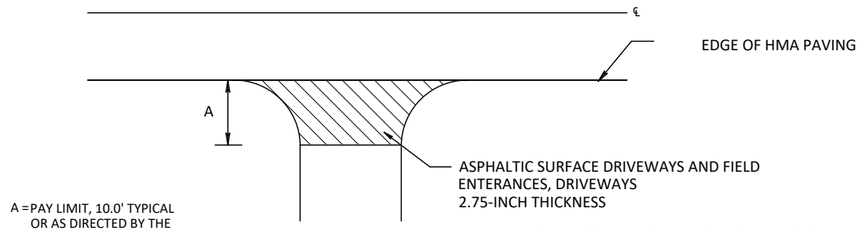
N MAIN ST

S MAIN ST

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CONSTRUCTION DETAILS - RAILROAD CROSSING	SHEET 5 E



BUTT JOINT TO MATCH EXISTING
(NO PROFILE CHANGE)



PAYMENT INCLUDES SHAPING OF EXISTING SURFACES.

ANY ADDITIONAL BASE AGG. DENSE REQ'D SHALL BE PAID UNDER ITEM - "BASE AGGREGATE DENSE 3/4-INCH".

RURAL DRIVEWAY ASPHALTIC (PE/CE)

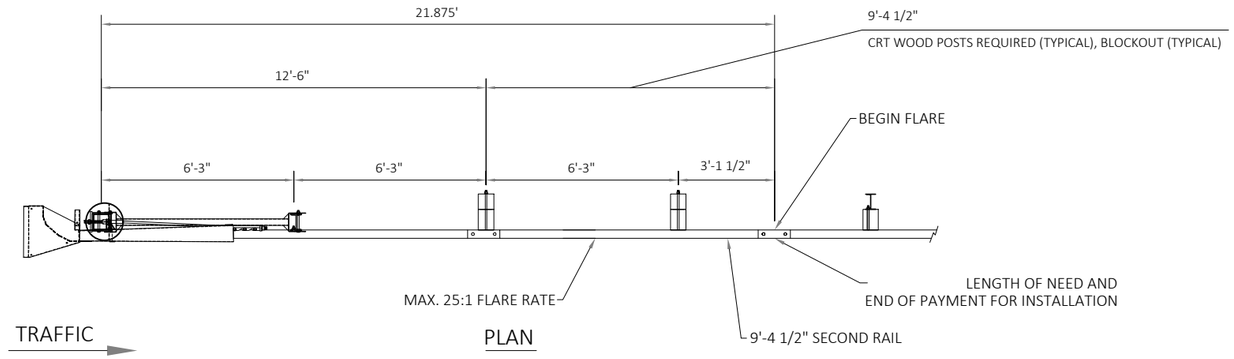
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PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CONSTRUCTION DETAILS	SHEET 6	E

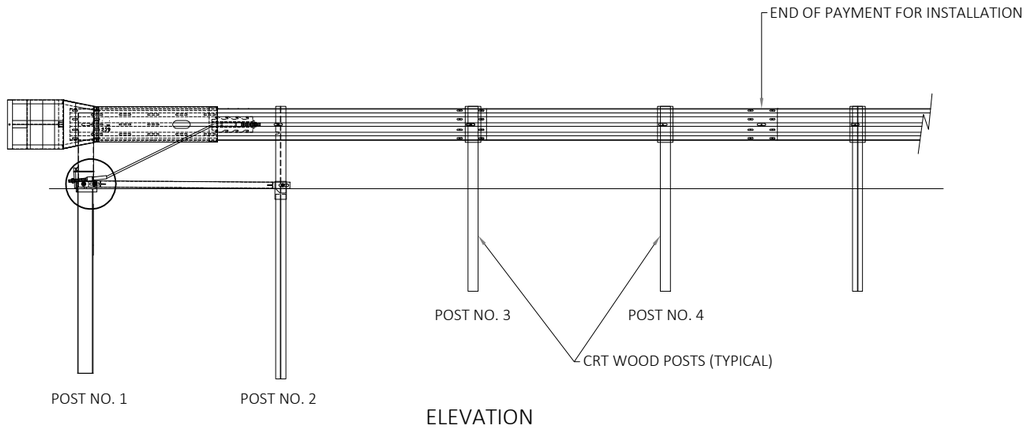
FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021001-CD (CONSTRUCTION DETAILS).DWG PLOT DATE : 7/27/2023 10:51 AM PLOT BY : SEH LAYOUT NAME : 01 PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

SEE "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL" STANDARD DETAIL
DRAWING AND MANUFACTURER DRAWINGS FOR MORE DETAILS

2



PLAN



ELEVATION

MSKT SP-MGS TL-2 TERMINAL

STA 121+26 - STA 121+48 (B-60-922)
STA 122+43 - STA 122+65 (B-60-922)

2

GENERAL NOTES

1. POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.
2. 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.
3. TOLERANCE FOR TOP OF W-BEAM RAIL IS + 1".

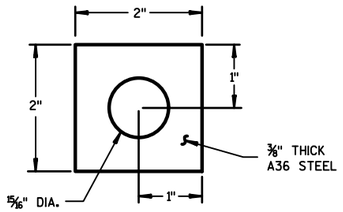
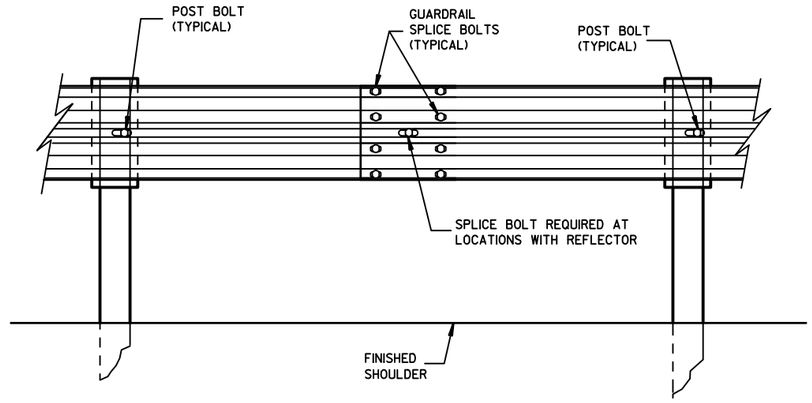
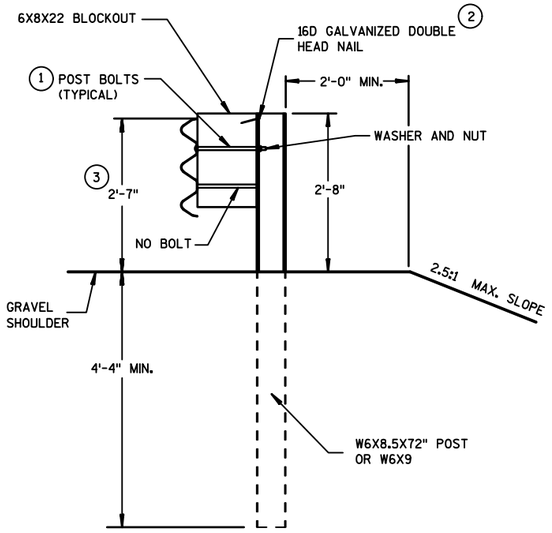


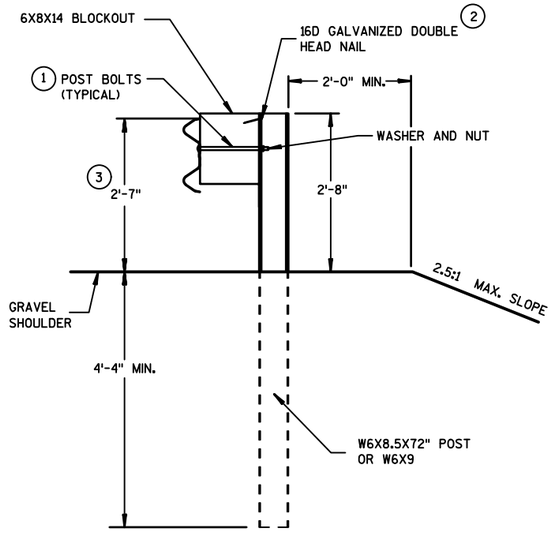
PLATE WASHER DETAIL



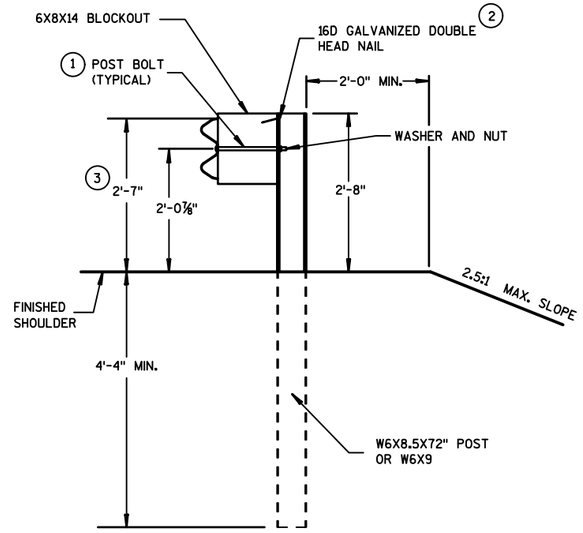
SPLICE DETAIL



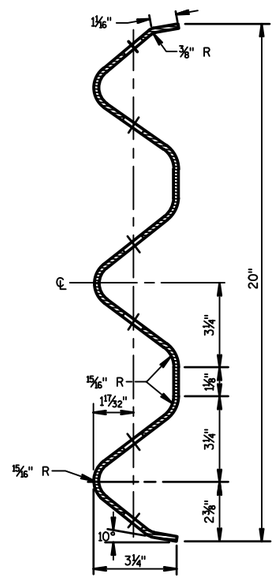
SECTION A–A
POST 1



SECTION B–B
POST 2



SECTION C–C
POSTS 3–4

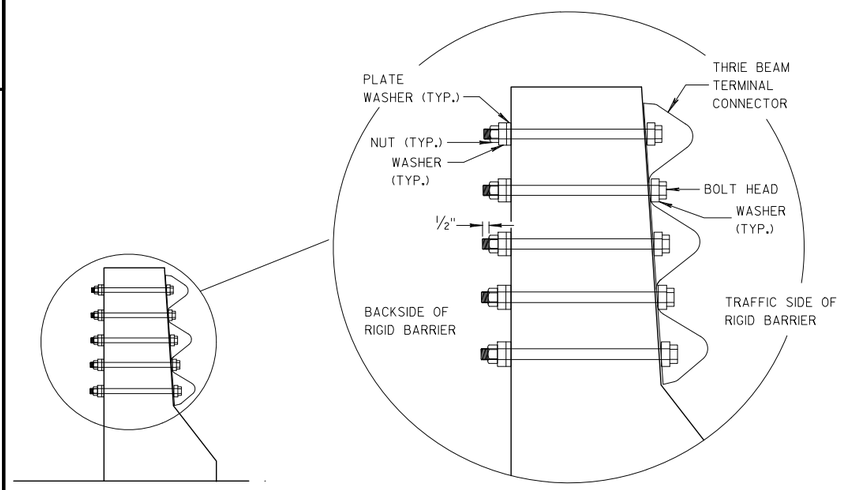


SECTION THRU THRIE
BEAM RAIL ELEMENT

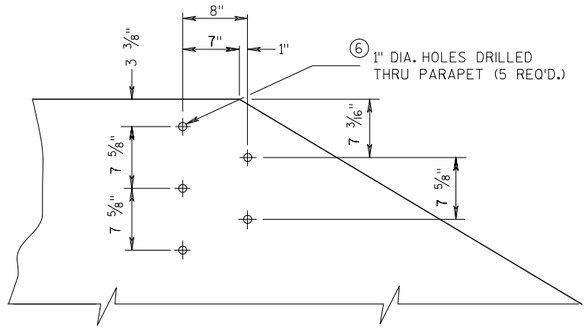
MGS THRIE BEAM TRANSITION TL–2

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CONSTRUCTION DETAILS	SHEET 8	E

2



SECTION I-I



DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION

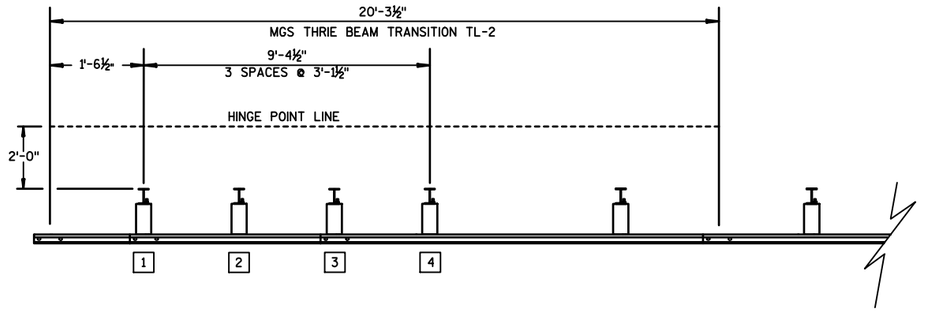
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

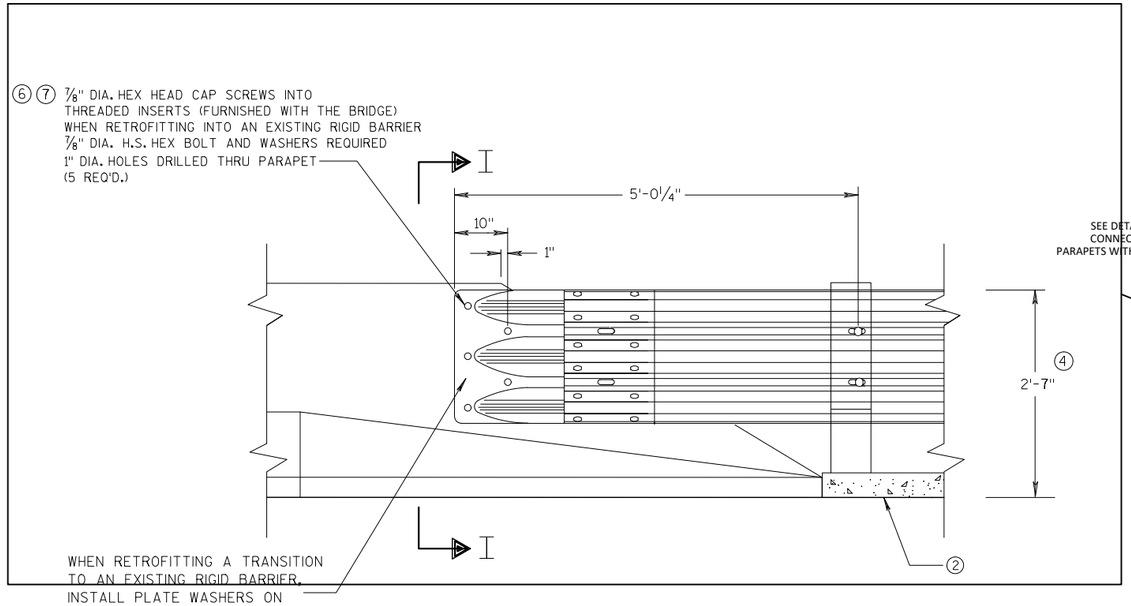
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

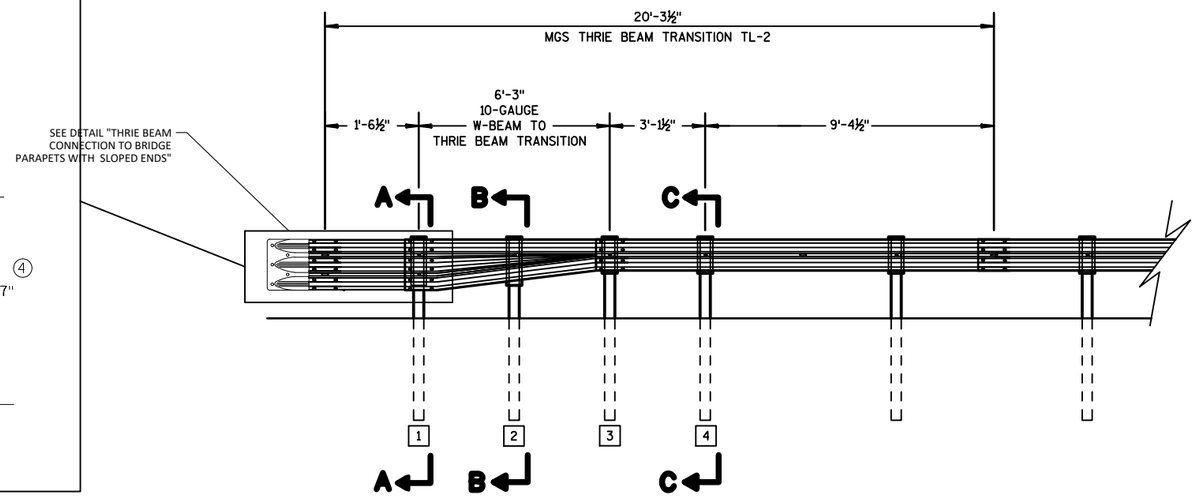
⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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 ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



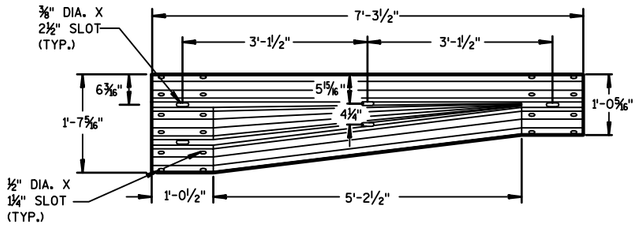
PLAN VIEW



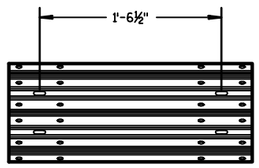


ELEVATION VIEW

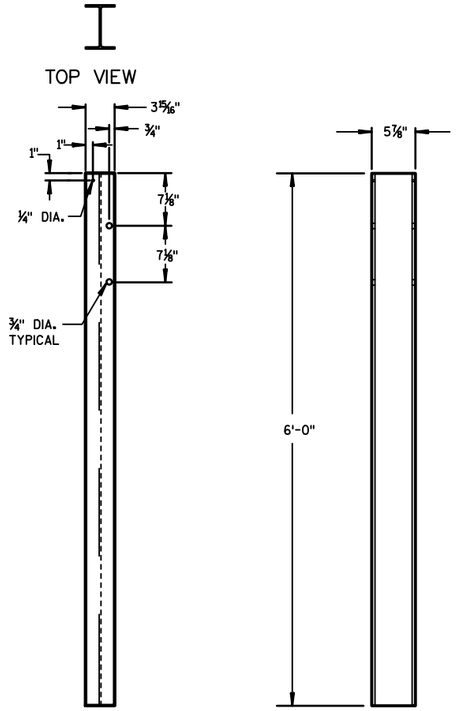
MGS THRIE BEAM TRANSITION TL-2



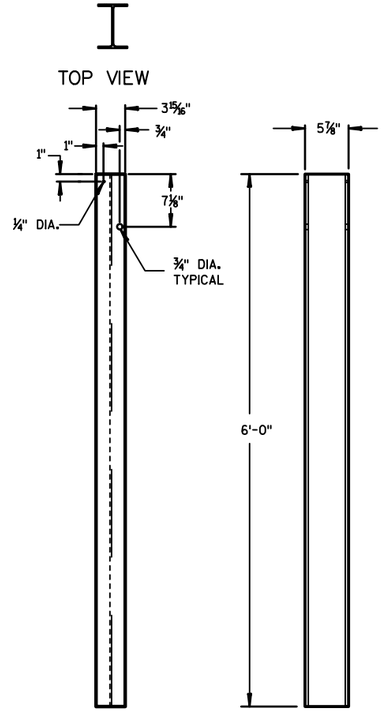
10 GAUGE W–BEAM TO THRIE BEAM TRANSITION SECTION



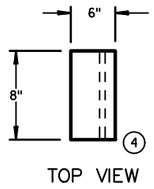
10 GAUGE THRIE BEAM SECTION

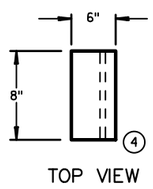


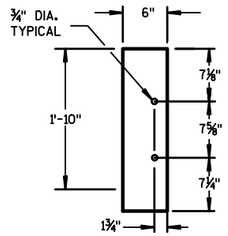
STEEL POSTS 1–2

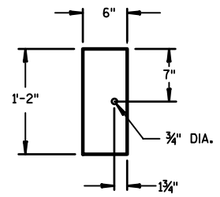


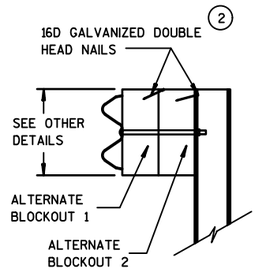
STEEL POSTS 3–4

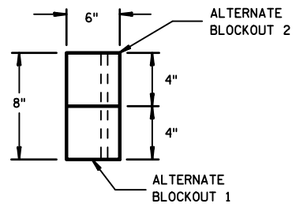












ALTERNATE WOOD BLOCKOUT DETAIL

GENERAL NOTES

STEEL POSTS ARE W6X8.5 OR W6X9.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

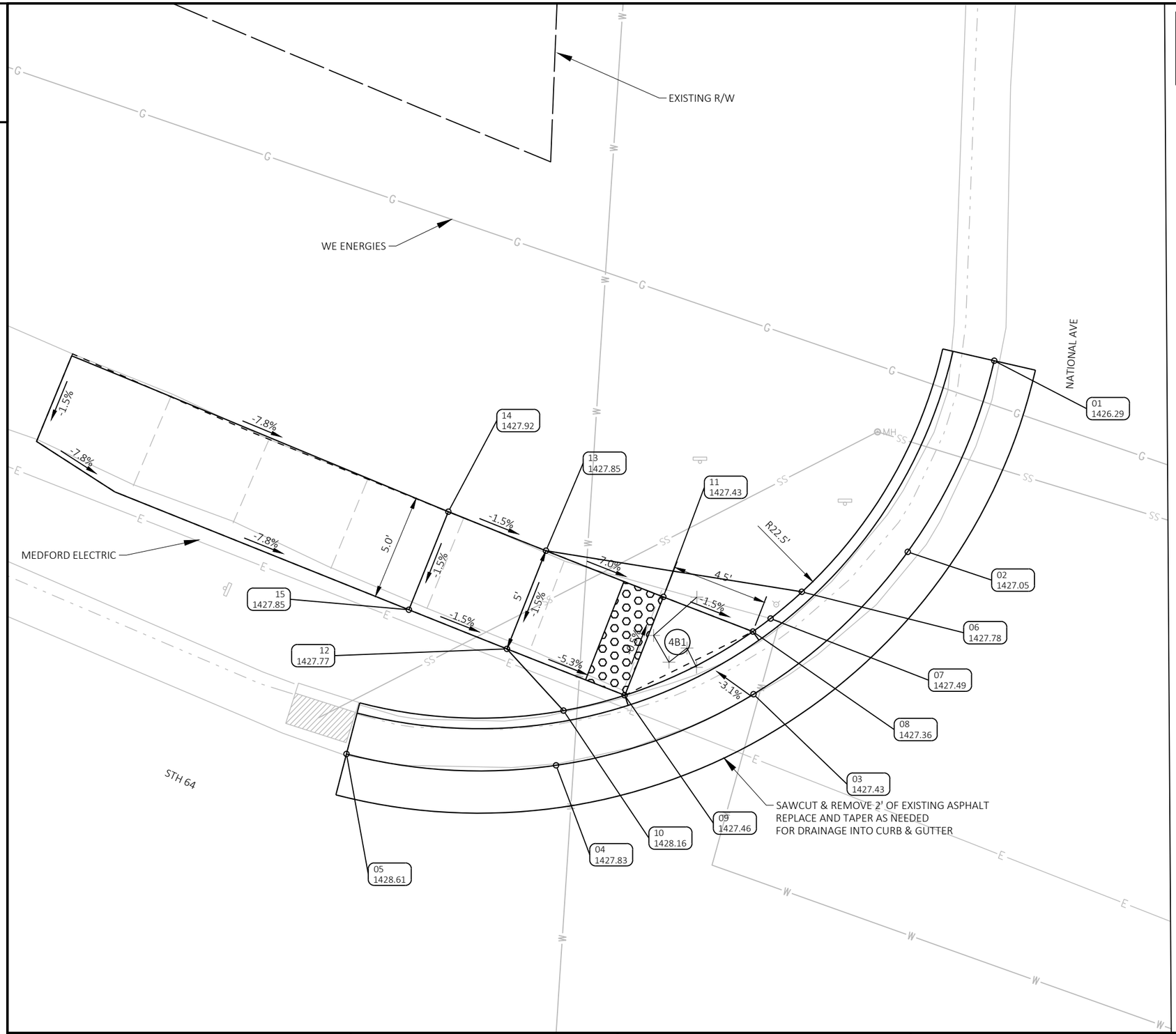
(2) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(4) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

MGS THRIE BEAM TRANSITION TL–2

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CONSTRUCTION DETAILS	SHEET 10	E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021001-CD (CONSTRUCTION DETAILS).DWG PLOT DATE : 7/27/2023 10:51 AM PLOT BY : SEH LAYOUT NAME : 05 PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

N

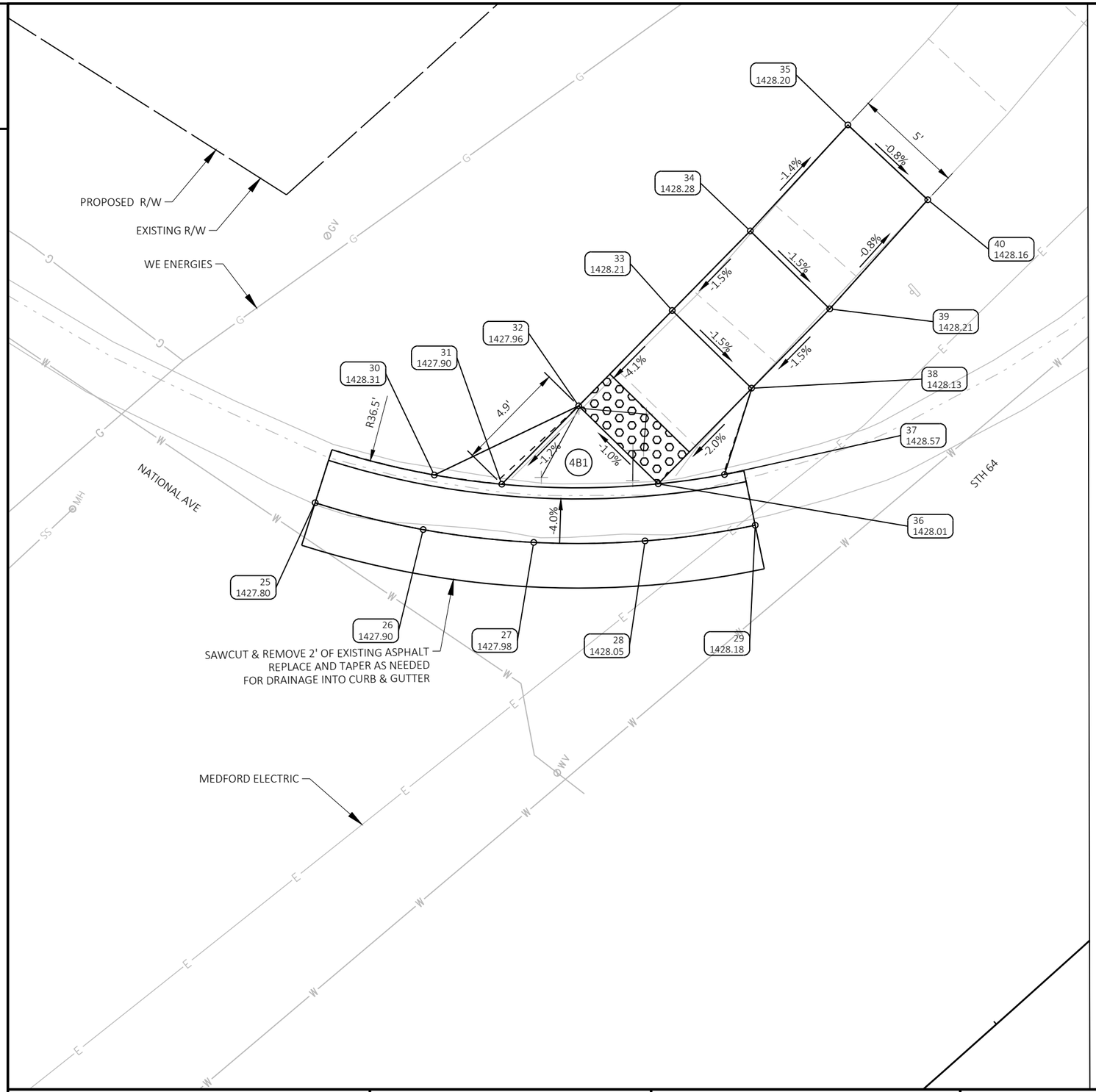
LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

NATIONAL AVE - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	102+12.42	48.05' LT	1426.29	338641.79	647198.54
02	102+11.77	38.14' LT	1427.05	338632.74	647194.45
03	102+07.20	29.24' LT	1427.43	338626.00	647187.15
04	101+99.52	22.72' LT	1427.83	338622.63	647177.80
05	101+89.91	19.56' LT	1428.61	338623.17	647167.89
06	102+07.61	34.59' LT	1427.78	338630.85	647189.43
07	102+06.65	32.88' LT	1427.49	338629.58	647187.96
08	102+06.08	32.00' LT	1427.36	338628.96	647187.12
09	102+01.37	27.00' LT	1427.46	338625.96	647181.05
10	101+98.88	25.26' LT	1428.16	338625.22	647178.16
11	102+01.39	32.00' LT	1427.43	338630.61	647182.88
12	101+95.23	27.00' LT	1427.77	338628.14	647175.48
13	101+95.23	32.00' LT	1427.85	338632.79	647177.32
14	101+90.10	32.00' LT	1427.92	338634.64	647172.71
15	101+90.10	27.00' LT	1427.85	338630.00	647170.84

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: NATIONAL AVE - NW	SHEET 11	E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021301_CR (CURB RAMP DETAILS).DWG
LAYOUT NAME - 01- NATIONAL AVE-NW
PLOT DATE : 8/1/2023 1:01 AM
PLOT BY : SAVANNAH STEHN
PLOT NAME :
PLOT SCALE : 1 IN:5 FT

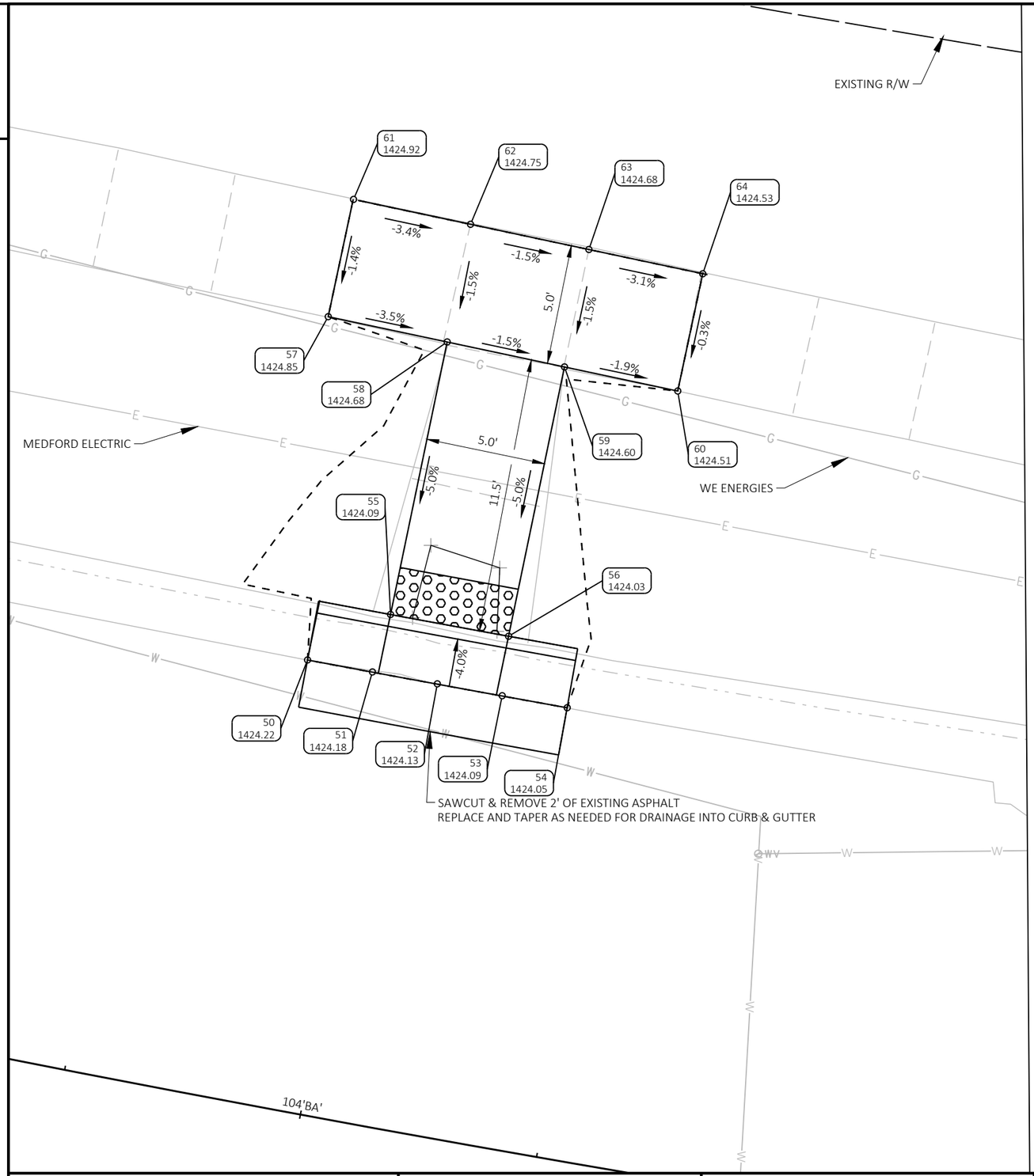


NATIONAL AVE - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
25	102+52.51	37.81' LT	1427.80	338619.23	647231.32
26	102+55.45	33.69' LT	1427.90	338614.43	647232.72
27	102+58.89	29.97' LT	1427.98	338609.85	647234.71
28	102+62.76	26.69' LT	1428.05	338605.56	647237.27
29	102+67.01	23.90' LT	1428.18	338601.64	647240.37
30	102+57.52	35.20' LT	1428.31	338615.23	647235.09
31	102+59.57	32.87' LT	1427.90	338612.40	647236.25
32	102+64.65	33.19' LT	1427.96	338611.18	647241.02
33	102+70.84	33.54' LT	1428.21	338609.70	647246.84
34	102+76.00	33.81' LT	1428.28	338608.46	647251.68
35	102+82.66	34.32' LT	1428.20	338607.06	647258.00
36	102+64.97	28.20' LT	1428.01	338606.34	647239.79
37	102+67.52	26.51' LT	1428.57	338603.98	647241.64
38	102+71.12	28.56' LT	1428.13	338604.87	647245.60
39	102+76.26	28.81' LT	1428.21	338603.62	647250.45
40	102+83.00	29.42' LT	1428.16	338602.27	647256.89

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
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4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

N

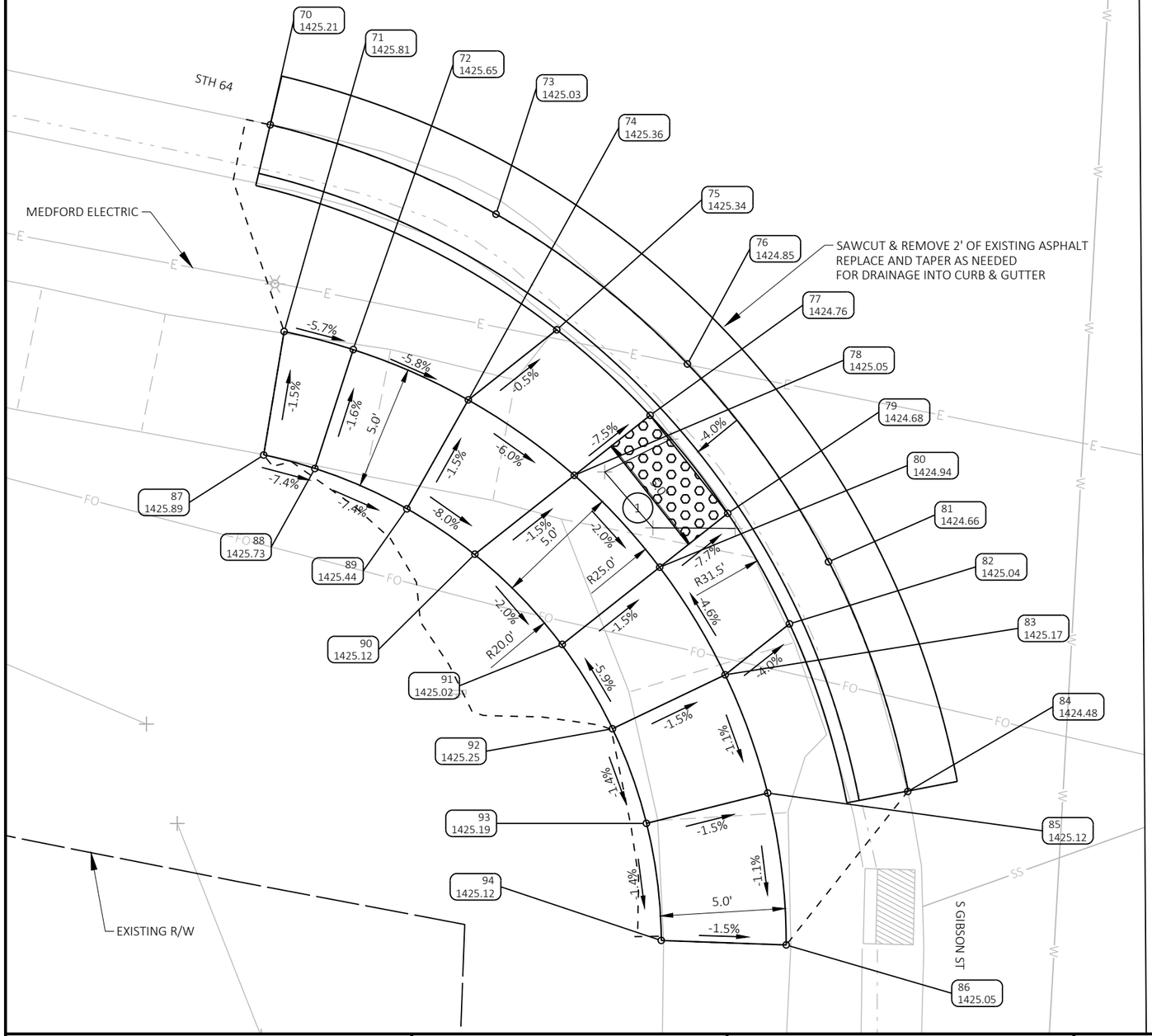
LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

GIBSON ST - MIDBLOCK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
50	103+96.79	18.68' LT	1424.22	338565.45	647362.29
51	103+99.59	18.69' LT	1424.18	338564.95	647364.99
52	104+02.39	18.69' LT	1424.13	338564.45	647367.69
53	104+05.19	18.68' LT	1424.09	338563.96	647370.40
54	104+07.99	18.67' LT	1424.05	338563.46	647373.10
55	103+99.90	21.18' LT	1424.09	338567.34	647365.74
56	104+05.00	21.17' LT	1424.03	338566.44	647370.66
57	103+94.93	32.91' LT	1424.85	338579.76	647363.15
58	104+00.16	32.78' LT	1424.68	338578.71	647368.10
59	104+05.32	32.63' LT	1424.60	338577.66	647372.99
60	104+10.30	32.47' LT	1424.51	338576.66	647377.72
61	103+95.06	37.91' LT	1424.92	338584.65	647364.20
62	104+00.23	37.78' LT	1424.75	338583.61	647369.08
63	104+05.46	37.63' LT	1424.68	338582.56	647374.01
64	104+10.49	37.47' LT	1424.53	338581.55	647378.76

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: GIBSON ST - MIDBLK	SHEET 13	E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021301_CR (CURB RAMP DETAILS).DWG
LAYOUT NAME - 03-GIBSON-MIDBLK
PLOT DATE : 8/1/2023 1:03 AM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

N

LEGEND

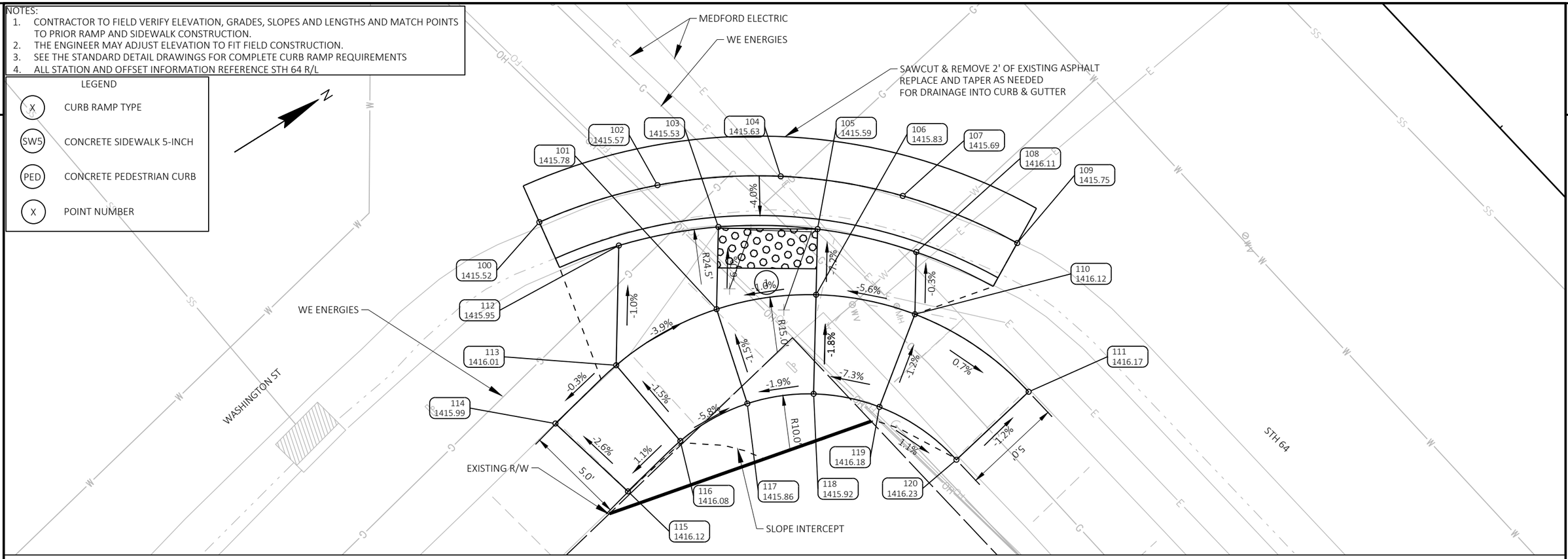
X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

S GIBSON ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
70	103+88.07	21.24' RT	1425.21	338527.89	647346.17
71	103+90.15	29.25' RT	1425.81	338519.62	647346.73
72	103+92.92	29.43' RT	1425.65	338518.90	647349.49
73	103+97.41	23.05' RT	1425.03	338524.32	647355.20
74	103+97.68	30.55' RT	1425.36	338516.89	647354.09
75	104+00.57	27.15' RT	1425.34	338519.69	647357.63
76	104+05.82	27.56' RT	1424.85	338518.33	647362.86
77	104+04.75	29.85' RT	1424.76	338516.27	647361.37
78	104+02.27	32.75' RT	1425.05	338513.87	647358.34
79	104+08.38	33.16' RT	1424.68	338512.35	647364.47
80	104+06.15	35.76' RT	1424.94	338510.20	647361.75
81	104+12.56	34.37' RT	1424.66	338510.42	647368.51
82	104+11.48	37.09' RT	1425.04	338507.93	647366.95
83	104+09.37	39.54' RT	1425.17	338505.89	647364.37
84	104+17.06	42.90' RT	1424.48	338501.23	647371.68
85	104+11.76	43.90' RT	1425.12	338501.16	647366.07
86	104+13.45	49.76' RT	1425.05	338495.09	647366.82
87	103+90.28	34.25' RT	1425.89	338514.69	647345.91
88	103+92.33	34.39' RT	1425.73	338514.14	647347.95
89	103+96.12	35.29' RT	1425.44	338512.53	647351.64
90	103+99.03	36.57' RT	1425.12	338510.72	647354.36
91	104+02.98	39.49' RT	1425.02	338507.11	647357.85
92	104+05.46	42.45' RT	1425.25	338503.74	647359.86
93	104+07.38	45.94' RT	1425.19	338499.95	647361.22
94	104+08.72	50.45' RT	1425.12	338495.27	647361.82

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
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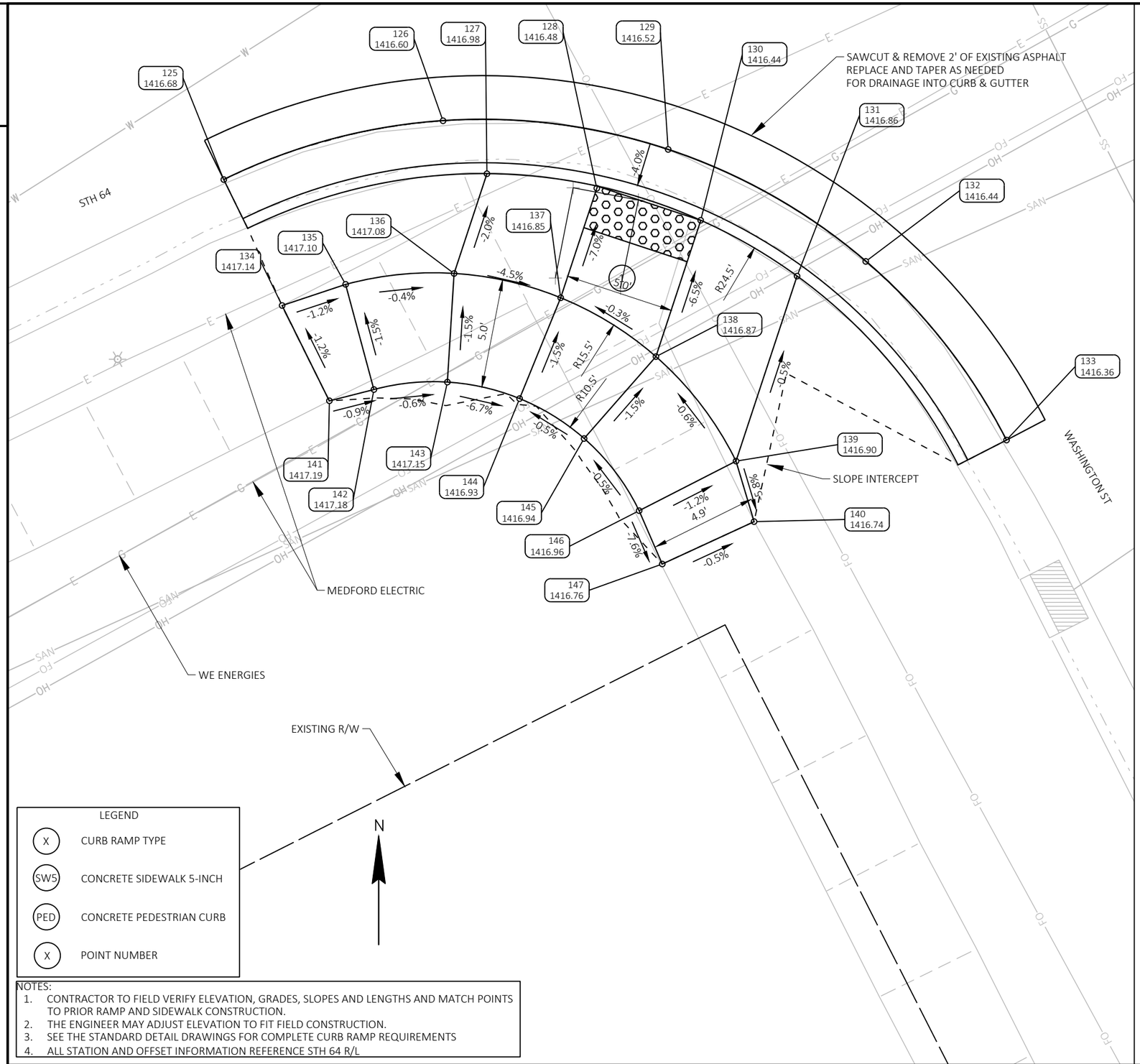
LEGEND

- (X) CURB RAMP TYPE
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE PEDESTRIAN CURB
- (X) POINT NUMBER



WASHINGTON ST - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	113+10.22	38.49' RT	1415.52	338708.29	648246.87
101	113+19.55	35.00' RT	1415.78	338715.56	648253.67
102	113+12.96	32.88' RT	1415.57	338714.53	648246.83
103	113+16.59	32.09' RT	1415.53	338716.85	648249.73
104	113+16.89	28.06' RT	1415.63	338720.60	648248.21
105	113+20.10	28.53' RT	1415.59	338721.60	648251.29
106	113+22.46	30.85' RT	1415.83	338720.57	648254.43
107	113+21.83	24.26' RT	1415.69	338726.20	648250.94
108	113+24.36	25.70' RT	1416.11	338726.03	648253.85
109	113+27.52	21.69' RT	1415.75	338731.03	648254.90
110	113+26.59	27.90' RT	1416.12	338725.05	648256.83
111	113+33.37	26.41' RT	1416.17	338729.40	648262.24
112	113+13.83	36.39' RT	1415.95	338711.77	648249.17
113	113+18.13	40.62' RT	1416.01	338709.89	648254.90
114	113+18.16	44.87' RT	1415.99	338706.11	648256.82

WASHINGTON ST - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
115	113+23.16	44.55' RT	1416.12	338708.61	648261.15
116	113+23.12	40.89' RT	1416.08	338711.87	648259.49
117	113+24.07	37.14' RT	1415.86	338715.65	648258.67
118	113+26.01	34.37' RT	1415.92	338718.99	648259.18
119	113+28.76	32.41' RT	1416.18	338721.98	648260.77
120	113+33.36	31.41' RT	1416.23	338724.91	648264.45



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

WASHINGTON ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
125	112+45.82	20.30' RT	1416.68	338695.95	648181.10
126	112+56.04	22.36' RT	1416.60	338698.65	648191.17
127	112+56.77	25.44' RT	1416.98	338696.22	648193.19
128	112+60.99	28.28' RT	1416.48	338695.55	648198.23
129	112+64.72	28.14' RT	1416.52	338697.33	648201.51
130	112+64.61	31.71' RT	1416.44	338694.08	648203.00
131	112+67.44	35.98' RT	1416.86	338691.52	648207.43
132	112+70.56	36.77' RT	1416.44	338692.19	648210.58
133	112+72.71	47.00' RT	1416.36	338683.99	648217.05
134	112+45.65	26.67' RT	1417.14	338690.17	648183.77
135	112+48.69	27.10' RT	1417.10	338691.14	648186.69
136	112+53.38	28.87' RT	1417.08	338691.64	648191.68
137	112+57.27	32.04' RT	1416.85	338690.52	648196.57
138	112+59.98	36.41' RT	1416.87	338687.82	648200.95
139	112+61.15	42.34' RT	1416.90	338683.02	648204.63
140	112+60.66	45.20' RT	1416.74	338680.25	648205.45
141	112+45.65	31.56' RT	1417.19	338685.79	648185.95
142	112+47.71	32.00' RT	1417.18	338686.31	648187.99
143	112+50.89	33.20' RT	1417.15	338686.65	648191.37
144	112+53.52	35.35' RT	1416.93	338685.89	648194.68
145	112+55.36	38.31' RT	1416.94	338684.06	648197.65
146	112+56.15	42.40' RT	1416.96	338680.75	648200.18
147	112+56.01	45.07' RT	1416.76	338678.30	648201.24

2

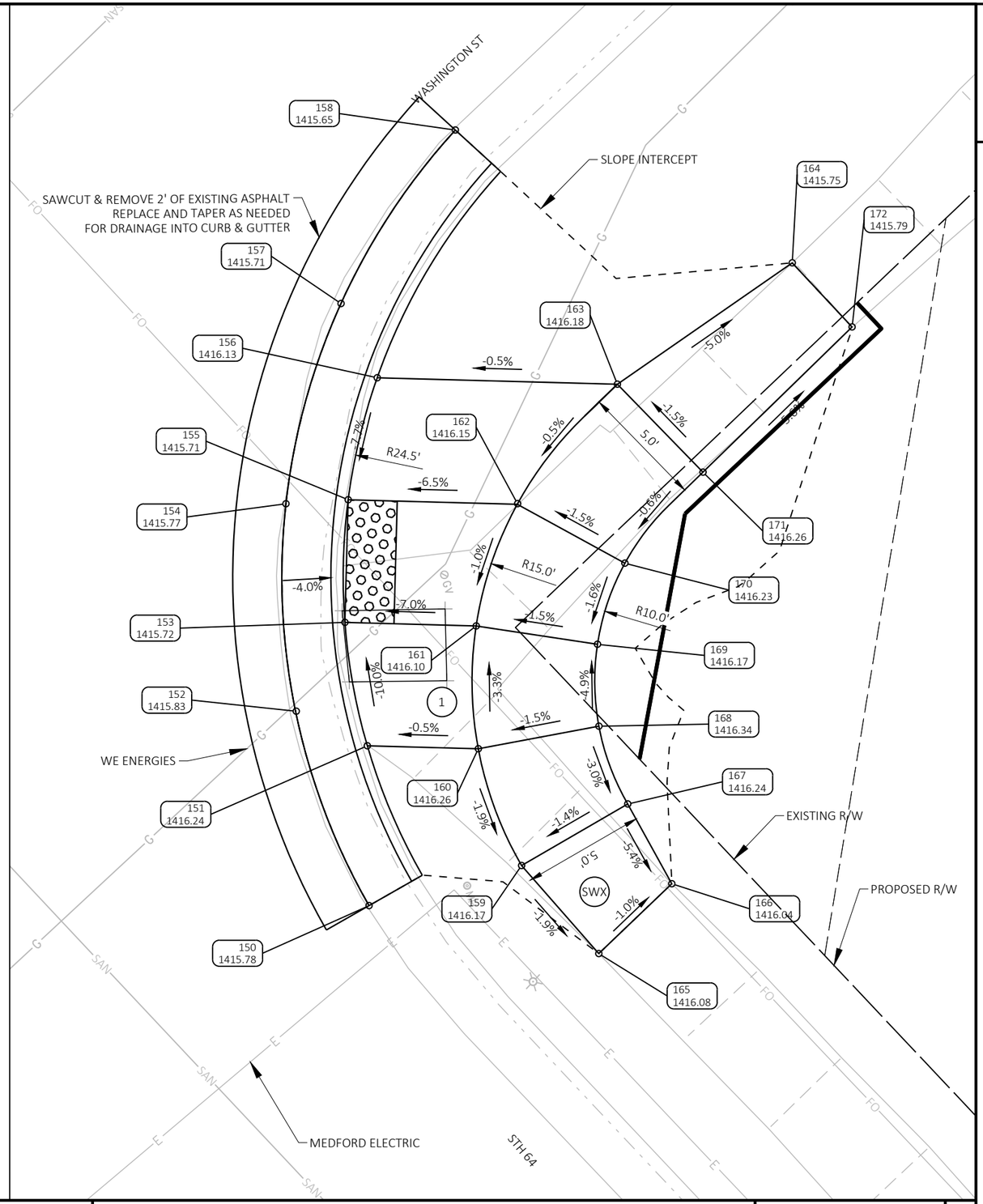
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

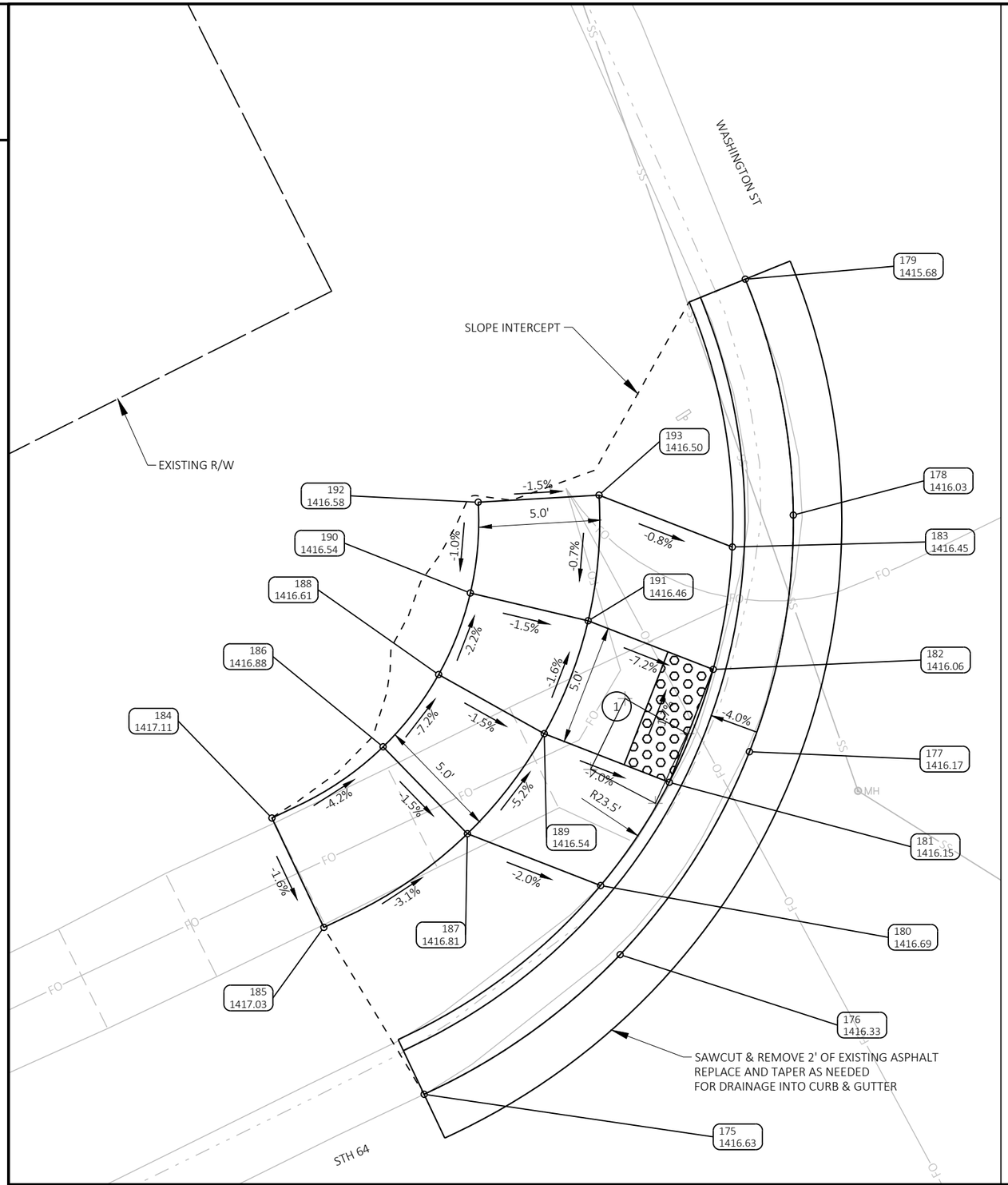
X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

N

WASHINGTON ST- NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
150	113+25.78	20.68' LT	1415.78	338768.20	648234.51
151	113+20.99	25.10' LT	1416.24	338770.04	648228.25
152	113+17.99	23.96' LT	1415.83	338767.68	648226.07
153	113+16.71	27.88' LT	1415.72	338770.63	648223.18
154	113+11.54	29.45' LT	1415.77	338769.73	648217.86
155	113+13.17	31.41' LT	1415.71	338772.21	648218.44
156	113+10.36	35.68' LT	1416.13	338774.79	648214.03
157	113+07.15	36.68' LT	1415.71	338774.26	648210.71
158	113+05.20	44.92' LT	1415.65	338780.77	648205.30
159	113+28.85	26.32' LT	1416.17	338774.63	648234.75
160	113+24.18	28.30' LT	1416.26	338774.33	648229.69
161	113+20.48	31.67' LT	1416.10	338775.70	648224.87
162	113+18.02	36.32' LT	1416.15	338778.76	648220.60
163	113+17.27	42.62' LT	1416.18	338784.07	648217.13
164	113+18.56	51.19' LT	1415.75	338792.33	648214.47
165	113+33.62	26.15' LT	1416.08	338776.59	648239.10
166	113+33.59	30.27' LT	1416.04	338780.27	648237.24
167	113+30.00	31.19' LT	1416.24	338779.50	648233.61
168	113+26.89	32.51' LT	1416.34	338779.30	648230.24
169	113+24.42	34.76' LT	1416.17	338780.21	648227.03
170	113+22.78	37.84' LT	1416.23	338782.24	648224.19
171	113+22.27	42.70' LT	1416.26	338786.36	648221.57
172	113+22.13	51.17' LT	1415.79	338793.90	648217.68



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: WASHINGTON ST- NE	SHEET 17	E



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

WASHINGTON ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
175	112+44.24	19.74' LT	1416.63	338731.11	648161.88
176	112+54.05	21.30' LT	1416.33	338736.88	648169.98
177	112+62.56	26.43' LT	1416.17	338745.26	648175.32
178	112+68.53	34.38' LT	1416.03	338755.03	648177.13
179	112+71.08	43.98' LT	1415.68	338764.76	648175.15
180	112+54.60	24.21' LT	1416.69	338739.73	648169.17
181	112+59.03	26.77' LT	1416.15	338743.99	648172.01
182	112+62.73	30.14' LT	1416.06	338748.65	648173.82
183	112+65.69	34.32' LT	1416.45	338753.71	648174.61
184	112+43.68	32.75' LT	1417.11	338742.52	648155.60
185	112+43.59	27.75' LT	1417.03	338738.00	648157.74
186	112+49.10	33.34' LT	1416.88	338745.46	648160.19
187	112+50.62	28.58' LT	1416.81	338741.87	648163.67
188	112+52.48	34.99' LT	1416.61	338748.44	648162.48
189	112+55.30	30.87' LT	1416.54	338746.00	648166.84
190	112+55.15	37.43' LT	1416.54	338751.81	648163.79
191	112+59.00	34.24' LT	1416.46	338750.66	648168.66
192	112+57.10	40.64' LT	1416.58	338755.56	648164.11
193	112+61.71	38.69' LT	1416.50	338755.85	648169.11

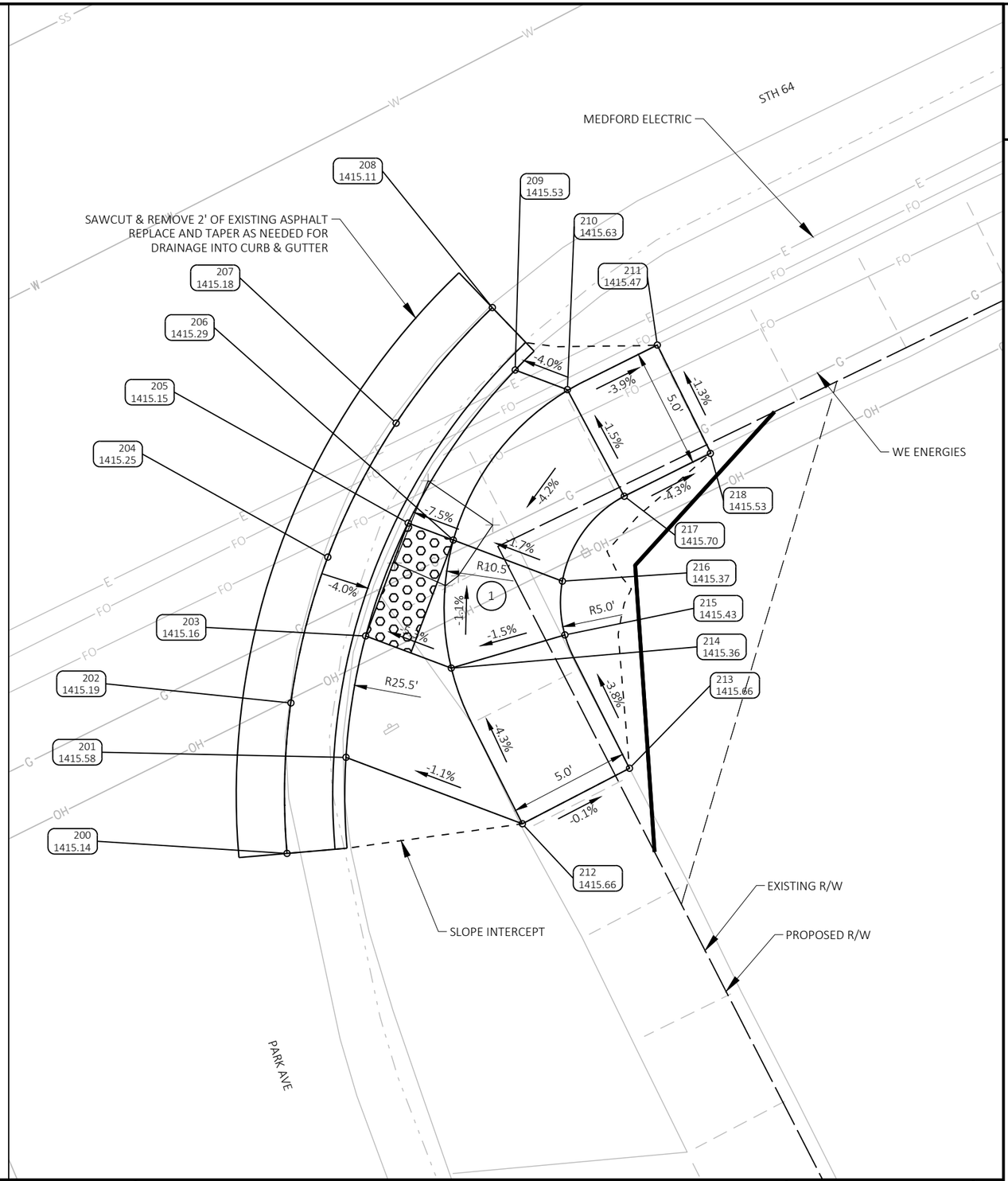
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
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4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

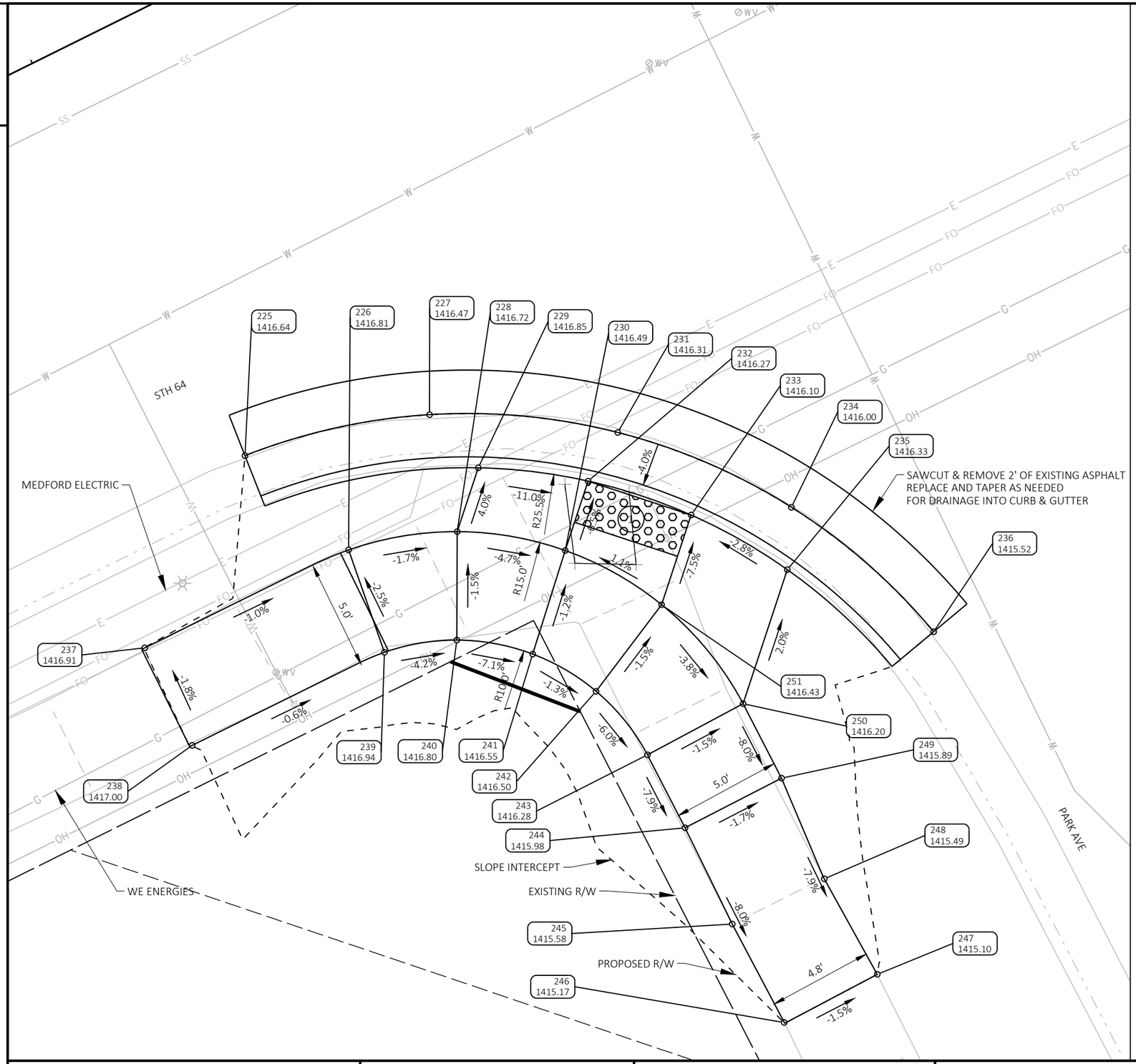
X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

N

PARK AVE - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	116+91.75	38.28' RT	1415.14	338878.08	648588.54
201	116+95.71	35.80' RT	1415.58	338882.06	648590.99
202	116+94.67	32.76' RT	1415.19	338884.31	648588.70
203	116+98.69	31.65' RT	1415.16	338887.09	648591.81
204	116+98.73	28.03' RT	1415.25	338890.36	648590.23
205	117+02.34	28.25' RT	1415.15	338891.77	648593.57
206	117+03.71	29.71' RT	1415.29	338891.07	648595.44
207	117+03.74	24.31' RT	1415.18	338895.91	648593.07
208	117+09.44	21.80' RT	1415.11	338900.71	648597.06
209	117+09.14	24.54' RT	1415.53	338898.12	648598.00
210	117+10.72	26.23' RT	1415.63	338897.30	648600.17
211	117+14.88	26.23' RT	1415.47	338899.15	648603.90
212	117+01.04	41.52' RT	1415.66	338879.31	648598.30
213	117+06.05	41.43' RT	1415.66	338881.61	648602.74
214	117+01.27	34.43' RT	1415.36	338885.76	648595.35
215	117+06.10	35.29' RT	1415.43	338887.14	648600.06
216	117+07.00	33.24' RT	1415.37	338889.37	648599.96
217	117+10.87	31.23' RT	1415.70	338892.89	648602.53
218	117+14.85	31.23' RT	1415.53	338894.66	648606.10



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: PARK AVE - SE	SHEET 19	E



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

N

PARK AVE - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
225	116+30.74	20.56' RT	1416.64	338866.83	648526.01
226	116+33.08	26.58' RT	1416.81	338862.48	648530.78
227	116+39.19	22.65' RT	1416.47	338868.71	648534.51
228	116+37.94	28.05' RT	1416.72	338863.32	648535.79
229	116+40.11	25.84' RT	1416.85	338866.26	648536.76
230	116+42.01	31.04' RT	1416.49	338862.45	648540.76
231	116+46.60	27.25' RT	1416.31	338867.89	648543.19
232	116+44.38	28.64' RT	1416.27	338865.65	648541.82
233	116+47.94	32.16' RT	1416.10	338864.09	648546.57
234	116+52.24	33.89' RT	1416.00	338864.44	648551.19
235	116+50.79	36.38' RT	1416.33	338861.57	648551.00
236	116+55.56	41.95' RT	1415.52	338858.70	648557.75
237	116+22.66	26.44' RT	1416.91	338857.96	648521.38
238	116+22.62	31.44' RT	1417.00	338853.47	648523.57
239	116+32.46	31.54' RT	1416.94	338857.76	648532.43
240	116+35.70	32.52' RT	1416.80	338858.32	648535.77
241	116+38.55	34.65' RT	1416.55	338857.68	648539.27
242	116+40.40	37.49' RT	1416.50	338855.96	648542.19
243	116+41.22	41.16' RT	1416.28	338853.03	648544.56
244	116+41.28	44.95' RT	1415.98	338849.67	648546.29
245	116+41.25	49.89' RT	1415.58	338845.23	648548.47
246	116+41.38	55.02' RT	1415.17	338840.69	648550.86
247	116+46.21	54.94' RT	1415.10	338842.91	648555.15
248	116+45.98	49.91' RT	1415.49	338847.31	648552.71
249	116+46.28	44.87' RT	1415.89	338851.96	648550.73
250	116+46.22	41.01' RT	1416.20	338855.39	648548.97
251	116+44.88	35.25' RT	1416.43	338859.95	648545.21

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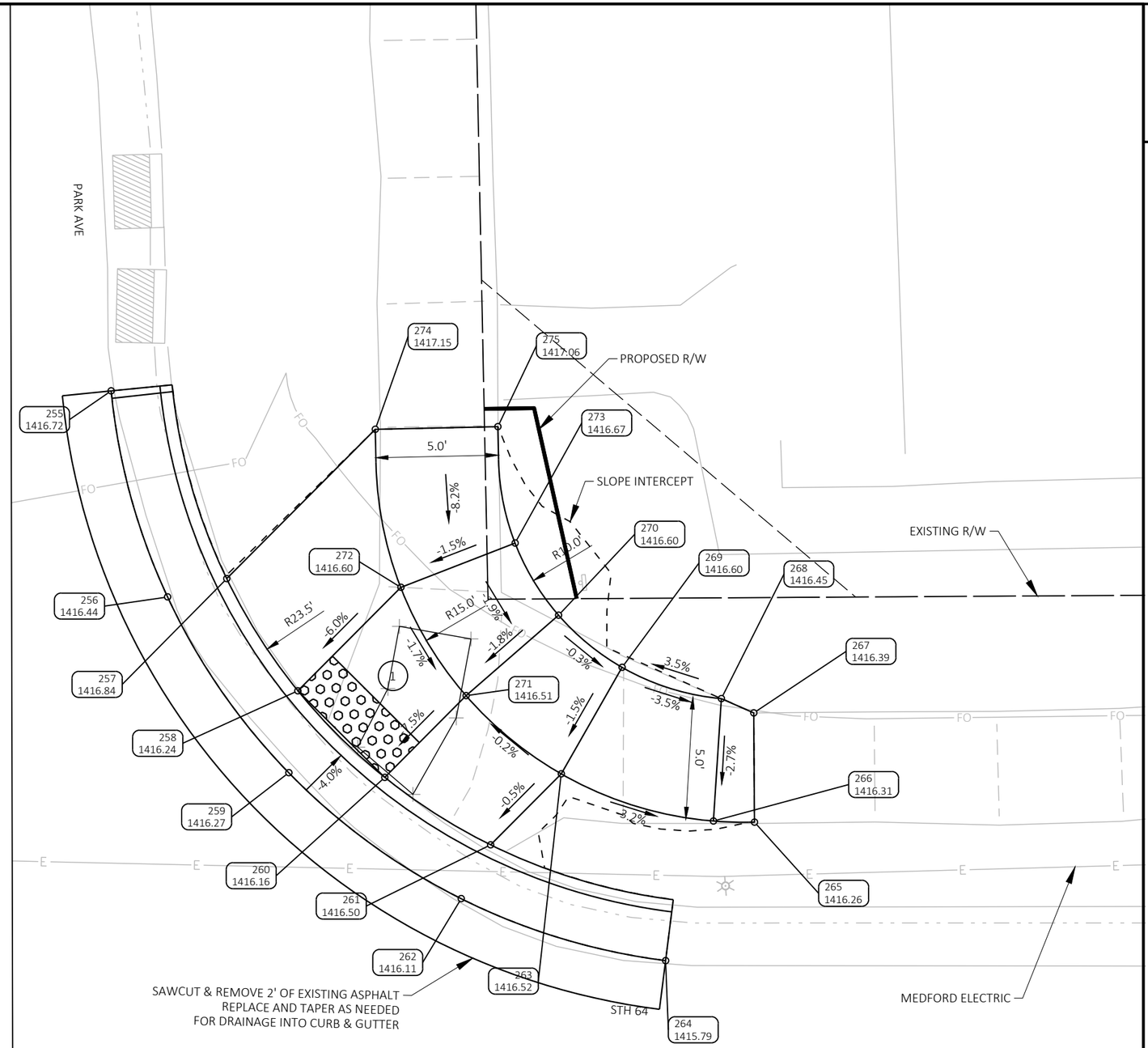
NOTES:
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4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

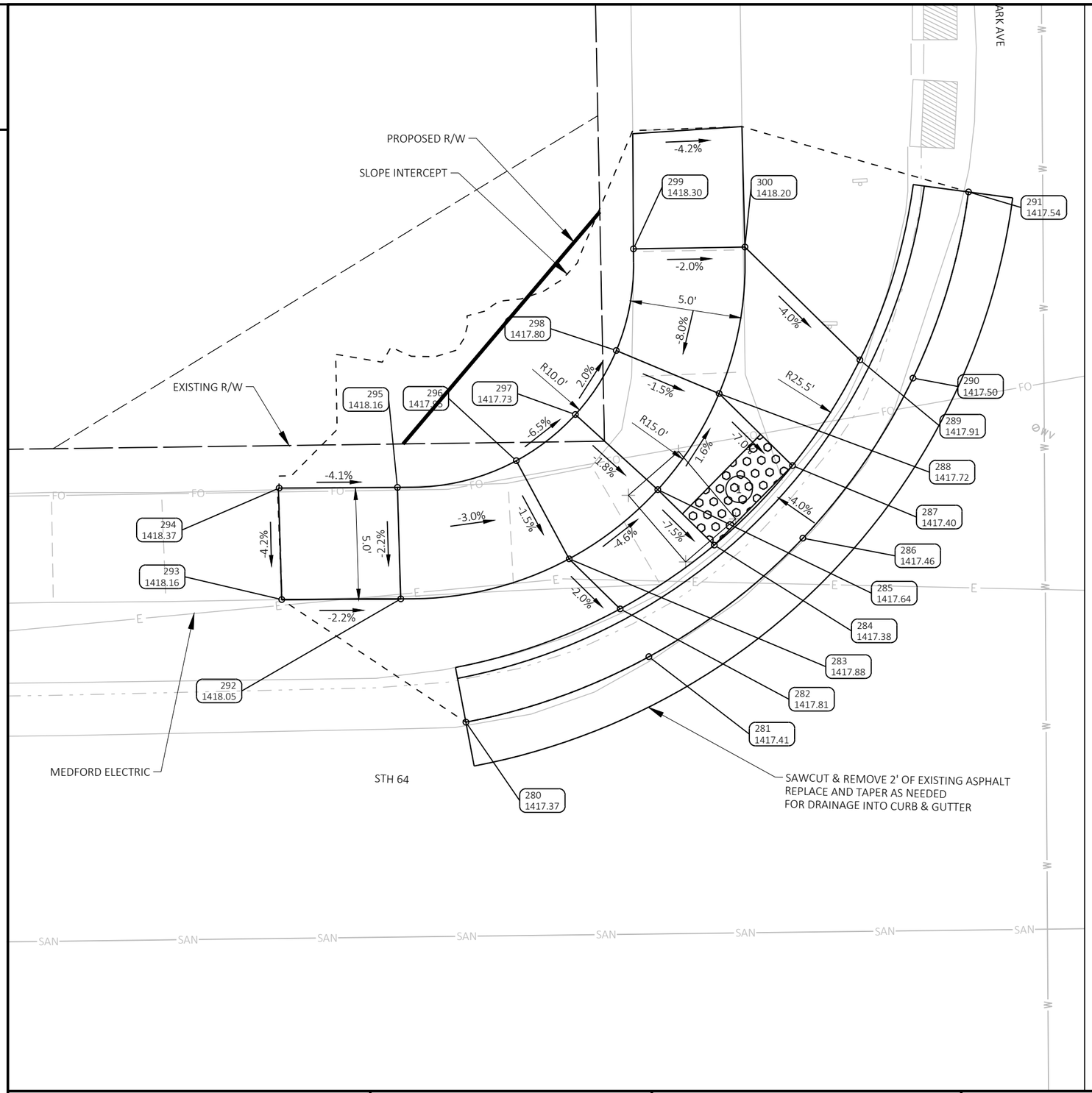
N

PARK AVE - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
255	116+89.76	43.94' LT	1416.72	338950.84	648550.21
256	116+91.95	35.51' LT	1416.44	338944.26	648555.91
257	116+94.37	36.22' LT	1416.84	338945.98	648557.76
258	116+97.21	31.61' LT	1416.24	338943.11	648562.36
259	116+96.79	28.28' LT	1416.27	338939.94	648563.47
260	117+00.70	28.03' LT	1416.16	338941.46	648567.08
261	117+04.98	25.22' LT	1416.50	338940.84	648572.16
262	117+03.75	23.05' LT	1416.11	338938.35	648572.03
263	117+07.90	28.08' LT	1416.52	338944.70	648573.51
264	117+12.05	20.41' LT	1415.79	338939.67	648580.64
265	117+15.76	26.00' LT	1416.26	338946.33	648581.47
266	117+14.08	26.07' LT	1416.31	338945.64	648579.93
267	117+15.79	30.45' LT	1416.39	338950.33	648579.52
268	117+14.47	31.06' LT	1416.45	338950.28	648578.07
269	117+10.44	32.39' LT	1416.60	338949.68	648573.87
270	117+07.88	34.55' LT	1416.60	338950.48	648570.62
271	117+04.06	31.32' LT	1416.51	338945.89	648568.63
272	117+01.47	35.77' LT	1416.60	338948.73	648564.33
273	117+06.15	37.51' LT	1416.67	338952.37	648567.74
274	117+00.51	42.23' LT	1417.15	338954.08	648560.60
275	117+05.51	42.26' LT	1417.06	338956.34	648565.06



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: PARK AVE - NE	SHEET 21	E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021301_CR (CURB RAMP DETAILS).DWG
LAYOUT NAME - 10-64 PARK AVE-NE
PLOT DATE : 8/1/2023 1:10 AM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

N

PARK AVE - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
280	116+32.64	20.20' LT	1417.37	338904.18	648509.59
281	116+40.88	23.02' LT	1417.41	338910.38	648515.72
282	116+39.63	25.18' LT	1417.81	338911.76	648513.64
283	116+37.37	27.46' LT	1417.88	338912.79	648510.60
284	116+43.89	27.99' LT	1417.38	338916.16	648516.21
285	116+41.39	30.51' LT	1417.64	338917.31	648512.85
286	116+47.86	28.24' LT	1417.46	338918.16	648519.65
287	116+47.44	31.51' LT	1417.40	338920.89	648517.83
288	116+44.20	34.78' LT	1417.72	338922.38	648513.47
289	116+50.53	36.20' LT	1417.91	338926.47	648518.50
290	116+52.90	35.35' LT	1417.50	338926.76	648521.00
291	116+55.51	43.67' LT	1417.54	338935.37	648519.64
292	116+29.80	25.77' LT	1418.05	338907.91	648504.57
293	116+24.46	25.81' LT	1418.16	338905.58	648499.77
294	116+24.41	30.81' LT	1418.37	338910.03	648497.51
295	116+29.72	30.77' LT	1418.16	338912.35	648502.28
296	116+35.06	31.90' LT	1417.95	338915.74	648506.56
297	116+37.74	33.93' LT	1417.73	338918.75	648508.06
298	116+39.61	36.78' LT	1417.80	338922.13	648508.47
299	116+40.45	41.32' LT	1418.30	338926.58	648507.20
300	116+45.45	41.34' LT	1418.20	338928.81	648511.67

2

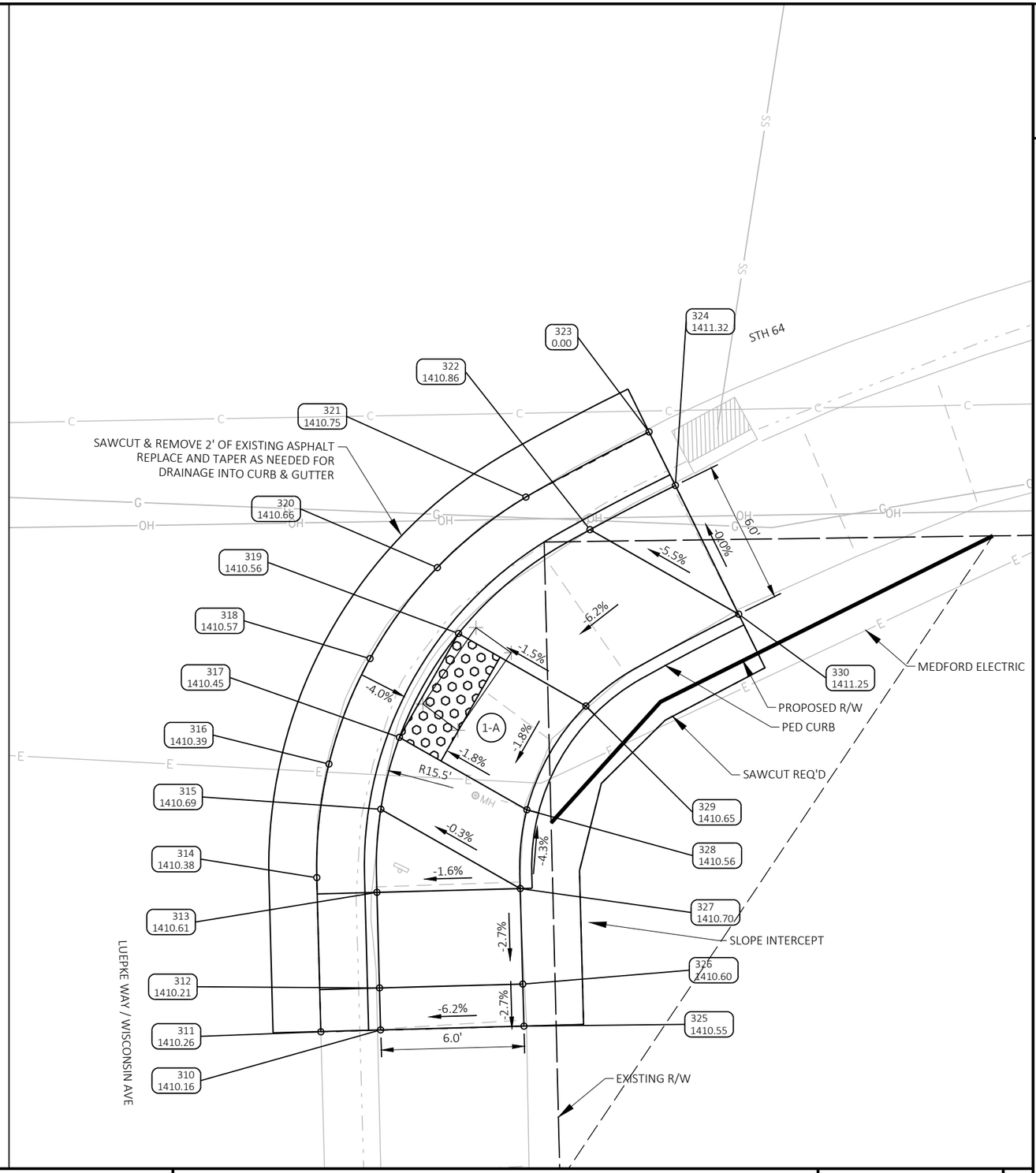
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NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

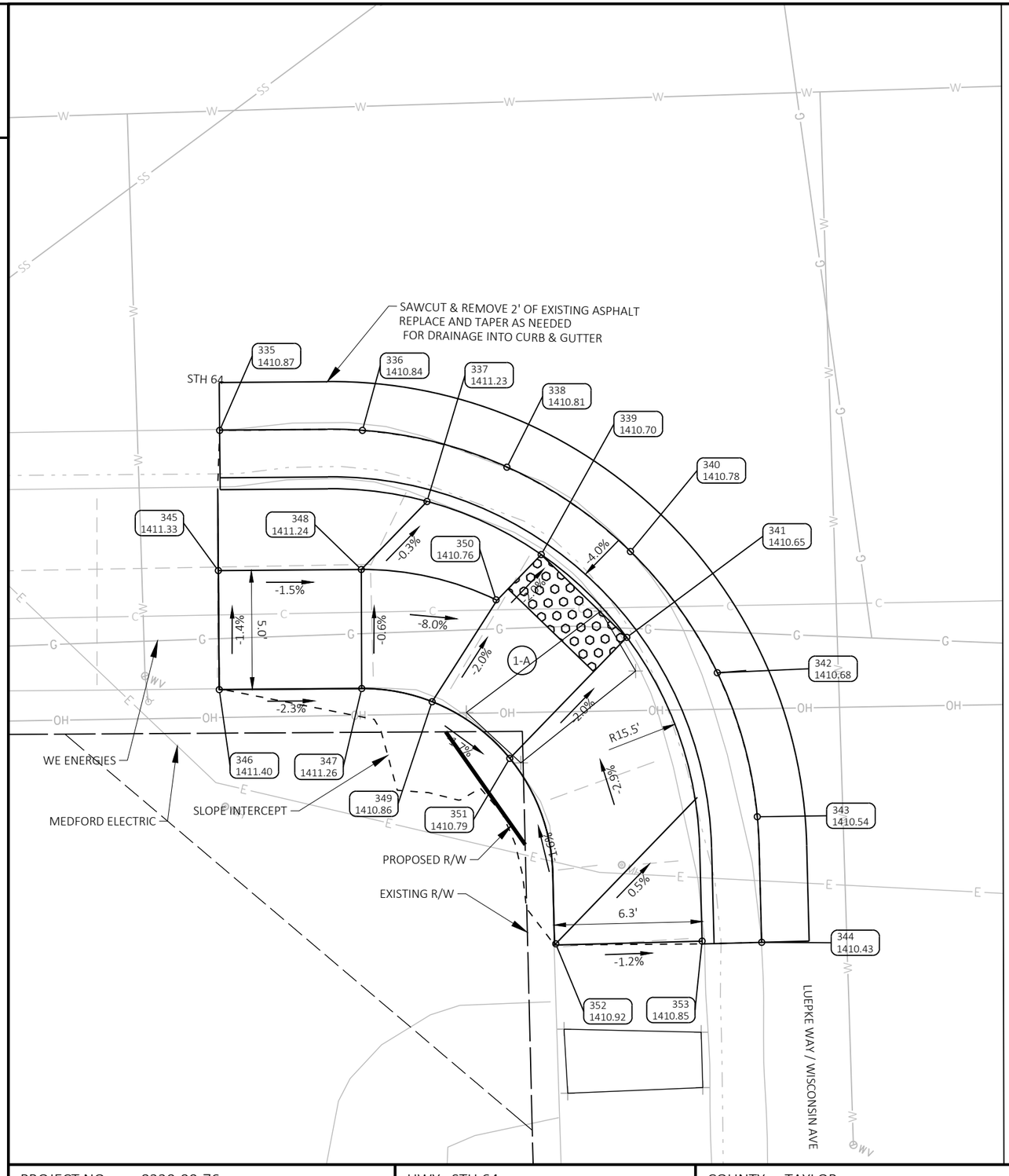
X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

WISCONSIN AVE - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
310	120+81.10	53.57' RT	1410.16	339037.46	648944.10
311	120+78.60	53.61' RT	1410.26	339036.31	648941.88
312	120+81.07	51.81' RT	1410.21	339039.02	648943.29
313	120+81.02	47.81' RT	1410.61	339042.58	648941.47
314	120+78.51	47.16' RT	1410.38	339042.05	648938.93
315	120+81.23	44.33' RT	1410.69	339045.79	648940.11
316	120+79.09	42.41' RT	1410.39	339046.56	648937.34
317	120+82.06	41.34' RT	1410.45	339048.84	648939.52
318	120+80.87	38.02' RT	1410.57	339051.28	648936.99
319	120+84.59	37.02' RT	1410.56	339053.83	648939.87
320	120+83.74	34.25' RT	1410.66	339055.93	648937.88
321	120+87.48	31.36' RT	1410.75	339060.19	648939.94
322	120+90.15	32.75' RT	1410.86	339060.13	648942.95
323	120+92.68	28.70' RT	0.00	339064.88	648943.41
324	120+93.75	30.95' RT	1411.32	339063.34	648945.38
325	120+87.10	53.49' RT	1410.55	339040.19	648949.44
326	120+87.07	51.73' RT	1410.60	339041.76	648948.63
327	120+87.02	47.73' RT	1410.70	339045.32	648946.81
328	120+87.34	44.44' RT	1410.56	339048.41	648945.63
329	120+89.87	40.13' RT	1410.65	339053.40	648945.99
330	120+96.32	36.38' RT	1411.25	339059.62	648950.09



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: WISCONSIN AVE - SE	SHEET 23	E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021301_CR (CURB RAMP DETAILS).DWG
LAYOUT NAME - 12-WIS AVE-SE
PLOT DATE : 8/1/2023 1:13 AM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT



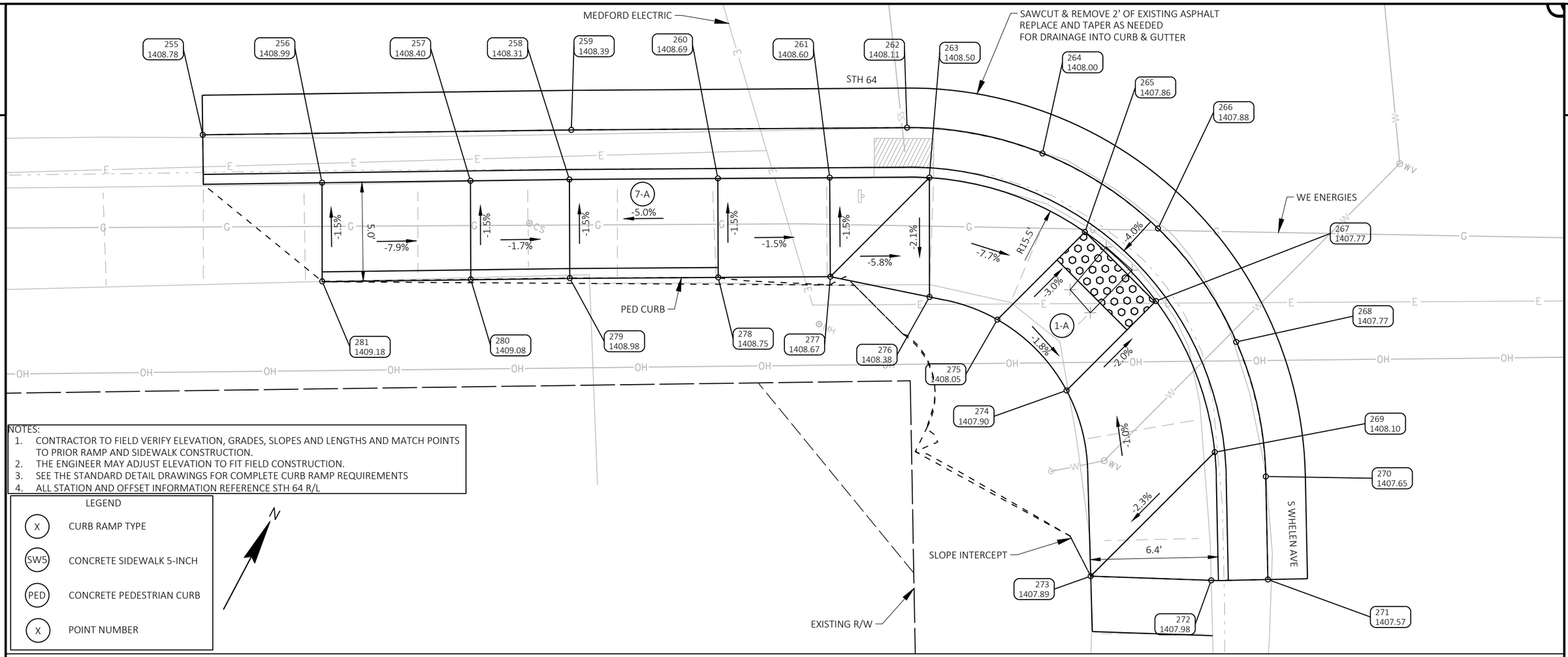
NOTES:
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2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

N

WISCONSIN AVE - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
335	120+09.67	20.43' RT	1410.87	339035.39	648865.39
336	120+15.67	20.51' RT	1410.84	339037.98	648870.80
337	120+18.34	23.54' RT	1411.23	339036.46	648874.54
338	120+21.72	22.14' RT	1410.81	339039.21	648876.94
339	120+23.11	25.83' RT	1410.70	339036.53	648879.83
340	120+26.86	25.76' RT	1410.78	339038.26	648883.15
341	120+26.66	29.36' RT	1410.65	339034.94	648884.57
342	120+30.44	30.90' RT	1410.68	339035.25	648888.64
343	120+32.04	36.97' RT	1410.54	339030.52	648892.77
344	120+32.15	42.24' RT	1410.43	339025.84	648895.22
345	120+09.54	26.32' RT	1411.33	339030.06	648867.88
346	120+09.51	31.32' RT	1411.40	339025.57	648870.08
347	120+15.49	31.35' RT	1411.26	339028.19	648875.46
348	120+15.55	26.35' RT	1411.24	339032.69	648873.28
349	120+18.44	31.95' RT	1410.86	339028.97	648878.36
350	120+21.19	27.71' RT	1410.76	339033.99	648878.94
351	120+21.67	34.37' RT	1410.79	339028.24	648882.34
352	120+23.50	42.19' RT	1410.92	339022.05	648887.44
353	120+29.65	42.16' RT	1410.85	339024.81	648892.94



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

S WHELEN AVE - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
255	123+37.11	20.37' RT	1408.78	339181.00	649158.67
256	123+43.10	22.88' RT	1408.99	339181.42	649165.15
257	123+50.60	22.88' RT	1408.40	339184.75	649171.87
258	123+55.60	22.88' RT	1408.31	339186.97	649176.35
259	123+55.73	20.38' RT	1408.39	339189.26	649175.36
260	123+63.10	22.93' RT	1408.69	339190.26	649183.09
261	123+68.75	22.97' RT	1408.60	339192.73	649188.17
262	123+72.70	20.50' RT	1408.11	339196.70	649190.60
263	123+73.79	23.05' RT	1408.50	339194.90	649192.71
264	123+79.52	21.90' RT	1408.00	339198.48	649197.33
265	123+81.61	25.90' RT	1407.86	339195.82	649200.99
266	123+85.30	25.77' RT	1407.88	339197.58	649204.24

S WHELEN AVE - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
267	123+85.15	29.43' RT	1407.77	339194.23	649205.73
268	123+89.17	31.55' RT	1407.77	339194.12	649210.28
269	123+88.01	37.11' RT	1408.10	339188.63	649211.70
270	123+90.57	38.37' RT	1407.65	339188.64	649214.56
271	123+90.61	43.58' RT	1407.57	339183.99	649216.91
272	123+87.75	43.58' RT	1407.98	339182.72	649214.34
273	123+81.66	43.28' RT	1407.89	339180.28	649208.76
274	123+80.57	33.89' RT	1407.90	339188.21	649203.60
275	123+77.12	30.26' RT	1408.05	339189.92	649198.91
276	123+73.71	29.07' RT	1408.38	339189.48	649195.32
277	123+68.72	27.97' RT	1408.67	339188.24	649190.36
278	123+63.05	27.93' RT	1408.75	339185.75	649185.27

S WHELEN AVE - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
279	123+55.55	27.86' RT	1408.98	339182.48	649178.52
280	123+50.55	27.86' RT	1409.08	339180.26	649174.04
281	123+43.04	27.86' RT	1409.18	339176.93	649167.31

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: S WHELEN AVE - SW	SHEET 25	E

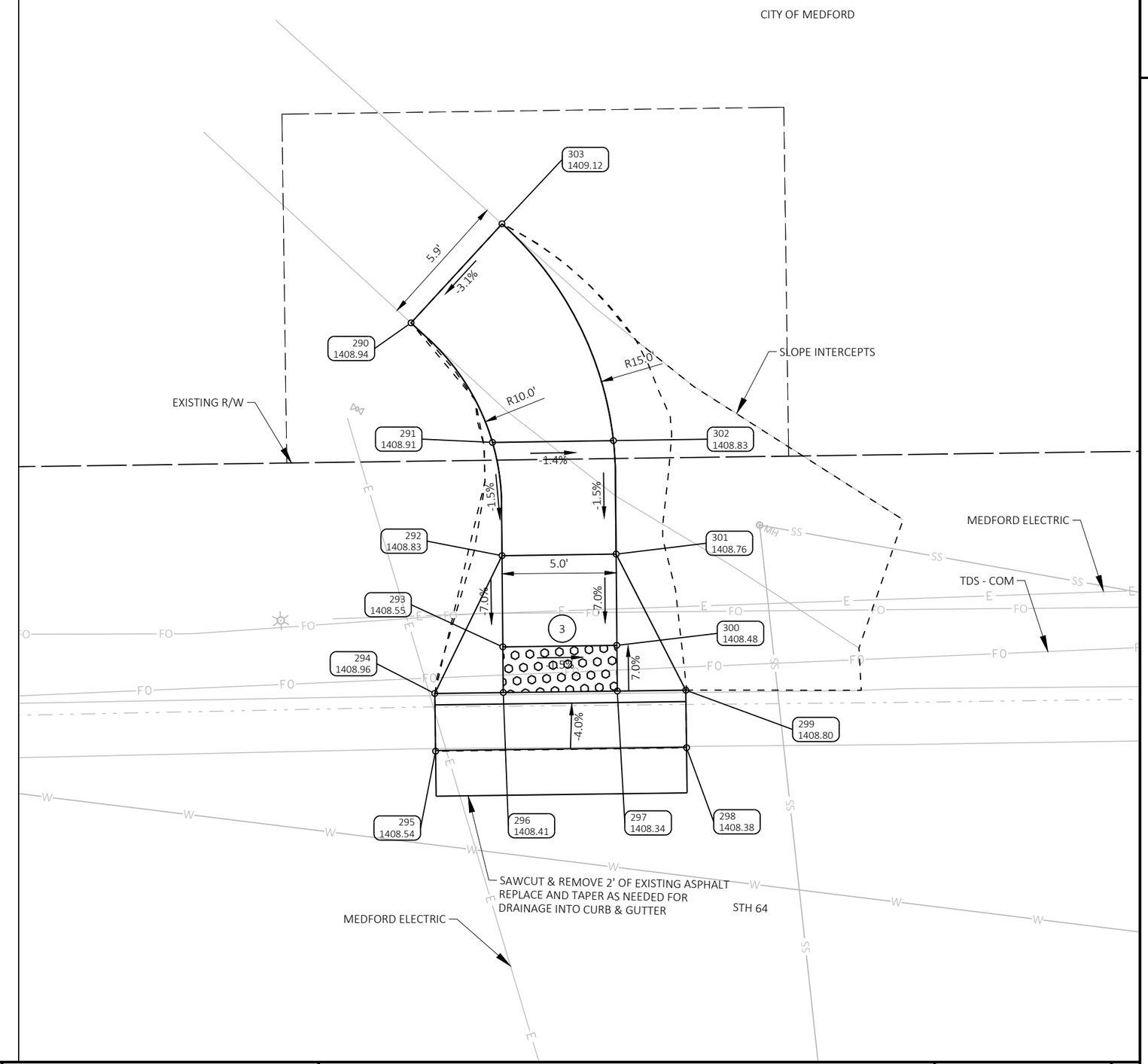
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LAYOUT NAME - 14-WHEELEN AVE-SW
PLOT DATE : 8/1/2023 1:15 AM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

S WHELEN AVE - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
290	123+52.53	38.78' LT	1408.94	339240.84	649146.19
291	123+56.03	33.49' LT	1408.91	339237.66	649151.67
292	123+56.38	28.53' LT	1408.83	339233.36	649154.19
293	123+56.36	24.53' LT	1408.55	339229.77	649155.95
294	123+53.34	22.53' LT	1408.96	339226.64	649154.14
295	123+53.35	20.00' LT	1408.54	339224.38	649155.27
296	123+56.35	22.53' LT	1408.41	339227.98	649156.83
297	123+61.35	22.52' LT	1408.34	339230.20	649161.31
298	123+64.35	20.00' LT	1408.38	339229.27	649165.12
299	123+64.35	22.52' LT	1408.80	339231.53	649164.00
300	123+61.35	24.52' LT	1408.48	339231.99	649160.42
301	123+61.38	28.52' LT	1408.76	339235.58	649158.67
302	123+61.32	33.50' LT	1408.83	339240.02	649156.41
303	123+56.57	43.06' LT	1409.12	339246.47	649147.91



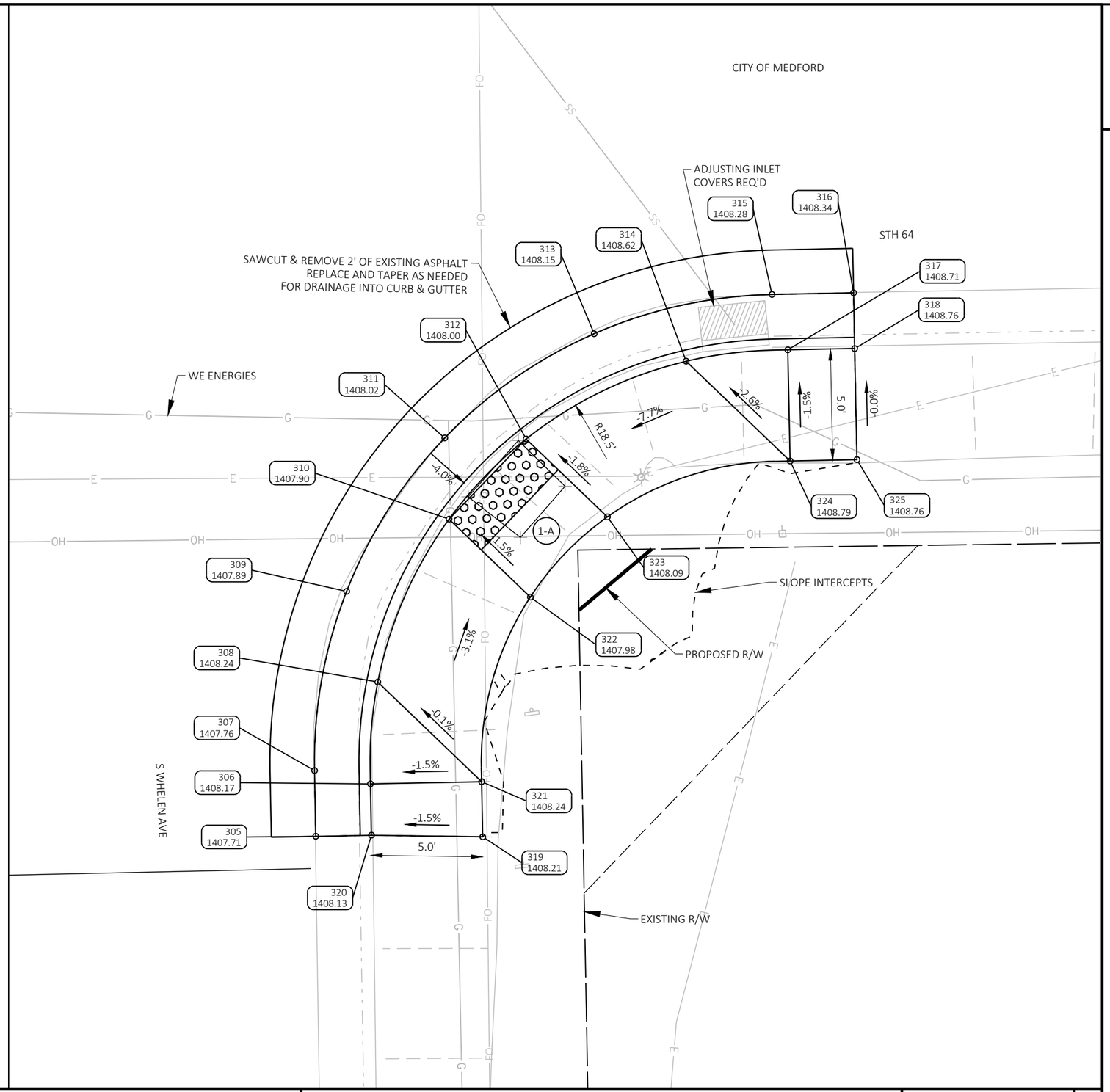
PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: S WHELEN AVE - NW	SHEET 26	E

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SW5	CONCRETE SIDEWALK 5-INCH
PED	CONCRETE PEDESTRIAN CURB
X	POINT NUMBER

S WHELEN AVE - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
305	124+26.73	46.00' RT	1407.71	339197.87	649250.34
306	124+29.21	43.68' RT	1408.17	339201.06	649251.53
307	124+26.71	43.05' RT	1407.76	339200.51	649249.01
308	124+29.61	39.11' RT	1408.24	339205.33	649249.85
309	124+28.26	35.01' RT	1407.89	339208.40	649246.83
310	124+32.91	31.83' RT	1407.90	339213.32	649249.58
311	124+32.77	28.18' RT	1408.02	339216.53	649247.82
312	124+36.43	28.27' RT	1408.00	339218.07	649251.14
313	124+39.55	23.59' RT	1408.15	339223.65	649251.86
314	124+43.67	24.88' RT	1408.62	339224.33	649256.12
315	124+47.56	21.93' RT	1408.28	339228.70	649258.30
316	124+51.23	21.91' RT	1408.34	339230.35	649261.57
317	124+48.24	24.43' RT	1408.71	339226.77	649260.02
318	124+51.25	24.42' RT	1408.76	339228.11	649262.70
319	124+34.23	46.13' RT	1408.21	339201.10	649257.11
320	124+29.23	45.99' RT	1408.13	339199.00	649252.57
321	124+34.21	43.65' RT	1408.24	339203.31	649256.00
322	124+36.52	35.38' RT	1407.98	339211.74	649254.39
323	124+40.03	31.83' RT	1408.09	339216.49	649255.95
324	124+48.28	29.43' RT	1408.79	339222.30	649262.27
325	124+51.28	29.41' RT	1408.76	339223.65	649264.96



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: S WHEELEN AVE - SE	SHEET 27	E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021301_CR (CURB RAMP DETAILS).DWG
LAYOUT NAME - 16-WHEELEN AVE-SE
PLOT DATE : 8/1/2023 1:17 AM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

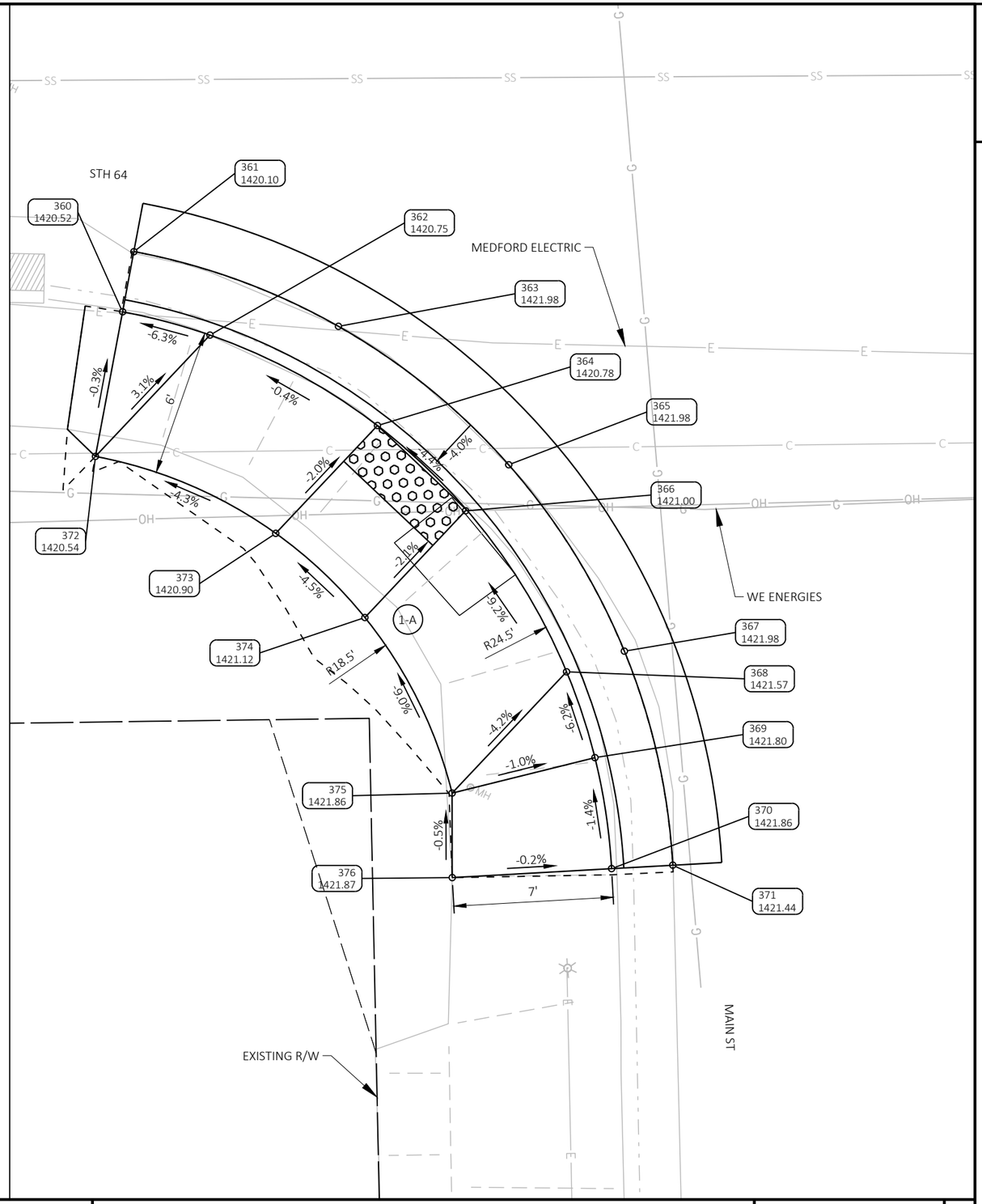
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NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

MAIN ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
360	127+08.24	23.63' RT	1420.52	339343.05	649492.56
361	127+08.73	21.19' RT	1420.10	339345.46	649491.92
362	127+11.79	24.63' RT	1420.75	339343.74	649496.18
363	127+17.03	24.35' RT	1421.98	339346.32	649500.76
364	127+18.57	28.41' RT	1420.78	339343.36	649503.94
365	127+23.90	30.08' RT	1421.98	339344.24	649509.46
366	127+22.12	31.94' RT	1421.00	339341.78	649508.68
367	127+28.51	37.75' RT	1421.98	339339.42	649517.00
368	127+26.14	38.56' RT	1421.57	339337.64	649515.23
369	127+27.25	42.07' RT	1421.80	339334.98	649517.79
370	127+27.87	46.61' RT	1421.86	339331.20	649520.36
371	127+30.37	46.50' RT	1421.44	339332.40	649522.55
372	127+07.05	29.51' RT	1420.54	339337.26	649494.11
373	127+14.36	32.75' RT	1420.90	339337.61	649502.10
374	127+17.95	36.23' RT	1421.12	339336.08	649506.86
375	127+21.41	43.44' RT	1421.86	339331.16	649513.16
376	127+21.36	46.88' RT	1421.87	339328.06	649514.66



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: MAIN ST - SW	SHEET 28	E

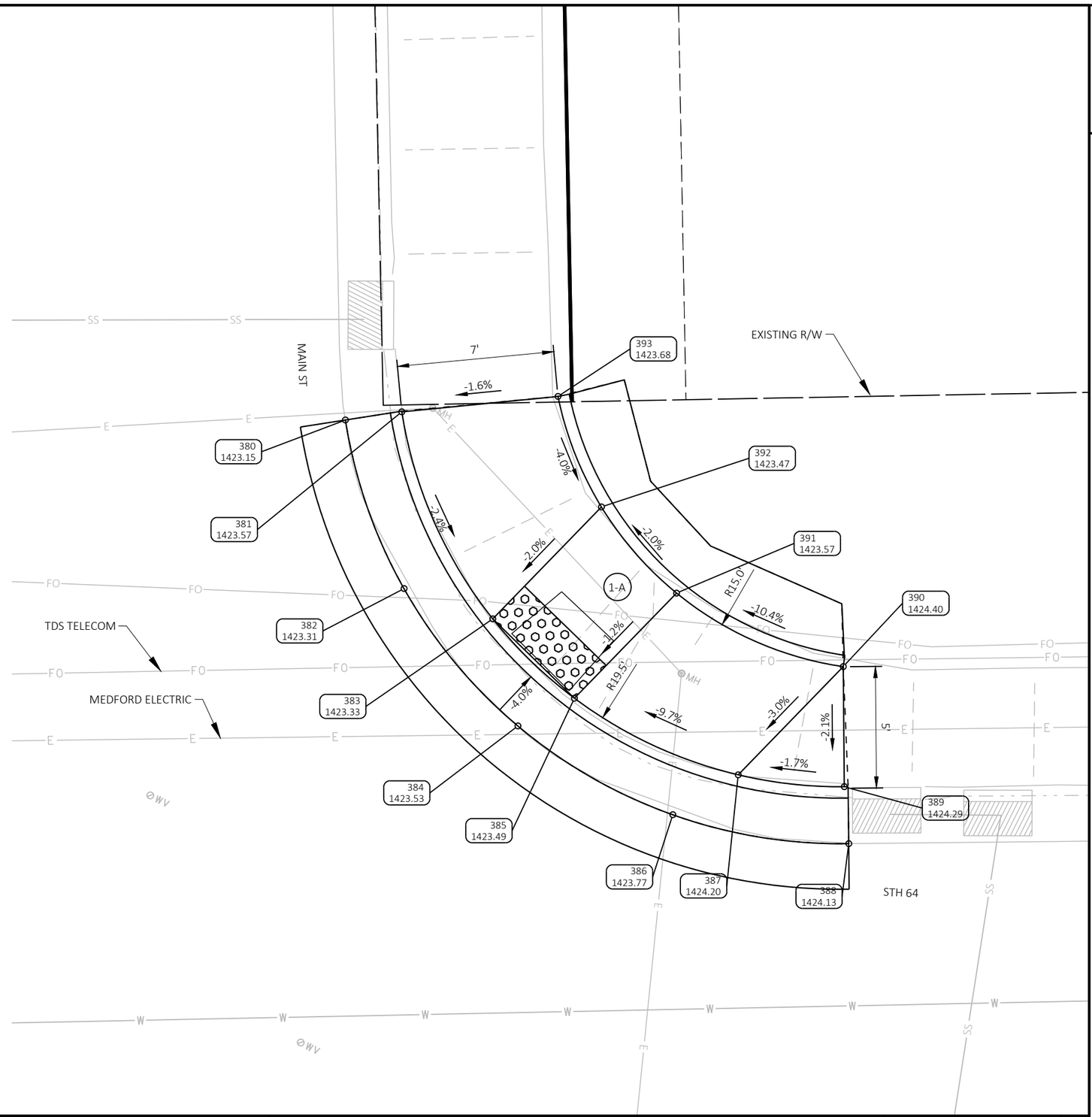
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LAYOUT NAME - 18-MAIN ST-SW
PLOT DATE : 7/31/2023 11:16 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

- (X) CURB RAMP TYPE
- (SWX) CONCRETE SIDEWALK X-INCH
- (PED) CONCRETE PEDESTRIAN CURB
- (X) PONT NUMBER

MAIN ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
380	127+66.04	39.14' LT	1423.15	339424.97	649516.21
381	127+68.52	39.45' LT	1423.57	339426.36	649518.29
382	127+68.47	31.69' LT	1423.31	339419.40	649521.73
383	127+72.34	30.29' LT	1423.33	339419.89	649525.82
384	127+73.36	25.57' LT	1423.53	339416.13	649528.85
385	127+75.86	26.74' LT	1423.49	339418.30	649530.56
386	127+80.08	21.55' LT	1423.77	339415.55	649536.66
387	127+82.98	23.25' LT	1424.20	339418.37	649538.50
388	127+87.78	20.13' LT	1424.13	339417.74	649544.17
389	127+87.63	22.63' LT	1424.29	339419.91	649542.92
390	127+87.68	27.90' LT	1424.40	339424.65	649540.60
391	127+80.42	31.27' LT	1423.57	339424.39	649532.61
392	127+77.20	35.11' LT	1423.47	339426.38	649528.00
393	127+75.39	40.00' LT	1423.68	339429.93	649524.18



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: MAIN ST - NE	SHEET 29	E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021302_CR (CURB RAMP DETAILS).DWG
LAYOUT NAME - 19-MAIN ST-NE
PLOT DATE : 7/31/2023 11:17 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

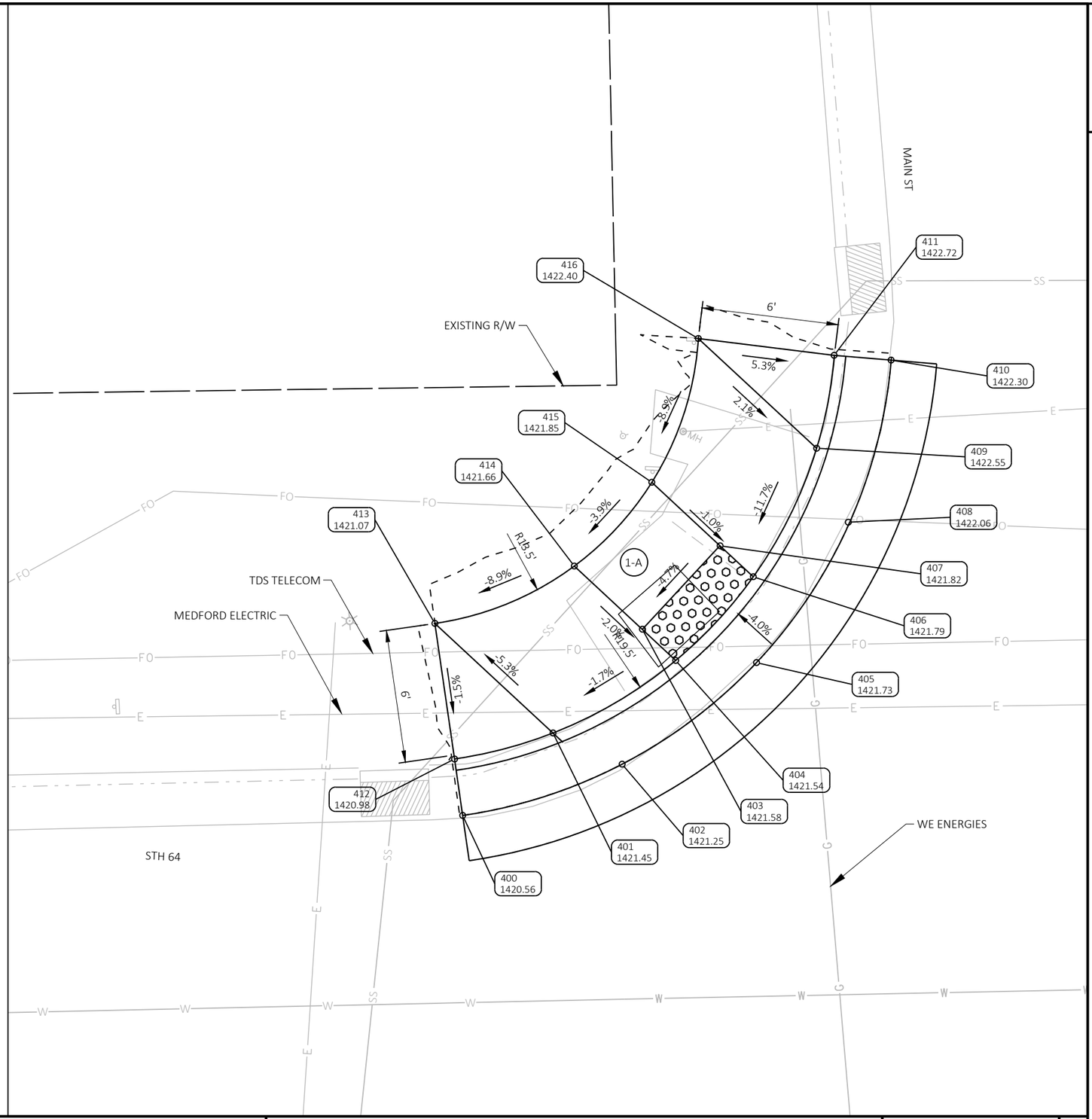
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NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

MAIN ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	127+10.50	20.90' LT	1420.56	339383.95	649474.79
401	127+14.51	24.46' LT	1421.45	339388.92	649476.80
402	127+17.51	23.05' LT	1421.25	339388.99	649480.12
403	127+18.49	28.95' LT	1421.58	339394.71	649478.37
404	127+19.93	27.56' LT	1421.54	339394.10	649480.28
405	127+23.46	27.42' LT	1421.73	339395.55	649483.51
406	127+23.38	31.18' LT	1421.79	339398.88	649481.76
407	127+21.94	32.55' LT	1421.82	339399.47	649479.86
408	127+27.57	33.51' LT	1422.06	339402.83	649484.48
409	127+26.23	36.77' LT	1422.55	339405.16	649481.82
410	127+29.54	40.59' LT	1422.30	339410.05	649483.10
411	127+27.05	40.83' LT	1422.72	339409.16	649480.76
412	127+10.18	23.38' LT	1420.98	339386.02	649473.40
413	127+09.40	29.33' LT	1421.07	339391.01	649470.06
414	127+15.54	31.76' LT	1421.66	339395.91	649474.48
415	127+18.99	35.38' LT	1421.85	339400.69	649475.96
416	127+21.11	41.65' LT	1422.40	339407.25	649475.07

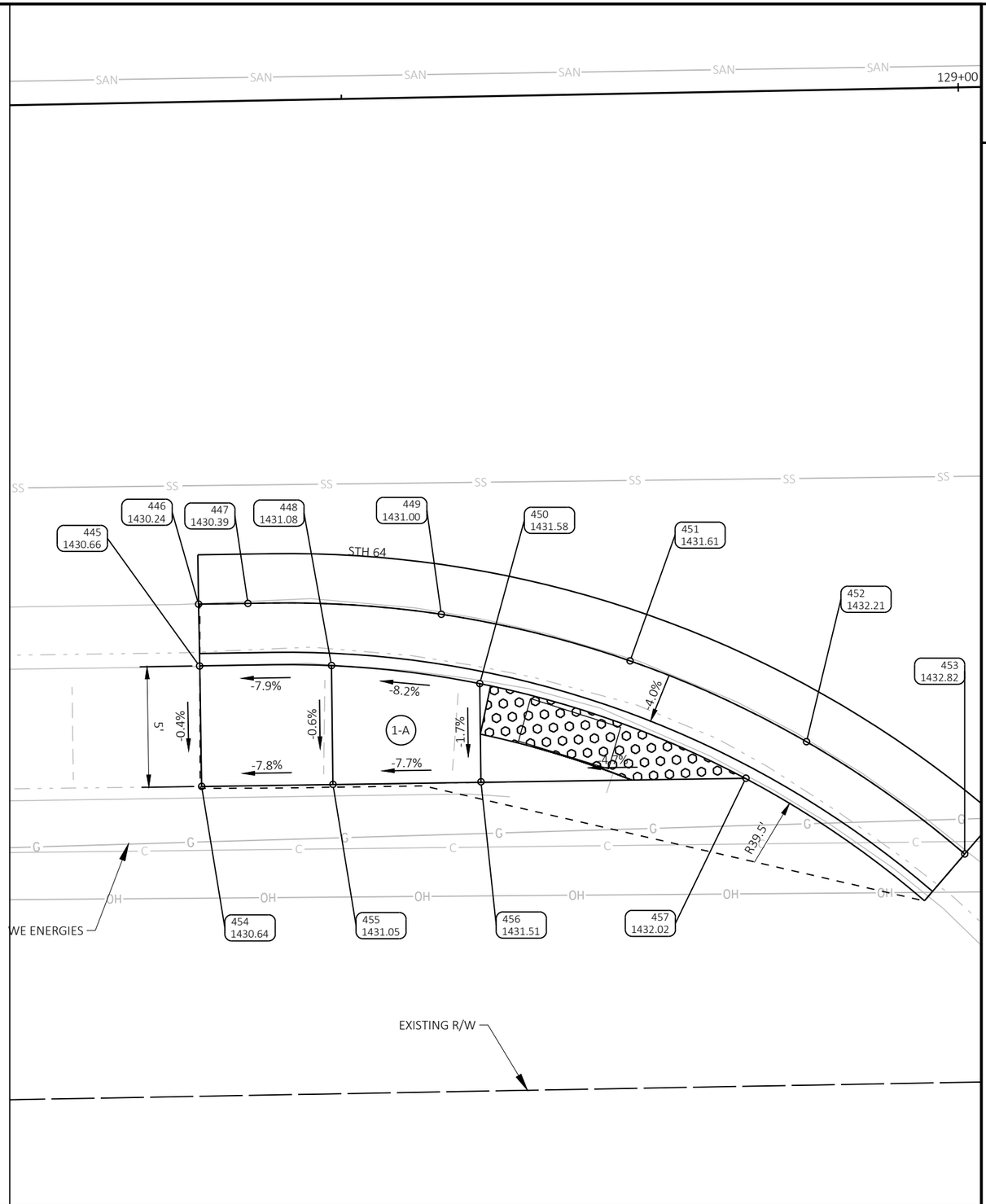


NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

MAIN ST ALLEY - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
445	128+68.82	22.87' RT	1430.66	339415.71	649635.90
446	128+68.83	20.36' RT	1430.24	339417.96	649634.78
447	128+70.83	20.37' RT	1430.39	339418.85	649636.57
448	128+74.17	22.95' RT	1431.08	339418.04	649640.71
449	128+78.65	20.96' RT	1431.00	339421.84	649643.83
450	128+80.16	23.79' RT	1431.58	339419.98	649646.45
451	128+86.27	22.99' RT	1431.61	339423.44	649651.54
452	128+93.35	26.40' RT	1432.21	339423.57	649659.40
453	128+99.68	31.07' RT	1432.82	339422.24	649667.15
454	128+68.81	27.75' RT	1430.64	339411.35	649638.08
455	128+74.13	27.77' RT	1431.05	339413.72	649642.85
456	128+80.13	27.77' RT	1431.51	339416.41	649648.21
457	128+90.87	27.83' RT	1432.02	339421.18	649657.83



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: MAIN ST ALLEY - SW	SHEET 31	E

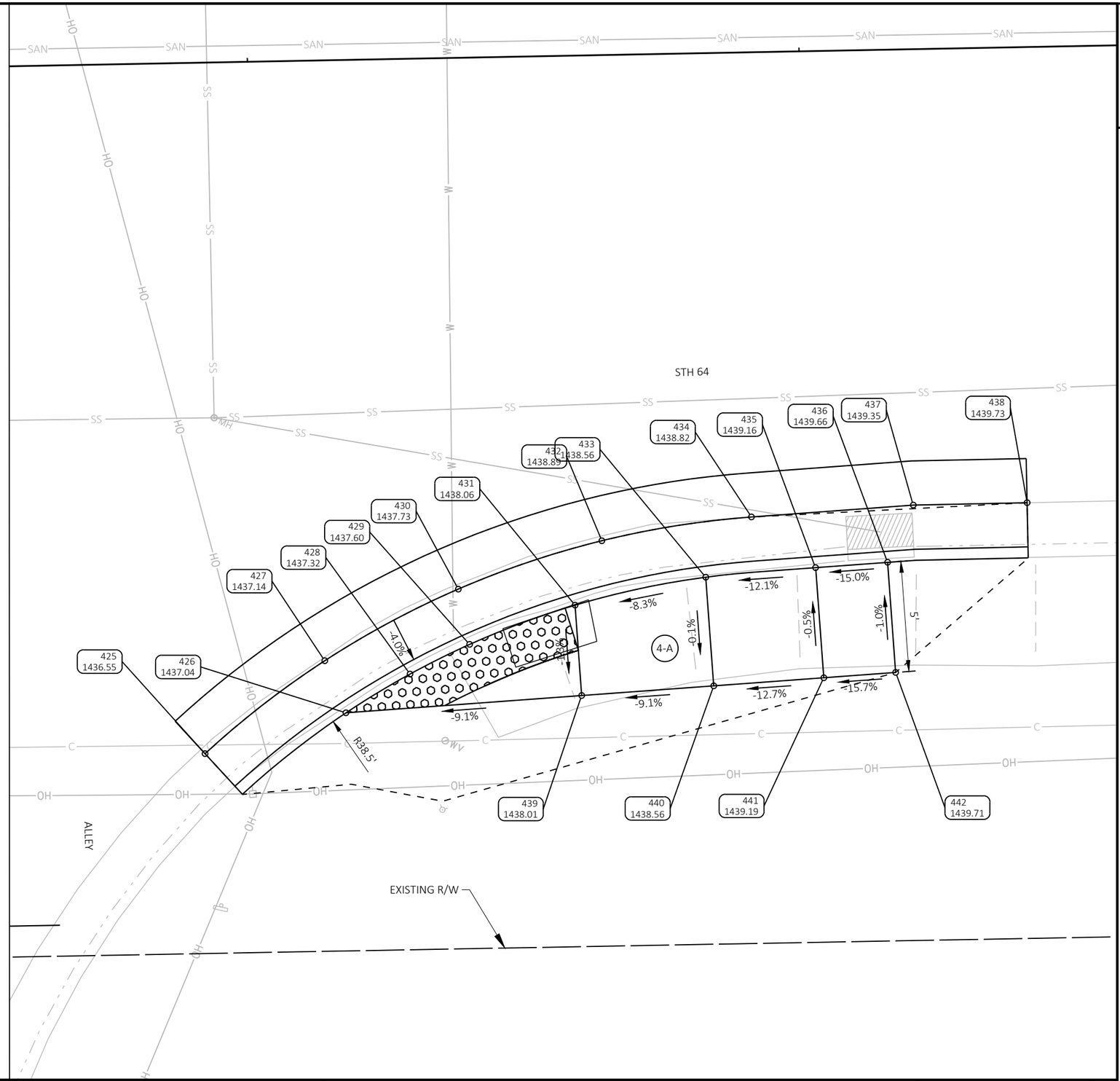
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NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

MAIN ST ALLEY - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
425	129+47.49	31.30' RT	1436.55	339443.51	649709.98
426	129+53.91	29.57' RT	1437.04	339447.93	649714.93
427	129+52.99	27.19' RT	1437.14	339449.65	649713.05
428	129+56.84	27.86' RT	1437.32	339450.77	649716.79
429	129+59.57	26.57' RT	1437.60	339453.15	649718.65
430	129+59.10	24.06' RT	1437.73	339455.18	649717.10
431	129+64.38	24.89' RT	1438.06	339456.82	649722.19
432	129+65.65	21.99' RT	1438.89	339459.97	649722.02
433	129+70.32	23.73' RT	1438.56	339460.52	649726.98
434	129+72.44	21.05' RT	1438.82	339463.87	649727.67
435	129+75.30	23.39' RT	1439.16	339463.06	649731.28
436	129+78.57	23.21' RT	1439.66	339464.68	649734.12
437	129+79.78	20.65' RT	1439.35	339467.52	649734.05
438	129+84.94	20.64' RT	1439.73	339469.85	649738.65
439	129+64.60	28.98' RT	1438.01	339453.26	649724.23
440	129+70.59	28.66' RT	1438.56	339456.24	649729.43
441	129+75.58	28.39' RT	1439.19	339458.72	649733.77
442	129+78.84	28.21' RT	1439.71	339460.35	649736.60



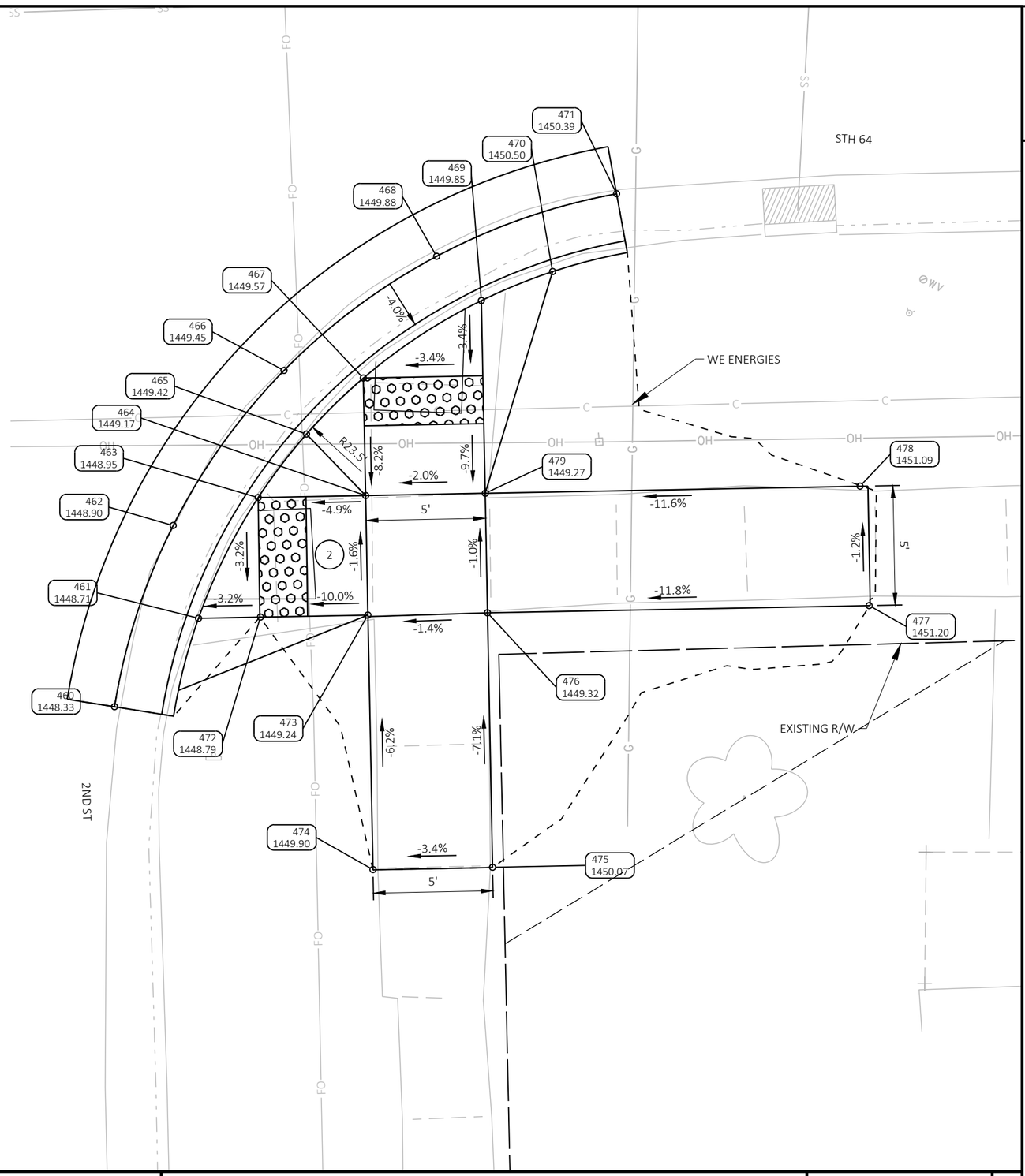
PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: MAIN ST ALLEY - SE	SHEET 32	E

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

2ND ST - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
460	131+33.99	42.09' RT	1448.33	339517.61	649881.46
461	131+37.57	38.46' RT	1448.71	339522.46	649883.03
462	131+36.58	34.55' RT	1448.90	339525.50	649880.40
463	131+40.16	33.46' RT	1448.95	339528.09	649883.10
464	131+44.65	33.46' RT	1449.17	339530.11	649887.11
465	131+42.23	30.84' RT	1449.42	339531.36	649883.77
466	131+41.34	28.16' RT	1449.45	339533.35	649881.77
467	131+44.65	28.54' RT	1449.57	339534.50	649884.90
468	131+47.81	23.51' RT	1449.88	339540.41	649885.47
469	131+49.65	25.39' RT	1449.85	339539.55	649887.95
470	131+52.64	24.24' RT	1450.50	339541.93	649890.12
471	131+55.38	21.03' RT	1450.39	339546.03	649891.12
472	131+40.16	38.46' RT	1448.79	339523.62	649885.34
473	131+44.65	38.46' RT	1449.24	339525.64	649889.36
474	131+44.66	49.10' RT	1449.90	339516.13	649894.15
475	131+49.66	49.10' RT	1450.07	339518.38	649898.62
476	131+49.65	38.46' RT	1449.32	339527.88	649893.83
477	131+65.62	38.46' RT	1451.20	339535.05	649908.09
478	131+65.33	33.46' RT	1451.09	339539.39	649905.59
479	131+49.65	33.46' RT	1449.27	339532.35	649891.58



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 2ND ST - SE	SHEET 33	E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021302_CR (CURB RAMP DETAILS).DWG
LAYOUT NAME - 23-2ND ST-SE
PLOT DATE : 7/31/2023 11:20 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

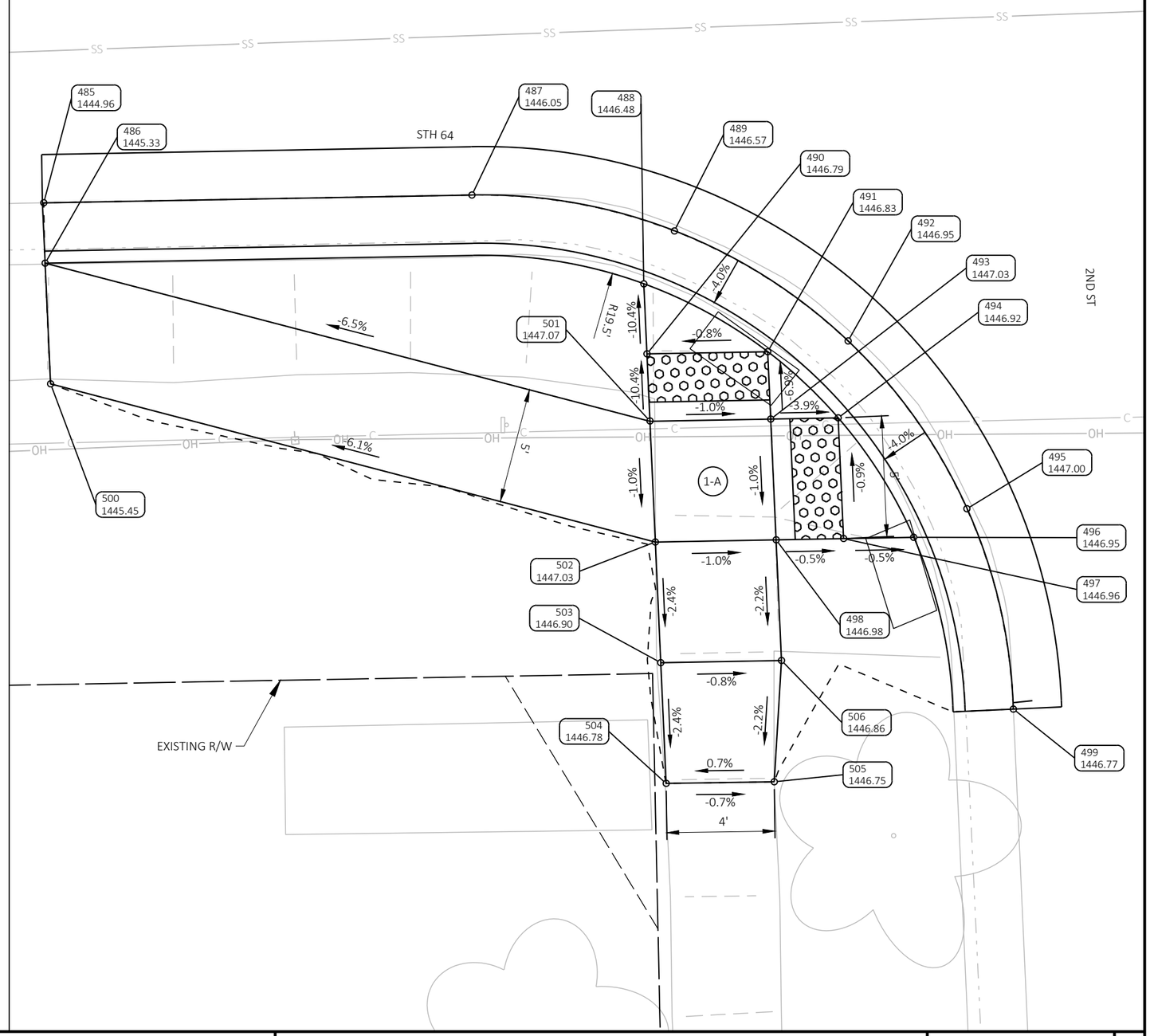
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NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

2ND ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
485	130+59.26	20.46' RT	1444.96	339503.37	649804.99
486	130+59.28	22.96' RT	1445.33	339501.14	649806.12
487	130+77.00	20.48' RT	1446.05	339511.33	649820.83
488	130+84.04	24.29' RT	1446.48	339511.08	649828.84
489	130+85.35	22.12' RT	1446.57	339513.60	649829.03
490	130+84.11	27.19' RT	1446.79	339508.52	649830.21
491	130+89.12	27.19' RT	1446.83	339510.77	649834.68
492	130+92.45	26.81' RT	1446.95	339512.61	649837.49
493	130+89.19	29.98' RT	1447.03	339508.30	649836.00
494	130+91.98	29.99' RT	1446.92	339509.56	649838.49
495	130+97.24	33.85' RT	1447.00	339508.46	649844.93
496	130+95.01	34.99' RT	1446.95	339506.45	649843.45
497	130+92.11	34.99' RT	1446.96	339505.15	649840.85
498	130+89.32	34.98' RT	1446.98	339503.89	649838.36
499	130+99.01	42.18' RT	1446.77	339501.82	649850.24
500	130+59.41	27.96' RT	1445.45	339496.74	649808.48
501	130+84.19	29.97' RT	1447.07	339506.07	649831.52
502	130+84.32	34.98' RT	1447.03	339501.65	649833.89
503	130+84.44	39.98' RT	1446.90	339497.24	649836.25
504	130+84.57	44.98' RT	1446.78	339492.83	649838.61
505	130+89.05	45.00' RT	1446.75	339494.82	649842.61
506	130+89.45	39.98' RT	1446.86	339499.48	649840.72



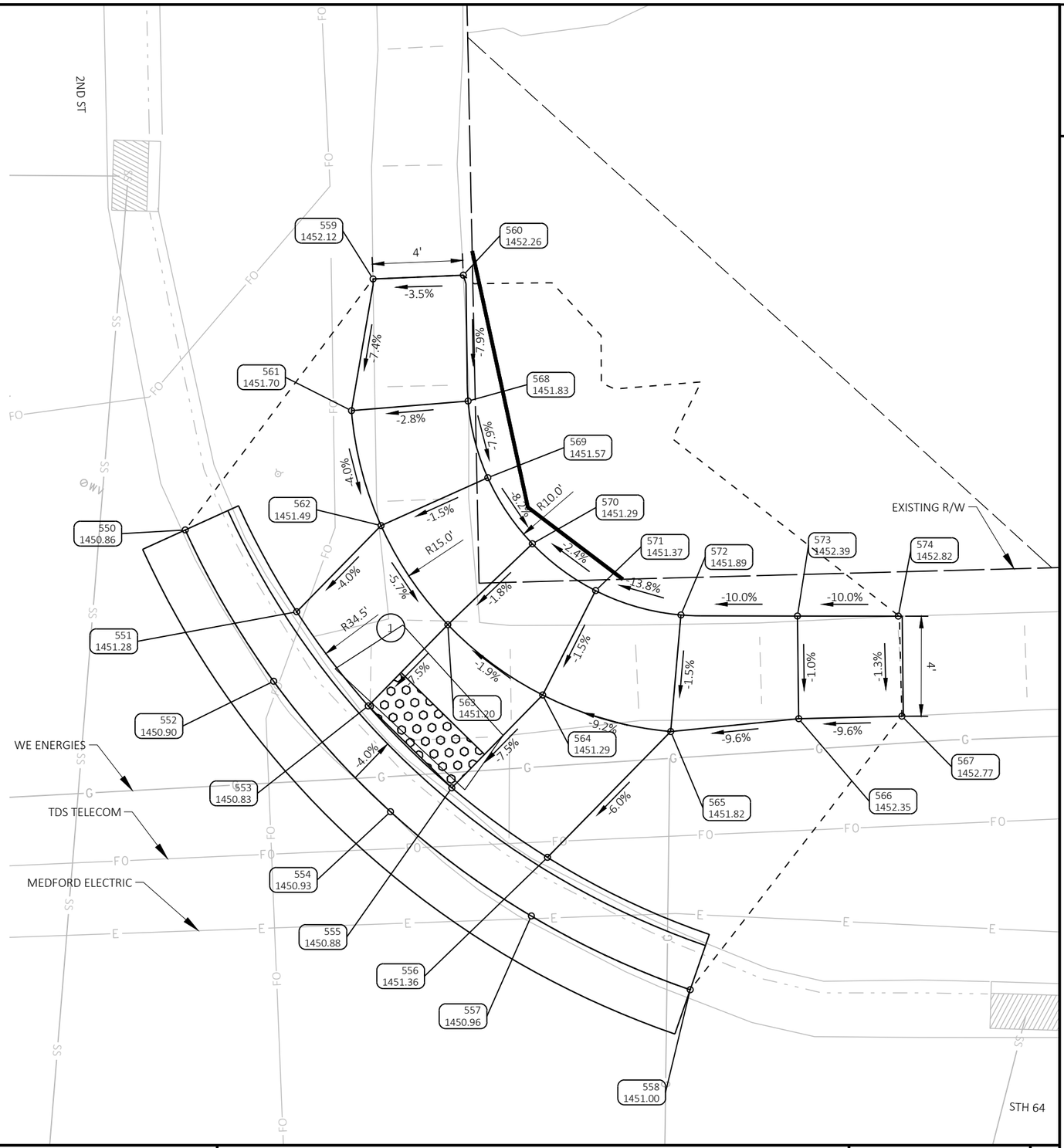
PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 2ND ST - SW	SHEET 34	E

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

- (X) CURB RAMP TYPE
- (SWX) CONCRETE SIDEWALK X-INCH
- (PED) CONCRETE PEDESTRIAN CURB
- (X) PONT NUMBER

2ND ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
550	131+37.34	42.31' LT	1450.86	339594.52	649846.56
551	131+42.03	38.72' LT	1451.28	339593.42	649852.37
552	131+40.99	35.77' LT	1450.90	339590.32	649852.76
553	131+45.02	34.64' LT	1450.83	339591.12	649856.86
554	131+45.88	30.10' LT	1450.93	339587.45	649859.67
555	131+48.52	31.08' LT	1450.88	339589.51	649861.60
556	131+52.55	28.03' LT	1451.36	339588.59	649866.57
557	131+51.82	25.54' LT	1450.96	339586.04	649867.02
558	131+58.54	22.25' LT	1451.00	339586.12	649874.51
559	131+45.57	52.88' LT	1452.12	339607.66	649849.16
560	131+49.42	52.97' LT	1452.26	339609.47	649852.57
561	131+44.54	47.27' LT	1451.70	339602.19	649850.76
562	131+45.71	42.34' LT	1451.49	339598.30	649854.03
563	131+48.48	38.05' LT	1451.20	339595.72	649858.43
564	131+52.48	34.97' LT	1451.29	339594.76	649863.38
565	131+57.92	33.30' LT	1451.82	339595.71	649868.99
566	131+63.40	33.75' LT	1452.35	339598.57	649873.69
567	131+67.81	33.77' LT	1452.77	339600.57	649877.62
568	131+49.53	47.59' LT	1451.83	339604.71	649855.08
569	131+50.31	44.30' LT	1451.57	339602.12	649857.26
570	131+52.16	41.44' LT	1451.29	339600.40	649860.19
571	131+54.82	39.38' LT	1451.37	339599.76	649863.49
572	131+58.45	38.28' LT	1451.89	339600.39	649867.23
573	131+63.43	38.14' LT	1452.39	339602.51	649871.74
574	131+67.81	38.05' LT	1452.82	339604.36	649875.63



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 2ND ST - NE	SHEET 35	E

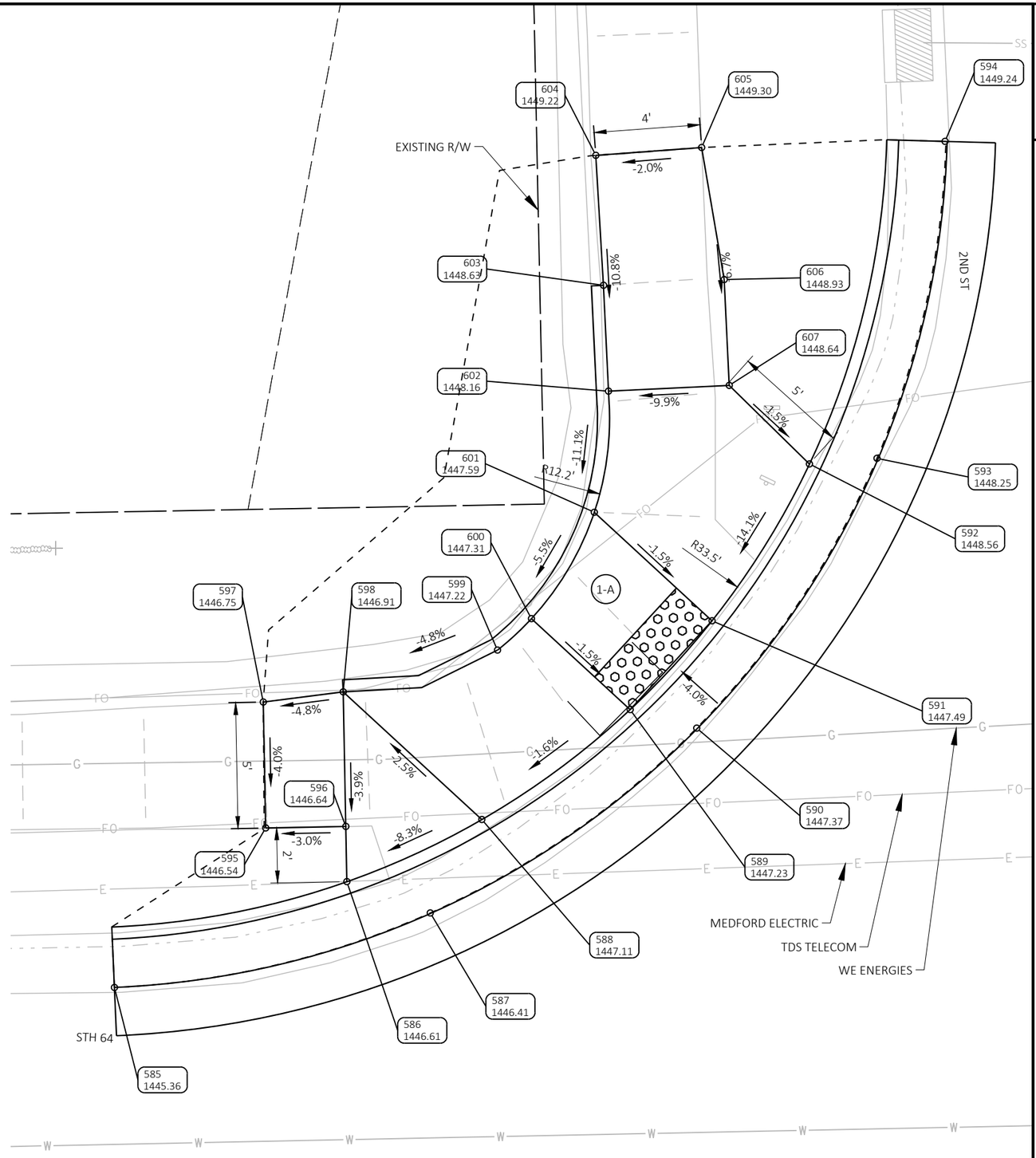
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LAYOUT NAME - 25-2ND ST-NE
PLOT DATE : 7/31/2023 11:22 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

2ND ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
585	130+65.69	19.92' LT	1445.36	339542.34	649792.60
586	130+75.39	24.11' LT	1446.61	339550.44	649799.37
587	130+78.81	22.76' LT	1446.41	339550.77	649803.05
588	130+81.02	26.58' LT	1447.11	339555.18	649803.30
589	130+87.24	31.01' LT	1447.23	339561.93	649806.87
590	130+89.98	30.19' LT	1447.37	339562.43	649809.68
591	130+90.70	34.62' LT	1447.49	339566.71	649808.34
592	130+94.85	41.03' LT	1448.56	339574.30	649809.16
593	130+97.64	41.21' LT	1448.25	339575.71	649811.59
594	131+00.71	54.26' LT	1449.24	339588.75	649808.46
595	130+72.07	26.40' LT	1446.54	339551.00	649795.38
596	130+75.39	26.40' LT	1446.64	339552.49	649798.35
597	130+72.07	31.61' LT	1446.75	339555.65	649793.04
598	130+75.39	31.97' LT	1446.91	339557.46	649795.85
599	130+81.80	33.57' LT	1447.22	339561.78	649800.86
600	130+83.23	34.85' LT	1447.31	339563.55	649801.56
601	130+85.91	39.20' LT	1447.59	339568.65	649802.00
602	130+86.59	44.20' LT	1448.16	339573.42	649800.37
603	130+86.47	48.58' LT	1448.63	339577.28	649798.29
604	130+86.25	53.96' LT	1449.22	339581.99	649795.68
605	130+90.64	54.20' LT	1449.30	339584.18	649799.49
606	130+91.47	48.72' LT	1448.93	339579.65	649802.69
607	130+91.59	44.34' LT	1448.64	339575.79	649804.77



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 2ND ST - NW	SHEET 36	E

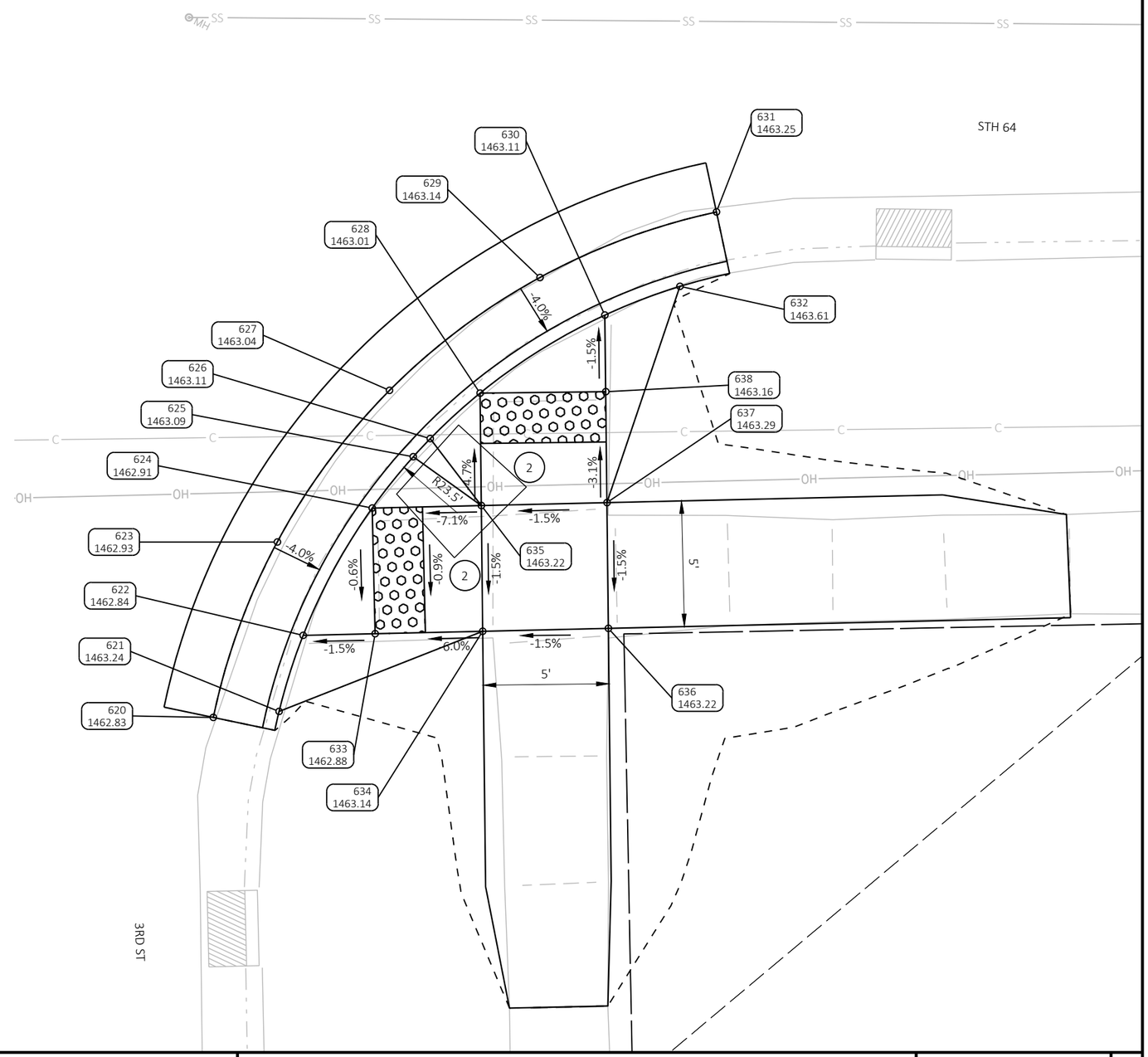
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LAYOUT NAME - 26-2ND ST-NW
PLOT DATE : 7/31/2023 11:22 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

3RD ST - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
620	135+16.25	39.98' RT	1462.83	339691.13	650222.08
621	135+18.87	39.79' RT	1463.24	339692.48	650224.33
622	135+19.89	36.79' RT	1462.84	339695.62	650223.89
623	135+18.93	33.05' RT	1462.93	339698.52	650221.36
624	135+22.73	31.78' RT	1462.91	339701.37	650224.18
625	135+24.40	29.77' RT	1463.09	339703.92	650224.77
626	135+25.09	29.06' RT	1463.11	339704.86	650225.07
627	135+23.51	27.11' RT	1463.04	339705.89	650222.78
628	135+27.10	27.29' RT	1463.01	339707.35	650226.07
629	135+29.57	22.74' RT	1463.14	339712.52	650226.24
630	135+32.13	24.28' RT	1463.11	339712.29	650229.21
631	135+36.64	20.26' RT	1463.25	339717.90	650231.44
632	135+35.14	23.19' RT	1463.61	339714.61	650231.41
633	135+22.75	36.78' RT	1462.88	339696.91	650226.44
634	135+27.03	36.76' RT	1463.14	339698.85	650230.26
635	135+27.07	31.76' RT	1463.22	339703.34	650228.05
636	135+32.03	36.74' RT	1463.22	339701.12	650234.72
637	135+32.07	31.74' RT	1463.29	339705.60	650232.51
638	135+32.10	27.33' RT	1463.16	339709.56	650230.56



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 3RD ST - SE	SHEET 37	E

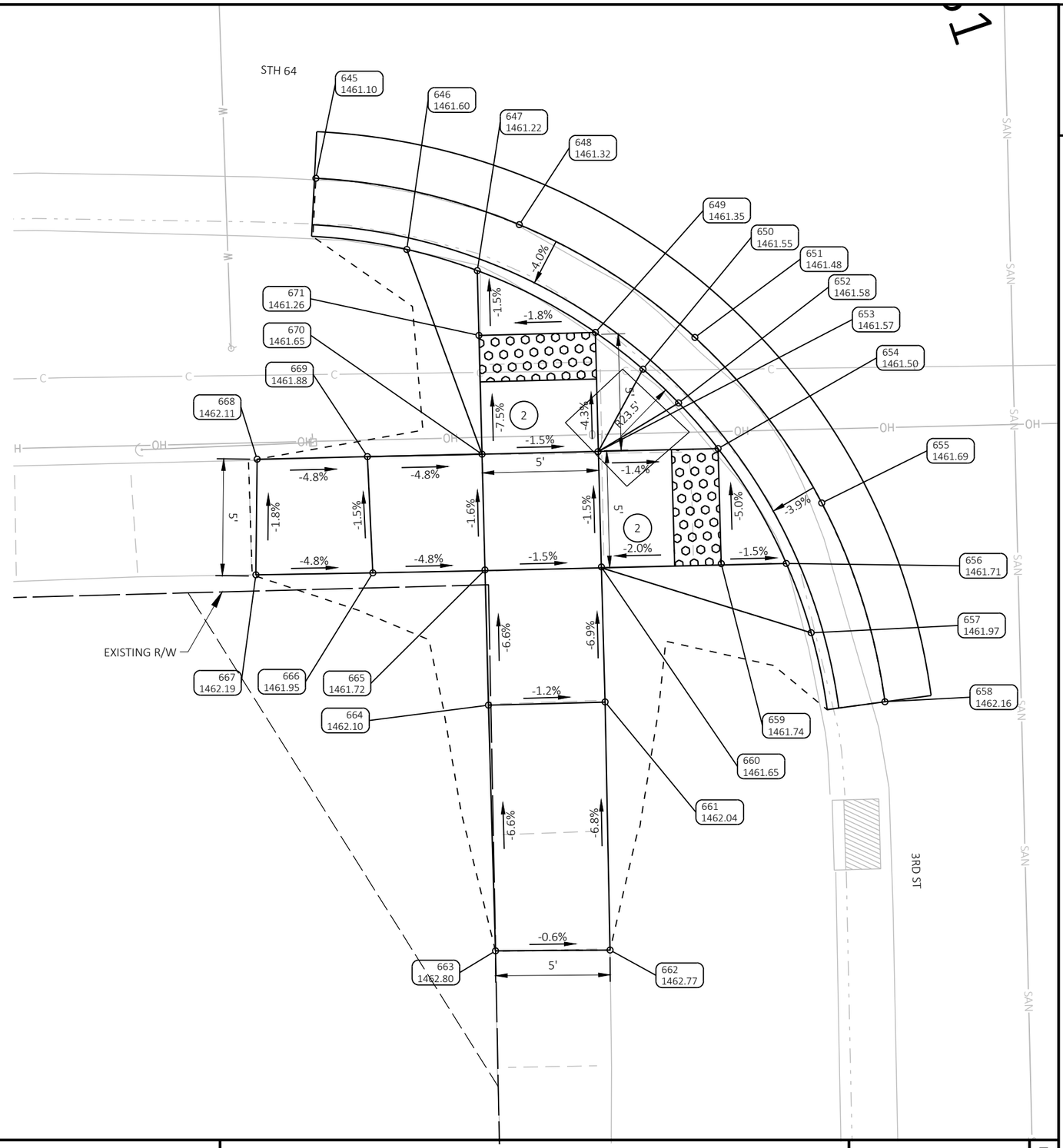
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LAYOUT NAME - 27-3RD ST -SE
PLOT DATE : 7/31/2023 11:23 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

3RD ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
645	134+59.57	20.08' RT	1461.10	339683.46	650162.49
646	134+63.41	23.21' RT	1461.60	339682.39	650167.33
647	134+66.42	24.18' RT	1461.22	339682.87	650170.45
648	134+68.26	22.24' RT	1461.32	339685.43	650171.23
649	134+71.44	26.92' RT	1461.35	339682.67	650176.17
650	134+73.45	28.54' RT	1461.55	339682.13	650178.69
651	134+75.70	27.22' RT	1461.48	339684.32	650180.11
652	134+74.95	30.02' RT	1461.58	339681.49	650180.70
653	134+71.45	32.05' RT	1461.57	339678.10	650178.48
654	134+76.61	32.01' RT	1461.50	339680.45	650183.07
655	134+81.01	34.43' RT	1461.69	339680.27	650188.10
656	134+79.44	37.00' RT	1461.71	339677.27	650187.84
657	134+80.45	39.99' RT	1461.97	339675.05	650190.09
658	134+83.56	43.02' RT	1462.16	339673.74	650194.23
659	134+76.65	36.95' RT	1461.74	339676.06	650185.33
660	134+71.50	37.00' RT	1461.65	339673.70	650180.75
661	134+71.55	42.80' RT	1462.04	339668.55	650183.40
662	134+71.56	53.45' RT	1462.77	339659.03	650188.19
663	134+66.65	53.40' RT	1462.80	339656.87	650183.78
664	134+66.54	42.84' RT	1462.10	339666.26	650178.94
665	134+66.50	37.03' RT	1461.72	339671.43	650176.30
666	134+61.69	37.07' RT	1461.95	339669.24	650172.02
667	134+56.67	37.05' RT	1462.19	339666.99	650167.52
668	134+56.82	32.09' RT	1462.11	339671.49	650165.43
669	134+61.55	32.08' RT	1461.88	339673.63	650169.65
670	134+66.47	32.06' RT	1461.65	339675.86	650174.04
671	134+66.44	26.96' RT	1461.26	339680.40	650171.72



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 3RD ST - SW	SHEET 38	E

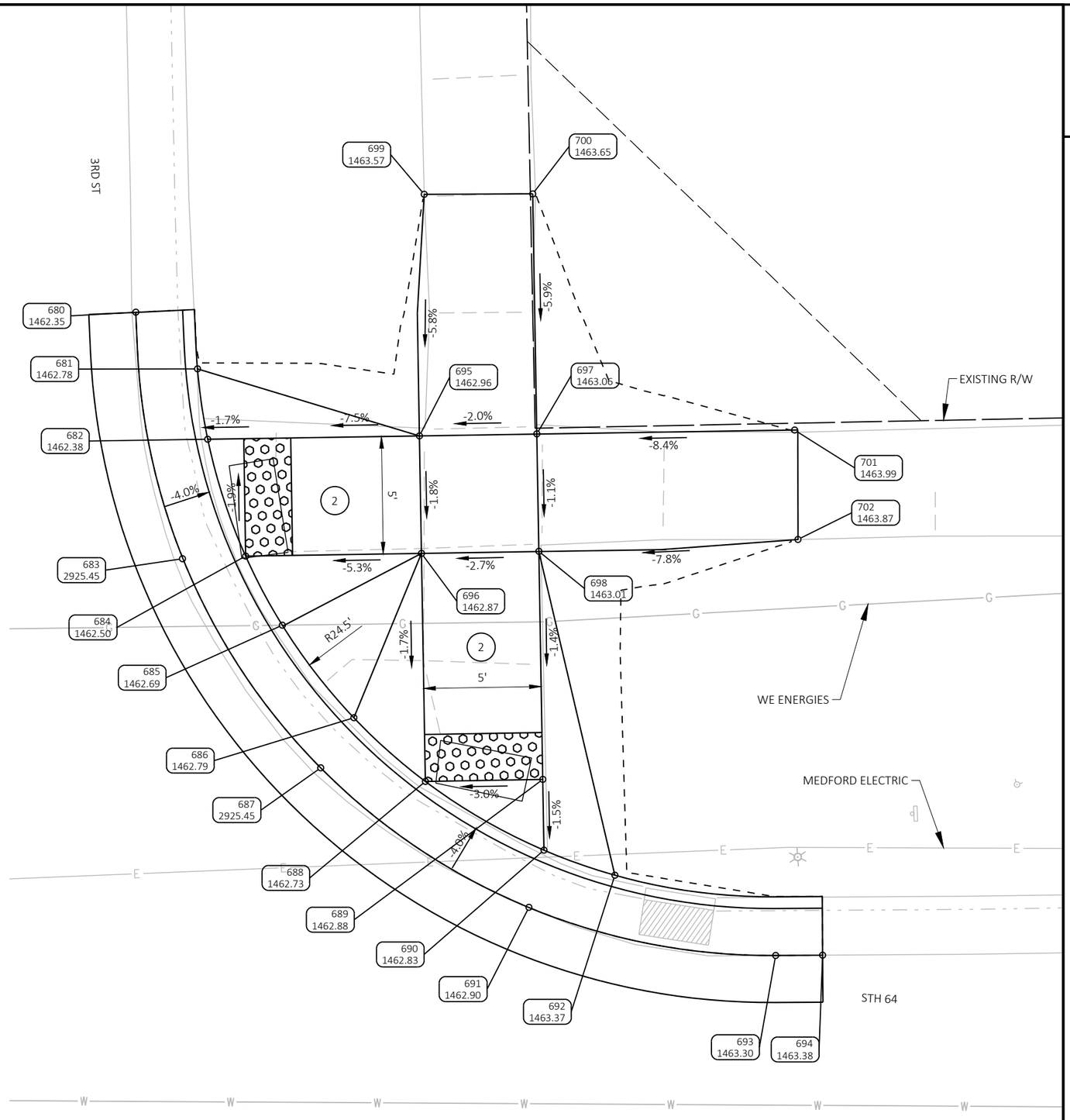
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LAYOUT NAME - 28-3RD ST - SW
PLOT DATE : 7/31/2023 11:24 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

3RD ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
680	135+15.61	48.29' LT	1462.35	339769.71	650181.87
681	135+18.19	45.83' LT	1462.78	339768.67	650185.28
682	135+18.57	42.83' LT	1462.38	339766.16	650186.96
683	135+17.40	37.76' LT	2925.45	339761.11	650188.19
684	135+20.09	37.82' LT	1462.50	339762.37	650190.57
685	135+21.60	34.85' LT	1462.69	339760.40	650193.25
686	135+24.57	30.86' LT	1462.79	339758.16	650197.70
687	135+23.11	28.75' LT	2925.45	339755.62	650197.35
688	135+27.56	28.09' LT	1462.73	339757.03	650201.62
689	135+32.56	28.08' LT	1462.88	339759.27	650206.09
690	135+32.56	25.07' LT	1462.83	339756.58	650207.44
691	135+31.87	22.65' LT	1462.90	339754.10	650207.91
692	135+35.55	23.94' LT	1463.37	339756.92	650210.62
693	135+42.34	20.40' LT	1463.30	339756.80	650218.27
694	135+44.34	20.37' LT	1463.38	339757.67	650220.07
695	135+27.59	42.80' LT	1462.96	339770.19	650195.03
696	135+27.58	37.80' LT	1462.87	339765.71	650197.27
697	135+32.59	42.79' LT	1463.06	339772.42	650199.51
698	135+32.58	37.79' LT	1463.01	339767.95	650201.74
699	135+27.98	53.07' LT	1463.57	339779.55	650190.78
700	135+32.60	53.00' LT	1463.65	339781.56	650194.93
701	135+43.56	42.75' LT	1463.99	339777.31	650209.33
702	135+43.62	38.09' LT	1463.87	339773.17	650211.47



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 3RD ST - NE	SHEET 39	E

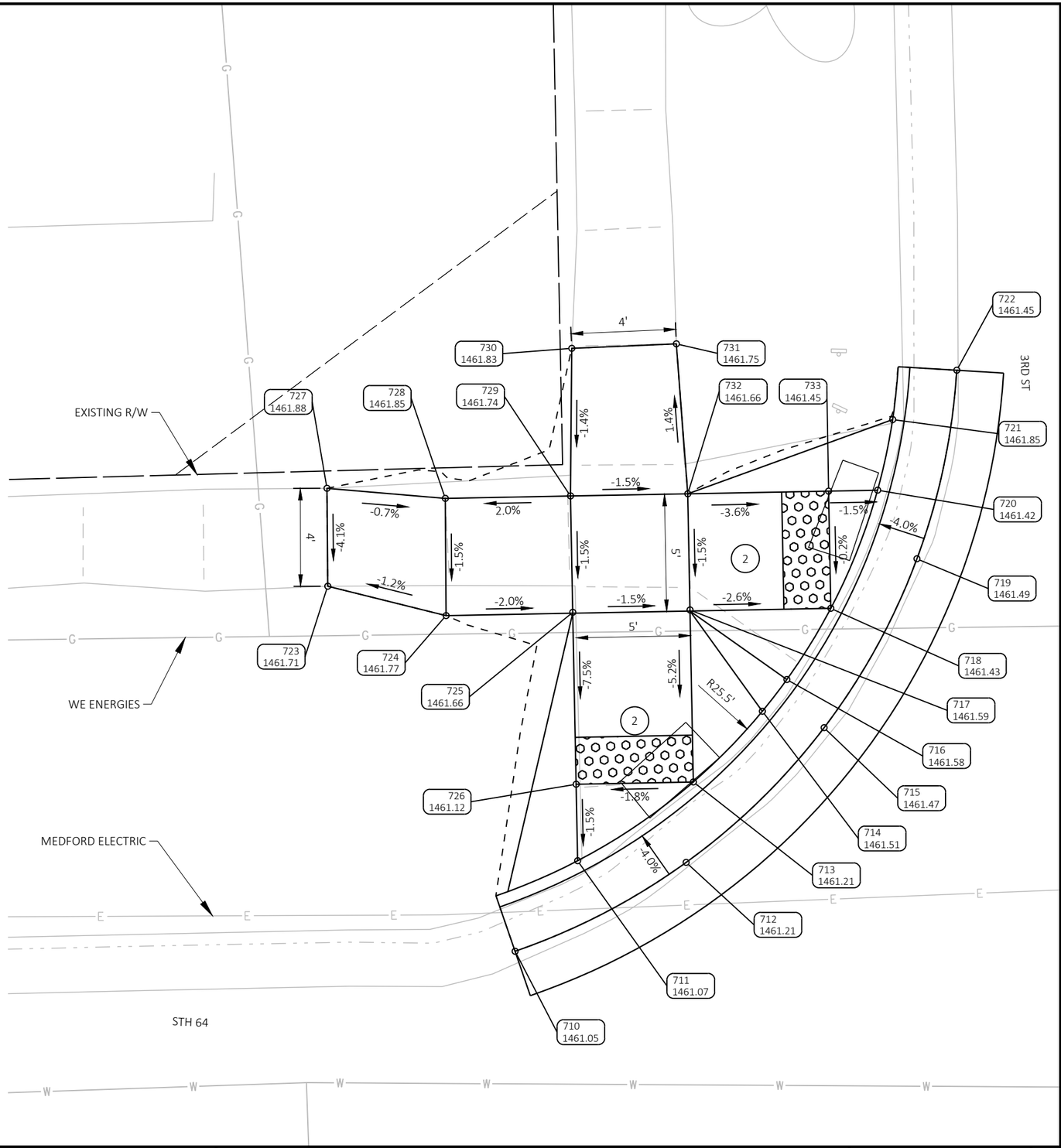
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LAYOUT NAME - 29-3RD ST-NE
PLOT DATE : 7/31/2023 11:25 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

3RD ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
710	134+64.10	21.62' LT	1461.05	339722.75	650147.82
711	134+66.84	25.43' LT	1461.07	339727.39	650148.56
712	134+71.46	25.27' LT	1461.21	339729.32	650152.76
713	134+71.84	28.69' LT	1461.21	339732.55	650151.55
714	134+74.83	31.65' LT	1461.51	339736.54	650152.90
715	134+77.45	30.90' LT	1461.47	339737.05	650155.58
716	134+75.90	32.99' LT	1461.58	339738.21	650153.26
717	134+71.83	36.03' LT	1461.59	339739.10	650148.26
718	134+77.84	35.99' LT	1461.43	339741.76	650153.64
719	134+81.54	38.03' LT	1461.49	339745.25	650156.04
720	134+79.92	40.99' LT	1461.42	339747.17	650153.26
721	134+80.62	43.99' LT	1461.85	339750.16	650152.54
722	134+83.40	46.04' LT	1461.45	339753.24	650154.09
723	134+56.41	37.33' LT	1461.71	339733.34	650133.89
724	134+61.43	35.99' LT	1461.77	339734.39	650138.98
725	134+66.83	36.02' LT	1461.66	339736.85	650143.79
726	134+66.84	28.69' LT	1461.12	339730.30	650147.09
727	134+56.45	41.51' LT	1461.88	339737.09	650132.05
728	134+61.49	40.99' LT	1461.85	339738.89	650136.79
729	134+66.83	40.99' LT	1461.74	339741.28	650141.56
730	134+67.00	47.28' LT	1461.83	339746.99	650138.89
731	134+71.46	47.39' LT	1461.75	339749.09	650142.83
732	134+71.83	40.99' LT	1461.66	339743.53	650146.03
733	134+77.84	40.99' LT	1461.45	339746.23	650151.40



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 3RD ST - NW	SHEET 40	E

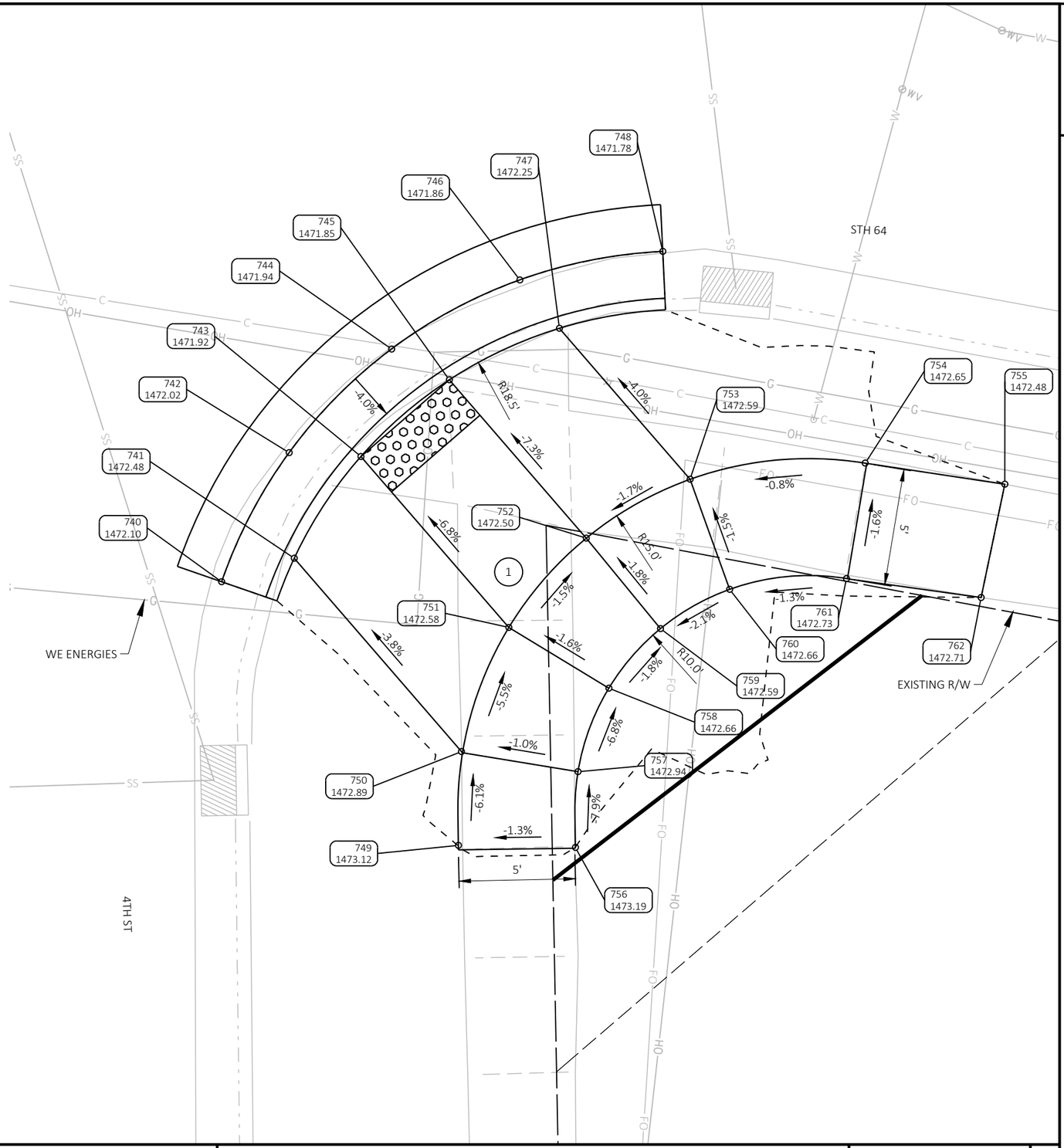
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LAYOUT NAME - 30-3RD ST-NW
PLOT DATE : 7/31/2023 11:26 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

4TH ST - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
740	139+22.48	38.06' RT	1472.10	339835.64	650592.35
741	139+25.34	36.50' RT	1472.48	339837.89	650594.71
742	139+24.31	32.10' RT	1472.02	339841.86	650592.57
743	139+27.35	31.70' RT	1471.92	339843.04	650595.40
744	139+27.80	26.95' RT	1471.94	339847.75	650594.60
745	139+30.47	27.79' RT	1471.85	339847.62	650597.40
746	139+32.65	23.05' RT	1471.86	339852.78	650598.27
747	139+34.69	24.77' RT	1472.25	339851.64	650600.69
748	139+38.43	20.73' RT	1471.78	339856.51	650603.25
749	139+34.48	47.28' RT	1473.12	339829.85	650606.34
750	139+33.88	43.32' RT	1472.89	339833.52	650604.73
751	139+34.90	37.73' RT	1472.58	339839.18	650604.26
752	139+37.46	33.37' RT	1472.50	339844.05	650605.60
753	139+41.36	30.09' RT	1472.59	339848.24	650608.51
754	139+48.59	28.04' RT	1472.65	339852.10	650614.96
755	139+54.62	27.84' RT	1472.48	339853.86	650620.73
756	139+39.42	46.45' RT	1473.19	339831.93	650610.89
757	139+38.93	43.25' RT	1472.94	339834.90	650609.59
758	139+39.58	39.50' RT	1472.66	339838.69	650609.23
759	139+41.28	36.60' RT	1472.59	339841.94	650610.13
760	139+43.88	34.41' RT	1472.66	339844.73	650612.07
761	139+48.70	33.04' RT	1472.73	339847.30	650616.37
762	139+54.51	32.78' RT	1472.71	339849.05	650621.91



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 4TH ST - SE	SHEET 41	E

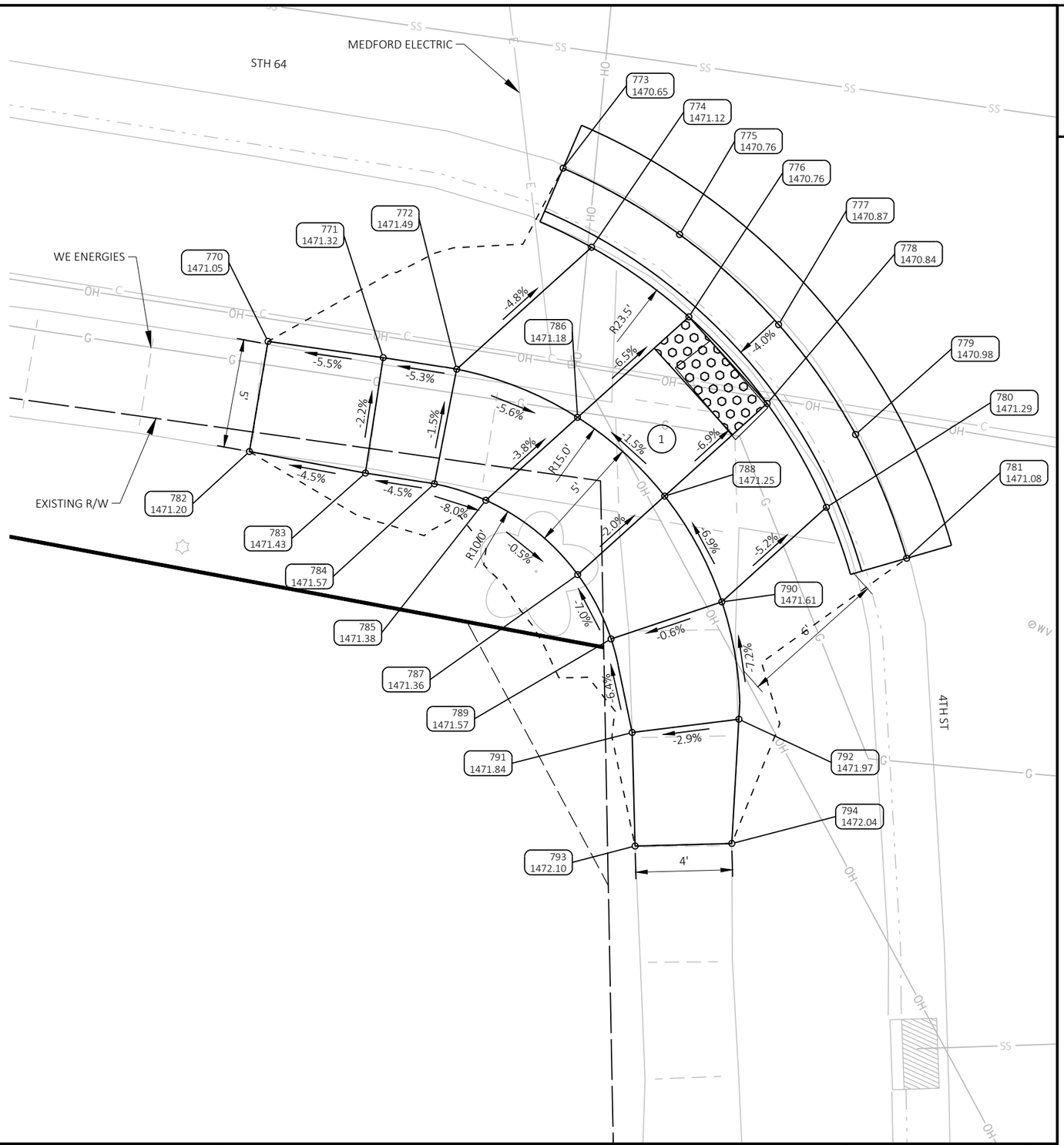
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LAYOUT NAME - 31-4TH ST - SE
PLOT DATE : 7/31/2023 11:27 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

4TH ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
770	138+52.37	29.32' RT	1471.05	339825.38	650523.39
771	138+57.44	29.24' RT	1471.32	339826.88	650528.14
772	138+60.67	29.24' RT	1471.49	339827.79	650531.20
773	138+63.84	20.01' RT	1470.65	339837.52	650531.59
774	138+65.61	23.16' RT	1471.12	339834.99	650534.15
775	138+69.29	22.00' RT	1470.76	339837.12	650537.31
776	138+70.27	25.42' RT	1470.76	339834.11	650539.19
777	138+74.17	25.11' RT	1470.87	339835.47	650542.80
778	138+74.25	28.52' RT	1470.84	339832.21	650543.82
779	138+78.28	29.19' RT	1470.98	339832.65	650547.81
780	138+77.56	32.48' RT	1471.29	339829.30	650548.03
781	138+81.39	34.05' RT	1471.08	339828.82	650552.07
782	138+52.31	34.11' RT	1471.20	339820.78	650524.71
783	138+57.46	34.24' RT	1471.43	339822.09	650529.59
784	138+60.51	34.23' RT	1471.57	339822.95	650532.45
785	138+62.84	34.58' RT	1471.38	339823.27	650534.75
786	138+66.21	30.44' RT	1471.18	339828.17	650536.75
787	138+67.33	37.08' RT	1471.36	339822.10	650539.67
788	138+70.52	33.16' RT	1471.25	339826.74	650541.57
789	138+69.23	39.57' RT	1471.57	339820.23	650542.15
790	138+73.74	37.22' RT	1471.61	339823.71	650545.74
791	138+70.82	43.37' RT	1471.84	339817.01	650544.69
792	138+75.34	42.05' RT	1471.97	339819.50	650548.57
793	138+71.77	48.14' RT	1472.10	339812.68	650546.91
794	138+75.95	47.35' RT	1472.04	339814.57	650550.60



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 4TH ST - SW	SHEET 42	E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021302_CR (CURB RAMP DETAILS).DWG
LAYOUT NAME - 32-4TH ST -SW
PLOT DATE : 7/31/2023 11:28 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

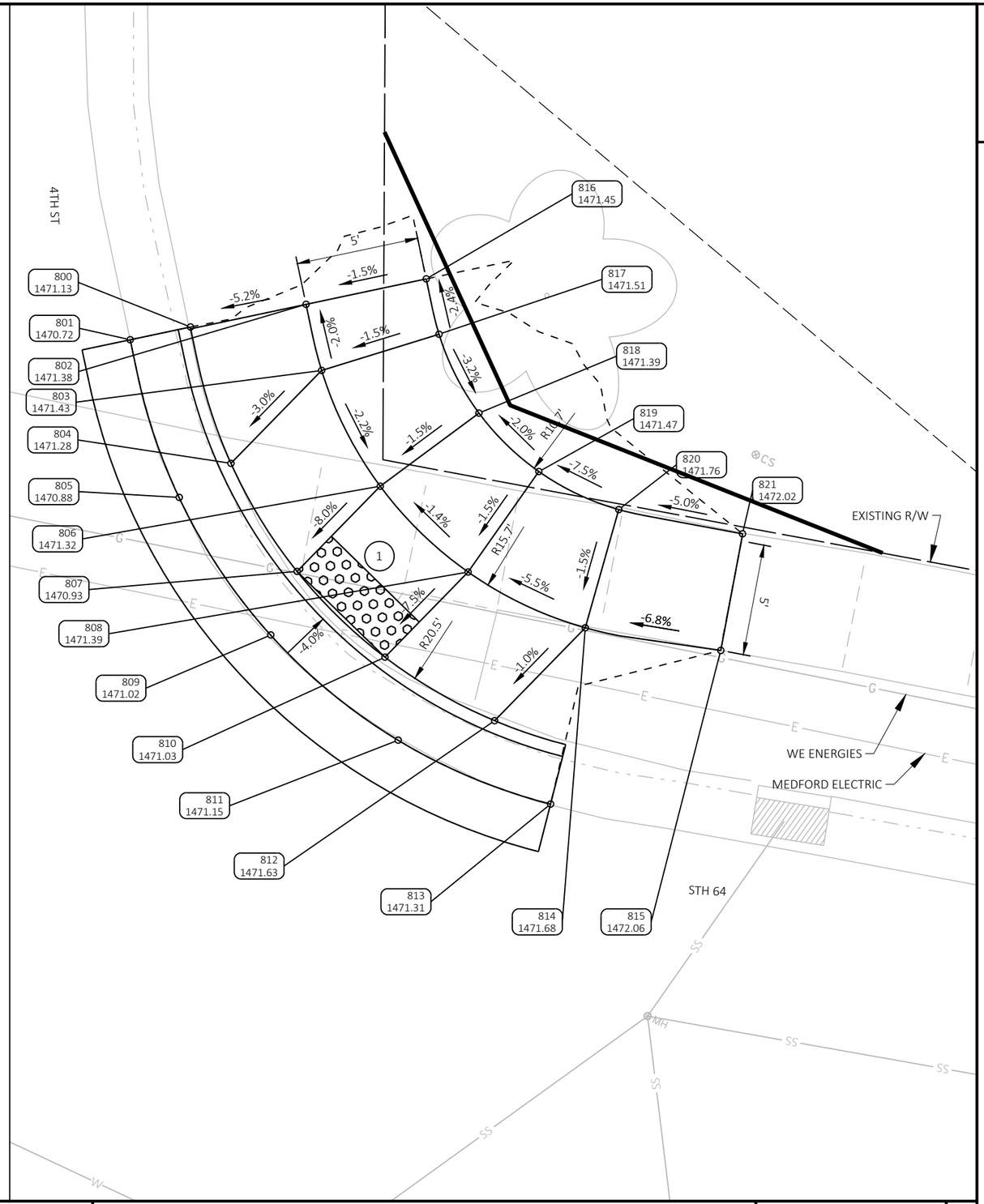
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NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

4TH ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	139+07.63	36.75' LT	1471.13	339904.02	650558.57
801	139+05.31	35.79' LT	1470.72	339902.49	650556.58
802	139+12.08	38.52' LT	1471.38	339906.88	650562.41
803	139+13.20	35.99' LT	1471.43	339904.73	650564.14
804	139+10.26	31.60' LT	1471.28	339899.72	650562.45
805	139+08.44	29.84' LT	1470.88	339897.56	650561.15
806	139+16.40	31.79' LT	1471.32	339901.51	650568.33
807	139+13.71	27.76' LT	1470.93	339896.92	650566.78
808	139+20.56	29.01' LT	1471.39	339899.90	650573.07
809	139+13.13	25.02' LT	1471.02	339894.12	650566.93
810	139+17.87	24.98' LT	1471.03	339895.31	650571.51
811	139+19.01	21.76' LT	1471.15	339892.50	650573.46
812	139+22.73	23.26' LT	1471.63	339894.91	650576.65
813	139+25.59	20.33' LT	1471.31	339892.83	650580.18
814	139+25.67	27.65' LT	1471.68	339899.92	650578.35
815	139+31.25	27.75' LT	1472.06	339901.47	650583.72
816	139+16.70	40.43' LT	1471.45	339909.93	650566.37
817	139+17.62	38.31' LT	1471.51	339908.12	650567.82
818	139+19.81	35.45' LT	1471.39	339905.93	650570.67
819	139+22.64	33.56' LT	1471.47	339904.83	650573.90
820	139+26.12	32.63' LT	1471.76	339904.84	650577.50
821	139+31.26	32.58' LT	1472.02	339906.13	650582.47



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 4TH ST - NE	SHEET 43	E

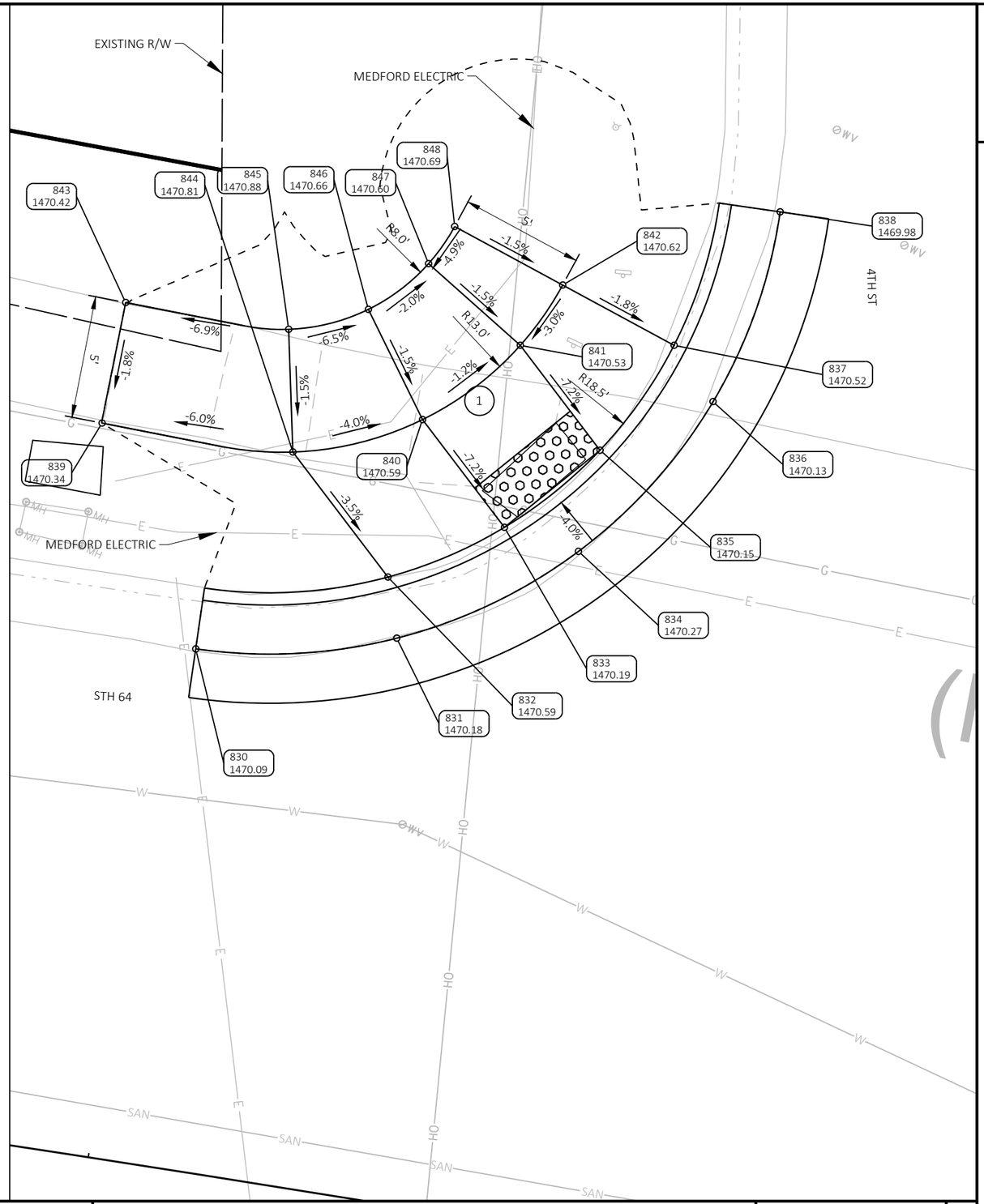
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LAYOUT NAME - 33-4TH ST-NE
PLOT DATE : 7/31/2023 11:29 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

4TH ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
830	138+51.14	21.12' LT	1470.09	339873.33	650507.69
831	138+59.06	22.83' LT	1470.18	339877.26	650514.88
832	138+58.32	25.23' LT	1470.59	339879.35	650513.48
833	138+62.61	27.98' LT	1470.19	339883.22	650516.88
834	138+65.70	27.50' LT	1470.27	339883.64	650520.02
835	138+65.89	31.71' LT	1470.15	339887.74	650519.04
836	138+70.03	34.41' LT	1470.13	339891.51	650522.33
837	138+68.13	36.41' LT	1470.52	339892.89	650519.91
838	138+71.42	42.48' LT	1469.98	339899.66	650521.45
839	138+46.05	29.63' LT	1470.34	339879.98	650500.28
840	138+58.69	31.78' LT	1470.59	339885.74	650511.98
841	138+62.08	35.40' LT	1470.53	339890.19	650514.26
842	138+63.36	38.10' LT	1470.62	339893.15	650514.76
843	138+46.26	34.63' LT	1470.42	339884.82	650499.03
844	138+53.77	29.65' LT	1470.81	339882.27	650507.79
845	138+52.85	34.56' LT	1470.88	339886.70	650505.48
846	138+55.87	35.87' LT	1470.66	339888.84	650508.05
847	138+57.95	38.09' LT	1470.60	339891.57	650509.46
848	138+58.74	39.75' LT	1470.69	339893.40	650509.76



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 4TH ST - NW	SHEET 44	E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021302_CR (CURB RAMP DETAILS).DWG
LAYOUT NAME - 34-4TH ST-NW
PLOT DATE : 7/31/2023 11:30 PM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1 IN:5 FT

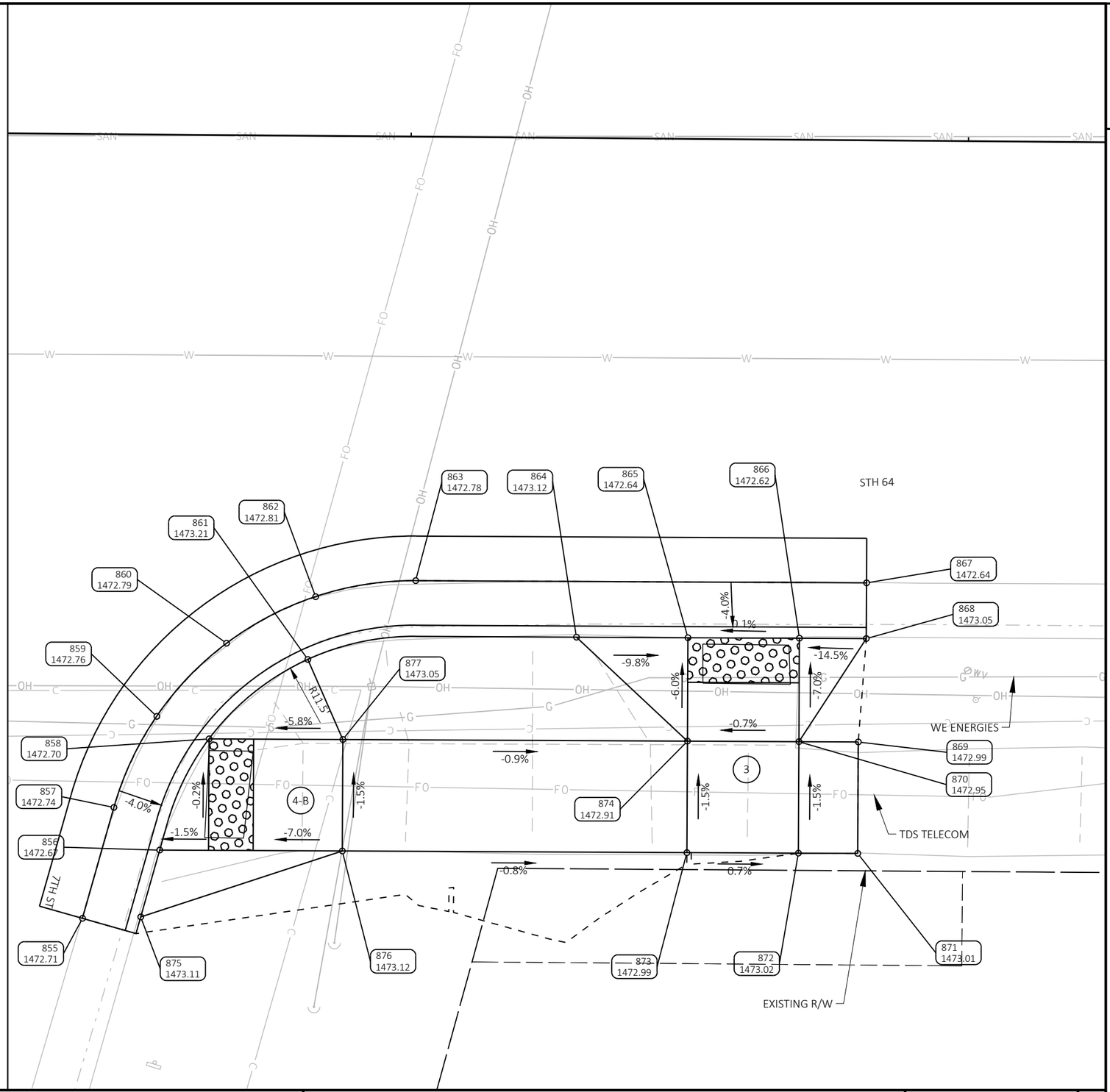
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NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

7TH ST - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
855	154+35.54	35.19' RT	1472.71	340231.62	652052.68
856	154+38.98	32.10' RT	1472.67	340235.50	652055.20
857	154+36.91	30.20' RT	1472.74	340236.79	652052.71
858	154+41.15	27.09' RT	1472.70	340240.89	652056.00
859	154+38.80	26.10' RT	1472.76	340241.24	652053.47
860	154+41.91	22.80' RT	1472.79	340245.24	652055.61
861	154+45.56	23.49' RT	1473.21	340245.51	652059.31
862	154+45.88	20.68' RT	1472.81	340248.32	652058.90
863	154+50.36	19.92' RT	1472.78	340250.21	652063.02
864	154+57.60	22.40' RT	1473.12	340249.70	652070.65
865	154+62.60	22.38' RT	1472.64	340251.02	652075.48
866	154+67.60	22.36' RT	1472.62	340252.33	652080.30
867	154+70.59	19.85' RT	1472.64	340255.54	652082.54
868	154+70.60	22.35' RT	1473.05	340253.12	652083.19
869	154+70.27	27.00' RT	1472.99	340248.56	652084.09
870	154+67.61	27.00' RT	1472.95	340247.86	652081.52
871	154+70.29	32.00' RT	1473.01	340243.73	652085.40
872	154+67.63	32.00' RT	1473.02	340243.03	652082.84
873	154+62.63	32.02' RT	1472.99	340241.72	652078.01
874	154+62.61	27.02' RT	1472.91	340246.54	652076.70
875	154+38.15	35.10' RT	1473.11	340232.38	652055.18
876	154+47.17	32.07' RT	1473.12	340237.65	652063.10
877	154+47.15	27.07' RT	1473.05	340242.47	652061.79



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 7TH ST - SE	SHEET 45	E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021302_CR (CURB RAMP DETAILS).DWG
LAYOUT NAME - 35-7TH ST -SE
PLOT DATE : 7/31/2023 11:31 PM
PLOT BY : SAVANNAH STEHN
PLOT NAME :
PLOT SCALE : 1 IN:5 FT

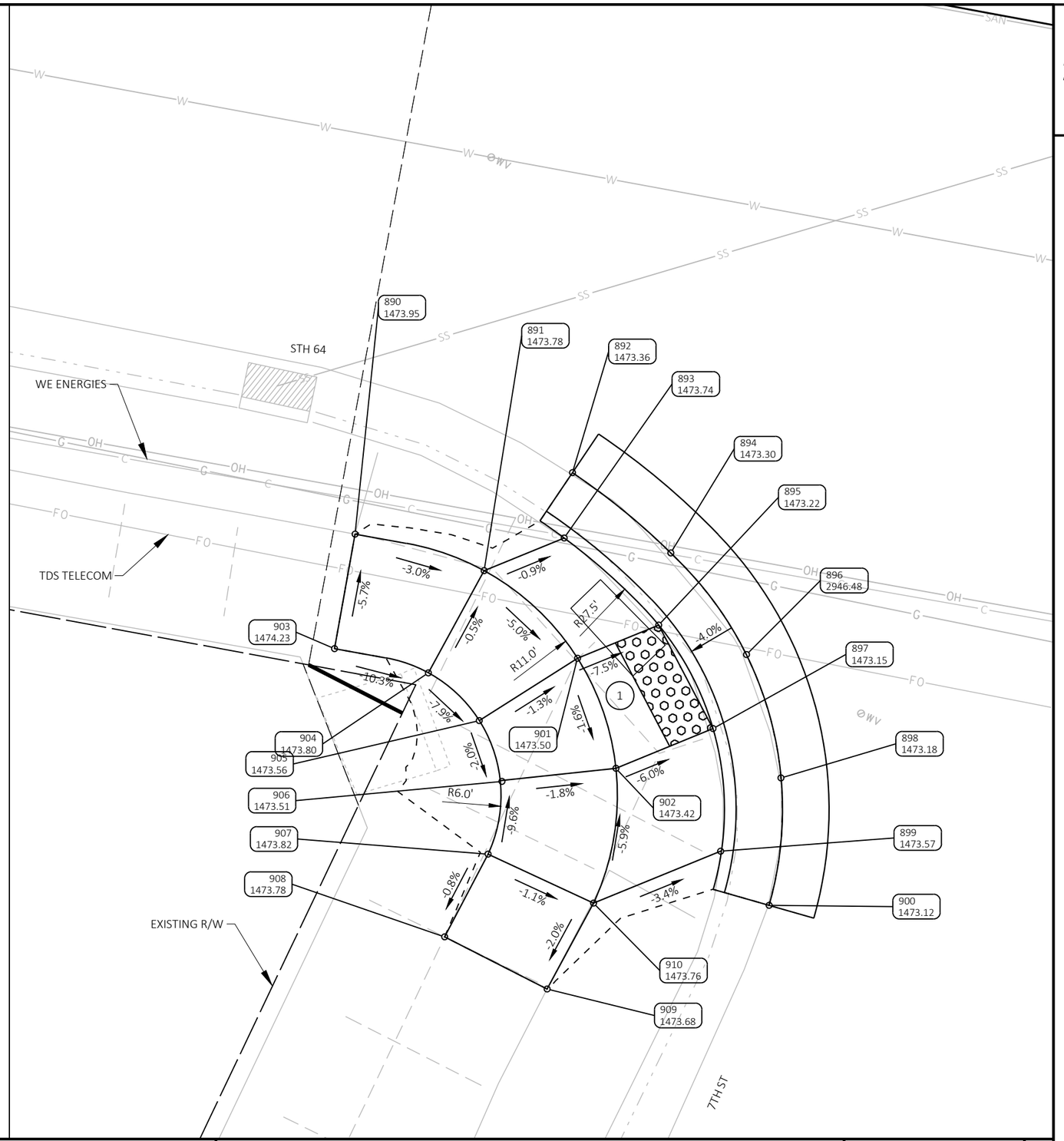
2

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

7TH ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
890	153+82.08	26.99' RT	1473.95	340225.64	651998.92
891	153+87.82	27.52' RT	1473.78	340226.62	652004.61
892	153+90.78	22.69' RT	1473.36	340232.06	652006.21
893	153+90.94	25.51' RT	1473.74	340229.37	652007.10
894	153+95.57	25.31' RT	1473.30	340230.77	652011.51
895	153+95.62	28.45' RT	1473.22	340227.76	652012.38
896	153+99.56	29.00' RT	2946.48	340228.24	652016.33
897	153+98.73	32.39' RT	1473.15	340224.75	652016.41
898	154+01.99	33.94' RT	1473.18	340224.10	652019.96
899	154+00.02	37.51' RT	1473.57	340220.15	652018.98
900	154+02.49	39.42' RT	1473.12	340218.95	652021.86
901	153+92.45	30.49' RT	1473.50	340224.96	652009.85
902	153+94.94	34.83' RT	1473.42	340221.41	652013.38
903	153+82.11	31.99' RT	1474.23	340220.82	652000.25
904	153+86.27	32.28' RT	1473.80	340221.63	652004.34
905	153+88.79	33.89' RT	1473.56	340220.72	652007.20
906	153+90.23	36.28' RT	1473.51	340218.79	652009.21
907	153+90.21	39.46' RT	1473.82	340215.71	652010.02
908	153+89.03	43.30' RT	1473.78	340211.70	652009.87
909	153+93.77	44.70' RT	1473.68	340211.58	652014.81
910	153+95.06	40.70' RT	1473.76	340215.77	652015.02



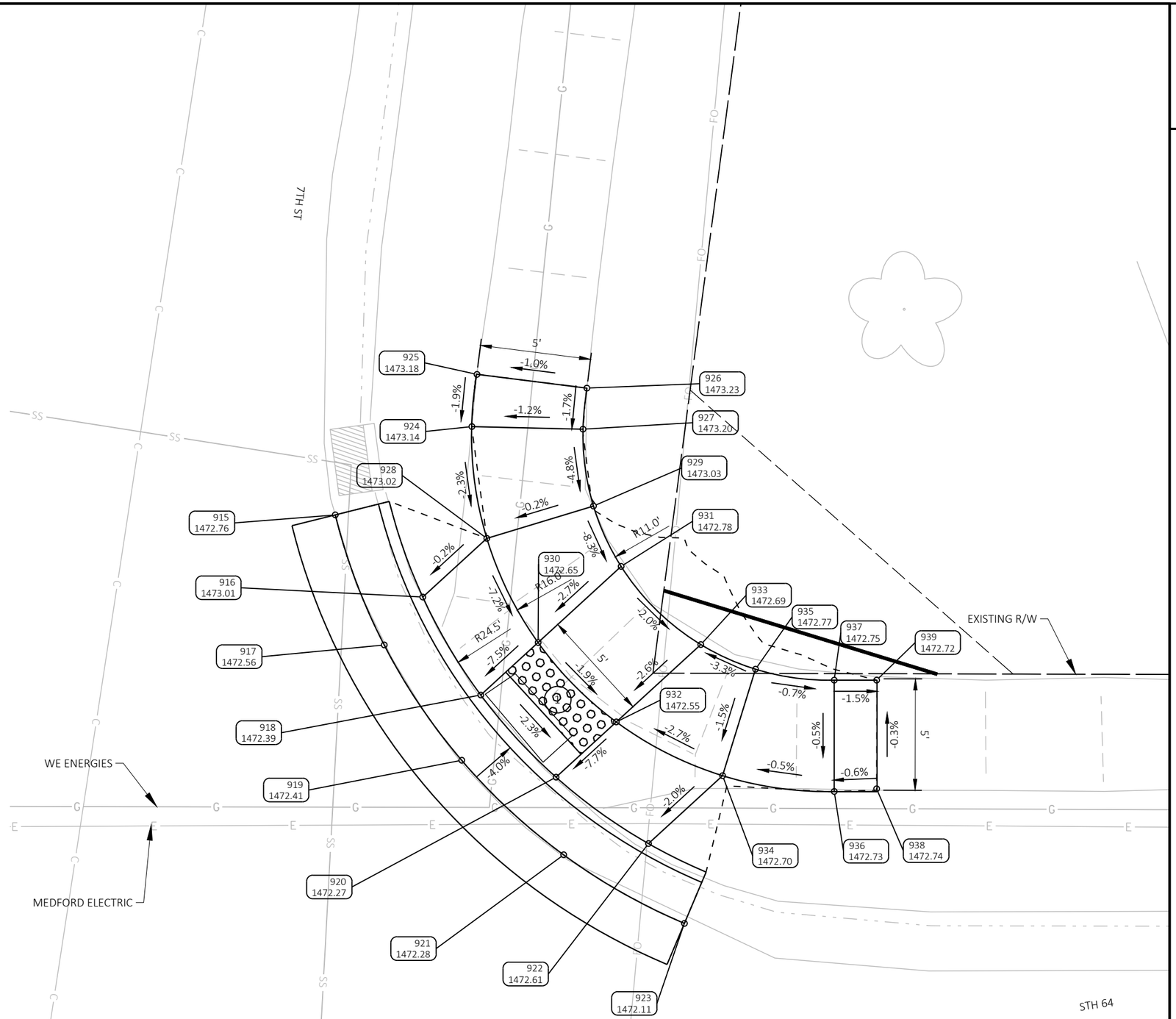
PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 7TH ST - SW	SHEET 46	E

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 64 R/L

LEGEND

X	CURB RAMP TYPE
SWX	CONCRETE SIDEWALK X-INCH
PED	CONCRETE PEDESTRIAN CURB
X	PONT NUMBER

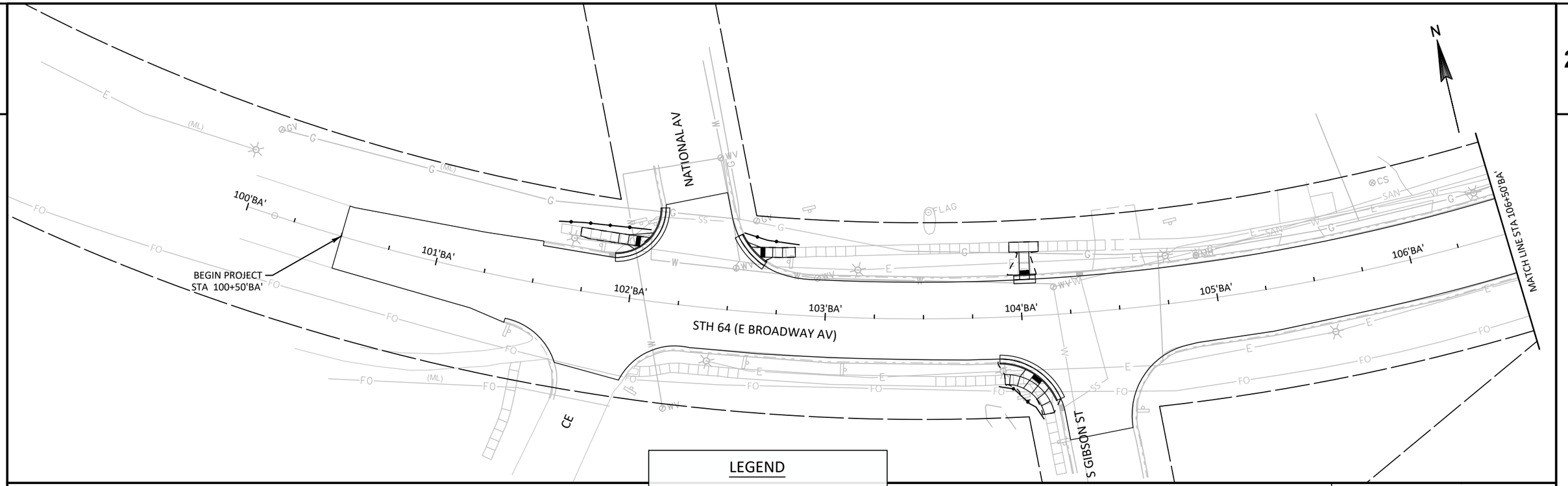
7TH ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
915	155+17.35	40.34' LT	1472.76	340325.82	652112.03
916	155+21.29	36.67' LT	1473.01	340323.30	652116.80
917	155+19.57	34.52' LT	1472.56	340320.77	652115.69
918	155+23.91	32.28' LT	1472.39	340319.74	652120.46
919	155+23.06	29.35' LT	1472.41	340316.69	652120.41
920	155+27.30	28.61' LT	1472.27	340317.08	652124.69
921	155+27.65	25.13' LT	1472.28	340313.81	652125.94
922	155+31.46	25.64' LT	1472.61	340315.29	652129.48
923	155+33.08	22.07' LT	1472.11	340312.26	652131.98
924	155+23.47	44.33' LT	1473.14	340331.26	652116.90
925	155+23.69	46.67' LT	1473.18	340333.58	652116.51
926	155+28.63	46.07' LT	1473.23	340334.28	652121.43
927	155+28.46	44.23' LT	1473.20	340332.46	652121.75
928	155+24.16	39.31' LT	1473.02	340326.60	652118.88
929	155+28.94	40.78' LT	1473.03	340329.25	652123.11
930	155+26.47	34.65' LT	1472.65	340322.69	652122.33
931	155+30.19	38.07' LT	1472.78	340326.97	652125.02
932	155+29.99	31.10' LT	1472.55	340320.18	652126.65
933	155+33.77	34.58' LT	1472.69	340324.53	652129.39
934	155+34.77	28.70' LT	1472.70	340319.11	652131.89
935	155+36.24	33.48' LT	1472.77	340324.11	652132.06
936	155+39.79	28.01' LT	1472.73	340319.75	652136.91
937	155+39.77	33.00' LT	1472.75	340324.56	652135.59
938	155+41.69	28.13' LT	1472.74	340320.36	652138.72
939	155+41.67	33.01' LT	1472.72	340325.06	652137.43



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CURB RAMP DETAIL: 7TH ST - NE	SHEET 47	E

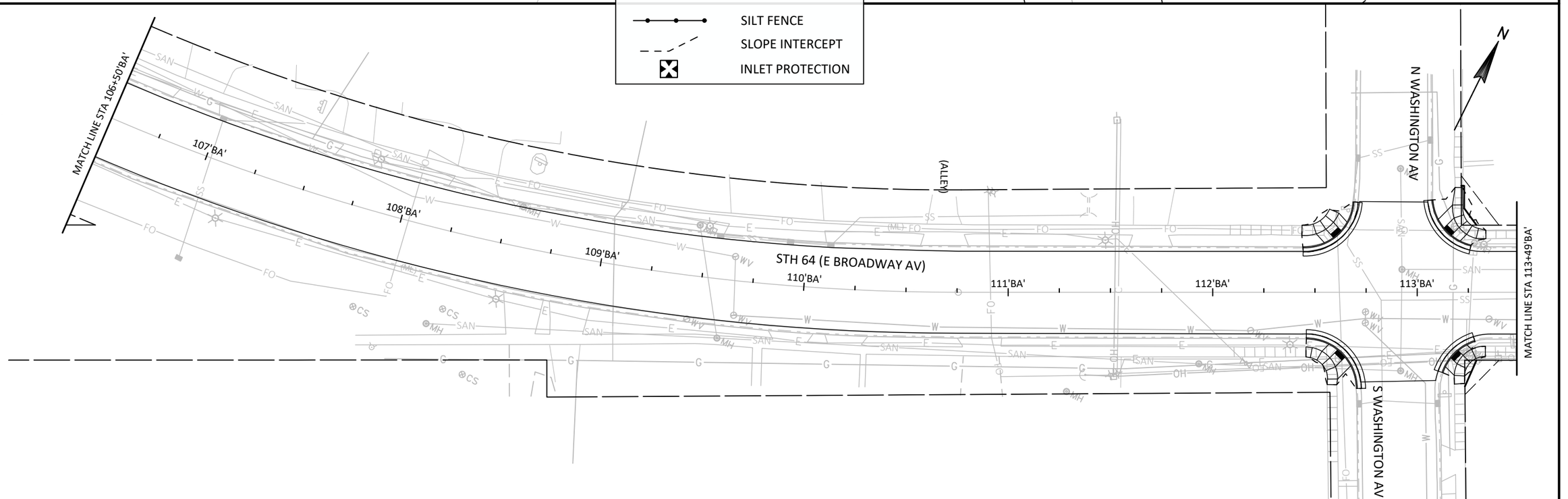
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2



LEGEND

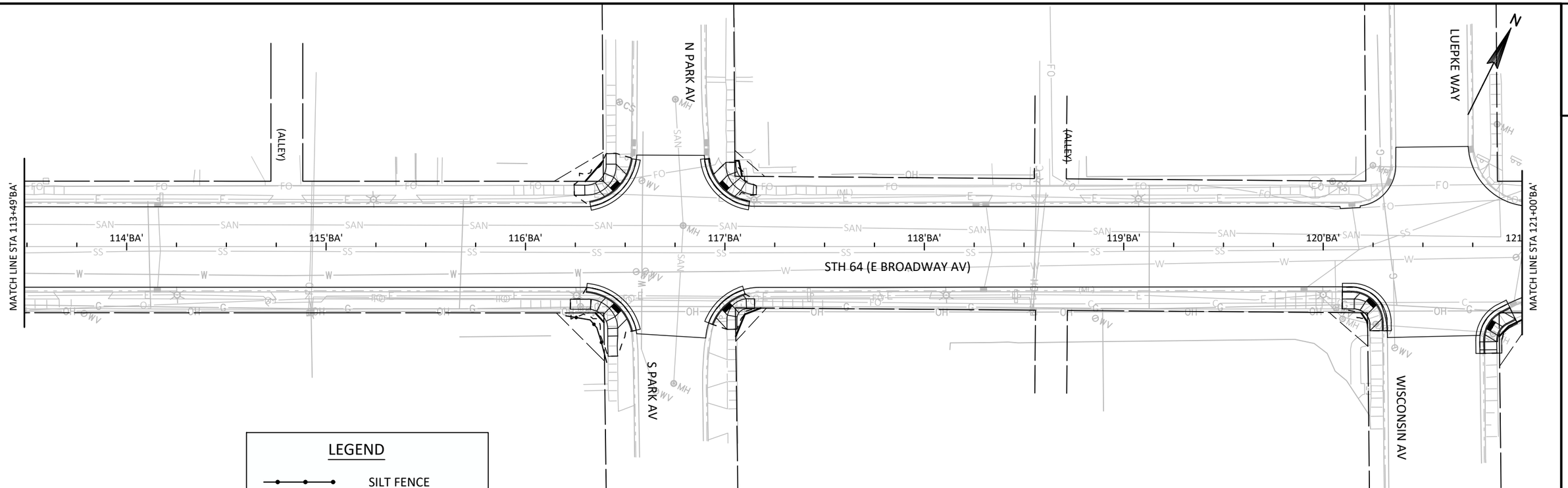
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	EROSION CONTROL	PAGE 01 OF 05	SHEET 48	E

FILE NAME : X:\UZ\W\WITNW\160525\5-final-dsgn\51-drawings\40-TransHwy\Civil 3D\82200076\SheetsPlan\SEC 02 Typ Sec & Details\022001_ec (Erosion Control).dwg PLOT DATE : 7/27/2023 11:36 AM PLOT BY : SEH LAYOUT NAME : 01 PLOT SCALE : 1.0 IN = 50.0 FT

2

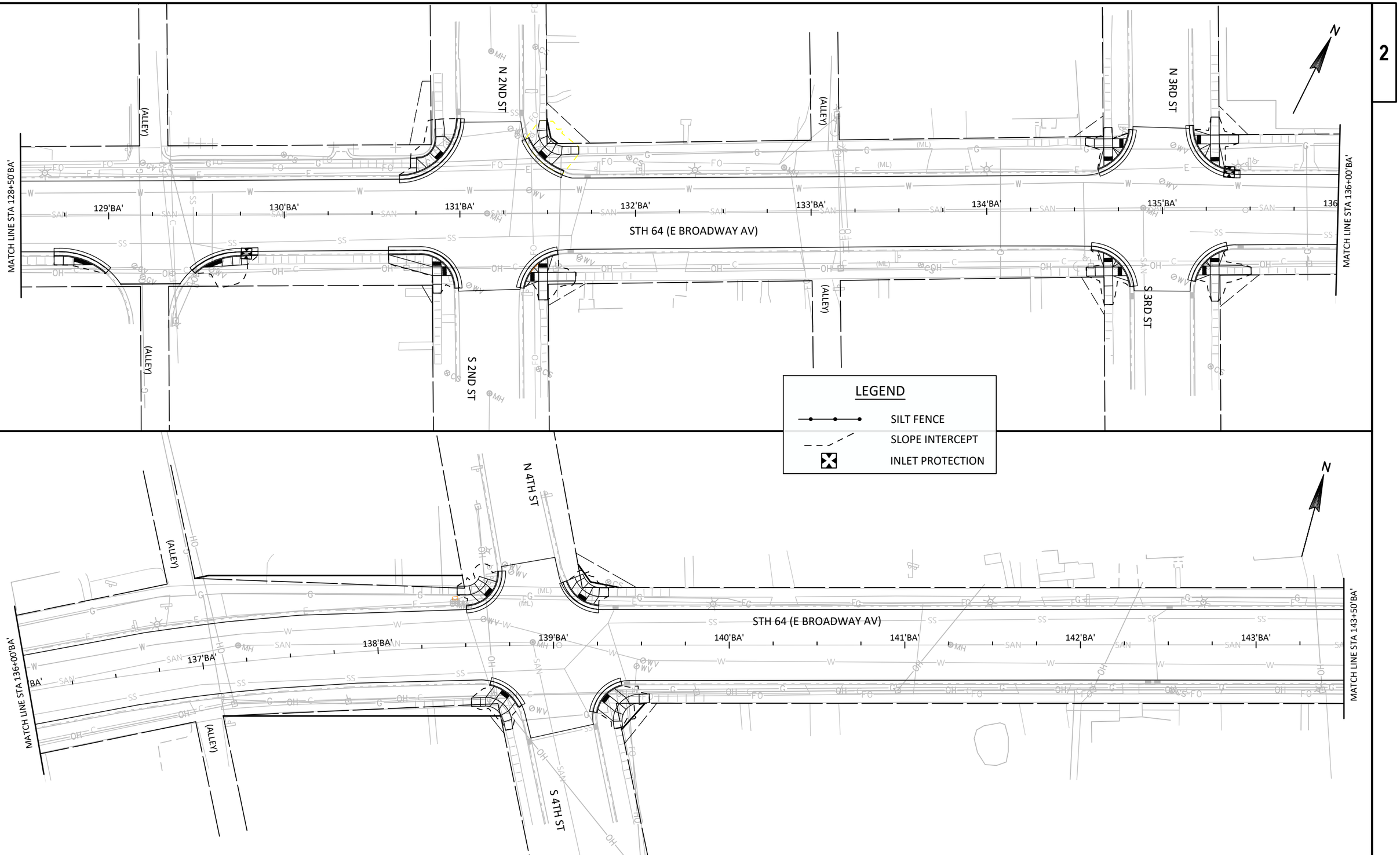


PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	EROSION CONTROL	PAGE 02 OF 05	SHEET 49	E

FILE NAME : X:\UZ\W\WITNW\160525\5-final-dsgn\51-drawings\40-TransHwy\Civil 3D\82200076\SheetsPlan\SEC 02 Typ Sec & Details\022001_ec (Erosion Control).dwg PLOT DATE : 7/27/2023 11:37 AM PLOT BY : SEH LAYOUT NAME : 02 PLOT SCALE : 1.0 IN = 50.0 FT

WISDOT/CADDS SHEET 42

2

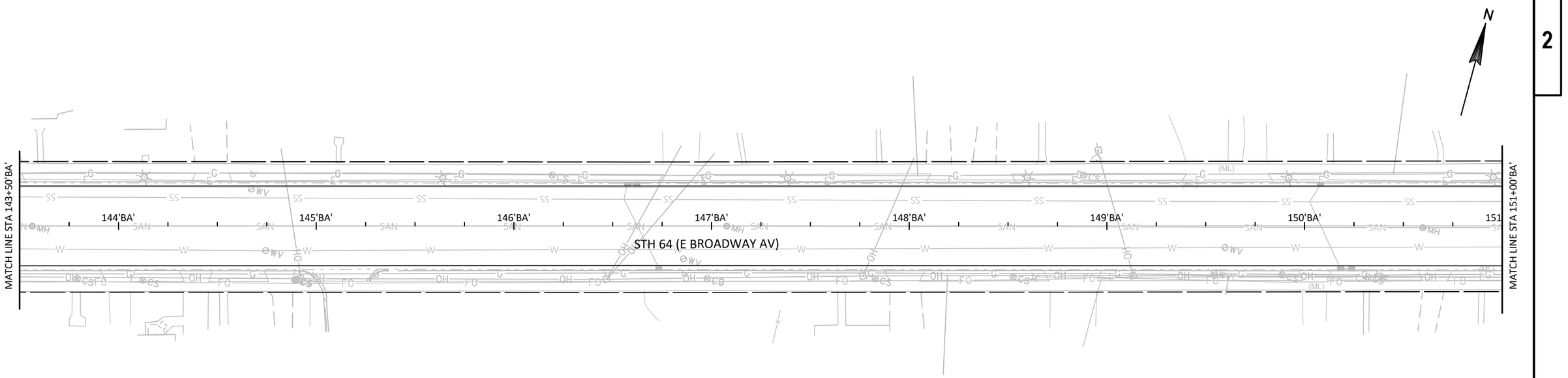


PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	EROSION CONTROL	PAGE 03 OF 05	SHEET 50 E

FILE NAME : X:\UZ\W\WITNW\160525\5-final-dsgn\51-drawings\40-TransHwy\Civil 3D\82200076\SheetsPlan\SEC 02 Typ Sec & Details\022001_ec (Erosion Control).dwg PLOT DATE : 7/27/2023 11:37 AM PLOT BY : SEH LAYOUT NAME : 03 PLOT SCALE : 1.0 IN = 50.0 FT

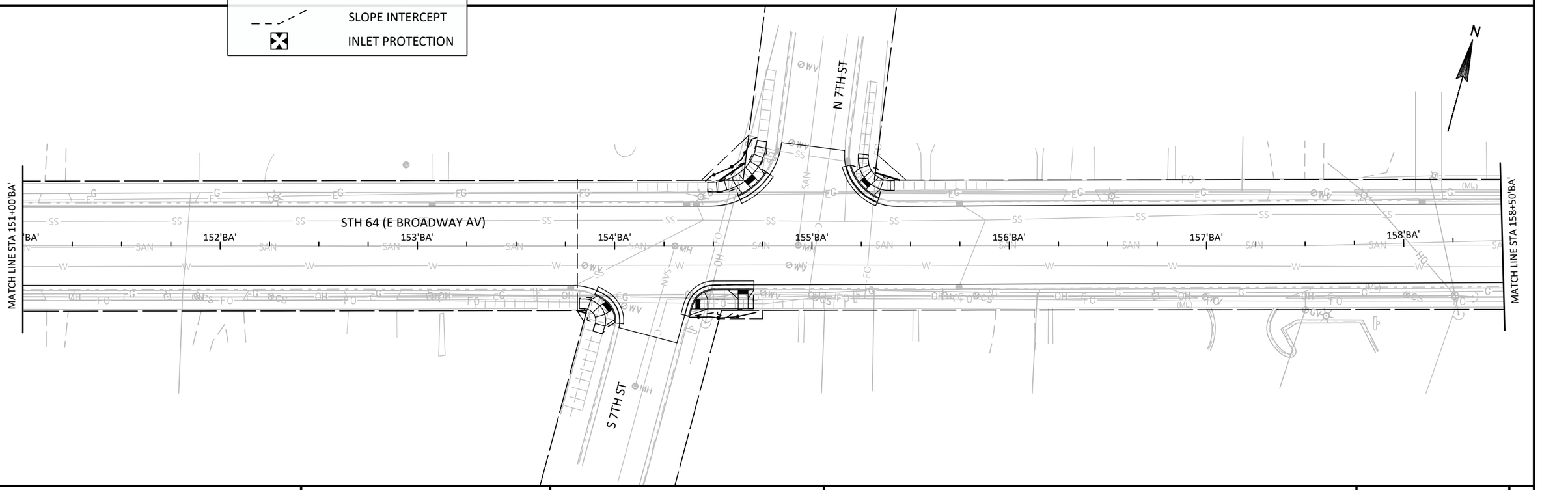
WISDOT/CADDS SHEET 42

2



LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION

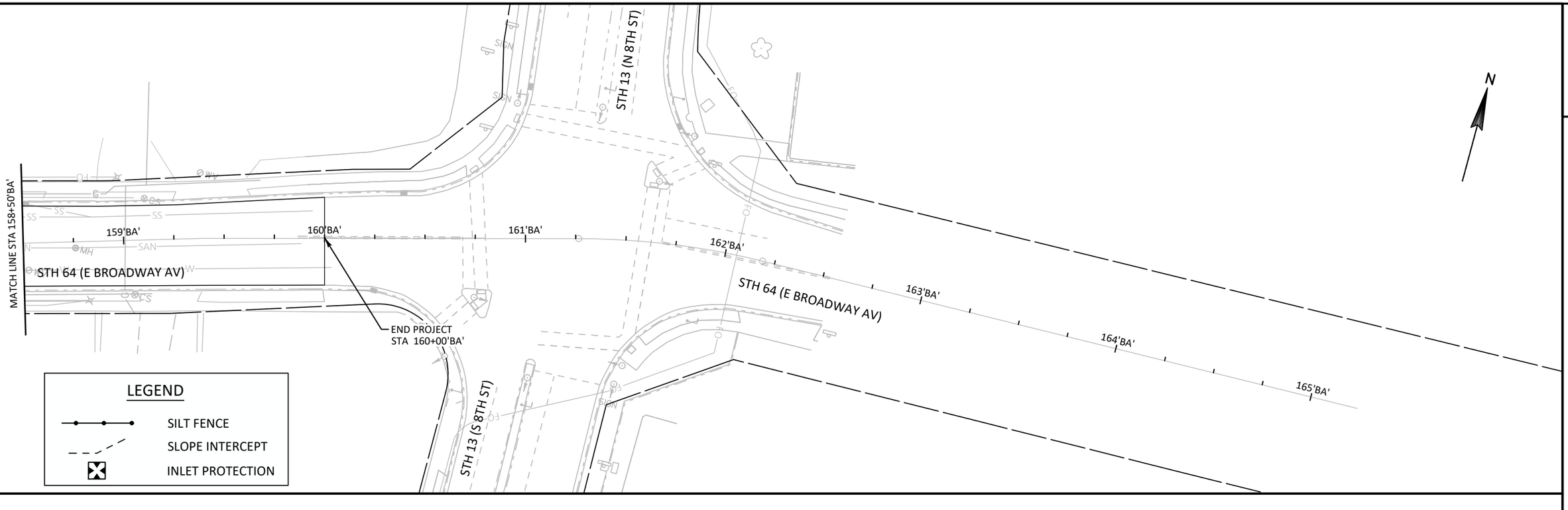


PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	EROSION CONTROL	PAGE 04 OF 05	SHEET 51	E

FILE NAME : X:\UZ\W\WITNW\160525\5-final-dsgn\51-drawings\40-TransHwy\Civil 3D\82200076\SheetsPlan\SEC 02 Typ Sec & Details\022001_ec (Erosion Control).dwg PLOT DATE : 7/27/2023 11:38 AM PLOT BY : SEH LAYOUT NAME : 04 PLOT SCALE : 1.0 IN = 50.0 FT

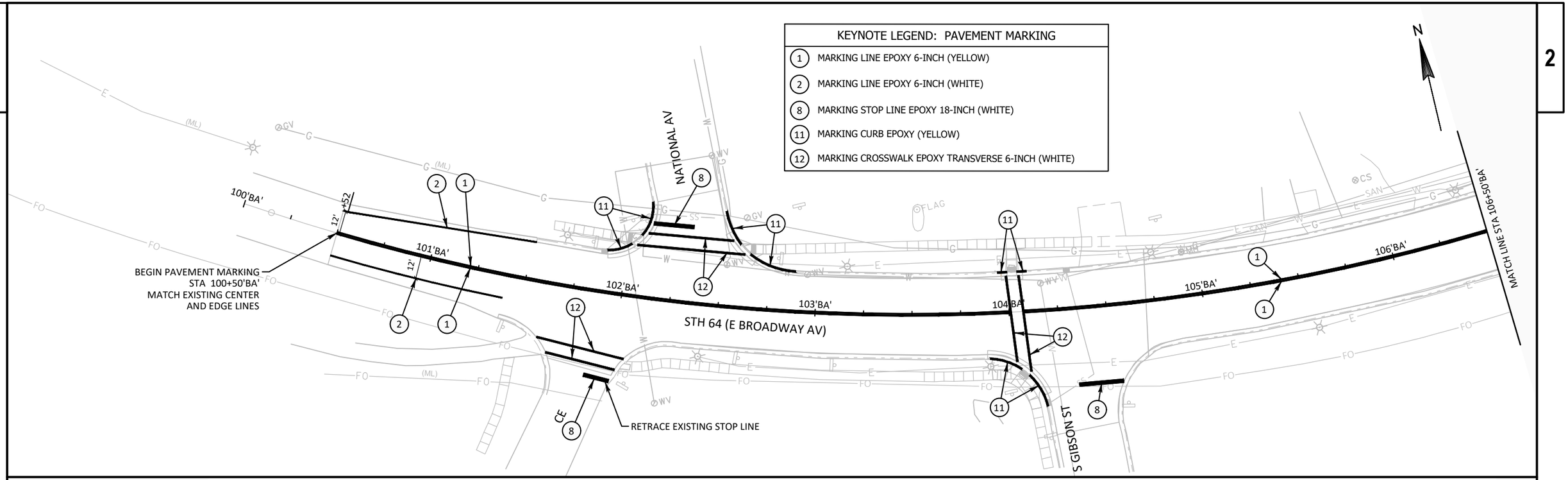
WISDOT/CADDS SHEET 42

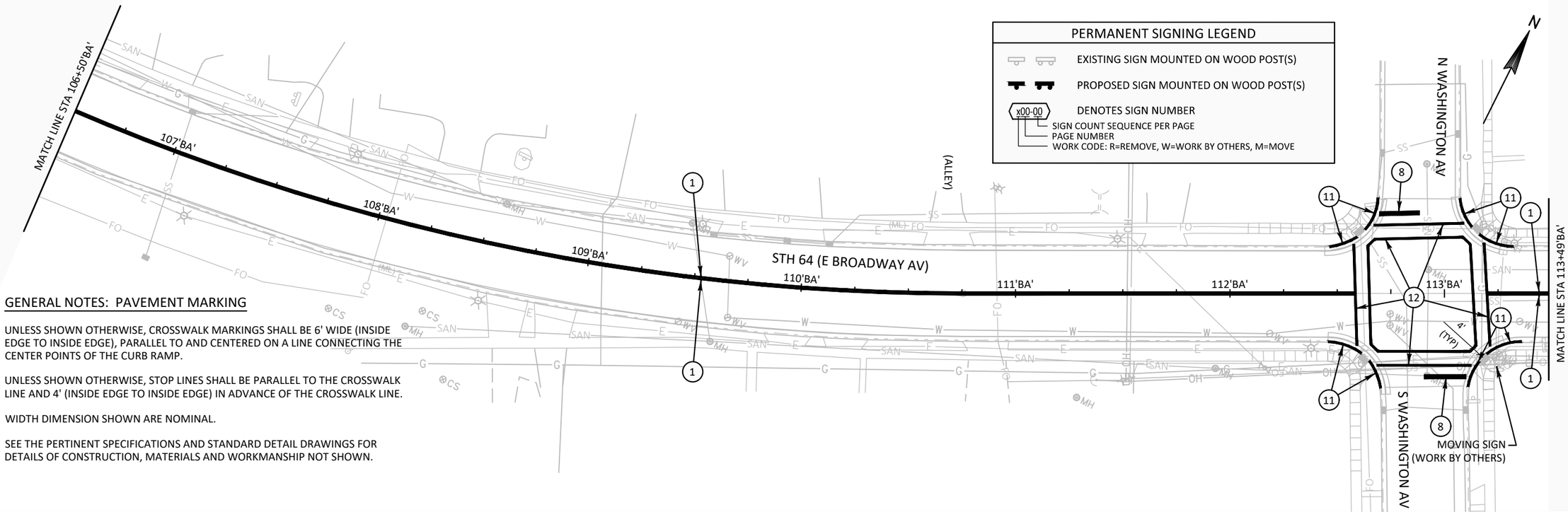
2


N
STH 13 (N 8TH ST)
STH 64 (E BROADWAY AV)
MATCH LINE STA 158+50'BA'
159'BA'
160'BA'
161'BA'
162'BA'
163'BA'
164'BA'
165'BA'
END PROJECT
STA 160+00'BA'
STH 13 (S 8TH ST)
STH 64 (E BROADWAY AV)
LEGEND
SILT FENCE
SLOPE INTERCEPT
INLET PROTECTION

2

KEYNOTE LEGEND: PAVEMENT MARKING	
1	MARKING LINE EPOXY 6-INCH (YELLOW)
2	MARKING LINE EPOXY 6-INCH (WHITE)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
11	MARKING CURB EPOXY (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)





PERMANENT SIGNING LEGEND	
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
x00-00	DENOTES SIGN NUMBER SIGN COUNT SEQUENCE PER PAGE PAGE NUMBER WORK CODE: R=REMOVE, W=WORK BY OTHERS, M=MOVE

GENERAL NOTES: PAVEMENT MARKING

UNLESS SHOWN OTHERWISE, CROSSWALK MARKINGS SHALL BE 6' WIDE (INSIDE EDGE TO INSIDE EDGE), PARALLEL TO AND CENTERED ON A LINE CONNECTING THE CENTER POINTS OF THE CURB RAMP.

UNLESS SHOWN OTHERWISE, STOP LINES SHALL BE PARALLEL TO THE CROSSWALK LINE AND 4' (INSIDE EDGE TO INSIDE EDGE) IN ADVANCE OF THE CROSSWALK LINE.

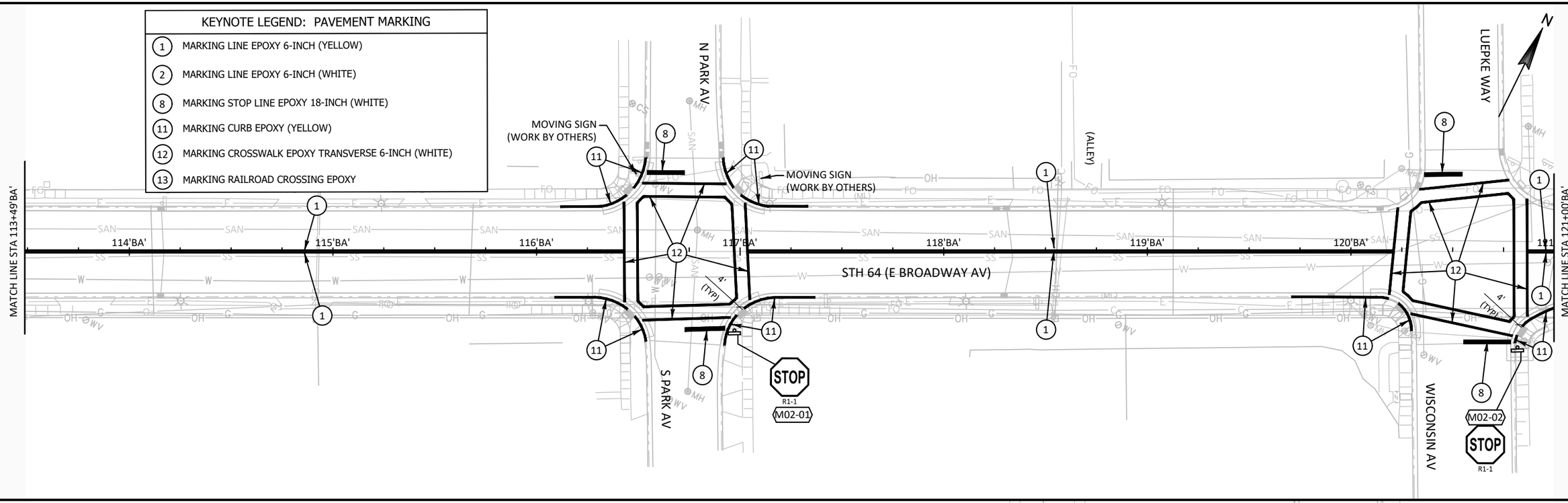
WIDTH DIMENSION SHOWN ARE NOMINAL.

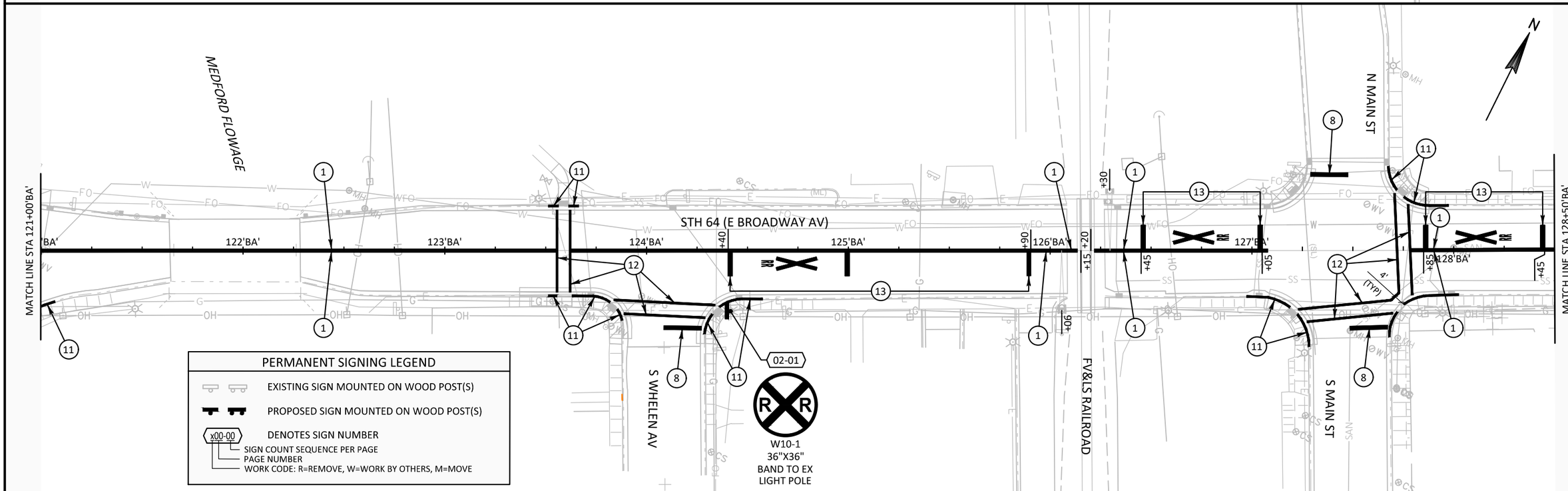
SEE THE PERTINENT SPECIFICATIONS AND STANDARD DETAIL DRAWINGS FOR DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN.

2

KEYNOTE LEGEND: PAVEMENT MARKING

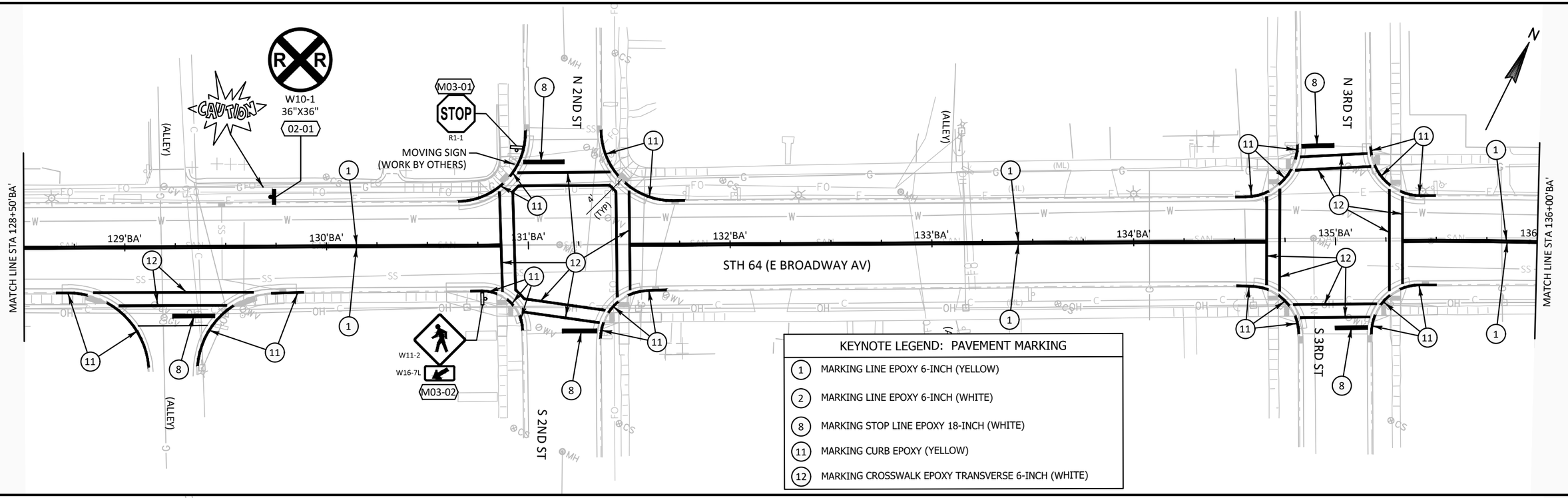
1	MARKING LINE EPOXY 6-INCH (YELLOW)
2	MARKING LINE EPOXY 6-INCH (WHITE)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
11	MARKING CURB EPOXY (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)
13	MARKING RAILROAD CROSSING EPOXY



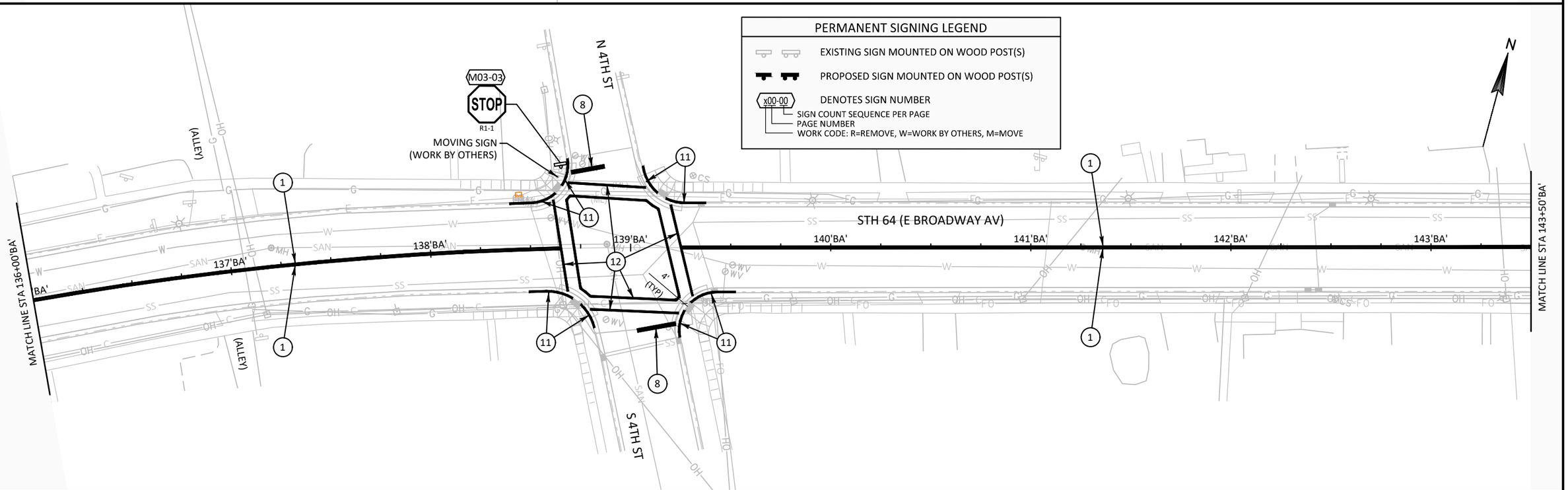


PERMANENT SIGNING LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
x00-00	DENOTES SIGN NUMBER SIGN COUNT SEQUENCE PER PAGE PAGE NUMBER WORK CODE: R=REMOVE, W=WORK BY OTHERS, M=MOVE



KEYNOTE LEGEND: PAVEMENT MARKING	
1	MARKING LINE EPOXY 6-INCH (YELLOW)
2	MARKING LINE EPOXY 6-INCH (WHITE)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
11	MARKING CURB EPOXY (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)

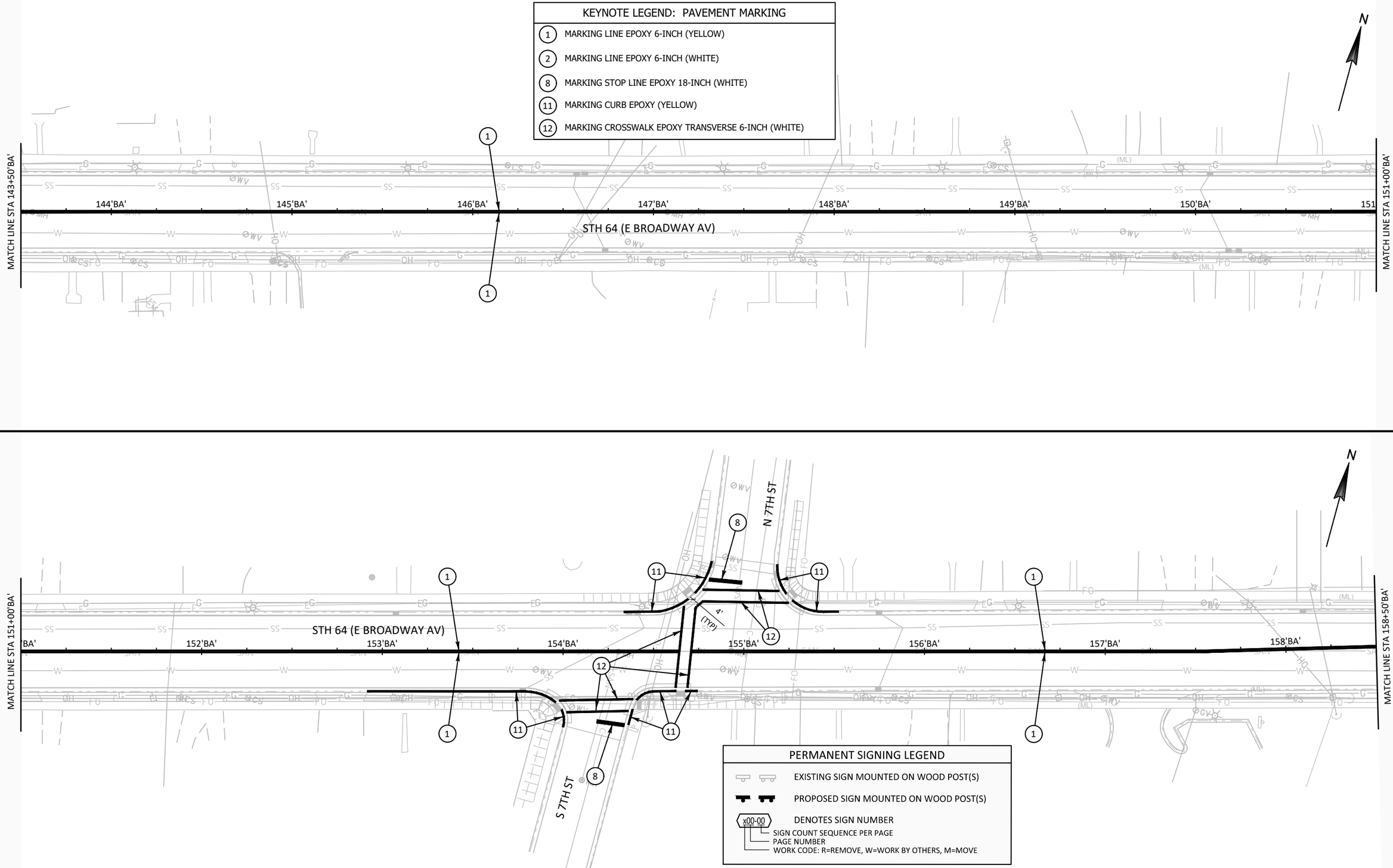


PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	PERMANENT SIGNING AND PAVEMENT MARKING	PAGE 03 OF 05	SHEET 55 E

FILE NAME : X:\UZ\W\WITNW\160525\5-final-dsgn\51-drawings\40-TransHwy\Civil 3D\82200076\SheetsPlan\SEC 02 Typ Sec & Details\024500_pm (Pavement Marking).dwg
PLOT DATE : 8/15/2023 8:19 AM
PLOT BY : SEH
LAYOUT NAME : 03
PLOT SCALE : 1.0 IN = 50.0 FT
WISDOT/CADDS SHEET 42

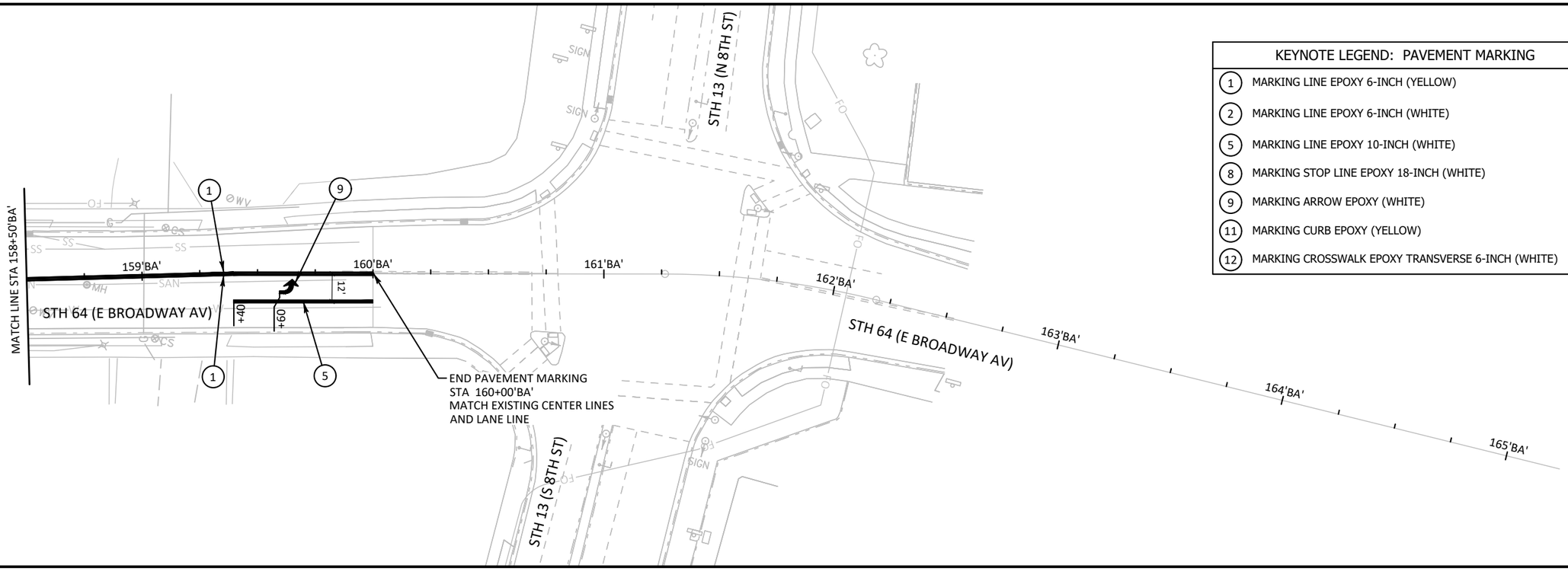
2

KEYNOTE LEGEND: PAVEMENT MARKING	
1	MARKING LINE EPOXY 6-INCH (YELLOW)
2	MARKING LINE EPOXY 6-INCH (WHITE)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
11	MARKING CURB EPOXY (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)



PERMANENT SIGNING LEGEND	
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
x00-00	DENOTES SIGN NUMBER

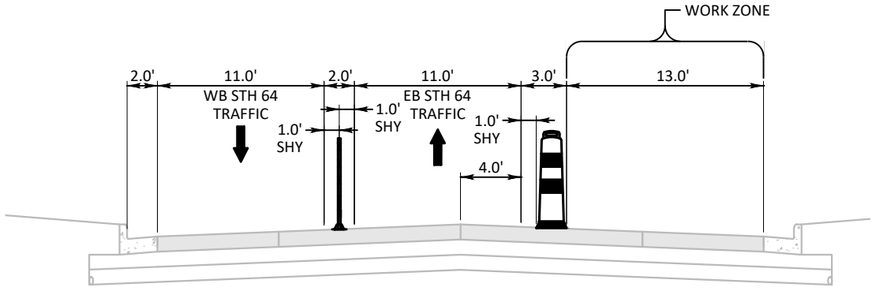
SIGN COUNT SEQUENCE PER PAGE
PAGE NUMBER
WORK CODE: R=REMOVE, W=WORK BY OTHERS, M=MOVE



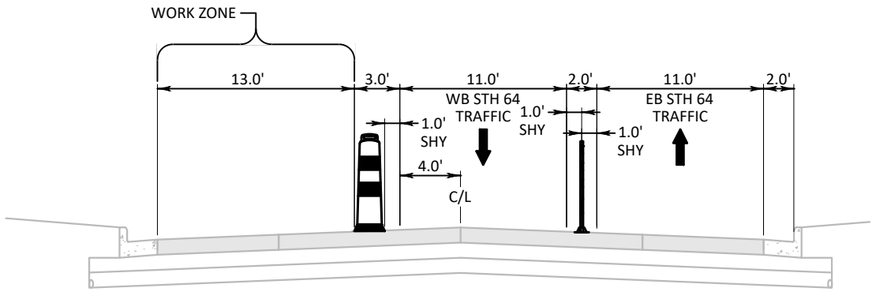
KEYNOTE LEGEND: PAVEMENT MARKING	
1	MARKING LINE EPOXY 6-INCH (YELLOW)
2	MARKING LINE EPOXY 6-INCH (WHITE)
5	MARKING LINE EPOXY 10-INCH (WHITE)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING ARROW EPOXY (WHITE)
11	MARKING CURB EPOXY (YELLOW)
12	MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)

N

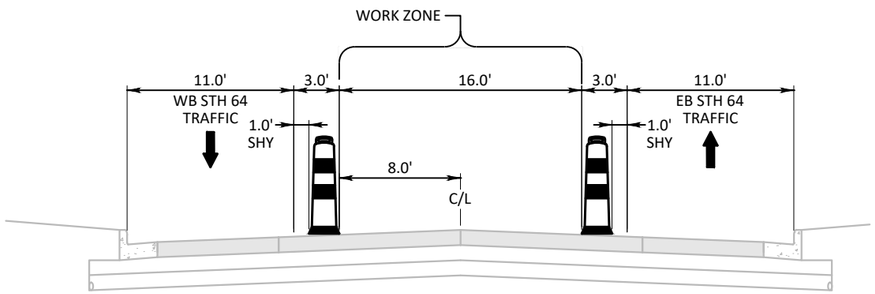
2



TRAFFIC CONTROL
TYPICAL SECTION - STAGE 1
STH 64 (BROADWAY AVE)
STA 100+50'BA' TO STA 160+00'BA'



TRAFFIC CONTROL
TYPICAL SECTION - STAGE 2
STH 64 (BROADWAY AVE)
STA 100+50'BA' TO STA 160+00'BA'



TRAFFIC CONTROL
TYPICAL SECTION - STAGE 3
STH 64 (BROADWAY AVE)
STA 100+50'BA' TO STA 160+00'BA'

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	PLAN: TYPICAL SECTIONS	SHEET 58 E

2

STA 100+00.00'BA' POT:
Y=338,691.3805
X=646,991.7239

PC: 100+14.60'BA'

100'BA'

S58°29'55"E

BEGIN PROJECT
STA 100+50'BA'
Y=338,665.7673
X=647,034.6604
MATCH EX PAVEMENT
SAWCUT REQUIRED
BUTT JOINT REQUIRED

EXISTING R/W

CE

101'BA'

102'BA'

103'BA'

104'BA'

105'BA'

106'BA'

C1

STH 64 (E BROADWAY AV)

NATIONAL AV

BM30

MH

SIDEWALK CLOSED
R9-9
24"X12"

R9-11L
24"X12"

S GIBSON ST

MATCH LINE STA 106+50'BA'

MATCH LINE STA 106+50'BA'

107'BA'

108'BA'

109'BA'

110'BA'

111'BA'

112'BA'

N63°[illegible]'25"E

113'BA'

STH 64 (E BROADWAY AV)

PT: 110+75.57'BA

(ALLEY)

R9-11R
24"X12"

ADJUSTING MANHOLE COVER

N WASHINGTON AV

S WASHINGTON AV

MATCH LINE STA 113+49'BA'

EXISTING R/W

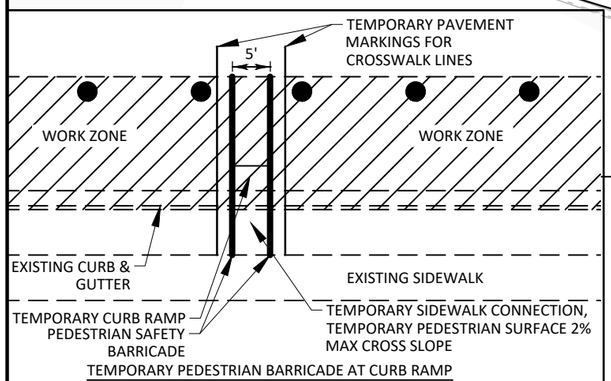
N

LEGEND

1. PHASE 1 CURB RAMP CONSTRUCTION
2. PHASE 2 CURB RAMP CONSTRUCTION

GENERAL NOTES

ALL TEMPORARY CROSSWALK ARE USED IN PHASE 1 & 2



TEMPORARY PEDESTRIAN BARRICADE AT CURB RAMP

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	TEMPORARY PEDESTRIAN ACCOMODATIONS	SHEET 59 E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\026001-S1 (PEDESTRIAN ACCOMMODATION).DWG PLOT DATE : 7/28/2023 10:06 AM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1.0 IN = 50.0 FT

2

2

LEGEND

(1) PHASE 1 CURB RAMP CONSTRUCTION

(2) PHASE 2 CURB RAMP CONSTRUCTION

GENERAL NOTES

ALL TEMPORARY CROSSWALK ARE USED IN PHASE 1 & 2

N

(ALLEY)

LUEPKE WAY

N PARK AV

S PARK AV

MATCH LINE STA 113+49'BA'

MATCH LINE STA 121+00'BA'

114'BA' 115'BA' 116'BA' N63°36'25"E 117'BA' 118'BA' 119'BA' 120'BA' 121

STH 64 (E BROADWAY AV)

WISCONSIN AV

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED AHEAD R9-11L 24"X12"

SIDEWALK CLOSED AHEAD R9-11R 24"X12"

MEDFORD FLOWAGE

MATCH LINE STA 121+00'BA'

'BA' 122'BA' 123'BA' N63°36'25"E 124'BA' 125'BA' 126'BA'

EXISTING R/W

S WHELEN AV

FV&LS RAILROAD

STA 127+48.41'BA' PI: Y=339,382.0810 X=649,518.0440

N MAIN ST

27'BA' 128'BA'

N63°36' "E N63°19'09"E

S MAIN ST

MATCH LINE STA 128+50'BA'

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	TEMPORARY PEDESTRIAN ACCOMODATIONS	SHEET 60 E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\026001-S1 (PEDESTRIAN ACCOMMODATION).DWG PLOT DATE : 7/28/2023 10:05 AM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1.0 IN = 50.0 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA 128+50'BA'

(ALLEY)

N 2ND ST

BM28

(ALLEY)

N 3RD ST

PC: 135+47.31'BA'

RECONSTRUCTING INLET

MATCH LINE STA 136+00'BA'

129'BA' 130'BA' 131'BA' N63°19'09"E 132'BA' 133'BA' 134'BA' 135'BA' 136

STH 64 (E BROADWAY AV)

(ALLEY)

S 2ND ST

EXISTING R/W

(ALLEY)

S 3RD ST

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED AHEAD R9-11R 24"X12"

SIDEWALK CLOSED AHEAD R9-11L 24"X12"

MH

LEGEND

1. PHASE 1 CURB RAMP CONSTRUCTION
2. PHASE 2 CURB RAMP CONSTRUCTION

GENERAL NOTES

ALL TEMPORARY CROSSWALK ARE USED IN PHASE 1 & 2

N

MATCH LINE STA 136+00'BA'

(ALLEY)

PI: 137+25.85'BA'

N 4TH ST

PT: 139+03.17'BA'

MATCH LINE STA 143+50'BA'

BA' 137'BA' 138'BA' C2 139'BA' 140'BA' 141'BA' N74°56'14"E 142'BA' 143'BA'

STH 64 (E BROADWAY AV)

(ALLEY)

S 4TH ST

EXISTING R/W

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED AHEAD R9-11R 24"X12"

SIDEWALK CLOSED AHEAD R9-11L 24"X12"

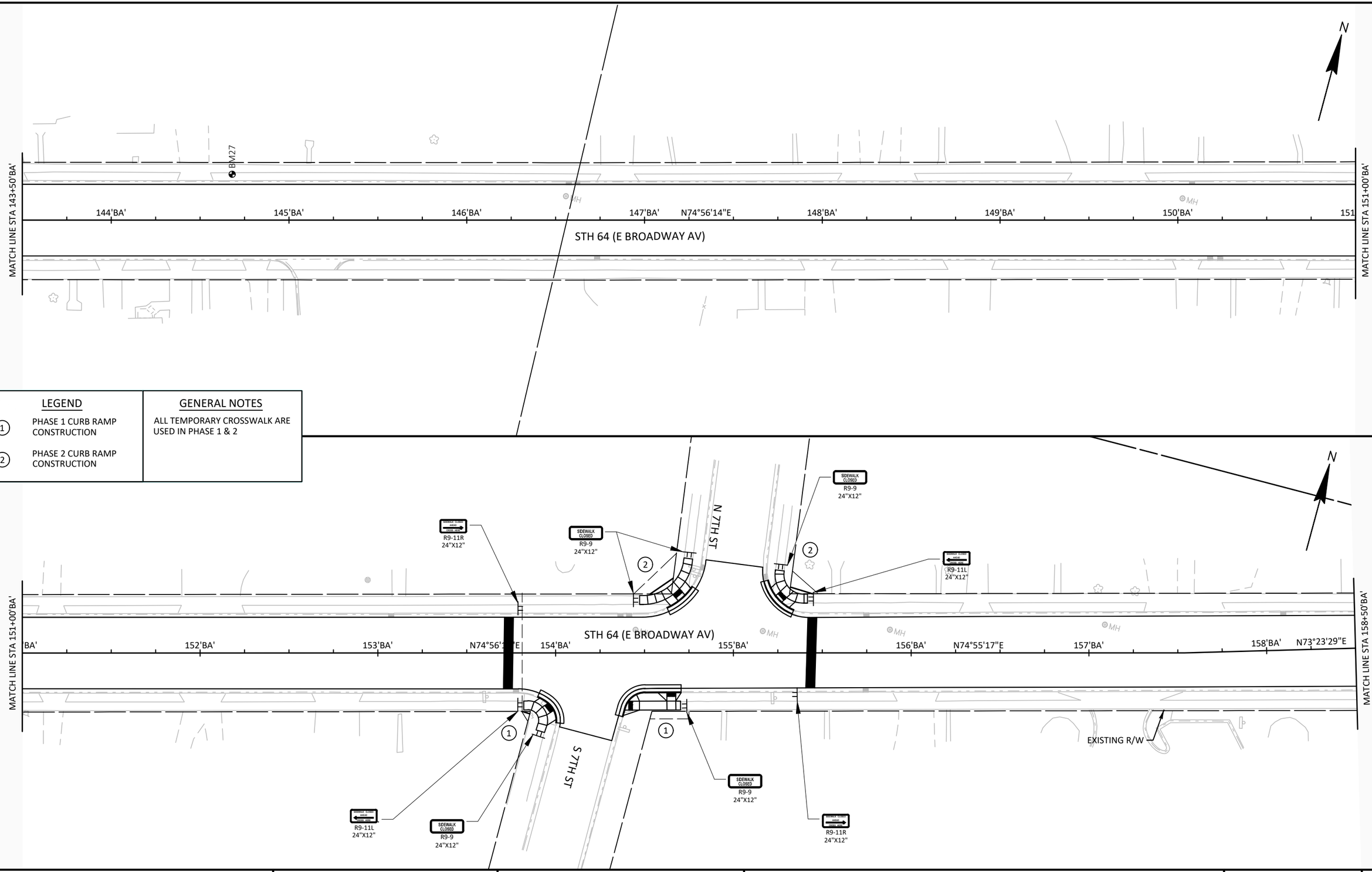
MH

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	TEMPORARY PEDESTRIAN ACCOMODATIONS	SHEET 61 E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\026001-S1 (PEDESTRIAN ACCOMMODATION).DWG PLOT DATE : 7/28/2023 10:02 AM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1.0 IN = 50.0 FT

WISDOT/CADDS SHEET 42

2



LEGEND

1. PHASE 1 CURB RAMP CONSTRUCTION
2. PHASE 2 CURB RAMP CONSTRUCTION

GENERAL NOTES

ALL TEMPORARY CROSSWALK ARE USED IN PHASE 1 & 2

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	TEMPORARY PEDESTRIAN ACCOMODATIONS	SHEET 62	E

FILE NAME : X:\UZ\W\WITNW\160525\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\CIVIL 3D\82200076\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\026001-S1 (PEDESTRIAN ACCOMMODATION).DWG PLOT DATE : 7/28/2023 10:01 AM PLOT BY : SAVANNAH STEHN PLOT NAME : PLOT SCALE : 1.0 IN = 50.0 FT

WISDOT/CADDS SHEET 42

2

HWY 64
TO CLOSE

XXXXDAY
XX/XX

PORTABLE CHANGEABLE MESSAGE BOARDS TO ALTERNATE BETWEEN MESSAGES SHOWN IN FRAME 1 AND FRAME 2.

PORTABLE CHANGEABLE
MESSAGE BOARD DISPLAYS

ANDERSON RD

STH 64

MB

STH 64 (W BROADWAY AV)

CTH Q

SEE DETAIL NEXT SHEET

CITY OF MEDFORD
TOWN OF MEDFORD

MEDFORD FLOWAGE
(BLACK RIVER)

ROAD CLOSURE LOCATION
(AT RR TRACKS)

FV&LS RAILROAD

BEGIN PROJECT 8220-00-76
STA 100+50'BA'

END PROJECT 8220-00-76
STA 160+00'BA'

STH 13
(S 8TH ST)

MB

STH 64

SEE DETAIL NEXT SHEET

STH 13 (S 8TH ST)

N

2

CEDAR ST

CEDAR ST

DETOUR PLAN LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT (EXISTING/PROPOSED)
- TYPE III BARRICADE (WITH/WITHOUT SIGN)
- MB — TRAFFIC CONTROL SIGN PCMB (PORTABLE CHANGEABLE MESSAGE BOARD)
- WORK SPACE
- TRAFFIC CONTROL COVERING SIGNS TYPE I, OR TYPE II (BLANK ORANGE PANEL TYPICAL FOR ALL COVERING)
- TRAFFIC FLOW/DETOUR ROUTE

GENERAL NOTES: DETOURS

SEE STANDARD DETAIL DRAWINGS FOR "BARRICADES AND SIGNS FOR MAINLINE CLOSURES," "DETAIL F, DETOUR SIGNING."

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE TRAFFIC CONTROL PLAN, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

ALL "W" AND "WO" SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

ALL M3 SERIES SIGNS (NORTH, EAST, SOUTH, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK MESSAGE ON WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PCMS SHALL BE IN PLACE A MINIMUM OF 7 DAYS PRIOR TO CONSTRUCTION.

SEE DETAIL NEXT SHEET

CTH Q

CTH O

CTH O

CITY OF MEDFORD
TOWN OF MEDFORD

CITY OF MEDFORD
TOWN OF MEDFORD

STH 13 (S 8TH ST)

CTH O

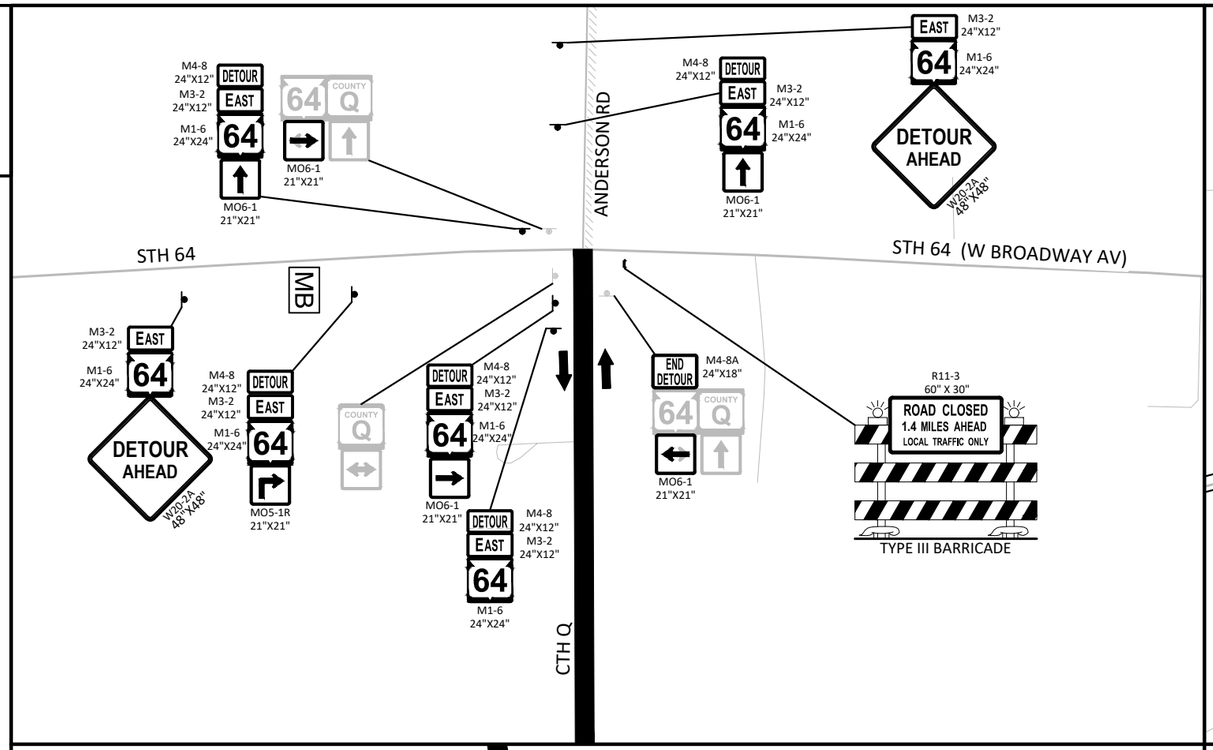
CTH O

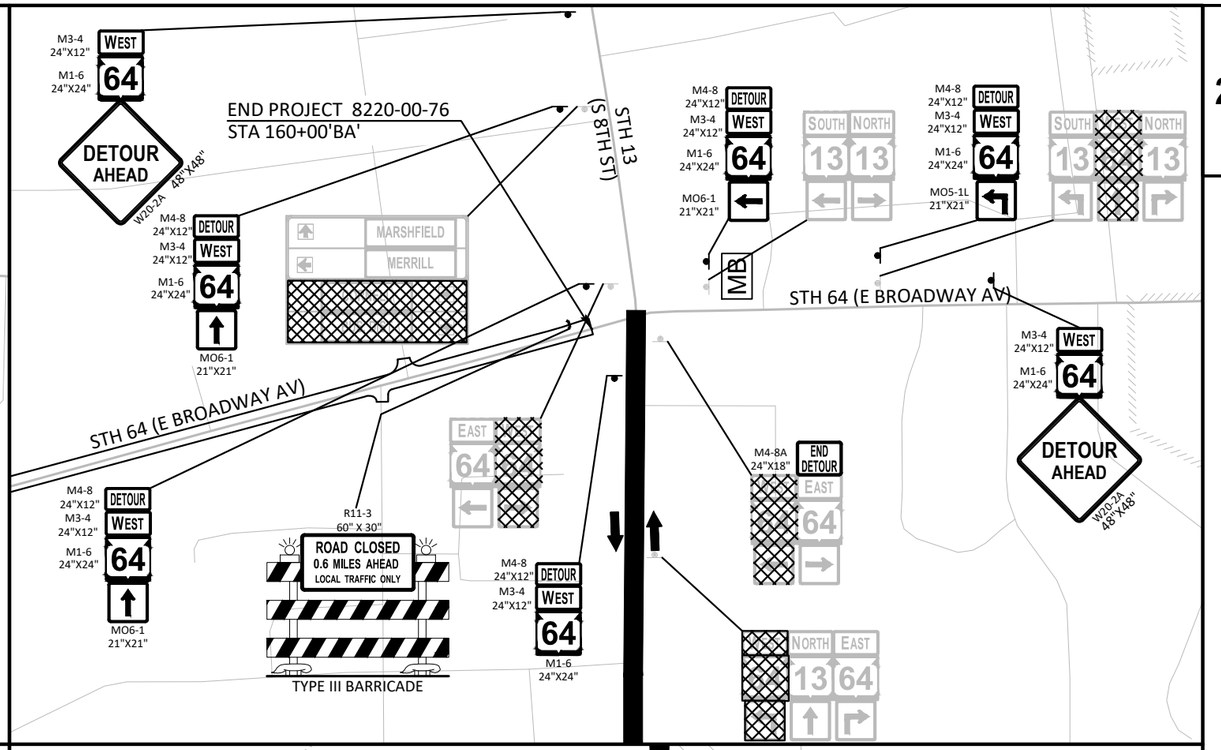
STH 13

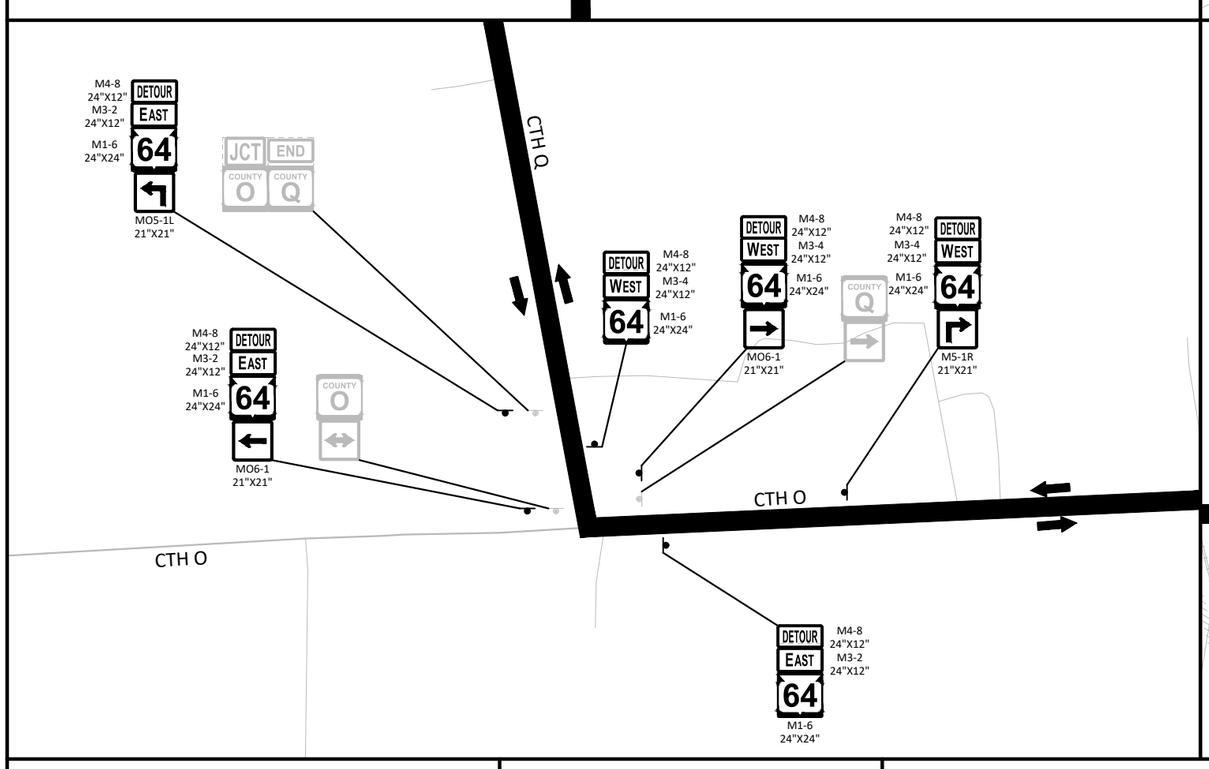
SEE DETAIL NEXT SHEET

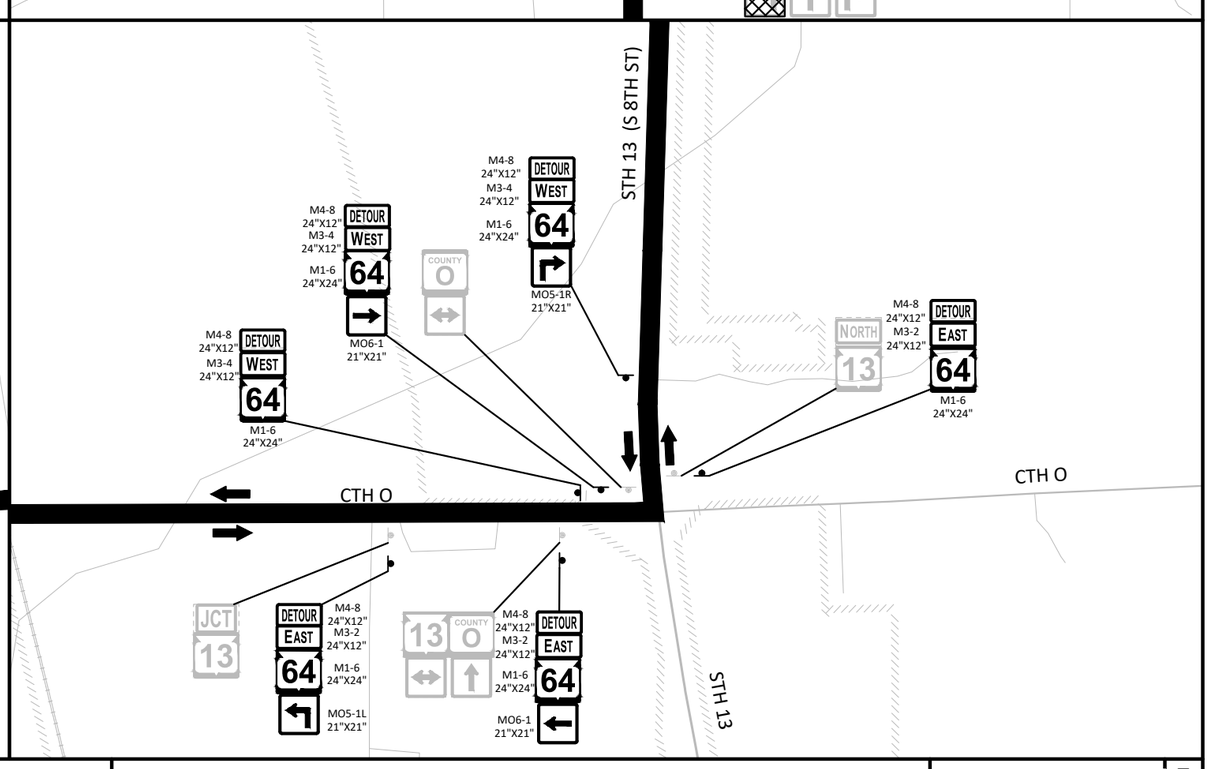
PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	DETOUR OVERVIEW	SHEET 63 E

2









PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	DETOUR PLAN	SHEET 64 E

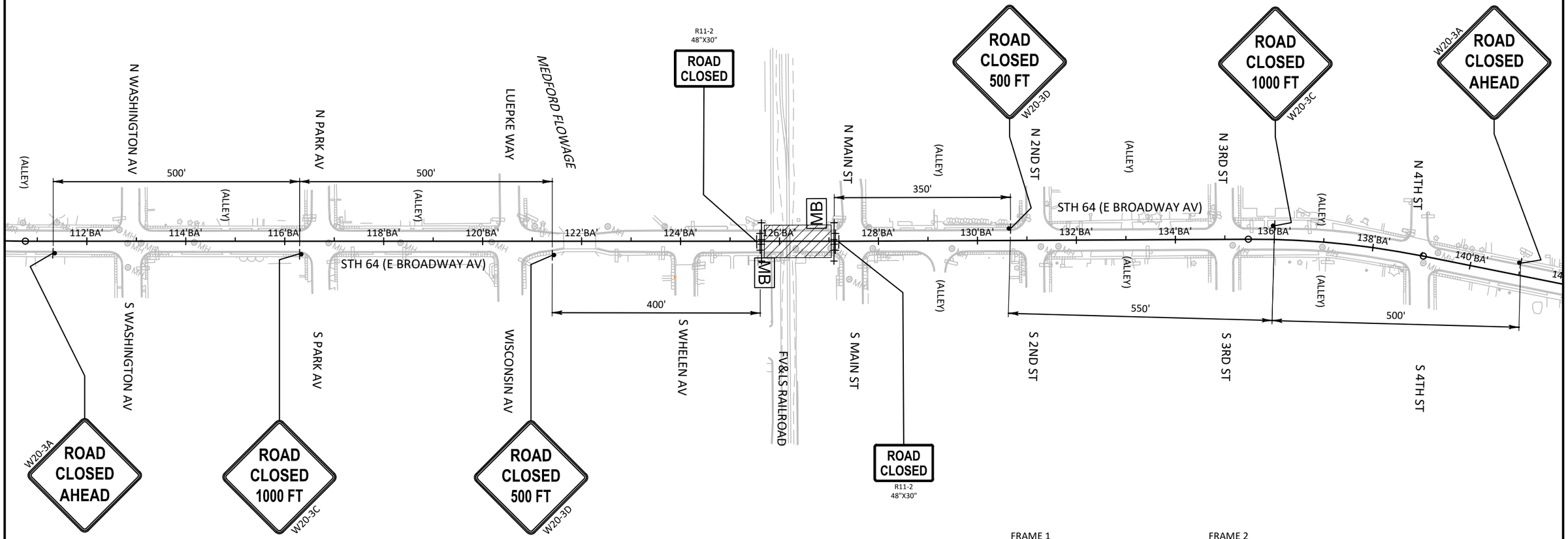
2

TRAFFIC CONTROL LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- WORK SPACE CLOSED TO TRAFFIC
- WORK SPACE OPEN TO TRAFFIC

DRAWING NOTES:

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF STANDARD DETAIL DRAWING "*BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL E*" (15C02-09b).



FRAME 1	FRAME 2
HWY 64 TO CLOSE	XXXXDAY XX/XX

PORTABLE CHANGEABLE MESSAGE BOARDS TO ALTERNATE BETWEEN MESSAGES SHOWN IN FRAME 1 AND FRAME 2.

PORTABLE CHANGEABLE MESSAGE BOARD DISPLAYS

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	CLOSURE DETAIL	SHEET 65 E

8220-00-76

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	10.000	10.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	497.000	497.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	29,011.000	29,011.000
0008	204.0150	Removing Curb & Gutter	LF	1,235.000	1,235.000
0010	204.0155	Removing Concrete Sidewalk	SY	795.000	795.000
0016	204.0200	Removing Railroad Track	LF	57.000	57.000
0024	205.0100	Excavation Common	CY	14.500	14.500
0028	211.0101	Prepare Foundation for Asphaltic Paving (project) 02. 8220-00-76	EACH	1.000	1.000
0034	213.0100	Finishing Roadway (project) 03. 8220-00-76	EACH	1.000	1.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	560.000	560.000
0040	305.0500	Shaping Shoulders	STA	2.000	2.000
0046	416.0610	Drilled Tie Bars	EACH	110.000	110.000
0048	455.0605	Tack Coat	GAL	3,657.000	3,657.000
0050	460.2000	Incentive Density HMA Pavement	DOL	2,870.000	2,870.000
0052	460.6645	HMA Pavement 5 MT 58-34 V	TON	4,509.000	4,509.000
0054	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0056	465.0105	Asphaltic Surface	TON	163.000	163.000
0058	465.0110	Asphaltic Surface Patching	TON	66.000	66.000
0060	465.0115	Asphaltic Surface Detours	TON	50.000	50.000
0070	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,168.000	1,168.000
0072	601.0600	Concrete Curb Pedestrian	LF	78.000	78.000
0076	602.0410	Concrete Sidewalk 5-Inch	SF	7,618.000	7,618.000
0078	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	380.000	380.000
0080	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	38.000	38.000
0088	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0094	611.8110	Adjusting Manhole Covers	EACH	24.000	24.000
0096	611.8115	Adjusting Inlet Covers	EACH	3.000	3.000
0100	614.0010	Barrier System Grading Shaping Finishing	EACH	2.000	2.000
0104	618.0100	Maintenance And Repair of Haul Roads (project) 03. 8220-00-76	EACH	1.000	1.000
0106	619.1000	Mobilization	EACH	0.300	0.300
0110	624.0100	Water	MGAL	5.600	5.600
0112	625.0500	Salvaged Topsoil	SY	400.000	400.000
0114	627.0200	Mulching	SY	400.000	400.000
0116	628.1504	Silt Fence	LF	50.000	50.000
0118	628.1520	Silt Fence Maintenance	LF	50.000	50.000
0120	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0122	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0124	628.7015	Inlet Protection Type C	EACH	5.000	5.000
0126	629.0210	Fertilizer Type B	CWT	5.000	5.000
0128	630.0120	Seeding Mixture No. 20	LB	13.000	13.000
0130	630.0200	Seeding Temporary	LB	13.000	13.000
0132	630.0500	Seed Water	MGAL	9.000	9.000
0136	638.2102	Moving Signs Type II	EACH	5.000	5.000
0142	642.5001	Field Office Type B	EACH	0.300	0.300
0144	643.0300	Traffic Control Drums	DAY	7,300.000	7,300.000
0148	643.0420	Traffic Control Barricades Type III	DAY	100.000	100.000
0150	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	260.000	260.000
0152	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	260.000	260.000
0154	643.0705	Traffic Control Warning Lights Type A	DAY	100.000	100.000

8220-00-76

Line	Item	Item Description	Unit	Total	Qty
0156	643.0900	Traffic Control Signs	DAY	7,660.000	7,660.000
0158	643.0920	Traffic Control Covering Signs Type II	EACH	20.000	20.000
0160	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0162	643.3165	Temporary Marking Line Paint 6-Inch	LF	23,817.000	23,817.000
0170	643.5000	Traffic Control	EACH	0.300	0.300
0172	644.1430	Temporary Pedestrian Surface Plate	SF	475.000	475.000
0174	644.1440	Temporary Pedestrian Surface Matting	SF	4,300.000	4,300.000
0176	644.1601	Temporary Pedestrian Curb Ramp	DAY	1,090.000	1,090.000
0178	644.1605	Temporary Pedestrian Detectable Warning Field	SF	455.000	455.000
0180	644.1810	Temporary Pedestrian Barricade	LF	1,700.000	1,700.000
0184	645.0140	Geotextile Type SAS	SY	135.000	135.000
0186	646.2020	Marking Line Epoxy 6-Inch	LF	11,143.000	11,143.000
0188	646.4020	Marking Line Epoxy 10-Inch	LF	61.000	61.000
0190	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	10,951.000	10,951.000
0192	646.5020	Marking Arrow Epoxy	EACH	1.000	1.000
0196	646.6120	Marking Stop Line Epoxy 18-Inch	LF	400.000	400.000
0200	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	3,276.000	3,276.000
0204	646.8120	Marking Curb Epoxy	LF	1,656.000	1,656.000
0212	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,246.000	1,246.000
0214	650.8000	Construction Staking Resurfacing Reference	LF	6,050.000	6,050.000
0218	650.9000	Construction Staking Curb Ramps	EACH	38.000	38.000
0222	650.9500	Construction Staking Sidewalk (project) 03. 8220-00-76	EACH	1.000	1.000
0228	650.9911	Construction Staking Supplemental Control (project) 03. 8220-00-76	EACH	1.000	1.000
0310	690.0150	Sawing Asphalt	LF	979.000	979.000
0312	690.0250	Sawing Concrete	LF	541.000	541.000
0314	740.0440	Incentive IRI Ride	DOL	2,230.000	2,230.000
0320	SPV.0060	Special 01. MSKT SP-MGS End Terminal TL-2	EACH	2.000	2.000
0334	SPV.0090	Special 02. MGS Thrie Beam Transition TL-2	LF	40.600	40.600
0338	SPV.0165	Special 01. Repair Wall Modular Block Gravity R-60-001	SF	112.000	112.000
0340	SPV.0195	Special 01. Excavation, Hauling and Disposal of Contaminated Soil	TON	70.000	70.000

3

REMOVING ASPHALT ITEMS

PROJECT	CATEGORY	STATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALT C SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILL NG SY	NOTES
8220-00-76	0010	PROJECT	-	-	15645	DRIVING LANES (24")
		STA 100+50 'BA'	-	18	-	BEG NN NG OF PROJECT
		STA 101+90 'BA'		19		HOSPITAL
		STA 102+36 'BA'		18		NATIONAL AVE
		STA 104+33 'BA'		18		S GIBSON ST
		STA 112+90 'BA'		19		N WASHINGTON AVE
		STA 112+90 'BA'	-	21	-	S WASHINGTON AVE
		STA 116+75 'BA'	-	19	-	N PARK AVE
		STA 116+75 'BA'	-	19	-	S PARK AVE
		STA 120+60 'BA'	-	21	-	LUEPKE WAY
		STA 120+60 'BA'	-	26	-	WISCONSIN AVE
		STA 120+87 BA' - 120+97'BA'	6	-	-	PARKING LOT
		STA 121+63'BA'	-	16	-	BRIDGE B-60-922
		STA 122+28'BA'	-	15	-	BRIDGE B-60-922
		STA 124+10 'BA'	-	21	-	S WHELEN AVE
		STA 126+08'BA'	-	23	-	RAILROAD
		STA 126+27 'BA'	-	22	-	RAILROAD
		STA 127+50 'BA'	-	20	-	N MAIN ST
		STA 127+50 'BA'		21		S MAIN ST
		STA 129+25 'BA'		12		ALLEY (SOUTH)
		STA 131+18 'BA'		19		N 2ND ST
		STA 131+18 'BA'		19		S 2ND ST
		STA 135+00 'BA'	-	18	-	N 3RD ST
		STA 135+00 'BA'	-	20	-	S 3RD ST
		STA 139+00 'BA'	-	17	-	N 4TH ST
		STA 139+00 'BA'	-	21	-	S 4TH ST
		STA 154+95 'BA'	-	18	-	N 7TH ST
		STA 154+30 'BA'	-	17	-	S 7TH ST
		PARKING LOT	4	-	-	ALLEY - SW QUAD
CATEGORY 0010 TOTALS			10	497	15645	
	0020	PROJECT	-	-	13366	PARK NG LANES (8' RT/LT)
CATEGORY 0020 TOTALS					13366	
		PROJECT TOTALS	20	994	29011	

PREPARING FOUNDATION FOR ASPHALTIC PAVING (8220-00-76)

LOCATION	211.0101 EACH
PROJECT	1
PROJECT TOTALS	1

REMOVING CONCRETE ITEMS

PROJECT	CATEGORY	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	COMMENT
8220-00-76	0010	101+70 - 102+12 'BA'	LT	37	17	NATIONAL AVE - WEST QUAD
		102+54 - 102+85 'BA'	LT	19	11	NATIONAL AVE - EAST QUAD
		103+92 - 104+10 'BA'	LT	11	16	S GIBSON ST - NORTH QUAD
		103+89 - 104+20 'BA'	RT	37	23	S GIBSON ST - WEST QUAD
		112+44 - 112+71 'BA'	LT	37	11	WASHINGTON AVE - NW QUAD
		112+46 - 112+75 'BA'	RT	39	18	WASHINGTON AVE - SW QUAD
		113+05 - 113+34 'BA'	LT	32	19	WASHINGTON AVE - NE QUAD
		113+09 - 113+34 'BA'	RT	24	16	WASHINGTON AVE - SE QUAD
		116+24 - 116+56 'BA'	LT	33	18	PARK AVE - NW QUAD
		116+22 - 116+56 'BA'	RT	33	27	PARK AVE - SW QUAD
		116+91 - 117+16 'BA'	LT	33	18	PARK AVE - NE QUAD
		116+91 - 117+16 'BA'	RT	24	14	PARK AVE - SE QUAD
		120+09 - 120+34 'BA'	RT	34	22	WISCONSIN AVE - SW QUAD
		120+78 - 120+92 'BA'	RT	30	17	WISCONSIN AVE - SE QUAD
		123+52 - 123+75 'BA'	LT	11	16	S WHELEN AVE - NW QUAD
		123+37 - 123+92 'BA'	RT	66	36	S WHELEN AVE - SW QUAD
		124+25 - 124+52 'BA'	RT	37	19	S WHELEN AVE - SE QUAD
		127+09 - 127+30 'BA'	LT	27	8	MAIN ST NW QUAD
		127+06 - 127+32 'BA'	RT	34	19	MAIN ST - SW QUAD
		127+65 - 127+85 'BA'	LT	29	17	MAIN ST - NE QUAD
		127+66 - 127+88 'BA'	RT	37	21	MAIN ST - SE QUAD
		128+69 - 129+00 'BA'	RT	33	10	ALLEY - SW QUAD
		129+47 - 129+86 'BA'	RT	39	10	ALLEY - SE QUAD
		130+65 - 131+00 'BA'	LT	52	24	2ND ST - NW QUAD
		130+60 - 131+00 'BA'	RT	49	26	2ND ST - SW QUAD
		131+36 - 131+68 'BA'	LT	29	20	2ND ST - NE QUAD
		131+33 - 131+66 'BA'	RT	30	27	2ND ST - SE QUAD
		134+56 - 134+83 'BA'	LT	31	26	3RD ST - NW QUAD
		134+57 - 134+84 'BA'	RT	34	21	3RD ST - SW QUAD
		135+15 - 135+44 'BA'	LT	42	32	3RD ST - NE QUAD
		135+15 - 135+51 'BA'	RT	28	39	3RD ST - SE QUAD
		138+45 - 138+71 'BA'	LT	30	12	4TH ST - NW QUAD
		138+57 - 138+83 'BA'	RT	22	20	4TH ST - SW QUAD
		139+04 - 139+32 'BA'	LT	25	14	4TH ST - NE QUAD
		139+22 - 139+49 'BA'	RT	23	20	4TH ST - SE QUAD
		154+47 - 154+78 'BA'	LT	19	33	7TH ST - NW QUAD
		153+82 - 154+04 'BA'	RT	20	23	7TH ST - SW QUAD
		155+16 - 155+42 'BA'	LT	24	22	7TH ST - NE QUAD
		154+34 - 154+71 'BA'	RT	41	30	7TH ST - SE QUAD
		PROJECT TOTALS		1235	792	

EARTHWORK SUMMARY

PROJECT	CATEGORY	LOCATION	205.0100 EXCAVATION COMMON CY	FILL CY (1)	EXPANDED FILL CY (2)
8220-00-76	0010	NATIONAL AVE - WEST QUAD	0.5	0	0.0
		NATIONAL AVE - EAST QUAD	0.5	0	0.0
		S GIBSON ST - NORTH QUAD	0.5	0	0.0
		S GIBSON ST - WEST QUAD	0.5	0	0.0
		WASHINGTON AVE - NW QUAD	0	0.5	0.7
		WASHINGTON AVE - SW QUAD	0	0.5	0.7
		WASHINGTON AVE - NE QUAD	0	3	3.9
		WASHINGTON AVE - SE QUAD	0	0.5	0.7
		PARK AVE - NW QUAD	1	0.5	0.7
		S WHELEN AVE - SW QUAD	1	0.5	0.7
		S WHELEN AVE - SE QUAD	0.5	0.5	0.7
		MAIN ST - NW QUAD	0.5	0	0.0
		MAIN ST - SW QUAD	0.5	0	0.0
		ALLEY - SW QUAD	0	0.5	0.7
		ALLEY - SE QUAD	2	0.5	0.7
		2ND ST - NW QUAD	0	0.5	0.7
		2ND ST - SW QUAD	1	0	0.0
		2ND ST - NE QUAD	1.5	0	0.0
		2ND ST - SE QUAD	1	0.5	0.7
		3RD ST - SW QUAD	0.5	0	0.0
		3RD ST - NE QUAD	0.5	0	0.0
		3RD ST - SE QUAD	1.5	0	0.0
		4TH ST - NW QUAD	0	0.5	0.7
		4TH ST - SW QUAD	0	0.5	0.7
		4TH ST - NE QUAD	0.5	0	0.0
		4TH ST - SE QUAD	0.5	0.5	0.7
PROJECT TOTALS			14.5	9.5	12.4

(1) NOT A BID ITEM FOR INFORMATION ONLY
(2) FILL EXPANSION 30%

FINISHING ROADWAY (8220-00-76)

LOCATION	213.0100 EACH
PROJECT	1
PROJECT TOTALS	1

3

BASE AGGREGATE

PROJECT	CATEGORY	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
8220-00-76	0010	PROJECT	520	5.2
		PROJECT TOTALS	520	5.2

SHAPING SHOULDERS

PROJECT	CATEGORY	STATION - STATION	305.0500 STA
8220-00-76	0010	STA 100+50 - STA 101+52, LT	1
		STA 100+50 - STA 101+40, RT	1
8220-00-76 PROJECT TOTALS			2

ASPHALT PAVEMENT

PROJECT	CATEGORY	LOCATION	LOWER LAYER THICHKNESS IN	UPPER LAYER THICKNESS IN	455.0605 TACK COAT GAL	460.6645 HMA PAVEMENT 5 MT 58-34 V TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0115 ASPHALTIC SURFACE DETOURS TON	REMARKS
8220-00-76	0010	STA 100+50 - 121+64	1.25	1.50	405	395	-	-	-	LOWER LAYER
		STA 100+50 - 121+64	1.25	1.50	292	474	-	-	-	UPPER LAYER
		STA 122+28 - 126+85	1.25	1.50	71	71	-	-	-	LOWER LAYER
		STA 122+28 - 126+85	1.25	1.50	51	86	-	-	-	UPPER LAYER
		STA 126+27 - 160+00	1.25	1.50	630	629				LOWER LAYER
		STA 126+27 - 160+00	1.25	1.50	450	755	-	-	-	UPPER LAYER
		PROJECT	-	2.00	22	-	-	66	-	
		PROJECT	-	2.00	55	-	163	-	-	
		PROJECT	-		20	-	-	-	50	
	CATEGORY 0010 TOTALS				1996	2410	163	66	50	
		STA 100+50 - 121+64	1.25	1.50	363	353	-	-	-	LOWER LAYER
		STA 100+50 - 121+64	1.25	1.50	262	423	-	-	-	UPPER LAYER
		STA 122+28 - 126+85	1.25	1.50	57	57	-	-	-	LOWER LAYER
		STA 122+28 - 126+85	1.25	1.50	41	69	-	-	-	UPPER LAYER
		STA 126+27 - 160+00	1.25	1.50	531	528	-	-	-	LOWER LAYER
		STA 126+27 - 160+00	1.25	1.50	379	633	-	-	-	UPPER LAYER
	CATEGORY 0020 TOTALS				1633	2063	0	0	0	
		PROJECT TOTALS			**3629**	**4473**	**163**	**66**	**50**	

MATERIAL TRANSFER VEHICLE

LOCATION	460.9000.S EACH
PROJECT ID 8220-00-76	1
PROJECT TOTALS	1

CURB RAMPS

PROJECT	CATEGORY	STATION - STATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	416.061 DRILLED TIE BARS EACH	REMARKS
8220-00-76	0010	101+70 - 102+12, LT	37	37	1	-	184	10	-	-	NATIONAL AVE - WEST QUAD
		102+54 - 102+85, LT	19	19	1	-	113	10	-	-	NATIONAL AVE - EAST QUAD
		103+92 - 104+10, LT	11	11	1	-	145	10	-	-	S GIBSON ST - NORTH QUAD
		103+89 - 104+20, RT	37	37	1	-	210	10	-	-	S GIBSON ST - WEST QUAD
		112+44 - 112+71, LT	37	37	1	-	126	10	-	-	WASHINGTON AVE - NW QUAD
		112+46 - 112+75, RT	39	39	1	-	258	10	-	-	WASHINGTON AVE - SW QUAD
		113+05 - 113+34, LT	32	32	1	-	293	10	-	-	WASHINGTON AVE - NE QUAD
		113+09 - 113+34, RT	24	24	1	-	224	10	-	-	WASHINGTON AVE - SE QUAD
		116+24 - 116+56, LT	33	33	1	-	200	10	-	-	PARK AVE - NW QUAD
		116+22 - 116+56, RT	33	33	1	-	269	10	-	-	PARK AVE - SW QUAD
		116+91 - 117+16, LT	33	33	1	-	191	10	-	-	PARK AVE - NE QUAD
		116+91 - 117+16, RT	24	24	1	-	159	10	-	-	PARK AVE - SE QUAD
		120+09 - 120+34, RT	34	34	1	-	200	10	-	-	WISCONSIN AVE - SW QUAD
		120+78 - 120+92, RT	30	46	1	16	151	10	-	-	WISCONSIN AVE - SE QUAD
		123+52 - 123+64, LT	11	11	1	-	122	10	-	-	S WHELEN AVE - NW QUAD
		123+37 - 123+92, RT	66	87	1	21	320	10	-	-	S WHELEN AVE - SW QUAD
		124+25 - 124+52, RT	37	37	1	-	159	10	-	-	S WHELEN AVE - SE QUAD
		127+09 - 127+30, LT	27	27	1	-	134	10	-	-	MAIN ST- NW QUAD
		127+06 - 127+32, RT	34	34	1	-	181	10	-	-	MAIN ST - SW QUAD
		127+65 - 127+85, LT	29	47	1	18	147	10	-	-	MAIN ST - NE QUAD
		128+69 - 129+00, RT	33	33	1	-	73	10	19	-	ALLEY - SW QUAD
		129+47 - 129+86, RT	39	39	1	-	95	10	19	-	ALLEY - SE QUAD
		130+65 - 131+00, LT	52	75	1	23	224	10	-	-	2ND ST - NW QUAD
		130+60 - 131+00, RT	49	49	1	-	246	10	-	-	2ND ST- SW QUAD
		131+36 - 131+68, LT	29	29	1	-	238	10	-	-	2ND ST - NE QUAD
		134+56 - 134+83, LT	31	31	1	-	240	10	-	-	3RD ST - NW QUAD
		134+57 - 134+84, RT	34	34	1	-	260	10	-	-	3RD ST - SW QUAD
		135+15 - 135+44, LT	42	42	1	-	304	10	-	-	3RD ST - NE QUAD
		135+15 - 135+51, RT	28	28	1	-	409	10	-	-	3RD ST - SE QUAD
		138+45 - 138+71, LT	30	30	1	-	170	10	-	-	4TH ST - NW QUAD
		138+57 - 138+83, RT	22	22	1	-	200	10	-	-	4TH ST - SW QUAD
		139+04 - 139+32, LT	25	25	1	-	200	10	-	-	4TH ST - NE QUAD
		139+22 - 139+49, RT	23	23	1	-	259	10	-	-	4TH ST - SE QUAD
		154+47 - 154+78, LT	19	19	1	-	252	10	-	-	7TH ST - NW QUAD
		153+82 - 154+04, RT	20	20	1	-	174	10	-	-	7TH ST - SW QUAD
		155+16 - 155+42, LT	24	24	1	-	186	10	-	-	7TH ST - NE QUAD
		154+34 - 154+71, RT	41	41	1	-	282	10	-	-	7TH ST - SE QUAD
		UNDISTRIBUTED								110	
		PROJECT TOTAL	**1168**	**1246**	**37**	**78**	**7598**	**370**	**38**	**110**	

3

BARRIER SYSTEM GRADING SHAPING FINSHING

PROJECT ID	CATEGORY	STATION TO STATION	OFFSET	*EXCAVATION COMMON CY	*BORROW CY	*SALVAGED TOPSOIL SY	*FERTILIZER TYPE B CWT	*SEEDING LB	*MULCHING SY	614.0010 EACH
8220-00-76	0010	STA 121+18.71'BA' - STA 121+67.04'BA'	LT	0	15	94	0.1	2.6	2.6	1
		STA 122+25.73'BA' STA 122+74.05'BA'	LT	0	4	60	0.1	1.7	1.7	1
8220-00-76 PROJECT TOTAL				0	19	155	0.2	4.3	4.3	2

*ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY

MAINTENANCE AND REPAIR OF HAUL ROADS

LOCATION	CATEGORY	618.0100 (8220-00-76) EACH
PROJECT	0020	1
PROJECT TOTALS		1

MOBILIZATION

619.1000
MOBILIZATION

LOCATION	EACH	NOTES
PROJECT 8220-00-76	0.3	PRORATED BETWEEN 1610-01-76, 3700-50-79, 8220-00-76
PROJECT TOTALS	0.3	

RECONSTRUCTING INLETS, ADJUSTING MANHOLE AND INLET COVERS

PROJECT	CATEGORY	STATION	LOCATION	611.0430 RECONSTRUCTING INLETS EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
8220-00-76	0010	123+68'BA'	30' LT	-	1	-
		123+73'BA'	S WHELEN AVE SW QUAD	-	-	1
		124+46'BA'	S WHELEN AVE SE QUAD	-	-	1
		129+78'BA'	ALLEY SE QUAD	-	-	1
		135+38'BA'	3RD ST NE QUAD	1	-	-
		104+41'BA'	34.7' RT (S GIBSON SE)	-	1	-
		112+66'BA'	23'LT	-	1	-
		112+82'BA'	3.85' RT	-	1	-
		113+10'BA'	3.75' RT	-	1	-
		120+18'BA'	1.6' RT	-	1	-
		126+33'BA'	15' RT	-	1	-
		127+03'BA'	14.1' RT	-	1	-
		127+88'BA'	15' RT	-	1	-
		129+48'BA'	16' RT	-	1	-
		131+28'BA'	13' RT	-	1	-
		131+64'BA'	13' RT	-	1	-
		135+16'BA'	12.1' RT	-	1	-
		136+98'BA'	10.5' RT	-	1	-
		139+06'BA'	13.5' RT	-	1	-
		139+31'BA'	12.6' LT	-	1	-
		142+42'BA'	15.1' LT	-	1	-
		146+56'BA'	13.4' LT	-	1	-
		150+02'BA'	12.2' LT	-	1	-
		154+45'BA'	13' LT	-	1	-
		155+17'BA'	12.3' LT	-	1	-
		155+88'BA'	13' LT	-	1	-
		157+09'BA'	15.5' LT	-	1	-
		158+84'BA'	12.1' LT	-	1	-
PROJECT TOTALS				1	24	3

3

3

EROSION CONTROL, TOPSOIL, MULCHING AND SEEDING

PROJECT	CATEGORY	LOCATION	628.15 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	628.7015 INLET PROTECTION TYPE C EACH
1610-01-76	0010	NATIONAL AVE - WEST QUAD			12	12	0.1	0.4	0.4	0.3	
		NATIONAL AVE - EAST QUAD			23	23	0.1	0.7	0.7	0.5	
		S GIBSON ST - NORTH QUAD			7	7	0.1	0.2	0.2	0.2	
		S GIBSON ST - WEST QUAD			20	20	0.1	0.6	0.6	0.4	
		WASHINGTON AVE - NW QUAD			2	2	0.1	0.1	0.1	0.1	
		WASHINGTON AVE - SW QUAD			2	2	0.1	0.1	0.1	0.1	
		WASHINGTON AVE - NE QUAD			13	13	0.1	0.4	0.4	0.3	
		WASHINGTON AVE - SE QUAD			3	3	0.1	0.1	0.1	0.1	
		PARK AVE - NW QUAD			11	11	0.1	0.3	0.3	0.2	
		PARK AVE - SW QUAD			15	15	0.1	0.5	0.5	0.3	
		PARK AVE - NE QUAD			3	3	0.1	0.1	0.1	0.1	
		PARK AVE - SE QUAD			2	2	0.1	0.1	0.1	0.1	
		WISCONSIN AVE - SW QUAD			3	3	0.1	0.1	0.1	0.1	
		WISCONSIN AVE - SE QUAD			2	2	0.1	0.1	0.1	0.0	
		S WHELEN AVE - NW QUAD			5	5	0.1	0.2	0.2	0.1	
		S WHELEN AVE - SW QUAD			9	9	0.1	0.3	0.3	0.2	1
		S WHELEN AVE - SE QUAD			7	7	0.1	0.2	0.2	0.2	1
		MAIN ST- NW QUAD			4	4	0.1	0.2	0.2	0.1	
		MAIN ST - SW QUAD			3	3	0.1	0.1	0.1	0.1	
		MAIN ST - NE QUAD			5	5	0.1	0.2	0.2	0.1	
		ALLEY - SE QUAD			24	24	0.1	0.7	0.7	0.5	1
		2ND ST - NW QUAD			17	17	0.1	0.5	0.5	0.4	
		2ND ST- SW QUAD			4	4	0.1	0.2	0.2	0.1	
		2ND ST - NE QUAD			15	15	0.1	0.5	0.5	0.3	
		2ND ST - SE QUAD			12	12	0.1	0.4	0.4	0.3	
		3RD ST - NW QUAD			3	3	0.1	0.1	0.1	0.1	
		3RD ST - SW QUAD			12	12	0.1	0.4	0.4	0.3	
		3RD ST - NE QUAD			9	9	0.1	0.3	0.3	0.2	1
		3RD ST - SE QUAD			19	19	0.1	0.6	0.6	0.4	
		4TH ST - NW QUAD			14	14	0.1	0.4	0.4	0.3	
		4TH ST - SW QUAD			9	9	0.1	0.3	0.3	0.2	
		4TH ST - NE QUAD			7	7	0.1	0.2	0.2	0.1	
		4TH ST - SE QUAD			11	11	0.1	0.4	0.4	0.3	
		7TH ST - NW QUAD			3	3	0.1	0.1	0.1	0.1	
		7TH ST - SW QUAD			3	3	0.1	0.1	0.1	0.1	
		7TH ST - NE QUAD			3	3	0.1	0.1	0.1	0.1	
		7TH ST - SE QUAD			4	4	0.1	0.2	0.2	0.1	
UNDISTRIBUTED			50	50	80	80	1	3	3	2	1
PROJECT TOTAL			50	50	400	400	5	13	13	9	5

3

MOVING SIGNS

PROJECT	CATEGORY	SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	638.2102 MOVING SIGNS TYPE II EACH
8220-00-76	0010	M02-01	R1-1	STOP	1
		M02-02	R1-1	STOP	1
		M03-01	R1-1	STOP	1
		M03-02	W11-2/W16-7L	PEDESTRIAN XING	1
		M03-03	R1-1	STOP	1
				PROJECT TOTAL	5

FIELD OFFICE TYPE B

LOCATION	642.5001 EACH	NOTES
PROJECT	0.3	PRORATED BETWEEN 1610-01-76, 3700-50-79, 8220-00-76
PROJECT TOTALS	0.3	

TRAFFIC CONTROL

PROJECT	CATEGORY	LOCATION	DURATION	643.0300 TRAFFIC CONTROL DRUMS NO.	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	*643.0900 TRAFFIC CONTROL SIGNS NO.	*643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II # OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II # OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS NO.	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
8220-00-76	0010	ROAD CLOSURE	10		-	6	60	-	-	4	40	6	60	0	0	0	2	14
		DETOUR ROUTE	10		-	2	20	-	-	4	40	95	950	1	16	16	2	14
		STH 64 PROJECT	40	152	6080	0	0	220	220	0	0	94	3760	0	0	0	0	0
		UNDISTRIBUTED			1220		20	40	40		20		960			4		0
		PROJECT TOTALS			7300		100	260	260		100		5730			20		28

TRAFFIC CONTROL

LOCATION	643.5000 EACH	NOTES
PROJECT	0.3	PRORATED BETWEEN 1610-01-76, 3700-50-79, 8220-00-76
PROJECT TOTALS	0.3	

MARKING LINE ITEMS

PROJECT	CATEGORY	STATION - STATION	CL LENGTH	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW LF	646.4720 MARKING LINE SAME DAY EPOXY 6-INCH YELLOW LF	646.2020 MARKING LINE EPOXY 6-INCH SOLID WHITE (LF)	646.2020 MARKING LINE EPOXY 6-INCH SOLID YELLOW (LF)	646.4020 MARKING LINE EPOXY 10-INCH SOLID WHITE (LF)	646.5020 MARKING ARROW EPOXY TYPE 2 (EACH)	646.5320 MARKING RAILROAD CROSSING EPOXY (EACH)	646.6120 MARKING STOP LINE EPOXY 18-INCH (LF)	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (LF)	646.8120 MARKING CURB EPOXY (LF)	REMARKS
8220-00-76	0010	100+50 - 101+51 'BA'		LT/RT	-	-	192	-	-	-	-	-	-	-	BEGIN PROJECT - HOSPITAL ENTRANCE
		100+50 - 104+00 'BA'		CL	1404	702	-	702	-	-	-	-	-	-	
		104+07 - 112+58 'BA'		CL	3406	1703	-	1703	-	-	-	-	-	-	
		113+20 - 116+43 'BA'		CL	1294	647	-	647	-	-	-	-	-	-	
		117+04 - 120.21 'BA'		CL	1270	635	-	635	-	-	-	-	-	-	
		120+87 - 123+55 'BA'		CL	1076	538	-	538	-	-	-	-	-	-	
		123+62 - 126+13.5 'BA'		CL	1006	503	-	503	-	-	-	-	-	-	
		126+22 - 127+08 'BA'		CL	344	172	-	172	-	-	-	-	-	-	
		126+78 - 130+86 'BA'		CL	1234	617	-	617	-	-	-	-	-	-	
		131+50 - 134+66 'BA'		CL	1264	632	-	632	-	-	-	-	-	-	2ND ST - 3RD ST
		131+50 - 134+66 'BA'		CL	1328	664	-	664	-	-	-	-	-	-	3RD ST - 4TH ST
		135+33 - 138+65 'BA'		CL	6158	3079	-	3079	-	-	-	-	-	-	4TH ST - 7TH ST
		154+71 - 160+00 'BA'		CL	2118	1059	-	1059	-	-	-	-	-	-	7TH ST - END PROJECT
		101+40 - 102+33 'BA'		RT	-	-	-	-	-	-	-	14	83	67	HOSPITAL ENTRANCE
		102+05 - 102+64 'BA'		LT	-	-	-	-	-	-	-	21	100	76	NATIONAL AVE INTERSECTION
		103+90 - 104+22 'BA'		LT/RT	-	-	-	-	-	-	-	23	95	90	S GIBSON ST INTERSECTION
		112+58 - 113+20 'BA'		LT/RT	-	-	-	-	-	-	-	39	377	123	WASHINGTON AVE INTERSECTION
		116+43 - 117+04 'BA'		LT/RT	-	-	-	-	-	-	-	38	376	204	PARK AVE INTERSECTION
		120+21 - 120+87 'BA'		LT/RT	-	-	-	-	-	-	-	43	405	94	WISCONSIN AVE INTERSECTION
		123+55 - 124+34 'BA'		LT/RT	-	-	-	-	-	-	-	19	172	76	S WHELEN AVE INTERSECTION
		124+40 - 128+45 'BA'		LT/RT		-	-	-	-	-	3	-	-	-	FV&LS RAILROAD MARKINGS
		127+19 - 127+78 'BA'		LT/RT	-	-	-	-	-	-	-	38	189	117	MAIN ST INTERSECTION
		128+84 - 129+65 'BA'		RT	-	-	-	-	-	-	-	21	133	94	ALLEY
		130+86 - 131+50 'BA'		LT/RT	-	-	-	-	-	-	-	38	385	172	2ND ST INTERSECTION
		134+66 - 135+33 'BA'		LT/RT	-	-	-	-	-	-	-	33	335	137	3RD ST INTERSECTION
		138+65 - 139+25 'BA'		LT/RT	-	-	-	-	-	-	-	38	366	149	4TH ST INTERSECTION
		153+96 - 155+25 'BA'		LT/RT	-	-	-	-	-	-	-	35	260	257	7TH ST INTERSECTION
		159+40 - 160+00 'BA'		RT	-	-	-	-	61	1	-	-	-	-	END PROJECT
		PROJECT TOTALS			21902	10951	11143		61	1	3	400	3276	1656	

TRAFFIC CONTROL PEDESTRIAN ACCESS

CATEGORY	DESCRIPTION	SIGNS NO. DEVICES	*643.0900 TRAFFIC CONTROL SIGNS DAY	644.1430 PEDESTRIAN PLATE SF	644.1440 SURFACE MATTING SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	TEMPORARY PEDESTRIAN CURB RAMP NO. DEVICES	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	*643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) LF
0010	PROJECT 8220-00-76	67	1608	-	3610	1444	38	912	380	1596
	UNDISTRIBUTED	-	322	475	690	256		178	75	319
	PROJECT TOTALS	-	1930	475	4300	1700	38	1090	455	1915

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLANS

EXCAVATION, HAULING AND DISPOSAL OF CONTAMINATED SOIL

LOCATION	SPV.0195.01 TON
PROJECT	70
TOTALS	70

CONSTRUCTION STAKING

PROJECT	CATEGORY	STATION - STATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (8220-00-76) EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (8220-00-76) EACH	REMARKS
8220-00-76	0010	100+50 - 160+00	6050	1	37	1	
		PROJECT TOTALS	6050	1	37	1	

MGS GUARDRAIL

PROJECT	CATEGORY	STATION - STATION	SPV.0060.01 MSKT SP-MGS END TERMINAL TL-2 EACH	SPV.0090.02 MGS THRIE BEAM TRANSITION TL-2 LF	NOTES
8220-00-76	0010	STA 121+26.44'BA' - 121+68.48'BA', LT	1	20.3	BRIDGE B-60-001
		STA 122+23.23'BA' - 122+65.25'BA', LT	1	20.3	BRIDGE B-60-001
		PROJECT TOTALS	2	40.6	

REPAIR WALL MODULAR BLOCK GRAVITY R-60-001

PROJECT	CATEGORY	LOCATION	SPV.0165.01 SF	NOTES
8220-00-76	0010	STA 129+32'BA' - 130+85'BA', LT	112	TOP ROW & COPING
		PROJECT TOTALS	112	

SAWCUT

PROJECT	CATEGORY	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
8220-00-76	0010	STA 100+50 'BA'	CL	33	-	BEGINNING OF PROJECT
		STA 101+90 'BA'	RT	34	-	HOSPITAL
		STA 101+70 - 102+85 'BA'	LT	32	20	NATIONAL AVE - NORTH
		STA 103+92 - 104+10 'BA'	LT	-	15	S GIBSON ST - NORTH RAMP
		STA 103+89 - 104+90 'BA'	RT	33	15	S GIBSON ST - SOUTH
		STA 112+44 - 113+34 'BA'	LT	34	23	WASHINGTON AVE - NORTH
		STA 112+46 - 113+34 'BA'	RT	56	30	WASHINGTON AVE - SOUTH
		STA 116+24 - 117+16 'BA'	LT	34	30	PARK AVE - NORTH
		STA 116+22 - 117+16 'BA'	RT	35	30	PARK AVE - SOUTH
		STA 120+09 - 120+92 'BA'	RT	91	37	WISCONSIN AVE - SOUTH
		STA 120+60 'BA'	LT	37	-	LUEPKE WAY
		STA 121+63 & 122+28 'BA'	CL	55	-	BRIDGE B-60-922
		STA 123+52 - 123+64 'BA'	LT	-	11	S WHELEN AVE - NORTH
		STA 123+37 - 124+52 'BA'	RT	37	16	S WHELEN AVE - SOUTH
		STA 126+07 & 126+27 'BA'	CL	81	5	RAILROAD
		STA 127+09 - 127+85 'BA'	LT	36	10	MAIN ST- NORTH
		STA 127+06 - 127+88 'BA'	RT	37	35	MAIN ST - SOUTH
		STA 128+69 - 129+86 'BA'	RT	44	43	ALLEY - SOUTH
		STA 130+65 - 131+68 'BA'	LT	34	29	2ND ST - NORTH
		STA 130+60 - 131+66 'BA'	RT	35	30	2ND ST- SOUTH
		STA 134+56 - 135+44 'BA'	LT	33	29	3RD ST - NORTH
		STA 134+57 - 135+51 'BA'	RT	36	28	3RD ST - SOUTH
		STA 138+45 - 139+32 'BA'	LT	31	20	4TH ST - NORTH
		STA 138+57 - 139+49 'BA'	RT	37	30	4TH ST - SOUTH
		STA 153+82 - 154+71 'BA'	RT	31	25	7TH ST - SOUTH
		STA 154+47 - 155+42 'BA'	LT	33	30	7TH ST - NORTH
		PROJECT TOTALS		979	541	

BENCH MARKS				
NAME	STATION	OFFSET	DESCRIPTION	ELEVATION
BM30	102+06.60'BA'	34.01'LT	HYD BURY TAG BOLT-NW BOLT	1429.40
BM29	113+24.18'BA'	32.07'RT	HYD WHIP BOLT-SW BOLT	1417.78

C1
PI STA = 105+95.36'BA'
Y = 338,380.2934
X = 647,499.3444
Δ = 57°53'40"
D = 5°27'24"
T = 580.76'
L = 1,060.97'
R = 1,050.00'
PC STA = 100+14.60'BA'
PT STA = 110+75.57'BA'

BEGIN PROJECT
STA 100+50'BA'
Y=338,665.7673
X=647,034.6604
MATCH EX PAVEMENT
SAWCUT REQUIRED
BUTT JOINT REQUIRED

STA 100+00.00'BA' POT:
Y=338,691.3805
X=646,991.7239

PC: 100+14.60'BA'
100'BA'
S58°29'55"E
101'BA'
102'BA'
103'BA'
104'BA'
105'BA'
106'BA'
C1
BM30
NATIONAL AV
STH 64 (E BROADWAY AV)
CAUTION
MATCH LINE STA 106+50'BA'
S GIBSON ST
CE

CITY OF MEDFORD
ID: 251-01923-0000

DAN L OLSON
ID: 251-01924-0000

DAN L OLSON
SHARON K OLSON
ID: 251-00748-0000

ASPIRUS MEDFORD HOSPITAL & CLINICS INC
ID: 251-01927-0000

ASPIRUS MEDFORD HOSPITAL & CLINICS INC
ID: 251-01926-0000

JOHN L WALKOWICZ
ID: 251-00747-0000

WE ENERGIES - GAS
STA 102+28'BA'
BUTT JOINT REQ'D
CITY OF MEDFORD - WATER
MEDFORD ELECTRIC - ELEC
CITY OF MEDFORD -SAN
EXISTING R/W (TYP)
TDS TELECOM - COM
STA 101+84'BA'
BUTT JOINT REQ'D
MEDFORD ELECTRIC - ELEC
WANRACK LLC - FO
WANRACK LLC - COM
(NOT FIELD LOCATED)
ADJUSTING
MANHOLE COVER
STA 104+36'BA'
BUTT JOINT REQ'D
PI: 105+95.36'BA'

RANDY KARABA
KRIS KARABA
ID: 251-00743-0000

METZDORF INVESTMENTS LLC
ID: 251-00739-0000

JED D BRENSINGER
ID: 251-00735-0000

WENDY BOCKIN
ID: 251-00736-0000

MATCH LINE STA 106+50'BA'
107'BA'
108'BA'
109'BA'
110'BA'
111'BA'
112'BA'
N63°36'25"E
113'BA'
STH 64 (E BROADWAY AV)
CAUTION
(ALLEY)
PT: 110+75.57'BA
N WASHINGTON AV
S WASHINGTON AV
TLE (TYP)
PROPOSED R/W (TYP)
MATCH LINE STA 113+49'BA'

CITY OF MEDFORD -SAN
MEDFORD ELECTRIC - ELEC
SPECTRUM - COM
(NOT FIELD LOCATED)
TDS TELECOM - COM
STA 112+88'BA'
BUTT JOINT REQ'D
ADJUSTING
MANHOLE COVER
ADJUSTING
MANHOLE COVER
ADJUSTING
MANHOLE COVER
WANRACK LLC - FO
WANRACK LLC - COM
(NOT FIELD LOCATED)
WE ENERGIES - GAS
CITY OF MEDFORD - WATER
EXISTING R/W (TYP)
MEDFORD ELECTRIC - ELEC
SPECTRUM (ON MEDFORD
ELECTRIC POLES)
WANRACK LLC - FO
WANRACK LLC - COM
(NOT FIELD LOCATED)
STA 112+91'BA'
BUTT JOINT REQ'D

RKLM PROPERTIES LLC
ID: 251-00730-0000

CATHLEEN SCHUPPEL
ID: 251-00732-0000

LAVIN REVOCABLE LIVING TRUST
ID: 251-00963-0000

LAVIN REVOCABLE LIVING TRUST
ID: 251-00959-0000

MEDFORD MOTORS INCORPORATED
ID: 251-00958-0000

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	PLAN	SHEET 75 E

GERALD E FOX
LORIS A FOX
ID: 251-00653-0000

GERALD E FOX
LORIS A FOX
ID: 251-00651-0000

(ALLEY)

JAMES E FLOOD
ID: 251-00677-0000

DORIS M KIEFER
ID: 251-00678-0000

SPECTRUM - COM

MEDFORD ELECTRIC - ELEC

TDS TELECOM - COM

N PARK AV

STA 116+73'BA'
BUTT JOINT REQ'D

MICHAEL D KALMON
DONNA M KALMON
ID: 251-00619-0000

DEBRA J CONWAY
ID: 251-00618-0000

WANRACK LLC - FO
WANRACK LLC - COM
(NOT FIELD LOCATED)

(ALLEY)

LOST CAUSE LLC
ID: 251-01848-0000

LUEPKE WAY

STA 120+55'BA'
BUTT JOINT REQ'D

TDS TELECOM - COM

MATCH LINE STA 113+49'BA'

114'BA' 115'BA' 116'BA' N63°36'25"E 117'BA' 118'BA' 119'BA' 120'BA' 121

CAUTION

CAUTION

STH 64 (E BROADWAY AV)

ADJUSTING
MANHOLE COVER

ADJUSTING
MANHOLE COVER

CAUTION

ADJUSTING
MANHOLE COVER

CAUTION

MATCH LINE STA 121+00'BA'

TDS TELECOM - COM
(NOT FIELD LOCATED)

WE ENERGIES - GAS

CITY OF MEDFORD - WATER

EXISTING R/W (TYP)

S PARK AV

CITY OF
MEDFORD -SAN

STA 116+73'BA'
BUTT JOINT REQ'D

TDS TELECOM - COM
(NOT FIELD LOCATED)

SPECTRUM - COM
(NOT FIELD LOCATED)

MEDFORD MOTORS INC
ID: 251-00617-0000

MEDFORD ELECTRIC - ELEC
SPECTRUM (ON MEDFORD
ELECTRIC POLES)

STA 120+55'BA'
BUTT JOINT REQ'D

WISCONSIN AV

MEDFORD MOTORS INC
ID: 251-00685-0000

CHARLES W PRIHODA
JULIE A PRIHODA
ID: 251-00687-0000

MEDFORD MOTORS INCORPORATED
ID: 251-00616-0000

MEDFORD MOTORS INC
ID: 251-00604-0000

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CITY OF MEDFORD
ID: 251-01846-0000

MEDFORD FLOWAGE

4 BROTHERS CORPORATION
ID: 251-01847-0000

DAVID L HARTL
ID: 251-01847-0004

FV&LS RAILROAD

MGS THRIE BEAM TRANSITION TL-2 REQ'D
MSKT SP-MGS END TERMINAL TL-2 REQ'D
(SEE CONSTRUCTION DETAILS)

WANRACK LLC - FO
WANRACK LLC - COM
(NOT FIELD LOCATED)

ADJUSTING
MANHOLE COVER

TDS TELECOM - COM

END CONSTRUCTION
STA 126+08'BA'
SAWCUT REQ'D
BUTT JOINT REQ'D.
MATCH PROPOSED RAILROAD
XING CONSTRUCTION

WISCONSIN CENTRAL LTD
DIRECTOR OF REAL ESTATE
ID: 251-01845-0006

CITY OF MEDFORD
ID: 251-01847-0003

STA 127+48.41'BA' PI:
Y=339,382.0810
X=649,518.0440

N MAIN ST

STA 127+48'BA'
BUTT JOINT REQ'D

CITY OF
MEDFORD -
WATER
KATHLEEN M LEWAN
ID: 251-01364-0000

MEDFORD
ELECTRIC -
ELEC

MATCH LINE STA 121+00'BA'

'BA' 122'BA' 123'BA' N63°36'25"E 124'BA' 125'BA' 126'BA' 127'BA' N63°19'09"E 128'BA'

STH 64 (E BROADWAY AV)

CAUTION

CAUTION

ADJUSTING
INLET COVER

ADJUSTING
INLET COVER

ADJUSTING N63°36'25"E
MANHOLE COVER

ADJUSTING
MANHOLE COVER

ADJUSTING
MANHOLE COVER

MATCH LINE STA 128+50'BA'

STRUCTURE
B-60-922
TO REMAIN

MEDFORD ELECTRIC - ELEC
SPECTRUM (ON MEDFORD
ELECTRIC POLES)

WE ENERGIES - GAS

BEGIN CONSTRUCTION
STA 126+27'BA'
SAWCUT REQ'D
BUTT JOINT REQ'D
MATCH PROPOSED RAILROAD
XING CONSTRUCTION

CITY OF MEDFORD -SAN

DAVID R ZIMMERMAN
MARY A ZIMMERMAN
ID: 251-01376-0000

END CONSTRUCTION
STA 121+63'BA'
SAWCUT REQ'D
BUTT JOINT REQ'D

BEGIN CONSTRUCTION
STA 122+28'BA'
SAWCUT REQ'D
BUTT JOINT REQ'D

S WHELEN AV

STA 124+08'BA'
BUTT JOINT REQ'D

NOTE, EXISTING RR CROSSING AND SIGNALS
TO BE REMOVED BY RAILROAD. PROPOSED
RR CROSSING, SIGNALS AND GATES TO BE
CONSTRUCTED BY RAILROAD

S MAIN ST

STA 127+49'BA'
BUTT JOINT REQ'D

EXISTING R/W (TYP)

WANRACK LLC - FO
WANRACK LLC - COM
(NOT FIELD LOCATED)

MEDFORD
ELECTRIC - ELEC
SPECTRUM
(ON MEDFORD
ELECTRIC POLES)

JRJ INVESTMENTS LLC
ID: 251-01847-0001

MEDFORD MOTORS INC
ID: 251-01202-0001

BRIAN L HEDLUND
BRENDA K HEDLUND
ID: 251-00030-0000

HARBOR STATION LLC
ID: 251-00029-0001

DAVID R ZIMM

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	PLAN	SHEET 76 E

BENCH MARKS				
NAME	STATION	OFFSET	DESCRIPTION	ELEVATION
BM28	131+41.67'BA'	44.59'LT	HYD BURY TAG BOLT-NE BOLT	1453.47

JEFFERY J PETERSON
PAMELA J PETERSON
ID: 251-01351-0000

KATHLEEN M LEWAN
ID: 251-01364-0000

TDS TELECOM - COM

WANRACK LLC - FO
WANRACK LLC - COM
(NOT FIELD LOCATED)

(ALLEY)

REPAIR WALL MODULAR
BLOCK GRAVITY R-60-001

N 2ND ST

STA 131+18'BA'
BUTT JOINT REQ'D

BM28

TLE (TYP)

PROPOSED R/W (TYP)

ALAN D KEIM
LORETTA G KEIM
ID: 251-01442-0000

WE ENERGIES - GAS

MEDFORD ELECTRIC - ELEC

TDS TELECOM - COM

(ALLEY)

TURNER INVESTMENT PROPERTIES LLC
ID: 251-01427-0000

TURNER INVESTMENT
PROPERTIES LLC
ID: 251-01426-0000

CITY OF MEDFORD - WATER

OPDENT PARTNERSHIP
ID: 251-01502-0000

N 3RD ST

STA 135+00'BA'
BUTT JOINT REQ'D

PC: 135+47.31'BA

RECONSTRUCTING
INLET

CAUTION

CAUTION

MATCH LINE STA 128+50'BA'

MATCH LINE STA 136+00'BA'

129'BA' 130'BA' 131'BA' N63°19'09"E 132'BA' 133'BA' 134'BA' 135'BA' 136

ADJUSTING
MANHOLE COVER

ADJUSTING
INLET COVER

ADJUSTING
MANHOLE COVER

STH 64 (E BROADWAY AV)

ADJUSTING
MANHOLE COVER

ADJUSTING
MANHOLE COVER

SPECTRUM - COMEXISTING R/W (TYP)
(NOT FIELD LOCATED)

STA 129+23'BA'
BUTT JOINT REQ'D

(ALLEY)

STA 131+17'BA'
BUTT JOINT REQ'D

S 2ND ST

WANRACK LLC - FO
WANRACK LLC - COM
(NOT FIELD LOCATED)

KENDRICK D CARSTENSEN
ROSANNE H CARSTENSEN
ID: 251-01416-0000

KENDRICK D CARSTENSEN
ROSANNE H CARSTENSEN
ID: 251-01417-0000

SPECTRUM - COM

(ALLEY)

CITY OF MEDFORD -SAN

MEDFORD ELECTRIC - ELEC
SPECTRUM (ON MEDFORD
ELECTRIC POLES)
TDS TELECOM (ON MEDFORD
ELECTRIC POLES)

S 3RD ST

STA 135+00'BA'
BUTT JOINT REQ'D

ADJUSTING
MANHOLE COVER

JASON D WANKE
KARI L WANKE
ID: 251-01414-0000

LAURA L RUESCH
ID: 251-01413-0000

MUELLER PROPERTY
PARTNERSHIP
ID: 251-01503-0000

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OPDENT PARTNERSHIP
ID: 251-01601-0000

OPDENT PARTNERSHIP
ID: 251-01502-0000

OPDENT PARTNERSHIP
ID: 251-01599-0000

TYLER J MOEN
JOAN M MOEN
ID: 251-01555-0000

IMMANUEL EVANGELICAL
LUTHERAN CHURCH
ID: 251-01556-0000

FRED D EBERT
KITTY J EBERT
ID: 251-01558-0000

N

N 4TH ST

STA 138+86'BA'
BUTT JOINT REQ'D

PT: 139+03.17'BA

CITY OF MEDFORD - WATER

(ALLEY)

PI: 137+25.85'BA'

ADJUSTING
MANHOLE COVER

STH 64 (E BROADWAY AV)

MATCH LINE STA 136+00'BA'

137'BA' 138'BA' 139'BA' 140'BA' 141'BA' N74°56'14"E 142'BA' 143'BA'

ADJUSTING
MANHOLE COVER

ADJUSTING
MANHOLE COVER

ADJUSTING
MANHOLE COVER

MATCH LINE STA 143+50'BA'

C2

PI STA =	137+25.85'BA'
Y =	339,820.9712
X =	650,391.4072
Δ =	11°37'05"
D =	3°15'53"
T =	178.55'
L =	355.87'
R =	1,755.00'
PC STA =	135+47.31'BA'
PT STA =	139+03.17'BA'

SPECTRUM - COMEXISTING R/W (TYP)
(NOT FIELD LOCATED)

CITY OF MEDFORD -SAN

STA 139+05'BA'
BUTT JOINT REQ'D

TDS TELECOM - COM
(NOT FIELD LOCATED)

TDS TELECOM - COM

MEDFORD ELECTRIC - ELEC

SPECTRUM (ON MEDFORD ELECTRIC POLES)

TDS TELECOM (ON MEDFORD ELECTRIC POLES)

WE ENERGIES - GAS

S 4TH ST

MUELLER PROPERTY
PARTNERSHIP
ID: 251-01503-0000

CLARENCE E KROPP
MARJORIE A KROPP
ID: 251-01615-0000

JON E & CLEA A RUESCH
REVOCABLE TRUST
ID: 251-01578-0000

COMMUNITY UNITED
CHURCH OF CHRIST
ID: 251-01576-0000

COMMUNITY UNITED
CHURCH OF CHRIST
ID: 251-01572-0000

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	PLAN	SHEET 77 E

BENCH MARKS				
NAME	STATION	OFFSET	DESCRIPTION	ELEVATION
BM27	144+67.99'BA'	25.74'LT	HYD NE FLANGE BOLT	1475.33

LEE RIED
CARLA RIED
ID: 251-01564-0000

IMMANUEL EVANGELICAL LUTHERAN CHURCH OF MEDFORD WI
ID: 251-01565-0000

CAROLE L BELLAMY
ID: 251-01561-0000

TAMMY L HANSEN
STACEY L HANSEN
ID: 251-00843-0000

MICHAEL E GEBERT
ID: 251-00842-0000

JAMES P POLSTER
CINDY L JACKSON-POLSTER
ID: 251-00840-0000

LYNN W SPATH
ID: 251-00838-0000

MATCH LINE STA 143+50'BA'

MATCH LINE STA 151+00'BA'

BM27

ADJUSTING MANHOLE COVER

ADJUSTING MANHOLE COVER

144'BA' 145'BA' 146'BA' 147'BA' N74°56'14"E 148'BA' 149'BA' 150'BA' 151

STH 64 (E BROADWAY AV)

CITY OF MEDFORD - WATER

MEDFORD ELECTRIC - ELEC
SPECTRUM (ON MEDFORD ELECTRIC POLES)
TDS TELECOM (ON MEDFORD ELECTRIC POLES)

WE ENERGIES - GAS

TDS TELECOM - COM

EXISTING R/W (TYP)

MEDFORD ELECTRIC - ELEC
SPECTRUM (ON MEDFORD ELECTRIC POLES)
TDS TELECOM (ON MEDFORD ELECTRIC POLES)

CITY OF MEDFORD -SAN

DAVID J KUSS
MARY L KUSS
ID: 251-01571-0000

MEDFORD AREA PUBLIC SCHOOL DISTRICT
ID: 251-01568-0000

MEDFORD AREA PUBLIC SCHOOL DISTRICT
ID: 251-00831-0000

MEDFORD AREA PUBLIC SCHOOL DISTRICT
ID: 251-00830-0000

COLE R MARSCHKE
ANGELA L MARSCHKE
ID: 251-00828-0000

JUDY L MAKI
ID: 251-00825-0000

JESUS ALONSO JACO
ANTONIA NEVAREZ-
ID: 251-00823-0

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TIME FEDERAL SAVINGS BANK
ID: 251-01158-0000

ROBERT S ADAMS
ID: 251-01139-0000

CLARENCE E KROPP
MARGIE KROPP
ID: 251-01141-0000

ANGELA M NOVITZKE
ID: 251-01143-0000

CITY OF MEDFORD - WATER

N 7TH ST

STA 155+01'BA'
BUTT JOINT REQ'D

CITY OF MEDFORD -SAN

ADJUSTING MANHOLE COVER

TLE (TYP)
PROPOSED R/W (TYP)

TDS TELECOM - COM

STA 157+53.80'BA' PI:
Y=340,348.3750
X=652,350.8360

ADJUSTING MANHOLE COVER

ADJUSTING MANHOLE COVER

ADJUSTING MANHOLE COVER

MATCH LINE STA 151+00'BA'

'BA' CAUTION 152'BA' 153'BA' N74°56'14"E 154'BA' 155'BA' 156'BA' N74°55'17"E 157'BA' 158'BA' N73°23'29"E

STH 64 (E BROADWAY AV)

MATCH LINE STA 158+50'BA'

SPECTRUM - COM
(NOT FIELD LOCATED)

TDS TELECOM - COM

WE ENERGIES - GAS

S 7TH ST

STA 154+17'BA'
BUTT JOINT REQ'D

MEDFORD ELECTRIC - ELEC
SPECTRUM (ON MEDFORD ELECTRIC POLES)
TDS TELECOM (ON MEDFORD ELECTRIC POLES)

STA 154+94.65'BA' PI:
Y=340,280.9610
X=652,100.6170

EXISTING R/W (TYP)

BO RUIZ
TORRES
000

DEBRA K MILLER
ID: 251-00820-0000

KEITH B SCHULZ
DARLA J SCHULZ
ID: 251-00804-0000

AARON D SPENCER
JAYCIE M RUCH
ID: 251-00802-0000

PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	PLAN	SHEET 78 E

FILE NAME : X:\UZ\W\WTNW\160525\5-Final Design\51-Drawings\05-Traffic\01-8220072\08-Sheets\STH 64 Sec 30 Plan&Profile\8220072_30 (PLAN).DWG

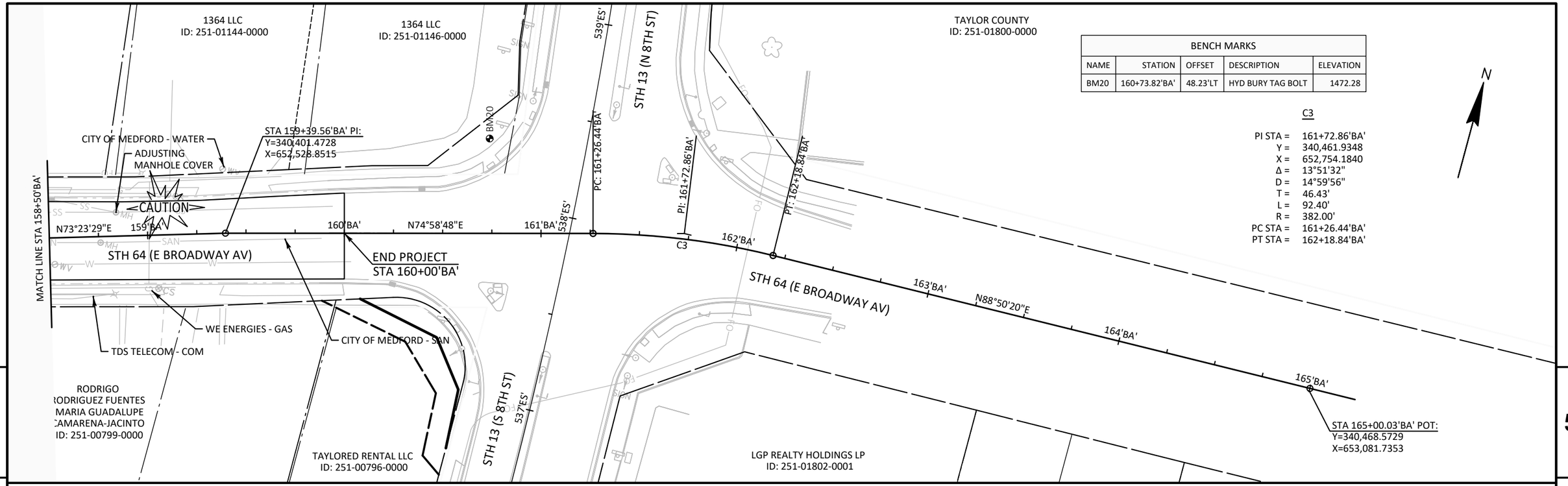
PLOT DATE : 8/1/2023 10:28 AM

PLOT BY : SEH

LAYOUT NAME : 04

PLOT SCALE : 1.0 IN = 50.0 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 8220-00-76	HWY: STH 64	COUNTY: TAYLOR	PLAN	SHEET 79 E

FILE NAME : X:\UZ\W\WITNW\160525\5-Final Design\51-Drawings\60-Construction\CHW\8220\00\02\00\sheets\SHEET SET\Sec 8 Plan\8220_LE_00_02_00_PLAN (PLAN).DWG PLOT DATE : 8/1/2023 12:26 AM PLOT BY : SEH LAYOUT NAME : 05 PLOT SCALE : 1.0 IN = 50.0 FT

WISDOT/CADDS SHEET 42

Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D17-06	MANHOLES, MANHOLE & INLET COVERS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13B01-11A	PAVEMENT DETAILS FOR RAILROAD APPROACH
13B01-11B	TYPICAL SECTIONS FOR RAILWAY APPROACH
13C19-03	HMA LONGITUDINAL JOINTS
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)
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)
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C07-15B	PAVEMENT MARKING WORDS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D06-06	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D20-07B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
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

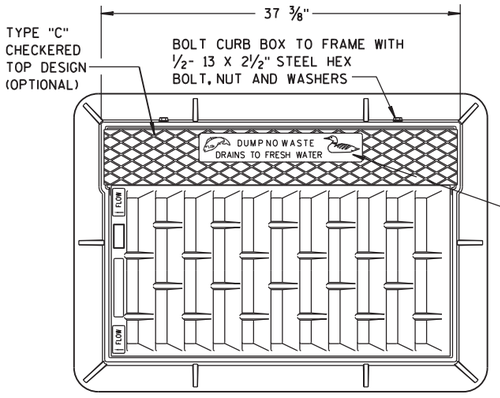
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Standard Detail Drawing List

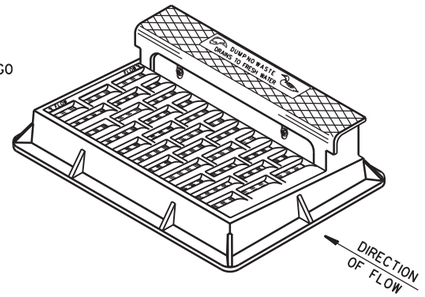
15D44-02 TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

6

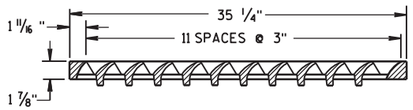
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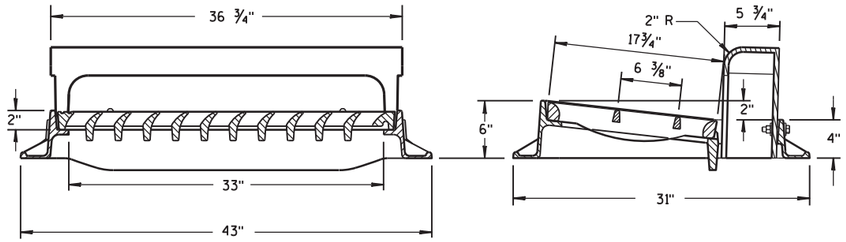


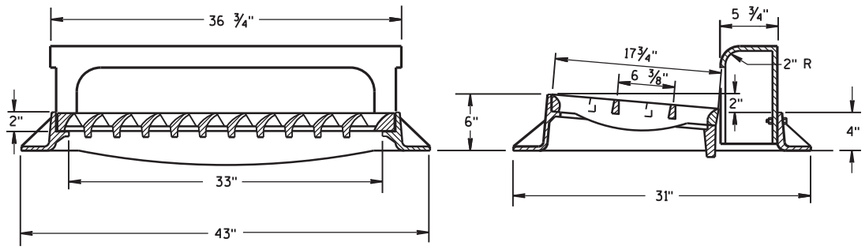
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

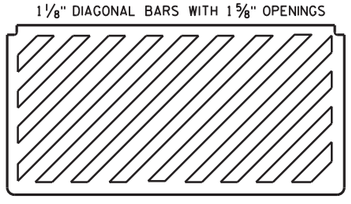






TYPE "H"

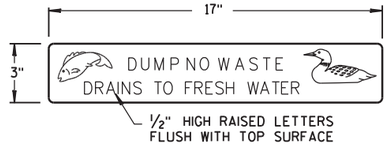
NOTE: EITHER CASTING IS ACCEPTABLE



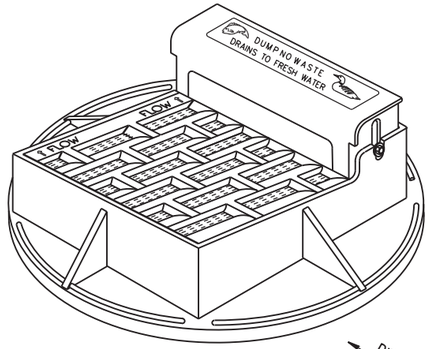
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

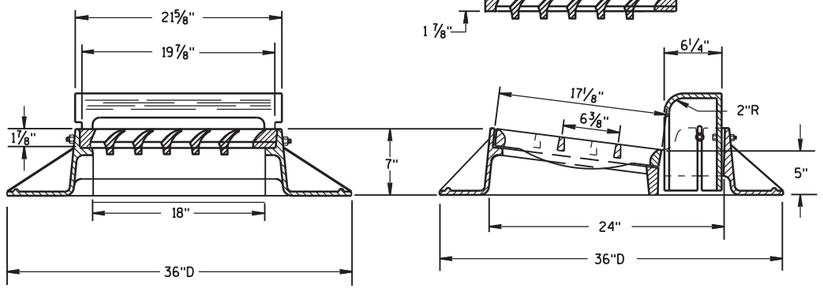


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



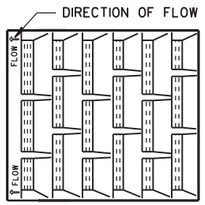
TYPE "A"

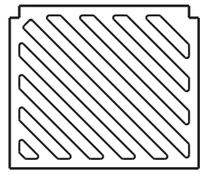
GENERAL NOTES

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.

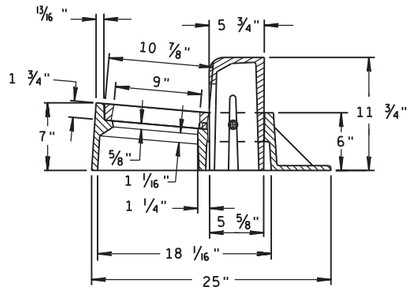


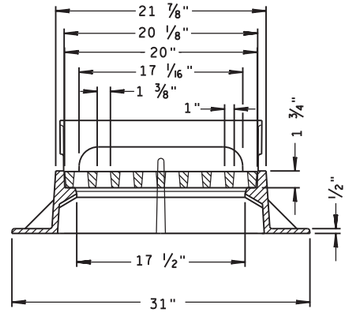


SPECIAL GRATE FOR TYPE "A" COVER

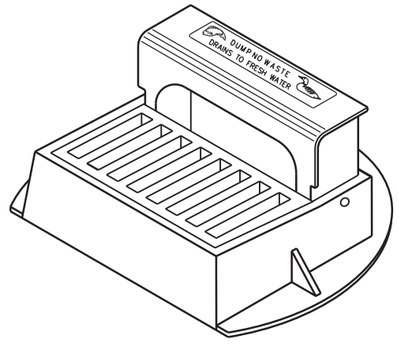
(MEASURES 19 3/4" X 17" X 1 7/8")

(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

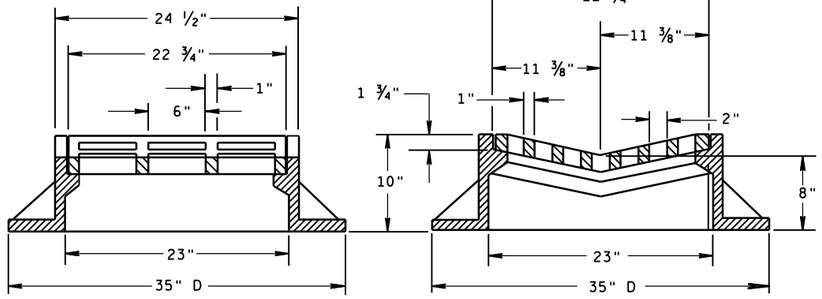
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

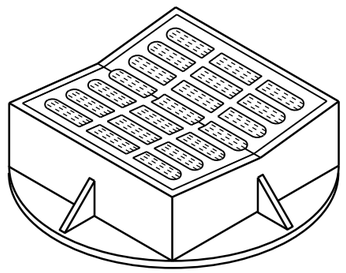
6

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

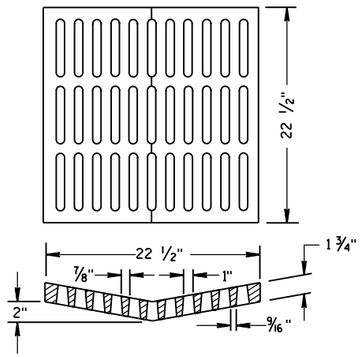
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S.D.D. 8 A 5-19a



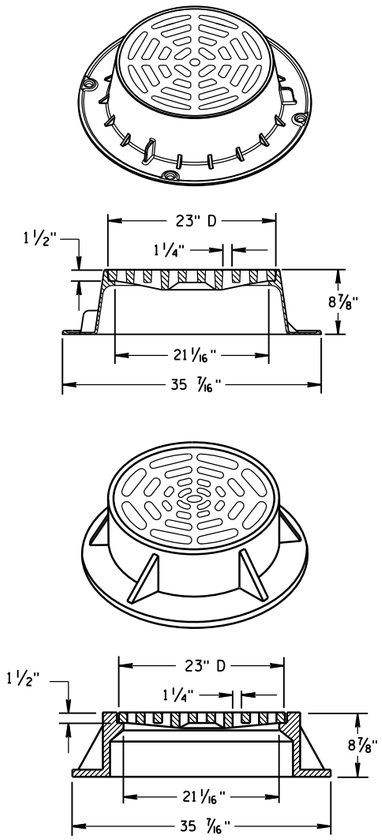


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

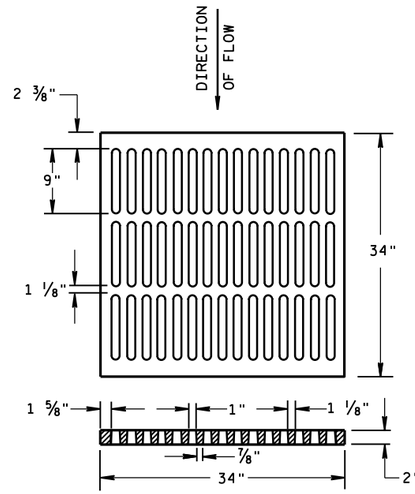
NOTE: EITHER CASTING IS ACCEPTABLE

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.

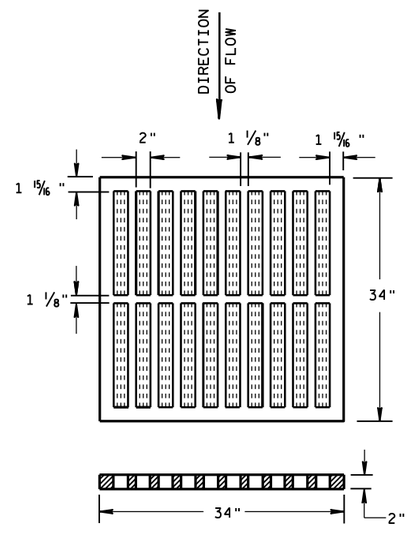
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



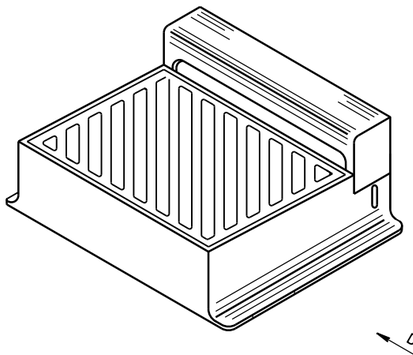
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



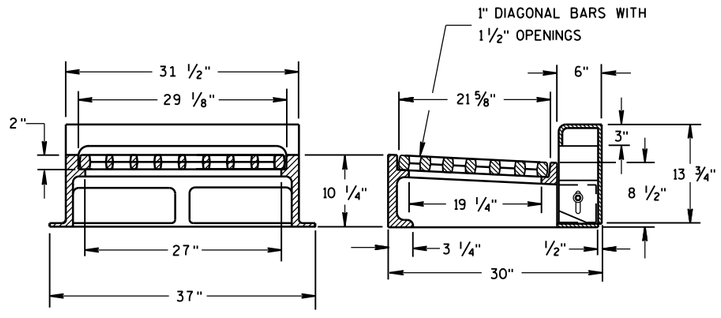
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIRECTION OF FLOW

DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

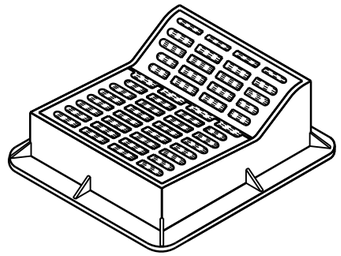
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

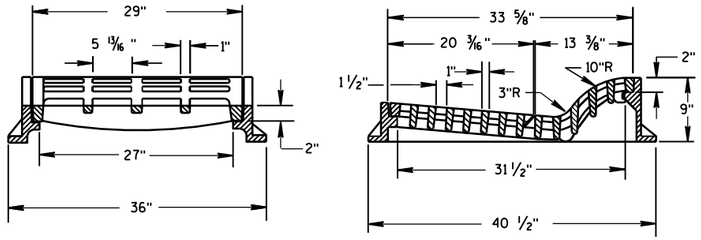
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

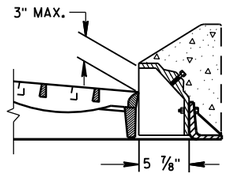
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

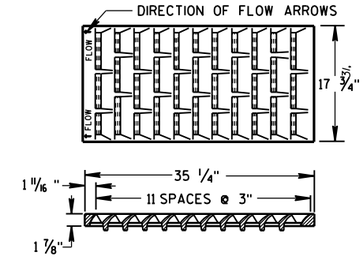
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

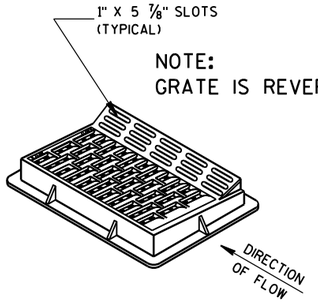
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

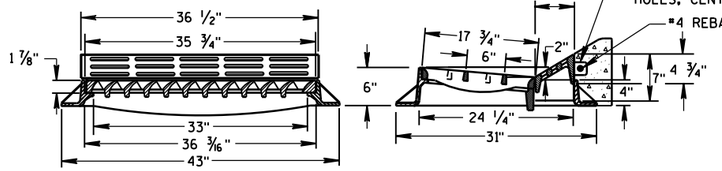
GENERAL NOTES

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



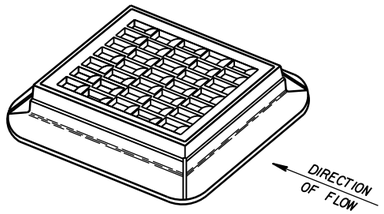


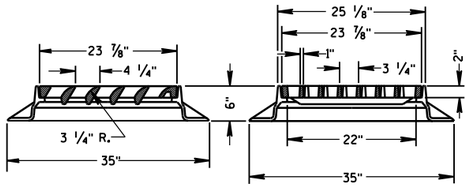


TYPE "HM"

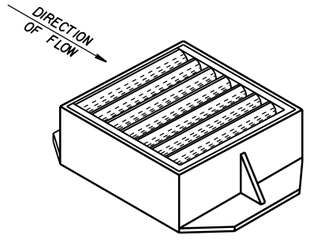
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

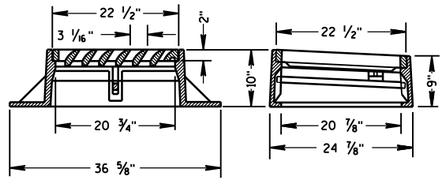
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



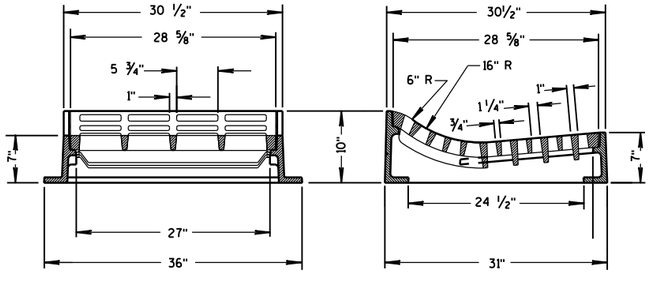


TYPE "S"



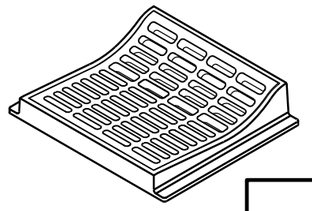


TYPE "V"



TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

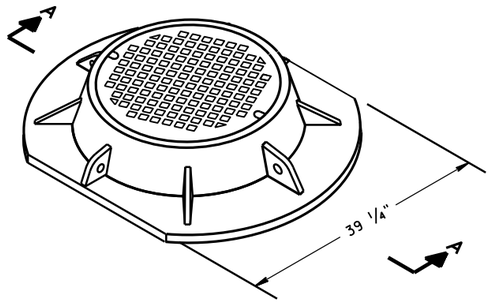
FHWA

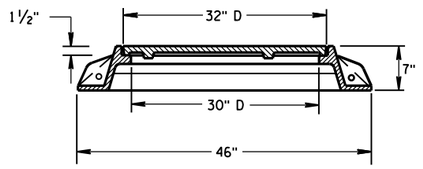
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S.D.D. 8 A 5-19c

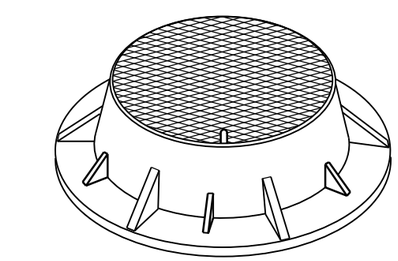
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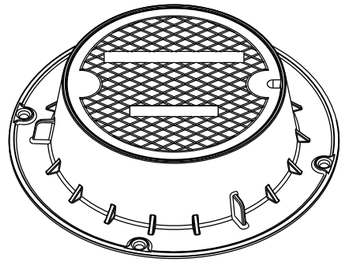
S.D.D. 8 A 5-19c

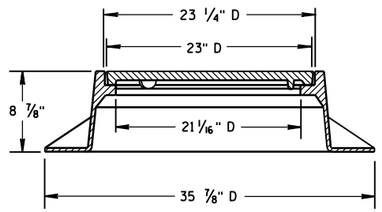


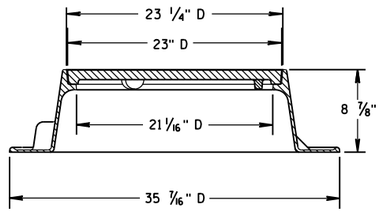


SECTION A-A
TYPE "K"









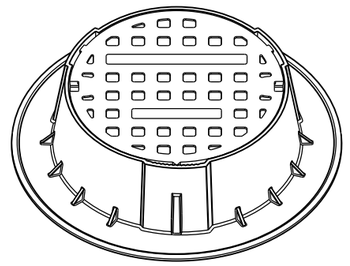
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

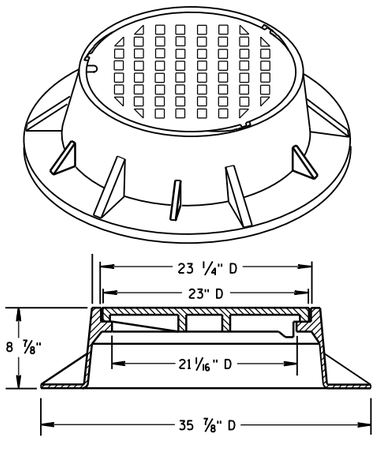
GENERAL NOTES

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.

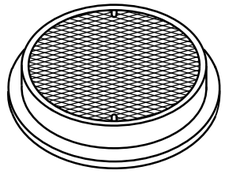
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

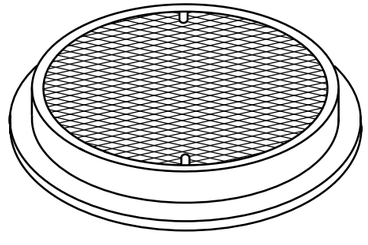
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

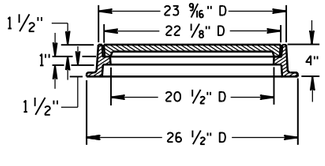




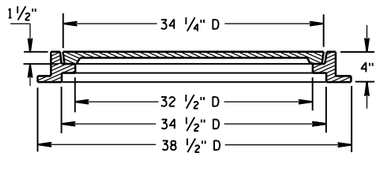
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



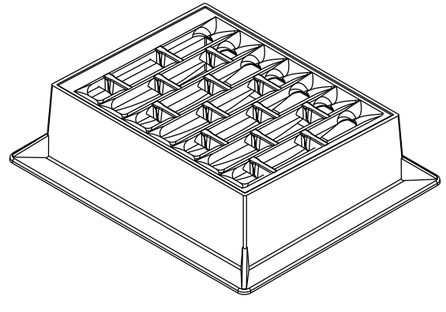


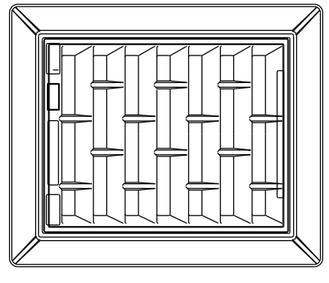


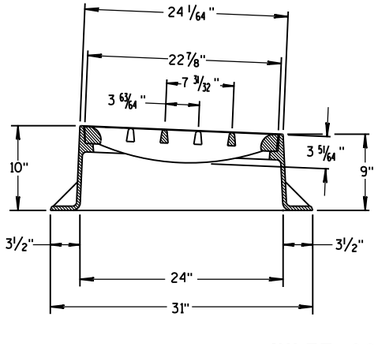
TYPE "L"

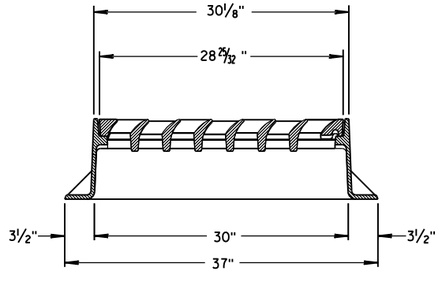


TYPE "M"









INLET COVER TYPE "BW"

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

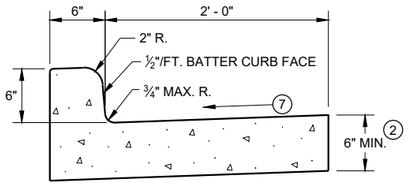
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

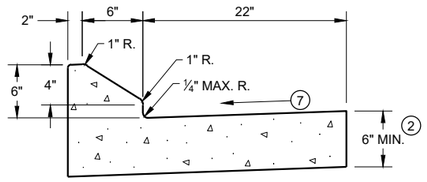
S.D.D. 8 A 5-19d

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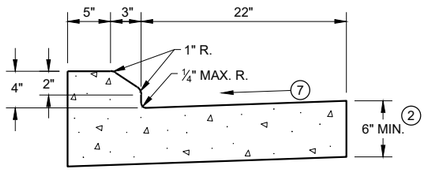
S.D.D. 8 A 5-19d



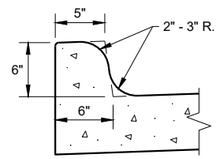
TYPES A (1) & D



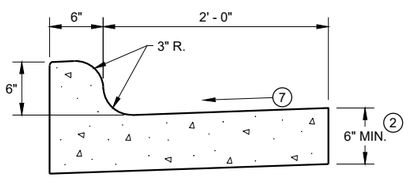
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

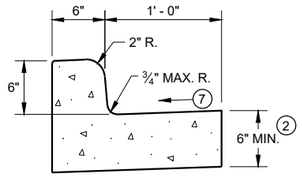


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



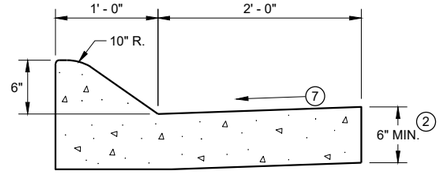
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

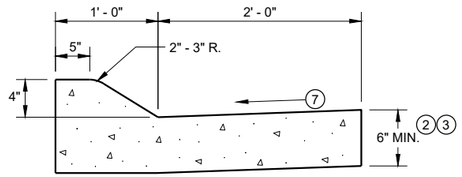


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

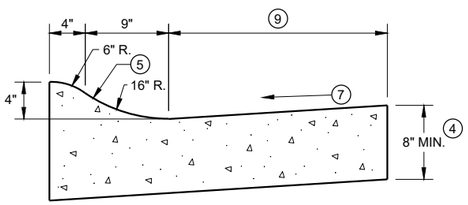


6" SLOPED CURB TYPES A (1) & D



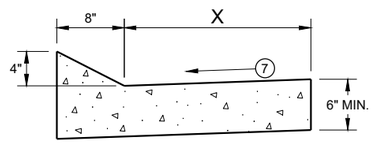
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

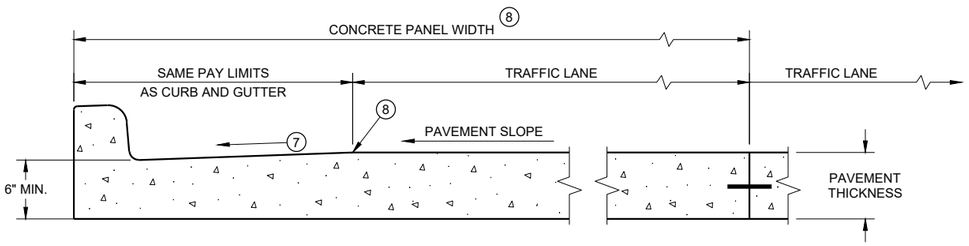


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

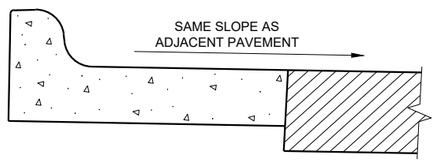
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

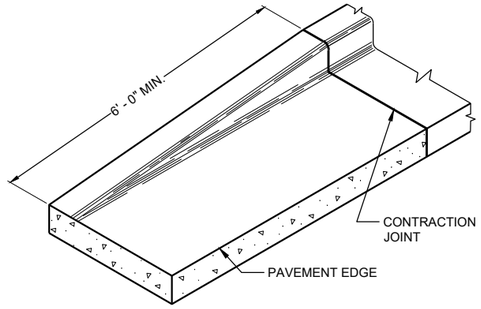
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

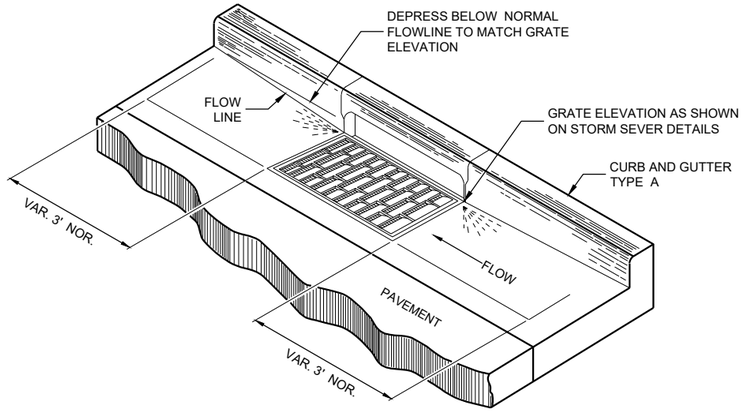
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 23a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

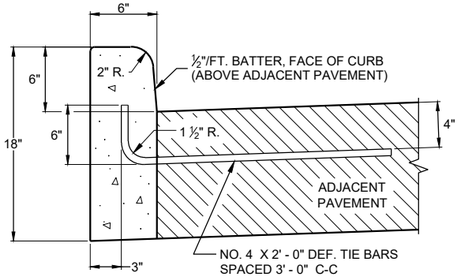
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

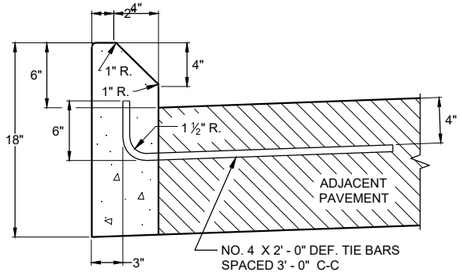
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

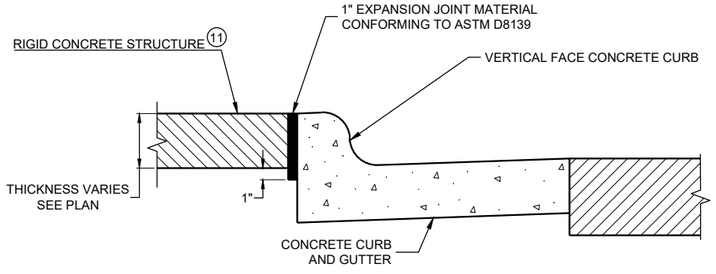


TYPES A (1) & D

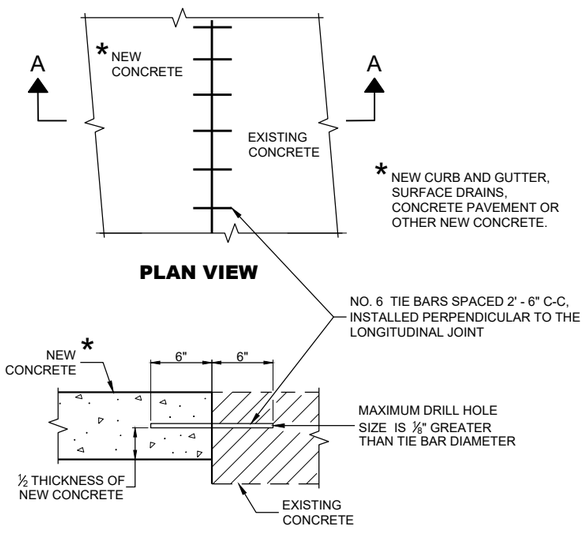


TYPES G (1) & J

CONCRETE CURB



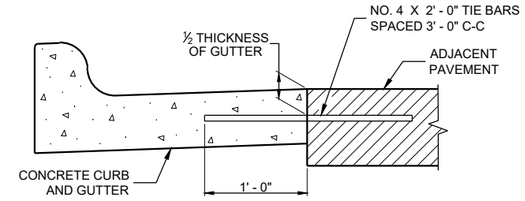
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



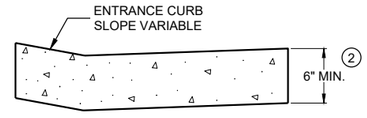
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

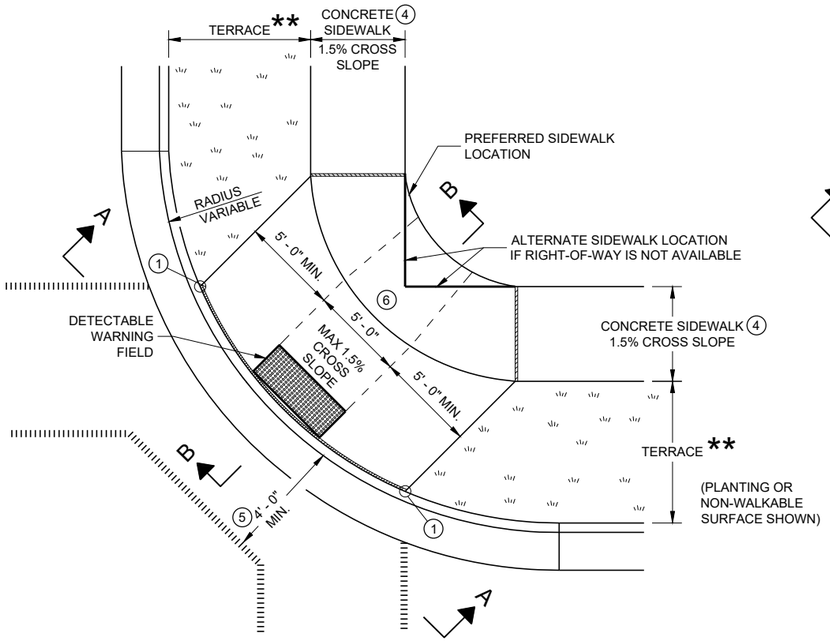
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

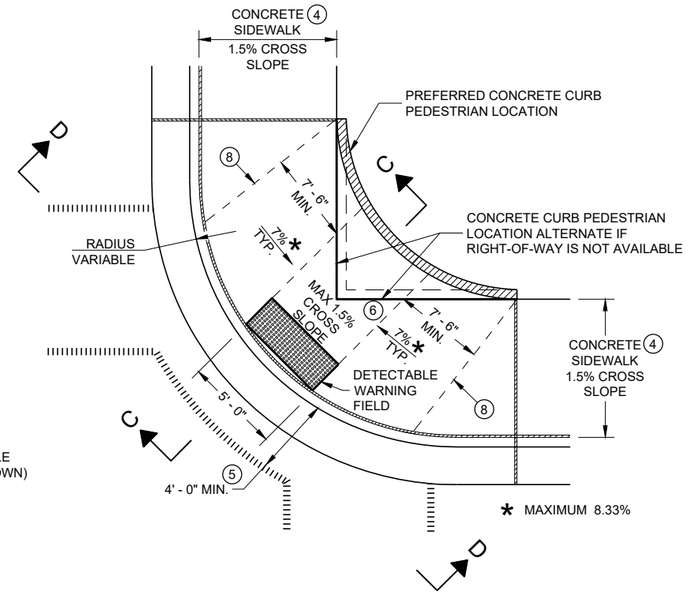
SDD08D01 - 23b



PLAN VIEW

CURB RAMP TYPE 1

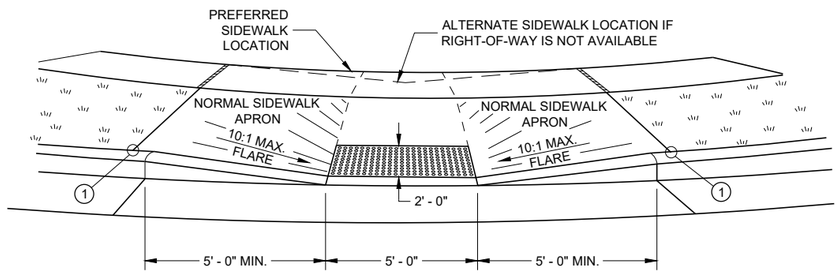
(CENTER OF CORNER RADIUS)



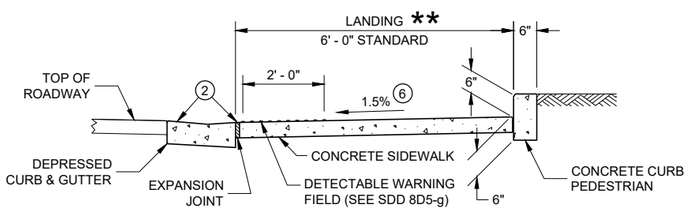
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

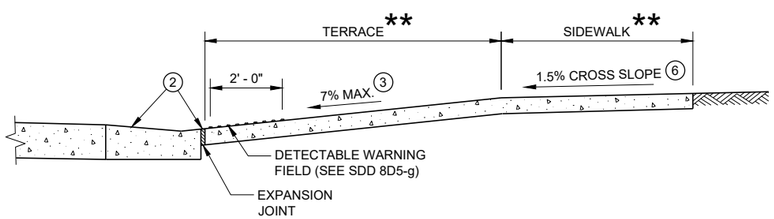


VIEW A - A FOR TYPE 1

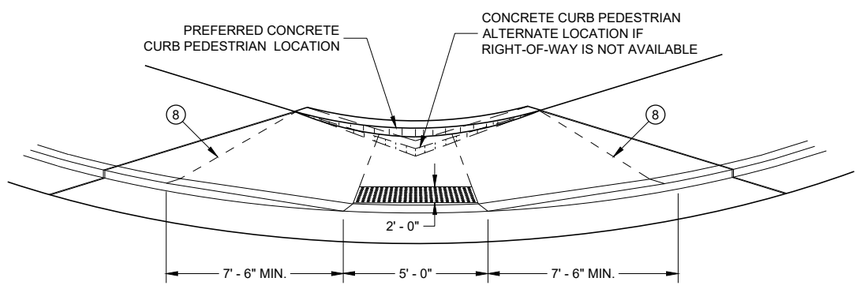


SECTION C - C FOR TYPE 1 - A

** 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

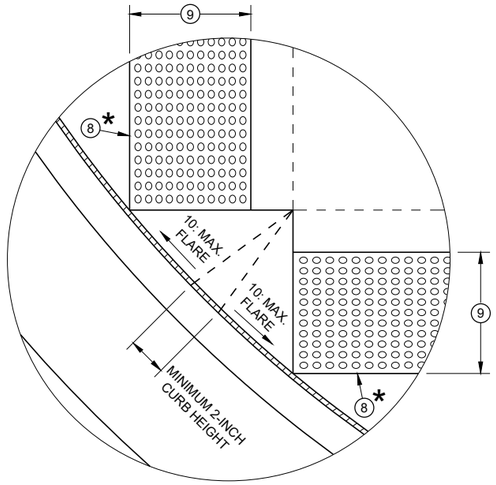
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

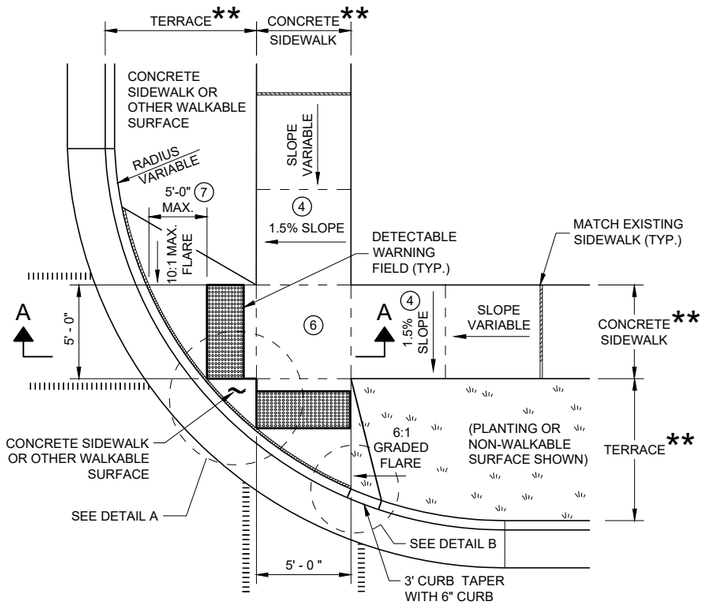
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DETAIL A



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

GENERAL NOTES

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

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

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

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

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

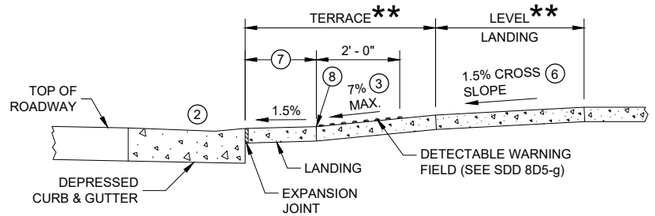
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

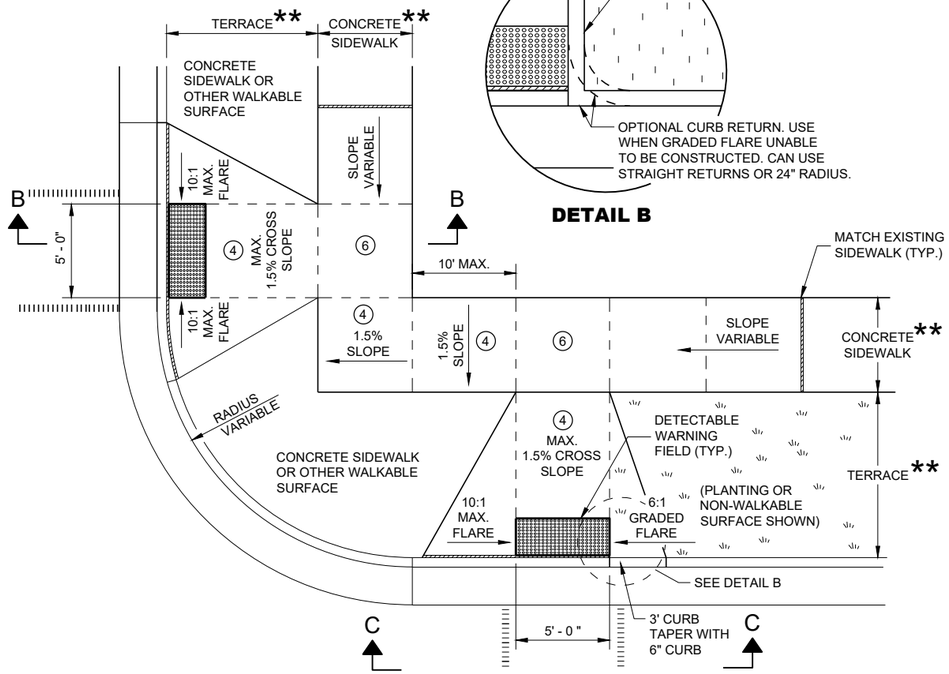
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

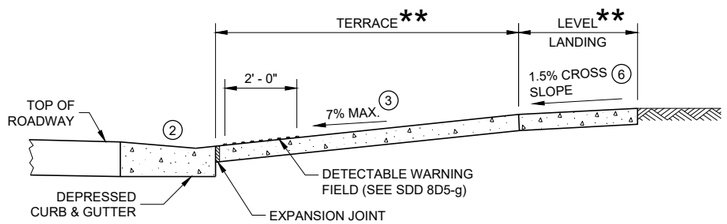
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

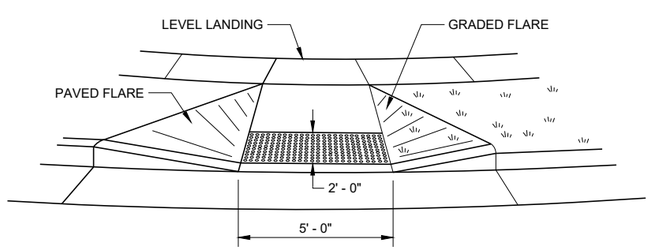


DETAIL B

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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

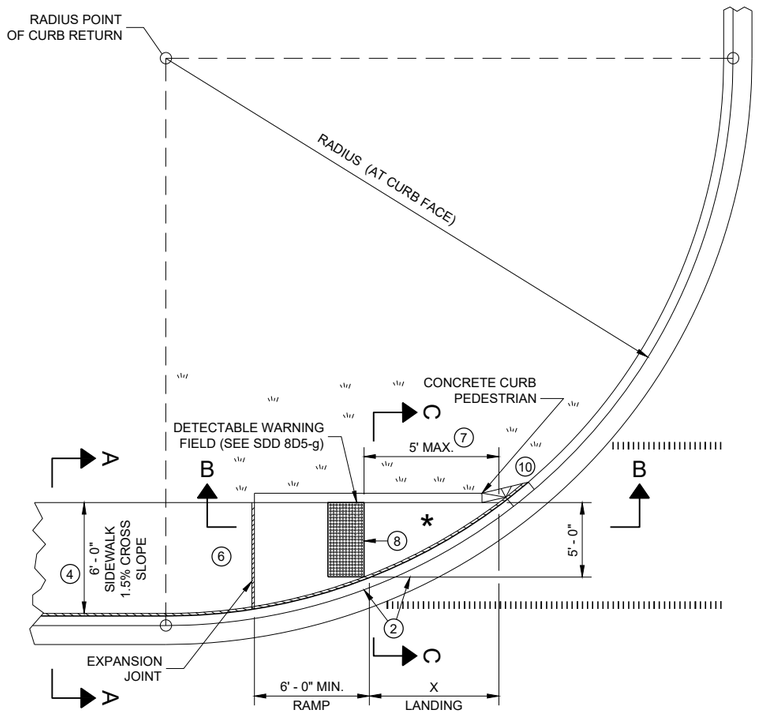
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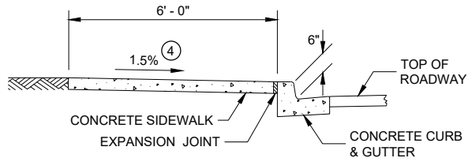


PLAN VIEW

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.

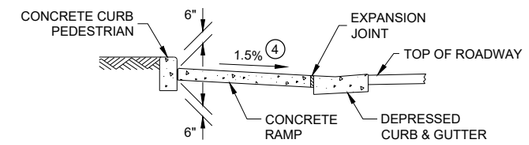
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

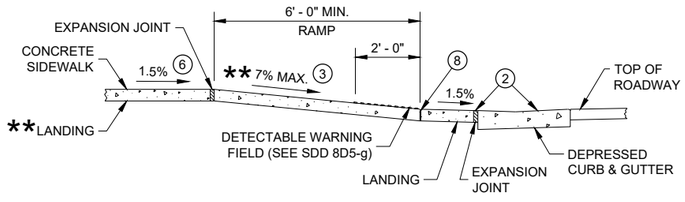
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



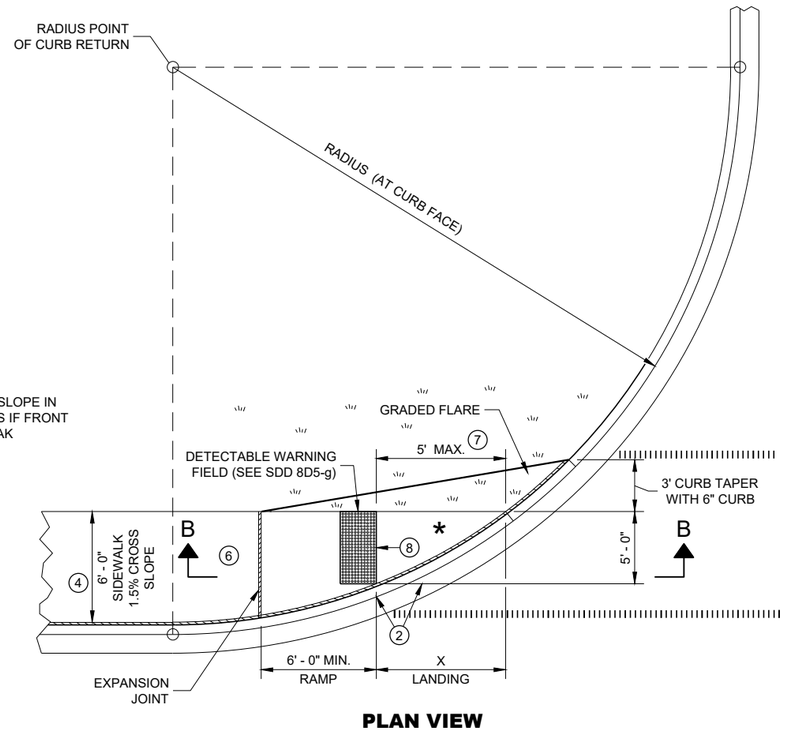
SECTION C - C FOR TYPE 4A



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

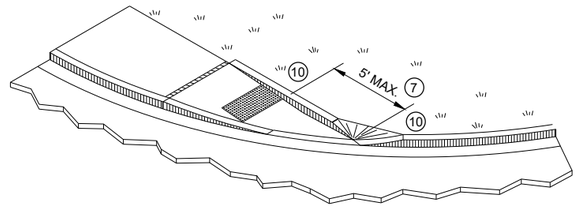
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

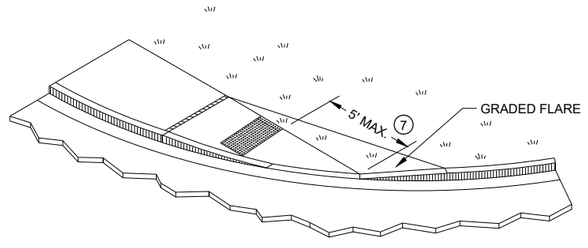


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



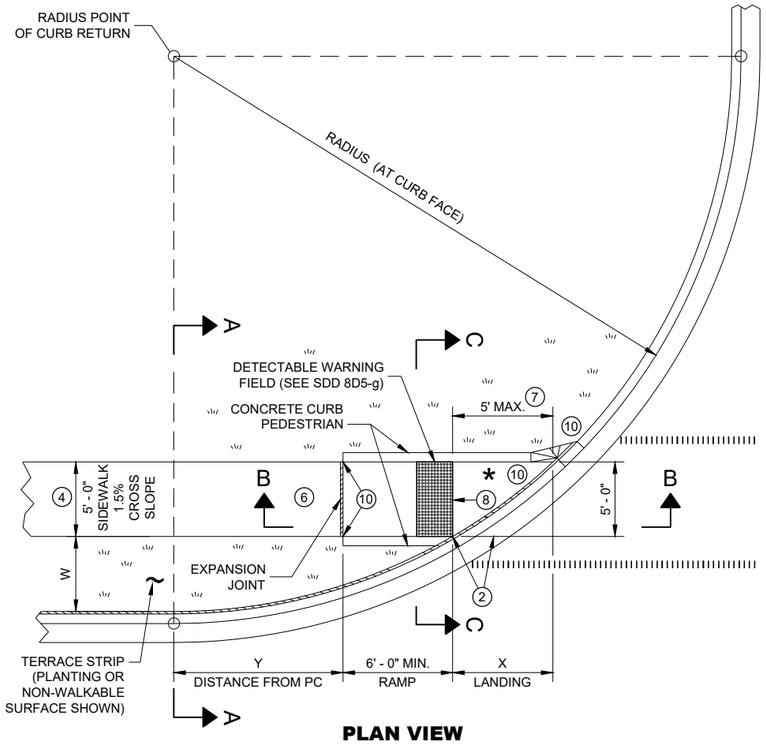
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

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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

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.

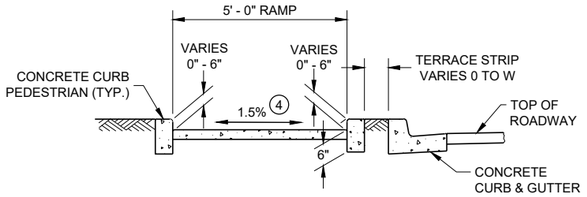
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

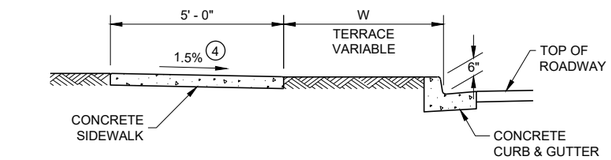
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

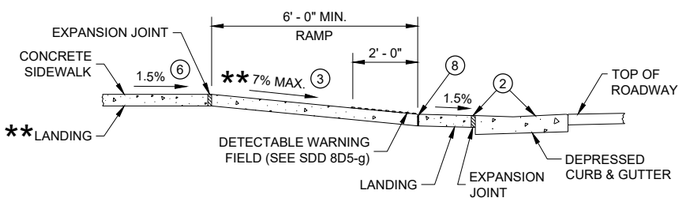
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



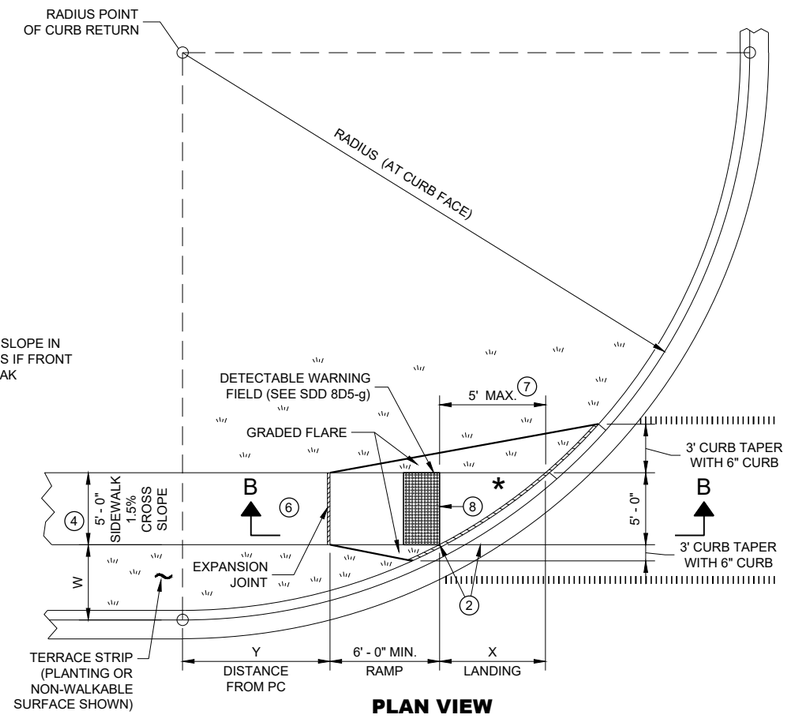
SECTION A - A FOR TYPE 4B



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

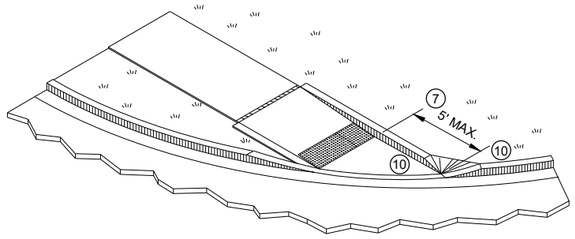
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

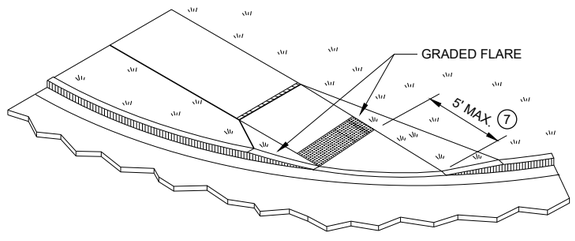


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B

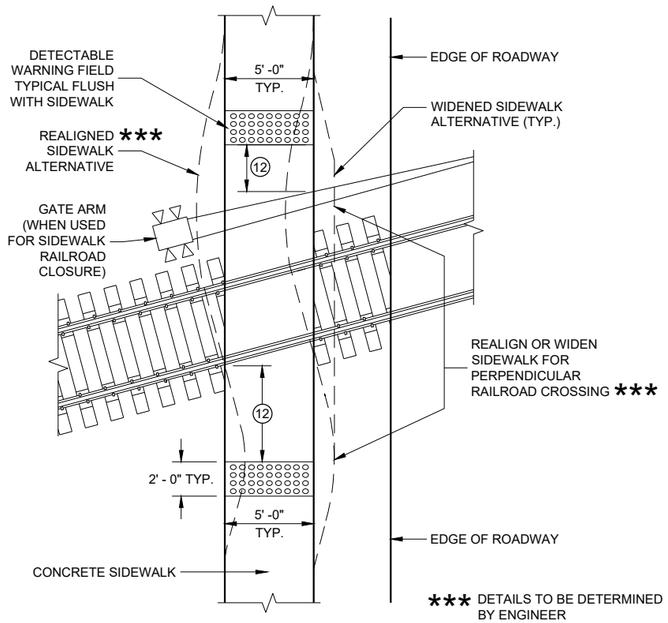


ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

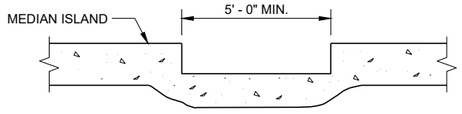
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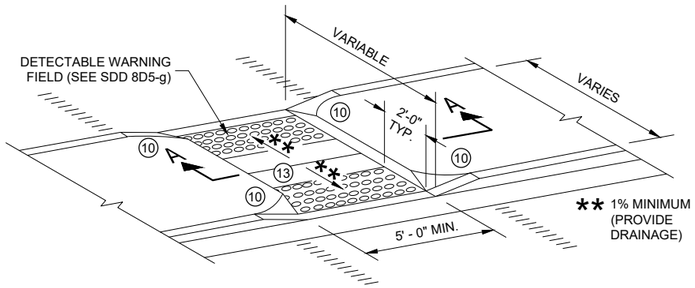


CURB RAMP TYPE 8

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.

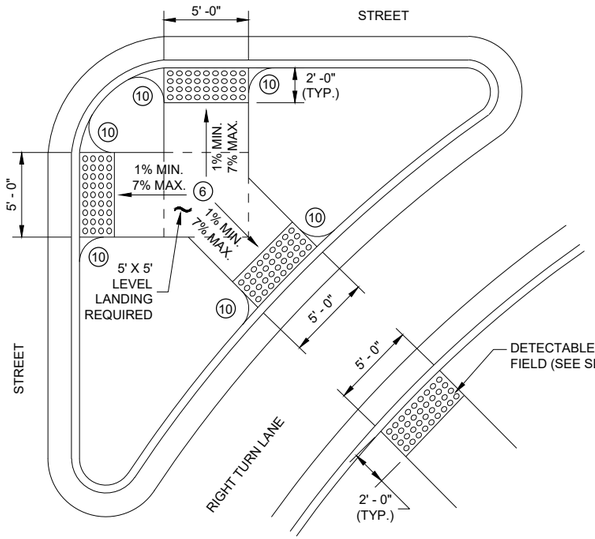
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

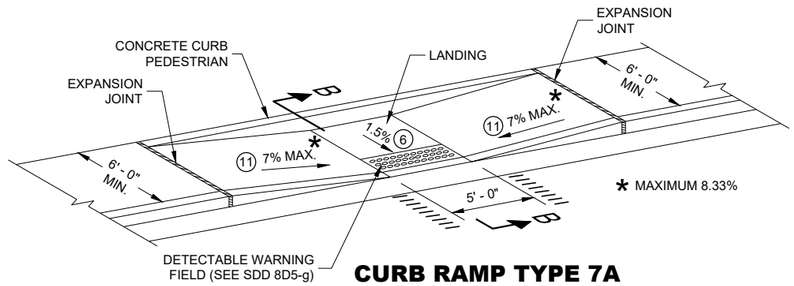
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

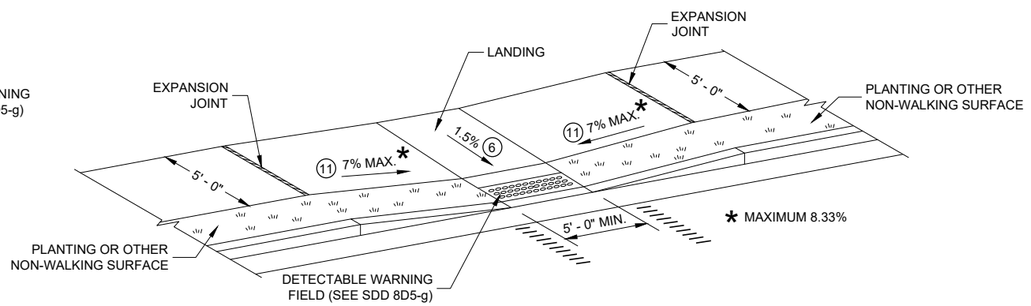
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

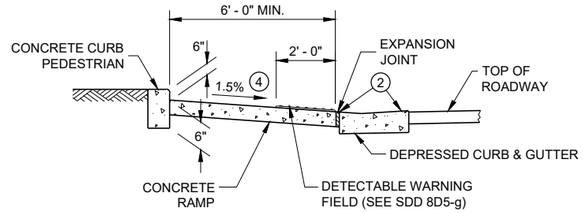
MID BLOCK CROSSING



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

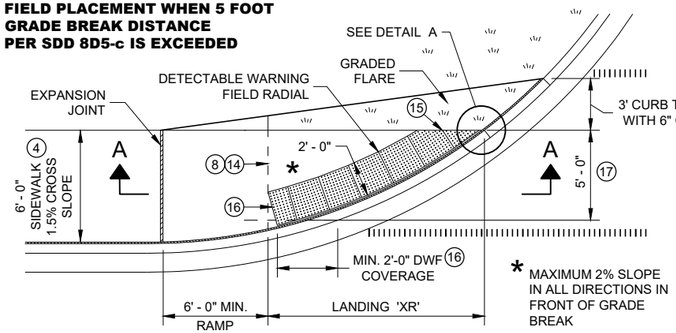
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

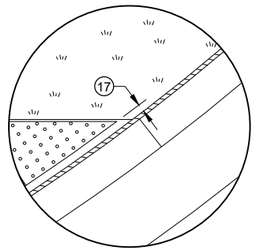
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



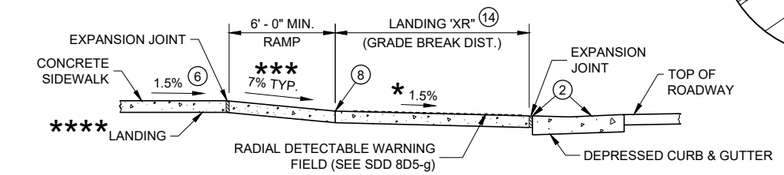
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

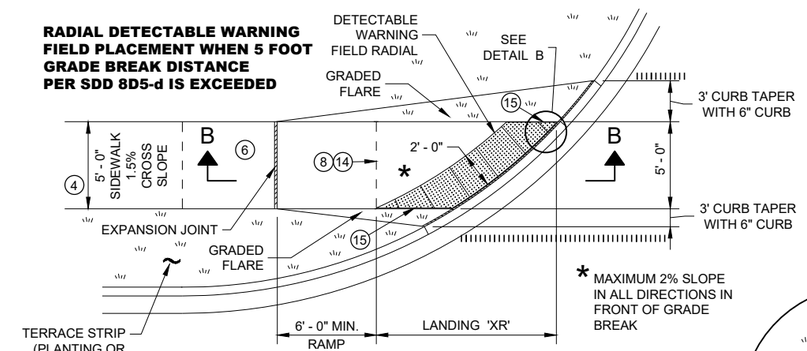


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

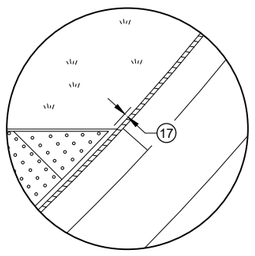
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



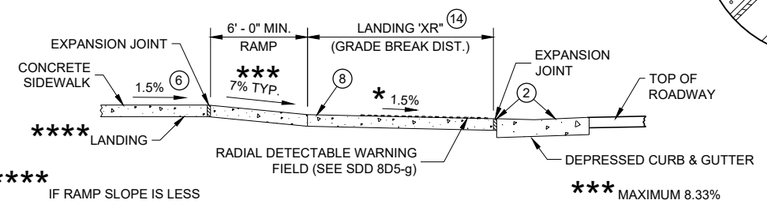
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



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

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

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

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

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

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

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

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

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

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

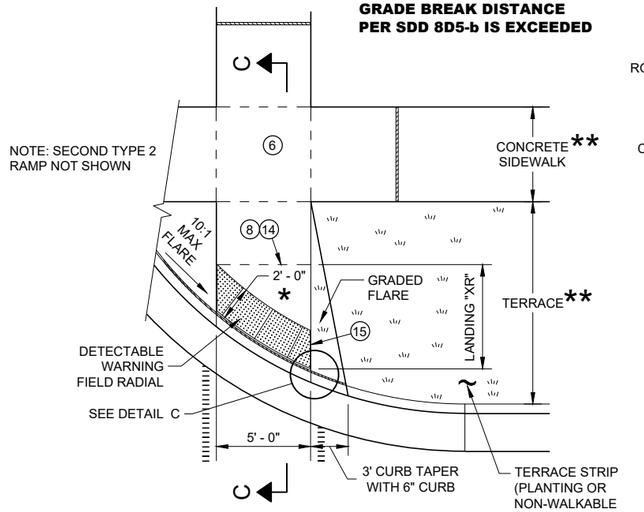
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

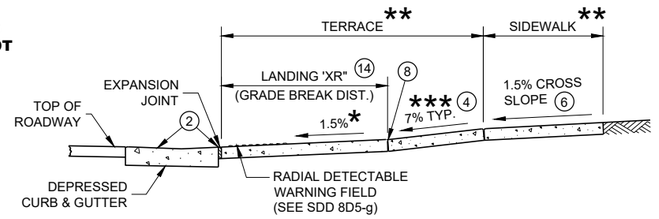


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

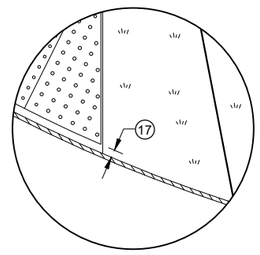


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



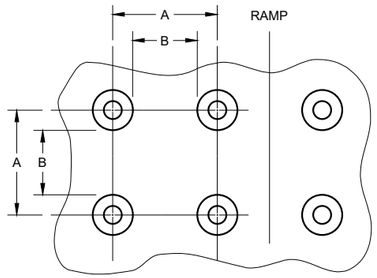
DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

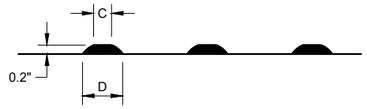
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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

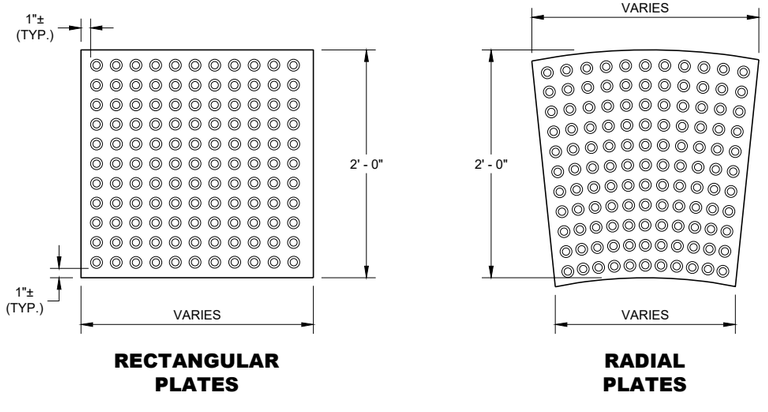


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

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

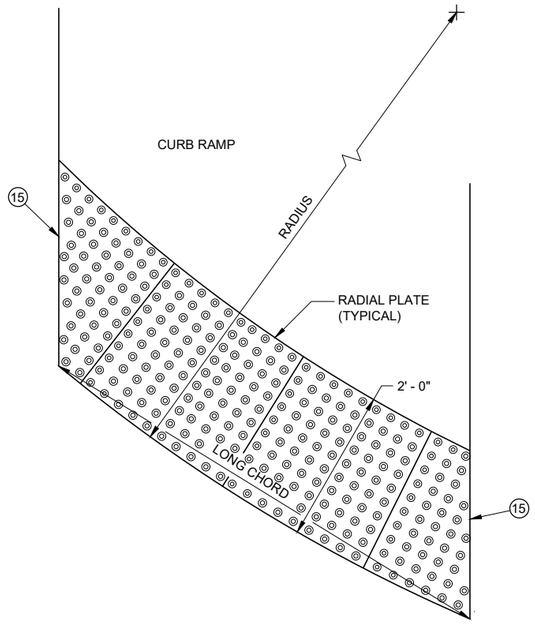
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

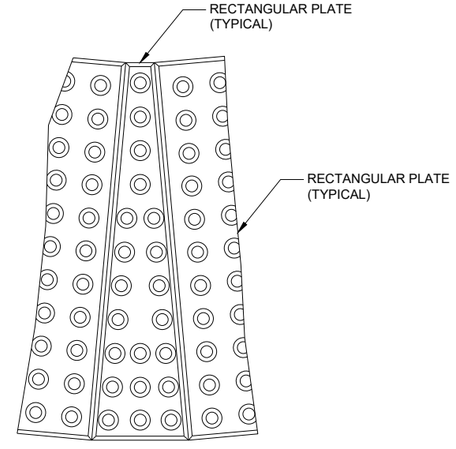
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

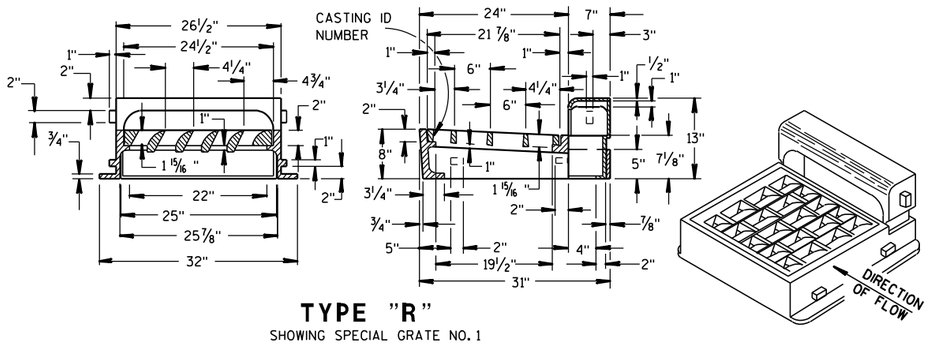
APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

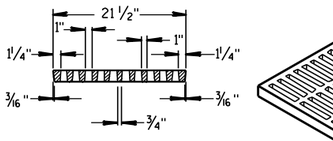
SDD 08D05 - 20g

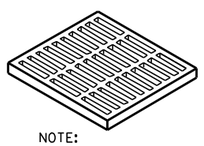
INLET COVERS



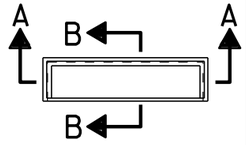
TYPE "R"

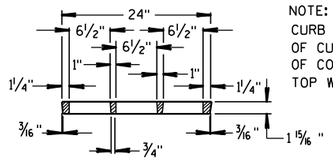
SHOWING SPECIAL GRATE NO. 1
(TO BE NOTED AS R-1 IN DRAINAGE TABLE)



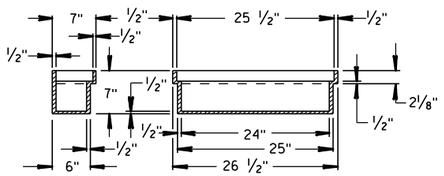


(APPROX. WEIGHT - 510 LBS.)
FRAME..... 245 LBS.
CURB..... 120 LBS.
GRATE..... 145 LBS.





NOTE:
CURB PLUG USED IN PLACE OF CURB BOX IN ABSENCE OF CONC. CURB. FILL TO TOP WITH CONCRETE.



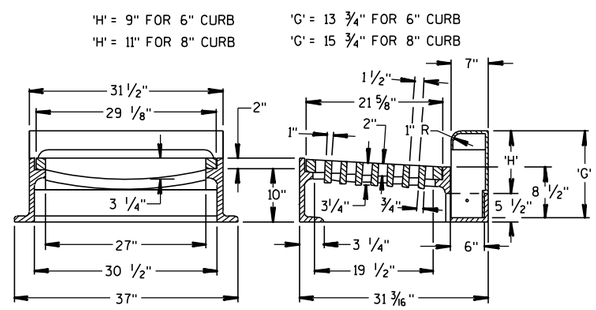
GRATE FOR TYPE "R" INLET COVER

(GRATE..... 150 LBS.)
(TO BE USED UNLESS OTHERWISE NOTED IN DRAINAGE TABLE)

SECTION B-B SECTION A-A

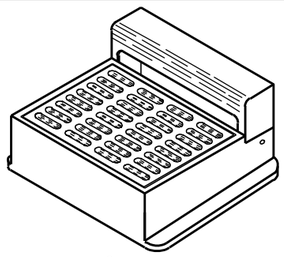
SPECIAL CURB PLUG "P"

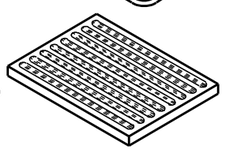
(CURB PLUG..... 85 LBS.)
(TO BE NOTED AS R-P IN DRAINAGE TABLE)



TYPE "W"

(APPROX. WEIGHT - 670 LBS.)
FRAME..... 350 LBS.
CURB BOX..... 135 LBS.
GRATE..... 185 LBS.

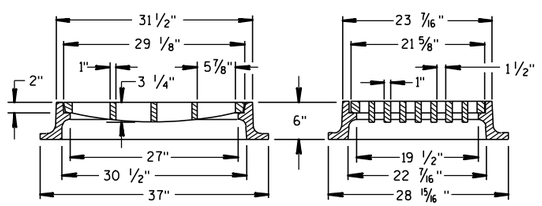




ALTERNATE GRATE

(FOR EXPRESSWAY RAMPS)

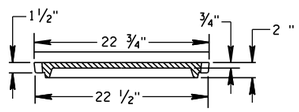
TYPES "W" & "X"



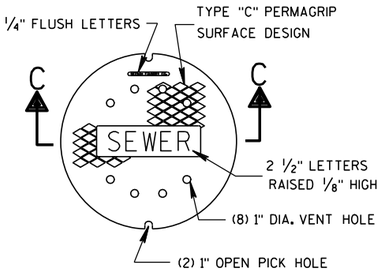
TYPE "X"

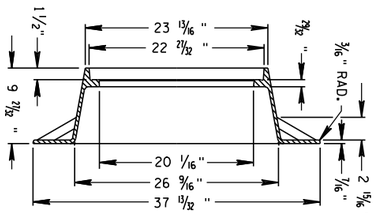
(APPROX. WEIGHT - 470 LBS.)

MANHOLE COVER



SECTION C-C

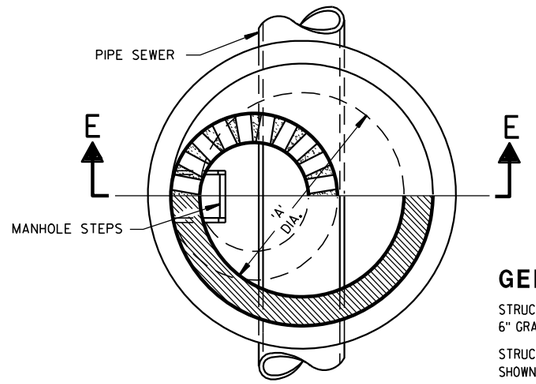




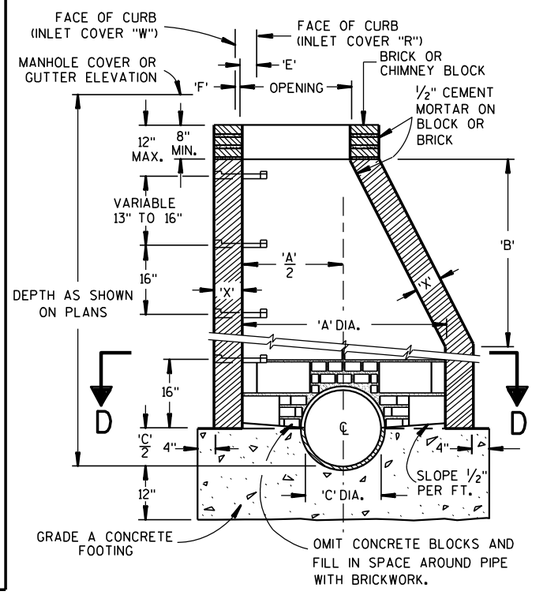
TYPE "Q"

(APPROX. WEIGHT - 290 LBS.)

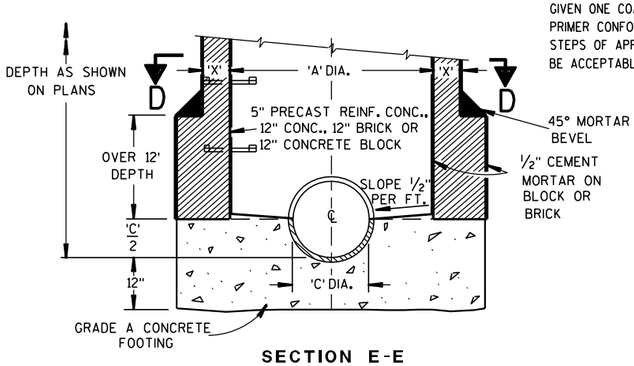
MANHOLE



HALF SECTION D-D



SECTION E-E



SECTION E-E

TYPES 11, 12, 13 & 14

TABLE OF OPENING DIMENSIONS

COVER TYPE	COVER DESCRIPTION	OPENING	'E'	'F'
"O"	ROUND	2'-2" DIA.	—	—
"W"	CURB BOX	1'-8" X 2'-6"	—	1"
"X"	INLET	1'-10" X 2'-6"	—	—
"R"	CURB BOX	2'-0" X 2'-1"	4"	—

TABLE OF DIMENSIONS

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

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

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

GENERAL NOTES

STRUCTURE WALL THICKNESS 'X' TO BE 8" BRICK, 6" CONCRETE BLOCK, 6" GRADE A CONCRETE OR 5" PRECAST REINFORCED CONCRETE.

STRUCTURE FOOTINGS ARE TO BE GRADE A CONCRETE OF THE THICKNESS SHOWN IN THE DETAIL OR 5" PRECAST REINFORCED CONCRETE.

REINFORCEMENT FOR 5" PRECAST REINFORCED CONCRETE SHALL BE 6" X 6" W16 X W16 WELDED SREEL WIRE FABRIC AND SHALL BE EMBEDDED 2" CLEAR.

PRECAST INLET UNITS AND BASES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

PRECAST CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6" IN DEPTH, WHICH MEETS THE REQUIREMENTS FOR GRANULAR BACK-FILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

SET FRAME ELEVATION 0.03 FT. LOWER THAN ELEVATION INDICATED ON THE PLANS.

THE CONTRACTOR MAY FORM AND POUR MONOLITHIC CONCRETE INVERT PROVIDED THE PIPE ENDS ARE EXTENDED INTO THE M.H. AND NOT TERMINATED WITHIN THE M.H. WALLS.

MANHOLE STEPS

STEPS MEETING THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH; 16 INCH C-C MAX. SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM WALL EMBEDMENT OF 3 INCHES IN PRECAST MANHOLE AND 6 INCHES IN 8 INCH BRICK OR 6 INCH BLOCK MANHOLE; TREAD OF STEP SHALL HAVE A NON-SKID SURFACE AND BE FLANKED BY CLEATS, WITH A MINIMUM OF 10 INCHES CLEAR BETWEEN CLEATS, TO PREVENT FOOT SLIPPING OFF THE EDGE CLEATS SHALL BE A MINIMUM OF ¾ INCH HIGH BY ¾ INCH WIDE HAVING A MINIMUM THICKNESS OF ⅜ INCH. STEPS SHALL BE CAPABLE OF SUPPORTING A CONCENTRATED LOAD OF 300 LBS. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT. STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCING BAR WILL BE ACCEPTABLE.

MANHOLES, MANHOLE & INLET COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

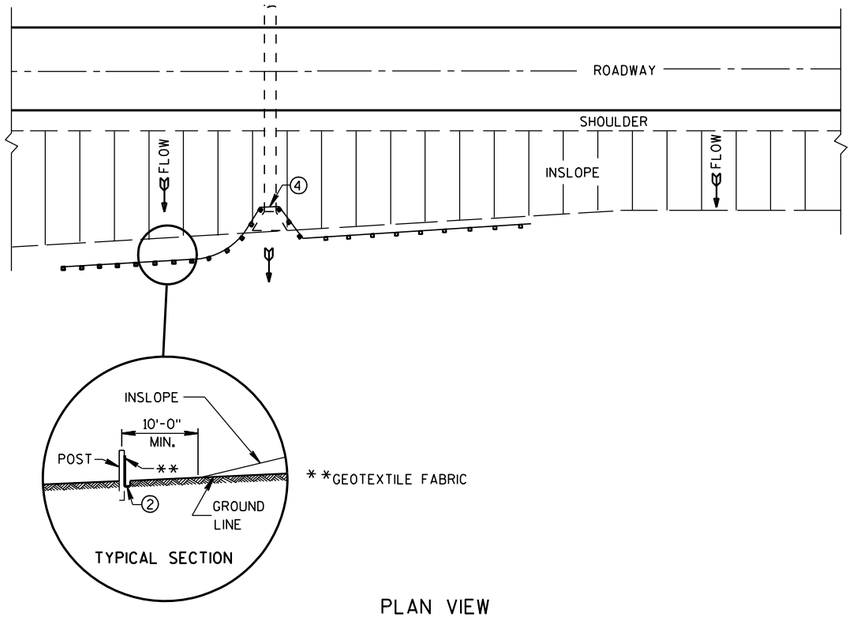
APPROVED
4/12/2011 — DATE
/S/ Jerry H. Zogg — ROADSIDE STANDARDS ENGINEER
95
FHWA

S.D.D. 8 D 17-6

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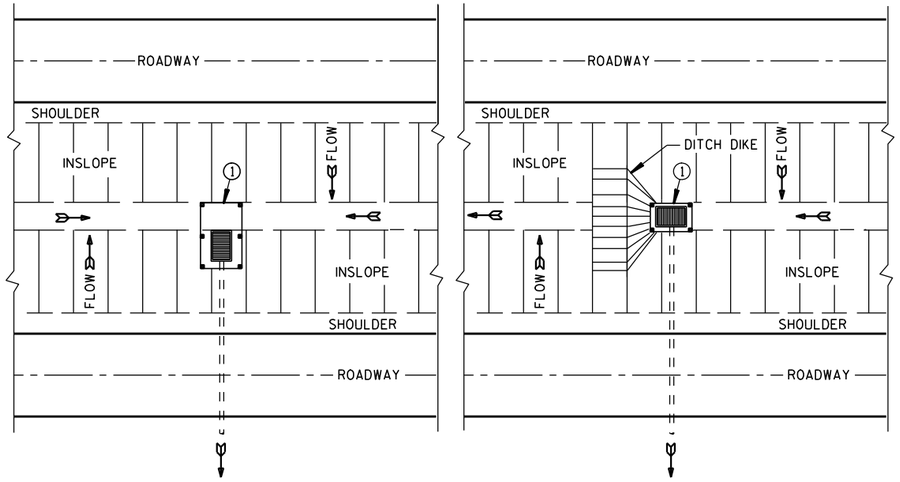
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PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



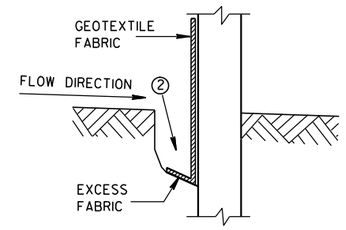
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

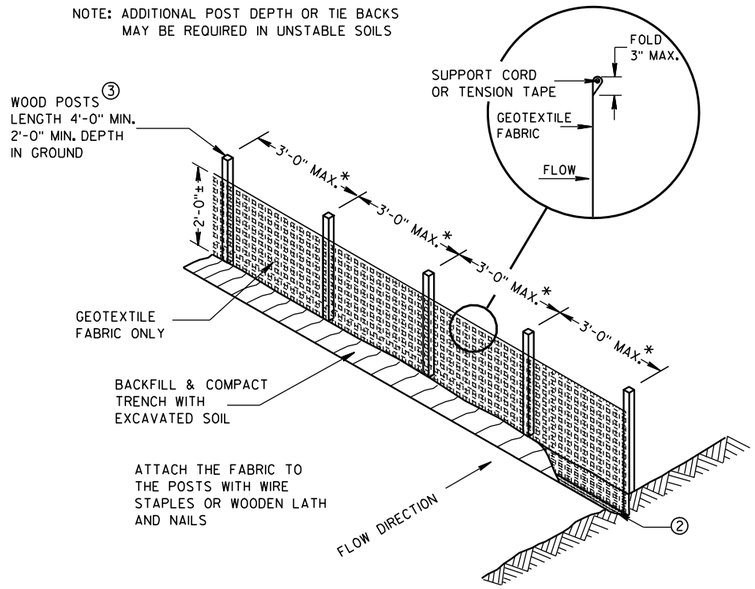
GENERAL NOTES

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

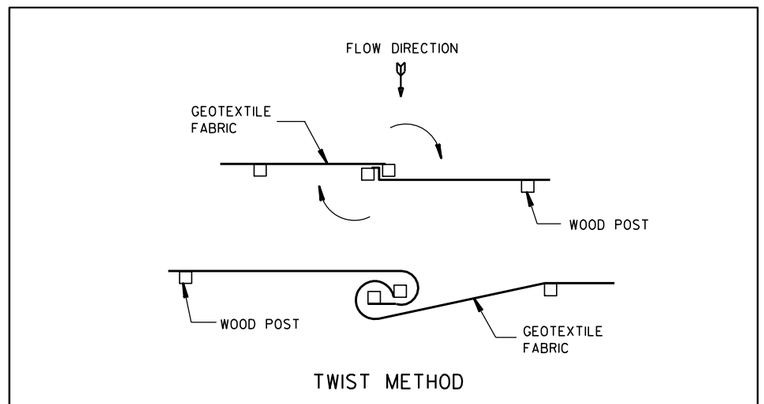
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



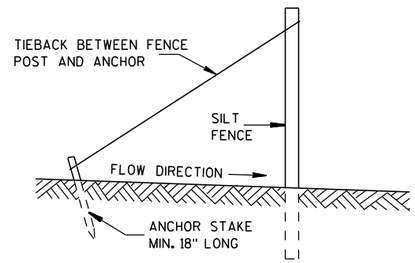
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

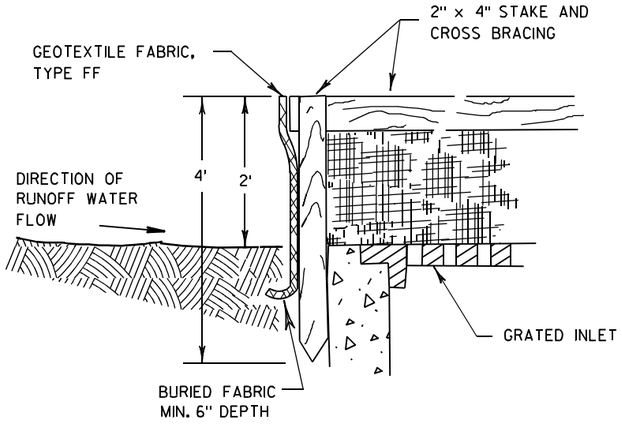
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

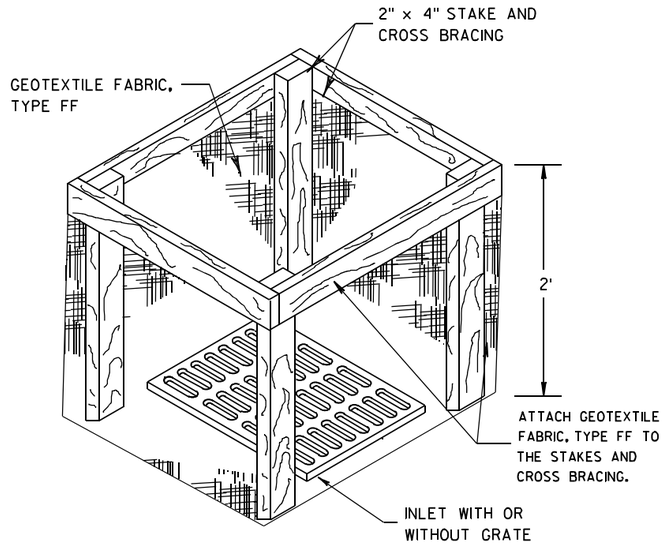
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S.D.D. 8 E 9-6

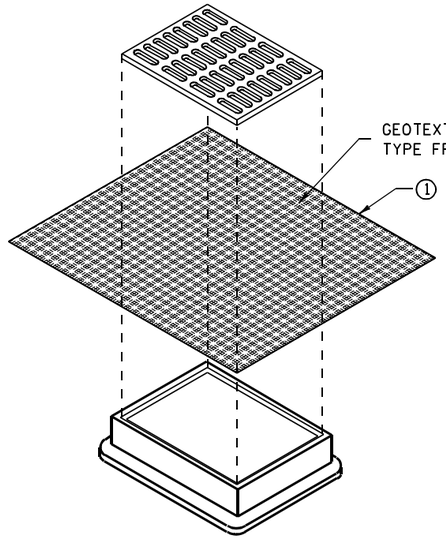
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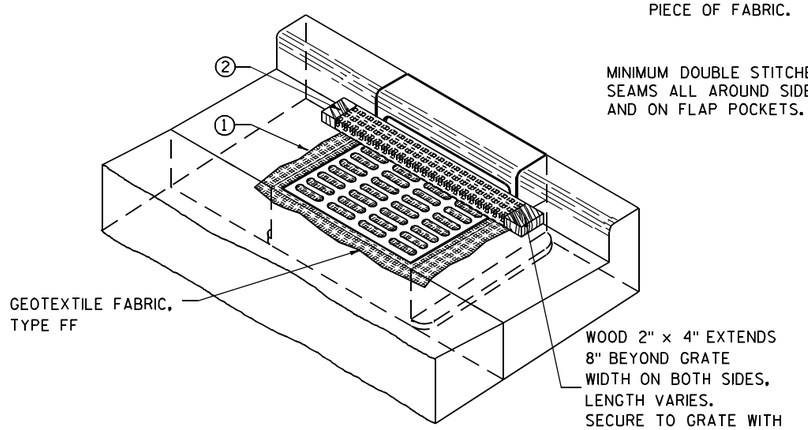


INLET PROTECTION, TYPE A

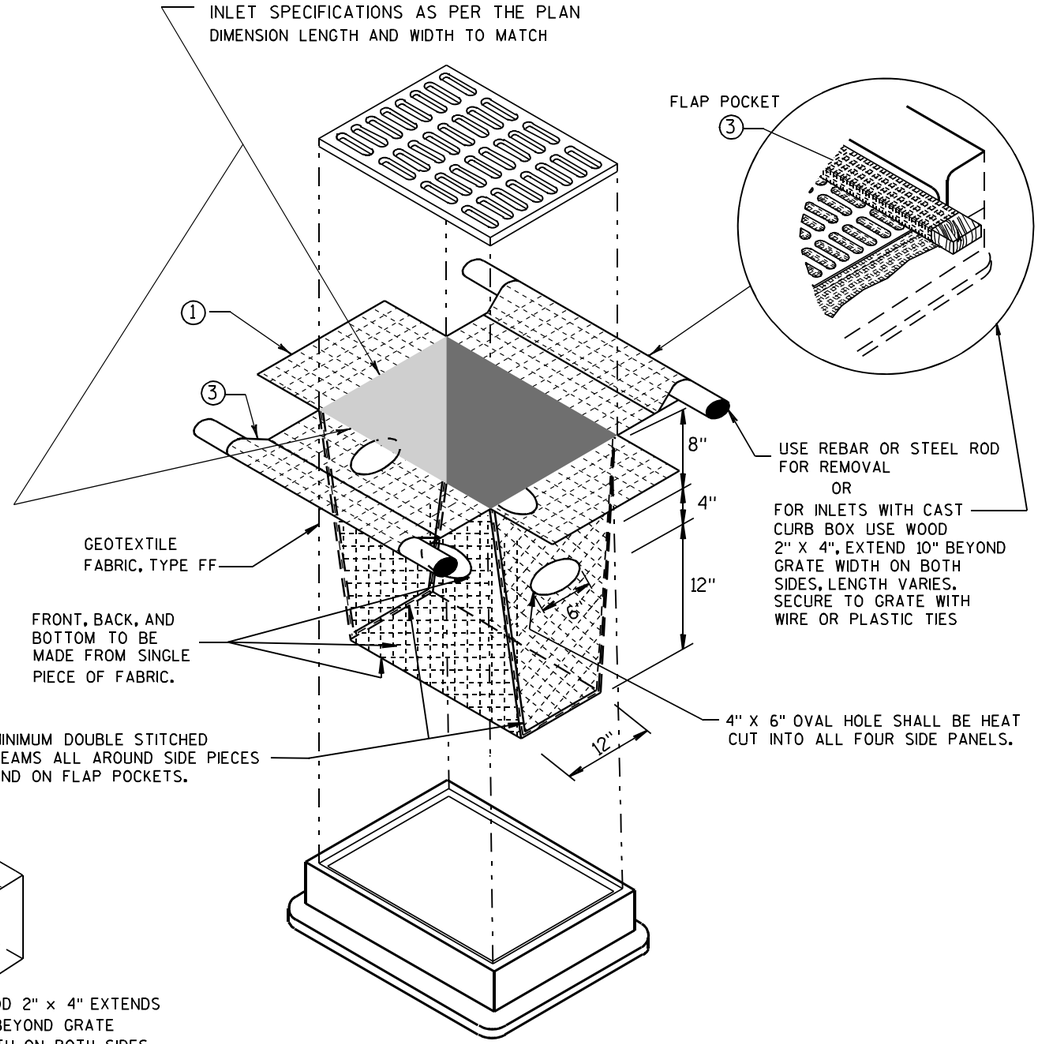


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

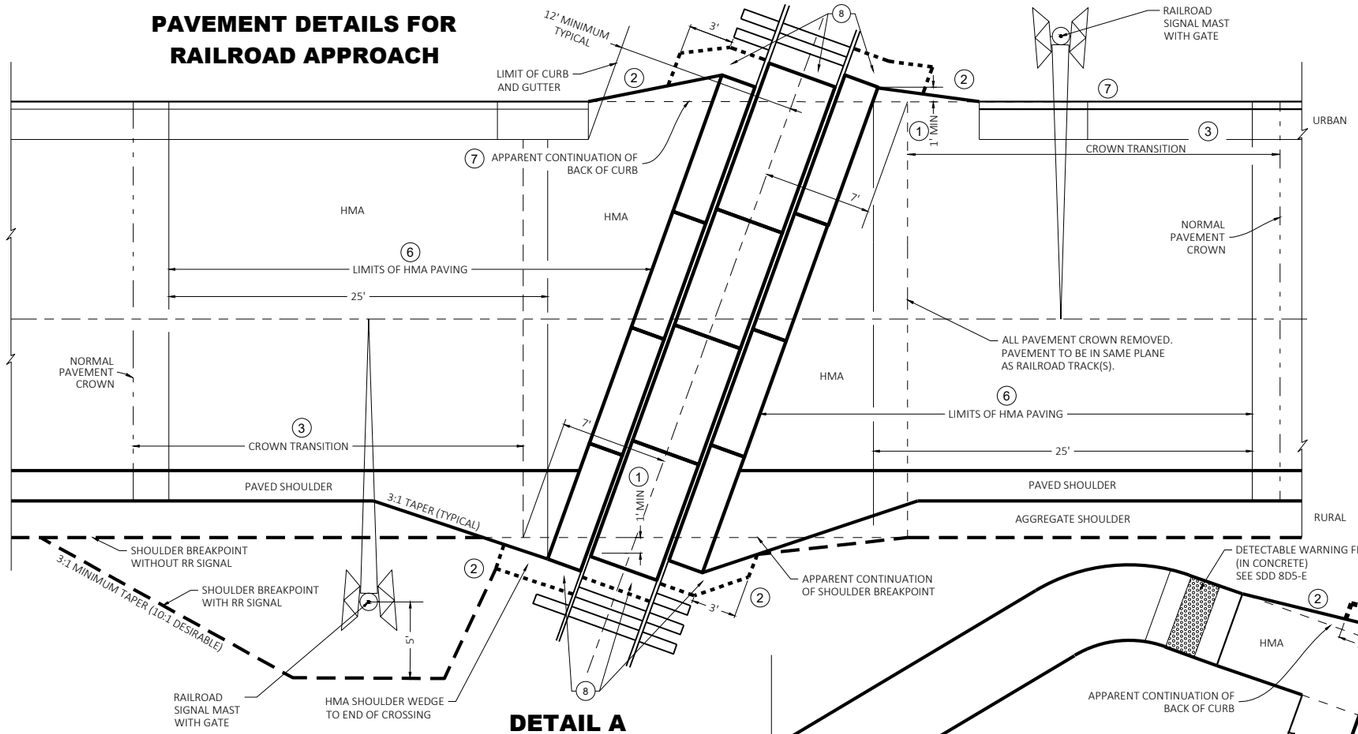
INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2

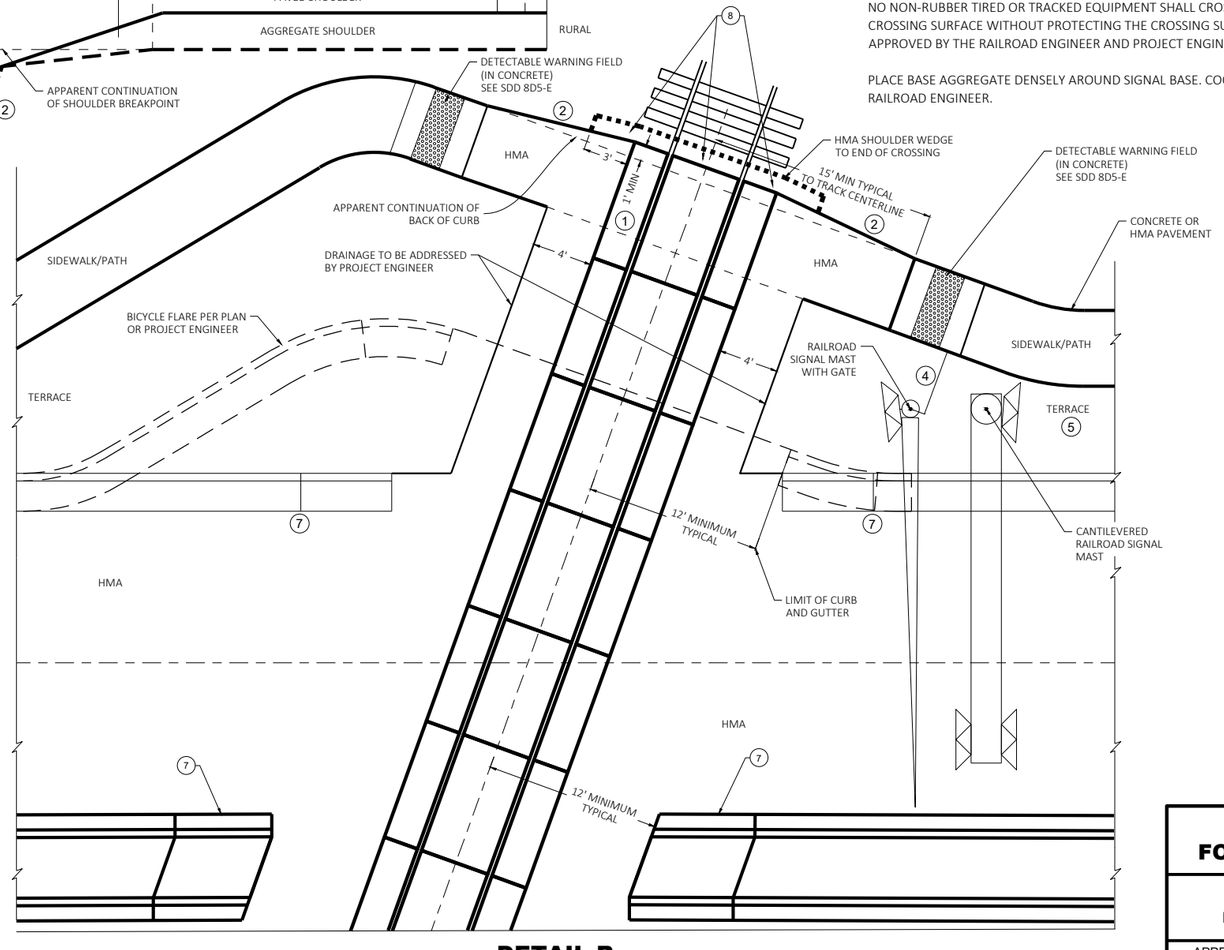
PAVEMENT DETAILS FOR RAILROAD APPROACH



DETAIL A
RAILROAD APPROACH

GENERAL NOTES CONTINUED

1. 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.
2. HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.
3. CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.
4. NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.
5. TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.
6. 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.
7. REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.
8. IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.



DETAIL B
MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH

GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGEWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

PLACE BASE AGGREGATE DENSELY AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEER AND SAFETY SUPERVISO

FHWA

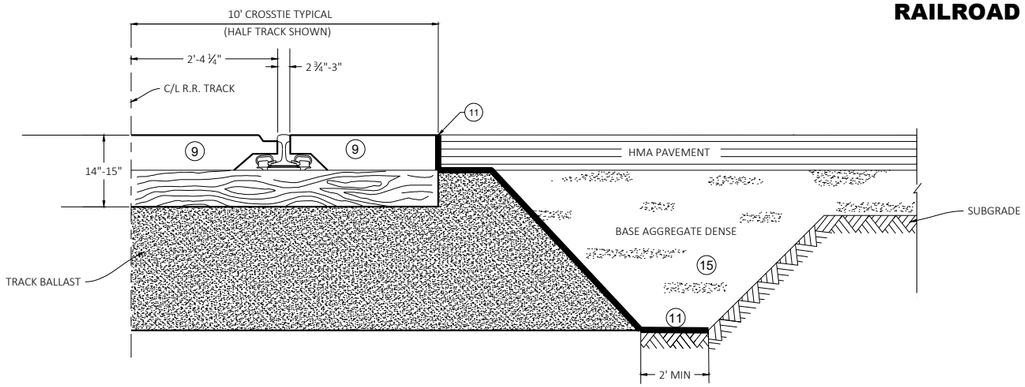
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SDD 13B01-11a

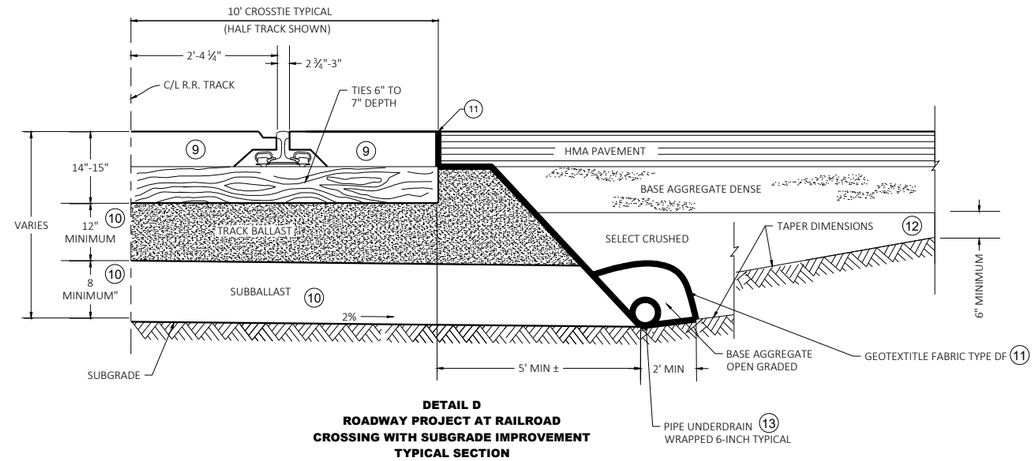
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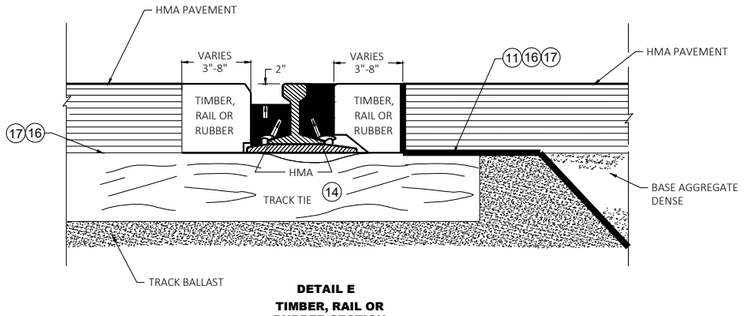
TYPICAL SECTIONS FOR RAILROAD APPROACH



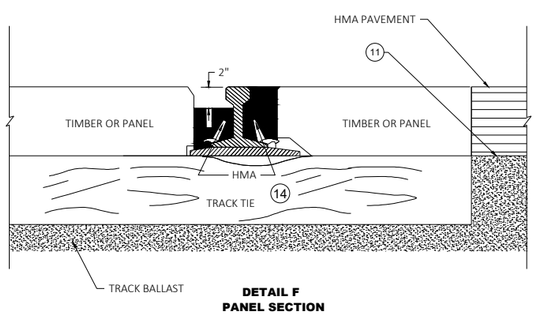
DETAIL C
ROADWAY PROJECT AT RAILROAD CROSSING WITHOUT SUBGRADE IMPROVEMENT TYPICAL SECTION



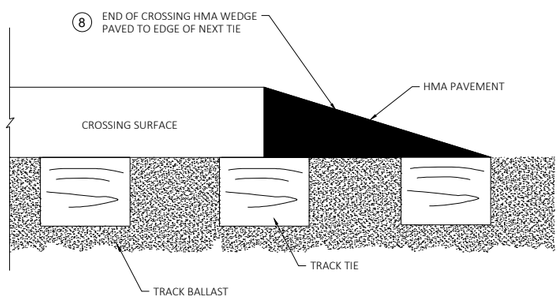
DETAIL D
ROADWAY PROJECT AT RAILROAD CROSSING WITH SUBGRADE IMPROVEMENT TYPICAL SECTION



DETAIL E
TIMBER, RAIL OR RUBBER SECTION HMA FLANGEWAY AND FIELD FILLERS



DETAIL F
PANEL SECTION HMA FLANGEWAY AND FIELD FILLERS



DETAIL G
END OF CROSSING HMA WEDGE

GENERAL NOTES

8. IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL A AND B.

9. MATCH THE CROSSING TYPE THAT IS INSTALLED UNLESS OTHERWISE DIRECTED BY PROJECT ENGINEER.

10. TRACK BALLAST AND SUBBALLAST REQUIRED 12" AND 8" MINIMUM DEPTHS RESPECTIVELY. DIMENSION FROM BOTTOM OF TRACK TIE TO HIGH SIDE OF 2% SLOPE. THE 2% SLOPE IS REQUIRED ON RAILROAD SUBBALLAST. SEE PLAN FOR CROWN, MATERIAL THICKNESS, AND SLOPE DIRECTION. SUBBALLAST CAN BE HMA, 1 1/2" BASE AGGREGATE DENSE, SELECT CRUSHED, OR A COMBINATION OF THEM.

11. GEOTEXTILE FABRIC TYPE SAS PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION ON TOP OF THE TRACK BALLAST WHERE IT IS UNDER HMA PAVEMENT, BASE AGGREGATE DENSE OR SELECT CRUSHED MATERIAL AND THE FIELD SIDE BALLAST CRIBS. GEOTEXTILE FABRIC TYPE DF PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION UNDER AND AROUND THE PIPE UNDERDRAIN. PLACING GEOTEXTILE FABRIC OR GEOGRID UNDER THE SUBBALLAST IS OPTIONAL.

12. TAPER DIMENSIONS PROVIDED BY PLAN OR BY PROJECT ENGINEER.

13. IF SHOWN ON THE PLAN, TYPICAL 6-INCH PERFORATED PVC SCHEDULE 80 PIPE UNDERDRAIN TO BE PLACED ALONG THE TOE OF SLOPE, GRADED TO DRAIN AND DAYLIGHT OR INTO STORM SEWER. BASE AGGREGATE OPEN GRADED OVER PIPE UNDERDRAIN AND THEN WRAPPED IN GEOTEXTILE FABRIC TYPE DF SCHEDULE A IN ORDER TO STABILIZE AND SEPARATE FROM SELECT CRUSHED.

14. HMA FLANGEWAY AND FIELD FILLERS ARE TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR, WHEN NOT PROVIDED BY OTHERS AS PART OF THE CROSSING SURFACE MATERIAL. IF THE CROSSING SURFACE IS NOT BEING REPLACED, THEN REMOVE AND REPLACE THE HMA FLANGEWAY AND FIELD FILLERS AS DIRECTED BY THE RAILROAD OR PROJECT ENGINEER.

15. GRADE TO MATCH EXISTING OR PROPOSED TYPICAL SECTION OF ROADWAY. SEE PLAN OR PROJECT ENGINEER FOR MORE DETAIL. IF NOT NOTED OTHERWISE IN THE PLAN, BACKFILL ANY REMOVED BASE AND SUBGRADE WITH BASE AGGREGATE DENSE.

16. IF THE CROSSING IS NOT BEING REPLACED, REMOVE AND REPLACE HMA AS DIRECTED BY RAILROAD AND PROJECT ENGINEER. CARE MUST BE TAKEN TO NOT DAMAGE CROSSING PANELS, TIES, RAIL, PLATES AND SPIKES.

17. PLACE HMA FULL DEPTH. AGGREGATE IS NOT TO BE PLACED BETWEEN THE RAILROAD TIES AND THE HMA PAVEMENT.

TYPEICAL SECTIONS FOR RAILWAY APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

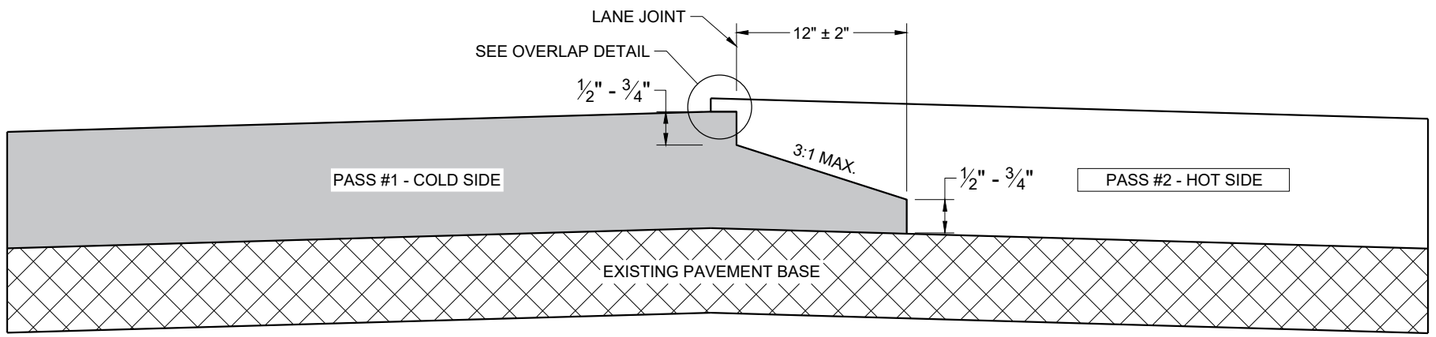
APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEER AND SAFETY SUPERVISOR

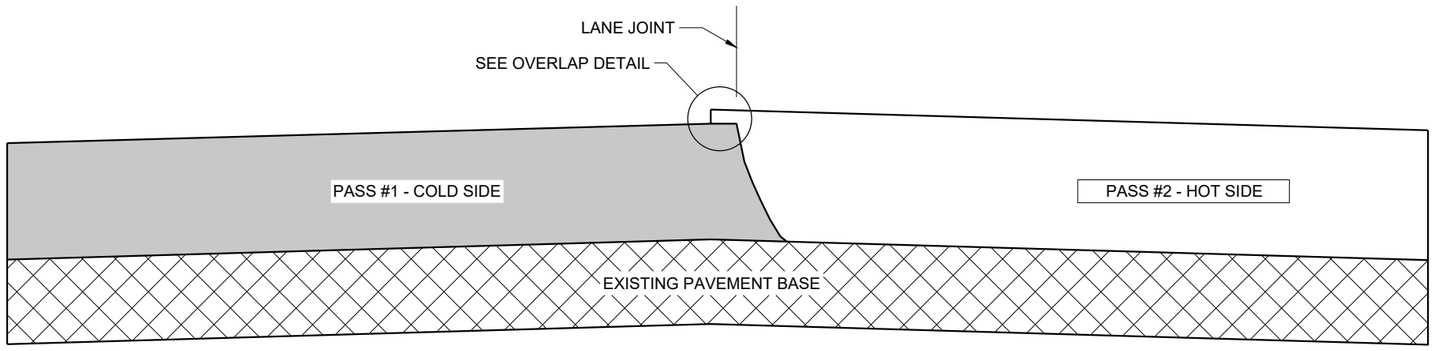
FHWA

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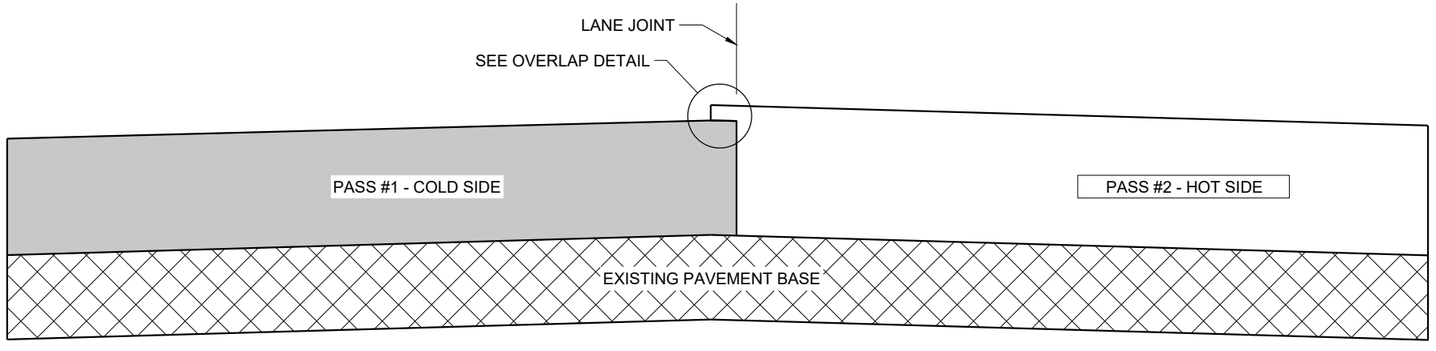
SDD 13B01-11b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

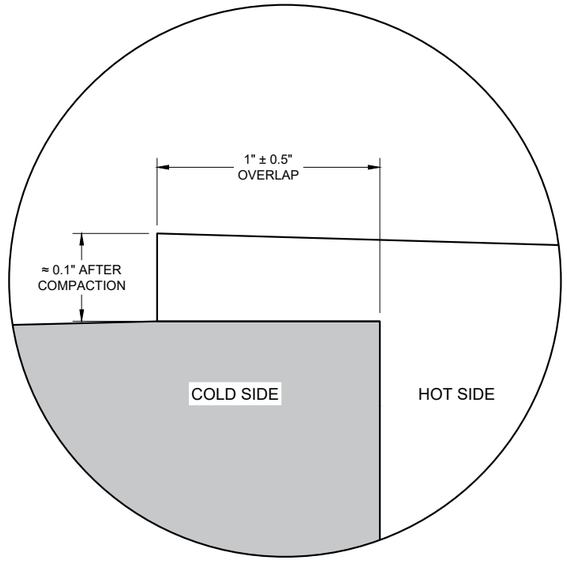
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

6

SDD 13C19 - 03

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.

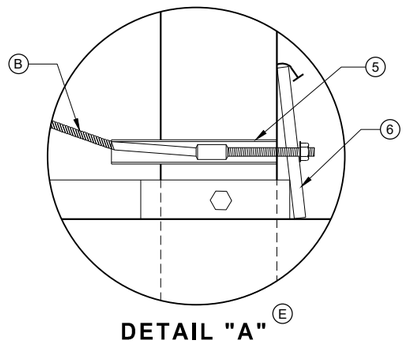
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

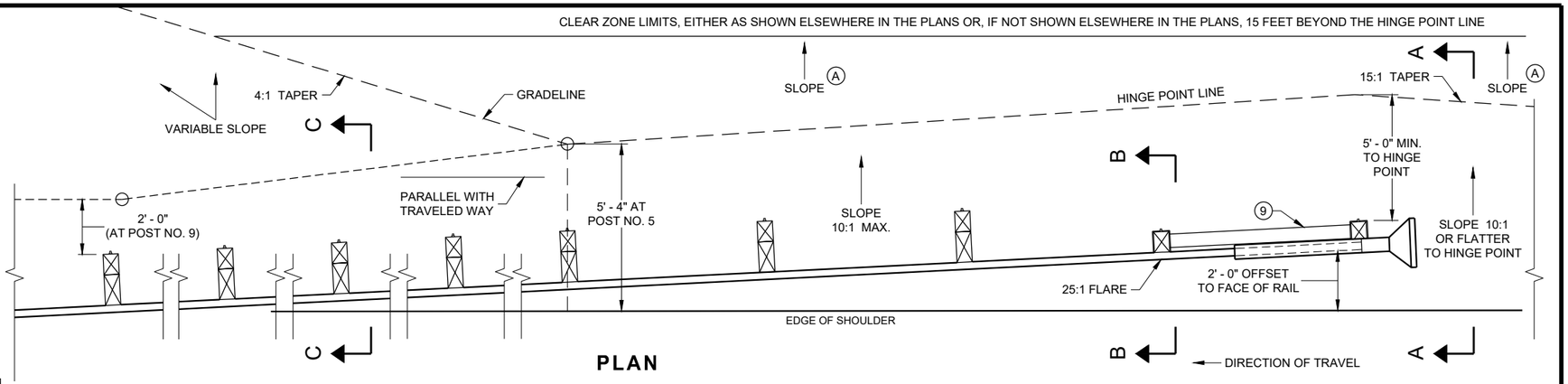
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

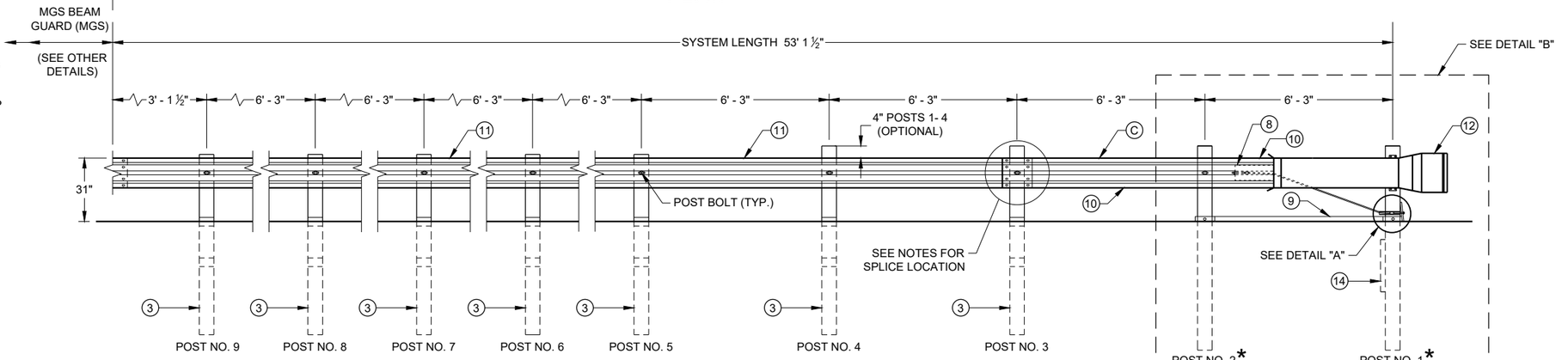
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



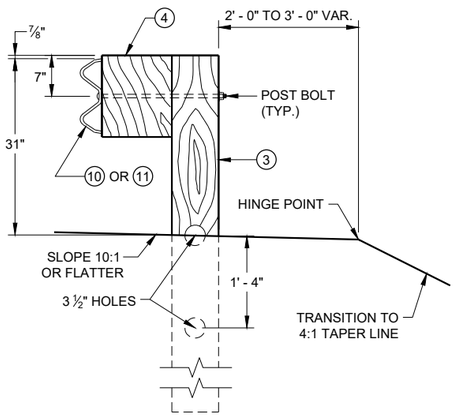
DETAIL "A" (E)



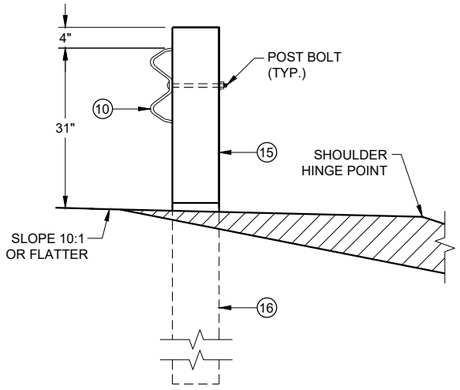
PLAN



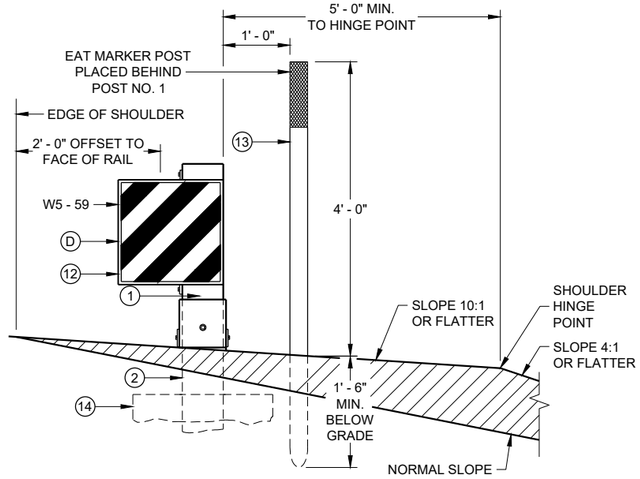
ELEVATION



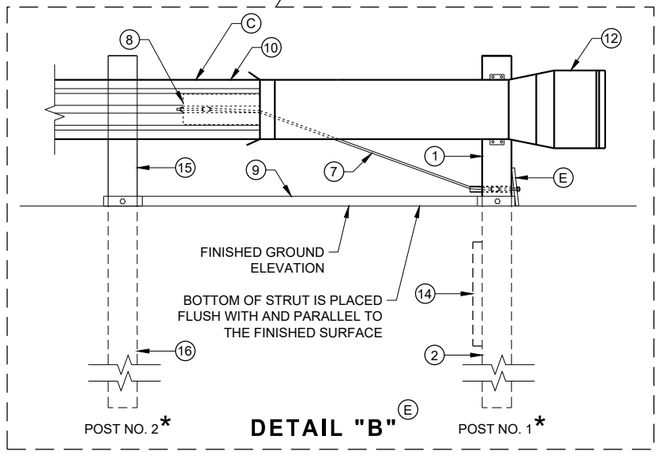
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



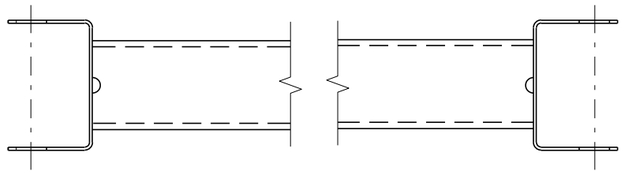
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

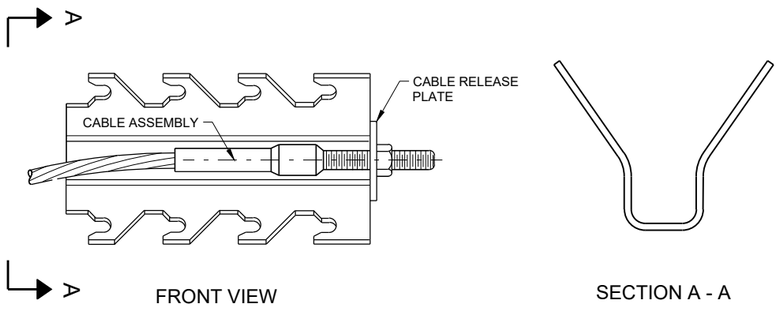
SDD 14B44 - 04a



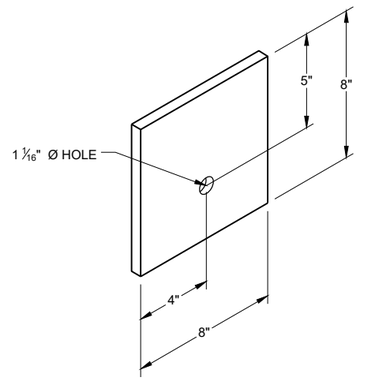
GENERIC GROUND STRUT ⑨ Ⓔ

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 ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

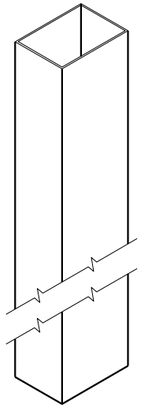
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SDD 14B44 - 04b

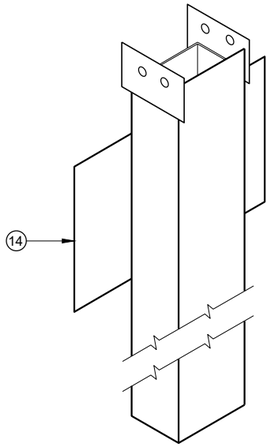
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

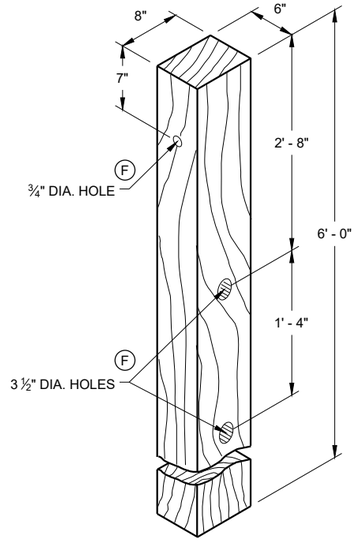
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



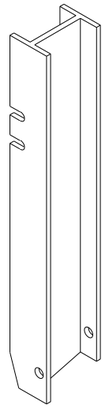
UPPER POST NO. 1 (1) (E)



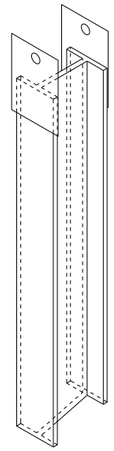
LOWER POST NO. 1 (2) (E)



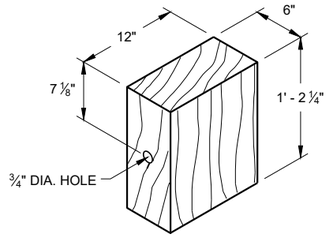
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



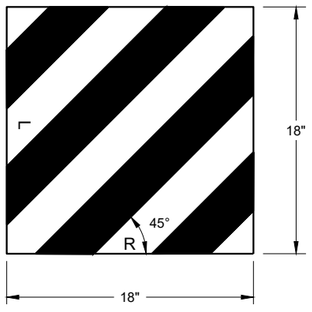
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

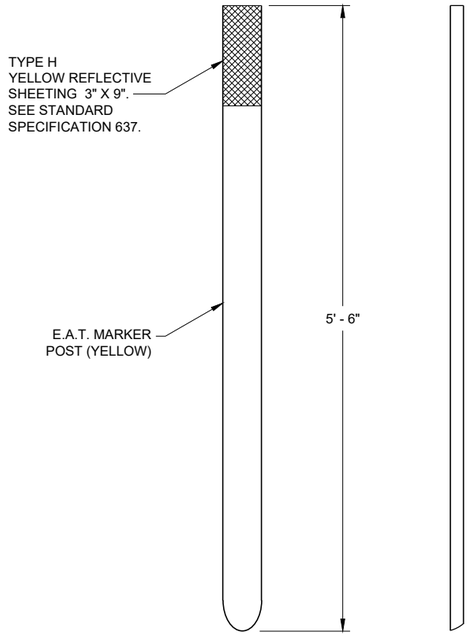


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



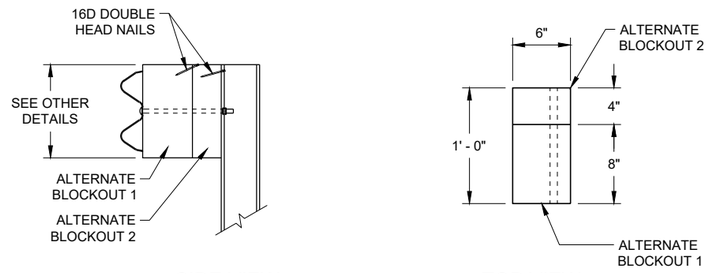
W5 - 59

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)

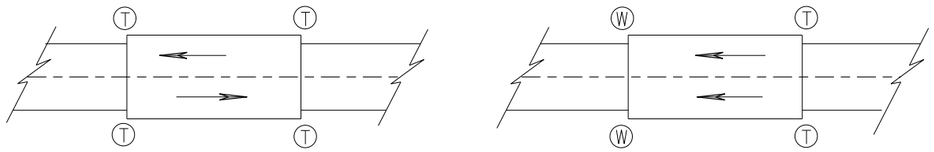
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

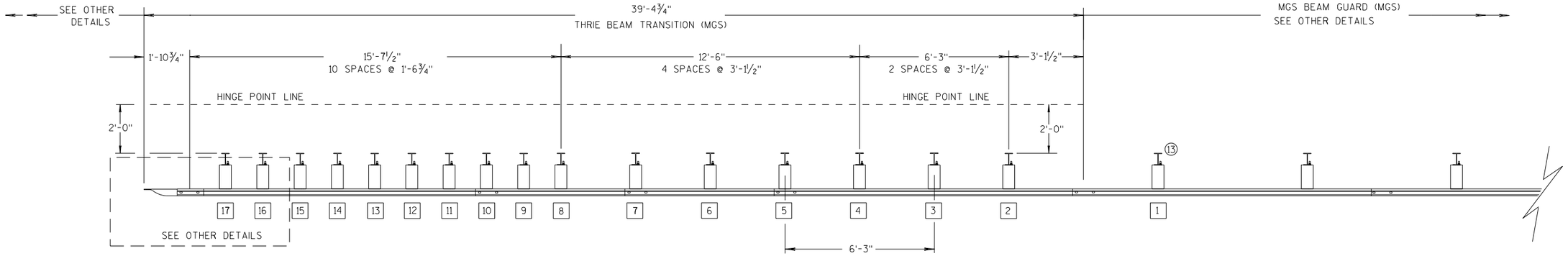
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

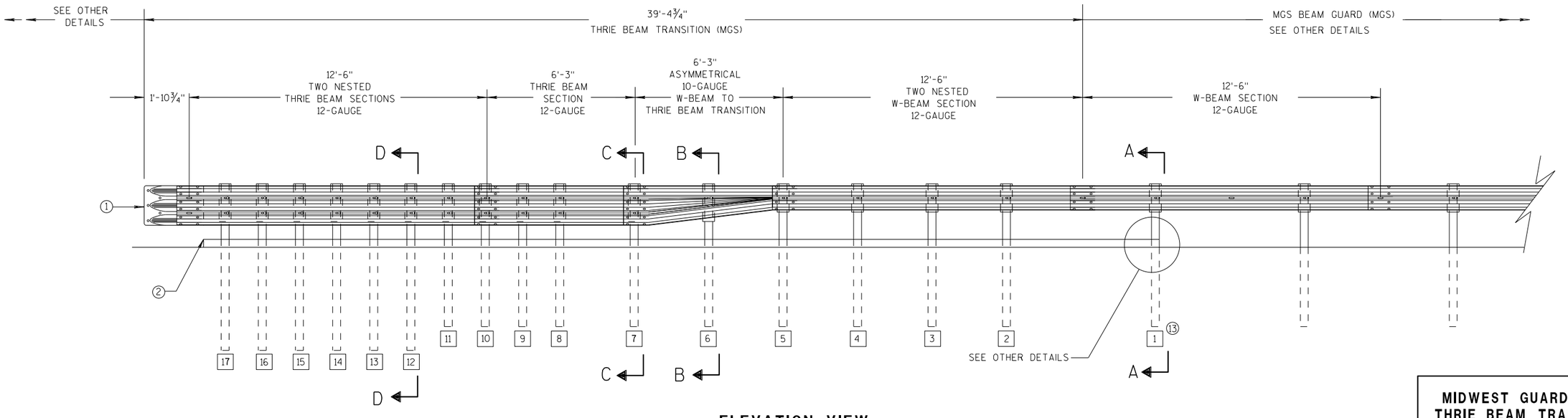
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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

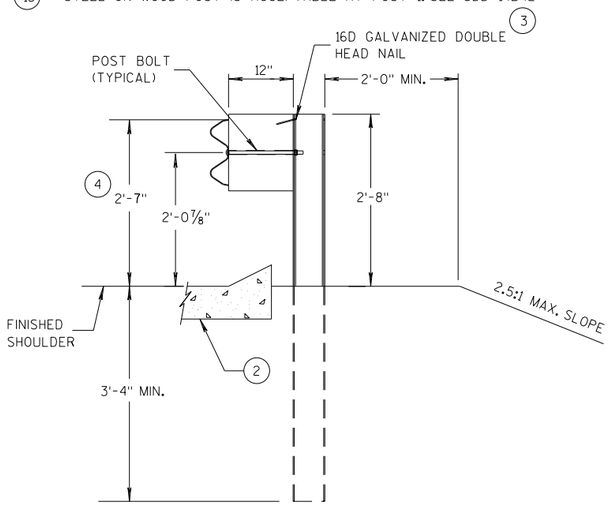
GENERAL NOTES

(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.

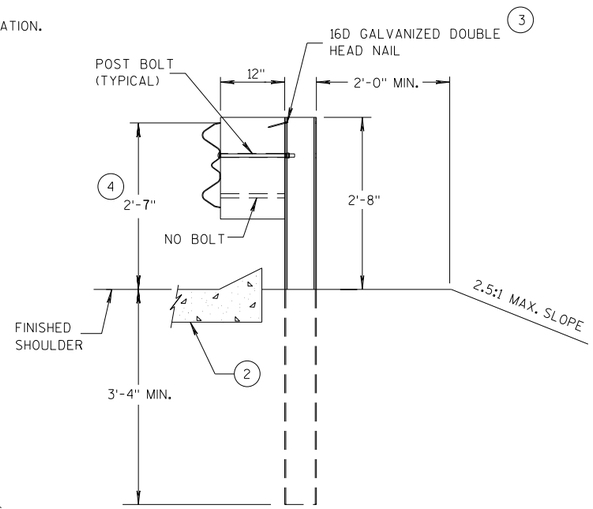
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



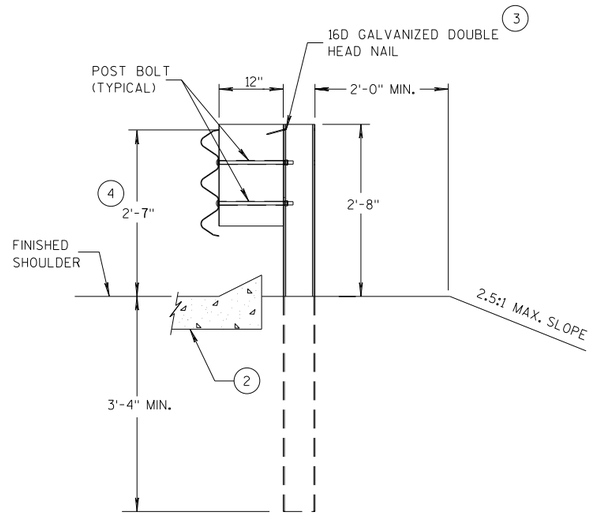
SECTION A-A (13)

POSTS 1-5



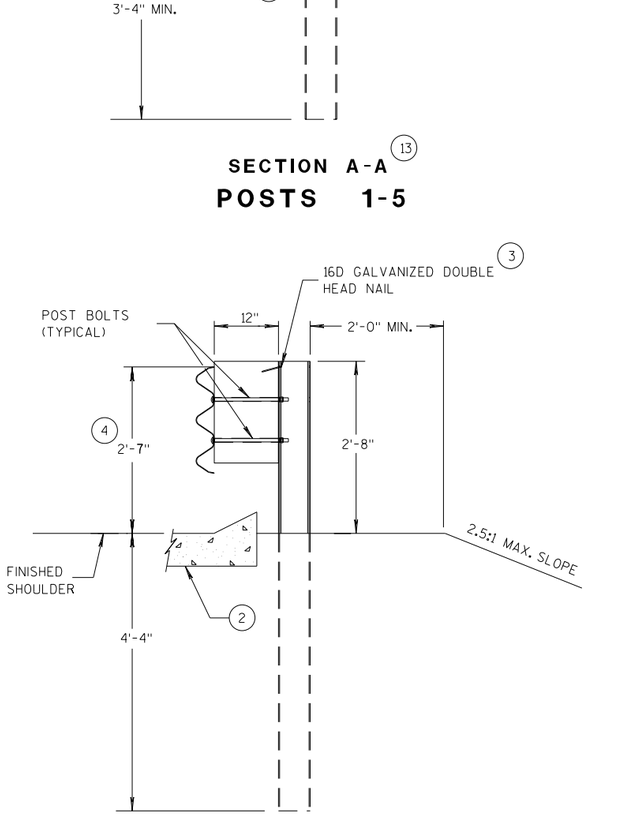
SECTION B-B

POST 6



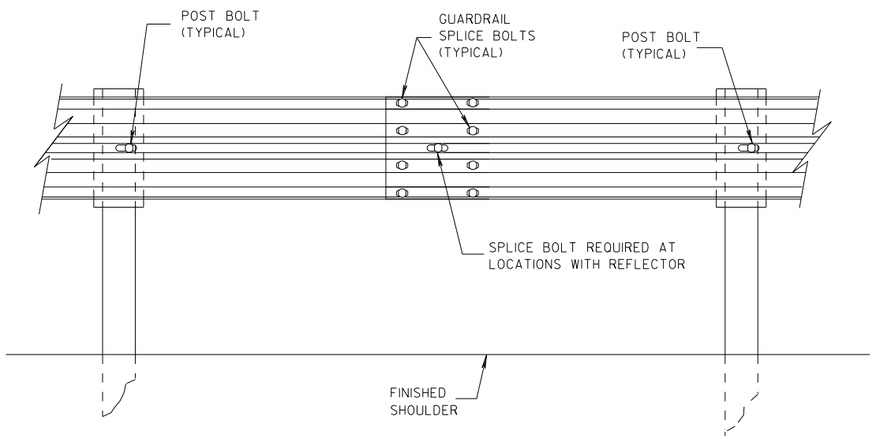
SECTION C-C

POSTS 7-11



SECTION D-D

POSTS 12-17



SPLICE DETAIL

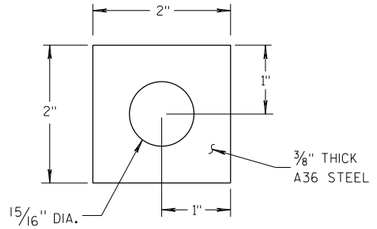
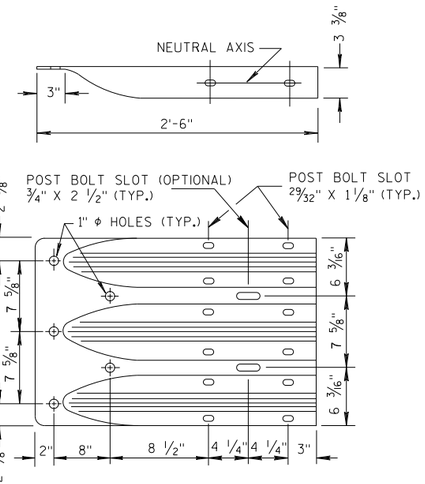
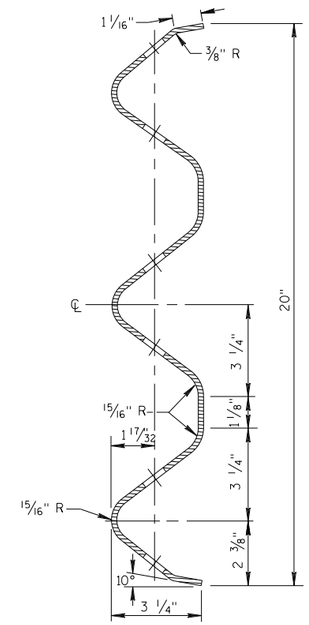


PLATE WASHER DETAIL



THRIE BEAM TERMINAL CONNECTOR



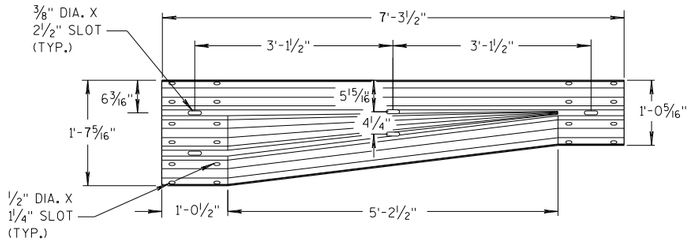
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

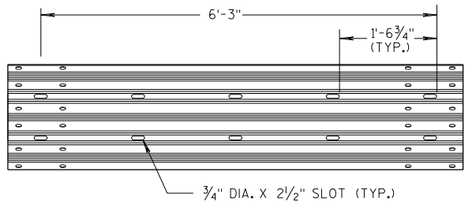
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

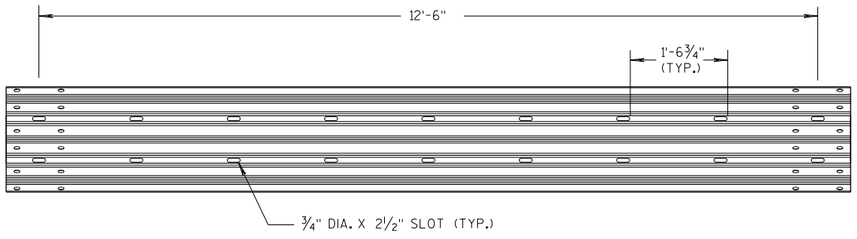
S.D.D. 14 B 45-5b



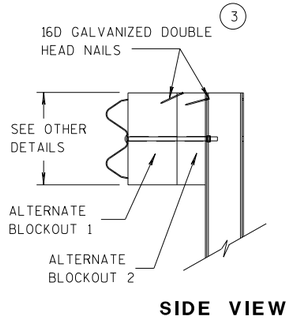
W-BEAM TO THRIE BEAM TRANSITION SECTION



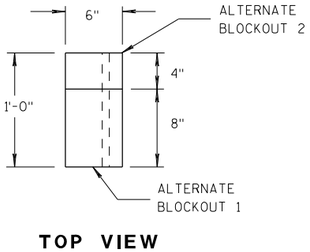
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

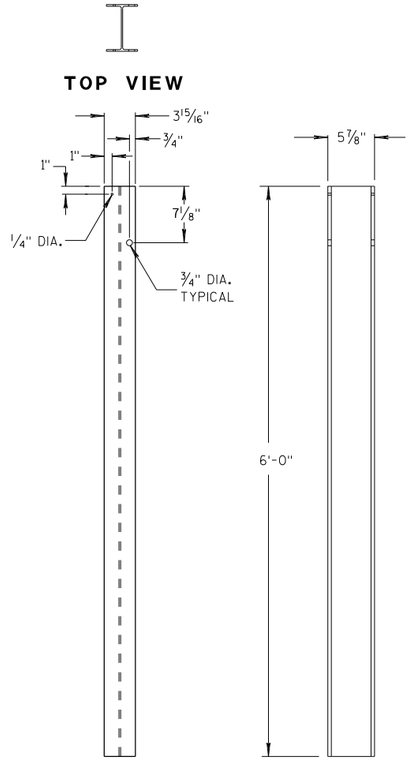


SIDE VIEW



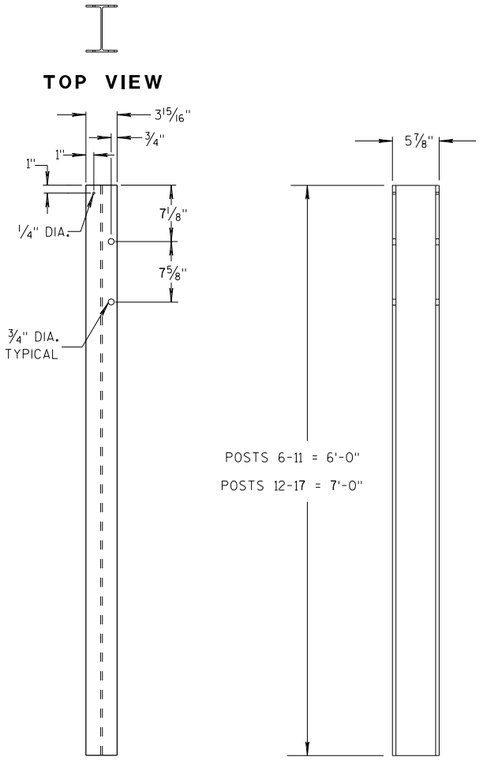
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



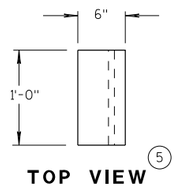
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

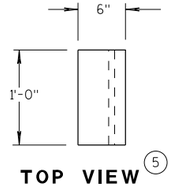


FRONT VIEW SIDE VIEW

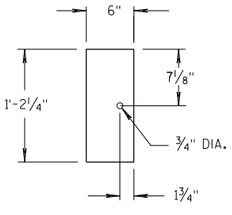
STEEL POSTS 6-17



TOP VIEW (5)

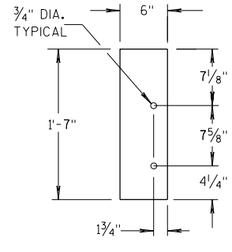


TOP VIEW (5)



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.

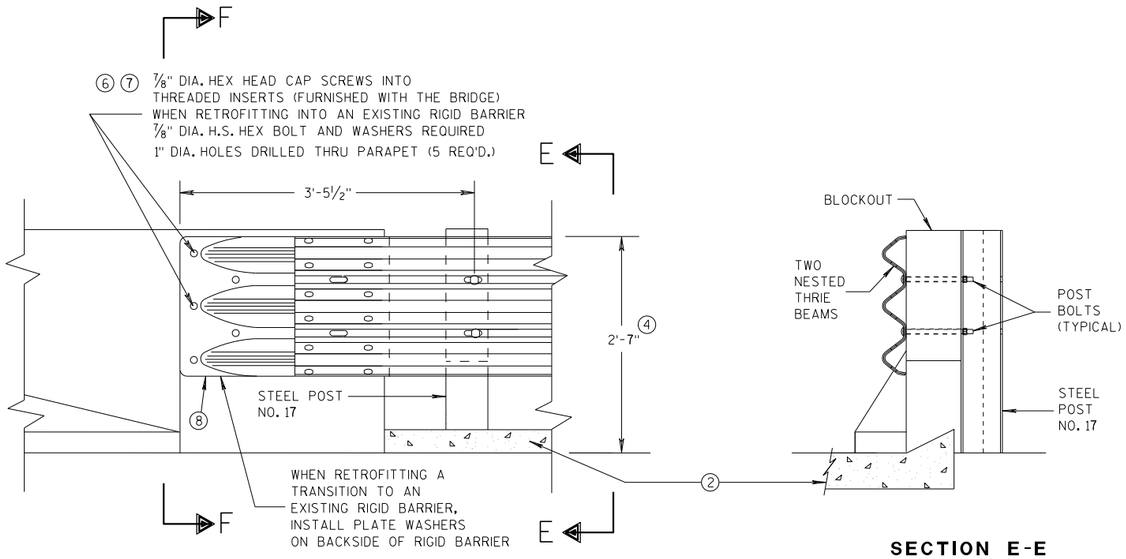
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

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.

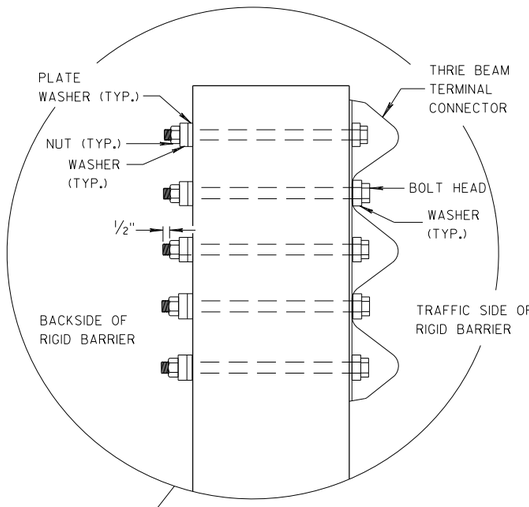
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

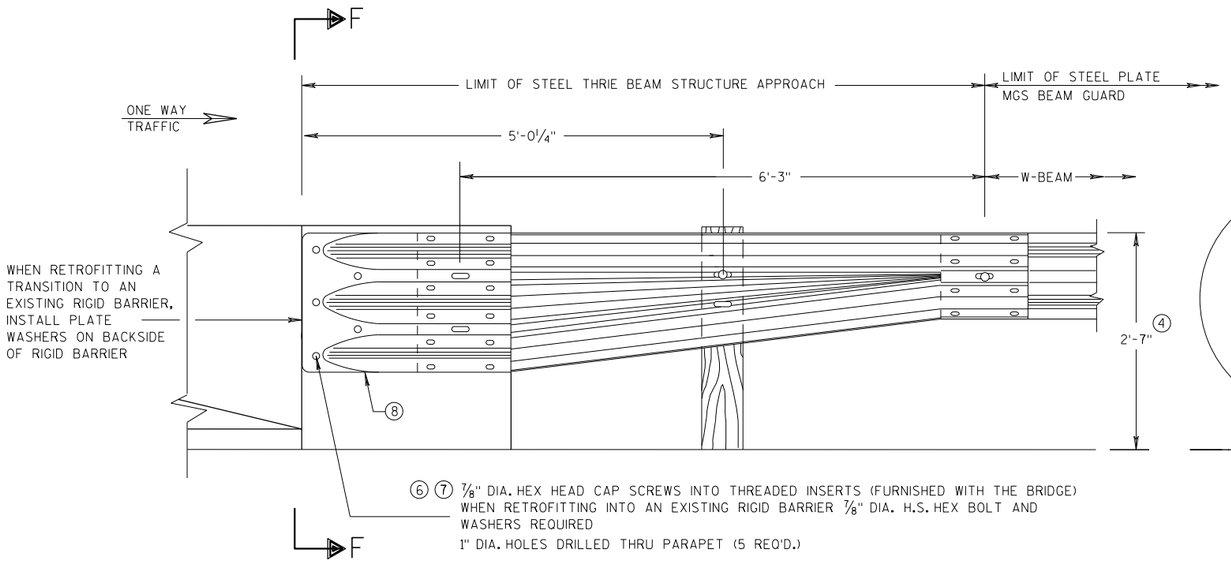
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

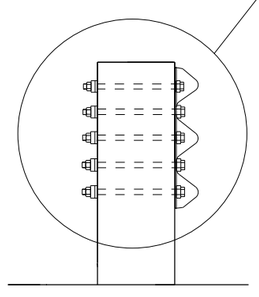
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⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

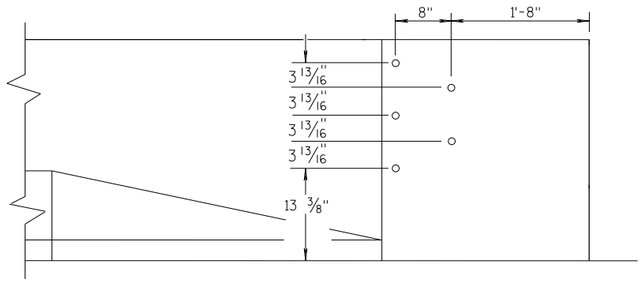




FRONT VIEW



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

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07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS NT
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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.

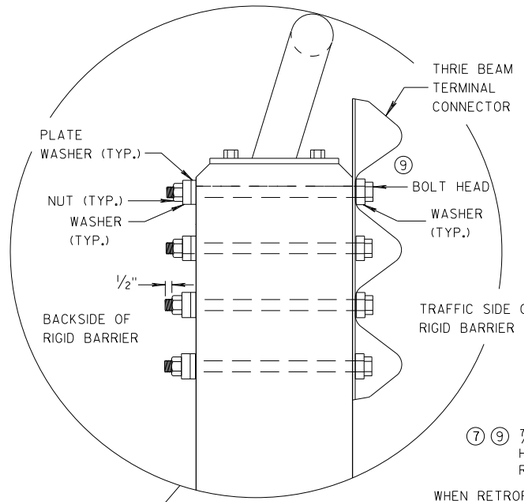
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

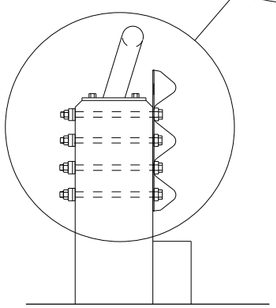
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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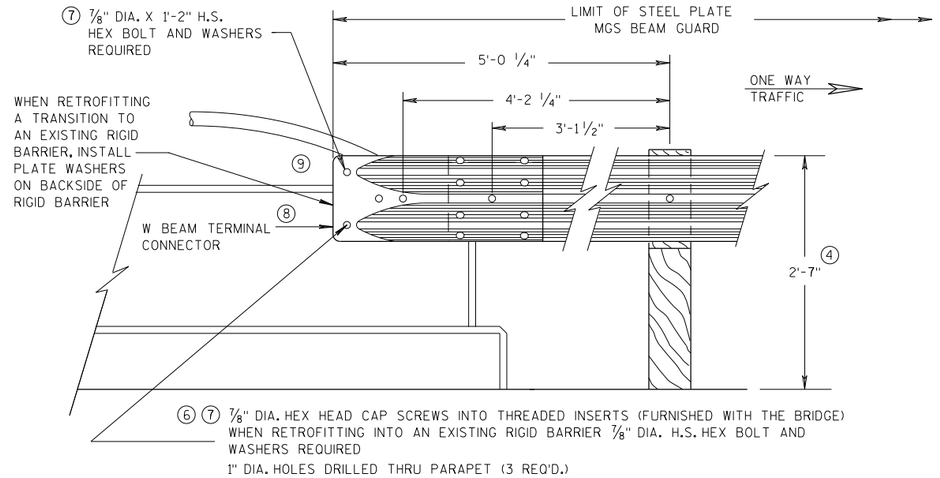
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(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.





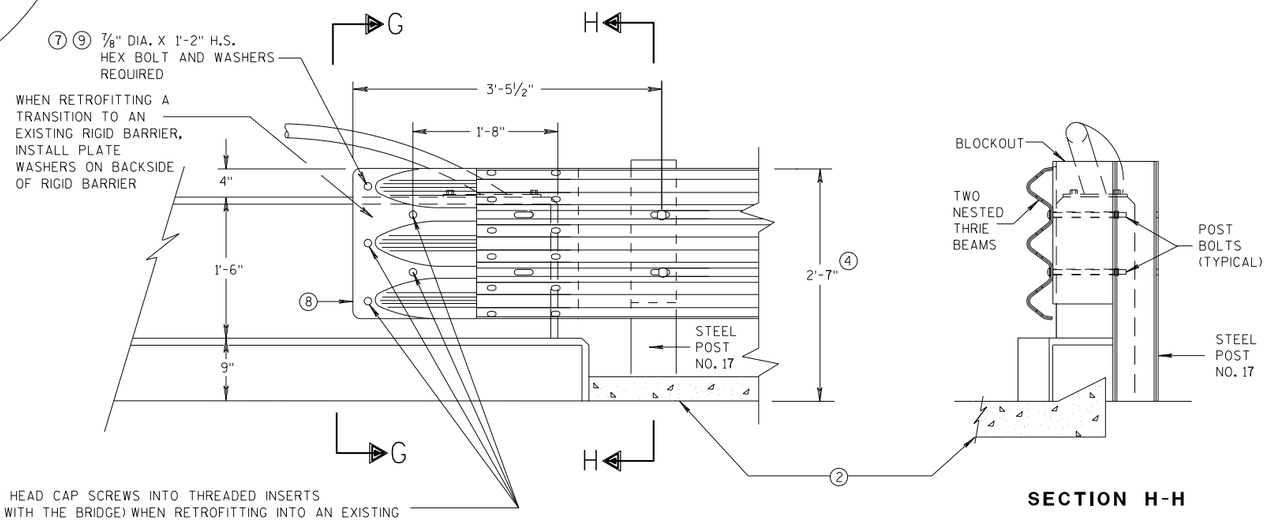
SECTION G-G



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

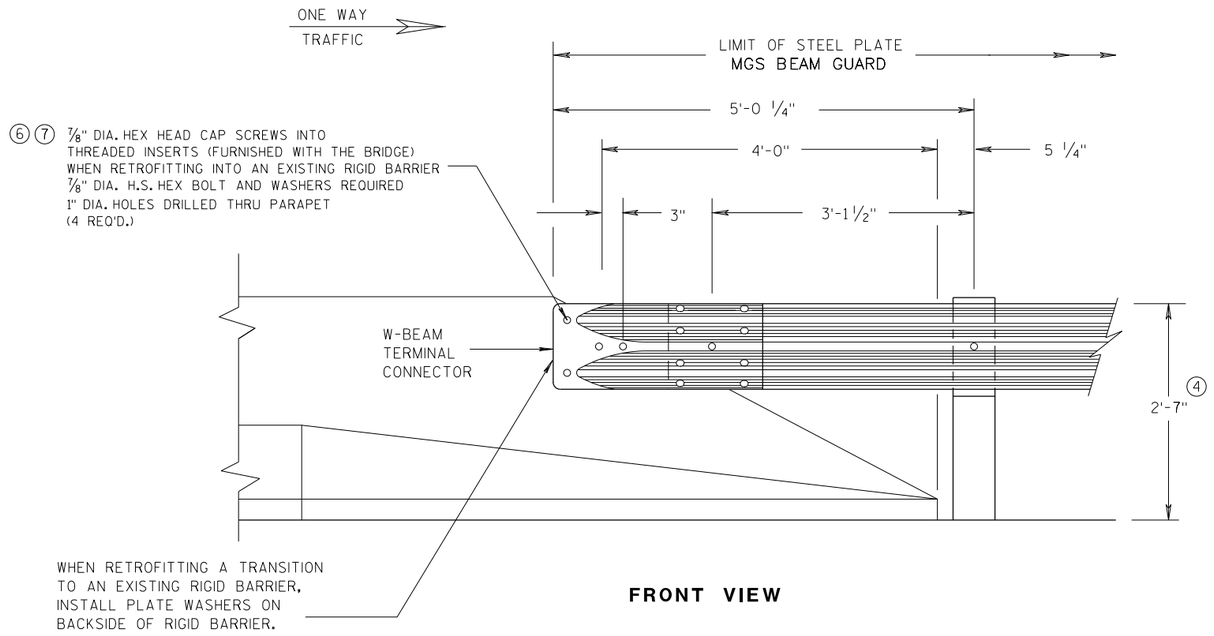
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FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

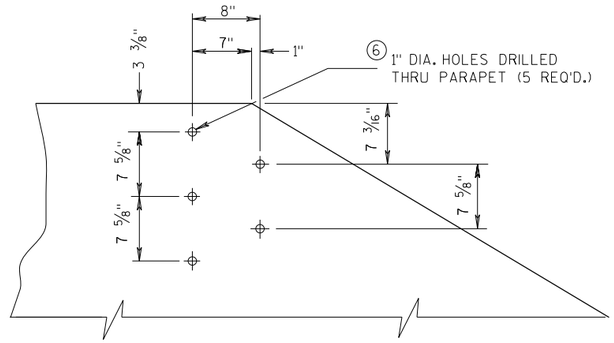
GENERAL NOTES

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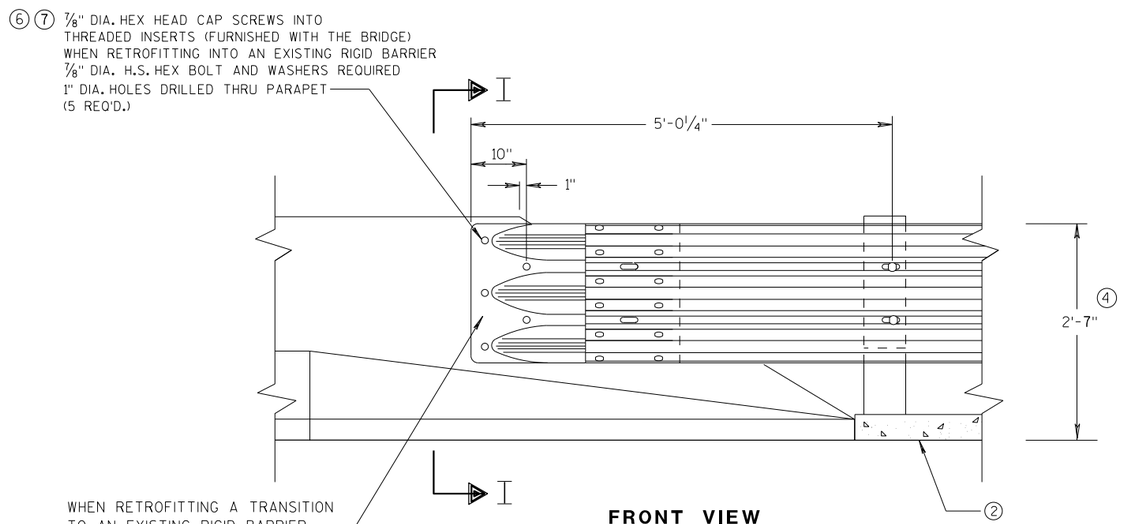
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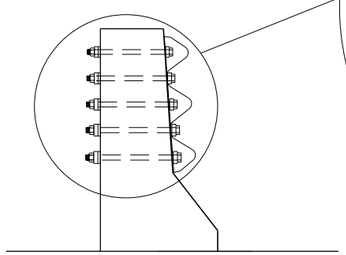
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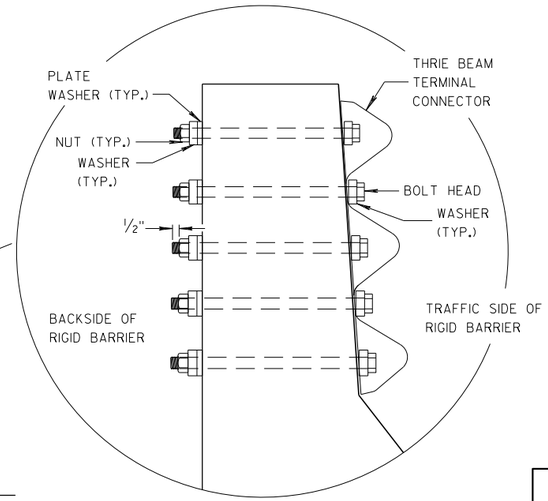
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



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

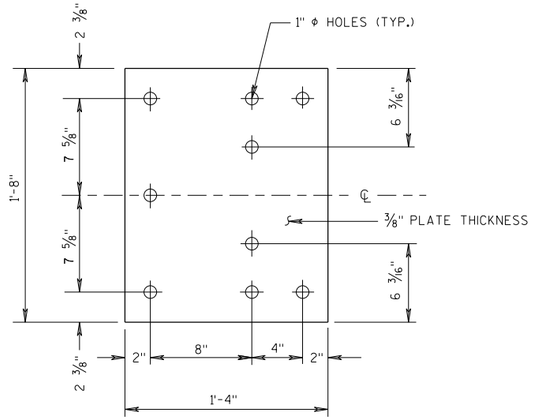
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FHWA

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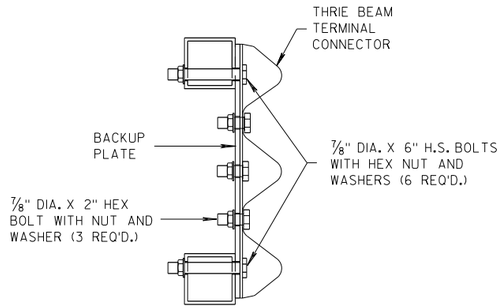
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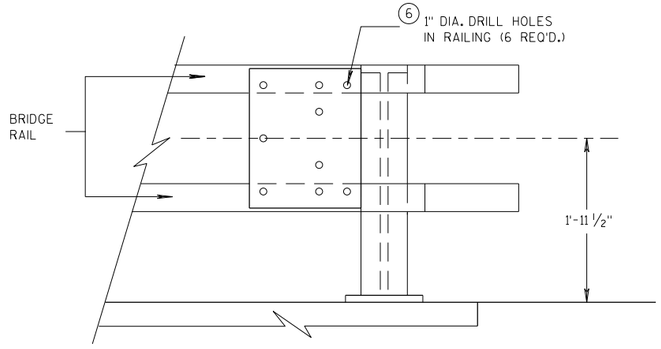
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BACK-UP PLATE DETAIL



SECTION J-J

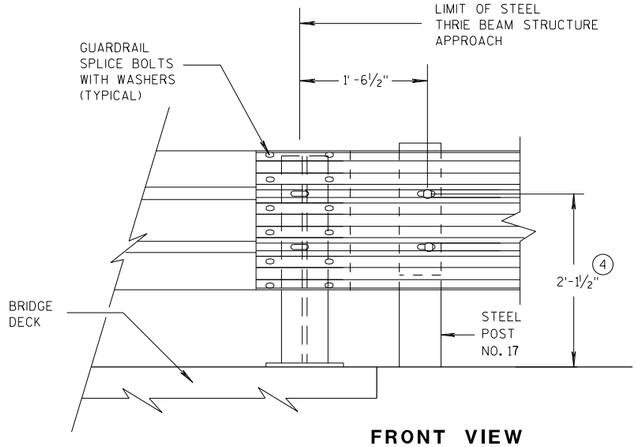


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

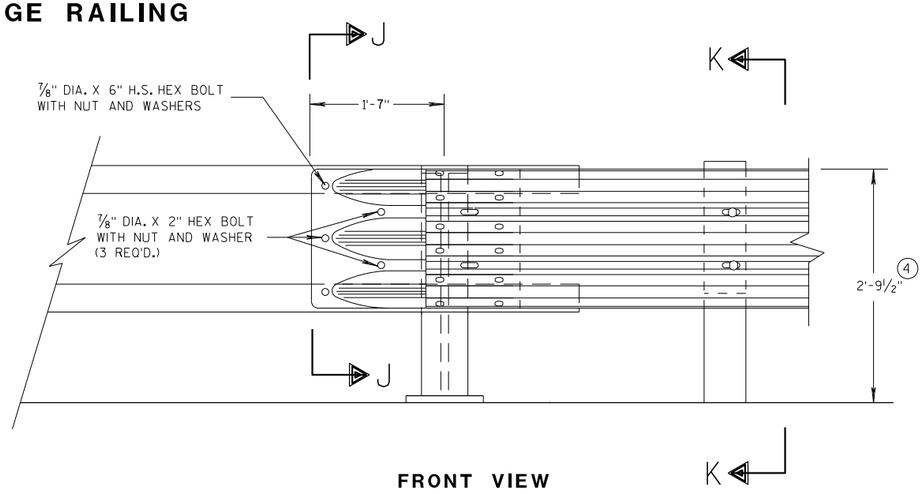
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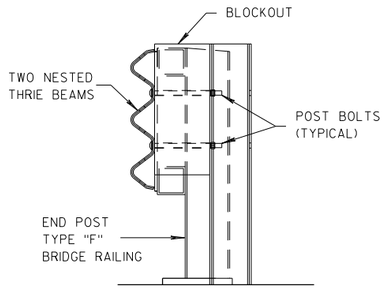


FRONT VIEW

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

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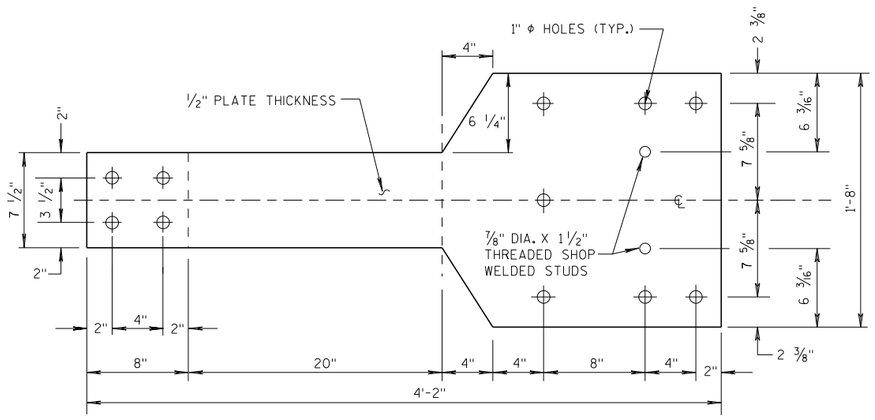
S.D.D. 14 B 45-5g

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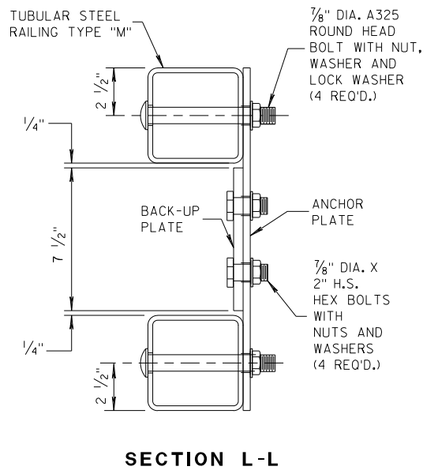
S.D.D. 14 B 45-5g

GENERAL NOTES

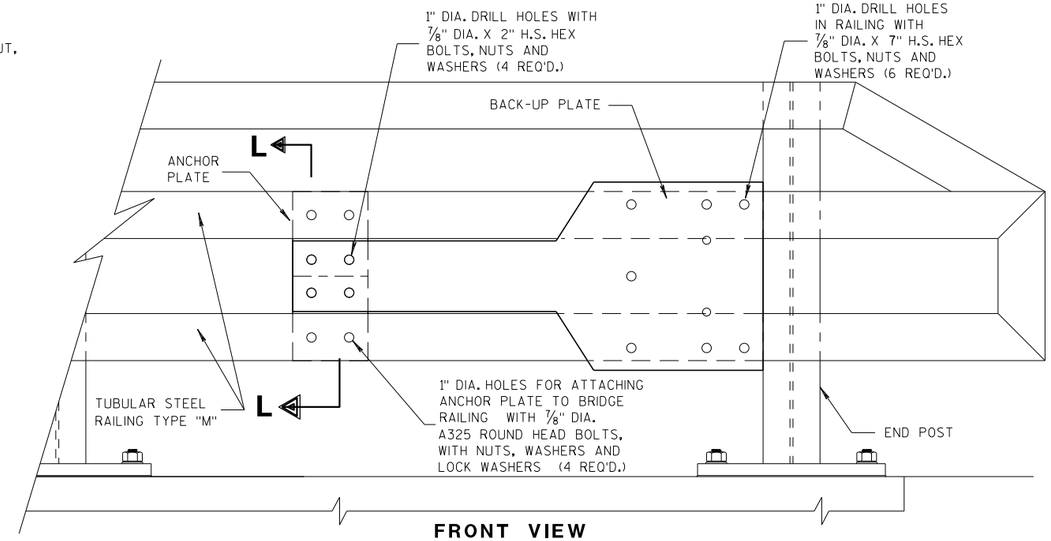
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



FRONT VIEW

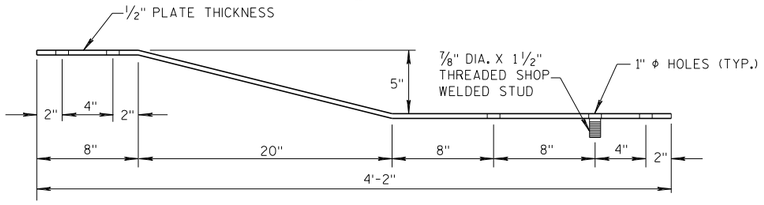


SECTION L-L



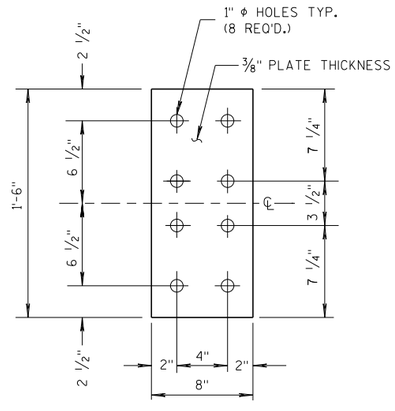
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



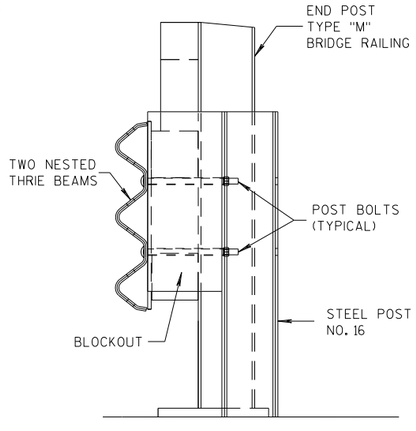
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

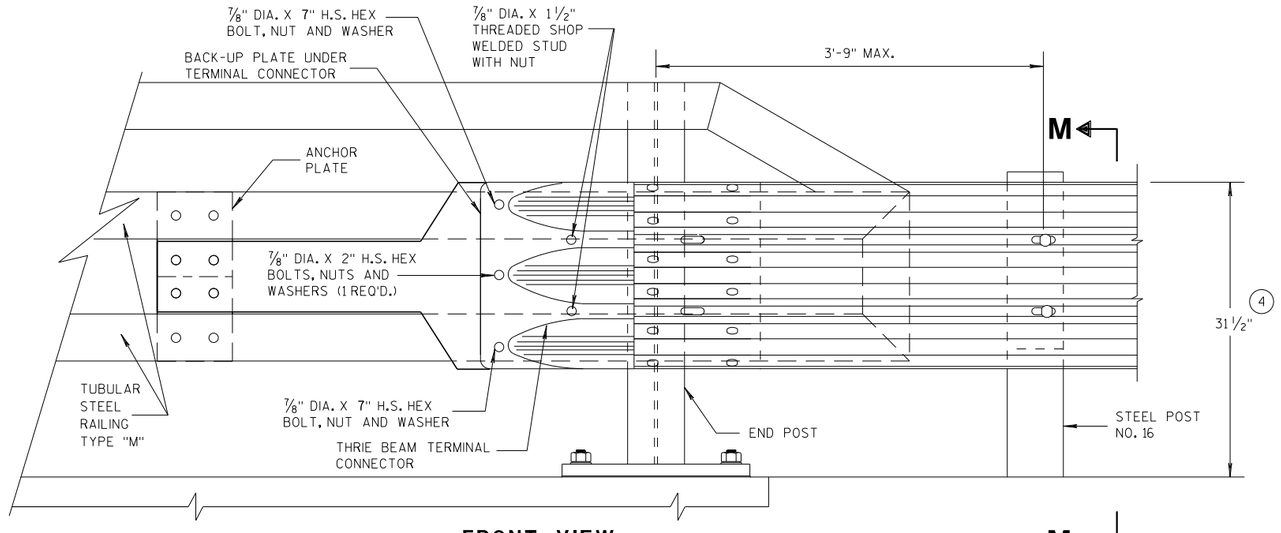


FRONT VIEW

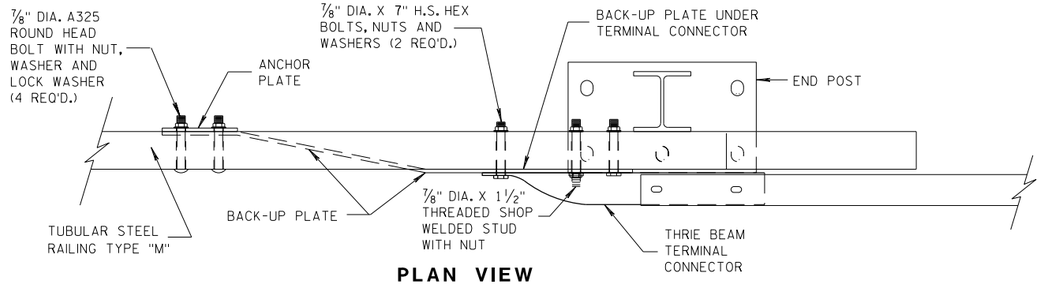
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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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.

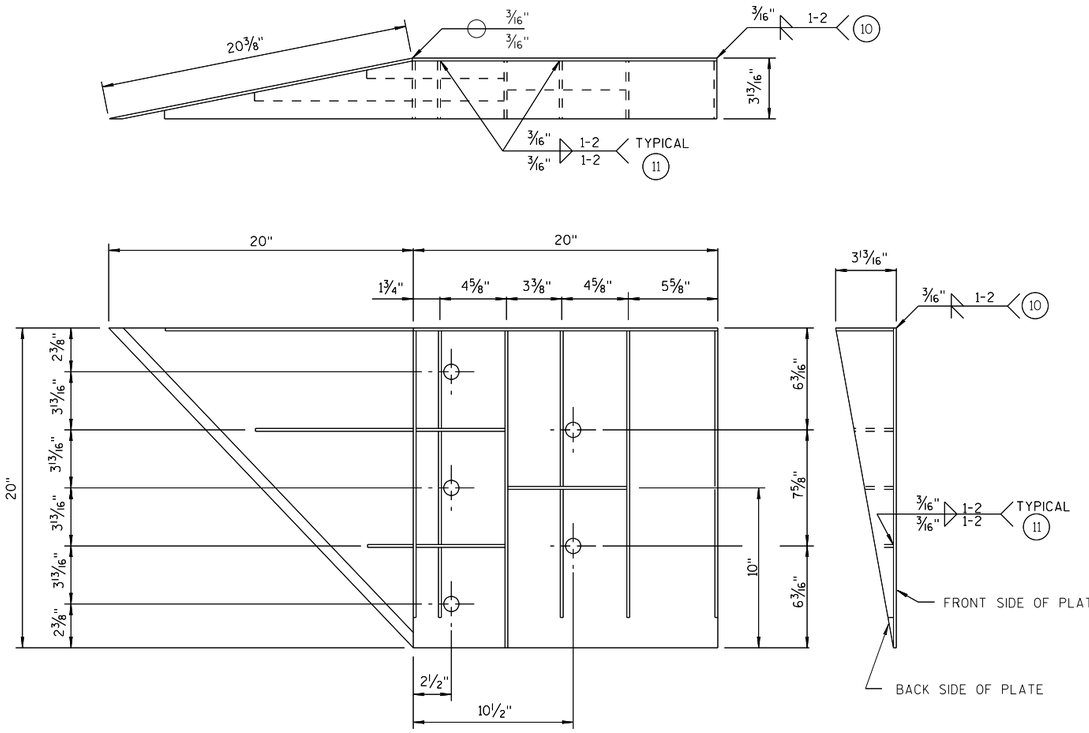
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

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".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

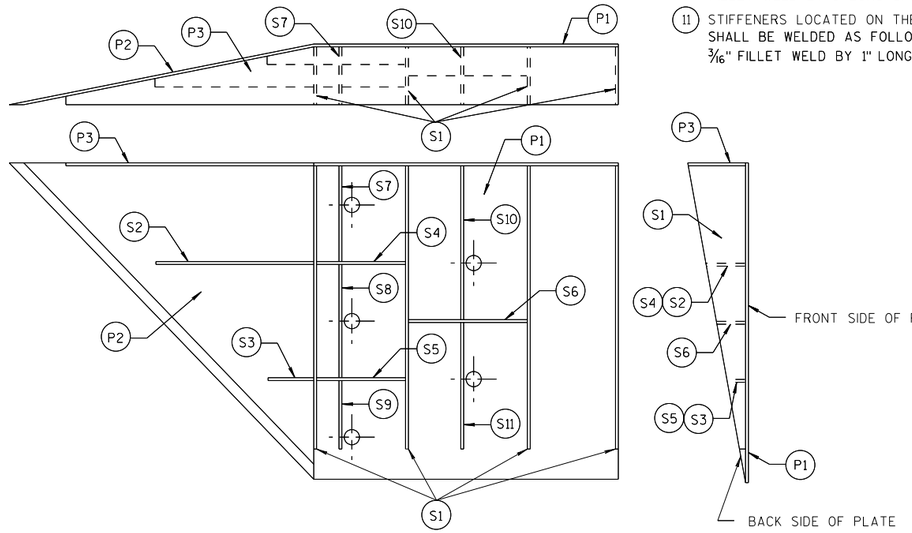


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

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)

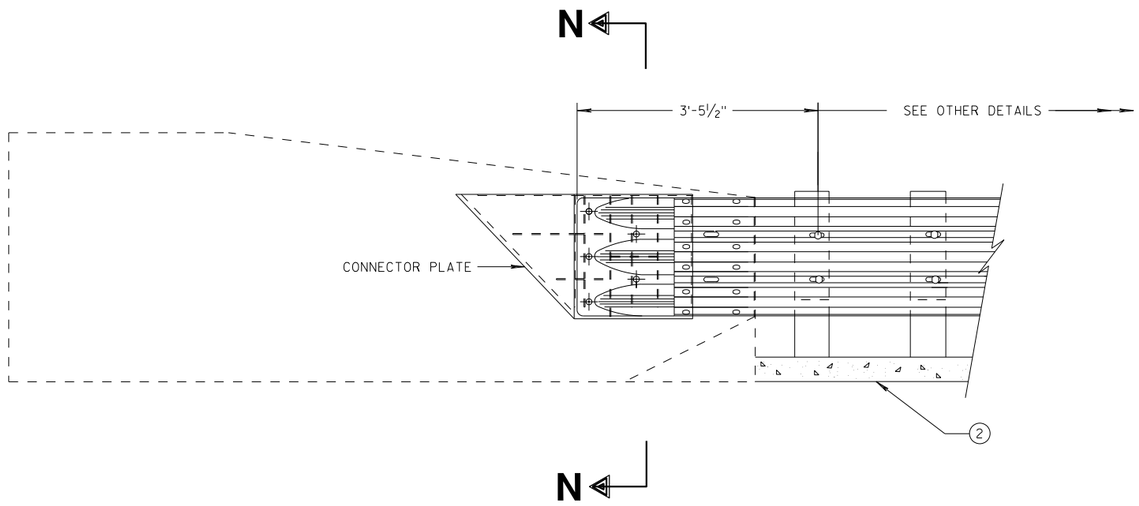
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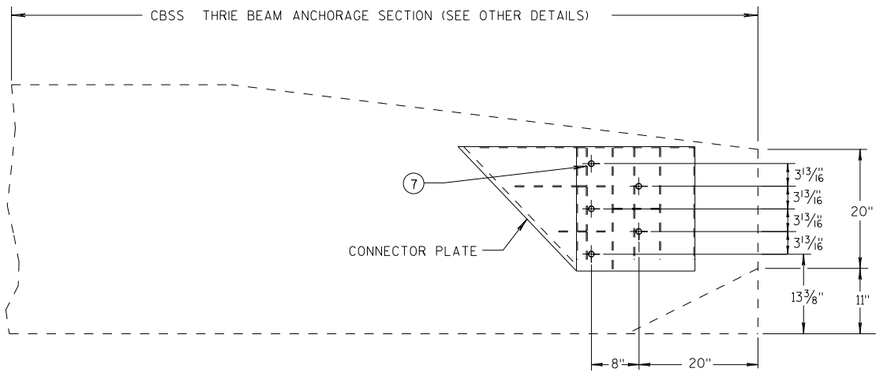
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THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



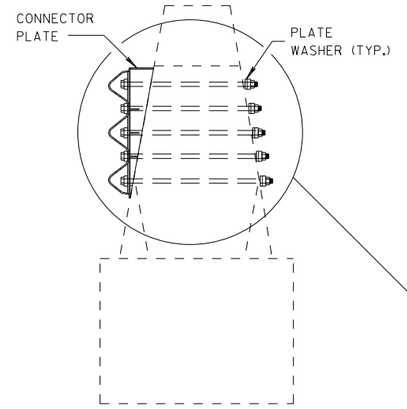
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

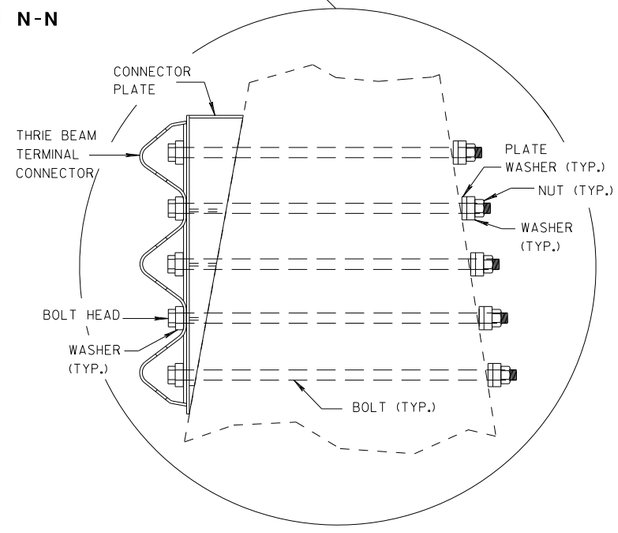
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SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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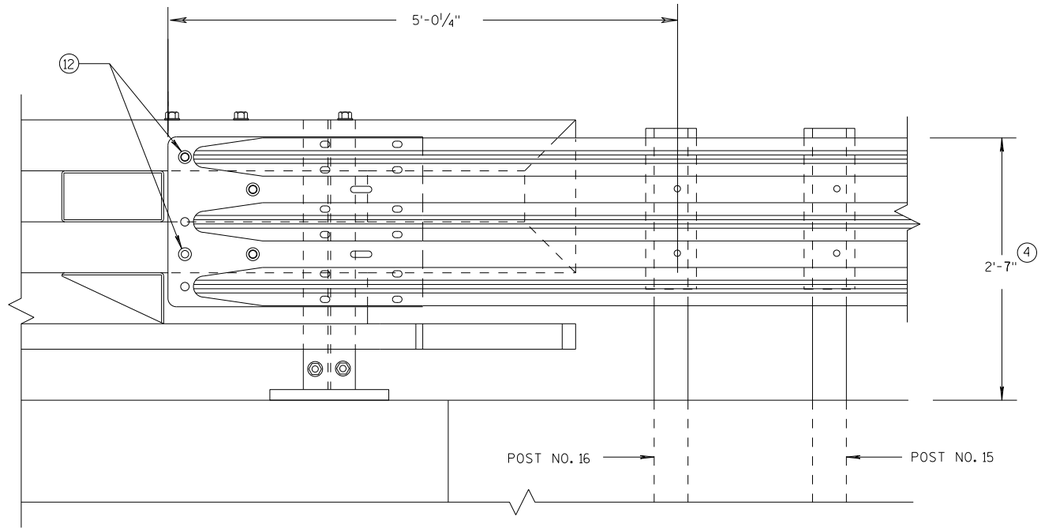
/S/ Rodney Taylor
ROADWAY STANDARDS DI
UNIT SUPERVIS

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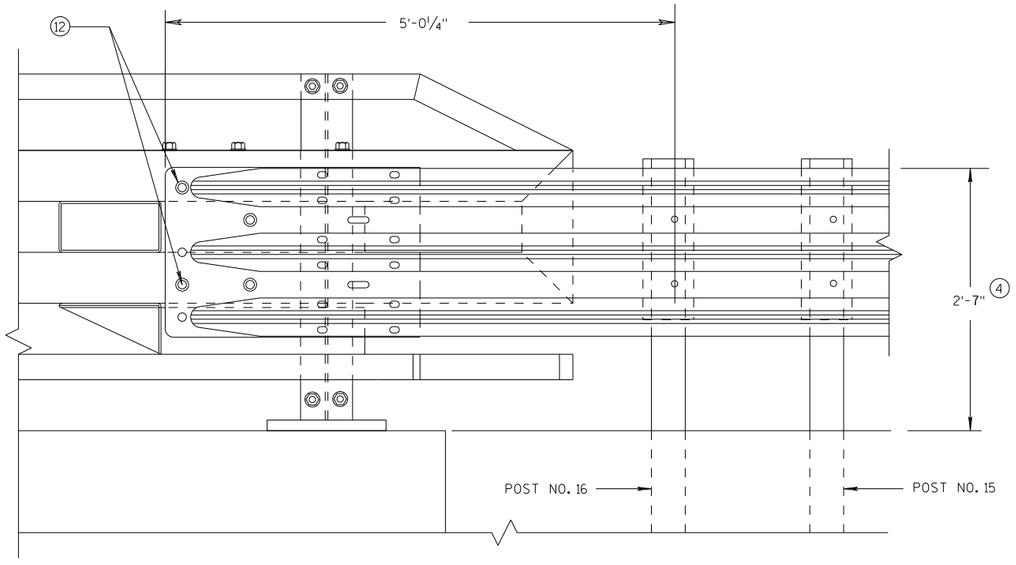
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S.D.D. 14 B 45-5j



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

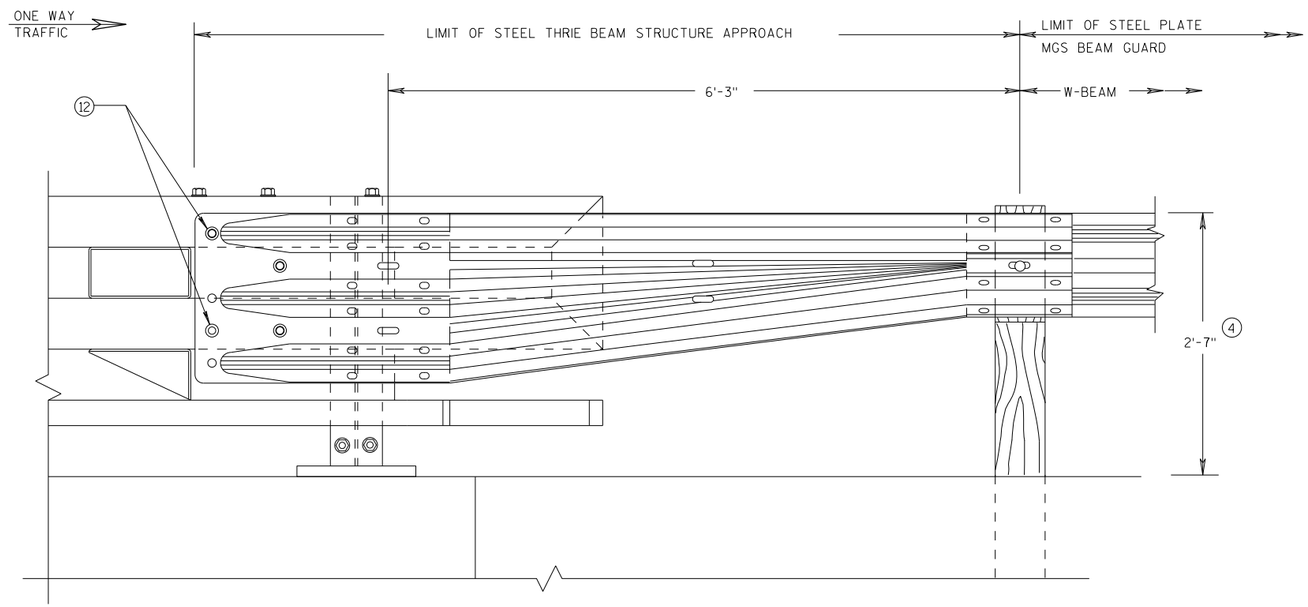
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS
NT
FHWA

6

S.D.D. 14 B 45-5k

6

S.D.D. 14 B 45-5k



FRONT VIEW

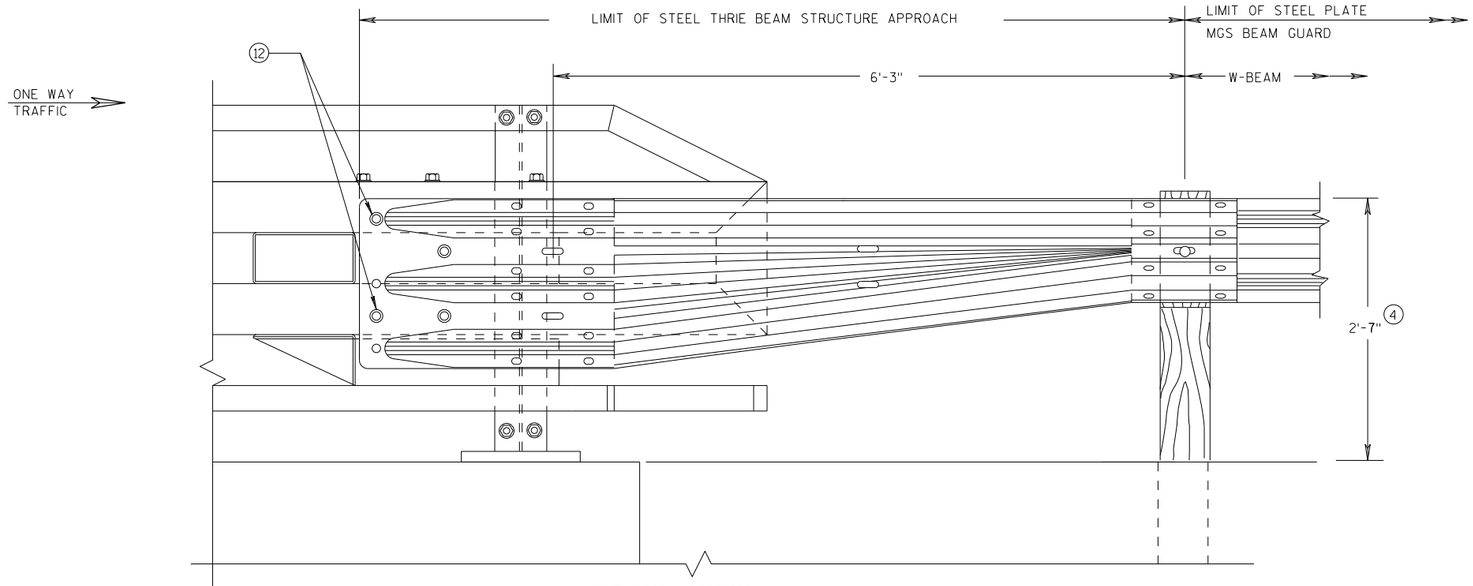
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(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 $\frac{1}{2}$-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
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS

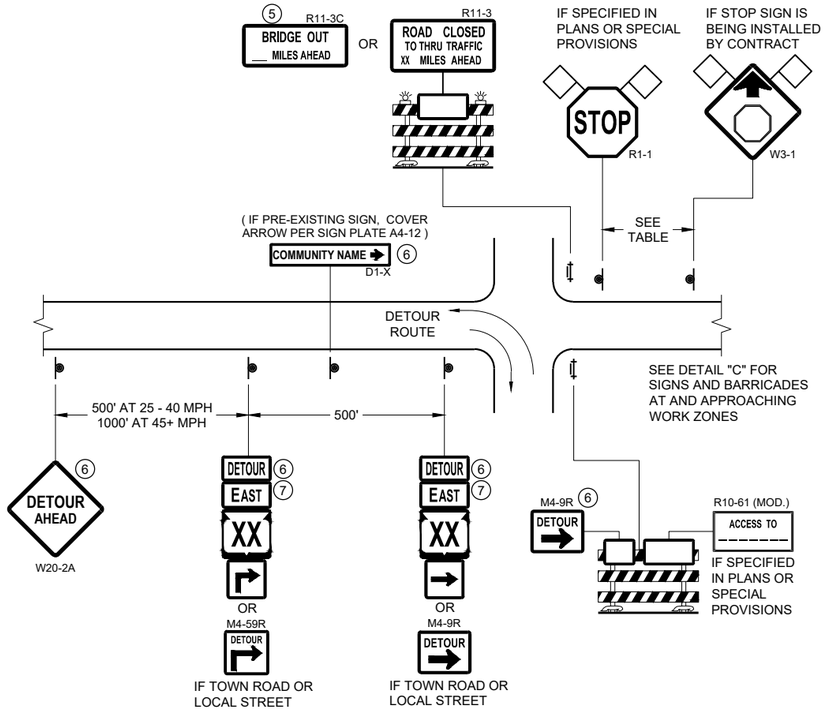
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S.D.D. 14 B 45-5L

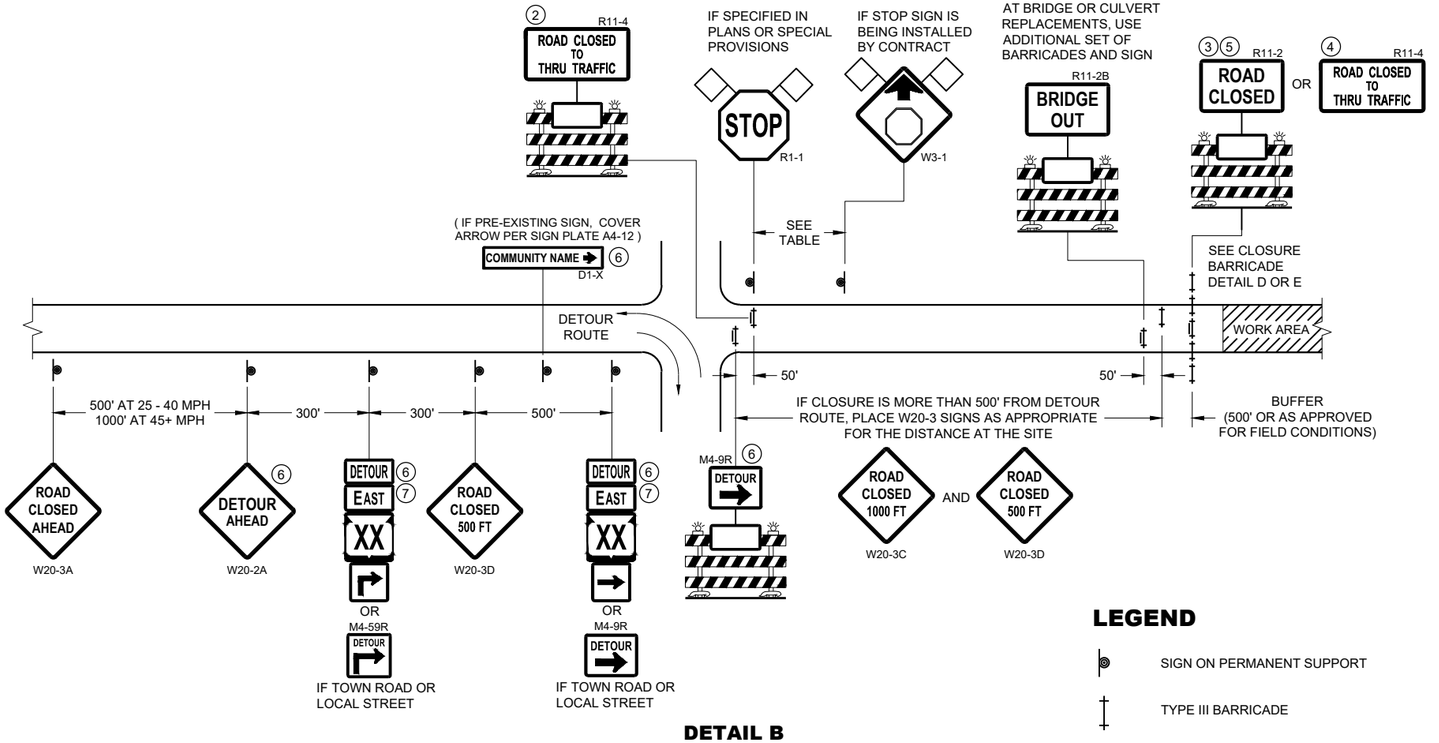
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S.D.D. 14 B 45-5L



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



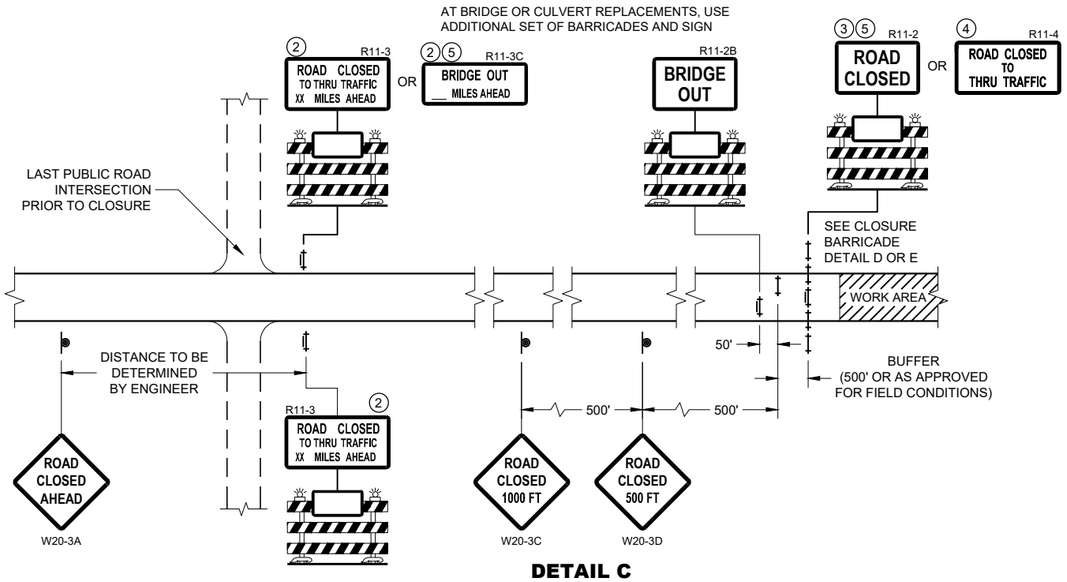
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

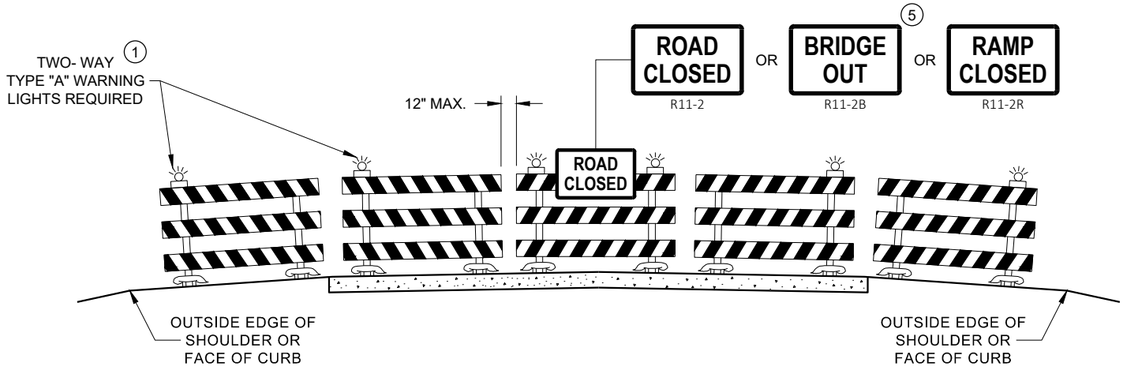
FHWA

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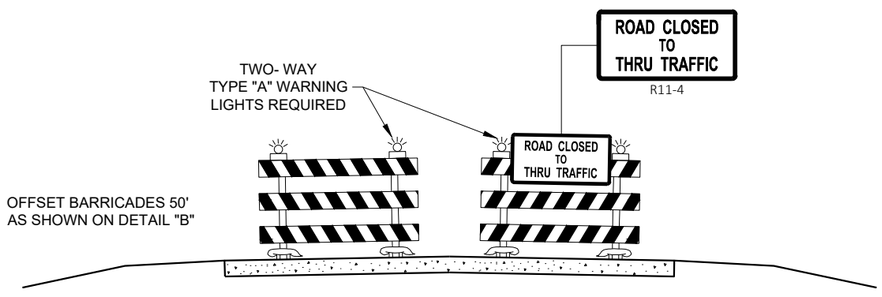
SDD 15C02 - 09a

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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

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4 | OR | XX — M1 - 6 | OR | COUNTY X — M1 - 5A
- M05 - 1 | OR | M06 - 1 | OR | M06 - 1

GENERAL NOTES

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

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. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR 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.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

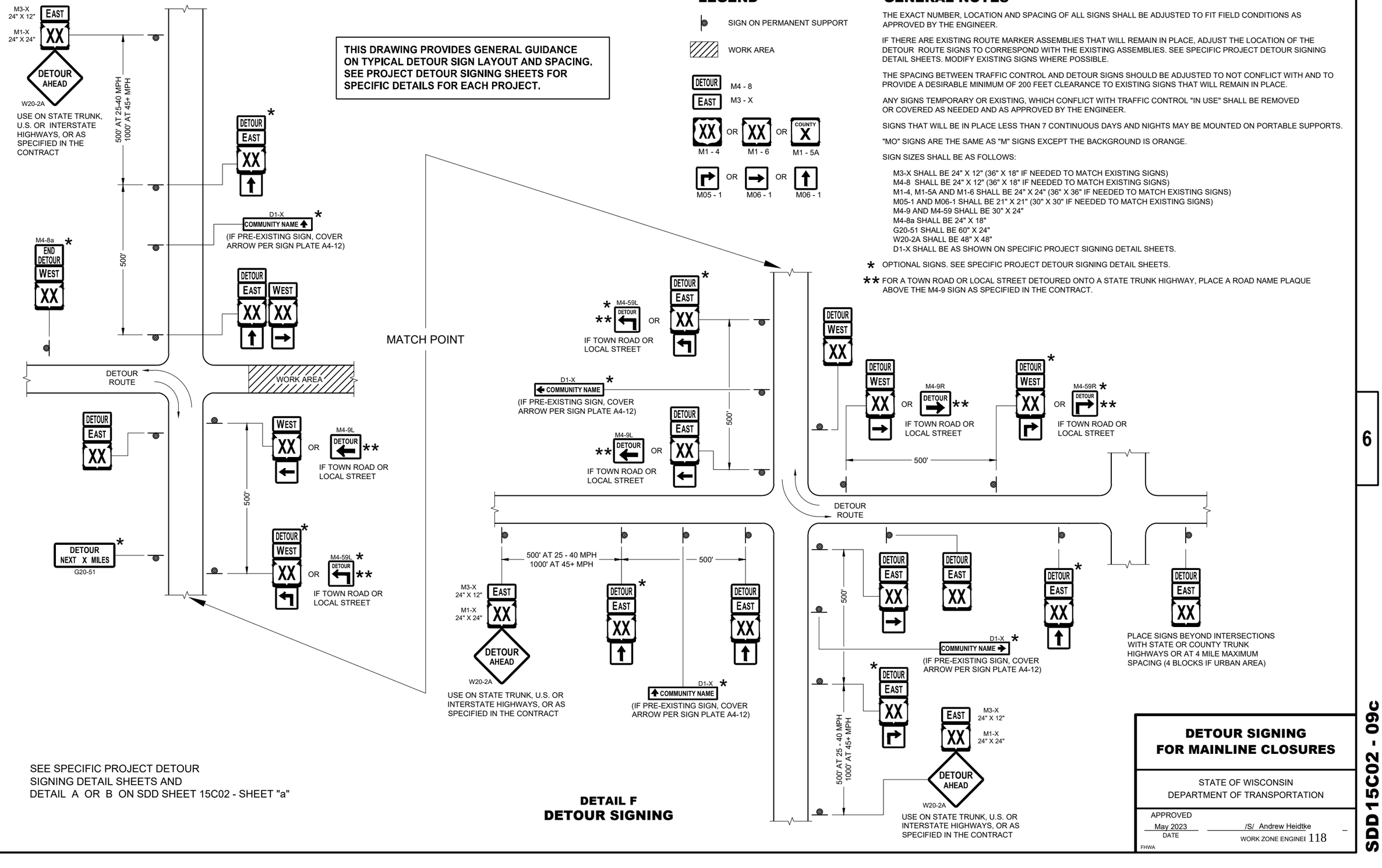
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- 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)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

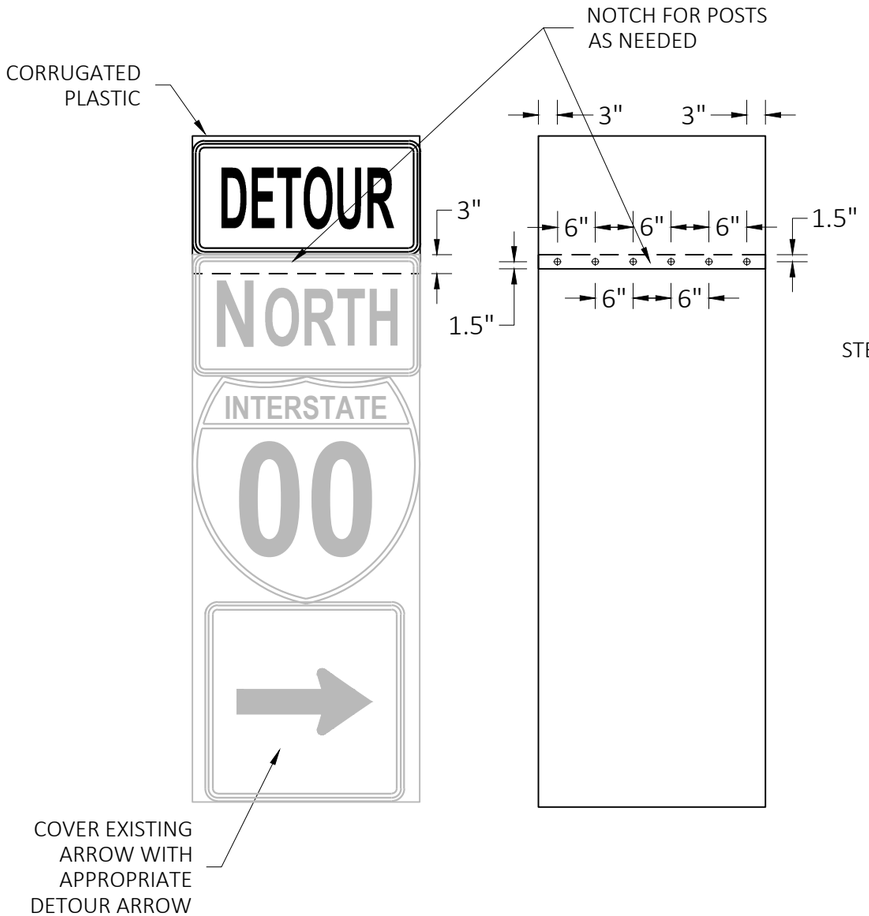
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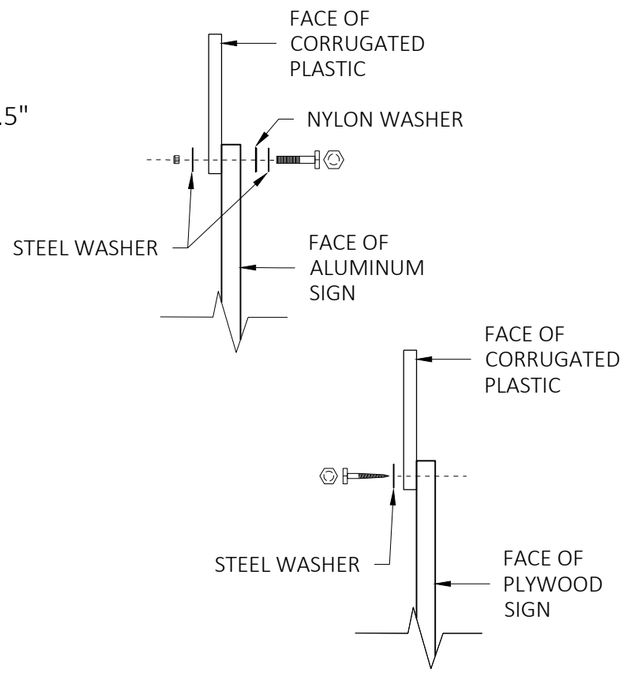
SDD 15C02 - 09c

FRONT SIDE

BACK SIDE

SIDE VIEW





GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1-1/4" O.D. x 3/8" I.D. x .080 NYLON

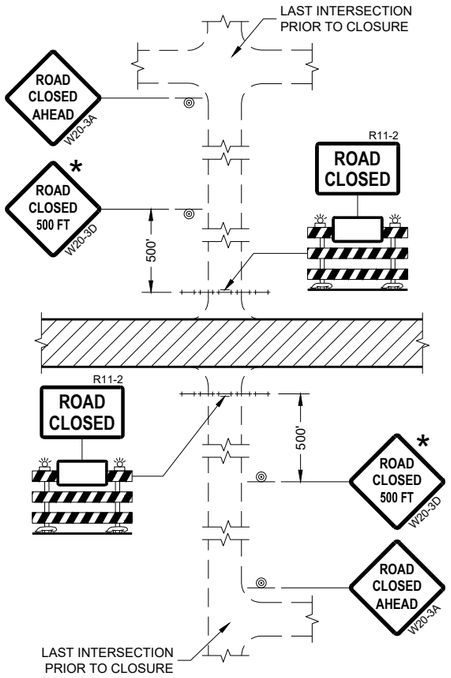
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

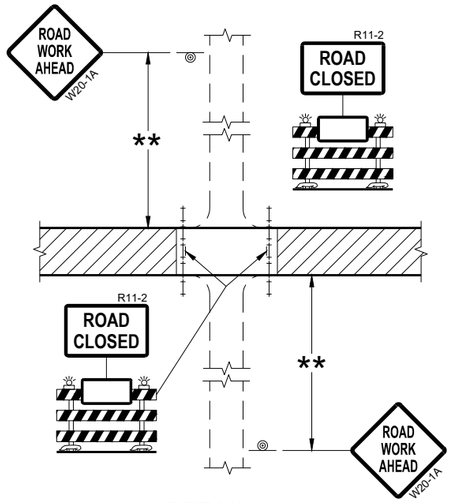
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA

6
SDD 15C02-09h



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

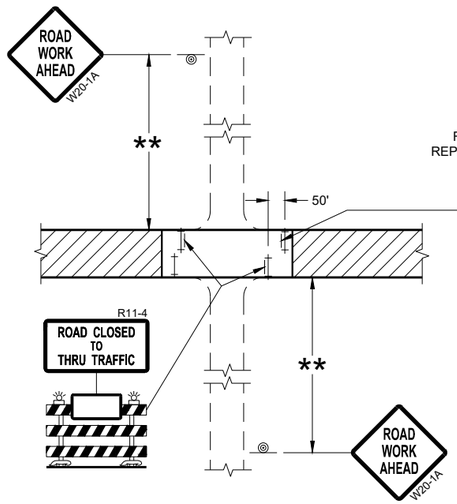
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

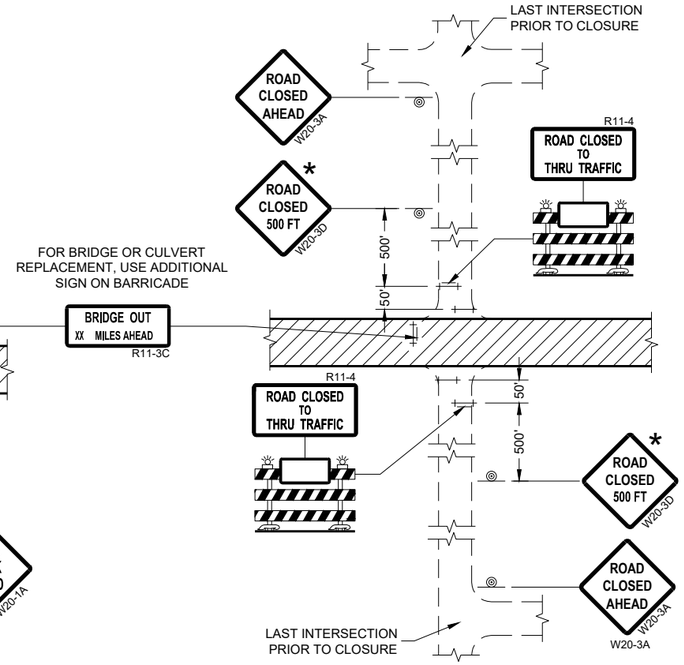
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C03 - 05

GENERAL NOTES

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

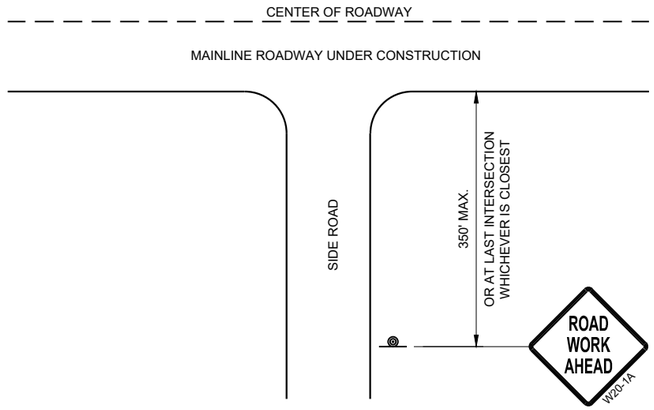
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. 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.



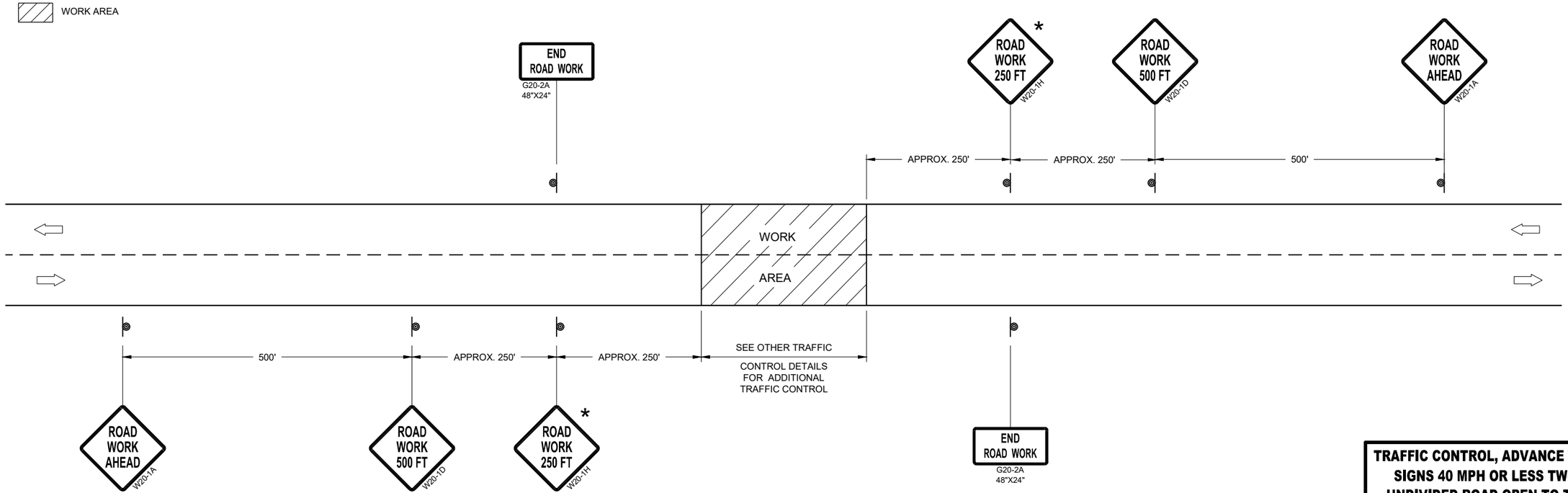
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

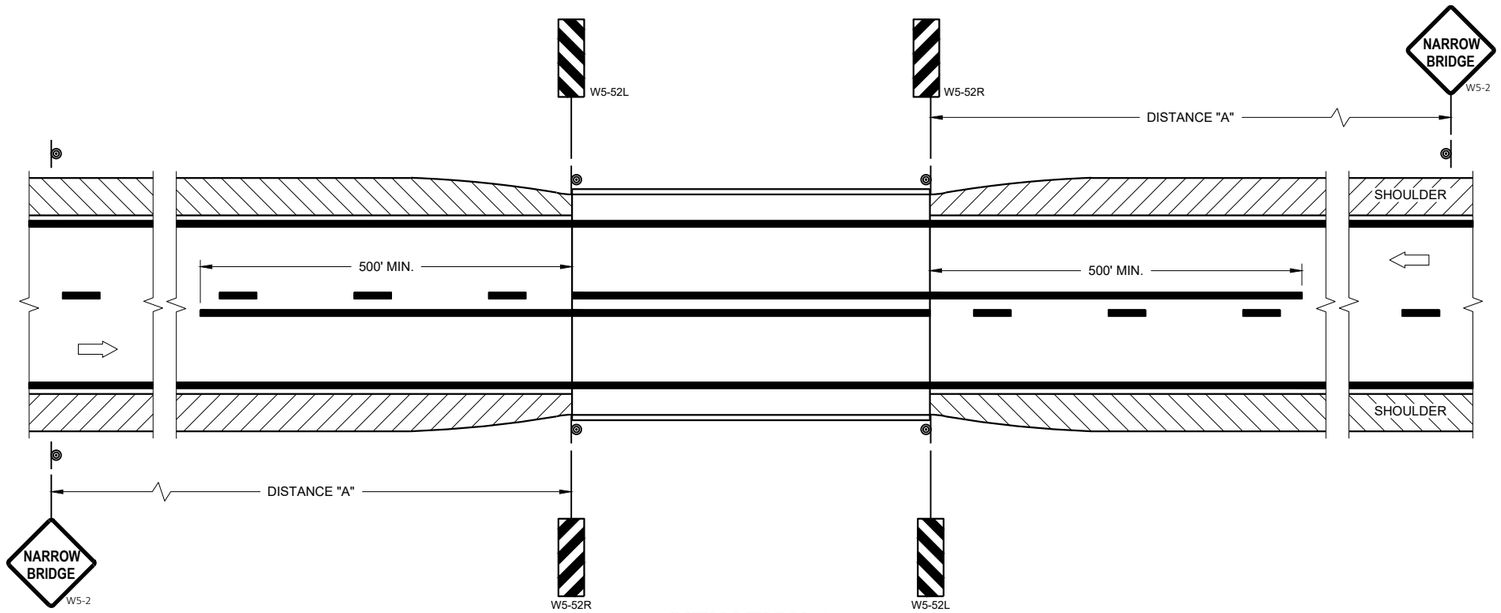
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July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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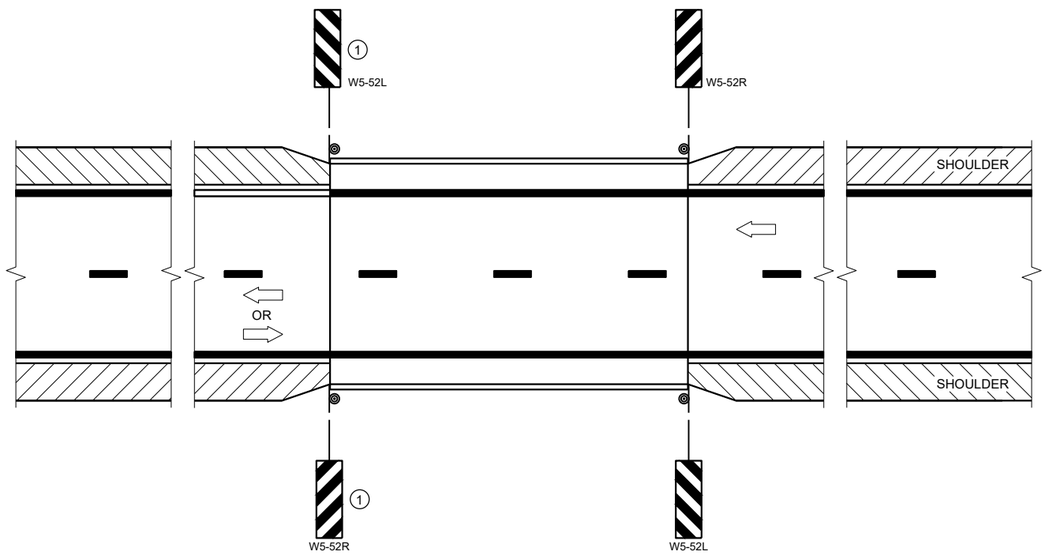
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SDD 15C05 - 05



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2

WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

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

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

SIGNING AND MARKING FOR TWO LANE BRIDGES

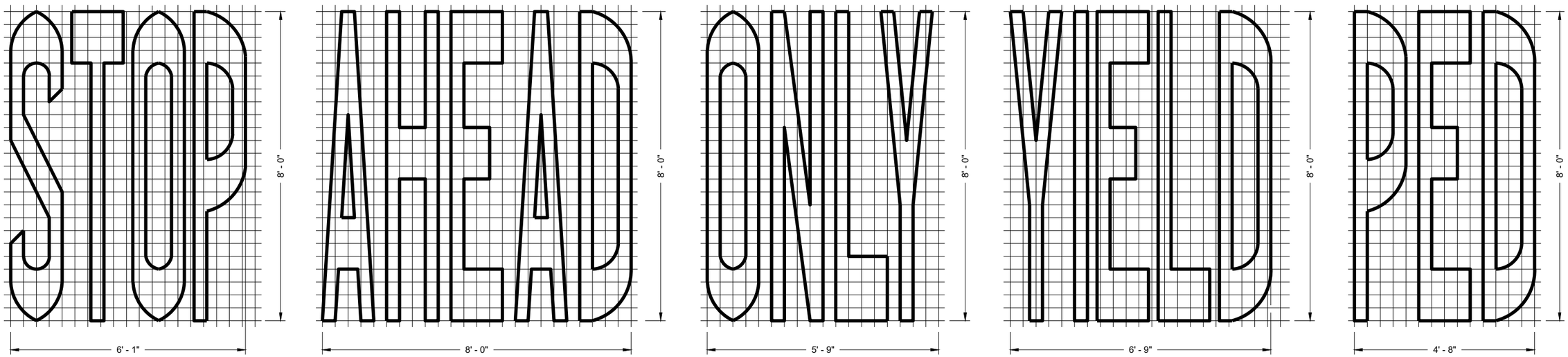
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

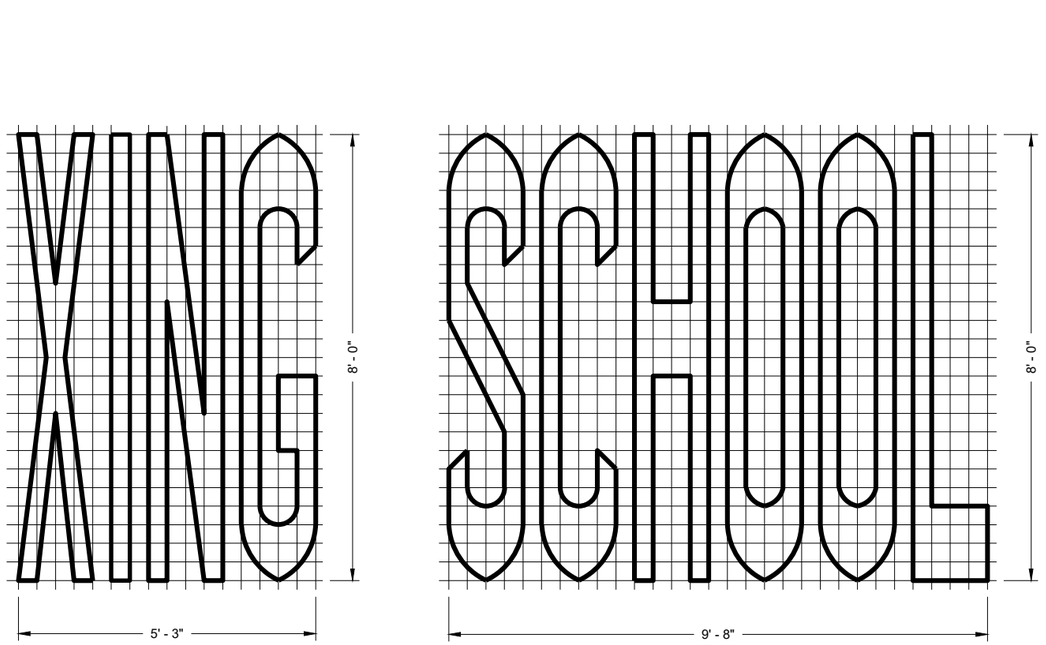
APPROVED
May 2023
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAF ENGINEER

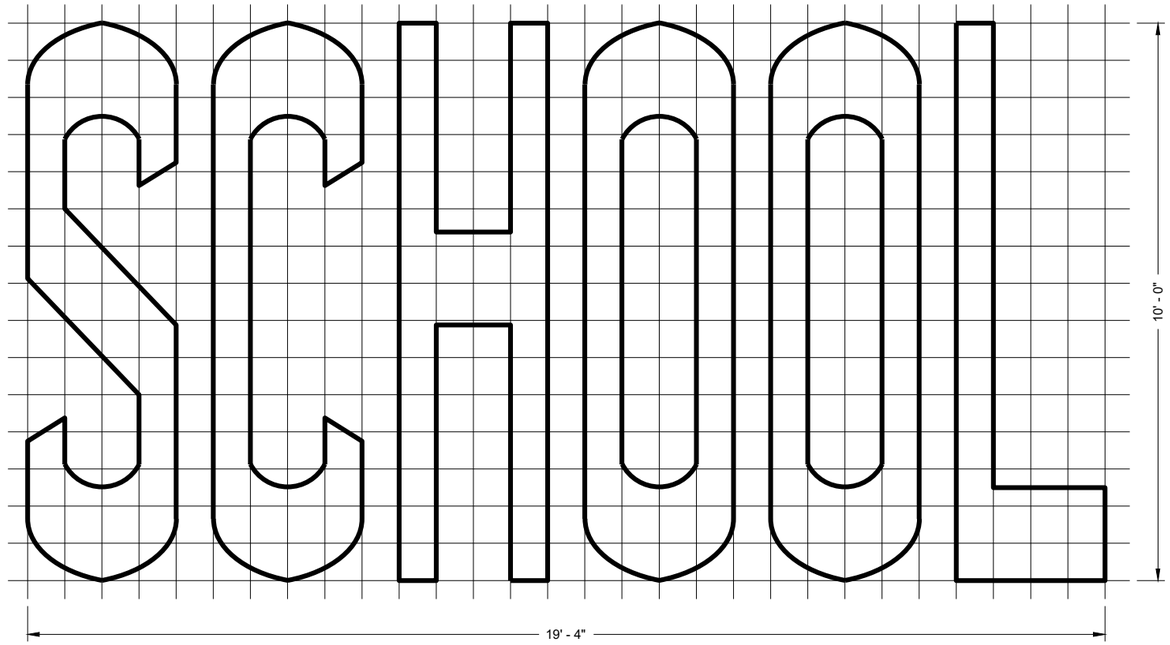
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SDD 15C06-12





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
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APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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SDD 15C07 - 15b

6

SDD 15C07 - 15b

* 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

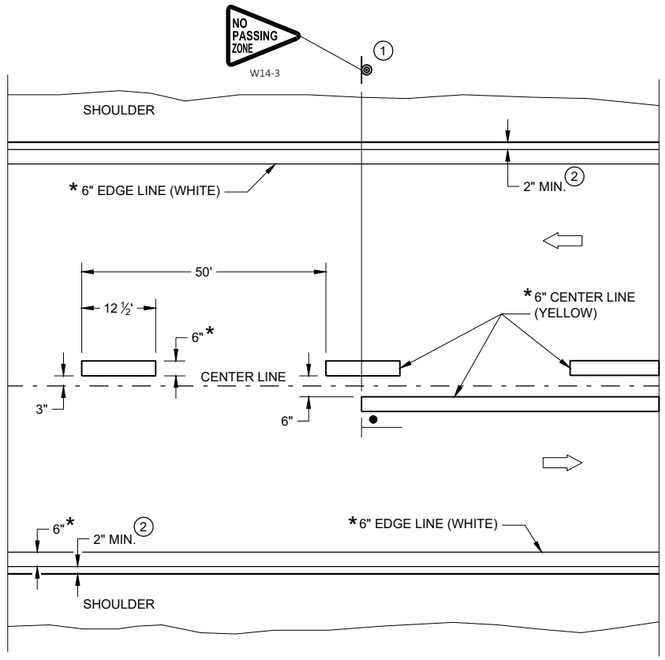
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

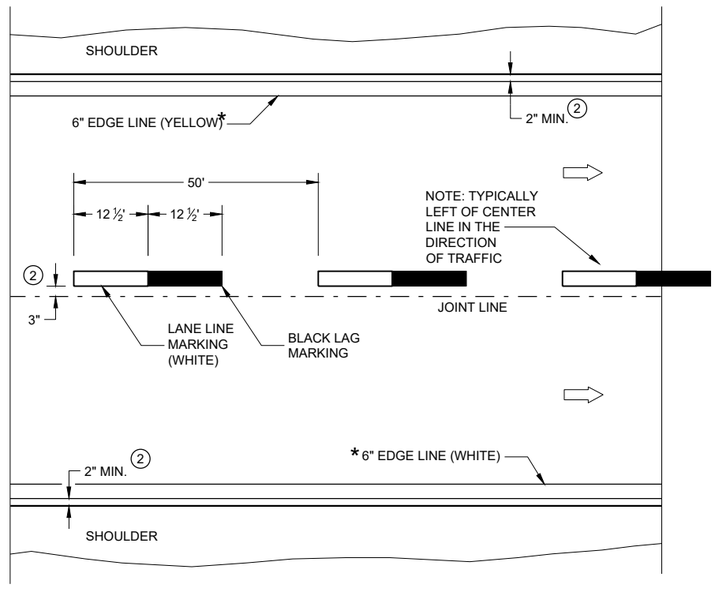
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

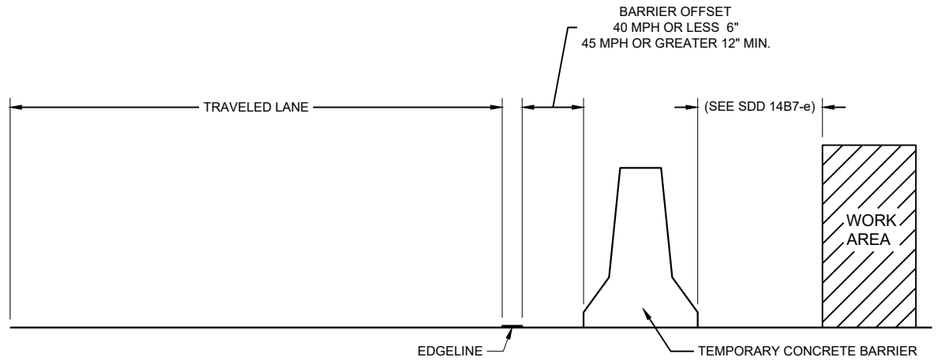
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APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER
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SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

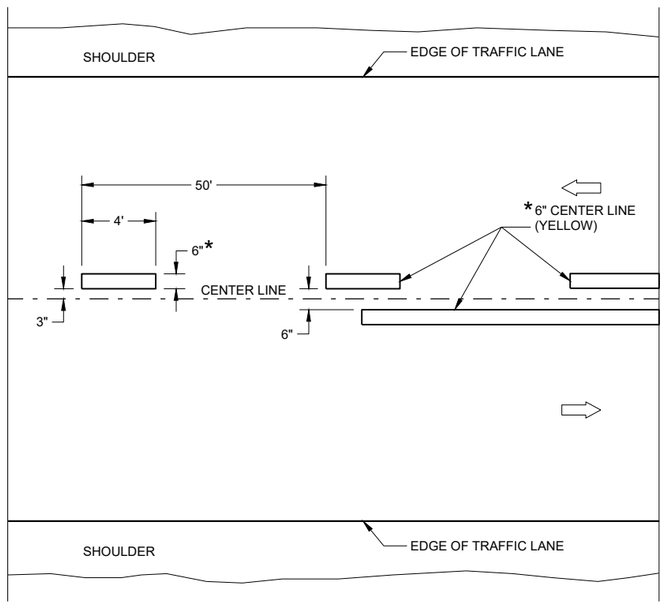
GENERAL NOTES

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

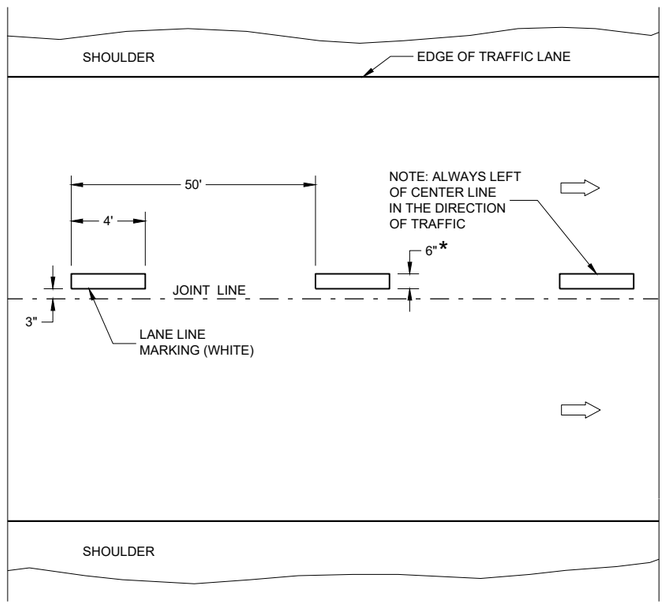
LEGEND

⇨ DIRECTION OF TRAFFIC

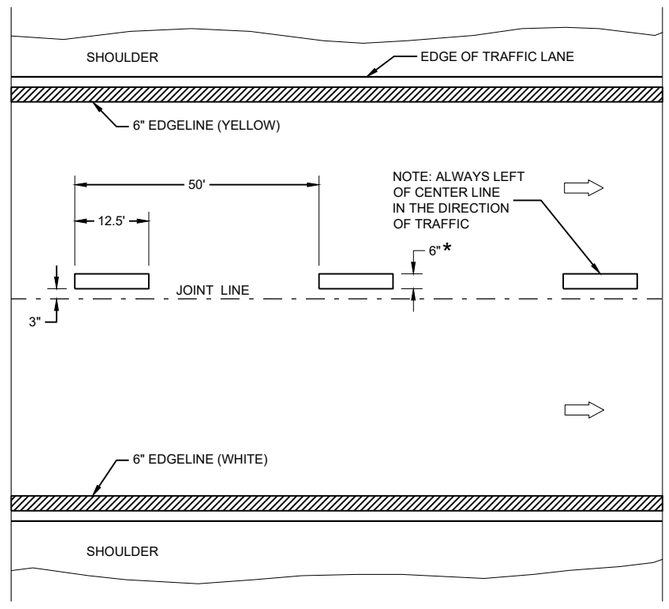
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
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May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

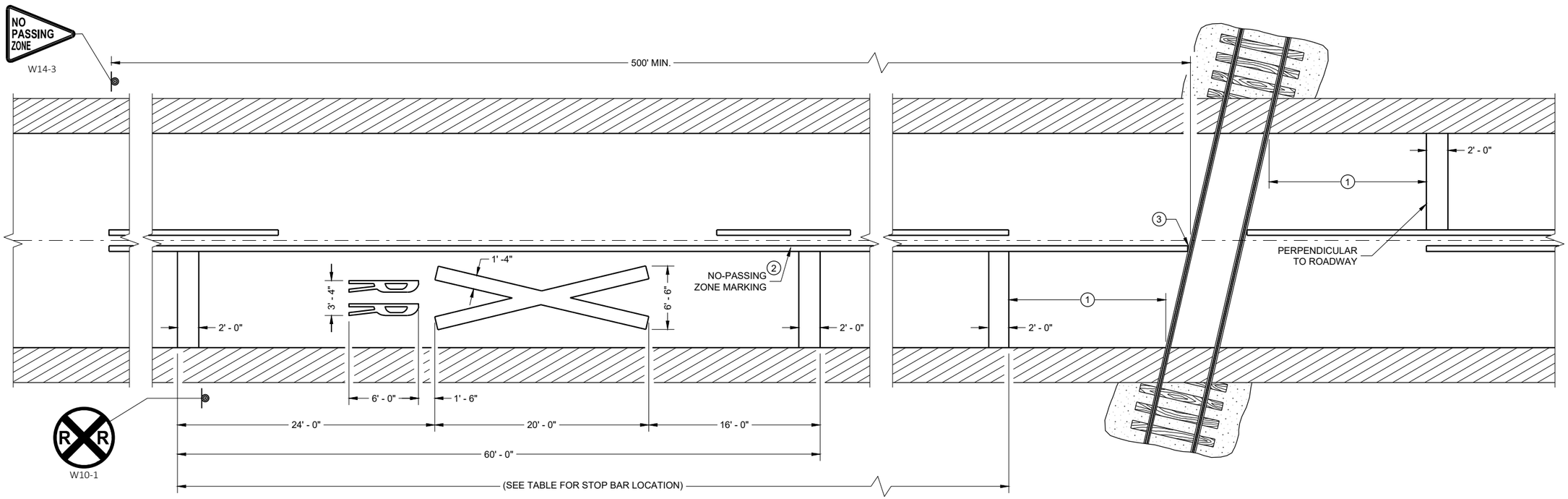
FHWA

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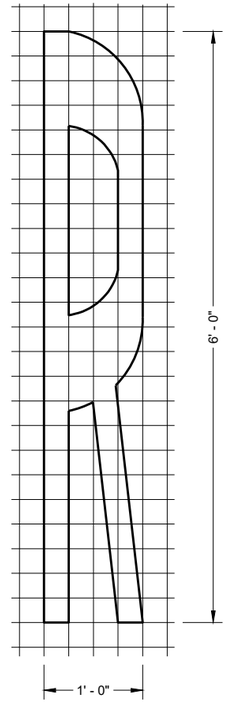
SDD 15C08-23b

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SDD 15C08-23b



PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.

(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

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

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

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

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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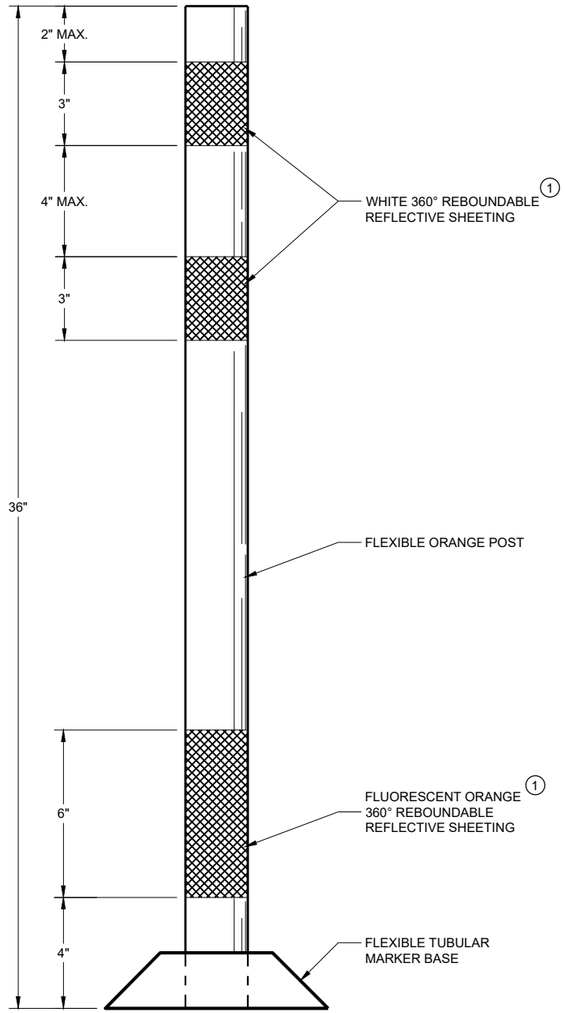
May 2023
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

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SDD 15C09-13a



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 10a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

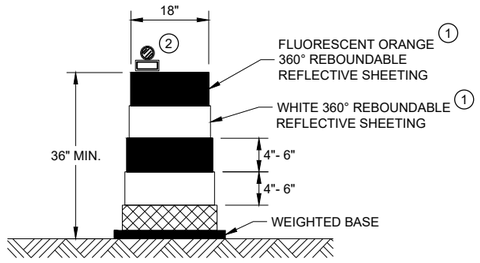
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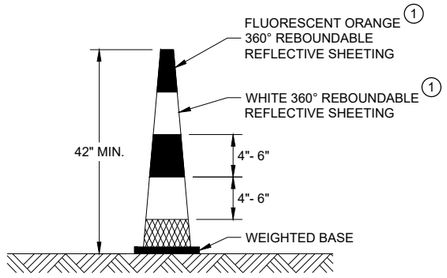
GENERAL NOTES

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

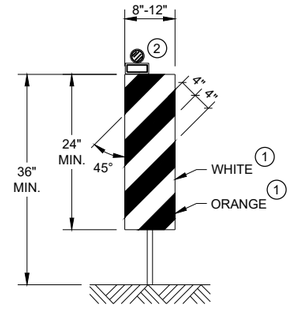
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

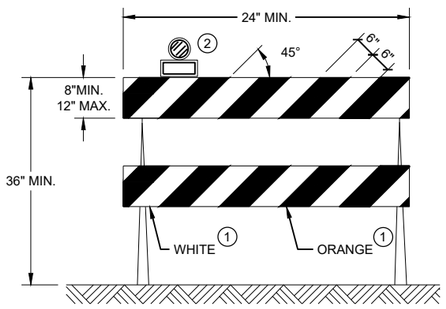
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



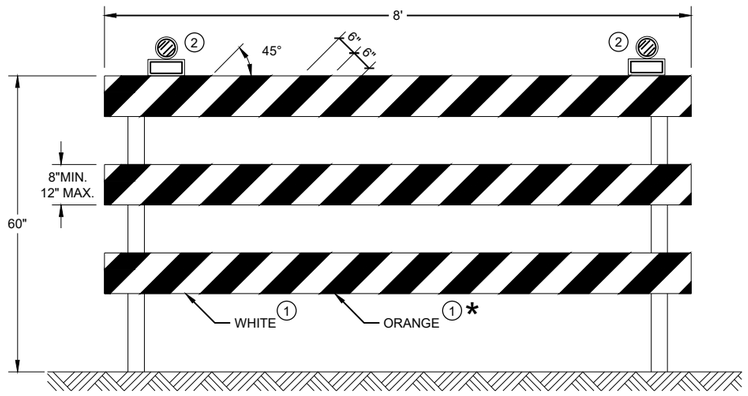
VERTICAL PANEL

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

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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.

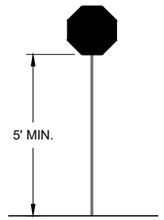
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

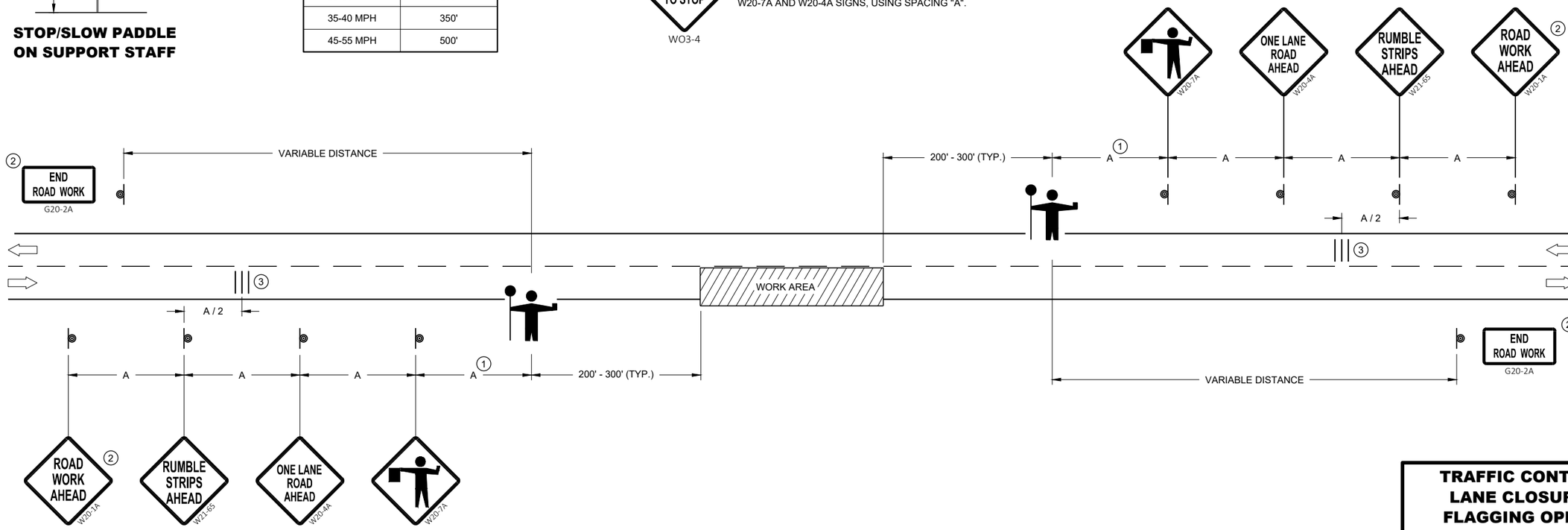
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

SDD 15C12 - 09a

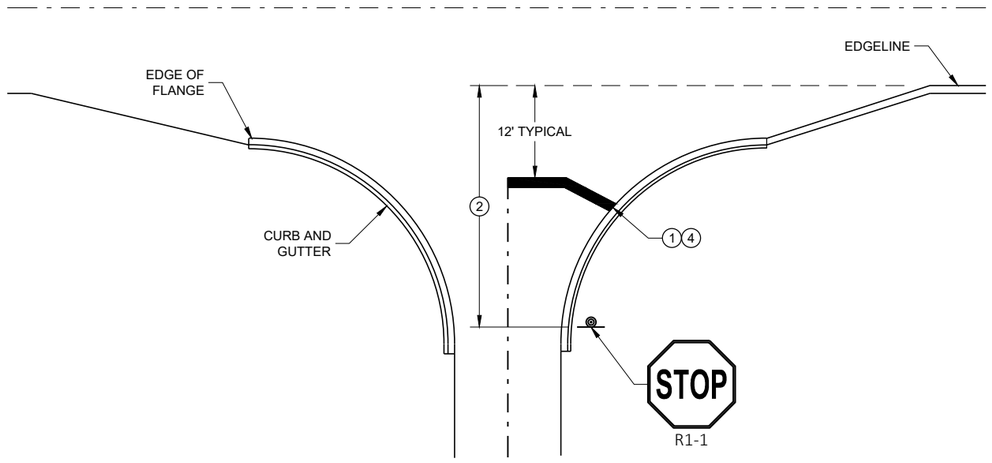
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SDD 15C12 - 09a

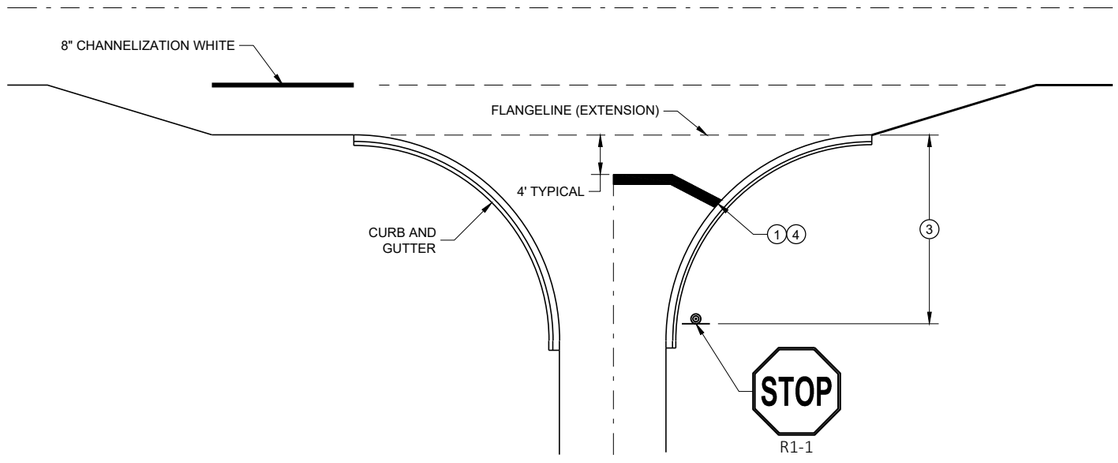
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

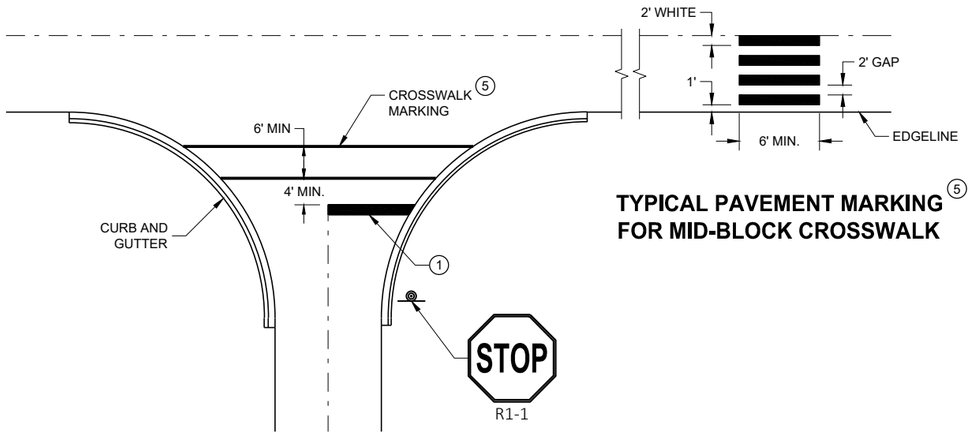
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

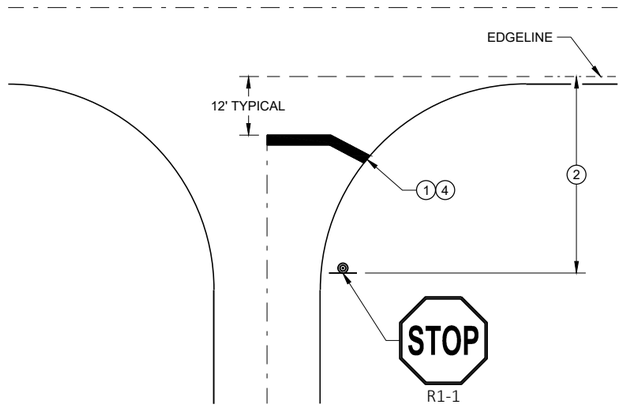


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



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 MAF ENGINEER

FHWA

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SDD 15C33 - 04

LEGEND

SIGN ON PERMANENT SUPPORT

DELINEATOR, FLEXIBLE/TUBULAR MARKER

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

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

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW.



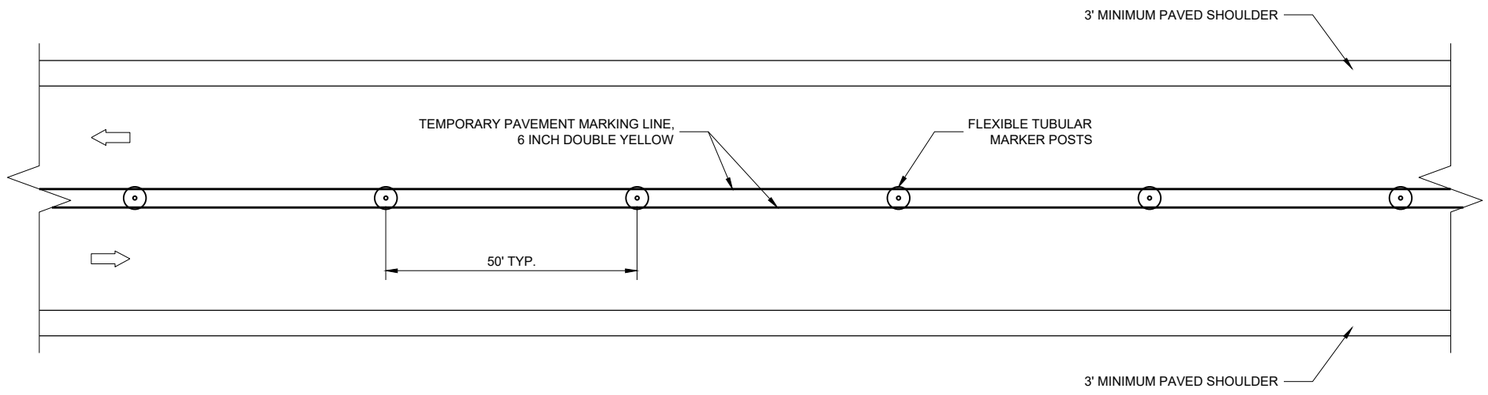
(1)



(2)

(1) THE WO6-3 AND WO57-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND / OR 500 FEET BEYOND ANY SIDE ROAD. THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE WO6-3 AND THE WO57-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN THE SIGNS.

(2) CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



TWO LANE, TWO WAY OPERATION

6

SDD 15D06-06

TRAFFIC CONTROL
TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D06-06

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA



GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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

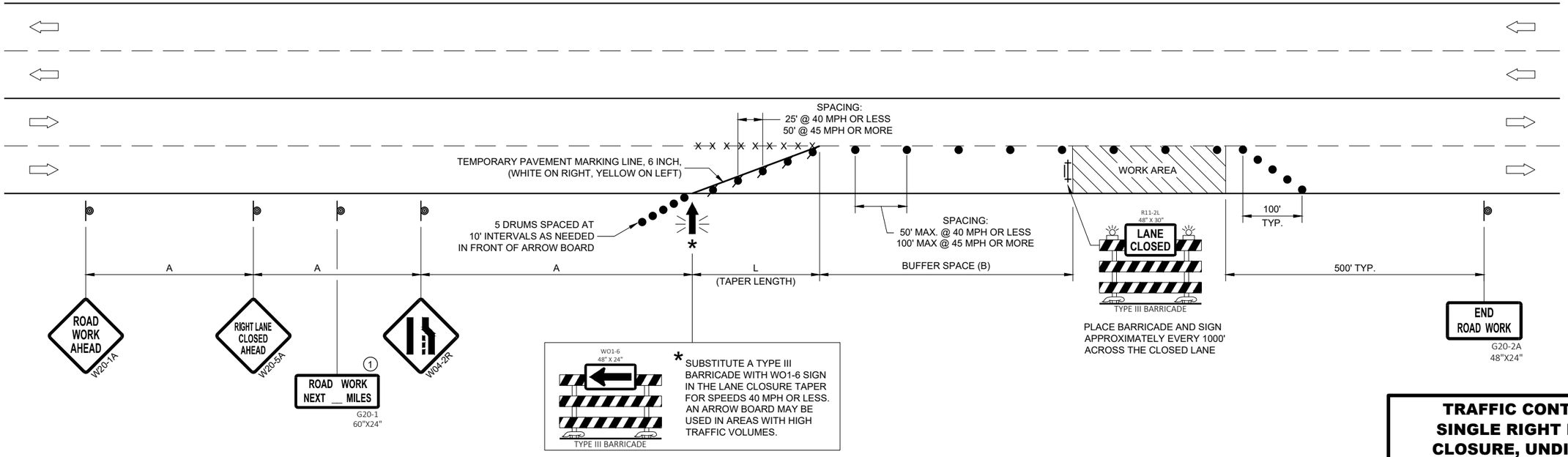
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'





TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-07b

6

SDD 15D20-07b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

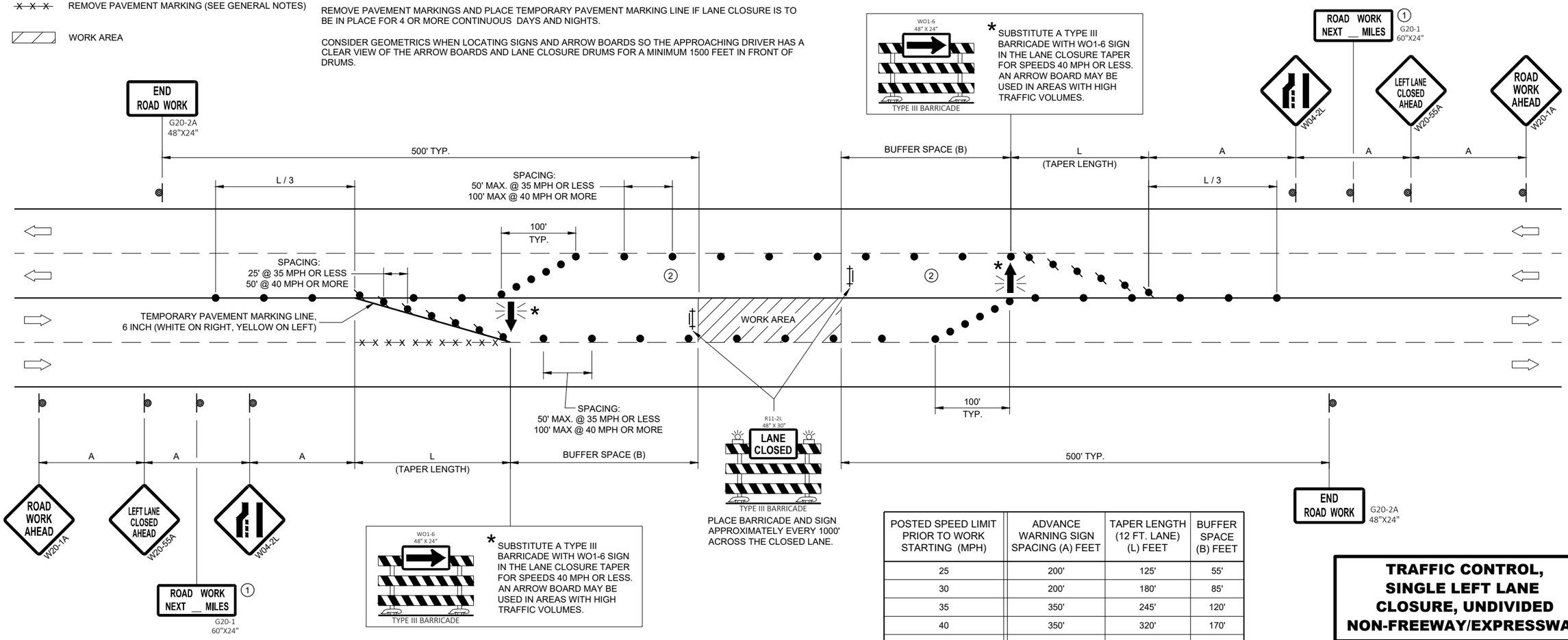
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

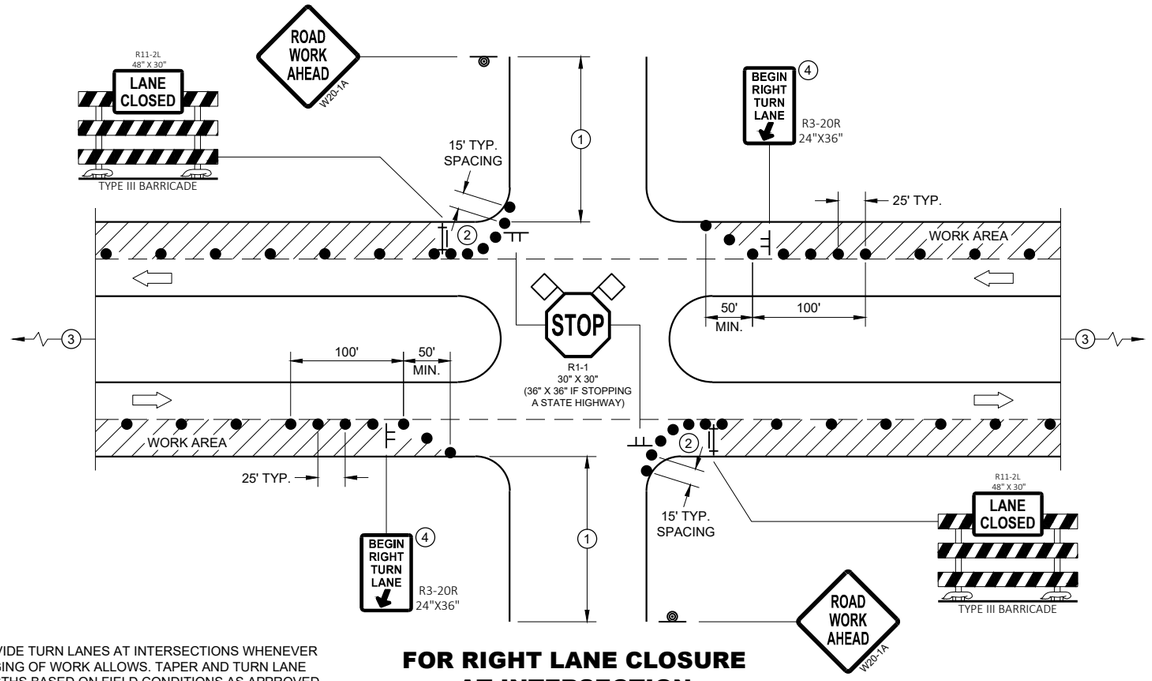
FHWA

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SDD 15D20-07c

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SDD 15D20-07c



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

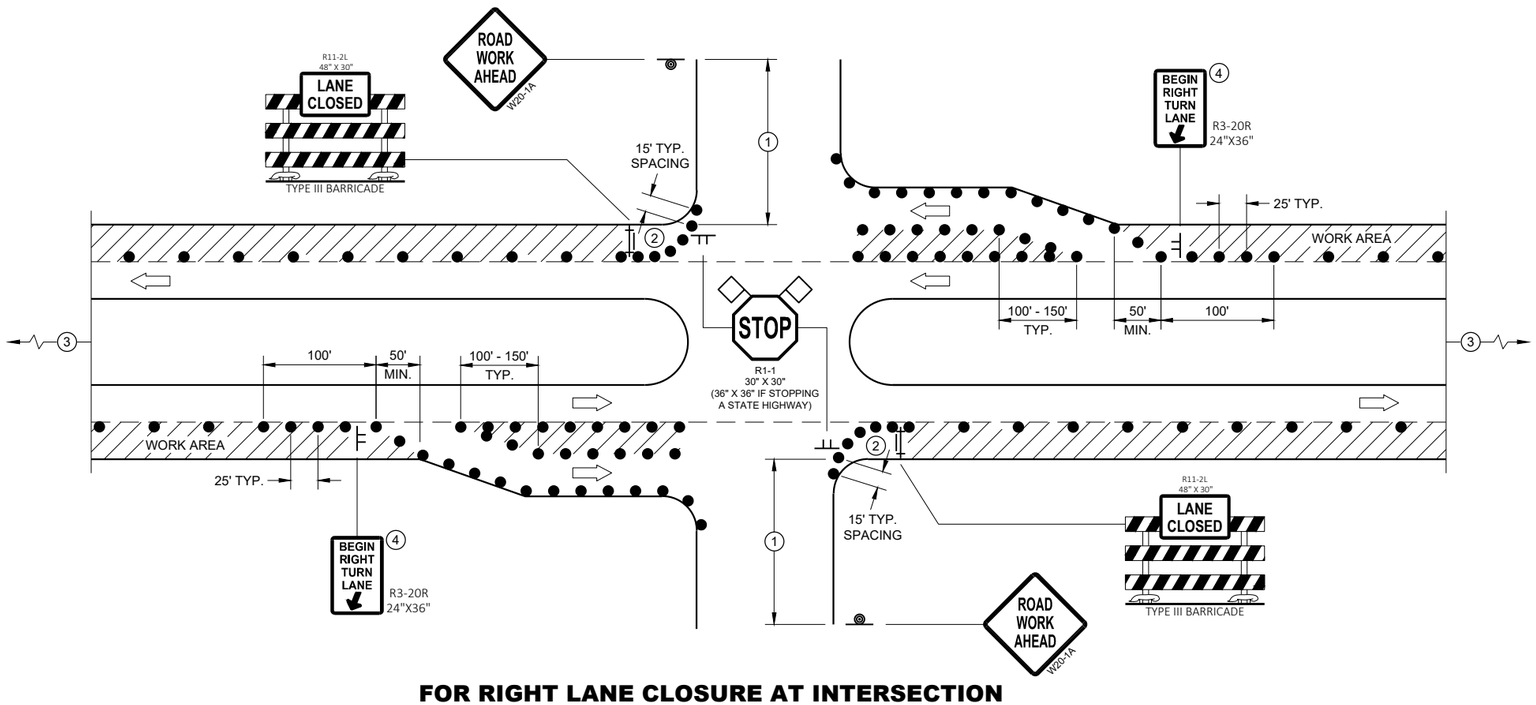
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

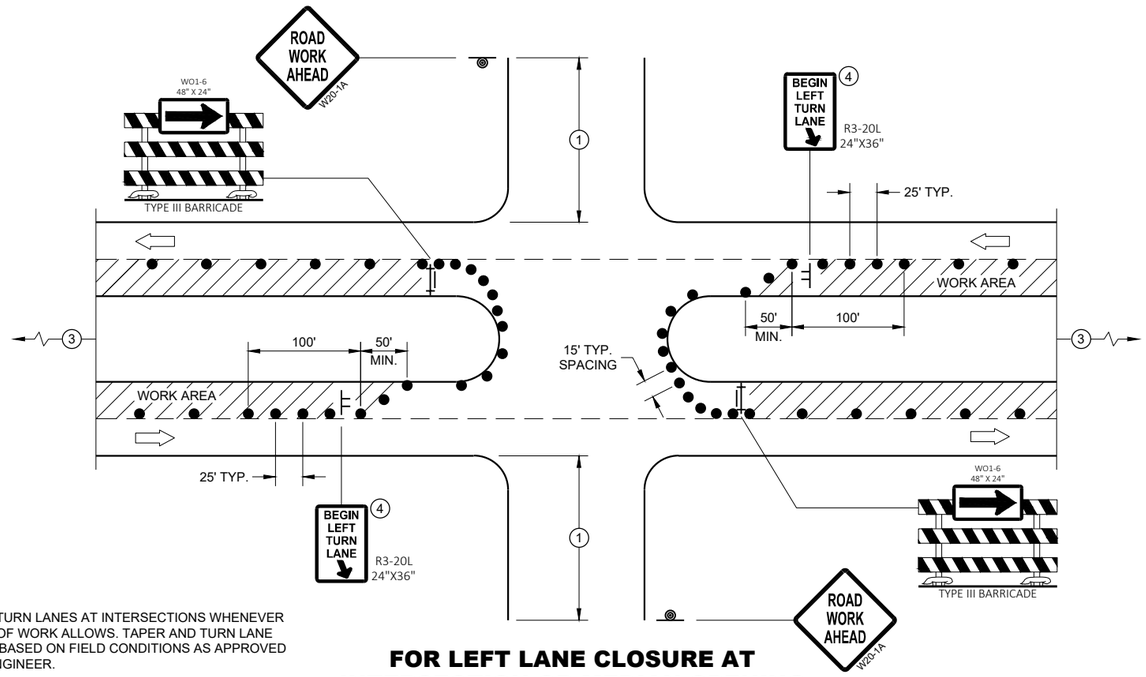
LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

SDD 15D21 - 07a

6



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

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

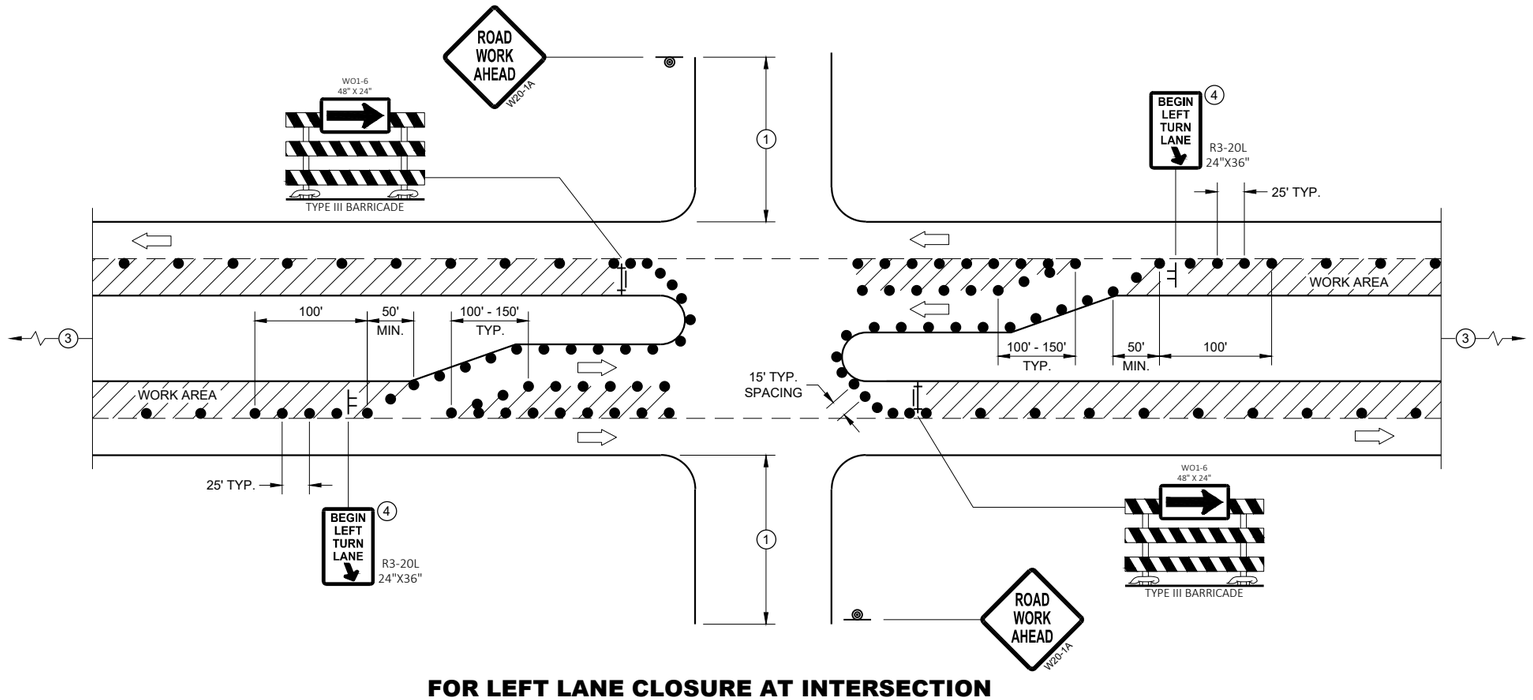
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(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

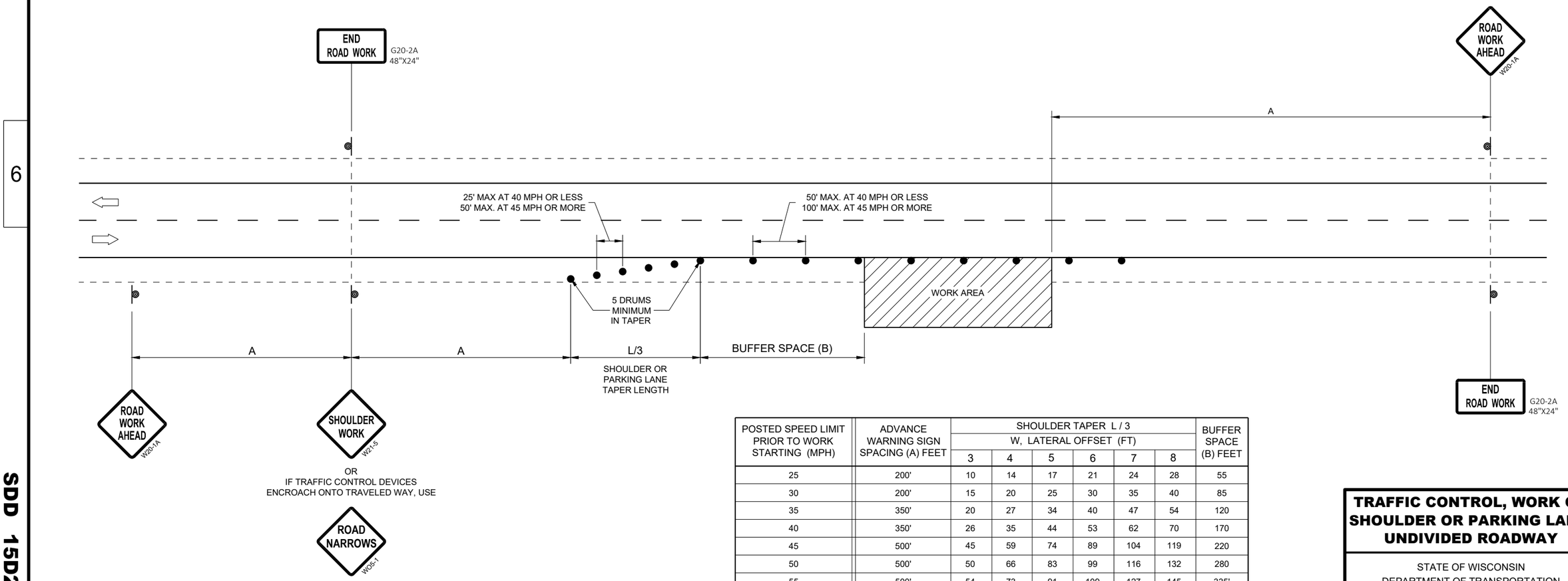
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

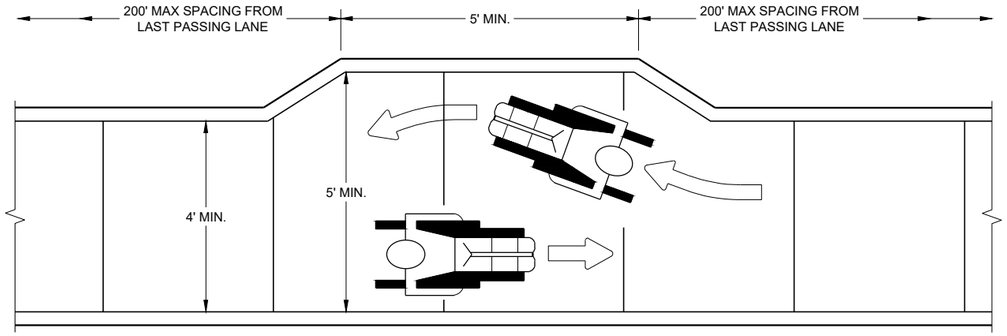
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

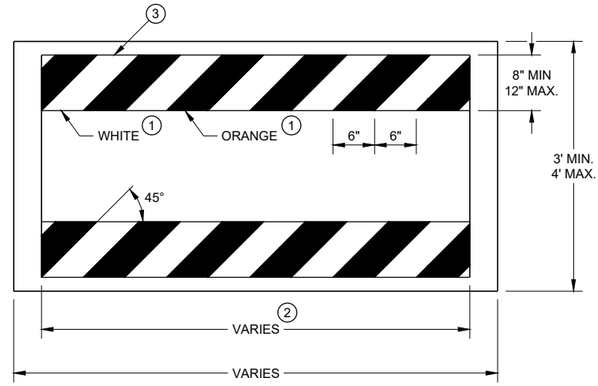
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

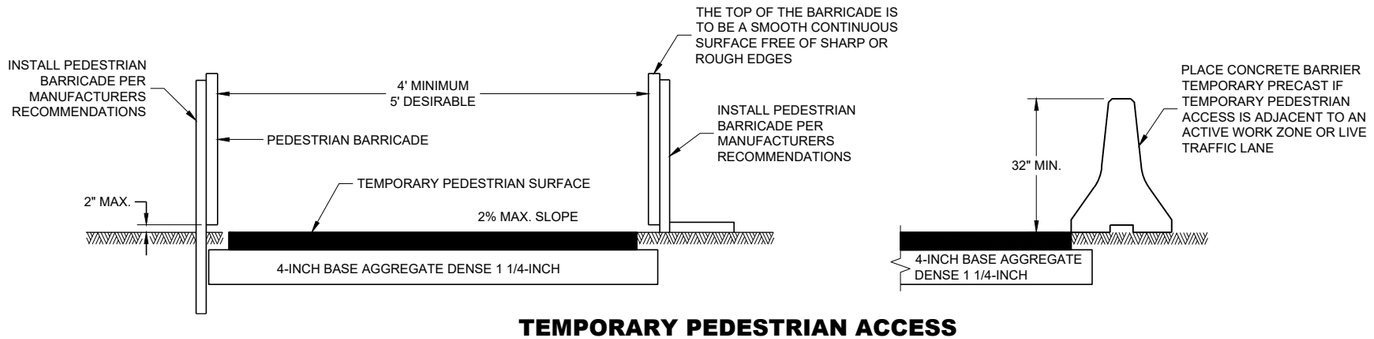
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

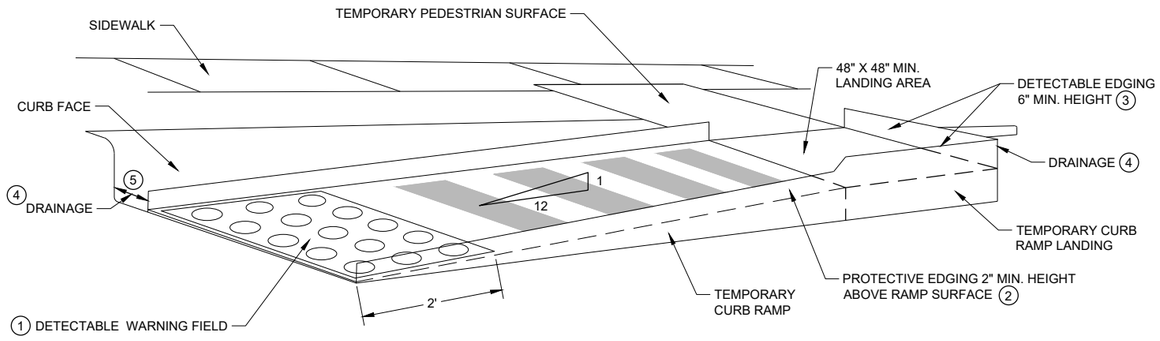
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SDD 15D30 - 09a

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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

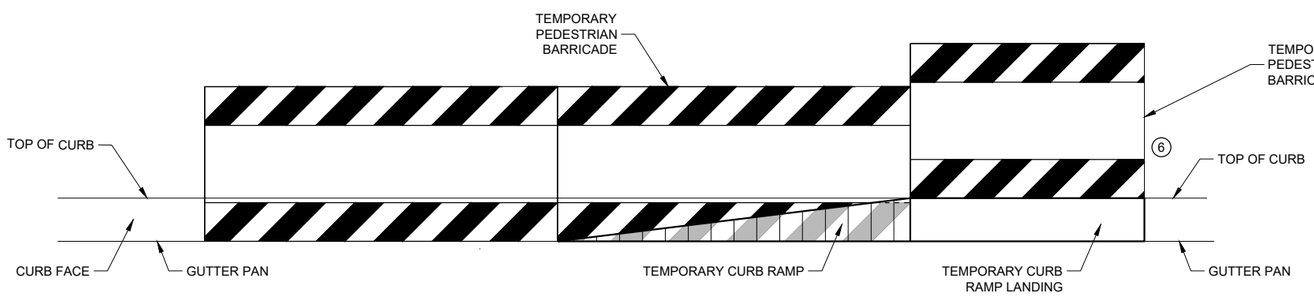
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

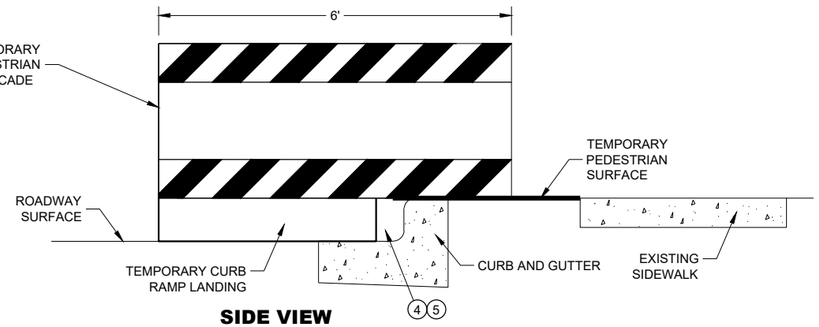
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 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

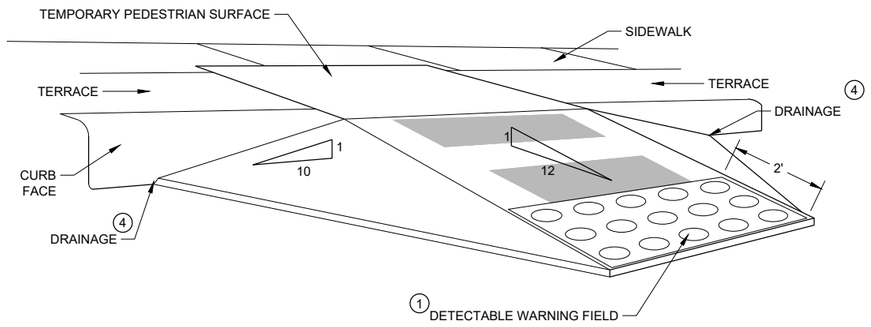
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

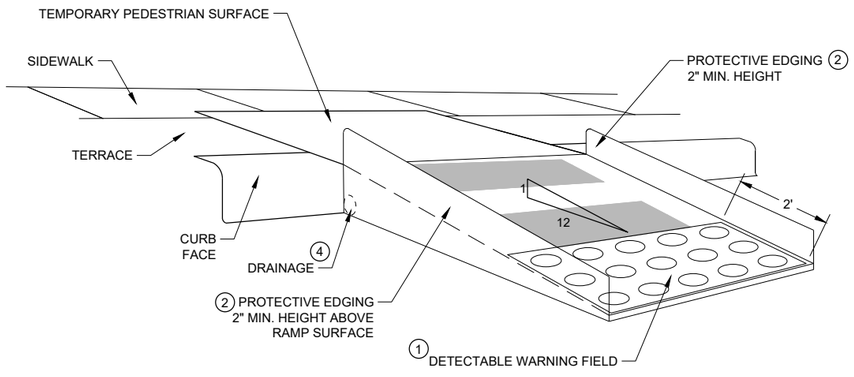
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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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.

GENERAL NOTES

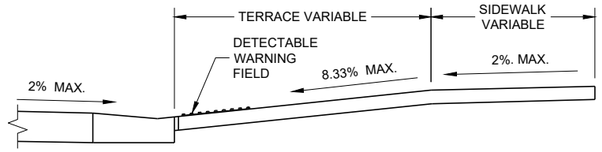
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

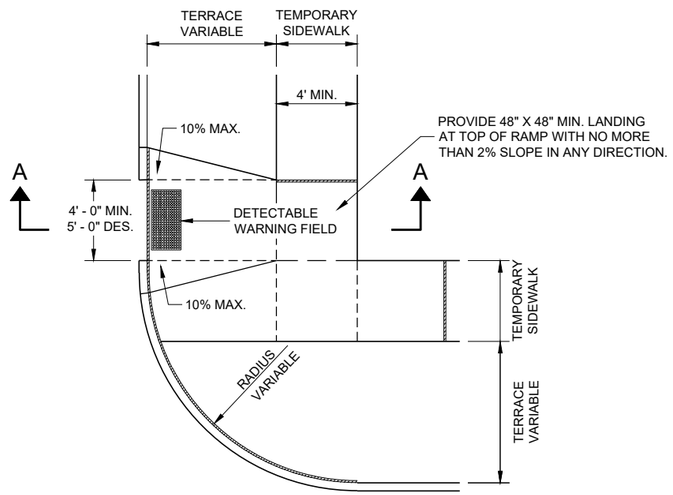
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(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

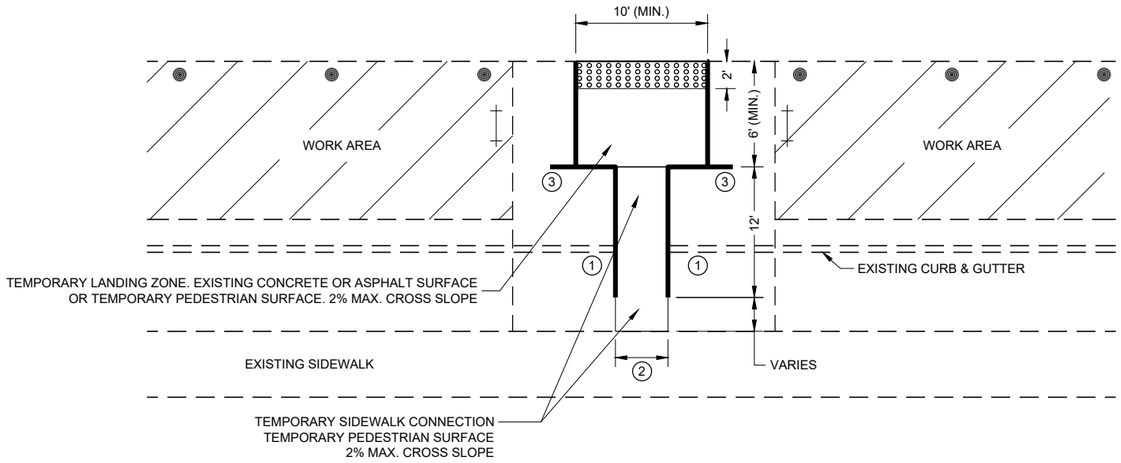
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

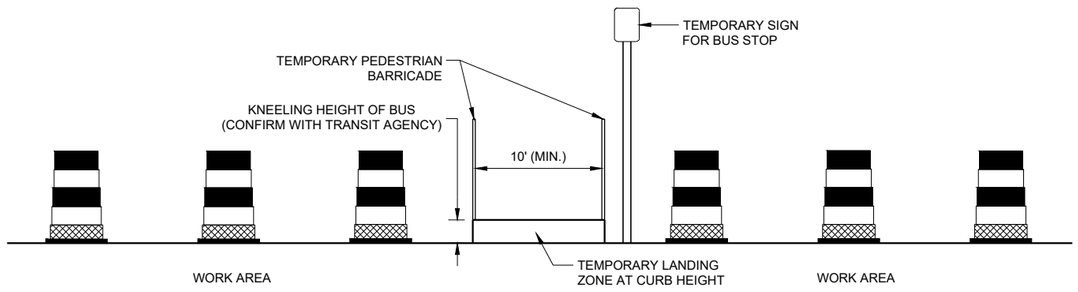
FHWA

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

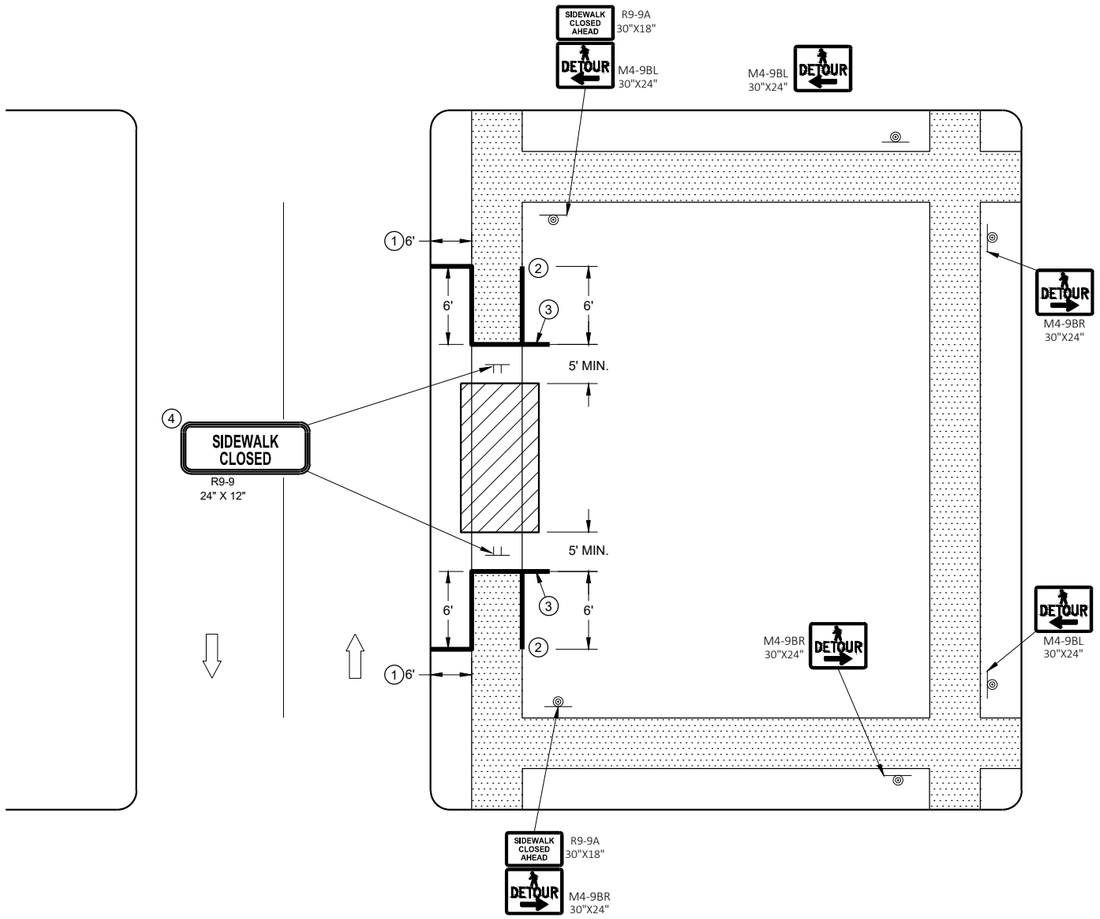
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 15D30 - 09e

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 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.

SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09f

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

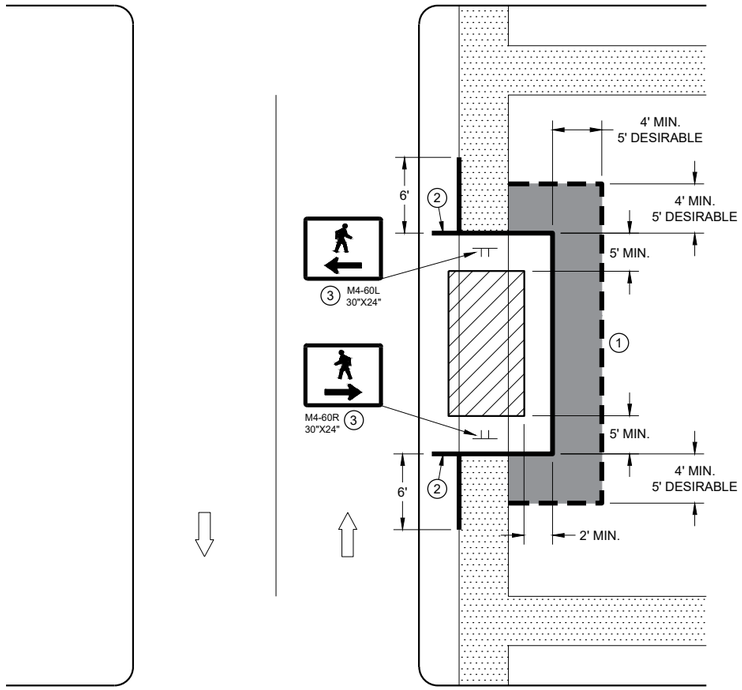
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 09g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

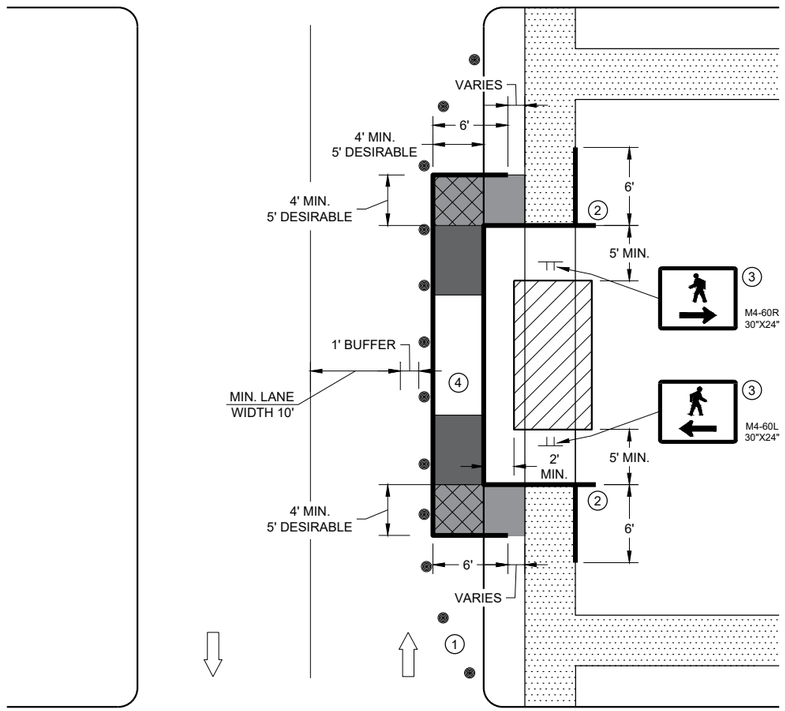
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

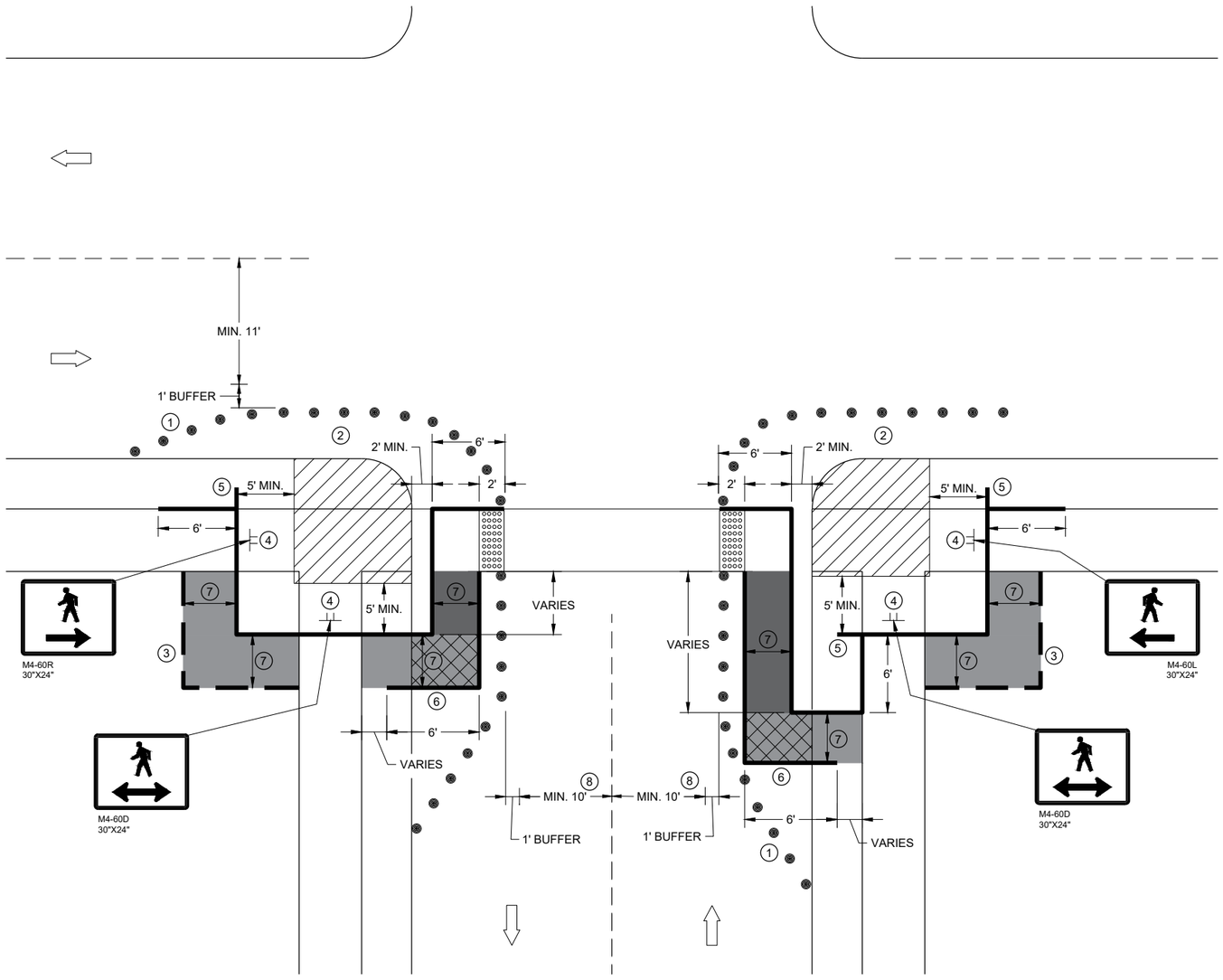
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09h

6

SDD 15D30 - 09h



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.

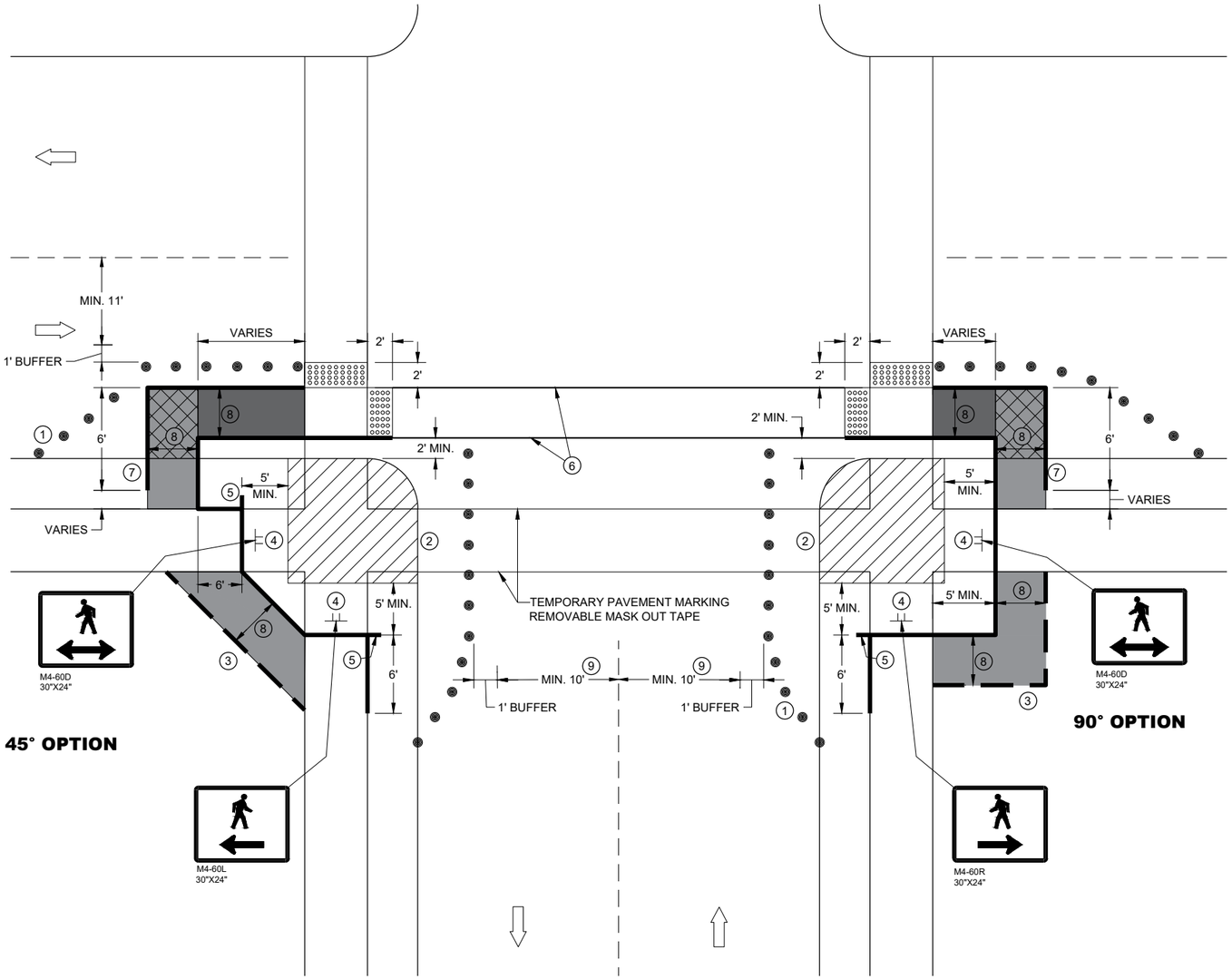
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE 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

6
SDD 15D30 - 09i



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

6

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09j

LEGEND

SIGN ON PERMANENT SUPPORT

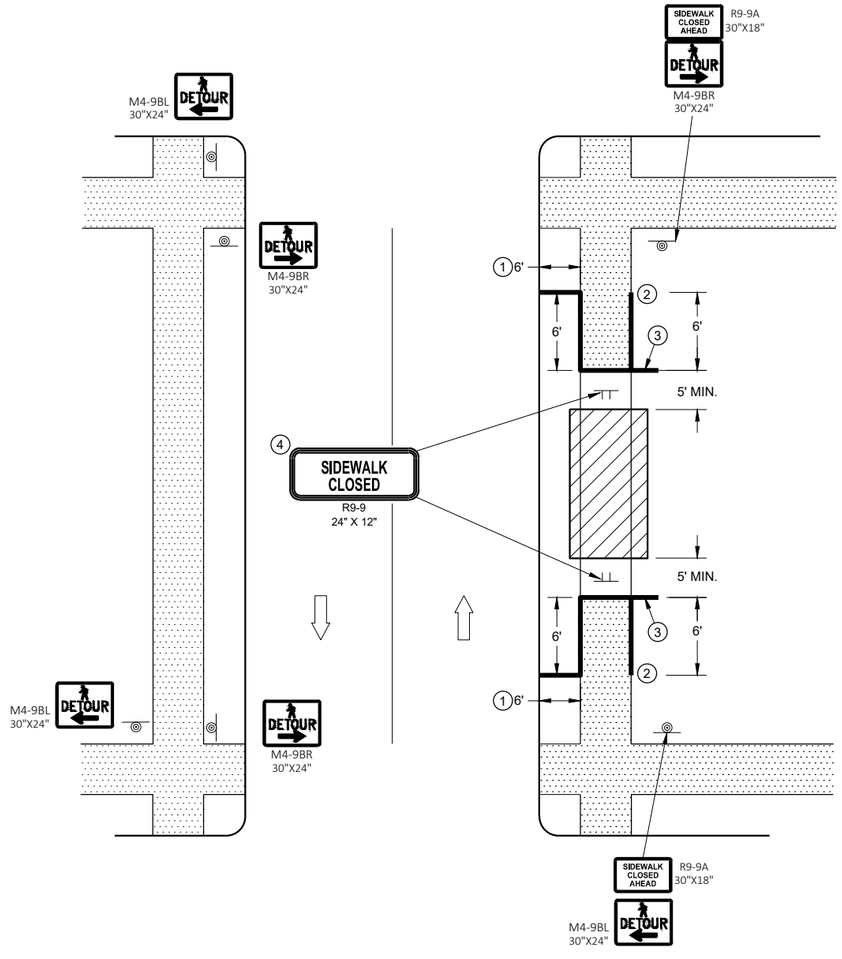
SIGN ON TEMPORARY SUPPORT

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.

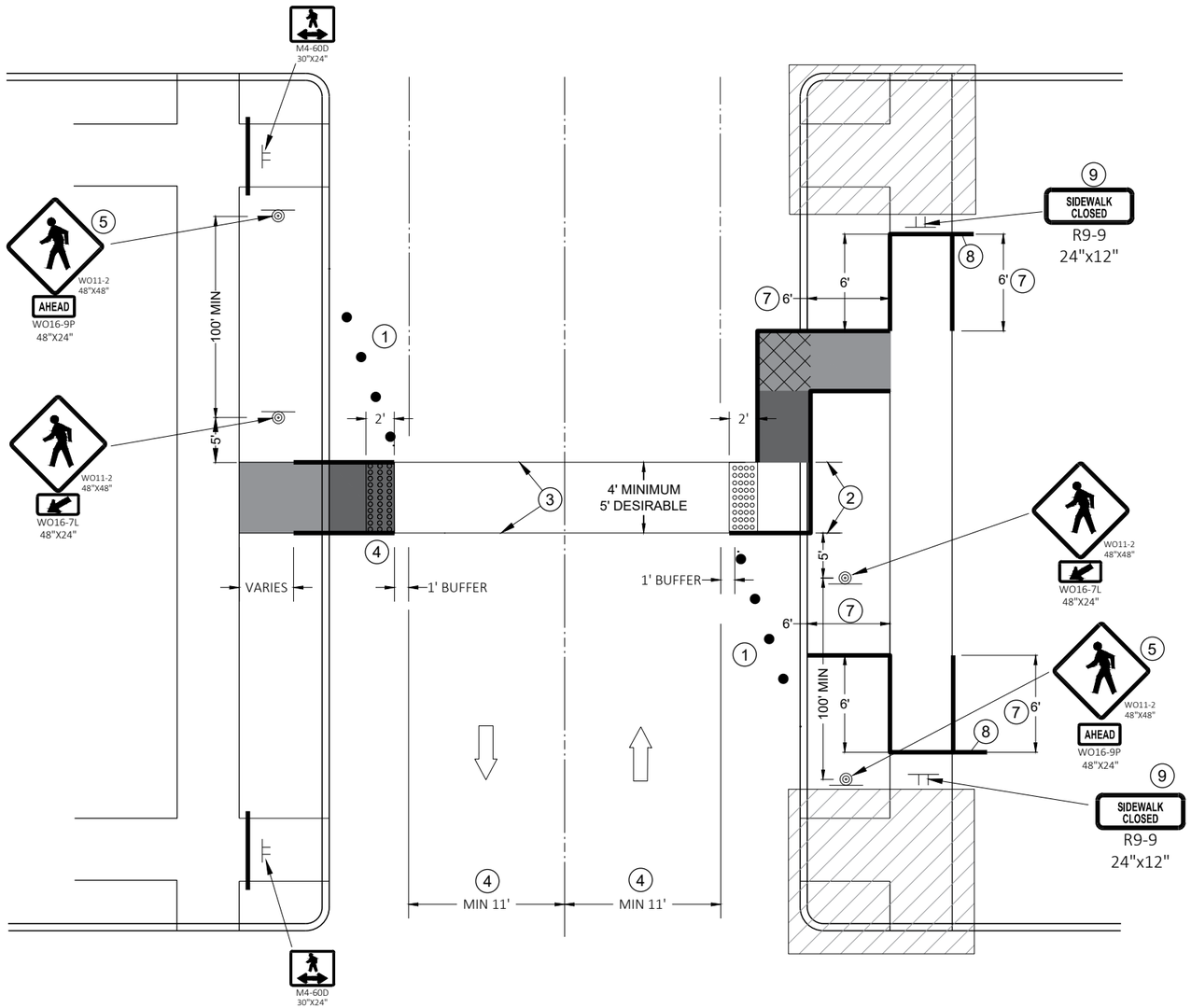
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN 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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09k



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

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

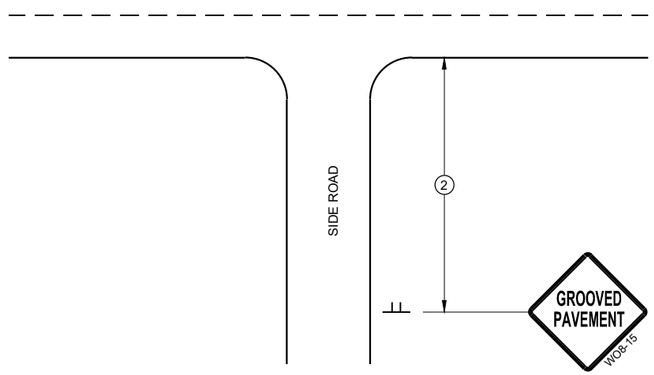
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

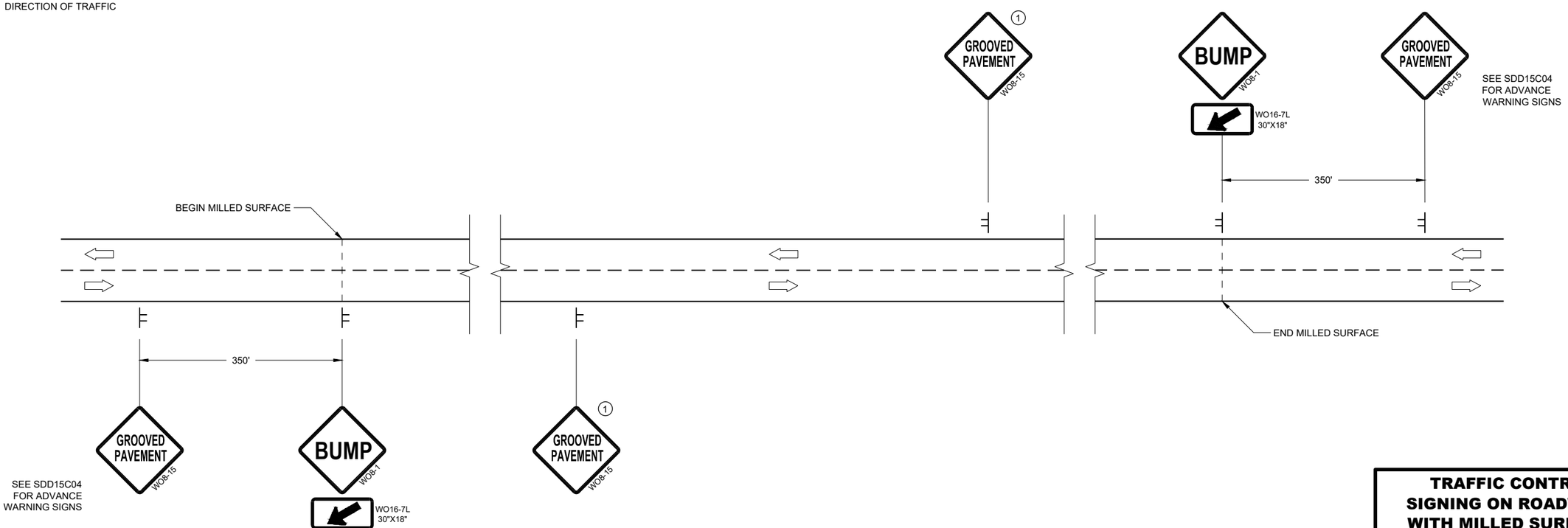
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

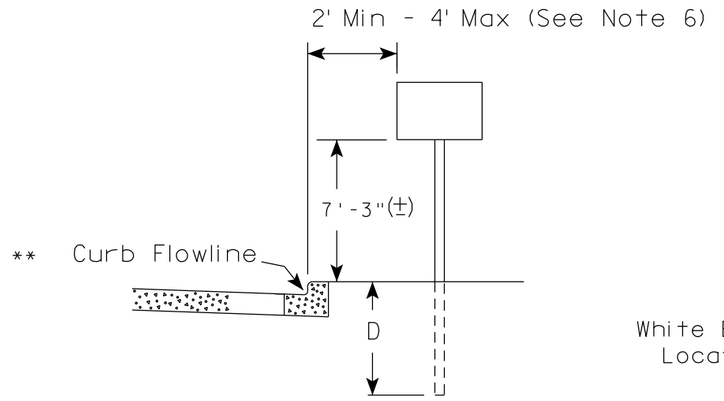
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

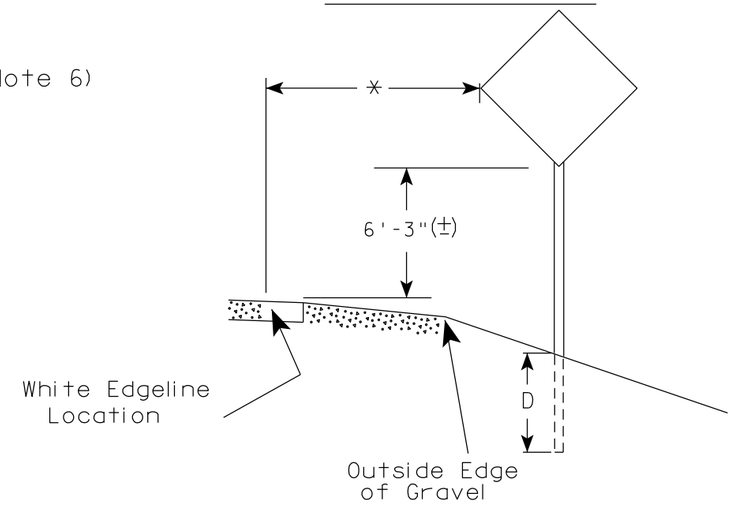
SDD 15D44 - 02

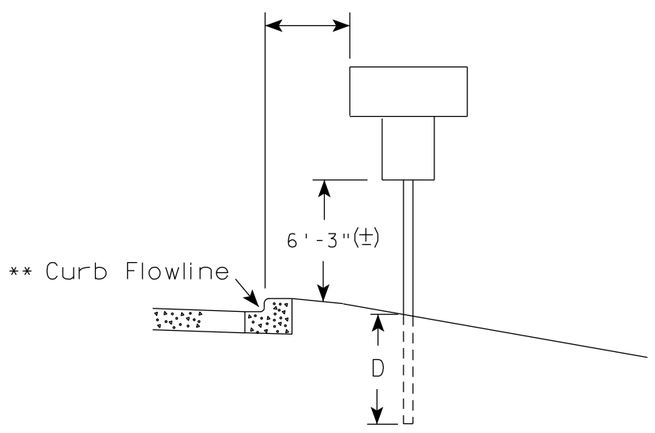
SDD 15D44 - 02

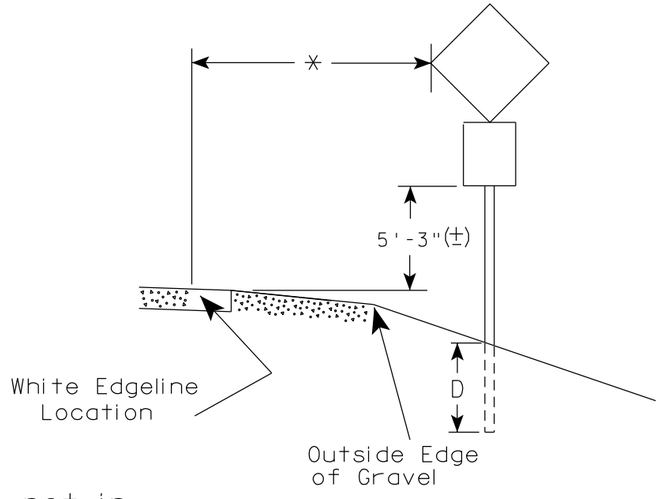
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

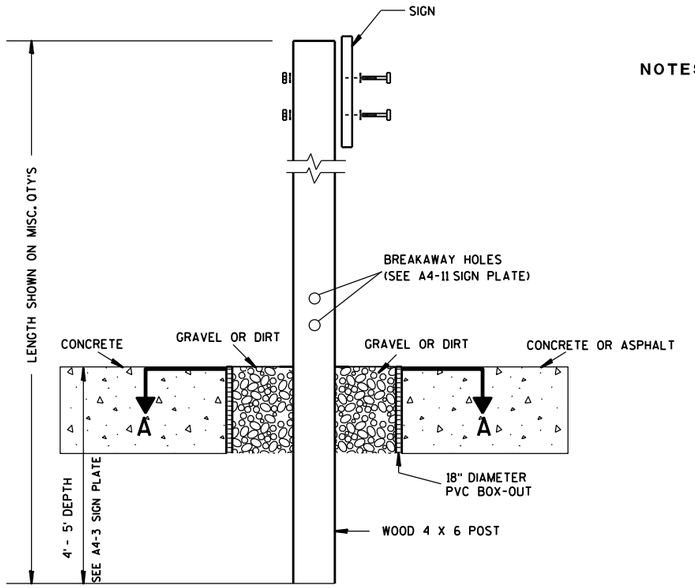
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

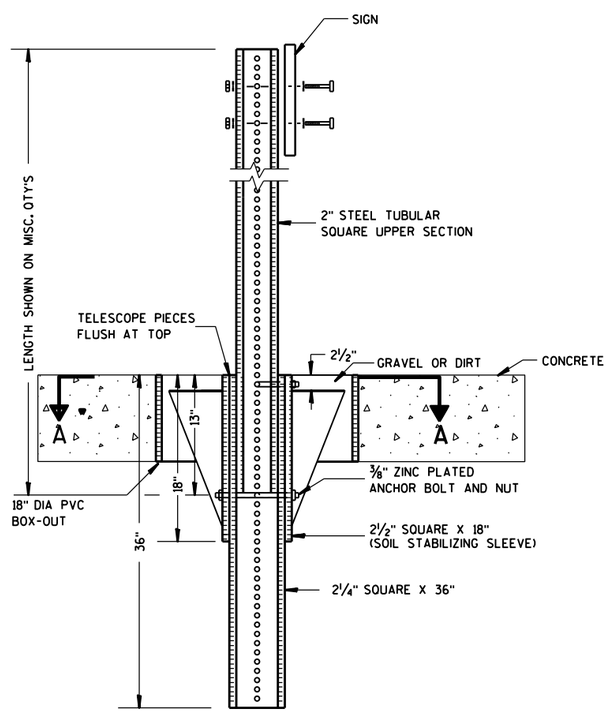
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 150	E



ELEVATION VIEW

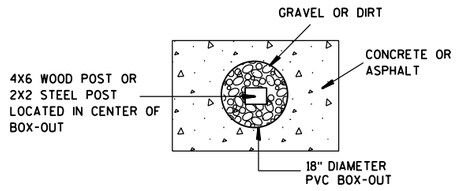
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

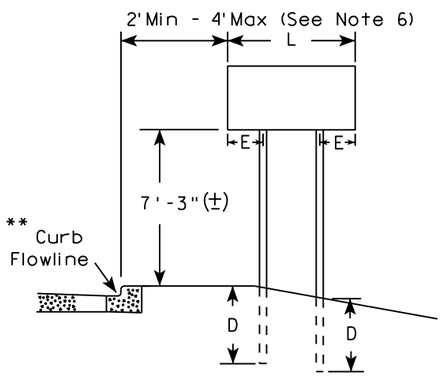
APPROVED Matthew R Rauch
for State Traffic Engineer

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

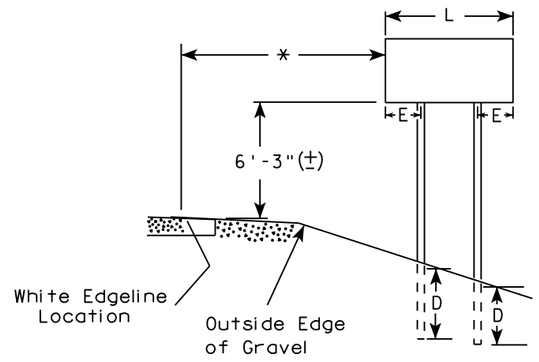
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

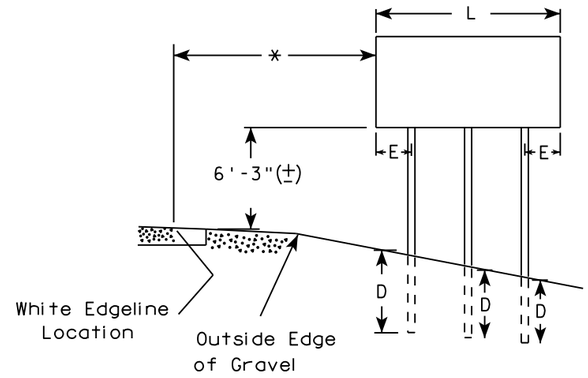
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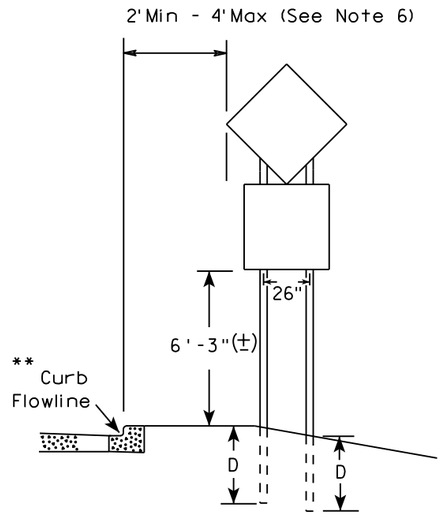
URBAN AREA



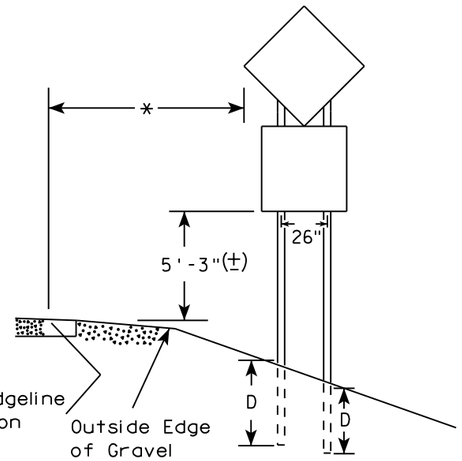
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

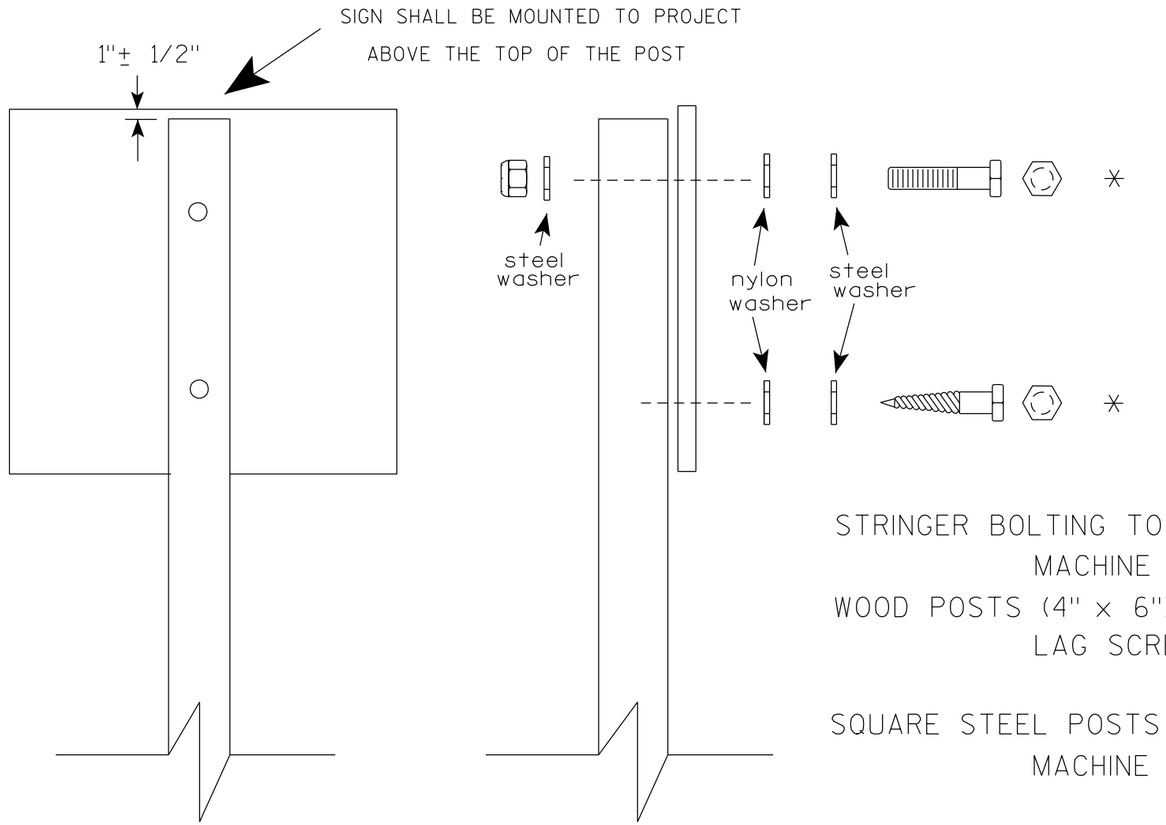
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 152	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

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

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

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

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

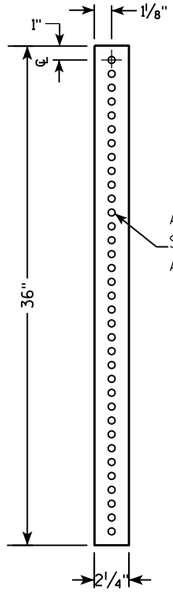
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

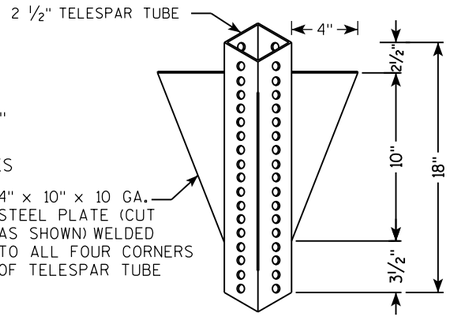
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

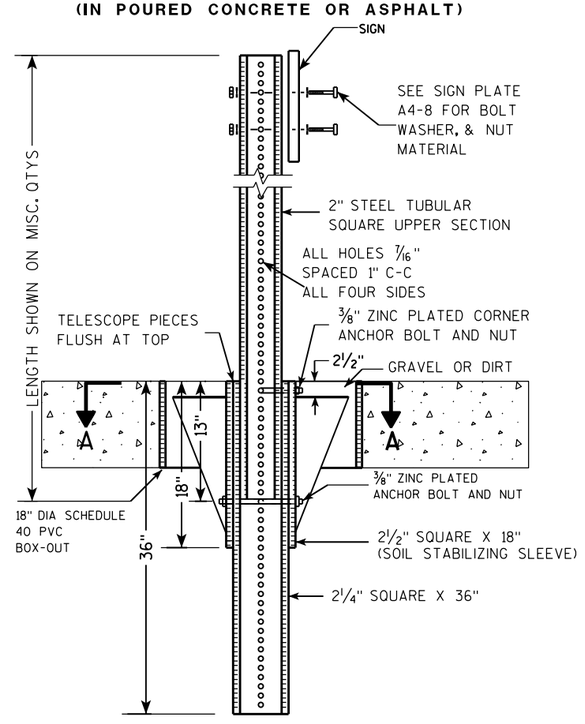
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



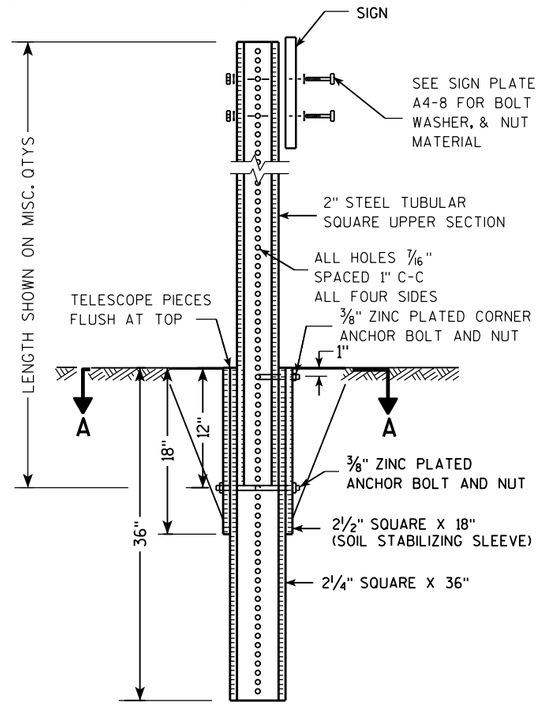
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

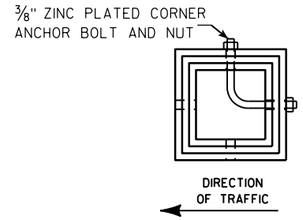


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

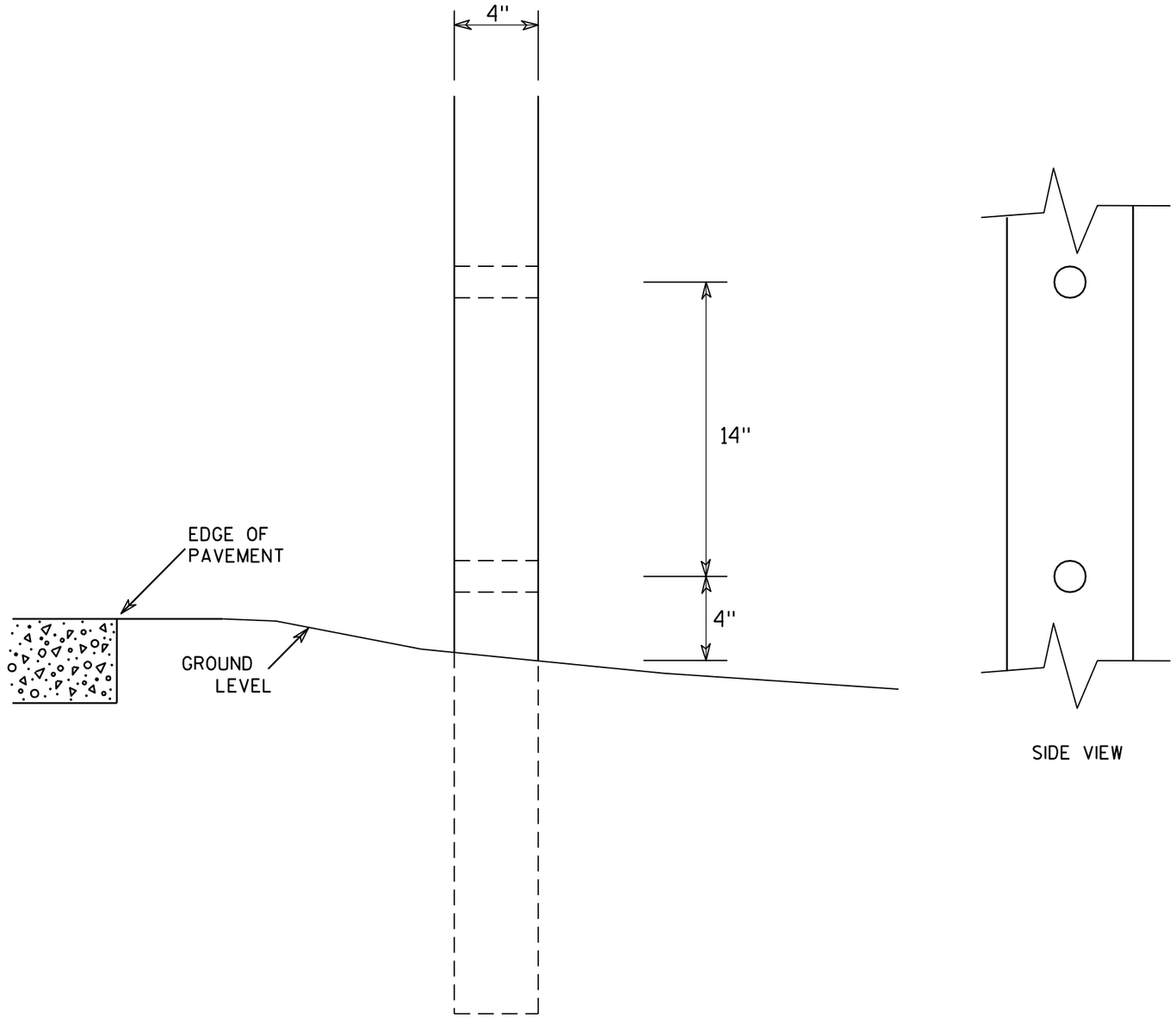
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 154 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

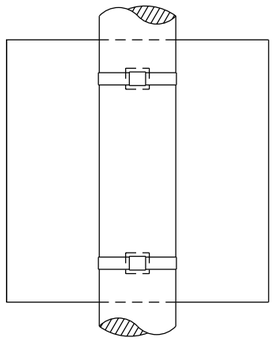
APPROVED Chester J Spang for State Traffic Engineer

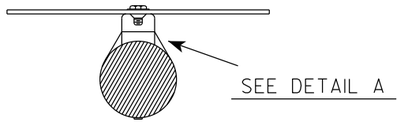
DATE 3/27/97 PLATE NO. A4-11.2

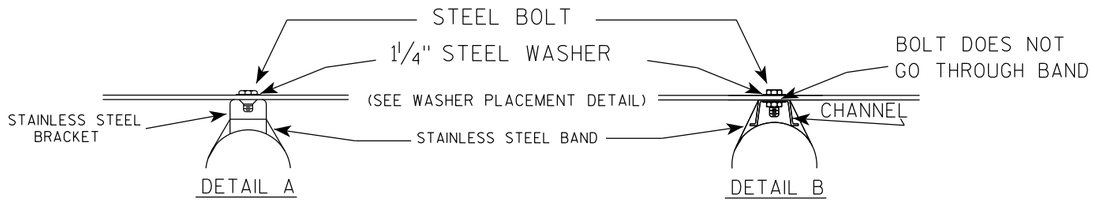
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 155	E

BANDING

SINGLE SIGN



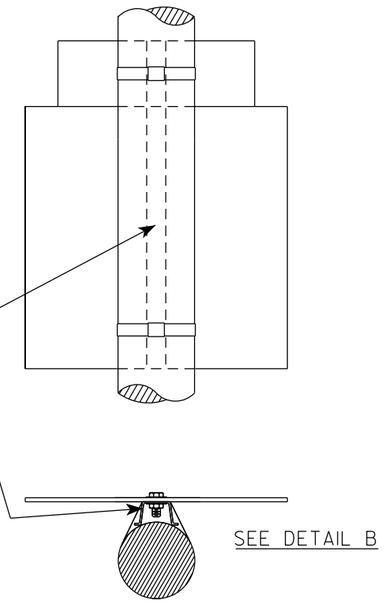




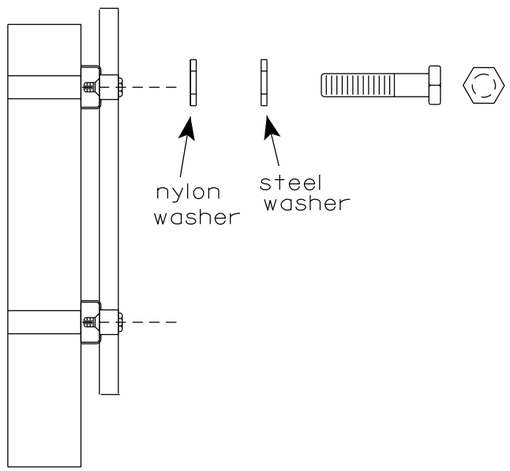
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

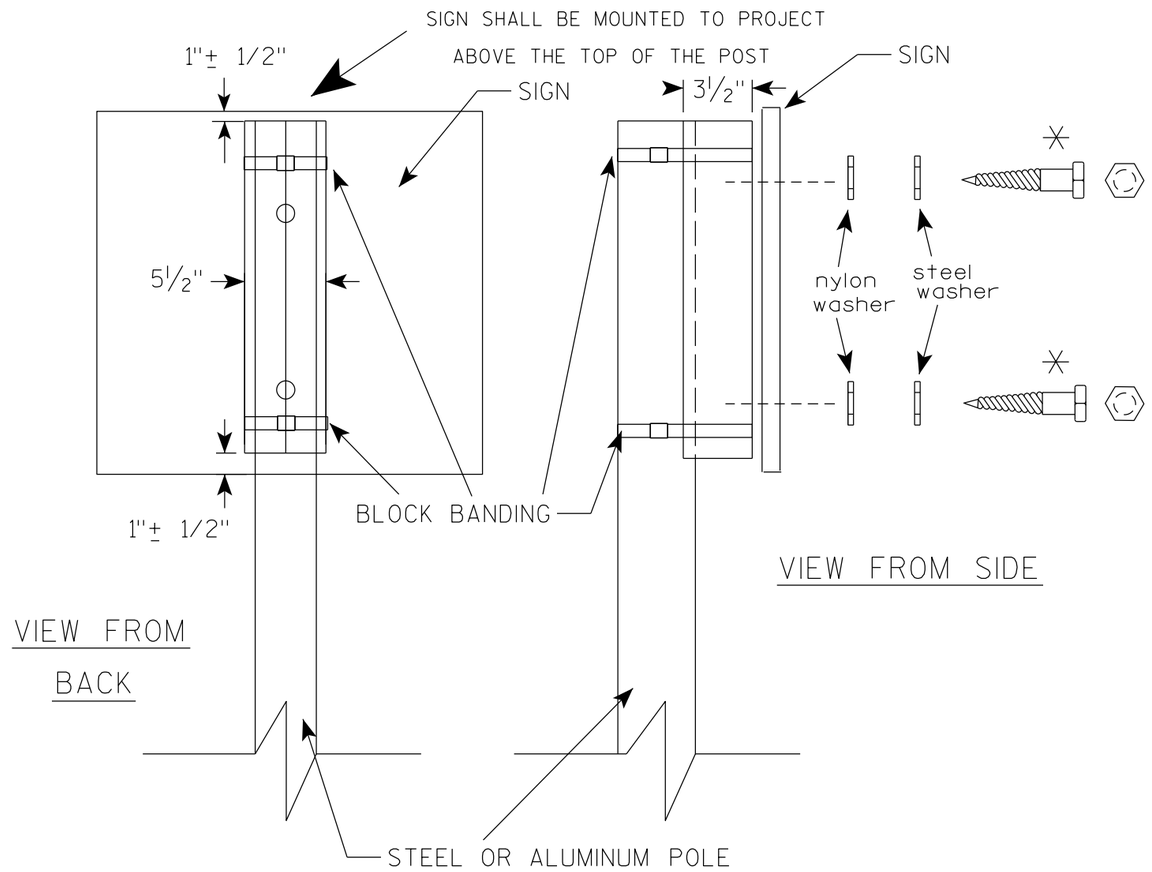
DATE 6/10/19 PLATE NO. A5-9.4

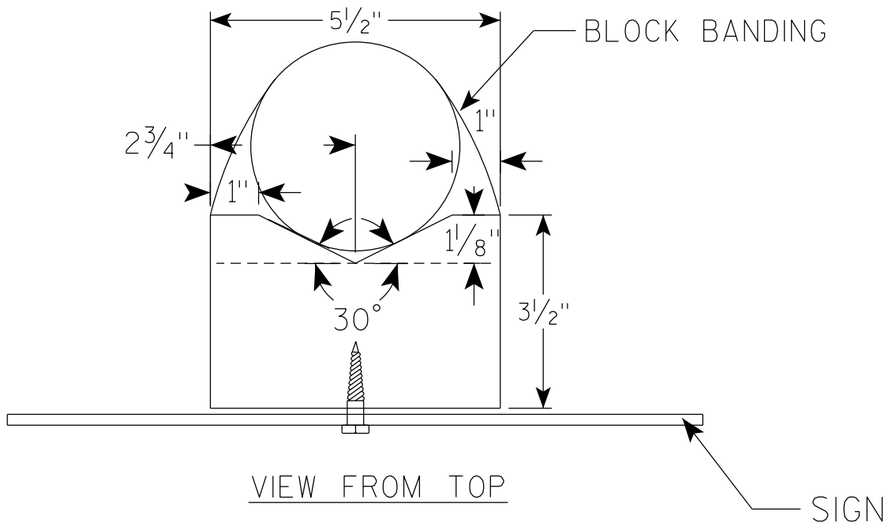
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 156	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

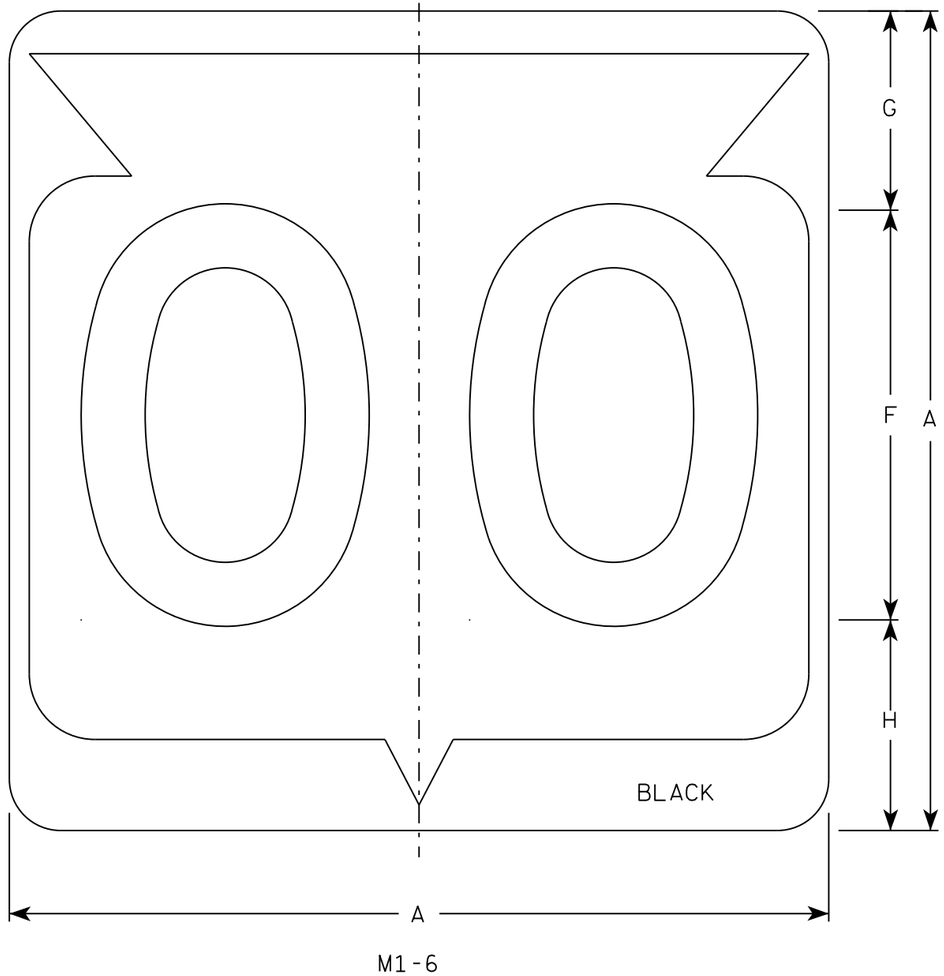
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

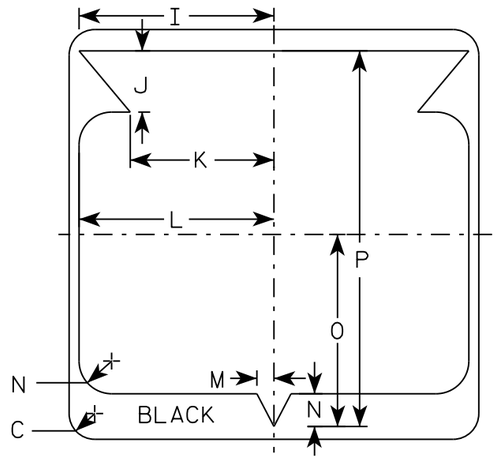
SHEET NO: 157 E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

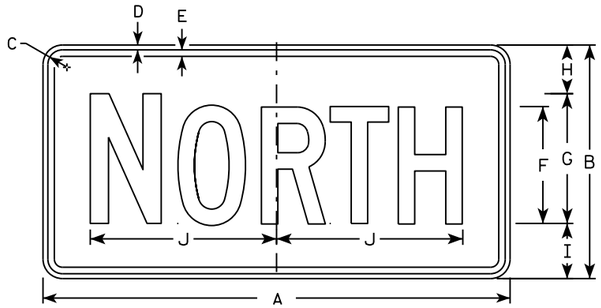
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

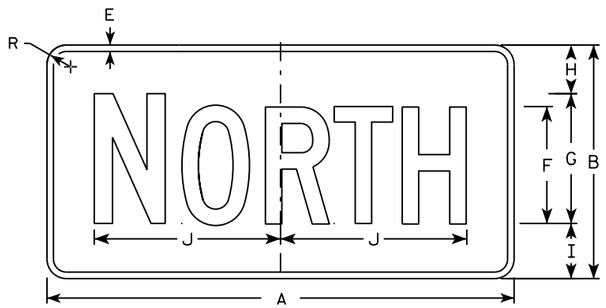
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 158 | E



M3-1
MM3-1
MP3-1



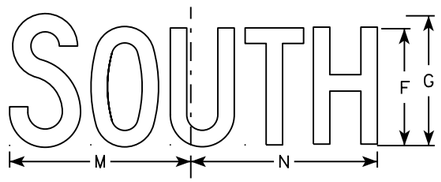
MB3-1
MK3-1
MN3-1



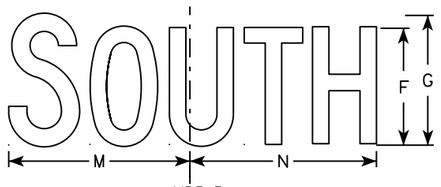
M3-2
MM3-2
MP3-2



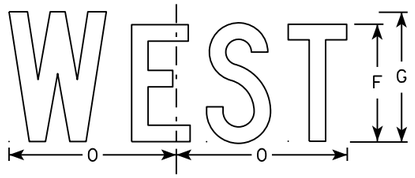
MB3-2
MK3-2
MN3-2



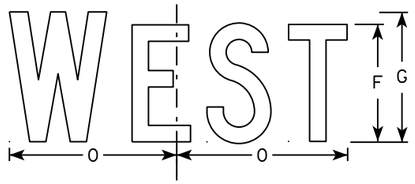
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

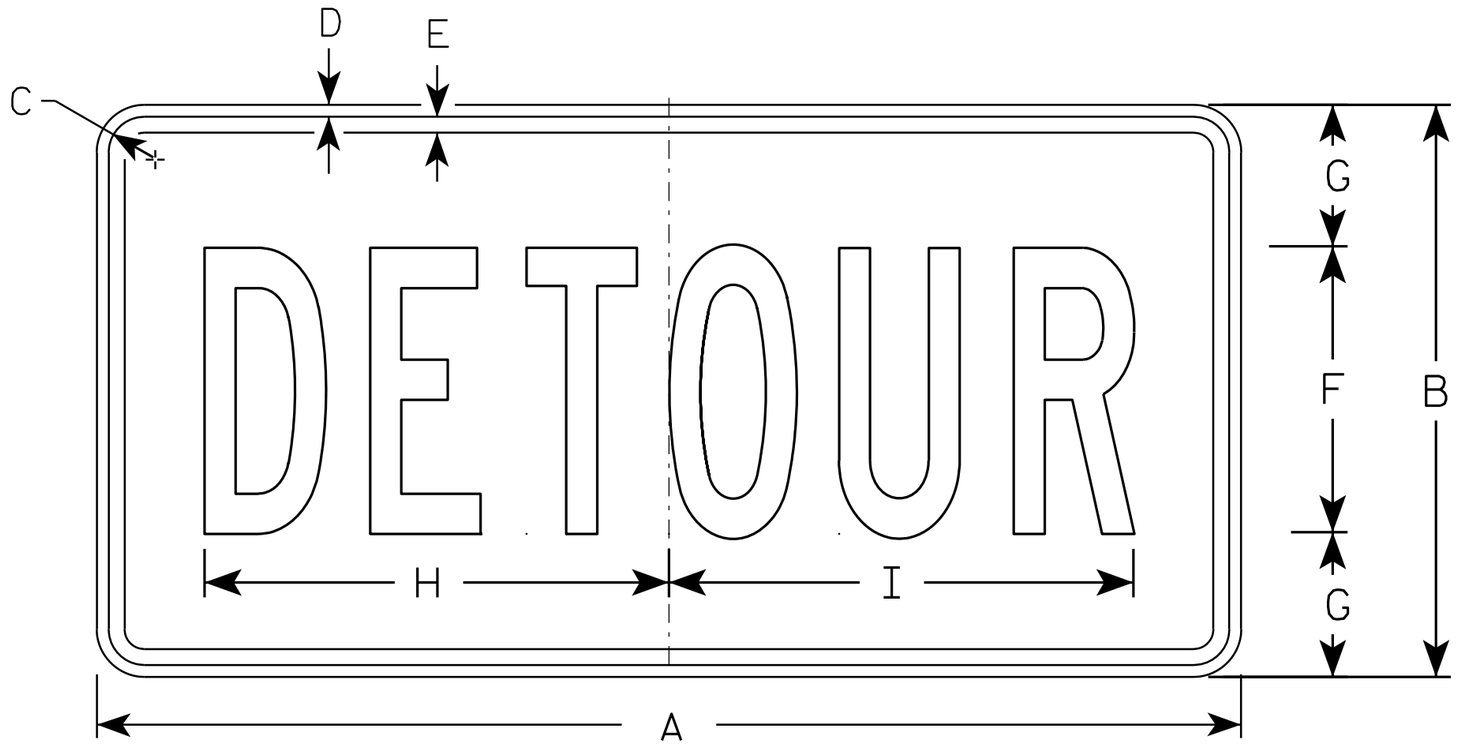
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

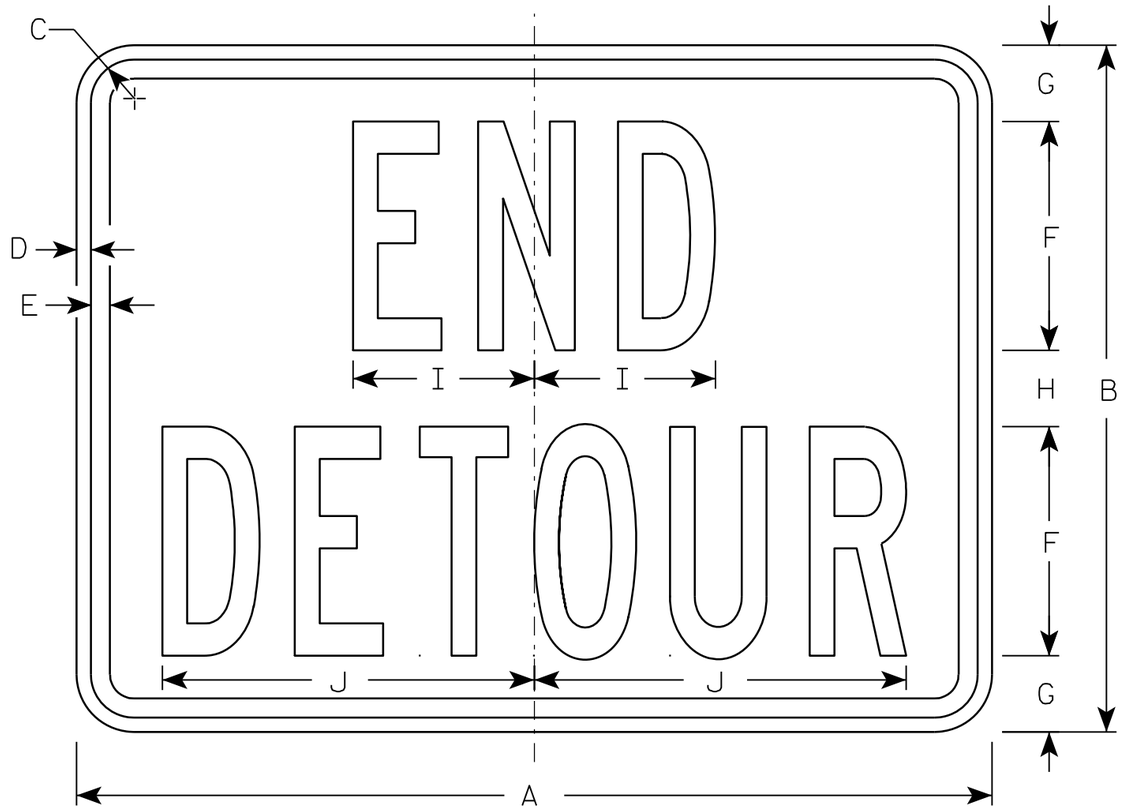
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 160	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M48.DGN PLOT DATE : 10-NOV-2010 13:18 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.767233:1.000000

WISDOT/CADDS SHEET 42

7

7



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

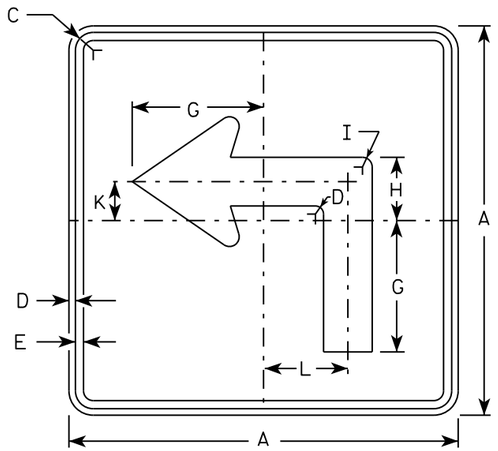
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

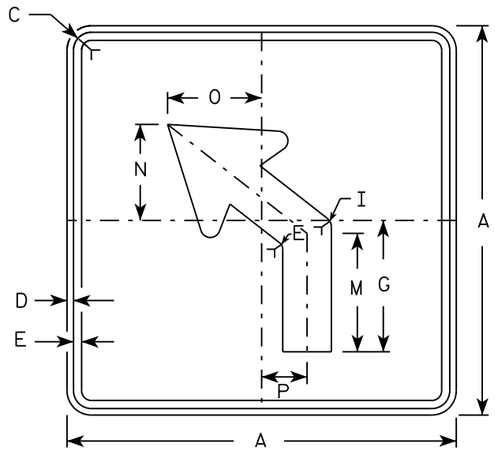
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

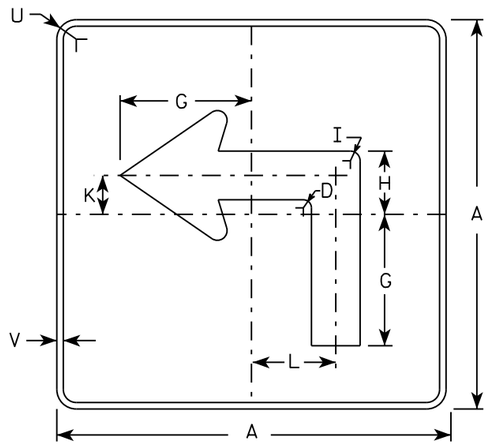
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 161	E



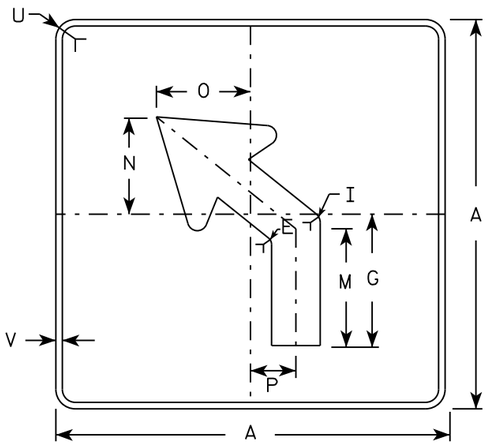
M5-1L
MM5-1L
MO5-1L
MP5-1L



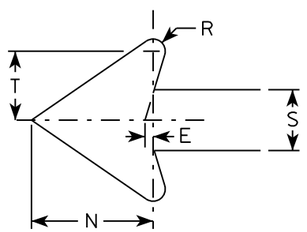
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

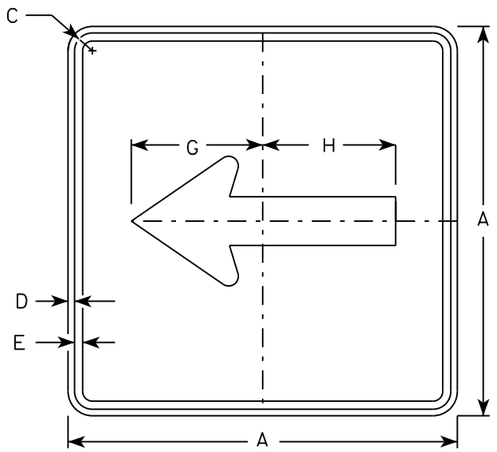
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

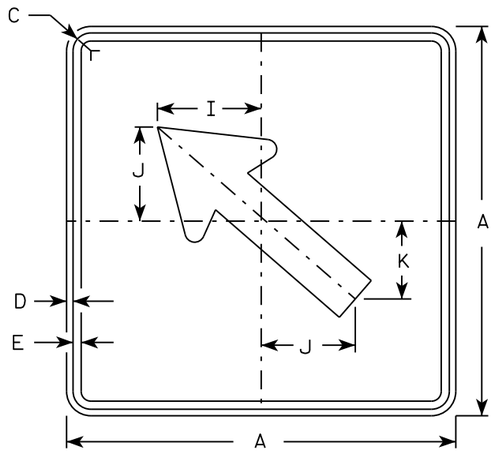
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



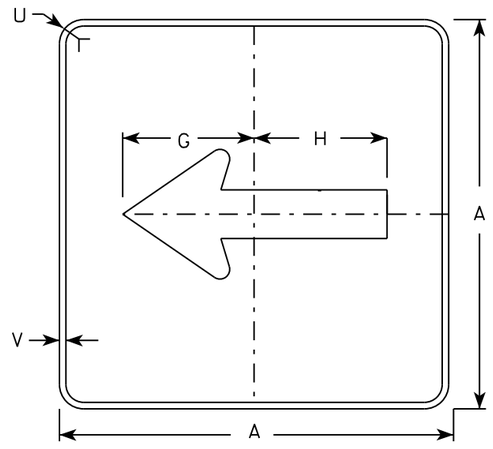
M6-1
MM6-1
MO6-1
MP6-1



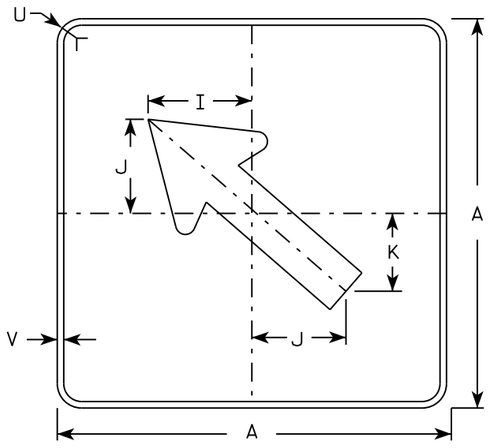
M6-2
MM6-2
MO6-2
MP6-2

NOTES

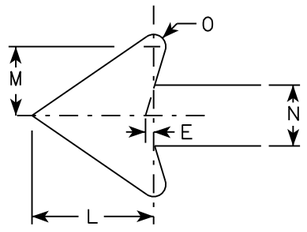
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

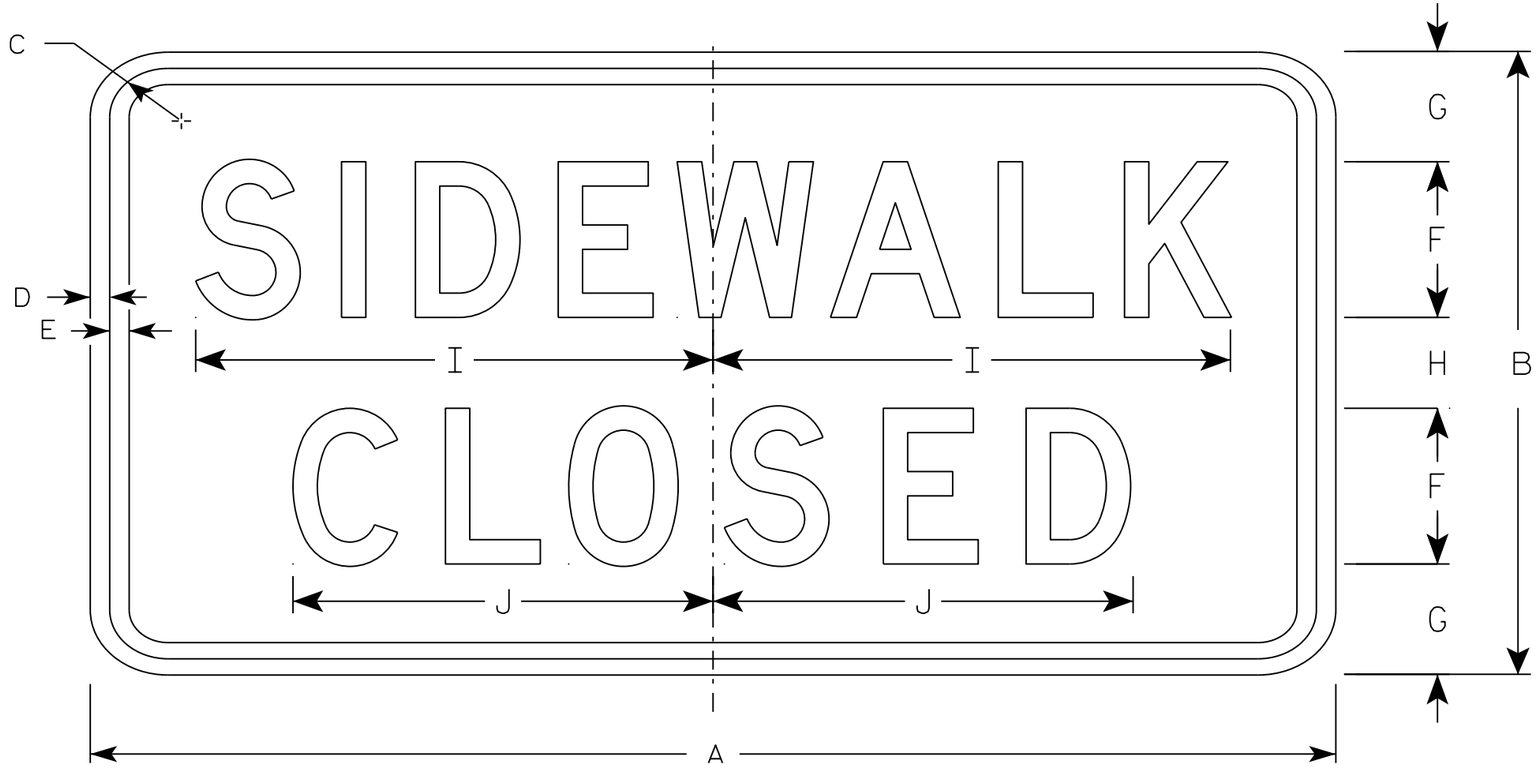
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 163 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

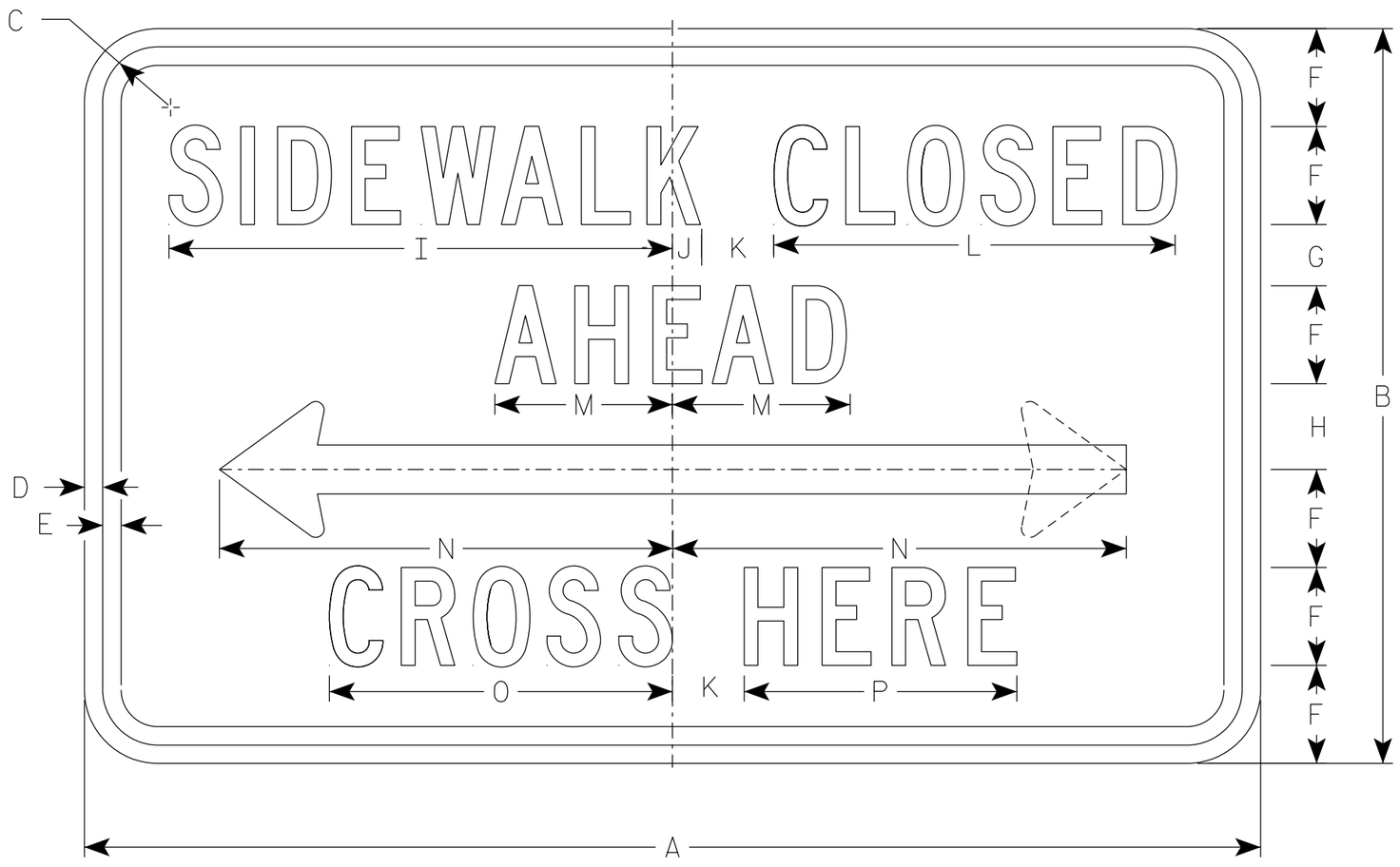
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

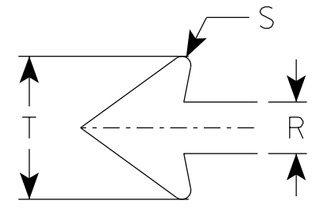
DATE 8/11/16 PLATE 164 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
6. R9-11 D (double arrow)
   R9-11 L (left arrow)
   R9-11 R (right arrow)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

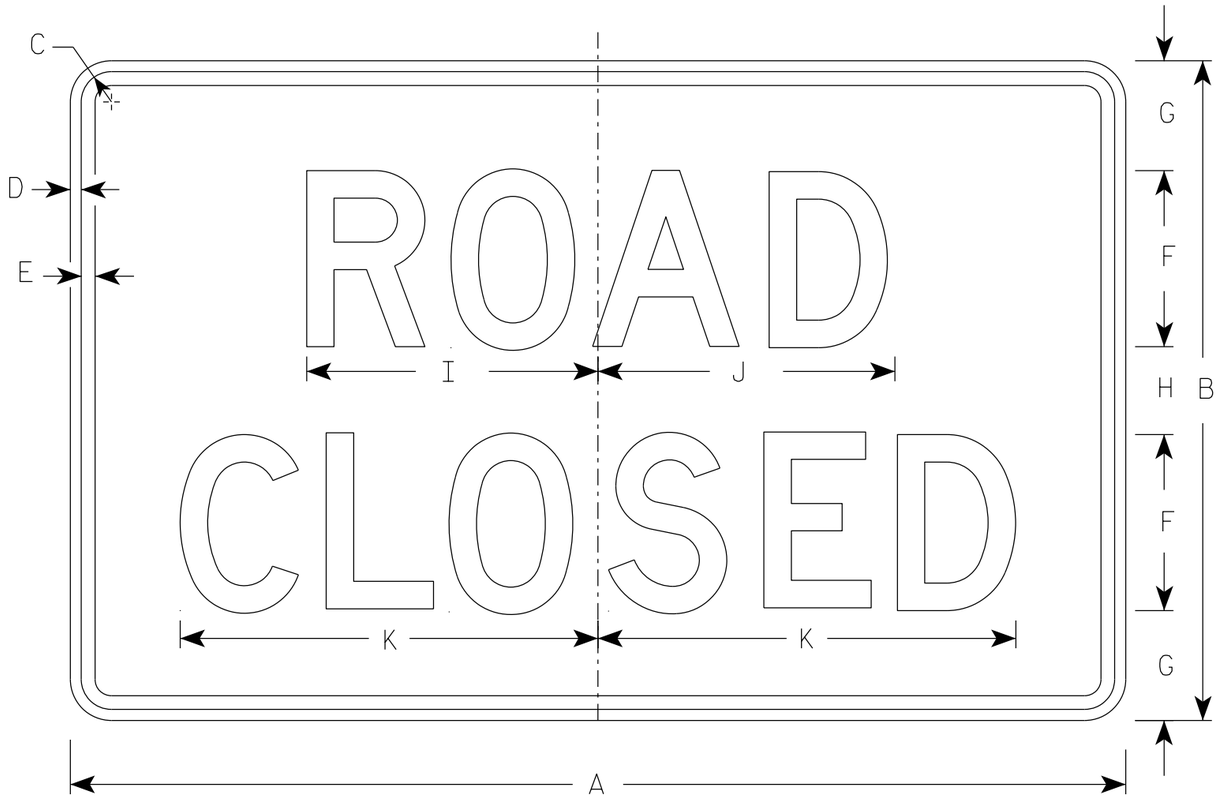
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/30/2021 PLATE NO. R9-11.4

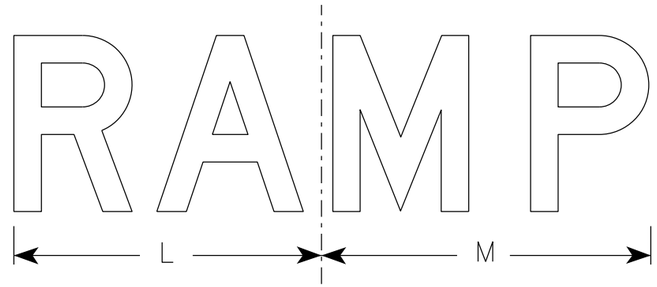
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 165 | E



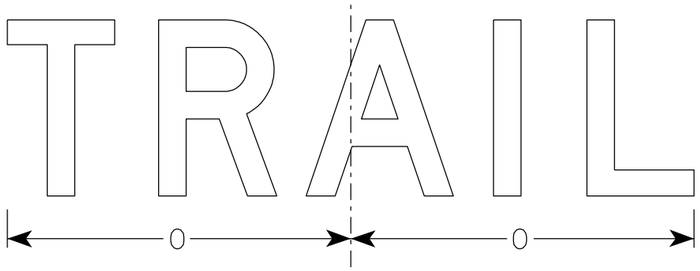
R11-2

NOTES

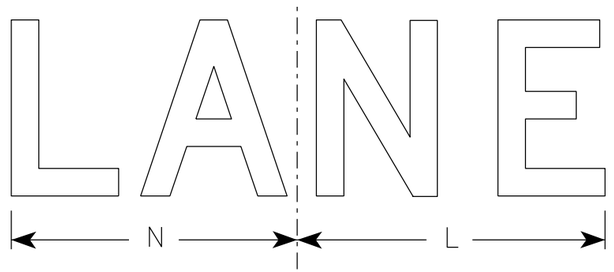
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

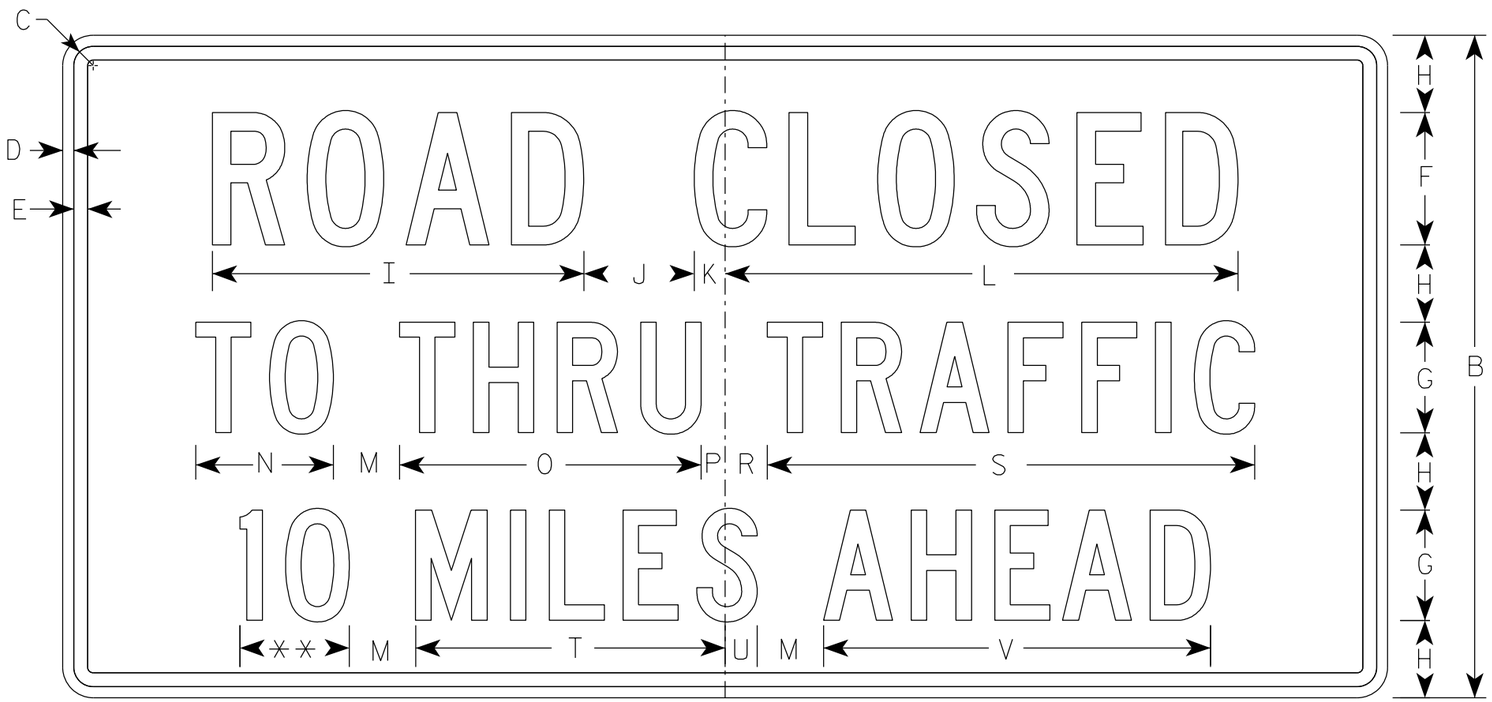
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

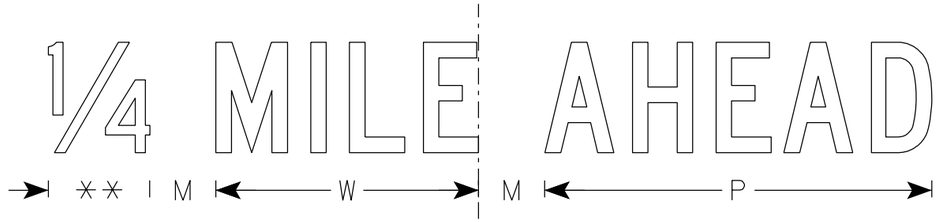
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



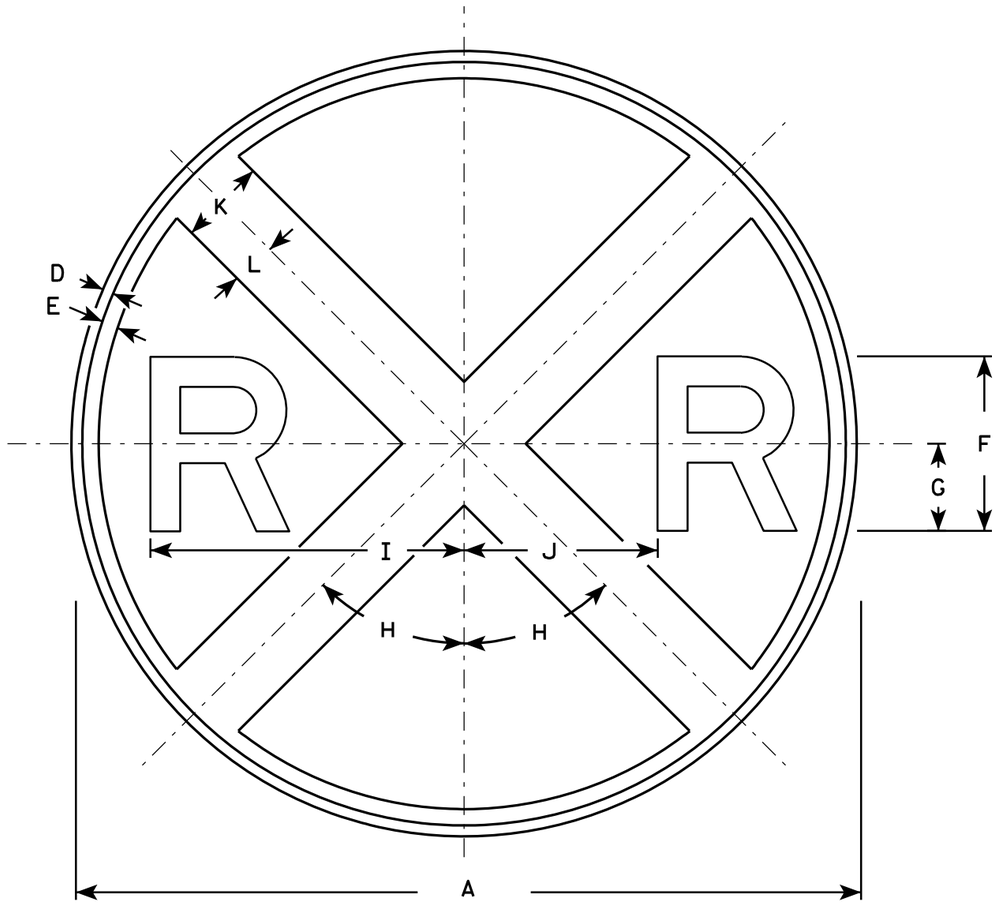
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 6/14/2021 PLATE NO. R11-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 167	E



W10-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30			3/8	5/8	7	3 1/2	45°	12 3/8	7 1/8	3	1 1/2															4.91
2S	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
2M	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
3																											
4	48			3/4	1 1/4	10	5	45°	18 3/8	11 5/8	5	2 1/2															12.57
5																											

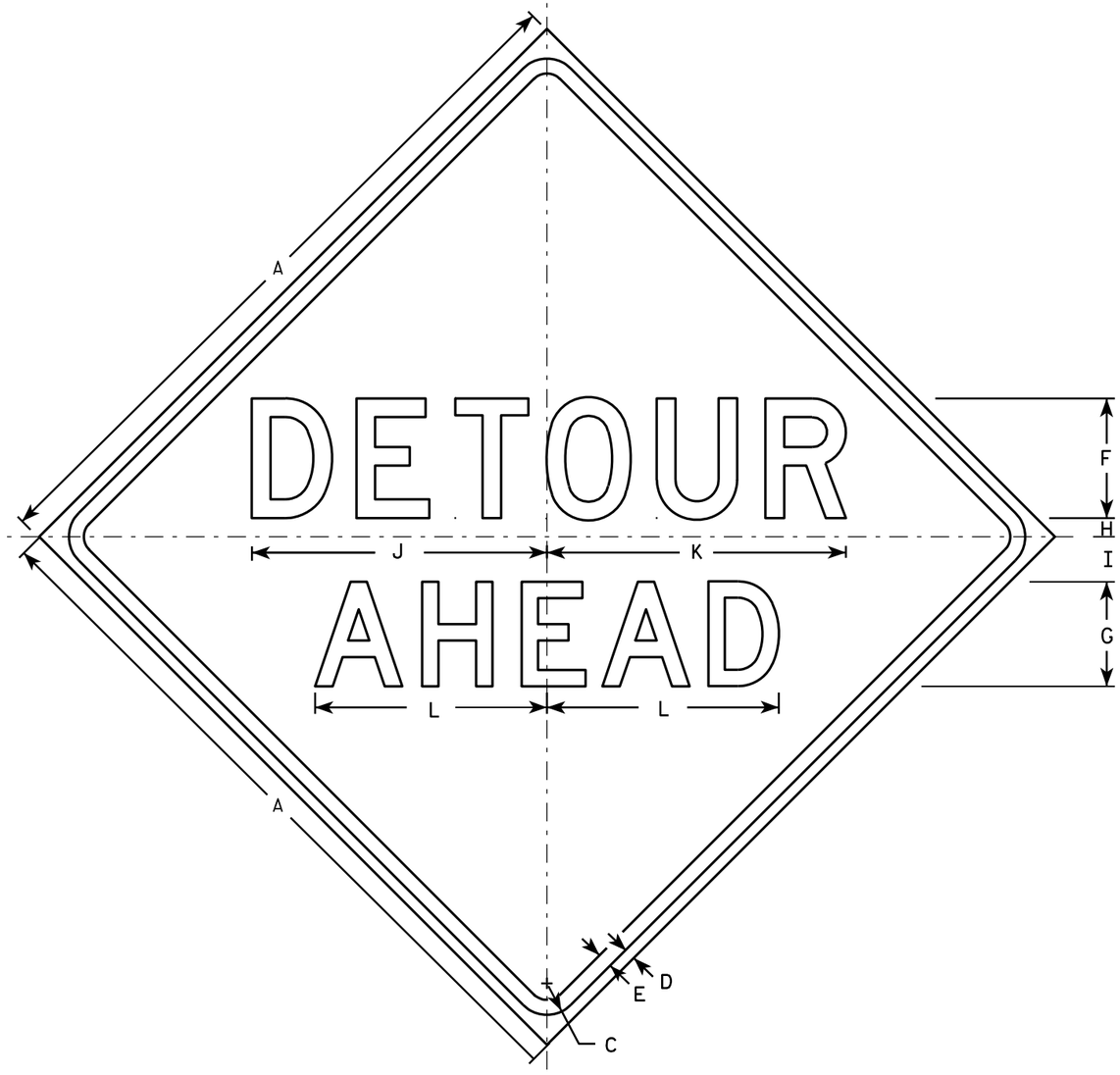
STANDARD SIGN
W10-1

WISCONSIN DEPT OF TRANSPORTATION

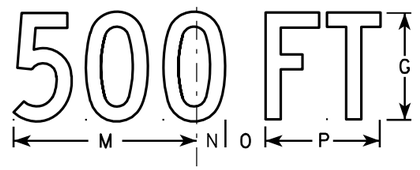
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/13/13 PLATE NO. W10-1.8

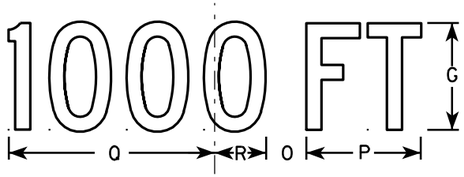
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 168	E



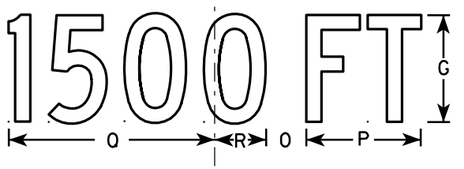
W20-2A



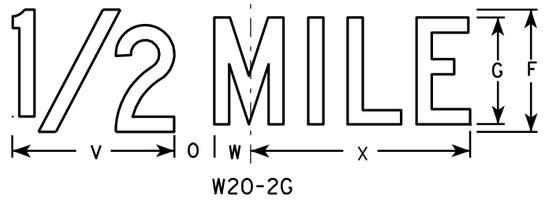
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

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

WISCONSIN DEPT OF TRANSPORTATION

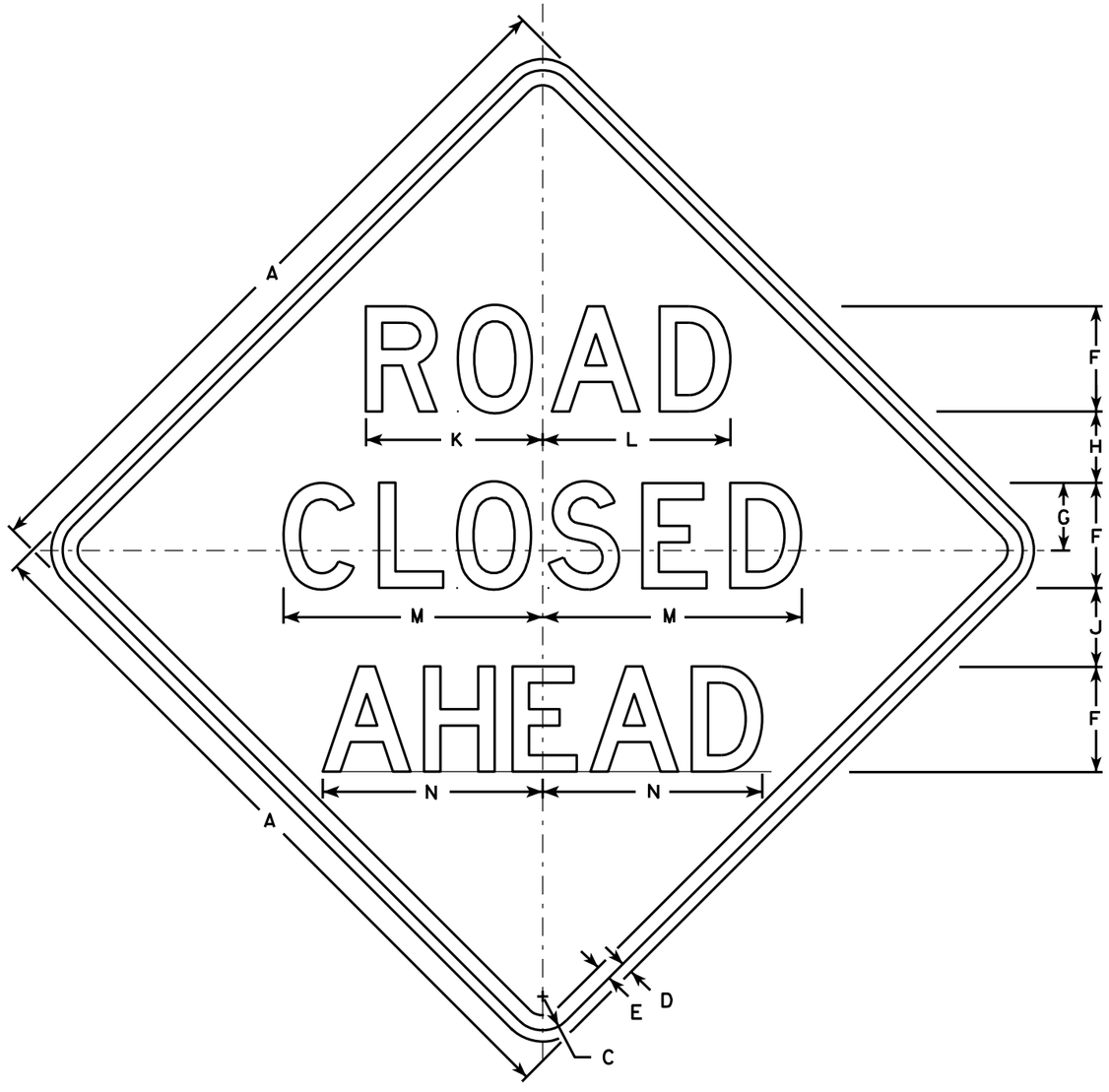
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

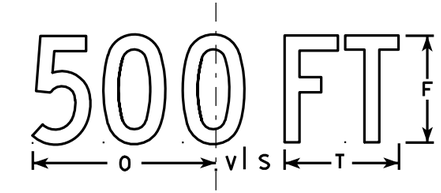
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 169 | E

7

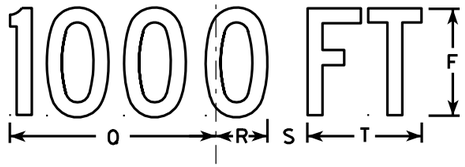
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



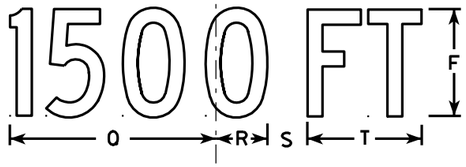
W20-3A



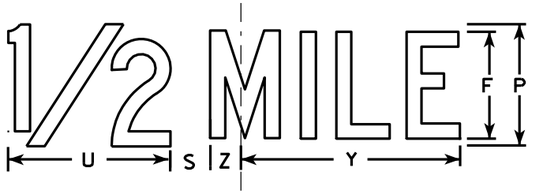
W20-3D



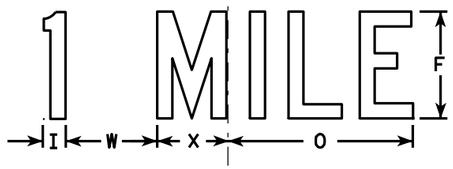
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
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5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 170 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

WISDOT/CADDS SHEET 42

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Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov