WKE JANUARY 2024

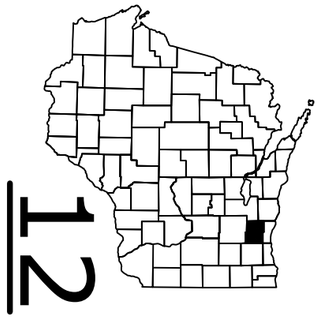
PROJECT ID: 2310-13-70
WITH: 2310-13-71

COUNTY: WASHINGTON

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 = 392



12

N

DESIGN DESIGNATION

A.A.D.T.	2024	=	8,260
A.A.D.T.	2044	=	9,350
D.H.V.		=	
D.D.		=	
T.		=	17.3%
DESIGN SPEED		=	40 MPH
ESALS		=	2,300,300

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

MAIN ST, VILLAGE JACKSON

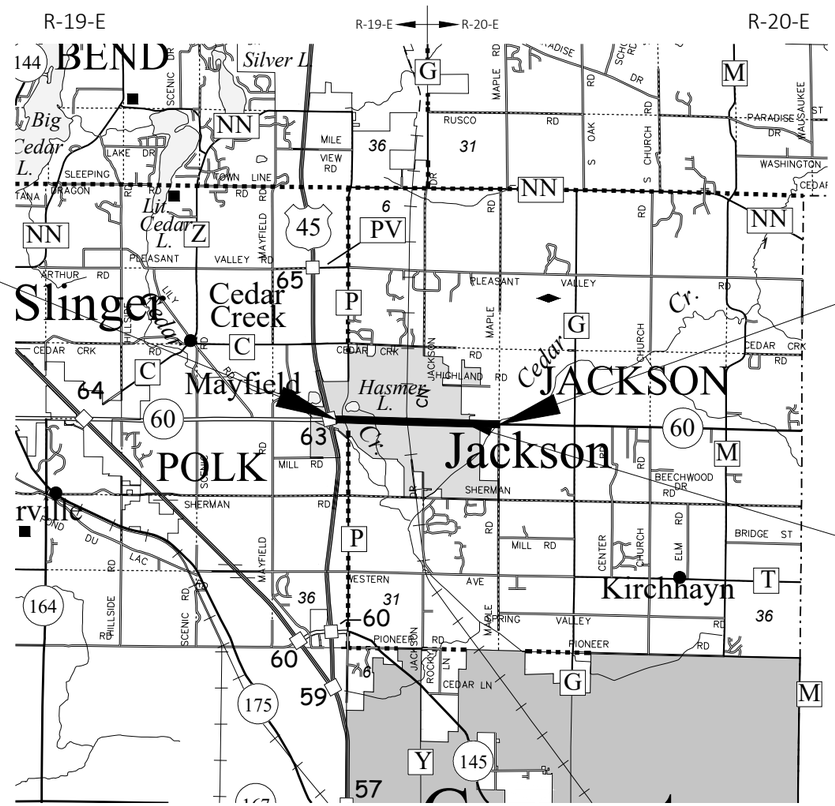
CTH P TO EAGLE DR

STH 60

WASHINGTON COUNTY

STATE PROJECT NUMBER
2310-13-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2310-13-70	WISC 2024117	1



BEGIN PROJECT
STA 92+85
X=361955.74
Y=148139.16

END PROJECT
STA 190+20
X=371684.99
Y=147842.78

NET EXCEPTION TO CL LENGTH
STA 181+1.46 - STA 186+86.81

LAYOUT

SCALE 0 2MI

TOTAL NET LENGTH OF CENTERLINE = 1.733 MI

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS),WASHINGTON COUNTY, NAD 83 (2011), IN U.S. SURVEY FEET.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Milwaukee, WI 53202
414-225-9817

WISCONSIN — STANLEY A. LUKASZ — E-35099 — SHOREWOOD, WI — PROFESSIONAL ENGINEER

DATE: 11/09/2023 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AYRES ASSOCIATES / DAAR ENGINEERING
Designer	DAAR ENGINEERING, INC.
Project Manager	ANDREW PINTER
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	JANET CANNON

APPROVED FOR THE DEPARTMENT

DATE: 11/15/2023 Andrew Pinter (Signature)

E

GENERAL NOTES

MISCELLANEOUS

1. DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.
2. UNLESS NOTED ON THE PLAN, ALL STATIONS AND OFFSETS ARE BASED OFF OF THE STH 60 REFERENCE LINE.
3. CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".
4. NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.
5. DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED AS APPROXIMATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.
6. THE LOCATION OF EXISTING OR PROPOSED UTILITIES, AS NOTED IN THE PLANS, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS AND SERVICES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPALITY OR PUBLIC AGENCY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
7. CONTRACTOR MUST CONTACT THE PROJECT ENGINEER AND THE WASHINGTON COUNTY SURVEYOR SCOTT SCHMIDT, AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

TRAFFIC CONTROL

1. TRAFFIC CONTROL WHEN TEMPORARY PAVEMENT MARKING REMOVABLE TAPE IS REQUIRED, IT SHALL BE CUT THROUGH ITS FULL WIDTH AND THICKNESS AT 25-FOOT INTERVALS TO CONTROL RAVELING.
2. ALL TRAFFIC CONTROL SIGNS SHALL BE 48"X 48" UNLESS OTHERWISE NOTED IN THE PLANS.
3. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
4. SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.
5. ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED OR REMOVED AS NEEDED AND/OR AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THEIR RESPECTIVE ITEMS. NO "WORKING" LIGHTS SHALL BE VISIBLE ON A COVERED OR LAID DOWN SIGN.
6. ALL EXISTING CONFLICTING PAVEMENT MARKING SHALL BE REMOVED.
7. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
8. CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

EROSION CONTROL

1. WHEN PERFORMING ROADWAY CLEANING OPERATIONS, THE CONTRACTOR SHALL USE EQUIPMENT HAVING VACUUM OR WATER SPRAY MECHANISMS TO ELIMINATE THE DISPERSION OF DUST. IF VACUUM EQUIPMENT IS EMPLOYED, IT SHALL HAVE SUITABLE SELF-PARTICULATE COLLECTORS TO PREVENT DISCHARGE FROM THE COLLECTION BIN TO THE ATMOSPHERE.

HMA PAVING

1. HMA PAVEMENT QUANTITIES WERE CALCULATED USING 118 LBS/SY-IN.

PAVEMENT DESIGN

LOCATION	STATION	TOTAL PAVEMENT LAYER THICKNESS	LAYER	HMA PAVEMENT TYPE
STH 60	STA: 92+85 - STA: 190+20	1 3/4 -INCHES	UPPER	4 MT 58-28 S
		1 3/4 -INCHES	LOWER	4 MT 58-28 S

STANDARD ABBREVIATIONS

AGG	AGGREGATE	ESALS	EQUIVALENT SINGLE AXLE LOADS	PERM	PERMANENT	SDD	STANDARD DETAIL DRAWINGS
AADT	ANNUAL AVERAGE DAILY TRAFFIC	ESTR	EXISTING SIGN TO REMAIN	PLE	PERMANENT LIMITED EASEMENT	STH	STATE TRUNK HIGHWAYS
ASPH	ASPHALT DRIVEWAY	EXC	EXCAVATION	PT	POINT	STA	STATION
AVG	AVERAGE	EBS	EXCAVATION BELOW SUBGRADE	PCC	PORTLAND CEMENT CONCRETE	SS	STORM SEWER
ADT	AVERAGE DAILY TRAFFIC	EXIST	EXISTING	PROJ	PROJECT	STR	STRUCTURE OR STRUCTURAL
BM	BENCH MARK	FT	FOOT	PL	PROPERTY LINE	TEL	TELEPHONE
CB	CATCH BASIN	GRVL	GRAVEL DRIVEWAY	R/L	REFERENCE LINE	TEMP	TEMPORARY
C/L	CENTERLINE	HORIZ	HORIZONTAL	RT	RIGHT	TLE	TEMPORARY LIMITED EASEMENT
CONC	CONCRETE	INL	INLET	R/W	RIGHT-OF-WAY	T	TON
CO	COUNTY	INV	INVERT	RD	ROAD	TYP	TYPICAL
CTH	COUNTY TRUNK HIGHWAY	JCT	JUNCTION	RDWY	ROADWAY	UG	UNDERGROUND
CWT	HUNDREDWEIGHT	LT	LEFT	SEC	SECTION	USH	UNITED STATES HIGHWAY
CY	CUBIC YARD	LF	LINEAR FOOT	SHLDR	SHOULDER	W	WATER
DHV	DESIGN HOUR VOLUME	LS	LUMP SUM	SW	SIDEWALK	WM	WATER MAIN
DIA	DIAMETER	MH	MANHOLE	S	SOUTH	WV	WATER VALVE
E	EAST	ML	MATCH LINE	SPECS	SPECIFICATIONS	W	WEST
X	EAST GRID COORDINATE	N	NORTH	SF	SQUARE FEET	YD	YARD
ELEC	ELECTRIC	NO	NUMBER	SY	SQUARE YARD	Y	NORTH GRID COORDINATE
ELEV	ELEVATION	PAVT	PAVEMENT	STD	STANDARD		

UTILITY CONTACTS

ANR PIPELINE CO
TODD BRISTER
W3925 Pipeline Lane
Eden, WI 53019
(920) 477-2235
todd_brister@transcanada.com

ATC MANAGEMENT, INC.
CHRIS DAILEY
PO BOX 47
WAUKESHA, WI 53187
(262) 506-6884
cdailey@atcllc.com

AT&T WISCONSIN
DEAN HERRO
435 S 95TH ST
MILWAUKEE, WI 53214-1226
(262) 226-9639
dh2572@att.com

MIDWEST FIBER NETWORKS LLC
SHEILA BONNIWELL
6070 N FLINT RD
GLENDALE, WI 53209
(414) 672-5612
sbonniwell@midwestfibernetworks.com

SPECTRUM
ADAM OLSON
1515 W Washington St
West Bend, WI 53095
(920) 263-0065 (cell)
(920) 349-5055 (office)
adam.olson@charter.com

SPRINT COMMUNICATIONS CO LP
DAN HILLIARD
849 EARL ST
ST PAUL, MN 55106
(612) 217-3526
dan.j.hilliard@t-mobile.com

VILLAGE OF JACKSON DEPT. OF PUBLIC WORKS - SEWER
BRIAN KOBER
N168 W20733 Main St
Jackson, WI 53037
(262) 677-9001
brian.kober@villageofjackson.com

VILLAGE OF JACKSON DEPT. OF PUBLIC WORKS - WATER
BRIAN KOBER
N168 W20733 Main St
Jackson, WI 53037
(262) 677-9001
brian.kober@villageofjackson.com

WE ENERGIES - ELECTRIC
500 S 116TH ST
WEST ALLIS, WI 53214
(414) 221-2738
we-utility-relocations@we-energies.com

WE ENERGIES - GAS
500 S 116TH ST
WEST ALLIS, WI 53214
(414) 221-2738
we-utility-relocations@we-energies.com

WINDSTREAM NTI, LLC
LORI KETTER
314 N DANZ AVE
GREEN BAY, WI 54302-3526
(920) 410-6902
lori.ketter@windstream.com

OTHER CONTACTS

WISDOT - STREET LIGHTING
ERIC PEREA
141 NW BARSTOW ST.
WAUKESHA, WI 53188
(262) 574-5422
eric.perea@dot.wi.gov

WISDOT - WISCONSIN SIGNAL
DAVID BRANTNER
141 NW BARSTOW ST.
WAUKESHA, WI 53188
(262) 548-8736
david.brantner@dot.wi.gov

WDNR
BENTON STELZEL
141 NW BARSTOW STREET #180
WAUKESHA, WI 53188
(262) 623-0194
benton.stelzel@wisconsin.gov

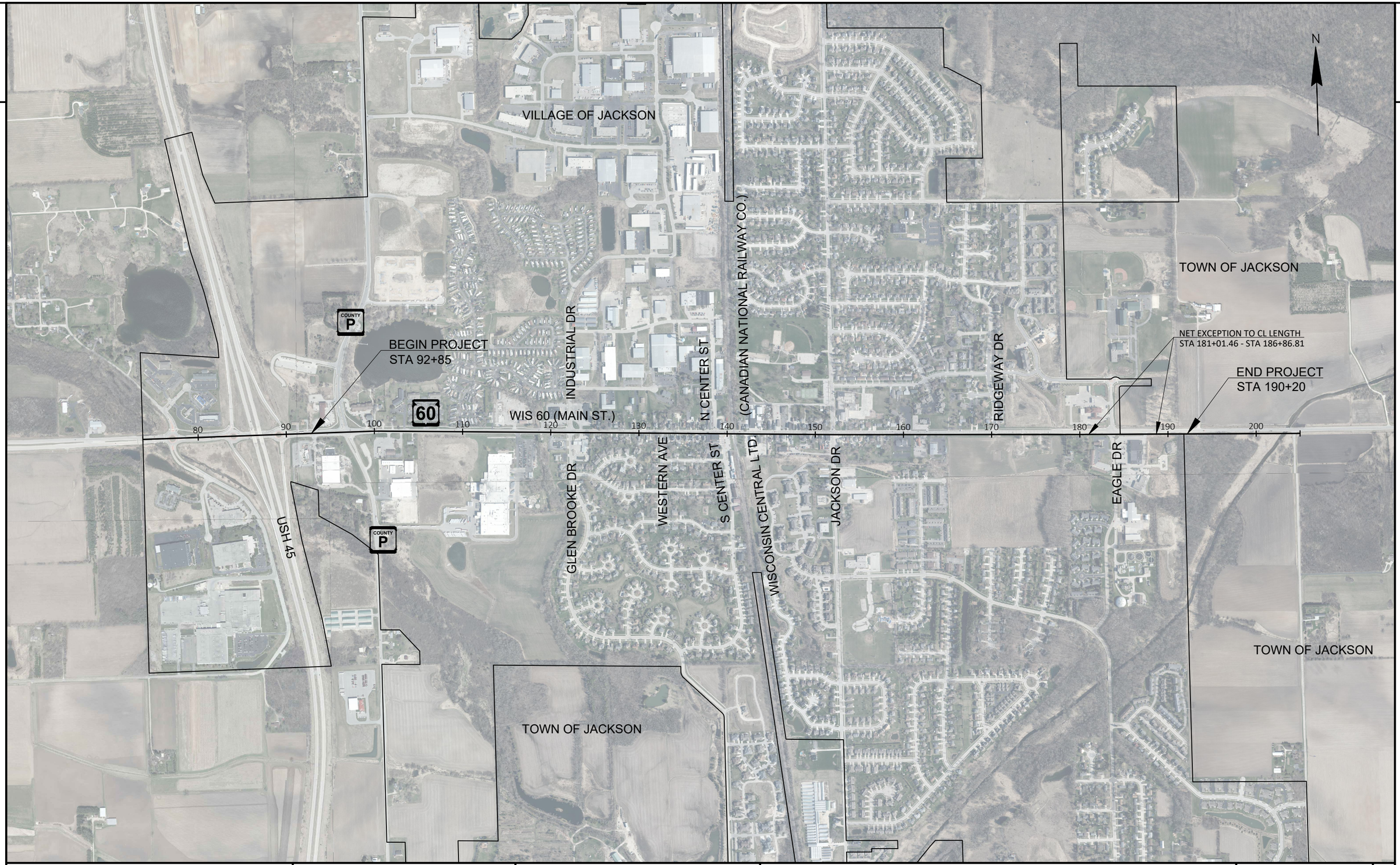
WASHINGTON COUNTY HIGHWAY ENGINEER/SURVEYOR
SCOTT M. SCHMIDT
900 LANG STREET
WEST BEND, WI 53090
(262) 335-6881
scott.schmidt@co.washington.wi.us

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- INTERSECTION DETAILS
- PLAN DETAILS
- EROSION CONTROL
- PAVEMENT MARKING
- TRAFFIC CONTROL
- ALIGNMENT DETAILS

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

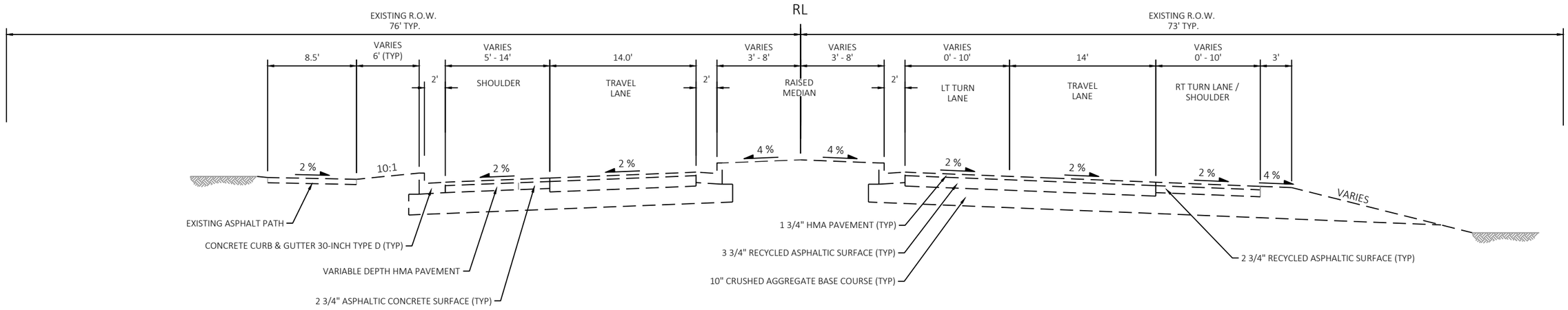
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PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PROJECT OVERVIEW	SHEET 3	E

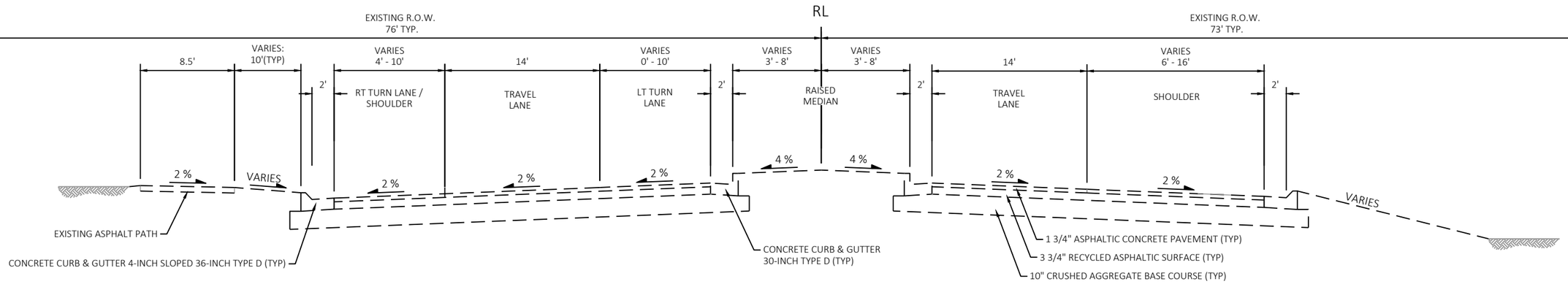
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LAYOUT NAME - 020201-po

WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION - STH 60

STA 92+80 - 96+50



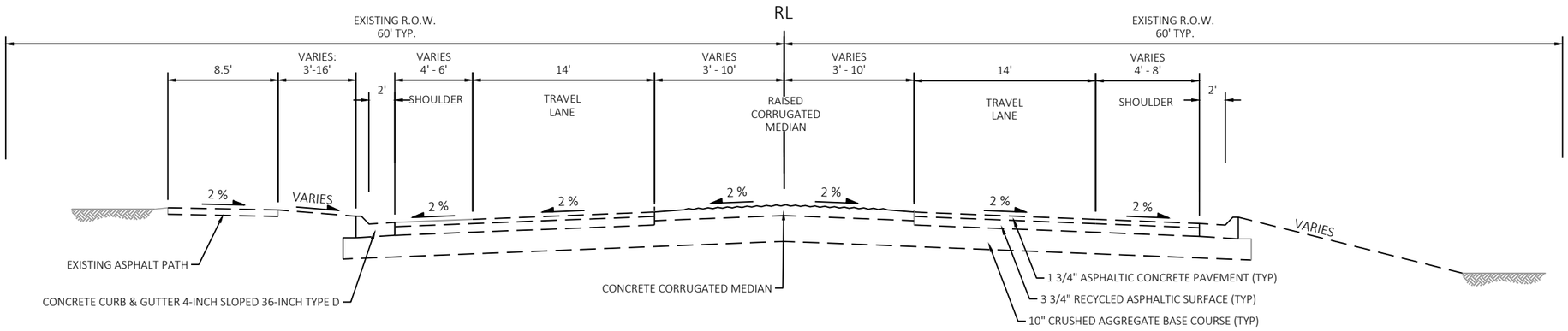
EXISTING TYPICAL SECTION - STH 60

STA 96+50 - 99+00

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 4	E

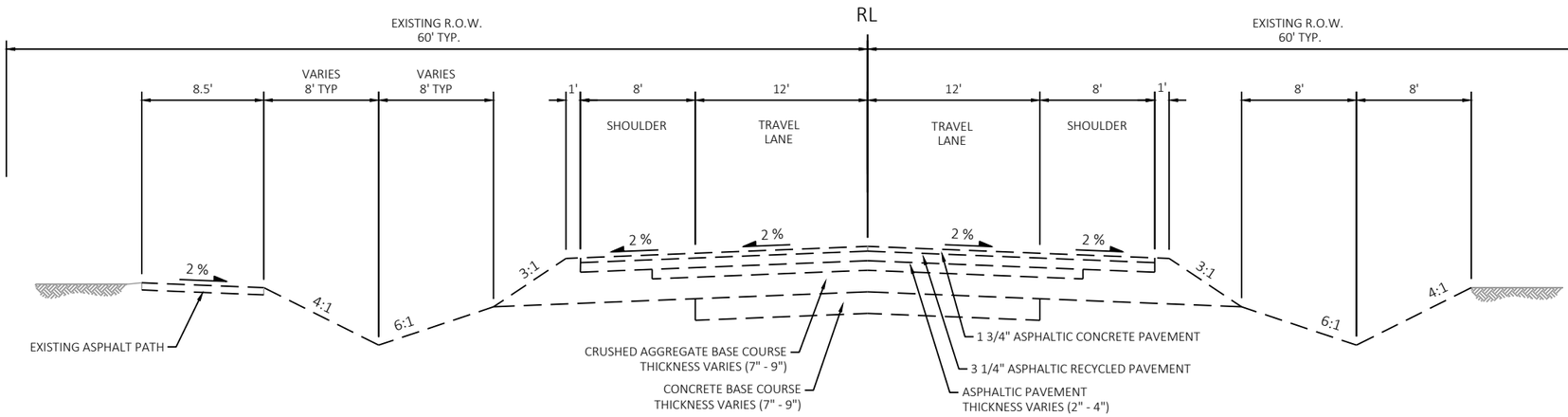
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PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION - STH 60

STA 99+00 - 100+68



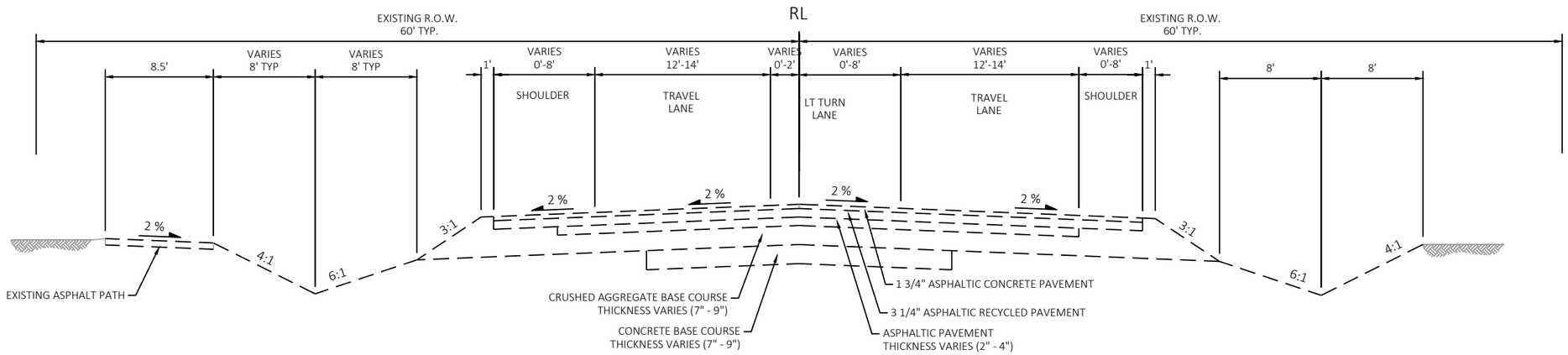
EXISTING TYPICAL SECTION - STH 60

STA 100+68 - 116+75

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 5	E

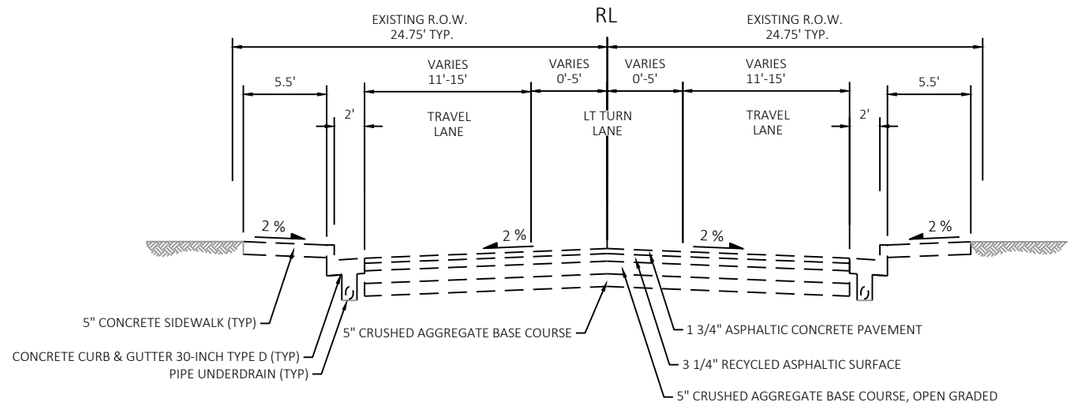
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LAYOUT NAME - 020302-ts
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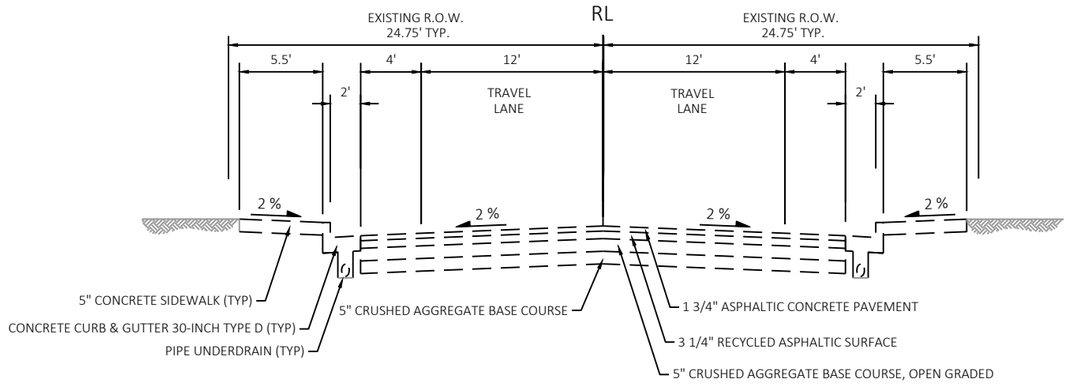
STA 116+75 - 122+35



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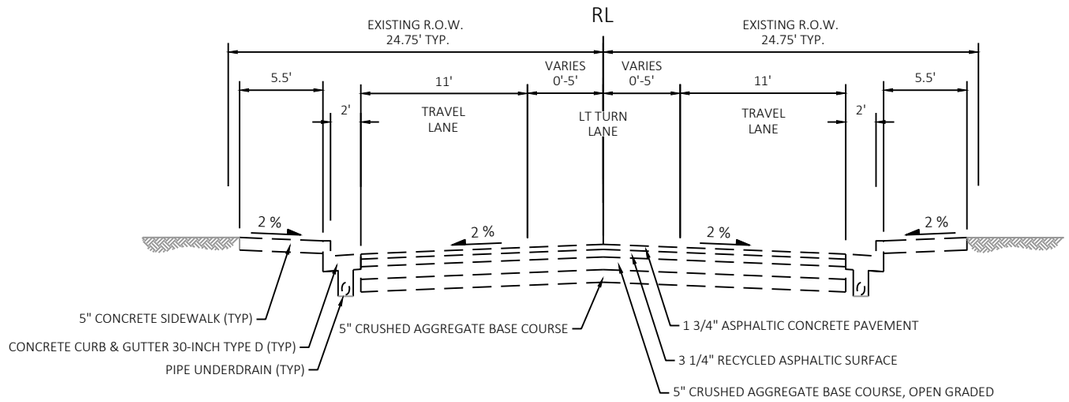
STA 122+35 - 125+40

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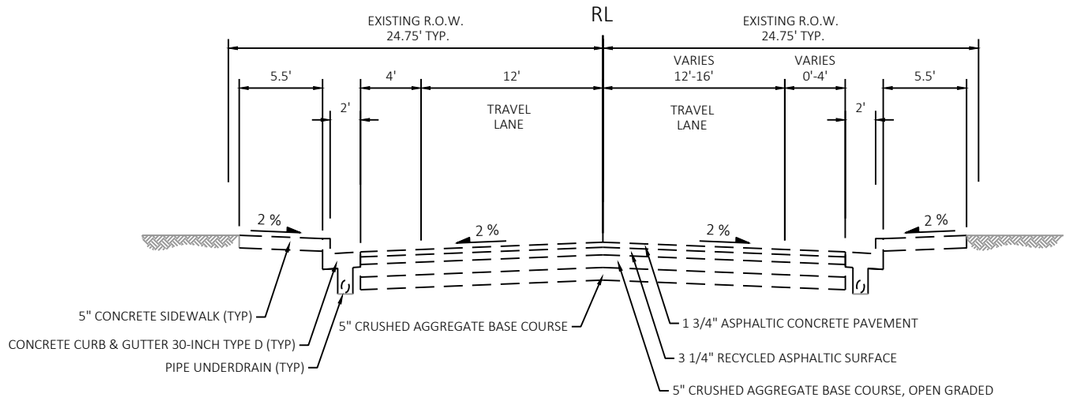
STA 125+40 - 150+00



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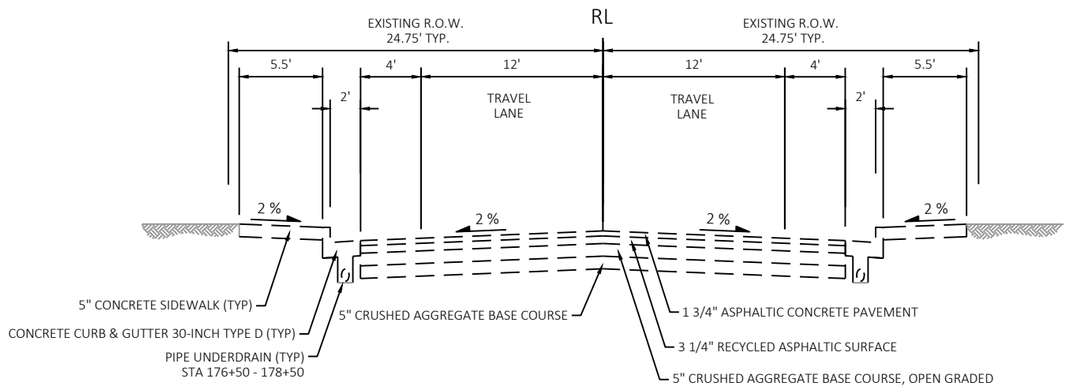
STA 150+00 - 152+30

2



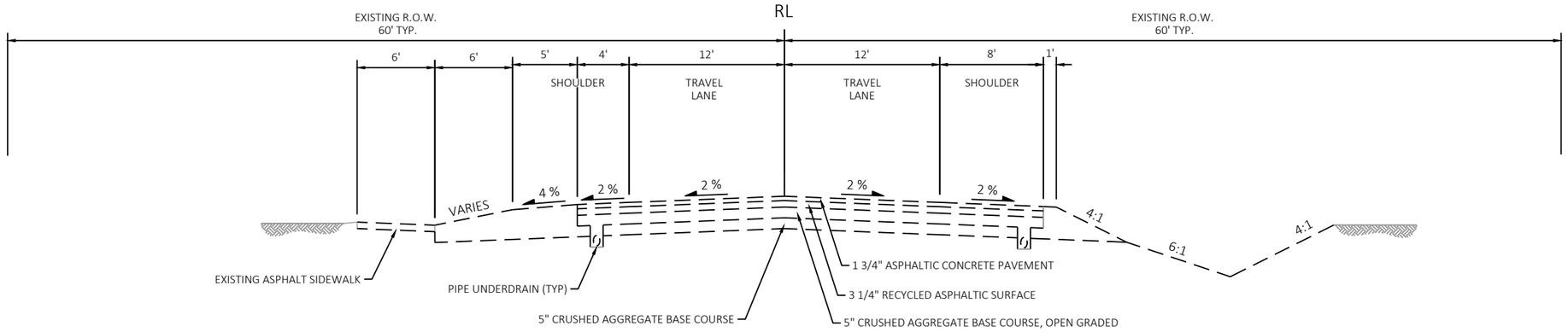
EXISTING TYPICAL SECTION - STH 60

STA 152+30 - 153+30



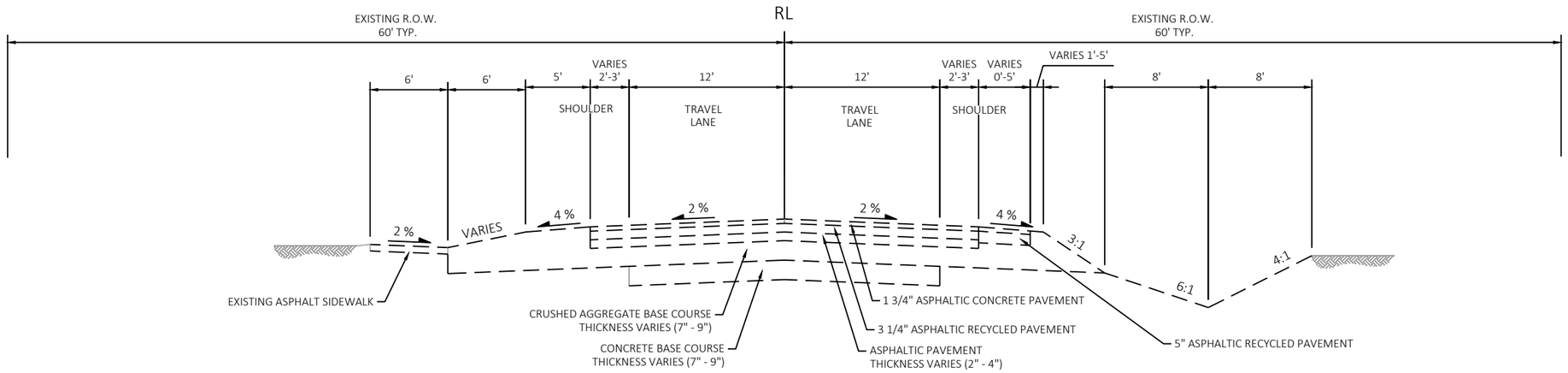
EXISTING TYPICAL SECTION - STH 60

STA 153+30 - 177+50



EXISTING TYPICAL SECTION - STH 60

STA 177+50 - 178+50

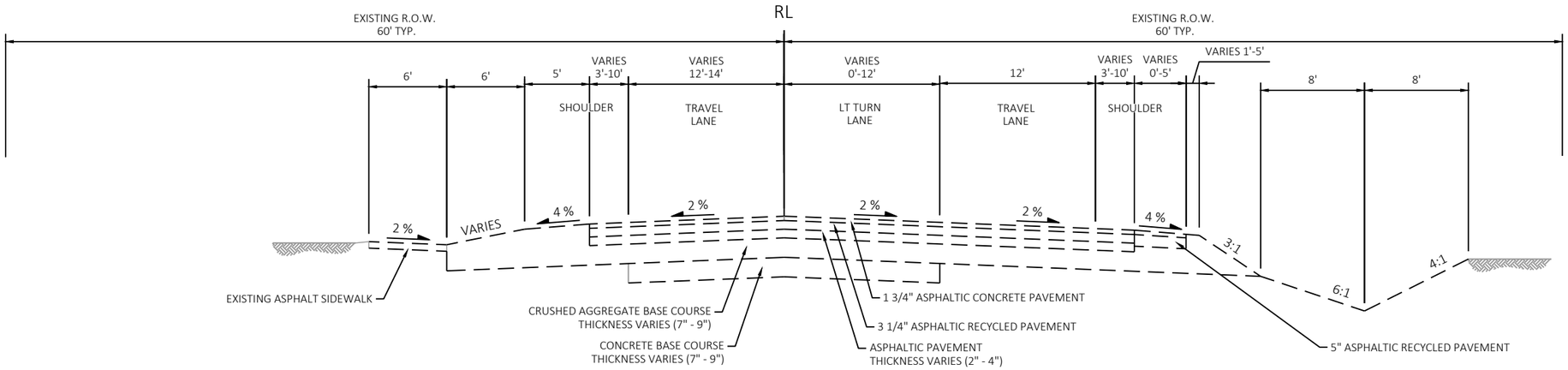


EXISTING TYPICAL SECTION - STH 60

STA 178+50 - 179+50

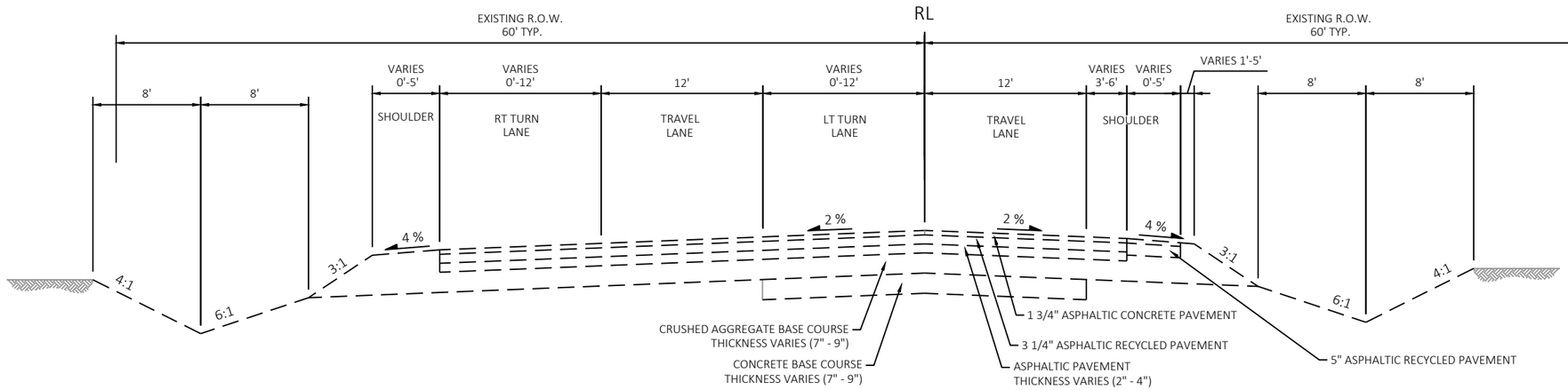
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LAYOUT NAME - 020306-ts
PLOT DATE : 5/25/2023 12:32 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:10 FT



EXISTING TYPICAL SECTION - STH 60

STA 179+50 - 184+50

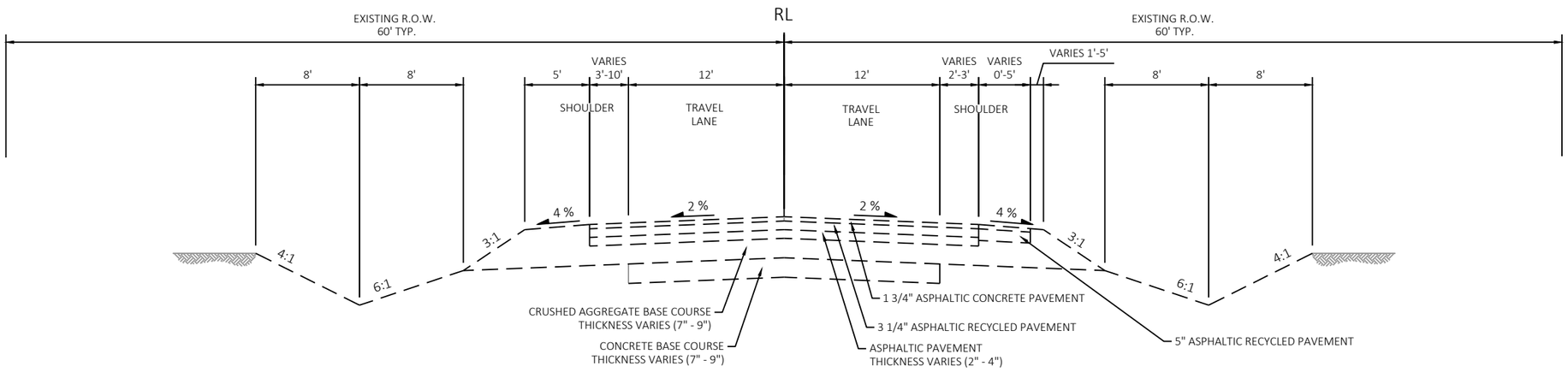


EXISTING TYPICAL SECTION - STH 60

STA 184+50 - 189+00

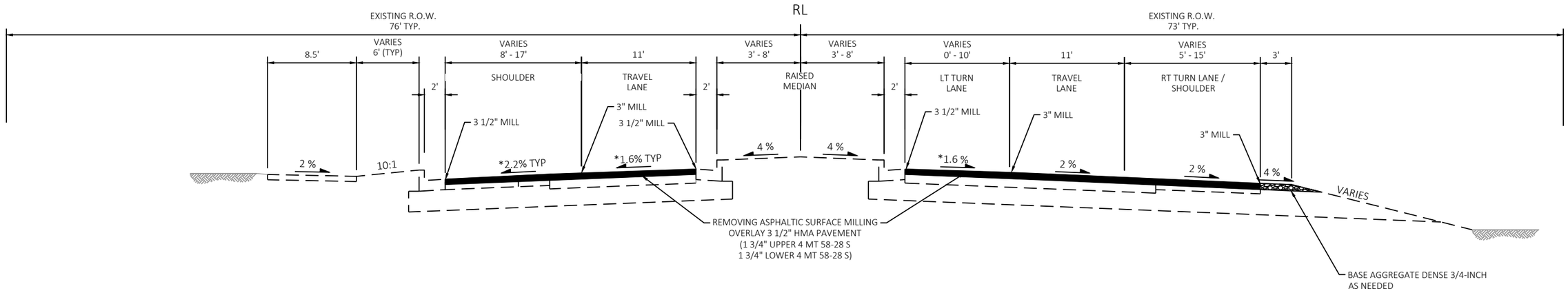
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PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



EXISTING TYPICAL SECTION - STH 60

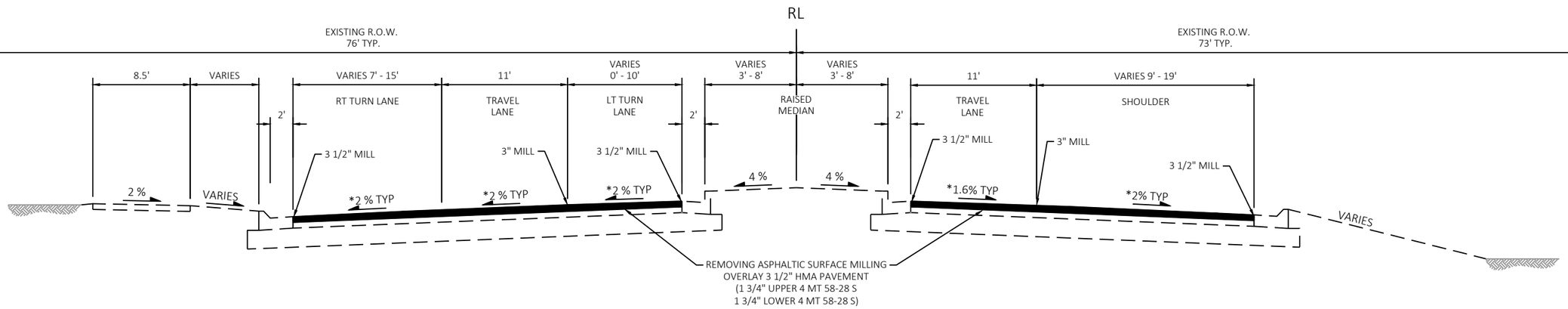
STA 189+00 - 190+50



FINISHED TYPICAL SECTION - STH 60

STA 92+80 - 96+50

* VARIABLE MILL DEPTH

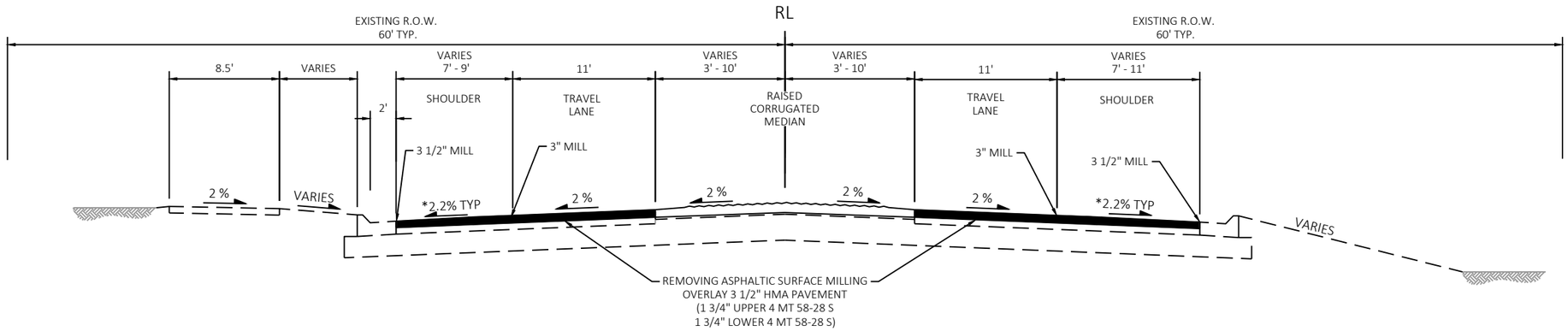


FINISHED TYPICAL SECTION - STH 60

STA 96+50 - 99+00

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 12	E

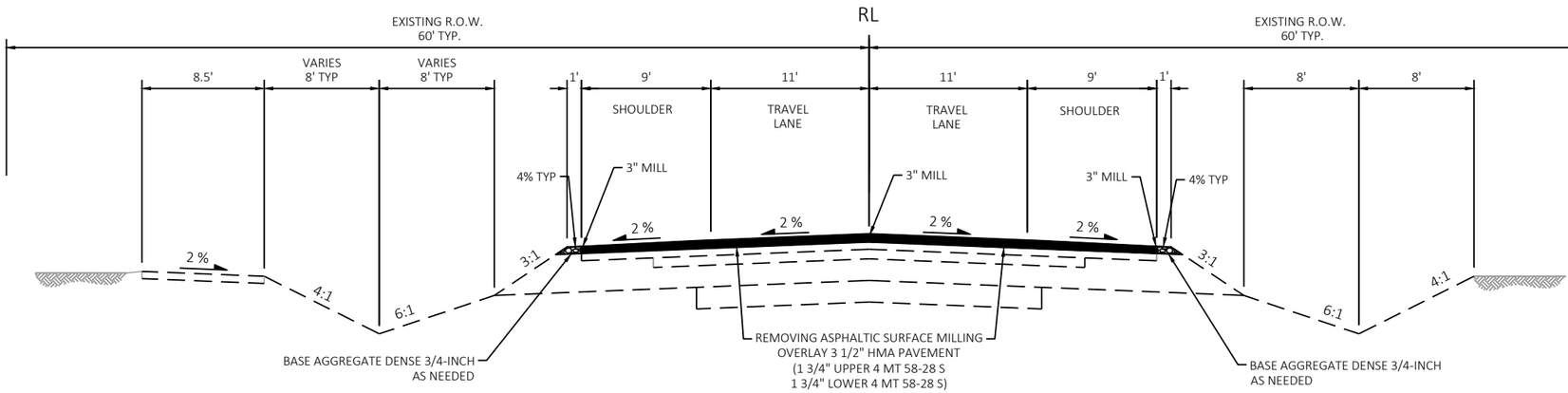
FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020309-ts
PLOT DATE : 11/15/2023 8:40 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:10 FT



FINISHED TYPICAL SECTION - STH 60

STA 99+00 - 100+68

* VARIABLE MILL DEPTH



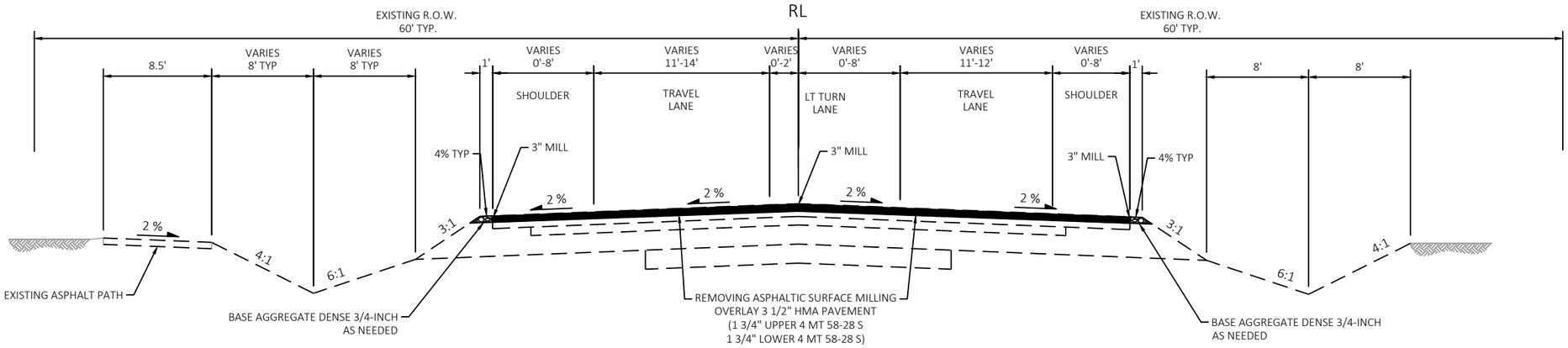
FINISHED TYPICAL SECTION - STH 60

STA 100+68 - 116+75

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 13	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020310-ts
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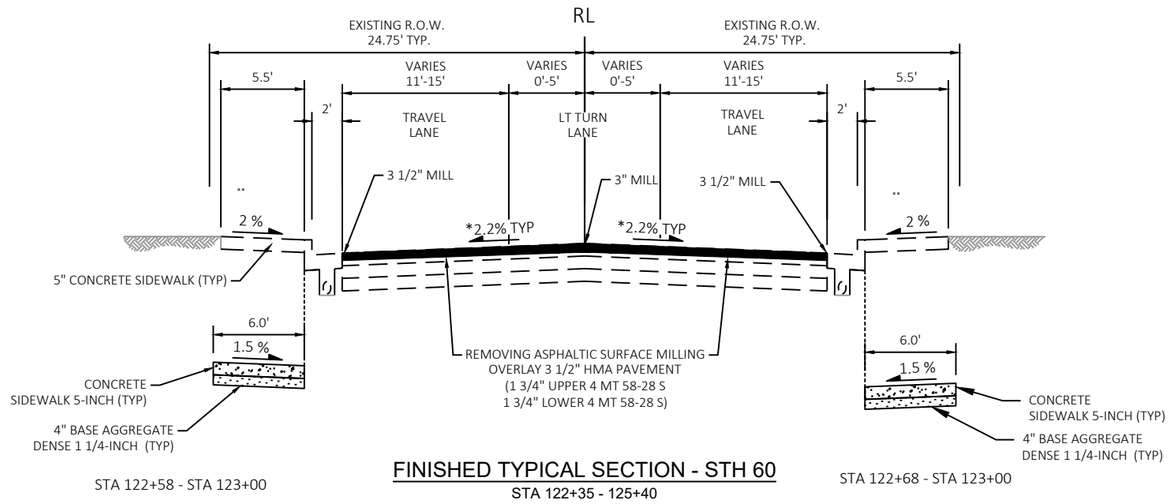
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION - STH 60

STA 116+75 - 122+35

* VARIABLE MILL DEPTH



STA 122+58 - STA 123+00

FINISHED TYPICAL SECTION - STH 60

STA 122+35 - 125+40

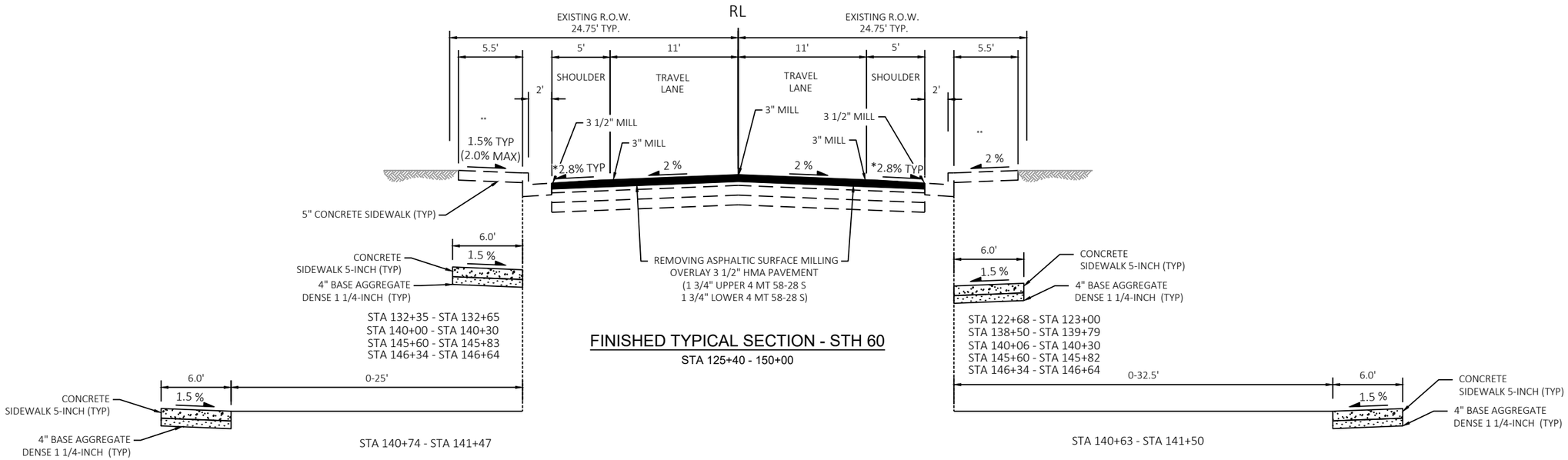
STA 122+68 - STA 123+00

** SIDEWALK SPOT REPAIRS (SEE PLAN DETAILS)
RESTORATION WITH TOPSOIL, FERTILIZER
TYPE B, AND SOD LAWN

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 14	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020311-ts
PLOT DATE : 11/15/2023 8:40 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



FINISHED TYPICAL SECTION - STH 60

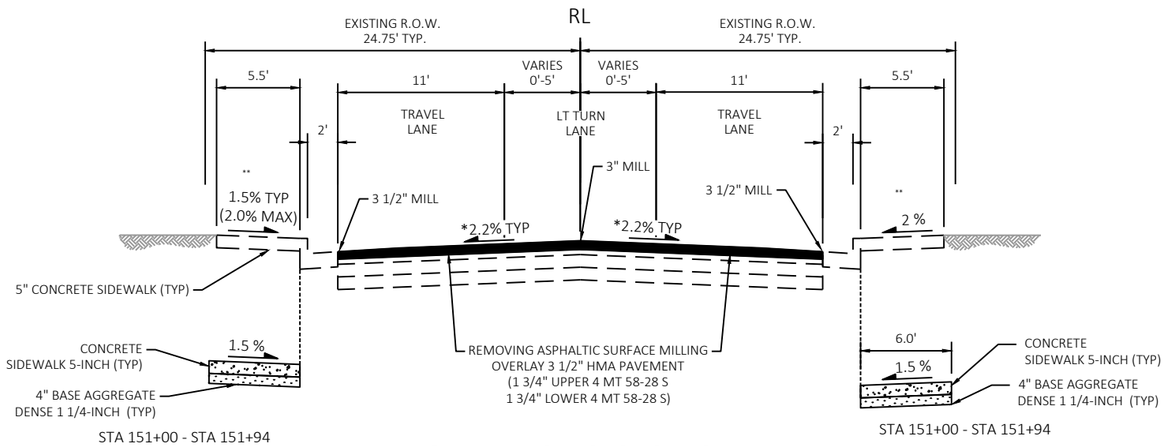
STA 125+40 - 150+00

STA 140+74 - STA 141+47

STA 140+63 - STA 141+50

* VARIABLE MILL DEPTH

** SIDEWALK SPOT REPAIRS (SEE PLAN DETAILS)
RESTORATION WITH TOPSOIL, FERTILIZER
TYPE B, AND SOD LAWN

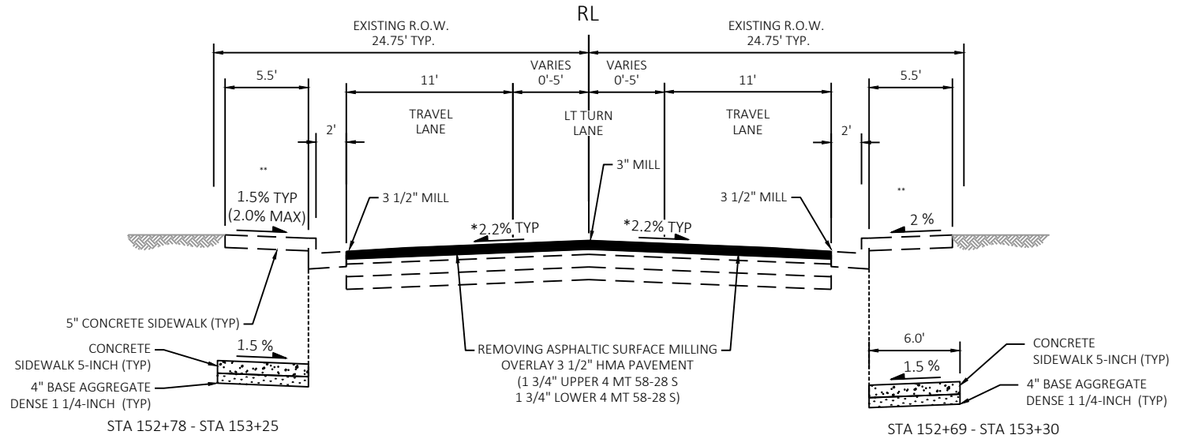


FINISHED TYPICAL SECTION - STH 60

STA 150+00 - 152+30

** SIDEWALK SPOT REPAIRS (SEE PLAN DETAILS)
RESTORATION WITH TOPSOIL, FERTILIZER
TYPE B, AND SOD LAWN

2



STA 152+78 - STA 153+25

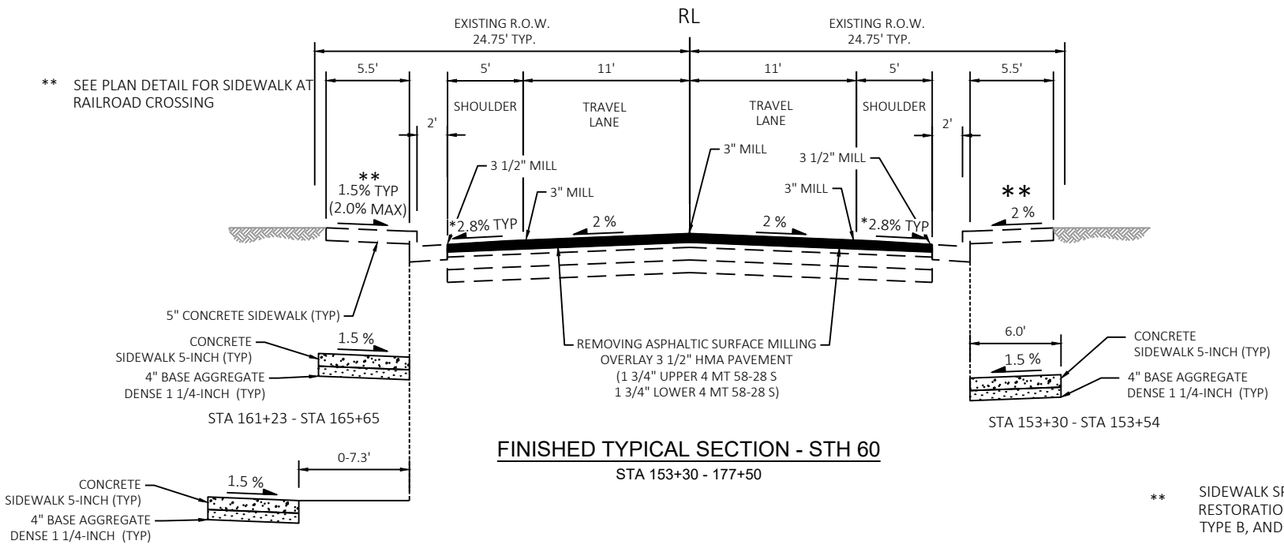
STA 152+69 - STA 153+30

FINISHED TYPICAL SECTION - STH 60

STA 152+30 - 153+30

* VARIABLE MILL DEPTH

** SIDEWALK SPOT REPAIRS (SEE PLAN DETAILS) RESTORATION WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN



STA 161+23 - STA 165+65

STA 153+30 - STA 153+54

FINISHED TYPICAL SECTION - STH 60

STA 153+30 - 177+50

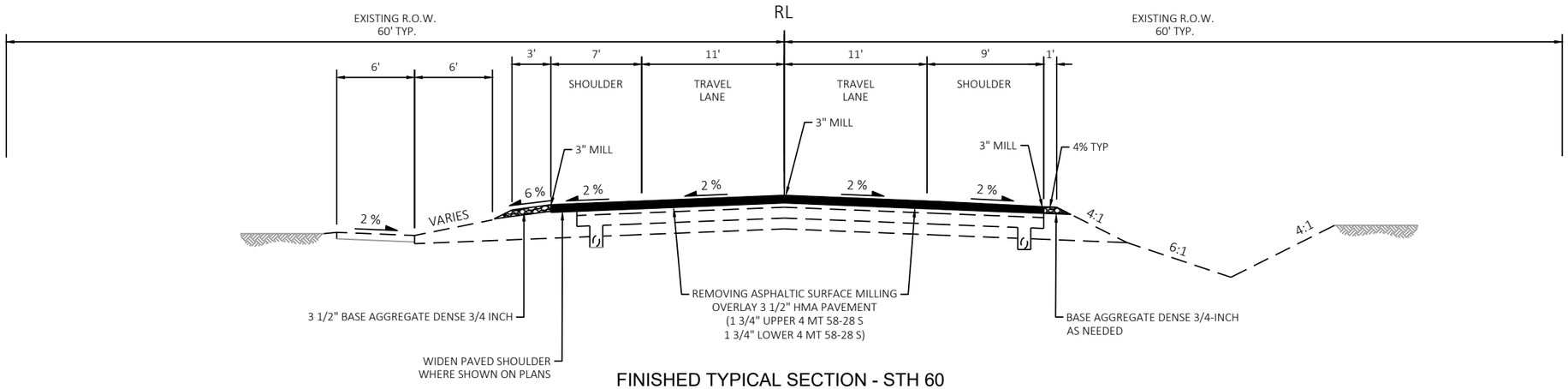
STA 161+23 - STA 165+65

** SIDEWALK SPOT REPAIRS (SEE PLAN DETAILS) RESTORATION WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 16	E

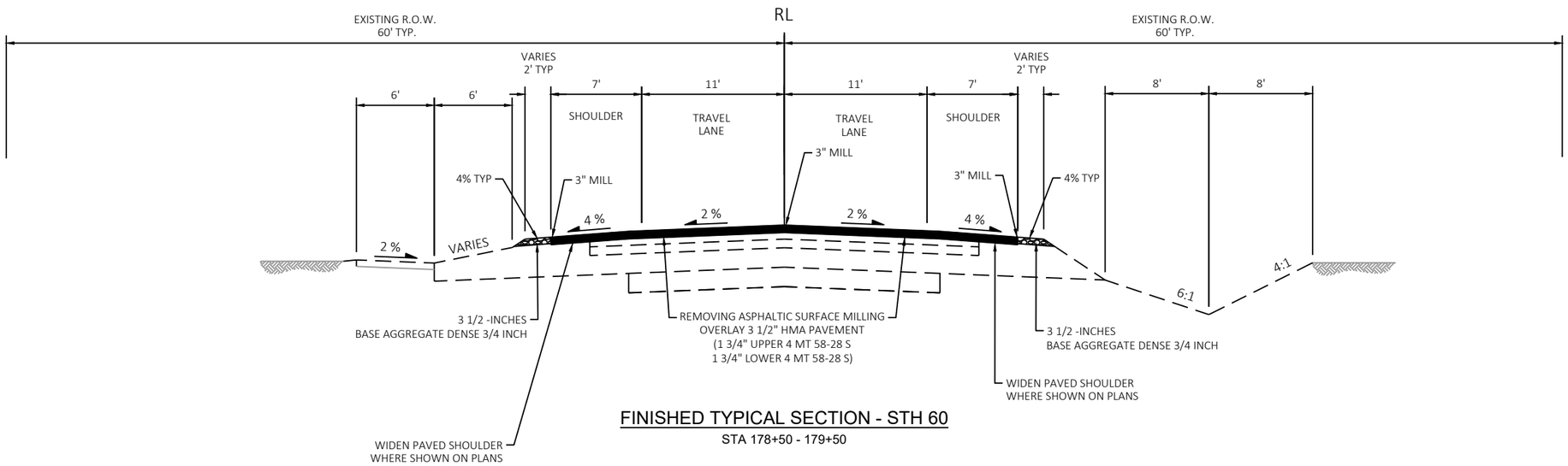
FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020313-ts
PLOT DATE : 11/15/2023 8:40 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



FINISHED TYPICAL SECTION - STH 60

STA 177+50 - 178+50

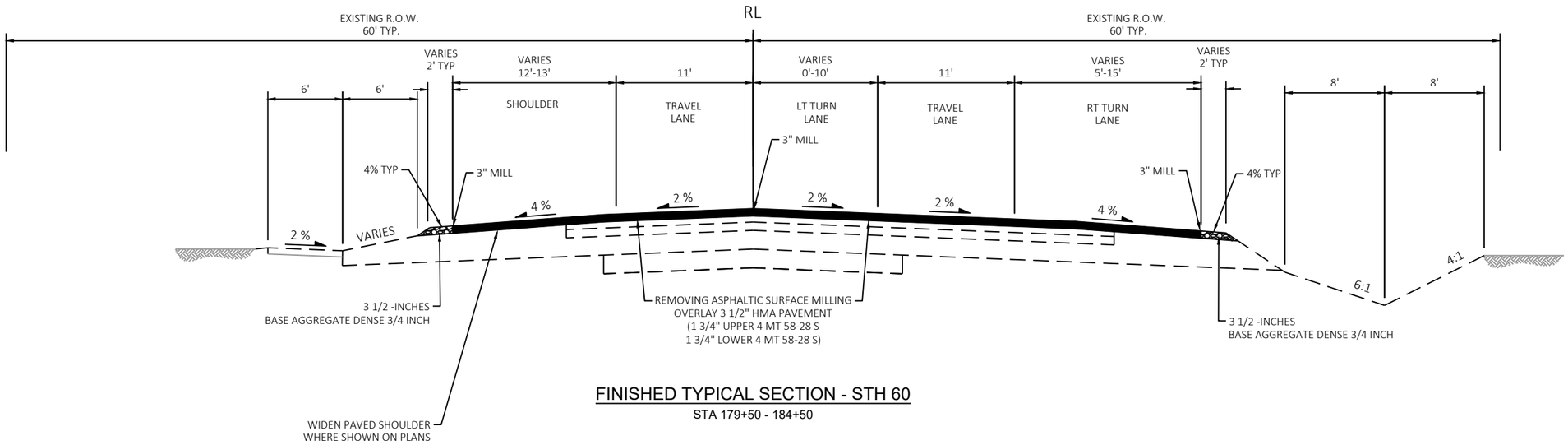


FINISHED TYPICAL SECTION - STH 60

STA 178+50 - 179+50

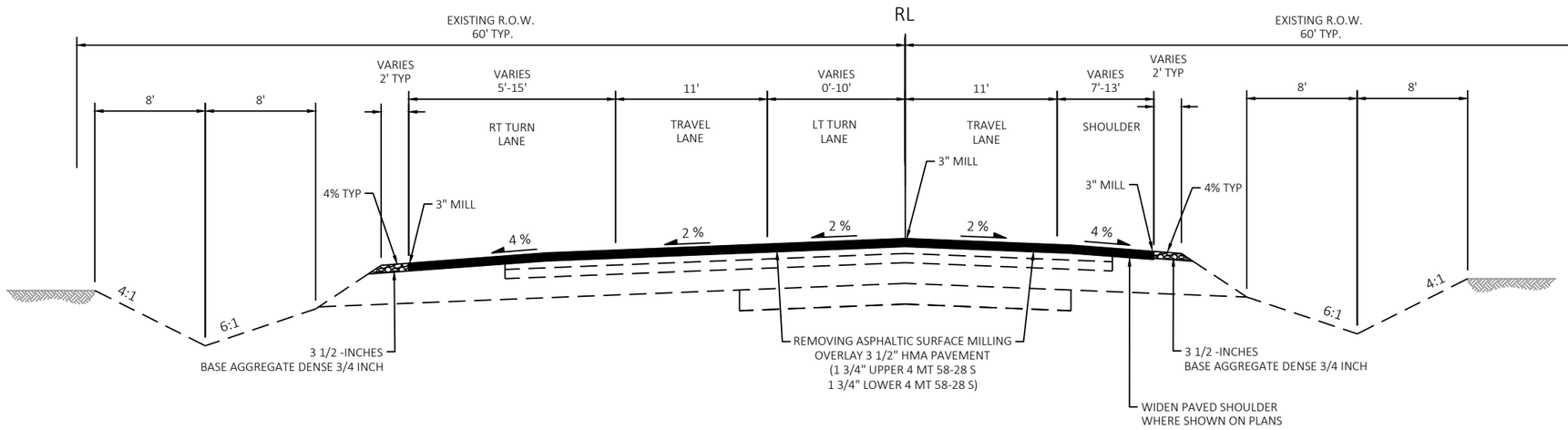
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 17	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020314-ts
PLOT DATE : 11/15/2023 8:40 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:10 FT



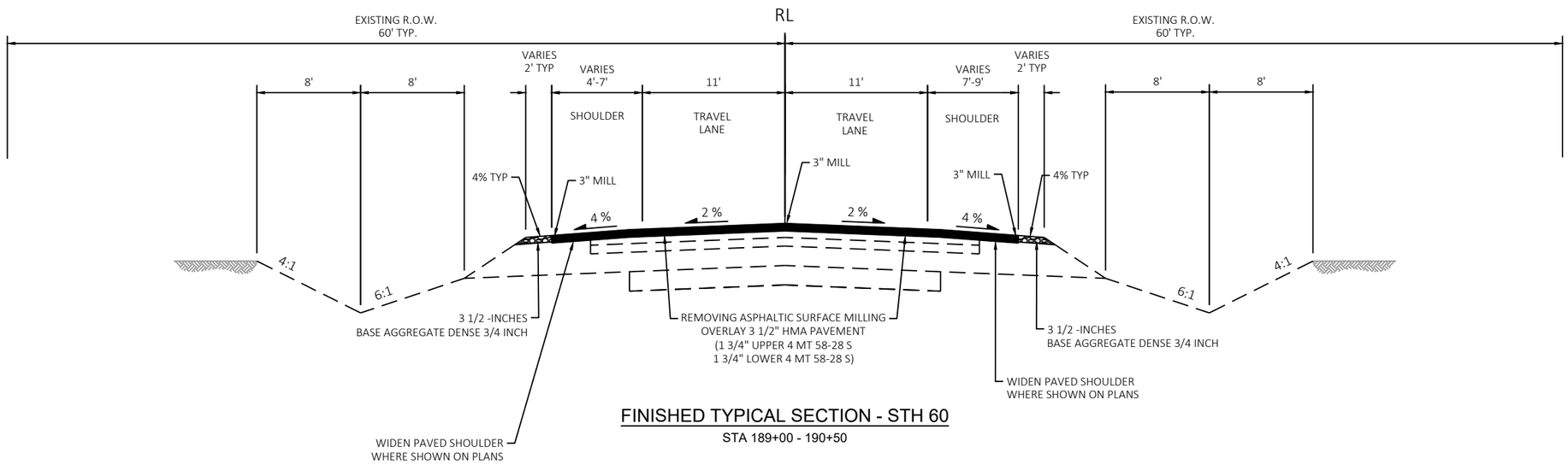
FINISHED TYPICAL SECTION - STH 60

STA 179+50 - 184+50



FINISHED TYPICAL SECTION - STH 60

STA 184+50 - 189+00

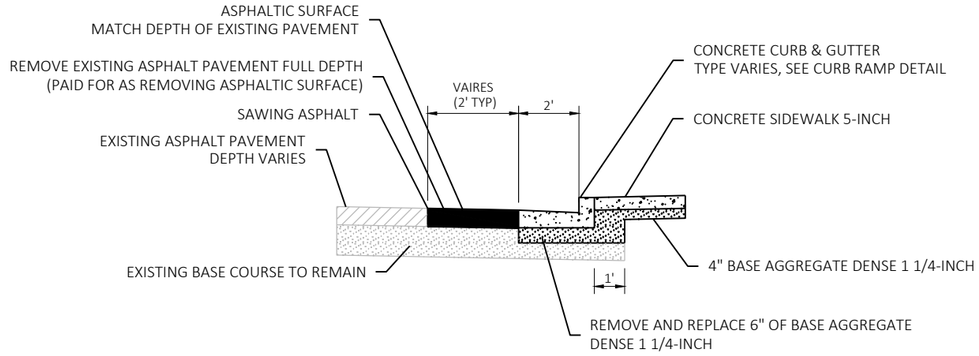


FINISHED TYPICAL SECTION - STH 60

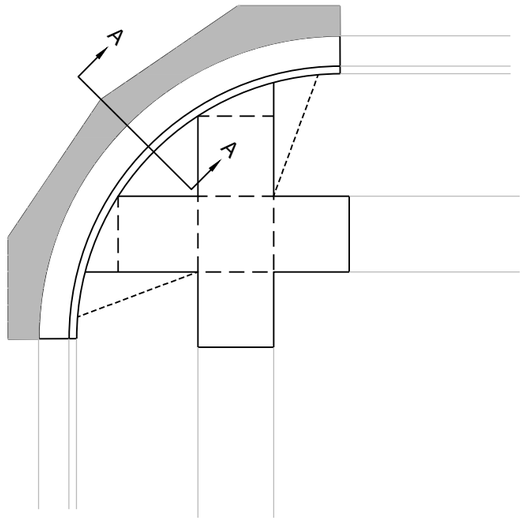
STA 189+00 - 190+50

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 19	E

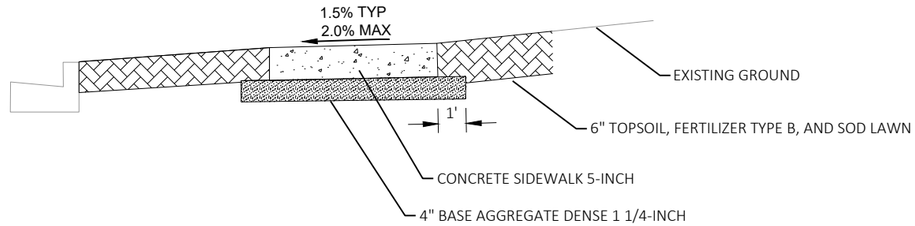
FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020316-ts
PLOT DATE : 11/15/2023 8:41 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:10 FT



SECTION A-A

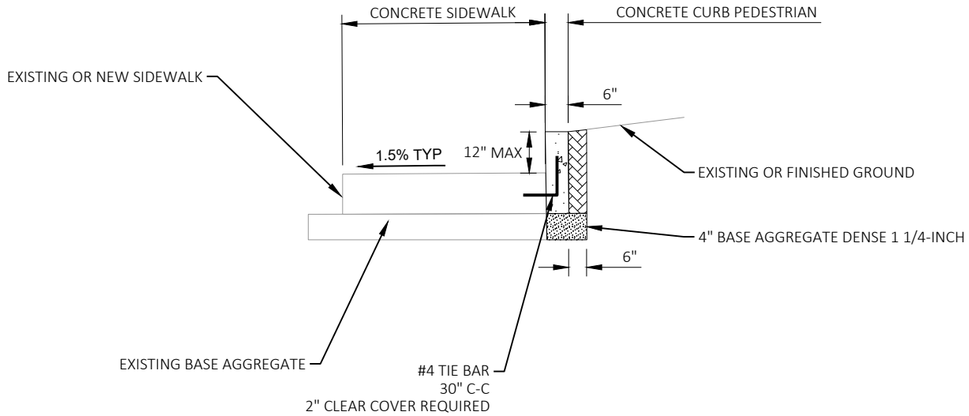


CURB & GUTTER REPLACEMENT
ADJACENT TO ASPHALT
PAVEMENT



TYPICAL SIDEWALK
SECTION

NOTES:
1. PAYMENT FOR ALL EXCAVATION, EMBANKMENT, EARTH BACKFILL, TOPSOIL, FERTILIZER, AND SOD SHALL BE PAID FOR USING BID ITEM CURB RAMP GRADING, SHAPING & FINISHING.
2. PAYMENT FOR CONCRETE SIDEWALK AND BASE AGGREGATE SHALL BE PAID FOR USING STANDARD BID ITEMS.



CONCRETE CURB
PEDESTRIAN SECTION

2

PRIOR TO MILLING AND PAVING.

A. SAWCUT EXISTING PAVEMENT FULL DEPTH.
B. REMOVE AND STORE MANHOLE COVER.
C. FURNISH AND INSTALL TEMPORARY COVER PLATE.
D. BACKFILL USING ASPHALT SURFACE PATCHING.

AFTER PAVING HMA LOWER LAYER(S)

A. REMOVE ASPHALTIC SURFACE PATCHING.
B. EXCAVATE AROUND MANHOLE.
C. ADJUST OR RECONSTRUCT MANHOLE AND RE-INSTALL MANHOLE FRAME AND COVER.
D. POUR MONOLITHIC CONCRETE SHIM SO CONCRETE FILLS IN VOIDS BELOW THE CASTING BETWEEN THE SHIMS.
E. PAVE UPPER LAYER HMA.

PAVEMENT REMOVAL, ASPHALT PATCH REMOVAL, EXCAVATING, PREPARING THE FOUNDATION AND SHIMMING ARE INCIDENTAL TO THE ADJUSTING OR RECONSTRUCTING BID ITEMS.

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING ASPHALT, COVER PLATES TEMPORARY, ASPHALTIC SURFACE PATCHING AND BASE PATCHING CONCRETE SHES.

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE BASE PATCHING CONCRETE SHES BID ITEM.

PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

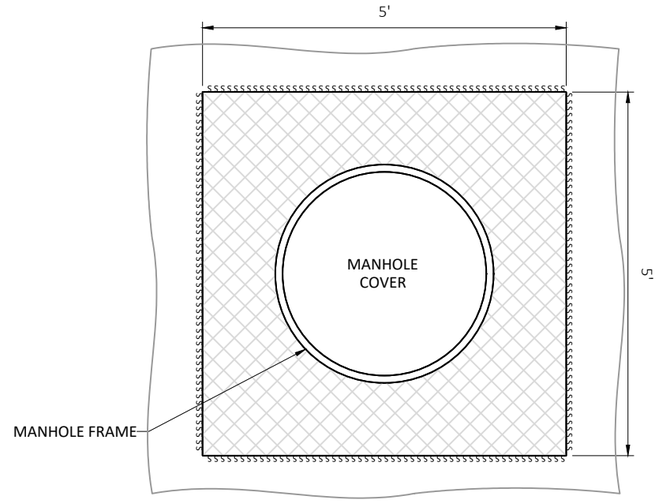
*SAWCUT WILL ONLY BE PAID ONCE. REMOVE ASPHALT SURFACE PATCHING MATERIAL TO THE ORIGINAL SAWCUT LIMITS.

S S S SAWING ASPHALT

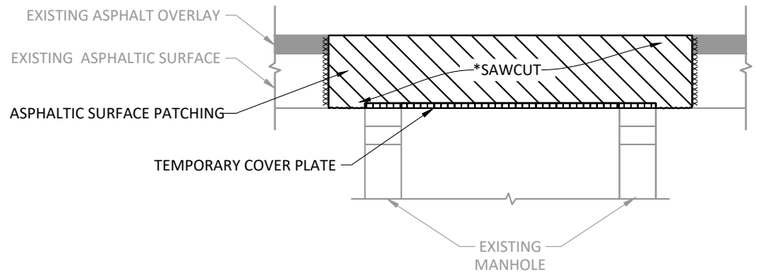
REMOVING PAVEMENT
(INCIDENTAL TO ADJUSTING / RECOSNTRUCTING BID ITEMS)

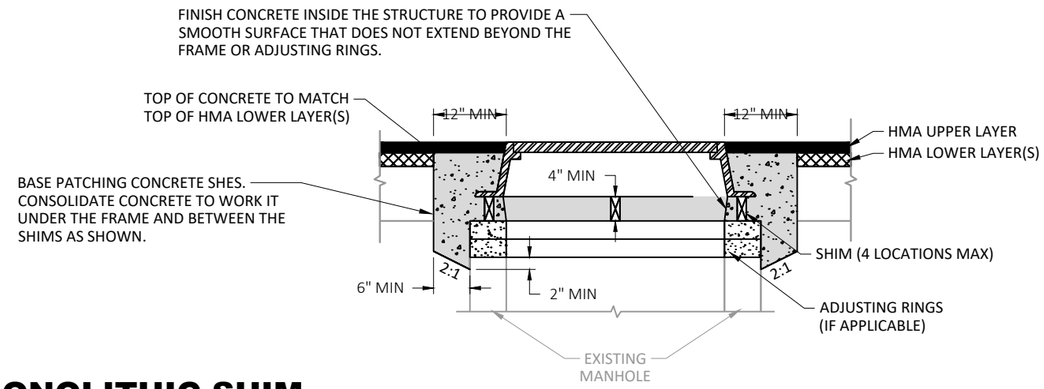
ASPHALTIC SURFACE PATCHING

MONOLITHIC CONCRETE

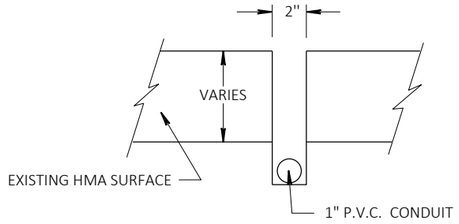


PLAN VIEW

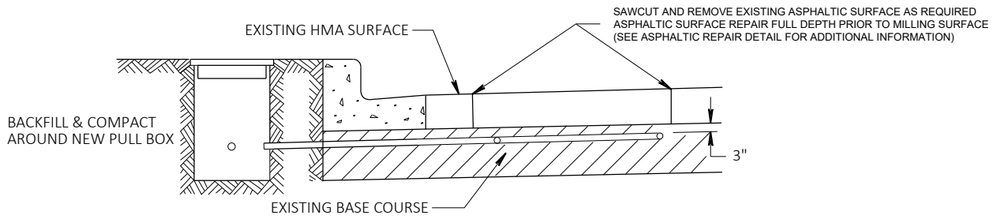




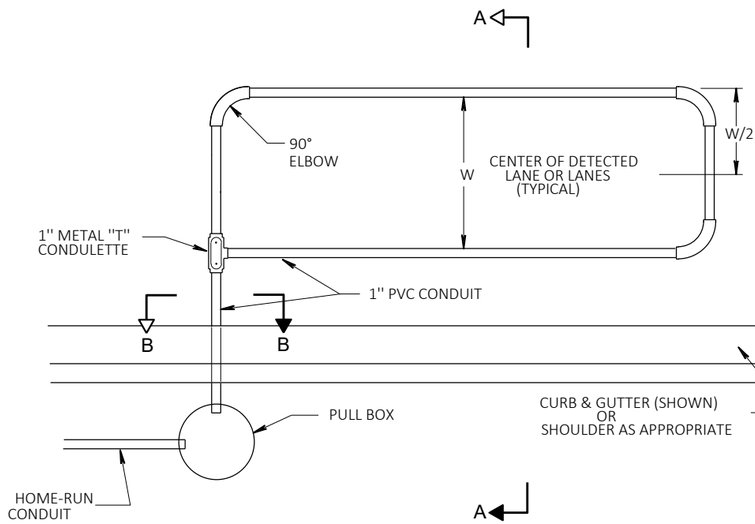
ADJUSTING / RECONSTRUCTING MANHOLES - MONOLITHIC SHIM



SECTION B-B

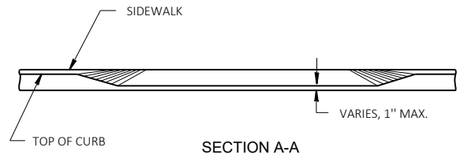


SECTION A-A

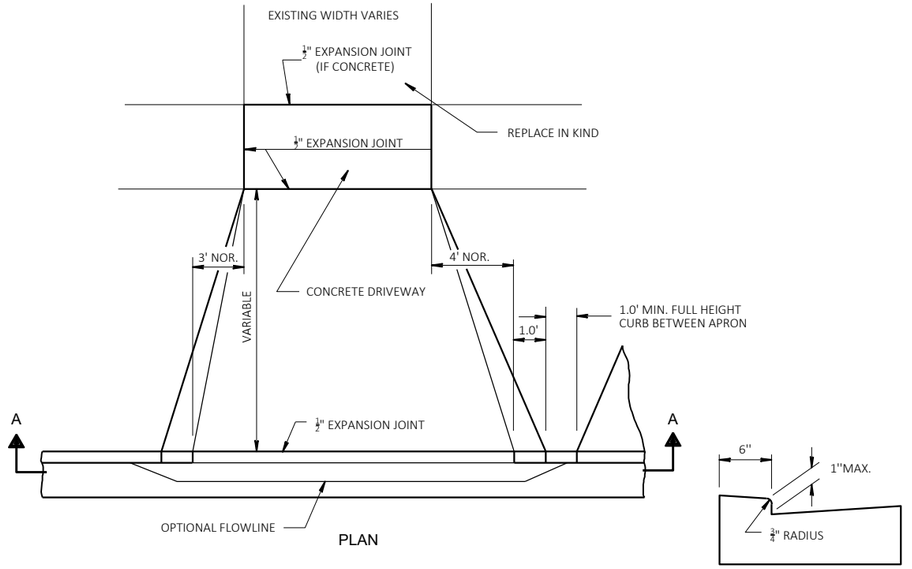


TYPICAL PLAN OF DETECTOR LOOP INSTALLED
IN EXISTING BASE COURSE WITH HMA BASE PATCHING AND OVERLAY

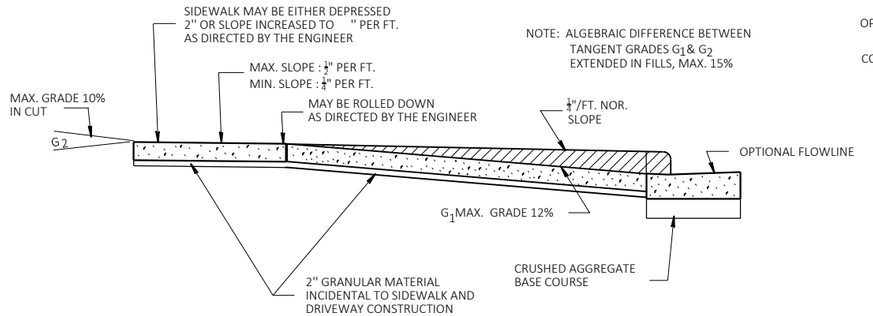
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SECTION A-A



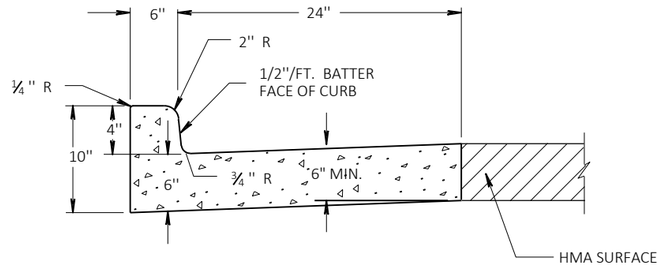
PLAN



PROFILE

URBAN DRIVEWAY DETAIL

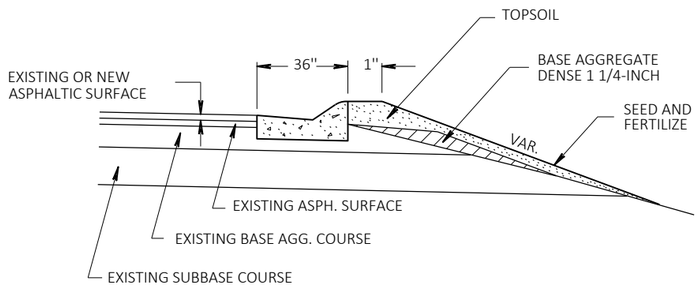
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET 22	E



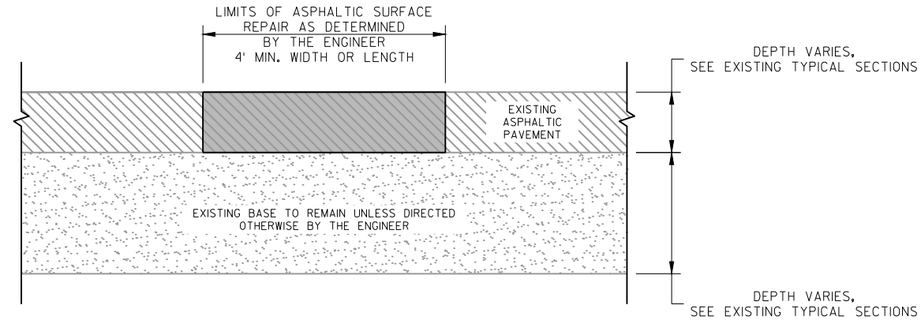
CONCRETE CURB AND GUTTER 30 INCH - MODIFIED

NOTES:

1) THE MODIFICATION TO THE CURB AND GUTTER 30-INCH TYPE TYPE D IS FOR A 4-INCH CURB HEAD HEIGHT
2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGRATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
4) UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.
5) ALL OTHER PERTINENT REQUIREMENTS OF THE STANDARD DETAIL DRAWING CONCRETE CURB AND GUTTER SHALL REMAIN IN EFFECT.
6) THE MODIFIED CURB AND GUTTER WILL BE INCLUDED FOR PAYMENT WITH THE STANDARD BID ITEM 601.0411 OF THE STANDARD SPECIFICATIONS.



DETAIL OF CURB & GUTTER INSTALLATION



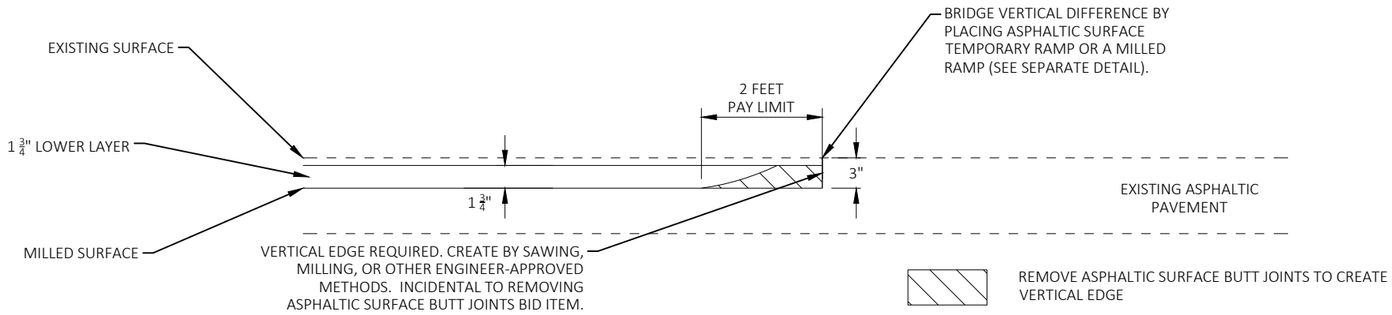
ASPHALTIC SURFACE
REPAIR

NOTES:

1) ASPHALTIC SURFACE REPAIR LOCATIONS SHALL BE DETERMINED BY THE ENGINEER UNLESS OTHERWISE SHOWN
2) ASPHALTIC SURFACE REPAIR LIMITS TO BE REMOVED AND PAVED IN SAME DAY
3) ASPHALTIC SURFACE REPAIR TO BE PLACED IN 1 LIFT UP TO EXISTING SURFACE THICKNESS
4) ASPHALTIC SURFACE REPAIR LOCATIONS SHALL BE ADJUSTED AS NEEDED BY THE ENGINEER DUE TO CURRENT FIELD CONDITIONS

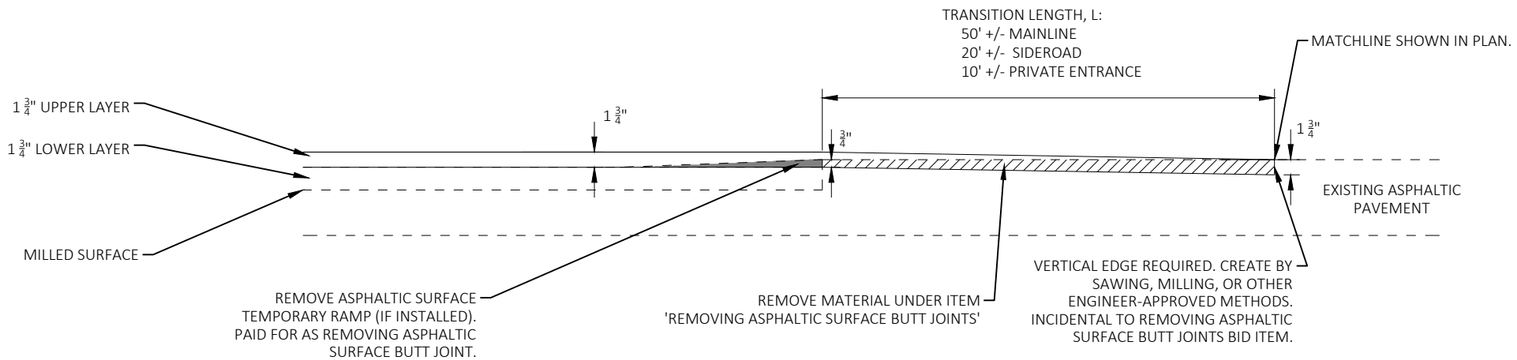
2

OPERATIONS
- REMOVING ASPHALTIC SURFACE MILLING 3-INCHES AND REMOVING ASPHALTIC SURFACE BUTT JOINT.
- PAVE LOWER LAYER, PAVE TEMPORARY RAMP.



MILLING AND PAVING LOWER LAYER

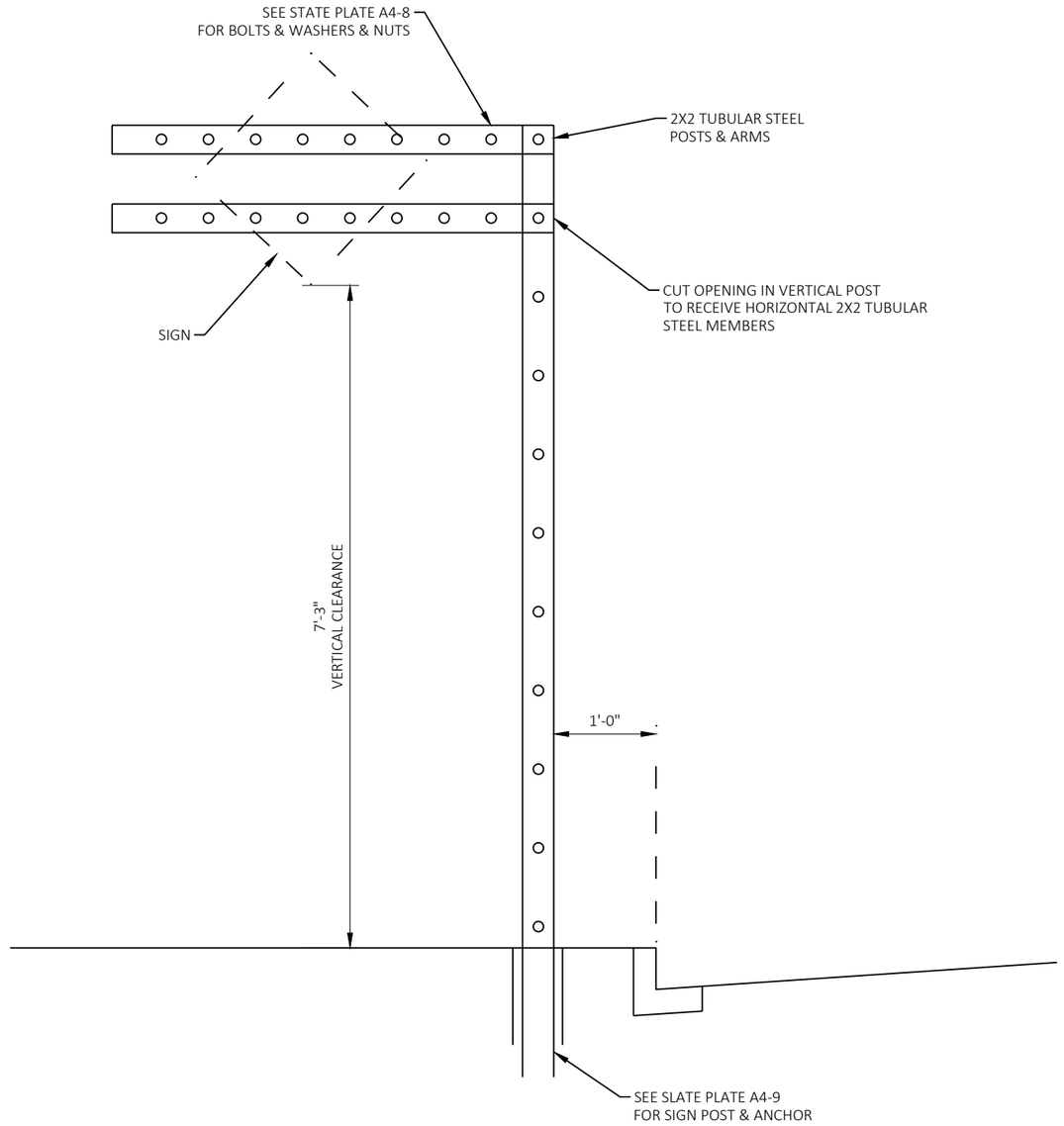
- REMOVING ASPHALTIC SURFACE BUTT JOINT, REMOVE TEMPORARY RAMP.
- PAVE UPPER LAYER.



MILLING BUTT JOINT AND PAVING UPPER LAYER

BUTT JOINT - CHANGE IN PROFILE (MILL 3", PAVE 3 1/2")

2



PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	SPECIAL SIGN MOUNTING DETAIL	SHEET 25	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\SPECIALMOUNTING.DWG
LAYOUT NAME - 01
PLOT DATE : 4/27/2023 11:22 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42

2

LEGEND

TRAFFIC CONTROL BARRICADE TYPE II WITH SIGN

TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN (TWO WARNING LIGHTS, TYPE A)

TRAFFIC CONTROL BARRICADE TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)

TRAFFIC CONTROL CONES 42-INCH

DIRECTION OF TRAFFIC

UNDER PEDESTRIAN TRAFFIC

WORK AREA

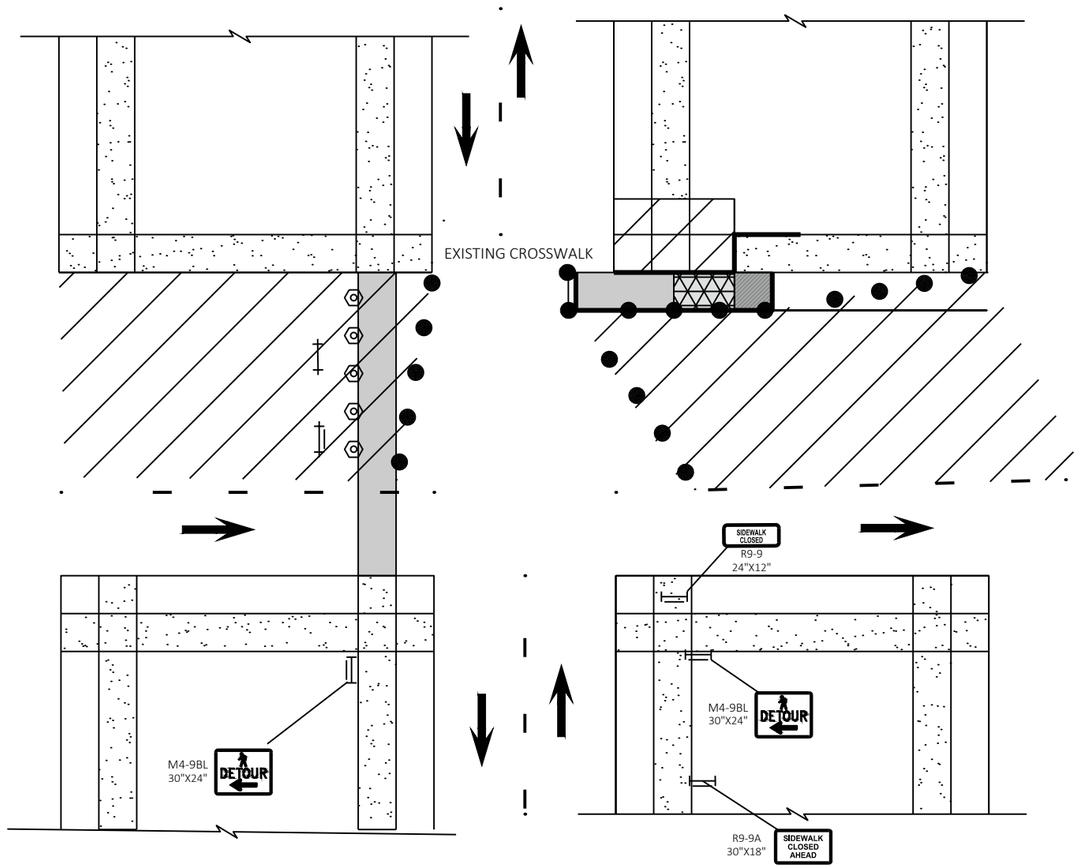
TEMPORARY CROSSWALK

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY CURB RAMP

TEMPORARY PEDESTRIAN BARRICADE PANEL

SEE STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL, PEDESTRIAN ACCOMODATION



PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL PEDESTRIAN DETOUR FOR CURB RAMP CONSTRUCTION	SHEET 26	E

LEGEND

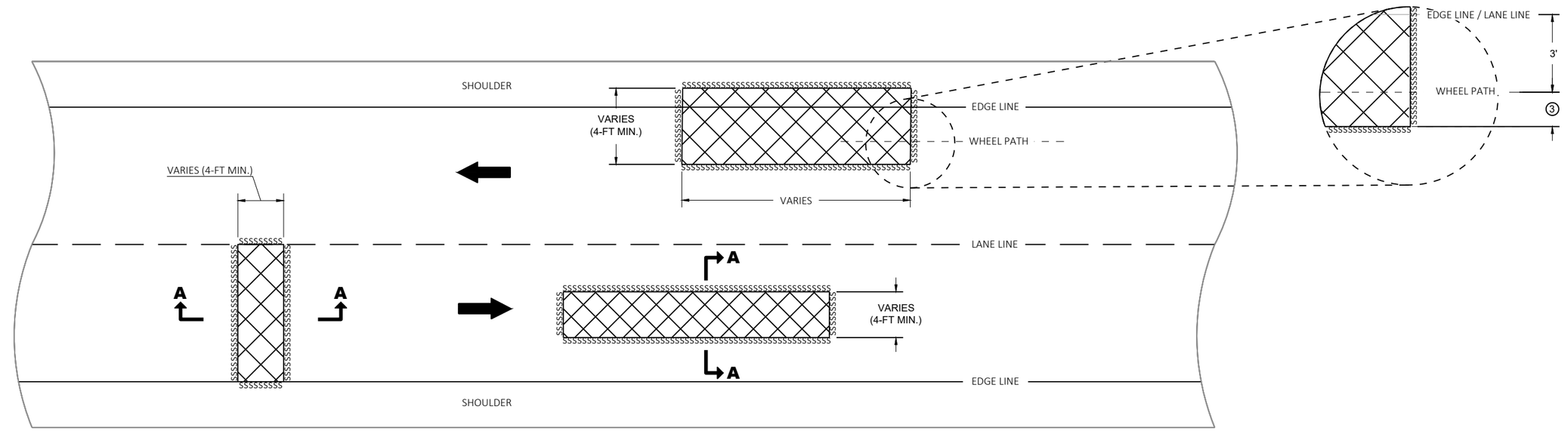
ASPHALTIC REPAIR

SSSSSS VERTICAL MILLED EDGE
SAW CUTTING AT THE CONTRACTORS DISCRETION

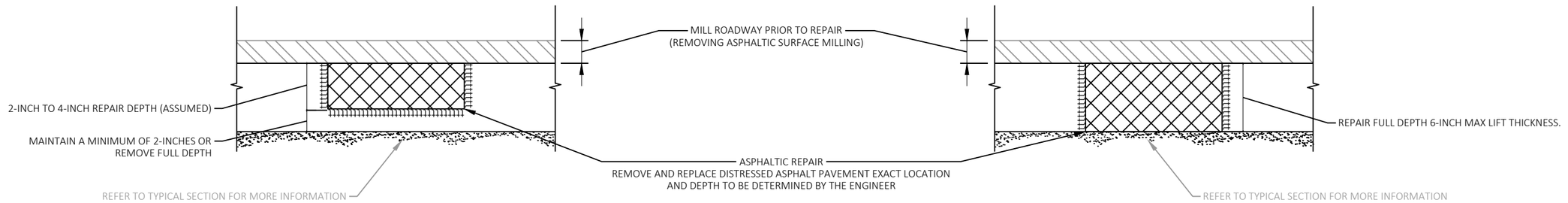
TTTTTTT TACK COAT

GENERAL NOTES

1. EXACT LOCATION, DEPTH AND SIZE OF REPAIR TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. MILL PAVEMENT PER PLAN PRIOR TO MAKING ASPHALTIC REPAIR.
3. LOCATE LONGITUDINAL REPAIR JOINTS OUTSIDE OF WHEEL PATH. 12-INCH MINIMUM (24-INCH RECOMMENDED) FROM THE CENTER OF THE WHEEL PATH.
4. ASPHALTIC REPAIR PAVING TO BE DONE ON THE SAME DAY AS REMOVAL.



PLAN VIEW



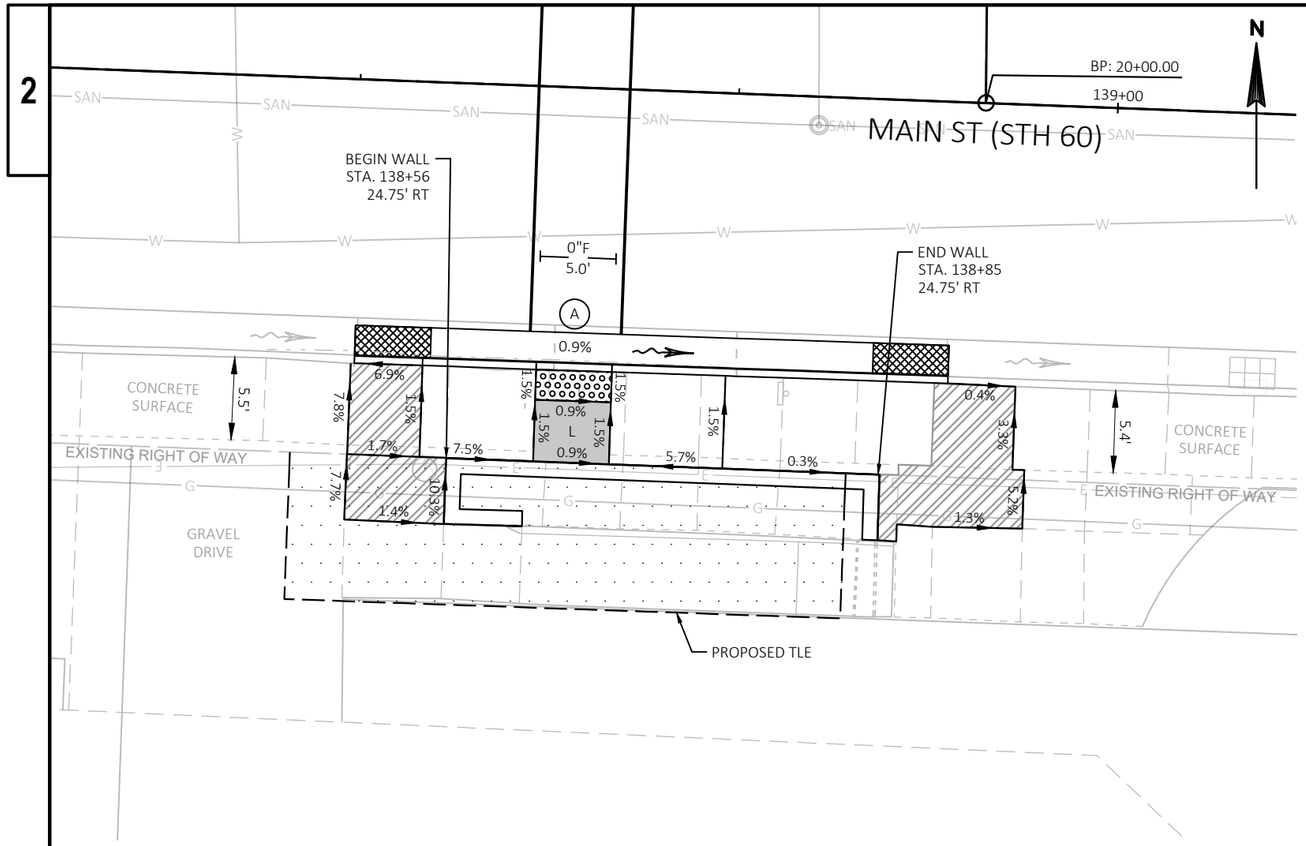
PARTIAL DEPTH **FULL DEPTH**

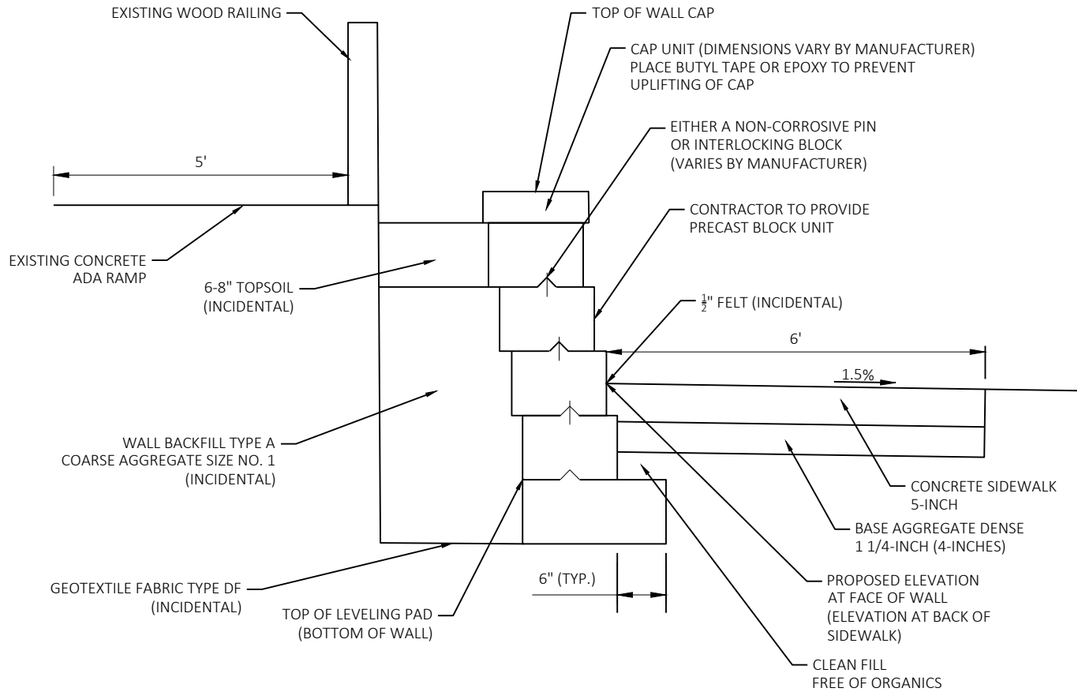
SECTION A-A

ASPHALTIC REPAIR

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET 27	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021003-CD.DWG PLOT DATE : 5/25/2023 1:44 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1"=10'
LAYOUT NAME - 02
WISDOT/CADDS SHEET 42



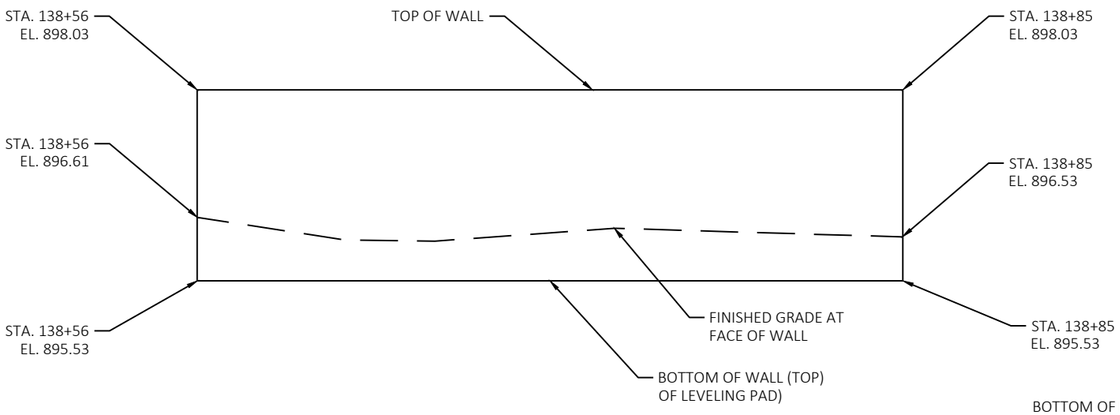


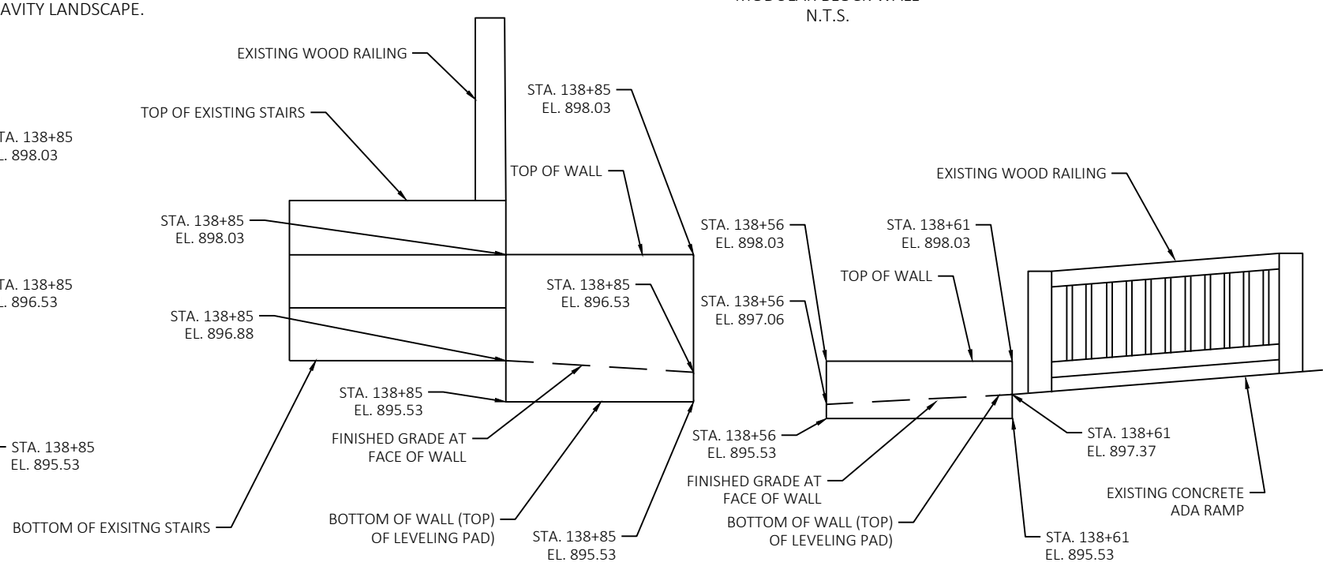
*SET BACK VARIES BY MANUFACTURER,
MAXIMUM FRONT FACE SLOPE FROM
VERICAL IS 1 HORIZ. TO 8 VERT.

TYPICAL RETAINING WALL SECTION

MODULAR BLOCK WALL
N.T.S.

NOTE:
ALL WORK ASSOCIATED WITH THIS RETAINING WALL IS INCLUDED FOR PAYMENT UNDER SPV.0165.02 WALL MODULAR BLOCK GRAVITY LANDSCAPE.
SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS





PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET 28	E

2

N

N168W22010, -22, -26

EXISTING R/W

315.97'
N51° 45' 09"W

CTH P

53+00

EXISTING R/W

BUTT JOINT
REQUIRED

INLET PROTECTION TYPE A

N168W22230, -28

N168W22226

N168W22224

EXISTING R/W

BEGIN PROJECT STA 92+85
MATCH EXISTING
SAW CUT REQ'D

INLET PROTECTION TYPE D

MAIN STREET (STH 60)

STH 60

91+00

92+00

93+00

94+00

95+00

96+00

97+00

50+00

BUTT JOINT
REQUIRED

INLET PROTECTION TYPE D

INLET PROTECTION TYPE D

INLET PROTECTION TYPE D

EXISTING R/W

PC: 49+21.20

49+00

INLET PROTECTION TYPE D

BUTT JOINT
REQUIRED

CTH P

48+00

6164
888.91

N168W22225

N168W22223

EXISTING R/W

LEGEND

REMOVING ASPHALTIC SURFACE MILLING	SAWCUT
REMOVING CONCRETE SIDEWALK	EXISTING RIGHT OF WAY
REMOVING ASPHALTIC SURFACE	SILT FENCE
BASE PATCHING ASPHALTIC	REMOVING CURB & GUTTER
INLET PROTECTION	

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 29	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021201-pd

PLOT DATE : 11/18/2023 7:56 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

MAIN STREET (STH 60)

STH 60

CTH P

N168W22224

N168W22223

N168W22010, -22, -26

EXISTING R/W

INLET PROTECTION TYPE D

INLET PROTECTION TYPE A

BUTT JOINT REQUIRED

95+00

96+00

97+00

50+00

49+00

48+00

47+00

54+00

53+00

52+00

N51° 45' 09"W
315.97'

A

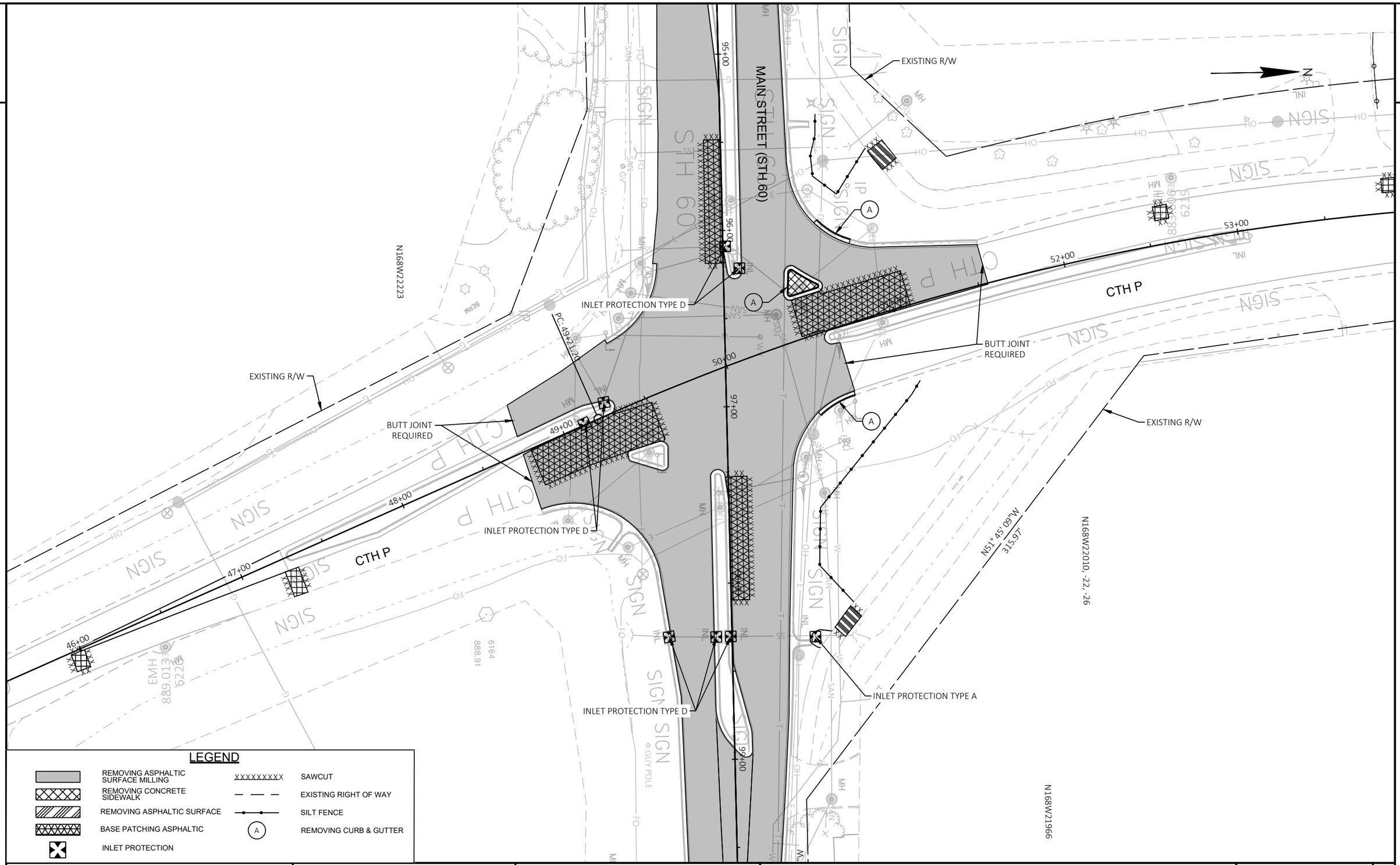
LEGEND

	REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	— — —	EXISTING RIGHT OF WAY
	REMOVING ASPHALTIC SURFACE		SILT FENCE
	BASE PATCHING ASPHALTIC	A	REMOVING CURB & GUTTER
	INLET PROTECTION		

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 30	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - CTH P - N
PLOT DATE : 11/18/2023 7:56 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2



PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 31	E

2

N168W22010, -22, -26

N168W21966

N168W21930

Lot 1 CSM 3324

Lot 2 CSM 3324

N168W21962

Lot 2 CSM 2871

N168W21920

Lot 1 CSM 2871

CTH P

EXISTING R/W

315.97'
N51° 45' 09"W

BUTT JOINT REQUIRED

INLET PROTECTION TYPE A

76.59'
S89° 38' 42"W

EXISTING R/W

ASPHALT

ASPHALT

96+00

97+00

98+00

99+00

100+00

101+00

102+00

103+00

MAIN STREET (STH 60)

INLET PROTECTION TYPE D

INLET PROTECTION TYPE D

R/L STH 60

SECTION CORNER
WISDOT 1019091

EXISTING R/W

INLET PROTECTION TYPE D

PC: 49+21.20

49+00

48+00

BUTT JOINT REQUIRED

6164
888.91

N168W22223

EXISTING R/W

726LT

-31, -41, -61, -71, -81, -85, -91

LEGEND

REMOVING ASPHALTIC SURFACE MILLING	SAWCUT
REMOVING CONCRETE SIDEWALK	EXISTING RIGHT OF WAY
REMOVING ASPHALTIC SURFACE	SILT FENCE
BASE PATCHING ASPHALTIC	REMOVING CURB & GUTTER
INLET PROTECTION	

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 32	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RMJ.DWG
LAYOUT NAME - 021202-pd

PLOT DATE : 11/18/2023 7:56 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

705LT
885.69

N168W21700

Outlot 1 CSM 5297

N

N168W21770

CSM 2871

N168W21920
Lot 1 CSM 2871

Parcel 1 CSM 5297

EXISTING R/W

A

A

BERM

BERM

ASPHALT

ASPHALT

ASPHALT

R/L STH 60

886.26

879.20

103+00

104+00

105+00

106+00

107+00

108+00

109+00

110+00

STH 60

MAIN STREET (STH 60)

706LT
878.55

EXISTING R/W

N168W21873

N168W21455

LEGEND

REMOVING ASPHALTIC SURFACE MILLING	SAWCUT
REMOVING CONCRETE SIDEWALK	EXISTING RIGHT OF WAY
REMOVING ASPHALTIC SURFACE	SILT FENCE
BASE PATCHING ASPHALTIC	REMOVING CURB & GUTTER
INLET PROTECTION	

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 33	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021203-pd

PLOT DATE : 11/18/2023 7:56 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

N168W21700

N168W21592

N168W21570, -80

EXISTING R/W

ASPHALT

R/L STH 60

MAIN STREET (STH 60)

109+00 110+00 111+00 112+00 114+00 115+00 116+00

S87° 53' 46"E
2593.88'

STH 60

706LT
878.55

873.34

902
871.26

EXISTING R/W

N168W21455

N168W21455

LEGEND

	REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	— — —	EXISTING RIGHT OF WAY
	REMOVING ASPHALTIC SURFACE		SILT FENCE
	BASE PATCHING ASPHALTIC	A	REMOVING CURB & GUTTER
	INLET PROTECTION		

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 34 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RMV.DWG
LAYOUT NAME - 021204-pd
PLOT DATE : 11/18/2023 7:56 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N168W21570, -80

N168W21330

Lot 1 CSM6196

INDUSTRIAL DRIVE

22+00

BUTT JOINT REQUIRED

EXISTING R/W

ASPHALT

R/L STH 60

MAIN STREET (STH 60)

INLET PROTECTION TYPE D

116+00 117+00 118+00 119+00 120+00 121+00 122+00

20+00

N168W21397

EXISTING R/W

Parcel 1 CSM 2049

N168W21455

N168W21367

GLEN BROOKE DRIVE

19+00

18+00

BUTT JOINT REQUIRED

707LT

869.72

LEGEND

	REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	— — —	EXISTING RIGHT OF WAY
	REMOVING ASPHALTIC SURFACE		SILT FENCE
	BASE PATCHING ASPHALTIC	A	REMOVING CURB & GUTTER
	INLET PROTECTION		

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 35	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021205-pd

PLOT DATE : 11/18/2023 7:56 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

MAIN STREET (STH 60)

GLEN BROOKE DRIVE

INDUSTRIAL DRIVE

BP: 17+00.00

EP: 23+00.00

18+00

19+00

20+00

21+00

22+00

120+00

121+00

122+00

124+00

EXISTING R/W

BUTT JOINT REQUIRED

ASPHALT

INLET PROTECTION TYPE D

R/L STH 60

Parcel 1 CSM 2049

Lot 1 CSM6196

Lot 1 CSM 2699

N168W21367

N168W21330

W213N16770

W213N16802, -04, -06
N168W21212

LEGEND

	REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	— — —	EXISTING RIGHT OF WAY
	REMOVING ASPHALTIC SURFACE		SILT FENCE
	BASE PATCHING ASPHALTIC	A	REMOVING CURB & GUTTER
	INLET PROTECTION		

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 36	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - INDUSTRIAL DR

PLOT DATE : 11/18/2023 7:56 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

INDUSTRIAL DRIVE

22+00

20+00

19+00

18+00

GLEN BROOKE DRIVE

BUTT JOINT REQUIRED

BUTT JOINT REQUIRED

INLET PROTECTION TYPE D

INLET PROTECTION TYPE D

INLET PROTECTION TYPE D

INLET PROTECTION TYPE D

INLET PROTECTION TYPE D

SECTION CORNER WISDOT 1020080

PI: 125+93.88

EXISTING R/W

EXISTING R/W

R/L STH 60

MAIN STREET (STH 60)

122+00

124+00

125+00

126+00

127+00

128+00

129+00

W213N16802, -04, -06
N168W21212

N168W21190, -98

N168W21152

N168W21171

N168W21134

N168W21084

N168W21209

N168W21189

N168W21189

N168W21169

N168W21147

N168W21127

N168W21109

Lot 1 CSM 2699

W213N16770

879.97

883.25

889.07

LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- BASE PATCHING ASPHALTIC
- INLET PROTECTION
- XXXXXXXXX SAWCUT
- EXISTING RIGHT OF WAY
- SILT FENCE
- (A) REMOVING CURB & GUTTER

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 37	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021206-pd
PLOT DATE : 11/18/2023 7:56 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

N168W21134

N168W21084

N168W21058

N168W21028

Outlot 40

N168W21004

Outlot 39A

N168W20978, -80

Outlot 39

N168W20960, -64

N168W20940

N168W20920

N168W20900

EXISTING R/W

INLET PROTECTION TYPE D

R/L STH 60

A

129+00

130+00

131+00

132+00

EP: 20+00.00

133+00

134+00

135+00

136+00

MAIN STREET (STH 60)

INLET PROTECTION TYPE D

EXISTING R/W

Outlot 60

BUTT JOINT REQUIRED

N168W21127

N168W21109

N168W21079

N168W21041

N168W21011

WESTERN AVE

19+00

18+00

N168W20933

N168W20907

Outlot 61

N168W20981, -83

N168W20955, -59

LEGEND

	REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK		EXISTING RIGHT OF WAY
	REMOVING ASPHALTIC SURFACE		SILT FENCE
	BASE PATCHING ASPHALTIC	A	REMOVING CURB & GUTTER
	INLET PROTECTION		

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 38	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021207-pd

PLOT DATE : 11/18/2023 7:56 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

Outlot 31

Outlot 24

Outlot 23

CENTER STREET

22+00

21+00

19+00

18+00

BUTT JOINT REQUIRED

W208N16831

050600A

N168W20940

N168W20920

N168W20900

N168W20890, -92

N168W20868, -70

N168W20864

N168W20828

N168W20788

N168W20716

N168W20702

N168W20686

EXISTING R/W

INLET PROTECTION TYPE D

R/L STH 60

MAIN STREET (STH 60)

135+00

136+00

137+00

138+00

139+00

140+00

141+00

142+00

S87° 49' 04"E

2635.99'

BP: 20+00.00

EP: 20+00.00

HIGHWAY EASEMENT

STH 60

Outlot 81

Outlot 70

053100A

W208N16831

N168W20933

N168W20907

N168W20883, -87

N168W20861, -63

N168W20839

N168W20827

N168W20787, -89, -91, -97, -823

N168W20753

Lot 1 CSM 6455

LEGEND

	REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	— — —	EXISTING RIGHT OF WAY
	REMOVING ASPHALTIC SURFACE		SILT FENCE
	BASE PATCHING ASPHALTIC	A	REMOVING CURB & GUTTER
	INLET PROTECTION		

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 39 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021208-pd

PLOT DATE : 11/18/2023 7:57 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

Outlot 23

N168W20716

N168W20702

N168W20686

N168W20666

N168W20640

N168W20626

N168W20610

N168W20594

N168W20580

Outlot 17

N168W20566

N168W20540, -42

N168W20532

N168W20516

N168W20498

EXISTING R/W

REMOVE CURB RAMP

INLET PROTECTION TYPE D

INLET PROTECTION TYPE D

R/L STH 60

MAIN STREET (STH 60)

142+00

143+00

144+00

145+00

146+00

147+00

148+00

149+00

INLET PROTECTION TYPE D

INLET PROTECTION TYPE D

EXISTING R/W

REMOVE CURB RAMP

Outlot 81

N168W20753

N168W20635, -733

N168W20609

N168W20581, -83, -85

N168W20563

N168W20529

N168W20523, -27

N168W20497, -99

Outlot 85

Outlot 86

LEGEND

	REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	— — —	EXISTING RIGHT OF WAY
	REMOVING ASPHALTIC SURFACE		SILT FENCE
	BASE PATCHING ASPHALTIC	A	REMOVING CURB & GUTTER
	INLET PROTECTION		

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 40	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RMV.DWG
LAYOUT NAME - 021209-pd

PLOT DATE : 11/18/2023 7:57 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

JACKSON ELEMENTARY SCHOOL

N

JACKSON DRIVE

22+00

BUTT JOINT REQUIRED

485'

400'

120'

HISTORIC BOUNDARY - DO NOT CROSS

Outlot 10

Outlot 9

W204N16850

N168W20324

N168W20498

N168W20516

N168W20488

N168W20472

N168W20446, -48

N168W20420

BUTT JOINT REQUIRED

INLET PROTECTION TYPE D

EXISTING R/W

INLET PROTECTION TYPE D

INLET PROTECTION TYPE D

30'

134'

R/L STH 60

MAIN STREET (STH 60)

148+00

149+00

150+00

151+00

152+00

154+00

155+00

INLET PROTECTION TYPE D

INLET PROTECTION TYPE D

EXISTING R/W

N168W20477, -79

SECTION CORNER WISDOT 1020081

N168W20435

Lot 2 CSM 6226

N168W20523, -27

N168W20497, -99

N168W20459

N168W20417

Lot 1 CSM 6226

N168W20361

N168W20347

N168W20333

N168W20317

N168W20299

Outlot 97

N168W20379

Outlot 98

BUTT JOINT REQUIRED

JACKSON DRIVE

18+00

LEGEND

REMOVING ASPHALTIC SURFACE MILLING	SAWCUT
REMOVING CONCRETE SIDEWALK	EXISTING RIGHT OF WAY
REMOVING ASPHALTIC SURFACE	SILT FENCE
BASE PATCHING ASPHALTIC	REMOVING CURB & GUTTER
INLET PROTECTION	

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 41	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021210-pd

PLOT DATE : 11/18/2023 7:57 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

JACKSON ELEMENTARY SCHOOL

310'

70'

53'

400'

N

2

HISTORIC BOUNDARY

N168W20270

N168W20284, -88

N168W20324

N168W20210

N168W20240, -568

Lot 1 CSM 6210

N168W20152

Lot 2 CSM 6210

N168W20160

REMOVE EXISTING CONCRETE SIDEWALK

N168W20060

Lo

EXISTING R/W

INLET PROTECTION TYPE D

R/L STH 60

INLET PROTECTION TYPE D

155+00

156+00

157+00

158+00

159+00

160+00

161+00

162+00

879.97

877.56

MAIN STREET (STH 60)

INLET PROTECTION TYPE D

EXISTING R/W

N168W20333

N168W20317

N168W20299

N168W20279

N168W20257

N168W20233

N168W20209

N168W20135

N168W20417

LEGEND

REMOVING ASPHALTIC SURFACE MILLING	SAWCUT
REMOVING CONCRETE SIDEWALK	EXISTING RIGHT OF WAY
REMOVING ASPHALTIC SURFACE	SILT FENCE
BASE PATCHING ASPHALTIC	REMOVING CURB & GUTTER
INLET PROTECTION	

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 42	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021211-pd

PLOT DATE : 11/18/2023 7:57 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

6210

N168W20160

N168W20060

Lot 1 CSM 6130

REMOVE EXISTING
CONCRETE SIDEWALK

Lot 2 CSM 6130

Dale Beckwith

N168W19978

N168W19950

N168W19900

INLET PROTECTION TYPE D

EXISTING R/W

R/L STH 60

INLET PROTECTION TYPE D

161+00 162+00 163+00 164+00 166+00 167+00 168+00

STH 60

MAIN STREET (STH 60)

2634.56

CURB RAMPS "BY OTHERS"

INLET PROTECTION TYPE D

NEW SIDEWALK "BY OTHERS"

NEW SIDEWALK "BY OTHERS"

EXISTING R/W

N168W20417

N168W20069

Lot 2 CSM 6969

LEGEND

	REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	— — —	EXISTING RIGHT OF WAY
	REMOVING ASPHALTIC SURFACE	—●—	SILT FENCE
	BASE PATCHING ASPHALTIC	(A)	REMOVING CURB & GUTTER
	INLET PROTECTION		

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 43	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021212-pd
PLOT DATE : 11/18/2023 7:57 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

Lot 4 CSM 5851

N168W19950

N168W19900

W198N16819

W198N16820

RIDGEWAY ROAD

22+00

21+00

BUTT JOINT REQUIRED

EXISTING R/W

INLET PROTECTION TYPE D

CURB RAMPS "BY OTHERS"

INLET PROTECTION TYPE D

R/L STH 60

INLET PROTECTION TYPE D

MAIN STREET (STH 60)

168+00 169+00 170+00 BP: 20+00.00 171+00 172+00 173+00 174+00 175+00

STH 60

713LT

857.81

XXXXXXXX

A

INLET PROTECTION TYPE D

CURB RAMPS "BY OTHERS"

NEW SIDEWALK "BY OTHERS"

EXISTING R/W

NEW SIDEWALK "BY OTHERS"

NEW DRIVEWAY "BY OTHERS"

BUTT JOINT REQUIRED

Lot 2 CSM 6969

N168W19677, -721

LEGEND

	REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	— — —	EXISTING RIGHT OF WAY
	REMOVING ASPHALTIC SURFACE		SILT FENCE
	BASE PATCHING ASPHALTIC	A	REMOVING CURB & GUTTER
	INLET PROTECTION		

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 44	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021213-pd

PLOT DATE : 11/18/2023 7:57 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

Lot 4 CSM 5851

Lot 5 CSM 5851

EXISTING R/W

INLET PROTECTION TYPE D
PROPOSED INLET

R/L STH 60

PI: 178+64.43

174+00 175+00 176+00 177+00 178+00 179+00 180+00 181+00

MAIN STREET (STH 60)

STH 60

ASPHALT

NEW DRIVEWAY "BY OTHERS"

NEW SIDEWALK "BY OTHERS"

SECTION CORNER
WISDOT 1020082

EXISTING R/W

NEW SIDEWALK "BY OTHERS"

NET EXCEPTION TO C/L LENGTH
SEE PROJECT ID 2310-13-71
FOR EAGLE DRIVE INTERSECTION
REMOVAL PLAN

N168W19677, -721

N168W19555

Lot 3 CSM 6969

LEGEND

	REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	— — —	EXISTING RIGHT OF WAY
	REMOVING ASPHALTIC SURFACE		SILT FENCE
	BASE PATCHING ASPHALTIC	A	REMOVING CURB & GUTTER
	INLET PROTECTION		

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 45	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RMV.DWG PLOT DATE : 11/18/2023 7:57 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT
LAYOUT NAME - 021214-pd

2

2

Parcel 5 CSM 5344

N

EAGLE DRIVE

N0° 29' 09"E
397.85'

286.41'
N75° 30' 45"W

EXISTING R/W

EXISTING R/W

R/L STH 60

MAIN STREET (STH 60)

STH 60

N168W19490

N168W19555

W194N16775

W194N16774

NEW SIDEWALK "BY OTHERS"

EXISTING R/W

EXISTING R/W

NET EXCEPTION TO C/L LENGTH
SEE PROJECT ID 2310-13-71
FOR EAGLE DRIVE INTERSECTION
REMOVAL PLAN

NET EXCEPTION TO C/L LENGTH
SEE PROJECT ID 2310-13-71
FOR EAGLE DIRVE INTERSECTION
REMOVAL PLAN

EAGLE DRIVE

ASPHALT

22+00
21+00
19+00
18+00
181+00
182+00
183+00
184+00
185+00
186+00
187+00
188+00

911
845.32
844.35

LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- BASE PATCHING ASPHALTIC
- INLET PROTECTION
- XXXXXXXXX SAWCUT
- EXISTING RIGHT OF WAY
- SILT FENCE
- (A) REMOVING CURB & GUTTER

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 46	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021215-pd
PLOT DATE : 11/18/2023 7:57 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

Parcel 5 CSM 5344

Parcel 6 CSM 5344

286.41'
N75° 30' 45"W

EXISTING R/W

SIGN

OH

G

MAIN STREET (STH 60)

STH 60

185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00

BUTT JOINT
REQUIRED

R/L STH 60

S88° 34' 03"E
2633.86'

ASPHALT

END PROJECT
STA 190+20
MATCH EXISTING
SAW CUT REQ'D

W

844.35

844.57

W194N16774

NET EXCEPTION TO C/L LENGTH
SEE PROJECT ID 2310-13-71
FOR EAGLE DIRVE INTERSECTION
REMOVAL PLAN

EXISTING R/W

W194N16740

W194N16744

LEGEND

	REMOVING ASPHALTIC SURFACE MILLING	XXXXXXXXX	SAWCUT
	REMOVING CONCRETE SIDEWALK	— — —	EXISTING RIGHT OF WAY
	REMOVING ASPHALTIC SURFACE		SILT FENCE
	BASE PATCHING ASPHALTIC	A	REMOVING CURB & GUTTER
	INLET PROTECTION		

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 47	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021216-pd
PLOT DATE : 11/18/2023 7:58 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

N168W22010, -22, -26

EXISTING R/W

315.97'
N51° 45' 09"W

CTH P

53+00

+11.70
144.25'LT

+34.02
149.96'LT

CTH P

EXISTING R/W

BUTT JOINT
REQUIRED

INSTALL LOOP DETECTOR

MODIFIED

+92.81
72.87'LT

INSTALL MONOTUBE SIGNAL

MODIFIED

N168W22230, -28

N168W22226

N168W22224

EXISTING R/W

BEGIN PROJECT
STA 92+85
MATCH EXISTING

INSTALL MONOTUBE SIGNAL

+85.13
-65.21'LT

INSTALL LOOP DETECTOR

MAIN STREET (STH 60)

STH 60 (MAIN ST)

+84.88
-29.22'LT

91+00 92+00 93+00 94+00 95+00 96+00 97+00 98+00

50+00

BUTT JOINT
REQUIRED

+61.67
32.76'RT

+44.94
35.13'RT

+86.97
36.44'RT

+17.86
39.95'RT

STH 60

+84.44
42.15'RT

+90.21
54.98'RT

INSTALL LOOP DETECTOR

INSTALL LOOP DETECTOR

INSTALL MONOTUBE SIGNAL

INSTALL MONOTUBE SIGNAL

INSTALL LOOP DETECTOR

+33.62
55.25'RT

MATCH EXISTING
DRIVEWAY

EXISTING R/W

+50.00
68.02'RT

PC: 49+93.07

49+00

+14.17
118.92'RT

+58.35
160.21'RT

+24.35
115.82'RT

+96.13
124.40'RT

704LT
892.29

6164
888.91

BUTT JOINT
REQUIRED

CTH P

CTH P

48+00

N168W22225

N168W22223

EXISTING R/W

LEGEND

ASPHALTIC OVERLAY	B CURB & GUTTER 36-INCH TYPE D
INDUCTIVE SIGNAL LOOPS	C CONCRETE CURB PEDESTRIAN
ASPHALTIC SURFACE	D CURB & GUTTER 30-INCH TYPE D, MODIFIED
BASE AGGREGATE 3/4-INCH	2 CURB RAMP TYPE 2
LEVEL LANDING	4B1 CURB RAMP TYPE 4B1
CONCRETE SIDEWALK 5-INCH	6 CURB RAMP TYPE 6
TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A CURB RAMP TYPE 7A
MONOTUBE SIGNAL	7B CURB RAMP TYPE 7B
A CURB & GUTTER 30-INCH TYPE D	8 CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 48	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DGN
LAYOUT NAME - 021201-pd
PLOT DATE : 11/22/2023 11:06 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

CTH P

N168W22010, -22, -26

N168W21966

N168W21930

N168W21962

N168W21920

Lot 1 CSM 3324

Lot 2 CSM 3324

Lot 2 CSM 2871

Lot 1 CSM 2871

EXISTING R/W

315.97'
N51° 45' 09"W

76.59'
S89° 38' 42"W

PI: 100+00.00

1019091
SEC NE24-10-19

MAIN STREET (STH 60)

R/L STH 60

MATCH EXISTING DRIVEWAY

ASPHALT

INSTALL LOOP DETECTOR

INSTALL MONOTUBE SIGNAL

INSTALL MONOTUBE SIGNAL

BUTT JOINT REQUIRED

BUTT JOINT REQUIRED

INSTALL LOOP DETECTOR

INSTALL LOOP DETECTOR

INSTALL LOOP DETECTOR

INSTALL MONOTUBE SIGNAL

EXISTING R/W

EXISTING R/W

EXISTING R/W

N168W22223

+11.70 144.25'LT
+34.02 149.96'LT
+92.81 72.87'LT
+85.13 65.21'LT
+96.77 10.29'LT
+75.83 10.11'RT
+69.35 0.43'LT
+69.17 1.98'RT
+09.71 20.43'RT
+63.66 29.64'RT
+97.02 25.42'LT
+95.36 20.64'LT
+20.89 25.70'LT
+22.89 20.53'LT
+27.29 28.22'LT
+14.90 20.83'LT
+47.58 19.84'RT
+47.72 22.64'RT
+17.86 39.95'RT
+14.17 118.92'RT
+96.13 124.40'RT
+24.35 115.82'RT

96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00

49+00 48+00

6164
888.91

726LT

81, -85, -91

LEGEND

ASPHALTIC OVERLAY	B CURB & GUTTER 36-INCH TYPE D
INDUCTIVE SIGNAL LOOPS	C CONCRETE CURB PEDESTRIAN
ASPHALTIC SURFACE	D CURB & GUTTER 30-INCH TYPE D, MODIFIED
BASE AGGREGATE 3/4-INCH	2 CURB RAMP TYPE 2
LEVEL LANDING	4B1 CURB RAMP TYPE 4B1
CONCRETE SIDEWALK 5-INCH	6 CURB RAMP TYPE 6
TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A CURB RAMP TYPE 7A
MONOTUBE SIGNAL	7B CURB RAMP TYPE 7B
A CURB & GUTTER 30-INCH TYPE D	8 CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 49	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DGN
LAYOUT NAME - 021202-pd
PLOT DATE : 11/22/2023 11:06 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

705LT
885.69

N168W21700

Outlot 1 CSM 5297

N168W21770

CSM 2871

N168W21920
Lot 1 CSM 2871

Parcel 1 CSM 5297

PROPOSED TLE

MATCH EXISTING DRIVEWAY

EXISTING R/W

MODIFIED

MATCH EXISTING DRIVEWAY

MODIFIED

4B1

ASPHALT

BERM

SIGN

+27.29
-28.22'LT

+53.52
-28.56'LT

+89.61
-28.68'LT

+14.90
-20.83'LT

+03.33
-21.12'LT

R/L STH 60

+56.07
-26.02'LT

+42.15
-21.28'LT

+24.82
-25.67'LT

+45.67
-20.85'LT

+49.94
-28.72'LT

+10.96
-21.58'LT

+40.86
-23.61'LT

879.20

103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00

MAIN STREET (STH 60)

706LT
878.55

+47.58
19.84'RT

+47.72
22.64'RT

+26.11
23.86'RT

+27.35
28.80'RT

+48.71
24.38'RT

+45.19
29.31'RT

MATCH EXISTING DRIVEWAY

EXISTING R/W

NOTE:
CURB RAMPS ON THIS SHEET PAID FOR WITH ITEM"CURB RAMP GRADING, SHAPING AND FINISHING"

N168W21455

N168W21873

LEGEND

ASPHALTIC OVERLAY	B CURB & GUTTER 36-INCH TYPE D
INDUCTIVE SIGNAL LOOPS	C CONCRETE CURB PEDESTRIAN
ASPHALTIC SURFACE	D CURB & GUTTER 30-INCH TYPE D, MODIFIED
BASE AGGREGATE 3/4-INCH	2 CURB RAMP TYPE 2
LEVEL LANDING	4B1 CURB RAMP TYPE 4B1
CONCRETE SIDEWALK 5-INCH	6 CURB RAMP TYPE 6
TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A CURB RAMP TYPE 7A
MONOTUBE SIGNAL	7B CURB RAMP TYPE 7B
A CURB & GUTTER 30-INCH TYPE D	8 CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 50	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021203-pd
PLOT DATE : 11/22/2023 11:06 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N168W21700

N168W21592

N168W21570, -80

N

MATCH EXISTING DRIVEWAY

MODIFIED 4B1

4B1 MODIFIED

EXISTING R/W

MATCH EXISTING DRIVEWAY

MATCH EXISTING DRIVEWAY

ASPHALT

ASPHALT

ASPHALT

+49.94
-28.72'LT

-28.82'LT

+10.96
-21.58'LT

+40.86
-23.61'LT

+07.38
-23.83'LT

+60.10
-21.24'LT

+37.42
-26.26'LT

+55.44
-26.37'LT

+32.78
-21.23'LT

+60.82
-21.39'LT

+73.10
-26.56'LT

+72.47
-21.55'LT

+21.34
-26.53'LT

+25.71
-21.54'LT

873.34

109+00

110+00

111+00

R/L STH 60

112+00

S87° 113+00

2593.88'

114+00

115+00

116+00

MAIN STREET (STH 60)

706LT
878.55

+02.53
21.33'RT

+07.09
26.38'RT

902
871.26

ASPHALT

MATCH EXISTING DRIVEWAY

EXISTING R/W

N168W21455

N168W21455

NOTE:
CURB RAMPS ON THIS SHEET PAID FOR WITH ITEM"CURB RAMP GRADING, SHAPING AND FINISHING"

LEGEND

- ASPHALTIC OVERLAY
- INDUCTIVE SIGNAL LOOPS
- ASPHALTIC SURFACE
- BASE AGGREGATE 3/4-INCH
- LEVEL LANDING
- CONCRETE SIDEWALK 5-INCH
- TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER
- MONOTUBE SIGNAL
- (A) CURB & GUTTER 30-INCH TYPE D
- (B) CURB & GUTTER 36-INCH TYPE D
- (C) CONCRETE CURB PEDESTRIAN
- (D) CURB & GUTTER 30-INCH TYPE D, MODIFIED
- (2) CURB RAMP TYPE 2
- (4B1) CURB RAMP TYPE 4B1
- (6) CURB RAMP TYPE 6
- (7A) CURB RAMP TYPE 7A
- (7B) CURB RAMP TYPE 7B
- (8) CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 51	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021204-pd
PLOT DATE : 11/22/2023 11:06 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N168W21570, -80

N168W21330

Lot 1 CSM6196

INDUSTRIAL DRIVE

22+00

21+00

20+00

19+00

N

BUTT JOINT REQUIRED

+49.03
-122.89'LT

+14.56
-122.11'LT

PROPOSED TLE

INSTALL LOOP DETECTOR

7B MODIFIED

INSTALL MONOTUBE

35'

40'

A

2

+59.86
-28.10'LT

INSTALL MONOTUBE

EXISTING R/W

MATCH EXISTING DRIVEWAY

ASPHALT

MODIFIED 4B1

+01.82
-39.01'LT

+87.3
-21.45'LT

+36.94
38.92'LT

4B1 MODIFIED

+37.28
-21.25'LT

+48.25
-22.16'LT

MAIN STREET (STH 60)

+73.10
-26.56'LT

+72.47
-21.55'LT

+21.34
-26.53'LT

+25.71
-21.54'LT

R/L STH 60

116+00

117+00

118+00

119+00

120+00

121+00

122+00

123+00

INSTALL LOOP DETECTOR

+85.53
21.10'RT

+24.91
21.14'RT

+98.19
21.47'RT

+54.75
20.71'RT

+79.95
21.04'RT

MODIFIED 7B

+02.53
21.33'RT

+07.09
26.38'RT

+77.07
21.39'RT

+71.90
26.39'RT

+93.29
26.11'RT

+17.52
26.13'RT

+02.61
26.41'RT

+46.97
25.81'RT

INSTALL LOOP DETECTOR

INSTALL MONOTUBE

PROPOSED FEE SIMPLE

PROPOSED TLE

INSTALL LOOP DETECTOR

PROPOSED TLE

INSTALL MONOTUBE

ASPHALT

MATCH EXISTING DRIVEWAY

EXISTING R/W

N168W21397

Parcel 1 CSM 2049

+20.11
119.10'RT

+52.79
118.14'RT

BUTT JOINT REQUIRED

N168W21455

N168W21367

GLEN BROOKE DRIVE

INSTALL LOOP DETECTOR

LEGEND

- ASPHALTIC OVERLAY
- INDUCTIVE SIGNAL LOOPS
- ASPHALTIC SURFACE
- BASE AGGREGATE 3/4-INCH
- LEVEL LANDING
- CONCRETE SIDEWALK 5-INCH
- TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER
- MONOTUBE SIGNAL
- (A) CURB & GUTTER 30-INCH TYPE D
- (B) CURB & GUTTER 36-INCH TYPE D
- (C) CONCRETE CURB PEDESTRIAN
- (D) CURB & GUTTER 30-INCH TYPE D, MODIFIED
- (2) CURB RAMP TYPE 2
- (4B1) CURB RAMP TYPE 4B1
- (6) CURB RAMP TYPE 6
- (7A) CURB RAMP TYPE 7A
- (7B) CURB RAMP TYPE 7B
- (8) CURB RAMP TYPE 8

NOTE:
CURB RAMPS ON THIS SHEET PAID FOR WITH ITEM"CURB RAMP GRADING, SHAPING AND FINISHING"

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 52	E

2

N

INDUSTRIAL DRIVE

22+00

21+00

20+00

19+00

18+00

GLEN BROOKE DRIVE

MAIN STREET (STH 60)

122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00

PI 125+93.88

1020080
SEC N19-10-20

BUTT JOINT REQUIRED

+14.56
-122.11'

+49.03
-122.89'LT

INSTALL LOOP DETECTOR

7B

35'

A

2

EXISTING R/W

R/L STH 60

PROPOSED TLE

+20.11
119.10'RT

+52.79
118.14'RT

W213N16802, -04, -06
N168W21212

N168W21190, -98

N168W21152

N168W21171

N168W21134

N168W21084

N168W21209

N168W21189

N168W21189

N168W21169

N168W21147

N168W21127

N168W21109

Lot 1 CSM 2699

W213N16770

NOTE:
CURB RAMPS ON THIS SHEET PAID FOR WITH ITEM"CURB RAMP GRADING, SHAPING AND FINISHING"

LEGEND

ASPHALTIC OVERLAY	B CURB & GUTTER 36-INCH TYPE D
INDUCTIVE SIGNAL LOOPS	C CONCRETE CURB PEDESTRIAN
ASPHALTIC SURFACE	D CURB & GUTTER 30-INCH TYPE D, MODIFIED
BASE AGGREGATE 3/4-INCH	2 CURB RAMP TYPE 2
LEVEL LANDING	4B1 CURB RAMP TYPE 4B1
CONCRETE SIDEWALK 5-INCH	6 CURB RAMP TYPE 6
TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A CURB RAMP TYPE 7A
MONOTUBE SIGNAL	7B CURB RAMP TYPE 7B
A CURB & GUTTER 30-INCH TYPE D	8 CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 53	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021206-pd
PLOT DATE : 11/22/2023 11:07 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

N168W21134

N168W21084

N168W21058

N168W21028

Outlot 40

N168W21004

Outlot 39A

N168W20978, -80

Outlot 39

N168W20960, -64

N168W20940

N168W20920

N168W20900

Assesor's Plat Village of Jackson
Doc.# 164875A

PROPOSED TLE

7B

A

EXISTING R/W

R/L STH 60

MAIN STREET (STH 60)

129+00

130+00

131+00

132+00

EP: 20+00.00

133+00

134+00

135+00

136+00

ASPHALTIC SURFACE
4" PED CURB

CLOSURE SIGN
(1.5' MIN.
LATERAL
CLEARANCE)

PROPOSED
FEE SIMPLE

7B MODIFIED

PROPOSED TLE

EXISTING R/W

MODIFIED 7B

Outlot 60

N168W21127

N168W21109

N168W21079

N168W21041

Assesor's Plat Village of Jackson
Doc.# 164875A

BUTT JOINT
REQUIRED

WESTERN AVE

19+00

18+00

N168W21011

Assesor's Plat Village of Jackson
Doc.# 164875A

N168W20933

N168W20907

Outlot 61

N168W20981, -83

N168W20955, -59

NOTE:
CURB RAMPS ON THIS SHEET PAID FOR WITH ITEM"CURB RAMP GRADING, SHAPING AND FINISHING"

LEGEND

ASPHALTIC OVERLAY	B CURB & GUTTER 36-INCH TYPE D
INDUCTIVE SIGNAL LOOPS	C CONCRETE CURB PEDESTRIAN
ASPHALTIC SURFACE	D CURB & GUTTER 30-INCH TYPE D, MODIFIED
BASE AGGREGATE 3/4-INCH	2 CURB RAMP TYPE 2
LEVEL LANDING	4B1 CURB RAMP TYPE 4B1
CONCRETE SIDEWALK 5-INCH	6 CURB RAMP TYPE 6
TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A CURB RAMP TYPE 7A
MONOTUBE SIGNAL	7B CURB RAMP TYPE 7B
A CURB & GUTTER 30-INCH TYPE D	8 CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 54	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021207-pd
PLOT DATE : 11/22/2023 11:07 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

Assesor's Plat Village of Jackson
Doc.# 164875A

Outlot 31

Outlot 24

Outlot 23

Outlot 70

Outlot 81

Lot 1 CSM 6455

CENTER STREET

N168W20940

N168W20920

N168W20900

N168W20890, -92

N168W20868, -70

N168W20864

N168W20828

N168W20788

N168W20716

N168W20702

N168W20686

W208N16831

050600A

053100A

N168W20933

N168W20907

N168W20883, -87

N168W20861, -63

N168W20839

N168W20827

N168W20753

EXISTING R/W

R/L STH 60

BUTT JOINT REQUIRED

PROPOSED TLE

MODIFIED 7A

HIGHWAY EASEMENT

TAPER END SECTION

TRANSITON CURB HEAD 4" TO 6" REVEAL

TRANSITION CURB HEAD 4" TO 6" REVEAL

MAIN STREET (STH 60)

135+00 136+00 137+00 138+00 139+00 140+00 141+00 142+00

BP: 20+00.00
S87° 49' 04"E
2635.99'
EP: 20+00.00

21+00 22+00 19+00 18+00

+81.08 -15.93'LT
+85.16 -15.89'LT
+94.94 -16.09'LT
+75.00 -16.10'LT
+65.00 -16.10'LT
+65.03 16.13'RT
+75.03 16.13'RT
+86.80 16.19'RT
+94.38 16.13'RT
+19.05 16.13'RT

NOTE:
CURB RAMPS ON CENTER STREET PAID FOR WITH ITEM"CURB RAMP GRADING, SHAPING AND FINISHING"

LEGEND

- ASPHALTIC OVERLAY
- INDUCTIVE SIGNAL LOOPS
- ASPHALTIC SURFACE
- BASE AGGREGATE 3/4-INCH
- LEVEL LANDING
- CONCRETE SIDEWALK 5-INCH
- TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER
- MONOTUBE SIGNAL
- (A) CURB & GUTTER 30-INCH TYPE D
- (B) CURB & GUTTER 36-INCH TYPE D
- (C) CONCRETE CURB PEDESTRIAN
- (D) CURB & GUTTER 30-INCH TYPE D, MODIFIED
- (2) CURB RAMP TYPE 2
- (4B1) CURB RAMP TYPE 4B1
- (6) CURB RAMP TYPE 6
- (7A) CURB RAMP TYPE 7A
- (7B) CURB RAMP TYPE 7B
- (8) CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 55	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021208-pd
PLOT DATE : 11/22/2023 11:07 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

Assessor's Plat Village of Jackson
Doc.# 1648754

N

Outlot 23

N168W20716 | N168W20702 | N168W20686 | N168W20666 | N168W20640 | N168W20626 | N168W20610 | N168W20594 | N168W20580 | N168W20566 | N168W20540, -42 | N168W20532 | N168W20516 | N168W20498

Outlot 17

EXISTING R/W

REMOVE CURB RAMP
INSTALL SIDEWALK

MODIFIED 7A

PROPOSED TLE

+75.00
-16.10'LT

+65.00
-16.10'LT

+65.03
16.13'RT

+75.03
16.13'RT

+59.99
-23.78'LT

+83.10
-23.81'LT

+60.07
-15.94'LT

+80.06
-15.92'LT

+60.31
16.11'RT

+82.05
16.09'RT

+60.32
23.97'RT

+82.12
23.89'RT

142+00 | 143+00 | 144+00 | 145+00 | 146+00 | 147+00 | 148+00 | 149+00

INT R/L STH 60

MAIN STREET (STH 60)

Outlot 81

N168W20753 | N168W20635, -733 | N168W20609 | N168W20581, -83, -85 | N168W20563 | N168W20529 | N168W20523, -27 | N168W20497, -99

Outlot 85 | Outlot 86

EXISTING R/W

REMOVE CURB RAMP
INSTALL SIDEWALK

PROPOSED TLE

7A MODIFIED

LEGEND

	ASPHALTIC OVERLAY	B	CURB & GUTTER 36-INCH TYPE D
	INDUCTIVE SIGNAL LOOPS	C	CONCRETE CURB PEDESTRIAN
	ASPHALTIC SURFACE	D	CURB & GUTTER 30-INCH TYPE D, MODIFIED
	BASE AGGREGATE 3/4-INCH	2	CURB RAMP TYPE 2
	LEVEL LANDING	4B1	CURB RAMP TYPE 4B1
	CONCRETE SIDEWALK 5-INCH	6	CURB RAMP TYPE 6
	TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A	CURB RAMP TYPE 7A
	MONOTUBE SIGNAL	7B	CURB RAMP TYPE 7B
A	CURB & GUTTER 30-INCH TYPE D	8	CURB RAMP TYPE 8

NOTE:
CURB RAMPS ON THIS SHEET PAID FOR WITH ITEM"CURB RAMP GRADING, SHAPING AND FINISHING"

Assessor's Plat Village of Jackson
Doc.# 1648754

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 56	E

2

2

N

JACKSON ELEMENTARY SCHOOL

Assesor's Plat Village of Jackson
Doc.# 164875A

INSTALL LOOP DETECTOR

BUTT JOINT REQUIRED

+12.72
-153.49'LT

+34.47
154.23'LT

JACKSON DR
JACKSON DRIVE

485'

400'

120'

HISTORIC BOUNDARY - DO NOT CROSS

Outlot 10

Outlot 9

INSTALL LOOP DETECTOR

W204N16850

N168W20324

N168W20498

N168W20516

N168W20488

N168W20472

N168W20446, -48

N168W20420
INSTALL LOOP DETECTOR

+36.93
-54.59'LT

BUTT JOINT REQUIRED

+48.57
-54.74'LT

INSTALL MONOTUBE

EXISTING R/W

PROPOSED TLE

MODIFIED 7B

INSTALL LOOP DETECTOR

7A MODIFIED

INSTALL LOOP DETECTOR

134'

MAIN STREET (STH 60)

STH 60 (MAIN ST)

148+00

149+00

150+00

151+00

152+00

153+00

154+00

155+00

INSTALL MONOTUBE

INSTALL LOOP DETECTOR

1020081
SEC 19-10-20

+24.51
15.98'RT

CONCRETE DRIVEWAY
6-INCH

ST)

R/L STH 60

+36.51
16.00'RT

MATCH EXISTING DRIVEWAY

PROPOSED FEE SIMPLE

MODIFIED 7B

INSTALL MONOTUBE

PROPOSED TLE

INSTALL MONOTUBE

7B MODIFIED

PROPOSED FEE SIMPLE

PROPOSED TLE

INSTALL LOOP DETECTOR

EXISTING R/W

N168W20435

N168W20477, -79

N168W20361

N168W20347

N168W20333

N168W20317

N168W20299

Lot 2 CSM 6226

N168W20523, -27

N168W20497, -99

N168W20459

N168W20417

JACKSON DR

Lot 1 CSM 6226

INSTALL LOOP DETECTOR

Outlot 97

N168W20379

Outlot 98

+47.36
143.67'RT

+20.84
144.56'RT

JACKSON DRIVE

BUTT JOINT REQUIRED

Assesor's Plat Village of Jackson
Doc.# 164875A

INSTALL LOOP DETECTOR

LEGEND

	ASPHALTIC OVERLAY	B	CURB & GUTTER 36-INCH TYPE D
	INDUCTIVE SIGNAL LOOPS	C	CONCRETE CURB PEDESTRIAN
	ASPHALTIC SURFACE	D	CURB & GUTTER 30-INCH TYPE D, MODIFIED
	BASE AGGREGATE 3/4-INCH	2	CURB RAMP TYPE 2
	LEVEL LANDING	4B1	CURB RAMP TYPE 4B1
	CONCRETE SIDEWALK 5-INCH	6	CURB RAMP TYPE 6
	TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A	CURB RAMP TYPE 7A
	MONOTUBE SIGNAL	7B	CURB RAMP TYPE 7B
A	CURB & GUTTER 30-INCH TYPE D	8	CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 57	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DGN
LAYOUT NAME - 021210-pd
PLOT DATE : 11/22/2023 11:08 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

JACKSON ELEMENTARY SCHOOL

310'

70'

53'

400'

HISTORIC BOUNDARY

N

Assessor's Plat V
Doc.# 16487

2

N168W20270

N168W20284, -88

N168W20210

N168W20324

N168W20240, -568

Lot 1 CSM 6210

N168W20152

Lot 2 CSM 6210

REMOVE EXISTING
CONCRETE SIDEWALK

N168W20060

Lo

INSTALL LOOP DETECTOR
(SEE SIGNAL PLANS)

EXISTING R/W

PROPOSED TLE

+23.57
74.12 LT

R/L STH 60

MAIN STREET (STH 60)

155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00

879.97

877.80

877.56

MATCH EXISTING
CONCRETE SIDEWALK

EXISTING R/W

N168W20333 N168W20317 N168W20299 N168W20279 N168W20257 N168W20233 N168W20209 N168W20135 N168W20417

LEGEND

	ASPHALTIC OVERLAY	B	CURB & GUTTER 36-INCH TYPE D
	INDUCTIVE SIGNAL LOOPS	C	CONCRETE CURB PEDESTRIAN
	ASPHALTIC SURFACE	D	CURB & GUTTER 30-INCH TYPE D, MODIFIED
	BASE AGGREGATE 3/4-INCH	2	CURB RAMP TYPE 2
	LEVEL LANDING	4B1	CURB RAMP TYPE 4B1
	CONCRETE SIDEWALK 5-INCH	6	CURB RAMP TYPE 6
	TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A	CURB RAMP TYPE 7A
	MONOTUBE SIGNAL	7B	CURB RAMP TYPE 7B
A	CURB & GUTTER 30-INCH TYPE D	8	CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 58	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DGN
LAYOUT NAME - 021211-pd
PLOT DATE : 11/22/2023 11:08 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

Assessor's Plat Village of Jackson
Doc.# 1648754

6210

N168W20160

N168W20060

Lot 1 CSM 6130

Lot 2 CSM 6130

N168W19978

Dale Beckwith

N168W19950

N168W19900

MATCH EXISTING DRIVEWAY

MATCH EXISTING DRIVEWAY

PROPOSED TLE

MATCH EXISTING SIDEWALK

PROPOSED FEE SIMPLE

EXISTING R/W

+00.41 -52.98'LT

+23.65 -52.98'LT

+64.79 -25.95'LT

+68.78 -24.61'LT

+80.96 -30.16'LT

+93.41 -30.23'LT

+97.64 -18.44'LT

+30.54 -18.46'LT

+44.58 -18.46'LT

+67.51 -18.53'LT

+83.40 -25.77'LT

MATCH EXISTING CONCRETE SIDEWALK

CONCRETE DRIVEWAY 6-INCH

EXISTING CURB RAMPS "CONSTRUCTED BY OTHERS"

CONCRETE DRIVEWAY 6-INCH

MATCH EXISTING CONCRETE SIDEWALK

R/L STH 60

MAIN STREET (STH 60)

161+00 162+00 163+00 164+00 165+00 166+00 167+00 168+00

27"E

EXISTING SIDEWALK "CONSTRUCTED BY OTHERS"

EXISTING R/W

EXISTING SIDEWALK "CONSTRUCTED BY OTHERS"

N168W20417

N168W20069

Lot 2 CSM 6969

LEGEND

	ASPHALTIC OVERLAY	B	CURB & GUTTER 36-INCH TYPE D
	INDUCTIVE SIGNAL LOOPS	C	CONCRETE CURB PEDESTRIAN
	ASPHALTIC SURFACE	D	CURB & GUTTER 30-INCH TYPE D, MODIFIED
	BASE AGGREGATE 3/4-INCH	2	CURB RAMP TYPE 2
	LEVEL LANDING	4B1	CURB RAMP TYPE 4B1
	CONCRETE SIDEWALK 5-INCH	6	CURB RAMP TYPE 6
	TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A	CURB RAMP TYPE 7A
	MONOTUBE SIGNAL	7B	CURB RAMP TYPE 7B
A	CURB & GUTTER 30-INCH TYPE D	8	CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 59	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DGN
LAYOUT NAME - 021212-pd
PLOT DATE : 11/22/2023 11:08 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

Lot 4 CSM 5851

N168W19950

N168W19900

RIDGEWAY ROAD

22+00

BUTT JOINT REQUIRED

EXISTING R/W

W198N16819

W198N16820

EXISTING R/W

+65.81
-51.10'LT

+98.66
-51.10'LT

EXISTING R/W

EXISTING CURB RAMPS "CONSTRUCTED BY OTHERS"

EXISTING CURB RAMPS "CONSTRUCTED BY OTHERS"

MAIN STREET (STH 60)

168+00 169+00 170+00 171+00 172+00 173+00 174+00 175+00

BP: 20+00.00

R/L STH 60

713LT

857.81

EXISTING CURB RAMPS "CONSTRUCTED BY OTHERS"

EXISTING CURB RAMPS "CONSTRUCTED BY OTHERS"

EXISTING CURB & GUTTER "CONSTRUCTED BY OTHERS"

+66.07
59.86'RT

+98.45
59.86'RT

EXISTING SIDEWALK "CONSTRUCTED BY OTHERS"

EXISTING R/W

EXISTING R/W

EXISTING SIDEWALK "CONSTRUCTED BY OTHERS"

EXISTING DRIVEWAY "CONSTRUCTED BY OTHERS"

BUTT JOINT REQUIRED

N168W19677, -721

Lot 3 CSM 69

LEGEND

ASPHALTIC OVERLAY	B CURB & GUTTER 36-INCH TYPE D
INDUCTIVE SIGNAL LOOPS	C CONCRETE CURB PEDESTRIAN
ASPHALTIC SURFACE	D CURB & GUTTER 30-INCH TYPE D, MODIFIED
BASE AGGREGATE 3/4-INCH	2 CURB RAMP TYPE 2
LEVEL LANDING	4B1 CURB RAMP TYPE 4B1
CONCRETE SIDEWALK 5-INCH	6 CURB RAMP TYPE 6
TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A CURB RAMP TYPE 7A
MONOTUBE SIGNAL	7B CURB RAMP TYPE 7B
A CURB & GUTTER 30-INCH TYPE D	8 CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 60	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DGN
LAYOUT NAME - 021213-pd

PLOT DATE : 11/22/2023 11:08 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

Lot 4 CSM 5851

Lot 5 CSM 5851

EXISTING R/W

SEE STORM SEWER DETAIL FOR INFORMATION

SLOPE INTERCEPT

+30.45, -21.67' LT

PI: 178+64.43

R/L STH 60

+38.36, -18.50' LT

+01.48, -18.68' LT

174+00 175+00 176+00 177+00 178+00 179+00 180+00 181+00

+11.55, -15.64' LT

1020082
SEC N20-10-20

MAIN STREET (STH 60)

+53.92, 20.48' RT

+90.49, 20.88' RT

+75.24, 20.63' RT

+01.43, 22.46' RT

+17.99, 18.75' RT

+62.35, 25.55' RT

+85.56, 25.82' RT

ASPHALT

EXISTING CURB & GUTTER "CONSTRUCTED BY OTHERS"

EXISTING CURB & GUTTER "CONSTRUCTED BY OTHERS"

EXISTING DRIVEWAY "CONSTRUCTED BY OTHERS"

EXISTING SIDEWALK "CONSTRUCTED BY OTHERS"

EXISTING R/W

EXISTING SIDEWALK "CONSTRUCTED BY OTHERS"

MATCH EXISTING DRIVEWAY

N168W19555

LEGEND

	ASPHALTIC OVERLAY	B	CURB & GUTTER 36-INCH TYPE D
	INDUCTIVE SIGNAL LOOPS	C	CONCRETE CURB PEDESTRIAN
	ASPHALTIC SURFACE	D	CURB & GUTTER 30-INCH TYPE D, MODIFIED
	BASE AGGREGATE 3/4-INCH	2	CURB RAMP TYPE 2
	LEVEL LANDING	4B1	CURB RAMP TYPE 4B1
	CONCRETE SIDEWALK 5-INCH	6	CURB RAMP TYPE 6
	TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A	CURB RAMP TYPE 7A
	MONOTUBE SIGNAL	7B	CURB RAMP TYPE 7B
A	CURB & GUTTER 30-INCH TYPE D	8	CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 61	E

2

2

N

Parcel 5 CSM 5344

NET EXCEPTION TO CL LENGTH
STA 181+01.46 - STA 186+86.81
SEE PROJECT ID: 2310-13-71

EXISTING R/W

286.41'
N75° 30' 45"W

EXISTING R/W

EAGLE DRIVE

N0° 29' 09"E
397.85'

N168W19490

911
845.32

+01.48, -18.68' LT

181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00

R/L STH 60

+85.82
-20.47'LT

+66.73
-16.97'LT

MAIN STREET (STH 60)

+75.24, 20.63' RT

+01.43, 22.46' RT

+88.08
26.18'RT

+70.56
22.70'RT

+73.87
27.55'RT

ASPHALT

MATCH EXISTING DRIVEWAY

EXISTING SIDEWALK "CONSTRUCTED BY OTHERS"

EXISTING R/W

EXISTING R/W

W194N16774

W194N16775

N168W19555

22+00
21+00
19+00
18+00

EAGLE DRIVE

LEGEND

	ASPHALTIC OVERLAY	B	CURB & GUTTER 36-INCH TYPE D
	INDUCTIVE SIGNAL LOOPS	C	CONCRETE CURB PEDESTRIAN
	ASPHALTIC SURFACE	D	CURB & GUTTER 30-INCH TYPE D, MODIFIED
	BASE AGGREGATE 3/4-INCH	2	CURB RAMP TYPE 2
	LEVEL LANDING	4B1	CURB RAMP TYPE 4B1
	CONCRETE SIDEWALK 5-INCH	6	CURB RAMP TYPE 6
	TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A	CURB RAMP TYPE 7A
	MONOTUBE SIGNAL	7B	CURB RAMP TYPE 7B
A	CURB & GUTTER 30-INCH TYPE D	8	CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 62	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021215-pd
PLOT DATE : 11/22/2023 11:08 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

Parcel 5 CSM 5344

Parcel 6 CSM 5344

NET EXCEPTION TO CL LENGTH
STA 181+01.46 - STA 186+86.81
SEE PROJECT ID: 2310-13-71

286.41'
N75° 30' 45"W

EXISTING R/W

SIGN

OH

G

MAIN STREET (STH 60)

185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00

S88° 34' 03
2633.86'

+85.82
-20.47'LT

+66.73
-16.97'LT

+18.79
-17.82'LT

R/L STH 60

+88.08
26.18'RT

+70.56
22.70'RT

+73.87
27.55'RT

+31.14
20.03'RT

+25.58
25.28'RT

+19.42
17.32'RT

BUTT JOINT
REQUIRED

END PROJECT
STA 190+20
MATCH EXISTING

ASPHALT

MATCH EXISTING
DRIVEWAY

W

844.35

844.57

715LT

W194N16774

EXISTING R/W

W194N16740

W194N16744

LEGEND

	ASPHALTIC OVERLAY	B	CURB & GUTTER 36-INCH TYPE D
	INDUCTIVE SIGNAL LOOPS	C	CONCRETE CURB PEDESTRIAN
	ASPHALTIC SURFACE	D	CURB & GUTTER 30-INCH TYPE D, MODIFIED
	BASE AGGREGATE 3/4-INCH	2	CURB RAMP TYPE 2
	LEVEL LANDING	4B1	CURB RAMP TYPE 4B1
	CONCRETE SIDEWALK 5-INCH	6	CURB RAMP TYPE 6
	TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER	7A	CURB RAMP TYPE 7A
	MONOTUBE SIGNAL	7B	CURB RAMP TYPE 7B
A	CURB & GUTTER 30-INCH TYPE D	8	CURB RAMP TYPE 8

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 63	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021201-PD.DGN
LAYOUT NAME - 021216-pd
PLOT DATE : 11/22/2023 11:08 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1100	95+63.16	86.64 LT	148227.488	362233.660	0.00	RADP 47.0' & 76.0'
1101	96+07.86	72.08 LT	148213.202	362278.444	887.68	FL PC
1102	96+04.05	63.44 LT	148204.544	362274.687	887.73	FL
1103	96+03.33	62.23 LT	148203.324	362273.981	887.73	FL MID
1104	96+01.35	59.23 LT	148200.316	362272.018	887.75	FL
1105	95+95.93	52.93 LT	148193.984	362266.632	887.89	FL PT
1106	96+32.63	52.27 LT	148193.552	362303.343	0.00	RADP 1.5'
1107	96+31.29	52.94 LT	148194.209	362301.994	888.98	FL PC
1108	96+32.76	53.77 LT	148195.047	362303.464	888.77	FL MID
1109	96+34.07	52.70 LT	148193.984	362304.779	888.87	FL PT
1110	96+35.58	47.56 LT	148188.861	362306.319	888.91	FL
1111	96+36.99	42.77 LT	148184.073	362307.759	888.94	FL
1112	96+36.99	37.47 LT	148178.772	362307.786	0.00	RADP 1.5'
1113	96+38.43	37.89 LT	148179.203	362309.222	888.96	FL PC
1114	96+38.26	36.67 LT	148177.981	362309.061	888.95	FL MID
1115	96+36.92	35.97 LT	148177.273	362307.730	889.04	FL PT
1116	96+25.05	38.74 LT	148179.968	362295.837	0.00	RADP 2.25'
1117	96+24.95	36.49 LT	148177.719	362295.753	889.14	FL PC HP
1118	96+23.00	37.79 LT	148179.008	362293.802	889.06	FL MID
1119	96+23.27	40.11 LT	148181.334	362294.049	888.96	FL PT
1120	96+25.90	43.73 LT	148184.970	362296.663	888.85	FL
1121	96+28.59	47.95 LT	148189.204	362299.322	888.80	FL

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1000	95+62.69	100.63 LT	148241.477	362233.104	887.36
1001	95+69.02	92.66 LT	148233.545	362239.482	887.27
1002	95+65.08	89.59 LT	148230.447	362235.557	887.13
1003	95+67.19	86.93 LT	148227.804	362237.682	887.21
1004	95+92.49	70.81 LT	148211.839	362263.087	888.17
1005	95+96.71	68.10 LT	148209.157	362267.319	888.11
1006	96+00.92	65.43 LT	148206.509	362271.548	887.89
1007	95+98.24	61.22 LT	148202.283	362268.890	887.93
1008	95+94.02	63.91 LT	148204.945	362264.657	888.18
1009	95+89.80	66.60 LT	148207.607	362260.424	888.24
1010	95+64.51	82.72 LT	148223.580	362235.030	887.13
1011	95+63.80	83.16 LT	148224.009	362234.318	887.14
1012	95+61.13	86.52 LT	148227.350	362231.632	887.06
1013	95+57.19	83.44 LT	148224.252	362227.707	887.03
1014	95+50.76	91.54 LT	148232.313	362221.228	887.11
1015	95+54.74	94.57 LT	148235.364	362225.189	887.20
1016	95+58.71	97.61 LT	148238.426	362229.143	887.27
1017	96+31.21	46.28 LT	148187.550	362301.957	888.84
1018	96+31.29	46.82 LT	148188.094	362302.030	889.34
1019	96+30.44	40.84 LT	148182.107	362301.221	888.89
1020	96+30.37	40.30 LT	148181.563	362301.148	889.39

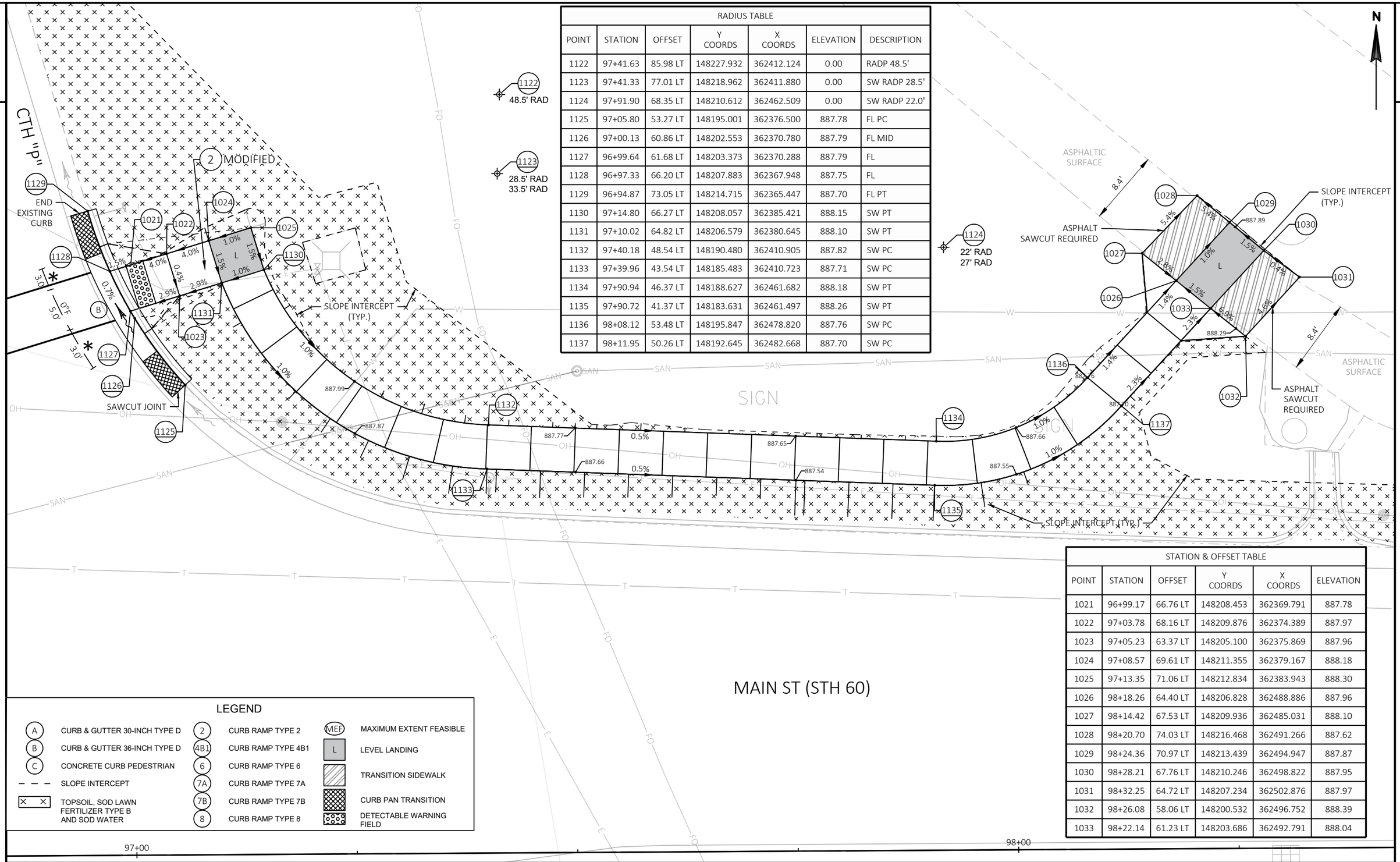
ASPHALTIC SURFACE
EXISTING RIGHT OF WAY
ASPHALT SAWCUT REQUIRED
SLOPE INTERCEPT (TYP.)
ASPHALTIC SURFACE
47' RAD
76' RAD
SLOPE INTERCEPT (TYP.)
SLOPE INTERCEPT (TYP.)
2 MODIFIED
SAWCUT JOINT
SAWCUT JOINT
MAIN ST (STH 60)
CTH "P"

LEGEND

A	CURB & GUTTER 30-INCH TYPE D	2	CURB RAMP TYPE 2	MEF	MAXIMUM EXTENT FEASIBLE
B	CURB & GUTTER 36-INCH TYPE D	4B1	CURB RAMP TYPE 4B1	L	LEVEL LANDING
C	CONCRETE CURB PEDESTRIAN	6	CURB RAMP TYPE 6		TRANSITION SIDEWALK
	SLOPE INTERCEPT	7A	CURB RAMP TYPE 7A		CURB PAN TRANSITION
	TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER	7B	CURB RAMP TYPE 7B		DETECTABLE WARNING FIELD
		8	CURB RAMP TYPE 8		

PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - CTH P	SHEET 64	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021310-CR.DWG
LAYOUT NAME - 1
PLOT DATE : 7/24/2023 8:59 AM
PLOT BY : PATY DONAHUE
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1122	97+41.63	85.98 LT	148227.932	362412.124	0.00	RADP 48.5'
1123	97+41.33	77.01 LT	148218.962	362411.880	0.00	SW RADP 28.5'
1124	97+91.90	68.35 LT	148210.612	362462.509	0.00	SW RADP 22.0'
1125	97+05.80	53.27 LT	148195.001	362376.500	887.78	FL PC
1126	97+00.13	60.86 LT	148202.553	362370.780	887.79	FL MID
1127	96+99.64	61.68 LT	148203.373	362370.288	887.79	FL
1128	96+97.33	66.20 LT	148207.883	362367.948	887.75	FL
1129	96+94.87	73.05 LT	148214.715	362365.447	887.70	FL PT
1130	97+14.80	66.27 LT	148208.057	362385.421	888.15	SW PT
1131	97+10.02	64.82 LT	148206.579	362380.645	888.10	SW PT
1132	97+40.18	48.54 LT	148190.480	362410.905	887.82	SW PC
1133	97+39.96	43.54 LT	148185.483	362410.723	887.71	SW PC
1134	97+90.94	46.37 LT	148188.627	362461.682	888.18	SW PT
1135	97+90.72	41.37 LT	148183.631	362461.497	888.26	SW PT
1136	98+08.12	53.48 LT	148195.847	362478.820	887.76	SW PC
1137	98+11.95	50.26 LT	148192.645	362482.668	887.70	SW PC

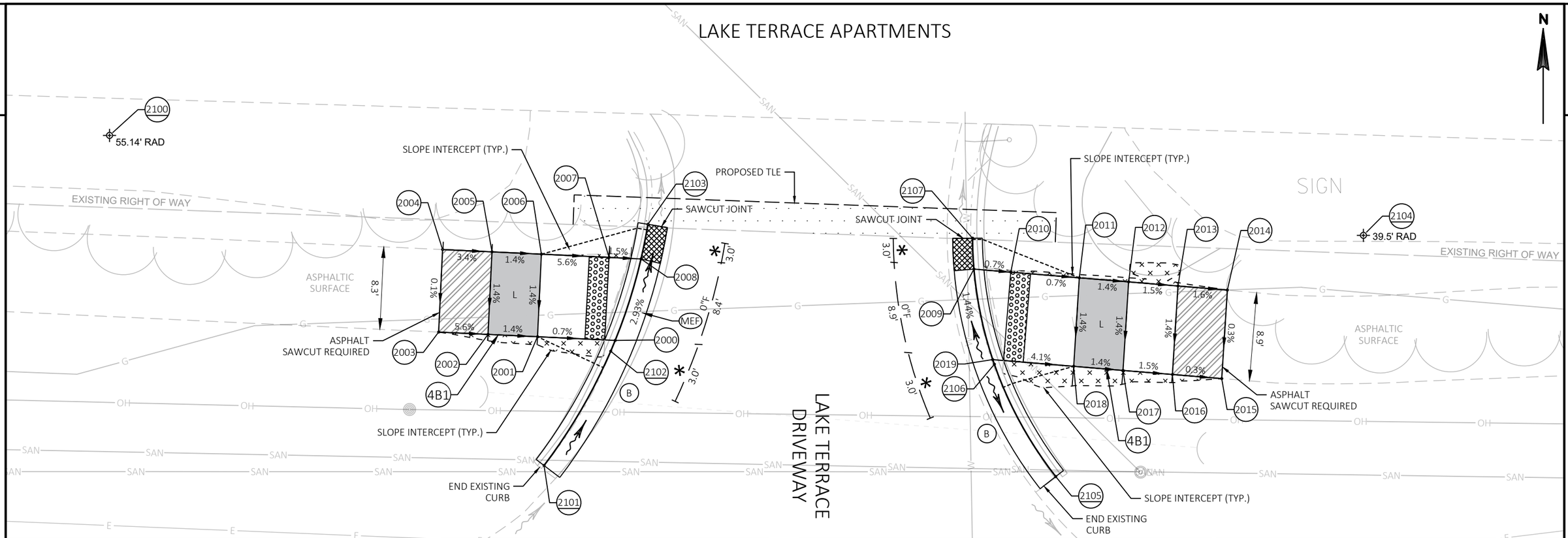
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1021	96+99.17	66.76 LT	148208.453	362369.791	887.78
1022	97+03.78	68.16 LT	148209.876	362374.389	887.97
1023	97+05.23	63.37 LT	148205.100	362375.869	887.96
1024	97+08.57	69.61 LT	148211.355	362379.167	888.18
1025	97+13.35	71.06 LT	148212.834	362383.943	888.30
1026	98+18.26	64.40 LT	148206.828	362488.886	887.96
1027	98+14.42	67.53 LT	148209.936	362485.031	888.10
1028	98+20.70	74.03 LT	148216.468	362491.266	887.62
1029	98+24.36	70.97 LT	148213.439	362494.947	887.87
1030	98+28.21	67.76 LT	148210.246	362498.822	887.95
1031	98+32.25	64.72 LT	148207.234	362502.876	887.97
1032	98+26.08	58.06 LT	148200.532	362496.752	888.39
1033	98+22.14	61.23 LT	148203.686	362492.791	888.04

LEGEND

A	CURB & GUTTER 30-INCH TYPE D	2	CURB RAMP TYPE 2
B	CURB & GUTTER 36-INCH TYPE D	4B1	CURB RAMP TYPE 4B1
C	CONCRETE CURB PEDESTRIAN	6	CURB RAMP TYPE 6
	SLOPE INTERCEPT	7A	CURB RAMP TYPE 7A
	TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER	7B	CURB RAMP TYPE 7B
		8	CURB RAMP TYPE 8
MEF	MAXIMUM EXTENT FEASIBLE		
L	LEVEL LANDING		
	TRANSITION SIDEWALK		
	CURB PAN TRANSITION		
	DETECTABLE WARNING FIELD		

PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - CTH P	SHEET 65	E

LAKE TERRACE APARTMENTS



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
2100	105+19.47	67.28 LT	148191.715	363192.612	0.00	RADP 55.14'
2101	105+64.57	35.56 LT	148158.365	363236.517	882.97	FL PT
2102	105+70.87	47.35 LT	148169.911	363243.253	882.62	FL MID
2103	105+74.16	60.30 LT	148182.740	363247.012	882.26	FL PC

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
2000	105+71.29	48.45 LT	148171.004	363243.709	882.58
2001	105+63.43	48.54 LT	148171.376	363235.852	882.85
2002	105+58.43	48.59 LT	148171.611	363230.858	882.92
2003	105+53.43	48.64 LT	148171.847	363225.864	882.95
2004	105+53.52	56.99 LT	148180.188	363226.261	882.96
2005	105+58.52	56.94 LT	148179.952	363231.256	882.81
2006	105+63.52	56.89 LT	148179.716	363236.250	882.74
2007	105+70.36	56.81 LT	148179.392	363243.090	882.41
2008	105+73.59	56.78 LT	148179.240	363246.317	882.36

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
2104	106+46.45	61.84 LT	148181.620	363319.307	0.00	RADP 39.5'
2105	106+16.28	36.34 LT	148157.249	363288.221	881.46	FL PC
2106	106+09.66	47.45 LT	148168.595	363282.017	882.19	FL MID
2107	106+06.99	60.10 LT	148181.335	363279.808	881.98	FL PT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
2009	106+07.25	56.99 LT	148178.213	363279.955	882.03
2010	106+10.98	56.82 LT	148177.905	363283.683	882.00
2011	106+17.92	56.50 LT	148177.331	363290.606	881.95
2012	106+22.92	56.27 LT	148176.918	363295.590	881.88
2013	106+27.91	56.04 LT	148176.505	363300.573	881.80
2014	106+32.92	55.81 LT	148176.092	363305.565	881.72
2015	106+32.67	46.85 LT	148167.149	363304.990	881.69
2016	106+27.68	47.08 LT	148167.561	363300.007	881.67
2017	106+22.68	47.31 LT	148167.974	363295.024	881.75
2018	106+17.69	47.54 LT	148168.387	363290.040	881.82
2019	106+09.48	47.92 LT	148169.065	363281.856	882.18

LEGEND

A	CURB & GUTTER 30-INCH TYPE D	2	CURB RAMP TYPE 2
B	CURB & GUTTER 36-INCH TYPE D	4B1	CURB RAMP TYPE 4B1
C	CONCRETE CURB PEDESTRIAN	6	CURB RAMP TYPE 6
– – –	SLOPE INTERCEPT	7A	CURB RAMP TYPE 7A
× ×	TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER	7B	CURB RAMP TYPE 7B
		8	CURB RAMP TYPE 8

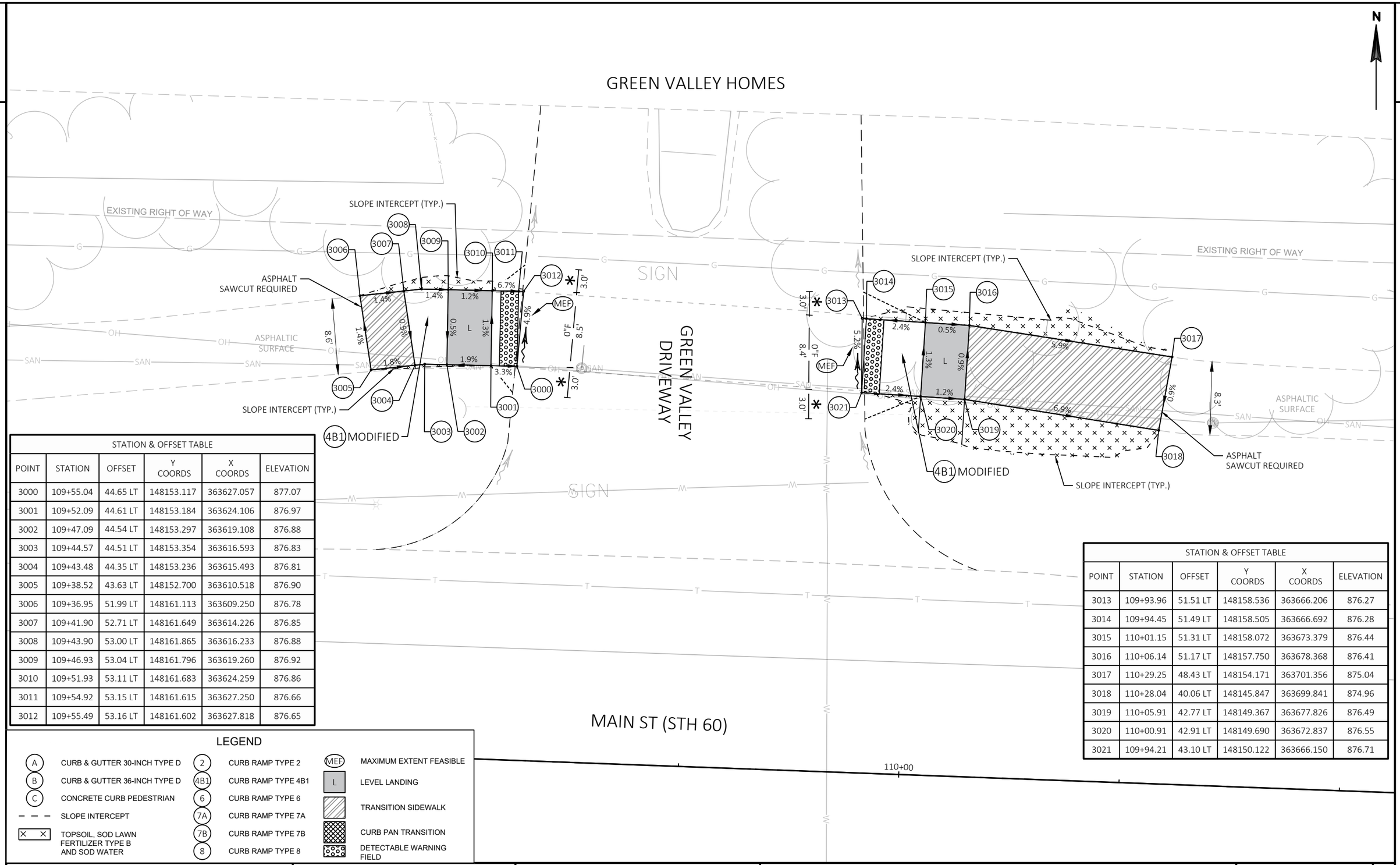
MEF	MAXIMUM EXTENT FEASIBLE
L	LEVEL LANDING
	TRANSITION SIDEWALK
	CURB PAN TRANSITION
	DETECTABLE WARNING FIELD

PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - LAKE TERRACE DRIVEWAY	SHEET 66	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021310-CR.DWG
LAYOUT NAME - 3
PLOT DATE : 7/24/2023 9:00 AM
PLOT BY : PATY DONAHUE
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

GREEN VALLEY HOMES



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
3000	109+55.04	44.65 LT	148153.117	363627.057	877.07
3001	109+52.09	44.61 LT	148153.184	363624.106	876.97
3002	109+47.09	44.54 LT	148153.297	363619.108	876.88
3003	109+44.57	44.51 LT	148153.354	363616.593	876.83
3004	109+43.48	44.35 LT	148153.236	363615.493	876.81
3005	109+38.52	43.63 LT	148152.700	363610.518	876.90
3006	109+36.95	51.99 LT	148161.113	363609.250	876.78
3007	109+41.90	52.71 LT	148161.649	363614.226	876.85
3008	109+43.90	53.00 LT	148161.865	363616.233	876.88
3009	109+46.93	53.04 LT	148161.796	363619.260	876.92
3010	109+51.93	53.11 LT	148161.683	363624.259	876.86
3011	109+54.92	53.15 LT	148161.615	363627.250	876.66
3012	109+55.49	53.16 LT	148161.602	363627.818	876.65

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
3013	109+93.96	51.51 LT	148158.536	363666.206	876.27
3014	109+94.45	51.49 LT	148158.505	363666.692	876.28
3015	110+01.15	51.31 LT	148158.072	363673.379	876.44
3016	110+06.14	51.17 LT	148157.750	363678.368	876.41
3017	110+29.25	48.43 LT	148154.171	363701.356	875.04
3018	110+28.04	40.06 LT	148145.847	363699.841	874.96
3019	110+05.91	42.77 LT	148149.367	363677.826	876.49
3020	110+00.91	42.91 LT	148149.690	363672.837	876.55
3021	109+94.21	43.10 LT	148150.122	363666.150	876.71

LEGEND

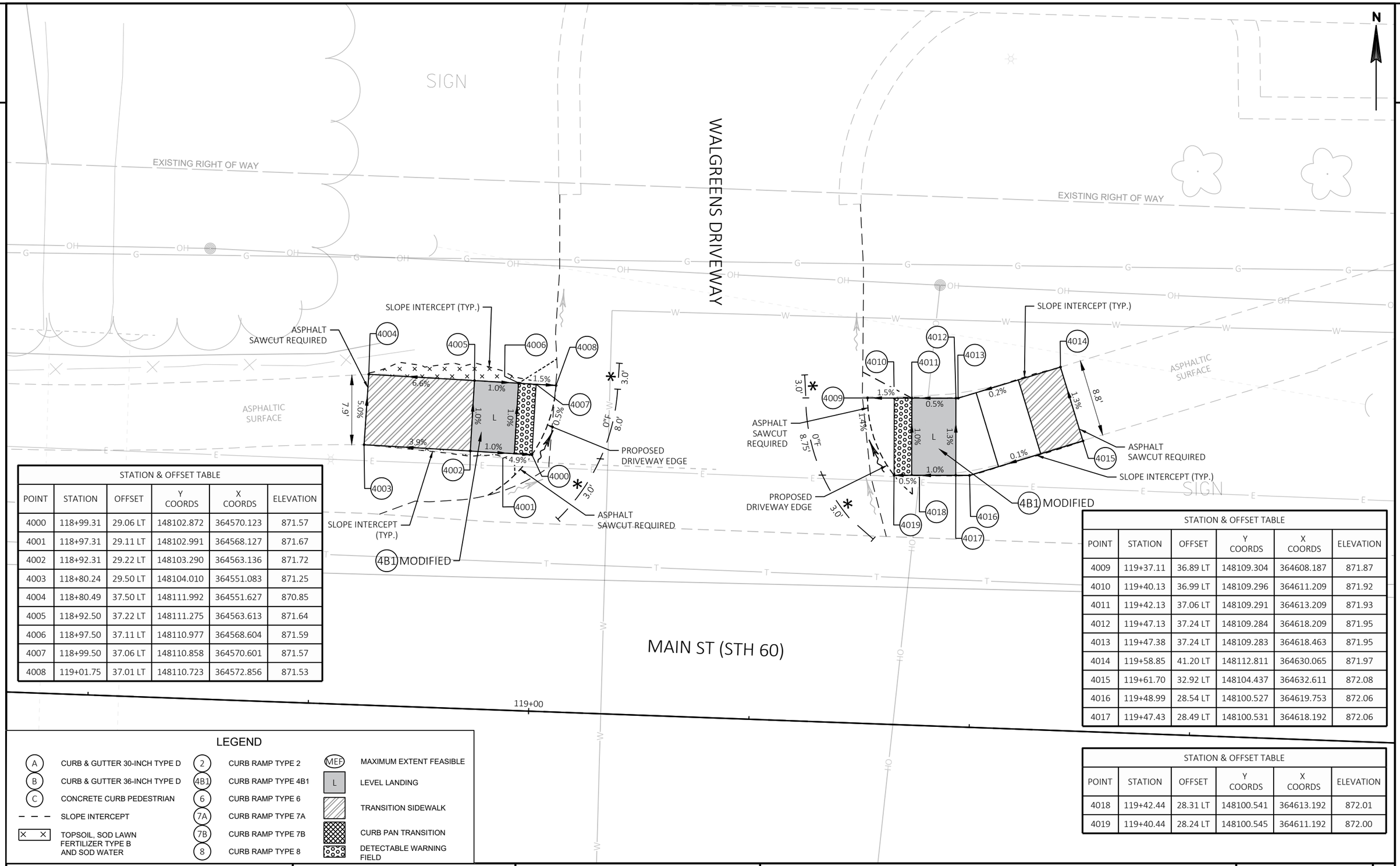
- A — CURB & GUTTER 30-INCH TYPE D
- B — CURB & GUTTER 36-INCH TYPE D
- C — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER
- 2 — CURB RAMP TYPE 2
- 4B1 — CURB RAMP TYPE 4B1
- 6 — CURB RAMP TYPE 6
- 7A — CURB RAMP TYPE 7A
- 7B — CURB RAMP TYPE 7B
- 8 — CURB RAMP TYPE 8
- MEF — MAXIMUM EXTENT FEASIBLE
- L — LEVEL LANDING
- TRANSITION SIDEWALK
- CURB PAN TRANSITION
- DETECTABLE WARNING FIELD

PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - GREEN VALLEY DRIVEWAY	SHEET 67	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021310-CR.DWG
LAYOUT NAME - 4
PLOT DATE : 7/24/2023 9:00 AM
PLOT BY : PATY DONAHUE
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

XXX

MODIFIED



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
4000	118+99.31	29.06 LT	148102.872	364570.123	871.57
4001	118+97.31	29.11 LT	148102.991	364568.127	871.67
4002	118+92.31	29.22 LT	148103.290	364563.136	871.72
4003	118+80.24	29.50 LT	148104.010	364551.083	871.25
4004	118+80.49	37.50 LT	148111.992	364551.627	870.85
4005	118+92.50	37.22 LT	148111.275	364563.613	871.64
4006	118+97.50	37.11 LT	148110.977	364568.604	871.59
4007	118+99.50	37.06 LT	148110.858	364570.601	871.57
4008	119+01.75	37.01 LT	148110.723	364572.856	871.53

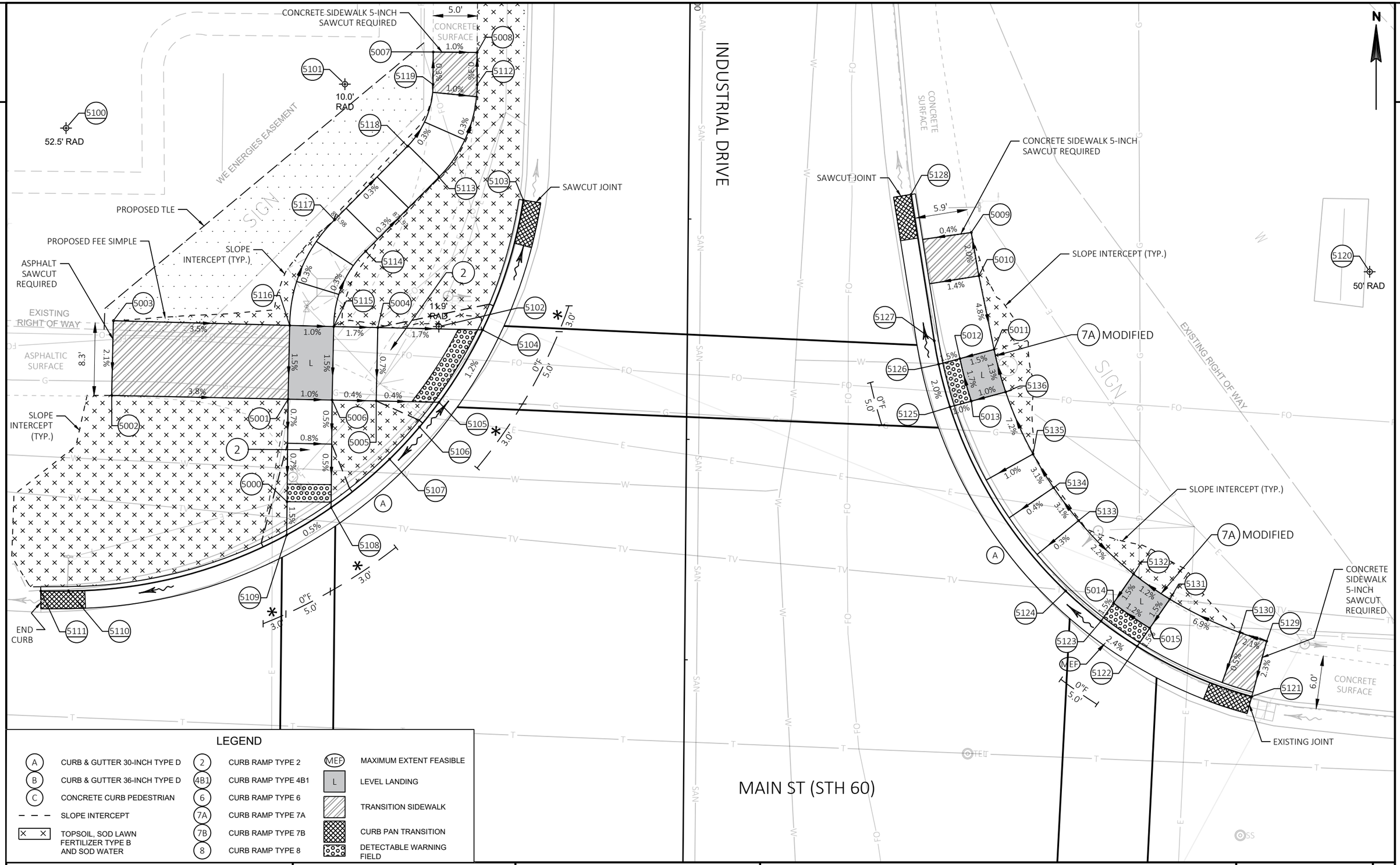
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
4009	119+37.11	36.89 LT	148109.304	364608.187	871.87
4010	119+40.13	36.99 LT	148109.296	364611.209	871.92
4011	119+42.13	37.06 LT	148109.291	364613.209	871.93
4012	119+47.13	37.24 LT	148109.284	364618.209	871.95
4013	119+47.38	37.24 LT	148109.283	364618.463	871.95
4014	119+58.85	41.20 LT	148112.811	364630.065	871.97
4015	119+61.70	32.92 LT	148104.437	364632.611	872.08
4016	119+48.99	28.54 LT	148100.527	364619.753	872.06
4017	119+47.43	28.49 LT	148100.531	364618.192	872.06

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
4018	119+42.44	28.31 LT	148100.541	364613.192	872.01
4019	119+40.44	28.24 LT	148100.545	364611.192	872.00

LEGEND

- A — CURB & GUTTER 30-INCH TYPE D
- B — CURB & GUTTER 36-INCH TYPE D
- C — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER
- 2 — CURB RAMP TYPE 2
- 4B1 — CURB RAMP TYPE 4B1
- 6 — CURB RAMP TYPE 6
- 7A — CURB RAMP TYPE 7A
- 7B — CURB RAMP TYPE 7B
- 8 — CURB RAMP TYPE 8
- MEF — MAXIMUM EXTENT FEASIBLE
- L — LEVEL LANDING
- TRANSITION SIDEWALK
- CURB PAN TRANSITION
- DETECTABLE WARNING FIELD

PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - WALGREENS DRIVEWAY	SHEET 68	E



PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - INDUSTRIAL DRIVE	SHEET 69	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021310-CR.DWG
LAYOUT NAME - 6
PLOT DATE : 7/24/2023 9:01 AM
PLOT BY : PATY DONAHUE
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
5100	121+60.72	82.68 LT	148146.856	364833.320	0.00	RADP 52.5'
5101	121+92.14	88.82 LT	148151.837	364864.944	0.00	SW RADP 10'
5102	122+03.79	61.74 LT	148124.346	364875.600	0.00	SW RADP 11.9'
5103	122+12.84	76.43 LT	148138.693	364885.182	873.50	FL PC
5104	122+08.77	61.54 LT	148123.965	364880.567	873.69	FL
5105	122+04.13	53.16 LT	148115.759	364875.619	873.81	FL
5106	122+02.03	50.28 LT	148112.963	364873.414	873.85	FL HP
5107	121+98.77	46.51 LT	148109.311	364870.017	873.83	FL MID
5108	121+92.34	40.77 LT	148103.814	364863.380	873.79	FL
5109	121+87.42	37.48 LT	148100.707	364858.350	873.76	FL
5110	121+62.92	30.23 LT	148094.357	364833.599	873.64	FL PT
5111	121+59.78	30.09 LT	148094.340	364830.452	873.63	FL
5112	122+07.13	89.31 LT	148151.775	364879.944	873.86	SW PC
5113	122+03.17	78.66 LT	148141.283	364875.602	873.90	SW PT
5114	121+95.18	69.97 LT	148132.893	364867.294	873.94	SW PT
5115	121+91.88	61.30 LT	148124.347	364863.682	873.98	SW PC
5116	121+86.88	61.25 LT	148124.479	364858.684	874.03	SW PC
5117	121+91.53	73.39 LT	148136.443	364863.773	873.98	SW PT
5118	121+99.49	82.05 LT	148144.801	364872.049	873.94	SW PT

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
5119	122+02.13	89.14 LT	148151.796	364874.944	873.92	SW PC
5120	123+09.06	71.82 LT	148130.559	364981.164	0.00	RADP 50'
5121	122+97.47	23.18 LT	148082.380	364967.795	874.59	FL PC
5122	122+84.27	28.40 LT	148088.076	364954.799	874.46	FL
5123	122+80.06	31.09 LT	148090.921	364950.687	874.34	FL
5124	122+75.93	34.37 LT	148094.353	364946.680	874.21	FL MID
5125	122+62.06	54.76 LT	148115.235	364933.570	873.72	FL
5126	122+60.59	59.54 LT	148120.065	364932.278	873.62	FL
5127	122+60.00	62.18 LT	148122.726	364931.782	873.60	FL PT
5128	122+56.76	78.68 LT	148139.334	364929.147	873.45	FL
5129	122+98.92	29.52 LT	148088.657	364969.484	875.23	SW PC
5130	122+95.87	30.38 LT	148089.626	364966.466	875.16	SW POC
5131	122+87.77	33.88 LT	148093.423	364958.500	874.55	SW PT
5132	122+83.56	36.57 LT	148096.268	364954.388	874.43	SW PC
5133	122+77.11	42.41 LT	148102.345	364948.154	874.62	SW POC
5134	122+74.13	46.04 LT	148106.081	364945.313	874.48	SW POC
5135	122+71.67	49.76 LT	148109.883	364942.986	874.34	SW POC
5136	122+68.31	56.68 LT	148116.926	364939.883	873.78	SW PT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
5000	121+87.32	41.25 LT	148104.478	364858.387	873.82
5001	121+87.01	52.88 LT	148116.114	364858.500	873.90
5002	121+67.01	52.57 LT	148116.539	364838.507	873.14
5003	121+66.89	61.04 LT	148125.007	364838.691	873.32
5004	121+96.88	61.37 LT	148124.234	364868.681	873.89
5005	121+97.01	53.04 LT	148115.909	364868.496	873.83
5006	121+92.01	52.97 LT	148116.014	364863.499	873.85
5007	122+02.01	92.84 LT	148155.494	364874.960	873.90
5008	122+06.99	92.97 LT	148155.443	364879.944	873.85
5009	122+63.74	74.62 LT	148135.017	364935.983	874.03
5010	122+64.79	69.73 LT	148130.092	364936.845	874.13
5011	122+66.81	61.45 LT	148121.748	364938.566	873.72
5012	122+62.98	60.27 LT	148120.712	364934.696	873.66
5013	122+64.48	55.50 LT	148115.883	364935.988	873.74
5014	122+81.41	33.20 LT	148092.980	364952.112	874.37
5015	122+85.62	30.51 LT	148090.134	364956.223	874.49

122+00 | PI: 20+00.00 | 123+00

MAIN ST (STH 60)

N

END CURB

6103 6104 6105 6106 6107 6108 6109 6110 6111 6112 6113 6114 6115 6116 6117 6118 6001 6000 6002 6003 6004 6005 6006 6007 6008 6009 6010 6011 6102

6101 9.8' RAD

6100 35' RAD

10.0' RAD

0"F 5.0' 3.0'

1.5% 6.7% 6.6% 1.4% 2.2% 5.7% 6.1% 7.4% 7.5% 7.9% 2.1% 2.3%

SLOPE INTERCEPT (TYP.)

MEF

SAWCUT JOINT

SLOPE INTERCEPT (TYP.)

PROPOSED TLE

PROPOSED FEE SIMPLE

3.9'

CONCRETE SIDEWALK 5-INCH SAWCUT REQUIRED

CONCRETE SURFACE

EXISTING RIGHT OF WAY

GLEN BROOKE DRIVE

6124 6123 6122 6125 6126 6127 6128 6129 6024 6021 6022 6023 6136 6137 6135 6134 6133 6132 6131 6139 6020 6138 6130 6017 6014 6019 6018 6016 6013 6015 6012

EXISTING JOINT

0"F 5.0'

1.8% 1.2% 8.0% 0.9% 1.6% 0.2% 2.4% 6.0'

CONCRETE SURFACE

CONCRETE SIDEWALK 5-INCH SAWCUT REQUIRED

7A MODIFIED

SLOPE INTERCEPT (TYP.)

1.4% 1.5% 2.6% 3.7% 6.2% 1.9% 6.5% 1.1% 1.6% 2.0% 1.5% 2.4%

SLOPE INTERCEPT (TYP.)

PROPOSED TLE

SAWCUT JOINT

4.2'

CONCRETE SURFACE

CONCRETE SIDEWALK 5-INCH SAWCUT REQUIRED

6121 20.28' RAD

6119 45' RAD

6120 48.2' RAD

EXISTING RIGHT OF WAY

FLAG

LEGEND

A CURB & GUTTER 30-INCH TYPE D	2 CURB RAMP TYPE 2	MEF MAXIMUM EXTENT FEASIBLE	
B CURB & GUTTER 36-INCH TYPE D	4B1 CURB RAMP TYPE 4B1	L LEVEL LANDING	
C CONCRETE CURB PEDESTRIAN	6 CURB RAMP TYPE 6	TRANSITION SIDEWALK	
SLOPE INTERCEPT	7A CURB RAMP TYPE 7A	CURB PAN TRANSITION	
TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER	7B CURB RAMP TYPE 7B	DETECTABLE WARNING FIELD	
	8 CURB RAMP TYPE 8		

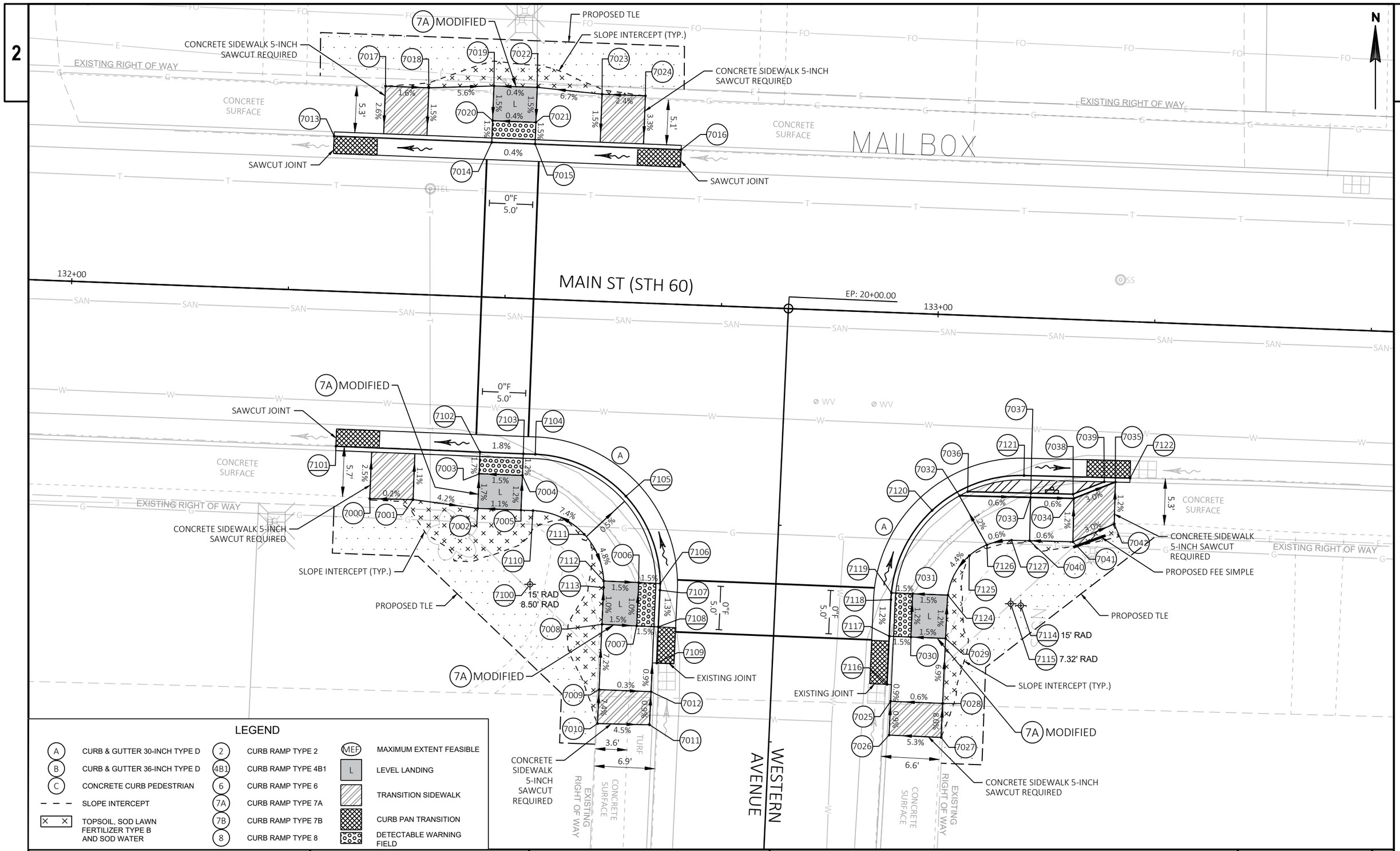
PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - GLEN BROOKE DRIVE	SHEET 71	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021310-CR.DWG
LAYOUT NAME - 8
PLOT DATE : 7/24/2023 9:02 AM
PLOT BY : PATY DONAHUE
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
6100	121+81.22	57.89 RT	148005.626	364848.648	0.00	RADP 35'
6101	121+85.88	53.00 RT	148010.347	364853.485	0.00	SW RADP 9.8'
6102	122+04.31	36.07 RT	148026.587	364872.526	0.00	SW RADP 10'
6103	121+82.00	22.90 RT	148040.565	364850.712	873.84	FL PC
6104	121+89.04	23.78 RT	148039.431	364857.715	873.95	FL
6105	121+94.08	25.34 RT	148037.682	364862.699	874.03	FL
6106	121+95.58	25.98 RT	148036.995	364864.173	874.05	FL HP
6107	122+05.63	32.81 RT	148029.797	364873.962	873.76	FL MID
6108	122+15.73	52.06 RT	148010.183	364883.350	873.24	FL
6109	122+16.20	56.77 RT	148005.465	364883.647	873.13	FL PT
6110	122+16.21	57.06 RT	148005.178	364883.646	873.12	FL
6111	121+94.38	36.30 RT	148026.719	364862.593	874.48	SW PT
6112	121+95.99	41.50 RT	148021.470	364864.011	874.36	SW PC
6113	121+98.13	44.80 RT	148018.094	364866.031	874.27	SW PC
6114	122+00.66	52.37 RT	148010.431	364868.278	874.10	SW PT
6115	121+89.38	36.47 RT	148026.738	364857.594	874.41	SW PT
6116	121+91.79	44.21 RT	148018.908	364859.717	874.30	SW PC
6117	121+94.03	47.66 RT	148015.383	364861.826	874.24	SW PC
6118	121+95.61	52.47 RT	148010.522	364863.228	874.17	SW PT
6119	123+00.94	65.82 RT	147993.305	364967.993	0.00	RADP 45'

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
6120	123+05.68	74.59 RT	147984.371	364972.416	0.00	SW RADP 48.2'
6121	122+93.79	49.24 RT	148010.138	364961.464	0.00	SW RADP 20.3'
6122	122+55.98	63.80 RT	147996.982	364923.144	873.26	FL PC
6123	122+56.98	56.20 RT	148004.534	364924.417	873.39	FL
6124	122+58.39	51.18 RT	148009.506	364926.011	873.50	FL
6125	122+68.02	35.14 RT	148025.178	364936.228	873.90	FL MID
6126	122+79.33	26.35 RT	148033.548	364947.856	874.44	FL
6127	122+83.85	24.20 RT	148035.533	364952.445	874.53	FL
6128	122+96.65	21.03 RT	148038.227	364965.356	874.73	FL PT
6129	122+98.32	20.87 RT	148038.326	364967.032	874.73	FL
6130	122+73.57	50.90 RT	148009.223	364941.197	874.18	SW PC
6131	122+76.62	38.47 RT	148021.529	364944.694	874.66	SW POC
6132	122+81.82	32.87 RT	148026.941	364950.104	874.55	SW PT
6133	122+82.24	32.57 RT	148027.222	364950.528	874.55	SW POC
6134	122+83.04	32.04 RT	148027.721	364951.352	874.56	SW PC
6135	122+86.69	30.29 RT	148029.334	364955.062	874.61	SW POC
6136	122+95.01	27.59 RT	148031.732	364963.479	875.31	SW POC
6137	122+98.94	26.87 RT	148032.309	364967.432	875.31	SW PT
6138	122+68.52	50.99 RT	148009.317	364936.143	874.12	SW PC
6139	122+73.18	34.56 RT	148025.572	364941.409	874.58	SW PT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
6000	122+15.33	57.07 RT	148005.192	364882.762	873.14
6001	122+00.79	57.37 RT	148005.432	364868.226	874.03
6002	122+00.88	62.35 RT	148000.447	364868.137	873.66
6003	122+01.13	67.35 RT	147995.445	364868.200	873.26
6004	121+97.25	67.51 RT	147995.430	364864.316	873.34
6005	121+95.88	62.45 RT	148000.537	364863.130	873.73
6006	121+95.74	57.47 RT	148005.514	364863.179	874.10
6007	121+89.10	26.02 RT	148037.186	364857.694	873.98
6008	121+89.25	31.39 RT	148031.821	364857.642	874.34
6009	121+89.38	36.38 RT	148026.821	364857.594	874.41
6010	121+94.38	36.20 RT	148026.824	364862.594	874.48
6011	121+94.24	31.20 RT	148031.824	364862.643	874.41
6012	122+73.33	65.82 RT	147994.318	364940.406	874.31
6013	122+73.88	60.90 RT	147999.222	364941.133	874.21
6014	122+73.72	55.90 RT	148004.223	364941.165	874.11
6015	122+69.22	65.98 RT	147994.318	364936.294	874.21
6016	122+68.96	60.98 RT	147999.318	364936.220	874.14
6017	122+68.74	55.99 RT	148004.315	364936.181	874.05
6018	122+63.64	56.08 RT	148004.410	364931.076	873.72
6019	122+59.15	56.16 RT	148004.496	364926.442	873.42
6020	122+63.54	51.08 RT	148009.410	364931.169	873.82
6021	122+80.39	28.62 RT	148031.240	364948.831	874.48
6022	122+84.91	26.46 RT	148033.228	364953.419	874.56
6023	123+06.88	26.17 RT	148032.714	364975.392	875.29
6024	123+06.36	20.70 RT	148038.200	364975.070	875.16



LEGEND

A	CURB & GUTTER 30-INCH TYPE D	2	CURB RAMP TYPE 2	MEF	MAXIMUM EXTENT FEASIBLE
B	CURB & GUTTER 36-INCH TYPE D	4B1	CURB RAMP TYPE 4B1	L	LEVEL LANDING
C	CONCRETE CURB PEDESTRIAN	6	CURB RAMP TYPE 6		TRANSITION SIDEWALK
	SLOPE INTERCEPT	7A	CURB RAMP TYPE 7A		CURB PAN TRANSITION
	TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER	7B	CURB RAMP TYPE 7B		DETECTABLE WARNING FIELD
		8	CURB RAMP TYPE 8		

PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - WESTERN AVENUE	SHEET 73	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021310-CR.DWG
LAYOUT NAME - 10
PLOT DATE : 7/24/2023 9:02 AM
PLOT BY : PATY DONAHUE
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

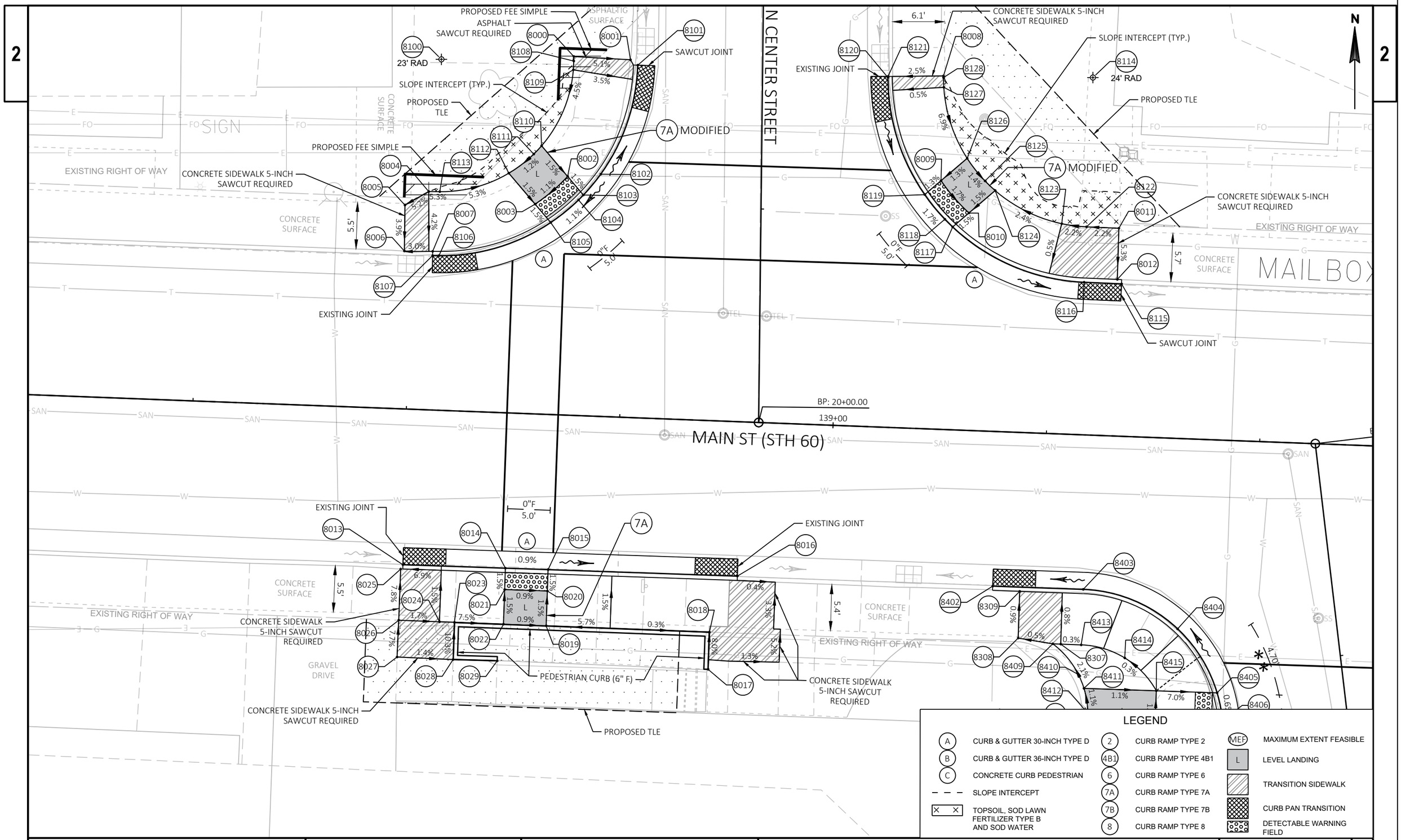
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
7100	132+54.15	32.90 RT	147990.314	365921.697	0.00	RADP 15' & 8.5'
7101	132+31.17	17.85 RT	148006.226	365899.304	898.18	FL
7102	132+47.80	17.89 RT	148005.558	365915.923	898.47	FL
7103	132+52.80	17.90 RT	148005.357	365920.919	898.56	FL
7104	132+54.18	17.90 RT	148005.302	365922.299	898.58	FL PC
7105	132+64.81	22.34 RT	148000.457	365932.747	898.74	FL MID
7106	132+69.14	32.24 RT	147990.399	365936.697	898.88	FL
7107	132+69.15	33.01 RT	147989.634	365936.682	898.89	FL PT
7108	132+69.12	37.24 RT	147985.403	365936.490	898.95	FL
7109	132+69.09	41.42 RT	147981.231	365936.300	899.05	FL
7110	132+54.17	24.40 RT	147998.807	365922.038	898.74	SW PC
7111	132+60.19	26.92 RT	147996.062	365927.959	899.23	SW MID
7112	132+62.62	32.20 RT	147990.694	365930.189	899.00	SW POC
7113	132+62.65	32.96 RT	147989.929	365930.188	899.00	SW PT

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
7114	133+10.81	33.20 RT	147987.858	365978.304	0.00	RADP 15'
7115	133+09.64	33.03 RT	147988.071	365977.138	0.00	RADP 7.32'
7116	132+95.74	42.86 RT	147978.771	365962.876	898.91	FL
7117	132+95.78	37.30 RT	147984.331	365963.128	898.84	FL
7118	132+95.81	33.09 RT	147988.538	365963.319	898.80	FL PC
7119	132+95.84	32.30 RT	147989.325	365963.376	898.79	FL
7120	133+00.17	22.62 RT	147998.828	365968.073	898.66	FL MID
7121	133+10.60	18.20 RT	148002.854	365978.669	898.61	FL PT
7122	133+22.84	18.03 RT	148002.556	365990.906	898.56	FL
7124	133+02.36	32.31 RT	147989.065	365969.890	898.88	SW POC
7125	133+04.66	27.67 RT	147993.615	365972.364	899.12	SW MID
7126	133+06.63	26.36 RT	147994.850	365974.387	899.22	SW POC
7127	133+09.45	25.71 RT	147995.387	365977.230	899.24	SW PT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
7000	132+35.30	23.74 RT	148000.188	365903.210	898.89
7001	132+40.30	23.65 RT	148000.081	365908.210	898.90
7002	132+47.79	24.39 RT	147999.063	365915.662	898.58
7003	132+47.80	20.39 RT	148003.060	365915.823	898.51
7004	132+52.80	20.40 RT	148002.859	365920.819	898.59
7005	132+52.79	24.40 RT	147998.862	365920.658	898.64
7006	132+66.66	32.22 RT	147990.511	365934.219	898.92
7007	132+66.62	37.22 RT	147985.516	365933.992	898.99
7008	132+62.62	37.20 RT	147985.697	365929.996	899.05
7009	132+62.57	44.73 RT	147978.170	365929.655	899.59
7010	132+62.54	48.65 RT	147974.253	365929.477	899.88
7011	132+68.54	48.56 RT	147974.115	365935.477	899.62
7012	132+68.57	44.74 RT	147977.930	365935.650	899.58
7013	132+29.60	17.87 LT	148041.979	365899.098	898.18
7014	132+47.80	17.85 LT	148041.270	365917.281	898.26

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
7015	132+52.80	17.85 LT	148041.075	365922.277	898.27
7016	132+69.66	17.83 LT	148040.418	365939.124	898.31
7017	132+35.30	23.86 LT	148047.747	365905.022	898.85
7018	132+40.30	23.86 LT	148047.557	365910.018	898.77
7019	132+47.81	24.36 LT	148047.768	365917.535	898.35
7020	132+47.80	20.35 LT	148043.768	365917.379	898.29
7021	132+52.80	20.35 LT	148043.573	365922.375	898.31
7022	132+52.81	24.38 LT	148047.605	365922.532	898.37
7023	132+60.30	23.88 LT	148046.815	365930.005	898.88
7024	132+65.30	23.88 LT	148046.624	365935.001	899.00
7025	132+96.23	44.80 RT	147976.820	365963.288	899.43
7026	132+96.20	48.69 RT	147972.929	365963.112	899.46
7027	133+02.20	48.74 RT	147972.657	365969.108	899.78
7028	133+02.23	44.81 RT	147976.579	365969.284	899.46
7029	133+02.28	37.31 RT	147984.072	365969.624	898.94

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
7030	132+98.28	37.30 RT	147984.231	365965.627	898.88
7031	132+98.29	32.30 RT	147989.227	365965.826	898.82
7032	133+03.27	20.81 RT	148000.522	365971.242	899.14
7033	133+11.47	20.70 RT	148000.324	365979.438	899.19
7034	133+16.45	20.63 RT	148000.203	365984.418	899.22
7035	133+21.16	18.55 RT	148002.098	365989.206	899.07
7036	133+04.19	20.30 RT	148001.000	365972.176	899.48
7037	133+11.46	20.20 RT	148000.824	365979.450	899.52
7038	133+16.34	20.13 RT	148000.706	365984.329	899.55
7039	133+19.88	18.57 RT	148002.129	365987.926	899.43
7040	133+11.54	25.69 RT	147995.336	365979.317	899.25
7041	133+16.53	25.62 RT	147995.215	365984.310	899.28
7042	133+21.23	23.38 RT	147997.275	365989.089	899.13



PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - N CENTER STREET	SHEET 75	E

2

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
8100	138+52.54	41.08 LT	148041.457	366522.468	0.00	RADP 23'
8101	138+75.54	41.27 LT	148040.769	366545.458	896.47	FL PC
8102	138+71.70	28.35 LT	148028.008	366541.126	896.73	FL HP
8103	138+69.76	25.84 LT	148025.566	366539.096	896.70	FL
8104	138+69.21	25.24 LT	148024.988	366538.523	896.69	FL MID
8105	138+66.06	22.48 LT	148022.348	366535.269	896.64	FL
8106	138+53.13	18.09 LT	148018.459	366522.181	896.50	FL PT
8107	138+52.39	18.07 LT	148018.468	366521.438	896.49	FL
8108	138+68.04	41.47 LT	148041.255	366537.967	897.30	SW PC
8109	138+68.03	40.44 LT	148040.225	366537.919	897.25	SW POC
8110	138+64.65	31.41 LT	148031.327	366534.199	896.81	SW POC
8111	138+63.77	30.40 LT	148030.358	366533.288	896.79	SW MID
8112	138+60.94	28.06 LT	148028.119	366530.364	896.75	SW POC
8113	138+52.94	25.59 LT	148025.958	366522.275	897.20	SW PT
8114	139+28.86	41.86 LT	148039.322	366598.760	0.00	RADP 24'
8115	139+33.13	17.83 LT	148015.155	366602.113	895.60	FL
8116	139+28.74	17.86 LT	148015.344	366597.727	895.68	FL PC
8117	139+13.11	23.75 LT	148021.826	366582.331	895.97	FL
8118	139+12.17	24.61 LT	148022.720	366581.428	895.99	FL MID
8119	139+09.70	27.40 LT	148025.610	366579.063	896.06	FL
8120	139+04.88	40.94 LT	148039.322	366574.760	896.23	FL PT
8121	139+04.87	41.07 LT	148039.452	366574.760	896.23	FL
8122	139+28.77	24.36 LT	148021.838	366598.007	896.35	SW PC
8123	139+25.86	24.61 LT	148022.206	366595.109	896.28	SW POC
8124	139+17.92	28.19 LT	148026.084	366587.312	896.07	SW POC
8125	139+16.69	29.28 LT	148027.216	366586.121	896.09	SW MID
8126	139+14.50	31.84 LT	148029.862	366584.036	896.14	SW POC
8127	139+11.45	40.05 LT	148038.178	366581.297	896.75	SW POC
8128	139+11.37	41.18 LT	148039.316	366581.260	896.86	SW PT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
8000	138+68.02	42.00 LT	148041.785	366537.974	897.32
8001	138+74.67	41.87 LT	148041.401	366544.611	896.98
8002	138+67.83	27.94 LT	148027.737	366537.250	896.74
8003	138+64.15	24.56 LT	148024.499	366533.441	896.69
8004	138+51.65	25.56 LT	148025.974	366520.986	897.27
8005	138+48.93	23.86 LT	148024.383	366518.200	897.10
8006	138+49.06	18.48 LT	148019.002	366518.133	896.89
8007	138+52.37	18.57 LT	148018.968	366521.444	896.99
8008	139+11.36	41.38 LT	148039.509	366581.260	896.88
8009	139+11.54	29.11 LT	148027.243	366580.973	896.09
8010	139+14.96	25.45 LT	148023.461	366584.244	896.01
8011	139+32.57	24.34 LT	148021.674	366601.802	896.43
8012	139+32.61	18.34 LT	148015.677	366601.613	896.11
8013	138+50.29	18.23 RT	147982.270	366517.960	896.19
8014	138+62.30	18.18 RT	147981.861	366529.962	896.08
8015	138+67.30	18.16 RT	147981.690	366534.959	896.03
8016	138+89.48	18.08 RT	147980.933	366557.126	895.75
8017	138+86.47	29.12 RT	147970.015	366553.703	896.91
8018	138+86.46	24.75 RT	147974.379	366553.852	896.52
8019	138+67.32	24.75 RT	147975.108	366534.734	896.13
8020	138+67.31	20.66 RT	147979.191	366534.874	896.07
8021	138+62.31	20.68 RT	147979.362	366529.877	896.12
8022	138+62.32	24.75 RT	147975.298	366529.738	896.18
8023	138+56.57	24.75 RT	147975.517	366523.990	896.61
8024	138+54.82	24.75 RT	147975.584	366522.243	896.74
8025	138+50.05	18.75 RT	147981.758	366517.705	896.34
8026	138+50.04	24.75 RT	147975.766	366517.468	896.82
8027	138+50.02	29.06 RT	147971.462	366517.280	897.15
8028	138+56.58	29.11 RT	147971.157	366523.836	897.06
8029	138+61.75	29.07 RT	147971.006	366529.002	897.37

LEGEND

A	CURB & GUTTER 30-INCH TYPE D	2	CURB RAMP TYPE 2	MEF	MAXIMUM EXTENT FEASIBLE
B	CURB & GUTTER 36-INCH TYPE D	4B1	CURB RAMP TYPE 4B1	L	LEVEL LANDING
C	CONCRETE CURB PEDESTRIAN	6	CURB RAMP TYPE 6		TRANSITION SIDEWALK
	SLOPE INTERCEPT	7A	CURB RAMP TYPE 7A		CURB PAN TRANSITION
	TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER	7B	CURB RAMP TYPE 7B		DETECTABLE WARNING FIELD
		8	CURB RAMP TYPE 8		

N

MAILBOX

EXISTING RIGHT OF WAY

CONCRETE SURFACE

CONCRETE SIDEWALK 5-INCH SAWCUT REQUIRED

PROPOSED TLE

SLOPE INTERCEPT (TYP.)

7A MODIFIED

POST

EXISTING JOINT

SAWCUT JOINT

EP: 20+00.00

140+00

MAIN ST (STH 60)

S CENTER STREET

CONCRETE SIDEWALK 5-INCH SAWCUT REQUIRED

10.33' RAD

17' RAD

10.5' RAD

24' RAD

TURF

ASPHALTIC SURFACE

PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - S CENTER STREET	SHEET 77	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021310-CR.DWG
LAYOUT NAME - 14

PLOT DATE : 7/24/2023 9:04 AM

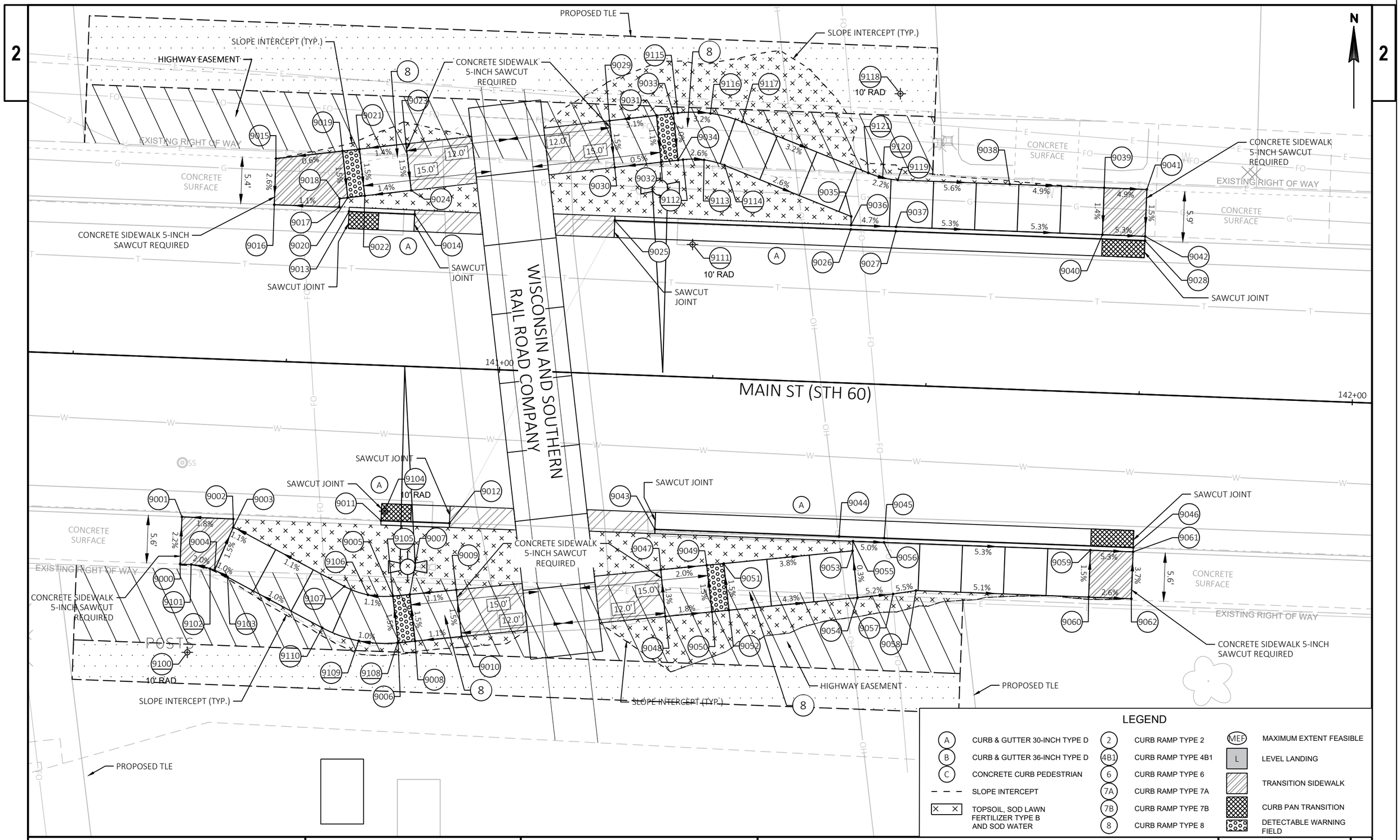
PLOT BY : PATY DONAHUE

PLOT SCALE : 1 IN:10 FT

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
8400	139+30.04	35.09 RT	147962.387	366597.007	0.00	RADP 17' & 10.5'
8401	139+20.78	33.07 RT	147964.756	366587.835	0.00	RADP 10.33'
8402	139+19.40	18.11 RT	147979.758	366587.024	895.88	FL
8403	139+30.00	18.09 RT	147979.376	366597.620	895.94	FL PC
8404	139+41.23	22.29 RT	147974.750	366608.676	896.01	FL MID
8405	139+46.13	29.60 RT	147967.257	366613.295	896.06	FL
8406	139+46.89	32.86 RT	147963.979	366613.932	896.08	FL PT
8407	139+47.12	34.60 RT	147962.226	366614.097	896.09	FL
8408	139+47.83	39.96 RT	147956.845	366614.603	896.11	FL
8409	139+26.68	24.60 RT	147973.001	366594.051	896.47	SW PC
8410	139+29.81	28.07 RT	147969.411	366597.052	896.57	SW MID
8411	139+30.53	29.67 RT	147967.786	366597.706	896.61	SW POC
8412	139+31.09	32.57 RT	147964.865	366598.160	896.64	SW PT
8413	139+30.01	24.59 RT	147972.880	366597.385	896.48	SW PC
8414	139+35.17	25.93 RT	147971.343	366602.488	896.50	SW MID
8415	139+39.01	29.63 RT	147967.498	366606.179	896.51	SW PT
8416	140+02.40	42.20 RT	147952.526	366669.044	0.00	RADP 24'
8417	139+78.77	48.08 RT	147947.552	366645.213	895.70	FL
8418	139+78.46	44.01 RT	147951.630	366645.061	895.66	FL PC
8419	139+80.32	32.78 RT	147962.776	366647.343	895.55	FL
8420	139+82.75	28.42 RT	147967.050	366649.938	895.51	FL
8421	139+84.75	25.94 RT	147969.451	366652.029	895.48	FL MID
8422	140+02.25	18.20 RT	147976.513	366669.813	895.31	FL PT
8423	140+12.21	18.14 RT	147976.194	366679.767	895.43	FL
8424	140+17.21	18.11 RT	147976.034	366684.764	895.50	FL
8425	140+26.67	18.05 RT	147975.731	366694.221	895.62	FL
8426	139+84.95	43.52 RT	147951.873	366651.556	896.18	SW PC
8427	139+85.68	37.03 RT	147958.331	366652.535	895.73	SW POC
8428	139+86.04	35.98 RT	147959.366	366652.937	895.65	SW POC
8429	139+88.47	31.61 RT	147963.642	366655.529	895.61	SW POC
8430	139+89.45	30.43 RT	147964.783	366656.554	895.67	SW MID
8431	139+95.05	26.32 RT	147968.677	366662.307	895.98	SW POC
8432	139+95.61	26.07 RT	147968.904	366662.879	895.98	SW POC
8433	140+02.05	24.71 RT	147970.023	366669.368	895.94	SW PT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
8300	139+31.14	44.63 RT	147952.811	366597.751	896.71
8301	139+39.07	44.60 RT	147952.542	366605.672	896.68
8302	139+31.12	39.63 RT	147957.808	366597.921	896.69
8303	139+39.05	39.60 RT	147957.539	366605.842	896.63
8304	139+31.10	34.67 RT	147962.770	366598.089	896.66
8305	139+39.03	34.63 RT	147962.501	366606.010	896.57
8306	139+45.62	34.61 RT	147962.277	366612.597	896.11
8307	139+27.61	24.60 RT	147972.967	366594.987	896.47
8308	139+22.61	24.07 RT	147973.679	366590.007	896.45
8309	139+22.58	18.61 RT	147979.144	366590.180	896.40
8310	139+85.04	44.77 RT	147950.616	366651.603	896.26
8311	139+79.06	45.20 RT	147950.419	366645.606	896.17
8312	139+82.52	34.01 RT	147961.467	366649.492	895.59
8313	139+84.95	29.64 RT	147965.741	366652.086	895.55
8314	139+93.21	34.74 RT	147960.335	366660.148	896.03
8315	139+98.27	35.16 RT	147959.723	366665.193	896.10
8316	139+99.53	30.46 RT	147964.366	366666.630	896.06
8317	139+92.61	20.84 RT	147974.248	366660.078	895.89
8318	140+04.77	24.69 RT	147969.937	366672.083	895.93
8319	140+12.25	24.74 RT	147969.600	366679.556	895.53
8320	140+12.23	20.64 RT	147973.696	366679.687	895.47
8321	140+17.23	20.61 RT	147973.536	366684.684	895.54
8322	140+17.25	24.71 RT	147969.443	366684.553	895.60
8323	140+20.40	24.53 RT	147969.499	366687.706	895.82
8324	140+18.29	29.09 RT	147965.021	366685.429	896.22
8325	140+23.23	31.03 RT	147962.896	366690.290	896.32
8326	140+24.79	24.29 RT	147969.576	366692.102	896.13
8327	140+26.73	24.27 RT	147969.522	366694.045	896.18
8328	140+29.79	24.23 RT	147969.437	366697.100	896.27
8329	140+29.73	18.62 RT	147975.047	366697.256	896.08
8330	140+03.78	17.80 LT	148012.431	366672.712	895.40
8331	140+03.78	18.30 LT	148012.930	366672.732	895.90
8332	140+12.29	17.79 LT	148012.095	366681.215	895.46
8333	140+17.29	17.78 LT	148011.897	366686.211	895.49
8334	140+28.12	17.77 LT	148011.470	366697.031	895.65

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
8335	140+28.12	18.27 LT	148011.969	366697.050	896.14
8336	140+29.81	18.27 LT	148011.905	366698.738	896.19
8337	140+29.77	23.95 LT	148017.587	366698.916	896.31
8338	140+24.77	24.01 LT	148017.838	366693.921	896.12
8339	140+17.30	24.29 LT	148018.401	366686.468	895.59
8340	140+17.29	20.28 LT	148014.395	366686.310	895.53
8341	140+12.29	20.29 LT	148014.593	366681.314	895.49
8342	140+12.30	24.30 LT	148018.603	366681.472	895.55
8343	140+04.77	24.00 LT	148018.591	366673.935	895.99
8344	139+99.77	23.86 LT	148018.635	366668.934	896.09
8345	139+99.81	18.32 LT	148013.098	366668.761	895.93



PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - STH60 (MAIN STREET) RAIL ROAD CROSSING	SHEET 79	E

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
9100	140+64.70	34.47 RT	147957.877	366731.596		RADP 10'
9101	140+64.76	24.18 RT	147968.157	366732.049	896.80	SW PC
9102	140+67.00	24.59 RT	147967.668	366734.267	896.84	SW MID
9103	140+69.08	25.48 RT	147966.692	366736.318	896.87	SW PT
9104	140+87.18	17.06 RT	147974.416	366754.723		RADP 10'
9105	140+88.54	26.97 RT	147964.464	366755.702	897.00	SW PC
9106	140+85.60	26.94 RT	147964.609	366752.767	896.97	SW MID
9107	140+82.80	26.05 RT	147965.601	366750.000	896.93	SW PT
9108	140+89.28	32.42 RT	147958.991	366756.241	897.08	SW PC
9109	140+84.73	32.37 RT	147959.216	366751.691	897.03	SW MID
9110	140+80.39	31.00 RT	147960.753	366747.403	896.99	SW PT

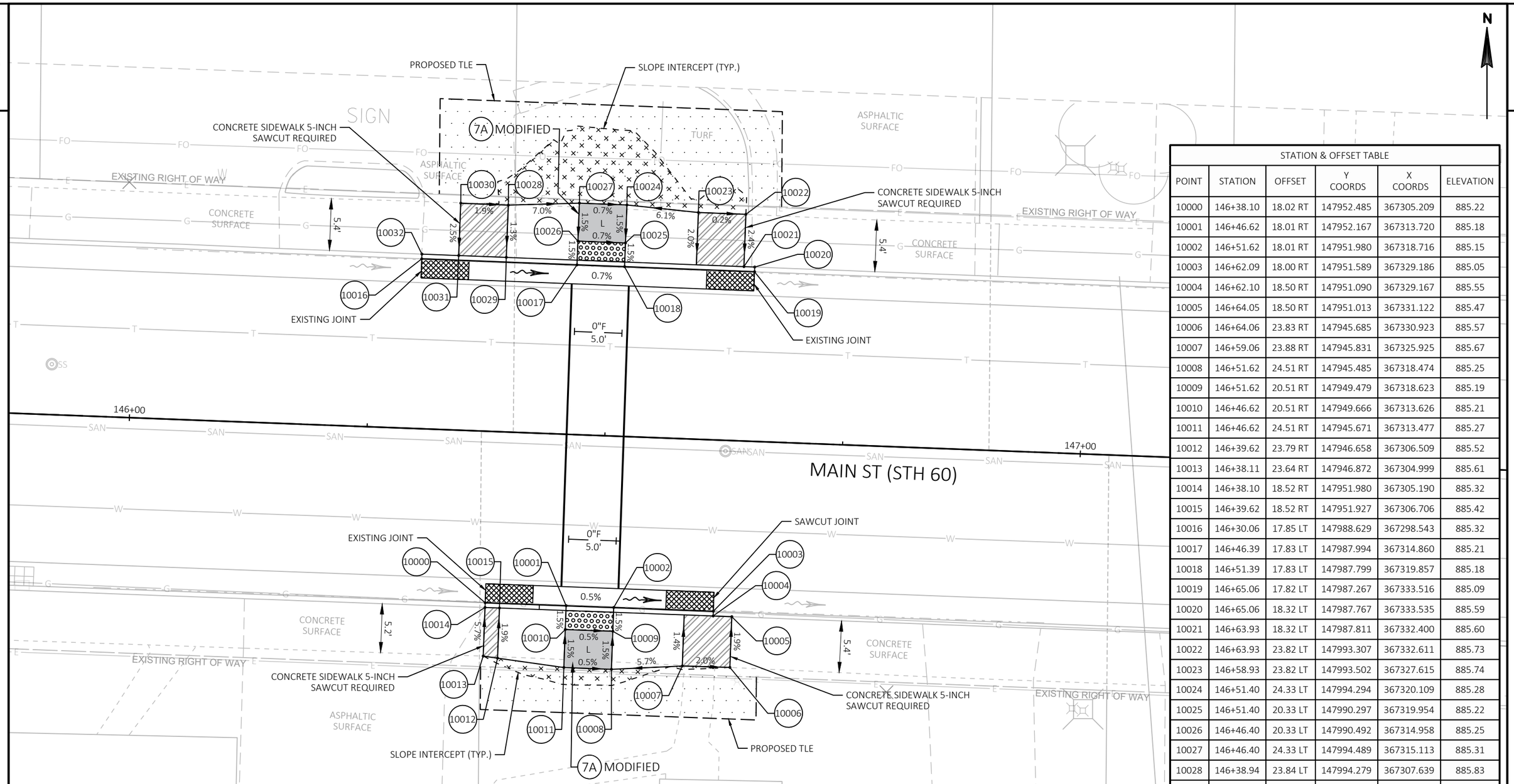
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
9111	141+22.05	15.54 LT	148005.673	366790.805		RADP 10'
9112	141+20.55	25.43 LT	148015.610	366789.684	896.92	SW PC
9113	141+23.02	25.50 LT	148015.582	366792.158	896.85	SW MID
9114	141+25.44	24.95 LT	148014.944	366794.554	896.79	SW PT
9115	141+19.72	30.87 LT	148021.076	366789.068	897.02	SW PC
9116	141+23.56	30.97 LT	148021.031	366792.902	896.90	SW MID
9117	141+27.30	30.12 LT	148020.043	366796.616	896.78	SW PT
9118	141+45.70	34.12 LT	148023.336	366815.149		RADP 10'
9119	141+45.78	24.01 LT	148013.230	366814.842	896.19	SW PC
9120	141+44.01	24.21 LT	148013.495	366813.080	896.23	SW MID
9121	141+42.31	24.71 LT	148014.064	366811.401	896.27	SW PT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
9000	140+63.46	24.18 RT	147968.206	366730.754	896.77
9001	140+63.47	18.64 RT	147973.746	366730.970	896.65
9002	140+69.49	18.67 RT	147973.490	366736.988	896.76
9003	140+69.53	19.66 RT	147972.495	366736.986	896.77
9004	140+67.52	24.76 RT	147967.473	366734.788	896.85
9005	140+88.51	26.98 RT	147964.462	366755.679	897.00
9006	140+89.35	32.41 RT	147958.997	366756.306	897.08
9007	140+90.49	26.70 RT	147964.656	366757.669	897.02
9008	140+91.33	32.14 RT	147959.193	366758.296	897.10
9009	140+95.91	25.97 RT	147965.188	366763.110	897.08
9010	140+96.74	31.40 RT	147959.728	366763.735	897.16
9011	140+86.80	18.19 RT	147973.302	366754.299	896.46
9012	140+94.83	18.18 RT	147973.006	366762.325	896.66

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
9013	140+81.67	17.87 LT	148009.535	366750.552	896.59
9014	140+89.37	17.83 LT	148009.199	366758.241	896.73
9015	140+72.88	23.74 LT	148015.738	366741.988	897.10
9016	140+72.89	18.33 LT	148010.327	366741.791	896.96
9017	140+80.52	18.34 LT	148010.049	366749.419	897.04
9018	140+80.52	19.34 LT	148011.049	366749.452	897.05
9019	140+80.64	24.92 LT	148016.622	366749.788	897.15
9020	140+81.47	19.49 LT	148011.157	366750.407	897.06
9021	140+82.62	25.22 LT	148016.848	366751.775	897.17
9022	140+83.44	19.79 LT	148011.383	366752.395	897.09
9023	140+88.04	26.05 LT	148017.465	366757.221	897.25
9024	140+88.86	20.61 LT	148012.000	366757.838	897.17

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
9025	141+12.84	18.01 LT	148008.487	366781.697	896.67
9026	141+40.51	18.01 LT	148007.434	366809.351	896.03
9027	141+45.79	18.01 LT	148007.233	366814.623	895.78
9028	141+75.00	18.01 LT	148006.121	366843.815	894.25
9029	141+11.76	29.66 LT	148020.173	366781.068	896.81
9030	141+12.59	24.22 LT	148014.704	366781.688	896.89
9031	141+17.25	30.49 LT	148020.795	366786.579	896.98
9032	141+17.99	25.04 LT	148015.319	366787.118	896.92
9033	141+19.22	30.79 LT	148021.019	366788.565	897.04
9034	141+19.97	25.34 LT	148015.545	366789.106	896.93
9035	141+40.50	19.52 LT	148008.941	366809.399	896.37
9036	141+40.51	18.51 LT	148007.934	366809.370	896.36
9037	141+45.79	18.51 LT	148007.734	366814.642	896.11
9038	141+58.91	24.01 LT	148012.730	366827.967	895.46
9039	141+70.00	24.01 LT	148012.308	366839.048	894.91
9040	141+70.00	18.51 LT	148006.812	366838.838	894.84
9041	141+75.00	24.01 LT	148012.117	366844.044	894.67
9042	141+75.00	18.51 LT	148006.621	366843.835	894.58

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
9043	141+18.91	17.99 RT	147972.282	366786.397	896.61
9044	141+40.50	17.99 RT	147971.460	366807.971	896.03
9045	141+45.80	17.99 RT	147971.259	366813.262	895.78
9046	141+75.00	17.99 RT	147970.147	366842.445	894.25
9047	141+19.77	22.69 RT	147967.550	366787.077	897.06
9048	141+20.52	28.14 RT	147962.078	366787.616	897.14
9049	141+25.13	21.96 RT	147968.080	366792.460	896.96
9050	141+25.95	27.40 RT	147962.615	366793.077	897.04
9051	141+27.11	21.69 RT	147968.276	366794.451	896.92
9052	141+27.94	27.12 RT	147962.811	366795.067	897.00
9053	141+42.14	19.63 RT	147969.763	366809.550	896.33
9054	141+42.94	25.07 RT	147964.294	366810.141	896.35
9055	141+42.15	18.49 RT	147970.897	366809.603	896.29
9056	141+45.80	18.49 RT	147970.758	366813.243	896.11
9057	141+47.09	24.50 RT	147964.704	366814.308	896.13
9058	141+49.75	23.99 RT	147965.112	366816.989	895.96
9059	141+70.00	18.49 RT	147969.837	366837.429	894.84
9060	141+70.00	23.99 RT	147964.341	366837.220	894.92
9061	141+75.00	18.49 RT	147969.646	366842.426	894.58
9062	141+75.00	23.99 RT	147964.150	366842.216	894.79



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
10000	146+38.10	18.02 RT	147952.485	367305.209	885.22
10001	146+46.62	18.01 RT	147952.167	367313.720	885.18
10002	146+51.62	18.01 RT	147951.980	367318.716	885.15
10003	146+62.09	18.00 RT	147951.589	367329.186	885.05
10004	146+62.10	18.50 RT	147951.090	367329.167	885.55
10005	146+64.05	18.50 RT	147951.013	367331.122	885.47
10006	146+64.06	23.83 RT	147945.685	367330.923	885.57
10007	146+59.06	23.88 RT	147945.831	367325.925	885.67
10008	146+51.62	24.51 RT	147945.485	367318.474	885.25
10009	146+51.62	20.51 RT	147949.479	367318.623	885.19
10010	146+46.62	20.51 RT	147949.666	367313.626	885.21
10011	146+46.62	24.51 RT	147945.671	367313.477	885.27
10012	146+39.62	23.79 RT	147946.658	367306.509	885.52
10013	146+38.11	23.64 RT	147946.872	367304.999	885.61
10014	146+38.10	18.52 RT	147951.980	367305.190	885.32
10015	146+39.62	18.52 RT	147951.927	367306.706	885.42
10016	146+30.06	17.85 LT	147988.629	367298.543	885.32
10017	146+46.39	17.83 LT	147987.994	367314.860	885.21
10018	146+51.39	17.83 LT	147987.799	367319.857	885.18
10019	146+65.06	17.82 LT	147987.267	367333.516	885.09
10020	146+65.06	18.32 LT	147987.767	367333.535	885.59
10021	146+63.93	18.32 LT	147987.811	367332.400	885.60
10022	146+63.93	23.82 LT	147993.307	367332.611	885.73
10023	146+58.93	23.82 LT	147993.502	367327.615	885.74
10024	146+51.40	24.33 LT	147994.294	367320.109	885.28
10025	146+51.40	20.33 LT	147990.297	367319.954	885.22
10026	146+46.40	20.33 LT	147990.492	367314.958	885.25
10027	146+46.40	24.33 LT	147994.489	367315.113	885.31
10028	146+38.94	23.84 LT	147994.279	367307.639	885.83
10029	146+38.93	18.34 LT	147988.783	367307.425	885.76
10030	146+33.94	23.84 LT	147994.474	367302.643	885.93
10031	146+33.93	18.34 LT	147988.978	367302.429	885.79
10032	146+30.06	18.35 LT	147989.128	367298.563	885.75

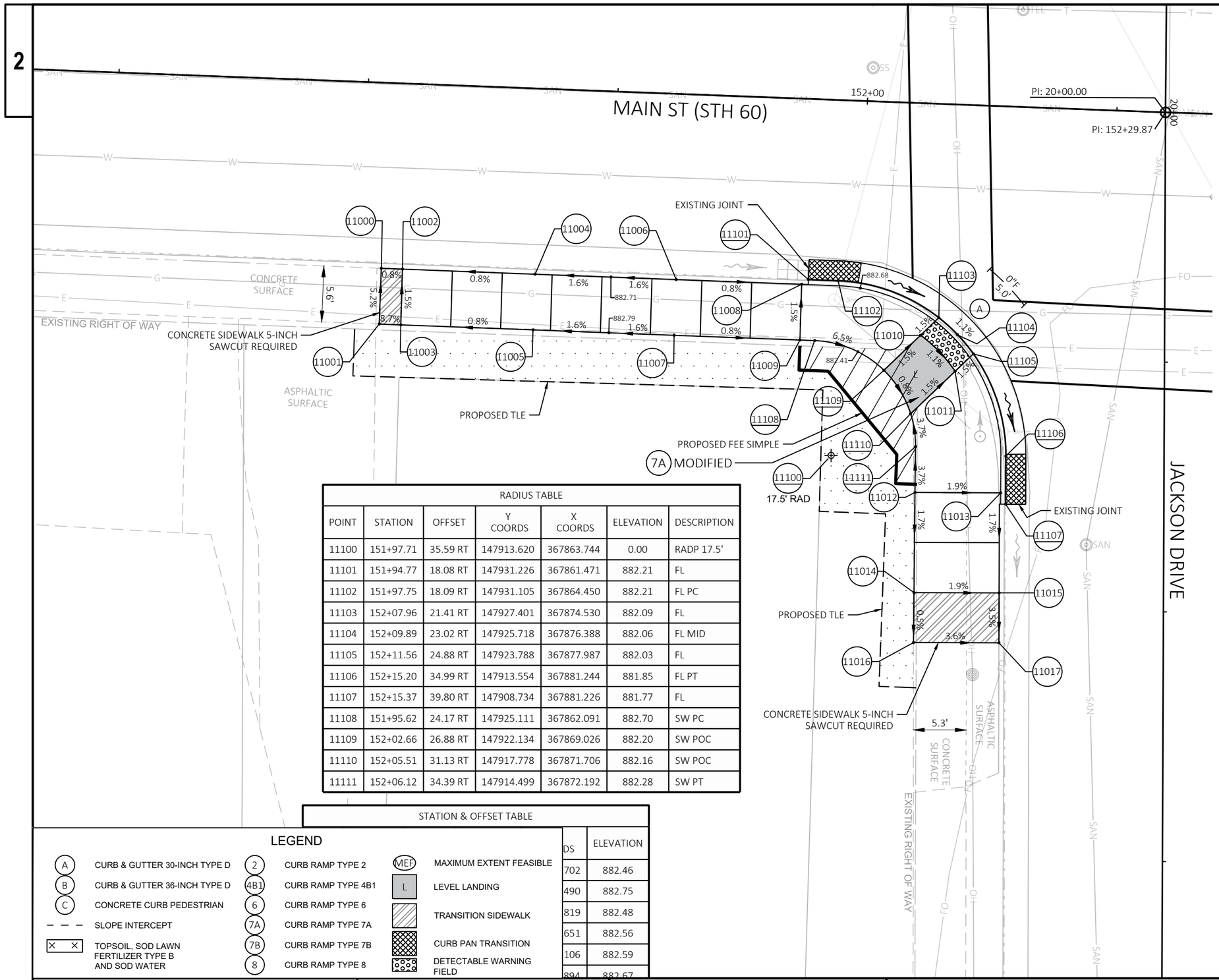
LEGEND

A	CURB & GUTTER 30-INCH TYPE D	2	CURB RAMP TYPE 2
B	CURB & GUTTER 36-INCH TYPE D	4B1	CURB RAMP TYPE 4B1
C	CONCRETE CURB PEDESTRIAN	6	CURB RAMP TYPE 6
	SLOPE INTERCEPT	7A	CURB RAMP TYPE 7A
	TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER	7B	CURB RAMP TYPE 7B
		8	CURB RAMP TYPE 8

MEF	MAXIMUM EXTENT FEASIBLE
L	LEVEL LANDING
	TRANSITION SIDEWALK
	CURB PAN TRANSITION
	DETECTABLE WARNING FIELD

PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - STH 60 MIDBLOCK @ STA 146+50	SHEET 81	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021310-CR.DWG
LAYOUT NAME - 18
PLOT DATE : 7/24/2023 9:05 AM
PLOT BY : PATY DONAHUE
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



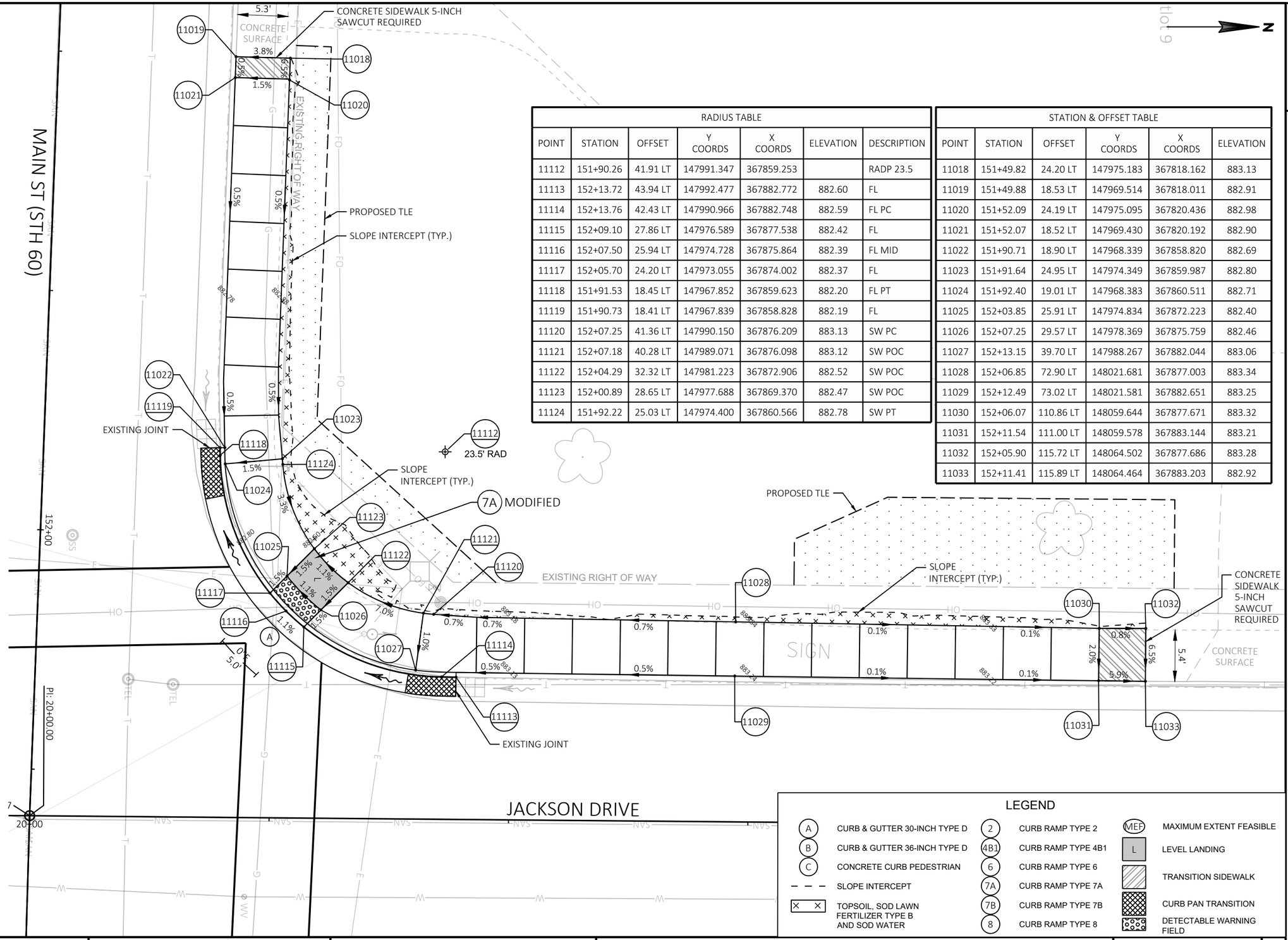
RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
11100	151+97.71	35.59 RT	147913.620	367863.744	0.00	RADP 17.5'
11101	151+94.77	18.08 RT	147931.226	367861.471	882.21	FL
11102	151+97.75	18.09 RT	147931.105	367864.450	882.21	FL PC
11103	152+07.96	21.41 RT	147927.401	367874.530	882.09	FL
11104	152+09.89	23.02 RT	147925.718	367876.388	882.06	FL MID
11105	152+11.56	24.88 RT	147923.788	367877.987	882.03	FL
11106	152+15.20	34.99 RT	147913.554	367881.244	881.85	FL PT
11107	152+15.37	39.80 RT	147908.734	367881.226	881.77	FL
11108	151+95.62	24.17 RT	147925.111	367862.091	882.70	SW PC
11109	152+02.66	26.88 RT	147922.134	367869.026	882.20	SW POC
11110	152+05.51	31.13 RT	147917.778	367871.706	882.16	SW POC
11111	152+06.12	34.39 RT	147914.499	367872.192	882.28	SW PT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
11000	151+51.99	18.58 RT	147932.351	367818.702	882.46
11001	151+51.99	24.17 RT	147926.770	367818.490	882.75
11002	151+54.11	18.58 RT	147932.270	367820.819	882.48
11003	151+54.15	24.17 RT	147926.687	367820.651	882.56
11004	151+67.40	18.58 RT	147931.765	367834.106	882.59
11005	151+67.40	24.17 RT	147926.184	367833.894	882.67
11006	151+81.54	18.58 RT	147931.228	367848.233	882.81
11007	151+81.54	24.17 RT	147925.646	367848.020	882.89
11008	151+94.11	18.58 RT	147930.751	367860.796	882.71
11009	151+94.15	24.17 RT	147925.167	367860.624	882.80
11010	152+06.20	23.22 RT	147925.651	367872.702	882.12
11011	152+09.80	26.70 RT	147922.039	367876.159	882.07
11012	152+06.25	38.97 RT	147909.911	367872.144	882.46
11013	152+14.83	38.69 RT	147909.871	367880.730	882.29
11014	152+06.53	49.00 RT	147899.880	367872.041	882.29
11015	152+15.05	48.70 RT	147899.856	367880.567	882.12
11016	152+06.66	54.00 RT	147894.880	367871.990	882.26
11017	152+15.22	53.70 RT	147894.856	367880.553	881.95

LEGEND

- A — CURB & GUTTER 30-INCH TYPE D
- B — CURB & GUTTER 36-INCH TYPE D
- C — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER
- 2 — CURB RAMP TYPE 2
- 4B1 — CURB RAMP TYPE 4B1
- 6 — CURB RAMP TYPE 6
- 7A — CURB RAMP TYPE 7A
- 7B — CURB RAMP TYPE 7B
- 8 — CURB RAMP TYPE 8
- MEP — MAXIMUM EXTENT FEASIBLE
- L — LEVEL LANDING
- TRANSITION SIDEWALK
- CURB PAN TRANSITION
- DETECTABLE WARNING FIELD

PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - JACKSON DRIVE (SW QUADRANT)	SHEET 82	E



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
11112	151+90.26	41.91 LT	147991.347	367859.253		RADP 23.5
11113	152+13.72	43.94 LT	147992.477	367882.772	882.60	FL
11114	152+13.76	42.43 LT	147990.966	367882.748	882.59	FL PC
11115	152+09.10	27.86 LT	147976.589	367877.538	882.42	FL
11116	152+07.50	25.94 LT	147974.728	367875.864	882.39	FL MID
11117	152+05.70	24.20 LT	147973.055	367874.002	882.37	FL
11118	151+91.53	18.45 LT	147967.852	367859.623	882.20	FL PT
11119	151+90.73	18.41 LT	147967.839	367858.828	882.19	FL
11120	152+07.25	41.36 LT	147990.150	367876.209	883.13	SW PC
11121	152+07.18	40.28 LT	147989.071	367876.098	883.12	SW POC
11122	152+04.29	32.32 LT	147981.223	367872.906	882.52	SW POC
11123	152+00.89	28.65 LT	147977.688	367869.370	882.47	SW POC
11124	151+92.22	25.03 LT	147974.400	367860.566	882.78	SW PT

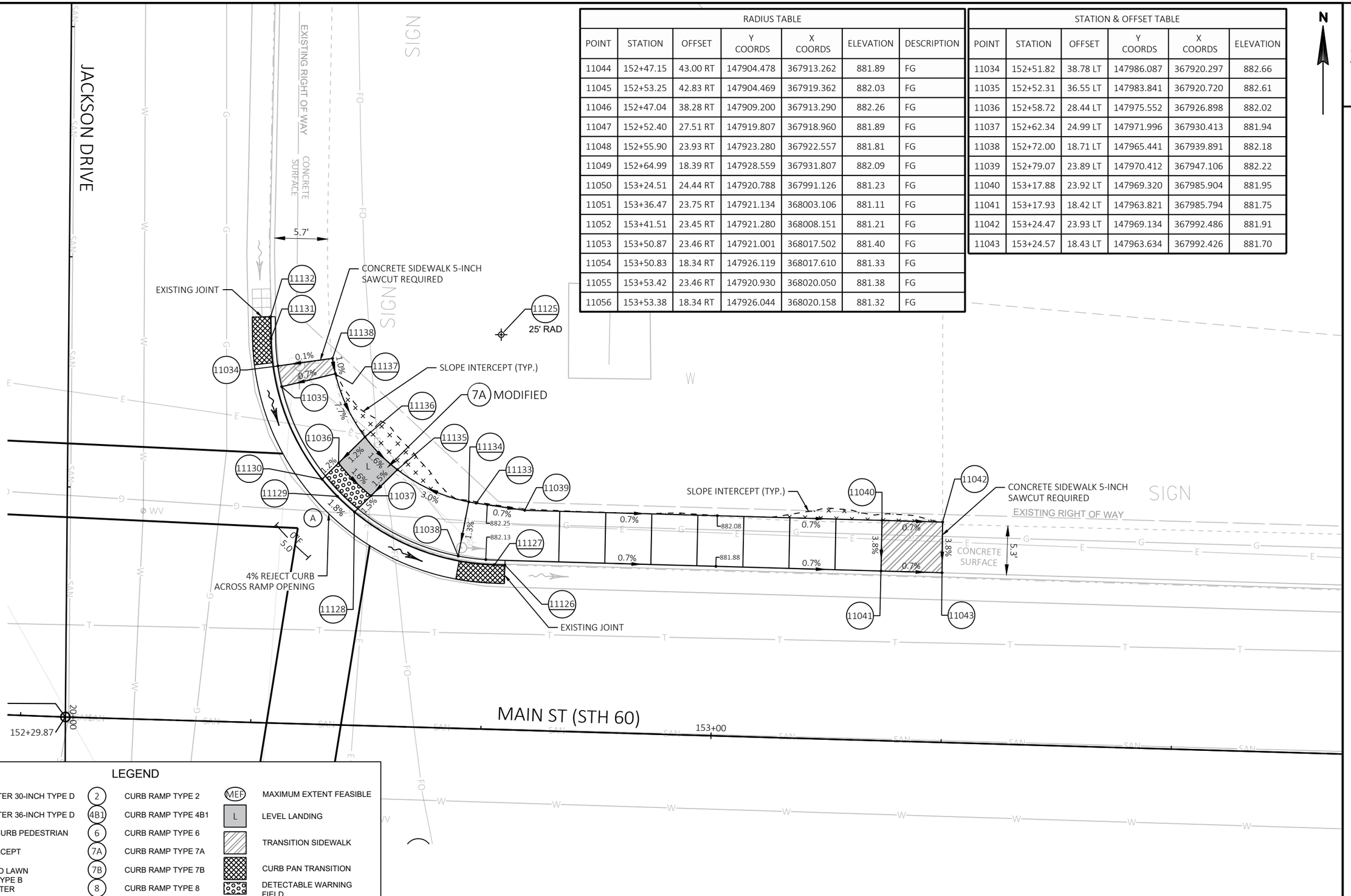
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
11018	151+49.82	24.20 LT	147975.183	367818.162	883.13
11019	151+49.88	18.53 LT	147969.514	367818.011	882.91
11020	151+52.09	24.19 LT	147975.095	367820.436	882.98
11021	151+52.07	18.52 LT	147969.430	367820.192	882.90
11022	151+90.71	18.90 LT	147968.339	367858.820	882.69
11023	151+91.64	24.95 LT	147974.349	367859.987	882.80
11024	151+92.40	19.01 LT	147968.383	367860.511	882.71
11025	152+03.85	25.91 LT	147974.834	367872.223	882.40
11026	152+07.25	29.57 LT	147978.369	367875.759	882.46
11027	152+13.15	39.70 LT	147988.267	367882.044	883.06
11028	152+06.85	72.90 LT	148021.681	367877.003	883.34
11029	152+12.49	73.02 LT	148021.581	367882.651	883.25
11030	152+06.07	110.86 LT	148059.644	367877.671	883.32
11031	152+11.54	111.00 LT	148059.578	367883.144	883.21
11032	152+05.90	115.72 LT	148064.502	367877.686	883.28
11033	152+11.41	115.89 LT	148064.464	367883.203	882.92

LEGEND

A	CURB & GUTTER 30-INCH TYPE D	2	CURB RAMP TYPE 2
B	CURB & GUTTER 36-INCH TYPE D	4B1	CURB RAMP TYPE 4B1
C	CONCRETE CURB PEDESTRIAN	6	CURB RAMP TYPE 6
	SLOPE INTERCEPT	7A	CURB RAMP TYPE 7A
	TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER	7B	CURB RAMP TYPE 7B
		8	CURB RAMP TYPE 8
MEF	MAXIMUM EXTENT FEASIBLE		
L	LEVEL LANDING		
	TRANSITION SIDEWALK		
	CURB PAN TRANSITION		
	DETECTABLE WARNING FIELD		

PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - JACKSON DRIVE (NW QUADRANT)	SHEET 83	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\021310-CR.DWG
LAYOUT NAME - 20
PLOT DATE : 7/24/2023 9:06 AM
PLOT BY : PATY DONAHUE
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
11044	152+47.15	43.00 RT	147904.478	367913.262	881.89	FG
11045	152+53.25	42.83 RT	147904.469	367919.362	882.03	FG
11046	152+47.04	38.28 RT	147909.200	367913.290	882.26	FG
11047	152+52.40	27.51 RT	147919.807	367918.960	881.89	FG
11048	152+55.90	23.93 RT	147923.280	367922.557	881.81	FG
11049	152+64.99	18.39 RT	147928.559	367931.807	882.09	FG
11050	153+24.51	24.44 RT	147920.788	367991.126	881.23	FG
11051	153+36.47	23.75 RT	147921.134	368003.106	881.11	FG
11052	153+41.51	23.45 RT	147921.280	368008.151	881.21	FG
11053	153+50.87	23.46 RT	147921.001	368017.502	881.40	FG
11054	153+50.83	18.34 RT	147926.119	368017.610	881.33	FG
11055	153+53.42	23.46 RT	147920.930	368020.050	881.38	FG
11056	153+53.38	18.34 RT	147926.044	368020.158	881.32	FG

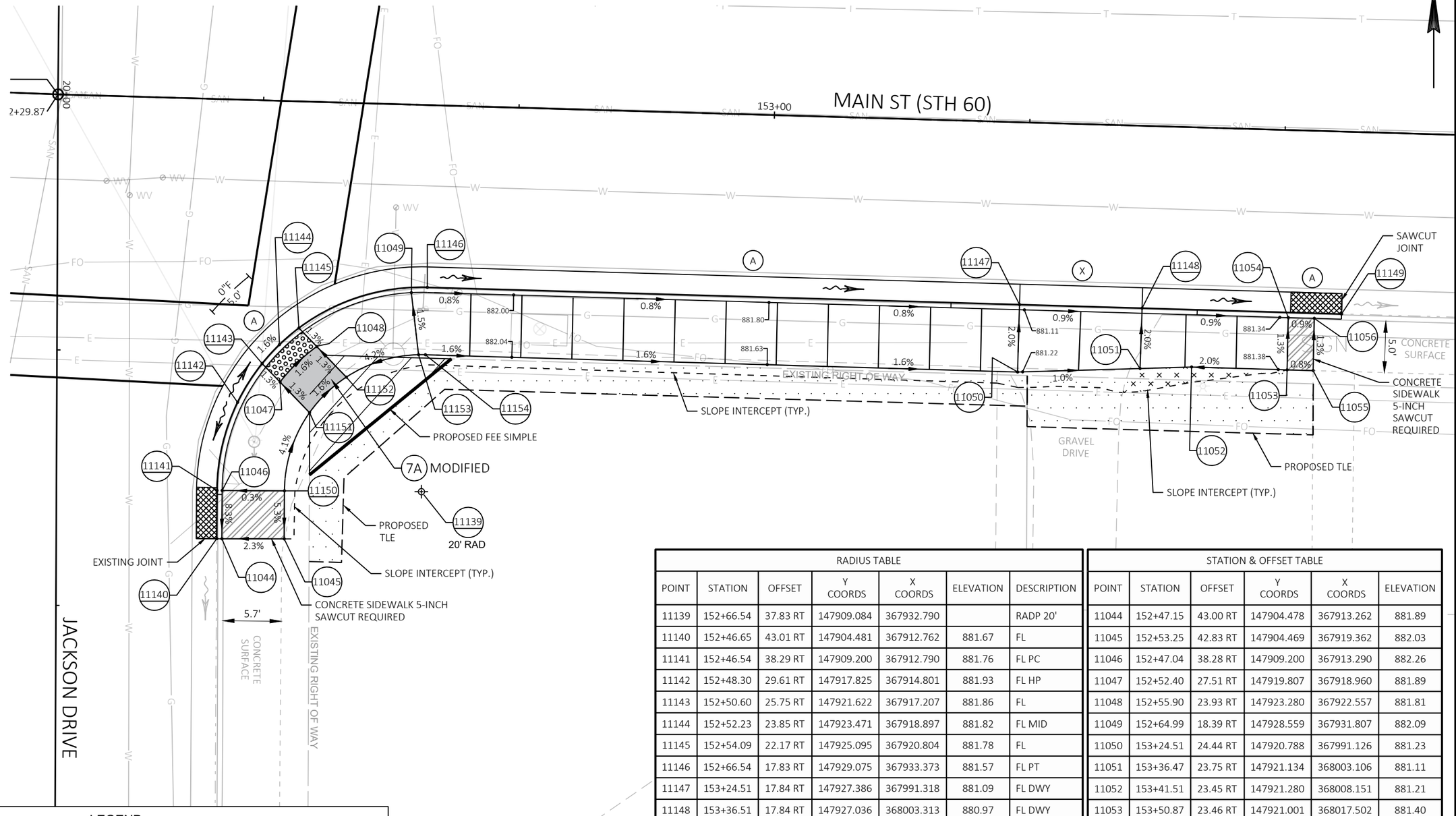
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
11034	152+51.82	38.78 LT	147986.087	367920.297	882.66
11035	152+52.31	36.55 LT	147983.841	367920.720	882.61
11036	152+58.72	28.44 LT	147975.552	367926.898	882.02
11037	152+62.34	24.99 LT	147971.996	367930.413	881.94
11038	152+72.00	18.71 LT	147965.441	367939.891	882.18
11039	152+79.07	23.89 LT	147970.412	367947.106	882.22
11040	153+17.88	23.92 LT	147969.320	367985.904	881.95
11041	153+17.93	18.42 LT	147963.821	367985.794	881.75
11042	153+24.47	23.93 LT	147969.134	367992.486	881.91
11043	153+24.57	18.43 LT	147963.634	367992.426	881.70

LEGEND

A	CURB & GUTTER 30-INCH TYPE D	2	CURB RAMP TYPE 2
B	CURB & GUTTER 36-INCH TYPE D	4B1	CURB RAMP TYPE 4B1
C	CONCRETE CURB PEDESTRIAN	6	CURB RAMP TYPE 6
	SLOPE INTERCEPT	7A	CURB RAMP TYPE 7A
	TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER	7B	CURB RAMP TYPE 7B
		8	CURB RAMP TYPE 8

MEF	MAXIMUM EXTENT FEASIBLE
L	LEVEL LANDING
	TRANSITION SIDEWALK
	CURB PAN TRANSITION
	DETECTABLE WARNING FIELD

PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - JACKSON DRIVE (NE QUADRANT)	SHEET 84	E



LEGEND

A	CURB & GUTTER 30-INCH TYPE D	2	CURB RAMP TYPE 2	MEF	MAXIMUM EXTENT FEASIBLE
B	CURB & GUTTER 36-INCH TYPE D	4B1	CURB RAMP TYPE 4B1	L	LEVEL LANDING
C	CONCRETE CURB PEDESTRIAN	6	CURB RAMP TYPE 6		TRANSITION SIDEWALK
	SLOPE INTERCEPT	7A	CURB RAMP TYPE 7A		CURB PAN TRANSITION
	TOPSOIL, SOD LAWN FERTILIZER TYPE B AND SOD WATER	7B	CURB RAMP TYPE 7B		DETECTABLE WARNING FIELD
		8	CURB RAMP TYPE 8		

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
11139	152+66.54	37.83 RT	147909.084	367932.790		RADP 20'
11140	152+46.65	43.01 RT	147904.481	367912.762	881.67	FL
11141	152+46.54	38.29 RT	147909.200	367912.790	881.76	FL PC
11142	152+48.30	29.61 RT	147917.825	367914.801	881.93	FL HP
11143	152+50.60	25.75 RT	147921.622	367917.207	881.86	FL
11144	152+52.23	23.85 RT	147923.471	367918.897	881.82	FL MID
11145	152+54.09	22.17 RT	147925.095	367920.804	881.78	FL
11146	152+66.54	17.83 RT	147929.075	367933.373	881.57	FL PT
11147	153+24.51	17.84 RT	147927.386	367991.318	881.09	FL DWY
11148	153+36.51	17.84 RT	147927.036	368003.313	880.97	FL DWY
11149	153+56.03	17.84 RT	147926.467	368022.830	880.79	FL
11150	152+53.14	38.14 RT	147909.163	367919.390	882.28	SW PC
11151	152+55.37	30.41 RT	147916.817	367921.847	881.95	SW POC
11152	152+58.87	26.84 RT	147920.291	367925.443	881.87	SW POC
11153	152+65.87	24.44 RT	147922.481	367932.514	882.19	SW POC
11154	152+66.54	24.43 RT	147922.478	367933.180	882.18	SW PT

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
11044	152+47.15	43.00 RT	147904.478	367913.262	881.89
11045	152+53.25	42.83 RT	147904.469	367919.362	882.03
11046	152+47.04	38.28 RT	147909.200	367913.290	882.26
11047	152+52.40	27.51 RT	147919.807	367918.960	881.89
11048	152+55.90	23.93 RT	147923.280	367922.557	881.81
11049	152+64.99	18.39 RT	147928.559	367931.807	882.09
11050	153+24.51	24.44 RT	147920.788	367991.126	881.23
11051	153+36.47	23.75 RT	147921.134	368003.106	881.11
11052	153+41.51	23.45 RT	147921.280	368008.151	881.21
11053	153+50.87	23.46 RT	147921.001	368017.502	881.40
11054	153+50.83	18.34 RT	147926.119	368017.610	881.33
11055	153+53.42	23.46 RT	147920.930	368020.050	881.38
11056	153+53.38	18.34 RT	147926.044	368020.158	881.32

PROJECT: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CURB RAMP DETAILS - JACKSON DRIVE (SE QUADRANT)	SHEET 85 E

2

N

CONCRETE SURFACE DRAIN (AT 45°ANGLE)
EXTEND SURFACE DRAIN 12" AROUND COVER
SLOPE AROUND COVER AT 1/4" PER FOOT

CAUTION

STA 177+86, 23' LT
1 - MANHOLES 4-FT DIAMETER
1 - INLET COVERS TYPE C
INVERT ELEV = 847.56
COVER ELEV = 850.75

STA 177+86, 38' LT
24" APRON ENDWALL - EXISTING
INVERT ELEV = 847.31

24-INCH STORM SEWER - EXISTING
140 LF @ 0.40%

SLOPE
INTERCEPT

HMA PATH

SAWCUT & REMOVE 2' OF ASPHALT
BASE PATCH REQUIRED (SEE DETAIL)

176+00

177+00

178+00

STA 176+46, 5' LT
EXISTING STORM SEWER MANHOLE
(COVERED WITH HMA PATCH)
INVERT ELEV = 847.87
COVER ELEV = 852.48

R/L STH 60

REMOVING SURFACE DRAINS - 1 EACH
REMOVING CURB & GUTTER - 10 FEET

NOTES:

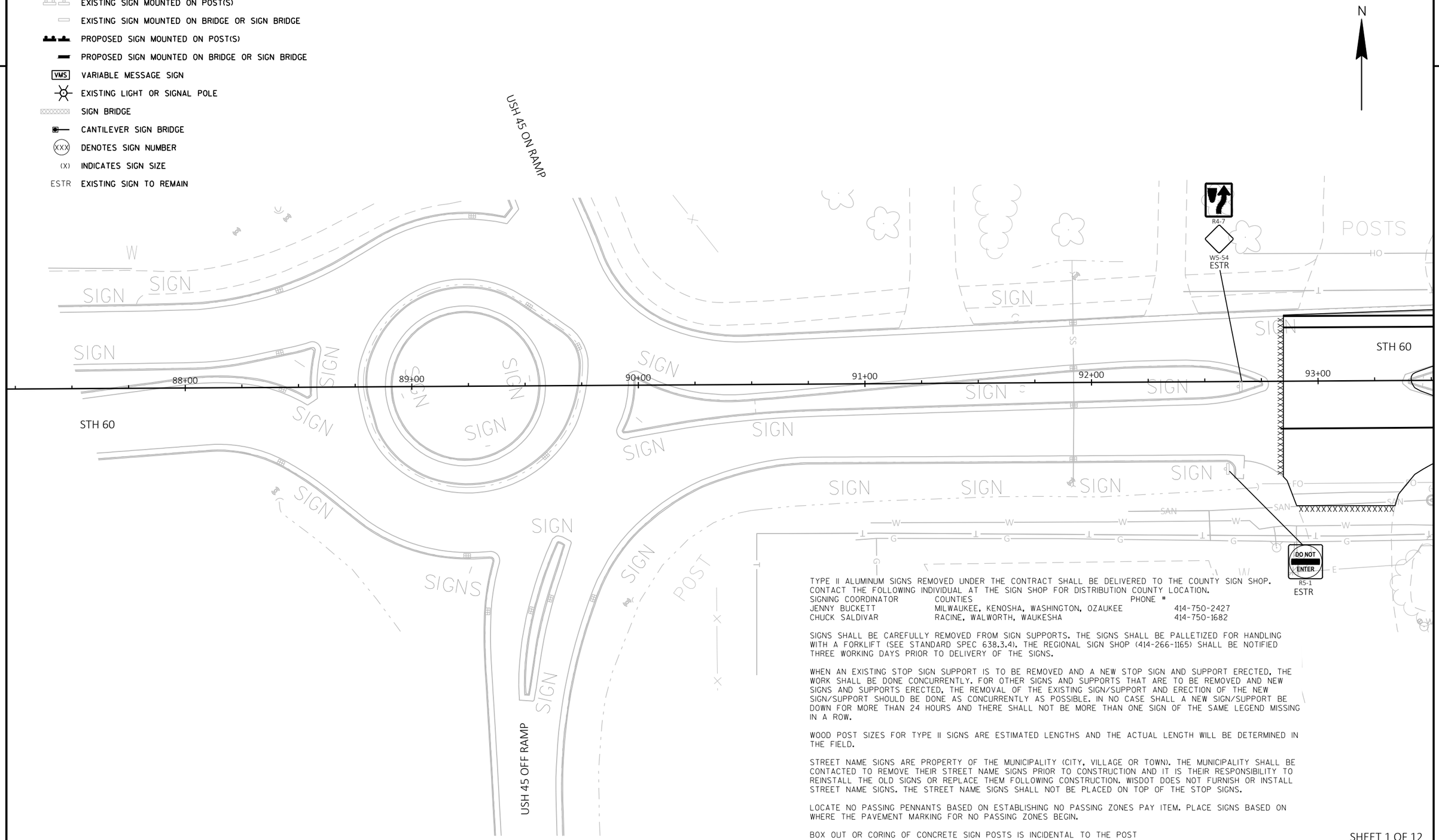
1) EXISTING INFORMATION ON STORM SEWER IS FROM WISDOT AS-BUILT PLANS
2) CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO ORDERING MATERIALS AND BEGINNING WORK
3) ADJUST STRUCTURE ELEVATIONS OR LOCATION TO FIT FIELD CONDITIONS
4) STORM SEWER MANHOLE EXCAVATION AREA SHALL BE FILLED WITH BACKFILL GRANULAR GRADE 1
5) REMOVAL AND CONNECTION OF EXISTING STORM SEWER PIPE TO MANHOLE IS INCLUDED IN THE MANHOLE BID ITEM
6) CONTRACTOR SHALL GRADE AREA TO PROVIDE POSITIVE DRAINAGE TO THE MANHOLE
7) CONTRACTOR SHALL NOT DAMAGE EXISTING HMA PATH. ANY DAMAGE TO HMA PATH SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE
8) RESTORE DISTURBED AREA WITH TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CONSTRUCTION DETAIL - STORM SEWER	SHEET 86	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN



TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE COUNTY SIGN SHOP. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.

SIGNING COORDINATOR	COUNTIES	PHONE #
JENNY BUCKETT	MILWAUKEE, KENOSHA, WASHINGTON, OZAUKEE	414-750-2427
CHUCK SALDIVAR	RACINE, WALWORTH, WAUKESHA	414-750-1682

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POST SIZES FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON ESTABLISHING NO PASSING ZONES PAY ITEM. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

BOX OUT OR CORING OF CONCRETE SIGN POSTS IS INCIDENTAL TO THE POST

SHEET 1 OF 12

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 87	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\023201_PS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/10/2023 9:47 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

STH 60

94+00 95+00 96+02 97+00 98+00 99+00

CTH P

1 — R3-8LAR ONLY ONLY ONLY — MOVE
2 — R5-1A WRONG WAY — MOVE
3 — J3-1 NORTH COUNTY P — S.P.
4 — J3-1(2S) SOUTH COUNTY P
5 — R1-1F(2S) STOP — S.P.
6 — R1-1F(2S) STOP — S.P.
7 — R5-1(2S) DO NOT ENTER — S.P.
9 — R6-2L(2S) ONE WAY — S.P.
10 — M1-94S Main St 60 — ON SIGNAL ARM
11 — R5-1(2S) DO NOT ENTER
12 — R4-7(2S) — S.P.
13 — R3-17(2S) BIKE LANE AHEAD
14 — R3-17AP(2S) AHEAD — S.P.
15 — R1-1F(2S) STOP — S.P.
16 — R4-7(2S) — S.P.
17 — J13-1(2S) 60 — UP HIGH S.P.
18 — R1-2 YIELD
19 — R4-7(2S) — S.P.
20 — R1-1F(2S) STOP — S.P.
21 — W5-54(2S)
22 — R5-1A(2S) WRONG WAY
23 — J3-1(2S) NORTH COUNTY P — S.P.
24 — R5-1(2S) DO NOT ENTER
25 — R1-1F(2S) STOP — S.P.
26 — R6-2L(2S) ONE WAY — S.P.
27 — R4-7(2S) — S.P.
28 — R1-1F(2S) STOP — S.P.
29 — J13-1(2S) 60 — UP HIGH S.P.
30 — M1-94S Main St 60 — ON SIGNAL ARM
31 — R5-1(2S) DO NOT ENTER — S.P.
32 — R1-1F(2S) STOP — S.P.
33 — R1-2(2S) YIELD
34 — R5-1(2S) DO NOT ENTER

R4-7 ESTR
W2-6 / W13-1 15 MPH ESTR
R2-1 SPEED LIMIT 40 ESTR
J4-1 JCT 45 ESTR
R4-7(3) ESTR
W6-2 ESTR
R3-17 BIKE LANE ESTR
R5-1 DO NOT ENTER ESTR
R5-1A WRONG WAY ESTR
J3-1(2S) SOUTH COUNTY P — S.P.
W5-54(2S)

REMOVE: 60 (J13-1(2S) UP HIGH S.P.); STOP (R1-1F(2S) S.P.); YIELD (R1-2(2S)); DO NOT ENTER (R5-1(2S) S.P.); NORTH COUNTY P; SOUTH COUNTY P; WRONG WAY; ONE WAY; BIKE LANE AHEAD; R4-7(2S) S.P.

35' 30' 25' 50'

SHEET 2 OF 12

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 88	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\023201_PS.DWG
LAYOUT NAME - 02
PLOT DATE : 7/10/2023 9:47 AM
PLOT BY : WAGNER, SCOTT H
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N

SEE NEXT SHEET
FOR STATION 102-105
SIGNING WB

STH 60

100+00 101+00 102+00 103+00 104+00 105+00

STH 60

40 — RIGHT LANE MUST TURN RIGHT — R3-7R
UTILITY POLE
MOVE TO
WOOD POST

39 — SOUTH COUNTY P / NORTH COUNTY P
J2-2(2S)

ONLY ONLY ONLY — R3-8LAR
L.P.
ESTR

EAST 60 — J4-1
ESTR

ONLY BIKE ONLY
ESTR

SPEED LIMIT 40 — R2-1
ESTR

BIKE LANE — R3-17
ESTR

35 — NO PARKING ANY TIME — R7-1D
MOVE

BIKE LANE
REMOVE

36 — BIKE LANE — R3-17 (2S)

37 — ENDS — R3-17BP (2S)

38 — NO PARKING ANY TIME — R7-1D
MOVE

SHEET 3 OF 12

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 89	E

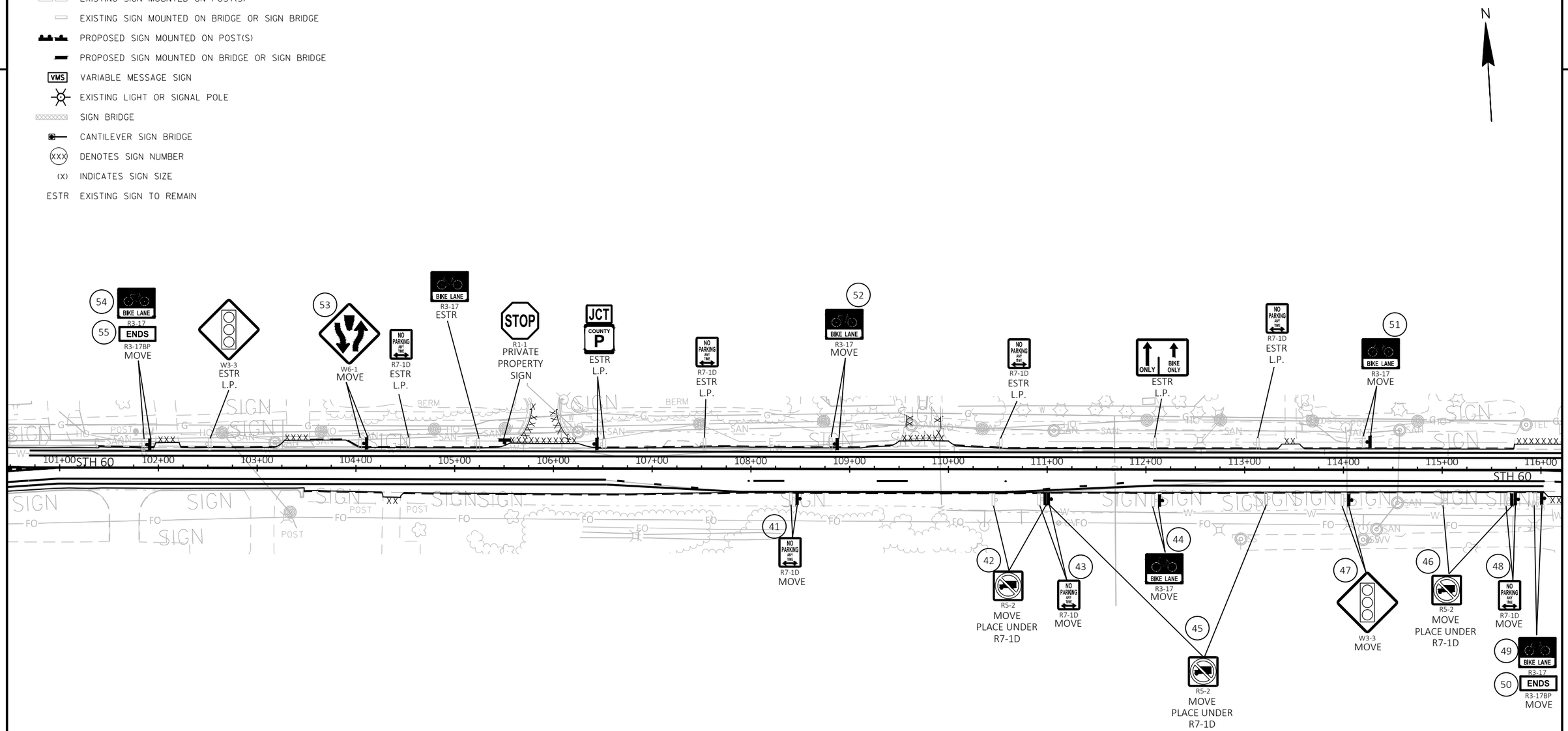
FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\023201_PS.DWG
LAYOUT NAME - 03

PLOT DATE : 7/10/2023 9:47 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 4 OF 12

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 90	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\023201_PS.DWG
LAYOUT NAME - 04

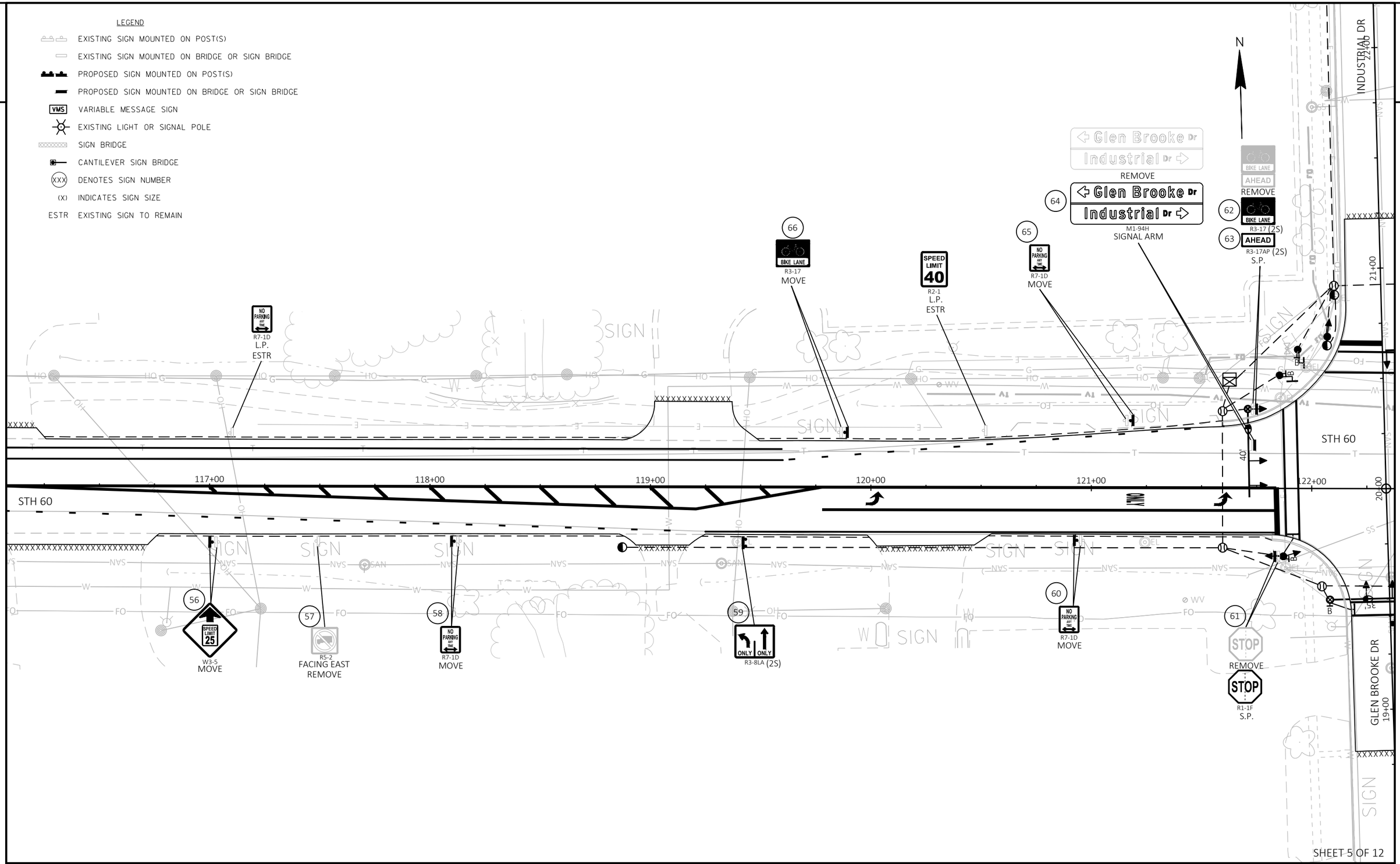
PLOT DATE : 7/10/2023 9:47 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIZE
- ESTR — EXISTING SIGN TO REMAIN



SHEET 5 OF 12

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 91	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\023201_PS.DWG
LAYOUT NAME - 05

PLOT DATE : 7/10/2023 9:47 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

INDUSTRIAL DR

74
REMOVE
STOP
R1-1F (2S)
S.P.

73
SPEED LIMIT 25
REMOVE
SPEED LIMIT 25
R2-1 (2S)
S.P.
NB

STREET NAME SIGN
(BY OTHERS CITY)

72
STOP
REMOVE
STOP
R1-1F (2S)
S.P.

69 70
60 Main St
M1-9-4S
ON SIGNAL ARM

STH 60

22+00 20+00 21+00 19+00 123+00 124+00 125+00 126+00 127+00 128+

35'

W3-3
SPECIAL MOUNTING
ESTR

R7-1D
ESTR

STREET NAME SIGN
CITY SIGN BY OTHERS

67
STOP
REMOVE
STOP
R1-1F
S.P.

68
SPEED LIMIT 25
REMOVE
SPEED LIMIT 25
R2-1 (2S)
S.P.

Industrial Dr
Glen Brooke Dr
REMOVE

71
Industrial Dr
Glen Brooke Dr
M1-94H
SIGNAL ARM

R7-1D
IN SIDEWALK
ESTR

R7-1D
ESTR

SPEED LIMIT 25
R2-1
ESTR

R7-1D
ESTR

GLEN BROOKE DR

STH 60

SHEET 6 OF 12

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 92	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\023201_PS.DWG
LAYOUT NAME - 06

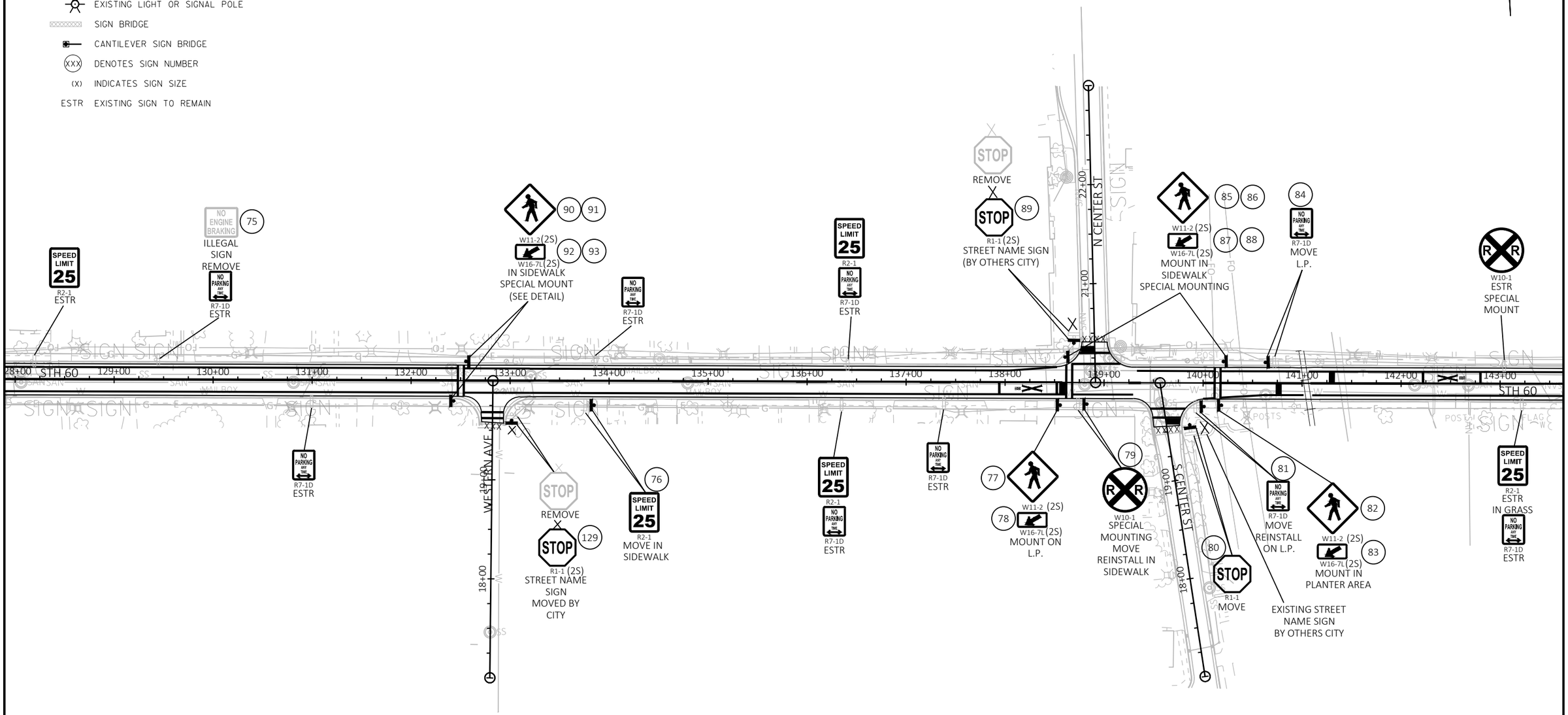
PLOT DATE : 7/10/2023 9:47 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N



SHEET 7 OF 12

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 93	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\023201_PS.DWG
LAYOUT NAME - 07

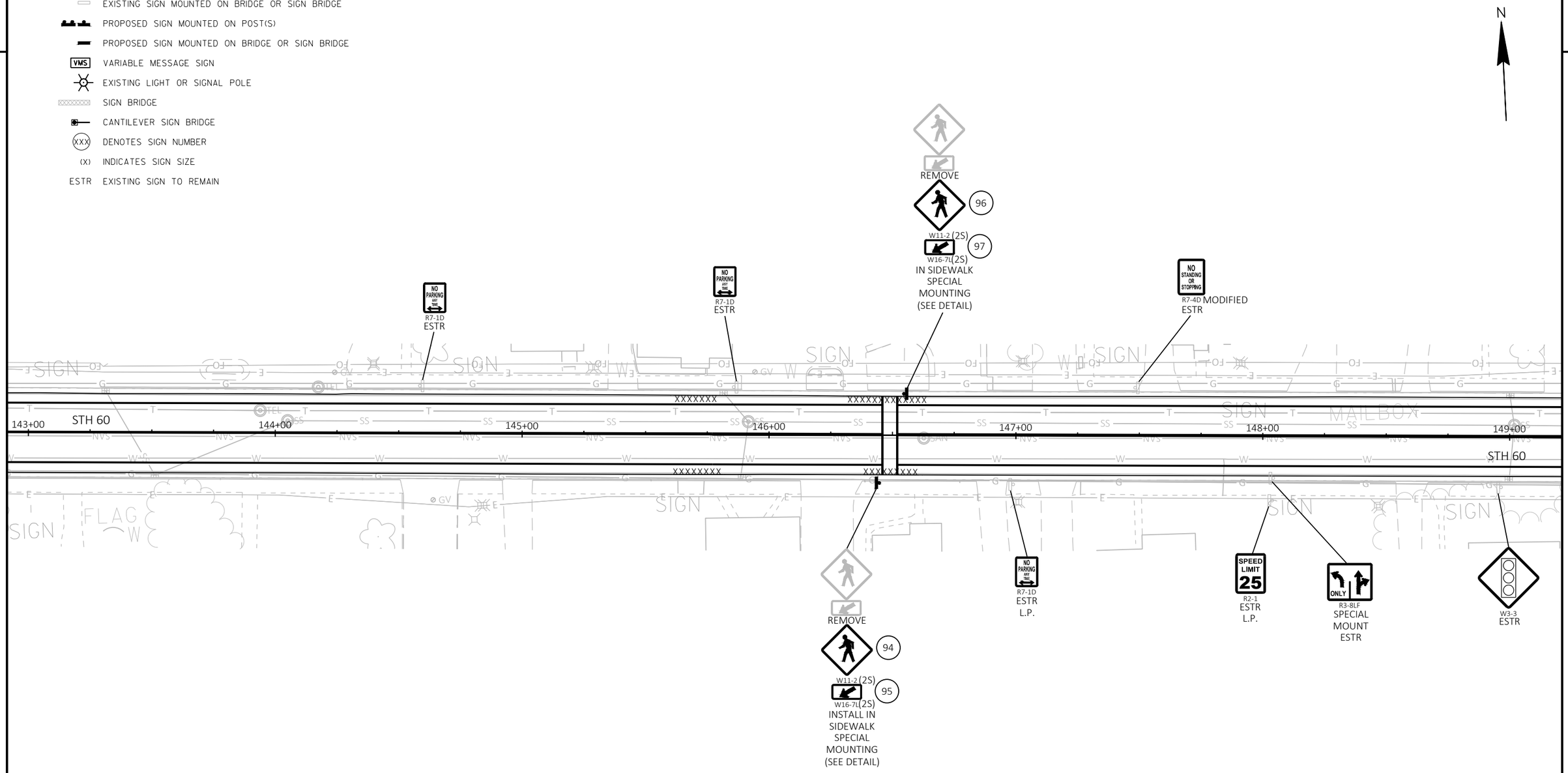
PLOT DATE : 7/10/2023 9:47 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN



SHEET 8 OF 12

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 94	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\023201_PS.DWG
LAYOUT NAME - 08

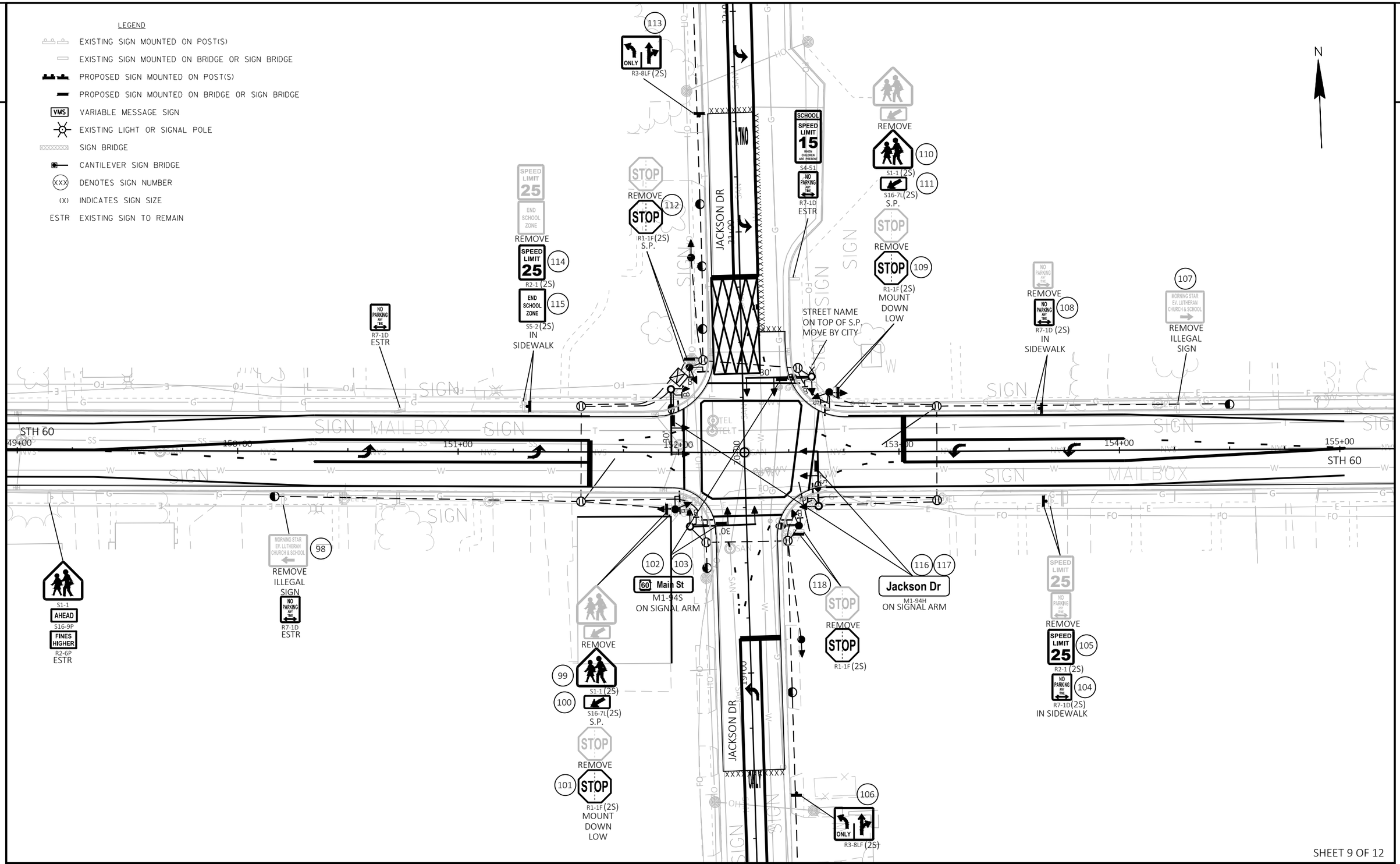
PLOT DATE : 7/10/2023 9:47 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN



SHEET 9 OF 12

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 95	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\023201_PS.DWG
LAYOUT NAME - 09

PLOT DATE : 7/10/2023 9:47 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N

S1-1 AHEAD S16-9P FINES HIGHER R2-6P ESTR

R7-1D ESTR

W3-3 ESTR

SPEED LIMIT 25 R2-1 NO PARKING ANY TIME R7-1D IN SIDEWALK ESTR

SPEED LIMIT 25 NO PARKING ANY TIME REMOVE

SPEED LIMIT 25 (125) R2-1 (2S)

NO PARKING ANY TIME (126) R7-1D (2S)

PLACE IN SIDEWALK

SPEED LIMIT 25 REMOVE

W3-5 (2S) (124)

130 SPEED LIMIT 25 R2-1 (2S)

W11-15 W16-7L MOVE (122) (123)

NO PARKING ANY TIME R7-1D ESTR

NO PARKING ANY TIME SPEED LIMIT 35 REMOVE

NO PARKING ANY TIME (121) R7-1D (2S)

SPEED LIMIT 35 (120) R2-1 (2S)

W11-15 AHEAD W16-9P ESTR

155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00 165+00 166+00 167+00 168+00 169+00 170+00

STH 60

NO PARKING ANY TIME R7-1D ESTR IN SIDEWALK

SPEED LIMIT 25 R2-1 ESTR IN SIDEWALK

END SCHOOL ZONE (119) S5-2 (2S)

W11-15 AHEAD W16-9P IN GRASS ESTR

Ridgeway Dr D1-60 ESTR

W11-15 W16-7L ESTR

SPEED LIMIT 35 R2-1 ESTR

NO PARKING ANY TIME R7-1D ESTR

W11-2 AHEAD W16-9P ESTR

NO PARKING ANY TIME R7-1D L.P. ESTR

W11-2 W16-7L ESTR

SHEET 10 OF 12

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 96	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\023201_PS.DWG
LAYOUT NAME - 10

PLOT DATE : 7/10/2023 9:47 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N

RIDGEWAY DR

STH 60

EAGLE DR

STOP R1-1 ESTR STREET NAME SIGN BY OTHERS CITY

W11-2 W16-7L ESTR

SPEED LIMIT 35 R2-1 ESTR

Ridgeway Dr D1-60 ESTR

W11-2 AHEAD W16-9P ESTR

R3-2 ESTR

SPEED LIMIT 35 REMOVE

SPEED LIMIT 35 R2-1(2S) 127

BEACON W11-8 ESTR PERMIT ASSEMBLY WITH VILLAGE TYPE I POLE

SEE ROUNDABOUT PLAN 2310-13-71 SIGNING PERMANENT & FOR REMOVALS

W11-2 W16-7L ESTR

STOP R1-1 ESTR STREET SIGN BY OTHERS CITY

EAST 60 J4-1 ESTR

BEACON W11-8 ESTR WITH FLASHER ON TYPE I POLE PERMIT SIGN

R3-1 ESTR FIRE STATION

NO PARKING ANY TIME R7-1D ESTR

STOP R1-1 ESTR

DO NOT ENTER R5-1 ESTR

SPEED LIMIT 35 R2-1 ESTR

SEE 2310-13-71
FOR SIGNING REMOVALS
ROUNDABOUT PLAN
STATION 177+00 TO EAST

SHEET 11 OF 12

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 97	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\023201_PS.DWG
LAYOUT NAME - 11

PLOT DATE : 7/10/2023 9:47 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

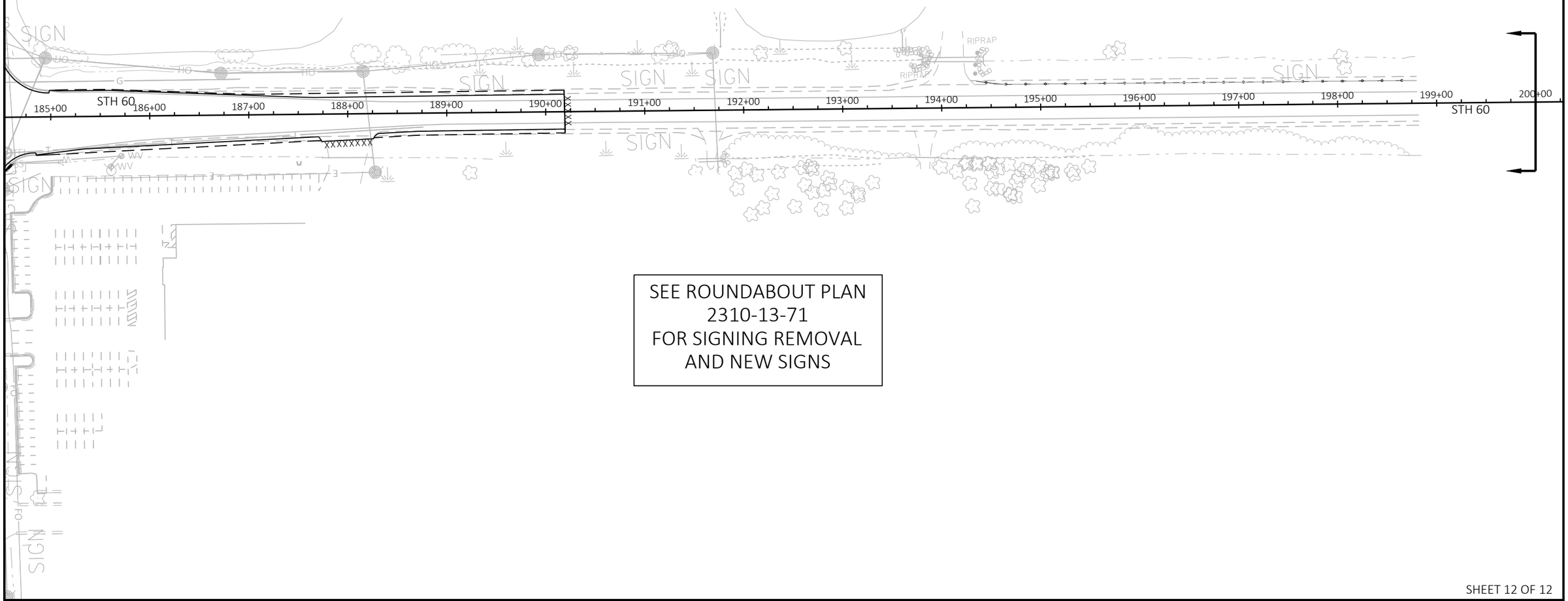
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N



SEE ROUNDABOUT PLAN
2310-13-71
FOR SIGNING REMOVAL
AND NEW SIGNS

SHEET 12 OF 12

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 98	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\70\023201_PS.DWG
LAYOUT NAME - 12

PLOT DATE : 7/10/2023 9:47 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

- (A) MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
- (B) MARKING LINE EPOXY 6-INCH, WHITE
- (C) MARKING LINE EPOXY 6-INCH, YELLOW
- (D) MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
- (E) MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
- (F) MARKING LINE EPOXY 10-INCH, WHITE
- (G) MARKING DIAGONAL EPOXY 6-INCH, WHITE
- (H) MARKING DIAGONAL EPOXY 12-INCH, YELLOW
- (I) MARKING STOP LINE EPOXY 18-INCH, WHITE
- (J) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
- (K) MARKING WORD EPOXY, "ONLY"
- (L) MARKING RAILROAD CROSSING EPOXY, WHITE
- (M) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
- (N) MARKING CORRUGATED MEDIAN EPOXY, YELLOW
- (O) MARKING CURB EPOXY, YELLOW
- (P) MARKING ISLAND NOSE EPOXY, YELLOW
- (Q) MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
- (R) MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)

N

99+25.00

2

STH 60

CTH P

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKINGS	SHEET 99	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01
PLOT DATE : 11/11/2023 2:13 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

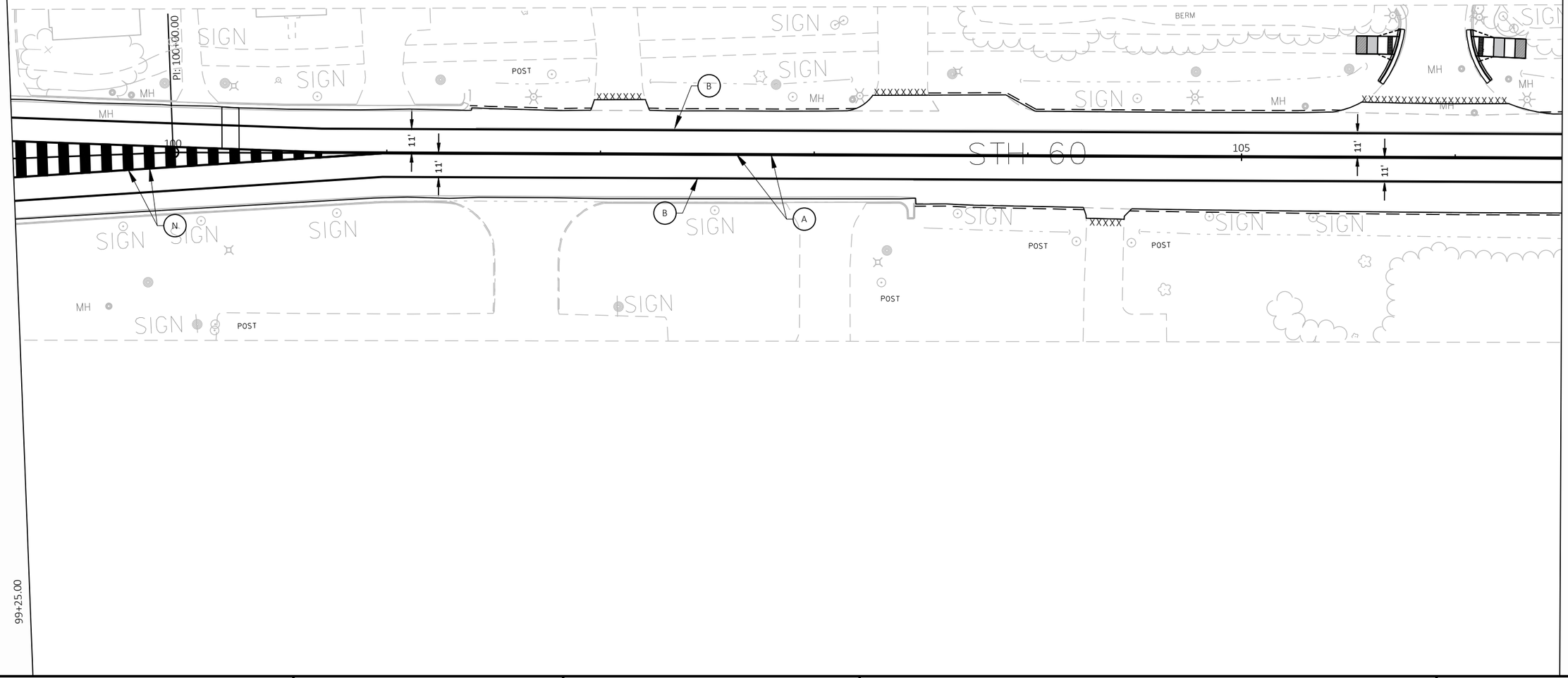
2

- A MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
- B MARKING LINE EPOXY 6-INCH, WHITE
- C MARKING LINE EPOXY 6-INCH, YELLOW
- D MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
- E MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
- F MARKING LINE EPOXY 10-INCH, WHITE
- G MARKING DIAGONAL EPOXY 6-INCH, WHITE
- H MARKING DIAGONAL EPOXY 12-INCH, YELLOW
- I MARKING STOP LINE EPOXY 18-INCH, WHITE
- J MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
- K MARKING WORD EPOXY, "ONLY"
- L MARKING RAILROAD CROSSING EPOXY, WHITE
- M MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
- N MARKING CORRUGATED MEDIAN EPOXY, YELLOW
- O MARKING CURB EPOXY, YELLOW
- P MARKING ISLAND NOSE EPOXY, YELLOW
- Q MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
- R MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)

N

106+50.00

2



PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKINGS	SHEET 100	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 02
PLOT DATE : 11/11/2023 2:14 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

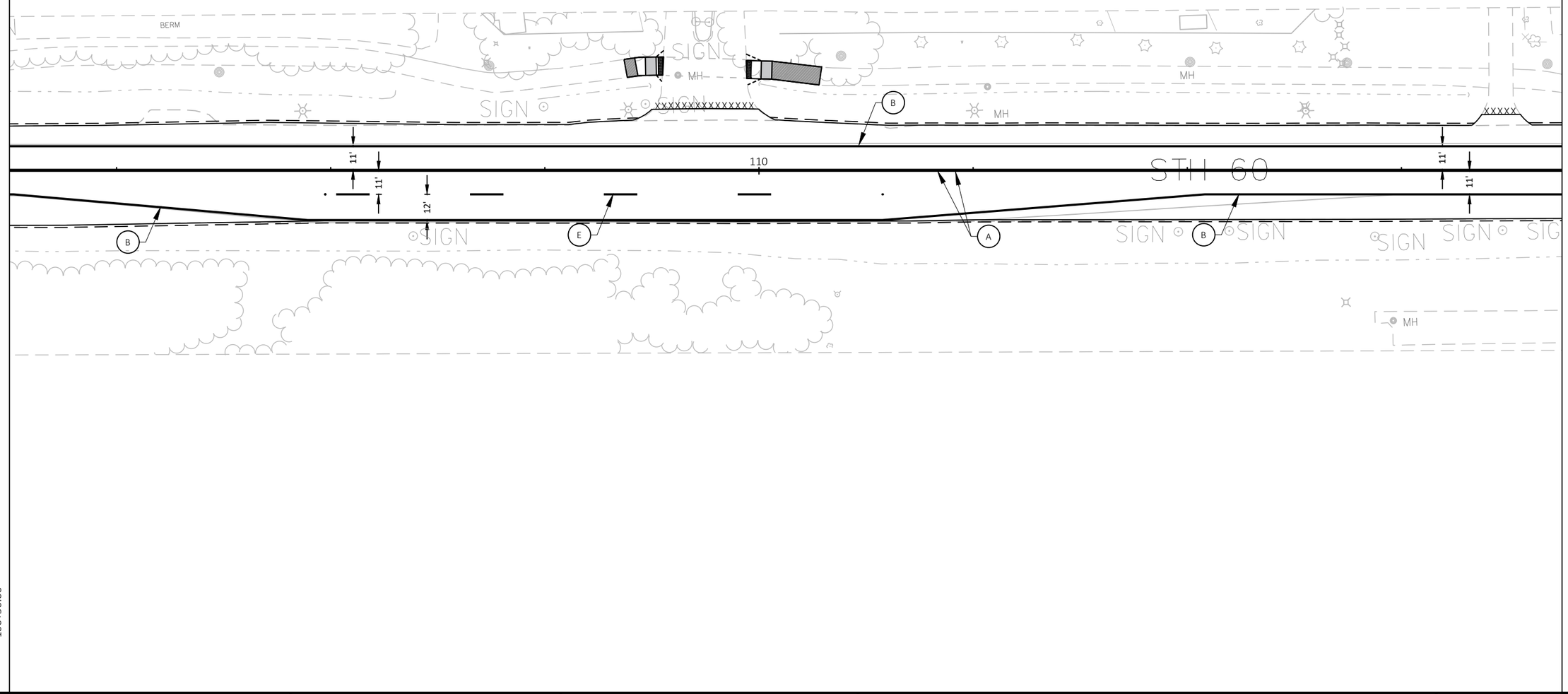
WISDOT/CADDS SHEET 42

2

A	MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
B	MARKING LINE EPOXY 6-INCH, WHITE
C	MARKING LINE EPOXY 6-INCH, YELLOW
D	MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
E	MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
F	MARKING LINE EPOXY 10-INCH, WHITE
G	MARKING DIAGONAL EPOXY 6-INCH, WHITE
H	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
I	MARKING STOP LINE EPOXY 18-INCH, WHITE
J	MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
K	MARKING WORD EPOXY, "ONLY"
L	MARKING RAILROAD CROSSING EPOXY, WHITE
M	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
N	MARKING CORRUGATED MEDIAN EPOXY, YELLOW
O	MARKING CURB EPOXY, YELLOW
P	MARKING ISLAND NOSE EPOXY, YELLOW
Q	MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
R	MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)

N

113+75.00



106+50.00

2

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKINGS	SHEET 101 E

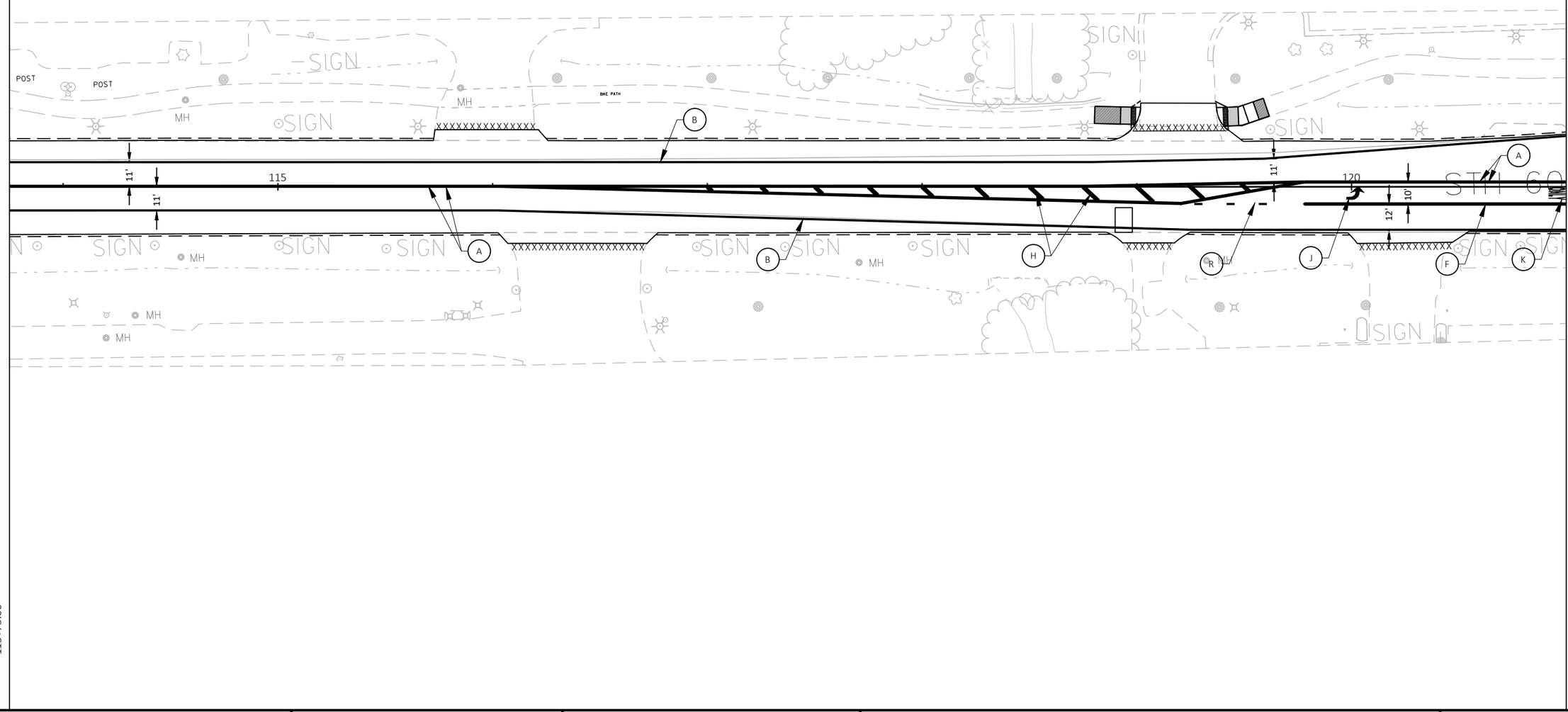
FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 03
PLOT DATE : 11/11/2023 2:14 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

A	MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
B	MARKING LINE EPOXY 6-INCH, WHITE
C	MARKING LINE EPOXY 6-INCH, YELLOW
D	MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
E	MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
F	MARKING LINE EPOXY 10-INCH, WHITE
G	MARKING DIAGONAL EPOXY 6-INCH, WHITE
H	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
I	MARKING STOP LINE EPOXY 18-INCH, WHITE
J	MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
K	MARKING WORD EPOXY, "ONLY"
L	MARKING RAILROAD CROSSING EPOXY, WHITE
M	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
N	MARKING CORRUGATED MEDIAN EPOXY, YELLOW
O	MARKING CURB EPOXY, YELLOW
P	MARKING ISLAND NOSE EPOXY, YELLOW
Q	MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
R	MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)

N

121+00.00



113+75.00

- (A) MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
- (B) MARKING LINE EPOXY 6-INCH, WHITE
- (C) MARKING LINE EPOXY 6-INCH, YELLOW
- (D) MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
- (E) MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
- (F) MARKING LINE EPOXY 10-INCH, WHITE
- (G) MARKING DIAGONAL EPOXY 6-INCH, WHITE
- (H) MARKING DIAGONAL EPOXY 12-INCH, YELLOW
- (I) MARKING STOP LINE EPOXY 18-INCH, WHITE
- (J) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
- (K) MARKING WORD EPOXY, "ONLY"
- (L) MARKING RAILROAD CROSSING EPOXY, WHITE
- (M) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
- (N) MARKING CORRUGATED MEDIAN EPOXY, YELLOW
- (O) MARKING CURB EPOXY, YELLOW
- (P) MARKING ISLAND NOSE EPOXY, YELLOW
- (Q) MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
- (R) MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)

N

128+25.00

121+00.00

PI: 125+93.88

INDUSTRIAL DR

KATHLEEN BROOKE DR

SIGN

MH

INL

FLAG POST

12'

10'

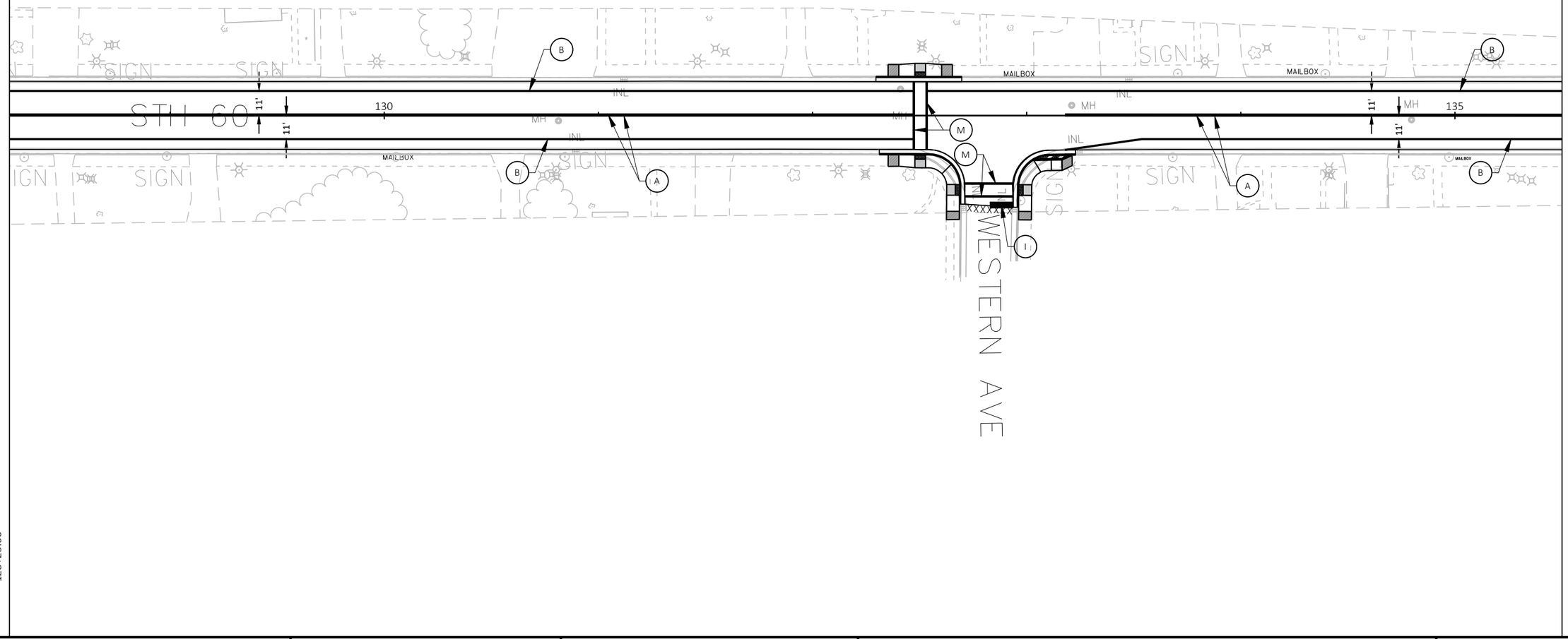
11'

125

- (A) MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
- (B) MARKING LINE EPOXY 6-INCH, WHITE
- (C) MARKING LINE EPOXY 6-INCH, YELLOW
- (D) MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
- (E) MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
- (F) MARKING LINE EPOXY 10-INCH, WHITE
- (G) MARKING DIAGONAL EPOXY 6-INCH, WHITE
- (H) MARKING DIAGONAL EPOXY 12-INCH, YELLOW
- (I) MARKING STOP LINE EPOXY 18-INCH, WHITE
- (J) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
- (K) MARKING WORD EPOXY, "ONLY"
- (L) MARKING RAILROAD CROSSING EPOXY, WHITE
- (M) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
- (N) MARKING CORRUGATED MEDIAN EPOXY, YELLOW
- (O) MARKING CURB EPOXY, YELLOW
- (P) MARKING ISLAND NOSE EPOXY, YELLOW
- (Q) MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
- (R) MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)

N

135+50.00



128+25.00

2

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKINGS	SHEET 104	E

2

2

- A MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
- B MARKING LINE EPOXY 6-INCH, WHITE
- C MARKING LINE EPOXY 6-INCH, YELLOW
- D MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
- E MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
- F MARKING LINE EPOXY 10-INCH, WHITE
- G MARKING DIAGONAL EPOXY 6-INCH, WHITE
- H MARKING DIAGONAL EPOXY 12-INCH, YELLOW
- I MARKING STOP LINE EPOXY 18-INCH, WHITE
- J MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
- K MARKING WORD EPOXY, "ONLY"
- L MARKING RAILROAD CROSSING EPOXY, WHITE
- M MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
- N MARKING CORRUGATED MEDIAN EPOXY, YELLOW
- O MARKING CURB EPOXY, YELLOW
- P MARKING ISLAND NOSE EPOXY, YELLOW
- Q MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
- R MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)

N

142+75.00

135+50.00

N CENTER ST

S CENTER ST

STH 60

SIGN

MH

INL

POST

MAILBOX

POSTS

140

11'

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKINGS	SHEET 105	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 07

PLOT DATE : 11/11/2023 2:14 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

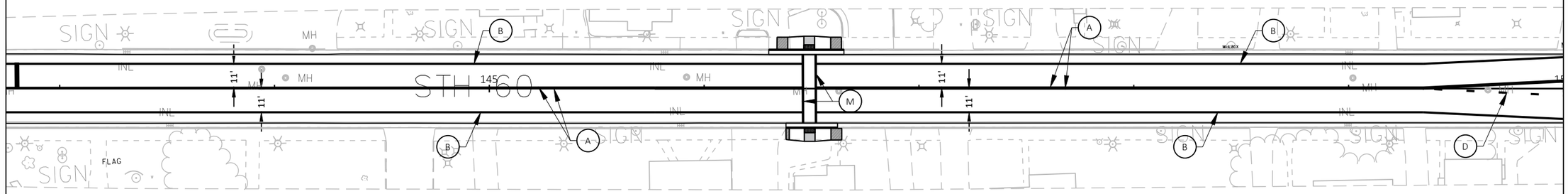
WISDOT/CADDS SHEET 42

2

A MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW	J MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
B MARKING LINE EPOXY 6-INCH, WHITE	K MARKING WORD EPOXY, "ONLY"
C MARKING LINE EPOXY 6-INCH, YELLOW	L MARKING RAILROAD CROSSING EPOXY, WHITE
D MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)	M MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
E MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)	N MARKING CORRUGATED MEDIAN EPOXY, YELLOW
F MARKING LINE EPOXY 10-INCH, WHITE	O MARKING CURB EPOXY, YELLOW
G MARKING DIAGONAL EPOXY 6-INCH, WHITE	P MARKING ISLAND NOSE EPOXY, YELLOW
H MARKING DIAGONAL EPOXY 12-INCH, YELLOW	Q MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
I MARKING STOP LINE EPOXY 18-INCH, WHITE	R MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)

N

150+00.00



142+75.00

2

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKINGS	SHEET 106	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 08
PLOT DATE : 11/11/2023 2:14 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

(A) MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
(B) MARKING LINE EPOXY 6-INCH, WHITE
(C) MARKING LINE EPOXY 6-INCH, YELLOW
(D) MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
(E) MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
(F) MARKING LINE EPOXY 10-INCH, WHITE
(G) MARKING DIAGONAL EPOXY 6-INCH, WHITE
(H) MARKING DIAGONAL EPOXY 12-INCH, YELLOW
(I) MARKING STOP LINE EPOXY 18-INCH, WHITE
(J) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
(K) MARKING WORD EPOXY, "ONLY"
(L) MARKING RAILROAD CROSSING EPOXY, WHITE
(M) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
(N) MARKING CORRUGATED MEDIAN EPOXY, YELLOW
(O) MARKING CURB EPOXY, YELLOW
(P) MARKING ISLAND NOSE EPOXY, YELLOW
(Q) MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
(R) MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)

N

157+25.00

150+00.00

2

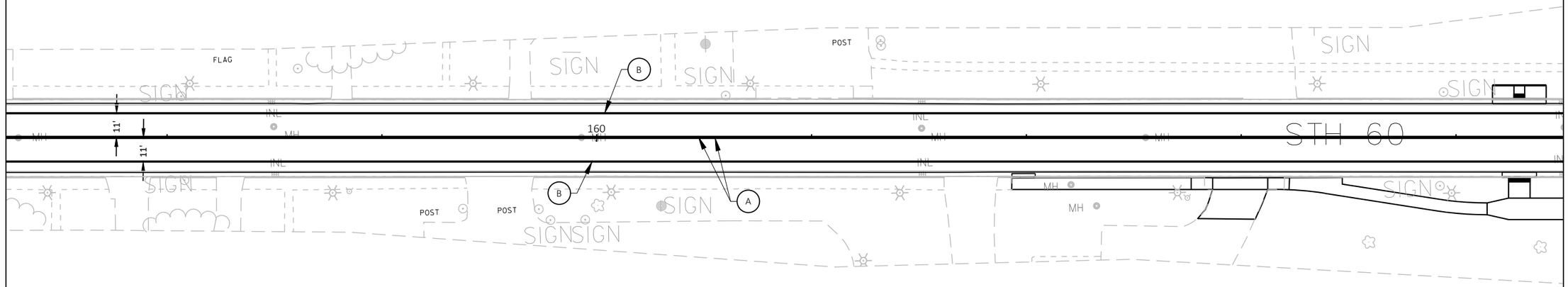
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKINGS	SHEET 107	E

2

- (A) MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
- (B) MARKING LINE EPOXY 6-INCH, WHITE
- (C) MARKING LINE EPOXY 6-INCH, YELLOW
- (D) MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
- (E) MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
- (F) MARKING LINE EPOXY 10-INCH, WHITE
- (G) MARKING DIAGONAL EPOXY 6-INCH, WHITE
- (H) MARKING DIAGONAL EPOXY 12-INCH, YELLOW
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- (N) MARKING CORRUGATED MEDIAN EPOXY, YELLOW
- (O) MARKING CURB EPOXY, YELLOW
- (P) MARKING ISLAND NOSE EPOXY, YELLOW
- (Q) MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
- (R) MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)

N

164+50.00



157+25.00

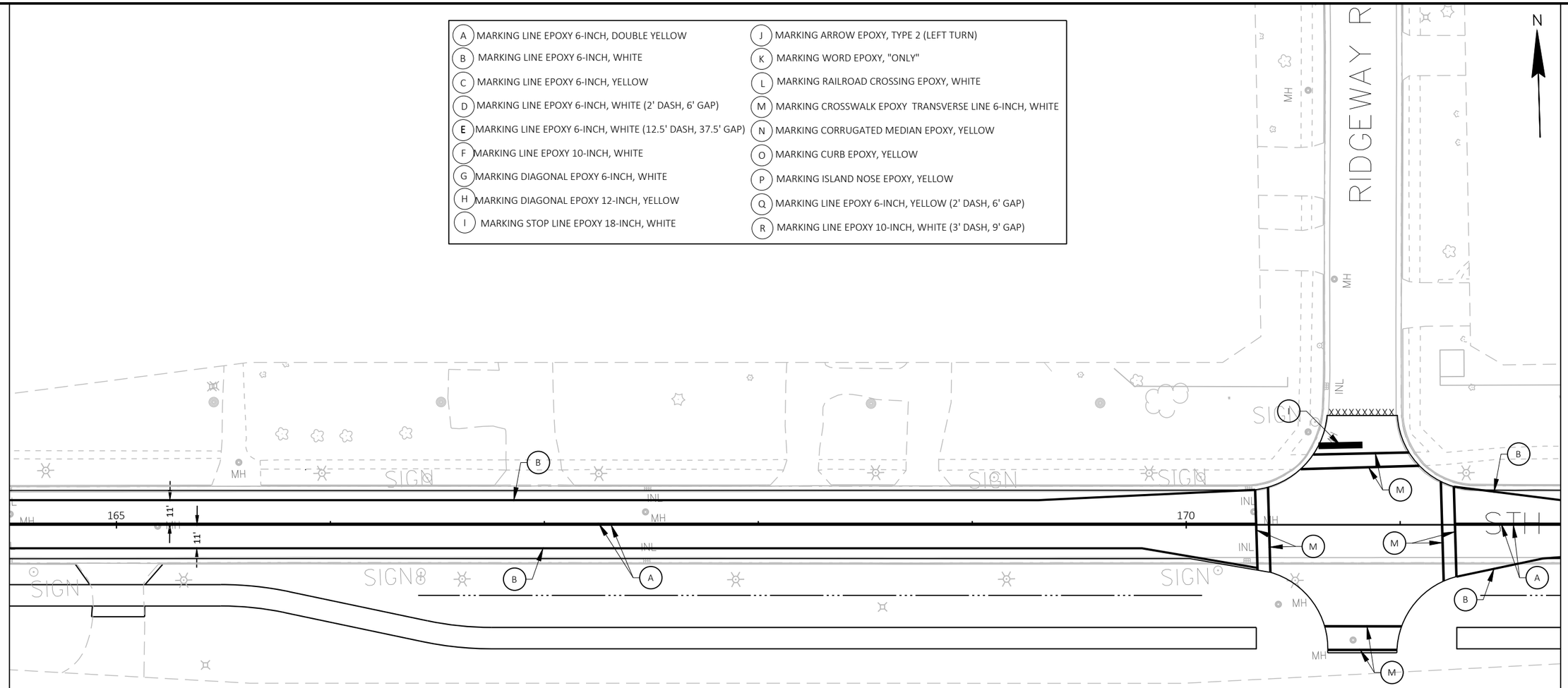
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PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKINGS	SHEET 108	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 10
PLOT DATE : 11/11/2023 2:15 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

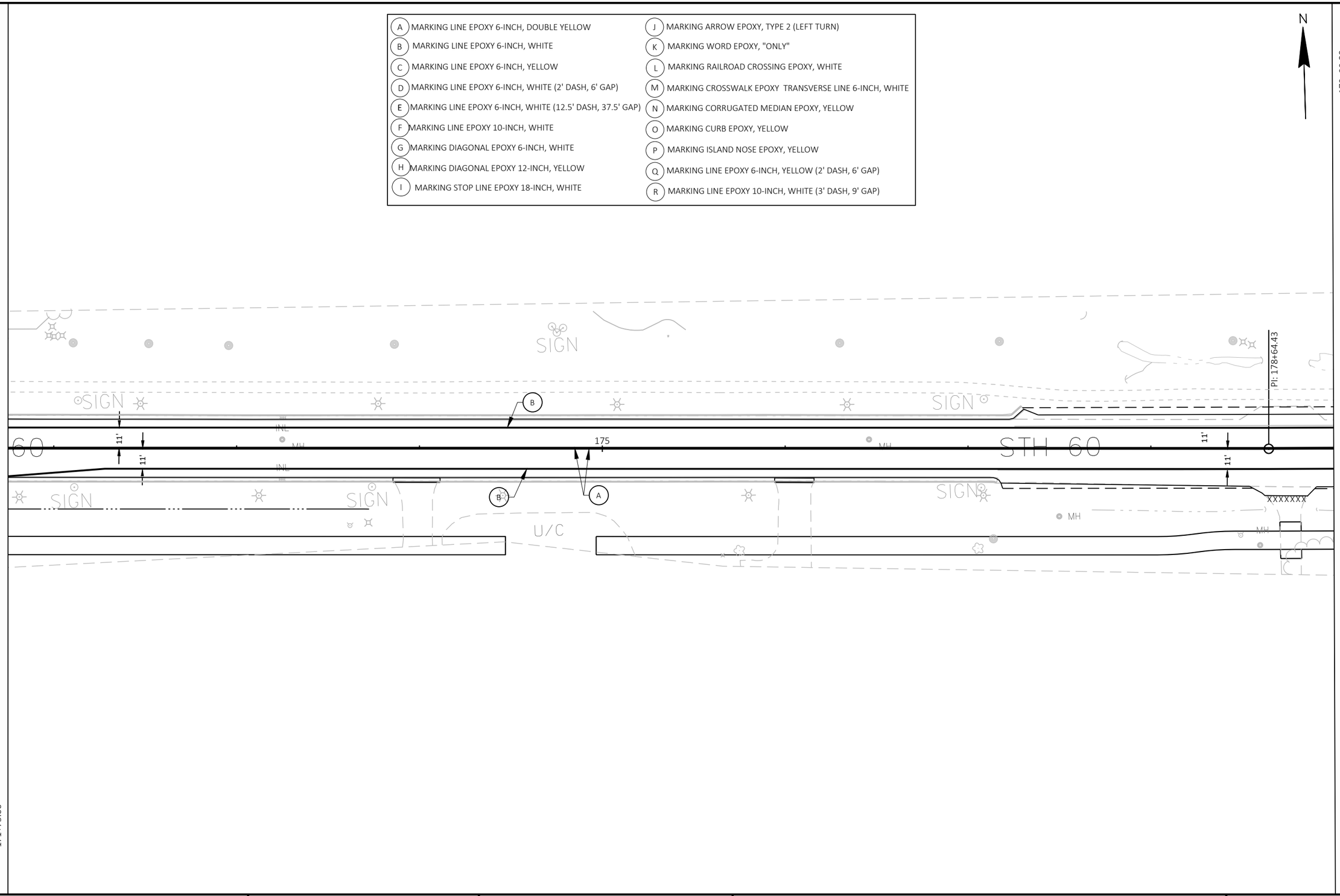
WISDOT/CADDS SHEET 42

A	MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
B	MARKING LINE EPOXY 6-INCH, WHITE
C	MARKING LINE EPOXY 6-INCH, YELLOW
D	MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
E	MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
F	MARKING LINE EPOXY 10-INCH, WHITE
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N	MARKING CORRUGATED MEDIAN EPOXY, YELLOW
O	MARKING CURB EPOXY, YELLOW
P	MARKING ISLAND NOSE EPOXY, YELLOW
Q	MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
R	MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)



2

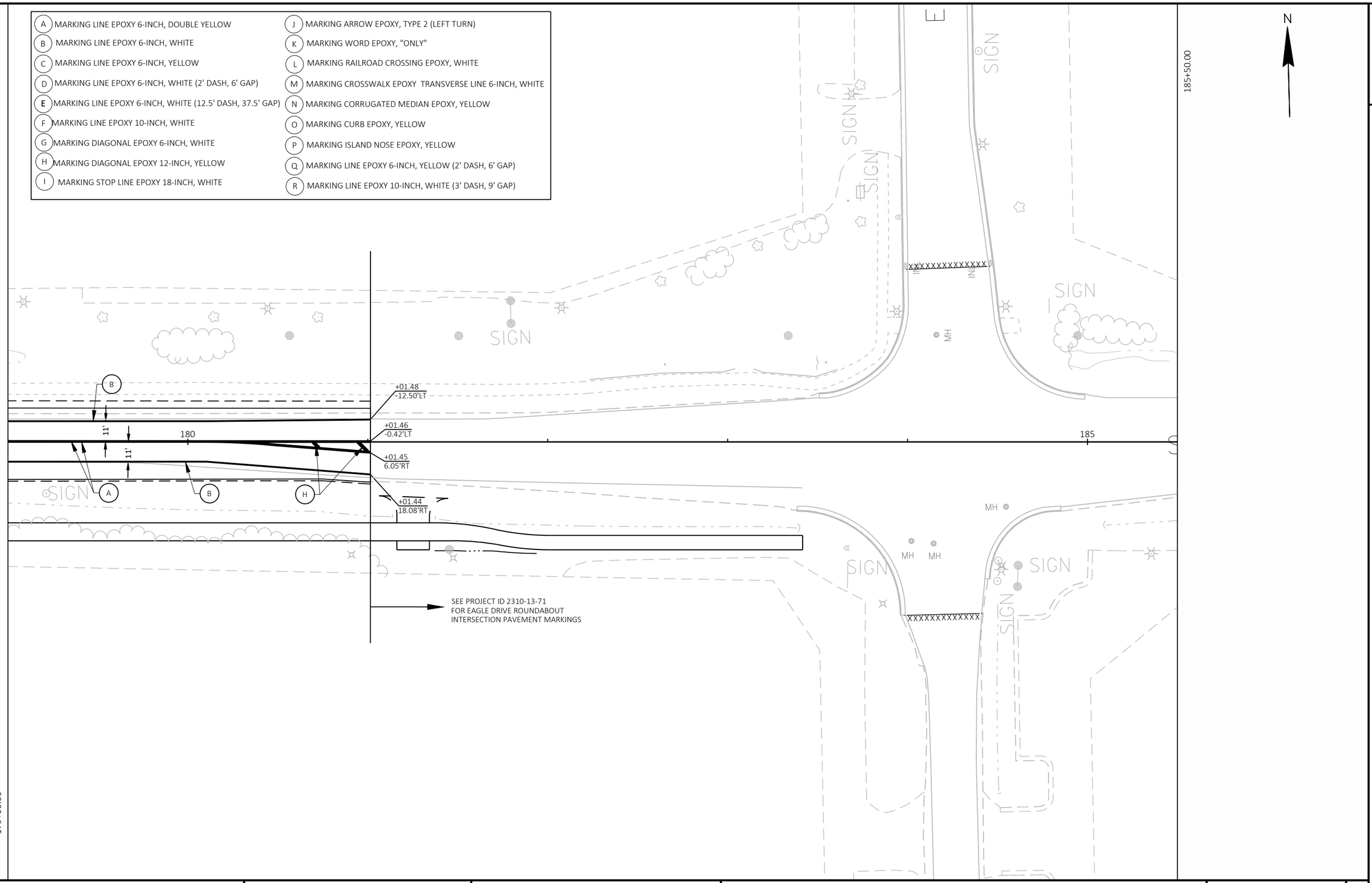
A	MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
B	MARKING LINE EPOXY 6-INCH, WHITE
C	MARKING LINE EPOXY 6-INCH, YELLOW
D	MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
E	MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
F	MARKING LINE EPOXY 10-INCH, WHITE
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N	MARKING CORRUGATED MEDIAN EPOXY, YELLOW
O	MARKING CURB EPOXY, YELLOW
P	MARKING ISLAND NOSE EPOXY, YELLOW
Q	MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
R	MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)



PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKINGS	SHEET 110 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 12
PLOT DATE : 11/11/2023 2:15 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

- (A) MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
- (B) MARKING LINE EPOXY 6-INCH, WHITE
- (C) MARKING LINE EPOXY 6-INCH, YELLOW
- (D) MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
- (E) MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
- (F) MARKING LINE EPOXY 10-INCH, WHITE
- (G) MARKING DIAGONAL EPOXY 6-INCH, WHITE
- (H) MARKING DIAGONAL EPOXY 12-INCH, YELLOW
- (I) MARKING STOP LINE EPOXY 18-INCH, WHITE
- (J) MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
- (K) MARKING WORD EPOXY, "ONLY"
- (L) MARKING RAILROAD CROSSING EPOXY, WHITE
- (M) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
- (N) MARKING CORRUGATED MEDIAN EPOXY, YELLOW
- (O) MARKING CURB EPOXY, YELLOW
- (P) MARKING ISLAND NOSE EPOXY, YELLOW
- (Q) MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
- (R) MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)



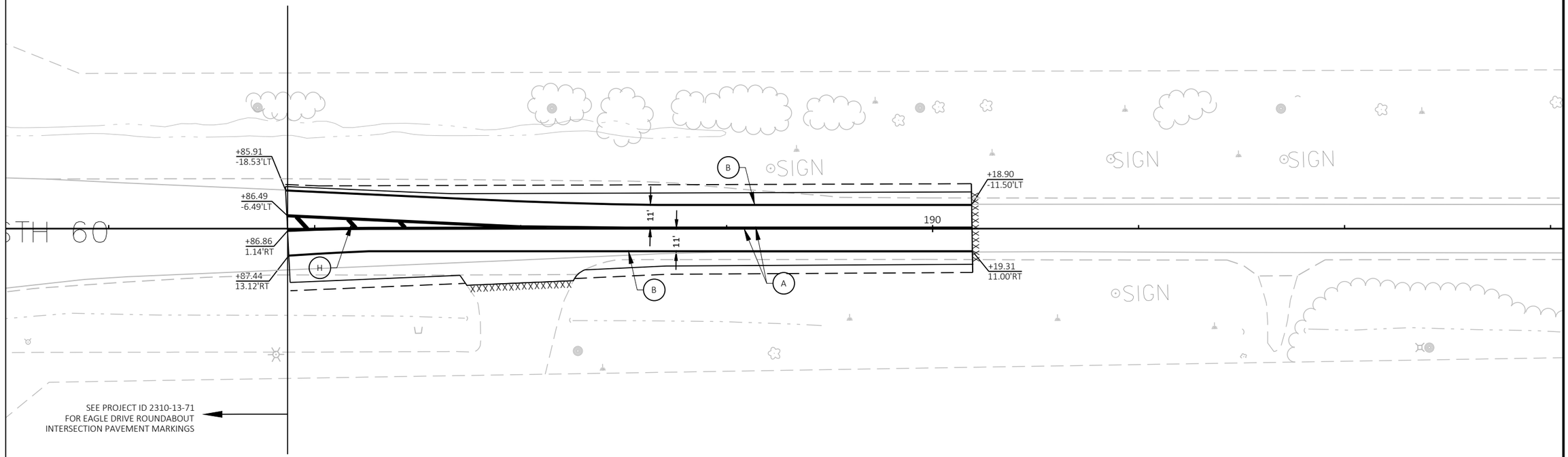
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKINGS	SHEET 111 E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 13
PLOT DATE : 11/11/2023 2:15 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2

A	MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
B	MARKING LINE EPOXY 6-INCH, WHITE
C	MARKING LINE EPOXY 6-INCH, YELLOW
D	MARKING LINE EPOXY 6-INCH, WHITE (2' DASH, 6' GAP)
E	MARKING LINE EPOXY 6-INCH, WHITE (12.5' DASH, 37.5' GAP)
F	MARKING LINE EPOXY 10-INCH, WHITE
G	MARKING DIAGONAL EPOXY 6-INCH, WHITE
H	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
I	MARKING STOP LINE EPOXY 18-INCH, WHITE
J	MARKING ARROW EPOXY, TYPE 2 (LEFT TURN)
K	MARKING WORD EPOXY, "ONLY"
L	MARKING RAILROAD CROSSING EPOXY, WHITE
M	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
N	MARKING CORRUGATED MEDIAN EPOXY, YELLOW
O	MARKING CURB EPOXY, YELLOW
P	MARKING ISLAND NOSE EPOXY, YELLOW
Q	MARKING LINE EPOXY 6-INCH, YELLOW (2' DASH, 6' GAP)
R	MARKING LINE EPOXY 10-INCH, WHITE (3' DASH, 9' GAP)

N



SEE PROJECT ID 2310-13-71
FOR EAGLE DRIVE ROUNDABOUT
INTERSECTION PAVEMENT MARKINGS

185+50.00

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKINGS	SHEET 112 E

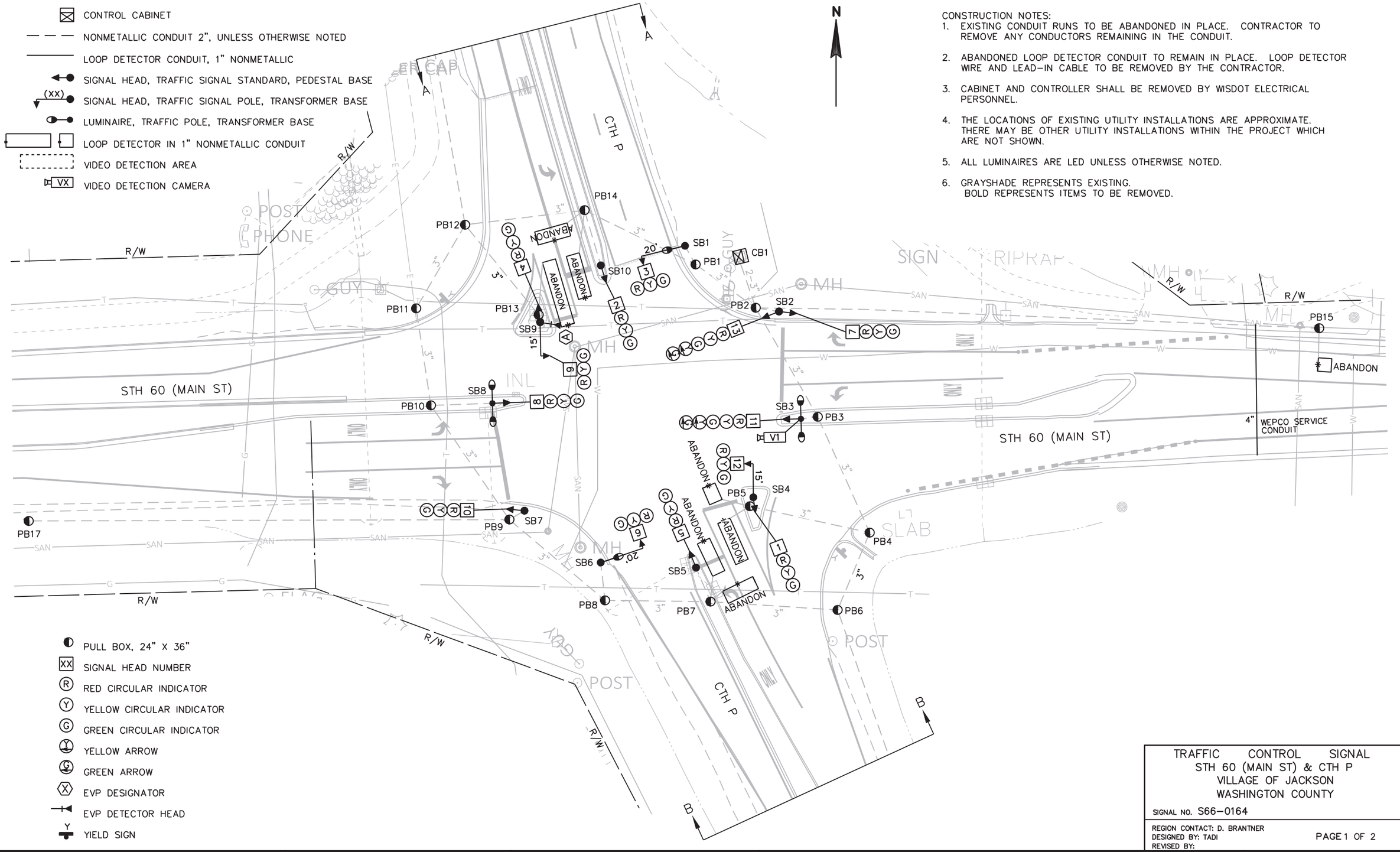
FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 14
PLOT DATE : 11/11/2023 2:15 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:50 FT

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CABINET AND CONTROLLER SHALL BE REMOVED BY WISDOT ELECTRICAL PERSONNEL.
4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. ALL LUMINAIRES ARE LED UNLESS OTHERWISE NOTED.
6. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.



- PULL BOX, 24" X 36"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- Y YIELD SIGN

TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) & CTH P
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. S66-0164

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 113	E

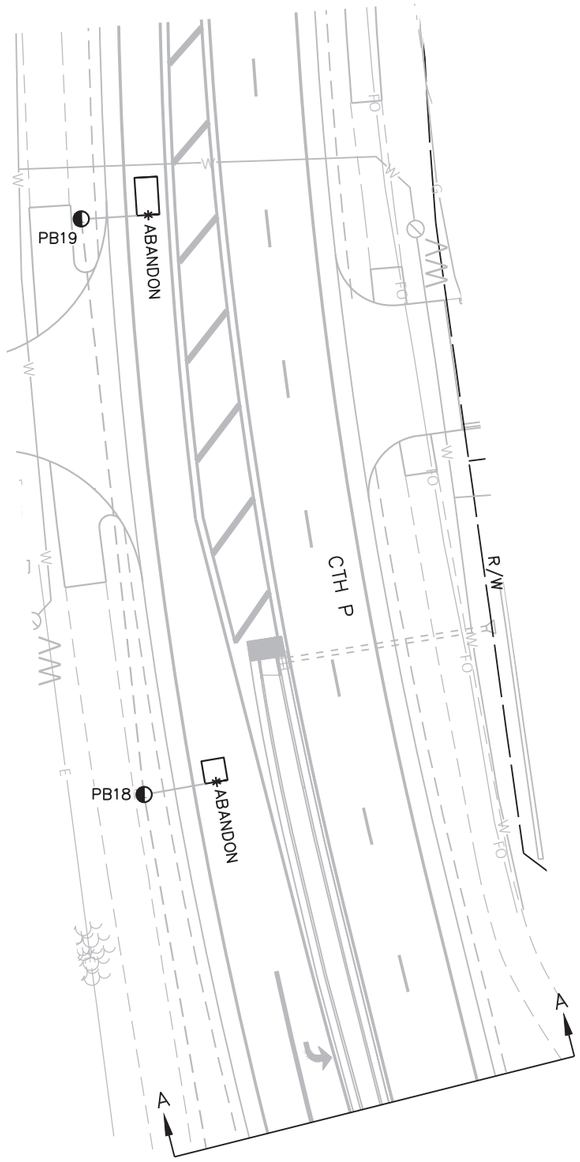
FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\EXISTING SIGNALS\S66-0164 STH 60 AT CTH P\S66-0164_REMOVAL.DWG
LAYOUT NAME - S66-0164_R5_PG1

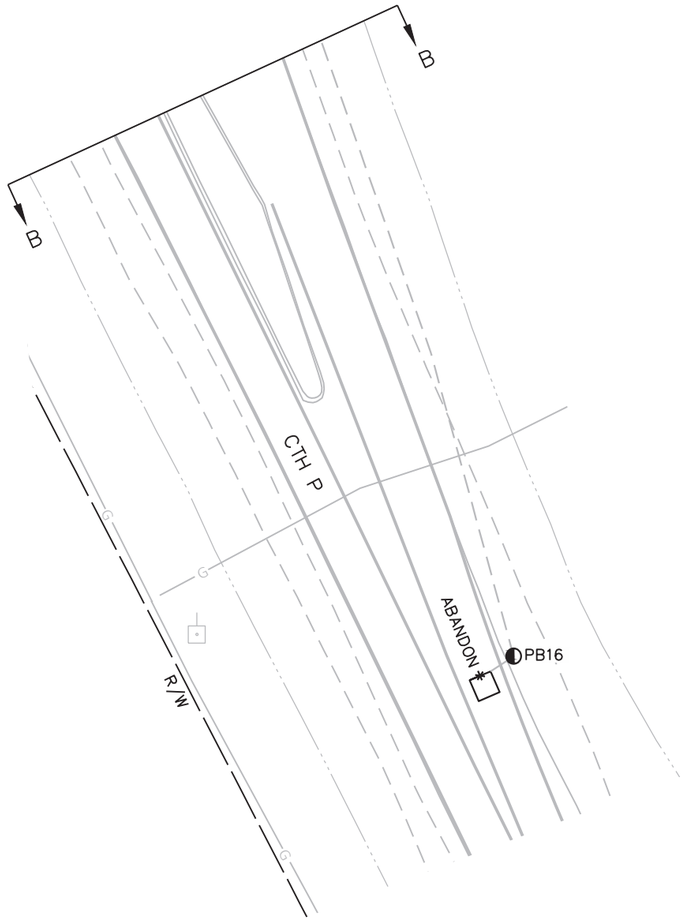
PLOT DATE : 7/24/2023 5:12 PM PLOT BY : JEFF FAIT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) & CTH P
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. S66-0164

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 114	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\EXISTING SIGNALS\S66-0164 STH 60 AT CTH P\S66-0164_REMOVAL.DWG
LAYOUT NAME - S66-0164_RS_PG2

PLOT DATE : 7/24/2023 5:12 PM PLOT BY : JEFF FAIT PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

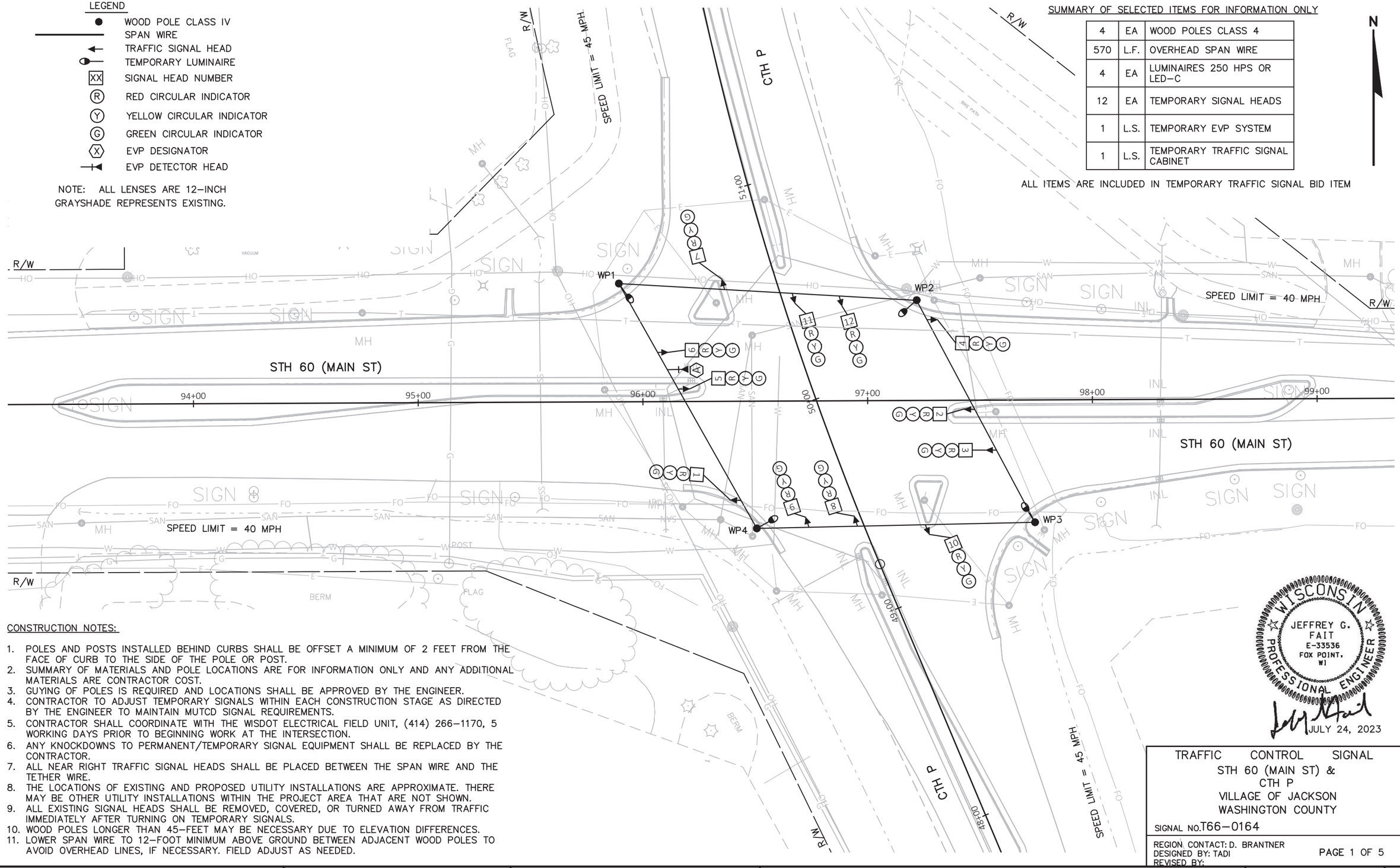
- WOOD POLE CLASS IV
- SPAN WIRE
- TRAFFIC SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12–INCH
GRAYSHADE REPRESENTS EXISTING.

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY

4	EA	WOOD POLES CLASS 4
570	L.F.	OVERHEAD SPAN WIRE
4	EA	LUMINAIRES 250 HPS OR LED–C
12	EA	TEMPORARY SIGNAL HEADS
1	L.S.	TEMPORARY EVP SYSTEM
1	L.S.	TEMPORARY TRAFFIC SIGNAL CABINET

ALL ITEMS ARE INCLUDED IN TEMPORARY TRAFFIC SIGNAL BID ITEM



CONSTRUCTION NOTES:

1. 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.
2. SUMMARY OF MATERIALS AND POLE LOCATIONS ARE FOR INFORMATION ONLY AND ANY ADDITIONAL MATERIALS ARE CONTRACTOR COST.
3. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
4. CONTRACTOR TO ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
5. CONTRACTOR SHALL COORDINATE WITH THE WISDOT ELECTRICAL FIELD UNIT, (414) 266–1170, 5 WORKING DAYS PRIOR TO BEGINNING WORK AT THE INTERSECTION.
6. ANY KNOCKDOWNS TO PERMANENT/TEMPORARY SIGNAL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR.
7. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND THE TETHER WIRE.
8. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
9. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
10. WOOD POLES LONGER THAN 45–FEET MAY BE NECESSARY DUE TO ELEVATION DIFFERENCES.
11. LOWER SPAN WIRE TO 12–FOOT MINIMUM ABOVE GROUND BETWEEN ADJACENT WOOD POLES TO AVOID OVERHEAD LINES, IF NECESSARY. FIELD ADJUST AS NEEDED.

WISCONSIN PROFESSIONAL ENGINEER
JEFFREY G. FAIT
E-33536
FOX POINT, WI
JULY 24, 2023

TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
CTH P
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. T66–0164

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

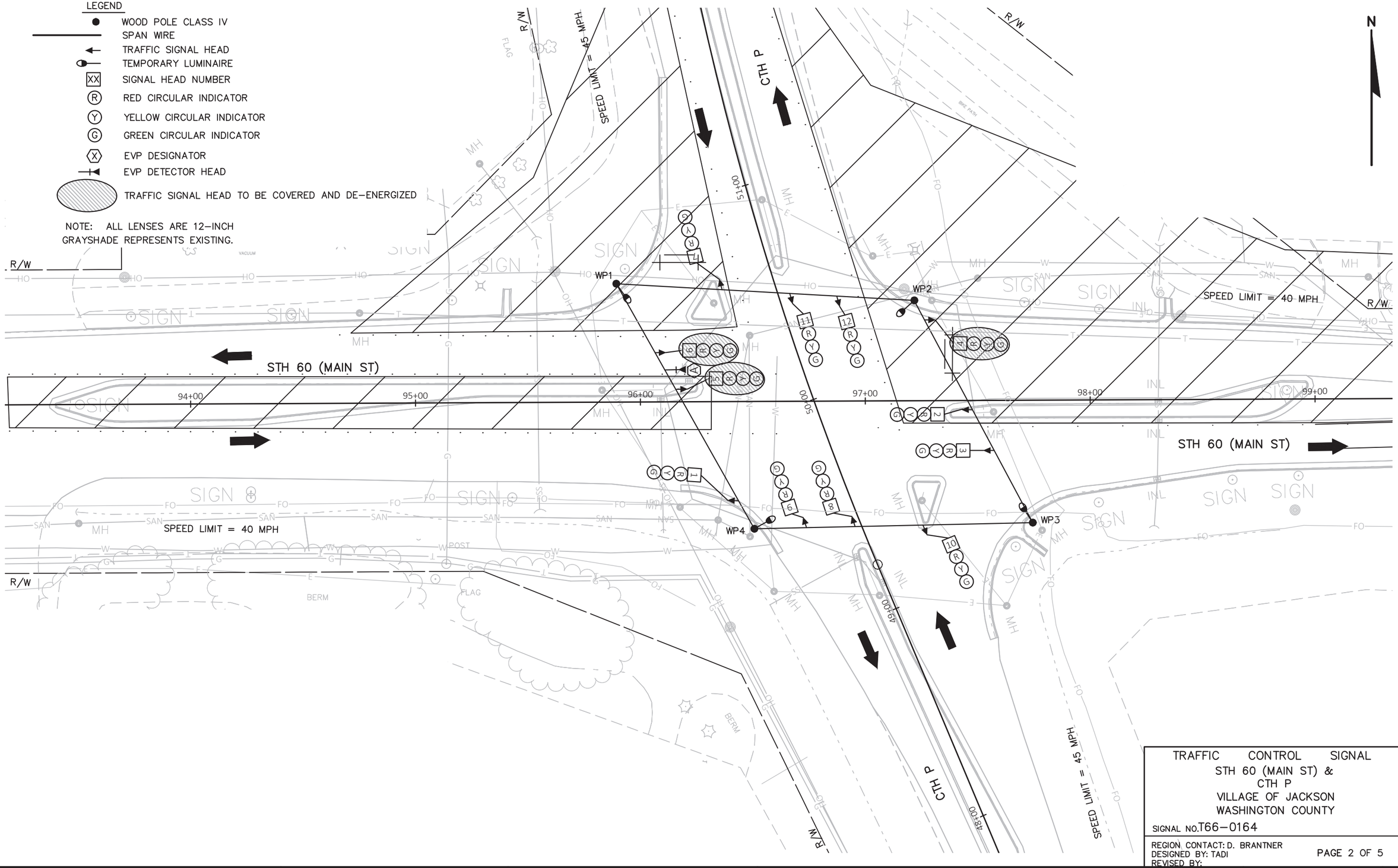
PAGE 1 OF 5

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 115	E

LEGEND

- WOOD POLE CLASS IV
- SPAN WIRE
- TRAFFIC SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE–ENERGIZED

NOTE: ALL LENSES ARE 12–INCH
GRAYSHADE REPRESENTS EXISTING.



TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
CTH P
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. T66–0164

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 2 OF 5

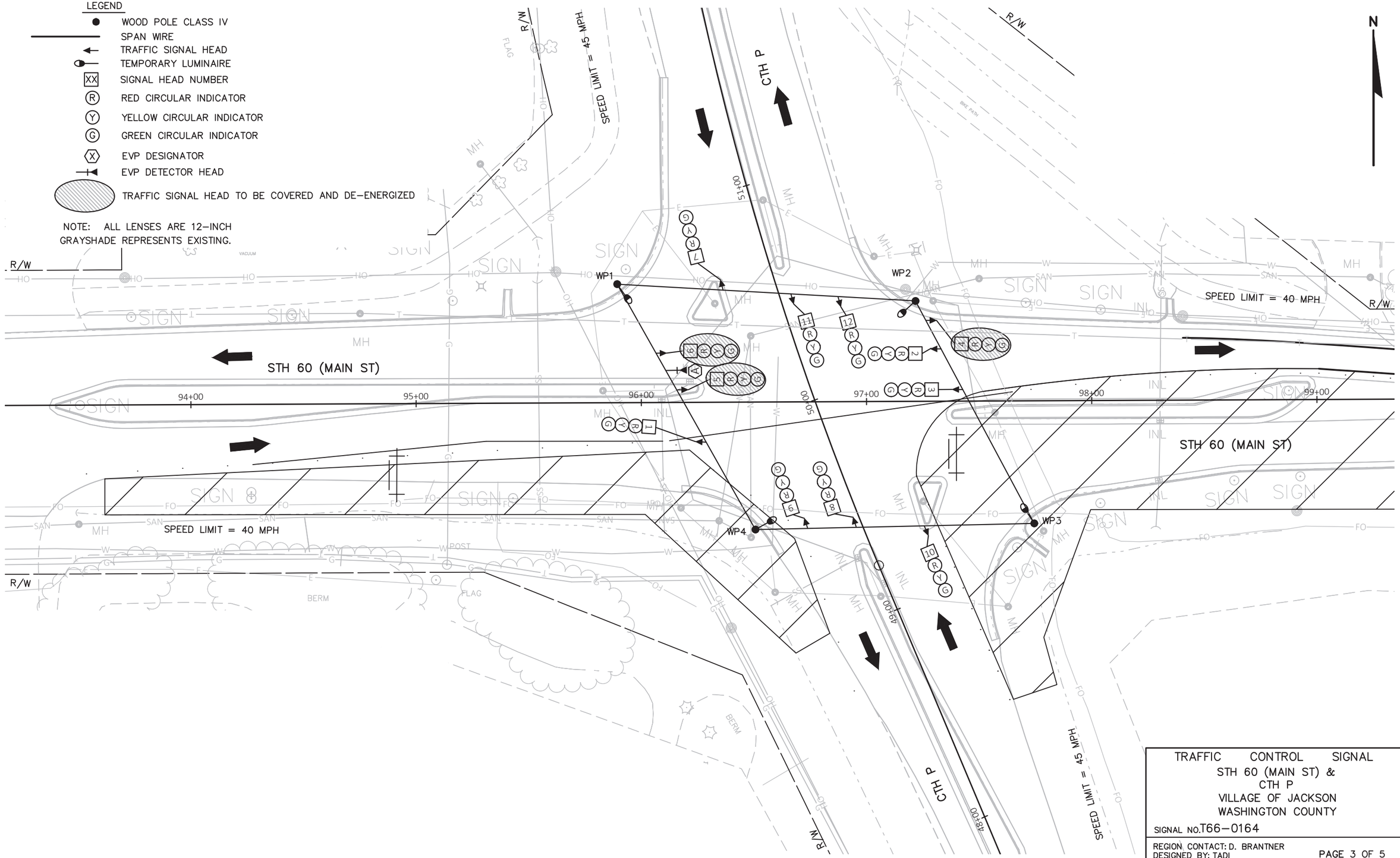
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 116	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 TEMPORARY SIGNALS STAGE 2.DWG PLOT DATE : 7/24/2023 4:54 PM PLOT BY : JEFF FAIT PLOT NAME :

LEGEND

- WOOD POLE CLASS IV
- SPAN WIRE
- TRAFFIC SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING.



TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
CTH P
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. T66-0164

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 3 OF 5

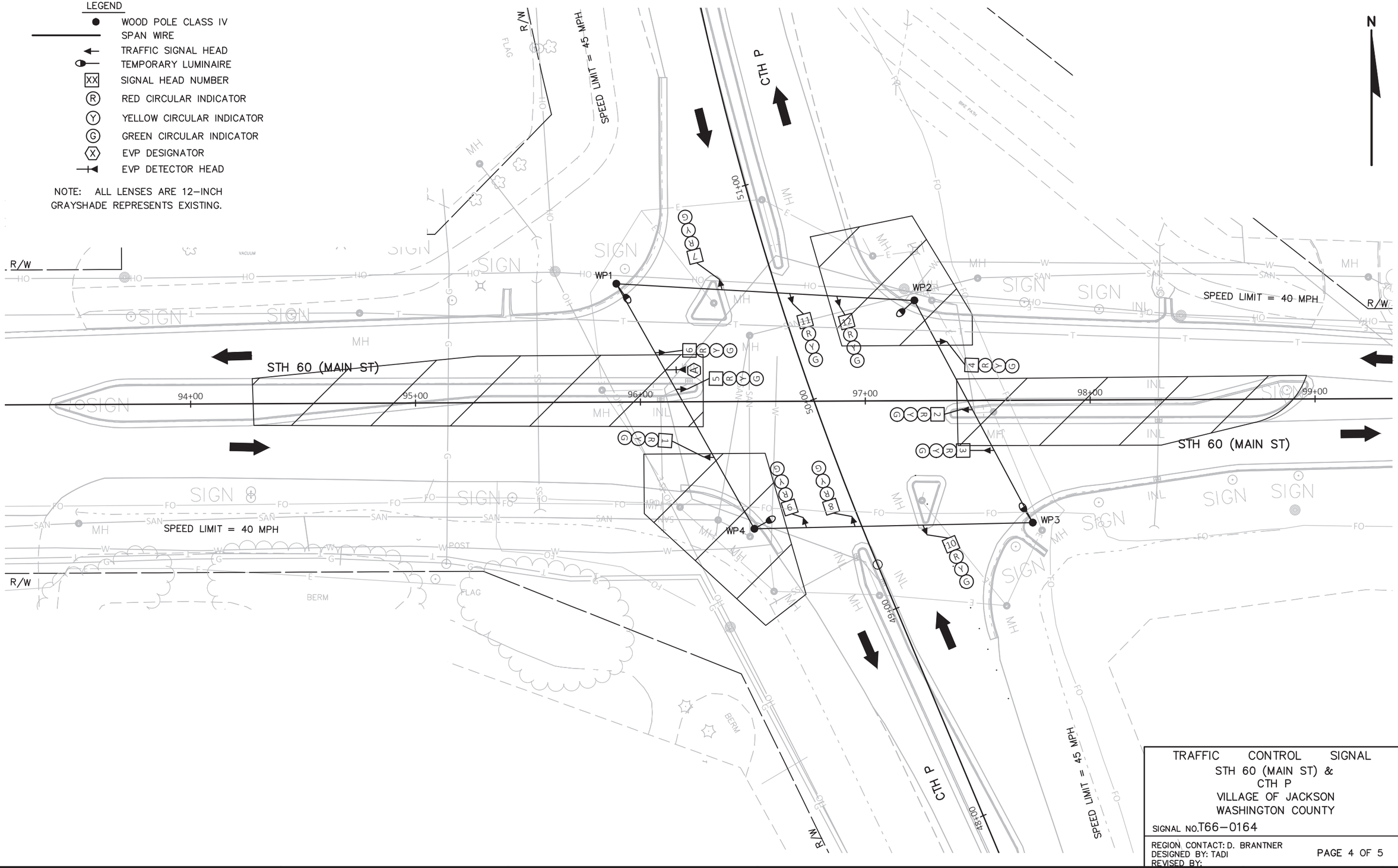
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 117	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 TEMPORARY SIGNALS STAGE 3.DWG
PLOT DATE : 7/24/2023 5:01 PM
PLOT BY : JEFF FAIT
PLOT NAME :

LEGEND

- WOOD POLE CLASS IV
- SPAN WIRE
- TRAFFIC SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12–INCH
GRAYSHADE REPRESENTS EXISTING.



TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
CTH P
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. T66–0164

REGION. CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

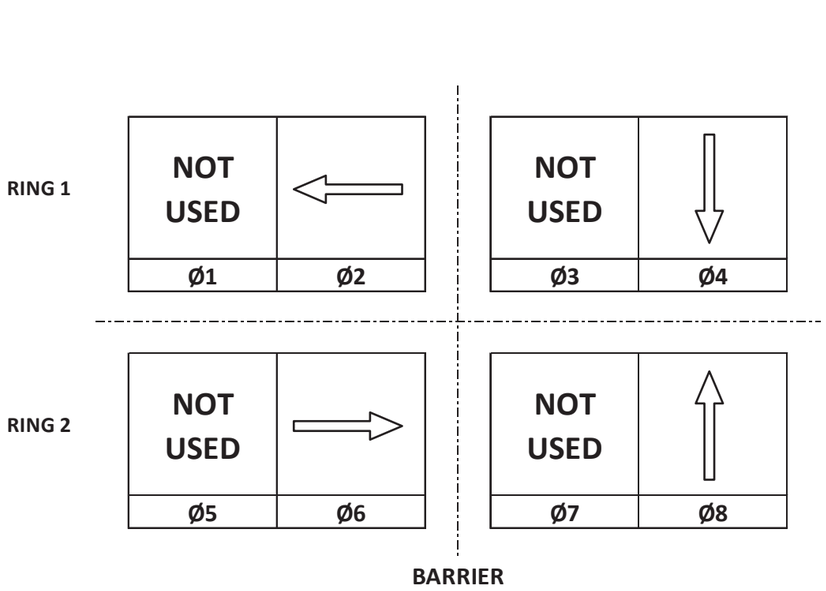
PAGE 4 OF 5

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 118	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 TEMPORARY SIGNALS STAGE 4.DWG PLOT DATE : 7/24/2023 5:05 PM PLOT BY : JEFF FAIT PLOT NAME :

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		
Ø4	7,8,9	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	10.11.12	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLE		
OLF		
OLG		
OLH		



CONTROLLER LOGIC

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

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

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

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

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

GENERAL NOTES:

1. BAG WESTBOUND SIGNAL HEADS DURING STAGES 2 AND 3.

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A
MOVEMENT	← →
PHASE	2+6

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

STH 60 (MAIN ST) & CTH P
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO:	T66-0164	CABINET TYPE: TEMP	
		CONTROLLER TYPE: TEMP	
DATE:	07/23	PAGE NUMBER: 5 OF 5	

LEGEND

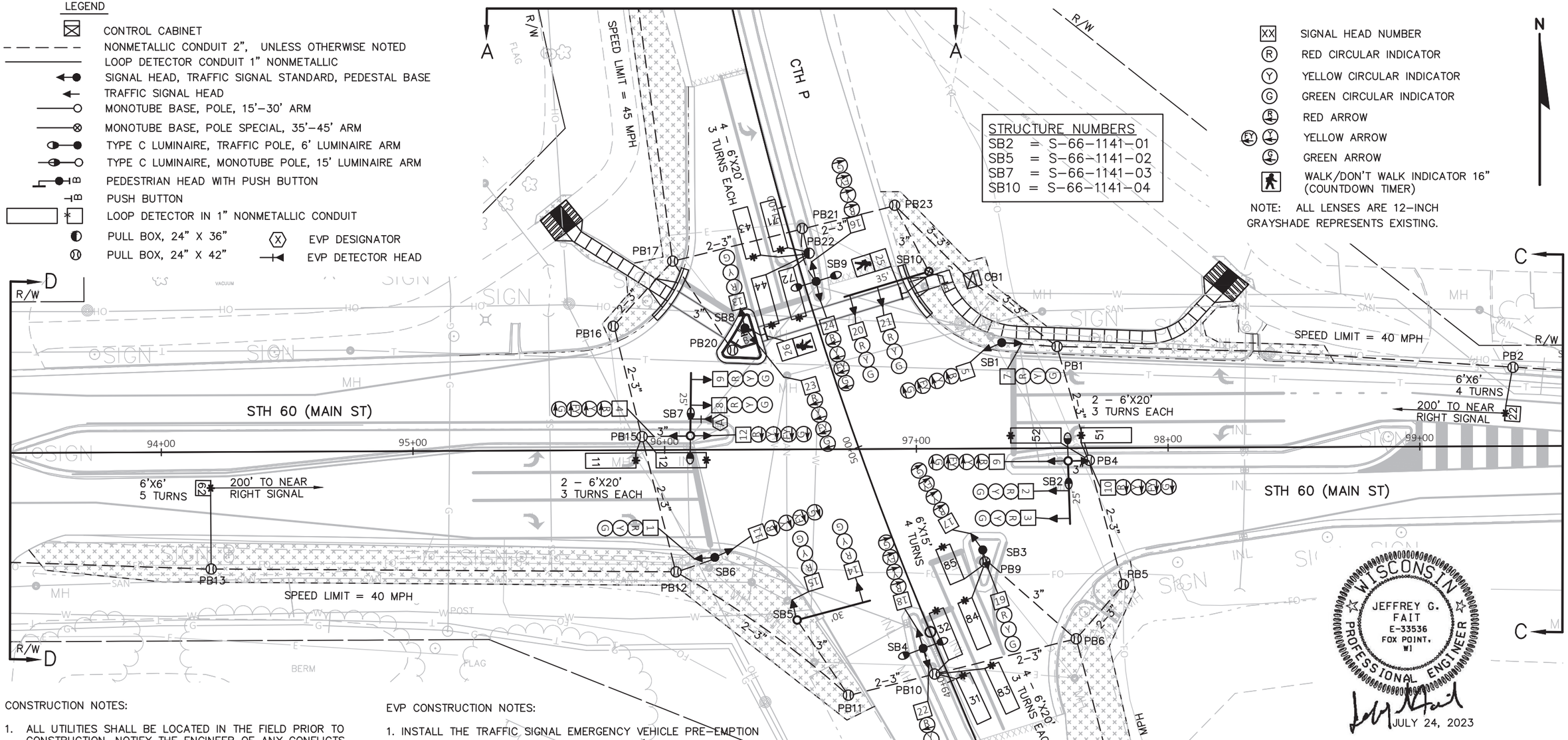
- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- TRAFFIC SIGNAL HEAD
- MONOTUBE BASE, POLE, 15'–30' ARM
- MONOTUBE BASE, POLE SPECIAL, 35'–45' ARM
- TYPE C LUMINAIRE, TRAFFIC POLE, 6' LUMINAIRE ARM
- TYPE C LUMINAIRE, MONOTUBE POLE, 15' LUMINAIRE ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- EVP DESIGNATOR
- EVP DETECTOR HEAD

STRUCTURE NUMBERS

SB2	=	S–66–1141–01
SB5	=	S–66–1141–02
SB7	=	S–66–1141–03
SB10	=	S–66–1141–04

- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)

NOTE: ALL LENSES ARE 12–INCH
GRAYSHADE REPRESENTS EXISTING.



CONSTRUCTION NOTES:

1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
4. THE CONTRACTOR SHALL HAVE THE PULLBOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING THE SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266–1170.
5. ALL LUMINAIRES ARE LED C UNLESS OTHERWISE NOTED.
7. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.

EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE–EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE DEPARTMENT WILL DETERMINE THE EXACT LOCATION OF THE EVP DETECTORS TO ENSURE THAT THE INSTALLATION DOES NOT CREATE A SIGHT OBSTRUCTION.
3. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH PROPOSED SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
4. CABINET WIRING WILL BE DONE BY THE CONTRACTOR. THE CONTRACTOR SHALL TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. A–B).

WISCONSIN PROFESSIONAL ENGINEER
JEFFREY G. FAIT
E–33536
FOX POINT, WI
JULY 24, 2023

TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
CTH P
VILLAGE OF JACKSON
WASHINGTON COUNTY
CABINET TYPE: TS2–E
SIGNAL NO. S66–0164 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE_____ REGION TRAFFIC ENGINEER
APPROVED
DATE_____ STATE TRAFFIC ENGINEER

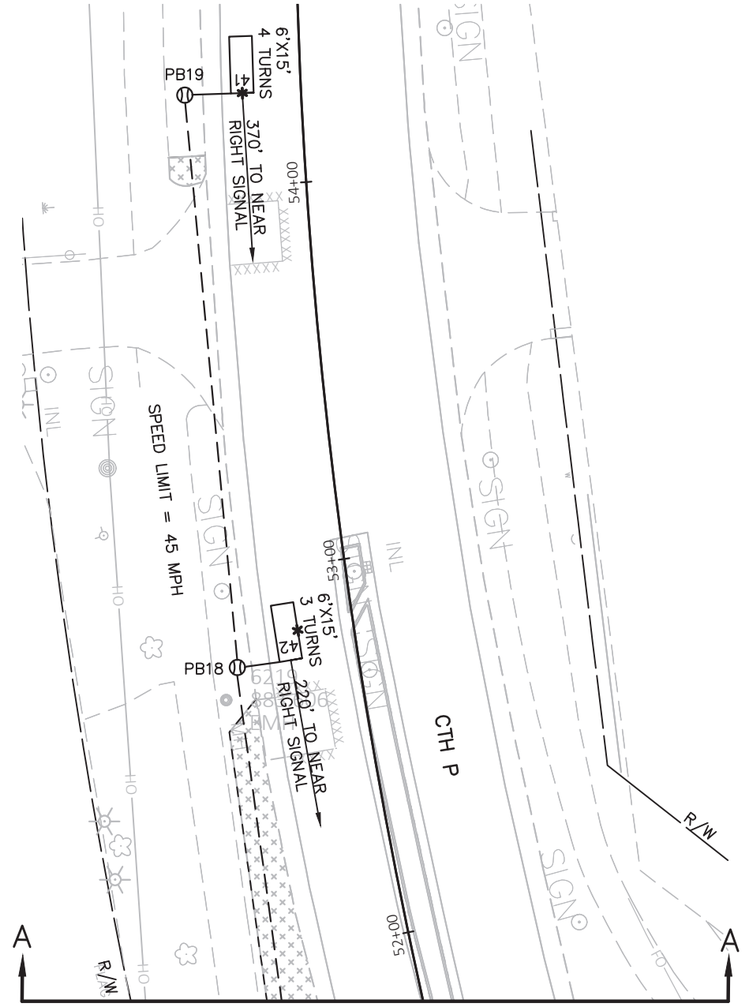
REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

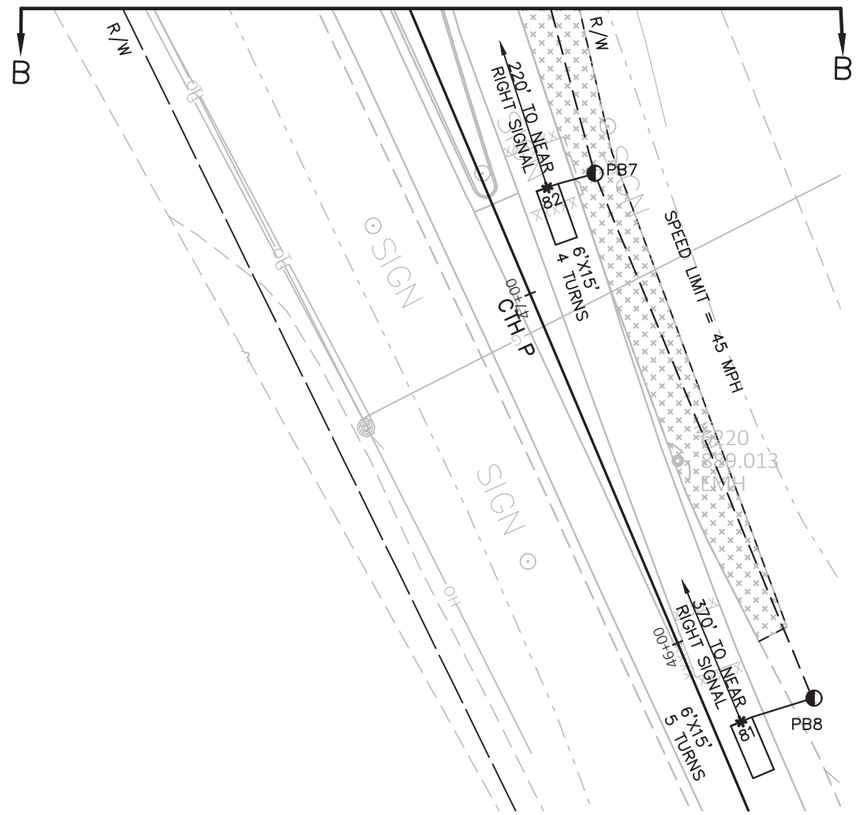
PAGE 1 OF 4

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 120	E

2

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TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
CTH P
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. S66–0164

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 2 OF 4

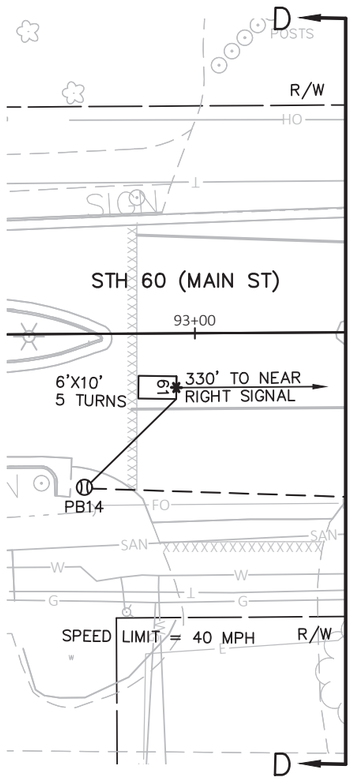
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 121	E

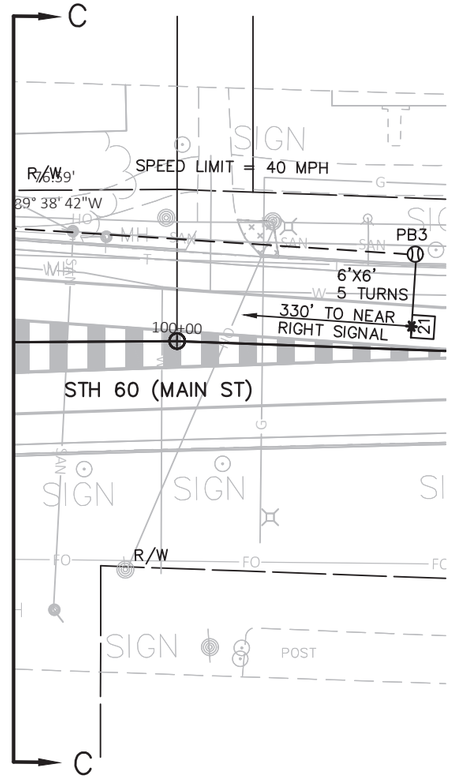
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WISDOT/CADDS SHEET 42

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TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
CTH P
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. S66-0164

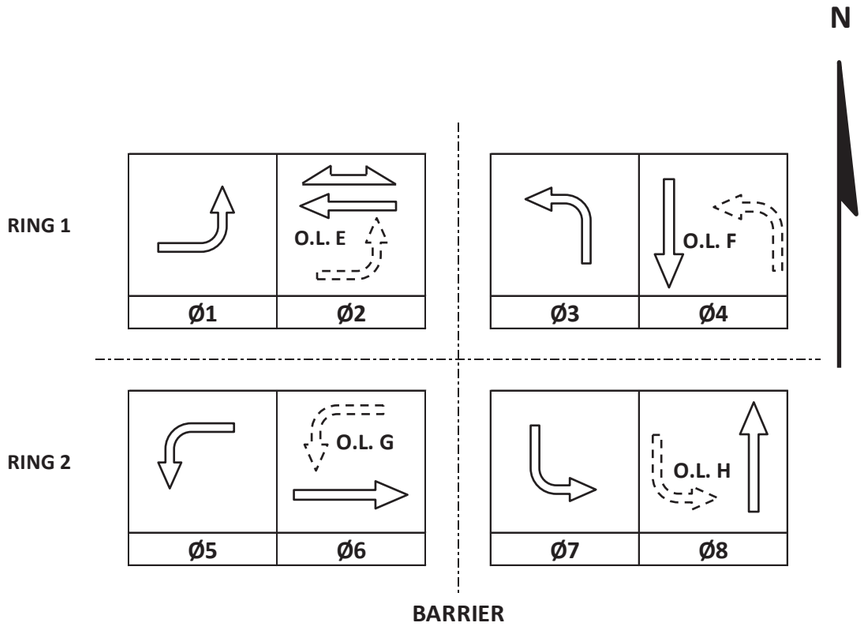
REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 3 OF 4

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 122	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 SIGNALS.DWG PLOT DATE : 7/24/2023 5:10 PM PLOT BY : JEFF FAIT PLOT NAME :

	HEAD NUMBERS	FLASH
Ø1	4,5,6	R ←
Ø2	7,8,9	R
Ø3	22,23,24	R ←
Ø4	13,14,15	R
Ø5	10,11,12	R ←
Ø6	1,2,3	R
Ø7	16,17,18	R ←
Ø8	19,20,21	R
Ø2P	25,26	
Ø4P		
Ø6P		
Ø8P		
OLE	4,5,6	-
OLF	22,23,24	-
OLG	10,11,12	-
OLH	16,17,18	-



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
MOVEMENT	← ↗
PHASE	2+5

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

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

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

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	X
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	
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	31	41	43	51	61	71	81	83	85						PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	2	4	4	4	6	6	8	8	8	8						CALLED PHASE
CALL OPTION	X	X	X		X	X	X	X		X	X						CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X	X	X	X	X						EXTENTION OPTION
EXTEND TIME				X					X								EXTEND TIME
USE ADDED INITIAL		X					X										USE ADDED INITIAL
CROSS SWITCH PHASE	2																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	22	32	42	44	52	62	72	82	84							PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	2	4	4	4	6	6	8	8	8							CALLED PHASE
CALL OPTION	X	X	X		X	X	X	X		X							CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X	X	X	X							EXTENTION OPTION
EXTEND TIME				X					X								EXTEND TIME
USE ADDED INITIAL		X					X										USE ADDED INITIAL
CROSS SWITCH PHASE	2																CROSS SWITCH PHASE

GENERAL NOTES:

1. PHASE 5 IS OMITTED EXCEPT DURING PREEMPTION
2. PHASES 3 AND 7 ARE OMITTED 24/7

STH 60 (MAIN ST) & CTH P
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO:	S66-0164	CABINET TYPE: TS2-E
		CONTROLLER TYPE: ECONOLITE
DATE:	07/23	PAGE NUMBER: 4 OF 4

PROJECT ID:	2310-13-70
INTERSECTION:	STH 60 (MAIN ST) & CTH P

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

CB1 TO	JUMPER	# OF COND. AWG 14	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	PED BUTTON 2
				RED	YELLOW	GREEN	<RED	<YELLOW>	<FL YELLOW>	<GREEN>	D/WALK	WALK		
SB1		12	5				RED	ORG	BLK/WHT	GRN				
			7	RED/BLK	ORG/BLK	GRN/BLK								
SB2		15	2	RED	ORG	GRN								
			3	RED	ORG	GRN								
			6				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
			10				RED/WHT	BLU/WHT	BLU/BLK	GRN/WHT				
SB3		12	19	RED	ORG	GRN								
			17				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
SB4		12	22				RED	ORG	BLK/WHT	GRN				
			18				RED/BLK	ORG/BLK	BLU/BLK	GRN/BLK				
SB5		7	14	RED	ORG	GRN								
			15	RED	ORG	GRN								
SB6		12	1	RED	ORG	GRN								
			11				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
SB7		15	4				RED	ORG	BLK/WHT	GRN				
			8	RED/BLK	ORG/BLK	GRN/BLK								
			9	RED/BLK	ORG/BLK	GRN/BLK								
			12				RED/WHT	BLU/WHT	BLU/BLK	GRN/WHT				
SB8		12	23				RED	ORG	BLK/WHT	GRN				
			13	RED/BLK	ORG/BLK	GRN/BLK								
			26								BLK	BLU		
			B										WHT/BLK	
SB9		12	24				RED	ORG	BLK/WHT	GRN				
			16				RED/BLK	ORG/BLK	BLU/BLK	GRN/BLK				
SB10		12	20	RED	ORG	GRN								
			21	RED	ORG	GRN								
			25								BLK	BLU		
			B										WHT/BLK	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
SB2	PB4
SB2	PB5
SB2	PB6
SB3	PB9
SB4	PB10
SB5	PB11
SB6	PB12
SB7	PB15
SB7	PB16
SB8	PB17
SB8	PB20
SB9	PB21
CB1	PB23

LIGHTING UF 12 AWG W/GROUND	
FROM	TO
CB1	SB2
SB2	SB4
CB1	SB9
SB9	SB7

EMERGENCY VEHICLE PREEMPTION CABLE	
FROM	TO
CB1	SB7 (HEAD A)

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

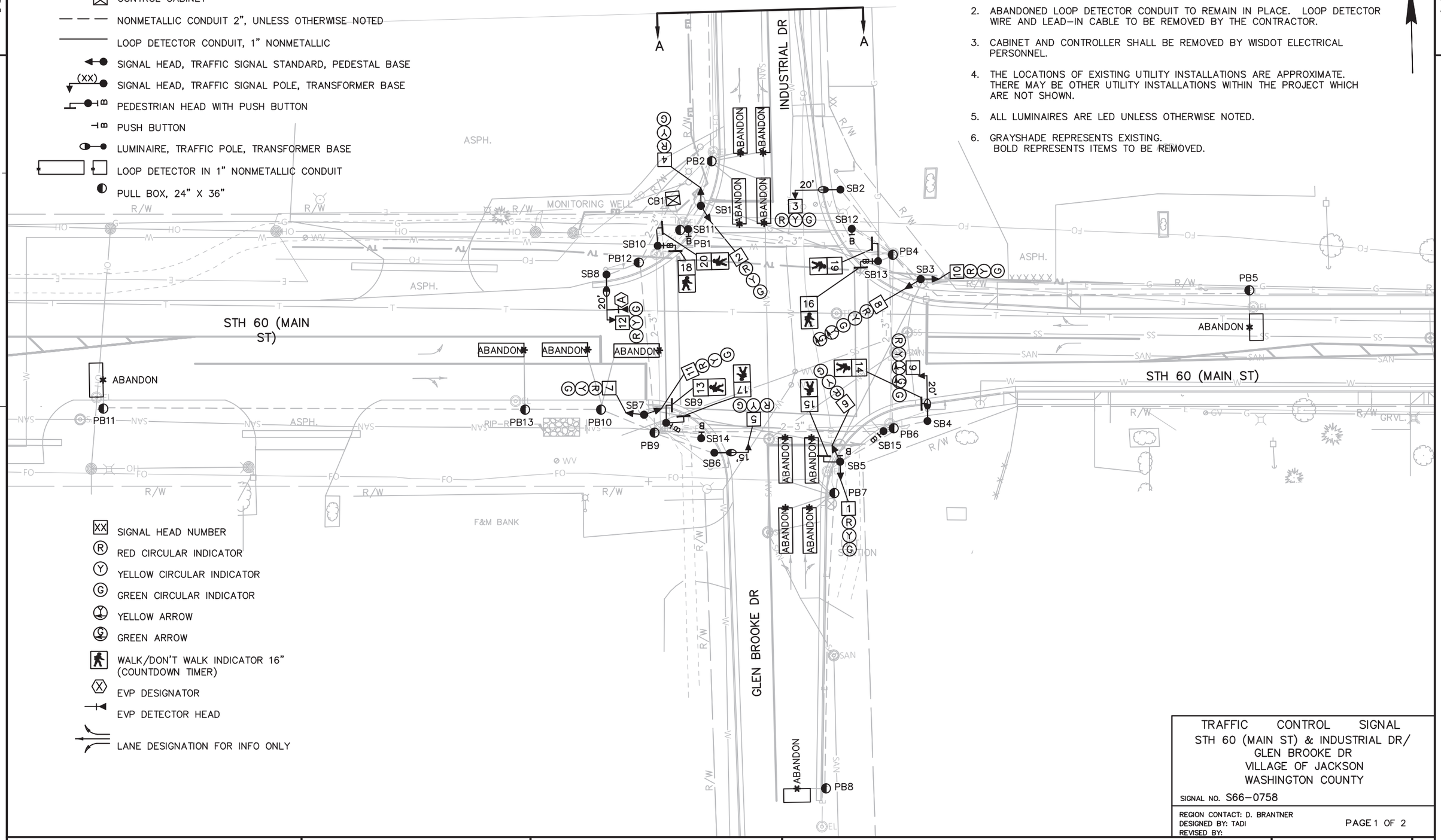
LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", 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
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD–IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CABINET AND CONTROLLER SHALL BE REMOVED BY WISDOT ELECTRICAL PERSONNEL.
4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. ALL LUMINAIRES ARE LED UNLESS OTHERWISE NOTED.
6. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.

N



- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- LANE DESIGNATION FOR INFO ONLY

TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) & INDUSTRIAL DR/
GLEN BROOKE DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. S66–0758

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

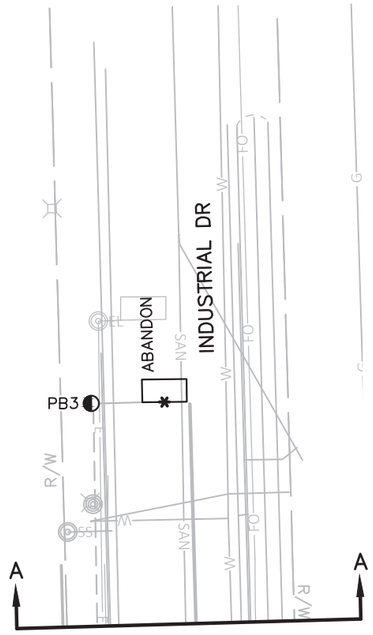
PAGE 1 OF 2

PROJECT NO: 2310–13–70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 125 E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\EXISTING SIGNALS\S66–0758 STH 60 AT INDUSTRIAL\S66–0758_REMOVAL.DWG PLOT DATE : 7/24/2023 5:13 PM PLOT BY : JEFF FAIT PLOT NAME : PLOT SCALE : 1:40_XREF
LAYOUT NAME – S66–0758_R4_PG1

2

N



TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) & INDUSTRIAL DR/
GLEN BROOKE DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. S66-0758

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 126 E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\EXISTING SIGNALS\S66-0758 STH 60 AT INDUSTRIAL\S66-0758_REMOVAL.DWG PLOT DATE : 7/24/2023 5:13 PM PLOT BY : JEFF FAIT PLOT NAME : PLOT SCALE : 1:40_XREF
LAYOUT NAME - S66-0758_R4_PG2

LEGEND

- WOOD POLE CLASS IV
- SPAN WIRE
- TRAFFIC SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12–INCH
GRAYSHADE REPRESENTS EXISTING.

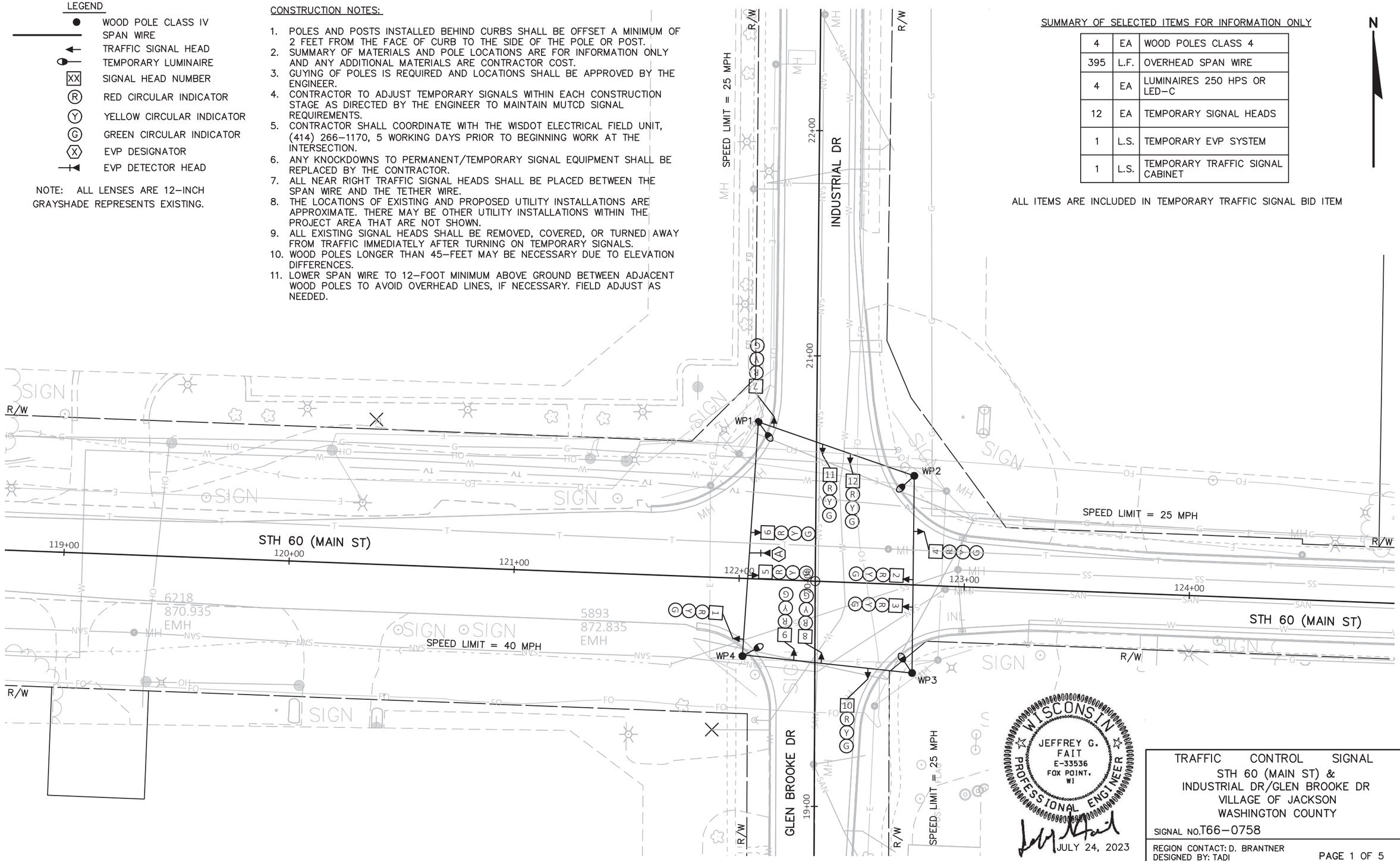
CONSTRUCTION NOTES:

1. 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.
2. SUMMARY OF MATERIALS AND POLE LOCATIONS ARE FOR INFORMATION ONLY AND ANY ADDITIONAL MATERIALS ARE CONTRACTOR COST.
3. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
4. CONTRACTOR TO ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
5. CONTRACTOR SHALL COORDINATE WITH THE WISDOT ELECTRICAL FIELD UNIT, (414) 266–1170, 5 WORKING DAYS PRIOR TO BEGINNING WORK AT THE INTERSECTION.
6. ANY KNOCKDOWNS TO PERMANENT/TEMPORARY SIGNAL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR.
7. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND THE TETHER WIRE.
8. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
9. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
10. WOOD POLES LONGER THAN 45–FEET MAY BE NECESSARY DUE TO ELEVATION DIFFERENCES.
11. LOWER SPAN WIRE TO 12–FOOT MINIMUM ABOVE GROUND BETWEEN ADJACENT WOOD POLES TO AVOID OVERHEAD LINES, IF NECESSARY. FIELD ADJUST AS NEEDED.

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY

4	EA	WOOD POLES CLASS 4
395	L.F.	OVERHEAD SPAN WIRE
4	EA	LUMINAIRES 250 HPS OR LED–C
12	EA	TEMPORARY SIGNAL HEADS
1	L.S.	TEMPORARY EVP SYSTEM
1	L.S.	TEMPORARY TRAFFIC SIGNAL CABINET

ALL ITEMS ARE INCLUDED IN TEMPORARY TRAFFIC SIGNAL BID ITEM



WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER
JULY 24, 2023

TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
INDUSTRIAL DR/GLEN BROOKE DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. T66–0758

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 1 OF 5

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 127	E

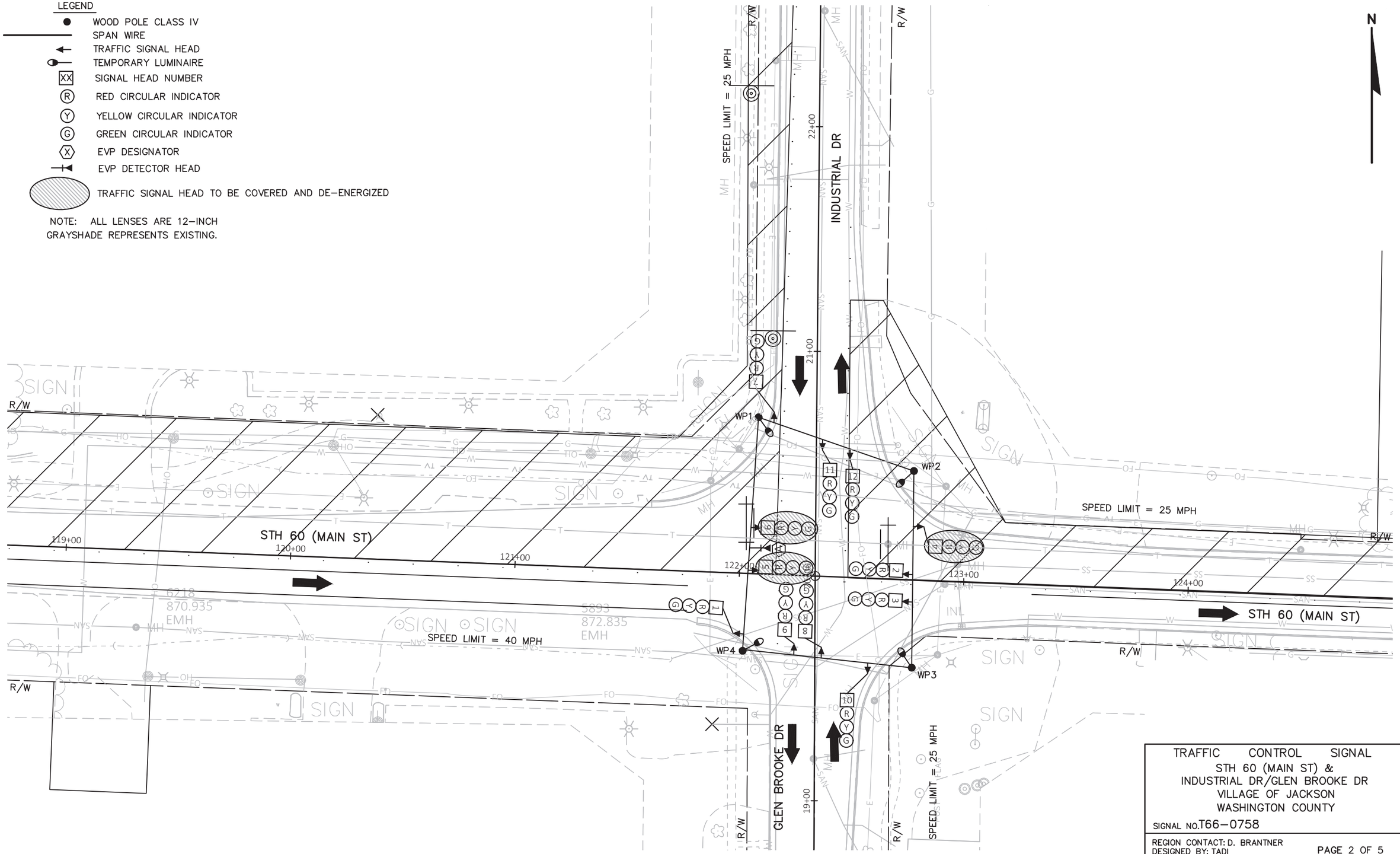
FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 TEMPORARY SIGNALS STAGE 1.DWG
PLOT DATE : 7/24/2023 5:30 PM
PLOT BY : JEFF FAIT
PLOT NAME :

WISDOT/CADDS SHEET 42

LEGEND

- WOOD POLE CLASS IV
- SPAN WIRE
- TRAFFIC SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE–ENERGIZED

NOTE: ALL LENSES ARE 12–INCH
GRAYSHADE REPRESENTS EXISTING.



TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
INDUSTRIAL DR/GLEN BROOKE DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. T66–0758

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 2 OF 5

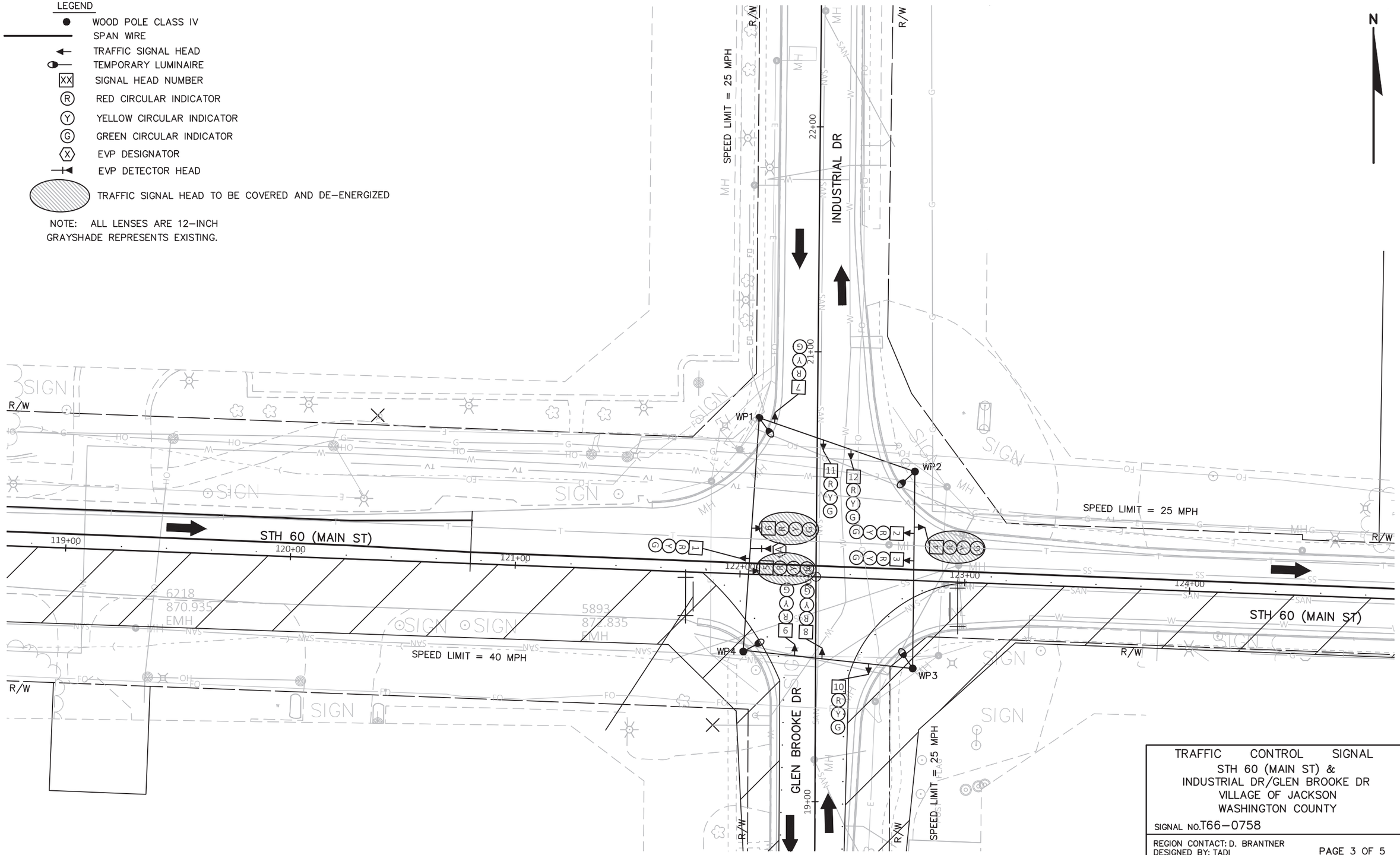
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 128	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 TEMPORARY SIGNALS STAGE 2.DWG PLOT DATE : 7/24/2023 4:54 PM PLOT BY : JEFF FAIT PLOT NAME :

LEGEND

- WOOD POLE CLASS IV
- SPAN WIRE
- TRAFFIC SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING.



TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
INDUSTRIAL DR/GLEN BROOKE DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. T66-0758

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 3 OF 5

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 129	E

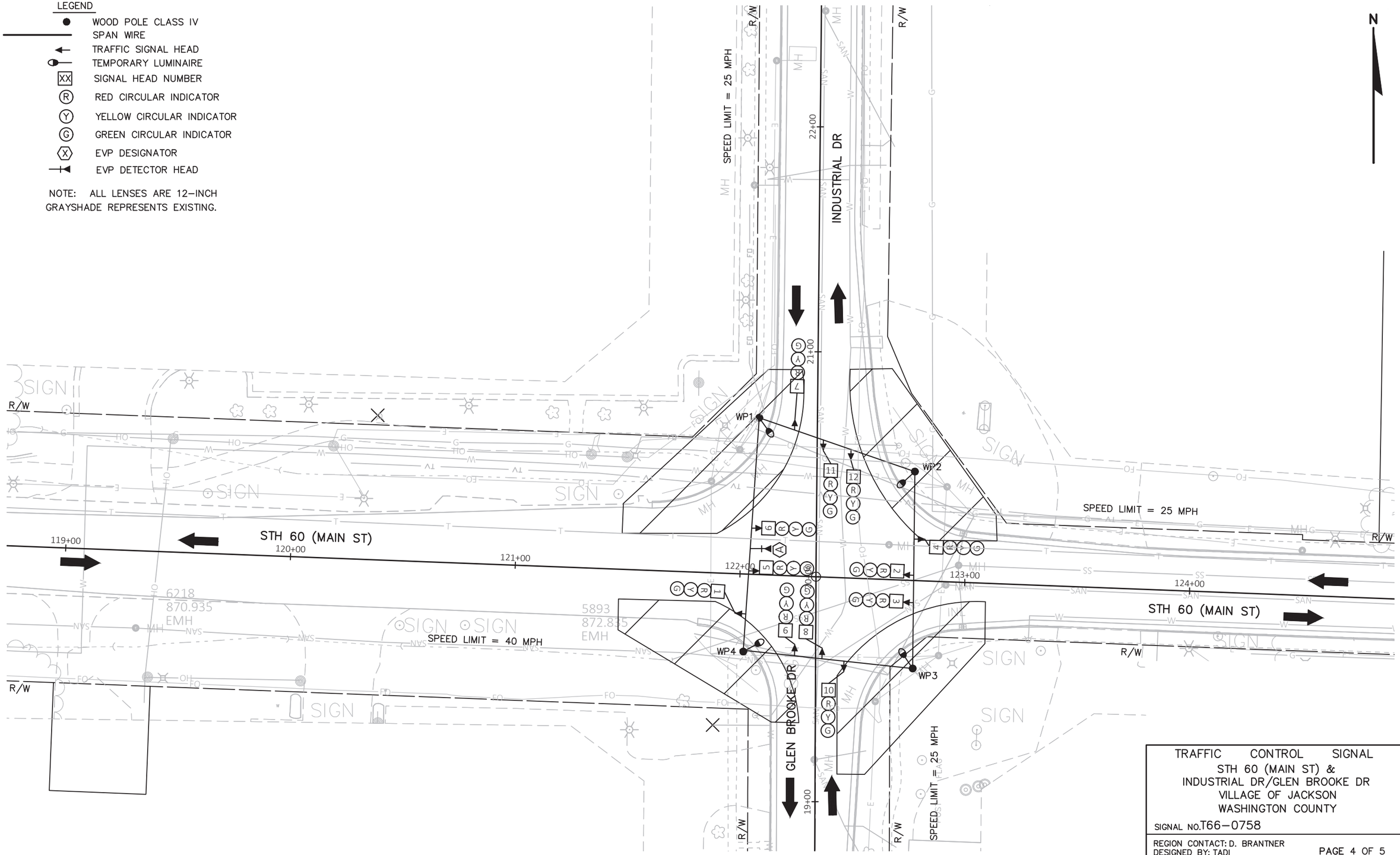
FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 TEMPORARY SIGNALS STAGE 3.DWG
PLOT DATE : 7/24/2023 5:01 PM
PLOT BY : JEFF FAIT
PLOT NAME :

WISDOT/CADDS SHEET 42

LEGEND

- WOOD POLE CLASS IV
- SPAN WIRE
- TRAFFIC SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12–INCH
GRAYSHADE REPRESENTS EXISTING.



TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
INDUSTRIAL DR/GLEN BROOKE DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. T66–0758

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

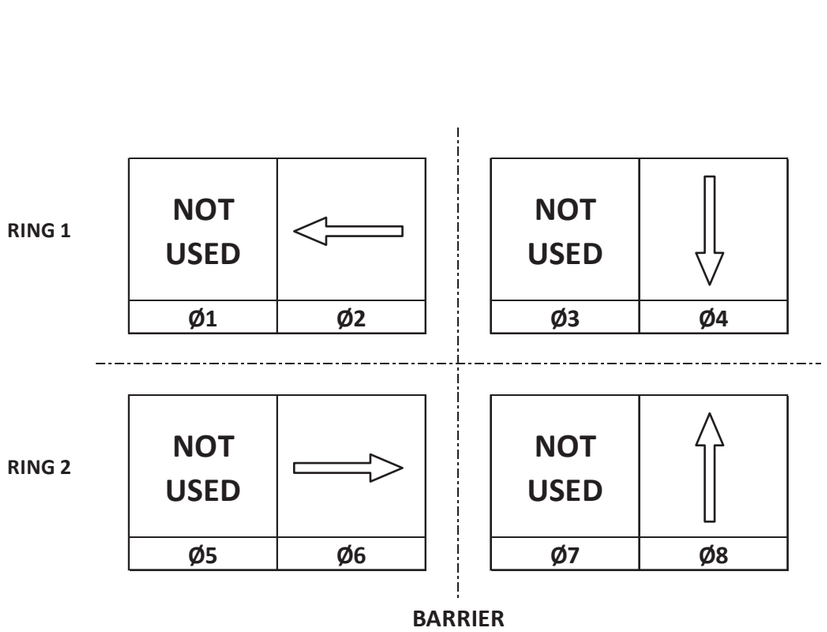
PAGE 4 OF 5

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 130	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 TEMPORARY SIGNALS STAGE 4.DWG
PLOT DATE : 7/24/2023 5:05 PM
PLOT BY : JEFF FAIT
PLOT NAME :

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		
Ø4	7,8,9	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	10.11.12	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLE		
OLF		
OLG		
OLH		



CONTROLLER LOGIC

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

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

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

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

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

GENERAL NOTES:

1. BAG WESTBOUND SIGNAL HEADS DURING STAGES 2 AND 3.

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A
MOVEMENT	← →
PHASE	2+6

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

STH 60 (MAIN ST) & INDUSTRIAL DR/GLEN BROOKE DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO:	T66-0758	CABINET TYPE:	TEMP
		CONTROLLER TYPE:	TEMP
DATE:	07/23	PAGE NUMBER:	5 OF 5

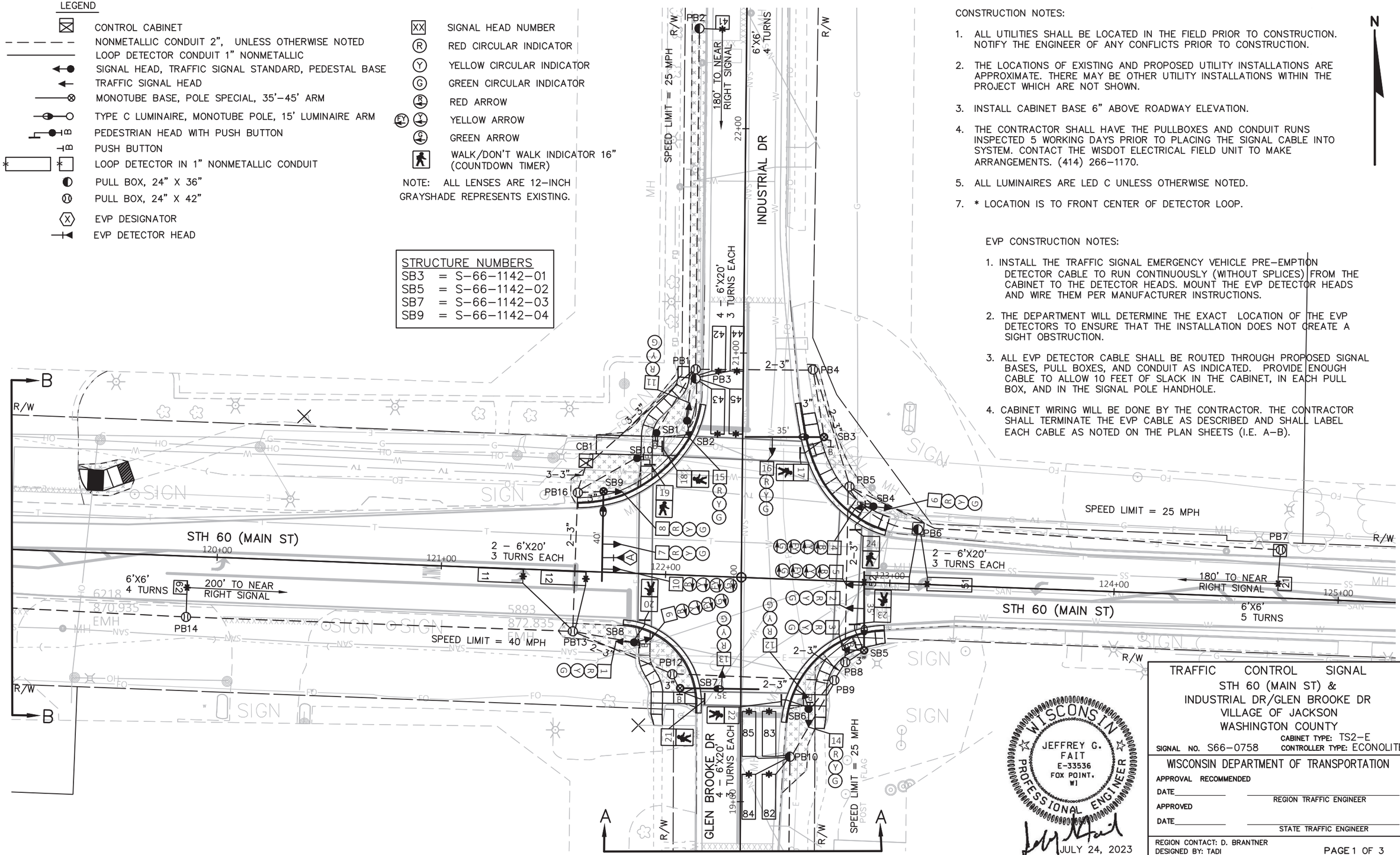
LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- TRAFFIC SIGNAL HEAD
- MONOTUBE BASE, POLE SPECIAL, 35'–45' ARM
- TYPE C LUMINAIRE, MONOTUBE POLE, 15' LUMINAIRE ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- EVP DESIGNATOR
- EVP DETECTOR HEAD

- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)

NOTE: ALL LENSES ARE 12–INCH
GRAYSHADE REPRESENTS EXISTING.

STRUCTURE NUMBERS
SB3 = S–66–1142–01
SB5 = S–66–1142–02
SB7 = S–66–1142–03
SB9 = S–66–1142–04



CONSTRUCTION NOTES:

1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
4. THE CONTRACTOR SHALL HAVE THE PULLBOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING THE SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266–1170.
5. ALL LUMINAIRES ARE LED C UNLESS OTHERWISE NOTED.
7. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.

EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE–EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE DEPARTMENT WILL DETERMINE THE EXACT LOCATION OF THE EVP DETECTORS TO ENSURE THAT THE INSTALLATION DOES NOT CREATE A SIGHT OBSTRUCTION.
3. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH PROPOSED SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
4. CABINET WIRING WILL BE DONE BY THE CONTRACTOR. THE CONTRACTOR SHALL TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. A–B).

WISCONSIN PROFESSIONAL ENGINEER
JEFFREY G. FAIT
E–33536
FOX POINT, WI
JULY 24, 2023

TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
INDUSTRIAL DR/GLEN BROOKE DR
VILLAGE OF JACKSON
WASHINGTON COUNTY
SIGNAL NO. S66–0758
CABINET TYPE: TS2–E
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVAL RECOMMENDED
DATE _____ REGION TRAFFIC ENGINEER
APPROVED
DATE _____ STATE TRAFFIC ENGINEER

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:
PAGE 1 OF 3

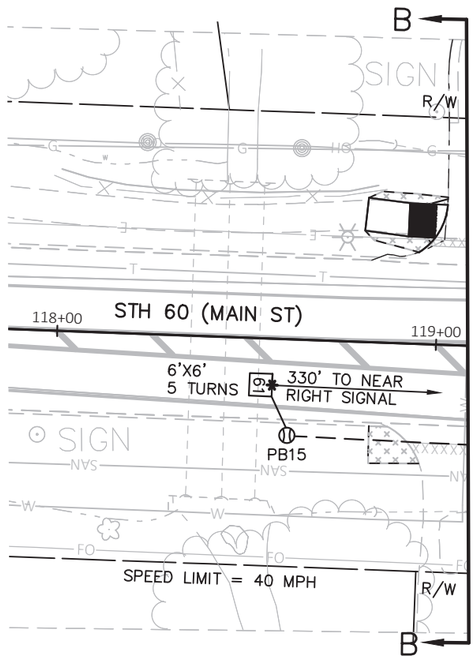
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 132	E

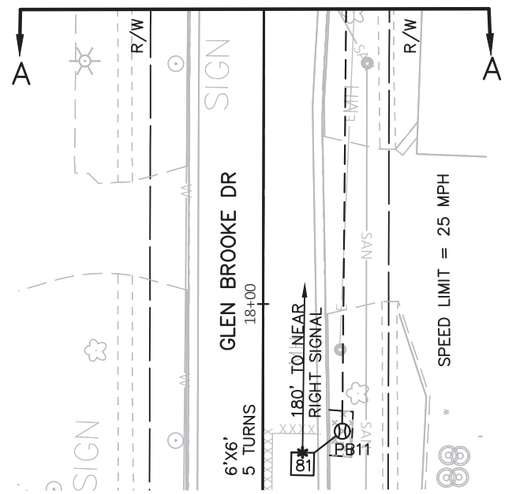
FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 SIGNALS.DWG PLOT DATE : 7/24/2023 5:28 PM PLOT BY : JEFF FAIT PLOT NAME :

WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
INDUSTRIAL DR/GLEN BROOKE DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. S66–0758

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

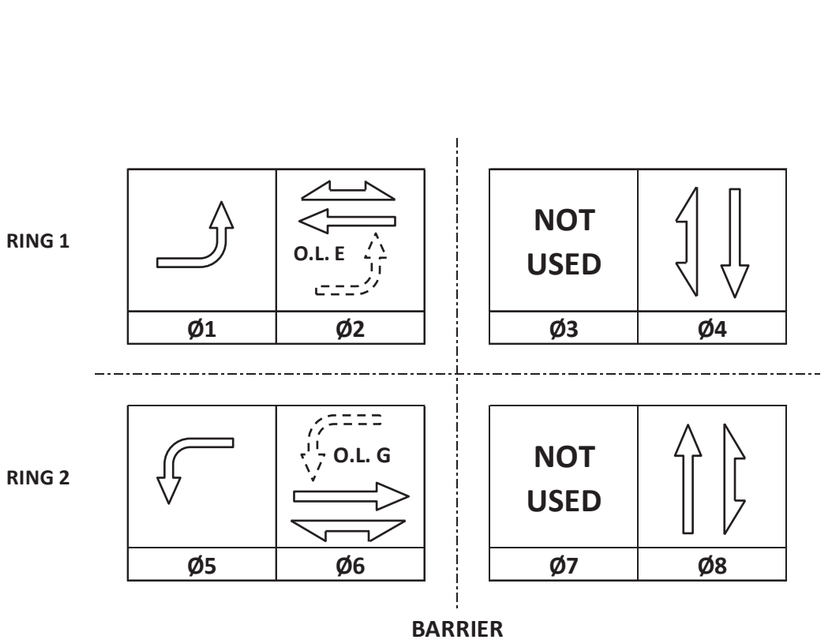
PAGE 2 OF 3

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 133	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 SIGNALS.DWG PLOT DATE : 7/24/2023 5:09 PM PLOT BY : JEFF FAIT PLOT NAME :

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5	R ←
Ø2	6,7,8	R
Ø3		
Ø4	11,12,13	R
Ø5	9,10	R ←
Ø6	1,2,3	R
Ø7		
Ø8	14,15,16	R
Ø2P	17,18	
Ø4P	19,20	
Ø6P	21,22	
Ø8P	23,24	
OLE	4,5	-
OLF		
OLG	9,10	-
OLH		



N

CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A
MOVEMENT	←
PHASE	2+5

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

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	21	42	44	51	61	81	83
CALLED PHASE	1	2	4	4	6	6	8	8
CALL OPTION	X	X	X	X	X	X		X
DELAY TIME			X					X
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME							X	
USE ADDED INITIAL		X				X		
CROSS SWITCH PHASE	2							

19	17	23	21	27	25	31	29	DETECTOR INPUT
85								PLAN LOOP DETECTOR*(S)
8								CALLED PHASE
X								CALL OPTION
								DELAY TIME
X								EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	41	43	45	52	62	82	84
CALLED PHASE	1	4	4	4	6	6	8	8
CALL OPTION	X		X	X	X	X	X	X
DELAY TIME			X				X	
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME		X						
USE ADDED INITIAL						X		
CROSS SWITCH PHASE	2							

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

GENERAL NOTES:

1. PHASE 5 IS OMITTED EXCEPT DURING PREEMPTION.

STH 60 (MAIN ST) & INDUSTRIAL DR/GLEN BROOKE DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO: S66-0758 CABINET TYPE: TS2-E
CONTROLLER TYPE: ECONOLITE
DATE: 07/23 PAGE NUMBER: 3 OF 3

PROJECT ID:	2310-13-70
INTERSECTION:	STH 60 (MAIN ST) & INDUSTRIAL DR/GLEN BROOKE DR

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

CB1 TO	JUMPER	# OF COND. AWG 14	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	PED BUTTON 2
				RED	YELLOW	GREEN	<RED>	<YELLOW>	<FL YELLOW>	<GREEN>	D/WALK	WALK		
SB1		7	18								BLK	BLU		
			B										WHT/BLK	
SB2		7	11	RED	ORG	GRN								
			15	RED	ORG	GRN								
SB3		12	16	RED	ORG	GRN								
			17								BLK	BLU		
			B										WHT/BLK	
SB4		12	4				RED	ORG	BLK/WHT	GRN				
			6	RED/BLK	ORG/BLK	GRN/BLK								
			24								BLK	BLU		
			B										WHT/BLK	
SB5		12	2	RED	ORG	GRN								
			3	RED	ORG	GRN								
			5				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
			23								BLK	BLU		
			B										WHT/BLK	
SB6		12	14	RED	ORG	GRN								
			22								BLK	BLU		
			B										WHT/BLK	
			12	RED	ORG	GRN								
SB7		12	13	RED	ORG	GRN								
			21								BLK	BLU		
			B										WHT/BLK	
SB8		12	1	RED	ORG	GRN								
			9				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
			20								BLK	BLU		
			B										WHT/BLK	
SB9		12	7	RED	ORG	GRN								
			8	RED	ORG	GRN								
			10				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
SB10		7	19								BLK	BLU		
			B										WHT/BLK	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
SB3	PB4
SB4	PB5
SB5	PB8
SB5	PB9
SB7	PB12
SB8	PB13
CB1	PB16

LIGHTING UF 12 AWG W/GROUND	
FROM	TO
CB1	SB3
SB3	SB5
CB1	SB9
SB9	SB7

EMERGENCY VEHICLE PREEMPTION CABLE	
FROM	TO
CB1	SB9 (HEAD A)

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

2

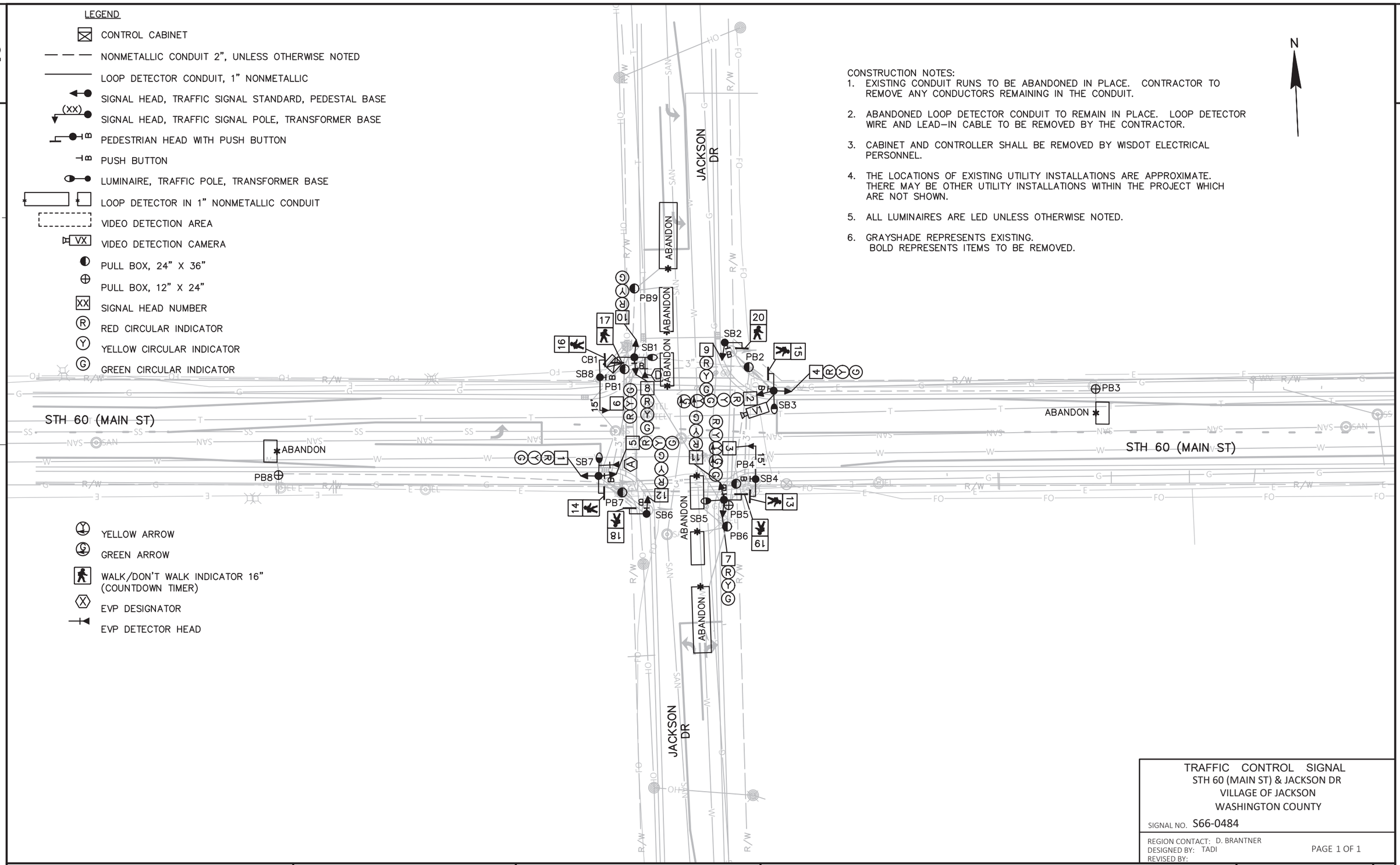
LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", 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
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA
- 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
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CABINET AND CONTROLLER SHALL BE REMOVED BY WISDOT ELECTRICAL PERSONNEL.
4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. ALL LUMINAIRES ARE LED UNLESS OTHERWISE NOTED.
6. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.

N



TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) & JACKSON DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. S66-0484

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 136 E

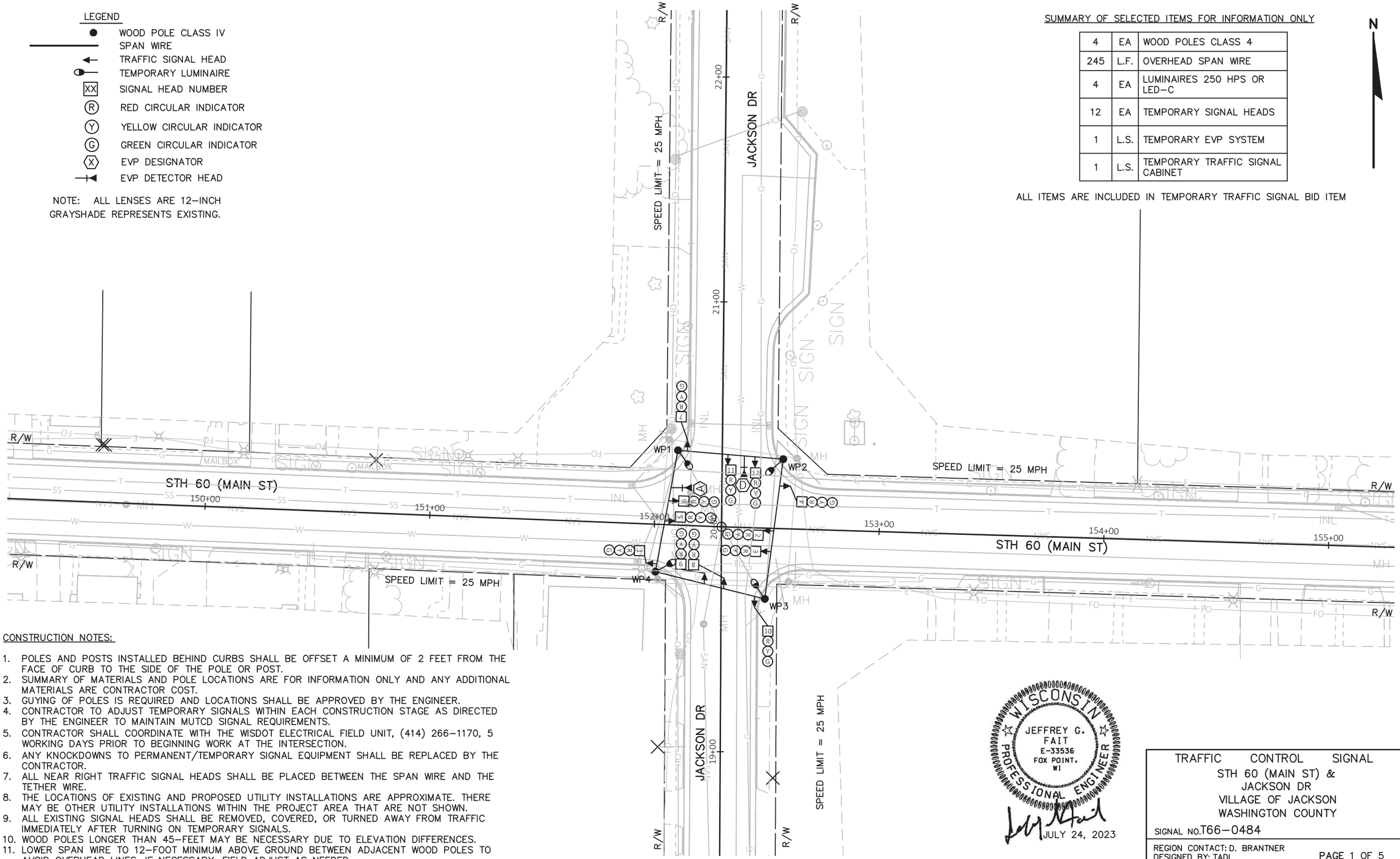
FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\EXISTING SIGNALS\S66-0484 STH 60 AT JACKSON\S66-0484_REMOVAL.DWG
LAYOUT NAME - S66-0484_R6
PLOT DATE : 7/24/2023 5:14 PM PLOT BY : JEFF FAIT PLOT NAME : PLOT SCALE : 1:40_XREF

2

LEGEND

- WOOD POLE CLASS IV
- SPAN WIRE
- TRAFFIC SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12–INCH
GRAYSHADE REPRESENTS EXISTING.



SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY

4	EA	WOOD POLES CLASS 4
245	L.F.	OVERHEAD SPAN WIRE
4	EA	LUMINAIRES 250 HPS OR LED–C
12	EA	TEMPORARY SIGNAL HEADS
1	L.S.	TEMPORARY EVP SYSTEM
1	L.S.	TEMPORARY TRAFFIC SIGNAL CABINET

ALL ITEMS ARE INCLUDED IN TEMPORARY TRAFFIC SIGNAL BID ITEM

N

2

CONSTRUCTION NOTES:

1. 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.
2. SUMMARY OF MATERIALS AND POLE LOCATIONS ARE FOR INFORMATION ONLY AND ANY ADDITIONAL MATERIALS ARE CONTRACTOR COST.
3. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
4. CONTRACTOR TO ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
5. CONTRACTOR SHALL COORDINATE WITH THE WISDOT ELECTRICAL FIELD UNIT, (414) 266–1170, 5 WORKING DAYS PRIOR TO BEGINNING WORK AT THE INTERSECTION.
6. ANY KNOCKDOWNS TO PERMANENT/TEMPORARY SIGNAL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR.
7. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND THE TETHER WIRE.
8. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
9. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
10. WOOD POLES LONGER THAN 45–FEET MAY BE NECESSARY DUE TO ELEVATION DIFFERENCES.
11. LOWER SPAN WIRE TO 12–FOOT MINIMUM ABOVE GROUND BETWEEN ADJACENT WOOD POLES TO AVOID OVERHEAD LINES, IF NECESSARY. FIELD ADJUST AS NEEDED.

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER
JULY 24, 2023

TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
JACKSON DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. T66–0484

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 1 OF 5

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 137	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 TEMPORARY SIGNALS STAGE 1.DWG
PLOT DATE : 7/24/2023 5:30 PM
PLOT BY : JEFF FAIT
PLOT NAME :

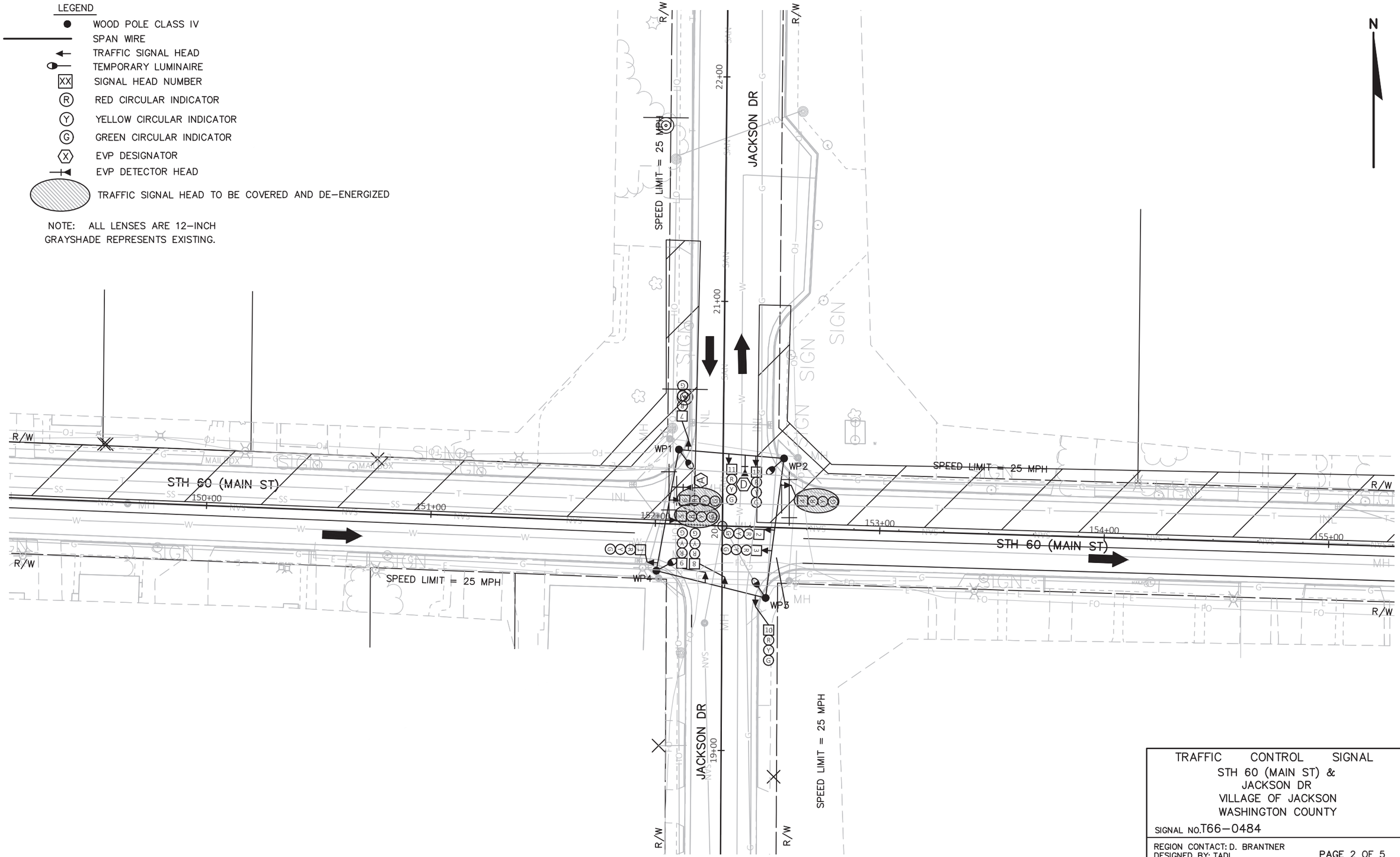
WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE CLASS IV
- SPAN WIRE
- TRAFFIC SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE–ENERGIZED

NOTE: ALL LENSES ARE 12–INCH
GRAYSHADE REPRESENTS EXISTING.



TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
JACKSON DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. T66–0484

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 2 OF 5

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 138	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 TEMPORARY SIGNALS STAGE 2.DWG
PLOT DATE : 7/24/2023 4:54 PM
PLOT BY : JEFF FAIT
PLOT NAME :

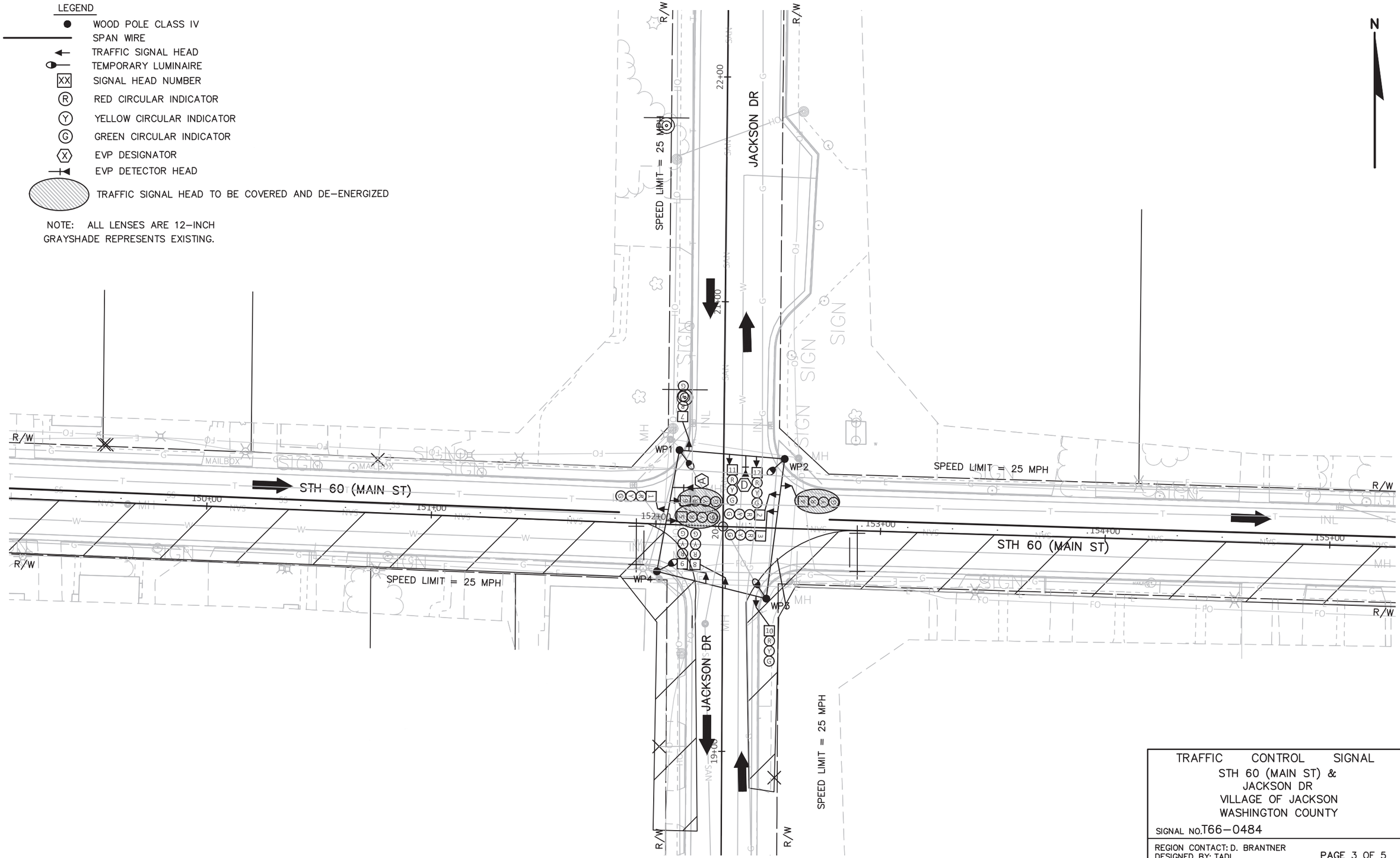
WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE CLASS IV
- SPAN WIRE
- TRAFFIC SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING.



TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
JACKSON DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. T66-0484

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

PAGE 3 OF 5

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 139	E

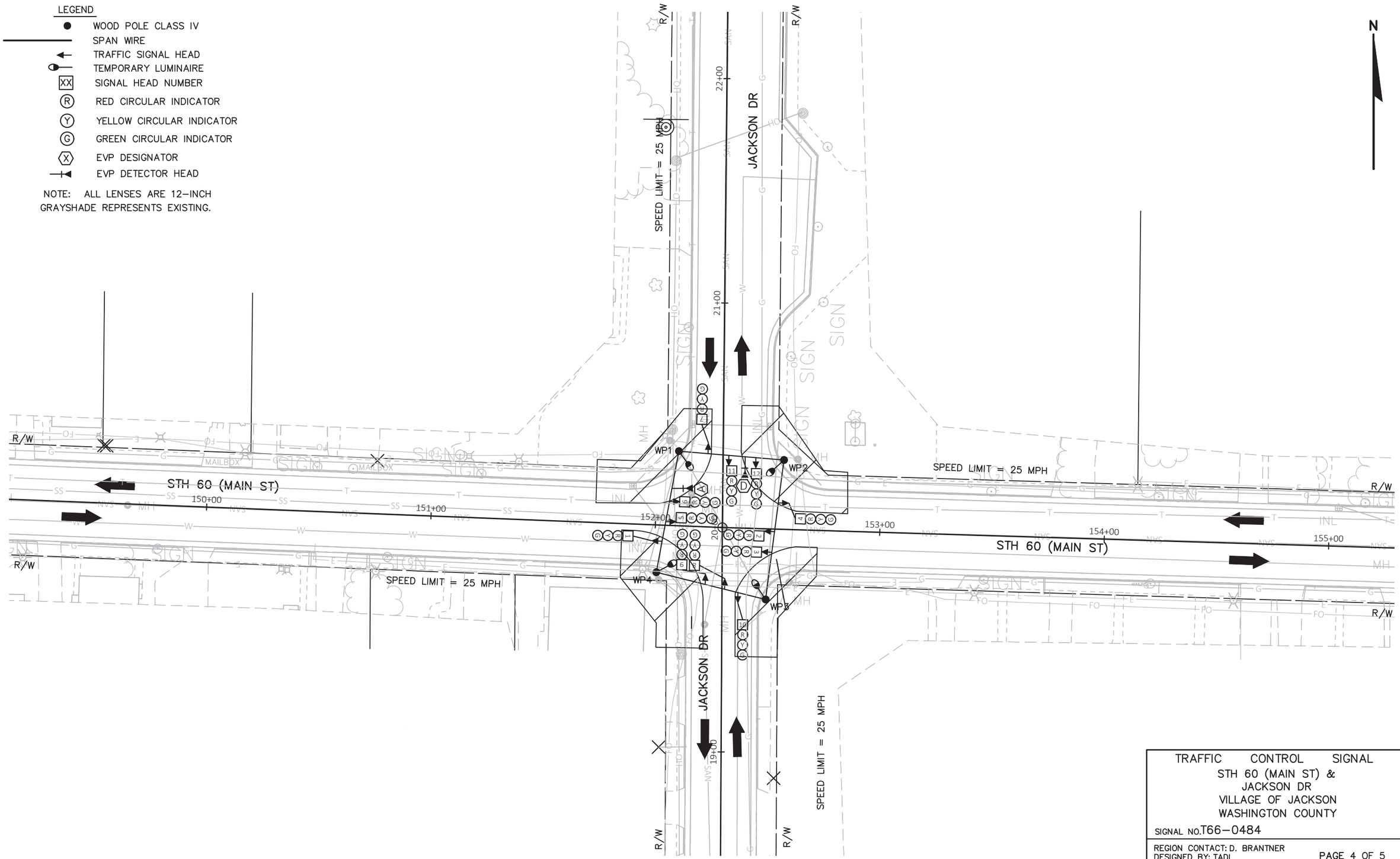
FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 TEMPORARY SIGNALS STAGE 3.DWG PLOT DATE : 7/24/2023 5:01 PM PLOT BY : JEFF FAIT PLOT NAME :

WISDOT/CADDS SHEET 42

LEGEND

- WOOD POLE CLASS IV
- SPAN WIRE
- TRAFFIC SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12–INCH
GRAYSHADE REPRESENTS EXISTING.



TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
JACKSON DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. T66–0484

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

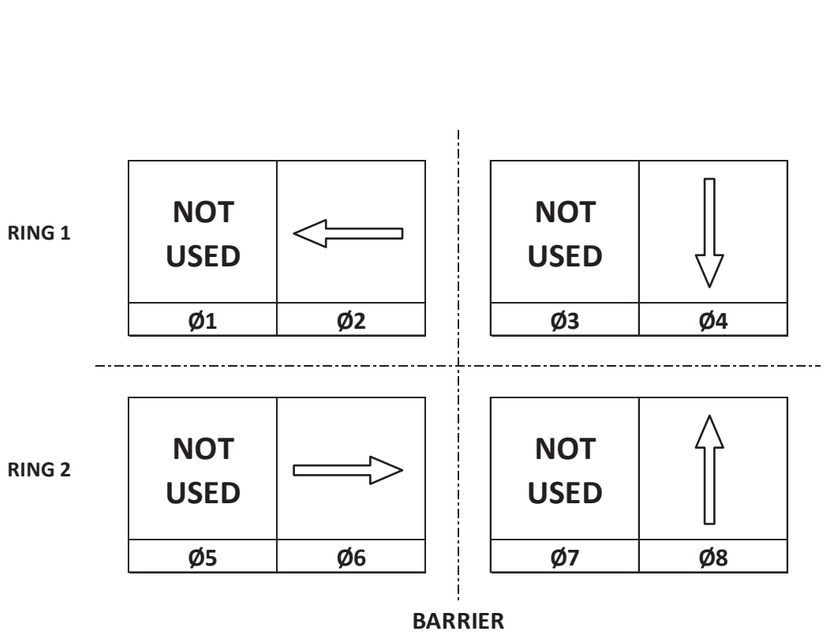
PAGE 4 OF 5

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 140	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 TEMPORARY SIGNALS STAGE 4.DWG
PLOT DATE : 7/24/2023 5:05 PM
PLOT BY : JEFF FAIT
PLOT NAME :

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		
Ø4	7,8,9	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	10.11.12	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLE		
OLF		
OLG		
OLH		



CONTROLLER LOGIC

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

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

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

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	D
MOVEMENT	← →	↓ ↑
PHASE	2+6	8+4

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

AFTER PREEMPTION SEQUENCE 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8

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

GENERAL NOTES:

1. BAG WESTBOUND SIGNAL HEADS DURING STAGES 2 AND 3.

STH 60 (MAIN ST) & JACKSON DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO:	T66-0484	CABINET TYPE: TEMP	
		CONTROLLER TYPE: TEMP	
DATE:	07/23	PAGE NUMBER: 5 OF 5	

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- TRAFFIC SIGNAL HEAD
- MONOTUBE BASE, POLE, 15'–30' ARM
- TYPE C LUMINAIRE, TRAFFIC POLE, 6' LUMINAIRE ARM
- TYPE C LUMINAIRE, MONOTUBE POLE, 15' LUMINAIRE ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- EVP DESIGNATOR
- EVP DETECTOR HEAD

- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)

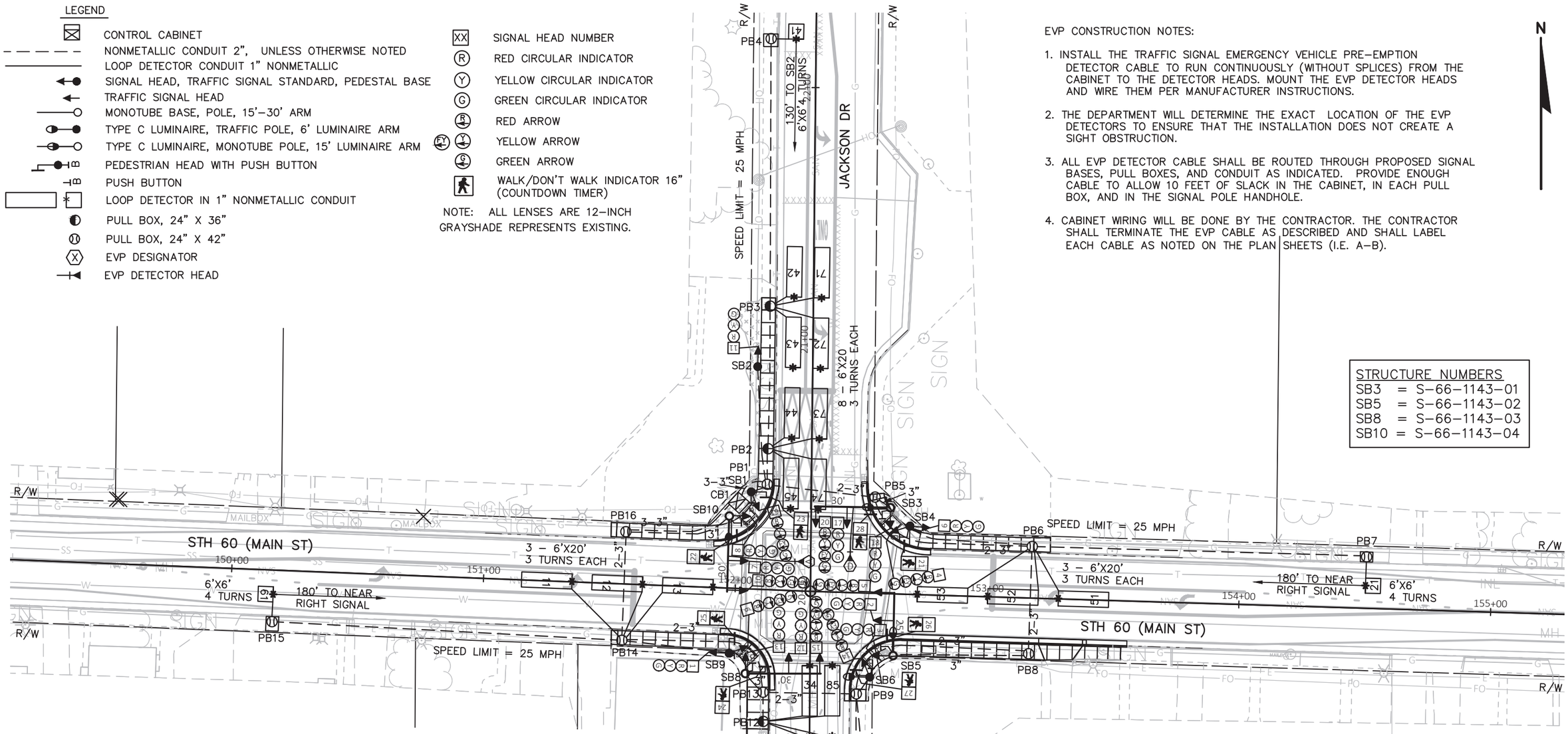
NOTE: ALL LENSES ARE 12–INCH
GRAYSHADE REPRESENTS EXISTING.

EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE–EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE DEPARTMENT WILL DETERMINE THE EXACT LOCATION OF THE EVP DETECTORS TO ENSURE THAT THE INSTALLATION DOES NOT CREATE A SIGHT OBSTRUCTION.
3. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH PROPOSED SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
4. CABINET WIRING WILL BE DONE BY THE CONTRACTOR. THE CONTRACTOR SHALL TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. A–B).

N

STRUCTURE NUMBERS
SB3 = S–66–1143–01
SB5 = S–66–1143–02
SB8 = S–66–1143–03
SB10 = S–66–1143–04



CONSTRUCTION NOTES:

1. ALL UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER OF ANY CONFLICTS PRIOR TO CONSTRUCTION.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
4. THE CONTRACTOR SHALL HAVE THE PULLBOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING THE SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266–1170.
5. ALL LUMINAIRES ARE LED C UNLESS OTHERWISE NOTED.
7. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.

WISCONSIN PROFESSIONAL ENGINEER
JEFFREY G. FAIT
E–33536
FOX POINT, WI
JULY 24, 2023

TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
JACKSON DR
VILLAGE OF JACKSON
WASHINGTON COUNTY
SIGNAL NO. S66–0484
CABINET TYPE: TS2–E
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVAL RECOMMENDED
DATE_____ REGION TRAFFIC ENGINEER
APPROVED
DATE_____ STATE TRAFFIC ENGINEER

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:
PAGE 1 OF 3

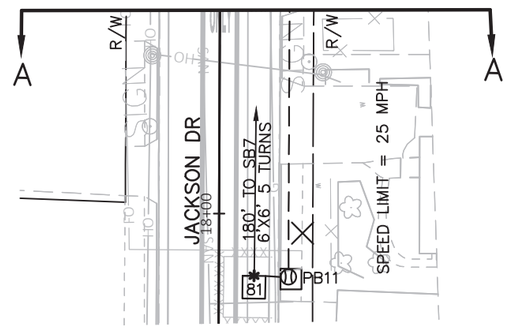
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 142	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 SIGNALS.DWG PLOT DATE : 7/24/2023 5:28 PM PLOT BY : JEFF FAIT PLOT NAME :

WISDOT/CADDS SHEET 42

2

N



TRAFFIC CONTROL SIGNAL
STH 60 (MAIN ST) &
JACKSON DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO. S66–0484

REGION CONTACT: D. BRANTNER
DESIGNED BY: TADI
REVISED BY:

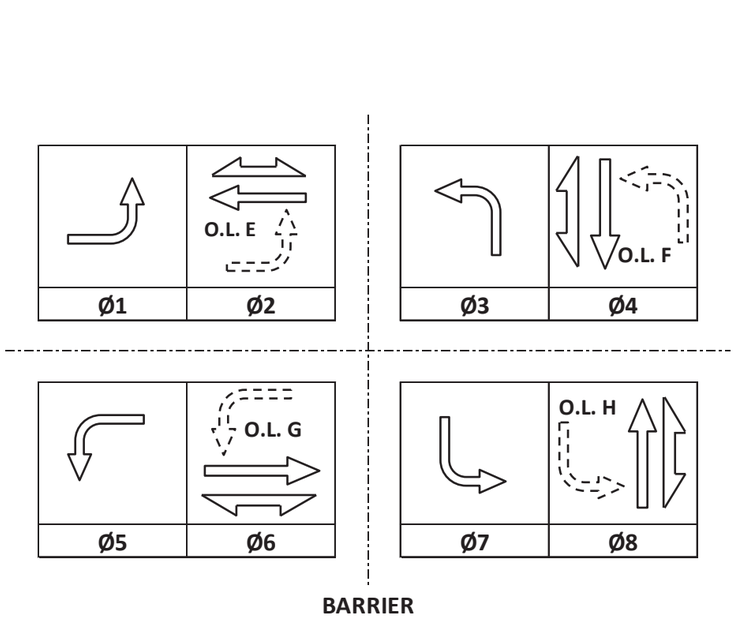
PAGE 2 OF 3

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 143	E

FILE NAME : Z:\SHARED\WI\2559 STH 60 JACKSON SIGNALS\CAD\STH 60 SIGNALS.DWG PLOT DATE : 7/24/2023 5:09 PM PLOT BY : JEFF FAIT PLOT NAME :

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5	R ←
Ø2	6,7,8	R
Ø3	19,20	R ←
Ø4	11,12,13	R
Ø5	9,10	R ←
Ø6	1,2,3	R
Ø7	14,15	R ←
Ø8	16,17,18	R
Ø2P	21,22	
Ø4P	23,24	
Ø6P	25,26	
Ø8P	27,28	
OLE	4,5	-
OLF	19,20	-
OLG	9,10	-
OLH	14,15	-



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	D
MOVEMENT	←	↑
PHASE	2+5	3+8

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

AFTER PREEMPTION SEQUENCE 3+8, CONTROLLER SHALL RETURN TO PHASES 4+8

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	13	31	33	41	43	45	52
CALLED PHASE	1	1	4	4	4	4	4	6
CALL OPTION	X	X	X	X		X	X	X
DELAY TIME		X		X			X	
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME					X			
USE ADDED INITIAL								
CROSS SWITCH PHASE	2	2						

19	17	23	21	27	25	31	29	DETECTOR INPUT
61	72	74	82	84				PLAN LOOP DETECTOR*(S)
6	8	8	8	8				CALLED PHASE
X	X	X	X	X				CALL OPTION
		X		X				DELAY TIME
X	X	X	X	X				EXTENTION OPTION
								EXTEND TIME
X								USE ADDED INITIAL
								CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	21	32	34	42	44	51	53
CALLED PHASE	1	2	4	4	4	4	2	6
CALL OPTION	X	X	X	X	X	X	X	X
DELAY TIME				X		X		X
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME								
USE ADDED INITIAL		X						
CROSS SWITCH PHASE	2							

20	18	24	22	28	26	32	30	DETECTOR INPUT
71	73	81	83	85				PLAN LOOP DETECTOR*(S)
8	8	8	8	8				CALLED PHASE
X	X		X	X				CALL OPTION
	X			X				DELAY TIME
X	X	X	X	X				EXTENTION OPTION
		X						EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

GENERAL NOTES:

1. PHASES 3 AND 5 ARE OMITTED EXCEPT DURING PREEMPTION.
2. PHASE 7 IS OMITTED 24/7

STH 60 (MAIN ST) & JACKSON DR
VILLAGE OF JACKSON
WASHINGTON COUNTY

SIGNAL NO:	S66-0484	CABINET TYPE: TS2-E	
		CONTROLLER TYPE: ECONOLITE	
DATE:	07/23	PAGE NUMBER: 3 OF 3	

PROJECT ID:	2310-13-70
INTERSECTION:	STH 60 (MAIN ST) & JACKSON DR

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

CB1 TO	JUMPER	# OF COND. AWG 14	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	PED BUTTON 2
				RED	YELLOW	GREEN	<RED	<YELLOW>	<FL YELLOW>	<GREEN>	D/WALK	WALK		
SB1		12	19				RED	ORG	BLK/WHT	GRN				
			23								BLK	BLU		
			B										WHT/BLK	
SB2		7	11	RED	ORG	GRN								
SB3		12	17	RED	ORG	GRN								
			18	RED	ORG	GRN								
			20				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
			28								BLK	BLU		
			B										WHT/BLK	
SB4		12	4				RED	ORG	BLK/WHT	GRN				
			6	RED/BLK	ORG/BLK	GRN/BLK								
			21								BLK	BLU		
			B										WHT/BLK	
SB5		12	2	RED	ORG	GRN								
			3	RED	ORG	GRN								
			5				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
			26								BLK	BLU		
			B										WHT/BLK	
SB6		12	14				RED	ORG	BLK/WHT	GRN				
			27								BLK	BLU		
			B										WHT/BLK	
SB7		7	16	RED	ORG	GRN								
SB8		12	12	RED	ORG	GRN								
			13	RED	ORG	GRN								
			15				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
			24								BLK	BLU		
			B										WHT/BLK	
SB9		12	1	RED	ORG	GRN								
			9				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
			25								BLK	BLU		
			B										WHT/BLK	
SB10		12	7	RED	ORG	GRN								
			8	RED	ORG	GRN								
			10				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
			22								BLK	BLU		
			B										WHT/BLK	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
SB3	PB5
SB4	PB6
SB5	PB8
SB6	PB9
SB8	PB13
SB9	PB14
SB10	PB16

LIGHTING UF 12 AWG W/GROUND	
FROM	TO
CB1	SB3
SB3	SB5
CB1	SB10
SB10	SB6

EMERGENCY VEHICLE PREEMPTION CABLE	
FROM	TO
CB1	SB3 (HEAD D)
CB1	SB10 (HEAD A)

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
   CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

2

STAGING PLAN - GENERAL NOTES

1. MAINTAIN N-S TRAFFIC AT SIGNALIZED INTERSECTIONS. USE SHORT-TERM CLOSURES AT OTHER INTERSECTIONS. DO NOT CLOSE CONSECUTIVE INTERSECTIONS AT THE SAME TIME.
2. USE FLAGGING OPERATIONS AS NEEDED AT SIGNALIZED INTERSECTIONS TO ACCOMPLISH SPECIFIC OPERATIONS.
3. CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME. SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATION PLAN AND TRAFFIC CONTROL PED DETOUR & TEMP PED ACCOMODATIONS. USE SDD "TRAFFIC CONTROL, PEDESTRIAN" ACCOMODATIONS.
4. APPLY SDD "TRAFFIC CONTROL, ONE-WAY SIGNING" AT INTERSECTIONS AND MAJOR DRIVEWAYS WITHIN WORK ZONE. USE "DO NOT ENTER" AND "WRONG WAY" SIGNS WITH BARRICADES AND NIGHT ARROW AT EAST END OF ONE-WAY WORK ZONE AT MAPLE ROAD.
5. MAINTAIN EMERGENCY AND LOCAL ACCESS THROUGH WORK ZONE AT ALL TIMES.

STAGE 1A

1. MAINTAIN TWO-WAY TRAFFIC EASTBOUND AND WESTBOUND ALONG STH 60.
2. NORTHERN LEG OF STH 60 AND EAGLE DRIVE INTERSECTION OPEN WITH SHOULDER/LANE CLOSURES FOR TWIN CULVERT PIPE CONSTRUCTION. FOR CULVERT WORK SEE PROJECT 2310-13-71.
3. CTH NN RR CROSSING CLOSED FOR IMPROVEMENTS. CTH NN TRAFFIC DETOURED (SEE DETOUR DESCRIPTION)

STAGE 1B

1. MAINTAIN TWO-WAY TRAFFIC EASTBOUND AND WESTBOUND ALONG STH 60.
2. NORTHERN LEG OF STH 60 AND EAGLE DRIVE INTERSECTION OPEN WITH SHOULDER/LANE CLOSURES FOR TWIN CULVERT PIPE CONSTRUCTION COMPLETION. FOR CULVERT WORK SEE PROJECT 2310-13-71.

STAGE 2A

1. MAINTAIN ONE-WAY TRAFFIC EASTBOUND DIRECTION ON SOUTHERN HALF OF ROADWAY.
2. WESTBOUND TRAFFIC DETOURED FROM STH 60 TO CTH G TO CTH NN TO CTH P TO CTH PV TO USH 45 TO STH 60.
3. REMOVE NORTH SIDE SIDEWALK AT STH 60 WSOR AT-GRADE CROSSING, NORTH SIDE CURB RAMPS (ONE QUADRANT AT A TIME TO MAINTAIN EXISTING PEDESTRIAN TRAFFIC).
4. CONSTRUCT NORTH SIDE CURB RAMPS (ONE QUADRANT AT A TIME).
5. MILL AND PAVE NORTH SIDE OF STH 60.
6. AT RR CROSSING, MILL AND PAVE UP TO STH 60 RR CROSSING PROFILE CHANGE
7. EAGLE DRIVE INTERSECTION (2310-13-71) CONSTRUCT NORTH SIDE OF ROUNDABOUT AND RETAINING WALL.
8. ALL SOUTH LEGS OF MINOR INTERSECTIONS ARE RESTRICTED TO RIGHT TURN ONLY ONTO STH 60. ALL NORTH LEGS OF MINOR INTERSECTIONS ARE RESTRICTED TO LEFT TURN ONLY ONTO STH 60. THIS IS DUE TO WESTBOUND DETOUR ROUTE.
9. NORTH LEGS OF MINOR INTERSECTIONS - INTERMITTENT OPENINGS INT HE WORK ZONE TO PROVIDE ACCESS TO RESIDENTIAL AND BUSINESS AREAS.

STAGE 2B

1. STH 60 FULL DETOUR (36 HOURS). EASTBOUND AND WESTBOUND TRAFFIC UTILIZE CTH G, CTH NN, CTH P, CTH PV AND USH 45. LOCAL TRAFFIC ONLY MAINTAINED ONE-WAY TRAFFIC EASTBOUND DIRECTION ON SOUTHERN HALF OF ROADWAY.
2. WSOR (RAILROAD COMPANY) CONSTRUCTS RR CROSSING ON STH 60.
3. WSOR (RAILROAD COMPANY) CONSTRUSTS TEMPORARY SIGNAL AND GATE ARM FOR USE IN STAGE 3.
4. REMOVE SOUTH SIDE SIDEWALK AT STH 60 WSOR AT-GRADE CROSSING.
5. CONSTRUCT STH 60 GAP AT RR CROSSING (TO PREPARE FOR NEXT STAGE). CONTINUE TO CONSTRUCT NORTH SIDE CURB RAMPS. CONSTRUCT NORTH SIDE SIDEWALK AND TYPE 8 RAMPS AT RR CROSSING.
6. CONTINUE EAGLE DRIVE INTERSECTION (2310-13-71) NORTH SIDE ROUNDABOUT CONSTRUCTION.
7. PEDESTRIAN SHUTTLE SERVICE WILL BE IN PLACE FOR THE STH 60 FULL DETOUR.
8. ALL SOUTH LEGS OF MINOR INTERSECTIONS ARE RESTRICTED TO RIGHT TURN ONLY ONTO STH 60. ALL NORTH LEGS OF MINOR INTERSECTIONS ARE RESTRICTED TO LEFT TURN ONLY ONTO STH 60. THIS IS DUE TO WESTBOUND DETOUR ROUTE.
9. NORTH LEGS OF MINOR INTERSECTIONS - INTERMITTENT OPENINGS INT HE WORK ZONE TO PROVIDE ACCESS TO RESIDENTIAL AND BUSINESS AREAS.

STAGE 3

1. MAINTAIN ONE-WAY TRAFFIC EASTBOUND DIRECTION ON NORTHERN HALF OF ROADWAY (TRAFFIC SWITCH).
2. WESTBOUND TRAFFIC DETOURED FROM STH 60 TO CTH G TO CTH NN TO CTH P TO CTH PV TO USH 45 TO STH 60.
3. CONSTRUCT SOUTH SIDE CURB RAMPS (ONE QUANDRANT AT A TIME). CONSTRUCT SOUTH SIDE SIDEWALK AND TYPE 8 RAMPS AT RR CROSSING.
4. MILL AND PAVE SOUTH SIDE OF STH 60.
5. EAGLE DRIVE INTERSECTION (2310-13-71) SOUTH SIDE ROUNDABOUT CONSTRUCTION.

STAGE 4

1. STH 60 OPEN TO TWO-WAY TRAFFIC.
2. EAGLE DRIVE ROUNDABOUT (2310-13-71) OPEN TO TRAFFIC.
3. WSOR (RAILROAD COMPANY) REMOVES TEMPORARY SIGNAL AND GATE ARM.
4. LANE/SHOULDER CLOSURES AS NEEDED TO INSTALL TRAFFIC SIGNAL MONOTUBES AND FINISHING ITEMS.
5. COMPLETE ALL REMAINING WORK ITEMS.

TRAFFIC CONTROL STANDARD DETAIL DRAWINGS (SDD)

SDD 15C02 BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION
SDD 15C03 BARRICADES AND SIGN FOR SIDEROAD CLOSURES
SDD 15C04 TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
SDD 15C05 TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
SDD 15C11 CHANNELIZING DEVICES
SDD 15C12 TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
SDD 15D21 TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
SDD 15D28 TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
SDD 15D40 TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTI-LANE DIVIDED 45 MPH AND UNDER
SDD 15D46 TRAFFIC CONTROL, ONE-WAY SIGNING

RAILROAD CLOSURE DETOURS FOR STH 60

1. WESTBOUND TRAFFIC DETOURED FROM STH 60 TO CTH G TO CTH NN TO CTH P TO CTH PV TO USH 45 TO STH 60.
2. EASTBOUND TRAFFIC DETOURED FROM STH 60 TO USH 45 TO CTH PV TO CTH P TO CTH NN TO CTH G TO STH 60.

RAILROAD CLOSURE DETOURS FOR CTH NN

1. WESTBOUND TRAFFIC DETOURED FROM CTH NN TO CTH G TO STH 60 TO USH 45 TO CTH PV TO CTH P TO CTH NN.
2. EASTBOUND TRAFFIC DETOURED FROM CTH NN TO CTH P TO CTH PV TO USH 45 TO STH 60 TO CTH G TO CTH NN.

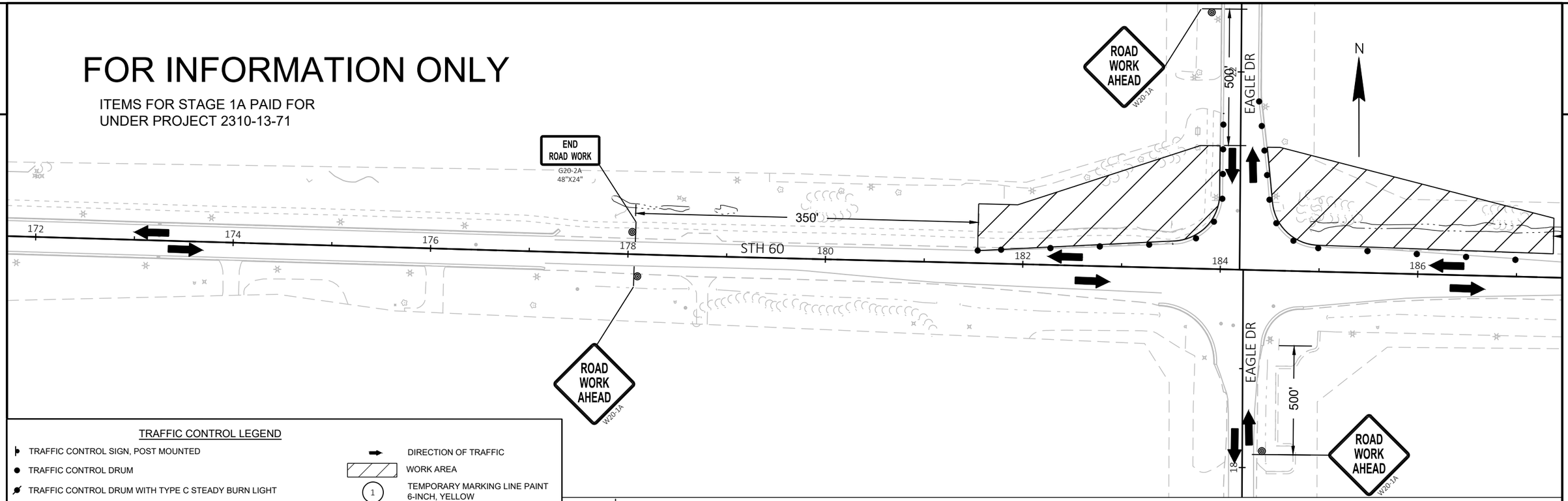
2

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	STAGING PLAN NOTES	SHEET 146	E

2

FOR INFORMATION ONLY

ITEMS FOR STAGE 1A PAID FOR
UNDER PROJECT 2310-13-71



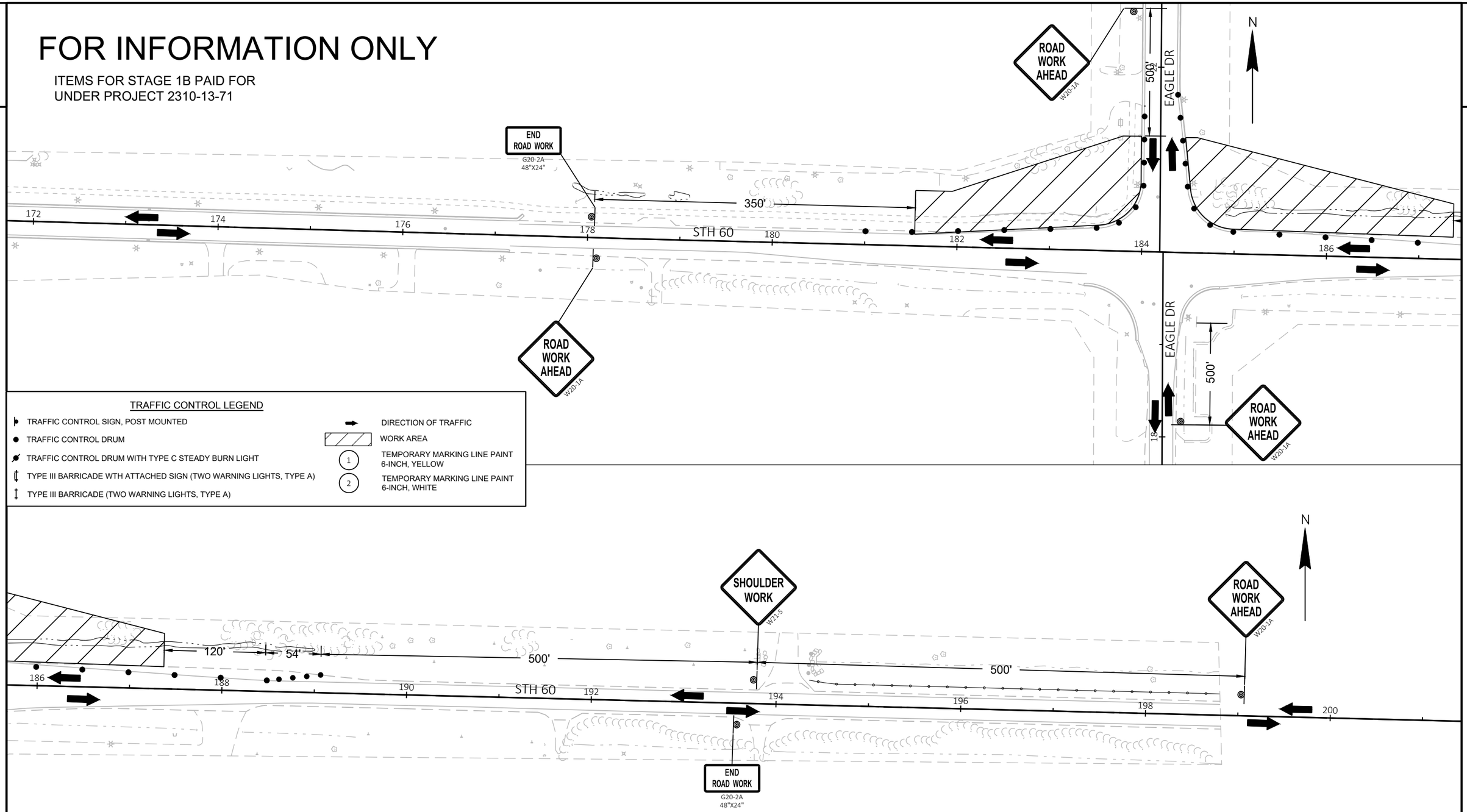
TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 1A	SHEET 147	E

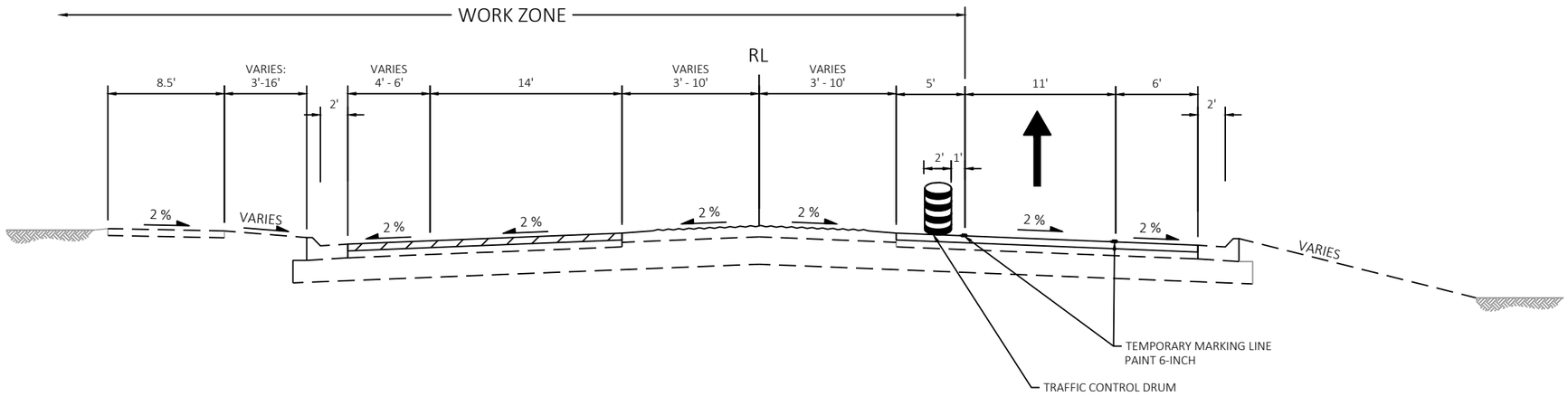
FOR INFORMATION ONLY

ITEMS FOR STAGE 1B PAID FOR
UNDER PROJECT 2310-13-71



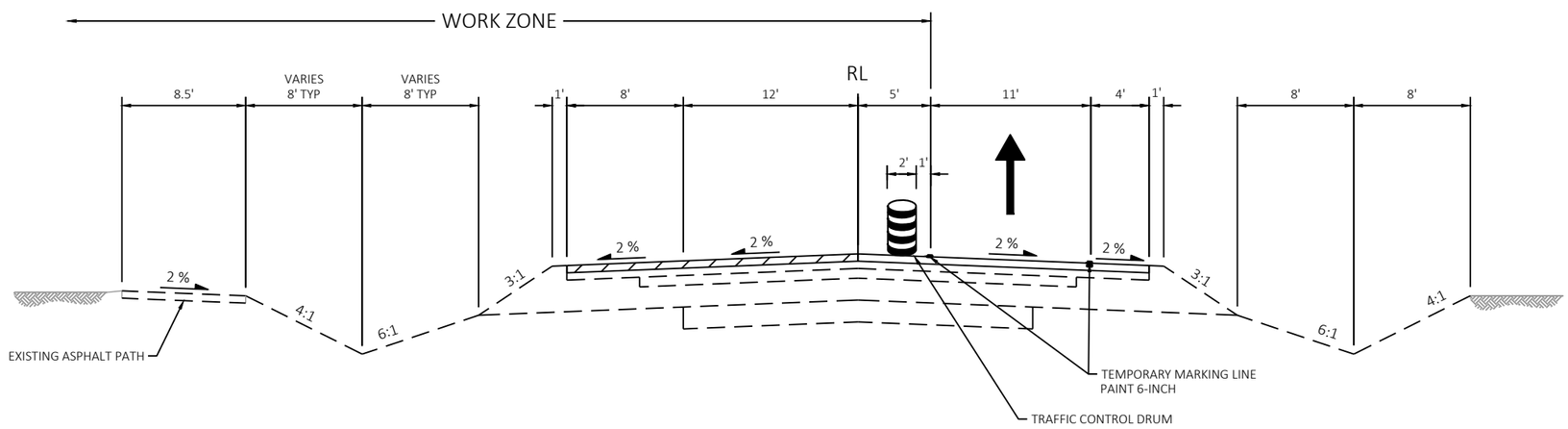
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 1B	SHEET 148	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025101-TC_1B.DWG PLOT DATE : 7/28/2023 3:24 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 02



STAGING TYPICAL SECTION - STH 60

STA 99+00 - 100+68



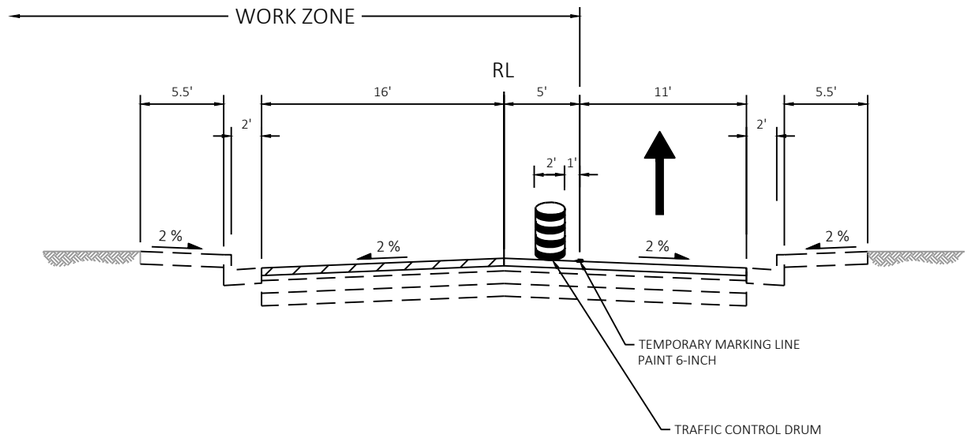
STAGING TYPICAL SECTION - STH 60

STA 100+68 - 121+80

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL: TYPICAL SECTIONS - STAGE 2A & 2B	SHEET 149	E

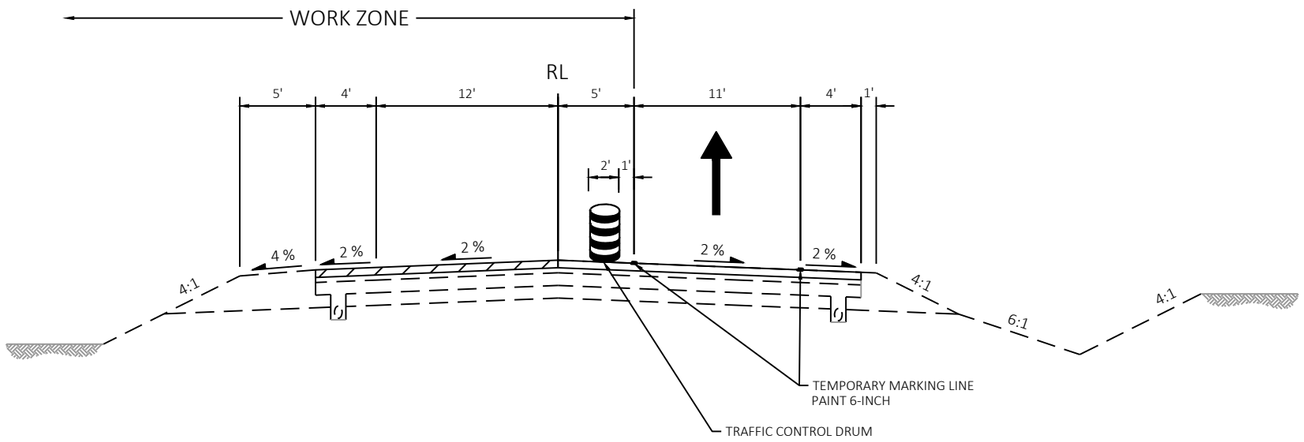
FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025100-TC_2_TS.DWG PLOT DATE : 7/12/2023 12:53 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:10 FT
LAYOUT NAME - 01-Stg2

WISDOT/CADDS SHEET 42



STAGING TYPICAL SECTION - STH 60

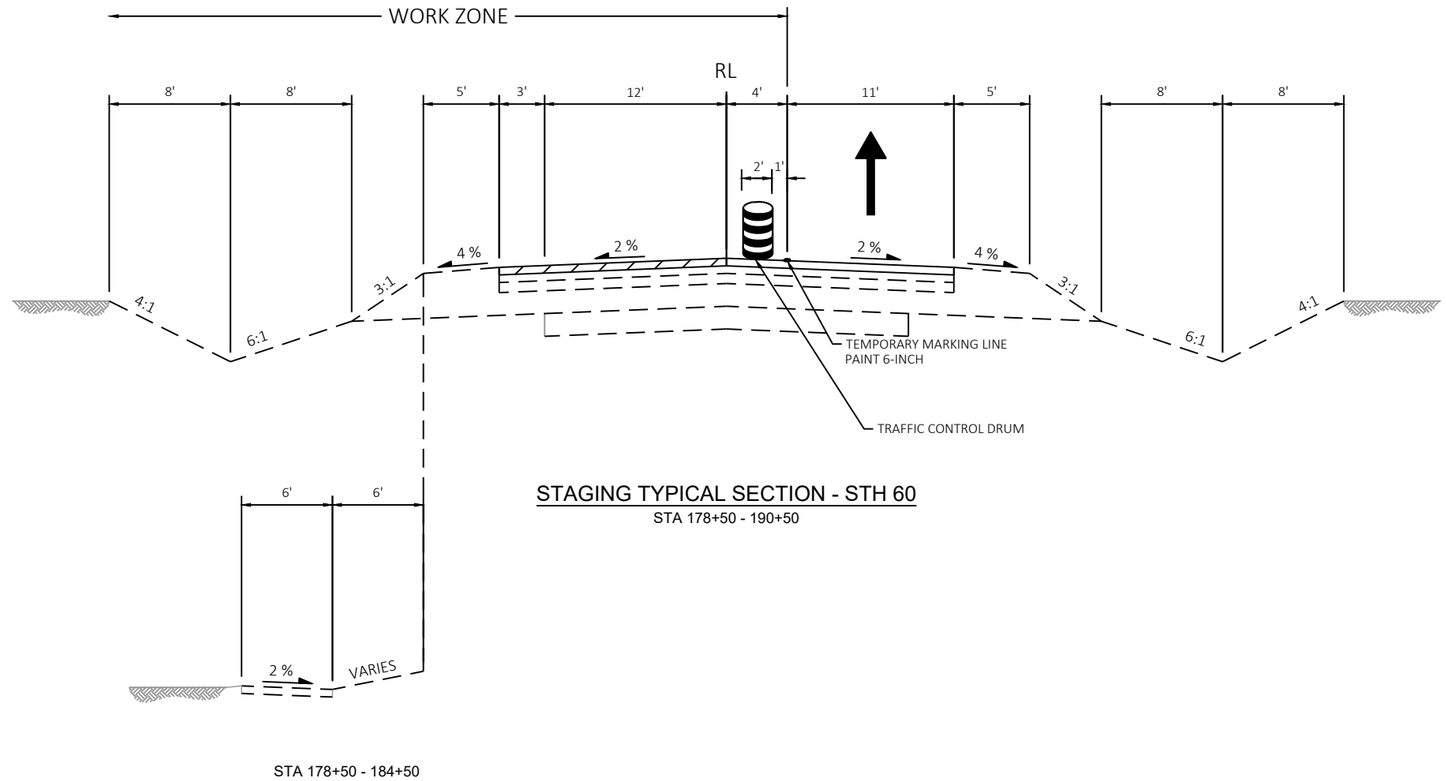
STA 121+80 - 177+50



STAGING TYPICAL SECTION - STH 60

STA 177+50 - 178+50

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL: TYPICAL SECTIONS - STAGE 2A & 2B	SHEET 150	E



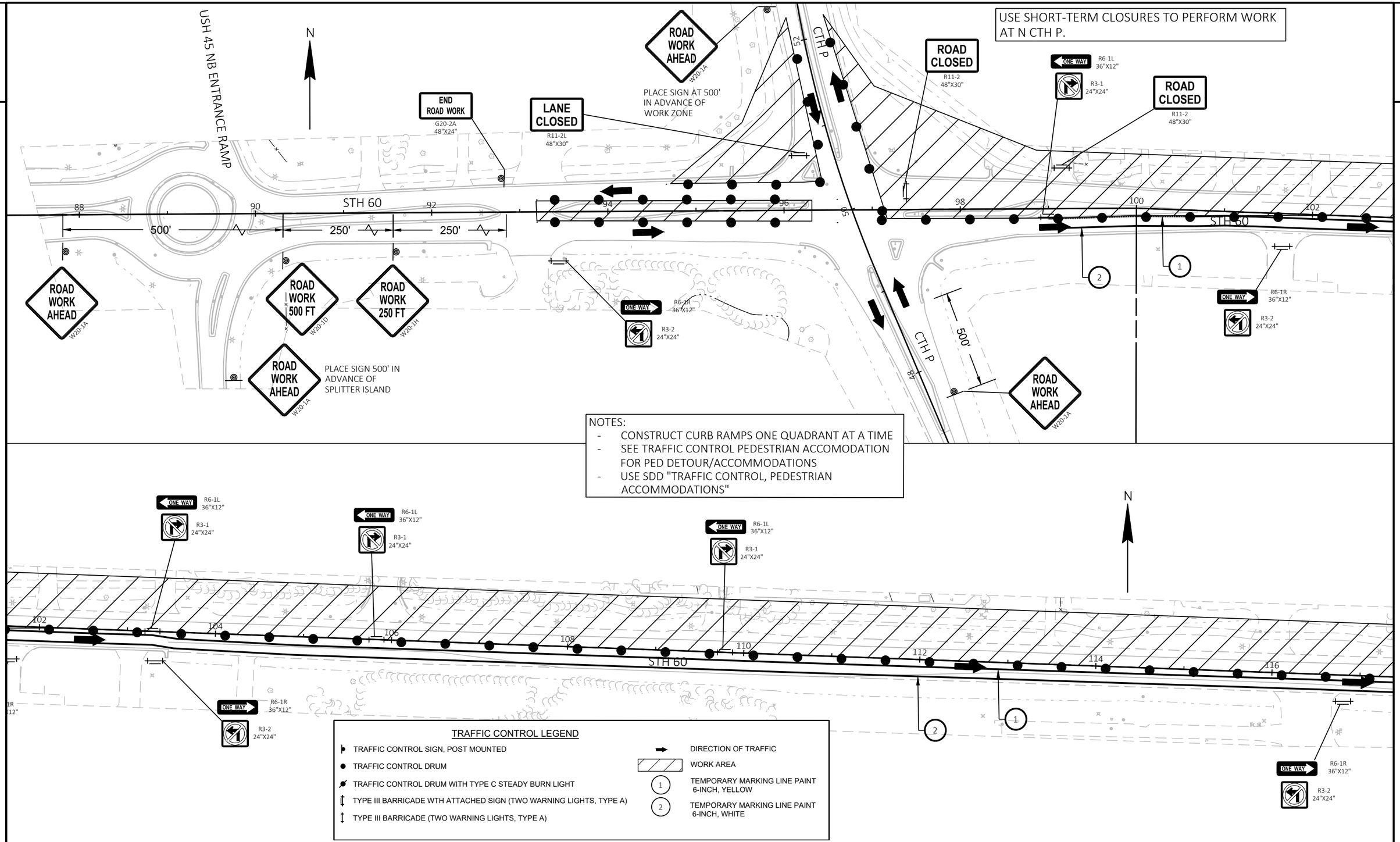
STAGING TYPICAL SECTION - STH 60

STA 178+50 - 190+50

STA 178+50 - 184+50

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL: TYPICAL SECTIONS - STAGE 2A & 2B	SHEET 151	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025100-TC_2_TS.DWG PLOT DATE : 7/12/2023 12:53 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:10 FT
LAYOUT NAME - 03-Stg2
WISDOT/CADDS SHEET 42



NOTES:

- CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME
- SEE TRAFFIC CONTROL PEDESTRIAN ACCOMODATION FOR PED DETOUR/ACCOMMODATIONS
- USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 2A	SHEET 152	E

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

N

ROAD WORK AHEAD W20-1A

PLACE SIGN AT 500' IN ADVANCE OF WORK ZONE

ROAD CLOSED R11-2 48"X30"

ONE WAY R6-1L 36"X12" R3-1 24"X24"

ONE WAY R6-1R 36"X12" R3-2 24"X24"

INDUSTRIAL DR

GLEN BROOKE DR

STH 60

500'

116 118 120 122 124 126 128 130

USE SHORT-TERM CLOSURES TO PERFORM WORK AT INDUSTRIAL DRIVE/GLENBROOKE DRIVE.

NOTES:
- CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME
- SEE TRAFFIC CONTROL PEDESTRIAN ACCOMODATION FOR PED DETOUR/ACCOMMODATIONS
- USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

ROAD CLOSED R11-2 48"X30"

WO1-6 48"X24"

WESTERN AVE

N CENTER ST

S CENTER ST

WISCONSIN AND SOUTHERN RAILROAD COMPANY

STH 60

130 132 134 136 138 140 142 144

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 2A	SHEET 153	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025102-TC_2A.DWG PLOT DATE : 7/28/2023 2:58 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 02
WISDOT/CADDS SHEET 42

2

2

USE SHORT-TERM CLOSURES TO PERFORM WORK AT JACKSON DRIVE.

N

ROAD WORK AHEAD W20-1A

22

JACKSON DR

500'

ROAD CLOSED R11-2 48"X30"

ONE WAY R6-1L 36"X12" R3-1 24"X24"

ONE WAY R6-1L 36"X12" R3-1 24"X24"

ONE WAY R6-1L 36"X12" R3-1 24"X24"

ONE WAY R6-1R 36"X12" R3-2 24"X24"

ONE WAY R6-1R 36"X12" R3-2 24"X24"

144 146 148 150 152 154 156 158

STH 60

1

2

22

18

500'

JACKSON DR

ROAD WORK AHEAD W20-1A

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

N

USE SHORT-TERM CLOSURES TO PERFORM WORK AT RIDGEWAY DRIVE.

ROAD WORK AHEAD W20-1A

22

ONE WAY R6-1L 36"X12" R3-1 24"X24"

ONE WAY R6-1L 36"X12" R3-1 24"X24"

500'

ROAD CLOSED R11-2 48"X30"

RIDGEWAY DR

158 160 162 164 166 168 170 172

STH 60

ONE WAY R6-1R 36"X12" R3-2 24"X24"

ONE WAY R6-1R 36"X12" R3-2 24"X24"

ONE WAY R6-1R 36"X12" R3-2 24"X24"

ONE WAY R6-1R 36"X12" R3-2 24"X24"

2

1

ONE WAY R6-1R 36"X12" R3-2 24"X24"

500'

RIDGEWAY DR

ROAD WORK AHEAD W20-1A

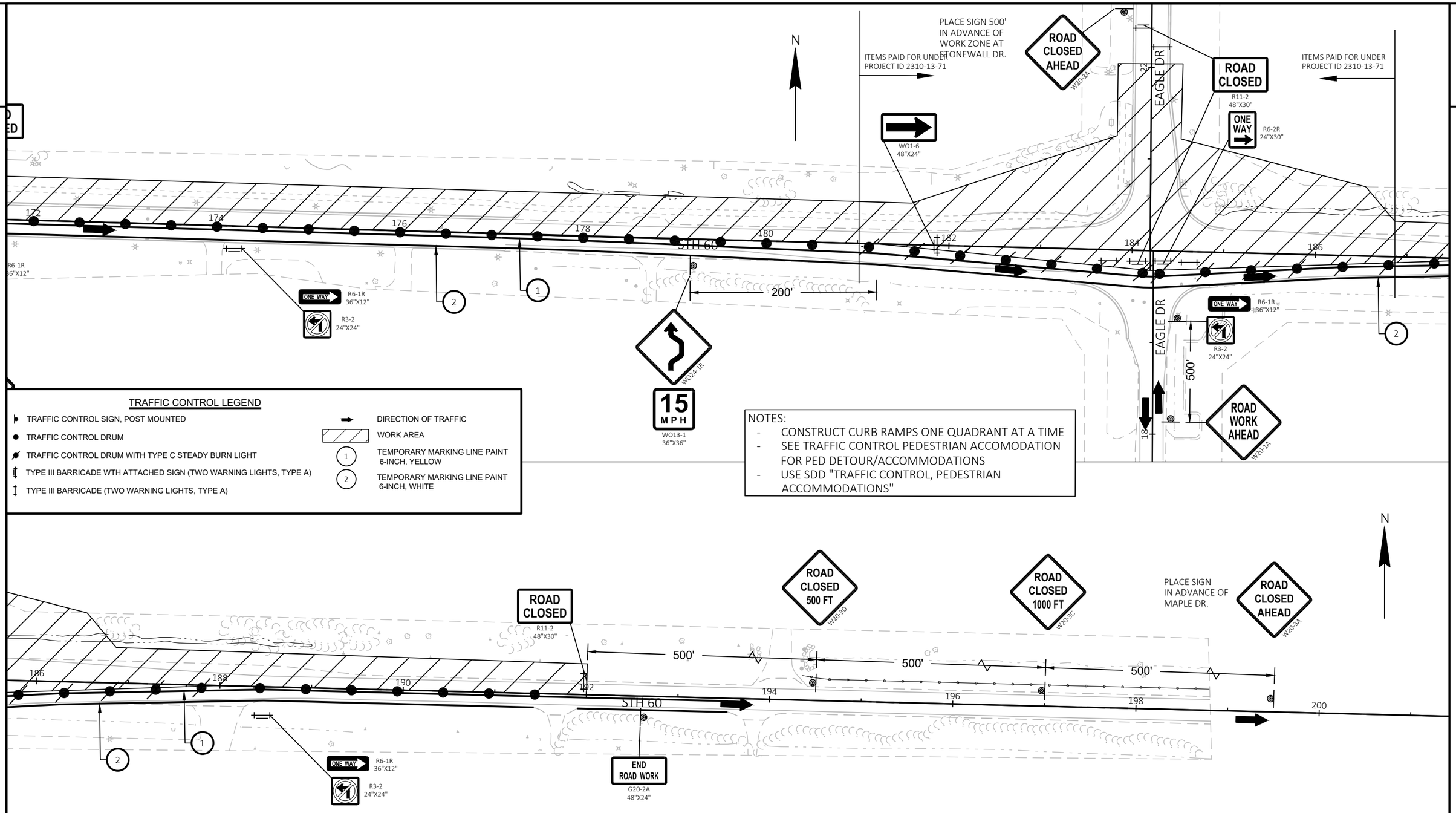
NOTES:

- CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME
- SEE TRAFFIC CONTROL PEDESTRIAN ACCOMODATION FOR PED DETOUR/ACCOMMODATIONS
- USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 2A	SHEET 154	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025102-TC_2A.DWG PLOT DATE : 7/28/2023 2:58 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 03

WISDOT/CADDS SHEET 42



PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 2A	SHEET 155	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025102-TC_2A.DWG PLOT DATE : 7/28/2023 2:59 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 04
WISDOT/CADDS SHEET 42

2

USH 45 NB ENTRANCE RAMP

N

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT 500' IN ADVANCE OF WORK ZONE

CTH P

ROAD CLOSED
R11-2
48"X30"

USE SHORT-TERM CLOSURES TO PERFORM WORK AT N CTH P.

ONE WAY
R6-1L
36"X12"
R3-1
24"X24"

STH 60

88 90 92 94 96 98 100 102

500' 250' 250'

ROAD WORK AHEAD
W20-1A

ROAD WORK 500 FT
W20-1D

ROAD WORK 250 FT
W20-1H

PLACE SIGN 500' IN ADVANCE OF SPLITTER ISLAND

ONE WAY
R6-1R
36"X12"
R3-2
24"X24"

500'

CTH P

ROAD WORK AHEAD
W20-1A

1

2

2

NOTES:

CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME AND USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

N

ONE WAY
R6-1L
36"X12"
R3-1
24"X24"

102 104 106 108 110 112 114 116

STH 60

ONE WAY
R6-1R
36"X12"
R3-2
24"X24"

1

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 2B	SHEET 156	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025102-TC_2B.DWG PLOT DATE : 7/21/2023 3:43 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 01

2

2

N

USE SHORT-TERM CLOSURES TO PERFORM WORK AT INDUSTRIAL DRIVE/GLENBROOKE DRIVE.

ROAD WORK AHEAD W20-1A

PLACE SIGN AT 500' IN ADVANCE OF WORK ZONE

ROAD CLOSED R11-2 48"X30"

INDUSTRIAL DR

GLEN BROOKE DR

STH 60

ONE WAY R6-1L 36"X12" R3-1 24"X24"

ONE WAY R6-1R 36"X12" R3-2 24"X24"

500'

ROAD CLOSED AHEAD W20-3A

ROAD CLOSED 1000 FT W20-3C

116 118 120 122 124 126 128 130

4147 4146 4145

FCR

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- 1 TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- 2 TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

NOTES:

CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME AND USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

USE SHORT-TERM CLOSURES TO PERFORM WORK AT N CENTER STREET.

N

ROAD CLOSED AHEAD W20-3A

N CENTER ST

ROAD CLOSED R11-2 48"X30"

LANE CLOSED R11-2L 48"X30"

WISCONSIN AND SOUTHERN RAILROAD COMPANY

WO1-6 48"X24"

ROAD CLOSED 500 FT W20-3D

ROAD WORK AHEAD W20-1A

WESTERN AVE

S CENTER ST

TEMPORARY RR SIGNAL WITH GATE ARM (BY WSOR)

PERMANENT RR SIGNAL WITH GATE ARM (BY WSOR)

PERMANENT BUNGALOW (BY WSOR)

PLACE SIGN 500' IN ADVANCE OF WORK ZONE

130 132 134 136 138 140 142 144

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 2B	SHEET 157	E

2

2

USE SHORT-TERM CLOSURES TO PERFORM WORK AT JACKSON DRIVE.

N

ROAD WORK AHEAD W20-1A

22

500'

JACKSON DR

ONE WAY R6-1L 36"X12"

R3-1 24"X24"

ROAD CLOSED

R11-2 48"X30"

144 146 148 150 152 154 156 158

STH 60

1

2

ONE WAY R6-1R 36"X12"

R3-2 24"X24"

18

NOTES:

CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME AND USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

N

USE SHORT-TERM CLOSURES TO PERFORM WORK AT RIDGEWAY DRIVE.

ROAD WORK AHEAD W20-1A

22

500'

RIDGEWAY DR

ONE WAY R6-1L 36"X12"

R3-1 24"X24"

ROAD CLOSED

R11-2 48"X30"

158 160 162 164 166 168 170 172

STH 60

1

2

ONE WAY R6-1R 36"X12"

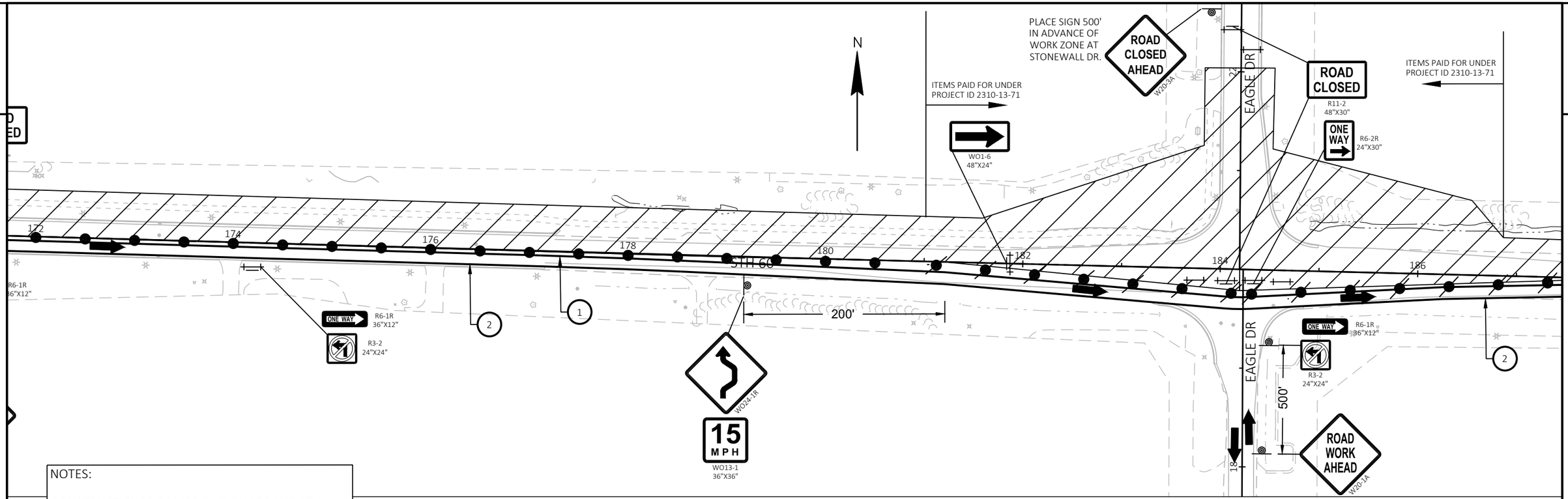
R3-2 24"X24"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

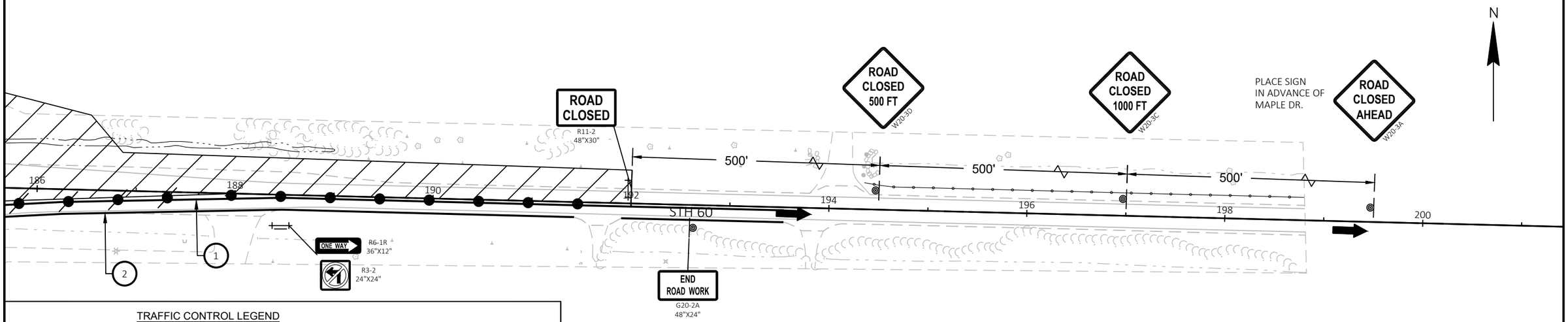
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 2B	SHEET 158	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025102-TC_2B.DWG PLOT DATE : 7/21/2023 3:43 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 03



NOTES:

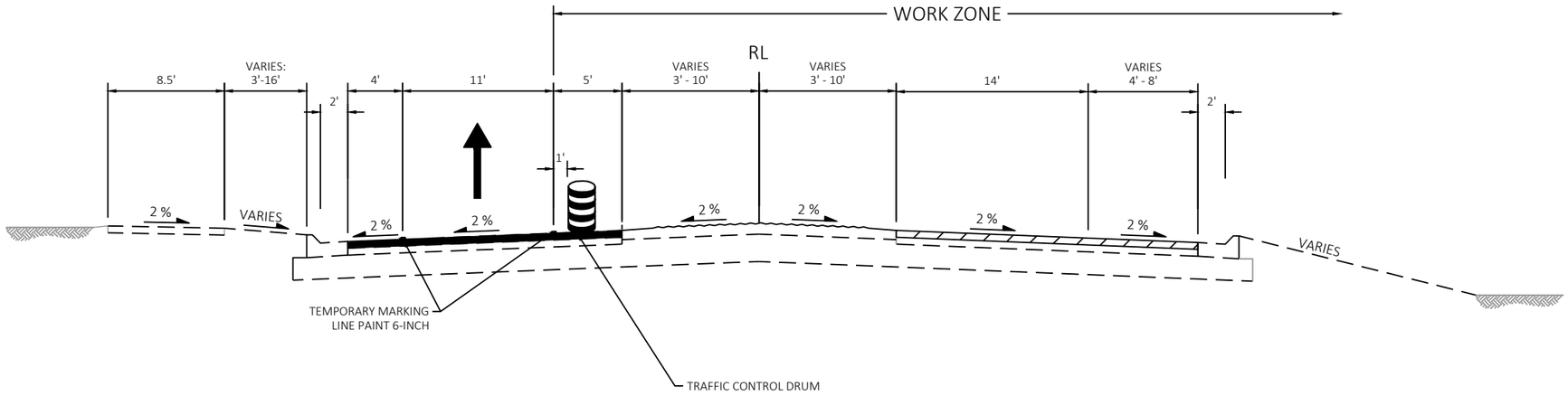
CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME AND USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"



TRAFFIC CONTROL LEGEND

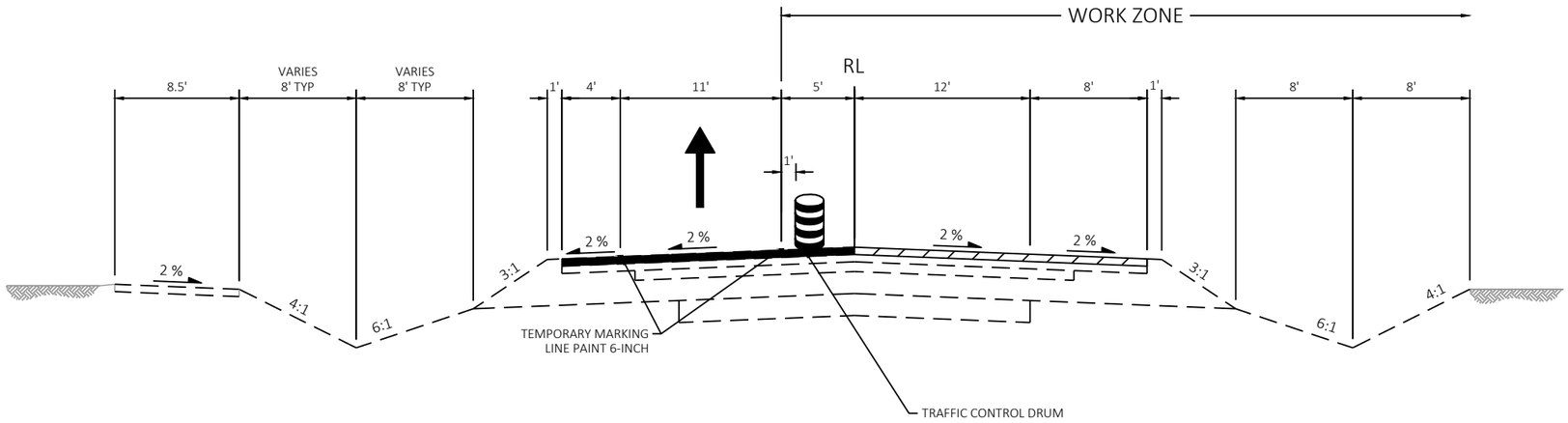
- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 2B	SHEET 159	E



STAGING TYPICAL SECTION - STH 60

STA 99+00 - 100+68



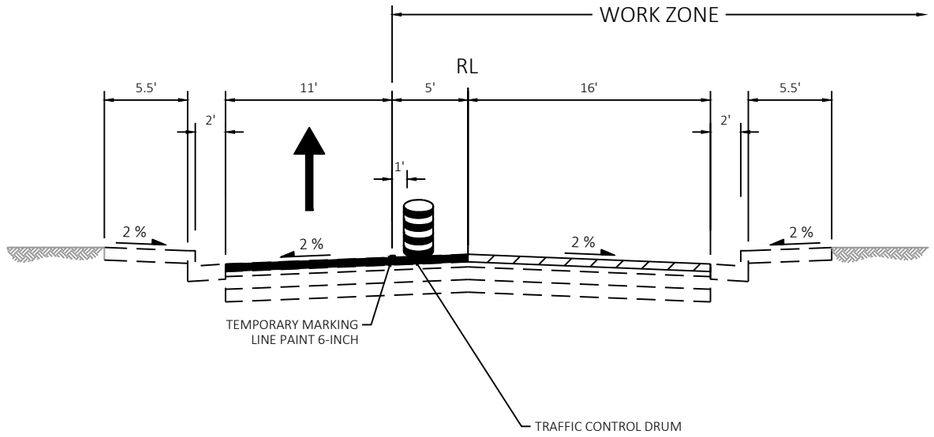
STAGING TYPICAL SECTION - STH 60

STA 100+68 - 121+80

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL: TYPICAL SECTIONS - STAGE 3	SHEET 160	E

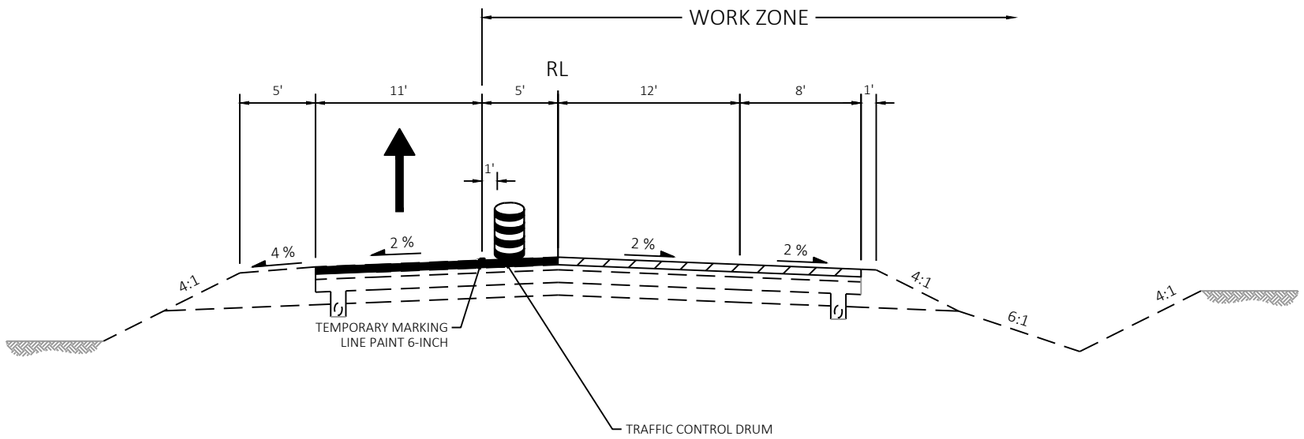
FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025100-TC_3_TS.DWG PLOT DATE : 7/14/2023 9:49 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:10 FT
LAYOUT NAME - 01-Stg 3

WISDOT/CADDS SHEET 42



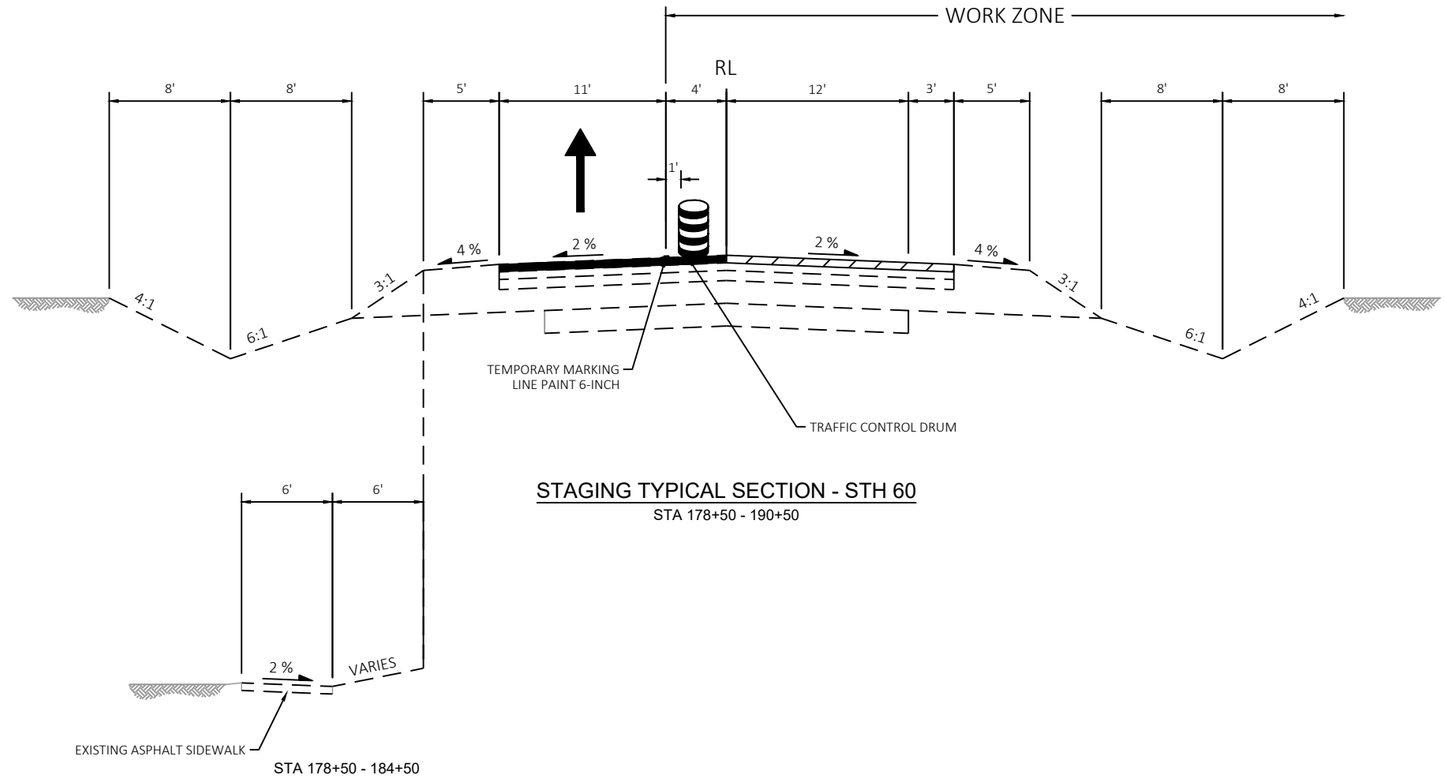
STAGING TYPICAL SECTION - STH 60

STA 121+80 - 177+50



STAGING TYPICAL SECTION - STH 60

STA 177+50 - 178+50



STAGING TYPICAL SECTION - STH 60

STA 178+50 - 190+50

2

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL: TYPICAL SECTIONS - STAGE 3	SHEET 162	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025100-TC_3_TS.DWG PLOT DATE : 7/14/2023 9:49 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:10 FT
LAYOUT NAME - 03-Stg3
WISDOT/CADDS SHEET 42

2

USH 45 NB ENTRANCE RAMP

ROAD WORK AHEAD W20-1A

PLACE SIGN AT 500' IN ADVANCE OF WORK ZONE

END ROAD WORK G20-2A 48"X24"

CTH P

STH 60

88 90 92 94 96 98 100 102

500' 250' 250'

ROAD WORK AHEAD W20-1A

ROAD WORK 500 FT W20-1D

ROAD WORK 250 FT W20-1H

WO1-4L

25 MPH WO13-1 36"X36"

PLACE SIGN 500' IN ADVANCE OF SPLITTER ISLAND

ONE WAY R6-1R 36"X12"

R3-2 24"X24"

WO1-6 48"X24"

ONE WAY R6-1L 36"X12"

R3-1 24"X24"

ROAD CLOSED R11-2 48"X30"

500'

ROAD WORK AHEAD W20-1A

ONE WAY R6-1R 36"X12"

R3-2 24"X24"

USE SHORT-TERM CLOSURES TO PERFORM WORK AT S CTH P.

NOTES:
- CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME
- SEE TRAFFIC CONTROL PEDESTRIAN ACCOMODATION FOR PED DETOUR/ACCOMMODATIONS
- USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- 1 TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- 2 TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

ONE WAY R6-1L 36"X12" / R3-1 24"X24"

ONE WAY R6-1L 36"X12" / R3-1 24"X24"

ONE WAY R6-1L 36"X12" / R3-1 24"X24"

102 104 106 108 STH 60 110 112 114 116

ONE WAY R6-1R 36"X12" / R3-2 24"X24"

ONE WAY R6-1R 36"X12" / R3-2 24"X24"

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 3	SHEET 163	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025103-TC_3.DWG PLOT DATE : 7/28/2023 3:01 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 01

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

NOTES:
- CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME
- SEE TRAFFIC CONTROL PEDESTRIAN ACCOMODATION FOR PED DETOUR/ACCOMMODATIONS
- USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

ROAD WORK AHEAD W20-1A

ONE WAY R6-1L 36"X12" R3-1 24"X24"

ONE WAY R6-1R 36"X12" R3-2 24"X24"

ROAD CLOSED R11-2 48"X30"

INDUSTRIAL DR — 22' — 500'

GLEN BROOKE DR — 18'

STH 60

PLACE SIGN AT 500' IN ADVANCE OF WORK ZONE

ROAD CLOSED AHEAD W20-3A

N CENTER ST — 22' — 500'

WISCONSIN AND SOUTHERN RAILROAD COMPANY

TEMPORARY RR SIGNAL WITH GATE ARM

USE SHORT-TERM CLOSURES TO PERFORM WORK AT S CENTER STREET.

USE SHORT-TERM CLOSURES TO PERFORM WORK AT WESTERN AVENUE AND S CENTER STREET.

WESTERN AVE — 18' — 500'

S CENTER DR — 18' — 500'

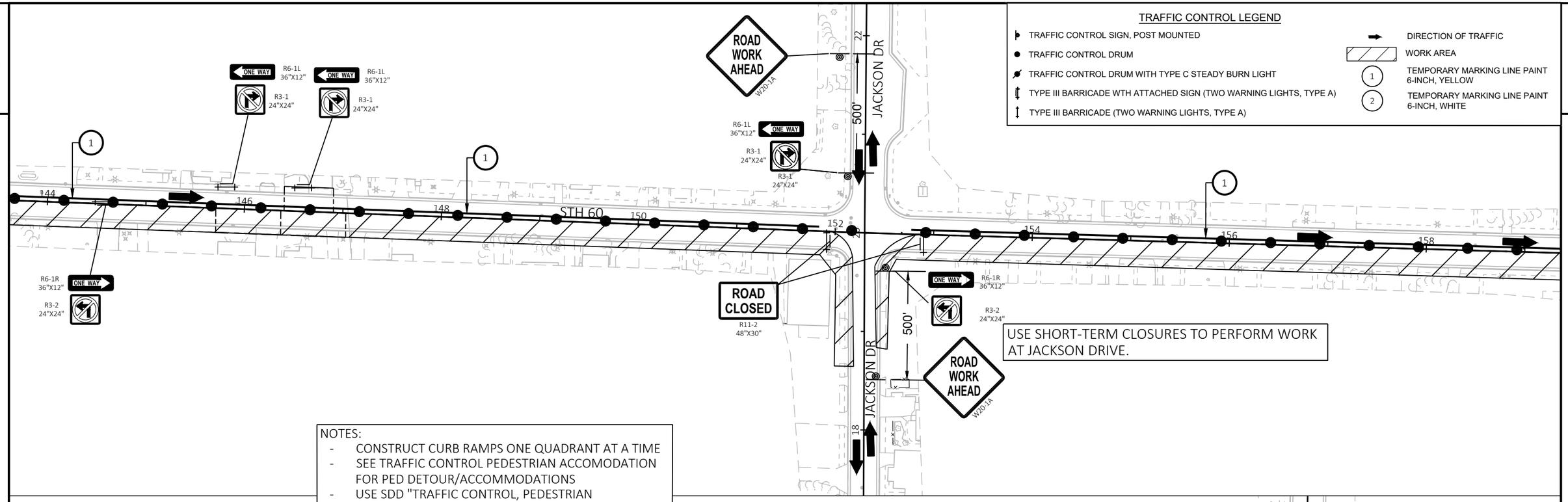
PLACE SIGN 500' IN ADVANCE OF WORK ZONE

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 3	SHEET 164	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025103-TC_3.DWG PLOT DATE : 7/28/2023 3:01 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 02
WISDOT/CADDS SHEET 42

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE



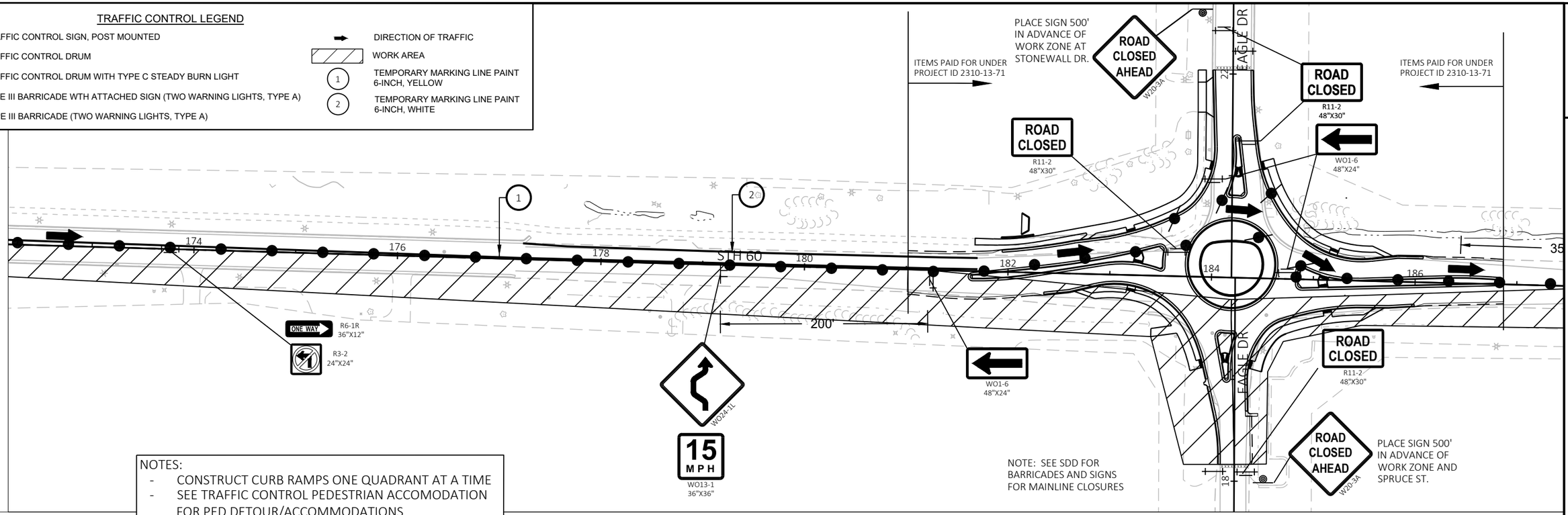
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 3	SHEET 165	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025103-TC_3.DWG PLOT DATE : 7/28/2023 3:01 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 03
WISDOT/CADDS SHEET 42

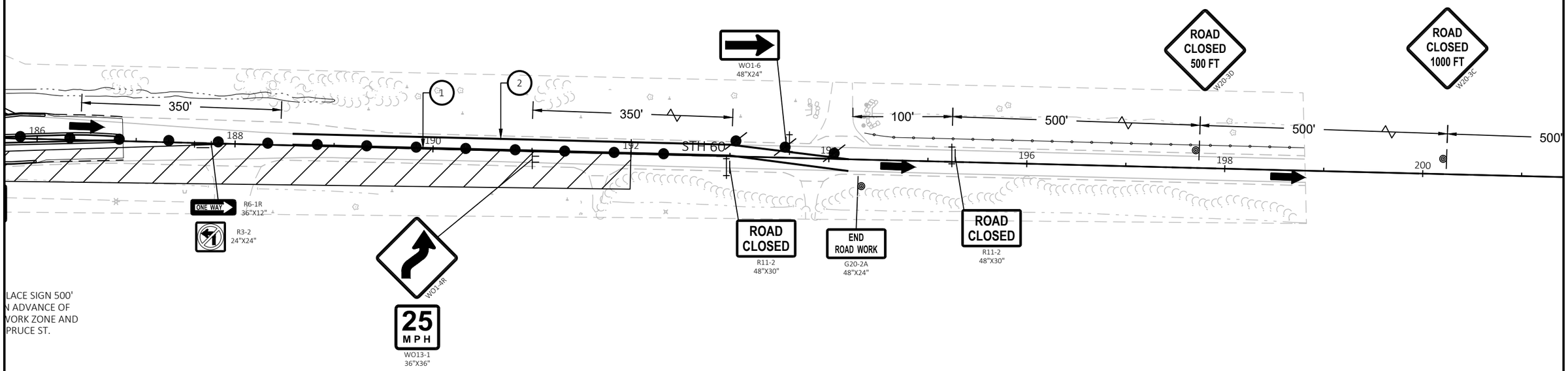
2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE



NOTES:
- CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME
- SEE TRAFFIC CONTROL PEDESTRIAN ACCOMODATION FOR PED DETOUR/ACCOMMODATIONS
- USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"



PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 3	SHEET 166	E

2

USH 45 NB ENTRANCE RAMP

N

ROAD WORK AHEAD W20-1A

PLACE SIGN AT 500' IN ADVANCE OF WORK ZONE

CTH P

USE SHORT-TERM LANE CLOSURES WITH FLAGGING OPERATION TO PERFORM TRAFFIC SIGNAL INSTALLATION AND PROJECT CLEANUP WORK ALONG PROJECT ROUTE. SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION FOR ADDTIONAL INFORMATION.

STH 60

88 90 92 94 96 98 100 102

500' 250' 250'

ROAD WORK AHEAD W20-1A

ROAD WORK 500 FT W20-1D

ROAD WORK 250 FT W20-1H

ROAD WORK AHEAD W20-1A

PLACE SIGN 500' IN ADVANCE OF SPLITTER ISLAND

NOTES:
- CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME
- SEE TRAFFIC CONTROL PEDESTRIAN ACCOMODATION FOR PED DETOUR/ACCOMMODATIONS
- USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

CTH P

500'

ROAD WORK AHEAD W20-1A

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) ROAD CLOSED AHEAD SIGN (W20-3A)

USE SHORT-TERM LANE CLOSURES WITH FLAGGING OPERATION TO PERFORM PROJECT CLEANUP WORK ALONG PROJECT ROUTE. SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPPERATION FOR ADDTIONAL INFORMATION.

N

STH 60

102 104 106 108 110 112 114 116

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 4	SHEET 167	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025104-TC_4.DWG PLOT DATE : 7/28/2023 3:28 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 01

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK AHEAD W20-1A

INDUSTRIAL DR

22'

500'

USE SHORT-TERM LANE CLOSURES WITH FLAGGING OPERATION TO PERFORM TRAFFIC SIGNAL INSTALLATION AND PROJECT CLEANUP WORK ALONG PROJECT ROUTE. SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION FOR ADDTIONAL INFORMATION.

116 118 120 STH 60 122 124 126 128 130

4147 + 0.000 CR

GLEN BROOKE DR

20

18

500'

ROAD WORK AHEAD W20-1A

NOTES:
- CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME
- SEE TRAFFIC CONTROL PEDESTRIAN ACCOMODATION FOR PED DETOUR/ACCOMMODATIONS
- USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) ROAD CLOSED AHEAD SIGN (W20-3A)

USE SHORT-TERM LANE CLOSURES WITH FLAGGING OPERATION TO PERFORM PROJECT CLEANUP WORK ALONG PROJECT ROUTE. SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPPERATION FOR ADDTIONAL INFORMATION.

ROAD CLOSED AHEAD W20-3A

N CENTER ST

22'

500'

WISCONSIN AND SOUTHERN RAILROAD COMPANY

N

4147 + 0.000 CR

4145 + 0.000 FCR

130 132 134 136 STH 60 138 140 142 144

WESTERN AVE

18

500'

ROAD WORK AHEAD W20-1A

S CENTER ST

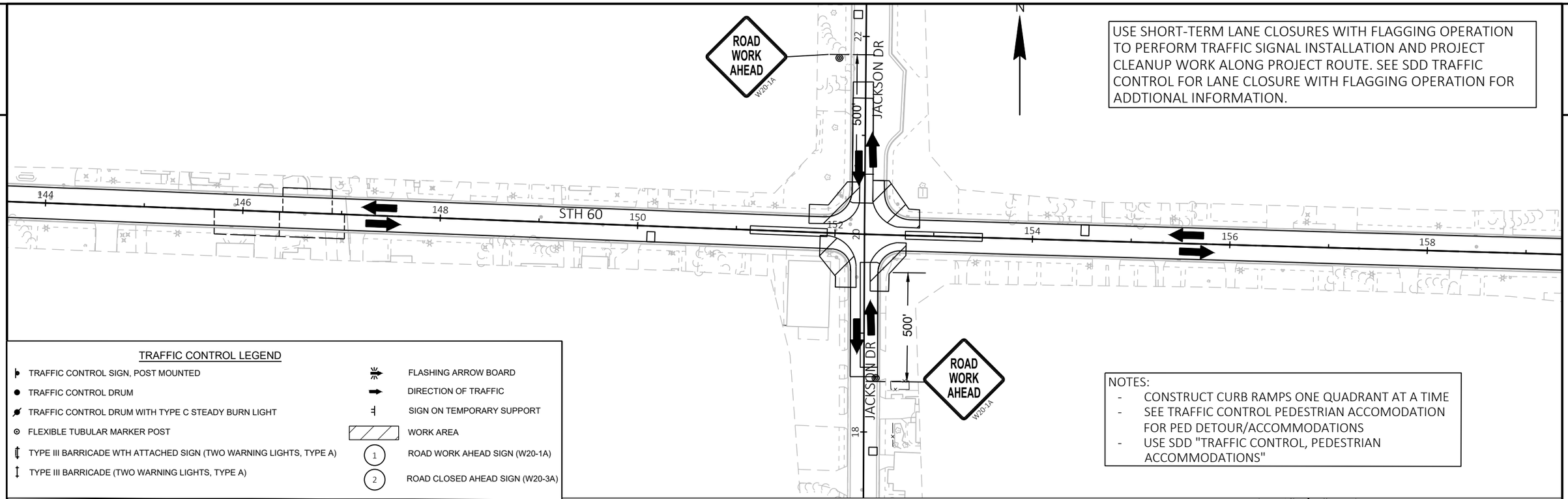
18

500'

ROAD CLOSED AHEAD W20-3A

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 4	SHEET 168	E

2



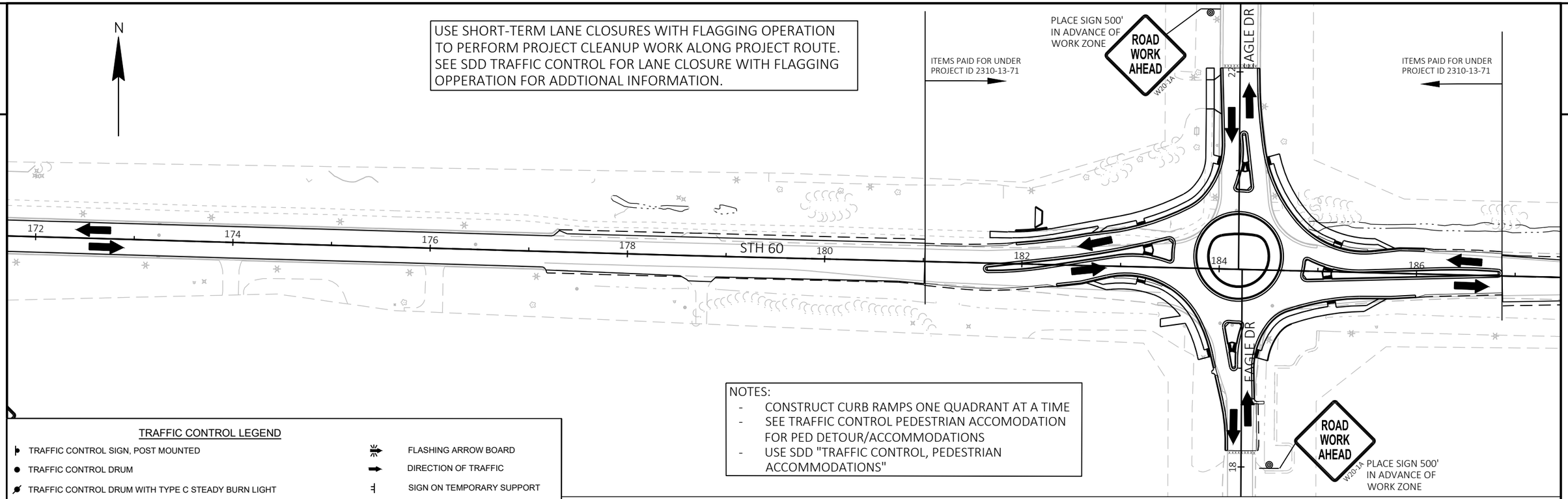
2

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 4	SHEET 169	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025104-TC_4.DWG PLOT DATE : 7/28/2023 3:29 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 03
WISDOT/CADDS SHEET 42

N

USE SHORT-TERM LANE CLOSURES WITH FLAGGING OPERATION TO PERFORM PROJECT CLEANUP WORK ALONG PROJECT ROUTE. SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPPERATION FOR ADDTIONAL INFORMATION.

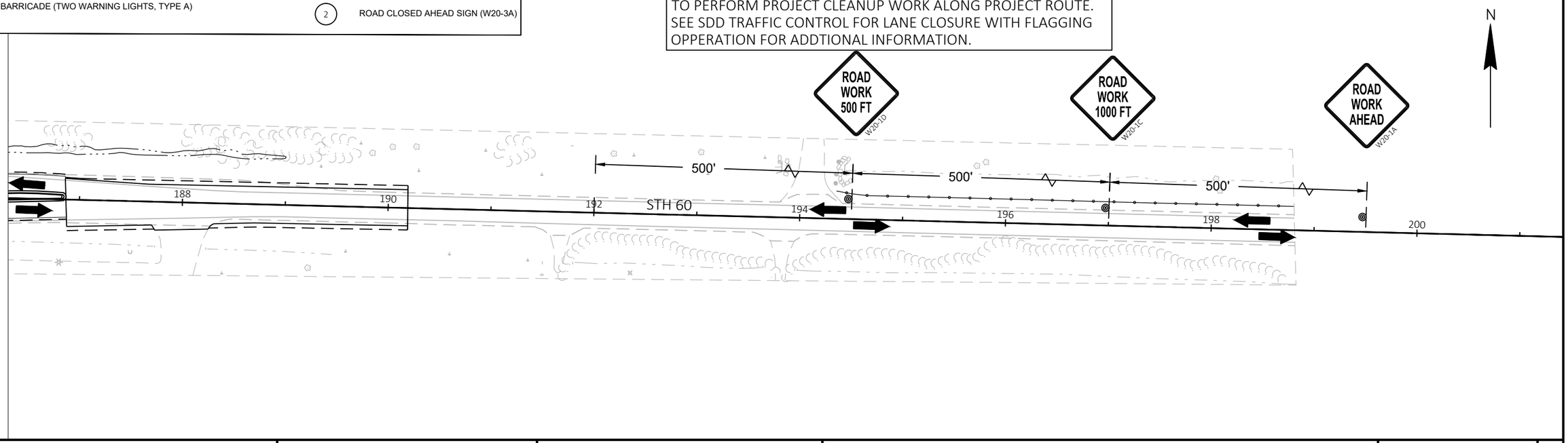


NOTES:
- CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME
- SEE TRAFFIC CONTROL PEDESTRIAN ACCOMODATION FOR PED DETOUR/ACCOMMODATIONS
- USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER POST
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) ROAD WORK AHEAD SIGN (W20-1A)
- (2) ROAD CLOSED AHEAD SIGN (W20-3A)

USE SHORT-TERM LANE CLOSURES WITH FLAGGING OPERATION TO PERFORM PROJECT CLEANUP WORK ALONG PROJECT ROUTE. SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPPERATION FOR ADDTIONAL INFORMATION.



PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 4	SHEET 170	E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\025104-TC_R1.DWG PLOT DATE : 11/11/2023 2:21 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 04
WISDOT/CADDS SHEET 42

2

PEDESTRIAN DETOUR AND TEMPORARY PEDESTRIAN ACCOMMODATIONS

GENERAL NOTES

- SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE DETAILS.
- CONSTRUCT ONE QUADRANT AT A TIME.
- CONSTRUCTION SEQUENCE MUST BE FOLLOWED. SEQUENCE WILL BE SHOWN AS (# , STAGE).

CTH P & STH 60

NOTES: NW AND NE QUADRANT CAN BE BUILT CONCURRENTLY DURING STAGE 2A & 2B.

- NW QUADRANT (1, STAGE 2A,2B)
  - THE LANDING ON THE PATH WILL BE BUILT HALF AT A TIME MAINTAINING A 4 FT ACCESSIBLE PEDESTRIAN WIDTH.
  - SEE DETAIL FOR CTH P INTERSECTION.
- NE QUADRANT (1, STAGE 2A,2B)
  - THE LANDING ON THE PATH WILL BE BUILT HALF AT A TIME MAINTAINING A 4 FT ACCESSIBLE PEDESTRIAN WIDTH.
  - SEE DETAIL FOR CTH P INTERSECTION.

LAKE TERRACE DRIVEWAY & GREEN VALLEY DRIVEWAY & STH 60

NOTES: DURING TRAFFIC CONTROL STAGE 2A & 2B ONE DETOUR OF PEDESTRIANS SHALL BE USED AT A TIME. CONSTRUCT LAKE TERRACE DR. & GREEN VALLEY DR. CURB RAMPS. ONCE COMPLETED REMOVE THE PEDESTRIAN DETOUR FROM STA. 103+50 LT TO STA. 116+00 PRIOR TO DETOURING PEDESTRIAN TRAFFIC FOR WALGREENS DR. CURB RAMPS CONSTRUCTION.

- DRIVEWAY AT STA 103+50 LT AT THE NE QUADRANT (1, STAGE 2A,2B)
  - FOR EASTBOUND PEDESTRIAN TRAFFIC
    - PLACE DETOUR SIGNS FOR EASTBOUND PEDESTRIANS WITH SIDEWALK CLOSED AHEAD AND DETOUR WITH ARROW SIGN AT THE NE QUADRANT AT DRIVEWAY AT STA. 103+50 LT.
    - PEDESTRIANS WILL FOLLOW MARKED AND DELINEATED PEDESTRIAN TRAVEL WAY EASTBOUND ALONG THE NORTH SIDE SHOULDER OF STH 60 FROM APPROX. STA 103+50 LT TO STA 116+00 LT WHERE PEDESTRIANS WILL BE DIRECTED TO THE EXISTING PATH.
    - SEE DETAIL FOR MARKED AND DELINEATED PEDESTRIAN TRAVEL WAY.
- DRIVEWAY AT STA 116+00 LT AT THE NW QUADRANT (1, STAGE 2A,2B)
  - FOR WESTBOUND PEDESTRIAN TRAFFIC
    - PLACE DETOUR SIGNS FOR WESTBOUND PEDESTRIANS WITH SIDEWALK CLOSED AHEAD AND DETOUR WITH ARROW SIGN AT THE NW QUADRANT AT DRIVEWAY AT STA. 116+00 LT.
    - PEDESTRIANS WILL FOLLOW MARKED AND DELINEATED PEDESTRIAN TRAVEL WAY WESTBOUND ALONG THE NORTH SIDE SHOULDER OF STH 60 FROM APPROX. STA 116+00 LT TO STA 103+50 LT WHERE PEDESTRIANS WILL BE DIRECTED TO THE EXISTING PATH.
    - SEE DETAIL FOR MARKED AND DELINEATED PEDESTRIAN TRAVEL WAY.

WALGREENS DRIVEWAY & NW QUADRANT OF INDUSTRIAL DR & STH 60

NOTE: DURING TRAFFIC CONTROL STAGE 2A & 2B ESTABLISH PEDESTRIAN DETOUR FROM STA 116+00 LT TO INDUSTRIAL DR.

- DRIVEWAY AT STA 116+00 LT AT THE NW QUADRANT (2, STAGE 2A,2B)
  - FOR EASTBOUND PEDESTRIAN TRAFFIC
    - PLACE DETOUR SIGNS FOR EASTBOUND PEDESTRIANS WITH SIDEWALK CLOSED AHEAD AND DETOUR WITH ARROW SIGN AT THE NE QUADRANT AT DRIVEWAY AT STA. 116+00 LT.
    - PEDESTRIANS WILL FOLLOW MARKED AND DELINEATED PEDESTRIAN TRAVEL WAY EASTBOUND ALONG THE NORTH SIDE SHOULDER OF STH 60 FROM APPROX. STA 116+00 LT TO STA 121+90 LT WHERE PEDESTRIANS WILL BE DIRECTED TO CROSS STH 60 AND CONTINUE TO TRAVEL EASTBOUND ALONG THE SOUTH SIDEWALK ALONG STH 60.
    - SEE DETAIL FOR MARKED AND DELINEATED PEDESTRIAN TRAVEL WAY WALGREENS DR.

INDUSTRIAL DR/GLEN BROOK DR & STH 60

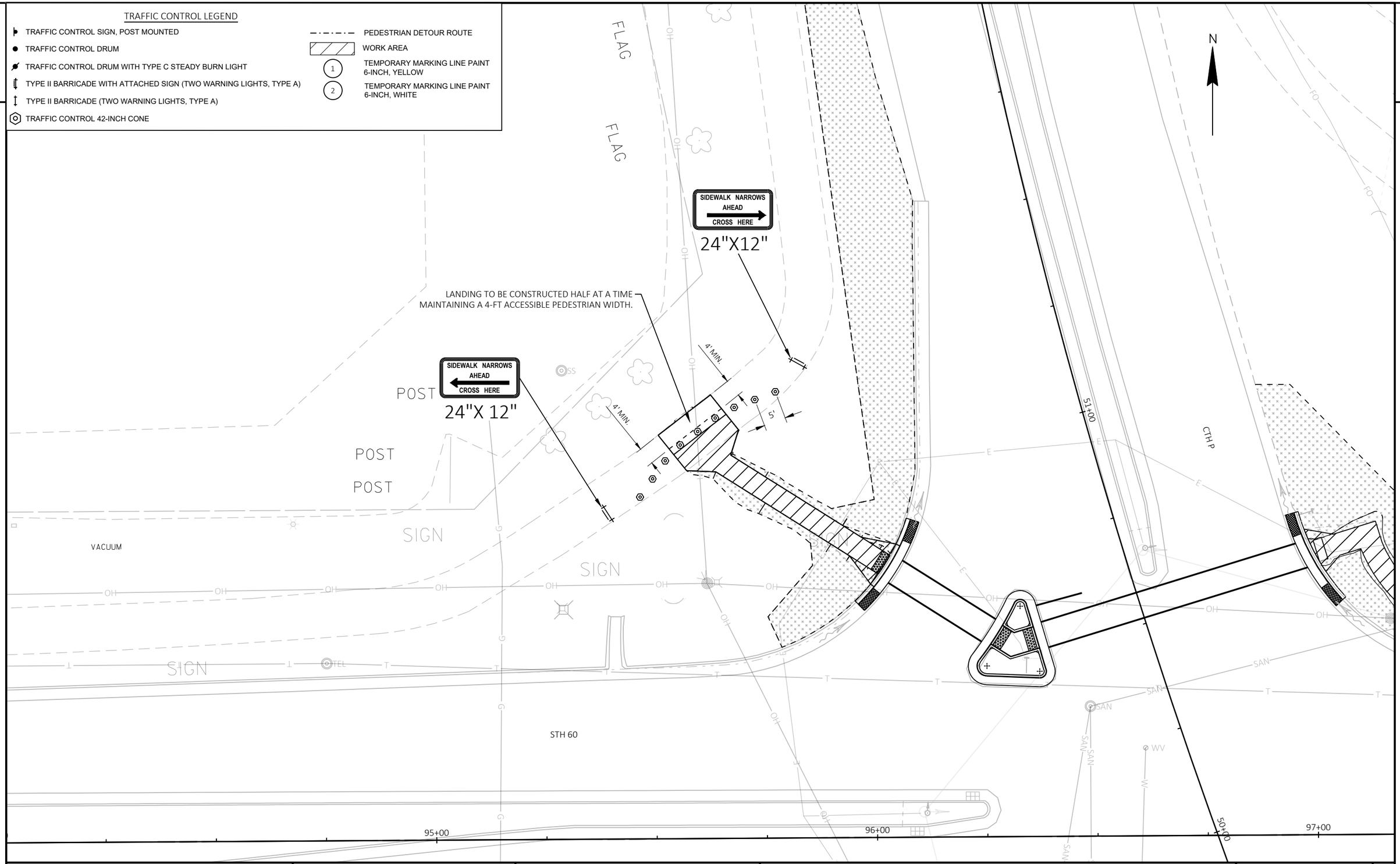
NOTE: CONSTRUCTION SEQUENCE – DURING STAGE 2A & 2B CONSTRUCT NW QUADRANT AND ONCE COMPLETED CONSTRUCT NE QUADRANT. DURING STAGE 3, CONSTRUCT SW

- NW QUADRANT (2, STAGE 2A,2B)
  - FOR SOUTHBOUND PEDESTRIANS
    - PLACE DETOUR SIGNS FOR SOUTHBOUND PEDESTRIANS WITH SIDEWALK CLOSED AHEAD SIGNS AND CROSS HERE SIGNS AT THE INTERSECTION OF INDUSTRIAL DR & TOWER DR. FOR PEDESTRIANS TO FOLLOW EAST SIDEWALK SOUTHBOUND ALONG INDUSTRIAL DR.
- NE QUADRANT (3, STAGE 2A,2B)
  - FOR SOUTHBOUND PEDESTRIANS
    - PLACE DETOUR SIGNS FOR PEDESTRIANS WITH SIDEWALK CLOSED SIGNS AND CROSS HERE SIGNS AT THE INTERSECTION OF INDUSTRIAL DR & TOWER DR. FOR PEDESTRIANS TO FOLLOW WEST SIDEWALK SOUTHBOUND ALONG INDUSTRIAL DR.
  - FOR WESTBOUND PEDESTRIANS
    - PLACE DETOUR SIGNS FOR PEDESTRIANS WITH SIDEWALK CLOSED SIGNS AND CROSS HERE SIGNS AT THE INTERSECTION OF WESTERN AVE. SO THAT PEDESTRIANS FOLLOW WESTBOUND ALONG THE SOUTH SIDEWALK ON STH 60.
  - FOR EASTBOUND PEDESTRIANS
    - PLACE DETOUR SIGNS FOR PEDESTRIANS WITH SIDEWALK CLOSED SIGNS AND CROSS HERE SIGNS AT THE INTERSECTION OF INDUSTRIAL DR & STH 60 AT THE NW QUADRANT FOR PEDESTRIANS TO FOLLOW SOUTH SIDEWALK EASTBOUND ALONG STH 60.
  - FOR NORTHBOUND PEDESTRIANS
    - PLACE DETOUR SIGNS FOR PEDESTRIANS WITH SIDEWALK CLOSED SIGNS AND CROSS HERE SIGNS AT THE INTERSECTION OF GLEN BROOKE DR. & STH 60 AT THE SE QUADRANT FOR PEDESTRIANS TO CROSS GLEN BROOKE DR. PLACE CROSS HERE SIGNS AT THE SE QUADRANT TO CROSS STH 60 SO THAT PEDESTRIANS CAN CONTINUE NORTHBOUND ON THE WEST SIDEWALK ON INDUSTRIAL DR.
- SW QUADRANT (11, STAGE 3)
  - FOR NORTHBOUND PEDESTRIANS
    - PLACE DETOUR SIGNS FOR PEDESTRIANS WITH SIDEWALK CLOSED SIGNS AND CROSS HERE SIGNS AT THE INTERSECTION OF TARTAN CT. & GLEN BROOKE DR FOR PEDESTRIANS TO FOLLOW EAST SIDEWALK NORTHBOUND ALONG GLEN BROOKE DR.
- SE QUADRANT (12, STAGE 3)
  - FOR NORTHBOUND PEDESTRIANS
    - PLACE DETOUR SIGNS FOR PEDESTRIANS WITH SIDEWALK CLOSED SIGNS AND CROSS HERE SIGNS AT THE INTERSECTION OF TARTAN CT. & GLEN BROOKE DR FOR PEDESTRIANS TO FOLLOW WEST SIDEWALK NORTHBOUND ALONG GLEN BROOKE DR.
  - FOR WESTBOUND PEDESTRIANS
    - PLACE DETOUR SIGNS FOR PEDESTRIANS WITH SIDEWALK CLOSED SIGNS AND CROSS HERE SIGNS AT THE INTERSECTION OF WESTERN AVE. & STH 60 FOR PEDESTRIANS TO FOLLOW NORTH SIDEWALK WESTBOUND ALONG STH 60.

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE II BARRICADE WITH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE II BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TRAFFIC CONTROL 42-INCH CONE
- PEDESTRIAN DETOUR ROUTE
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE II BARRICADE WITH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE II BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TRAFFIC CONTROL 42-INCH CONE
- PEDESTRIAN DETOUR ROUTE
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

2

N

BIKE PATH

CTH P

SIDEWALK NARROWS AHEAD
CROSS HERE
24"X 12"

LANDING TO BE CONSTRUCTED HALF AT A TIME MAINTAINING A 4-FT ACCESSIBLE PEDESTRIAN WIDTH.

4' MIN.

5'

4' MIN.

SIDEWALK NARROWS AHEAD
CROSS HERE
24"X12"

SIGN

STH 60

50+00

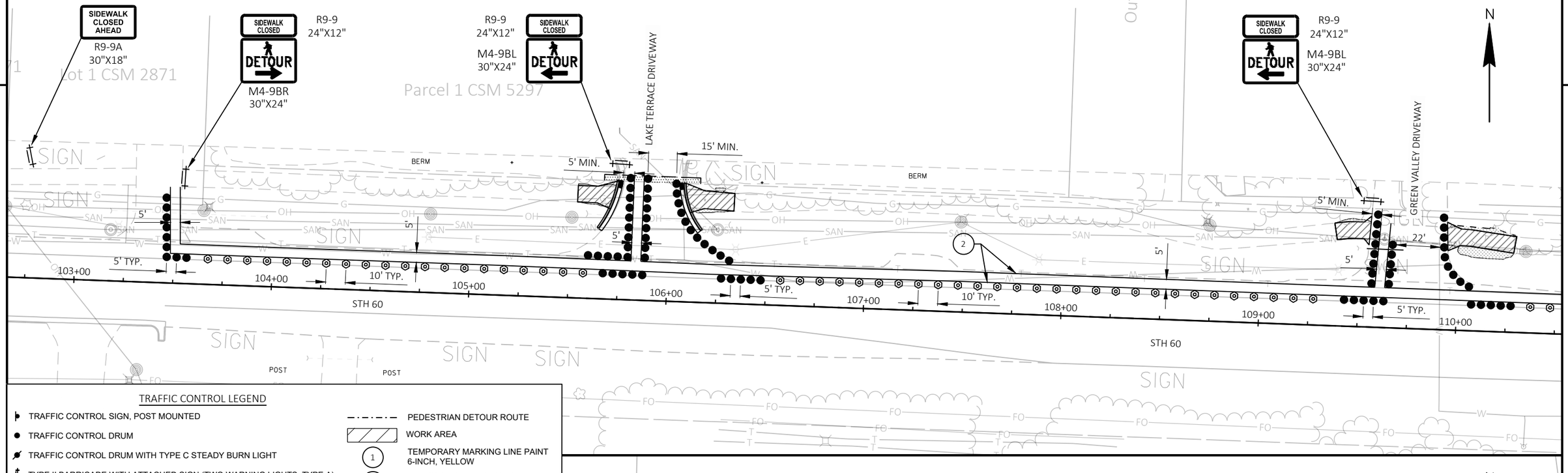
97+00

98+00

99+00

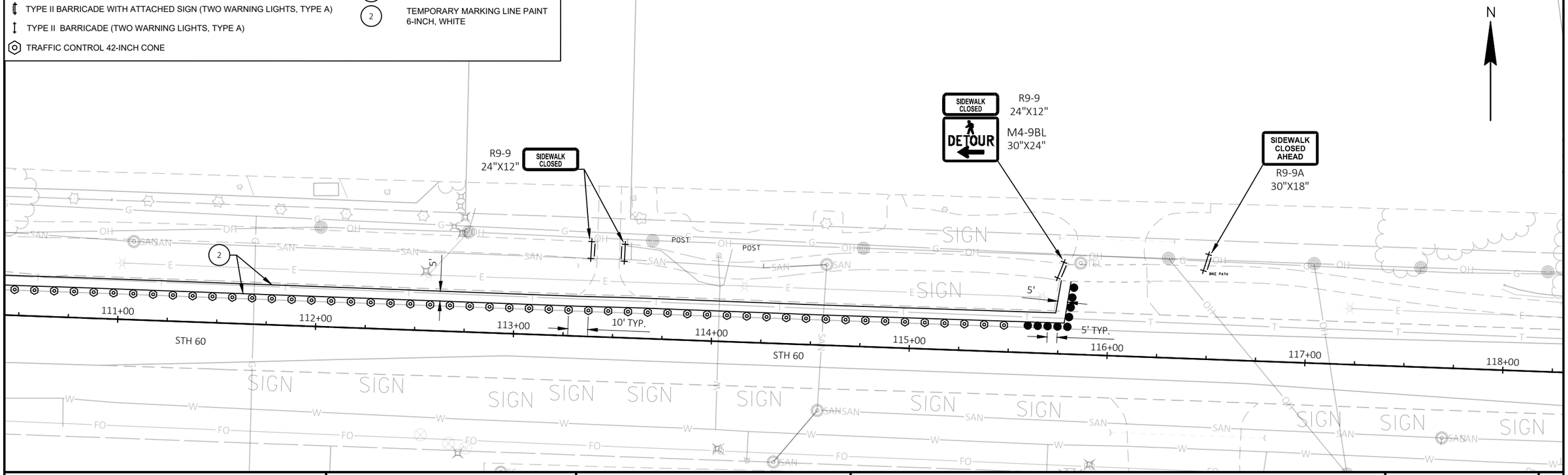
PROJECT: 2130-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATION	SHEET 173	E

FILE NAME : C:\USERS\JACOBBOUSLEY\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\027000-DT-PED-JRB.DWG
LAYOUT NAME - 02
PLOT DATE : 7/28/2023 3:52 PM
PLOT BY : JACOB BOUSLEY
PLOT SCALE : 1 IN:20 FT
PLOT SCALE :
WISDOT/CADDS SHEET 42



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE II BARRICADE WITH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE II BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TRAFFIC CONTROL 42-INCH CONE
- PEDESTRIAN DETOUR ROUTE
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

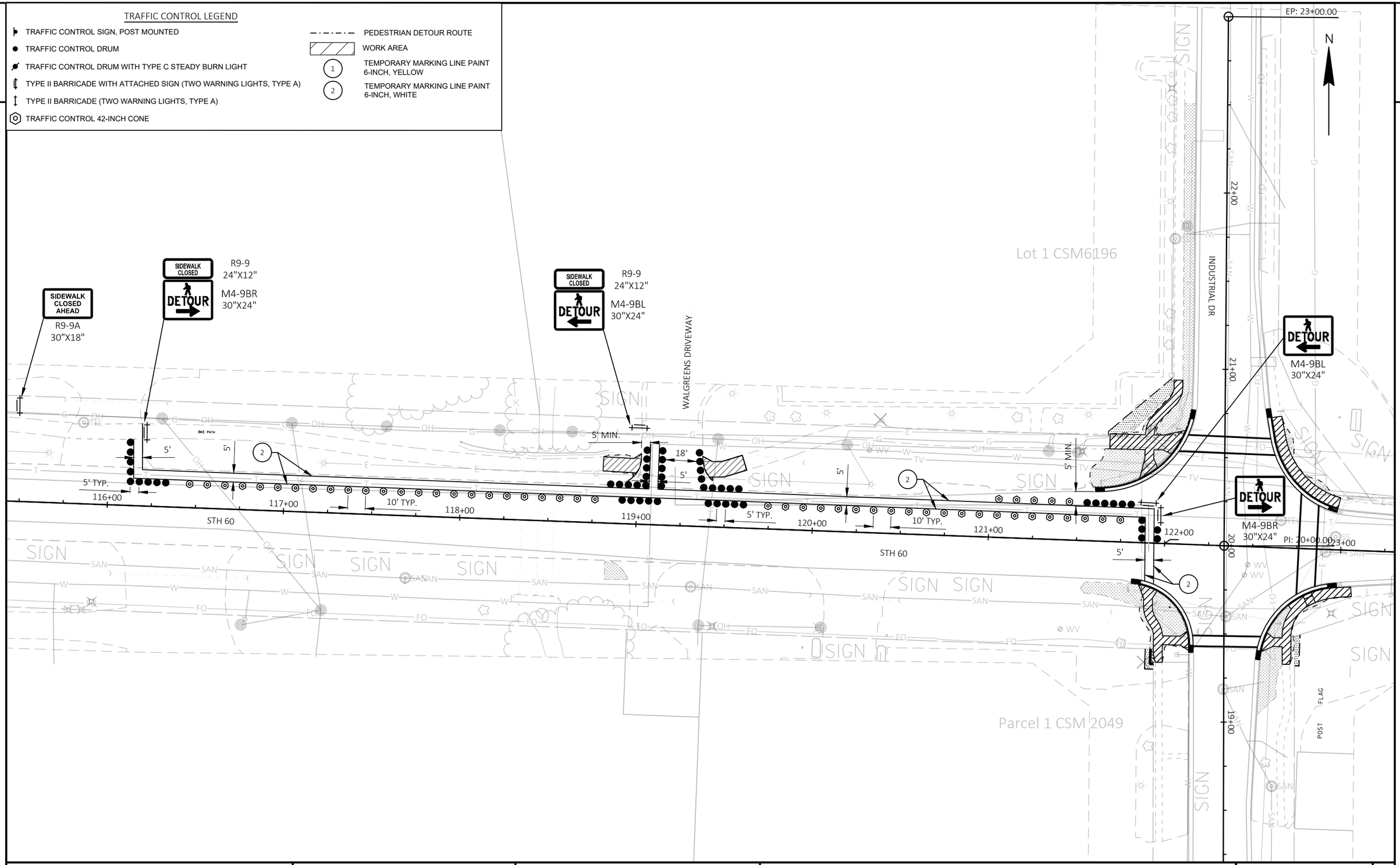


PROJECT NO: 2130-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATION	SHEET 174	E

FILE NAME : C:\USERS\JACOBBOUSLEY\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\027000-DT-PED-JRB.DWG PLOT DATE : 7/28/2023 2:32 PM PLOT BY : JACOB BOUSLEY PLOT NAME : PLOT SCALE : 1 IN:50 FT
LAYOUT NAME - 03

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE II BARRICADE WITH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE II BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TRAFFIC CONTROL 42-INCH CONE
- PEDESTRIAN DETOUR ROUTE
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE



PROJECT: 2130-13-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATION	SHEET 175	E

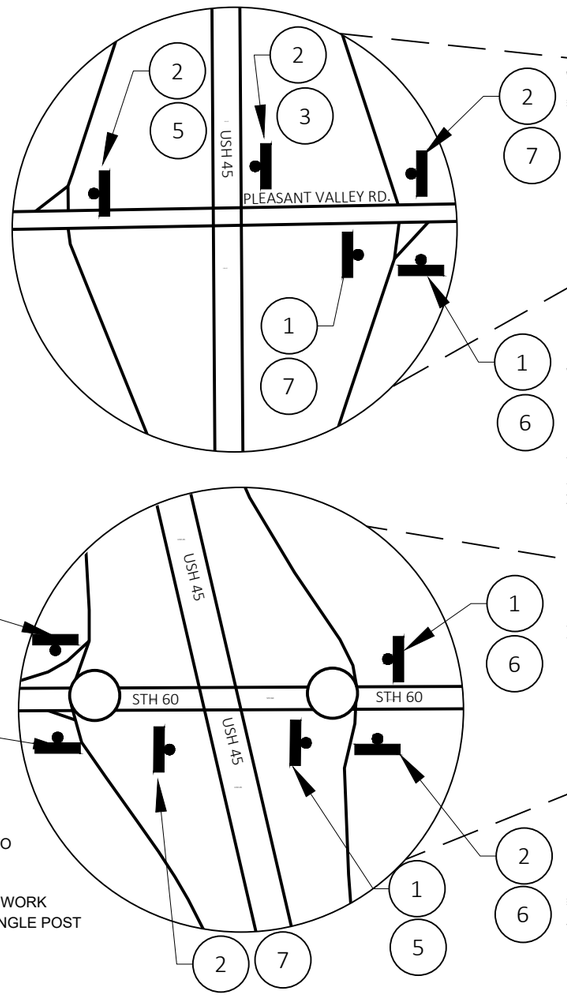
FILE NAME : C:\USERS\JACOBBOUSLEY\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\027000-DT-PED-JRB.DWG
LAYOUT NAME - 04

PLOT DATE : 7/28/2023 3:54 PM PLOT BY : JACOB BOUSLEY PLOT SCALE : 1 IN = 50 FT PLOT SCALE :

GENERAL NOTES:

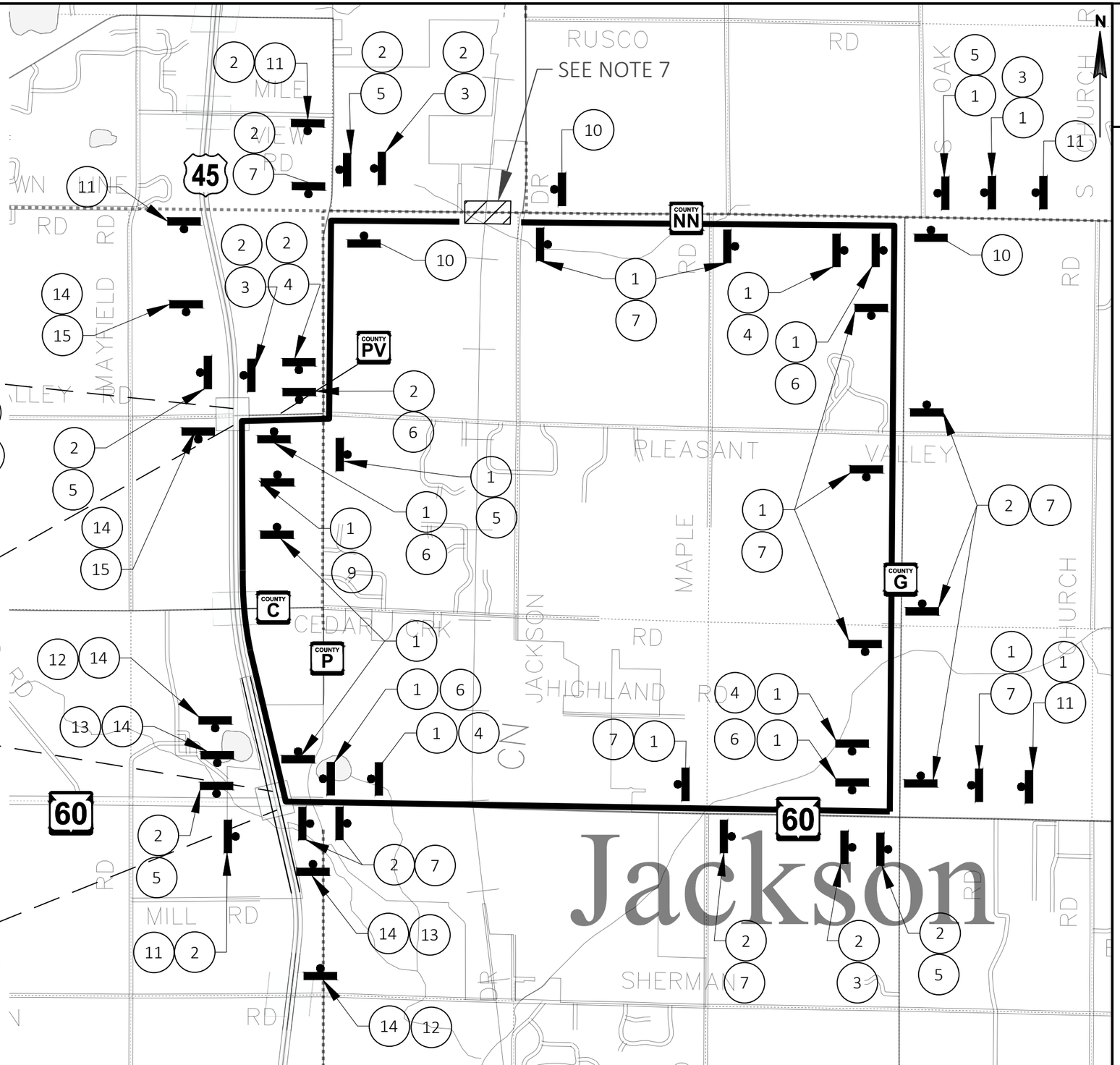
1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES.
4. 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.
5. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK BLACK PANEL UNLESS OTHERWISE NOTED.
7. SEE STANDARD DETAIL DRAWING BARRICADES AND SIGNS FOR MAINLINE CLOSURES FOR ADDITIONAL DETAILS FOR SIGNS AND BARRICADES REQUIRED FOR THE CTH NN CLOSURE AT THE RAILROAD CROSSING.

1 DETOUR / WEST / COUNTY NN — M4-8 24"X12", M3-4 24"X12", M1-5A 24"X24"
2 DETOUR / EAST / COUNTY NN — M4-8 24"X12", M3-2 24"X12", M1-5A 24"X24"
3 MO5-1L 21"X21"
4 MO5-1R 21"X21"
5 MO6-1 21"X21"
6 MO6-1 21"X21"
7 MO6-1 21"X21"
8 MO5-2R 21"X21"
9 MO6-2 21"X21"
10 END DETOUR / COUNTY NN — M4-8A 24"X18", M1-5A 24"X24"
11 DETOUR AHEAD W20-2A 48"X48"
12 MO5-2R 30"X30"
13 MO6-2 30"X30"
14 DETOUR / EAST / COUNTY NN — M4-8 36"X18", M3-2 36"X18", M1-5A 36"X36"
15 MO6-1 30"X30"



LEGEND

- WORK ZONE CLOSED TO THROUGH TRAFFIC
- EB & WB CTH DETOUR ROUTE FOR RAILROAD WORK
- PROPOSED SIGN OF SINGLE POST



PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	DETOUR PLAN - CTH NN RAILROAD CROSSING CLOSURE - STAGE 1A	SHEET 176 E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\027000_DT.DWG PLOT DATE : 7/28/2023 3:56 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN : 3000 FT
LAYOUT NAME - 01

GENERAL NOTES:

1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. 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.
4. 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.
5. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK BLACK PANEL UNLESS OTHERWISE NOTED.
7. SEE STANDARD DETAIL DRAWING BARRICADES AND SIGNS FOR MAINLINE CLOSURES FOR ADDITIONAL DETAILS FOR SIGNS AND BARRICADES REQUIRED FOR THE STH 60 CLOSURE AT THE RAILROAD CROSSING.

1 — DETOUR / WEST / 60 — M4-8 24"X12", M3-4 24"X12", M1-6 24"X24"

2 — DETOUR / EAST / 60 — M4-8 24"X12", M3-2 24"X12", M1-6 24"X24"

3 — MO5-1L 21"X21"

4 — MO5-1R 21"X21"

5 — MO6-1 21"X21"

6 — MO6-1 21"X21"

7 — MO6-1 21"X21"

8 — MO5-2R 21"X21"

9 — MO6-2 21"X21"

10 — END DETOUR / 60 — M4-8A 24"X18", M1-6 24"X24"

11 — DETOUR AHEAD — W20-2A — 48"X48"

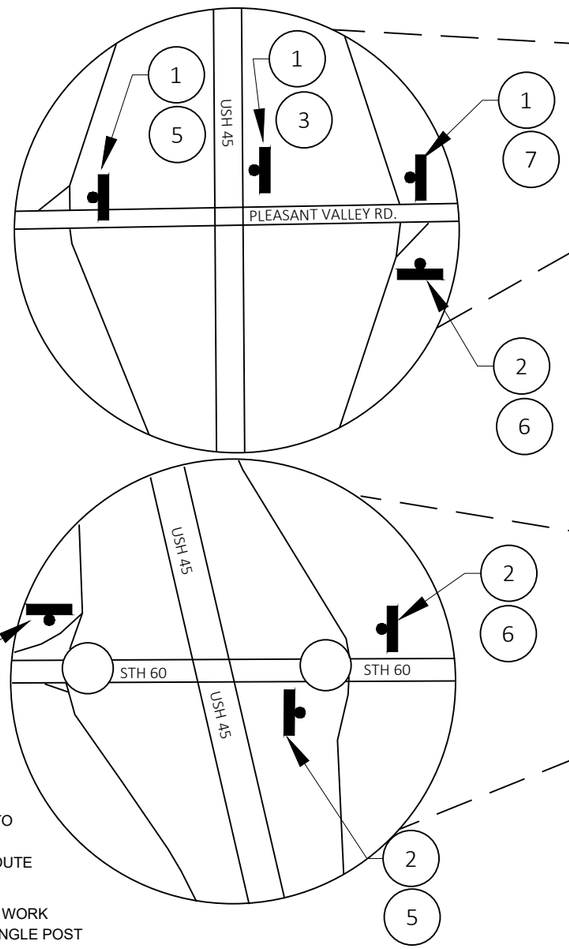
12 — MO5-2R 30"X30"

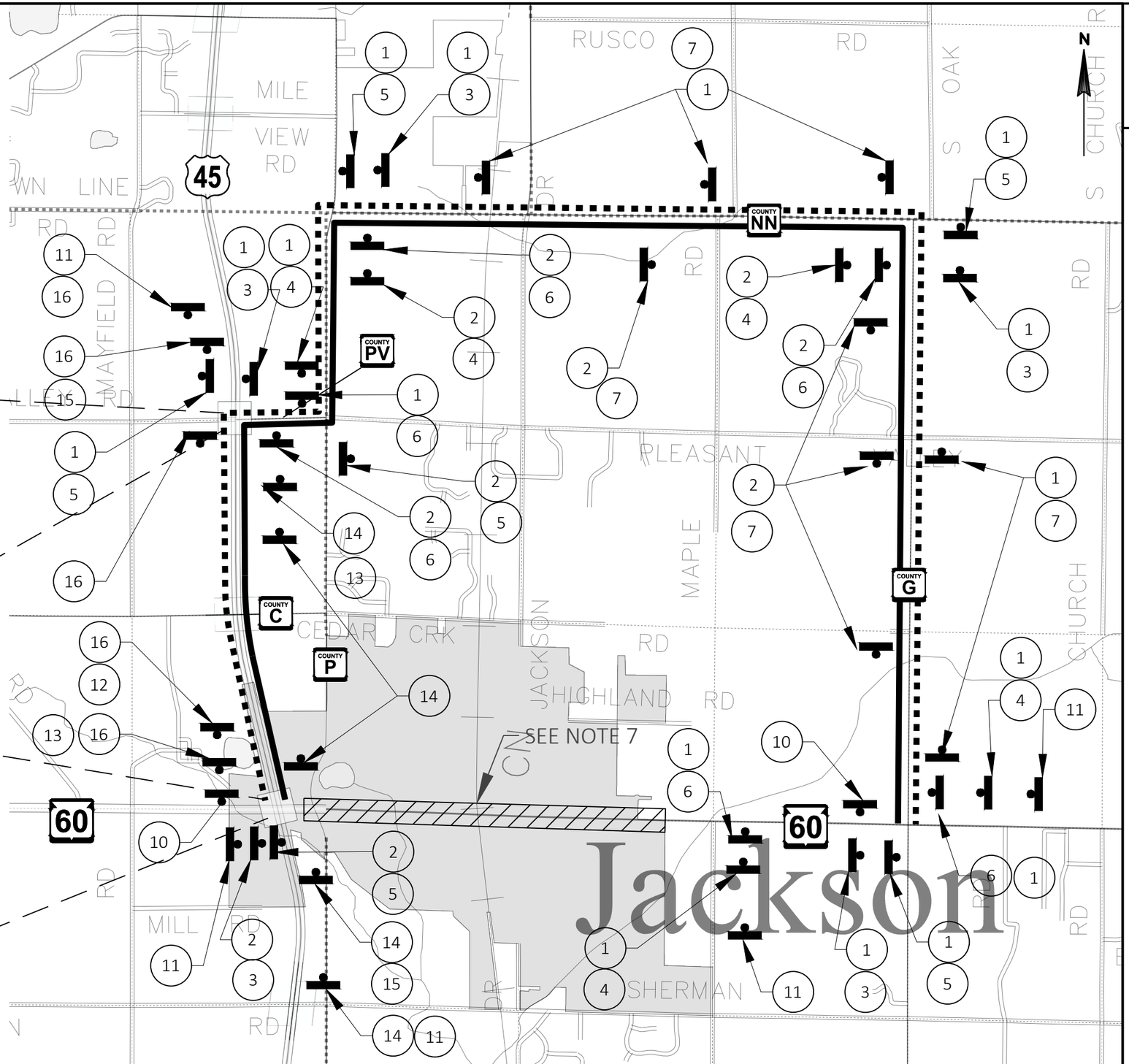
13 — MO6-2 30"X30"

14 — DETOUR / EAST / 60 — M4-8 36"X18", M3-2 36"X18", M1-6 24"X24"

15 — MO6-1 30"X30"

16 — DETOUR / WEST / 60 — M4-8 24"X12", M3-4 24"X12", M1-6 24"X24"





LEGEND

- WORK ZONE CLOSED TO THROUGH TRAFFIC
- WB STH 60 DETOUR ROUTE
- EB & WB STH DETOUR ROUTE FOR RAILROAD WORK
- PROPOSED SIGN OF SINGLE POST

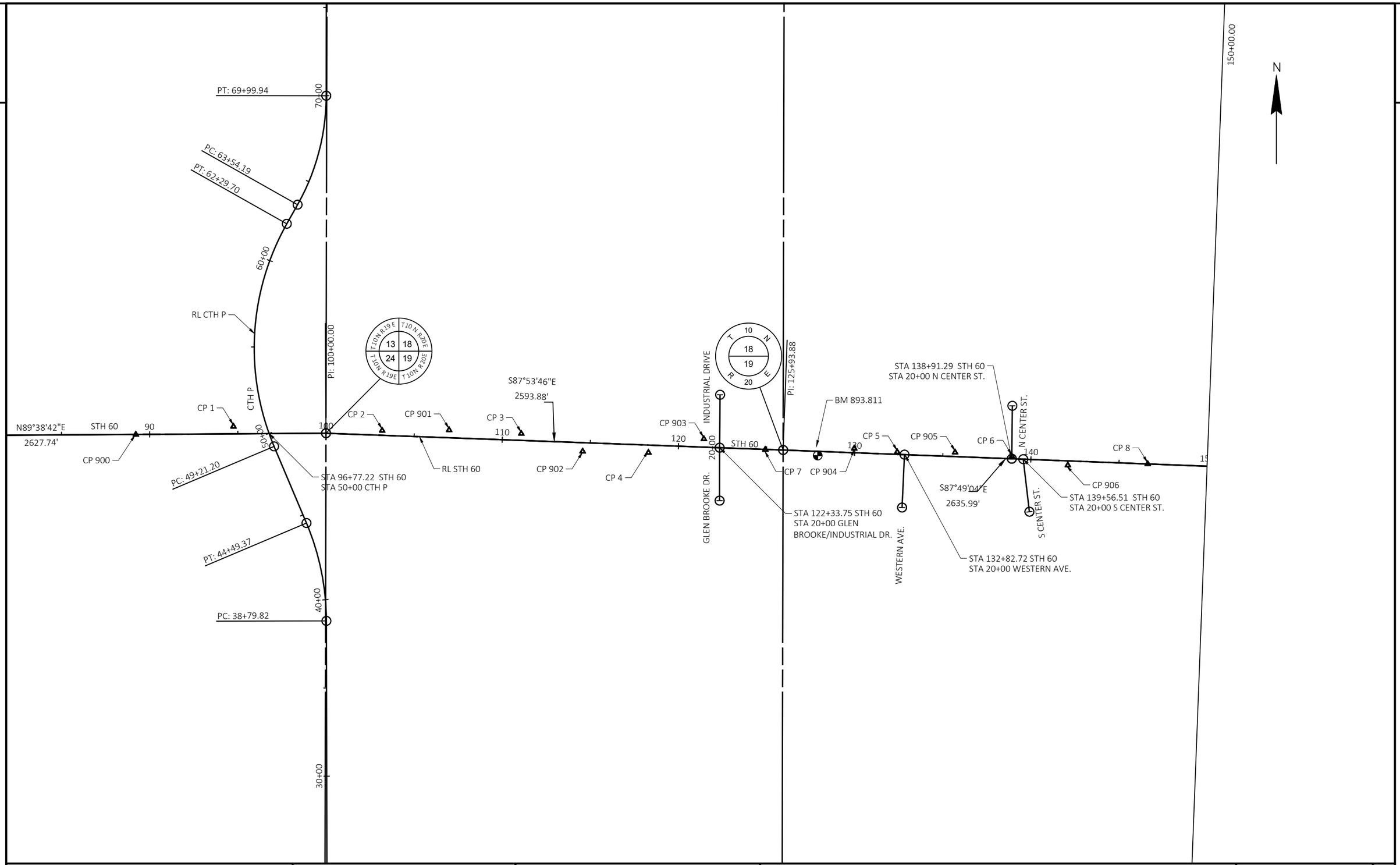
Jackson

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	DETOUR PLAN - STH 60 - STAGES 2A, 2B & 3	SHEET 177 E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\027001_DT.DWG PLOT DATE : 7/28/2023 3:56 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN : 3000 FT
LAYOUT NAME - 01

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	ALIGNMENT DETAIL	SHEET 178	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 01
PLOT DATE : 5/16/2023 12:23 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

2

N

150+00.00

CP 907

PI: 152+29.87

T 10 N R 20 E
18 17
19 20

JACKSON DR.

STA 152+29.87 STH 60
STA 20+00 JACKSON DR.

CP 9

CP 908

160

CP 10

S88°20'27"E
2634.56'

CP 909

170

RIDGEWAY RD.

STH 60

STA 170+82.36 STH 60
STA 20+00 RIDGEWAY RD.

CP 11

CP 910

RL STH 60

BM 852.600

STA 181+01.46 STH 60

T 10 N R 20 E
17
20

PI: 178+64.43

CP 12

PROJECT I.D. 2310-13-71
EAGLE DRIVE ROUNDABOUT

180

CP 911

EAGLE DR.

CP 13

STA 186+86.81 STH 60

190

CP 912

CP 14

S88°34'03"E
2633.86'

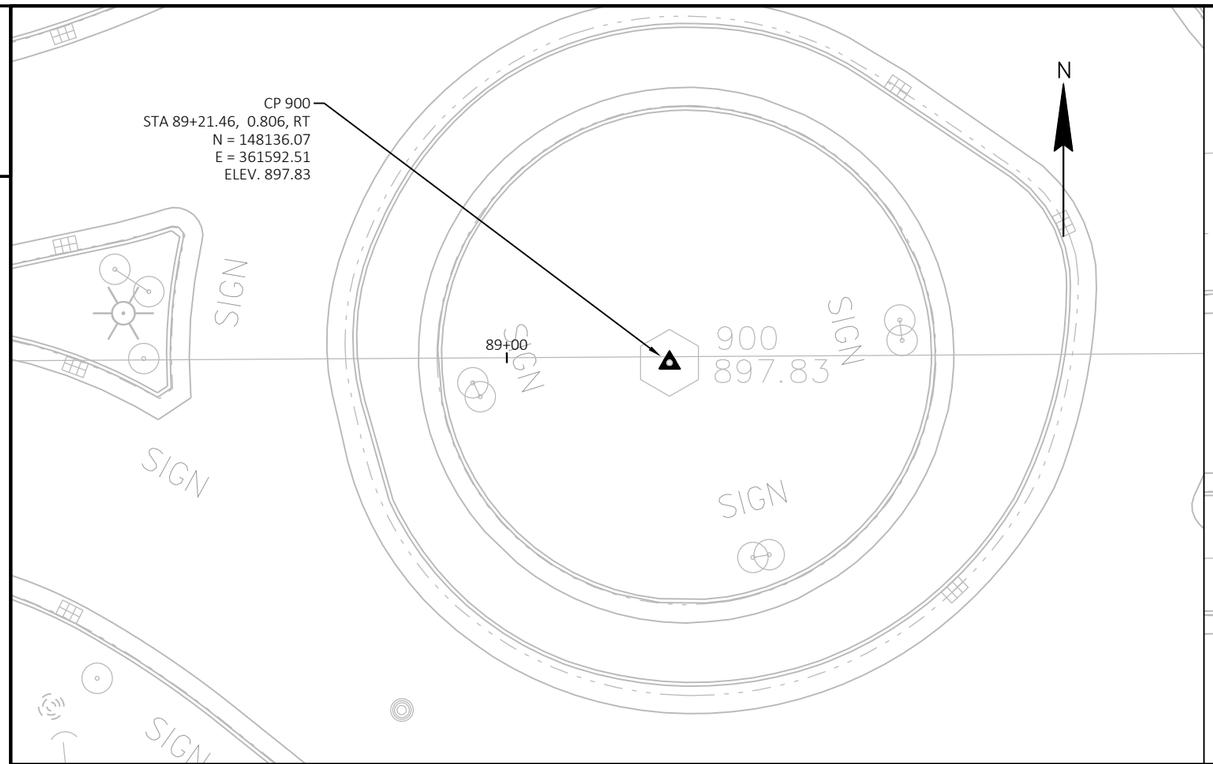
200

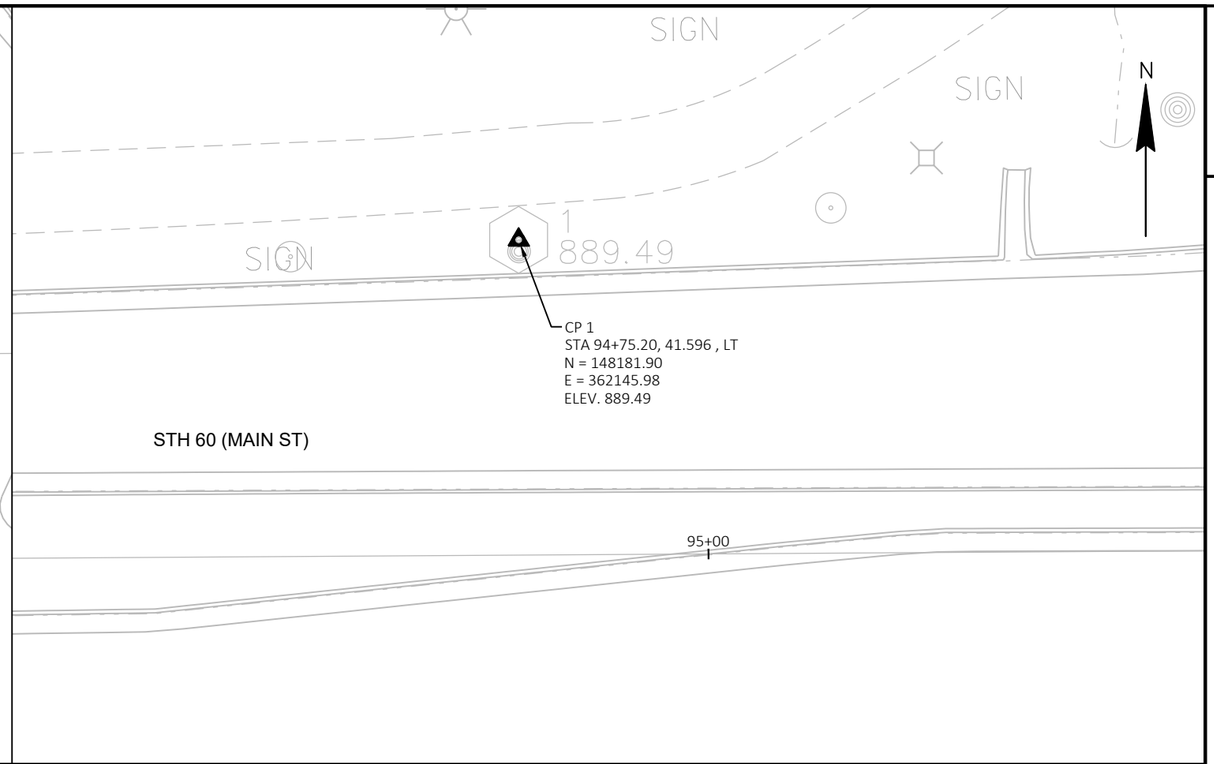
T 10 N R 20 E
17 16
20 21

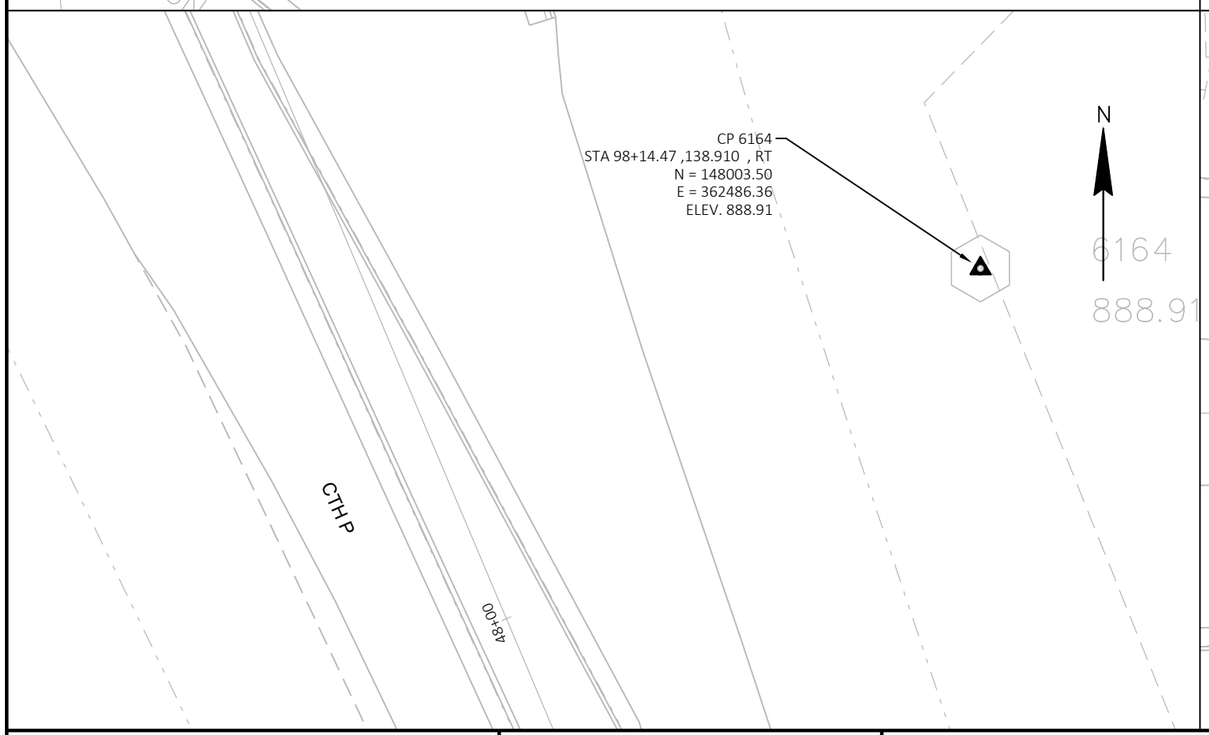
EP: 204+98.28

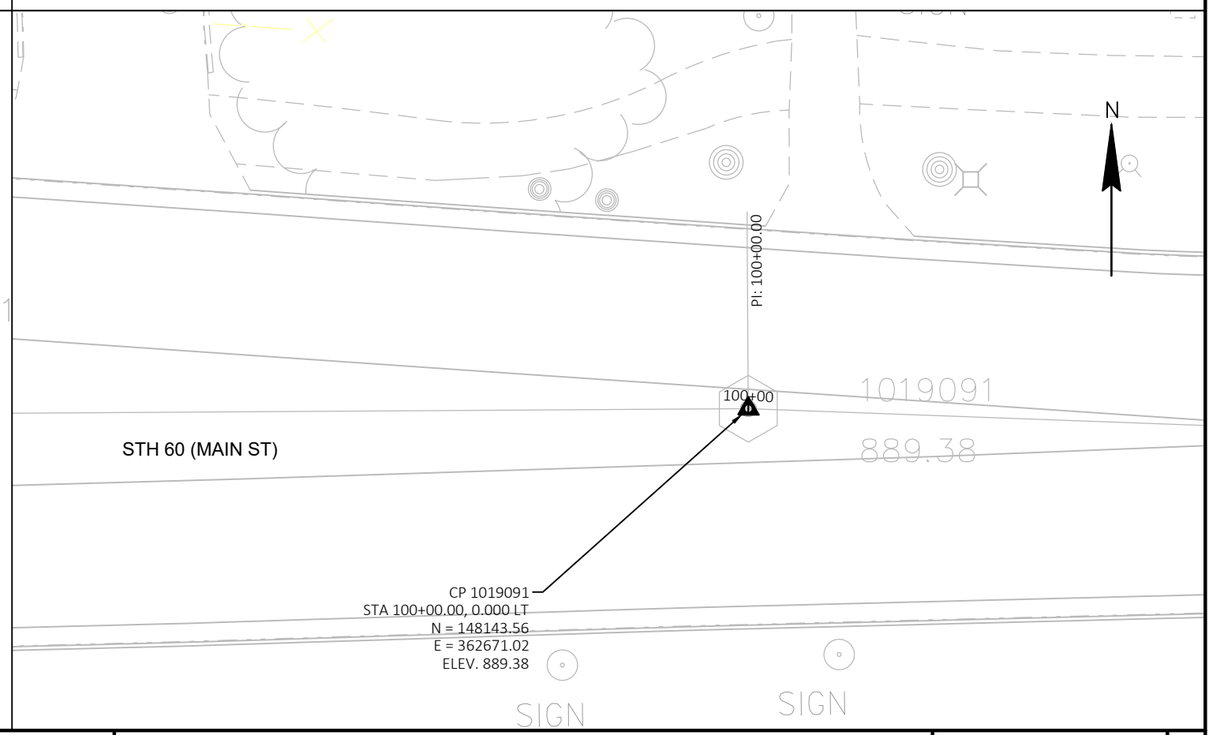
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	ALIGNMENT PLAN	SHEET 179	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 02
PLOT DATE : 5/16/2023 12:23 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42



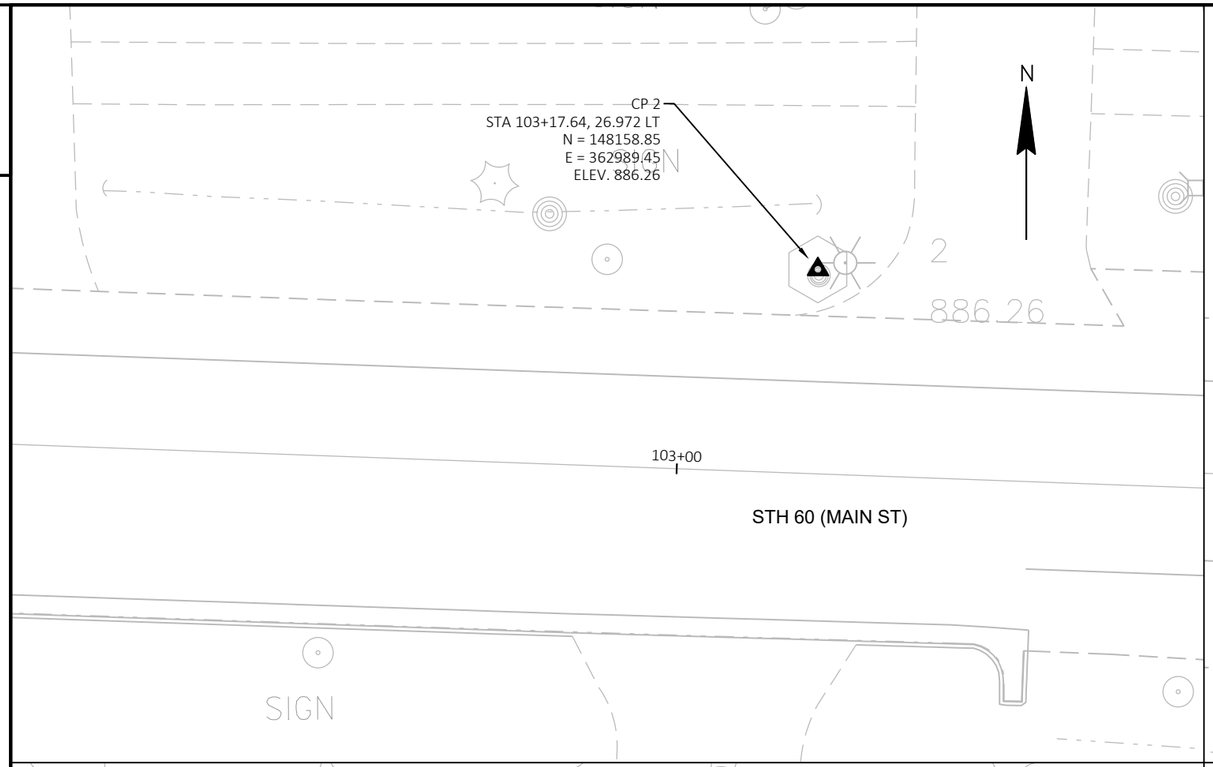


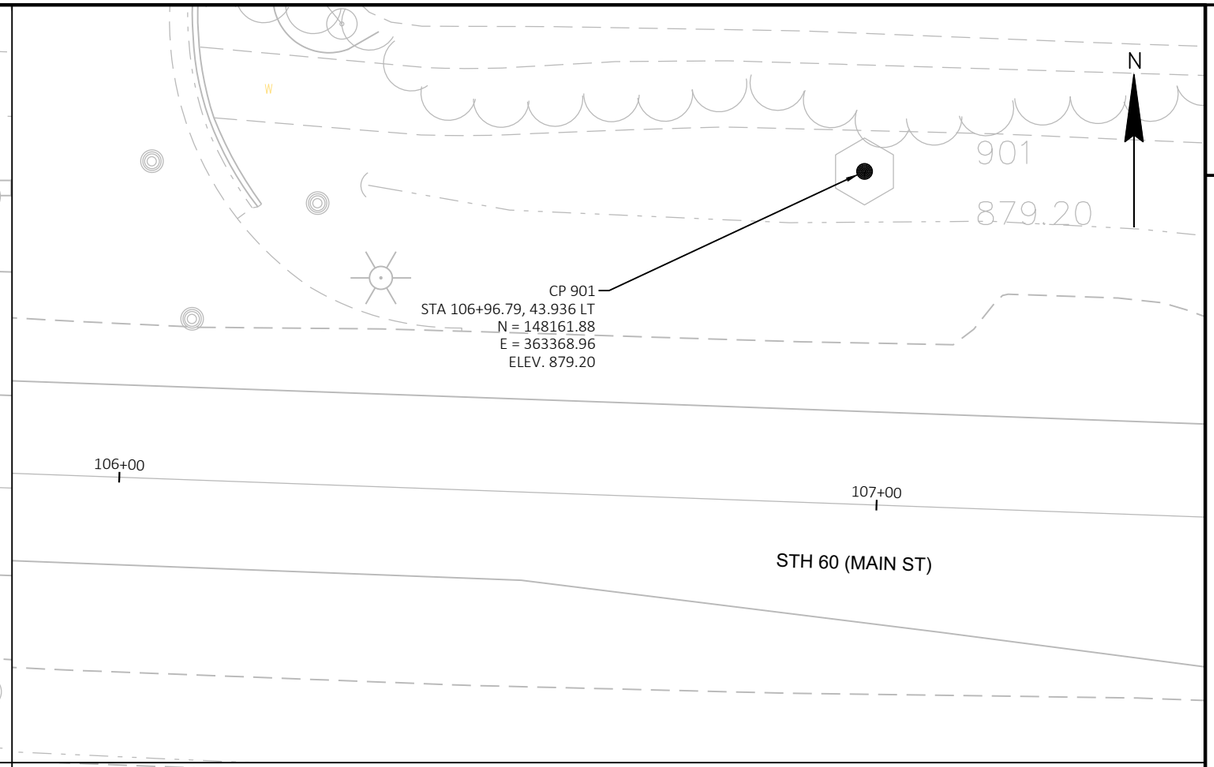


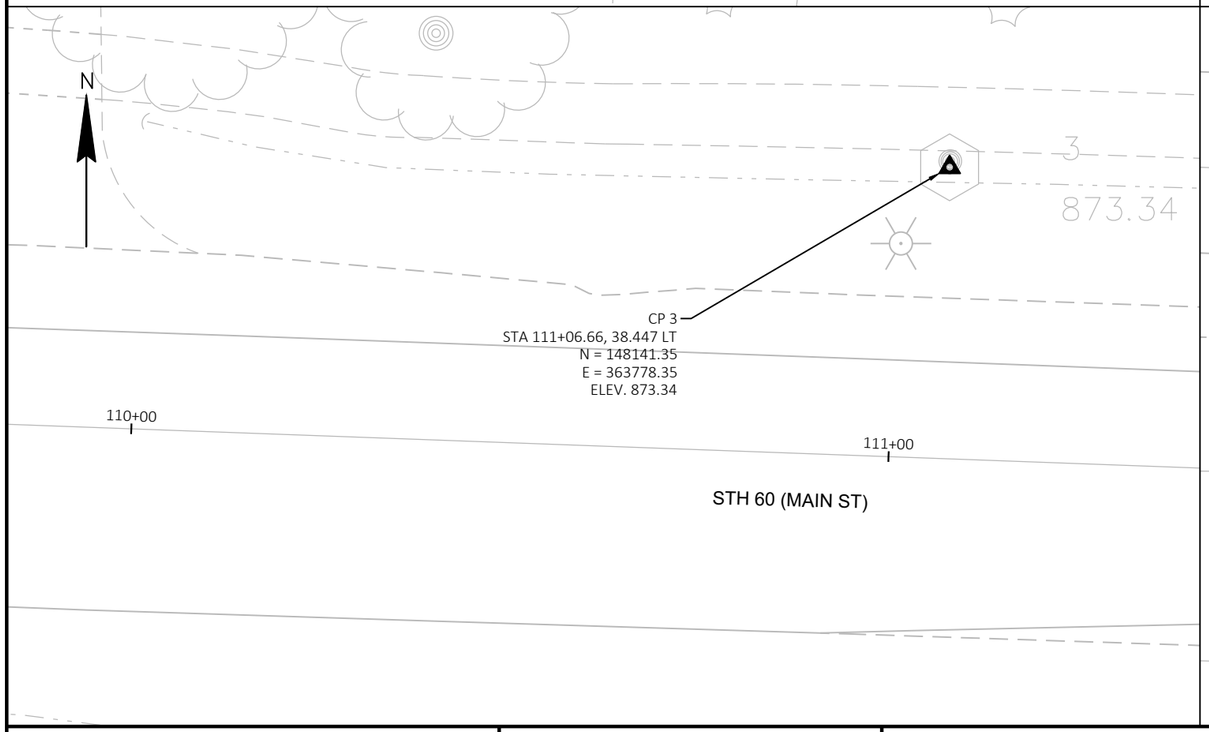


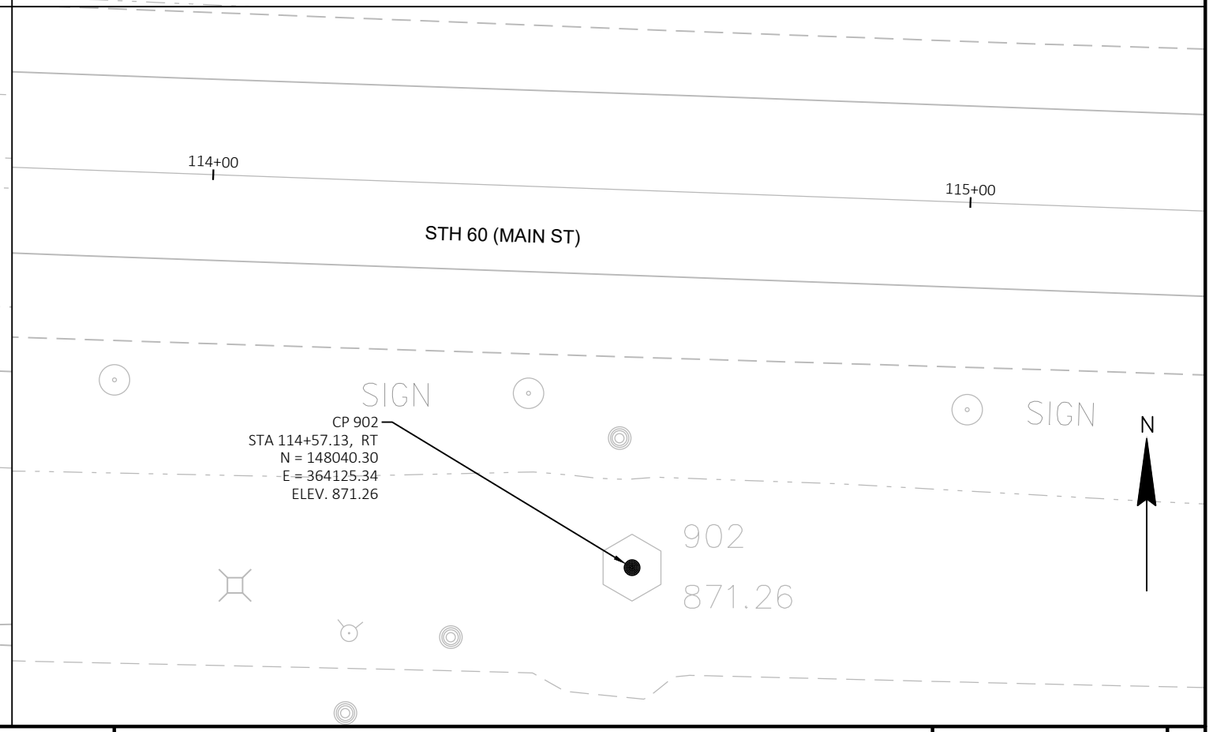
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	SURVEY CONTROL	SHEET 180	E

2







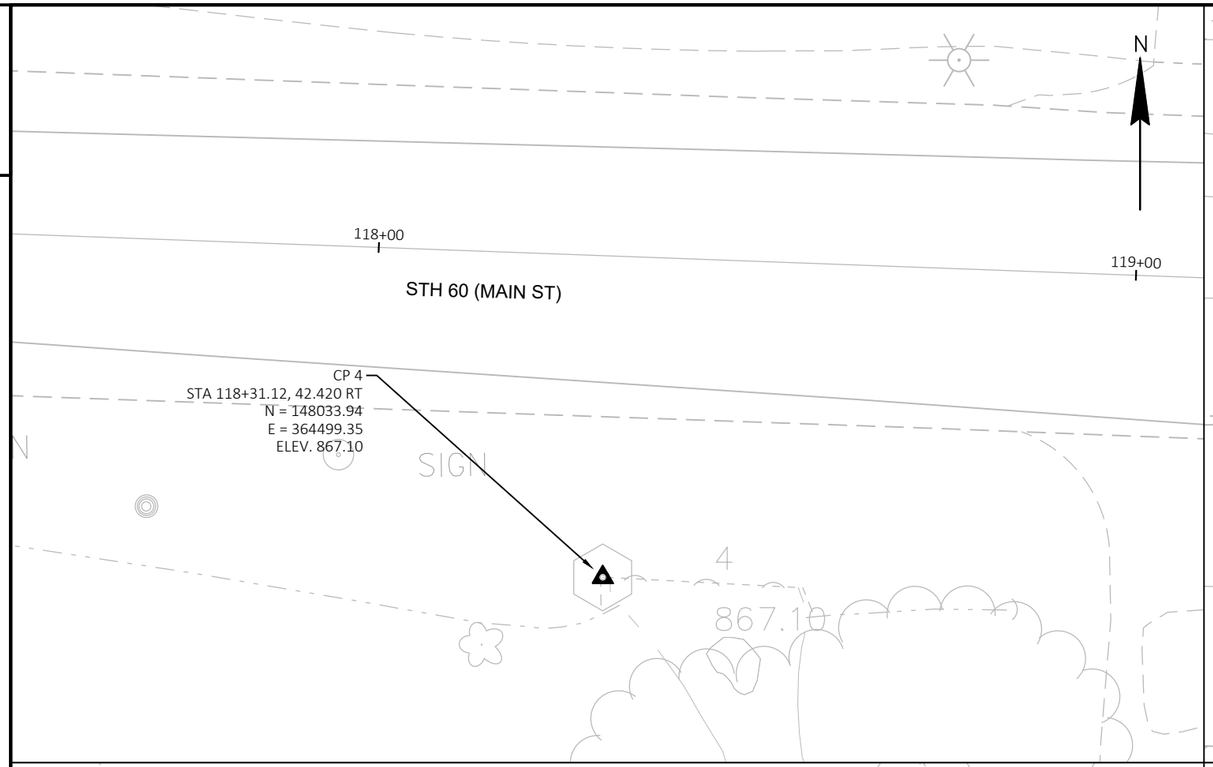


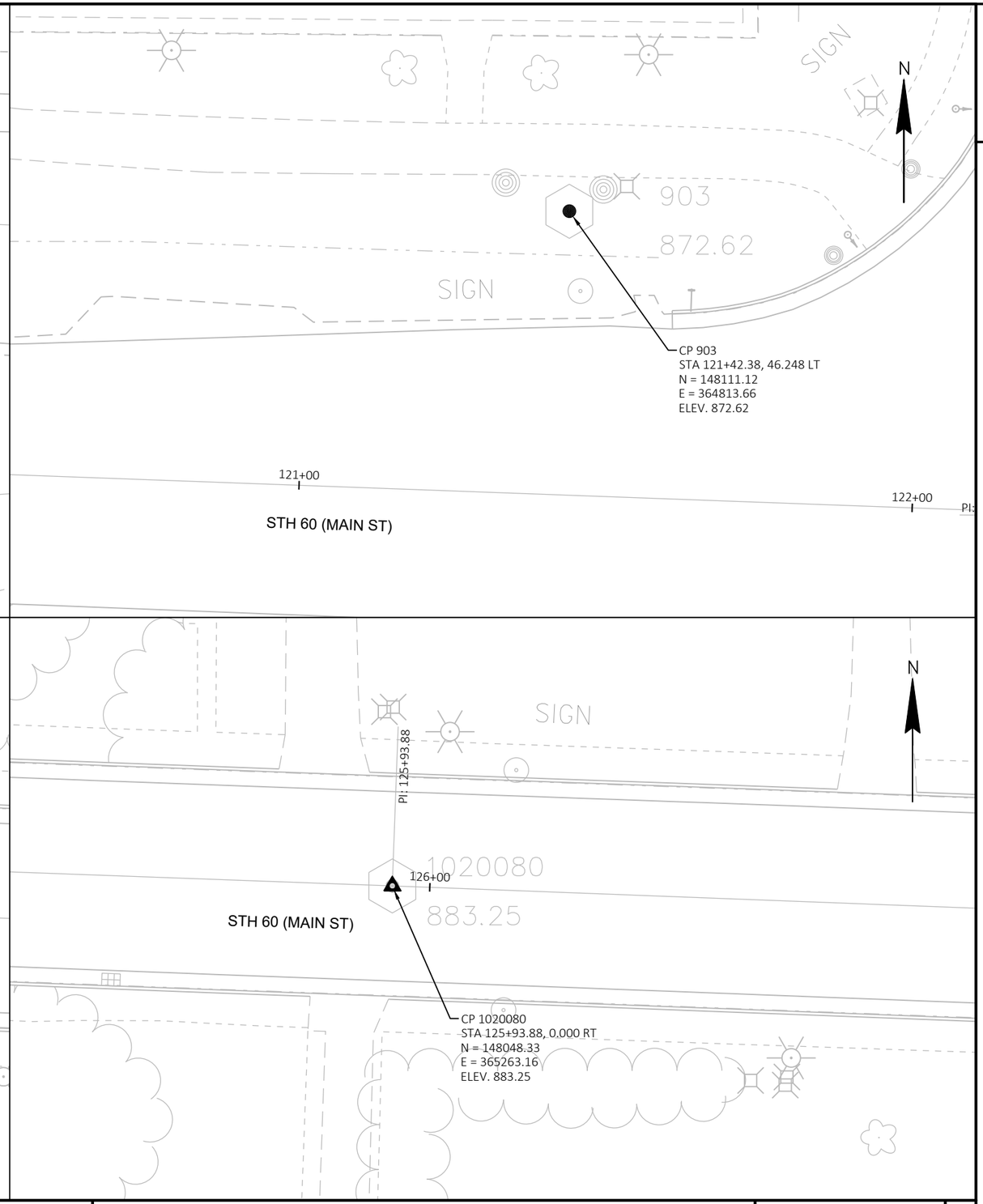
2

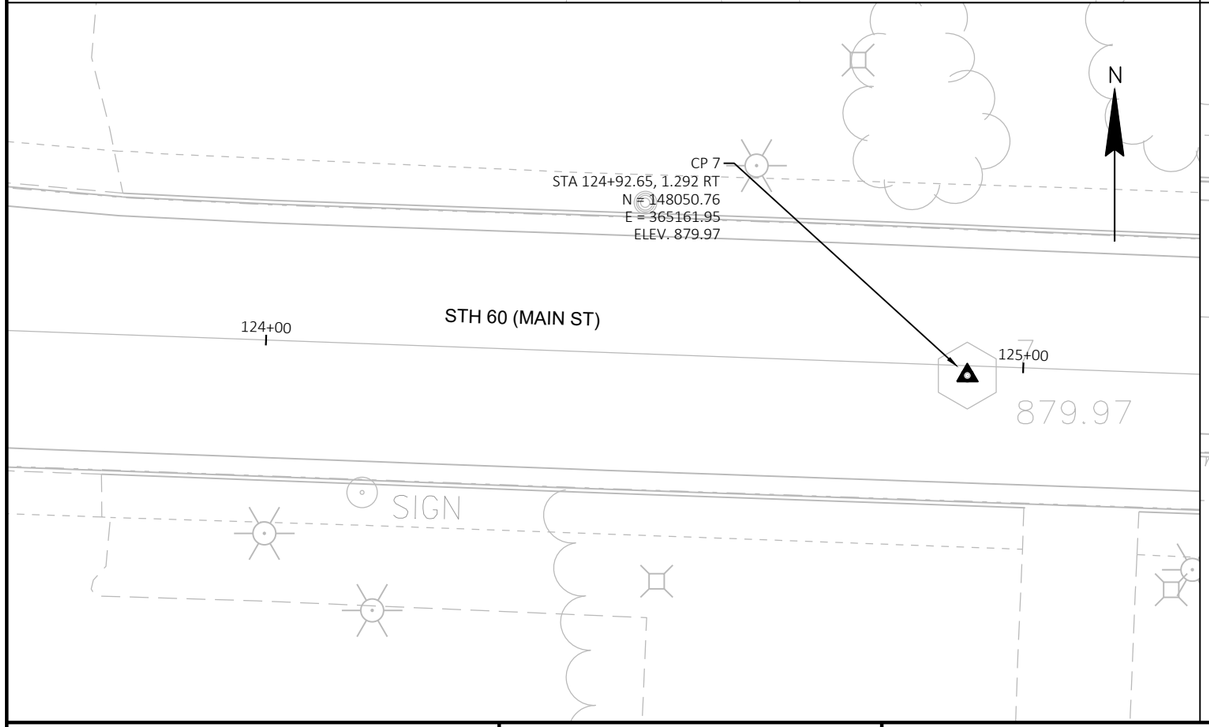
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	SURVEY CONTROL	SHEET 181	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\027202-AD.DWG
LAYOUT NAME - 02
PLOT DATE : 6/27/2023 11:23 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

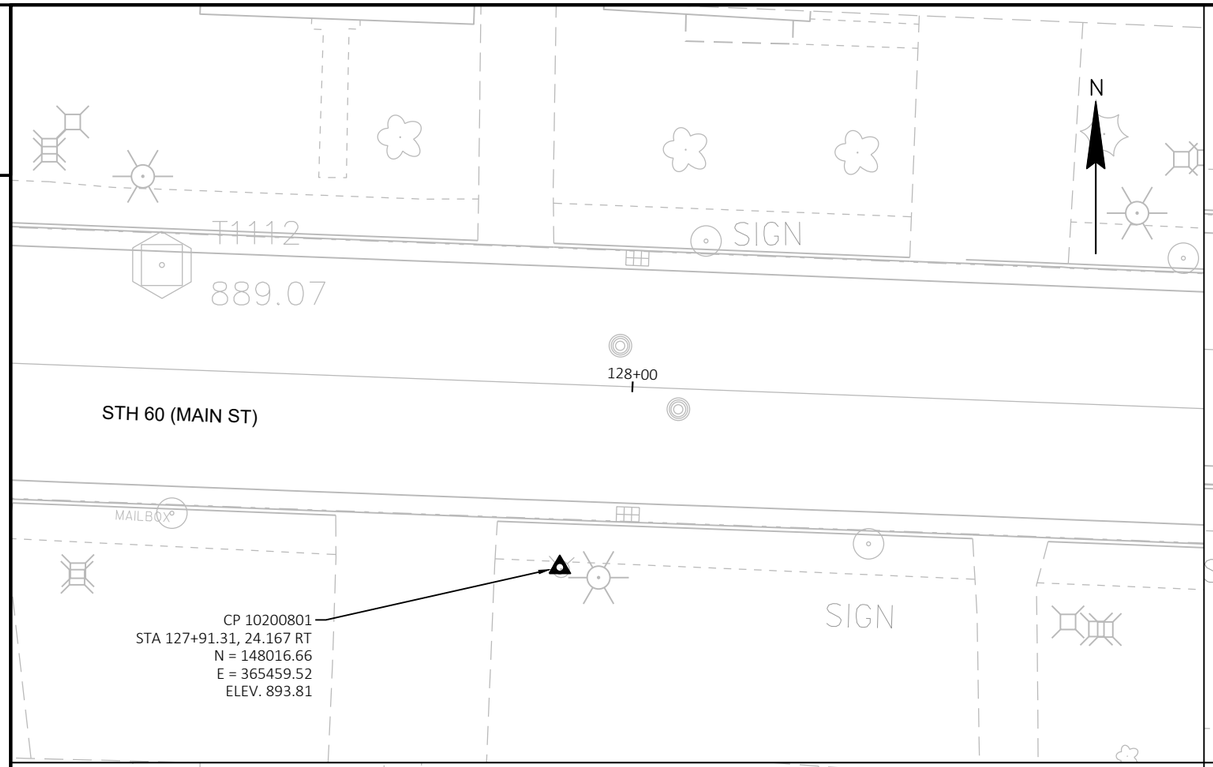
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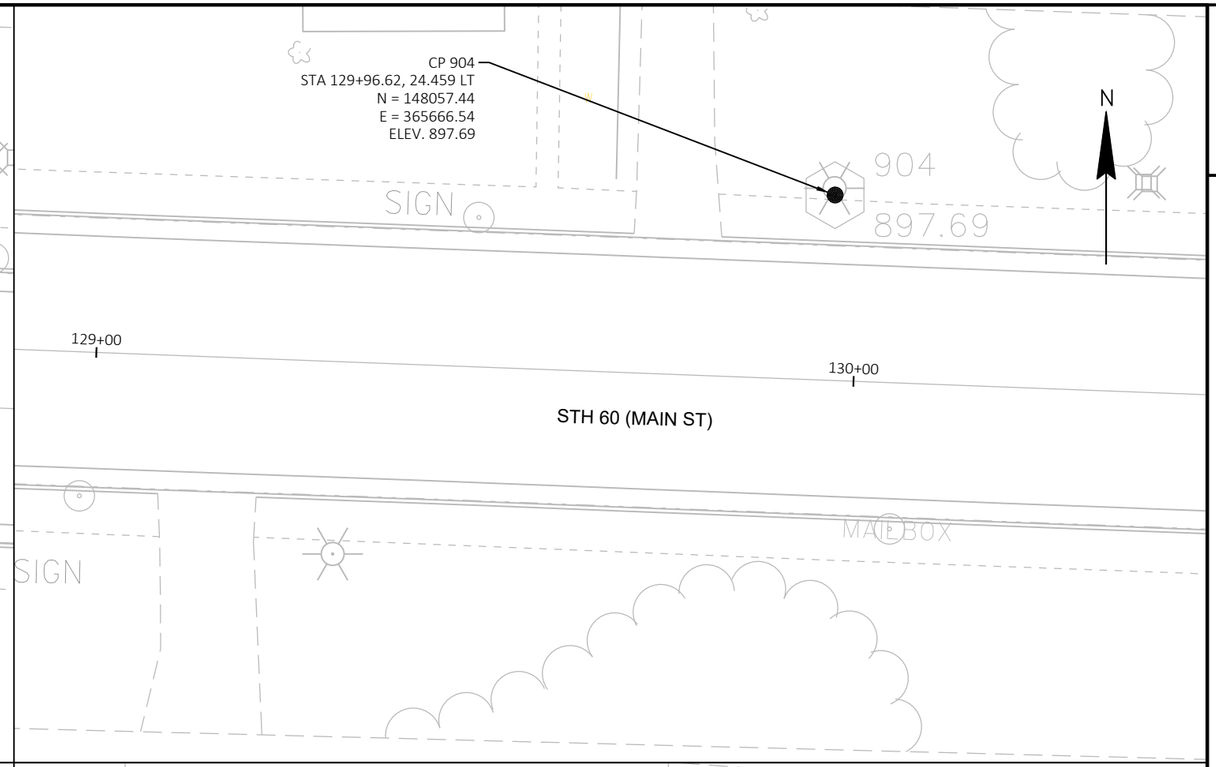


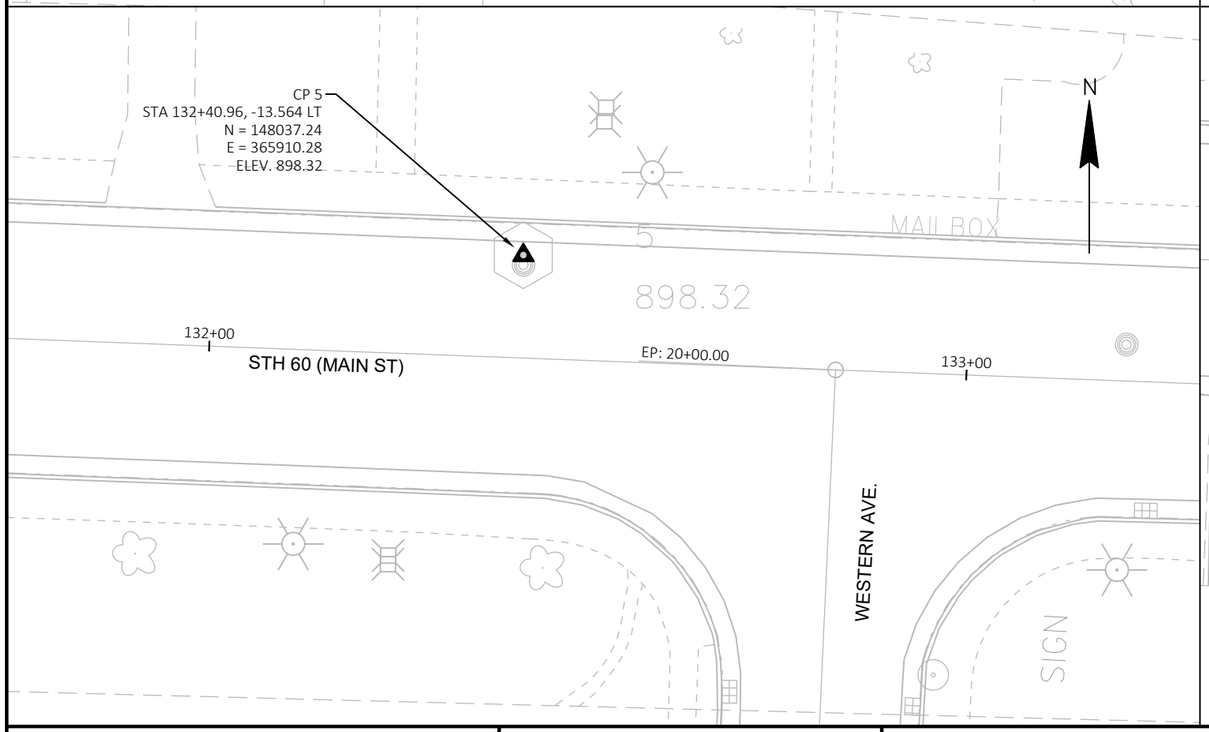


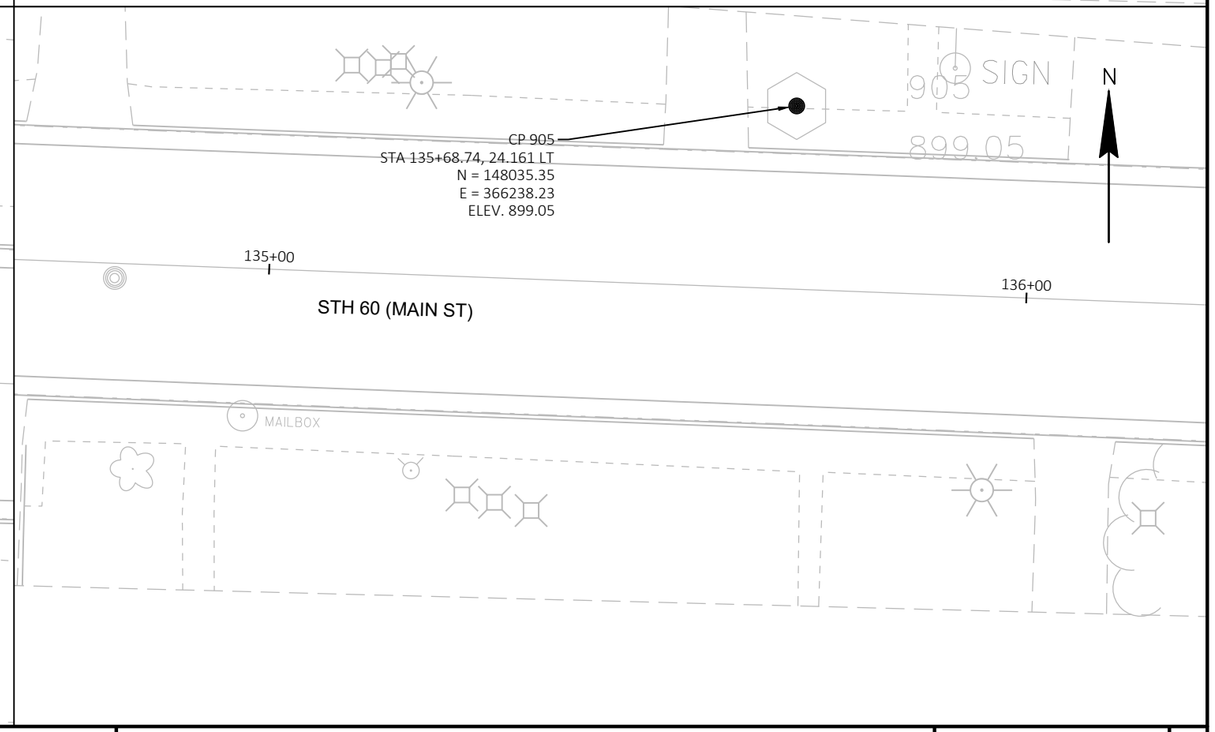


PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	SURVEY CONTROL	SHEET 182	E



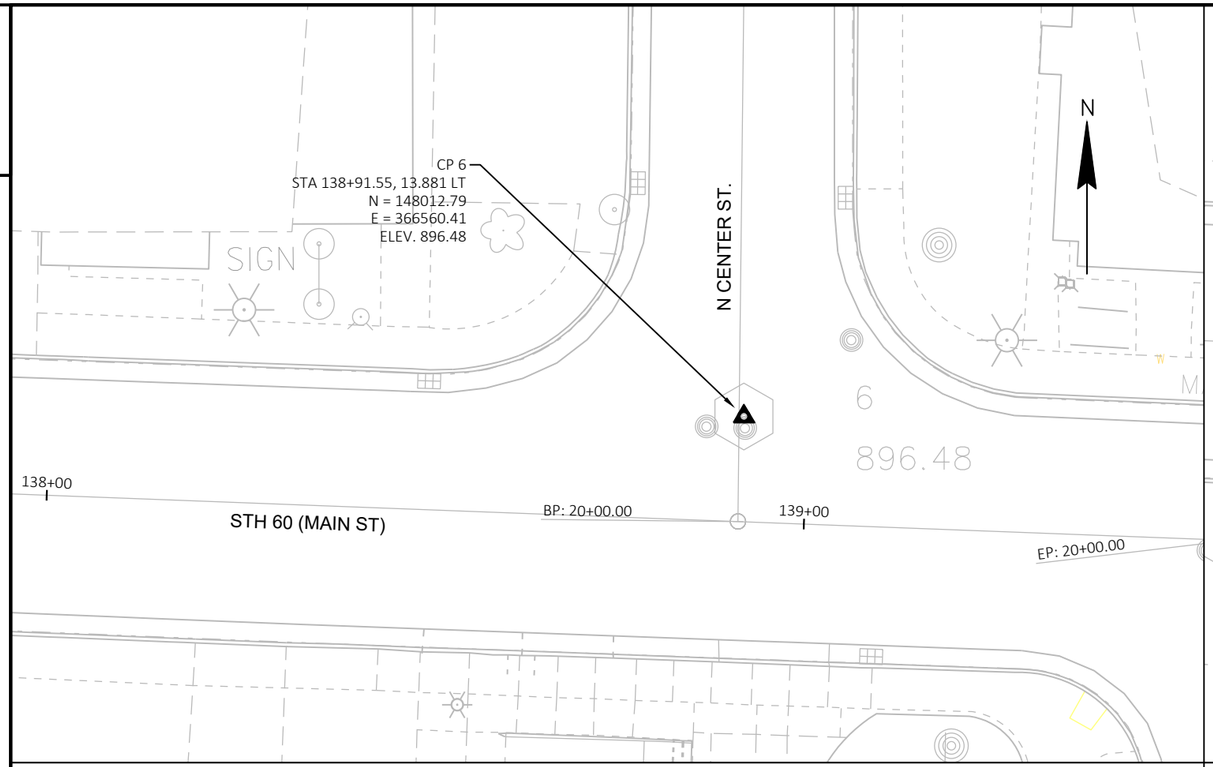


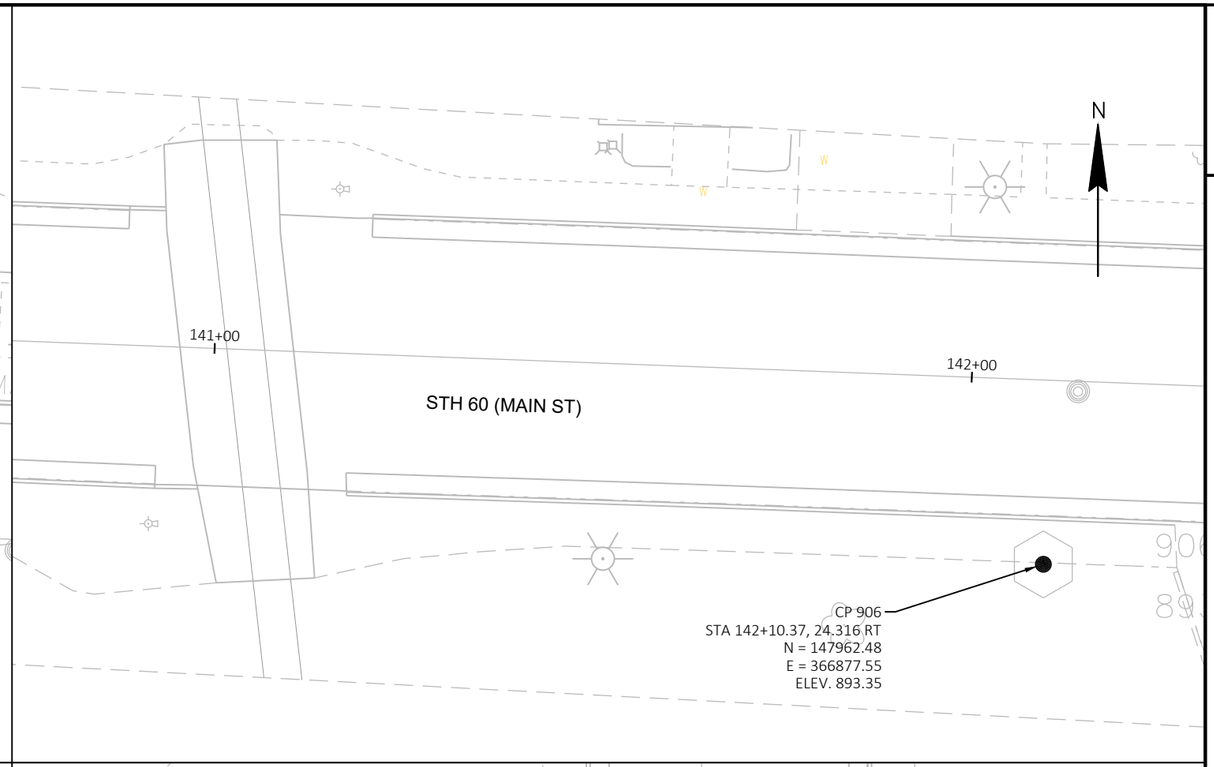


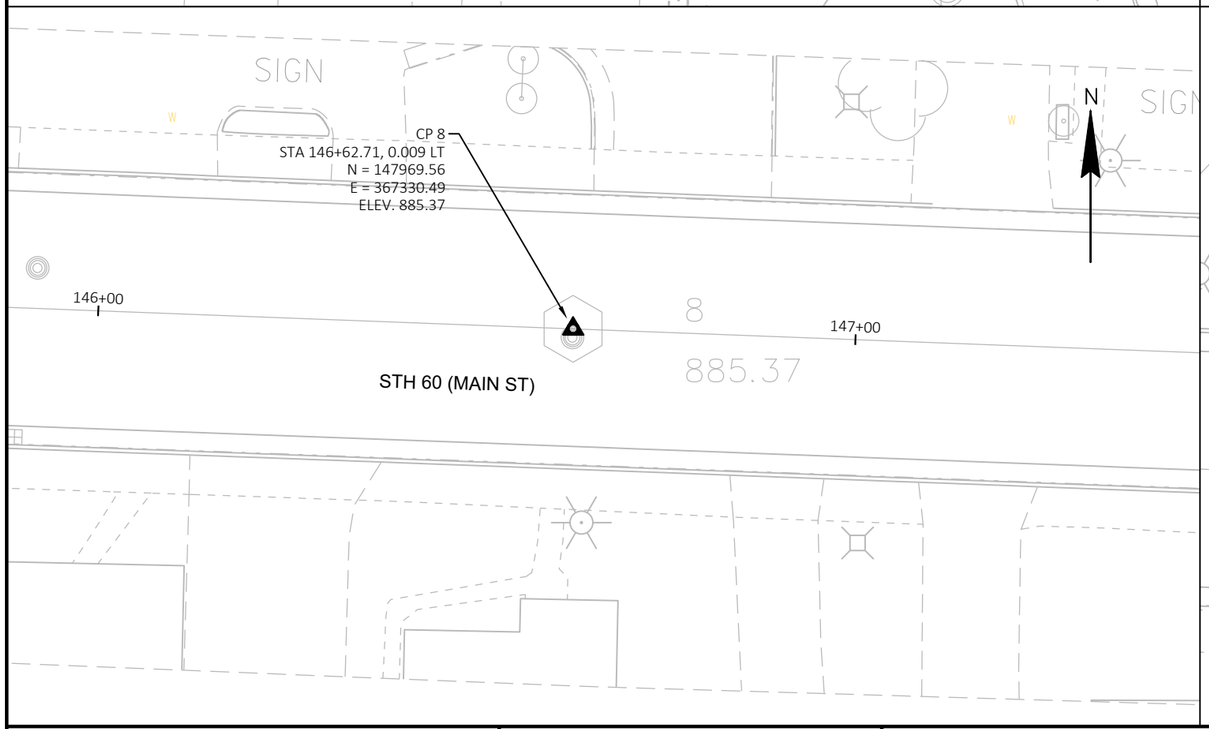


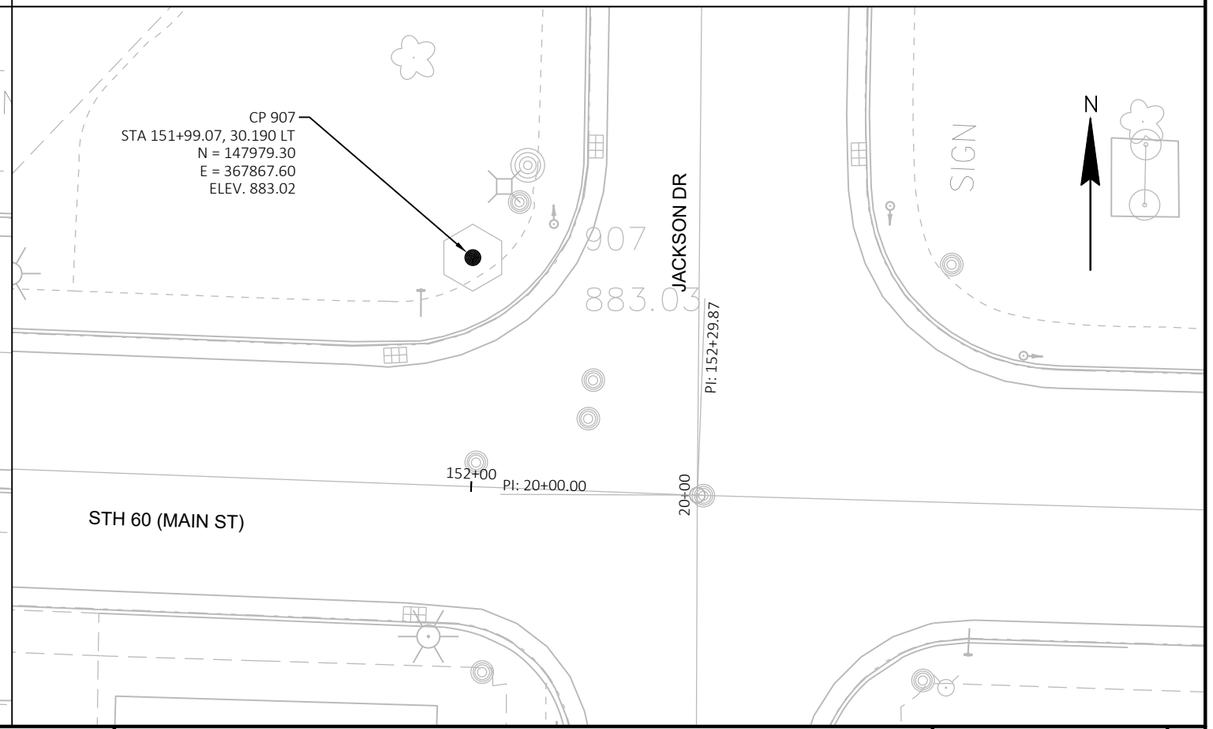
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	SURVEY CONTROL	SHEET 183	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\027202-AD.DWG
LAYOUT NAME - 04
PLOT DATE : 6/27/2023 11:23 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



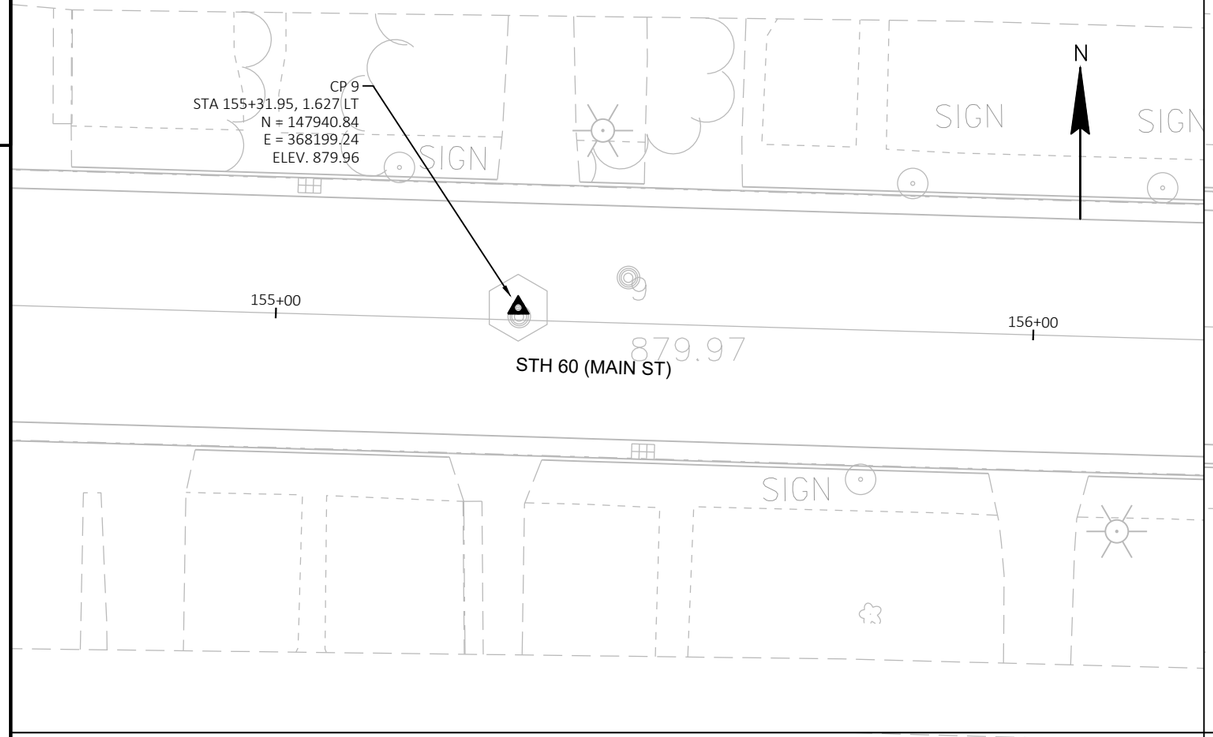


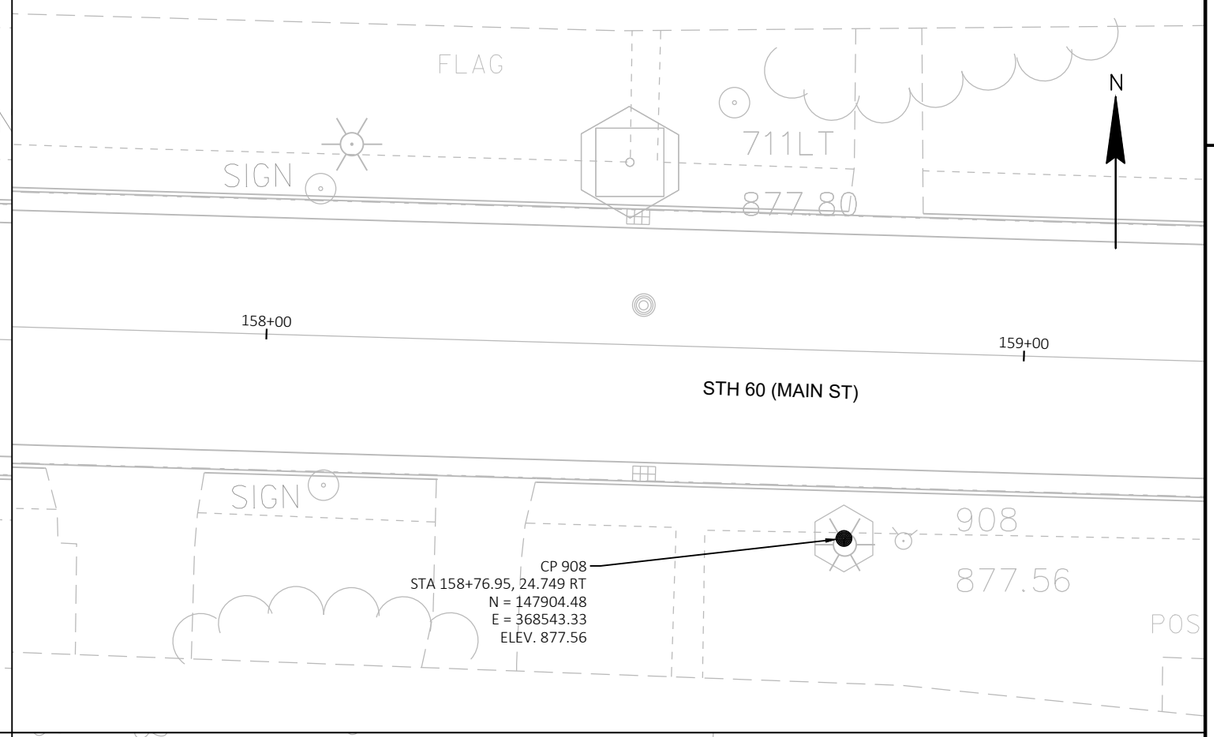


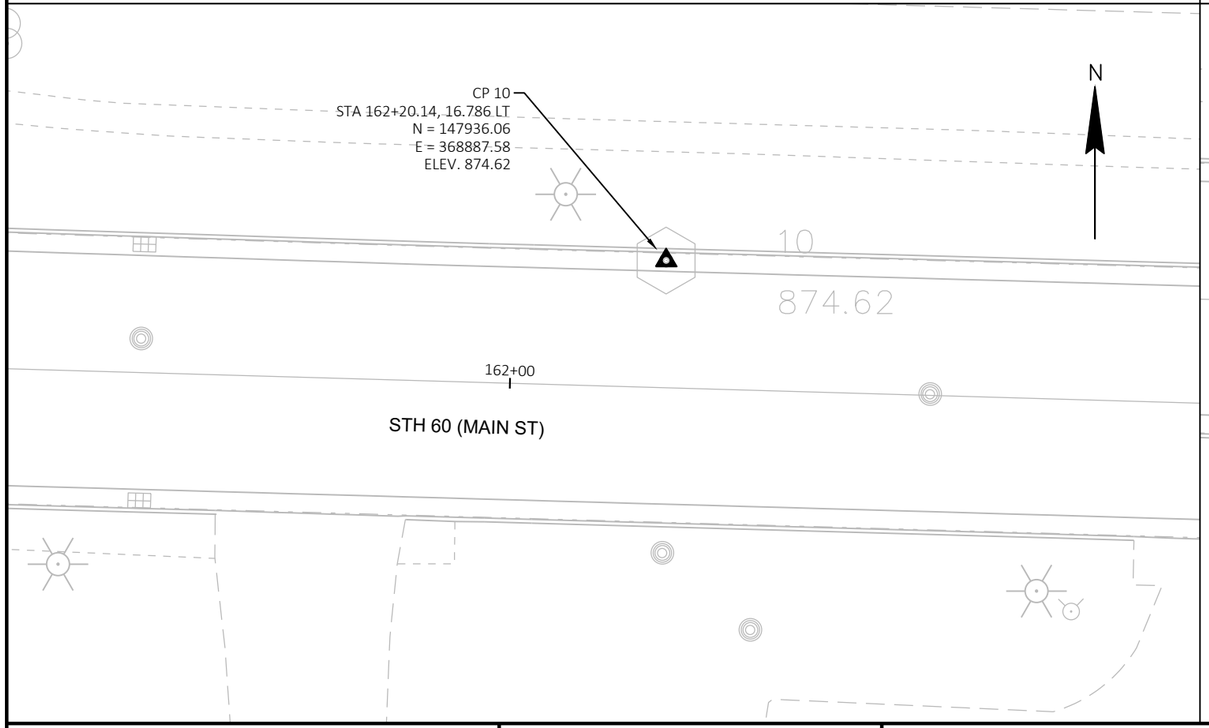


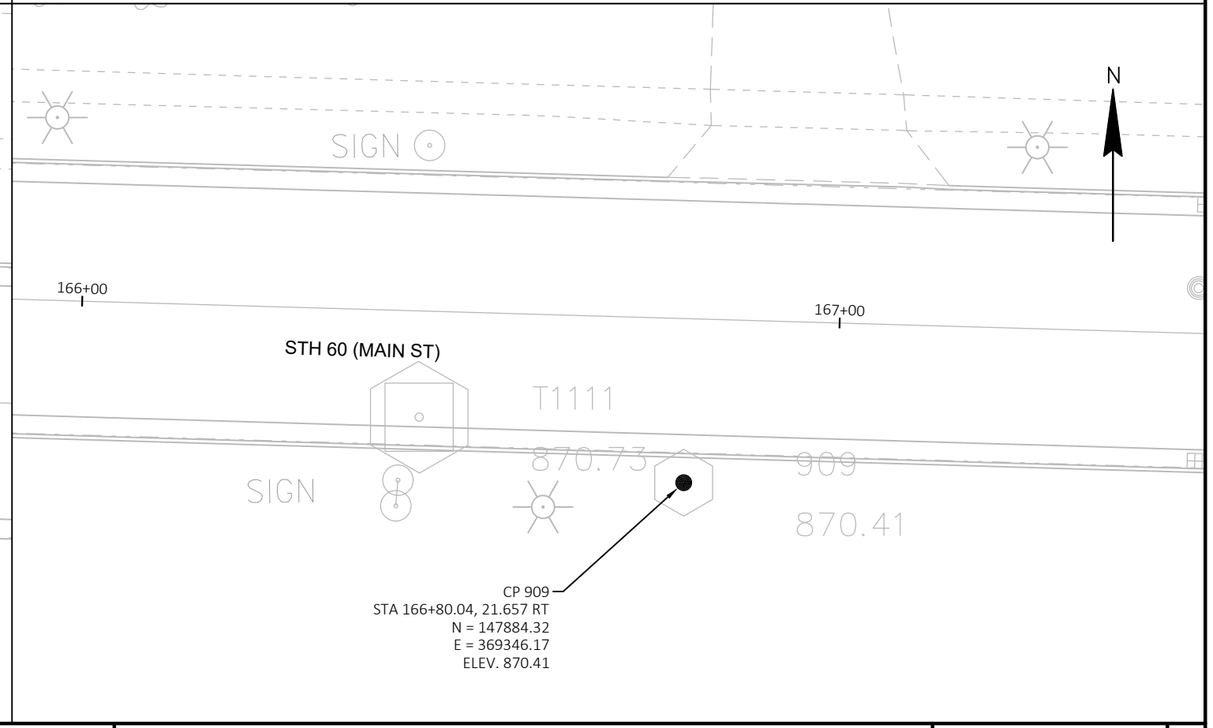
PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	SURVEY CONTROL	SHEET 184	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\027202-AD.DWG
LAYOUT NAME - 05
PLOT DATE : 6/27/2023 11:23 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42









PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	SURVEY CONTROL	SHEET 185	E

2

BP: 20+00.00

171+00

STH 60 (MAIN ST)

CP 11
STA 170+77.64, 53.021 RT
N = 147841.46
E = 369742.69
ELEV. 861.86

11

861.86

N

CP 910
STA 174+25.63, 39.797 LT
N = 147924.16
E = 370093.23
ELEV. 857.20

910

857.20

N

2

174+00

STH 60 (MAIN ST)

713LT

857.81

SIGN

CP 12
STA 177+85.29, 37.538 LT
N = 147911.49
E = 370452.67
ELEV. 849.78

12

849.78

CP 10200822
STA 178+60.57, 58.417 LT
N = 147930.18
E = 370528.52
ELEV. 849.31

N

CP 1020082
STA 178+64.43, 0.006 LT
N = 147871.68
E = 370530.69
ELEV. 850.05

PI: 178+64.43

178+00

STH 60 (MAIN ST)

102008

850.05

CP 1020082
STA 178+64.43, 0.006 LT
N = 147871.68
E = 370530.69
ELEV. 850.05

PI: 178+64.43

178+00

STH 60 (MAIN ST)

1020082

850.05

179+00

CP 10200821
STA 178+48.96, 46.885 RT
N = 147825.26
E = 370513.86
ELEV. 852.60

SIG

N

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	SURVEY CONTROL	SHEET 186	E

2

911
845.32

CP 911
STA 183+49.86, 83.713 LT
N = 147943.23
E = 371018.06
ELEV. 845.32

EAGLE DR.

N

EP: 20+00.00
BP: 20+00.00
184+00

3+00

STH 60 (MAIN ST)

185+00

STH 60 (MAIN ST)

EAGLE DR.

CP 13
STA 185+07.31, 46.283 RT
N = 147809.34
E = 371172.22
ELEV. 844.35

13
844.35

N

SIGN

2

191+00

192+00

STH 60 (MAIN ST)

CP 14
STA 191+54.55, 47.529 RT
N = 147791.91
E = 371819.22
ELEV. 844.57

SIGN

14
844.57

N

RIPRAP

RIPRAP

912
842.90

CP 912
STA 194+34.16, 34.238 LT
N = 147866.66
E = 372100.78
ELEV. 842.90

N

194+00

STH 60 (MAIN ST)

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	SURVEY CONTROL	SHEET 187	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\027202-AD.DWG
LAYOUT NAME - 08
PLOT DATE : 6/27/2023 11:29 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

2310-13-70

Line	Item	Item Description	Unit	Total	Qty
0006	204.0110	Removing Asphaltic Surface	SY	989.000	989.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,588.000	1,588.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	42,858.000	42,858.000
0012	204.0150	Removing Curb & Gutter	LF	1,425.000	1,425.000
0014	204.0155	Removing Concrete Sidewalk	SY	1,080.000	1,080.000
0016	204.0190	Removing Surface Drains	EACH	1.000	1.000
0018	204.0195	Removing Concrete Bases	EACH	36.000	36.000
0024	204.9060.S	Removing (item description) 01. Traffic Signals STH 60 & CTH P	EACH	1.000	1.000
0026	204.9060.S	Removing (item description) 02. Traffic Signals STH 60 & Industrial Dr	EACH	1.000	1.000
0028	204.9060.S	Removing (item description) 03. Traffic Signals STH 60 & Jackson Dr	EACH	1.000	1.000
0030	204.9060.S	Removing (item description) 04. Loop Detector Wire & Lead In Cable STH 60 & CTH P	EACH	1.000	1.000
0032	204.9060.S	Removing (item description) 05. Loop Detector Wire & Lead In Cable STH 60 & Industrial Dr	EACH	1.000	1.000
0034	204.9060.S	Removing (item description) 06. Loop Detector Wire & Lead In Cable STH 60 & Jackson Dr	EACH	1.000	1.000
0036	205.0100	Excavation Common	CY	315.000	315.000
0038	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	432.000	432.000
0040	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 2310-13-70	EACH	1.000	1.000
0044	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	4.000	4.000
0046	213.0100	Finishing Roadway (project) 01. 2310-13-70	EACH	1.000	1.000
0050	305.0110	Base Aggregate Dense 3/4-Inch	TON	210.000	210.000
0052	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	400.000	400.000
0058	390.0405	Base Patching Concrete SHES	CY	23.000	23.000
0064	455.0605	Tack Coat	GAL	6,146.000	6,146.000
0066	460.2000	Incentive Density HMA Pavement	DOL	5,920.000	5,920.000
0070	460.6224	HMA Pavement 4 MT 58-28 S	TON	9,241.000	9,241.000
0074	465.0105	Asphaltic Surface	TON	10.000	10.000
0076	465.0110	Asphaltic Surface Patching	TON	35.000	35.000
0100	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,300.000	1,300.000
0104	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	50.000	50.000
0108	601.0600	Concrete Curb Pedestrian	LF	38.000	38.000
0112	602.0410	Concrete Sidewalk 5-Inch	SF	13,575.000	13,575.000
0114	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	306.000	306.000
0116	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	140.000	140.000
0118	602.0810	Concrete Driveway 6-Inch	SY	40.000	40.000
0120	602.3010	Concrete Surface Drains	CY	1.000	1.000
0130	611.0612	Inlet Covers Type C	EACH	1.000	1.000
0140	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0146	611.8110	Adjusting Manhole Covers	EACH	27.000	27.000
0148	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000
0150	611.8120.S	Cover Plates Temporary	EACH	27.000	27.000
0158	618.0100	Maintenance and Repair of Haul Roads (project) 01. 2310-13-70	EACH	1.000	1.000
0162	619.1000	Mobilization	EACH	0.950	0.950
0168	625.0100	Topsoil	SY	3,045.000	3,045.000
0170	628.1504	Silt Fence	LF	510.000	510.000
0172	628.1520	Silt Fence Maintenance	LF	510.000	510.000
0174	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0176	628.1910	Mobilizations Emergency Erosion Control	EACH	8.000	8.000
0178	628.7005	Inlet Protection Type A	EACH	5.000	5.000
0182	628.7020	Inlet Protection Type D	EACH	60.000	60.000
0186	629.0210	Fertilizer Type B	CWT	2.000	2.000

2310-13-70

Line	Item	Item Description	Unit	Total	Qty
0194	631.0300	Sod Water	MGAL	18.000	18.000
0196	631.1000	Sod Lawn	SY	3,045.000	3,045.000
0202	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	28.000	28.000
0206	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	26.000	26.000
0208	637.2210	Signs Type II Reflective H	SF	456.610	456.610
0210	637.2215	Signs Type II Reflective H Folding	SF	72.520	72.520
0212	637.2230	Signs Type II Reflective F	SF	165.320	165.320
0214	638.2102	Moving Signs Type II	EACH	33.000	33.000
0216	638.2602	Removing Signs Type II	EACH	59.000	59.000
0218	638.3000	Removing Small Sign Supports	EACH	47.000	47.000
0220	643.0300	Traffic Control Drums	DAY	49,200.000	49,200.000
0222	643.0410	Traffic Control Barricades Type II	DAY	1,950.000	1,950.000
0224	643.0420	Traffic Control Barricades Type III	DAY	2,650.000	2,650.000
0226	643.0705	Traffic Control Warning Lights Type A	DAY	9,200.000	9,200.000
0228	643.0715	Traffic Control Warning Lights Type C	DAY	1,480.000	1,480.000
0230	643.0900	Traffic Control Signs	DAY	24,550.000	24,550.000
0232	643.0910	Traffic Control Covering Signs Type I	EACH	12.000	12.000
0234	643.1050	Traffic Control Signs PCMS	DAY	40.000	40.000
0236	643.1070	Traffic Control Cones 42-Inch	DAY	12,000.000	12,000.000
0238	643.3165	Temporary Marking Line Paint 6-Inch	LF	30,750.000	30,750.000
0240	643.3960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	41,020.000	41,020.000
0242	643.5000	Traffic Control	EACH	0.950	0.950
0244	644.1410	Temporary Pedestrian Surface Asphalt	SF	150.000	150.000
0246	644.1601	Temporary Pedestrian Curb Ramp	DAY	1,470.000	1,470.000
0248	644.1605	Temporary Pedestrian Detectable Warning Field	SF	840.000	840.000
0250	644.1810	Temporary Pedestrian Barricade	LF	1,680.000	1,680.000
0256	646.2020	Marking Line Epoxy 6-Inch	LF	37,620.000	37,620.000
0258	646.4020	Marking Line Epoxy 10-Inch	LF	1,541.000	1,541.000
0260	646.5020	Marking Arrow Epoxy	EACH	23.000	23.000
0262	646.5120	Marking Word Epoxy	EACH	3.000	3.000
0264	646.5320	Marking Railroad Crossing Epoxy	EACH	2.000	2.000
0266	646.6120	Marking Stop Line Epoxy 18-Inch	LF	399.000	399.000
0268	646.7020	Marking Diagonal Epoxy 6-Inch	LF	360.000	360.000
0270	646.7120	Marking Diagonal Epoxy 12-Inch	LF	134.400	134.400
0272	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,502.000	1,502.000
0276	646.8020	Marking Corrugated Median Epoxy	SF	891.000	891.000
0278	646.8120	Marking Curb Epoxy	LF	175.000	175.000
0280	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0282	646.9000	Marking Removal Line 4-Inch	LF	8,700.000	8,700.000
0284	650.4000	Construction Staking Storm Sewer	EACH	1.000	1.000
0286	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,510.000	1,510.000
0290	650.8000	Construction Staking Resurfacing Reference	LF	9,150.000	9,150.000
0292	650.8501	Construction Staking Electrical Installations (project) 01. 2310-13-70	EACH	1.000	1.000
0296	650.9000	Construction Staking Curb Ramps	EACH	38.000	38.000
0298	650.9500	Construction Staking Sidewalk (project) 01. 2310-13-70	EACH	1.000	1.000
0300	650.9911	Construction Staking Supplemental Control (project) 01. 2310-13-70	EACH	1.000	1.000
0302	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,375.000	1,375.000
0304	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	1,885.000	1,885.000
0306	652.0605	Conduit Special 2-Inch	LF	1,900.000	1,900.000
0308	652.0615	Conduit Special 3-Inch	LF	1,635.000	1,635.000

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Line	Item	Item Description	Unit	Total	Qty
0310	652.0800	Conduit Loop Detector	LF	4,838.000	4,838.000
0312	653.0135	Pull Boxes Steel 24x36-Inch	EACH	10.000	10.000
0314	653.0140	Pull Boxes Steel 24x42-Inch	EACH	45.000	45.000
0318	653.0905	Removing Pull Boxes	EACH	40.000	40.000
0320	654.0101	Concrete Bases Type 1	EACH	15.000	15.000
0322	654.0102	Concrete Bases Type 2	EACH	3.000	3.000
0326	654.0110	Concrete Bases Type 10	EACH	7.000	7.000
0328	654.0120	Concrete Bases Type 10-Special	EACH	5.000	5.000
0330	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	3.000	3.000
0334	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,483.000	1,483.000
0336	655.0240	Cable Traffic Signal 7-14 AWG	LF	1,991.000	1,991.000
0338	655.0260	Cable Traffic Signal 12-14 AWG	LF	4,805.000	4,805.000
0340	655.0270	Cable Traffic Signal 15-14 AWG	LF	450.000	450.000
0342	655.0305	Cable Type UF 2-12 AWG Grounded	LF	2,255.000	2,255.000
0344	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	5,370.000	5,370.000
0346	655.0610	Electrical Wire Lighting 12 AWG	LF	2,169.000	2,169.000
0350	655.0700	Loop Detector Lead In Cable	LF	16,020.000	16,020.000
0352	655.0800	Loop Detector Wire	LF	15,893.000	15,893.000
0354	655.0900	Traffic Signal EVP Detector Cable	LF	660.000	660.000
0356	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. STH 60 & CTH P	EACH	1.000	1.000
0358	656.0201	Electrical Service Meter Breaker Pedestal (location) 02. STH 60 & Industrial Dr	EACH	1.000	1.000
0360	656.0201	Electrical Service Meter Breaker Pedestal (location) 03. STH 60 & Jackson Dr	EACH	1.000	1.000
0364	657.0100	Pedestal Bases	EACH	15.000	15.000
0366	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	3.000	3.000
0368	657.0310	Poles Type 3	EACH	3.000	3.000
0372	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	2.000	2.000
0374	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	11.000	11.000
0376	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	2.000	2.000
0378	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	5.000	5.000
0382	658.0173	Traffic Signal Face 3S 12-Inch	EACH	36.000	36.000
0384	658.0174	Traffic Signal Face 4S 12-Inch	EACH	24.000	24.000
0386	658.0416	Pedestrian Signal Face 16-Inch	EACH	18.000	18.000
0388	658.0500	Pedestrian Push Buttons	EACH	18.000	18.000
0390	658.5070	Signal Mounting Hardware (location) 01. STH 60 & CTH P	EACH	1.000	1.000
0392	658.5070	Signal Mounting Hardware (location) 02. STH 60 & Industrial Dr	EACH	1.000	1.000
0394	658.5070	Signal Mounting Hardware (location) 03. STH 60 & Jackson Dr	EACH	1.000	1.000
0398	659.1125	Luminaires Utility LED C	EACH	16.000	16.000
0402	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	70.000	70.000
0404	661.0201	Temporary Traffic Signals for Intersections (location) 01. STH 60 & CTH P	EACH	1.000	1.000
0406	661.0201	Temporary Traffic Signals for Intersections (location) 02. STH 60 & Industrial Dr	EACH	1.000	1.000
0408	661.0201	Temporary Traffic Signals for Intersections (location) 03. STH 60 & Jackson Dr	EACH	1.000	1.000
0410	690.0150	Sawing Asphalt	LF	2,110.000	2,110.000
0412	690.0250	Sawing Concrete	LF	476.000	476.000
0416	740.0440	Incentive IRI Ride	DOL	7,540.000	7,540.000
0418	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,500.000	1,500.000
0420	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,800.000	1,800.000
0422	SPV.0060	Special 01. Install Type 9 Pole	EACH	2.000	2.000
0424	SPV.0060	Special 03. Install Type 10 Pole	EACH	5.000	5.000
0426	SPV.0060	Special 04. Install Type 10 Special Pole	EACH	5.000	5.000
0428	SPV.0060	Special 05. Install Monotube Arms 25-FT	EACH	3.000	3.000

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Line	Item	Item Description	Unit	Total	Qty
0430	SPV.0060	Special 06. Install Monotube Arms 30-FT	EACH	4.000	4.000
0432	SPV.0060	Special 07. Install Monotube Arms 35-FT Special	EACH	4.000	4.000
0434	SPV.0060	Special 08. Install Monotube Arms 40-FT Special	EACH	1.000	1.000
0436	SPV.0060	Special 09. Install Luminaire Arms Steel 15-FT	EACH	11.000	11.000
0438	SPV.0060	Special 10. Transport and Install State Furnished EVP Detector Heads STH 60 & CTH P	EACH	1.000	1.000
0440	SPV.0060	Special 11. Transport and Install State Furnished EVP Detector Heads STH 60 & Industrial	EACH	1.000	1.000
0442	SPV.0060	Special 12. Transport and Install State Furnished EVP Detector Heads STH 60 & Jackson Dr	EACH	2.000	2.000
0444	SPV.0060	Special 13. Transport and Install State Furnished Traffic Signal Cabinet STH 60 & CTH P	EACH	1.000	1.000
0446	SPV.0060	Special 14. Transport and Install State Furnished Signal Cabinet STH 60 & Industrial Dr	EACH	1.000	1.000
0448	SPV.0060	Special 15. Transport and Install State Furnished Signal Cabinet STH 60 & Jackson Dr	EACH	1.000	1.000
0450	SPV.0060	Special 16. Temporary Infrared EVP System STH 60 & CTH P	EACH	1.000	1.000
0452	SPV.0060	Special 17. Temporary Infrared EVP System STH 60 & Industrial Dr	EACH	1.000	1.000
0454	SPV.0060	Special 18. Temporary Infrared EVP System STH 60 & Jackson Dr	EACH	1.000	1.000
0456	SPV.0060	Special 19. Transport Traffic Signal and Lighting Materials STH 60 & CTH P	EACH	1.000	1.000
0458	SPV.0060	Special 20. Transport Traffic Signal and Lighting Materials STH 60 & Industrial Dr	EACH	1.000	1.000
0460	SPV.0060	Special 21. Transport Traffic Signal and Lighting Materials STH 60 & Jackson Dr	EACH	1.000	1.000
0466	SPV.0060	Special 25. Section Corner Monuments	EACH	4.000	4.000
0468	SPV.0060	Special 26. Pedestrian Shuttle Service	EACH	1.000	1.000
0470	SPV.0060	Special 27. Utility Line Opening (ULO)	EACH	10.000	10.000
0474	SPV.0165	Special 02. Wall Modular Block Gravity Landscape	SF	45.000	45.000
0476	SPV.0195	Special 01. Asphalt Repair	TON	315.000	315.000

REMOVAL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0110* REMOVING ASPHALTIC SURFACE SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0190 REMOVING SURFACE DRAINS EACH	690.0150* SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	92+80	-	95+00	WEST OF CTH P	277	--	3110	--	--	--	115	--	
	95+00	-	99+00	CTH P	560	32	1433	100	15	--	124	10	
	99+00	-	121+50	CTH P TO INDUSTRIAL DR	--	187	12971	145	--	--	524	10	
	121+50	-	123+00	INDUSTRIAL DR	146	21	1039	275	136	--	75	54.2	
	123+00	-	132+30	INDUSTRIAL DR TO WESTERN AVE	--	--	3849	40	6	--	--	10.4	
	132+30	-	133+50	WESTERN AVE	49	19	79	140	68	--	110	45.21	
	133+50	-	138+50	WESTERN AVE TO CENTER ST	--	--	2302	30	35	--			
	138+50	-	140+00	CENTER ST	112	5	212	242	174	--	58	109.5	
	140+00	-	151+50	CENTER ST TO JACKSON ST	--	44	4648	194	187	--	40	106.1	
	151+50	-	153+50	JACKSON DR	134	--	821	241	269	--	160	89.5	
	153+50	-	170+00	JACKSON DR TO RIDGEWAY RD	--	111	6574	--	188	--	43	38.8	
	170+00	-	171+50	RIDGEWAY RD	144	--	486	--	--	--	65		
	171+50	-	181+01	RIDGEWAY RD TO EAGLE DR	--	--	3864	19	--	1	61	2.5	GAP FOR EAGLE DR PROJECT 2310-13-71
	186+86	-	190+50	EAST OF EAGLE DR	166	--	1470	--	--	--	129	--	GAP FOR EAGLE DR PROJECT 2310-13-71
				UNDISTRIBUTED	--	--	--	--	--	--	540	--	MICELLANEOUS 15% OF TOTAL
				TOTAL 0010	1,588	419	42,858	1,425	1,080	1	2044	476	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CTH NN RAILROAD CROSSING - SURFACE REPLACEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0110* REMOVING ASPHALTIC SURFACE SY	305.0120* BASE AGGREGATE 3/4-INCH TON	460.6224* HMA PAVEMENT 4 MT 58-28 S TON	646.2020* MARKING LINE EPOXY 6-INCH (YELLOW) LF	646.2020* MARKING LINE EPOXY 6-INCH (WHITE) LF	646.6120* MARKING STOP LINE LINE EPOXY 18-INCH (WHITE) LF	690.0150* SAWING ASPHALT LF	COMMENTS
0010	10640	--	10716	CTH NN	270	5	80	150	150	12	30	WEST APPROACH
	10722	--	10775	CTH NN	220	5	65	105	105	12	36	EAST APPROACH
				TOTAL 0100	490	10	145	510		24	66	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	205.0100* EXCAVATION COMMON (1) CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.20	MASS ORDINATE +/- (14)	WASTE
CTH P	95+75/98+25	11	0	11	3	4	7	7
RAILROAD	140+75/141+40	0	0	0	15	18	-18	0
JACKSON DR	151+61/153+30	4	0	4	2	2	2	2
RELOCATED SIDEWALK	161+24/165+93	46	0	46	0	0	46	46
GRAND TOTAL		61	0	61	20	24	37	55
TOTAL EXCAVATION COMMON		61						

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

NOTES:

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

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

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(13) EXPANDED FILL FACTOR = 1.2

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

EARTHWORK SUMMARY - SIDEWALK REPLACEMENT

CATEGORY	STATION	TO	STATION	LOCATION	205.0100* EXCAVATION COMMON CY
0010	92+80	-	95+00	WEST OF CTH P	--
	95+00	-	99+00	CTH P	37
	99+00	-	121+50	CTH P TO INDUSTRIAL DR	19
	121+50	-	123+00	INDUSTRIAL DR	27
	123+00	-	132+30	INDUSTRIAL DR TO WESTERN AVE	1
	132+30	-	133+50	WESTERN AVE	12
	133+50	-	138+50	WESTERN AVE TO CENTER ST	--
	138+50	-	140+00	CENTER ST	27
	140+00	-	151+50	CENTER ST TO JACKSON DR	22
	151+50	-	153+50	JACKSON DR	39
	153+50	-	170+00	JACKSON DR TO RIDGEWAY RD	70
	170+00	-	171+50	RIDGEWAY RD	--
	171+50	-	181+01	RIDGEWAY RD TO EAGLE DR	--
	186+86	-	190+50	EAST OF EAGLE DR	--
				TOTAL 0010	254

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM

CATEGORY	STATION	TO	STATION	LOCATION	TON
0010	121+15	-	122+35	LT	288
	122+58	-	123+78	RT	138
	151+40	-	152+30	45' RT	5
	18+45	-	20+00	JACKSON DR, LT	1
				TOTAL 0010	432

PREPARE FOUNDATION

CATEGORY	PROJECT	211.0101 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (01. 2310-13-70) EACH	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA
0010	2310-13-70	1	4
	TOTAL 0010	1	4

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100.01 FINISHING ROADWAY (PROJECT) (01. 2310-13-70) EACH
0010	2310-13-70	1
	TOTAL 0010	1

3

BASE AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 * BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
0010	92+80	-	95+00	WEST OF CTH P	8	--
	95+00	-	99+00	CTH P	6	40
	99+00	-	121+50	CTH P TO INDUSTRIAL DR	61	40
	121+50	-	123+00	INDUSTRIAL DR	25	50
	123+00	-	132+30	INDUSTRIAL DR TO WESTERN AVE	1	10
	132+30	-	133+50	WESTERN AVE	--	20
	133+50	-	138+50	WESTERN AVE TO CENTER ST	--	--
	138+50	-	140+00	CENTER ST	--	50
	140+00	-	151+50	CENTER ST TO JACKSON ST	--	45
	151+50	-	153+50	JACKSON DR	--	40
	153+50	-	170+00	JACKSON DR TO RIDGEWAY RD	--	70
	170+00	-	171+50	RIDGEWAY RD	--	--
	171+50	-	181+01	RIDGEWAY RD TO EAGLE DR	36	--
	186+86	-	190+50	EAST OF EAGLE DR	42	--
				TOTAL 0010	200	400

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110* REMOVING ASPHALTIC SURFACE SY	465.0110 ASPHALTIC SURFACE PATCHING TON	SPV.0195.01 ASPHALTIC REPAIR TON
0010	92+80	-	95+00	WEST OF CTH P	--	--	20
	95+00	-	99+00	CTH P	40	15	70
	99+00	-	121+50	CTH P TO INDUSTRIAL DR	--	--	35
	121+50	-	123+00	INDUSTRIAL DR	20	10	60
	123+00	-	132+30	INDUSTRIAL DR TO WESTERN AVE	--	--	15
	132+30	-	133+50	WESTERN AVE	--	--	--
	133+50	-	138+50	WESTERN AVE TO CENTER ST	--	--	--
	138+50	-	140+00	CENTER ST	--	--	--
	140+00	-	151+50	CENTER ST TO JACKSON ST	--	--	15
	151+50	-	153+50	JACKSON DR	20	10	85
	153+50	-	170+00	JACKSON DR TO RIDGEWAY RD	--	--	15
	170+00	-	171+50	RIDGEWAY RD	--	--	--
	171+50	-	181+01	RIDGEWAY RD TO EAGLE DR	--	--	--
	186+86	-	190+50	EAST OF EAGLE DR	--	--	--
				TOTAL 0010	80	35	315

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

DRIVEWAYS

CATEGORY	STATION	TO	STATION	LOCATION	602.0810 CONCRETE DRIVEWAY 6-INCH SY
0010	92+80	-	95+00	WEST OF CTH P	--
	95+00	-	99+00	CTH P	--
	99+00	-	121+50	CTH P TO INDUSTRIAL DR	--
	121+50	-	123+00	INDUSTRIAL DR	--
	123+00	-	132+30	INDUSTRIAL DR TO WESTERN AVE	--
	132+30	-	133+50	WESTERN AVE	--
	133+50	-	138+50	WESTERN AVE TO CENTER ST	--
	138+50	-	140+00	CENTER ST	--
	140+00	-	151+50	CENTER ST TO JACKSON ST	--
	151+50	-	153+50	JACKSON DR	8
	153+50	-	170+00	JACKSON DR TO RIDGEWAY RD	33
	170+00	-	171+50	RIDGEWAY RD	--
	171+50	-	181+01	RIDGEWAY RD TO EAGLE DR	--
	186+86	-	190+50	EAST OF EAGLE DR	--
				TOTAL 0010	40

CONCRETE SURFACE DRAINS

CATEGORY	STATION	TO	STATION	LOCATION	602.3010 CONCRETE SURFACE DRAINS CY
0010	177+10.07	-	177+39.34	NORTH SIDE OF ROAD	0.6
				TOTAL 0010	1

3

HMA ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6224 * HMA PAVEMENT 4 MT 58-28 S TON
0010	92+80	-	95+00	WEST OF CTH P	435	642
	95+00	-	99+00	CTH P	124	183
	95+00	-	99+00	CTH P	115	177
	99+00	-	121+50	CTH P TO INDUSTRIAL DR	1816	2679
	121+50	-	123+00	INDUSTRIAL DR	82	121
	121+50	-	123+00	INDUSTRIAL DR	127	200
	123+00	-	132+30	INDUSTRIAL DR TO WESTERN AVE	539	795
	132+30	-	133+50	WESTERN AVE	11	16
	133+50	-	138+50	WESTERN AVE TO CENTER ST	322	475
	138+50	-	140+00	CENTER ST	30	44
	140+00	-	151+50	CENTER ST TO JACKSON ST	651	960
	151+50	-	153+50	JACKSON DR	27	40
	151+50	-	153+50	JACKSON DR	132	204
	153+50	-	170+00	JACKSON DR TO RIDGEWAY RD	920	1358
	170+00	-	171+50	RIDGEWAY RD	68	100
	171+50	-	181+01	RIDGEWAY RD TO EAGLE DR	541	798
	186+86	-	190+50	EAST OF EAGLE DR	206	304
				UNDISTRIBUTED	--	--
				TOTAL 0010	6146	9096

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON
0010	92+80	-	95+00	WEST OF CTH P	--
	95+00	-	99+00	CTH P	--
	99+00	-	121+50	CTH P TO INDUSTRIAL DR	0.62
	121+50	-	123+00	INDUSTRIAL DR	--
	123+00	-	132+30	INDUSTRIAL DR TO WESTERN AVE	--
	132+30	-	133+50	WESTERN AVE	0.47
	133+50	-	138+50	WESTERN AVE TO CENTER ST	--
	138+50	-	140+00	CENTER ST	--
	140+00	-	151+50	CENTER ST TO JACKSON ST	6.51
	151+50	-	153+50	JACKSON DR	--
	153+50	-	170+00	JACKSON DR TO RIDGEWAY RD	--
	170+00	-	171+50	RIDGEWAY RD	--
	171+50	-	181+01	RIDGEWAY RD TO EAGLE DR	--
	186+86	-	190+50	EAST OF EAGLE DR	--
				TOTAL 0010	10

3

CATEGORY	STATION	TO	STATION	LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	REMARKS
0010	92+80	-	95+00	WEST OF CTH P	--	--	
	95+00	-	99+00	CTH P	54	46	
	99+00	-	121+50	CTH P TO INDUSTRIAL DR	53	--	
	121+50	-	123+00	INDUSTRIAL DR	275	--	
	123+00	-	132+30	INDUSTRIAL DR TO WESTERN AVE	40	--	
	132+30	-	133+50	WESTERN AVE	140	--	
	133+50	-	138+50	WESTERN AVE TO CENTER ST	30	--	
	138+50	-	140+00	CENTER ST	242	--	
	140+00	-	151+50	CENTER ST TO JACKSON ST	193	--	
	151+50	-	153+50	JACKSON DR	241	--	
	153+50	-	170+00	JACKSON DR TO RIDGEWAY RD	--	--	
	170+00	-	171+50	RIDGEWAY RD	--	--	
	171+50	-	181+01	RIDGEWAY RD TO EAGLE DR	--	--	
	186+86	-	190+50	EAST OF EAGLE DR	--	--	
				TOTAL 0010	1300	50	

SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	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
0010	92+80	-	95+00	WEST OF CTH P	--	--	--	--
	95+00	-	99+00	CTH P	20	1,379	20	20
	99+00	-	121+50	CTH P TO INDUSTRIAL DR	--	1,255	102	--
	121+50	-	123+00	INDUSTRIAL DR	--	1,794	40	49
	123+00	-	132+30	INDUSTRIAL DR TO WESTERN AVE	--	30	--	--
	132+30	-	133+50	WESTERN AVE	18	729	40	--
	133+50	-	138+50	WESTERN AVE TO CENTER ST	--	--	--	--
	138+50	-	140+00	CENTER ST	--	1,780	40	30
	140+00	-	151+50	CENTER ST TO JACKSON ST	--	1,427	64	--
	151+50	-	153+50	JACKSON DR	--	2,675	--	40
	153+50	-	170+00	JACKSON DR TO RIDGEWAY RD	--	2,506	--	--
	170+00	-	171+50	RIDGEWAY RD	--	--	--	--
	171+50	-	181+01	RIDGEWAY RD TO EAGLE DR	--	--	--	--
	186+86	-	190+50	EAST OF EAGLE DR	--	--	--	--
				TOTAL 0010	38	13,575	306	140

STORM SEWER

CATEGORY	STATION	OFFSET	611.0612 INLET COVERS TYPE C EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	390.0405 BASE PATCHING CONCRETE SHES CY
0010	177+22	23.00 LT	1	1	--	--	--	--
	140+03	17.50 RT	--	--	--	1	--	--
	UNDISTRIBUTED		--	--	27	--	27	23
	TOTAL 0010		1	1	27	1	27	23

MOBILIZATION

CATEGORY	PROJECT	619.1000 MOBILIZATION EACH
0010	2310-13-70	0.95
	TOTAL 0010	0.95

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EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7005 INLET PROTECTION TYPE A EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	92+80	-	95+00	WEST OF CTH P	83	83	--	--	--	6
	95+00	-	99+00	CTH P	--	--	--	--	--	2
	99+00	-	121+50	CTH P TO INDUSTRIAL DR	256	256	--	--	1	3
	121+50	-	123+00	INDUSTRIAL DR	--	--	--	--	--	--
	123+00	-	132+30	INDUSTRIAL DR TO WESTERN AVE	--	--	--	--	--	8
	132+30	-	133+50	WESTERN AVE	--	--	--	--	--	--
	133+50	-	138+50	WESTERN AVE TO CENTER ST	--	--	--	--	--	4
	138+50	-	140+00	CENTER ST	--	--	--	--	--	2
	140+00	-	151+50	CENTER ST TO JACKSON ST	97	97	--	--	--	10
	151+50	-	153+50	JACKSON DR	--	--	--	--	--	2
	153+50	-	170+00	JACKSON DR TO RIDGEWAY RD	--	--	--	--	--	12
	170+00	-	171+50	RIDGEWAY RD	--	--	--	--	--	1
	171+50	-	181+01	RIDGEWAY RD TO EAGLE DR	--	--	--	--	--	2
	186+86	-	190+50	EAST OF EAGLE DR	--	--	--	--	--	--
				UNDISTRIBUTED	66	66	4	8	4	8
				TOTAL 0010	510	510	4	8	5	60

RESTORATION

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	629.02 FERTILIZER TYPE B CWT	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
0010	92+80	-	95+00	WEST OF CTH P	-	-	-	-
	95+00	-	99+00	CTH P	2,052	1.13	10.05	2,052
	99+00	-	121+50	CTH P TO INDUSTRIAL DR	28	0.02	0.63	28
	121+50	-	123+00	INDUSTRIAL DR	394	0.25	2.21	394
	123+00	-	132+30	INDUSTRIAL DR TO WESTERN AVE	2	0.00	0.04	2
	132+30	-	133+50	WESTERN AVE	21	0.01	0.47	21
	133+50	-	138+50	WESTERN AVE TO CENTER ST	-	-	-	-
	138+50	-	140+00	CENTER ST	38	0.02	0.85	38
	140+00	-	151+50	CENTER ST TO JACKSON ST	36	0.02	0.81	36
	151+50	-	153+50	JACKSON DR	56	0.04	0.32	56
	153+50	-	170+00	JACKSON DR TO RIDGEWAY RD	413	0.26	2.31	413
	170+00	-	171+50	RIDGEWAY RD	-	-	-	-
	171+50	-	181+01	RIDGEWAY RD TO EAGLE DR	-	-	-	-
	186+86	-	190+50	EAST OF EAGLE DR	-	-	-	-
				TOTAL 0010	3,045	2	18	3,045

TRAFFIC CONTROL

CATEGORY	STAGE	DAYS	643.0300 TRAFFIC CONTROL DRUMS **EACH**	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE **EACH**	643.0420 TRAFFIC CONTROL BARRICADES TYPE DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A **EACH**	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C **EACH**	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900 TRAFFIC CONTROL SIGNS **EACH**	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS **EACH**	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH **EACH**	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF
0010	2A	45	650	29,250	30	1,350	110	4,950	20	900	43	1,935	--	2	30	200	9,000	18,176	14,226	8,700
	2A DETOUR	45	--	--	--	--	--	--	--	--	161	7,245	--	--	--	--	--	--	--	--
	2B	15	650	9,750	31	465	62	930	--	--	50	750	--	--	--	200	3,000	-	14,226	--
	2B DETOUR	15	--	--	--	--	--	--	20	300	161	2,415	--	--	--	--	--	--	--	--
	RR CLOSURE	15	--	--	4	60	8	120	--	--	32	480	--	--	--	--	--	--	--	--
	3	55	184	10,120	14	770	58	3,190	5	275	47	2,585	--	2	10	-	-	12,568	12,568	--
	3 DETOUR	55	--	--	--	--	--	--	--	--	161	8,855	--	--	--	--	--	--	--	--
	4	15	4	60	--	--	--	--	--	--	18	270	--	--	--	--	--	--	--	--
	UNDISTRIBUTED	--	--	--	--	--	--	--	--	--	--	--	12	--	--	--	--	--	--	--
	TOTAL 0010			49,200		2,650		9,200		1,480		24,550	12		40		12,000	30,750	41,020	8,700

**FOR INFORMATIONAL PURPOSES ONLY

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TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 TRAFFIC CONTROL EACH
0010	2310-13-70	0.95
	TOTAL 0010	0.95

TRAFFIC CONTROL PEDESTRIAN

CATEGORY	STAGE	DAYS	643.0410 TRAFFIC CONTROL BARRICADES TYPE II **EACH**	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP **EACH**	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
0010	2A	45	25	1,125	50	12	540	240	480
	2A DETOUR	45	--	--	--		--	--	--
	2B	15	--	--	50	12	180	240	480
	2B DETOUR	15	--	--	--		--	--	--
	RR CLOSURE	15	--	--	--		--	--	--
	3	55	15	825	50	12	660	240	480
	3 DETOUR	55	--	--	--		--	--	--
	4	15	--	--	-	6	90	120	240
	TOTAL 0010			1,950	150		1,470	840	1,680

**FOR INFORMATIONAL PURPOSES ONLY

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PAVEMENT MARKING

CATEGORY	STATION TO STATION	LOCATION	646.2020 * MARKING LINE EPOXY 6-INCH (YELLOW) LF	(WHITE) LF	(WHITE) (2' DASH, 6' GAP) LF	(WHITE) (12.5' DASH, 37.5' GAP) LF	(YELLOW) (2' DASH, 6' GAP) LF	646.4020 MARKING LINE EPOXY 10-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY (WHITE) TYPE 2 EACH	646.5120 MARKING WORD EPOXY (WHITE) EACH	646.5320 MARKING RAILROAD (WHITE) EACH	646.6120 * MARKING STOP LINE EPOXY 18- (WHITE) LF	646.7020 MARKING DIAGONAL EPOXY 6-INCH (WHITE) LF	646.7120 MARKING DIAGONAL EPOXY (YELLOW) LF	646.7420 * MARKING CROSSWALK EPOXY TRANSVERSE (WHITE) LF	646.8020 MARKING CORRUGATED MEDIAN EPOXY (YELLOW) SF	646.8120 MARKING CURB EPOXY (YELLOW) LF	646.8220 MARKING ISLAND NOSE (YELLOW) EACH
0010	92+80 - 95+00	WEST OF CTH P	496	621	--	--	--	179	4	--	--	39	--	--	--	--	10	1
	95+00 - 99+00	CTH P	186	65	--	--	--	316	3	--	--	70	--	--	173	--	165	3
	99+00 - 121+50	CTH P TO INDUSTRIAL DR	5,424	4,768	13	65	--	421	6	1	--	62	--	77	121	891	--	--
	121+50 - 123+00	INDUSTRIAL DR	228	--	--	--	--	--	--	--	--	41	--	--	178	--	--	--
	123+00 - 132+30	INDUSTRIAL DR TO WESTERN AVE	2,205	1,906	--	--	--	100	2	--	--	--	--	28	--	--	--	--
	132+30 - 133+50	WESTERN AVE	--	--	--	--	--	--	--	--	--	11	--	--	--	--	--	--
	133+50 - 138+50	WESTERN AVE TO CENTER ST	1,105	1,205	--	--	--	--	--	--	1	--	--	--	69	--	--	--
	138+50 - 140+00	CENTER ST	--	--	--	--	--	--	--	--	--	28	--	--	--	--	--	--
	140+00 - 151+50	CENTER ST TO JACKSON DR	2,279	2,346	25	--	26	125	2	--	1	43	--	--	207	--	--	--
	151+50 - 153+50	JACKSON DR	801	464	--	--	220	300	4	2	--	39	360	--	151	--	--	--
	153+50 - 170+00	JACKSON DR TO RIDGEWAY RD	3,461	3,523	25	--	24	100	2	--	--	21	--	--	157	--	--	--
	170+00 - 171+50	RIDGEWAY RD	--	--	--	--	--	--	--	--	--	21	--	--	--	--	--	--
	171+50 - 181+01	RIDGEWAY RD TO EAGLE DR	2,094	1,953	--	--	--	--	--	--	--	--	--	12	89	--	--	--
	186+86 - 190+50	EAST OF EAGLE DR	916	665	--	--	--	--	--	--	--	--	--	18	--	--	--	--
		TOTAL 0010	19,196	17,516	63	65	270	1,541	23	3	2	375	360	134	1,144	891	175	4
					37,110													

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONSTRUCTION STAKING

CATEGORY	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	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 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01.2310-13-70) EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 2310-13-70) EACH
0010		1	1510	9150	38	1	1
	TOTAL 0010	1	1,510	9,150	38	1	1

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PAVEMENT MARKING (CONT)

CATEGORY	STATION	TO	STATION	LOCATION	* 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	REMARKS
0020	132+30	-	133+50	WESTERN AVE	46	VILLAGE REQUEST FOR CROSSWALK MARKINGS AT NON-SIGNALIZED INTERSECTIONS
	138+50	-	140+00	CENTER ST	144	
	170+00	-	171+50	RIDGEWAY RD	169	
				TOTAL 0020	358	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SECTION CORNER MONUMENTS

CATEGORY	LOCATION	SPV.0060.25 SECTION CORNER MONUMENTS EACH
0010	UNDISTRIBUTED	4
	TOTAL 0010	4

PEDESTRIAN SHUTTLE SERVICE

CATEGORY	LOCATION	SPV.0060.26 PEDESTRIAN SHUTTLE SERVICE EACH
0010	UNDISTRIBUTED	1
	TOTAL 0010	1

UTILITY LINE OPENING

CATEGORY	LOCATION	SPV.0060.27 UTILITY LINE OPENING (ULO) EACH
0010	UNDISTRIBUTED	10
	TOTAL 0010	10

CATEGORY	LOCATION	SPV.0165.02 WALL MODULAR BLOCK GRAVITY LANDSCAPE LF
0010	138+50	45
	TOTAL 0010	45

TYPE II PERMANENT SIGNING

STH 60 2310-13-70

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FEET (EA)	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	R3-8LAR									2	2		1		
2	R5-1A												1	1	
3	J3-1(2S)		24	X	57	9.500			1						MOUNT ON SIGNAL POLE
	M3-1		24	X	12										
	M1-5A	CTH P	24	X	24										
	M6-1		21	X	21										
4	J3-1(2S)		24	X	57	9.500					1				
	M3-3		24	X	12										
	M1-5A	CTH P	24	X	24										
	M6-1		21	X	21										
5	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
6	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
7	R5-1(2S)		30	X	30	6.250			1						MOUNT ON SIGNAL POLE
8	NOT USED														
9	R6-2L(2S)		24	X	30	5.000									MOUNT ON SIGNAL POLE
10	M1-94S	60 - MAIN ST	78	X	18	9.750									MOUNT ON SIGNA ARM
11	R5-1(2S)		30	X	30	6.250									MOUNT ON SIGNAL POLE
12	R4-7(2S)		24	X	30	5.000			1						MOUNT ON SIGNAL POLE
13	R3-17(2S)		30	X	24	5.000			1						MOUNT ON SIGNAL POLE
14	R3-17A(2S)		30	X	12	2.500			1					13	
15	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
16	R4-7(2S)		24	X	30	5.000			1						MOUNT ON SIGNAL POLE
17	J13-1(2S)		24	X	36	6.000			1						MOUNT UP HIGH ON SIGNAL POLE
	M1-6	STH 60	24	X	24										
	M6-4		21	X	21										
18	R1-2(2S)		36	X	31	3.875			1	1	1				
19	R4-7(2S)		24	X	30	5.000			1						MOUNT ON SIGNAL POLE
20	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
21	W5-54(2S)		18	X	18		2.250								MOUNT UNDER EXISTING R4-7
22	R5-1A(2S)		36	X	24	6.000			1	1	1				
23	J3-1(2S)		24	X	57	9.500			1	1	1				
24	R5-1(2S)		30	X	30	6.250								23	
25	R1-1F(2S)		30	X	30	6.250			1						MOUNT ON SIGNAL POLE
26	R6-2L(2S)		24	X	30	5.000									MOUNT ON SIGNAL POLE
27	R4-7(2S)		24	X	30	5.000			1						MOUNT ON SIGNAL POLE
28	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
29	J13-1(2S)		24	X	45	7.500			1						MOUNT UP HIGH ON SIGNAL POLE
	M1-6	STH 60	24	X	24										
	M6-4		21	X	21										
30	M1-94S	60 MAIN ST	78	X	18	9.750									MOUNT ON SIGNAL ARM

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SHEET 1 OF 4

TYPE II PERMANENT SIGNING

STH 60 2310-13-70

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FEET (EA)	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
31	R5-1(2S)		30	X	30	6.250									MOUNT ON SIGNAL POLE
32	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
33	R1-2(2S)		36	X	31	3.875			1	1	1				
34	R5-1(2S)		30	X	30	6.250					1				
35	R7-1D									1	1		1		
36	R3-17(2S)		30	X	24	5.000			1	1	1				
37	R3-17B(2S)		30	X	12	2.500									
38	R7-1D									1		1	1		
39	J2-2(2S)		48	X	57	19.000					1				
	M3-3		24	X	12										
	M1-5A	CTH P	24	X	24										
	M5-1L		21	X	21										
	M3-1		24	X	12										
	M1-5A	CTH P	24	X	24										
	M5-1R		21	X	21										
40	R3-7R										1		1		MOVE FROM UTILITY POLE TO WOOD POST
41	R7-1D									1		1	1		
42	R5-2									1			1		PLACE UNDER THE R7-1D SIGN
43	R7-1D									1		1	1		
44	R3-17									1	1		1		
45	R5-2									1			1		PLACE UNDER R7-1D SIGN
46	R5-2									1			1		PLACE UNDER R7-1D SIGN
47	W3-3									1	1		1		
48	R7-1D									1		1	1		
49	R3-17									1	1		1		
50	R3-17B												1	49	
51	R3-17									1	1		1		
52	R3-17									1	1		1		
53	W6-1									1	1		1		
54	R3-17									1	1		1		
55	R3-17B												1	54	
56	W3-5									1	1		1		
57	R5-2								1	1					
58	R7-1D									1		1	1		
59	R3-8LA		36	X	30	7.500					1				
60	R7-1D									1		1	1		

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES – PERMANENT SIGNING	SHEET:	E

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	SIGN SIZE H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FEET (EA)	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
61	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
62	R3-17(2S)		30	X	24	5.000			1						MOUNT ON SIGNAL POLE
63	R3-17A(2S)		30	X	12	2.500			1					62	
64	M1-94H	GLEN BROOKE DR (ARROW LEFT)	96	X	30	20.000			1						MOUNT ON SIGNAL ARM
		INDUSTRIAL DR (ARROW RIGHT													
65	R7-1D								1			1	1		
66	R3-17									1	1		1		
67	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
68	R2-1(2S)		24	X	30	5.000			1						MOUNT ON SIGNAL POLE
69	M1-94S	60 MAIN ST	78	X	18	9.750									MOUNT ON SIGNAL ARM
70	M1-94S	60 MAIN ST	78	X	18	9.750									MOUNT ON SIGNAL ARM
71	M1-94H	INDUSTRIAL DR (ARROW LEFT)	96	X	30	20.000			1						MOUNT ON SIGNAL ARM
		GLEN BROOKE DR (ARROW RIGHT)													
72	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
73	R2-1(2S)		24	X	30	5.000			1						MOUNT ON SIGNAL POLE
74	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
75	NONE	ENGINE BRAKING SIGN							1	1					ILLEGAL SIGN . NO PERMIT ON RECORD. ONLY ALLOWED AT BORDER OF COMMUNITY WITH PERMIT
76	R2-1	SPEED LIMIT 25								1		1	1		
77	W11-2(2S)		30	X	30		6.250								MOUNT ON LIGHT POLE
78	W16-7L(2S)		24	X	12		2.000							77	
79	W10-1(2S)		36	X	36		7.070		1	1		1			SPECIAL MOUNTING - SEE DETAIL . MOUNTING INCIDENTAL
80	R1-1									1		1	1		
81	R7-1D												1		REINSTALL ON LIGHT POLE
82	W11-2(2S)		30	X	30		6.250					1			MOUNT IN PLANTER AREA
83	W16-7L(2S)		24	X	12		2.000							82	
84	R7-1D									1			1		MOUNT ON LIGHT POLE
85	W11-2(2S)		30	X	30		6.250					1			MOUNT IN SIDEWALK . SPECIAL MOUNTING. SEE DETAIL.
															MOUNTING INCIDENTAL
86	W16-7L(2S)		24	X	12		2.000							85	
87	W11-2(2S)		30	X	30		6.250					1			MOUNT IN SIDEWALK . SPECIAL MOUNTING. SEE DETAIL.
															MOUNTING INCIDENTAL
88	W16-7L(2S)		24	X	12		2.000							87	
89	R1-1(2S)		30	X	30	5.180			1	1		1			MOUNT IN SIDEWALK
90	W11-2(2S)		30	X	30		6.250					1			MOUNT IN SIDEWALK. SPECIAL MOUNTING. SEE DETAIL
															MOUNTING INCIDENTAL

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	SIGN SIZE H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FEET (EA)	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
91	W16-7L(2S)		24	X	12		2.000							90	
92	W11-2(2S)		30	X	30		6.250					1			MOUNT IN SIDEWALK. SPECIAL MOUNTING. SEE DETAIL MOUNTING INCIDENTAL
93	W16-7L(2S)		24	X	12		2.000							92	
94	W11-2(2S)		30	X	30		6.250		1	1		1			MOUNT IN SIDEWALK. SPECIAL MOUNTING. SEE DETAIL MOUNTING INCIDENTAL
95	W16-7L(2S)		24	X	12		2.000							94	
96	W11-2(2S)		30	X	30		6.250					1			MOUNT IN SIDEWALK. SPECIAL MOUNTING. SEE DETAIL MOUNTING INCIDENTAL
97	W16-7L(2S)		24	X	12		2.000							96	
98	NONE	MORNINGSTAR EV LUTHERAN CHURCH SCHOOL							1	1					ILLEGAL SIGN AND NO PERMIT ON RECORD. CHURCH SIGNS ARE FINGERBOARDS THROUGH PERMIT. CONTACT TRAFFIC OPS WISDOT, SIGNING AND MARKING UNIT FOR PERMIT
99	S1-1(2S)		36	X	36		6.750		1						MOUNT ON SIGNAL POLE
100	S16-7L(2S)		30	X	18		3.750		1					99	
101	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
102	M1-94S	60 MAIN ST	78	X	18	9.750									MOUNT ON SIGNAL ARM
103	M1-94S	60 MAIN ST	78	X	18	9.750									MOUNT ON SIGNAL ARM
104	R7-1D(2S)		24	X	30	5.000			1	1		1			MOUNT IN SIDEWALK
105	R2-1(2S)	SPEED LIMIT 25	24	X	30	5.000								104	REMOVAL IS PART OF SIGN # 104
106	R3-8LF(2S)		36	X	30	7.500						1			IN SIDEWALK
107	NONE	MORNINGSTAR EV LUTHERAN CHURCH SCHOOL							1	1					ILLEGAL SIGN AND NO PERMIT ON RECORD. CHURCH SIGNS ARE FINGERBOARDS THROUGH PERMIT. CONTACT TRAFFIC OPS WISDOT, SIGNING AND MARKING UNIT FOR PERMIT
108	R7-1D(2S)		24	X	30	5.000			1	1		1			MOUNT IN SIDEWALK
109	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
110	S1-1(2S)		36	X	36		6.750		1						MOUNT ON SIGNAL POLE
111	S16-7L(2S)		30	X	18		3.750		1					110	
112	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
113	R3-8LF(2S)		36	X	30	7.500						1			MOUNT IN SIDEWALK
114	R2-1(2S)	SPEED LIMIT 25	24	X	30	5.000			1	1		1			MOUNT IN SIDEWALK
115	S5-2(2S)		24	X	30	5.000								114	REMOVAL IS PART OF SIGN # 114
116	M1-94H	JACKSON DR	84	X	18	10.500									MOUNT ON SIGNAL ARM
117	M1-94H	JACKSON DR	84	X	18	10.500									MOUNT ON SIGNAL ARM
118	R1-1F(2S)		30	X	30			5.18	1						MOUNT ON SIGNAL POLE
119	S5-2(2S)		24	X	30	5.000									MOUNT UNDER EXISTING 25 MPH SIGN
120	R2-1(2S)	SPEED LIMIT 35	24	X	30	5.000			1	1	1				
121	R7-1D(2S)		24	X	30	5.000								120	REMOVAL IS PART OF # 120
122	W11-15									1	1		1		
123	W16-7L												1	122	
124	W3-5(2S)	25 MPH	36	X	36		9.000		1	1	1				
125	R2-1(2S)	SPEED LIMIT 25	24	X	30	5.000			1	1		1			PLACE IN SIDEWALK
126	R7-1D(2S)		24	X	30	5.000			1					125	
127	R2-1(2S)	SPEED LIMIT 35	24	X	30	5.000			1	1		1			
128	J3-1(2S)		24	X	57	9.500									MOUNT ON SIGNAL POLE
	M3-3		24	X	12										
	M1-5A	CTH P	24	X	24										
	M6-1		21	X	21										SHEET 2
129	R1-1(2S)		30	X	30	5.180			1	1		1			SHEET 7
130	R2-1(2S)	SPEED LIMIT 25	24	X	30	5.000					1				SHEET 10
	UNDISTRIBUTED					60.000	60.000		2	2	2		2		
	TOTALS					456.610	165.320	72.52	59	47	28	26	33		

3

STATE FURNISHED MATERIALS SUMMARY - FOR INFORMATION ONLY

EACH	DESCRIPTION
1	TRAFFIC SIGNAL CONTROLLER AND CABINET
1	POLES TYPE 9
2	POLES TYPE 10
1	POLES TYPE 10 SPECIAL
2	MONOTUBE ARMS 25-FT
1	MONOTUBE ARMS 30-FT
1	MONOTUBE ARMS 35-FT SPECIAL
4	LUMINAIRE ARMS STEEL 15-FT
1	EVP DETECTOR HEADS
1	CELL MODEM

LAMP, BALLAST, LED, SWITCH DISPOSAL

FIXTURE TYPE	659.5000.S* LAMP, BALLAST, SWITCH DISPOSAL BY CONTRACTOR EACH
TRAFFIC SIGNAL, THREE SECTION	11
TRAFFIC SIGNAL, FIVE SECTION	2
LED LAMP	6
MERCURY SWITCHES	1
TOTAL	20

* QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195* REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
CB1	1
TOTAL	11

* QUANTITY SHOWN ELSEWHERE ON PLAN

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

LOCATION	TRAFFIC SIGNAL THREE SECTION EACH	TRAFFIC SIGNAL FIVE SECTION EACH	LED LAMP EACH	MERCURY SWITCHES EACH
CB1	--	--	--	1
SB1	1	--	1	--
SB2	1	1	--	--
SB3	--	1	2	--
SB4	2	--	--	--
SB5	1	--	--	--
SB6	1	--	1	--
SB7	1	--	--	--
SB8	1	--	2	--
SB9	2	--	--	--
SB10	1	--	--	--
	11	2	6	1

TEMPORARY TRAFFIC SIGNALS

LOCATION	661.0201.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS EACH
STH 60 & CTH P	1
TOTAL	1

REMOVING TRAFFIC SIGNALS

LOCATION	204.9060.S.01 REMOVING TRAFFIC SIGNALS EACH
STH 60 & CTH P	1
TOTAL	1

REMOVING WIRE

LOCATION	204.9060.S.04 REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE EACH
STH 60 & CTH P	1
TOTAL	1

REMOVE PULL BOXES

PULL BOX NO.	653.0905* REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
PB9	1
PB10	1
PB11	1
PB12	1
PB13	1
PB14	1
PB15	1
PB16	1
PB17	1
PB18	1
PB19	1
TOTAL	19

* QUANTITY SHOWN ELSEWHERE ON PLAN

TEMPORARY EMERGENCY VEHICLE PREEMPTION

LOCATION	SPV.0060.16 TEMPORARY INFRARED EVP SYSTEM EACH
STH 60 & CTH P	1
TOTAL	1

PULL BOXES

PULL BOX NO.	LOCATION STA	LOCATION OFFSET	653.0135* PULL BOXES STEEL 24x36-INCH EACH	653.0140* PULL BOXES STEEL 24x42-INCH EACH
PB1	97+56.1	40.4 LT	--	1
PB2	99+37.1	31.3 LT	--	1
PB3	100+62.0	25.2 LT	--	1
PB4	97+68.7	4.9 RT	--	1
PB5	97+81.9	54.3 RT	--	1
PB6	48+96.2	52.4 RT	--	1
PB7	47+22.7	28.1 RT	1	--
PB8	45+72.5	27.5 RT	1	--
PB9	49+38.8	30.7 RT	--	1
PB10	49+5.1	4.9 LT	--	1
PB11	49+10.7	39.8 LT	--	1
PB12	96+4.2	48.4 RT	--	1
PB13	94+19.6	46.5 RT	--	1
PB14	92+70.6	40.5 RT	--	1
PB15	95+91.0	5.4 LT	--	1
PB16	95+79.7	49.2 LT	--	1
PB17	50+91.4	47.7 LT	--	1
PB18	52+75.9	32.0 LT	--	1
PB19	54+24.5	30.7 LT	--	1
PB20	50+51.8	35.1 LT	--	1
PB21	50+89.7	5.4 RT	--	1
PB22	50+79.4	5.2 RT	1	--
PB23	50+89.1	43.3 RT	--	1
TOTAL		TOTAL	3	20

* QUANTITY SHOWN ELSEWHERE ON PLAN

3

CONDUIT					
FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0605* CONDUIT SPECIAL 2-INCH L.F.	652.0615* CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1	--	120	--	--
PB1	SB1	20	--	--	--
PB1	PB2	--	--	180	--
PB2	PB3	--	--	130	--
PB1	PB4	--	--	--	90
PB4	SB2	--	5	--	--
PB4	PB5	--	--	--	100
PB5	PB6	--	60	--	--
PB6	PB7	170	--	--	--
PB7	PB8	150	--	--	--
PB6	PB9	--	--	--	45
PB9	SB3	5	--	--	--
PB6	PB10	--	--	--	110
PB10	SB4	10	--	--	--
PB10	PB11	--	--	--	60
PB11	SB5	--	35	--	--
PB11	PB12	--	160	--	--
PB12	SB6	15	--	--	--
PB12	PB13	185	--	--	--
PB13	PB14	--	--	145	--
PB12	PB15	--	--	--	110
PB15	SB7	--	15	--	--
PB15	PB16	--	--	--	90
PB16	PB17	--	70	--	--
PB17	PB18	185	--	--	--
PB18	PB19	--	--	150	--
PB17	PB20	--	--	--	40
PB20	SB8	10	--	--	--
PB17	PB21	--	--	--	100
PB21	SB9	20	--	--	--
PB21	PB22	10	--	--	--
PB21	PB23	--	--	--	70
PB23	SB10	--	25	--	--
PB23	CB1	--	120	--	--
	TOTAL	780	610	605	815

* QUANTITY SHOWN ELSEWHERE ON PLAN

CONCRETE BASES							
SIGNAL BASE NO.	LOCATION STA	OFFSET	654.0101* CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0120* CONCRETE BASES TYPE 10 SPECIAL EACH	654.0217* CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
CB1	97+21.7	66.2 LT	--	--	--	--	1
SB1	97+34.1	42.0 LT	1	--	--	--	--
SB2	97+60.2	5.1 RT	--	--	1	--	--
SB3	49+43.6	31.7 RT	1	--	--	--	--
SB4	49+16.3	5.2 LT	--	1	--	--	--
SB5	49+45.3	47.1 LT	--	--	1	--	--
SB6	96+19.6	42.8 RT	1	--	--	--	--
SB7	96+10.2	5.5 LT	--	--	1	--	--
SB8	50+58.6	27.7 LT	1	--	--	--	--
SB9	50+67.9	4.7 RT	--	1	--	--	--
SB10	50+58.3	48.7 RT	--	--	--	1	--
TOTAL		TOTAL	4	2	3	1	1

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE				
FROM	TO	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260* CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.
CB1	SB1	--	105	--
CB1	SB2	--	--	145
CB1	SB3	--	300	--
CB1	SB4	--	315	--
CB1	SB5	380	--	--
CB1	SB6	--	370	--
CB1	SB7	--	--	305
CB1	SB8	--	250	--
CB1	SB9	--	150	--
CB1	SB10	--	110	--
	TOTAL	380	1600	450

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE			
FROM	TO	655.0305* CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG L.F.
CB1	SB2	145	--
SB2	LUMINAIRE 1	--	144
SB2	LUMINAIRE 2	--	144
SB2	SB4	235	--
SB4	LUMINAIRE 1	--	117
SB4	LUMINAIRE 2	--	117
CB1	SB9	150	--
SB9	LUMINAIRE 1	--	117
SB9	LUMINAIRE 2	--	117
SB9	SB7	250	--
SB7	LUMINAIRE 1	--	144
SB7	LUMINAIRE 2	--	144
	TOTAL	780	1044

* QUANTITY SHOWN ELSEWHERE ON PLAN

3

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	LOCATION** STA	LOCATION** OFFSET	SIZE (FT) X (FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800* CONDUIT LOOP DETECTOR L.F.	655.0700* LOOP DETECTOR LEAD IN CABLE L.F.	655.0800* LOOP DETECTOR WIRE L.F.
11	PB15	95+88.5	4.1 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	265	202
12	PB15	96+16.5	4.1 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	265	202
21	PB3	100+61.7	6.2 LT	6 X 6	5	ASPHALT	9F15-4B OPTION 2	52	390	273
22	PB2	99+34.0	13.0 LT	6 X 6	4	ASPHALT	9F15-4B OPTION 2	52	250	218
31	PB10	49+0.2	5.3 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	280	202
32	PB10	49+28.1	5.4 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	280	202
41	PB19	54+24.3	15.5 LT	6 X 15	4	ASPHALT	9F15-4B OPTION 2	64	520	269
42	PB18	52+83.2	14.8 LT	6 X 15	4	ASPHALT	9F15-4B OPTION 2	64	360	269
43	PB22	50+83.9	16.4 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	88	125	277
44	PB22	50+56.5	17.2 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	88	125	277
51	PB4	97+65.5	5.0 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	115	202
52	PB4	97+37.5	5.1 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	74	115	233
61	PB14	92+91.3	14.6 RT	6 X 10	5	ASPHALT	9F15-4B OPTION 2	92	680	483
62	PB13	94+19.5	14.3 RT	6 X 6	5	ASPHALT	9F15-4B OPTION 2	78	525	410
71	PB22	50+84.0	5.2 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	125	202
72	PB22	50+56.1	6.0 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	125	202
81	PB8	45+74.3	7.4 RT	6 X 15	5	ASPHALT	9F15-4B OPTION 2	72	555	378
82	PB7	47+24.1	15.1 RT	6 X 15	4	ASPHALT	9F15-4B OPTION 2	58	395	244
83	PB10	48+99.5	17.4 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	88	280	277
84	PB9	49+27.5	17.5 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	86	270	271
85	PB9	49+50.8	17.4 RT	6 X 15	4	ASPHALT	9F15-4B OPTION 2	60	270	252
							TOTAL	1548	6315	5542

** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	85
SB1	SB2	95
SB2	SB3	160
SB3	SB4	140
SB4	SB5	100
SB5	SB6	155
SB6	SB7	110
SB7	SB8	170
SB8	SB9	145
SB9	SB10	105
SB10	CB1	90
CB1	PB1	60
SB2	PB4	25
SB2	PB5	75
SB2	PB6	105
SB3	PB9	25
SB4	PB10	30
SB5	PB11	55
SB6	PB12	35
SB7	PB15	35
SB7	PB16	80
SB8	PB17	70
SB8	PB20	30
SB9	PB21	40
CB1	PB23	60
	TOTAL	2080

* QUANTITY SHOWN ELSEWHERE ON PLAN

3

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO SIGNAL HEAD NUMBER	655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F.
SB1	5	--	22
SB1	7	22	--
SB2	2	35	--
SB2	3	45	--
SB2	6	--	22
SB2	10	--	22
SB3	17	--	22
SB3	19	22	--
SB4	18	--	22
SB4	22	--	22
SB5	14	55	--
SB5	15	22	--
SB6	1	22	--
SB6	11	--	22
SB7	4	--	22
SB7	8	35	--
SB7	9	45	--
SB7	12	--	22
SB8	13	22	--
SB8	23	--	22
SB8	26	22	--
SB9	16	--	22
SB9	24	--	22
SB10	20	--	55
SB10	21	45	--
SB10	25	22	--
TOTAL		414	319

* QUANTITY SHOWN ELSEWHERE ON PLAN

FACES

SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0173* TRAFFIC SIGNAL FACE 3S-12 INCH EACH	658.0174* TRAFFIC SIGNAL FACE 4S-12 INCH EACH	658.0416* PEDESTRIAN SIGNAL FACE 16-INCH EACH
SB1	5	--	1	--
SB1	7	1	--	--
SB2	2	1	--	--
SB2	3	1	--	--
SB2	6	--	1	--
SB2	10	--	1	--
SB3	17	--	1	--
SB3	19	1	--	--
SB4	18	--	1	--
SB4	22	--	1	--
SB5	14	1	--	--
SB5	15	1	--	--
SB6	1	1	--	--
SB6	11	--	1	--
SB7	4	--	1	--
SB7	8	1	--	--
SB7	9	1	--	--
SB7	12	--	1	--
SB8	13	1	--	--
SB8	23	--	1	--
SB8	26	--	--	1
SB9	16	--	1	--
SB9	24	--	1	--
SB10	20	1	--	--
SB10	21	1	--	--
SB10	25	--	--	1
TOTAL		12	12	2

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.01 SIGNAL MOUNTING HARDWARE EACH
STH 60 & CTH P	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION

LOCATION	SPV.0060.10 TRANSPORT AND INSTALL STATE FURNISHED EVP DETECTOR HEADS EACH
STH 60 & CTH P	1
TOTAL	1

TRAFFIC SIGNAL CABINET

LOCATION	SPV.0060.13 TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET EACH
STH 60 & CTH P	1
TOTAL	1

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900* TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SB7 (HEAD A)	305
TOTAL		305

* QUANTITY SHOWN ELSEWHERE ON PLAN

3

3

POLES

SIGNAL BASE NO.	657.0100* PEDESTAL BASES EACH	657.0255*+ TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310* POLES TYPE 3 EACH	657.0425* TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0609* LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	SPV.0060.01* INSTALL TYPE 9 POLE EACH	SPV.0060.03* INSTALL TYPE 10 POLE EACH	SPV.0060.04* INSTALL TYPE 10 SPECIAL POLE EACH	SPV.0060.05* INSTALL MONOTUBE ARMS 25-FT EACH	SPV.0060.06* INSTALL MONOTUBE ARMS 30-FT EACH	SPV.0060.07* INSTALL MONOTUBE ARMS 35-FT SPECIAL EACH	SPV.0060.09* INSTALL LUMINAIRE ARMS STEEL 15-FT EACH	658.0500* PEDESTRIAN PUSH BUTTONS EACH	659.1125* LUMINAIRES UTILITY LED C EACH
SB1	1	--	--	1	--	--	--	--	--	--	--	--	--	--
SB2	--	--	--	--	--	--	1	--	1	--	--	2	--	2
SB3	1	--	--	1	--	--	--	--	--	--	--	--	--	--
SB4	--	1	1	--	2	--	--	--	--	--	--	--	--	2
SB5	--	--	--	--	--	1	--	--	--	1	--	--	--	--
SB6	1	--	--	1	--	--	--	--	--	--	--	--	--	--
SB7	--	--	--	--	--	--	1	--	1	--	--	2	--	2
SB8	1	--	--	1	--	--	--	--	--	--	--	--	1	--
SB9	--	1	1	--	2	--	--	--	--	--	--	--	--	2
SB10	--	--	--	--	--	--	--	1	--	--	1	--	1	--
TOTAL	4	2	2	4	4	1	2	1	2	1	1	4	2	8

* QUANTITY SHOWN ELSEWHERE ON PLAN

CONSTRUCTION STAKING

LOCATION	654.8501 COSNTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 01 EACH
PROJECT 2310-13-70	1
TOTAL	1

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH
STH 60 & CTH P	1
TOTAL	1

TRANSPORTING MATERIALS

LOCATION	SPV.0060.19 TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS EACH
STH 60 & CTH P	1
TOTAL	1

STH 60 (MAIN ST) & INDUSTRIAL DR/GLEN BROOKE DR

3

STATE FURNISHED MATERIALS SUMMARY - FOR INFORMATION ONLY

EACH	DESCRIPTION
1	TRAFFIC SIGNAL CONTROLLER AND CABINET
4	POLES TYPE 10 SPECIAL
3	MONOTUBE ARMS 35-FT SPECIAL
1	MONOTUBE ARMS 40-FT SPECIAL
4	LUMINAIRE ARMS STEEL 15-FT
1	EVP DETECTOR HEADS
1	CELL MODEM

LAMP, BALLAST, LED, SWITCH DISPOSAL

FIXTURE TYPE	659.5000.S* LAMP, BALLAST, SWITCH DISPOSAL BY CONTRACTOR EACH
TRAFFIC SIGNAL, THREE SECTION	10
TRAFFIC SIGNAL, FIVE SECTION	2
TRAFFIC SIGNAL, PEDESTRIAN	8
LED LAMP	4
MERCURY SWITCHES	1
TOTAL	25

* QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195* REMOVING CONCRETE BASES EACH
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
SB15	1
CB1	1
TOTAL	16

* QUANTITY SHOWN ELSEWHERE ON PLAN

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

LOCATION	TRAFFIC SIGNAL THREE SECTION EACH	TRAFFIC SIGNAL FIVE SECTION EACH	TRAFFIC SIGNAL PEDESTRIAN EACH	LED LAMP EACH	MERCURY SWITCHES EACH
CB1	--	--	--	--	1
SB1	2	--	--	--	--
SB2	1	--	--	1	--
SB3	1	1	--	--	--
SB4	--	1	1	1	--
SB5	2	--	1	--	--
SB6	1	--	--	1	--
SB7	2	--	--	--	--
SB8	1	--	--	1	--
SB9	--	--	2	--	--
SB10	--	--	2	--	--
SB13	--	--	2	--	--
	10	2	8	4	1

TEMPORARY TRAFFIC SIGNALS

LOCATION	661.0201.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS EACH
STH 60 & INDUSTRIAL	1
TOTAL	1

REMOVING TRAFFIC SIGNALS

LOCATION	204.9060.S.02 REMOVING TRAFFIC SIGNALS EACH
STH 60 & INDUSTRIAL	1
TOTAL	1

REMOVING WIRE

LOCATION	204.9060.S.05 REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE EACH
STH 60 & INDUSTRIAL	1
TOTAL	1

REMOVE PULL BOXES

PULL BOX NO.	653.0905* REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
PB9	1
PB10	1
PB11	1
PB12	1
PB13	1
TOTAL	13

* QUANTITY SHOWN ELSEWHERE ON PLAN

TEMPORARY EMERGENCY VEHICLE PREEMPTION

LOCATION	SPV.0060.17 TEMPORARY INFRARED EVP SYSTEM EACH
STH 60 & INDUSTRIAL	1
TOTAL	1

PULL BOXES

PULL BOX NO.	LOCATION STA	LOCATION OFFSET	653.0135* PULL BOXES STEEL 24x36-INCH EACH	653.0140* PULL BOXES STEEL 24x42-INCH EACH
PB1	20+92.6	21.3 LT	--	1
PB2	22+44.5	21.1 LT	1	--
PB3	20+88.4	21.2 LT	1	--
PB4	20+92.9	31.0 RT	--	1
PB5	122+80.3	42.3 LT	--	1
PB6	123+11.6	24.4 LT	1	--
PB7	124+73.6	21.5 LT	--	1
PB8	122+81.5	36.1 RT	--	1
PB9	19+54.3	41.6 RT	--	1
PB10	19+20.1	22.0 RT	1	--
PB11	17+66.4	20.9 RT	--	1
PB12	19+56.7	30.6 LT	--	1
PB13	121+59.4	26.9 RT	--	1
PB14	119+87.1	27.1 RT	--	1
PB15	118+61.5	25.4 RT	--	1
PB16	121+59.5	34.9 LT	--	1
TOTAL		TOTAL	4	12

* QUANTITY SHOWN ELSEWHERE ON PLAN

3

3

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0605* CONDUIT SPECIAL 2-INCH L.F.	652.0615* CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1	--	180	--	--
PB1	SB1	30	--	--	--
PB1	SB2	25	--	--	--
PB1	PB2	150	--	--	--
PB1	PB3	5	--	--	--
PB1	PB4	--	--	--	100
PB4	SB3	--	30	--	--
PB4	PB5	--	110	--	--
PB5	SB4	10	--	--	--
PB5	PB6	40	--	--	--
PB5	PB7	--	--	190	--
PB5	PB8	--	--	--	150
PB8	SB5	--	10	--	--
PB8	PB9	--	20	--	--
PB9	SB6	15	--	--	--
PB9	PB10	40	--	--	--
PB10	PB11	--	--	150	--
PB9	PB12	--	--	--	140
PB12	SB7	--	5	--	--
PB12	PB13	--	90	--	--
PB13	SB8	30	--	--	--
PB13	PB14	--	--	170	--
PB14	PB15	--	--	130	--
PB13	PB16	--	--	--	120
PB16	SB9	--	10	--	--
PB16	SB10	30	--	--	--
PB16	CB1	--	30	--	--
	TOTAL	375	485	640	510

CONCRETE BASES

SIGNAL BASE NO.	LOCATION STA	LOCATION OFFSET	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
CB1	121+62.6	48.3 LT	--	--	1
SB1	20+64.0	38.4 LT	1	--	--
SB2	20+69.5	24.9 LT	1	--	--
SB3	20+62.9	36.3 RT	--	1	--
SB4	122+91.4	33.9 LT	1	--	--
SB5	122+89.7	30.4 RT	--	1	--
SB6	19+41.4	30.2 RT	1	--	--
SB7	19+50.5	27.1 LT	--	1	--
SB8	121+87.1	30.8 RT	1	--	--
SB9	121+70.9	36.0 LT	--	1	--
SB10	20+52.6	47.0 LT	1	--	--
TOTAL		TOTAL	6	4	1

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260* CABLE TRAFFIC SIGNAL 12-14 AWG L.F.
CB1	SB1	135	--
CB1	SB2	130	--
CB1	SB3	--	195
CB1	SB4	--	240
CB1	SB5	--	325
CB1	SB6	--	360
CB1	SB7	--	185
CB1	SB8	--	150
CB1	SB9	--	65
CB1	SB10	85	--
	TOTAL	350	1520

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0305* CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG L.F.
CB1	SB3	195	--
SB3	LUMINAIRE 1	--	144
SB3	SB5	245	--
SB5	LUMINAIRE 1	--	144
CB1	SB9	65	--
SB9	LUMINAIRE 1	--	144
SB9	SB7	175	--
SB7	LUMINAIRE 1	--	144
	TOTAL	680	576

* QUANTITY SHOWN ELSEWHERE ON PLAN

3

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	LOCATION** STA	OFFSET	SIZE (FT) X (FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800* CONDUIT LOOP DETECTOR L.F.	655.0700* LOOP DETECTOR LEAD IN CABLE L.F.	655.0800* LOOP DETECTOR WIRE L.F.
11	PB13	121+36.5	3.3 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	108	100	340
12	PB13	121+64.5	3.3 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	88	100	277
21	PB7	124+73.0	6.4 LT	6 X 6	5	ASPHALT	9F15-4B OPTION 2	40	405	210
41	PB2	22+44.3	10.8 LT	6 X 6	4	ASPHALT	9F15-4B OPTION 2	36	240	151
42	PB3	20+91.8	11.1 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	95	202
43	PB3	20+63.8	11.3 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	66	95	208
44	PB3	20+91.9	2.9 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	82	95	258
45	PB3	20+63.9	3.1 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	84	95	265
51	PB6	123+16.6	0.2 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	92	255	290
52	PB6	122+88.6	0.0 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	92	255	290
61	PB15	118+57.2	12.3 RT	6 X 6	5	ASPHALT	9F15-4B OPTION 2	40	420	210
62	PB14	119+87.1	14.0 RT	6 X 6	4	ASPHALT	9F15-4B OPTION 2	40	270	168
81	PB11	17+60.8	10.5 RT	6 X 6	5	ASPHALT	9F15-4B OPTION 2	40	405	210
82	PB10	19+12.3	12.7 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	68	285	214
83	PB10	19+40.3	12.7 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	285	202
84	PB10	19+12.2	3.8 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	84	285	265
85	PB10	19+40.2	3.7 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	78	285	246
							TOTAL	1250	3970	4005

** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	115
SB1	SB2	80
SB2	SB3	130
SB3	SB4	125
SB4	SB5	120
SB5	SB6	60
SB6	SB7	115
SB7	SB8	100
SB8	SB9	120
SB9	SB10	65
SB10	CB1	65
CB1	PB1	85
SB3	PB4	55
SB4	PB5	35
SB5	PB8	35
SB5	PB9	45
SB7	PB12	30
SB8	PB13	50
CB1	PB16	35
	TOTAL	1465

* QUANTITY SHOWN ELSEWHERE ON PLAN

3

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO SIGNAL HEAD NUMBER	655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F.
SB1	18	22	--
SB2	11	22	--
SB2	15	22	--
SB3	16	45	--
SB3	17	22	--
SB4	4	--	22
SB4	6	22	--
SB4	24	22	--
SB5	2	45	--
SB5	3	22	--
SB5	5	--	55
SB5	23	22	--
SB6	12	22	--
SB6	14	22	--
SB6	22	22	--
SB7	13	45	--
SB7	21	22	--
SB8	1	22	--
SB8	9	--	22
SB8	20	22	--
SB9	7	50	--
SB9	8	22	--
SB9	10	--	60
SB10	19	22	--
	TOTAL	537	159

* QUANTITY SHOWN ELSEWHERE ON PLAN

FACES

SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0173* TRAFFIC SIGNAL FACE 3S-12 INCH EACH	658.0174* TRAFFIC SIGNAL FACE 4S-12 INCH EACH	658.0416* PEDESTRIAN SIGNAL FACE 16-INCH EACH
SB1	18	--	--	1
SB2	11	1	--	--
SB2	15	1	--	--
SB3	16	1	--	--
SB3	17	--	--	1
SB4	4	--	1	--
SB4	6	1	--	--
SB4	24	--	--	1
SB5	2	1	--	--
SB5	3	1	--	--
SB5	5	--	1	--
SB5	23	--	--	1
SB6	12	1	--	--
SB6	14	1	--	--
SB6	22	--	--	1
SB7	13	1	--	--
SB7	21	--	--	1
SB8	1	1	--	--
SB8	9	--	1	--
SB8	20	--	--	1
SB9	7	1	--	--
SB9	8	1	--	--
SB9	10	--	1	--
SBA0	19	--	--	1
	TOTAL	12	4	8

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.02 SIGNAL MOUNTING HARDWARE EACH
STH 60 & INDUSTRIAL	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION

LOCATION	SPV.0060.11 TRANSPORT AND INSTALL STATE FURNISHED EVP DETECTOR HEADS EACH
STH 60 & INDUSTRIAL	1
TOTAL	1

TRAFFIC SIGNAL CABINET

LOCATION	SPV.0060.14 TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET EACH
STH 60 & INDUSTRIAL	1
TOTAL	1

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900* TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SB9 (HEAD A)	85
TOTAL		85

* QUANTITY SHOWN ELSEWHERE ON PLAN

3

3

	POLES									
SIGNAL BASE NO.	657.0100* PEDESTAL BASES EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425* TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	SPV.0060.04* INSTALL TYPE 10 SPECIAL POLE EACH	SPV.0060.07* INSTALL MONOTUBE ARMS 35-FT SPECIAL EACH	SPV.0060.08 INSTALL MONOTUBE ARMS 40-FT SPECIAL EACH	SPV.0060.09* INSTALL LUMINAIRE ARMS STEEL 15-FT EACH	658.0500* PEDESTRIAN PUSH BUTTONS EACH	659.1125* LUMINAIRES UTILITY LED C EACH
SB1	1	--	--	1	--	--	--	--	1	--
SB2	1	1	--	--	--	--	--	--	--	--
SB3	--	--	--	--	1	1	--	1	1	1
SB4	1	--	1	--	--	--	--	--	1	--
SB5	--	--	--	--	1	1	--	1	1	1
SB6	1	1	--	--	--	--	--	--	1	--
SB7	--	--	--	--	1	1	--	1	1	1
SB8	1	--	1	--	--	--	--	--	1	--
SB9	--	--	--	--	1	--	1	1	--	1
SB10	1	--	--	1	--	--	--	--	1	--
TOTAL	6	2	2	2	4	3	1	4	8	4

* QUANTITY SHOWN ELSEWHERE ON PLAN

ELECTRICAL SERVICE METER BREAKER PEDESTAL	
	656.0201.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL
LOCATION	EACH
STH 60 & INDUSTRIAL	1
TOTAL	1

TRANSPORTING MATERIALS	
	SPV.0060.20 TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS
LOCATION	EACH
STH 60 & INDUSTRIAL	1
TOTAL	1

STH 60 (MAIN ST) & JACKSON DR

3

3

STATE FURNISHED MATERIALS SUMMARY - FOR INFORMATION ONLY

EACH	DESCRIPTION
1	TRAFFIC SIGNAL CONTROLLER AND CABINET
1	POLES TYPE 9
3	POLES TYPE 10
1	MONOTUBE ARMS 25-FT
3	MONOTUBE ARMS 30-FT
3	LUMINAIRE ARMS STEEL 15-FT
2	EVP DETECTOR HEADS
1	CELL MODEM

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

LOCATION	TRAFFIC SIGNAL THREE SECTION EACH	TRAFFIC SIGNAL FIVE SECTION EACH	TRAFFIC SIGNAL PEDESTRIAN EACH	LED LAMP EACH	MERCURY SWITCHES EACH
CB1	--	--	--	--	1
SB1	2	--	1	1	--
SB2	1	--	1	--	--
SB3	1	1	1	1	--
SB4	--	1	1	--	--
SB5	2	--	1	1	--
SB6	1	--	1	--	--
SB7	2	--	1	1	--
SB8	1	--	1	--	--
	10	2	8	4	1

TEMPORARY EMERGENCY VEHICLE PREEMPTION

LOCATION	SPV.0060.18 TEMPORARY INFRARED EVP SYSTEM EACH
STH 60 & JACKSON	1
TOTAL	1

LAMP, BALLAST, LED, SWITCH DISPOSAL

FIXTURE TYPE	659.5000.S* LAMP, BALLAST, SWITCH DISPOSAL BY CONTRACTOR EACH
TRAFFIC SIGNAL, THREE SECTION	10
TRAFFIC SIGNAL, FIVE SECTION	2
TRAFFIC SIGNAL, PEDESTRIAN	8
LED LAMP	4
MERCURY SWITCHES	1
TOTAL	25

* QUANTITY SHOWN ELSEWHERE ON PLAN

TEMPORARY TRAFFIC SIGNALS

LOCATION	661.0201.03 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS EACH
STH 60 & JACKSON	1
TOTAL	1

REMOVE PULL BOXES

PULL BOX NO.	653.0905* REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
TOTAL	8

* QUANTITY SHOWN ELSEWHERE ON PLAN

PULL BOXES

PULL BOX NO.	LOCATION STA	LOCATION OFFSET	653.0135* PULL BOXES STEEL 24x36-INCH EACH	653.0140* PULL BOXES STEEL 24x42-INCH EACH
PB1	20+42.3	17.6 LT	--	1
PB2	20+56.4	17.4 LT	1	--
PB3	21+13.0	17.2 LT	1	--
PB4	22+19.2	17.9 LT	--	1
PB5	20+37.6	25.2 RT	--	1
PB6	153+17.3	20.4 LT	--	1
PB7	154+50.1	20.4 LT	--	1
PB8	153+17.2	22.2 RT	--	1
PB9	19+59.3	18.4 RT	--	1
PB10	18+90.7	18.4 RT	--	1
PB11	17+83.3	18.4 RT	--	1
PB12	19+48.2	18.5 LT	1	--
PB13	19+59.8	18.5 LT	--	1
PB14	151+55.8	22.5 RT	--	1
PB15	150+16.8	20.6 RT	--	1
PB16	151+55.7	20.7 LT	--	1
TOTAL		TOTAL	3	13

* QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195* REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
CB1	1
TOTAL	9

* QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING TRAFFIC SIGNALS

LOCATION	204.9060.S.03 REMOVING TRAFFIC SIGNALS EACH
STH 60 & JACKSON	1
TOTAL	1

REMOVING WIRE

LOCATION	204.9060.S.06 REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE EACH
STH 60 & JACKSON	1
TOTAL	1

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES	SHEET: 215	E

PLOT DATE : 7/24/2023 6:37:47 PM PLOT BY : JGF

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		CONDUIT			
		652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	652.0605* CONDUIT SPECIAL 2-INCH	652.0615* CONDUIT SPECIAL 3-INCH
FROM	TO	L.F.	L.F.	L.F.	L.F.
CB1	PB1	--	30	--	--
PB1	SB1	5	--	--	--
PB1	PB2	10	--	--	--
PB1	SB2	45	--	--	--
PB2	PB3	55	--	--	--
PB3	PB4	--	--	105	--
PB1	PB5	--	--	--	80
PB5	SB3	--	10	--	--
PB5	PB6	--	160	--	--
PB6	SB4	50	--	--	--
PB6	PB7	--	--	130	--
PB6	PB8	--	--	--	80
PB8	SB5	--	50	--	--
PB8	PB9	--	150	--	--
PB9	SB6	5	--	--	--
PB9	SB7	--	--	45	--
PB9	PB10	--	--	65	--
PB10	PB11	--	--	175	--
PB9	PB13	--	--	--	70
PB13	PB12	10	--	--	--
PB13	SB8	--	10	--	--
PB13	PB14	--	140	--	--
PB14	SB9	40	--	--	--
PB14	PB15	--	--	135	--
PB14	PB16	--	--	--	80
PB16	SB10	--	45	--	--
PB16	CB1	--	195	--	--
	TOTAL	220	790	655	310

* QUANTITY SHOWN ELSEWHERE ON PLAN

			CONCRETE BASES			
			654.0101* CONCRETE BASES TYPE 1	654.0102 CONCRETE BASES TYPE 2	654.0110 CONCRETE BASES TYPE 10	654.0217* CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL
SIGNAL BASE NO.	LOCATION STA	OFFSET	EACH	EACH	EACH	EACH
CB1	151+99.3	34.6 LT	--	--	--	1
SB1	20+39.2	23.9 LT	1	--	--	--
SB2	20+89.0	21.9 LT	1	--	--	--
SB3	20+33.5	31.4 RT	--	--	1	--
SB4	152+68.5	27.0 LT	1	--	--	--
SB5	152+63.4	24.5 RT	--	--	1	--
SB6	19+66.0	23.7 RT	--	1	--	--
SB7	19+14.5	23.1 RT	1	--	--	--
SB8	19+67.2	25.7 LT	--	--	1	--
SB9	151+98.6	26.0 RT	1	--	--	--
SB10	151+96.5	28.5 LT	--	--	1	--
TOTAL		TOTAL	5	1	4	1

* QUANTITY SHOWN ELSEWHERE ON PLAN

		TRAFFIC SIGNAL CABLE AND WIRE	
		655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG	655.0260* CABLE TRAFFIC SIGNAL 12-14 AWG
FROM	TO	L.F.	L.F.
CB1	SB1	--	65
CB1	SB2	100	--
CB1	SB3	--	115
CB1	SB4	--	260
CB1	SB5	--	295
CB1	SB6	--	335
CB1	SB7	375	--
CB1	SB8	--	250
CB1	SB9	--	210
CB1	SB10	--	155
	TOTAL	475	1685

* QUANTITY SHOWN ELSEWHERE ON PLAN

		TRAFFIC SIGNAL CABLE AND WIRE	
		655.0305* CABLE TYPE UF 2-12 AWG GROUNDED	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG
FROM	TO	L.F.	L.F.
CB1	SB3	115	--
SB3	LUMINAIRE 1	--	144
SB3	SB5	255	--
SB5	LUMINAIRE 1	--	144
CB1	SB10	155	--
SB10	LUMINAIRE 1	--	144
SB10	SB6	270	--
SB6	LUMINAIRE 1	--	117
	TOTAL	795	549

* QUANTITY SHOWN ELSEWHERE ON PLAN

3

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	LOCATION** STA	OFFSET	SIZE (FT) X (FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800* CONDUIT LOOP DETECTOR L.F.	655.0700* LOOP DETECTOR LEAD IN CABLE L.F.	655.0800* LOOP DETECTOR WIRE L.F.
11	PB14	151+35.1	0.0	6 X 20	3	ASPHALT	9F15-4B OPTION 2	98	160	309
12	PB14	151+63.1	0.0	6 X 20	3	ASPHALT	9F15-4B OPTION 2	90	160	284
13	PB14	151+91.1	0.0	6 X 20	3	ASPHALT	9F15-4B OPTION 2	94	160	296
21	PB7	154+50.0	9.0 LT	6 X 6	4	ASPHALT	9F15-4B OPTION 2	38	335	160
31	PB10	18+86.4	0.0	6 X 20	3	ASPHALT	9F15-4B OPTION 2	86	360	271
32	PB10	19+14.4	0.0	6 X 20	3	ASPHALT	9F15-4B OPTION 2	86	360	271
33	PB12	19+42.4	0.0	6 X 20	3	ASPHALT	9F15-4B OPTION 2	90	260	284
34	PB12	19+70.4	0.0	6 X 20	3	ASPHALT	9F15-4B OPTION 2	90	260	284
41	PB4	22+19.1	7.9 LT	6 X 6	4	ASPHALT	9F15-4B OPTION 2	34	225	143
42	PB3	21+16.5	7.9 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	130	202
43	PB3	20+88.5	7.9 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	130	202
44	PB2	20+60.5	7.9 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	65	202
45	PB2	20+32.5	7.9 LT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	64	65	202
51	PB6	152+28.3	0.0	6 X 20	3	ASPHALT	9F15-4B OPTION 2	88	195	277
52	PB6	153.00.3	0.0	6 X 20	3	ASPHALT	9F15-4B OPTION 2	82	195	258
53	PB6	152+72.3	0.0	6 X 20	3	ASPHALT	9F15-4B OPTION 2	110	195	347
61	PB15	150+16.8	9.7 RT	6 X 6	4	ASPHALT	9F15-4B OPTION 2	36	305	151
71	PB3	21+16.5	2.9 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	82	130	258
72	PB3	20+88.5	2.9 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	82	130	258
73	PB2	20+60.5	2.9 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	82	65	258
74	PB2	20+32.5	2.9 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	82	65	258
81	PB11	17+83.6	6.3 RT	6 X 6	5	ASPHALT	9F15-4B OPTION 2	34	545	179
82	PB10	18+86.4	9.2 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	62	360	195
83	PB10	19+14.4	9.2 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	62	360	195
84	PB12	19+42.4	9.2 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	96	260	302
85	PB12	19+70.4	9.2 RT	6 X 20	3	ASPHALT	9F15-4B OPTION 2	96	260	302
							TOTAL	2040	5735	6346

** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	45
SB1	SB2	80
SB2	SB3	120
SB3	SB4	165
SB4	SB5	165
SB5	SB6	155
SB6	SB7	80
SB7	SB8	115
SB8	SB9	145
SB9	SB10	150
SB10	CB1	135
CB1	PB1	45
SB3	PB5	35
SB4	PB6	115
SB5	PB8	75
SB6	PB9	30
SB8	PB13	35
SB9	PB14	65
SB10	PB16	70
	TOTAL	1825

* QUANTITY SHOWN ELSEWHERE ON PLAN

3

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO SIGNAL HEAD NUMBER	655.0230* CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240* CABLE TRAFFIC SIGNAL 7-14 AWG L.F.
SB1	19	--	22
SB1	23	22	--
SB2	11	22	--
SB3	17	45	--
SB3	18	22	--
SB3	20	--	55
SB3	28	22	--
SB4	4	--	22
SB4	6	22	--
SB4	21	22	--
SB5	2	45	--
SB5	3	22	--
SB5	5	--	55
SB5	26	22	--
SB6	14	--	22
SB6	27	22	--
SB7	16	22	--
SB8	12	45	--
SB8	13	22	--
SB8	15	--	55
SB8	24	22	--
SB9	1	22	--
SB9	9	--	22
SB9	25	22	--
SB10	7	45	--
SB10	8	22	--
SB10	10	--	55
SB10	22	22	--
TOTAL		532	308

* QUANTITY SHOWN ELSEWHERE ON PLAN

FACES

SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0173* TRAFFIC SIGNAL FACE 3S-12 INCH EACH	658.0174* TRAFFIC SIGNAL FACE 4S-12 INCH EACH	658.0416* PEDESTRIAN SIGNAL FACE 16-INCH EACH
SB1	19	--	1	--
SB1	23	--	--	1
SB2	11	1	--	--
SB3	17	1	--	--
SB3	18	1	--	--
SB3	20	--	1	--
SB3	28	--	--	1
SB4	4	--	1	--
SB4	6	1	--	--
SB4	21	--	--	1
SB5	2	1	--	--
SB5	3	1	--	--
SB5	5	--	1	--
SB5	26	--	--	1
SB6	14	--	1	--
SB6	27	--	--	1
SB7	16	1	--	--
SB8	12	1	--	--
SB8	13	1	--	--
SB8	15	--	1	--
SB8	24	--	--	1
SB9	1	1	--	--
SB9	9	--	1	--
SB9	25	--	--	1
SB10	7	1	--	--
SB10	8	1	--	--
SB10	10	--	1	--
SB10	22	--	--	1
TOTAL		12	8	8

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.03 SIGNAL MOUNTING HARDWARE EACH
STH 60 & JACKSON	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION

LOCATION	SPV.0060.12 TRANSPORT AND INSTALL STATE FURNISHED EVP DETECTOR HEADS EACH
STH 60 & JACKSON	2
TOTAL	2

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900* TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SB10 (HEAD A)	155
CB1	SB3 (HEAD D)	115
TOTAL		270

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABINET

LOCATION	SPV.0060.15 TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET EACH
STH 60 & JACKSON	1
TOTAL	1

3

3

	POLES											
	657.0100*	657.0255*+	657.0310*	657.0425*	657.0609*	SPV.0060.01*	SPV.0060.03*	SPV.0060.05*	SPV.0060.06*	SPV.0060.09*	658.0500*	659.1125*
		TRANSFORMER BASES BREAKAWAY		TRAFFIC SIGNAL STANDARDS								
	PEDESTAL	11 1/2-INCH	POLES	ALUMINUM	LUMINAIRE ARMS SINGLE MEMBER	INSTALL TYPE 9	INSTALL TYPE 10	INSTALL MONOTUBE ARMS	INSTALL MONOTUBE ARMS	INSTALL LUMINAIRE ARMS	PEDESTRIAN PUSH	LUMINAIRES UTILITY
SIGNAL	BASES	BOLT CIRCLE	TYPE 3	15-FT	4-INCH CLAMP 6-FT	POLE	POLE	25-FT	30-FT	STEEL 15-FT	BUTTONS	LED C
BASE NO.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
SB1	1	--	--	1	--	--	--	--	--	--	1	--
SB2	1	--	--	1	--	--	--	--	--	--	--	--
SB3	--	--	--	--	--	--	1	--	1	1	1	1
SB4	1	--	--	1	--	--	--	--	--	--	1	--
SB5	--	--	--	--	--	--	1	1	--	1	1	1
SB6	--	1	1	--	1	--	--	--	--	--	1	1
SB7	1	--	--	1	--	--	--	--	--	--	--	--
SB8	--	--	--	--	--	1	--	--	1	--	1	--
SB9	1	--	--	1	--	--	--	--	--	--	1	--
SB10	--	--	--	--	--	--	1	--	1	1	1	1
TOTAL	5	1	1	5	1	1	3	1	3	3	8	4

* QUANTITY SHOWN ELSEWHERE ON PLAN

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0201.03 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH
STH 60 & JACKSON	1
TOTAL	1

TRANSPORTING MATERIALS

LOCATION	SPV.0060.21 TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS EACH
STH 60 & JACKSON	1
TOTAL	1

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE — CULVERT

SECTION CORNER SYMBOL (18 23 24 26 25 6)
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN — SIGN
OFF-PREMISE SIGN (#1-25) — SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) — IP

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	⌀	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	⌧	⌧

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER (25) — UTILITY NUMBER (40)
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
ELECTRIC TOWER	⊠

	NON-COMPENSABLE	COMPENSABLE
POWER POLE	□	■
TELEPHONE POLE	⌀	⌀
TELEPHONE PEDESTAL	⌧	⌧

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	OUTLOT	OL
ACRES	AC	PAGE	P
AHEAD	AH	POINT OF TANGENCY	PT
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REEL / IMAGE	R/I
BLOCK	BLK	REFERENCE LINE	R/L
CENTERLINE	C/L	PERMANENT LIMITED EASEMENT	PLE
CERTIFIED SURVEY MAP	CSM	POINT OF BEGINNING	POB
CONCRETE	CONC	POINT OF CURVATURE	PC
COUNTY	CO	POINT OF COMPOUND CURVE	PCC
COUNTY TRUNK HIGHWAY	CTH	POINT OF INTERSECTION	PI
DISTANCE	DIST	REMAINING	REM
CORNER	COR	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
DOCUMENT NUMBER	DOC	RIGHT	RT
EASEMENT	EASE	RIGHT OF WAY	R/W
EXISTING	EX	SECTION	SEC
GAS VALVE	GV	SEPTIC VENT	SEPV
GRID NORTH	GN	SQUARE FEET	SF
HIGHWAY EASEMENT	HE	STATE TRUNK HIGHWAY	STH
IDENTIFICATION	ID	STATION	STA
LAND CONTRACT	LC	TELEPHONE PEDESTAL	TP
LEFT	LT	TEMPORARY LIMITED EASEMENT	TLE
MONUMENT	MON	TRANSPORTATION PROJECT PLAT	TPP
NATIONAL GEODETIC SURVEY	NGS	UNITED STATES HIGHWAY	USH
NUMBER	NO	VOLUME	V

END RELOCATION ORDER
STA 190+20
X=371684.99
Y=147842.78



BEGIN RELOCATION ORDER
STA 92+85
X=361955.74
Y=148139.16

LAYOUT
SCALE 0 — 2 MI

TOTAL NET LENGTH OF CENTERLINE = 1.844 MI

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
2310-13-20		
FEDERAL PROJECT NUMBER	4.01	

PLAT OF RIGHT OF WAY REQUIRED FOR

MAIN STREET, VILLAGE OF JACKSON
CTH P TO EAGLE RD.

STH 60 — WASHINGTON COUNTY

CONSTRUCTION PROJECT NUMBER
2310-13-70

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WASHINGTON COUNTY, NAD83 2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4 " X 24" IRON REBAR) AND ARE PLACED PRIOR TO OR AT THE COMPLETION OF PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OFF WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

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

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT OF WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE DETAIL SHEETS.

DAAR ENGINEERING, INC.
www.daarcorp.com
Milwaukee, WI 53202
414.228.9817

I HEREBY CERTIFY THAT THIS PLAT WAS MADE FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

WISCONSIN — JEFFREY B. JOHNSON — S-1734 — SPRING GREEN WI — LAND SURVEYOR

03/22/2022

CAUTION:
THIS PLAT A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

REVISION DATE
RO 2: 07/21/2022
RO 3: 11/11/2022
RO 4: 04/27/2023

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

DATE: _____ _____ (Signature)

ROBERT DUFFECK (Printed Na

FILE NAME : C:\USERS\NICKFULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\040101-RP.DWG PLOT DATE : 4/26/2023 2:47 PM PLOT BY : NICK FULTON PLOT NAME :

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL SF COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

OWNERS NAME ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

4

4

SCHEDULE OF LANDS & INTEREST REQUIRED

AREAS SHOWN IN THE TOTAL SF COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER (S)	INTEREST REQUIRED	R/W REQUIRED SF				P.L.E. SF	T.L.E. SF
				NEW	EXISTING	TOTAL	H.E.		
6 (2)	4.04	HASMER LAKE LLC	TLE	----	----	----	----	----	146.28
7 (2)(3)	4.05	IBF PROPERTIES, LLC	TLE	----	----	----	----	----	319.81
8 (2)	4.05	DLG PROPERTIES LLC	FEE/TLE	15.35	----	15.35	----	----	40.64
9	4.05	J&M VILLAGE PROPERTIES II LLC	TLE	----	----	----	----	----	48.23
10 (3)	4.06	SUSAN E RANK	TLE	----	----	----	----	----	125.00
11 (3)	4.06	KELLY JAMES, CRAIG KOPACKA	TLE	----	----	----	----	----	85.00
12 (3)	4.06	ALEXANDER J ZABROWSKI	TLE	----	----	----	----	----	236.78
13 (3)	4.06	CARL NELSON, TAMMY J VILLWOCK	FEE/TLE	1.62	----	1.62	----	----	150.94
14 (2) (3)	4.07	LARRY W HAMLIN REVOCABLE TRUST, JANICE K HAMLIN REVOCABLE TRUST	FEE/TLE	38.91	----	38.91	----	----	152.48
15 (3)	4.07	MARTHA NIMKIE	TLE	----	----	----	----	----	332.50
16 (3)	4.07	MARK R SZOLWINSKI, NORA E SZOLWINSKI	TLE	----	----	----	----	----	490.30
17 (3)	4.07	VILLAGE OF JACKSON	TLE	----	----	----	----	----	458.09
18 (2) (3) (4)	4.07	WISCONSIN & SOUTHERN RAILROAD	HE/TLE	----	----	----	1590.05	----	5501.74
20 (3)	4.08	ACE TT LLC	TLE	----	----	----	----	----	80.00
21 (3)	4.08	LABUDDE PROPERTIES LLC	TLE	----	----	----	----	----	280.00
22 (3)	4.08	MICHAEL L FRASE	TLE	----	----	----	----	----	130.50
23 (3)	4.09	JEROME W UNGER, DONNA M UNGER	TLE	----	----	----	----	----	564.84
24	4.09	COLLEEN M FLOWERS	PLE/TLE	----	----	----	----	78.97	350.00
25 (2) (3)	4.09	N168W20361 MAIN STREET LLC	FEE/TLE	81.38	----	81.38	----	----	261.06
26 (3)	4.09	RICHARD STACY ESSMAN	TLE	----	----	----	----	----	140.00
27 (3)	4.10	EV CHRIST LUTH CHURCH	FEE/TLE	6.5	----	6.5	----	----	178.49
28 (3)	4.10	MAJOR PROPERTY HOLDINGS JACKSON LLC	FEE/TLE	222.46	----	222.46	----	----	3725.19
29 (3)	4.10	S W CHARMOLI PROPERTIES LLC	FEE/TLE	189.99	----	189.99	----	----	2681.34

UTILITY NUMBER	SHEET NUMBER	OWNER (S)	INTEREST REQUIRED
105 (3)	4.04	VILLAGE OF JACKSON - SANITARY	RELEASE OF RIGHTS
106 (3)	4.04	VILLAGE OF JACKSON - WATER	RELEASE OF RIGHTS
107 (3)	4.05 - 4.10	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
108 (3)	4.05 - 4.10	AT&T WISCONSIN	RELEASE OF RIGHTS
109 (3)	4.07	WINDSTREAM NTI	RELEASE OF RIGHTS
110 (3)	4.06,4.07,4.10	WE ENERGIES - GAS	RELEASE OF RIGHTS
111 (3)	4.09	MIDWEST FIBER NETWORK	RELEASE OF RIGHTS
112 (3)	4.08	SPECTRUM	RELEASE OF RIGHTS
113 (3)	4.07	SPRINT	RELEASE OF RIGHTS



REVISION DATE : RO 2 - 07/21/22 RO 3 - 11/11/22 RO 4 - 04/27/23	DATE : RO 1 - 03/25/22	SCALE, FEET 0 400 FT	HWY: STH 60
	GRID FACTOR N/A		COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER	2310-13-20	PLAT SHEET 4.03	
CONSTRUCTION PROJECT NUMBER	2310-13-70	SHEET 222	E

FILE NAME : 040102-RP_20SCALE.DWG
LAYOUT NAME - 4.03

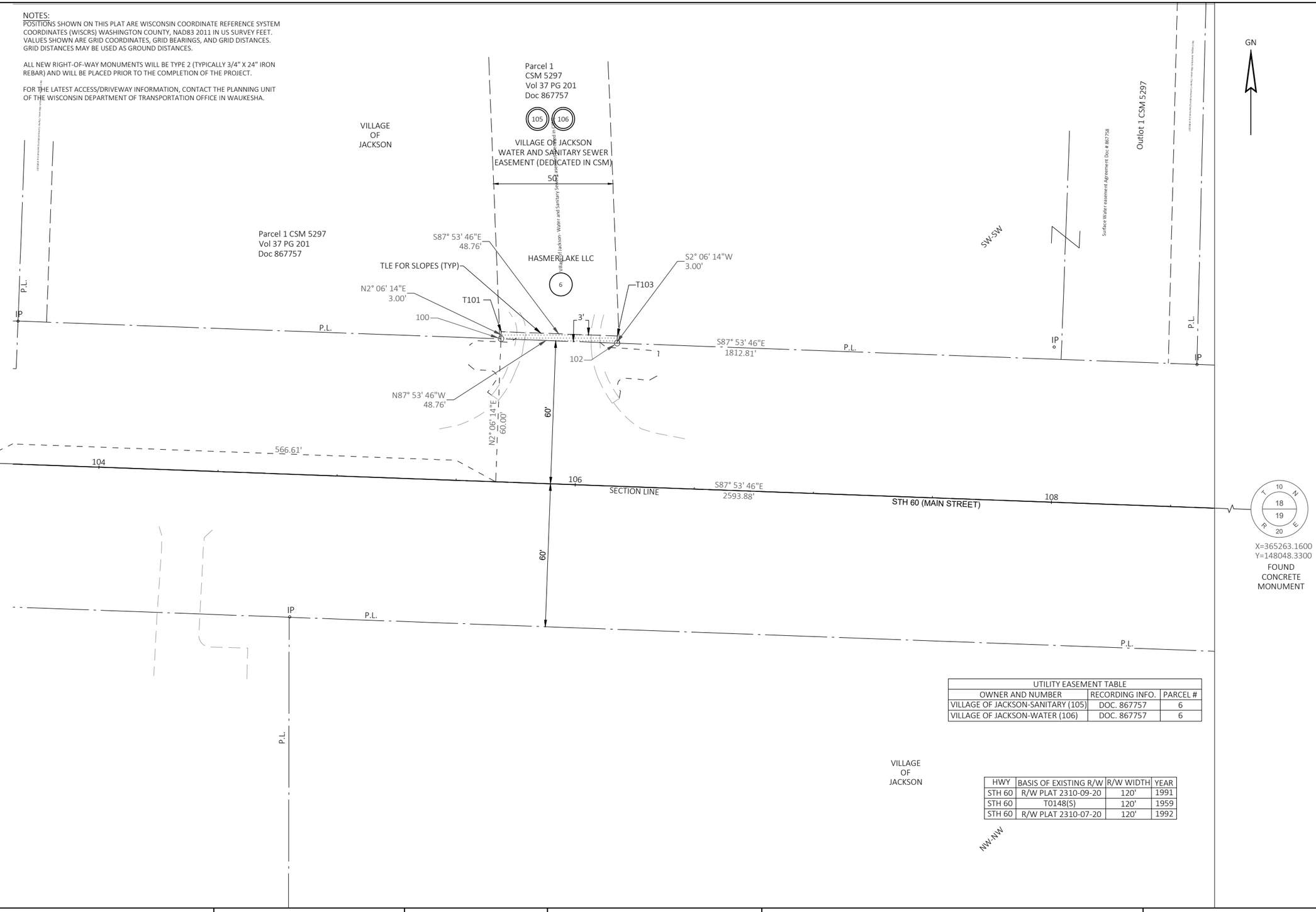
PLOT DATE : 4/26/2023 2:49 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 75

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS) WASHINGTON COUNTY, NAD83 2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.



UTILITY EASEMENT TABLE		
OWNER AND NUMBER	RECORDING INFO.	PARCEL #
VILLAGE OF JACKSON-SANITARY (105)	DOC. 867757	6
VILLAGE OF JACKSON-WATER (106)	DOC. 867757	6

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 60	R/W PLAT 2310-09-20	120'	1991
STH 60	T0148(S)	120'	1959
STH 60	R/W PLAT 2310-07-20	120'	1992

REVISION DATE : RO 2 - 07/21/22 | RO 3 - 11/11/22 | RO 4 - 04/27/23

DATE : RO 1 - 03/25/22

GRID FACTOR

SCALE, FEET 0 — 40

HWY: STH 60

COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 2310-13-20

CONSTRUCTION PROJECT NUMBER 2310-13-70

PLAT SHEET 4.04

SHEET 223

E

FILE NAME : 040102-RP_20SCALE.DWG
LAYOUT NAME - 4.04

PLOT DATE : 4/26/2023 2:50 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:20 FT_1

WISDOT/CADDS SHEET 75

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 60	R/W PLAT 2310-09-20	VARIES	1991
STH 60	T0148(S)	VARIES	1959
STH 60	R/W PLAT 2310-07-20	VARIES	1992
INDUSTRIAL DR	ASSESOR'S PLAT VILLAGE OF JACKSON	60'	1937
INDUSTRIAL DR	CSM 6196	VARIES	2007
GLENBROOKE DR	CSM 2049	30'	1978
GLENBROOKE DR	CSM 2699	40'	1984

Lot 1 CSM6196
Vol 46 PG 208
Doc 1173040

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS) WASHINGTON COUNTY, NAD83 2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

GN

VILLAGE OF JACKSON

SE-SW

INDUSTRIAL DRIVE

N0° 28' 31"E 300.00'

N0° 25' 44"E 273.72'

N0° 25' 44"E

P.L.

TLE FOR SLOPES (TYP)

30.14'

29.86'

IP

115

21

IBF PROPERTIES, LLC

107

7

N2° 06' 14"E 2.40'

T111

WE Energy Easement Doc # 118729

S0° 25' 44"W 7.59'

N50° 17' 54"E 47.11'

114

S87° 53' 46"E 1812.81'

S45° 11' 28"W 35.96'

110

N87° 53' 46"W 10.73'

112

N2° 06' 14"E 60.00'

60'

2165.87'

STA 122+33.75 (STH 60)=
STA 20+00 (GLEN BROOKE DR/INDUSTRIAL DR.)

120

SECTION LINE
STH 60 (MAIN STREET)

S87° 53' 46"E 2593.88'

122

2194.21'

27'

315.20'

124 STH 60 (MAIN STREET)

24.75'

T 10 N R 19 E
13 18 24 19
T 10 N R 20 E

X=362671.0250
Y=148143.5550
FOUND CONCRETE MONUMENT

S2° 06' 14"W 60.00'

S87° 53' 46"E 1.69'
S0° 08' 18"W 8.37'

118 120
N2° 06' 14"E 8.37'

S87° 53' 46"E 2213.83'

122
123
3'
11.46'
T119
121
5.08'
124
N87° 53' 46"W 1.98'

DLG PROPERTIES LLC
107 108

We Energies and Easement Doc# 593648
AT&T Easement Doc# 593648

8

TLE FOR SLOPES (TYP)

Parcel 1 CSM 2049
Vol 10 PG 315
Doc 411177

40'

40'

19

181.18'
S0° 08' 18"W

GLEN BROOKE DR.

N0° 08' 18"E 300.00'

S2° 06' 14"W 48.85'

N71° 45' 34"E 3.28'

127

125

N0° 08' 18"E 16.65'

126

N71° 45' 34"E 72.64'

S2° 06' 14"W 17.78'

9

We Energies Easement Doc# 590555
AT&T Easement Doc# 590555

J&M VILLAGE PROPERTIES LLC

TLE FOR SLOPES (TYP)

T128

N87° 53' 46"W 2.51'

248.61'
S0° 08' 18"W

Lot 1 CSM 2699
Vol 15 PG 41
Doc 472240

VILLAGE OF JACKSON

T 10 N R 20 E
10 18 19 20

X=365263.1600
Y=148048.3300
FOUND CONCRETE MONUMENT

UTILITY EASEMENT TABLE		
OWNER AND NUMBER	RECORDING INFO.	PARCEL #
WE ENERGIES - ELECTRIC (107)	DOC. 118729	7
WE ENERGIES - ELECTRIC (107)	DOC. 593648	8
AT&T WISCONSIN (108)	DOC. 593648	8

REVISION DATE : RO 2 - 07/21/22 RO 3 - 11/11/22 RO 4 - 04/27/23

DATE : RO 1 - 03/25/22

GRID FACTOR

SCALE, FEET 0 40

HWY: STH 60

COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 2310-13-20

CONSTRUCTION PROJECT NUMBER 2310-13-70

PLAT SHEET 4.05

SHEET 224

E

FILE NAME : 040102-RP_20SCALE.DWG
LAYOUT NAME - 4.05

PLOT DATE : 4/26/2023 2:50 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:20 FT_1

WISDOT/CADDS SHEET 75

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS) WASHINGTON COUNTY, NAD83 2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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GN

Assesor's Plat Village of Jackson
Doc.# 164875A

VILLAGE OF JACKSON

Outlot 40
SUSAN E RANK

Outlot 39A
KELLY JAMES, CRAIG KOPACKA

Outlot 39

Water Lateral Easemnet Doc # 317695

We Energies Easement Doc # 594269
AT&T Easement Doc# 594269

TLE FOR SLOPES (TYP)

LIGHT POLE EXEMPT FROM TLE

We Energies Easement Doc # 594270
AT&T Easement Doc # 594270

4147
0.09'
FCR

T141
T143
T145
T146
T148
T149
T154
T155

140
142
144
147
150
151
152
153
157
158
159

634.60'
637.34'
722.70'
STH 60 (MAIN STREET)
STA 132+82.72 (STH 60)=
STA 20+00 (WESTERN AVE.)
SECTION LINE
132
134

X=365263.1600
Y=148048.3300
FOUND CONCRETE MONUMENT

X=367897.234
Y=147947.957
FOUND CONCRETE MONUMENT

DETAIL A

Outlot 60

We Energies Elec Easement Doc# 593648
AT&T Easement Doc# 593648

We Energies Elec Easement Doc# 593642
AT&T Easement Doc# 593642

We Energies Gas
NO RECORD OF EASEMENT
Assesor's Plat Village of Jackson
Doc.# 164875A

ALEXANDER J ZABROWSKI

CARL NELSON,
TAMMY J VILLWOCK

Outlot 61

WESTERN AVE.

SW-SE

NW-NE

DETAIL A
NOT TO SCALE

UTILITY EASEMENT TABLE		
OWNER AND NUMBER	RECORDING INFO.	PARCEL #
WE ENERGIES - ELECTRIC (107)	DOC. 594269	10
AT&T WISCONSIN (108)	DOC. 594269	10
WE ENERGIES - ELECTRIC (107)	DOC. 594270	11
AT&T WISCONSIN (108)	DOC. 594270	11
WE ENERGIES - ELECTRIC (107)	DOC. 593648	12
AT&T WISCONSIN (108)	DOC. 593648	12
WE ENERGIES - ELECTRIC (107)	DOC. 593642	13
AT&T WISCONSIN (108)	DOC. 593642	13
WE ENERGIES - GAS (110)	NO RECORD OF EASEMENT	12
WE ENERGIES - GAS (110)	NO RECORD OF EASEMENT	13

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 60	R/W PLAT 2310-09-20	49.5'	1991
STH 60	T0148(S)	49.5'	1959
STH 60	R/W PLAT 2310-07-20	49.5'	1992
WESTERN AVE	ASSESOR'S PLAT VILLAGE OF JACKSON	40'	1937

REVISION DATE : RO 2 - 07/21/22 RO 3 - 11/11/22 RO 4 - 04/27/23

DATE : RO 1 - 03/25/22

GRID FACTOR

SCALE, FEET 0 40

HWY: STH 60

COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 2310-13-20

CONSTRUCTION PROJECT NUMBER 2310-13-70

PLAT SHEET 4.06

SHEET 225

E

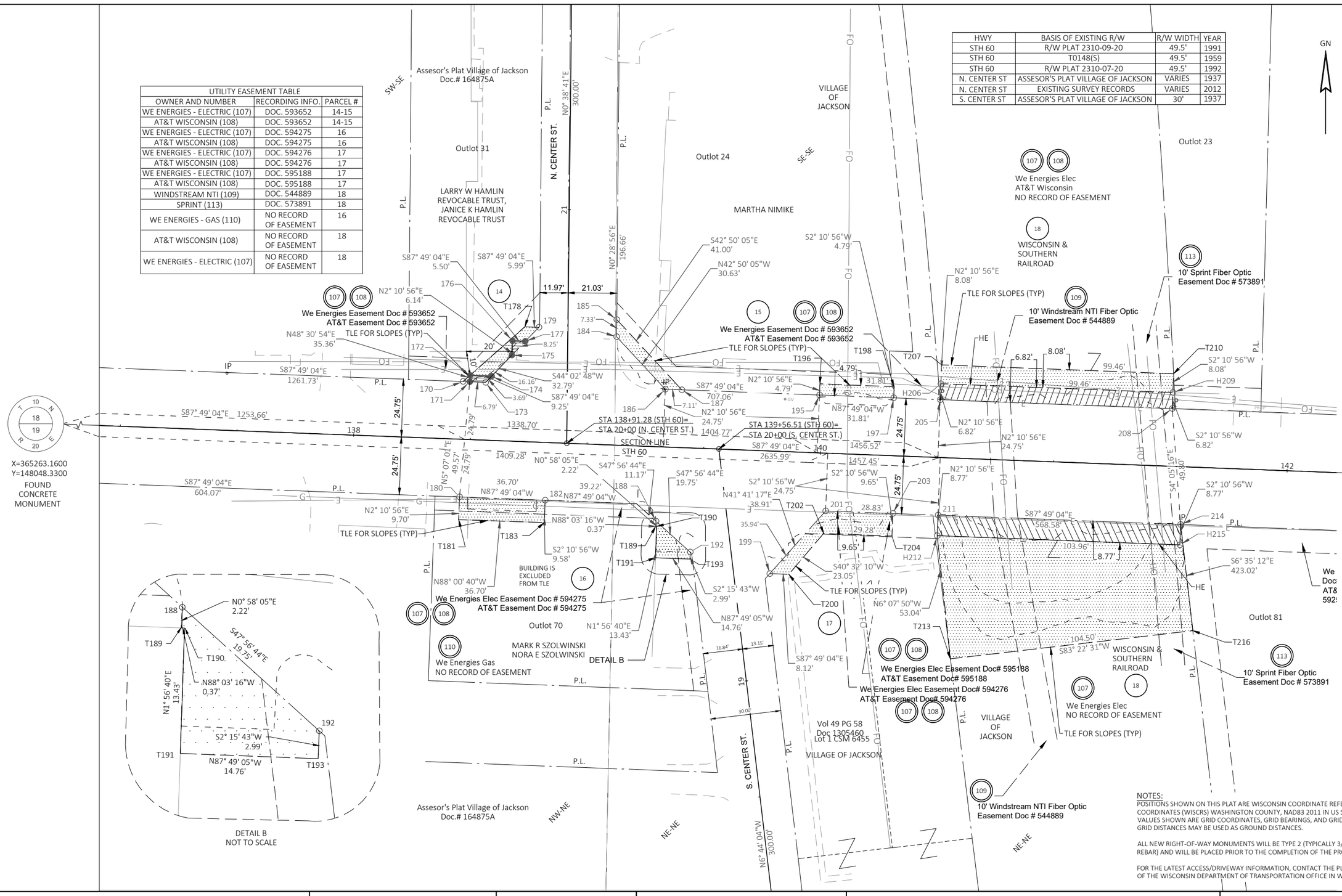
FILE NAME : 040102-RP_20SCALE.DWG
LAYOUT NAME - 4.06

PLOT DATE : 4/26/2023 2:51 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:20 FT_1

WISDOT/CADDS SHEET 75

UTILITY EASEMENT TABLE		
OWNER AND NUMBER	RECORDING INFO.	PARCEL #
WE ENERGIES - ELECTRIC (107)	DOC. 593652	14-15
AT&T WISCONSIN (108)	DOC. 593652	14-15
WE ENERGIES - ELECTRIC (107)	DOC. 594275	16
AT&T WISCONSIN (108)	DOC. 594275	16
WE ENERGIES - ELECTRIC (107)	DOC. 594276	17
AT&T WISCONSIN (108)	DOC. 594276	17
WE ENERGIES - ELECTRIC (107)	DOC. 595188	17
AT&T WISCONSIN (108)	DOC. 595188	17
WINDSTREAM NTI (109)	DOC. 544889	18
SPRINT (113)	DOC. 573891	18
WE ENERGIES - GAS (110)	NO RECORD OF EASEMENT	16
AT&T WISCONSIN (108)	NO RECORD OF EASEMENT	18
WE ENERGIES - ELECTRIC (107)	NO RECORD OF EASEMENT	18

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 60	R/W PLAT 2310-09-20	49.5'	1991
STH 60	T0148(S)	49.5'	1959
STH 60	R/W PLAT 2310-07-20	49.5'	1992
N. CENTER ST	ASSESOR'S PLAT VILLAGE OF JACKSON	VARIES	1937
N. CENTER ST	EXISTING SURVEY RECORDS	VARIES	2012
S. CENTER ST	ASSESOR'S PLAT VILLAGE OF JACKSON	30'	1937



NOTES:
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REVISION DATE : RO 2 - 07/21/22 RO 3 - 11/11/22 RO 4 - 04/27/23	DATE : RO 1 - 03/25/22	SCALE, FEET 0 — 40	HWY: STH 60
	GRID FACTOR		COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER	2310-13-20	PLAT SHEET 4.07
CONSTRUCTION PROJECT NUMBER	2310-13-70	SHEET — 226 E

FILE NAME : 040102-RP_20SCALE.DWG
LAYOUT NAME - 4.07
PLOT DATE : 4/27/2023 9:29 PM
PLOT BY : NICK FULTON
PLOT NAME :
PLOT SCALE : 1 IN:20 FT_1

4

GN

VILLAGE OF JACKSON

Outlot 17

SE-SE

Outlot 17
ACE TT LLC

LABUDDE PROPERTIES LLC

We Energy, AT&T and Charter Communications Easement Doc # 1142999

We Energies Easement Doc # 597561

We Energies Easement Doc # 595191
AT&T Easement Doc # 595191

We Energies Easement Doc # 594272
AT&T Easement Doc # 594272

TLE FOR SLOPES (TYP.)

N0° 29' 56"E 10.00'

T231

T233

8.00'

28.00'

10.00'

P.L.

IP

S87° 49' 04"E 707.06'

FO

E

230

232

N0° 29' 56"E 10.00'

24.75'

144

146

STH 60

148

SECTION LINE

S87° 49' 04"E 2635.99'

562.23'

563.00'

S2° 10' 56"W 24.75'

234

236

N0° 29' 56"E 4.50'

S87° 49' 04"E 568.58'

29.00'

T235

T237

4.50'

N0° 29' 56"E 4.50'

29.00'

We Energies Easement Doc# 592576
AT&T Easement Doc# 592576

TLE FOR SLOPES (TYP.)
LIGHT POLE EXEMPT FROM TLE

Outlot 85

Outlot 86
MICHAEL L FRASE

VILLAGE OF JACKSON

NE-NE

Assesor's Plat Village of Jackson
Doc.# 1648756

T 10 N R 18 E 19 20

X=365263.1600
Y=148048.3300
FOUND CONCRETE MONUMENT

T 10 N R 18 E 17 19 20

X=367897.234
Y=147947.957
FOUND CONCRETE MONUMENT

UTILITY EASEMENT TABLE		
OWNER AND NUMBER	RECORDING INFO.	PARCEL #
WE ENERGIES - ELECTRIC (107)	DOC. 595191	20
AT&T WISCONSIN (108)	DOC. 595191	20
WE ENERGIES - ELECTRIC (107)	DOC. 597561	20
WE ENERGIES - ELECTRIC (107)	DOC. 594272	21
AT&T WISCONSIN (108)	DOC. 594272	21
WE ENERGIES - ELECTRIC (107)	DOC. 1142999	21
AT&T WISCONSIN (108)	DOC. 1142999	21
SPECTRUM (112)	DOC. 1142999	21
WE ENERGIES - ELECTRIC (107)	DOC. 592576	22
AT&T WISCONSIN (108)	DOC. 592576	22

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 60	R/W PLAT 2310-09-20	49.5'	1991
STH 60	T0148(5)	49.5'	1959
STH 60	R/W PLAT 2310-07-20	49.5'	1992

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS) WASHINGTON COUNTY, NAD83 2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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REVISION DATE : RO 2 - 07/21/22 RO 3 - 11/11/22 RO 4 - 04/27/23

DATE : RO 1 - 03/25/22

GRID FACTOR

SCALE, FEET 0 40

HWY: STH 60

COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 2310-13-20

CONSTRUCTION PROJECT NUMBER 2310-13-70

PLAT SHEET 4.08

SHEET 227

E

FILE NAME : 040102-RP_20SCALE.DWG
LAYOUT NAME - 4.08

PLOT DATE : 4/26/2023 2:55 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:20 FT_1

WISDOT/CADDS SHEET 75

4

4

Outlot 10

Outlot 9
JEROME W LINGER
DOONA M LINGER

SE-SE

SW-SW

NE-NE

NW-NW

JACKSON DR.

SECTION LINE

P.L.

S89° 29' 59"E
9.27'

N0° 29' 51"E
256.00'

T260

259

N0° 30' 01"E
29.99'

39.69'

TLE FOR SLOPES (TYP.)

T258

N24° 13' 21"W
10.68'

N89° 29' 59"W
4.80'

256

N89° 30' 09"W
24.75'

23

T257

24.75'

24.75'

X=367897.234
Y=147947.957

FOUND
CONCRETE
MONUMENT

HISTORIC BOUNDARY

VILLAGE
OF
JACKSON

GN

107

108

We Energies Easement Doc # 593640
AT&T Easement Doc # 593640

N42° 20' 49"E
25.28'

31.11'

N0° 29' 51"E
500.00'

255

4.50'

254

T253

TLE FOR SLOPES (TYP.)

N2° 10' 56"E
3.67'

T251

3.67'

38.92'

S42° 22' 13"W
24.22'

39.78'

79.60'

SLOPE INTERCEPT

250

252

N2° 10' 56"E
24.75'

24.75'

150

STH 60

S87° 49' 04"E
2635.99'

SECTION LINE

152

41.66'

STA 152+29.86 (STH 60)=
STA 20+00 (JACKSON DR.)

39.22'

S88° 20' 27"E
2634.56'

SECTION LINE

154

X=365263.1600
Y=148048.3300

FOUND
CONCRETE
MONUMENT

IP

261

N87° 49' 04"W
2.91'

35.69'

S2° 10' 56"W
24.75'

266

11.77'

272

N2° 10' 56"E
2.43'

44.62'

263

N39° 32' 46"W
10.81'

270

13.42'

N50° 44' 12"E
17.94'

13.85'

279

11.76'

S48° 43' 36"W
13.11'

284

N0° 14' 08"E
5.00'

288

N0° 14' 08"E
5.00'

N1° 39' 33"E
24.75'

S1° 39' 33"W
8.29'

271

N2° 10' 56"E
2.92'

280

8.47'

N88° 20' 27"W
3.18'

273

N87° 49' 04"W
2.13'

281

S88° 17' 29"E
47.08'

264

N1° 42' 31"E
12.16'

T265

T267

N87° 49' 04"W
6.65'

T268

N2° 10' 56"E
4.71'

T262

TLE FOR SLOPES (TYP.)

24

PLE FOR SIGNALS
& SIDEWALK

BUILDING IS
EXCLUDED
FROM TLE

20.36'

24.75'

24.75'

274

N2° 10' 56"E
17.28'

T269

N87° 49' 04"W
3.71'

80.50'

T283

S89° 45' 52"E
3.06'

275

S89° 45' 52"E
24.75'

T276

N0° 14' 08"E
9.93'

T278

277

S89° 45' 52"E
3.06'

111

Midwest Fiber Network
NO RECORD OF EASEMENT

Outlot 97
N168W20361 MAIN ST LLC

Midwest Fiber Network
NO RECORD OF EASEMENT

Outlot 98

RICHARD STACY ESSMAN

VILLAGE
OF
JACKSON

111

N0° 14' 08"E
274.63'

N0° 14' 08"E
500.00'

N1° 39' 33"E
24.75'

56.38'

FO

57.02'

T286

T285

T282

3.00'

107

108

28.00'

T287

5.00'

T289

S88° 20' 27"E
1058.62'

FO

P.L.

IP

25

26

We Energies Easement Doc# 590513
AT&T Easement Doc# 590513

Village of Jackson Sidewalk
Easement Doc# 614459

TLE FOR SLOPES (TYP.)

107

108

We Energies Easement Doc# 597553
AT&T Easement Doc# 597553

Lot 2 CSM 6226
Vol 46 PG 308
Doc 1186332

Lot 1 CSM 6226
Vol 46 PG 308
Doc 1186332

COLLEN M FLOWERS

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 60	R/W PLAT 2310-09-20	49.5'	1991
STH 60	T0148(S)	49.5'	1959
STH 60	R/W PLAT 2310-07-20	49.5'	1992
JACKSON DR	ASSESOR'S PLAT VILLAGE OF JACKSON	49.5'	1937
JACKSON DR	CSM 6226	49.5'	2007

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS) WASHINGTON COUNTY, NAD83 2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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UTILITY EASEMENT TABLE		
OWNER AND NUMBER	RECORDING INFO.	PARCEL #
WE ENERGIES - ELECTRIC (107)	DOC. 593640	23
AT&T WISCONSIN (108)	DOC. 593640	23
WE ENERGIES - ELECTRIC (107)	DOC. 590513	25
AT&T WISCONSIN (108)	DOC. 590513	25
WE ENERGIES - ELECTRIC (107)	DOC. 597553	26
AT&T WISCONSIN (108)	DOC. 597553	26
MIDWEST FIBER NETWORK (111)	NO RECORD	25,26

REVISION DATE : RO 2 - 07/21/22 | RO 3 - 11/11/22 | RO 4 - 04/27/23

DATE : RO 1 - 03/25/22

GRID FACTOR

SCALE, FEET
0 — 40

HWY: STH 60

COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 2310-13-20

CONSTRUCTION PROJECT NUMBER 2310-13-70

PLAT SHEET 4.09

SHEET — 228

E

FILE NAME : 040102-RP_20SCALE.DWG
LAYOUT NAME - 4.09

PLOT DATE : 4/26/2023 2:55 PM

PLOT BY : NICK FULTON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT_1

WISDOT/CADDS SHEET 75

4

Assesor's Plat Village of Jackson
Doc.# 164875A

We Energies Easement Doc # 435420 (6')
AT&T Easement Doc # 435420 (6')
107 108

107 110
We Energies Blanket Easement Doc # 121837

GN

107 110
We Energies Blanket
Easement Doc # 121837

VILLAGE
OF
JACKSON

SE-SW

107 108
We Energies Easement Doc # 592572
AT&T Easement Doc # 592572

Access Easement CSM 6130
V.45 P.377 Doc# 1152524

107 110
We Energies Blanket Easement Doc # 121837

EV CHRIST LUTH CHURCH

27

MAJOR PROPERTY HOLDINGS JACKSON LLC

28

SW CHARMOLI PROPERTIES LLC

Lot 2 CSM 6130
Vol 45 PG 376
Doc 1152524

29

Dale Beckwith

SW-SW

P.L.

Vol 46 PG 252
Doc 1180010

Lot 1 CSM 6130
Vol 45 PG 376
Doc 1152524

SLOPE INTERCEPT

T307
T306
T301
T309
T311
T310
T314
T308

S88° 20' 27"E 10.51'
N0° 30' 02"E 16.05'
N1° 39' 33"E 17.81'
S84° 16' 30"E 28.55'
126.70'
39.77'
N1° 39' 33"E 13.21'
52.97'
43.50'
N1° 39' 33"E 13.11'
S88° 20' 27"E 23.83'
TLE FOR SLOPES AND SIDEWALK REMOVAL
190.02'
25.75'
14.12'
317
316
315
313
312
303
300
302
305
304
S88° 20' 27"E 1684.72'
N0° 30' 02"E 1.00'
N88° 20' 27"W 6.50'
222.46'
190.03'
904.29'
N1° 39' 33"E 24.75'
S1° 39' 33"W 1.00'
24.75'
24.75'
24.75'
60'
60'
60'
162
164
166
SECTION LINE
S88° 20' 27"E 2634.56'
STH 60

IP
IP
IP
IP
IP

P.L.

NE-NW

NW-NW

VILLAGE
OF
JACKSON

T 10 N
R 18 17 E
19 20
20

X=367897.234
Y=147947.957
FOUND
CONCRETE
MONUMENT

T 10 N
R 17 20 E
20

X=370530.689
Y=147871.6780
FOUND
CONCRETE
MONUMENT

UTILITY EASEMENT TABLE		
OWNER AND NUMBER	RECORDING INFO.	PARCEL #
WE ENERGIES - ELECTRIC (107)	DOC. 121837	27
WE ENERGIES - GAS (110)	DOC. 121837	27
WE ENERGIES - ELECTRIC (107)	DOC. 592572	27
AT&T WISCONSIN (108)	DOC. 592572	27
WE ENERGIES - ELECTRIC (107)	DOC. 592572	28
AT&T WISCONSIN (108)	DOC. 592572	28
WE ENERGIES - ELECTRIC (107)	DOC. 121837	28
WE ENERGIES - GAS (110)	DOC. 121837	28
WE ENERGIES - ELECTRIC (107)	DOC. 435420	29
AT&T WISCONSIN (108)	DOC. 435420	29
WE ENERGIES - ELECTRIC (107)	DOC. 121837	29
WE ENERGIES - GAS (110)	DOC. 121837	29

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 60	R/W PLAT 2310-09-20	VARIES	1991
STH 60	T0148(5)	VARIES	1959
STH 60	R/W PLAT 2310-07-20	VARIES	1992

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS) WASHINGTON COUNTY, NAD83 2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

REVISION DATE : RO 2 - 07/21/22 | RO 3 - 11/11/22 | RO 4 - 04/27/23

DATE : RO 1 - 03/25/22

GRID FACTOR

SCALE, FEET
0 — 40

HWY: STH 60

COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 2310-13-20

CONSTRUCTION PROJECT NUMBER 2310-13-70

PLAT SHEET 4.10

SHEET — 229

E

FILE NAME : 040102-RP_20SCALE.DWG
LAYOUT NAME - 4.10

PLOT DATE : 4/26/2023 2:55 PM

PLOT BY : NICK FULTON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT_1

WISDOT/CADDS SHEET 75

SHEET 4.04

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
100	148182.713	363239.457	105+66.61	60.00 ' LT
102	148180.924	363288.180	106+15.37	60.00 ' LT

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
T101	148185.710	363239.567	105+66.61	63.00 ' LT
T103	148183.921	363288.290	106+15.37	63.00 ' LT

SHEET 4.05

PI TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
PI	122+33.75	0.000	148061.55	364903.27
PI2	125+93.88	0.000	148048.34	365263.16

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
110	148124.002	364837.639	121+65.87	60.00 ' LT
112	148123.604	364848.351	121+76.59	60.00 ' LT
114	148148.953	364873.870	122+01.16	86.26' LT
115	148156.547	364873.927	122+00.94	93.85' LT

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
T111	148126.403	364837.727	121+65.87	62.40 ' LT
T119	147991.704	364858.133	121+91.21	71.46 ' RT
T128	147993.318	364945.724	122+78.68	66.63 ' RT

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
118	148003.153	364858.554	121+91.21	60.00 ' RT
120	148003.043	364861.543	121+94.21	60.00 ' RT
121	147994.680	364861.244	121+94.21	68.37 ' RT
122	148002.981	364863.241	121+95.90	60.00 ' RT
123	147994.607	364863.221	121+96.19	68.37 ' RT
124	147991.517	364863.213	121+96.29	71.46 ' RT
125	148010.058	364943.258	122+75.60	50.00 ' RT
126	147993.410	364943.218	122+76.17	66.63 ' RT
127	148011.086	364946.377	122+78.68	48.85 ' RT

SHEET 4.06

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
140	148048.926	365897.502	132+27.74	24.75 ' LT
142	148047.327	365939.472	132+69.74	24.75 ' LT
144	147999.329	365899.093	132+31.22	24.75 ' RT
147	147998.839	365911.976	132+44.11	24.75 ' RT
150	147981.953	365929.628	132+62.40	40.95 ' RT
151	147971.878	365929.171	132+62.32	51.04 ' RT
152	147981.241	365969.637	133+02.40	40.14 ' RT
153	147969.680	365969.113	133+02.32	51.71 ' RT
156	147994.584	365984.340	133+16.59	26.25 ' RT
157	147996.021	365985.923	133+18.11	24.75 ' RT
158	147995.941	365988.085	133+20.27	24.75 ' RT
159	147995.724	365993.698	133+25.90	24.75 ' RT

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
T141	148053.928	365897.544	132+27.59	29.75 ' LT
T143	148052.329	365939.513	132+69.59	29.75 ' LT
T145	147993.912	365898.886	132+31.22	30.17 ' RT
T146	147993.535	365908.795	132+41.14	30.17 ' RT
T148	147977.727	365925.321	132+58.25	45.34 ' RT
T149	147972.033	365925.104	132+58.25	51.04 ' RT
T154	147980.739	365974.247	133+07.03	40.46 ' RT
T155	147969.501	365973.819	133+07.03	51.71 ' RT

SHEET 4.07

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
170	148025.388	366515.216	138+45.90	24.75 ' LT
171	148025.277	366518.118	138+48.81	24.75 ' LT
172	148028.023	366518.223	138+48.81	27.50 ' LT
173	148025.019	366524.898	138+55.59	24.75 ' LT
174	148027.671	366527.464	138+58.06	27.50 ' LT
175	148036.637	366536.136	138+66.38	36.79 ' LT
176	148042.773	366536.370	138+66.38	42.93 ' LT
177	148042.564	366541.869	138+71.88	42.93 ' LT
179	148048.585	366547.693	138+77.47	49.17 ' LT
180	147975.909	366513.697	138+46.27	24.75 ' RT
182	147974.512	366550.371	138+82.97	24.75 ' RT
188	147965.538	366597.853	139+30.77	31.92 ' RT

SHEET 4.07

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
184	148044.551	366581.004	139+10.92	46.40 ' LT
185	148051.879	366581.066	139+10.70	53.73 ' LT
186	148022.087	366601.832	139+32.57	24.75 ' LT
187	148021.816	366608.938	139+39.70	24.75 ' LT
192	147952.309	366612.516	139+45.92	44.57 ' RT
195	148019.571	366667.858	139+98.66	24.75 ' LT
197	148018.360	366699.647	140+30.47	24.75 ' LT
199	147943.097	366646.574	139+80.30	52.48 ' RT
201	147969.935	366670.476	140+03.16	24.75 ' RT
203	147968.837	366699.289	140+32.00	24.75 ' RT
205	148017.601	366719.562	140+50.40	24.75 ' LT
208	148013.814	366818.947	141+49.86	24.75 ' LT
211	147968.101	366718.609	140+51.33	24.75 ' RT
214	147964.143	366822.497	141+55.30	24.75 ' RT
H206	148024.418	366719.822	140+50.40	31.57 ' LT
H209	148020.631	366819.207	141+49.86	31.57 ' LT
H212	147959.340	366718.275	140+51.33	33.52 ' RT
H215	147955.381	366822.160	141+55.30	33.52 ' RT

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
T178	148048.813	366541.707	138+71.48	49.17 ' LT
T181	147966.211	366513.360	138+46.30	34.45 ' RT
T183	147964.939	366550.006	138+82.97	34.33 ' RT
T189	147963.317	366597.737	139+30.73	34.13 ' RT
T190	147963.305	366598.107	139+31.10	34.13 ' RT
T191	147949.879	366597.651	139+31.16	47.56 ' RT
T193	147949.317	366612.398	139+45.91	47.56 ' RT
T196	148024.360	366668.040	139+98.66	29.54 ' LT
T198	148023.149	366699.830	140+30.47	29.54 ' LT
T200	147942.788	366654.684	139+88.42	52.48 ' RT
T202	147960.304	366669.663	140+02.72	34.40 ' RT
T204	147959.189	366698.922	140+32.00	34.40 ' RT
T207	148032.491	366720.129	140+50.40	39.65 ' LT
T210	148028.704	366819.515	141+49.86	39.65 ' LT
T213	147906.604	366723.939	140+59.00	86.00 ' RT
T216	147918.660	366827.743	141+62.27	70.00 ' RT

SHEET 4.08

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
230	147995.468	367300.379	146+31.65	24.75 ' LT
232	147994.098	367336.357	146+67.64	24.75 ' LT
234	147945.767	367304.731	146+37.88	24.75 ' RT
236	147944.662	367333.713	146+66.88	24.75 ' RT

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
T231	148005.472	367300.477	146+31.34	34.75 ' LT
T233	148004.102	367336.437	146+67.35	34.75 ' LT
T235	147941.263	367304.692	146+38.01	29.25 ' RT
T237	147940.158	367333.674	146+67.02	29.25 ' RT

SHEET 4.09

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
275	147867.352	367921.653	19+19.50	24.75 ' RT
277	147857.418	367921.612	19+09.56	24.75 ' RT
279	147922.483	367921.879	152+55.24	24.75 ' RT
280	147910.726	367921.831	152+55.53	36.50 ' RT
281	147902.252	367921.796	152+55.74	44.98 ' RT
284	147922.082	367935.723	152+69.09	24.75 ' RT
288	147919.639	368020.063	153+53.47	24.75 ' RT

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
250	147975.788	367816.840	151+48.47	24.75 ' LT
252	147974.275	367856.545	151+88.21	24.75 ' LT
254	147992.169	367872.867	152+03.84	43.25 ' LT
255	147996.665	367872.906	152+03.70	47.75 ' LT
256	148027.770	367873.176	20+79.60	24.75 ' LT
259	148067.461	367873.521	21+19.29	24.75 ' LT
261	147926.283	367816.033	151+49.55	24.75 ' RT
263	147924.584	367860.624	151+94.18	24.75 ' RT
266	147922.050	367863.440	151+97.09	27.17 ' RT
270	147913.717	367870.321	152+04.28	35.24 ' RT
271	147910.799	367870.210	152+04.28	38.16 ' RT
272	147924.136	367872.390	152+05.95	24.75 ' RT
273	147910.718	367872.335	152+06.41	38.16 ' RT
274	147890.359	367872.251	152+07.10	58.51 ' RT

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
T251	147979.461	367816.980	151+48.47	24.83 ' LT
T253	147977.979	367855.875	151+87.40	28.43 ' LT
T257	148027.812	367868.374	20+79.60	29.56 ' RT
T258	148037.549	367863.994	20+89.30	34.02 ' LT
T260	148067.542	367864.256	21+19.29	34.02 ' LT
T262	147921.581	367815.854	151+49.55	29.46 ' RT
T265	147920.178	367862.916	151+96.63	29.07 ' RT
T267	147908.023	367862.554	151+96.73	41.23 ' RT
T268	147907.767	367869.201	152+03.39	41.23 ' RT
T269	147890.500	367868.543	152+03.39	58.51 ' RT

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
T276	147867.339	367924.715	19+19.50	27.81 ' RT
T278	147857.406	367924.674	19+09.58	27.81 ' RT
T282	147910.449	367925.211	152+58.92	36.68 ' RT
T283	147902.160	367924.971	152+58.92	44.98 ' RT
T285	147919.100	367935.067	152+68.52	27.75 ' RT
T286	147917.449	367992.063	153+25.54	27.75 ' RT
T287	147915.448	367992.054	153+25.59	29.75 ' RT
T289	147914.637	368020.043	153+53.59	29.75 ' RT

SHEET 4.10

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
300	147946.821	368790.989	161+23.28	24.75 ' LT
302	147946.703	368795.345	161+27.64	24.75 ' LT
303	147947.703	368795.374	161+27.64	25.75 ' LT
304	147946.515	368801.861	161+34.16	24.75 ' LT
305	147947.515	368801.870	161+34.14	25.75 ' LT
312	147940.074	369024.228	163+56.62	24.75 ' LT
313	147941.074	369024.236	163+56.60	25.75 ' LT
315	147934.573	369214.141	165+46.61	25.75 ' LT
316	147935.572	369214.182	165+46.62	25.75 ' LT
317	147949.690	369214.241	165+46.28	39.86 ' LT

POINT TABLE				
POINT NAME	NORTHING	EASTING	STATION	OFFSET
T301	147964.620	368791.504	161+23.28	42.55 ' LT
T306	147963.566	368802.010	161+33.82	41.82 ' LT
T307	147964.528	368802.018	161+33.79	42.76 ' LT
T308	147957.050	368957.065	162+88.99	39.78 ' LT
T309	147970.249	368957.448	162+88.99	52.93 ' LT
T310	147955.880	369000.545	163+32.49	39.86 ' LT
T311	147968.990	369000.924	163+32.49	52.98 ' LT
T314	147955.190	369024.360	163+56.31	39.86 ' LT

4

4

REVISION DATE : RO 2 - 07/21/22 RO 3 - 11/11/22 RO 4 - 04/27/23

DATE : RO 1 - 03/25/22

GRID FACTOR

SCALE, FEET 0 40

HWY: STH 60

COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 2310-13-20

CONSTRUCTION PROJECT NUMBER 2310-13-70

PLAT SHEET 4.11

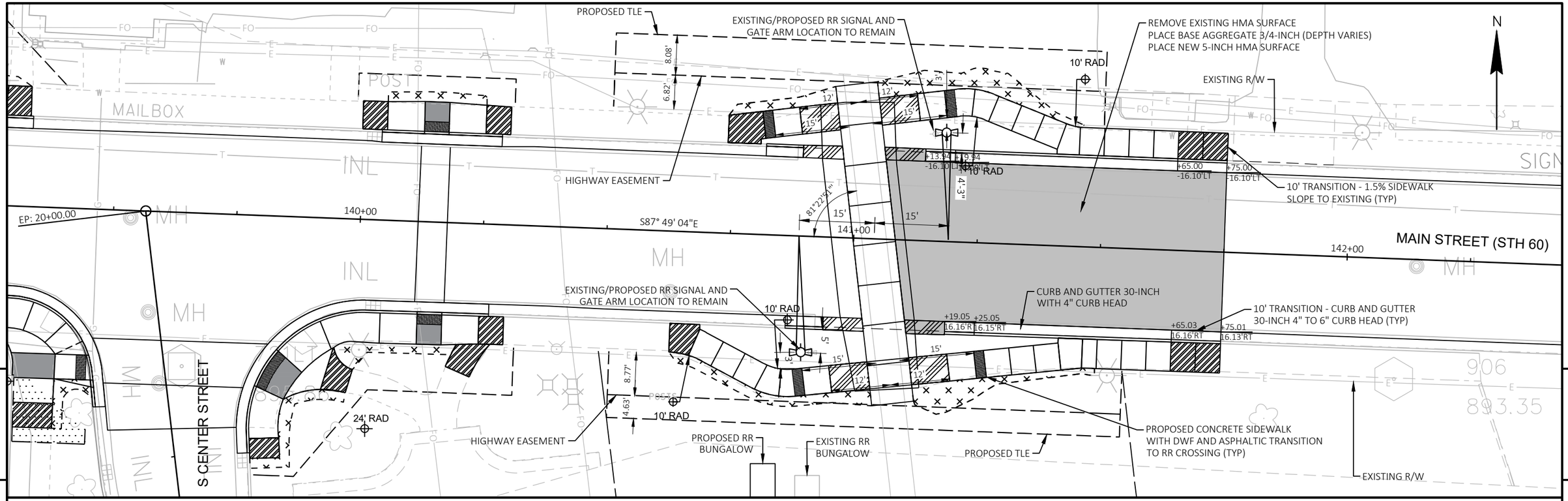
SHEET 230

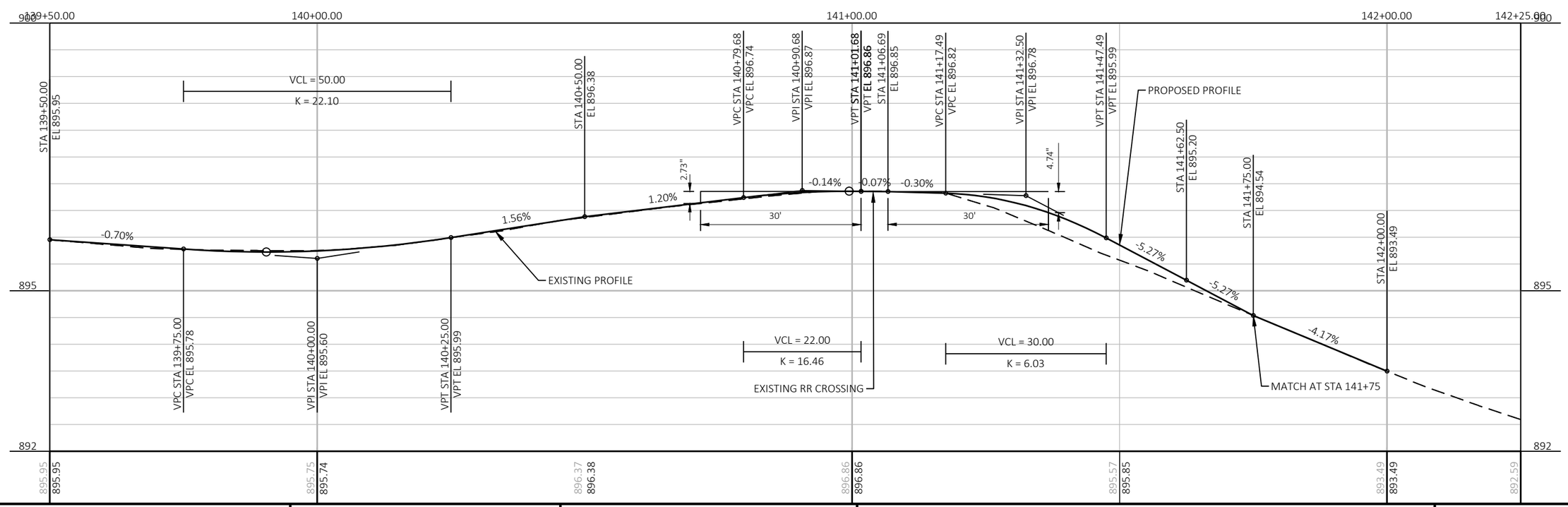
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FILE NAME : 040102-RP_20SCALE.DWG
LAYOUT NAME - 4.11

PLOT DATE : 4/26/2023 2:56 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:20 FT_1

WISDOT/CADDS SHEET 7S





PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN AND PROFILE: STH 60	SHEET 231	E

FILE NAME : C:\USERS\TONYBACIAK\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\050101-PP_REV.DWG PLOT DATE : 7/24/2023 11:43 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - 01
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

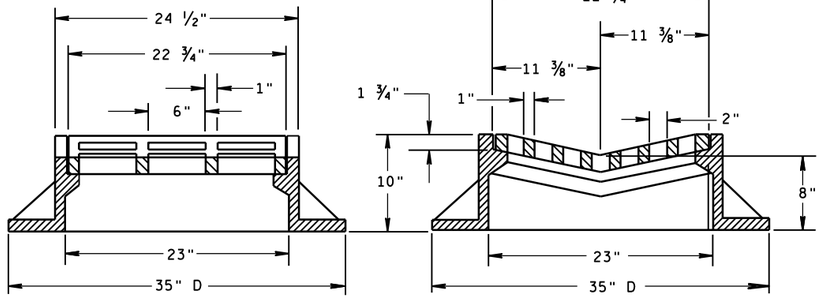
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-03	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-03	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E05-02	SODDED BACKSLOPE FLUME AND INTERCEPTING EMBANKMENT
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
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
09E08-09A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-09E	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-09F	TYPE 10 SPECIAL POLE 35' MONOTUBE ARM
09E08-09G	TYPE 10 SPECIAL POLE 40' MONOTUBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
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
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
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
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

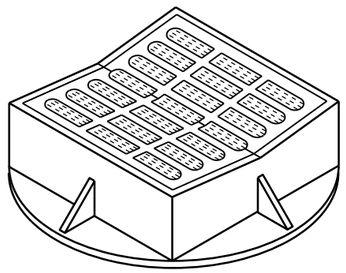
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Standard Detail Drawing List

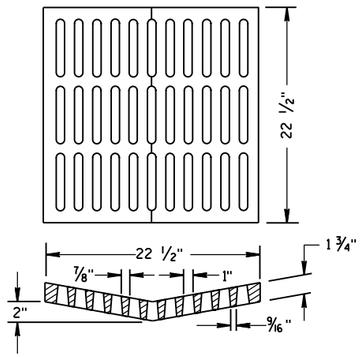
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC 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
15D40-05A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

6



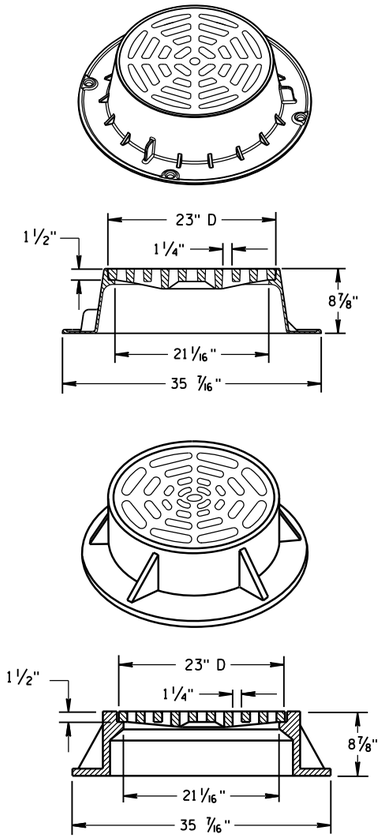


TYPE "B"



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"

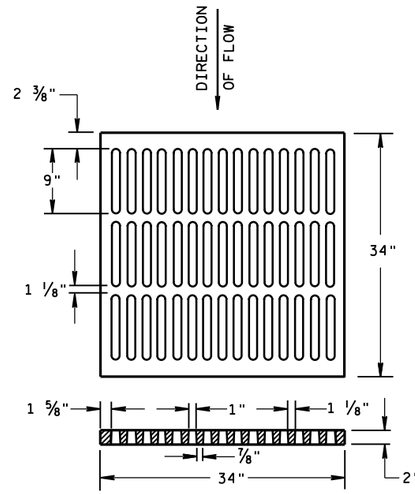
NOTE: EITHER CASTING IS ACCEPTABLE

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.

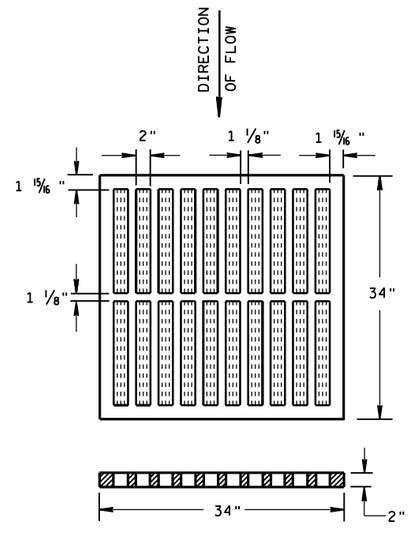
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



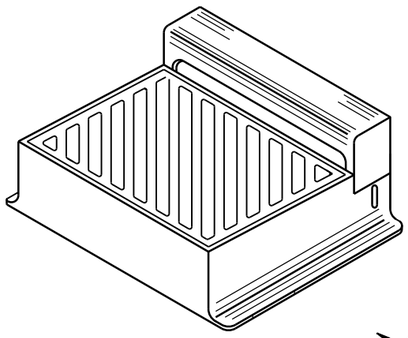
ALTERNATIVE TYPE "MS"

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

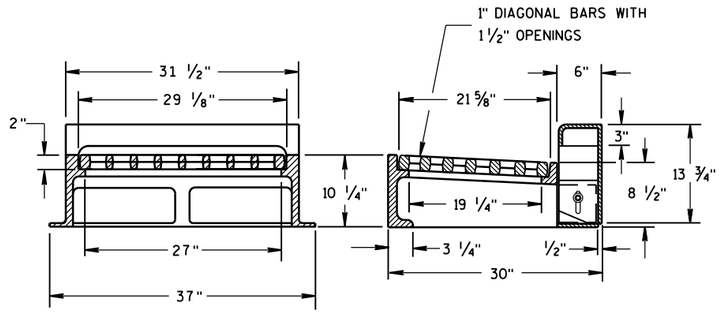


TYPE "MS"

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"

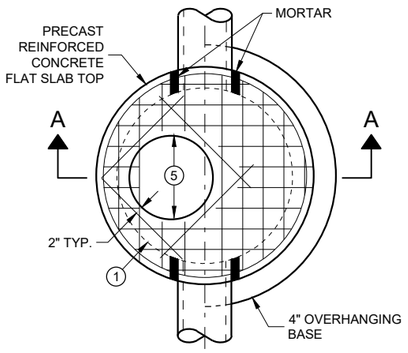
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

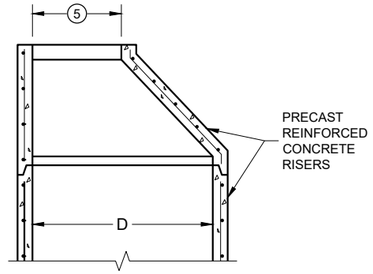
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

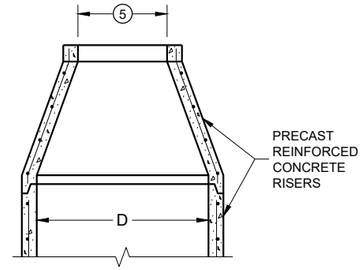
S.D.D. 8 A 5-19b



PLAN VIEW
CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

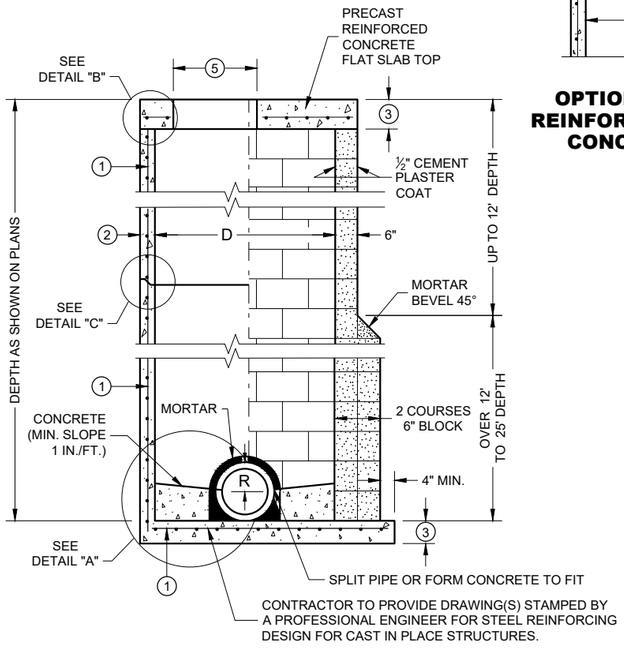
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

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

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

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

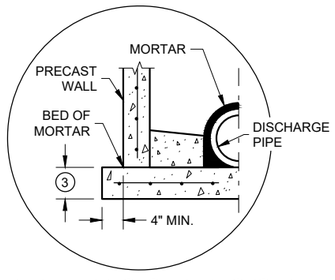
(5) SEE MANHOLE COVER OPENING MATRIX.



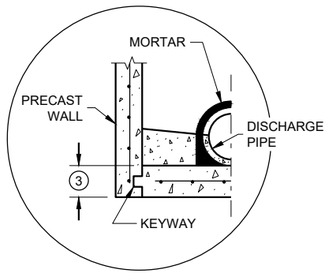
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

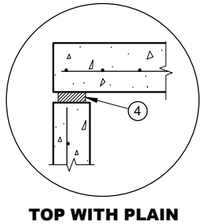


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

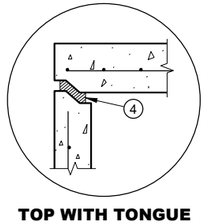


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

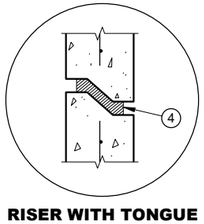


TOP WITH PLAIN END JOINT



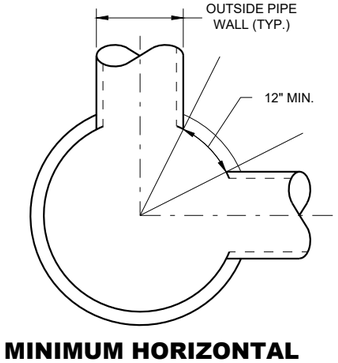
TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"



MINIMUM HORIZONTAL PIPE SEPARATION

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

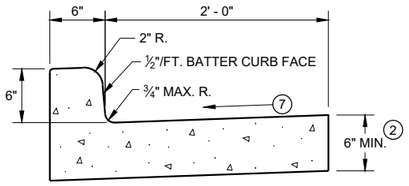
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

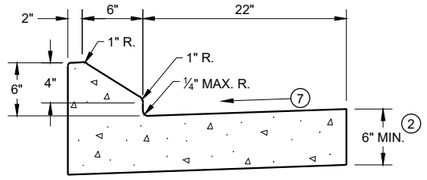
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

6

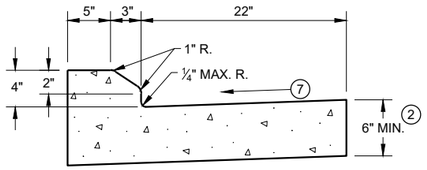
SDD 08B09 - 03



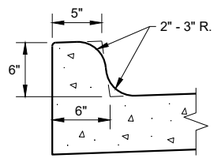
TYPES A (1) & D



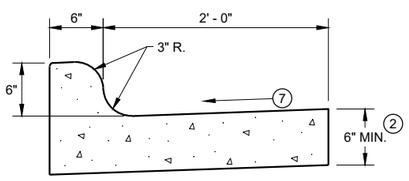
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

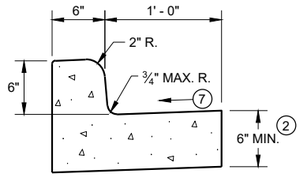


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



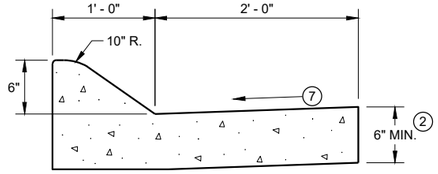
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

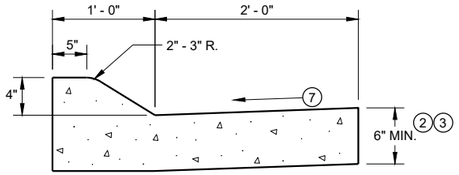


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

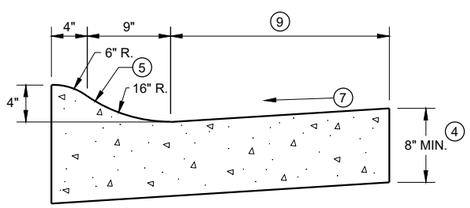


6" SLOPED CURB TYPES A (1) & D



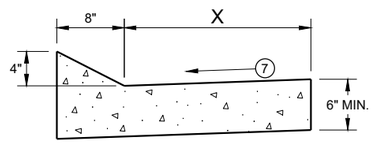
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

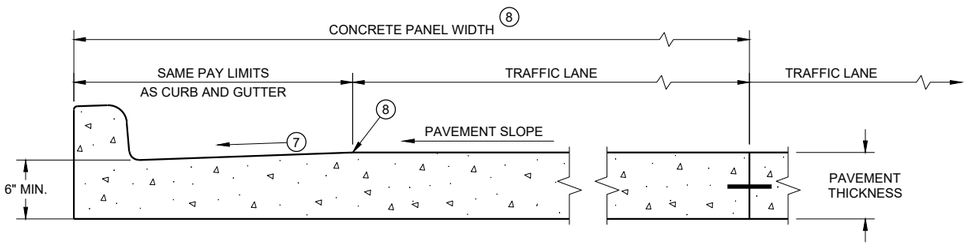


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

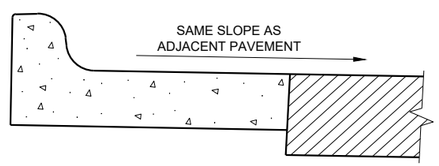
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

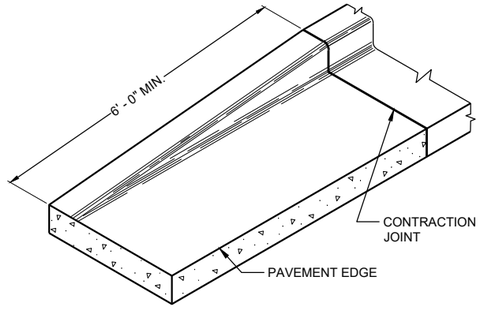
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

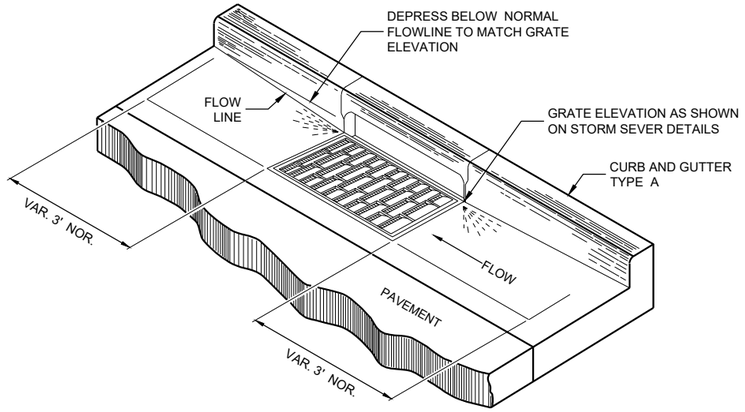
CONCRETE CURB AND GUTTER

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.

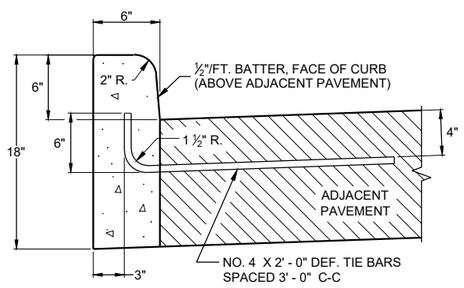
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

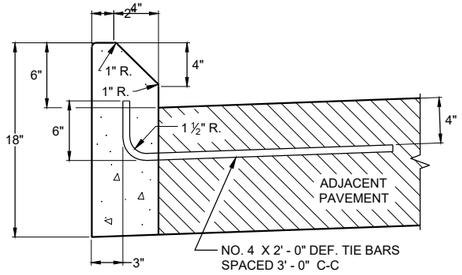
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.



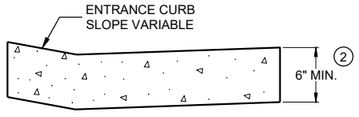
TYPES A (1) & D



TYPES G (1) & J

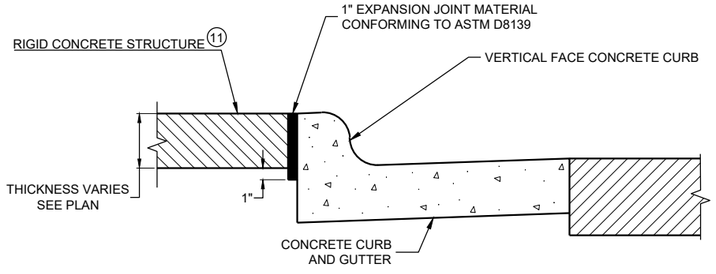
CONCRETE CURB

TYPICAL TIE BAR LOCATION (1)

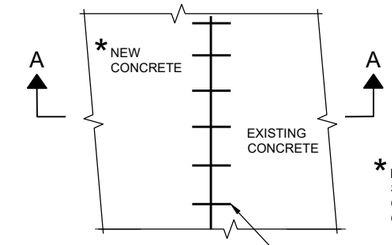


DRIVEWAY ENTRANCE CURB (10)

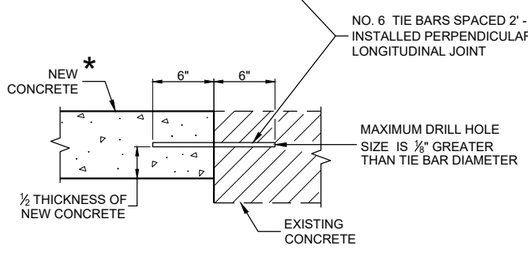
(WHEN DIRECTED BY THE ENGINEER)



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



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

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

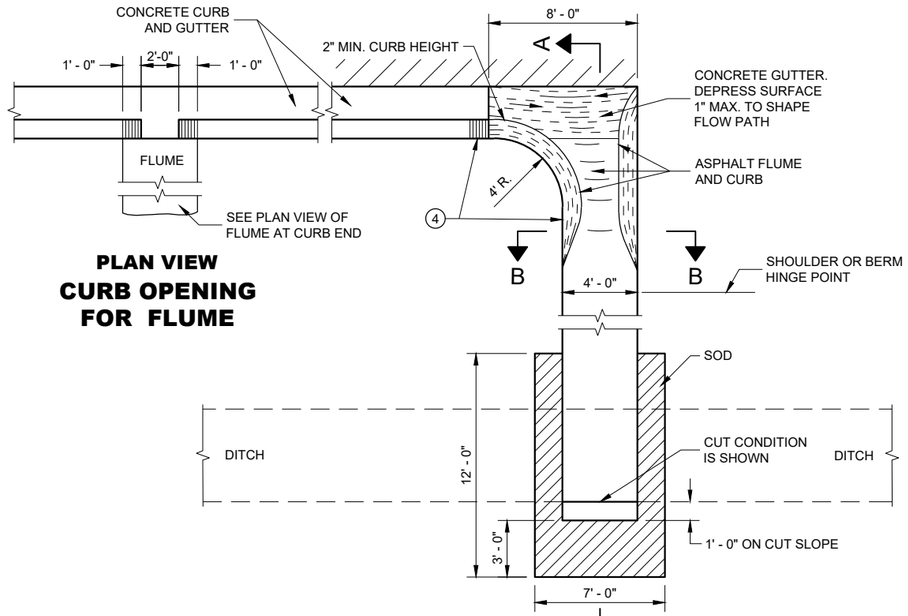
FHWA

6

SDD08D01 - 23b

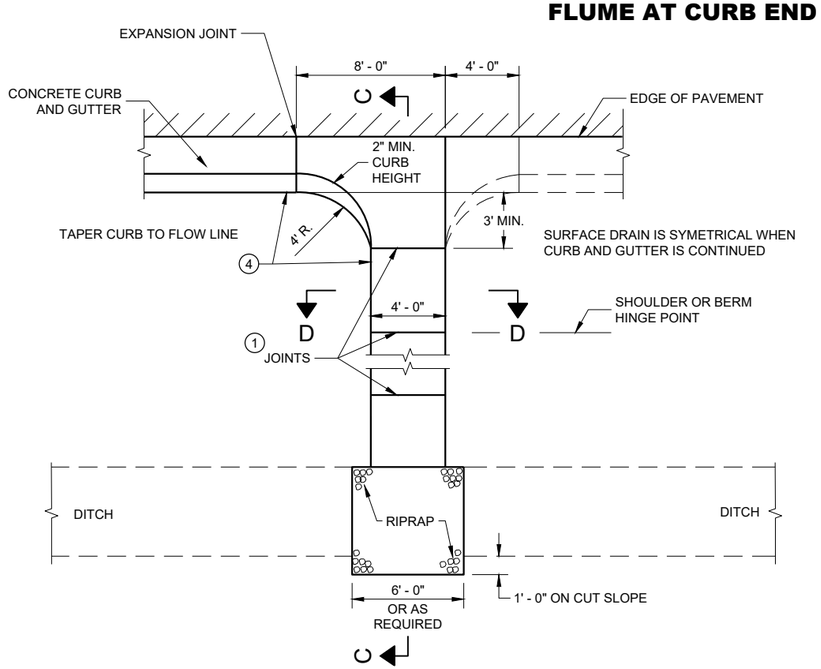
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



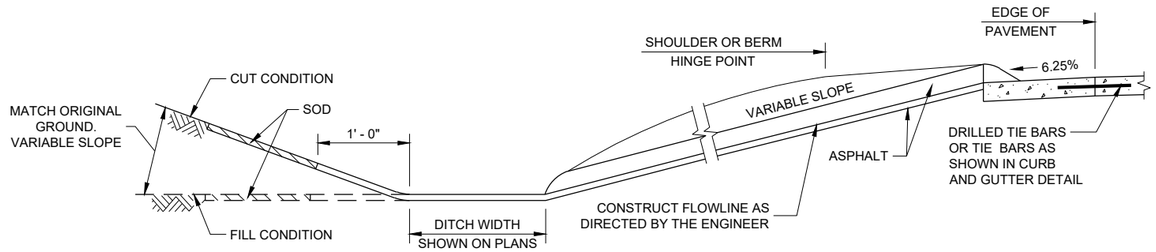
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

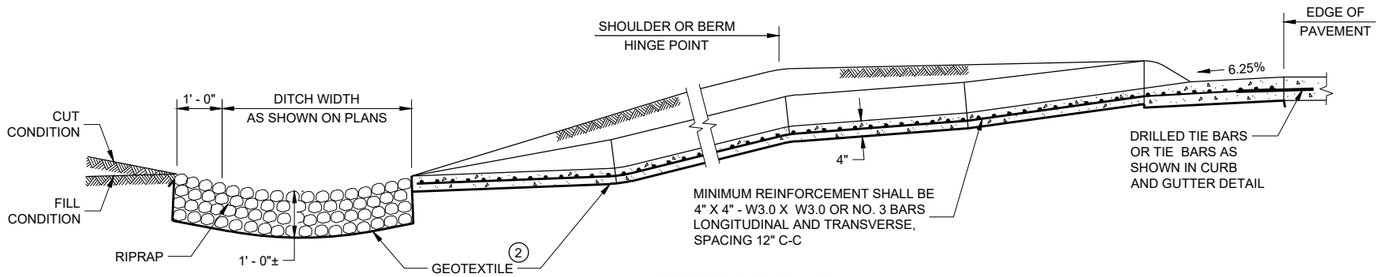
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

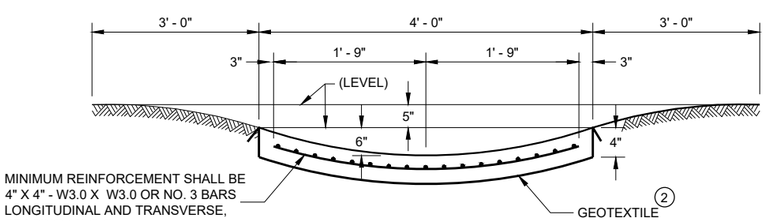


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

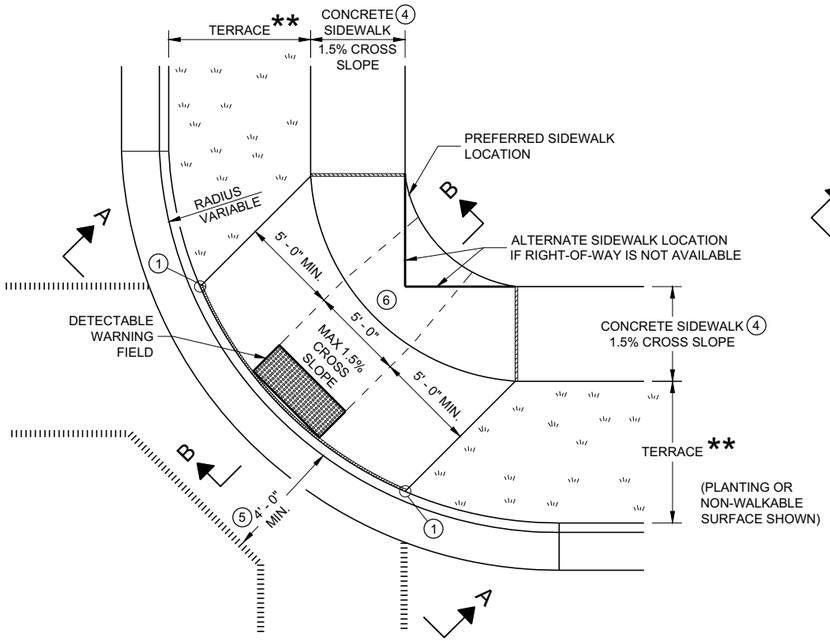
FHWA

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SDD 08D04 - 07

6

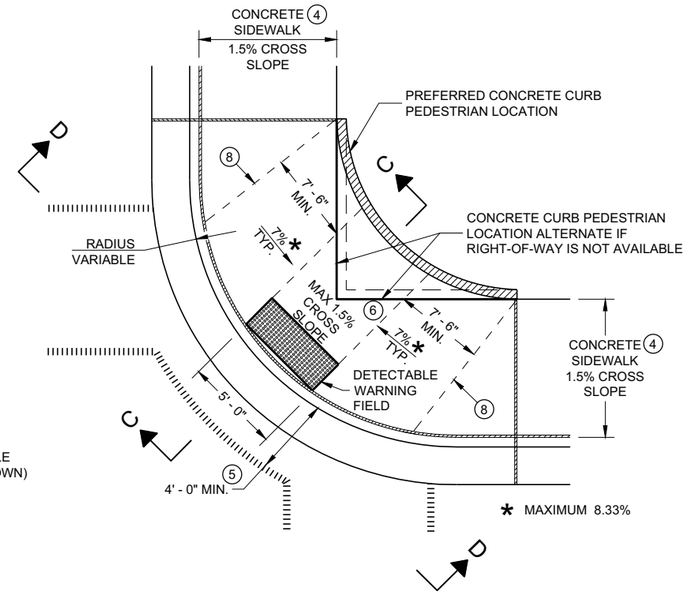
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

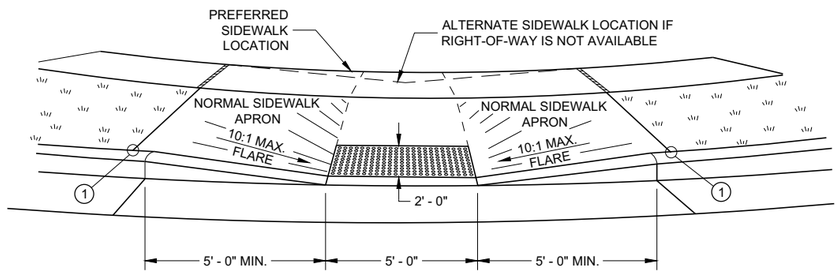
(CENTER OF CORNER RADIUS)



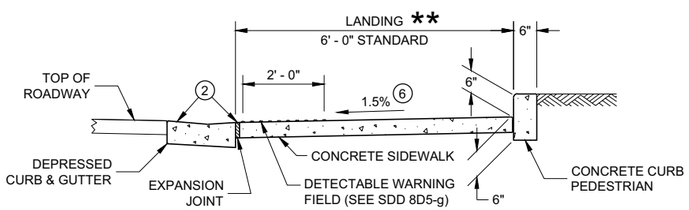
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

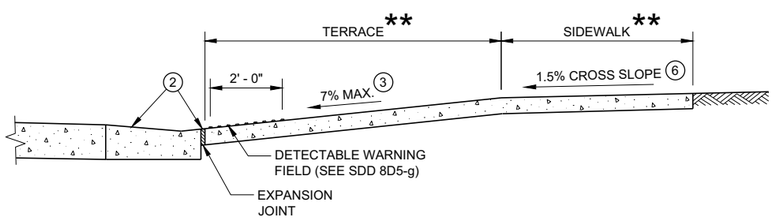


VIEW A - A FOR TYPE 1

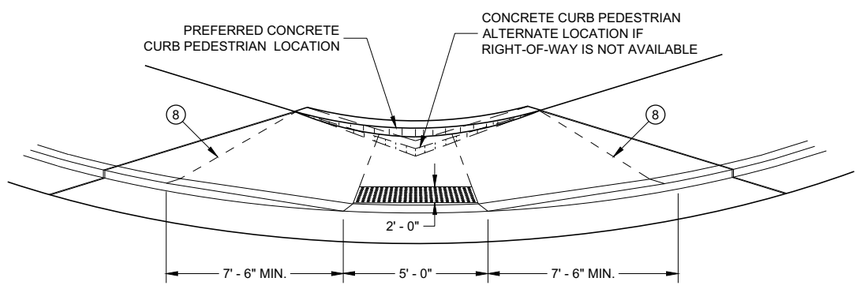


SECTION C - C FOR TYPE 1 - A

** 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

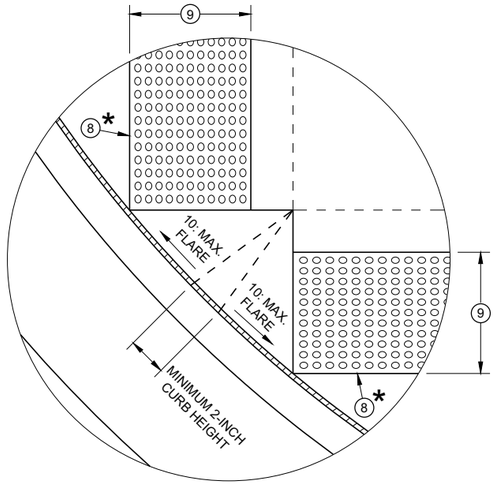
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

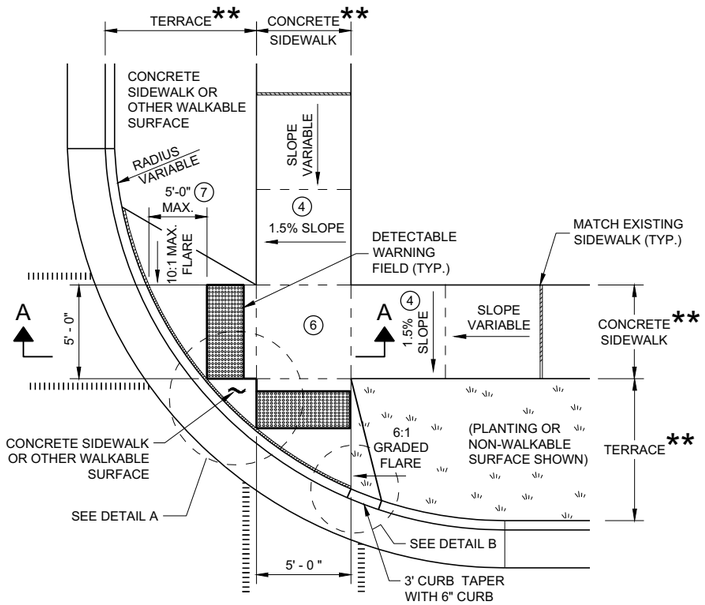
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

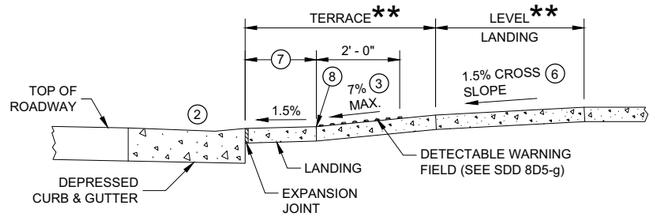
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

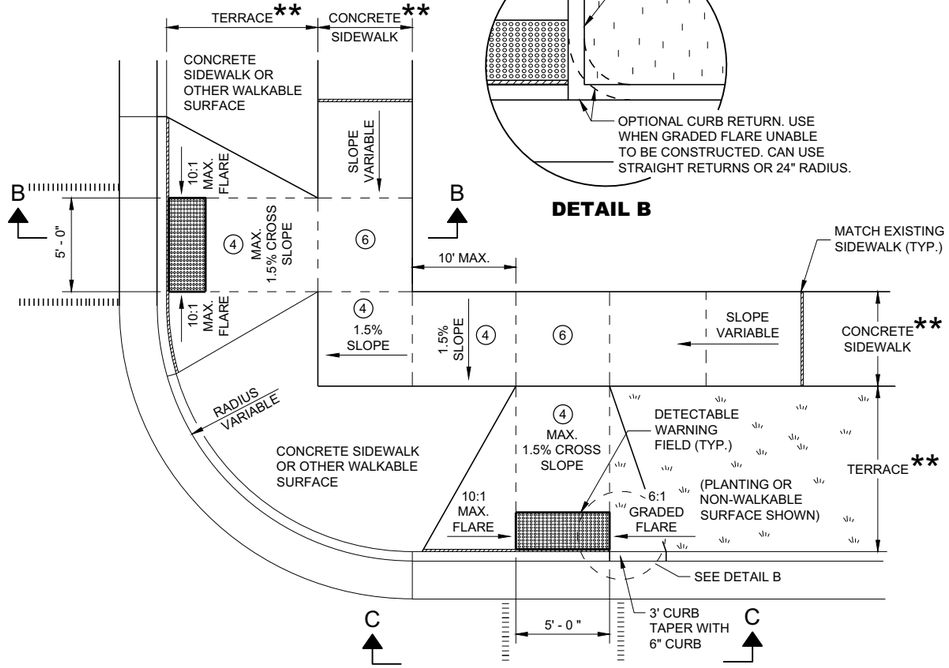
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

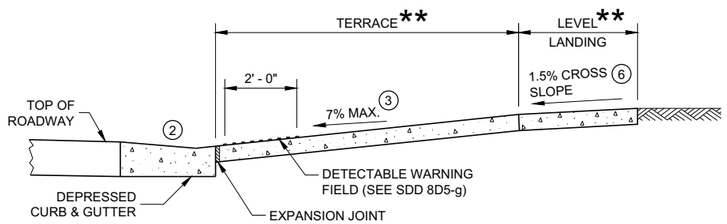
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

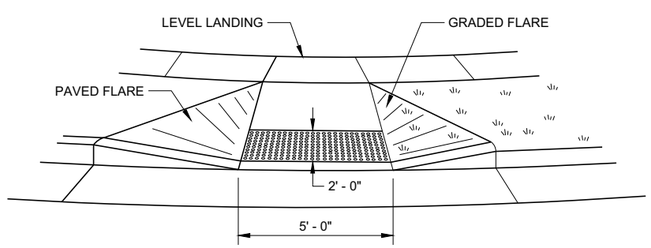
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

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



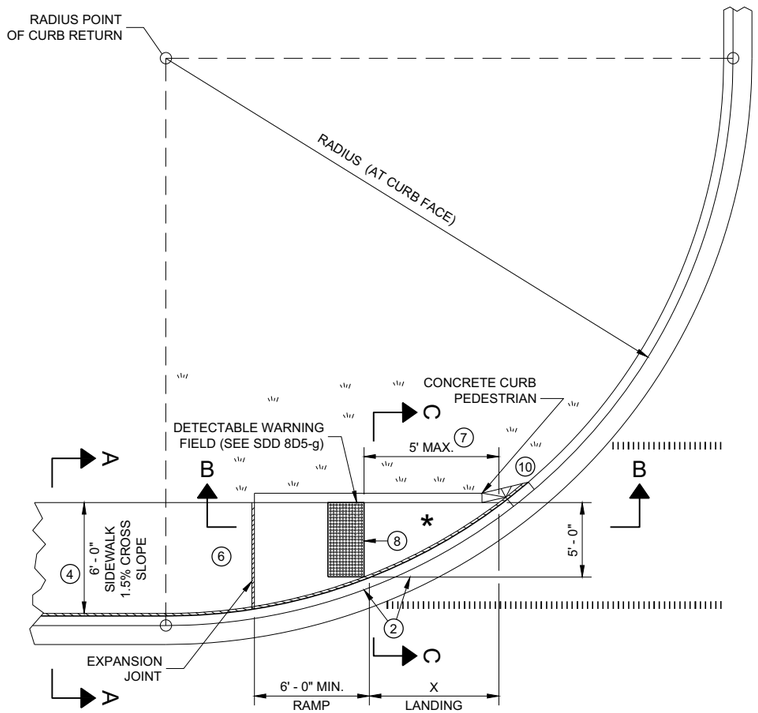
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

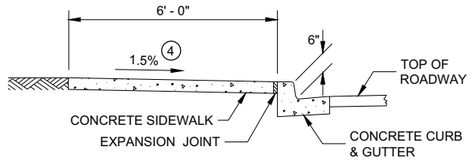


PLAN VIEW

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.

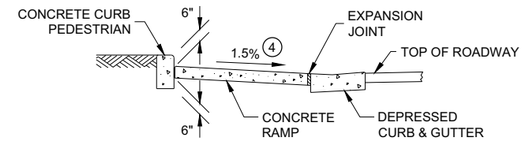
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

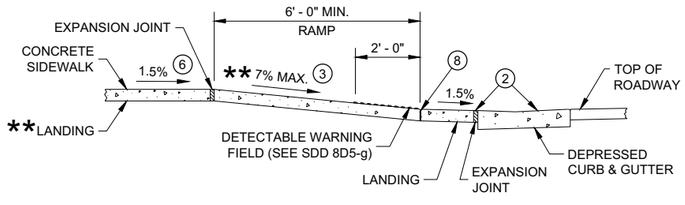
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



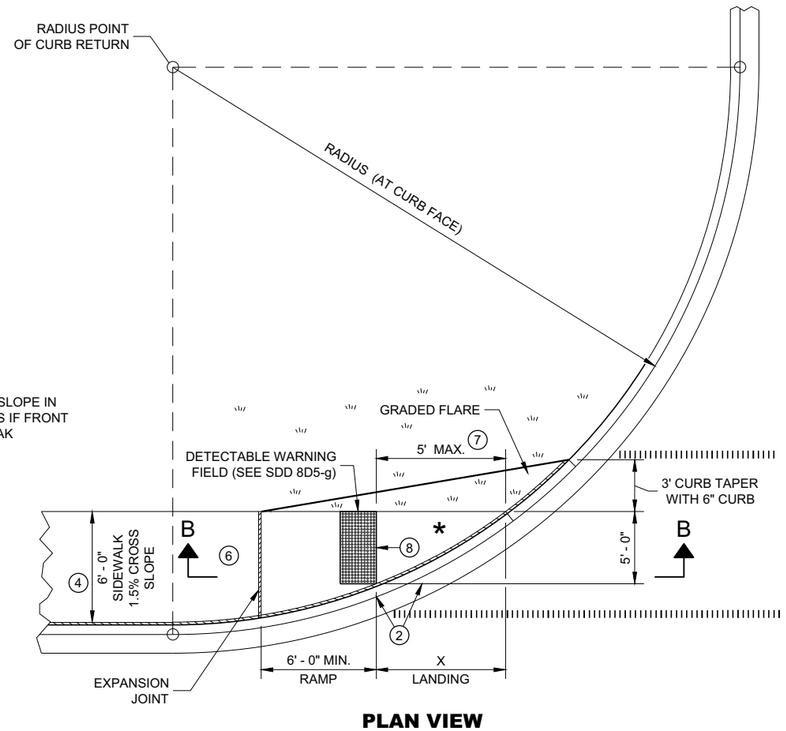
SECTION C - C FOR TYPE 4A



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

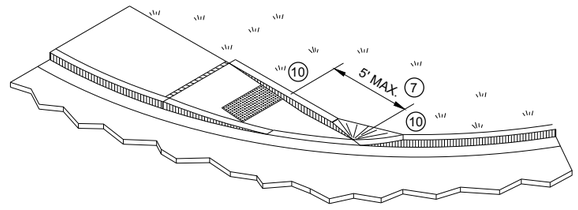
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

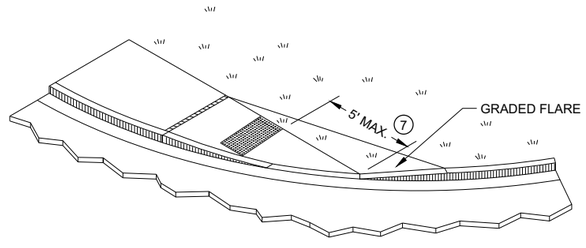


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



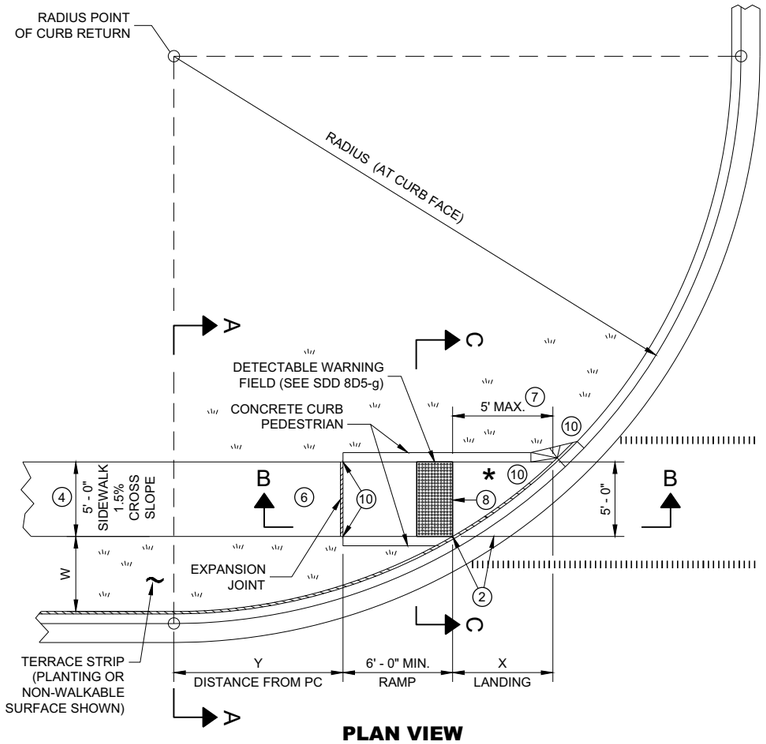
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

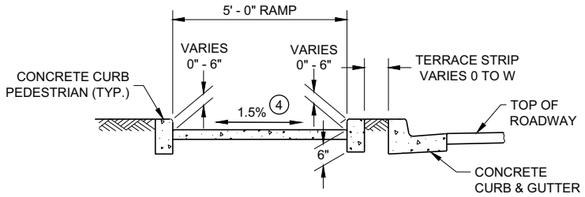


PLAN VIEW

CURB RAMP TYPE 4B

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

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



SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

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

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

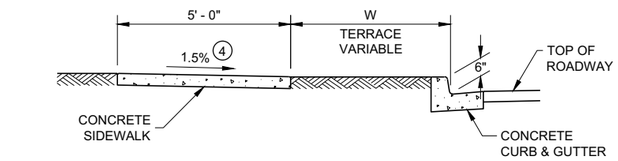
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

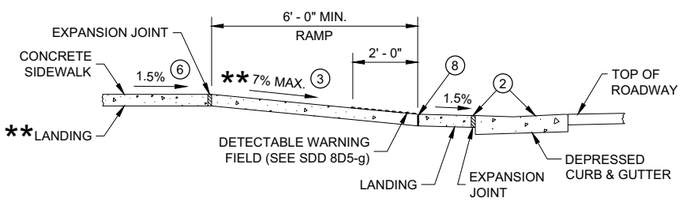
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

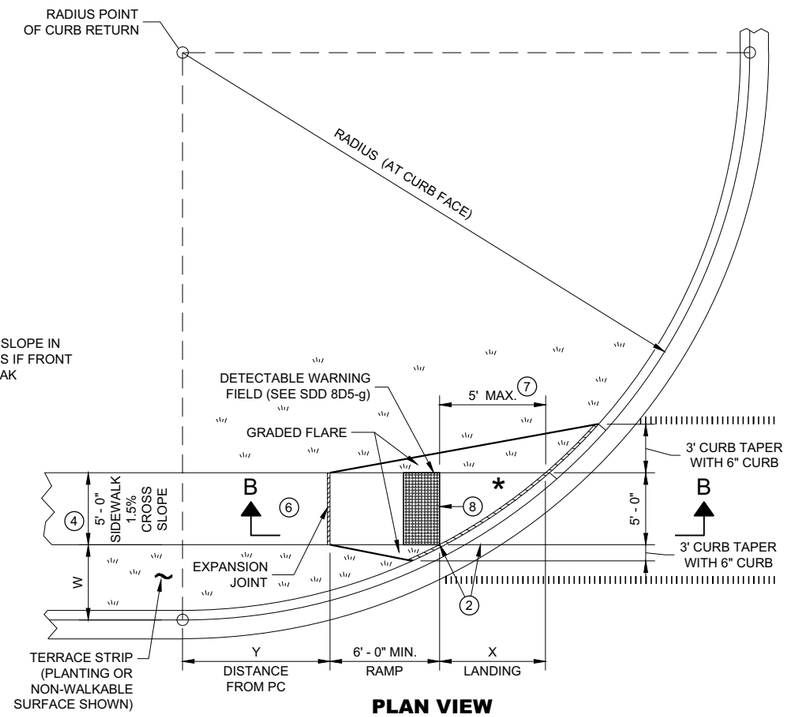


SECTION A - A FOR TYPE 4B



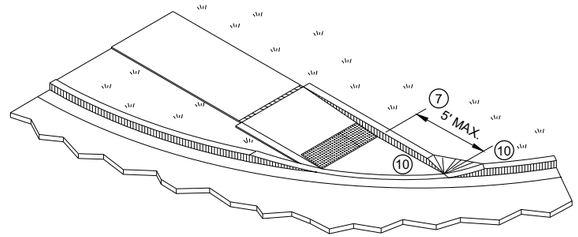
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

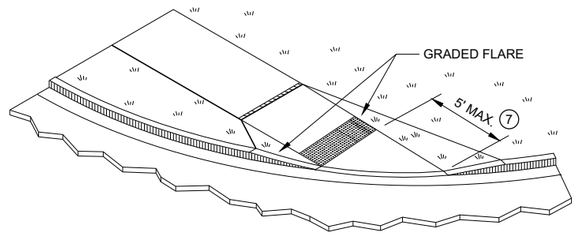


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



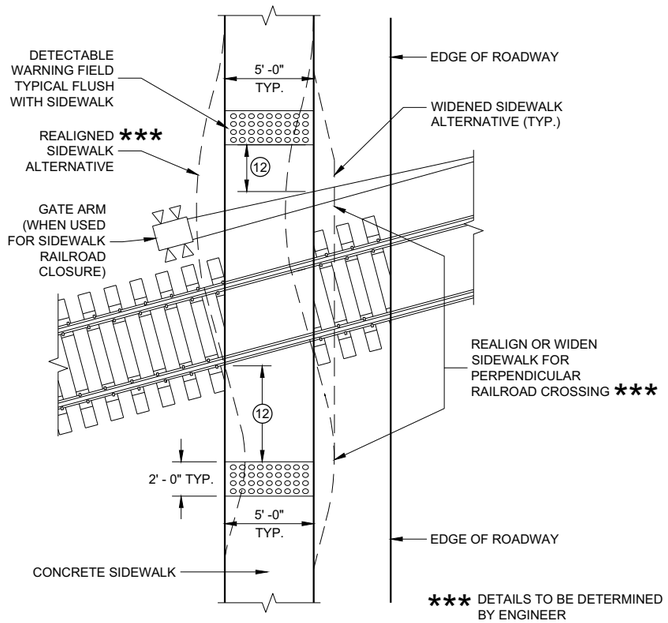
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

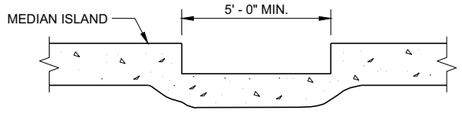
6

SDD 08D05 - 20d

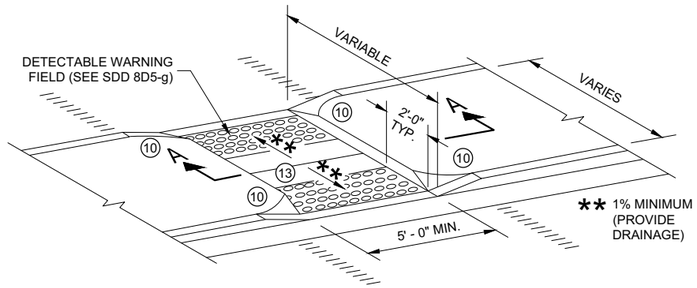


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

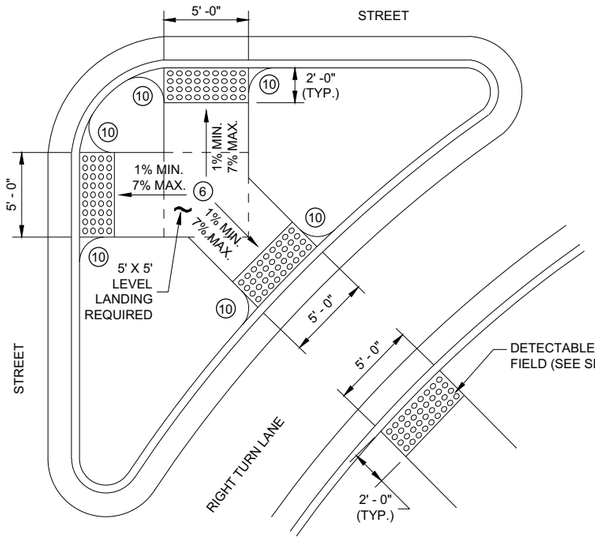
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

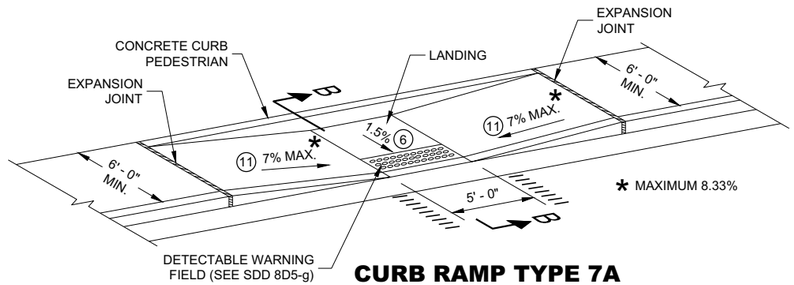
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

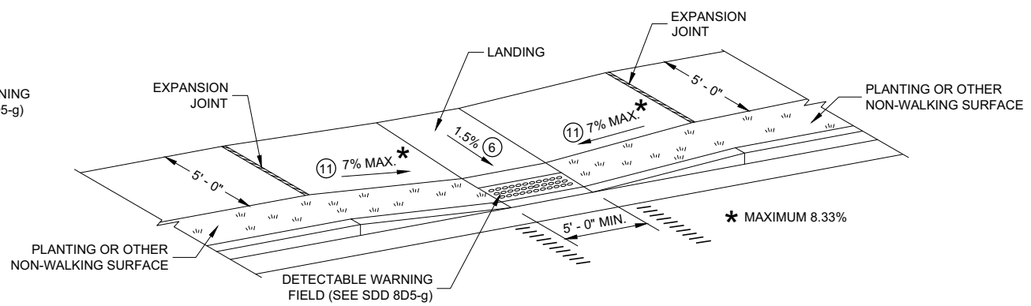
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

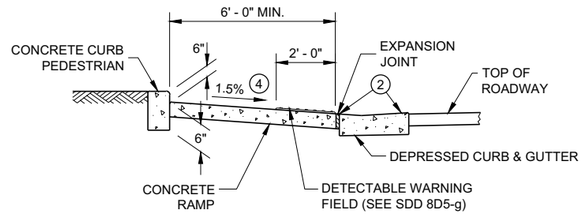
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



SECTION B - B FOR TYPE 7A

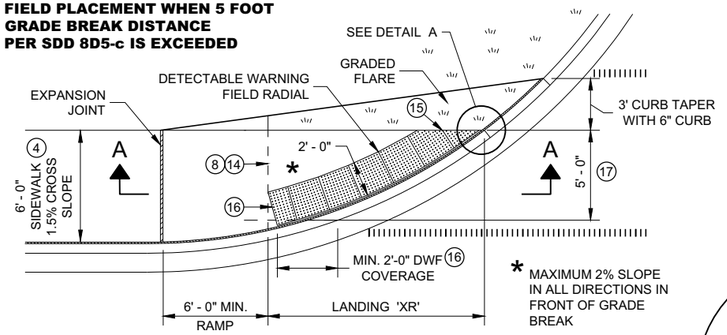
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

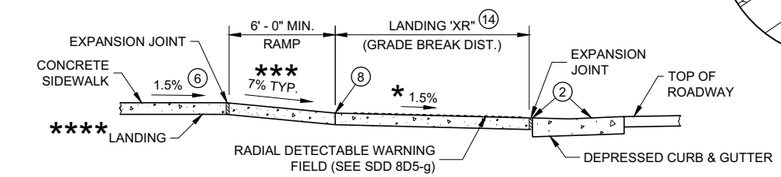
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

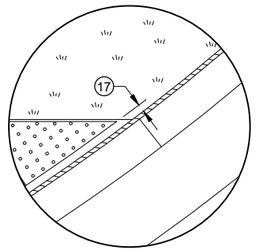
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

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

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

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

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

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

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

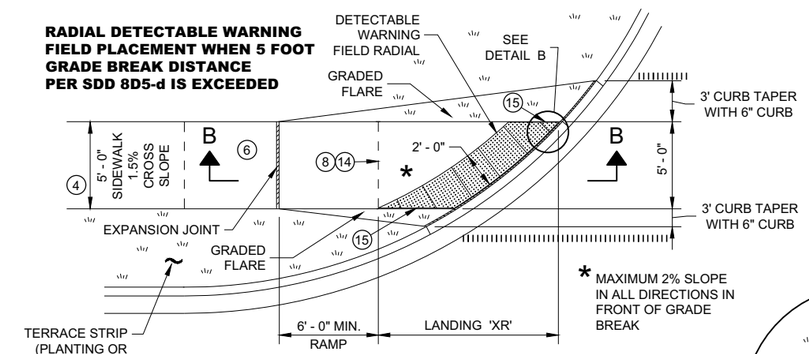
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

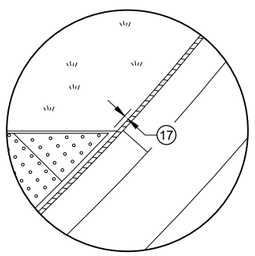
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



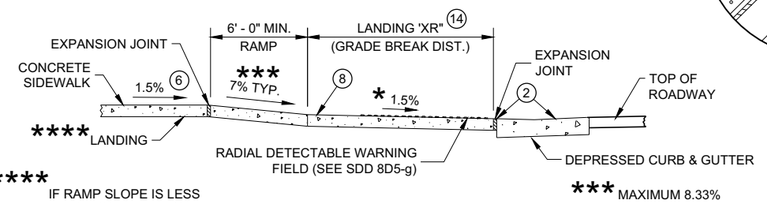
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

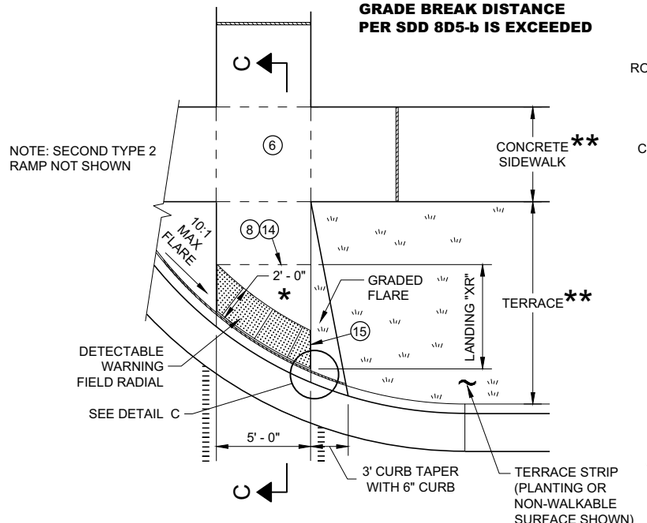


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

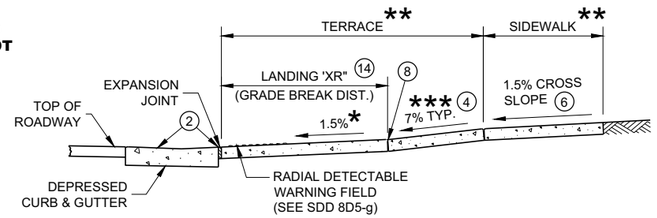


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

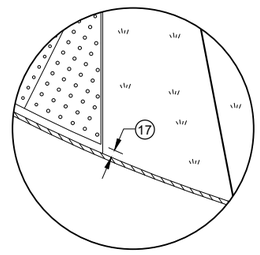


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

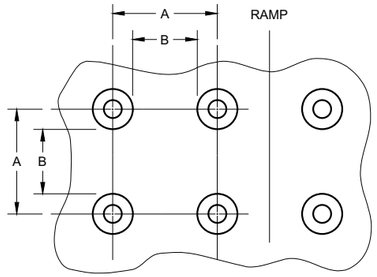
SDD 08D05 - 20f

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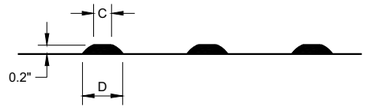
SDD 08D05 - 20f

	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.

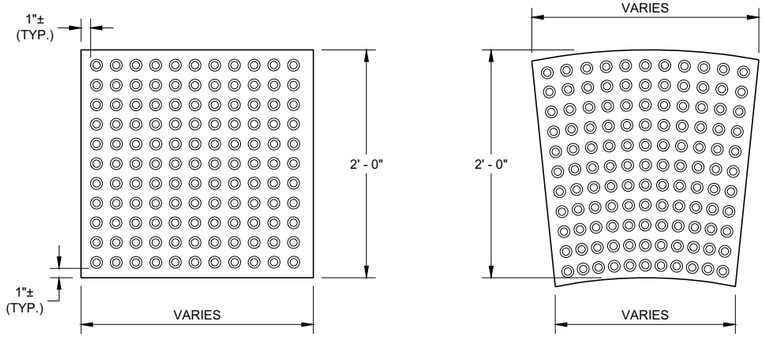


PLAN VIEW



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.

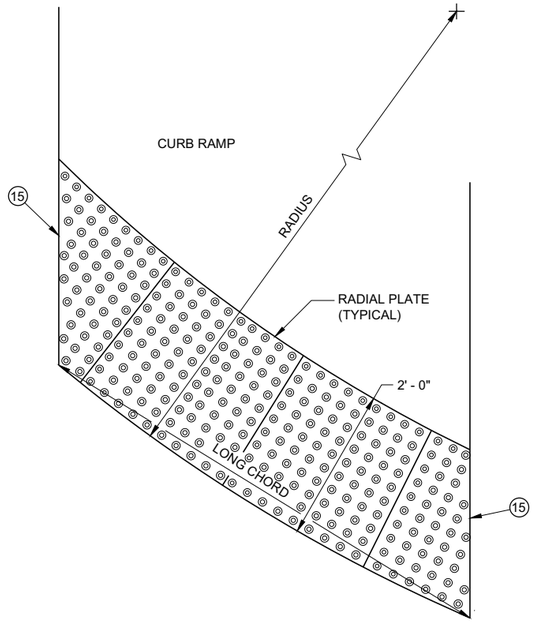
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

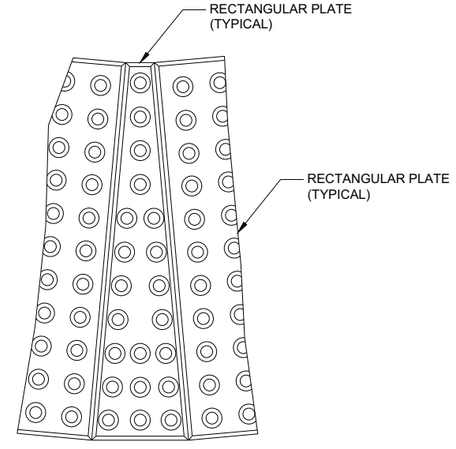
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

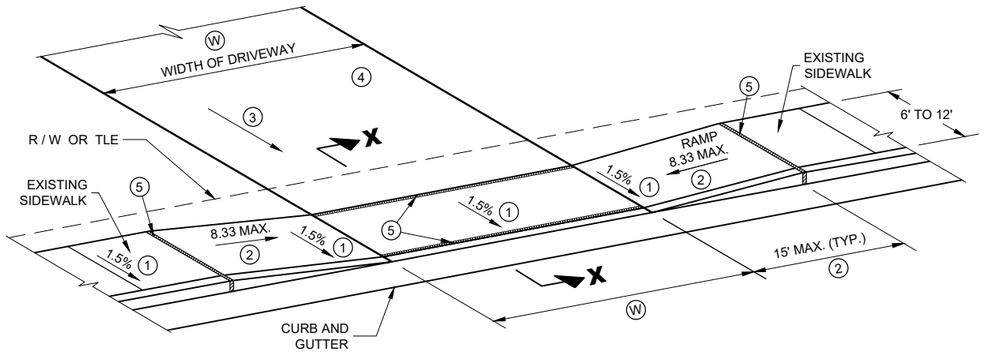
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

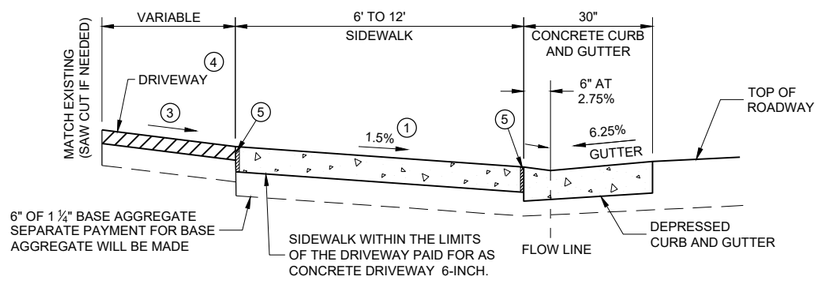
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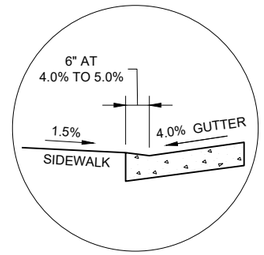
SDD 08D05 - 20g



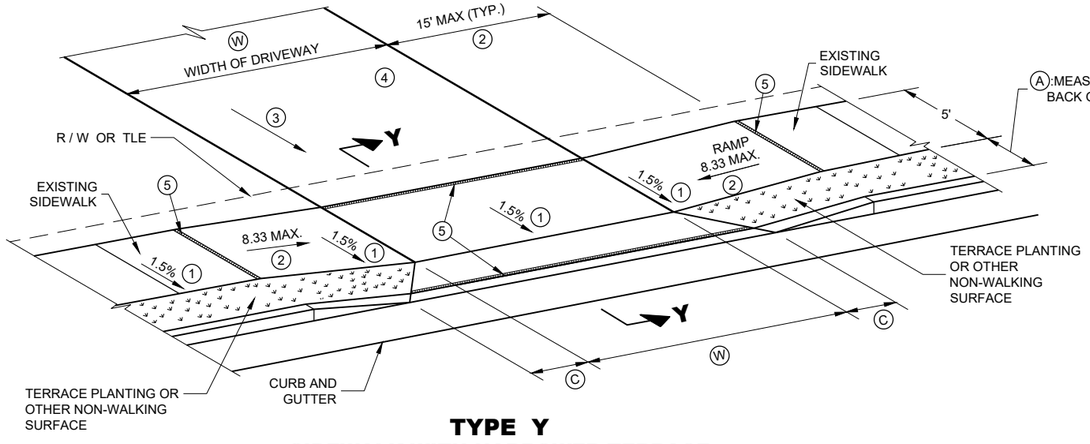
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



SECTION X - X
4% GUTTER SLOPE



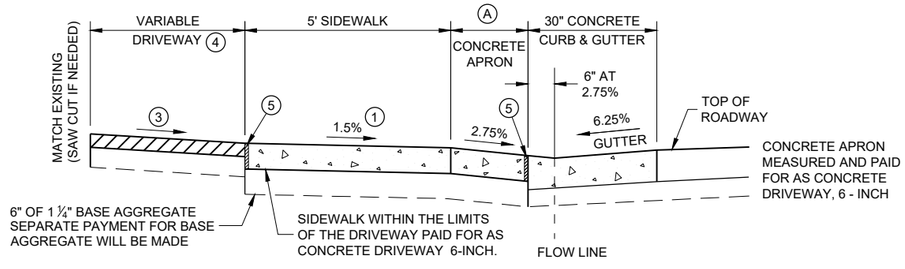
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

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

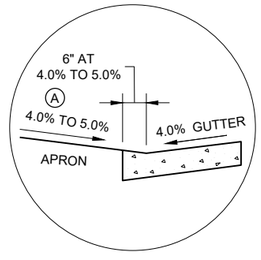
16' MIN. - 35' MAX. COMMERCIAL (CE)

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

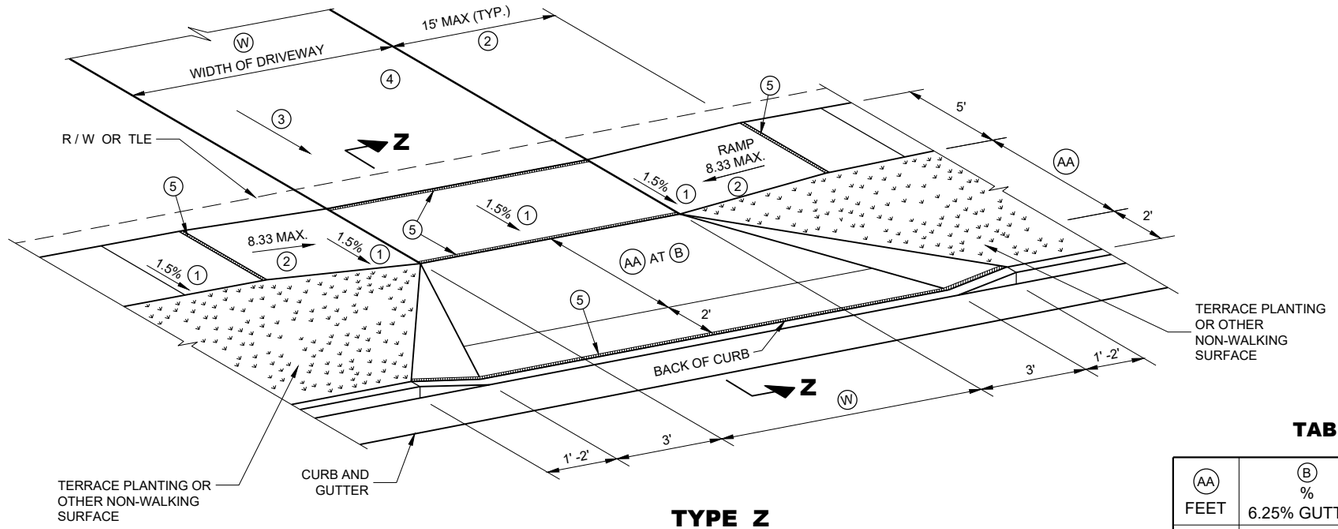
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

SDD 08D18 - 03

SDD 08D18 - 03



TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

GENERAL NOTES

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

(W) 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.)

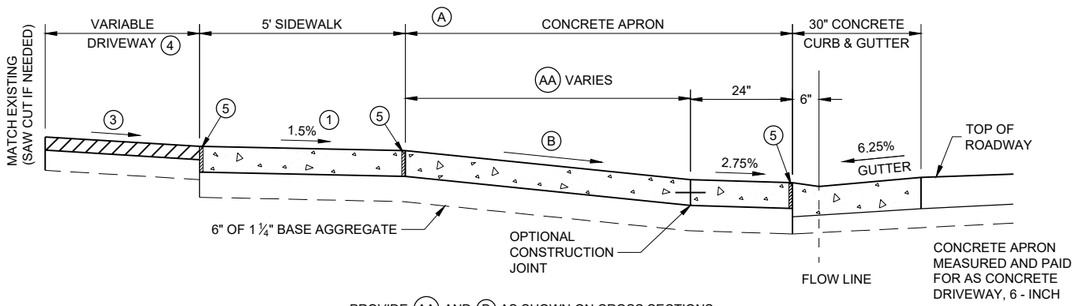
(5) ½" EXPANSION JOINT FILLER.

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%

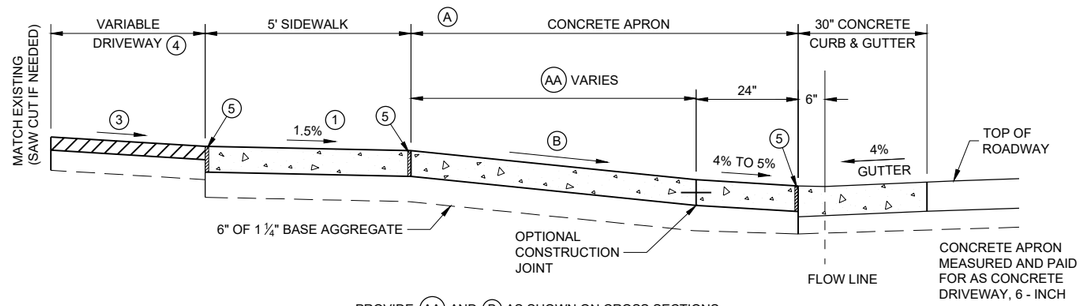
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

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)

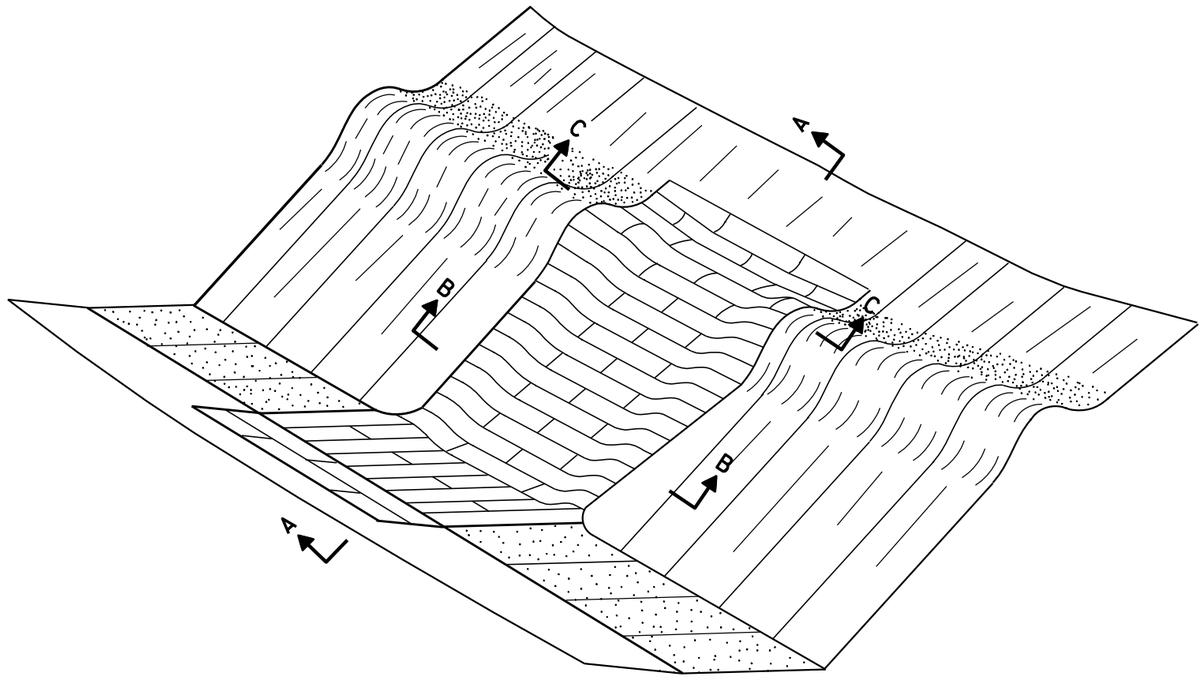
DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

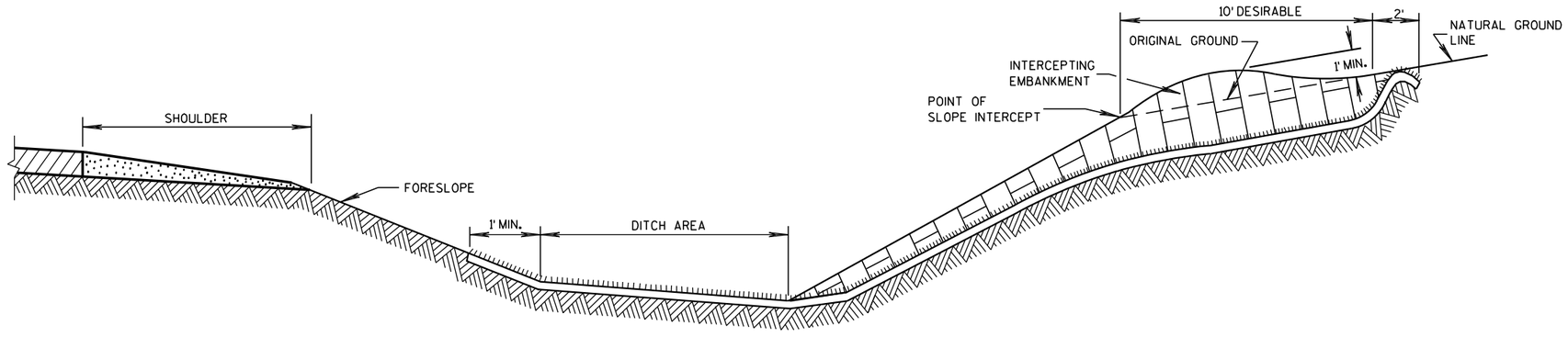
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SDD 08D19 - 03

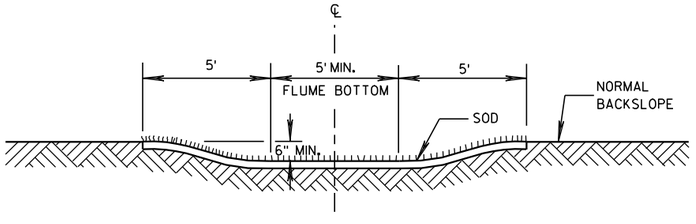


PERSPECTIVE

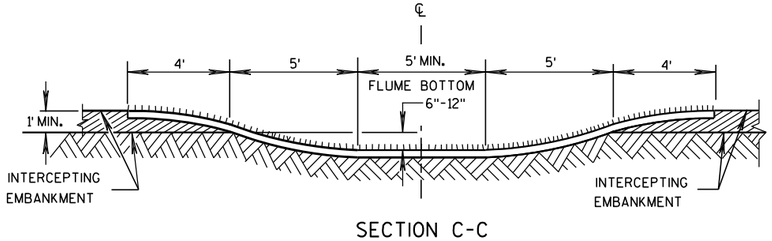
BACKSLIDE WITH FLUME AND INTERCEPTING EMBANKMENT



SECTION A-A



SECTION B-B



SECTION C-C

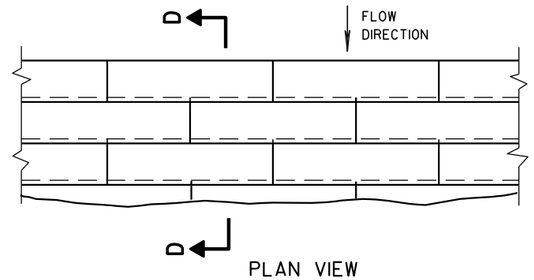
GENERAL NOTES

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

GRADING AND SHAPING INTERCEPTING EMBANKMENT WILL BE MEASURED AND PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, SECTION 205, "ROADWAY AND DRAINAGE EXCAVATION".

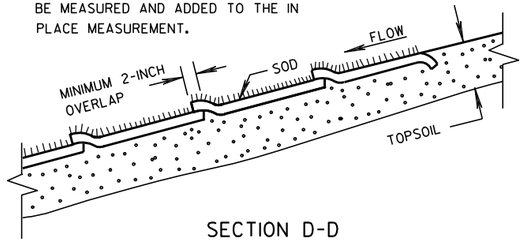
SOD STRIPS SHALL BE LAID TRANSVERSELY TO THE DIRECTION OF THE WATER FLOW.

DIMENSIONS SHALL BE ADJUSTED TO FIT SITE CONDITIONS AS DIRECTED BY THE ENGINEER.



PLAN VIEW

NOTE:
SOD SHALL BE LAID AS SHOWN ON THE PLAN VIEW, AND AS DIRECTED BY THE ENGINEER. THE SOD OVERLAP WILL BE MEASURED AND ADDED TO THE IN PLACE MEASUREMENT.



SECTION D-D

DETAIL FOR OVERLAP OF SOD STRIPS

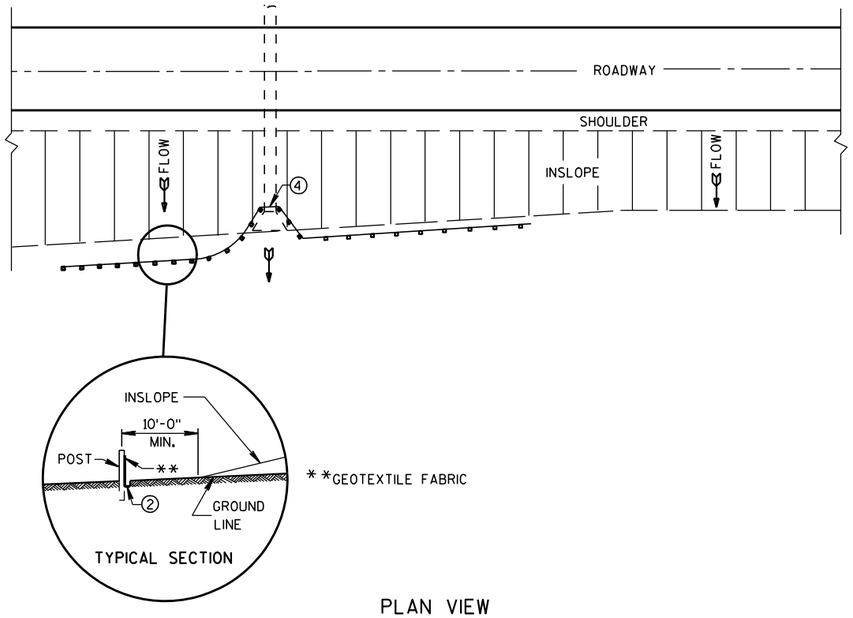
SODDED BACKSLOPE FLUME AND INTERCEPTING EMBANKMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/24/95 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

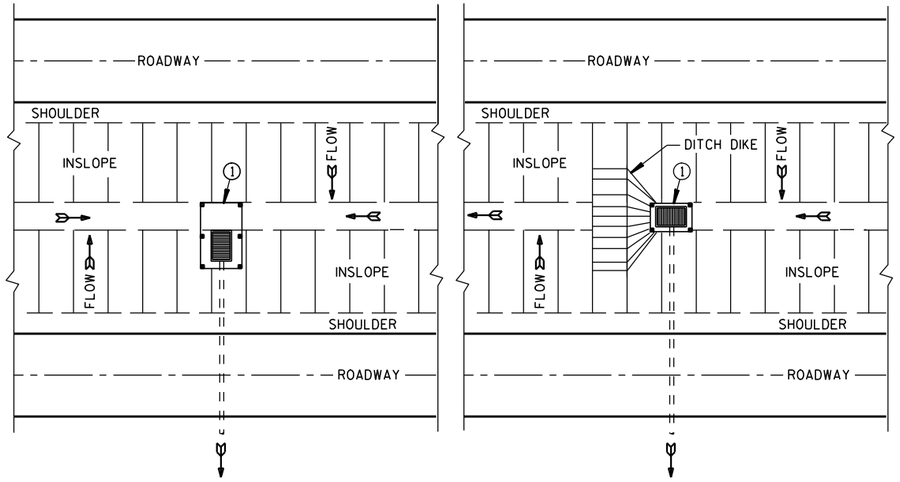
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S.D.D. 8 E 5-2



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

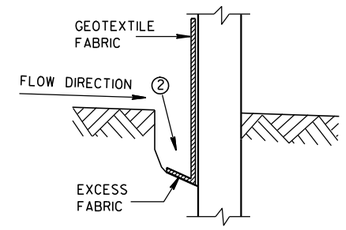
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

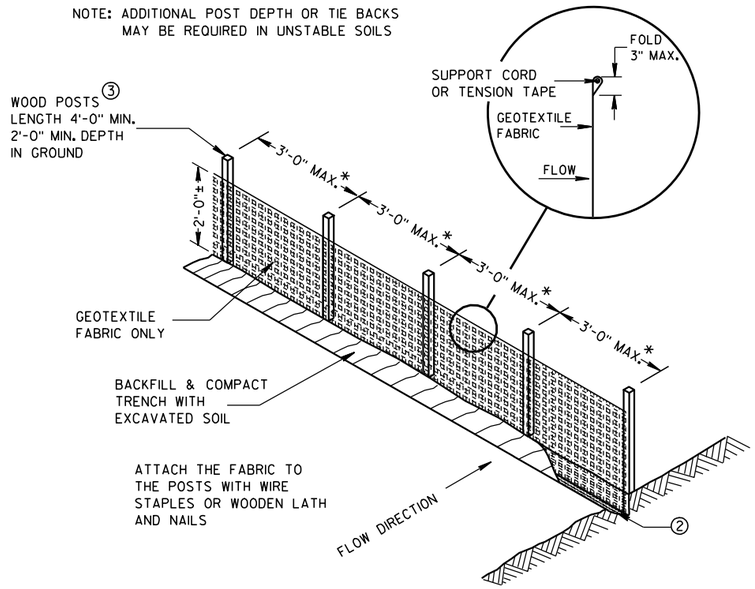
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

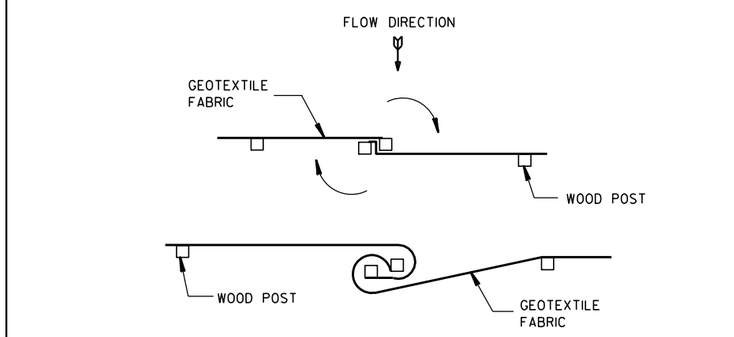
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



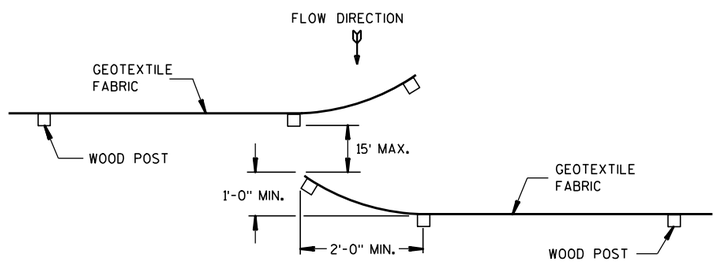
TRENCH DETAIL



SILT FENCE

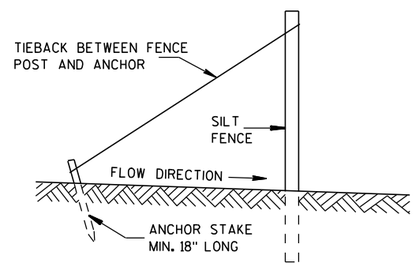


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

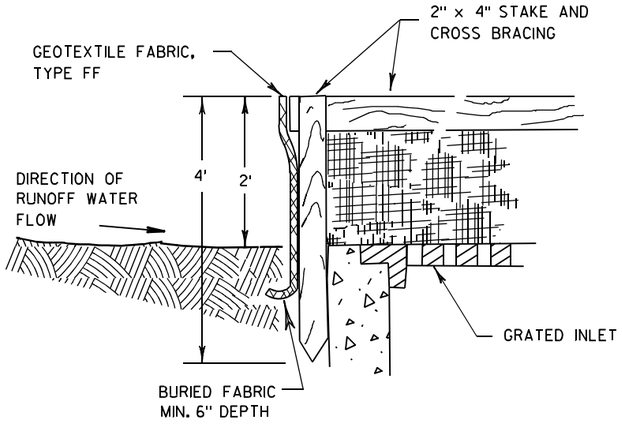
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

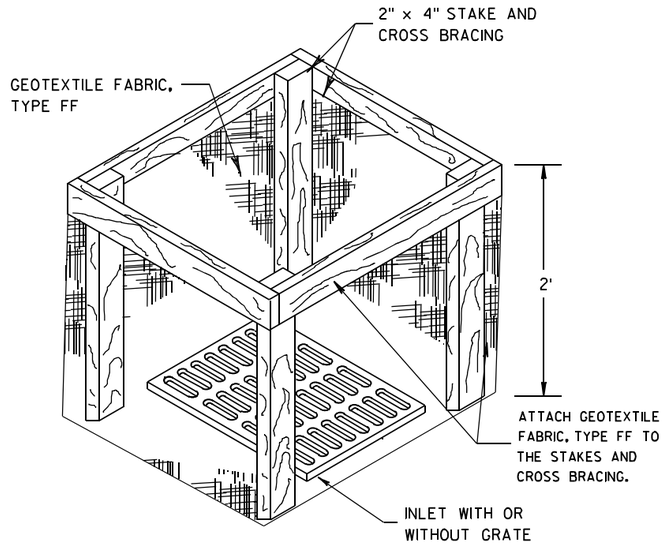
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S.D.D. 8 E 9-6

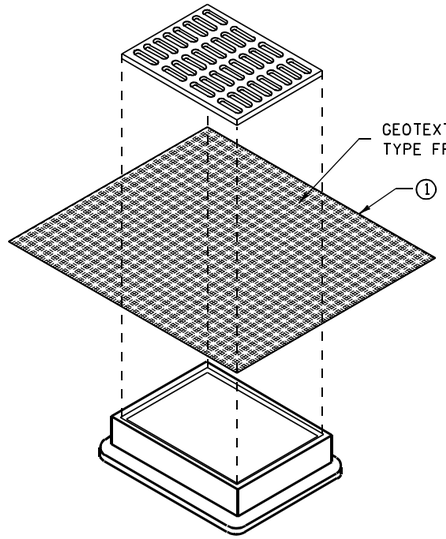
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S.D.D. 8 E 9-6



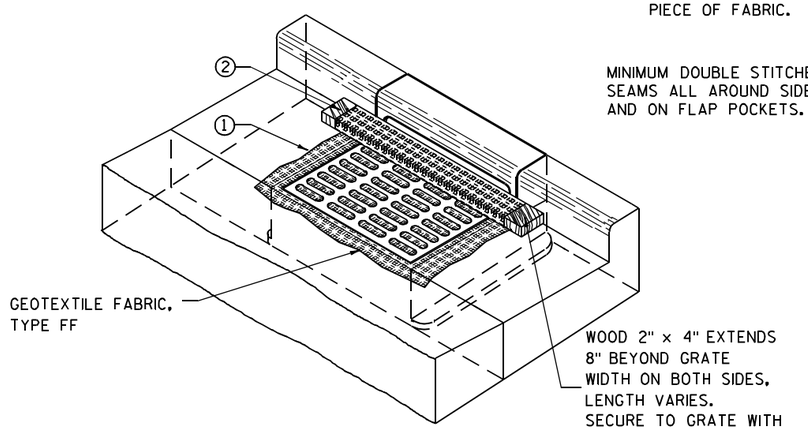


INLET PROTECTION, TYPE A

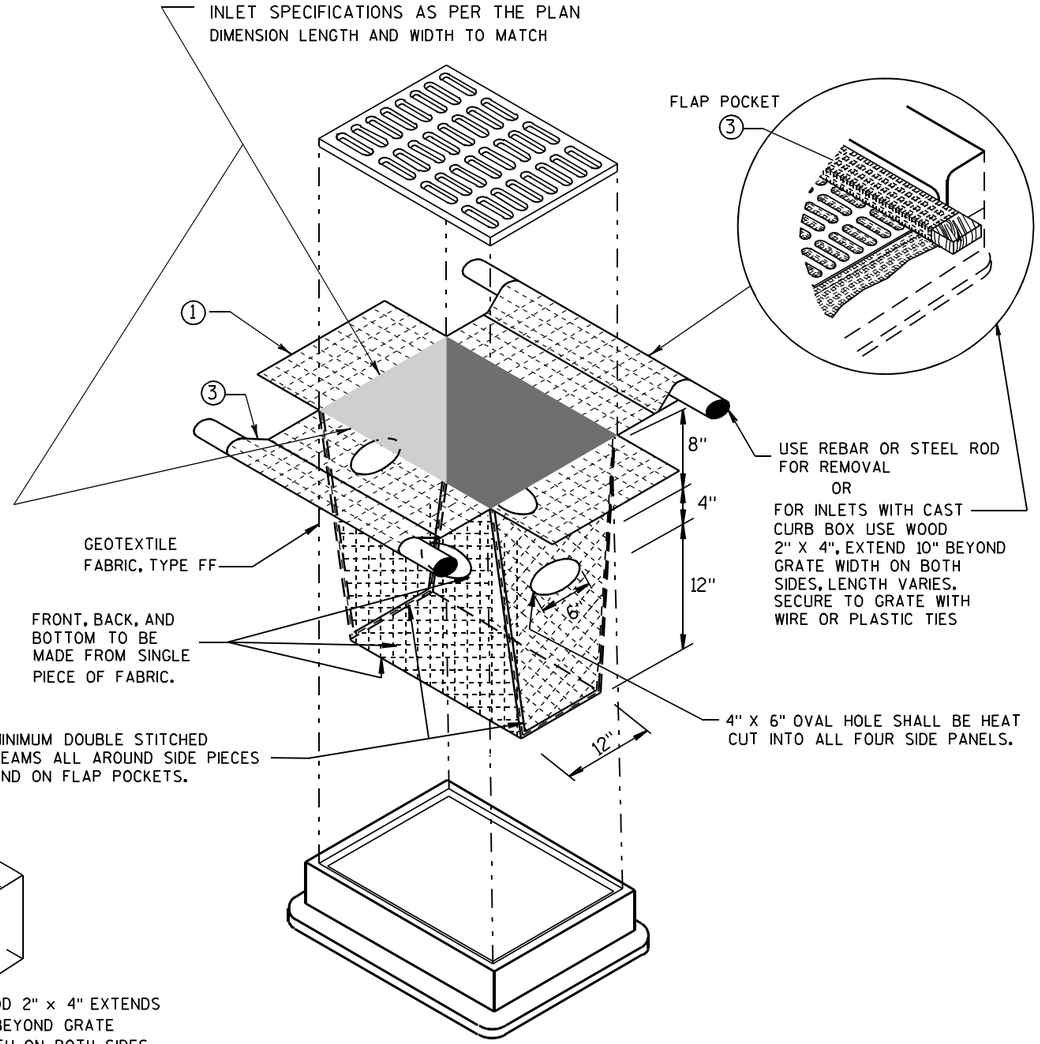


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

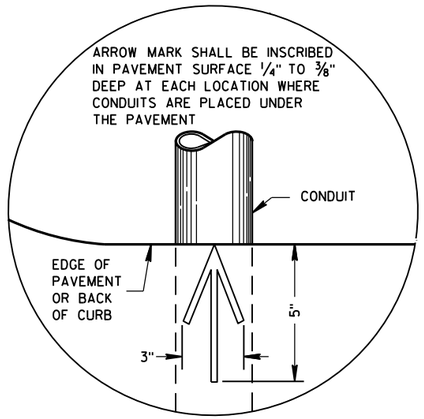
FHWA

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S.D.D. 8 E 10-2

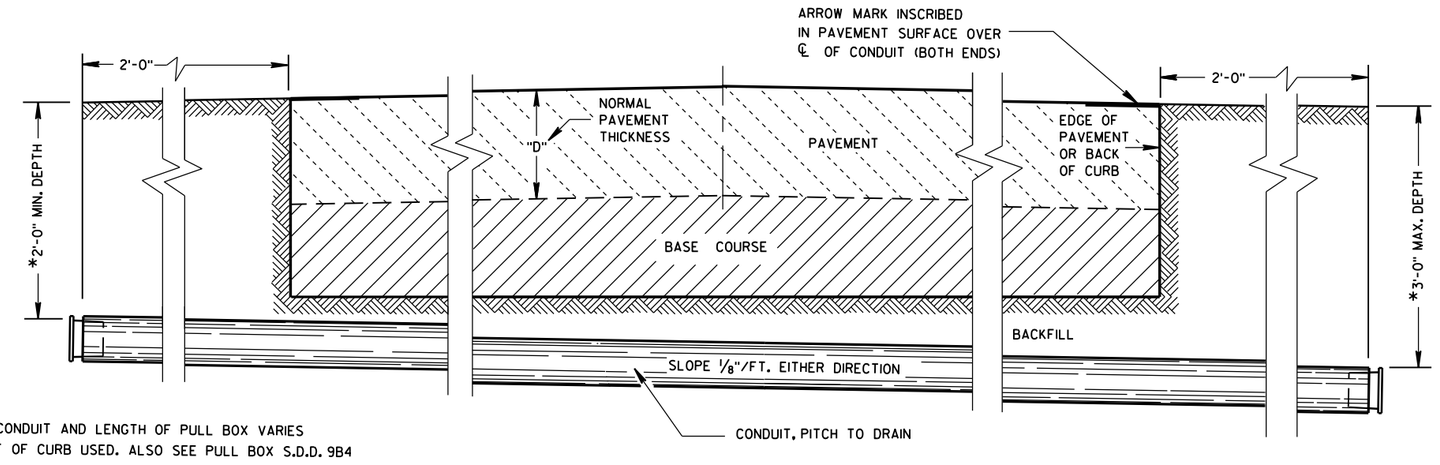
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S.D.D. 8 E 10-2



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.

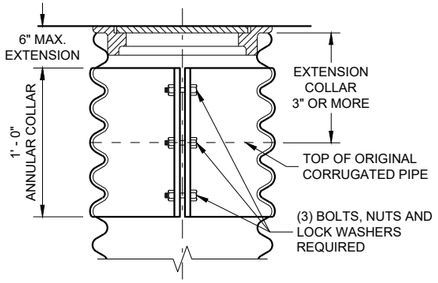
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

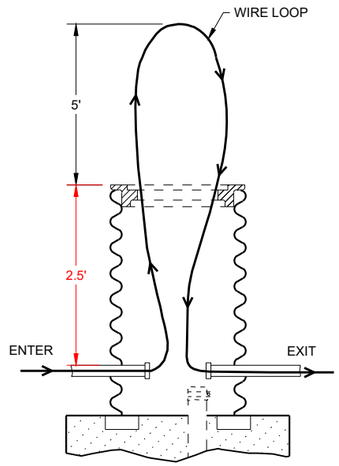
APPROVED
March, 2017
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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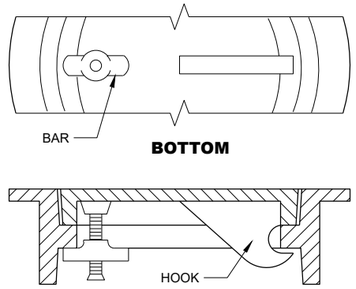
S.D.D. 9 B 2-10



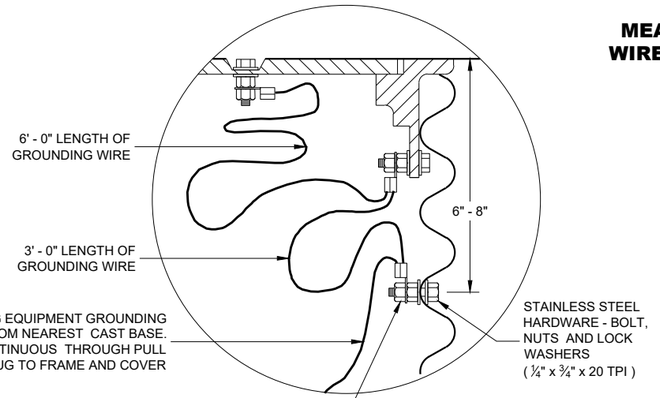
CORRUGATED PIPE EXTENDER



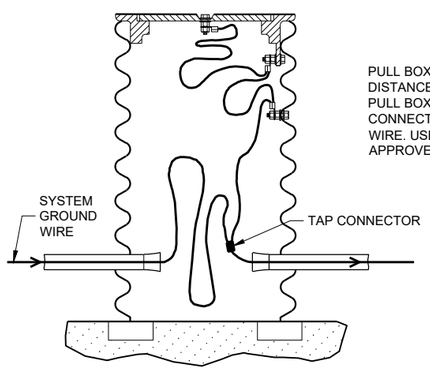
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

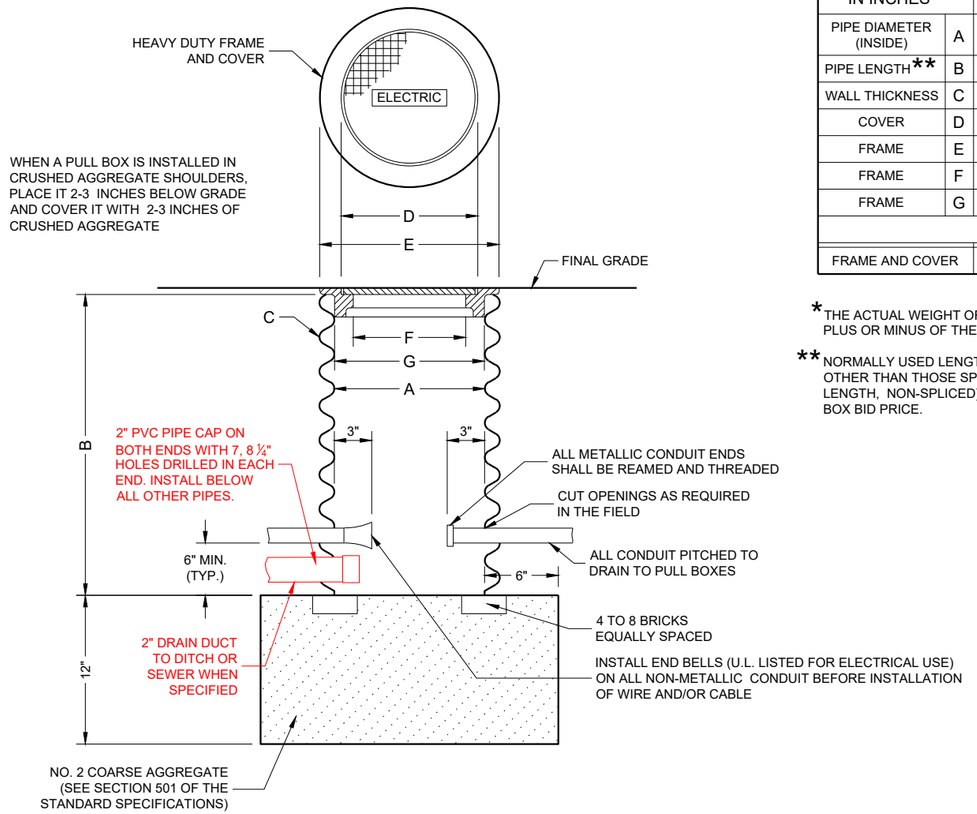


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

**NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

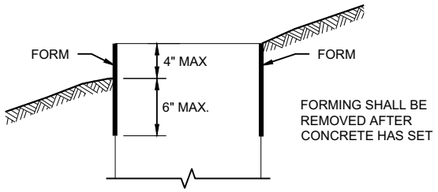
APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 252

FHWA

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SDD 09B04 -12

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.

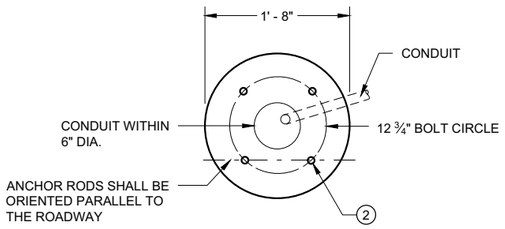
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

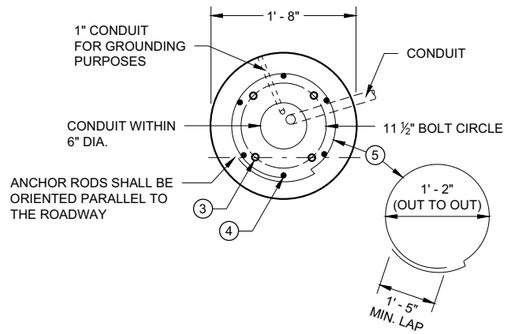
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

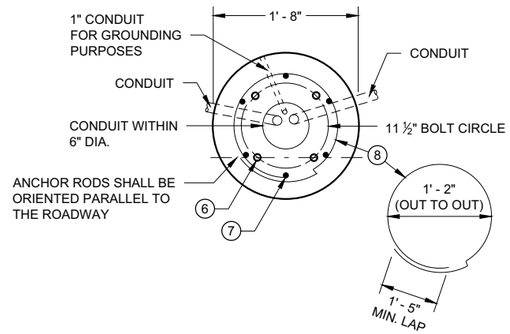
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

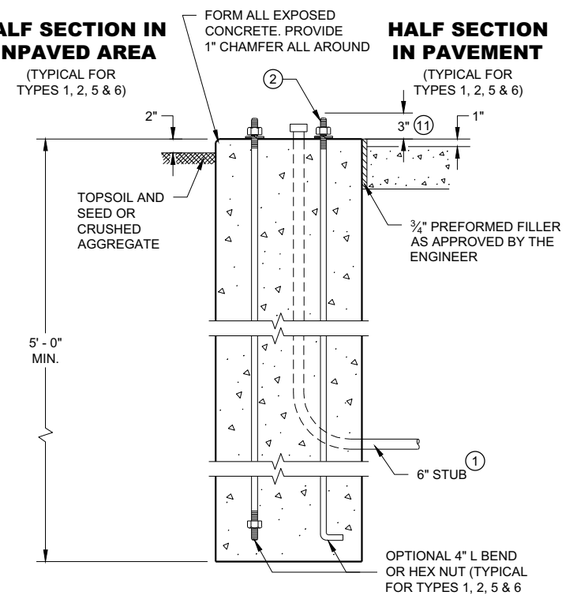
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

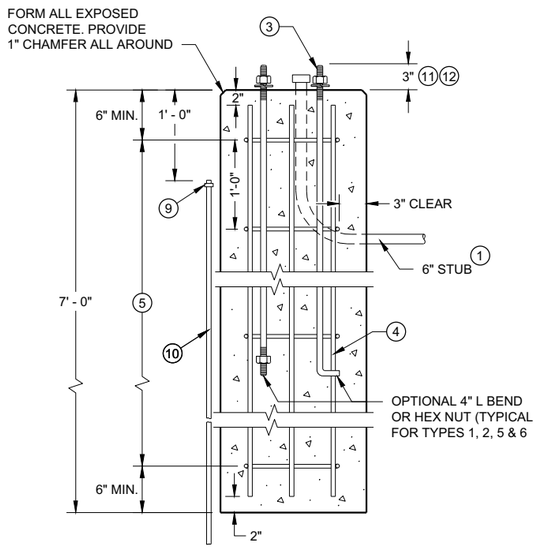
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

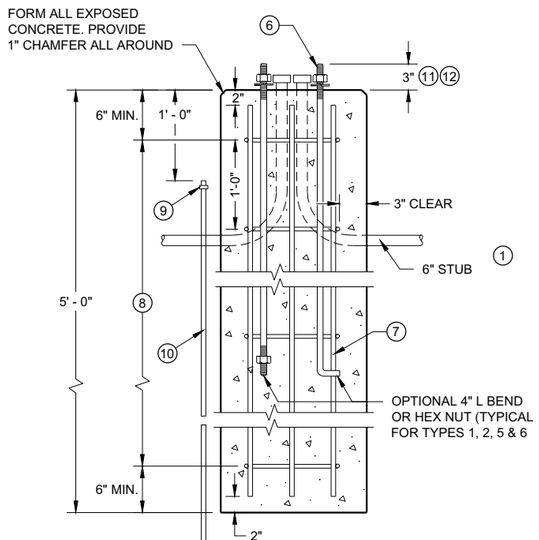
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



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

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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.

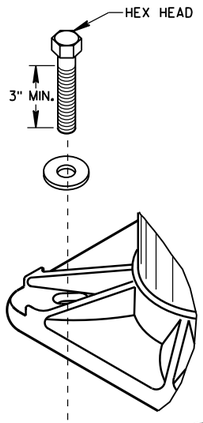
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

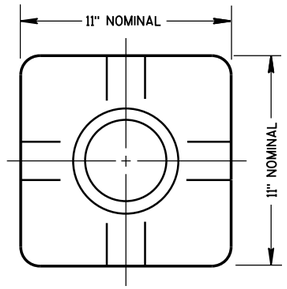
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

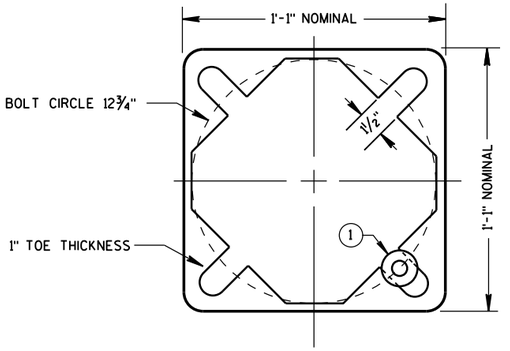
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

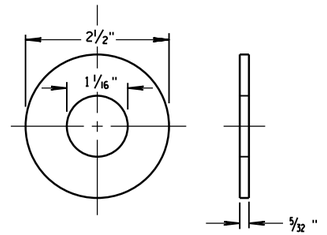




TOP VIEW
(PEDESTAL BASE)

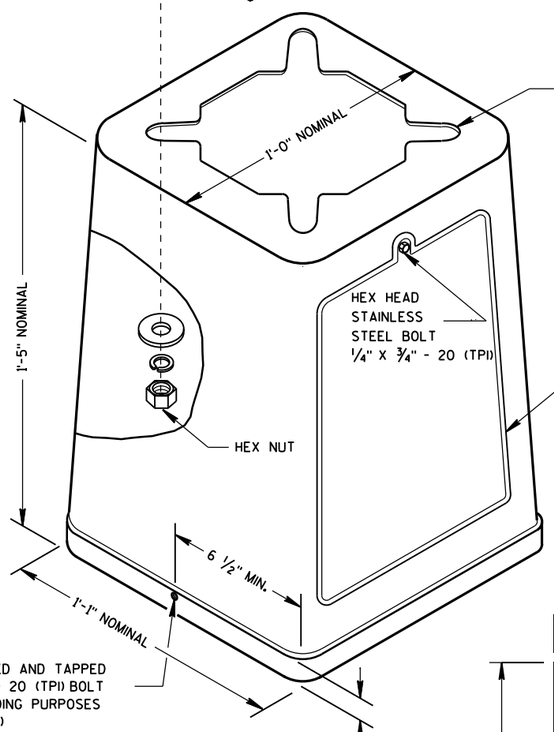


BOTTOM VIEW
(PEDESTAL BASE)

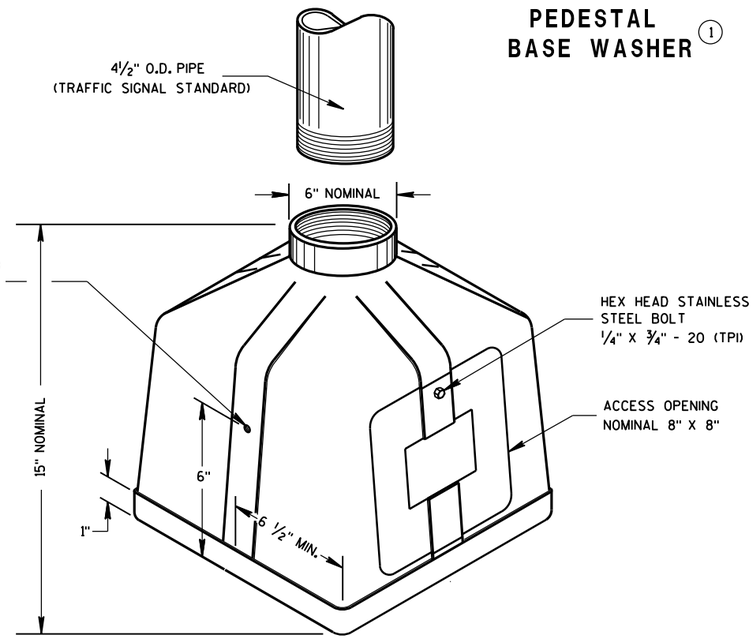


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

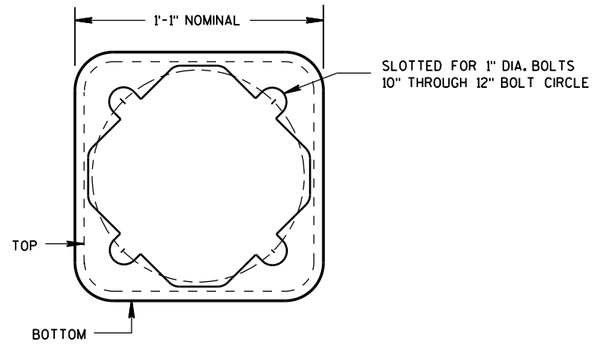
PEDESTAL BASE WASHER (1)



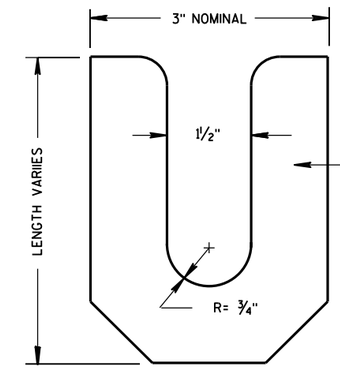
ISOMETRIC VIEW



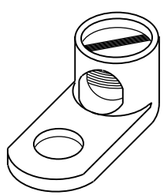
ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)



LEVELING SHIM



TYPICAL MECHANICAL CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

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

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

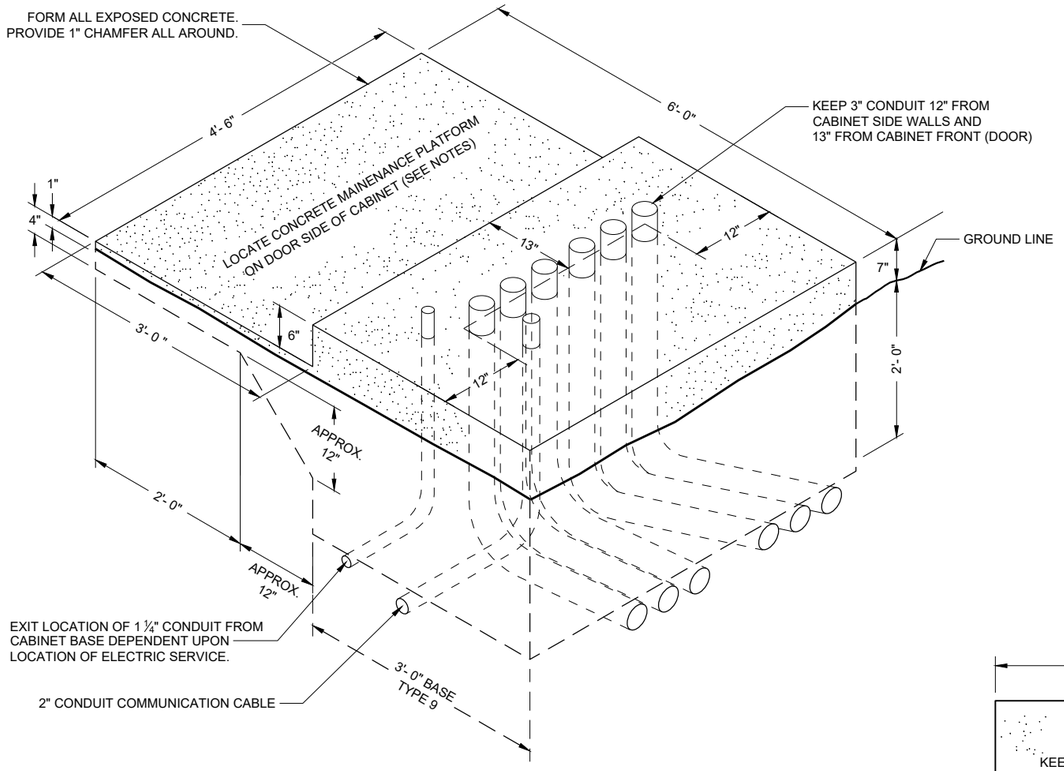
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S.D.D. 9 C 3-4

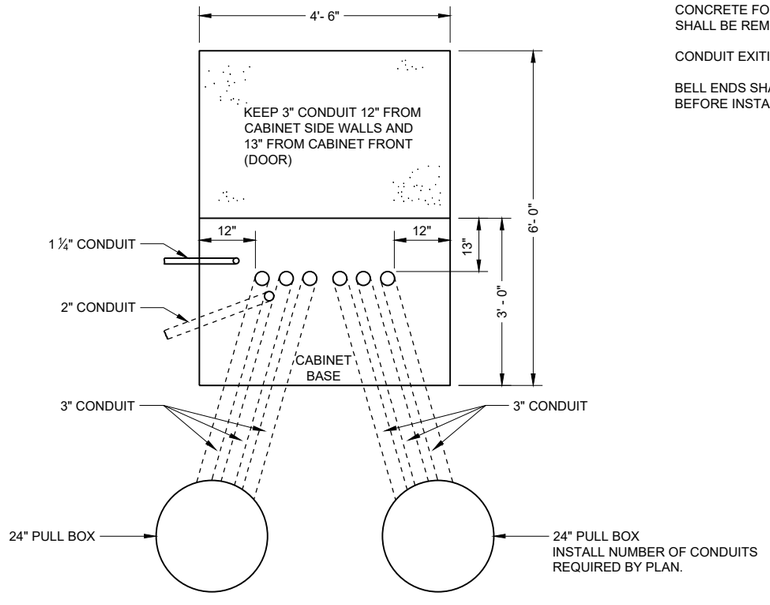
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



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 255

FHWA

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SDD 09C06 - 07

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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.

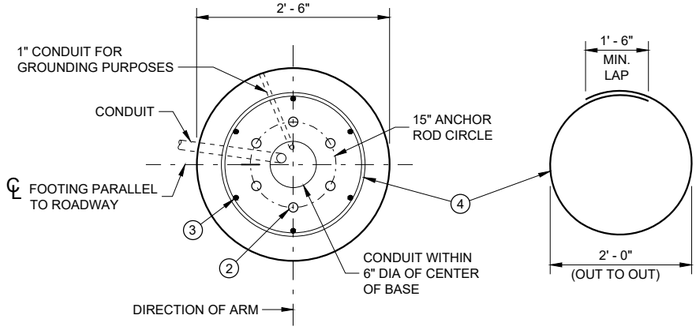
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

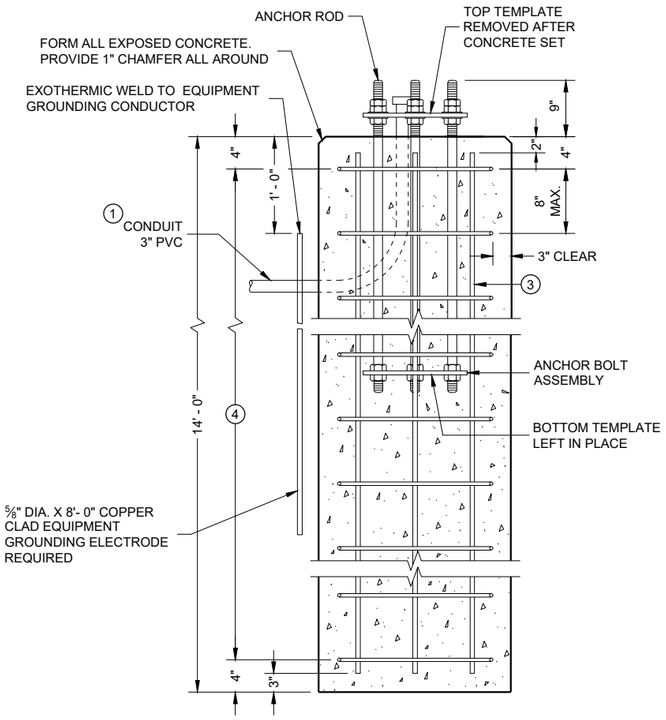
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

(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 .....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.

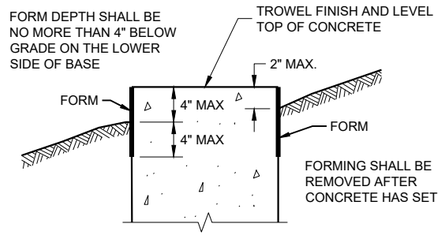
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



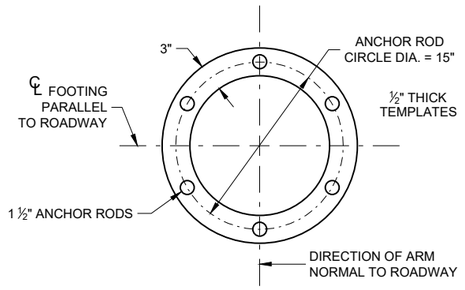


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

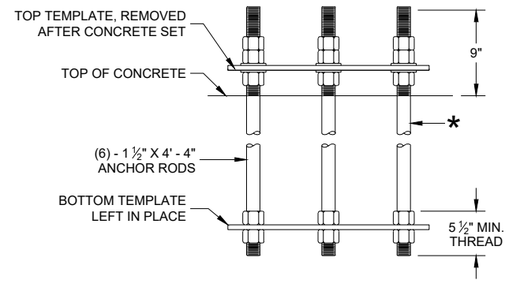
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



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

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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.

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

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

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

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

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

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

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

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

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

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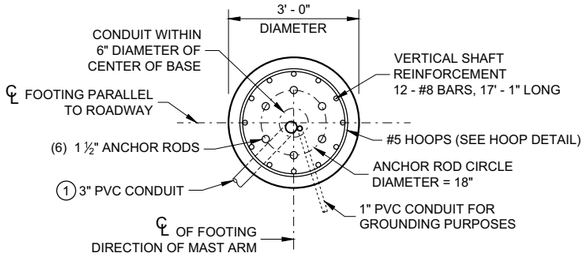
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THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY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

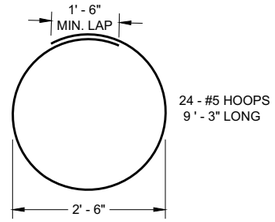
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

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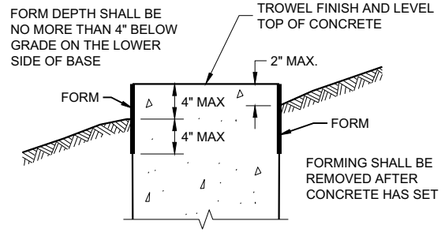
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



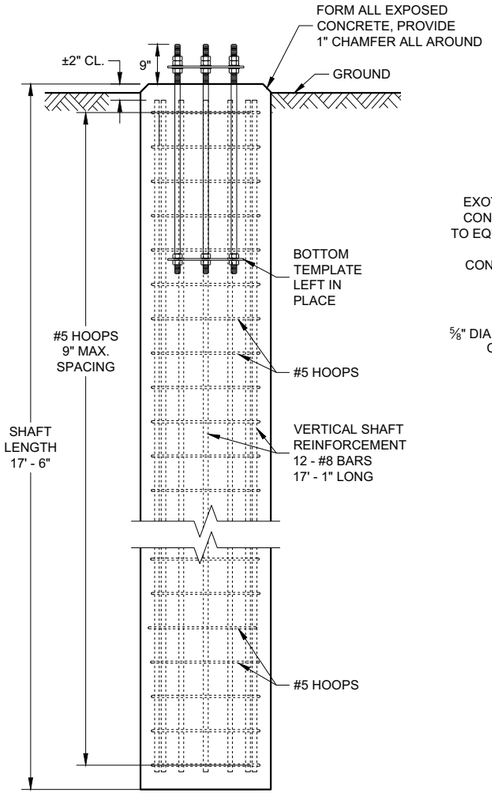
PLAN VIEW



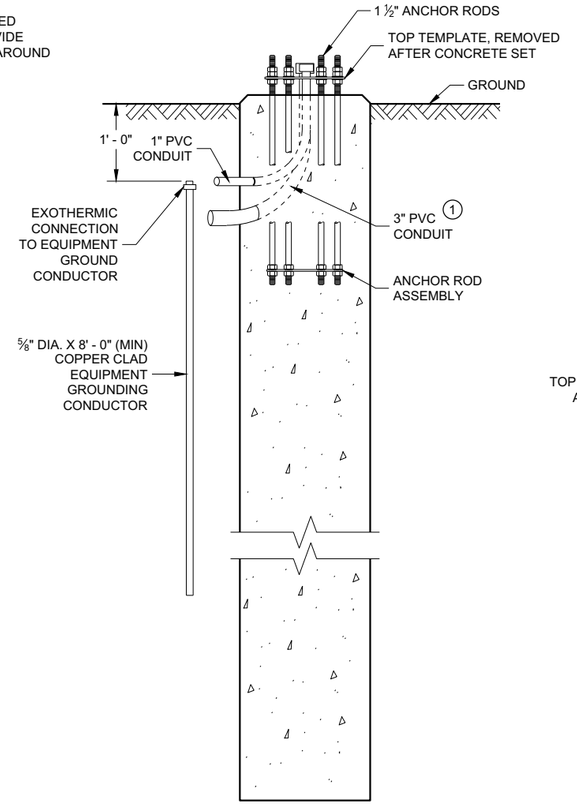
HOOP DETAIL



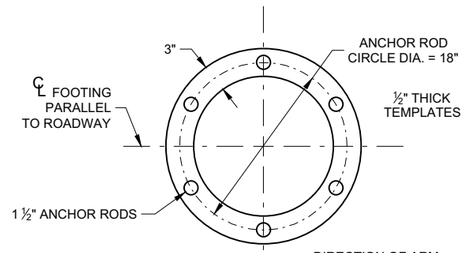
FORMING DETAIL



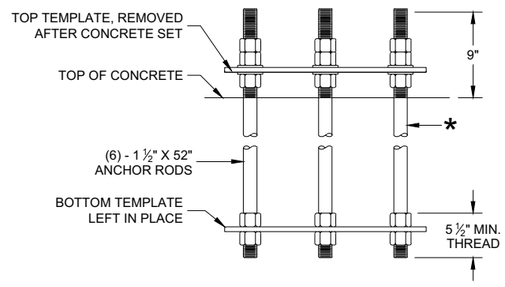
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



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



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

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

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

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

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

CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

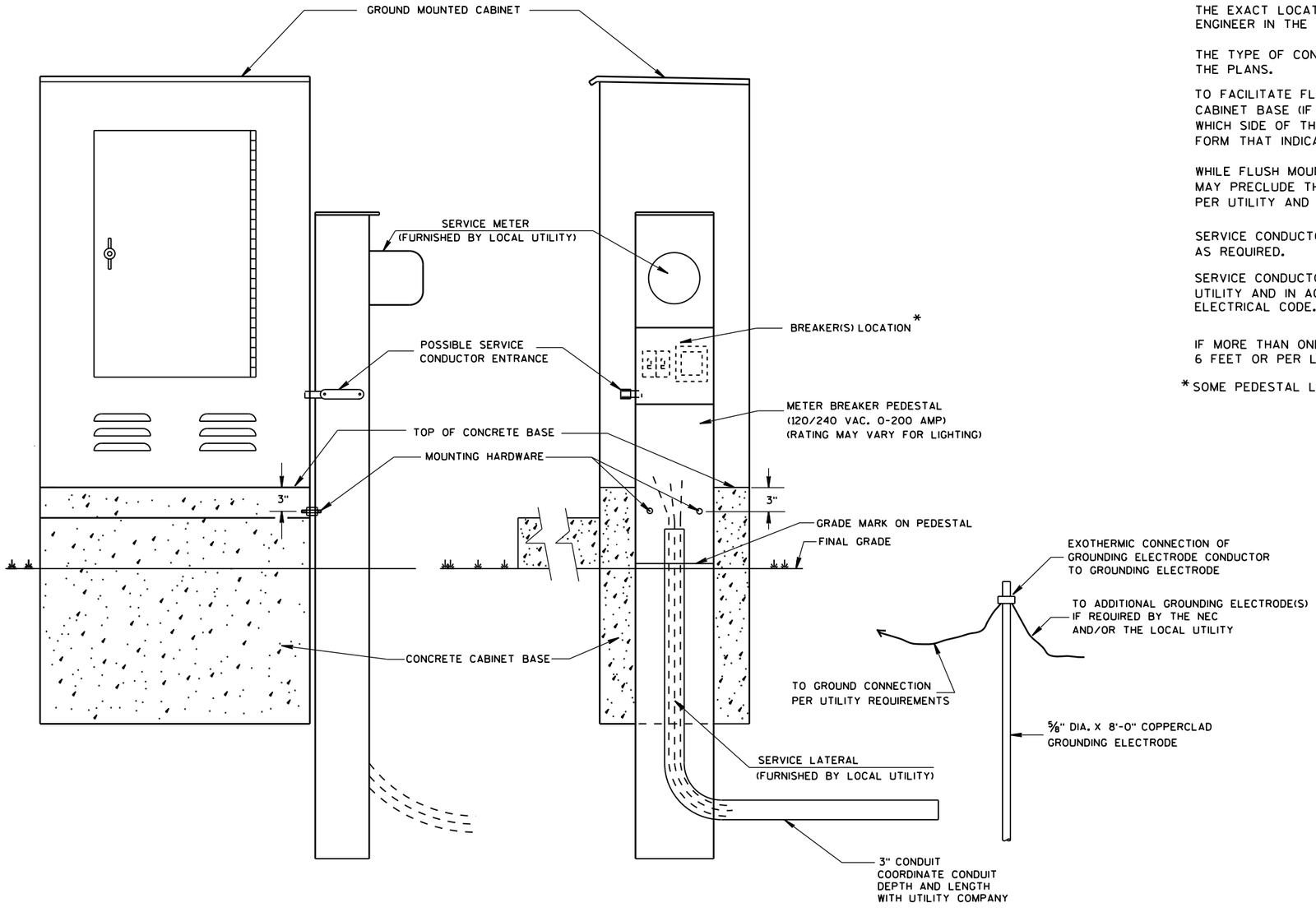
APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

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SDD 09C15 - 01

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SDD 09C15 - 01



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

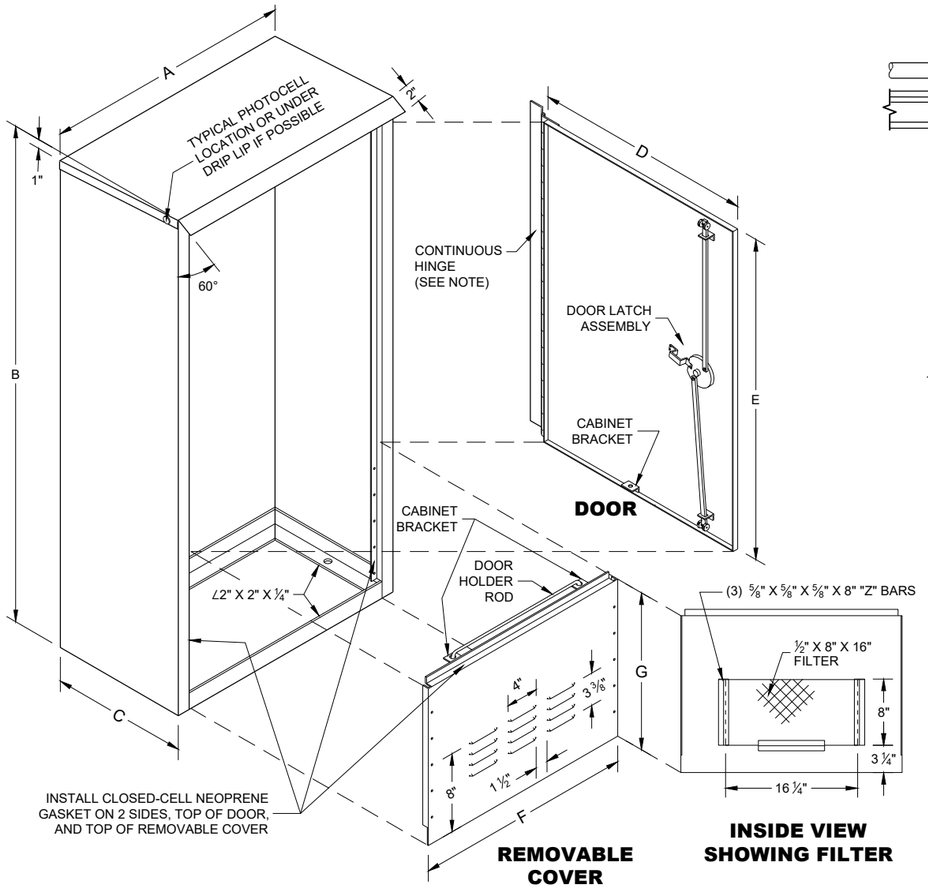
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

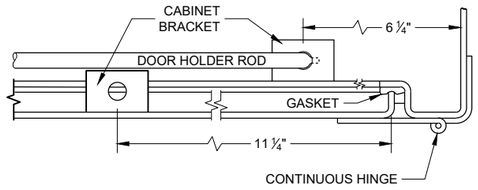
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

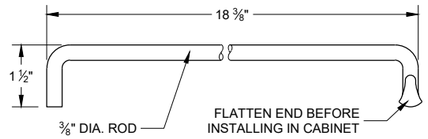
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

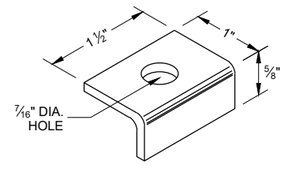




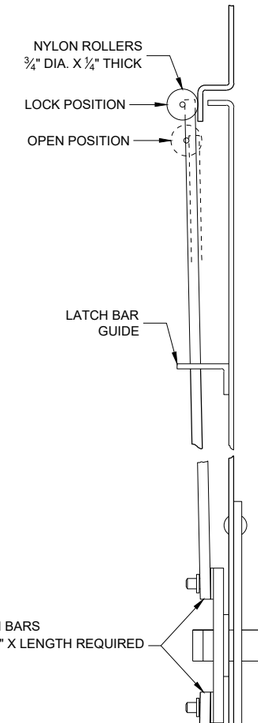
HINGE AND DOOR HOLDER



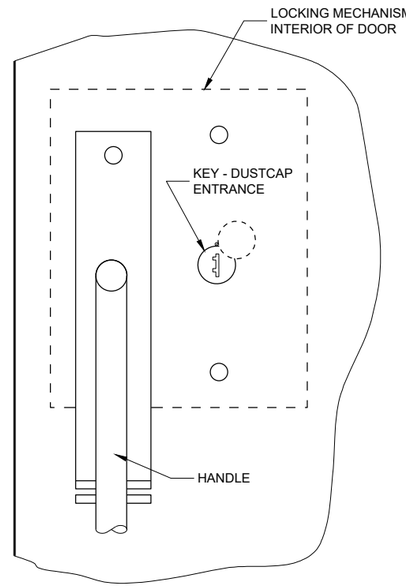
HOLDER ROD



CABINET BRACKET



SIDE VIEW



FRONT VIEW

LATCH ASSEMBLY

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.

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

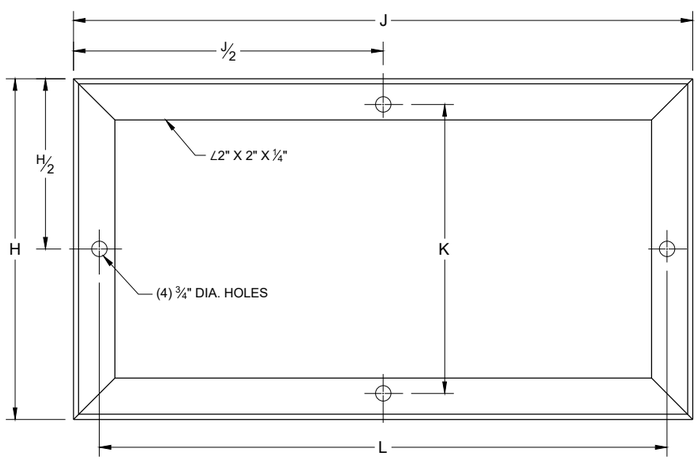
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH ¼" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH ¼" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH - NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

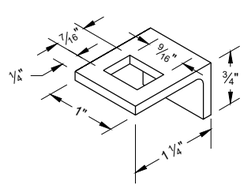
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 ½	16 ½	24
D	26 ½	34 ¾	33 ¾
E	38 ¾	38 ¾	38 ¾
F	26 ½	34 ¾	33 ¾
G	19	19	25
H	16 ½	16 ½	24
H/2	8 ¼	8 ¼	12
J	30	38	38
J/2	15	19	19
K	13 ¾	13 ¾	21 ¼
L	27 ½	35 ½	35 ½



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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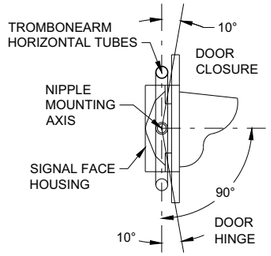
FHWA

SDD 09D02 - 03

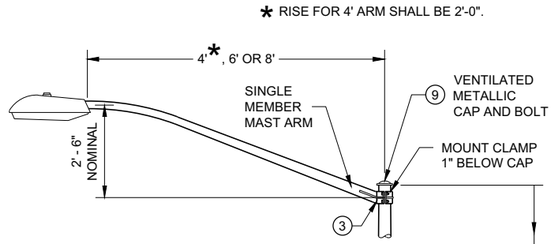
SDD 09D02 - 03

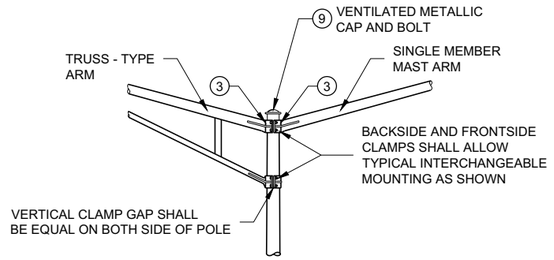
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6

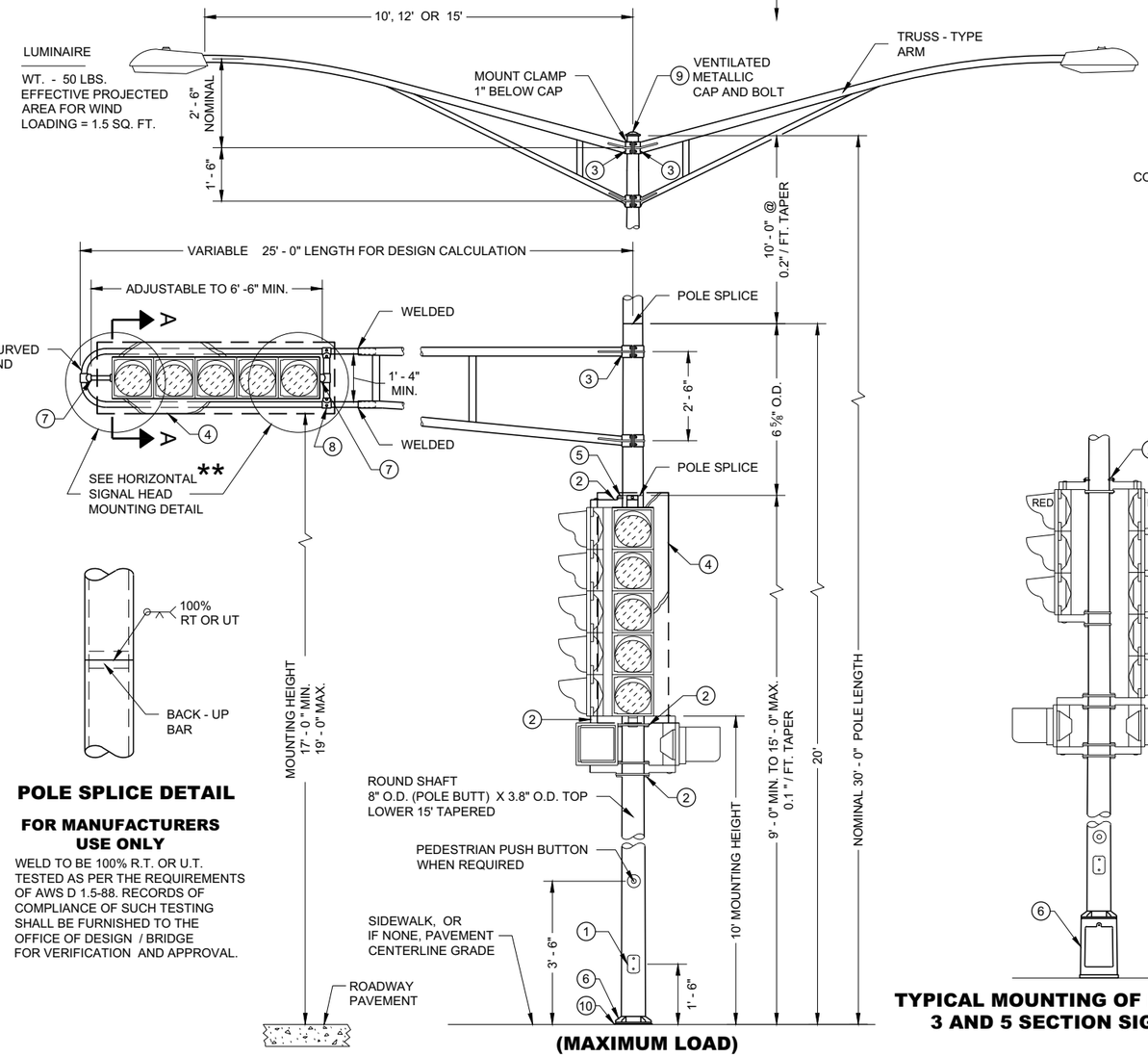


SECTION A-A

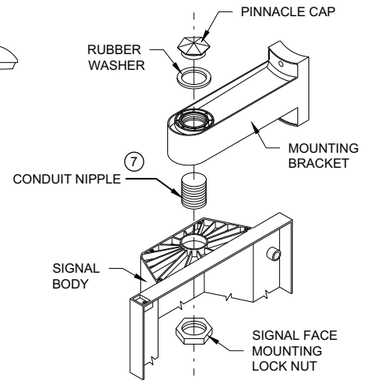




INTERCHANGEABLE MOUNTING DETAIL

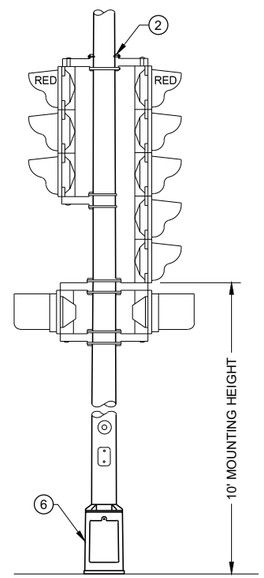


(MAXIMUM LOAD)

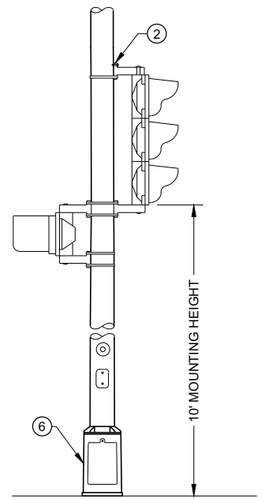


SIGNAL FACE MOUNTING DETAIL

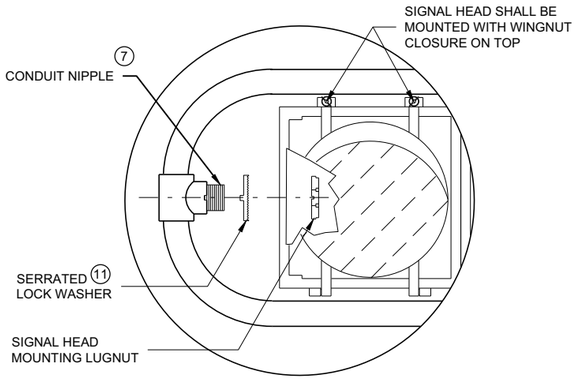
(BANDED)



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



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

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

POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

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

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

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

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

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO 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 FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

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

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

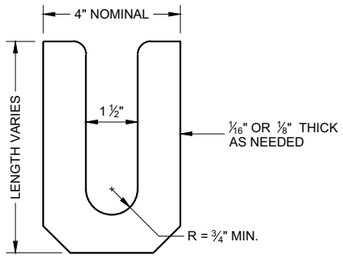
TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

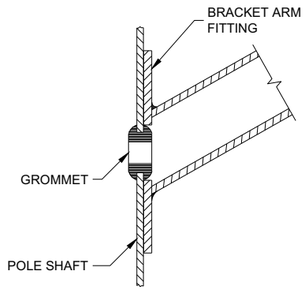
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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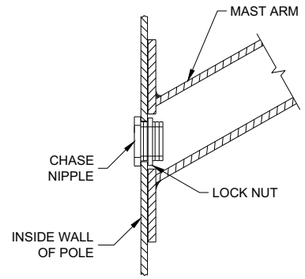
SDD 09E01 - 15b
SDD 09E01 - 15b



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.

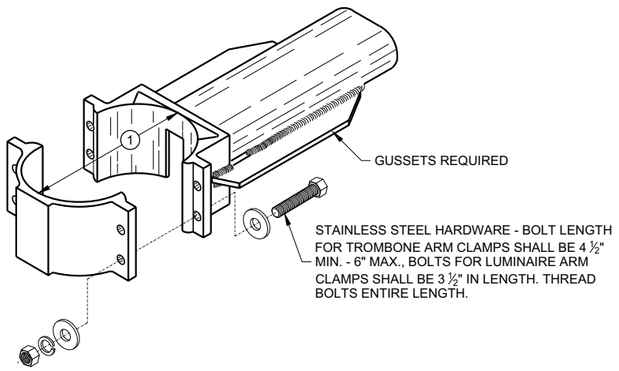
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

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

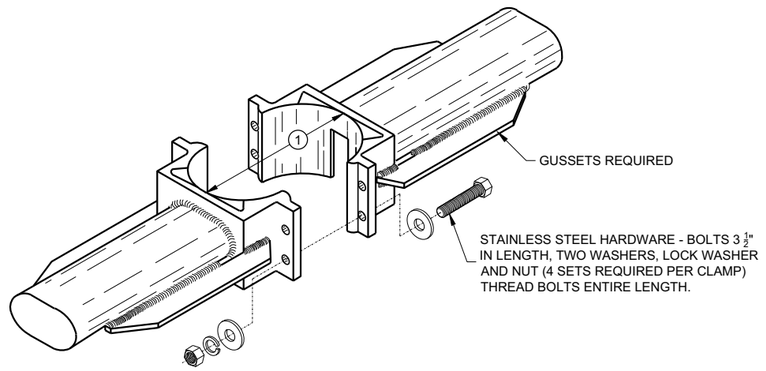
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

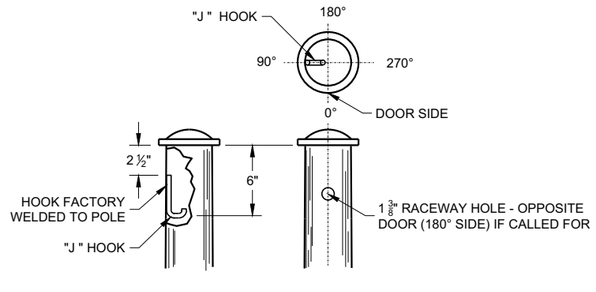
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



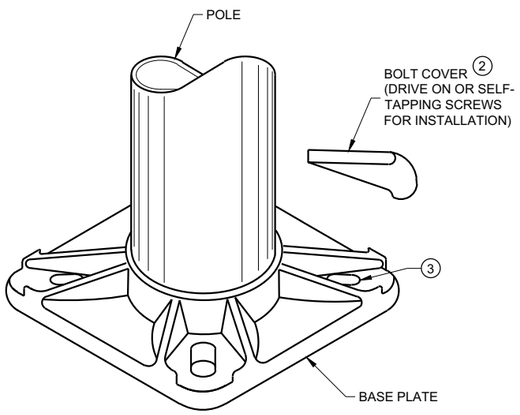
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



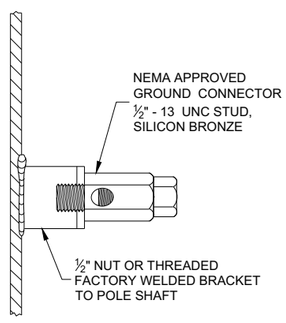
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

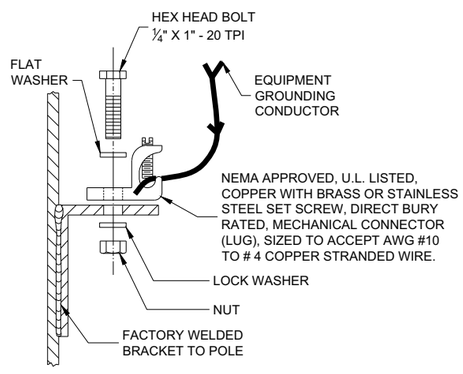


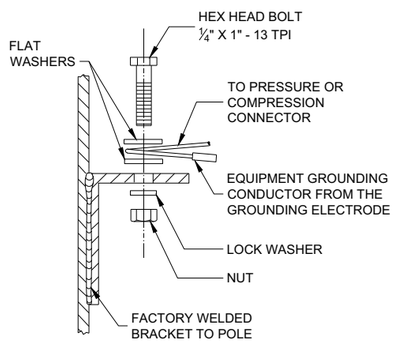
TYPICAL "J" HOOK LOCATION



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

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FHWA

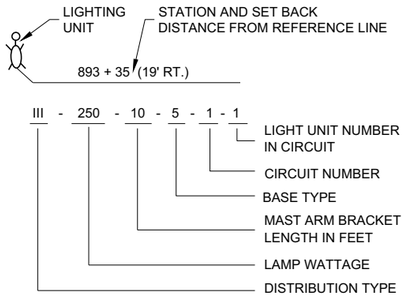
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SDD 09E01 - 15g

GENERAL NOTES

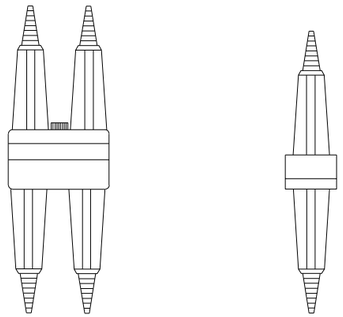
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

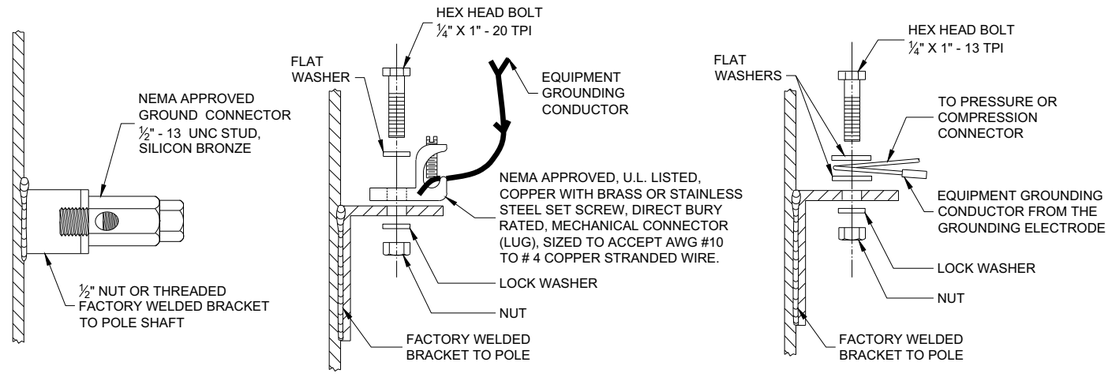


LIGHTING UNIT CODE
(TYPICAL)

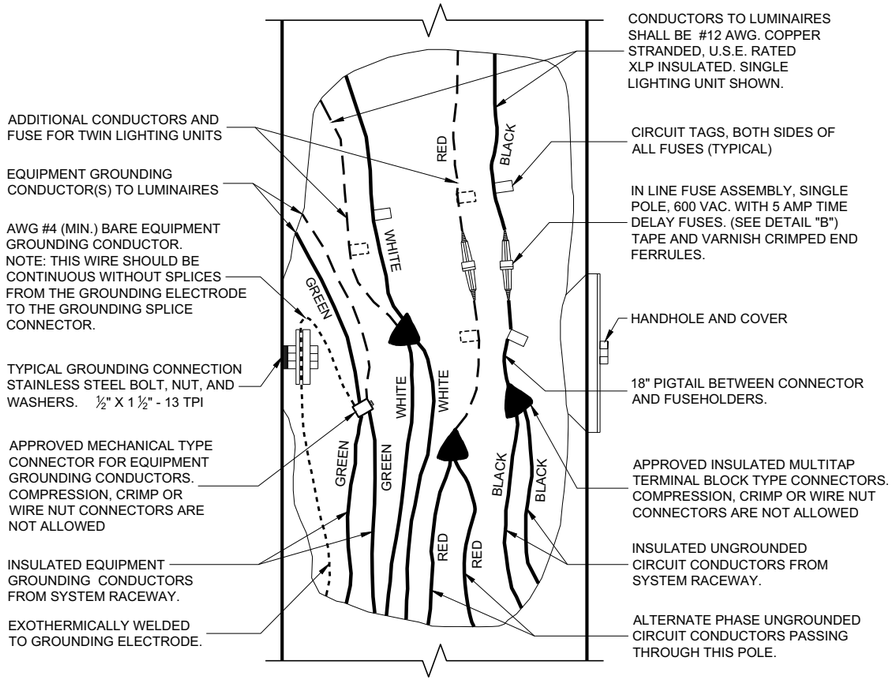


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

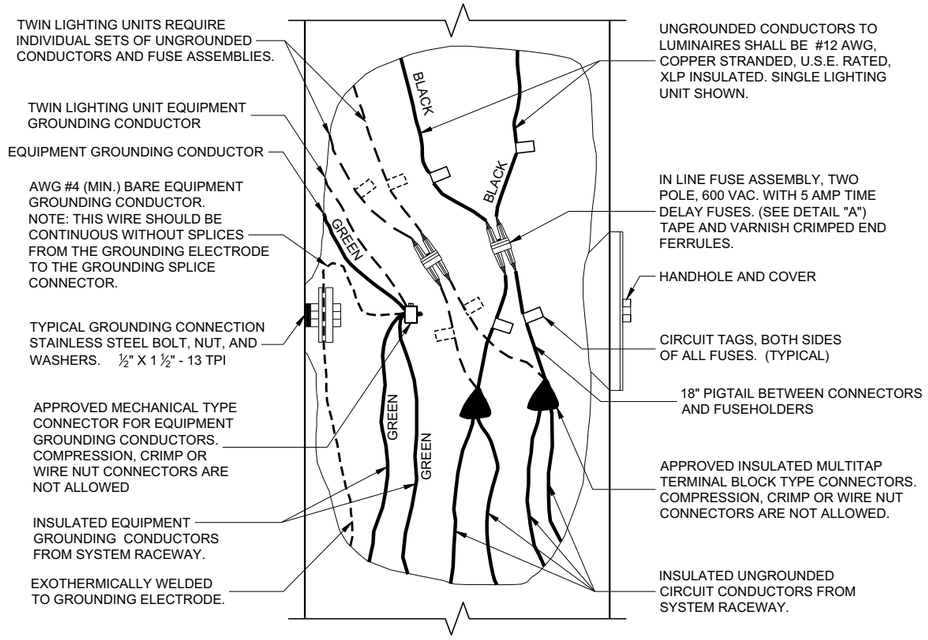
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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

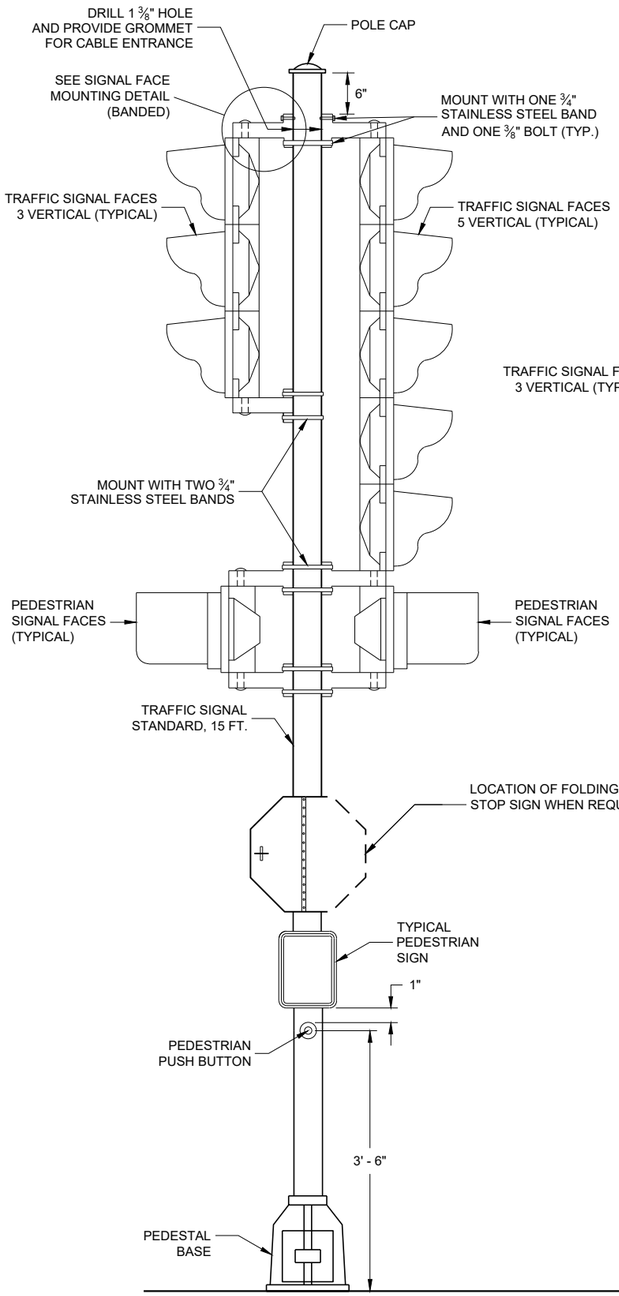
NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

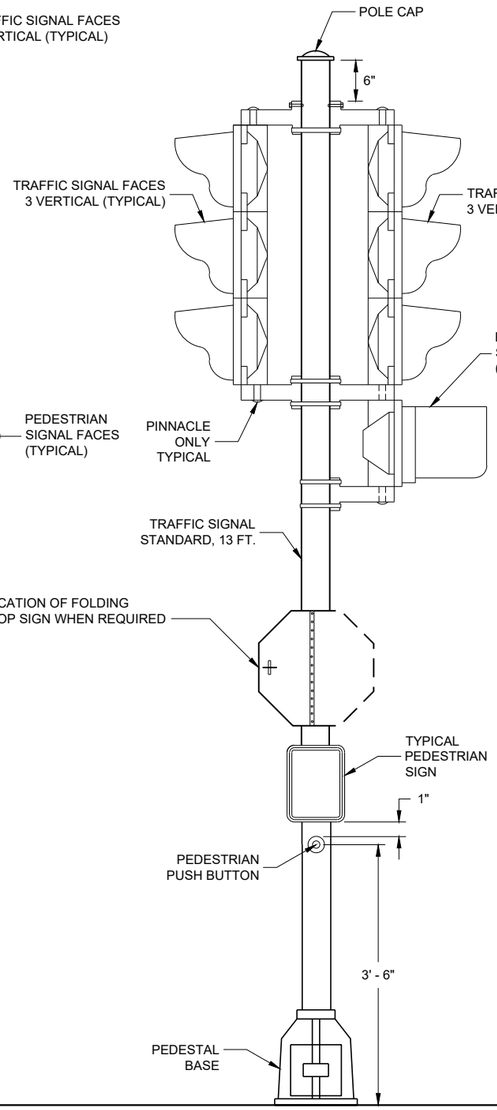
APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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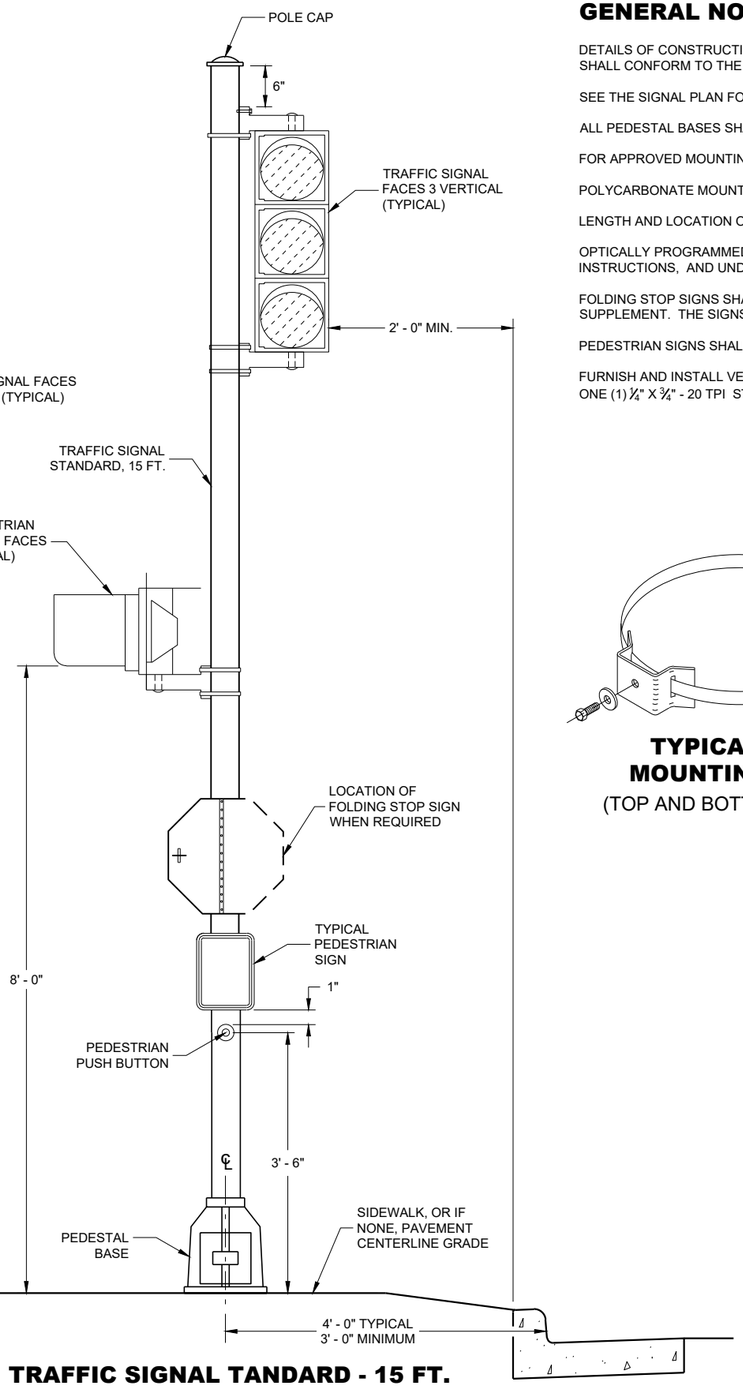
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SDD 09E03 - 06



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.

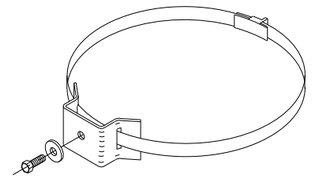
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

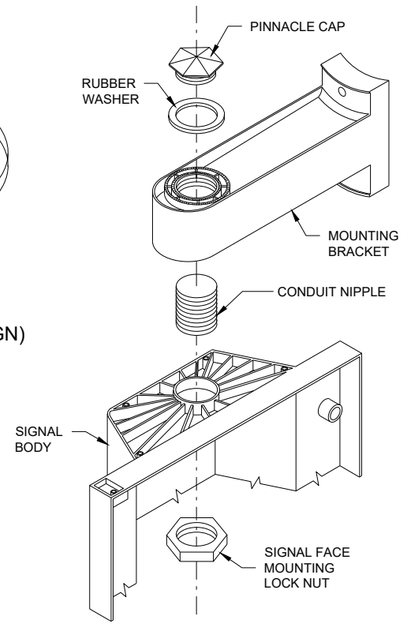
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

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.

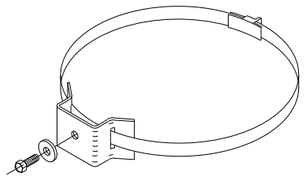
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

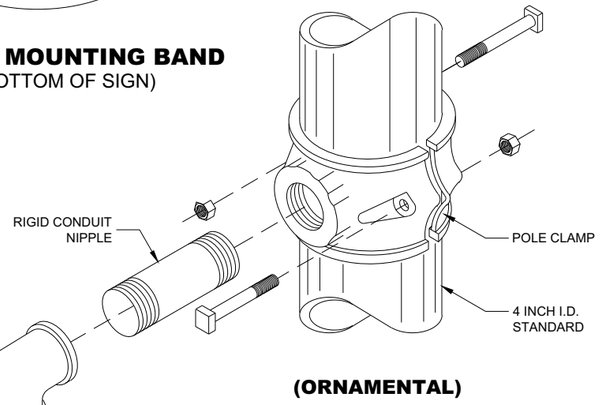
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 263

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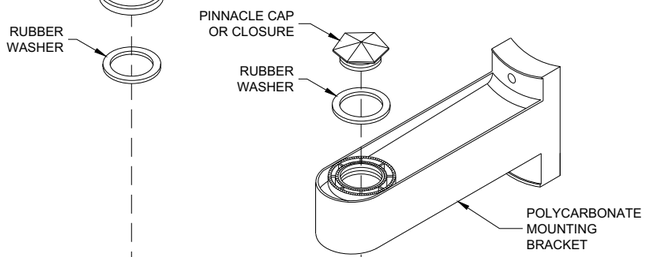
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SDD 09E06 - 05



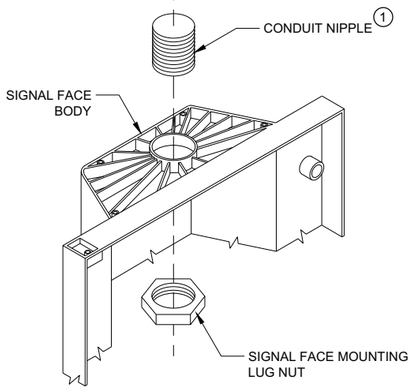
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



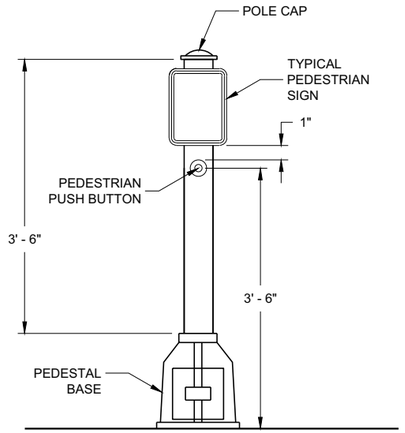
(ORNAMENTAL)



(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.

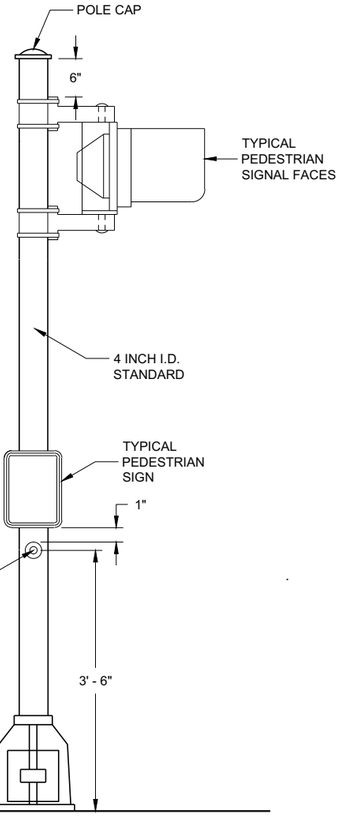
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

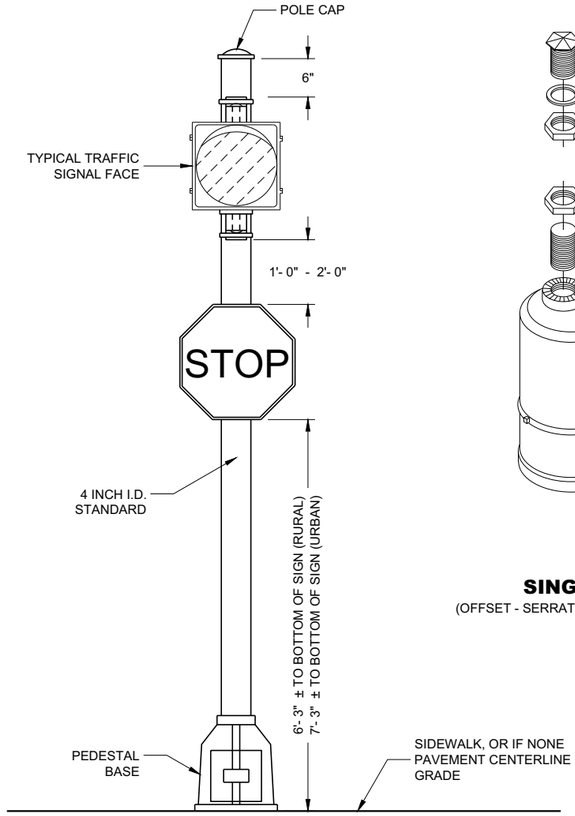
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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

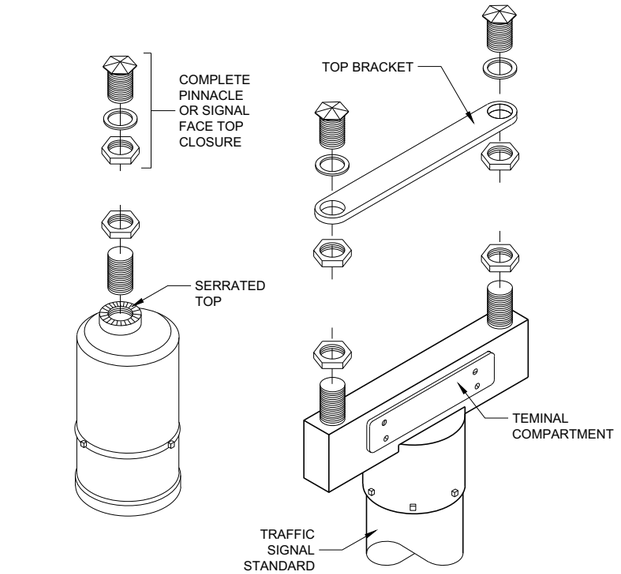
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE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

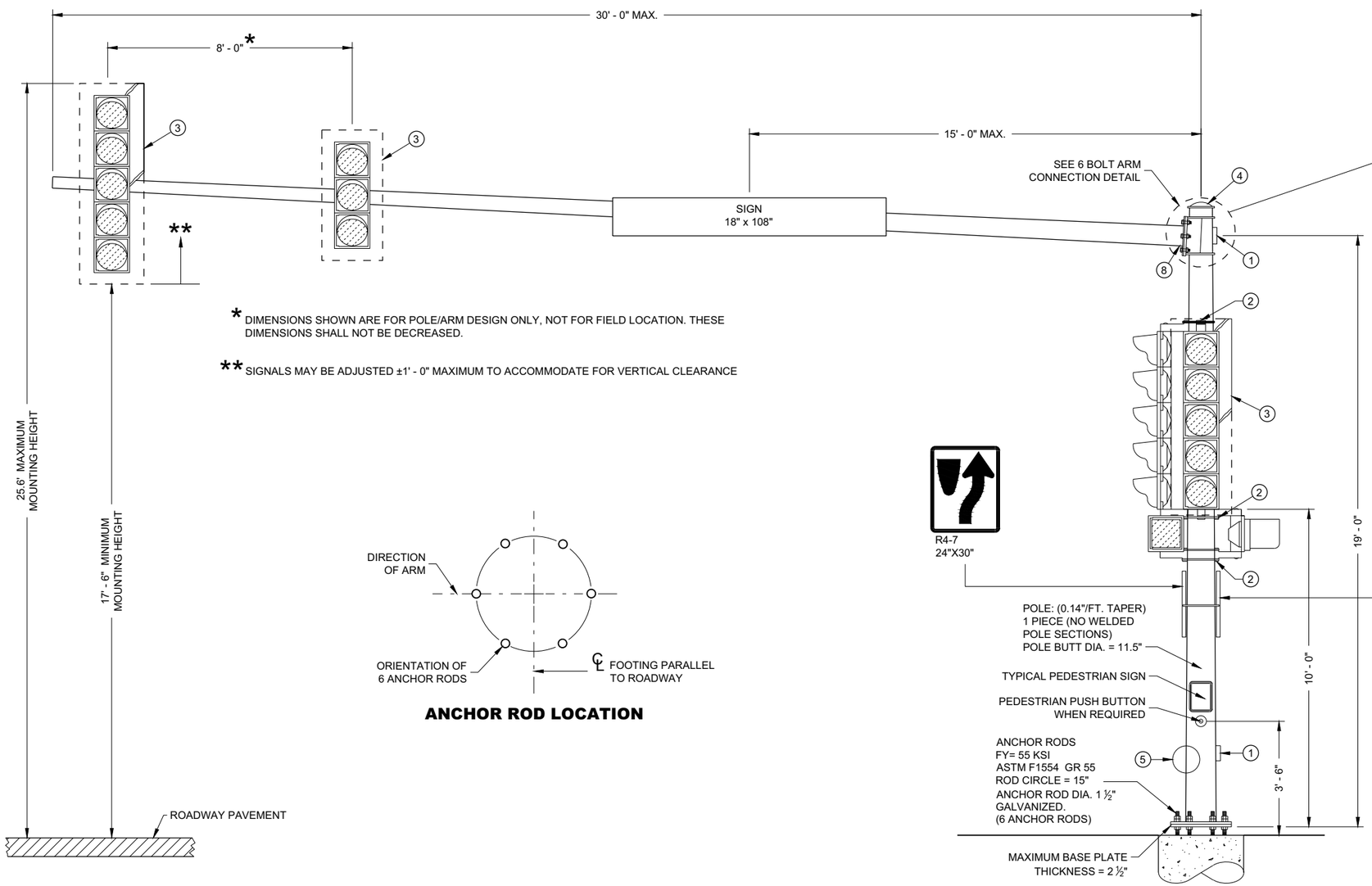
TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 264
FHWA

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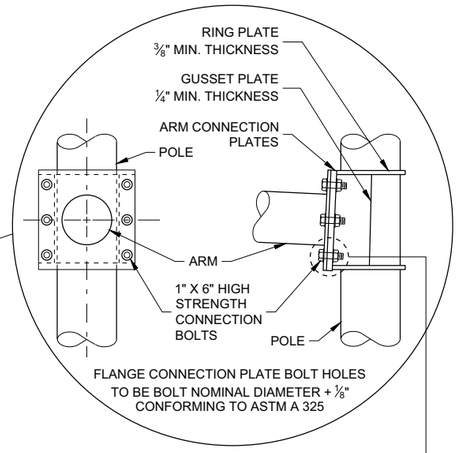
SDD 09E07 - 06



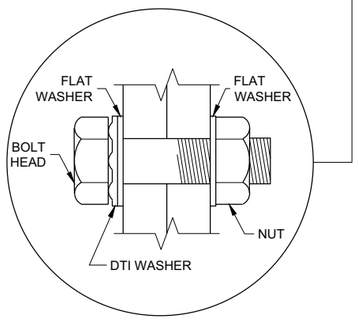
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

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

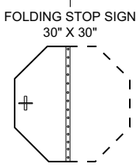
ANCHOR ROD LOCATION



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



TYPE 9 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 9 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

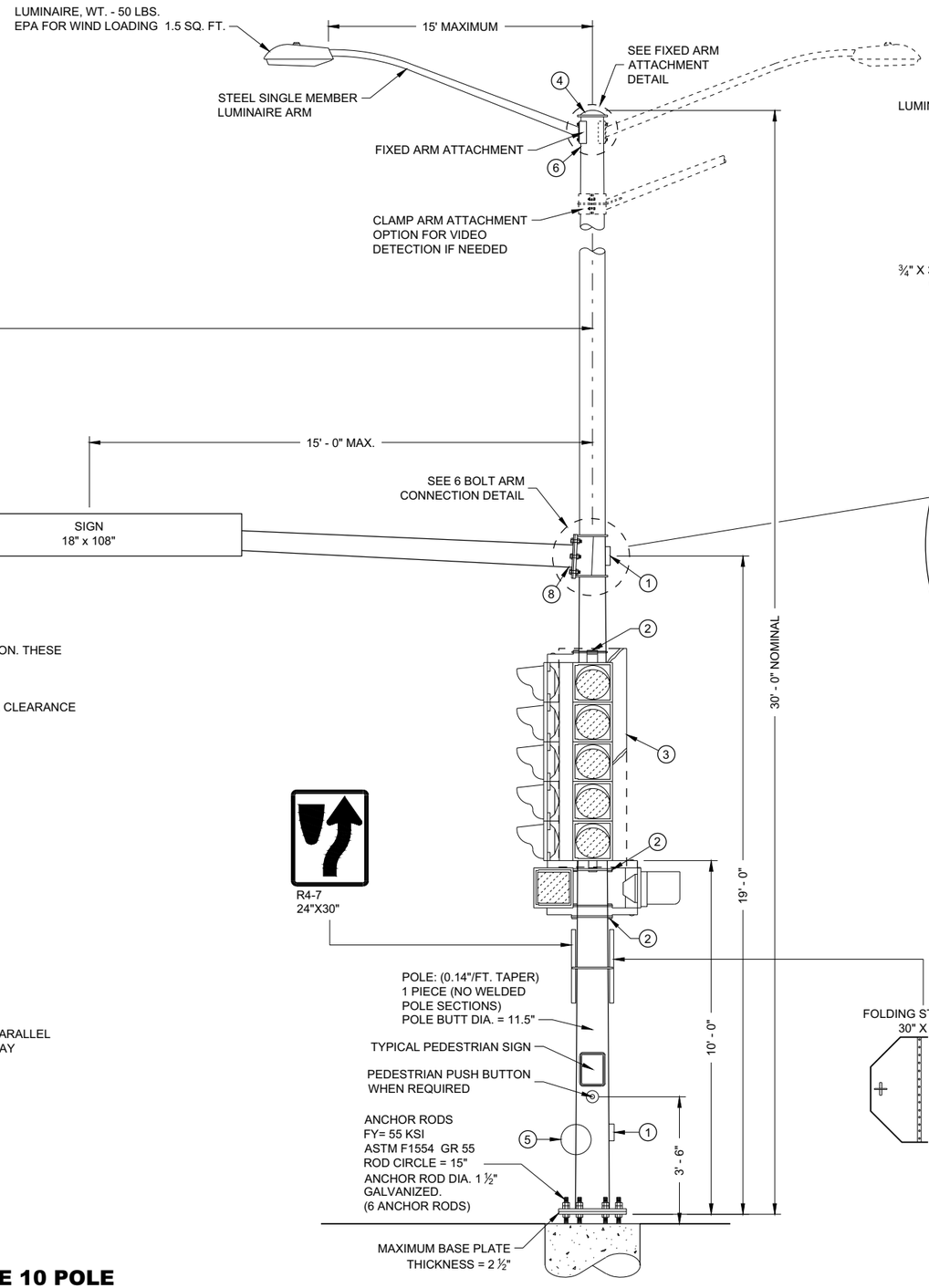
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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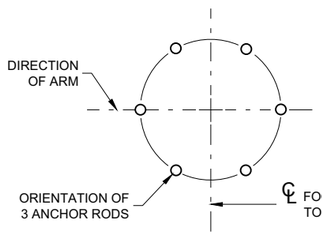
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SDD 09E08 - 09a

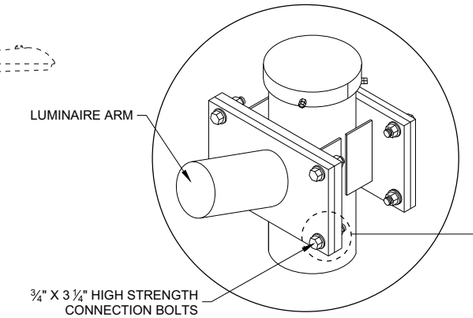


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

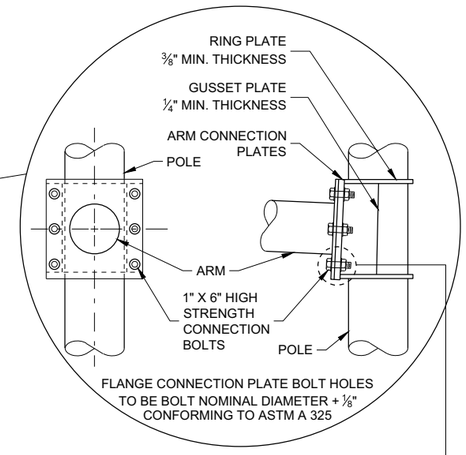
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



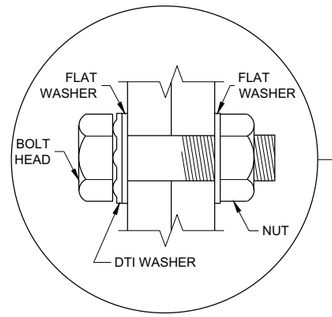
ANCHOR ROD LOCATION



FIXED ARM ATTACHMENT DETAIL



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

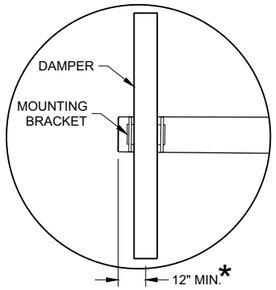
APPROVED
August 2020
DATE

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STATE ELECTRICAL ENGI

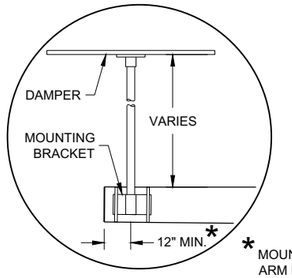
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SDD 09E08 - 09e

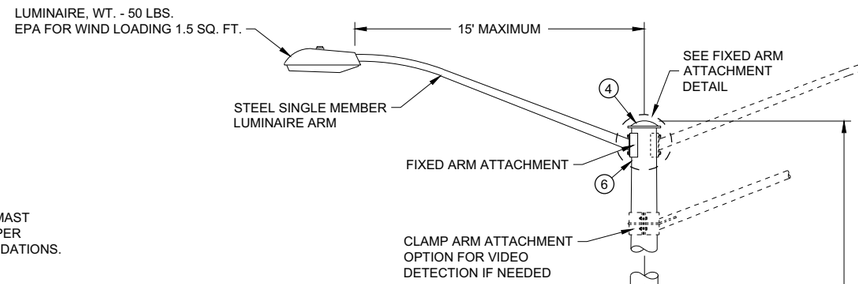


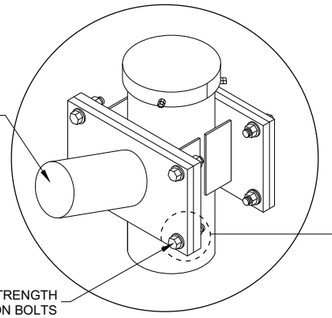
DUMBBELL VIBRATION DAMPER



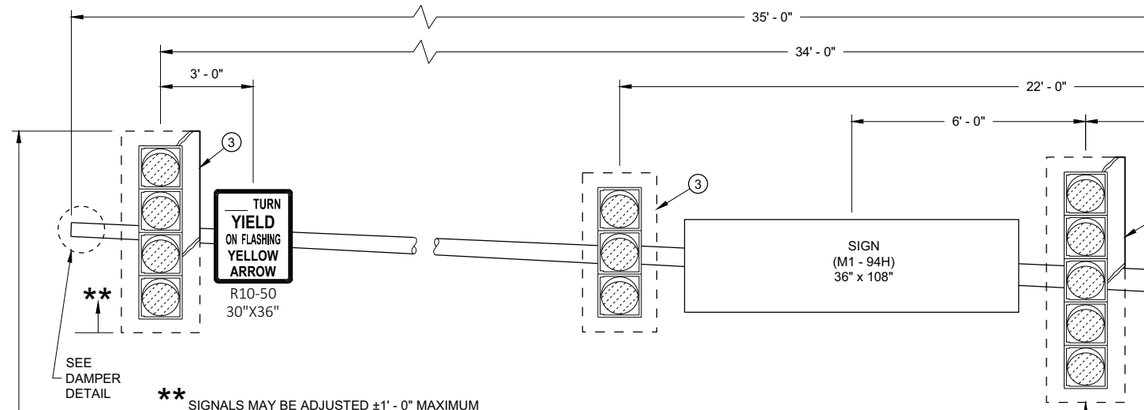
FLAT VIBRATION DAMPER

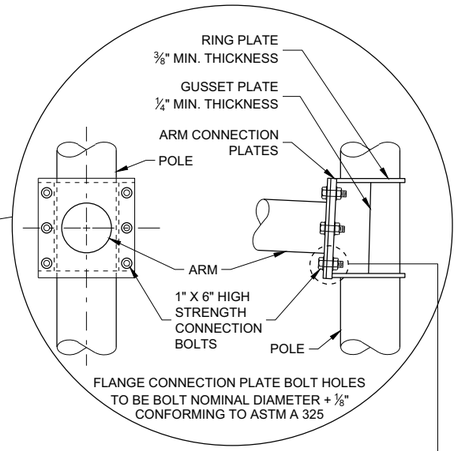
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



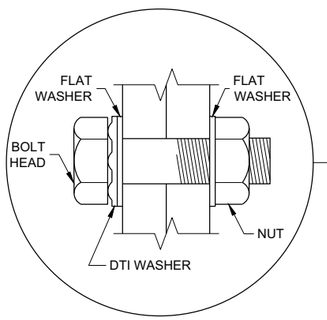


FIXED ARM ATTACHMENT DETAIL



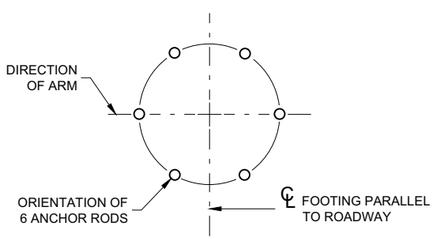


6 BOLT ARM CONNECTION DETAIL

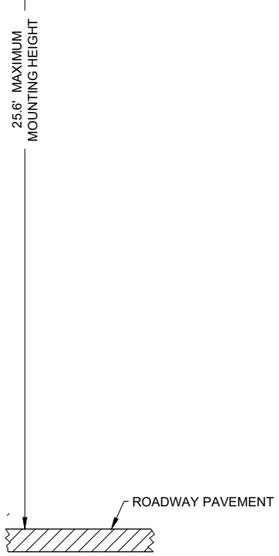


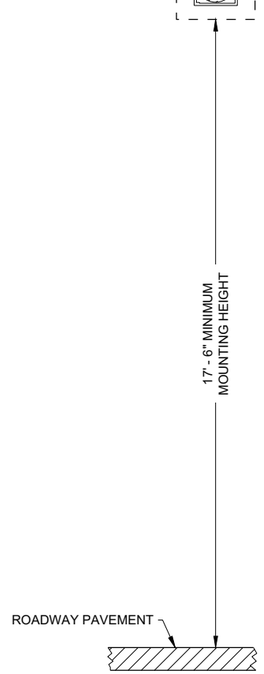
RECOMMENDED BOLT ASSEMBLY DETAIL

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



ANCHOR ROD LOCATION





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

TYPE 10 SPECIAL POLE
35' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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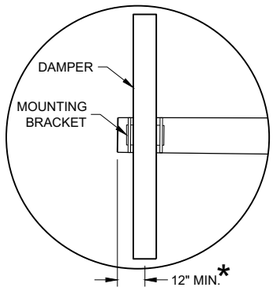
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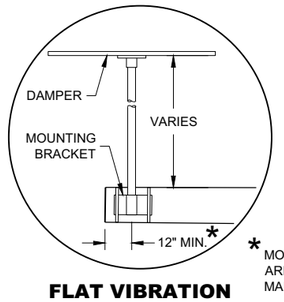
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SDD 09E08 - 09f

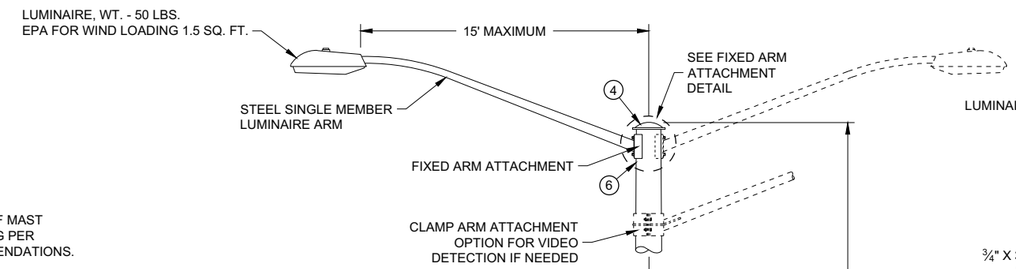


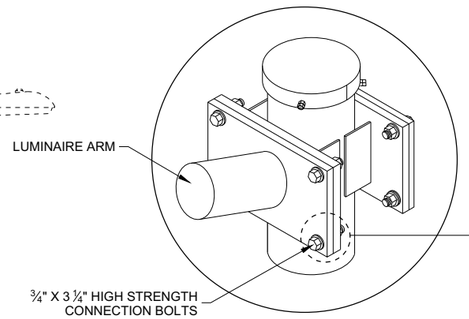
DUMBBELL VIBRATION DAMPER



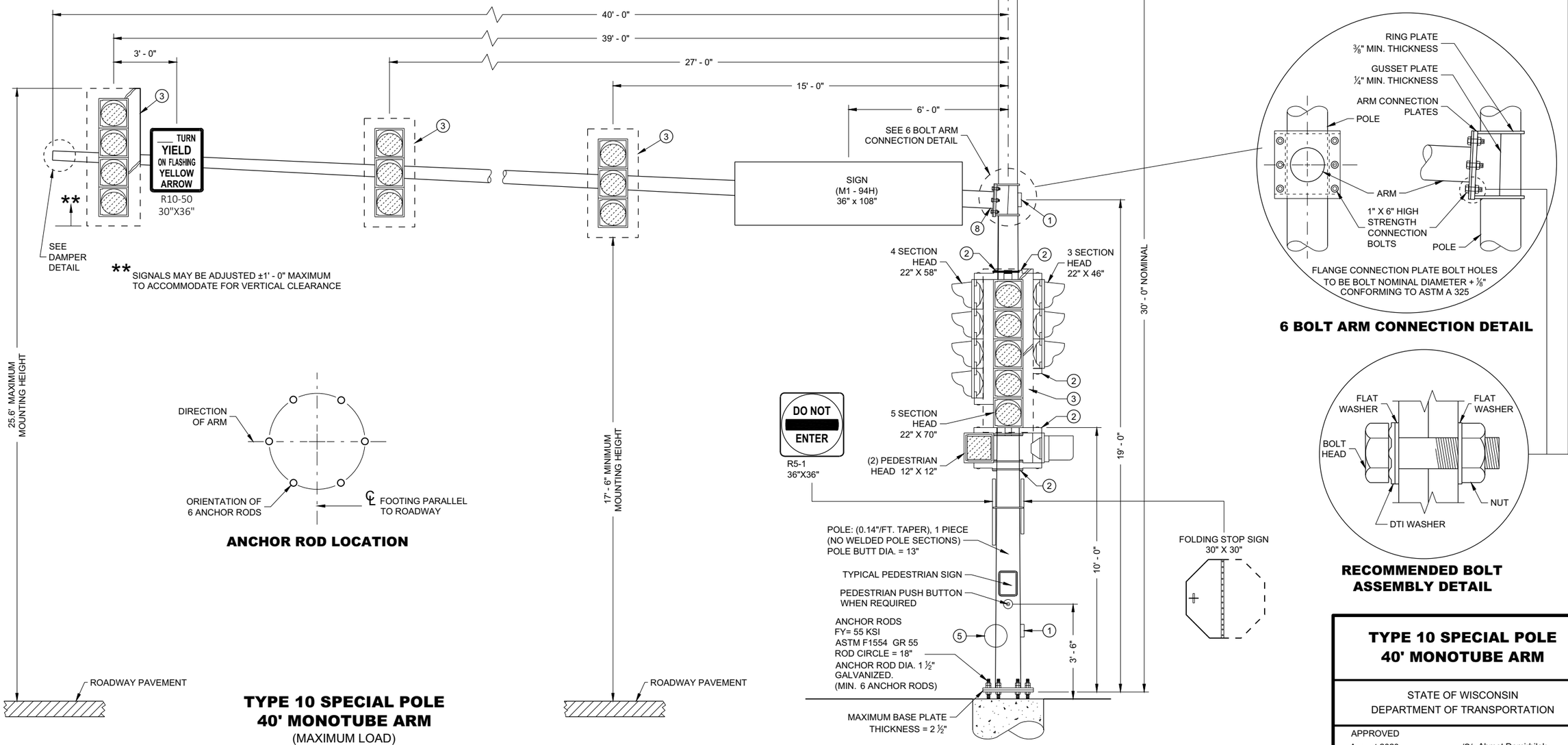
FLAT VIBRATION DAMPER

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





FIXED ARM ATTACHMENT DETAIL



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

ANCHOR ROD LOCATION

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

6 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09E08 - 09g

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SDD 09E08 - 09g

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.

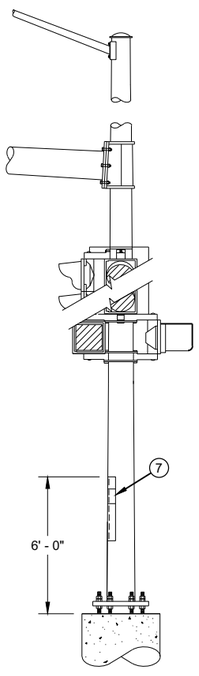
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

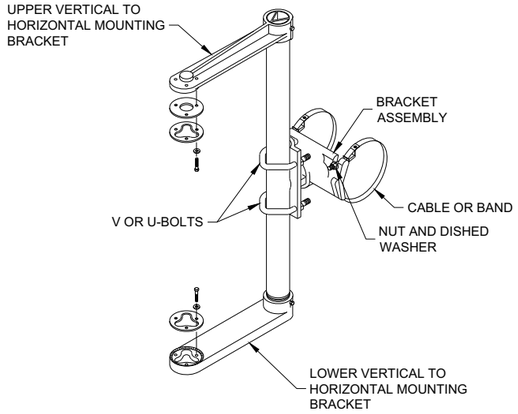
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

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.

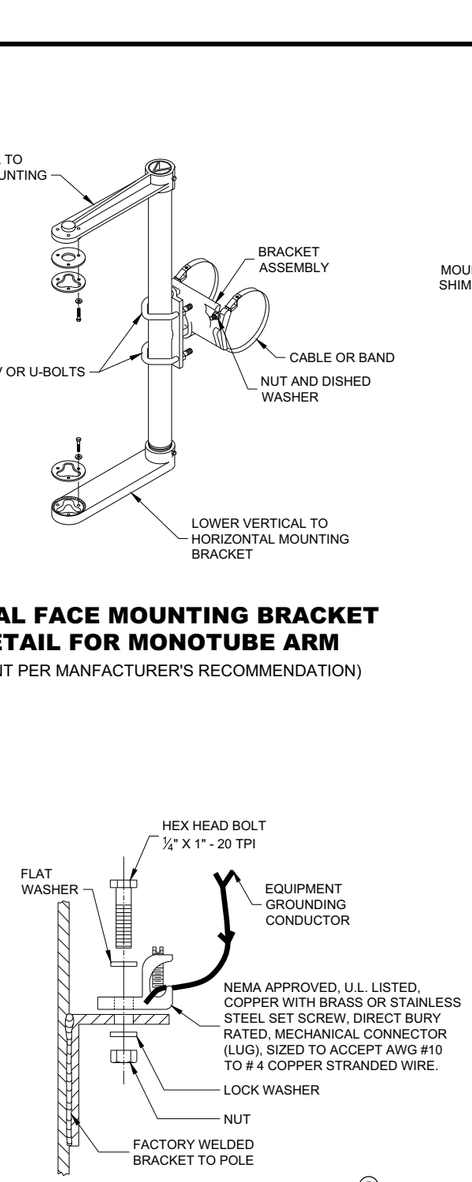


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



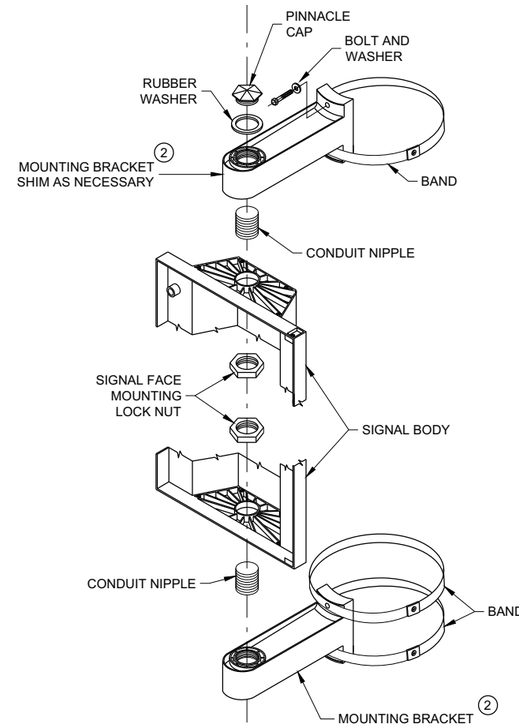
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

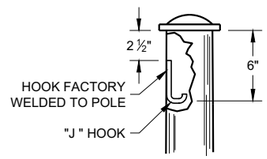


TYPICAL GROUNDING (5) CONNECTIONS

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.

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

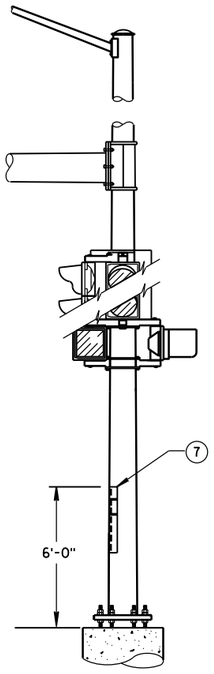
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

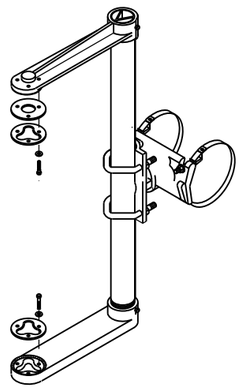
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

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.

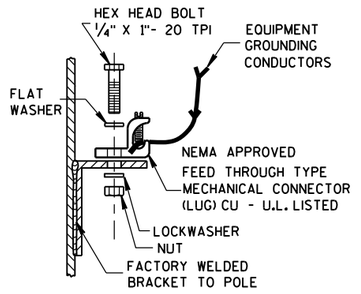


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



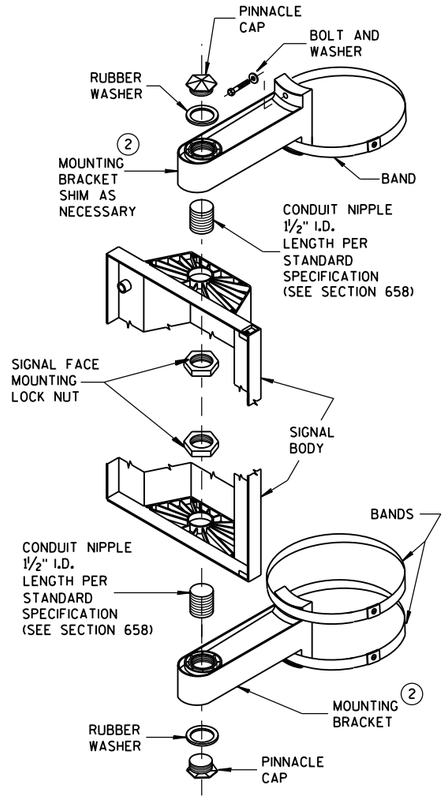
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

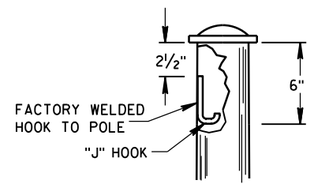


TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



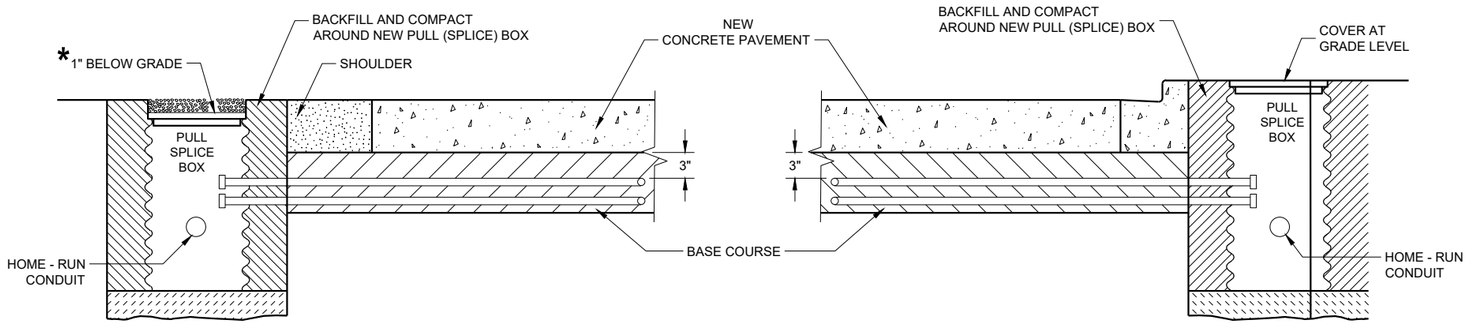
"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR OVER HEIGHT TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
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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.

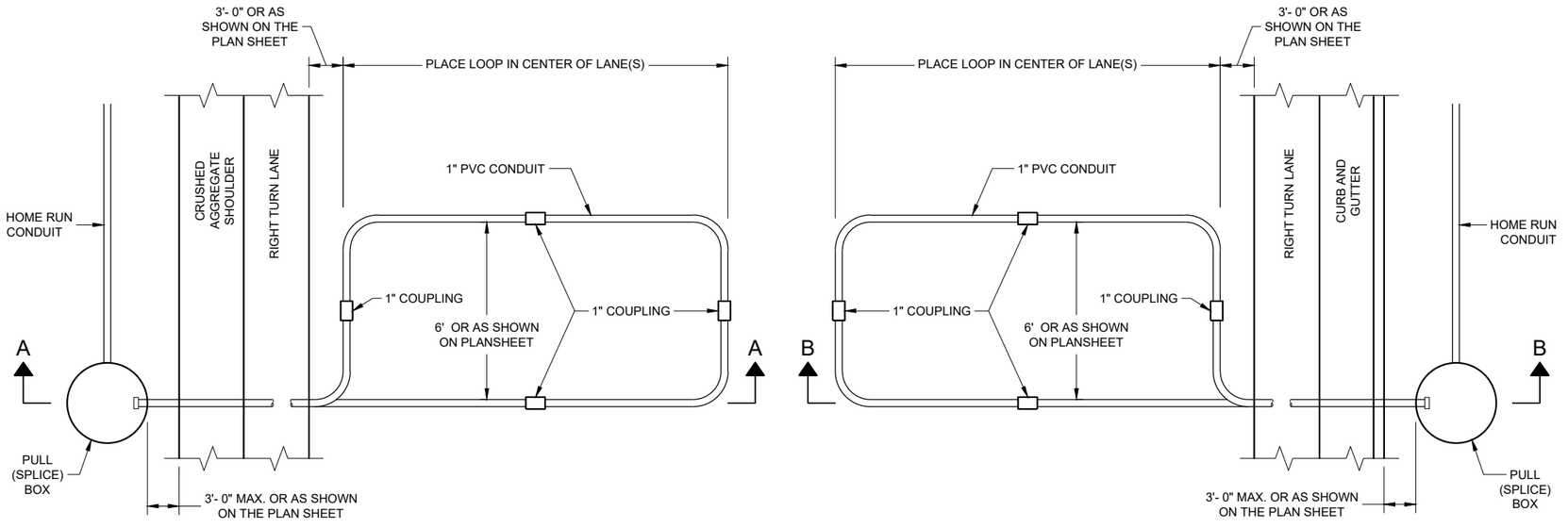
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

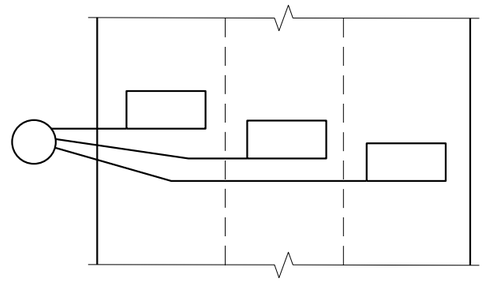
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

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
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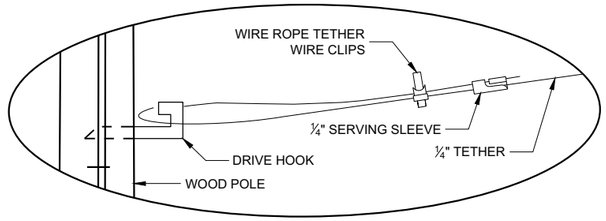
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SDD 09F15 - 04b

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MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

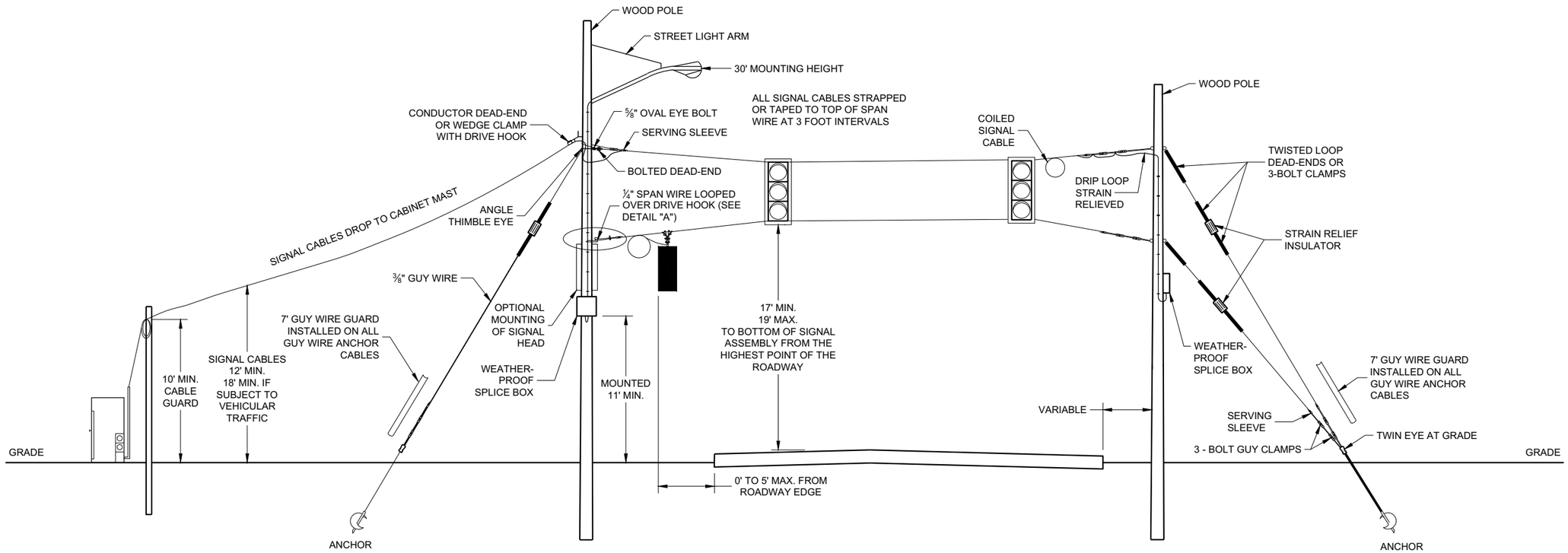


DETAIL "A"

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

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272

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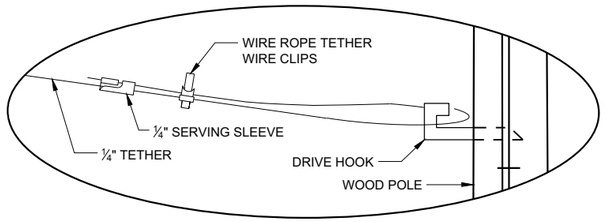
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SDD09G01 - 04a

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

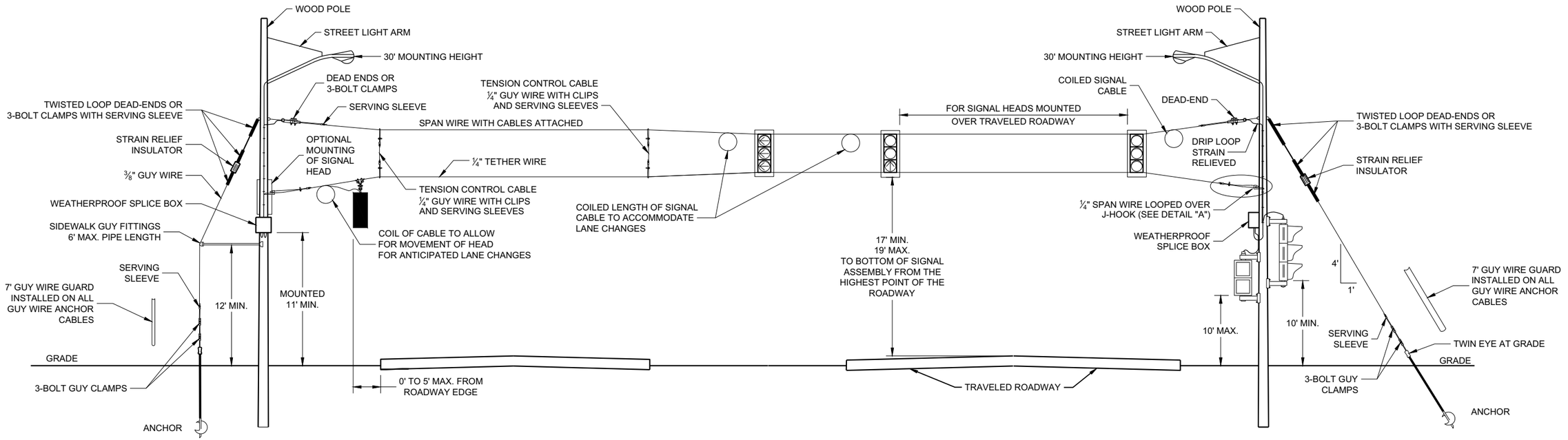


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   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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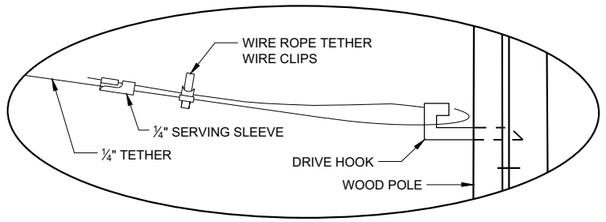
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SDD09G01 - 04b

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
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30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

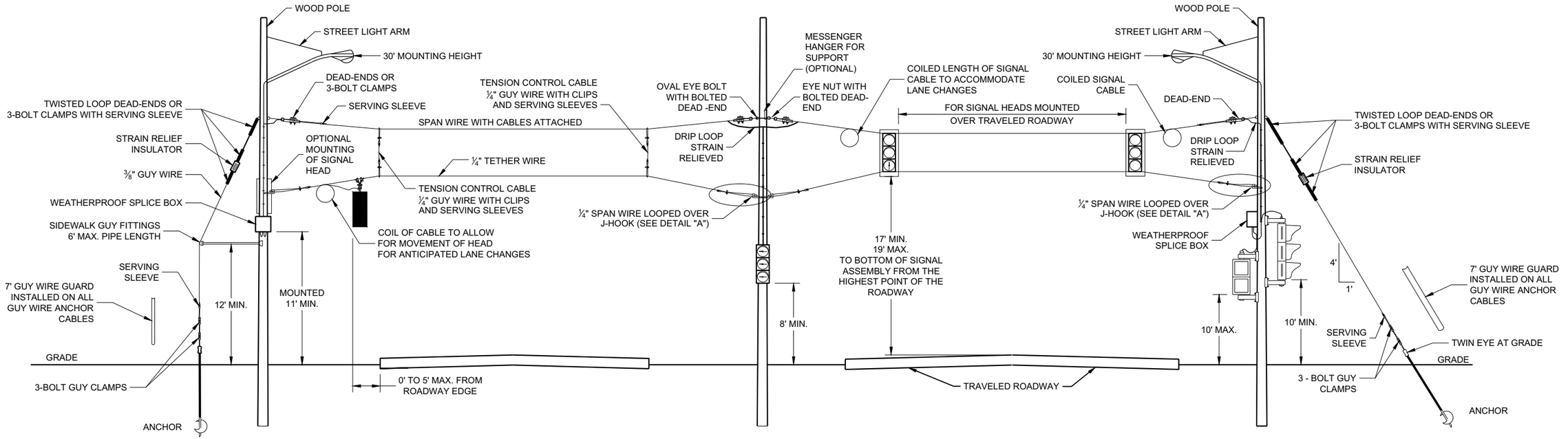


DETAIL "A"

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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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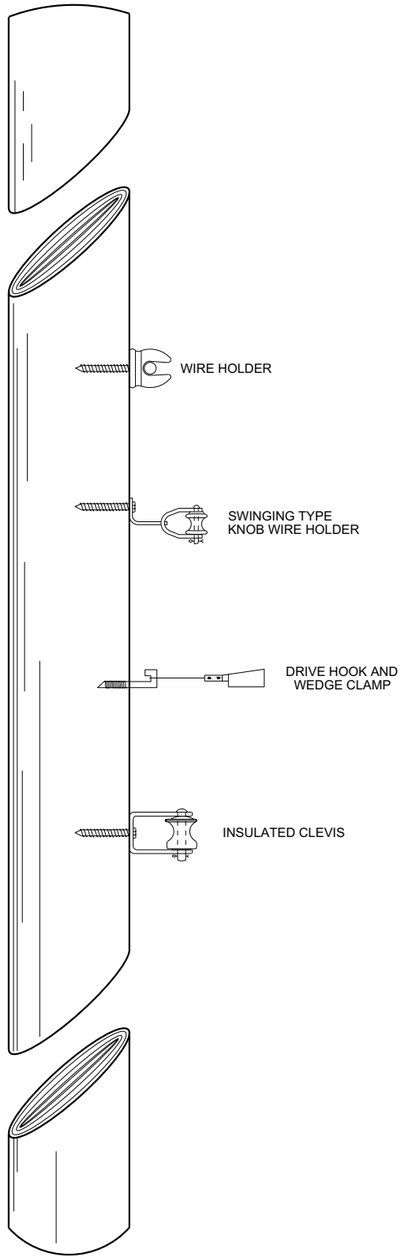
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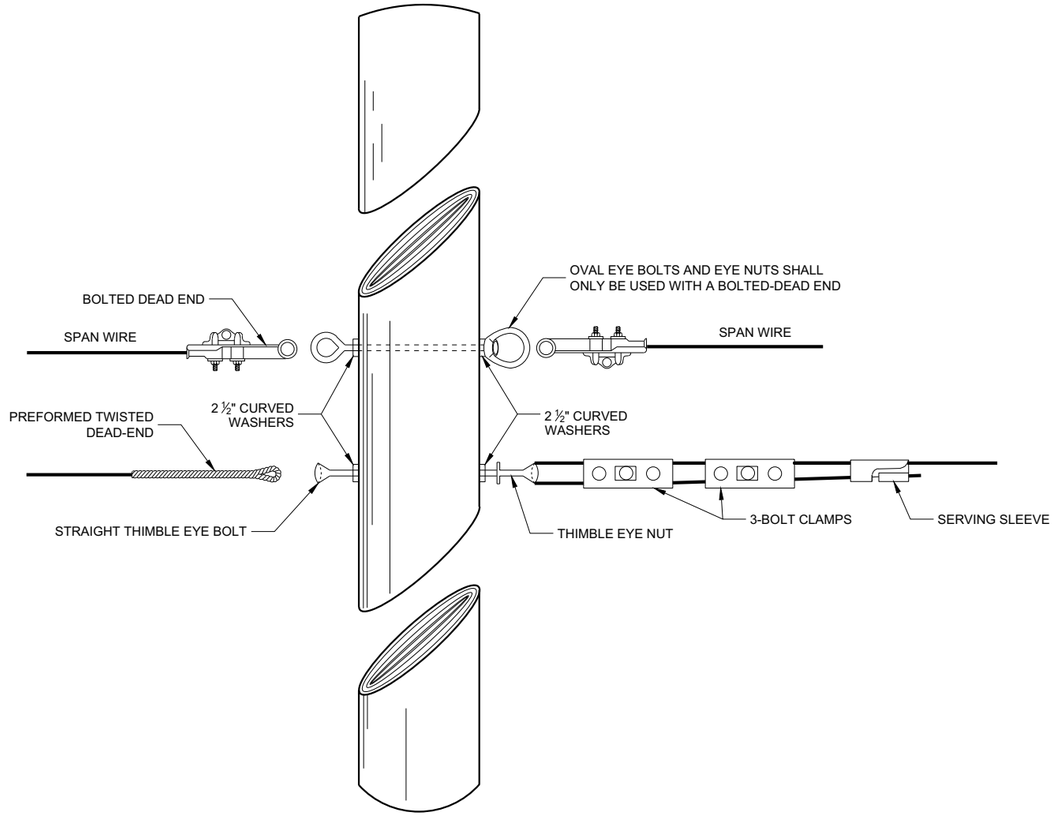
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SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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ROADWAY STANDARDS DEVE ENGINEER

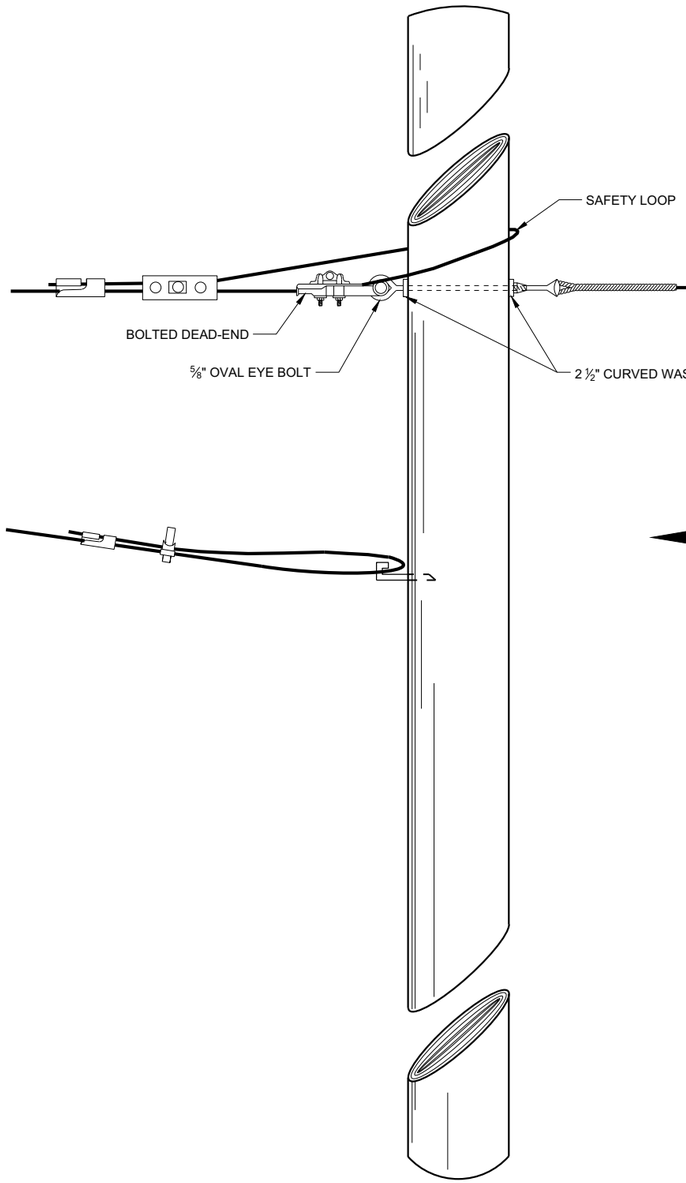
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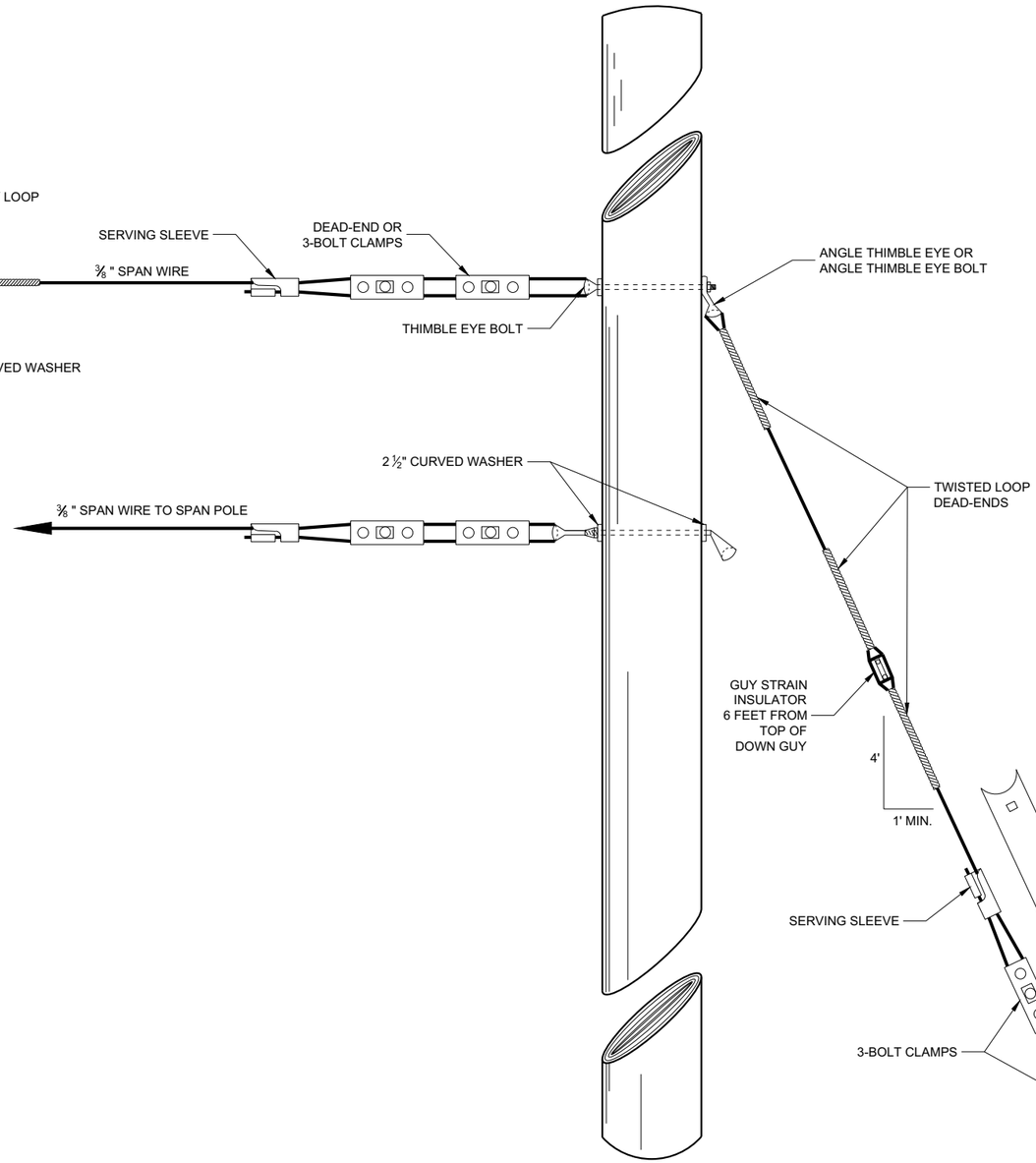
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GENERAL NOTES

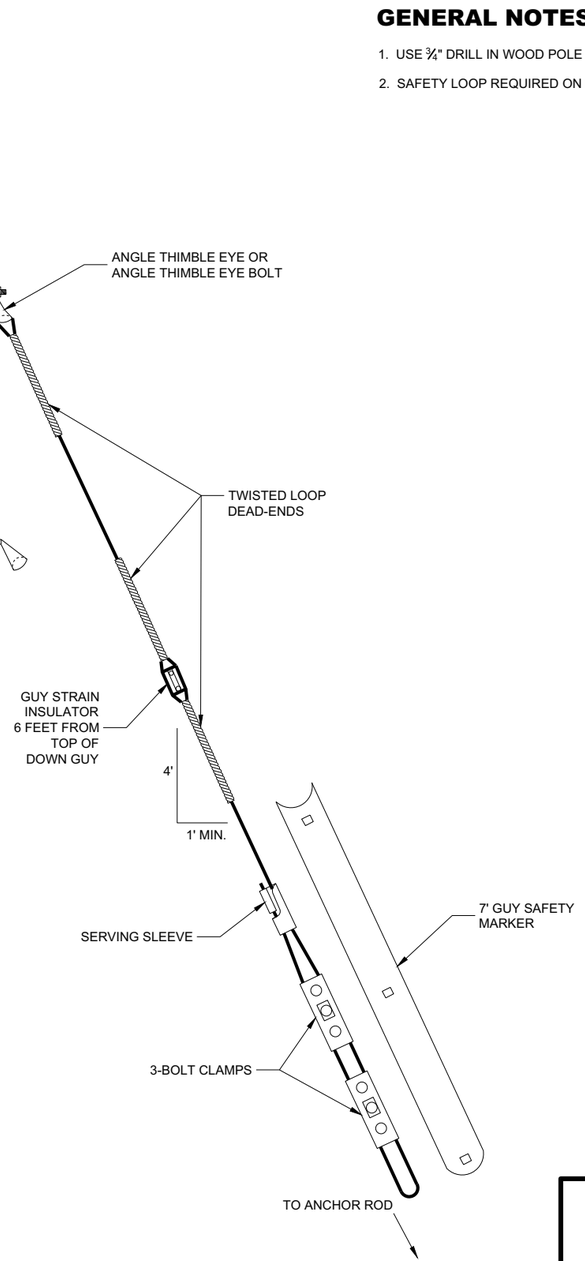
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

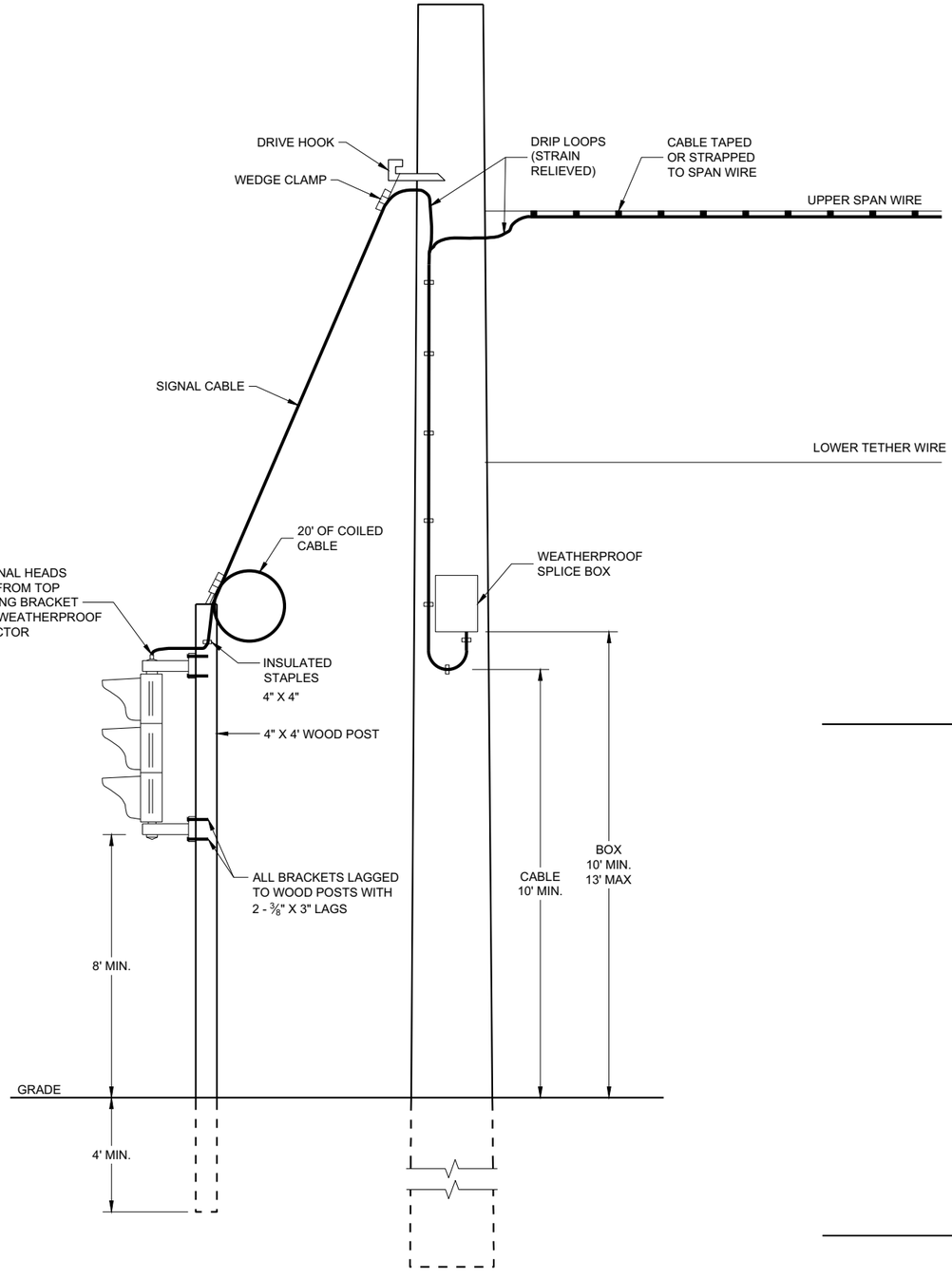
SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

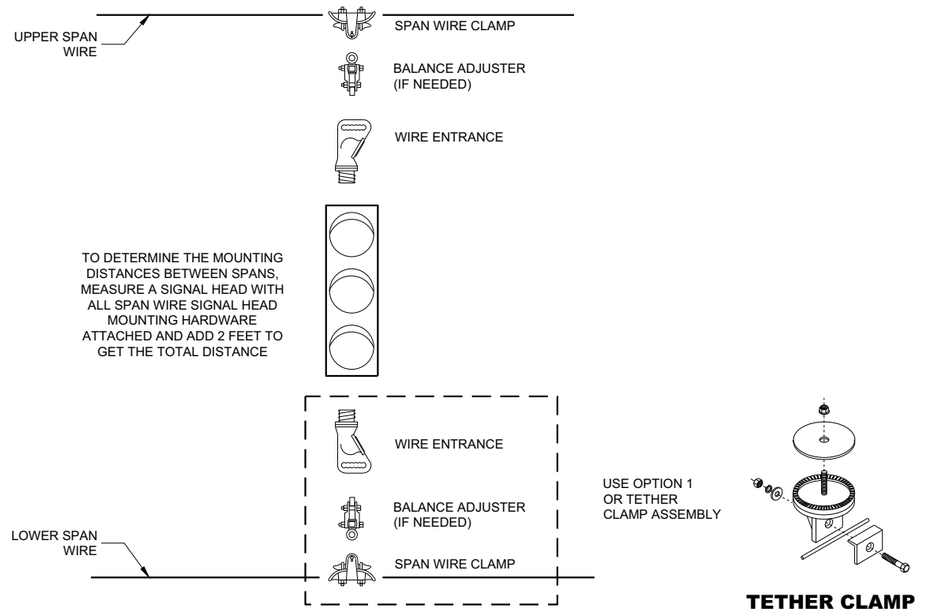
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TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

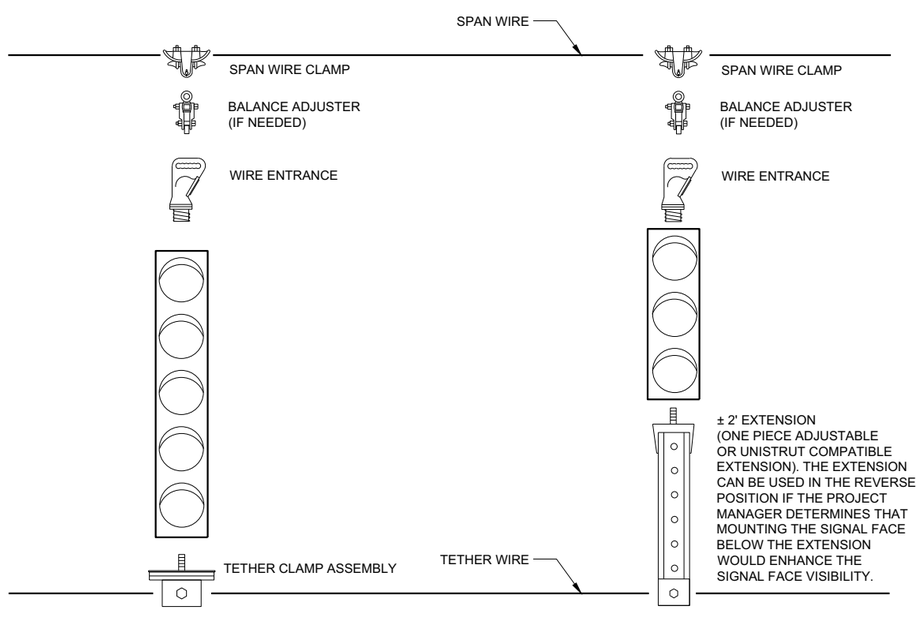


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

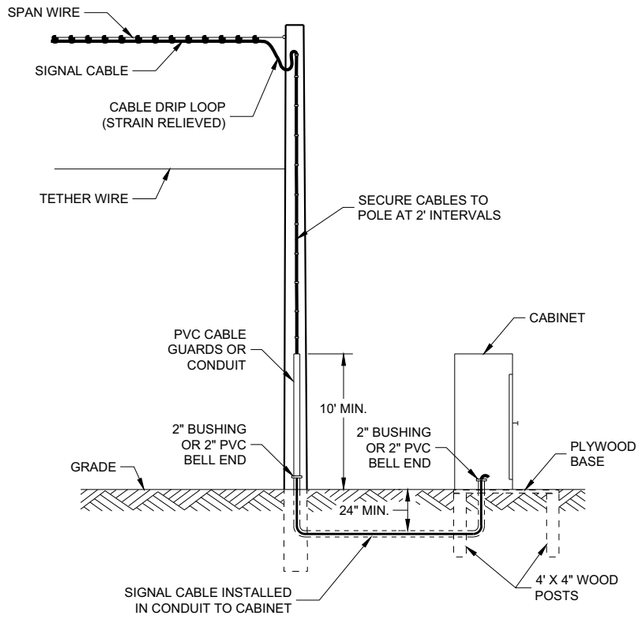
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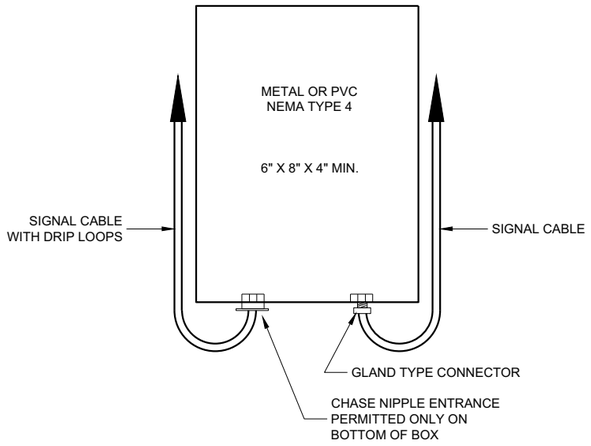
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

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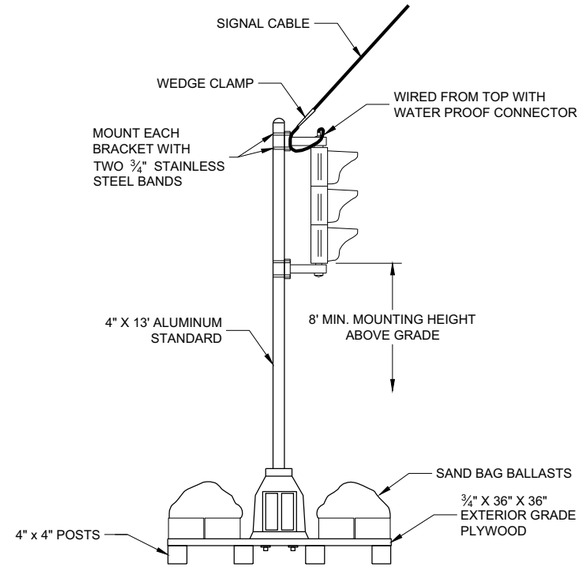
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SDD 09G01 - 4f

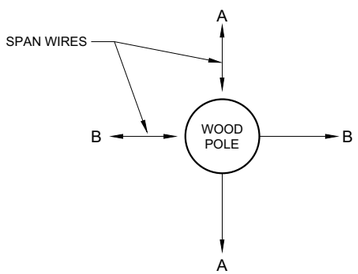




SPLICE BOX

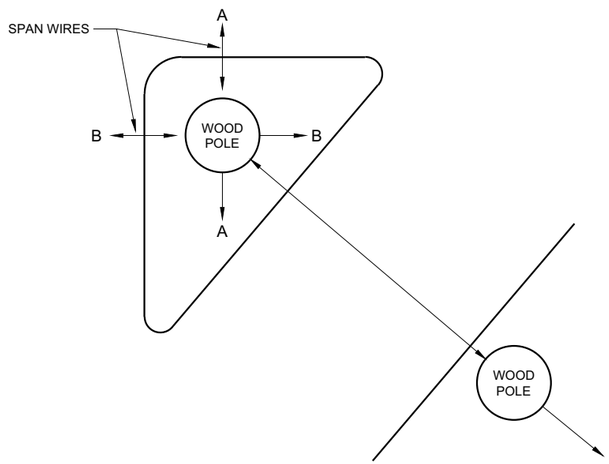


TYPICAL SKID TYPE TEMPORARY

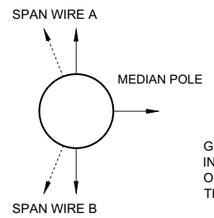


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

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

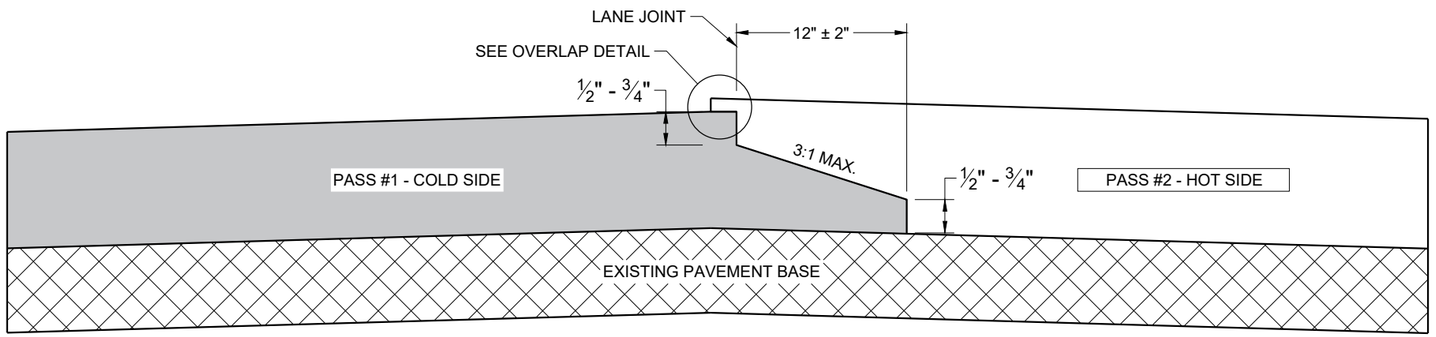
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June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

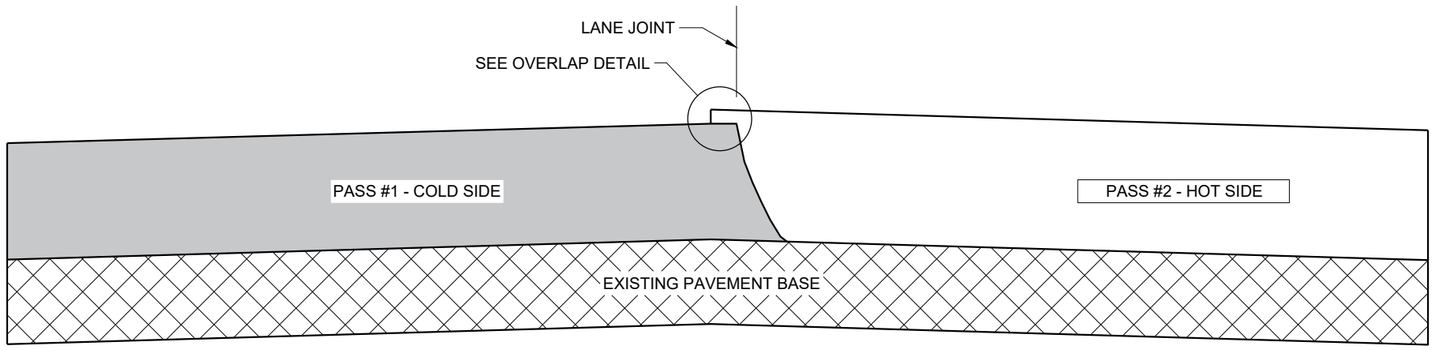
FHWA

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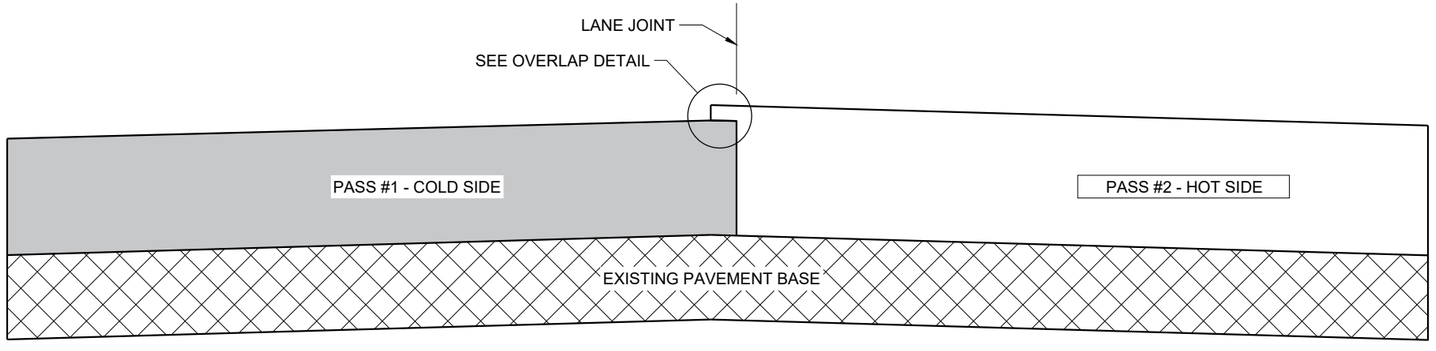
SDD 09G01 - 4g



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

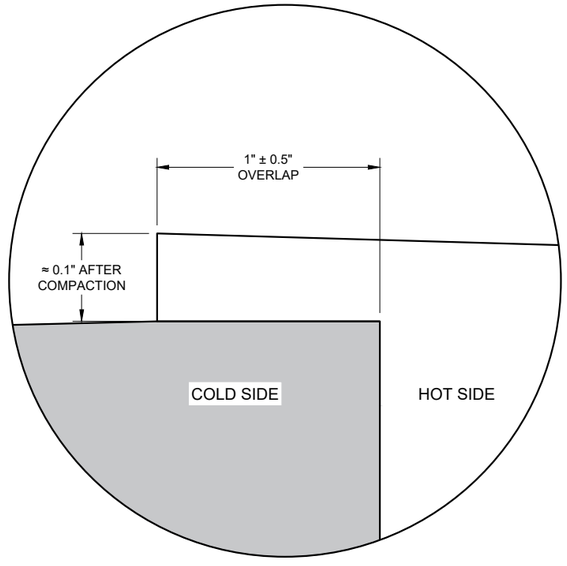
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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SDD 13C19 - 03

SDD 13C19 - 03

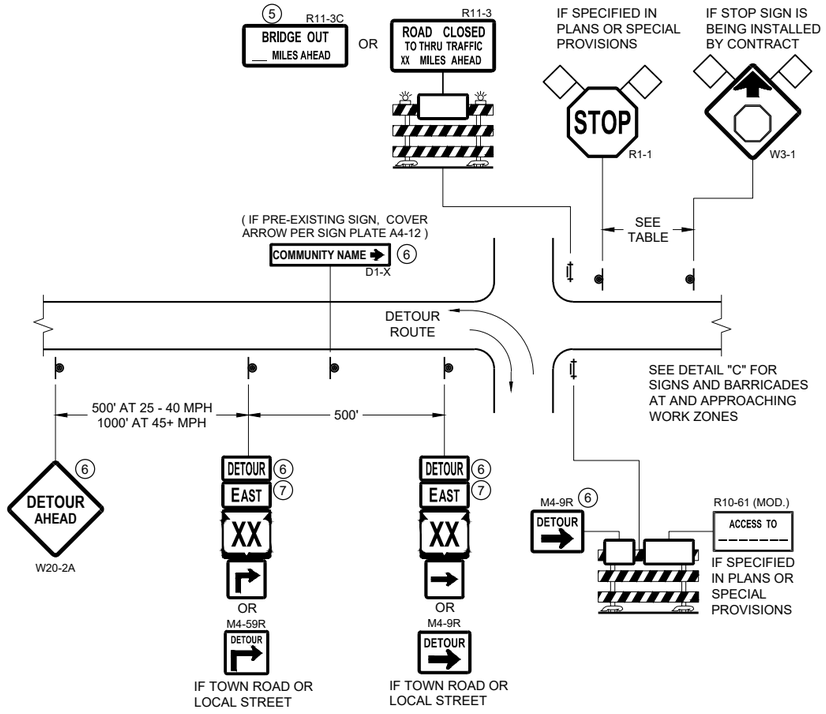
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

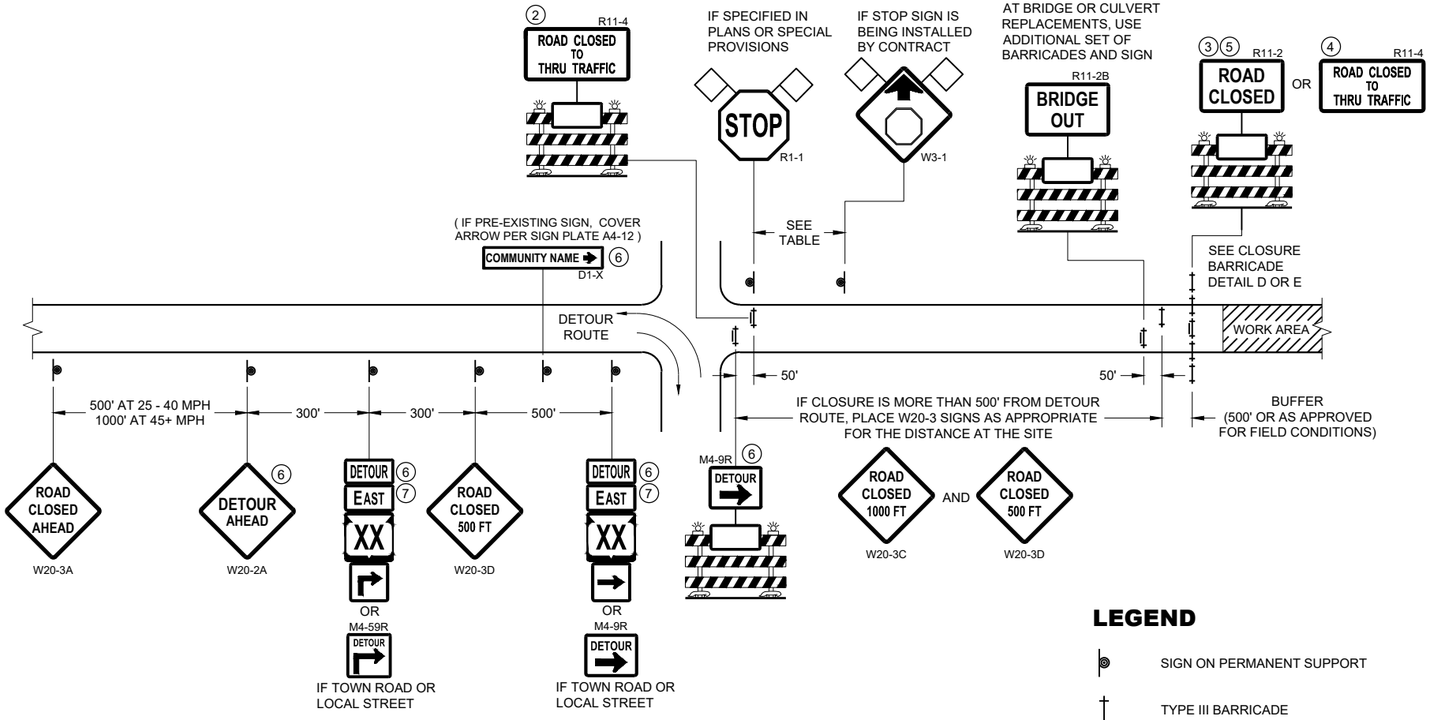
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



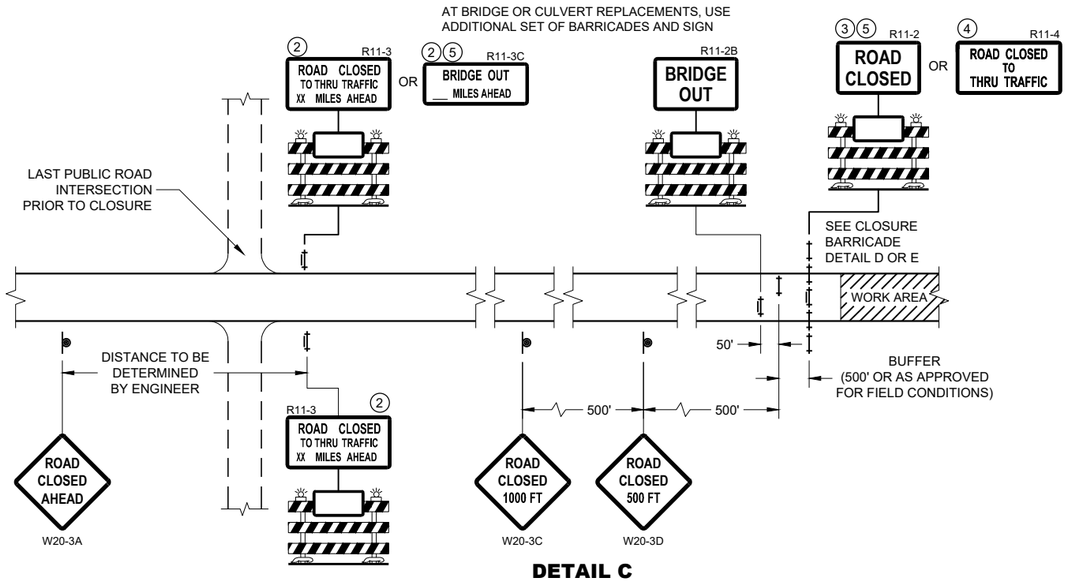
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

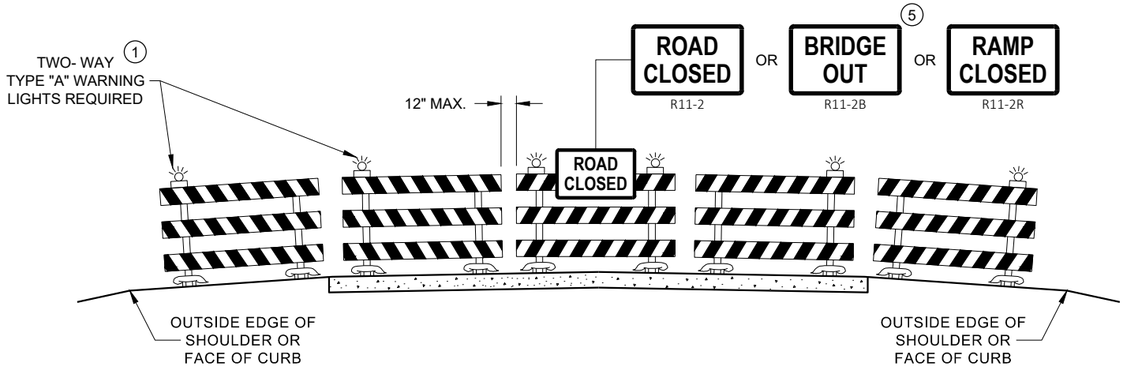
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

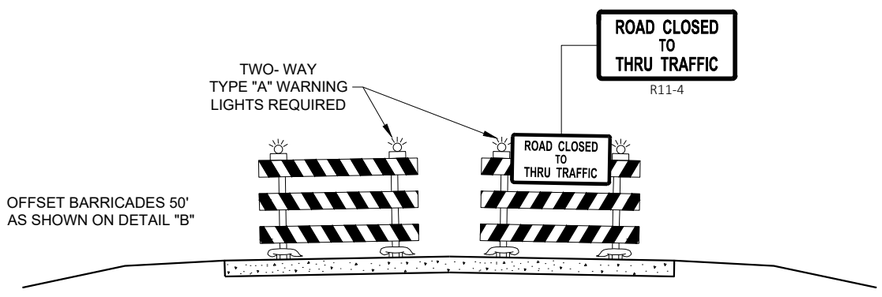
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SDD 15C02 - 09a

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

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SDD 15C02 - 09b

6

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 — M4 - 8
- EAST — 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.

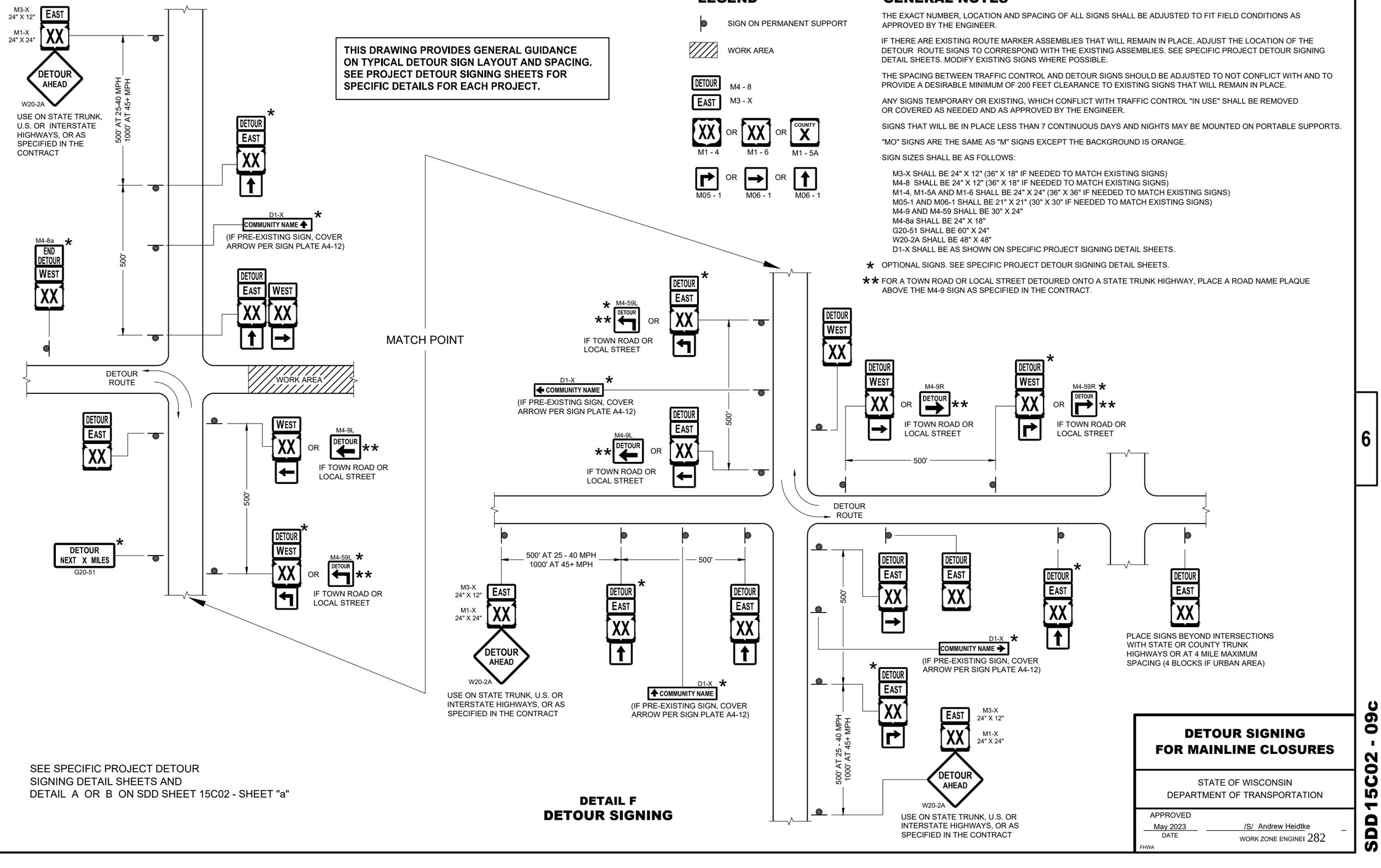
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

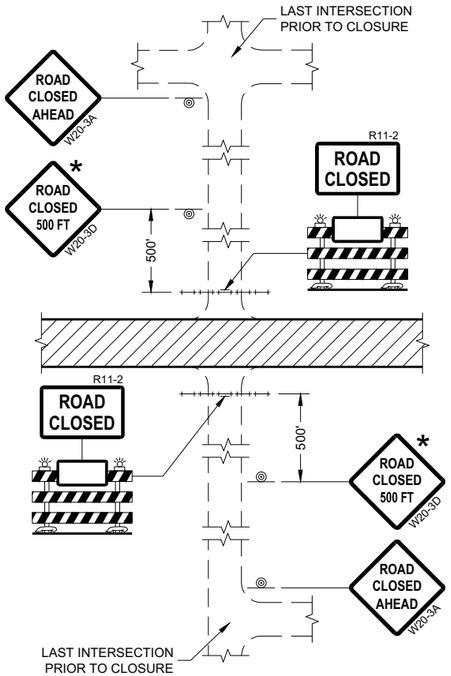
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

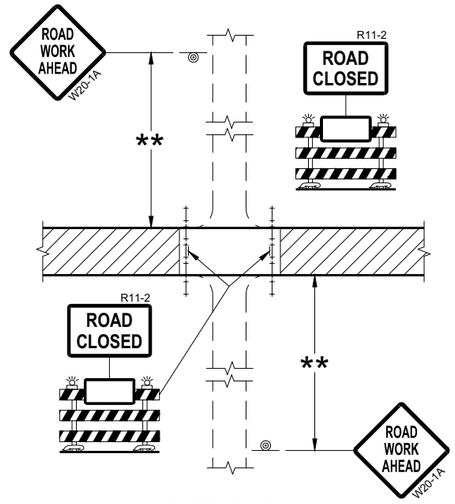
FHWA

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SDD 15C02 - 09c



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.

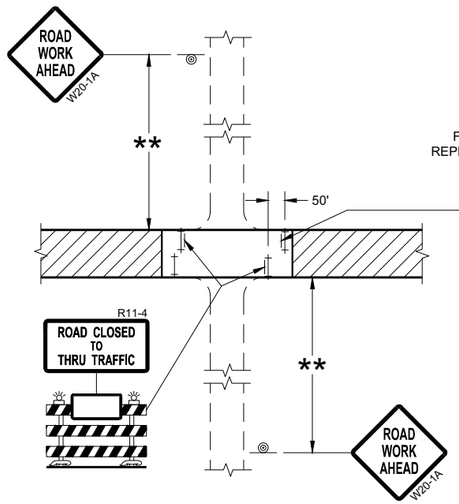
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

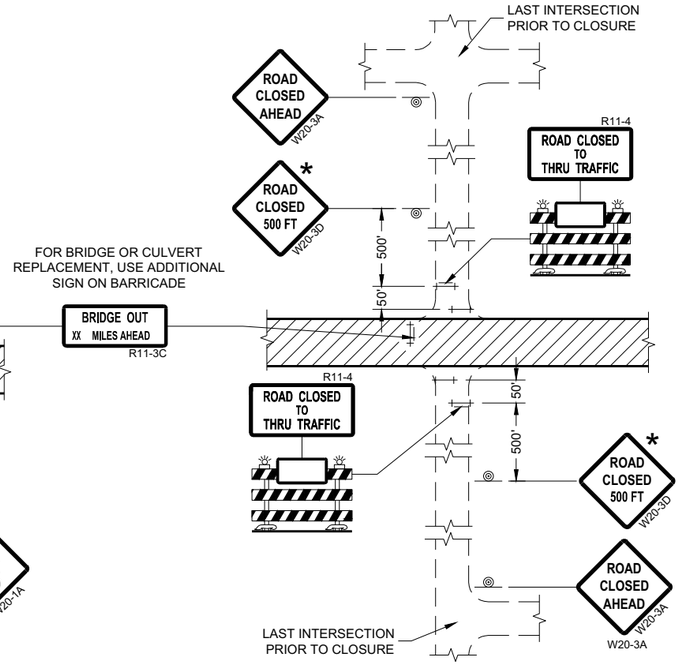
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

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.

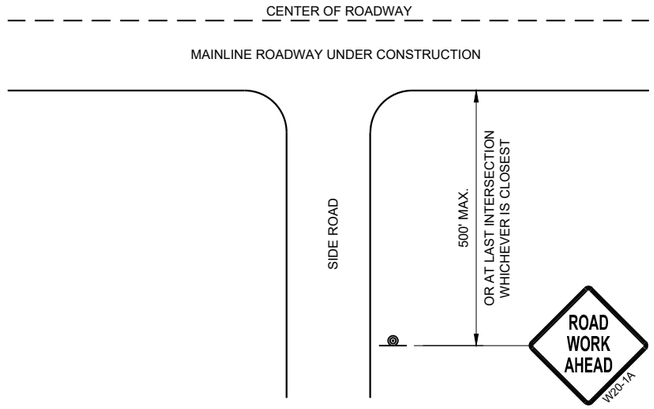
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



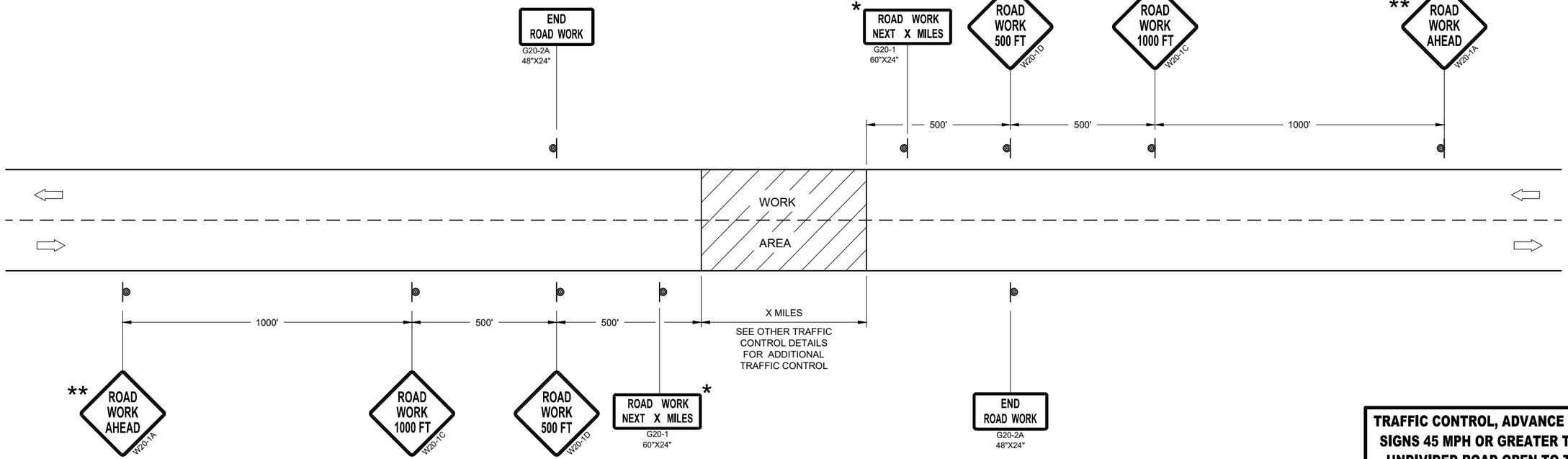
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

FHWA

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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.

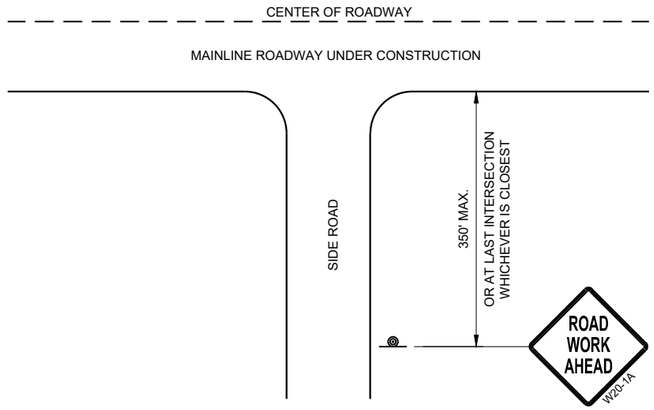
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

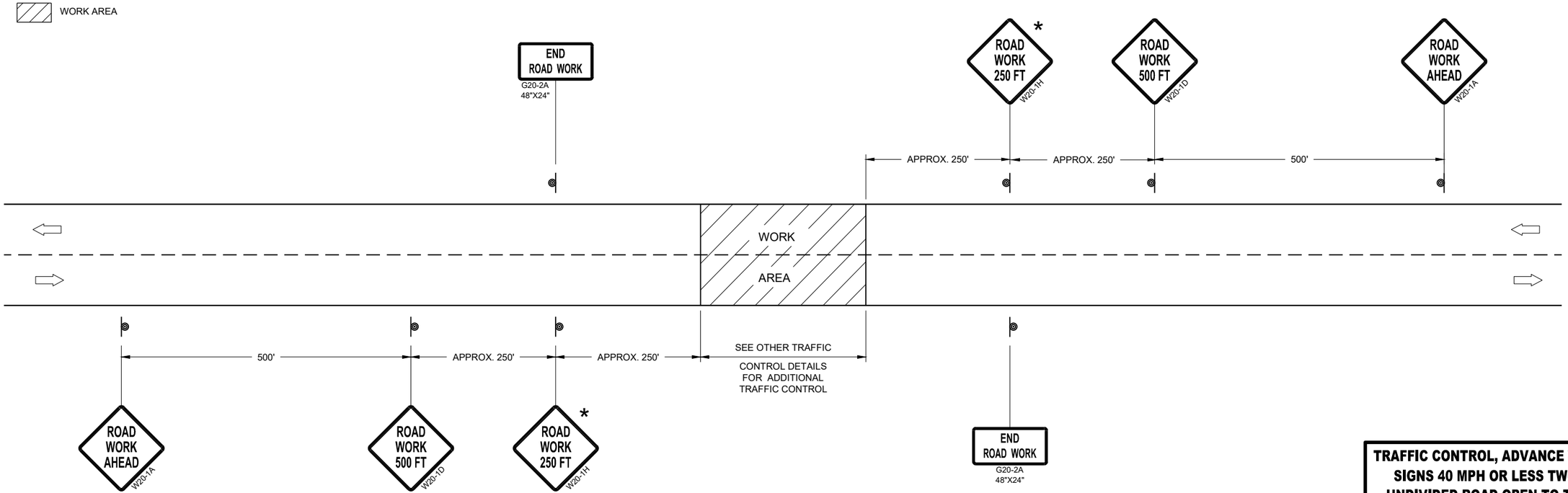
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



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

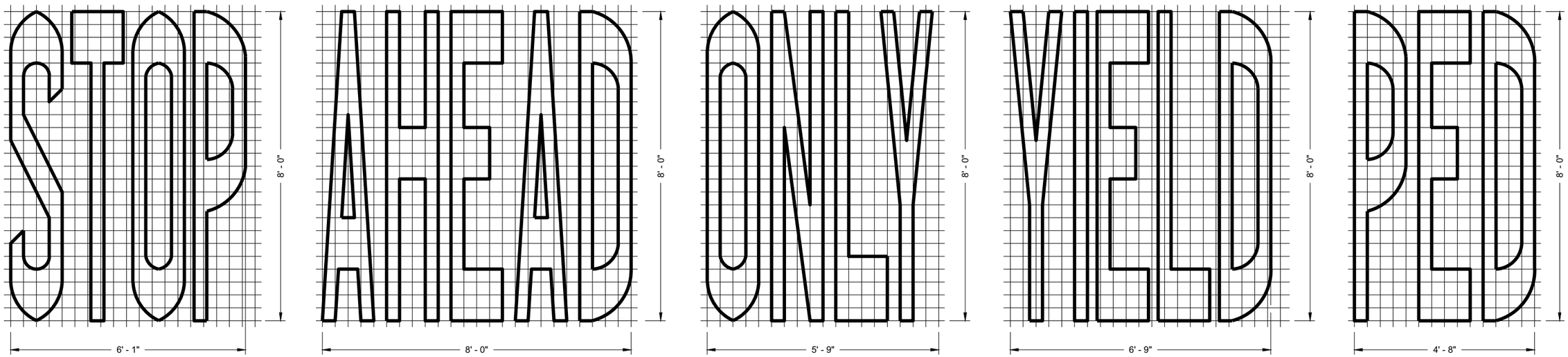
APPROVED
July 2018
DATE

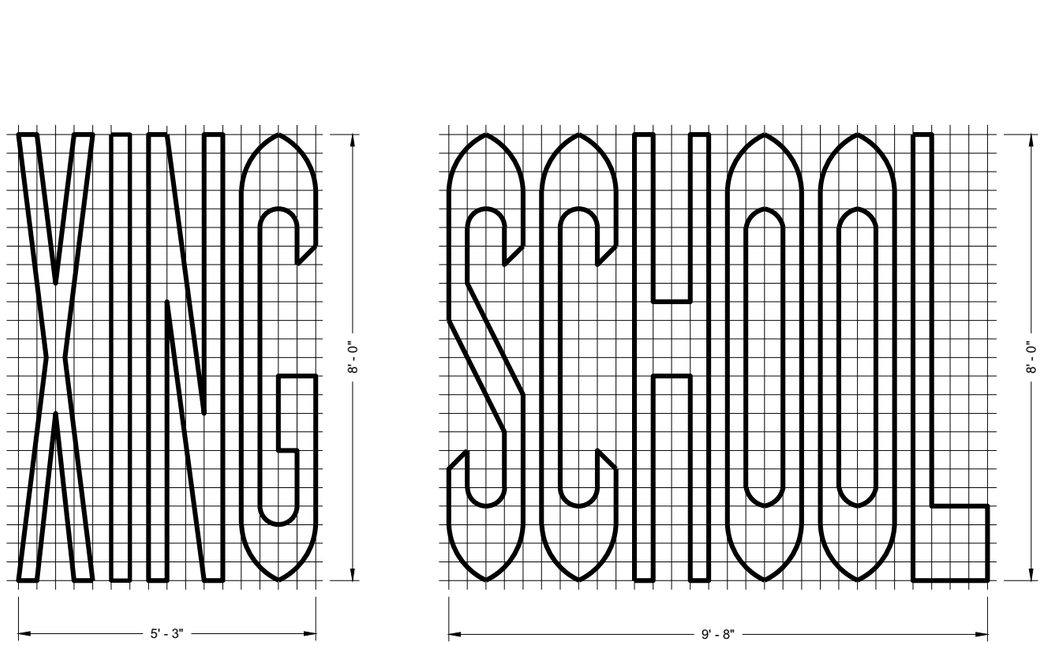
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

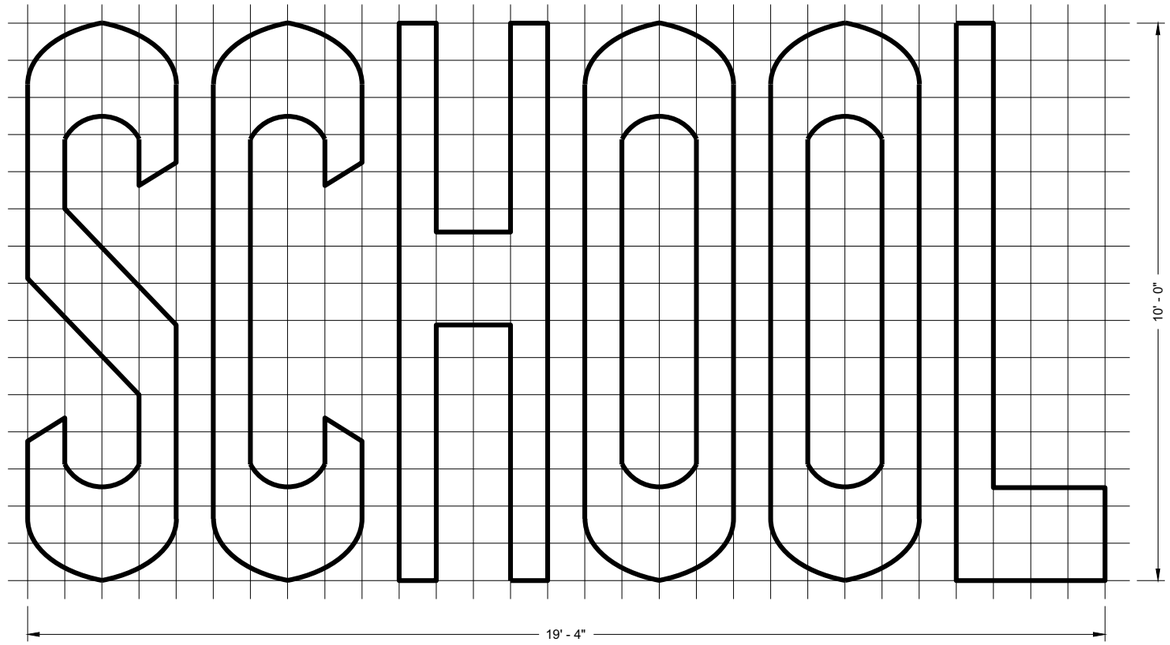
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SDD 15C05 - 05





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

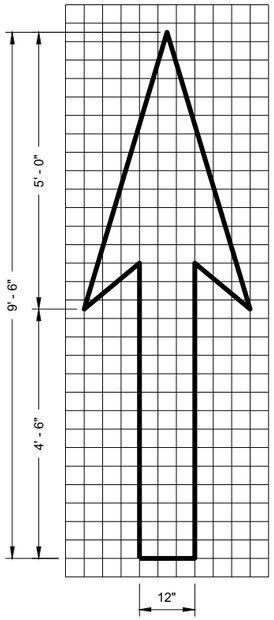
FHWA

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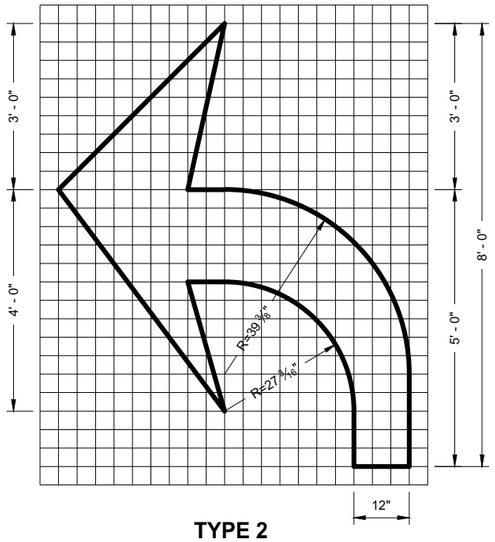
SDD 15C07 - 15b

GENERAL NOTES

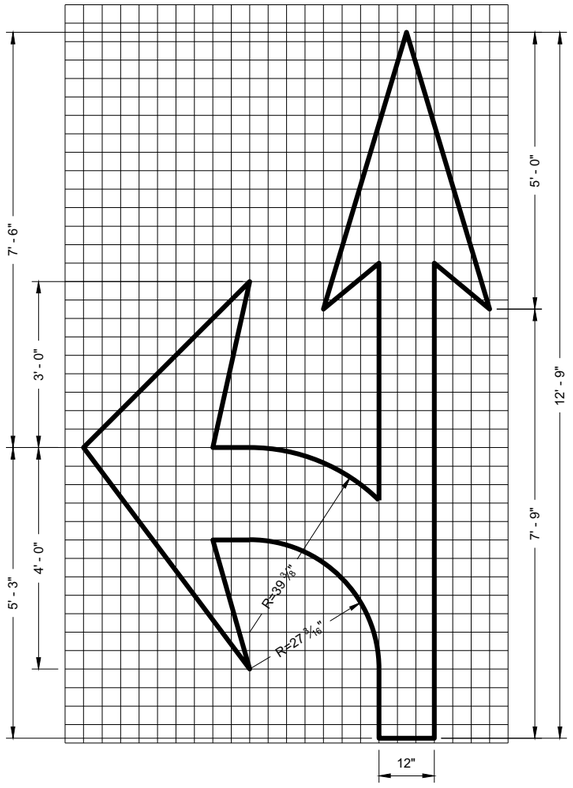
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



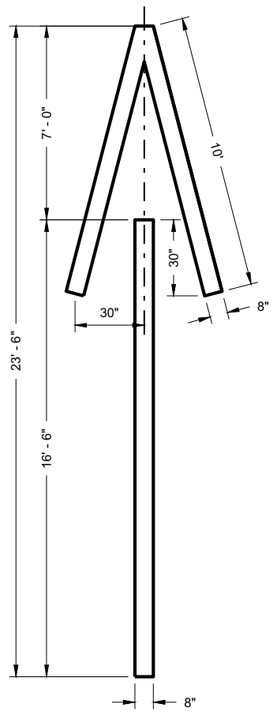
TYPE 1



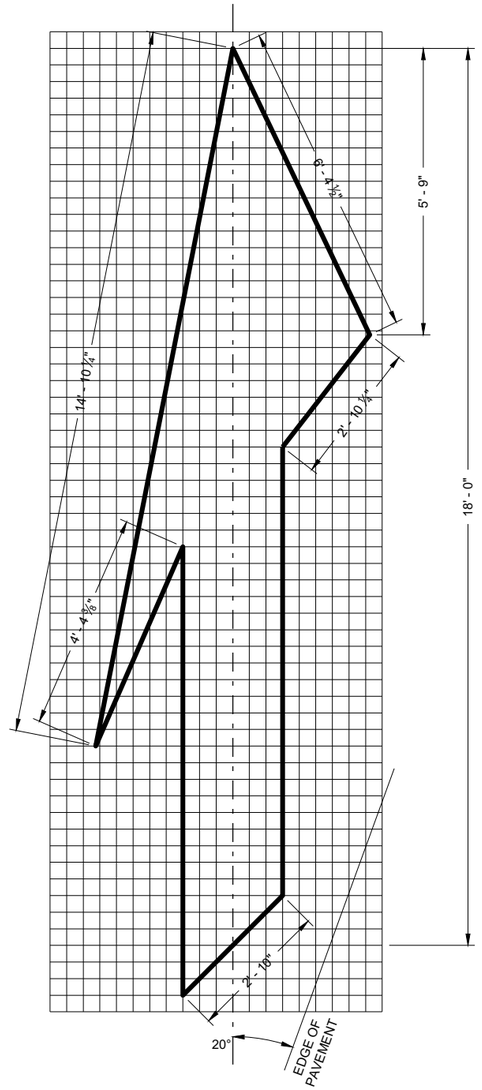
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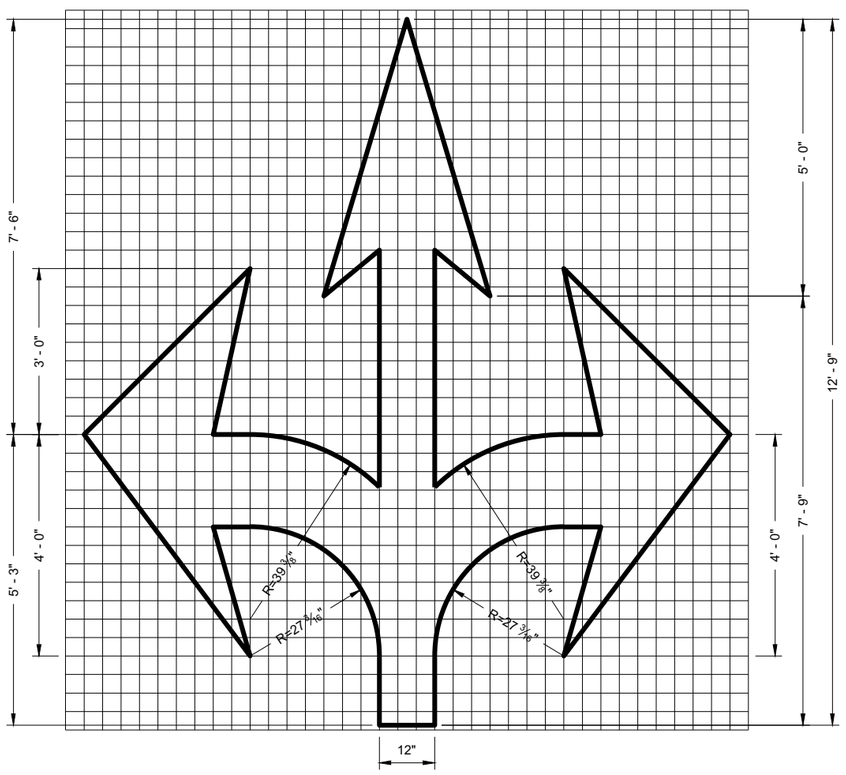
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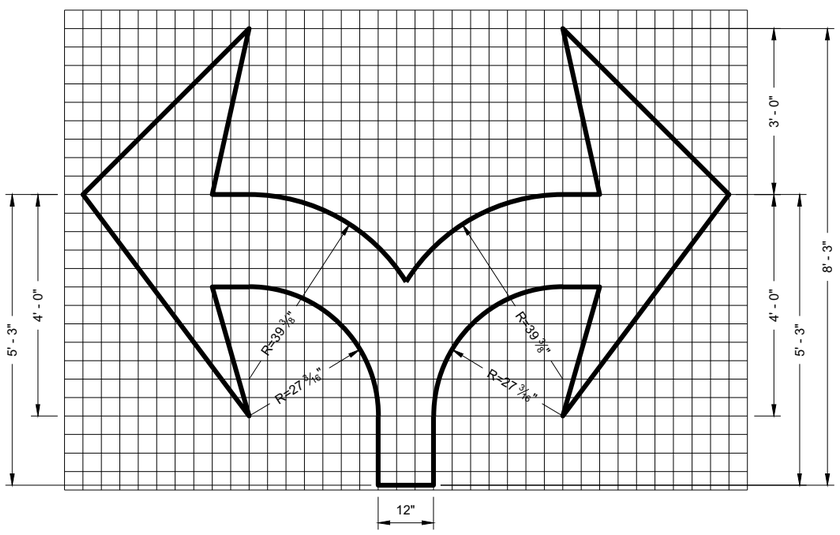
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

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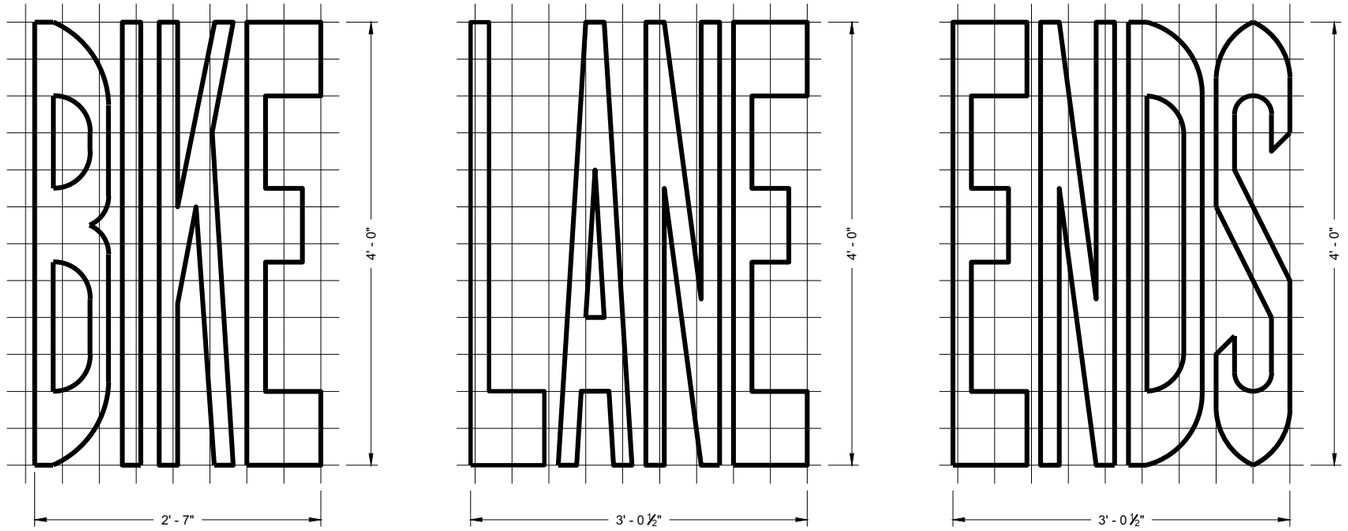
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SDD 15C07 - 15c

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SDD 15C07 - 15c

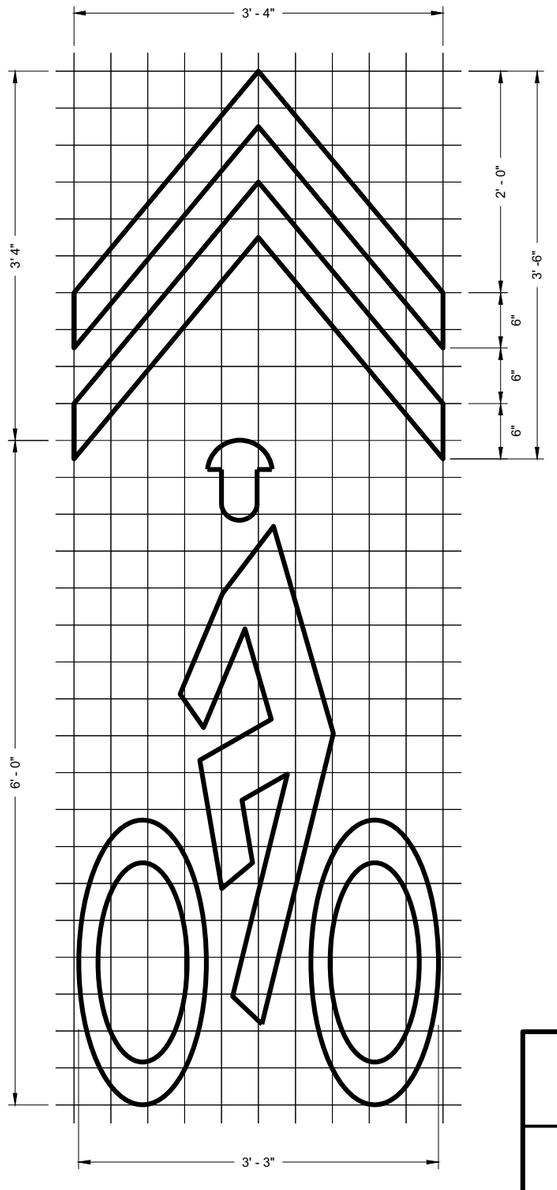
SDD 15C7-e Pavement Marking For Bike Lanes

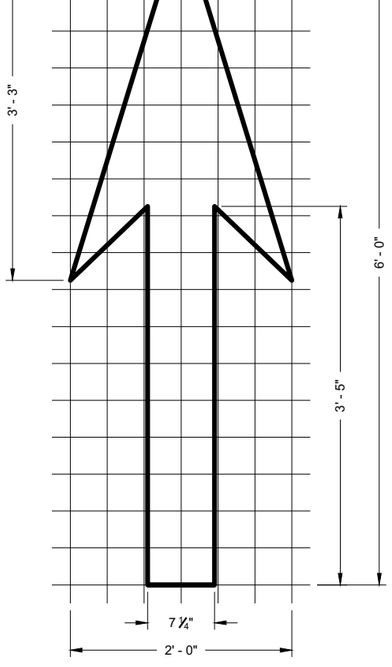


BIKE LANE WORDS

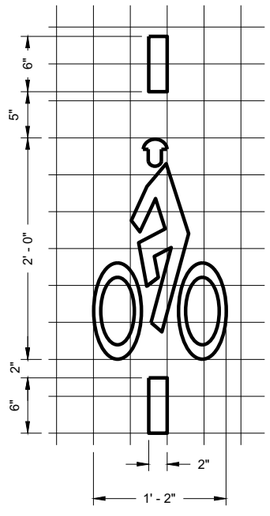
GENERAL NOTES

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.

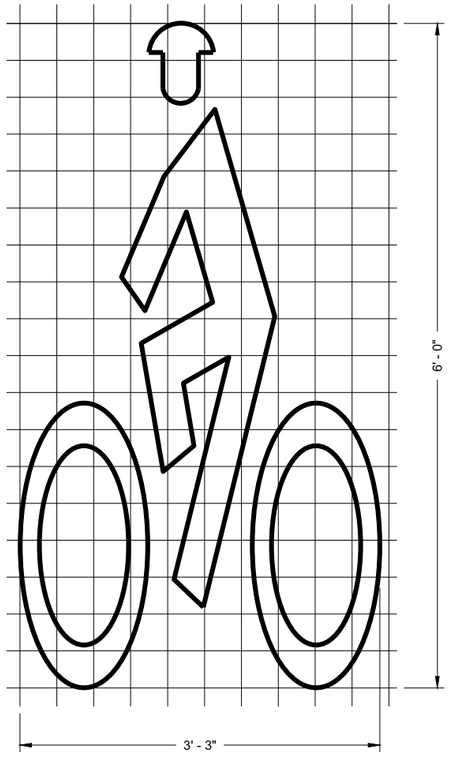




BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
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DATE

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SDD15C07 - 15e

* 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

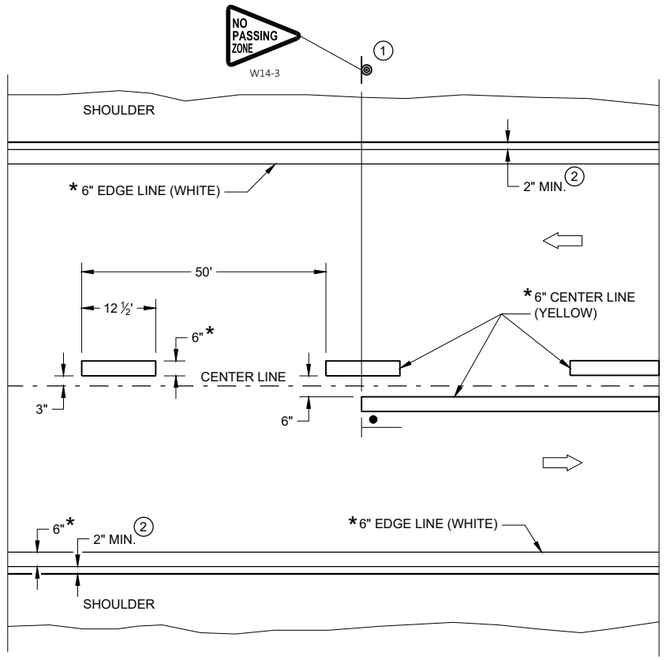
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

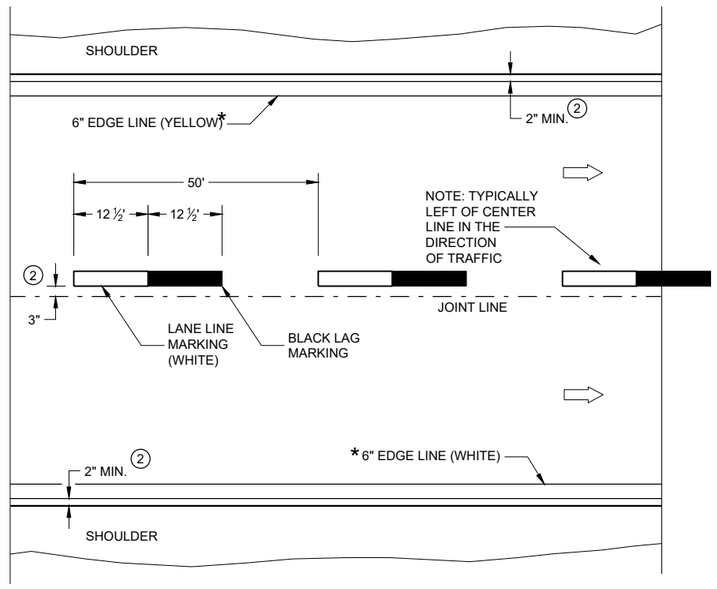
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

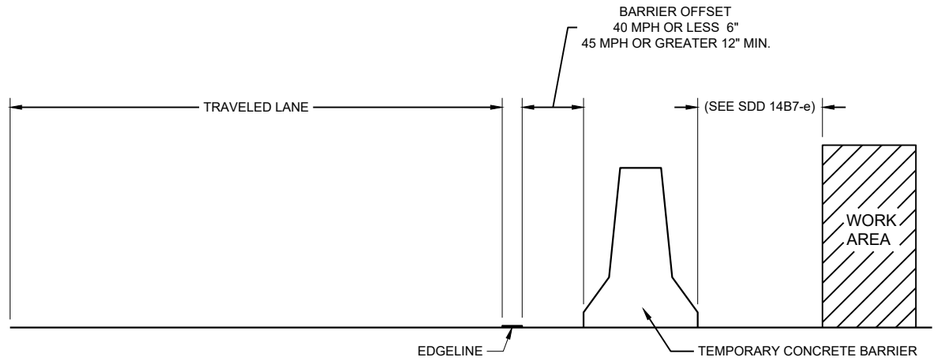
PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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May 2023 — DATE
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SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

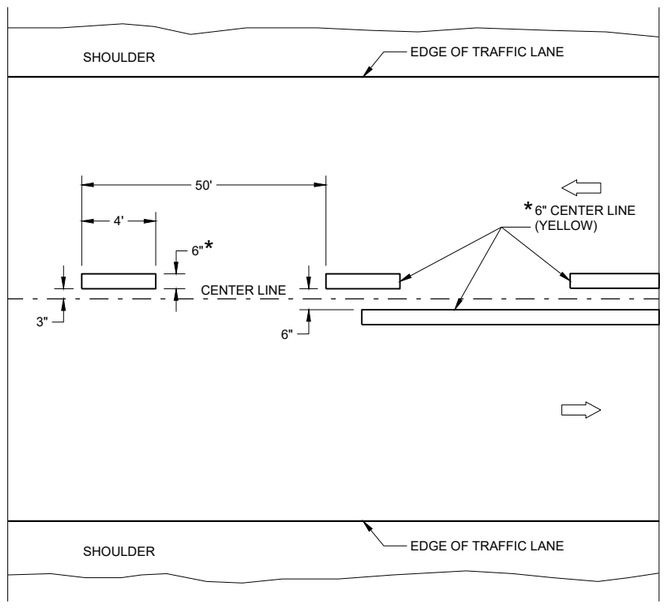
GENERAL NOTES

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

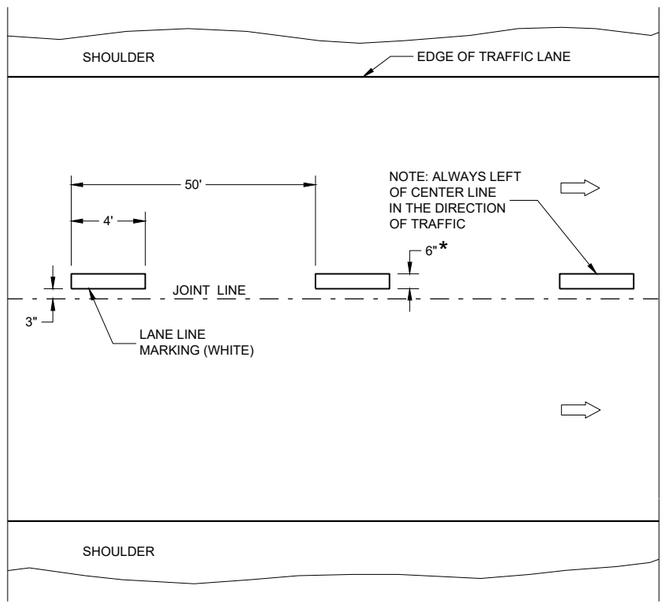
LEGEND

⇨ DIRECTION OF TRAFFIC

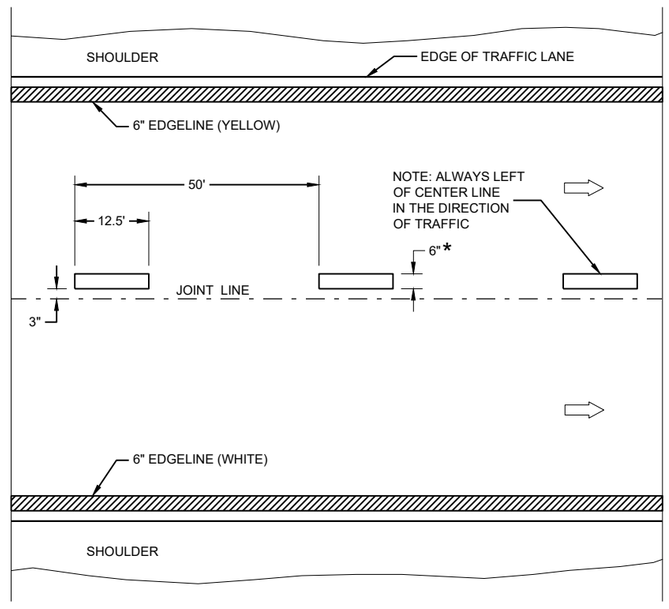
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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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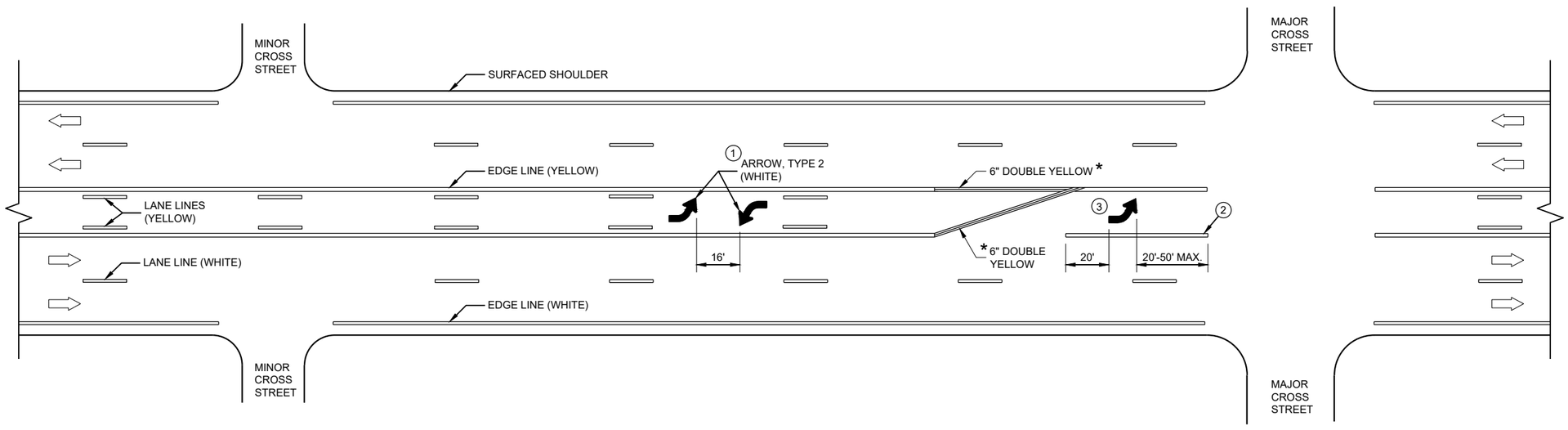
SDD 15C08-23b

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



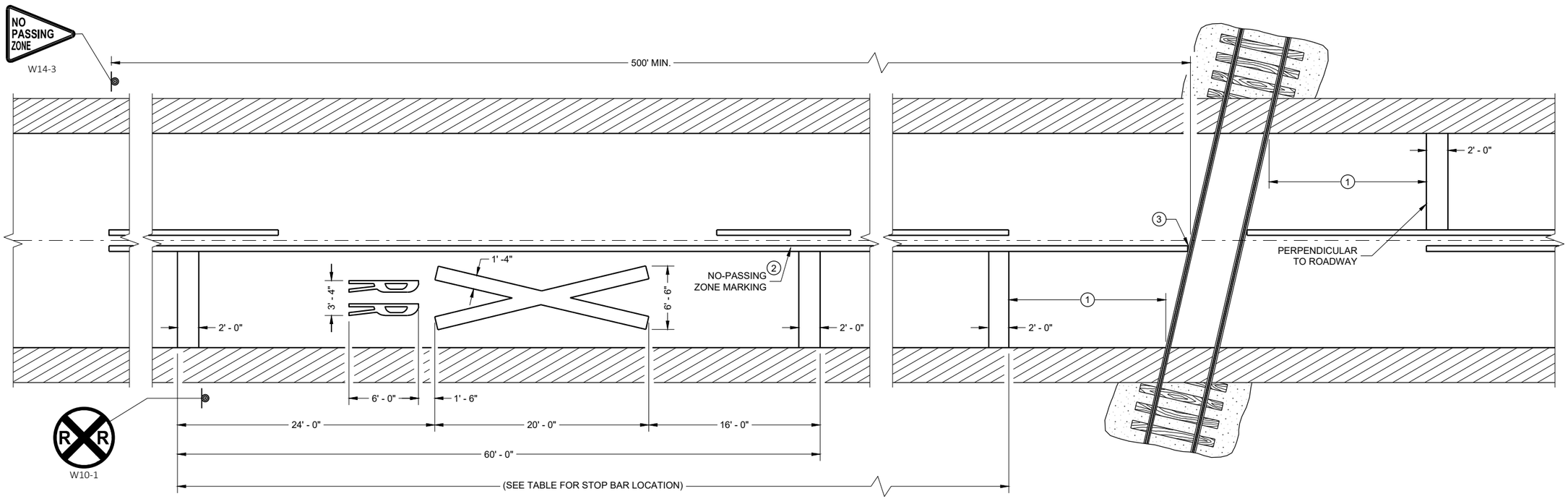
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

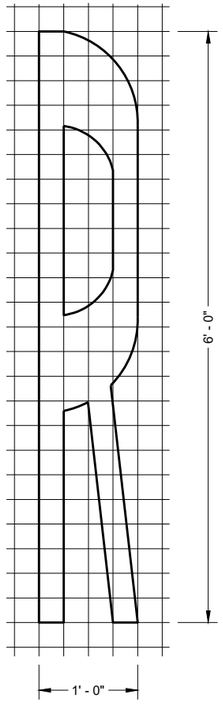
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 291

SDD 15C08-23c

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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

APPROVED
May 2023 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR ENGINEER

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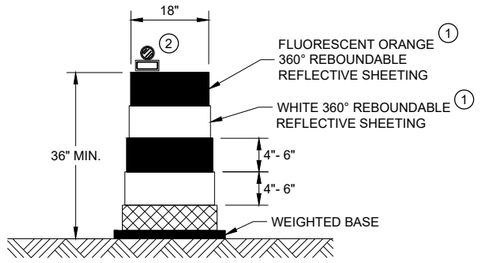
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SDD 15C09-13a

SDD 15C09-13a

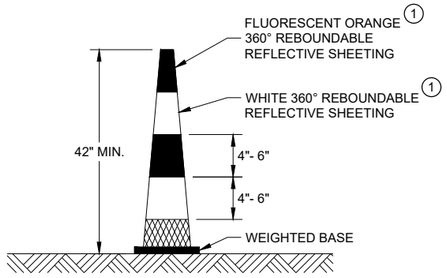
GENERAL NOTES

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

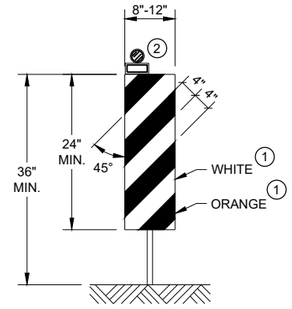
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

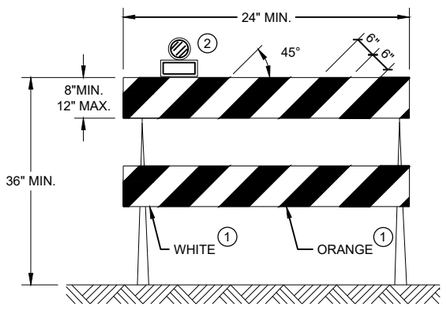
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



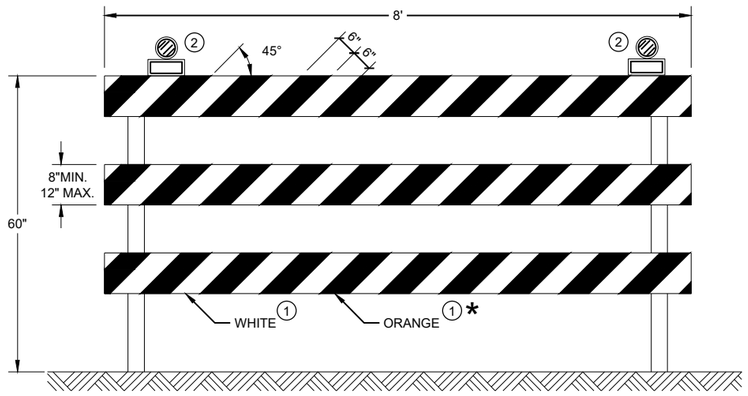
VERTICAL PANEL

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 ENGINEER

FHWA

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SDD 15C11 - 10b

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SDD 15C11 - 10b

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

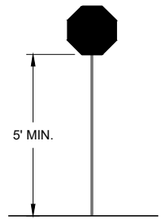
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

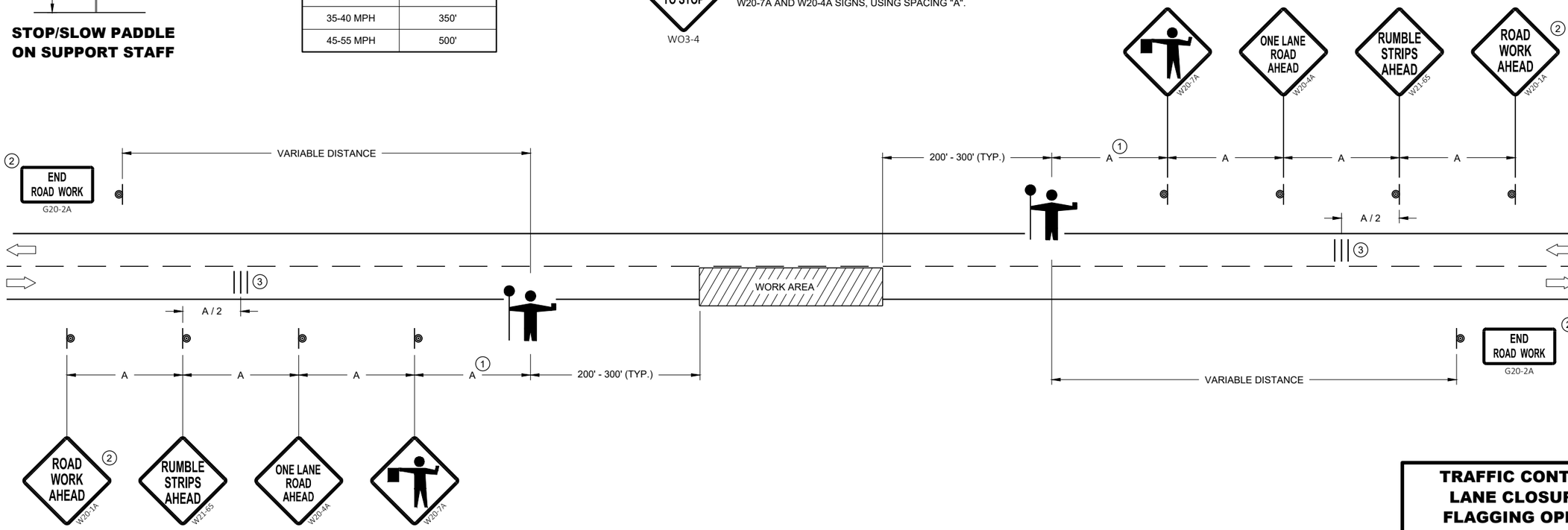
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a

GENERAL NOTES

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL CONE 42-INCH
- TRAFFIC CONTROL DRUM
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

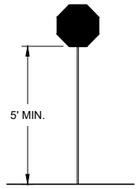
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

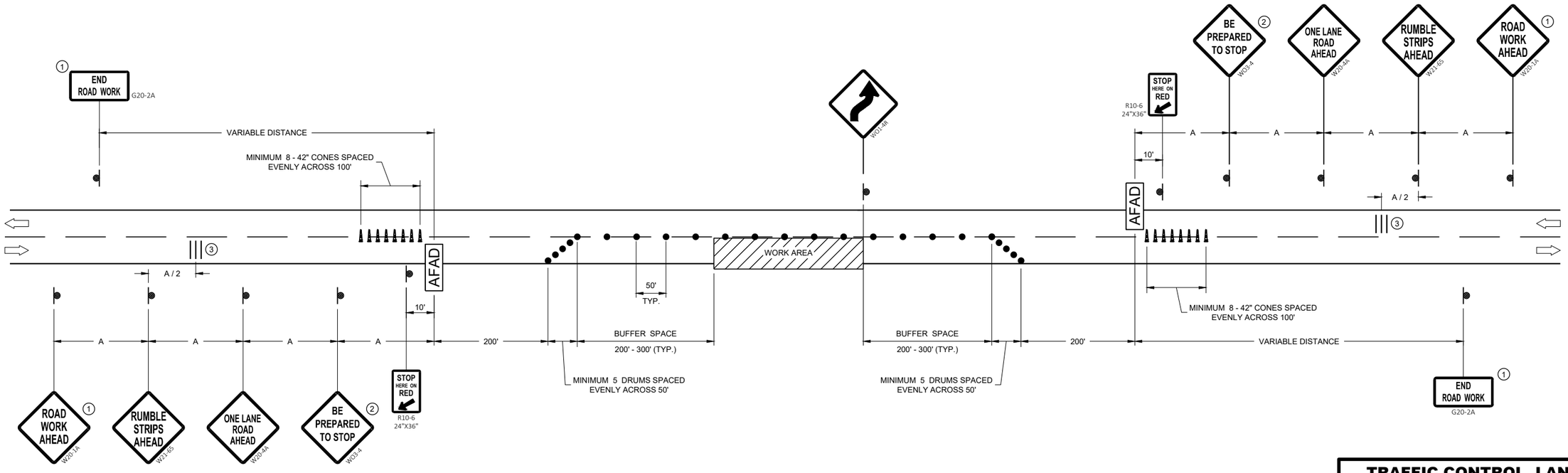
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

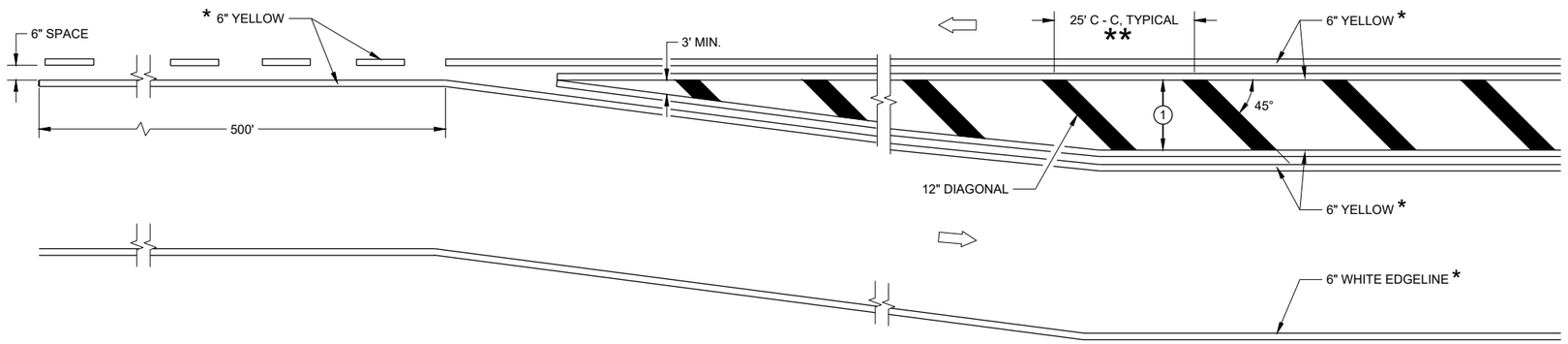
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

SDD 15C12 - 09b

6
SDD 15C12 - 09b



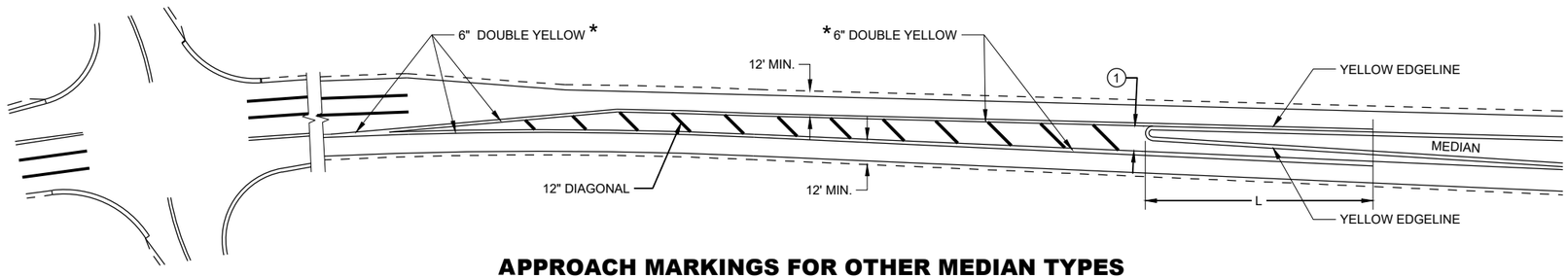
MEDIAN ISLAND DETAIL

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.

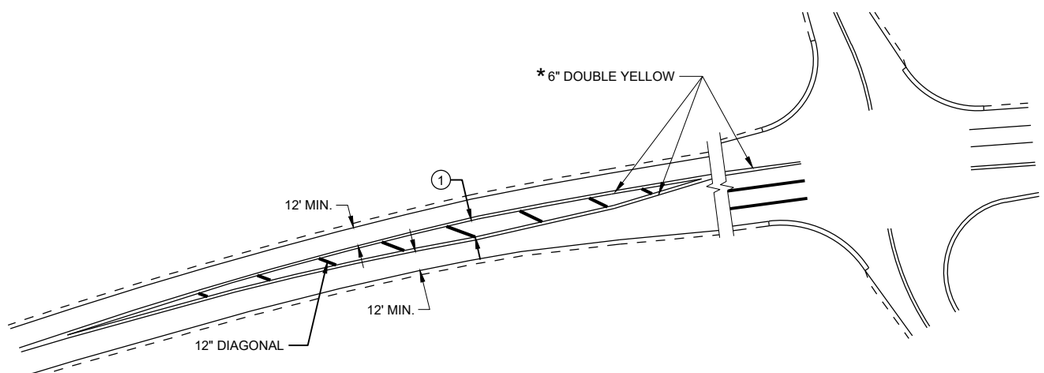
⇨ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'



NON-APPROACH MARKINGS

6

SDD 15C18-08a

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

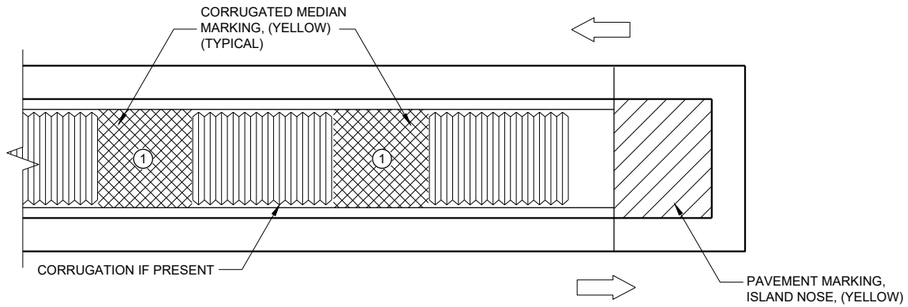
APPROVED
May 2023
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAR ENGINEER

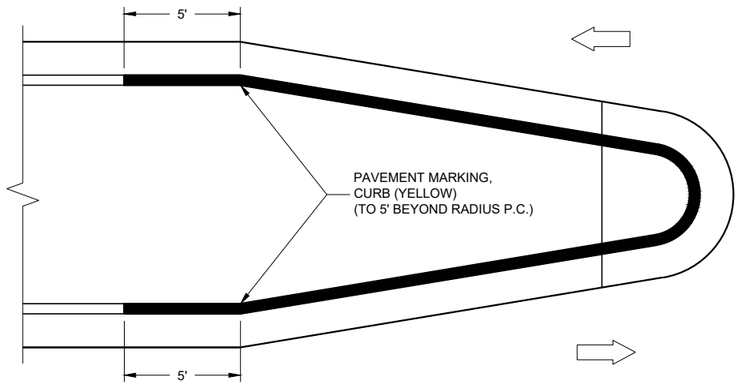
FHWA

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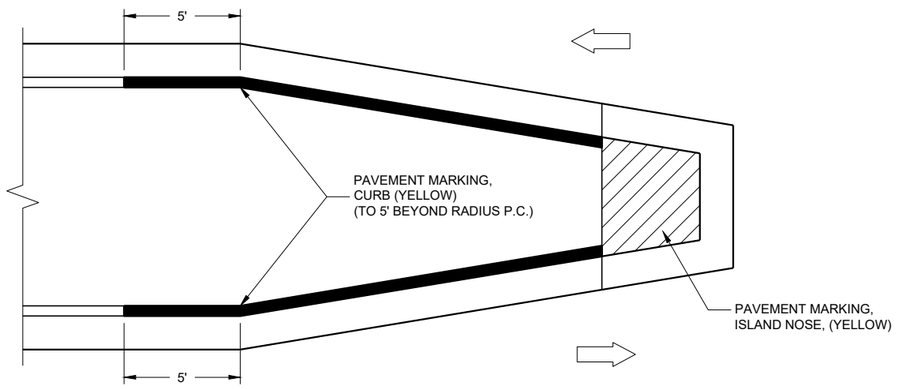
SDD 15C18-08a



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

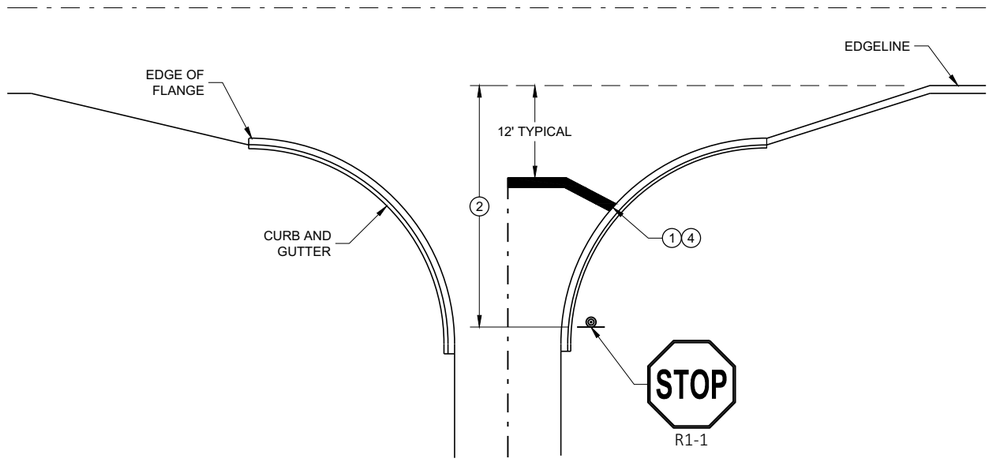
FHWA

6
SDD 15C18-08b

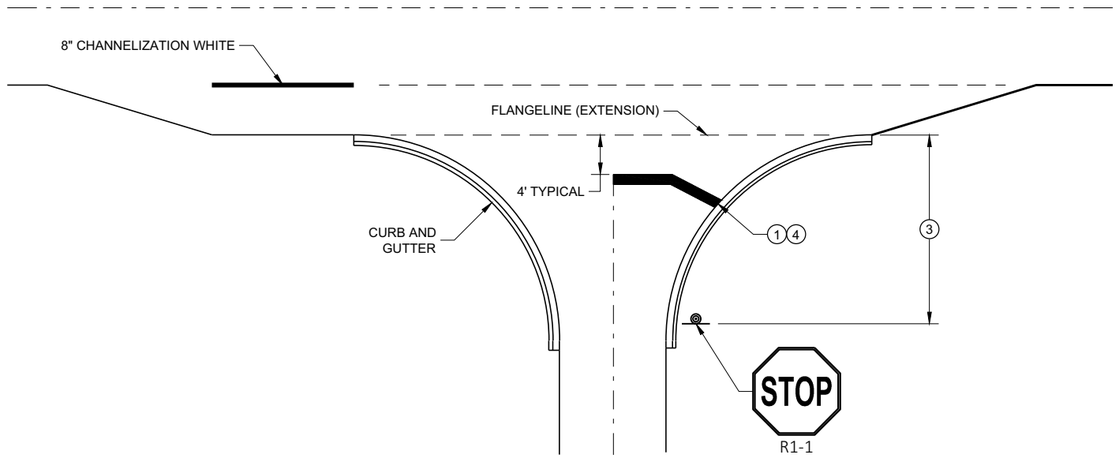
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

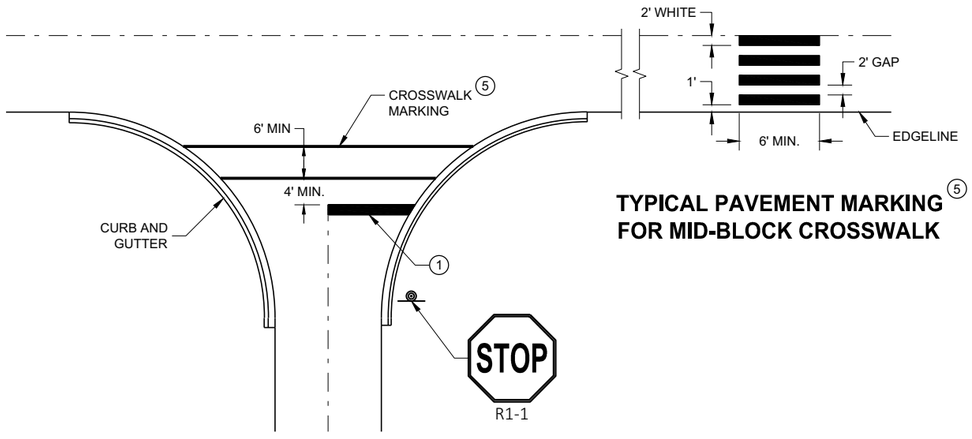
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

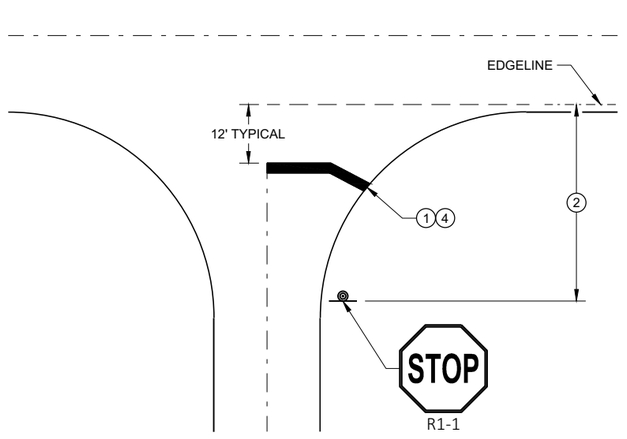


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

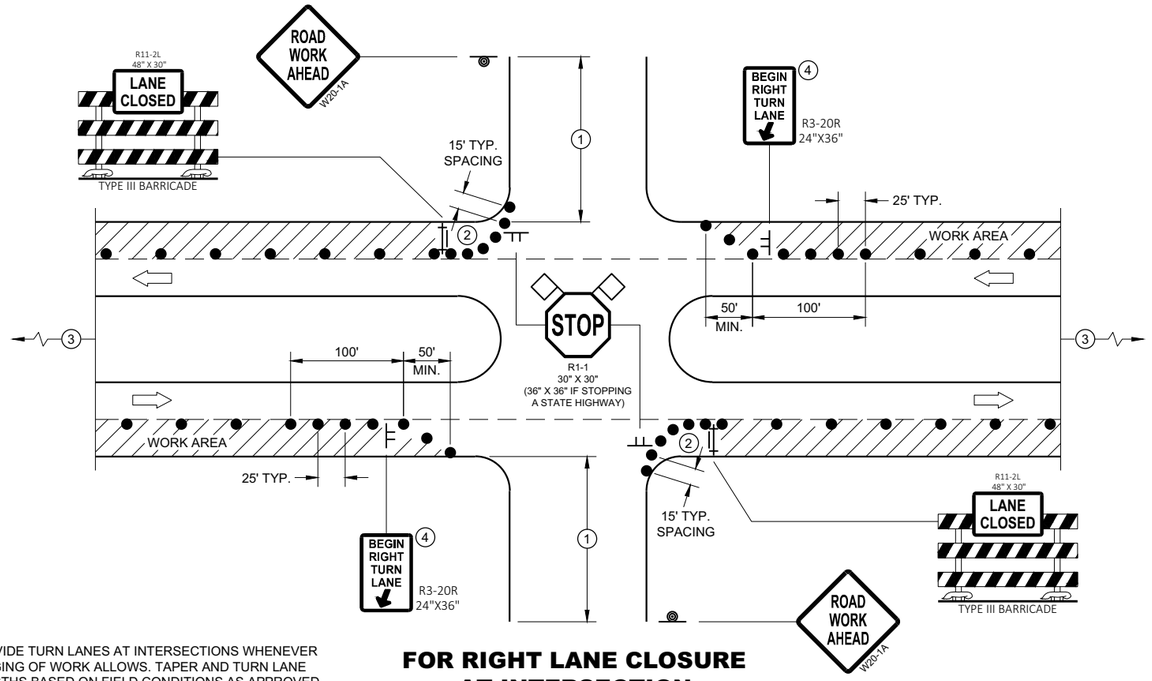
APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C33 - 04



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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.

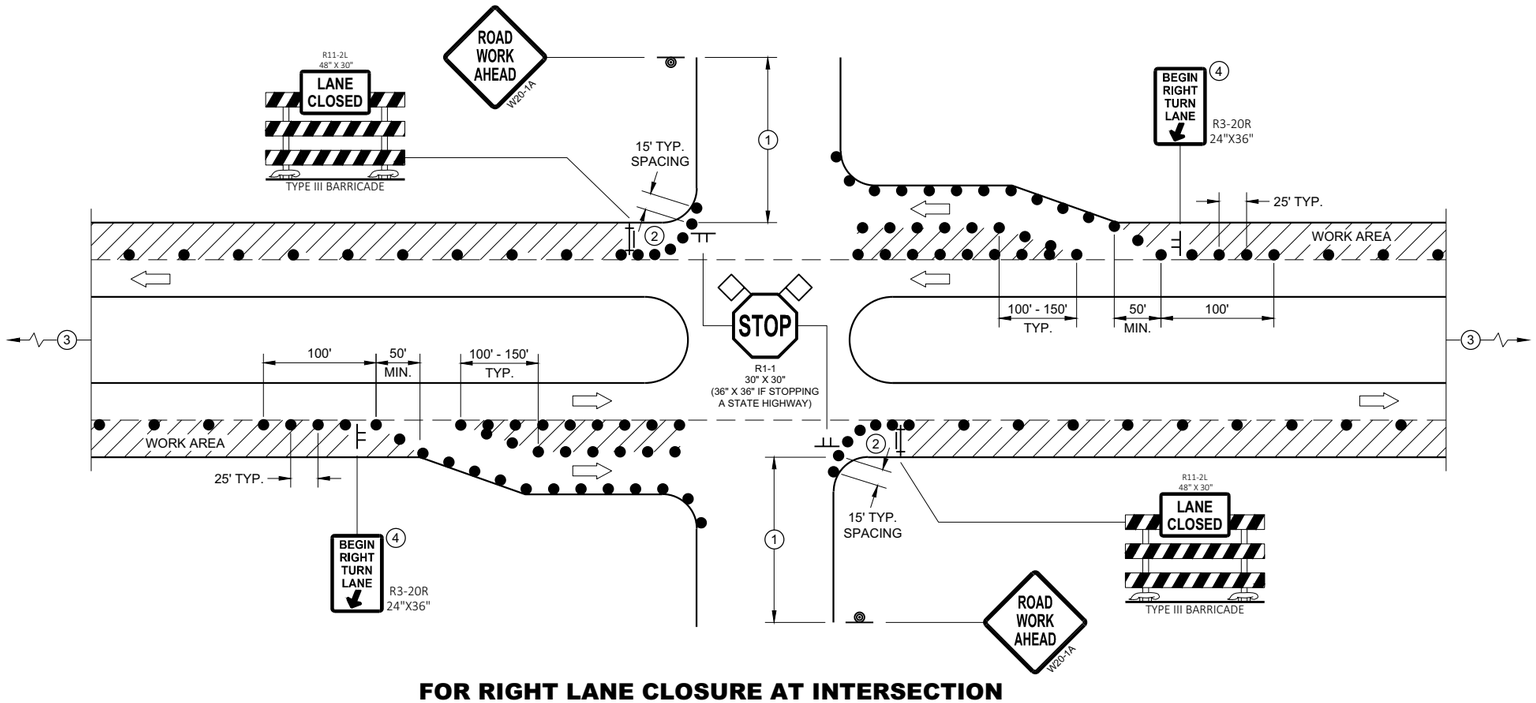
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(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)

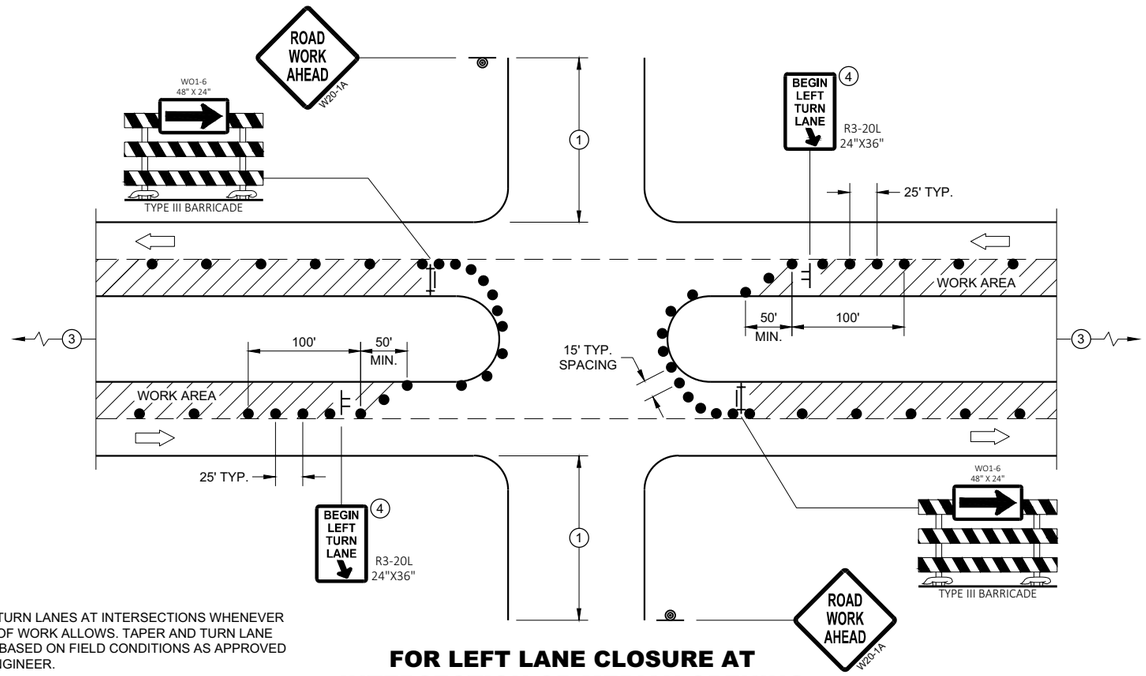
LEGEND

- 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

6

SDD 15D21 - 07a



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.

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.

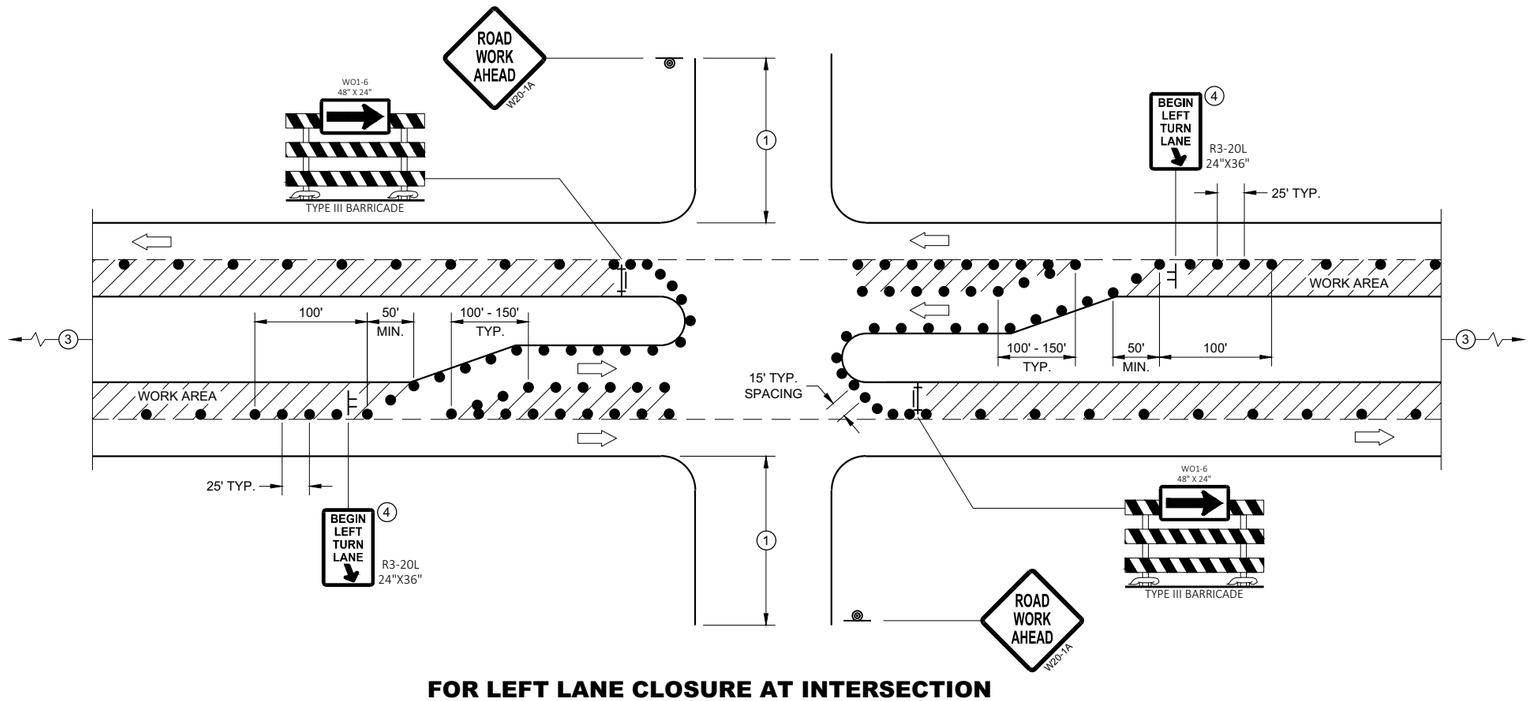
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(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 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

300

FHWA

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.

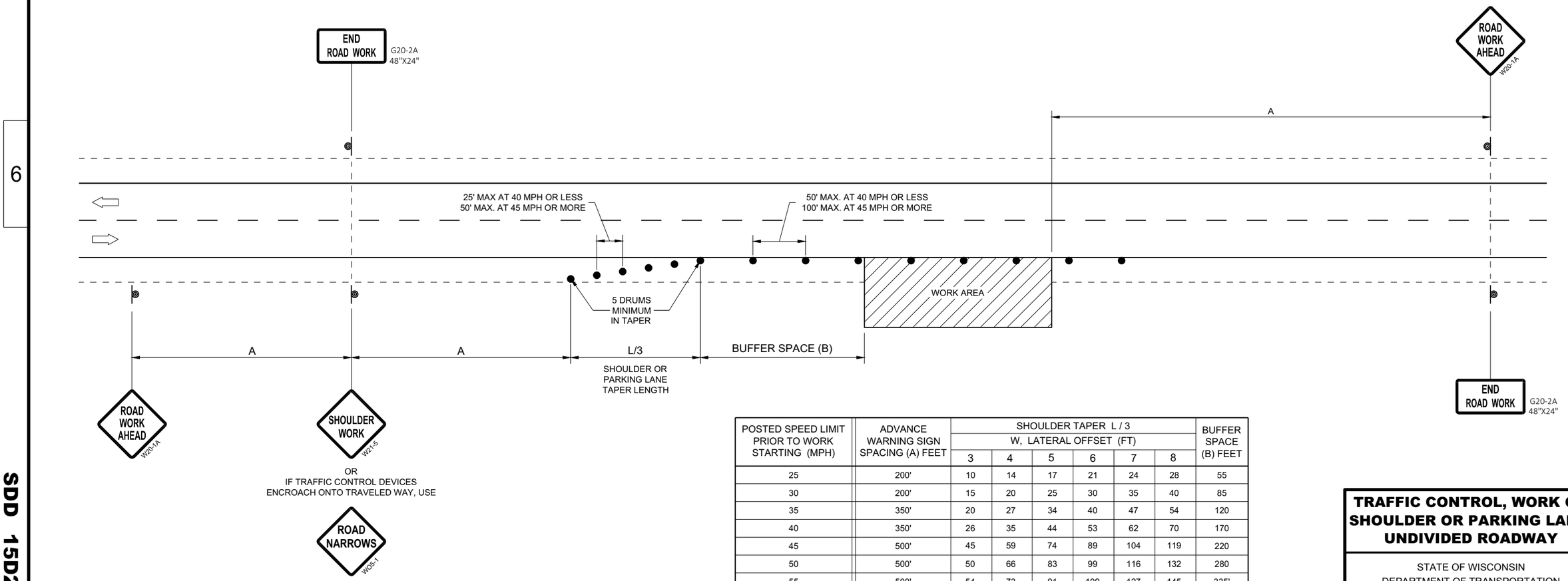
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

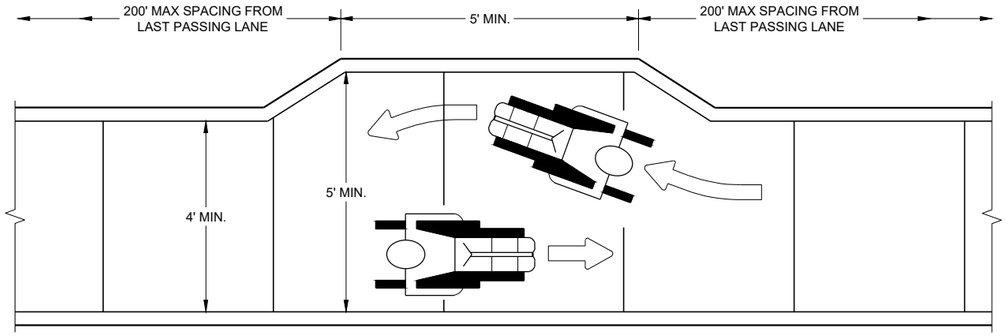
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

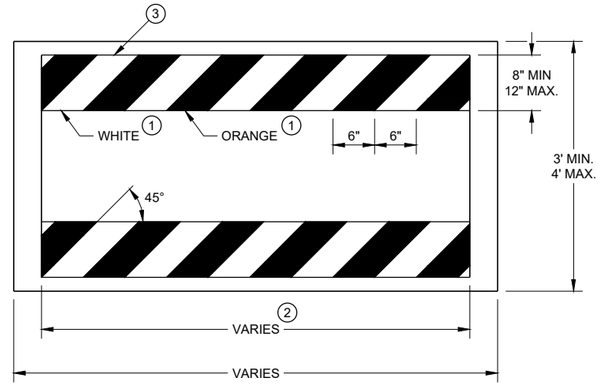
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

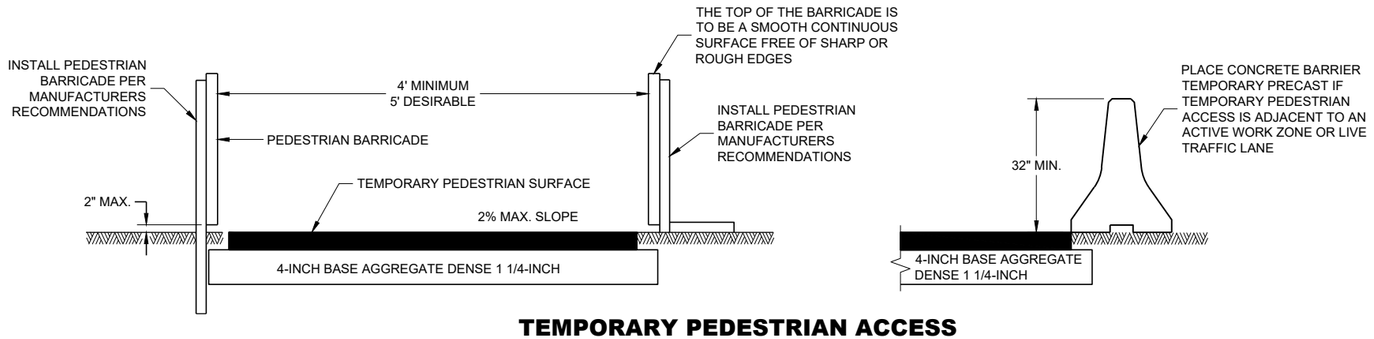
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

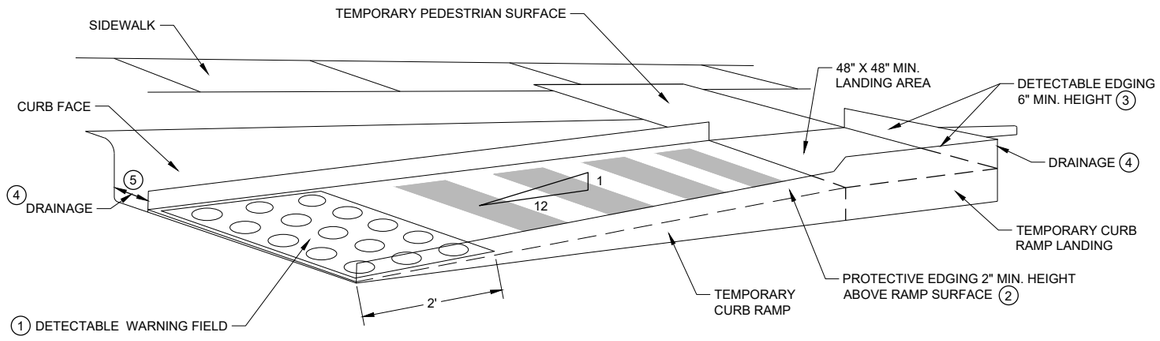
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6

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.

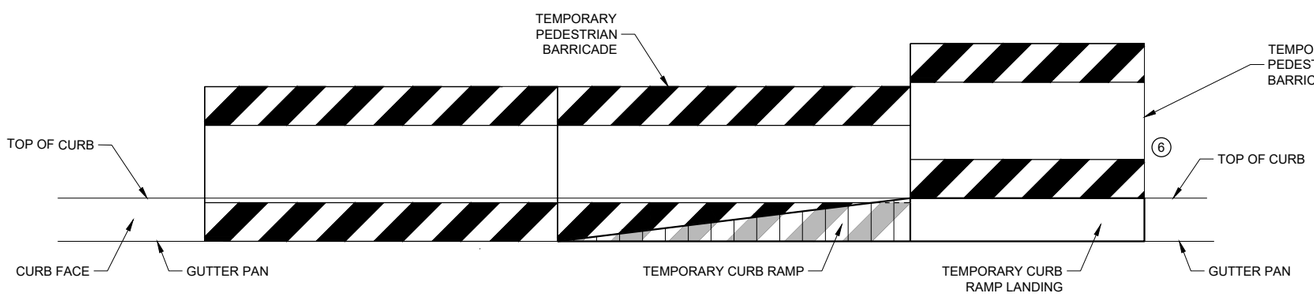
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

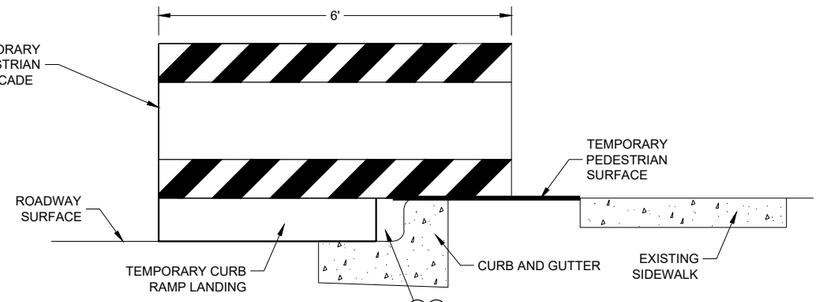
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(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

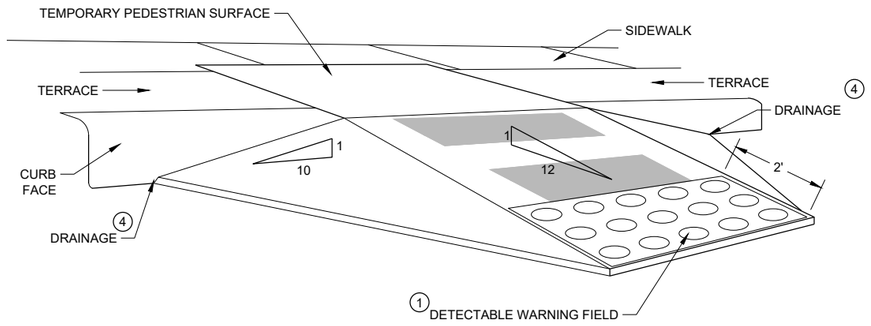
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

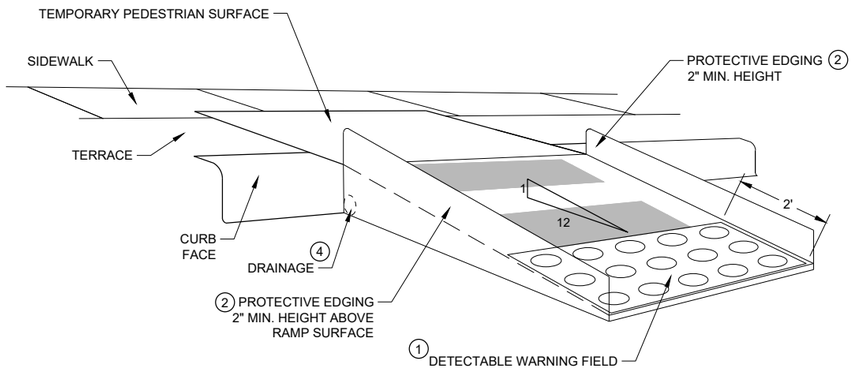
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

GENERAL NOTES

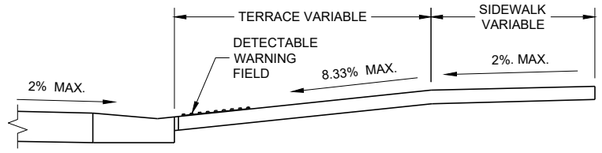
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

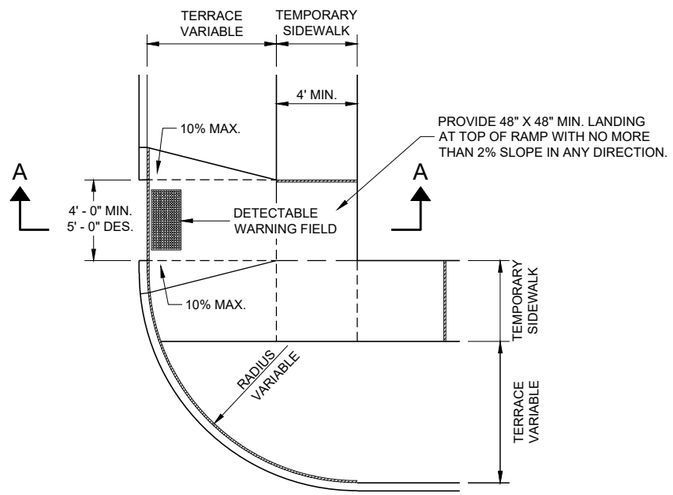
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

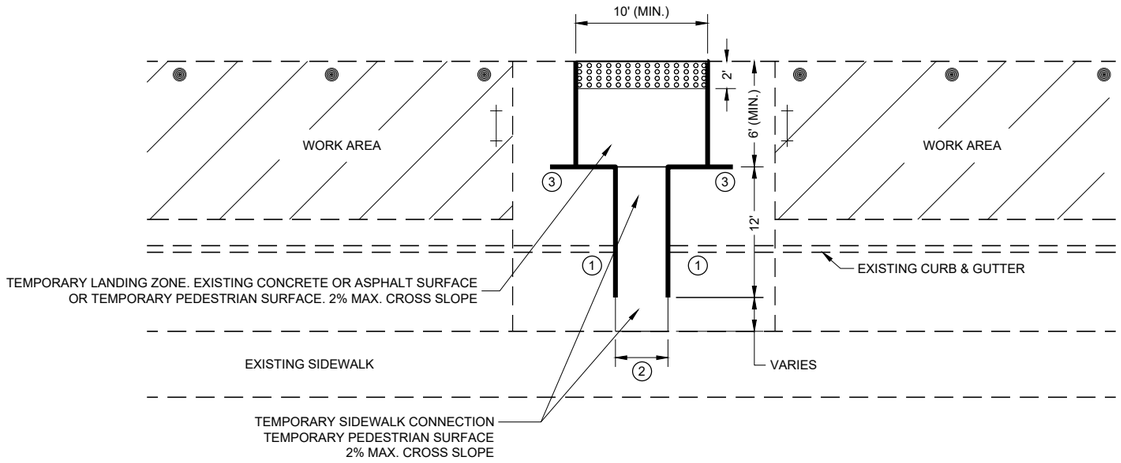
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

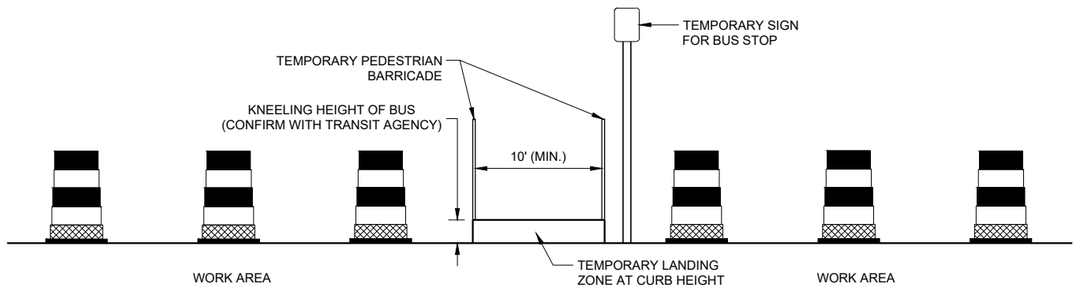
APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D30-09d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

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TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

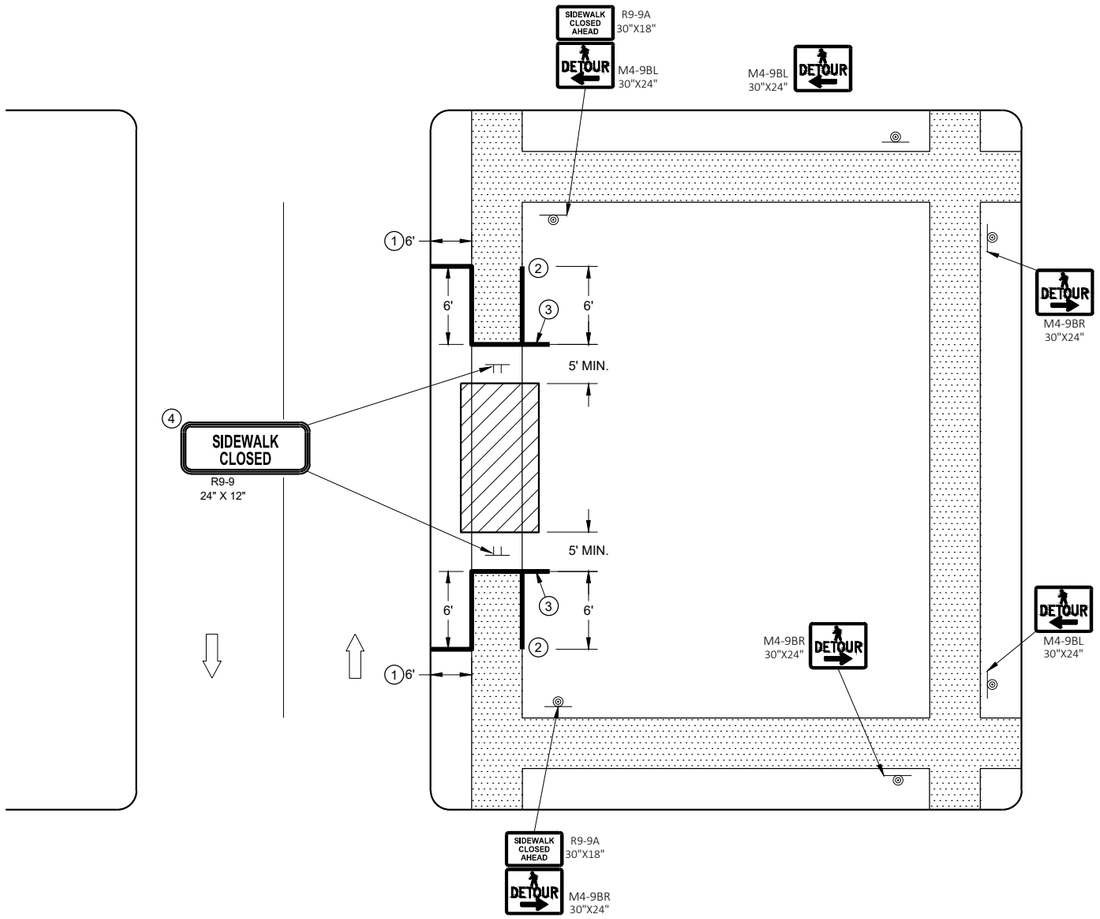
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

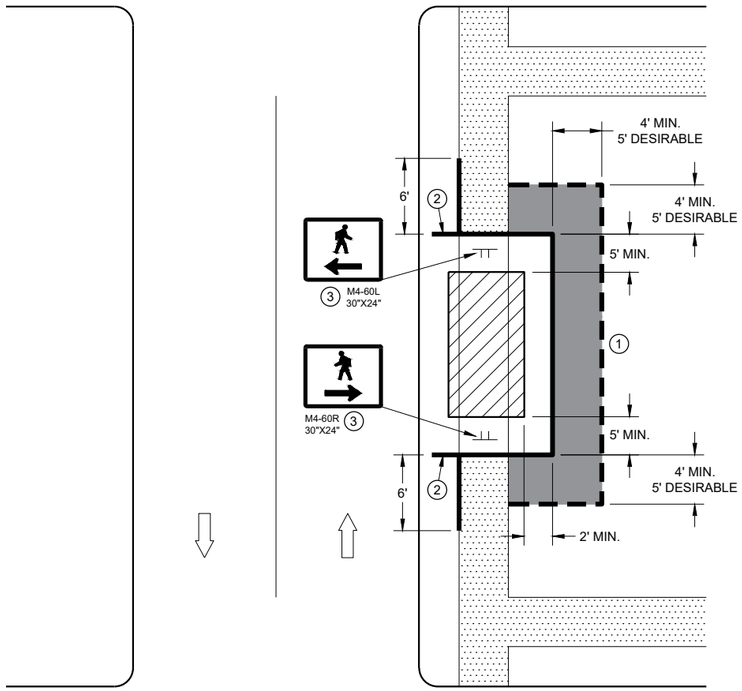
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

6

SDD15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

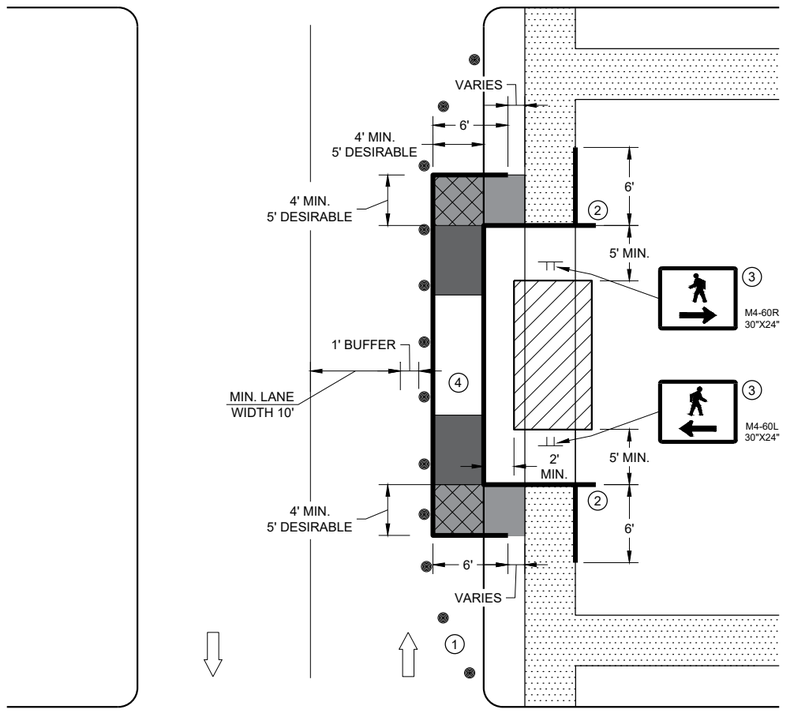
GENERAL NOTES

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.

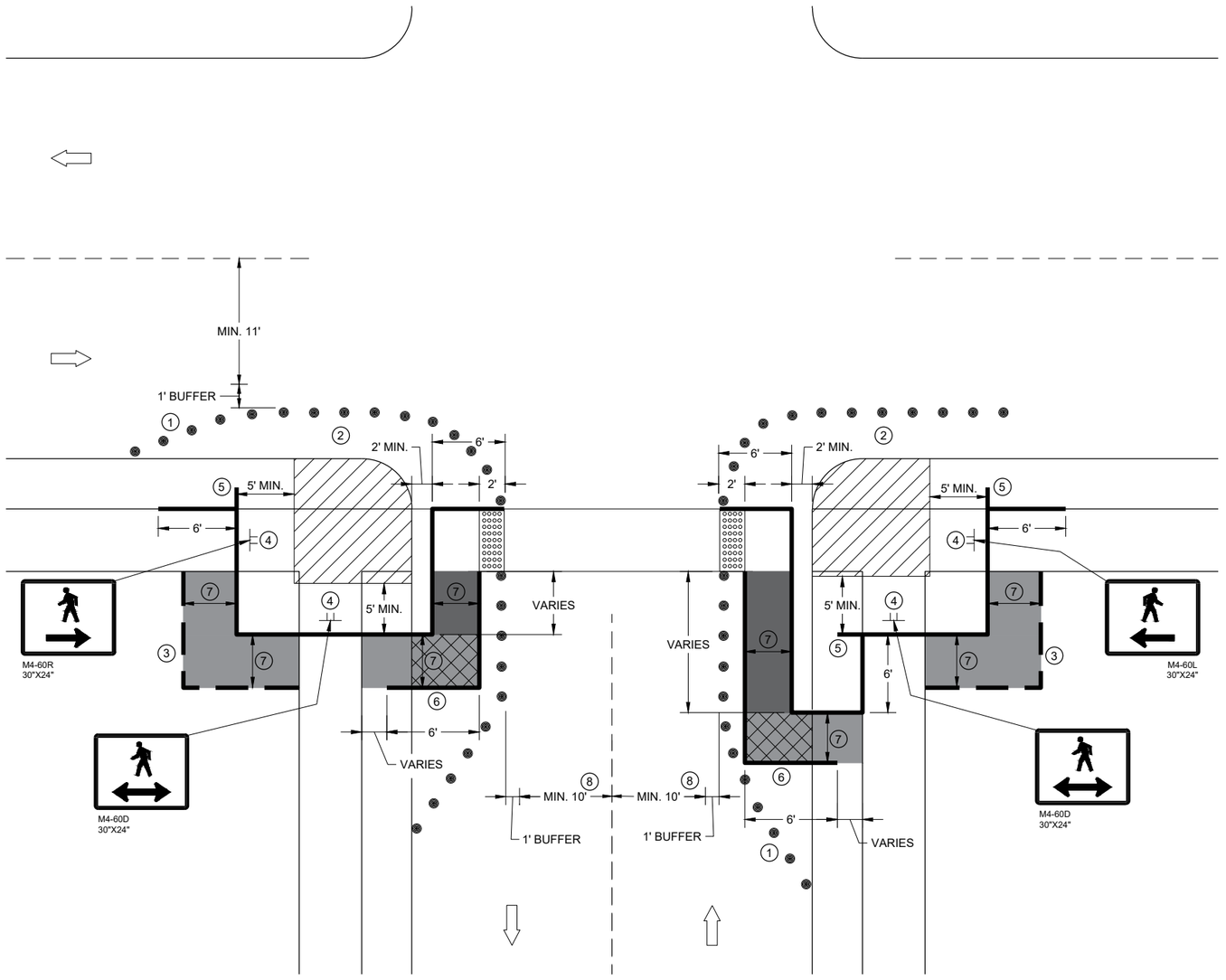


SIDEWALK DIVERSION, SINGLE SIDE

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.

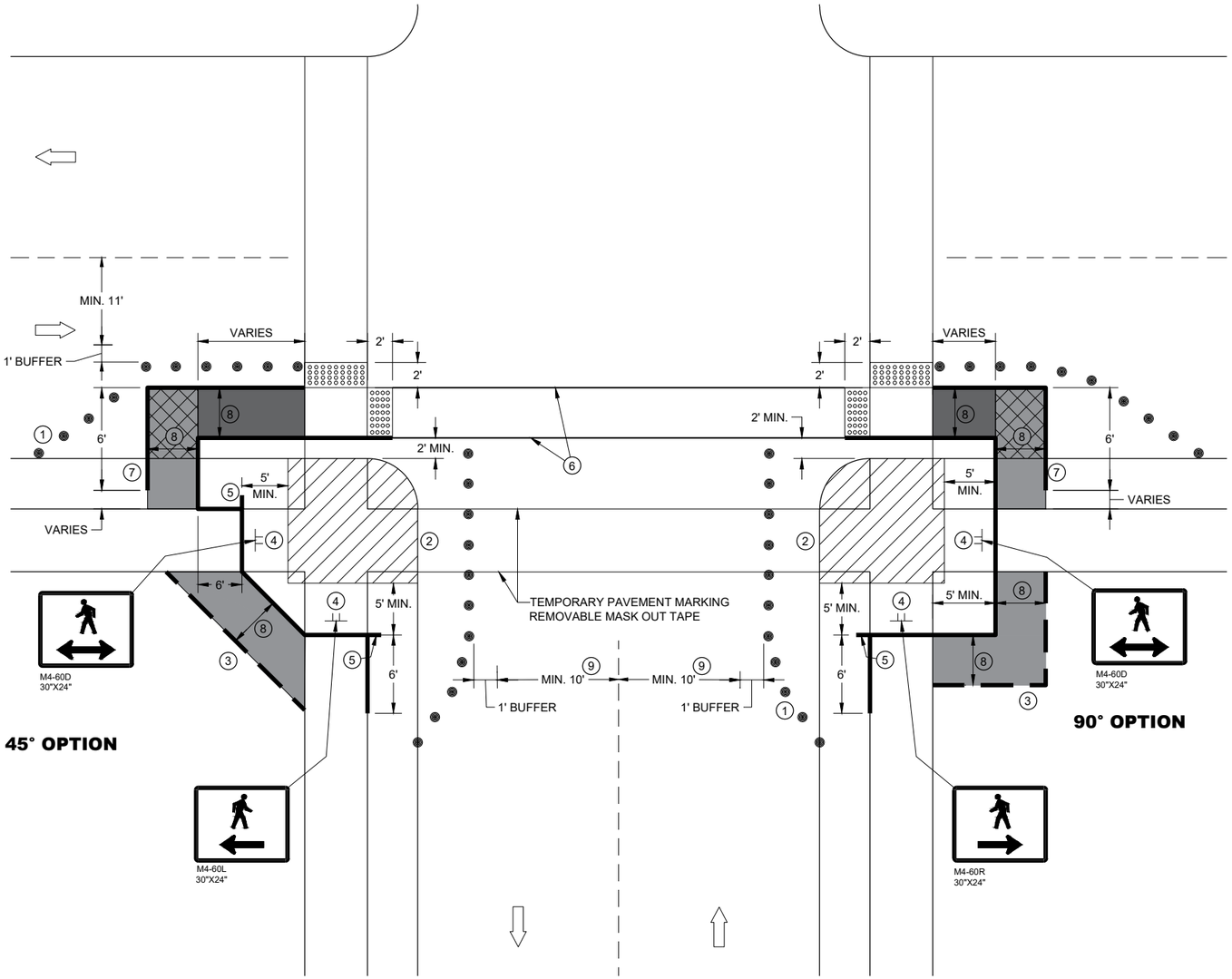
LEGEND

- 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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09i

6



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09j

6

LEGEND

SIGN ON PERMANENT SUPPORT

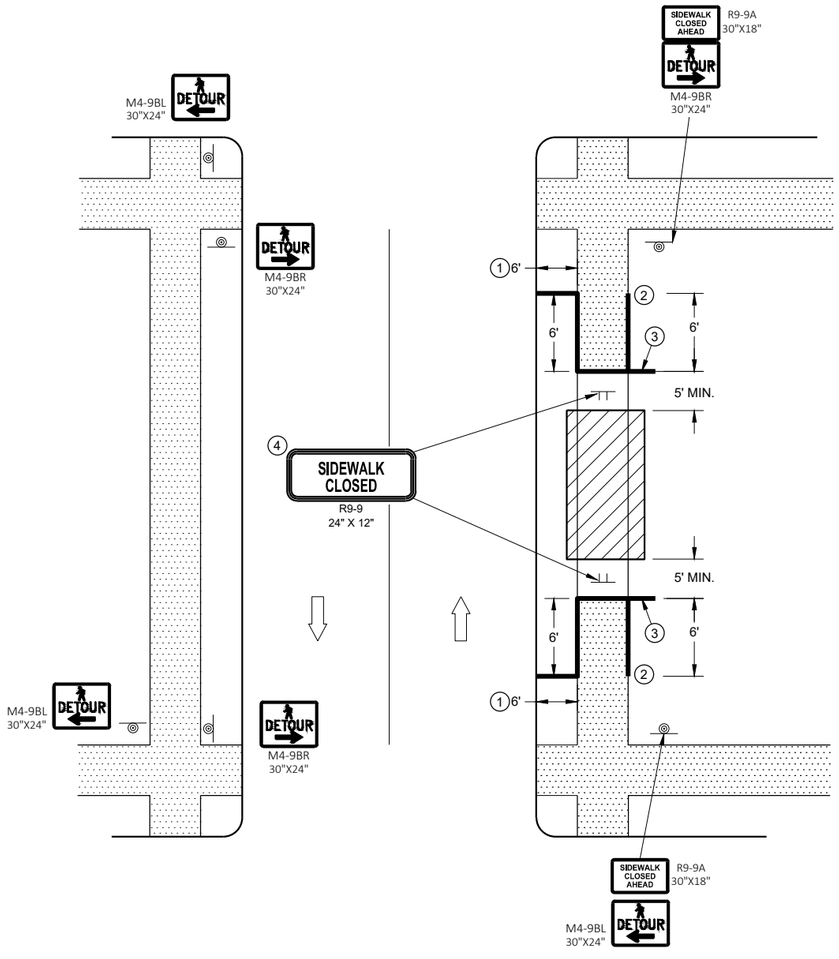
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

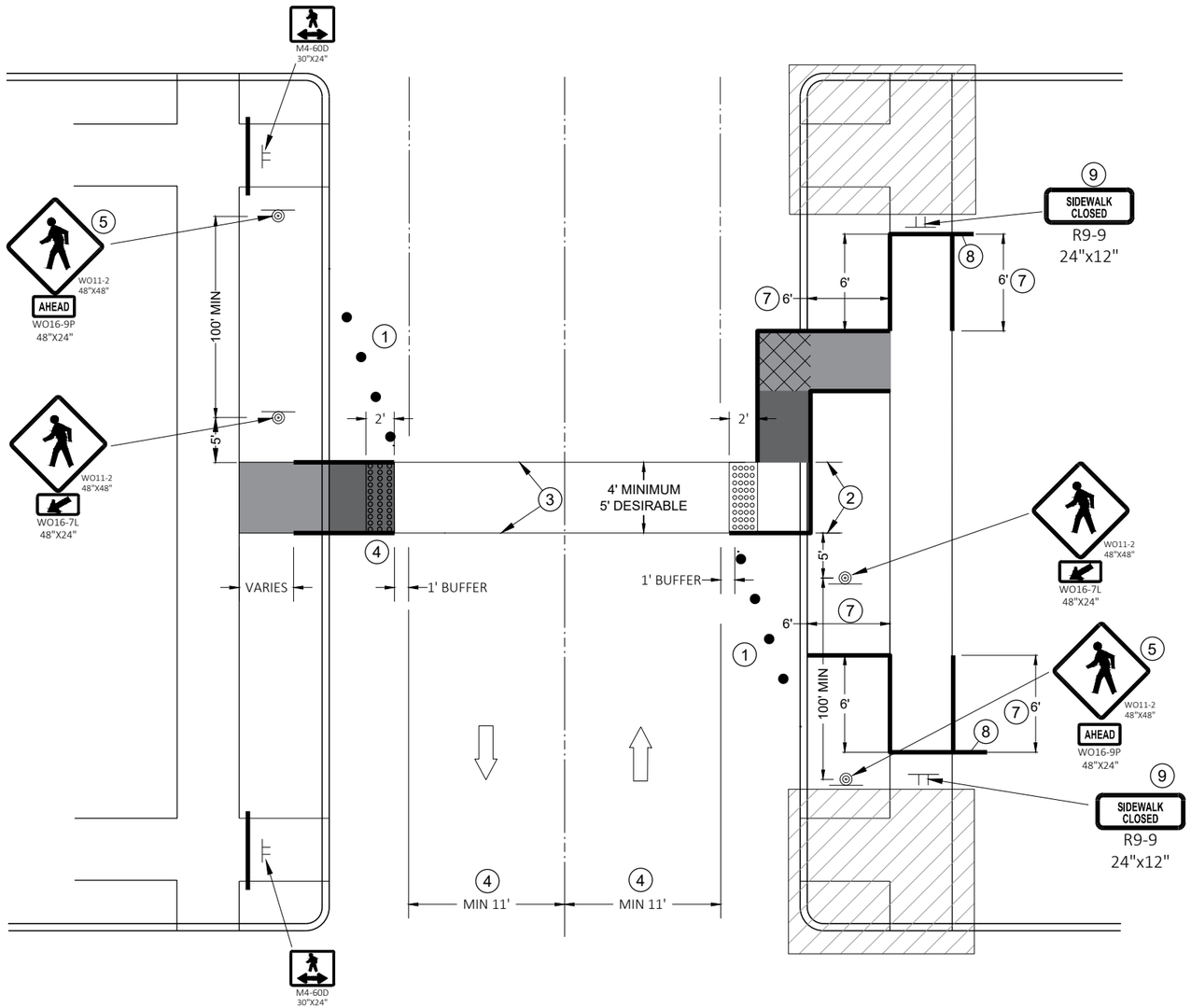
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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.



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

(1) SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) 4 FEET MINIMUM, 5 FEET DESIRABLE.

(3) WHITE 6" TEMPORARY PAVEMENT MARKING.

(4) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.

(5) IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.

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

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

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

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

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	55
30	200	75	83	90	98	105	85
35	350	102	112	123	133	143	120
40	350	133	147	160	173	187	170
45	500	225	248	270	293	315	220

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

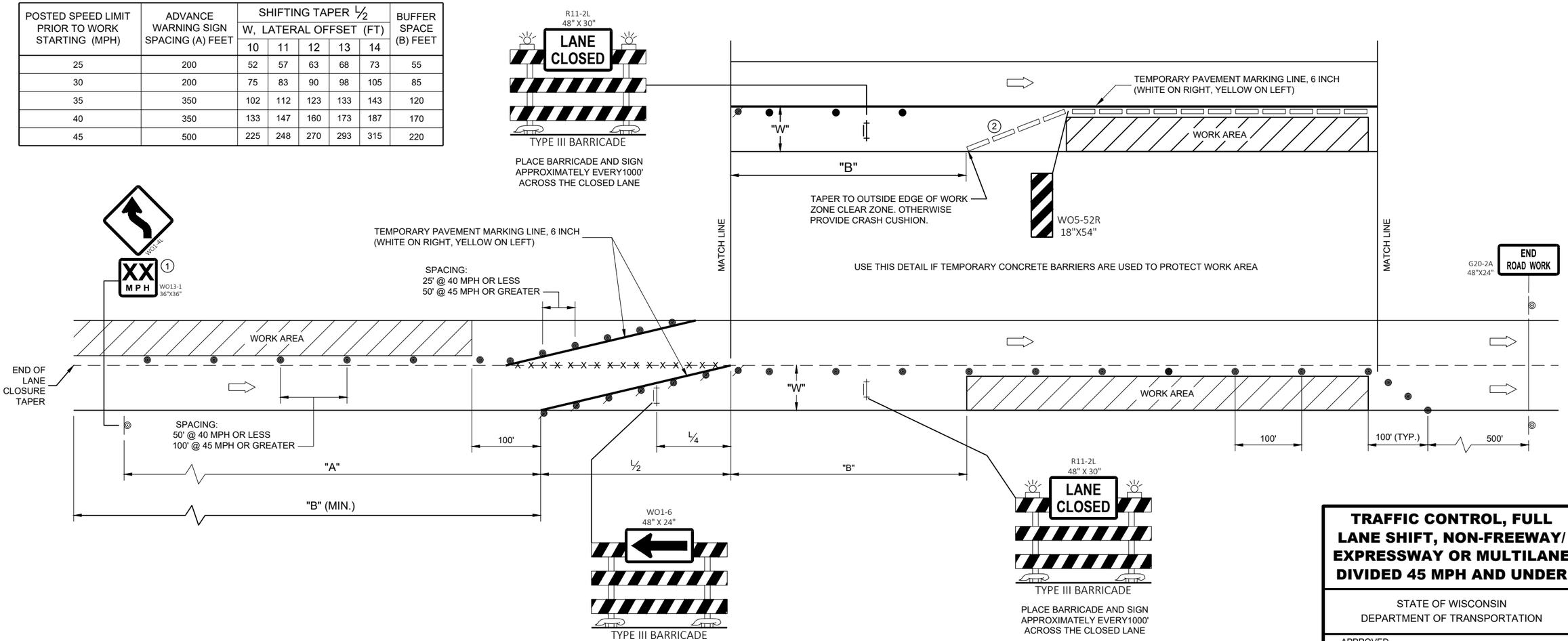
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER
SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL
CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-05a

6

SDD 15D40-05a

LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

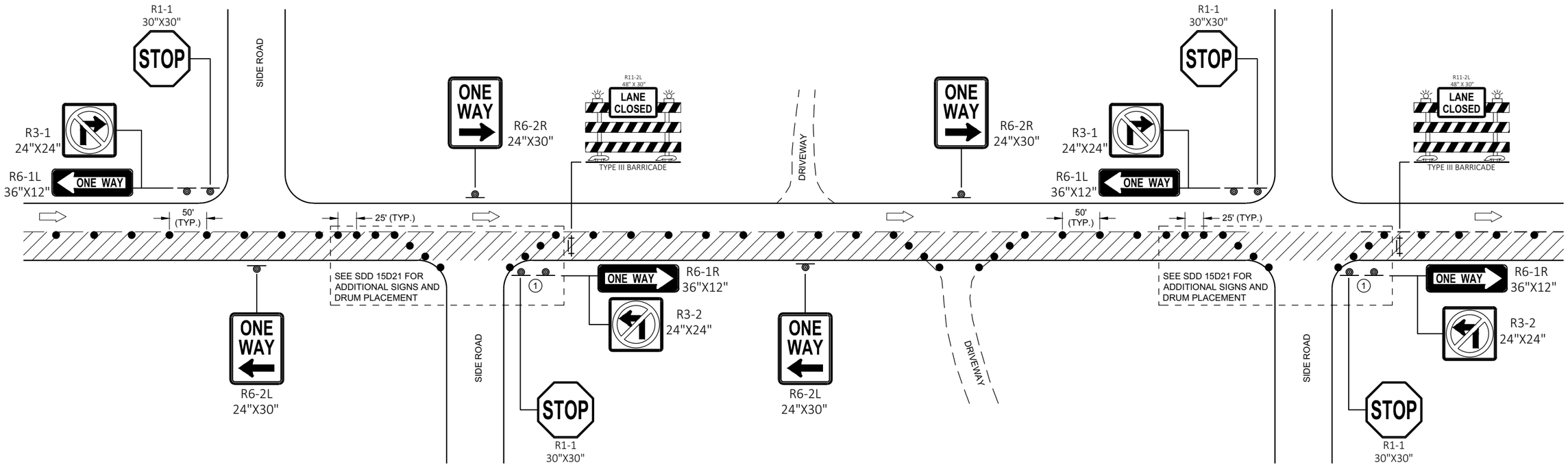
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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.

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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.

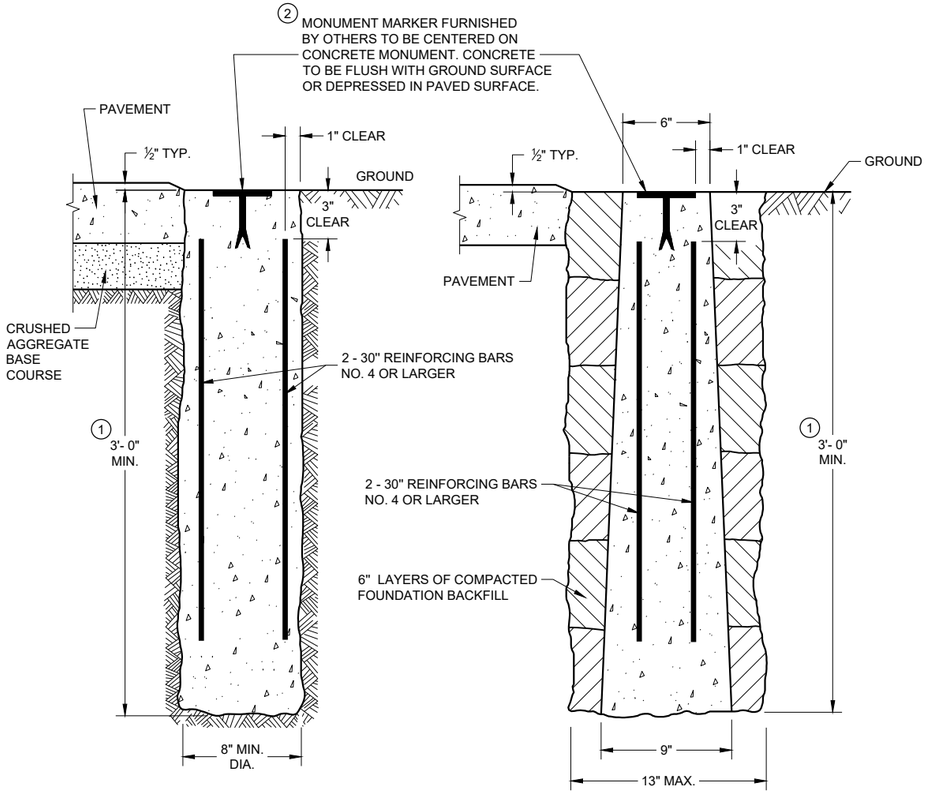


TRAFFIC CONTROL
ONE - WAY SIGNING

TRAFFIC CONTROL ONE-WAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA	

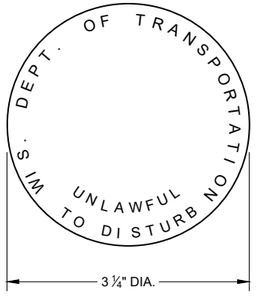
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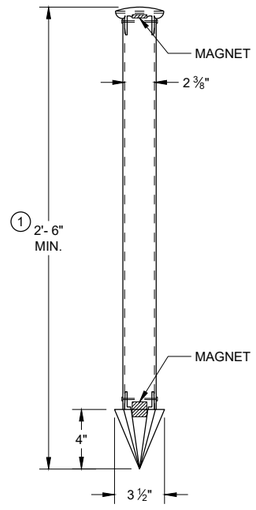
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

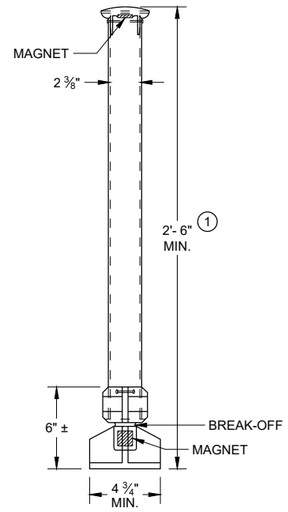


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

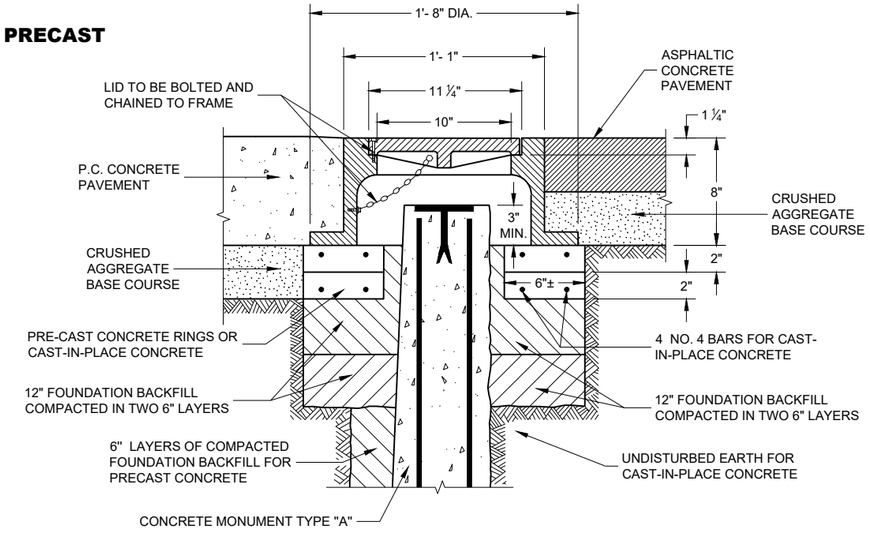


TYPE C
DRIVEN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

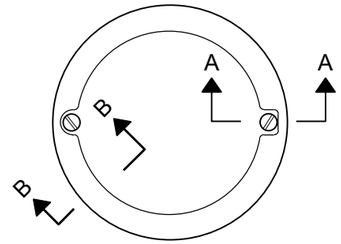
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

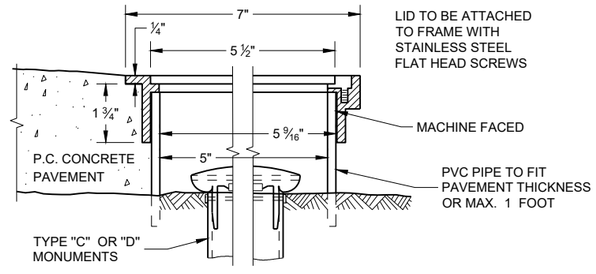
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MA
ENGINEER

FHWA

SDD 16A01 - 07

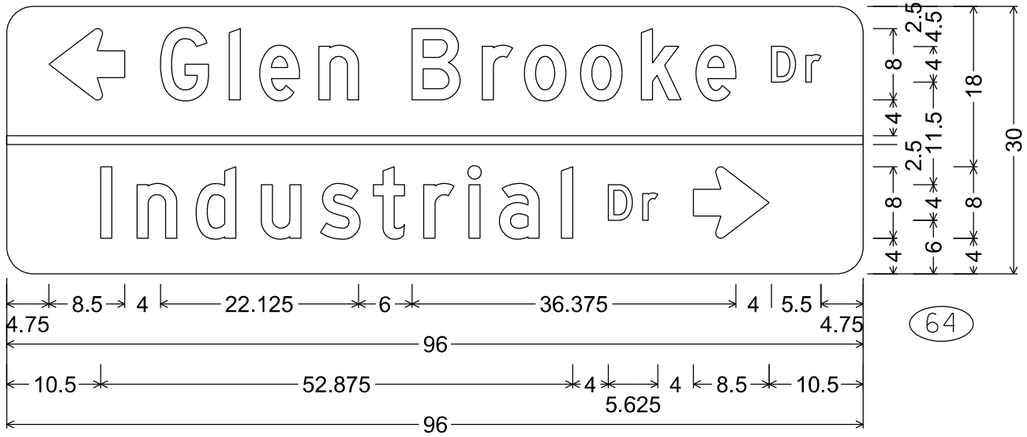
6

SDD 16A01 - 07



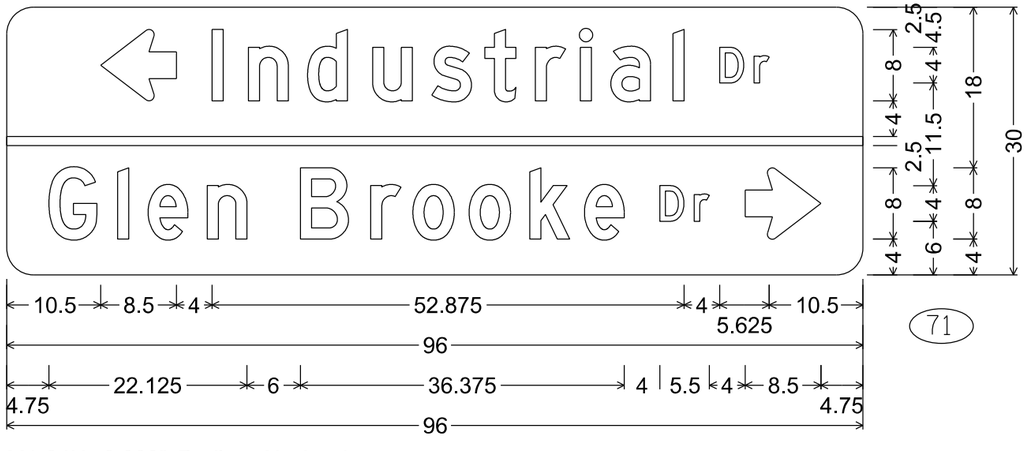
10 30 69
70 102 103

M1-94S; 3.000" Radius, No border
"Main", C; "St", C



64

M1-94H; 3.000" Radius, No border

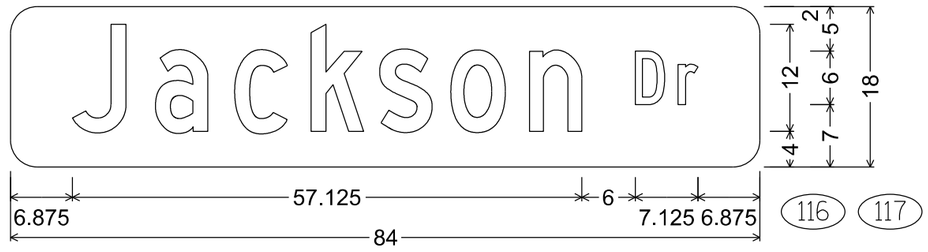


71

M1-94H; 3.000" Radius, No border

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - D except as noted



116 117

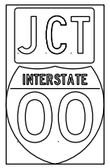
M1-94H; 3.000" Radius, No border
"Jackson", C; "Dr", C

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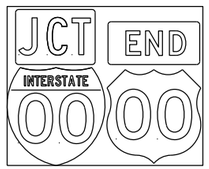
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PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET NO: 317	E

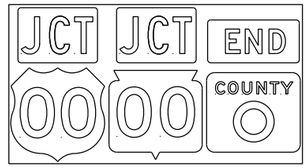
TYPICAL ASSEMBLIES



J1-1



J1-2



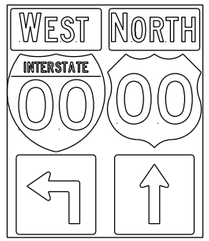
J1-3



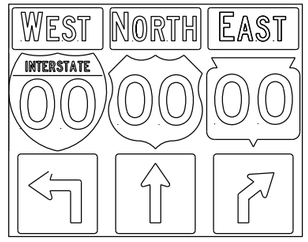
JR1-1



J2-1



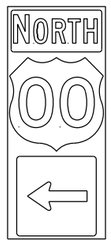
J2-2



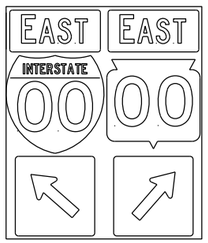
J2-3



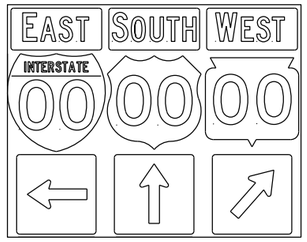
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



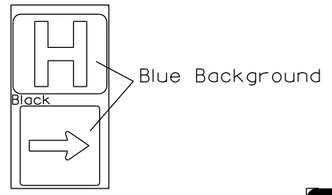
J3-1



J3-2



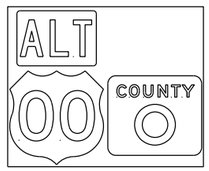
J3-3



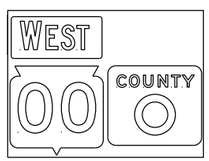
Blue Background
JH-1



J4-1



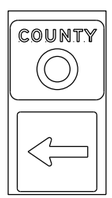
J4-2



J4-2



J12-1



J13-1



J32-1



J33-1



J22-1



J23-1



JR13-1

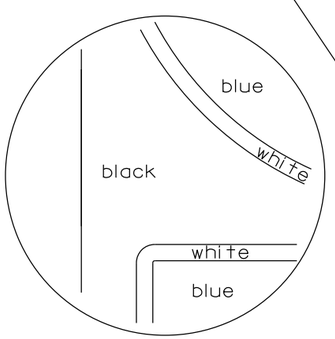


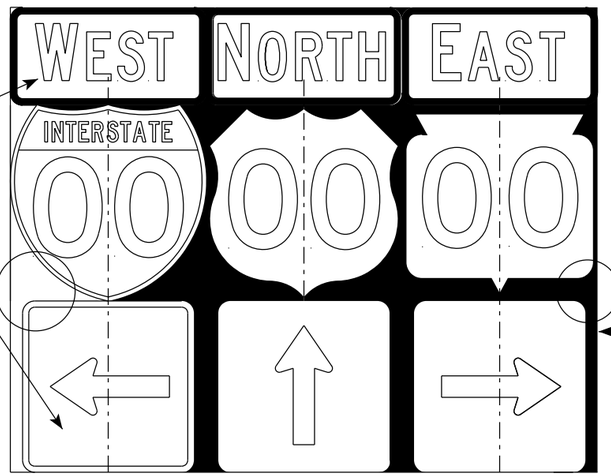
JR23-1

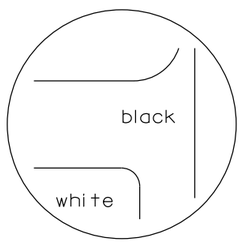


JR99-1

[blue background with interstate]







[black background]

NOTES

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

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/21 PLATE NO. A2-1S.9

PROJECT NO:

SHEET NO: 318 E

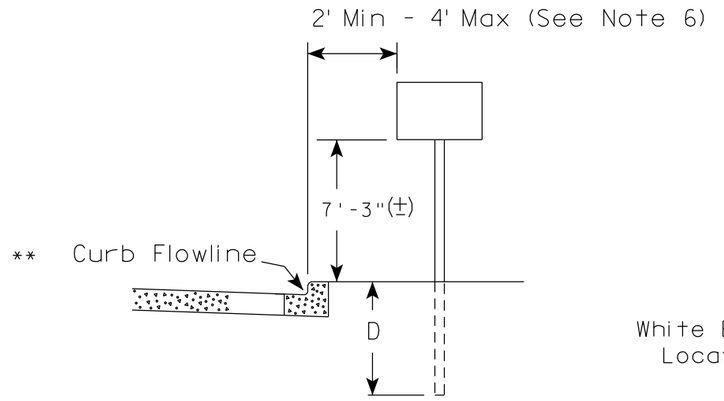
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

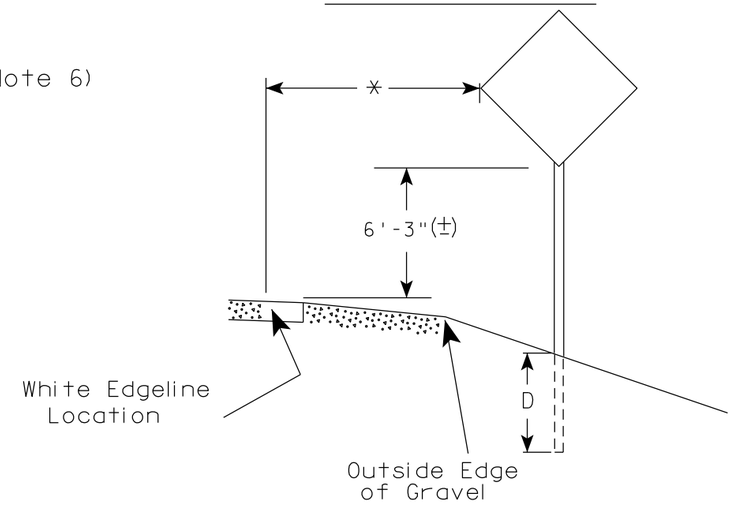
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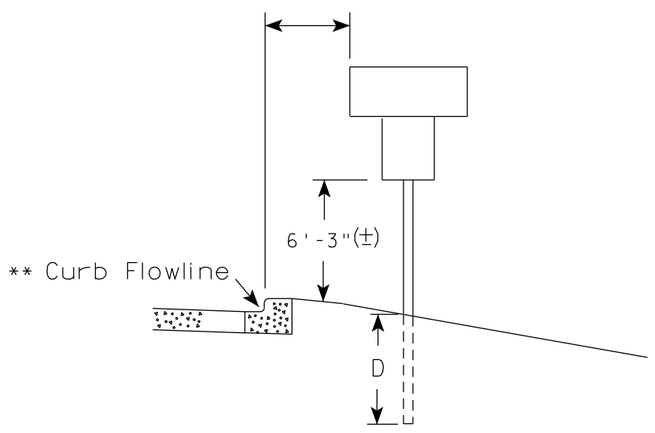
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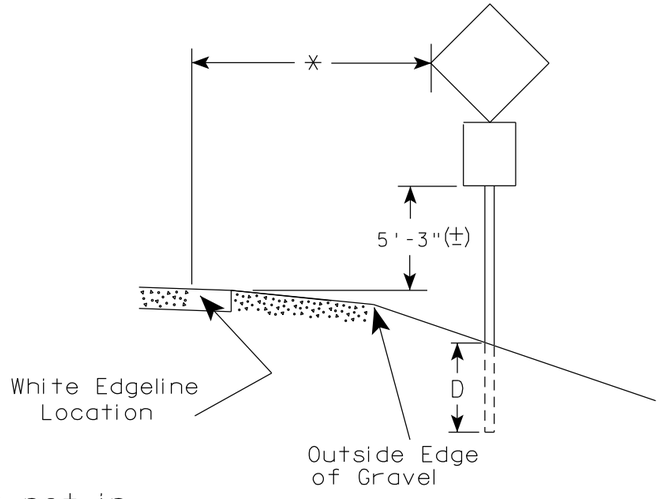
URBAN AREA



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.

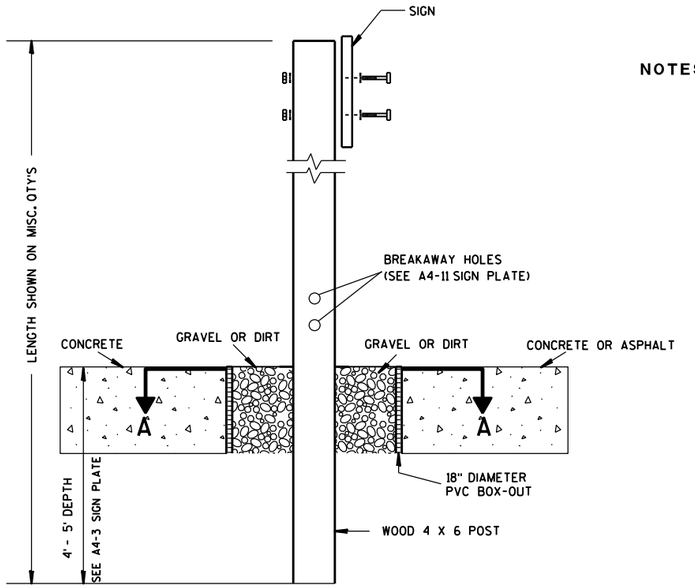
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

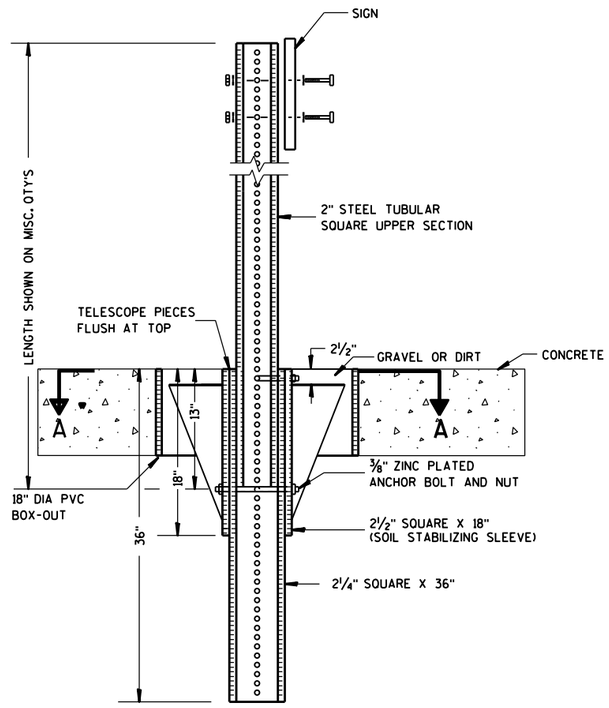
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 319	E



ELEVATION VIEW

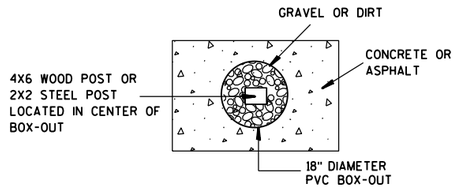
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

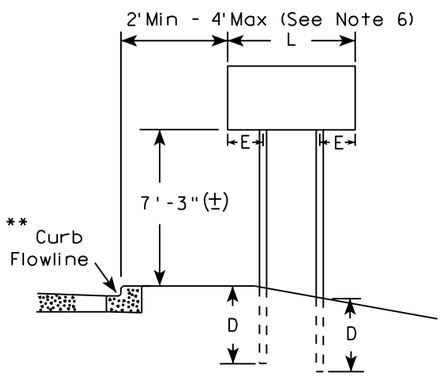
APPROVED Matthew R Rauch
for State Traffic Engineer

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

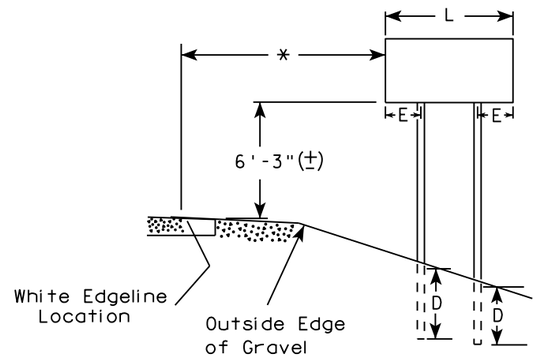
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

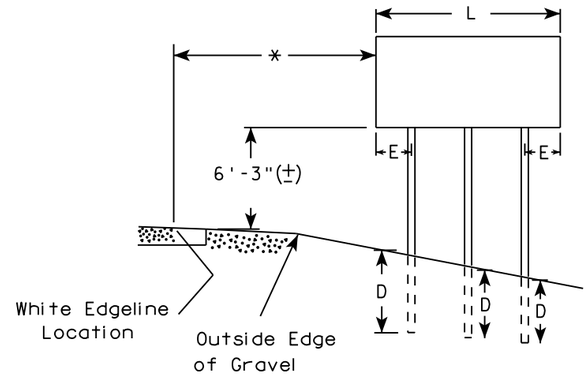
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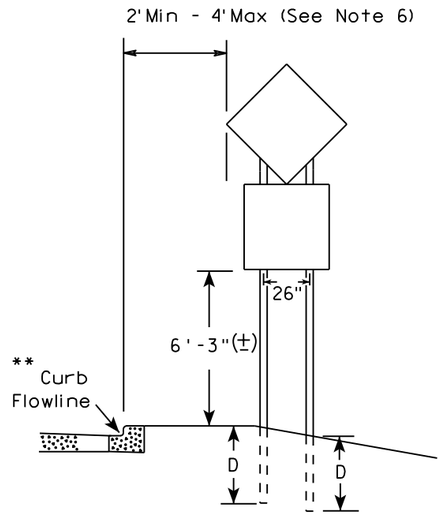
URBAN AREA



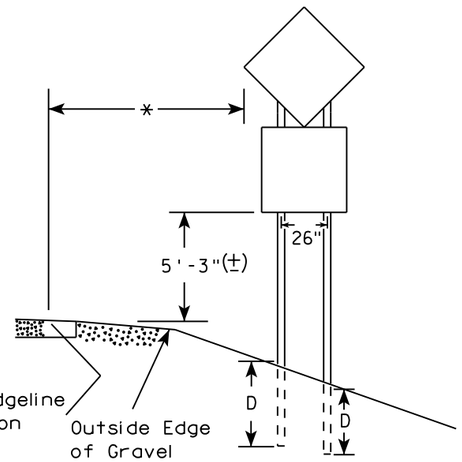
RURAL AREA (See Note 3)







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'

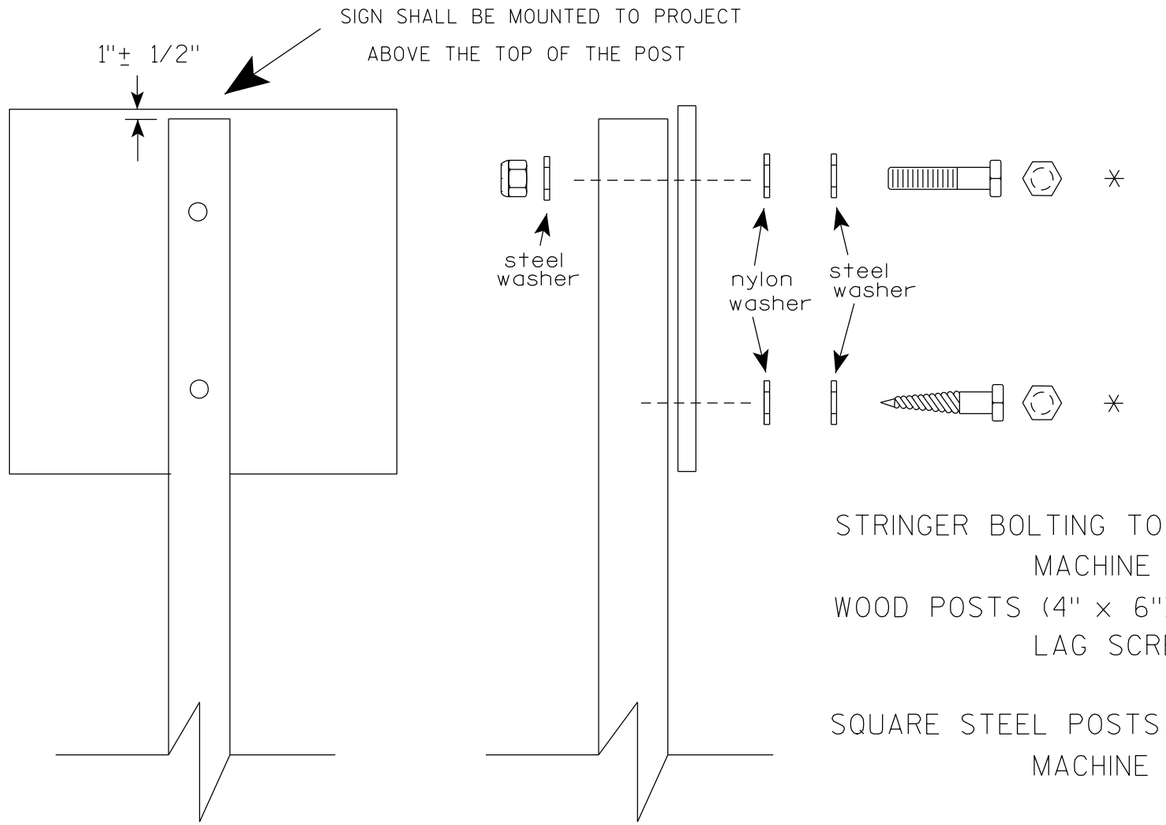
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 321	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

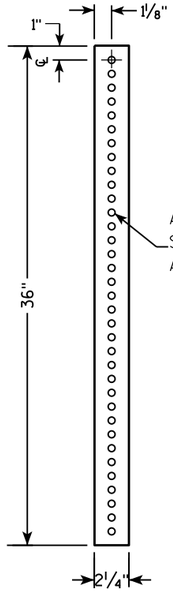
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

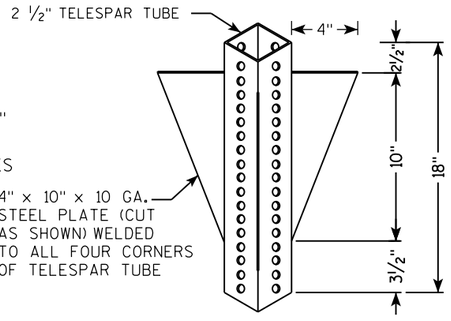
SHEET NO: 322 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

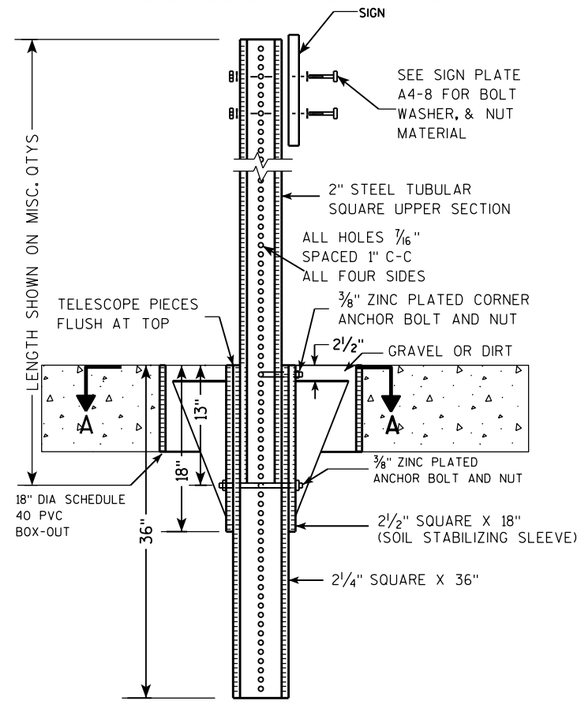
2 ¼ " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



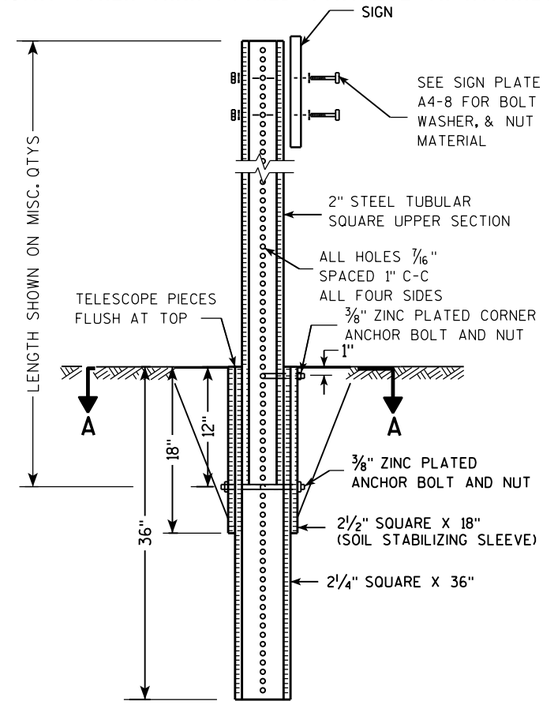
2 ½ " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

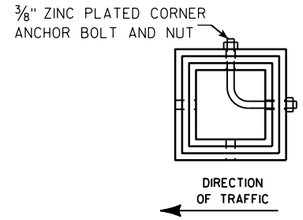


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

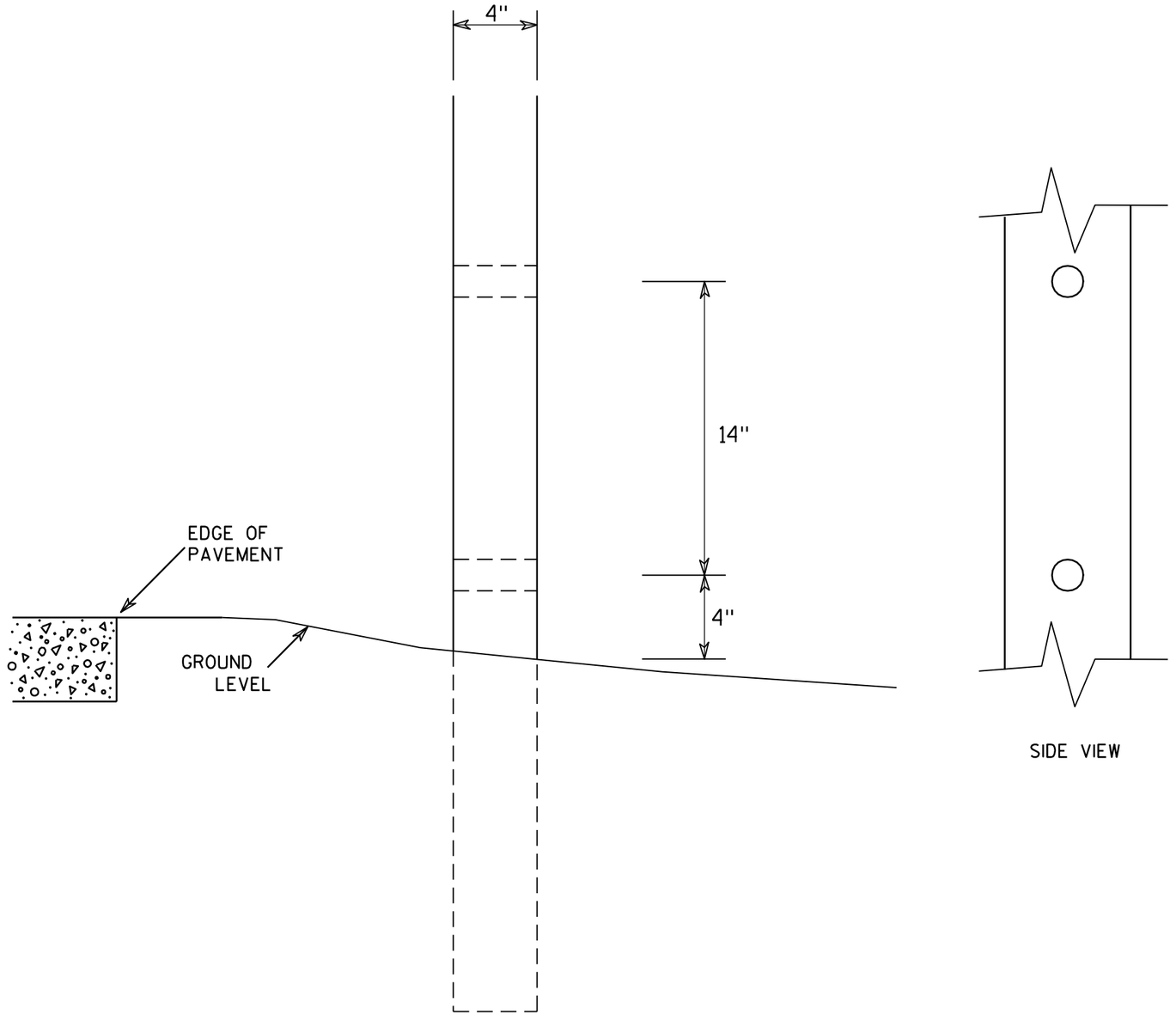
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 323 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.

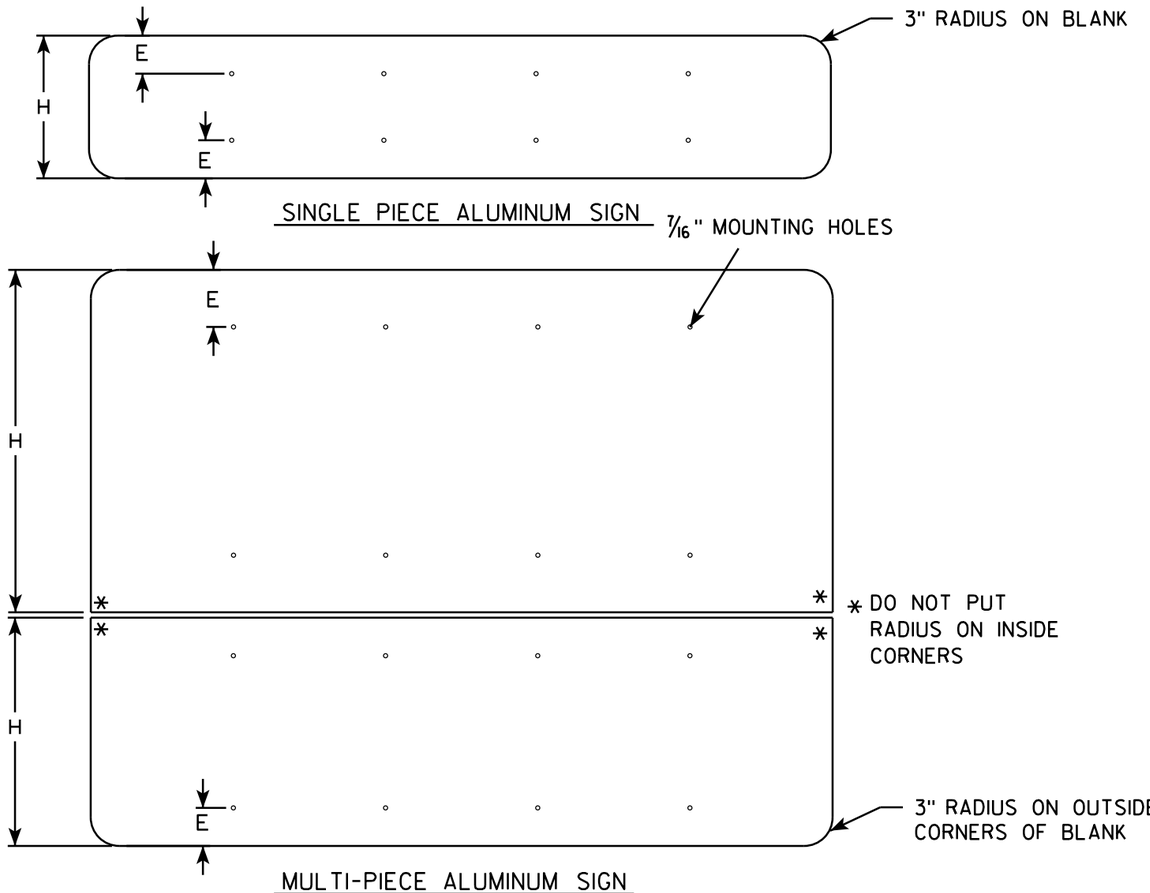
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

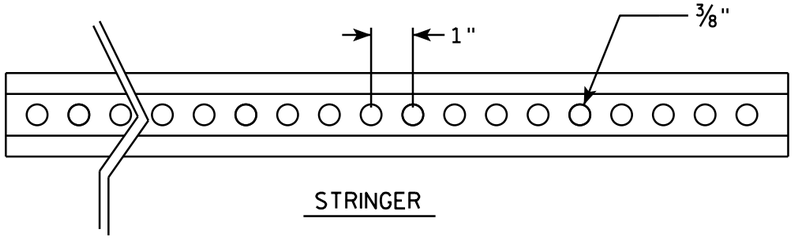
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 324	E



GENERAL NOTES

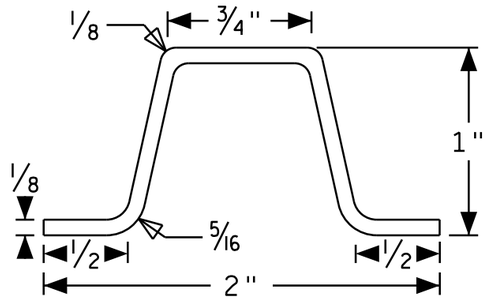
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

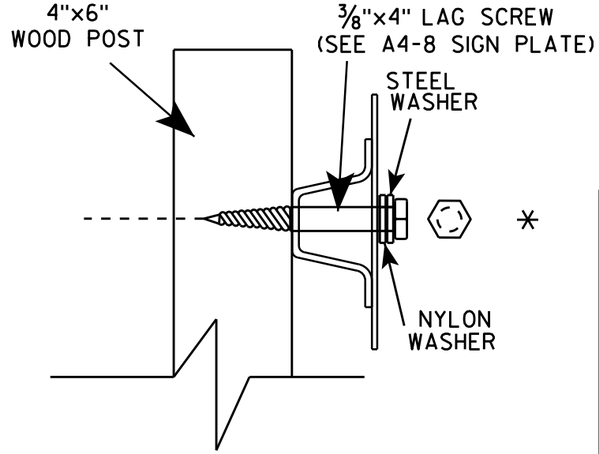


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

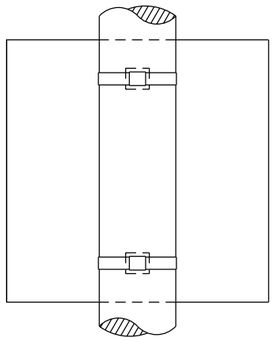
DATE 4/26/16 PLATE NO A4-18.1

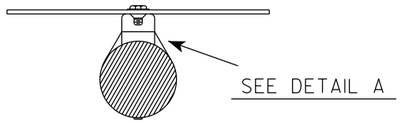
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

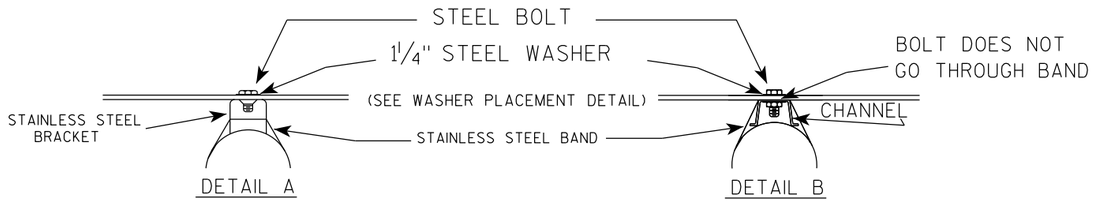
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

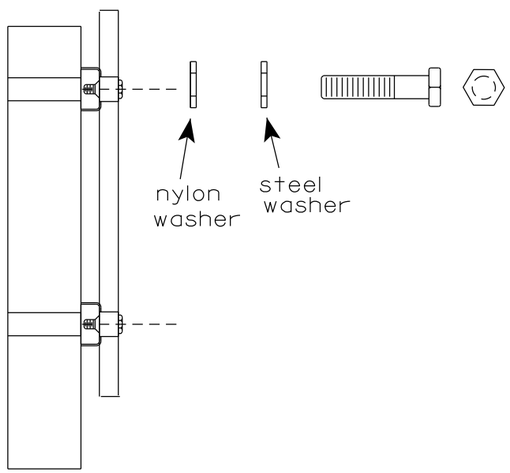
SINGLE SIGN







WASHER PLACEMENT

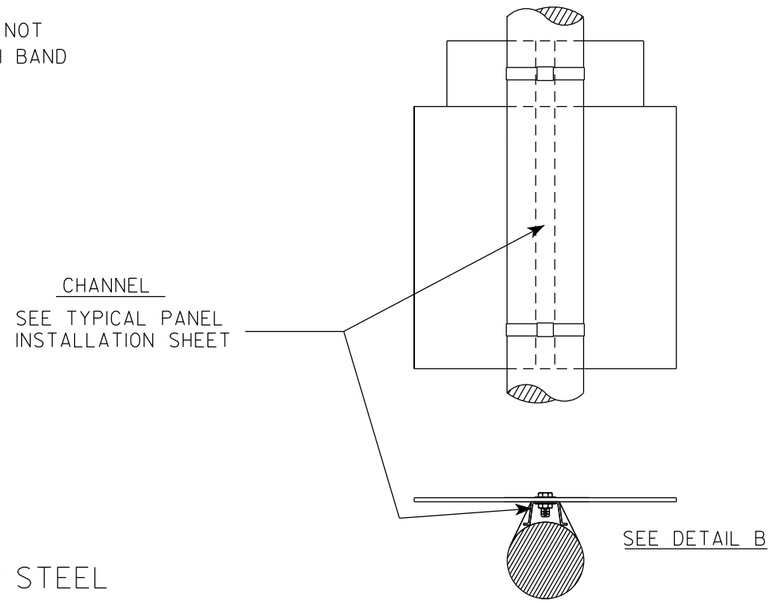


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

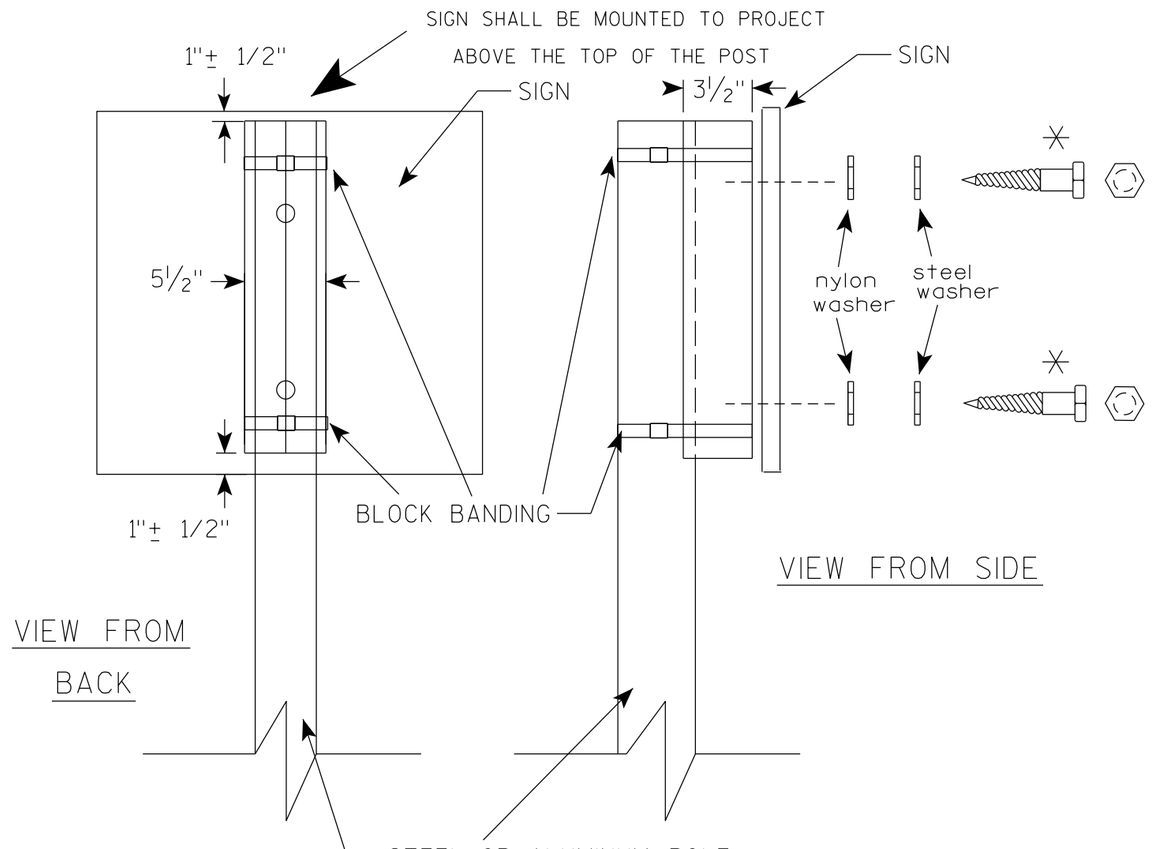
DATE 6/10/19 PLATE NO. A5-9.4

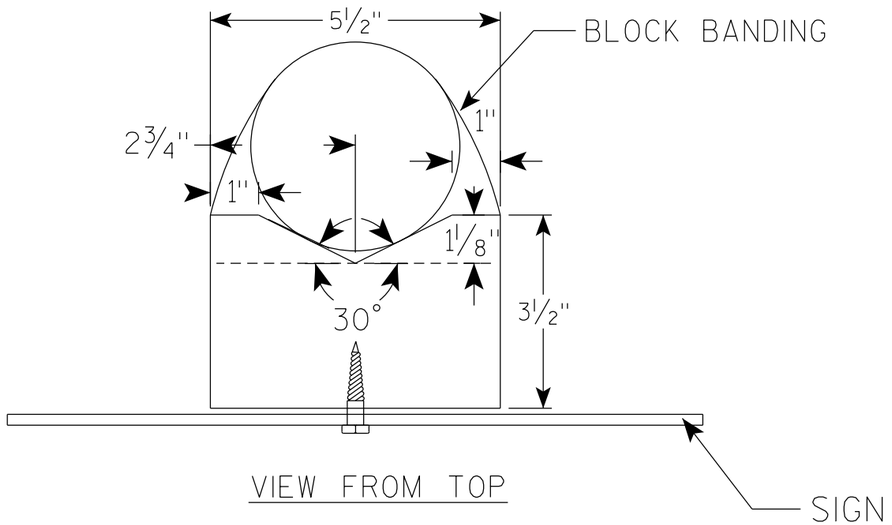
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 326	E

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)

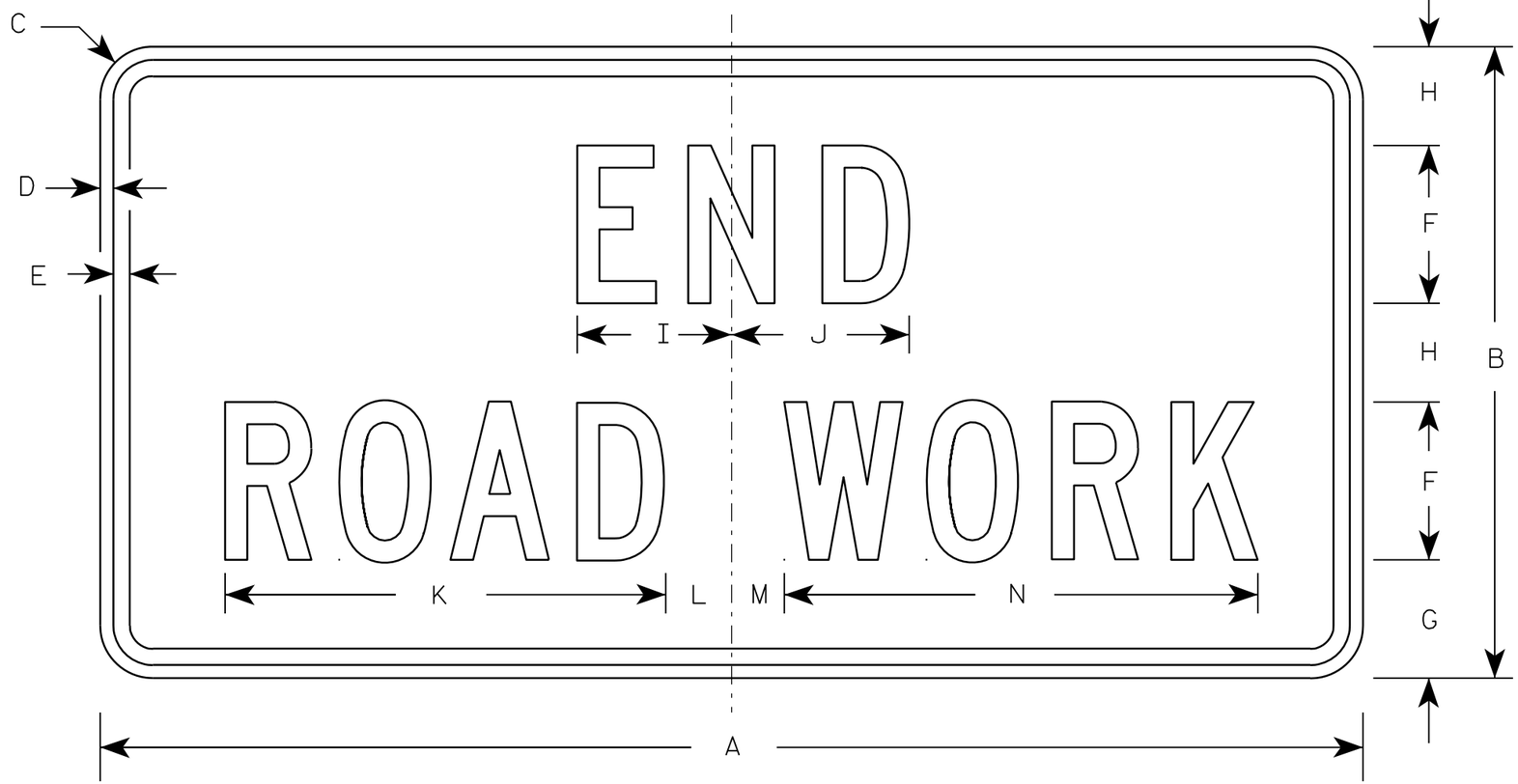
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 327 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

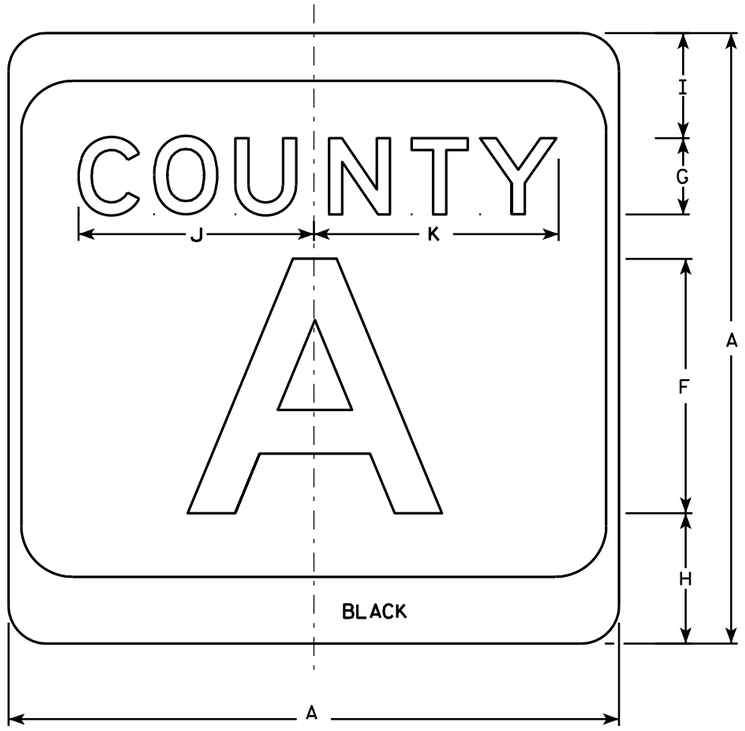
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

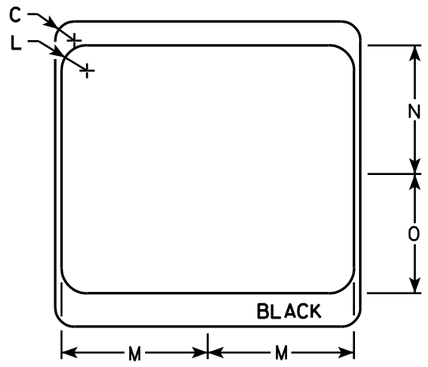
APPROVED Matthew R Rauch
for State Traffic Engineer

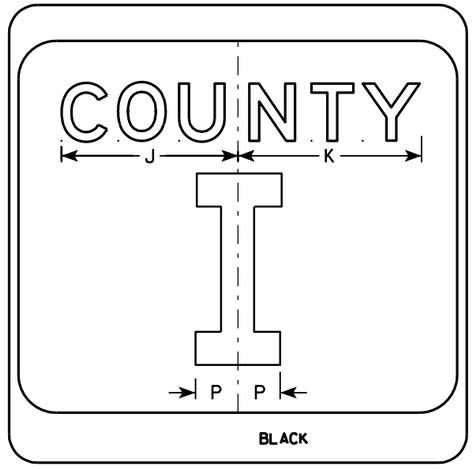
DATE 9/30/09 PLATE NO. G20-2A.8

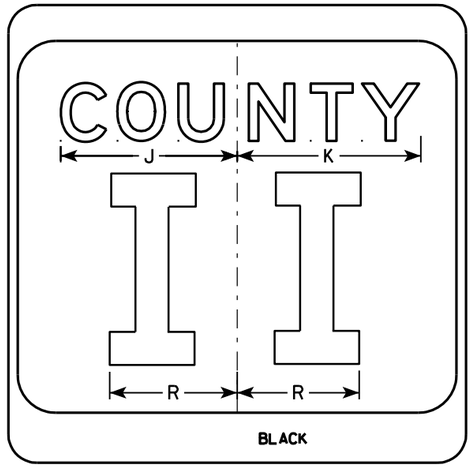
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 328	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   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. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

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			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

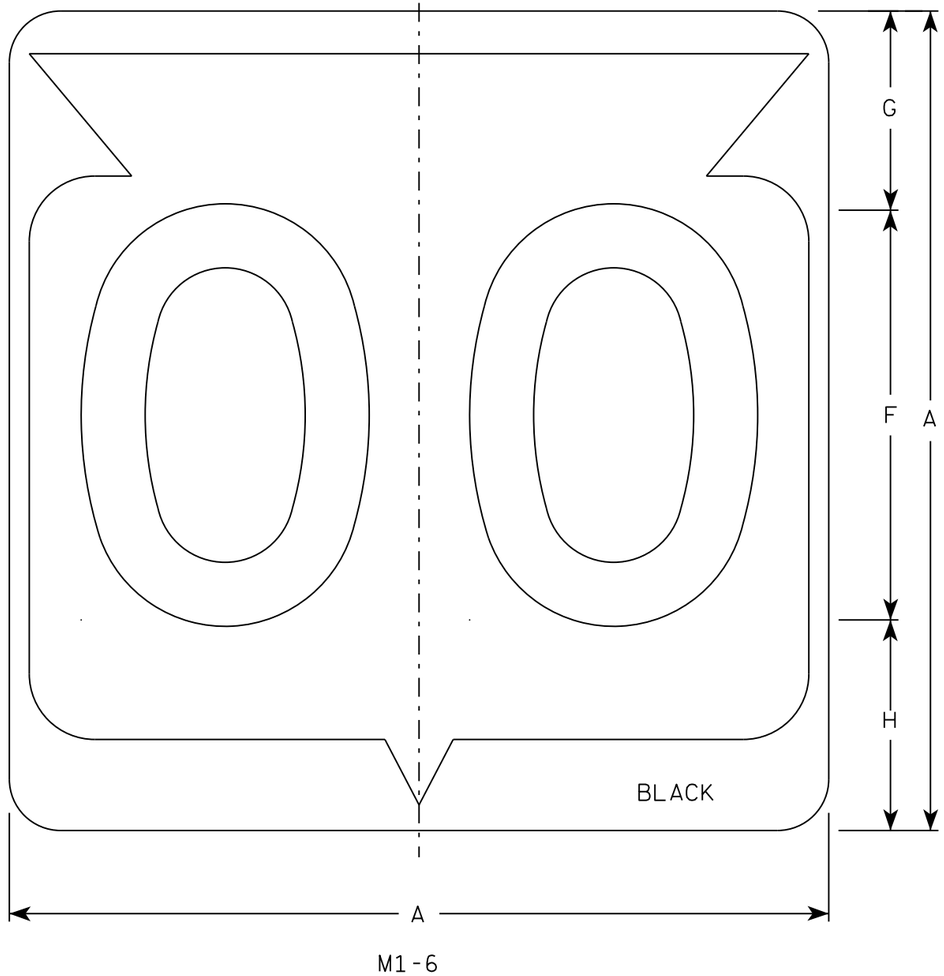
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

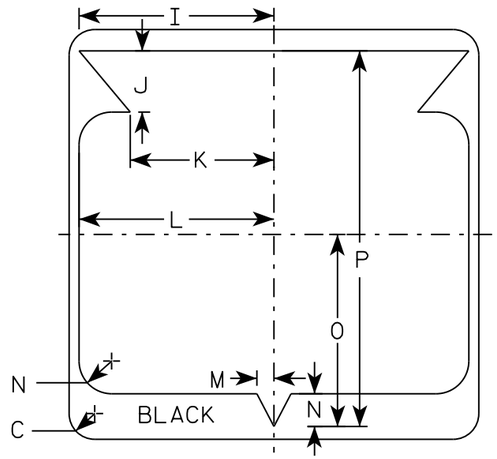
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 329 | E



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

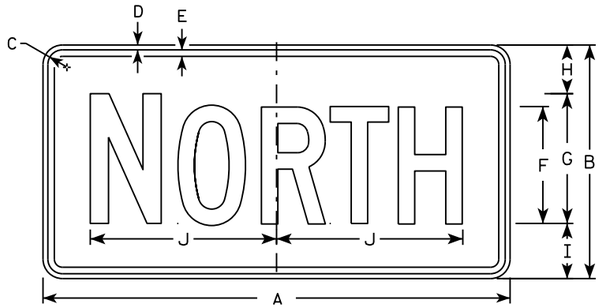
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

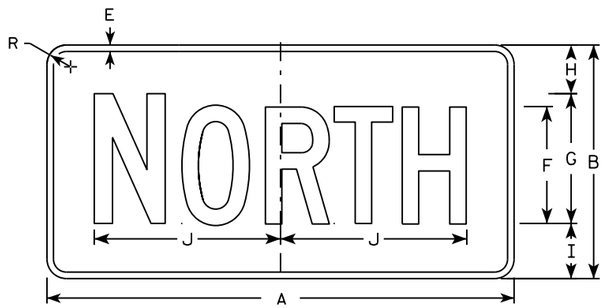
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 330 E



M3-1
MM3-1
MP3-1



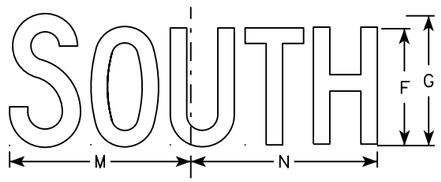
MB3-1
MK3-1
MN3-1



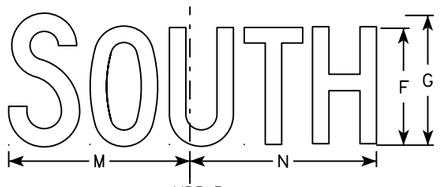
M3-2
MM3-2
MP3-2



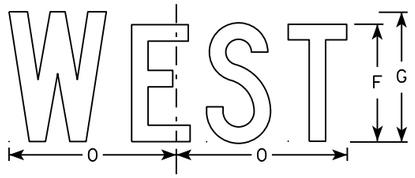
MB3-2
MK3-2
MN3-2



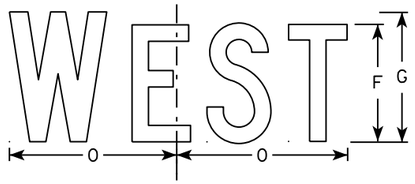
M3-3
MM3-3
MP3-3



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

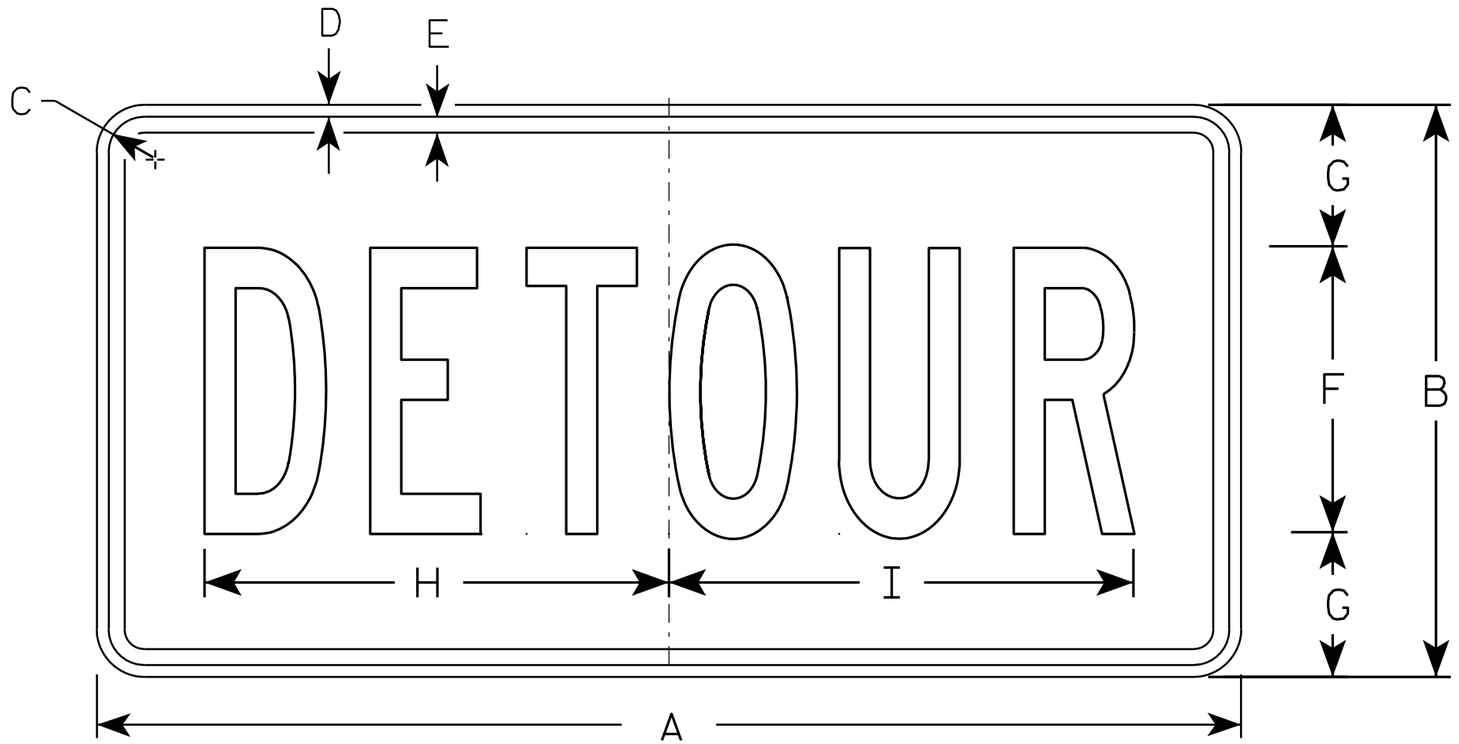
WISCONSIN DEPT OF TRANSPORTATION

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

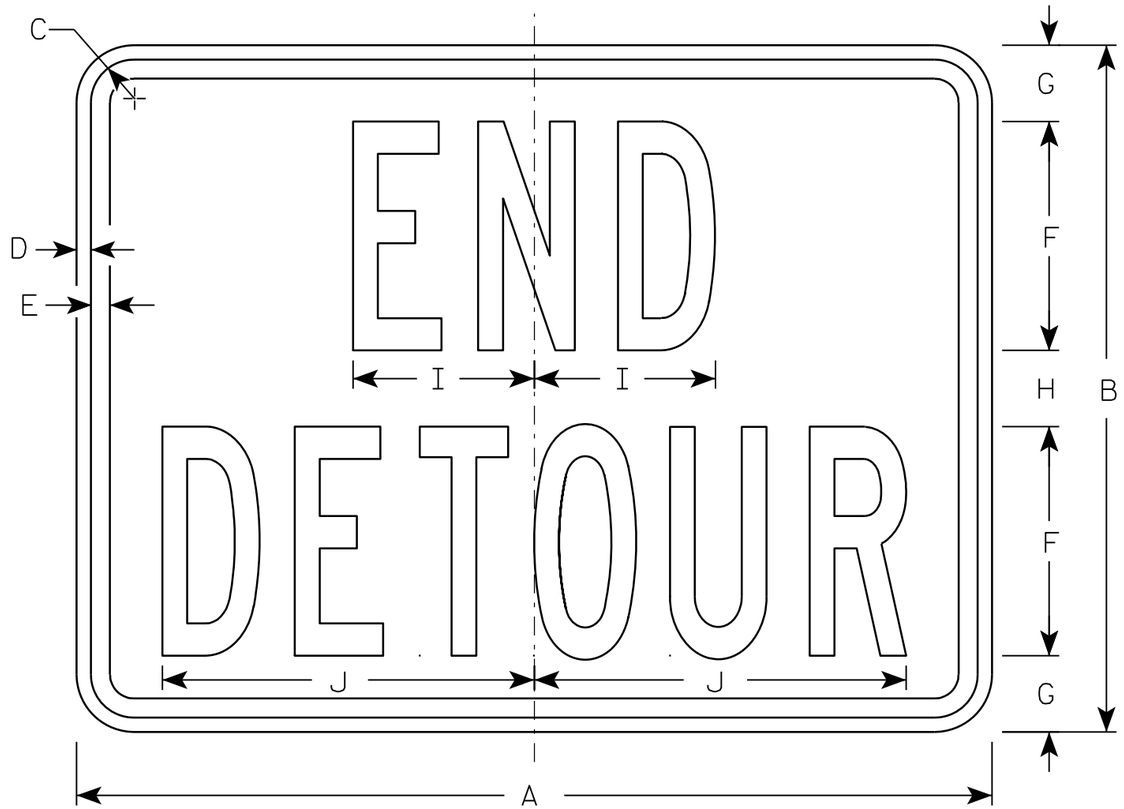
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 332	E

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																											

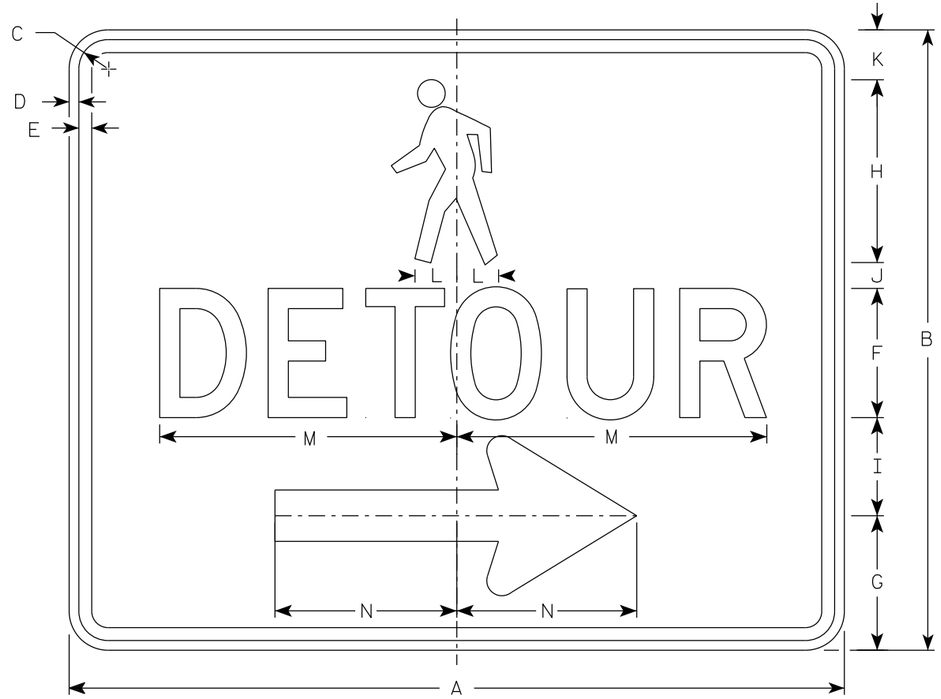
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

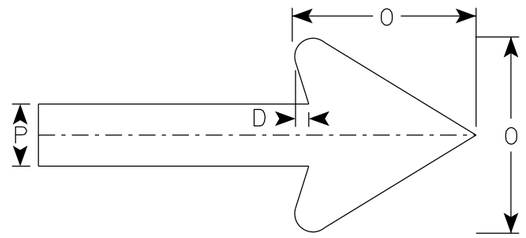
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 333	E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



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																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

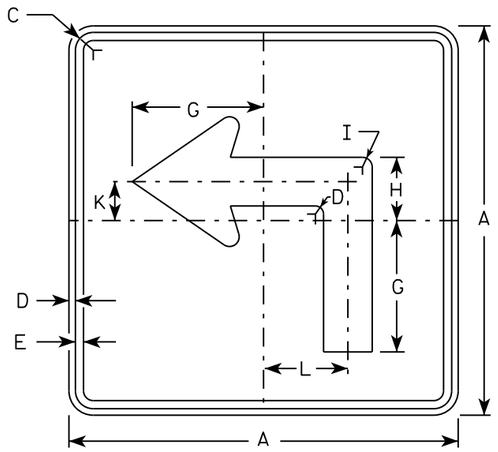
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

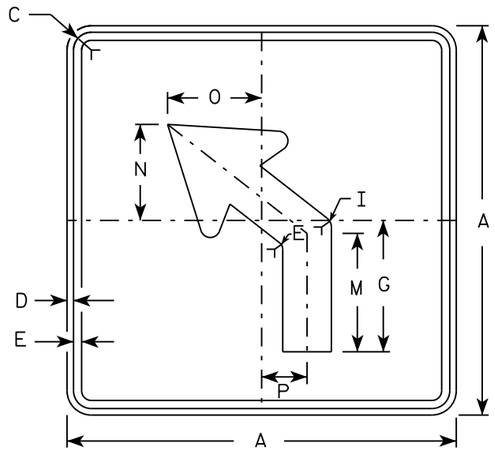
APPROVED Matthew R Rauch
For State Traffic Engineer

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

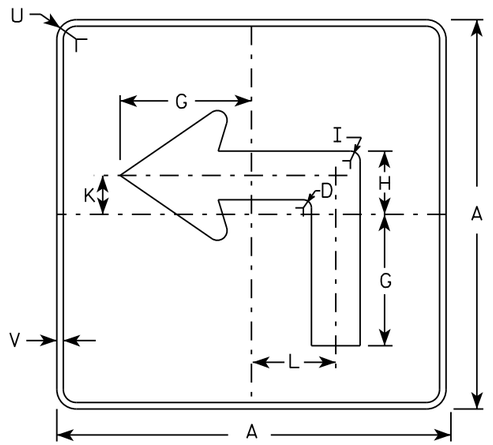
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 334 | E



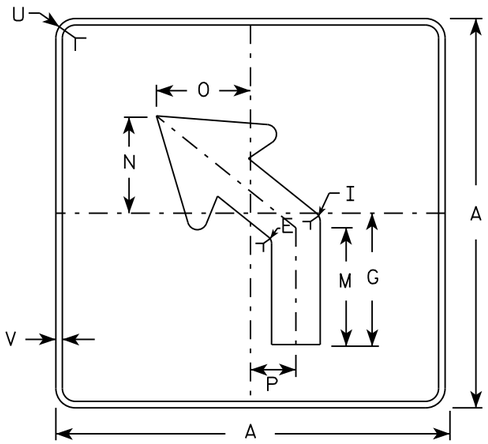
M5-1L
MM5-1L
MO5-1L
MP5-1L



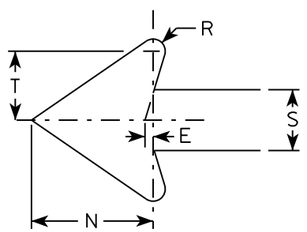
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

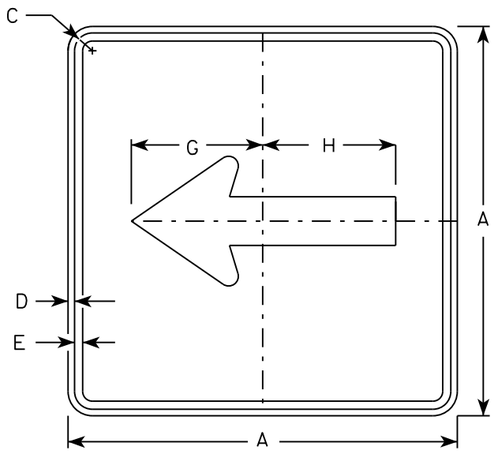
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

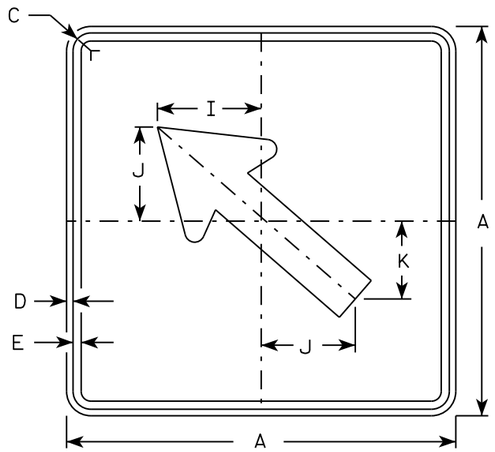
DATE 10/15/15 PLATE NO. M5-1.13

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



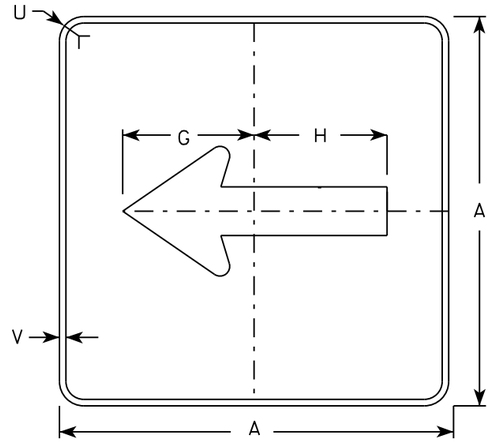
M6-1
MM6-1
MO6-1
MP6-1



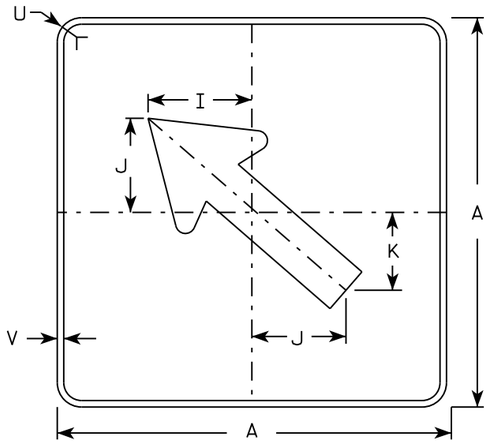
M6-2
MM6-2
MO6-2
MP6-2

NOTES

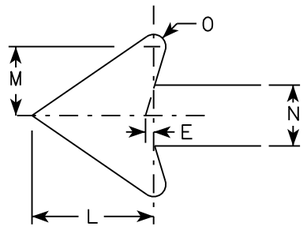
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

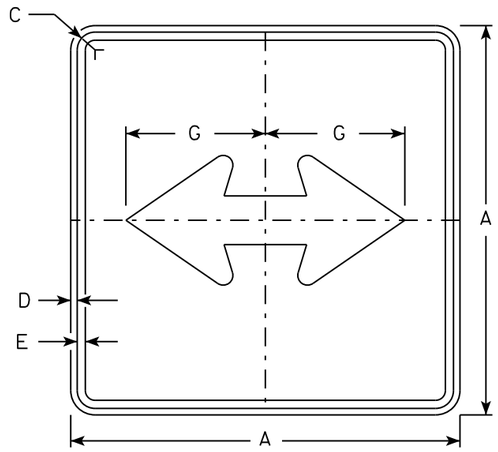
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

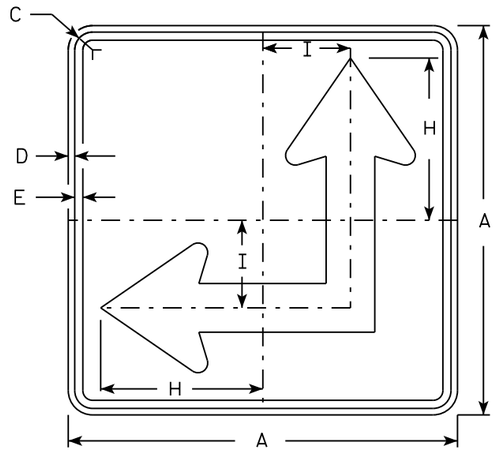
DATE 10/15/15 PLATE 336 M6-1.15

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



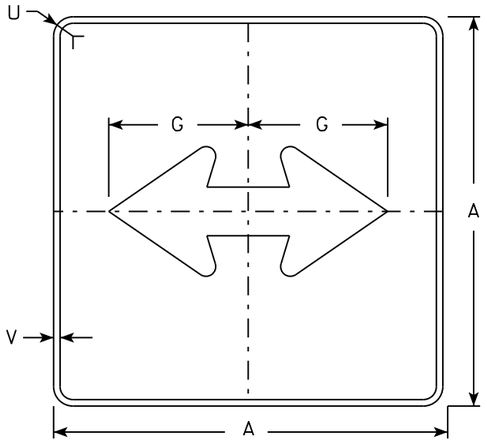
M6-4
MM6-4
MO6-4
MP6-4



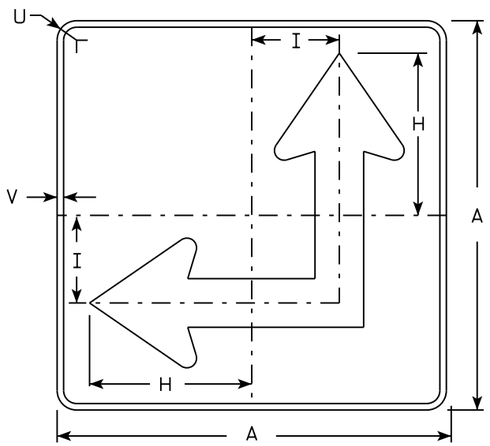
M6-6
MM6-6
MO6-6
MP6-6

NOTES

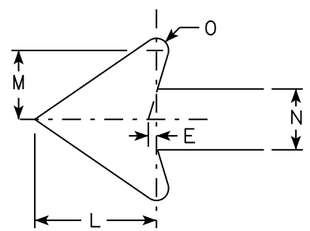
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



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	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

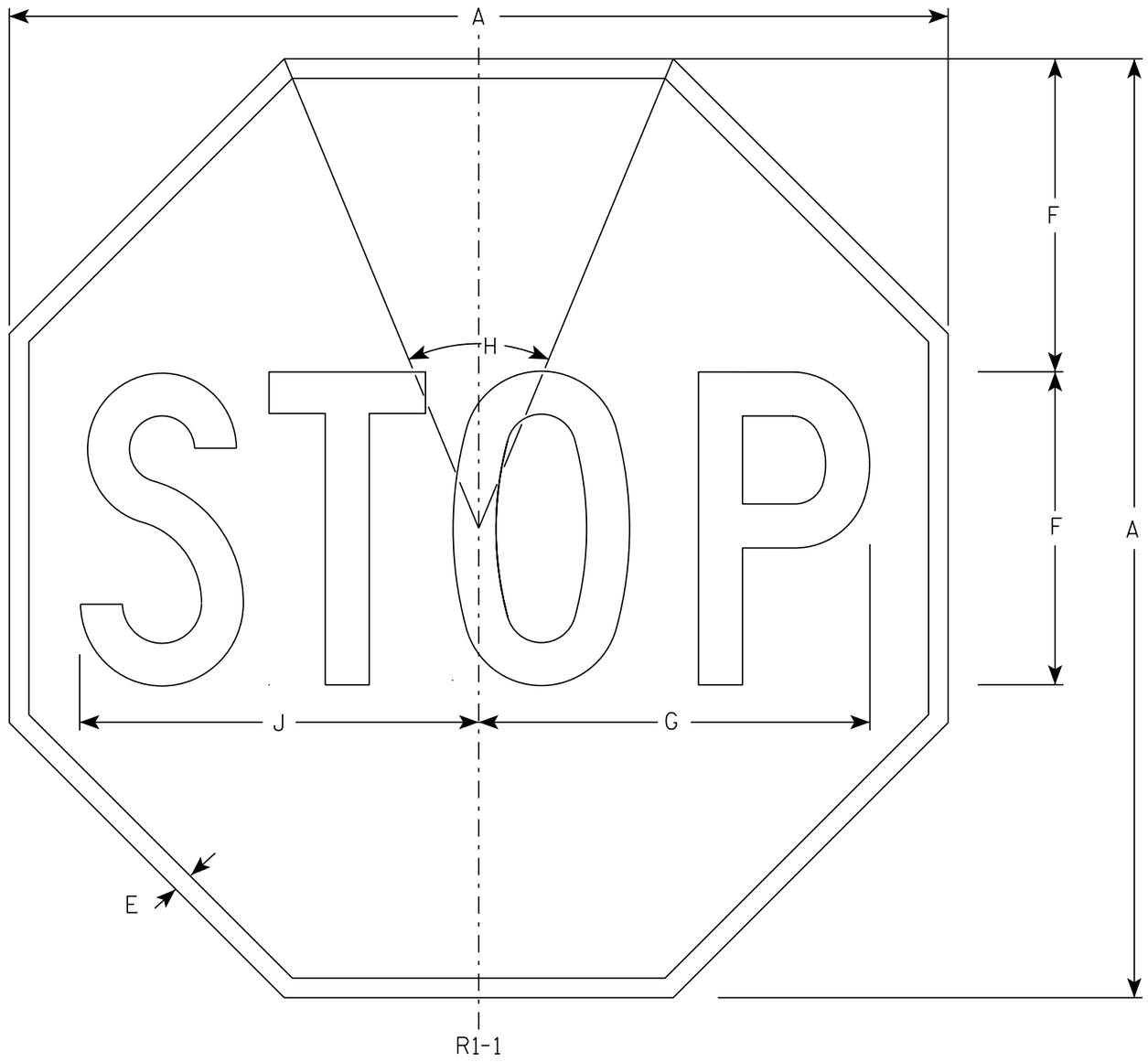
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 337 M6-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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

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				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN

R1-1

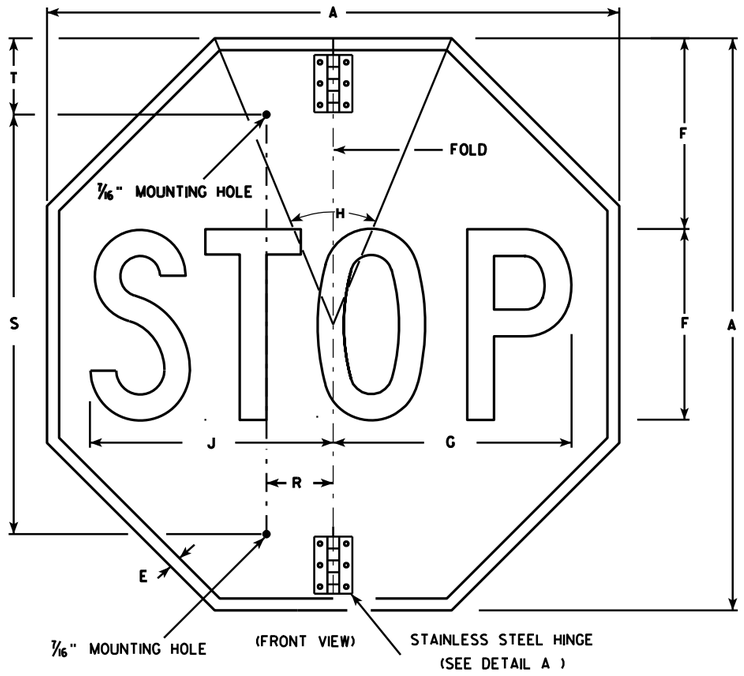
WISCONSIN DEPT OF TRANSPORTATION

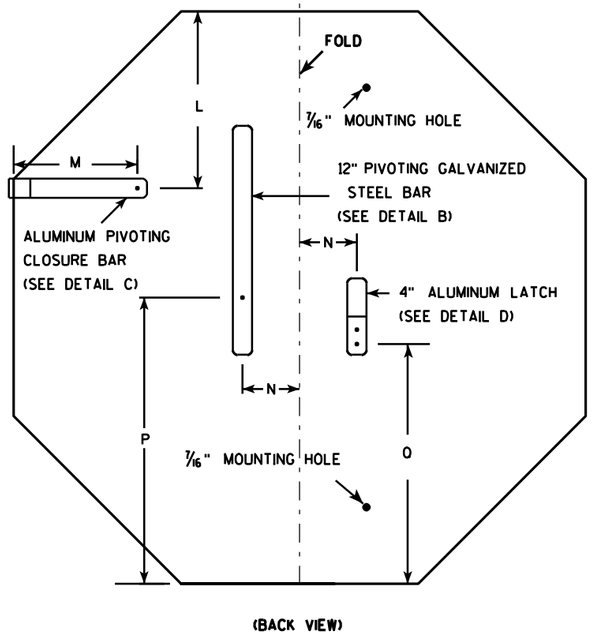
APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

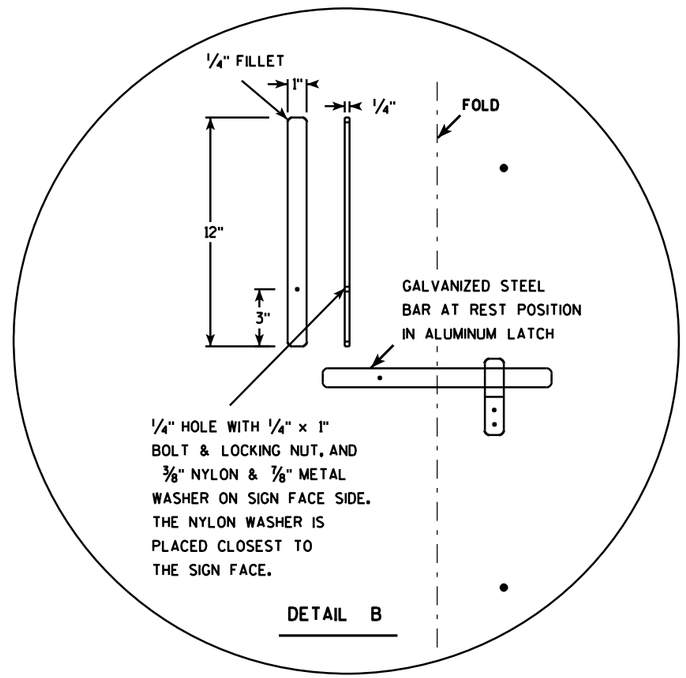
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 338	E

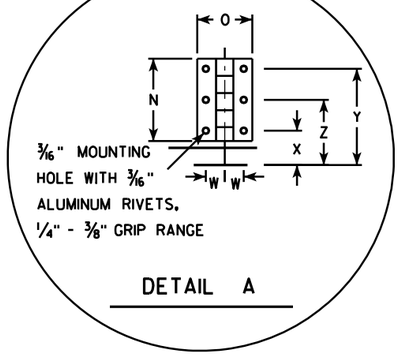


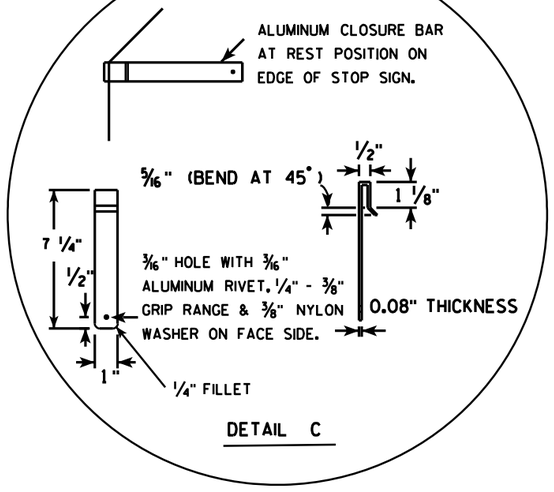


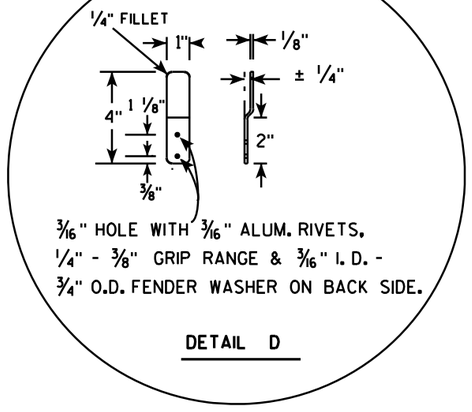
NOTES

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																											

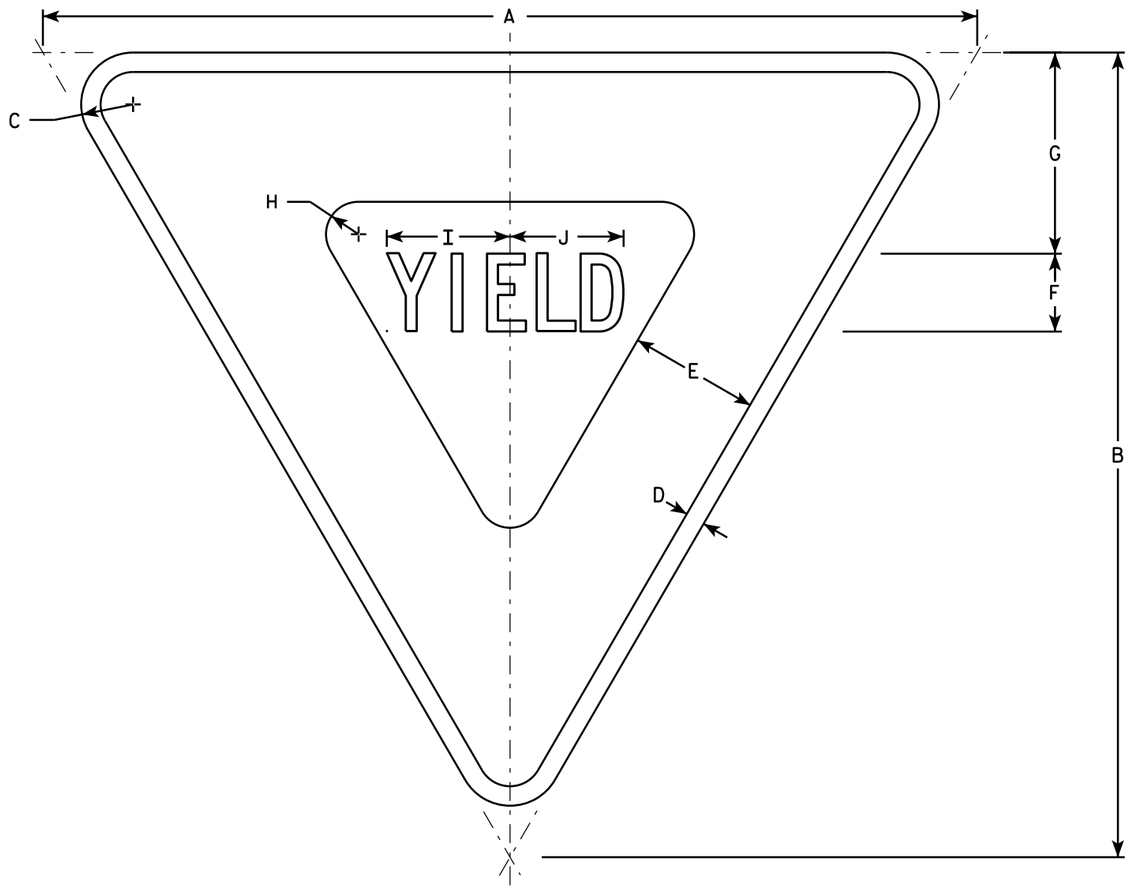
STANDARD SIGN
R1-1F

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: 339	E



R1-2

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 - 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. The border strip and word message are reflectorized red.

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	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

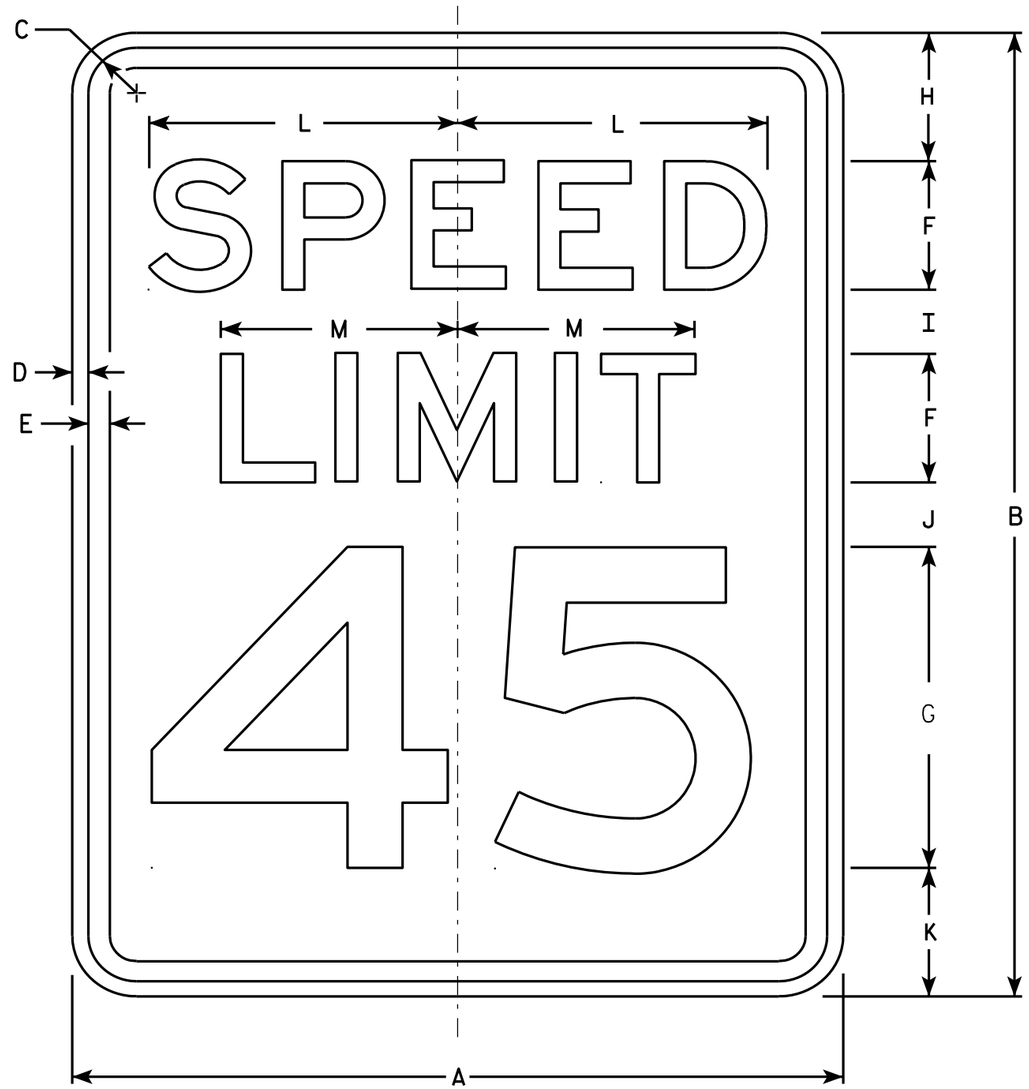
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

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.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

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	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

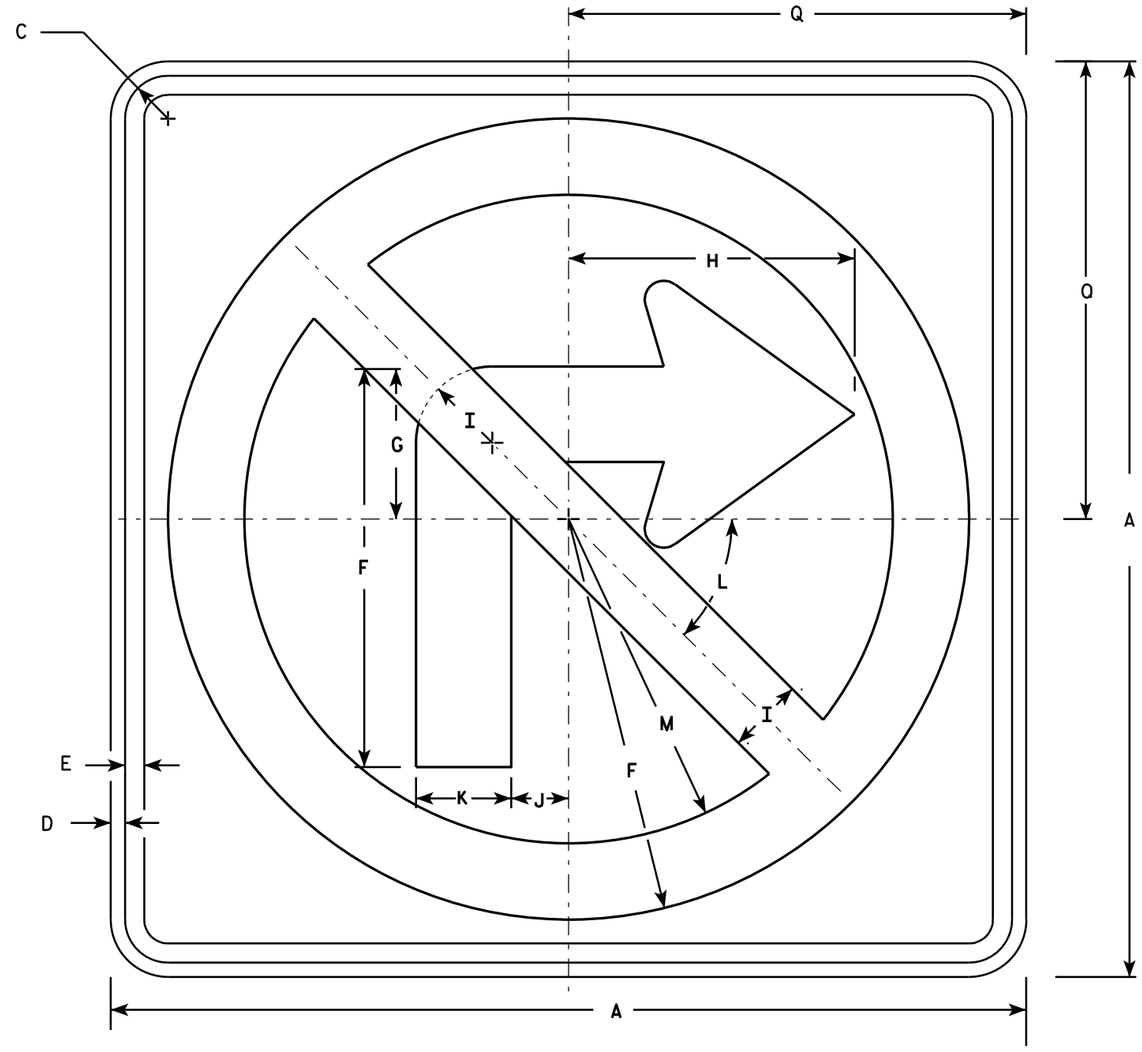
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 341 | E

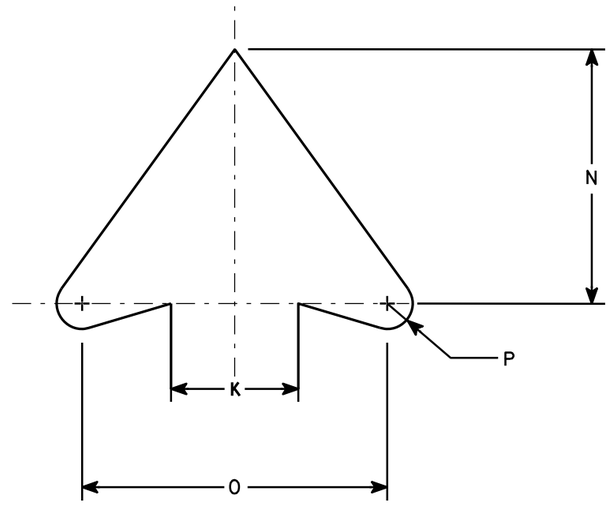
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42



R3-1

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



ARROW DETAIL

SIZE	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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

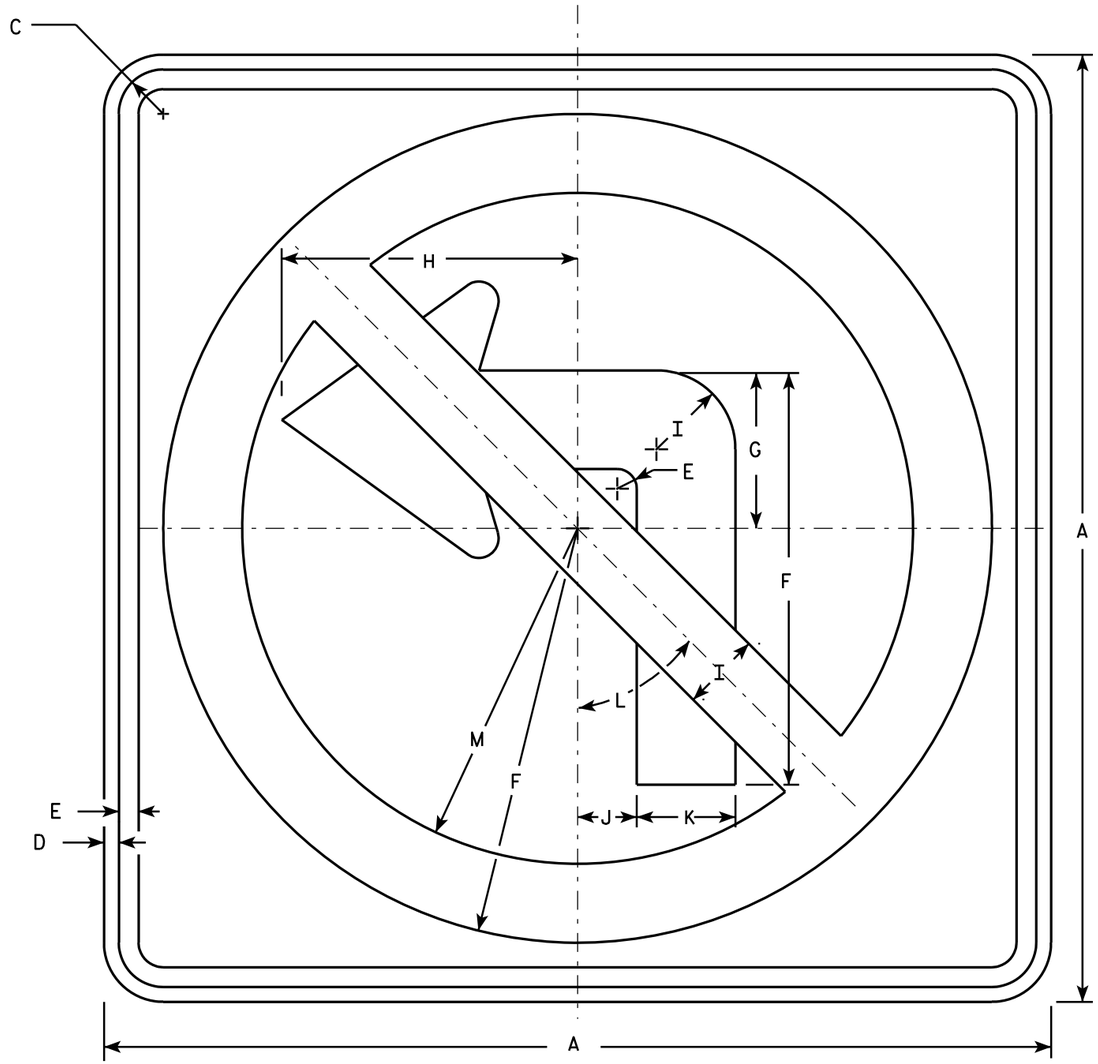
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

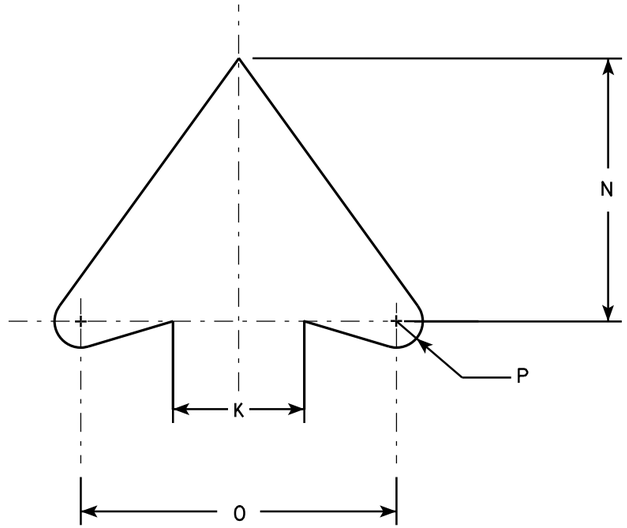
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 342	E



R3-2

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



ARROW DETAIL

SIZE	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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

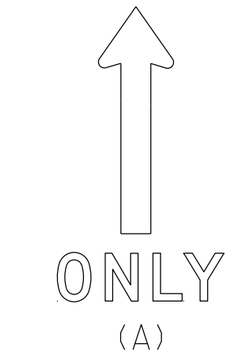
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

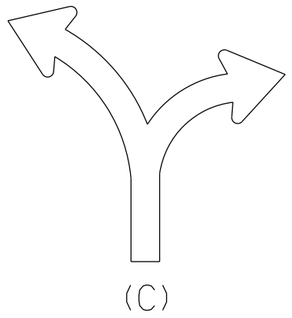
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 343	E

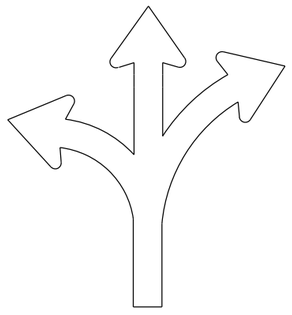


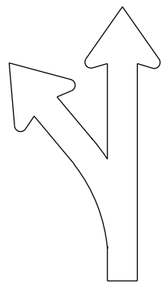
(A)

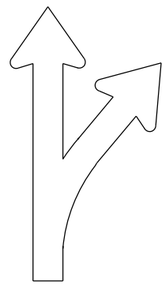


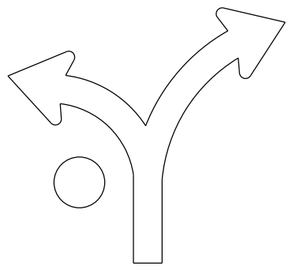
(B)

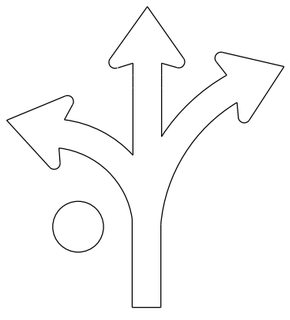

(C)

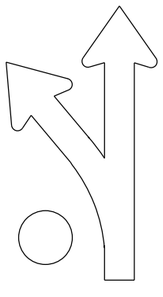

(D)

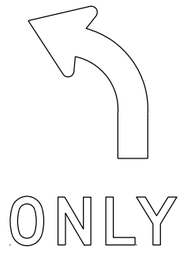

(E)


(F)

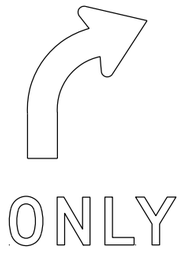

(G)


(H)

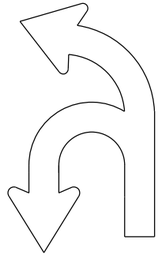

(I)



(L)



(R)


(U)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

7

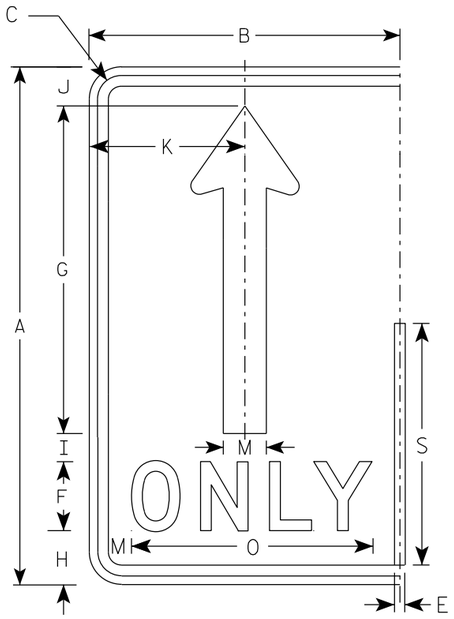
7

PROJECT NO:

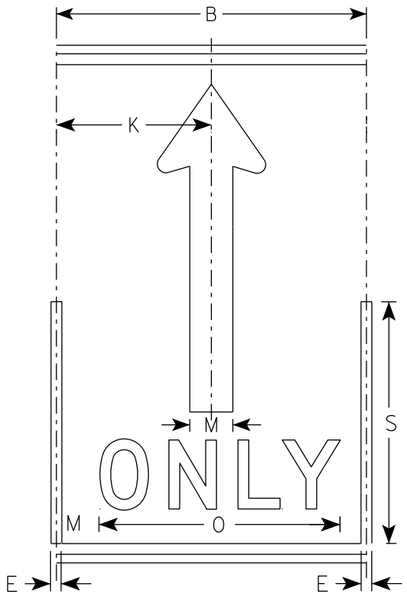
SHEET NO: 344 E

NOTES

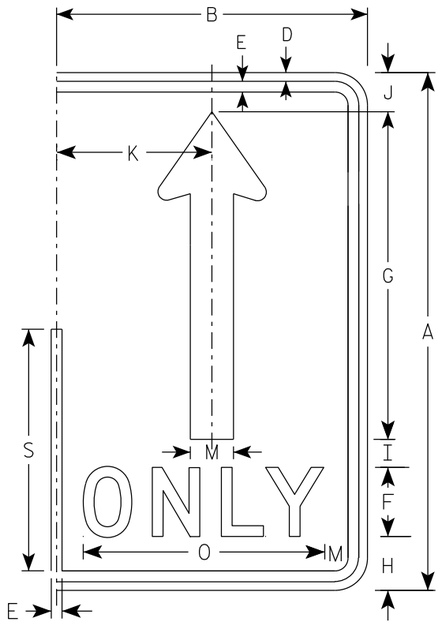
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



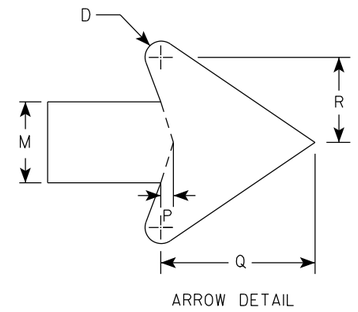
(A)



(A)



(A)



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	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

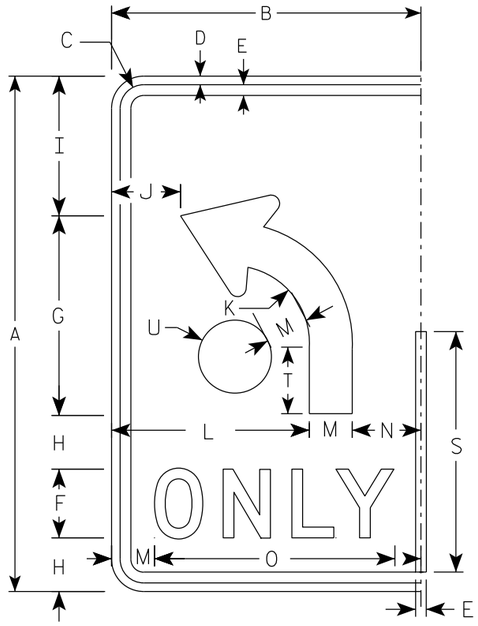
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

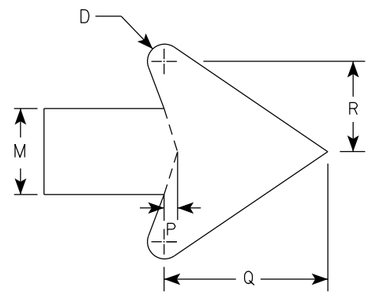
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 345 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



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	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

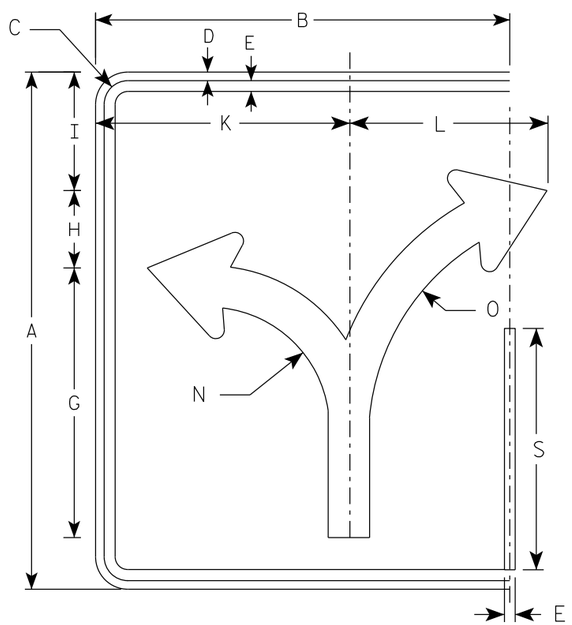
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

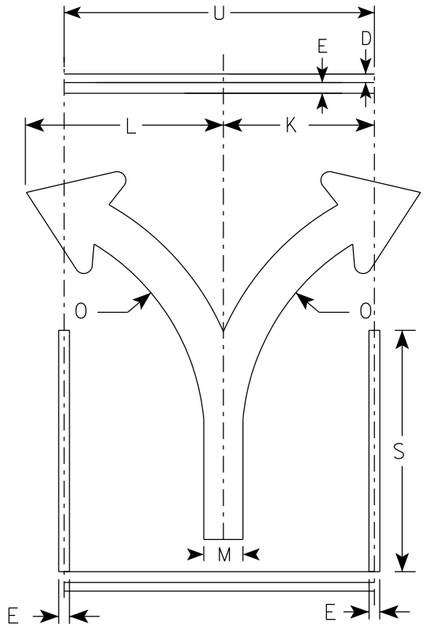
SHEET NO: 346 E

NOTES

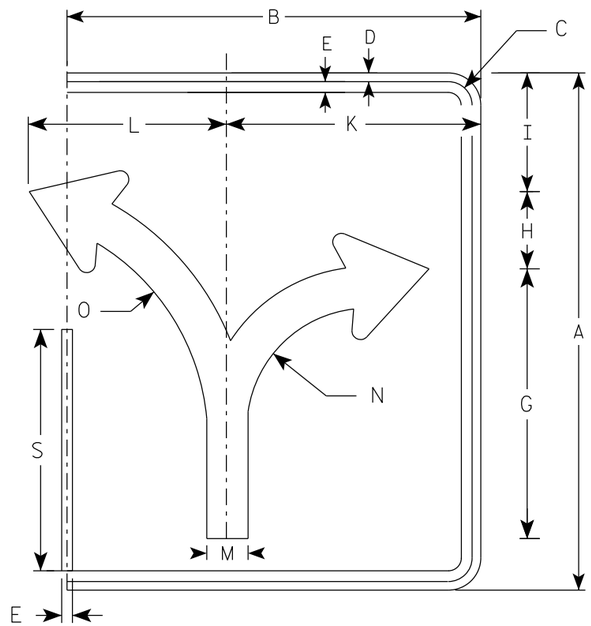
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



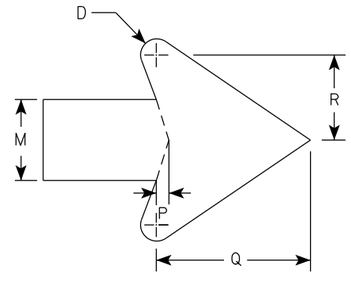
(C)



(C)



(C)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

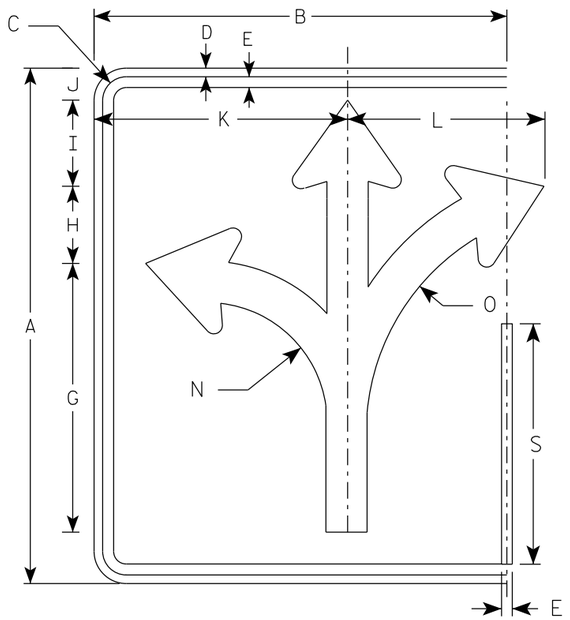
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

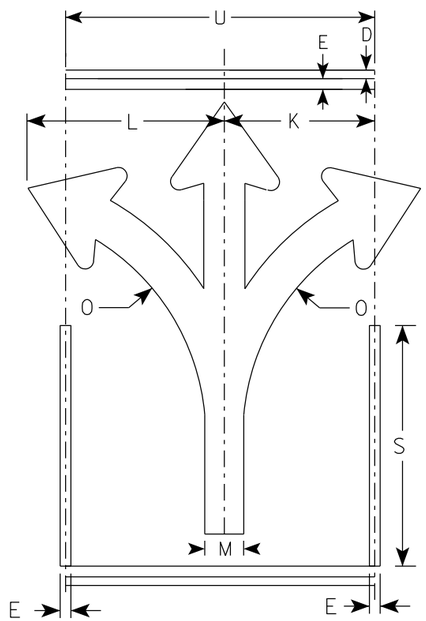
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 347 | E

NOTES

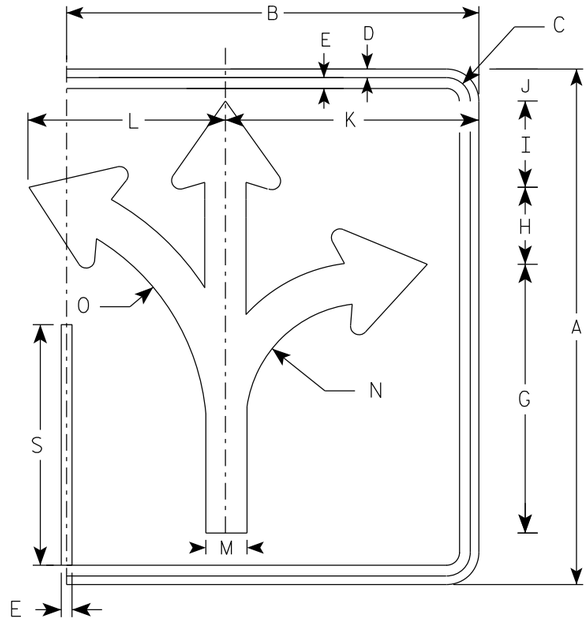
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



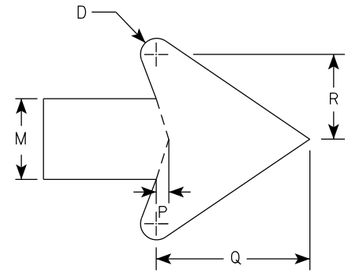
(D)



(D)



(D)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

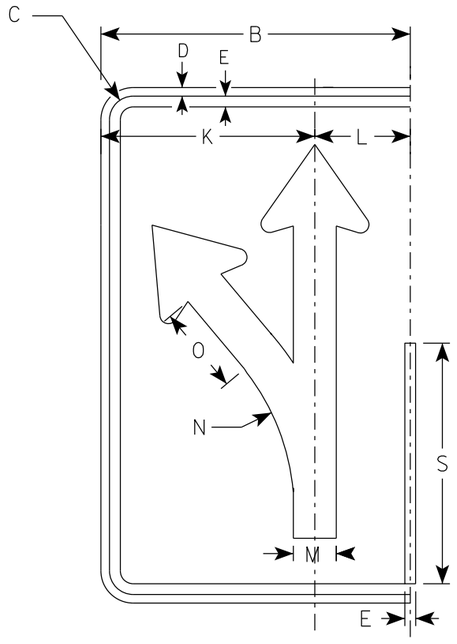
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 348 | E

7

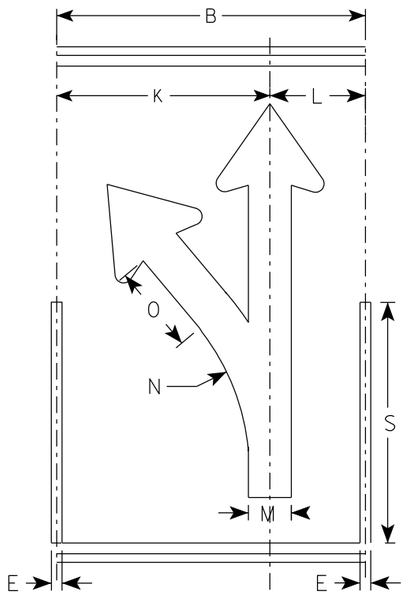
7

NOTES

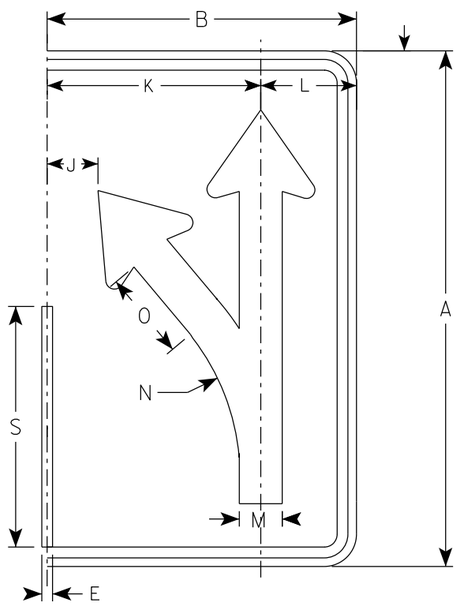
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



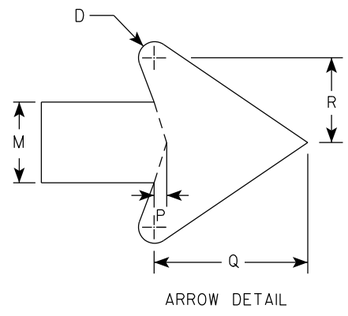
(E)



(E)



(E)



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	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

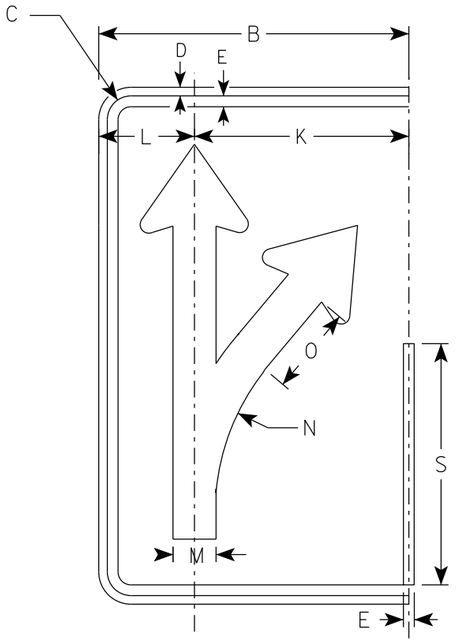
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

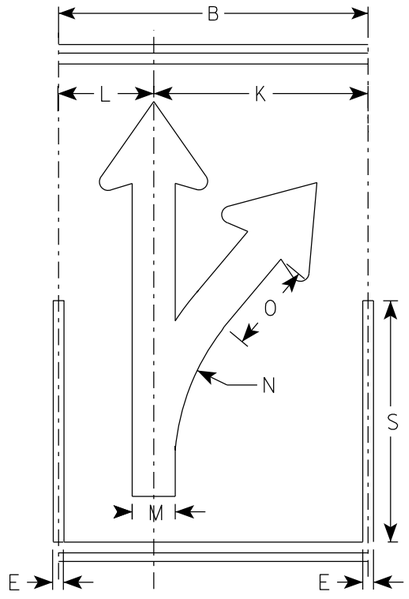
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 349 | E

NOTES

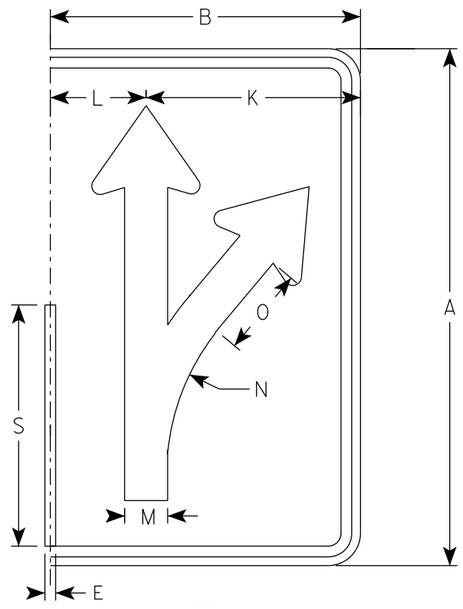
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



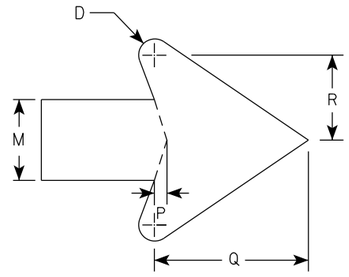
(F)



(F)



(F)



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	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

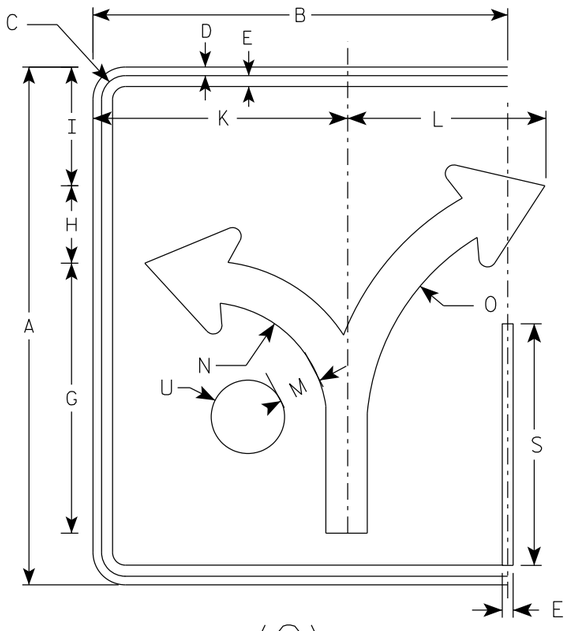
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

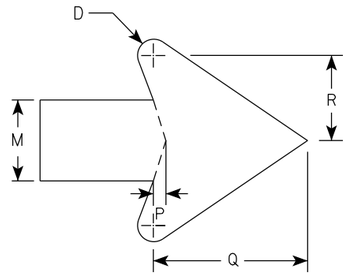
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 350 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



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	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

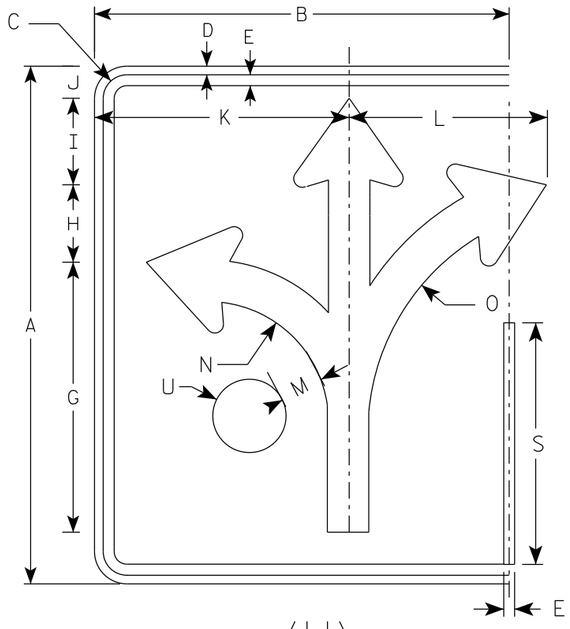
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

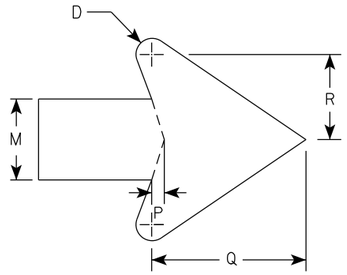
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 351 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



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	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

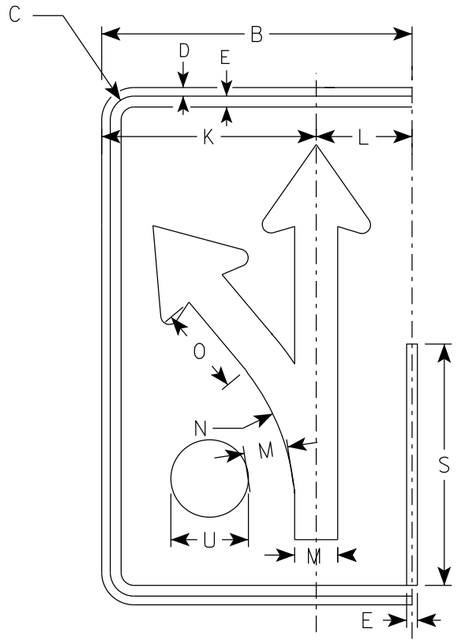
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

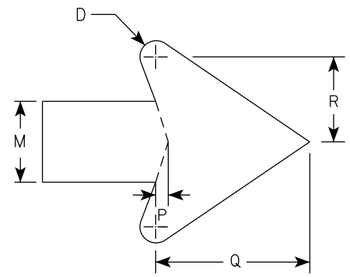
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 352	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



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	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

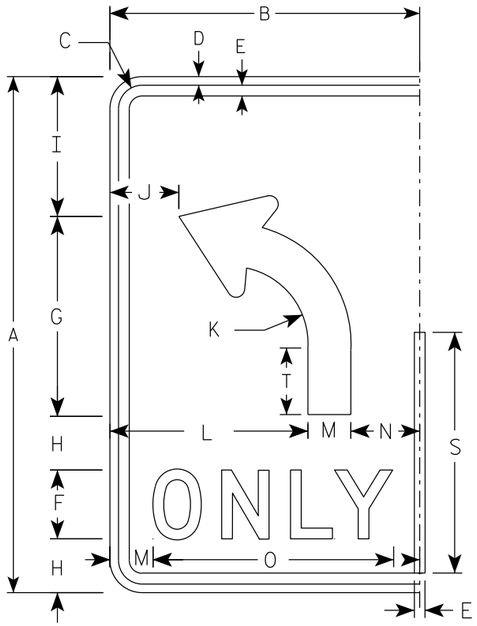
APPROVED Matthew R Rauch
For State Traffic Engineer

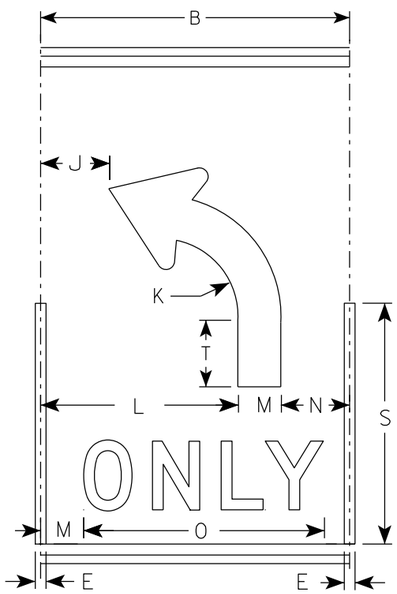
DATE 5/21/19 PLATE NO. R3-8.1

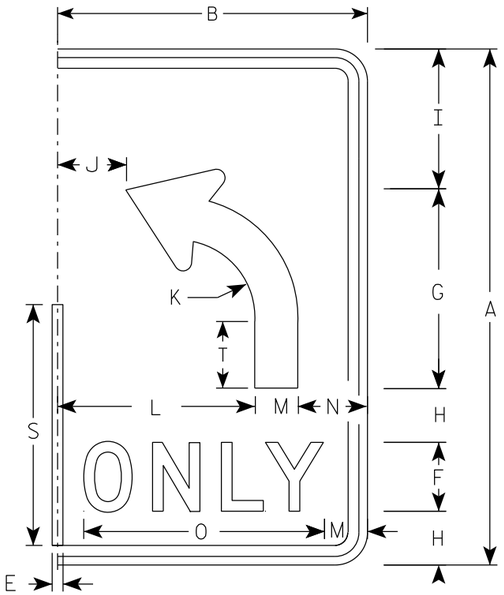
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 353 | E

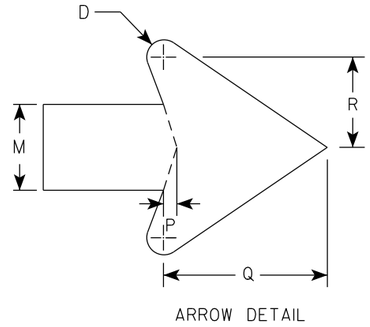
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D









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	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

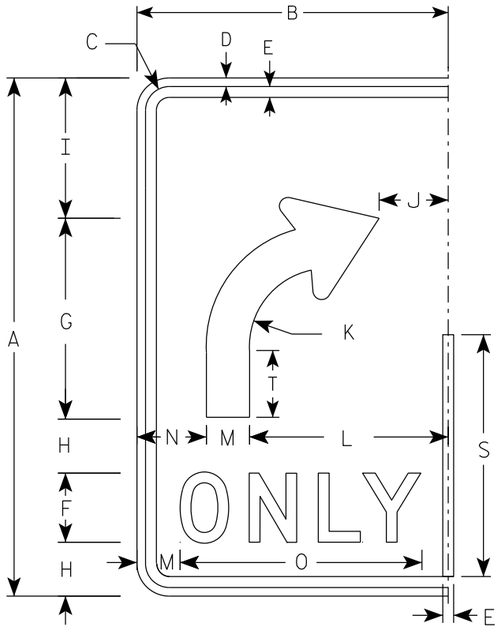
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

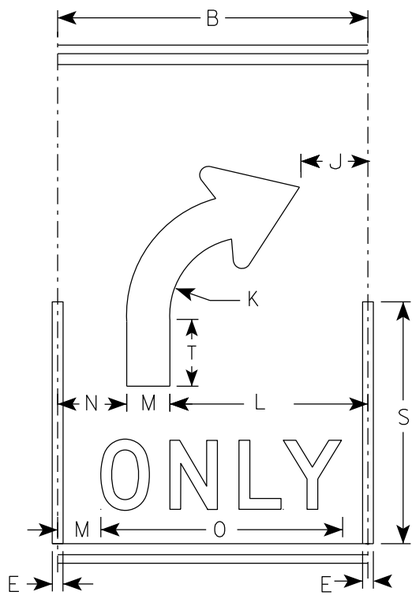
SHEET NO: 354 E

NOTES

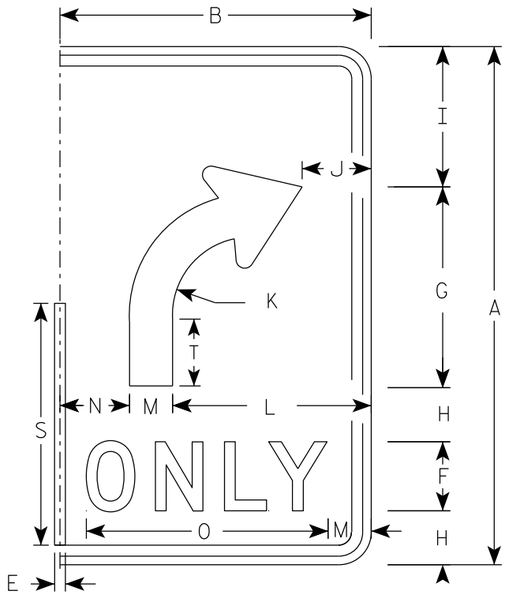
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



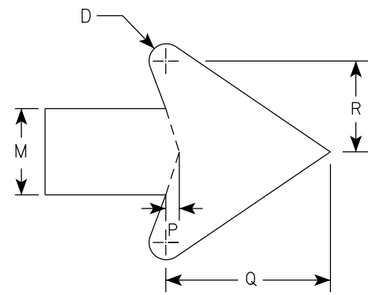
(R)



(R)



(R)



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	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

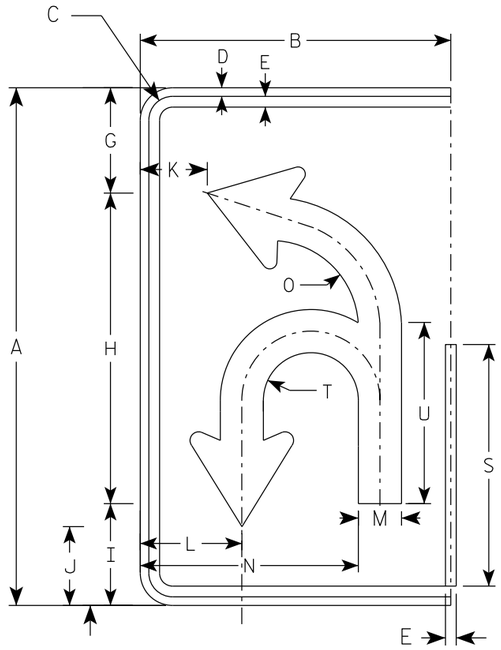
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

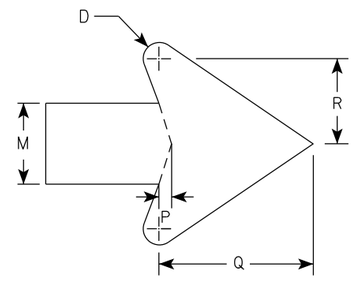
SHEET NO: 355 **E**

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(U)



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	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

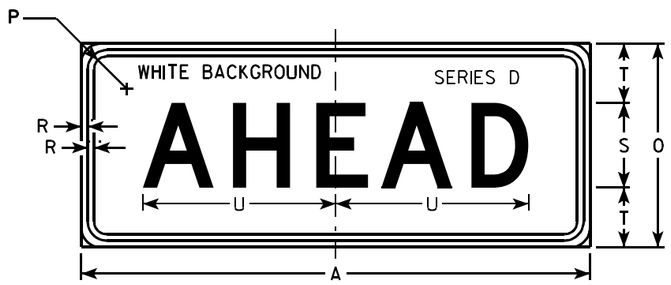
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 356 | E



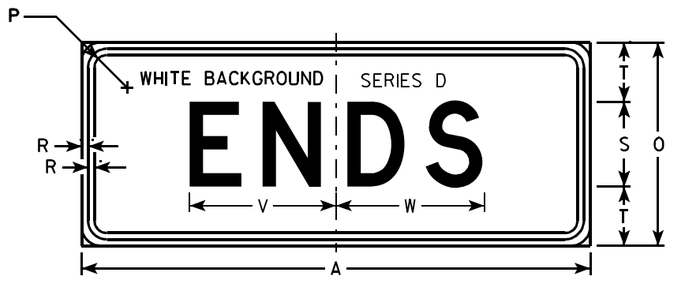
R3-17

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted on the Signs.
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.



R3-17ap



R3-17bp

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	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

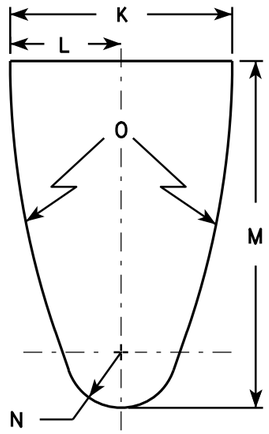
WISCONSIN DEPT OF TRANSPORTATION

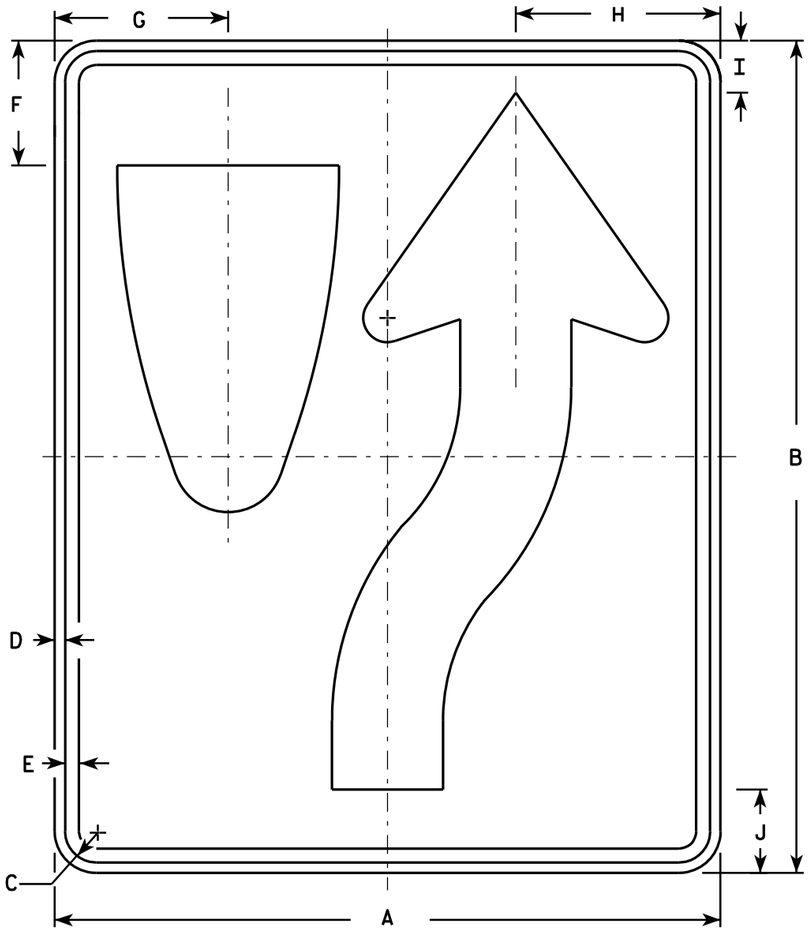
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/12/2011 PLATE NO. R3-17.2

PROJECT NO:

SHEET NO: 357 E

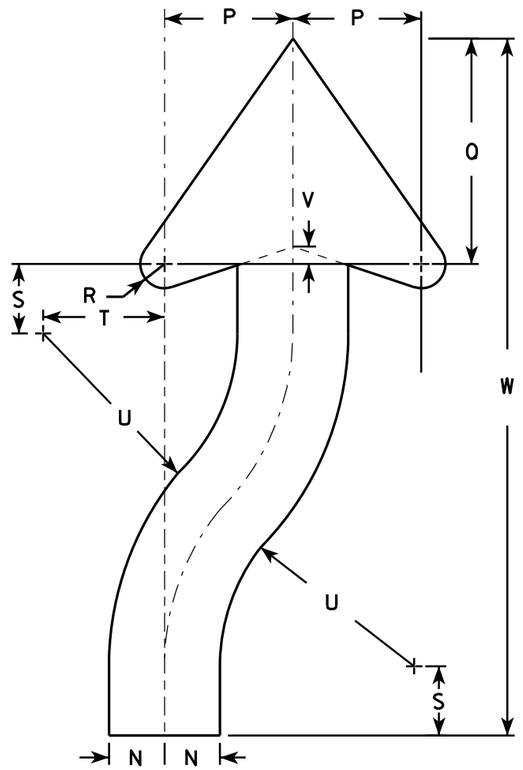




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

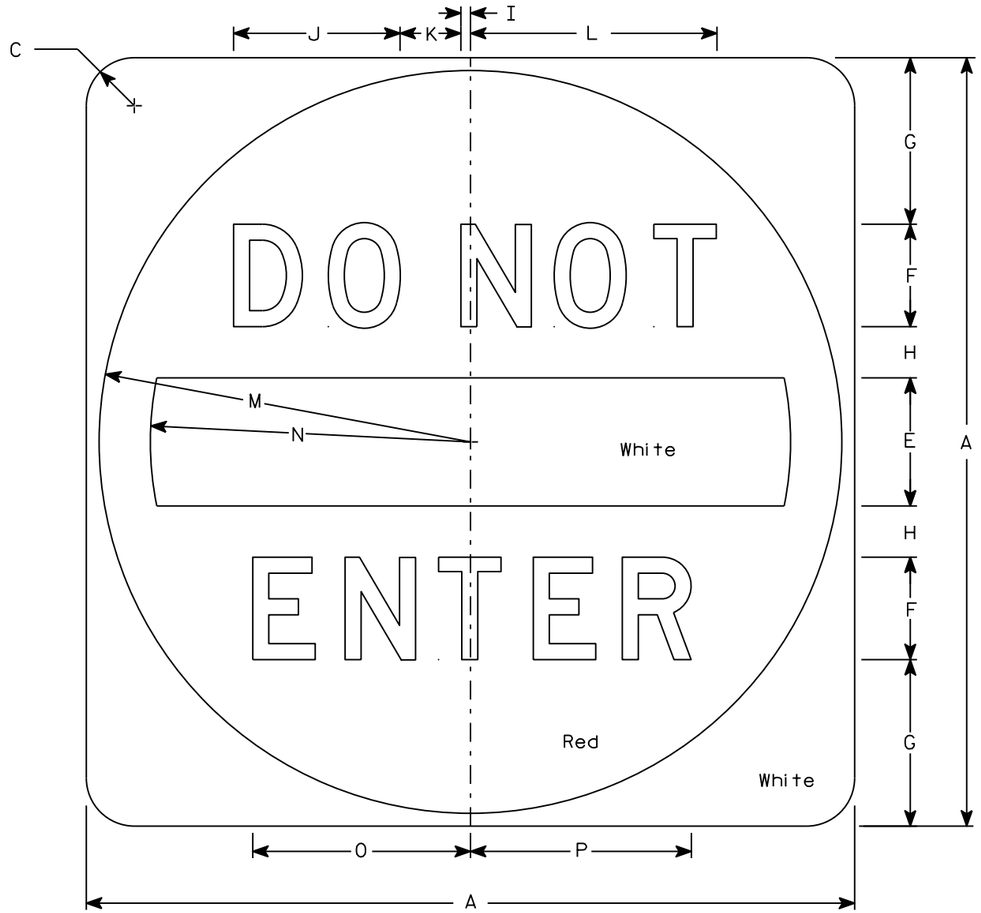
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 358	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

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	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

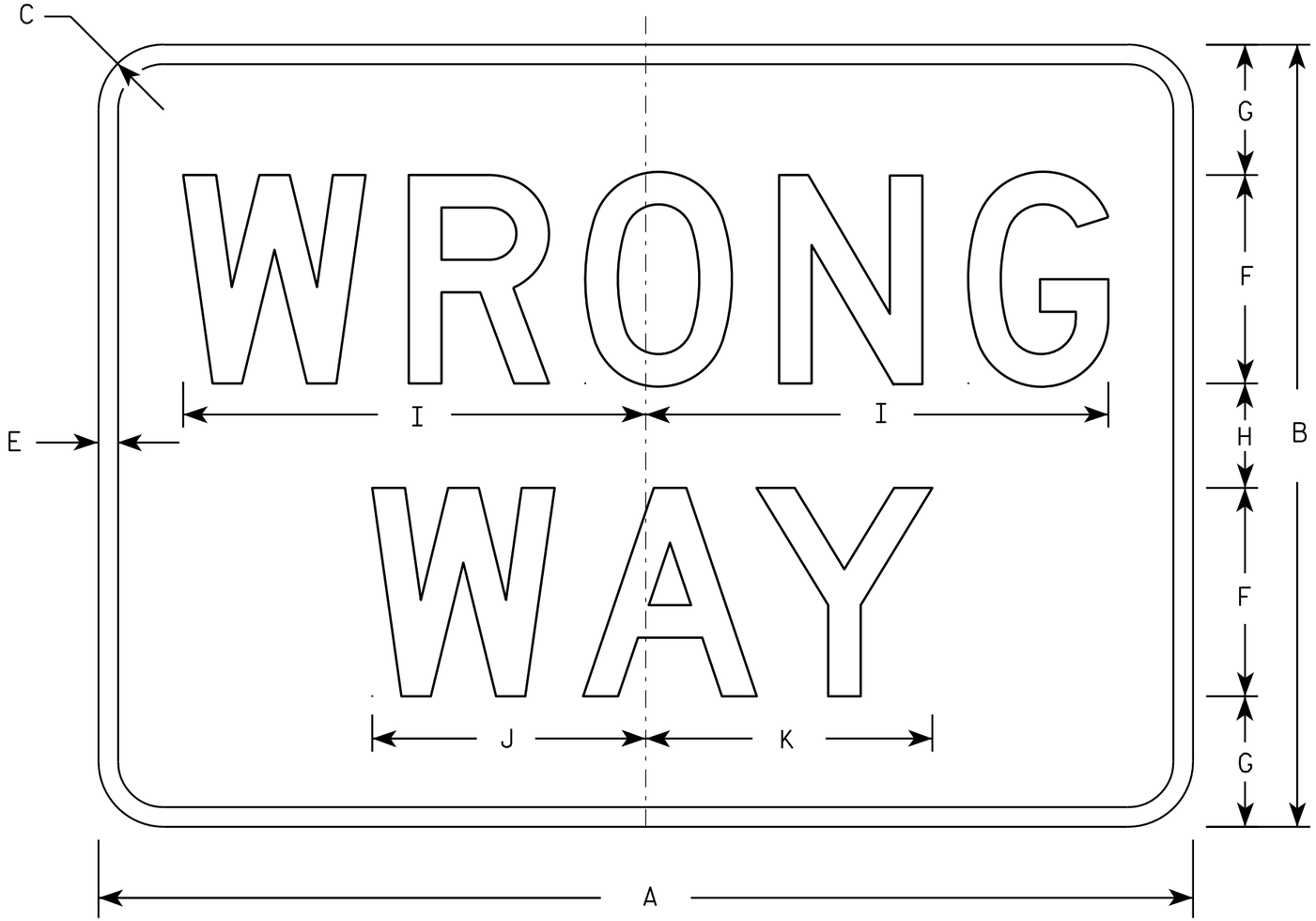
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 359 | E



R5-1A

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

SIZE	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	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

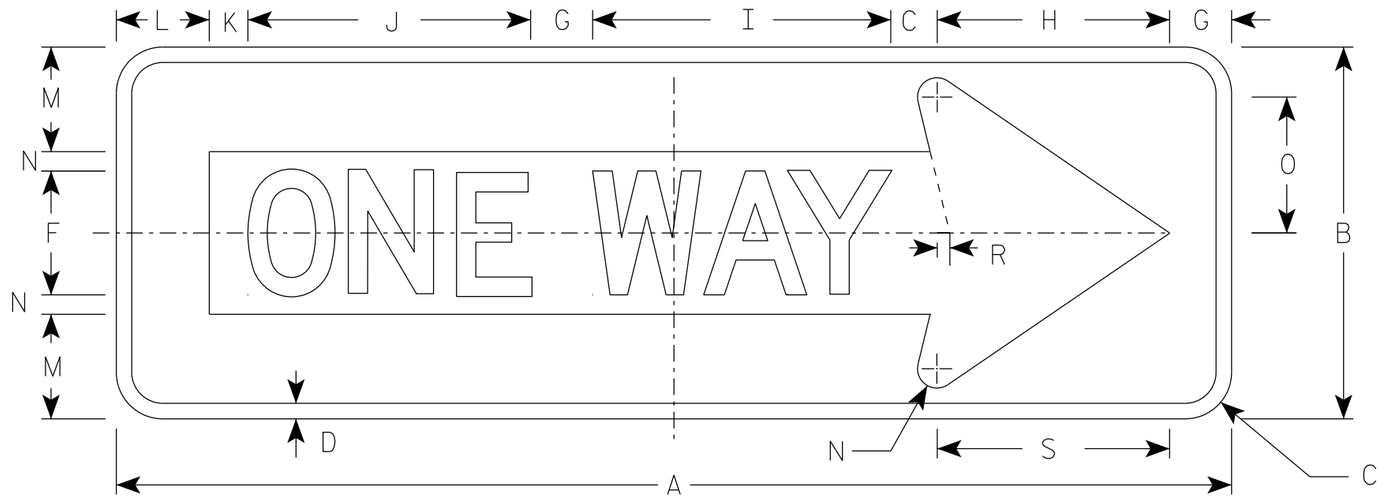
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

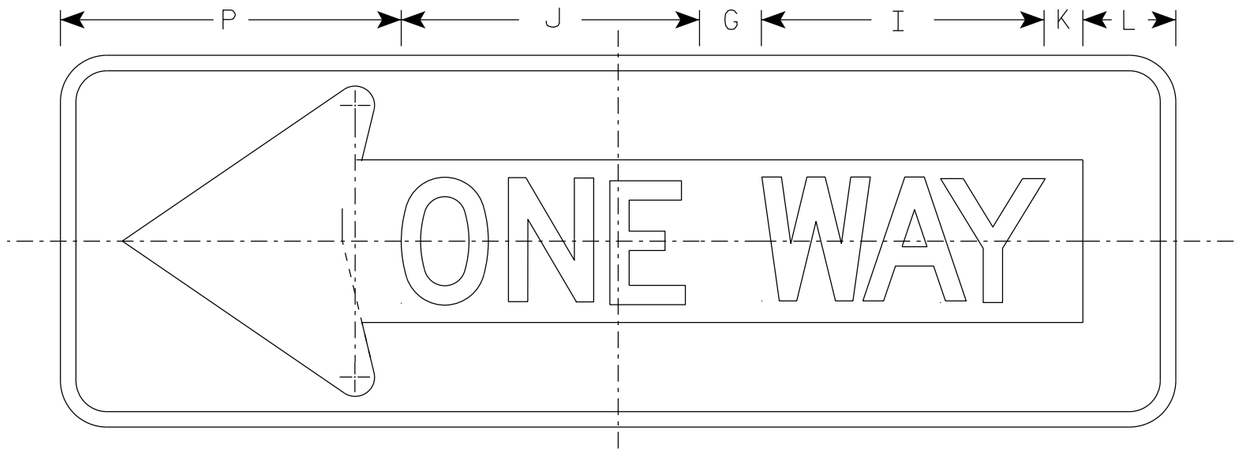
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 360 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

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	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

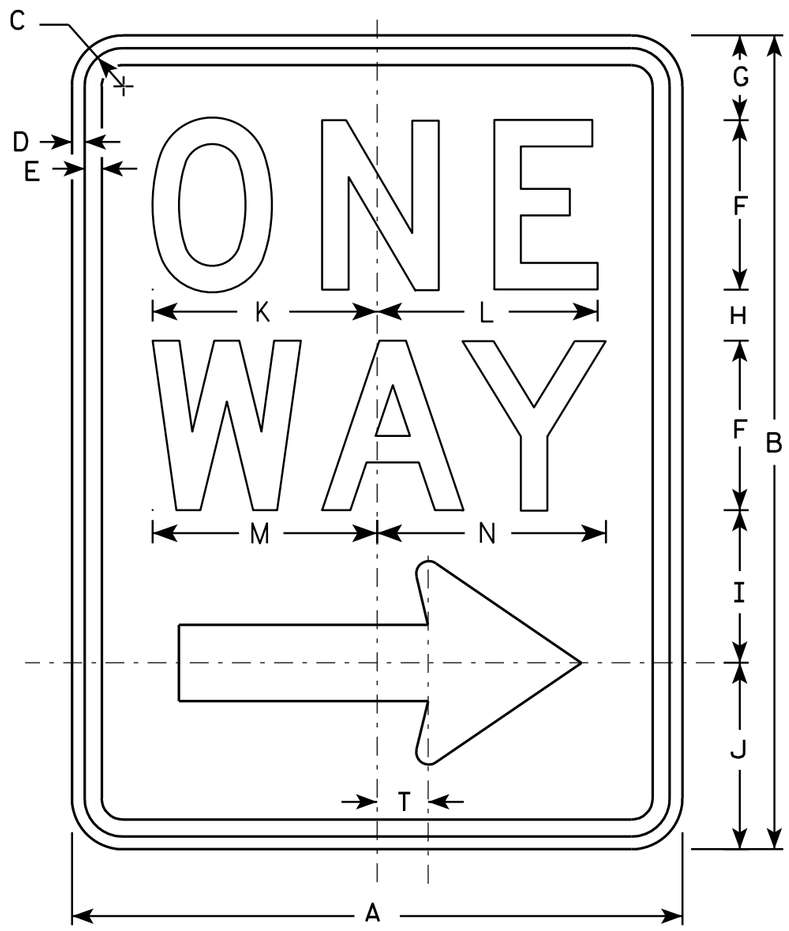
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

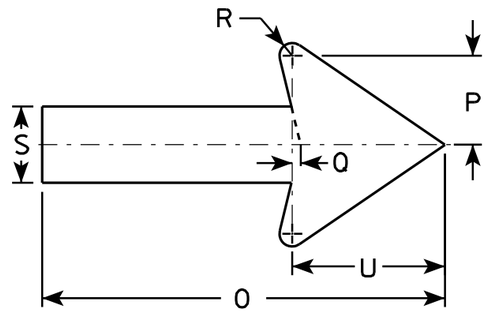
SHEET NO: 361 E



R6-2R

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



SIZE	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
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

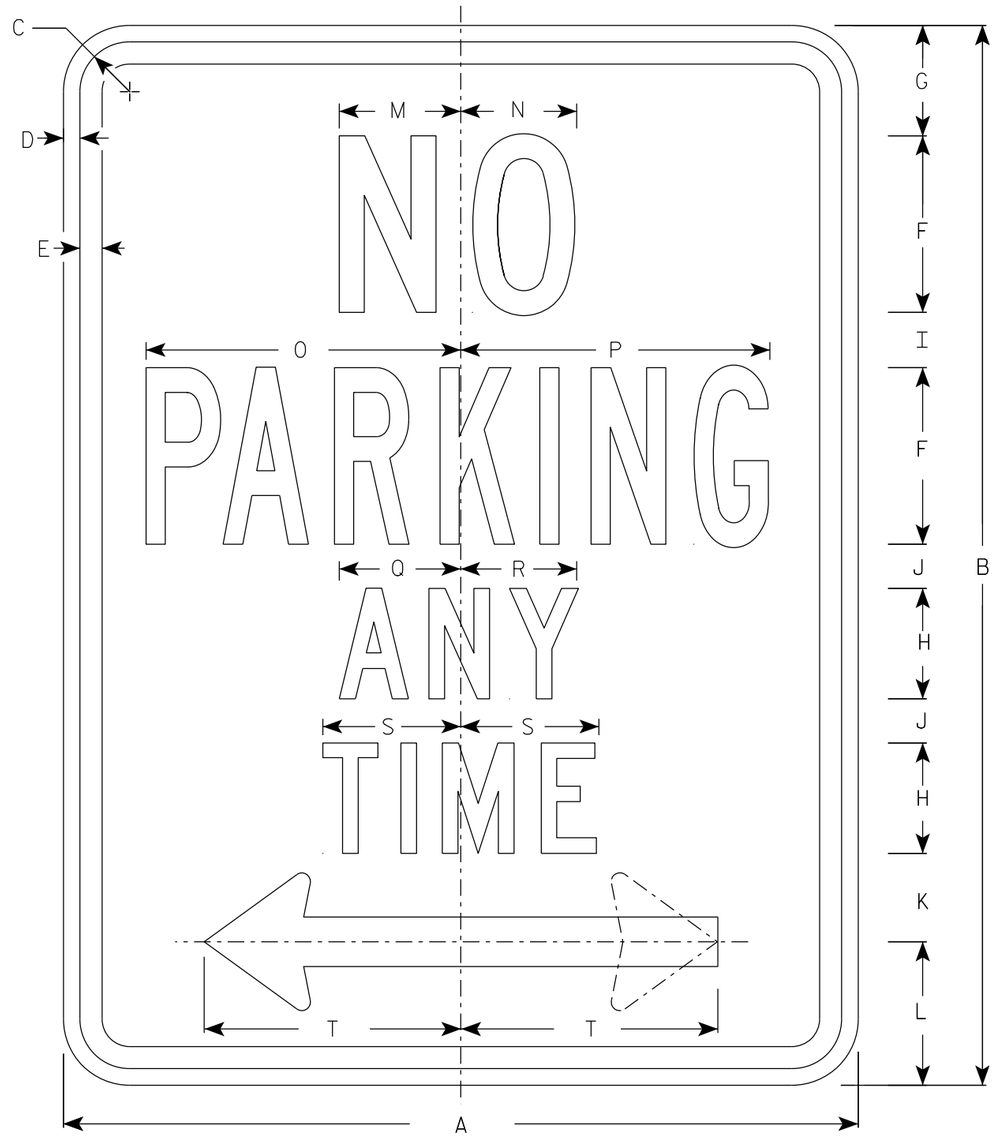
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

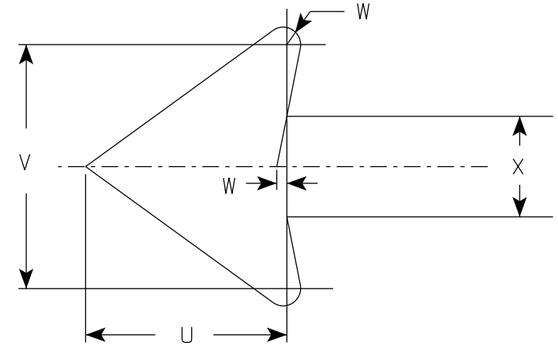
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 362	E



R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (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	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

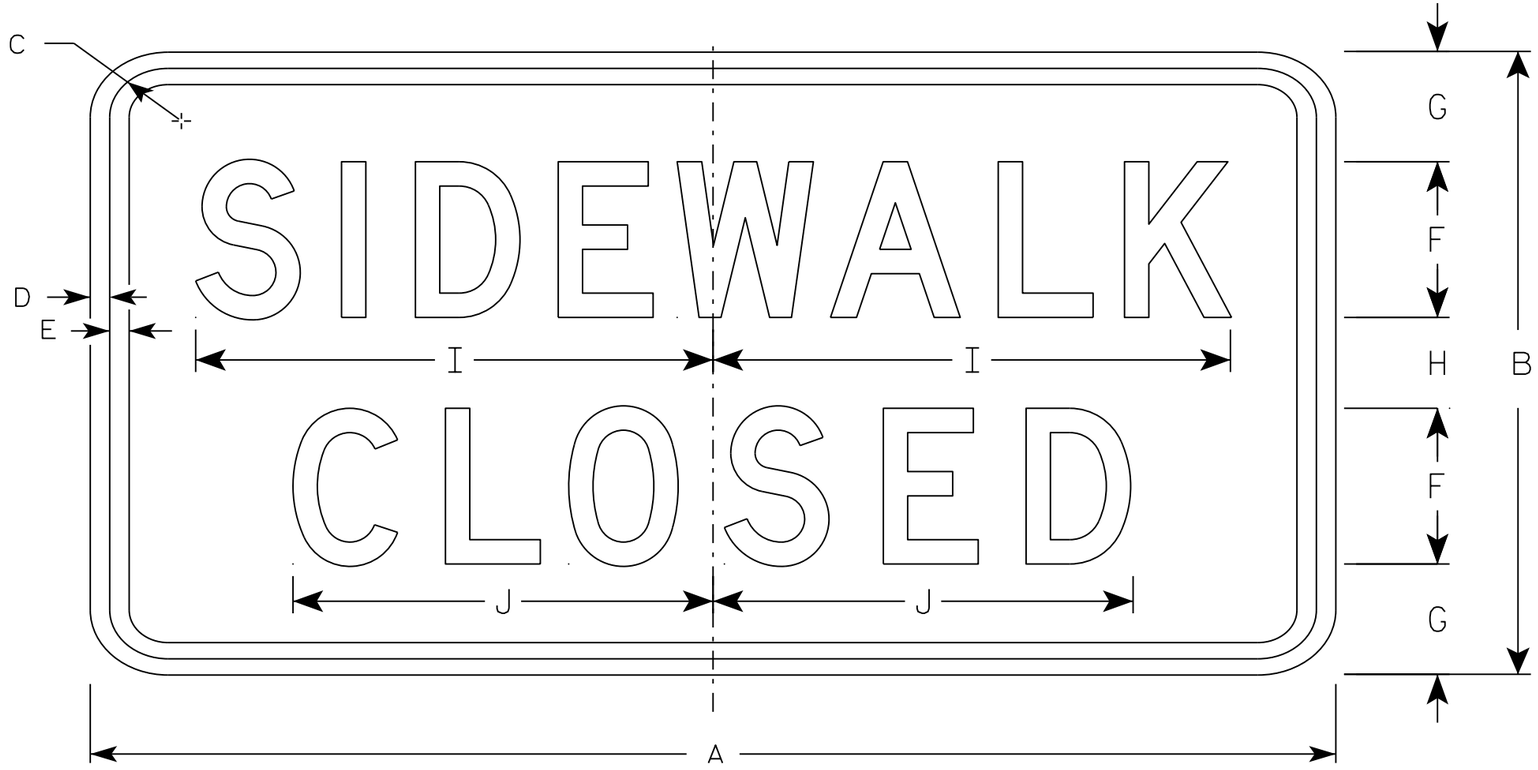
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2021 PLATE NO. R7-1.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 363 E

7

7



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

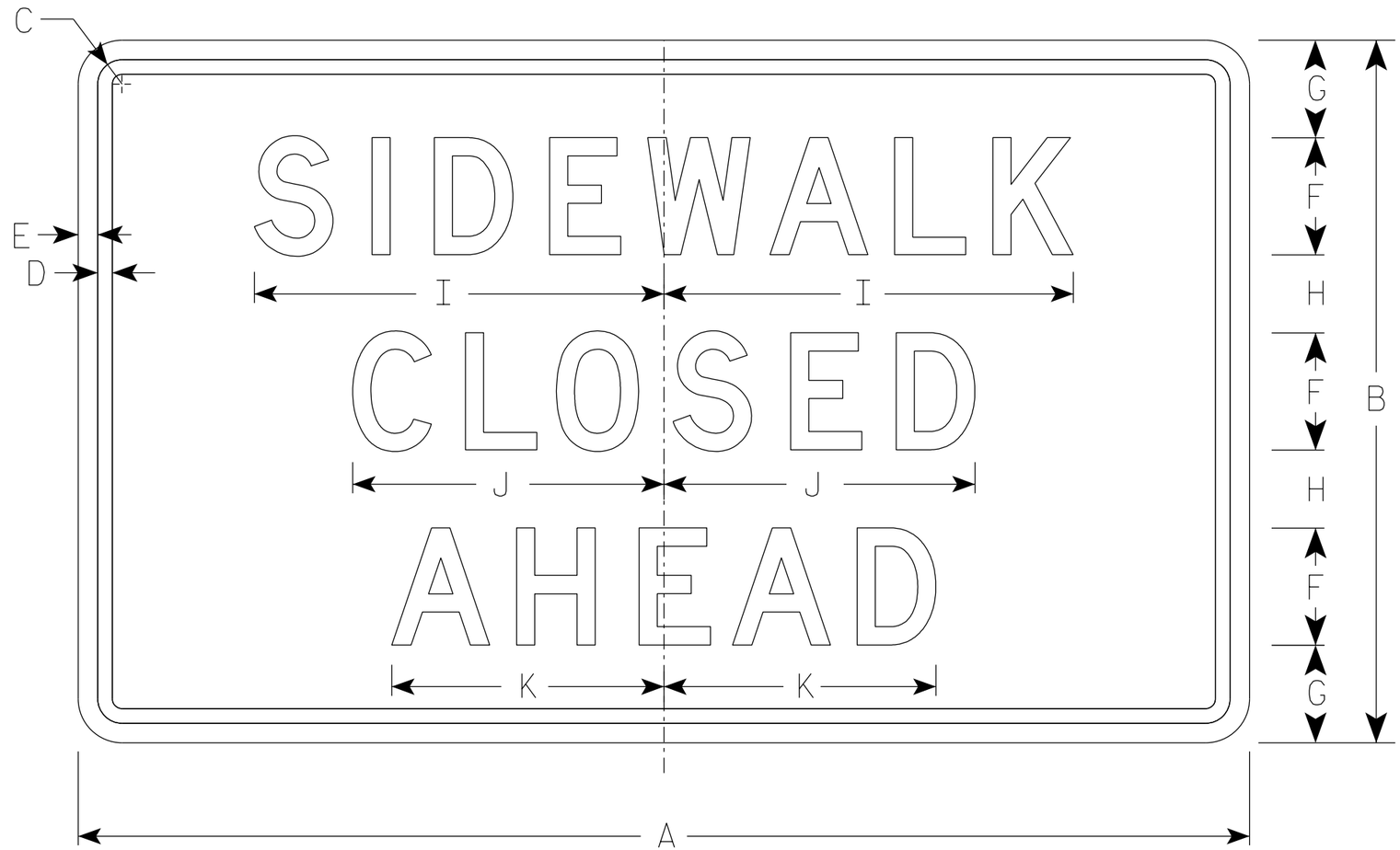
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 364 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



R9-9A

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.

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	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

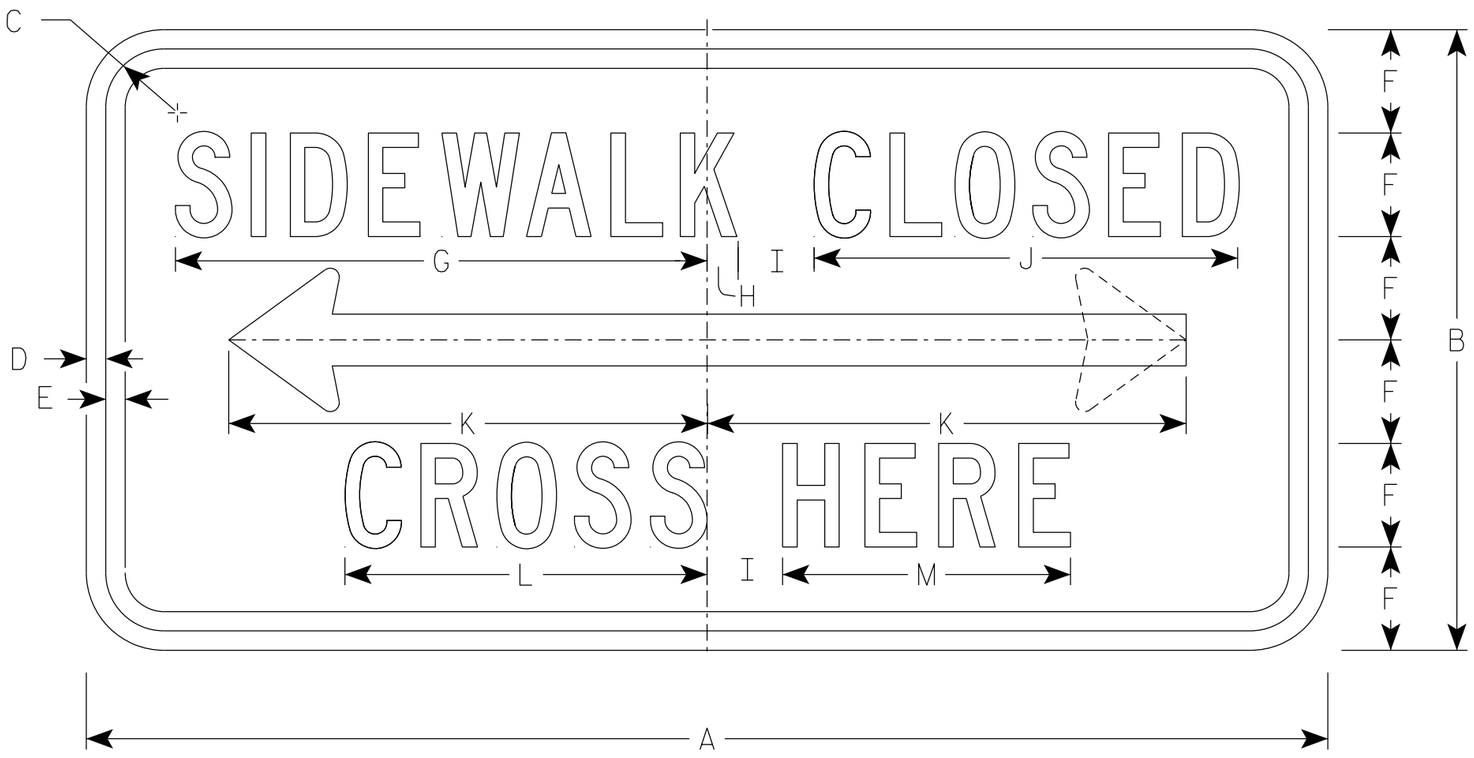
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

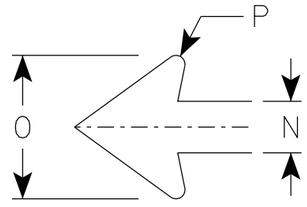
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 365 | E



R9-11A

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. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.
6. R9-11AD (double arrow)
   R9-11AL (left arrow)
   R9-11AR (right arrow)



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	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

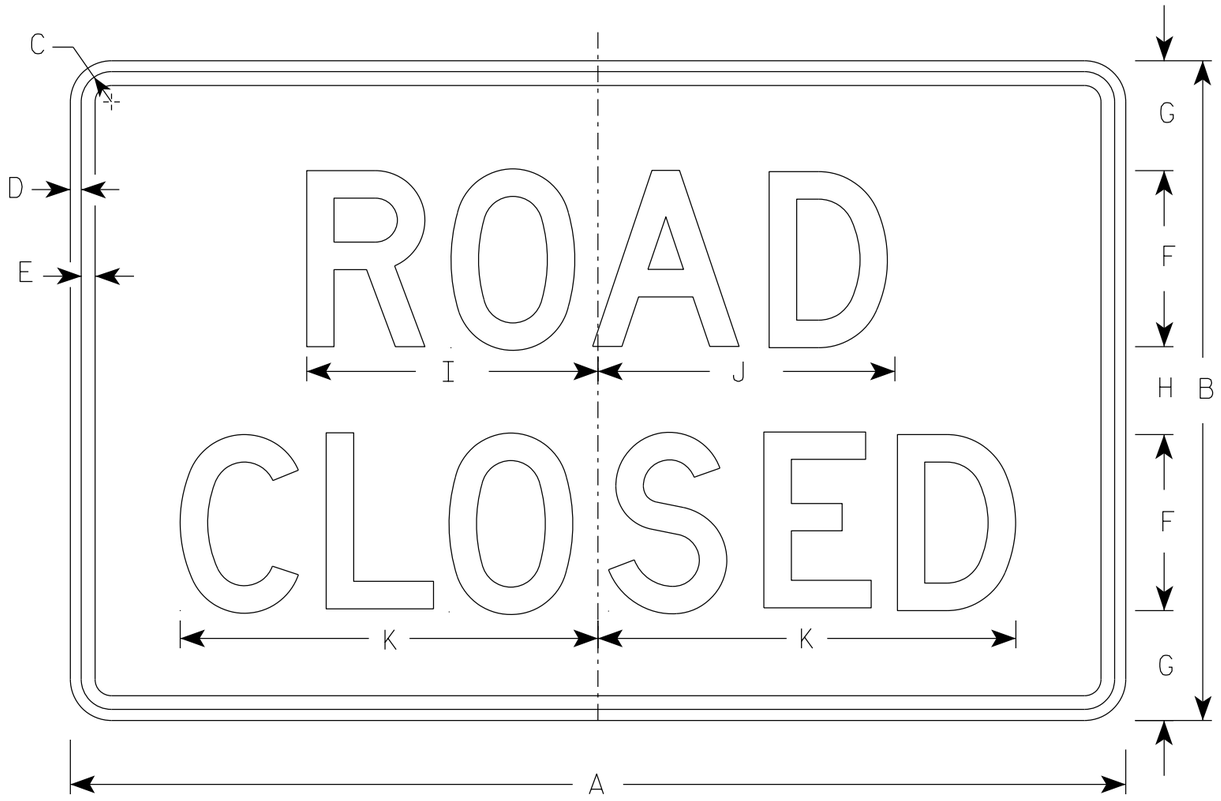
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2021 PLATE NO. R9-11A.5

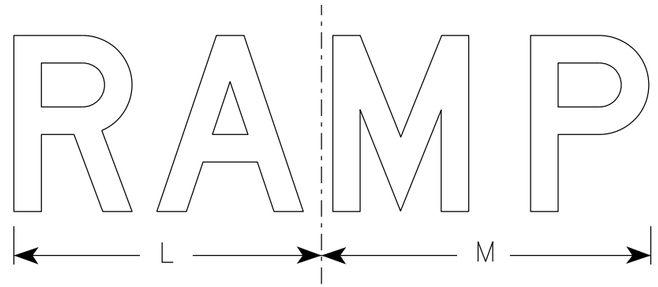
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 366 | E



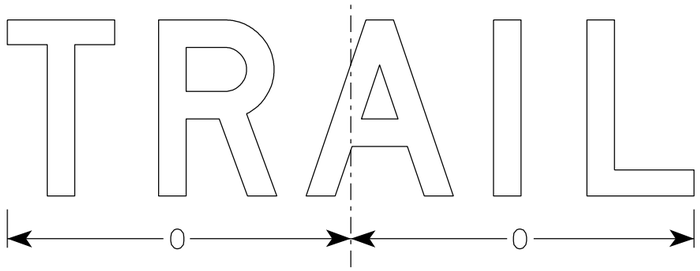
R11-2

NOTES

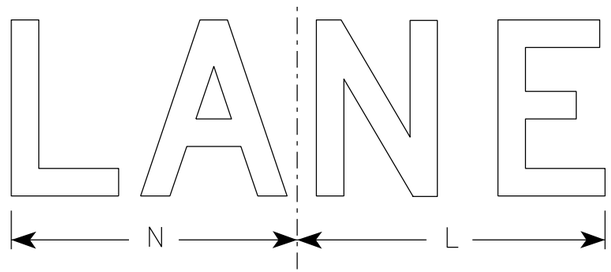
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

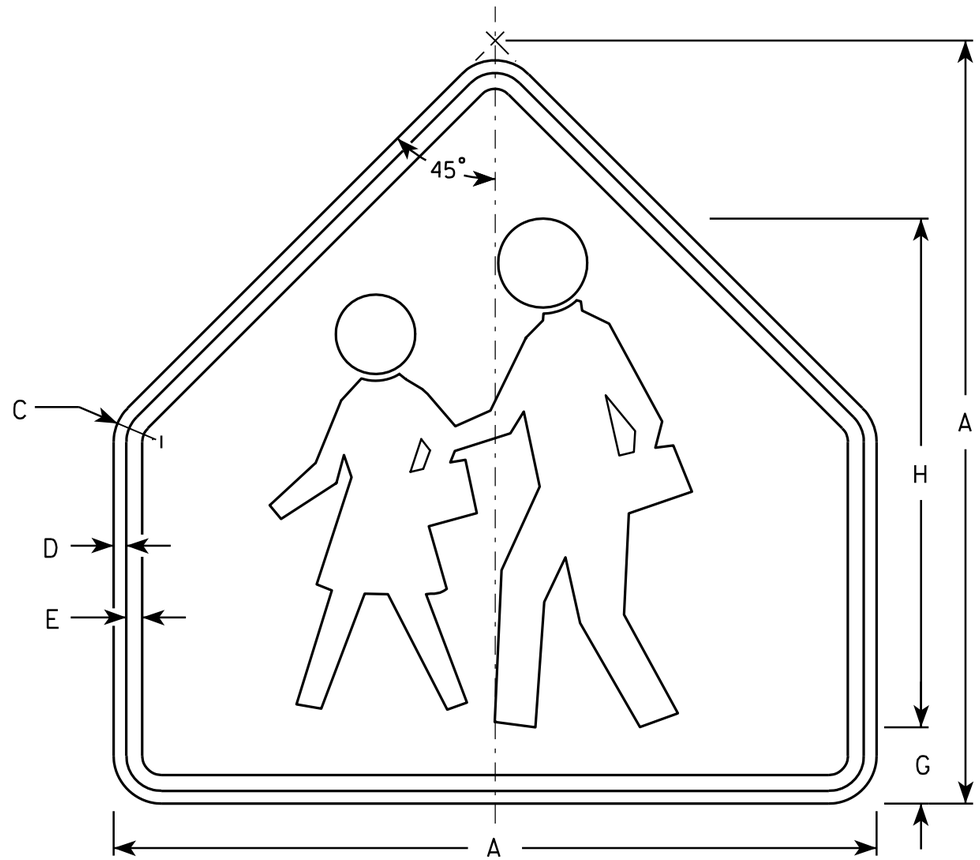
STANDARD SIGN
R11-2

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



S1-1

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

SIZE	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		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

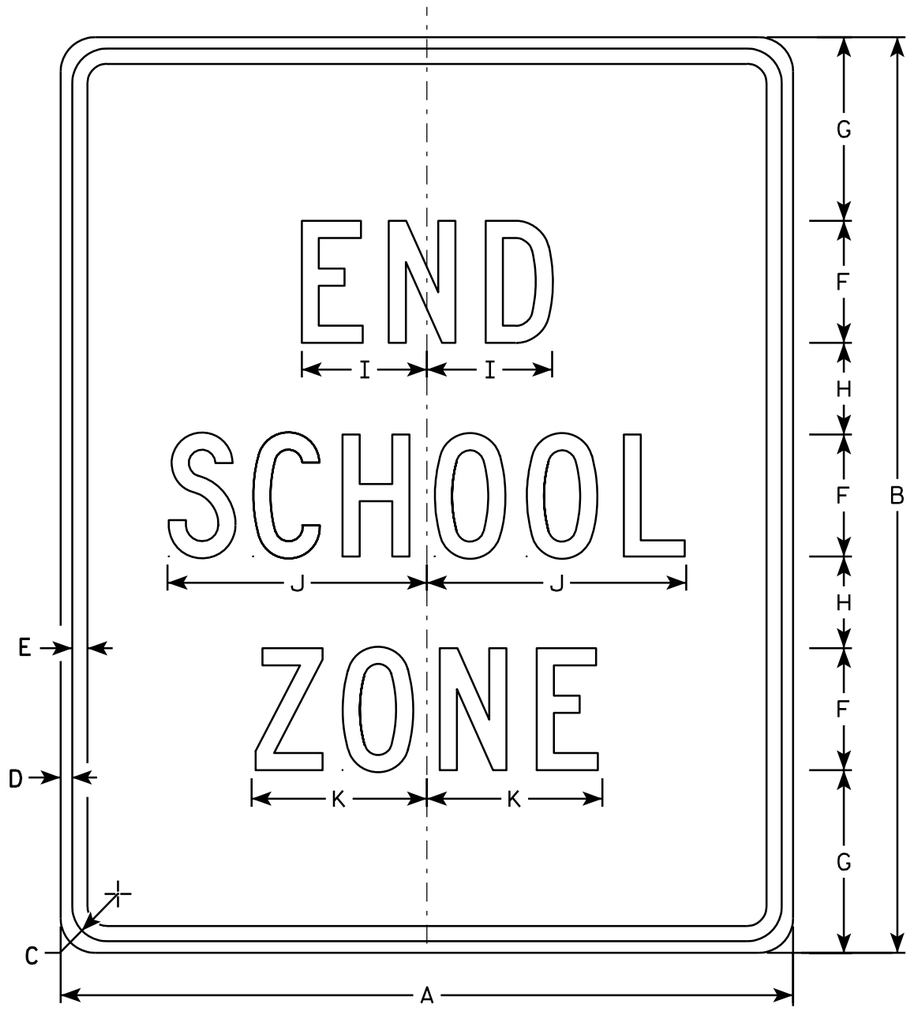
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 368	E



S5-2

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.

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	30	1 1/8	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 5/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

STANDARD SIGN
S5-2

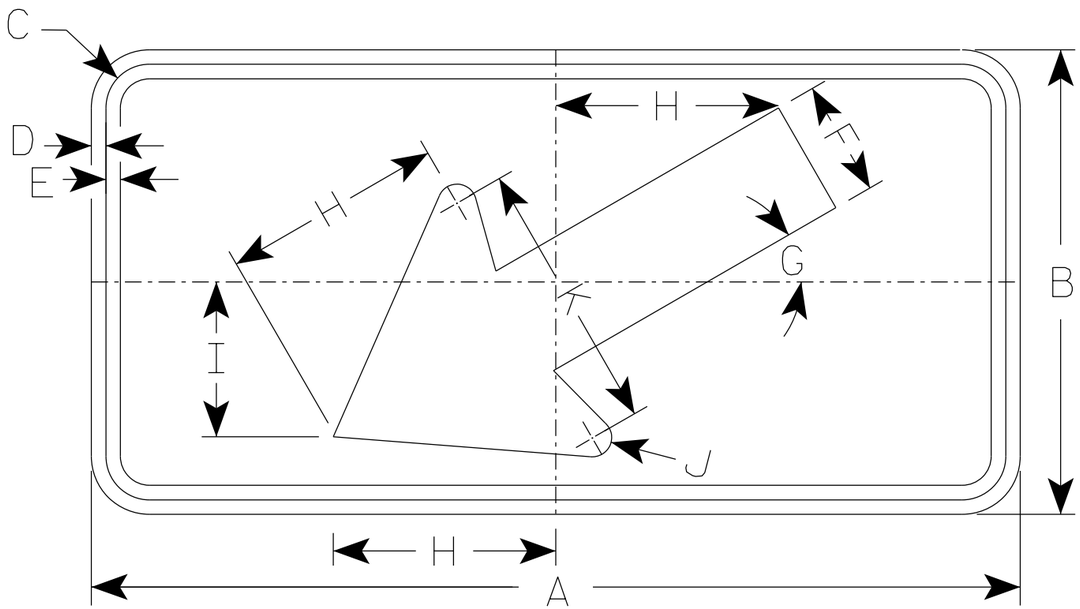
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/8/11 PLATE NO. S5-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 369 | E

7



S16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. S16-7R are the same as S16-7L except the arrow is reversed along the vertical centerline.

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	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
S16-7

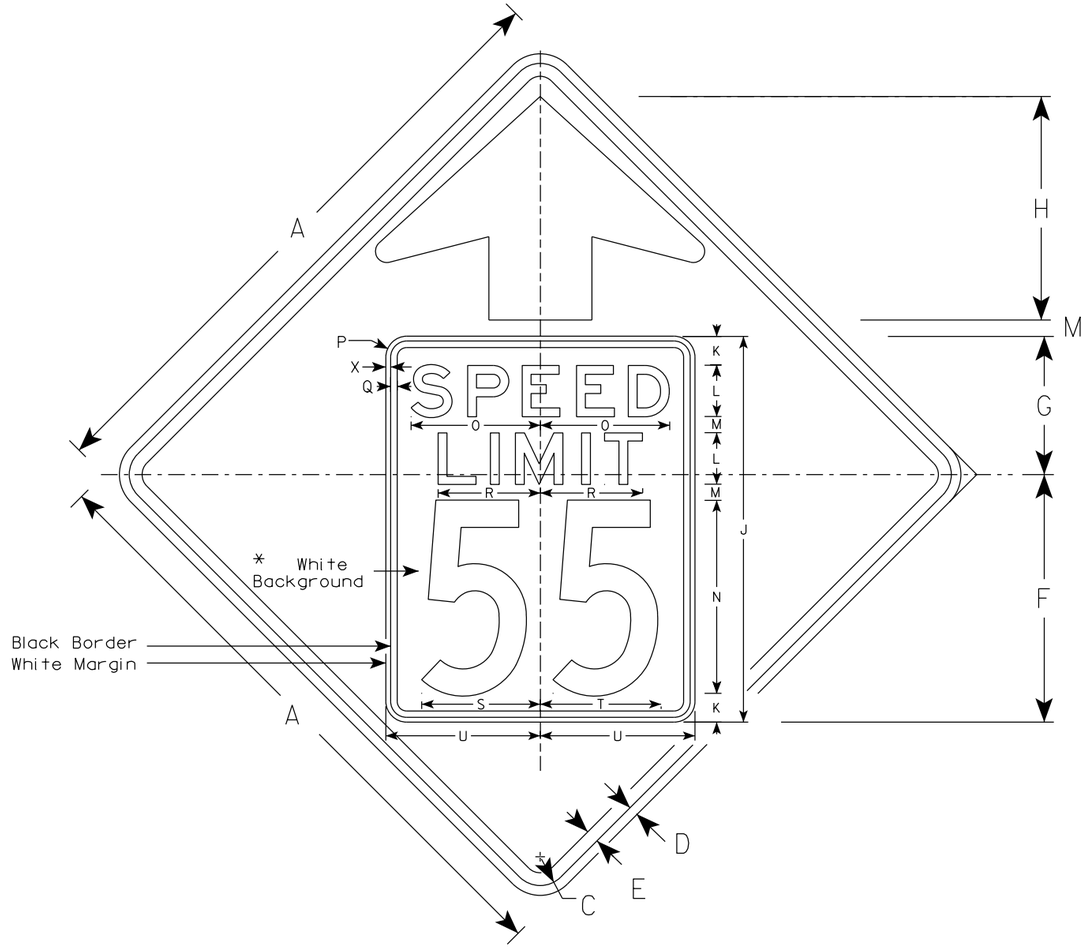
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 370 E

7

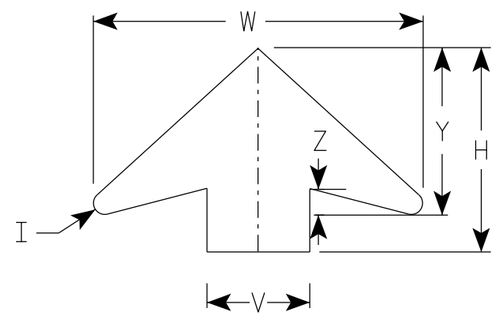


W3-5

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color: *
   Background - Yellow* (Type F Reflective)
   Message - Black
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background with black message (Type SH Reflective)



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	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

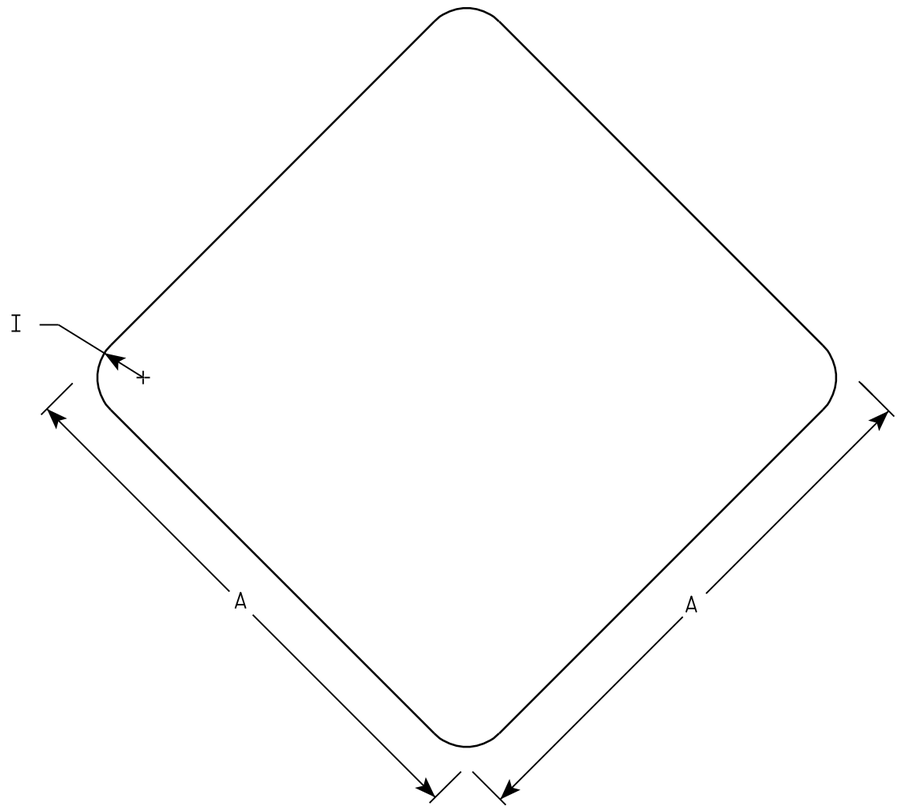
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 7/27/2020 PLATE NO. W3-5.6

PROJECT NO:

SHEET NO: 371 E



W5-54

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
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners 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	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

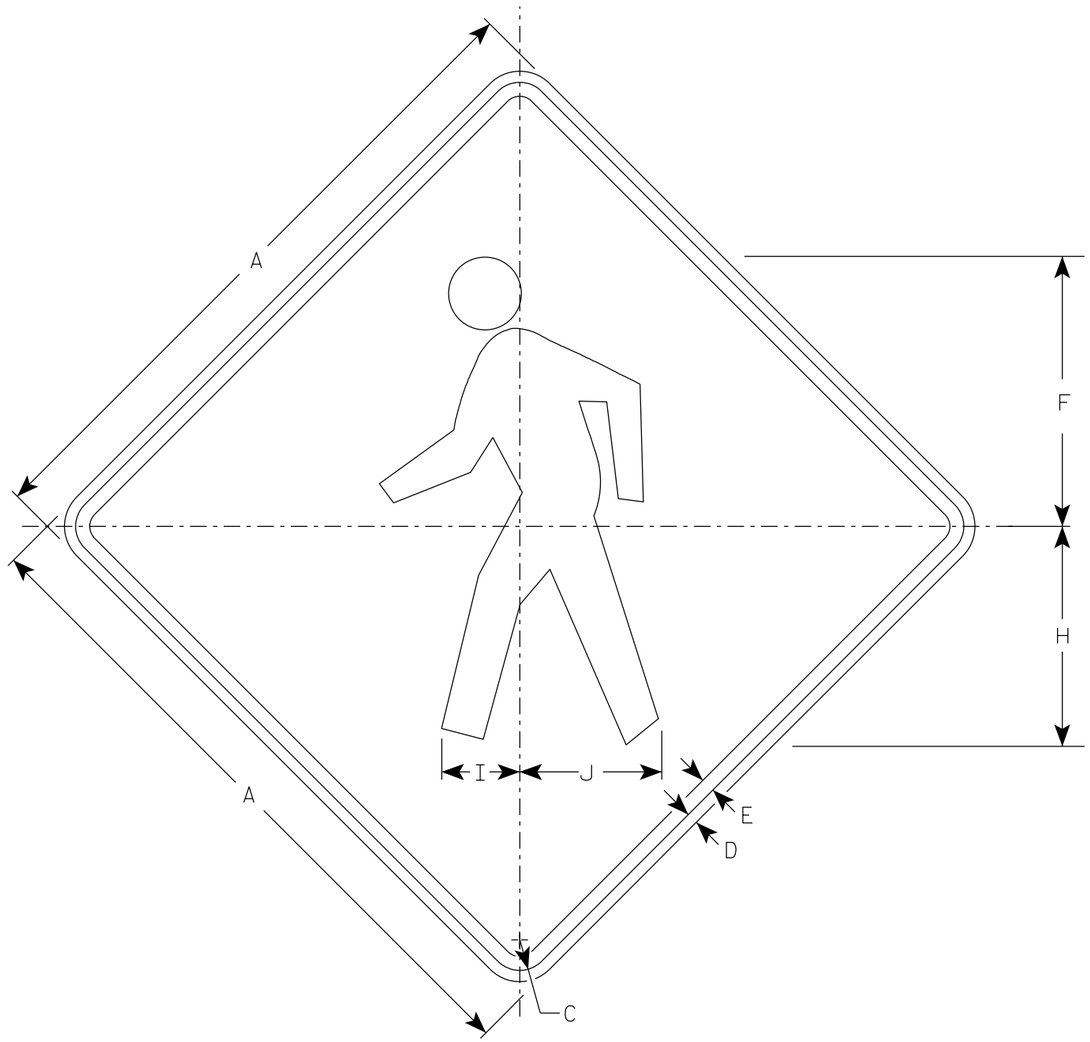
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 372 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



W11-2

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	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

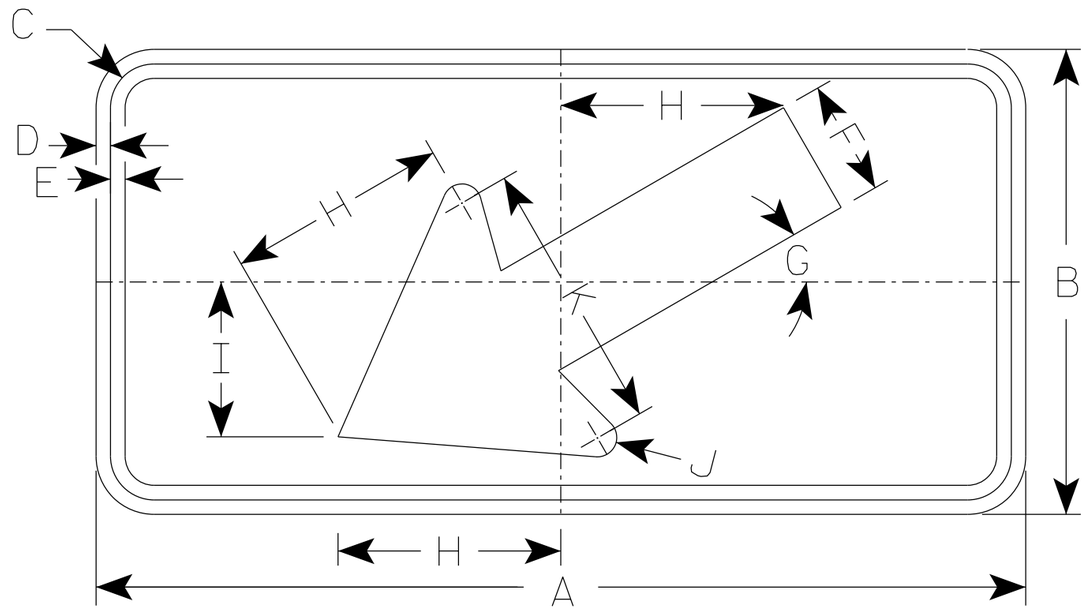
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 373 E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

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	3	30°	5 3/4	4	1/2	7																2.0
* 2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

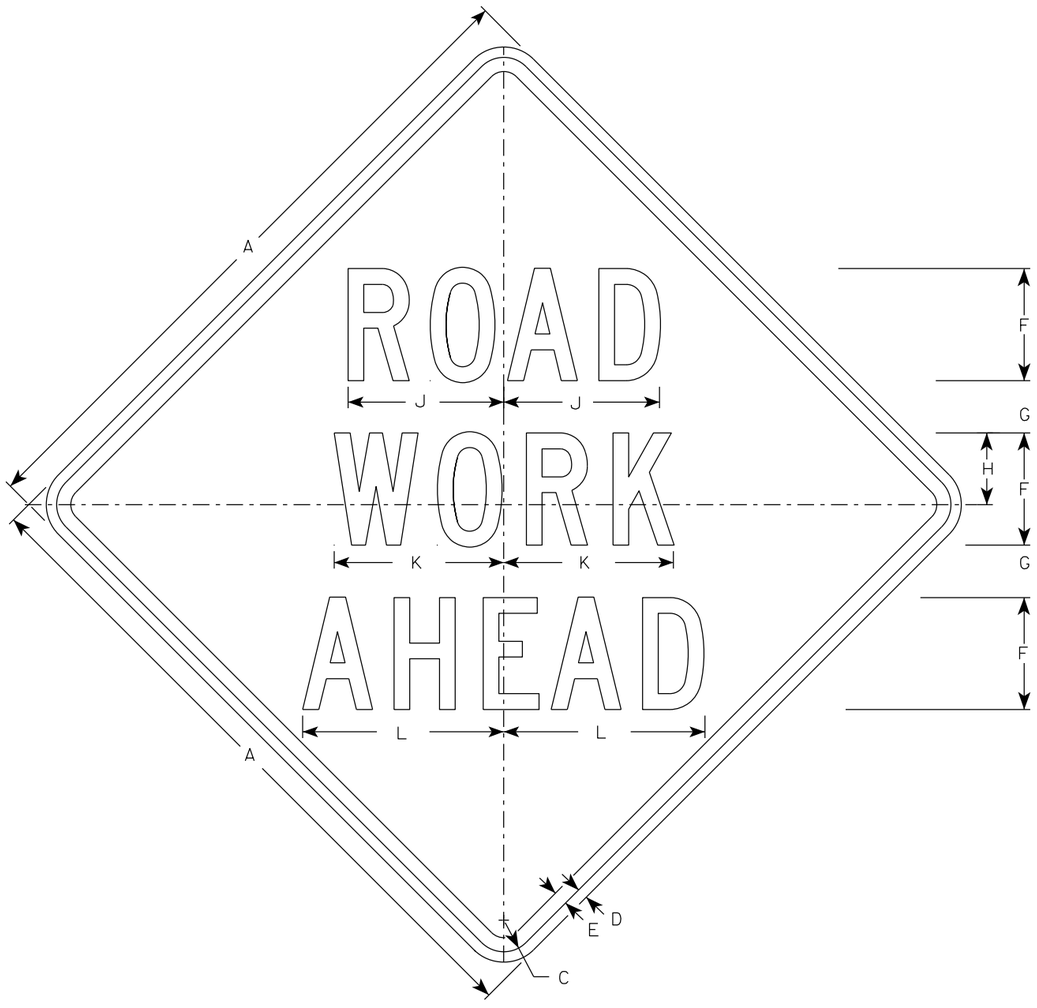
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W16-7.8

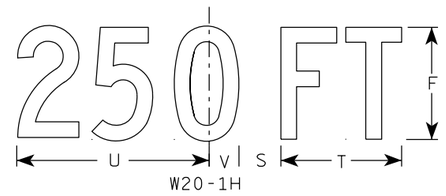
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 374	E

NOTES

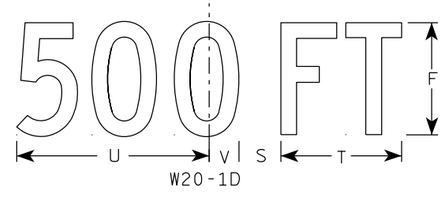
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



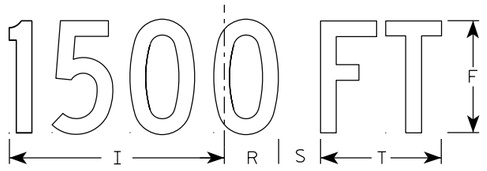
W20-1H



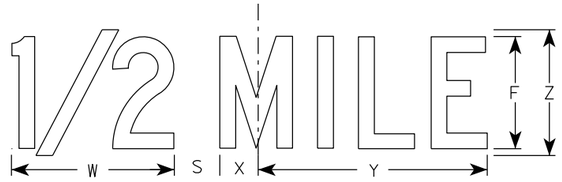
W20-1D



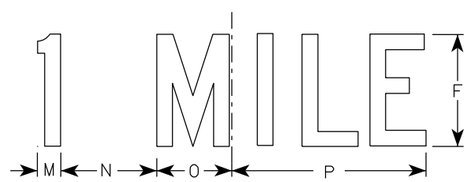
W20-1C



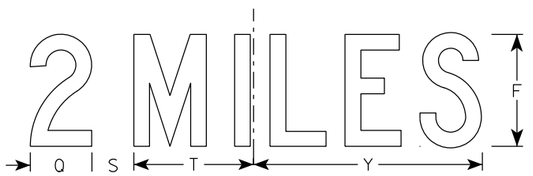
W20-1B



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:

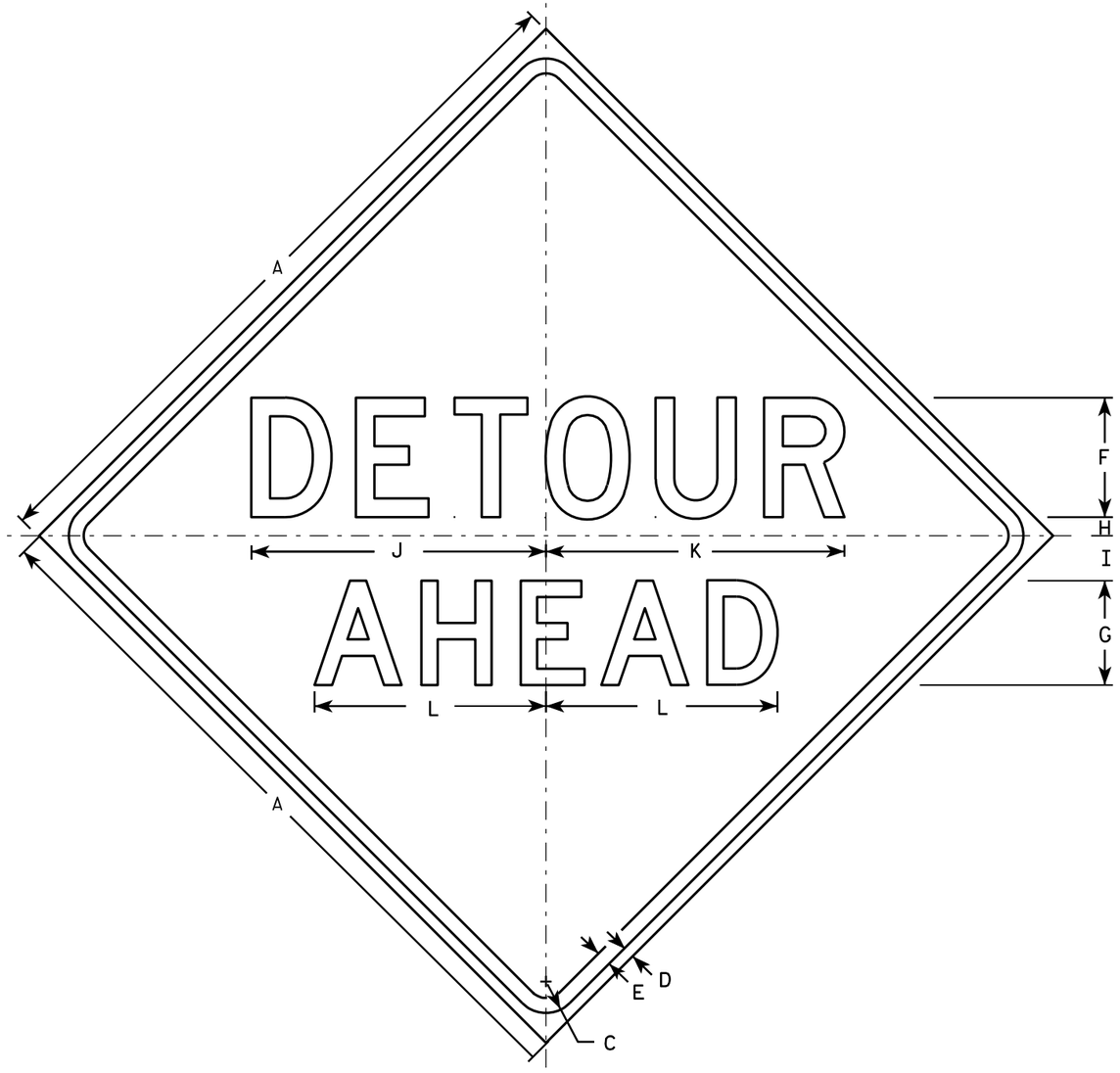
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

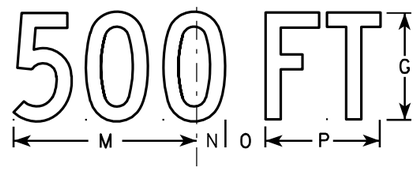
WISDOT/CADDS SHEET 42

7

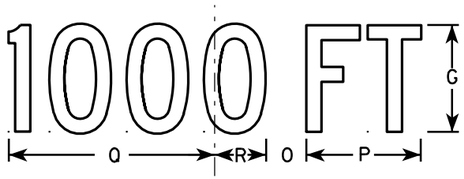
7



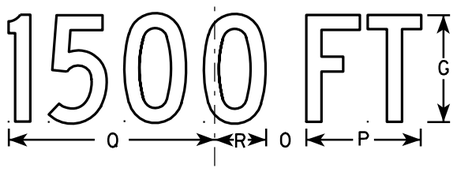
W20-2A



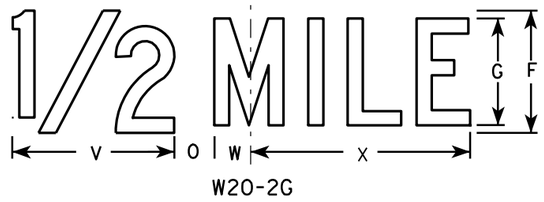
W20-2D



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

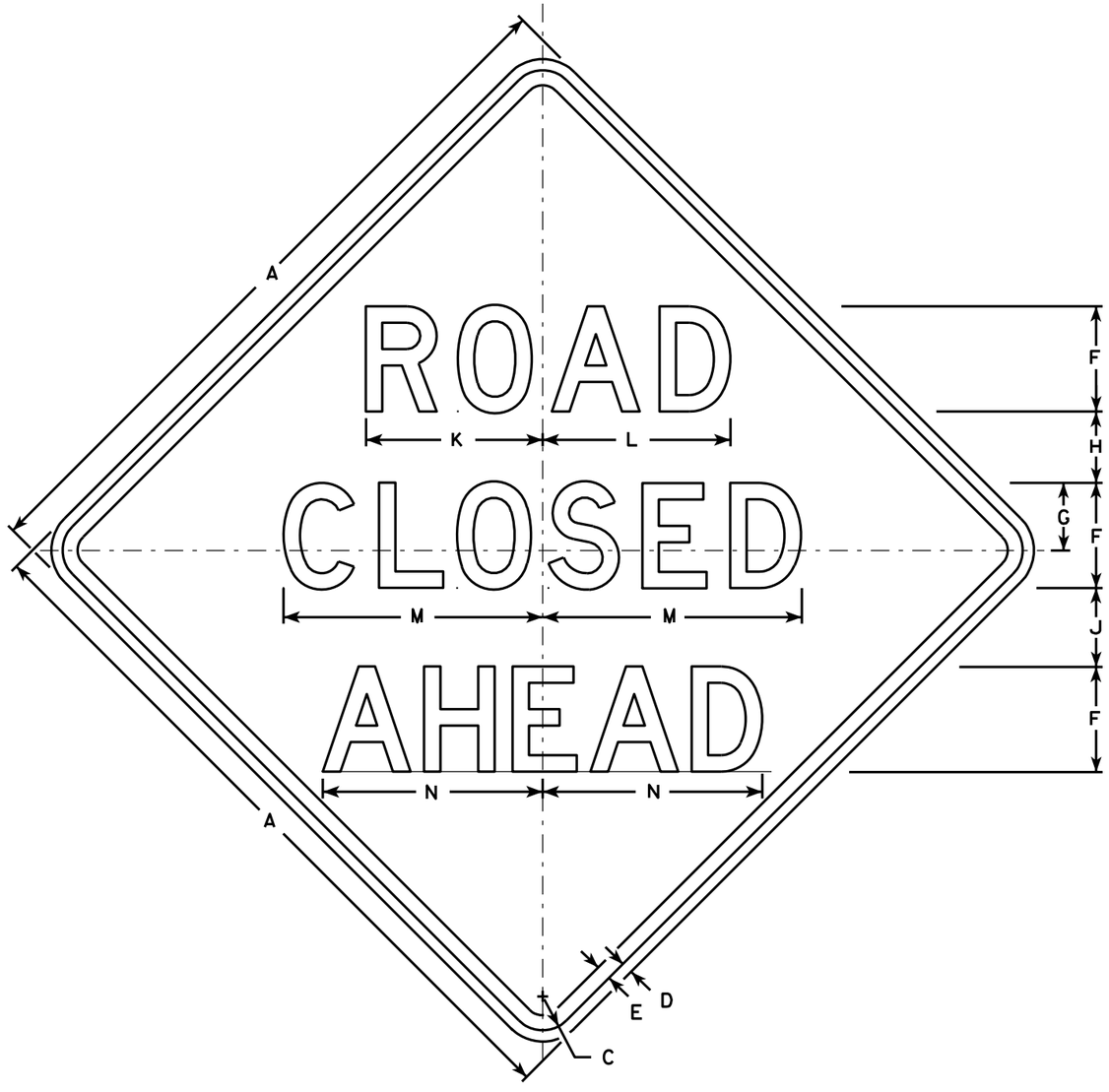
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

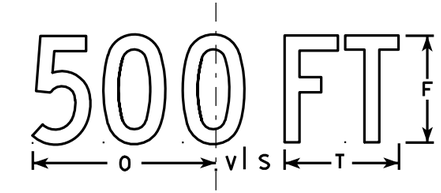
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

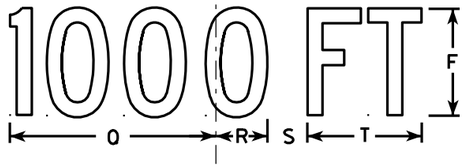
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 376	E



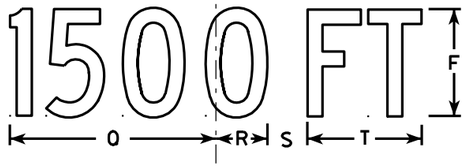
W20-3A



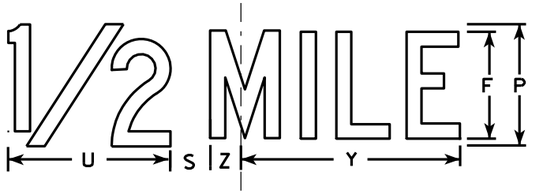
W20-3D



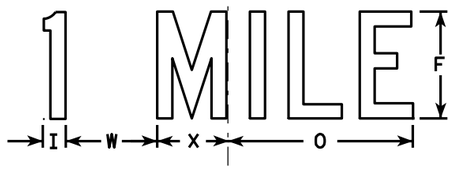
W20-3C



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

SIZE	A	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

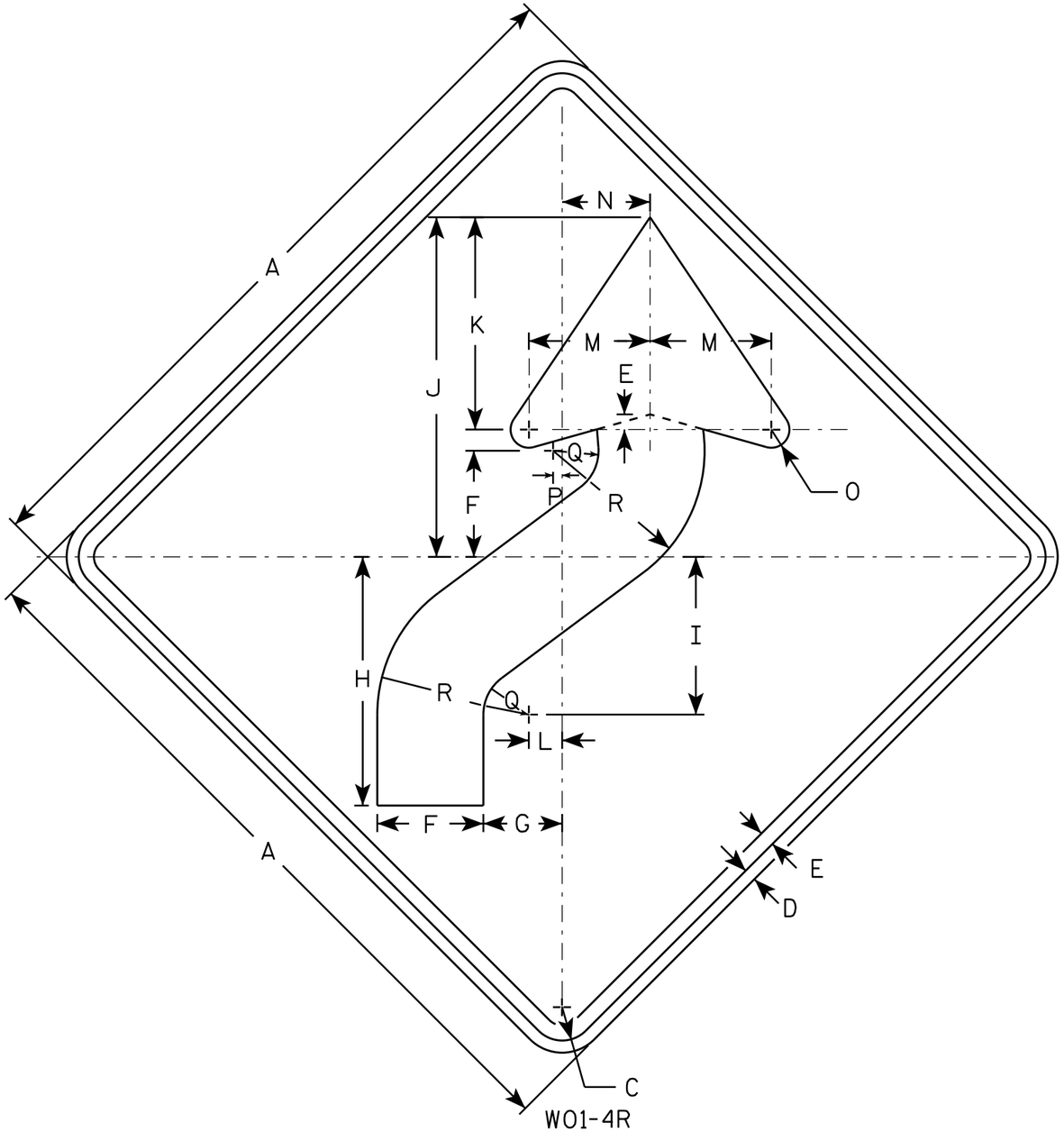
STANDARD SIGN
W20-3A, B, C, D, F & G

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: 377 | 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



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

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 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

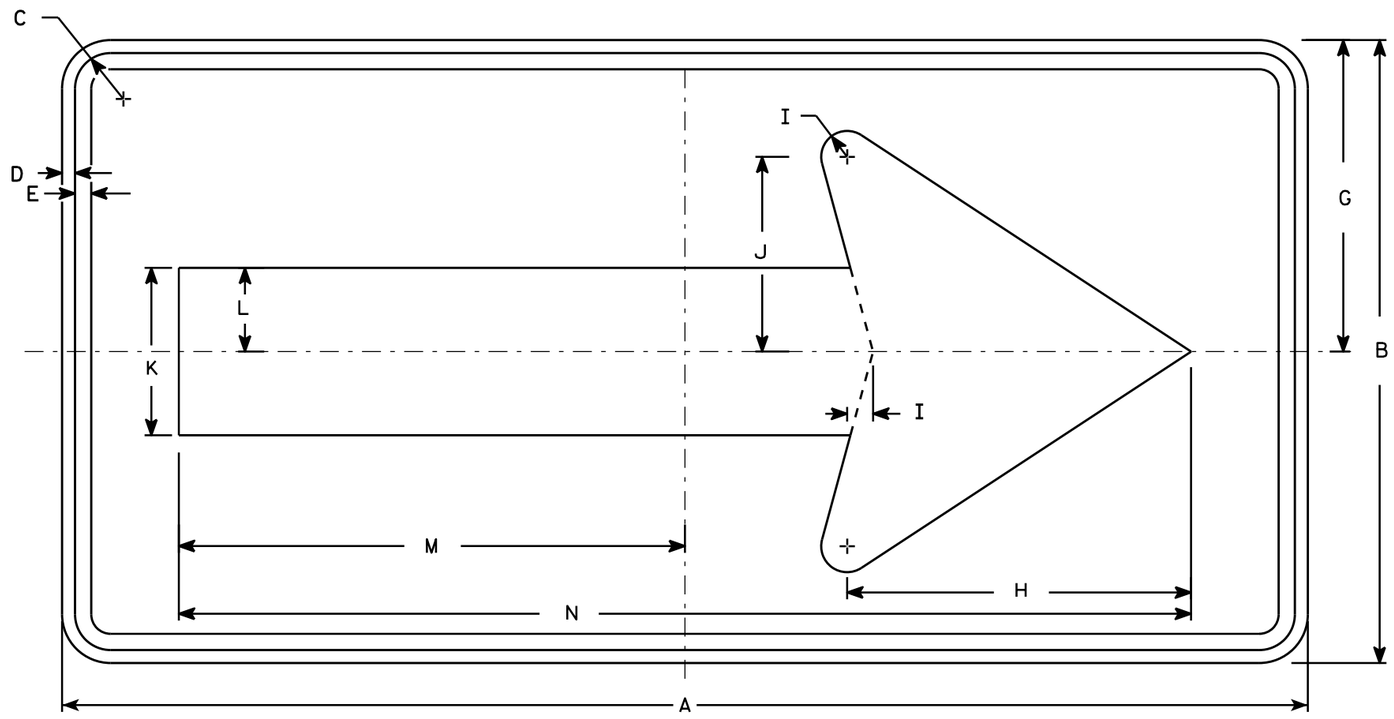
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000 WISDOT/CADDS SHEET 42



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

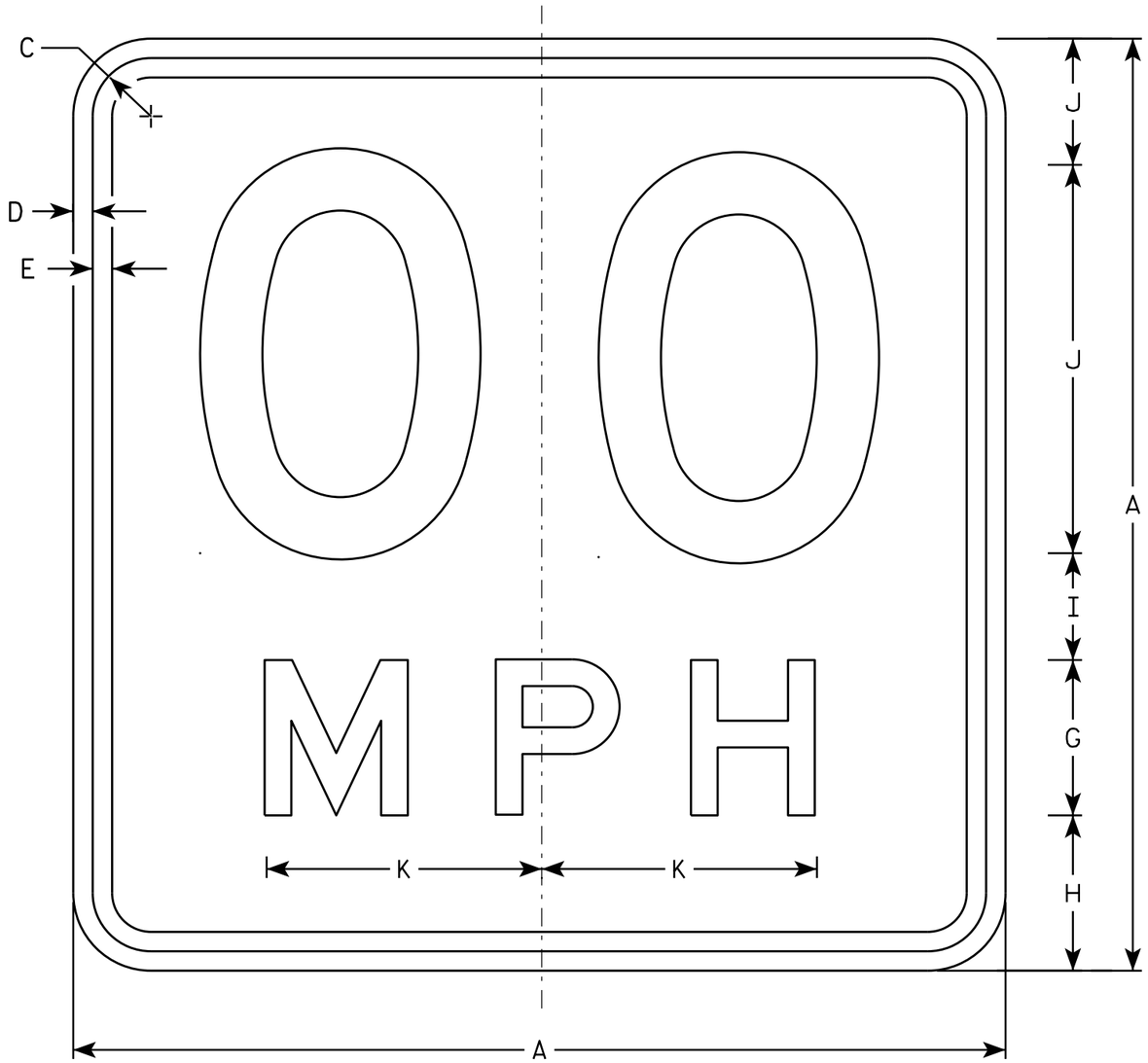
WISCONSIN DEPT OF TRANSPORTATION

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



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
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 and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is 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	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W013-1

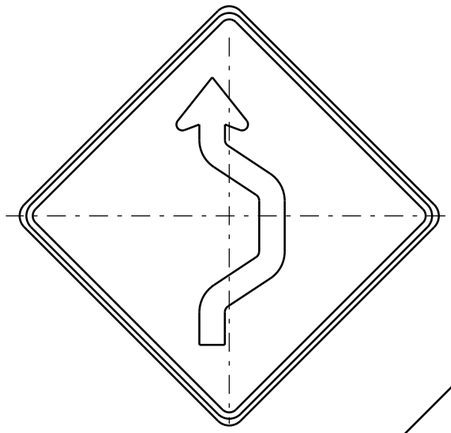
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

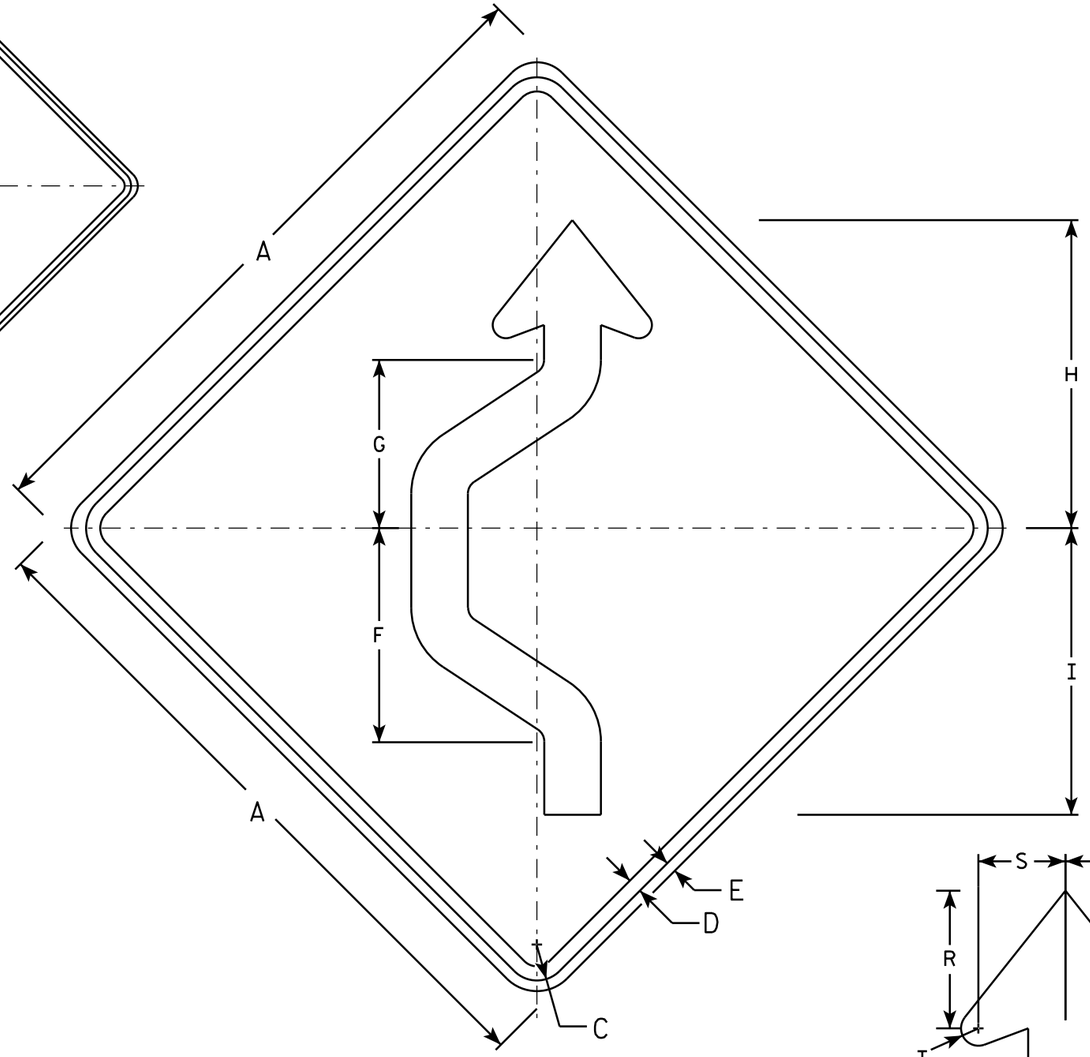
DATE 11/21/13 PLATE 380 W013-1.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

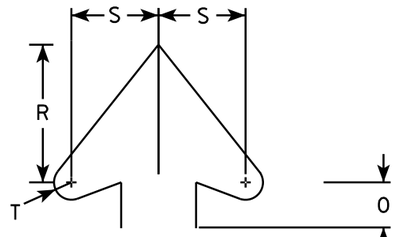
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0131.DGN PLOT DATE : 02-DEC-2013 13:55 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.794391:1.000000
WISDOT/CADDS SHEET 42



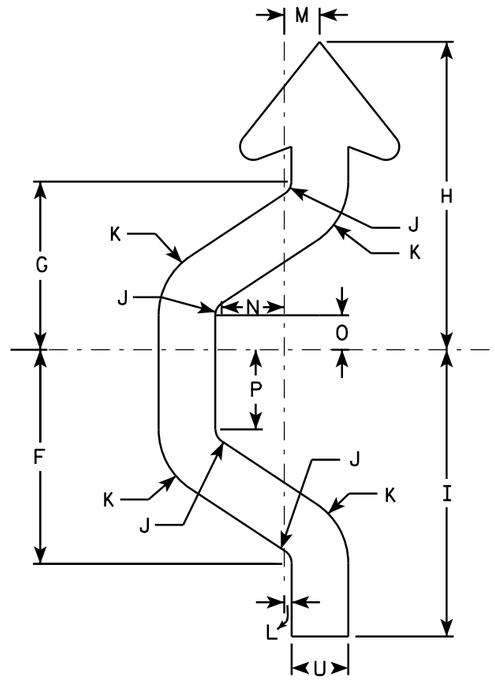
W024-1R



W024-1L



Arrowhead Detail



Arrow Detail

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. W024-1R is the same as W024-1L except 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 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
2S	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
2M	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
3	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
4	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
5	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16

STANDARD SIGN
W024-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/25/2013 PLATE NO. W024-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0241.DGN PLOT DATE : 25-SEP-2013 13:08 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 10.702132:1.000000
WISDOT/CADDS SHEET 42

CTH P

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
95+75	0.00	0.00	4.10	0	0	0	0	0
96+00	25.00	0.26	0.00	0	2	0	2	-2
97+00	0.00	0.63	0.50	0	0	0	2	-2
97+25	25.00	3.80	0.00	2	0	2	2	0
97+50	25.00	3.30	0.00	3	0	5	2	3
97+75	25.00	2.20	0.00	3	0	8	2	6
98+00	25.00	1.70	0.00	2	0	10	2	8
98+25	25.00	0.13	3.12	1	1	11	4	7

RAILROAD

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
140+75	0.00	0.30	0.70	0	0	0	0	0
140+87	12.00	0.00	4.73	0	1	0	1	-1
141+21	34.00	0.00	9.65	0	9	0	12	-12
141+40	19.00	0.00	5.66	0	5	0	18	-18

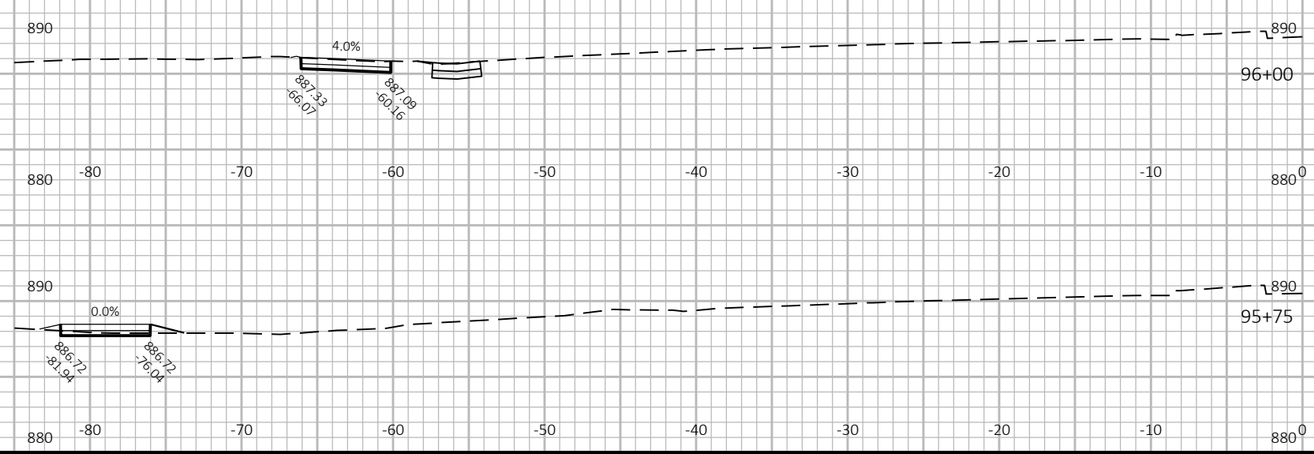
JACKSON DR

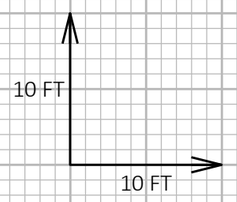
STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
151+61	0.00	1.58	0.00	0	0	0	0	0
151+75	14.00	1.10	0.00	1	0	1	0	1
152+80	15.00	0.00	0.83	0	0	1	0	1
153+05	25.00	0.00	1.49	0	1	1	1	0
153+30	25.00	1.81	0.00	1	1	2	2	0
20+50*	0.00	0.00	0.78	0	0	2	2	0
20+75*	25.00	0.43	0.00	0	0	2	2	0
21+00*	25.00	1.30	0.00	1	0	3	2	1
21+11*	11.00	3.27	0.00	1	0	4	2	2

*JACKSON DR ALIGNMENT

RELOCATED SIDEWALK

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
161+24	0.00	0.64	0.00	0	0	0	0	0
161+50	26.00	2.37	0.00	1	0	1	0	1
161+75	25.00	2.32	0.00	2	0	3	0	3
162+00	25.00	4.64	0.00	3	0	6	0	6
162+25	25.00	4.44	0.00	4	0	10	0	10
162+50	25.00	3.53	0.00	4	0	14	0	14
162+75	25.00	3.42	0.00	3	0	17	0	17
163+00	25.00	4.33	0.00	4	0	21	0	21
163+13	13.00	12.60	0.00	4	0	25	0	25
163+25	12.00	4.88	0.00	4	0	29	0	29
163+50	25.00	2.15	0.00	3	0	32	0	32
163+75	25.00	1.85	0.00	2	0	34	0	34
164+00	25.00	0.77	0.00	1	0	35	0	35
164+25	25.00	1.80	0.00	1	0	36	0	36
164+50	25.00	1.66	0.00	2	0	38	0	38
164+75	25.00	1.59	0.00	2	0	40	0	40
165+00	25.00	1.24	0.00	1	0	41	0	41
165+25	25.00	0.67	0.00	1	0	42	0	42
165+50	25.00	0.50	0.00	1	0	43	0	43
165+55	5.00	0.69	0.00	0	0	43	0	43
165+75	20.00	3.24	0.00	1	0	44	0	44
165+93	18.00	2.55	0.00	2	0	46	0	46



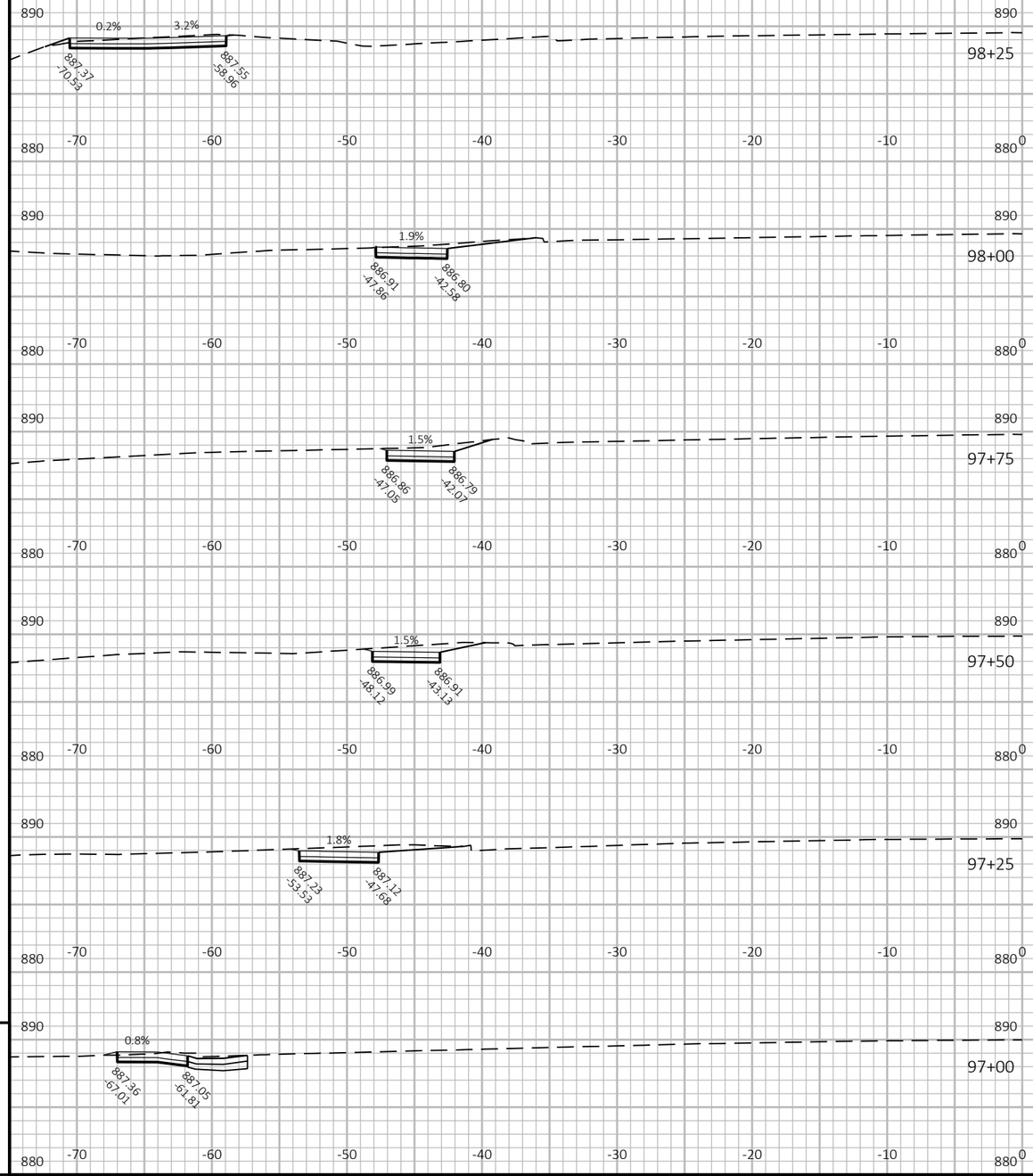


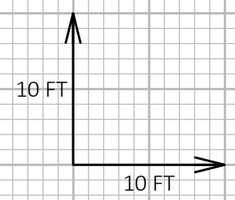
9

9

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: CTH P NW CORNER SIDEWALK	SHEET 384	E

FILE NAME : C:\USERS\NICHOLASTRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01
PLOT DATE : 5/31/2023 1:34 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49





9

9

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: CTH P NE CORNER SIDEWALK	SHEET 385	E

FILE NAME : C:\USERS\NICHOLASTRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 5/31/2023 1:34 PM

PLOT BY : NICHOLAS TRAUB

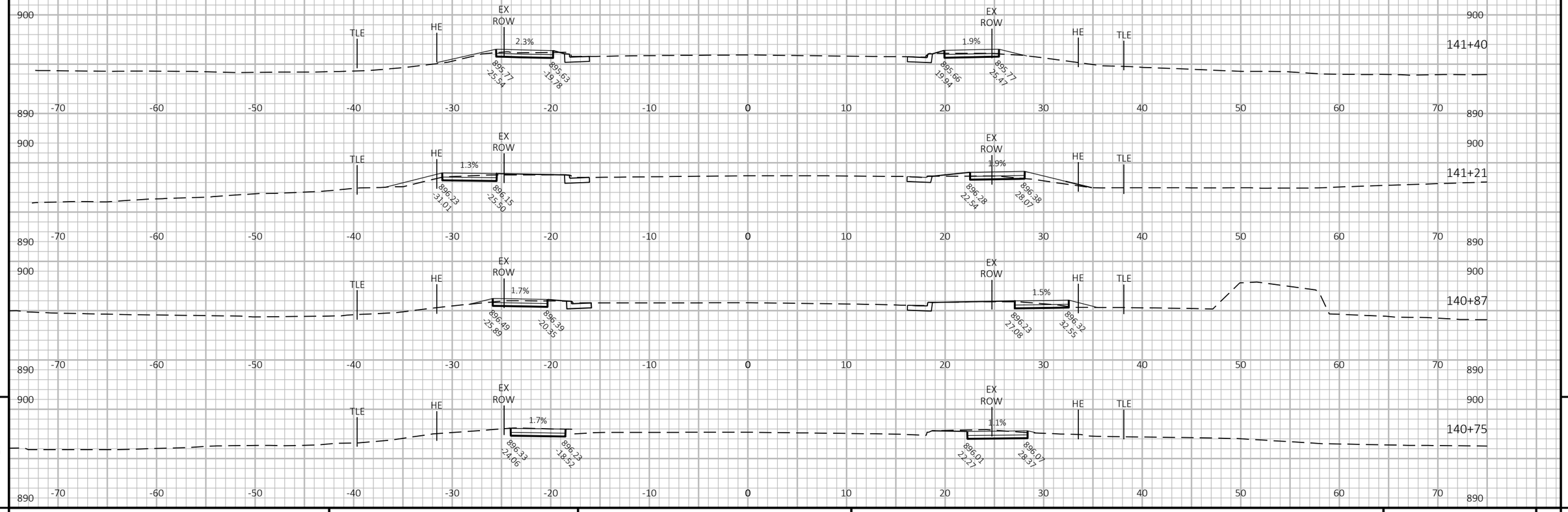
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

10 FT

10 FT



9

9

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: RR CROSSING SIDEWALKS	SHEET 386	E

FILE NAME : C:\USERS\NICHOLASTRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

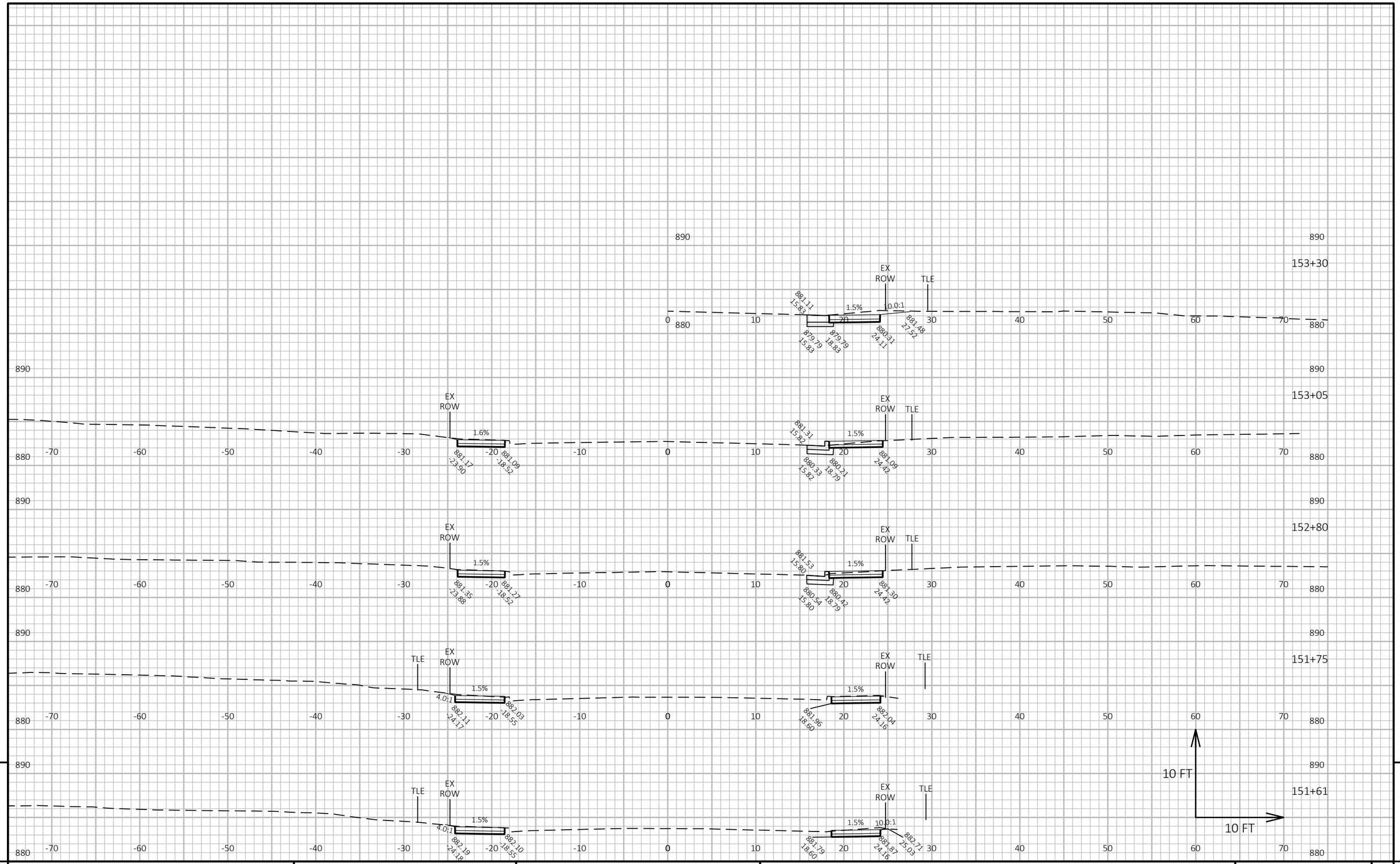
PLOT DATE : 5/31/2023 1:34 PM

PLOT BY : NICHOLAS TRAUB

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: JACKSON DRIVE SIDEWALKS	SHEET 387	E

FILE NAME : C:\USERS\NICHOLASTRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

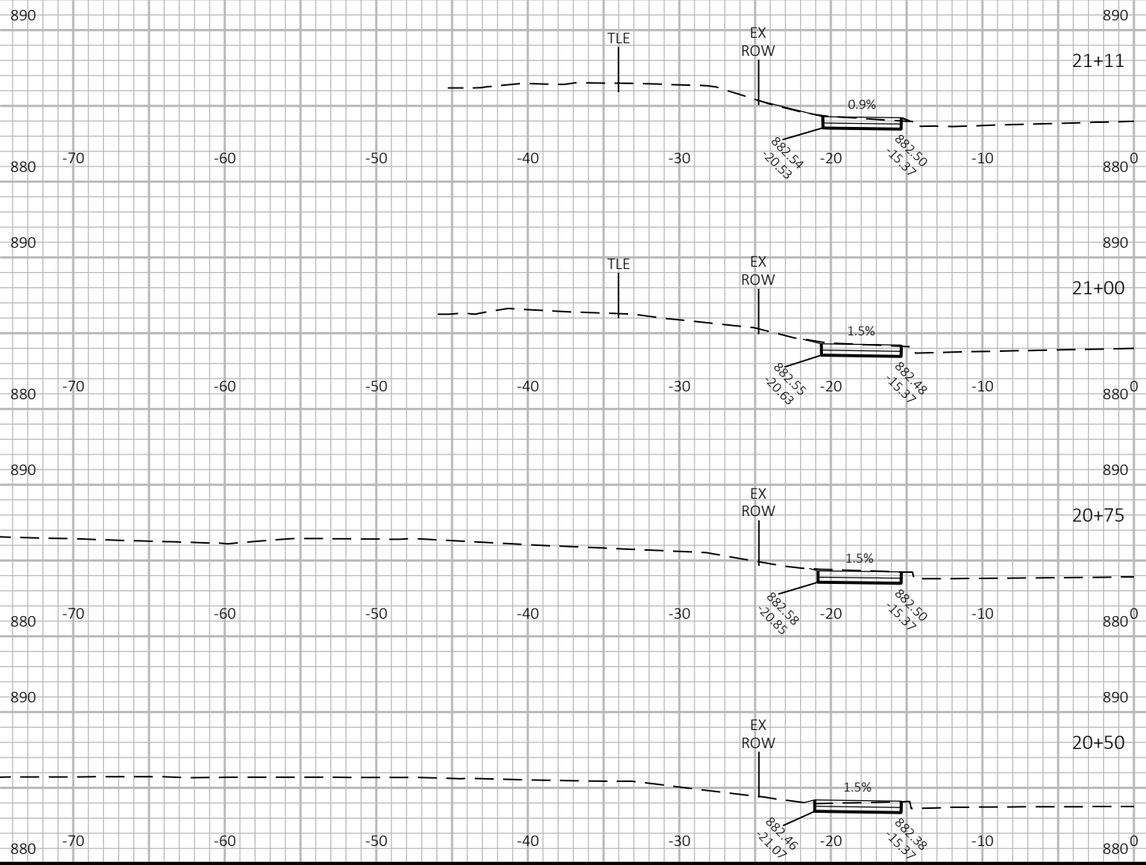
PLOT DATE : 5/31/2023 1:34 PM

PLOT BY : NICHOLAS TRAUB

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: JACKSON DRIVE NORTH SIDEWALK	SHEET 388	E

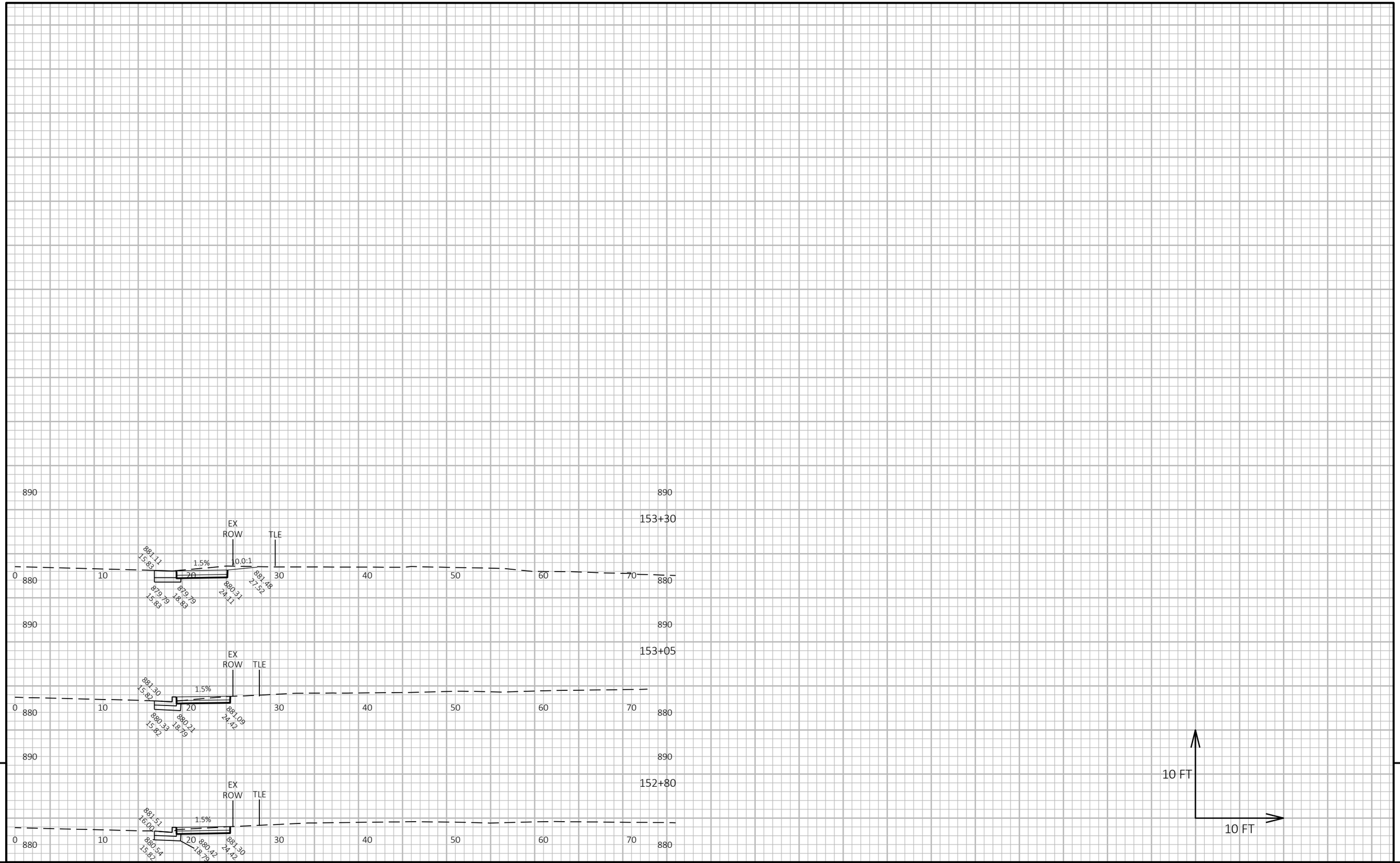
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LAYOUT NAME - 05

PLOT DATE : 5/31/2023 1:34 PM

PLOT BY : NICHOLAS TRAUB

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



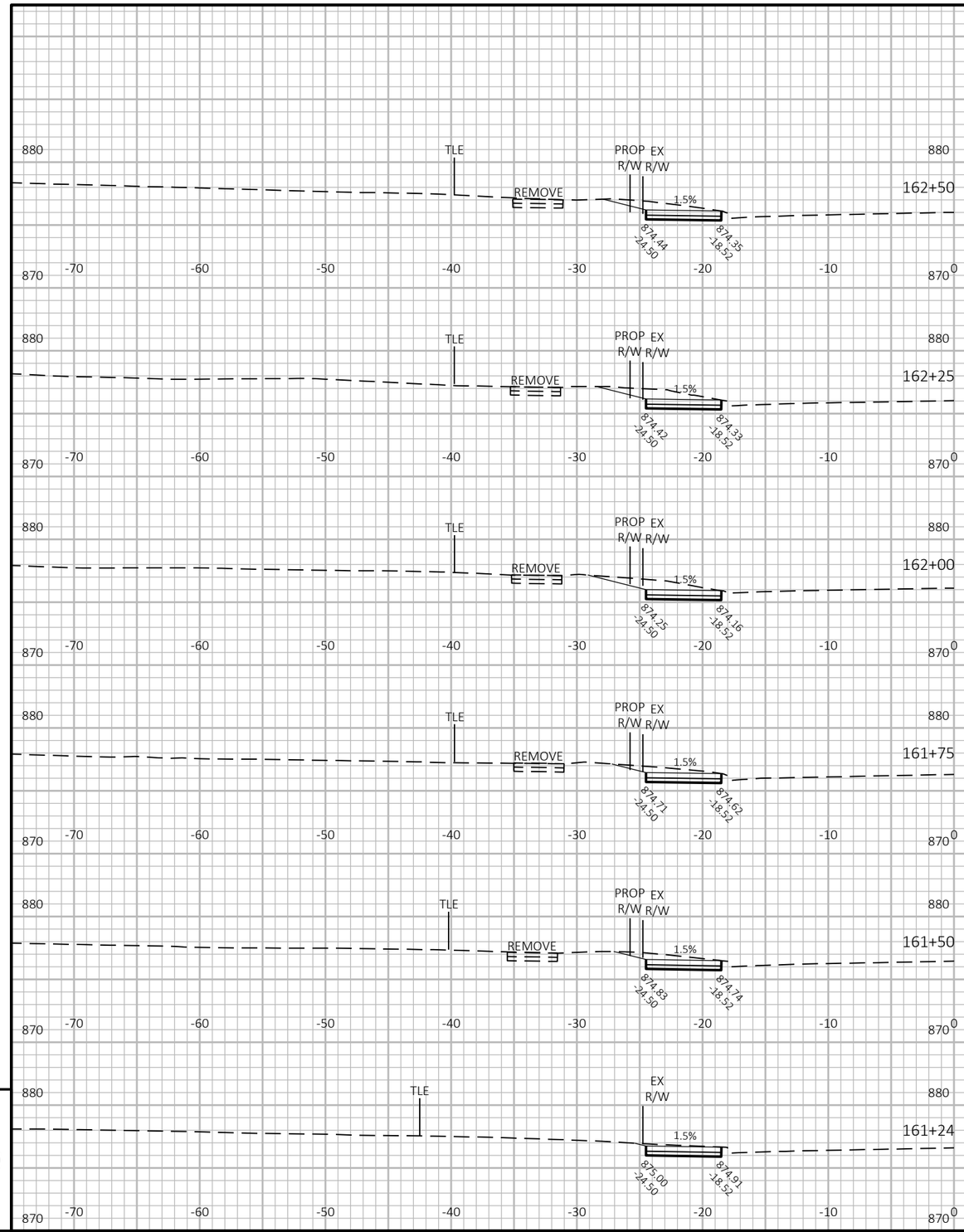
9

9

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: SE JACKSON DRIVE DRIVEWAY	SHEET 389	E

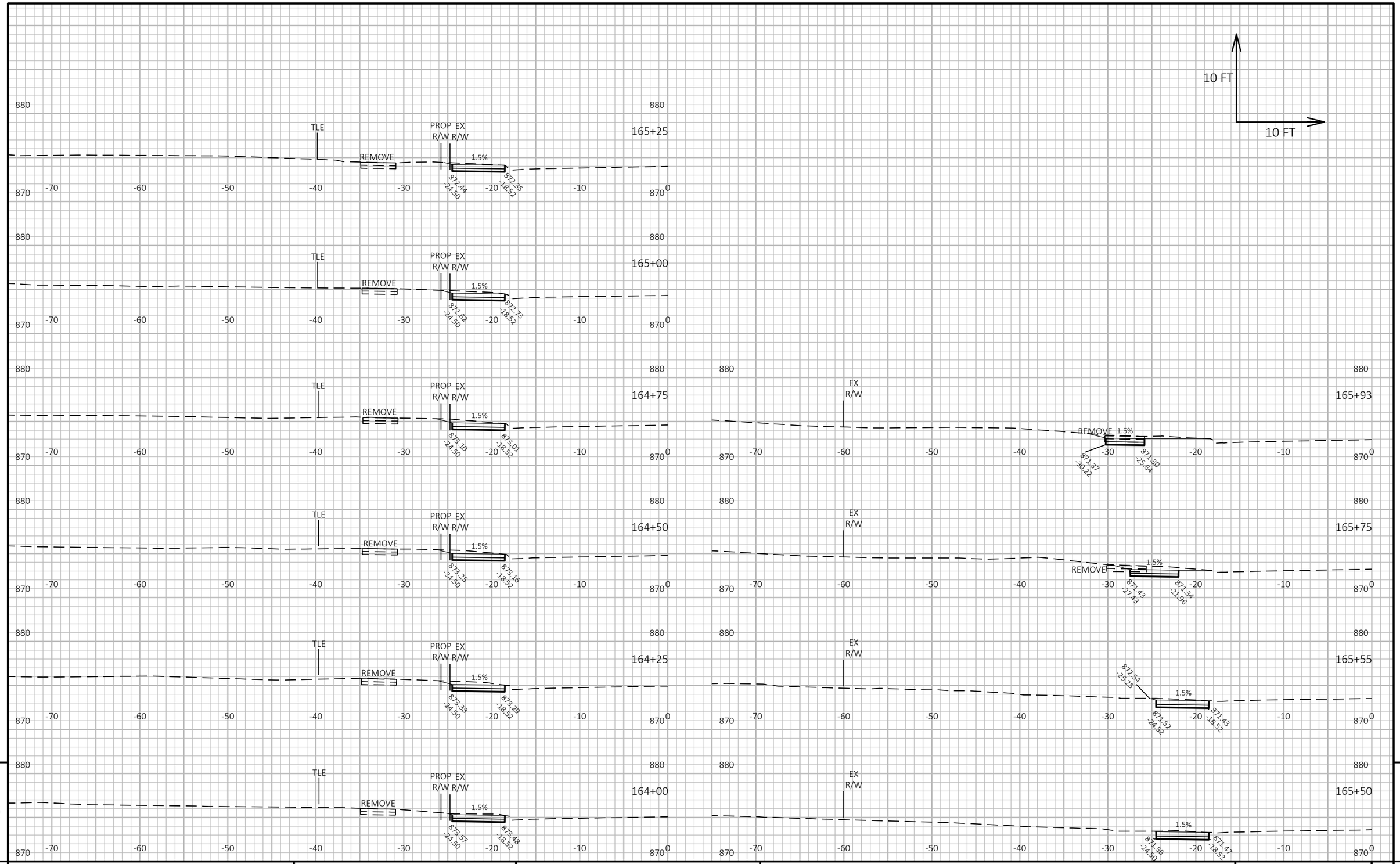
FILE NAME : C:\USERS\NICHOLASTRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 5/31/2023 1:34 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: RELOCATED SIDEWALK NORTH SIDE	SHEET 390 E

FILE NAME : C:\USERS\NICHOLASTRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07
PLOT DATE : 5/31/2023 1:35 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2310-13-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: RELOCATED SIDWALK NORTH SIDE	SHEET 391	E

FILE NAME : C:\USERS\NICHOLASTRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-00 STH 60, WASHINGTON COUNTY\CADDS\23101300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08
PLOT DATE : 5/31/2023 1:35 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WKE

JANUARY 2024

PROJECT ID: 2310-13-71

WITH: 2310-13-70

COUNTY: WASHINGTON

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 = 234



12

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

V JACKSON, EAGLE DR

INTERSECTION WITH STH 60

LOCAL STREET

WASHINGTON COUNTY

STATE PROJECT NUMBER
2310-13-71

R-20-E

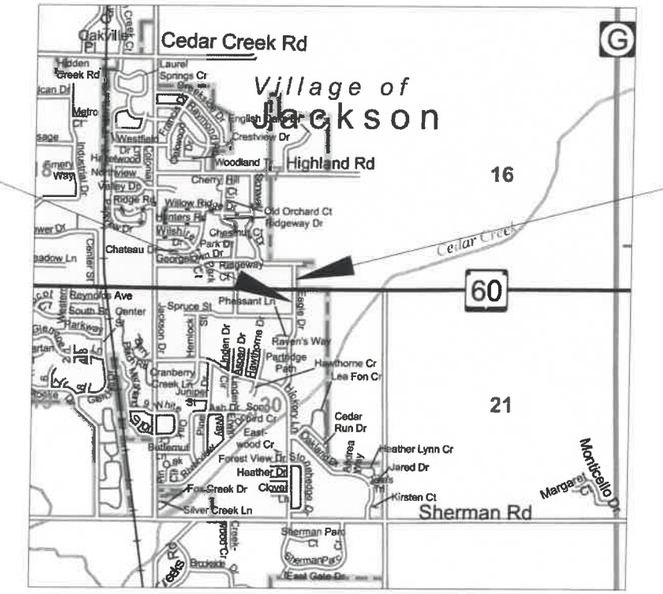
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2310-13-71	WISC 2024118	1

DESIGN DESIGNATION

A.A.D.T.	2024	=	8,260
A.A.D.T.	2044	=	9,350
D.H.V.		=	
D.D.		=	
T.		=	17.3%
DESIGN SPEED		=	40 MPH
ESALS		=	2,300,300

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE			
SLOPE INTERCEPT		CULVERT (Profile View)	
REFERENCE LINE	300'EB'	UTILITIES	
EXISTING CULVERT		ELECTRIC	E
PROPOSED CULVERT (Box or Pipe)		FIBER OPTIC	FO
COMBUSTIBLE FLUIDS	CAUTION	GAS	G
		SANITARY SEWER	SAN
MARSH AREA		STORM SEWER	SS
		TELEPHONE	T
WOODED OR SHRUB AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	



BEGIN PROJECT
STA 400+00.00

END PROJECT
STA 403+89.48

T-10-N

LAYOUT

SCALE 0 0.67MI

TOTAL NET LENGTH OF CENTERLINE = 0.074 MI

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS),WASHINGTON COUNTY, NAD 83 (2011), IN U.S. SURVEY FEET.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ACCEPTED FOR

VILLAGE OF JACKSON

Date 11/13/23 (Signature and Title of Official)

ORIGINAL PLANS PREPARED BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Milwaukee, WI 53202
414-225-9817

WISCONSIN
STANLEY A. LUKASZ
E-35039
SHICHLWOOD, WI
PROFESSIONAL ENGINEER

DATE: 11/08/2023 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AYRES ASSOCIATES / DAAR ENGINEERING
Designer	DAAR ENGINEERING, INC.
Project Manager	ANDREW PINTER
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	JANET CANNON

APPROVED FOR THE DEPARTMENT

DATE: 11/17/23 Andrew Pinter (Signature)

E

FILE NAME : C:\USERS\PATY.DONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN - SE DESIGN\2310-13-01 EAGLE DRIVE ROUNDABOUT\11 C3D\23101301\SHEETSPLAN\010101-TI.DWG PLOT DATE : 11/8/2023 2:00 PM PLOT BY : PATY DONAHUE PLOT NAME :

GENERAL NOTES

MISCELLANEOUS

1. DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.
2. CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".
3. NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.
4. DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED AS APPROXIMATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.
5. THE LOCATION OF EXISTING OR PROPOSED UTILITIES, AS NOTED IN THE PLANS, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS AND SERVICES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPALITY OR PUBLIC AGENCY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
6. A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT.
7. CONTRACTOR MUST CONTACT THE PROJECT ENGINEER AND THE WASHINGTON COUTNTY SURVEYOR SCOTT SCHMIDT, AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

TRAFFIC CONTROL

1. TRAFFIC CONTROL WHEN TEMPORARY PAVEMENT MARKING REMOVABLE TAPE IS REQUIRED, IT SHALL BE CUT THROUGH ITS FULL WIDTH AND THICKNESS AT 25-FOOT INTERVALS TO CONTROL RAVELING.
2. ALL TRAFFIC CONTROL SIGNS SHALL BE 48"X 48" UNLESS OTHERWISE NOTED IN THE PLANS.
3. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
4. SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.
5. ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED OR REMOVED AS NEEDED AND/OR AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THEIR RESPECTIVE ITEMS. NO "WORKING" LIGHTS SHALL BE VISIBLE ON A COVERED OR LAID DOWN SIGN.
6. ALL EXISTING CONFLICTING PAVEMENT MARKING SHALL BE REMOVED.
7. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
8. CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

EROSION CONTROL

1. WHEN PERFORMING ROADWAY CLEANING OPERATIONS, THE CONTRACTOR SHALL USE EQUIPMENT HAVING VACUUM OR WATER SPRAY MECHANISMS TO ELIMINATE THE DISPERSION OF DUST. IF VACUUM EQUIPMENT IS EMPLOYED, IT SHALL HAVE SUITABLE SELF-PARTICULATE COLLECTORS TO PREVENT DISCHARGE FROM THE COLLECTION BIN TO THE ATMOSPHERE.

HMA PAVING

1. HMA PAVEMENT QUANTITIES WERE CALCULATED USING 118 LBS/SY-IN.

PAVEMENT DESIGN

LOCATION	STATIONING	TOTAL PAVEMENT LAYER THICKNESS	LAYER	LIFTS	HMA PAVEMENT TYPE
EAGLE DR.	STA: 400+00 - STA: 403+89	3.5-INCHES	UPPER	2	4 MT 58-28 H
		3-INCHES	LOWER	1	3 MT 58-28 S
STH 60	STA: 301+04 - STA: 306+96	3.5-INCHES	UPPER	2	4 MT 58-28 H
		3-INCHES	LOWER	1	3 MT 58-28 S

STANDARD ABBREVIATIONS

AGG	AGGREGATE	ESALS	EQUIVALENT SINGLE AXLE LOADS	PERM	PERMANENT	SDD	STANDARD DETAIL DRAWINGS
AADT	ANNUAL AVERAGE DAILY TRAFFIC	ESTR	EXISTING SIGN TO REMAIN	PLE	PERMANENT LIMITED EASEMENT	STH	STATE TRUNK HIGHWAYS
ASPH	ASPHALT DRIVEWAY	EXC	EXCAVATION	PT	POINT	STA	STATION
AVG	AVERAGE	EBS	EXCAVATION BELOW SUBGRADE	PCC	PORTLAND CEMENT CONCRETE	SS	STORM SEWER
ADT	AVERAGE DAILY TRAFFIC	EXIST	EXISTING	PROJ	PROJECT	STR	STRUCTURE OR STRUCTURAL
BM	BENCH MARK	FT	FOOT	PL	PROPERTY LINE	TEL	TELEPHONE
CB	CATCH BASIN	GRVL	GRAVEL DRIVEWAY	R/L	REFERENCE LINE	TEMP	TEMPORARY
C/L	CENTERLINE	HORIZ	HORIZONTAL	RT	RIGHT	TLE	TEMPORARY LIMITED EASEMENT
CONC	CONCRETE	INL	INLET	R/W	RIGHT-OF-WAY	T	TON
CO	COUNTY	INV	INVERT	RD	ROAD	TYP	TYPICAL
CTH	COUNTY TRUNK HIGHWAY	JCT	JUNCTION	RDWY	ROADWAY	UG	UNDERGROUND
CWT	HUNDREDWEIGHT	LT	LEFT	SEC	SECTION	USH	UNITED STATES HIGHWAY
CY	CUBIC YARD	LF	LINEAR FOOT	SHLDR	SHOULDER	W	WATER
DHV	DESIGN HOUR VOLUME	LS	LUMP SUM	SW	SIDEWALK	WM	WATER MAIN
DIA	DIAMETER	MH	MANHOLE	S	SOUTH	WV	WATER VALVE
E	EAST	ML	MATCH LINE	SPECS	SPECIFICATIONS	W	WEST
X	EAST GRID COORDINATE	N	NORTH	SF	SQUARE FEET	YD	YARD
ELEC	ELECTRIC	NO	NUMBER	SY	SQUARE YARD	Y	NORTH GRID COORDINATE
ELEV	ELEVATION	PAVT	PAVEMENT	STD	STANDARD		

UTILITY CONTACTS

AT&T WISCONSIN
DEAN HERRO
435 S 95TH STREET
MILWAUKEE, WI 53214-1226
(262) 226-9639
dh2572@att.com

MIDWEST FIBER NETWORKS, LLC
SHEILIA BONNIWELL
6070 N FLINT RD
GLENDALE, WI 53209
(414) 672-5612
sbonniwell@miwestfibernetworks.com

SPECTRUM
ADAM OLSON
1515 W Washington St
West Bend, WI 53095
(920) 263-0065 CELL
(920) 349-5055 OFFICE
adam.olson@charter.com

VILLAGE OF JACKSON DPW - SEWER
BRIAN KOBER
N168 W20733 Main St
P.O. Box 147
Jackson, WI 53037
(262) 677-9001
brian.kober@villageofjackson.com

VILLAGE OF JACKSON DPW - WATER
BRIAN KOBER
N168 W20733 Main St
P.O. Box 147
Jackson, WI 53037
(262) 677-9001
brian.kober@villageofjackson.com

WE ENERGIES - ELECTRIC
WE ENERGIES UTILITY COORDINATOR
500 S 116TH STREET
WEST ALLIS,WI 53214
(414) 221-2738
we-utility-relocations@we-energies.com

WE ENERGIES - GAS
WE ENERGIES UTILITY COORDINATOR
500 S 116TH STREET
WEST ALLIS,WI 53214
(414) 221-2738
we-utility-relocations@we-energies.com

OTHER CONTACTS

WASHINGTON COUNTY HIGHWAY ENGINEER/SURVEYOR
SCOTT M. SCHMIDT
900 LANG STREET
WEST BEND, WI 53090
(262) 335-6881
scott.schmidt@co.washington.wi.us

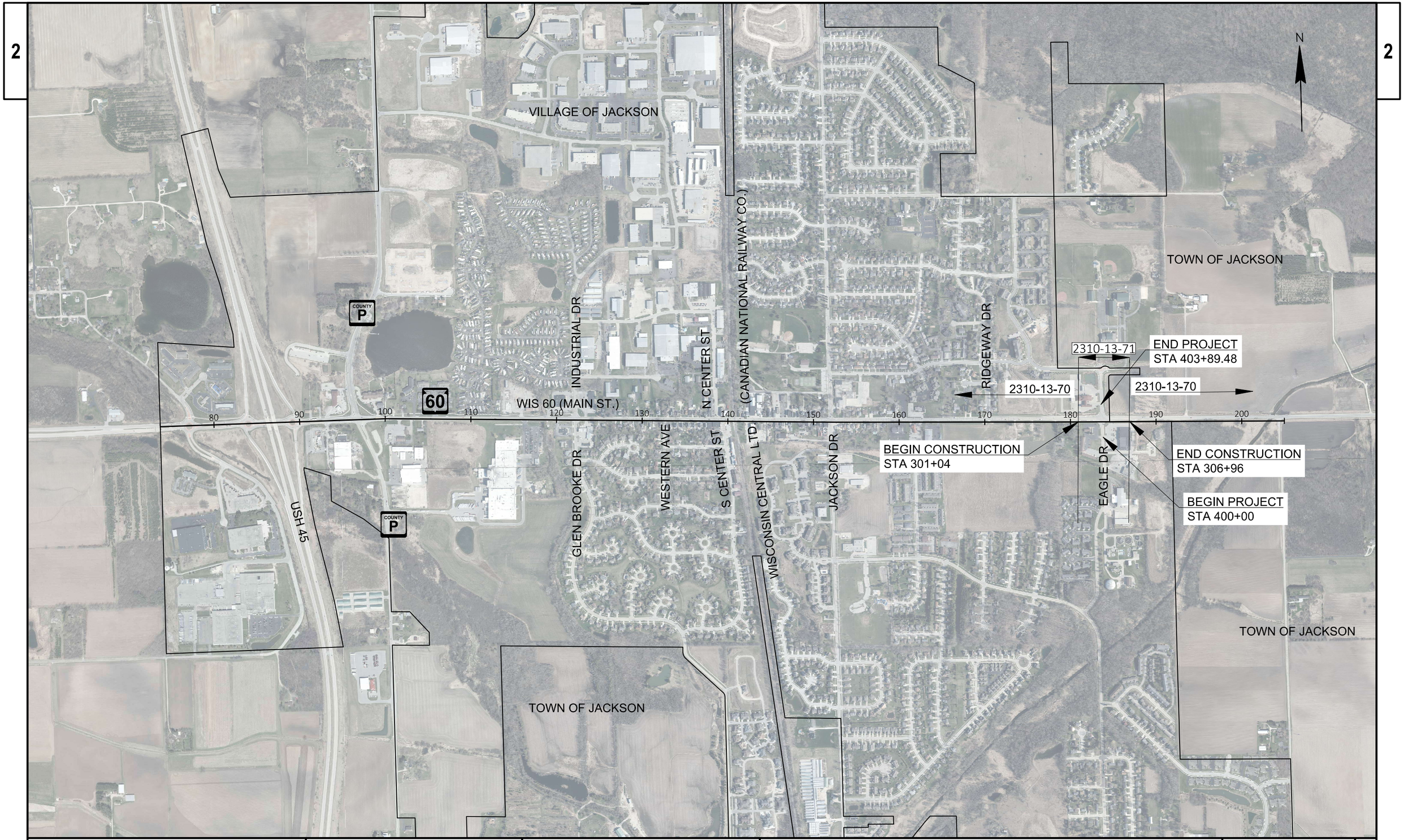
WISDOT - STREET LIGHTING
ERIC PEREA
141 NW BARSTOW ST.
WAUKESHA, WI 53188
(262) 574-5422
eric.perea@dot.wi.gov

WDNR
BENTON STELZEL
141 NW BARSTOW STREET #180
WAUKESHA, WI 53188
(262) 623-0194
benton.stelzel@wisconsin.gov

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- INTERSECTION DETAILS
- PLAN DETAILS
- EROSION CONTROL
- PAVEMENT MARKING
- TRAFFIC CONTROL
- ALIGNMENT DETAILS
- CROSS SECTIONS

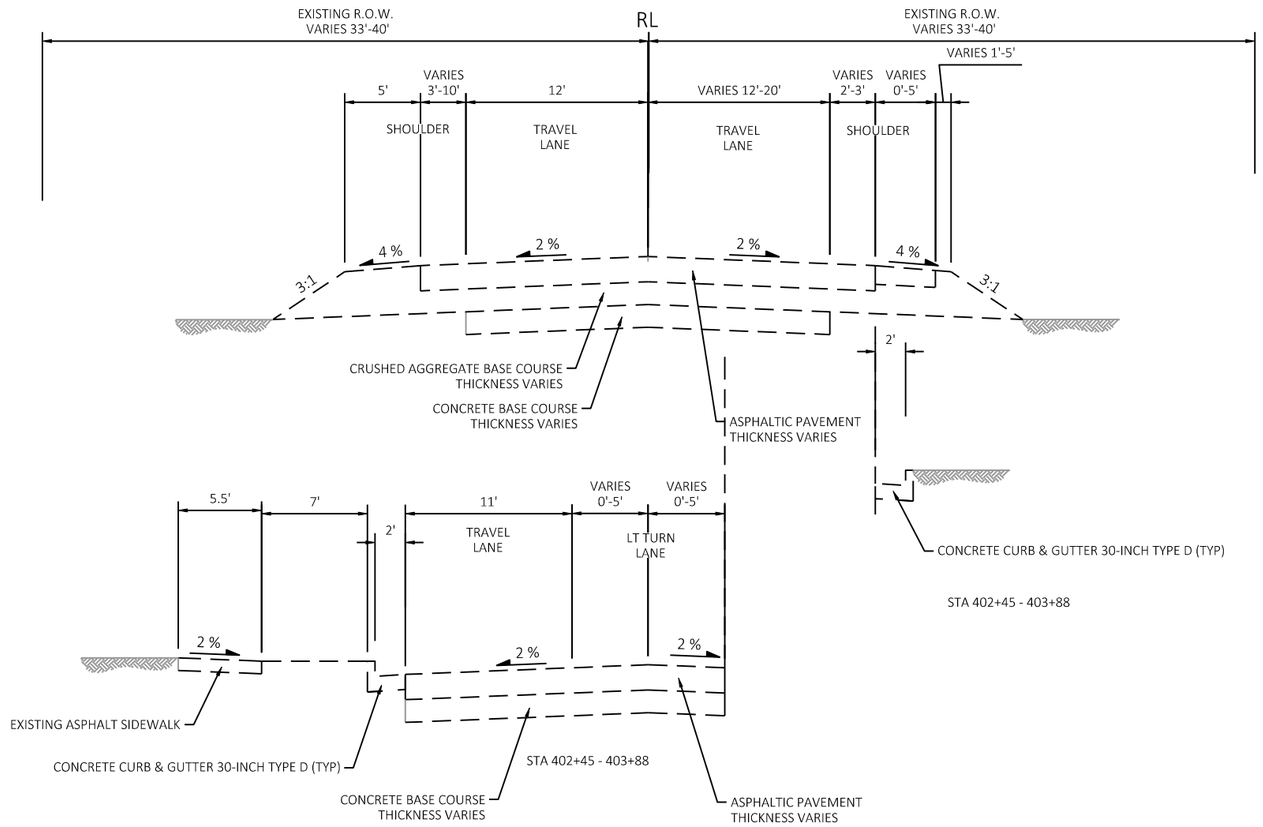
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com



PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-01 EAGLE DRIVE ROUNDABOUT\11 C3D\23101301\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-po
PLOT DATE : 4/12/2023 1:31 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:1000 FT

2



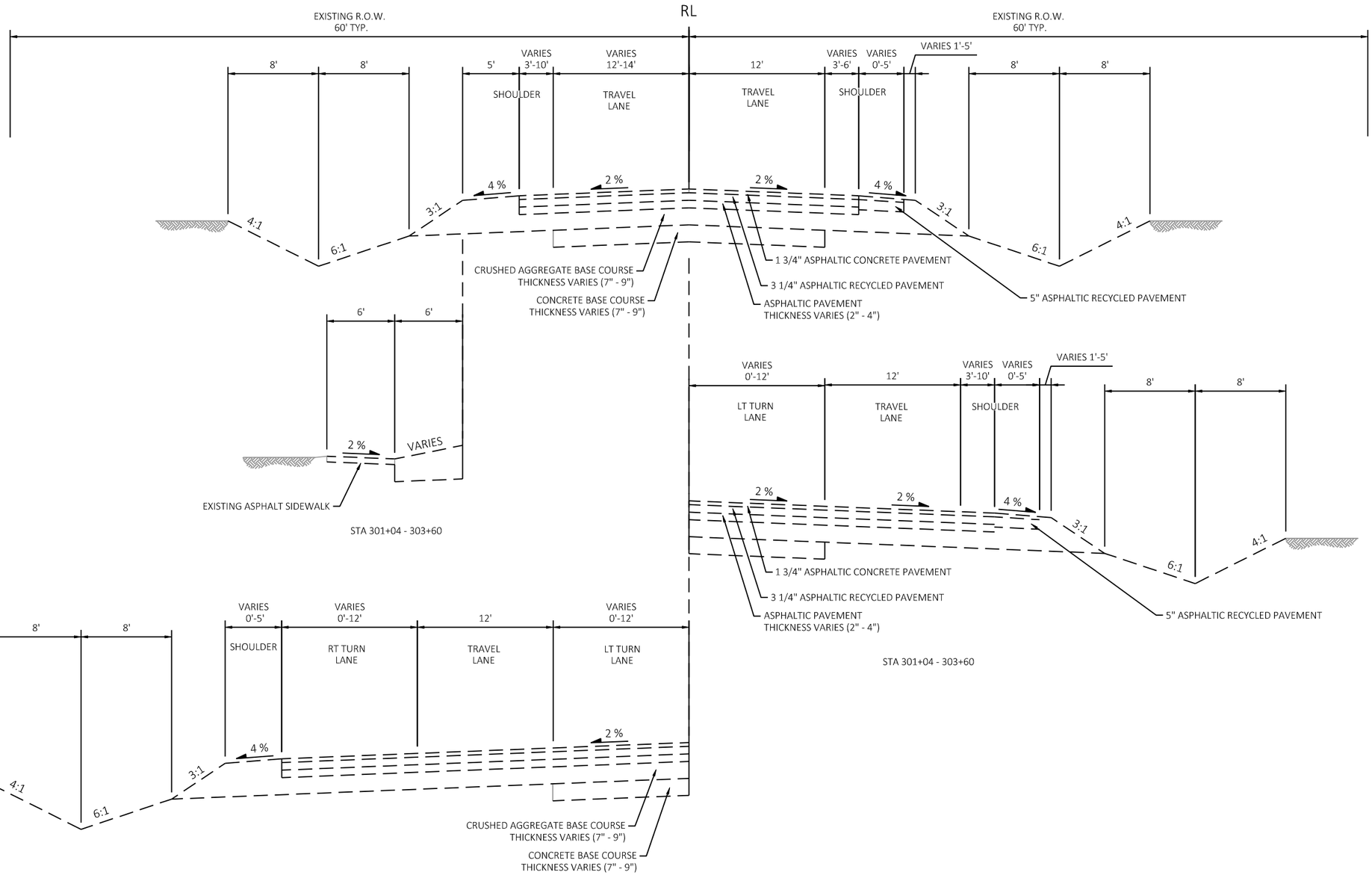
EXISTING TYPICAL SECTION - EAGLE DRIVE

STA 400+00 - 403+88

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 4	E

FILE NAME : C:\USERS\NICHOLAS.TRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-01 EAGLE DRIVE ROUNDABOUT\11 C3D\23101301\SHEETSPLAN\020301-TS.DWG PLOT DATE : 7/20/2022 1:30 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:10 FT
LAYOUT NAME - 020301-ts
WISDOT/CADDS SHEET 42

2



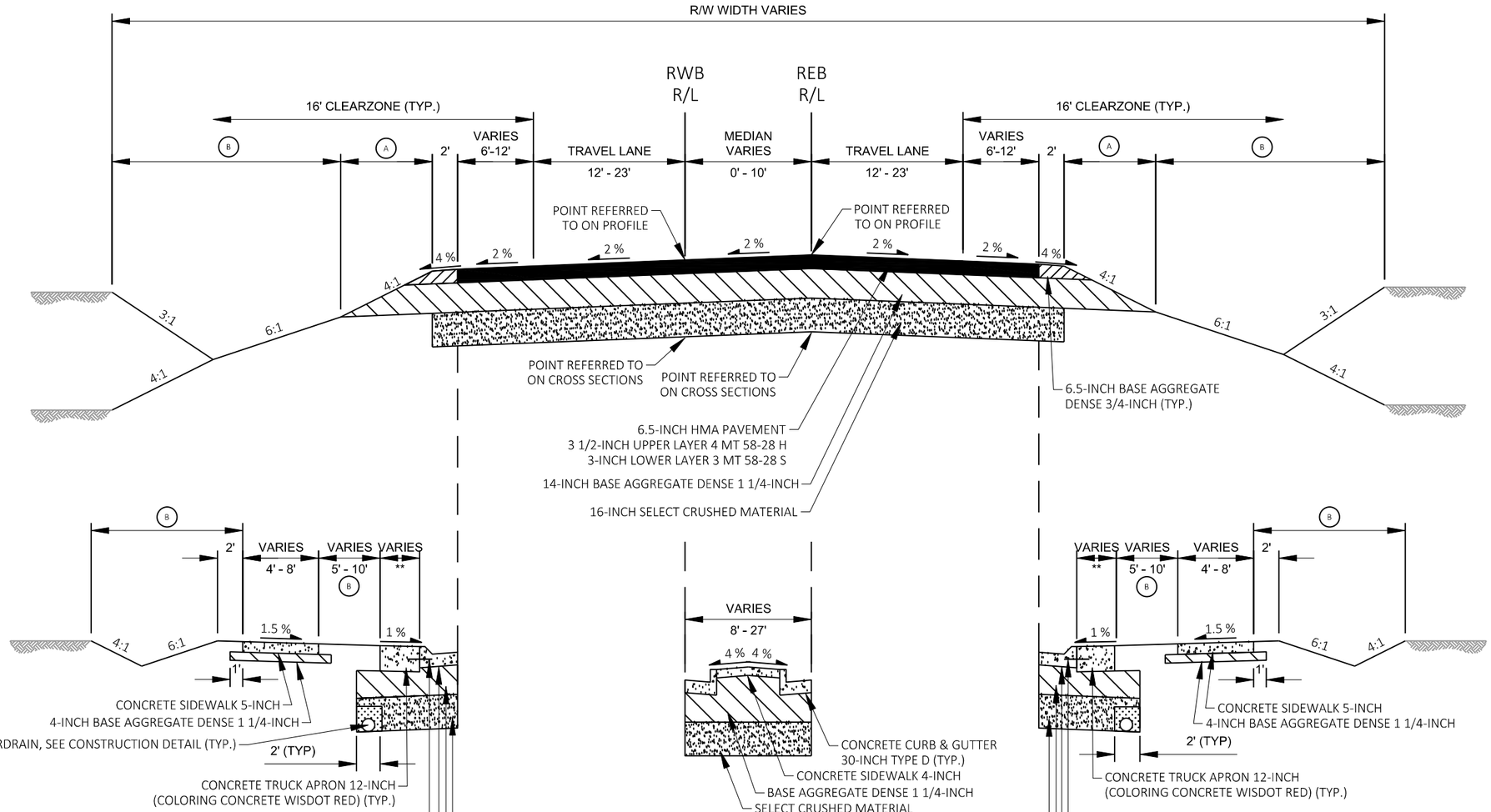
EXISTING TYPICAL SECTION - STH 60

STA 301+04 - 306+90

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : C:\USERS\NICHOLAS.TRAUB\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-01 EAGLE DRIVE ROUNDABOUT\11 C3D\23101301\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020302-ts
PLOT DATE : 7/20/2022 1:30 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2



FINISHED TYPICAL SECTION

STA 301+04REB - STA 303+60REB
STA 304+87REB - STA 306+94REB

STA 301+63RWB - STA 303+63RWB
STA 304+92RWB - STA 306+96RWB

LEGEND

- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B.
- (B) 6" TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER

- CONCRETE PAVEMENT
- HMA PAVEMENT
- BASE AGGREGATE DENSE 3/4-INCH
- BASE AGGREGATE DENSE 1 1/4-INCH

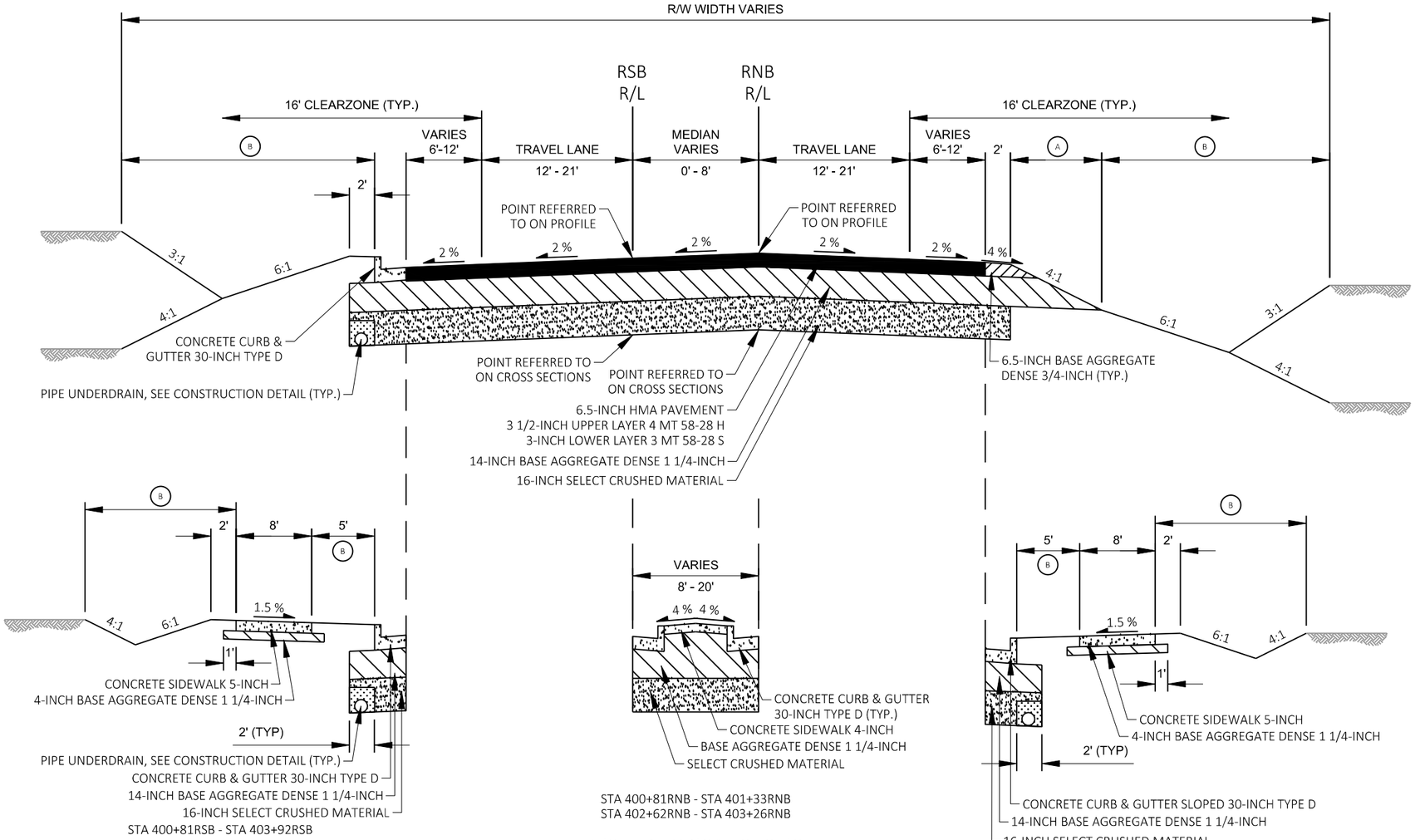
NOTES

** SEE PLAN DETAILS AND ALIGNMENT DETAILS FOR OVERTRACKING PAD LOCATIONS

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	FINISHED TYPICAL SECTIONS	SHEET 6	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\020301-TS.DWG
LAYOUT NAME - 020301-ts
PLOT DATE : 11/8/2023 1:48 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



FINISHED TYPICAL SECTION

STA 400+00RNB - STA 401+33RNB
STA 402+62RNB - STA 403+90RNB

STA 400+81RSB - STA 401+35RSB
STA 402+64RSB - STA 403+92RSB

LEGEND

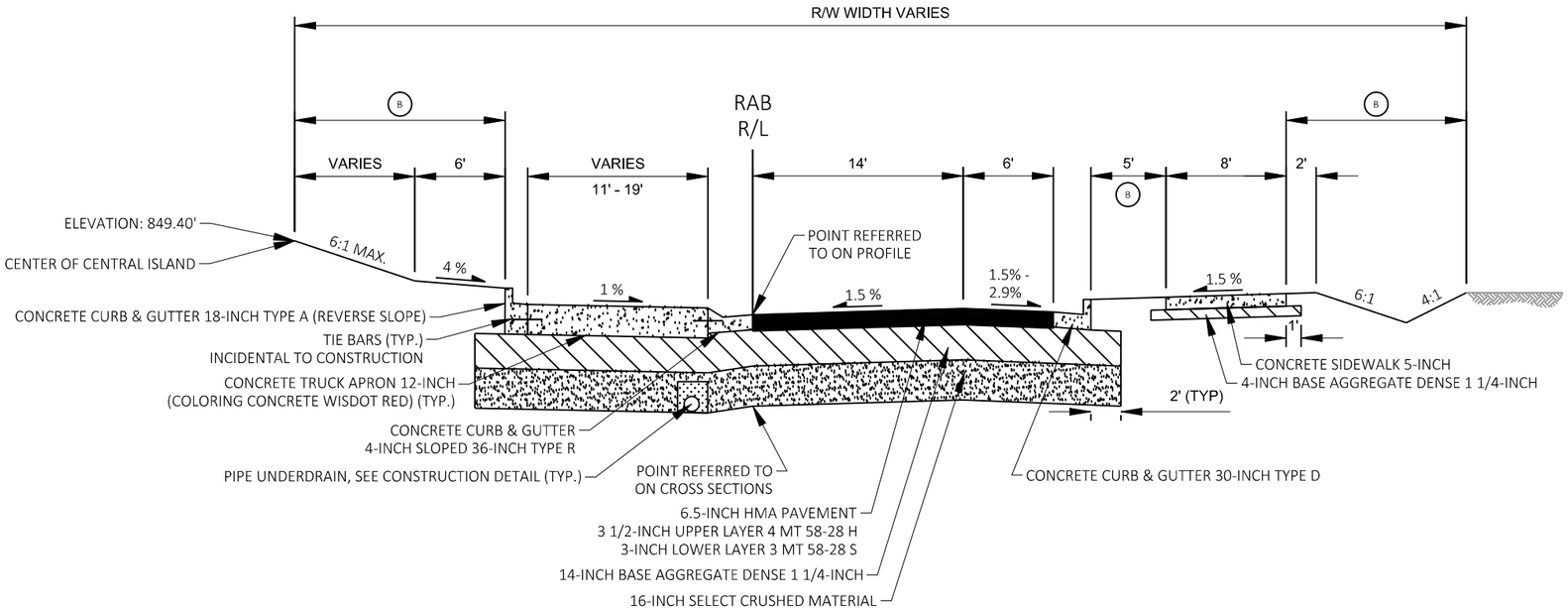
- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B.
- (B) 6" TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER

- CONCRETE PAVEMENT
- HMA PAVEMENT
- BASE AGGREGATE DENSE 3/4-INCH
- BASE AGGREGATE DENSE 1 1/4-INCH

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	FINISHED TYPICAL SECTIONS	SHEET 7	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\020301-TS.DWG
LAYOUT NAME - 020302-ts
PLOT DATE : 11/8/2023 1:48 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



FINISHED TYPICAL SECTION ROUNDABOUT

STA 10+00RAB - STA 12+86RAB

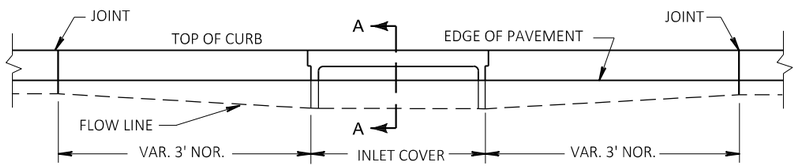
LEGEND

- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B.
- (B) 6" TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER

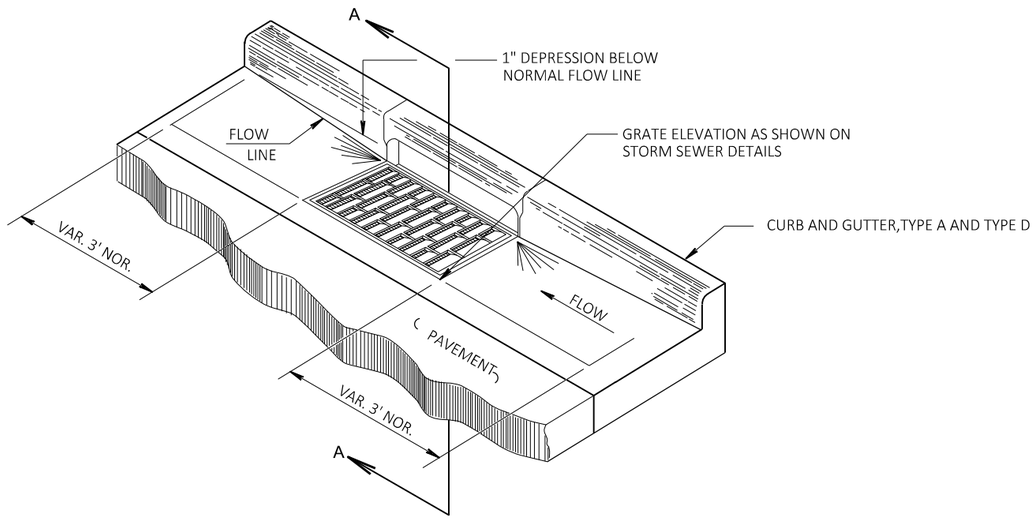
- CONCRETE PAVEMENT
- HMA PAVEMENT
- BASE AGGREGATE DENSE 3/4-INCH
- BASE AGGREGATE DENSE 1 1/4-INCH

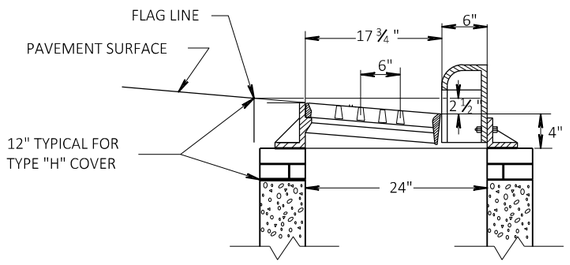
PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	FINISHED TYPICAL SECTIONS	SHEET 8	E

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LAYOUT NAME - 020303-ts
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PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



ELEVATION

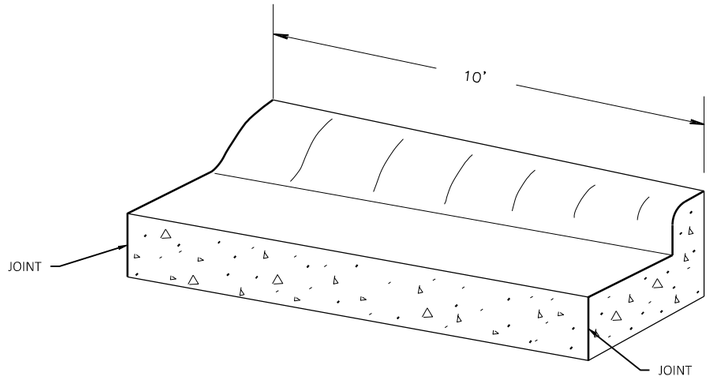




SECTION A-A

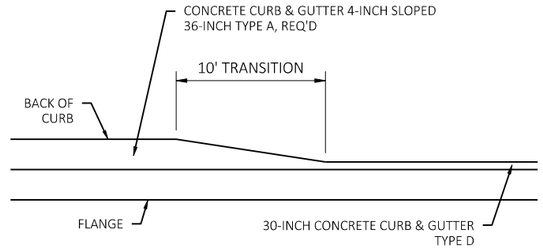
DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 2X3 FT-H INLET SHOWN)



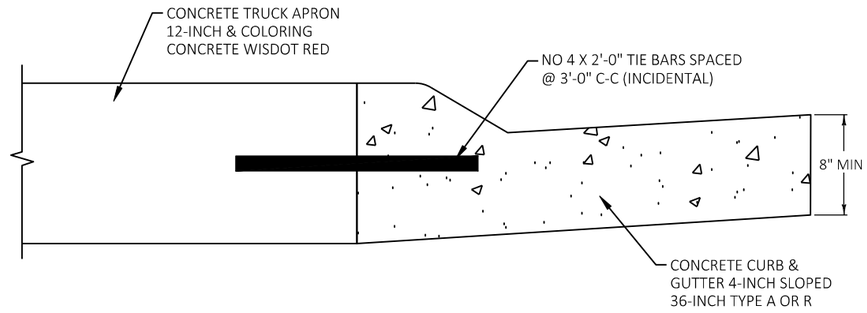
CONCRETE CURB & GUTTER
CURB HEAD WIDTH TRANSITION DETAIL

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A, TO CONCRETE CURB & GUTTER 30-INCH TYPE D (TO BE MEASURED AND PAID FOR AS CONCRETE CURB & GUTTER, 4-INCH SLOPED 36-INCH TYPE A). REFER TO INTERSECTION DETAILS FOR CURB TRANSITION LOCATIONS.

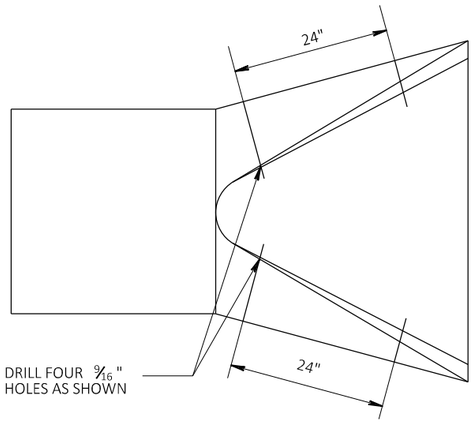


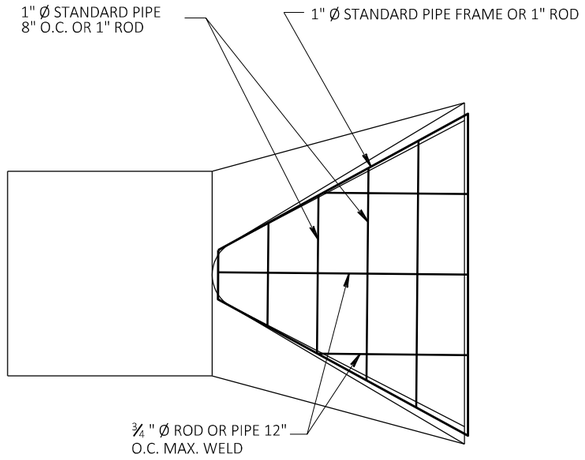
PLAN VIEW

NOTE: PLACE 9.5" BASE AGGREGATE DENSE 1¼-INCH AND 12" SELECT CRUSHED MATERIAL W/ GEOGRID TYPE SR UNDER CONCRETE TRUCK APRON 12-INCH AND EXTEND TWO-FOOT BEYOND EDGE OF CONCRETE.

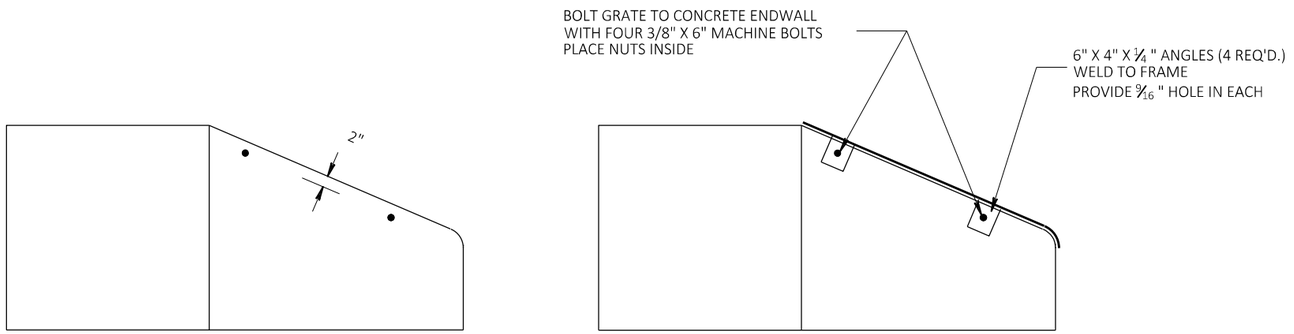


TRUCK OVERTRACKING PAD DETAIL

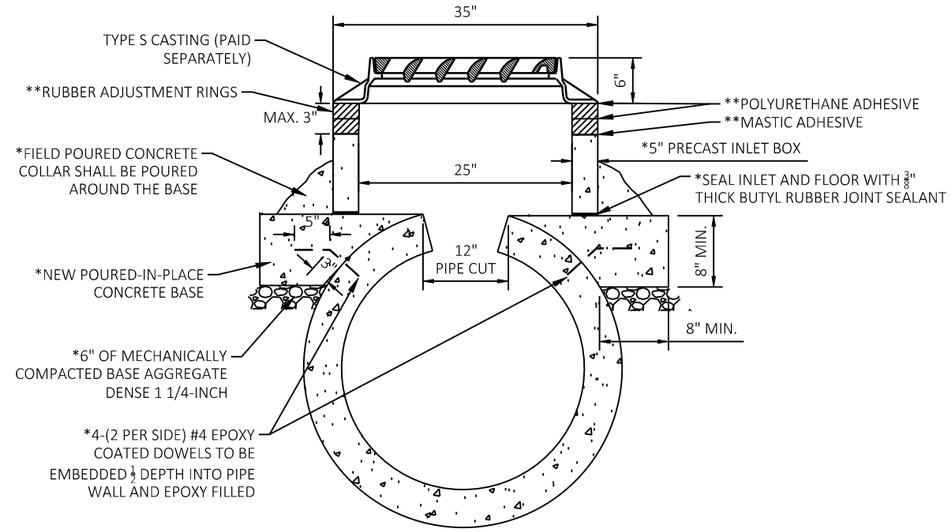




AT EACH PIPE



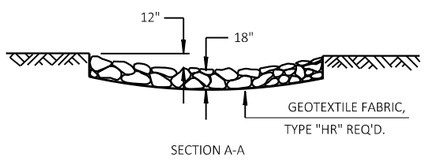
PIPE GRATE DETAIL



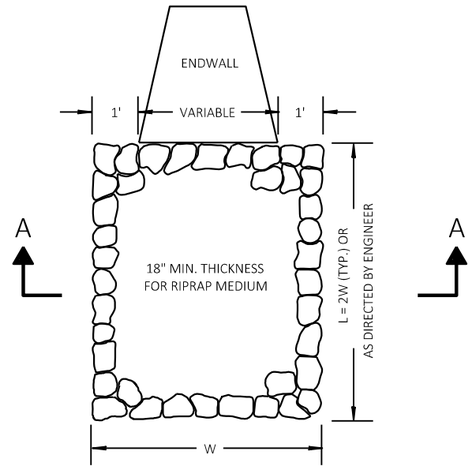
SADDLE INLET

NOTE:SADDLE INLETS ARE BEING INCLUDED IN THE PROJECT FOR AN ENVIRONMENTAL COMMITMENT FOR LIGHT PENETRATION INTO THE CULVERTS

*INCIDENTAL TO SADDLE INLET BID ITEM
**INCIDENTAL TO TYPE S CASTING

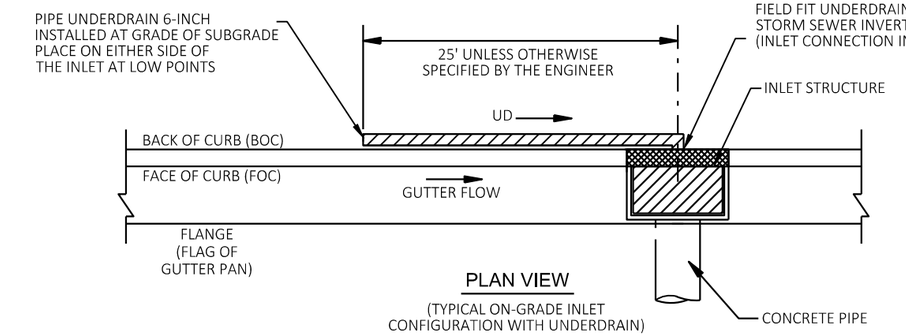


SECTION A-A



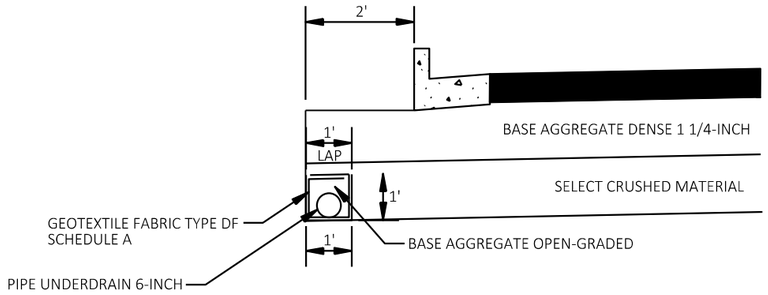
RIPRAP MEDIUM TREATMENT AT CULVERTS

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET 10	E



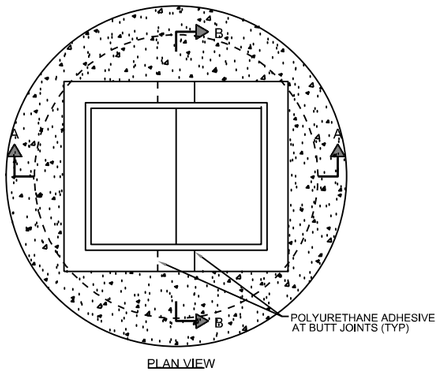
PLAN VIEW

(TYPICAL ON-GRADE INLET
CONFIGURATION WITH UNDERDRAIN)

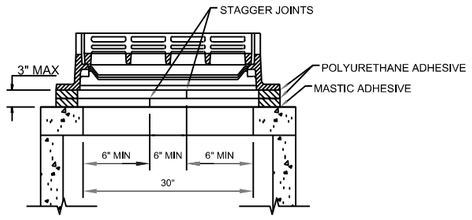


TYPICAL SECTION

PIPE UNDERDRAIN DETAIL

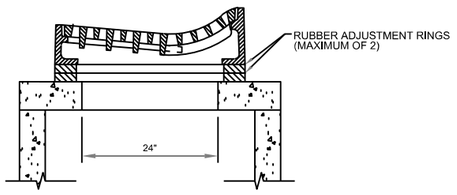


PLAN VIEW



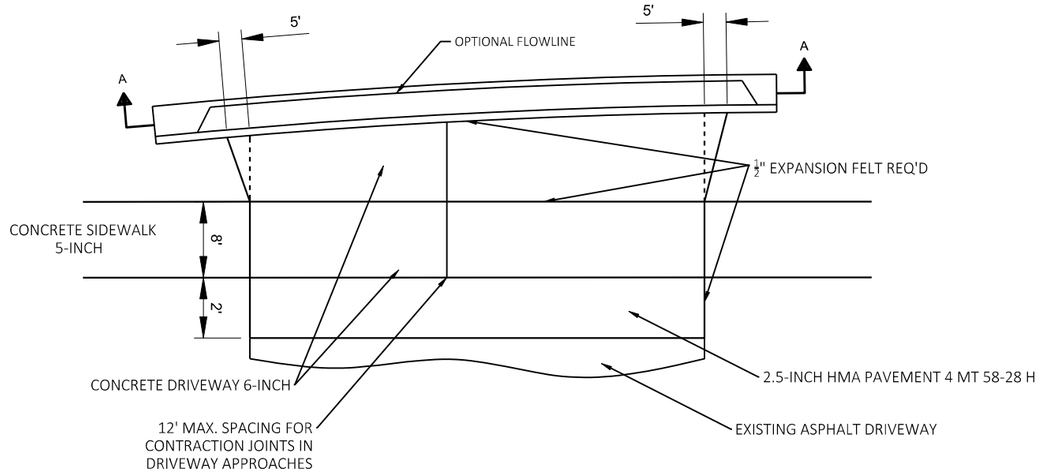
SECTION A-A

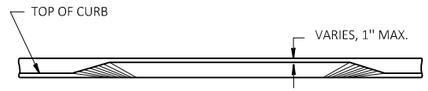
NOTE:
ALL CUTS MADE TO RUBBER ADJUSTMENT RINGS SHALL
BE PERPENDICULAR AND PROVIDE
A TIGHT JOINT.



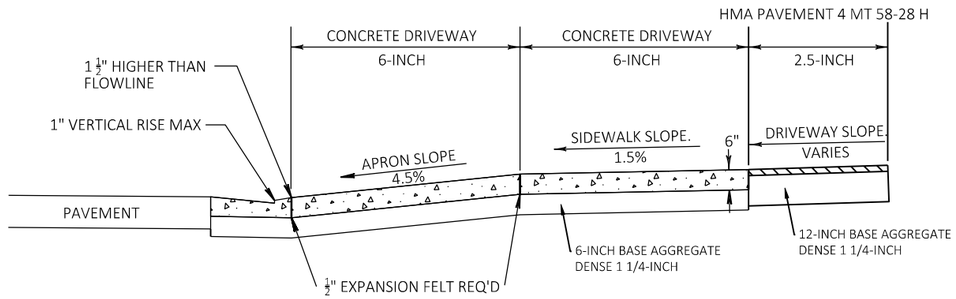
SECTION B-B

RUBBER RING CUTTING DETAIL FOR INLETS & MANHOLES IN CURB & GUTTER





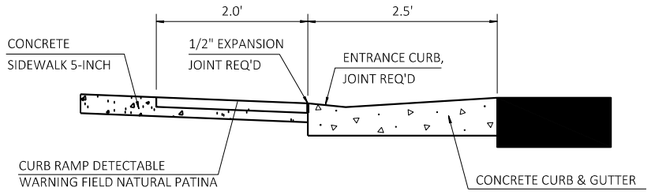
SECTION A-A



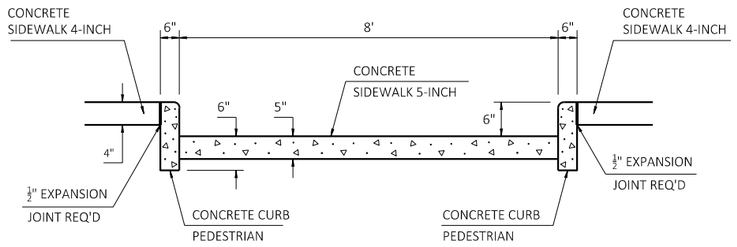
TYPICAL SIDEWALK SECTION

CONCRETE DRIVEWAY WITH SIDEWALK DETAIL

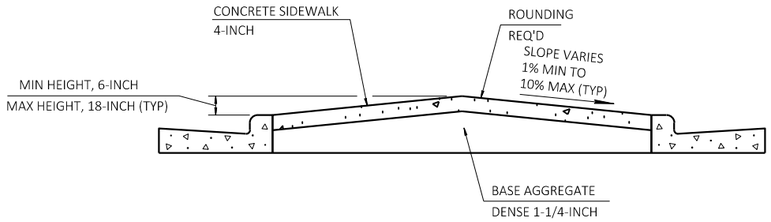
STA. 403+64'RSB'



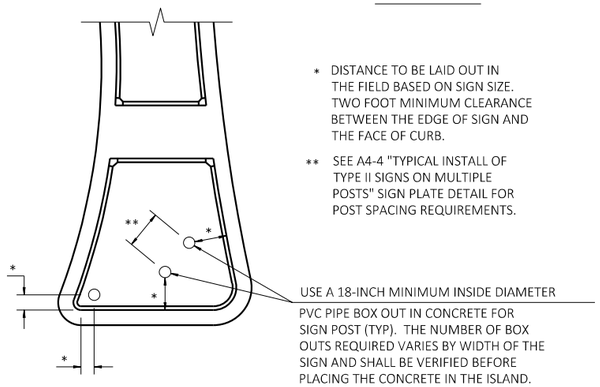
SECTION A-A



SECTION B-B



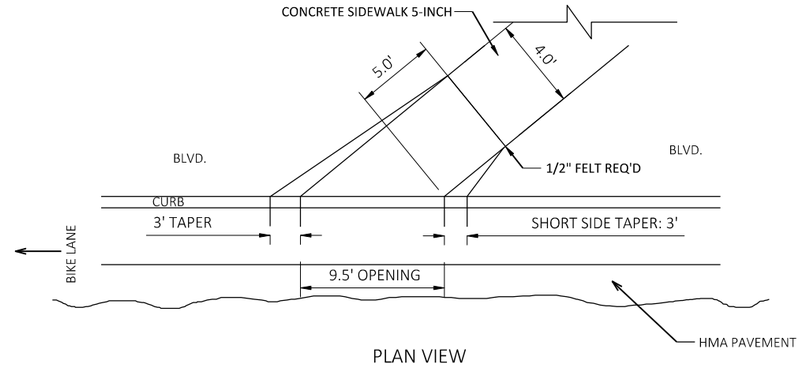
SECTION C-C



* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

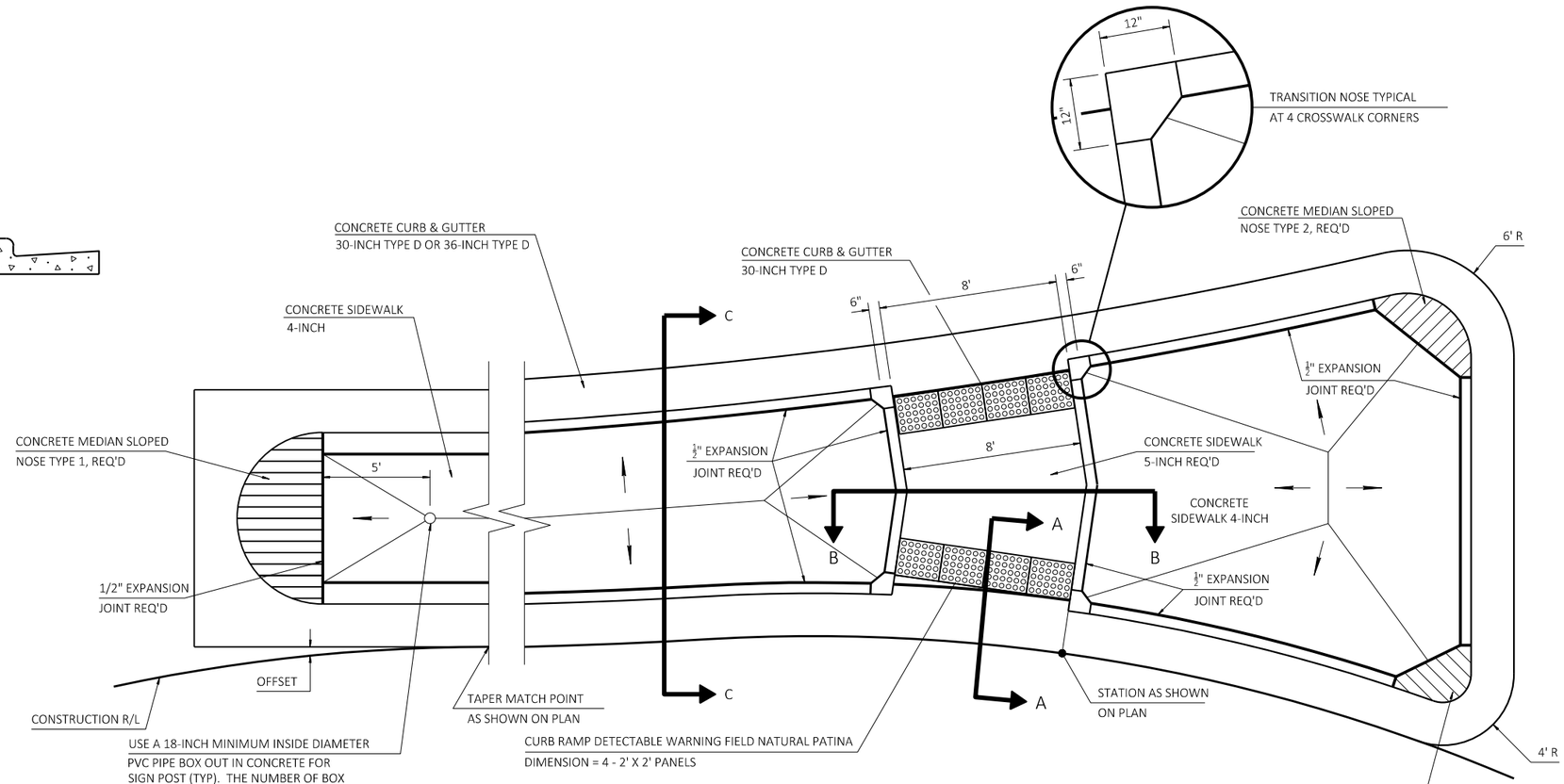
** SEE A4-4 "TYPICAL INSTALL OF TYPE II SIGNS ON MULTIPLE POSTS" SIGN PLATE DETAIL FOR POST SPACING REQUIREMENTS.

ISLAND SIGN LOCATION DETAIL (TYP)



PLAN VIEW

SIDEWALK CONNECTION TO BIKE PATH



SPLITTER ISLAND DETAIL

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET 12	E

2

2

LEGEND

A REMOVING CURB & GUTTER

REMOVING CONCRETE SIDEWALK

EXCAVATION COMMON

RETAINING WALL REMOVAL
RAILING REMOVAL

A

+01.48
-12.50'LT

+01.46
-0.50'LT

+01.45
6.05'RT

+01.44
18.08'RT

185

+85.91
-18.53'LT

+86.49
-6.49'LT

+86.86
1.14'RT

+87.44
13.12'RT

STH 60

EAGLE DR.

SIGN

SS

W

SEE PROJECT ID 2310-13-70
FOR STH 60 MAINLINE
REMOVAL PLAN

SEE PROJECT ID 2310-13-70
FOR STH 60 MAINLINE
REMOVAL PLAN

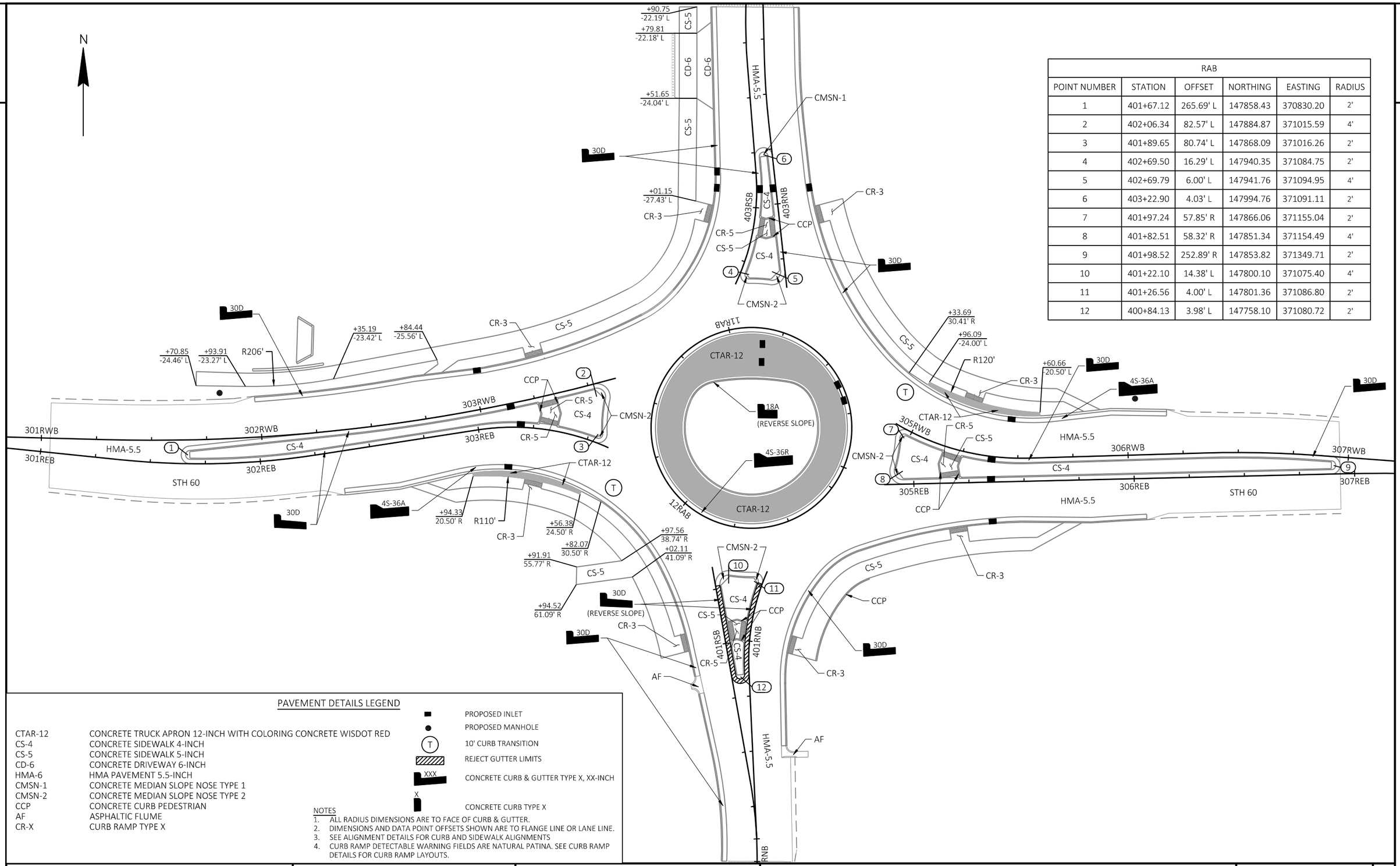
N

PROJECT NO: 2310-13-71	HWY: STH 60 & EAGLE DRIVE	COUNTY: WASHINGTON	REMOVAL PLAN	SHEET 13	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-01 EAGLE DRIVE ROUNDABOUT\11 C3D\23101301\SHEETSPLAN\021101-RM.DWG PLOT DATE : 5/22/2023 2:59 PM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:50 FT
LAYOUT NAME - 01

WISDOT/CADDS SHEET 42

2



RAB					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
1	401+67.12	265.69' L	147858.43	370830.20	2'
2	402+06.34	82.57' L	147884.87	371015.59	4'
3	401+89.65	80.74' L	147868.09	371016.26	2'
4	402+69.50	16.29' L	147940.35	371084.75	2'
5	402+69.79	6.00' L	147941.76	371094.95	4'
6	403+22.90	4.03' L	147994.76	371091.11	2'
7	401+97.24	57.85' R	147866.06	371155.04	2'
8	401+82.51	58.32' R	147851.34	371154.49	4'
9	401+98.52	252.89' R	147853.82	371349.71	2'
10	401+22.10	14.38' L	147800.10	371075.40	4'
11	401+26.56	4.00' L	147801.36	371086.80	2'
12	400+84.13	3.98' L	147758.10	371080.72	2'

PAVEMENT DETAILS LEGEND

CTAR-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
CD-6	CONCRETE DRIVEWAY 6-INCH
HMA-6	HMA PAVEMENT 5.5-INCH
CMSN-1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN-2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CCP	CONCRETE CURB PEDESTRIAN
AF	ASPHALTIC FLUME
CR-X	CURB RAMP TYPE X

- PROPOSED INLET
- PROPOSED MANHOLE
- (T) 10' CURB TRANSITION
- REJECT GUTTER LIMITS
- XXX CONCRETE CURB & GUTTER TYPE X, XX-INCH
- X CONCRETE CURB TYPE X

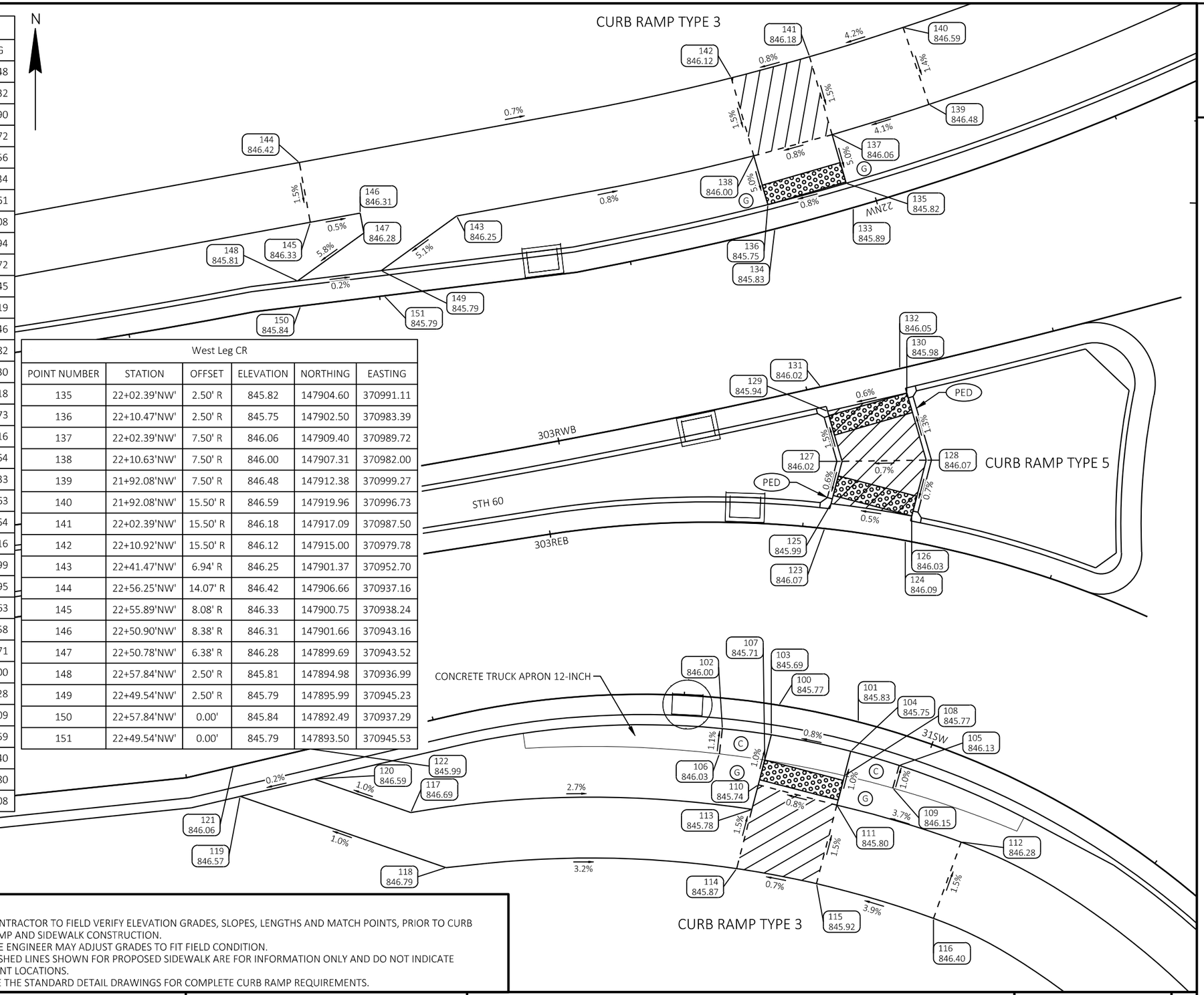
NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB AND SIDEWALK ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	PAVEMENT DETAILS	SHEET 14	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\021201-PD.DWG
LAYOUT NAME - 021201-pd
PLOT DATE : 11/9/2023 7:32 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

West Leg CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	30+84.38'SW'	0.00' R	845.77	147853.14	370984.48
101	30+92.40'SW'	0.00'	845.83	147851.50	370992.32
102	30+79.05'SW'	3.03' R	846.00	147850.81	370978.90
103	30+84.09'SW'	3.00' R	845.69	147850.22	370983.72
104	30+92.40'SW'	3.00' R	845.75	147848.59	370991.56
105	30+97.56'SW'	3.00' R	846.13	147847.20	370996.34
106	30+79.00'SW'	5.51' R	846.03	147848.34	370978.61
107	30+83.82'SW'	5.56' R	845.71	147847.73	370983.08
108	30+92.40'SW'	5.48' R	845.77	147846.19	370990.94
109	30+97.66'SW'	5.32' R	846.15	147844.96	370995.72
110	30+83.54'SW'	8.06' R	845.74	147845.29	370982.45
111	30+92.40'SW'	8.48' R	845.80	147843.29	370990.19
112	31+06.56'SW'	7.86' R	846.28	147839.64	371002.46
113	30+83.24'SW'	10.56' R	845.78	147842.86	370981.82
114	30+82.44'SW'	16.55' R	845.87	147837.02	370980.30
115	30+92.40'SW'	16.48' R	845.92	147835.54	370988.18
116	31+07.26'SW'	15.84' R	846.40	147832.12	370999.73
117	30+45.78'SW'	8.38' R	846.69	147842.56	370948.16
118	30+47.93'SW'	14.47' R	846.79	147837.12	370951.64
119	30+29.75'SW'	3.00' R	846.57	147844.15	370931.33
120	30+37.25'SW'	3.00' R	846.59	147845.86	370938.63
121	30+29.75'SW'	0.00'	846.06	147847.07	370930.64
122	30+37.48'SW'	0.00'	845.99	147848.83	370938.16
123	303+27.17'REB'	0.00'	846.07	147870.56	370988.99
124	303+35.22'REB'	0.00'	846.09	147869.38	370996.95
125	303+27.52'REB'	2.50' L	845.99	147873.01	370989.63
126	303+35.38'REB'	2.50' L	846.03	147871.81	370997.58
127	303+28.09'REB'	6.77' L	846.02	147877.19	370990.71
128	303+35.73'REB'	8.16' L	846.07	147877.30	370999.00
129	303+26.54'RWB'	2.50' R	845.94	147882.13	370989.28
130	303+34.53'RWB'	2.50' R	845.98	147883.92	370997.09
131	303+26.39'RWB'	0.00'	846.02	147884.53	370988.59
132	303+34.40'RWB'	0.00'	846.05	147886.32	370996.40
133	22+02.39'NW'	0.00'	845.89	147902.20	370991.80
134	22+10.39'NW'	0.00' R	845.83	147900.10	370984.08

West Leg CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
135	22+02.39'NW'	2.50' R	845.82	147904.60	370991.11
136	22+10.47'NW'	2.50' R	845.75	147902.50	370983.39
137	22+02.39'NW'	7.50' R	846.06	147909.40	370989.72
138	22+10.63'NW'	7.50' R	846.00	147907.31	370982.00
139	21+92.08'NW'	7.50' R	846.48	147912.38	370999.27
140	21+92.08'NW'	15.50' R	846.59	147919.96	370996.73
141	22+02.39'NW'	15.50' R	846.18	147917.09	370987.50
142	22+10.92'NW'	15.50' R	846.12	147915.00	370979.78
143	22+41.47'NW'	6.94' R	846.25	147901.37	370952.70
144	22+56.25'NW'	14.07' R	846.42	147906.66	370937.16
145	22+55.89'NW'	8.08' R	846.33	147900.75	370938.24
146	22+50.90'NW'	8.38' R	846.31	147901.66	370943.16
147	22+50.78'NW'	6.38' R	846.28	147899.69	370943.52
148	22+57.84'NW'	2.50' R	845.81	147894.98	370936.99
149	22+49.54'NW'	2.50' R	845.79	147895.99	370945.23
150	22+57.84'NW'	0.00'	845.84	147892.49	370937.29
151	22+49.54'NW'	0.00'	845.79	147893.50	370945.53

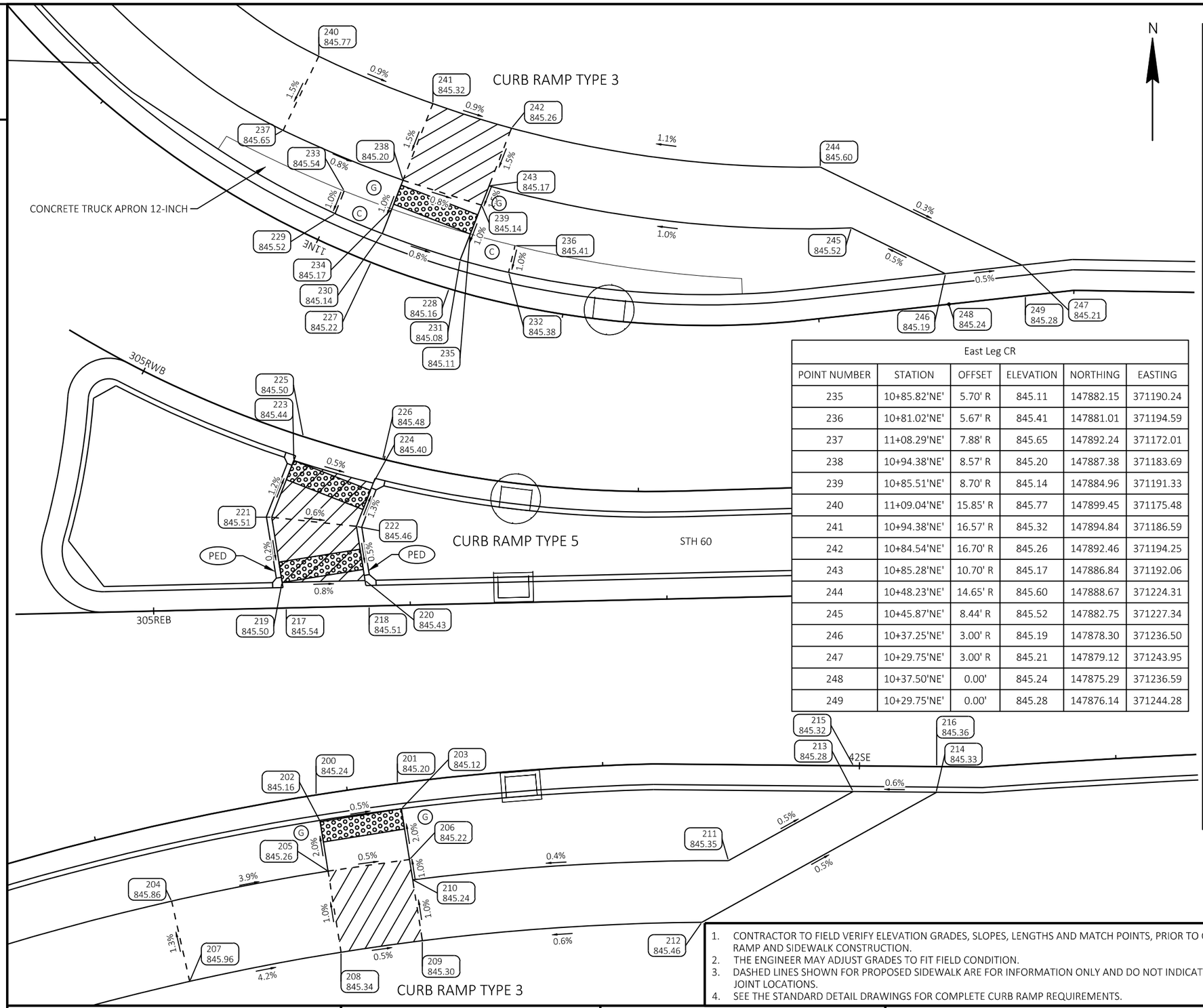


LEGEND:

- LANDING AREA
- DETECTABLE WARNING FIELD
- (C) 10:1 CONCRETE FLARE
- (G) 6:1 GRADED FLARE
- PED CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY POINT NUMBER & ELEVATION

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CURB RAMPS	SHEET 15	E



East Leg CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
235	10+85.82'NE'	5.70' R	845.11	147882.15	371190.24
236	10+81.02'NE'	5.67' R	845.41	147881.01	371194.59
237	11+08.29'NE'	7.88' R	845.65	147892.24	371172.01
238	10+94.38'NE'	8.57' R	845.20	147887.38	371183.69
239	10+85.51'NE'	8.70' R	845.14	147884.96	371191.33
240	11+09.04'NE'	15.85' R	845.77	147899.45	371175.48
241	10+94.38'NE'	16.57' R	845.32	147894.84	371186.59
242	10+84.54'NE'	16.70' R	845.26	147892.46	371194.25
243	10+85.28'NE'	10.70' R	845.17	147886.84	371192.06
244	10+48.23'NE'	14.65' R	845.60	147888.67	371224.31
245	10+45.87'NE'	8.44' R	845.52	147882.75	371227.34
246	10+37.25'NE'	3.00' R	845.19	147878.30	371236.50
247	10+29.75'NE'	3.00' R	845.21	147879.12	371243.95
248	10+37.50'NE'	0.00'	845.24	147875.29	371236.59
249	10+29.75'NE'	0.00'	845.28	147876.14	371244.28

East Leg CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	41+46.92'SE'	0.00'	845.24	147827.55	371175.21
201	41+54.92'SE'	0.00' R	845.20	147828.69	371183.13
202	41+46.92'SE'	2.63' R	845.16	147824.96	371175.62
203	41+55.00'SE'	2.50' R	845.12	147826.22	371183.52
204	41+30.92'SE'	7.50' R	845.86	147817.22	371161.15
205	41+46.92'SE'	7.50' R	845.26	147820.15	371176.39
206	41+55.17'SE'	7.50' R	845.22	147821.28	371184.31
207	41+30.92'SE'	15.50' R	845.96	147809.41	371162.91
208	41+46.92'SE'	15.50' R	845.34	147812.25	371177.65
209	41+55.45'SE'	15.50' R	845.30	147813.37	371185.57
210	41+55.24'SE'	9.50' R	845.24	147819.30	371184.63
211	41+87.34'SE'	9.35' R	845.35	147821.17	371215.37
212	41+84.81'SE'	15.38' R	845.46	147815.16	371212.79
213	41+99.41'SE'	2.50' R	845.28	147827.89	371227.51
214	42+07.49'SE'	2.52' R	845.33	147827.79	371235.59
215	41+99.41'SE'	0.00'	845.32	147830.39	371227.54
216	42+07.52'SE'	0.00'	845.36	147830.31	371235.65
217	305+12.91'REB'	0.00'	845.54	147845.75	371172.31
218	305+20.99'REB'	0.00'	845.51	147845.94	371180.38
219	305+12.58'REB'	2.50' L	845.50	147848.24	371171.92
220	305+20.65'REB'	2.50' L	845.43	147848.43	371179.99
221	305+11.71'REB'	8.87' L	845.51	147854.59	371170.90
222	305+19.93'REB'	7.79' L	845.46	147853.70	371179.15
223	305+16.67'RWB'	2.50' R	845.44	147860.11	371173.06
224	305+24.52'RWB'	2.50' R	845.40	147857.90	371180.78
225	305+16.81'RWB'	0.00'	845.50	147862.44	371173.97
226	305+24.85'RWB'	0.00'	845.48	147860.25	371181.70
227	10+94.38'NE'	0.00'	845.22	147879.40	371180.57
228	10+86.37'NE'	0.00' R	845.16	147876.82	371188.16
229	10+99.54'NE'	3.00' R	845.52	147884.14	371177.07
230	10+94.38'NE'	3.00' R	845.14	147882.19	371181.66
231	10+86.09'NE'	3.00' R	845.08	147879.63	371189.25
232	10+81.06'NE'	3.00' R	845.38	147878.42	371193.96
233	10+99.66'NE'	5.37' R	845.54	147886.34	371177.96
234	10+94.38'NE'	5.57' R	845.17	147884.58	371182.60

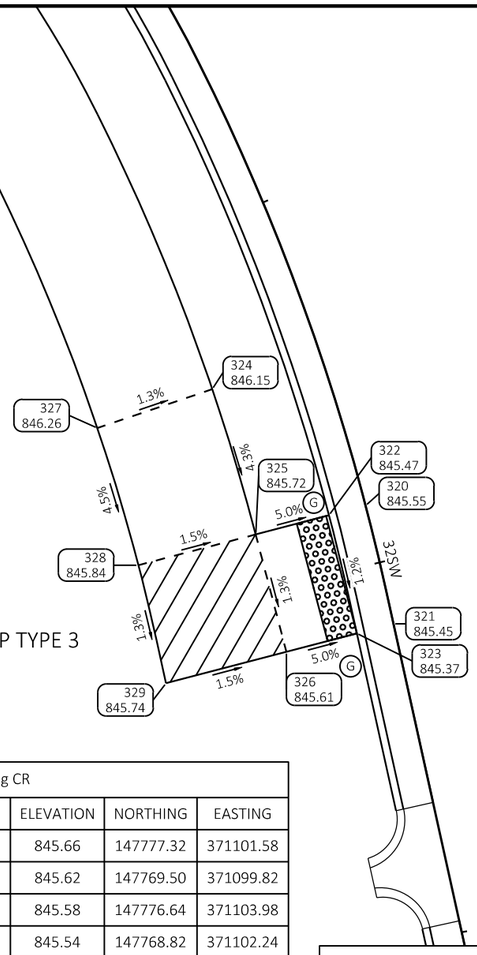
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2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
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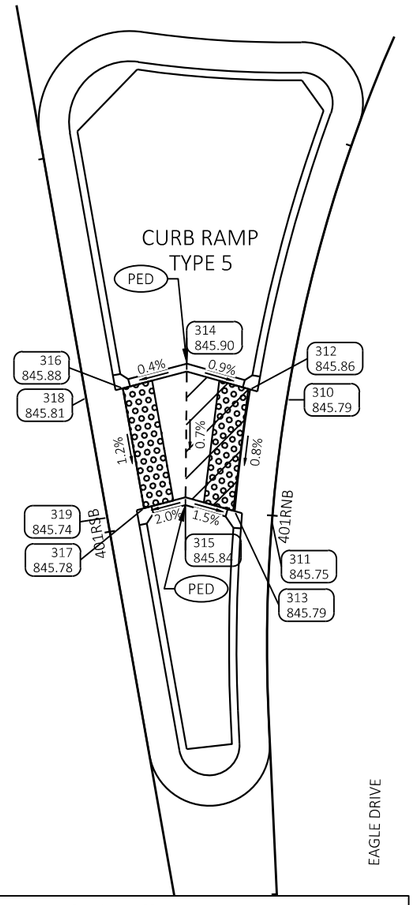
LEGEND:

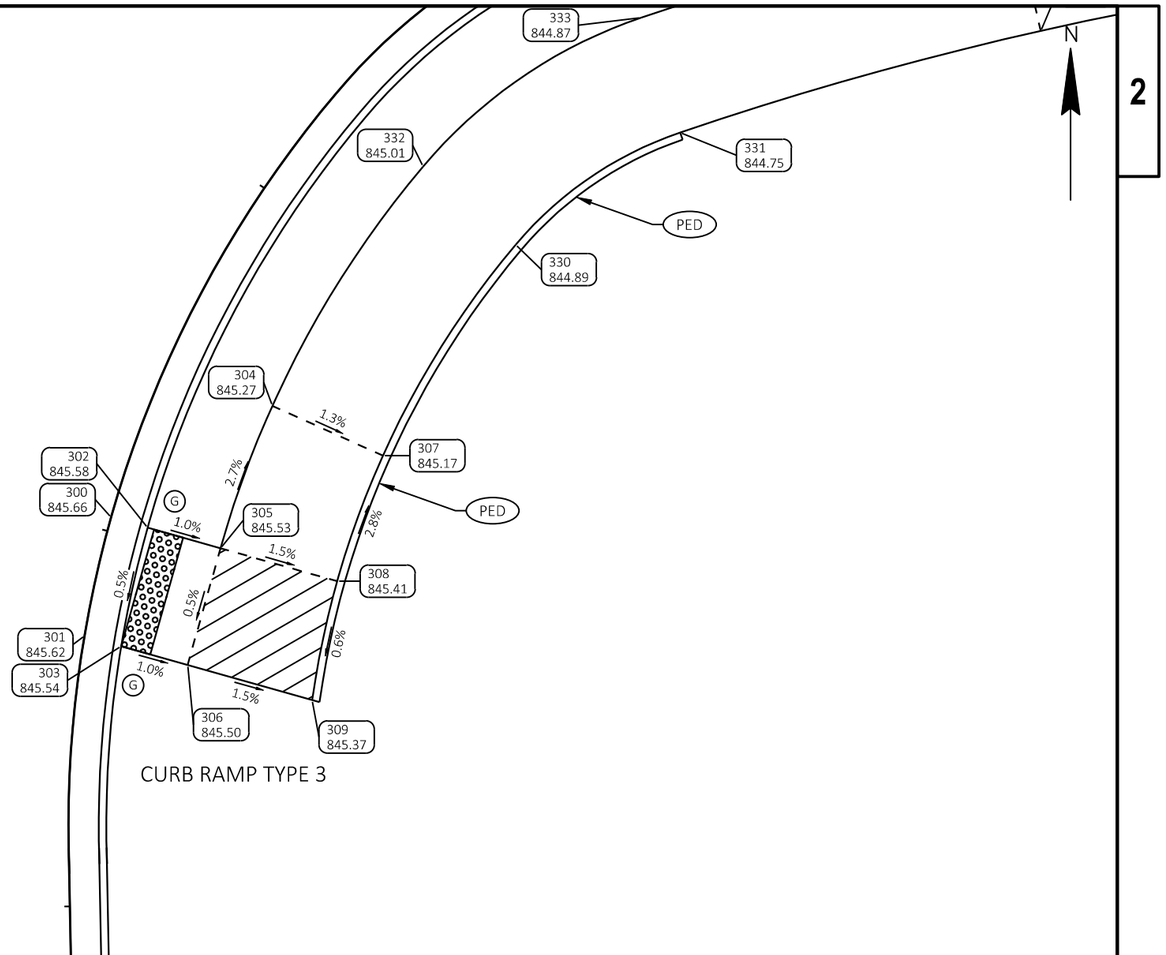
- LANDING AREA
- DETECTABLE WARNING FIELD
- (C) 10:1 CONCRETE FLARE
- (G) 6:1 GRADED FLARE
- PED CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CURB RAMPS	SHEET 16	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\021301-CR.DWG
LAYOUT NAME - 021302-cr
PLOT DATE : 7/10/2023 8:34 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42







South Leg CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	40+50.93'SE'	0.00'	845.66	147777.32	371101.58
301	40+42.91'SE'	0.00' R	845.62	147769.50	371099.82
302	40+50.93'SE'	2.50' R	845.58	147776.64	371103.98
303	40+42.63'SE'	2.50' R	845.54	147768.82	371102.24
304	40+62.05'SE'	7.50' R	845.27	147784.68	371112.21
305	40+50.93'SE'	7.50' R	845.53	147775.28	371108.79
306	40+42.08'SE'	7.03' R	845.50	147767.58	371106.62
307	40+62.05'SE'	15.50' R	845.17	147781.39	371119.51
308	40+50.93'SE'	15.50' R	845.41	147773.11	371116.49
309	40+40.81'SE'	15.50' R	845.37	147765.26	371114.84
310	401+07.70'RNB'	0.00'	845.79	147781.77	371085.78
311	400+99.60'RNB'	0.00'	845.75	147773.74	371084.79
312	401+07.98'RNB'	2.50' L	845.86	147782.46	371083.36
313	401+00.08'RNB'	2.50' L	845.79	147774.43	371082.34
314	401+08.42'RNB'	6.81' L	845.90	147783.63	371079.18
315	401+00.68'RNB'	5.81' L	845.84	147775.34	371079.10
316	401+09.16'RSB'	2.50' R	845.88	147782.53	371074.96
317	401+01.14'RSB'	2.50' R	845.78	147774.63	371076.36
318	401+08.96'RSB'	0.00'	845.81	147781.90	371072.54
319	401+00.93'RSB'	0.00'	845.74	147773.99	371073.94

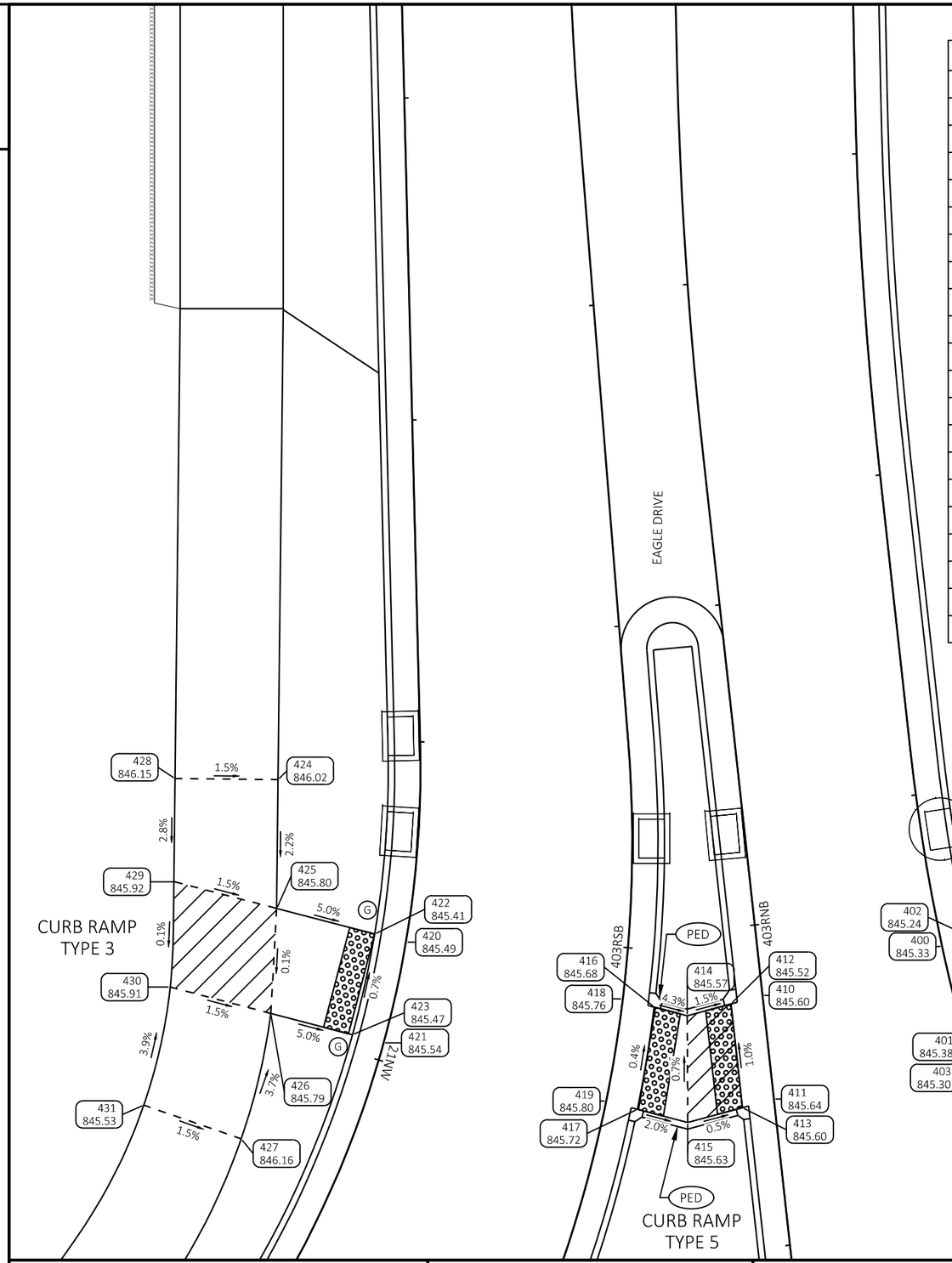
South Leg CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
320	31+96.14'SW'	0.00'	845.55	147778.09	371057.99
321	32+04.15'SW'	0.00'	845.45	147770.30	371059.82
322	31+96.14'SW'	2.50' R	845.47	147777.46	371055.57
323	32+04.24'SW'	2.50' R	845.37	147769.67	371057.40
324	31+85.61'SW'	7.50' R	846.15	147785.77	371047.86
325	31+96.14'SW'	7.50' R	845.72	147776.19	371050.73
326	32+04.42'SW'	7.30' R	845.61	147768.45	371052.76
327	31+85.61'SW'	15.50' R	846.26	147783.21	371040.29
328	31+96.14'SW'	15.50' R	845.84	147774.16	371042.99
329	32+04.74'SW'	15.50' R	845.74	147766.37	371044.82
330	40+82.85'SE'	15.50' R	844.89	147795.31	371128.27
331	41+04.56'SE'	15.50' R	844.75	147802.71	371139.12
332	40+82.85'SE'	7.50' R	845.01	147800.46	371122.16
333	41+04.56'SE'	7.50' R	844.87	147810.29	371136.55

LEGEND:

- LANDING AREA
- DETECTABLE WARNING FIELD
- (C) 10:1 CONCRETE FLARE
- (G) 6:1 GRADED FLARE
- PED CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY POINT NUMBER & ELEVATION

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CURB RAMPS	SHEET 17	E



North Leg CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	12+13.05'NE'	0.00' R	845.33	147970.77	371112.17
401	12+05.05'NE'	0.00'	845.38	147962.99	371114.06
402	12+13.19'NE'	2.50' R	845.24	147971.43	371114.59
403	12+05.05'NE'	2.50' R	845.30	147963.65	371116.47
404	12+13.46'NE'	7.28' R	845.48	147972.68	371119.20
405	12+05.05'NE'	7.50' R	845.55	147964.96	371121.30
406	11+94.52'NE'	7.50' R	845.93	147955.41	371124.25
407	12+13.97'NE'	15.50' R	845.61	147974.84	371127.15
408	12+05.05'NE'	15.50' R	845.67	147967.06	371129.02
409	11+94.52'NE'	15.50' R	846.05	147958.04	371131.81
410	402+94.51'RNB'	0.00'	845.60	147966.98	371098.22
411	402+86.41'RNB'	0.00'	845.64	147958.93	371099.10
412	402+94.11'RNB'	2.50' L	845.52	147966.32	371095.77
413	402+86.02'RNB'	2.50' L	845.60	147958.27	371096.66
414	402+93.57'RNB'	5.97' L	845.57	147965.40	371092.38
415	402+85.34'RNB'	6.84' L	845.63	147957.12	371092.42
416	402+95.68'RSB'	2.50' R	845.68	147966.07	371089.82
417	402+87.84'RSB'	2.50' R	845.72	147958.14	371088.51
418	402+96.01'RSB'	0.00'	845.76	147966.71	371087.38
419	402+87.97'RSB'	0.00'	845.80	147958.77	371086.09

North Leg CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
420	20+90.62'NW'	0.00' R	845.49	147971.11	371070.54
421	20+98.62'NW'	0.00' R	845.54	147963.29	371068.81
422	20+90.39'NW'	2.50' R	845.41	147971.74	371068.11
423	20+98.66'NW'	2.50' R	845.47	147963.92	371066.39
424	20+78.05'NW'	11.05' R	846.02	147983.73	371060.61
425	20+89.57'NW'	10.33' R	845.80	147973.73	371060.51
426	20+98.75'NW'	9.05' R	845.79	147965.58	371060.05
427	21+09.89'NW'	7.98' R	846.16	147955.85	371057.75
428	20+78.05'NW'	19.05' R	846.15	147983.82	371052.61
429	20+88.51'NW'	18.45' R	845.92	147975.80	371052.60
430	20+98.90'NW'	17.12' R	845.91	147967.62	371052.24
431	21+10.65'NW'	15.95' R	845.53	147958.46	371050.19
435	12+10.76'NE'	56.36' L	846.16	147955.85	371057.75

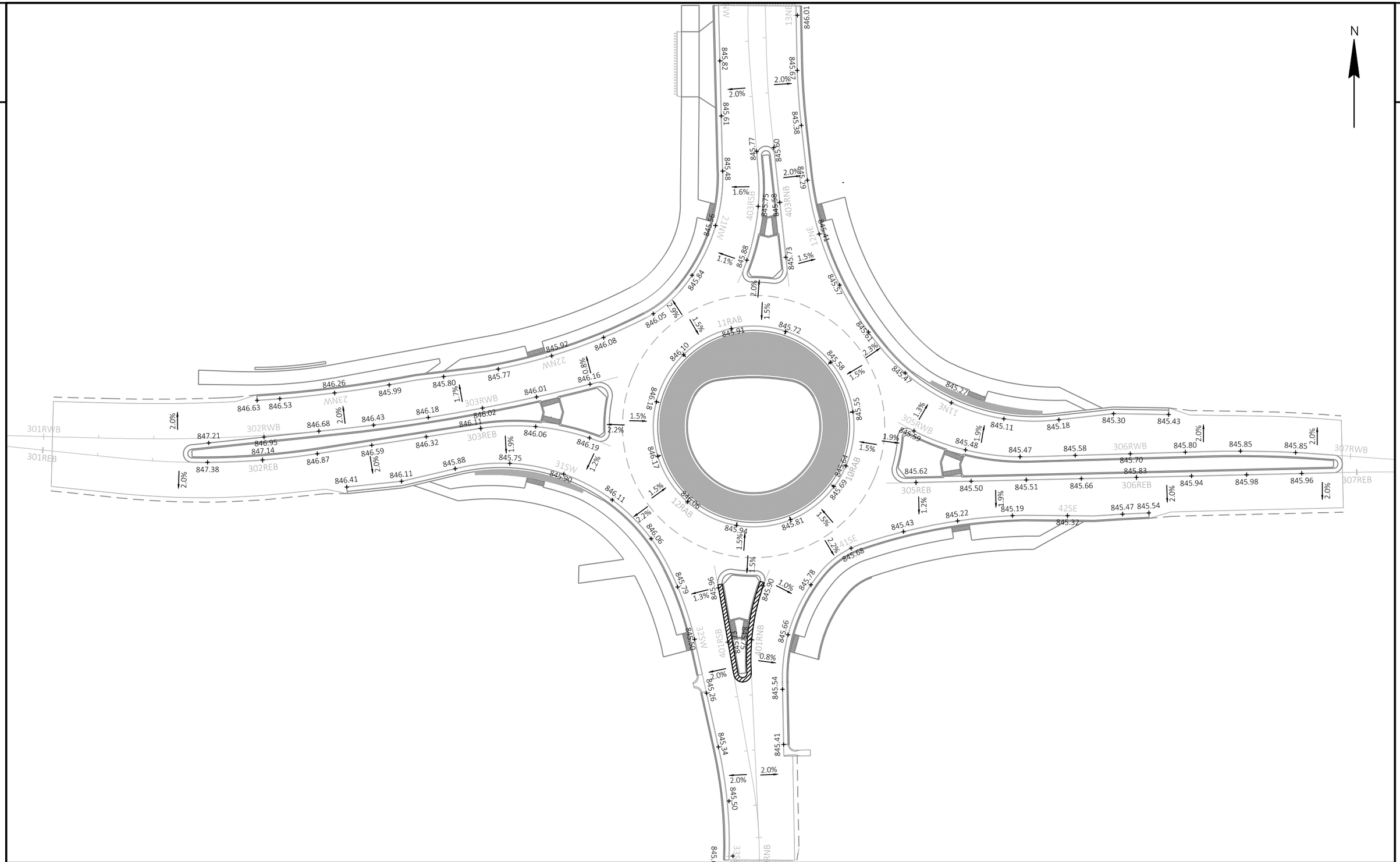
N

LEGEND:

- LANDING AREA
- DETECTABLE WARNING FIELD
- (C) 10:1 CONCRETE FLARE
- (G) 6:1 GRADED FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CURB RAMPS	SHEET 18	E

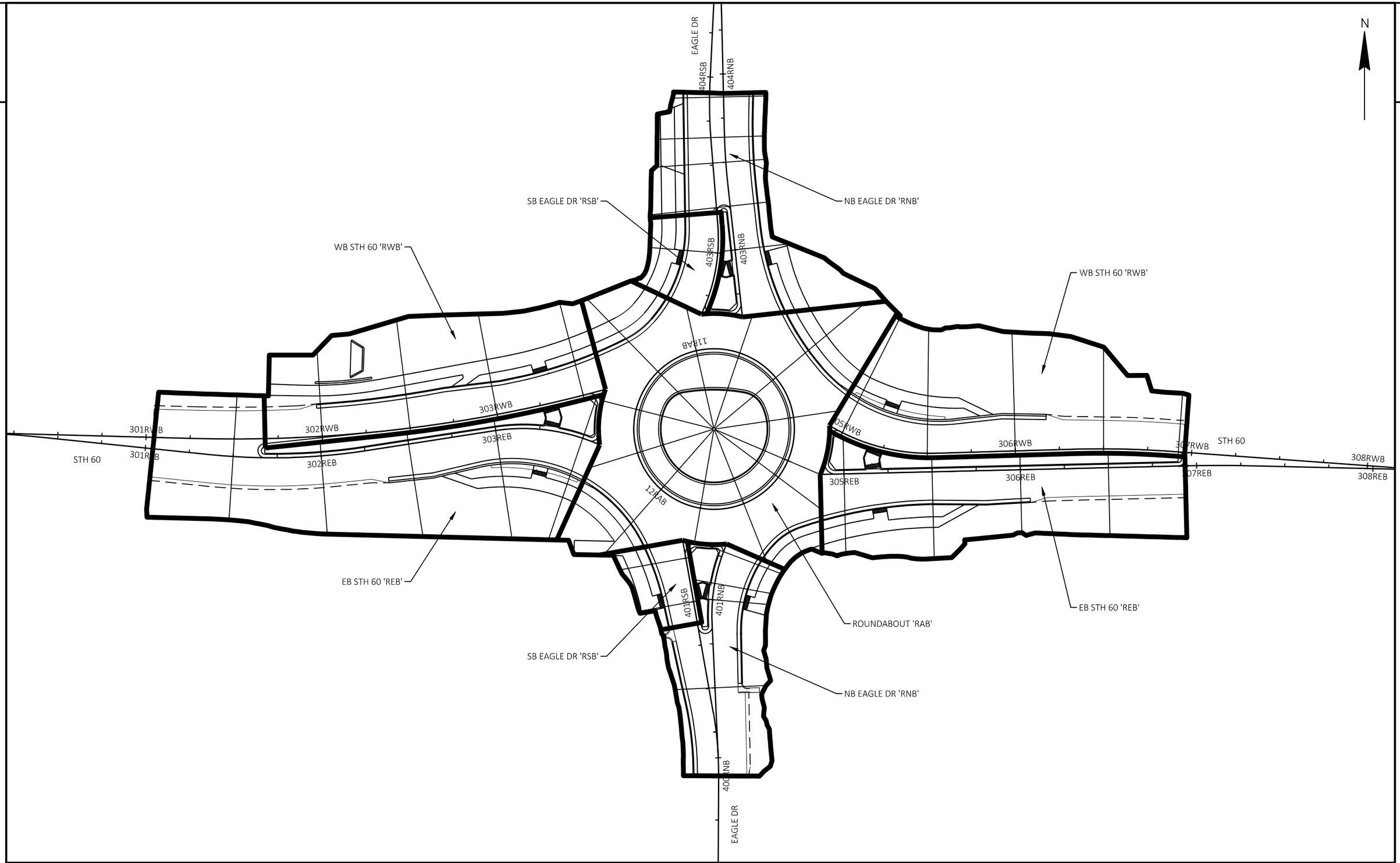


PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	PAVEMENT GRADES	SHEET 19	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\021401-PG.DWG
LAYOUT NAME - 021401-01

PLOT DATE : 7/10/2023 9:19 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTION MATCHLINES	SHEET 20	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\021801-XM.DWG
LAYOUT NAME - 021801-xm

PLOT DATE : 5/16/2023 2:14 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

SIGN

300REB

301RWB

301REB

STH 60

302RWB

302REB

303RWB

303REB

12RAB

11RAB

EAGLE DR

MATCHLINE 305+00 'EB'

305

SIGN

SIGN

401RSB

401RNB

EAGLE DR

2

N

LEGEND

6" TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER

SILT FENCE

RIPRAP MEDIUM

SLOPE INTERCEPTS

INLET PROTECTION (TYPE A AND TYPE C UNLESS OTHERWISE NOTED)

CULVERT PIPE CHECKS

SURFACE WATER FLOW

MATCHLINE 305+00 'EB'

306RWB

306REB

307RWB

307REB

STH 60

308RWB

308REB

SIGN

SS

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	EROSION CONTROL	SHEET 21	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 11/8/2023 2:00 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

SIGN

SIGN

SIGN

SIGN

SIGN

400RNB

401RSB

401RNB

EAGLE DR

MATCHLINE 401+50 'NB'

LEGEND

- 6" TOPSOIL, SOD LAWN, FERTILIZER TYPE B, AND SOD WATER
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPTS
- INLET PROTECTION (TYPE A AND TYPE C UNLESS OTHERWISE NOTED)
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

N

SIGN

SIGN

SIGN

SIGN

SIGN

SIGN

12RAB

11RAB

MATCHLINE 401+50 'NB'

403RSB

403RNB

404RSB

404RNB

EAGLE DR

305RSB

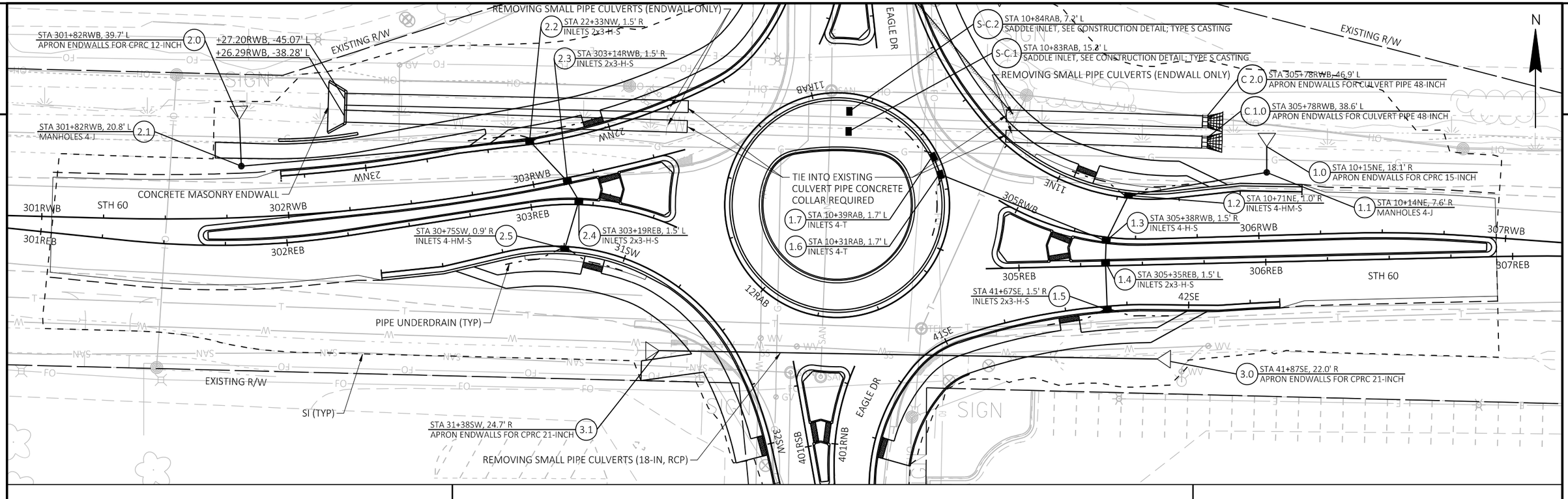
305REB

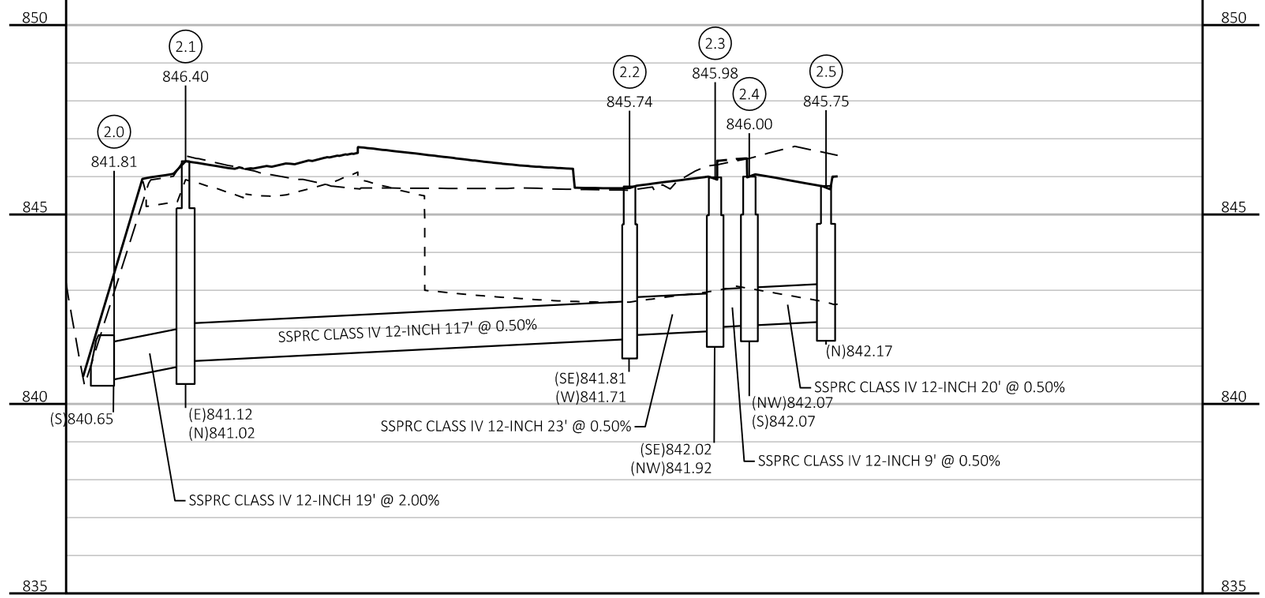
TYPE C ONLY, INSTALLED IN STAGE 1

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	EROSION CONTROL	SHEET 22	E

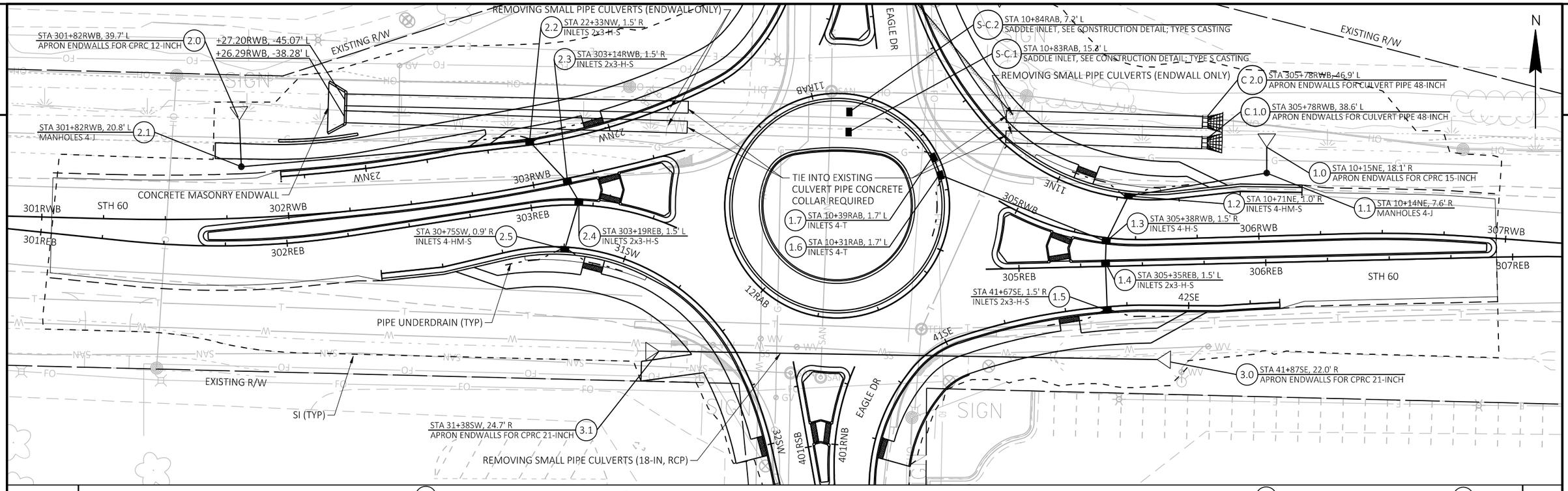
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LAYOUT NAME - 022002-ec

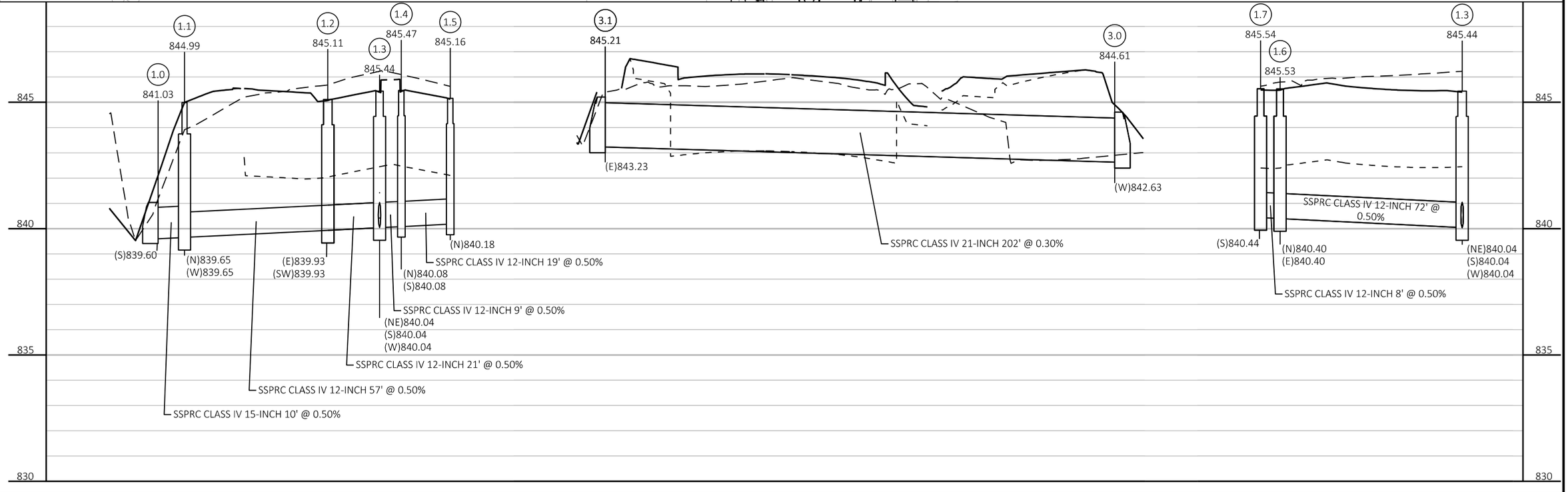
PLOT DATE : 11/8/2023 2:00 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT





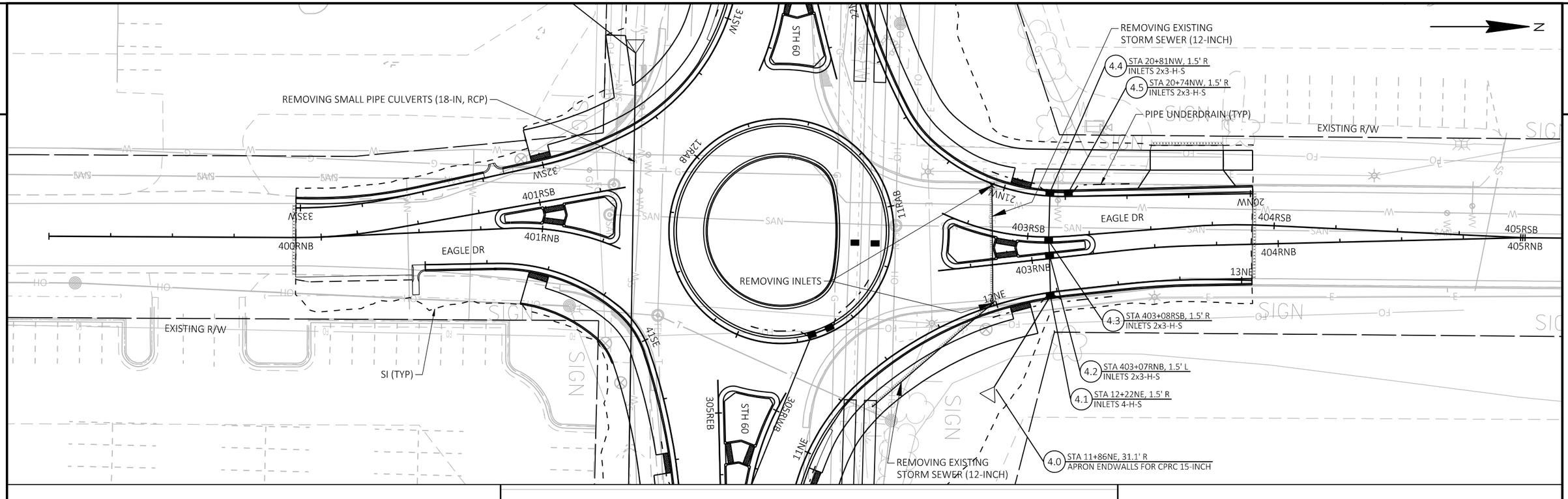
PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	STORM SEWER	SHEET 23	E

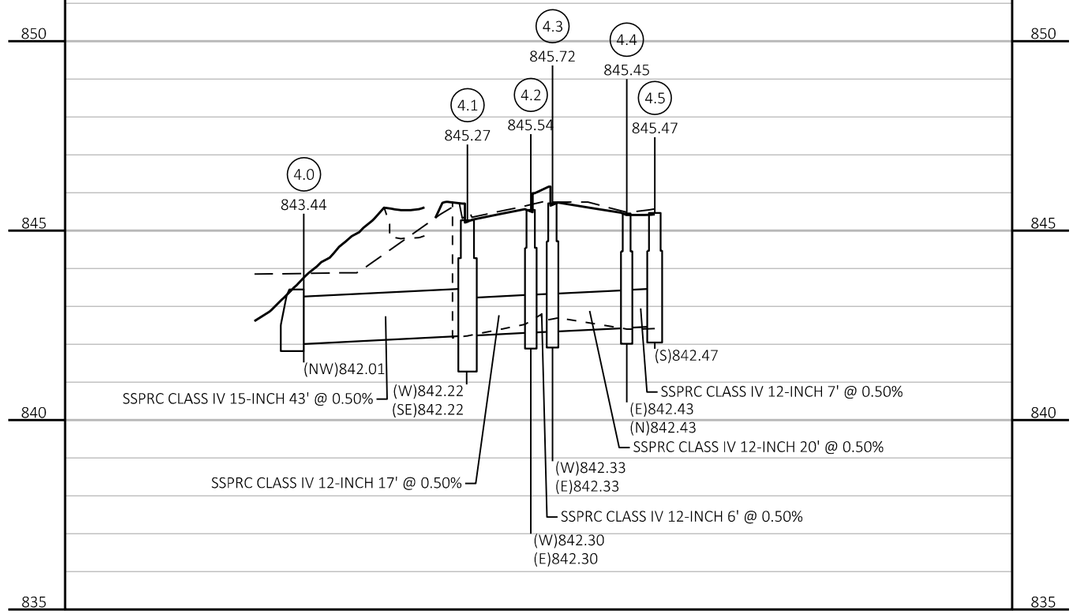




PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	STORM SEWER	SHEET 24	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\022501-SS.DWG
LAYOUT NAME - 022502-ss
PLOT DATE : 11/8/2023 2:31 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	STORM SEWER	SHEET 25	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\022501-SS.DWG
LAYOUT NAME - 022503-ss
PLOT DATE : 11/8/2023 2:31 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

REMOVING SMALL PIPE CULVERTS (ENDWALL ONLY)

STA 301+82RWB, 39.7' L
APRON ENDWALLS FOR CPRC 12-INCH
2.0
+27.20RWB, -45.07' L
+26.29RWB, -38.28' L

EXISTING R/W

2.2 STA 22+33NW, 1.5' R
INLETS 2x3-H-S

2.3 STA 303+14RWB, 1.5' R
INLETS 2x3-H-S

STA 301+82RWB, 20.8' L
MANHOLES 4-J
2.1

CONCRETE MASONRY ENDWALL

301RWB
STH 60
302RWB
303RWB
301REB
302REB
303REB

STA 30+75SW, 0.9' R
INLETS 4-HM-S
2.5

2.4 STA 303+19REB, 1.5' L
INLETS 2x3-H-S

31SW
22NW
23NW
11RAB
12RAB

PIPE UNDERDRAIN (TYP)

EXISTING R/W

SI (TYP)

STA 31+38SW, 24.7' R
APRON ENDWALLS FOR CPRC 21-INCH
3.1

REMOVING SMALL PIPE CULVERTS (18-IN, RCP)

32SW
401RSB
401RNB

EAGLE DR

TIE INTO EXISTING CULVERT PIPE
CONCRETE COLLAR REQUIRED

1.7 STA 10+39RAB, 1.7' L
INLETS 4-T

1.6 STA 10+31RAB, 1.7' L
INLETS 4-T

S-C.2 STA 10+84RAB, 7.2' L
SADDLE INLET, SEE CONSTRUCTION DETAIL; TYPE S CASTING

S-C.1 STA 10+83RAB, 15.2' L
SADDLE INLET, SEE CONSTRUCTION DETAIL; TYPE S CASTING

REMOVING SMALL PIPE CULVERTS (ENDWALL ONLY)

EXISTING R/W

C 2.0 STA 305+78RWB, 46.9' L
APRON ENDWALLS FOR CULVERT PIPE 48-INCH

C 1.0 STA 305+78RWB, 38.6' L
APRON ENDWALLS FOR CULVERT PIPE 48-INCH

1.0 STA 10+15NE, 18.1' R
APRON ENDWALLS FOR CPRC 15-INCH

1.2 STA 10+71NE, 1.0' R
INLETS 4-HM-S

1.1 STA 10+14NE, 7.6' R
MANHOLES 4-J

1.3 STA 305+38RWB, 1.5' R
INLETS 4-H-S

11NE
305RWB
306RWB
307RWB
305REB
306REB
307REB
STH 60

1.4 STA 305+35REB, 1.5' L
INLETS 2x3-H-S

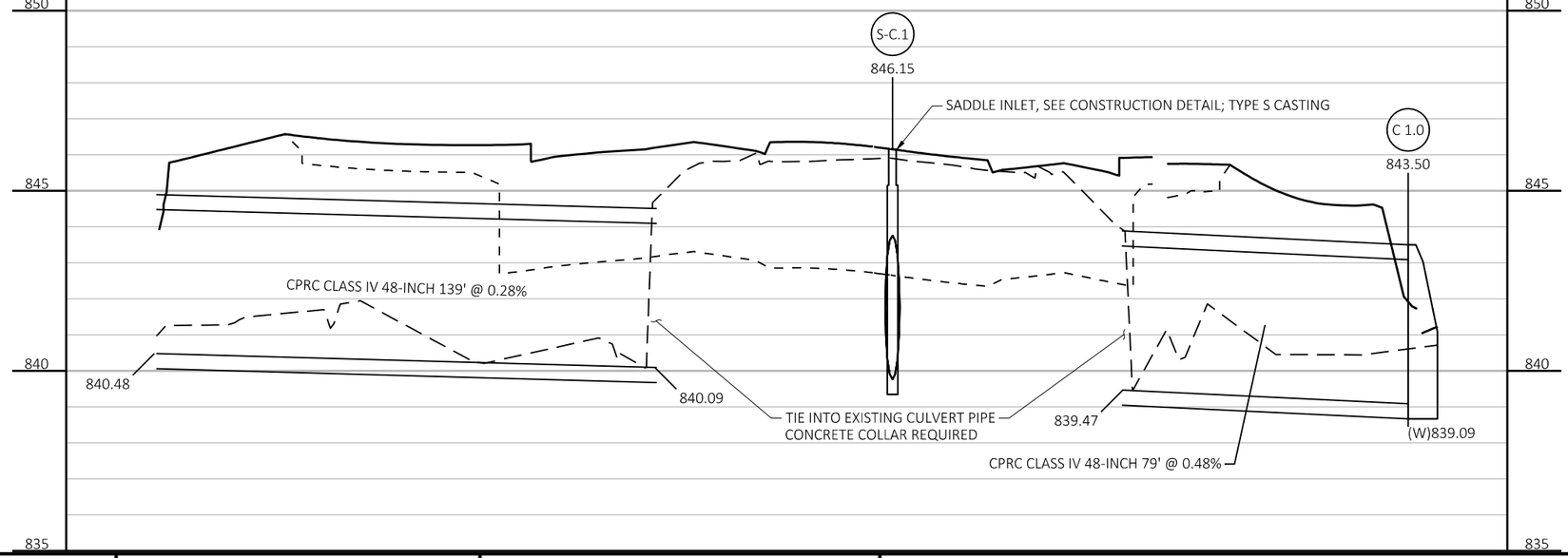
STA 41+67SE, 1.5' R
INLETS 2x3-H-S
1.5

42SE
41SE

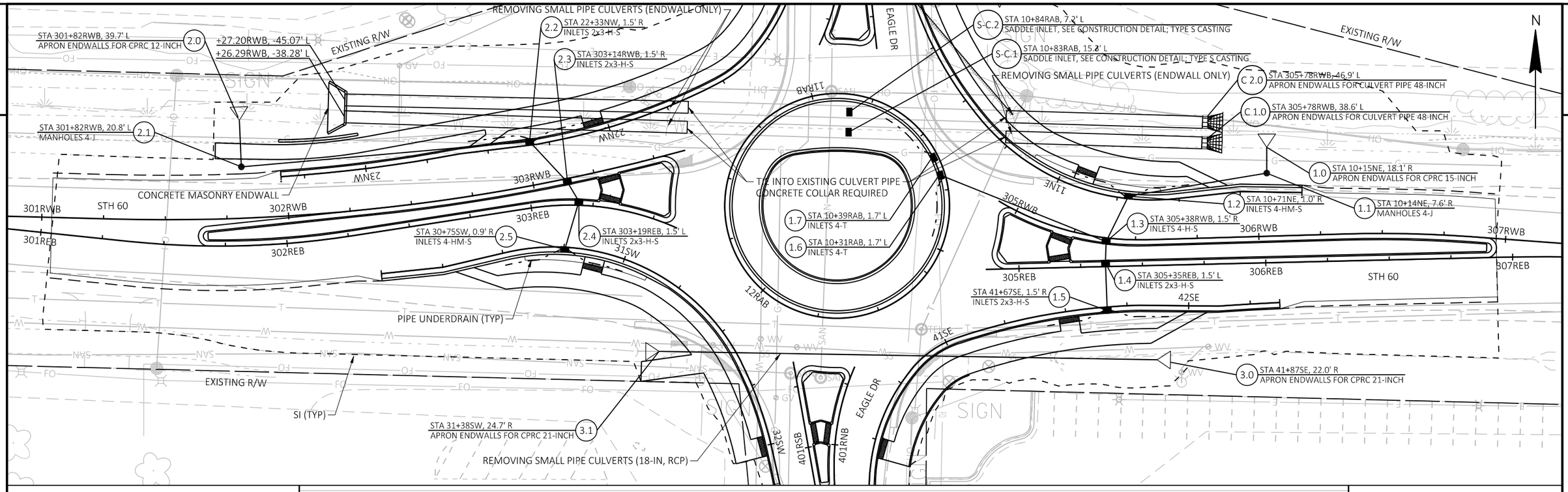
3.0 STA 41+87SE, 22.0' R
APRON ENDWALLS FOR CPRC 21-INCH

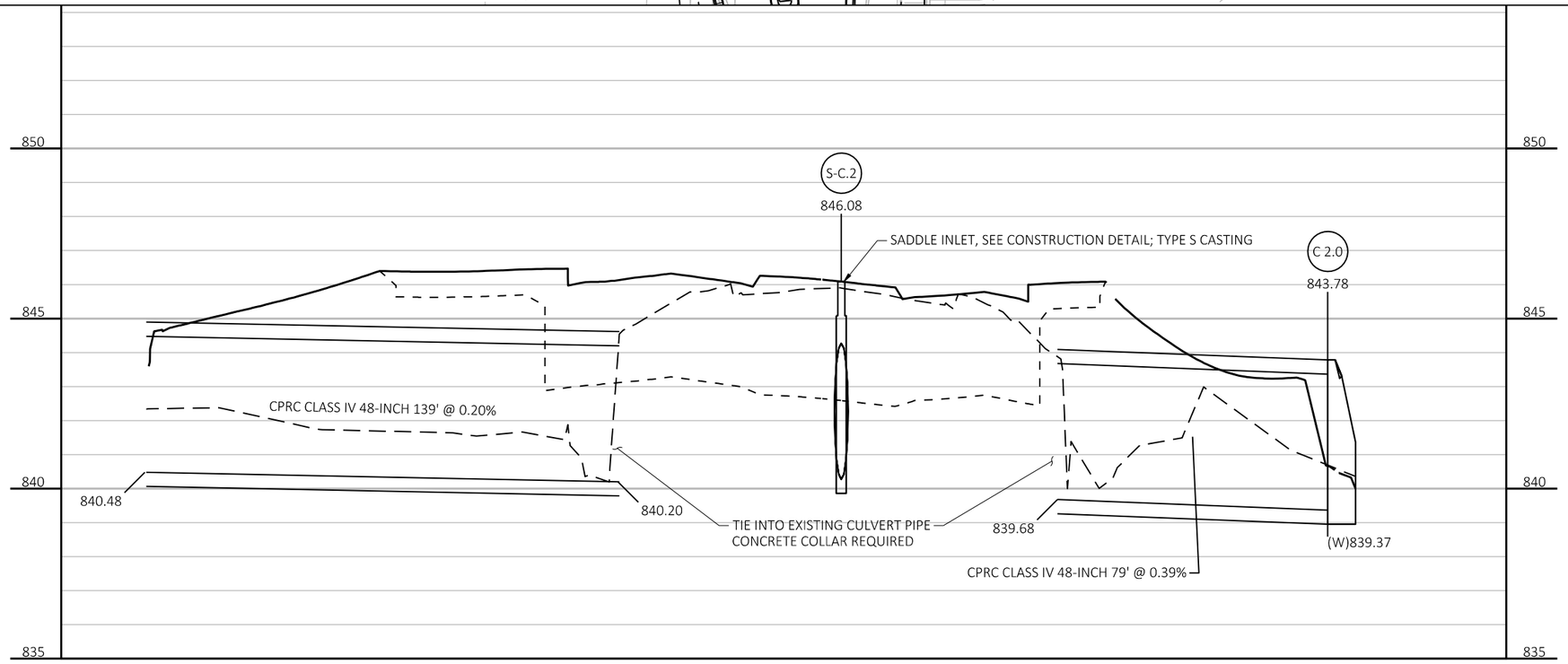
EAGLE DR

N



PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	STORM SEWER	SHEET 26	E





PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	STORM SEWER	SHEET 27	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\022501-SS.DWG
LAYOUT NAME - 022505-ss

PLOT DATE : 11/8/2023 2:32 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

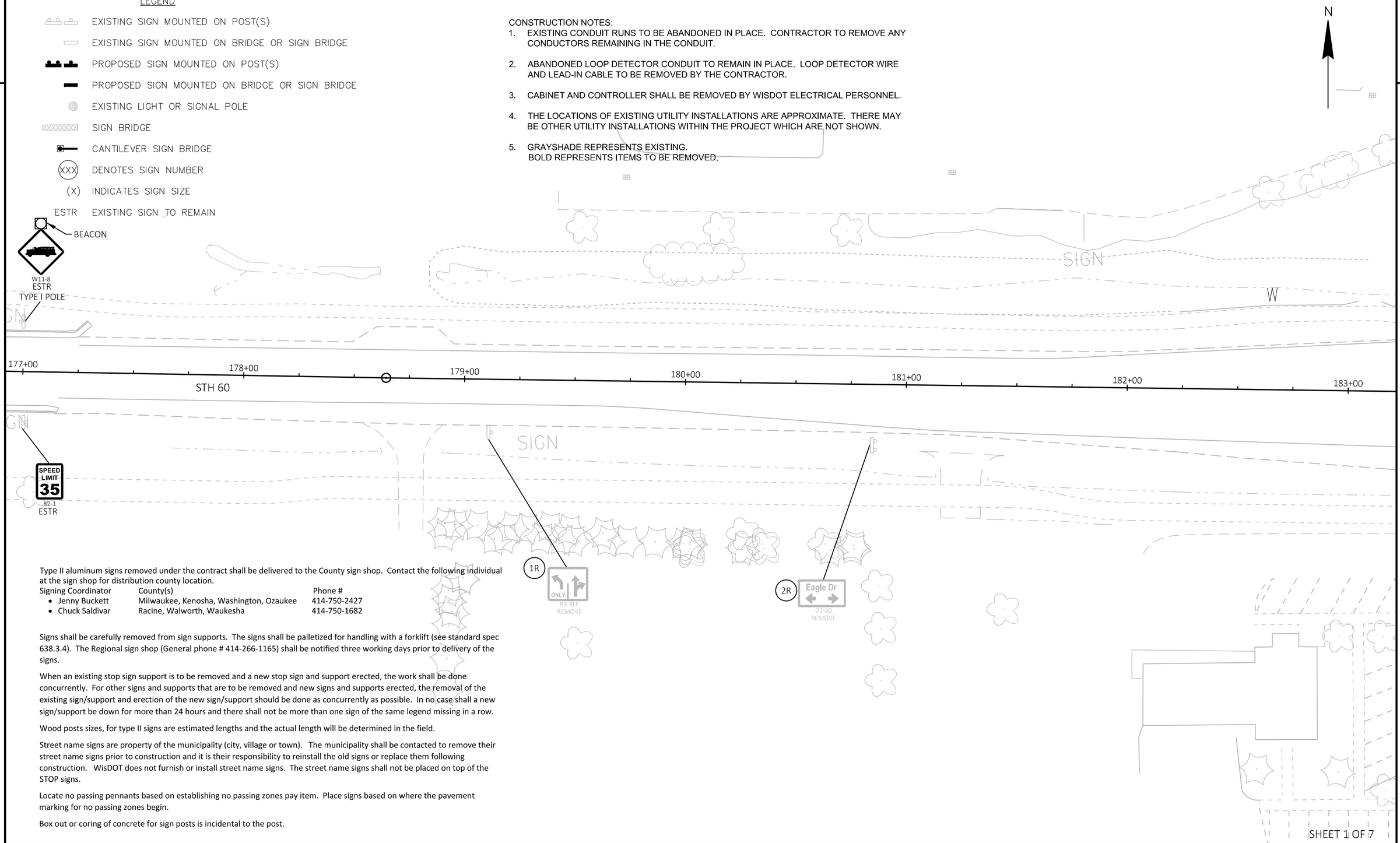
2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CABINET AND CONTROLLER SHALL BE REMOVED BY WISDOT ELECTRICAL PERSONNEL.
4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. GRAYSHADE REPRESENTS EXISTING.
   BOLD REPRESENTS ITEMS TO BE REMOVED.



Type II aluminum signs removed under the contract shall be delivered to the County sign shop. Contact the following individual at the sign shop for distribution county location.

Signing Coordinator	County(s)	Phone #
• Jenny Buckett	Milwaukee, Kenosha, Washington, Ozaukee	414-750-2427
• Chuck Saldivar	Racine, Walworth, Waukesha	414-750-1682

Signs shall be carefully removed from sign supports. The signs shall be palletized for handling with a forklift (see standard spec 638.3.4). The Regional sign shop (General phone # 414-266-1165) shall be notified three working days prior to delivery of the signs.

When an existing stop sign support is to be removed and a new stop sign and support erected, the work shall be done concurrently. For other signs and supports that are to be removed and new signs and supports erected, the removal of the existing sign/support and erection of the new sign/support should be done as concurrently as possible. In no case shall a new sign/support be down for more than 24 hours and there shall not be more than one sign of the same legend missing in a row.

Wood posts sizes, for type II signs are estimated lengths and the actual length will be determined in the field.

Street name signs are property of the municipality (city, village or town). The municipality shall be contacted to remove their street name signs prior to construction and it is their responsibility to reinstall the old signs or replace them following construction. WisDOT does not furnish or install street name signs. The street name signs shall not be placed on top of the STOP signs.

Locate no passing pennants based on establishing no passing zones pay item. Place signs based on where the pavement marking for no passing zones begin.

Box out or coring of concrete for sign posts is incidental to the post.

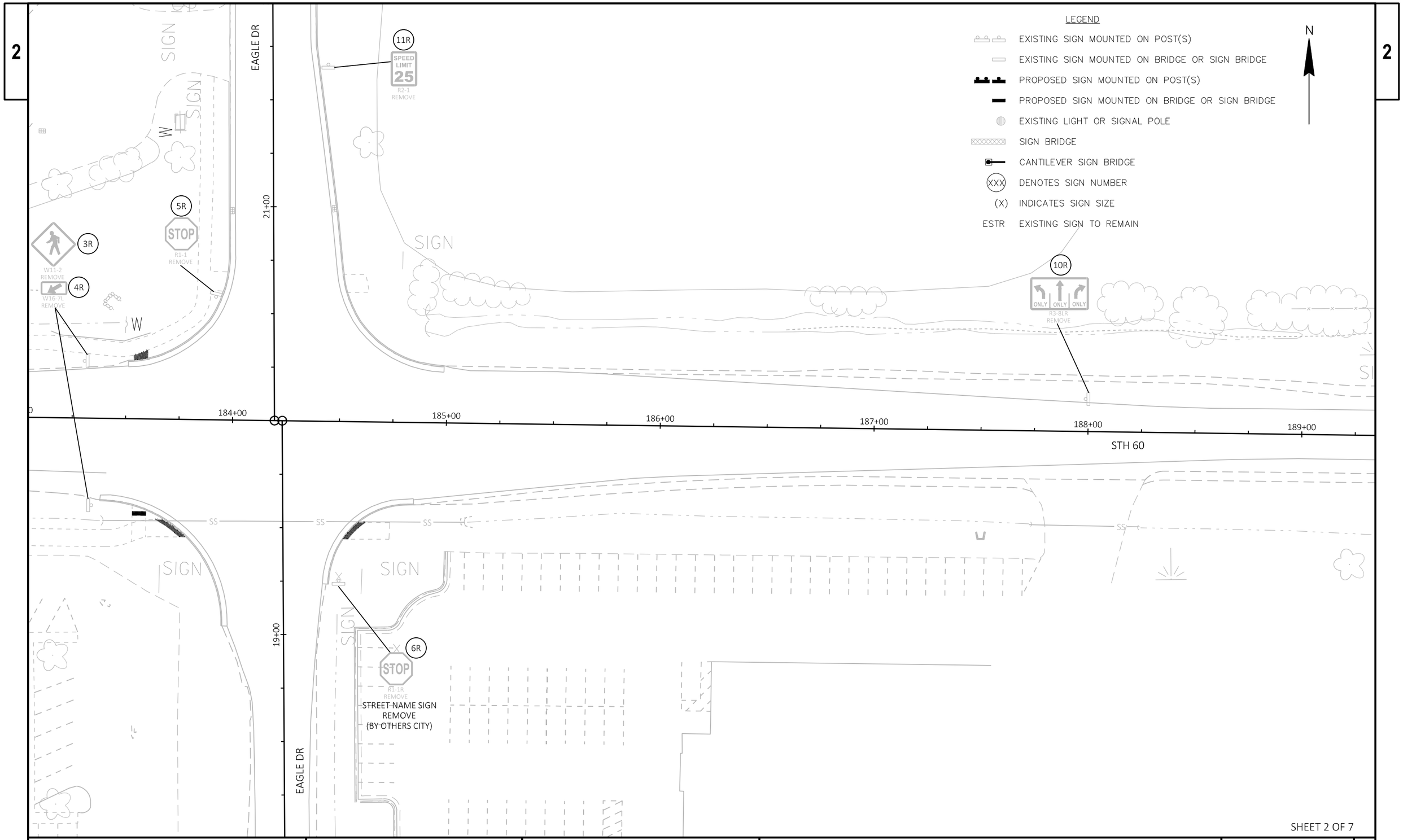
SHEET 1 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	SIGNING REMOVAL PLAN	SHEET 28	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023101_PS.DWG
LAYOUT NAME - 01

PLOT DATE : 4/26/2023 2:35 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



SHEET 2 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	SIGNING REMOVAL PLAN	SHEET 29	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023101_PS.DWG
LAYOUT NAME - 02

PLOT DATE : 4/26/2023 2:35 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

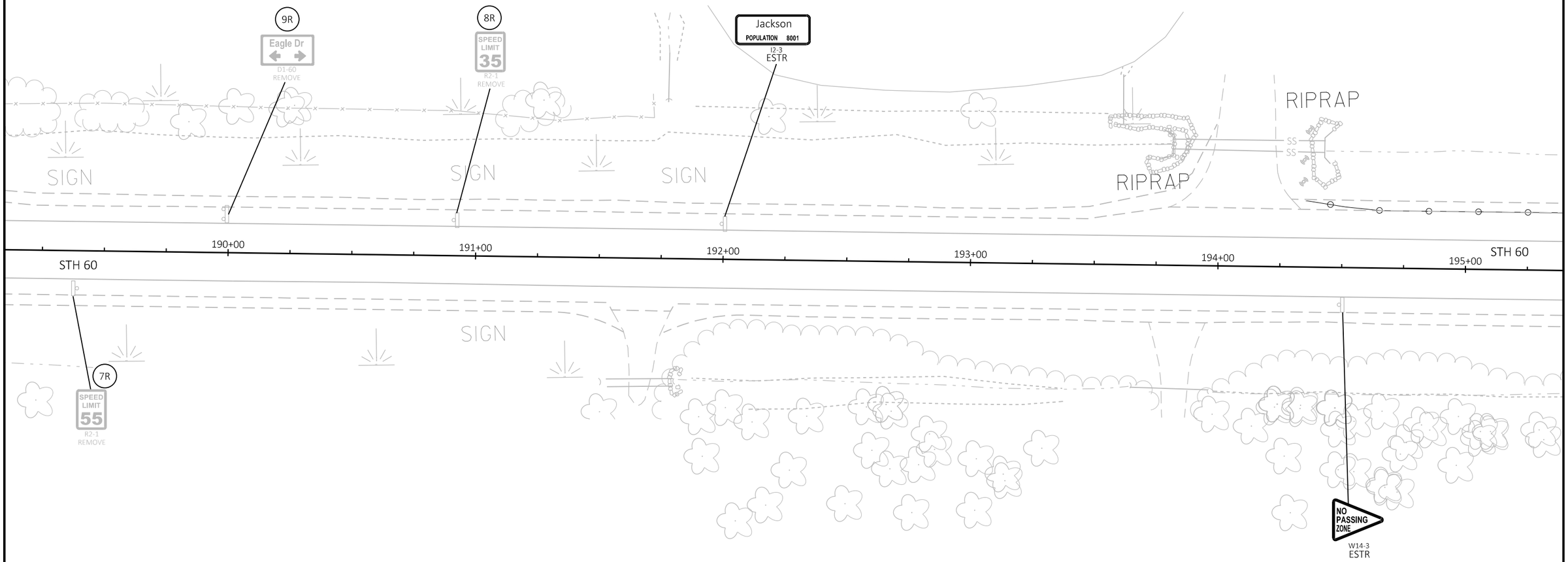
2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N



SHEET 3 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	SIGNING REMOVAL PLAN	SHEET 30	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023101_PS.DWG
LAYOUT NAME - 03

PLOT DATE : 4/26/2023 2:35 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

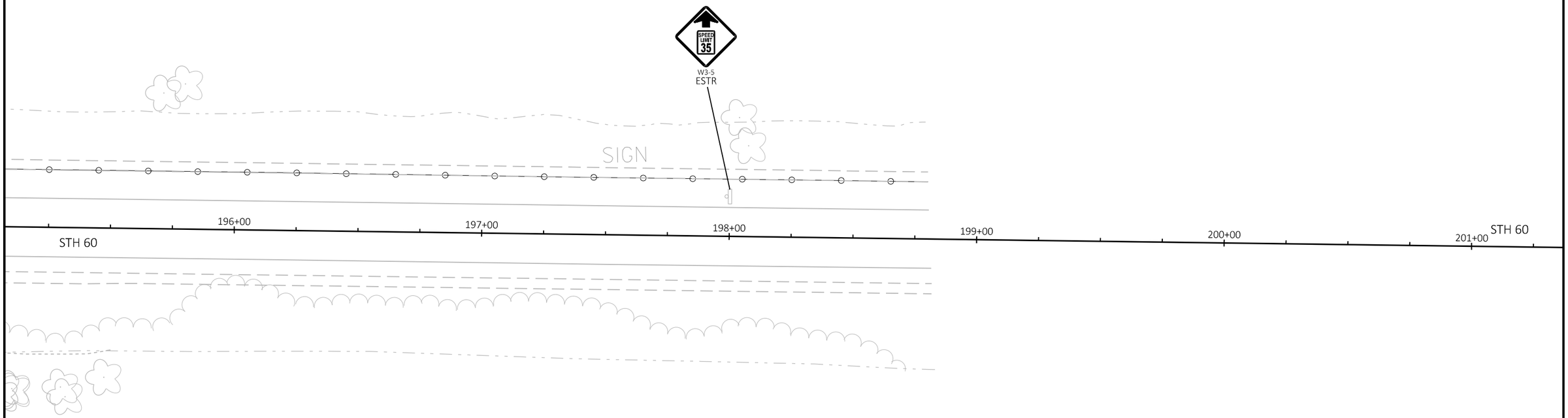
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N



2

SHEET 4 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	SIGNING REMOVAL PLAN	SHEET 31	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023101_PS.DWG
LAYOUT NAME - 04

PLOT DATE : 4/26/2023 2:36 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

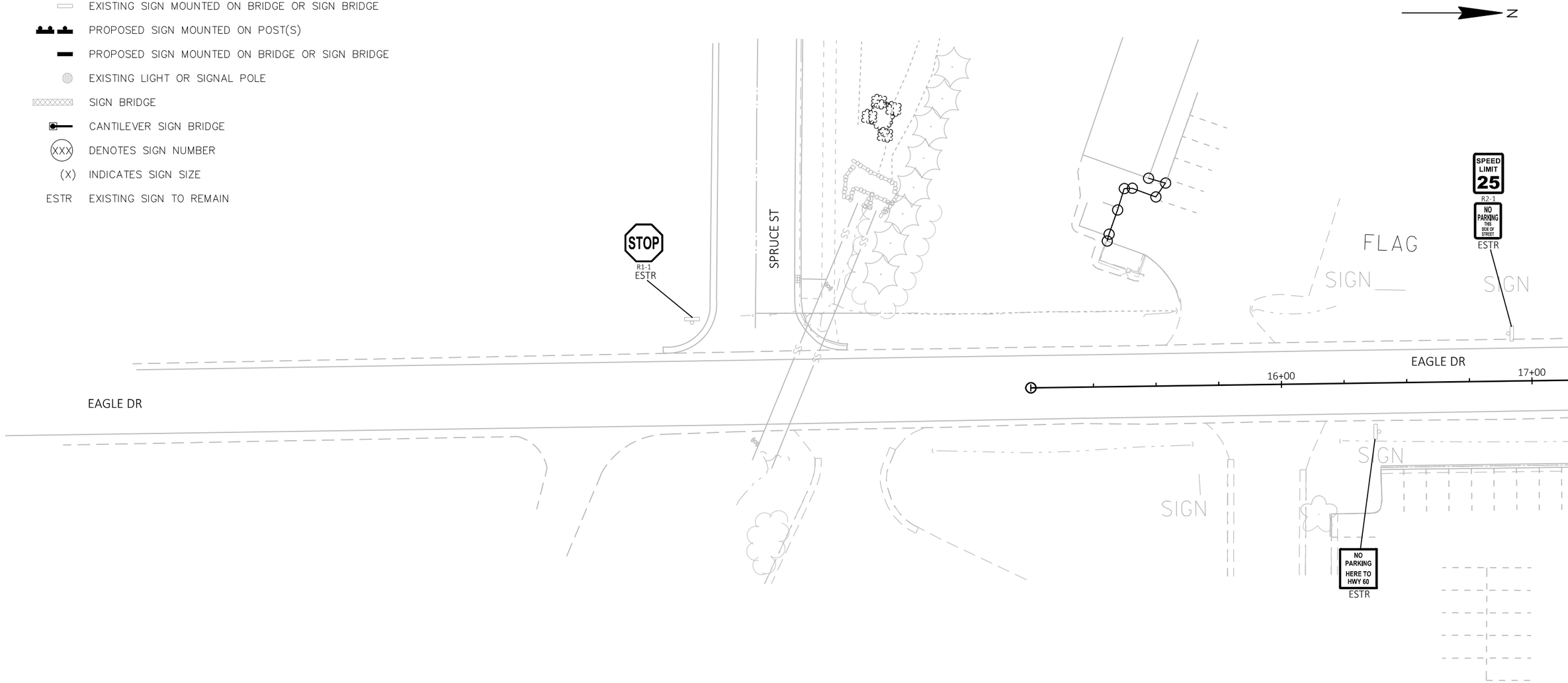
SIGN BRIDGE

CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 5 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	SIGNING REMOVAL PLAN	SHEET 32	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023101_PS.DWG
LAYOUT NAME - 05

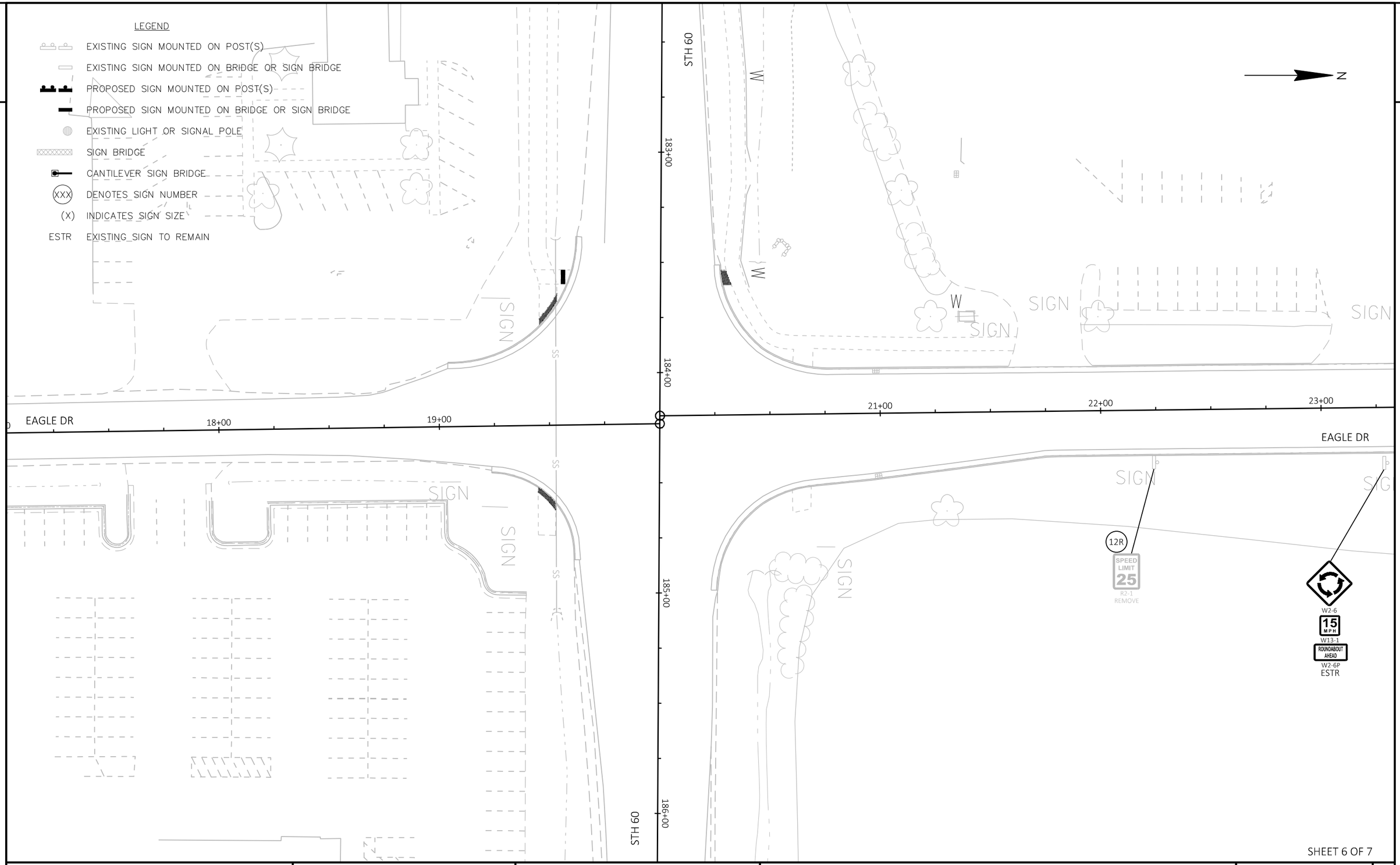
PLOT DATE : 4/26/2023 2:36 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 6 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	SIGNING REMOVAL PLAN	SHEET 33	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023101_PS.DWG
LAYOUT NAME - 06

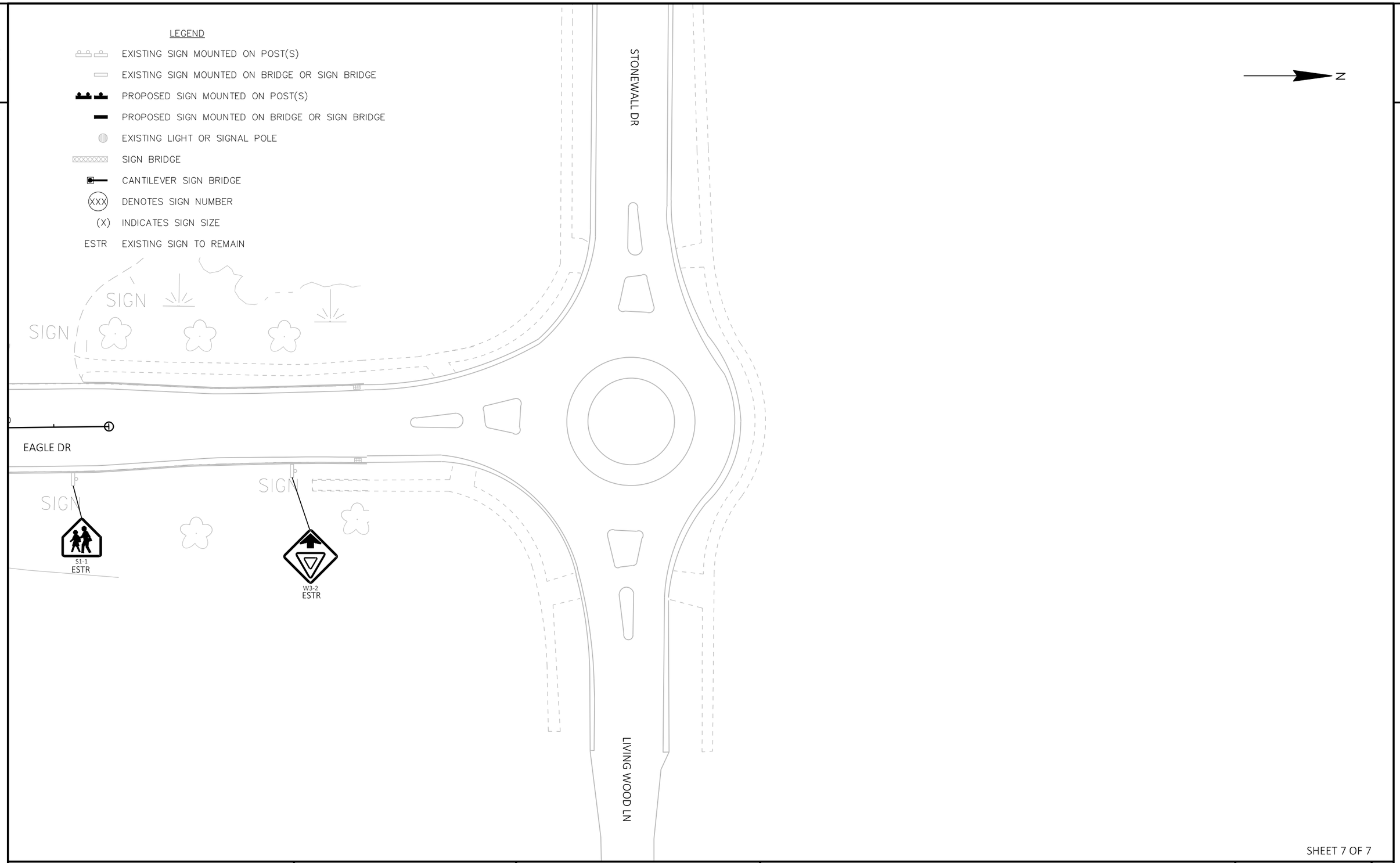
PLOT DATE : 4/26/2023 2:36 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



2

SHEET 7 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	SIGNING REMOVAL PLAN	SHEET 34	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023101_PS.DWG
LAYOUT NAME - 07

PLOT DATE : 4/26/2023 2:36 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N

STH 60

177+00 178+00 179+00 180+00 181+00 182+00 183+00

1 NEW TRAFFIC PATTERN AHEAD W23-2(2S)
16X16 TEMPORARY FLAGS

2 W2-6(2S)
2A 15 MPH W13-1(2S)
16X16 TEMPORARY FLAGS

3 60 EAST — NORTH Eagle Dr — SOUTH Eagle Dr
D1-62 (SIZE 2)

4 W6-1(2S)

5 R4-7(3)

6 W5-54(2S)

7 NO PASSING ZONE W14-3(2S)

8 W6-2(2S)

9 DO NOT ENTER R5-1(2S)

10 SPEED LIMIT 35 R2-1(2S)

11 W6-3(2S)

12 WEST 60 J4-1(2S)

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE COUNTY SIGN SHOP. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.

SIGNING COORDINATOR	COUNTIES	PHONE #
JENNY BUCKETT	MILWAUKEE, KENOSHA, WASHINGTON, OZAUKEE	414-750-2427
CHUCK SALDIVAR	RACINE, WALWORTH, WAUKESHA	414-750-1682

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POST SIZES FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON ESTABLISHING NO PASSING ZONES PAY ITEM. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

BOX OUT OR CORING OF CONCRETE SIGN POSTS IS INCIDENTAL TO THE POST

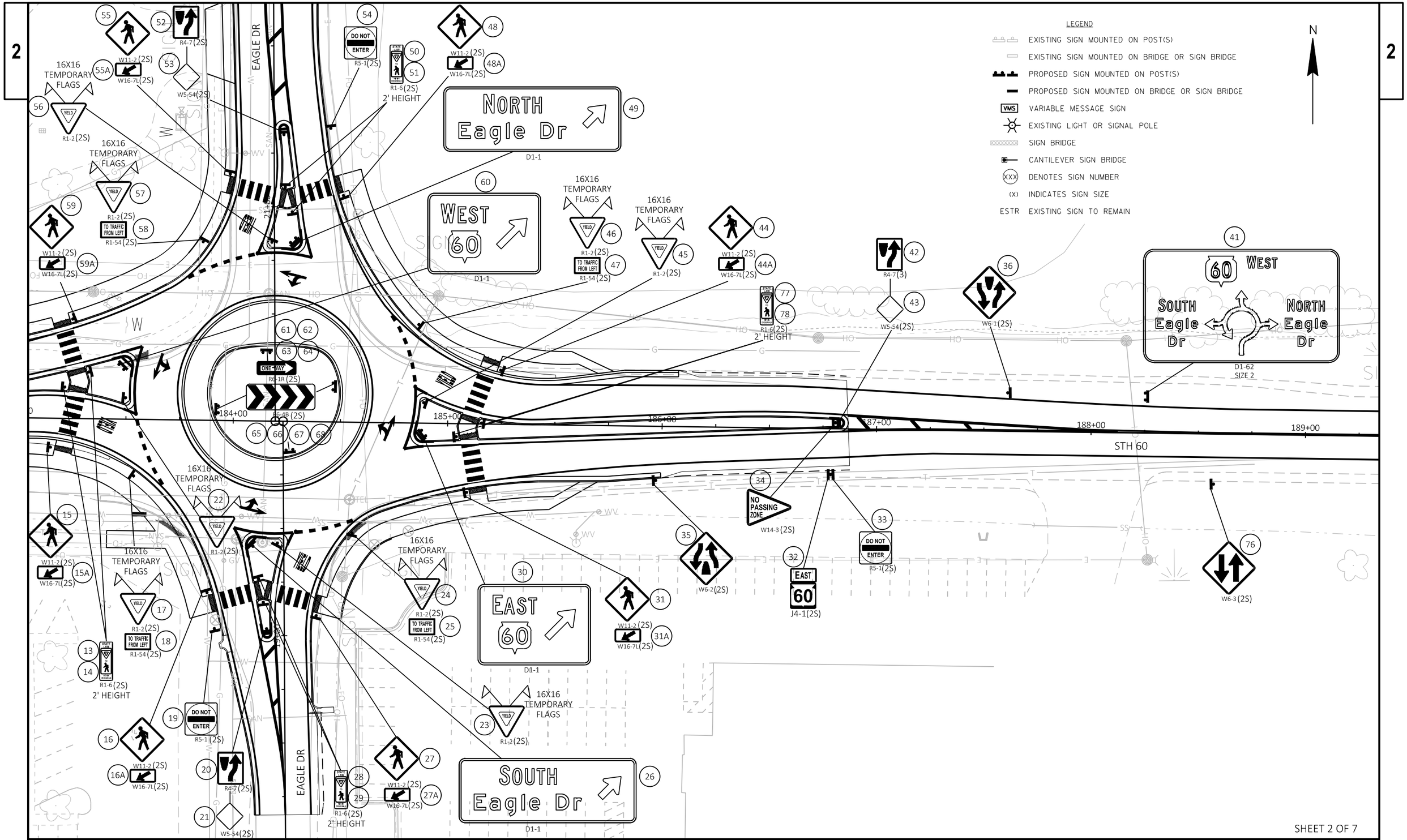
SHEET 1 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 35	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023201_PS.DWG
LAYOUT NAME - 01

PLOT DATE : 4/27/2023 11:31 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



SHEET 2 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 36	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023201_PS.DWG
LAYOUT NAME - 02

PLOT DATE : 4/27/2023 11:31 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N

40
SPEED LIMIT 35
R2-1(3)

Jackson
POPULATION 8,001
I2-3
ESTR

16X16 TEMPORARY FLAGS
38
W2-6(2S)
15 MPH
38A
W13-1(2S)

SIGN
SIGN
SIGN
RIPRAP
RIPRAP

190+00 191+00 192+00 193+00 194+00 195+00

STH 60
STH 60

SIGN

39
SPEED LIMIT 35
R2-1(2S)

SHEET 3 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 37	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023201_PS.DWG
LAYOUT NAME - 03

PLOT DATE : 4/27/2023 11:31 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

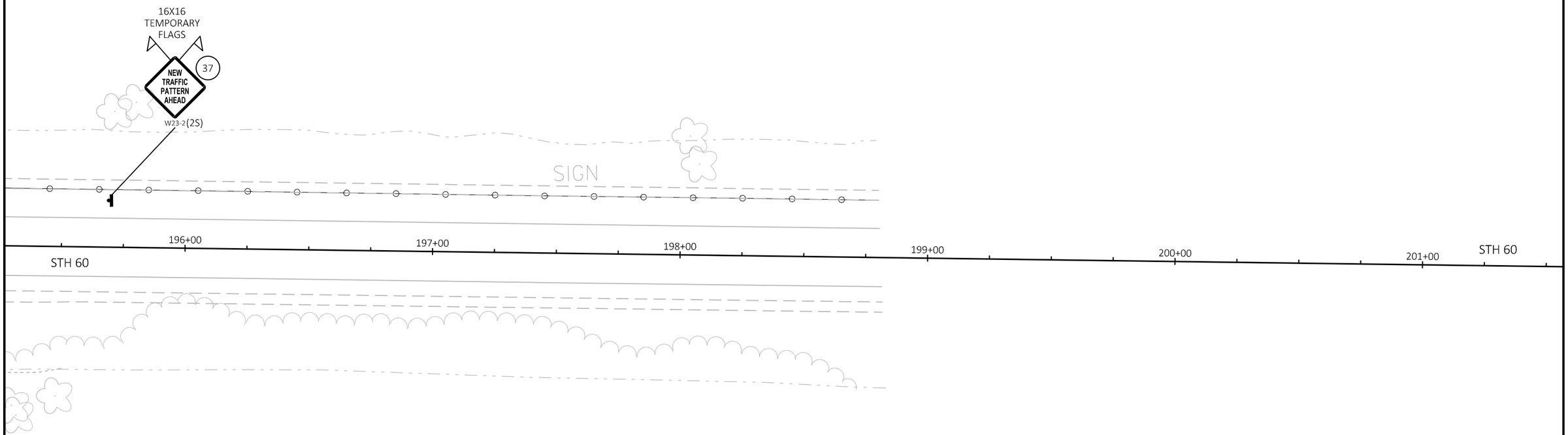
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N



SHEET 4 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 38	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023201_PS.DWG
LAYOUT NAME - 04

PLOT DATE : 4/27/2023 11:31 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N

STOP
R1-1
ESTR

SPRUCE ST

SPEED LIMIT 25
R2-1
ESTR

NO PARKING THIS SIDE OF STREET
R1-1 (MOD)

FLAG SIGN

SIGN

125'

EAGLE DR

16+00

17+00

EAGLE DR

16X16 TEMPORARY FLAGS

69

NEW TRAFFIC PATTERN AHEAD
W23-2(2S)

16X16 TEMPORARY FLAGS

70

W2-6(2S)

15 MPH
W13-1(2S)

70A

71

WEST EAST
60 60
J2-2(2S)

SIGN

No Parking Here To STH 60
ESTR

SHEET 5 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 39	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023201_PS.DWG
LAYOUT NAME - 05

PLOT DATE : 4/27/2023 11:31 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N

STH 60

EAGLE DR

18+00 | 19+00 | 21+00 | 22+00 | 23+00

183+00 | 184+00 | 185+00 | 186+00

74 — EAST 60 | WEST 60 — J2-2(2S)

73 — W2-6(2S) — 73A — 15 MPH — W13-1(2S) — 16X16 TEMPORARY FLAGS

72 — SPEED LIMIT 25 — R2-1(2S)

W2-6 — 15 MPH — W13-1 ROUNDABOUT AHEAD — W2-6P ESTR

SHEET 6 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 40	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023201_PS.DWG
LAYOUT NAME - 06

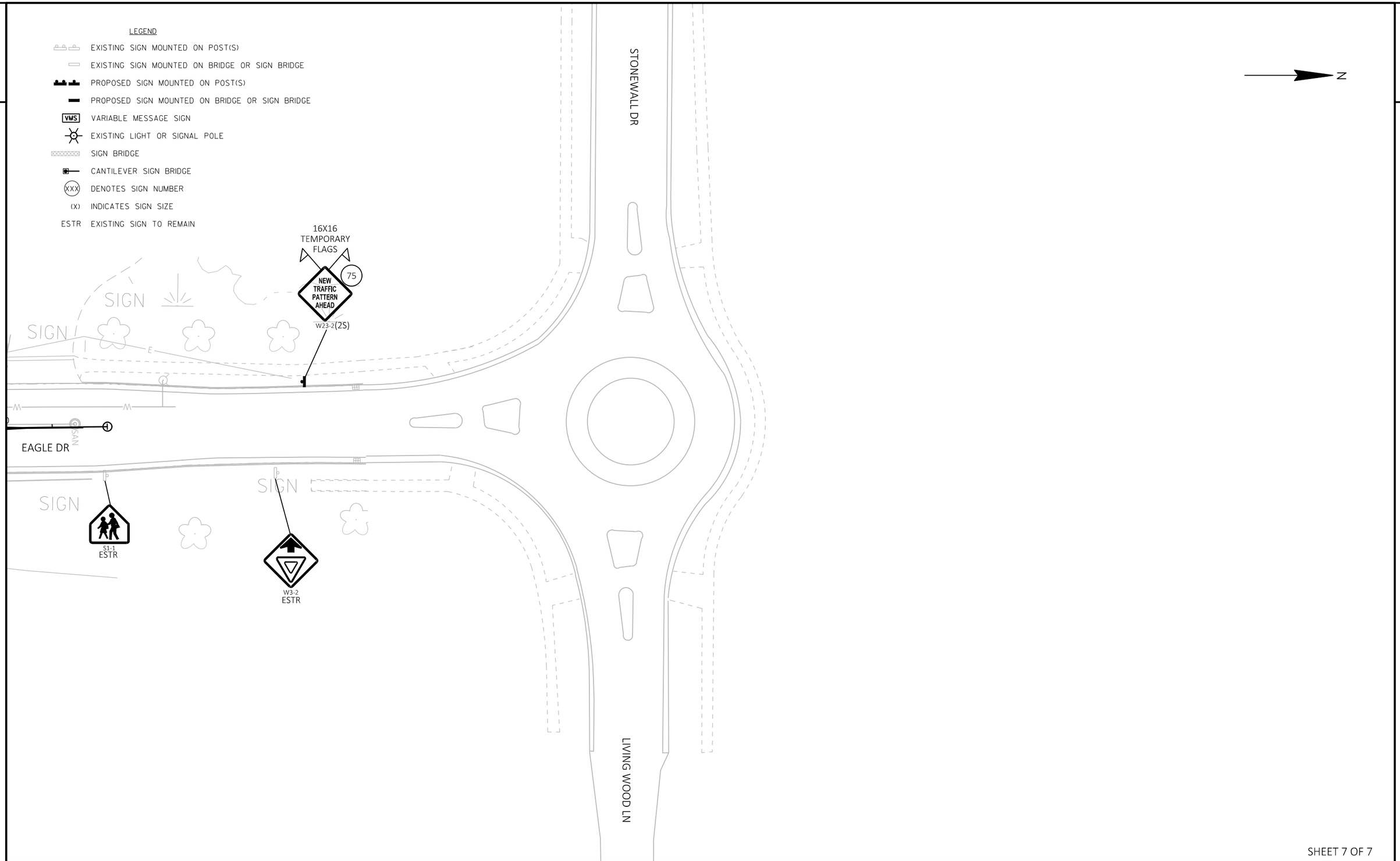
PLOT DATE : 4/27/2023 11:32 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN



SHEET 7 OF 7

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING PLAN	SHEET 41	E

FILE NAME : N:\PDS\C3D\CAD\23101300\SIGN\71\023201_PS.DWG
LAYOUT NAME - 07

PLOT DATE : 4/27/2023 11:32 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LIGHTING PLAN LEGEND:

- EXISTING SINGLE LIGHTING UNIT (UTILITY LEASED)
- EXISTING POST TOP LIGHTING UNIT (UTILITY LEASED)
- SINGLE LIGHTING UNIT: TYPE 5 POLE, 15–FT TRUSS TYPE MAST ARM, STANDARD TRANSFORMER BASE, TYPE A LED LUMINAIRE, TYPE 5 CONCRETE BASE
- LIGHTING CONTROL CABINET WITH METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- PULL BOX NON–CONDUCTIVE 24X42–INCH
- RIGID NONMETALLIC SCHEDULE 40 2–INCH CONDUIT WITH 4–8 AWG & 1–8 AWG GROUND CONDUCTORS
- RIGID NONMETALLIC SCHEDULE 40 2–INCH CONDUIT WITH 2–8 AWG & 1–8 AWG GROUND CONDUCTORS
- 2–INCH CONDUIT STUB–OUT CAPPED

STA. 75+00, 10.0'RT ← STATION/OFFSET (LOCATION)
JA–1,3–1 OR LPB–1
- PULL BOX NUMBER
- POLE NUMBER
- CIRCUIT NUMBERS
- CONTROL CABINET (SOURCE)

KEYED NOTES:

1. EXISTING LIGHTING UNIT TO BE REMOVED BY UTILITY.
2. NO SPLICES ALLOWED IN PULL BOX.

GENERAL NOTES:

1. LUMINAIRES CONNECTED AT 240V.
2. REFER TO SPECIFICATIONS FOR SPLICE AND CIRCUIT LABELING REQUIREMENTS.

N

STA. 403RSB+13.32, 38.17'LT
LPB–3 (2)

STA. 403RSB+04.24, 38.05'LT
JA–2,4–6

LIGHTING CONTROL CABINET 'JA' (120/240V)
STA. 11RAB+17.34, 55.80'RT (BACK/CENTER)

STA. 11RAB+28.10, 44.91'RT
JA–1,3–1

STA. 303RWB+38.23, 36.89'LT
LPB–1 (2)

STA. 402RNB+94.89, 33.29'RT
LPB–4 (2)

STA. 10RAB+56.83, 42.66'RT
JA–6,8–7

STA. 305RWB+37.07, 27.05'LT
LPB–5

STA. 305RWB+52.80, 25.87'LT
JA–2,4–8

STA. 306RWB+82.81, 22.97'LT
JA–6,8–9

STA. 308RWB+08.56, 27.36'LT
JA–2,4–10

STA. 300REB+42.45, 25.27'RT
JA–5,7–5

STA. 302REB+99.56, 25.68'RT
JA–5,7–3

STA. 303REB+40.36, 38.85'RT
LPB–2

STA. 301REB+86.62, 22.27'RT
JA–1,3–4

STA. 11RAB+90.39, 42.60'RT
JA–1,3–2

STA. 305REB+09.00, 41.38'RT
LPB–6 (2)

STA. 12RAB+70.58, 51.54'RT
JA–6,8–11

STA. 400RNB+86.88, 26.55'RT
JA–2,4–12

EAGLE DR

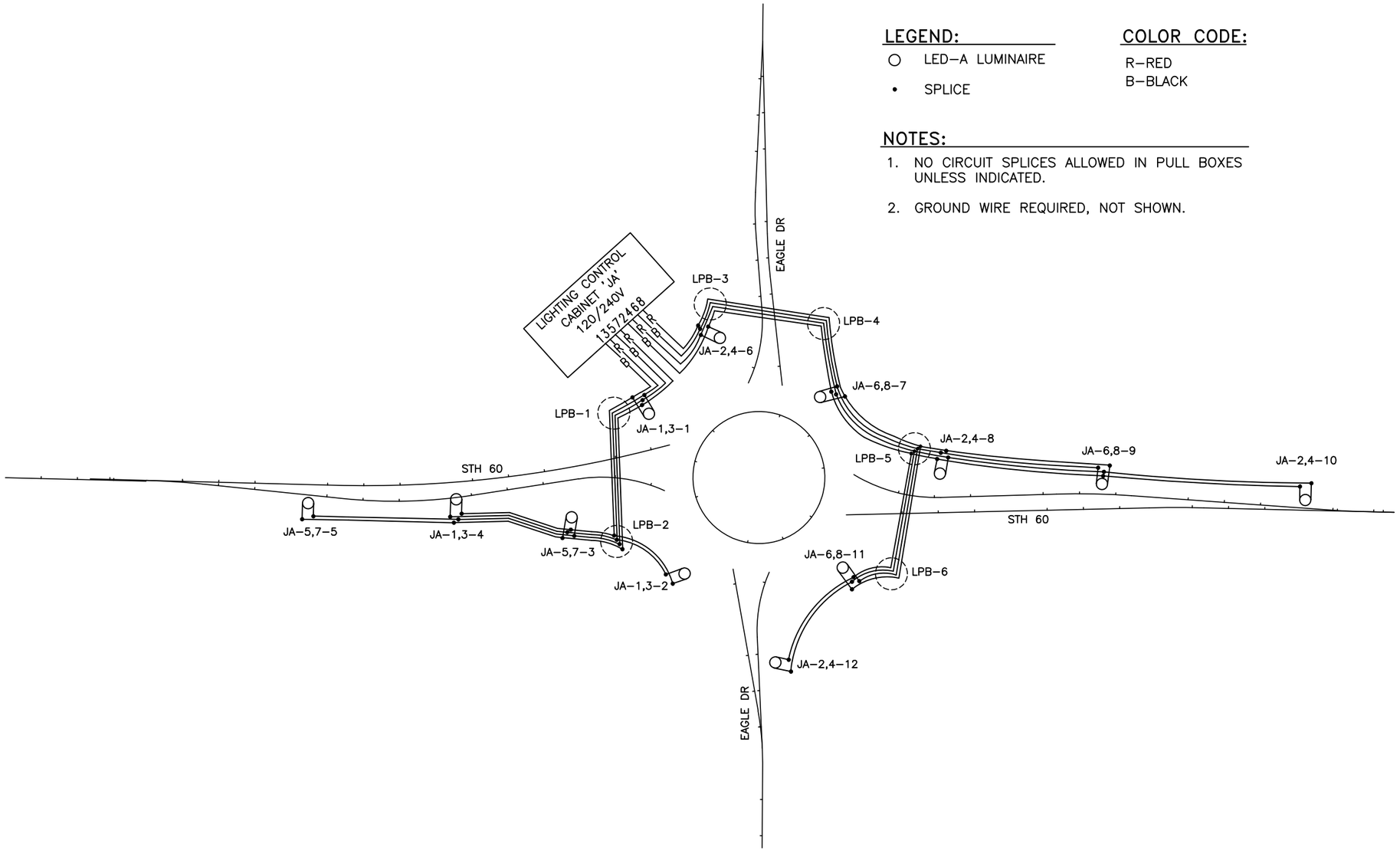
STH 60

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 1 OF 2

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	LIGHTING PLAN	SHEET NO: 42	E

2

N



LEGEND:

- ○ LED-A LUMINAIRE
- • SPLICE

COLOR CODE:

R-RED
B-BLACK

NOTES:

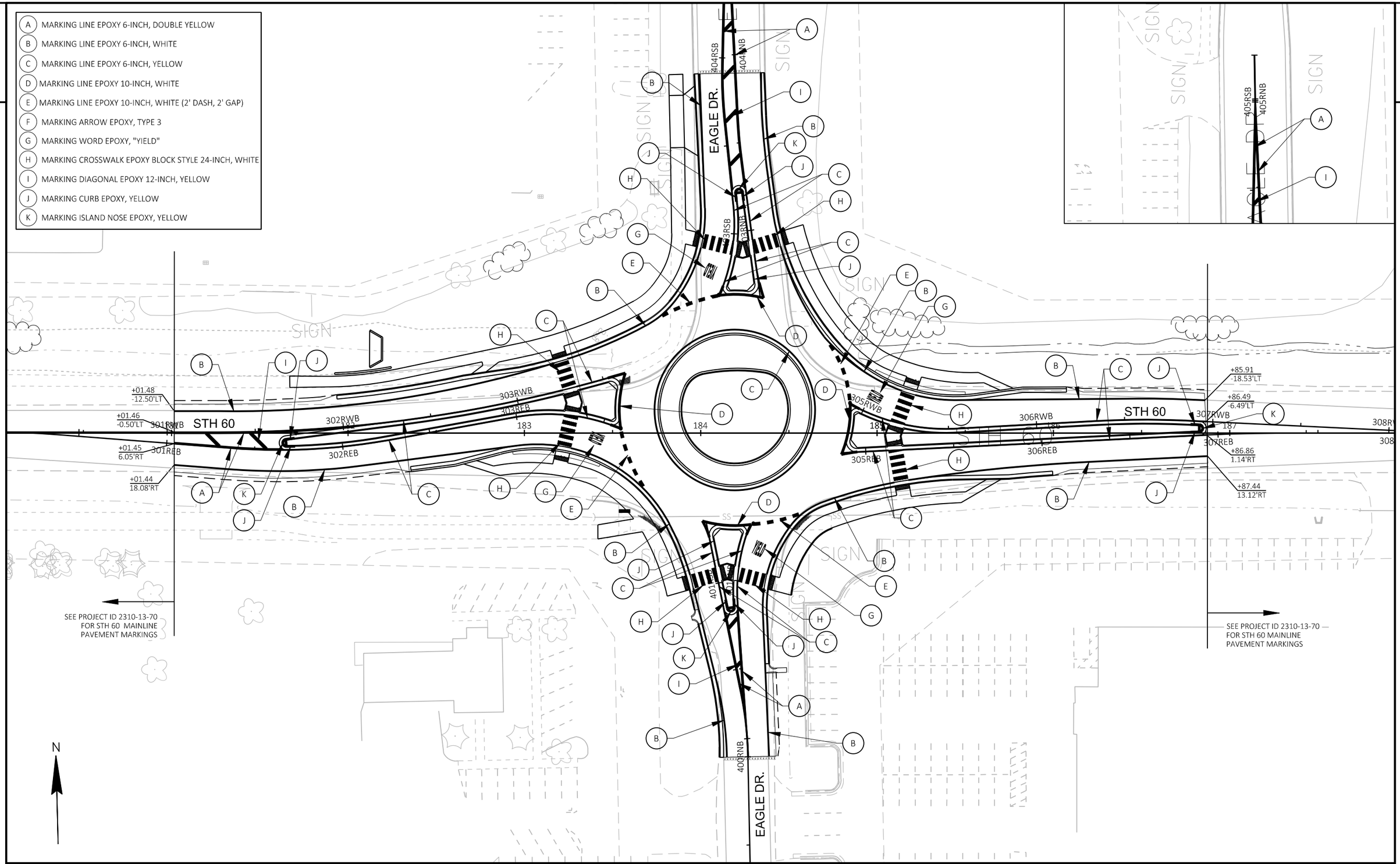
1. NO CIRCUIT SPLICES ALLOWED IN PULL BOXES UNLESS INDICATED.
2. GROUND WIRE REQUIRED, NOT SHOWN.

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 2 OF 2

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	FIELD WIRING DIAGRAM	SHEET NO: E

2

- A MARKING LINE EPOXY 6-INCH, DOUBLE YELLOW
- B MARKING LINE EPOXY 6-INCH, WHITE
- C MARKING LINE EPOXY 6-INCH, YELLOW
- D MARKING LINE EPOXY 10-INCH, WHITE
- E MARKING LINE EPOXY 10-INCH, WHITE (2' DASH, 2' GAP)
- F MARKING ARROW EPOXY, TYPE 3
- G MARKING WORD EPOXY, "YIELD"
- H MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH, WHITE
- I MARKING DIAGONAL EPOXY 12-INCH, YELLOW
- J MARKING CURB EPOXY, YELLOW
- K MARKING ISLAND NOSE EPOXY, YELLOW



PROJECT NO: 2310-13-71	HWY: STH 60 & EAGLE DRIVE	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 44	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-01 EAGLE DRIVE ROUNDABOUT\11 C3D\23101301\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01
PLOT DATE : 7/23/2023 6:16 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2

STAGING PLAN - GENERAL NOTES

1. MAINTAIN N-S TRAFFIC AT SIGNALIZED INTERSECTIONS. USE SHORT-TERM CLOSURES AT OTHER INTERSECTIONS. DO NOT CLOSE CONSECUTIVE INTERSECTIONS AT THE SAME TIME.
2. USE FLAGGING OPERATIONS AS NEEDED AT SIGNALIZED INTERSECTIONS TO ACCOMPLISH SPECIFIC OPERATIONS.
3. CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME AND USE SDD "TRAFFIC CONTROL, PEDESTRIAN" ACCOMODATIONS.
4. APPLY SDD "TRAFFIC CONTROL, ONE-WAY SIGNING" AT INTERSECTIONS AND MAJOR DRIVEWAYS WITHIN WORK ZONE. USE "DO NOT ENTER" AND "WRONG WAY" SIGNS WITH BARRICADES AND NIGHT ARROW AT EAST END OF ONE-WAY WORK ZONE AT MAPLE ROAD.
5. INCLUDE FIXED MESSAGE SIGNS TO GUIDE TRAFFIC FROM MAJOR BUSINESSES WITHIN WORK ZONE TO WB STH 60 DETOUR ROUTE.
6. MAINTAIN EMERGENCY AND LOCAL ACCESS THROUGH WORK ZONE AT ALL TIMES.

STAGE 1A

1. MAINTAIN TWO-WAY TRAFFIC EASTBOUND AND WESTBOUND ALONG STH 60.
2. NORTHERN LEG OF STH 60 AND EAGLE DRIVE INTERSECTION OPEN WITH SHOULDER/LANE CLOSURES FOR TWIN CULVERT PIPE CONSTRUCTION.
3. CTH NN RR CROSSING CLOSED FOR IMPROVEMENTS. CTH NN TRAFFIC DETOURED (SEE DETOUR DESCRIPTION)

STAGE 1B

1. MAINTAIN TWO-WAY TRAFFIC EASTBOUND AND WESTBOUND ALONG STH 60.
2. NORTHERN LEG OF STH 60 AND EAGLE DRIVE INTERSECTION OPEN WITH SHOULDER/LANE CLOSURES FOR TWIN CULVERT PIPE CONSTRUCTION COMPLETION.

STAGE 2A

1. MAINTAIN ONE-WAY TRAFFIC EASTBOUND DIRECTION ON SOUTHERN HALF OF ROADWAY.
2. WESTBOUND TRAFFIC DETOURED FROM STH 60 TO CTH G TO CTH NN TO CTH P TO CTH PV TO USH 45 TO STH 60.
3. REMOVE NORTH SIDE SIDEWALK AT STH 60 WSOR AT-GRADE CROSSING, NORTH SIDE CURB RAMPS (ONE QUADRANT AT A TIME TO MAINTAIN EXISTING PEDESTRIAN TRAFFIC).
4. CONSTRUCT NORTH SIDE CURB RAMPS (ONE QUADRANT AT A TIME).
5. MILL AND PAVE NORTH SIDE OF STH 60.
6. AT RR CROSSING, MILL AND PAVE UP TO STH 60 RR CROSSING PROFILE CHANGE
7. EAGLE DRIVE INTERSECTION (2310-13-71) CONSTRUCT NORTH SIDE OF ROUNDABOUT AND RETAINING WALL.
8. ALL SOUTH LEGS OF MINOR INTERSECTIONS ARE RESTRICTED TO RIGHT TURN ONLY ONTO STH 60. ALL NORTH LEGS OF MINOR INTERSECTIONS ARE RESTRICTED TO LEFT TURN ONLY ONTO STH 60. THIS IS DUE TO WESTBOUND DETOUR ROUTE.
9. NORTH LEGS OF MINOR INTERSECTIONS - INTERMITTENT OPENINGS IN THE WORK ZONE TO PROVIDE ACCESS TO RESIDENTIAL AND BUSINESS AREAS.

STAGE 2B

1. STH 60 FULL DETOUR (36 HOURS). EASTBOUND AND WESTBOUND TRAFFIC UTILIZE CTH G, CTH NN, CTH P, CTH PV AND USH 45. LOCAL TRAFFIC ONLY MAINTAINED ONE-WAY TRAFFIC EASTBOUND DIRECTION ON SOUTHERN HALF OF ROADWAY.
2. WSOR (RAILROAD COMPANY) CONSTRUCTS RR CROSSING ON STH 60.
3. WSOR (RAILROAD COMPANY) CONSTRUSTS TEMPORARY SIGNAL AND GATE ARM FOR USE IN STAGE 3.
4. REMOVE SOUTH SIDE SIDEWALK AT STH 60 WSOR AT-GRADE CROSSING.
5. CONSTRUCT STH 60 GAP AT RR CROSSING (TO PREPARE FOR NEXT STAGE). CONTINUE TO CONSTRUCT NORTH SIDE CURB RAMPS. CONSTRUCT NORTH SIDE SIDEWALK AND TYPE 8 RAMPS AT RR CROSSING.
6. CONTINUE EAGLE DRIVE INTERSECTION (2310-13-71) NORTH SIDE ROUNDABOUT CONSTRUCTION.
7. PEDESTRIAN SHUTTLE SERVICE WILL BE IN PLACE FOR THE STH 60 FULL DETOUR.
8. ALL SOUTH LEGS OF MINOR INTERSECTIONS ARE RESTRICTED TO RIGHT TURN ONLY ONTO STH 60. ALL NORTH LEGS OF MINOR INTERSECTIONS ARE RESTRICTED TO LEFT TURN ONLY ONTO STH 60. THIS IS DUE TO WESTBOUND DETOUR ROUTE.
9. NORTH LEGS OF MINOR INTERSECTIONS - INTERMITTENT OPENINGS INT HE WORK ZONE TO PROVIDE ACCESS TO RESIDENTIAL AND BUSINESS AREAS.

STAGE 3

1. MAINTAIN ONE-WAY TRAFFIC EASTBOUND DIRECTION ON NORTHERN HALF OF ROADWAY (TRAFFIC SWITCH).
2. WESTBOUND TRAFFIC DETOURED FROM STH 60 TO CTH G TO CTH NN TO CTH P TO CTH PV TO USH 45 TO STH 60.
3. CONSTRUCT SOUTH SIDE CURB RAMPS (ONE QUANDRANT AT A TIME). CONSTRUCT SOUTH SIDE SIDEWALK AND TYPE 8 RAMPS AT RR CROSSING.
4. MILL AND PAVE SOUTH SIDE OF STH 60.
5. EAGLE DRIVE INTERSECTION (2310-13-71) SOUTH SIDE ROUNDABOUT CONSTRUCTION.

STAGE 4

1. STH 60 OPEN TO TWO-WAY TRAFFIC.
2. EAGLE DRIVE ROUNDABOUT (2310-13-71) OPEN TO TRAFFIC.
3. WSOR (RAILROAD COMPANY) REMOVES TEMPORARY SIGNAL AND GATE ARM.
4. LANE/SHOULDER CLOSURES AS NEEDED TO INSTALL TRAFFIC SIGNAL MONOTUBES AND FINISHING ITEMS.
5. COMPLETE ALL REMAINING WORK ITEMS.

TRAFFIC CONTROL STANDARD DETAIL DRAWINGS (SDD)

SDD 15C02 BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH RESTRICTION
SDD 15C03 BARRICADES AND SIGN FOR SIDEROAD CLOSURES
SDD 15C04 TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
SDD 15C05 TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
SDD 15C11 CHANNELIZING DEVICES
SDD 15C12 TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
SDD 15D21 TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
SDD 15D28 TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
SDD 15D40 TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE-WAY ROAD
SDD 15D46 TRAFFIC CONTROL, ONE-WAY SIGNING

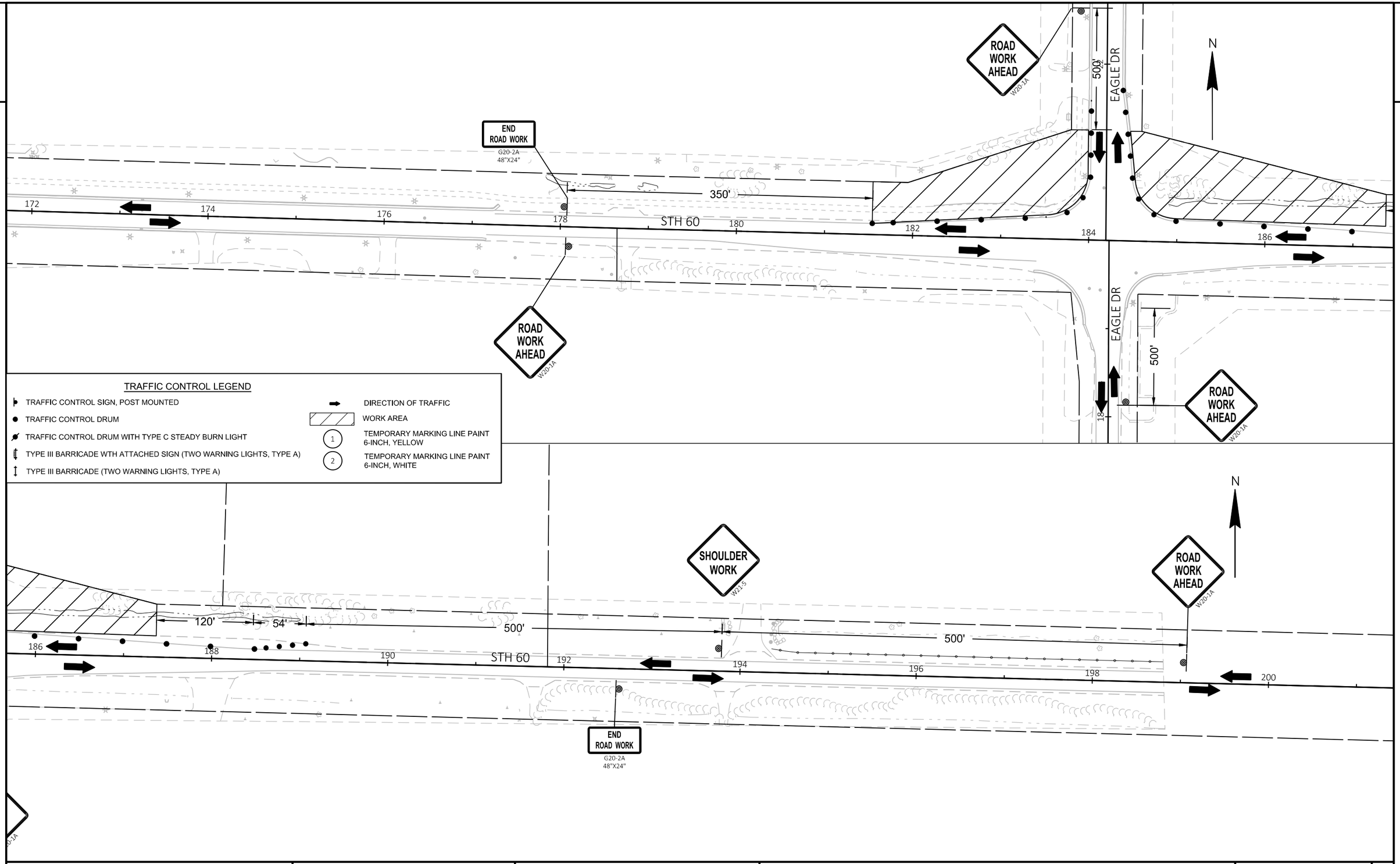
RAILROAD CLOSURE DETOURS FOR STH 60

1. WESTBOUND TRAFFIC DETOURED FROM STH 60 TO CTH G TO CTH NN TO CTH P TO CTH PV TO USH 45 TO STH 60.
2. EASTBOUND TRAFFIC DETOURED FROM STH 60 TO USH 45 TO CTH PV TO CTH P TO CTH NN TO CTH G TO STH 60.

RAILROAD CLOSURE DETOURS FOR CTH NN

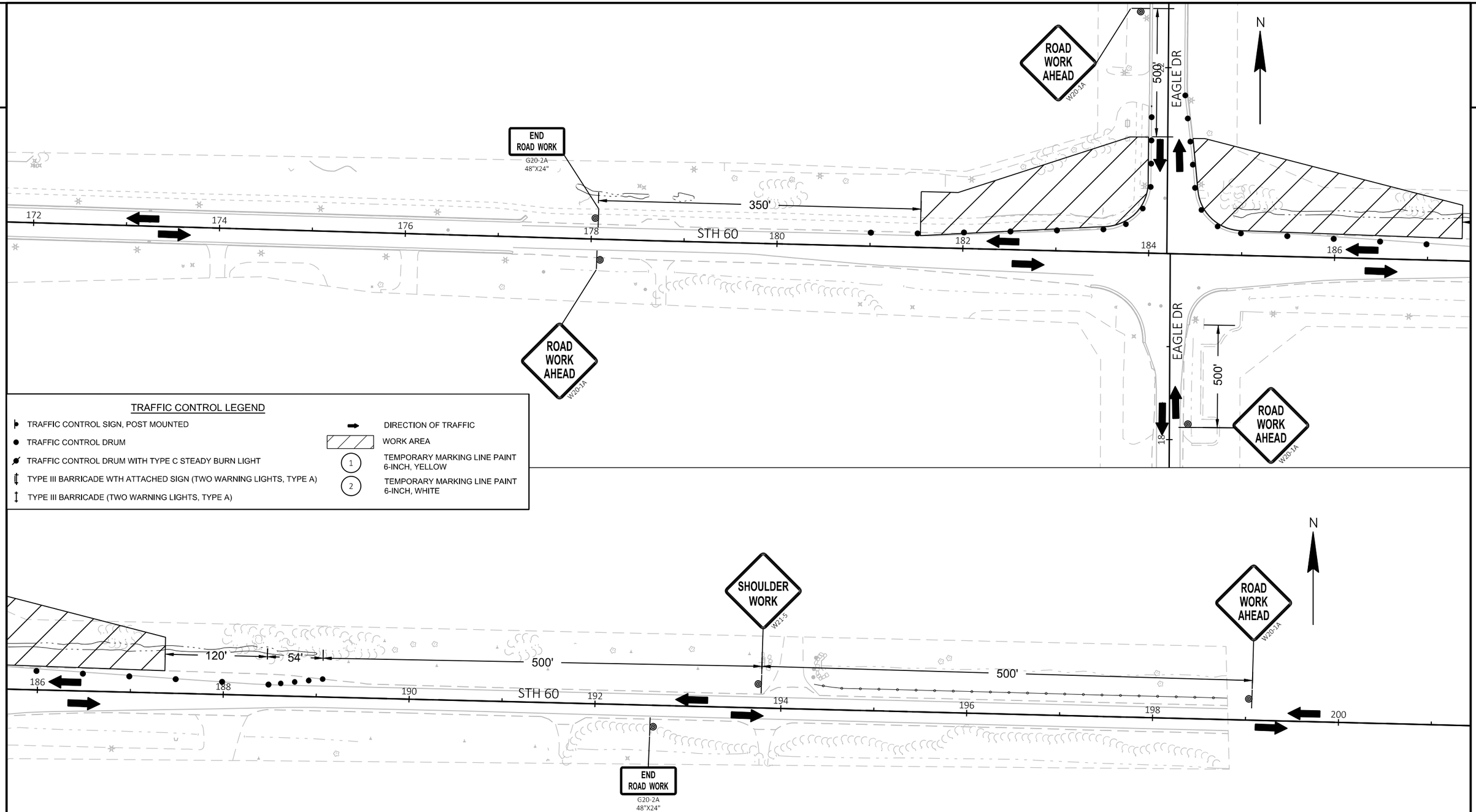
1. WESTBOUND TRAFFIC DETOURED FROM CTH NN TO CTH G TO STH 60 AND TO CTH P TO CTH PV TO USH 45 TO STH 60.
2. EASTBOUND TRAFFIC DETOURED FROM CTH NN TO CTH G TO STH 60 AND TO CTH P TO CTH PV TO USH 45 TO STH 60.

2



PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 1A	SHEET 46	E

2

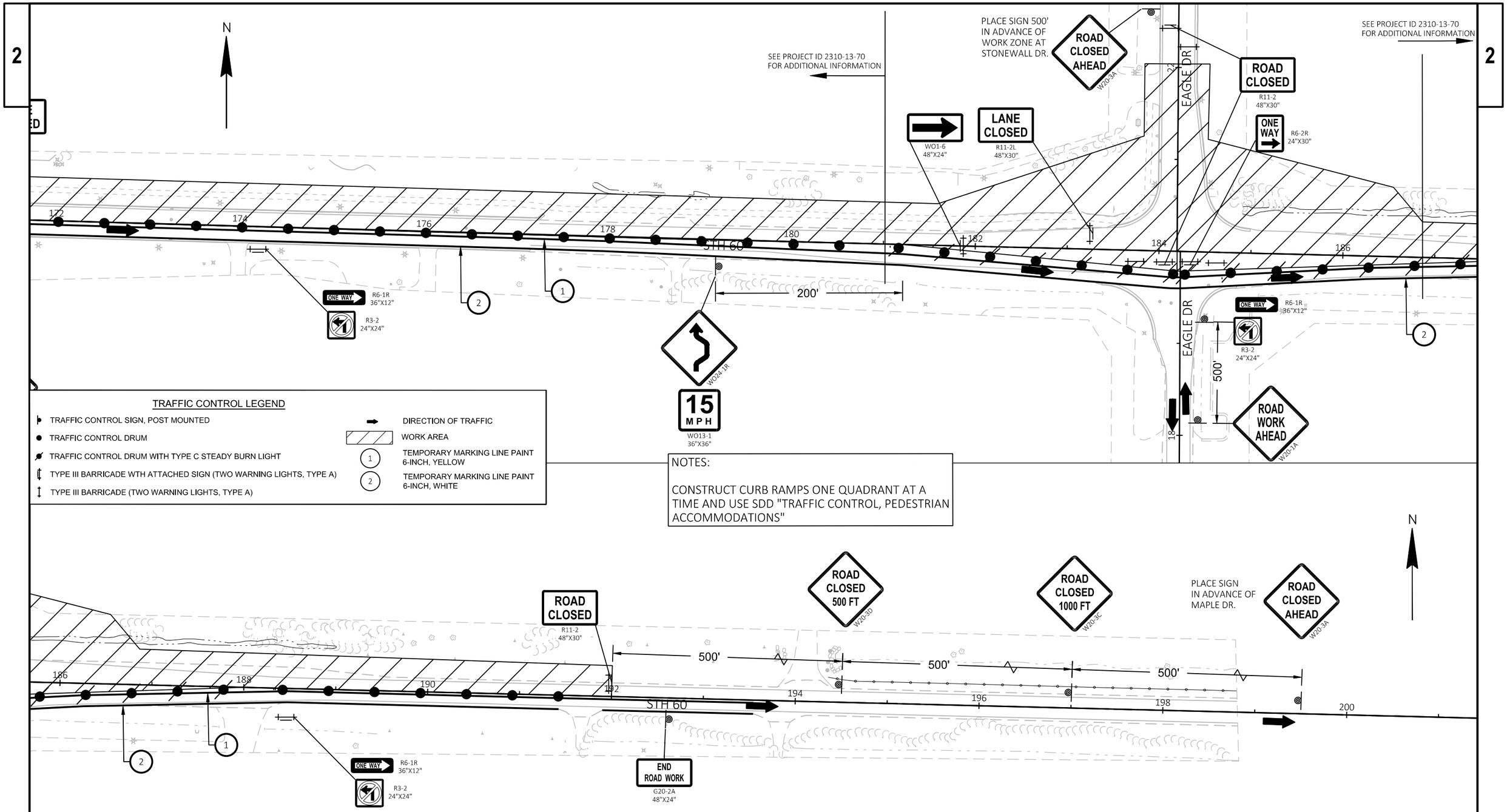


2

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 1B	SHEET 47	E

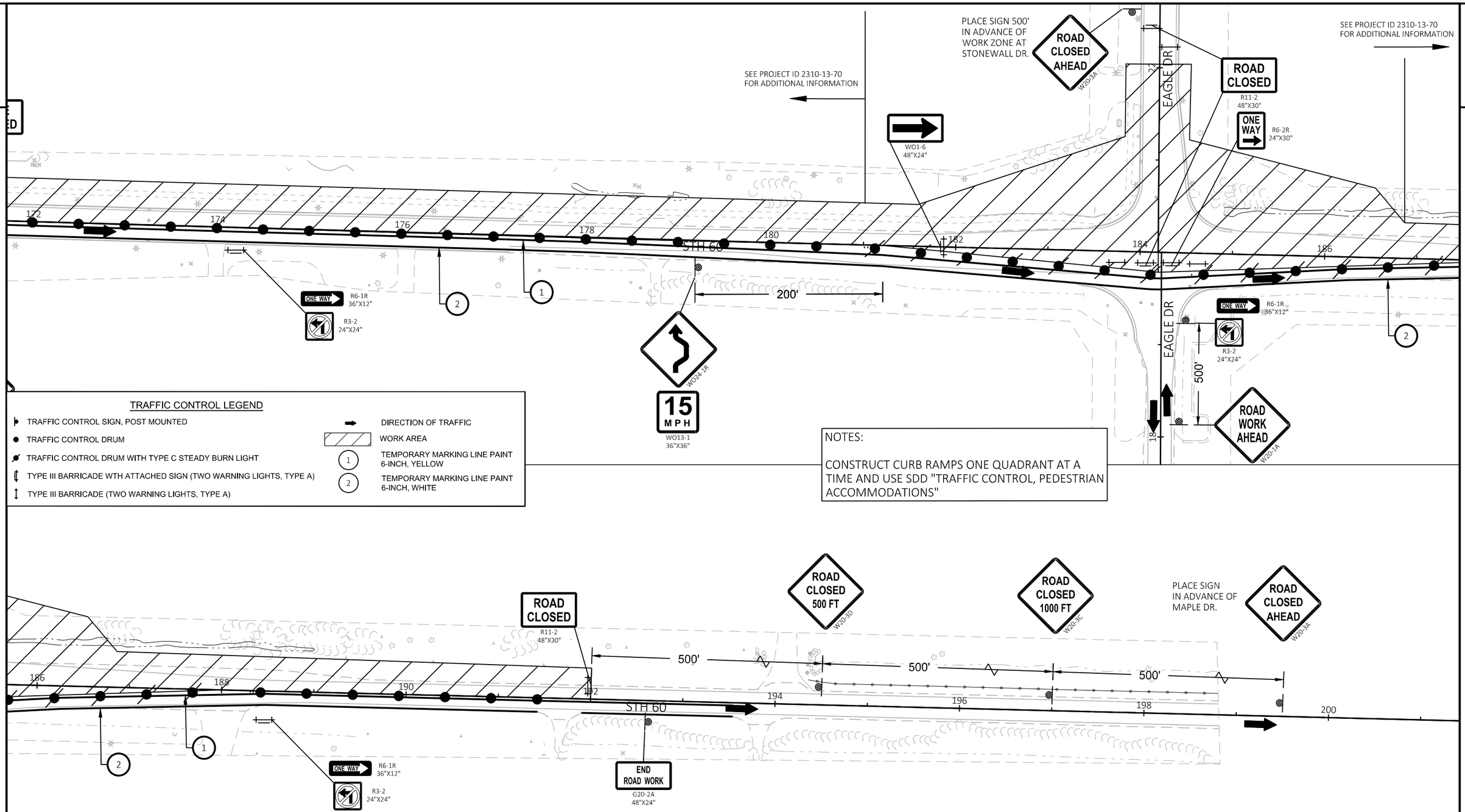
FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-01 EAGLE DRIVE ROUNDABOUT\11 C3D\23101301\SHEETSPLAN\025101-TC_1B.DWG PLOT DATE : 7/21/2023 3:19 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 02

WISDOT/CADDS SHEET 42



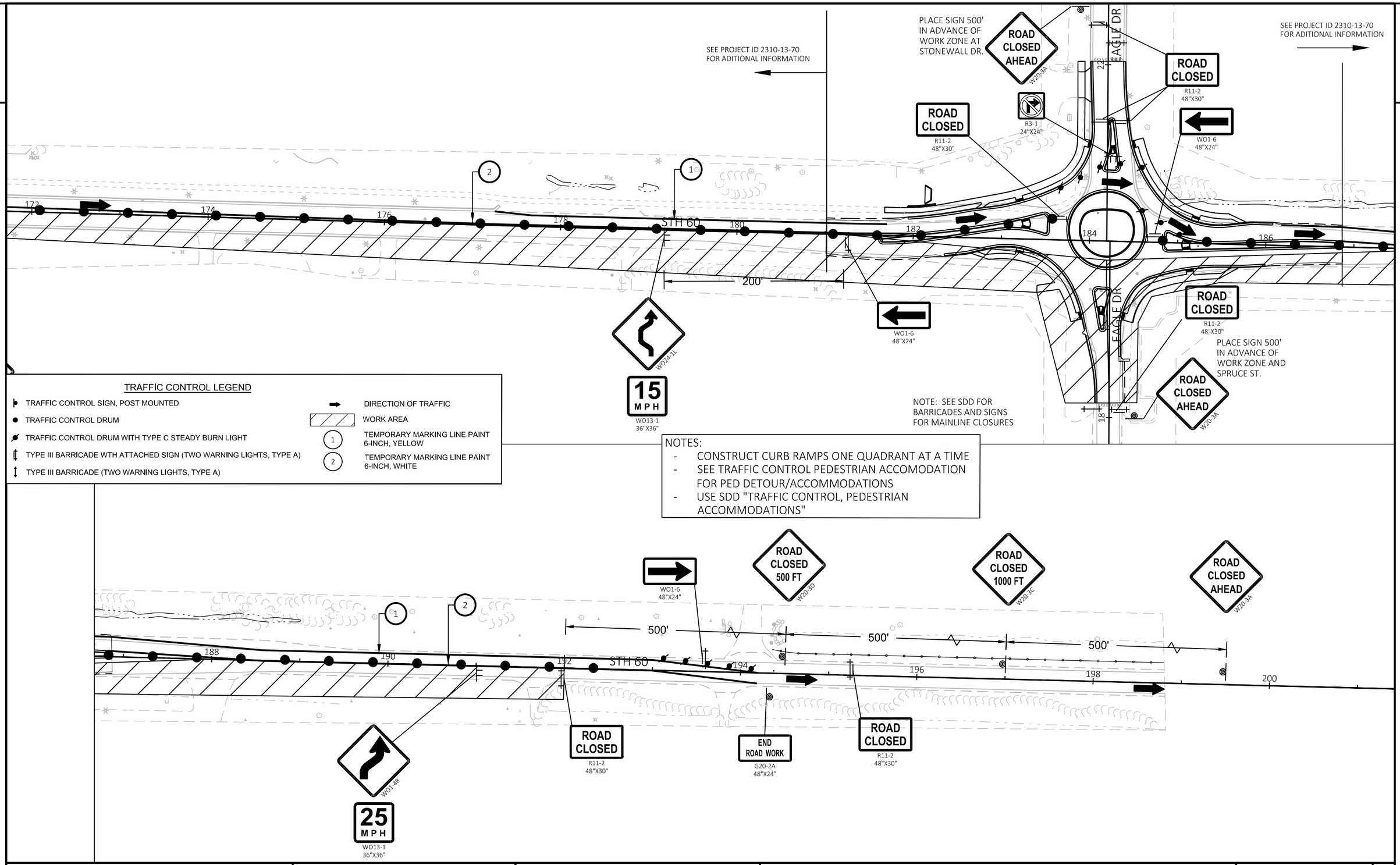
PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 2A	SHEET 48	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-01 EAGLE DRIVE ROUNDABOUT\11 C3D\23101301\SHEETSPLAN\025102-TC_2A.DWG PLOT DATE : 7/21/2023 3:25 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 04
WISDOT/CADDS SHEET 42



PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 2B	SHEET 49	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-01 EAGLE DRIVE ROUNDABOUT\11 C3D\23101301\SHEETSPLAN\025102-TC_2B.DWG PLOT DATE : 7/21/2023 3:22 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 04
WISDOT/CADDS SHEET 42



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

NOTES:

- CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME
- SEE TRAFFIC CONTROL PEDESTRIAN ACCOMODATION FOR PED DETOUR/ACCOMMODATIONS
- USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 3	SHEET 50	E

2

N

USE SHORT-TERM LANE CLOSURES WITH FLAGGING OPERATION TO PERFORM PROJECT CLEANUP WORK ALONG PROJECT ROUTE. SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPPERATION FOR ADDTIONAL INFORMATION.

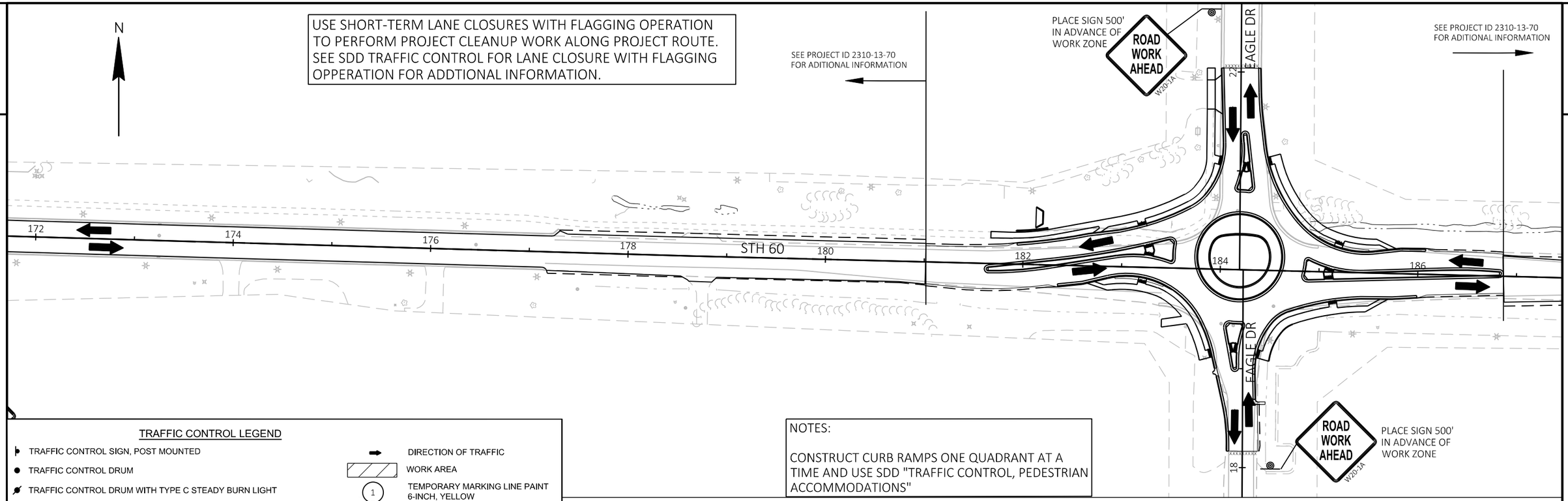
SEE PROJECT ID 2310-13-70 FOR ADITIONAL INFORMATION

PLACE SIGN 500' IN ADVANCE OF WORK ZONE

ROAD WORK AHEAD W20-1A

SEE PROJECT ID 2310-13-70 FOR ADITIONAL INFORMATION

2



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- DIRECTION OF TRAFFIC
- WORK AREA
- (1) TEMPORARY MARKING LINE PAINT 6-INCH, YELLOW
- (2) TEMPORARY MARKING LINE PAINT 6-INCH, WHITE

NOTES:

CONSTRUCT CURB RAMPS ONE QUADRANT AT A TIME AND USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS"

PLACE SIGN 500' IN ADVANCE OF WORK ZONE

ROAD WORK AHEAD W20-1A

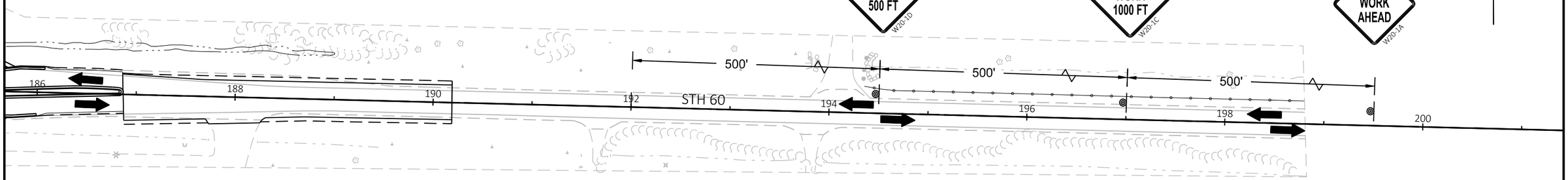
USE SHORT-TERM LANE CLOSURES WITH FLAGGING OPERATION TO PERFORM PROJECT CLEANUP WORK ALONG PROJECT ROUTE. SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPPERATION FOR ADDTIONAL INFORMATION.

N

ROAD WORK 500 FT W20-1D

ROAD WORK 1000 FT W20-1C

ROAD WORK AHEAD W20-1A



LACE SIGN 500'
N ADVANCE OF
VORK ZONE

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	TRAFFIC CONTROL DETAIL - STAGE 4	SHEET 51	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-01 EAGLE DRIVE ROUNDABOUT\11 C3D\23101301\SHEETSPLAN\025104-TC_4.DWG PLOT DATE : 7/21/2023 3:27 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 04

WISDOT/CADDS SHEET 42

2

RWB-1

PI STA = 302+47.03 RWB
Y = 147862.420
X = 370910.608
DELTA = 16°44'34" LT
D = 7°09'43"
T = 117.73'
L = 233.77'
R = 800.00'
PC STA = 301+29.31 RWB
Y = 147865.512
X = 370792.924
PT STA = 303+63.08 RWB
Y = 147893.360
X = 371024.195
DB = S88°29'41"E
DA = N74°45'45"E

RWB-2

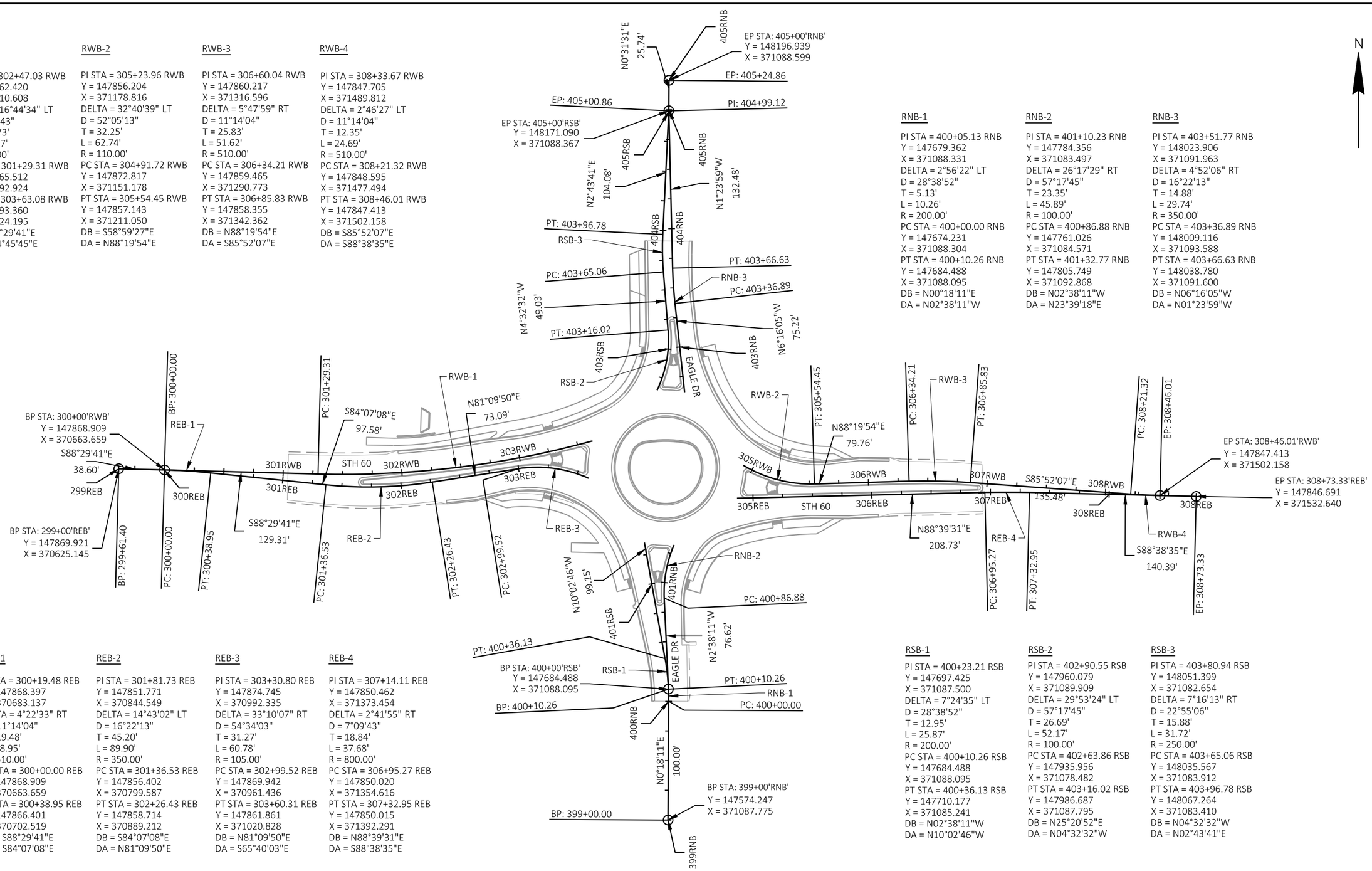
PI STA = 305+23.96 RWB
Y = 147856.204
X = 371178.816
DELTA = 32°40'39" LT
D = 52°05'13"
T = 32.25'
L = 62.74'
R = 110.00'
PC STA = 304+91.72 RWB
Y = 147872.817
X = 371151.178
PT STA = 305+54.45 RWB
Y = 147857.143
X = 371211.050
DB = S58°59'27"E
DA = N88°19'54"E

RWB-3

PI STA = 306+60.04 RWB
Y = 147860.217
X = 371316.596
DELTA = 5°47'59" RT
D = 11°14'04"
T = 25.83'
L = 51.62'
R = 510.00'
PC STA = 306+34.21 RWB
Y = 147859.465
X = 371290.773
PT STA = 306+85.83 RWB
Y = 147858.355
X = 371342.362
DB = N88°19'54"E
DA = S85°52'07"E

RWB-4

PI STA = 308+33.67 RWB
Y = 147847.705
X = 371489.812
DELTA = 2°46'27" LT
D = 11°14'04"
T = 12.35'
L = 24.69'
R = 510.00'
PC STA = 308+21.32 RWB
Y = 147848.595
X = 371477.494
PT STA = 308+46.01 RWB
Y = 147847.413
X = 371502.158
DB = S85°52'07"E
DA = S88°38'35"E



RNB-1

PI STA = 400+05.13 RNB
Y = 147679.362
X = 371088.331
DELTA = 2°56'22" LT
D = 28°38'52"
T = 5.13'
L = 10.26'
R = 200.00'
PC STA = 400+00.00 RNB
Y = 147674.231
X = 371088.304
PT STA = 400+10.26 RNB
Y = 147684.488
X = 371088.095
DB = N00°18'11"E
DA = N02°38'11"W

RNB-2

PI STA = 401+10.23 RNB
Y = 147784.356
X = 371083.497
DELTA = 26°17'29" RT
D = 57°17'45"
T = 23.35'
L = 45.89'
R = 100.00'
PC STA = 400+86.88 RNB
Y = 147761.026
X = 371084.571
PT STA = 401+32.77 RNB
Y = 147805.749
X = 371092.868
DB = N02°38'11"W
DA = N23°39'18"E

RNB-3

PI STA = 403+51.77 RNB
Y = 148023.906
X = 371091.963
DELTA = 4°52'06" RT
D = 16°22'13"
T = 14.88'
L = 29.74'
R = 350.00'
PC STA = 403+36.89 RNB
Y = 148009.116
X = 371093.588
PT STA = 403+66.63 RNB
Y = 148038.780
X = 371091.600
DB = N06°16'05"W
DA = N01°23'59"W

REB-1

PI STA = 300+19.48 REB
Y = 147868.397
X = 370683.137
DELTA = 4°22'33" RT
D = 11°14'04"
T = 19.48'
L = 38.95'
R = 510.00'
PC STA = 300+00.00 REB
Y = 147868.909
X = 370663.659
PT STA = 300+38.95 REB
Y = 147866.401
X = 370702.519
DB = S88°29'41"E
DA = S84°07'08"E

REB-2

PI STA = 301+81.73 REB
Y = 147851.771
X = 370844.549
DELTA = 14°43'02" LT
D = 16°22'13"
T = 45.20'
L = 89.90'
R = 350.00'
PC STA = 301+36.53 REB
Y = 147856.402
X = 370799.587
PT STA = 302+26.43 REB
Y = 147858.714
X = 370889.212
DB = S84°07'08"E
DA = N81°09'50"E

REB-3

PI STA = 303+30.80 REB
Y = 147874.745
X = 370992.335
DELTA = 33°10'07" RT
D = 54°34'03"
T = 31.27'
L = 60.78'
R = 105.00'
PC STA = 302+99.52 REB
Y = 147869.942
X = 370961.436
PT STA = 303+60.31 REB
Y = 147861.861
X = 371020.828
DB = N81°09'50"E
DA = S65°40'03"E

REB-4

PI STA = 307+14.11 REB
Y = 147850.462
X = 371373.454
DELTA = 2°41'55" RT
D = 7°09'43"
T = 18.84'
L = 37.68'
R = 800.00'
PC STA = 306+95.27 REB
Y = 147850.020
X = 371354.616
PT STA = 307+32.95 REB
Y = 147850.015
X = 371392.291
DB = N88°39'31"E
DA = S88°38'35"E

RSB-1

PI STA = 400+23.21 RSB
Y = 147697.425
X = 371087.500
DELTA = 7°24'35" LT
D = 28°38'52"
T = 12.95'
L = 25.87'
R = 200.00'
PC STA = 400+10.26 RSB
Y = 147684.488
X = 371088.095
PT STA = 400+36.13 RSB
Y = 147710.177
X = 371085.241
DB = N02°38'11"W
DA = N10°02'46"W

RSB-2

PI STA = 402+90.55 RSB
Y = 147960.079
X = 371089.909
DELTA = 29°53'24" LT
D = 57°17'45"
T = 26.69'
L = 52.17'
R = 100.00'
PC STA = 402+63.86 RSB
Y = 147935.956
X = 371078.482
PT STA = 403+16.02 RSB
Y = 147986.687
X = 371087.795
DB = N25°20'52"E
DA = N04°32'32"W

RSB-3

PI STA = 403+80.94 RSB
Y = 148051.399
X = 371082.654
DELTA = 7°16'13" RT
D = 22°55'06"
T = 15.88'
L = 31.72'
R = 250.00'
PC STA = 403+65.06 RSB
Y = 148035.567
X = 371083.912
PT STA = 403+96.78 RSB
Y = 148067.264
X = 371083.410
DB = N04°32'32"W
DA = N02°43'41"E

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	ALIGNMENT DETAILS	SHEET 52	E

2

N

NW-1

PI STA = 22+98.13 NW
Y = 147885.093
X = 370896.908
DELTA = 7°00'47" RT
D = 9°36'48"
T = 36.52'
L = 72.95'
R = 596.00'
PC STA = 22+61.61 NW
Y = 147891.940
X = 370932.781
PT STA = 23+34.56 NW
Y = 147882.676
X = 370860.468
DB = S79°11'35"W
DA = S86°12'22"W

NW-2

PI STA = 22+25.23 NW
Y = 147896.678
X = 370968.835
DELTA = 0°38'21" RT
D = 7°18'29"
T = 4.37'
L = 8.75'
R = 784.00'
PC STA = 22+20.86 NW
Y = 147897.566
X = 370973.117
PT STA = 22+29.61 NW
Y = 147895.838
X = 370964.543
DB = S78°17'08"W
DA = S78°55'29"W

NW-3

PI STA = 21+86.98 NW
Y = 147904.530
X = 371006.706
DELTA = 15°37'33" RT
D = 22°55'06"
T = 34.30'
L = 68.18'
R = 250.00'
PC STA = 21+52.68 NW
Y = 147920.285
X = 371037.177
PT STA = 22+20.86 NW
Y = 147897.566
X = 370973.117
DB = S62°39'35"W
DA = S78°17'08"W

NW-4

PI STA = 21+43.46 NW
Y = 147924.621
X = 371045.563
DELTA = 21°23'03" RT
D = 114°35'30"
T = 9.44'
L = 18.66'
R = 50.00'
PC STA = 21+34.02 NW
Y = 147931.716
X = 371051.791
PT STA = 21+52.68 NW
Y = 147920.285
X = 371037.177
DB = S41°16'32"W
DA = S62°39'35"W

NW-5

PI STA = 21+06.01 NW
Y = 147954.872
X = 371072.117
DELTA = 42°07'44" RT
D = 71°37'11"
T = 30.81'
L = 58.82'
R = 80.00'
PC STA = 20+75.20 NW
Y = 147985.681
X = 371071.658
PT STA = 21+34.02 NW
Y = 147931.716
X = 371051.791
DB = S00°51'12"E
DA = S41°16'32"W

NE-1

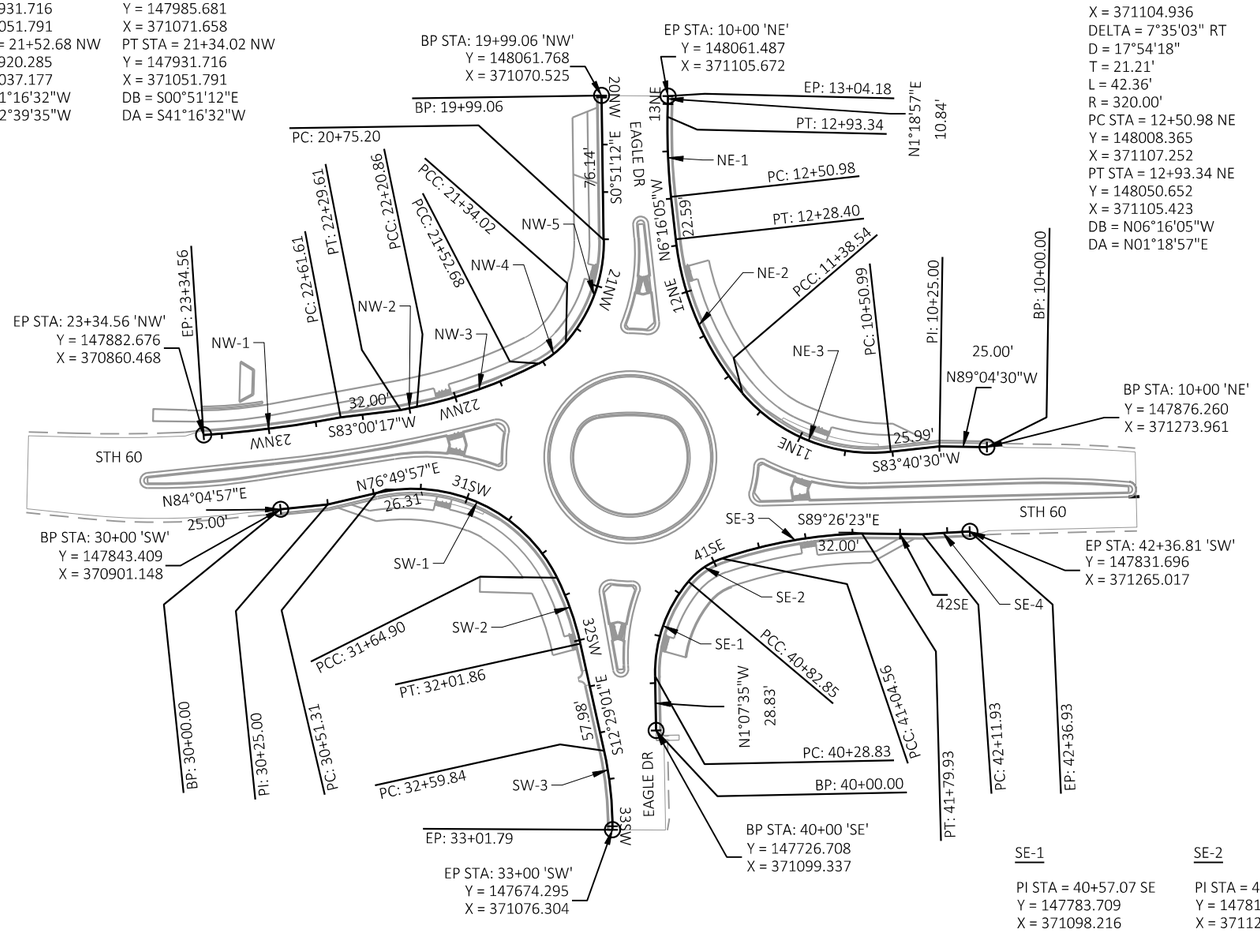
PI STA = 12+72.19 NE
Y = 148029.448
X = 371104.936
DELTA = 7°35'03" RT
D = 17°54'18"
T = 21.21'
L = 42.36'
R = 320.00'
PC STA = 12+50.98 NE
Y = 148008.365
X = 371107.252
PT STA = 12+93.34 NE
Y = 148050.652
X = 371105.423
DB = N06°16'05"W
DA = N01°18'57"E

NE-2

PI STA = 11+84.86 NE
Y = 147939.869
X = 371114.775
DELTA = 34°19'23" RT
D = 38°11'50"
T = 46.32'
L = 89.86'
R = 150.00'
PC STA = 11+38.54 NE
Y = 147904.693
X = 371144.915
PT STA = 12+28.40 NE
Y = 147985.914
X = 371109.718
DB = N40°35'28"W
DA = N06°16'05"W

NE-3

PI STA = 10+98.58 NE
Y = 147868.557
X = 371175.877
DELTA = 55°44'02" RT
D = 63°39'43"
T = 47.59'
L = 87.55'
R = 90.00'
PC STA = 10+50.99 NE
Y = 147873.800
X = 371223.174
PT STA = 11+38.54 NE
Y = 147904.693
X = 371144.915
DB = S83°40'30"W
DA = N40°35'28"W



SW-1

PI STA = 31+18.40 SW
Y = 147867.263
X = 371016.961
DELTA = 76°34'08" RT
D = 67°24'24"
T = 67.09'
L = 113.59'
R = 85.00'
PC STA = 30+51.31 SW
Y = 147851.980
X = 370951.634
PT STA = 31+64.90 SW
Y = 147807.272
X = 371047.001
DB = N76°49'57"E
DA = S26°35'55"E

SW-2

PI STA = 31+83.47 SW
Y = 147790.667
X = 371055.315
DELTA = 14°06'54" RT
D = 38°11'50"
T = 18.57'
L = 36.95'
R = 150.00'
PC STA = 31+64.90 SW
Y = 147807.272
X = 371047.001
PT STA = 32+01.86 SW
Y = 147772.536
X = 371059.330
DB = S26°35'55"E
DA = S12°29'01"E

SW-3

PI STA = 32+80.90 SW
Y = 147695.359
X = 371076.416
DELTA = 12°47'12" RT
D = 30°28'35"
T = 21.07'
L = 41.96'
R = 188.00'
PC STA = 32+59.84 SW
Y = 147715.927
X = 371071.862
PT STA = 33+01.79 SW
Y = 147674.295
X = 371076.304
DB = S12°29'01"E
DA = S00°18'11"W

SE-1

PI STA = 40+57.07 SE
Y = 147783.709
X = 371098.216
DELTA = 41°16'01" RT
D = 76°23'40"
T = 28.24'
L = 54.02'
R = 75.00'
PC STA = 40+28.83 SE
Y = 147755.474
X = 371098.772
PT STA = 40+82.85 SE
Y = 147805.298
X = 371116.422
DB = N01°07'35"W
DA = N40°08'26"E

SE-2

PI STA = 40+93.98 SE
Y = 147813.807
X = 371123.598
DELTA = 31°06'01" RT
D = 143°14'22"
T = 11.13'
L = 21.71'
R = 40.00'
PC STA = 40+82.85 SE
Y = 147805.298
X = 371116.422
PT STA = 41+04.56 SE
Y = 147817.387
X = 371134.137
DB = N40°08'26"E
DA = N71°14'26"E

SE-3

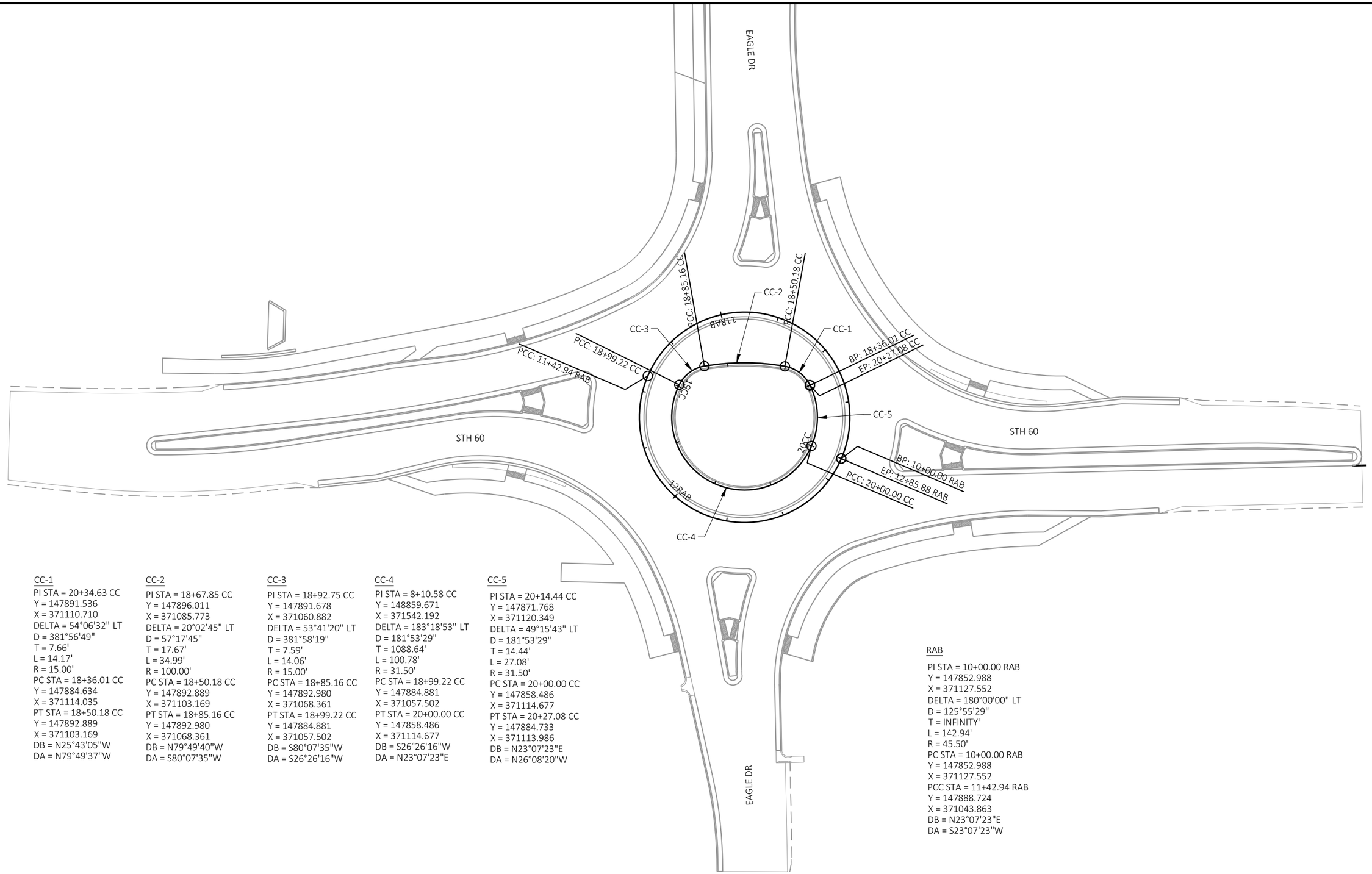
PI STA = 41+42.53 SE
Y = 147829.599
X = 371170.096
DELTA = 17°16'29" RT
D = 22°55'06"
T = 37.98'
L = 75.38'
R = 250.00'
PC STA = 41+04.56 SE
Y = 147817.387
X = 371134.137
PT STA = 41+79.93 SE
Y = 147830.583
X = 371208.059
DB = N71°14'26"E
DA = N88°30'56"E

SE-4

PI STA = 42+24.43 SE
Y = 147831.140
X = 371252.528
DELTA = 1°26'17" RT
D = 5°45'09"
T = 12.50'
L = 25.00'
R = 996.00'
PC STA = 42+11.93 SE
Y = 147830.270
X = 371240.057
PT STA = 42+36.93 SE
Y = 147831.696
X = 371265.017
DB = N86°00'41"E
DA = N87°26'59"E

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	ALIGNMENT DETAILS	SHEET 53	E

2



CC-1
PI STA = 20+34.63 CC
Y = 147891.536
X = 371110.710
DELTA = 54°06'32" LT
D = 381°56'49"
T = 7.66'
L = 14.17'
R = 15.00'
PC STA = 18+36.01 CC
Y = 147884.634
X = 371114.035
PT STA = 18+50.18 CC
Y = 147892.889
X = 371103.169
DB = N25°43'05"W
DA = N79°49'37"W

CC-2
PI STA = 18+67.85 CC
Y = 147896.011
X = 371085.773
DELTA = 20°02'45" LT
D = 57°17'45"
T = 17.67'
L = 34.99'
R = 100.00'
PC STA = 18+50.18 CC
Y = 147892.889
X = 371103.169
PT STA = 18+85.16 CC
Y = 147892.980
X = 371068.361
DB = N79°49'40"W
DA = S80°07'35"W

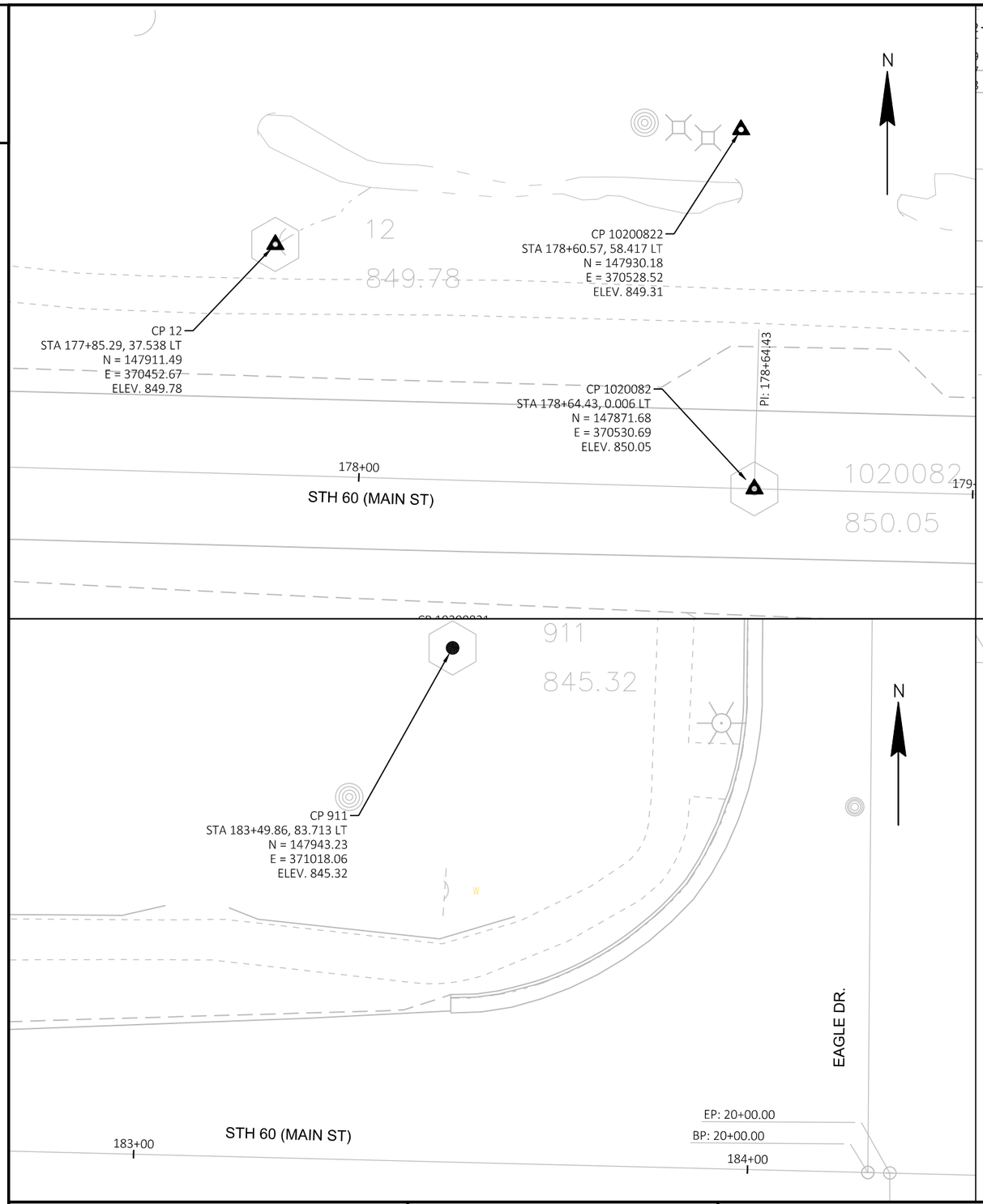
CC-3
PI STA = 18+92.75 CC
Y = 147891.678
X = 371060.882
DELTA = 53°41'20" LT
D = 381°58'19"
T = 7.59'
L = 14.06'
R = 15.00'
PC STA = 18+85.16 CC
Y = 147892.980
X = 371068.361
PT STA = 18+99.22 CC
Y = 147884.881
X = 371057.502
DB = S80°07'35"W
DA = S26°26'16"W

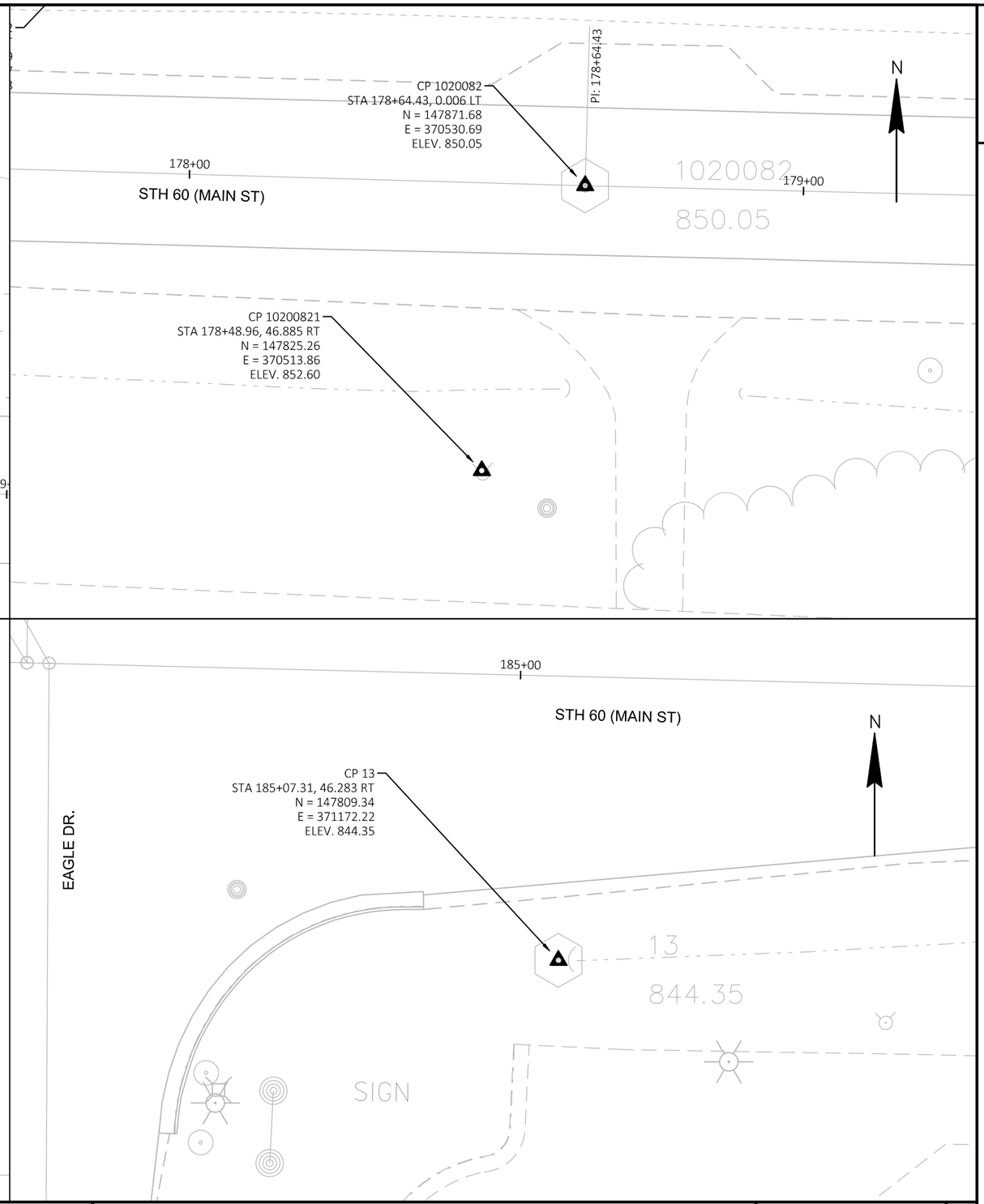
CC-4
PI STA = 8+10.58 CC
Y = 148859.671
X = 371542.192
DELTA = 183°18'53" LT
D = 181°53'29"
T = 1088.64'
L = 100.78'
R = 31.50'
PC STA = 18+99.22 CC
Y = 147884.881
X = 371057.502
PT STA = 20+00.00 CC
Y = 147858.486
X = 371114.677
DB = S26°26'16"W
DA = N23°07'23"E

CC-5
PI STA = 20+14.44 CC
Y = 147871.768
X = 371120.349
DELTA = 49°15'43" LT
D = 181°53'29"
T = 14.44'
L = 27.08'
R = 31.50'
PC STA = 20+00.00 CC
Y = 147858.486
X = 371114.677
PT STA = 20+27.08 CC
Y = 147884.733
X = 371113.986
DB = N23°07'23"E
DA = N26°08'20"W

RAB
PI STA = 10+00.00 RAB
Y = 147852.988
X = 371127.552
DELTA = 180°00'00" LT
D = 125°55'29"
T = INFINITY'
L = 142.94'
R = 45.50'
PC STA = 10+00.00 RAB
Y = 147852.988
X = 371127.552
PCC STA = 11+42.94 RAB
Y = 147888.724
X = 371043.863
DB = N23°07'23"E
DA = S23°07'23"W

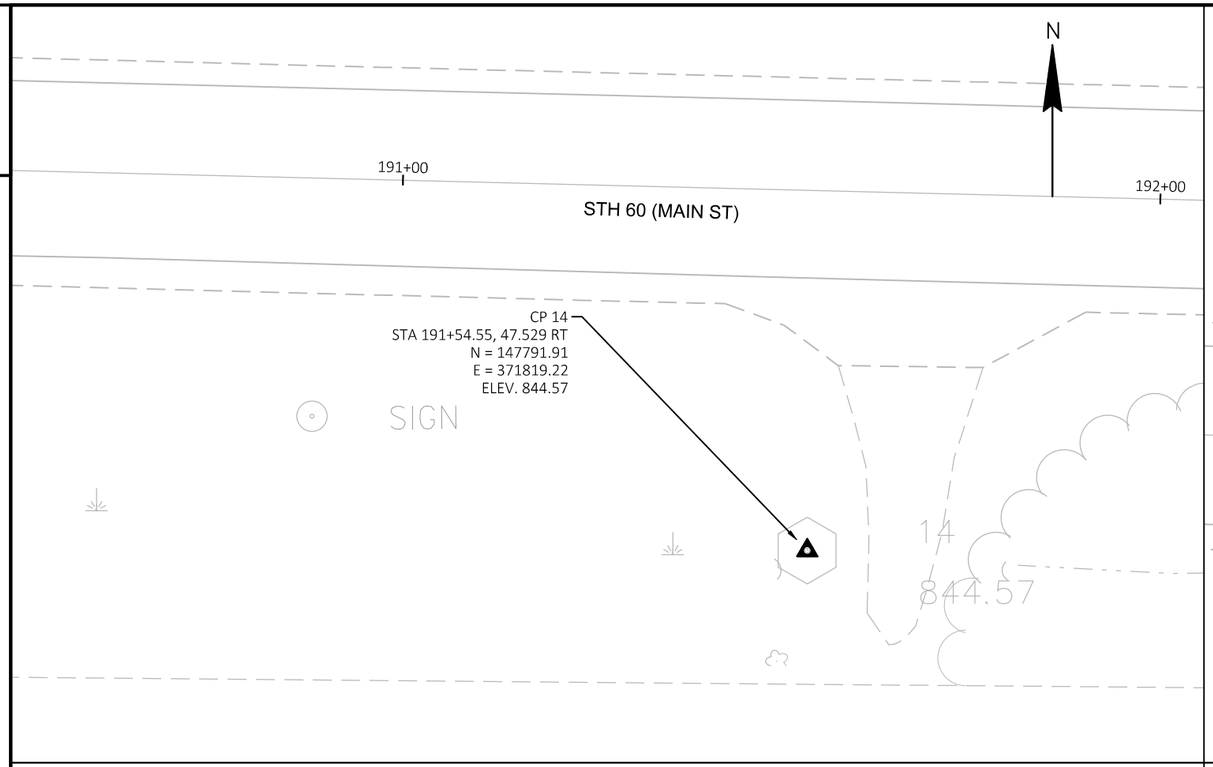
PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	ALIGNMENT DETAILS	SHEET 54	E

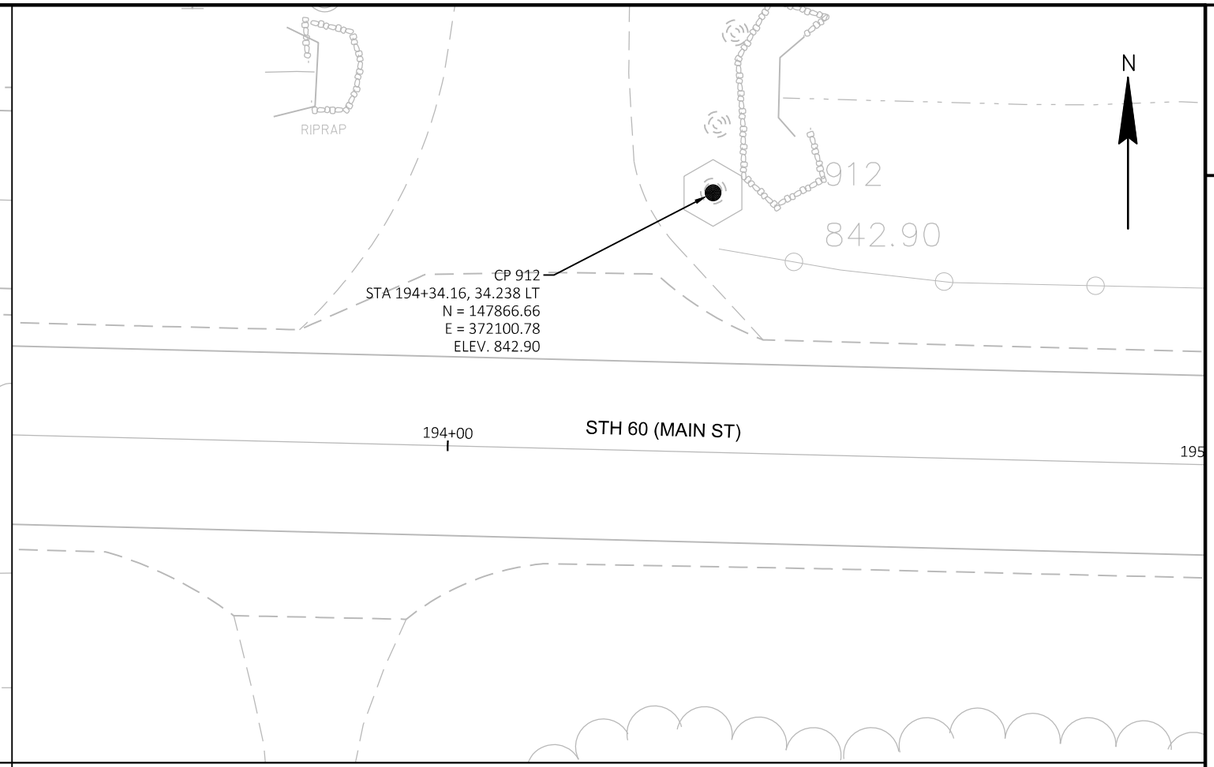




PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	SURVEY CONTROL	SHEET 55	E

FILE NAME : C:\USERS\PATYDONAHUE\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2310-13-01 EAGLE DRIVE ROUNDABOUT\11 C3D\23101301\SHEETSPLAN\027202-AD.DWG
LAYOUT NAME - 01
PLOT DATE : 7/21/2023 11:53 AM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42





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2310-13-71

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0004	203.0220	Removing Structure (structure) 01. R-66-87	EACH	1.000	1.000
0012	204.0150	Removing Curb & Gutter	LF	564.000	564.000
0014	204.0155	Removing Concrete Sidewalk	SY	238.000	238.000
0020	204.0220	Removing Inlets	EACH	2.000	2.000
0022	204.0245	Removing Storm Sewer (size) 01. 12-inch	LF	113.000	113.000
0036	205.0100	Excavation Common	CY	6,700.000	6,700.000
0042	211.0101	Prepare Foundation for Asphaltic Paving (project) 02. 2310-13-71	EACH	1.000	1.000
0048	213.0100	Finishing Roadway (project) 02. 2310-13-71	EACH	1.000	1.000
0050	305.0110	Base Aggregate Dense 3/4-Inch	TON	60.000	60.000
0052	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,850.000	4,850.000
0054	310.0110	Base Aggregate Open-Graded	TON	52.000	52.000
0056	312.0110	Select Crushed Material	TON	5,425.000	5,425.000
0060	405.0100	Coloring Concrete WisDOT Red	CY	140.000	140.000
0062	415.2010	Concrete Truck Apron 12-inch	SY	342.000	342.000
0064	455.0605	Tack Coat	GAL	372.000	372.000
0066	460.2000	Incentive Density HMA Pavement	DOL	870.000	870.000
0068	460.6223	HMA Pavement 3 MT 58-28 S	TON	622.000	622.000
0072	460.6424	HMA Pavement 4 MT 58-28 H	TON	727.000	727.000
0078	465.0315	Asphaltic Flumes	SY	9.000	9.000
0080	504.0900	Concrete Masonry Endwalls	CY	4.000	4.000
0082	513.8011	Railing Steel Pedestrian Type C2	LF	31.000	31.000
0084	520.8000	Concrete Collars for Pipe	EACH	4.000	4.000
0086	522.0421	Culvert Pipe Reinforced Concrete Class IV 21-Inch	LF	202.000	202.000
0088	522.0448	Culvert Pipe Reinforced Concrete Class IV 48-Inch	LF	436.000	436.000
0090	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0092	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	2.000	2.000
0094	522.1021	Apron Endwalls for Culvert Pipe Reinforced Concrete 21-Inch	EACH	2.000	2.000
0096	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	2.000	2.000
0098	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	185.000	185.000
0100	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,913.000	1,913.000
0102	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	242.000	242.000
0106	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	273.000	273.000
0108	601.0600	Concrete Curb Pedestrian	LF	129.000	129.000
0110	602.0405	Concrete Sidewalk 4-Inch	SF	2,949.000	2,949.000
0112	602.0410	Concrete Sidewalk 5-Inch	SF	6,507.000	6,507.000
0114	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	256.000	256.000
0118	602.0810	Concrete Driveway 6-Inch	SY	53.000	53.000
0122	606.0200	Riprap Medium	CY	46.000	46.000
0124	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	424.000	424.000
0126	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	53.000	53.000
0128	611.0530	Manhole Covers Type J	EACH	2.000	2.000
0132	611.0636	Inlet Covers Type HM-S	EACH	2.000	2.000
0134	611.0639	Inlet Covers Type H-S	EACH	11.000	11.000
0136	611.0651	Inlet Covers Type S	EACH	2.000	2.000
0138	611.0652	Inlet Covers Type T	EACH	3.000	3.000
0140	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000
0142	611.3004	Inlets 4-FT Diameter	EACH	6.000	6.000
0144	611.3230	Inlets 2x3-FT	EACH	10.000	10.000
0152	611.9850.S	Pipe Grates (size) 01. 48-Inch	EACH	2.000	2.000

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Line	Item	Item Description	Unit	Total	Qty
0154	612.0106	Pipe Underdrain 6-Inch	LF	350.000	350.000
0156	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	35.000	35.000
0160	618.0100	Maintenance and Repair of Haul Roads (project) 02. 2310-13-71	EACH	1.000	1.000
0162	619.1000	Mobilization	EACH	0.050	0.050
0164	620.0300	Concrete Median Sloped Nose	SF	308.000	308.000
0166	624.0100	Water	MGAL	140.000	140.000
0168	625.0100	Topsoil	SY	4,840.000	4,840.000
0170	628.1504	Silt Fence	LF	980.000	980.000
0172	628.1520	Silt Fence Maintenance	LF	980.000	980.000
0174	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0176	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0178	628.7005	Inlet Protection Type A	EACH	34.000	34.000
0180	628.7015	Inlet Protection Type C	EACH	38.000	38.000
0184	628.7555	Culvert Pipe Checks	EACH	25.000	25.000
0186	629.0210	Fertilizer Type B	CWT	2.000	2.000
0188	630.0120	Seeding Mixture No. 20	LB	9.000	9.000
0190	630.0200	Seeding Temporary	LB	9.000	9.000
0192	630.0500	Seed Water	MGAL	8.000	8.000
0194	631.0300	Sod Water	MGAL	112.000	112.000
0196	631.1000	Sod Lawn	SY	4,840.000	4,840.000
0198	633.5100	Markers ROW	EACH	5.000	5.000
0200	633.5200	Markers Culvert End	EACH	7.000	7.000
0202	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	47.000	47.000
0204	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	8.000	8.000
0206	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	20.000	20.000
0208	637.2210	Signs Type II Reflective H	SF	411.000	411.000
0212	637.2230	Signs Type II Reflective F	SF	236.120	236.120
0214	638.2102	Moving Signs Type II	EACH	2.000	2.000
0216	638.2602	Removing Signs Type II	EACH	15.000	15.000
0218	638.3000	Removing Small Sign Supports	EACH	18.000	18.000
0220	643.0300	Traffic Control Drums	DAY	1,190.000	1,190.000
0224	643.0420	Traffic Control Barricades Type III	DAY	810.000	810.000
0226	643.0705	Traffic Control Warning Lights Type A	DAY	1,620.000	1,620.000
0228	643.0715	Traffic Control Warning Lights Type C	DAY	605.000	605.000
0230	643.0900	Traffic Control Signs	DAY	4,405.000	4,405.000
0232	643.0910	Traffic Control Covering Signs Type I	EACH	4.000	4.000
0236	643.1070	Traffic Control Cones 42-Inch	DAY	100.000	100.000
0238	643.3165	Temporary Marking Line Paint 6-Inch	LF	1,335.000	1,335.000
0242	643.5000	Traffic Control	EACH	0.050	0.050
0246	644.1601	Temporary Pedestrian Curb Ramp	DAY	270.000	270.000
0248	644.1605	Temporary Pedestrian Detectable Warning Field	SF	200.000	200.000
0250	644.1810	Temporary Pedestrian Barricade	LF	400.000	400.000
0252	645.0111	Geotextile Type DF Schedule A	SY	200.000	200.000
0254	645.0120	Geotextile Type HR	SY	91.000	91.000
0256	646.2020	Marking Line Epoxy 6-Inch	LF	4,009.000	4,009.000
0258	646.4020	Marking Line Epoxy 10-Inch	LF	217.000	217.000
0260	646.5020	Marking Arrow Epoxy	EACH	4.000	4.000
0262	646.5120	Marking Word Epoxy	EACH	4.000	4.000
0270	646.7120	Marking Diagonal Epoxy 12-Inch	LF	76.000	76.000
0274	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	280.000	280.000

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Line	Item	Item Description	Unit	Total	Qty
0276	646.8020	Marking Corrugated Median Epoxy	SF	80.000	80.000
0278	646.8120	Marking Curb Epoxy	LF	80.000	80.000
0280	646.8220	Marking Island Nose Epoxy	EACH	8.000	8.000
0282	646.9000	Marking Removal Line 4-Inch	LF	235.000	235.000
0288	650.6000	Construction Staking Pipe Culverts	EACH	4.000	4.000
0294	650.8501	Construction Staking Electrical Installations (project) 02. 2310-13-71	EACH	1.000	1.000
0302	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,130.000	1,130.000
0316	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	6.000	6.000
0324	654.0105	Concrete Bases Type 5	EACH	12.000	12.000
0332	654.0224	Concrete Control Cabinet Bases Type L24	EACH	1.000	1.000
0346	655.0610	Electrical Wire Lighting 12 AWG	LF	1,728.000	1,728.000
0348	655.0620	Electrical Wire Lighting 8 AWG	LF	5,828.000	5,828.000
0362	656.0201	Electrical Service Meter Breaker Pedestal (location) 04. Cabinet JA	EACH	1.000	1.000
0366	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	12.000	12.000
0370	657.0322	Poles Type 5-Aluminum	EACH	12.000	12.000
0380	657.0715	Luminaire Arms Truss Type 4 1/2-Inch Clamp 15-FT	EACH	12.000	12.000
0396	659.1115	Luminaires Utility LED A	EACH	12.000	12.000
0400	659.2124	Lighting Control Cabinets 120/240 24-Inch	EACH	1.000	1.000
0410	690.0150	Sawing Asphalt	LF	775.000	775.000
0412	690.0250	Sawing Concrete	LF	15.000	15.000
0414	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0462	SPV.0060	Special 22. Saddle Inlet	EACH	2.000	2.000
0464	SPV.0060	Special 23. Construction Staking Roundabout	EACH	1.000	1.000
0470	SPV.0060	Special 27. Utility Line Opening (ULO)	EACH	2.000	2.000
0472	SPV.0165	Special 01. Wall Modular Block Mechanically Stabilized Earth (R-66-87)	SF	106.000	106.000

3

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	TO	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
STAGE 2						
1000	303+59 'RWB'	-	304+92 'RWB'	LT	2	REMOVAL OF ENDWALLS FROM EXISTING CULVERT PIPES. PIPES TO REMAIN.
				STAGE 2 TOTAL	2	
STAGE 3						
1000	303+61 'REB'	-	305+14 'REB'	RT	1	REMOVAL OF EXISTING 18-INCH RCP CULVERT PIPE
				STAGE 3 TOTAL	1	
				TOTAL 1000	3	

REMOVING STORM SEWER ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12-INCH) LF
STAGE 2						
1000	402+80 'RSB'	-	---	LT	1	---
1000	402+82 'RNB'	-	---	RT	1	---
1000	303+59 'RWB'	-	304+44 'RWB'	LT	---	48
1000	304+44 'RWB'	-	304+92 'RWB'	LT	---	65
				STAGE 2 TOTAL	2	113
				TOTAL 1000	2	113

TRUCK APRON ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	415.2010 CONCRETE TRUCK APRON 12-INCH SY
STAGE 2						
1000	12+81 'RAB'	-	11+82 'RAB'	ISLAND	80	217
1000	304+95 'RWB'	-	305+61 'RWB'	LT	10	14
				STAGE 2 TOTAL	90	231
STAGE 3						
1000	302+91 'REB'	-	303+36 'REB'	RT	10	13
1000	11+82 'RAB'	-	12+81 'RAB'	ISLAND	40	98
				STAGE 3 TOTAL	50	111
				TOTAL 1000	140	342

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY
STAGE 2					
1000	301+71 'RWB'	-	303+98 'RWB'	LT	185
1000	304+51 'RWB'	-	304+65 'RWB'	LT	10
				STAGE 2 TOTAL	195
STAGE 3					
1000	303+63 'REB'	-	303+91 'REB'	RT	26
1000	304+63 'REB'	-	304+85 'REB'	RT	17
				STAGE 3 TOTAL	43
				TOTAL 1000	238

BASE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER MGAL
STAGE 2								
1000	301+04 'RWB'	-	306+96 'RWB'	LT/RT	25	2,800	2,800	80
				STAGE 2 TOTAL	25	2,800	2,800	80
STAGE 3								
1000	301+04 'REB'	-	306+94 'REB'	LT/RT	35	2,050	2,050	60
				STAGE 3 TOTAL	35	2,050	2,050	60
UNDISTRIBUTED EBS								
1000			PROJECT		--	--	575	--
				STAGE 3 TOTAL	0	0	575	0
				TOTAL 1000	60	4,850	5,425	140

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF
STAGE 2					
1000	402+64 'RSB'	-	403+91 'RSB'	LT	203
1000	402+62 'RNB'	-	403+89 'RNB'	RT	207
				STAGE 2 TOTAL	410
STAGE 3					
1000	400+92 'RSB'	-	401+35 'RSB'	LT	92
1000	401+12 'RNB'	-	401+33 'RNB'	RT	62
				STAGE 3 TOTAL	154
				TOTAL 1000	564

CONCRETE DRIVEWAY

CATEGORY	STATION	TO	STATION	LOCATION	602.0810 CONCRETE DRIVEWAY 6-INCH SY
STAGE 2					
1000	403+46 'RSB'	-	403+85 'RSB'	LT	53
				STAGE 2 TOTAL	53
				TOTAL 1000	53

3

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE (15)	COMMENT
STAGE 2											
STAGE 2 - RWB WEST LEG	301+06.49/303+63.08	LT/RT	908	45	98	810	355	444	366	0	
STAGE 2 - RWB EAST LEG	304+91.72/306+96.16	LT/RT	1,010	51	147	863	264	330	533	0	
STAGE 2 - RNB NORTH LEG	402+61.69/403+87.00	LT/RT	589	30	96	493	25	31	462	0	
STAGE 2 - RSB NORTH LEG	402+63.87/403+22.95	LT	182	10	29	153	5	6	147	0	
STAGE 2 - RAB	10+00.00/12+85.84	LT/RT	876	44	270	606	513	641	-35	0	USE WASTE MATERICAL FROM OTHER AREAS
STAGE 2 SUBTOTAL			3,565	180	640	2,925	1,162	1,453	1,473	1,473	
STAGE 3											
STAGE 3 - REB WEST LEG	301+04.26/303+60.30	LT/RT	979	50	186	793	3	4	789	0	
STAGE 3 - REB EAST LEG	304+86.54/306+93.45	RT	613	31	106	507	83	104	403	0	
STAGE 3 - RNB SOUTH LEG	400+00.00/401+32.77	LT/RT	423	21	76	347	2	3	345	0	
STAGE 3 - RSB SOUTH LEG	400+10.26/401+35.28	LT	270	15	39	231	8	10	221	0	
STAGE 3 - RAB	11+82.35/12+80.93	LT/RT	523	30	132	391	45	56	335	0	
STAGE 3 SUBTOTAL			2,808	147	539	2,269	141	176	2,093	2,093	
GRAND TOTAL			6,373	327	1,179	5,194	1,303	1,629	3,565	3,565	
TOTAL COMMON EXC			6,700								

NOTES:

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

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

(3) EBS VOLUME ASSUMED TO BE 5% OF CUT VOLUME. EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSH MATERIAL. EBS MATERIAL IS ASSUMED TO BE UNUSABLE IN FILLS.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL INCLUDES EXISTING APSHALTIC PAVEMENT

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

(13) EXPANDED FILL FACTOR = 1.25. EXPANDED FILL = (UNEXPANDED FILL)*FILL FACTOR

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

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

3

ASPHALTIC PAVEMENT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	LAYER	THICKNESS (INCHES)	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0315 ASPHALTIC FLUMES SY
STAGE 2										
1000	301+04 'RWB'	-	306+96 'RWB'	LT	LOWER LAYER	3.00	---	324	---	---
1000	301+04 'RWB'	-	306+96 'RWB'	LT	UPPER LAYER	3.50	194	---	379	---
						STAGE 2 TOTAL	194	324	379	0
STAGE 3										
1000	301+04 'REB'	-	306+94 'REB'	RT	LOWER LAYER	3.00	---	298	---	---
1000	301+04 'REB'	-	306+94 'REB'	RT	UPPER LAYER	3.50	178	---	348	---
1000	400+48 'RNB'	-	---	RT	---	---	---	---	---	4
1000	400+83 'RSB'	-	---	LT	---	---	---	---	---	5
						STAGE 3 TOTAL	178	298	348	9
						TOTAL 1000	372	622	727	9

CULVERT PIPE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	504.0900 CONCRETE MASONRY ENDWALLS CY	520.8000 CONCRETE COLLARS FOR PIPE EACH	522.0421 CULVERT PIPE REINFORCED CONCRETE CLASS IV 21-INCH LF	522.0448 CULVERT PIPE REINFORCED CONCRETE CLASS IV 48-INCH LF	522.1021 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 21-INCH EACH	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	611.9850.S.01 PIPE GRATES (SIZE) (01. 48-INCH) EACH	* 633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
STAGE 1													
1000	302+19 'RWB'	-	303+63 'RWB'	LT	4	2	---	278	---	---	---	---	2
1000	304+89 'RWB'	-	305+87 'RWB'	LT	---	2	---	158	---	2	2	2	2
1000	31+38'SW'	-	41+84'SE	RT	---	---	202	---	2	---	---	2	2
				STAGE 1 TOTAL	4	4	202	436	2	2	2	4	6
				TOTAL 1000	4	4	202	436	2	2	2	4	6

CURB AND GUTTER ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0551 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
STAGE 2									
1000	301+68 'REB'	-	303+57 'REB'	SPLITTER	---	345	---	---	54
1000	301+97 'RWB'	-	303+96 'RWB'	LT	---	333	---	---	---
1000	402+63 'RNB'	-	403+22 'RNB'	SPLITTER	---	114	---	---	76
1000	402+27 'RNB'	-	403+89 'RNB'	RT	---	179	---	---	---
1000	304+89 'REB'	-	306+90 'REB'	SPLITTER	---	402	---	---	77
1000	304+91 'RWB'	-	306+18 'RWB'	LT	---	---	122	---	---
1000	12+81 'RAB'	-	11+82 'RAB'	ISLAND	---	---	---	179	---
1000	12+81 'RAB'	-	11+82 'RAB'	ISLAND	119	---	---	---	---
				STAGE 2 TOTAL	119	1,373	122	179	207
STAGE 3									
1000	301+68 'REB'	-	302+12 'REB'	SPLITTER	---	43	---	---	25
1000	302+35 'REB'	-	303+60 'REB'	RT	---	---	120	---	---
1000	400+85 'RSB'	-	401+60 'RSB'	LT	---	93	---	---	---
1000	400+00 'RSB'	-	400+80 'RSB'	LT	---	77	---	---	---
1000	400+85 'RNB'	-	401+28 'RNB'	SPLITTER	---	93	---	---	76
1000	304+58 'REB'	-	306+05 'REB'	RT	---	234	---	---	---
1000	11+82 'RAB'	-	12+81 'RAB'	ISLAND	---	---	---	94	---
1000	11+82 'RAB'	-	12+81 'RAB'	ISLAND	66	---	---	---	---
				STAGE 3 TOTAL	66	540	120	94	101
				TOTAL 1000	185	1,913	242	273	308

CONCRETE SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
STAGE 2								
1000	301+70 'RWB'	-	303+83 'RWB'	LT	---	---	2,429	32
1000	302+11 'REB'	-	303+56 'REB'	SPLITTLER	25	862	88	32
1000	402+66 'RNB'	-	403+22 'RNB'	SPLITTLER	17	323	58	32
1000	304+39 'RWB'	-	305+88 'RWB'	LT	---	---	1,253	32
1000	304+91 'REB'	-	306+96 'REB'	SPLITTLER	24	1,257	89	32
				STAGE 2 TOTAL	66	2,442	3,917	160
STAGE 3								
1000	301+67 'REB'	-	302+11 'REB'	SPLITTER	---	199	---	---
1000	302+65 'REB'	-	304+09 'REB'	RT	---	---	1,376	32
1000	400+48 'RNB'	-	401+28 'RNB'	SPLITTER	17	308	88	32
1000	304+53 'REB'	-	305+76 'REB'	RT	46	---	1,126	32
				STAGE 3 TOTAL	63	507	2,590	96
				TOTAL 1000	129	2,949	6,507	256

RIPRAP ITEMS

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	REMARKS
STAGE 2					
1000	301+82 'RWB'	LT	3	5	
1000	305+78 'RWB'	LT	36	72	INCLUDES RIPRAP FOR 1.0
1000	11+86 'NE'	RT	3	6	
		STAGE 2 TOTAL	42	83	
STAGE 3					
1000	41+85 'SE'	RT	4	8	
		STAGE 3 TOTAL	4	8	
		TOTAL 1000	46	91	

STORM SEWER PIPES

CATEGORY	FROM	-	TO	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	INLET ELEVATION	OUTLET ELEVATION	SLOPE
STAGE 2								
1000	2.4	-	2.3	9	---	842.07	842.02	0.50%
1000	2.3	-	2.2	23	---	841.92	841.81	0.50%
1000	2.2	-	2.1	117	---	841.71	841.12	0.50%
1000	2.1	-	2.0	19	---	841.02	841.65	2.00%
1000	1.4	-	1.3	9	---	840.08	840.04	0.50%
1000	1.3	-	1.2	21	---	840.04	839.93	0.50%
1000	1.2	-	1.1	57	---	839.93	839.65	0.50%
1000	1.1	-	1.0	---	10	839.65	839.60	0.50%
1000	1.6	-	1.3	72	---	840.40	840.04	0.50%
1000	1.7	-	1.6	8	---	840.44	840.40	0.50%
1000	4.5	-	4.4	7	---	842.47	842.43	0.50%
1000	4.4	-	4.3	20	---	842.43	842.33	0.50%
1000	4.3	-	4.2	6	---	842.33	842.30	0.50%
1000	4.2	-	4.1	17	---	842.30	842.22	0.50%
1000	4.1	-	4.0	---	43	842.22	842.01	0.50%
			STAGE 2 TOTAL	385	53			
STAGE 3								
1000	2.5	-	2.4	20	---	842.17	842.07	0.50%
1000	1.5	-	1.4	19	---	840.18	840.08	0.50%
			STAGE 3 TOTAL	39	0			
			TOTAL 1000	424	53			

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	STATION	OFFSET **	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0652 INLET COVERS TYPE T EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	* 633.5200 MARKERS CULVERT END EACH	RIM ELEVATION	INVERT*** ELEVATION	DEPTH **** FT
STAGE 2																
1000	2.0	301+82 'RWB'	39.7' LT	1	---	---	---	---	---	---	---	---	1	---	840.65	---
1000	2.1	301+82 'RWB'	20.8' LT	---	---	1	---	---	---	1	---	---	---	846.40	841.02	4.14
1000	2.2	22+33 'NW'	1.5' RT	---	---	---	---	1	---	---	---	1	---	845.74	841.71	3.03
1000	2.3	303+14 'RWB'	1.5' RT	---	---	---	---	1	---	---	---	1	---	845.98	841.92	3.06
1000	2.4	303+19 'REB'	1.5' LT	---	---	---	---	1	---	---	---	1	---	846.00	842.07	2.93
1000	1.0	10+15 'NE'	18.1' RT	---	1	---	---	---	---	---	---	---	1	---	839.60	---
1000	1.1	10+14 'NE'	7.6' RT	---	---	1	---	---	---	1	---	---	---	844.99	839.65	4.34
1000	1.2	10+71 'NE'	1.0' RT	---	---	---	1	---	---	---	1	---	---	845.11	839.93	4.10
1000	1.3	305+38 'RWB'	1.5' RT	---	---	---	---	1	1	---	1	---	---	845.44	840.04	4.32
1000	1.4	305+35 'REB'	1.5' LT	---	---	---	---	1	---	---	---	1	---	845.47	840.08	4.39
1000	1.6	10+31 'RAB'	1.7' LT	---	---	---	---	---	1	---	1	---	---	845.54	840.40	4.14
1000	1.7	10+39 'RAB'	1.7' LT	---	---	---	---	---	1	---	1	---	---	845.53	840.44	4.09
1000	4.0	11+86 'NE'	31.1' RT	---	1	---	---	---	---	---	1	---	1	---	842.01	---
1000	4.1	12+22 'NE'	1.5' RT	---	---	---	---	1	---	---	---	1	---	845.27	842.22	2.05
1000	4.2	403+07 'RNB'	1.5' LT	---	---	---	---	1	---	---	---	1	---	845.54	842.30	2.24
1000	4.3	403+08 'RSB'	1.5' RT	---	---	---	---	1	---	---	---	1	---	845.72	842.33	2.39
1000	4.4	20+81 'NW'	1.5' RT	---	---	---	---	1	---	---	---	1	---	845.45	842.43	2.02
1000	4.5	20+74 'NW'	1.5' RT	---	---	---	---	1	---	---	---	1	---	845.46	842.47	1.99
			STAGE 2 TOTAL	1	2	2	1	10	3	2	5	9	3			
STAGE 3																
1000	2.5	30+75'SW'	1.0' RT	---	---	---	1	---	---	---	1	---	---	845.75	842.17	2.58
1000	1.5	41+67 'SE'	1.5' RT	---	---	---	---	1	---	---	---	1	---	845.16	840.18	3.98
			STAGE 3 TOTAL	0	0	0	1	1	0	0	1	1	0			
			TOTAL 1000	1	2	2	2	11	3	2	6	10	3			

NOTES:
* ADDITIONAL QUANTITIES LISTED ELSEWHERE
** STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
*** THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
**** DEPTH = RIM ELEV - INVERT ELEV - COVER HEIGHT - 6 INCH ADJUSTMENT RING HEIGHT

SADDLE INLET ITEMS

CATEGORY	STRUCTURE		STATION	OFFSET **	611.0651 INLET COVERS TYPE S EACH	SPV.0060.22 SPECIAL (22. SADDLE INLET) EACH	RIM ELEVATION
STAGE 2							
1000	S-C.1	-	10+83 'RAB'	15.3' LT	1	1	846.15
1000	S-C.2	-	10+84 'RAB'	7.2' LT	1	1	846.08
				STAGE 2 TOTAL	2	2	
				TOTAL 1000	2	2	

NOTES:
** STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
STAGE 1				
1000	30221 'RWB'	LT	20	
		STAGE 1 TOTAL	20	
STAGE 3				
1000	303+60 'REB'	RT	3	
1000	399+90 'RNB'	RT	2	EXISTING CP
		STAGE 3 TOTAL	5	
		TOTAL 1000	25	

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
STAGE 2						
1000	300+90 'RWB'	-	302+22 'RWB'	LT	170	170
1000	402+70 'RSB'	-	403+93 'RSB'	LT	85	85
1000	403+06 'RNB'	-	403+92 'RNB'	RT	90	90
1000	305+82 'RWB'	-	307+23 'RWB'	LT	270	270
				STAGE 2 TOTAL	615	615
STAGE 3						
1000	400+00 'RNB'		401+10 'RNB'	LT	165	165
				STAGE 3 TOTAL	165	165
UNDISTRIBUTED						
1000	---		---	---	200	200
				UNDISTRIBUTED TOTAL	200	200
				TOTAL 1000	980	980

INLET PROTECTION

CATEGORY	STATION	TO	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	REMARKS
STAGE 1							
1000	402+80'RSB'	-	--	LT	--	1	EXISTING INLET
1000	402+83'RNB'	-	--	RT	--	1	EXISTING INLET
				STAGE 1 TOTAL	0	2	
STAGE 2							
1000	303+00'REB'	-	303+25'REB'	LT	3	3	
1000	403+00'RNB'	-	403+25'RNB'	LT/RT	5	5	
1000	10+25'RAB'	-	11+00'RAB'	ISLAND	4	4	
1000	305+25'REB'	-	305+50'REB'	LT	3	3	
				STAGE 2 TOTAL	15	15	
STAGE 3							
1000	303+13'REB'	-	--	RT	1	1	
1000	305+35'REB'	-	--	RT	1	1	
				STAGE 3 TOTAL	2	2	
				TOTAL 1000	34	38	

UNDERDRAIN

CATEGORY	INLET	310.0110 BASE AGGREGATE OPEN-GRADED TON	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY
STAGE 2				
1000	2.2	4	50	28
1000	3.5	2	25	14
1000	3.6	2	25	14
1000	3.8	4	50	28
1000	4.1	4	50	28
1000	4.4	4	50	28
	STAGE 2 TOTAL	20	250	140
STAGE 3				
1000	1.1	4	50	30
1000	3.2	4	50	30
	STAGE 3 TOTAL	32	100	60
	TOTAL 1000	52	350	200

MARKERS ROW

CATEGORY	STATION	LOCATION	633.5100 MARKERS ROW EACH
1000	401+32.75 'RSB'	35.70' LT	1
1000	400+98.22 'RSB'	30.44' LT	1
1000	400+98.42 'RSB'	25.83' LT	1
1000	401+20.36 'RSB'	34.72' RT	1
1000	12+57.63 'RAB'	41.34' RT	1
		TOTAL 1000	5

MOBILIZATIONS EROSION CONTROL

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
1000	2310-13-71	4	2
	TOTAL 1000	4	2

MOBILIZATION

CATEGORY	LOCATION	619.1000 MOBILIZATION EACH
1000	Project 2310-13-71	0.05
	TOTAL 1000	0.05

3

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
STAGE 2											
1000	301+04 'RWB'	-	304+22 'RWB'	LT	810	0.3	---	---	---	19	810
1000	304+22 'RWB'	-	306+96 'RWB'	LT	1,060	0.4	2.0	2.0	1.8	24	1,060
1000	303+94 'RWB'	-	304+53 'RWB'	ISLAND	220	0.1	---	---	---	5	220
				STAGE 2 TOTAL	2,090	0.8	2	2	2	48	2,090
STAGE 3											
1000	301+05 'REB'	-	304+25 'REB'	RT	800	0.3	1.9	1.9	1.6	18	800
1000	304+25 'REB'	-	306+93 'REB'	RT	910	0.4	3.1	3.1	2.6	21	910
1000	303+98 'REB'	-	304+52 'REB'	ISLAND	70	0.1	---	---	---	2	70
				STAGE 3 TOTAL	1,780	0.8	5	5	4	41	1,780
UNDISTRIBUTED											
1000	---	-	---	---	970	0.4	2	2	2	23	970
				UNDISTRIBUTED TOTAL	970	0.4	2	2	2	23	970
				TOTAL 1000	4,840	2	9	9	8	112	4,840

SAWING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
STAGE 2						
1000	301+04 'REB'	-	306+93 'REB'	STH 60	640	---
1000	301+70 'RWB'	-	---	PATH	---	9
1000	403+90	-	---	EAGLE DR	35	6
1000	403+46 'RSB'	-	403+85 'RSB'	LT, DWY	30	---
				STAGE 2 TOTAL	705	15
STAGE 3						
1000	301+04 'REB'	-	---	STH 60	20	---
1000	400+00 'RNB'	-	---	EAGLE DR	25	---
1000	306+93 'REB'	-	---	STH 60	25	---
				STAGE 3 TOTAL	70	0
				TOTAL 1000	775	15

TYPE II SIGNING REMOVALS

2310-13-71 STH 60

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	**638.2602** REMOVING SIGNS TYPE II [EA]	**638.3000** REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS
1R	R3-8LF		1	1	
2R	D1-60		1	2	
3R	W11-2		1	1	INCLUDES REMOVAL OF W16-7L PLAQUE
4R	W11-2		1	1	INCLUDES REMOVAL OF W16-7L PLAQUE
5R	R1-1		1	1	STREET NAME SIGN REMOVE BY OTEHRS - CITY SIGN
6R	R1-1		1	1	STREET NAME SIGN REMOVE BY OTEHRS - CITY SIGN
7R	R2-1	SPEED LIMIT 55	1	1	
8R	R2-1	SPEED LIMIT 35	1	1	
9R	D1-60		1	2	
10R	R3-8LAR		1	2	
11R	R2-1	SPEED LIMIT 25	1	1	
12R	R2-1	SPEED LIMIT 25	1	1	
		UNDISTRIBUTED	3	3	--
TOTALS			15	18	

SHEET 1 OF 1

PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES – SIGN REMOVALS	SHEET:	E

FILE NAME : N:\SPO\SER-OPS\Traffic\Signing\Miscellaneous Quantities\2310-13-71\030501_mq.pptx PLOT DATE : 22 April 2023 PLOT BY : DOTTAH PLOT NAME : 030501_MQ.PDF PLOT SCALE : 1:1

TYPE II PERMANENT SIGNING

STH 60 2310-13-71

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4" 6" X 22' (EA)	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FEET (EA)	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	W23-2(2S)		36	X	36		9.000	1					16 X 16 TEMPORARY FLAGS INCIDENTAL
2	W2-6(2S)		30	X	30		6.250	1					16 X 16 TEMPORARY FLAGS INCIDENTAL
2A	W13-1(2S)	15 MPH	18	X	18		2.250					2	
3	D1-62	DIAGRAMMATIC SIGN	114	X	66	52.250			3				
4	W6-1(2S)		36	X	36		9.000	1					
5	R4-7(3)		36	X	48	12.000		1					
6	W5-54(2S)		18	X	18		2.250					5	
7	W14-3(2S)		48	X	36		5.560					5	
8	W6-2(2S)		36	X	36		9.000	1					
9	R5-1(2S)		30	X	30	6.250		1					
10	R2-1(2S)	SPEED LIMIT 35	24	X	30	5.000		1					
11	W6-3(2S)		36	X	36		9.000	1					
12	J4-1(2S)		24	X	36	6.000		1					
	M3-4		24	X	12								
	M1-6	STH 60	24	X	24								
13	R1-6(2S)		12	X	36	3.000		1					2 FOOT MOUNTING HEIGHT
14	R1-6(2S)		12	X	36	3.000		1					2 FOOT MOUNTING HEIGHT
15	W11-2(2S)		30	X	30		6.250	1					
15A	W16-7L(2S)		24	X	12		2.000					15	
16	W11-2(2S)		30	X	30		6.250	1					
16A	W16-7L(2S)		24	X	12		2.000					16	
17	R1-2(2S)		36	X	31	3.875		1					16 X 16 TEMPORARY FLAGS INCIDENTAL
18	R1-54(2S)		24	X	15	2.500						17	
19	R5-1(2S)		30	X	30	6.250				1			
20	R4-7(2S)		24	X	30	5.000				1			
21	W5-54(2S)		18	X	18		2.250					20	
22	R1-2(2S)		36	X	31	3.875		1					16 X 16 TEMPORARY FLAGS INCIDENTAL
23	R1-2(2S)		36	X	31	3.875		1					16 X 16 TEMPORARY FLAGS INCIDENTAL
24	R1-2(2S)		36	X	31	3.875		1					16 X 16 TEMPORARY FLAGS INCIDENTAL
25	R1-54(2S)		24	X	15	2.500						24	
26	D1-1	SOUTH	66	X	24	11.000		1					
		EAGLE DR (TILT ARROW RIGHT)											
27	W11-2(2S)		30	X	30		6.250			1			
27A	W16-7L(2S)		24	X	12		2.000					27	
28	R1-6(2S)		12	X	36	3.000				1			2 FOOT MOUNTING HEIGHT
29	R1-6(2S)		12	X	36	3.000				1			2 FOOT MOUNTING HEIGHT
30	D1-1	EAST 60(TILT ARROW RIGHT)	42	X	30	8.750		1					

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4" 6" X 22' (EA)	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FEET (EA)	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
31	W11-2(2S)		30	X	30		6.250	1					
31A	W16-7L(2S)		24	X	12		2.000					31	
32	J4-1(2S)		24	X	36	6.000		1					
	M3-2		24	X	12								
	M1-6	STH 60	24	X	24								
33	R5-1(2S)		30	X	30	6.250						32	
34	W14-3(2S)		48	X	36		5.560					42	
35	W6-2(2S)		36	X	36		9.000	1					
36	W6-1(2S)		36	X	36		9.000	1					
37	W23-2(2S)		36	X	36		9.000	1					16 X 16 TEMPORARY FLAGS INCIDENTAL
38	W2-6(2S)		30	X	30		6.250	1					16 X 16 TEMPORARY FLAGS INCIDENTAL
38A	W13-1(2S)	15 MPH	18	X	18		2.250					38	
39	R2-1(2S)	SPEED LIMIT 55	24	X	30	5.000		1					
40	R2-1(3)	SPEED LIMIT 35	36	X	48	12.000		1					
41	D1-62	DIAGRAMMATIC SIGN	114	X	66	52.250			3				
42	R4-7(3)		36	X	48	12.000		1					
43	W5-54(2S)		18	X	18		2.250					42	
44	W11-2(2S)		30	X	30		6.250	1					
44A	W16-7L(2S)		24	X	12		2.000					44	
45	R1-2(2S)		36	X	31	3.875		1					16 X 16 TEMPORARY FLAGS INCIDENTAL
46	R1-2(2S)		36	X	31	3.875		1					16 X 16 TEMPORARY FLAGS INCIDENTAL
47	R1-54(2S)		24	X	15	2.500						46	
48	W11-2(2S)		30	X	30		6.250			1			
48A	W16-7L(2S)		24	X	12		2.000					48	
49	D1-1	NORTH EAGLE DR (TILT ARROW RIGHT	66	X	24	11.000		1					
50	R1-6(2S)		12	X	36	3.000				1			2 FOOT MOUNTING HEIGHT
51	R1-6(2S)		12	X	36	3.000				1			2 FOOT MOUNTING HEIGHT
52	R4-7(2S)		24	X	30	5.000				1			
53	W5-54(2S)		18	X	18		2.250					52	
54	R5-1(2S)		30	X	30	6.250				1			
55	W11-2(2S)		30	X	30		6.250			1			
55A	W16-7L(2S)		24	X	12		2.000					55	
56	R1-2(2S)		36	X	31	3.875		1					16 X 16 TEMPORARY FLAGS INCIDENTAL
57	R1-2(2S)		36	X	31	3.875		1					16 X 16 TEMPORARY FLAGS INCIDENTAL
58	R1-54(2S)		24	X	15	2.500						57	
59	W11-2(2S)		30	X	30		6.250	1					
59A	W16-7L(2S)		24	X	12		2.000					59	
60	D1-1	WEST 60 TILT ARROW RIGHT	42	X	30	8.750		1					

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4" 6" X 22' (EA)	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FEET (EA)	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
61	R6-1R(2S)		36	X	12	3.000		1					4 FOOT MOUNTING HEIGHT
62	R6-1R(2S)		36	X	12	3.000		1					4 FOOT MOUNTING HEIGHT
63	R6-1R(2S)		36	X	12	3.000		1					4 FOOT MOUNTING HEIGHT
64	R6-1R(2S)		36	X	12	3.000		1					4 FOOT MOUNTING HEIGHT
65	R6-4B(2S)		60	X	24	10.000						61	
66	R6-4B(2S)		60	X	24	10.000						62	
67	R6-4B(2S)		60	X	24	10.000						63	
68	R6-4B(2S)		60	X	24	10.000						64	
69	W23-2(2S)		36	X	36		9.000			2			16 X 16 TEMPORARY FLAGS INCIDENTAL
70	W2-6(2S)		30	X	30		6.250			1			16 X 16 TEMPORARY FLAGS INCIDENTAL
70A	W13-1(2S)	15 MPH	18	X	18		2.250					70	
71	J2-2(2S)		48	X	57	19.000		1					
	M3-4		24	X	12								
	M1-6	STH 60	24	X	24								
	M5-1L		21	X	21								
	M3-2		24	X	12								
	M1-6	STH 60	24	X	24								
	M5-1R		21	X	21								
72	R2-1(2S)	SPEED LIMIT 25	24	X	30	5.000				1			
73	W2-6(2S)		30	X	30		6.250			1			
73A	W13-1(2S)	15 MPH	18	X	18		2.250					73	
74	J2-2(2S)		48	X	57	19.000		1					
	M3-2		24	X	12								
	M1-6	STH 60	24	X	24								
	M5-1L		21	X	21								
	M3-4		24	X	12								
	M1-6	STH 60	24	X	24								
	M5-1R		21	X	21								
75	W23-2(2S)		36	X	36		9.000			2			16 X 16 TEMPORARY FLAGS INCIDENTAL
76	W6-1(2S)		36	X	36		9.000	1					SHEET 2
77	R1-6(2S)		12	X	36		3.000	1					2 FOOT MOUNTING HEIGHT. SHEET 2
78	R1-6(2S)		12	X	36		3.000	1					2 FOOT MOUNTING HEIGHT. SHEET 2
	UNDISTRIBUTED					20.000	20.000	2	2	2	2		
	TOTALS					411.000	236.120	47	8	20	2		

LIGHTING BRANCH CIRCUIT WIRE AND CONDUIT QUANTITIES

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF
CAB. JA	JA-1,3-1	30	215
JA-1,3-1	LPB-1	28	195
LPB-1	LPB-2	92	520
LPB-2	JA-1,3-2	26	111
LPB-2	JA-5,7-3	30	205
JA-5,7-3	JA-1,3-4	115	625
JA-1,3-4	JA-5,7-5	147	471
CAB. JA	JA-2,4-6	30	215
JA-2,4-6	LPB-3	5	80
LPB-3	LPB-4	82	470
LPB-4	JA-6,8-7	35	230
JA-6,8-7	LPB-5	72	415
LPB-5	JA-2,4-8	12	115
JA-2,4-8	JA-6,8-9	132	710
JA-6,8-9	JA-2,4-10	126	408
LPB-5	LPB-6	85	485
LPB-6	JA-6,8-11	12	115
JA-6,8-11	JA-2,4-12	71	243
	TOTALS	1130	5828

PULL BOX QUANTITIES

NO.	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
LPB-1	1
LPB-2	1
LPB-3	1
LPB-4	1
LPB-5	1
LPB-6	1
TOTAL	6

LIGHTING CONTROL QUANTITIES

NO.	654.0224 CONTROL CABINET BASES TYPE L24 EACH	656.0201.04 ELECTRICAL SERVICE METER BREAKER PEDESTAL CABINET JA EACH	659.2124 LIGHTING CONTROL CABINETS 120/240 24-INCH EACH
CABINET JA	1	1	1
TOTALS	1	1	1

LIGHTING UNIT QUANTITIES

NO.	654.0105 CONCRETE BASES TYPE 5 EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5 - ALUMINUM EACH	657.0715 LUMINAIRE ARMS TRUSS TYPE 4-1/2-INCH CLAMP 15-FT EACH	659.1115 LUMINAIRES UTILITY LED A EACH
JA-1,3-1	1	144	1	1	1	1
JA-1,3-2	1	144	1	1	1	1
JA-5,7-3	1	144	1	1	1	1
JA-1,3-4	1	144	1	1	1	1
JA-5,7-5	1	144	1	1	1	1
JA-2,4-6	1	144	1	1	1	1
JA-6,8-7	1	144	1	1	1	1
JA-2,4-8	1	144	1	1	1	1
JA-6,8-0	1	144	1	1	1	1
JA-2,4-10	1	144	1	1	1	1
JA-6,8-11	1	144	1	1	1	1
JA-2,4-12	1	144	1	1	1	1
TOTALS	12	1728	12	12	12	12

TRAFFIC CONTROL

CATEGORY	STAGE	DAYS	643.0300 TRAFFIC CONTROL DRUMS **EACH**	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III **EACH**	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A **EACH**	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C **EACH**	DAY	643.0900 TRAFFIC CONTROL SIGNS **EACH**	DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.1070 TRAFFIC CONTROL CONES 42-INCH **EACH**	DAY	644.1601 TEMPORARY PEDESTRIAN CURB RAMP **EACH**	DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
1000	1A	15	29	435	--	--	--	--	--	--	11	165	--	--	--	2	30	40	80
	1A DETOUR	15	--	--	--	--	--	--	--	--	185	2,775	--	--	--	--	--	--	--
	1B	5	30	150	--	--	--	--	--	--	11	55	--	--	--	2	10	40	80
	2A	45	--	--	8	360	16	720	--	--	12	540	--	--	--	2	90	40	80
	2B	15	--	--	8	120	16	240	--	--	12	180	--	--	--	2	30	40	80
	3	55	11	605	6	330	12	660	11	605	12	660	--	--	--	2	110	40	80
	4	15	--	--	--	--	--	--	--	--	2	30	--	--	--	--	--	--	--
	UNDISTRIBUTED	--	--	--	--	--	--	--	--	--	--	--	4	--	100	--	--	--	--
	TOTAL 1000			1,190		810		1,620		605		4,405	4		100		270	200	400

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.2020 MARKING LINE EPOXY 6-INCH (YELLOW) LF	(WHITE) LF	646.4020 MARKING LINE EPOXY 10-INCH (WHITE) LF	(2' LINE, 2' GAP) LF	646.5020 MARKING ARROW EPOXY (WHITE) TYPE 3 EACH	646.5120 MARKING WORD EPOXY (WHITE) EACH	646.7120 MARKING DIAGONAL (YELLOW) LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE) LF	646.8120 CURB EPOXY (YELLOW) LF	646.8220 ISLAND NOSE EPOXY (YELLOW) EACH
1000	301+04.26	-	303+63.08	WEST LEG	646	543	49	10	--	1	26	72	20	2
	400+00	-	401+35.28	SOUTH LEG	343	288	45	8	--	1	12	64	20	2
	402+61.69	-	403+87	NORTH LEG	793	288	40	11	--	1	39	72	20	2
	304+86.54	-	306+96.16	EAST LEG	380	442	45	10	--	1	--	72	20	2
	10+00	-	12+85.84	ROUNDABOUT	286	--	--	--	4	--	--	--	--	--
				TOTAL 1000	2,448	1,561	179	39	4	4	76	280	80	8
					4,009		217							

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 TRAFFIC CONTROL EACH
1000	2310-13-71	0.05
	TOTAL 1000	0.05

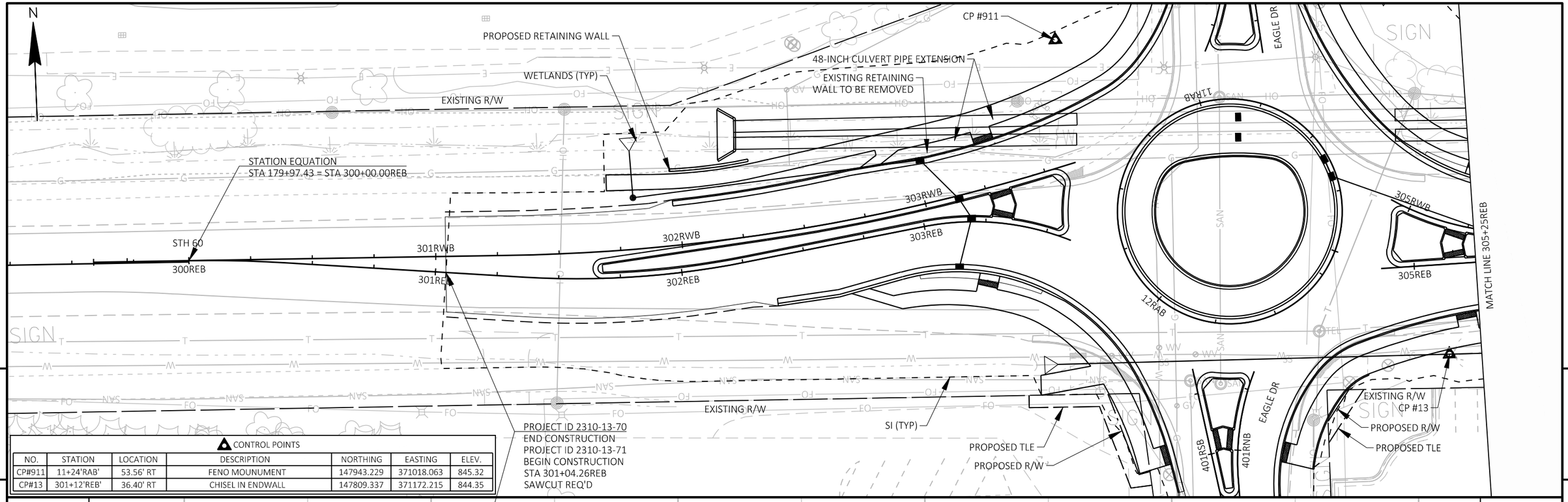
TEMPORARY PAVEMENT MARKING

CATEGORY	STAGE	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) LF	(WHITE) LF	646.9000 MARKING REMOVAL LINE 4-INCH LF
1000	STAGE 2A	600	450	235
	STAGE 3	160	125	-
	TOTAL 1000	760	575	235
		1,335		

UTILITY LINE OPENING

CATEGORY	LOCATION	SPV.0060.27 UTILITY LINE OPENING (ULO) EACH
1000	UNDISTRIBUTED	2
	TOTAL 1000	2

CATEGORY	PROJECT	618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (01. 2310-13-71) EACH
3000	2310-13-71	1
	TOTAL 3000	1

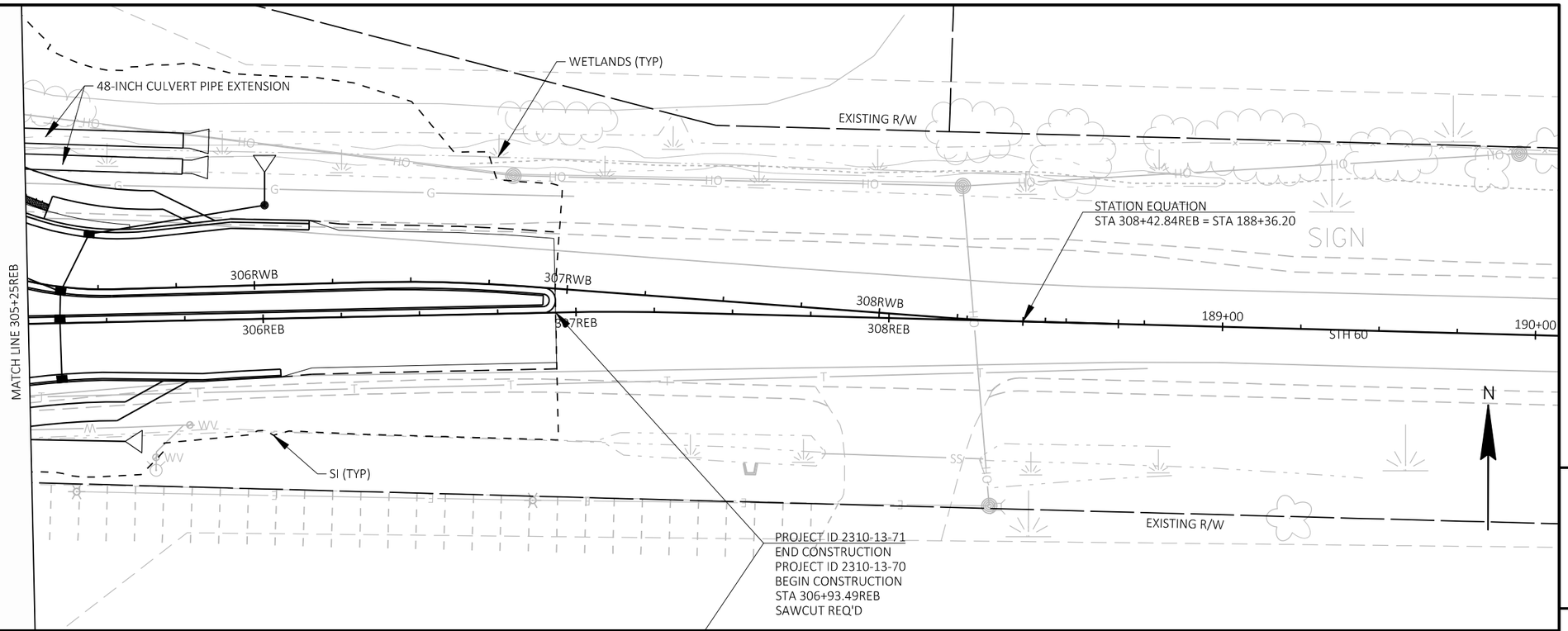


CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#911	11+24'RAB'	53.56' RT	FENO MOUNUMENT	147943.229	371018.063	845.32
CP#13	301+12'REB'	36.40' RT	CHISEL IN ENDWALL	147809.337	371172.215	844.35

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	PLAN AND PROFILE: STH 60 EASTBOUND 'REB'	SHEET 73	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\050101-PP.DWG
LAYOUT NAME - 050101-pp
PLOT DATE : 5/25/2023 1:41 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	PLAN AND PROFILE: STH 60 EASTBOUND 'REB'	SHEET 74	E

N

CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#911	11+24'RAB'	53.56' RT	FENO MOUNUMENT	147943.229	371018.063	845.32
CP#13	301+12'REB'	36.40' RT	CHISEL IN ENDWALL	147809.337	371172.215	844.35

PROPOSED RETAINING WALL
CP #911
48-INCH CULVERT PIPE EXTENSION
EXISTING RETAINING WALL TO BE REMOVED
WETLANDS (TYP)
EXISTING R/W
403RS
403R
EAGLE DR
EXISTING R/W
SIGN
11RAB
303RWB
305RWB
STH 60
301RWB
302RWB
303REB
300REB
301REB
302REB
305REB
MATCH LINE 305+75RWB
12RAB
BEGIN CONSTRUCTION
STA 301+63.66RWB
EXISTING R/W
SI (TYP)
PROPOSED TLE
PROPOSED R/W
CP #13
EXISTING R/W
PROPOSED R/W
PROPOSED TLE

VCL = 75.00
K = 41.12
VCL = 75.00
K = 56.84
STA 301+63.31
EL 847.27
STA 301+95.00
EL 846.98
LP STA 303+13.75
LP EL 846.00
STA 303+63.08
EL 846.26
STA 304+91.72
EL 845.65
LP STA 305+38.20
LP EL 845.46
'RWB' R/L EXISTING PROFILE
EXCEPTION TO VERTICAL PROFILE
SEE RAB PLAN & PROFILE SHEET
-0.90%
-1.00%
0.82%
-0.48%
-0.80%
SEE STH 60 EASTBOUND 'REB' PROFILE
'RWB' R/L FINISHED PROFILE
VPC STA 302+72.50
VPC EL 846.21
VPI STA 303+10.00
VPI EL 845.83
VPT STA 303+47.50
VPT EL 846.14
VPC STA 304+92.50
VPC EL 845.65
VPI STA 305+30.00
VPI EL 845.34
VPT STA 305+67.50
VPT EL 845.54
FINISHED PROFILE ELEVATION AT 'RWB' R/L
EXISTING PROFILE ELEVATION AT 'RWB' R/L

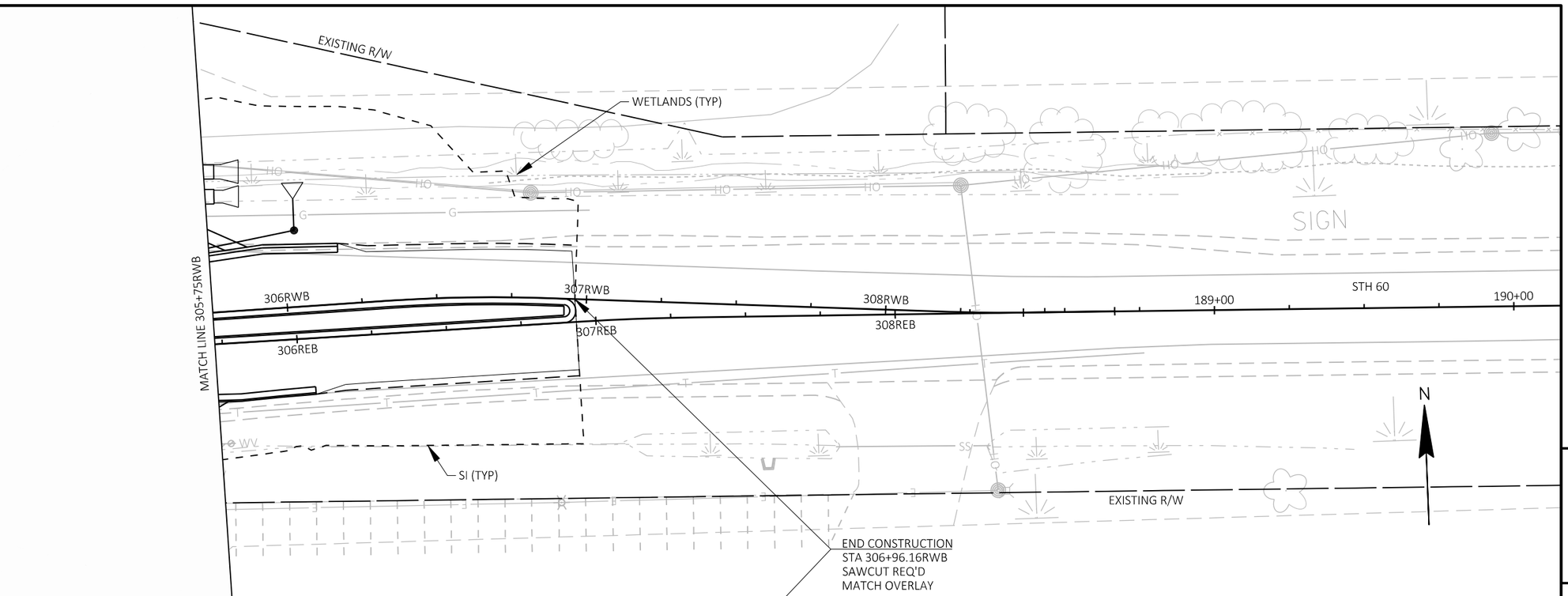
850
845
840
839

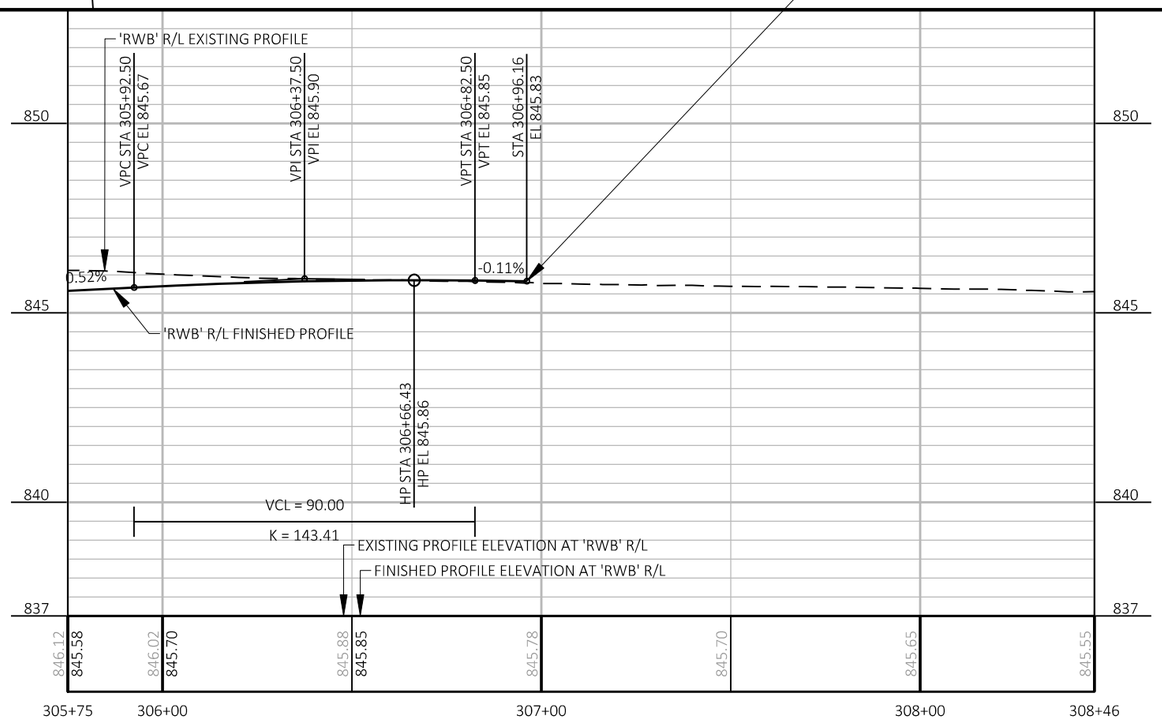
848.68	848.36	848.11	847.79	847.38	846.93	846.86	846.43	846.44	846.02	845.68	846.16	846.06	846.09	845.98	845.85	846.07	845.59	846.19	845.47	846.12	845.58

300+00 301+00 302+00 303+00 304+00 305+00 305+75

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	PLAN AND PROFILE: STH 60 WESTBOUND 'RWB'	SHEET 75	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\050101-PP.DWG
LAYOUT NAME - 050103-pp
PLOT DATE : 5/25/2023 1:41 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	PLAN AND PROFILE: STH 60 WESTBOUND 'RWB'	SHEET 76	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\050101-PP.DWG
LAYOUT NAME - 050104-pp

PLOT DATE : 5/25/2023 1:41 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

CONTROL POINTS						
NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#911	11+24'RAB'	53.56' RT	FENO MOUNUMENT	147943.229	371018.063	845.32
CP#13	301+12'REB'	36.40' RT	CHISEL IN ENDWALL	147809.337	371172.215	844.35

N

PROPOSED TLE
PROPOSED R/W
EXISTING R/W
EAGLE DR
401RSB
401RNB
400RNB
12RAB
STH 60
CP #911
11RAB
403RSB
403RNB
404RSB
404RNB
405RSB
405RNB
EAGLE DR
EXISTING R/W
EXISTING R/W
PROPOSED R/W
PROPOSED TLE
BEGIN PROJECT
STA 400+00.00RNB
SAWCUT REQ'D
MATCH EXISTING
305REB
305RWB
STH 60
CP #13
SI (TYP)
WETLANDS (TYP)
EXISTING R/W
END PROJECT
STA 403+89.48RNB
SAWCUT REQ'D
MATCH EXISTING

VCL = 100.00
K = 77.80
VCL = 75.00
K = 33.62
STA 400+00.00
EL 845.89
LP STA 400+63.90
LP EL 845.66
STA 401+32.77
EL 845.97
STA 402+61.68
EL 845.83
LP STA 403+09.00
LP EL 845.56
STA 403+89.49
EL 846.35
EXCEPTION TO VERTICAL PROFILE
SEE RAB PLAN & PROFILE SHEET
'RNB' R/L FINISHED PROFILE
'RNB' R/L EXISTING PROFILE
-0.50%
0.79%
-0.10%
-0.79%
1.44%
0.80%
VPC STA 400+25.00
VPC EL 845.76
VPI STA 400+75.00
VPI EL 845.51
VPT STA 401+25.00
VPT EL 845.90
VPC STA 402+82.50
VPC EL 845.67
VPI STA 403+20.00
VPI EL 845.37
VPT STA 403+57.50
VPT EL 845.91
STA 403+85.00
EL 846.31
EXISTING PROFILE ELEVATION AT 'RNB' R/L
FINISHED PROFILE ELEVATION AT 'RNB' R/L

850
845
840
839

| | | | | | |

CONTROL POINTS						
NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#911	11+24'RAB'	53.56' RT	FENO MOUNUMENT	147943.229	371018.063	845.32
CP#13	301+12'REB'	36.40' RT	CHISEL IN ENDWALL	147809.337	371172.215	844.35

N

STH 60

CP #911

PROPOSED TLE
PROPOSED R/W

EXISTING R/W

EAGLE DR

401RSB
401RNB
400RNB

12RAB

11RAB

403RSB
403RNB
404RSB
404RNB
405RSB
405RNB

EAGLE DR

EXISTING R/W

EXISTING R/W

BEGIN CONSTRUCTION
STA 400+81.00RSB
SAWCUT REQ'D
MATCH EXISTING

PROPOSED R/W
PROPOSED TLE

CP #13

STH 60

305REB

30SRAB

WETLANDS (TYP)

SI (TYP)

END CONSTRUCTION
STA 403+91.21RSB
SAWCUT REQ'D
MATCH EXISTING

EXISTING R/W

5

5

VCL = 75.00
K = 43.26

STA 400+81.00
EL 845.56

STA 401+35.28
EL 846.05

STA 402+63.86
EL 845.96

LP STA 403+09.98
LP EL 845.74

STA 403+91.21
EL 846.32

EXCEPTION TO VERTICAL PROFILE
SEE RAB PLAN & PROFILE SHEET

0.91%
0.07%
-0.75%
0.98%
0.80%

'RSB' R/L FINISHED PROFILE
'RSB' R/L EXISTING PROFILE
SEE EAGLE DR NORTHBOUND 'RNB' PROFILE

VPC STA 402+77.50
VPC EL 845.86

VPI STA 403+15.00
VPI EL 845.58

VPT STA 403+52.50
VPT EL 845.95

STA 403+85.00
EL 846.27

FINISHED PROFILE ELEVATION AT 'RSB' R/L
EXISTING PROFILE ELEVATION AT 'RSB' R/L

850
845
840
839

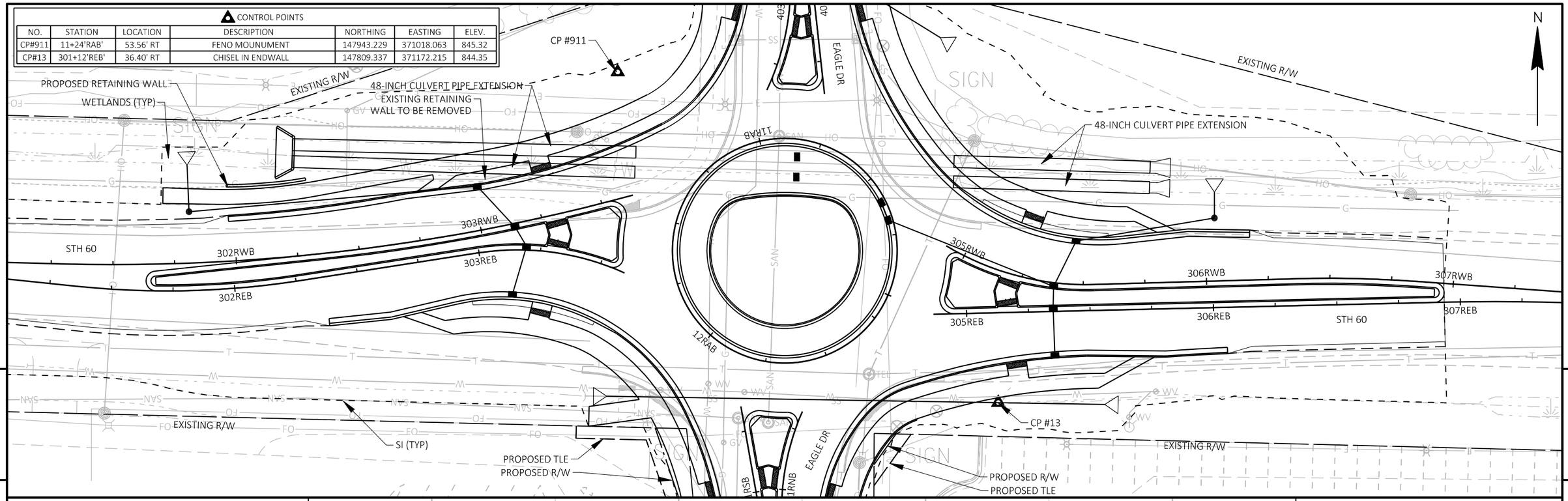
845.84	845.72	845.70	845.73	845.85	846.04	846.24	846.01	845.81	845.97	845.71	845.75	846.01	845.92	846.39	846.63	846.96

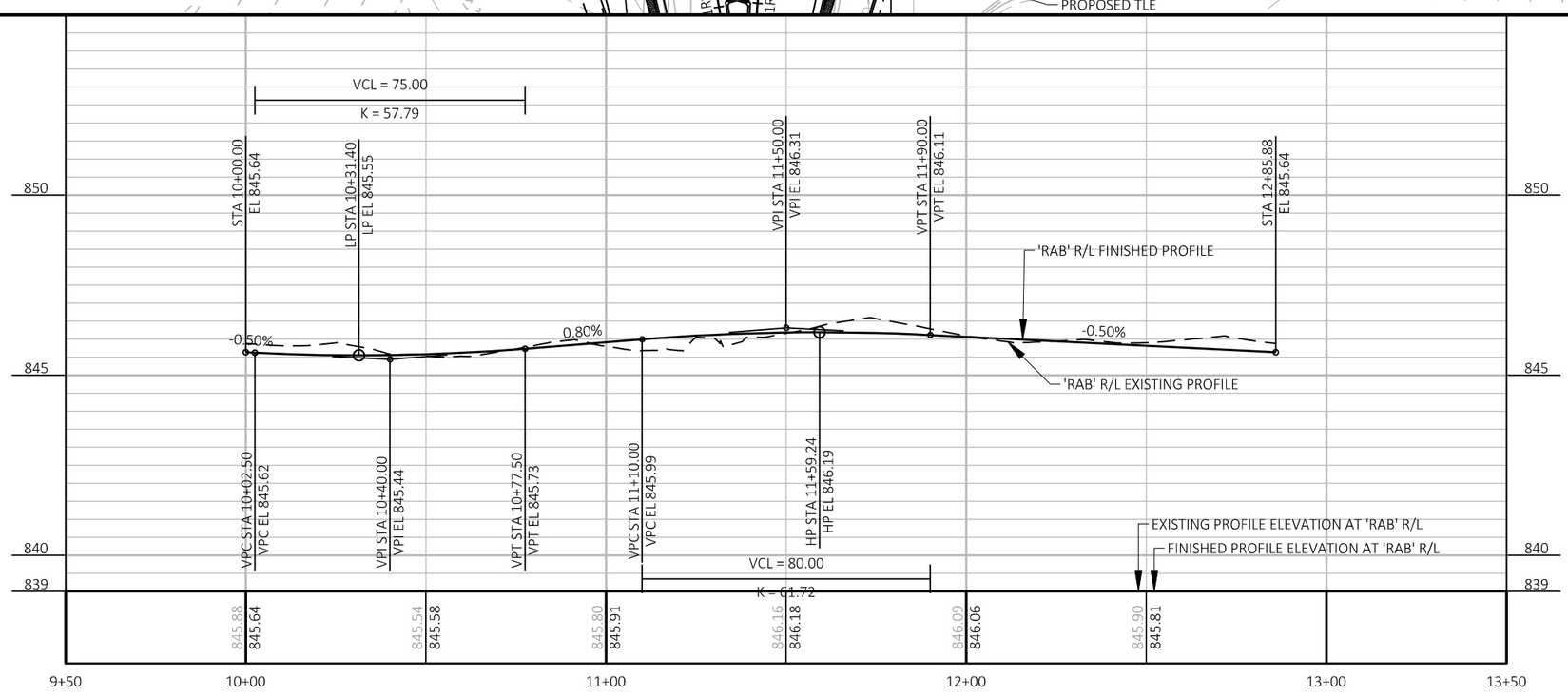
400+10 401+00 402+00 403+00 404+00 405+01

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	PLAN AND PROFILE: EAGLE DR SOUTHBOUND 'RSB'	SHEET 78 E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\050101-PP.DWG
LAYOUT NAME - 050106-pp
PLOT DATE : 5/25/2023 1:41 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

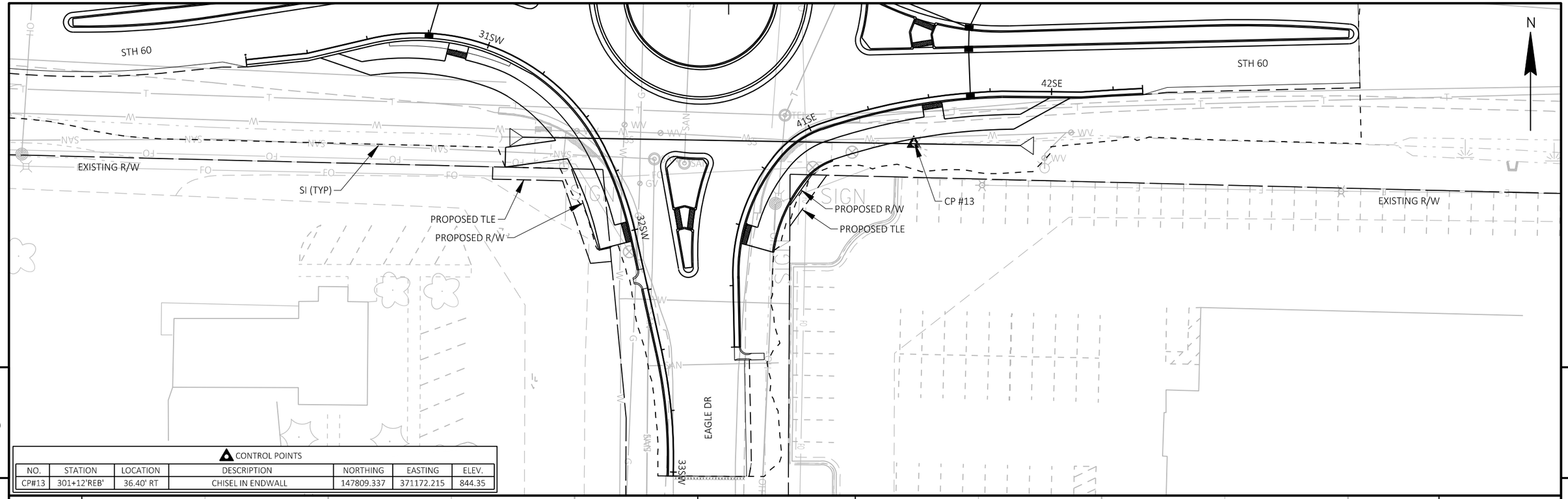
CONTROL POINTS						
NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#911	11+24'RAB'	53.56' RT	FENO MOUNUMENT	147943.229	371018.063	845.32
CP#13	301+12'REB'	36.40' RT	CHISEL IN ENDWALL	147809.337	371172.215	844.35





PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	PLAN AND PROFILE: ROUNDABOUT 'RAB'	SHEET 79	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\050101-PP.DWG
LAYOUT NAME - 050107-pp
PLOT DATE : 5/25/2023 1:41 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

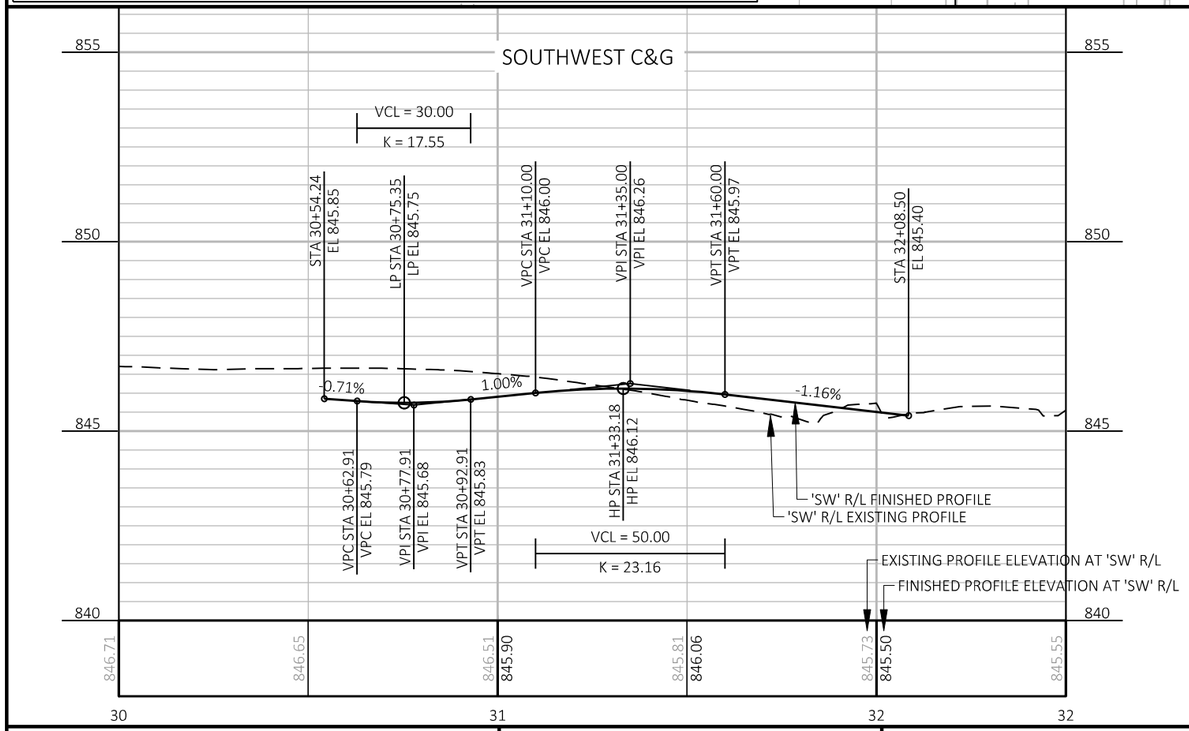


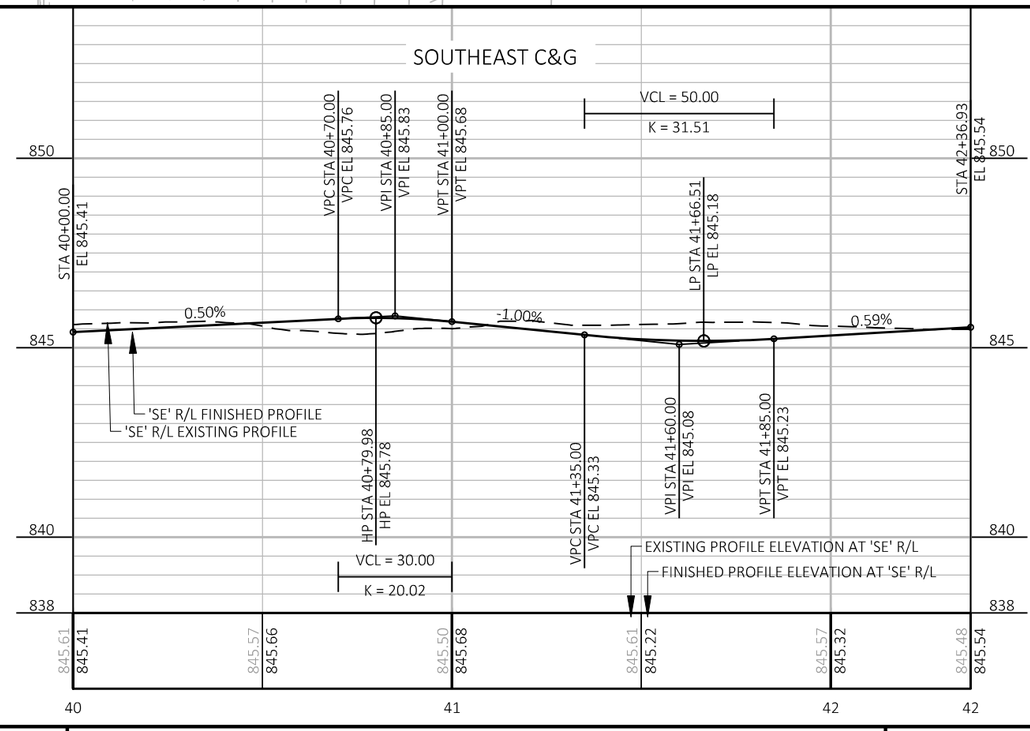
5

5

CONTROL POINTS

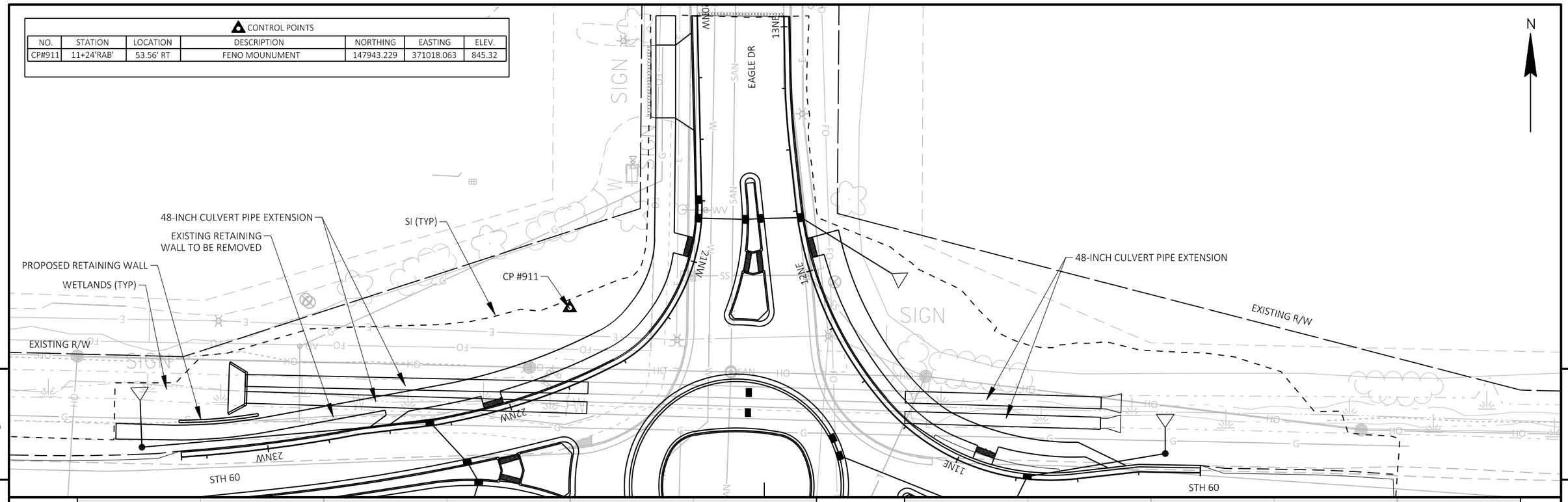
NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#13	301+12'REB'	36.40' RT	CHISEL IN ENDWALL	147809.337	371172.215	844.35

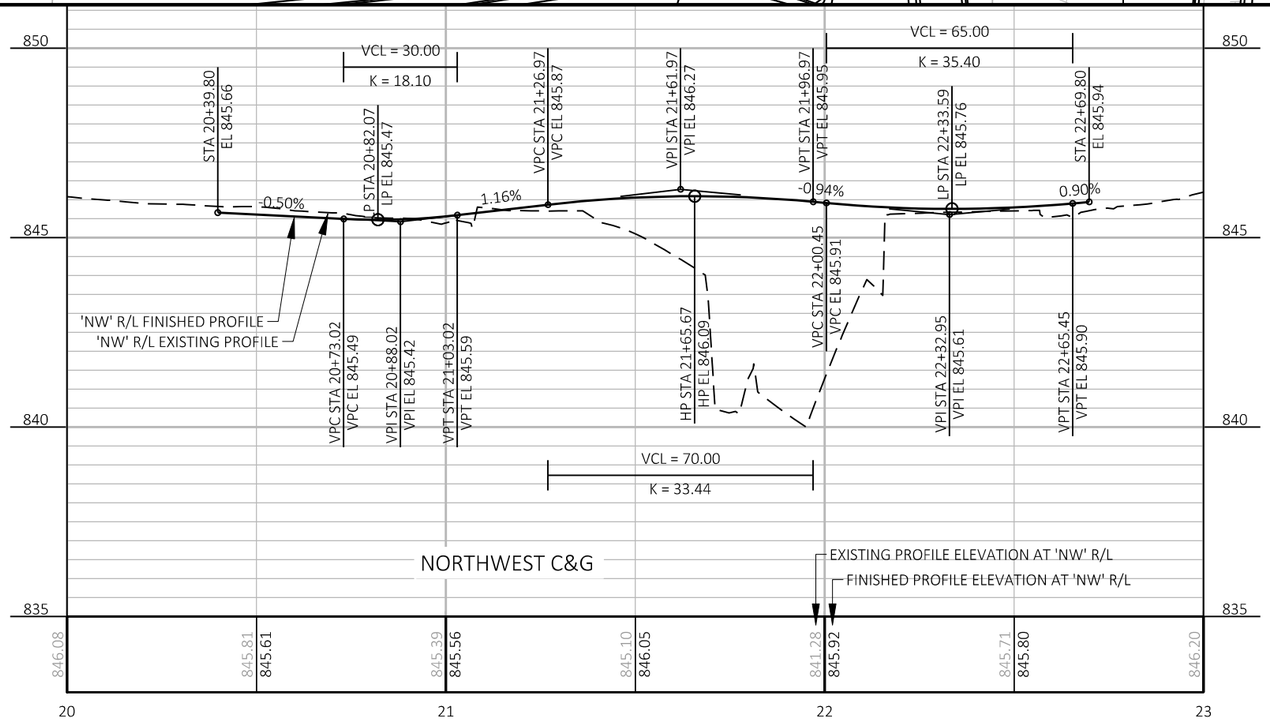


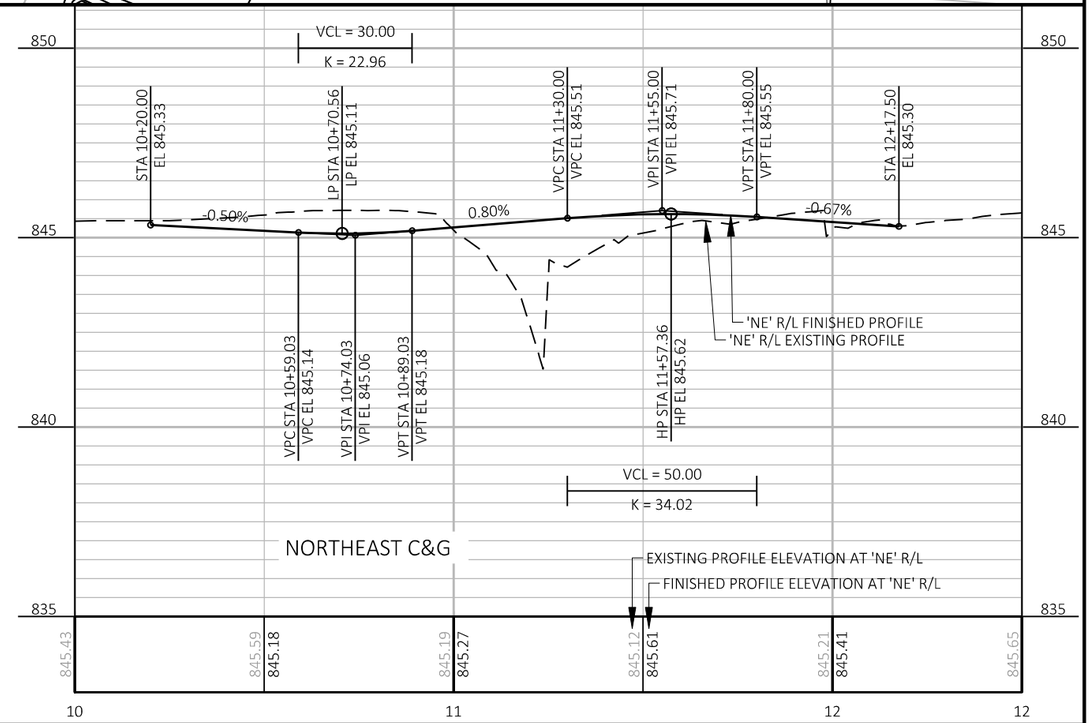


PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	PLAN AND PROFILE: SOUTH C&G	SHEET 80	E

CONTROL POINTS						
NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#911	11+24'RAB'	53.56' RT	FENO MOUNUMENT	147943.229	371018.063	845.32







PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	PLAN AND PROFILE: NORTH C&G	SHEET 81	E

Standard Detail Drawing List

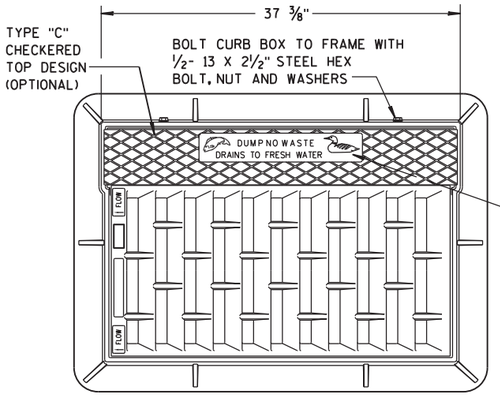
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
08E05-02	SODDED BACKSLOPE FLUME AND INTERCEPTING EMBANKMENT
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F10-02	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09B02-10	CONDUIT
09B16-02	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
11B02-02	CONCRETE MEDIAN NOSE
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15A01-13B	FLEXIBLE MARKER POST FOR RIGHT-OF-WAY
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
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
15C07-15D	ROUNDABOUT ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
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
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
15D40-05A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

6

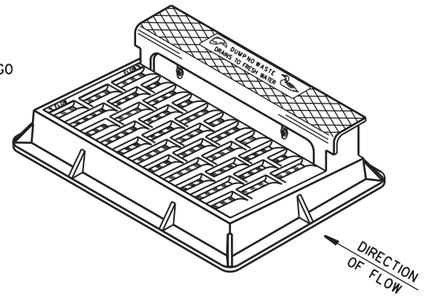
Standard Detail Drawing List

15D40-05B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND OVER
15D40-05C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-05D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING

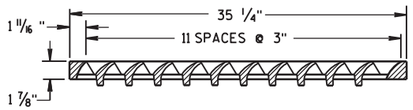
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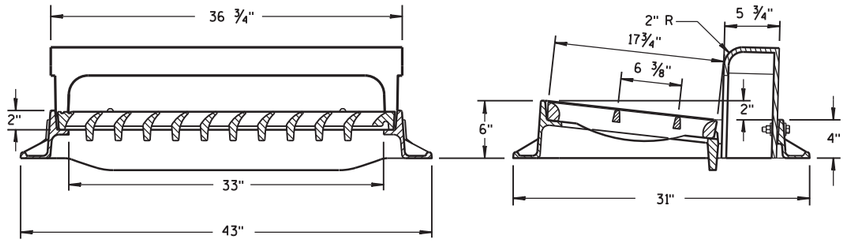


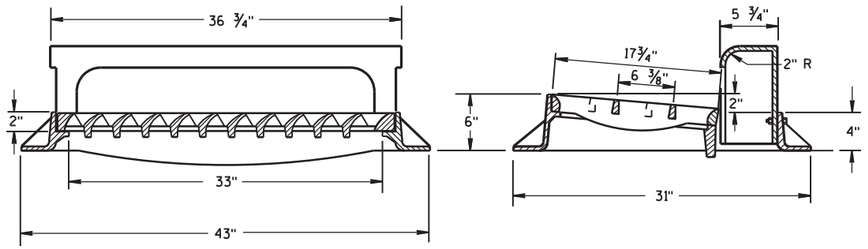
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

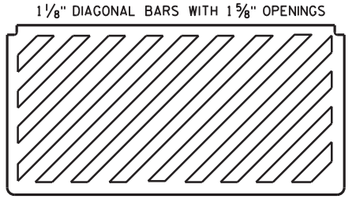






TYPE "H"

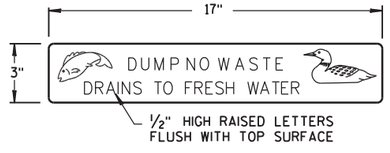
NOTE: EITHER CASTING IS ACCEPTABLE



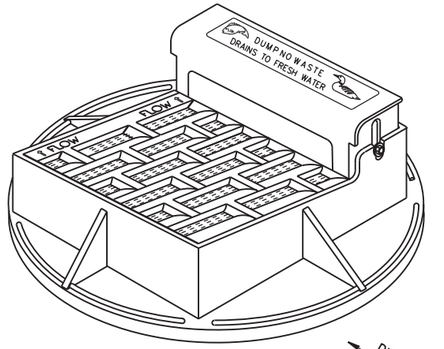
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

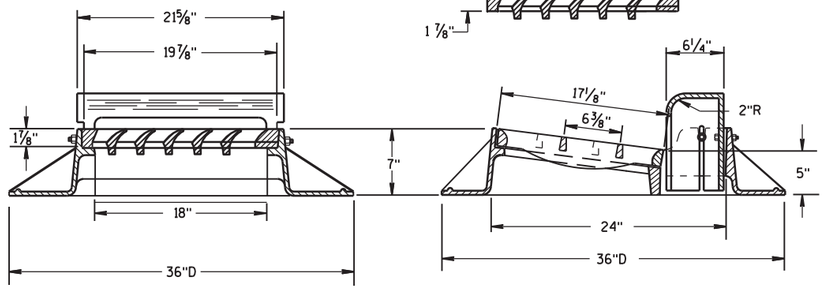


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



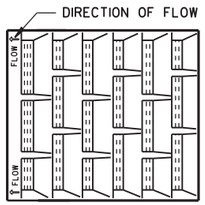
TYPE "A"

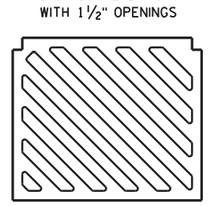
GENERAL NOTES

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.

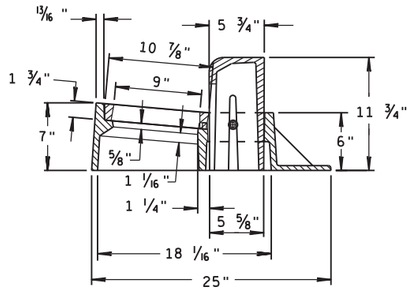


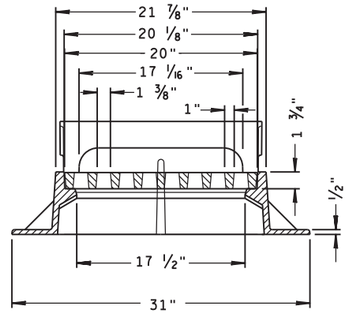


SPECIAL GRATE FOR TYPE "A" COVER

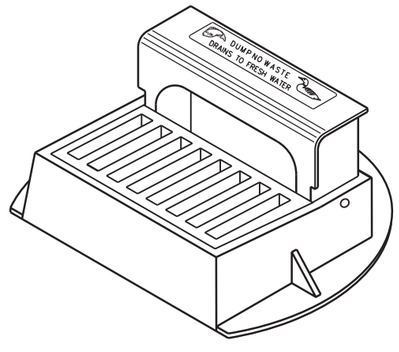
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



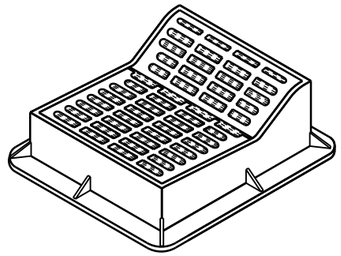
INLET COVERS TYPE A, H, A-S, H-S & Z

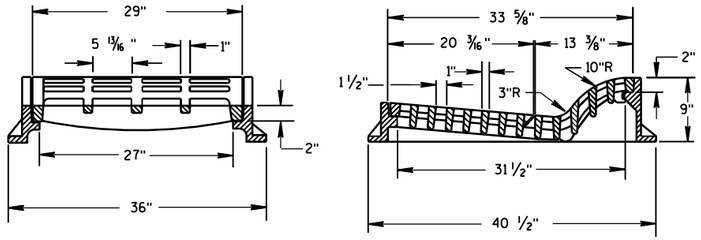
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

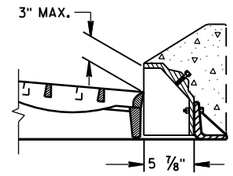
S.D.D. 8 A 5-19a





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

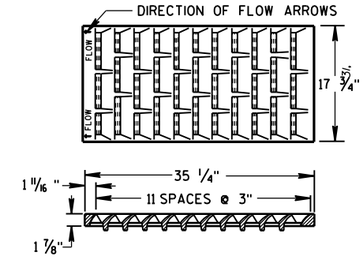
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

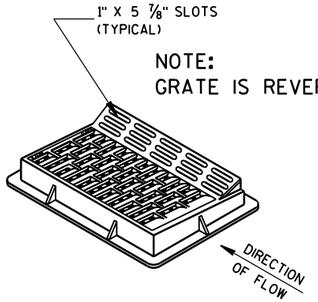
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

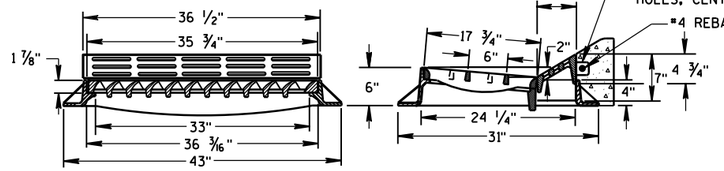
GENERAL NOTES

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.



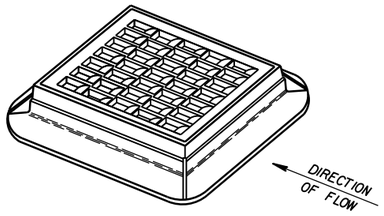


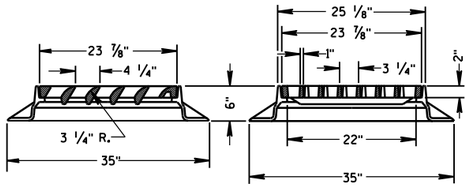


TYPE "HM"

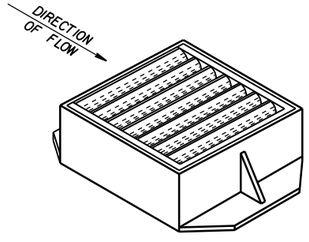
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

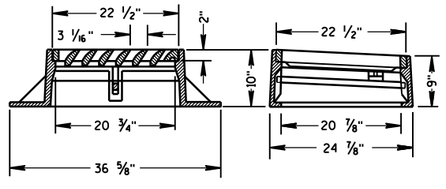
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



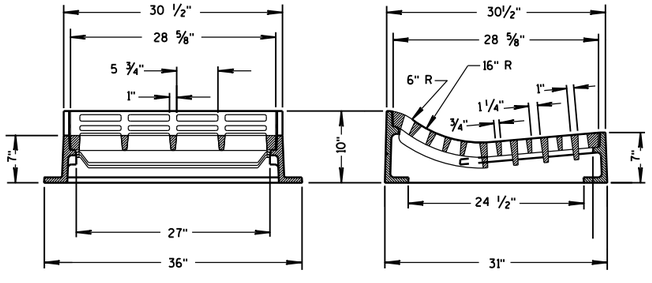


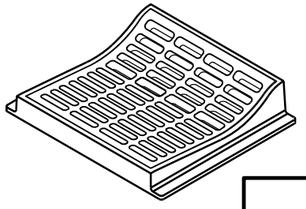
TYPE "S"





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

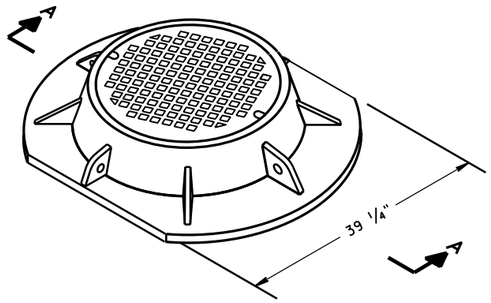
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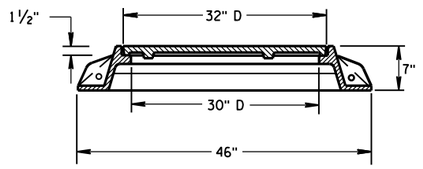
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S.D.D. 8 A 5-19c

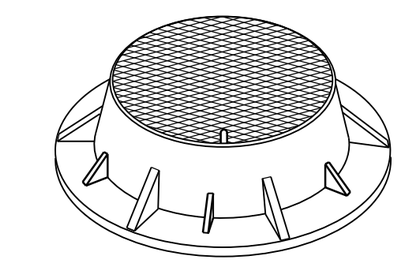
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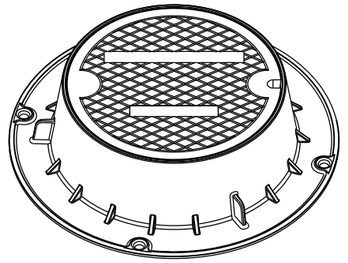
S.D.D. 8 A 5-19c

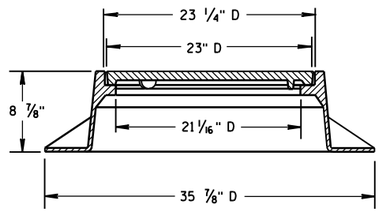


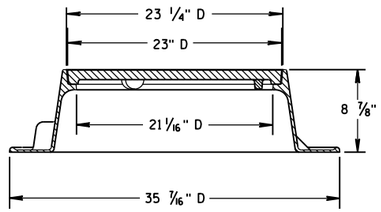


SECTION A-A
TYPE "K"









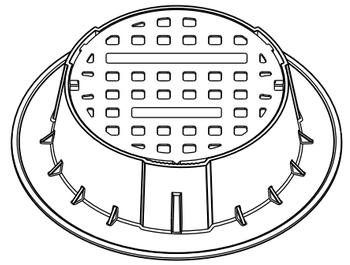
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

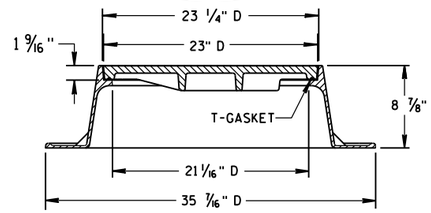
GENERAL NOTES

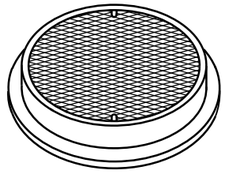
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

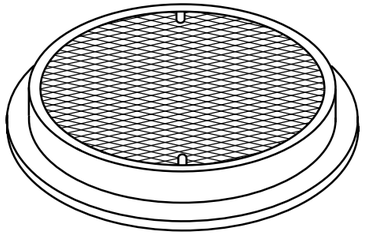
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

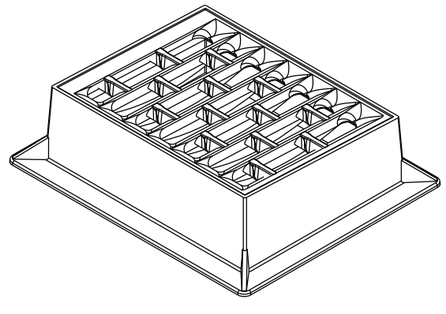
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

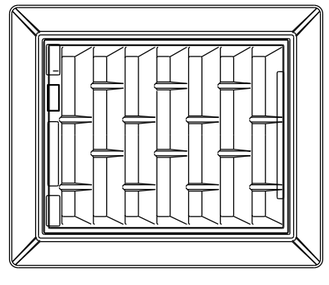


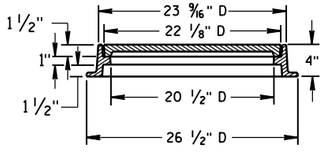




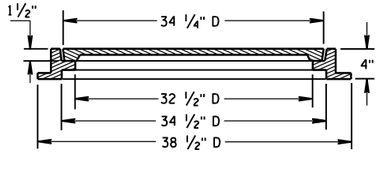




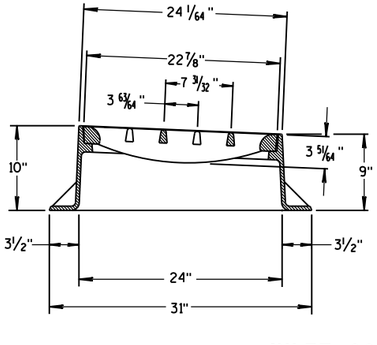


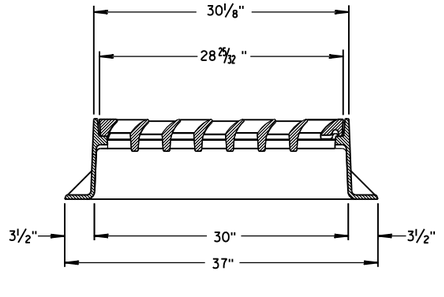


TYPE "L"

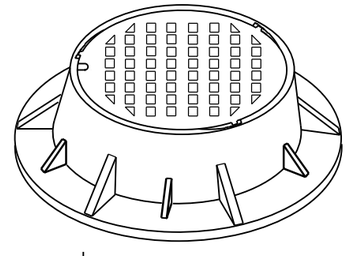


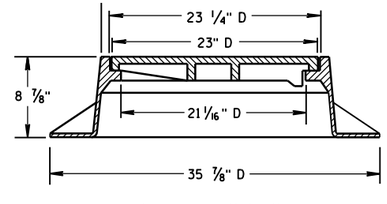
TYPE "M"





INLET COVER TYPE "BW"





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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

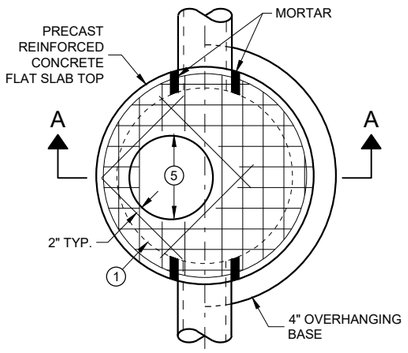
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

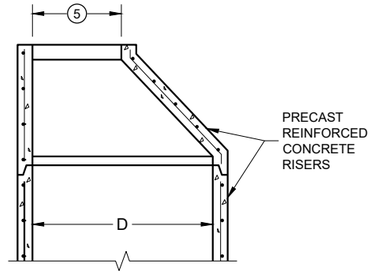
S.D.D. 8 A 5-19d

6

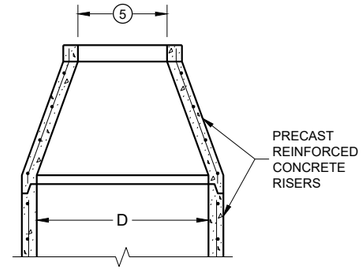
S.D.D. 8 A 5-19d



PLAN VIEW
CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

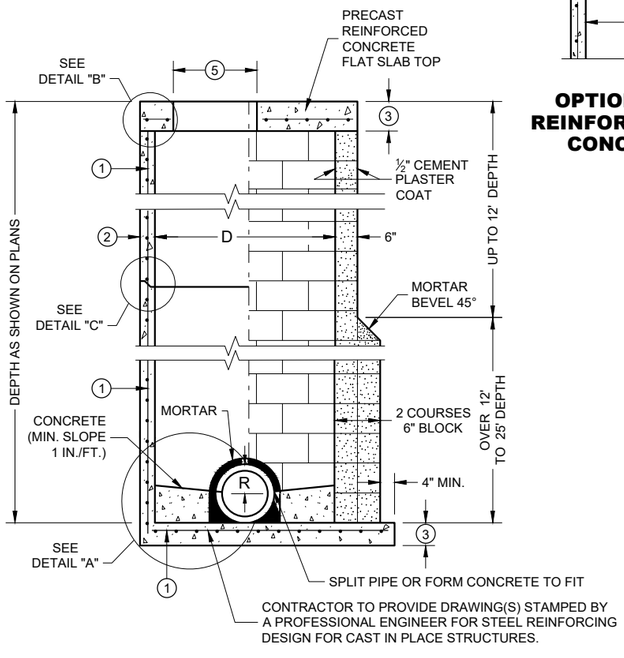
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

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

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

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

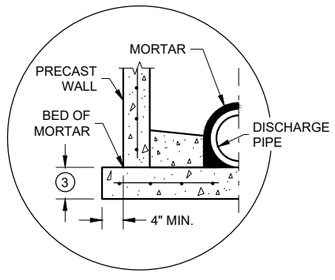
(5) SEE MANHOLE COVER OPENING MATRIX.



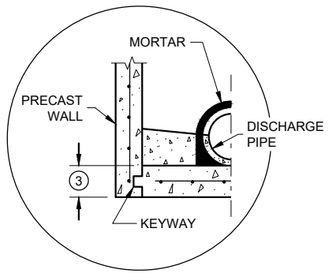
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

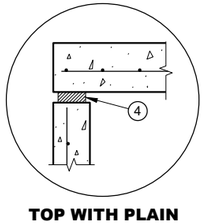


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

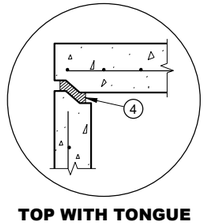


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

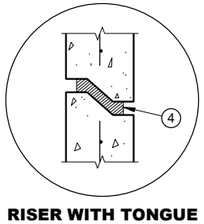


TOP WITH PLAIN END JOINT



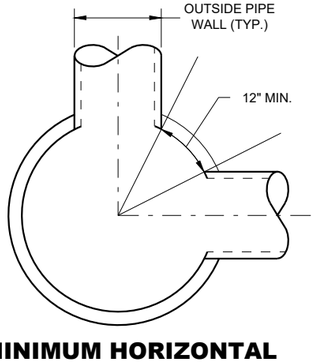
TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"



MINIMUM HORIZONTAL PIPE SEPARATION

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

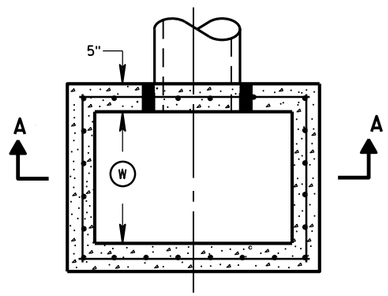
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

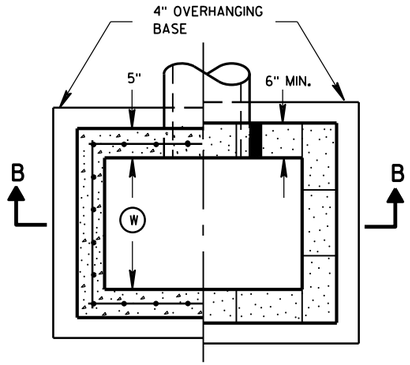
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

6

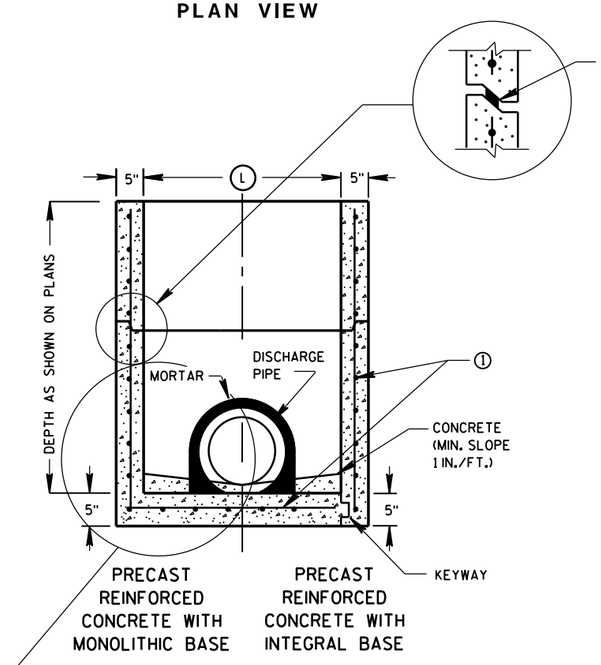
SDD 08B09 - 03



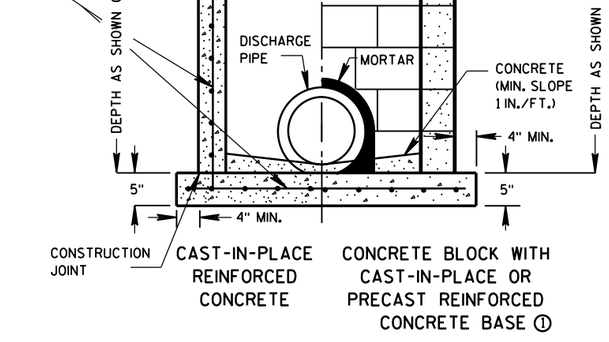
PLAN VIEW



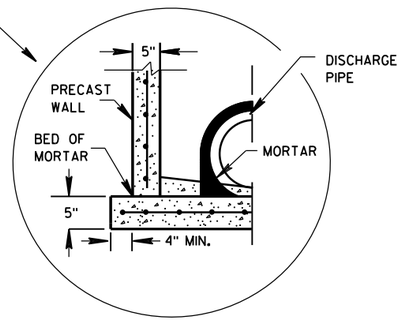
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

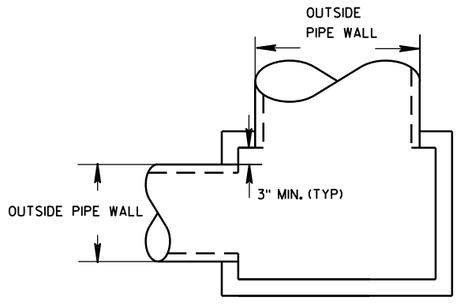
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

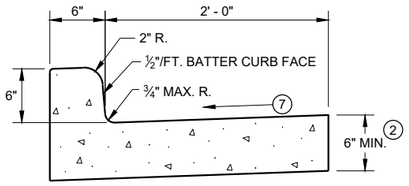
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

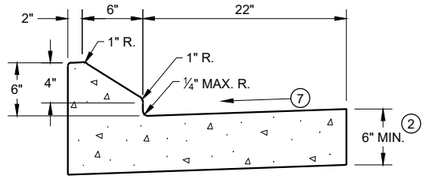
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

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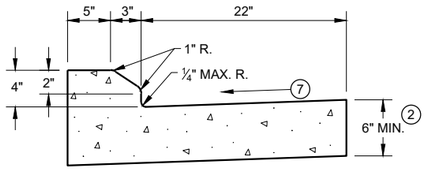
S.D.D. 8 C 7-2



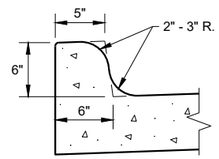
TYPES A (1) & D



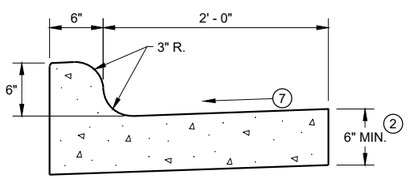
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

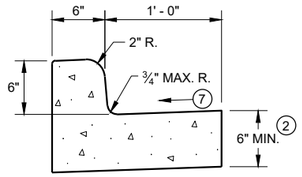


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



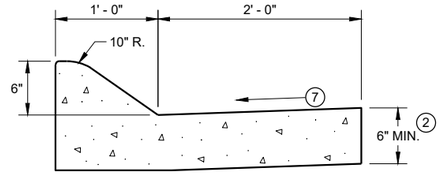
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

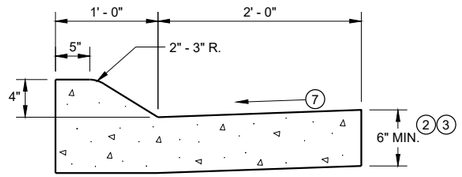


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

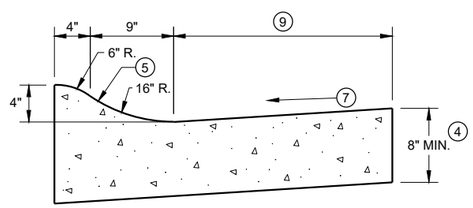


6" SLOPED CURB TYPES A (1) & D



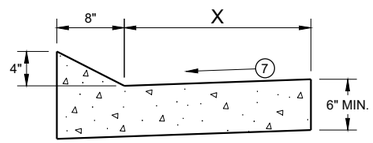
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

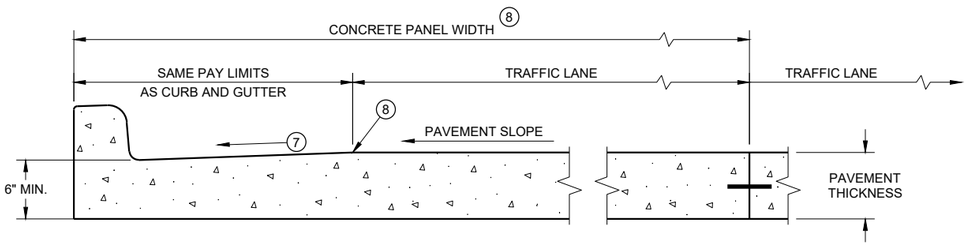


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

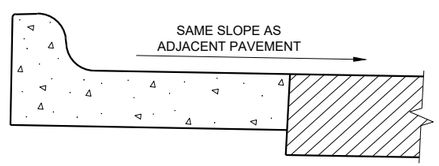
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

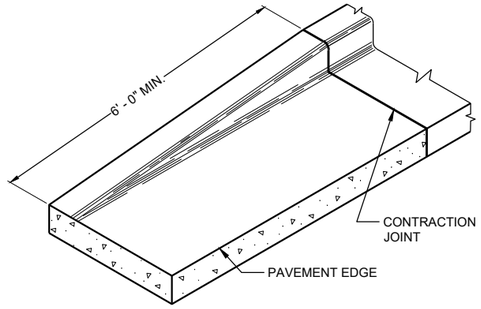
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

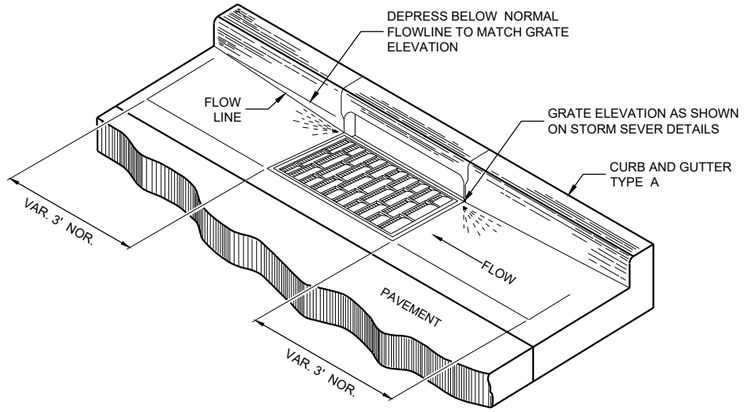
CONCRETE CURB AND GUTTER

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.

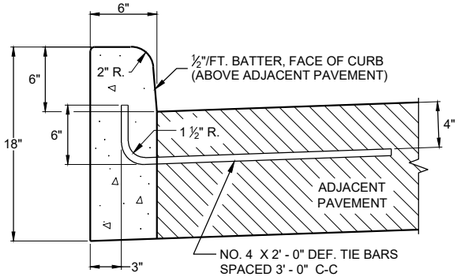
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

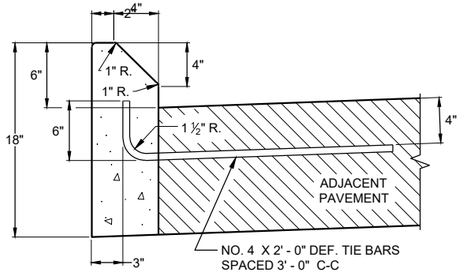
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

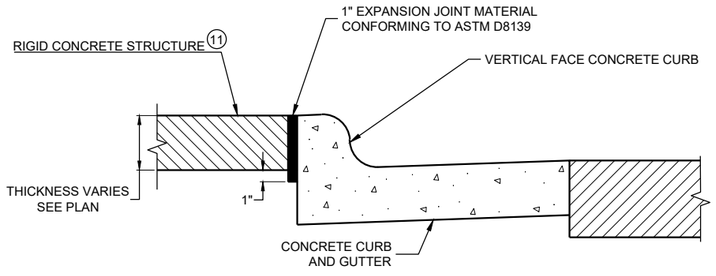


TYPES A (1) & D

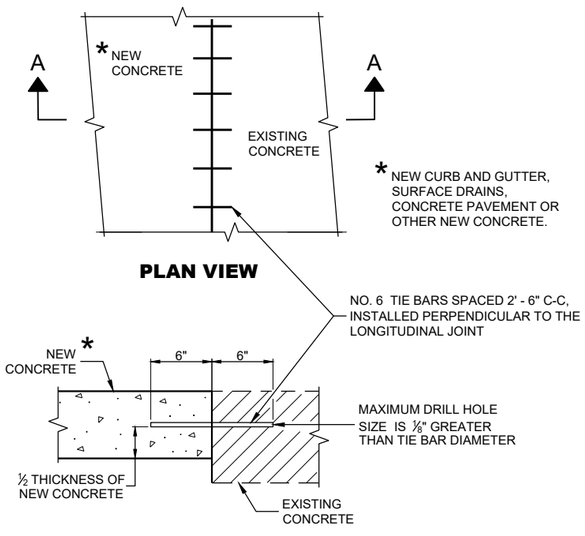


TYPES G (1) & J

CONCRETE CURB



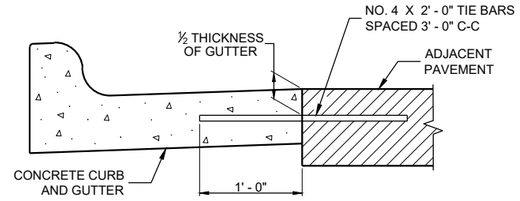
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



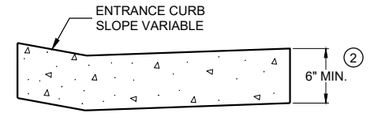
PLAN VIEW

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

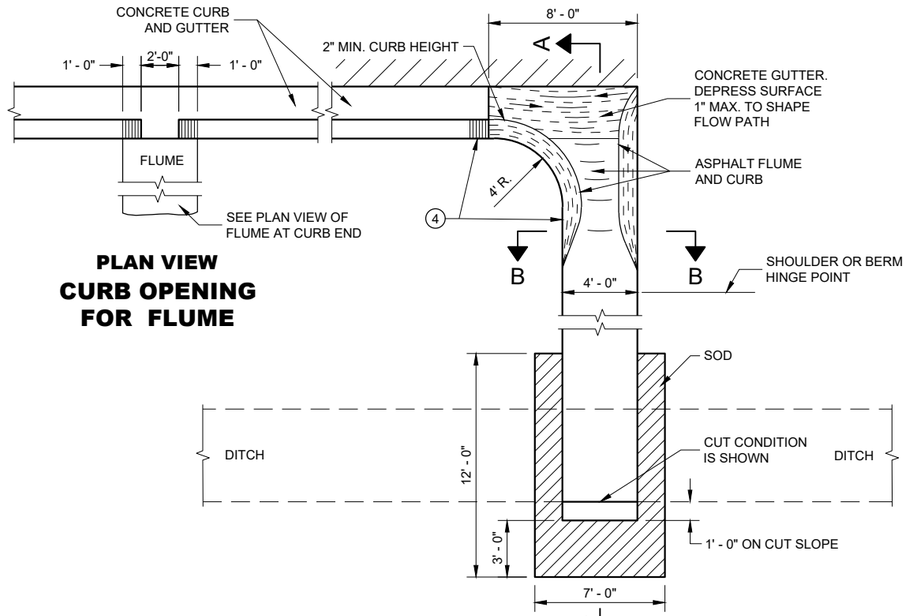
FHWA

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SDD08D01 - 23b

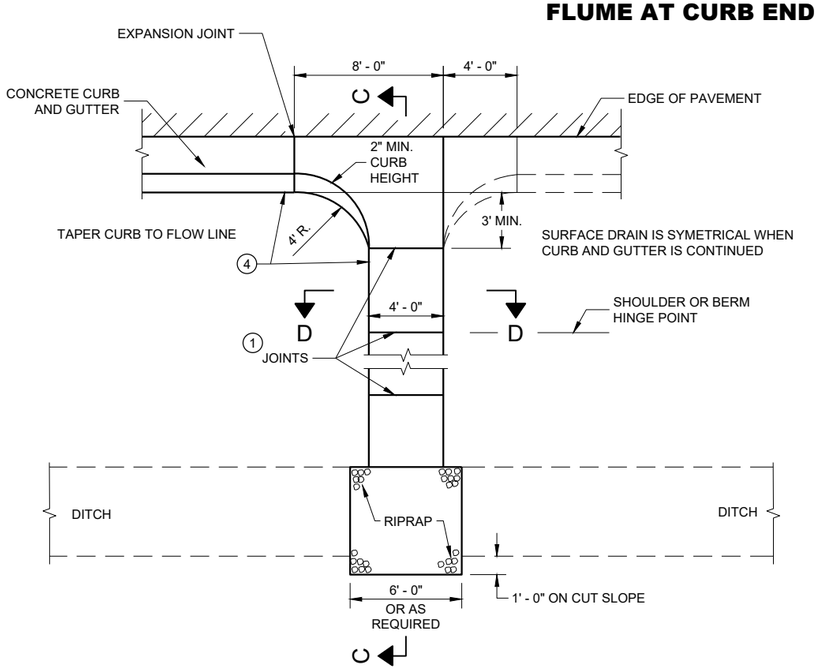
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



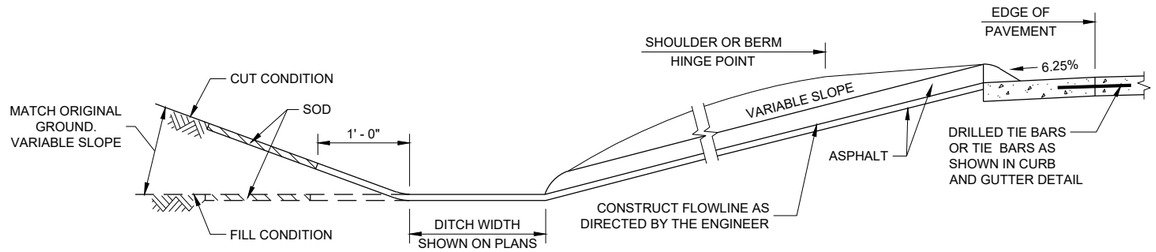
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

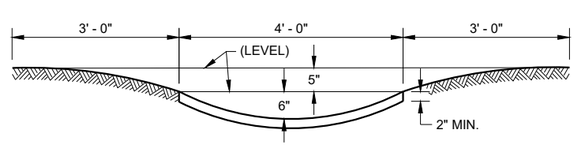
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

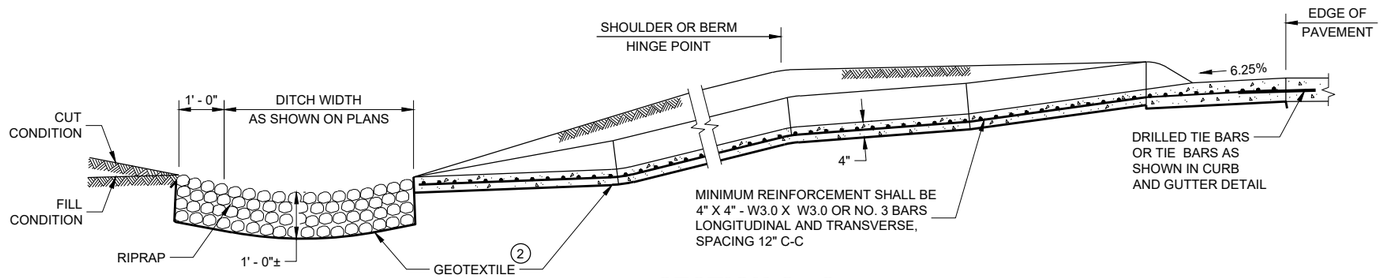
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



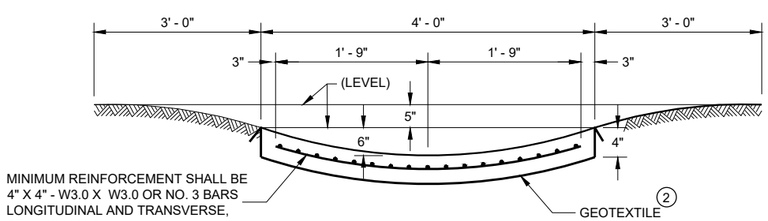
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

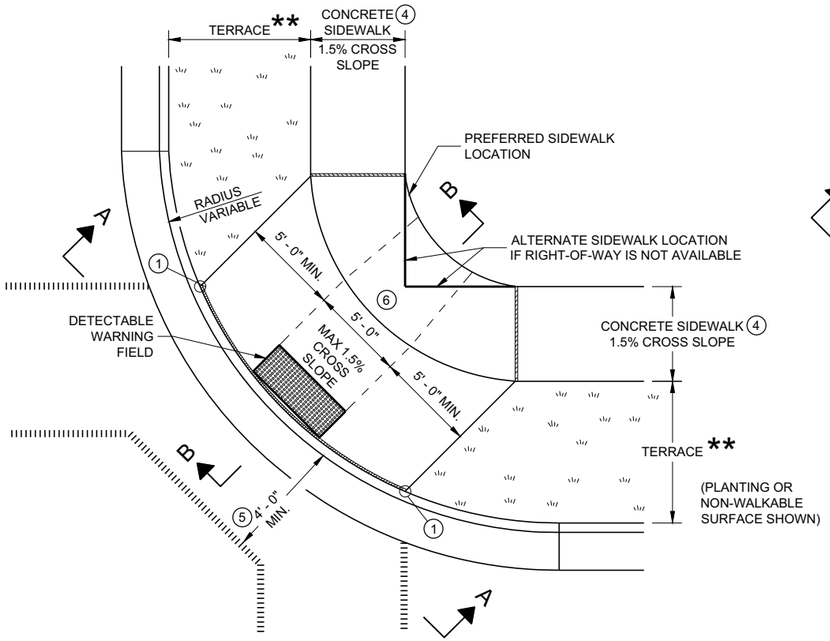
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

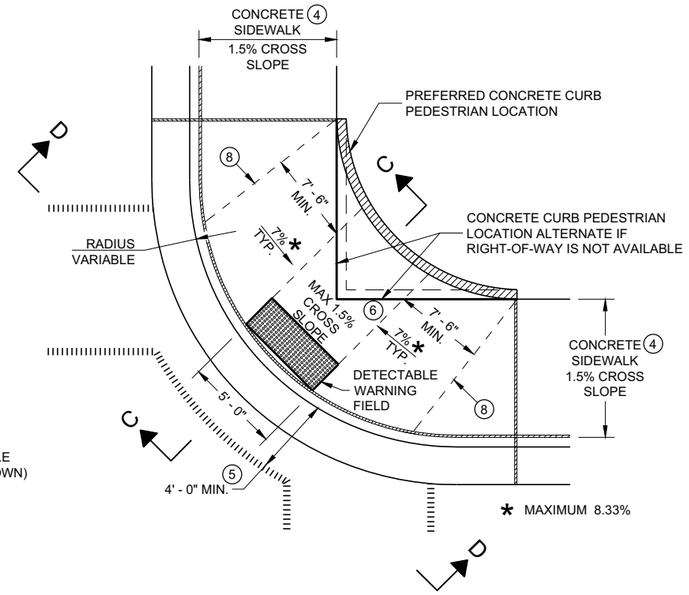
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SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

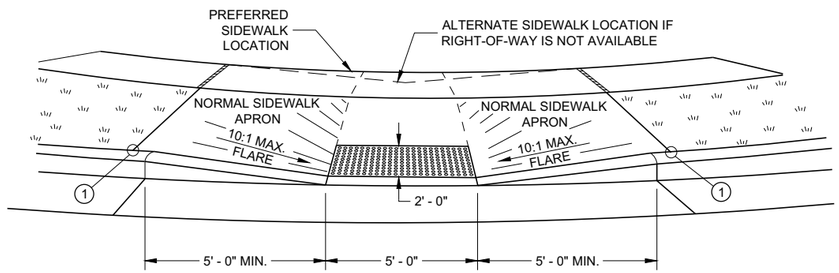
(CENTER OF CORNER RADIUS)



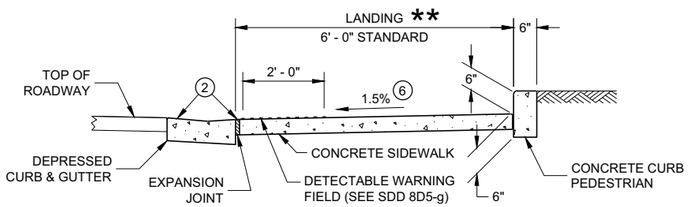
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

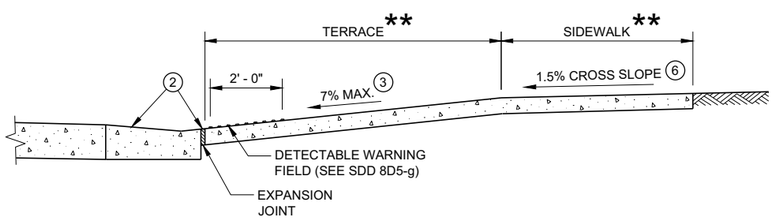


VIEW A - A FOR TYPE 1

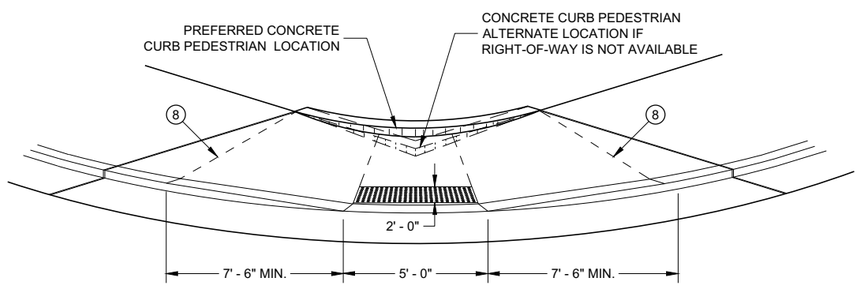


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

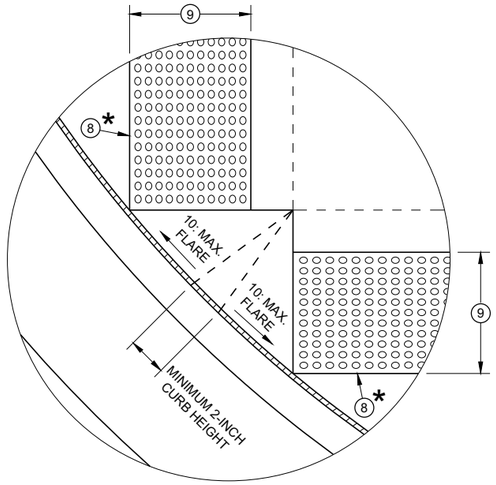
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

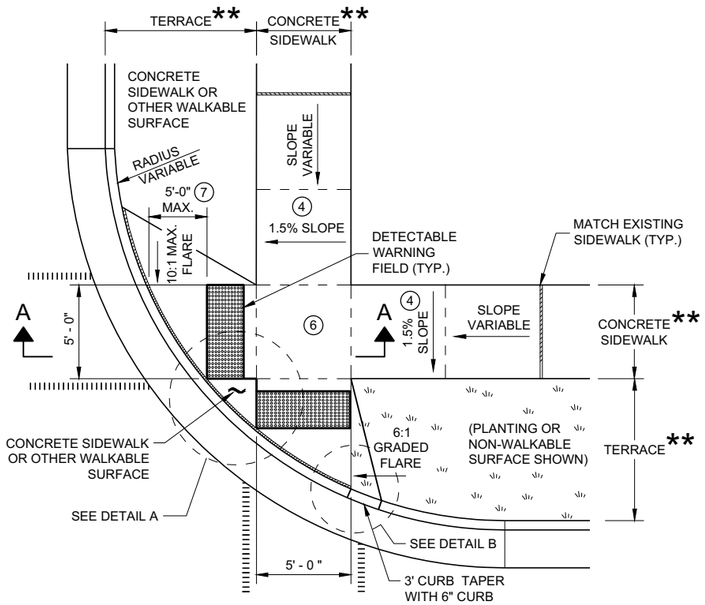
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20a



DETAIL A



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

GENERAL NOTES

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

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

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

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

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

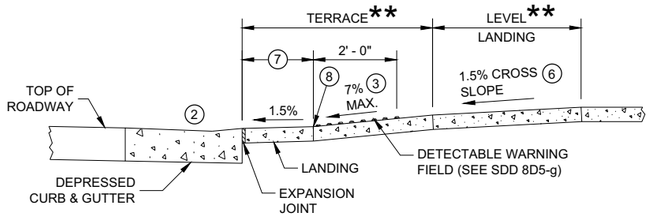
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

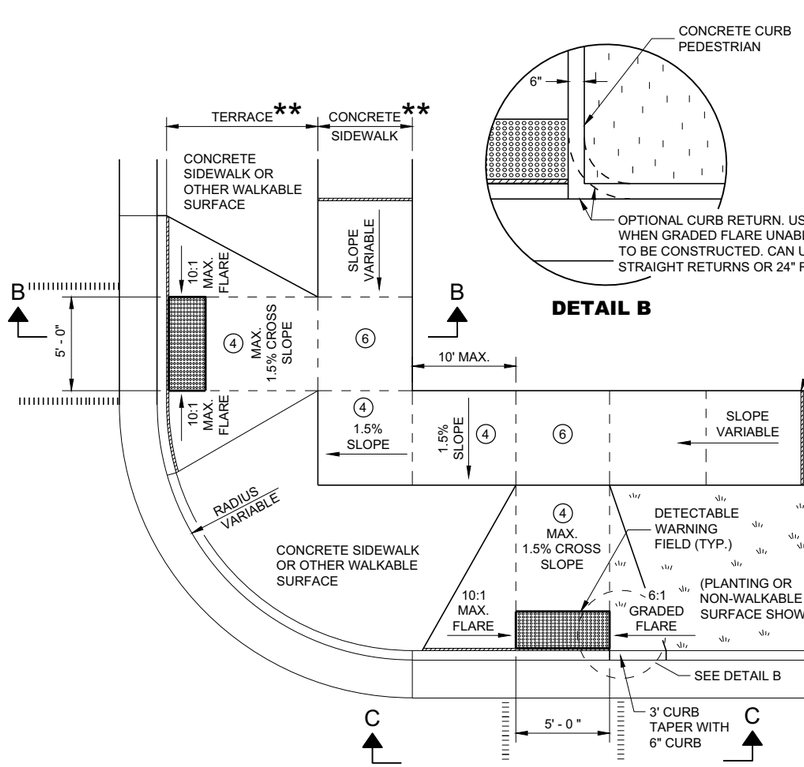
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

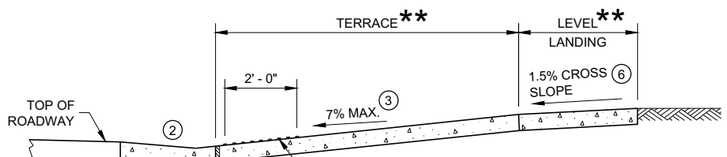
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

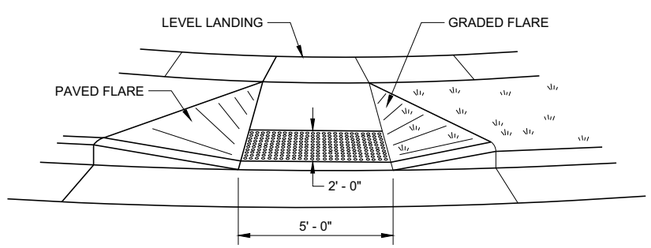
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

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



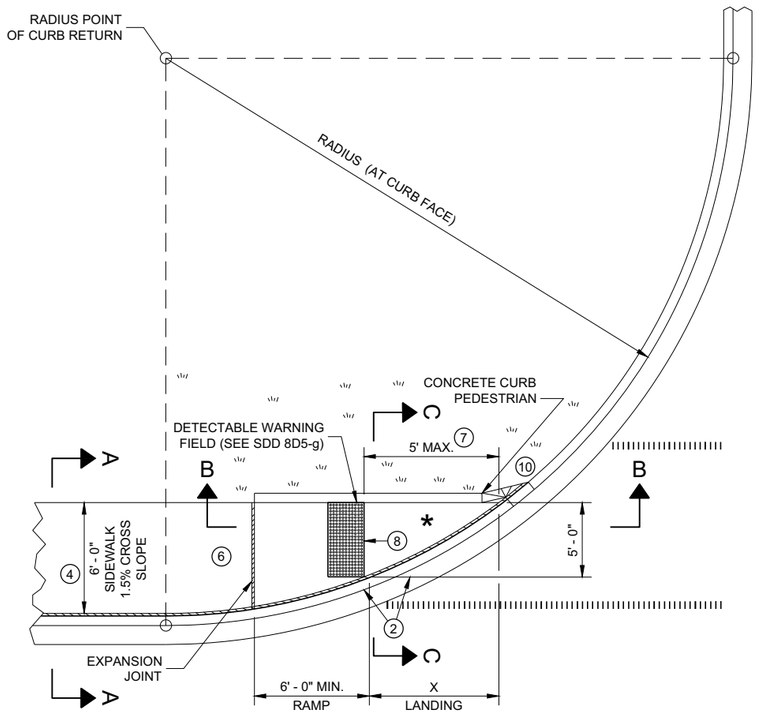
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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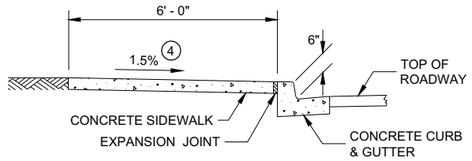


PLAN VIEW

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.

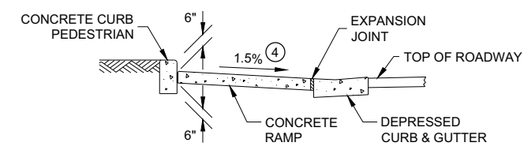
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

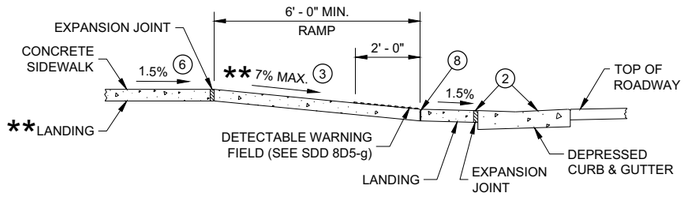
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



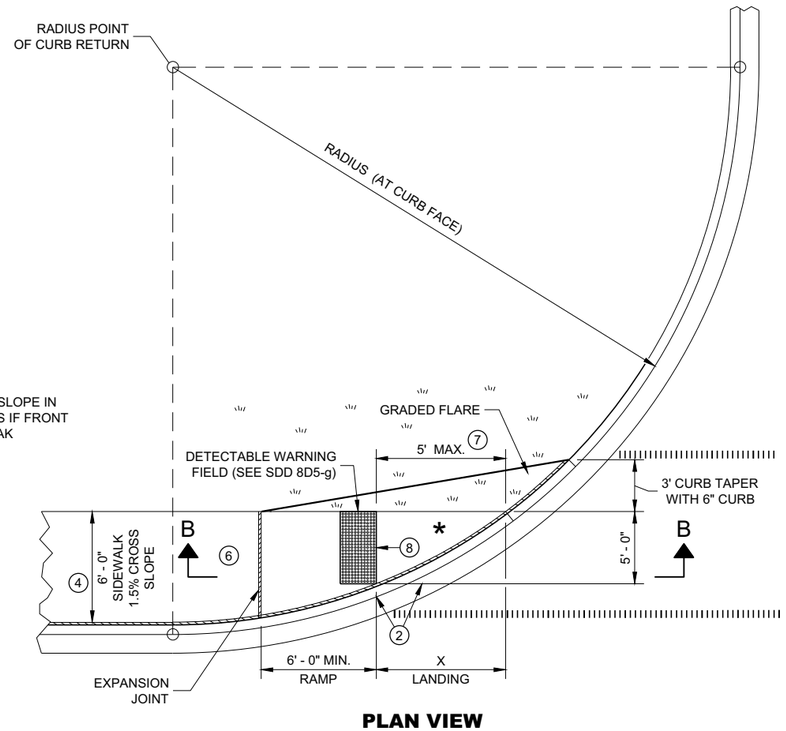
SECTION C - C FOR TYPE 4A



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

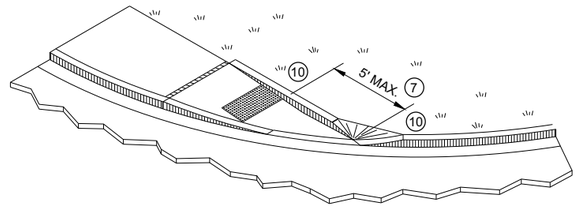
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

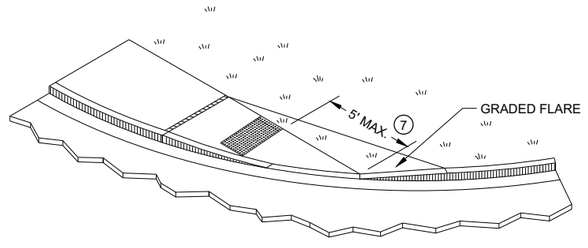


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



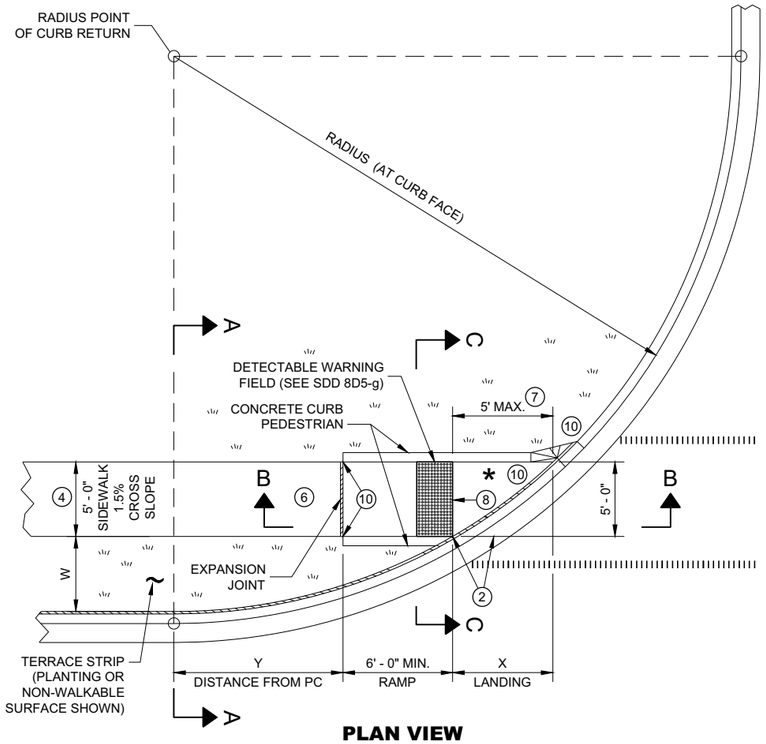
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

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.

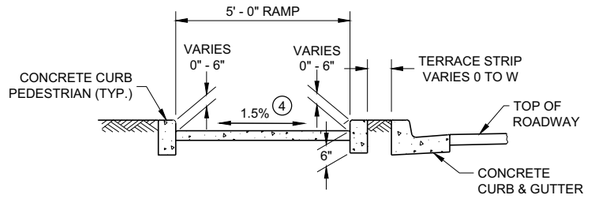
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

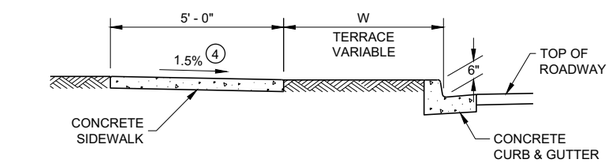
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

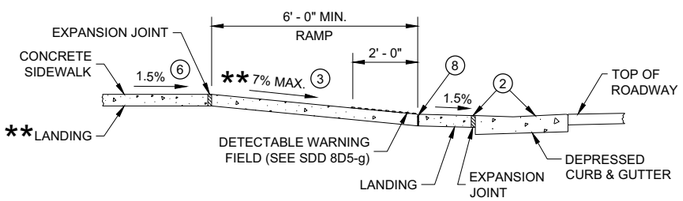
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B

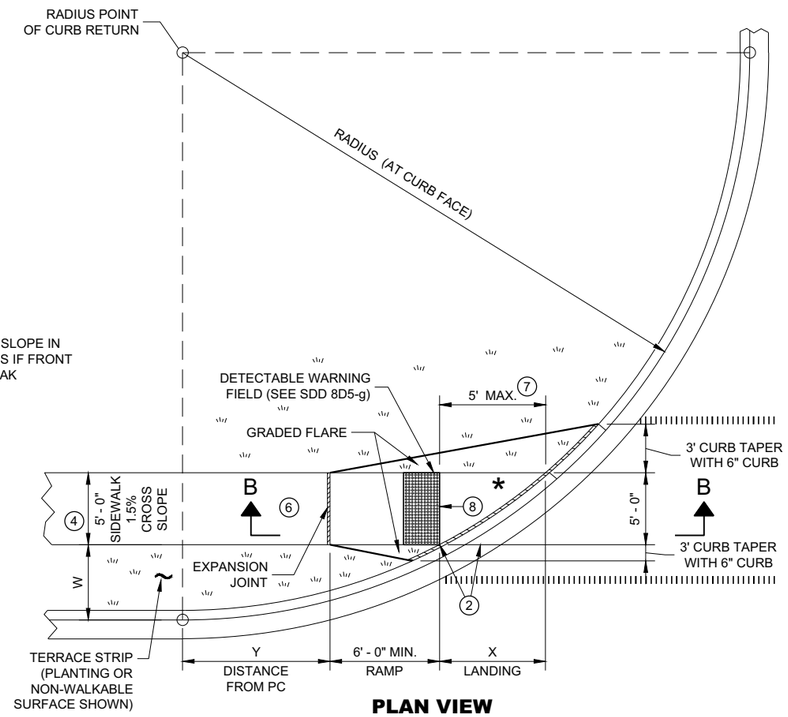


SECTION A - A FOR TYPE 4B



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

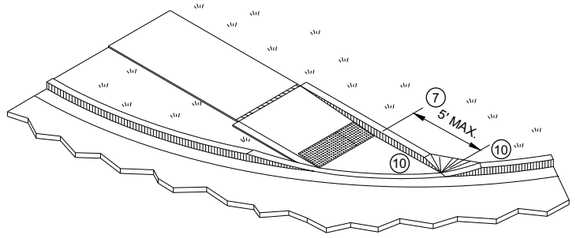
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



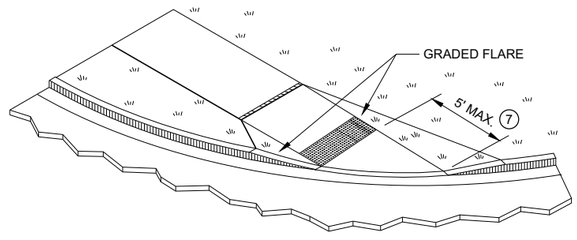
PLAN VIEW

CURB RAMP TYPE 4B1

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



ISOMETRIC VIEW FOR TYPE 4B



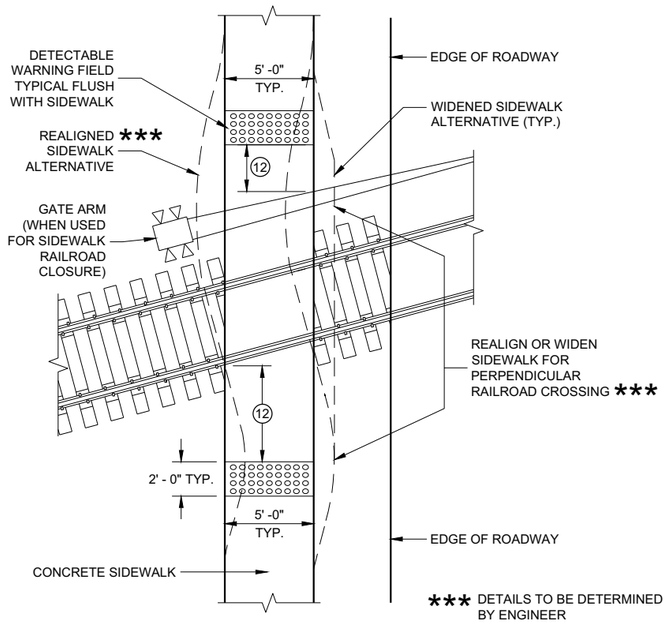
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

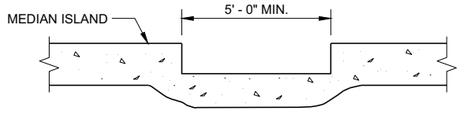
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SDD 08D05 - 20d

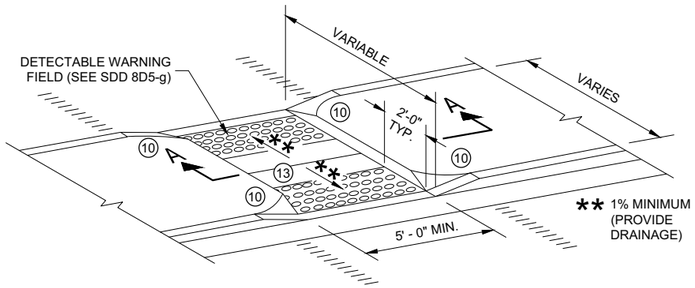


CURB RAMP TYPE 8

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 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.

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

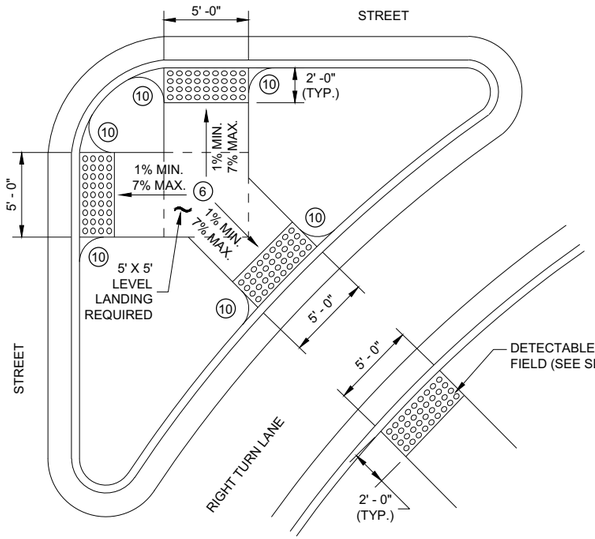
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

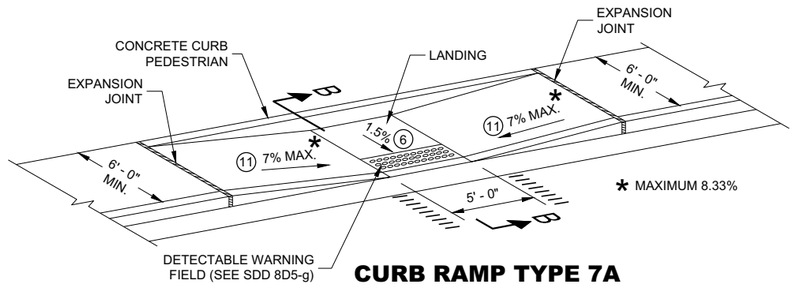
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

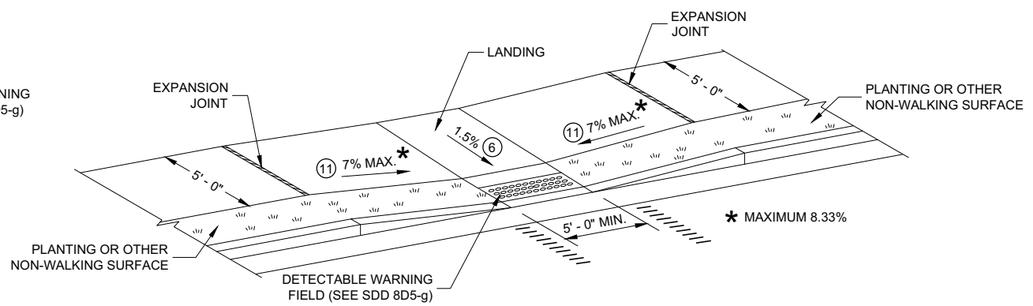
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

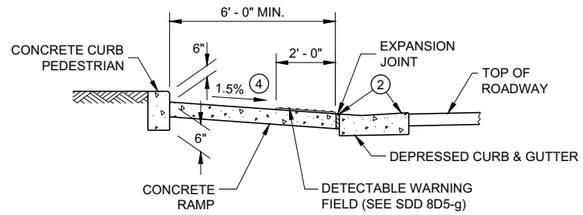
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



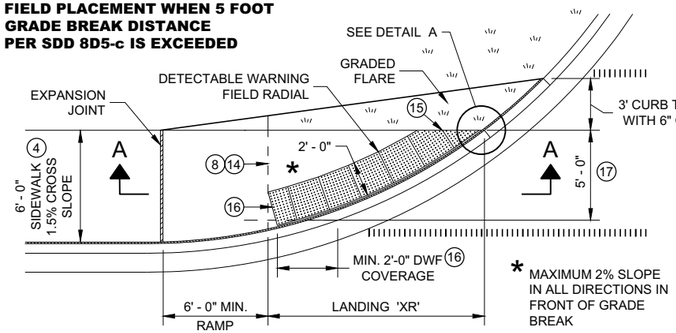
SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05 - 20e

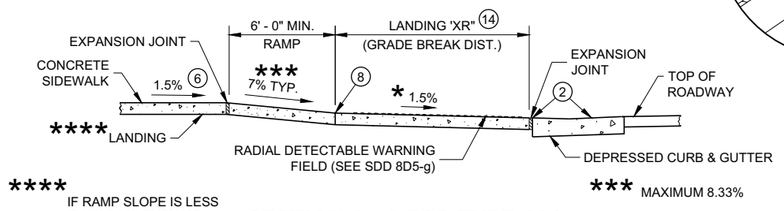
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

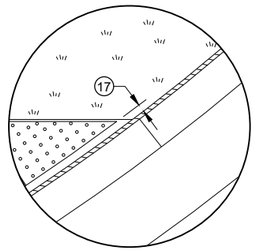
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

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

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

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

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

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

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

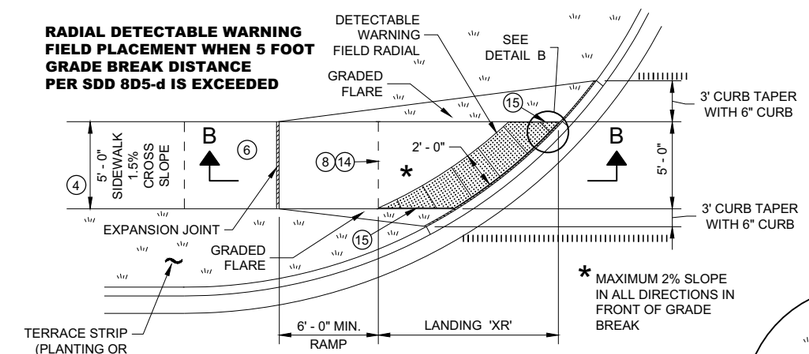
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

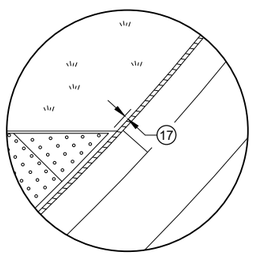
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



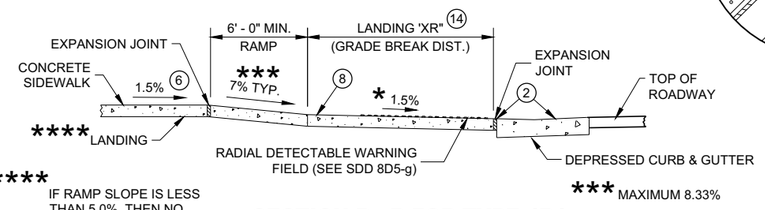
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

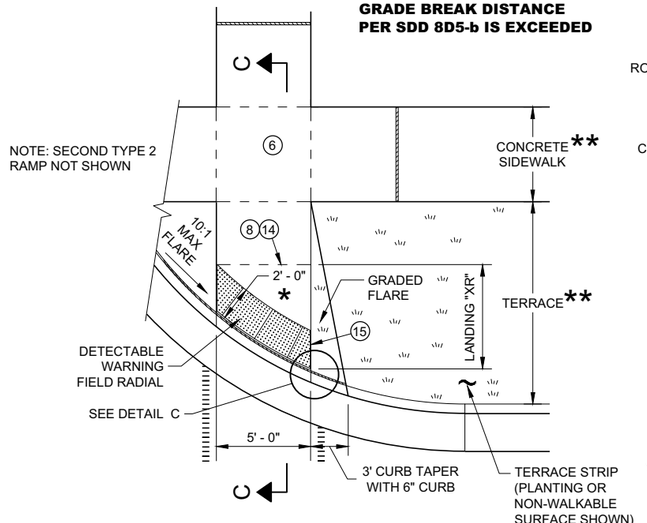


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

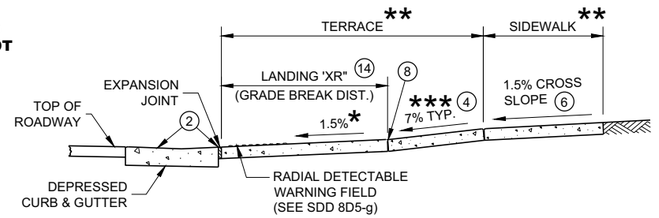


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

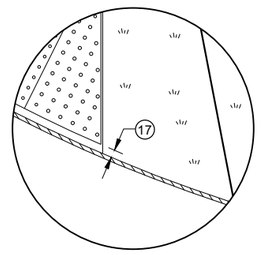


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

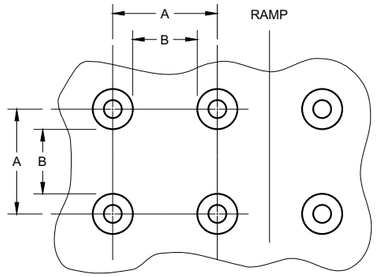
CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
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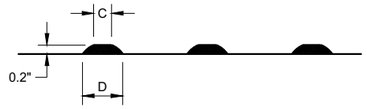
SDD 08D05 - 20f

	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.

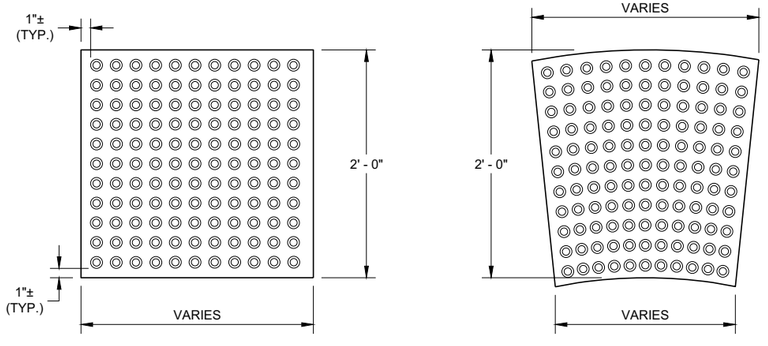


PLAN VIEW



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.

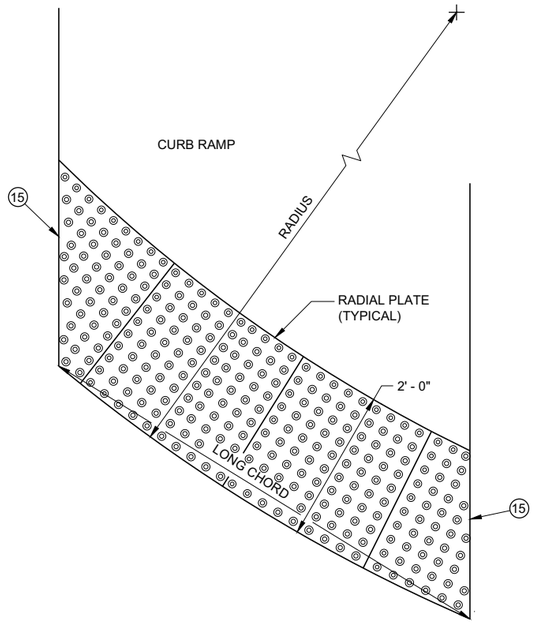
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

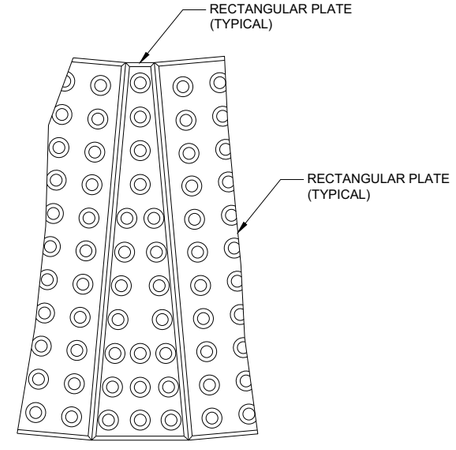
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

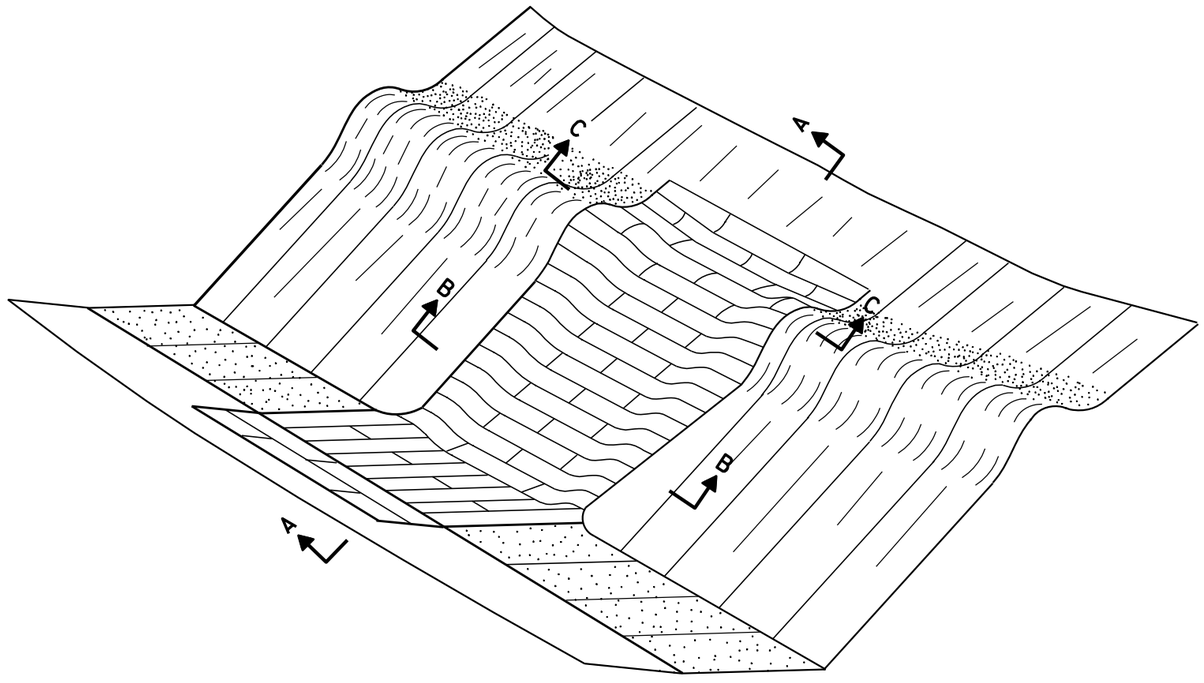
FHWA

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SDD 08D05 - 20g

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SDD 08D05 - 20g



PERSPECTIVE

BACKSLOPE WITH FLUME AND INTERCEPTING EMBANKMENT

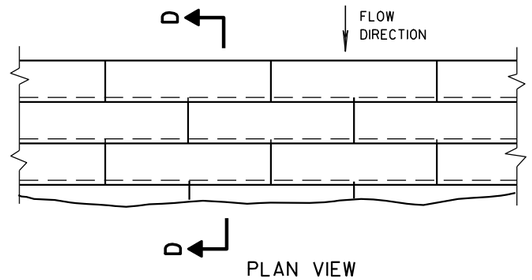
GENERAL NOTES

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

GRADING AND SHAPING INTERCEPTING EMBANKMENT WILL BE MEASURED AND PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, SECTION 205, "ROADWAY AND DRAINAGE EXCAVATION".

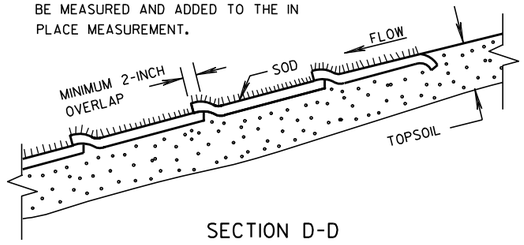
SOD STRIPS SHALL BE LAID TRANSVERSELY TO THE DIRECTION OF THE WATER FLOW.

DIMENSIONS SHALL BE ADJUSTED TO FIT SITE CONDITIONS AS DIRECTED BY THE ENGINEER.



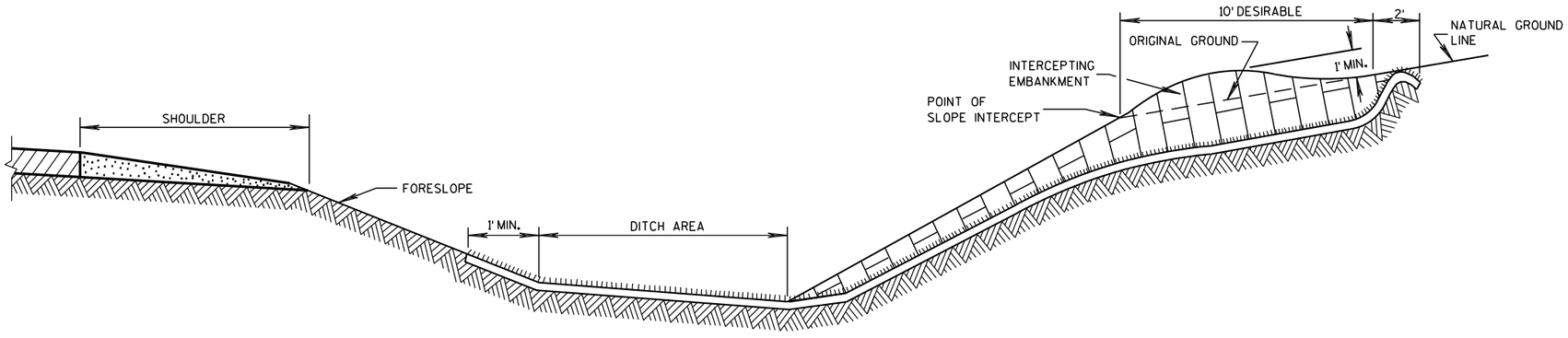
PLAN VIEW

NOTE:
SOD SHALL BE LAID AS SHOWN ON THE PLAN VIEW, AND AS DIRECTED BY THE ENGINEER. THE SOD OVERLAP WILL BE MEASURED AND ADDED TO THE IN PLACE MEASUREMENT.

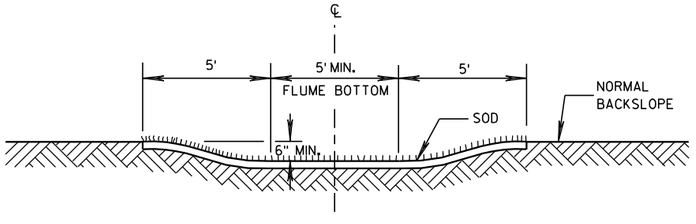


SECTION D-D

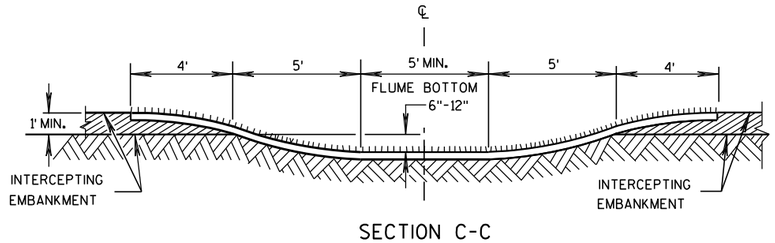
DETAIL FOR OVERLAP OF SOD STRIPS



SECTION A-A



SECTION B-B



SECTION C-C

SODDED BACKSLOPE FLUME AND INTERCEPTING EMBANKMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

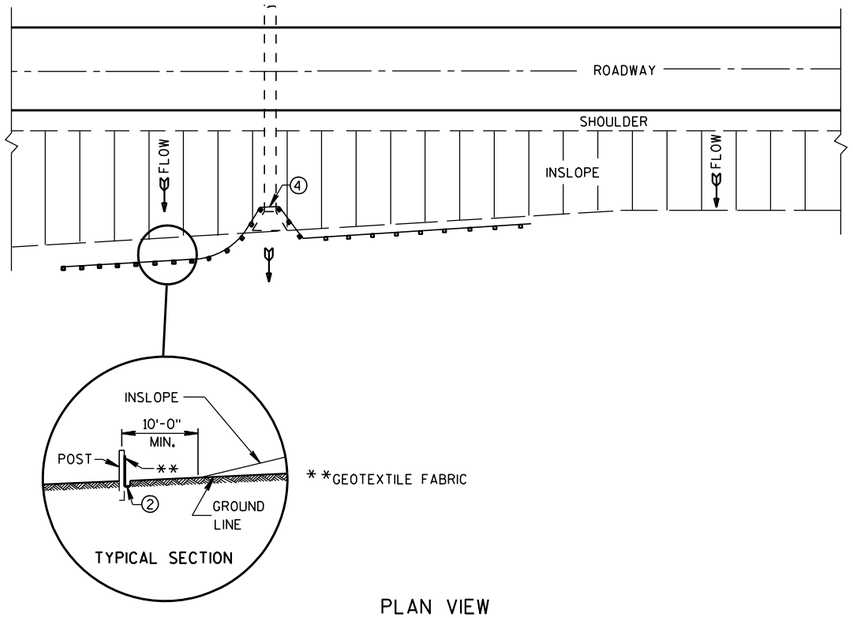
APPROVED
10/24/95 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 5-2

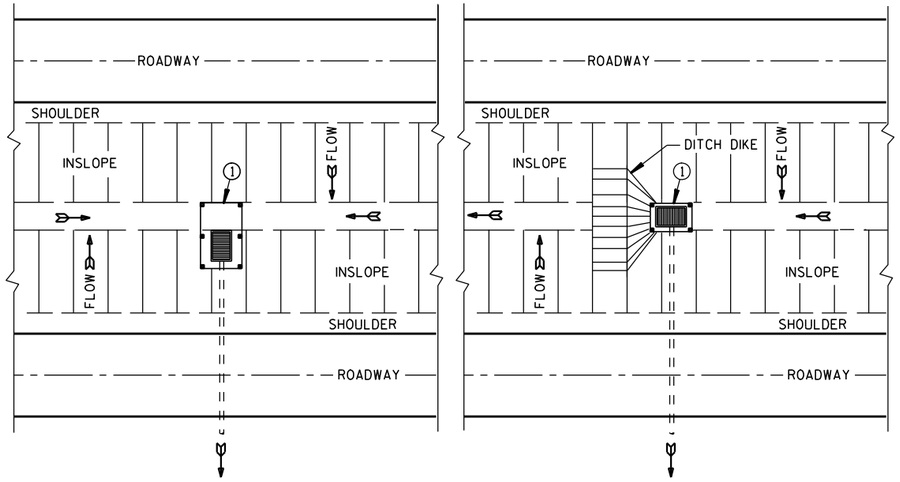
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S.D.D. 8 E 5-2



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



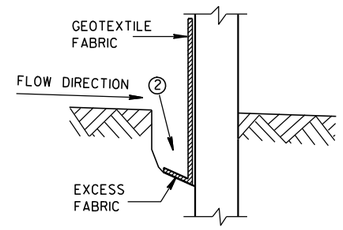
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

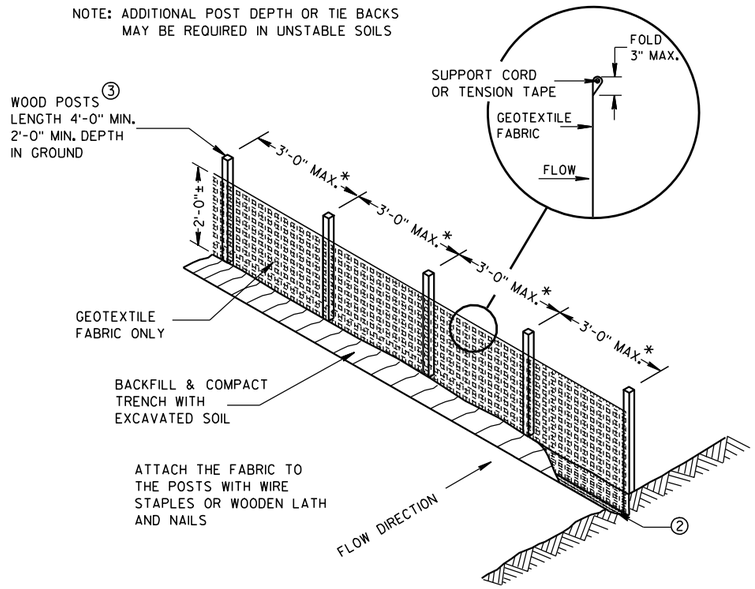
GENERAL NOTES

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

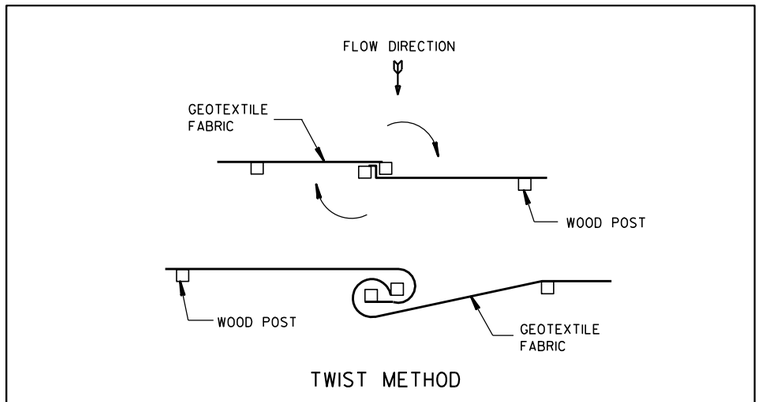
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



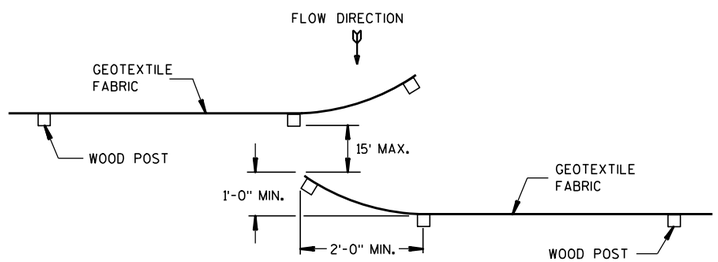
TRENCH DETAIL



SILT FENCE

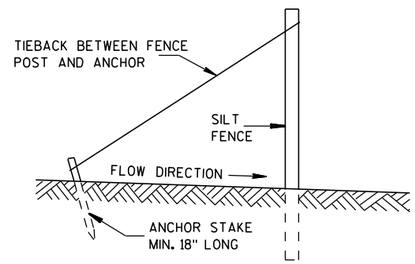


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

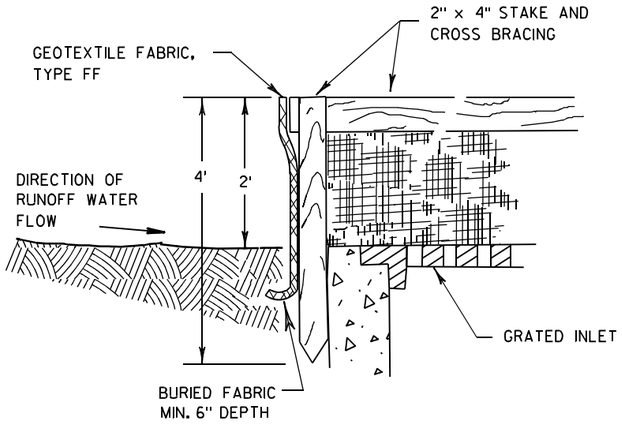
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

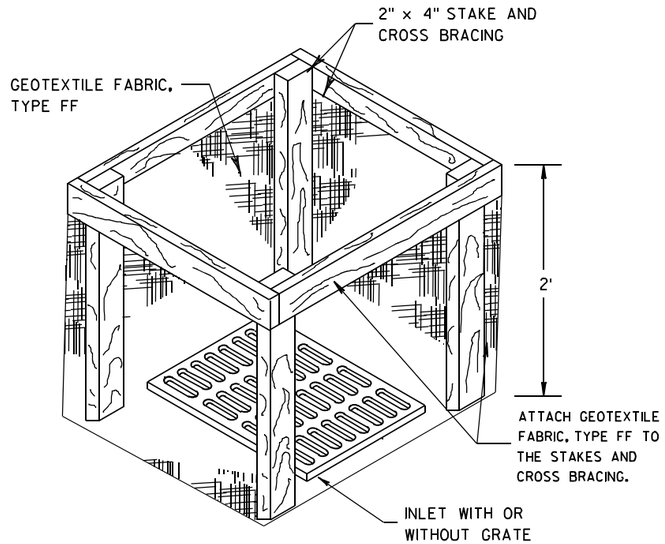
6

S.D.D. 8 E 9-6

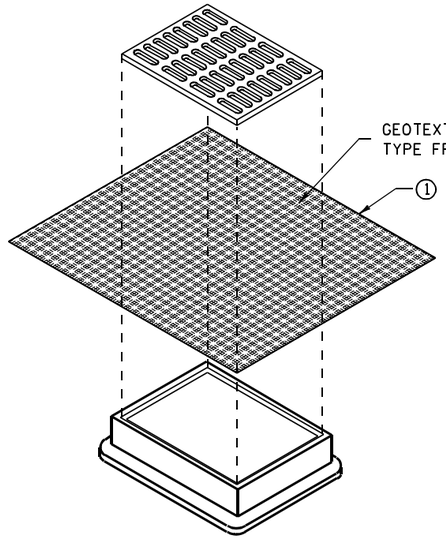
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S.D.D. 8 E 9-6



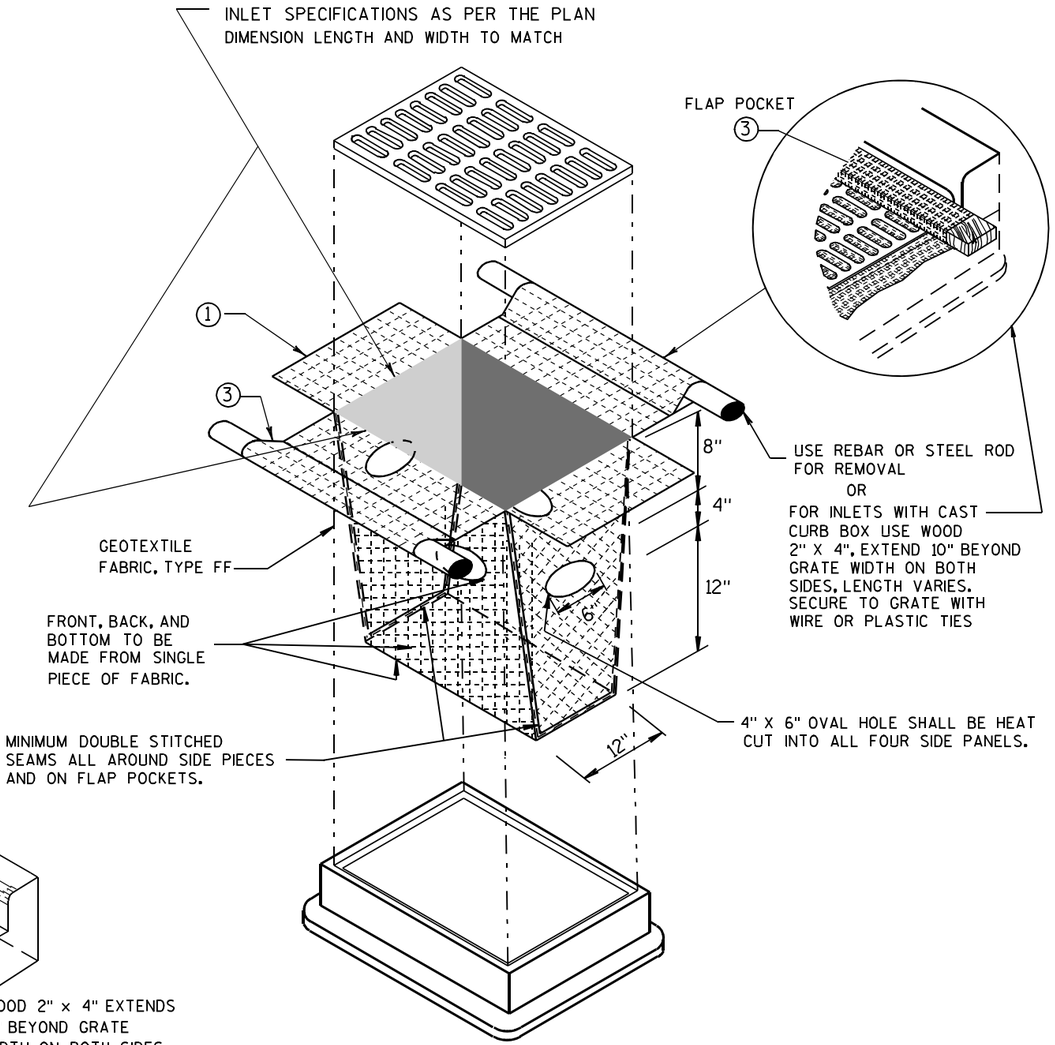


INLET PROTECTION, TYPE A



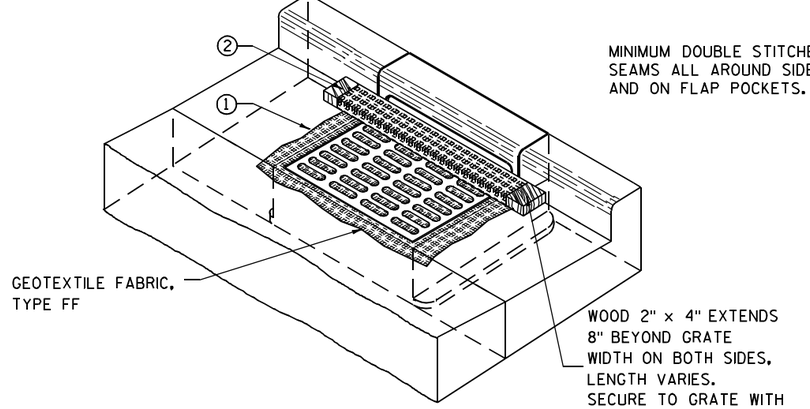
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

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.

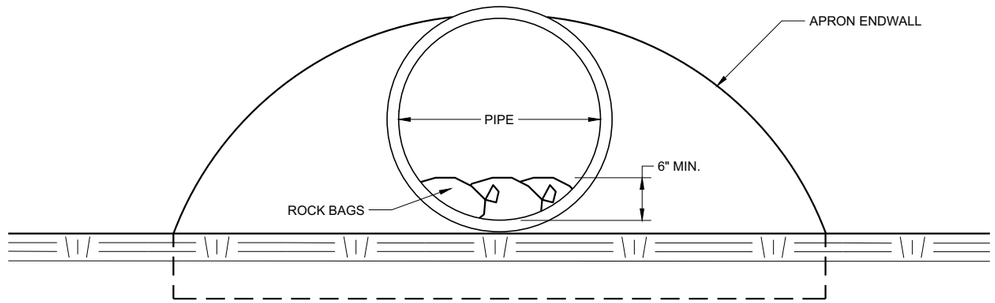
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

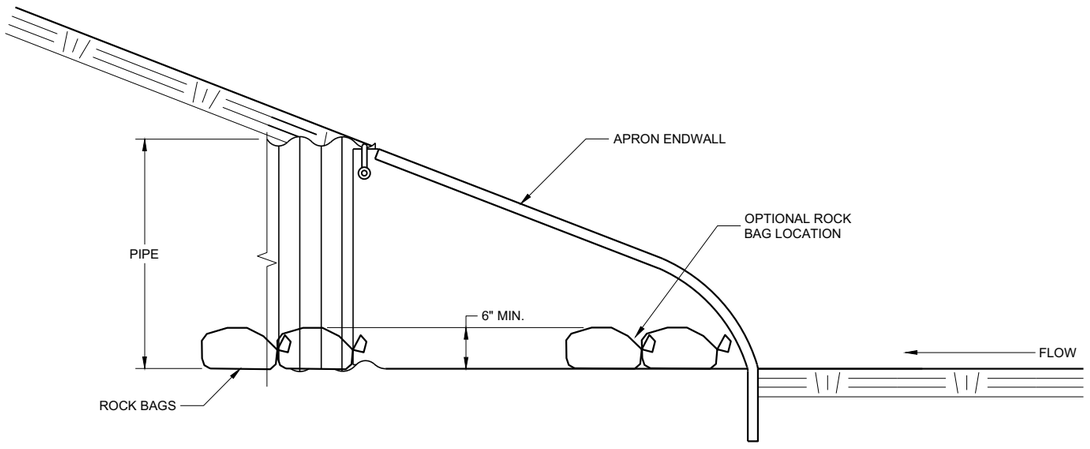
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI
FHWA	

6

SDD 08E15 - 01

METAL APRON ENDWALLS

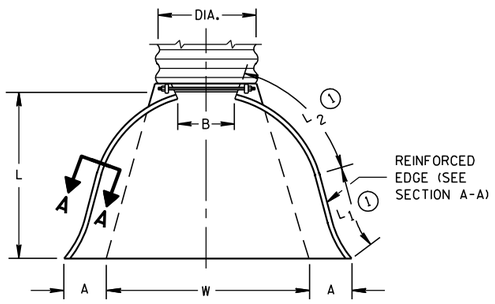
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

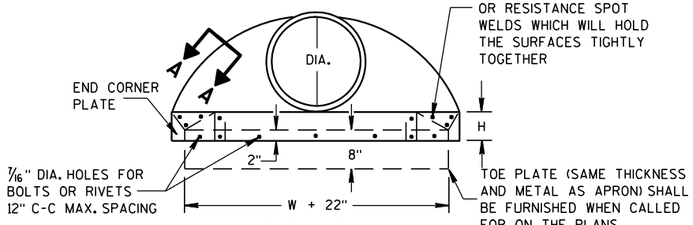
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

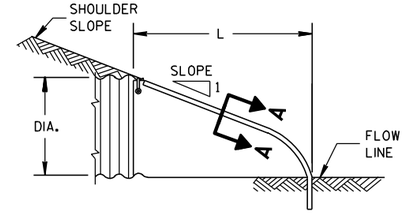
*MINIMUM
**MAXIMUM



PLAN VIEW

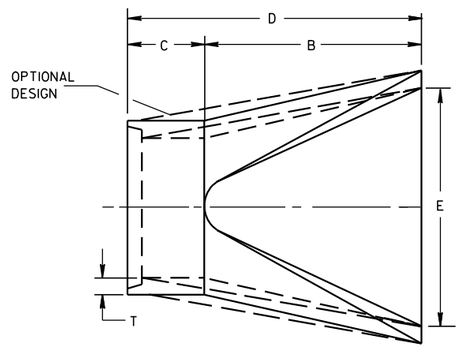


END VIEW

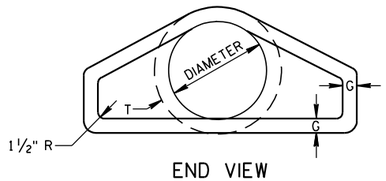


SIDE ELEVATION

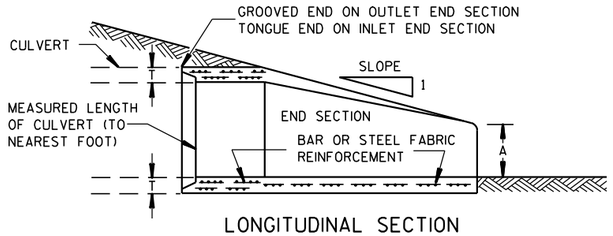
METAL ENDWALLS



PLAN

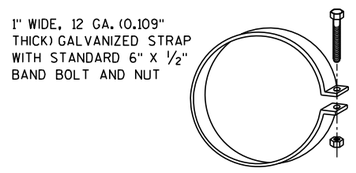


END VIEW



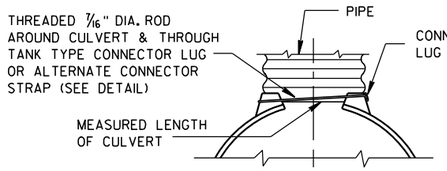
LONGITUDINAL SECTION

CONCRETE ENDWALLS

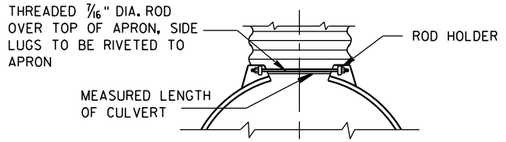


ALTERNATE FOR TYPE 1 CONNECTION

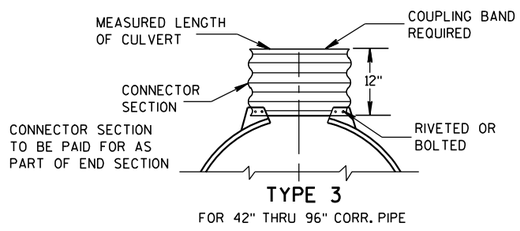
END SECTION CONNECTOR STRAP



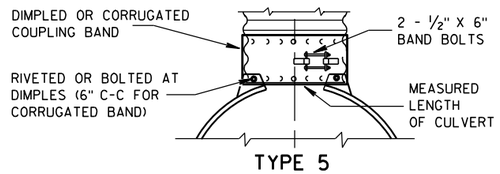
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

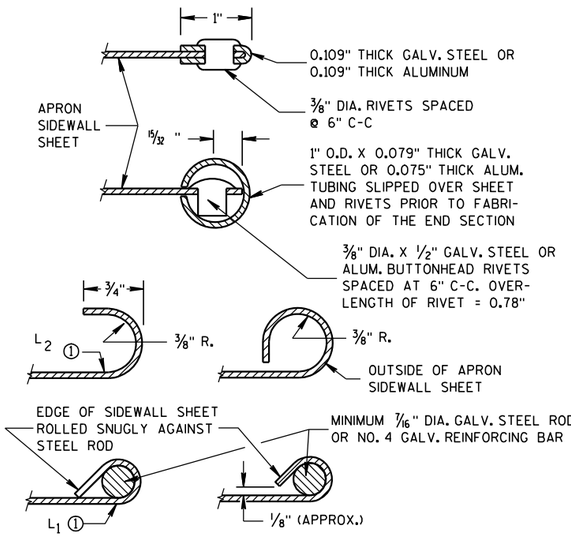
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

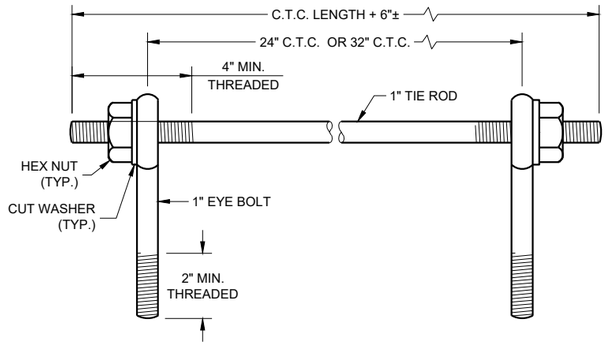
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

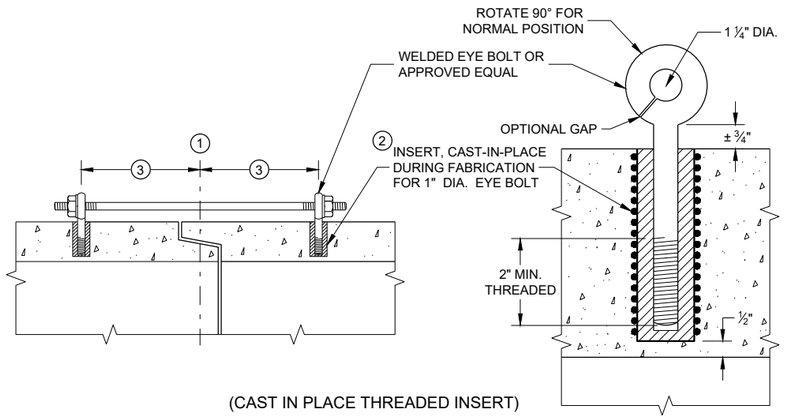
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



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.

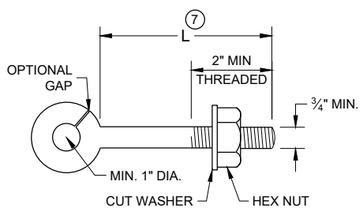
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

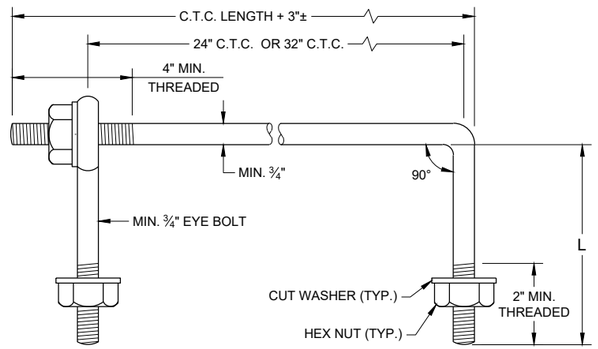
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

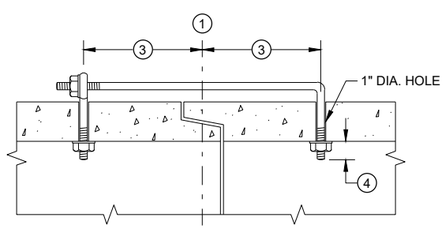


EYE BOLT (7)

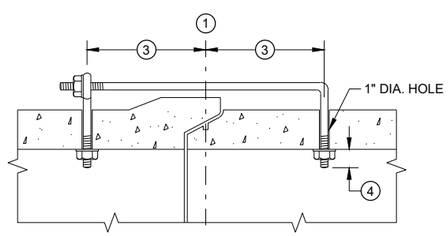
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

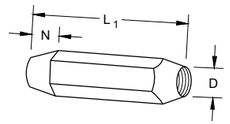
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

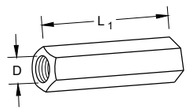
ADJUSTABLE TIE ROD TABLE

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



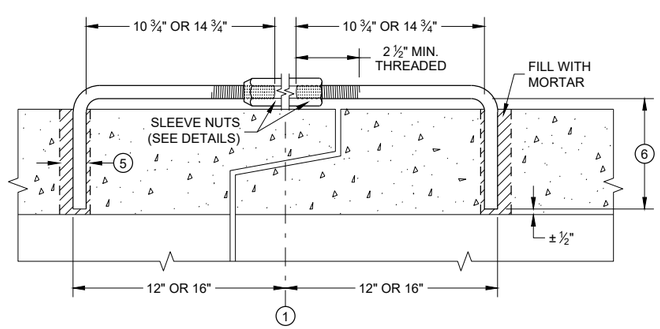
TAPERED



PLAIN

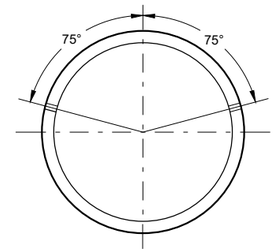
RIGHT AND LEFT THREADS

SLEEVE NUTS



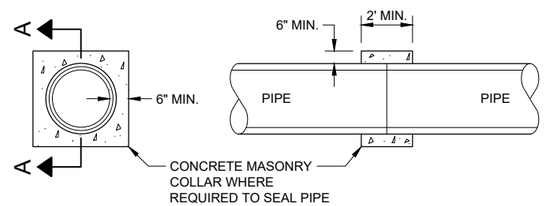
LONGITUDINAL SECTION

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

SDD 08F04 - 08

SDD 08F04 - 08

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.

FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2' - 0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3' - 0"

(3) LIMITS OF TRENCH BACKFILL

(4) LIMITS OF FOUNDATION BACKFILL

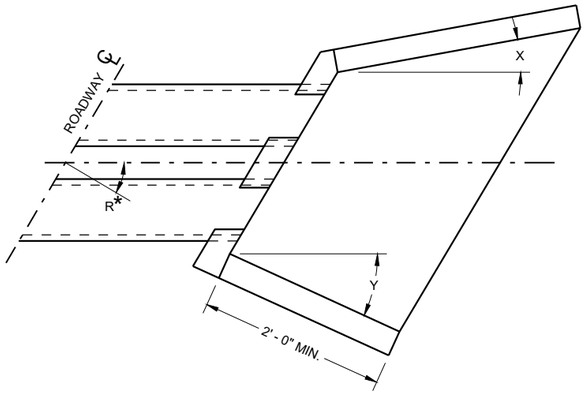
(5) FOUNDATION AND TRENCH BACKFILL ARE MATERIALS INCLUDED IN PAYMENT FOR CULVERT PIPE, PIPE ARCH, CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPSE OR CONCRETE MASONRY ENDWALLS.

(6) DO NOT PLACE FOUNDATION BACK FILL OR ANY OTHER GRANULAR BACKFILL AROUND OR BELOW CUT OFF WALL. POUR CUT OFF WALL AGAINST NATIVE SOIL

(7) MINIMUM HEIGHT SHALL BE THE GREATER OF 1'- 0" OR ¼ HEIGHT OF CULVERT PIPE.

TRENCH BACKFILL

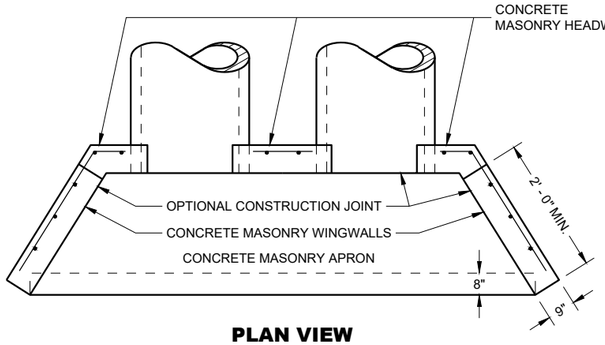
FOUNDATION BACKFILL



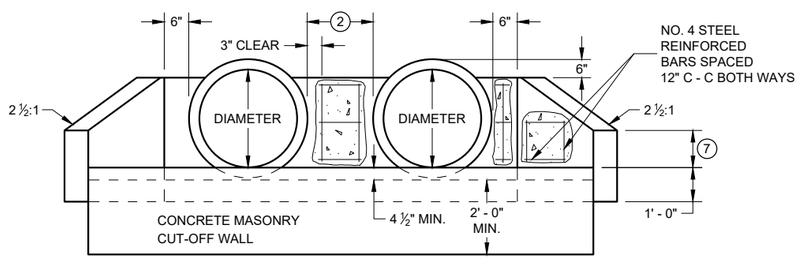
WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	30°	16 - 45°	10°	15°
23 - 37°	20°	30°	46 - 75°	5°	15°
38 - 52°	15°	30°	OVER 75°	0°	15°
53 - 67°	10°	30°			
68 - 82°	5°	30°			
OVER 82°	0°	30°			

R* = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

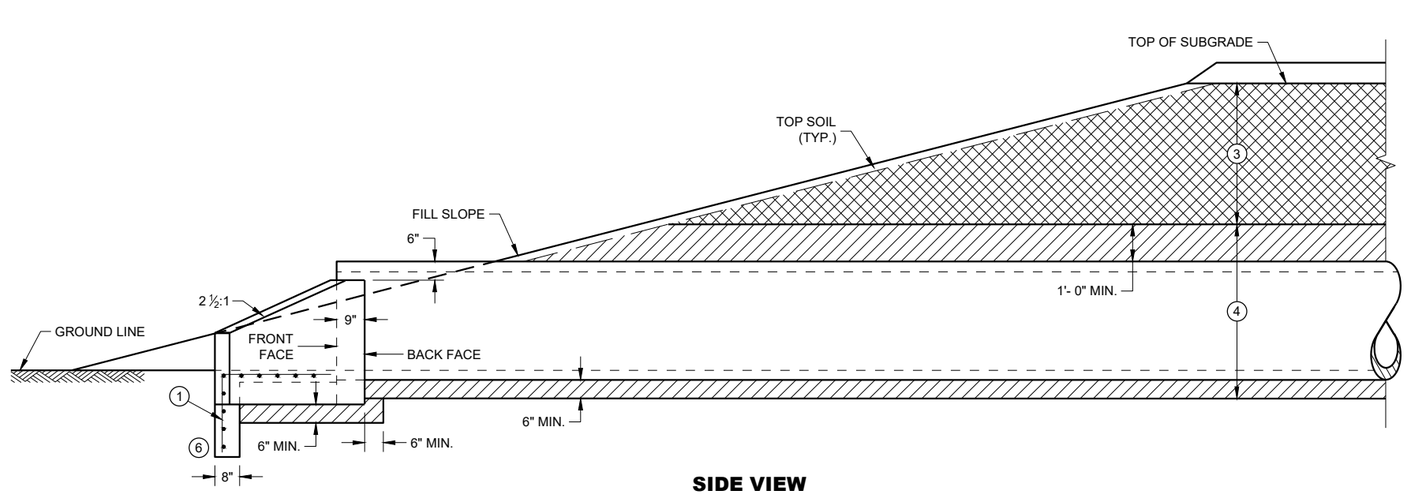


PLAN VIEW



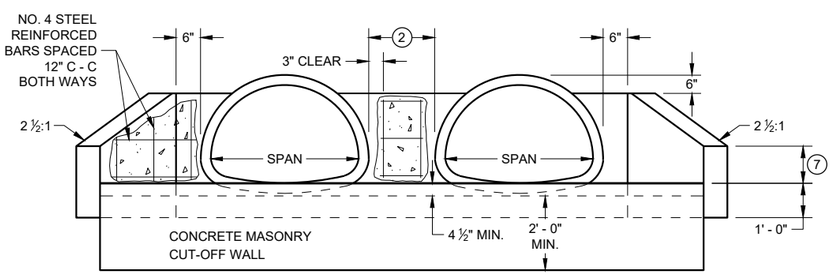
END VIEW

CIRCULAR PIPE



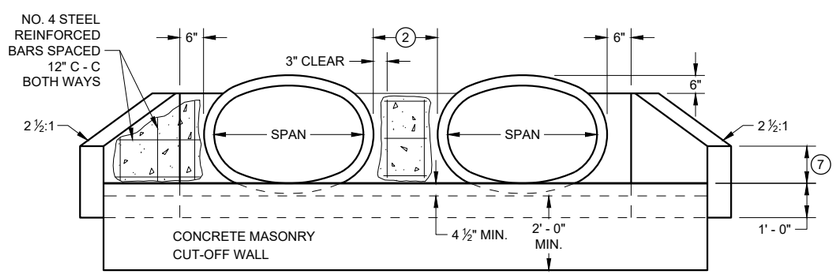
SIDE VIEW

CIRCULAR PIPE, PIPE ARCH OR HORIZONTAL ELLIPSE



END VIEW

PIPE ARCH



END VIEW

HORIZONTAL ELLIPSE

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

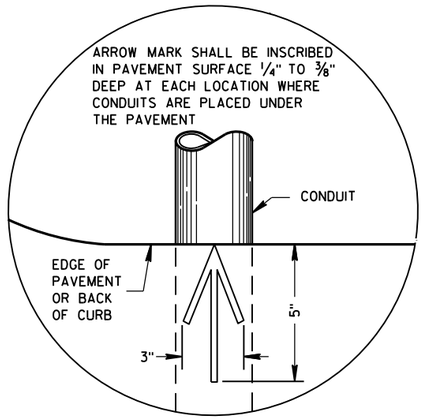
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

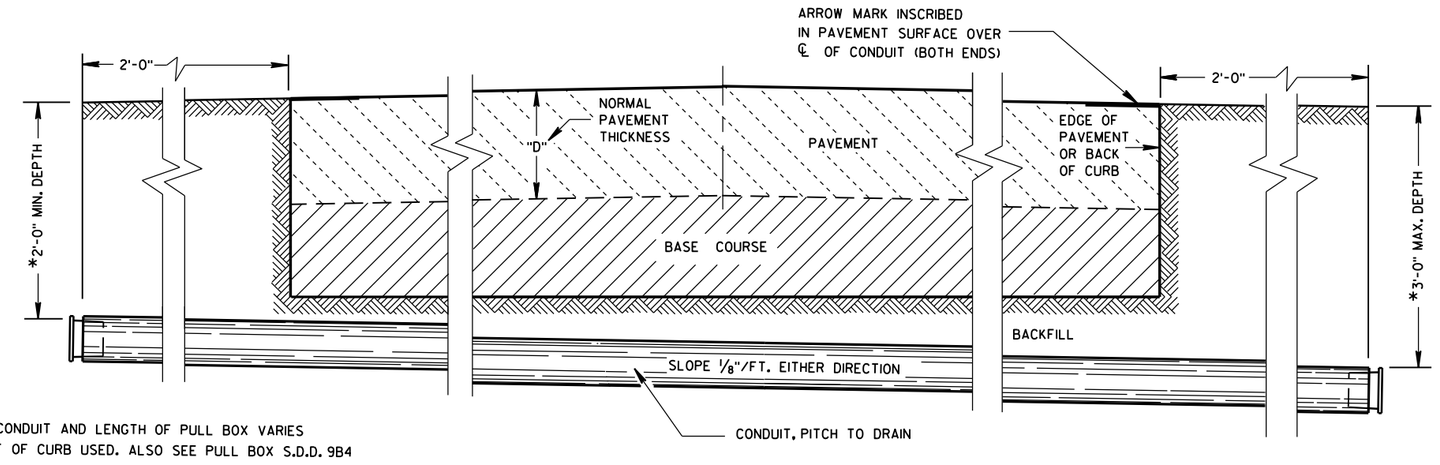
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SDD 08F10 - 02



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

6

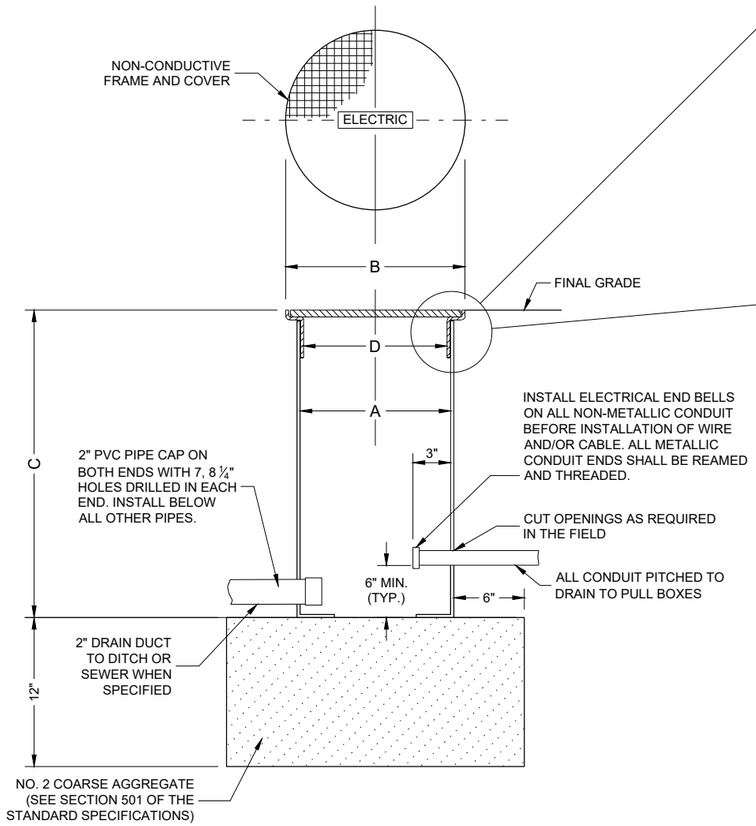
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

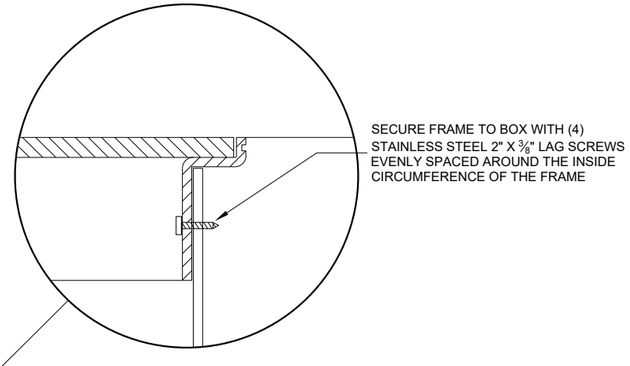
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

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

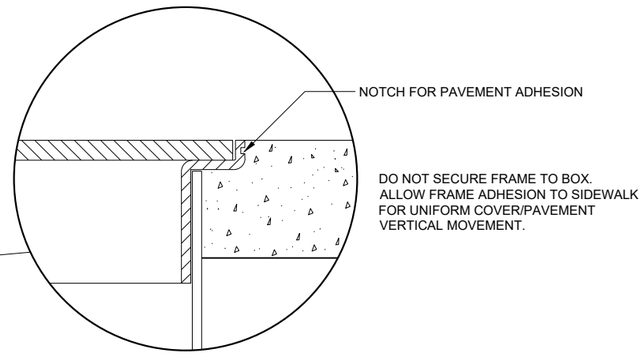
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



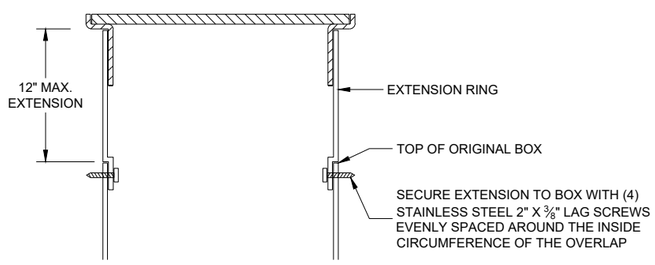
NON-CONDUCTIVE PULL BOX



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".

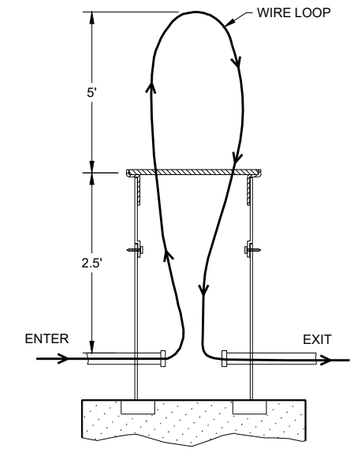
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

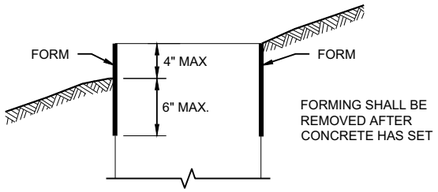
APPROVED
May 2022
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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.

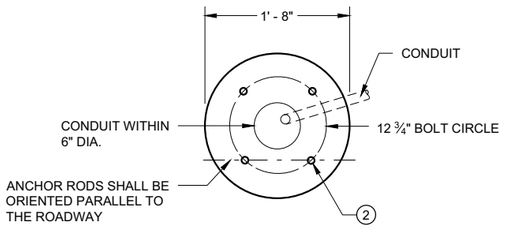
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

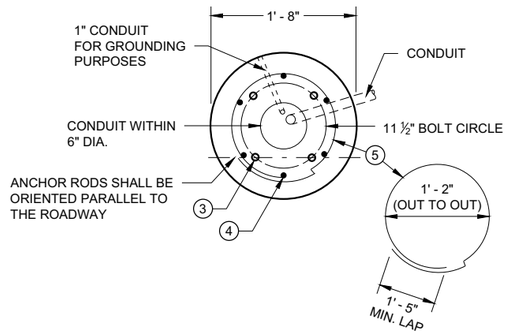
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

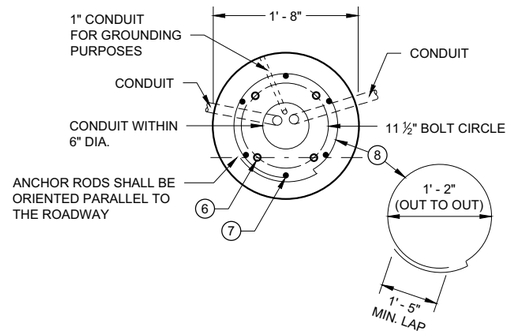
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

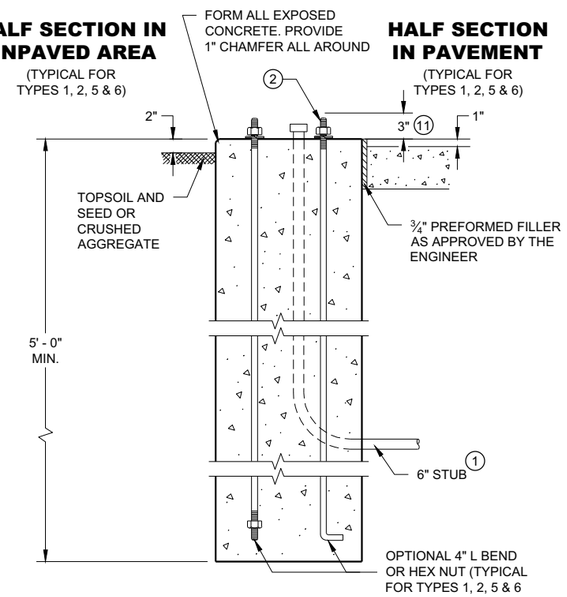
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

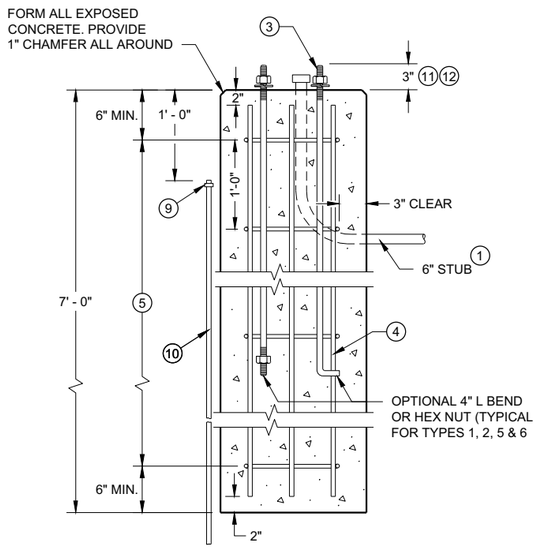
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

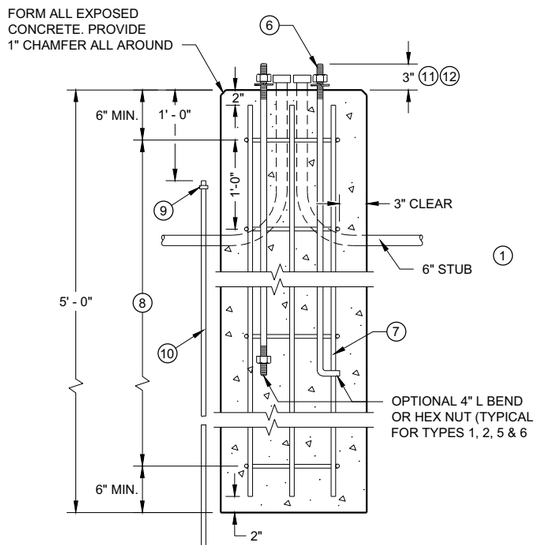
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



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

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.

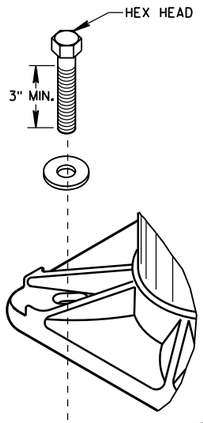
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

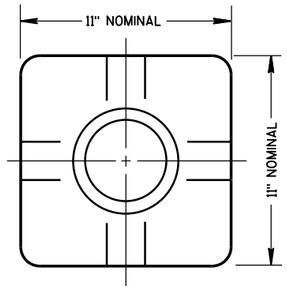
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

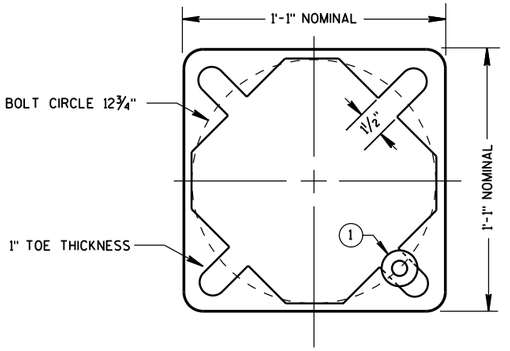
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

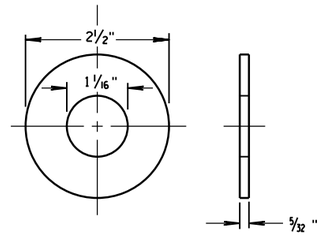




TOP VIEW
(PEDESTAL BASE)

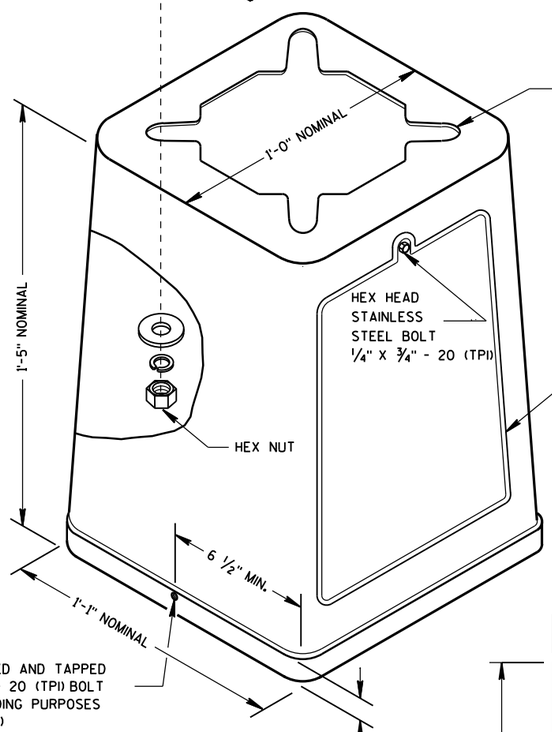


BOTTOM VIEW
(PEDESTAL BASE)

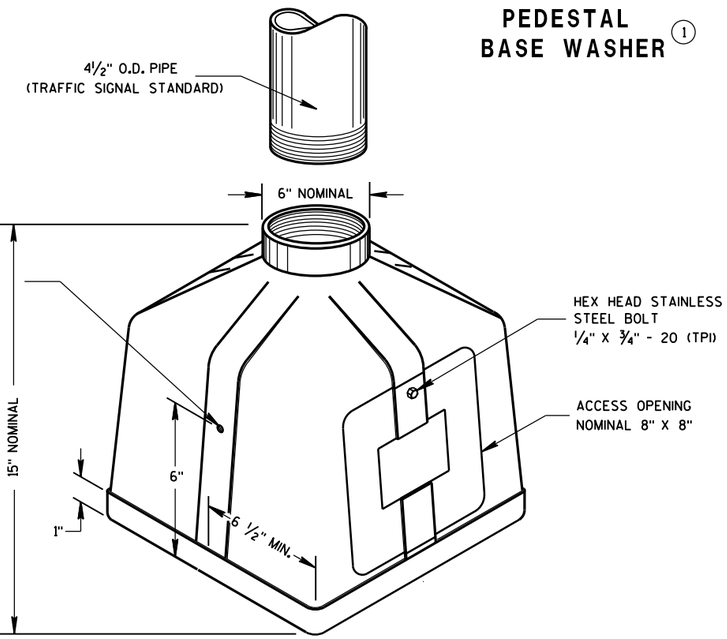


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

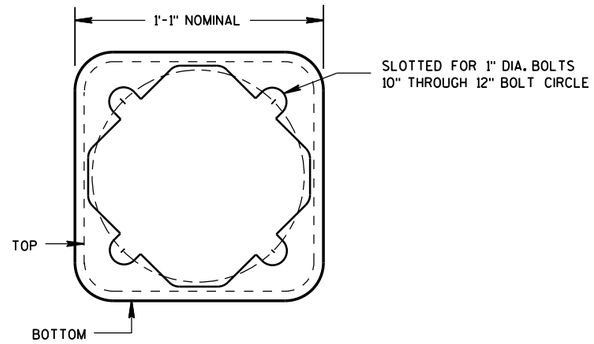
PEDESTAL BASE WASHER (1)



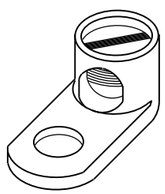
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE

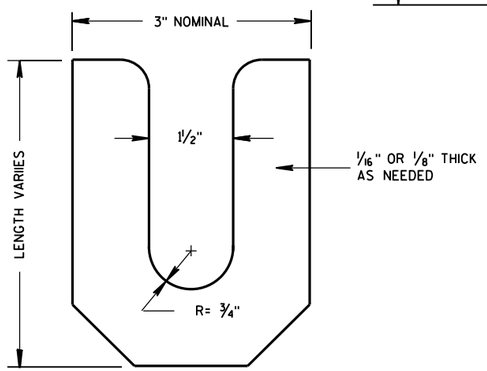


BOTTOM VIEW
(TRANSFORMER BASE)



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

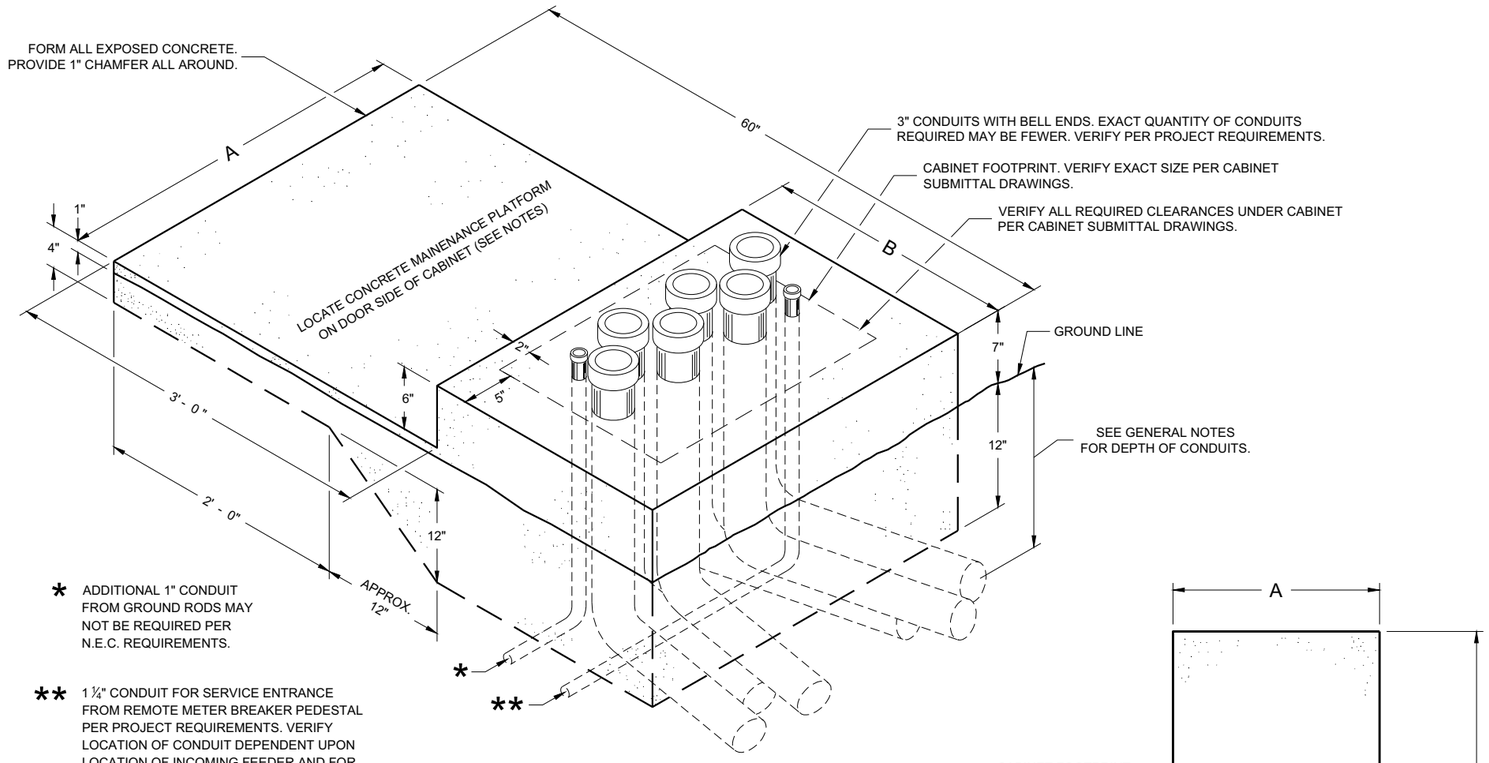
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Sept. 2014 — DATE
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* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

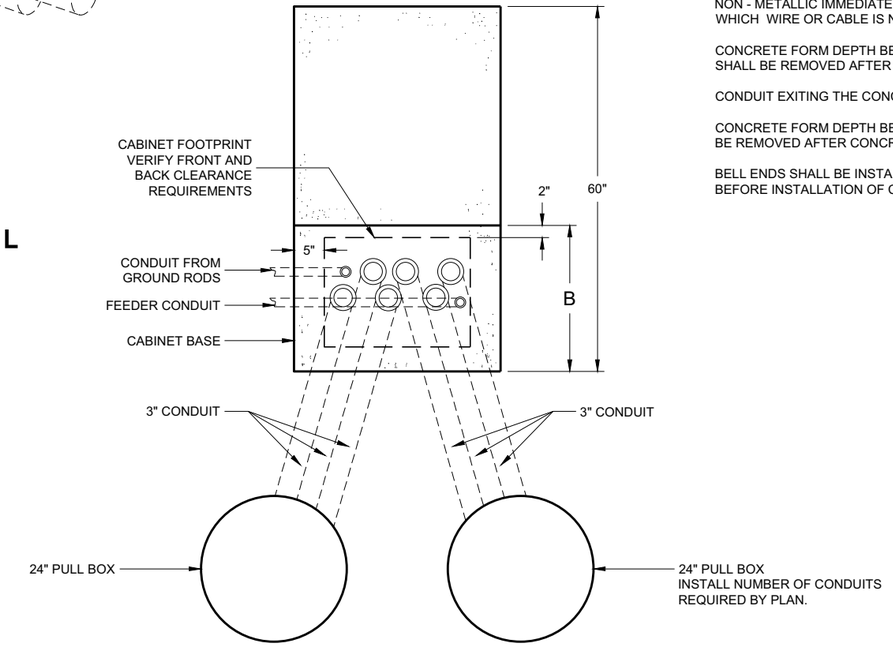
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS 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.

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

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 SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

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 L

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STATE ELECTRICAL ENGI 110

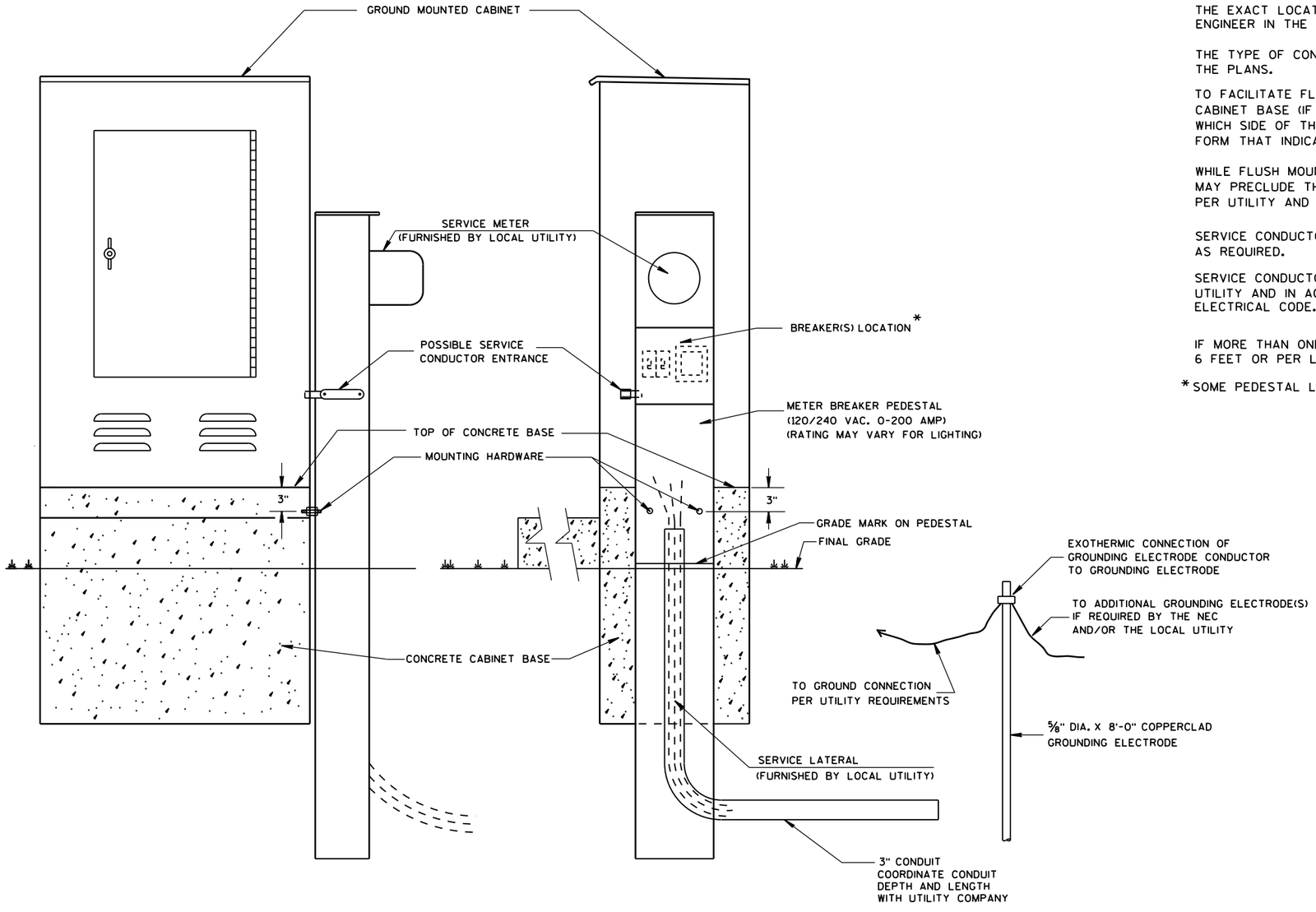
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TYPICAL CABINET SERVICE INSTALLATION

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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CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

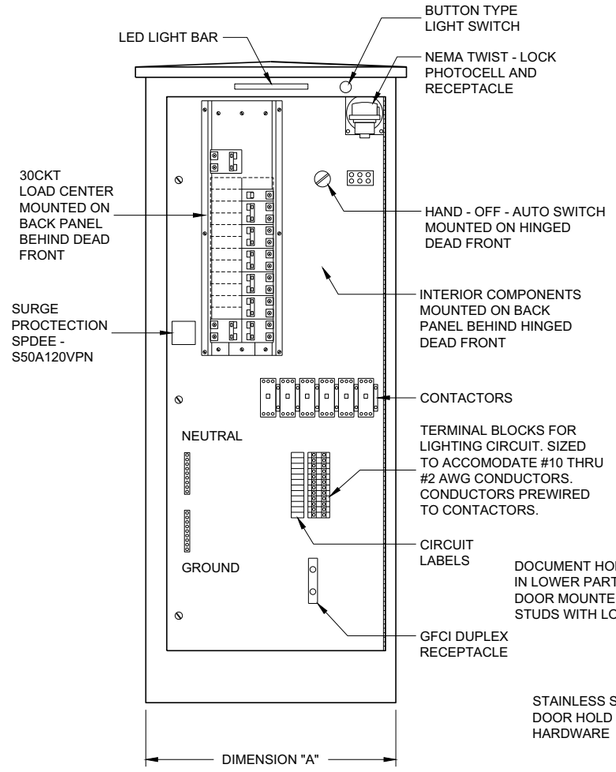
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

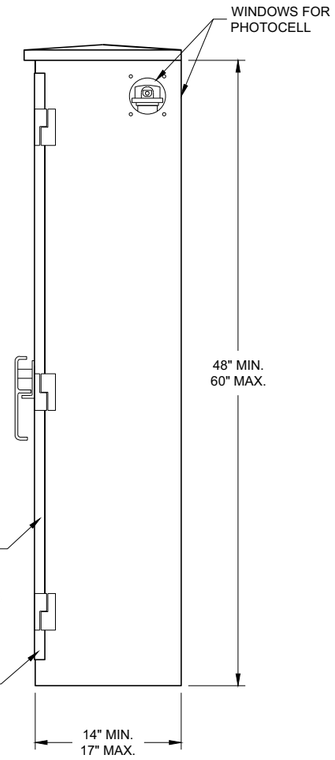
/S/ Ahmet Demirbilek
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FRONT INTERIOR ELEVATION



SIDE VIEW



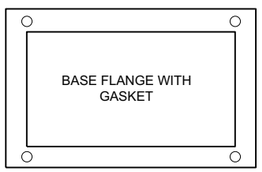
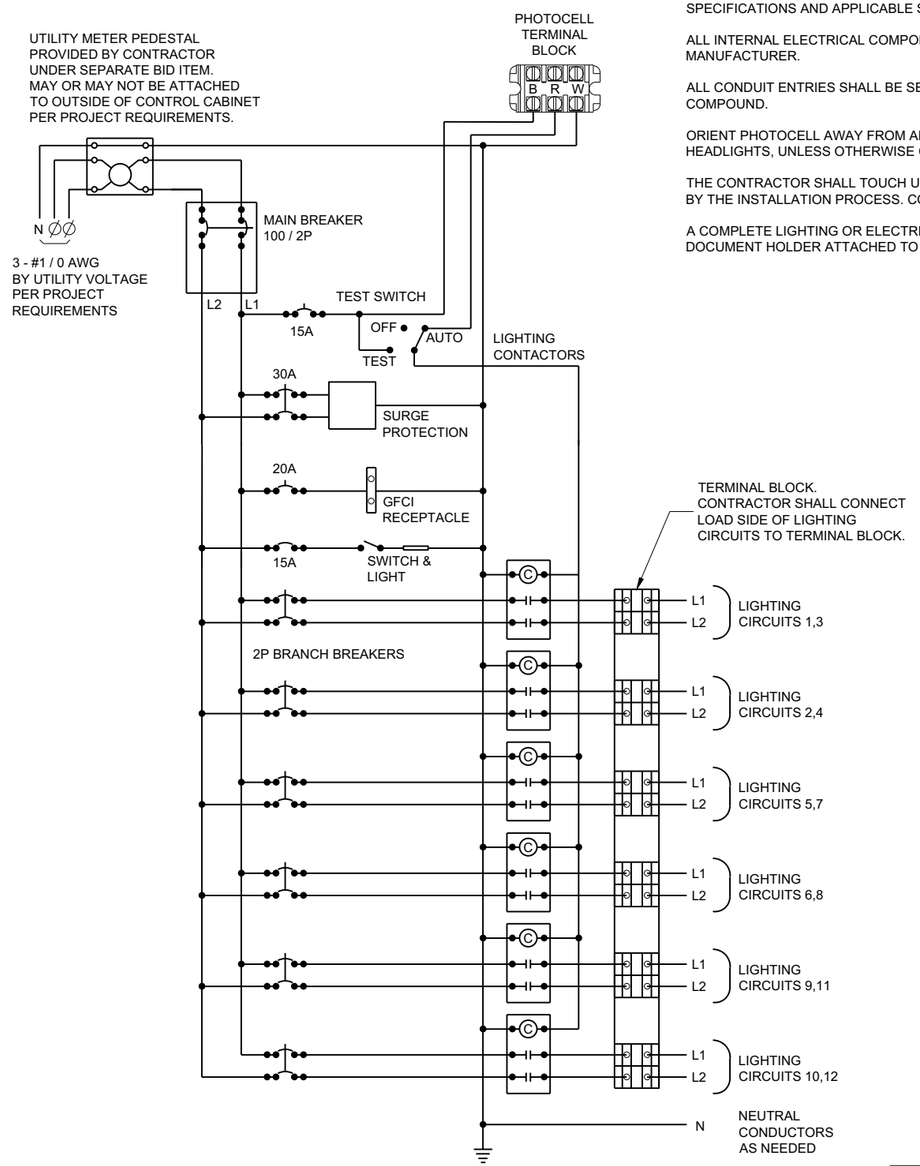


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

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.

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET 120 / 240 VOLT

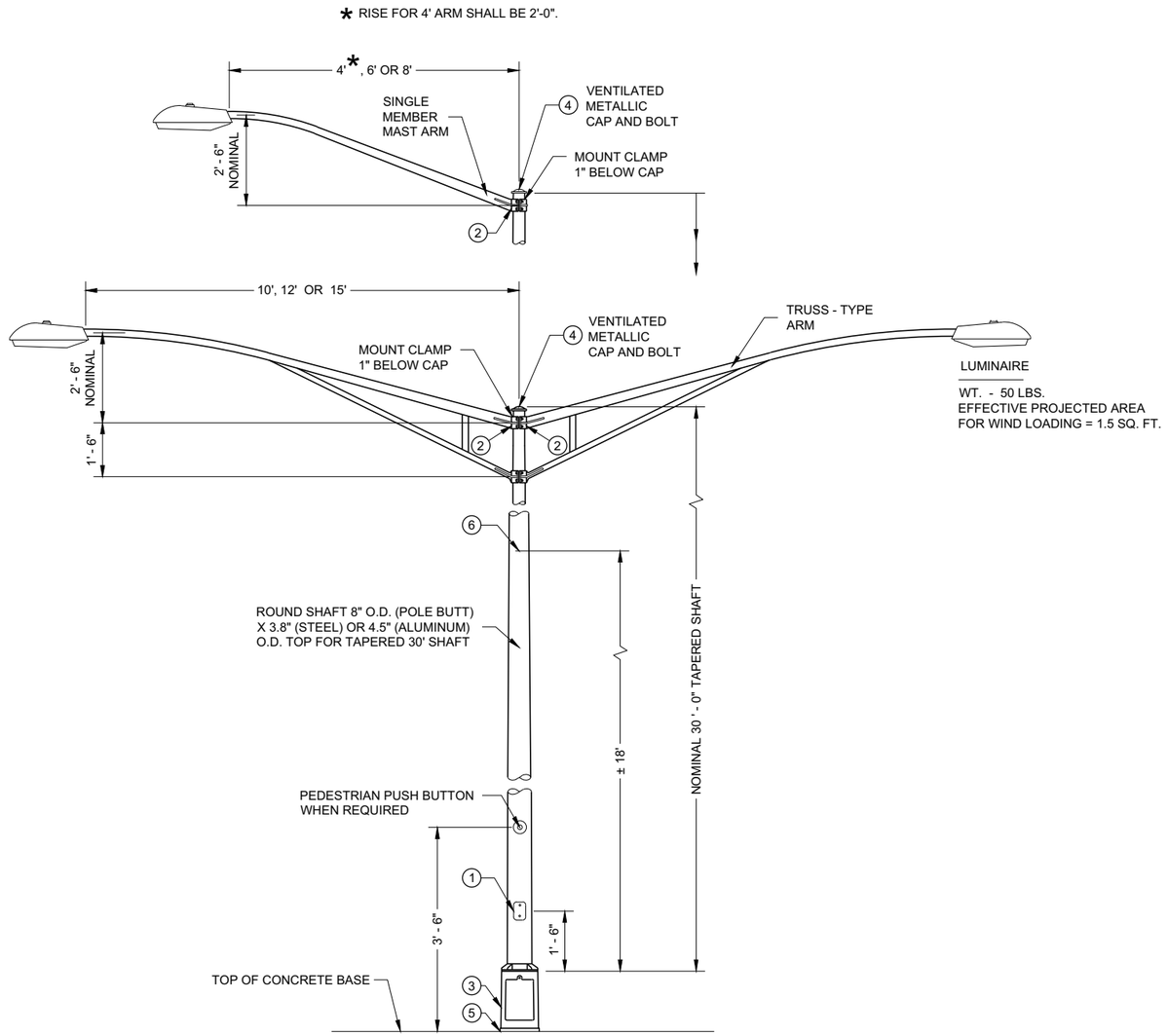
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
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TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

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

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

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

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

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

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

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

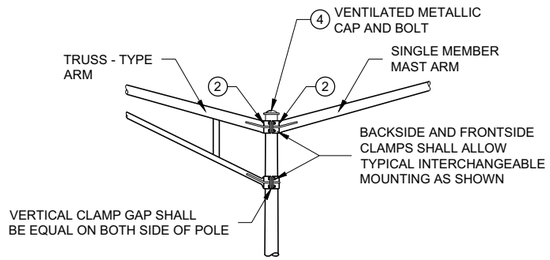
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

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

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

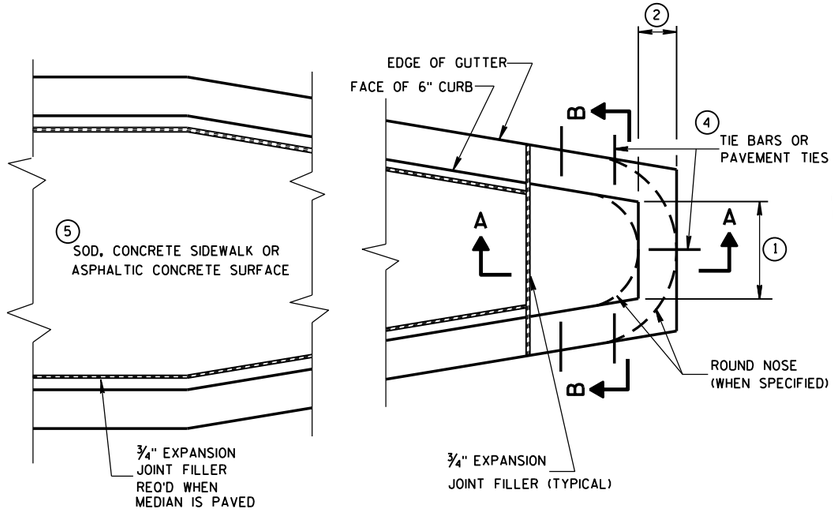
(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.

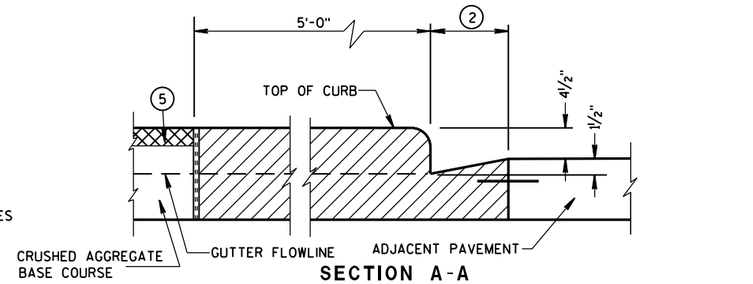


INTERCHANGEABLE MOUNTING DETAIL

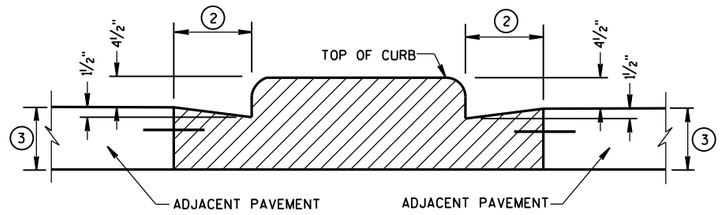
POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

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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.

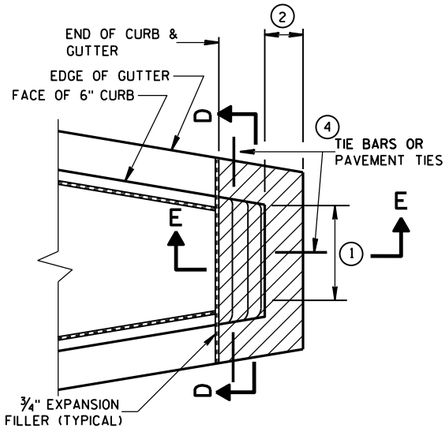
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

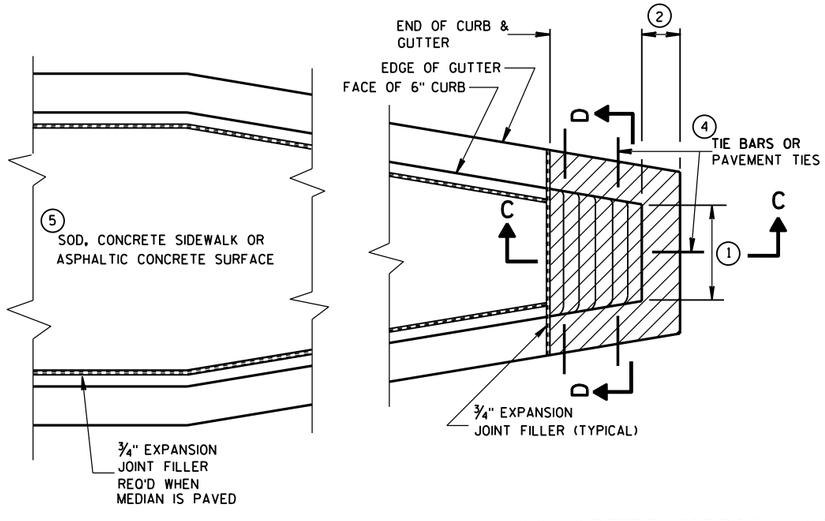
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

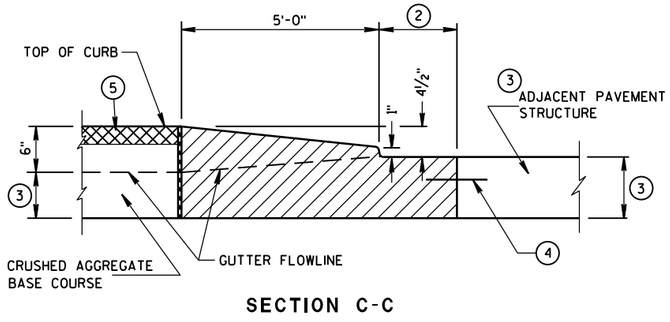
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

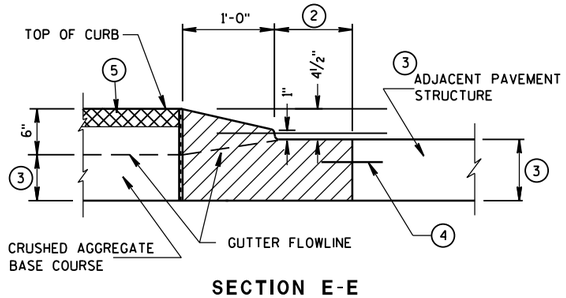




CONCRETE MEDIAN SLOPED NOSE TYPE 1

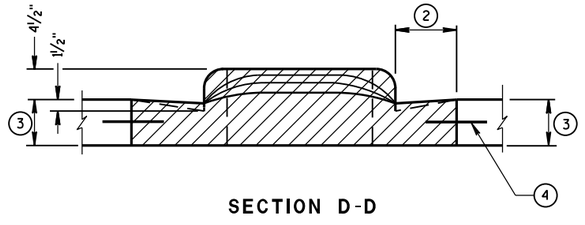


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

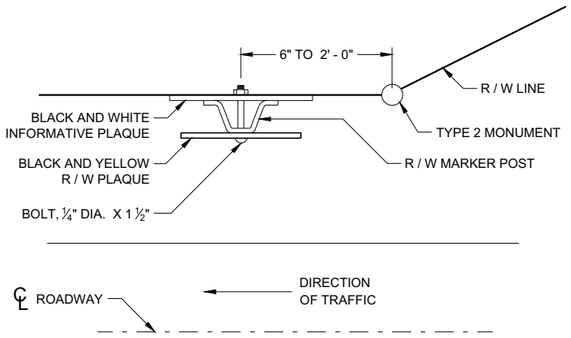


SECTION D-D

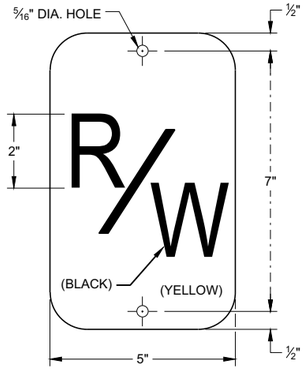
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER

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PLAN VIEW
STEEL MARKER POST



R / W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

GENERAL NOTES

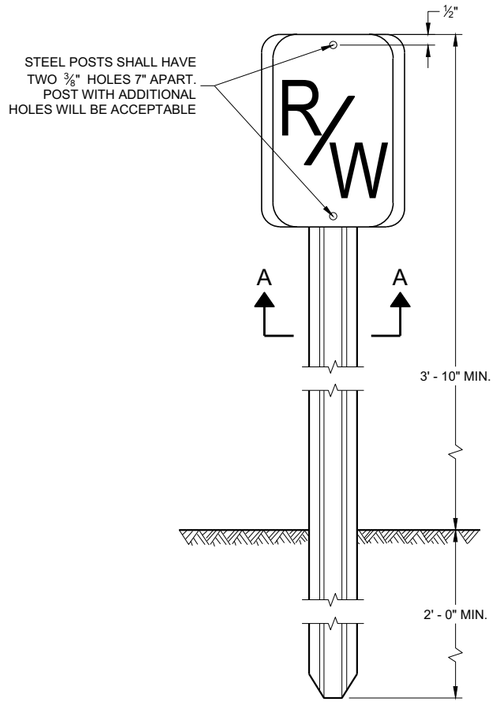
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

A STEEL MARKER POST FOR RIGHT -OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

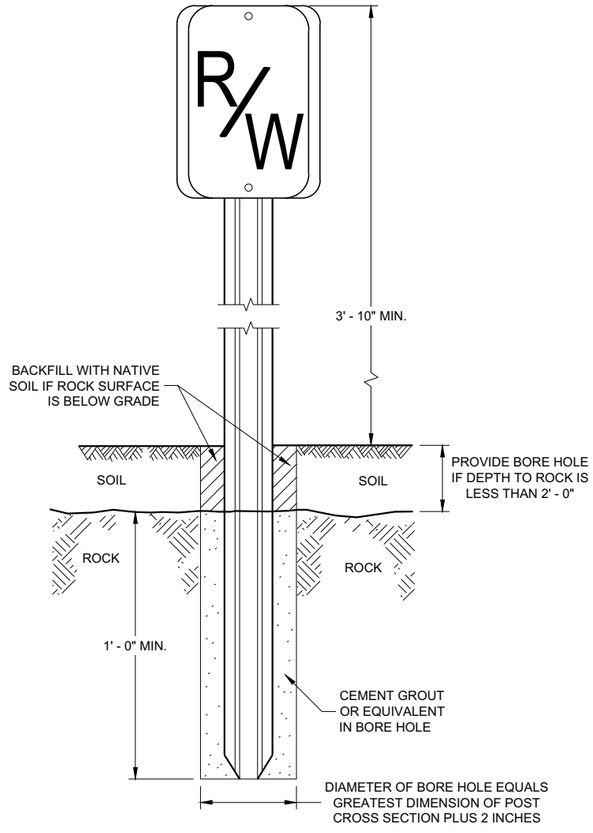
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFROMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. "R/W" AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

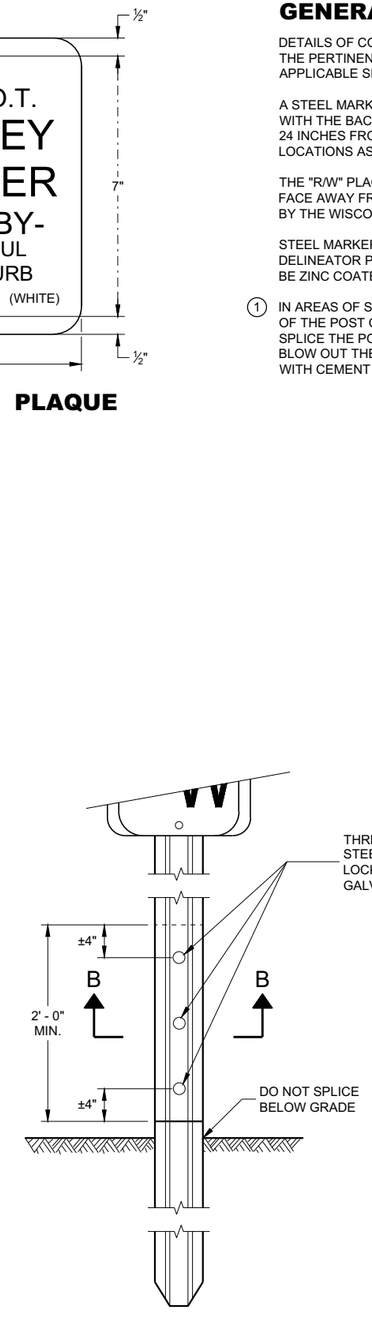
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' - 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH CEMENT GROUT OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



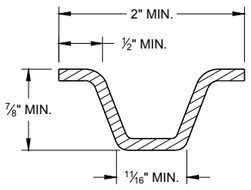
FRONT VIEW
STEEL MARKER POST



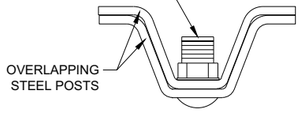
FRONT VIEW
ROCK INSTALLATION (1)



FRONT VIEW
SPLICE DETAIL



MIN. WEIGHT 1.12 LB./FT.
SECTION A - A



SECTION B - B

MARKER POST
FOR RIGHT - OF - WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/18/2016
DATE
/S/ Ray Kumapayi
CHIEF SURVEYING AND MA
ENGINEER

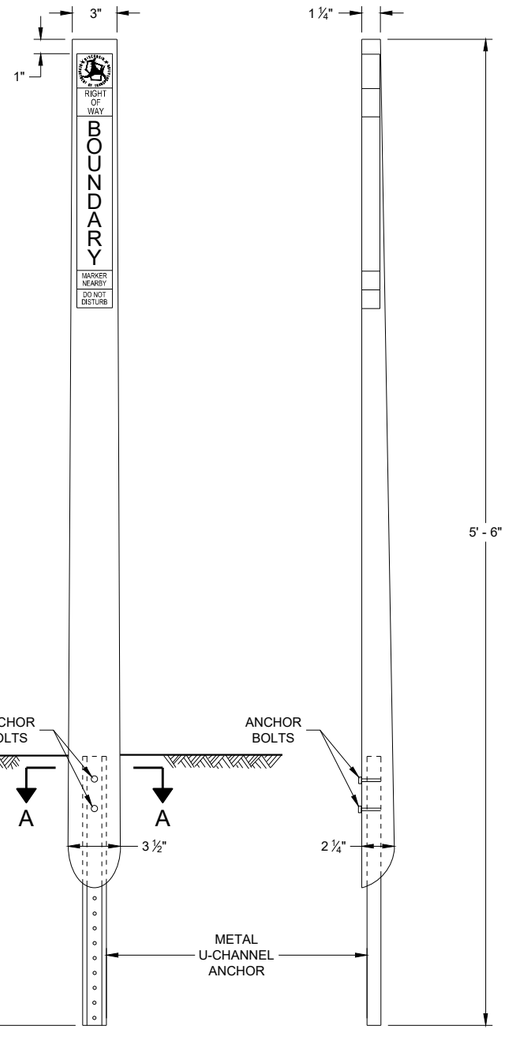
FHWA

6

SDD 15A01 - 13a

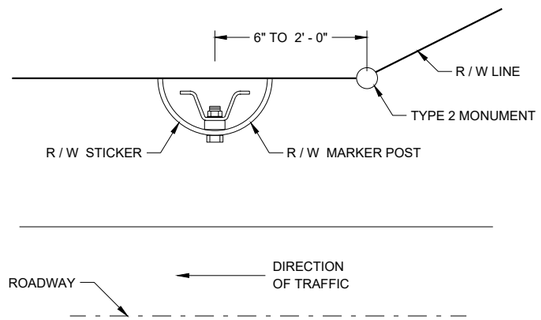
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SDD15A01 - 13a

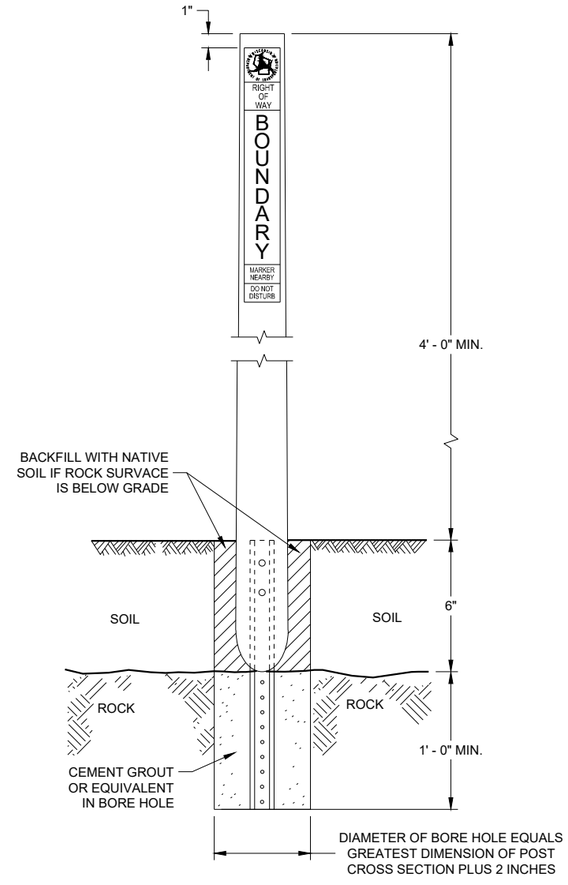


FRONT VIEW **SIDE VIEW**

FLEXIBLE MARKER POST FOR ① RIGHT-OF-WAY



PLAN VIEW



FRONT VIEW ①②

ROCK INSTALLATION

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.

A FLEXIBLE MARKER POST FOR RIGHT -OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

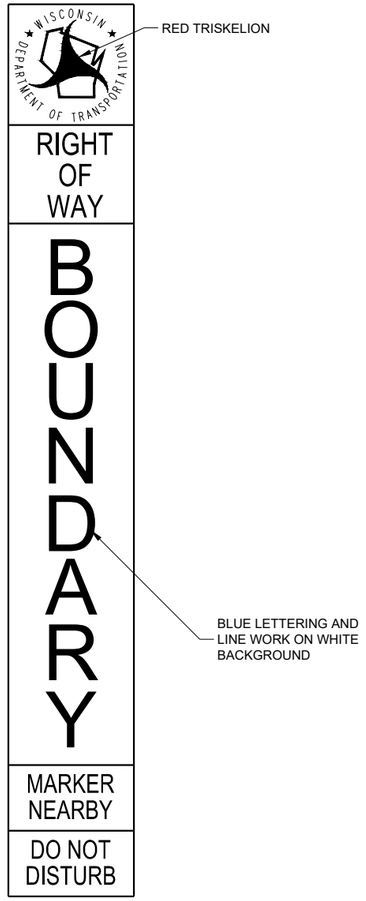
THE RIGHT-OF-WAY STICKER DIMENSIONS SHALL BE 2 ¼" X 17" AND THE STICKER SHALL BE MADE OF A NON-RELECTIVE VINYL MATERIAL. THE RIGHT-OF-WAY STICKER SHALL FACE THE ROADWAY.

INSTALL PER DEPTH OF MANUFACTURER'S RECOMMENDATION BUT NOT LESS THAN 18 INCHES BELOW GRADE FROM THE BOTTOM OF THE METAL U-CHANNEL ANCHOR.

① FLEXIBLE MARKER POSTS SHALL BE INCLUDED IN THE APPROVED PRODUCTS LIST FOR MARKER POSTS AND SHALL BE FEDERAL YELLOW IN COLOR.

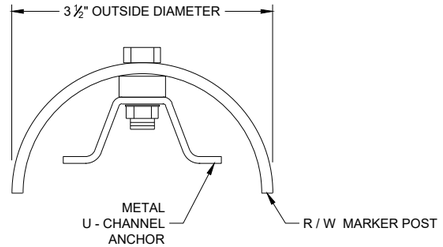
② IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 4' - 0" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR.

FILL THE BORE HOLE WITH CEMENT GROUT OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



RIGHT-OF-WAY STICKER

THE RIGHT-OF-WAY STICKER SHALL BE ATTACHED 1" FROM THE TOP OF THE RIGHT-OF-WAY POST PRIOR TO DELIVERY.



SECTION A - A

FLEXIBLE MARKER POST FOR RIGHT - OF - WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/16/2016 DATE
/S/ Ray Kumapayii
CHIEF SURVEYING AND MA ENGINEER

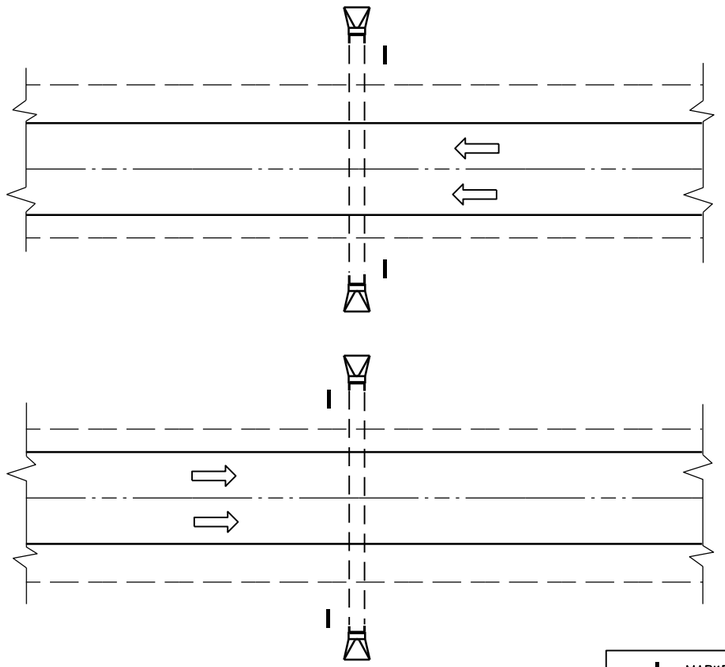
FHWA

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SDD15A01 - 13b

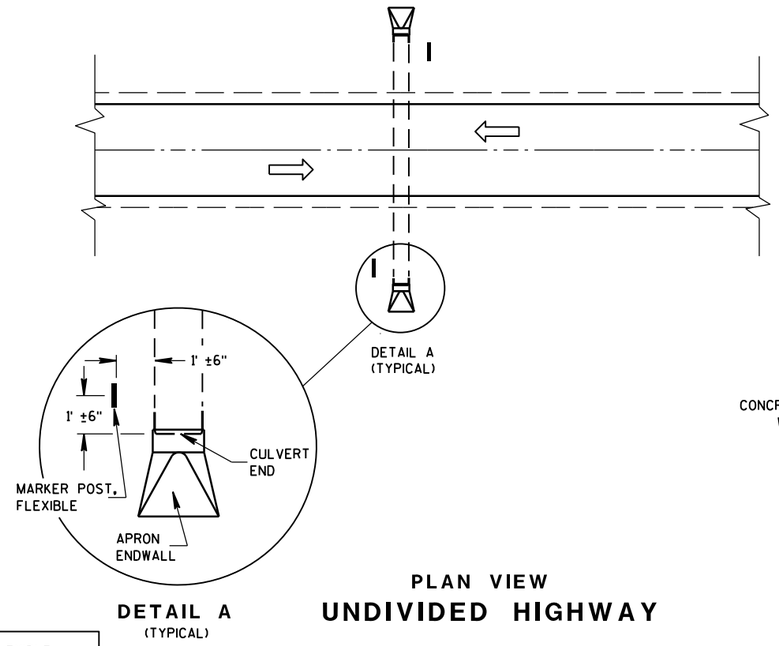
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SDD15A01 - 13b



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

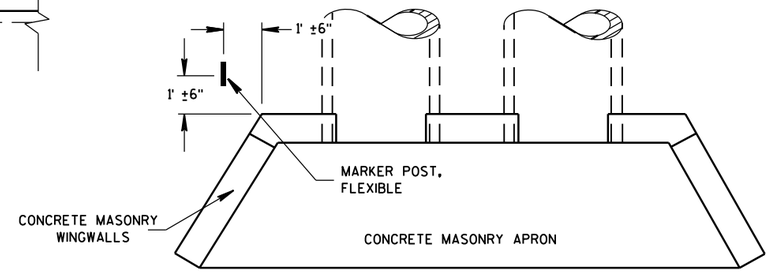
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

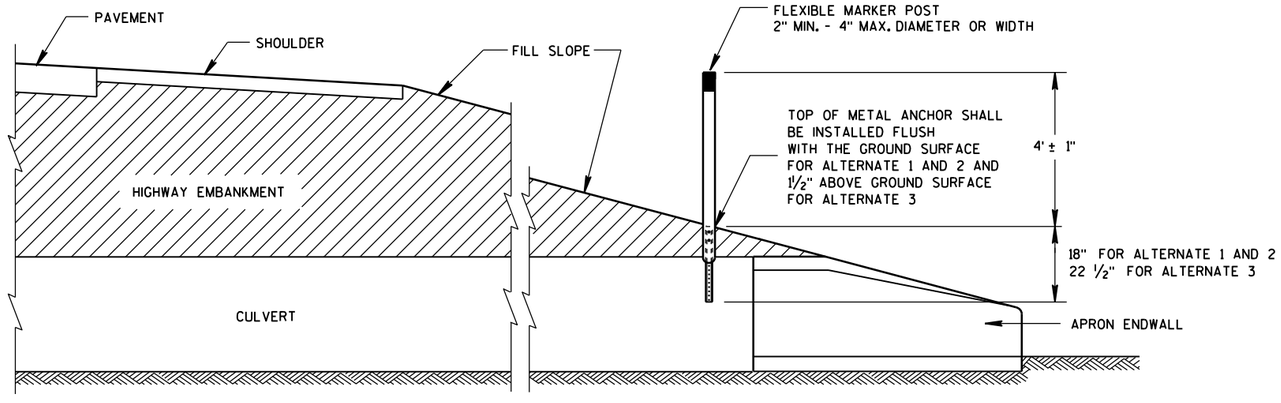
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

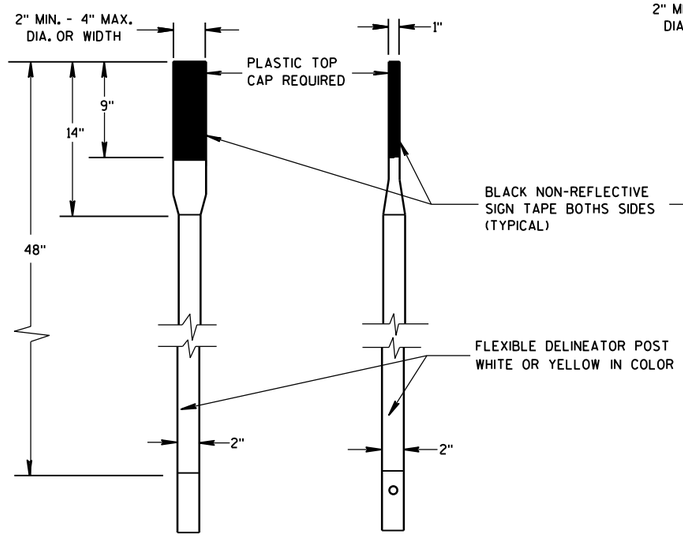
FLEXIBLE MARKER POST

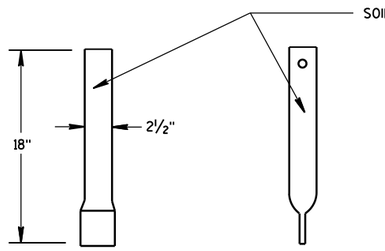
FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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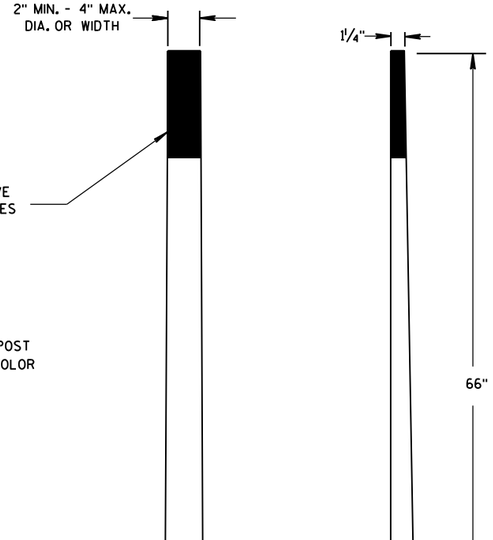
S.D.D. 15 A 3-2a





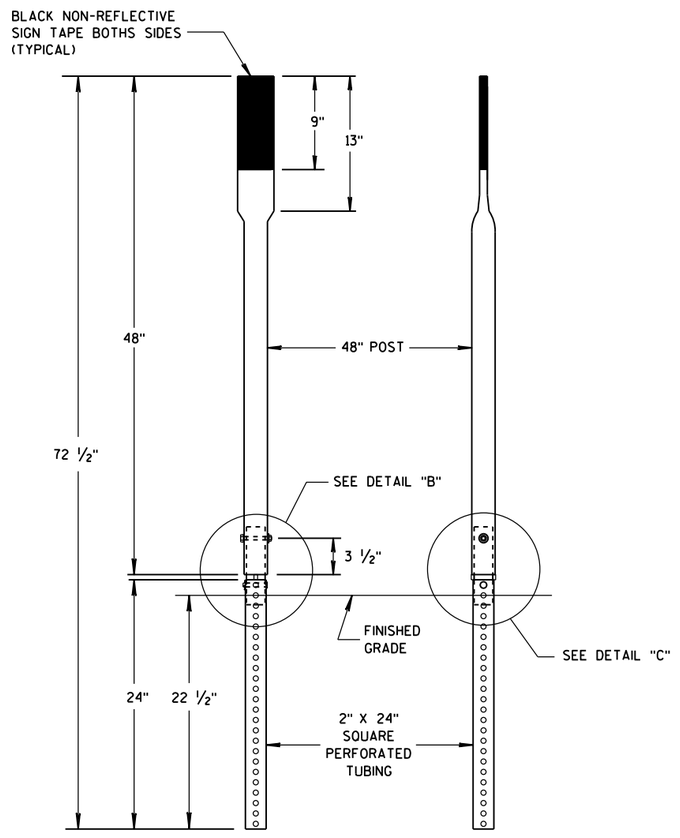
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

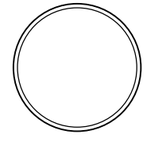
ALTERNATE 2



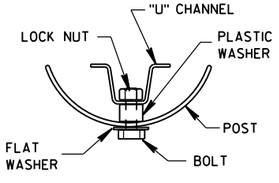
FRONT VIEW SIDE VIEW

ALTERNATE 3

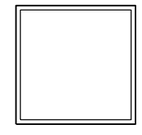
FLEXIBLE MARKER POSTS



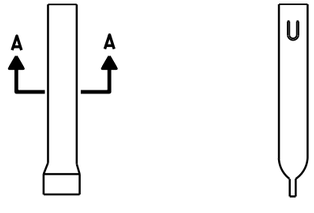
SECTION A-A



SECTION B-B

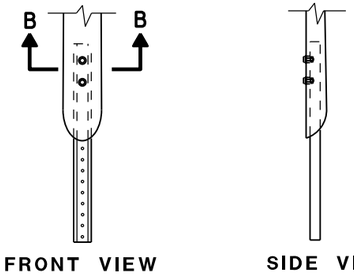


SECTION C-C



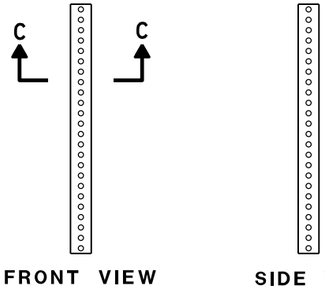
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

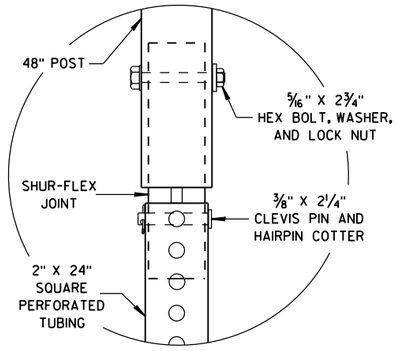
ALTERNATE 2



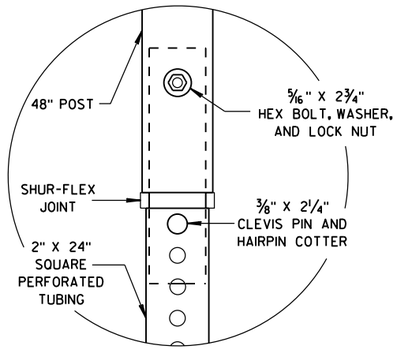
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

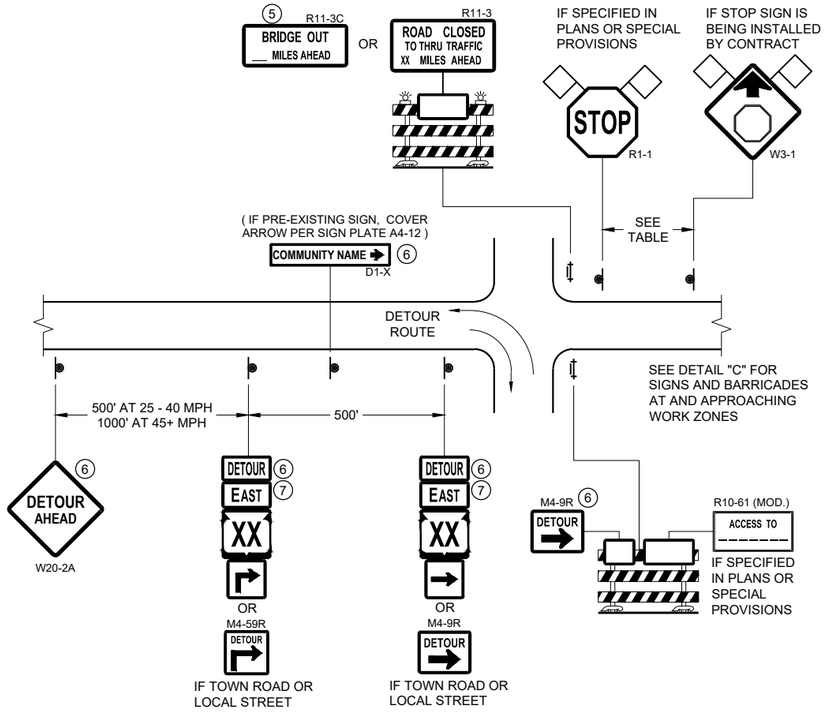
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

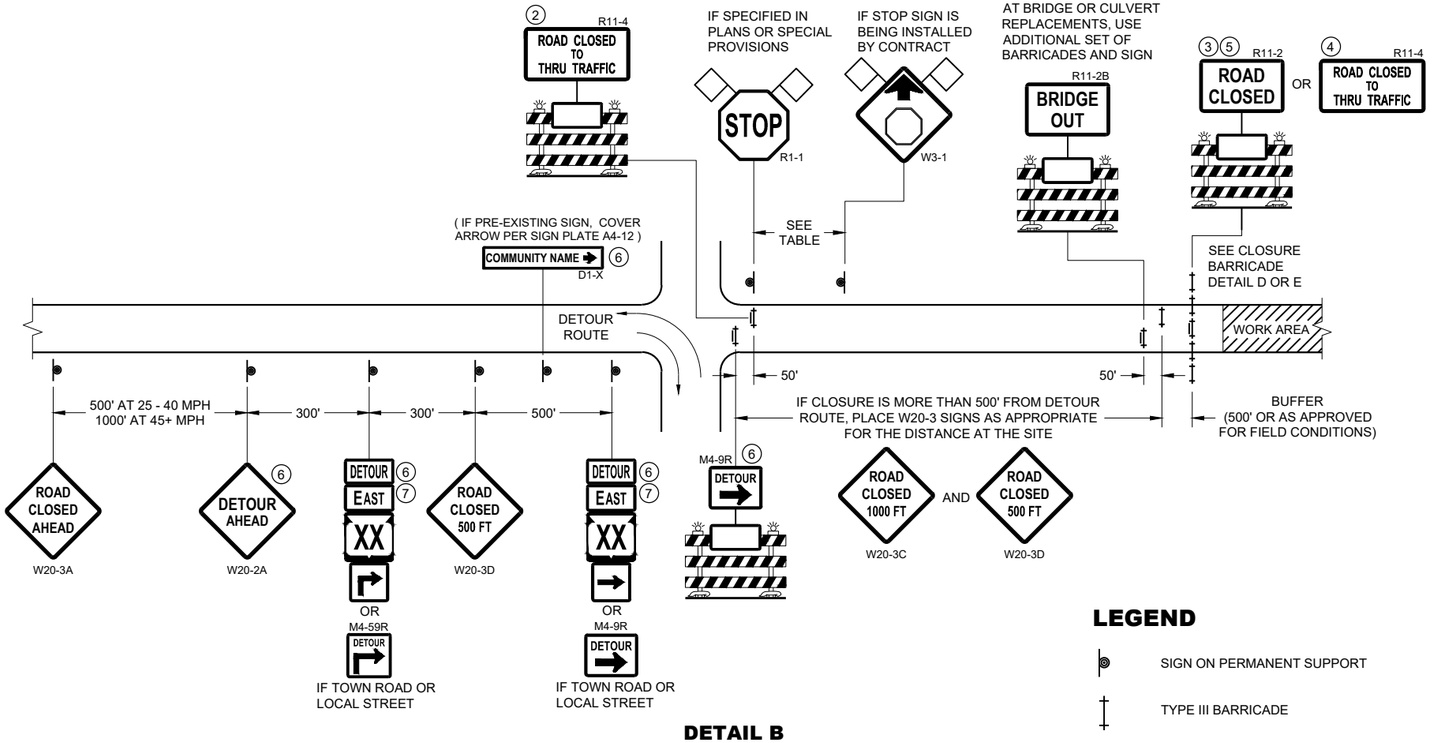
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S.D.D. 15 A 3-2b



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

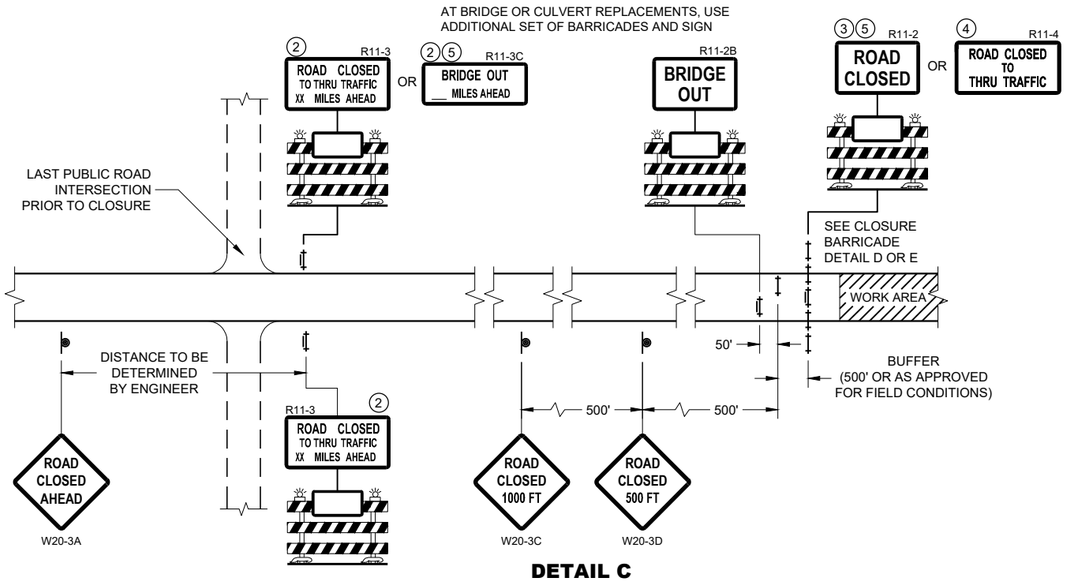
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

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

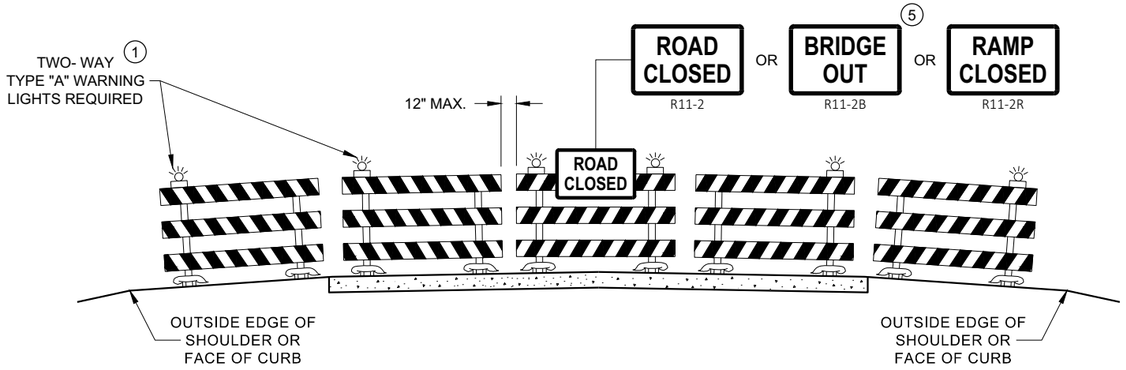
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

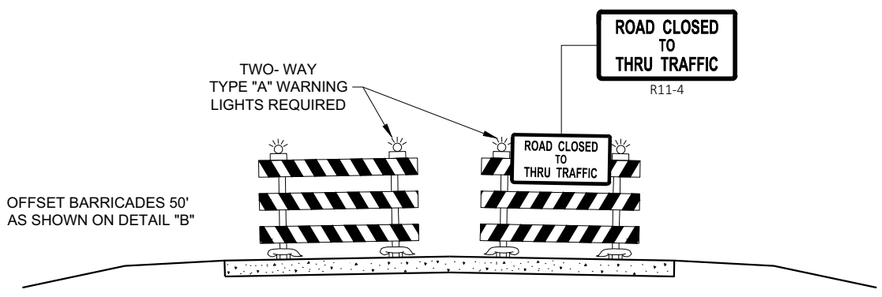
FHWA

SDD 15C02 - 08a

SDD 15C02 - 08a



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
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 08b

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; XX — M1 - 6; COUNTY X — M1 - 5A
- M05 - 1; M06 - 1; 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.

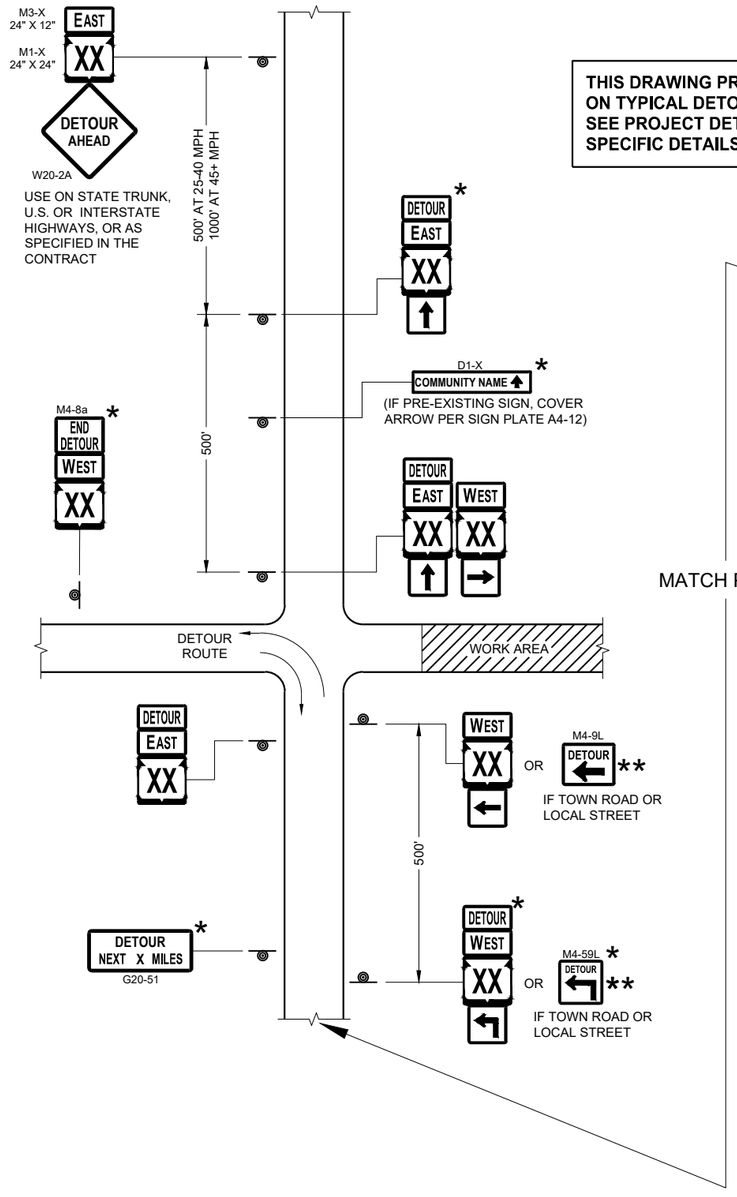
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

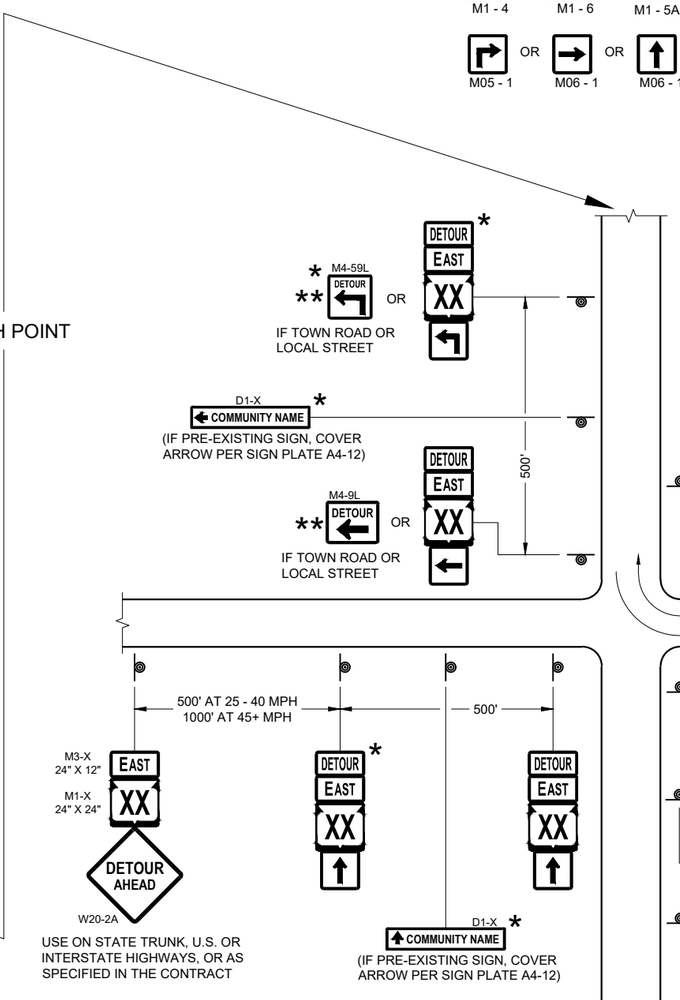
SIGN SIZES SHALL BE AS FOLLOWS:

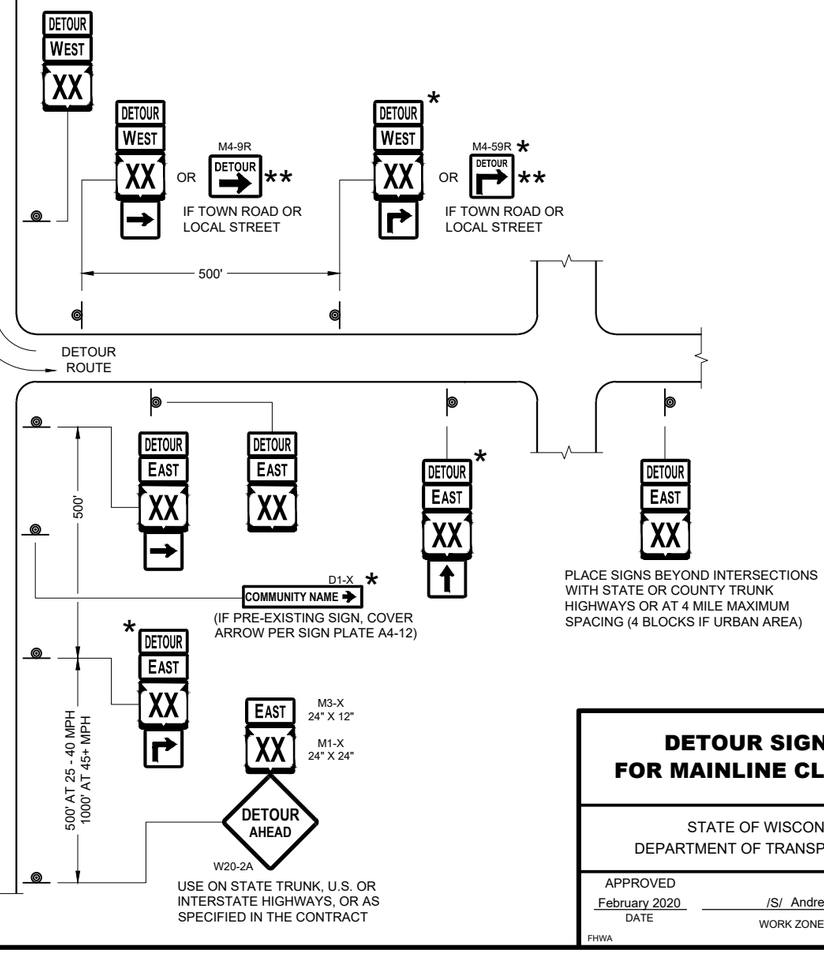
M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
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

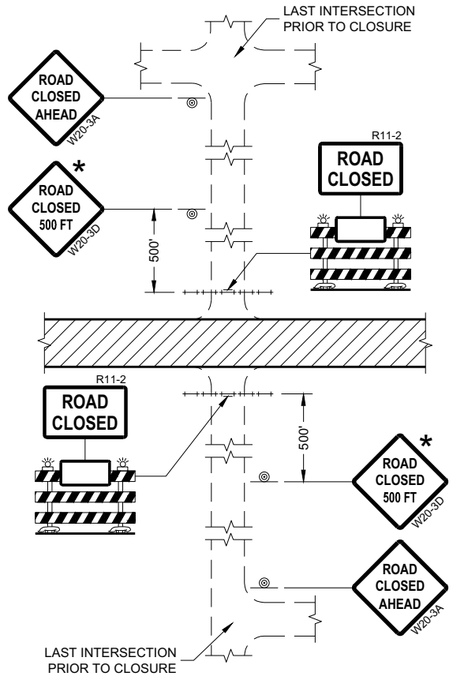
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

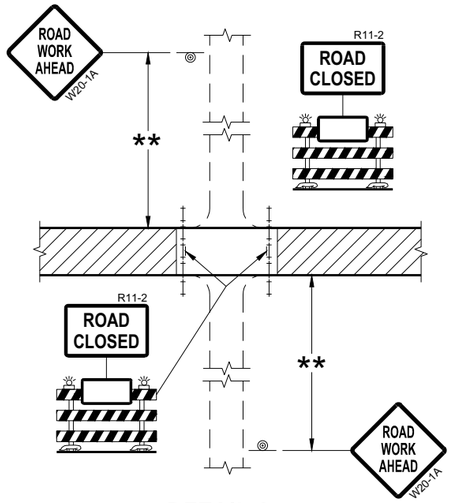
FHWA

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SDD 15C02 - 08c



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.

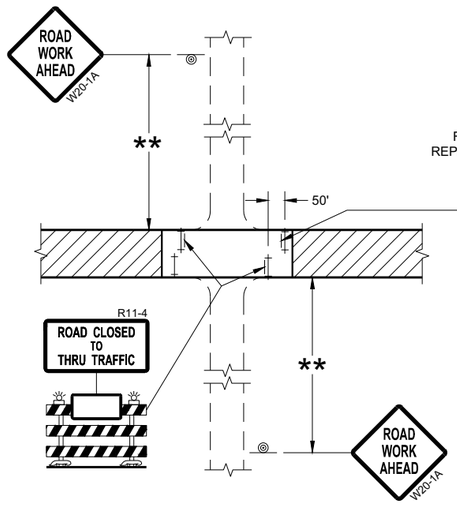
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

6

SDD 15C03 - 05

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.

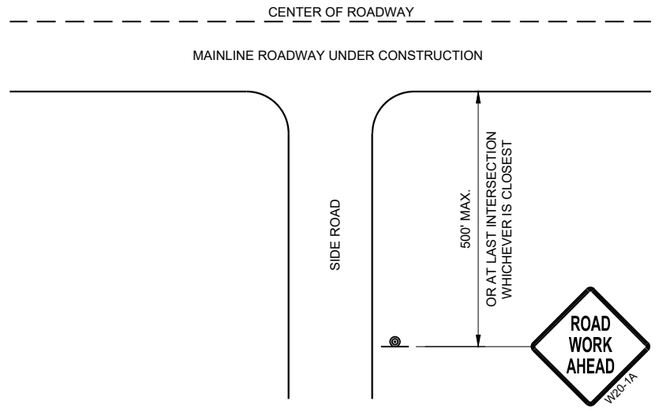
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



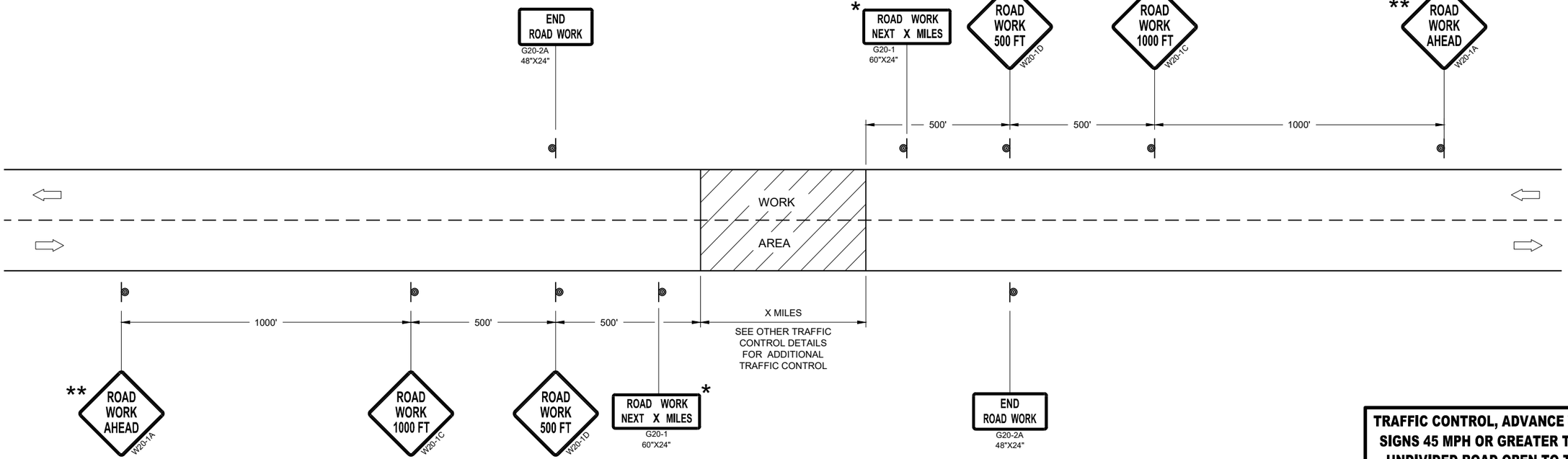
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

FHWA

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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.

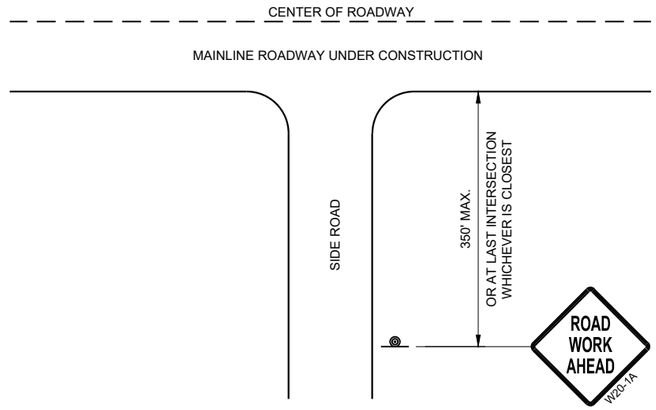
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



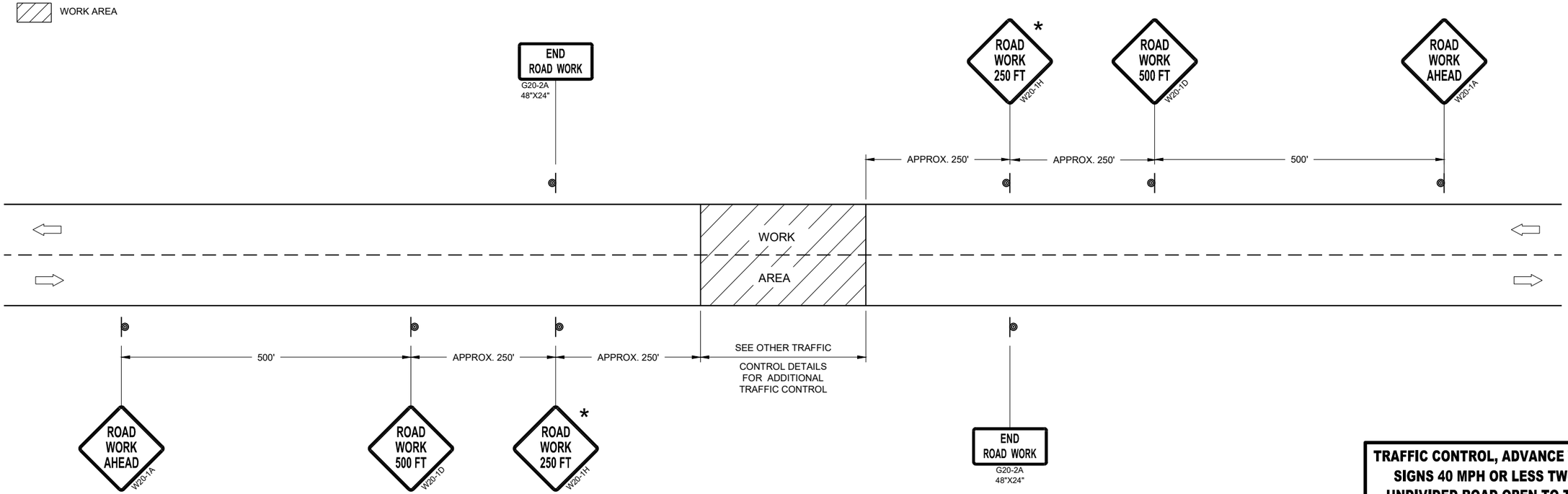
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

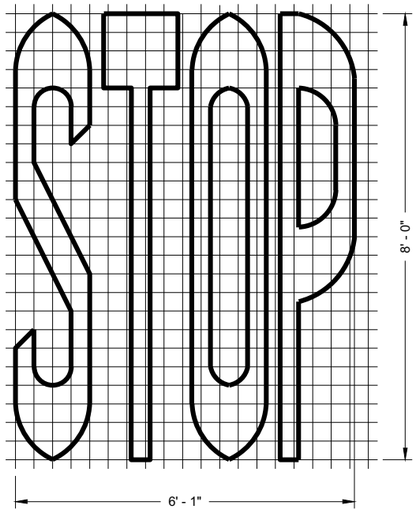
APPROVED
July 2018
DATE

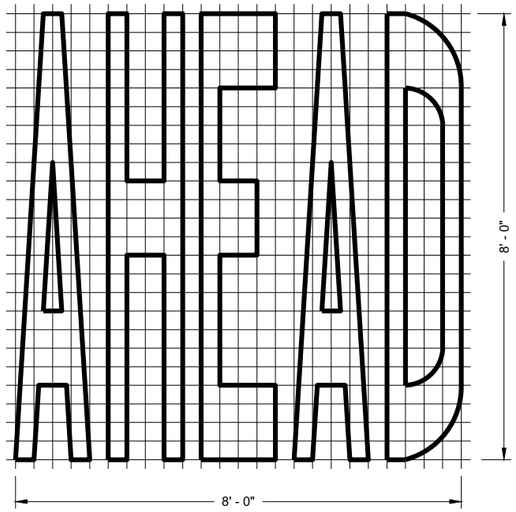
/S/ Andrew Heidtke
WORK ZONE ENGINEE

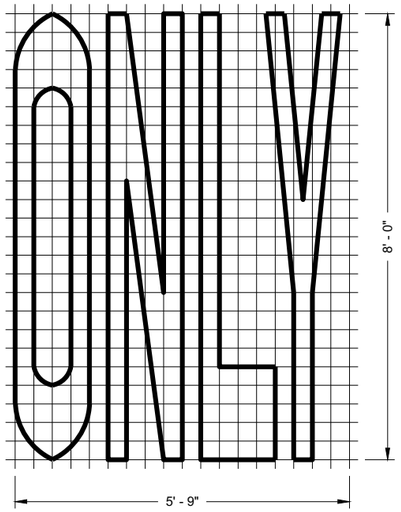
FHWA

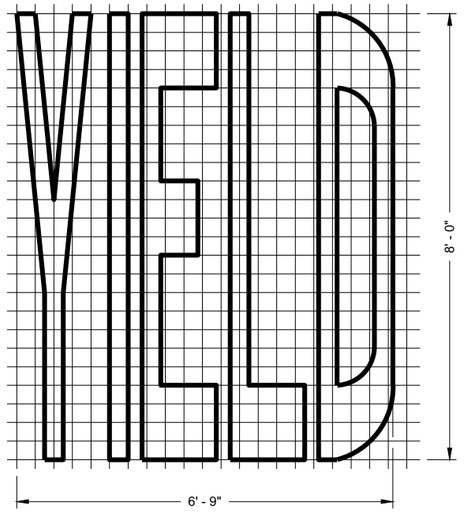
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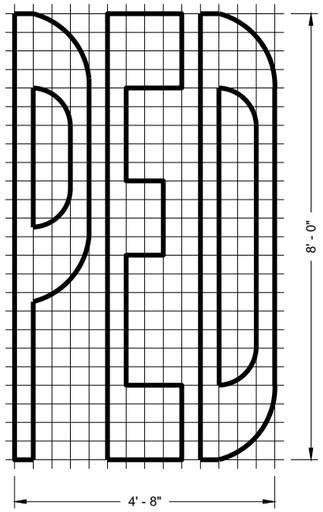
SDD 15C05 - 05



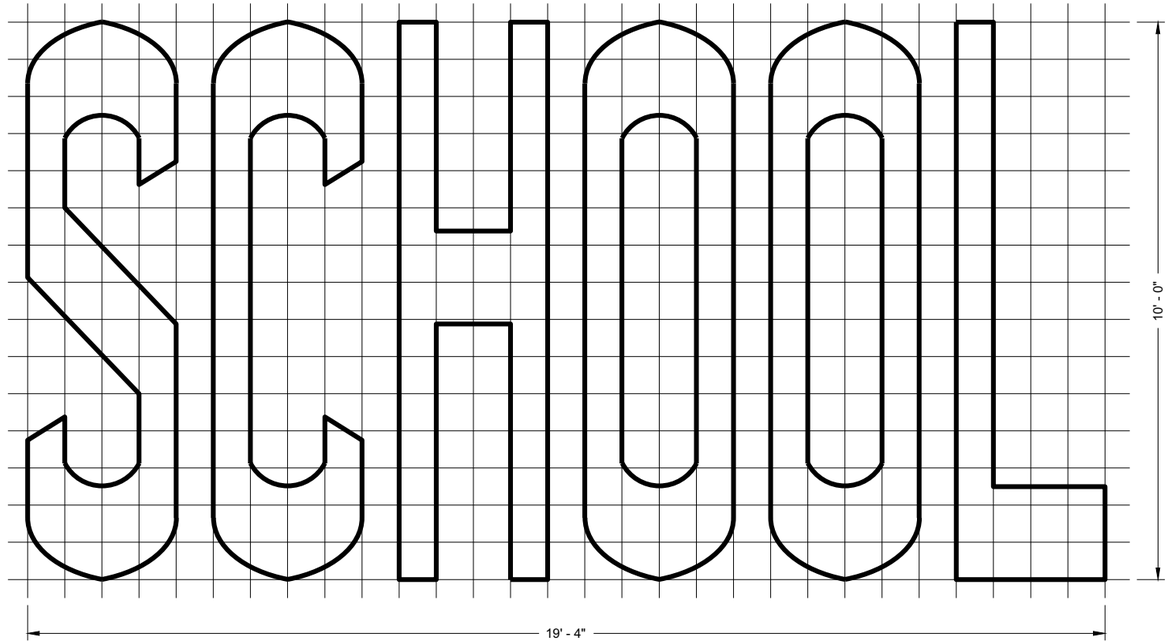








SINGLE LANE



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

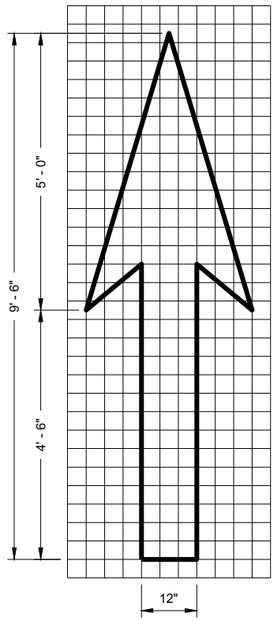
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

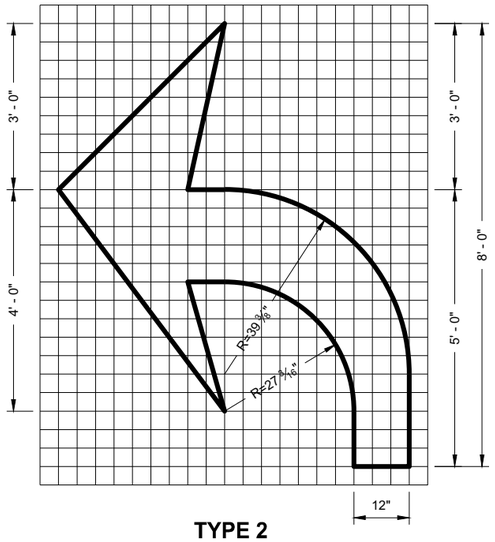
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SDD 15C07 - 15b

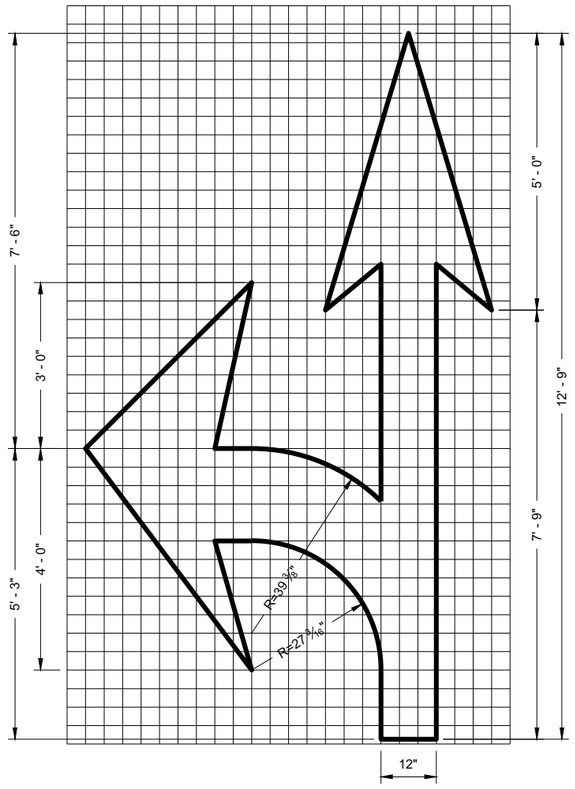
SDD 15C07 - 15b



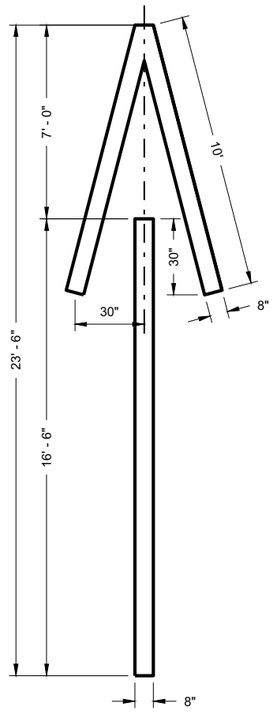
TYPE 1



TYPE 2



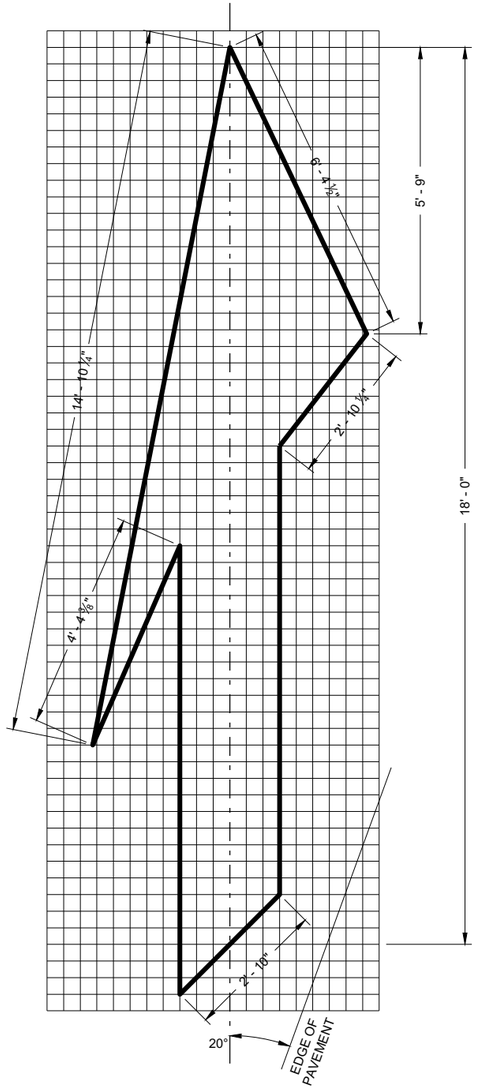
TYPE 3



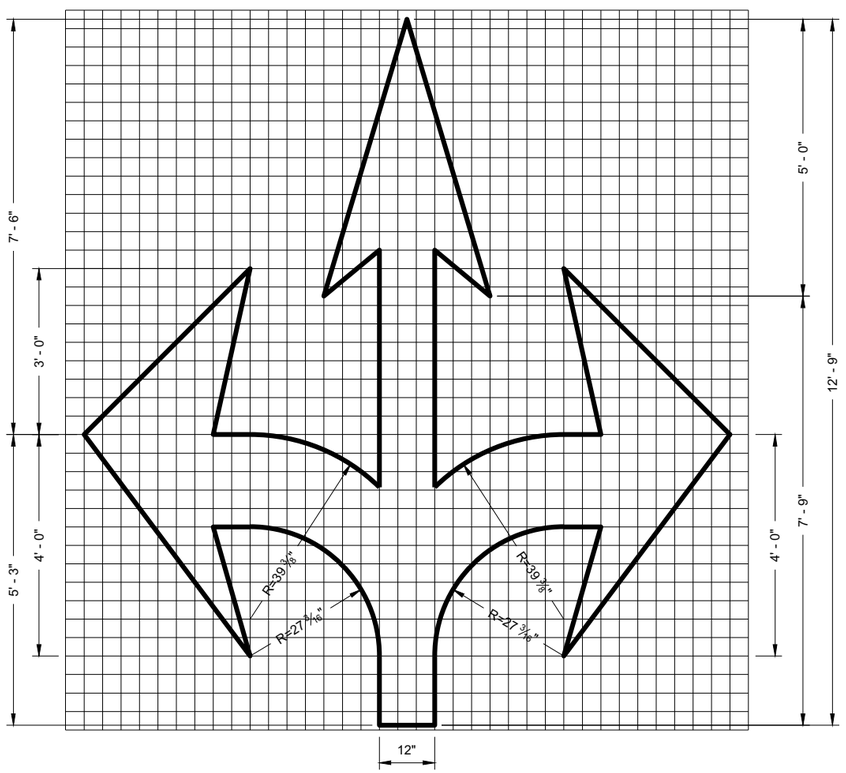
TYPE 4

GENERAL NOTES

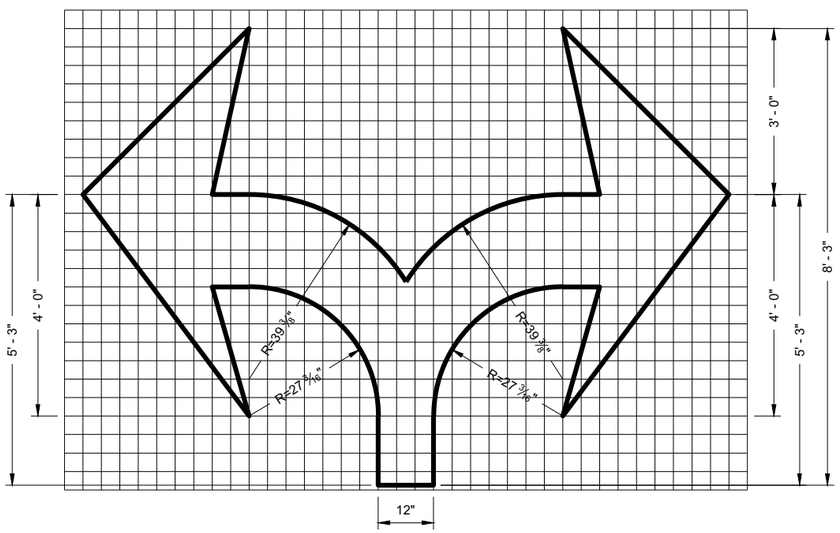
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



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 MARKING ENGINEER

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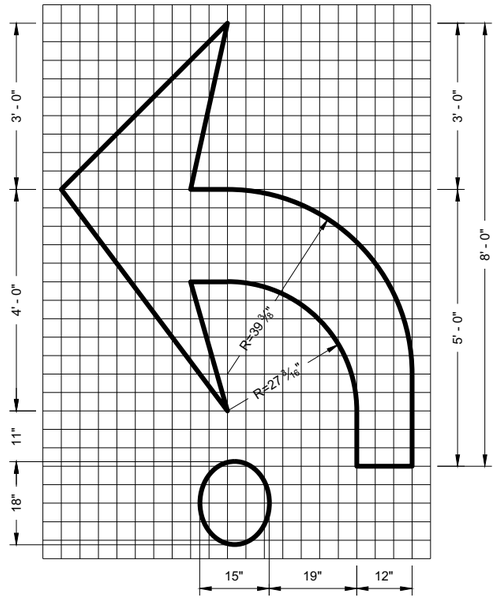
SDD 15C07 - 15c

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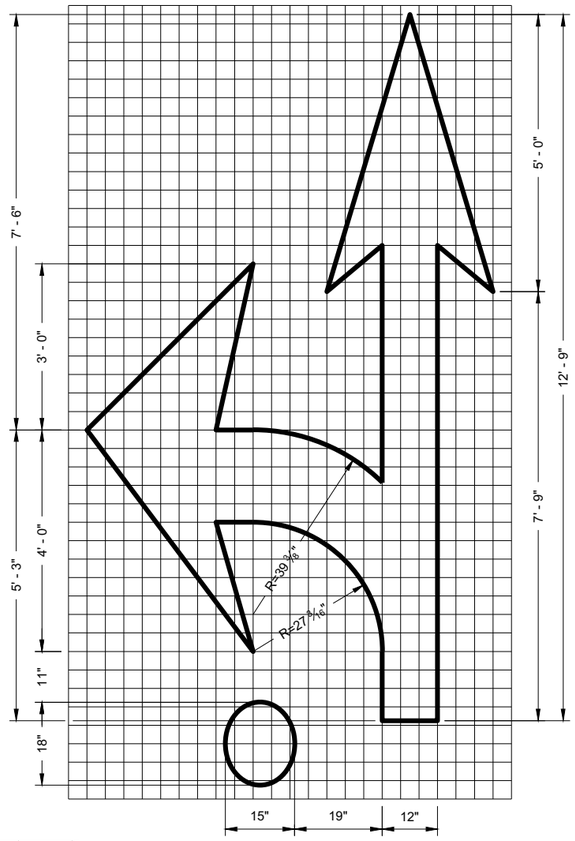
SDD 15C07 - 15c

GENERAL NOTES

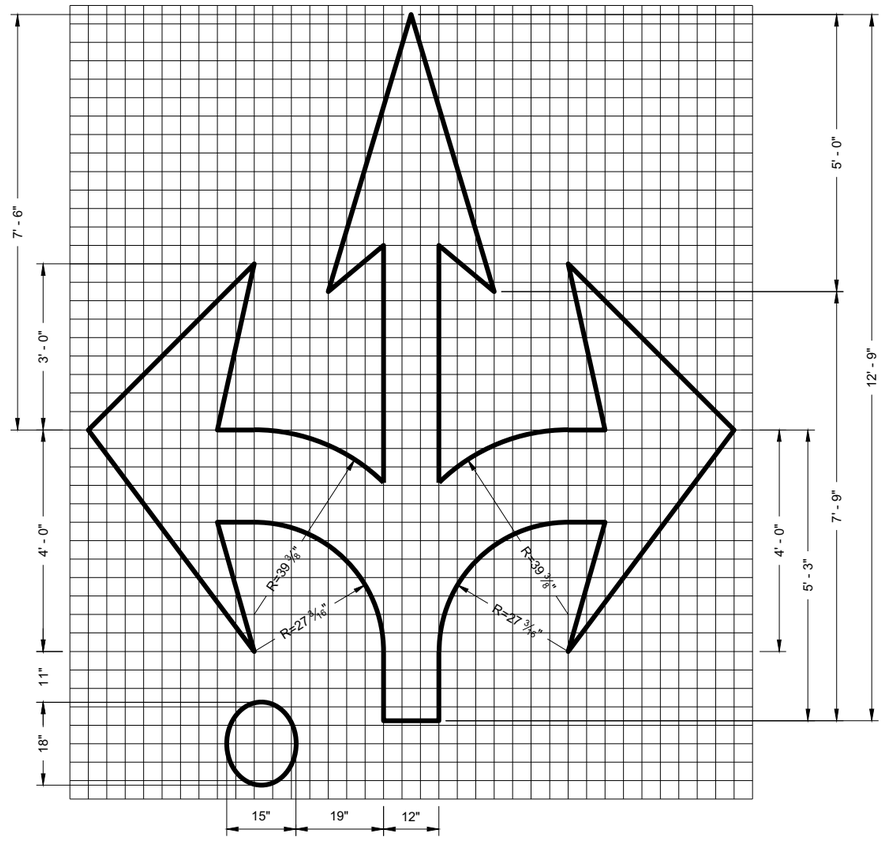
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



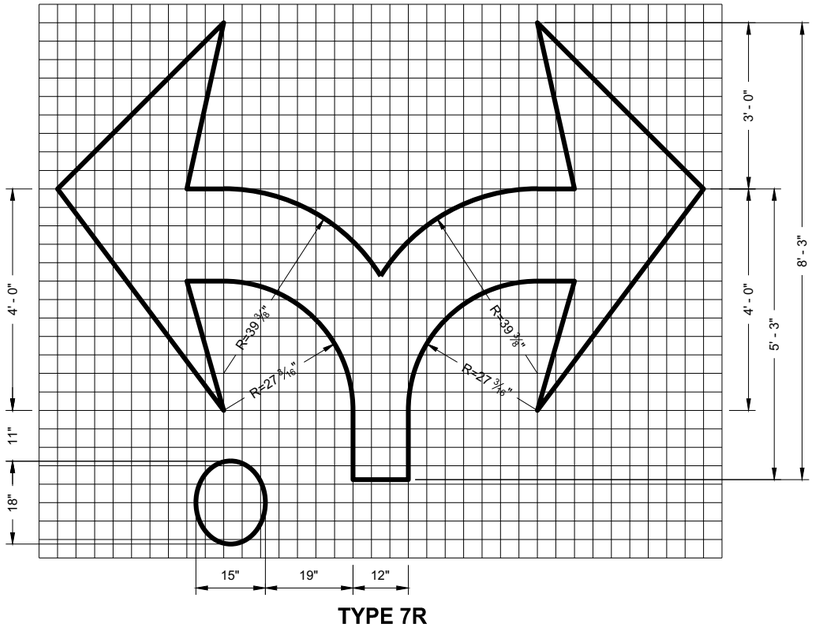
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDABOUT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2019
DATE

/S/ Matthew Rauch
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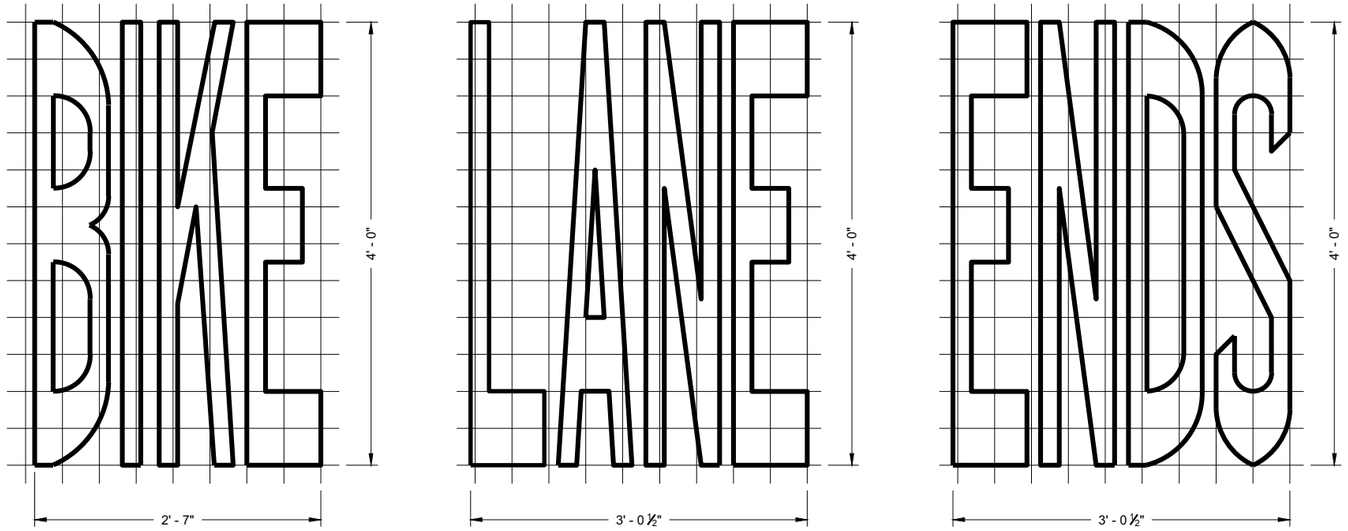
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SDD 15C07 - 15d

6

SDD 15C07 - 15d

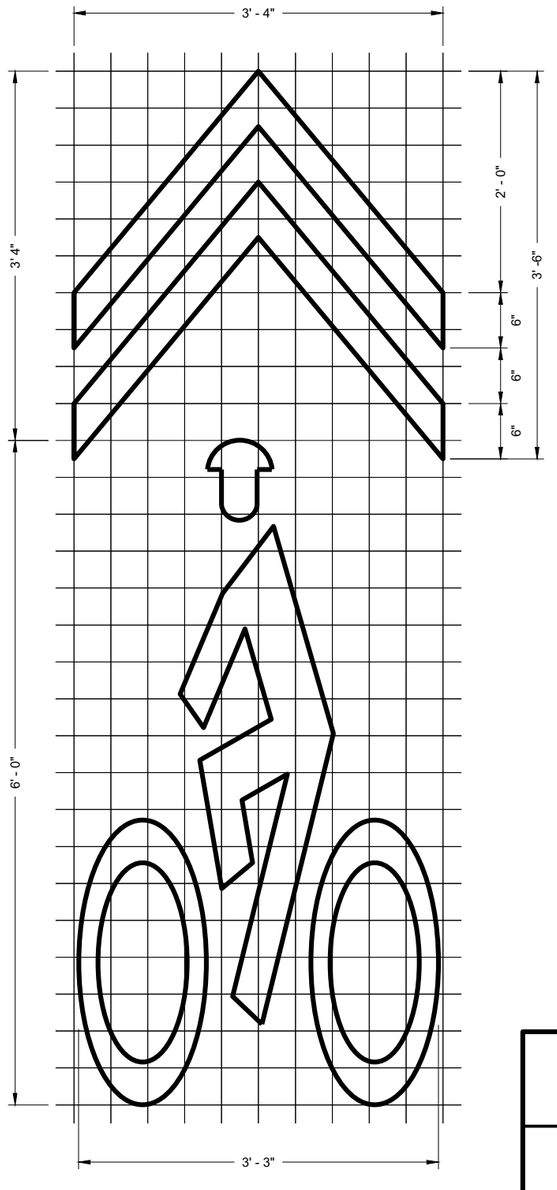
SDD 15C7-e Pavement Marking For Bike Lanes

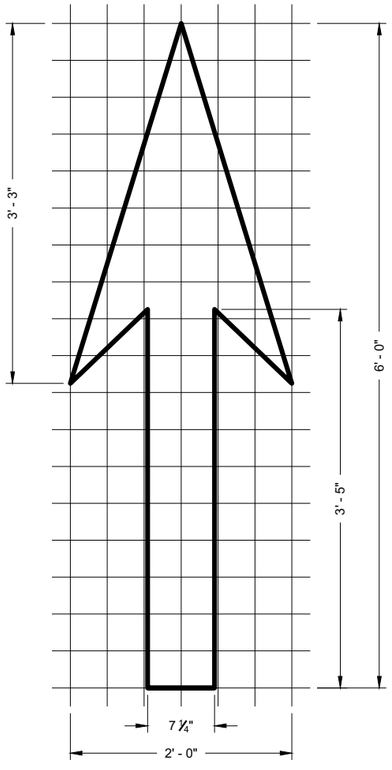


BIKE LANE WORDS

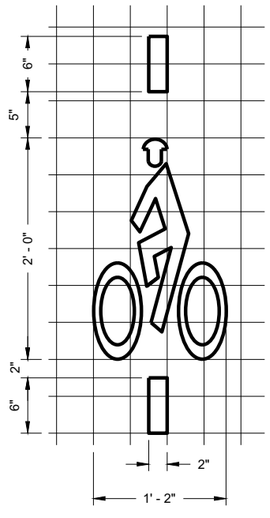
GENERAL NOTES

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.

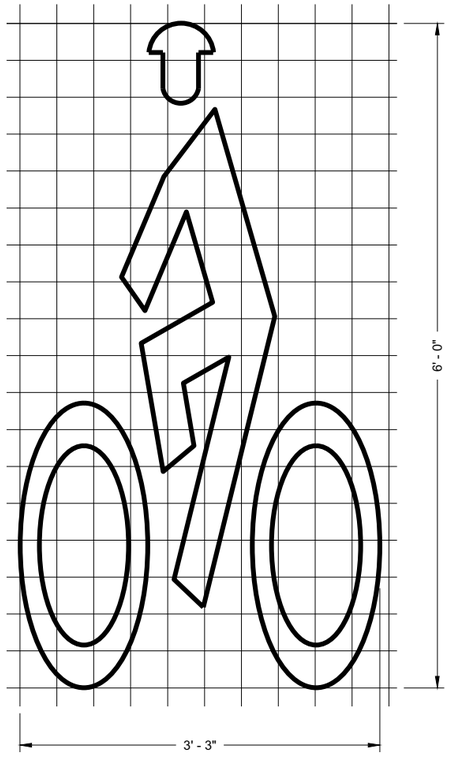




BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

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 - 15e

* 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

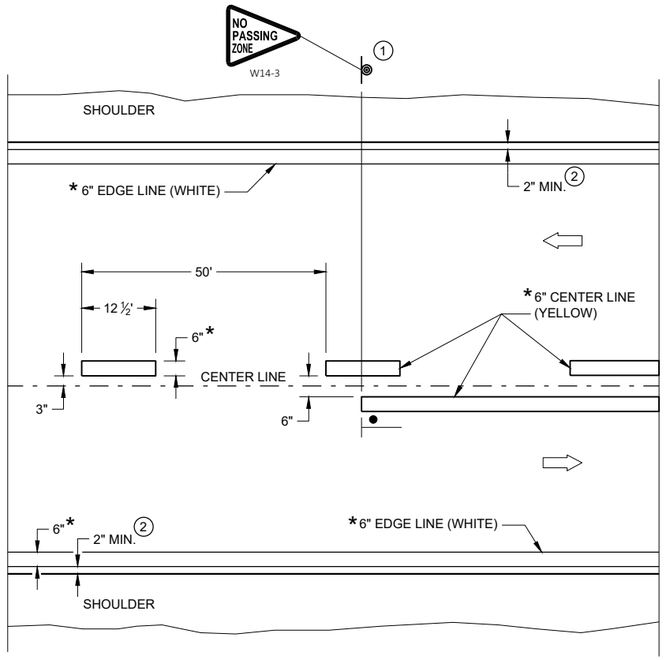
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

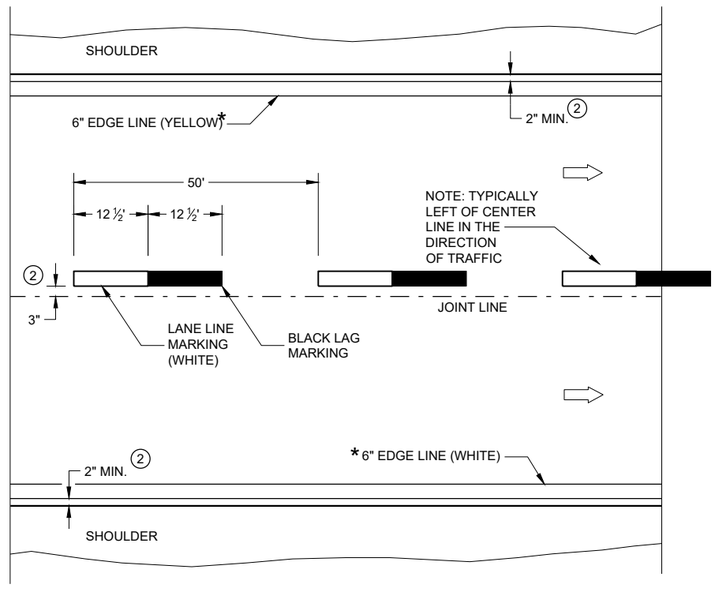
"T" MARKING

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

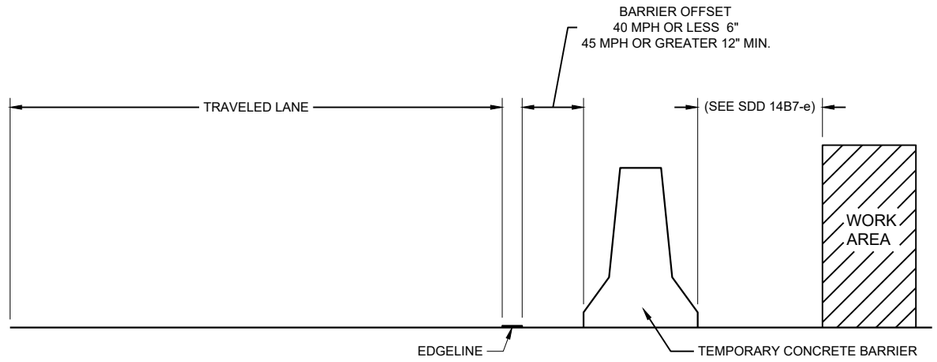
May 2023
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M
ENGINEER

FHWA

6

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

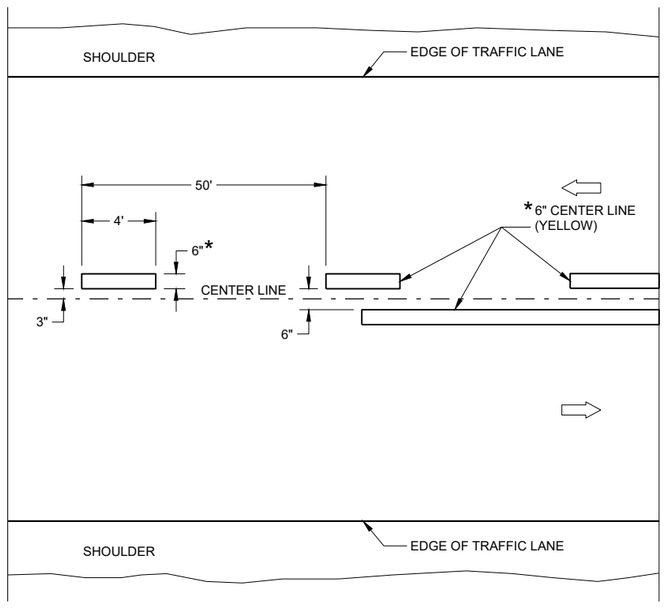
GENERAL NOTES

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

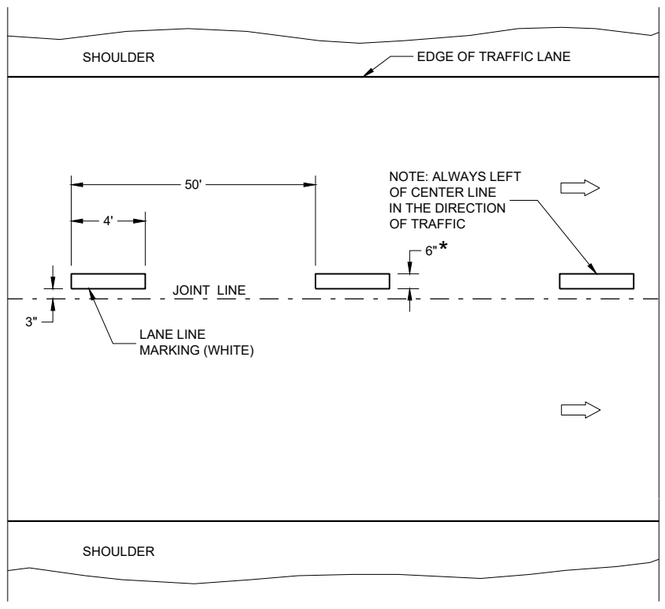
LEGEND

⇨ DIRECTION OF TRAFFIC

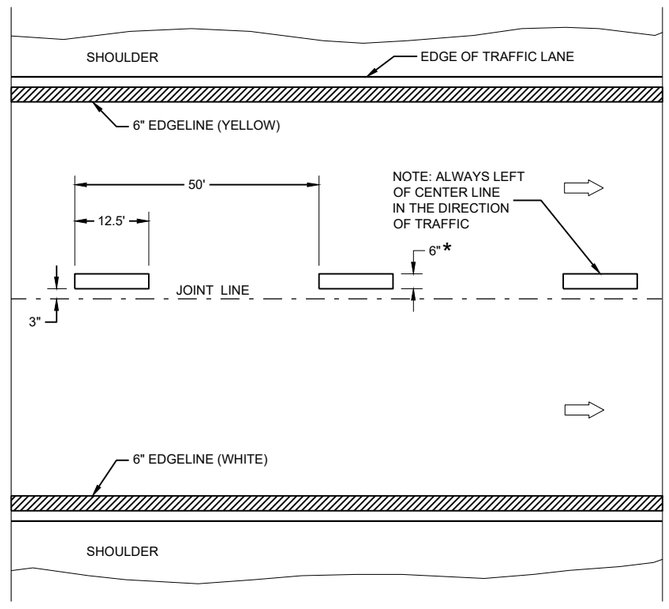
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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

6

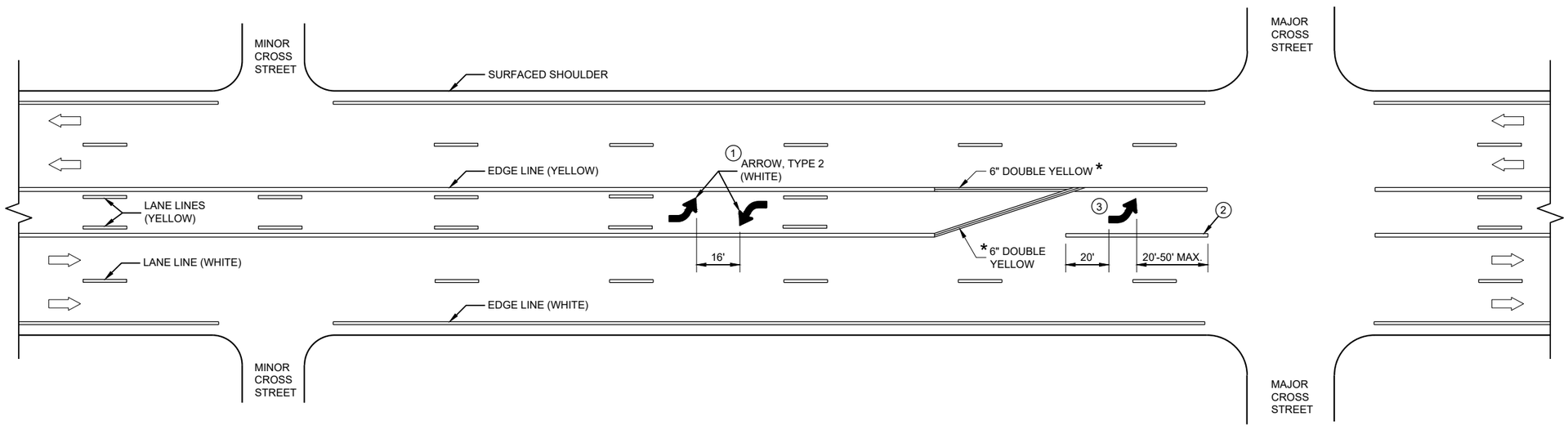
SDD 15C08-23b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY LEFT TURN LANE

6

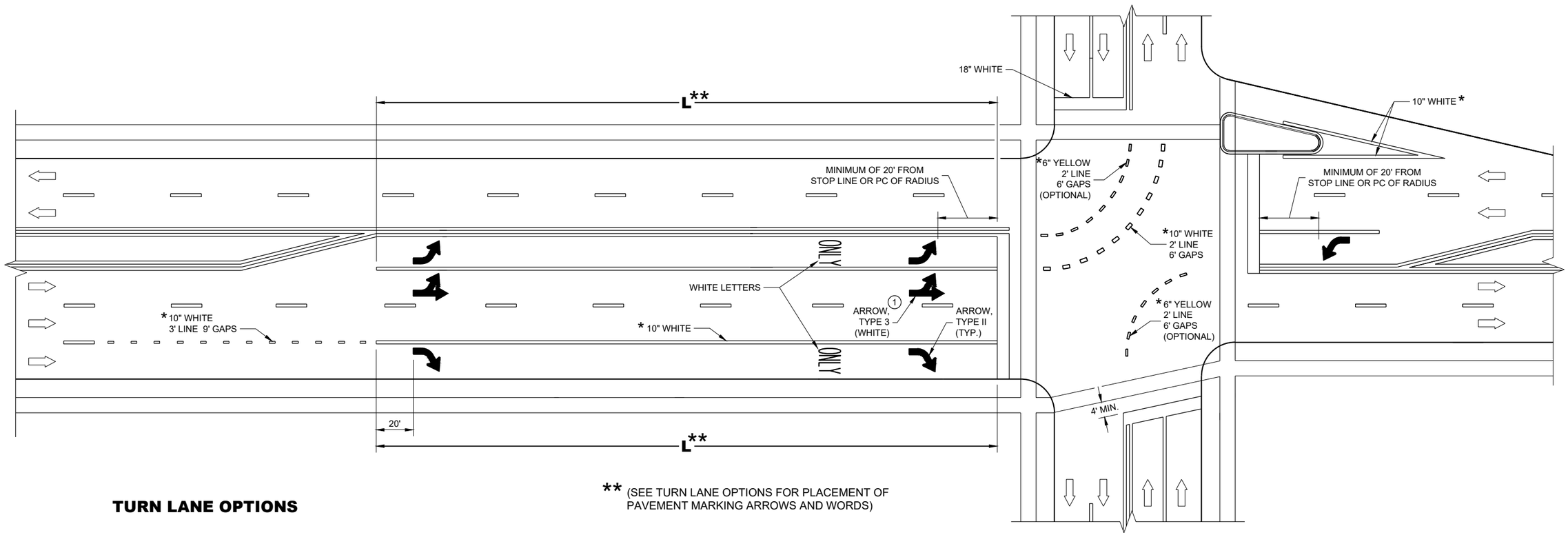
SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA- 131

6

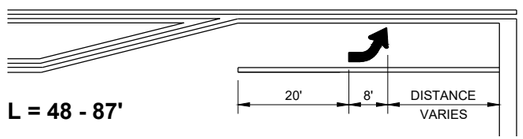
SDD 15C08-23c



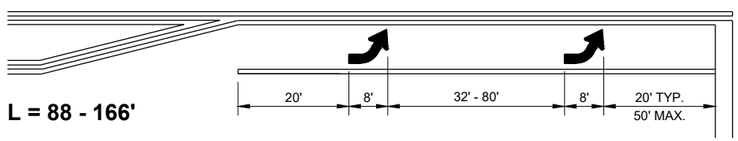
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

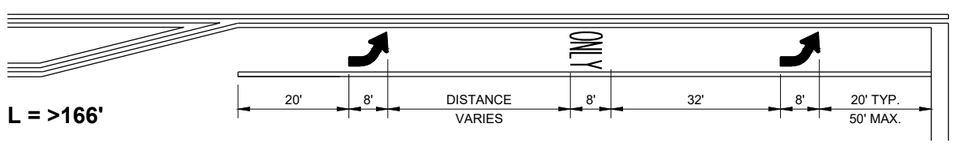
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

(1) QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

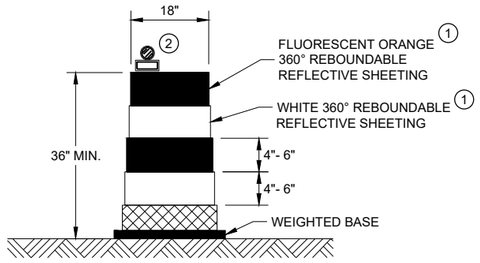
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-23d

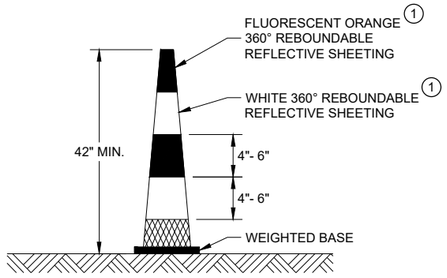
GENERAL NOTES

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



DRUM

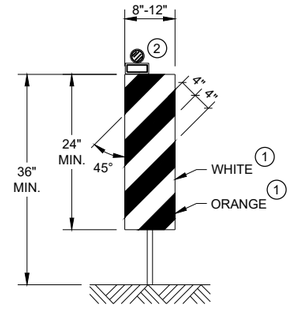
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

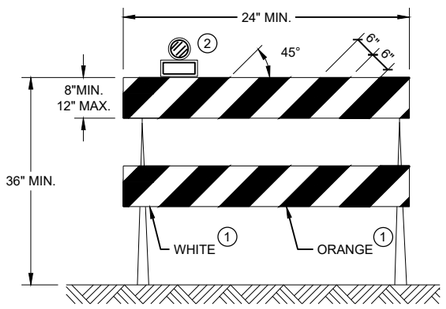
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



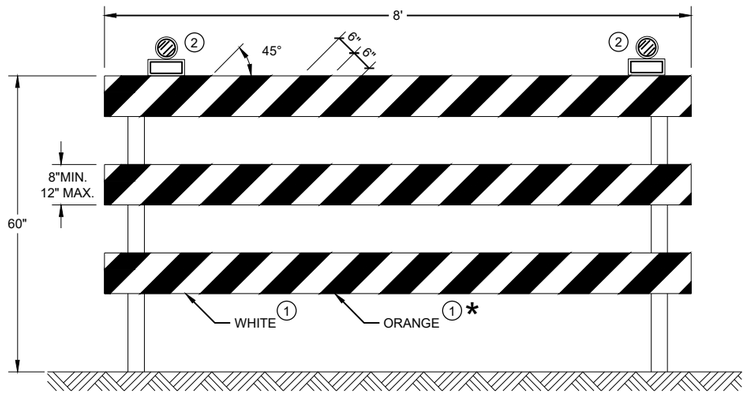
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 10b

6

SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

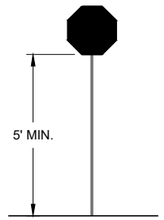
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

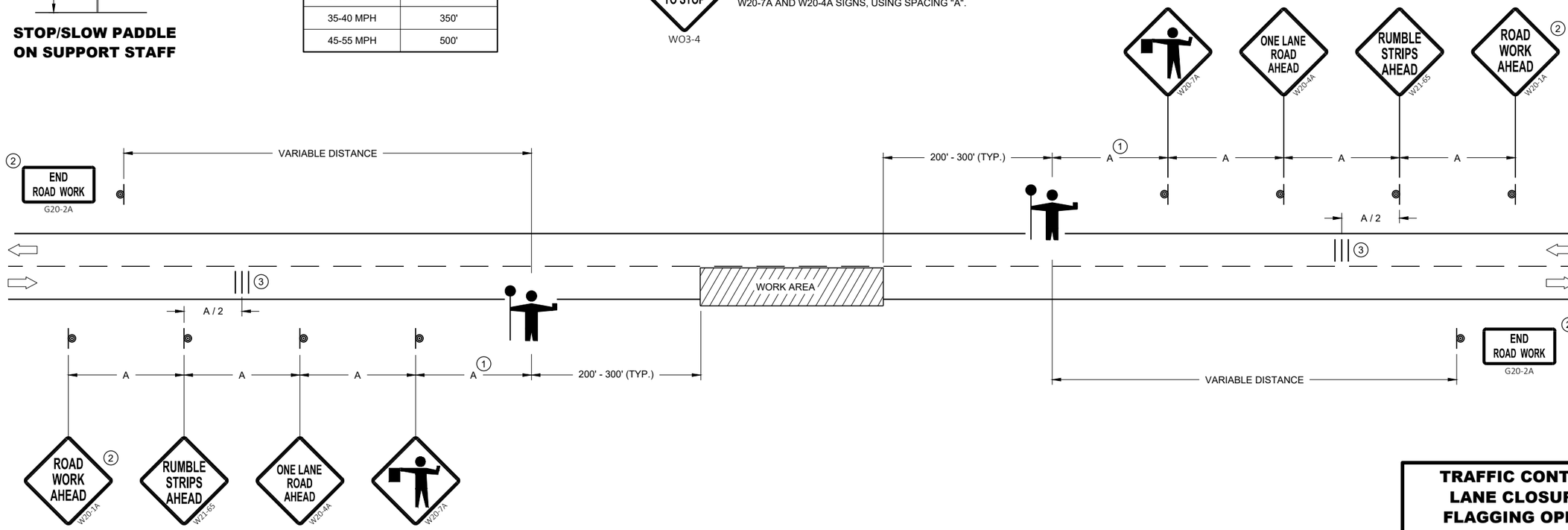
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

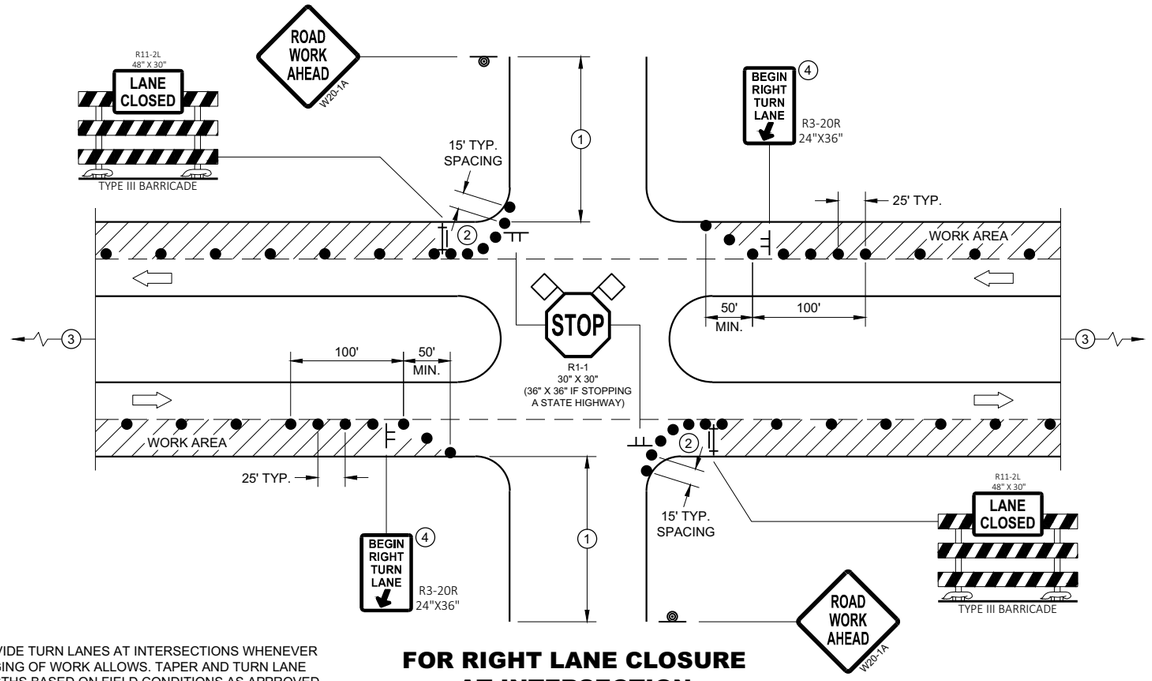
FHWA

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SDD 15C12 - 09a

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SDD 15C12 - 09a



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.

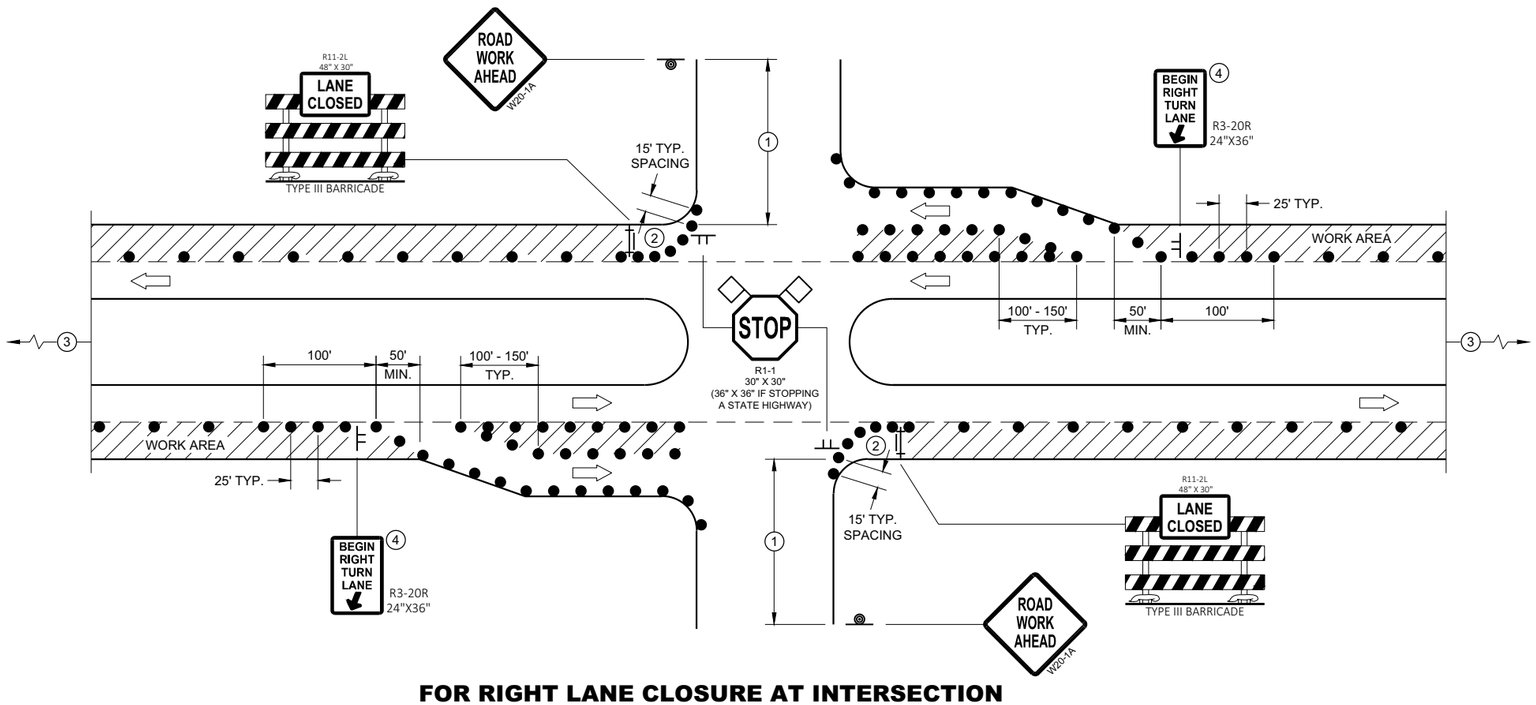
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(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.

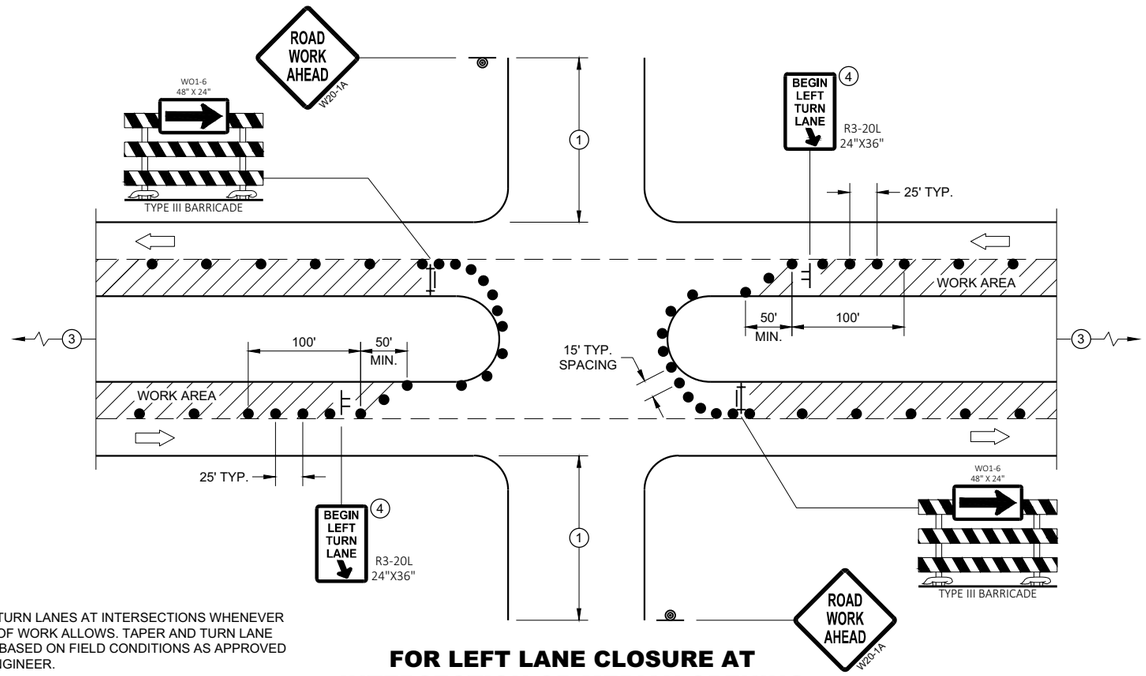


FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

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.

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.

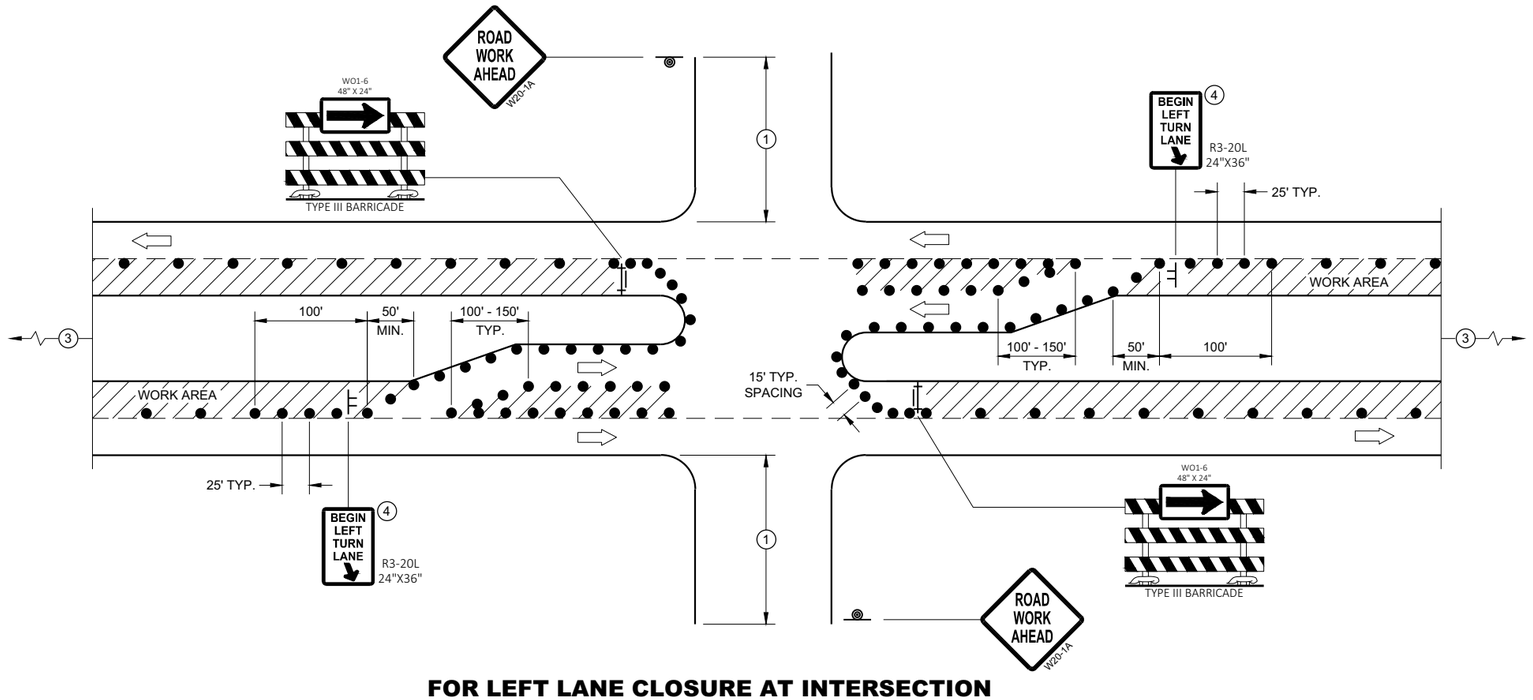
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(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 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.

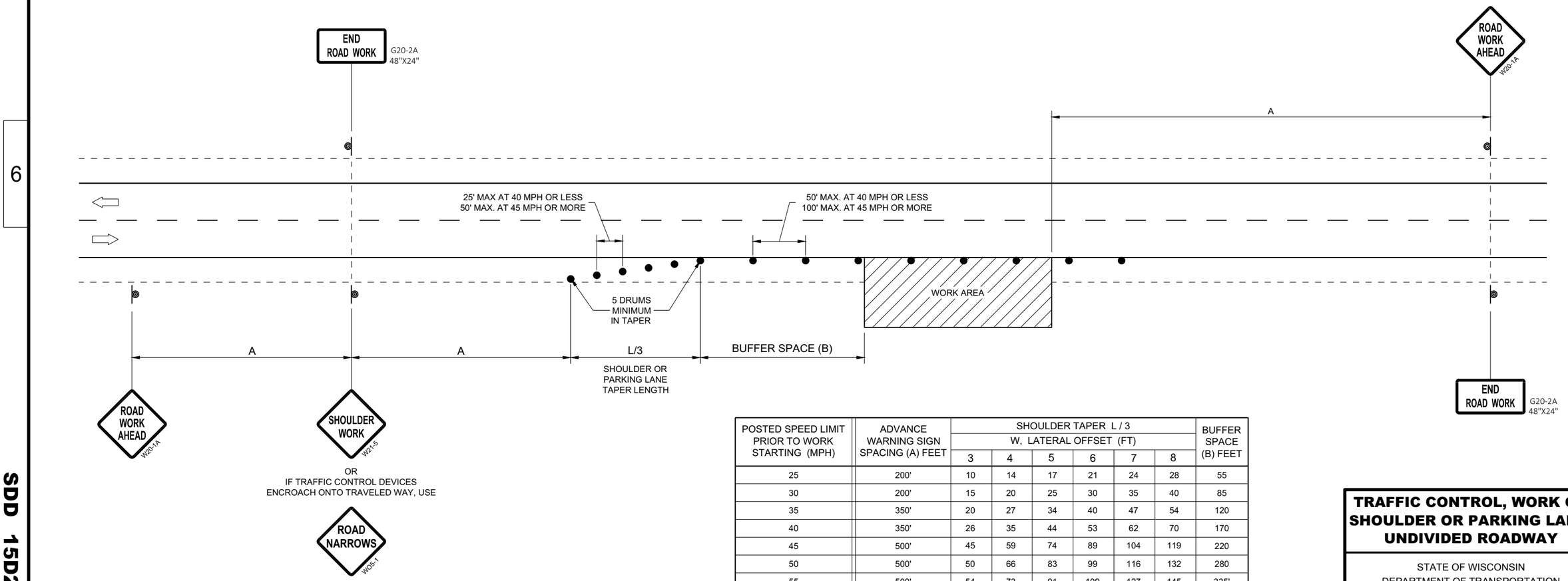
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

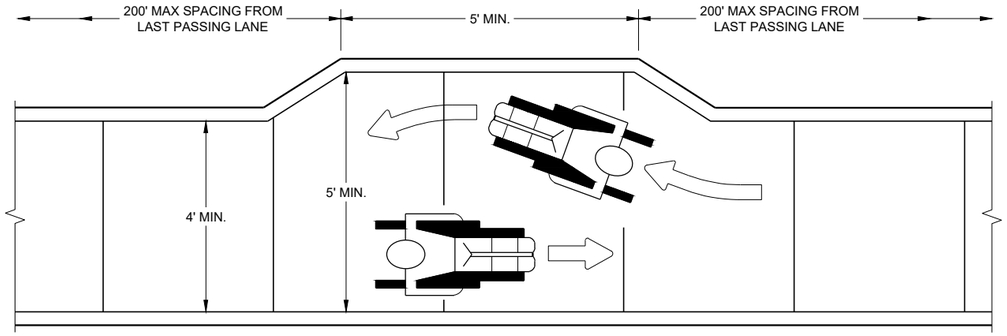
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

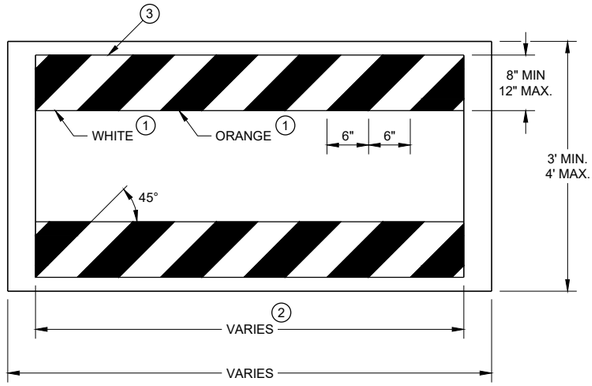
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

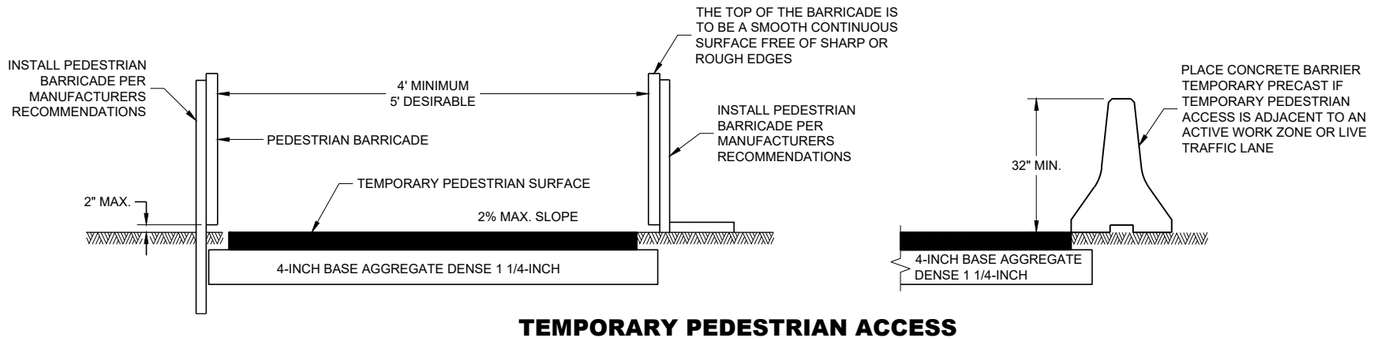
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

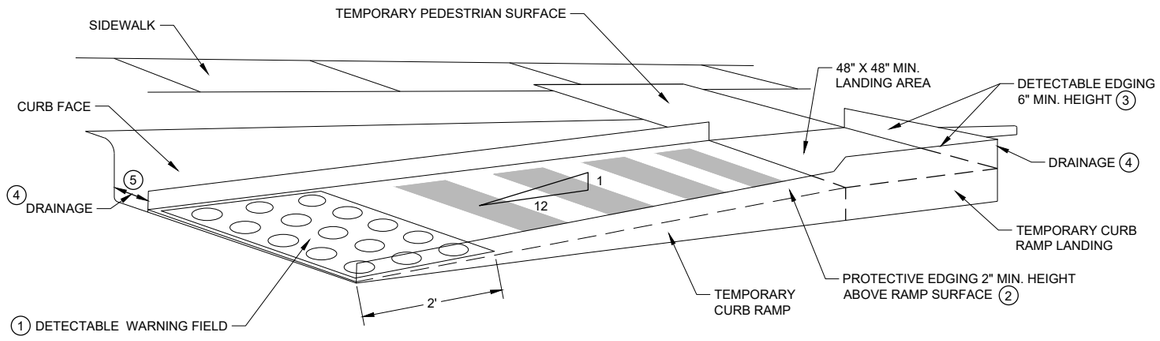


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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

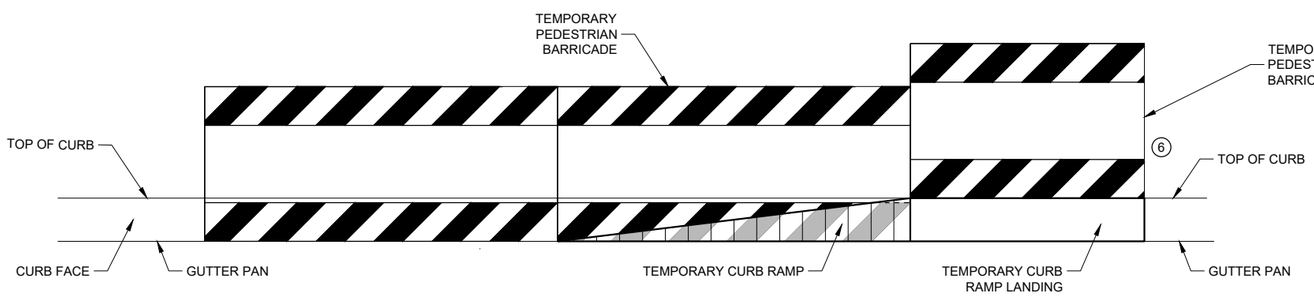
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

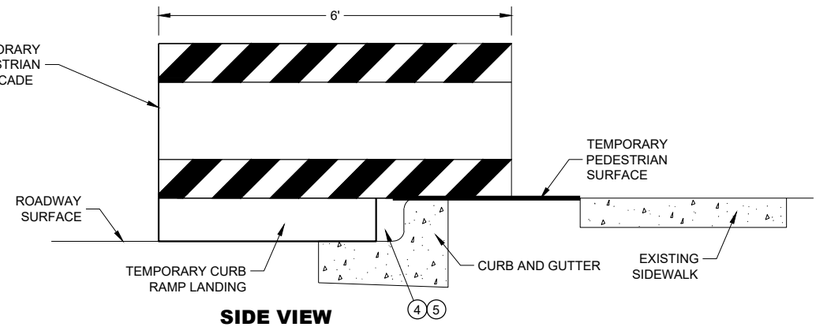
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

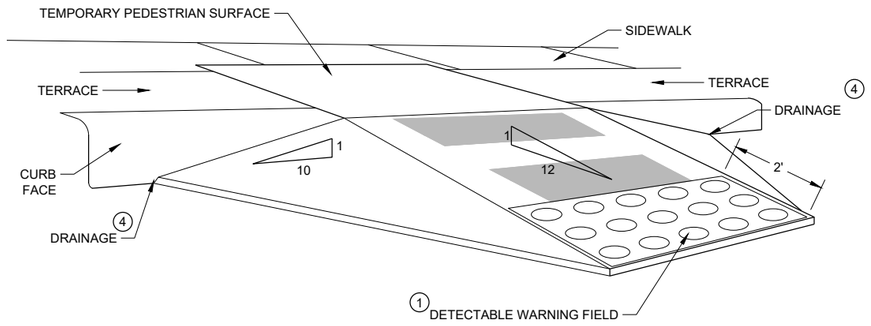
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

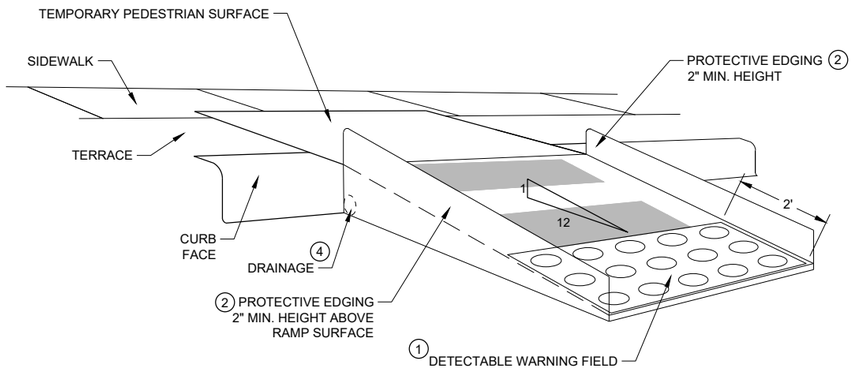
STATE OF WISCONSIN
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6

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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

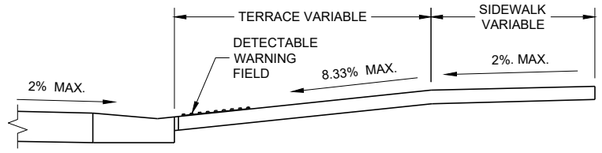
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

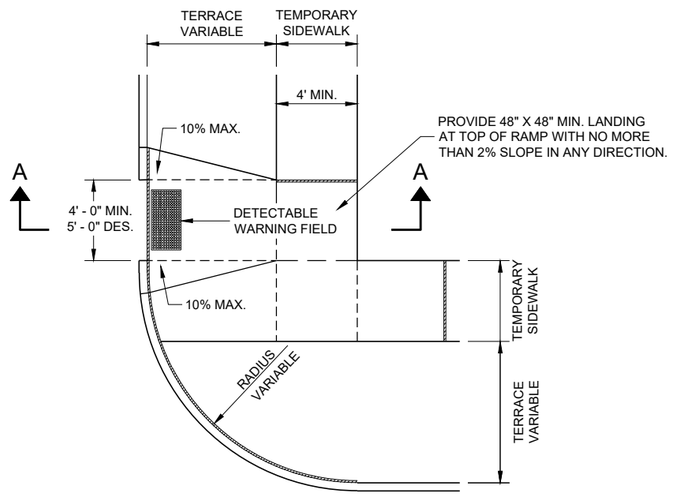
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(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)

6

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TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
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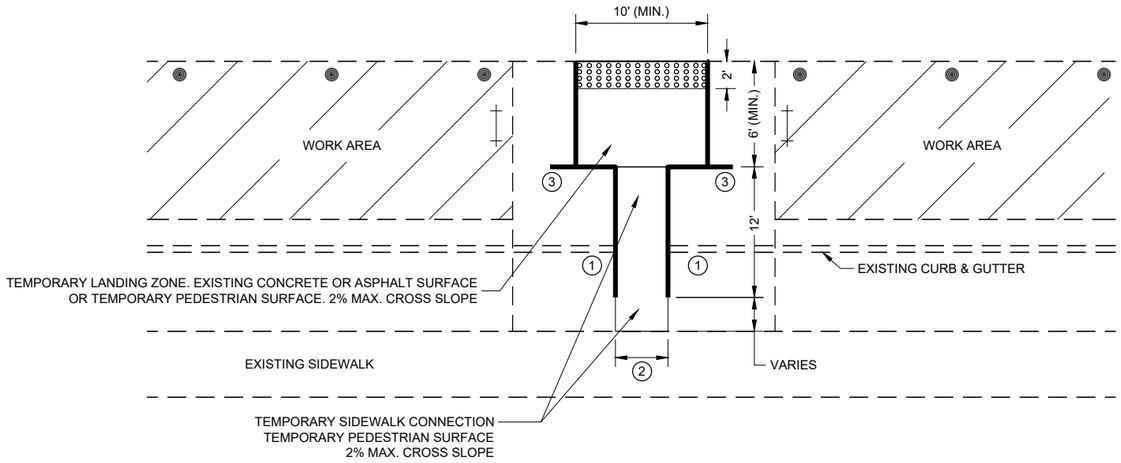
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

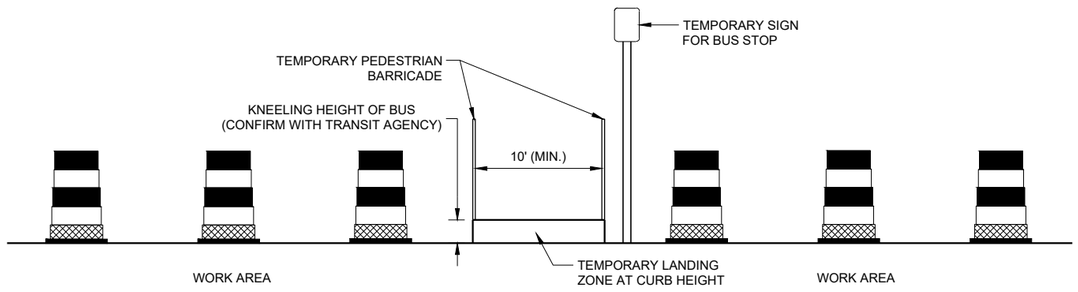
FHWA

6

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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

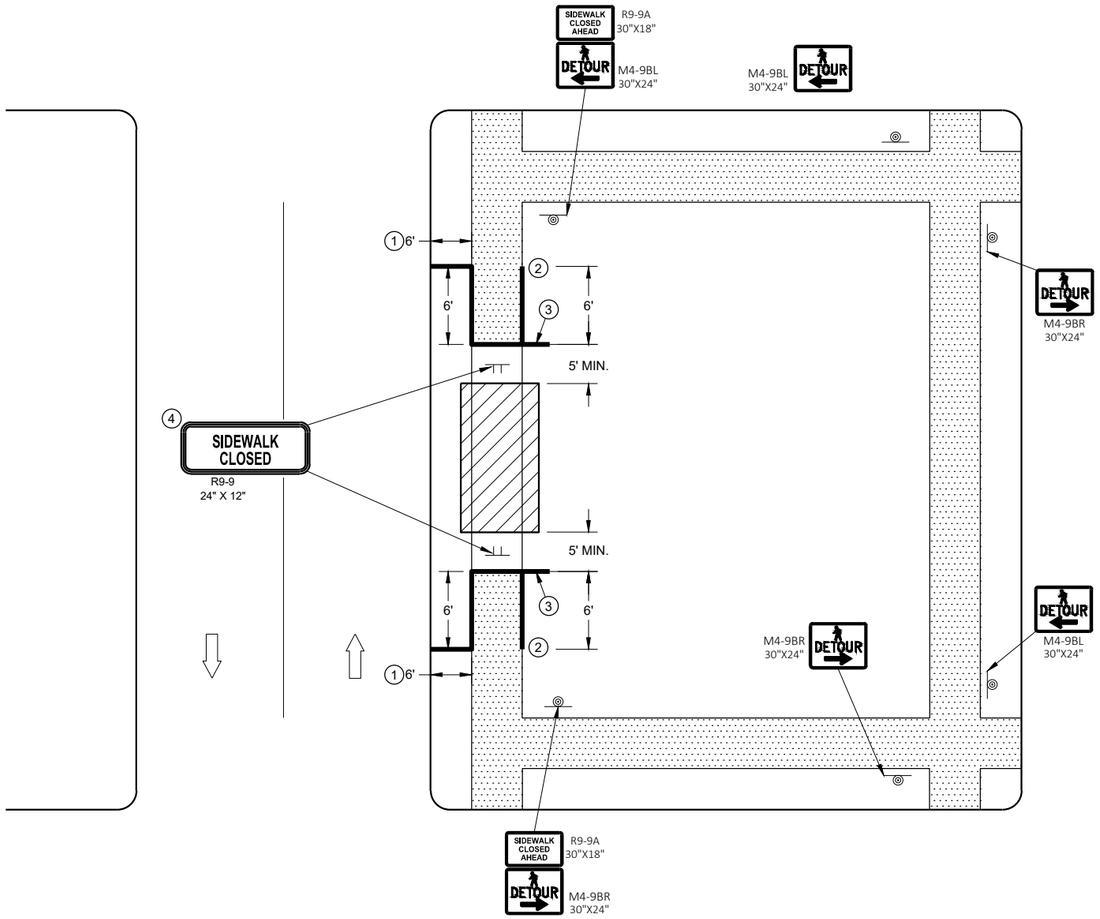
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 15D30 - 09e

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



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

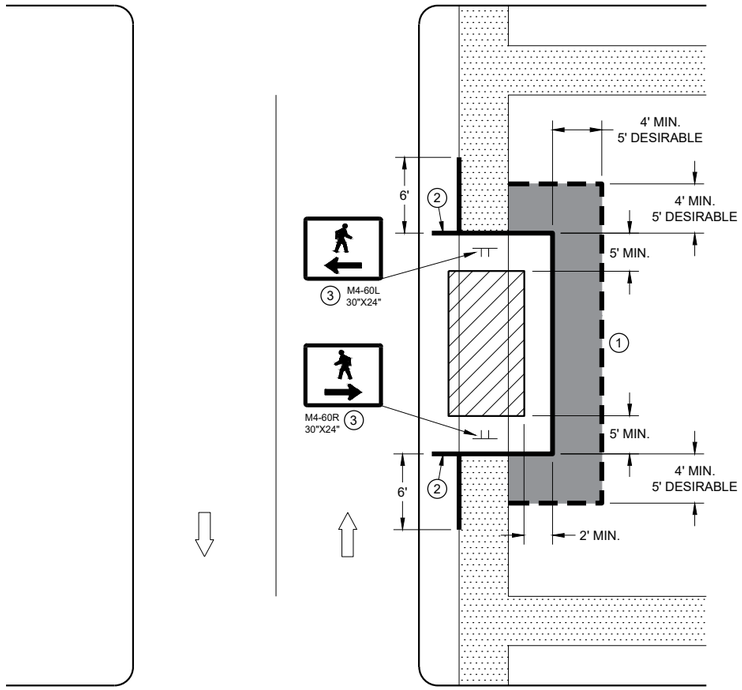
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

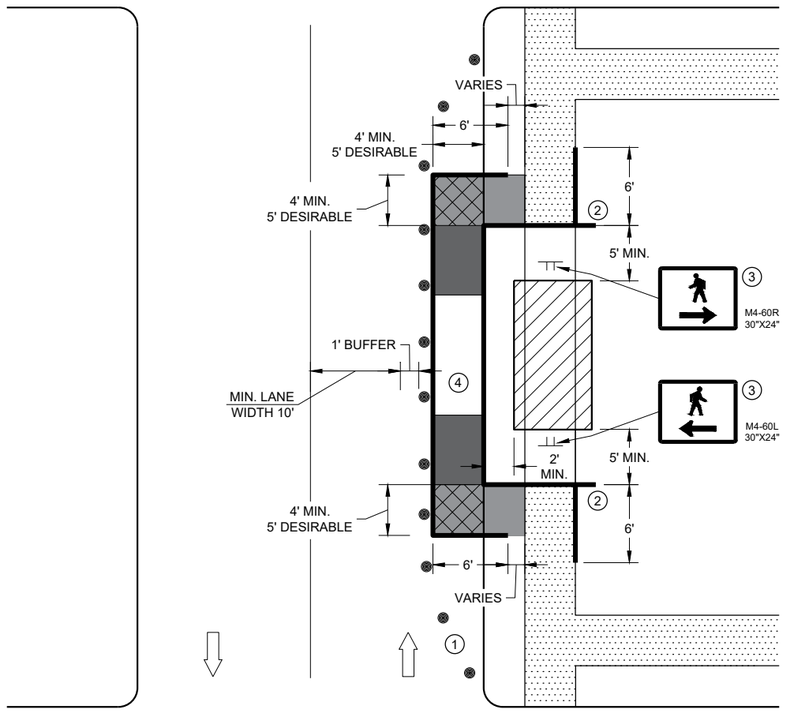
GENERAL NOTES

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

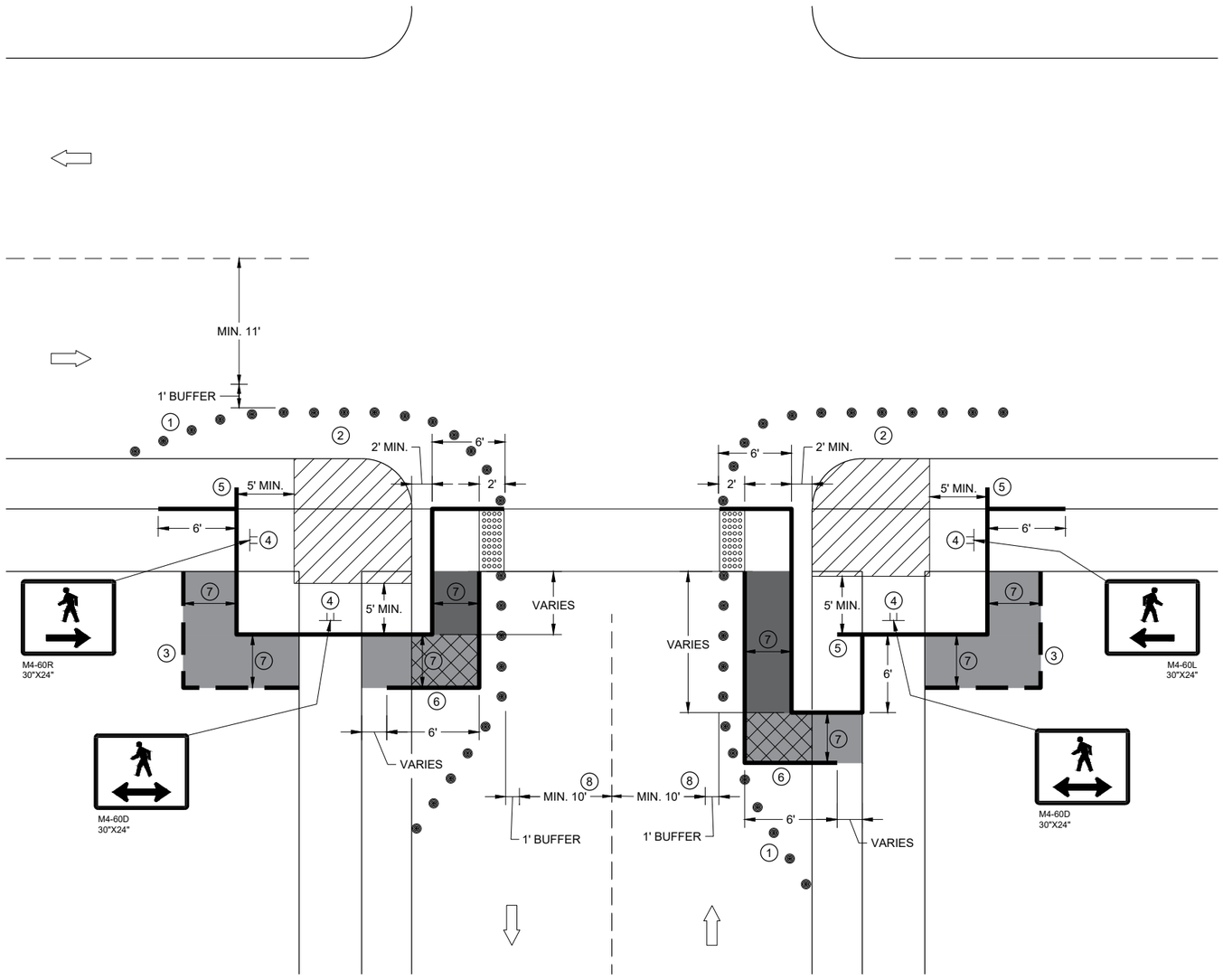
STATE OF WISCONSIN
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CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

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

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(7) 4 FEET MINIMUM, 5 FEET DESIRABLE

(8) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

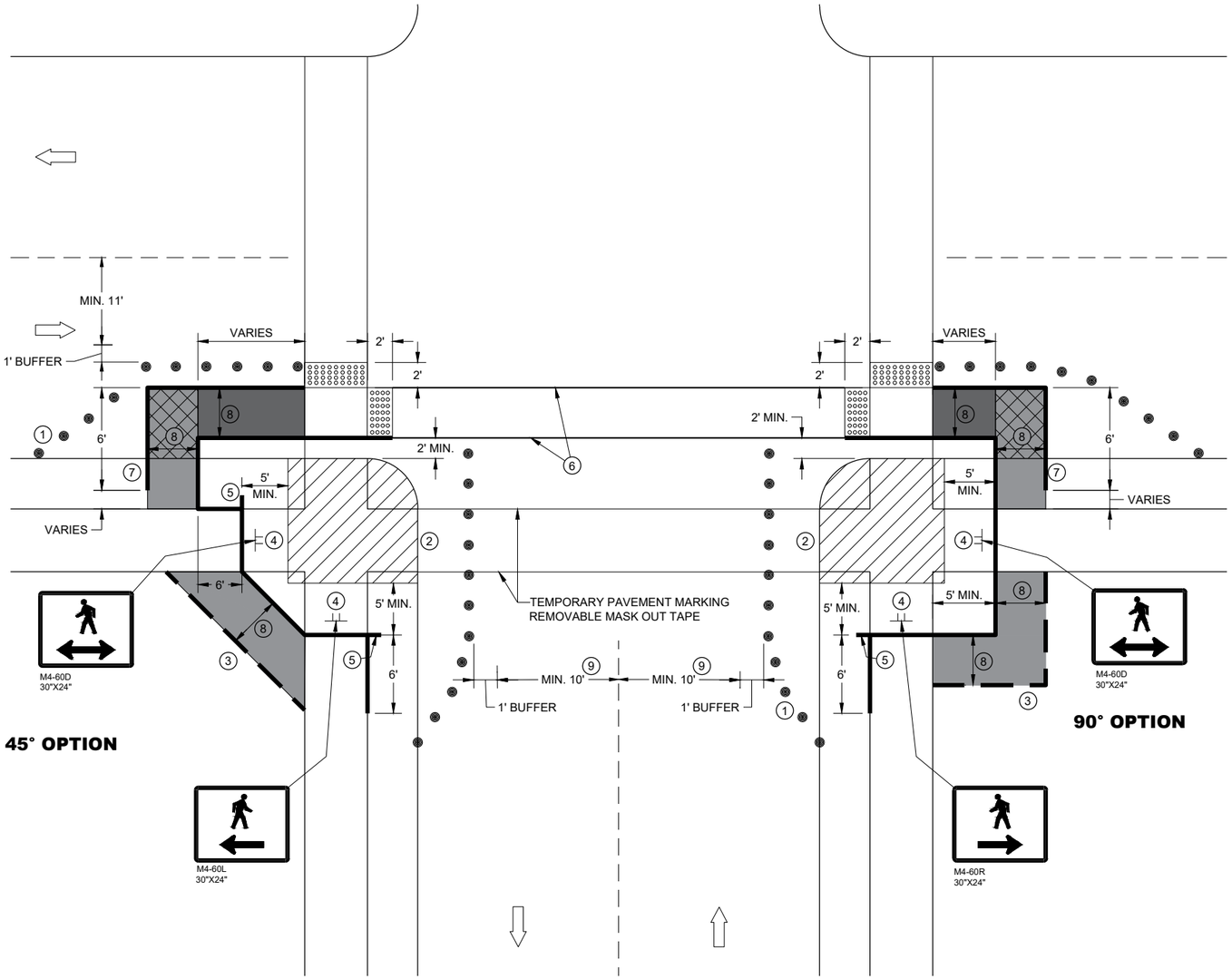
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09i

6



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

6

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09j

LEGEND

SIGN ON PERMANENT SUPPORT

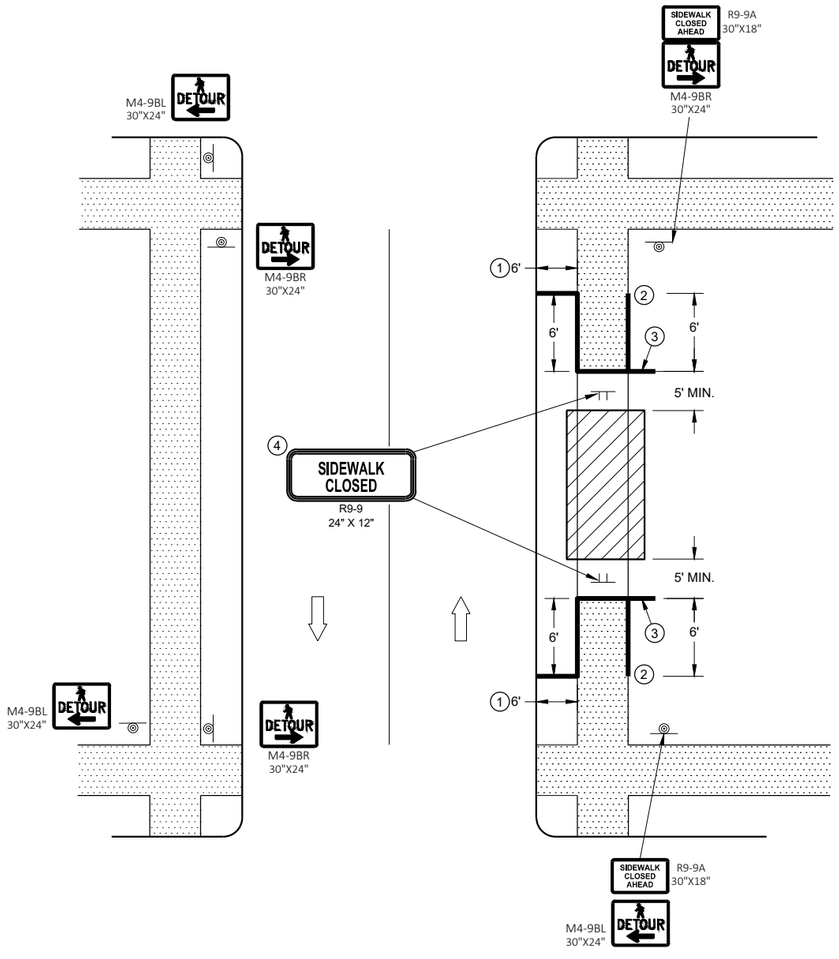
SIGN ON TEMPORARY SUPPORT

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.

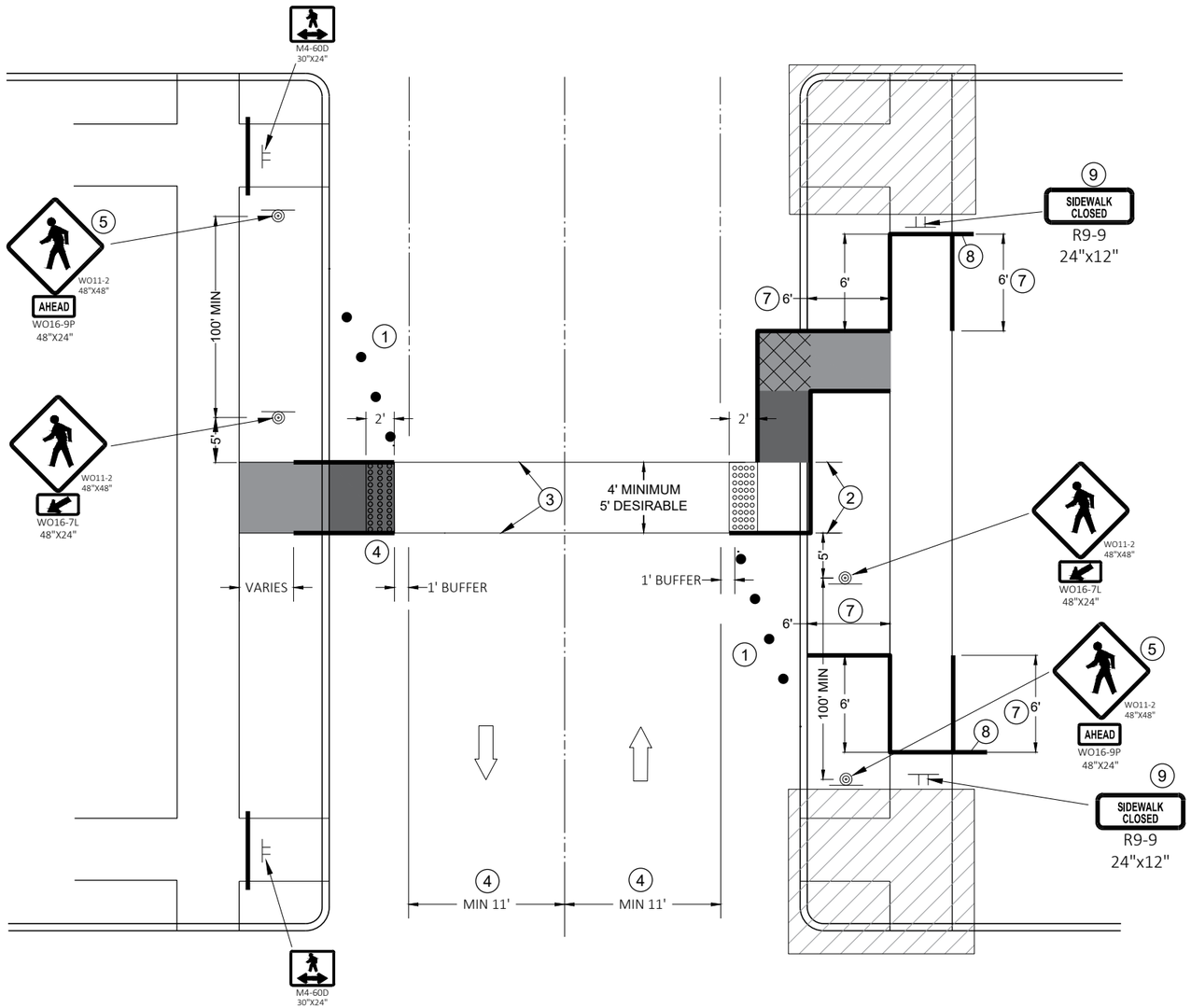
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

(1) SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) 4 FEET MINIMUM, 5 FEET DESIRABLE.

(3) WHITE 6" TEMPORARY PAVEMENT MARKING.

(4) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.

(5) IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.

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

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

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

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

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	55
30	200	75	83	90	98	105	85
35	350	102	112	123	133	143	120
40	350	133	147	160	173	187	170
45	500	225	248	270	293	315	220

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

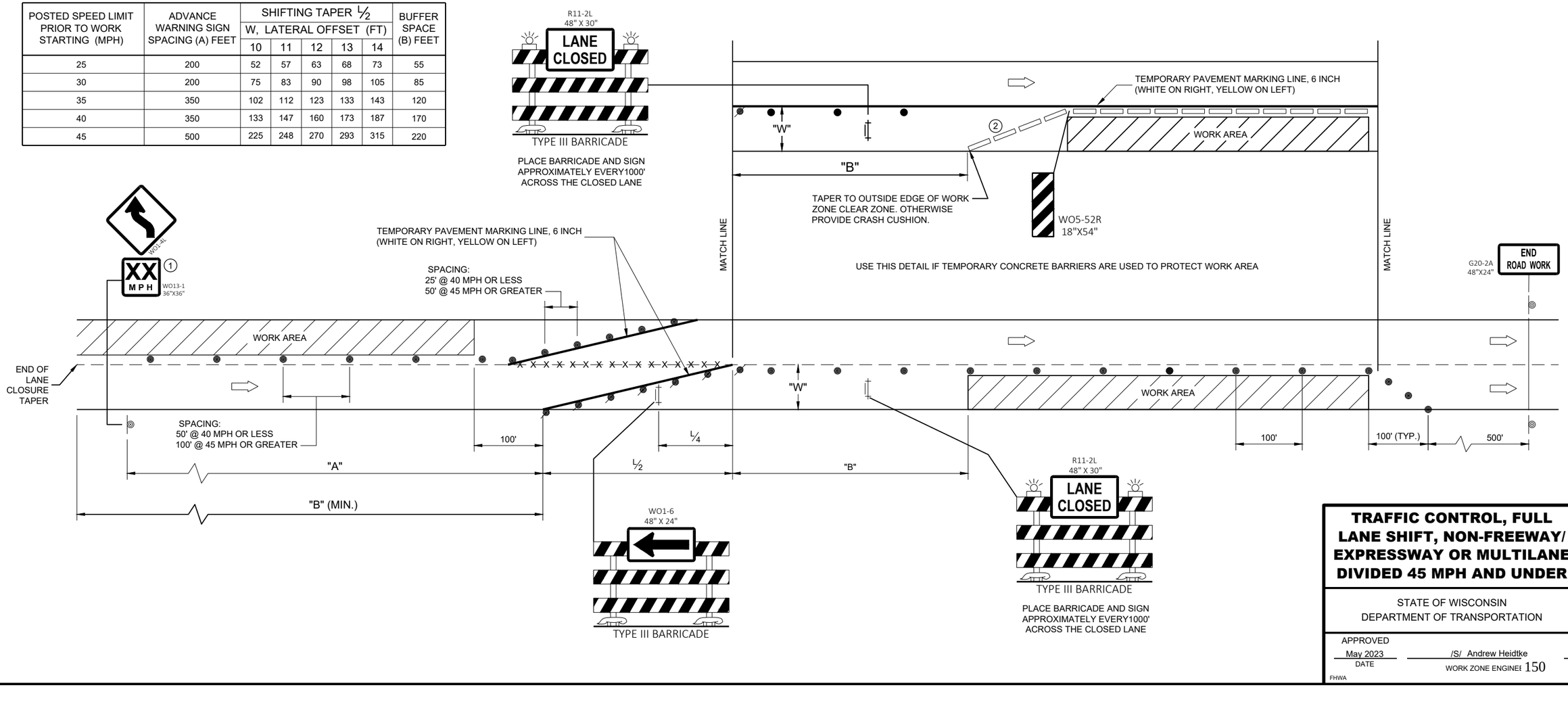
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER
SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL
CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-05a

6

SDD 15D40-05a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)				
	10	11	12	13	14
50	250	275	300	325	350
55	275	303	330	358	385
60	300	330	360	390	420
65	325	358	390	423	455
70	350	385	420	455	490

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

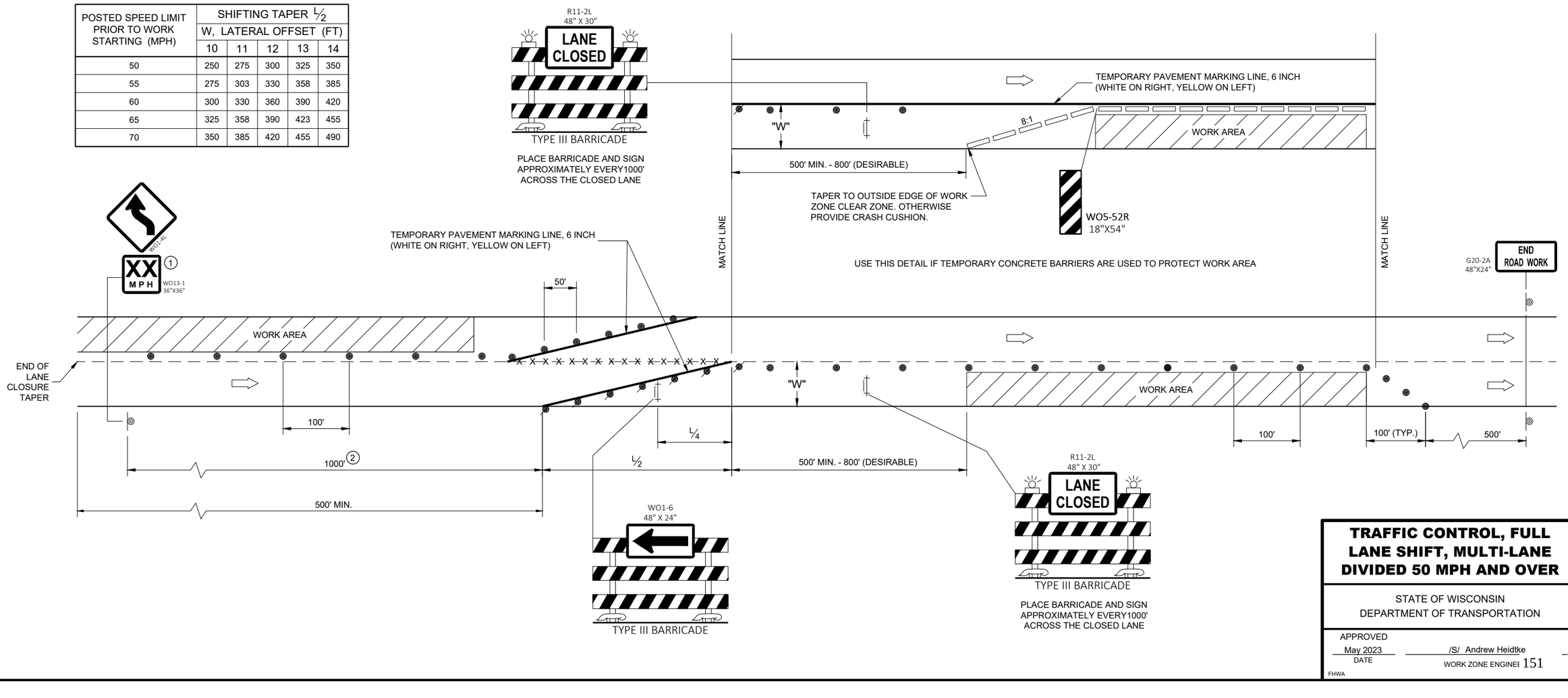
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ½ THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.



TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-05b

6

SDD 15D40-05b

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

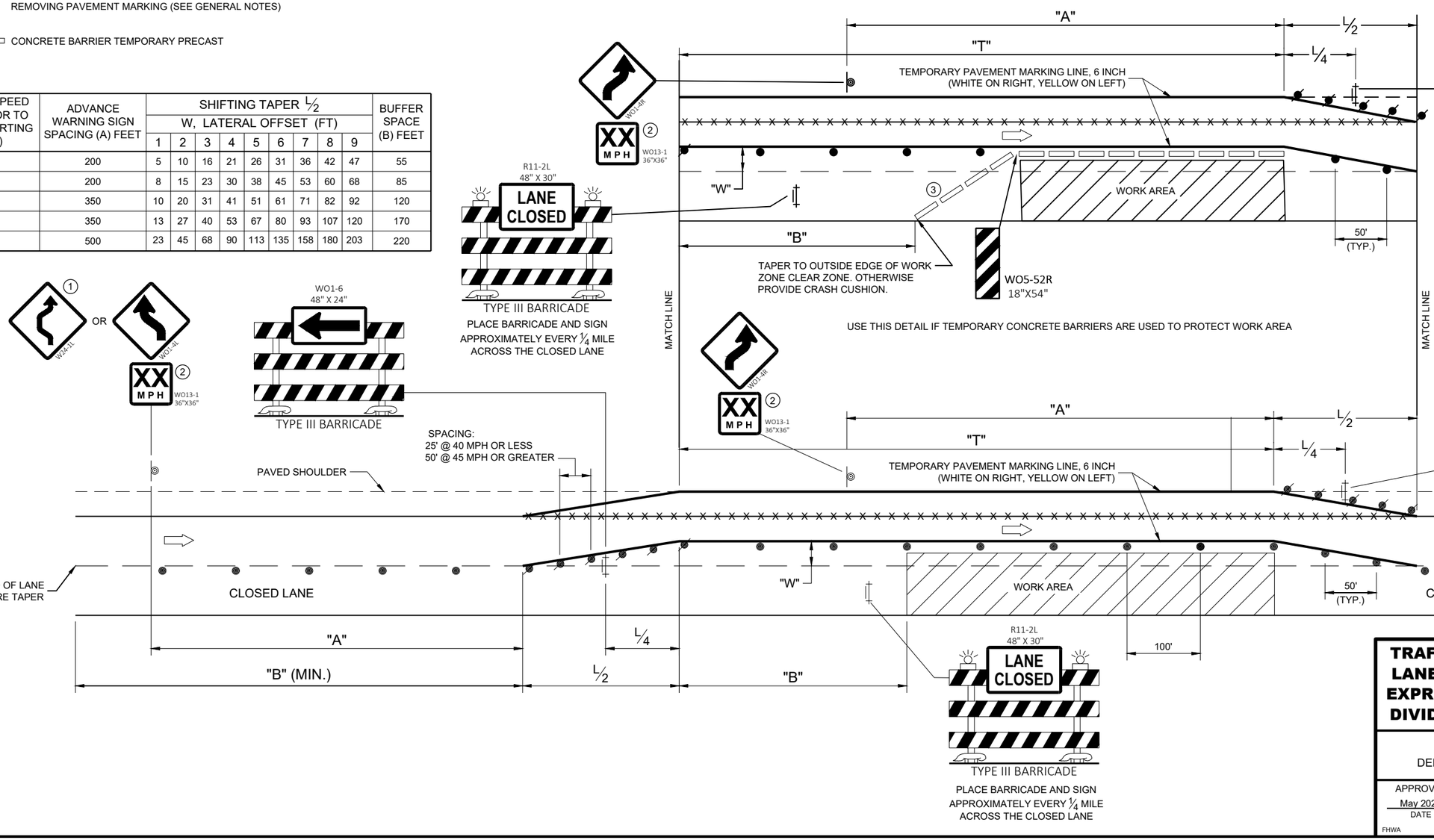
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	55
30	200	8	15	23	30	38	45	53	60	68	85
35	350	10	20	31	41	51	61	71	82	92	120
40	350	13	27	40	53	67	80	93	107	120	170
45	500	23	45	68	90	113	135	158	180	203	220



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-05c

6

SDD 15D40-05c

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)								
	1	2	3	4	5	6	7	8	9
50	25	50	75	100	125	150	175	200	225
55	28	55	83	110	138	165	193	220	248
60	30	60	90	120	150	180	210	240	270
65	33	65	98	130	163	195	228	260	293
70	35	70	105	140	175	210	245	280	315

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

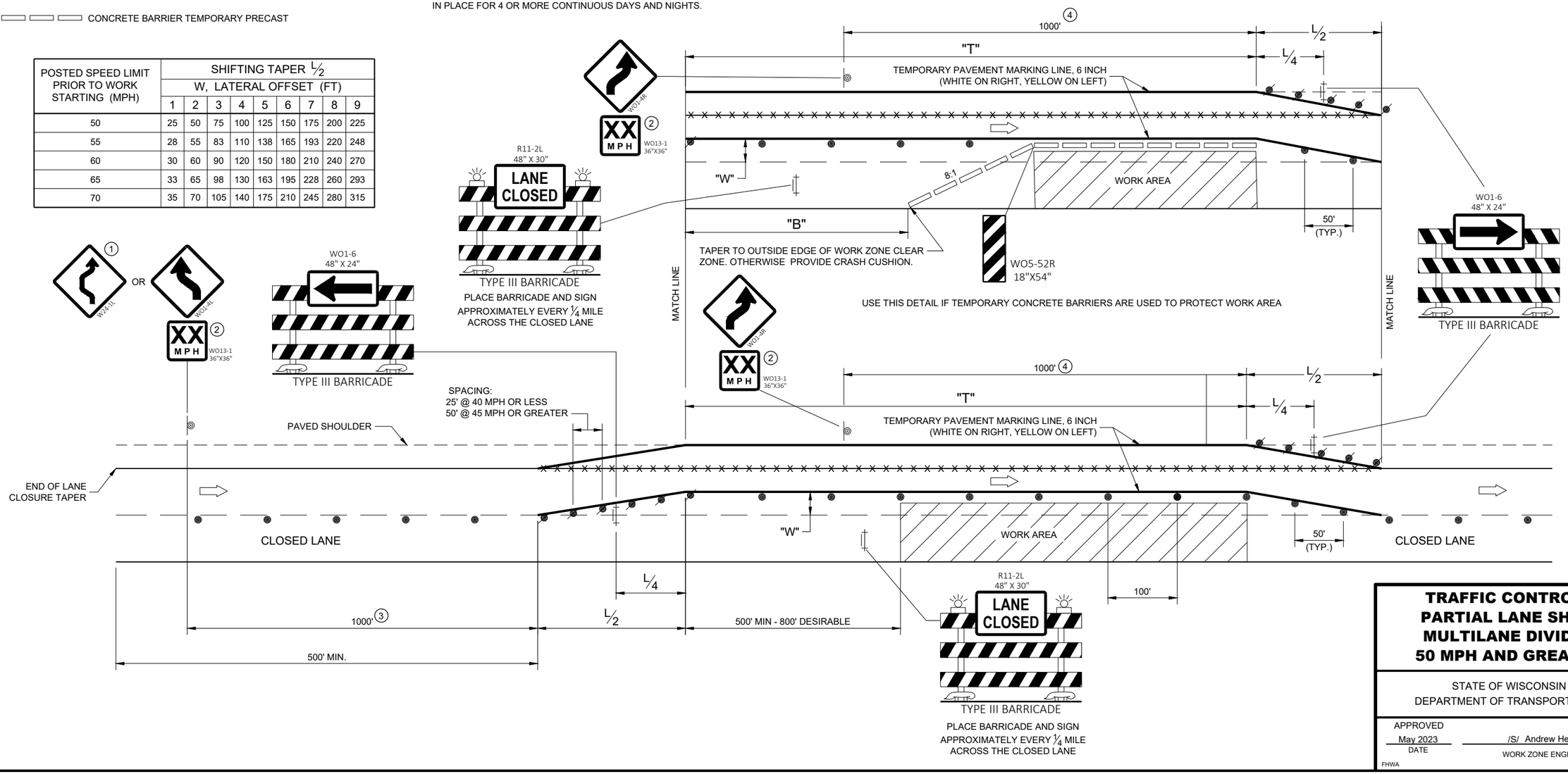
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

1. USE ONLY WHEN T<600', OMIT WO1-4R.
2. IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
3. IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
4. IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.



TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-05d

6

SDD 15D40-05d

LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

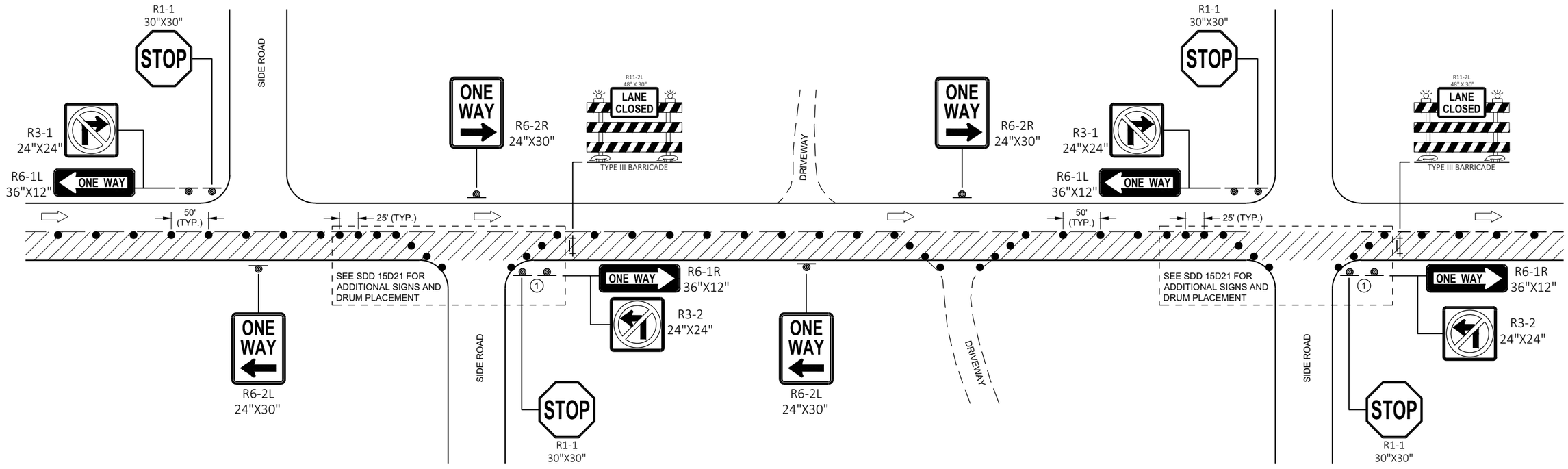
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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.

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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.

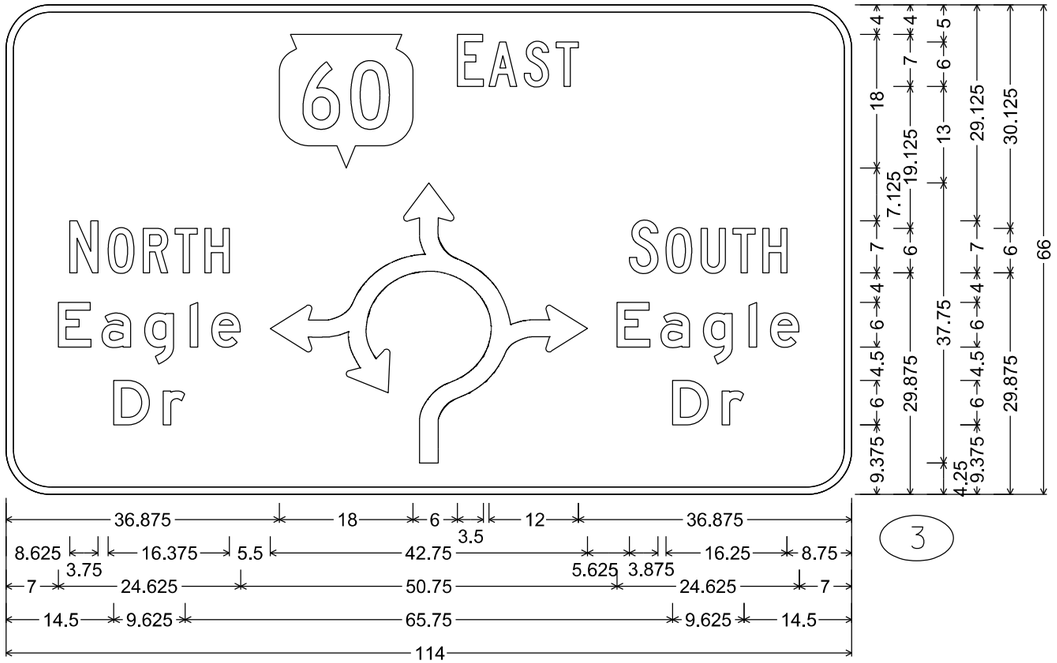


TRAFFIC CONTROL
ONE - WAY SIGNING

TRAFFIC CONTROL ONE-WAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA	

SDD 15D46 - 01

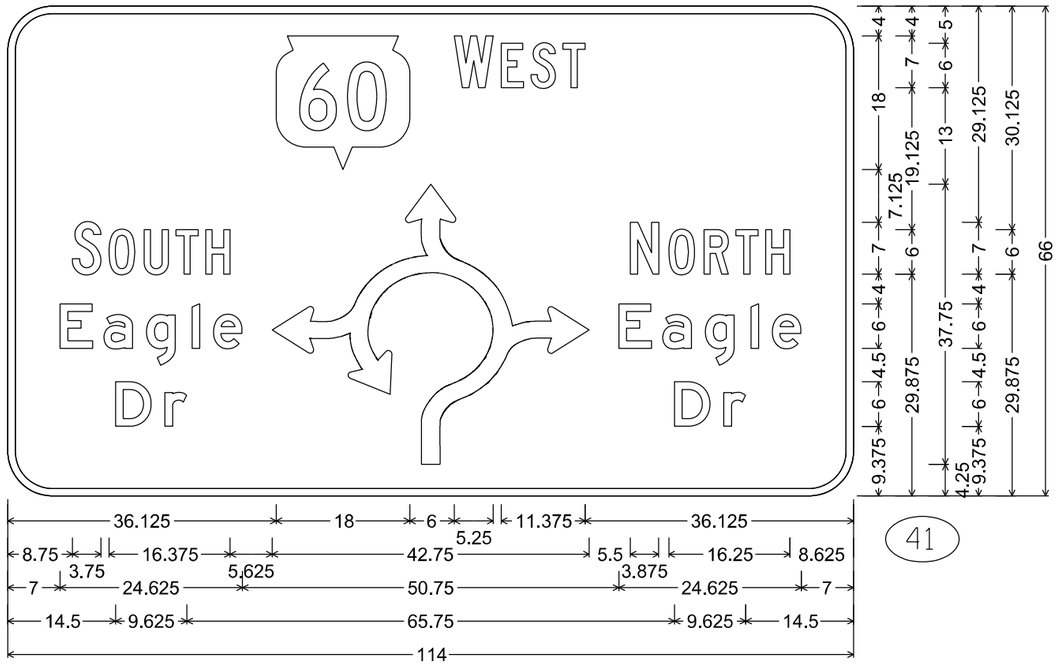
SDD 15D46 - 01



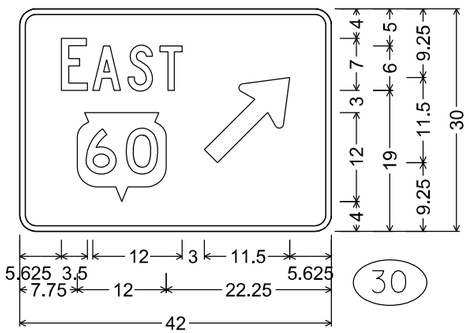
D1-62; 6.000" Radius, 1.000" Border,
"EAST", C; "NORTH", C; "Eagle", E; "Dr", E; "SOUTH", C; "Eagle", E; "Dr", E

NOTES

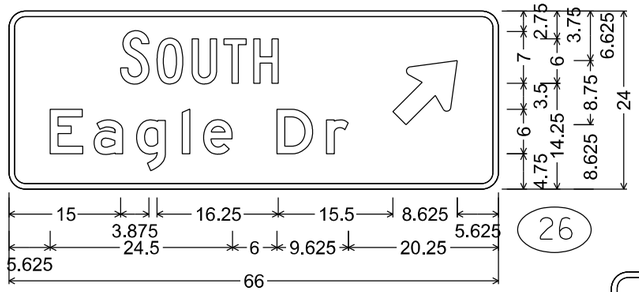
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



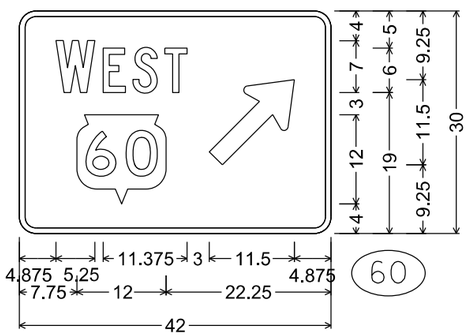
D1-62; 6.000" Radius, 1.000" Border,
"WEST", C; "SOUTH", C; "Eagle", E; "Dr", E; "NORTH", C; "Eagle", E; "Dr", E



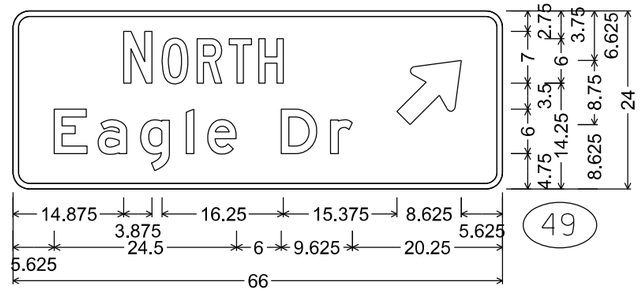
D1-1; 2.250" Radius, 0.750" Border,
"EAST", C



D1-2; 2.250" Radius, 0.750" Border,
"SOUTH", C; "Eagle", E; "Dr", E



D1-1; 2.250" Radius, 0.750" Border,
"WEST", C



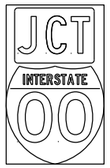
D1-2; 2.250" Radius, 0.750" Border,
"NORTH", C; "Eagle", E; "Dr", E

7

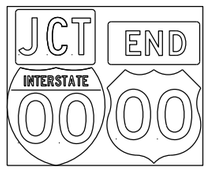
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PROJECT NO: 2310-13-71	HWY: STH 60	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET NO: 155	E

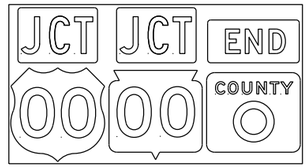
TYPICAL ASSEMBLIES



J1-1



J1-2



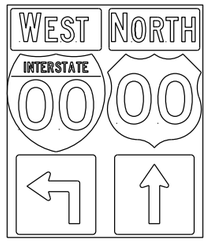
J1-3



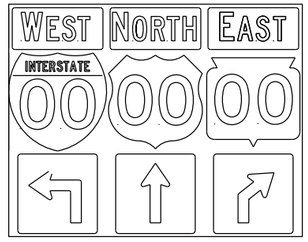
JR1-1



J2-1



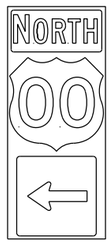
J2-2



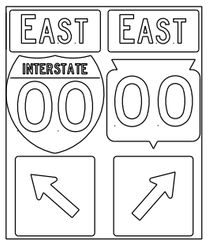
J2-3



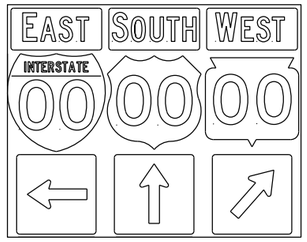
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



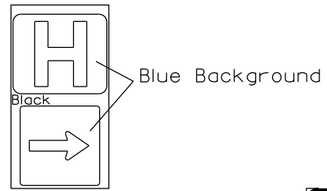
J3-1



J3-2



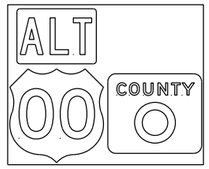
J3-3



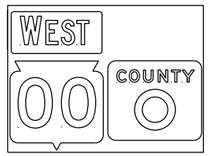
JH-1



J4-1



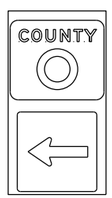
J4-2



J4-2



J12-1



J13-1



J32-1



J33-1



J22-1



J23-1



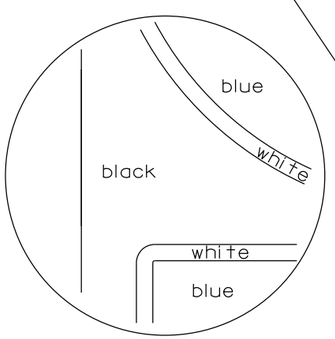
JR13-1

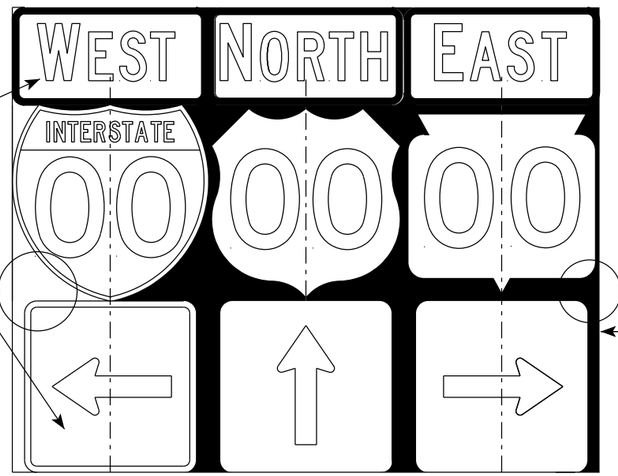


JR23-1



JR99-1





NOTES

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

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/21 PLATE NO. A2-1S.9

PROJECT NO:

SHEET NO: 156 E

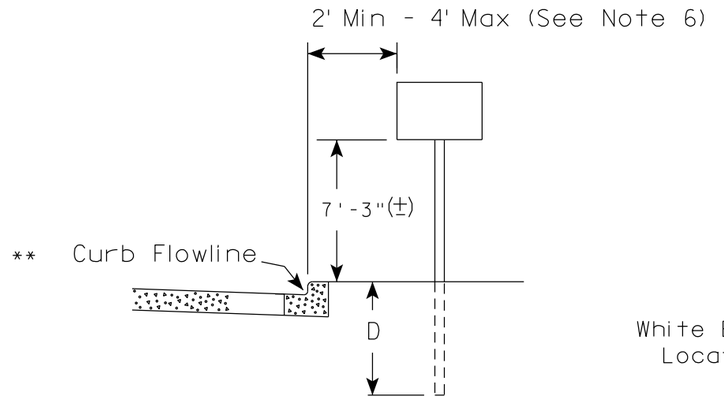
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

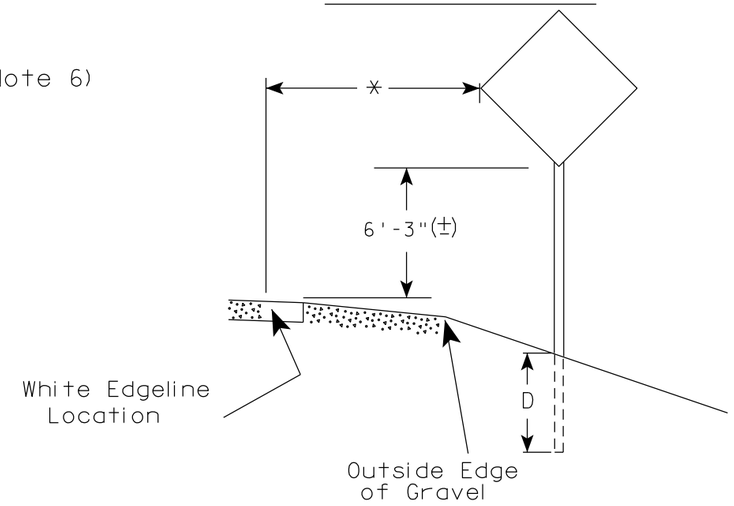
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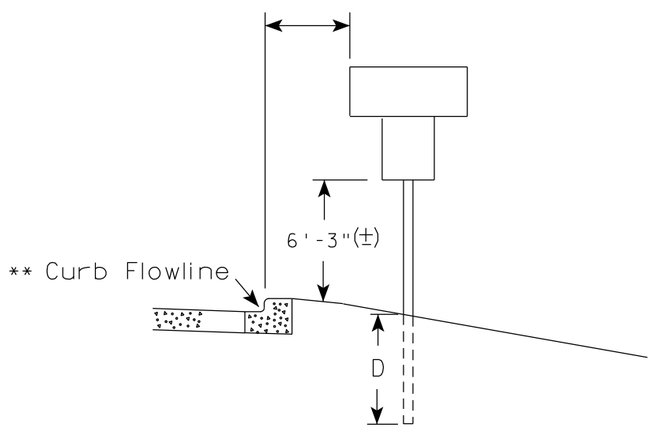
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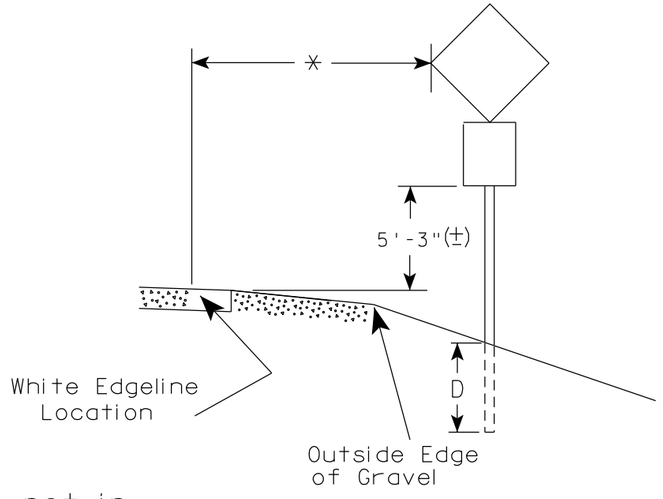
URBAN AREA



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.

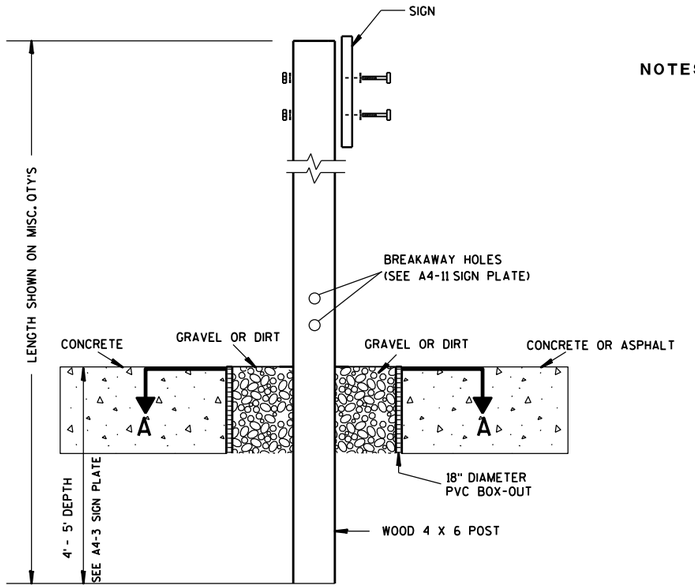
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

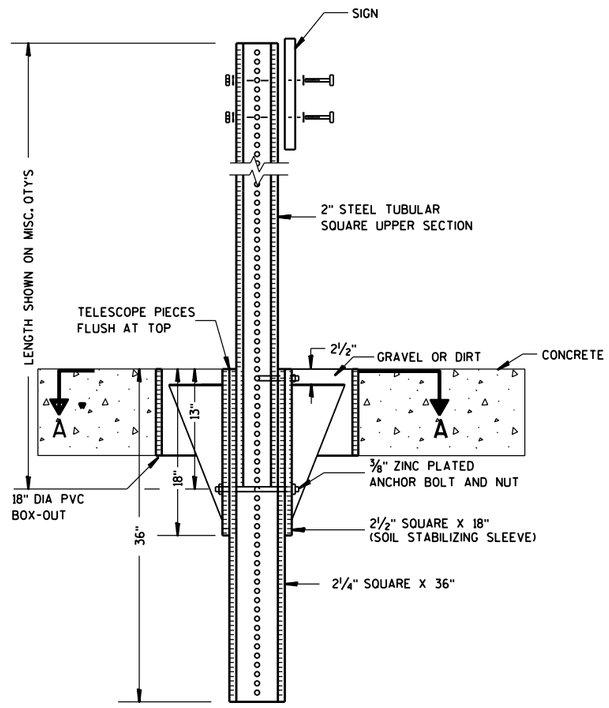
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 157	E



ELEVATION VIEW

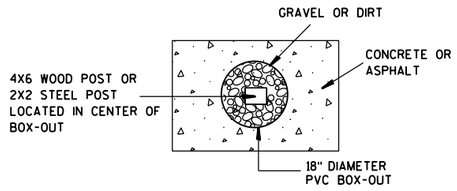
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

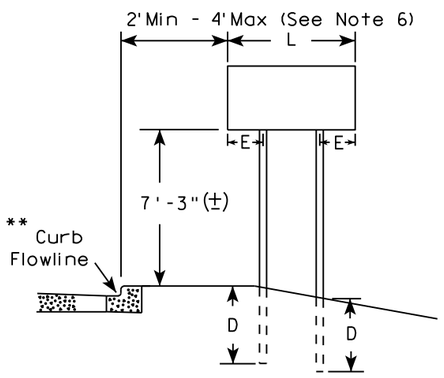
APPROVED Matthew R Rauch
for State Traffic Engineer

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

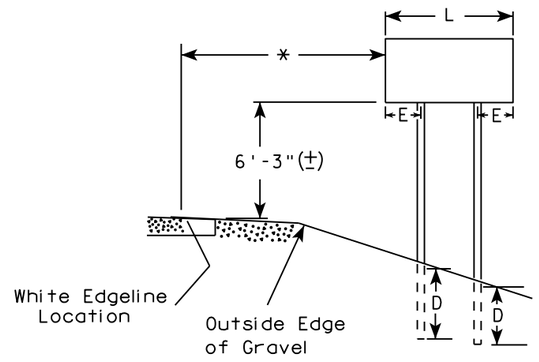
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

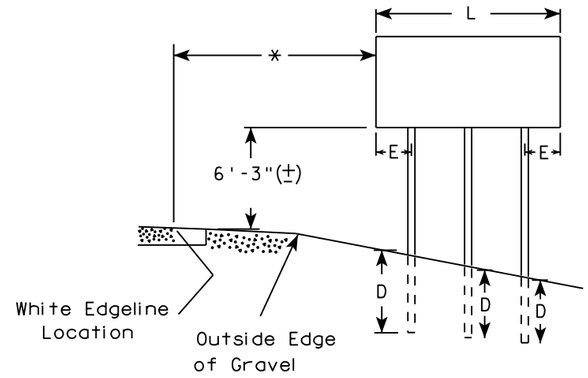
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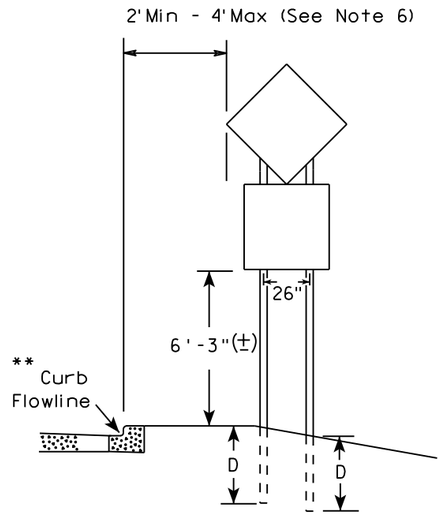
URBAN AREA



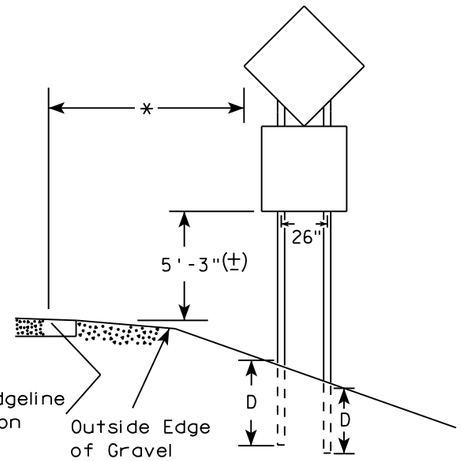
RURAL AREA (See Note 3)







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'

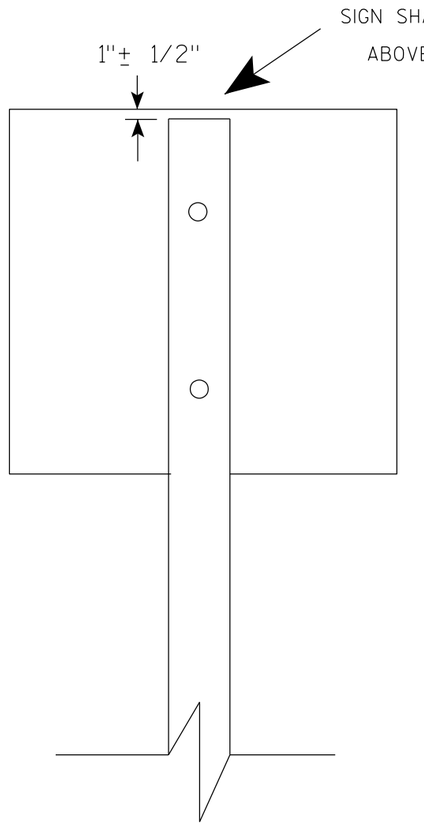
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

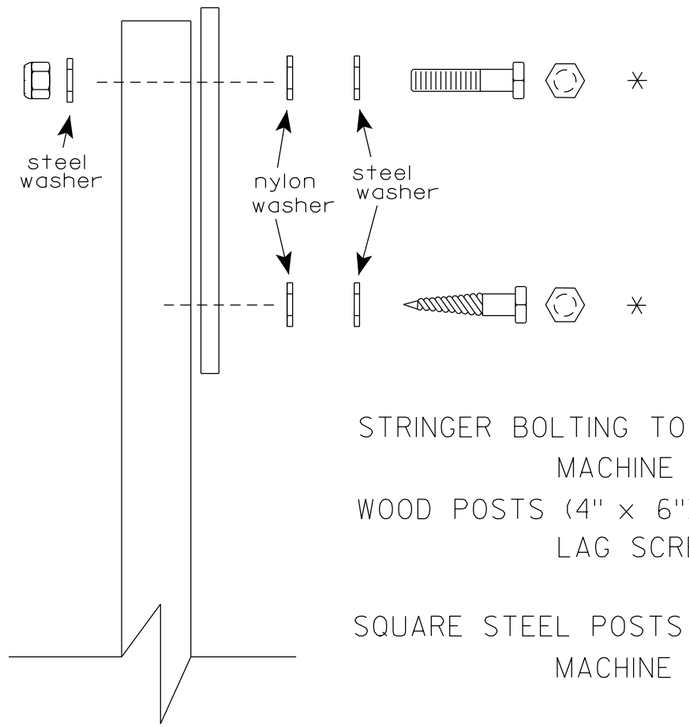
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 159	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: 160 E

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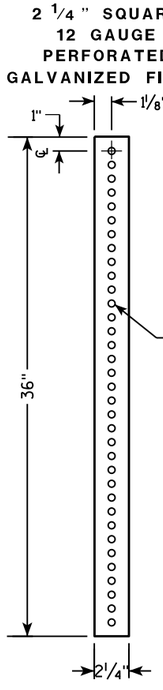
WISDOT/CADDS SHEET 42

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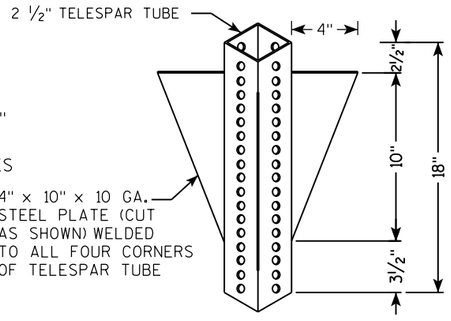
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TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

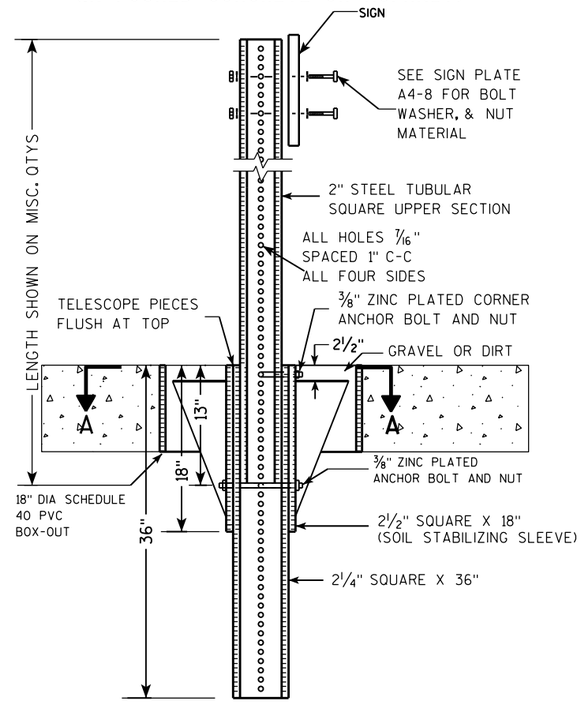
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



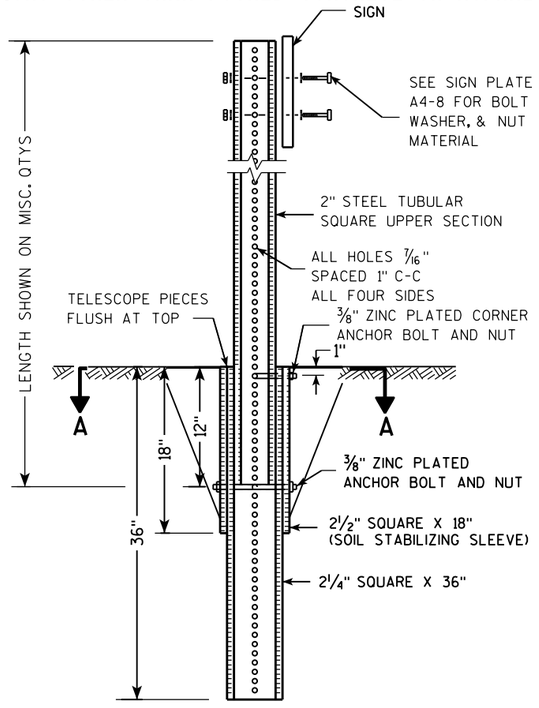
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

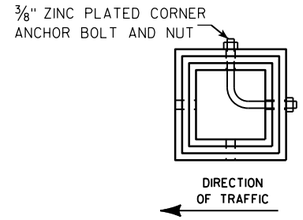


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

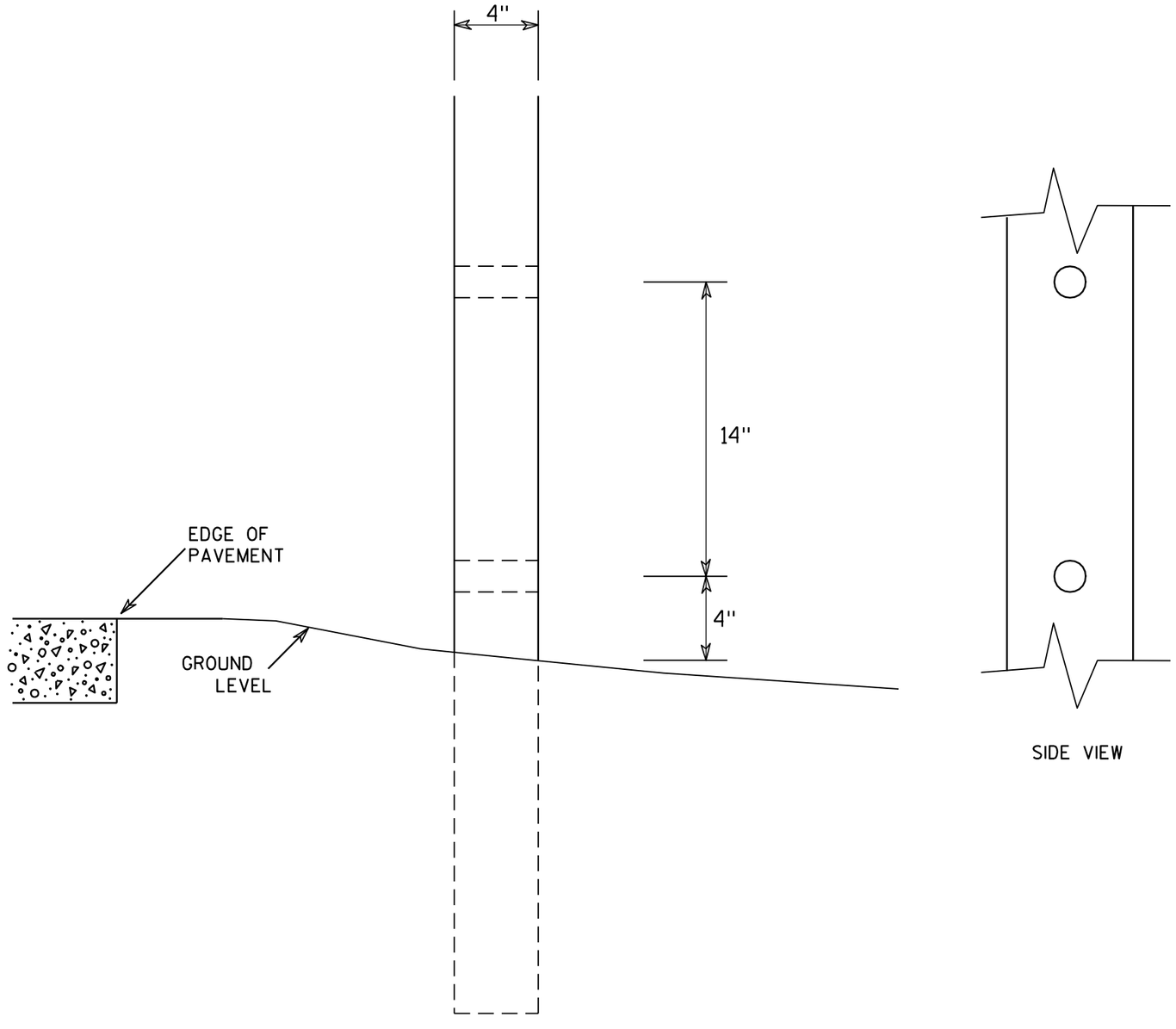
WISCONSIN DEPT OF TRANSPORTATION

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.

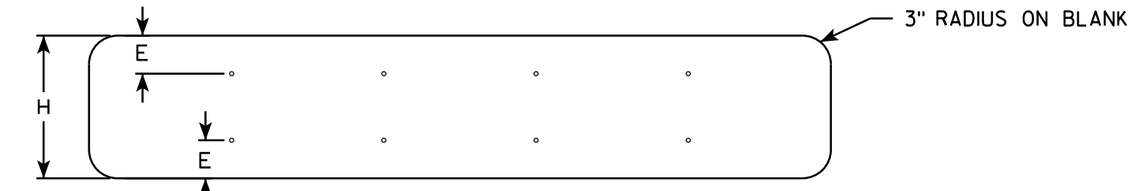
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

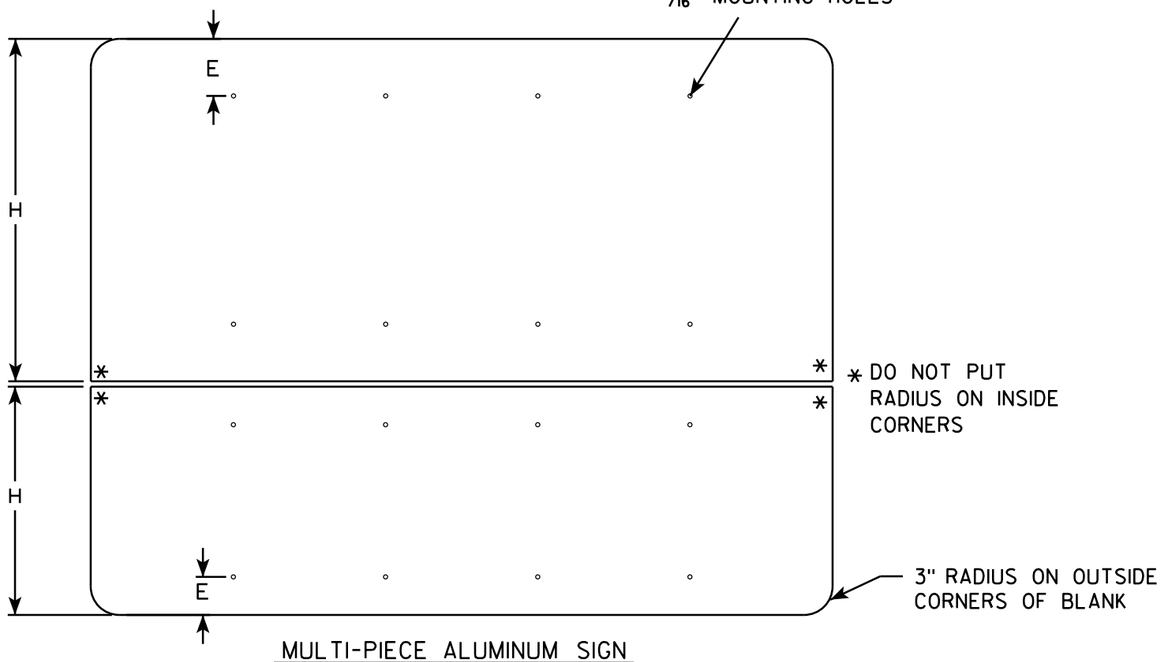
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 162	E



SINGLE PIECE ALUMINUM SIGN

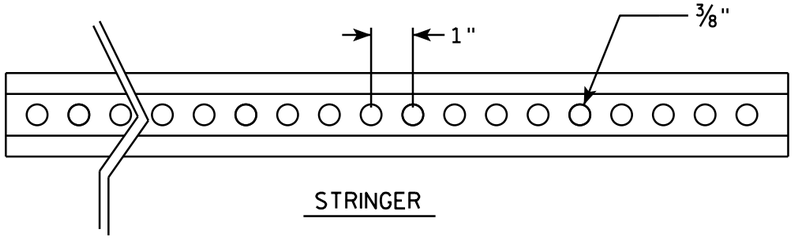


MULTI-PIECE ALUMINUM SIGN

GENERAL NOTES

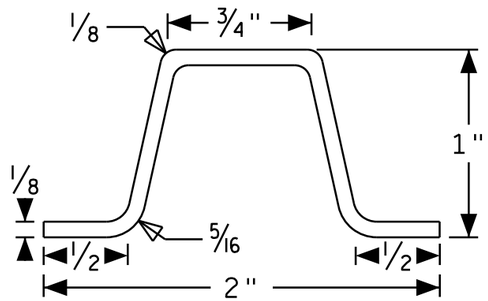
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

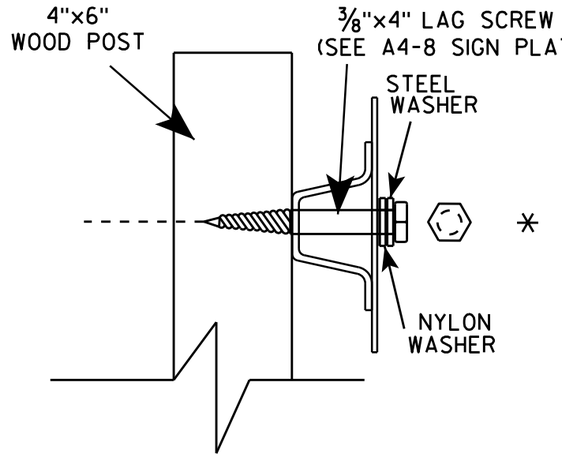


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 4/26/16 PLATE NO A4-18.1

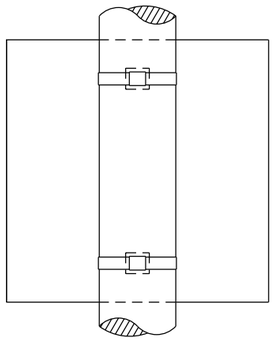
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

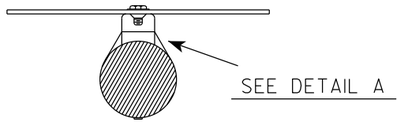
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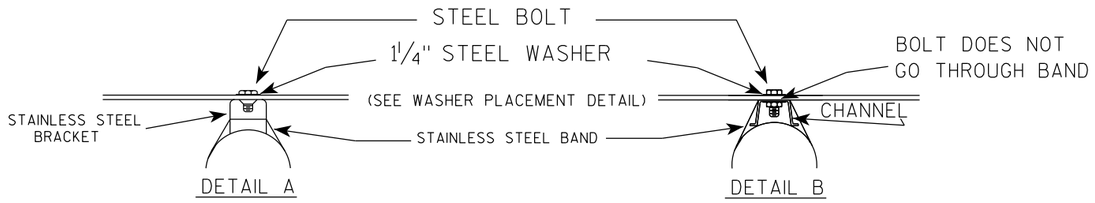
WISDOT/CADDS SHEET 42

BANDING

SINGLE SIGN



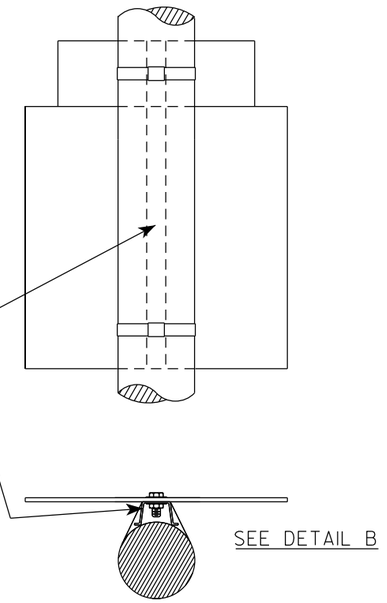




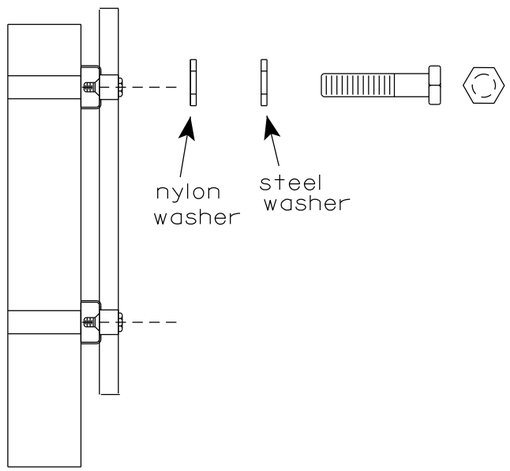
GENERAL NOTES

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

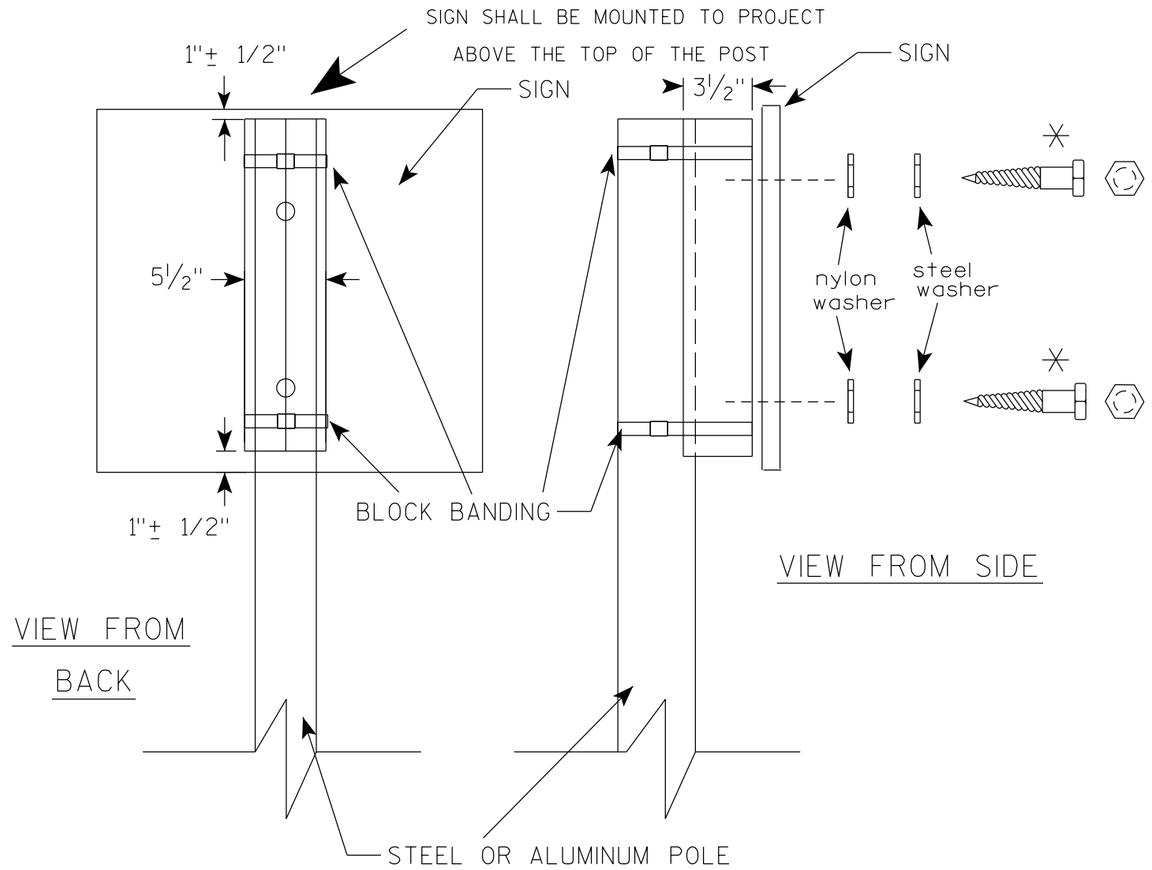
DATE 6/10/19 PLATE NO. A5-9.4

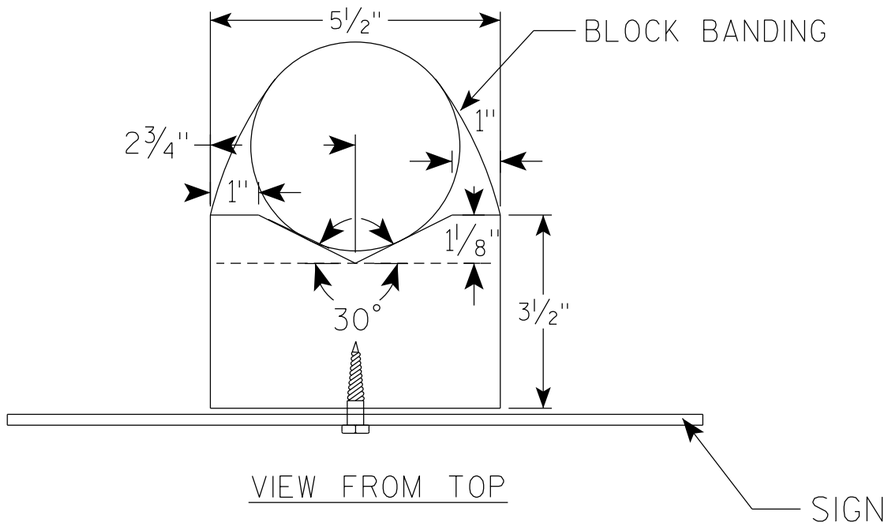
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 164	E

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)

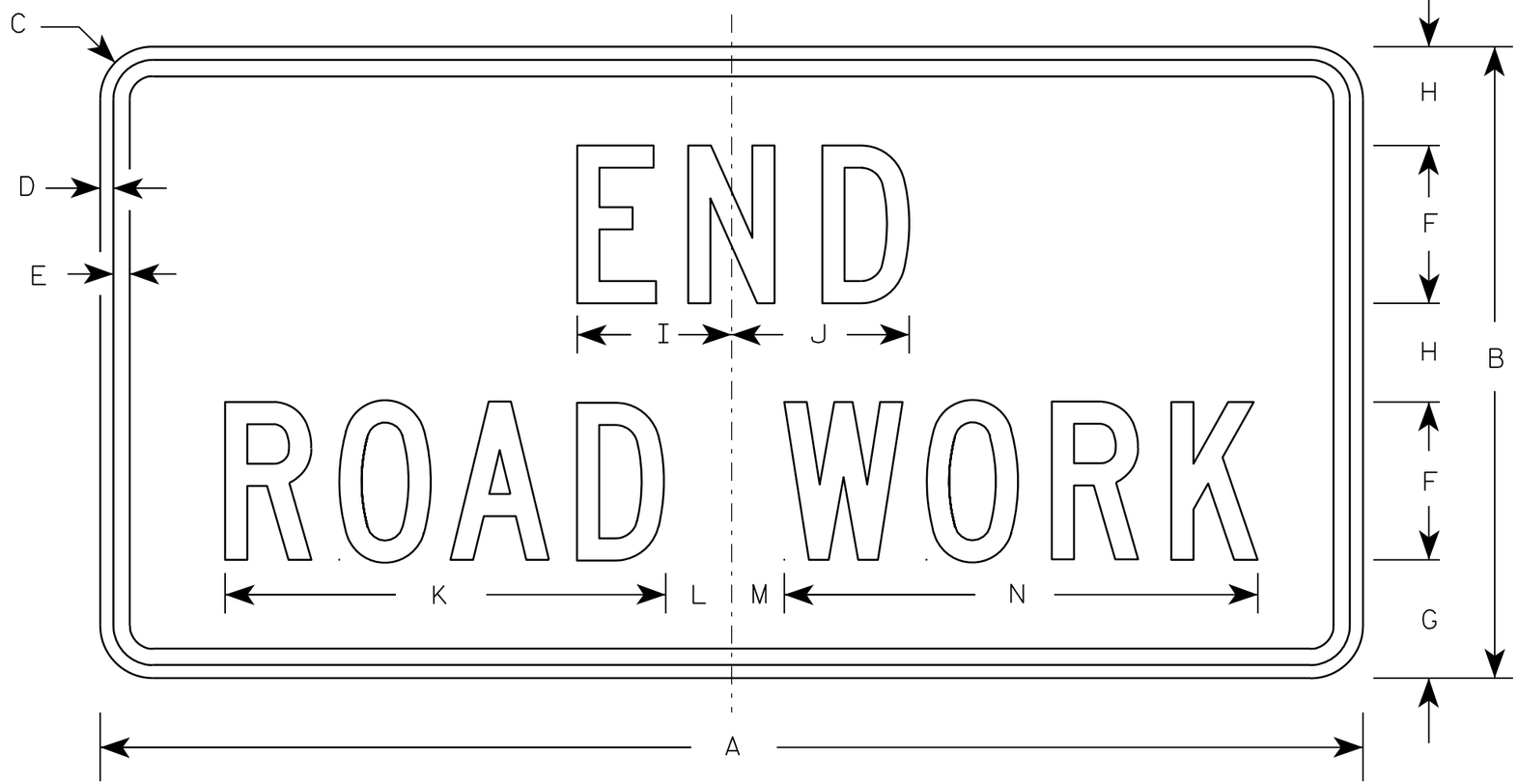
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 165 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

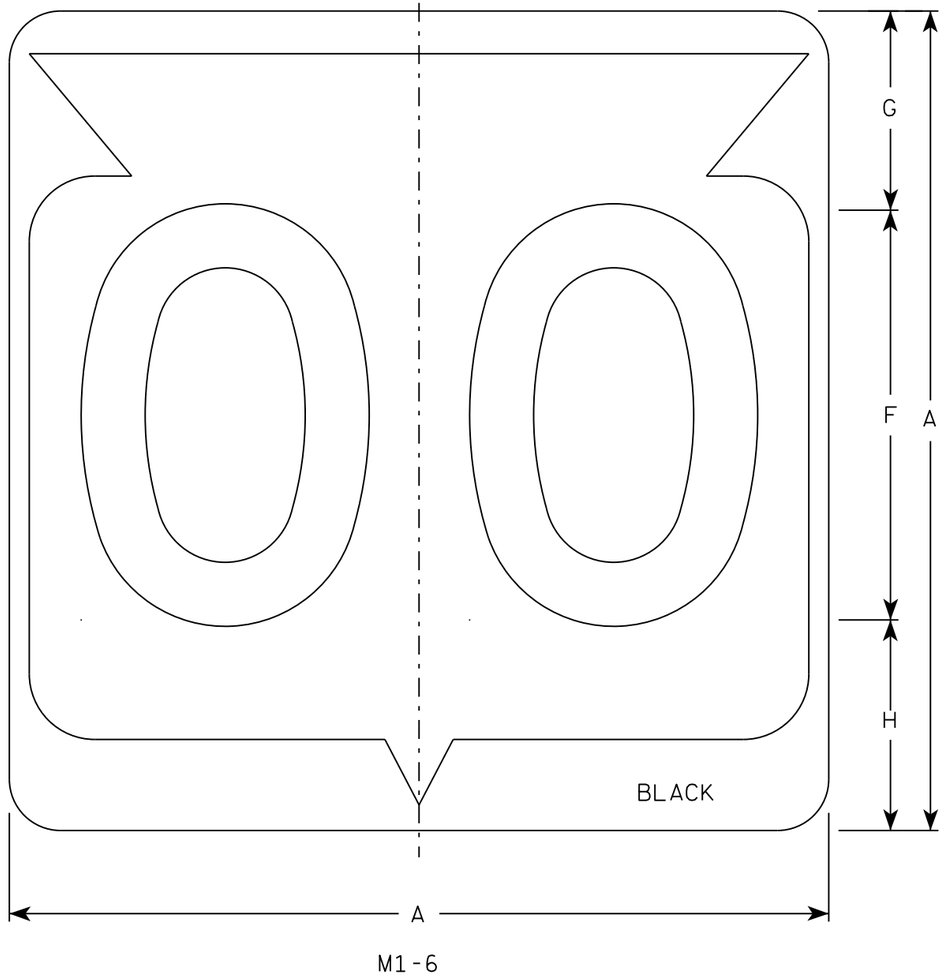
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

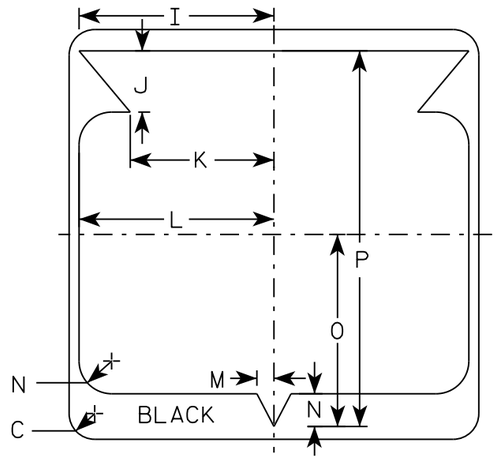
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 166	E



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

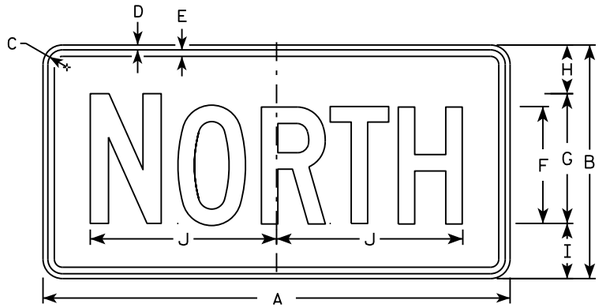
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

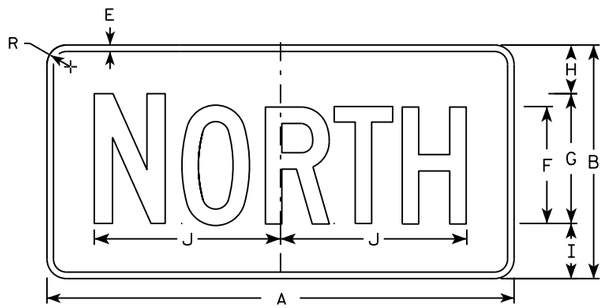
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 167 | E



M3-1
MM3-1
MP3-1



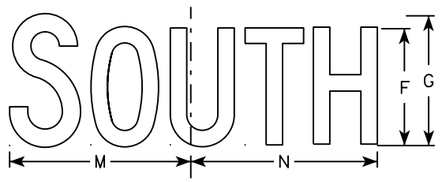
MB3-1
MK3-1
MN3-1



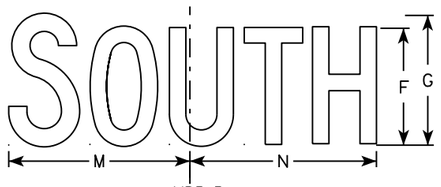
M3-2
MM3-2
MP3-2



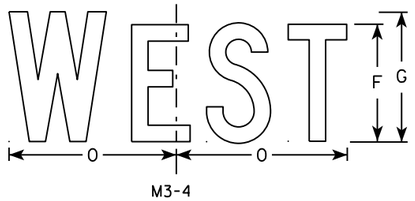
MB3-2
MK3-2
MN3-2



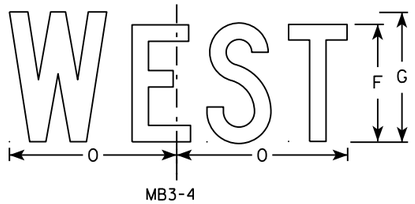
M3-3
MM3-3
MP3-3



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

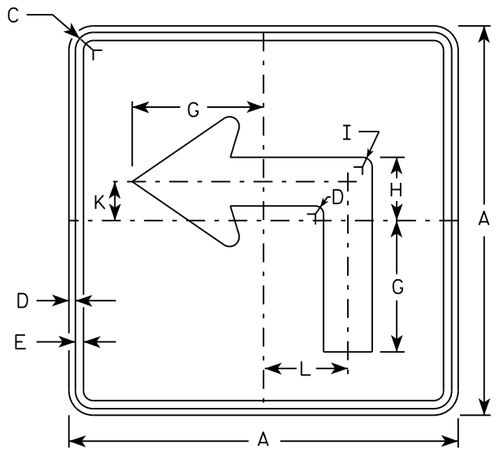
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

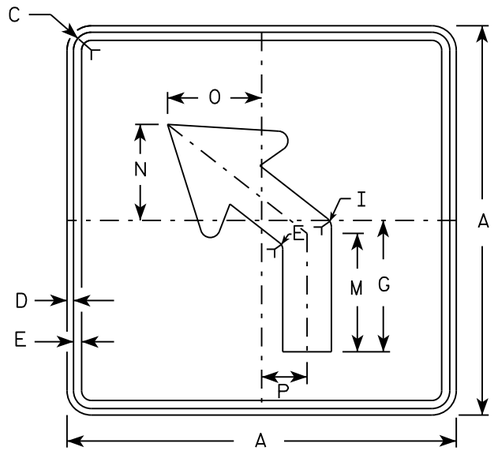
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

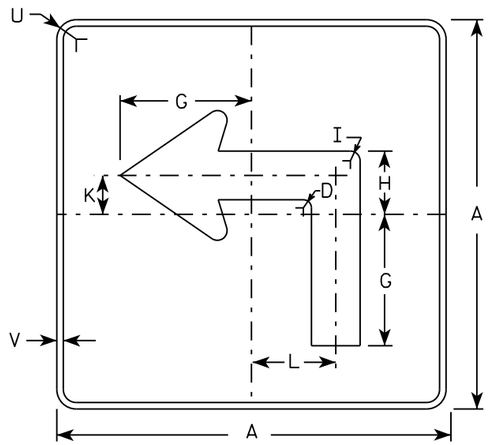
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



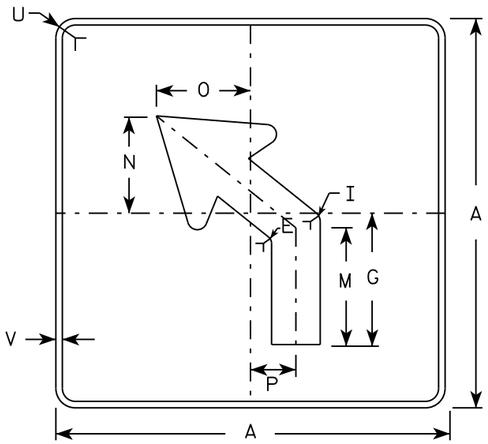
M5-1L
MM5-1L
MO5-1L
MP5-1L



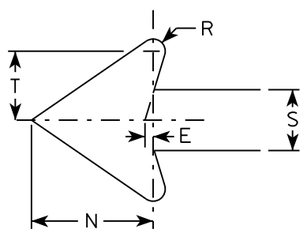
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

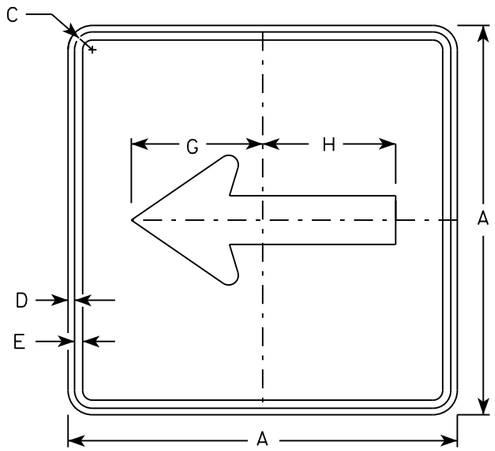
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

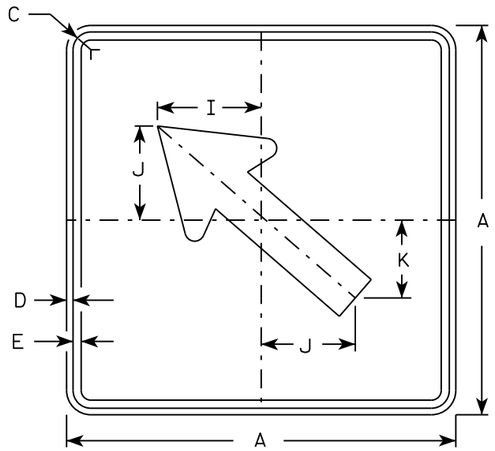
DATE 10/15/15 PLATE NO. M5-1.13

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



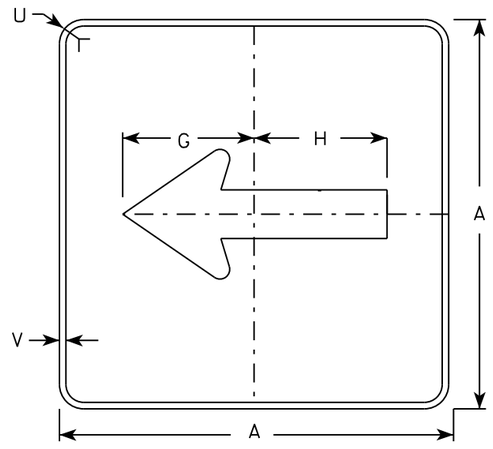
M6-1
MM6-1
MO6-1
MP6-1



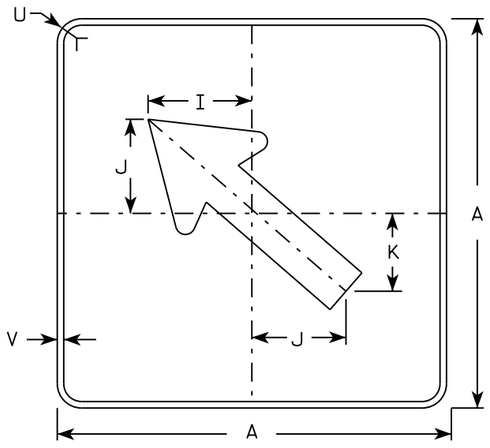
M6-2
MM6-2
MO6-2
MP6-2

NOTES

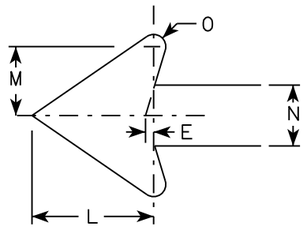
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

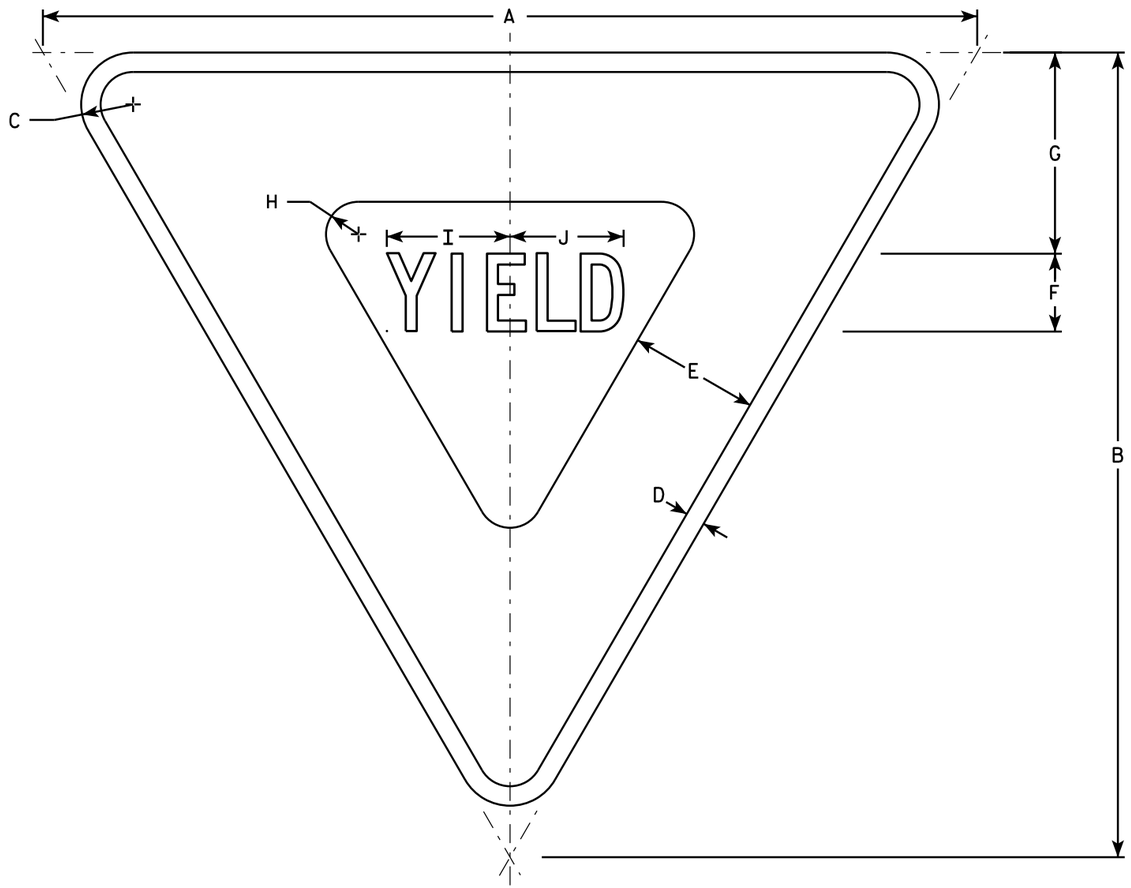
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 170 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



R1-2

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 - 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. The border strip and word message are reflectorized red.

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	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

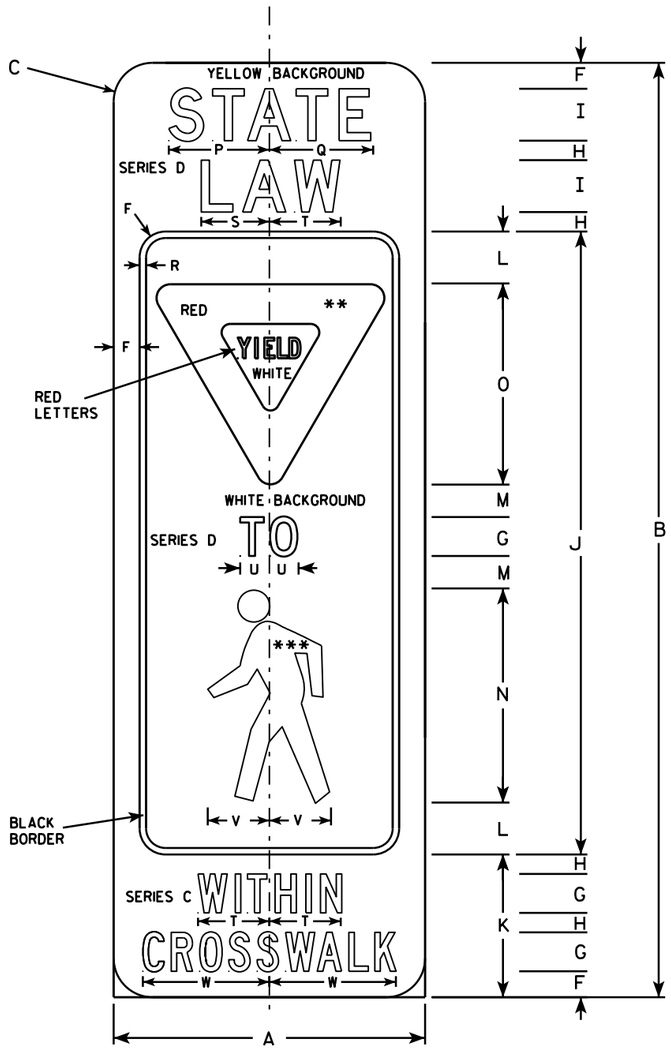
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-6

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - YELLOW
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
3. Message Series - AS SHOWN AND IN TABLE
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																											
2S	12	36	1 ½			1	1 ½C	¾	2 D	24	5 ½	2	1 ¼	8 ¼	7 ¾	3 ⅞	4	¼	2 ⅝	2 ¾	1 ⅛	2 ⅜	4 ⅞				3.0
2M	12	36	1 ½			1	1 ½C	¾	2 D	24	5 ½	2	1 ¼	8 ¼	7 ¾	3 ⅞	4	¼	2 ⅝	2 ¾	1 ⅛	2 ⅜	4 ⅞				3.0
3																											
4																											
5																											

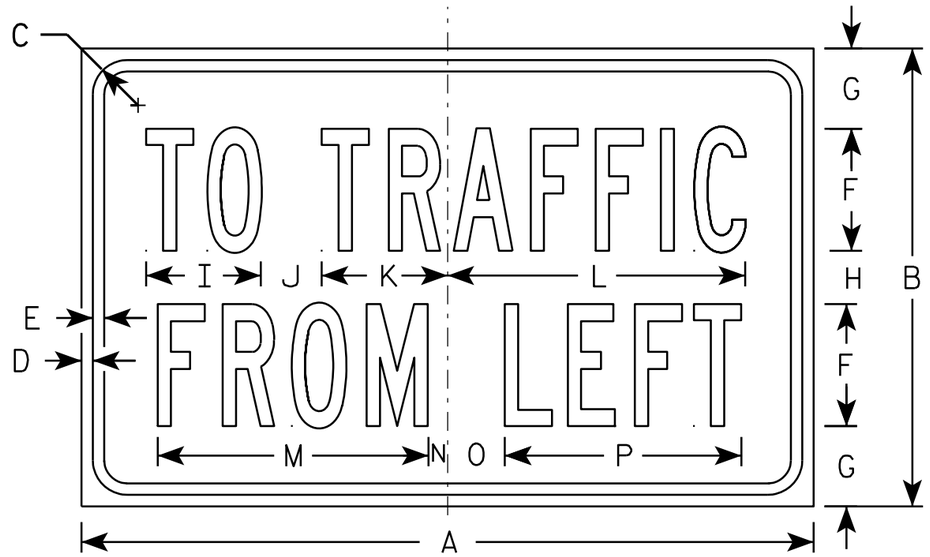
STANDARD SIGN
R1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/29/14 PLATE NO. R1-6.3

PROJECT NO: SHEET NO: E



R1-54

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 - B

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	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

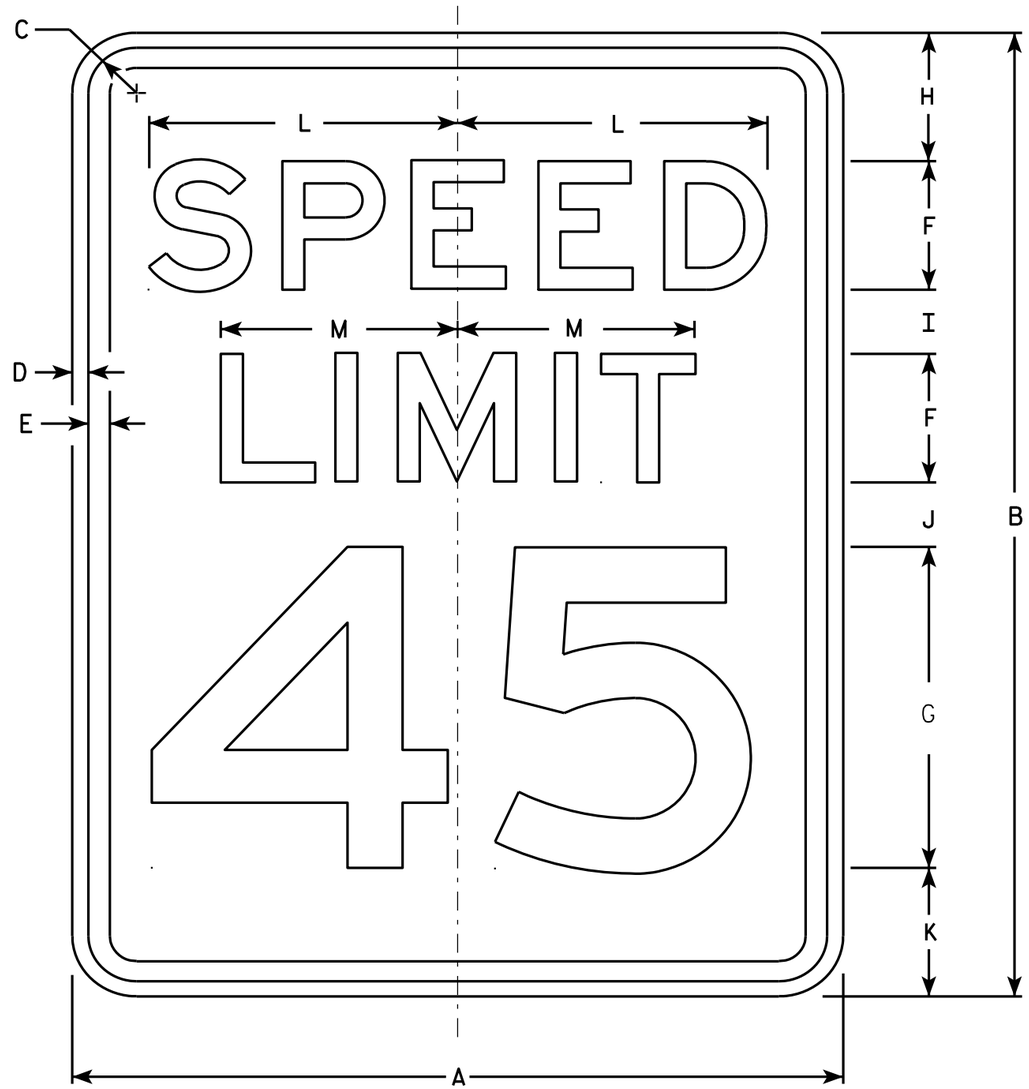
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 173	E



R2-1

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.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

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	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

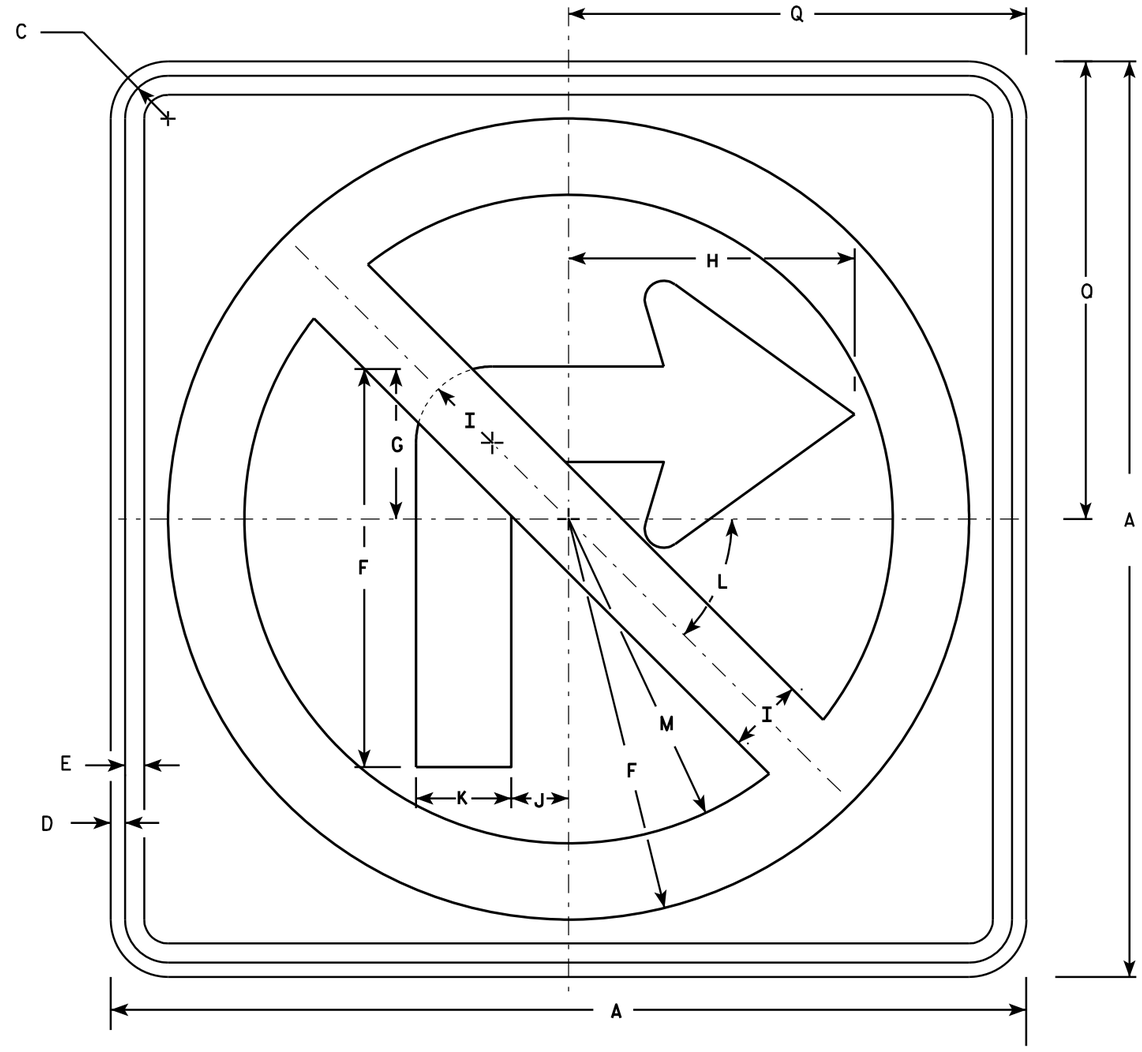
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

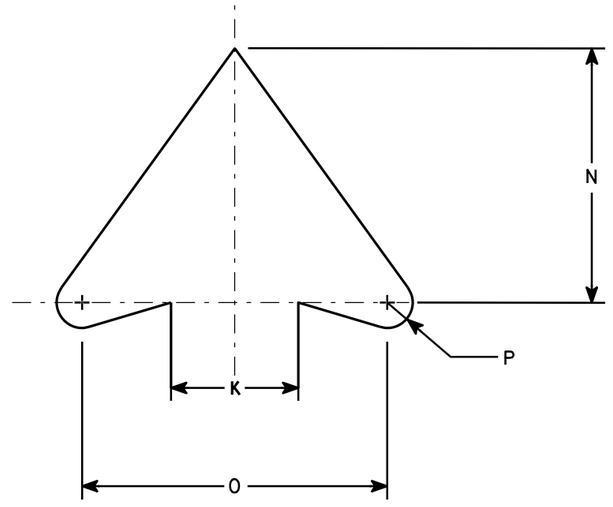
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 174 | E



R3-1

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



ARROW DETAIL

SIZE	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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

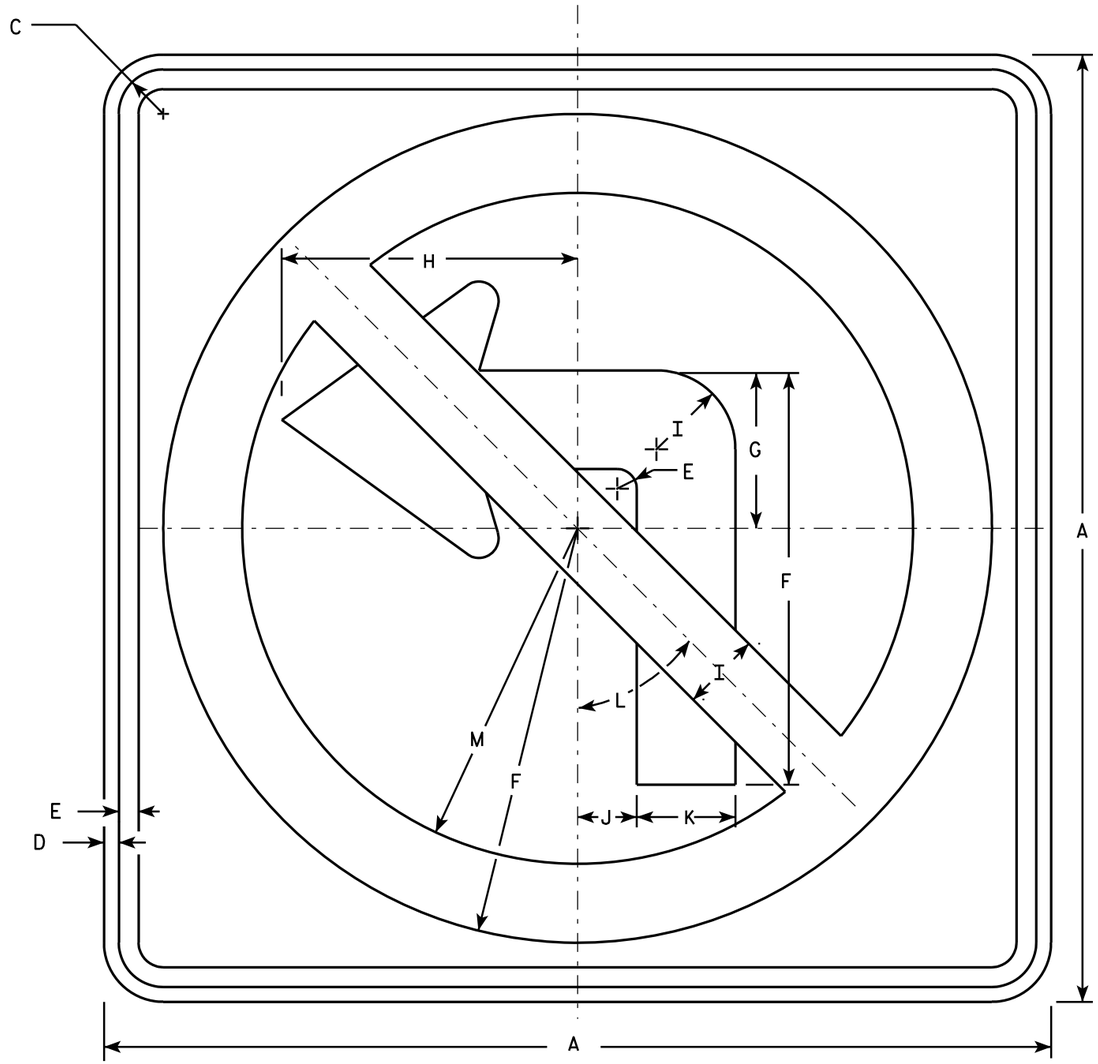
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

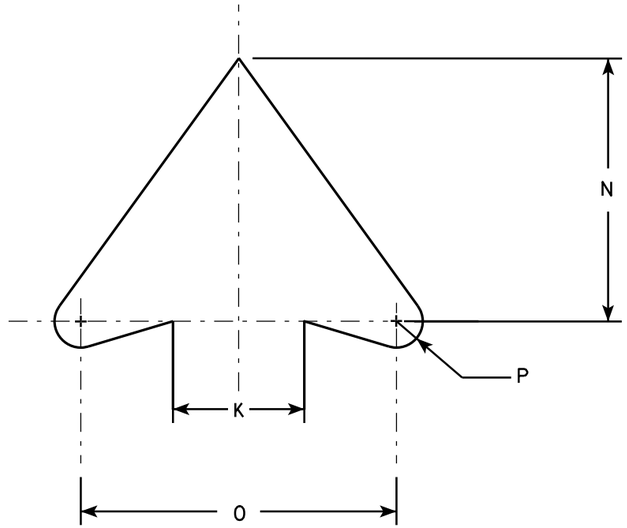
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 175	E



R3-2

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



ARROW DETAIL

SIZE	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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

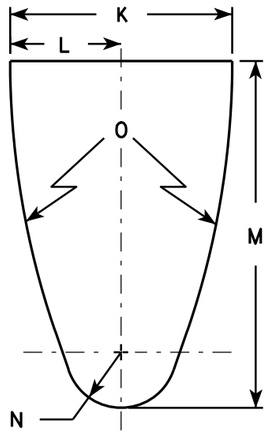
STANDARD SIGN
R3-2

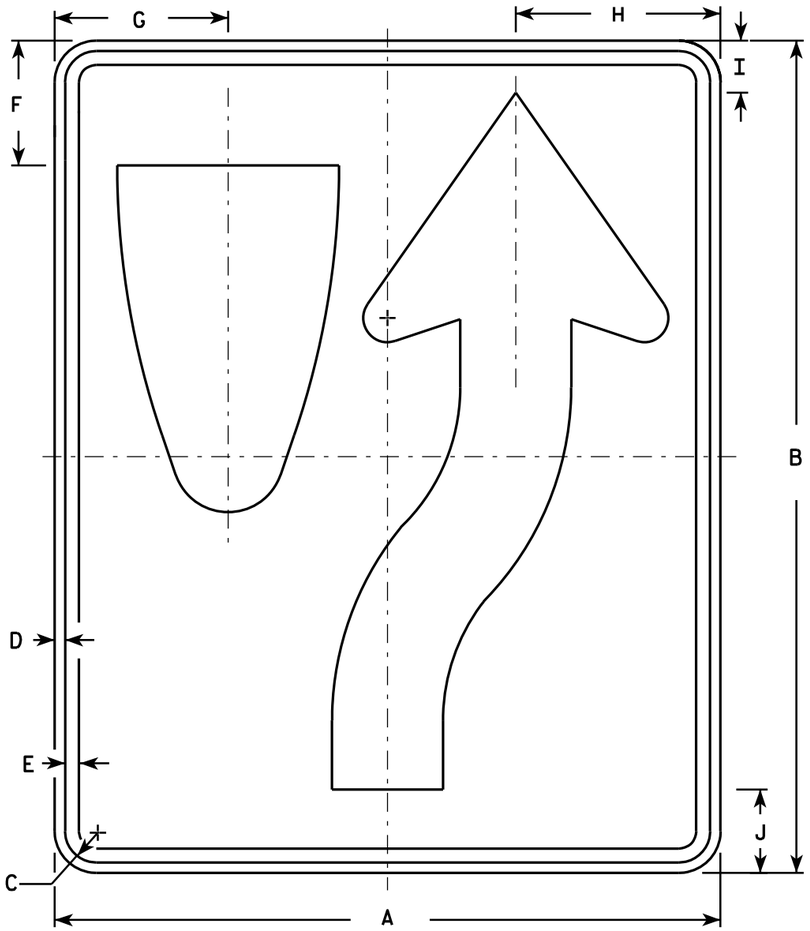
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 176	E

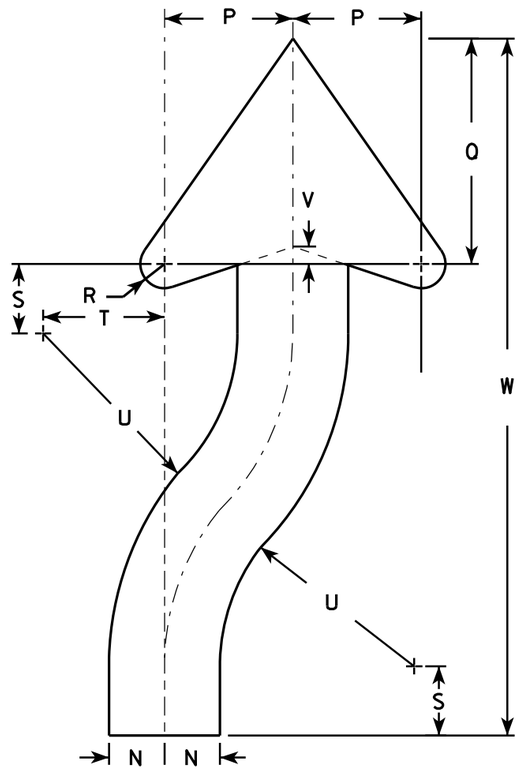




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

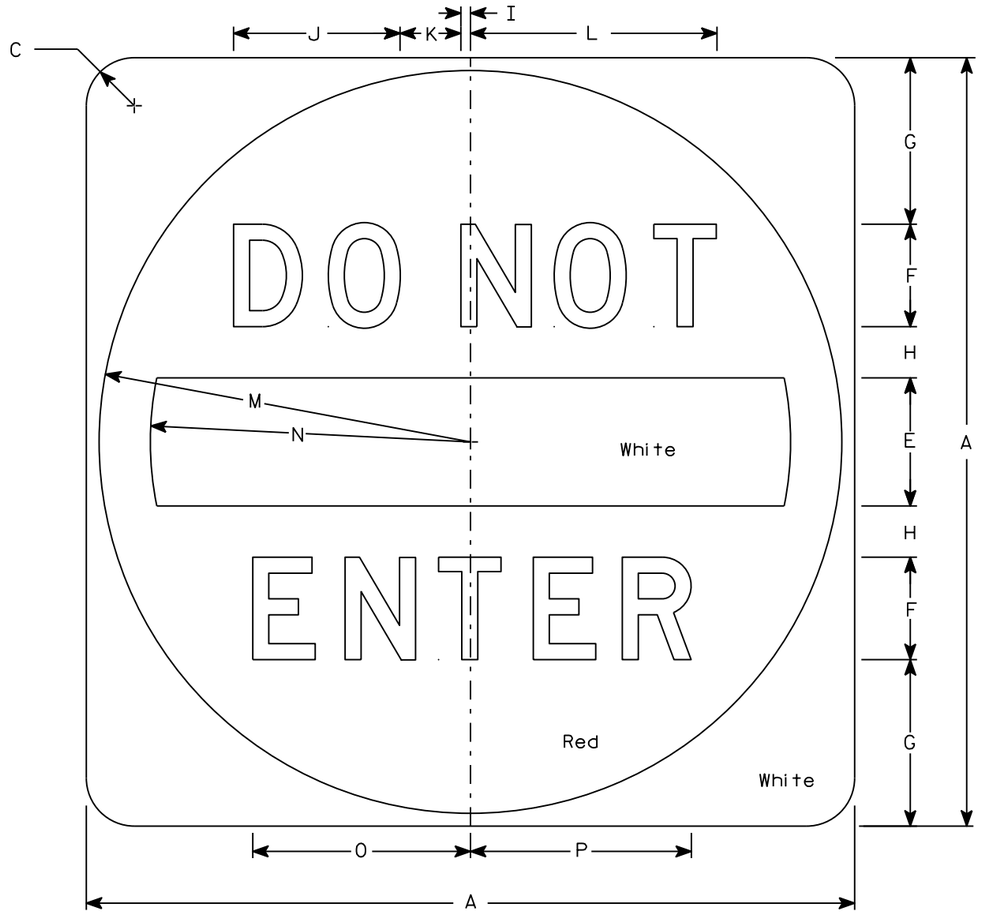
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 177	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

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	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

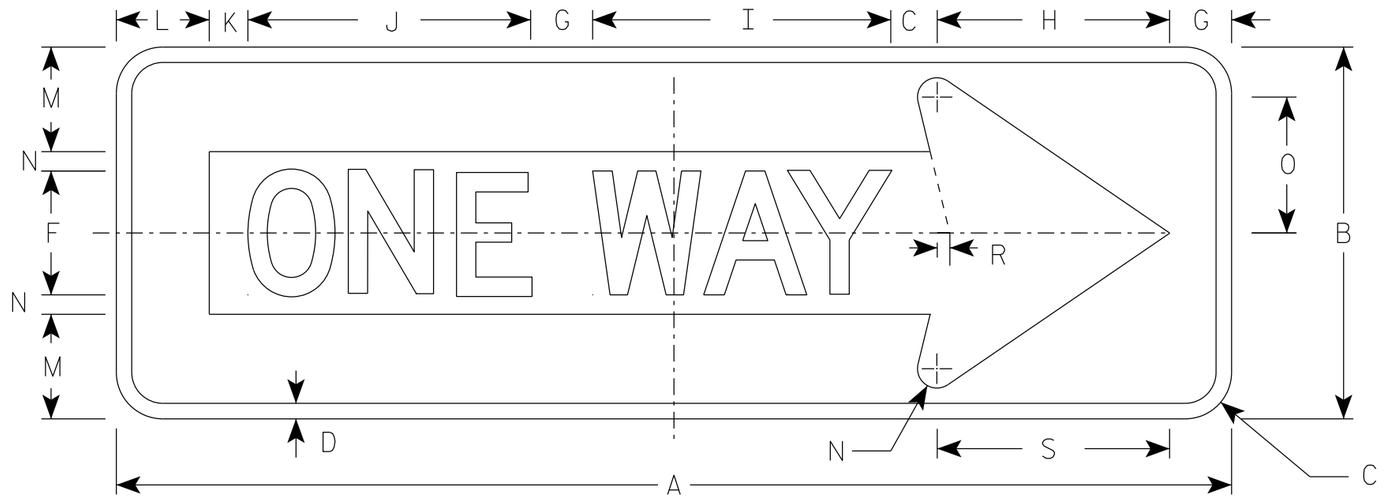
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

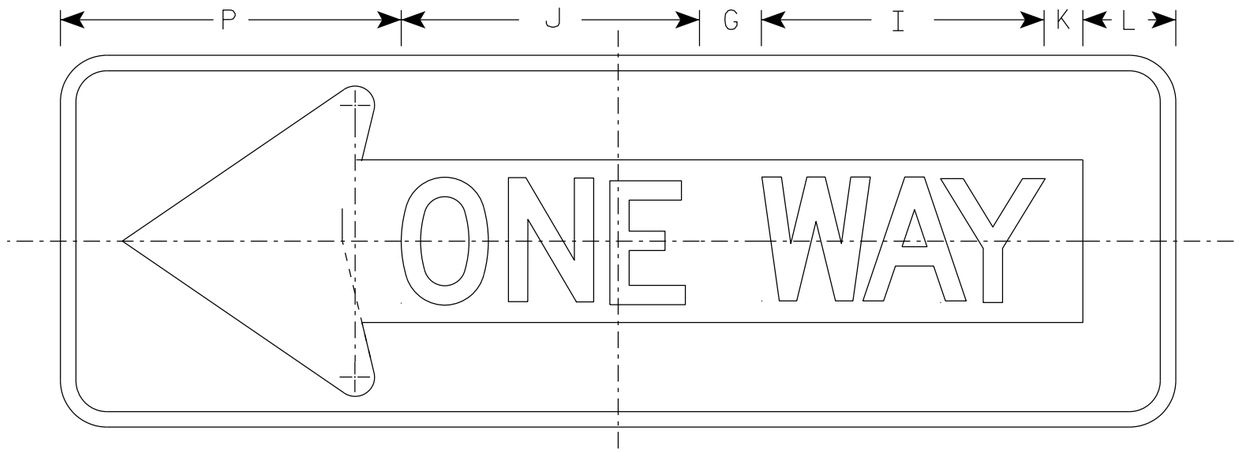
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 178 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

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	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

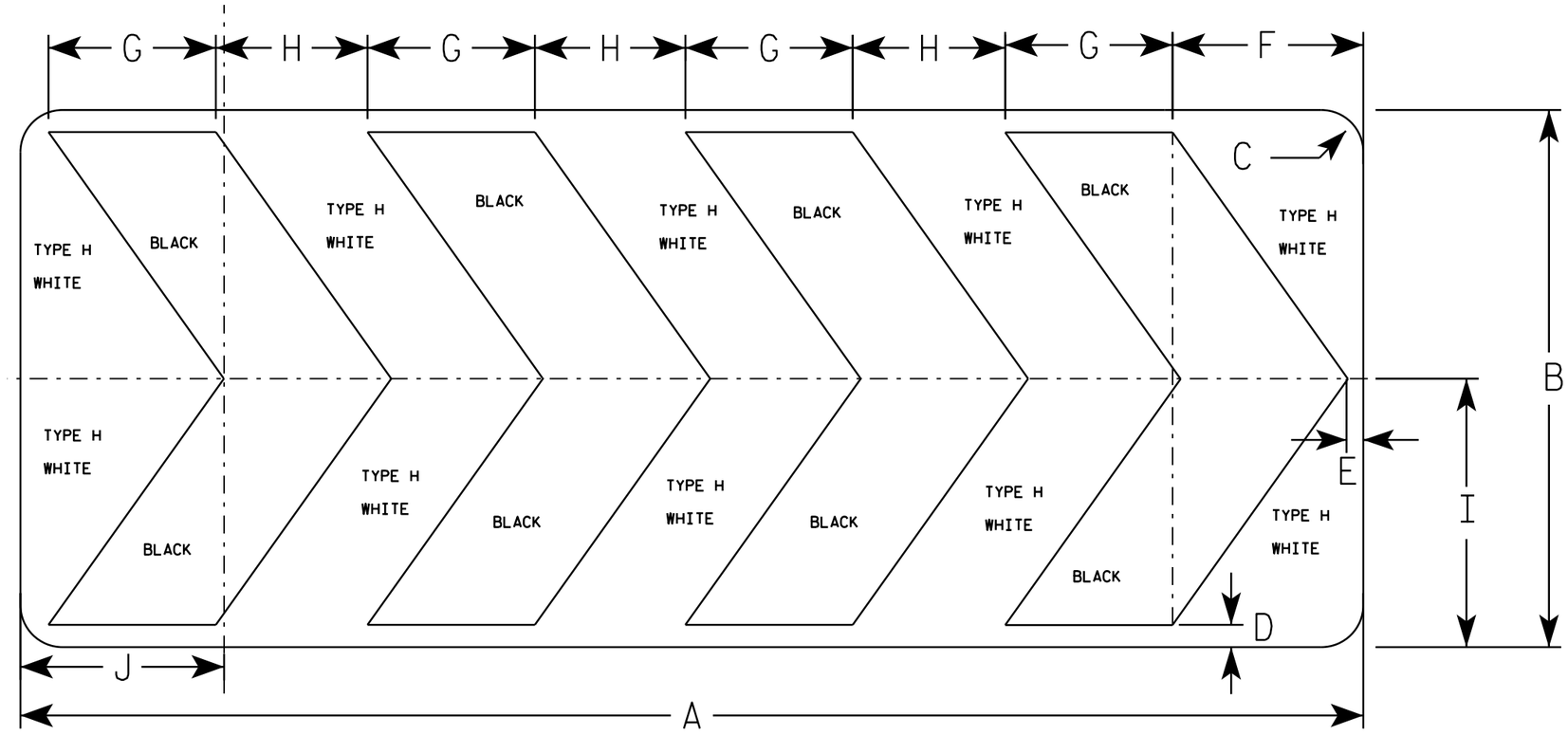
DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

SHEET NO: 179 E

NOTES

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



R6-4B

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	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

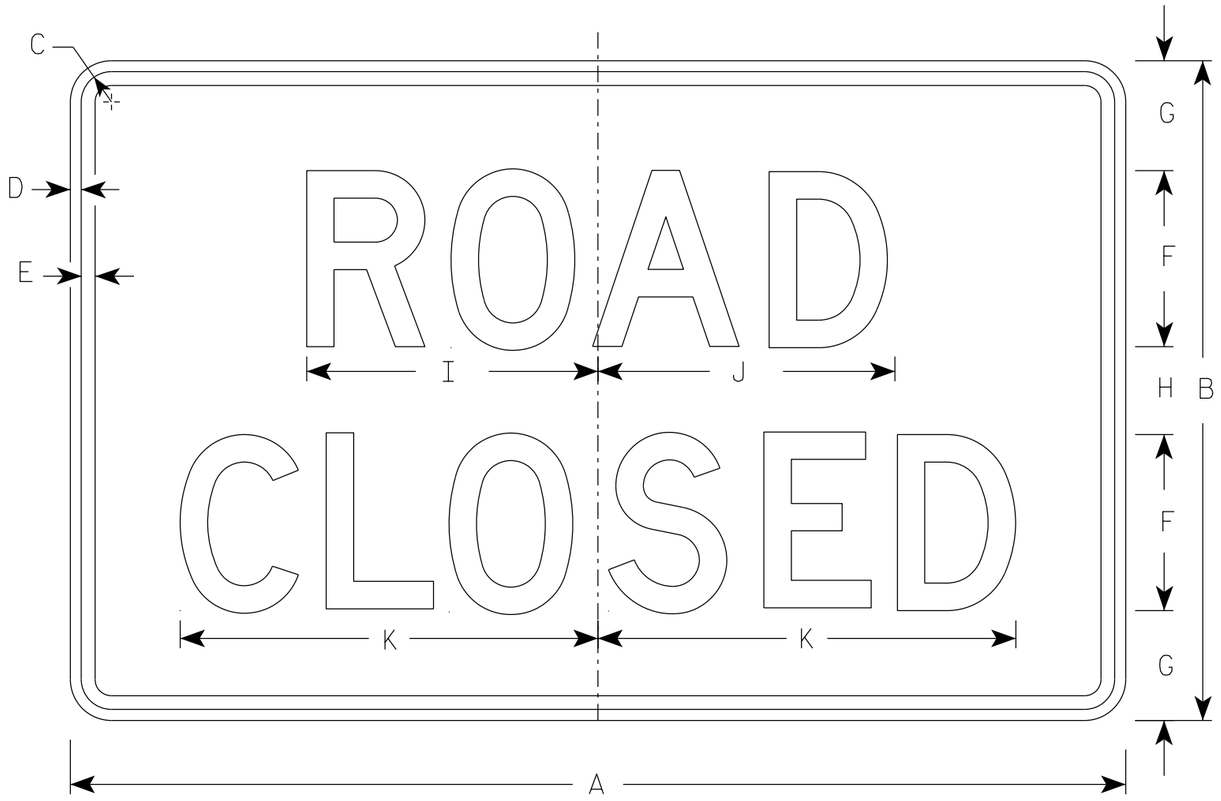
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

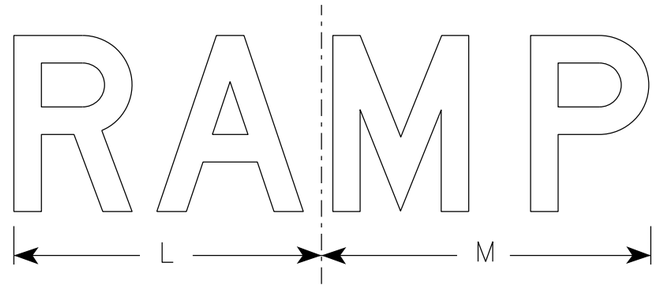
WISDOT/CADDS SHEET 42



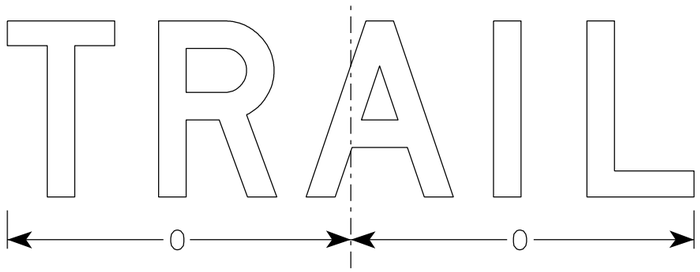
R11-2

NOTES

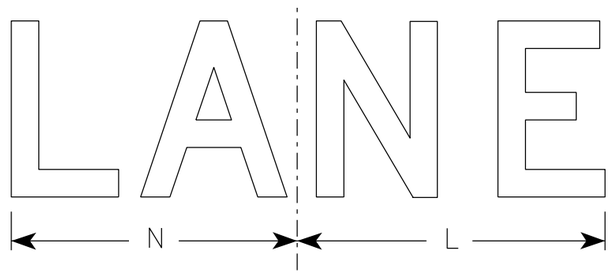
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

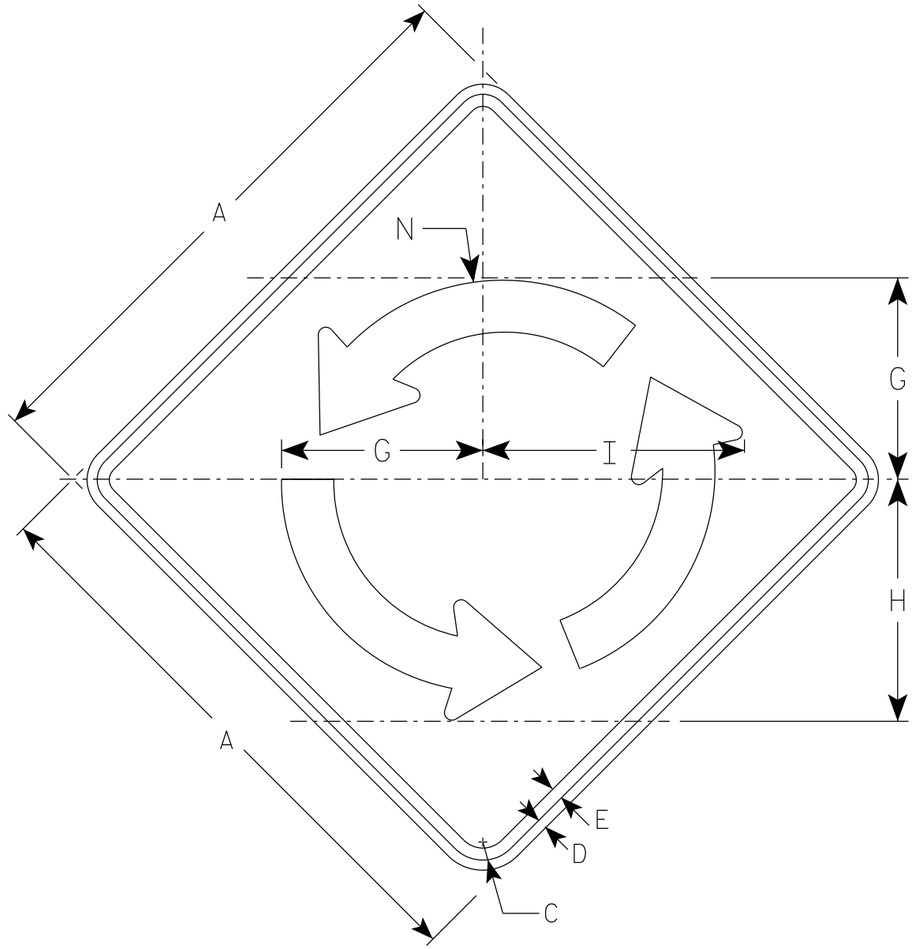
STANDARD SIGN
R11-2

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: 181	E

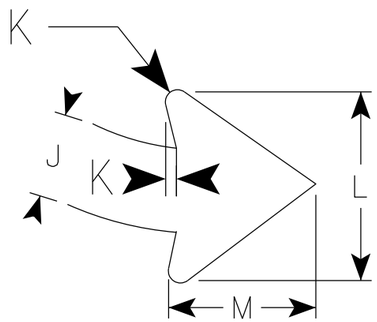


W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

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	Area sq. ft.
1																									
2S	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		1 5/8	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		2 1/4	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

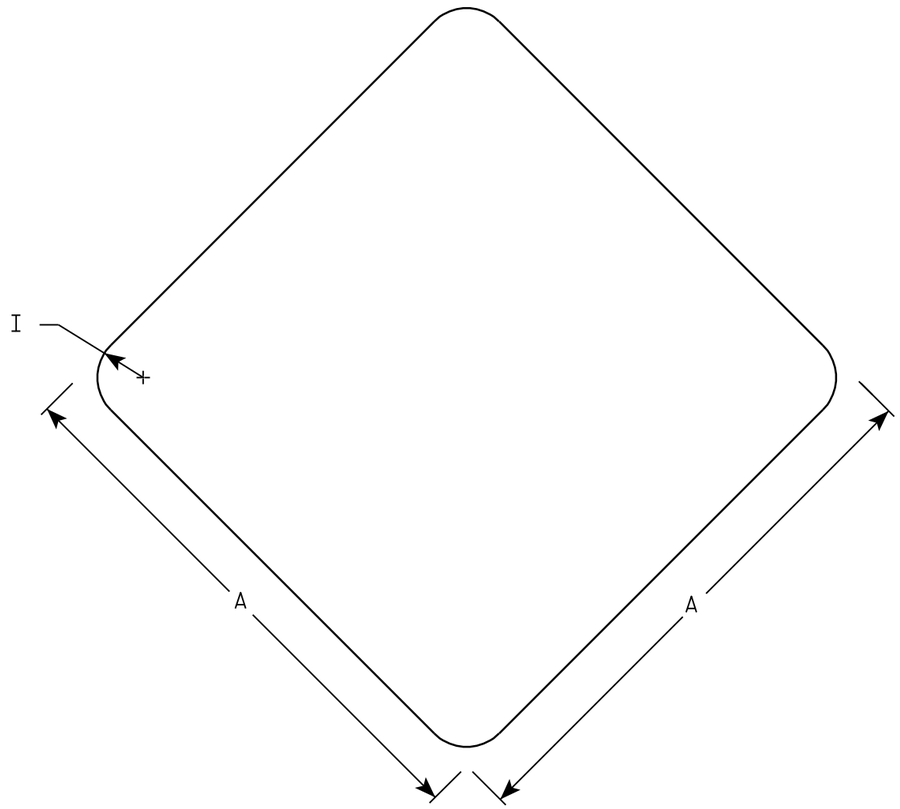
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/21 PLATE NO. W2-6.7

PROJECT NO:

SHEET NO: 182 E



W5-54

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
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners 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	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

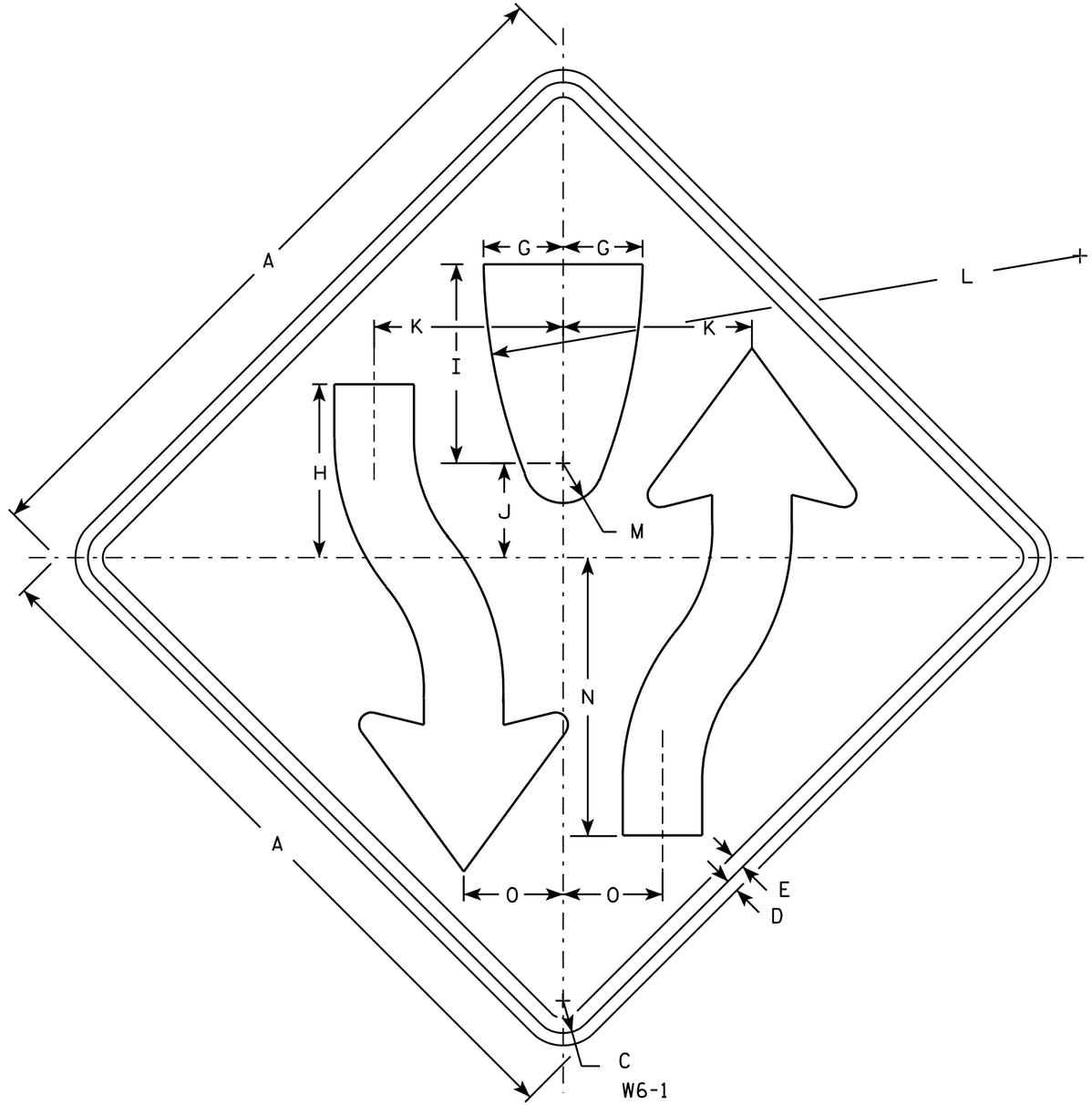
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

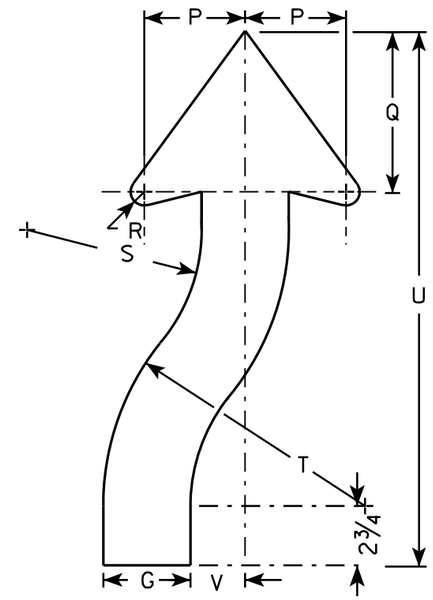
DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 183 | E



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. 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. W6-2 same as W6-1 but is rotated 180° when mounted.



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	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

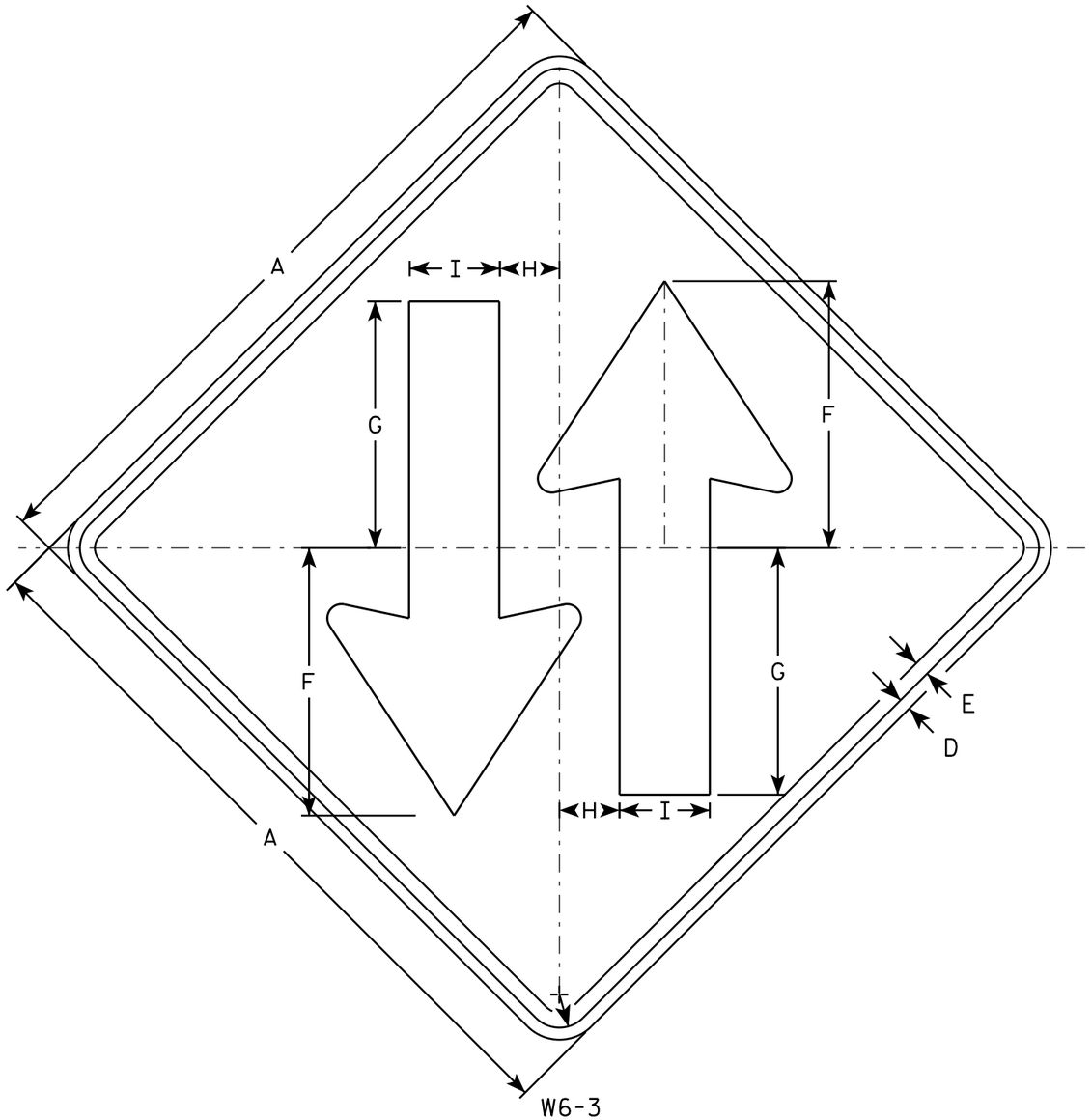
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 184	E

7

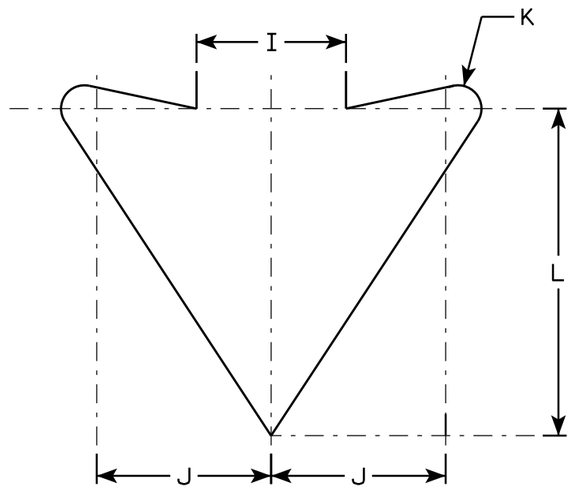
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



W6-3

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. 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	30		1 3/8	1/2	5/8	11 1/8	10 1/4	2 1/2	3 3/4	4 3/8	5/8	8 1/4															6.25
2S	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
2M	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
3																											
4	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0
5	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0

STANDARD SIGN
W6-3

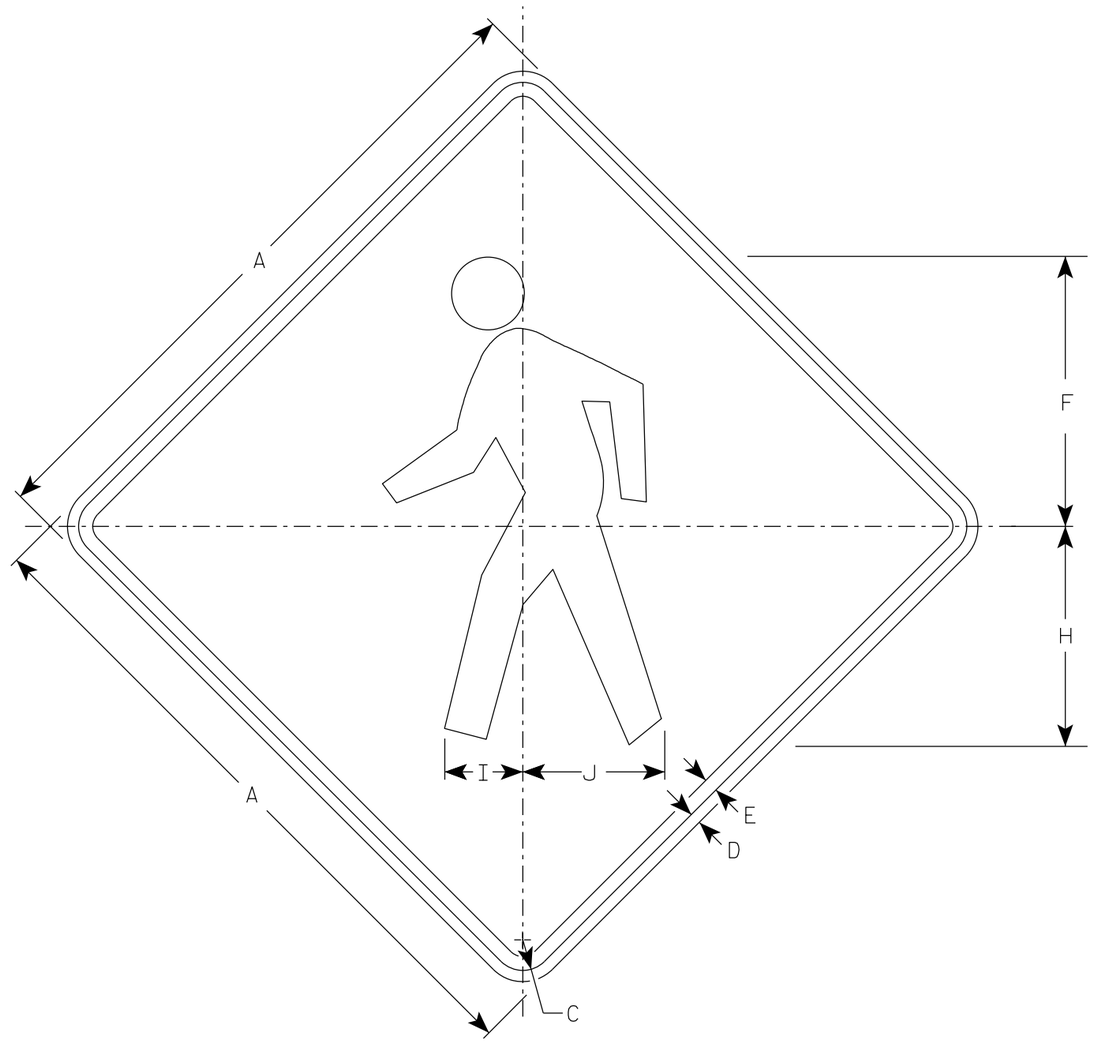
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/16 PLATE W6-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W63.DGN PLOT DATE : 10-MAR-2016 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000 WISDOT/CADDS SHEET 42



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

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	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

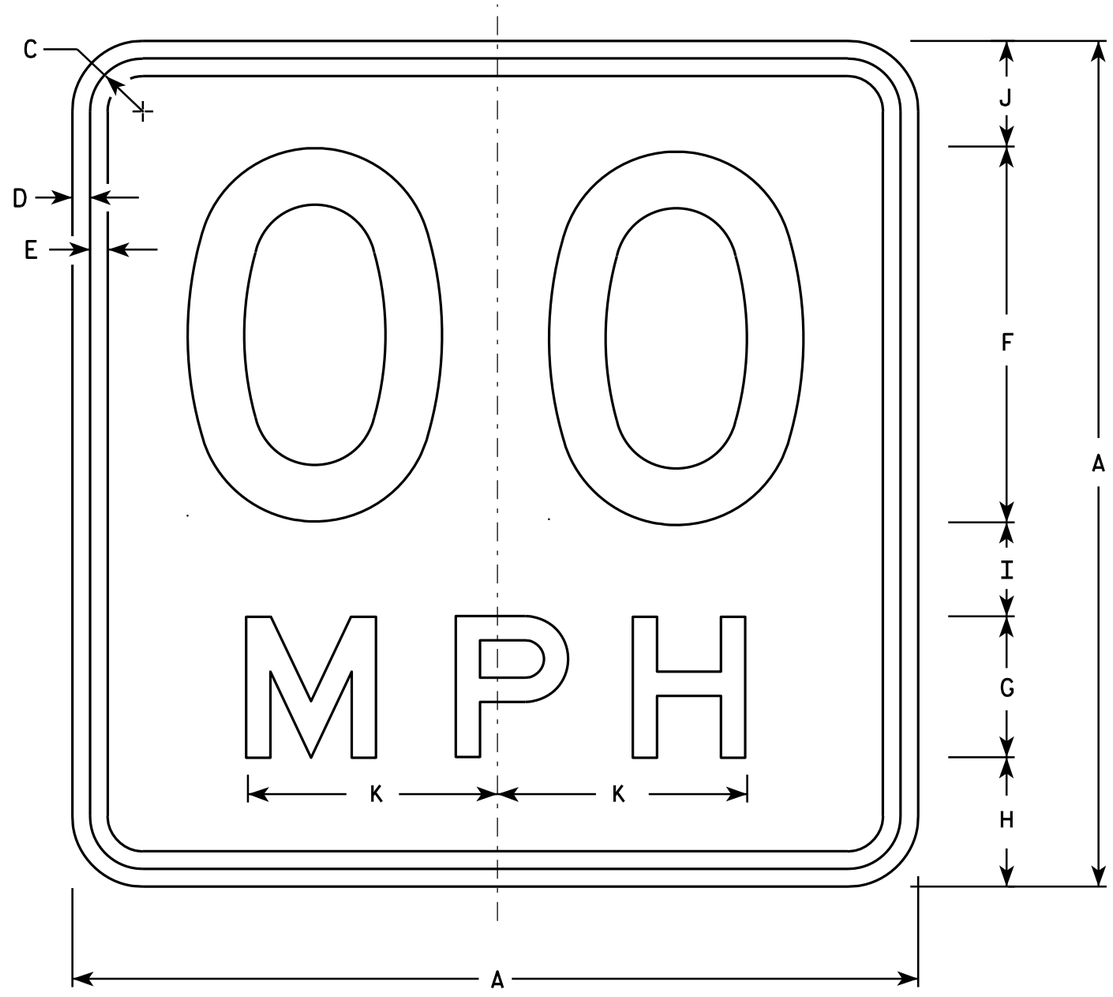
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 186 E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

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 - See Note 6
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 and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is 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	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

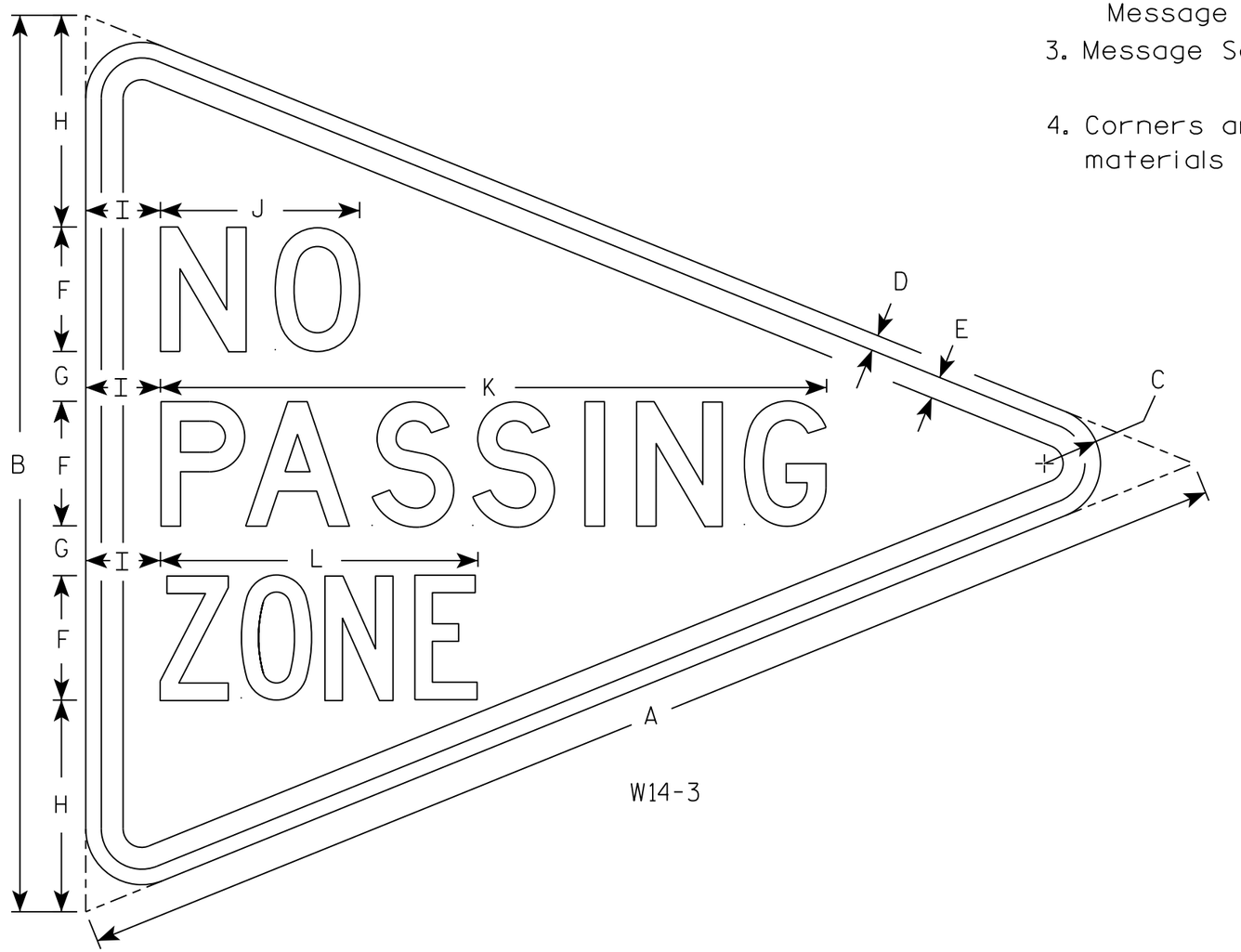
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 187 | E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

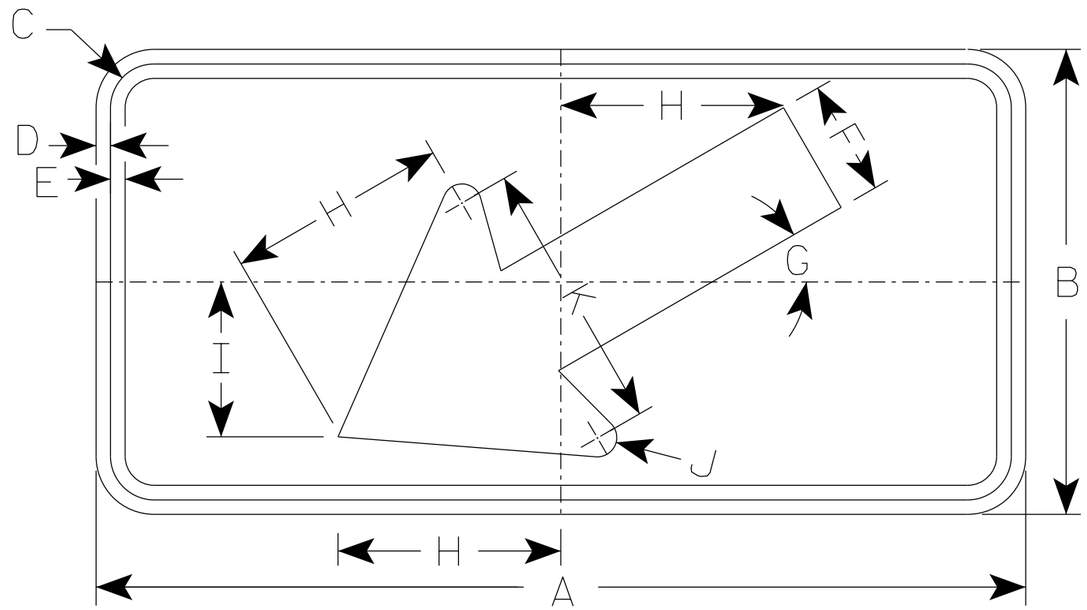
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 188 | E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

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	3	30°	5 3/4	4	1/2	7																2.0
* 2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

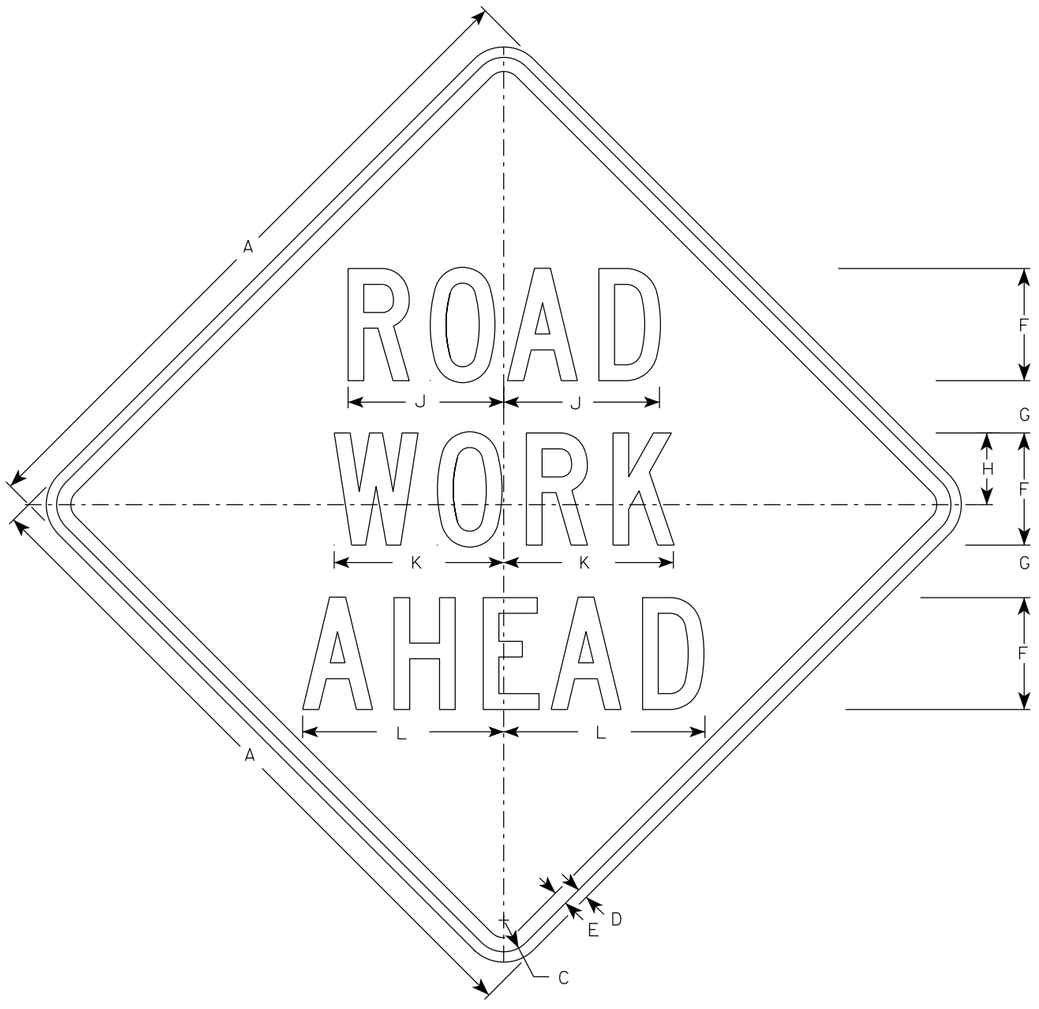
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

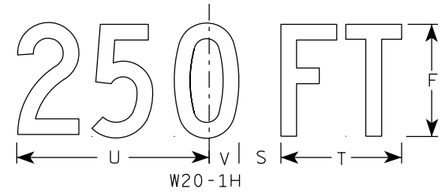
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W16-7.8

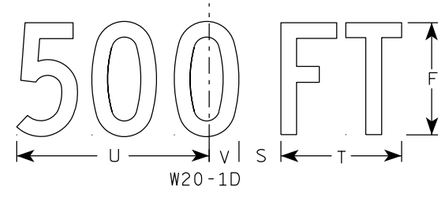
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 189	E



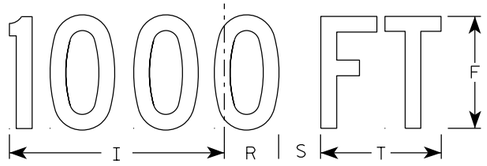
W20-1A



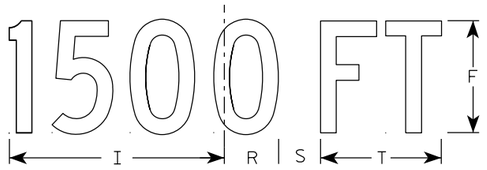
W20-1H



W20-1D



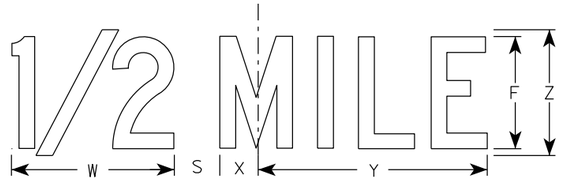
W20-1C



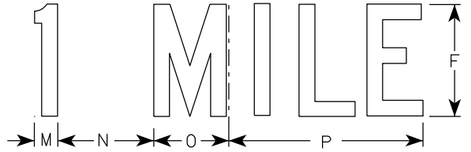
W20-1B

NOTES

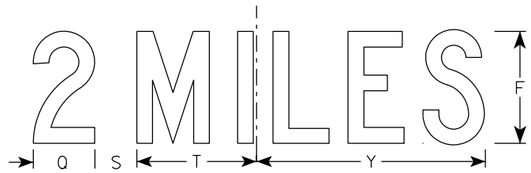
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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:

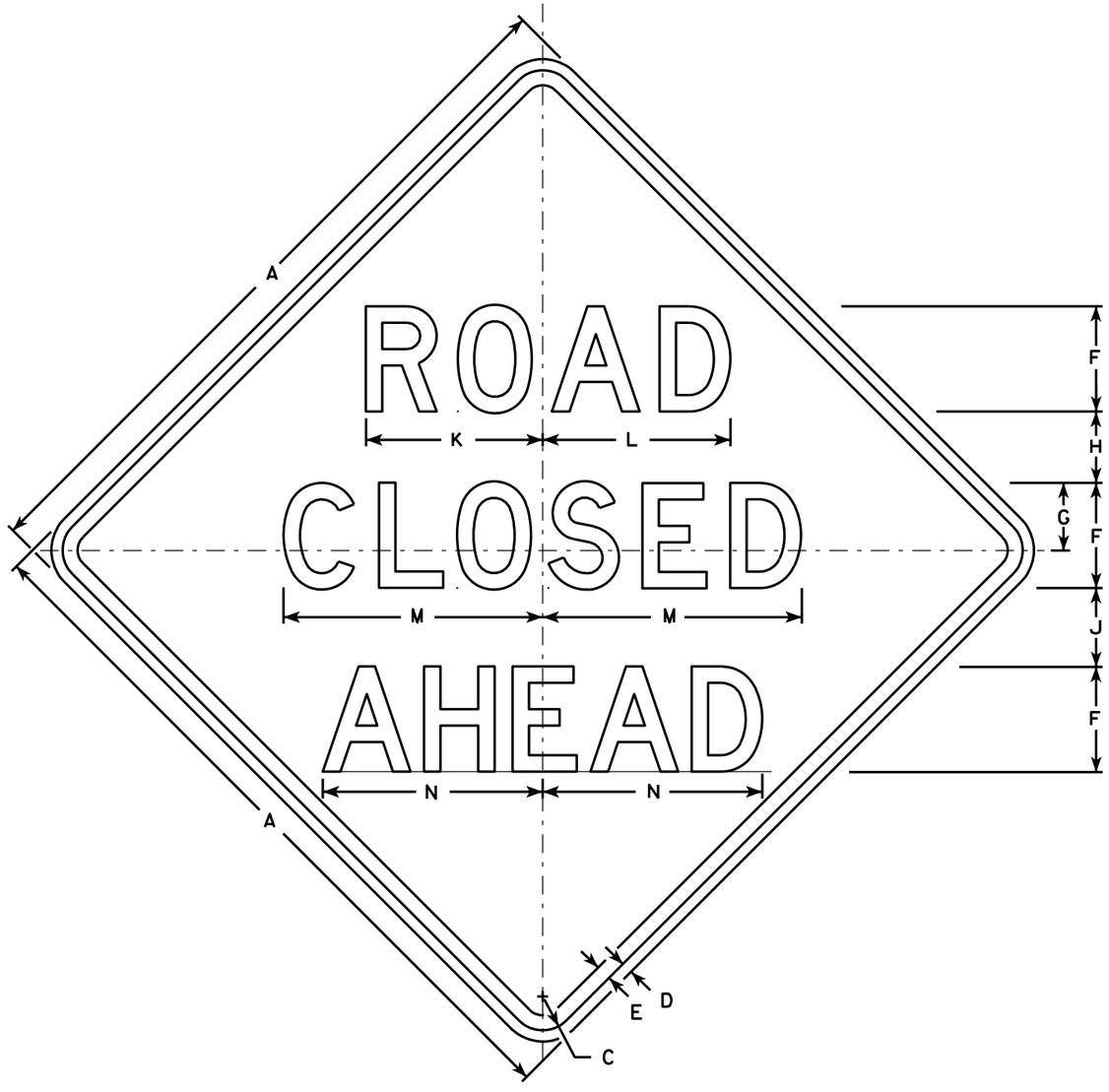
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

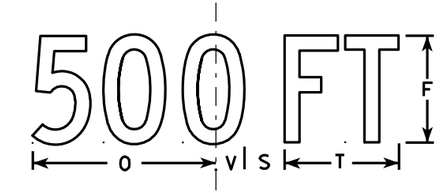
WISDOT/CADDS SHEET 42

7

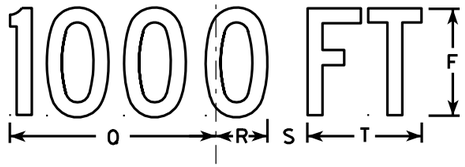
7



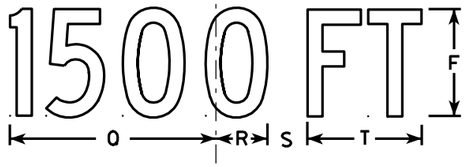
W20-3A



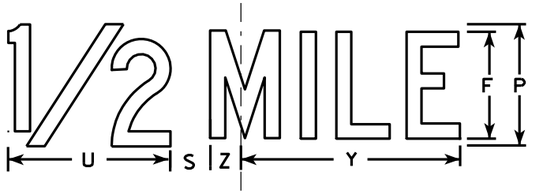
W20-3D



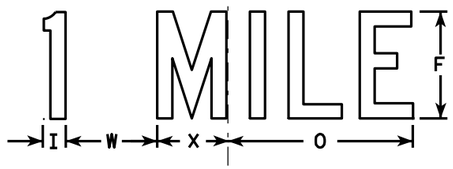
W20-3C



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

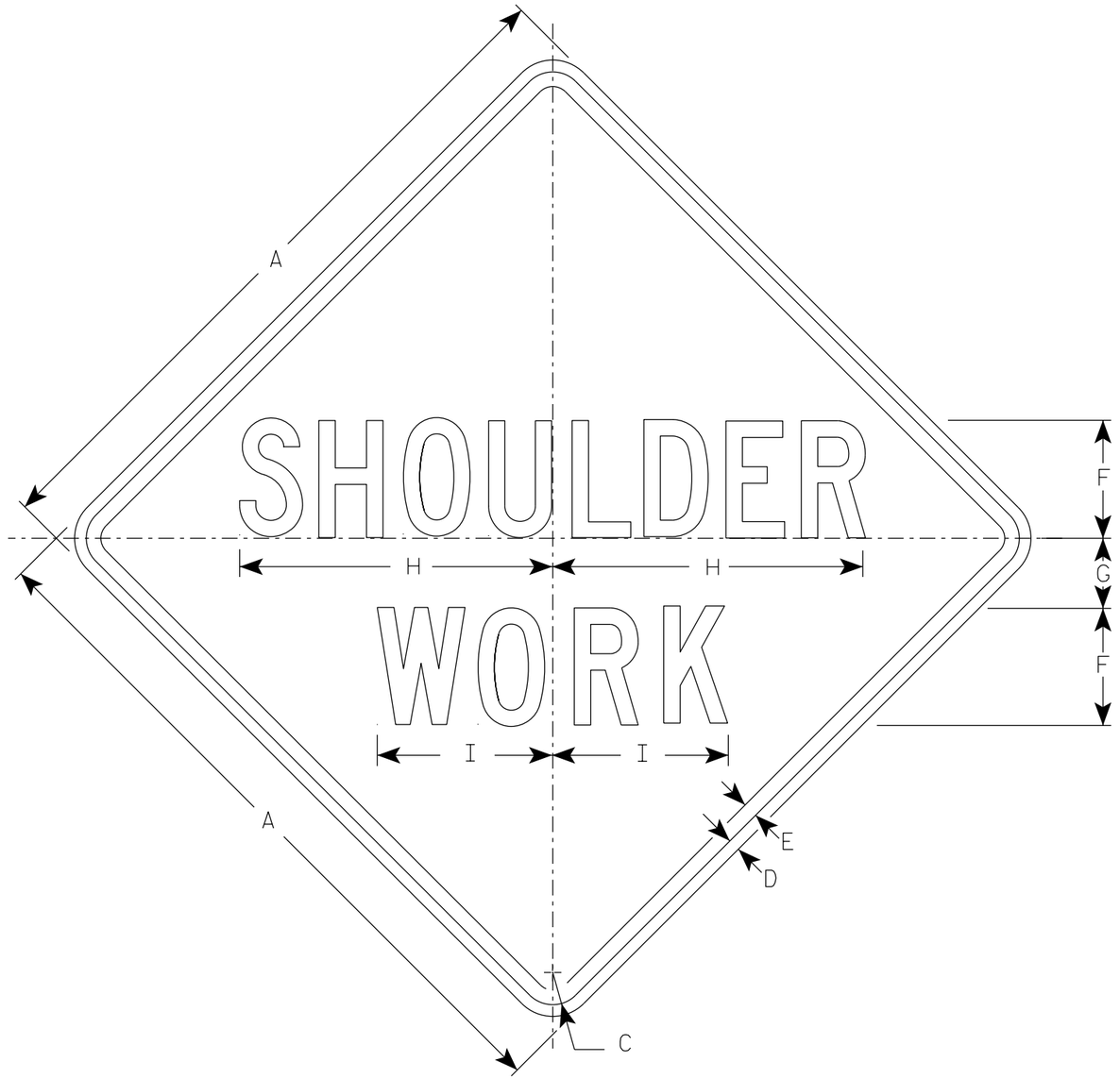
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	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: 191 | E



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

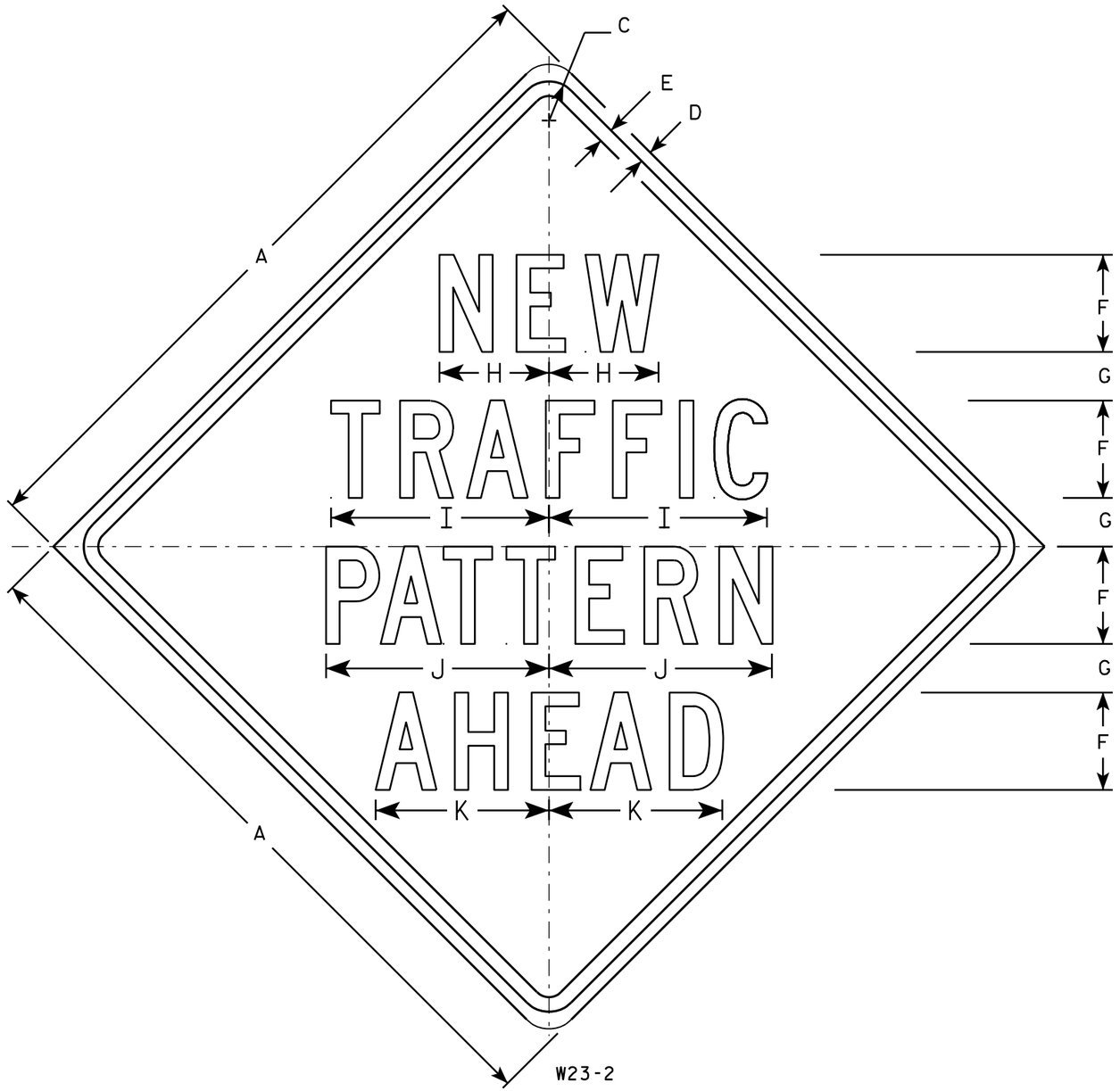
STANDARD SIGN
W21-5

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: 192 E



NOTES

1. Sign isType II - Type F Reflective - reference WIS DOT Standard Specification forHIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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																											
2S	36		1 5/8	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
2M	36		1 5/8	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
3																											
4																											
5																											

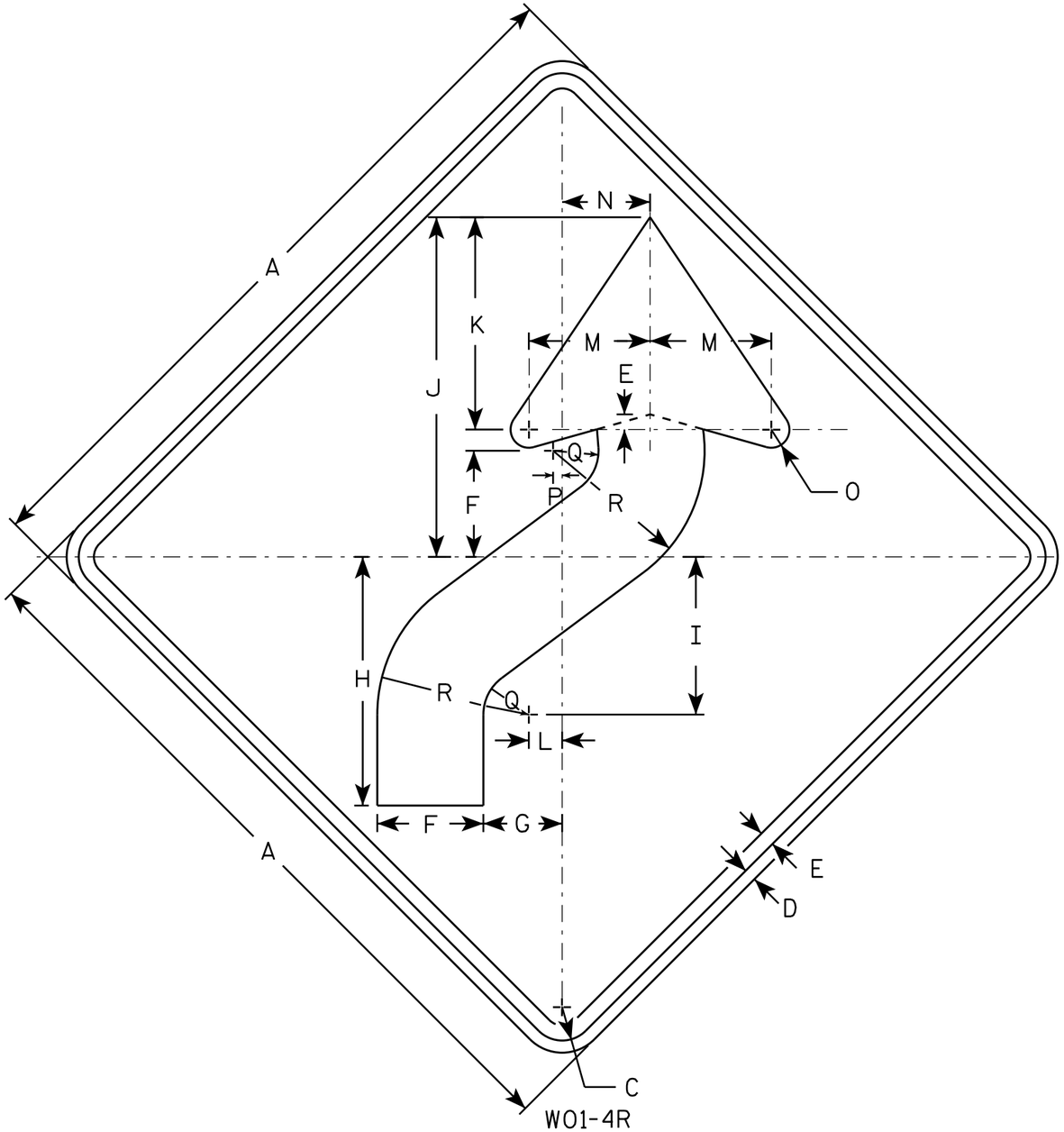
STANDARD SIGN
W23-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W23-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 193 | E



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

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 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

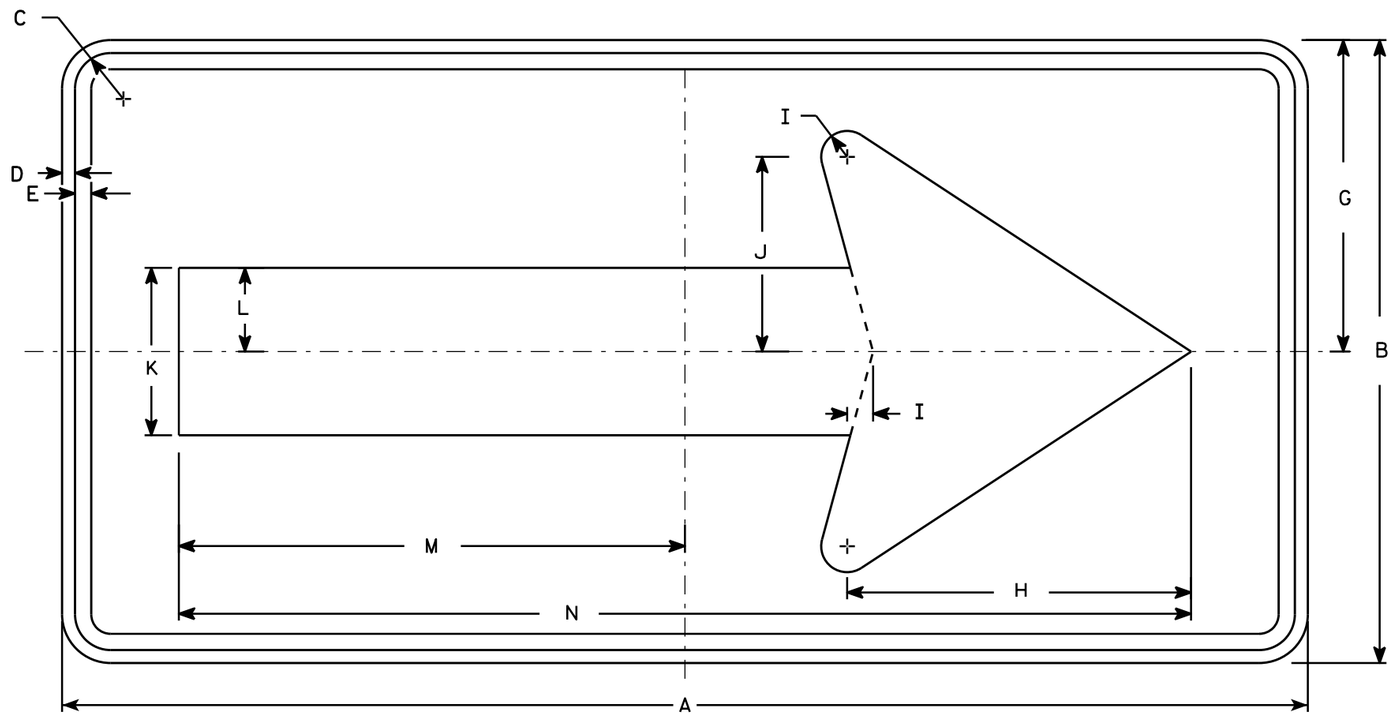
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42

7



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

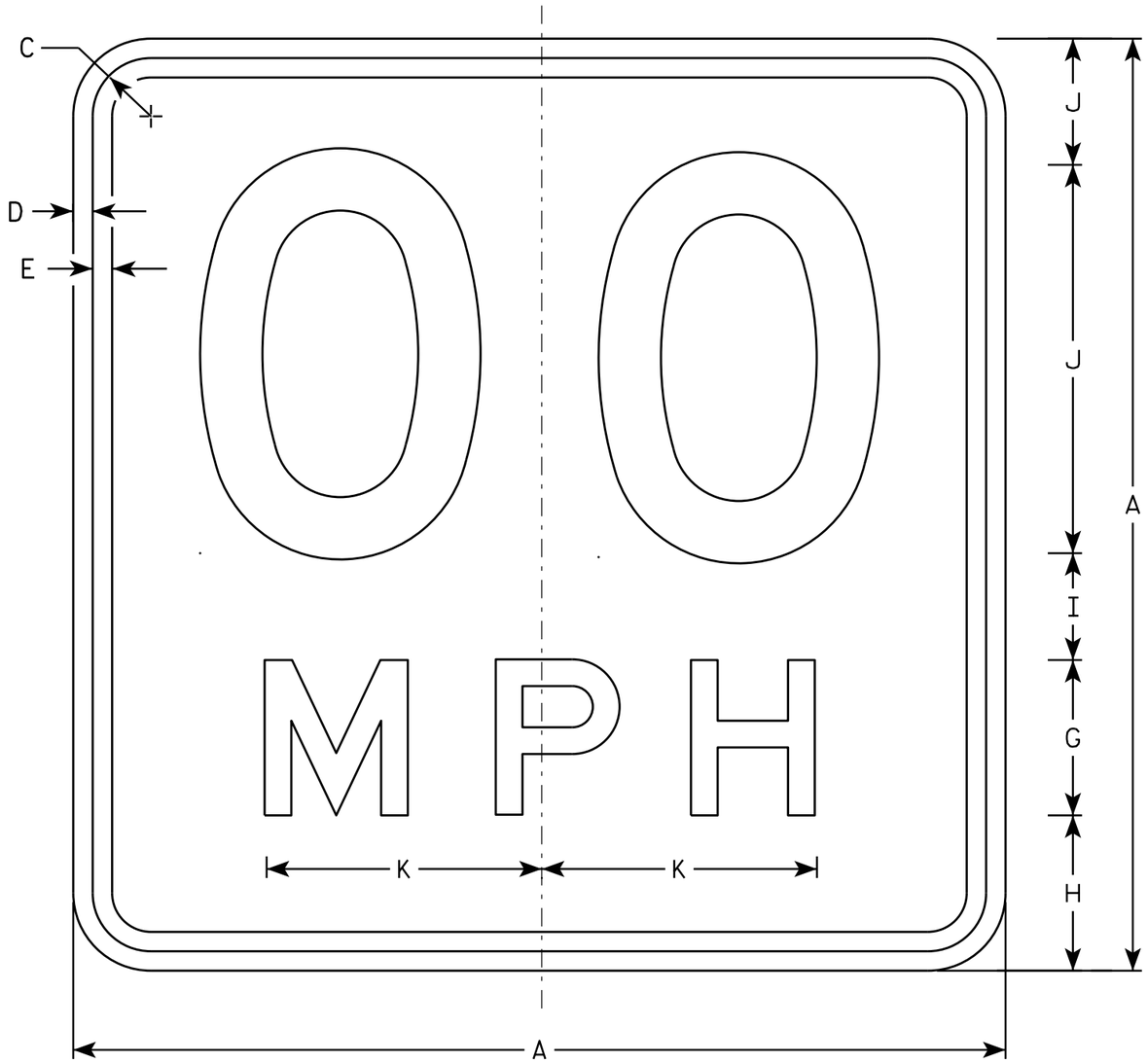
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 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



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
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 and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is 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	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

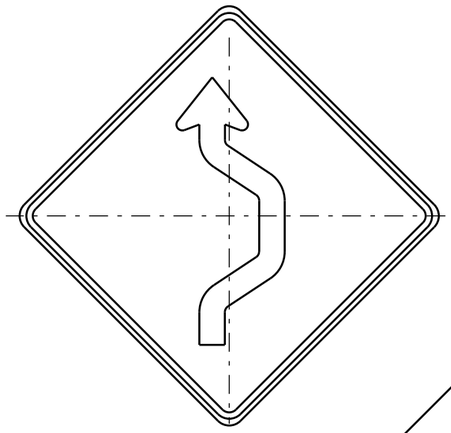
STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

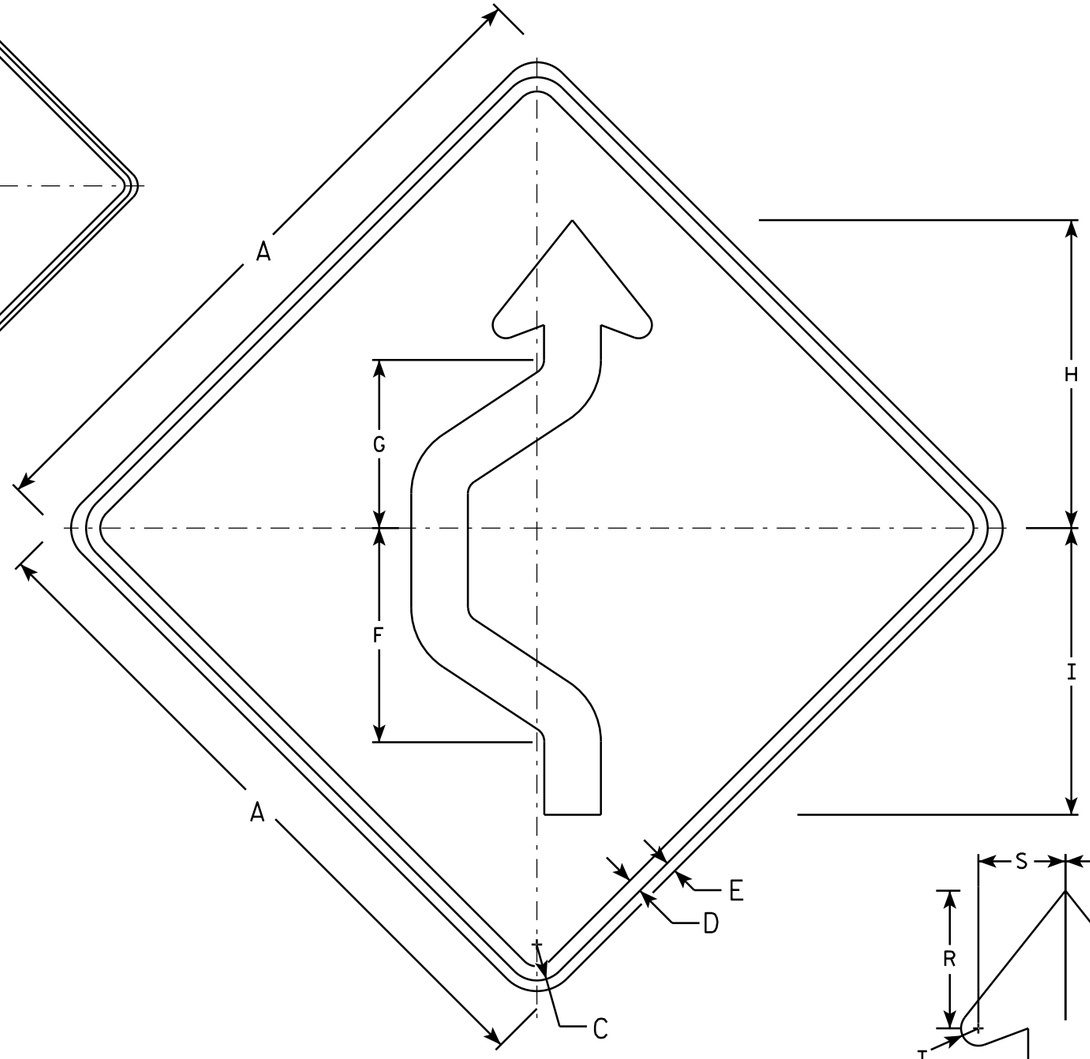
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 196 W013-1.1

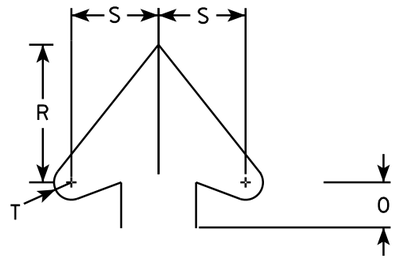
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W024-1R



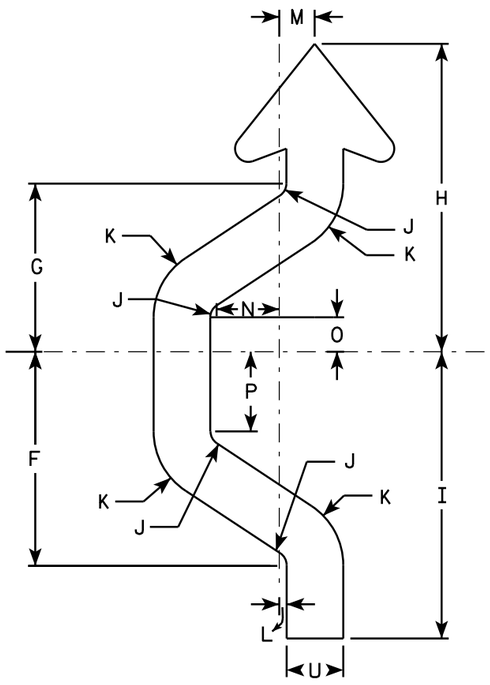
W024-1L



Arrowhead Detail

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. W024-1R is the same as W024-1L except reversed along the vertical centerline.



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	36		1 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
2S	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
2M	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
3	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
4	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
5	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16

STANDARD SIGN
W024-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

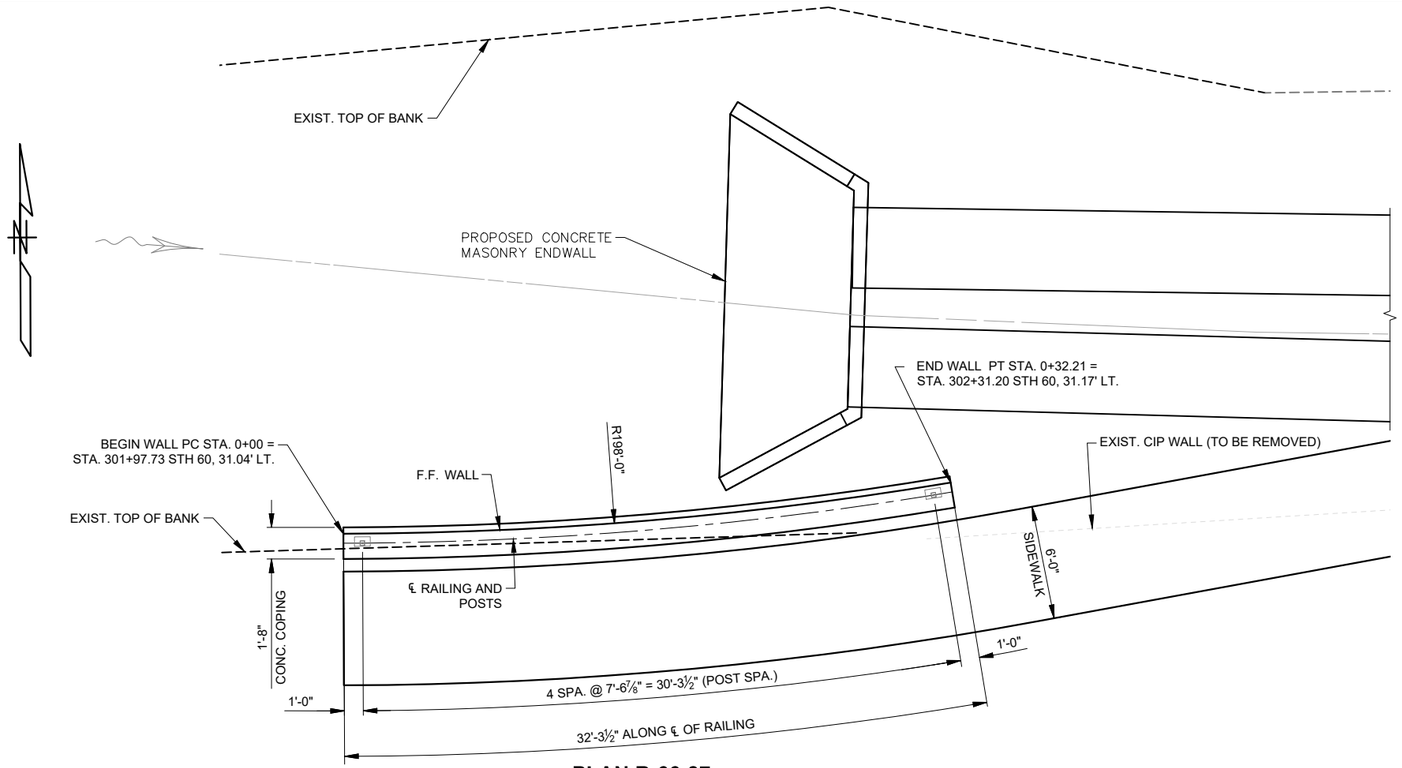
DATE 9/25/2013 PLATE NO. W024-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

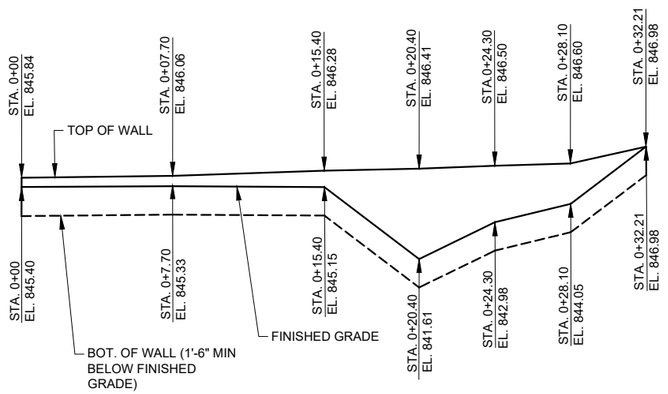
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0241.DGN PLOT DATE : 25-SEP-2013 13:08 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 10.702132:1.000000
WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER

2310-13-71

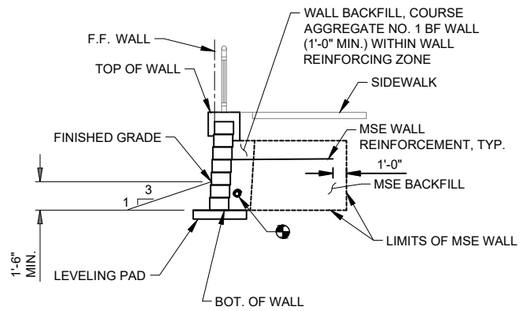


PLAN R-66-87



ELEVATION

(LOOKING NORTH AT B.F. WALL)



TYPICAL CROSS SECTION OF RETAINING WALL

PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD TO ENDS OF PIPE UNDERDRAIN. SET PIPE AT ELEVATION THAT WILL NOT ATTRACT WATER FROM DITCH.

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEM	UNIT	TOTAL
203.0220	REMOVING STRUCTURE R-66-87	EA	1
513.8011	RAILING STEEL PEDESTRIAN TYPE C2	LF	31
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	35
SPV.0165.01	WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH R-66-87	SF	106

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH R-66-87" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

THE QUANTITY OF CONCRETE MASONRY, COATED REINFORCING STEEL, AND RUBBERIZED MEMBRANE WATERPROOFING FOR THE CAST-IN-PLACE COPING IS INCIDENTAL TO BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH R-66-87".

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-66-87".

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

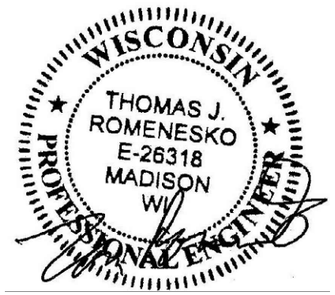
THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS AND THE GEOMETRY SHOWN ON THIS SHEET.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 2 FEET.

LIST OF DRAWINGS

1. GENERAL PLAN
2. WALL DETAILS
3. SOILS EXPLORATION
4. RAILING STEEL TYPE C2



NO.	DATE	REVISION	BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Milwaukee, WI 53202
414-225-9817

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 11/17/23
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-66-87

WALL AT STH 60 AND EAGLE DR. INTERSECTION

COUNTY WASHINGTON | ~~TOWN/CITY~~/VILLAGE JACKSON

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
MC	TR	MC	TR

DESIGN CONSULTANT
TOM ROMENESKO, PE
(608) 566-1370

BRIDGE OFFICE CONTACT
AARON BONK, PE
(608) 261-0261

GENERAL PLAN

SHEET 1 OF 4

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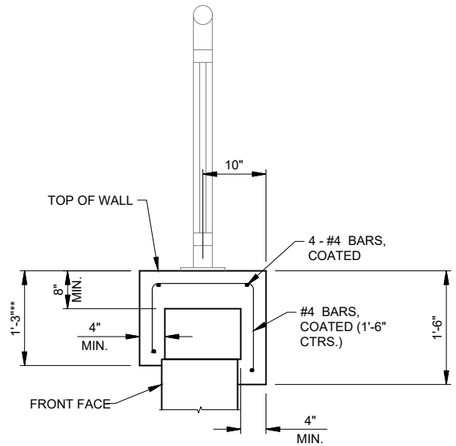
STATE PROJECT NUMBER
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WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	
WALL HEIGHT (FEET)	6.3
EXPOSED WALL HEIGHT (FEET)	4.8
MINIMU LENGTH OF REINFORCEMENT (FEET)	6.0
LENGTH OF REINFORCEMENT TO HEIGHT RATIO[2]	0.95
APPROXIMATE WALL STATION	0+20.40
CAPACITY TO DEMAND RATION (CDR)[3]	
SLIDING (CDR >1.0)	1.17
ECCENTRICITY (CDR >1.0)	1.59
OVERALL STABILITY (CDR>1.0)	1.49
BEARING RESISTANCE (CDR>1.0)	2.16
FACTORED BEARING RESISTANCE (PSF)	4000

NOTES:

1. THE WALL HEIGHT INCLUDES AN EMBEDDMENT OF 1.5 FEET.
2. THE MINIMUM REQUIRED REINFORCEMENT LENGTH IS THE GREATER OF 0.7 OF WALL HEIGHT OR 6 FEET.
3. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE OF 240 PSF.
4. GLOBAL STABILITY WAS EVALUATED AT ON CRITICAL WALL LOCATION, AT A POINT OF HIGHEST WALL HEIGHT.
5. CDR REQUIREMENTS AND LOAD AND RESISTANCE FACTORS ARE PRESENTED IN CHAPTER 14 OF THE BRIDGE MANUAL.



COPING DETAIL

** THIS DIMENSION MAY CHANGE DEPENDING ON HEIGHT OF BLOCKS. THIS DIMENSION TO BE CONSTANT FOR ENTIRE LENGTH OF WALL. MAXIMUM ALLOWABLE HEIGHT OF BLOCKS TO BE 9 INCHES.

SOIL PARAMETERS

SOIL DESCRIPTION	UNIT WEIGHT (PCF)	FRICTION ANGLE (DEG.)	COHESION (PSF)
GRANULAR BACKFILL (REINFORCING ZONE OR BACKFILL)	120	30	0
SANDY SILTS RETAINED SOIL	120	28	0
LEAN CLAYS 841.6 - 831.4	135	0	1750

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WALL DETAILS

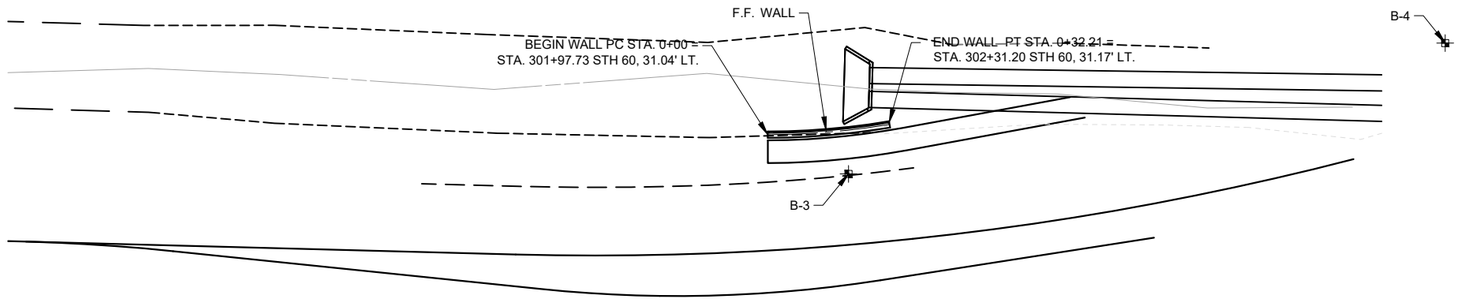
SHEET 199

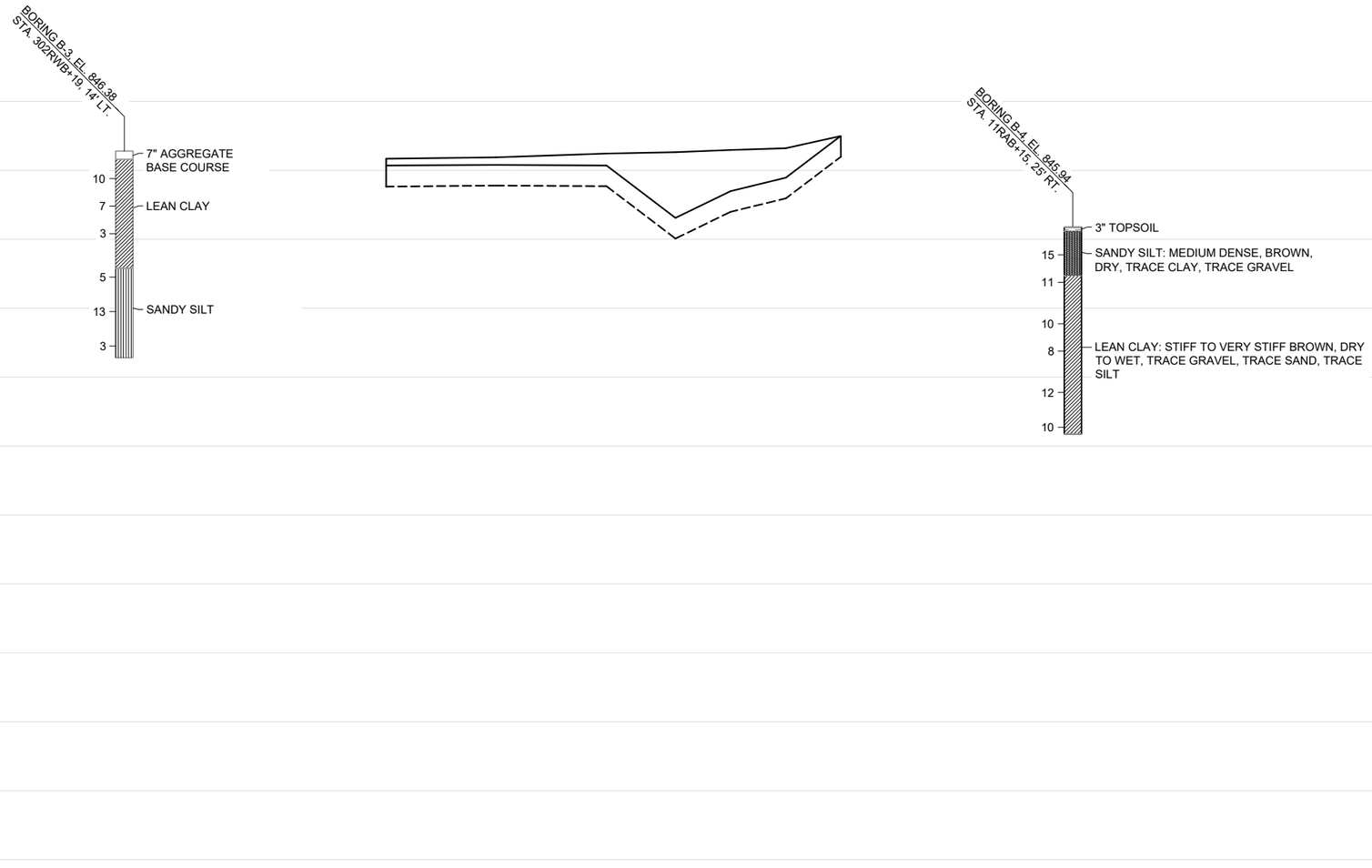
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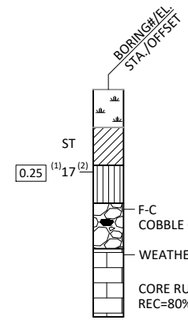
MATERIAL SYMBOLS

Asphalt	Topsoil	Peat
Concrete	Fill	Gravel
Sand	Clay	Silt
Boulders or Cobbles	Limestone	Bedrock (unknown)
Shale	Sandstone	Igneous/ meta





LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED, THE SPT 'N' VALUE IS BASED ON AASHTO T-206 STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATIONS

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COURSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

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STRUCTURE R-66-87

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SOILS EXPLORATION

SHEET 3 OF 4

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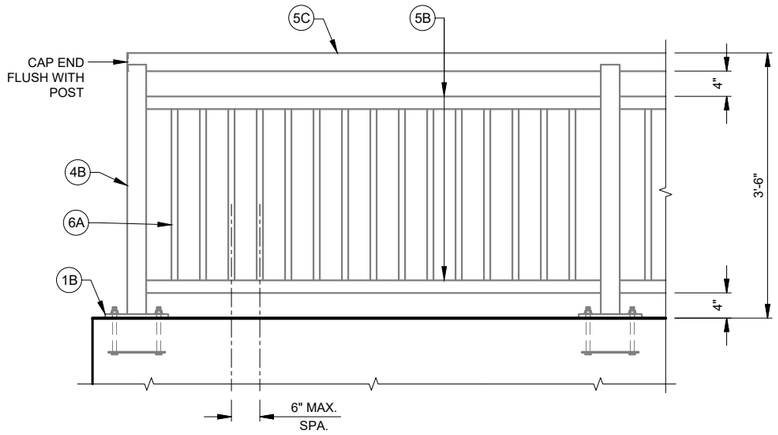
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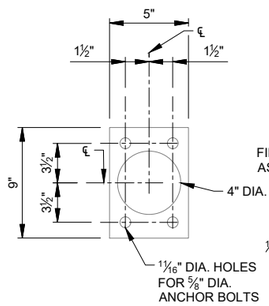
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NOTE: SEE SHEET 1 FOR RAIL POST SPA. AND SEE SHEET 4 FOR RAIL POST DETAILS AT EXPANSION JOINTS.

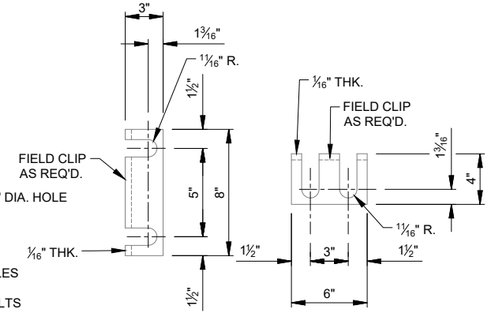


TYPICAL PART ELEVATION

(SHOWING TYPICAL END OF RAILING DETAIL AT WEST END OF WALL)

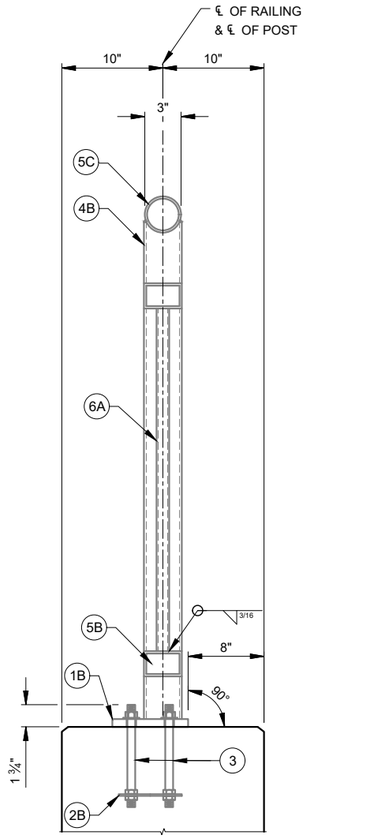


ANCHOR PLATE



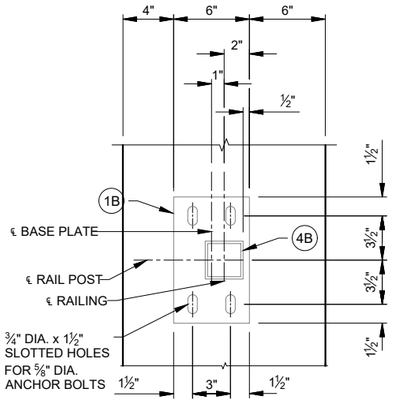
RAIL POST SHIM DETAIL

(2 SETS PER POST)

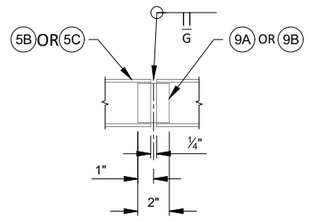


SECTION THRU RAILING ON COPING

(LOOKING EAST)

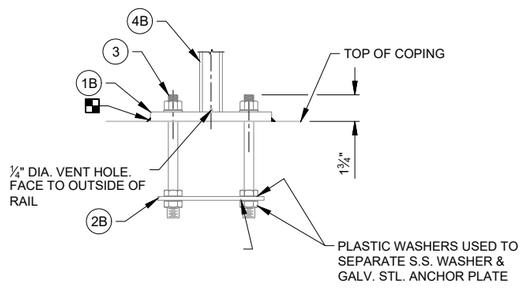


TYPICAL RAIL POST BASE PLATE



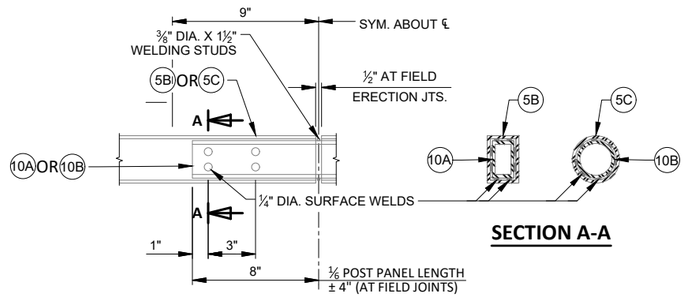
SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



ANCHOR BOLTS FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



SECTION A-A

FIELD ERECTION JOINT DETAIL

☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

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LEGEND

- (1B) PLATE ⅝" X 6" X 10" WITH ¾" X 1½" SLOTTED HOLES.
- (2B) ¼" X 5" X 9" ANCHOR PLATE WITH 1/16" HOLES FOR ANCHOR BOLTS NO. 3.
- (3) ⅝" DIA. X 9 " LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 AND 502.3.14 OF THE STANDARD SPECIFICATIONS.
- (4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.
- (5B) STRUCTURAL TUBING 3" X 2 " X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION JOINTS.
- (5C) 2½ " DIA. STANDARD PIPE RAIL (2.875" O.D.). WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION JOINTS.
- (6A) STRUCTURAL TUBING 1" X 1" X ⅛" PICKETS. WELD TO NO. 5. SPACE AT 6" MAX. ℄ TO ℄ SPACING. PLACE VERTICAL.
- (9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".
- (9B) CIRCULAR SLEEVE FABRICATED FROM 2" DIA. (STANDARD SIZE) (2.375" O.D.)
- (10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" AT FIELD ERECTION JTS.)
- (10B) CIRCULAR SLEEVE FABRICATED FROM 2" DIA. (STANDARD SIZE) (2.375" O.D.) (1'-4" AT FIELD ERECTION JTS.)

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL PEDESTRIAN TYPE C2", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT, AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL JOINTS AND RECESSES IN CONCRETE COPING ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 27038, BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

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DEPARTMENT OF TRANSPORTATION

STRUCTURE R-66-87

DRAWN BY TR | PLANS CK'D. MC

RAILING STEEL TYPE C2

SHEET 201

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NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR

STAGE 2 - RWB WEST LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
301+06.49	0.00	60.42	8.63	0.00	0	0	0	0	0	0
301+50.00	43.51	68.23	9.28	0.00	104	14	0	104	0	90
302+00.00	50.00	87.66	9.64	0.18	144	18	0	248	0	216
302+50.00	50.00	117.24	11.57	62.07	190	20	58	438	73	314
303+00.00	50.00	108.93	7.70	68.10	209	18	121	647	224	353
303+50.00	50.00	109.24	14.43	71.63	202	20	129	849	385	374
303+63.08	13.08	132.38	20.20	124.33	59	8	47	908	444	366

STAGE 2 - RWB EAST LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
304+91.72	0.00	201.65	26.37	76.13	0	0	0	0	0	0
305+00.00	8.28	200.96	25.73	86.95	62	8	25	62	31	23
305+50.00	50.00	160.13	21.88	58.97	334	44	135	396	200	144
306+00.00	50.00	145.23	19.29	18.59	283	38	72	679	290	299
306+50.00	50.00	79.68	16.10	7.90	208	33	25	887	321	443
306+96.16	46.16	63.70	11.91	0.00	123	24	7	1,010	330	533

STAGE 2 - RNB NORTH LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
402+61.69	0.00	149.98	19.84	30.53	0	0	0	0	0	0
403+00.00	38.31	87.15	15.87	0.37	168	25	22	168	28	116
403+22.04	22.04	84.13	14.64	0.64	70	12	0	238	28	174
403+25.00	2.96	156.58	26.61	1.04	13	2	0	251	28	185
403+50.00	25.00	149.73	24.44	1.68	142	24	1	393	29	301
403+64.19	14.19	137.59	23.54	1.06	76	13	1	469	30	363
403+87.00	22.81	146.72	23.44	1.76	120	20	1	589	31	462

STAGE 2 - RSB NORTH LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
402+63.87	0.00	94.93	12.62	7.51	0	0	0	0	0	0
403+00.00	36.13	74.30	12.67	0.63	113	17	5	113	6	90
403+22.95	22.95	88.30	15.50	0.43	69	12	0	182	6	147

STAGE 2 - RAB

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
10+00.00	0.00	97.20	37.09	61.19	0	0	0	0	0	0
10+25.00	25.00	145.39	46.51	61.87	112	39	57	112	71	2
10+45.49	20.49	164.50	33.08	91.76	118	30	58	230	144	17
10+50.00	4.51	148.72	33.15	89.87	26	6	15	256	163	19
10+75.00	25.00	141.14	45.12	48.81	134	36	64	390	243	37
11+00.00	25.00	145.95	47.26	52.06	133	43	47	523	301	68
11+21.11	21.11	128.54	28.59	107.44	107	30	62	630	379	67
11+25.00	3.89	123.21	28.21	126.99	18	4	17	648	400	60
11+50.00	25.00	100.62	39.05	76.58	104	31	94	752	518	16
11+75.00	25.00	88.58	35.63	70.96	88	35	68	840	603	-17
11+82.35	7.35	61.08	30.33	68.30	20	9	19	860	626	-29
12+80.93	0.00	64.96	30.33	60.38	0	0	0	860	626	-29
12+83.83	2.90	95.93	36.90	60.87	9	4	7	869	635	-33
12+85.84	2.01	97.19	37.09	61.19	7	3	5	876	641	-35

STAGE 3 - REB WEST LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
301+04.26	0.00	85.39	13.11	0.00	0	0	0	0	0	0
301+50.00	45.74	94.54	13.35	0.65	152	22	1	152	1	129
302+00.00	50.00	104.43	15.09	0.00	184	26	1	336	3	286
302+50.00	50.00	95.74	18.48	0.14	185	31	0	521	3	440
303+00.00	50.00	120.72	28.01	0.00	200	43	0	721	3	597
303+50.00	50.00	109.93	28.75	0.56	214	53	1	935	4	756
303+60.30	10.30	121.87	27.67	1.07	44	11	0	979	4	789

STAGE 3 - REB EAST LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
304+86.54	0.00	103.14	16.40	0.00	0	0	0	0	0	0
305+00.00	13.46	88.96	16.41	9.37	48	8	2	48	3	38
305+50.00	50.00	84.98	14.32	30.50	161	28	37	209	49	124
306+00.00	50.00	71.33	12.45	8.35	145	25	36	354	94	199
306+50.00	50.00	75.74	12.43	0.00	136	23	8	490	104	302
306+93.45	43.45	76.87	15.27	0.00	123	22	0	613	104	403

STAGE 3 - RNB SOUTH LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
400+00.00	0.00	106.71	16.83	1.51	0	0	0	0	0	0
400+10.25	10.25	113.35	16.97	2.11	42	6	1	42	1	35
400+10.26	0.01	60.94	7.92	1.16	0	0	0	42	1	35
400+50.00	39.74	74.05	12.58	0.00	99	15	1	141	3	118
401+00.00	50.00	104.47	21.68	0.00	165	32	0	306	3	251
401+09.32	9.32	113.50	23.83	0.00	38	8	0	344	3	281
401+28.08	18.76	75.63	13.41	0.00	66	13	0	410	3	334
401+32.77	4.69	78.01	13.44	0.00	13	2	0	423	3	345

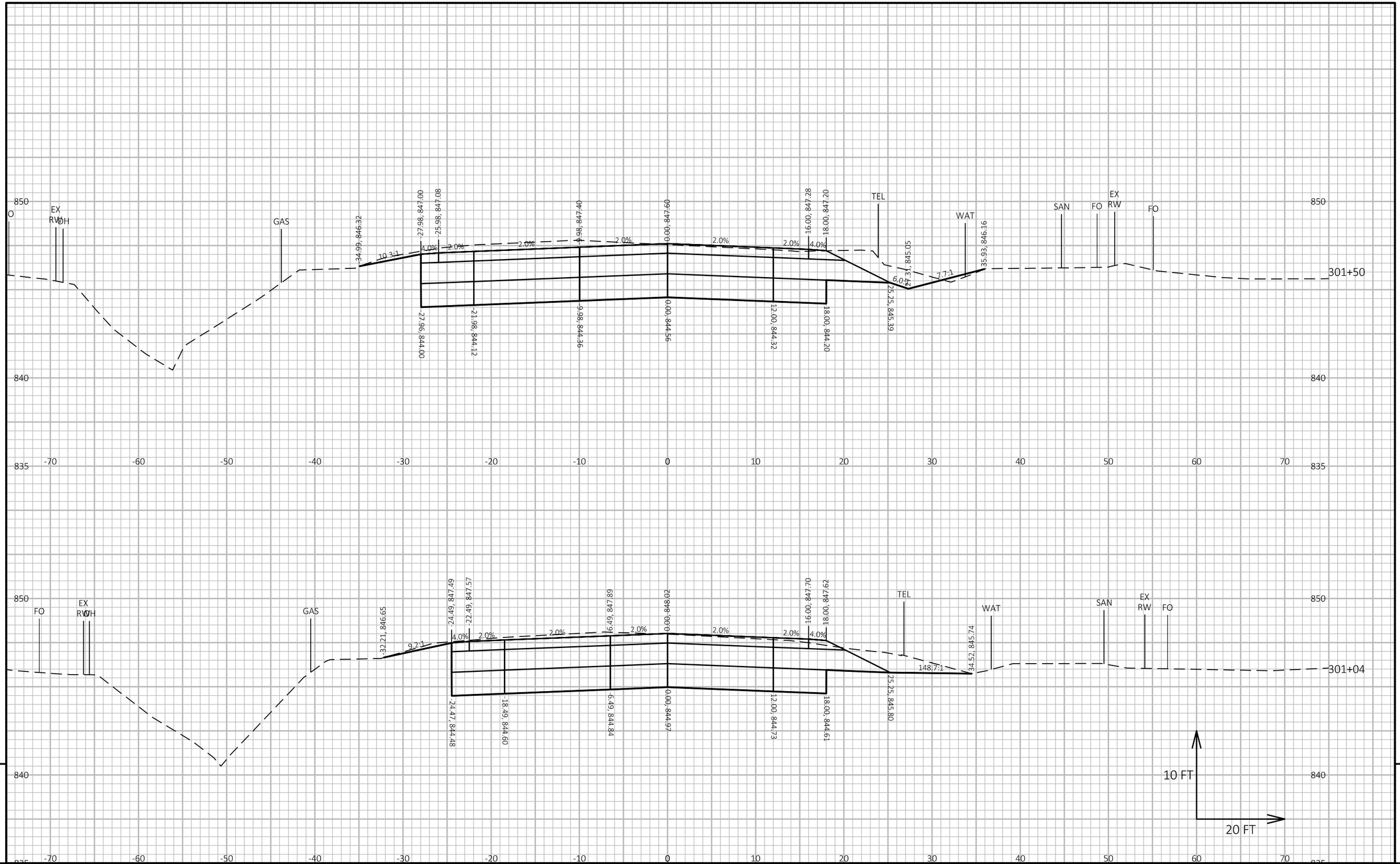
STAGE 3 - RSB SOUTH LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
400+10.26	0.00	52.41	9.06	0.96	0	0	0	0	0	0
400+50.00	39.74	54.29	6.01	0.03	79	11	1	79	1	67
400+87.50	37.50	60.67	8.51	0.22	80	10	0	159	1	137
401+00.00	12.50	62.48	8.12	1.49	29	4	0	188	1	162
401+25.00	25.00	60.53	10.52	8.01	57	9	4	245	6	205
401+35.28	10.28	68.63	13.88	7.28	25	5	3	270	10	221

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR

STAGE 3 - RAB

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
11+82.35	0.00	173.96	38.50	0.00	0	0	0	0	0	0
11+92.12	9.77	143.37	38.98	8.78	57	14	2	57	3	41
12+00.00	7.88	141.58	38.13	14.96	42	11	3	99	6	68
12+25.00	25.00	111.01	33.57	19.04	117	33	16	216	26	132
12+50.00	25.00	157.91	39.59	14.59	125	34	16	341	46	203
12+60.36	10.36	164.48	34.47	9.51	62	14	5	403	53	245
12+75.00	14.64	158.74	34.38	1.53	88	19	3	491	56	310
12+80.93	5.93	133.33	26.23	0.00	32	7	0	523	56	335



9

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PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 EASTBOUND 'REB'	SHEET 204	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090201-xs

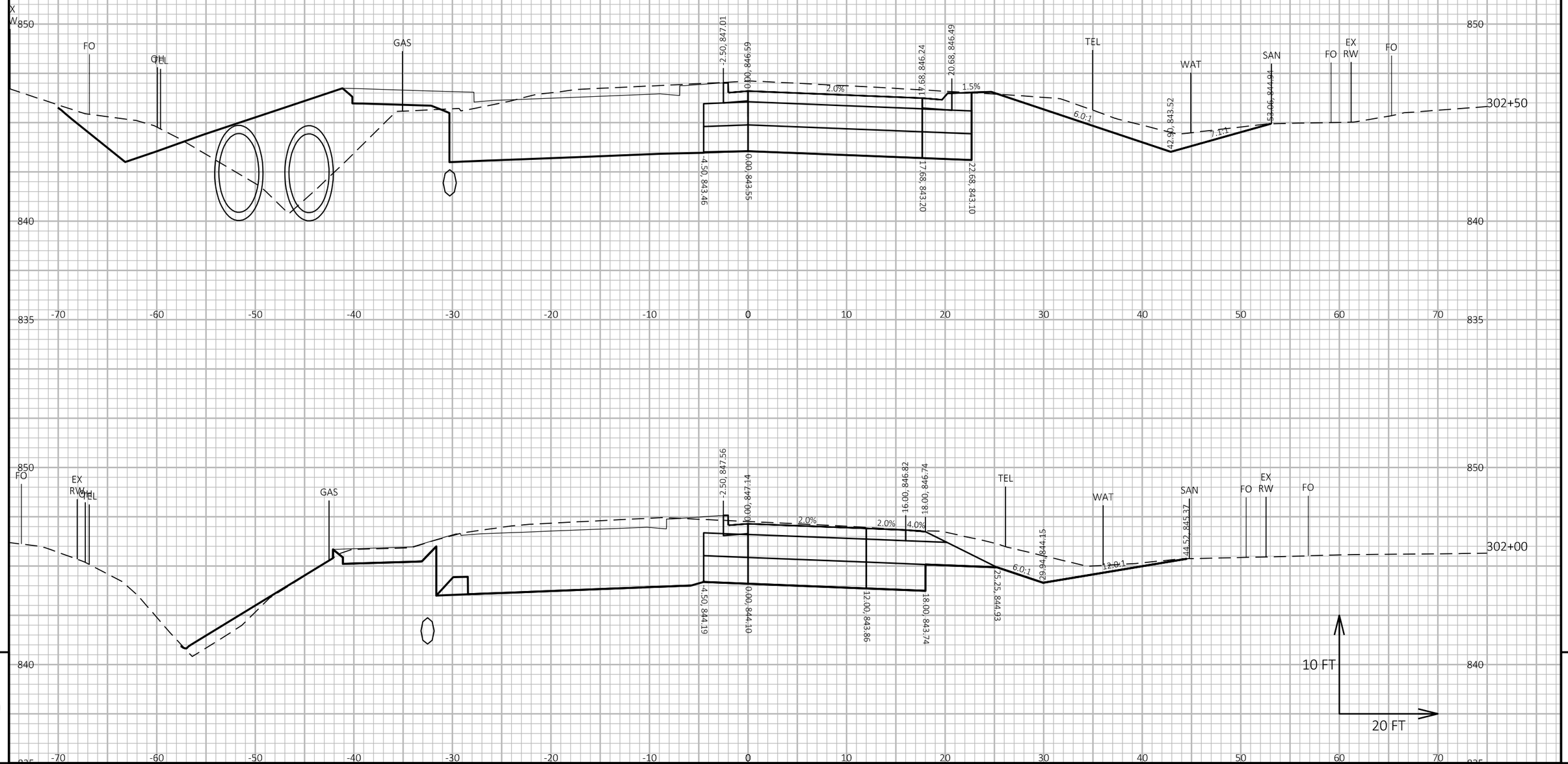
PLOT DATE : 7/10/2023 9:55 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 EASTBOUND 'REB'	SHEET 205	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090202-xs

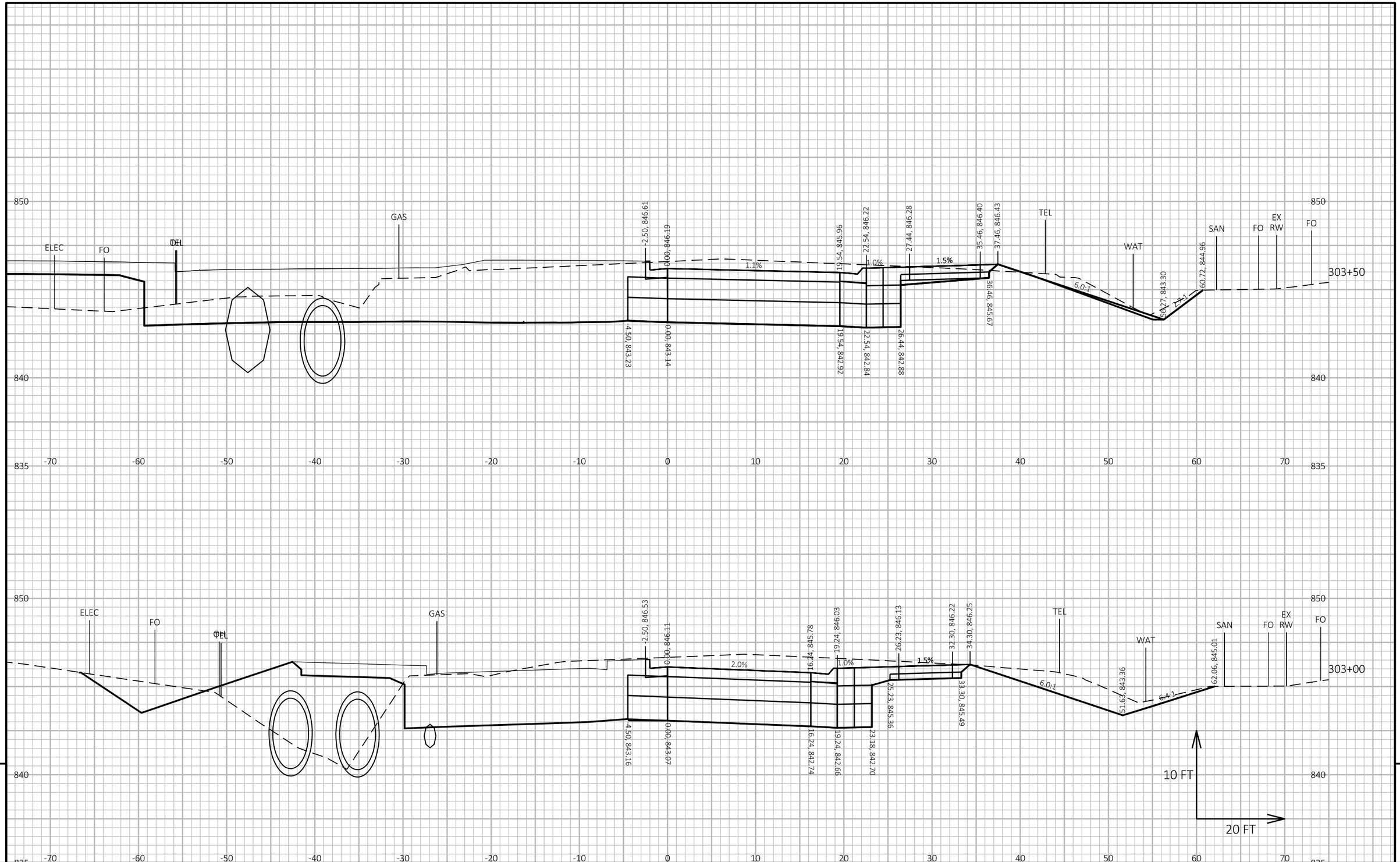
PLOT DATE : 7/10/2023 9:55 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 EASTBOUND 'REB'	SHEET 206	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090203-xs

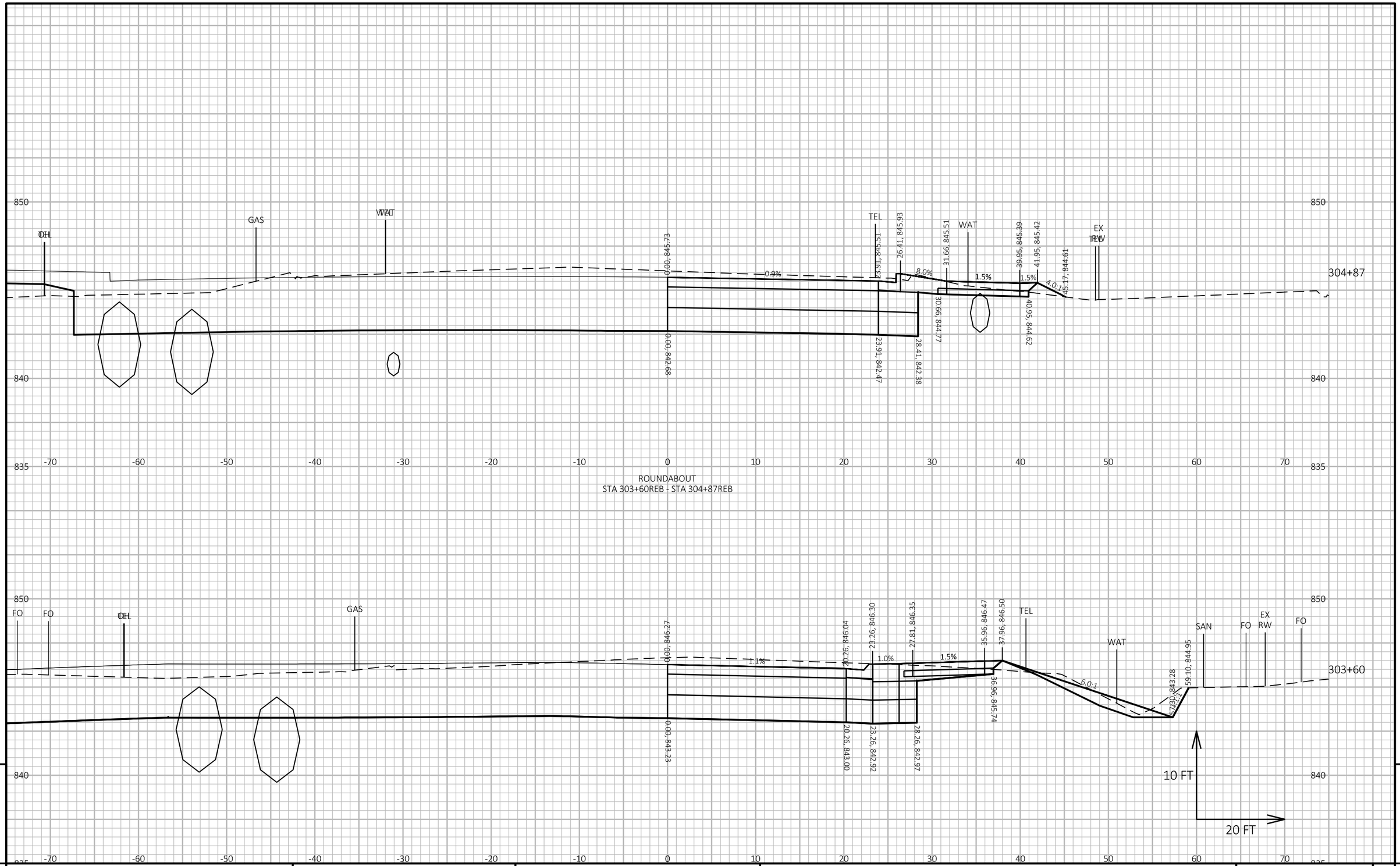
PLOT DATE : 7/10/2023 9:55 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 EASTBOUND 'REB'	SHEET 207	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090204-xs

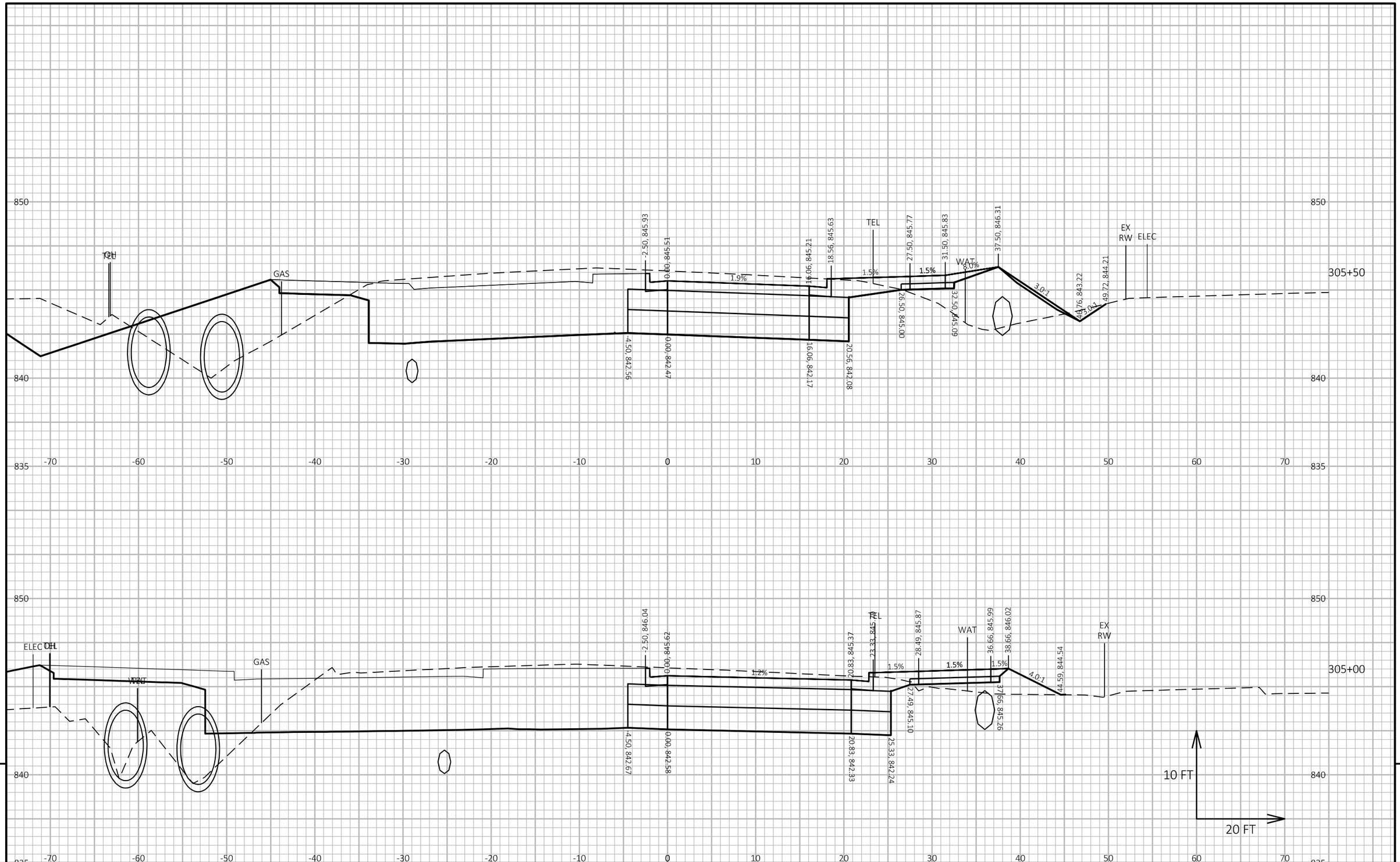
PLOT DATE : 7/10/2023 9:55 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 EASTBOUND 'REB'	SHEET 208	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090205-xs

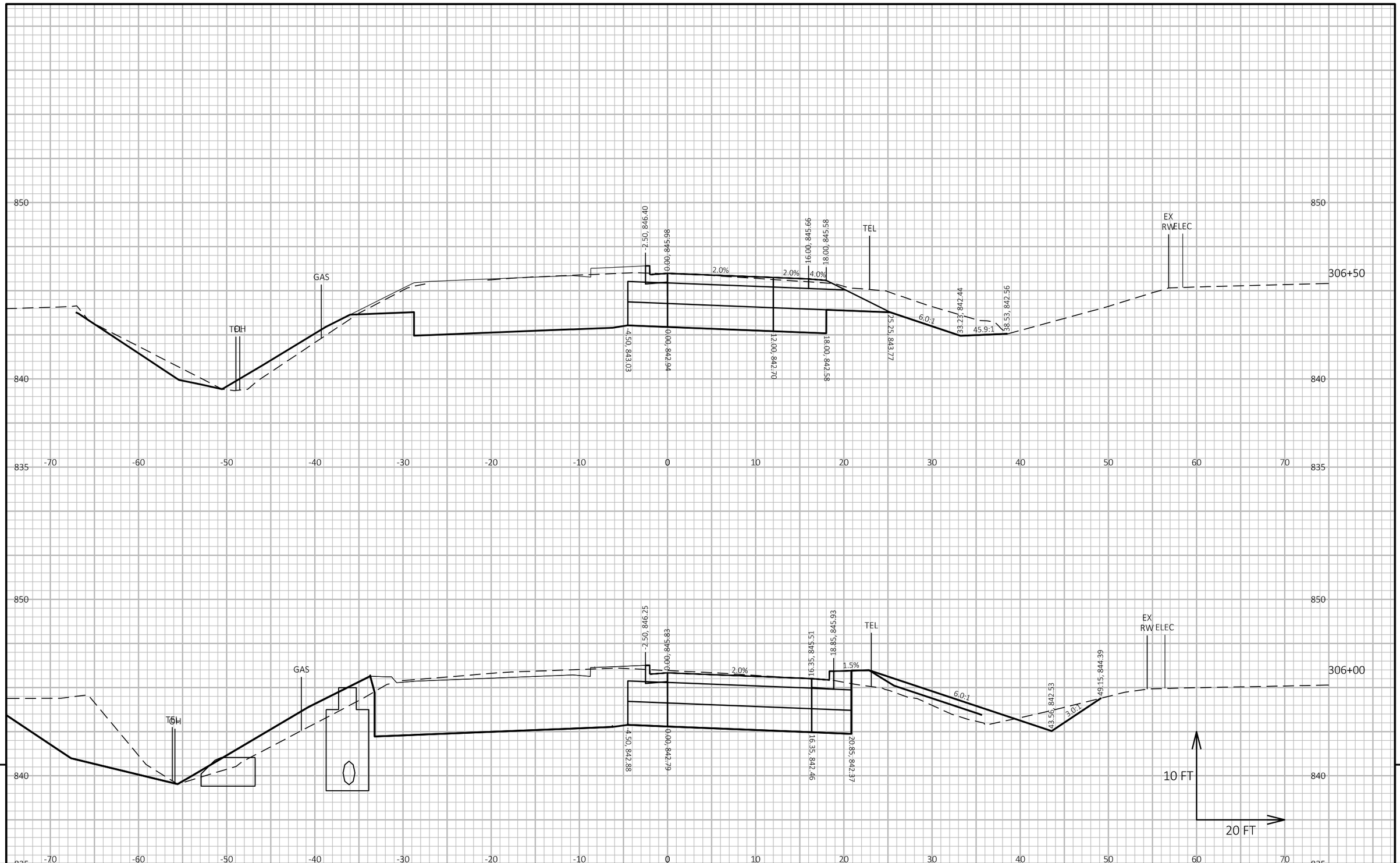
PLOT DATE : 7/10/2023 9:55 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 EASTBOUND 'REB'	SHEET 209	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090206-xs

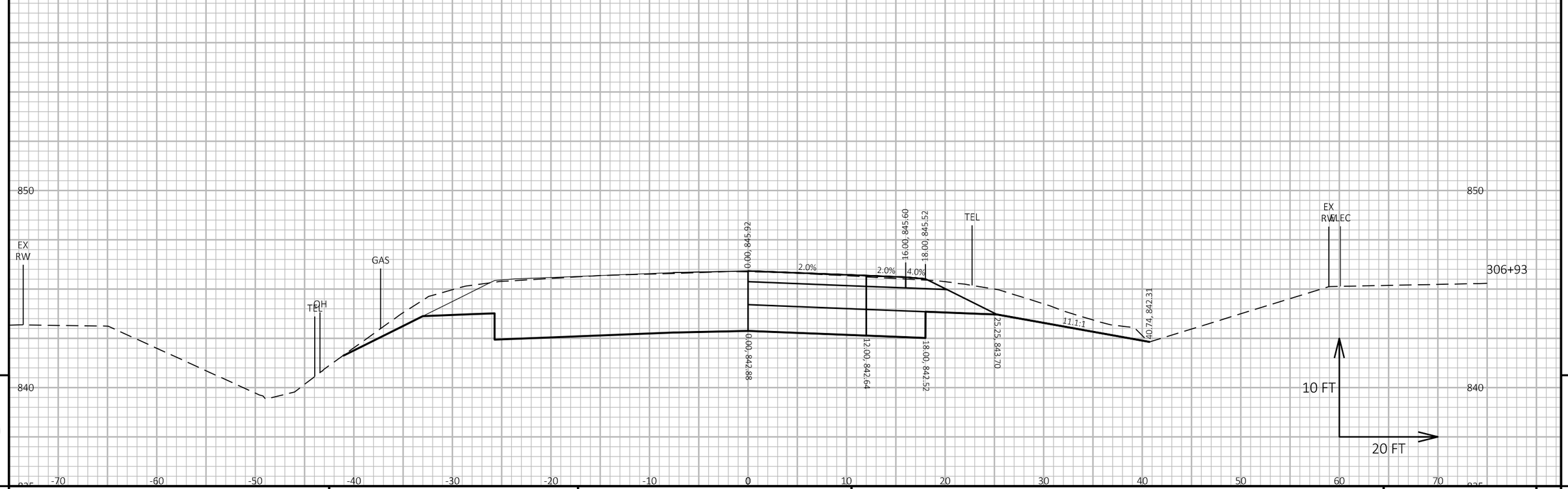
PLOT DATE : 7/10/2023 9:55 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

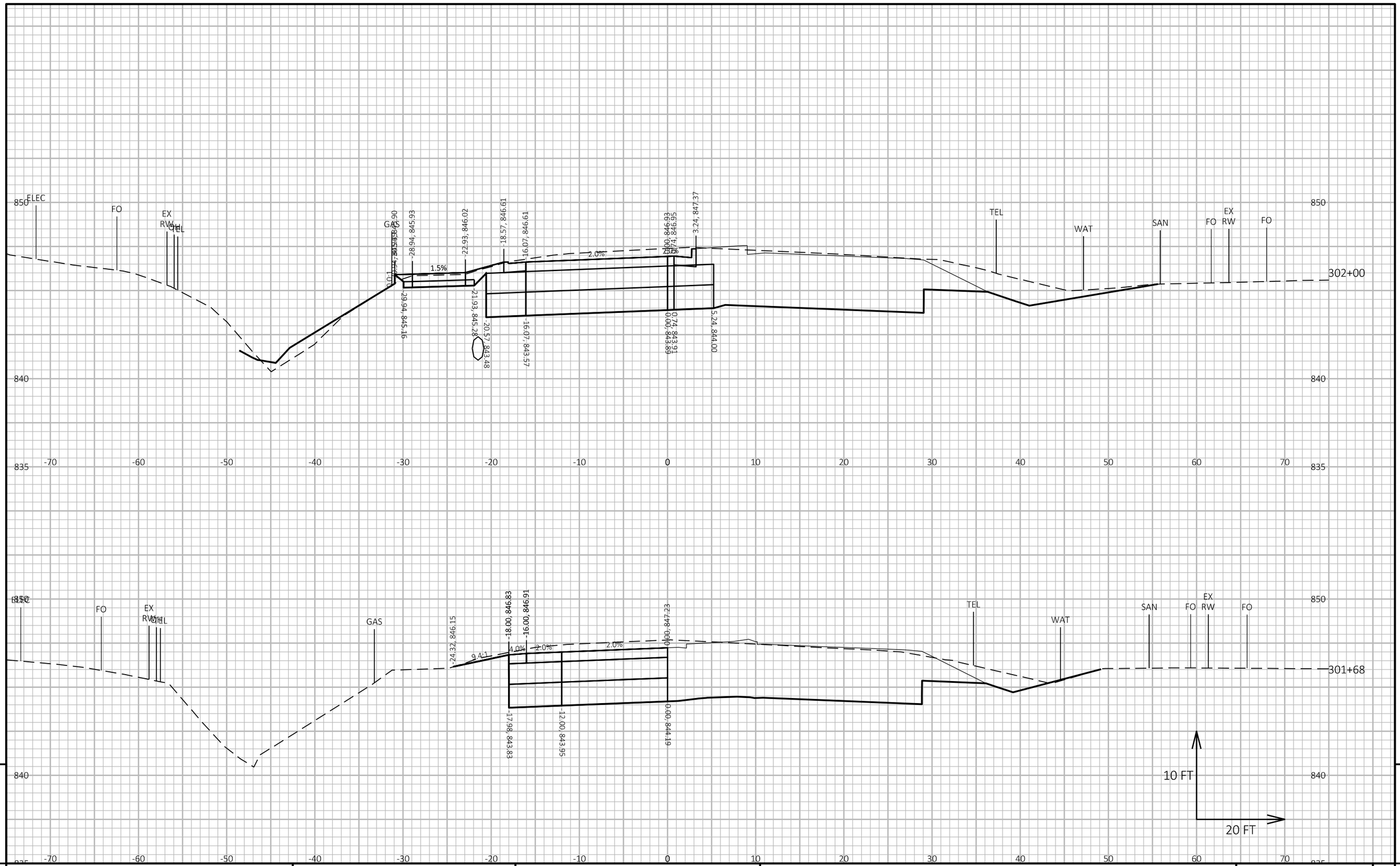


PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 EASTBOUND 'REB'	SHEET 210	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090207-xs

PLOT DATE : 7/10/2023 9:55 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

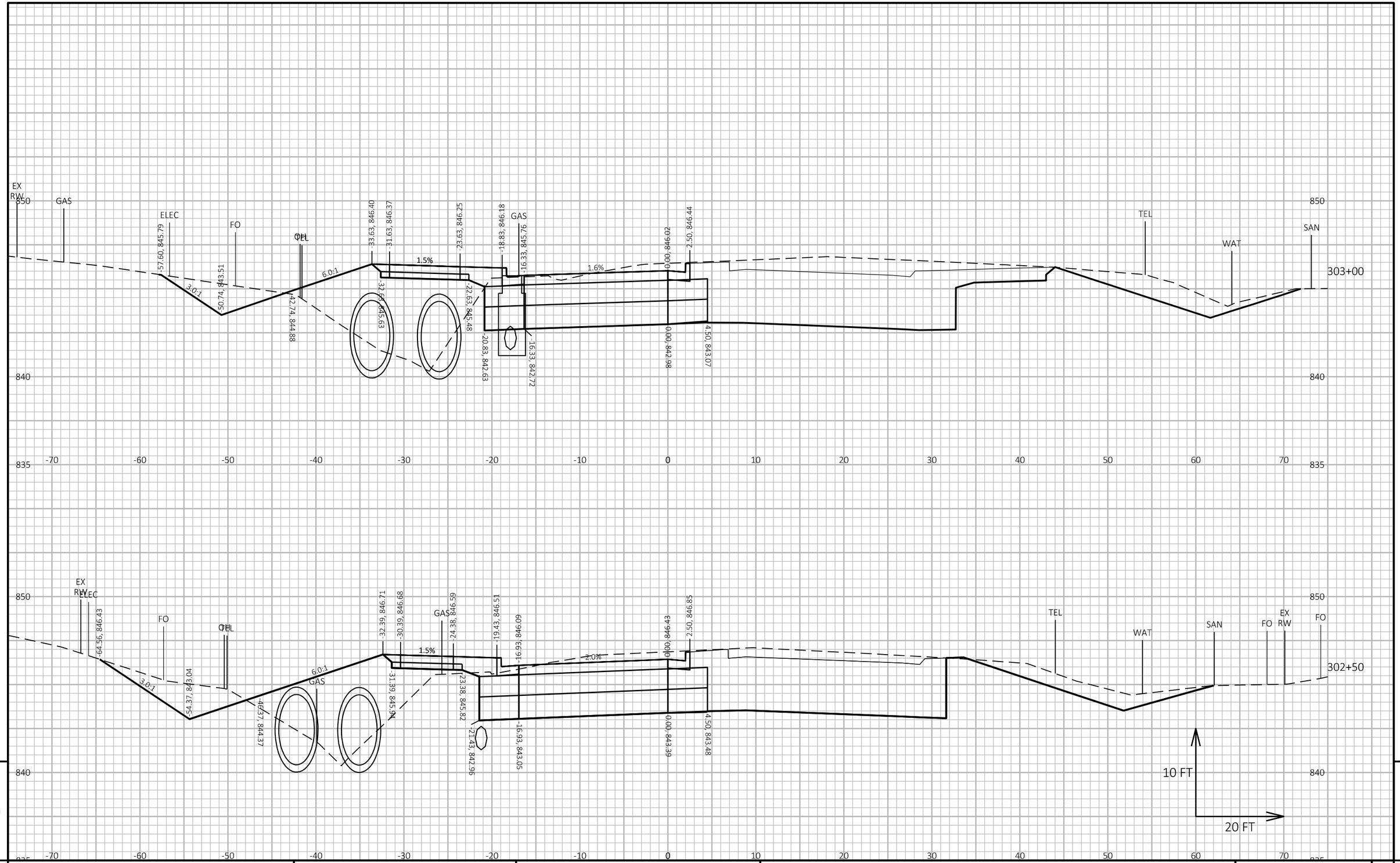


PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 WESTBOUND 'RWB'	SHEET 211 E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090208-xs

PLOT DATE : 7/10/2023 9:49 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 WESTBOUND 'RWB'	SHEET 212	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090209-xs

PLOT DATE : 7/10/2023 9:49 AM

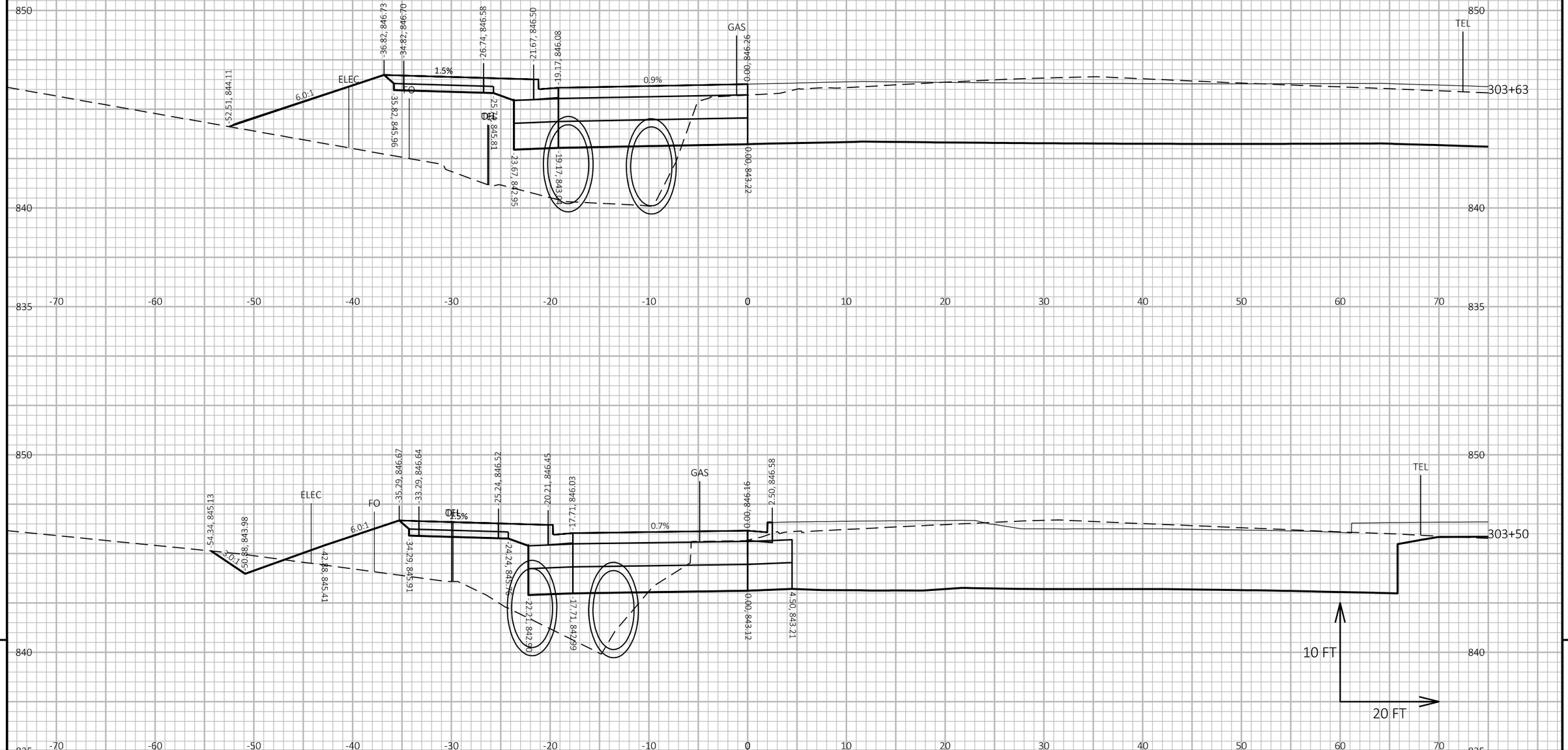
PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

ROUNDABOUT
STA 303+63RWB - STA 304+92RWB



PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 WESTBOUND 'RWB'	SHEET 213 E

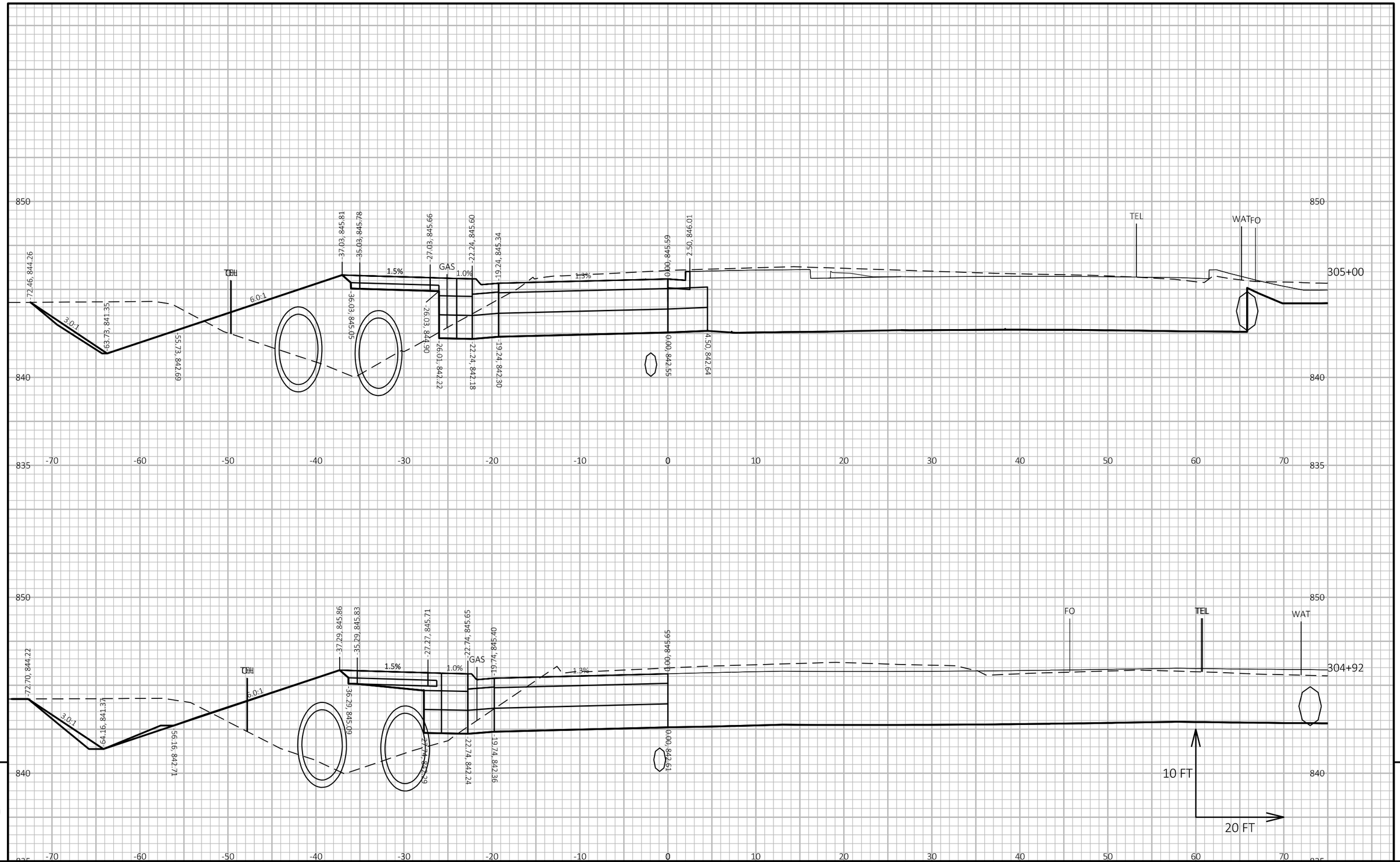
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LAYOUT NAME - 090210-xs

PLOT DATE : 7/10/2023 9:49 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 WESTBOUND 'RWB'	SHEET 214	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090211-xs

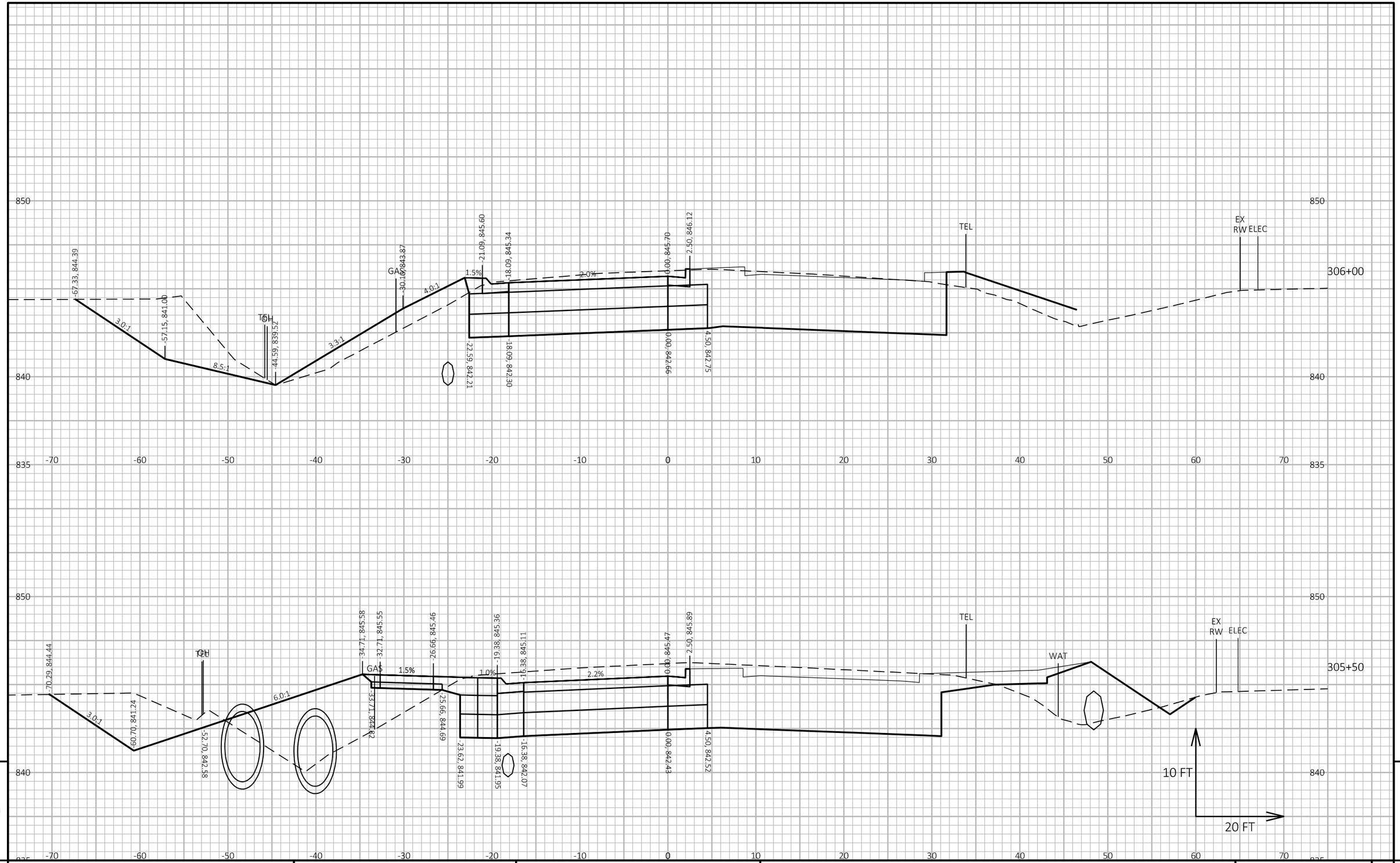
PLOT DATE : 7/10/2023 9:49 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 WESTBOUND 'RWB'	SHEET 215	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090212-xs

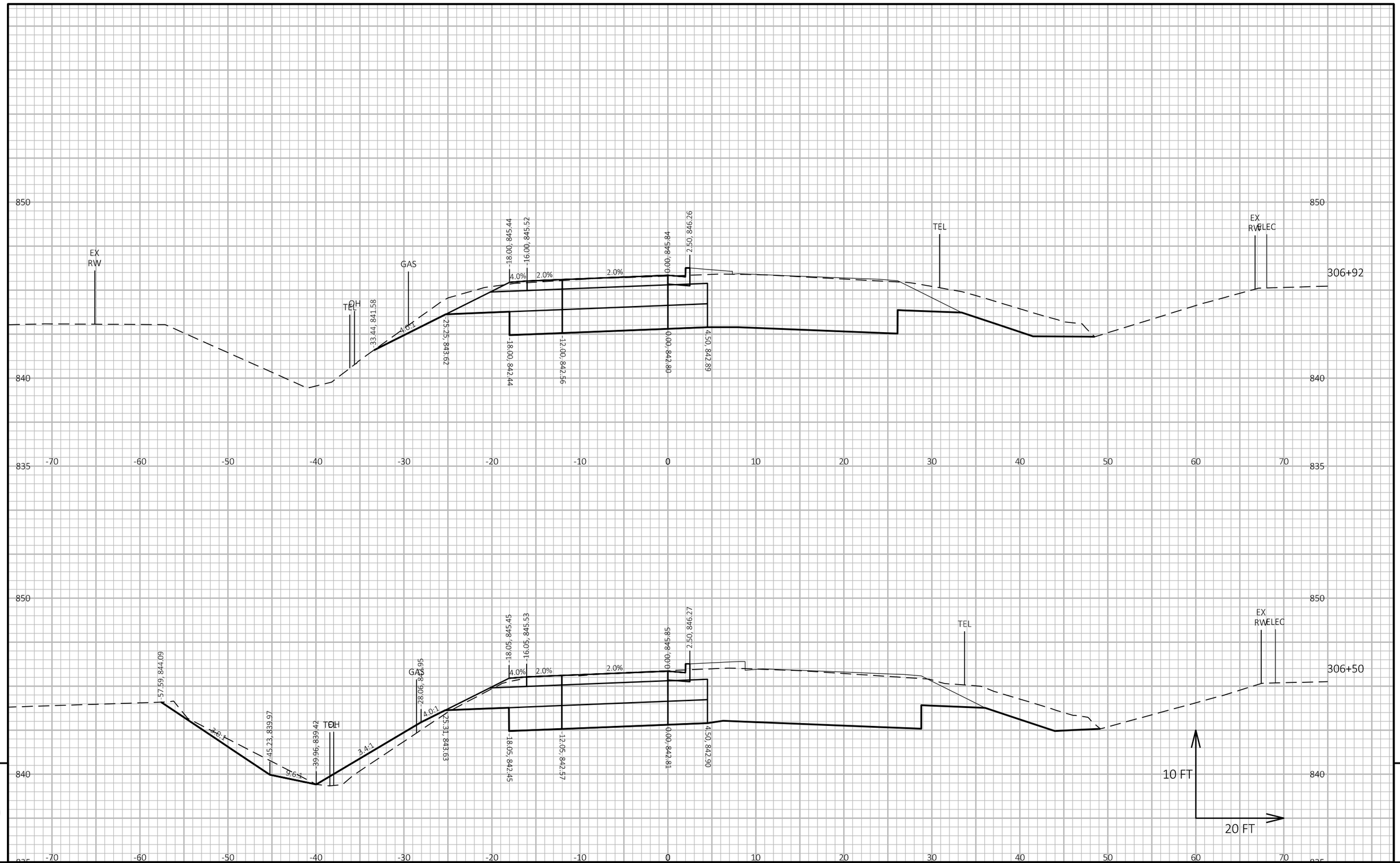
PLOT DATE : 7/10/2023 9:49 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 WESTBOUND 'RWB'	SHEET 216	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090213-xs

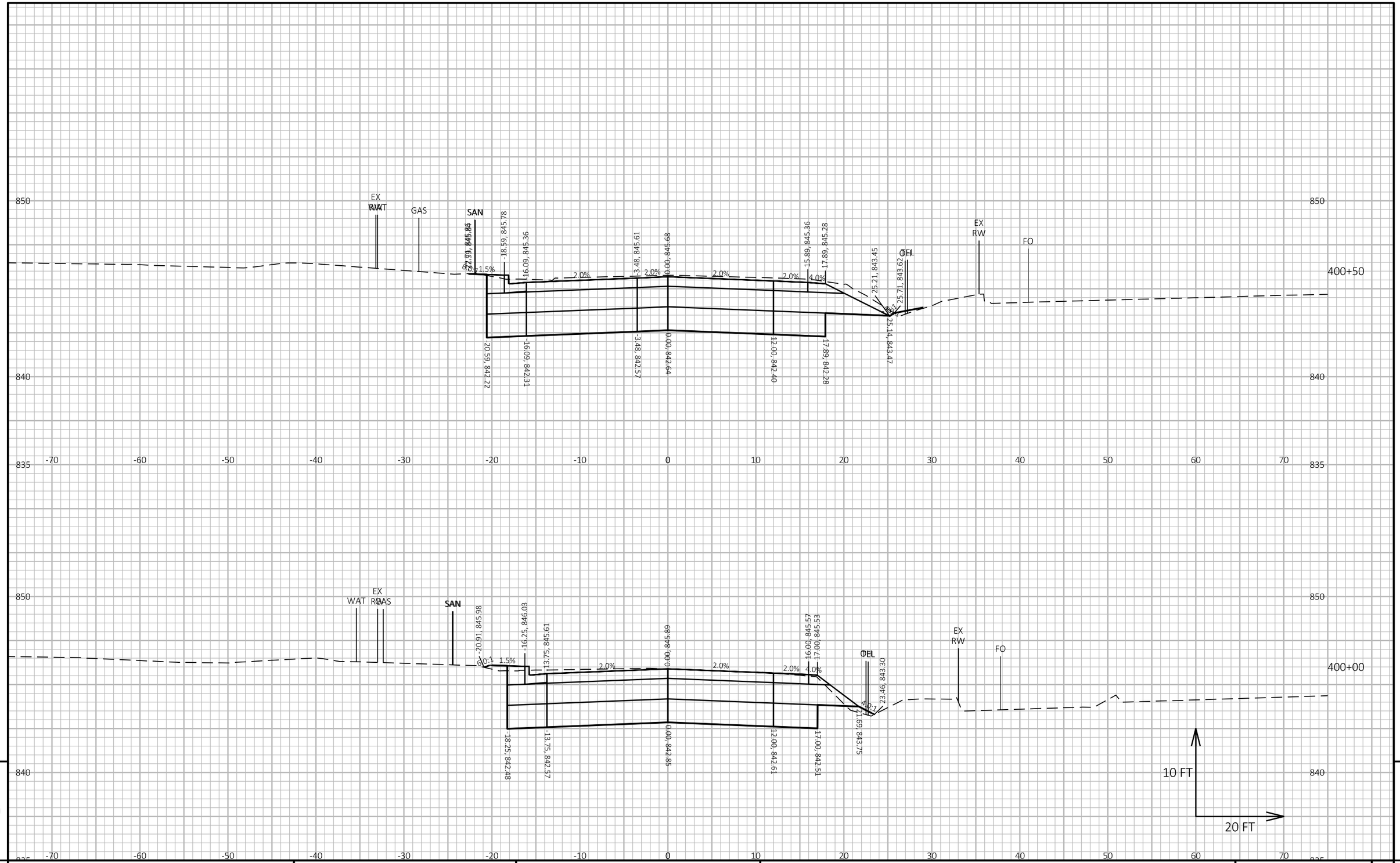
PLOT DATE : 7/10/2023 9:50 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: EAGLE DR NORTHBOUND 'RNB'	SHEET 217	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090214-xs

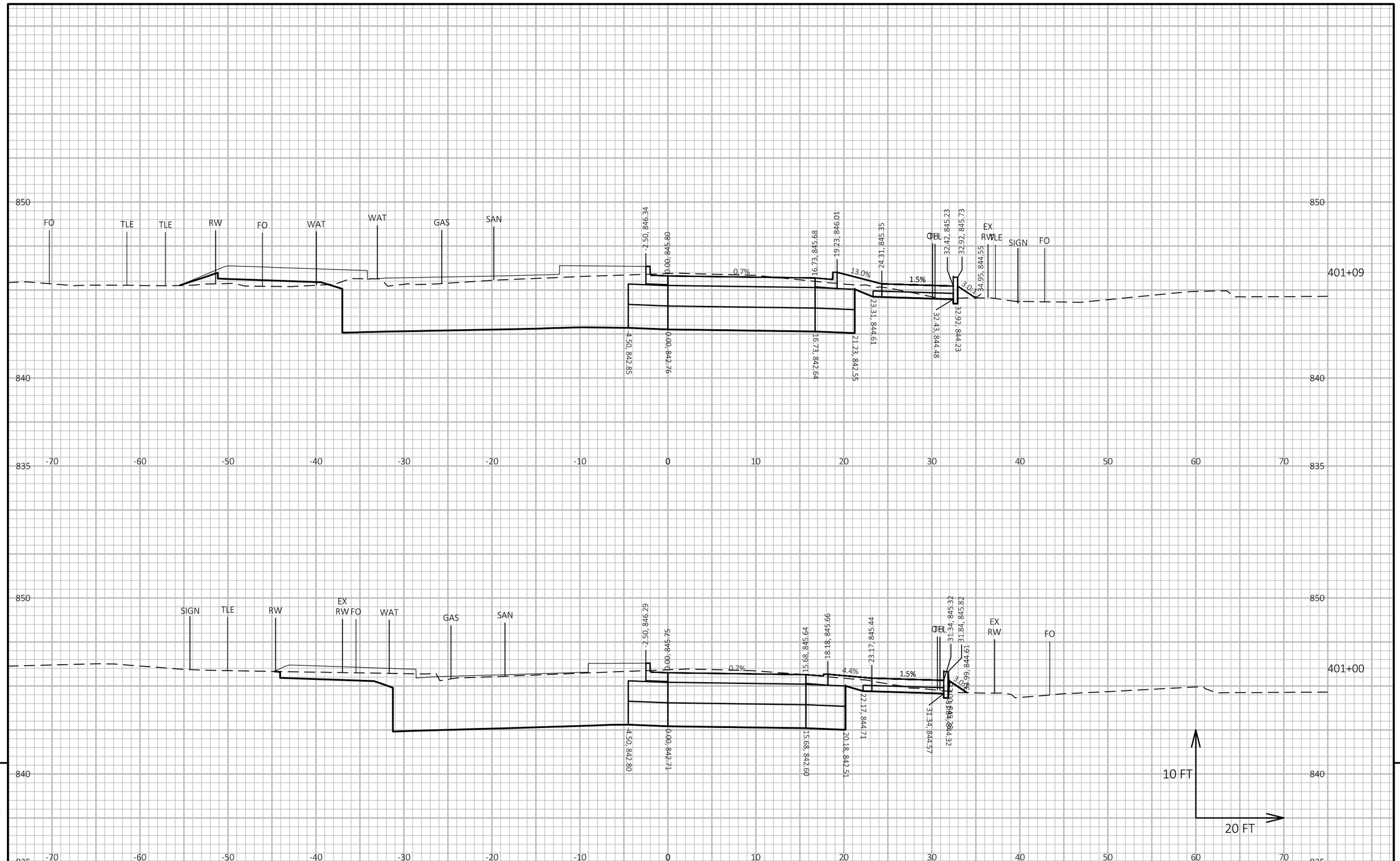
PLOT DATE : 5/25/2023 7:25 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: EAGLE DR NORTHBOUND 'RNB'	SHEET 218	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090215-xs

PLOT DATE : 5/25/2023 7:25 AM

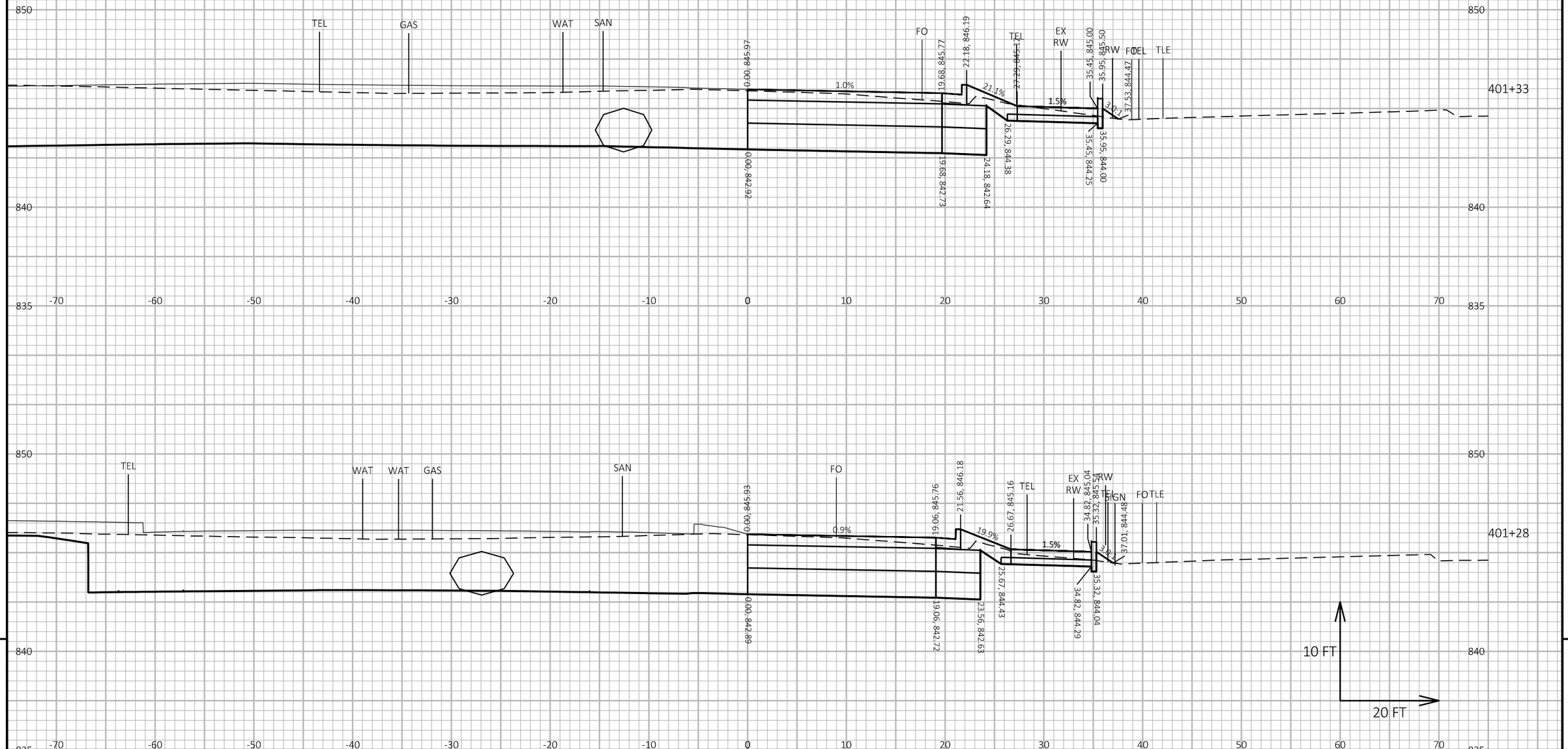
PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

ROUNDABOUT
STA 401+33RNB - STA 402+62RNB



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9

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: EAGLE DR NORTHBOUND 'RNB'	SHEET 219	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090216-xs

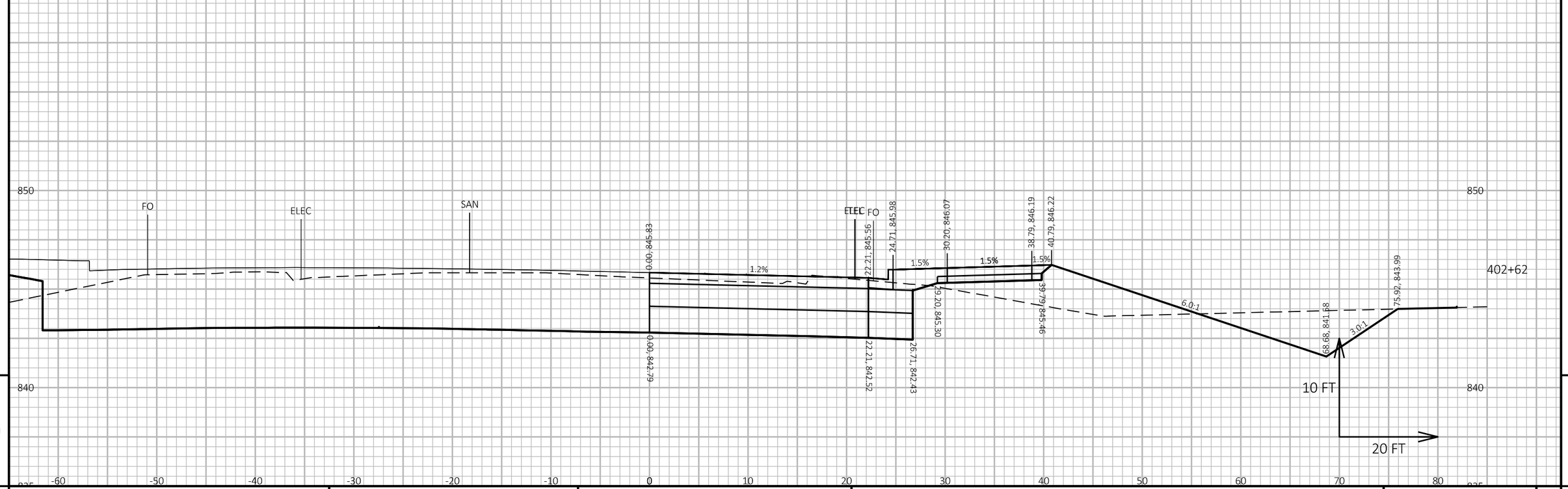
PLOT DATE : 5/25/2023 7:25 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

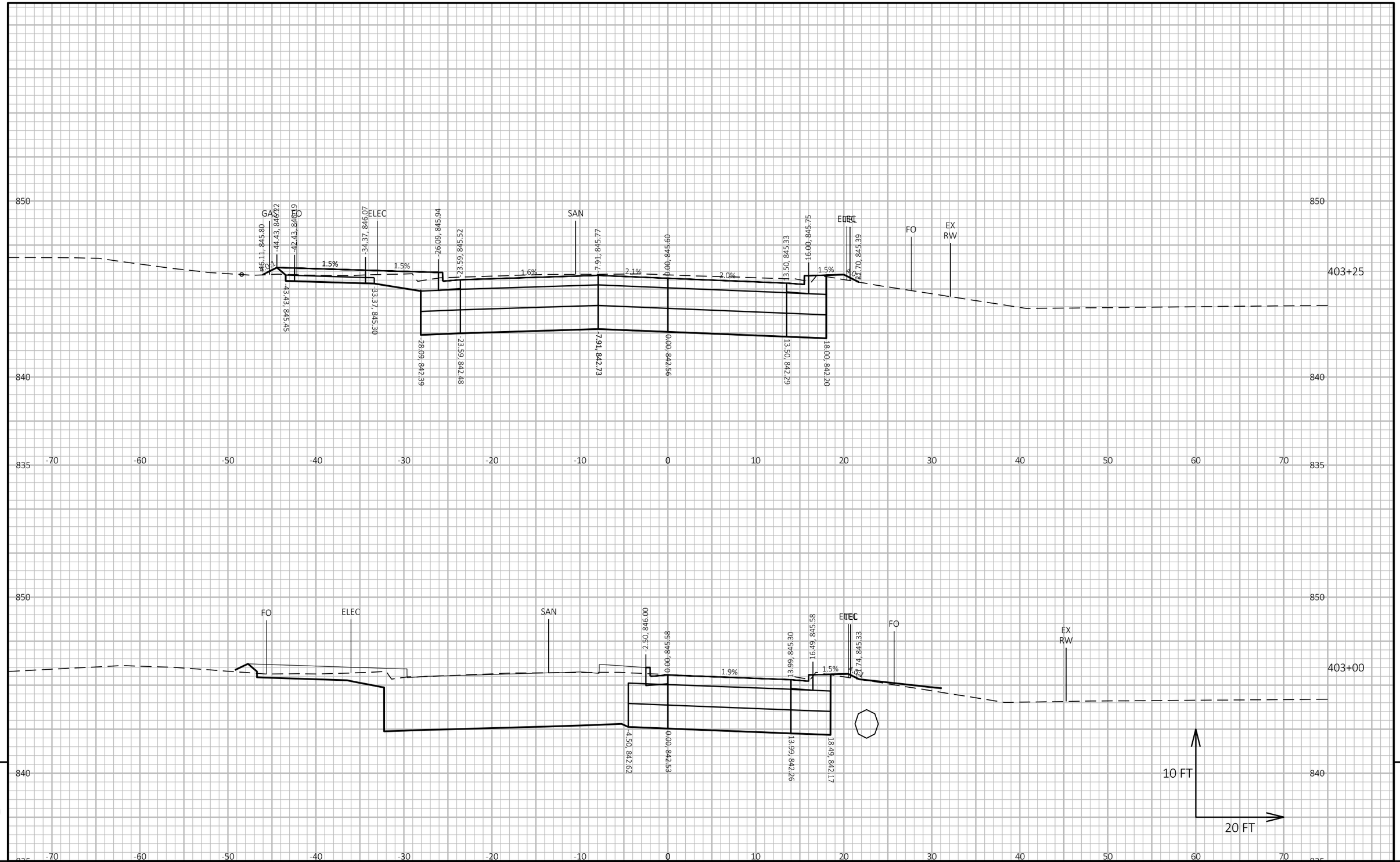


PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: EAGLE DR NORTHBOUND 'RNB'	SHEET 220	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090217-xs

PLOT DATE : 5/25/2023 7:25 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: EAGLE DR NORTHBOUND 'RNB'	SHEET 221	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090218-xs

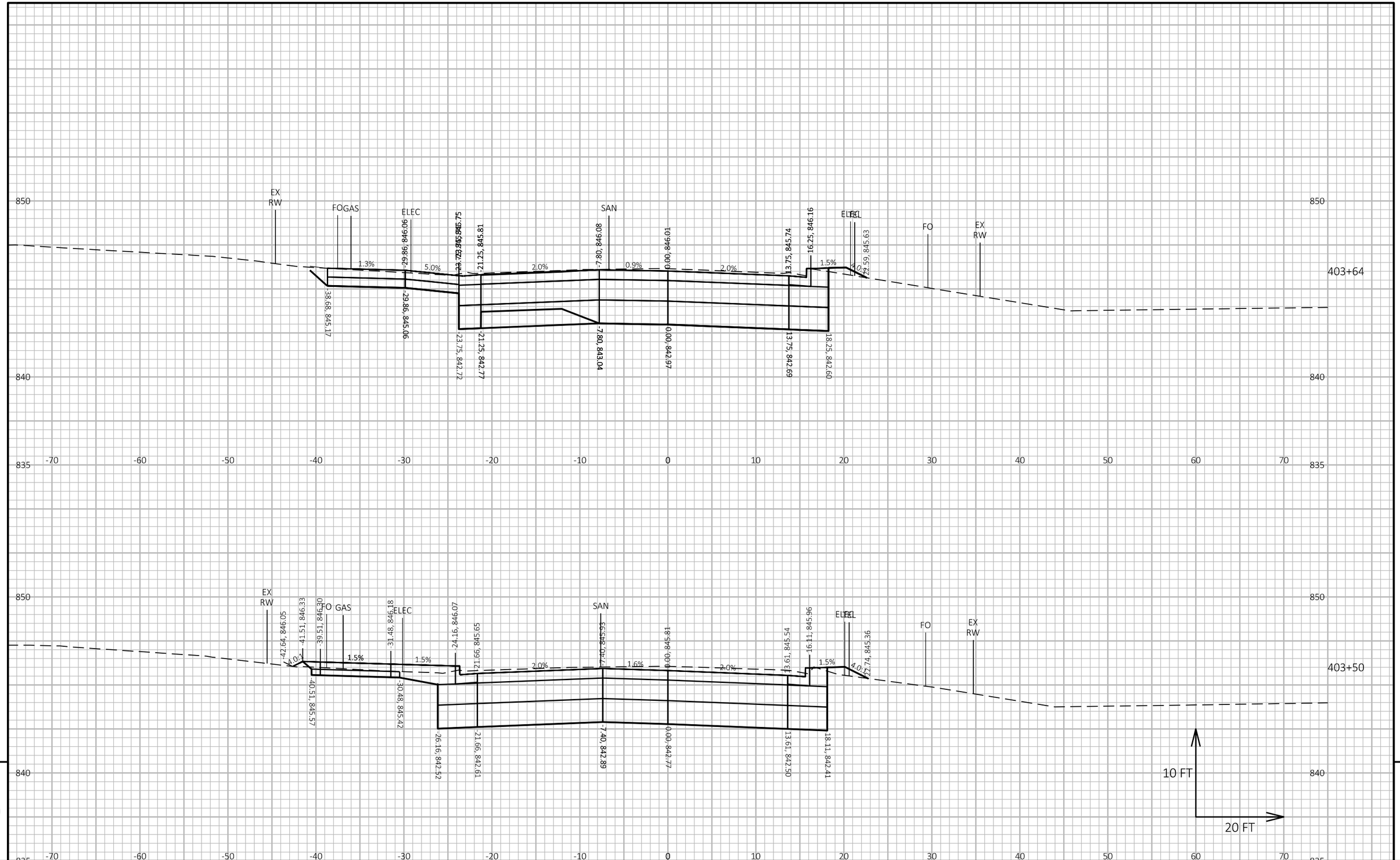
PLOT DATE : 5/25/2023 7:25 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

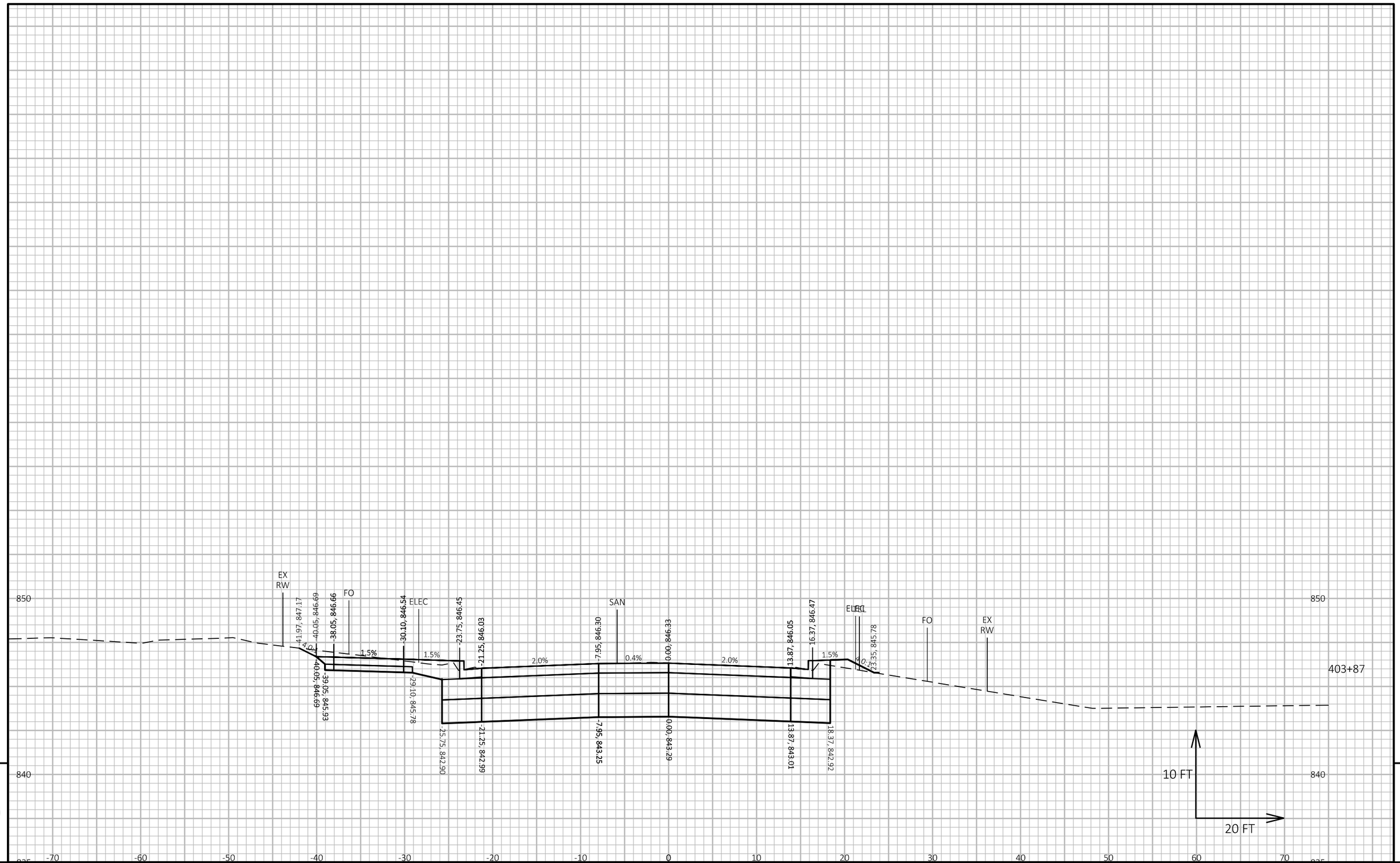


PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: EAGLE DR NORTHBOUND 'RNB'	SHEET 222	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090219-xs

PLOT DATE : 5/25/2023 7:25 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: EAGLE DR NORTHBOUND 'RNB'	SHEET 223	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090220-xs

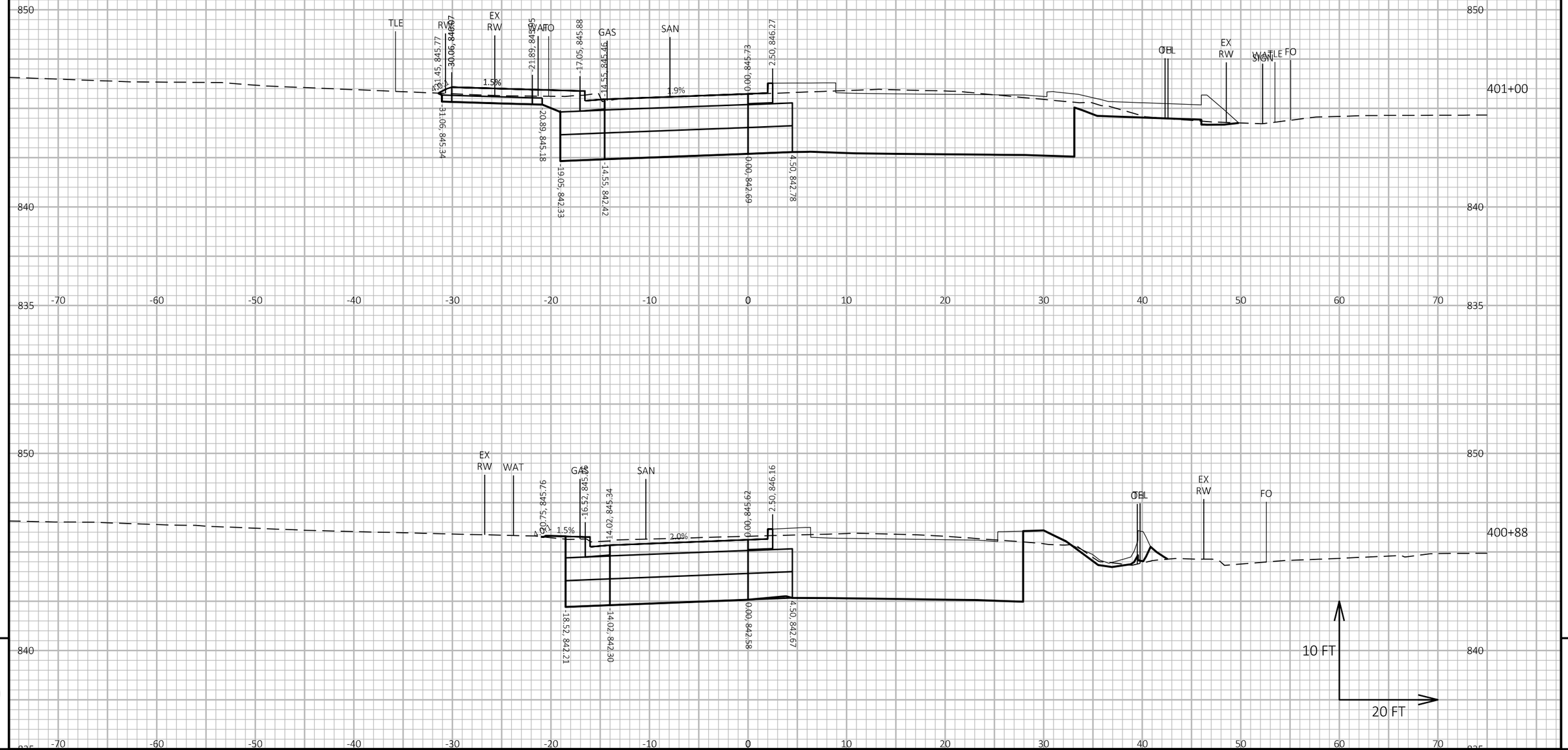
PLOT DATE : 5/25/2023 7:25 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

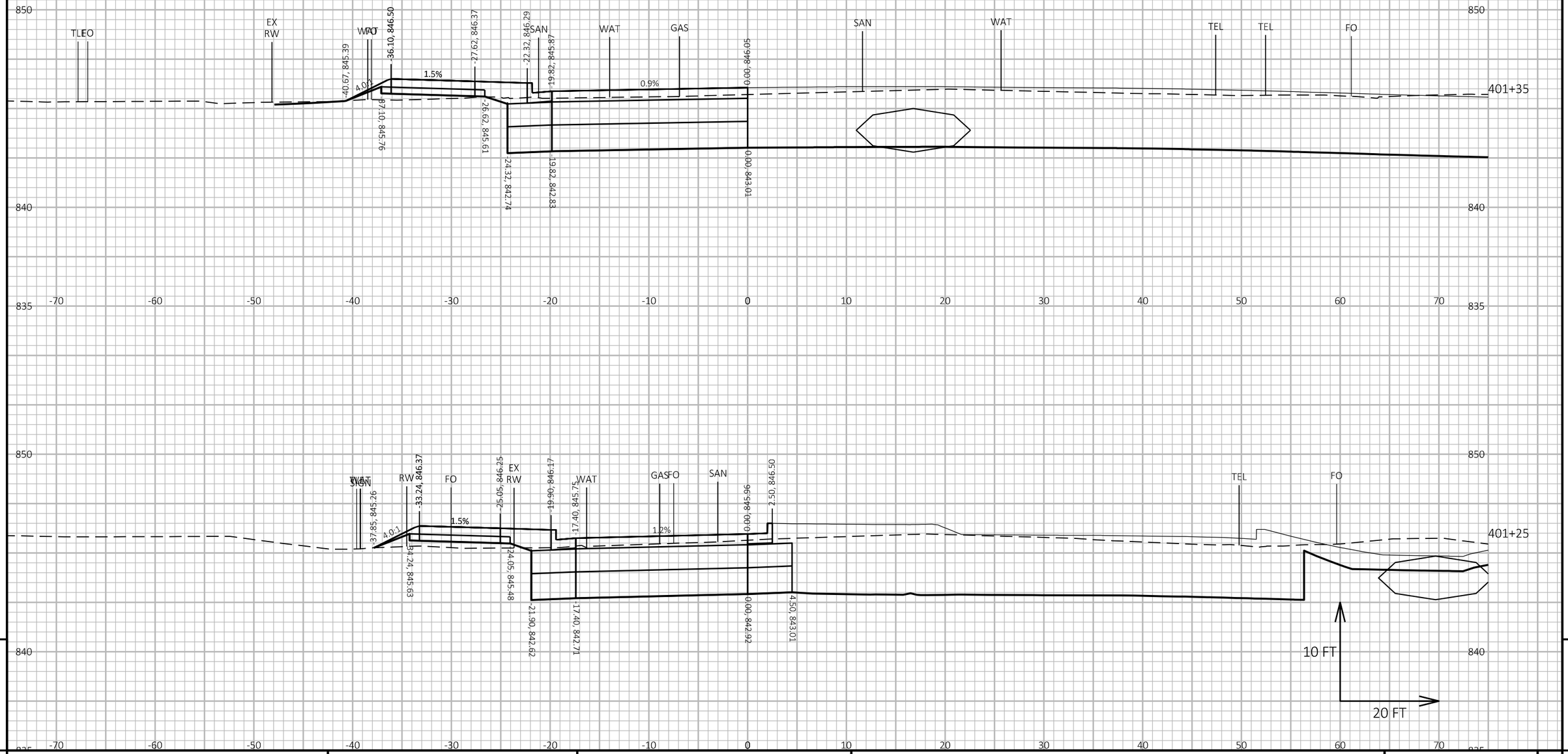
PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: EAGLE DR SOUTHBOUND 'RSB'	SHEET 224	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090221-xs

PLOT DATE : 5/25/2023 7:30 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

ROUNDABOUT
STA 401+35RSB - STA 402+64RSB



PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: EAGLE DR SOUTHBOUND 'RSB'	SHEET 225	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090222-xs

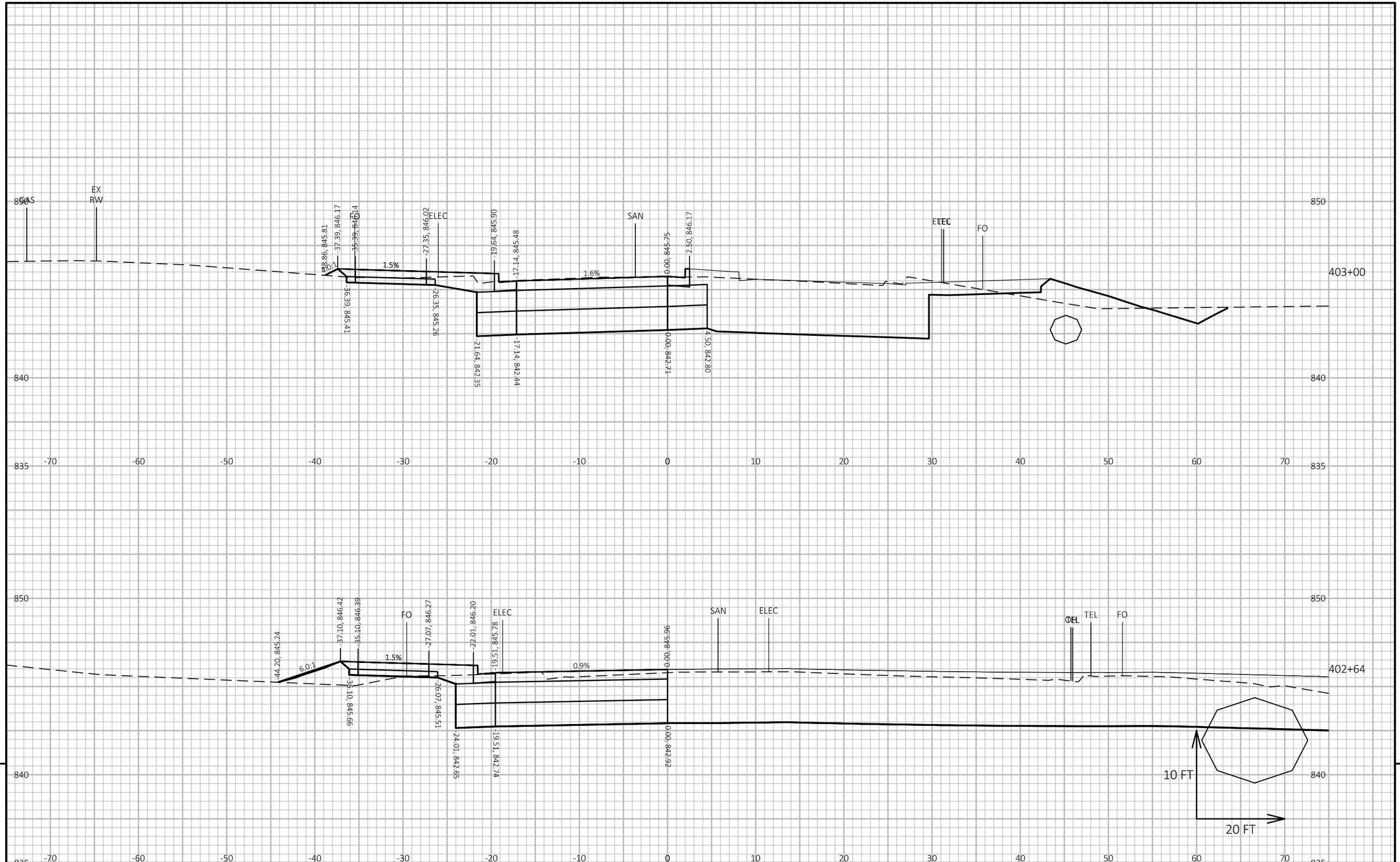
PLOT DATE : 5/25/2023 7:30 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

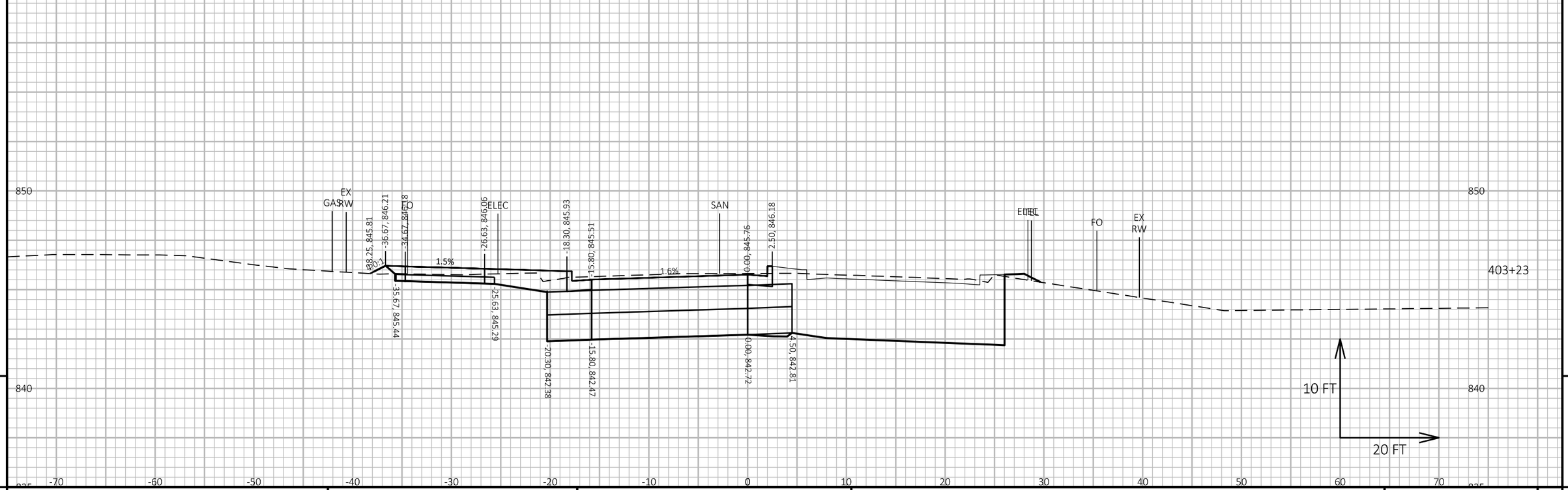


PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: EAGLE DR SOUTHBOUND 'RSB'	SHEET 226 E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090223-xs

PLOT DATE : 5/25/2023 7:30 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: EAGLE DR SOUTHBOUND 'RSB'	SHEET 227	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090224-xs

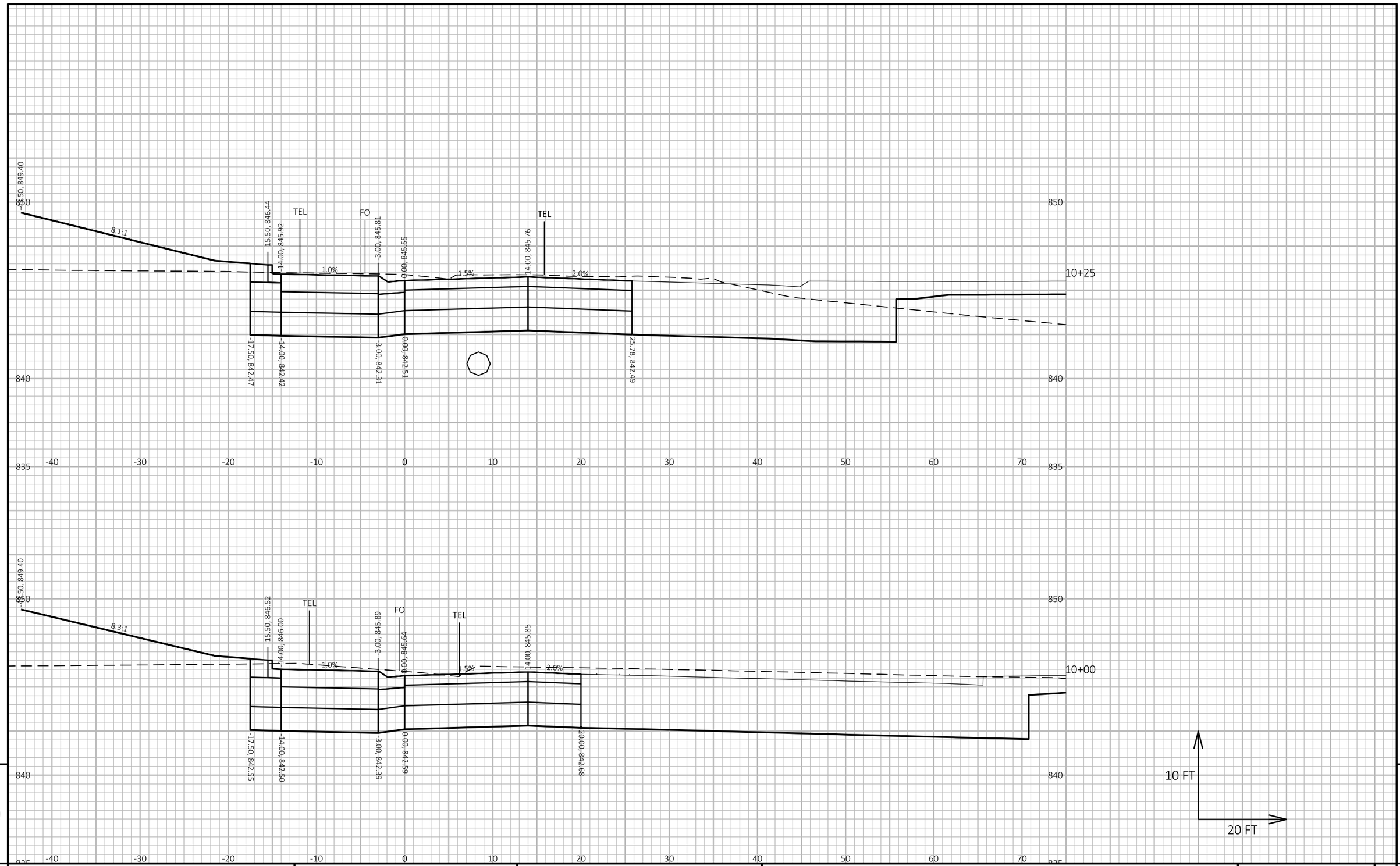
PLOT DATE : 5/25/2023 7:30 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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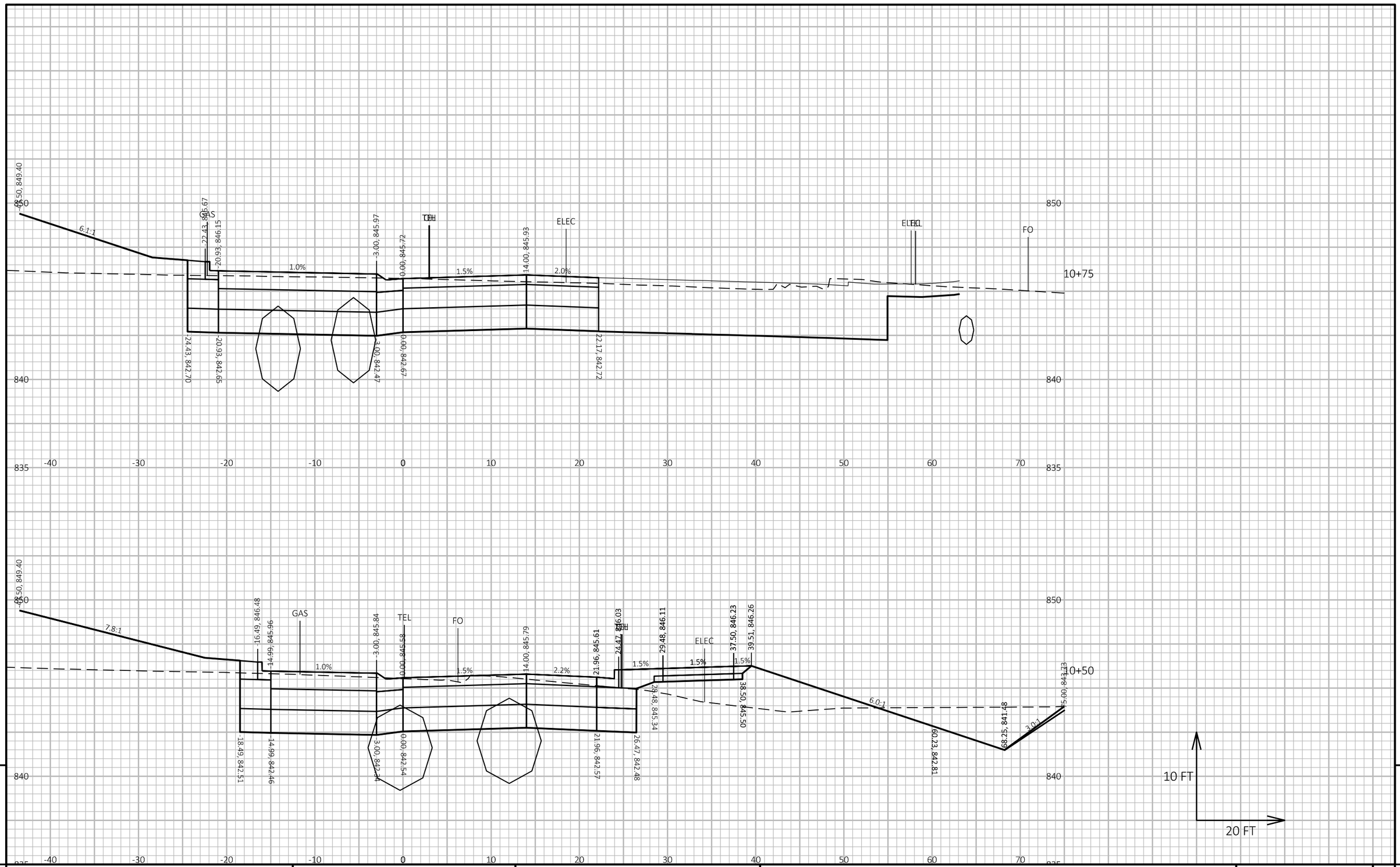
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PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: ROUNDABOUT 'RAB'	SHEET 228	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090225-xs

PLOT DATE : 5/25/2023 7:43 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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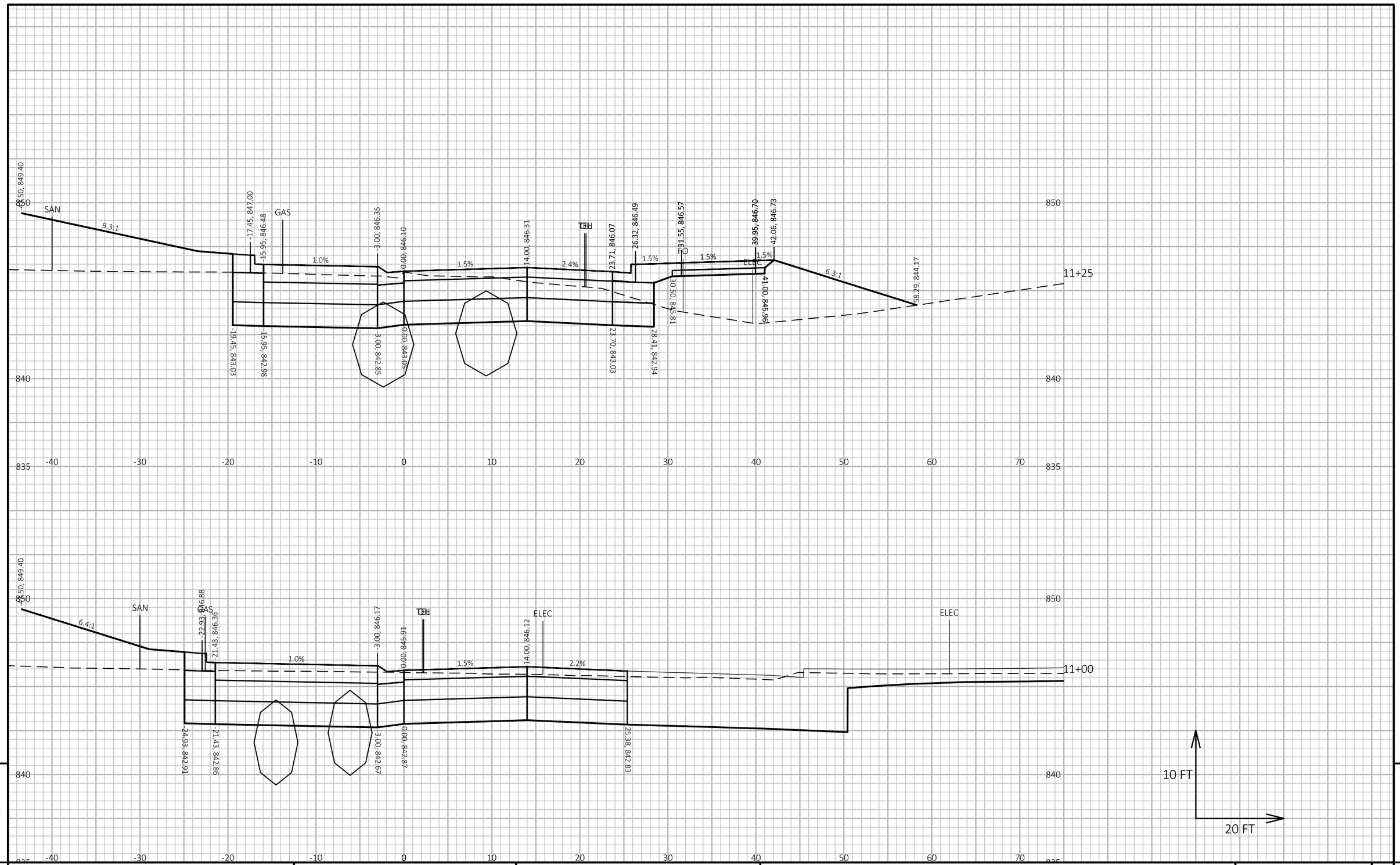
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PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: ROUNDABOUT 'RAB'	SHEET 229	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090226-xs

PLOT DATE : 5/25/2023 7:43 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: ROUNDABOUT 'RAB'	SHEET 230	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090227-xs

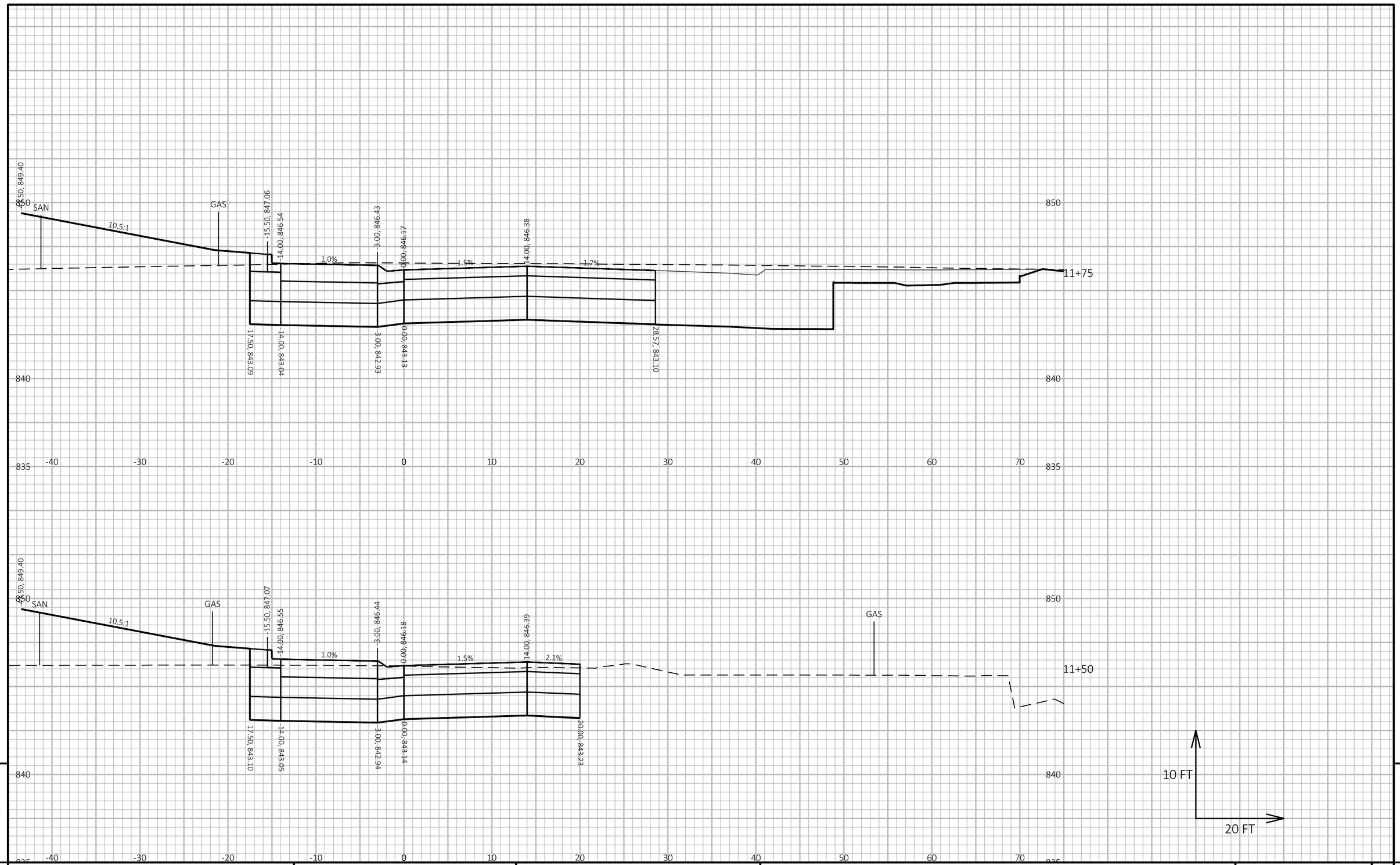
PLOT DATE : 5/25/2023 7:43 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: ROUNDABOUT 'RAB'	SHEET 231	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090228-xs

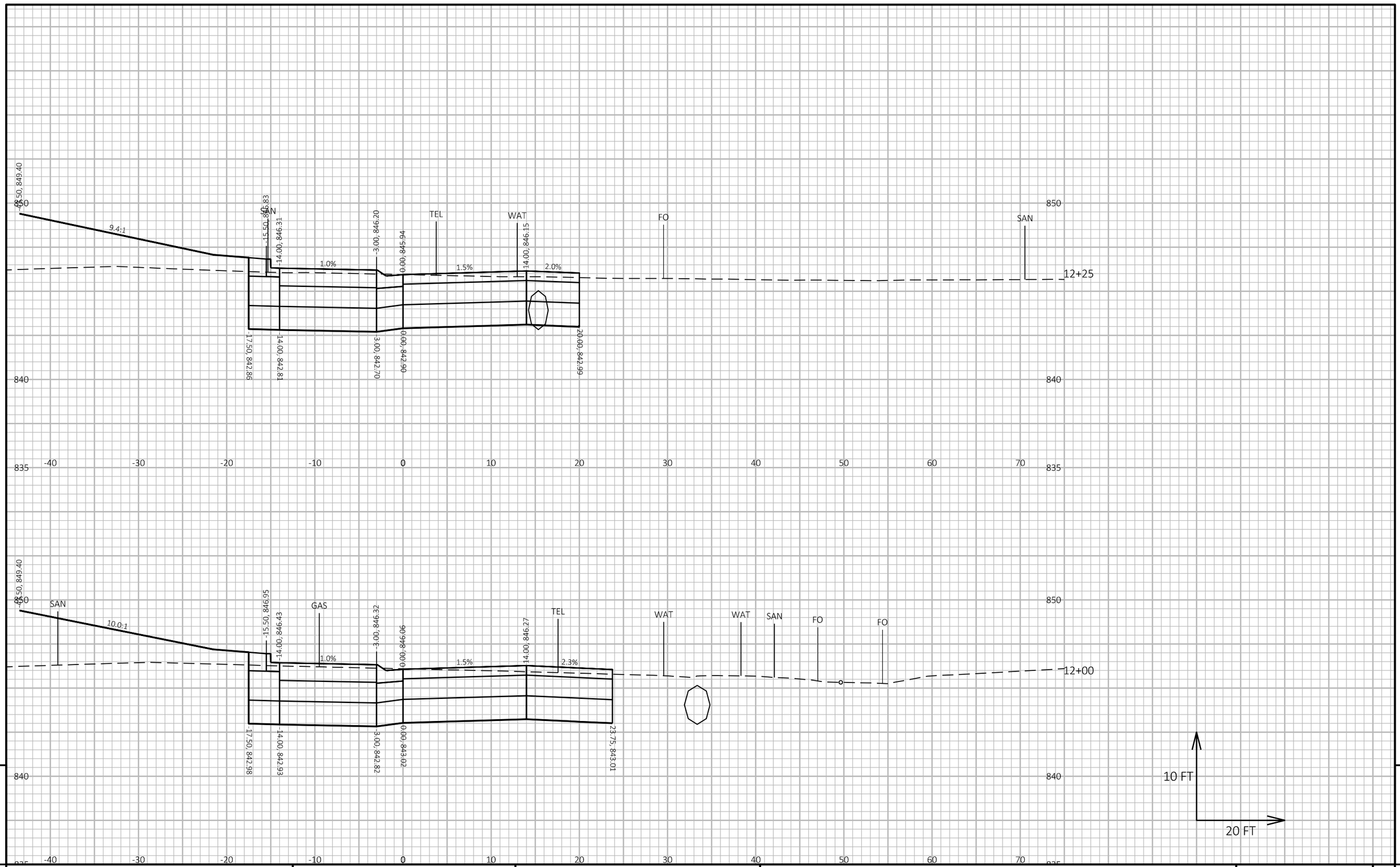
PLOT DATE : 5/25/2023 7:43 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



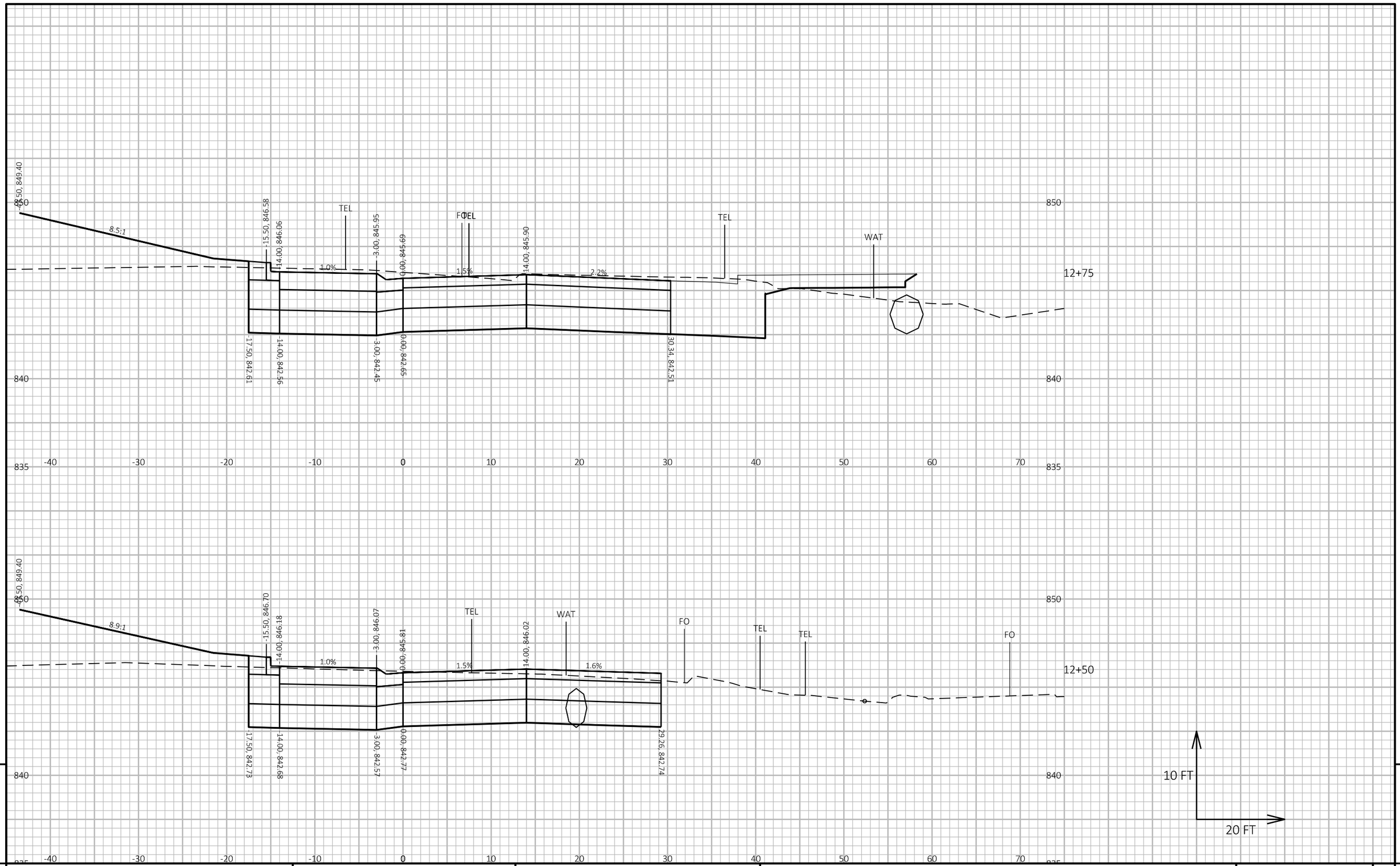
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PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: ROUNDABOUT 'RAB'	SHEET 232	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090229-xs

PLOT DATE : 5/25/2023 7:44 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 2310-13-71	HWY: EAGLE DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS: ROUNDABOUT 'RAB'	SHEET 233	E

FILE NAME : G:\03\03839\03839014\CADD\C3D\23101371\SHEETS\090201-XS.DWG
LAYOUT NAME - 090230-xs

PLOT DATE : 5/25/2023 7:44 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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