wke FEB 13, 2024

PROJECT ID: 3190-11-70

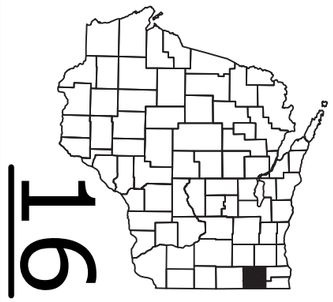
WITH: N/A

COUNTY: WALWORTH

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 = 296



N

DESIGN DESIGNATION

A.A.D.T.	2028	=	5,100
A.A.D.T.	2048	=	5,800
D.H.V.		=	785
D.D.		=	61/39
T.		=	10.3%
DESIGN SPEED		=	60 MPH
ESALS		=	900,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

SPRINGFIELD - BURLINGTON

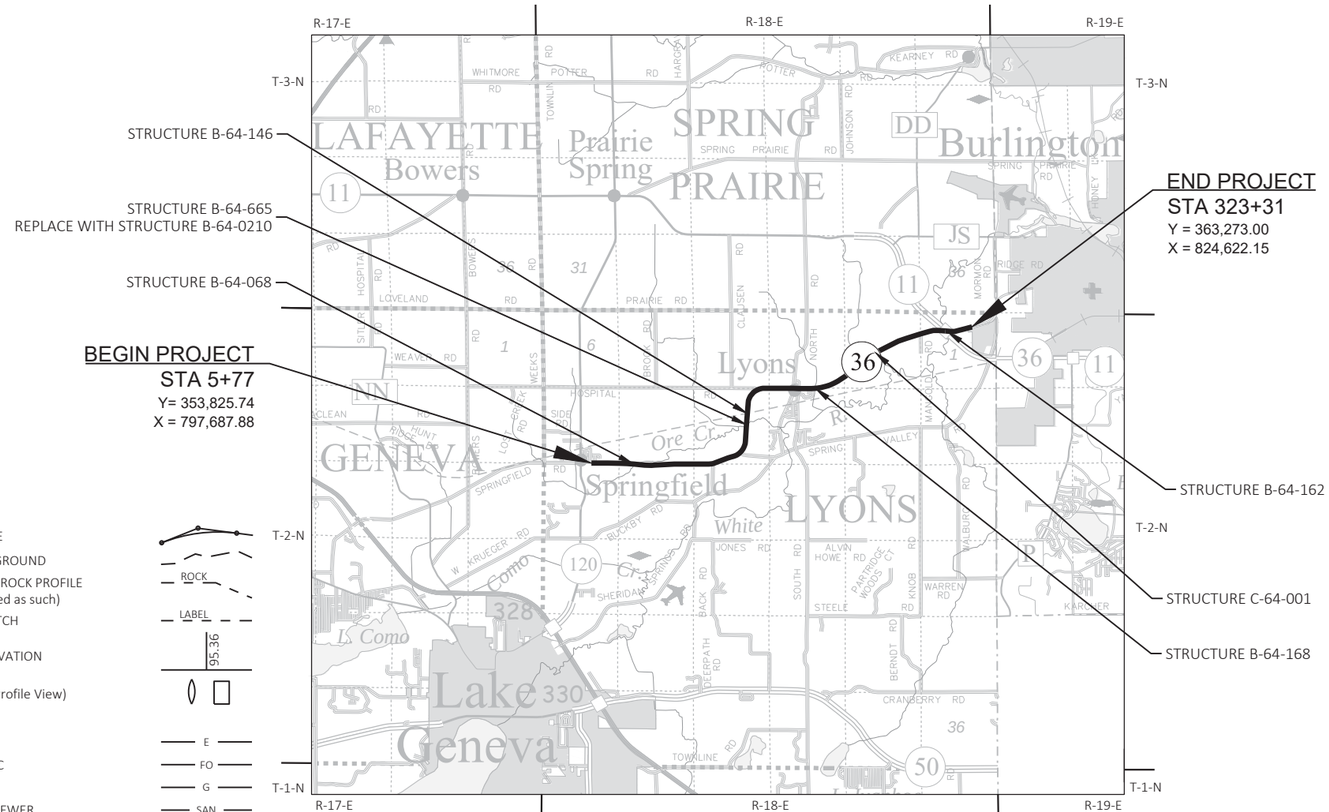
STH 120 TO STH 11

STH 36

WALWORTH COUNTY

STATE PROJECT NUMBER
3190-11-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3190-11-70		



SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 6.014 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WALWORTH COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

WISCONSIN
RACHEL A. De SOMBRE
E-36868
MILWAUKEE WI
PROFESSIONAL ENGINEER

10/13/2023 (Date) Rachel De Sombre (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	raSmith
Designer	raSmith
Project Manager	GARY METZER
Regional Examiner	STEVE CHOJNACKI
Regional Supervisor	JANET CANNON

APPROVED FOR THE DEPARTMENT

DATE: 10/16/2023 Gary Metzer (Signature)

E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\010101-TI.DWG PLOT DATE : 10/13/2023 12:27 PM PLOT BY : BLACKWOOD, JIM PLOT NAME :

DESIGNER
RACHEL DESOMBRE
raSmith
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WISCONSIN DEPARTMENT OF TRANSPORTATION
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UTILITIES

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KENNETH NINE
110 N MAIN ST
CULVER, IN 46511
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(574) 904-6336 (MOBILE)
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SANITARY SEWER
LYONS SANITARY DISTRICT #2
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gerald.schultz@charter.com

COMMUNICATION
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dave.huwe@tdstelecom.co

ELECTRIC
WE ENERGIES ELECTRIC
ADAM PSICIHULIS
500 S 116TH ST
WEST ALLIS, WI 53214
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adam-psicihulis@we-energies.com

GAS
WE ENERGIES GAS
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700 S KANE STREET
BURLINGTON, WI 53105
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spenser-dooner@we-energies.com

COMMUNICATION
WINDSTREAM
LORI KETTER
969 WAUBE LANE
GREEN BAY, WI 54304
(920) 410-6902
lori.ketter@windstream.com

GENERAL NOTES

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
2. CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB & GUTTER. CURB & GUTTER RADII ARE MEASURED TO THE FLANGE OF THE CURB & GUTTER.
3. VERIFY EXISTING EXISTING ELEVATIONS AT ALL TIE-INS TO EXISTING PAVEMENT, EXISTING CURB & GUTTER, AND EXISTING SIDEWALK PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF A DISCREPANCY IS FOUND BETWEEN PROPOSED PLAN ELEVATIONS AND EXISTING PAVEMENT ELEVATIONS.
4. CONSTRUCT PAVEMENT CONSISTENT WITH THE PLAN TYPICAL SECTIONS. UNLESS DIRECTED OTHERWISE BY THE ENGINEER, PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE. THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.
5. CONSTRUCT THE INSIDE EDGE OF SIDEWALK 1/2-INCH HIGHER THAN TOP OF CURB WHEN THEY ARE DIRECTLY ADJACENT TO EACH OTHER.
6. SAWCUT EXISTING ASPHALT AND CONCRETE PAVEMENT AT THE MATCHLINE INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
7. RESHAPE, RESTORE, AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED BY OPERATIONS OUTSIDE THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT.
8. PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD OR MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.
9. BACKFILL ALL OPENINGS AND HOLES LOCATED WITHIN THE ROADWAY RESULTING FROM REMOVALS OR ABANDONMENTS WITH NATIVE MATERIAL EXCEPT THAT HOLES FROM GUARDRAIL POSTS REMOVED SHALL BE BACKFILLED WITH BACKFILL SLURRY.
10. ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.
11. TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. NO WORK SHALL BEGIN UNTIL PROPER TRAFFIC CONTROL DEVICES ARE PLACED AND APPROVED BY THE ENGINEER.
12. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
13. EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.
14. ALL DISTURBED/GRADED/SOIL STOCKPILE AREAS SHALL BE PERMANENTLY RESTORED WITHIN FOURTEEN (14) CALENDAR DAYS OF ANY CONTRACTOR DISTURBANCE. IF ANY DISTURBED GRADED/SOIL STOCKPILE AREAS (INCLUDING PARTIAL/FULL CUTS AND FILLS, ADJUSTED/REPLACEMENT STORM SEWER, SIDEWALKS, CURBS, ETC...) WILL NOT BE PERMANENTLY RESTORED WITHIN FOURTEEN (14) CALENDAR DAYS THEY SHALL BE RESTORED WITH TEMPORARY SEED AND EROSION MAT OR MULCH WITHIN FIVE (5) CALENDAR DAYS OF THE INITIAL & REPEATED DISTURBANCE.
15. STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS, AND WATERWAYS. STOCKPILE SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS TO BE LEFT FOR MORE THAN FOURTEEN (14) DAYS, IF THE STOCKPILE WILL NOT BE PERMANENTLY RESTORED WITHIN FOURTEEN (14) CALENDAR DAYS RESTORE THE STOCKPILE WITH TEMPORARY SEED AND MULCH WITHIN FIVE (5) CALENDAR DAYS OF THE INITIAL AND REPEATED DISTURBANCE.
16. PORTIONS OF THE RIGHT OF WAY LINEWORK AND DIMENSIONS ARE BASED ON WALWORTH COUNTY GIS AND HAVE NOT BEEN VERIFIED.
17. CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION, AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.
18. TREES WERE REMOVED WITH A PREVIOUS PROJECT. GRUB REMAINING STUMPS AS SHOWN IN THE PLAN. DO NOT REMOVE ANY ADDITIONAL TREES.
19. THE FOLLOWING ENTITIES HAVE COMPLETED PLANS FOR THIS PROJECT:
    SIGNING PLANS - WISDOT
    STRUCTURE PLANS - WISDOT (B-64-210) / raSmith (B-64-146, B-64-162)
20. HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

THICKNESS	SEGMENT	LAYERS
2-INCH	OVERLAY	2" UPPER LAYER 4 LT58-28 S
5.75-INCH	CURB REPLACEMENTS	3 1/4" LOWER LAYER ASPHALTIC SURFACE 2" UPPER LAYER 4 LT 58-28-S
6-INCH	RECONSTRUCTION	2 1/2" UPPER LAYER 4 LT 58-28 S 3 1/2" LOWER LAYER 3 LT 58-28 S

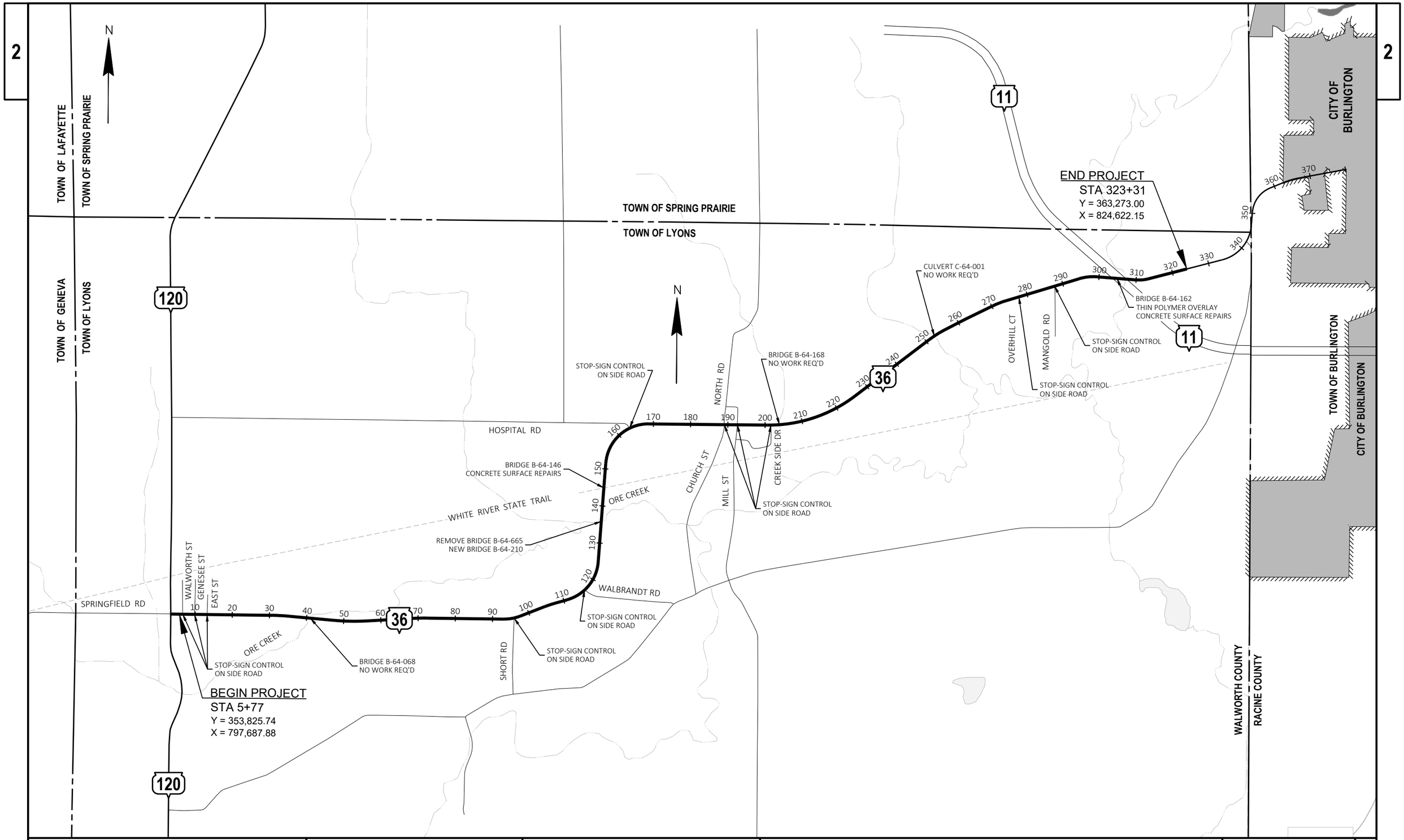
ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLANS
CURB RAMP DETAILS
EROSION CONTROL
PERMANENT SIGNING
PAVEMENT MARKING
TRAFFIC CONTROL
DETOUR
ALIGNMENT

STANDARD ABBREVIATIONS

AC	ASPHALTIC CEMENT
ADJ	ADJUST
BAD	BASE AGGREGATE DENSE
CFS	CUBIC FEET PER SECOND
FPS	FEET PER SECOND
HP	HIGH POINT
LP	LOW POINT
MAX	MAXIMUM
OH	OVERHEAD
OPT	OPTIONAL
PSF	POUNDS PER SQUARE FOOT

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

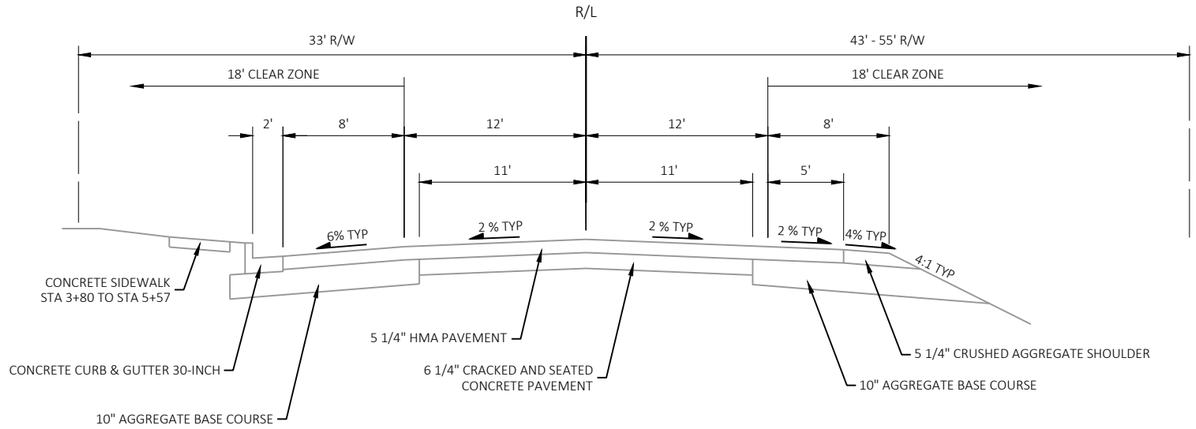


PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 01

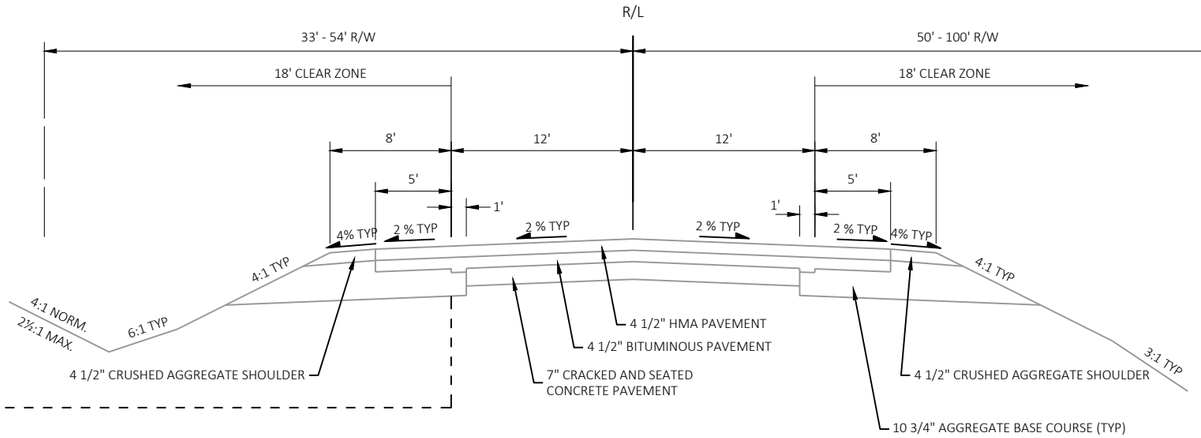
PLOT DATE : 10/25/2023 10:38 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:2300 FT

WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION

STA 5+77 - STA 16+43

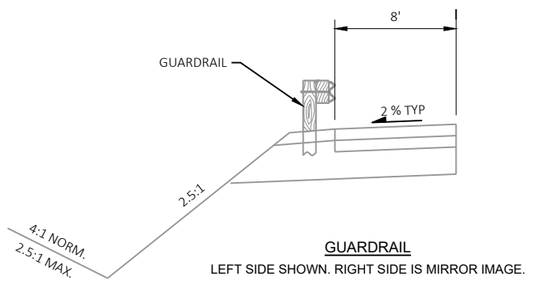


EXISTING TYPICAL SECTION

STA 16+43 - STA 40+50

STA 57+00 - STA 67+00

STA 75+00 - STA 91+00



GUARDRAIL

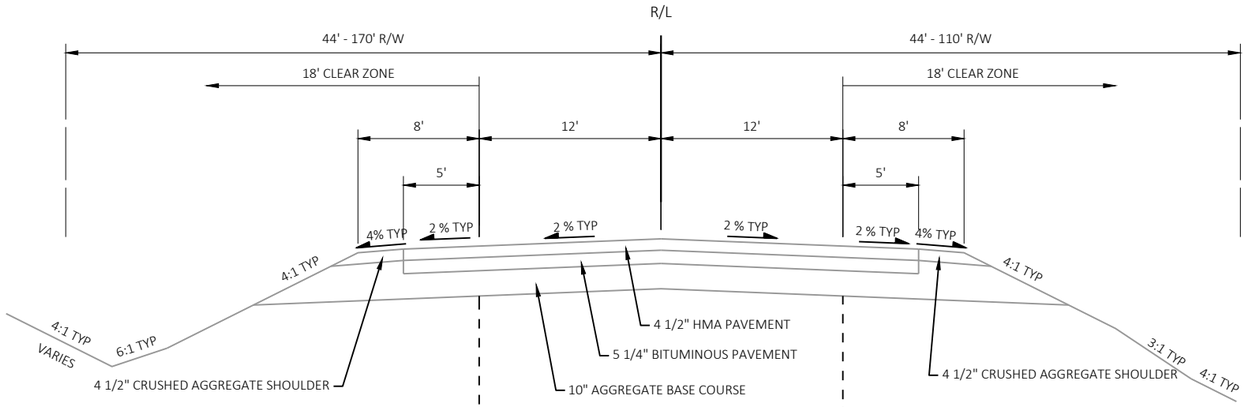
LEFT SIDE SHOWN. RIGHT SIDE IS MIRROR IMAGE.

STA 39+52 - STA 40+50 LT

STA 39+10 - STA 40+50 RT

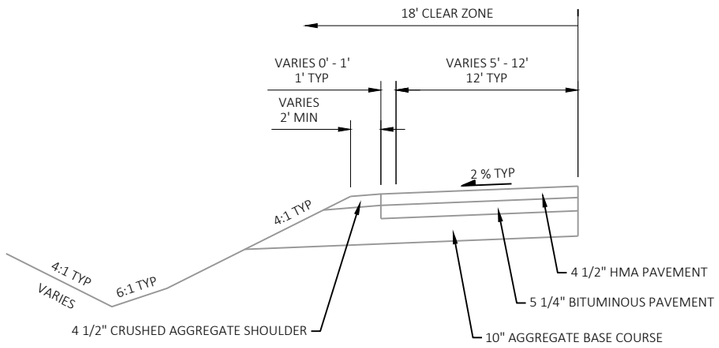
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 4	E

2



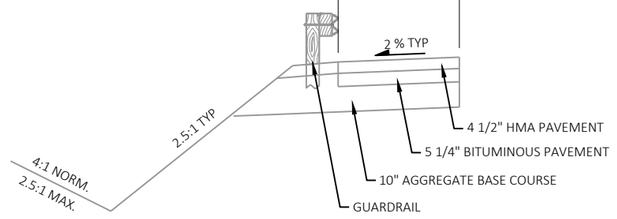
EXISTING TYPICAL SECTION

STA 40+50 - STA 57+00
STA 67+00 - STA 75+00
STA 91+00 - STA 135+38
STA 145+57 - STA 183+06
STA 205+56 - STA 286+56



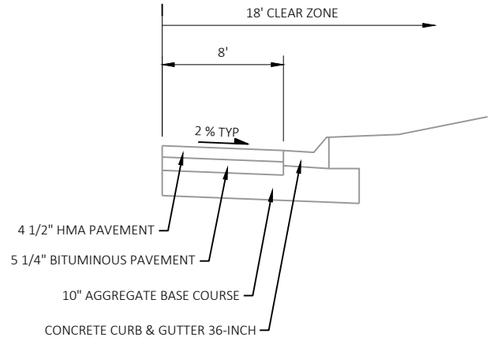
BYPASS OR RIGHT-TURN LANE

LEFT SIDE SHOWN. RIGHT SIDE IS MIRROR IMAGE.
STA 91+75 - STA 99+39 LT
STA 91+74 - STA 95+11 RT
STA 96+29 - STA 97+28 RT
STA 112+51 - STA 115+67 RT
STA 113+10 - STA 119+87 LT
STA 116+93 - STA 117+86 RT
STA 160+22 - STA 167+05 RT
STA 161+70 - STA 162+69 LT
STA 164+08 - STA 167+14 LT



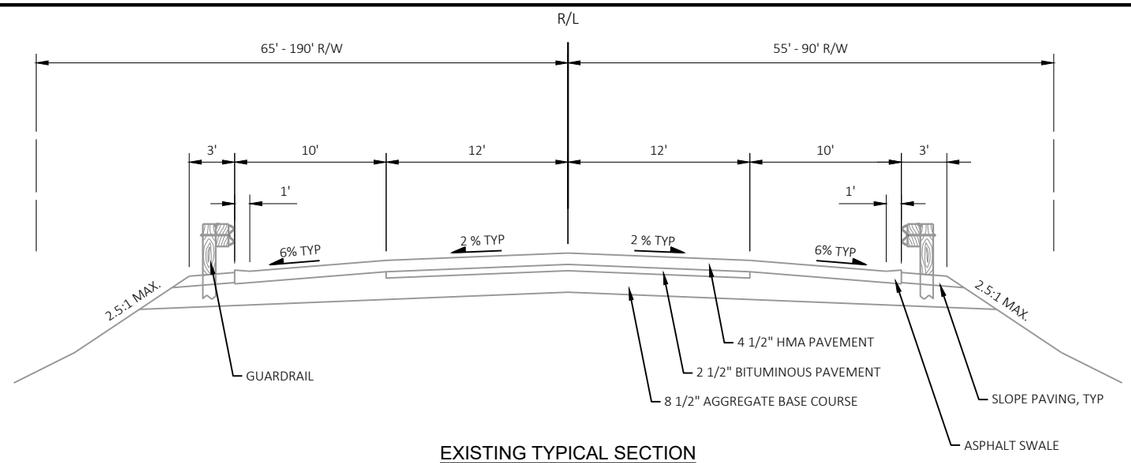
GUARDRAIL

LEFT SIDE SHOWN. RIGHT SIDE IS MIRROR IMAGE.
STA 40+50 - STA 41+72 RT
STA 40+50 - STA 41+90 LT
STA 133+97 - STA 135+38 LT & RT
STA 145+52 - STA 146+88 LT
STA 145+64 - STA 147+03 RT
STA 181+10 - STA 183+06 LT & RT
STA 251+49 - STA 253+30 LT
STA 251+49 - STA 253+33 RT

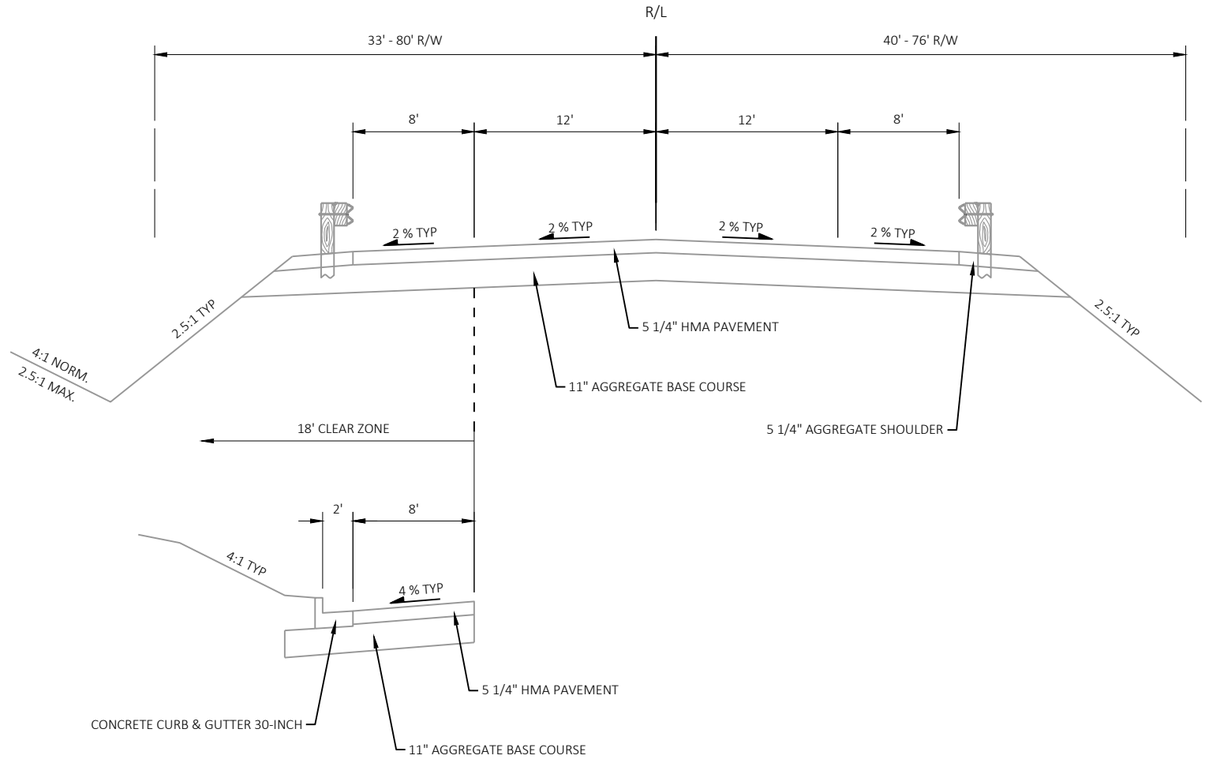


CURB & GUTTER

STA 47+96 - STA 54+01 RT
STA 104+80 - STA 112+02 RT



EXISTING TYPICAL SECTION
STA 135+79 - STA 144+09



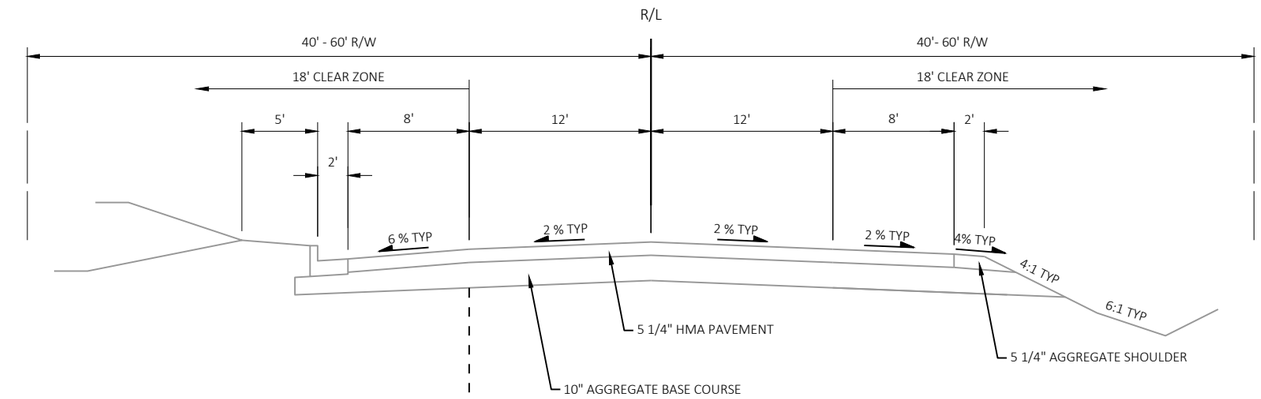
CURB & GUTTER
LEFT SIDE SHOWN. RIGHT SIDE IS MIRROR IMAGE
STA 187+05 - STA 192+16 LT
STA 186+82 - STA 192+16 RT

EXISTING TYPICAL SECTION
STA 183+06 - STA 192+16

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 6	E

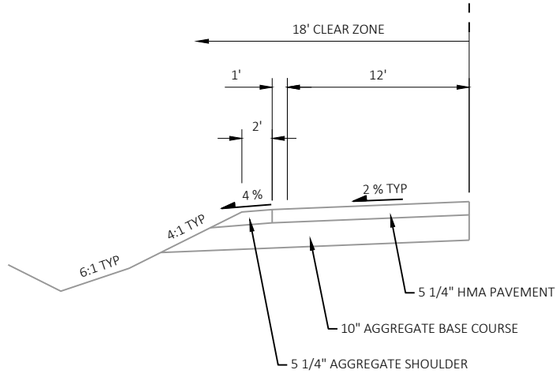
FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - EX-03
PLOT DATE : 10/25/2023 10:39 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION

STA 192+16 - STA 205+56

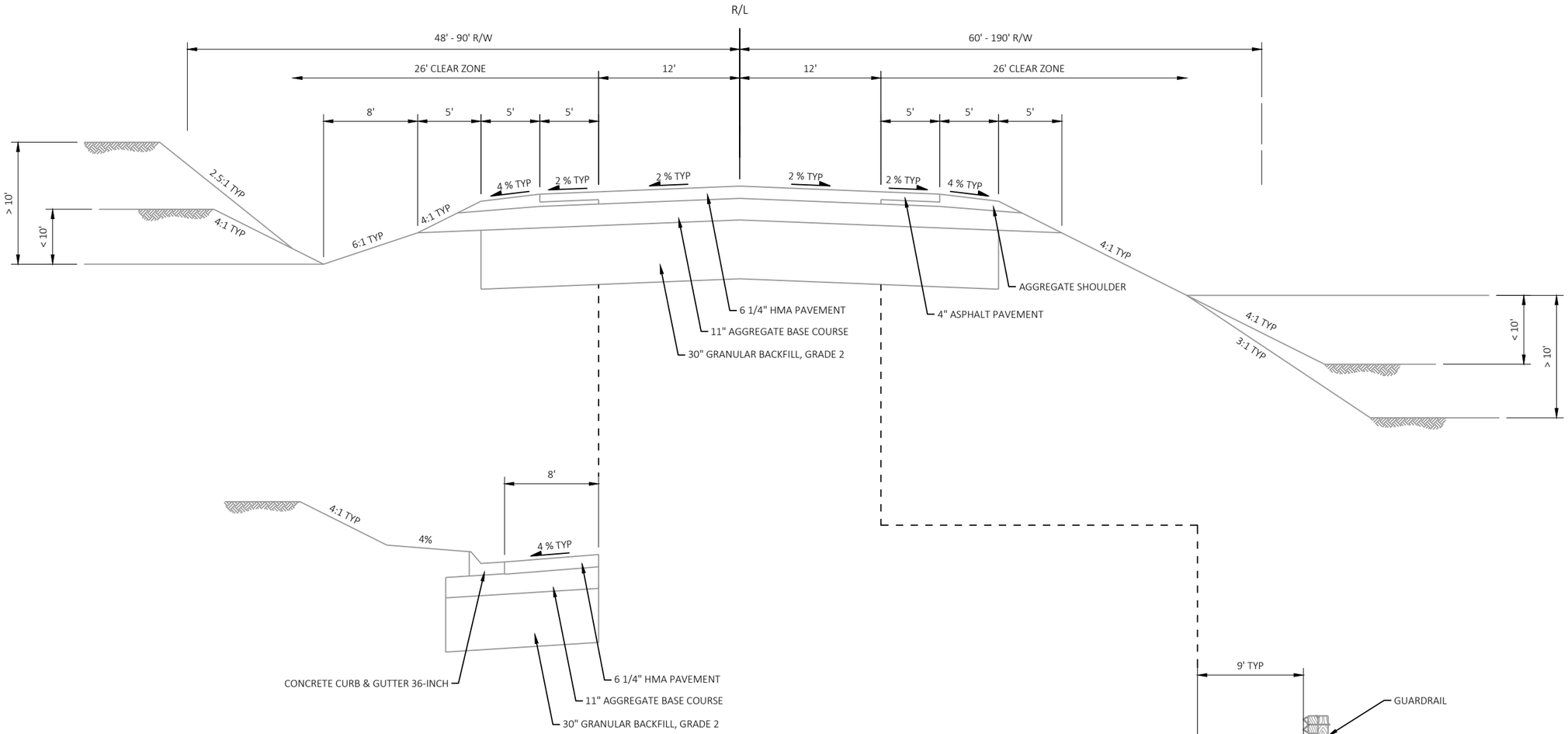


AUXILIARY LANE

STA 197+36 - STA 205+27 LT

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 7	E

2

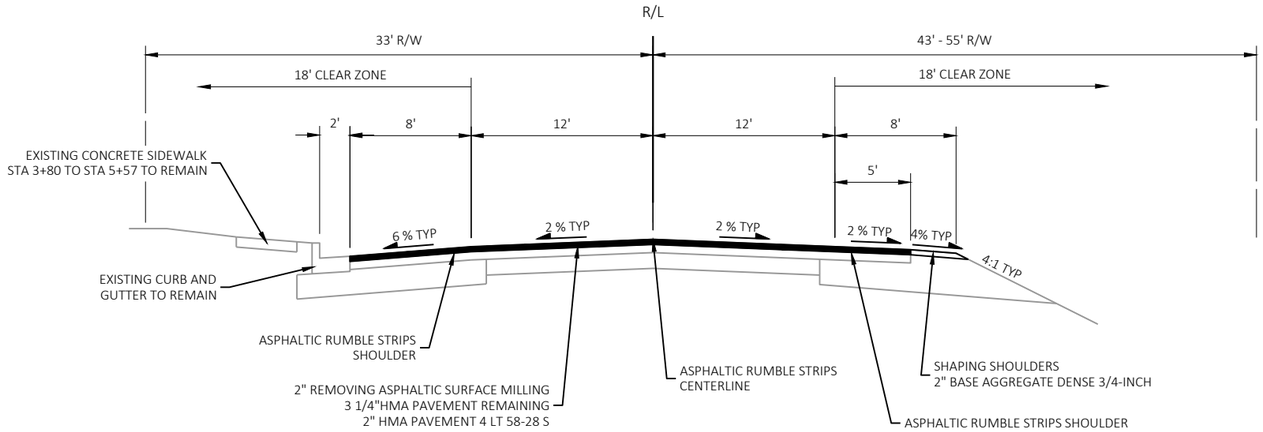


CURB AND GUTTER
STA 290+21 - STA 293+65 LT

EXISTING TYPICAL SECTION
STA 286+56 - STA 303+65
STA 308+69 - STA 323+31

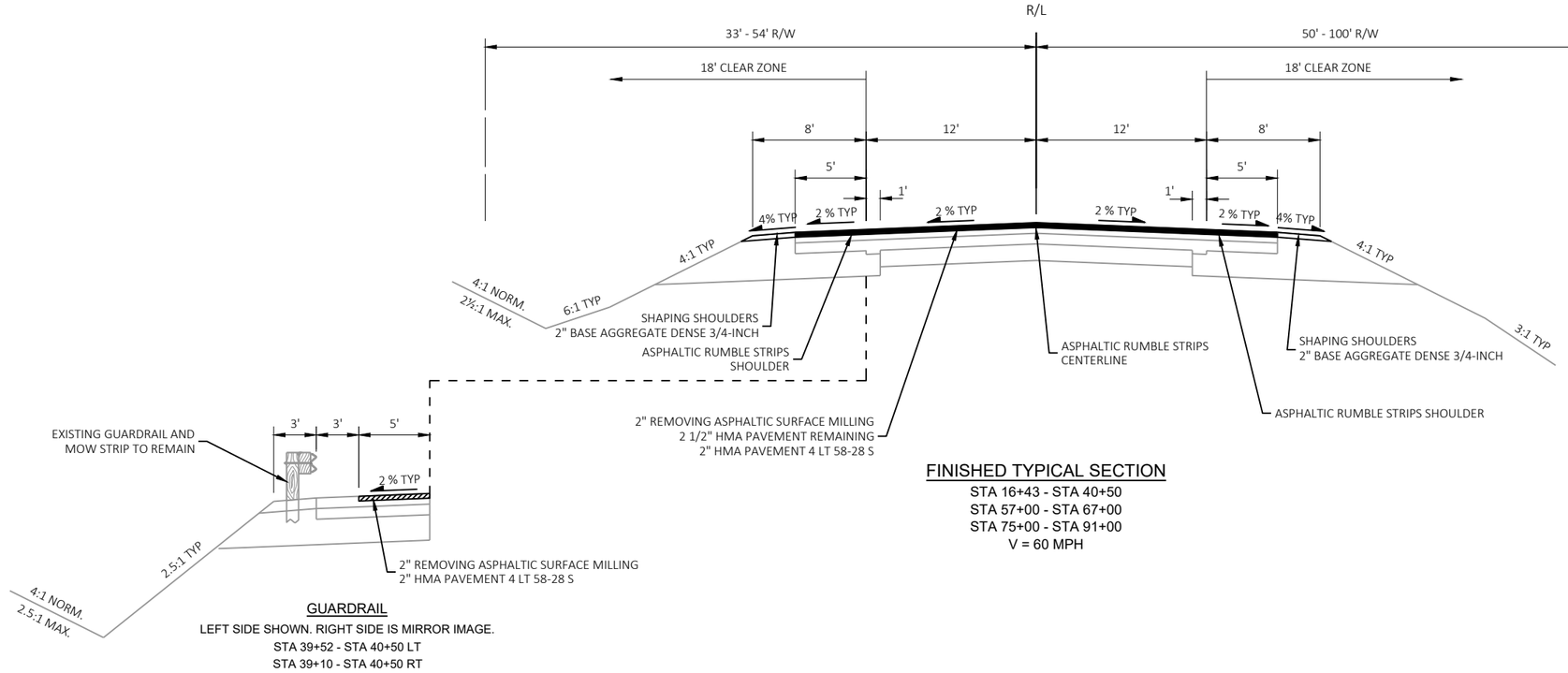
GUARDRAIL
RIGHT SIDE SHOWN. LEFT SIDE IS MIRROR IMAGE.
STA 300+54 - STA 303+24 LT
STA 299+95 - STA 304+03 RT
STA 308+71 - STA 313+33 LT
STA 308+68 - STA 313+06 RT

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 8	E



FINISHED TYPICAL SECTION

STA 5+77 - STA 16+43
V = 45 MPH

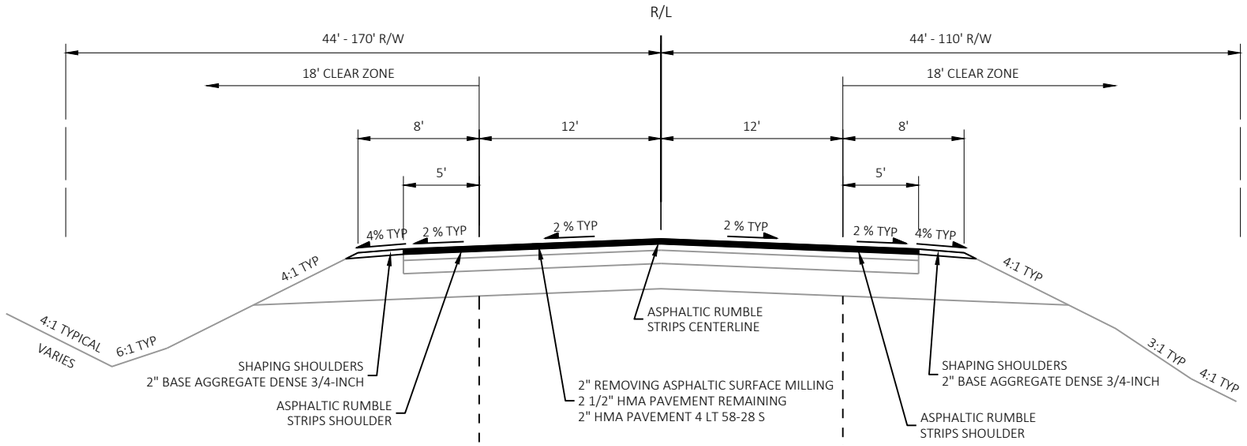


FINISHED TYPICAL SECTION

STA 16+43 - STA 40+50
STA 57+00 - STA 67+00
STA 75+00 - STA 91+00
V = 60 MPH

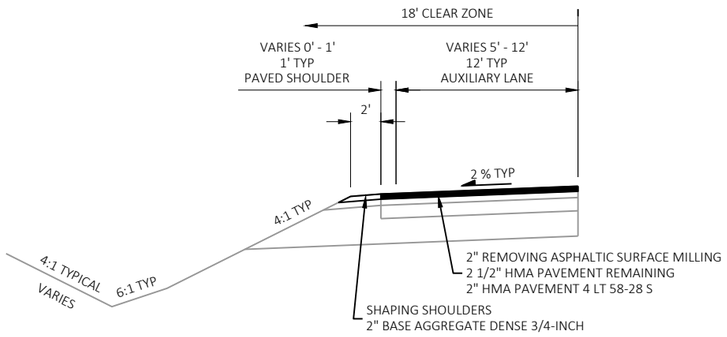
GUARDRAIL

LEFT SIDE SHOWN. RIGHT SIDE IS MIRROR IMAGE.
STA 39+52 - STA 40+50 LT
STA 39+10 - STA 40+50 RT



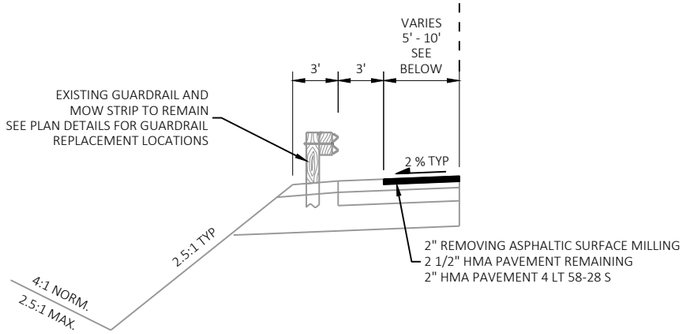
FINISHED TYPICAL SECTION

STA 40+50 - STA 57+00
STA 67+00 - STA 75+00
STA 91+00 - STA 134+75
STA 145+88 - STA 183+06
STA 205+56 - STA 286+56
V = 60 MPH



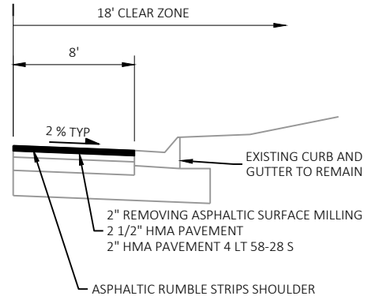
AUXILIARY OR RIGHT-TURN LANE

LEFT SIDE SHOWN. RIGHT SIDE IS MIRROR IMAGE
STA 91+75 - STA 99+39 LT
STA 91+74 - STA 95+11 RT
STA 96+29 - STA 97+28 RT
STA 112+51 - STA 115+67 RT
STA 113+10 - STA 119+87 LT
STA 116+93 - STA 117+86 RT
STA 160+22 - STA 167+05 RT
STA 161+70 - STA 162+69 LT
STA 164+08 - STA 167+14 LT



GUARDRAIL

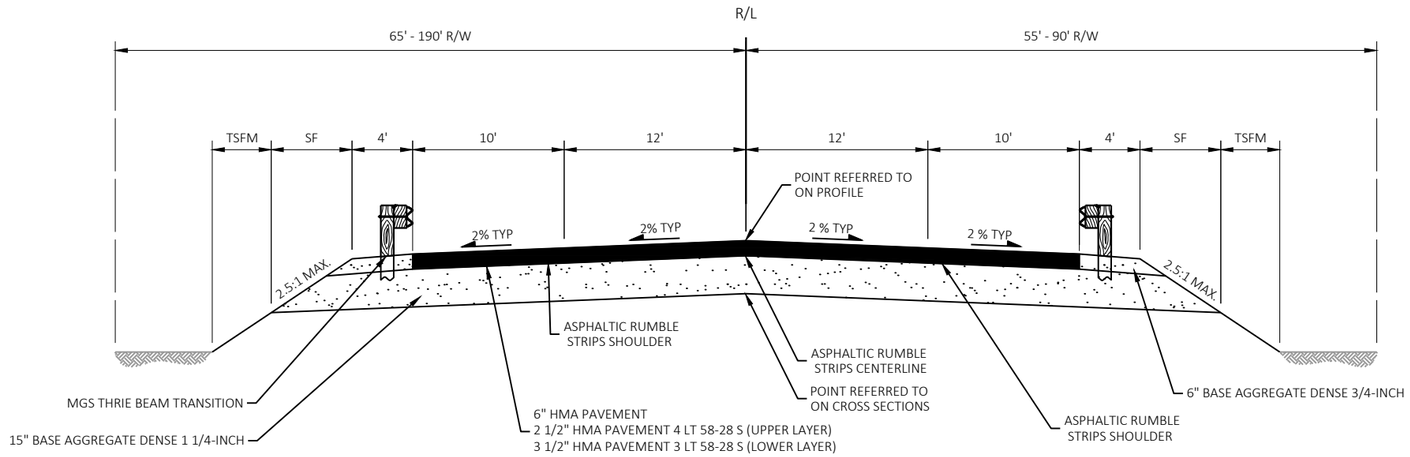
LEFT SIDE SHOWN. RIGHT SIDE IS MIRROR IMAGE.
STA 40+50 - STA 41+72 RT (5' MILL AND PAVE)
STA 40+50 - STA 41+90 LT (5' MILL AND PAVE)
STA 133+97 - STA 134+75 LT & RT (10' MILL AND PAVE)
STA 145+52 - STA 146+88 LT (10' MILL AND PAVE)
STA 145+64 - STA 147+03 RT (8' MILL AND PAVE)
STA 181+10 - STA 183+06 LT & RT (8' MILL AND PAVE)
STA 251+49 - STA 253+33 RT (5' MILL AND PAVE)
STA 251+49 - STA 254+30 LT (5' MILL AND PAVE)



CURB & GUTTER

STA 47+96 - STA 54+01 RT
STA 104+80 - STA 112+02 RT

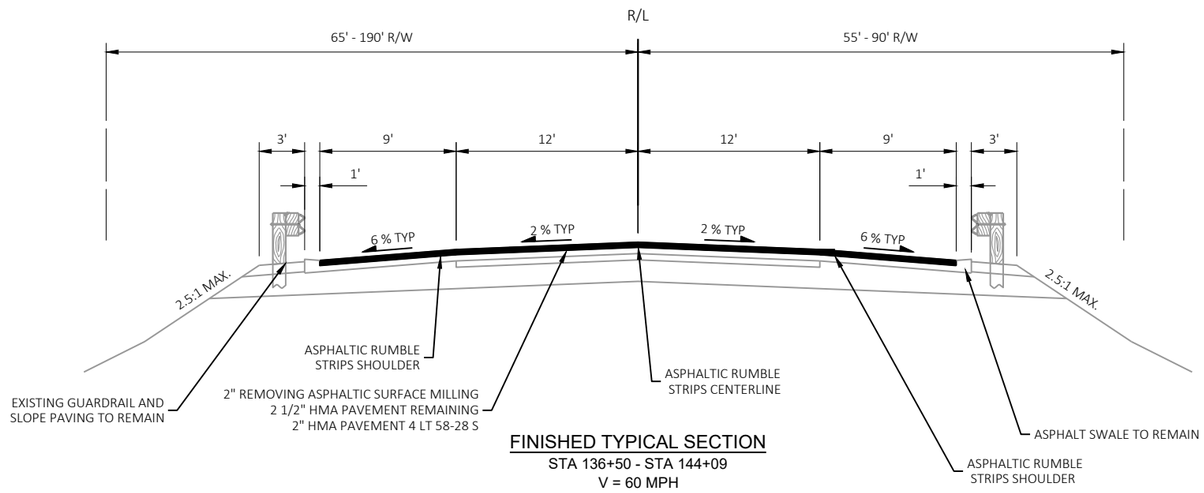
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 10	E



FINISHED TYPICAL SECTION
STA 134+75 - STA 135+16
STA 136+07 - STA 136+50
V = 60 MPH

SF = SEED AND FERTILIZER

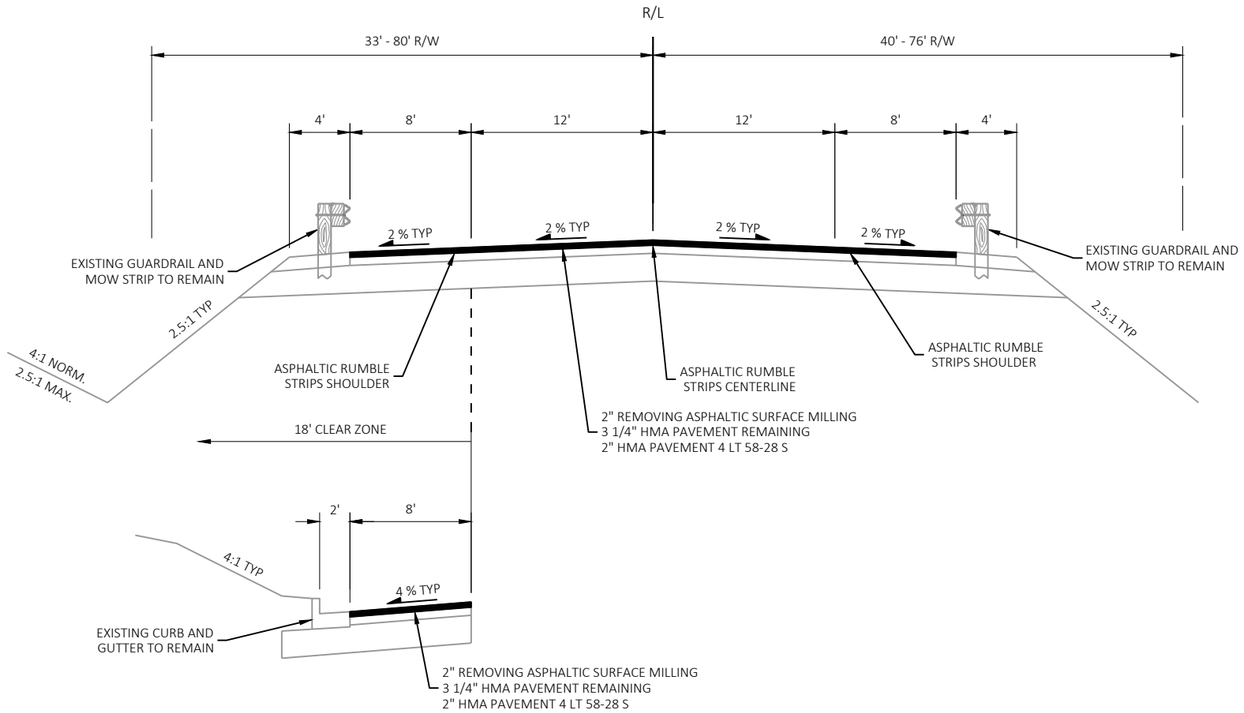
TSFM = TOPSOIL, SEED, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE B



FINISHED TYPICAL SECTION
STA 136+50 - STA 144+09
V = 60 MPH

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 11	E

2

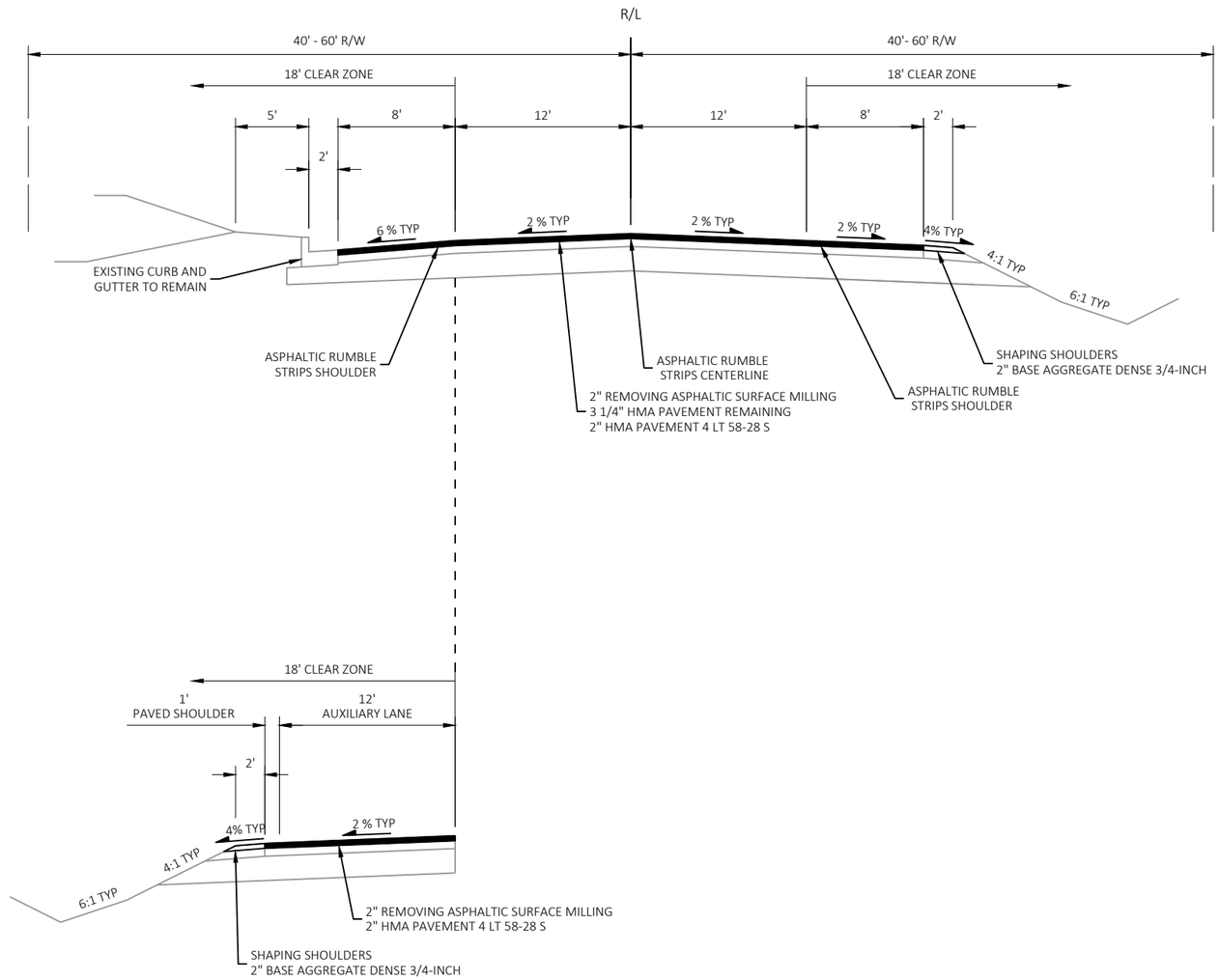


CURB & GUTTER
LEFT SIDE SHOWN. RIGHT SIDE IS MIRROR IMAGE
STA 187+05 - STA 192+16 LT
STA 186+82 - STA 192+16 RT

FINISHED TYPICAL SECTION
STA 183+06 - STA 192+16
V = 60 MPH

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 12	E

2



AUXILIARY LANE

STA 197+36 - STA 205+27 LT

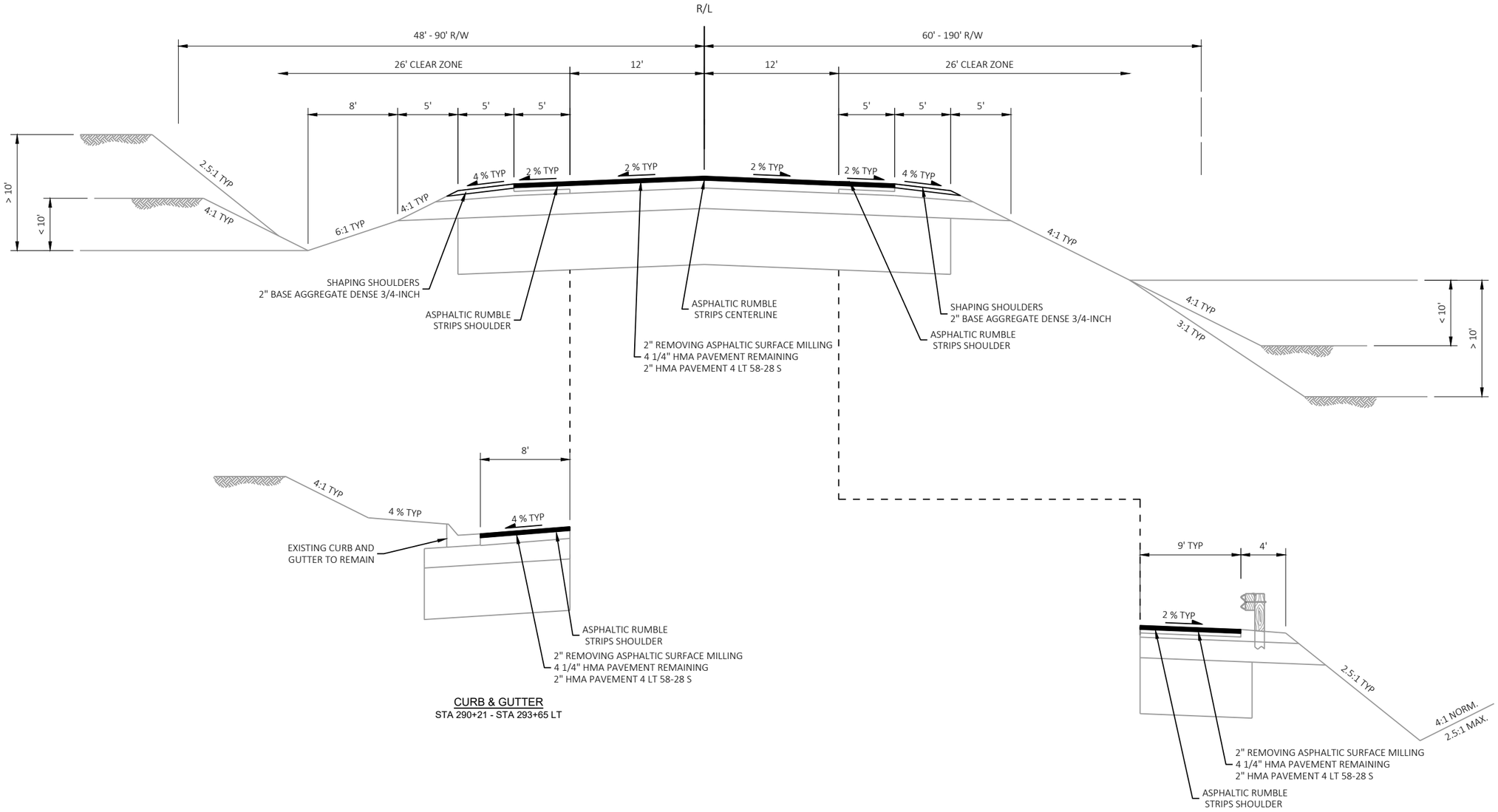
FINISHED TYPICAL SECTION

STA 192+16 - STA 205+56

V = 60 MPH

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 13	E

2



CURB & GUTTER
STA 290+21 - STA 293+65 LT

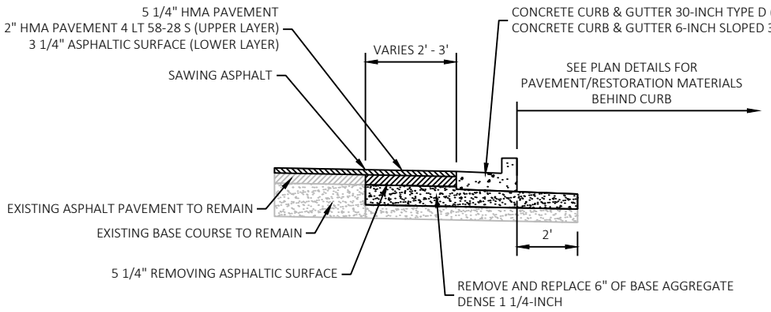
FINISHED TYPICAL SECTION
STA 286+56 - STA 303+65
STA 308+69 - STA 323+31
V=60 MPH

GUARDRAIL
STA 300+54 - STA 303+24 LT
STA 299+95 - STA 304+03 RT
STA 308+71 - STA 313+33 LT
STA 308+68 - STA 313+06 RT

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 14	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - PR-06

PLOT DATE : 10/25/2023 10:39 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:10 FT



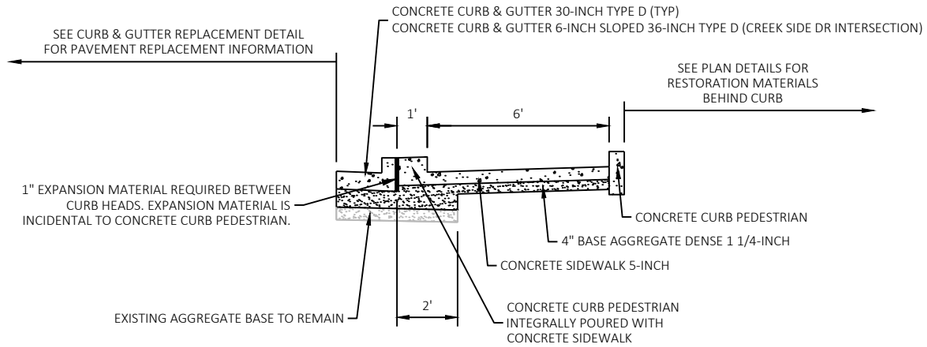
CURB & GUTTER REPLACEMENT DETAILS

SEE PLAN SHEETS FOR LOCATIONS

NOTE:
FOR CURB & GUTTER REPLACEMENT AT CURB RAMPS THE EXCAVATION BASE AGGREGATE DENSE FOR THE CURB & GUTTER REPLACEMENT IS INCIDENTAL TO THE CURB & GUTTER BID ITEMS.

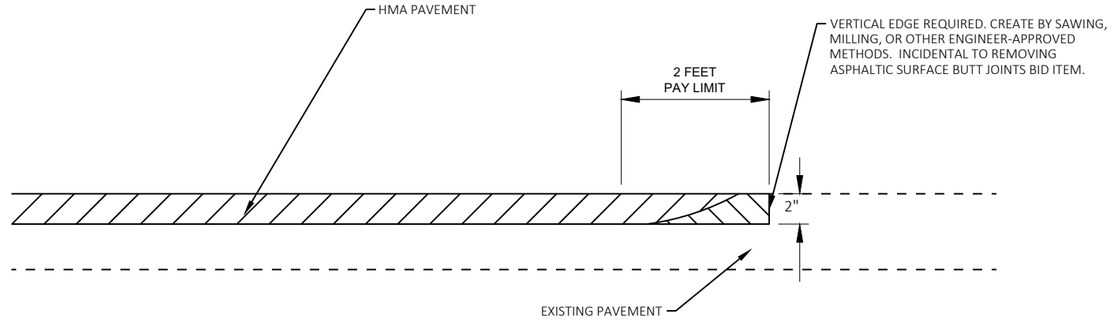
FOR CURB & GUTTER REPLACEMENT AT DRIVEWAYS THE EXCAVATION WILL BE INCIDENTAL TO THE CURB & GUTTER BID ITEMS.

2



CURB & GUTTER REPLACEMENT AND SIDEWALK DETAILS

STH 36 & CHURCH ST (SOUTHEAST CORNER)



REMOVE MATERIAL UNDER ITEM 'REMOVING ASPHALTIC SURFACE BUTT JOINT'

REMOVING ASPHALTIC SURFACE MILLING

BUTT JOINT DETAIL - NO PROFILE CHANGE

STA 5+77
STA 323+31
SIDE ROADS
BRIDGE B-64-146
BRIDGE B-64-162

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CONSTRUCTION DETAILS	SHEET 15	E

LEGEND

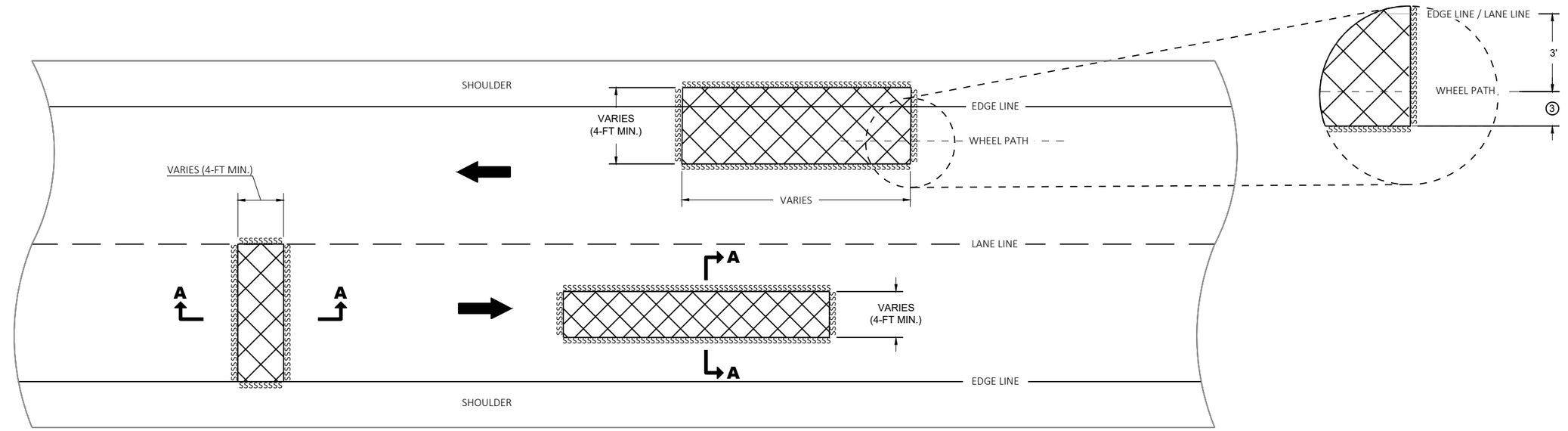
ASPHALTIC REPAIR

SSSSSS VERTICAL MILLED EDGE
SAW CUTTING AT THE CONTRACTORS DISCRETION

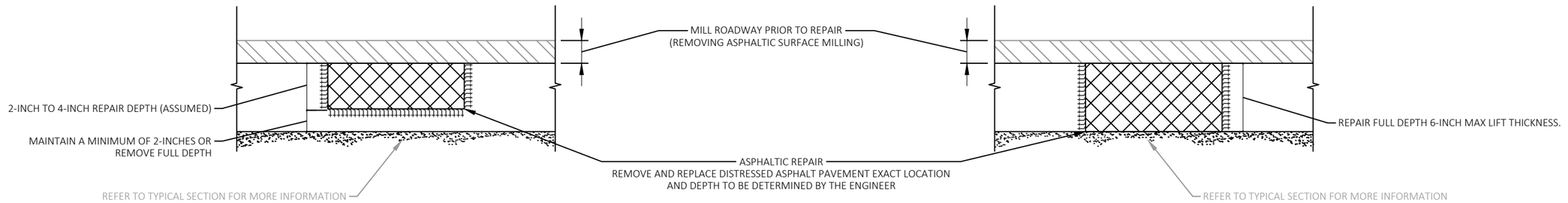
TTTTTTT TACK COAT

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

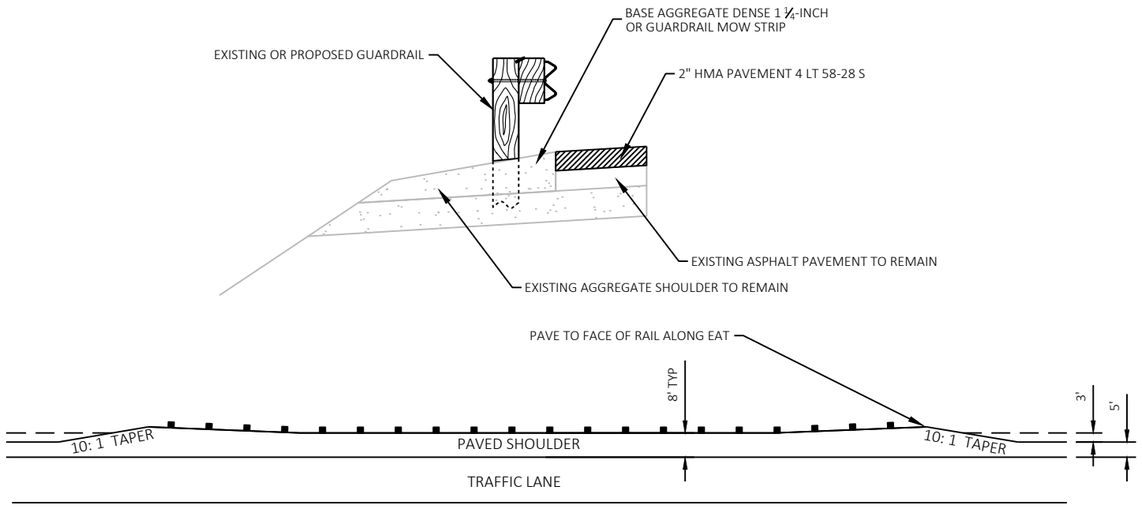


PARTIAL DEPTH **FULL DEPTH**

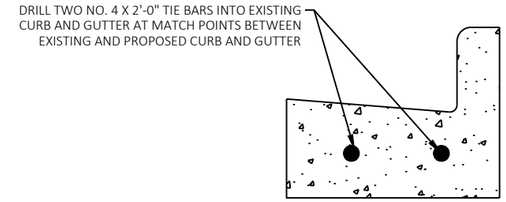
SECTION A-A

ASPHALTIC REPAIR

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CONSTRUCTION DETAILS	SHEET 16	E

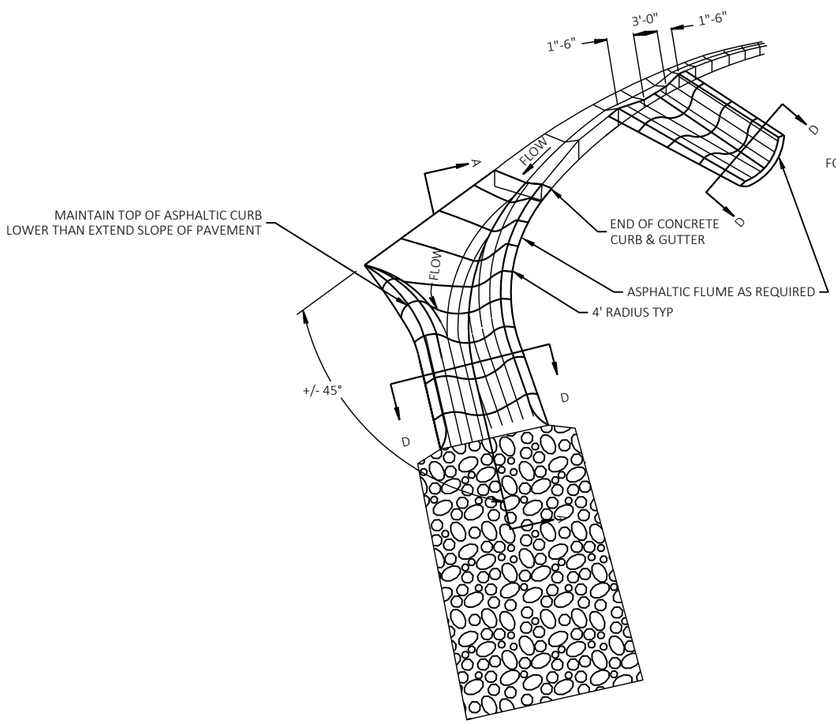


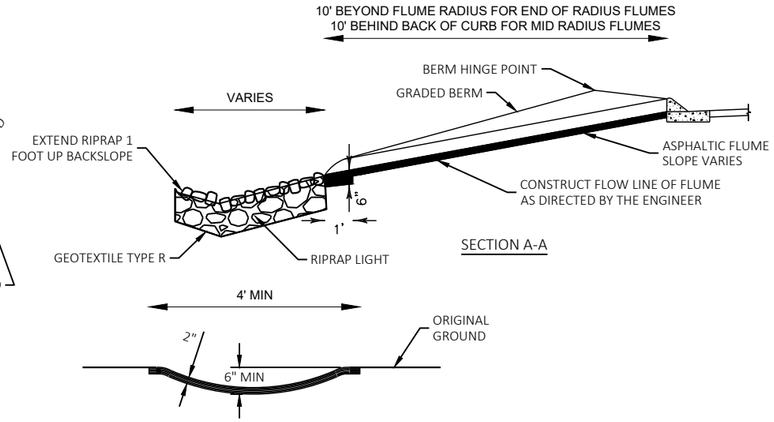
PAVED SHOULDER AT GUARDRAIL



DRILLED TIE BARS AND CURB & GUTTER MATCH POINTS

CONSTRUCT AT ALL LOCATIONS WHERE PROPOSED CURB & GUTTER MATCHES EXISTING CURB & GUTTER

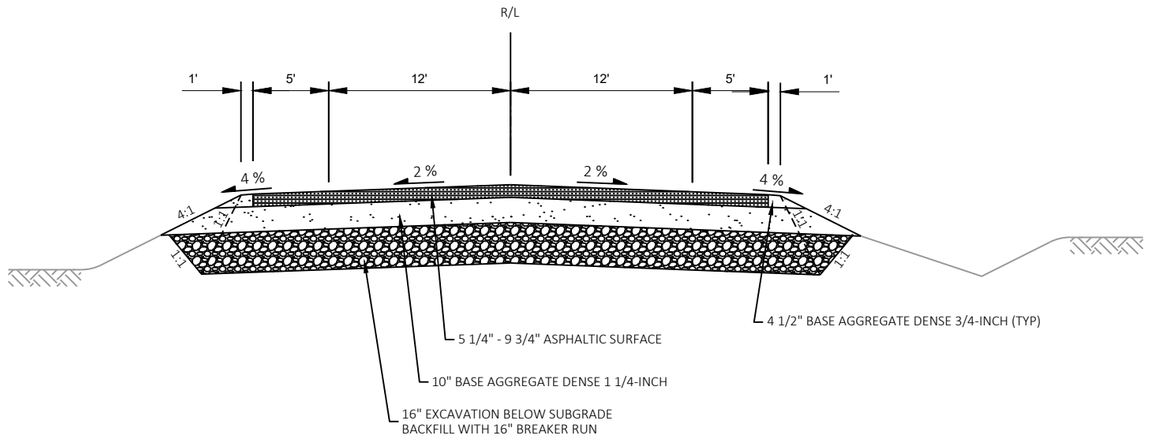




ASPHALTIC FLUME DETAIL

SEE PLAN DETAIL SHEETS FOR LOCATIONS

SEE SDD "CONCRETE SURFACE DRAINS AND
ASPHALTIC FLUMES" FOR DETAILS NOT SHOWN

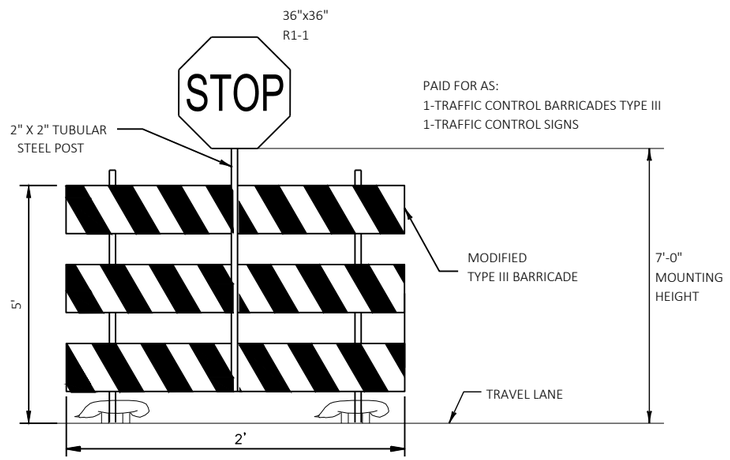


EXCAVATION BELOW SUBGRADE

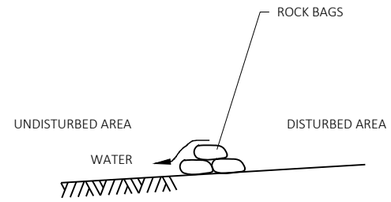
UNDISTRIBUTED AREAS TO BE DETERMINED BY THE ENGINEER
WITHIN RECONSTRUCTION AREAS

NOTES:

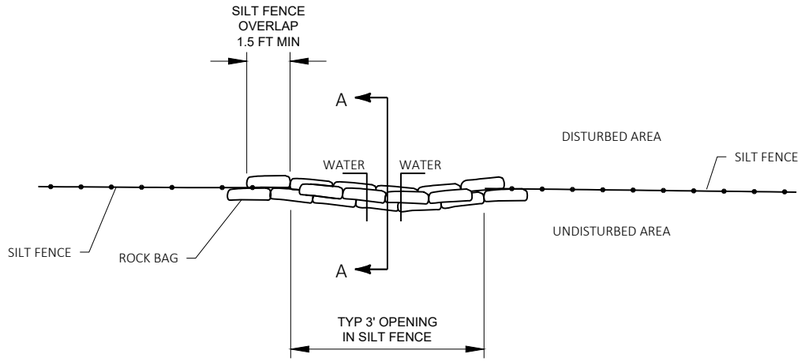
1. REMOVAL OF EXISTING PAVEMENT, BASE COURSE, AND UNDERLYING MATERIAL TO BE PAID AS EXCAVATION COMMON.



TEMPORARY STOP SIGN

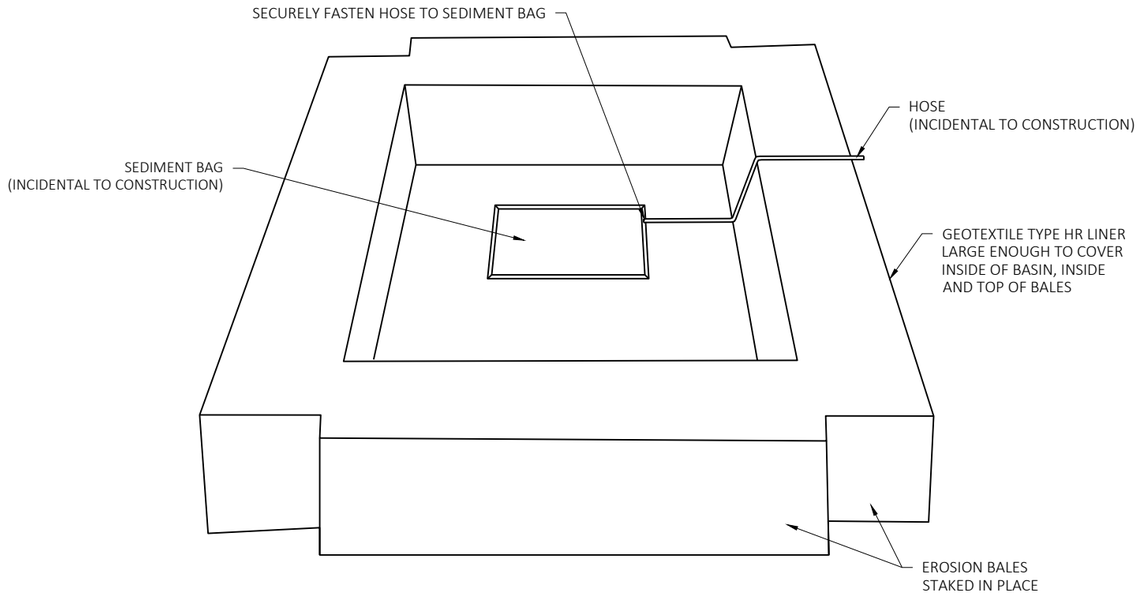


SECTION A-A



PLAN VIEW

ROCK BAGS USED FOR SILT FENCE RELIEF POINT



TEMPORARY SETTLING BASIN DETAIL

NOTES

1. CONTRACTOR SHALL PUMP TURBID WATER FROM EXCAVATION TO SEDIMENT BAG PLACED INSIDE FABRIC LINED STAKED BALE ENCLOSURE PRIOR TO DISCHARGING TO DITCHES/INLETS/WETLANDS OR WATERWAYS.
2. SEDIMENT BAG TO BE PLACED IN AN UPLAND VEGETATED AREA OR EQUIVALENT LOCATION APPROVED BY THE ENGINEER.
3. BASIN TO BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS TO BE DISPOSED BY THE CONTRACTOR OFF OF THE PROJECT SITE.
4. TEMPORARY SETTLING BASIN AND SEDIMENT BAG TO BE INCIDENTAL TO CONTRACT.
5. SEDIMENT BAG, BALES AND FABRIC TO BE REPLACED AS NECESSARY AND IS INCIDENTAL TO CONTRACT.
6. SIZE TO BE DETERMINED BY THE CONTRACTOR AS PART OF THE ECIP SUBMITTAL.

ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NUMBER OF BAGS
12"	1
15"	2
18"	2
24"	3
30"	5
36"	7
42"	7
48"	10
54"	10
60"	13
66"	14
72"	16
17"X13"	2
30"X19"	5
38"X24"	7
45"X29"	10
53"X34"	10
60"X38"	13
76"X48"	18

CULVERT PIPE CHECKS

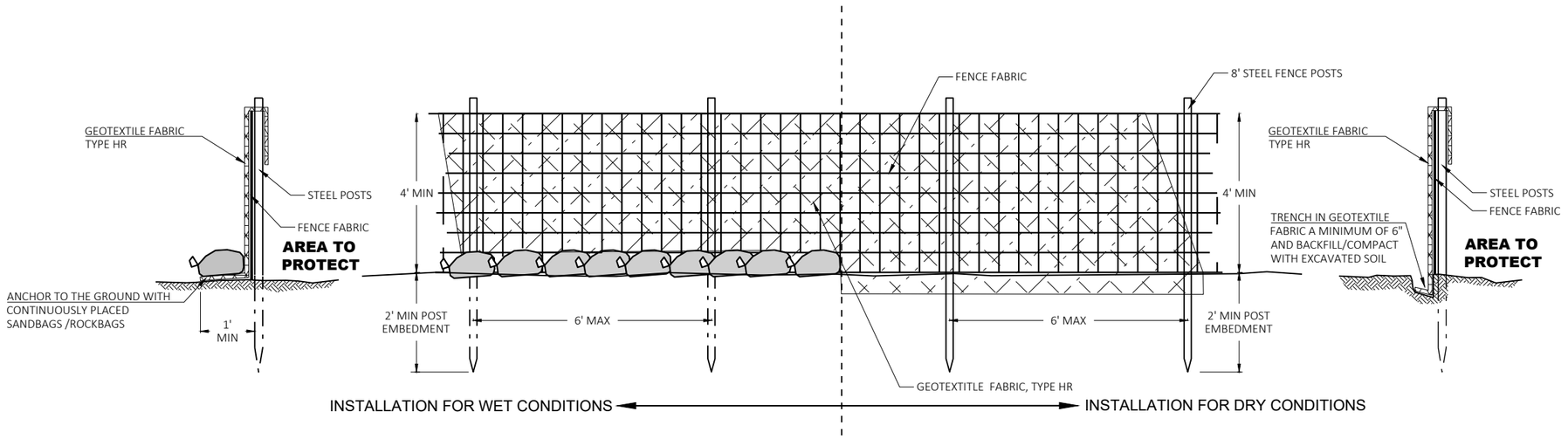
2

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 94.25 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.67 ACRES

2



SILT FENCE HEAVY DUTY

GENERAL NOTES:

1. ATTACH FENCE FABRIC TO POSTS A MINIMUM OF 3 TIES PER POST (TOP, MIDDLE, BOTTOM)
2. ATTACH GEOTEXTILE FABRIC TO FENCE FABRIC AND/OR POSTS AT A MAXIMUM SPACING OF EVERY 2 FEET ALONG THE TOP AND ADDITIONALLY AS NECESSARY TO PREVENT DISPLACEMENT BY WIND AND WAVE ACTIONS.

2

NOTE:
REMOVAL PLANS SHOWN ONLY FOR SELECT LOCATIONS

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	REMOVALS	SHEET 22	E

2

2

LEGEND

XXXXXX SAWING ASPHALT

YYYYYY SAWING CONCRETE

REMOVING CURB & GUTTER

REMOVING GUARDRAIL

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE

REMOVING CONCRETE SIDEWALK

N

NOTE:
REMOVAL PLANS SHOWN ONLY FOR SELECT LOCATIONS

ORE CREEK

WETLAND BOUNDARY

SLOPE INTERCEPT

EXISTING ENERGY ABSORBING TERMINAL TO REMAIN

REMOVING OLD STRUCTURE

+42.77
-22.00' LT

GRUB STUMPS
TREES CLEARED WITH PRIOR CONTRACT

WETLAND BOUNDARY

SLOPE INTERCEPT

EXISTING GUARDRAIL TO REMAIN
NORTH OF 137+00.90

+00.90
-22.00' LT

STH 36

133+00

134+00

135+00

136+00

137+00

138+00

STH 36 R/L

+99.09
23.20' RT

+00.90
22.00' RT

SLOPE INTERCEPT

GRUB STUMPS
TREES CLEARED WITH PRIOR CONTRACT

REMOVING ASPHALT IN RECONSTRUCTION
AREAS IS INCIDENTAL TO EXCAVATION COMMON

WETLAND BOUNDARY

SLOPE INTERCEPT

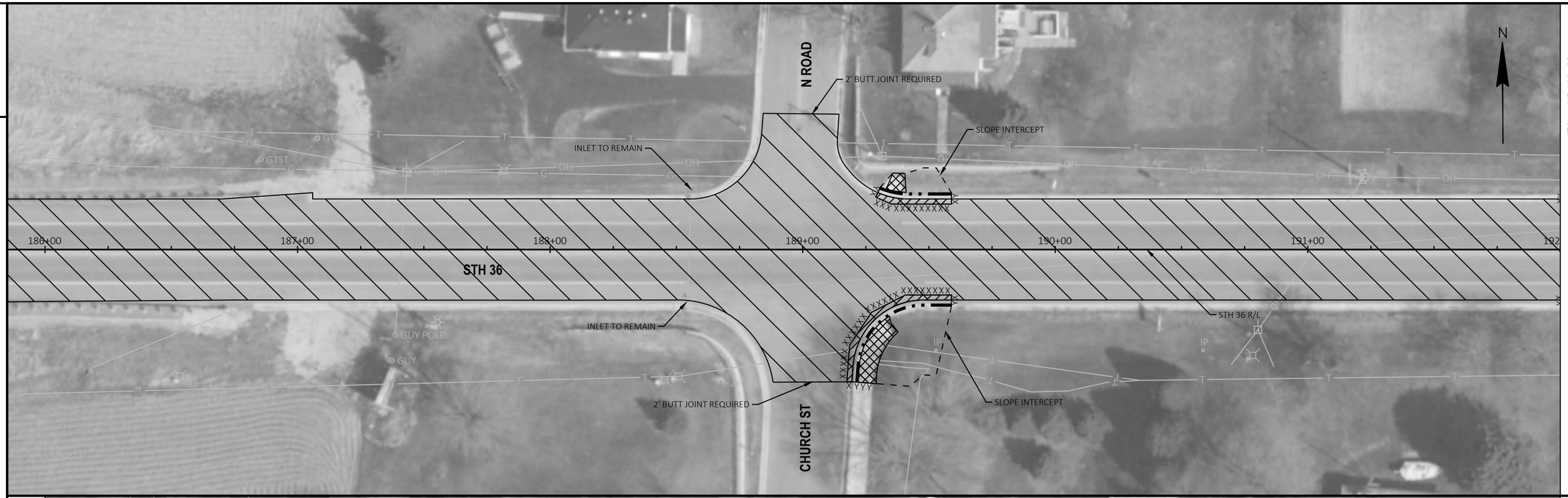
WETLAND BOUNDARY

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	REMOVALS	SHEET 23	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 01

PLOT DATE : 10/25/2023 10:42 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

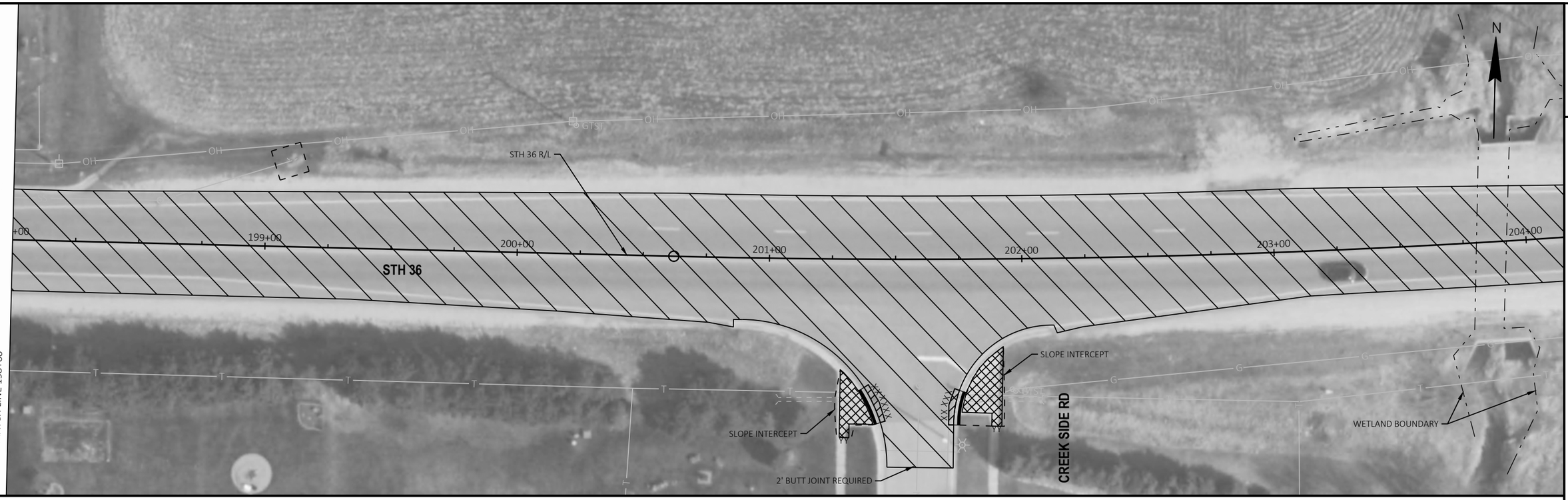


2

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	REMOVALS	SHEET 24	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 02
PLOT DATE : 10/25/2023 10:42 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2



LEGEND

- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE
- REMOVING CURB & GUTTER
- REMOVING GUARDRAIL
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK

NOTE:
REMOVAL PLANS SHOWN ONLY FOR SELECT LOCATIONS

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	REMOVALS	SHEET 25	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 03
PLOT DATE : 10/25/2023 10:42 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

NOTES

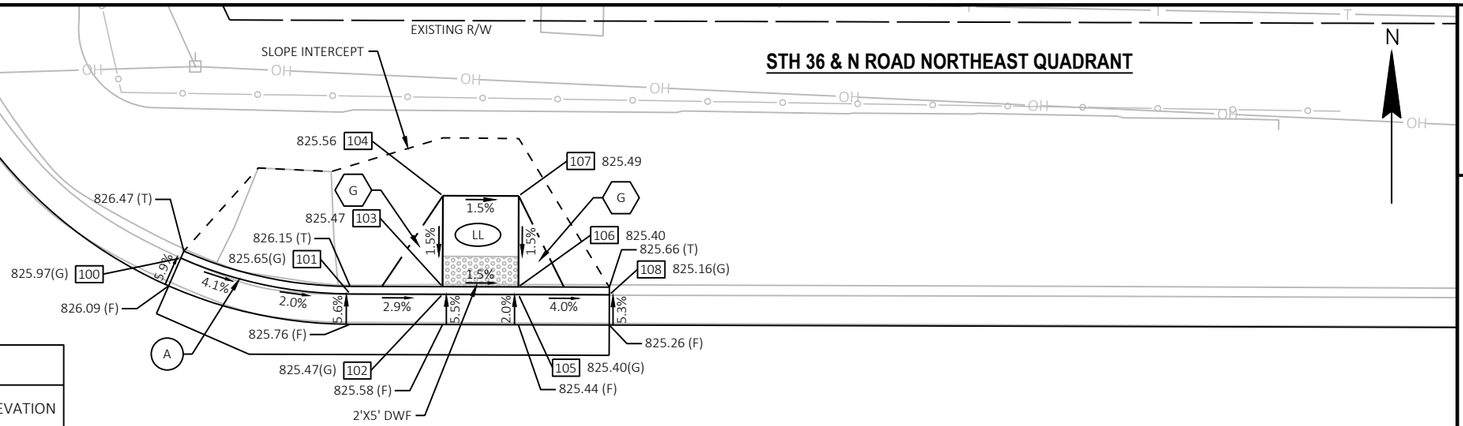
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 6.25% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. PAYMENT FOR EXCAVATION, PREPARING THE FOUNDATION, BACKFILL, AND BASE AGGREGATE DENSE REQUIRED TO CONSTRUCT CURB RAMPS AND CURB AND GUTTER AT CURB RAMPS SHALL BE INCIDENTAL TO CURB AND GUTTER AND CONCRETE SIDEWALK BID ITEMS IN ACCORDANCE WITH SECTION 601 AND SECTION 602 OF THE STANDARD SPECS.
9. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

POINT TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	ELEVATION
100	189+30.61	24.33' LT	359,043.86	812,317.99	825.97
101	189+41.79	22.00' LT	359,041.50	812,329.16	825.65
102	189+47.89	22.00' LT	359,041.48	812,335.27	825.47
103	189+47.89	22.50' LT	359,041.98	812,335.27	825.47
104	189+47.89	28.50' LT	359,047.98	812,335.28	825.56
105	189+52.89	22.00' LT	359,041.47	812,340.27	825.40
106	189+52.89	22.50' LT	359,041.97	812,340.27	825.40
107	189+52.89	28.50' LT	359,047.97	812,340.28	825.49
108	189+58.89	22.00' LT	359,041.45	812,346.27	825.16
109	189+21.46	52.50' RT	358,967.06	812,308.61	827.76
110	189+22.95	52.62' RT	358,966.94	812,310.11	828.20
111	189+29.18	53.11' RT	358,966.43	812,316.34	828.30
112	189+21.97	45.96' RT	358,973.60	812,309.15	827.46
113	189+23.47	46.08' RT	358,973.48	812,310.64	827.67
114	189+29.45	46.55' RT	358,972.99	812,316.62	827.76
115	189+23.86	38.07' RT	358,981.48	812,311.06	827.04
116	189+25.25	38.64' RT	358,980.90	812,312.45	827.19
117	189+30.79	40.93' RT	358,978.60	812,317.99	827.28

POINT TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	ELEVATION
118	189+28.00	31.26' RT	358,988.28	812,315.22	826.62
119	189+29.15	32.23' RT	358,987.31	812,316.36	827.11
120	189+33.74	36.09' RT	358,983.44	812,320.94	827.20
121	189+34.00	26.02' RT	358,993.50	812,321.24	826.26
122	189+34.80	27.29' RT	358,992.23	812,322.03	826.58
123	189+38.01	32.36' RT	358,987.15	812,325.23	826.67
124	189+40.66	23.03' RT	358,996.48	812,327.91	825.95
125	189+41.08	24.47' RT	358,995.04	812,328.32	826.10
126	189+42.75	30.23' RT	358,989.27	812,329.97	826.19
127	189+47.89	22.00' RT	358,997.48	812,335.14	825.61
128	189+47.88	23.50' RT	358,995.98	812,335.12	825.62
129	189+47.89	29.50' RT	358,989.98	812,335.12	825.71
130	189+52.89	22.00' RT	358,997.47	812,340.14	825.52
131	189+52.89	22.50' RT	358,996.97	812,340.14	825.52
132	189+52.89	29.50' RT	358,989.97	812,340.12	825.63
133	189+58.89	22.00' RT	358,997.45	812,346.14	825.25
134	189+36.62	33.33' RT	358,986.18	812,323.83	826.83

LEGEND

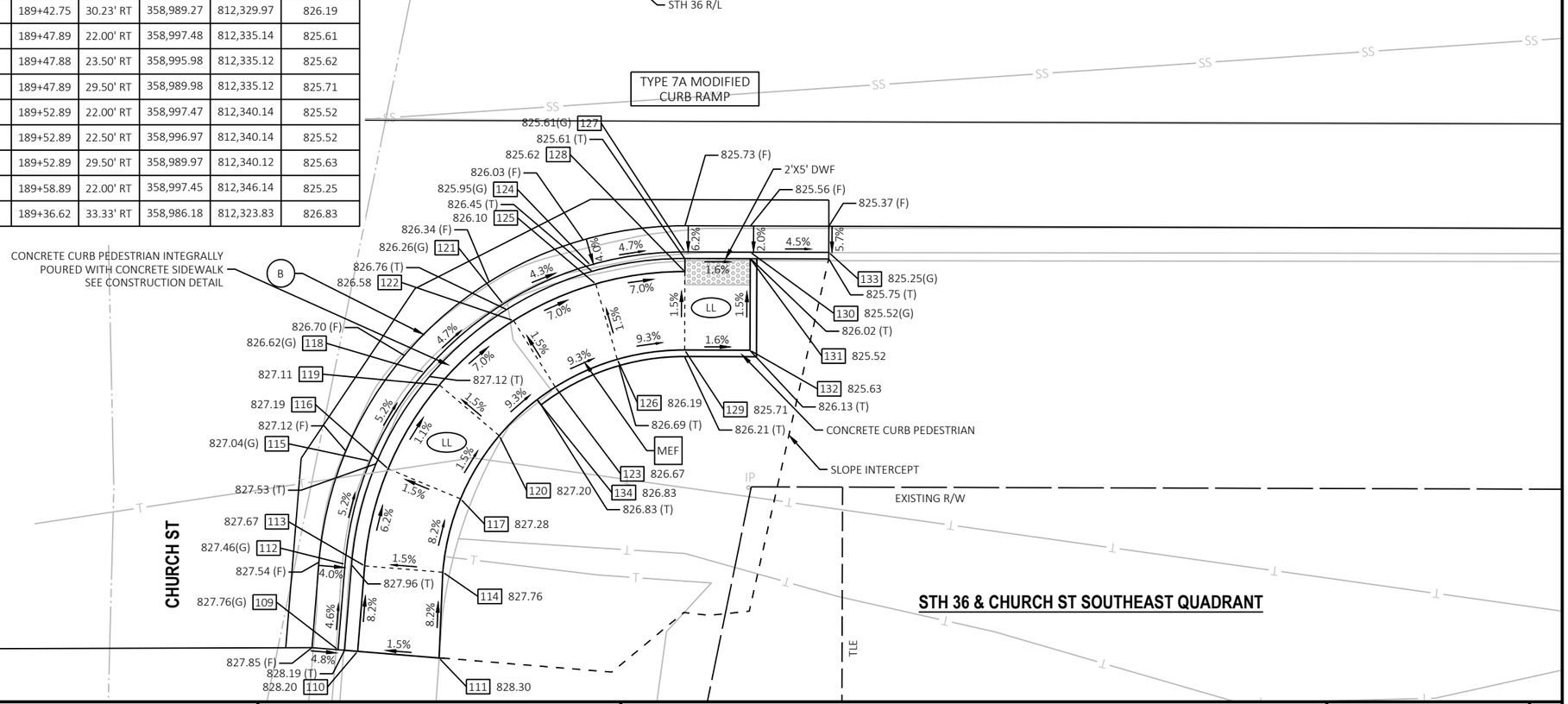
XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE
	SLOPE INTERCEPTS
G	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER



TYPE 7A MODIFIED CURB RAMP

STH 36

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
A	189+41.79	50.00' LT	359,069.50	812,329.25	30'
B	189+47.89	48.00' RT	358,971.48	812,335.06	28'



PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CURB RAMP DETAILS	SHEET 26	E

2

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 6.25% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. PAYMENT FOR EXCAVATION, PREPARING THE FOUNDATION, BACKFILL, AND BASE AGGREGATE DENSE REQUIRED TO CONSTRUCT CURB RAMPS AND CURB AND GUTTER AT CURB RAMPS SHALL BE INCIDENTAL TO CURB AND GUTTER AND CONCRETE SIDEWALK BID ITEMS IN ACCORDANCE WITH SECTION 601 AND SECTION 602 OF THE STANDARD SPECS.
9. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
C	192+13.96	52.00' LT	359,070.71	812,601.42	32'
D	193+05.89	50.00' LT	359,068.45	812,693.34	30'

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
NORTHWEST	29.5'	8.70'	15.0 SF	7.17'
NORTHEAST	27.5'	8.29'	14.6 SF	6.97'

LEGEND

- XXX.XX — SIDEWALK ELEVATION
- XXX.XX(F) — CURB FLANGE ELEVATION
- XXX.XX(G) — GUTTER FLOWLINE ELEVATION
- XXX.XX(T) — TOP OF CURB ELEVATION
- (LL) — LEVEL LANDING
- 1 — POINT NUMBER
- MEF — MAXIMUM EXTENT FEASIBLE
- SLOPE INTERCEPTS
- (G) — GRADED FLARE
- DETECTABLE WARNING FIELD
- (A) — CURB RADIUS POINT NUMBER

N

STH 36 & N MILL STREET NORTHWEST QUADRANT

STH 36 & N MILL STREET NORTHEAST QUADRANT

MILL ST

TYPE 2 MODIFIED CURB RAMP

TYPE 2 MODIFIED CURB RAMP

TYPE 4B CURB RAMP

STH 36

STH 36 R/L

192+00

193+00

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CURB RAMP DETAILS	SHEET 27	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 04-Mill N

PLOT DATE : 10/25/2023 10:55 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

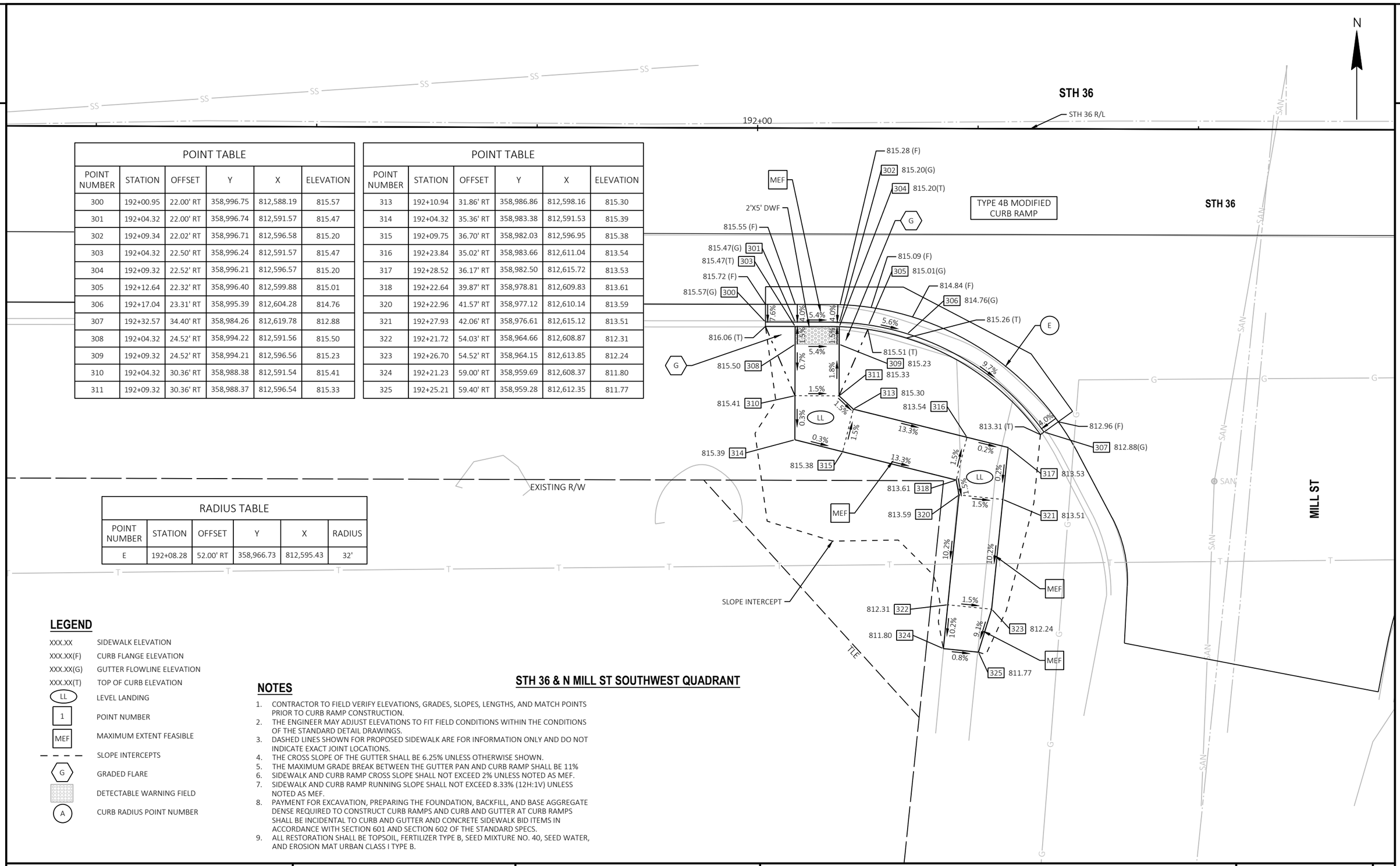
POINT TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	ELEVATION
200	192+00.32	22.00' LT	359,040.75	812,587.69	815.92
201	192+04.32	22.50' LT	359,041.24	812,591.70	815.71
202	192+04.32	24.50' LT	359,043.24	812,591.70	815.73
203	192+04.32	28.50' LT	359,047.24	812,591.71	815.77
204	192+04.32	33.50' LT	359,052.24	812,591.73	815.82
205	192+09.32	22.50' LT	359,041.23	812,596.70	815.46
206	192+09.32	24.50' LT	359,043.23	812,596.70	815.48
207	192+09.34	28.50' LT	359,047.23	812,596.73	815.70
208	192+09.34	33.50' LT	359,052.23	812,596.74	815.75
209	192+14.32	28.50' LT	359,047.21	812,601.71	815.25
210	192+14.32	33.50' LT	359,052.21	812,601.73	815.26
211	192+19.32	28.50' LT	359,047.20	812,606.71	814.80
212	192+19.32	33.50' LT	359,052.20	812,606.73	814.77
213	192+24.32	28.50' LT	359,047.18	812,611.71	814.35
214	192+24.32	33.50' LT	359,052.18	812,611.73	814.28
215	192+29.32	28.50' LT	359,047.17	812,616.71	814.28
216	192+29.32	33.50' LT	359,052.17	812,616.73	814.18
217	192+34.30	33.50' LT	359,052.15	812,621.71	813.75
218	192+31.79	28.50' LT	359,047.16	812,619.18	814.08
219	192+36.94	33.50' LT	359,052.15	812,624.34	813.53
220	192+39.48	36.24' LT	359,054.88	812,626.90	813.31
221	192+27.14	25.05' LT	359,043.73	812,614.52	814.44
222	192+13.10	22.00' LT	359,040.71	812,600.47	815.28

POINT TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	ELEVATION
223	192+32.09	28.10' LT	359,046.76	812,619.48	814.08
224	192+37.33	33.19' LT	359,051.83	812,624.73	813.53
225	192+04.32	22.00' LT	359,040.74	812,591.69	815.71
226	192+09.32	22.00' LT	359,040.73	812,596.69	815.46
227	192+77.55	51.72' LT	359,070.25	812,665.01	812.31
228	192+81.50	36.25' LT	359,054.77	812,668.91	812.02
229	192+83.49	33.20' LT	359,051.71	812,670.90	811.92
230	192+83.89	33.50' LT	359,052.01	812,671.30	811.92
231	192+88.43	28.11' LT	359,046.61	812,675.82	811.46
232	192+88.75	28.50' LT	359,047.00	812,676.14	811.46
233	192+93.17	25.05' LT	359,043.54	812,680.55	811.05
234	193+05.89	22.00' LT	359,040.45	812,693.26	810.33
235	192+86.45	33.50' LT	359,052.00	812,673.85	811.94
236	192+91.21	28.50' LT	359,046.99	812,678.60	811.48
237	192+91.21	33.50' LT	359,051.99	812,678.61	811.87
238	192+96.21	28.50' LT	359,046.97	812,683.60	811.41
239	192+96.21	33.50' LT	359,051.97	812,683.61	811.48
240	193+01.21	28.50' LT	359,046.96	812,688.60	811.33
241	193+01.21	33.50' LT	359,051.96	812,688.61	811.41
242	193+16.21	28.50' LT	359,046.92	812,703.60	810.62
243	193+16.21	33.50' LT	359,051.92	812,703.61	810.70
244	193+22.89	29.50' LT	359,047.90	812,710.28	810.27
245	193+22.89	33.50' LT	359,051.90	812,710.30	810.38

POINT TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	ELEVATION
300	192+00.95	22.00' RT	358,996.75	812,588.19	815.57
301	192+04.32	22.00' RT	358,996.74	812,591.57	815.47
302	192+09.34	22.02' RT	358,996.71	812,596.58	815.20
303	192+04.32	22.50' RT	358,996.24	812,591.57	815.47
304	192+09.32	22.52' RT	358,996.21	812,596.57	815.20
305	192+12.64	22.32' RT	358,996.40	812,599.88	815.01
306	192+17.04	23.31' RT	358,995.39	812,604.28	814.76
307	192+32.57	34.40' RT	358,984.26	812,619.78	812.88
308	192+04.32	24.52' RT	358,994.22	812,591.56	815.50
309	192+09.32	24.52' RT	358,994.21	812,596.56	815.23
310	192+04.32	30.36' RT	358,988.38	812,591.54	815.41
311	192+09.32	30.36' RT	358,988.37	812,596.54	815.33

POINT TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	ELEVATION
313	192+10.94	31.86' RT	358,986.86	812,598.16	815.30
314	192+04.32	35.36' RT	358,983.38	812,591.53	815.39
315	192+09.75	36.70' RT	358,982.03	812,596.95	815.38
316	192+23.84	35.02' RT	358,983.66	812,611.04	813.54
317	192+28.52	36.17' RT	358,982.50	812,615.72	813.53
318	192+22.64	39.87' RT	358,978.81	812,609.83	813.61
320	192+22.96	41.57' RT	358,977.12	812,610.14	813.59
321	192+27.93	42.06' RT	358,976.61	812,615.12	813.51
322	192+21.72	54.03' RT	358,964.66	812,608.87	812.31
323	192+26.70	54.52' RT	358,964.15	812,613.85	812.24
324	192+21.23	59.00' RT	358,959.69	812,608.37	811.80
325	192+25.21	59.40' RT	358,959.28	812,612.35	811.77

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
E	192+08.28	52.00' RT	358,966.73	812,595.43	32'



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE
	SLOPE INTERCEPTS
G	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 6.25% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. PAYMENT FOR EXCAVATION, PREPARING THE FOUNDATION, BACKFILL, AND BASE AGGREGATE DENSE REQUIRED TO CONSTRUCT CURB RAMPS AND CURB AND GUTTER AT CURB RAMPS SHALL BE INCIDENTAL TO CURB AND GUTTER AND CONCRETE SIDEWALK BID ITEMS IN ACCORDANCE WITH SECTION 601 AND SECTION 602 OF THE STANDARD SPECS.
9. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

STH 36 & N MILL ST SOUTHWEST QUADRANT

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CURB RAMP DETAILS	SHEET 29	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 05-Mill S
PLOT DATE : 10/25/2023 10:55 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

POINT TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	ELEVATION
400	201+28.35	55.38' RT	358,961.26	813,516.45	796.18
401	201+33.28	55.41' RT	358,961.31	813,521.45	796.11
402	201+37.02	55.44' RT	358,961.35	813,525.25	795.95
403	201+28.28	60.35' RT	358,956.30	813,516.46	796.15
404	201+33.20	60.41' RT	358,956.31	813,521.46	796.07
405	201+36.98	60.44' RT	358,956.35	813,525.29	795.92
406	201+39.44	60.46' RT	358,956.37	813,527.79	795.88
407	201+28.21	65.64' RT	358,951.01	813,516.46	796.23
408	201+33.13	65.71' RT	358,951.01	813,521.46	796.15
409	201+28.15	70.64' RT	358,946.01	813,516.47	796.31
410	201+31.92	70.69' RT	358,946.01	813,520.31	796.23

POINT TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	ELEVATION
411	201+36.07	51.88' RT	358,964.88	813,524.23	796.00
412	201+37.88	54.95' RT	358,961.85	813,526.11	795.95
413	201+40.35	60.06' RT	358,956.78	813,528.71	795.88
414	201+42.25	65.28' RT	358,951.59	813,530.73	795.81
415	201+41.45	62.90' RT	358,953.96	813,529.88	795.84
416	201+76.92	52.62' RT	358,965.05	813,565.64	796.12
417	201+75.96	55.69' RT	358,961.96	813,564.75	796.05
418	201+74.98	60.81' RT	358,956.81	813,563.90	795.95
419	201+74.74	63.89' RT	358,953.73	813,563.73	795.89
420	201+74.70	65.65' RT	358,951.97	813,563.74	795.85
421	201+76.91	55.95' RT	358,961.72	813,565.73	796.05

POINT TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	ELEVATION
422	201+75.96	60.93' RT	358,956.71	813,564.89	795.95
423	201+76.83	60.95' RT	358,956.72	813,565.77	795.96
424	201+78.79	60.99' RT	358,956.74	813,567.77	796.06
425	201+78.89	55.99' RT	358,961.74	813,567.73	796.15
426	201+86.78	56.14' RT	358,961.82	813,575.73	796.54
427	201+86.68	61.14' RT	358,956.81	813,575.79	796.46
428	201+91.70	56.25' RT	358,961.86	813,580.73	796.61
429	201+91.60	61.24' RT	358,956.87	813,580.79	796.54
430	201+87.57	66.16' RT	358,951.83	813,576.84	796.44
431	201+91.50	66.24' RT	358,951.87	813,580.84	796.51
432	201+74.72	64.64' RT	358,952.97	813,563.73	795.87

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
F	200+89.95	82.43' RT	358,933.85	813,477.62	58'
G	202+11.09	65.46' RT	358,953.32	813,600.73	37'

201+00
202+00
STH 36
STH 36 R/L
N

TYPE 2 MODIFIED CURB RAMP
TYPE 2 MODIFIED CURB RAMP
TYPE 2 MODIFIED CURB RAMP

EXISTING R/W
SLOPE INTERCEPT
CREEK SIDE RD
TLE

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE
	SLOPE INTERCEPTS
G	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER

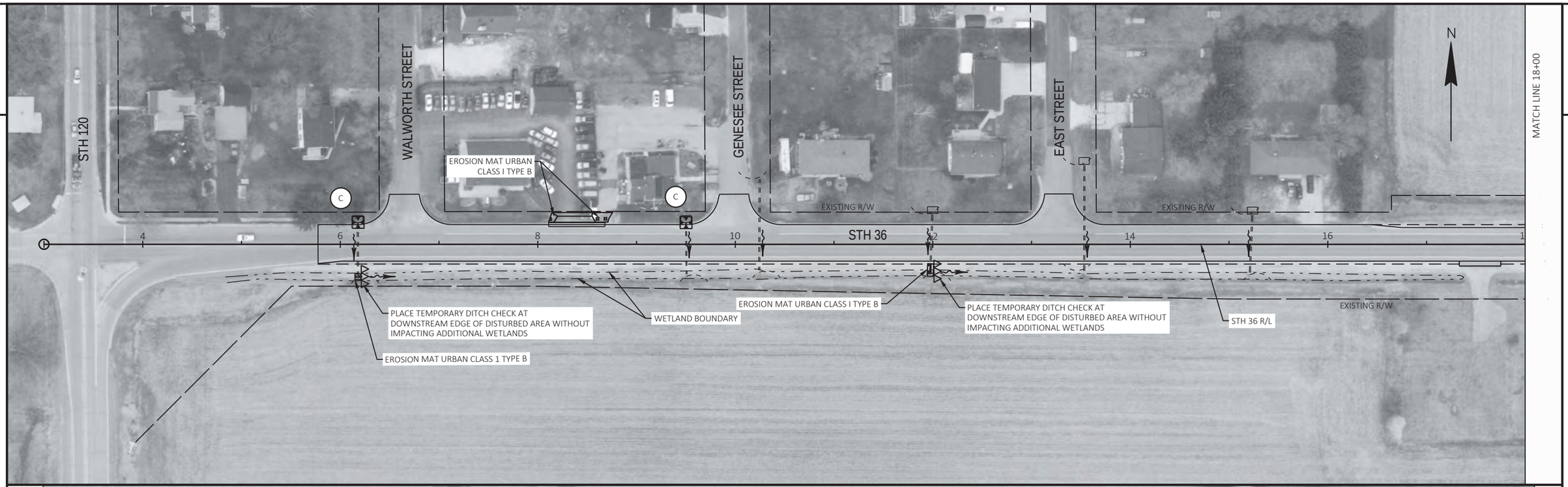
STH 36 & CREEK SIDE RD SOUTHWEST QUADRANT

STH 36 & CREEK SIDE RD SOUTHEAST QUADRANT

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 6.25% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS NOTED AS MEF.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
8. PAYMENT FOR EXCAVATION, PREPARING THE FOUNDATION, BACKFILL, AND BASE AGGREGATE DENSE REQUIRED TO CONSTRUCT CURB RAMPS AND CURB AND GUTTER AT CURB RAMPS SHALL BE INCIDENTAL TO CURB AND GUTTER AND CONCRETE SIDEWALK BID ITEMS IN ACCORDANCE WITH SECTION 601 AND SECTION 602 OF THE STANDARD SPECS.
9. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CURB RAMP DETAILS	SHEET 30	E

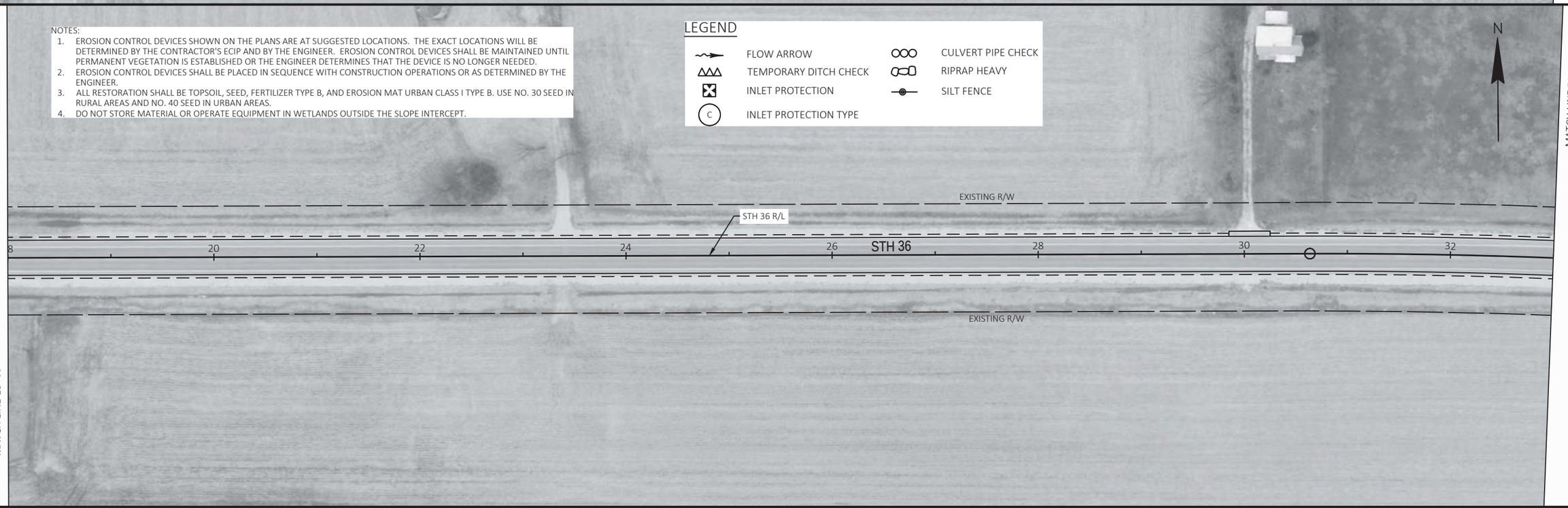


NOTES:

1. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE TOPSOIL, SEED, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B. USE NO. 30 SEED IN RURAL AREAS AND NO. 40 SEED IN URBAN AREAS.
4. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

- FLOW ARROW
- TEMPORARY DITCH CHECK
- INLET PROTECTION
- C — INLET PROTECTION TYPE
- CULVERT PIPE CHECK
- RIPRAP HEAVY
- SILT FENCE



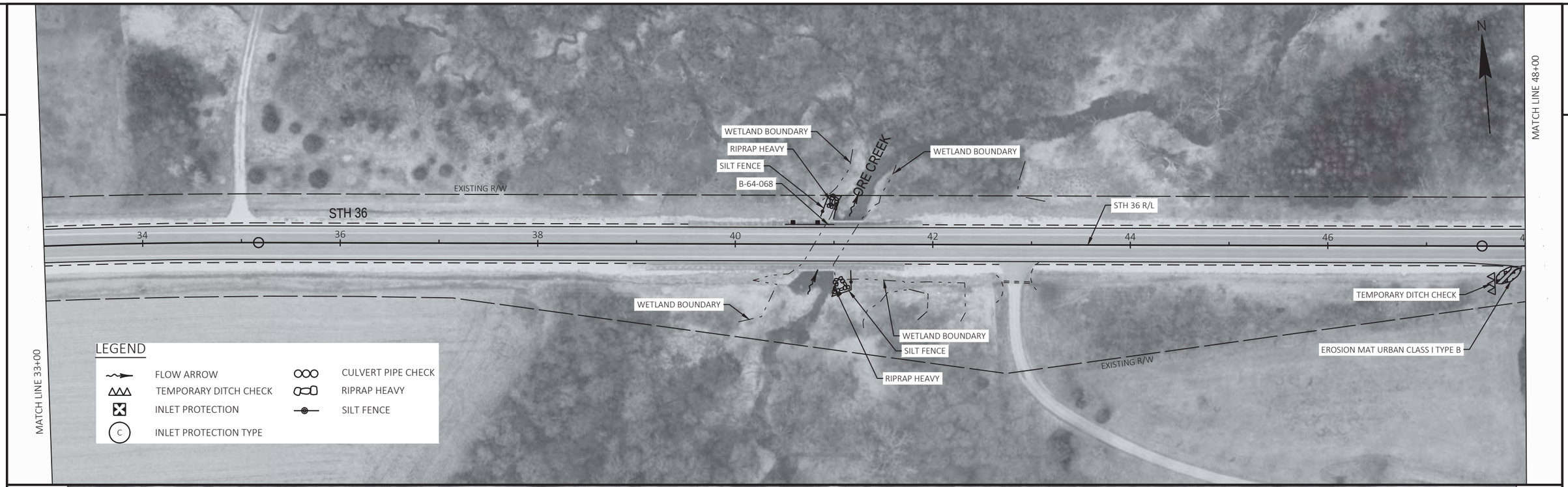
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	EROSION CONTROL	SHEET 31	E

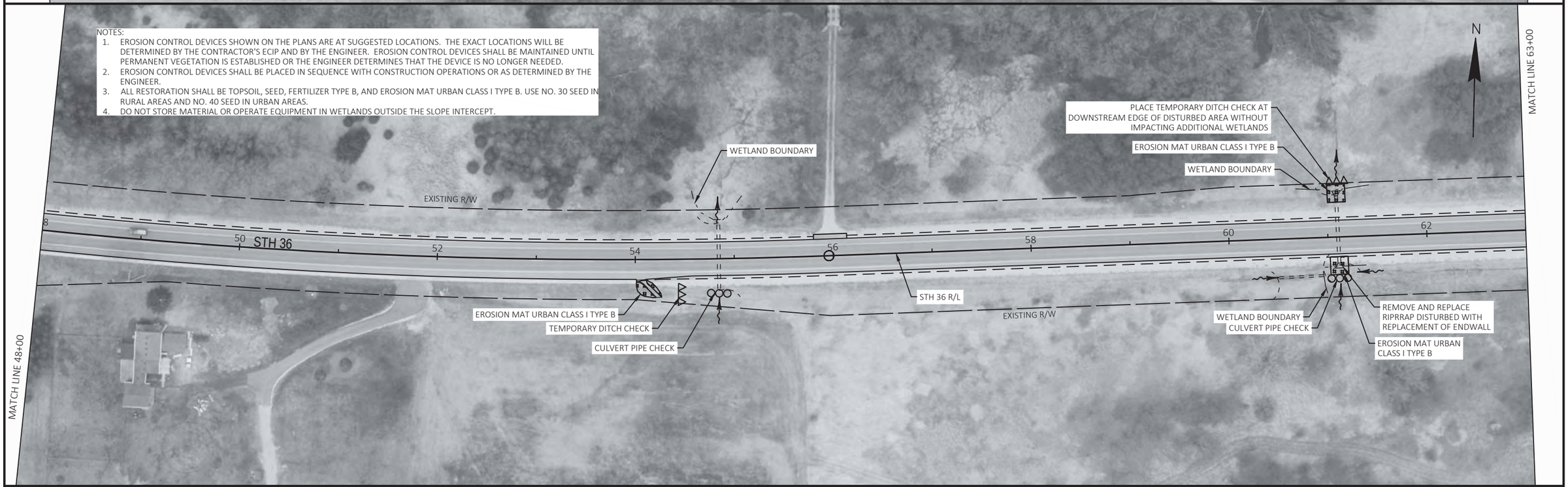
FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 10/25/2023 10:59 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



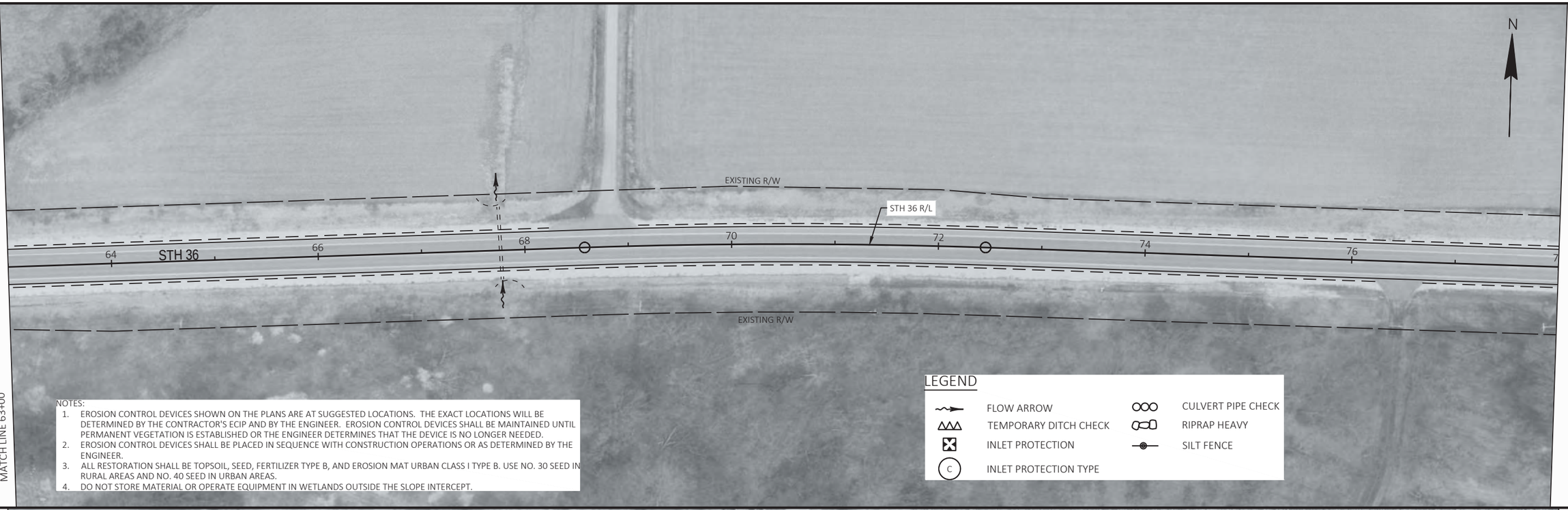


PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	EROSION CONTROL	SHEET 32	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 10/25/2023 10:59 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



NOTES:

1. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE TOPSOIL, SEED, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B. USE NO. 30 SEED IN RURAL AREAS AND NO. 40 SEED IN URBAN AREAS.
4. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

- FLOW ARROW
- TEMPORARY DITCH CHECK
- INLET PROTECTION
- (C) INLET PROTECTION TYPE
- CULVERT PIPE CHECK
- RIPRAP HEAVY
- SILT FENCE

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	EROSION CONTROL	SHEET 33	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03
PLOT DATE : 10/25/2023 10:59 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE 93+00

STH 36

94

96

98

100

102

104

106

EXISTING R/W

STH 36 R/L

CULVERT PIPE CHECK

EROSION MAT URBAN CLASS I TYPE B

TEMPORARY DITCH CHECK

EROSION MAT URBAN CLASS I TYPE B

SHORT ROAD

MATCH LINE 108+00

2

NOTES:

1. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE TOPSOIL, SEED, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B. USE NO. 30 SEED IN RURAL AREAS AND NO. 40 SEED IN URBAN AREAS.
4. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

FLOW ARROW	CULVERT PIPE CHECK
TEMPORARY DITCH CHECK	RIPRAP HEAVY
INLET PROTECTION	SILT FENCE
INLET PROTECTION TYPE (C)	

MATCH LINE 123+00

MATCH LINE 108+00

STH 36

108

110

112

114

116

118

120

122

EXISTING R/W

STH 36 R/L

WALBRANDT ROAD

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	EROSION CONTROL	SHEET 34	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 10/25/2023 10:59 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE 123+00

EXISTING R/W

STH 36

124 126 128 130 132 134 136

STH 36 R/L

EXISTING R/W

RIPRAP HEAVY
SEE STRUCTURE PLANS
FOR ADDITIONAL DETAILS

N

WETLAND BOUNDARY

+16
44' LT

EROSION MAT URBAN
CLASS I TYPE B

B-64-210

WETLAND BOUNDARY

HEAVY DUTY
SILT FENCE

+01
49' LT

EROSION MAT URBAN
CLASS I TYPE B

+32
45' LT

+25
41' LT

HEAVY DUTY SILT FENCE

+37
36' LT

+85
34' LT

+02
33' LT

+29
34' RT

+64
34' RT

+03
35' RT

EROSION MAT URBAN
CLASS I TYPE B

+00
37' RT

+75
41' RT

SILT FENCE

TLE

+77
36' RT

COFFER DAM

HEAVY DUTY SILT FENCE

ORE CREEK

+13
47' RT

HEAVY DUTY
SILT FENCE

EROSION MAT URBAN CLASS I TYPE B

WETLAND
BOUNDARY

RIPRAP HEAVY
SEE STRUCTURE PLANS
FOR ADDITIONAL DETAILS

EROSION MAT URBAN
CLASS I TYPE B

WETLAND BOUNDARY

+89
46' RT

MATCH LINE 138+00

2

NOTES:

1. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE TOPSOIL, SEED, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B. USE NO. 30 SEED IN RURAL AREAS AND NO. 40 SEED IN URBAN AREAS.
4. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

NOTE:
TERMINATE SILT FENCE AT END OF COFFER DAM

PROVIDE SILT FENCE DRAINAGE OUTLET AT LOW POINT IN EACH RUN OF SILT FENCE

LEGEND

- FLOW ARROW
- TEMPORARY DITCH CHECK
- INLET PROTECTION
- (C) INLET PROTECTION TYPE
- CULVERT PIPE CHECK
- RIPRAP HEAVY
- SILT FENCE

N

EXISTING R/W

B-64-146

STH 36 R/L

B

B

STH 36

138 140 142 144 146 148 150 152

EROSION MAT URBAN CLASS I TYPE B

CULVERT PIPE CHECK

EXISTING R/W

WHITERIVER STATE TRAIL

MATCH LINE 153+00

MATCH LINE 138+00

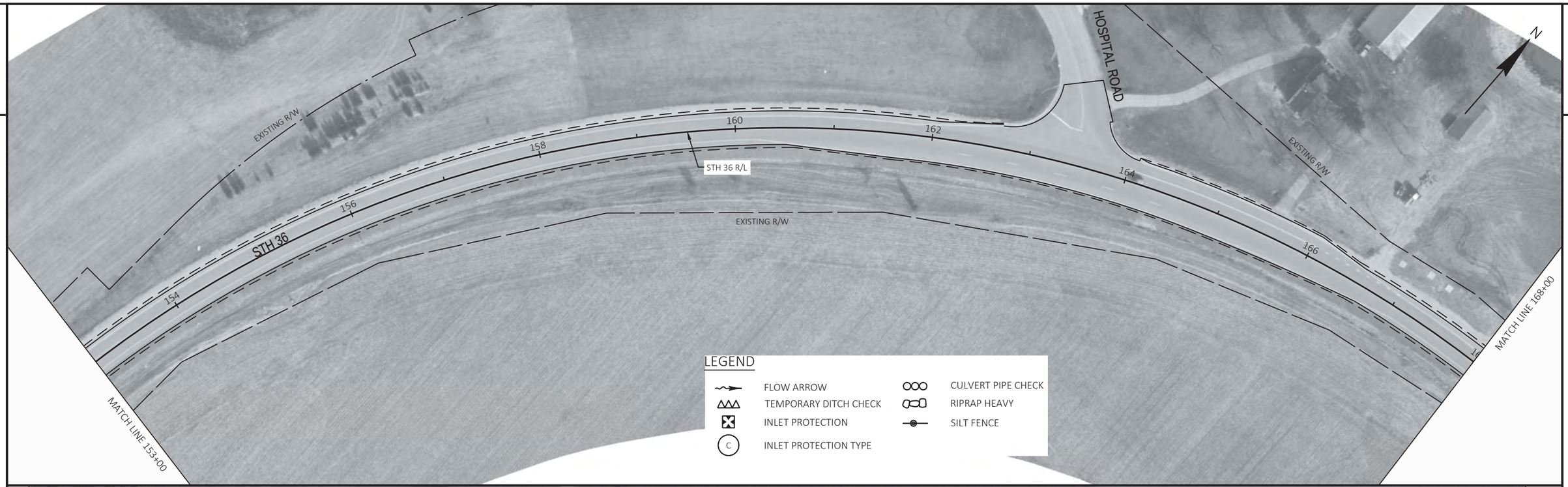
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	EROSION CONTROL	SHEET 35	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 05

PLOT DATE : 10/25/2023 10:59 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

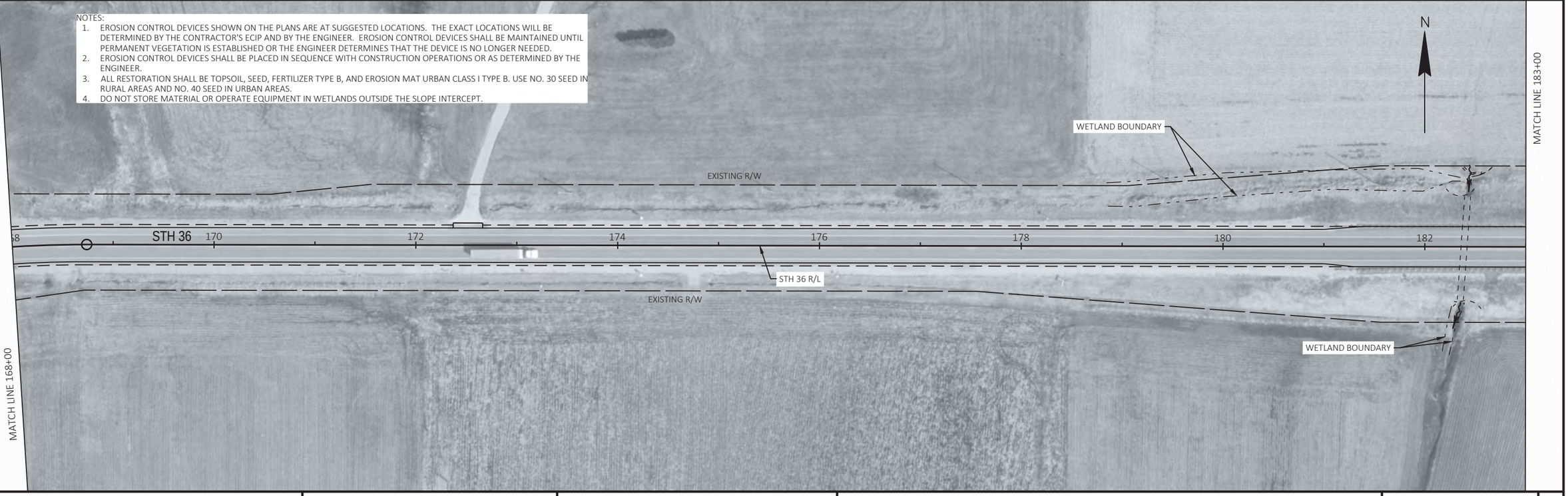
WISDOT/CADDS SHEET 44

2



NOTES:

1. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE TOPSOIL, SEED, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B. USE NO. 30 SEED IN RURAL AREAS AND NO. 40 SEED IN URBAN AREAS.
4. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	EROSION CONTROL	SHEET 36	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 10/25/2023 10:59 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCH LINE 183+00

EXISTING R/W

N ROAD

STH 36

184 186 188 190 192 194 196

STH 36 R/L

TLE

SILT FENCE

EROSION MAT URBAN CLASS I TYPE B

C

SS

CHURCH STREET

MILL STREET

EXISTING R/W

TLE

EROSION MAT URBAN CLASS I TYPE B

SILT FENCE

TLE

EROSION MAT URBAN CLASS I TYPE B

SILT FENCE

EXISTING R/W

EROSION MAT URBAN CLASS I TYPE B

SILT FENCE

C

EXISTING R/W

EROSION MAT URBAN CLASS I TYPE B

EXISTING R/W

N

MATCH LINE 198+00

2

NOTES:

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2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE TOPSOIL, SEED, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B. USE NO. 30 SEED IN RURAL AREAS AND NO. 40 SEED IN URBAN AREAS.
4. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

FLOW ARROW	CULVERT PIPE CHECK
TEMPORARY DITCH CHECK	RIPRAP HEAVY
INLET PROTECTION	SILT FENCE
(C) INLET PROTECTION TYPE	

N

MATCH LINE 213+00

EROSION MAT URBAN CLASS I TYPE B

STH 36

198 200 202 204 206 208 210 212

EXISTING R/W

STH 36 R/L

EXISTING R/W

MATCH LINE 198+00

EROSION MAT URBAN CLASS I TYPE B

SILT FENCE

TLE

CREEK SIDE DRIVE

TLE

EROSION MAT URBAN CLASS I TYPE B

SILT FENCE

WETLAND BOUNDARY

PLACE INLET ON FIRST INLET DOWNSTREAM OF WORK ON CREEK SIDE DR

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	EROSION CONTROL	SHEET 37	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 07

PLOT DATE : 10/25/2023 10:59 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

NOTES:

1. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
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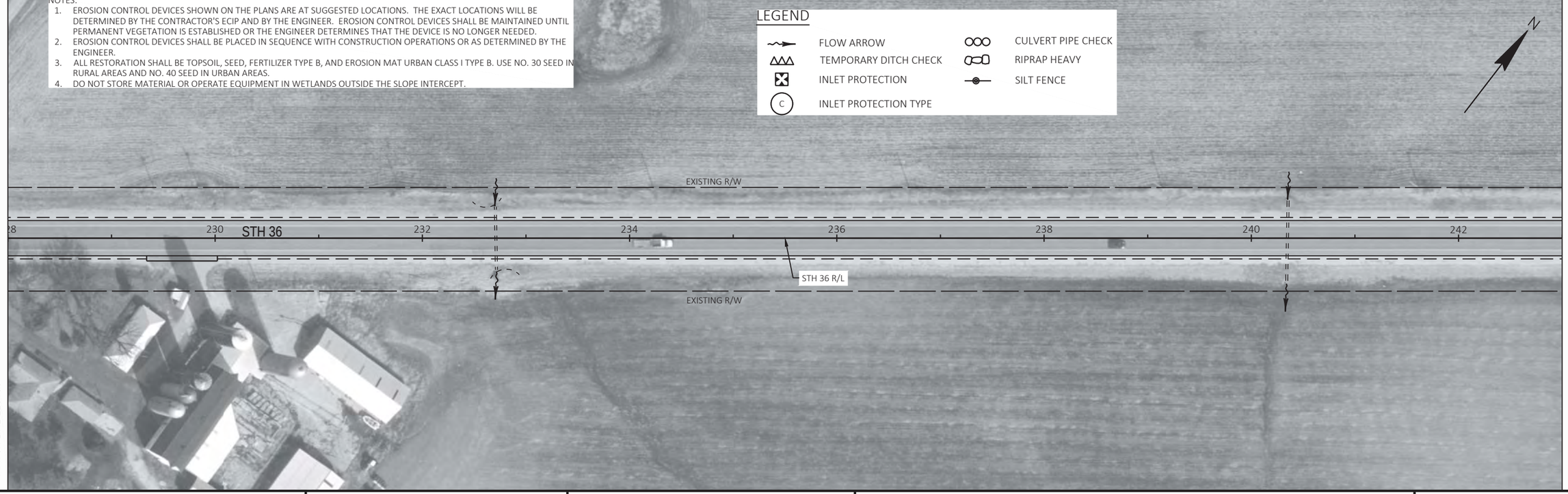
3. ALL RESTORATION SHALL BE TOPSOIL, SEED, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B. USE NO. 30 SEED IN RURAL AREAS AND NO. 40 SEED IN URBAN AREAS.
4. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

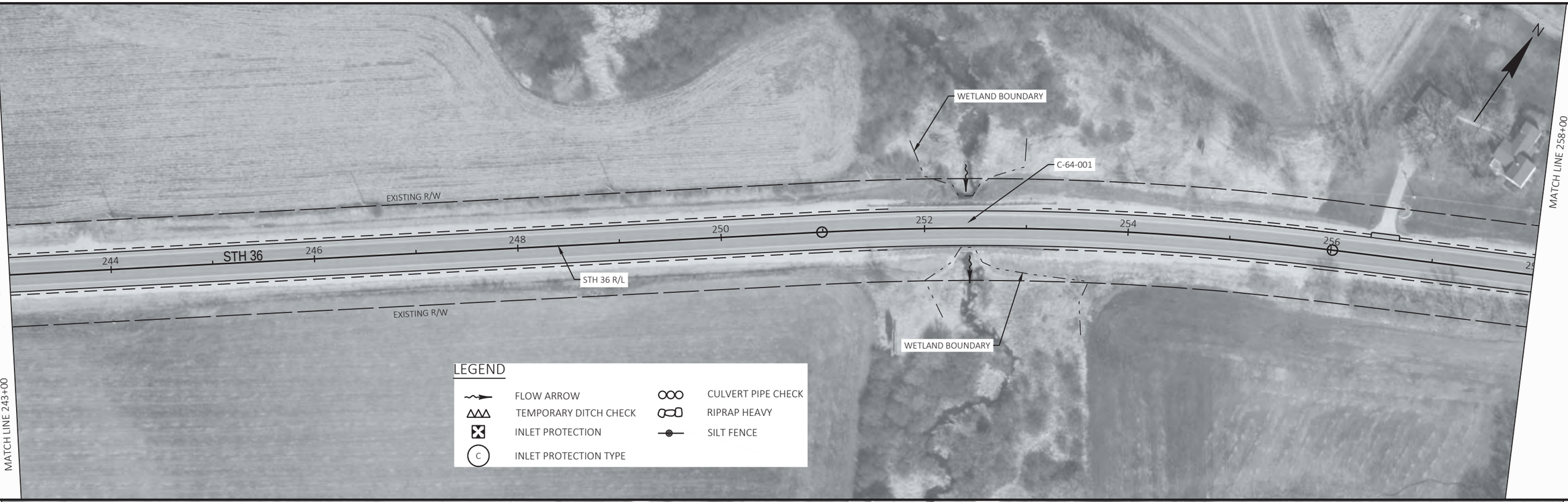
LEGEND

	FLOW ARROW		CULVERT PIPE CHECK
	TEMPORARY DITCH CHECK		RIPRAP HEAVY
	INLET PROTECTION		SILT FENCE
C	INLET PROTECTION TYPE		



PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	EROSION CONTROL	SHEET 38	E

2



2

LEGEND

FLOW ARROW	CULVERT PIPE CHECK
TEMPORARY DITCH CHECK	RIPRAP HEAVY
INLET PROTECTION	SILT FENCE
C INLET PROTECTION TYPE	

NOTES:

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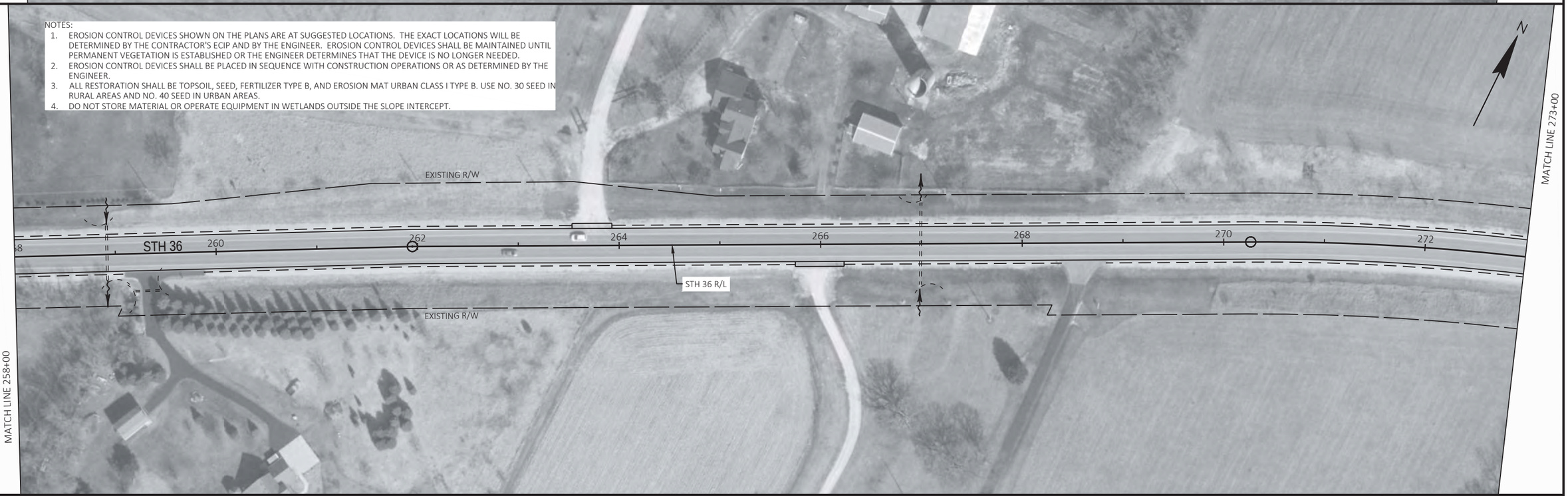
3. ALL RESTORATION SHALL BE TOPSOIL, SEED, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B. USE NO. 30 SEED IN RURAL AREAS AND NO. 40 SEED IN URBAN AREAS.
4. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	EROSION CONTROL	SHEET 39	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 09

PLOT DATE : 10/25/2023 10:59 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

EXISTING R/W

STH 36

274 276 278 280 282 284 286

STH 36 R/L

EXISTING R/W

EXISTING R/W

OVERHILL COURT

MANGOLD ROAD

MATCH LINE 273+00

MATCH LINE 288+00

N

LEGEND

FLOW ARROW	CULVERT PIPE CHECK
TEMPORARY DITCH CHECK	RIPRAP HEAVY
INLET PROTECTION	SILT FENCE
C INLET PROTECTION TYPE	

NOTES:

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4. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

WETLAND BOUNDARY

N

WETLAND BOUNDARY

MATCH LINE 303+00

294 296 298 300 302

STH 36

290 292

STH 36 R/L

WETLAND BOUNDARY

MOTOR DRIVE

WETLAND BOUNDARY

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	EROSION CONTROL	SHEET 40	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 10

PLOT DATE : 10/25/2023 11:00 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

MATCH LINE 303+00

MATCH LINE 318+00

WETLAND BOUNDARY

EXISTING R/W

STH 36

304

306

STH 36 R/L

B-64-162

308

310

312

314

316

B

B

STH 11

WETLAND BOUNDARY

WETLAND BOUNDARY

EXISTING R/W

NOTES:

1. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
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3. ALL RESTORATION SHALL BE TOPSOIL, SEED, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B. USE NO. 30 SEED IN RURAL AREAS AND NO. 40 SEED IN URBAN AREAS.
4. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

- FLOW ARROW
- TEMPORARY DITCH CHECK
- INLET PROTECTION
- (C) INLET PROTECTION TYPE
- CULVERT PIPE CHECK
- RIPRAP HEAVY
- SILT FENCE

N

WETLAND BOUNDARY

EXISTING R/W

318

320

322

324

326

328

330

332

STH 36

STH 36 R/L

WETLAND BOUNDARY

MATCH LINE 318+00

RAMP TO STH 11

EXISTING R/W

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	EROSION CONTROL	SHEET 41	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 11

PLOT DATE : 10/25/2023 11:00 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

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
- 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 CORING OF CONCRETE FOR SIGN POSTS IS INCIDENTAL TO THE POST.

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 42	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 01
PLOT DATE : 10/18/2023 3:38 PM
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

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

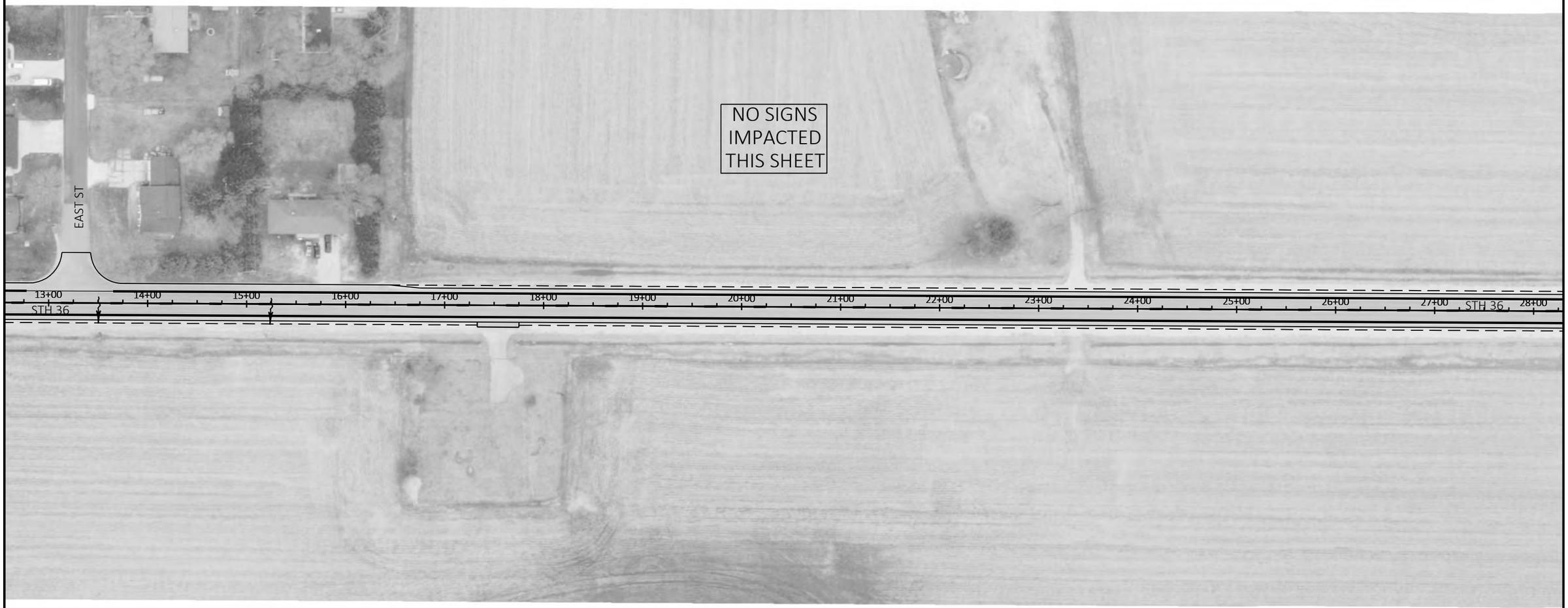
(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

2



SHEET 2 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 43	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/18/2023 3:38 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 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
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

2

NO SIGNS IMPACTED THIS SHEET

SHEET 3 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 44	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/18/2023 3:38 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 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
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

NO SIGNS IMPACTED THIS SHEET

2

SHEET 4 OF 23

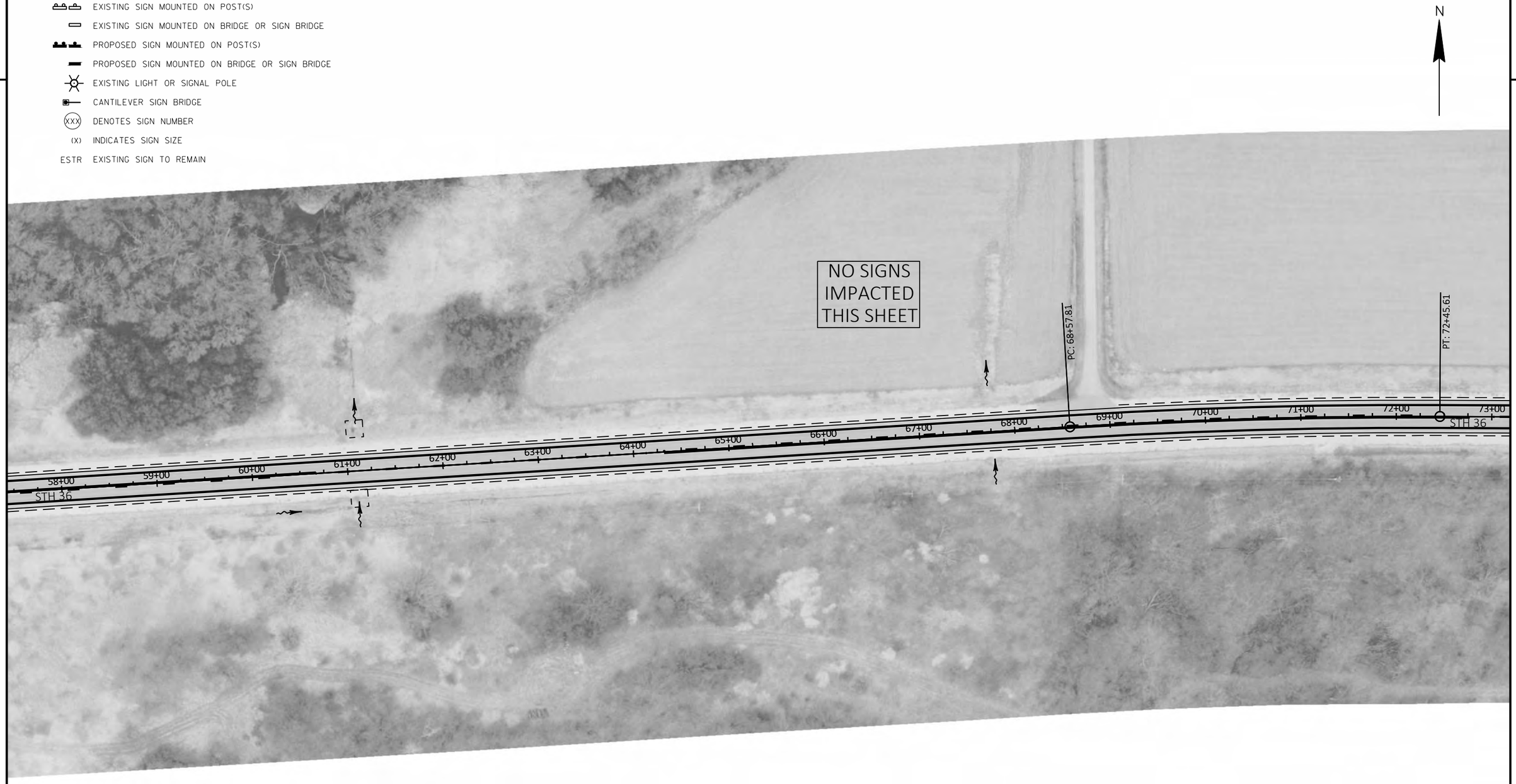
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 45	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 04
PLOT DATE : 10/18/2023 3:38 PM
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
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



2

SHEET 5 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 46	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 05

PLOT DATE : 10/18/2023 3:38 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

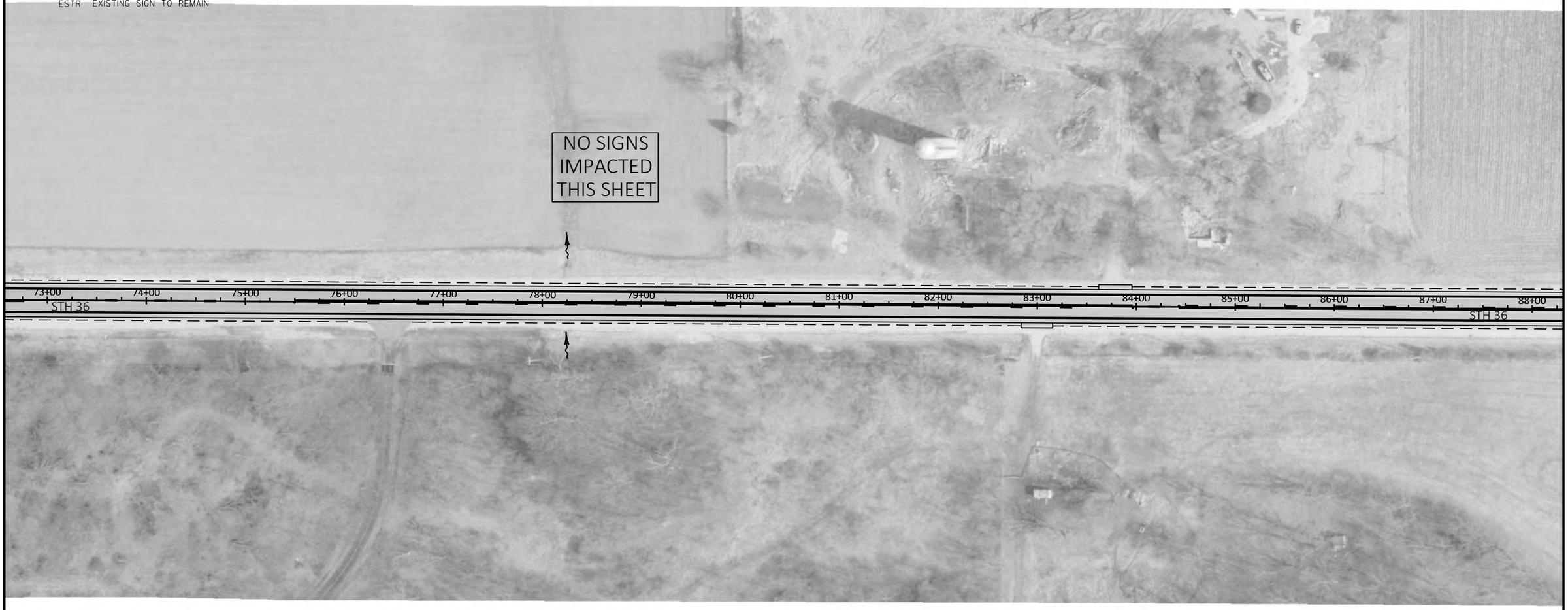
2

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
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

NO SIGNS IMPACTED THIS SHEET



2

SHEET 6 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 47	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 06
PLOT DATE : 10/18/2023 3:38 PM
PLOT BY : WAGNER, SCOTT H
PLOT NAME :
PLOT SCALE : 1 IN:100 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

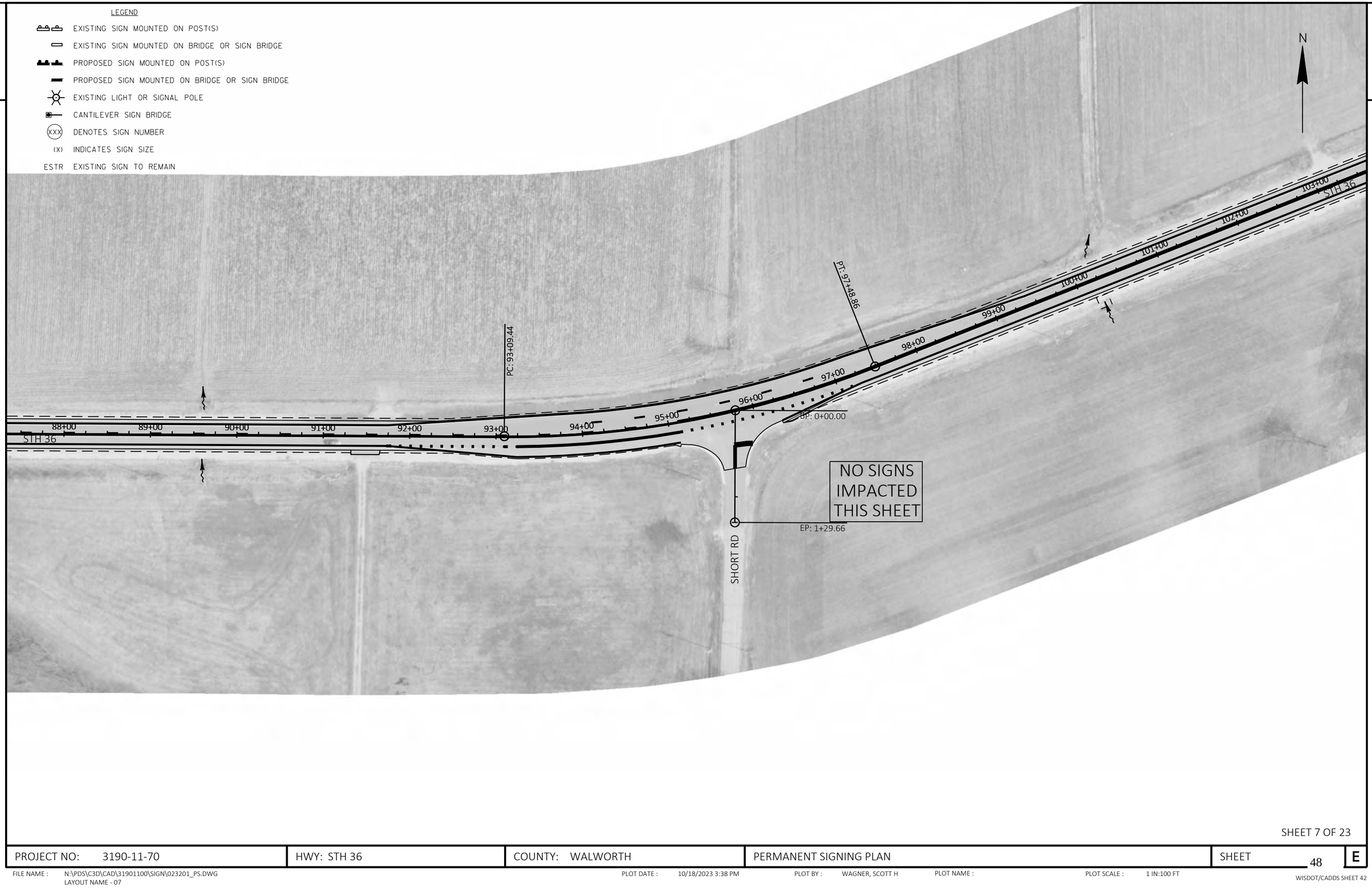
EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 7 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 48	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/18/2023 3:38 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 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

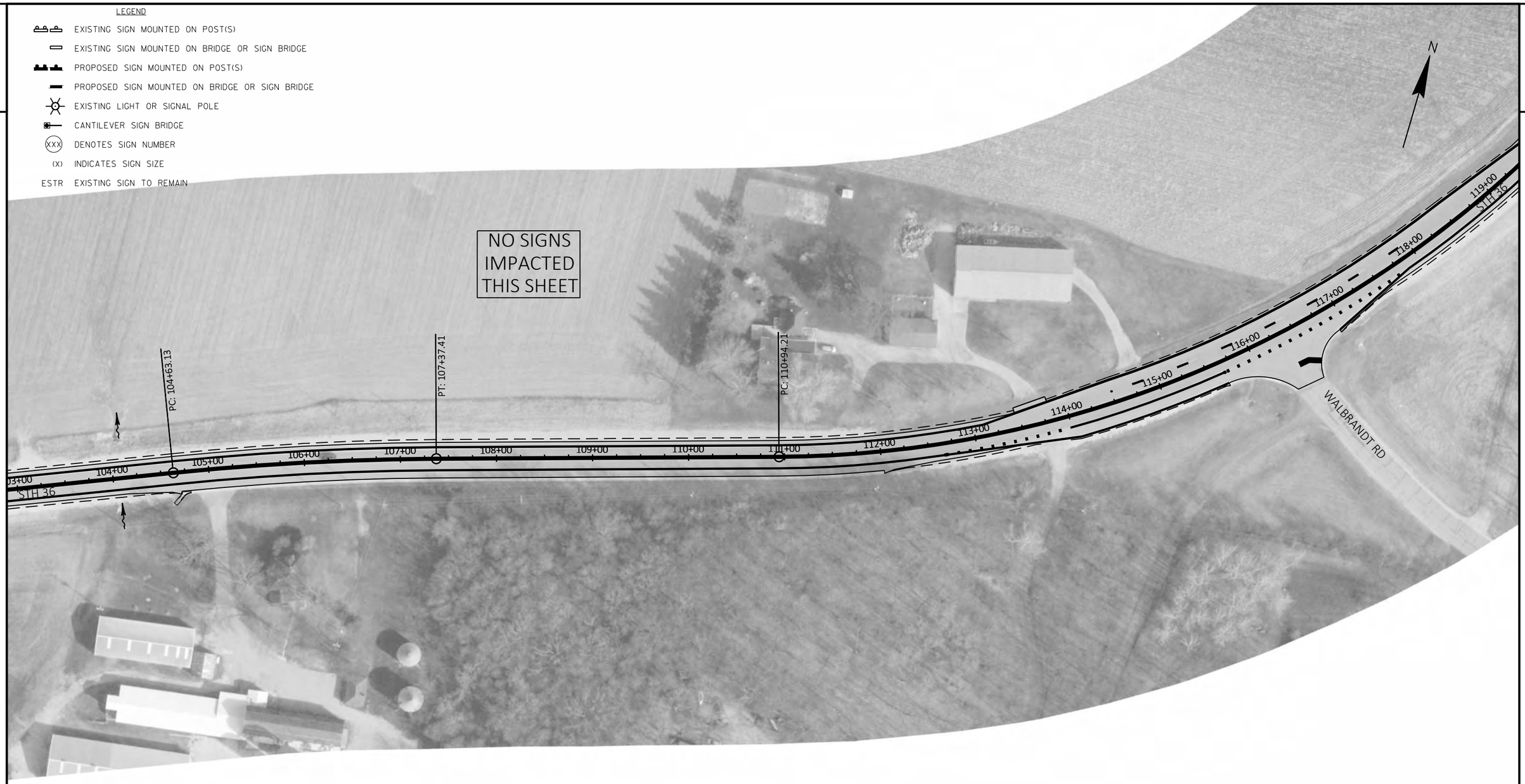
EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



2

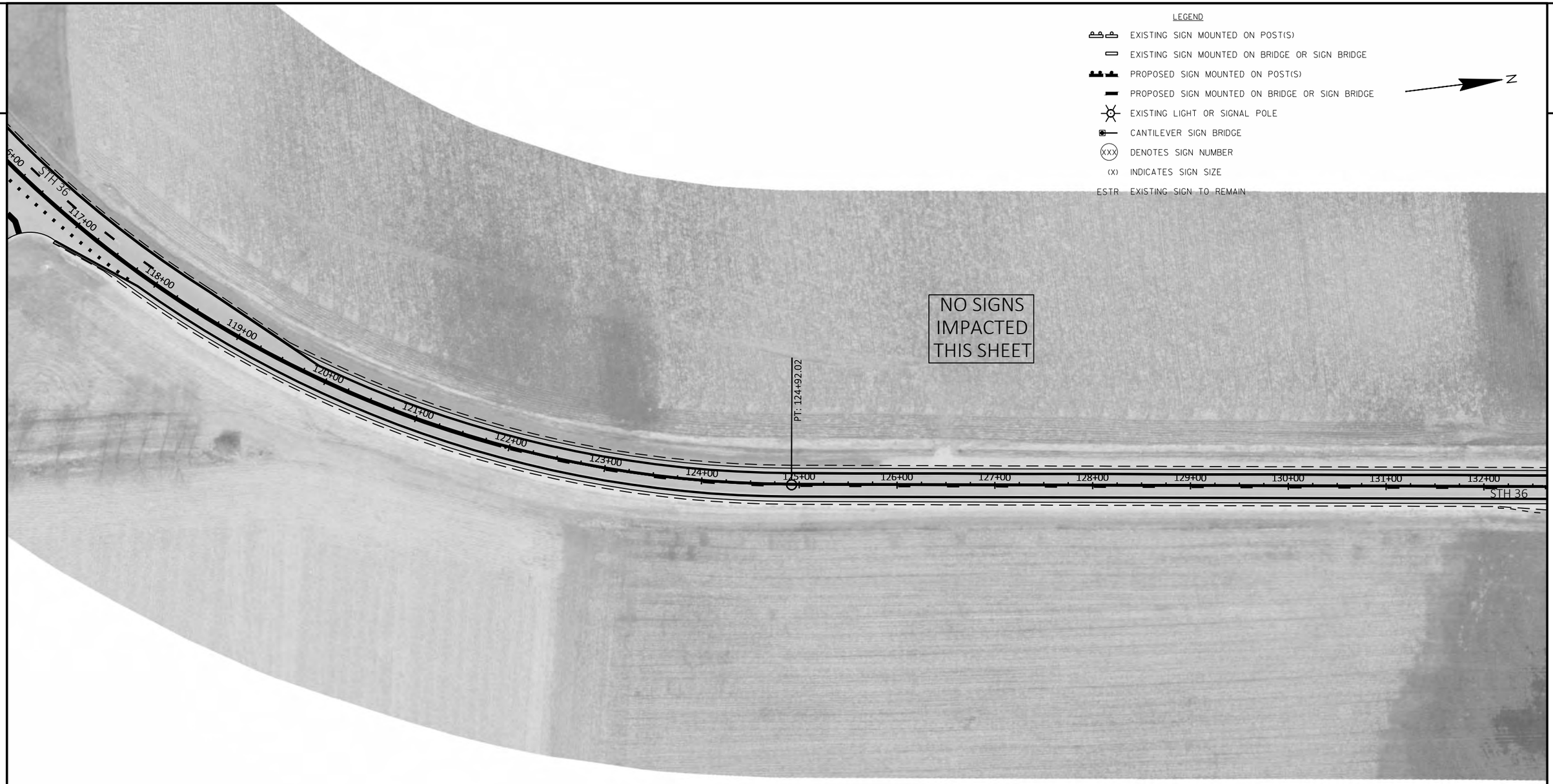
SHEET 8 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 49	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/18/2023 3:38 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



2

SHEET 9 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 50	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
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

2

W5-52R
MOVE
4' HEIGHT

PI: 145+57.72

132+00 133+00 134+00 135+00 136+00 137+00 138+00 139+00 140+00 141+00 142+00 143+00 144+00 145+00 146+00 147+00

STH 36

STH 36

1

W5-52R
MOVE
4' HEIGHT

SHEET 10 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 51	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 10

PLOT DATE : 10/18/2023 3:39 PM 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

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

NO SIGNS IMPACTED THIS SHEET

PC: 151+49.57

147+00 148+00 149+00 150+00 151+00 152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00

STH 36

STH 36

SHEET 11 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 52	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 11

PLOT DATE : 10/18/2023 3:39 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

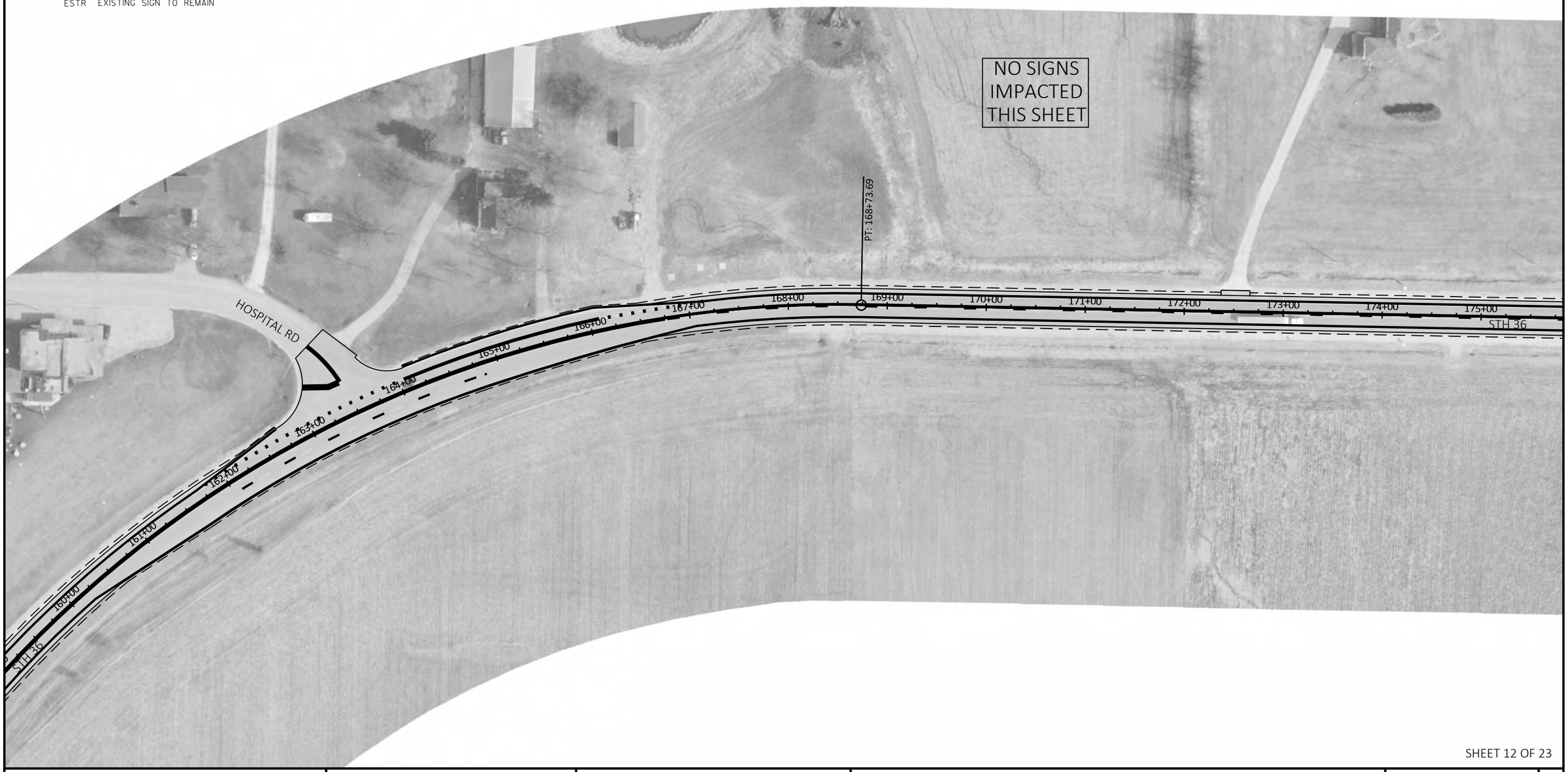
2

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
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

NO SIGNS IMPACTED THIS SHEET



2

SHEET 12 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 53	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 12

PLOT DATE : 10/18/2023 3:39 PM 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
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 13 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 54	E

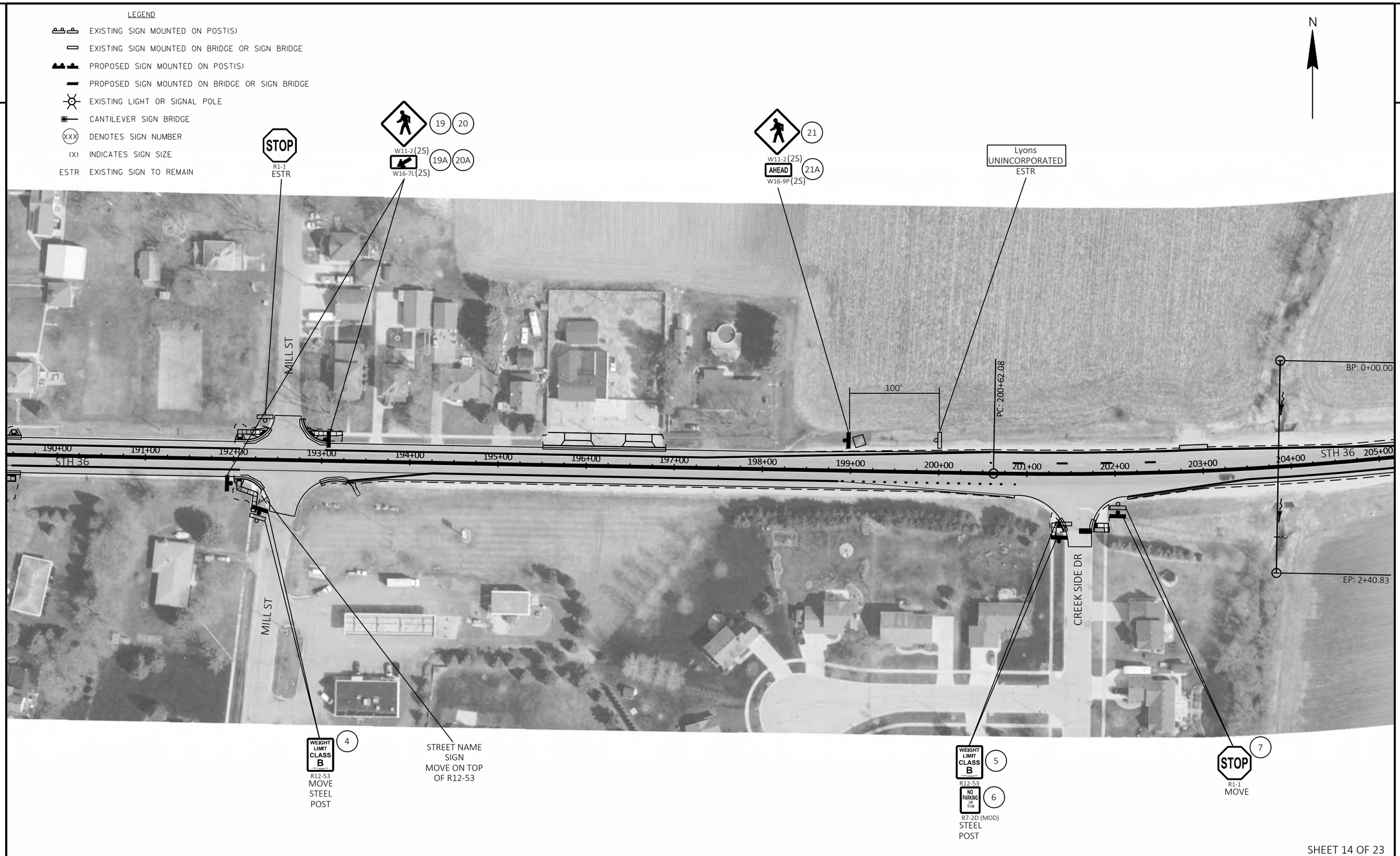
FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 13

PLOT DATE : 10/18/2023 3:39 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 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
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 14 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 55	E

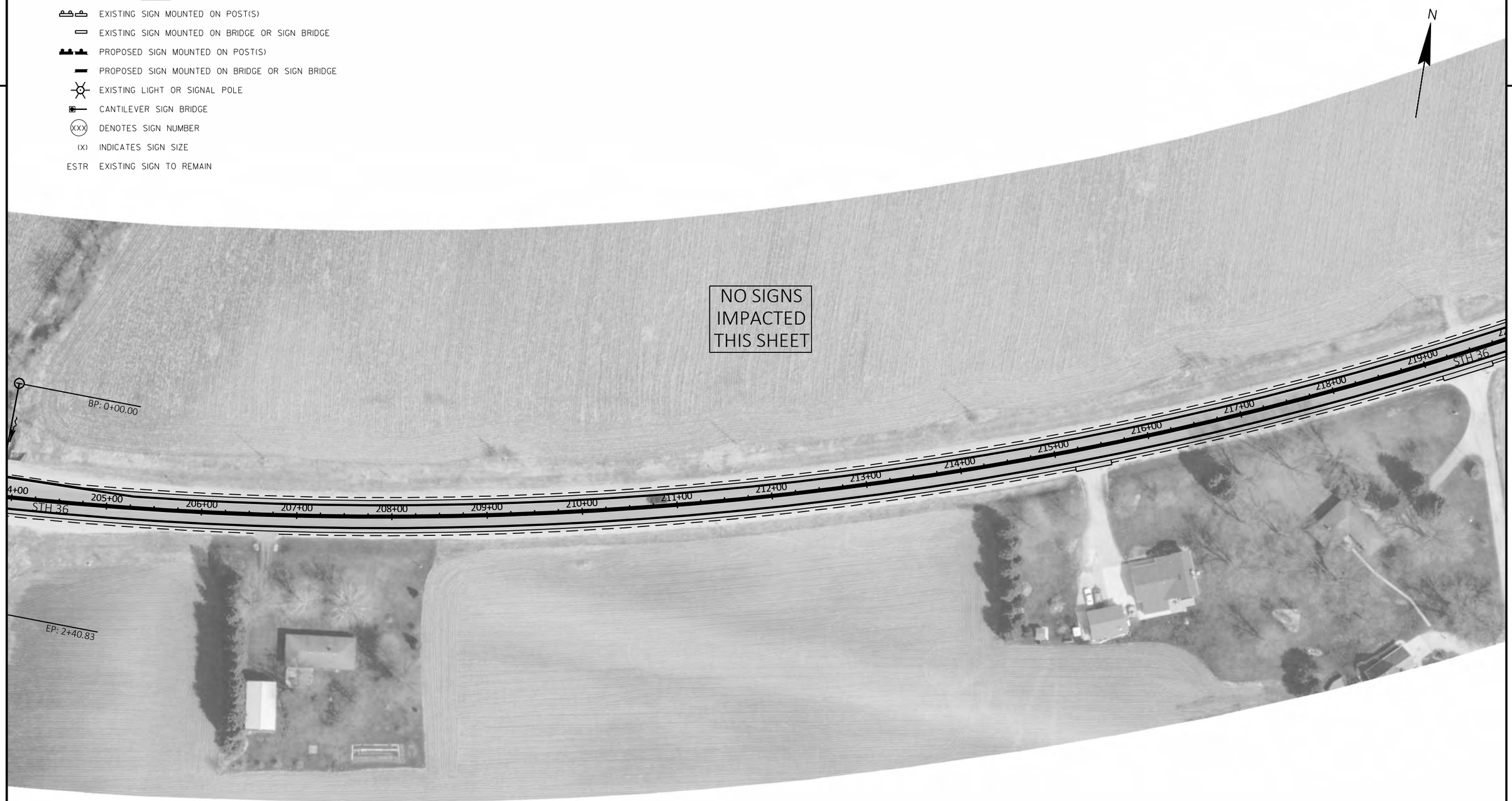
FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 14

PLOT DATE : 10/18/2023 3:39 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

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
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

NO SIGNS IMPACTED THIS SHEET



SHEET 15 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 56	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 15

PLOT DATE : 10/18/2023 3:39 PM 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

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

2

SHEET 16 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 57	E

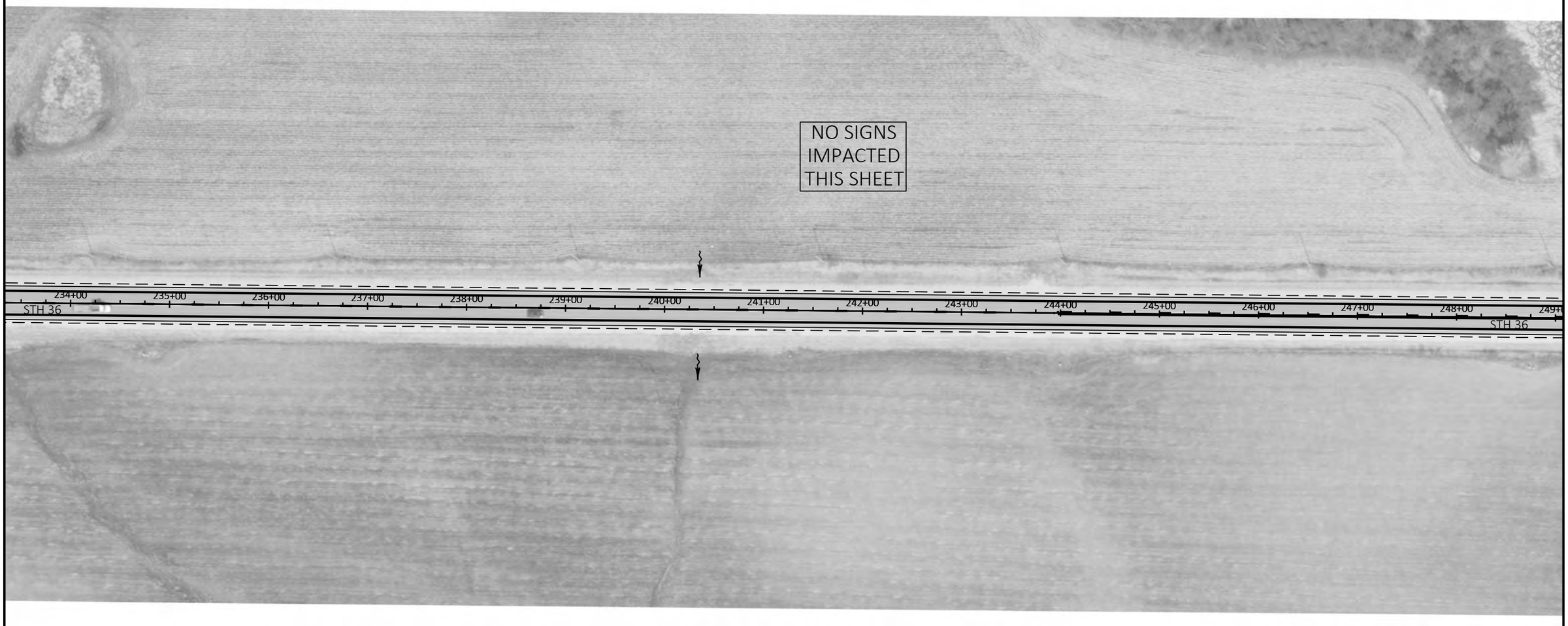
FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 16

PLOT DATE : 10/18/2023 3:39 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 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
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



2

SHEET 17 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 58	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 17
PLOT DATE : 10/18/2023 3:39 PM
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

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

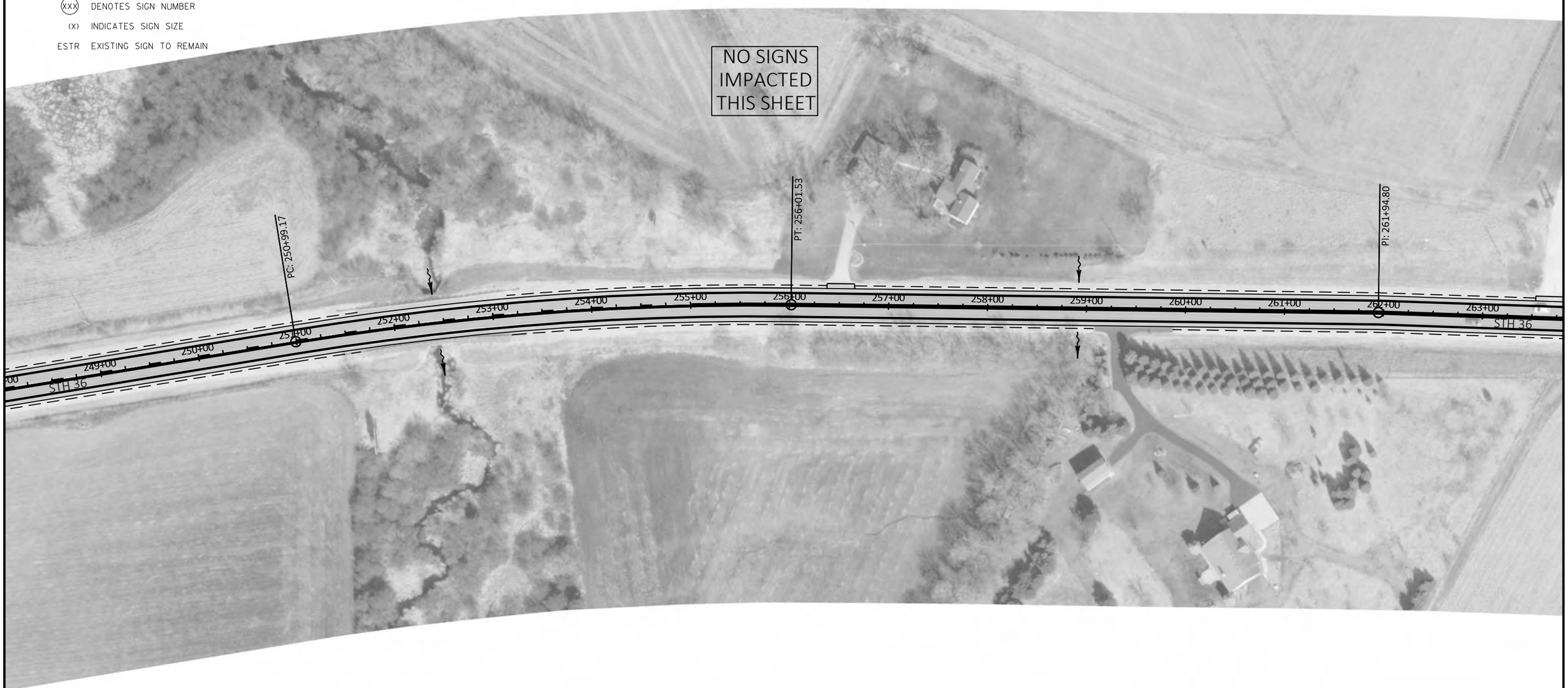
(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

NO SIGNS IMPACTED THIS SHEET



2

SHEET 18 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 59	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 18

PLOT DATE : 10/18/2023 3:39 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 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
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

NO SIGNS IMPACTED THIS SHEET

SHEET 19 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 60	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 19

PLOT DATE : 10/18/2023 3:39 PM 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

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

2

NO SIGNS IMPACTED THIS SHEET

SHEET 20 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 61	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 20

PLOT DATE : 10/18/2023 3:39 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 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
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

9
SPEED LIMIT 45
R2-1
MOVE

8
JCT 11
J1-1
MOVE

10
W5-52R
MOVE
4' HEIGHT

PC: 294+45.14

PT: 299+79.79

PT: 304+00.00

STH 36

292+00 293+00 294+00 295+00 296+00 297+00 298+00 299+00 300+00 301+00 302+00 303+00 304+00 305+00 306+00 307+00

STH 11 (BURLINGTON BYPASS)

MOTOR DR

Downtown Burlington
Milwaukee
D1-3
ESTR

SHEET 21 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 62	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 21

PLOT DATE : 10/18/2023 3:40 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 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
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

17 W5-52R 4' HEIGHT MOVE

16 W2-2R MOVE

13 BUSINESS 36 MOVE

15 SPEED LIMIT 45 R2-1 MOVE

11 W5-52L 4' HEIGHT MOVE

12 NORTH SOUTH 11 36 83 J2-3 MOVE

14 SPEED LIMIT 45 R2-1 MOVE

PC: 310+20.58

PT: 313+17.03

307+00 STH 36 308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00 316+00 317+00 318+00 319+00 320+00 321+00 322+00 STH 36

SHEET 22 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 63	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 22

PLOT DATE : 10/18/2023 3:40 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

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

CANTILEVER SIGN BRIDGE

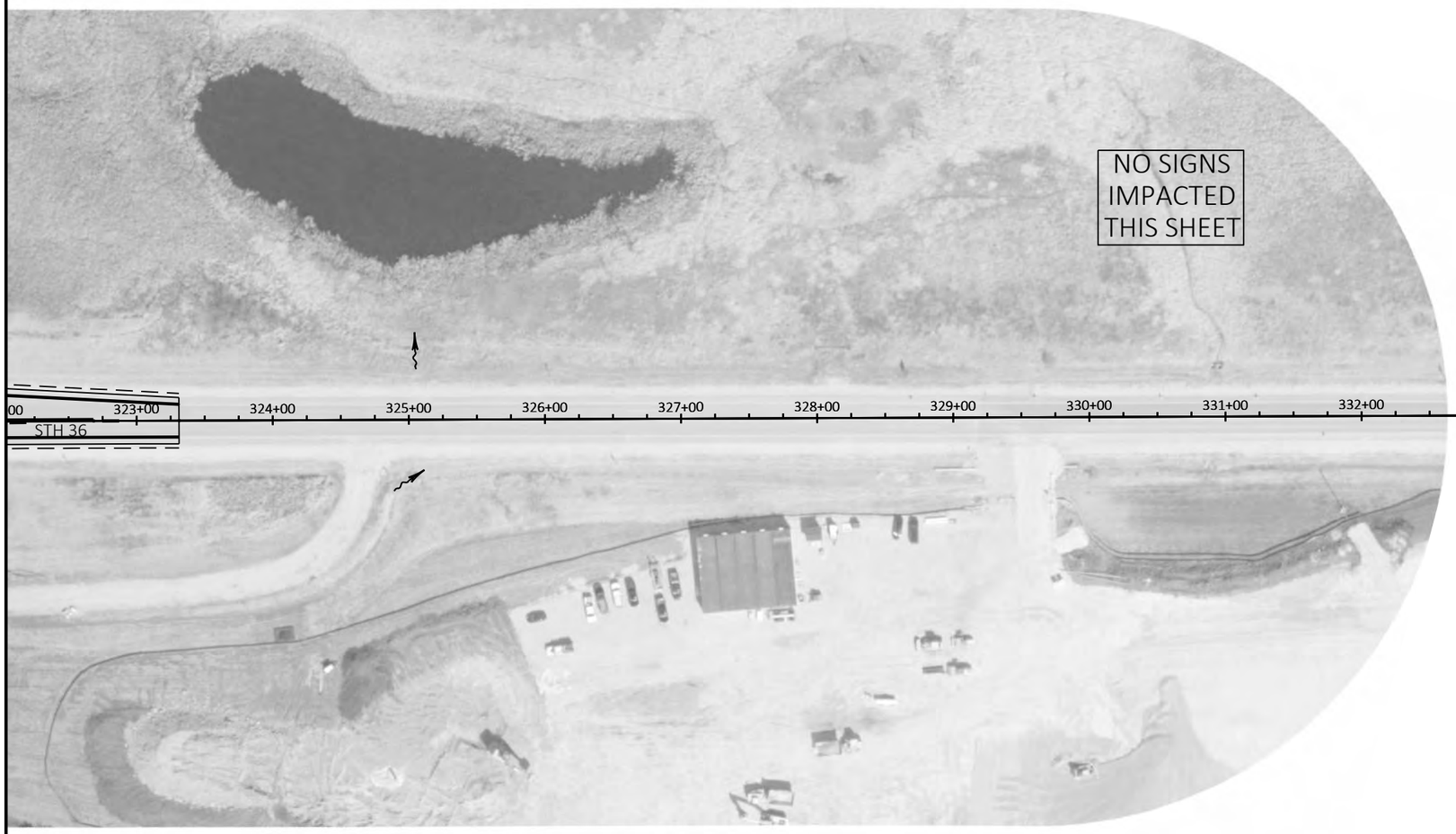
(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

NO SIGNS IMPACTED THIS SHEET



SHEET 23 OF 23

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PERMANENT SIGNING PLAN	SHEET 64	E

FILE NAME : N:\PDS\C3D\CAD\31901100\SIGN\023201_PS.DWG
LAYOUT NAME - 23

PLOT DATE : 10/18/2023 3:40 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

STH 120

WALWORTH STREET

GENESEE STREET

EAST STREET

N

MATCH LINE 18+00

MATCH LINE 33+00

STH 36

+50
0'

+07
12' LT

+50
12' LT

+44
12' LT

+78
12' LT

+65
12' LT

6W

6Y 6SD

12'

4 6 8 10 12 14 16

20 22 24 26 28 30 32

PAVEMENT MARKING LEGEND

6W MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)	10-39 MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (3' LINE, 9' GAP WHITE)
6Y MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)	12 MARKING DIAGONAL EPOXY 12-INCH (25' SPACING, WHITE)
6LN MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (12.5' LINE, 37.5' GAP WHITE)	18 MARKING STOP LINE EPOXY 18-INCH
6SD MARKING LINE SAME DAY EPOXY 6-INCH (YELLOW)	6-39 MARKING GROOVED WET REFLECTIVE EPOXY 6-INCH (3' LINE, 9' GAP WHITE)
10W MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)	

NOTES:

1. DELINEATE THE CENTERLINE OF THE ROADWAY AT THE END OF EACH DAY OF PAVING USING TEMPORARY RAISED PAVEMENT MARKERS TYPE II. PLACE PERMANENT MARKINGS AFTER CENTERLINE RUMBLE STRIPS ARE INSTALLED.
2. NO PASSING ZONES SHOWN IN THE PLAN ARE APPROXIMATE. ACTUAL NO PASSING ZONE LOCATIONS TO BE DETERMINED BY THE CONTRACTOR USING THE LOCATING NO PASSING ZONE BID ITEMS.
3. FOR DASHED CENTERLINE MARKINGS THE PAVEMENT MARKING PATTERN SHALL BE A 12.5' LINE AND A 37.5' GAP.
4. APPLY PAVEMENT MARKINGS IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - PERMANENT LONGITUDINAL PAVEMENT MARKINGS
   - PAVEMENT MARKING (TURN LANES)
   - MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
   - STOP LINE AND CROSSWALK PAVEMENT MARKING
   - PAVEMENT MARKING (INTERSECTIONS)
5. CONSTRUCT ASPHALTIC RUMBLE STRIPS ON CENTERLINE AND SHOULDER IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - 2-LANE RURAL RUMBLE STRIPS
   - 2-LANE RURAL CENTER LINE RUMBLE STRIPS

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 65	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01
PLOT DATE : 11/27/2023 3:23 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE 33+00

MATCH LINE 48+00

2

N

6W

6Y 6SD

STH 36

34 36 38 40 42 44 46

12'

12'

6W

PAVEMENT MARKING LEGEND

6W MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)	10-39 MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (3' LINE, 9' GAP WHITE)
6Y MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)	12 MARKING DIAGONAL EPOXY 12-INCH (25' SPACING, WHITE)
6LN MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (12.5' LINE, 37.5' GAP WHITE)	18 MARKING STOP LINE EPOXY 18-INCH
6SD MARKING LINE SAME DAY EPOXY 6-INCH (YELLOW)	6-39 MARKING GROOVED WET REFLECTIVE EPOXY 6-INCH (3' LINE, 9' GAP WHITE)
10W MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)	

NOTES:

1. DELINEATE THE CENTERLINE OF THE ROADWAY AT THE END OF EACH DAY OF PAVING USING TEMPORARY RAISED PAVEMENT MARKERS TYPE II. PLACE PERMANENT MARKINGS AFTER CENTERLINE RUMBLE STRIPS ARE INSTALLED.
2. NO PASSING ZONES SHOWN IN THE PLAN ARE APPROXIMATE. ACTUAL NO PASSING ZONE LOCATIONS TO BE DETERMINED BY THE CONTRACTOR USING THE LOCATING NO PASSING ZONE BID ITEMS.
3. FOR DASHED CENTERLINE MARKINGS THE PAVEMENT MARKING PATTERN SHALL BE A 12.5' LINE AND A 37.5' GAP.
4. APPLY PAVEMENT MARKINGS IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - PERMANENT LONGITUDINAL PAVEMENT MARKINGS
   - PAVEMENT MARKING (TURN LANES)
   - MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
   - STOP LINE AND CROSSWALK PAVEMENT MARKING
   - PAVEMENT MARKING (INTERSECTIONS)
5. CONSTRUCT ASPHALTIC RUMBLE STRIPS ON CENTERLINE AND SHOULDER IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - 2-LANE RURAL RUMBLE STRIPS
   - 2-LANE RURAL CENTER LINE RUMBLE STRIPS

N

MATCH LINE 63+00

6W

6SD 6Y

STH 36

50 52 54 56 58 60 62

12'

12'

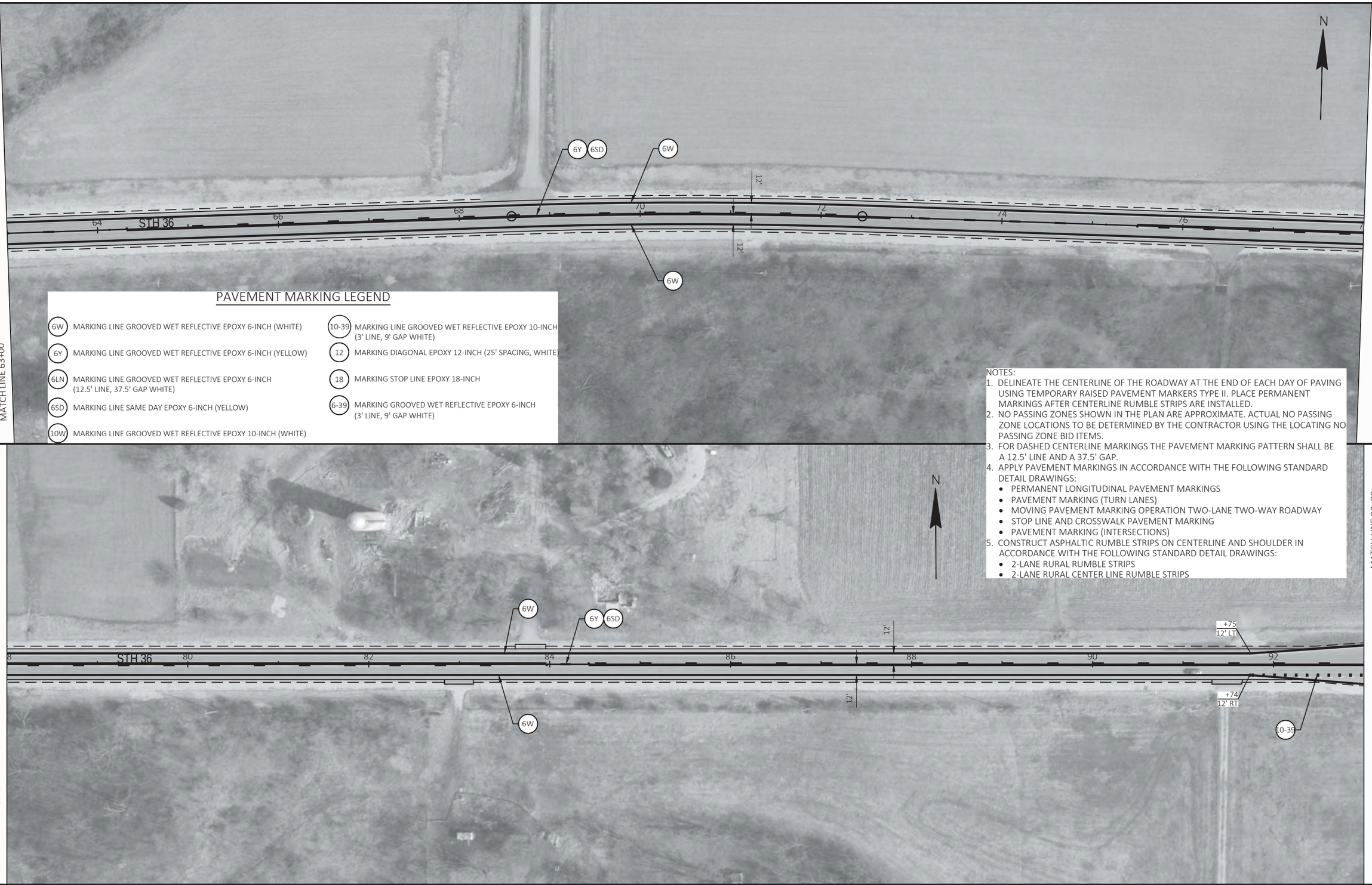
6W

MATCH LINE 48+00

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 66	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 02

PLOT DATE : 11/27/2023 3:23 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT



PAVEMENT MARKING LEGEND

- 6W — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
- 6Y — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)
- 6LN — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (12.5' LINE, 37.5' GAP WHITE)
- 6SD — MARKING LINE SAME DAY EPOXY 6-INCH (YELLOW)
- 10W — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
- 10-39 — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (3' LINE, 9' GAP WHITE)
- 12 — MARKING DIAGONAL EPOXY 12-INCH (25' SPACING, WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH
- 6-39 — MARKING GROOVED WET REFLECTIVE EPOXY 6-INCH (3' LINE, 9' GAP WHITE)

NOTES:

1. DELINEATE THE CENTERLINE OF THE ROADWAY AT THE END OF EACH DAY OF PAVING USING TEMPORARY RAISED PAVEMENT MARKERS TYPE II. PLACE PERMANENT MARKINGS AFTER CENTERLINE RUMBLE STRIPS ARE INSTALLED.
2. NO PASSING ZONES SHOWN IN THE PLAN ARE APPROXIMATE. ACTUAL NO PASSING ZONE LOCATIONS TO BE DETERMINED BY THE CONTRACTOR USING THE LOCATING NO PASSING ZONE BID ITEMS.
3. FOR DASHED CENTERLINE MARKINGS THE PAVEMENT MARKING PATTERN SHALL BE A 12.5' LINE AND A 37.5' GAP.
4. APPLY PAVEMENT MARKINGS IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - PERMANENT LONGITUDINAL PAVEMENT MARKINGS
   - PAVEMENT MARKING (TURN LANES)
   - MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
   - STOP LINE AND CROSSWALK PAVEMENT MARKING
   - PAVEMENT MARKING (INTERSECTIONS)
5. CONSTRUCT ASPHALTIC RUMBLE STRIPS ON CENTERLINE AND SHOULDER IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - 2-LANE RURAL RUMBLE STRIPS
   - 2-LANE RURAL CENTER LINE RUMBLE STRIPS

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 67	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 03
PLOT DATE : 11/27/2023 3:23 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE 93+00

MATCH LINE 108+00

2

STH 36

SHORT ROAD

SEE SDD FOR EXACT POSITIONING OF STOP BAR

PAVEMENT MARKING LEGEND

- 6W — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
- 6Y — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)
- 6LN — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (12.5' LINE, 37.5' GAP WHITE)
- 6SD — MARKING LINE SAME DAY EPOXY 6-INCH (YELLOW)
- 10W — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
- 10-39 — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (3' LINE, 9' GAP WHITE)
- 12 — MARKING DIAGONAL EPOXY 12-INCH (25' SPACING, WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH
- 6-39 — MARKING GROOVED WET REFLECTIVE EPOXY 6-INCH (3' LINE, 9' GAP WHITE)

NOTES:

1. DELINEATE THE CENTERLINE OF THE ROADWAY AT THE END OF EACH DAY OF PAVING USING TEMPORARY RAISED PAVEMENT MARKERS TYPE II. PLACE PERMANENT MARKINGS AFTER CENTERLINE RUMBLE STRIPS ARE INSTALLED.
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   - PERMANENT LONGITUDINAL PAVEMENT MARKINGS
   - PAVEMENT MARKING (TURN LANES)
   - MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
   - STOP LINE AND CROSSWALK PAVEMENT MARKING
   - PAVEMENT MARKING (INTERSECTIONS)
5. CONSTRUCT ASPHALTIC RUMBLE STRIPS ON CENTERLINE AND SHOULDER IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - 2-LANE RURAL RUMBLE STRIPS
   - 2-LANE RURAL CENTER LINE RUMBLE STRIPS

MATCH LINE 108+00

MATCH LINE 123+00

STH 36

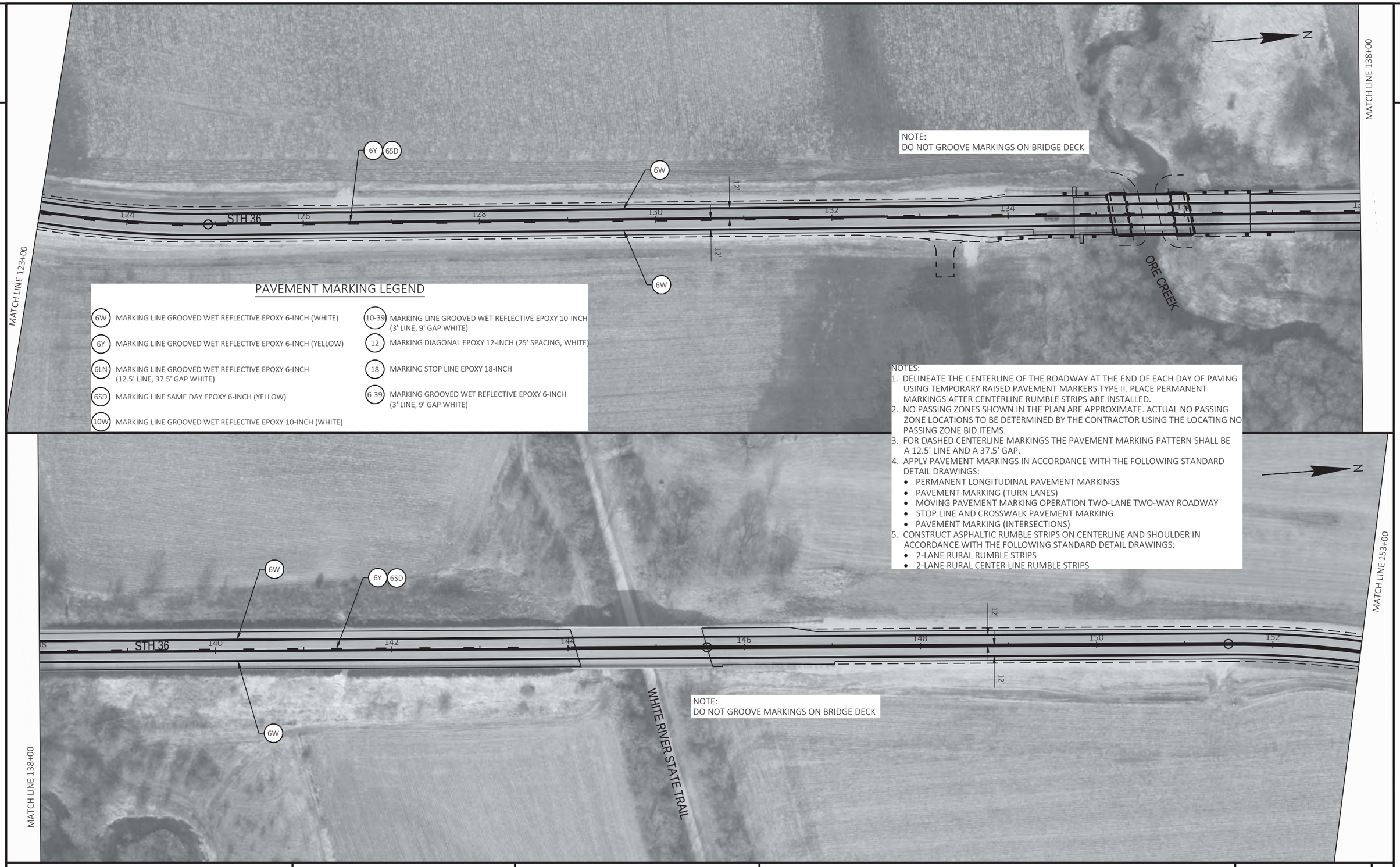
WALBRANDT ROAD

SEE SDD FOR EXACT POSITIONING OF STOP BAR

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 68	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 04
PLOT DATE : 11/27/2023 3:23 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



PAVEMENT MARKING LEGEND

- 6W — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
- 6Y — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)
- 6LN — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (12.5' LINE, 37.5' GAP WHITE)
- 6SD — MARKING LINE SAME DAY EPOXY 6-INCH (YELLOW)
- 10W — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
- 10-39 — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (3' LINE, 9' GAP WHITE)
- 12 — MARKING DIAGONAL EPOXY 12-INCH (25' SPACING, WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH
- 6-39 — MARKING GROOVED WET REFLECTIVE EPOXY 6-INCH (3' LINE, 9' GAP WHITE)

NOTES:

1. DELINEATE THE CENTERLINE OF THE ROADWAY AT THE END OF EACH DAY OF PAVING USING TEMPORARY RAISED PAVEMENT MARKERS TYPE II. PLACE PERMANENT MARKINGS AFTER CENTERLINE RUMBLE STRIPS ARE INSTALLED.
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4. APPLY PAVEMENT MARKINGS IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
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   - PAVEMENT MARKING (TURN LANES)
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   - STOP LINE AND CROSSWALK PAVEMENT MARKING
   - PAVEMENT MARKING (INTERSECTIONS)
5. CONSTRUCT ASPHALTIC RUMBLE STRIPS ON CENTERLINE AND SHOULDER IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - 2-LANE RURAL RUMBLE STRIPS
   - 2-LANE RURAL CENTER LINE RUMBLE STRIPS

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 69	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 05
PLOT DATE : 11/27/2023 3:23 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

SEE SDD FOR EXACT POSITIONING OF STOP BAR

HOSPITAL ROAD

STH 36

MATCH LINE 153+00

MATCH LINE 168+00

MATCH LINE 168+00

MATCH LINE 183+00

N

N

NOTES:

1. DELINEATE THE CENTERLINE OF THE ROADWAY AT THE END OF EACH DAY OF PAVING USING TEMPORARY RAISED PAVEMENT MARKERS TYPE II. PLACE PERMANENT MARKINGS AFTER CENTERLINE RUMBLE STRIPS ARE INSTALLED.
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   - STOP LINE AND CROSSWALK PAVEMENT MARKING
   - PAVEMENT MARKING (INTERSECTIONS)
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   - 2-LANE RURAL RUMBLE STRIPS
   - 2-LANE RURAL CENTER LINE RUMBLE STRIPS

PAVEMENT MARKING LEGEND

- 6W — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
- 6Y — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)
- 6LN — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (12.5' LINE, 37.5' GAP WHITE)
- 6SD — MARKING LINE SAME DAY EPOXY 6-INCH (YELLOW)
- 10W — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
- 10-39 — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (3' LINE, 9' GAP WHITE)
- 12 — MARKING DIAGONAL EPOXY 12-INCH (25' SPACING, WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH
- 6-39 — MARKING GROOVED WET REFLECTIVE EPOXY 6-INCH (3' LINE, 9' GAP WHITE)

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 70	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 06

PLOT DATE : 11/27/2023 3:23 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCH LINE 183+00

MATCH LINE 198+00

2

PAVEMENT MARKING LEGEND

- 6W — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
- 6Y — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)
- 6LN — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (12.5' LINE, 37.5' GAP WHITE)
- 6SD — MARKING LINE SAME DAY EPOXY 6-INCH (YELLOW)
- 10W — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
- 10-39 — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (3' LINE, 9' GAP WHITE)
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- 18 — MARKING STOP LINE EPOXY 18-INCH
- 6-39 — MARKING GROOVED WET REFLECTIVE EPOXY 6-INCH (3' LINE, 9' GAP WHITE)

N

STH 36

N ROAD

CHURCH STREET

MILL STREET

+54 12' LT

+39 12' LT

+07 12' LT

+03 12' LT

+36 12' LT

+54 12' RT

+49 12' RT

+07 12' RT

+31 22' RT

+26 12' RT

SEE SDD FOR EXACT POSITIONING OF STOP BAR

NOTES:

1. DELINEATE THE CENTERLINE OF THE ROADWAY AT THE END OF EACH DAY OF PAVING USING TEMPORARY RAISED PAVEMENT MARKERS TYPE II. PLACE PERMANENT MARKINGS AFTER CENTERLINE RUMBLE STRIPS ARE INSTALLED.
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   - PAVEMENT MARKING (TURN LANES)
   - MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
   - STOP LINE AND CROSSWALK PAVEMENT MARKING
   - PAVEMENT MARKING (INTERSECTIONS)
5. CONSTRUCT ASPHALTIC RUMBLE STRIPS ON CENTERLINE AND SHOULDER IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - 2-LANE RURAL RUMBLE STRIPS
   - 2-LANE RURAL CENTER LINE RUMBLE STRIPS

N

MATCH LINE 213+00

MATCH LINE 198+00

STH 36

CREEK SIDE DRIVE

+59 12' LT

+09 12' LT

+09 24' LT

+27 12' LT

+85 12' RT

+86 12' RT

+14 27' RT

+51 12' RT

SEE SDD FOR EXACT POSITIONING OF STOP BAR

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 71	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 07

PLOT DATE : 11/27/2023 3:23 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE 213+00

STH 36

214 216 218 220 222 224 226

6W 6Y 6SD 6W

12' 12'

N

MATCH LINE 228+00

2

NOTES:

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   - MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
   - STOP LINE AND CROSSWALK PAVEMENT MARKING
   - PAVEMENT MARKING (INTERSECTIONS)
5. CONSTRUCT ASPHALTIC RUMBLE STRIPS ON CENTERLINE AND SHOULDER IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - 2-LANE RURAL RUMBLE STRIPS
   - 2-LANE RURAL CENTER LINE RUMBLE STRIPS

PAVEMENT MARKING LEGEND

- 6W — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
- 6Y — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)
- 6LN — MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (12.5' LINE, 37.5' GAP WHITE)
- 6SD — MARKING LINE SAME DAY EPOXY 6-INCH (YELLOW)
- 10W — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
- 10-39 — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (3' LINE, 9' GAP WHITE)
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- 6-39 — MARKING GROOVED WET REFLECTIVE EPOXY 6-INCH (3' LINE, 9' GAP WHITE)

N

MATCH LINE 243+00

6W 6Y 6SD 6W

12' 12'

228 230 STH 36 232 234 236 238 240 242

MATCH LINE 228+00

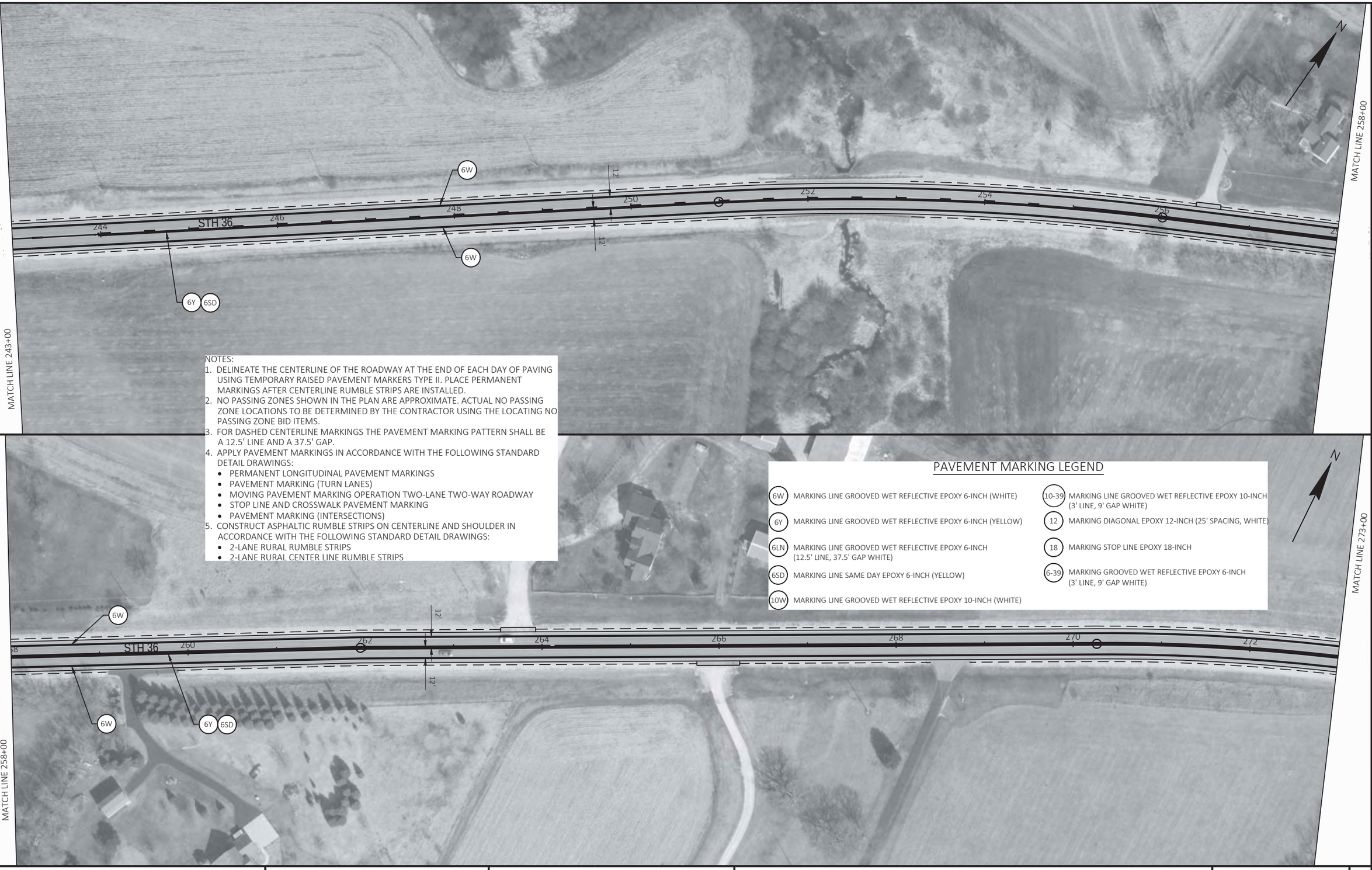
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 72	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 08

PLOT DATE : 11/27/2023 3:23 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



NOTES:

1. DELINEATE THE CENTERLINE OF THE ROADWAY AT THE END OF EACH DAY OF PAVING USING TEMPORARY RAISED PAVEMENT MARKERS TYPE II. PLACE PERMANENT MARKINGS AFTER CENTERLINE RUMBLE STRIPS ARE INSTALLED.
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   - PAVEMENT MARKING (TURN LANES)
   - MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
   - STOP LINE AND CROSSWALK PAVEMENT MARKING
   - PAVEMENT MARKING (INTERSECTIONS)
5. CONSTRUCT ASPHALTIC RUMBLE STRIPS ON CENTERLINE AND SHOULDER IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - 2-LANE RURAL RUMBLE STRIPS
   - 2-LANE RURAL CENTER LINE RUMBLE STRIPS

PAVEMENT MARKING LEGEND

6W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)	10-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (3' LINE, 9' GAP WHITE)
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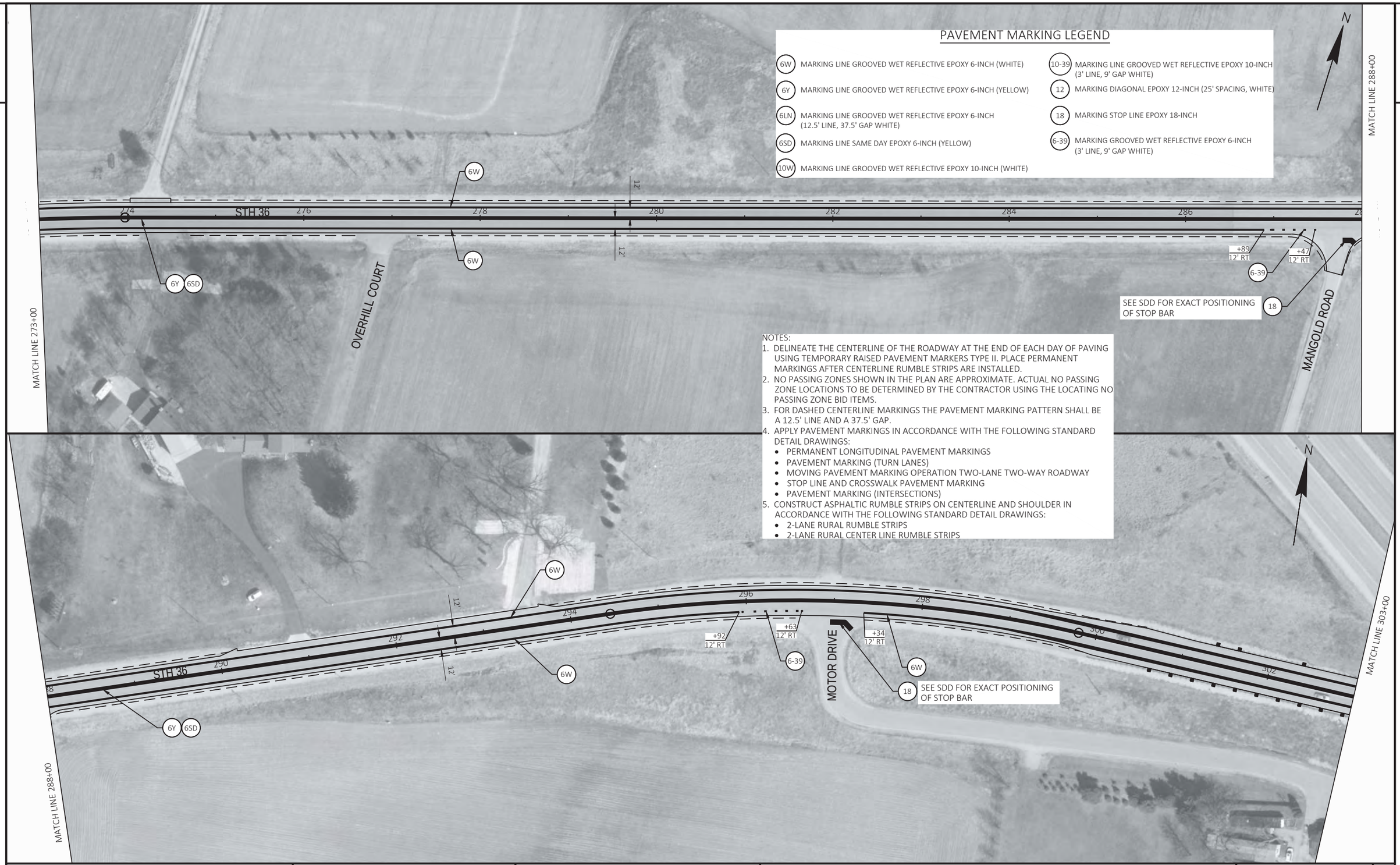
6LN	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (12.5' LINE, 37.5' GAP WHITE)	18	MARKING STOP LINE EPOXY 18-INCH
6SD	MARKING LINE SAME DAY EPOXY 6-INCH (YELLOW)	6-39	MARKING GROOVED WET REFLECTIVE EPOXY 6-INCH (3' LINE, 9' GAP WHITE)
10W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)		

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 73	E

2



NOTES:

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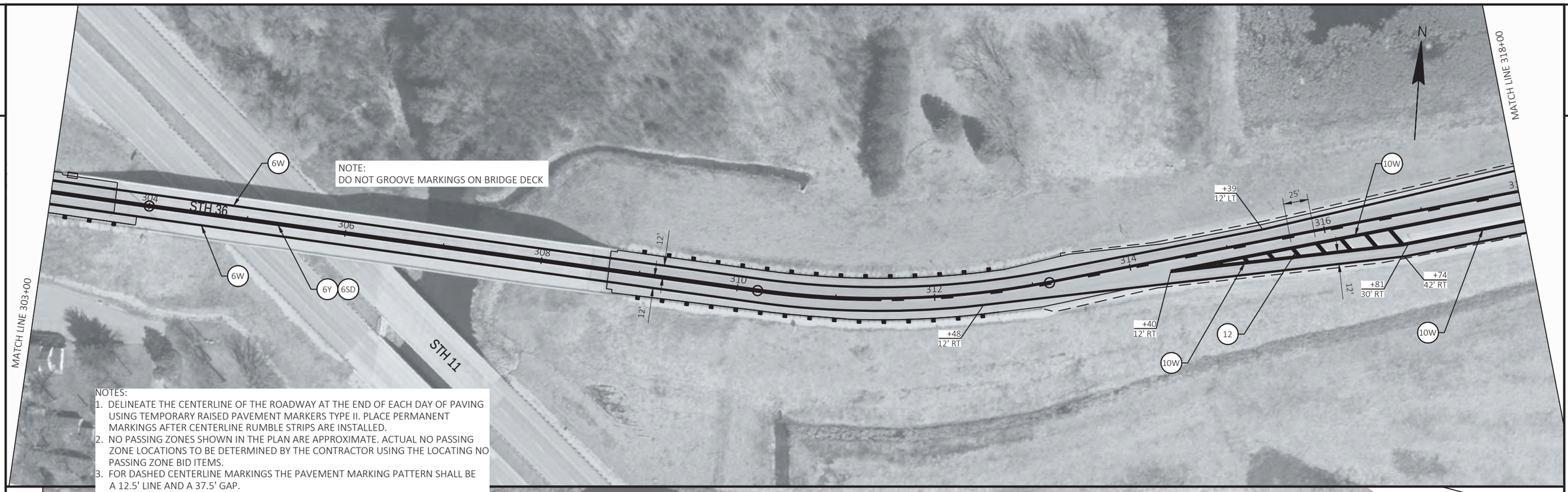
   - 2-LANE RURAL RUMBLE STRIPS
   - 2-LANE RURAL CENTER LINE RUMBLE STRIPS

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 74	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 10

PLOT DATE : 11/27/2023 3:24 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



NOTES:

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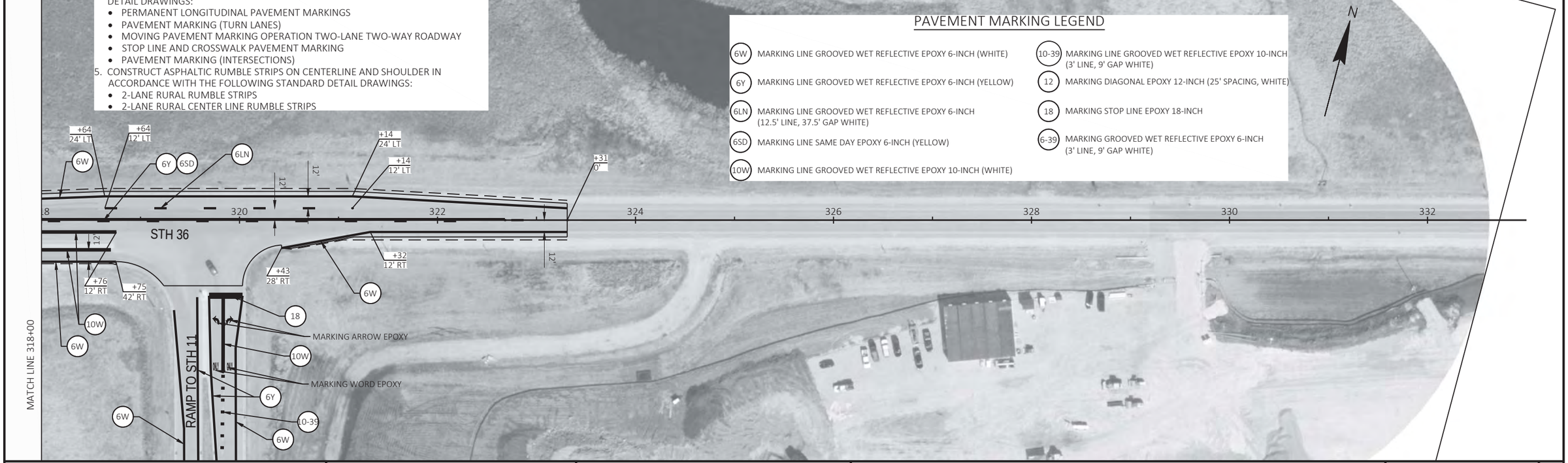
   - STOP LINE AND CROSSWALK PAVEMENT MARKING
   - PAVEMENT MARKING (INTERSECTIONS)
5. CONSTRUCT ASPHALTIC RUMBLE STRIPS ON CENTERLINE AND SHOULDER IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - 2-LANE RURAL RUMBLE STRIPS
   - 2-LANE RURAL CENTER LINE RUMBLE STRIPS

PAVEMENT MARKING LEGEND

6W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)	10-39	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (3' LINE, 9' GAP WHITE)
6Y	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)	12	MARKING DIAGONAL EPOXY 12-INCH (25' SPACING, WHITE)
6LN	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (12.5' LINE, 37.5' GAP WHITE)	18	MARKING STOP LINE EPOXY 18-INCH
6SD	MARKING LINE SAME DAY EPOXY 6-INCH (YELLOW)	6-39	MARKING GROOVED WET REFLECTIVE EPOXY 6-INCH (3' LINE, 9' GAP WHITE)
10W	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)		

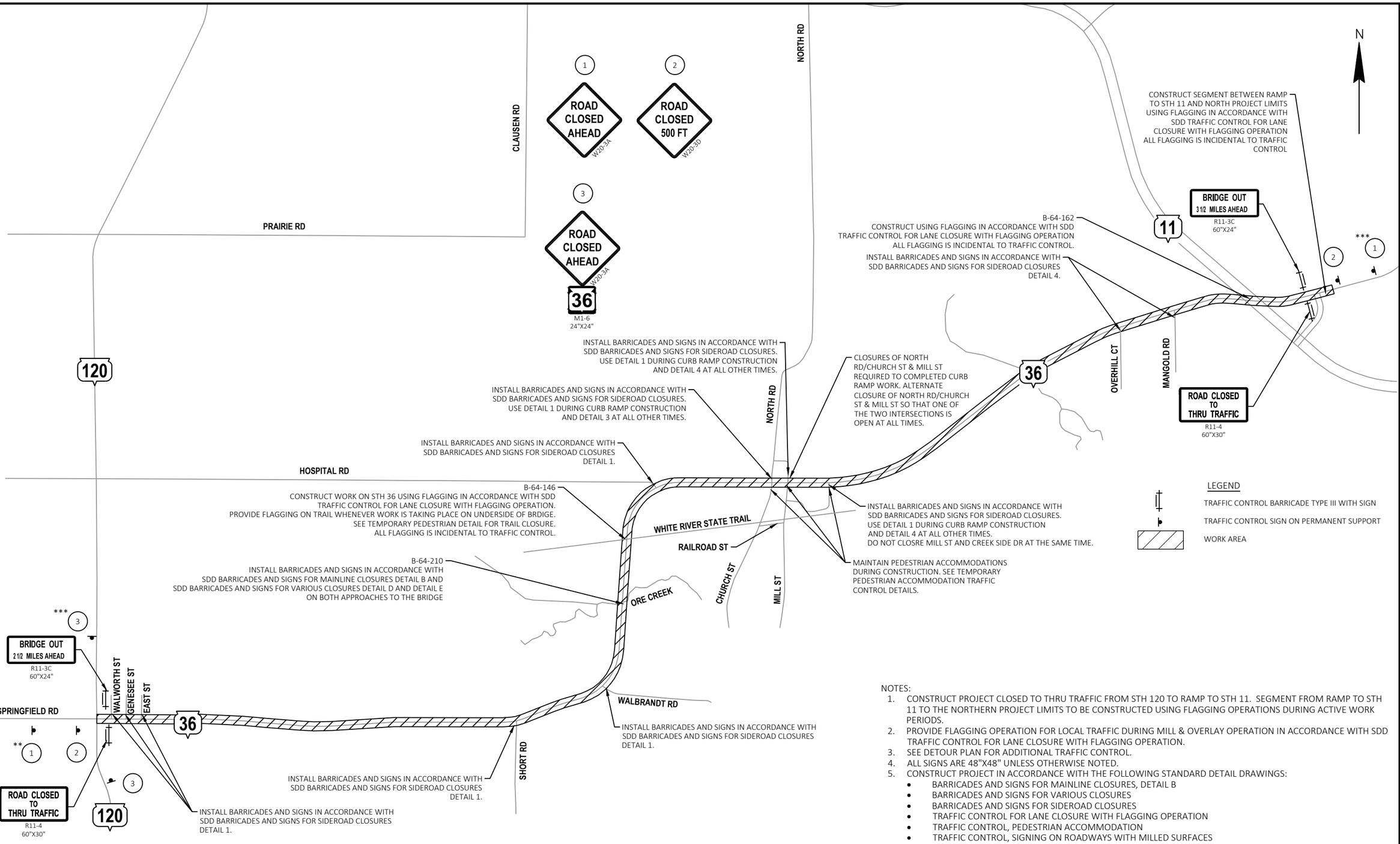


PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 75 E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 11

PLOT DATE : 11/27/2023 3:24 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- WORK AREA

NOTES:

1. CONSTRUCT PROJECT CLOSED TO THRU TRAFFIC FROM STH 120 TO RAMP TO STH 11. SEGMENT FROM RAMP TO STH 11 TO THE NORTHERN PROJECT LIMITS TO BE CONSTRUCTED USING FLAGGING OPERATIONS DURING ACTIVE WORK PERIODS.
2. PROVIDE FLAGGING OPERATION FOR LOCAL TRAFFIC DURING MILL & OVERLAY OPERATION IN ACCORDANCE WITH SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION.
3. SEE DETOUR PLAN FOR ADDITIONAL TRAFFIC CONTROL.
4. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
5. CONSTRUCT PROJECT IN ACCORDANCE WITH THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B
   - BARRICADES AND SIGNS FOR VARIOUS CLOSURES
   - BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
   - TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
   - TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
   - TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

** PLACE 1000 FEET IN ADVANCE OF W20-3D SIGN
*** PLACE 1000 FEET IN ADVANCE OF DETOUR AHEAD SIGN

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TRAFFIC CONTROL OVERVIEW	SHEET 76	E

NOTE:
1. FLAGGING OF WHITE RIVER TRAIL IS REQUIRED WHEN WORK IS OCCURRING TO THE UNDERSIDE OF THE BRIDGE DECK OR OUTSIDE OF PARAPET WALLS. PEDESTRIANS AND BICYCLISTS MAY BE DELAYED FOR A MAXIMUM OF 10 MINUTES BEFORE EQUIPMENT IS REMOVED FROM THE TRAIL AND BICYCLISTS AND PEDESTRIANS ARE ALLOWED TO CROSS THE WORK ZONE.
2. WHEN TRAIL IS OPEN TO TRAFFIC, EQUIPMENT, MATERIALS, AND WORKERS SHALL BE A MINIMUM OF 8 FEET FROM THE EDGE OF THE TRAIL.

N

ROAD WORK AHEAD W20-1A

500'

W20-7A

500'

WHITE RIVER STATE TRAIL

STH 36

144+00

145+00

146+00

12" CPCS

12" CPCS

500'

500'

W20-7A

ROAD WORK AHEAD W20-1A

TEMPORARY PEDESTRIAN TRAFFIC CONTROL - STH 36 & WHITE RIVER STATE TRAIL

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATINS	SHEET 77	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\025101-TC PED DETAILS.DWG
LAYOUT NAME - 00

PLOT DATE : 10/25/2023 11:09 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

NOTES:
1. TEMPORARY PEDESTRIAN DIVERSION TO BE IN PLACE FOR NO LONGER THAN 14 CALENDAR DAYS
2. CHURCH ST & NORTH ROAD TO BE CLOSED WHILE TEMPORARY PEDESTRIAN DIVERSION IS IN PLACE
3. STH 36 & MILL ST INTERSECTION SHALL BE OPEN TO ALL TRAFFIC WHEN STH 36 INTERSECTION WITH CHURCH ST & NORTH ROAD INTERSECTION IS CLOSED.
4. CONSTRUCT CURB & GUTTER PRIOR TO MILL & OVERLAY OF ADJACENT PAVEMENT

N

ROAD CLOSED
R11-2
48"X30"

NORTH ROAD

PROVIDE 5 FEET OF WIDTH BETWEEN EDGE OF TYPE III BARRICADE AND CURB & GUTTER FLANGE

WO11-2
48"X48"

R3-1
24"X24"

WO16-7L
24"X12"

LANE CLOSED
R11-2L
48"X30"

LOCAL TRAFFIC ONLY

15'

50' TAPER

188+00

189+00

190+00

STH 36

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

15'

50' TAPER

LANE CLOSED
R11-2L
48"X30"

R3-1
24"X24"

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

CHURCH ST

TEMPORARY CURB RAMP PERPENDICULAR

LEGEND

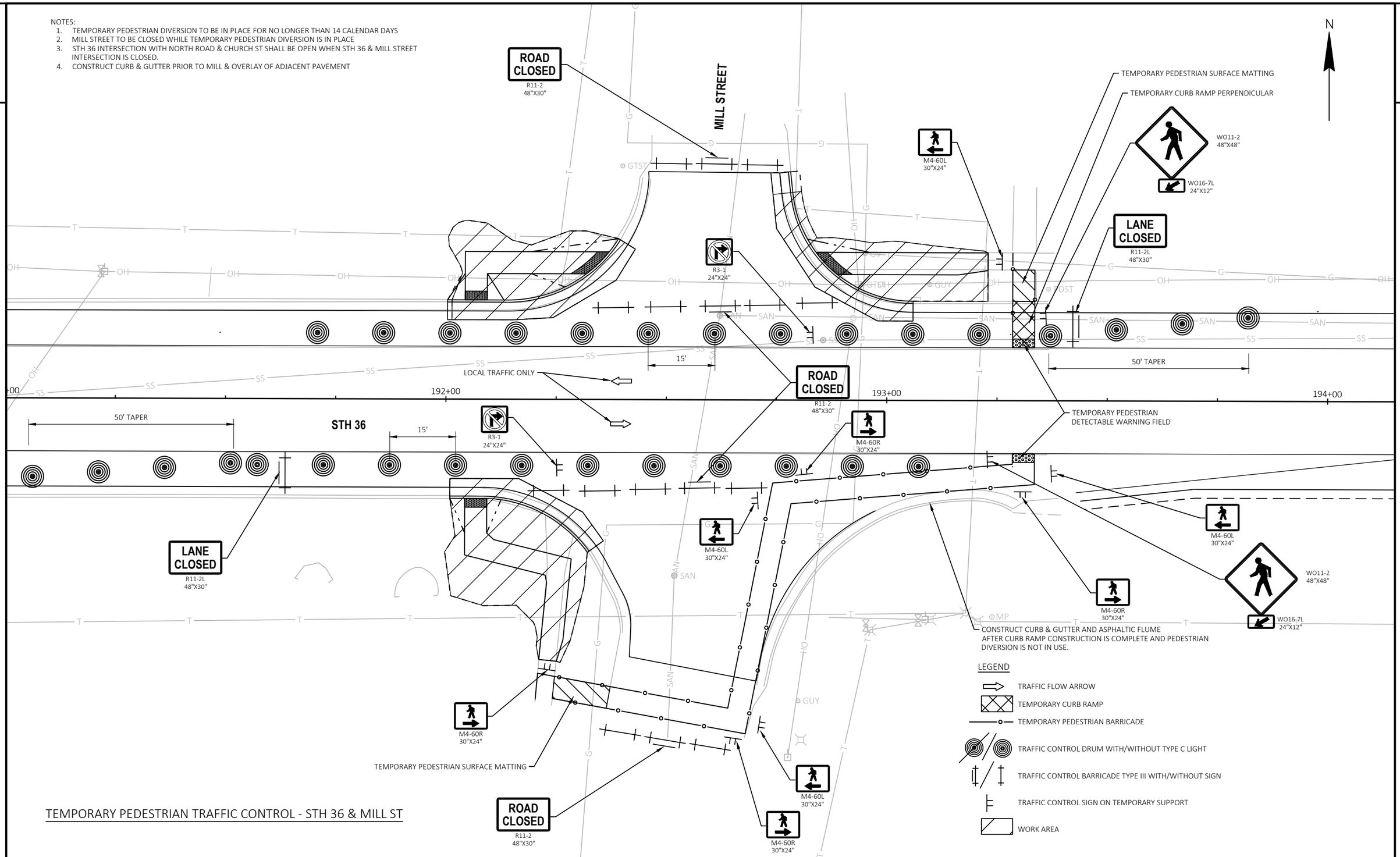
- TRAFFIC FLOW ARROW
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT
- TRAFFIC CONTROL BARRICADE TYPE III WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- WORK AREA

TEMPORARY PEDESTRIAN TRAFFIC CONTROL - STH 36 & CHURCH ST/NORTH RD

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATINS	SHEET 78	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\025101-TC PED DETAILS.DWG
LAYOUT NAME - 01
PLOT DATE : 10/25/2023 11:09 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

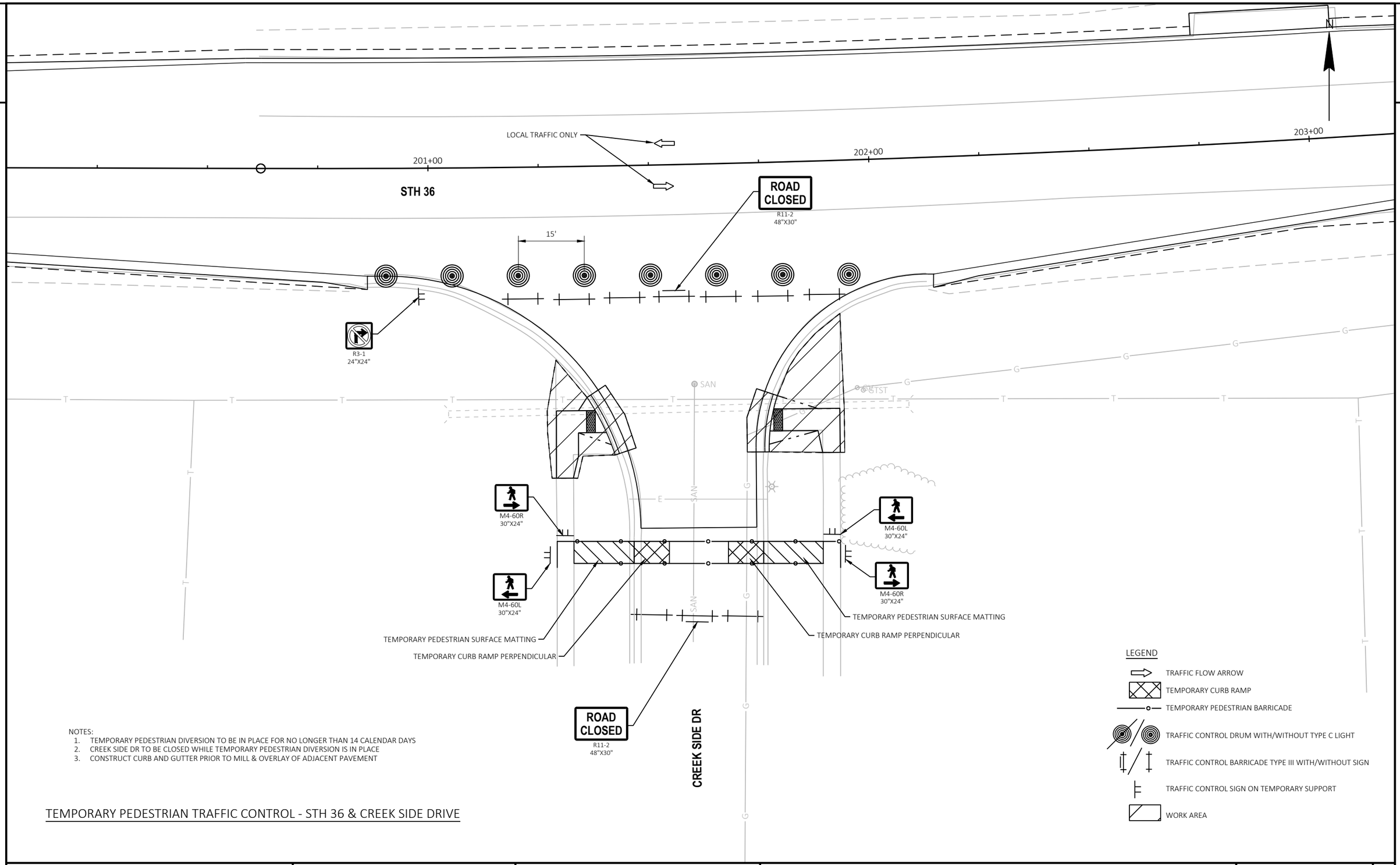
NOTES:
1. TEMPORARY PEDESTRIAN DIVERSION TO BE IN PLACE FOR NO LONGER THAN 14 CALENDAR DAYS
2. MILL STREET TO BE CLOSED WHILE TEMPORARY PEDESTRIAN DIVERSION IS IN PLACE
3. STH 36 INTERSECTION WITH NORTH ROAD & CHURCH ST SHALL BE OPEN WHEN STH 36 & MILL STREET INTERSECTION IS CLOSED.
4. CONSTRUCT CURB & GUTTER PRIOR TO MILL & OVERLAY OF ADJACENT PAVEMENT



TEMPORARY PEDESTRIAN TRAFFIC CONTROL - STH 36 & MILL ST

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATINS	SHEET 79	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\025101-TC PED DETAILS.DWG
LAYOUT NAME - 02
PLOT DATE : 10/30/2023 1:36 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



NOTES:
1. TEMPORARY PEDESTRIAN DIVERSION TO BE IN PLACE FOR NO LONGER THAN 14 CALENDAR DAYS
2. CREEK SIDE DR TO BE CLOSED WHILE TEMPORARY PEDESTRIAN DIVERSION IS IN PLACE
3. CONSTRUCT CURB AND GUTTER PRIOR TO MILL & OVERLAY OF ADJACENT PAVEMENT

TEMPORARY PEDESTRIAN TRAFFIC CONTROL - STH 36 & CREEK SIDE DRIVE

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATINS	SHEET 80	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\025101-TC PED DETAILS.DWG
LAYOUT NAME - 03
PLOT DATE : 10/25/2023 11:09 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

NOTES:

1. CLOSE STH 36 TO THRU TRAFFIC FOR DURATION OF PROJECT. IMPLEMENT THE DETOUR ROUTE PRIOR TO CLOSING STH 36.
2. REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES
   - BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES
   - DETOUR SIGNING FOR MAINLINE CLOSURES
   - BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
3. PLACE TRAFFIC CONTROL SIGNS PCMS AT LEAST 7 DAYS IN ADVANCE OF CLOSURE OF STH 36.
4. ALL TRAFFIC CONTROL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

** PLACE SIGNS ON MEDIAN AND OUTSIDE OF DIVIDED ROADWAY

DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF THE RAILROAD RIGHT-OF-WAY, INCLUDING ITEMS THAT COULD FOUL THE SAME AREA INCLUDING BUT NOT LIMITED TO SIGNING, EQUIPMENT, OR MATERIAL. THIS INCLUDES AT-GRADE CROSSINGS AND STRUCTURES WITH RAILROAD UNDER OR OVER. IF THIS IS NOT ADHERED TO RAILROAD PROTECTIVE LIABILITY INSURANCE WILL BE REQUIRED OF THE CONTRACTOR AND INCIDENTAL TO THE CONTRACT

TRAFFIC CONTROL SIGN PCMS MESSAGE

FRAME 1	FRAME 2
STH 36 SOUTH TO CLOSE	BEGINS XX/XX/XX

TRAFFIC CONTROL SIGN PCMS MESSAGE

FRAME 1	FRAME 2
STH 36 NORTH TO CLOSE	BEGINS XX/XX/XX

FIXED MESSAGE SIGN 1: HWY 36 CLOSED USE DETOUR

FIXED MESSAGE SIGN 2: HWY 36 CLOSED USE DETOUR

FIXED MESSAGE SIGN 3: HWY 36 CLOSED USE DETOUR

FIXED MESSAGE SIGN 4: HWY 36 CLOSED AHEAD USE DETOUR

FIXED MESSAGE SIGN 5: HWY 36 SOUTH CLOSED AHEAD USE DETOUR

CLOSE ROAD IN ACCORDANCE WITH BARRICADES AND SIGNS FOR MAIN LINE CLOSURES

G20-51 60"X24" DETOUR NEXT 22 MILES

G20-51 60"X24" DETOUR NEXT 19 MILES

DETOUR AHEAD W20-2A

EXIT 328 — NORTH TO 120 H — TO 36 — Lake Geneva — Burlington — 1 MILE

COVERING SIGNS TYPE I

COVERING SIGNS TYPE II

SEE DETAIL A

SEE DETAIL B

SEE DETAIL C

PRAIRIE RD · CLAUSEN RD · N RD · HOSPITAL RD · SPRINGFIELD RD · CHURCH ST · MANGOLD RD · WALBRANDT RD · SHORT RD · S ROAD

1	TO NORTH 36	MO4-5 36"X18" M3-1 36"X18" M1-6 36"X36"
2	TO NORTH 36	MO4-5 36"X18" M3-1 36"X18" M1-6 36"X36"
3	TO NORTH 36	MO4-5 24"X12" M3-1 24"X12" M1-6 24"X24"
4	TO NORTH 36	MO4-5 24"X12" M3-1 24"X12" M1-6 24"X24"
5	SOUTH 36	M3-3 36"X18" M1-6 36"X36"
6	DETOUR SOUTH 36	M4-8 36"X18" M3-3 36"X18" M1-6 36"X36"
7	DETOUR SOUTH 36	M4-8 24"X12" M3-3 24"X12" M1-6 24"X24"
8	SOUTH 36	M3-3 24"X12 M1-6 24"X24"

A	B	C	D	E	F	G	H	I	J	K	L	M	N
MO6-1 30"X30"	MO6-1 21"X21"	MO6-1 21"X21"	MO6-1 21"X21"	MO6-1 30"X30"	MO6-1 30"X30"	MO5-1L 21"X21"	MO5-1R 21"X21"	MO5-1L 30"X30"	MO5-1R 30"X30"	MO5-2R 30"X30"	MO6-2 30"X30"	MO6-2 21"X21"	MO6-2 21"X21"

LEGEND

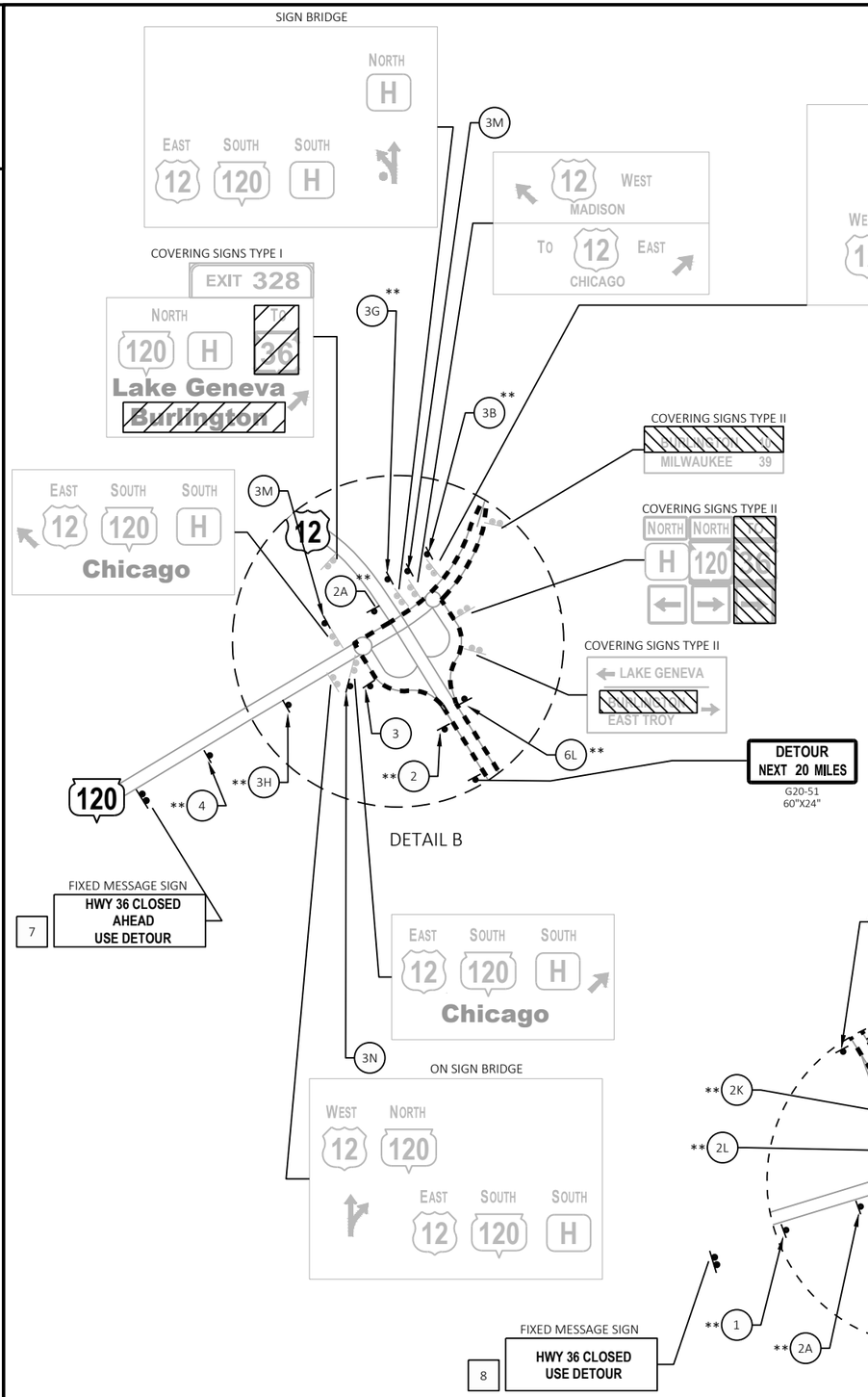
- TRAFFIC CONTROL SIGN
- FIXED MESSAGE SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PCMS — TRAFFIC CONTROL SIGN PCMS
- DETOUR ROUTE
- COVERING SIGNS TYPE I OR TYPE II

N

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	DETOUR PLAN	SHEET 81	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\027001-DT.DWG PLOT DATE : 10/25/2023 11:10 PM PLOT BY : BLACKWOOD, JIM PLOT NAME :

WISDOT/CADDS SHEET 42



NOTES:

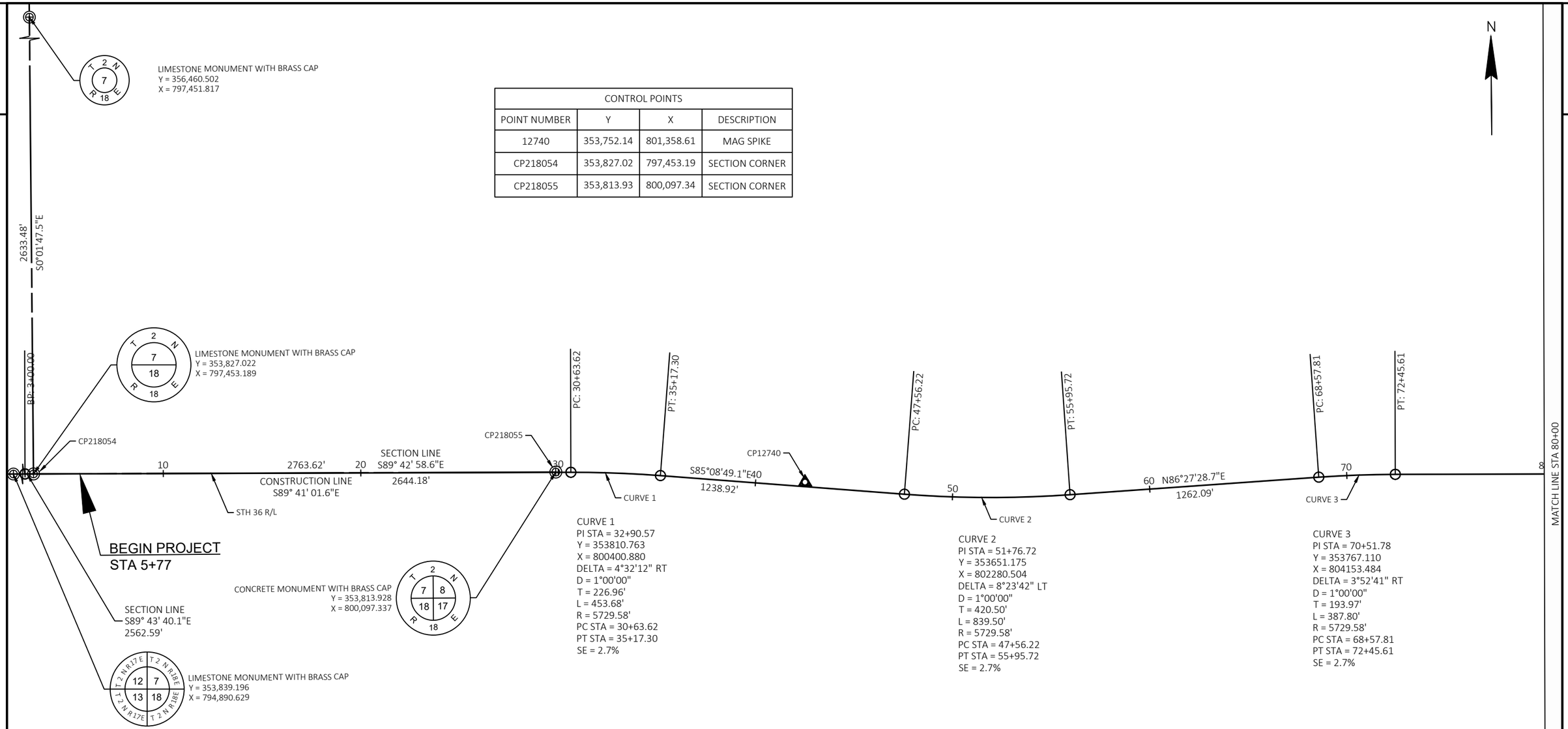
1. CLOSE STH 36 TO THRU TRAFFIC FOR DURATION OF PROJECT. IMPLEMENT THE DETOUR ROUTE PRIOR TO CLOSING STH 36.
2. REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES
   - BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES
   - DETOUR SIGNING FOR MAINLINE CLOSURES
   - BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
3. PLACE TRAFFIC CONTROL SIGNS PCMS AT LEAST 7 DAYS IN ADVANCE OF CLOSURE OF STH 36.
4. ALL TRAFFIC CONTROL SIGNS AND DEVICES TO REMAIN AT LEAST 50 FEET FROM RAILROAD RIGHT OF WAY
5. PLACE TRAFFIC CONTROL SIGNS PCMS FOR 7 CALENDAR DAYS PRIOR TO CLOSING STH 36
6. ALL TRAFFIC CONTROL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

** PLACE SIGNS ON MEDIAN AND OUTSIDE OF DIVIDED ROADWAY

LEGEND

- (X) TRAFFIC CONTROL SIGN
- [X] FIXED MESSAGE SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- PCMS TRAFFIC CONTROL SIGN PCMS
- DETOUR ROUTE
- COVERING SIGNS TYPE I OR TYPE II

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	DETOUR PLAN	SHEET 82	E



CONTROL POINTS			
POINT NUMBER	Y	X	DESCRIPTION
12740	353,752.14	801,358.61	MAG SPIKE
CP218054	353,827.02	797,453.19	SECTION CORNER
CP218055	353,813.93	800,097.34	SECTION CORNER

CURVE 1
PI STA = 32+90.57
Y = 353810.763
X = 800400.880
DELTA = 4°32'12" RT
D = 1°00'00"
T = 226.96'
L = 453.68'
R = 5729.58'
PC STA = 30+63.62
PT STA = 35+17.30
SE = 2.7%

CURVE 2
PI STA = 51+76.72
Y = 353651.175
X = 802280.504
DELTA = 8°23'42" LT
D = 1°00'00"
T = 420.50'
L = 839.50'
R = 5729.58'
PC STA = 47+56.22
PT STA = 55+95.72
SE = 2.7%

CURVE 3
PI STA = 70+51.78
Y = 353767.110
X = 804153.484
DELTA = 3°52'41" RT
D = 1°00'00"
T = 193.97'
L = 387.80'
R = 5729.58'
PC STA = 68+57.81
PT STA = 72+45.61
SE = 2.7%

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	ALIGNMENT	SHEET 83	E

CONTROL POINTS			
POINT NUMBER	Y	X	DESCRIPTION
CP8018	357,389.34	809,100.11	MAG NAIL
CP8019	357,391.73	809,050.11	MAG NAIL
CP218058	353,748.14	807,993.62	SECTION CORNER

MATCH LINE STA 80+00

S89°39'50.6"E
2063.83'

CURVE 4
PI STA = 95+31.88
Y = 353752.567
X = 806633.686
DELTA = 21°58'15" LT
D = 5°00'00"
T = 222.44'
L = 439.42'
R = 1145.92'
PC STA = 93+09.44
PT STA = 97+48.86
SE = 7.5%

90
PC: 93+09.44
PT: 97+48.86
CURVE 4
100
N68°21'54.4"E
714.27'
PC: 104+63.13
PT: 107+37.41
CURVE 5
N73°51'02.2"E
356.80'
110

CURVE 5
PI STA = 106+00.37
Y = 354148.525
X = 807631.985
DELTA = 5°29'08" RT
D = 2°00'00"
T = 137.24'
L = 274.28'
R = 2864.79'
PC STA = 104+63.13
PT STA = 107+37.41
SE = 4.5%

CONCRETE MONUMENT WITH BRASS CAP
Y = 356,392.11
X = 807,981.85

CONCRETE MONUMENT WITH BRASS CAP
Y = 353,748.140
X = 807,993.615

CP218058

S89°47'40.0"E
2599.09'

LIMESTONE MONUMENT WITH BRASS CAP
Y = 353,738.816
X = 810,592.691

CONCRETE MONUMENT WITH BRASS CAP
Y = 359,039.770
X = 807,985.931

2647.66'
S0°05'17.8"W

2644.00'
S0°15'17.7"E

PC: 110+94.21
PT: 124+92.02
CURVE 6
130
120
STH 36 R/L

CURVE 6
PI STA = 118+94.96
Y = 354508.662
X = 808875.686
DELTA = 69°53'26" LT
D = 5°00'00"
T = 800.75'
L = 1397.81'
R = 1145.92'
PC STA = 110+94.21
PT STA = 124+92.02
SE = 8.0%

2617.03'
N89°42'14.9"W

PC: 151+49.57
PI: 145+57.72
CURVE 7
CP8019
CP8018
150
N3°57'35.8"E
591.85'
140
N3°57'35.8"E
2065.70'
S89°53'09.7"E
2610.95'
N0°13'11.2"E
2639.36'
N0°00'08.3"E
2648.10'

CONCRETE MONUMENT WITH BRASS CAP
Y = 356,386.915
X = 810,592.798

MATCH LINE STA 158+00

N

CONTROL POINTS			
POINT NUMBER	Y	X	DESCRIPTION
CP115	358,957.68	809,784.96	1" CAPPED IP
CP116	358,998.64	811,602.74	1" CAPPED IP
CP117	359,042.45	812,124.60	CUT X ON CURB
CP118	358,989.96	812,695.90	1" CAPPED IP
CP119	359,048.66	813,532.33	8" SPIKE
CP120	359,145.36	814,524.33	8" SPIKE
CP121	359,559.92	815,470.81	1" CAPPED IP
CP122	360,195.18	816,331.39	1" CAPPED IP
CP218033	359,026.26	810,602.92	SECTION CORNER
CP218034	359,018.58	813,207.70	SECTION CORNER

CURVE 7
PI STA = 162+22.01
Y = 359028.590
X = 809188.575
DELTA = 86°12'21" RT
D = 5°00'00"
T = 1072.44'
L = 1724.12'
R = 1145.92'
PC STA = 151+49.57
PT STA = 168+73.69
SE = 7.7%

2617.03'
N89°42'14.9"W

PT: 168+73.69

CP115

160

CURVE 7

170

CP218033

MATCH LINE STA 158+00

N0°13'11.2"E
2639.36'

3188.38'
CONSTRUCTION LINE
S89° 50' 03.0"E

180

CP116

CP117

STH 36 R/L

190

SECTION LINE
S89° 49' 52.0"E
2604.78'

CP118

CP218034

200

CP119

PC: 200+62.08

N0°05'16.9"E
2656.10'

T 2 N
R 3 E
18

CONCRETE MONUMENT WITH BRASS CAP
Y = 361,674.674
X = 813,211.776

T 2 N
R 4 3 E
9 10
18

CONCRETE MONUMENT WITH BRASS CAP
Y = 359,026.257
X = 810,602.922

T 2 N
R 3 E
10
18

CONCRETE MONUMENT WITH BRASS CAP
Y = 359,018.579
X = 813,207.695

210

CP120

CURVE 8

220

CP121

PT: 225+79.95

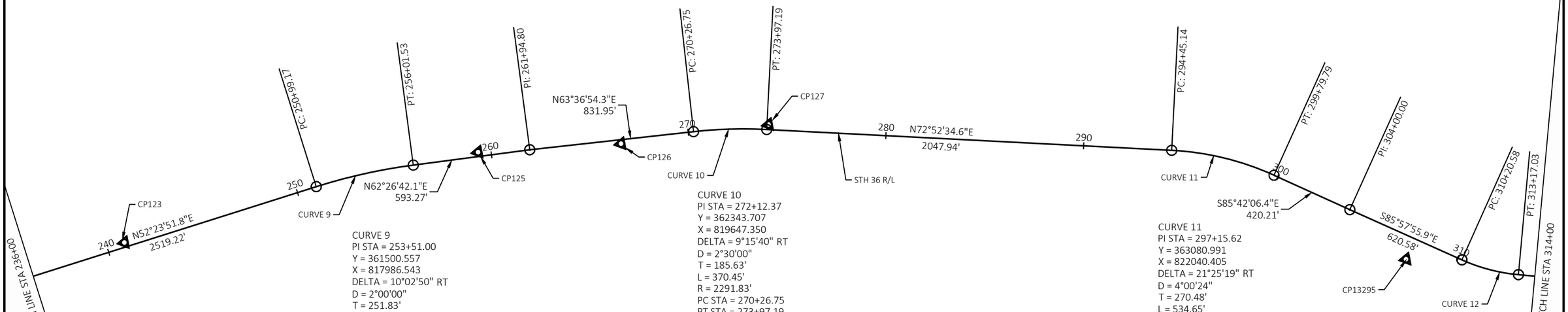
N52°23'51.8"E
2519.22'

CP122

MATCH LINE STA 236+00

CURVE 8
PI STA = 213+68.67
Y = 359012.476
X = 814755.969
DELTA = 37°46'05" LT
D = 1°30'00"
T = 1306.59'
L = 2517.87'
R = 3819.72'
PC STA = 200+62.08
PT STA = 225+79.95
SE = 4.5%

2



CURVE 9
PI STA = 253+51.00
Y = 361500.557
X = 817986.543
DELTA = 10°02'50" RT
D = 2°00'00"
T = 251.83'
L = 502.37'
R = 2864.79'
PC STA = 250+99.17
PT STA = 256+01.53
SE = 5.2%

CURVE 10
PI STA = 272+12.37
Y = 362343.707
X = 819647.350
DELTA = 9°15'40" RT
D = 2°30'00"
T = 185.63'
L = 370.45'
R = 2291.83'
PC STA = 270+26.75
PT STA = 273+97.19
SE = 6.2%

CURVE 11
PI STA = 297+15.62
Y = 363080.991
X = 822040.405
DELTA = 21°25'19" RT
D = 4°00'24"
T = 270.48'
L = 534.65'
R = 1430.00'
PC STA = 294+45.14
PT STA = 299+79.79
SE = 5.3%

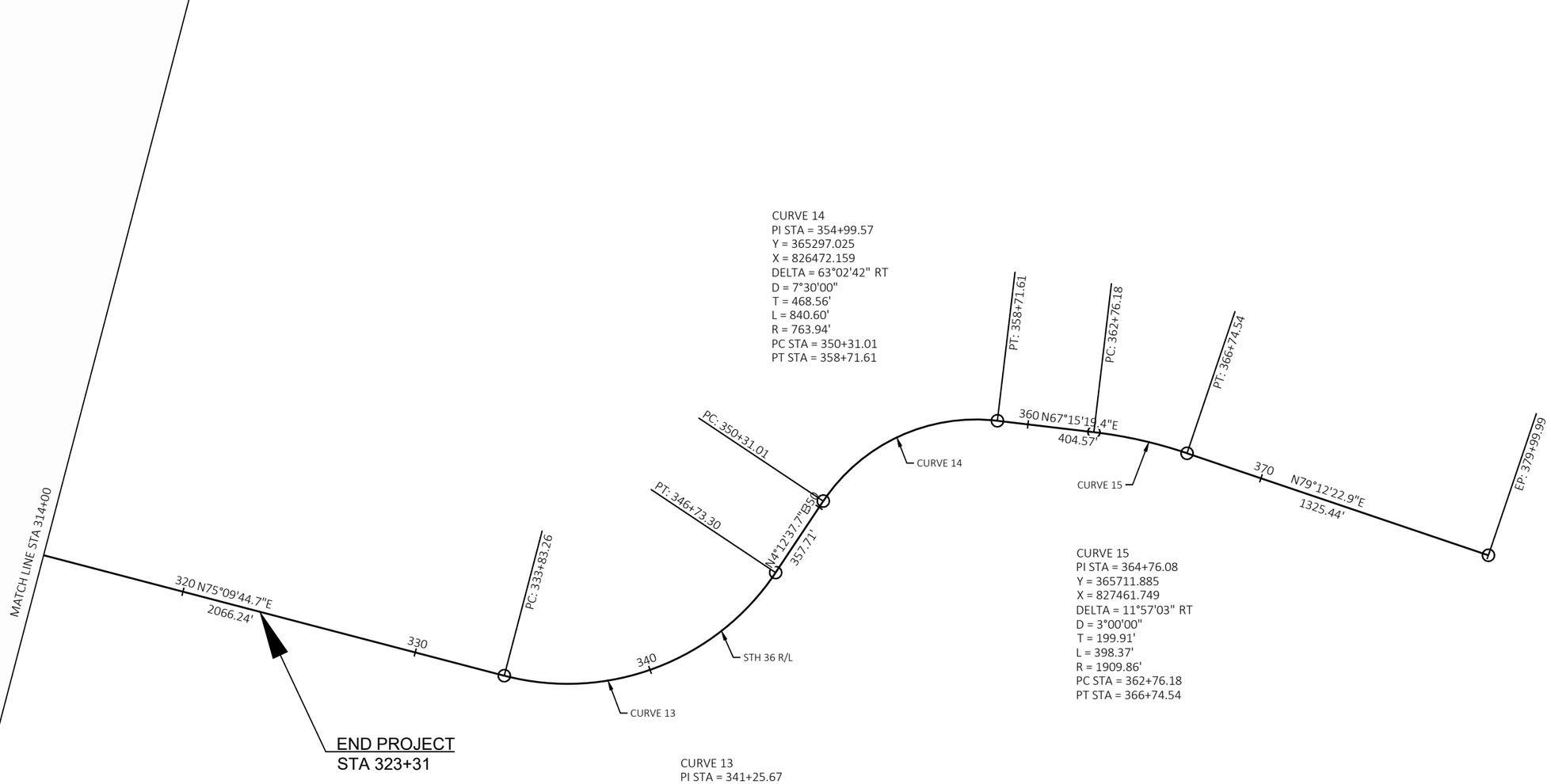
CURVE 12
PI STA = 311+70.16
Y = 362975.039
X = 823497.406
DELTA = 18°52'19" LT
D = 6°21'58"
T = 149.58'
L = 296.44'
R = 900.00'
PC STA = 310+20.58
PT STA = 313+17.03
SE = 5.4%

CONTROL POINTS			
POINT NUMBER	Y	X	DESCRIPTION
CP123	360,749.78	816,973.23	1" CAPPED IP
CP125	361,790.91	818,494.63	1" CAPPED IP
CP126	362,078.66	819,158.20	1" CAPPED IP
CP127	362,424.66	819,824.89	8" SPIKE
CP13295	362,891.99	823,081.82	CUT X ON CURB

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	ALIGNMENT	SHEET 86	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 04
PLOT DATE : 10/25/2023 11:12 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

2



CURVE 14
PI STA = 354+99.57
Y = 365297.025
X = 826472.159
DELTA = 63°02'42" RT
D = 7°30'00"
T = 468.56'
L = 840.60'
R = 763.94'
PC STA = 350+31.01
PT STA = 358+71.61

CURVE 15
PI STA = 364+76.08
Y = 365711.885
X = 827461.749
DELTA = 11°57'03" RT
D = 3°00'00"
T = 199.91'
L = 398.37'
R = 1909.86'
PC STA = 362+76.18
PT STA = 366+74.54

CURVE 13
PI STA = 341+25.67
Y = 363732.580
X = 826356.986
DELTA = 70°57'07" LT
D = 5°30'00"
T = 742.41'
L = 1290.04'
R = 1041.74'
PC STA = 333+83.26
PT STA = 346+73.30

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	ALIGNMENT	SHEET 87	E

Estimate Of Quantities

3190-11-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	3.000	3.000
0004	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0006	203.0270	Removing Structure Over Waterway Debris Capture (structure) 01. B-64-665	EACH	1.000	1.000
0008	204.0110	Removing Asphaltic Surface	SY	565.000	565.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	190.000	190.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	128,745.000	128,745.000
0014	204.0150	Removing Curb & Gutter	LF	480.000	480.000
0016	204.0155	Removing Concrete Sidewalk	SY	125.000	125.000
0018	204.0165	Removing Guardrail	LF	445.000	445.000
0020	204.9060.S	Removing (item description) 01. Culvert Endwalls	EACH	5.000	5.000
0022	205.0100	Excavation Common	CY	496.000	496.000
0024	206.1001	Excavation for Structures Bridges (structure) 01. B-64-210	EACH	1.000	1.000
0026	206.5001	Cofferdams (structure) 01. B-64-210	EACH	2.000	2.000
0028	210.1500	Backfill Structure Type A	TON	388.000	388.000
0030	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 3190-11-70	EACH	1.000	1.000
0032	213.0100	Finishing Roadway (project) 01. 3190-11-70	EACH	1.000	1.000
0034	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,170.000	3,170.000
0036	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	920.000	920.000
0038	305.0500	Shaping Shoulders	STA	635.000	635.000
0040	311.0110	Breaker Run	TON	107.000	107.000
0042	416.0610	Drilled Tie Bars	EACH	44.000	44.000
0044	455.0605	Tack Coat	GAL	10,045.000	10,045.000
0046	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0048	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0050	460.2000	Incentive Density HMA Pavement	DOL	3,480.000	3,480.000
0052	460.2005	Incentive Density PWL HMA Pavement	DOL	9,930.000	9,930.000
0054	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	3,160.000	3,160.000
0056	460.2010	Incentive Air Voids HMA Pavement	DOL	15,180.000	15,180.000
0058	460.5223	HMA Pavement 3 LT 58-28 S	TON	100.000	100.000
0060	460.5224	HMA Pavement 4 LT 58-28 S	TON	15,300.000	15,300.000
0062	465.0105	Asphaltic Surface	TON	1,525.000	1,525.000
0064	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	58.000	58.000
0066	465.0315	Asphaltic Flumes	SY	55.000	55.000
0068	465.0520	Asphaltic Rumble Strips, Shoulder	LF	41,930.000	41,930.000
0070	465.0560	Asphaltic Rumble Strips, Centerline	LF	25,450.000	25,450.000
0072	492.2020.S	Cleaning and Sealing Cracks and Joints with Hot-Applied Sealant	MI	0.379	0.379
0074	502.0100	Concrete Masonry Bridges	CY	472.000	472.000
0076	502.3200	Protective Surface Treatment	SY	471.000	471.000
0078	502.3210	Pigmented Surface Sealer	SY	91.000	91.000
0080	505.0400	Bar Steel Reinforcement HS Structures	LB	6,620.000	6,620.000
0082	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	63,950.000	63,950.000
0084	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	430.000	430.000
0086	509.0301	Preparation Decks Type 1	SY	1.000	1.000
0088	509.0310.S	Sawing Pavement Deck Preparation Areas	LF	12.000	12.000
0090	509.1500	Concrete Surface Repair	SF	42.000	42.000
0092	509.2100.S	Concrete Masonry Deck Repair	CY	1.000	1.000
0094	509.5100.S	Polymer Overlay	SY	2,231.000	2,231.000
0096	516.0500	Rubberized Membrane Waterproofing	SY	22.000	22.000
0098	520.8700	Cleaning Culvert Pipes	EACH	13.000	13.000
0100	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	2.000	2.000

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Line	Item	Item Description	Unit	Total	Qty
0102	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	2.000	2.000
0104	521.3112	Culvert Pipe Corrugated Steel 12-Inch	LF	8.000	8.000
0106	521.3742	Pipe Arch Corrugated Steel 42x29-Inch	LF	16.000	16.000
0108	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0110	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0112	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	650.000	650.000
0114	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	450.000	450.000
0116	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	30.000	30.000
0118	601.0584	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type TBT	LF	75.000	75.000
0120	601.0600	Concrete Curb Pedestrian	LF	70.000	70.000
0122	602.0410	Concrete Sidewalk 5-Inch	SF	1,125.000	1,125.000
0124	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	60.000	60.000
0126	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	30.000	30.000
0128	602.0810	Concrete Driveway 6-Inch	SY	80.000	80.000
0130	602.3010	Concrete Surface Drains	CY	2.000	2.000
0132	604.9010.S	Slope Paving Repair Crushed Aggregate	CY	24.000	24.000
0134	604.9015.S	Reseal Crushed Aggregate Slope Paving	SY	610.000	610.000
0136	606.0200	Riprap Medium	CY	5.000	5.000
0138	606.0300	Riprap Heavy	CY	310.000	310.000
0140	612.0106	Pipe Underdrain 6-Inch	LF	50.000	50.000
0142	612.0108	Pipe Underdrain 8-Inch	LF	50.000	50.000
0144	612.0110	Pipe Underdrain 10-Inch	LF	50.000	50.000
0146	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	154.000	154.000
0148	612.0700	Drain Tile Exploration	LF	100.000	100.000
0150	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	4.000	4.000
0152	614.0305	Steel Plate Beam Guard Class A	LF	75.000	75.000
0154	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	160.000	160.000
0156	614.0400	Adjusting Steel Plate Beam Guard	LF	1,325.000	1,325.000
0158	614.0950	Replacing Guardrail Posts and Blocks	EACH	50.000	50.000
0160	614.0951	Replacing Guardrail Rail and Hardware	LF	200.000	200.000
0162	614.2300	MGS Guardrail 3	LF	138.000	138.000
0164	614.2500	MGS Thrie Beam Transition	LF	160.000	160.000
0166	614.2610	MGS Guardrail Terminal EAT	EACH	1.000	1.000
0168	618.0100	Maintenance and Repair of Haul Roads (project) 01. 3190-11-70	EACH	1.000	1.000
0170	619.1000	Mobilization	EACH	1.000	1.000
0172	623.0200	Dust Control Surface Treatment	SY	3,300.000	3,300.000
0174	624.0100	Water	MGAL	90.000	90.000
0176	625.0100	Topsoil	SY	2,300.000	2,300.000
0178	627.0200	Mulching	SY	700.000	700.000
0180	628.1104	Erosion Bales	EACH	50.000	50.000
0182	628.1504	Silt Fence	LF	1,075.000	1,075.000
0184	628.1520	Silt Fence Maintenance	LF	545.000	545.000
0186	628.1530.S	Silt Fence Heavy Duty	LF	540.000	540.000
0188	628.1535.S	Silt Fence Heavy Duty Maintenance	LF	270.000	270.000
0190	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0192	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0194	628.2008	Erosion Mat Urban Class I Type B	SY	1,440.000	1,440.000
0196	628.6005	Turbidity Barriers	SY	50.000	50.000
0198	628.6510	Soil Stabilizer Type B	ACRE	2.000	2.000
0200	628.7010	Inlet Protection Type B	EACH	16.000	16.000

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Line	Item	Item Description	Unit	Total	Qty
0202	628.7015	Inlet Protection Type C	EACH	20.000	20.000
0204	628.7504	Temporary Ditch Checks	LF	270.000	270.000
0206	628.7555	Culvert Pipe Checks	EACH	50.000	50.000
0208	628.7560	Tracking Pads	EACH	2.000	2.000
0210	628.7570	Rock Bags	EACH	50.000	50.000
0212	629.0210	Fertilizer Type B	CWT	9.000	9.000
0214	630.0130	Seeding Mixture No. 30	LB	23.000	23.000
0216	630.0140	Seeding Mixture No. 40	LB	53.000	53.000
0218	630.0200	Seeding Temporary	LB	19.000	19.000
0220	630.0300	Seeding Borrow Pit	LB	10.000	10.000
0222	630.0500	Seed Water	MGAL	59.000	59.000
0224	633.5200	Markers Culvert End	EACH	41.000	41.000
0226	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	19.000	19.000
0228	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	5.000	5.000
0230	637.2210	Signs Type II Reflective H	SF	40.000	40.000
0232	637.2230	Signs Type II Reflective F	SF	73.000	73.000
0234	638.2102	Moving Signs Type II	EACH	17.000	17.000
0236	638.2602	Removing Signs Type II	EACH	3.000	3.000
0238	638.3000	Removing Small Sign Supports	EACH	19.000	19.000
0240	642.5001	Field Office Type B	EACH	1.000	1.000
0242	643.0300	Traffic Control Drums	DAY	2,230.000	2,230.000
0244	643.0420	Traffic Control Barricades Type III	DAY	14,135.000	14,135.000
0246	643.0705	Traffic Control Warning Lights Type A	DAY	28,270.000	28,270.000
0248	643.0900	Traffic Control Signs	DAY	66,500.000	66,500.000
0250	643.0910	Traffic Control Covering Signs Type I	EACH	4.000	4.000
0252	643.0920	Traffic Control Covering Signs Type II	EACH	23.000	23.000
0254	643.1000	Traffic Control Signs Fixed Message	SF	242.000	242.000
0256	643.1050	Traffic Control Signs PCMS	DAY	42.000	42.000
0258	643.3165	Temporary Marking Line Paint 6-Inch	LF	45,900.000	45,900.000
0260	643.3770	Temporary Marking Raised Pavement Marker Type II	EACH	700.000	700.000
0262	643.5000	Traffic Control	EACH	1.000	1.000
0264	644.1440	Temporary Pedestrian Surface Matting	SF	240.000	240.000
0266	644.1601	Temporary Pedestrian Curb Ramp	DAY	56.000	56.000
0268	644.1605	Temporary Pedestrian Detectable Warning Field	SF	140.000	140.000
0270	644.1810	Temporary Pedestrian Barricade	LF	765.000	765.000
0272	645.0111	Geotextile Type DF Schedule A	SY	86.000	86.000
0274	645.0120	Geotextile Type HR	SY	567.000	567.000
0276	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	108,360.000	108,360.000
0278	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	1,805.000	1,805.000
0280	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000
0282	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0284	646.6120	Marking Stop Line Epoxy 18-Inch	LF	210.000	210.000
0286	646.7120	Marking Diagonal Epoxy 12-Inch	LF	105.000	105.000
0288	648.0100	Locating No-Passing Zones	MI	6.014	6.014
0290	650.4500	Construction Staking Subgrade	LF	500.000	500.000
0292	650.5000	Construction Staking Base	LF	500.000	500.000
0294	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	555.000	555.000
0296	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0298	650.8000	Construction Staking Resurfacing Reference	LF	31,750.000	31,750.000
0300	650.9000	Construction Staking Curb Ramps	EACH	8.000	8.000

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Line	Item	Item Description	Unit	Total	Qty
0302	650.9500	Construction Staking Sidewalk (project) 01. 3190-11-70	EACH	1.000	1.000
0304	650.9911	Construction Staking Supplemental Control (project) 01. 3190-11-70	EACH	1.000	1.000
0306	650.9920	Construction Staking Slope Stakes	LF	500.000	500.000
0308	690.0150	Sawing Asphalt	LF	840.000	840.000
0310	690.0250	Sawing Concrete	LF	85.000	85.000
0312	715.0502	Incentive Strength Concrete Structures	DOL	3,000.000	3,000.000
0314	740.0440	Incentive IRI Ride	DOL	24,000.000	24,000.000
0316	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. 135+00	EACH	1.000	1.000
0318	SPV.0035	Special 01. Backfill Slurry	CY	13.000	13.000
0320	SPV.0060	Special 01. Remove and Replace Riprap	EACH	1.000	1.000
0322	SPV.0060	Special 02. Adjusting Sanitary Manholes	EACH	4.000	4.000
0324	SPV.0060	Special 03. Utility Line Opening	EACH	5.000	5.000
0326	SPV.0060	Special 06. Section Corner Monuments	EACH	4.000	4.000
0328	SPV.0060	Special 07. Joint Sealant Parapet	EACH	8.000	8.000
0330	SPV.0090	Special 01. Silicone Bridge Joint Sealant	LF	168.000	168.000
0332	SPV.0165	Special 01. Shotcrete Surface Repair	SF	94.000	94.000
0334	SPV.0195	Special 01. Asphaltic Repair	TON	1,525.000	1,525.000
0336	SPV.0195	Special 02. Select Crushed Material for Travel Corridor	TON	15.000	15.000

3

GRUBBING

CATEGORY	LOCATION	201.0205 GRUBBING STA
1000	STA 134+00 - STA 137+00 LT/RT	3
	PROJECT TOTALS	3

PREPARE FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	LOCATION	211.0101 EACH
1000	ID 3190-11-70	1
	PROJECT TOTALS	1

MISCELLANEOUS REMOVALS

CATEGORY	STATION	TO	STATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0165 REMOVING GUARDRAIL LF	SPV.0035.01 BACKFILL SLURRY CY
1000	5+77	-	15+00	75	30	4,255	60	---	---	---
	15+00	-	27+00	---	---	4,610	---	---	---	---
	27+00	-	39+00	---	---	4,555	---	---	---	---
	39+00	-	51+00	---	---	4,650	---	---	---	1
	51+00	-	63+00	---	---	4,660	---	---	---	---
	63+00	-	75+00	---	---	4,535	---	---	---	---
	75+00	-	87+00	---	---	4,570	---	---	---	---
	87+00	-	99+00	---	10	5,565	---	---	---	---
	99+00	-	111+00	---	---	4,760	---	---	---	---
	111+00	-	123+00	---	10	5,595	---	---	---	---
	123+00	-	135+00	---	---	4,520	---	---	165	1
	135+00	-	147+00	---	25	4,090	---	---	205	1
	147+00	-	159+00	---	---	4,535	---	---	---	---
	159+00	-	171+00	165	10	5,715	---	---	---	---
	171+00	-	183+00	---	---	4,675	---	---	---	---
	183+00	-	195+00	65	30	6,030	240	70	---	---
	195+00	-	207+00	255	10	5,805	170	55	---	---
	207+00	-	219+00	---	---	4,560	---	---	---	---
	219+00	-	231+00	---	---	4,605	---	---	---	---
	231+00	-	243+00	---	---	4,535	---	---	---	---
	243+00	-	255+00	---	---	4,535	---	---	---	---
	255+00	-	267+00	---	---	4,600	---	---	---	---
	267+00	-	279+00	---	---	4,560	---	---	---	---
	279+00	-	291+00	---	5	4,740	---	---	---	---
	291+00	-	303+00	---	---	4,920	---	---	---	4
	303+00	-	315+00	5	30	3,295	10	---	75	6
	315+00	-	323+31	---	30	5,270	---	---	---	
	PROJECT TOTALS			565	190	128,745	480	125	445	13

NOTE: BACKFILL SLURRY TO BE USED TO BACKFILL HOLES FROM REMOVAL OF GUARDRAIL POSTS

ALL ITEMS CATEGORY 1000 UNLESS NOTED

DIVISION	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2)	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (2)	AVAILABLE MATERIAL (4)	311.0110 BREAKER RUN EXPANDED EBS BACKFILL (TONS) (3) FACTOR 1.30	UNEXPANDED FILL	EXPANDED FILL (5) FACTOR 1.20	MASS ORDINATE +/- (6)	WASTE (7)
DIVISION 1											
	132+30 - 136+75	STH 36	413	83	69	344	107	9	11	333	333
DIVISION 1 SUBTOTAL			413	83	69	344	107	9	11	333	333
GRAND TOTAL			413	83	69	344	107	9	11	333	333
TOTAL EXCAVATION COMMON			496								

NOTES:

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

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

(3) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN. ITEM NUMBER 311.0110. LOCATIONS TO BE DETERMINED IN FIELD BY ENGINEER.

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

(5) EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR

(6) 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.

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

(8) EBS EXCAVATION SHALL BE REMOVED FROM THE PROJECT SITE AND SHALL NOT BE USED AS FILL. EBS IS NOT INCLUDED IN THE MASS ORDINATE.

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	SIDE	* DESCRIPTION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.9060.S.01 REMOVING CULVERT ENDWALLS EACH
1000	6+18	RT	REMOVE 12" CPCS ENDWALL	---	1
	11+98	RT	REMOVE 8' OF 12" CPCS AND ENDWALL	1	---
	61+11	LT/RT	REMOVE 2 - 36" CPCS ENDWALLS	---	2
	100+23	RT	REMOVE 2 - 8' SECTIONS OF 42"X29" PACS	2	---
	150+07	RT	REMOVE 24" CPRC ENDWALL	---	1
	199+06	LT	REMOVE 18" CPRC ENDWALL	---	1
				3	5

* FOR INFORMATON ONLY - NOT A BID ITEM

NOTE - REMOVING CULVERT ENDWALL ITEM ONLY USED WHEN NO PIPE IS BEING REMOVED

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION		305.0500 SHAPING SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
1000	RURAL RESURFACING SHOULDERS				635	3,100	---
	132+30	-	136+75		---	70	630
				PROJECT TOTALS	635	3,170	630

ASPHALT PATCHING ITEMS

CATEGORY	LOCATION	** 455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TONS	SPV.0195.01 ASPHALTIC REPAIR TON
1000	UNDISTRIBUTED	905	1,525	1,525
	PROJECT TOTALS	905	1,525	1,525

NOTE: PATCHING AREAS TO BE DETERMINED BY ENGINEER AFTER MILLING TOP 2" OF EXISTING HMA PAVEMENT

** - ADDITIONAL ITEMS FOUND ELSEWHERE - ASPHALT ITEMS

3

HMA PWL MIXTURE USE TABLE

LOCATION	STATION	TO	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
2 - 12 FOOT DRIVING LANES	5+77	-	134+75	UPPER LAYER	MILLED SURFACE	4 LT 58-28 S	4,060	2 INCHES	PWL INCENTIVE AIR VOIDS HMA PAVMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
2 - 5 FOOT PAVED SHOULDERS	5+77	-	134+75	UPPER LAYER	MILLED SURFACE	4 LT 58-28 S	2,100	2 INCHES	PWL INCENTIVE AIR VOIDS HMA PAVMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
2 - 12 FOOT DRIVING LANES	134+75	-	136+75	LOWER LAYER	BASE AGGREGATE	3 LT 58-28 S	60	3 1/2 INCHES	QMP AS PER STANDARD SPECIFICATION 460.	INCENTIVE DENSITY HMA PAVEMENT 460.2000
2 - 12 FOOT DRIVING LANES	134+75	-	136+75	UPPER LAYER	3 LT 58-28 S	4 LT 58-28 S	50	2 1/2 INCHES	QMP AS PER STANDARD SPECIFICATION 460.	INCENTIVE DENSITY HMA PAVEMENT 460.2000
2 - 10 FOOT PAVED SHOULDERS	134+75	-	136+75	LOWER LAYER	BASE AGGREGATE	3 LT 58-28 S	45	3 1/2 INCHES	QMP AS PER STANDARD SPECIFICATION 460.	INCENTIVE DENSITY HMA PAVEMENT 460.2000
2 - 10 FOOT PAVED SHOULDERS	134+75	-	136+75	UPPER LAYER	3 LT 58-28 S	4 LT 58-28 S	20	2 1/2 INCHES	QMP AS PER STANDARD SPECIFICATION 460.	INCENTIVE DENSITY HMA PAVEMENT 460.2000
2 - 12 FOOT DRIVING LANES	136+75	-	323+31	UPPER LAYER	MILLED SURFACE	4 LT 58-28 S	5,870	2 INCHES	PWL INCENTIVE AIR VOIDS HMA PAVMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
2 - 5 FOOT PAVED SHOULDERS	136+75	-	323+31	UPPER LAYER	MILLED SURFACE	4 LT 58-28 S	3,150	2 INCHES	PWL INCENTIVE AIR VOIDS HMA PAVMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
VARIOUS	5+77	-	323+31	PATCHES	BASE AGGREGATE OR MILLED SURFACE	ASPHALTIC SURFACE	1,530	VARIES	QMP AS PER STANDARD SPECIFICATION 465.	ACCEPTANCE BY ORDINARY COMPACTION

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

ASPHALT ITEMS

CATEGORY	STATION	TO	STATION	** 455.0605 TACK COAT GAL	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	460.5223 HMA PAVEMENT 3 LT 58-28 S TONS	460.5224 HMA PAVEMENT 4 LT 58-28 S TONS	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TONS	465.0315 ASPHLTIC FLUMES SY	465.0520 ASPHALTIC RUMBLE STRIPS SHOULDER LF	465.0560 ASPHALTIC RUMBLE STRIPS CENTERLINE LF
1000	5+77	-	15+00	300	---	---	---	505	4	---	810	0
	15+00	-	27+00	325	---	---	---	545	3	---	1,920	1,175
	27+00	-	39+00	320	---	---	---	535	3	---	1,685	1,000
	39+00	-	51+00	330	---	---	---	550	---	15	1,855	1,200
	51+00	-	63+00	330	---	---	---	550	3	15	1,785	1,200
	63+00	-	75+00	320	---	---	---	535	---	---	1,815	1,200
	75+00	-	87+00	320	---	---	---	535	5	---	1,260	1,200
	87+00	-	99+00	390	---	---	---	655	3	---	1,380	800
	99+00	-	111+00	335	---	---	---	565	---	15	1,850	1,200
	111+00	-	123+00	395	---	---	---	660	3	---	1,255	800
	123+00	-	135+00	330	---	---	---	560	---	---	1,840	1,150
	135+00	-	147+00	315	---	---	100	540	---	---	1,285	805
	147+00	-	159+00	320	---	---	---	540	---	---	1,920	1,200
	159+00	-	171+00	405	---	---	---	675	---	---	1,440	800
	171+00	-	183+00	330	---	---	---	550	2	---	1,860	1,000
	183+00	-	195+00	425	---	---	---	715	---	10	1,045	430
	195+00	-	207+00	415	---	---	---	685	9	---	1,215	540
	207+00	-	219+00	325	---	---	---	540	3	---	1,840	1,200
	219+00	-	231+00	325	---	---	---	535	8	---	1,615	1,200
	231+00	-	243+00	320	---	---	---	535	---	---	1,920	1,200
	243+00	-	255+00	320	---	---	---	535	---	---	1,920	1,200
	255+00	-	267+00	325	---	---	---	535	8	---	1,605	1,200
	267+00	-	279+00	320	---	---	---	535	4	---	1,590	1,200
	279+00	-	291+00	335	---	---	---	560	---	---	1,755	800
	291+00	-	303+00	345	---	---	---	585	---	---	1,675	1,000
	303+00	-	315+00	235	---	---	---	390	---	---	1,005	580
	315+00	-	323+31	385	---	---	---	650	---	---	785	170
			PROJECT TOTALS	9,140	1	2	100	15,300	58	55	41,930	25,450

** ADDITIONAL ITEMS FOUND ELSEWHERE - ASPHALT PATCHING ITEMS

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

CULVERT ITEMS

CATEGORY	STATION	SIDE	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE %	PIPE THICKNESS* INCH	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	521.1036 APRON ENDWALLS FOR CULVERT PIPE STEEL 36-INCH EACH	521.3112 CULVERT PIPE CORRUGATED STEEL 12-INCH LF	521.3742 PIPE ARCH CORRUGATED STEEL 42X29-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
1000	6+18	RT	---	---	---	0.064	1	---	---	---	---	---	1	---
	11+98	RT	839.45	839.42	0.37%	0.064	1	---	8	---	---	---	1	1
	61+11	LT/RT	---	---	---	0.079	---	2	---	---	---	---	2	---
	100+23	RT	815.43	815.40	0.34%	---	---	---	---	16	---	---	2	2
	150+07	RT	---	---	---	---	---	---	---	---	---	1	2	---
	199+06	LT	---	---	---	---	---	---	---	---	1	---	1	---
			CULVERT END MARKERS AT CULVERTS WITH NO OTHER WORK				---	---	---	---	---	---	32	---
				PROJECT TOTALS			2	2	8	16	1	1	41	3

* FOR INFORMATION ONLY

CONCRETE ITEMS

CATEGORY	STATION	TO	STATION	416.0610 DRILLED TIE BARS EACH	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0584 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT LF	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	602.0810 CONCRETE DRIVEWAY 6-INCH SY	602.3010 CONCRETE SURFACE DRAINS CY	650.5500 CONSTRUCTON STAKING CURB & GUTTER LF
1000	5+77	-	9+00	4	60	---	---	---	---	---	---	30	---	60
	129+00	-	135+00	---	---	---	40	---	---	---	---	---	2	40
	135+00	-	141+00	---	---	---	35	---	---	---	---	---	---	35
	189+00	-	195+00	24	240	---	---	70	920	40	30	---	---	240
	195+00	-	201+00	4	140	---	---	---	---	---	---	50	---	140
	201+00	-	207+00	8	---	30	---	---	205	20	---	---	---	30
	303+00	-	309+00	4	10	---	---	---	---	---	---	---	---	10
			PROJECT TOTALS	44	450	30	75	70	1,125	60	30	80	2	555

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

PIPE UNDERDRAIN

		612.0106	612.0108	612.0110	612.0700
		PIPE UNDERDRAIN			
CATEGORY	LOCATION	6-INCH LF	8-INCH LF	10-INCH LF	DRAIN TILE EXPLORATION LF
1000	UNDISTRIBUTED	50	50	50	100
		50	50	50	100

NOTE: TO BE USED IF DRAIN TILE IS ENCOUNTERED WITH EXCAVATION

WATER & DUST CONTROL

		623.0200	624.0100
CATEGORY	LOCATION	DUST CONTROL SURFACE TREATMENT SY	WATER MGAL
1000	DUST CONTROL	3300	---
	EXCAVATION	---	5
	BASE AGGREGATE COMPACTION	0	85
	PROJECT TOTALS	3,300	90

3

CLEANING CULVERT PIPES

		520.8700
CATEGORY	STATION	EACH
1000	6+18	1
	9+50	1
	10+25	1
	11+98	1
	13+53	1
	15+22	1
	54+85	1
	67+78	1
	78+24	1
	199+06	1
	221+54	1
	232+71	1
	258+92	1
		13

BEAM GUARD ITEMS

					614.0305	614.0397	614.0400	614.0950	614.0951	614.2300	614.2500	614.2610
					STEEL PLATE BEAM GUARD CLASS A	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT	ADJUSTING STEEL PLATE BEAM GUARD	REPLACING GUARDRAIL POSTS AND BLOCKS	REPLACING GUARDRAIL RAIL AND HARDWARE	MGS GUARDRAIL 3	MGS THRIE BEAM TRANSITION	MGS GUARDRAIL TERMINAL EAT
CATEGORY	STATION	TO	STATION	SIDE	LF	SY	LF	EACH	LF	LF	LF	LF
1000	40+50	-	41+00	LT	---	---	50	---	---	---	---	---
	133+80	-	135+20	RT	---	35	---	---	---	50	40	1
	134+50	-	135+20	LT	---	30	---	---	---	25	40	---
	136+00	-	137+25	LT	---	35	50	---	---	38	40	---
	136+10	-	137+25	RT	---	30	50	---	---	25	40	---
	300+60	-	303+85	RT	75	30	250	---	---	---	---	---
	301+25	-	301+75	LT	---	---	50	---	---	---	---	---
	302+30	-	302+45	LT	---	---	25	---	---	---	---	---
	309+00	-	312+75	LT	---	---	375	---	---	---	---	---
	309+00	-	312+70	RT	---	---	375	---	---	---	---	---
	UNDISTRIBUTED				---	---	100	50	200	---	---	---
				PRJOECT TOTALS	75	160	1,325	50	200	138	160	1

NOTE: UNDISTRIBUTED QUANTITY OF REPLACING GUARDRAIL POSTS, BLOCKS, RAIL, AND HARDWARE TO BE USED AT ENGINEERS DISCRETION TO REPLACE DAMAGED GUARDRAIL OUTSIDE THE LIMITS OF ADJUSTMENT/REPLACEMENT SHOWN IN THE PLANS.

ALL ITEMS CATEGORY 1000 UNLESS NOTED

3

3

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION		625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.6510 SOIL STABILIZER TYPE B ACRE	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LBS	630.0140 SEEDING MIXTURE NO. 40 LBS	630.0200 SEEDING TEMPORARY LBS	630.0300 SEEDING BORROW PIT LBS	630.0500 SEED WATER MGAL
1000	5+77	-	33+00		40	---	---	1	---	2	1	---	1
	33+00	-	63+00		120	---	---	1	---	6	2	---	3
	63+00	-	93+00		---	---	---	---	---	---	---	---	---
	93+00	-	123+00		40	---	---	1	---	2	1	---	1
	123+00	-	153+00		520	---	---	1	---	24	5	---	13
	153+00	-	183+00		165	---	---	1	---	8	2	---	5
	183+00	-	213+00		395	---	---	1	18	---	4	---	10
	213+00	-	243+00		---	---	---	---	---	---	---	---	---
	243+00		273+00		---	---	---	---	---	---	---	---	---
	273+00		303+00		---	---	---	---	---	---	---	---	---
	303+00	-	323+31		---	---	---	---	---	---	---	---	---
	WASTE SITE				560	560	---	1	---	---	---	10	14
	UNDISTRIBUTED				460	140	2	2	5	11	4	---	12
				PRJOECT TOTALS	2,300	700	2	9	23	53	19	10	59

EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	** 606.0300 RIPRAP HEAVY CY	** 645.0120 GEOTEXTILE TYPE HR SY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1530.S SILT FENCE HEAVY DUTY LF	628.1535.S SILT FENCE HEAVY DUTY MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.6005 TURBIDITY BARRIERS SY	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH	SPV.0060.01 REMOVE AND REPLACE RIPRAP EACH
1000	5+77	-	33+00	---	---	---	---	---	---	---	---	---	40	---	---	2	30	---	---	---	---
	33+00	-	63+00	15	40	---	120	60	---	---	---	---	120	---	---	---	45	17	---	---	1
	63+00	-	93+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	93+00	-	123+00	---	---	---	---	---	---	---	---	---	40	---	---	---	15	20	---	---	---
	123+00	-	153+00	---	---	---	125	65	540	270	---	---	555	---	2	---	---	3	---	---	---
	153+00	-	183+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	183+00	-	213+00	---	---	---	330	165	---	---	---	---	395	---	---	3	---	---	---	---	---
	213+00	-	243+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	243+00	-	273+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	273+00	-	303+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	303+00	-	323+31	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	WASTE SITE			---	---	---	285	145	---	---	---	---	---	---	2	---	---	---	---	---	---
	UNDISTRIBUTED			4	10	50	215	110	---	---	4	4	290	50	12	15	180	10	2	50	---
	PRJOECT TOTALS			19	50	50	1,075	545	540	270	4	4	1,440	50	16	20	270	50	2	50	1

** - ADDITIONAL QUANTITIES FOUND ELSEWHERE - STRUCTURE PLAN B-64-210

ALL ITEMS CATEGORY 1000 UNLESS NOTED

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	MISCELLANEOUS QUANTITIES	SHEET NO: 98	E

TRAFFIC CONTROL ITEMS

CATEGORY	LOCATION	* DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS * DRUMS	643.0300 DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III * BARRICADES	643.0420 DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A * LIGHTS	643.0705 DAYS	643.0900 TRAFFIC CONTROL SIGNS * SIGNS	643.0900 DAYS	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I * CYCLES	643.0910 EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II * CYCLES	643.0920 EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS * SIGNS	643.1050 DAYS	643.5000 TRAFFIC CONTROL EACH
1000	DETOUR ROUTE	153	---	---	---	---	---	---	360	55,080	1	4	1	23	2	14	---
	PROJECT WORK ZONE	153	---	---	85	13,005	170	26,010	70	10,710	---	---	---	---	---	---	---
	TEMPORARY PEDESTRIAN ACCOMMODATIONS	14	70	980	45	630	90	1,260	45	630	---	---	---	---	---	---	---
	WHITE RIVER STATE TRAIL	20	---	---	---	---	---	---	4	80	---	---	---	---	---	---	---
	UNDISTRIBUTED	---	25	1,250	10	500	20	1,000	---	---	---	---	---	---	4	28	---
	PRJOECT TOTALS		---	2,230	---	14,135	---	28,270	---	66,500	---	4	---	23	---	42	1

NOTES:

* FOR INFORMATION ONLY

TEMPORARY PEDESTRIAN ITEMS

* FOR INFORMATION ONLY - NOT A BID ITEM

CATEGORY	LOCATION	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	* NUMBER OF RAMPS	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAYS	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
1000	STH 36 & CHURCH ST/NORTH ROAD	0	1	14	60	245
	STH 36 & MILL STREET	100	1	14	60	380
	STH 36 & CREEK SIDE DRIVE	140	2	28	20	140
	PROJECT TOTALS	240		56	140	765

SAWING ITEMS

CATEGORY	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
1000	5+33 TO 9+00	125	5
	129+00 TO 135+00	45	---
	135+00 TO 141+00	45	---
	189+00 TO 195+00	290	45
	195+00 TO 201+00	280	5
	201+00 TO 207+00	40	20
	303+00 TO 309+00	15	10
	PROJECT TOTALS	840	85

LOCATING NO PASSING ZONES

CATEGORY	LOCATION	648.0100 MI
1000	5+77 - 323+31	6.014
	PROJECT TOTALS	6.014

TEMPORARY RAISED PAVEMENT MARKER TYPE II

CATEGORY	LOCATION	643.3770 EACH
1000	5+77 - 323+31	700
	PROJECT TOTALS	700

UTILITY LINE OPENING

CATEGORY	LOCATION	SPV.0060.03 EACH
1000	UNDISTRIBUTED	5
	PROJECT TOTALS	5

ALL ITEMS CATEGORY 1000 UNLESS NOTED

PAVEMENT MARKING ITEMS

CATEGORY	STATION	TO	STATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) LF	646.2040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) LF	646.2040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) LF	646.4040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY (WHITE) EACH	646.5120 MARKING WORD EPOXY (WHITE)	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF
1000	5+77	-	33+00	1,285	1,285	5,135	---	---	---	---	---
	33+00	-	63+00	2,300	2,300	6,000	---	---	---	---	---
	63+00	-	93+00	3,300	3,300	6,000	35	---	---	---	---
	93+00	-	123+00	5,815	5,815	5,935	510	---	---	50	---
	123+00	-	153+00	4,420	4,420	6,000	---	---	---	---	---
	153+00	-	183+00	5,040	5,040	5,940	290	---	---	40	---
	183+00	-	213+00	6,000	6,000	5,390	---	---	---	40	---
	213+00	-	243+00	3,290	3,290	6,000	---	---	---	---	---
	243+00	-	273+00	5,000	5,000	6,000	---	---	---	---	---
	273+00	-	303+00	6,000	6,000	5,780	---	---	---	45	---
	303+00	-	323+31	3,450	3,450	4,280	970	2	2	35	105
	PRJOECT TOTALS			45,900	45,900	62,460	1,805	2	2	210	105
					108,360						

NOTES:

1. PLACE TEMPORARY CENTERLINE MARKINGS ON MILLED SURFACE ON SAME DAY AS MILLING
2. DELINEATE THE CENTERLINE OF THE ROADWAY ON SAME DAY AS HMA PAVEMENT IS PLACED BEFORE RUMBLE STRIPS ARE MILLED. DELINEATION IS INCIDENTAL TO HMA PAVEMENT.
3. PLACE MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH ON CENTERLINE AFTER RUMBLE STRIPS ARE MILLED.
4. PLACE WHITE EDGELINE AFTER SHOULDER RUMBLE STRIPS HAVE BEEN MILLED.

ADJUSTING SANITARY MANHOLES

SPV.0060.02

CATEGORY	STATION	SIDE	EACH
3000	192+52	RT	1
	192+62	LT	1
	194+49	LT	1
	201+59	RT	1
			4

SECTION CORNER MONUMENTS

SPV.0060.06

CATEGORY	STATION	SIDE	EACH
1000	29+87	LT	1
	83+60	C/L	1
	172+16	LT	1
	198+20	LT	1
			4

CONSTRUCTON STAKING ITEMS

CATEGORY	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.8000 RESURFACING REFERENCE LF	650.9000 CURB RAMPS EACH	650.9500 SIDEWALK EACH	650.9911 SUPPLEMENTAL CONTROL EACH	650.9920 SLOPE STAKES LF
		CONSTRUCTION STAKING						
0010	ID 3910-11-70	500	500	31,750	8	1	1	500
	PROJECT TOTALS	500	500	31,750	8	1	1	500

INSTALLING & MAINTAINING BIRD DETERRENT SYSTEM

CATEGORY	LOCATION	999.2000.S.01 EACH
1000	STA 135+00	1
	PROJECT TOTALS	1

TRAFFIC CONTROL FIXED MESSAGE SIGNS

643.1000

CATEGORY	SIGN NUMBER	* SIGN SIZE			SF
1000	1	66"	X	36"	17
	2	102"	X	54"	38
	3	102"	X	54"	38
	4	102"	X	54"	38
	5	102"	X	54"	38
	6	72"	X	36"	18
	7	66"	X	36"	17
	8	102"	X	54"	38
	PRJOECT TOTALS				242

NOTES:

* FOR INFORMATION ONLY

ALL ITEMS CATEGORY 1000 UNLESS NOTED

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]	638.2102 MOVING SIGNS TYPE II (EA)	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0814 POSTS TUBULAR STEEL 2 X 2-INCH X 14 -FT (EA)	634.0618 WOOD POSTS 4"X 6"x18' [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	W5-52R					1.000		1		1		4 FOOT MOUNTING HEIGHT
2	W5-52R					1.000		1		1		4 FOOT MOUNTING HEIGHT
3	R1-1					1.000		1		1		PLACE IN SIDEWALK INCIDENTAL TO POST - BOX OUT
4	R12-53					1.000		1	1			
5	R12-53					1.000		1	1			
6	R7-2D (MOD)					1.000					5	
7	R1-1					1.000				1		
8	J1-1	JCT 11				1.000		1		1		
9	R2-1	SPEED LIMIT 45				1.000		1		1		
10	W5-52R					1.000		1		1		4 FOOT MOUNTING HEIGHT
11	W5-52L					1.000		1		1		4 FOOT MOUNTING HEIGHT
12	J2-3					1.000		2		2		
13	J3-1					1.000		1		1		
14	R2-1	SPEED LIMIT 45				1.000		1		1		
15	R2-1	SPEED LIMIT 45				1.000		1		1		
16	W2-2R					1.000		1		1		
17	W5-52R					1.000		1		1		4 FOOT MOUNTING HEIGHT
18	W11-2(2S)		30 X 30		6.250					1		SHEET 13
18A	W16-9P(2S)		24 X 12		2.000						18	
19	W11-2(2S)		30 X 30		6.250							SHEET 14
19A	W16-7L(2S)		24 X 12		2.000						19	
20	W11-2(2S)		30 X 30		6.250							SHEET 14
20A	W16-7L(2S)		24 X 12		2.000						20	
21	W11-2(2S)		30 X 30		6.250							SHEET 14
21A	W16-9P(2S)		24 X 12		2.000						21	
		UNDISTRIBUTED		40.000	40.000		3	3	3	3		
TOTALS				40.0	73.0	17.000	3	19	5	19		

PROJECT NO:3190-11-70	HWY: STH 36	COUNTY: WALWORTH	MISC. QUANTITIES - PERMANENT SIGNING	SHEET:	E

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
3190-11-20		
FEDERAL PROJECT NUMBER 3190-11-20	4.00	5

PLAT OF RIGHT OF WAY REQUIRED FOR

STH 36
STH 120 TO STH 11

STH 36	WALWORTH COUNTY

CONSTRUCTION PROJECT NUMBER
3190-11-20

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE (P.L.)
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 / 27)
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN (SIGN)
OFF-PREMISE SIGN (#1-25) (SIGN)

	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)

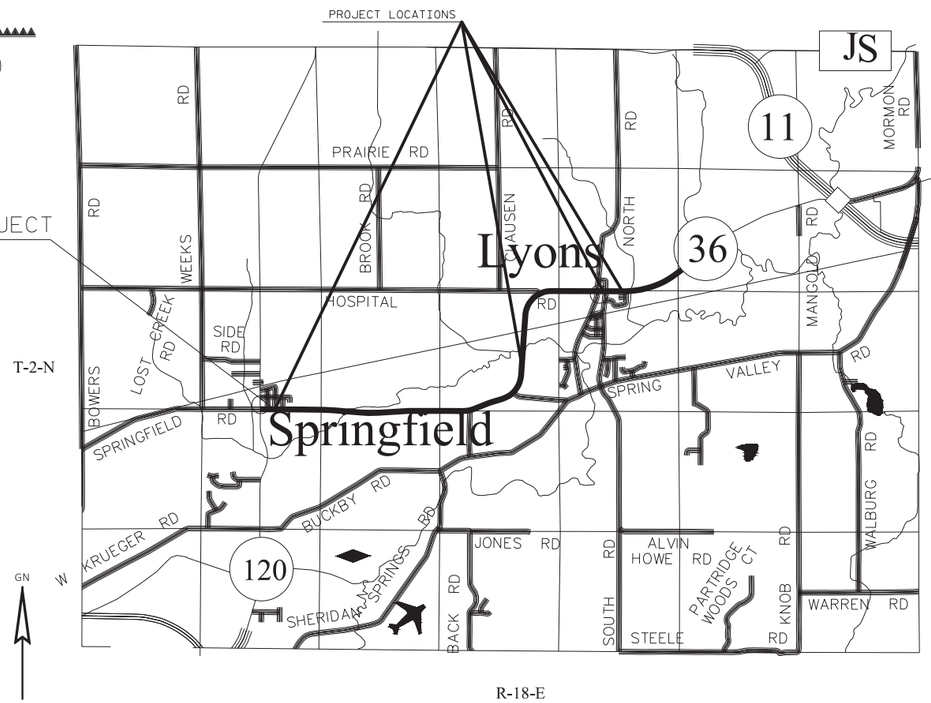
PARCEL NUMBER (25)
UTILITY NUMBER (40)
PARALLEL OFFSETS

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	☒

BEGIN RELOCATION PROJECT

STA: 3+82
Y: 353,826.83
X: 797,490.35
0.19' S & 37.16'
E OF THE
SW COR OF SEC.
7, T2N, R18E



END RELOCATION ORDER

STA: 323+31
Y: 363,273.00
X: 824,622.15
1,031.10' S &
849.46' E OF THE
N 1/4 COR OF
SEC. 1, T2N,
R18E

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WALWORTH 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 MONUMENTS AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT UNDER THE DIRECTION OF WISDOT SE REGION.

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".

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

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

LAYOUT
SCALE 0 6,650

TOTAL NET LENGTH OF CENTERLINE = 3.8 MI.

ORIGINAL PLAT PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com

WISCONSIN
MICHAEL J. RATZBURG
S-2236
WAUKESHA
WI
LAND SURVEYOR

DATE: 6/27/2022
LAND SURVEYOR

REVISION DATE
9/12/2022

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

DATE: _____ (Signatur

FILE NAME : S:\5168468\DWG\3190-11-20\PLAT\TPP100.DWG
PLOT DATE : 9/13/2022 10:58 AM
PLOT BY : RATZBURG, MICHAEL
PLOT NAME :
S:\5168468\Dwg\3190-11-20\Plat\TPP100.dwg, PLAT TITLE SHEET, 9/13/2022 10:58:37 AM, mjr

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE (P.L.)
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, 25, 26, 9)
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	

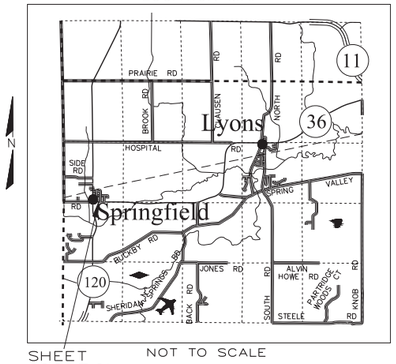
CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA ABBREVIATIONS

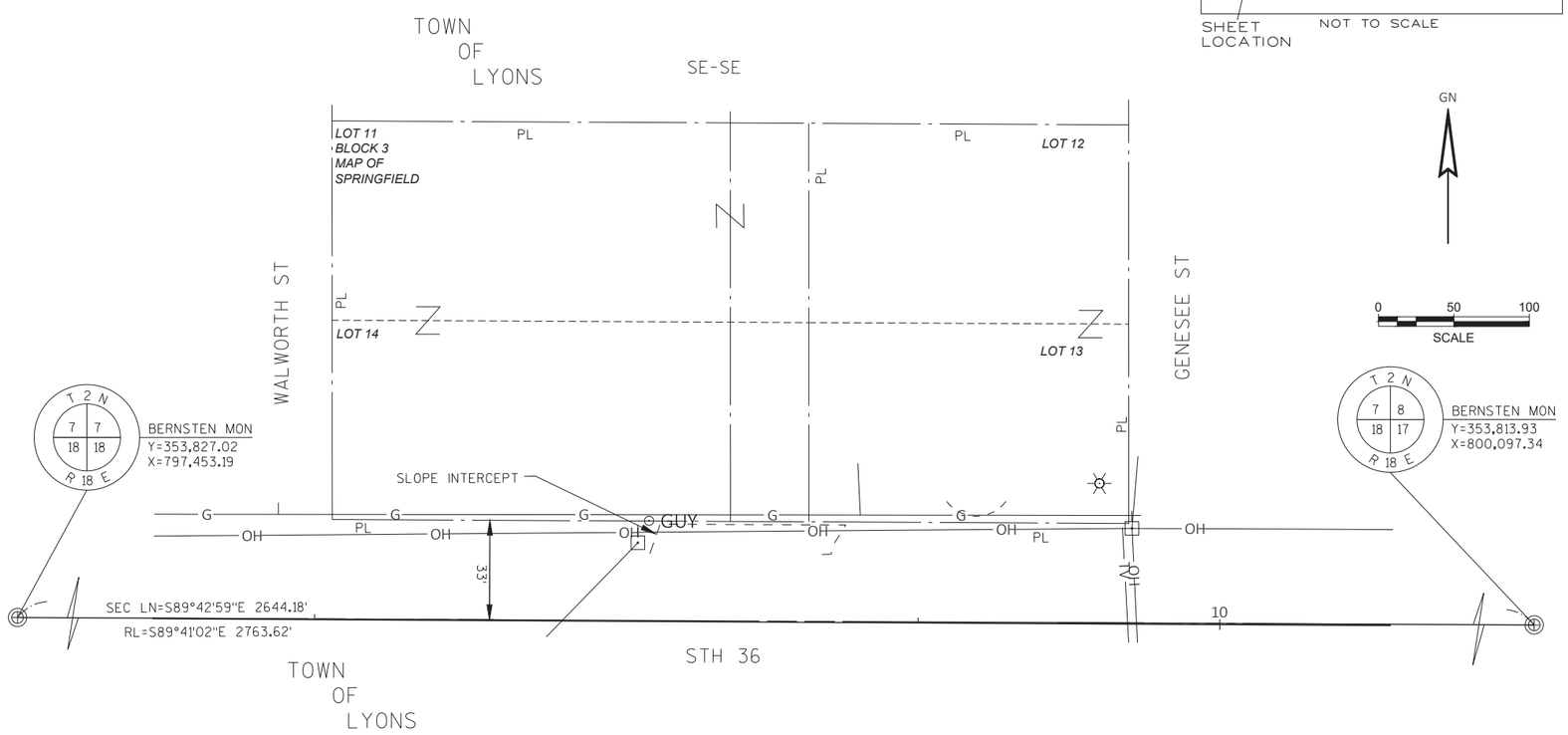
LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

LOCATION MAP



SHEET LOCATION

NOT TO SCALE



GN

0 50 100
SCALE

200 WE ENERGIES-GAS
NO RECORD OF EASEMENT
PARCEL 1 & 2

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 36	MAP OF SPRINGFIELD	66'	1855
STH 36	3190-06-20	66'	1983
STH 36	2702	33'	1926

	UTILITY INTERESTS REQUIRED	
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
200	ELIMINATED	-

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO DOT.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	AREAS SQ FT REQUIRED NEW	EXISTING	TOTAL	TLE SQ. FT.	PLE SQ. FT.
1	ELIMINATED	-	-	-	-	-	-
2	ELIMINATED	-	-	-	-	-	-

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WALWORTH 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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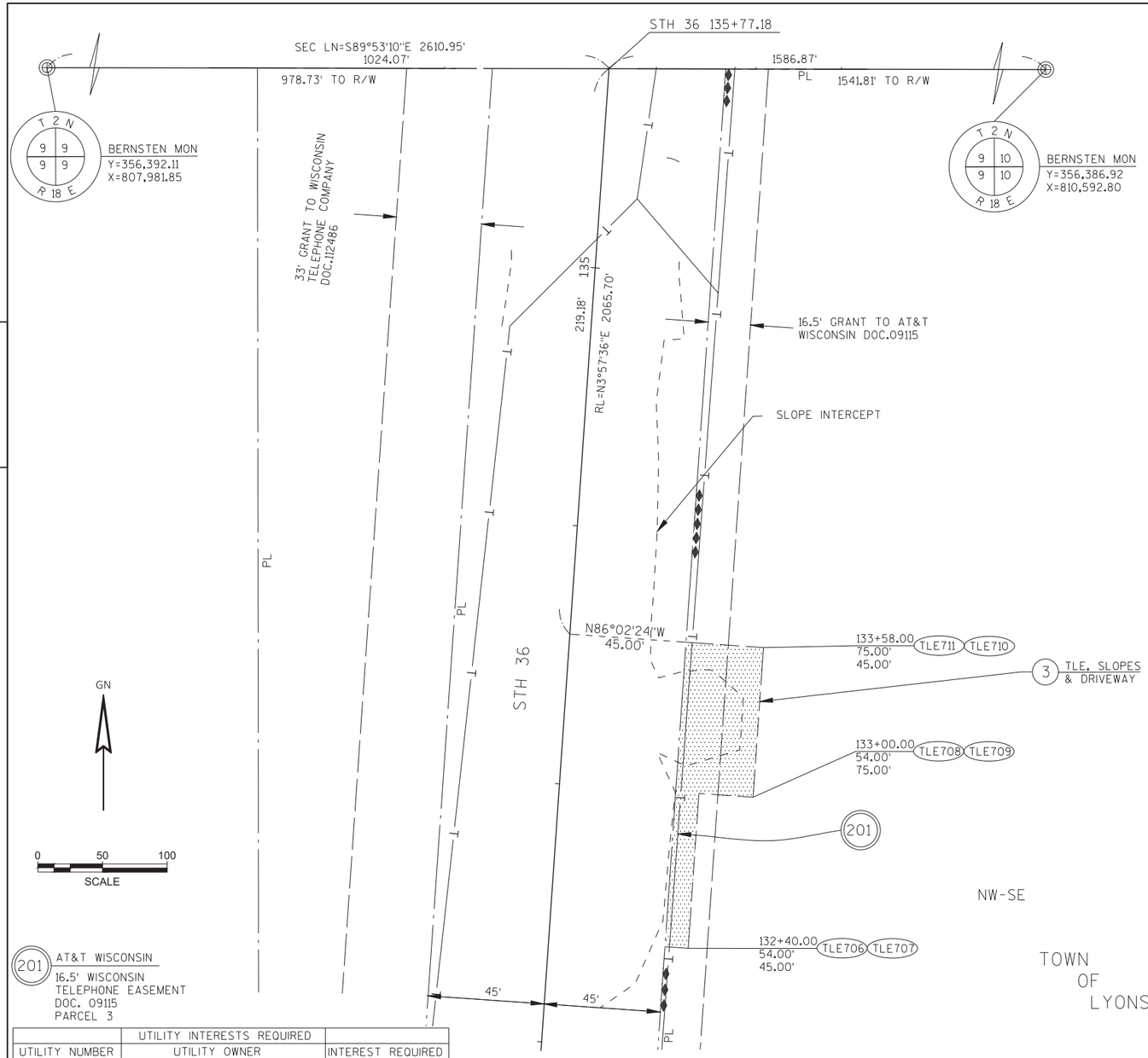
REVISION DATE Revised 9/12/2022	6/27/2022	SCALE, FEET 0 25 50 DATE	HWY: STH 36	STATE R/W PROJECT NUMBER 3190-11-20	PLAT SHEET 4.01
	GRID FACTOR		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER 3190-11-70	PS&E SHEET 103 E

FILE NAME : TPP100.DWG
LAYOUT NAME - SHEET 4.01 (2)

PLOT DATE : 9/13/2022 10:52 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

S:\5168468\Dwg\3190-11-20\Plat\TPP100.dwg, SHEET 4.01 (2), 9/13/2022 10:52:23 AM, mjr



	UTILITY INTERESTS REQUIRED	
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
201	AT&T WISCONSIN	RELEASE OF RIGHTS

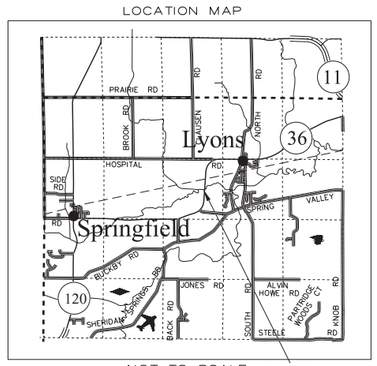
HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 36	3190-06-20	90'	1984
STH 36	2702	33'	1926

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO DOT.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	AREAS SQ FT REQUIRED NEW	EXISTING	TOTAL	TLE SQ. FT.	PLE SQ. FT.
3	THE HELD INCOME TRUST	TLE	-	-	-	2280	-

LOCATION MAP



NOT TO SCALE SHEET LOCATION

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WALWORTH 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 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".

EXISTING ACCESS CONTROL ALONG STH 36 FROM PLAT 3190-06-20

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

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 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	⊠

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
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN #1-25

	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

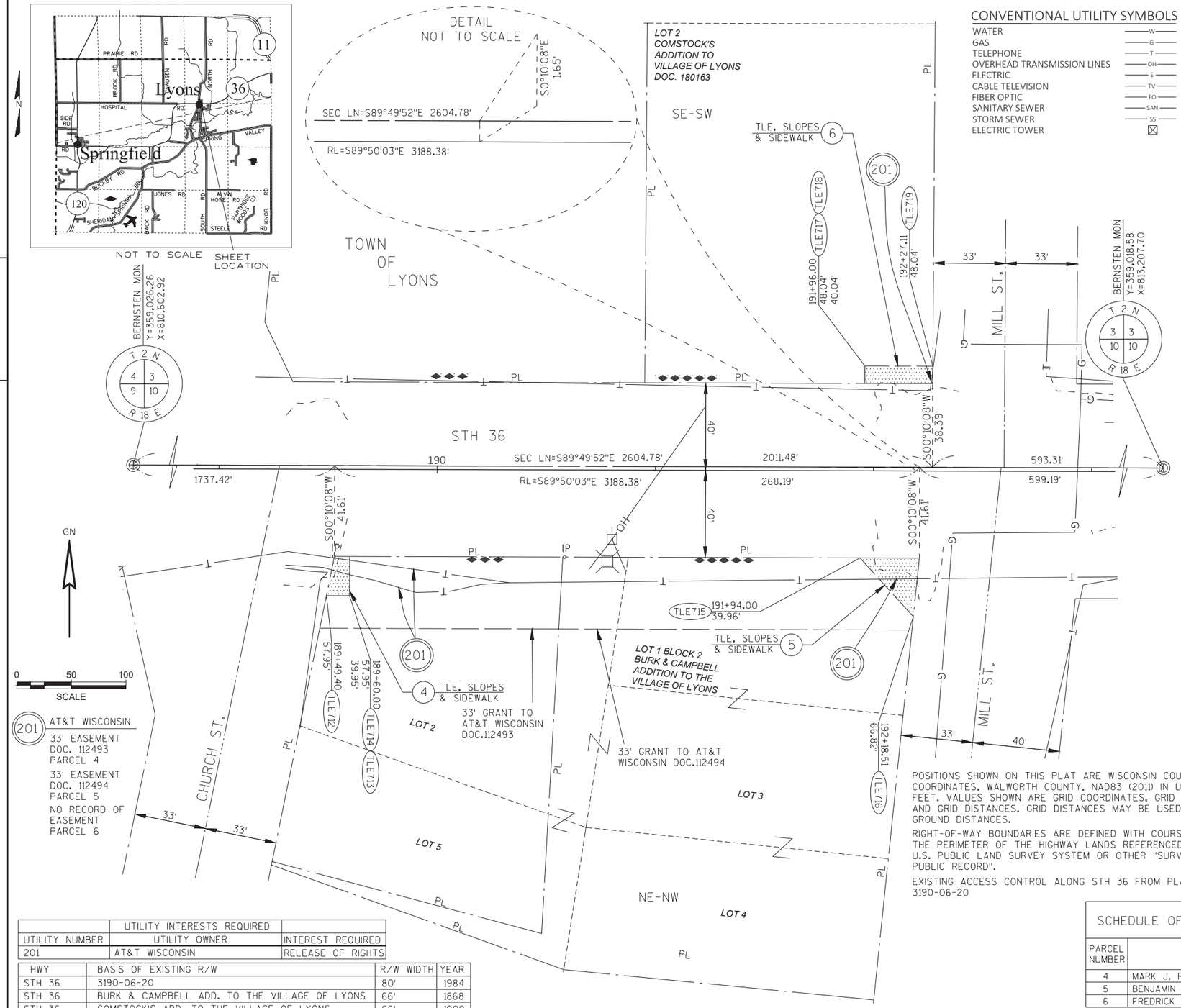
REVISION DATE Revised 9/12/2022	6/27/2022	SCALE, FEET 0 25 50 DATE	HWY: STH 36	STATE R/W PROJECT NUMBER 3190-11-20	PLAT SHEET 4.02
	GRID FACTOR		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER 3190-11-70	PS&E SHEET 104 E

FILE NAME : TPP100.DWG
LAYOUT NAME - SHEET 4.02
PLOT DATE : 9/13/2022 10:55 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 75

S:\5168468\Dwg\3190-11-20\Plat\TPP100.dwg, SHEET 4.02, 9/13/2022 10:55:11 AM, mjr

4

4



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	

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)
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
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

	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 ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WALWORTH 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 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".

EXISTING ACCESS CONTROL ALONG STH 36 FROM PLAT 3190-06-20

	UTILITY INTERESTS REQUIRED	
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
201	AT&T WISCONSIN	RELEASE OF RIGHTS

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 36	3190-06-20	80'	1984
STH 36	BURK & CAMPBELL ADD. TO THE VILLAGE OF LYONS	66'	1868
STH 36	COMSTOCK'S ADD. TO THE VILLAGE OF LYONS	66'	1909

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO DOT.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	AREAS SQ FT REQUIRED NEW	EXISTING	TOTAL	TLE SQ. FT.	PLE SQ. FT.
4	MARK J. ROTHERING & MELISSA A. ROTHERING	TLE	-	-	-	158	-
5	BENJAMIN E. ST. LOUIS & ANGELA ST. LOUIS	TLE	-	-	-	365	-
6	FREDRICK W. SCHROEDER & CARRIE-ANN SCHROEDER	TLE	-	-	-	249	-

REVISION DATE Revised 9/12/2022	6/27/2022	SCALE, FEET 0 25 50 DATE	HWY: STH 36	STATE R/W PROJECT NUMBER 3190-11-20	PLAT SHEET 4.03
	GRID FACTOR		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER 3190-11-70	PS&E SHEET 105 E

FILE NAME : TPP100.DWG
LAYOUT NAME - SHEET 4.03
PLOT DATE : 9/13/2022 10:56 AM
PLOT BY : RATZBURG, MICHAEL
PLOT NAME :
PLOT SCALE :

WISDOT/CADDS SHEET 75

S:\5168468\Dwg\3190-11-20\Plat\TPP100.dwg, SHEET 4.03, 9/13/2022 10:56:21 AM, mjr

4

4

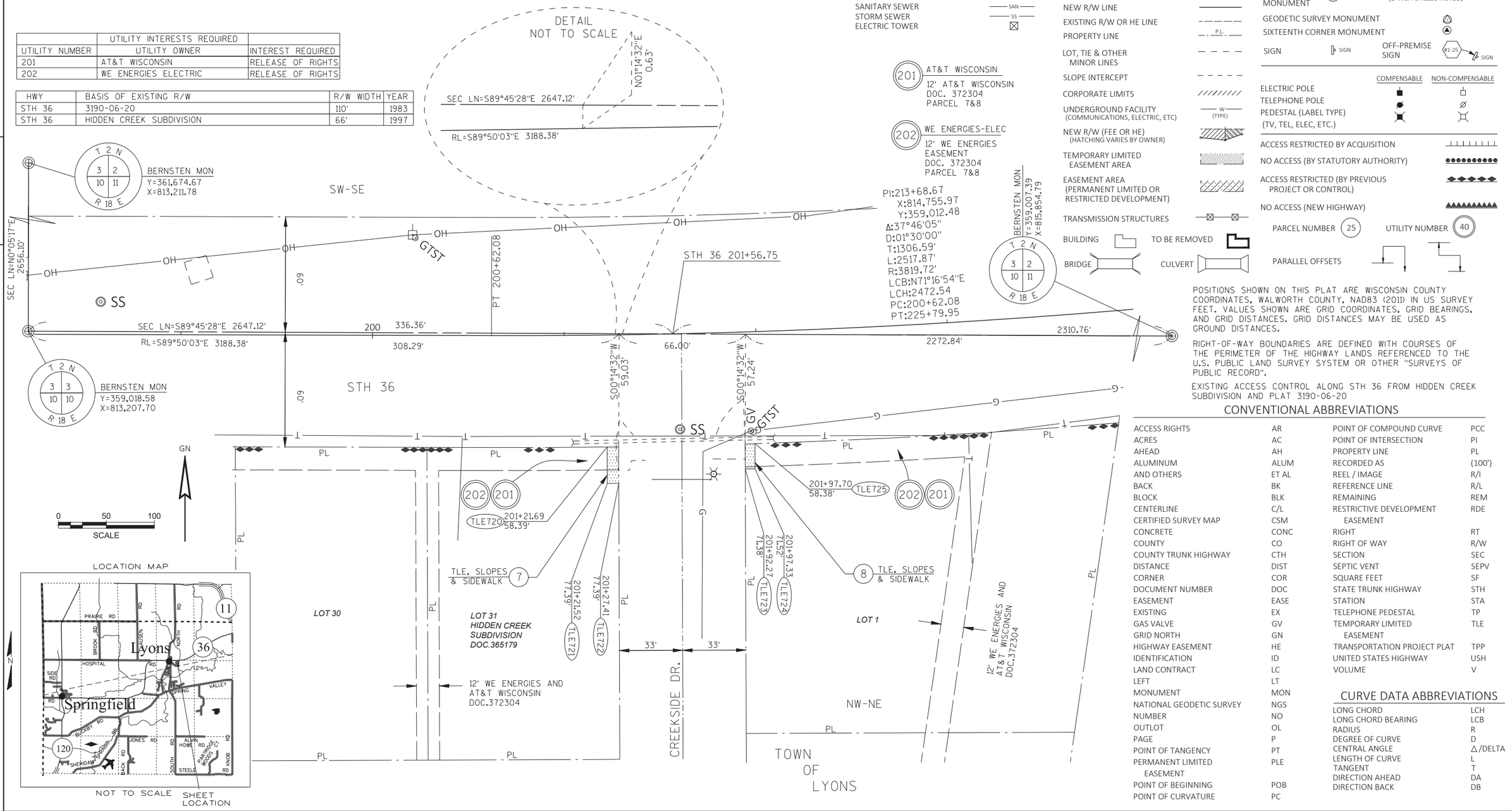
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO DOT.

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	AREAS SQ. FT. REQUIRED			TLE SQ. FT.	PLE SQ. FT.
			NEW	EXISTING	TOTAL		
7	MICHAEL TUCKER AND KATRINA N. MATTER	TLE	-	-	-	114	-
8	MOISES M. CARRILLO & MARTHA L. IGNACIO	TLE	-	-	-	67	-

	UTILITY INTERESTS REQUIRED	
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
201	AT&T WISCONSIN	RELEASE OF RIGHTS
202	WE ENERGIES ELECTRIC	RELEASE OF RIGHTS

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 36	3190-06-20	110'	1983
STH 36	HIDDEN CREEK SUBDIVISION	66'	1997



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

201 AT&T WISCONSIN
12' AT&T WISCONSIN
DOC. 372304
PARCEL 7&8

202 WE ENERGIES-ELEC
12' WE ENERGIES
EASEMENT
DOC. 372304
PARCEL 7&8

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
- SECTION CORNER MONUMENT
- R/W MONUMENT (TO BE SET)
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN (1-INCH UNLESS NOTED) — IP
- GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- SIGN — OFF-PREMISE SIGN (#1-25)

	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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WALWORTH 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 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".

EXISTING ACCESS CONTROL ALONG STH 36 FROM HIDDEN CREEK SUBDIVISION AND PLAT 3190-06-20

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

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

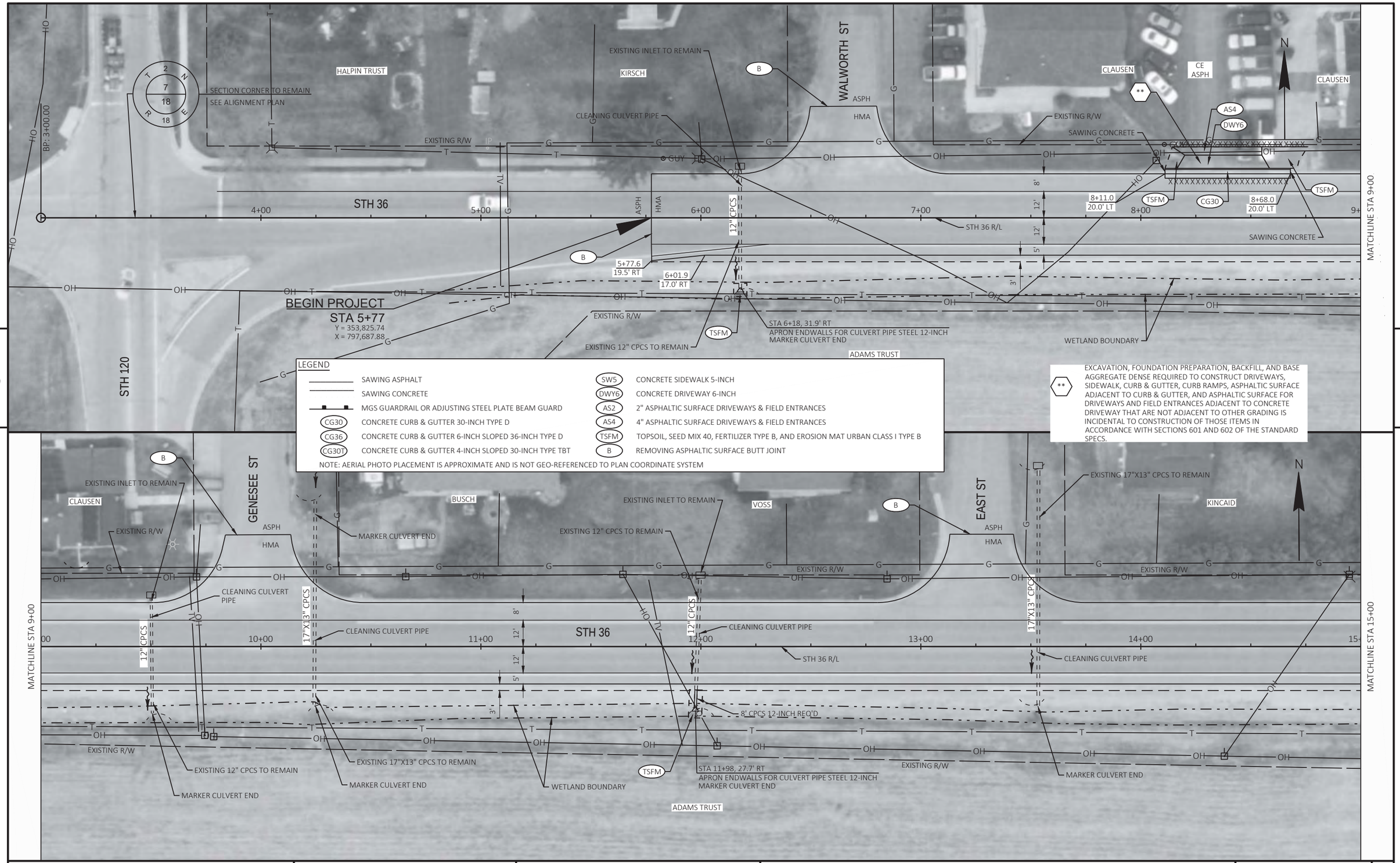
REVISION DATE: Revised 9/12/2022		SCALE, FEET 0 25 50	DATE: 9/27/2022	STATE R/W PROJECT NUMBER 3190-11-20	PLAT SHEET 4.04
GRID FACTOR			HWY: STH 36	CONSTRUCTION PROJECT NUMBER 3190-11-70	PS&E SHEET 106 E
			COUNTY: WALWORTH		

FILE NAME : TPP100.DWG
LAYOUT NAME - SHEET 4.04

PLOT DATE : 9/13/2022 10:57 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

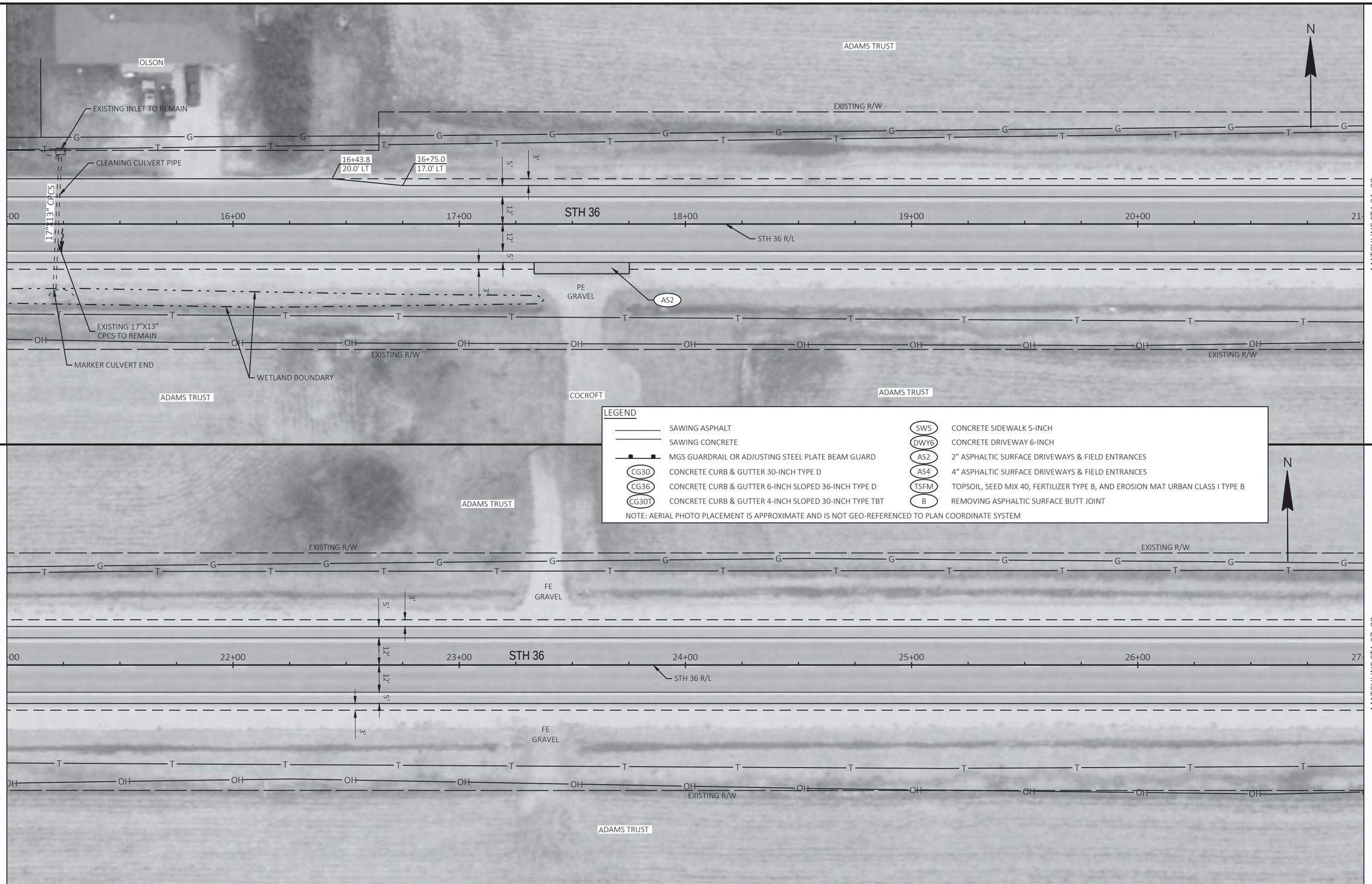
S:\51\68468\Dwg\3190-11-20\Plat\TPP100.dwg, SHEET 4.04, 9/13/2022 10:57:23 AM, mjr



PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 107	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 01

PLOT DATE : 10/26/2023 2:54 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 108	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 02

PLOT DATE : 10/26/2023 2:54 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

ADAMS TRUST

BREVER TRUST

EXISTING R/W

AS2

PC: 30+63.67

PE GRAVEL

MATCHLINE STA 27+00

MATCHLINE STA 33+00

28+00

29+00

STH 36

30+00

31+00

32+00

STH 36 R/L

REPLACE SECTION CORNER

FE GRAVEL

EXISTING R/W

ADAMS TRUST

ADAMS TRUST

LEGEND

SAWING ASPHALT	SW5 CONCRETE SIDEWALK 5-INCH
SAWING CONCRETE	DWY6 CONCRETE DRIVEWAY 6-INCH
MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2 2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30 CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4 4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

BREVER TRUST

EXISTING R/W

CE GRAVEL

PT: 35+17.30

MATCHLINE STA 33+00

MATCHLINE STA 39+00

34+00

35+00

STH 36

36+00

37+00

38+00

STH 36 R/L

EXISTING R/W

ADAMS TRUST

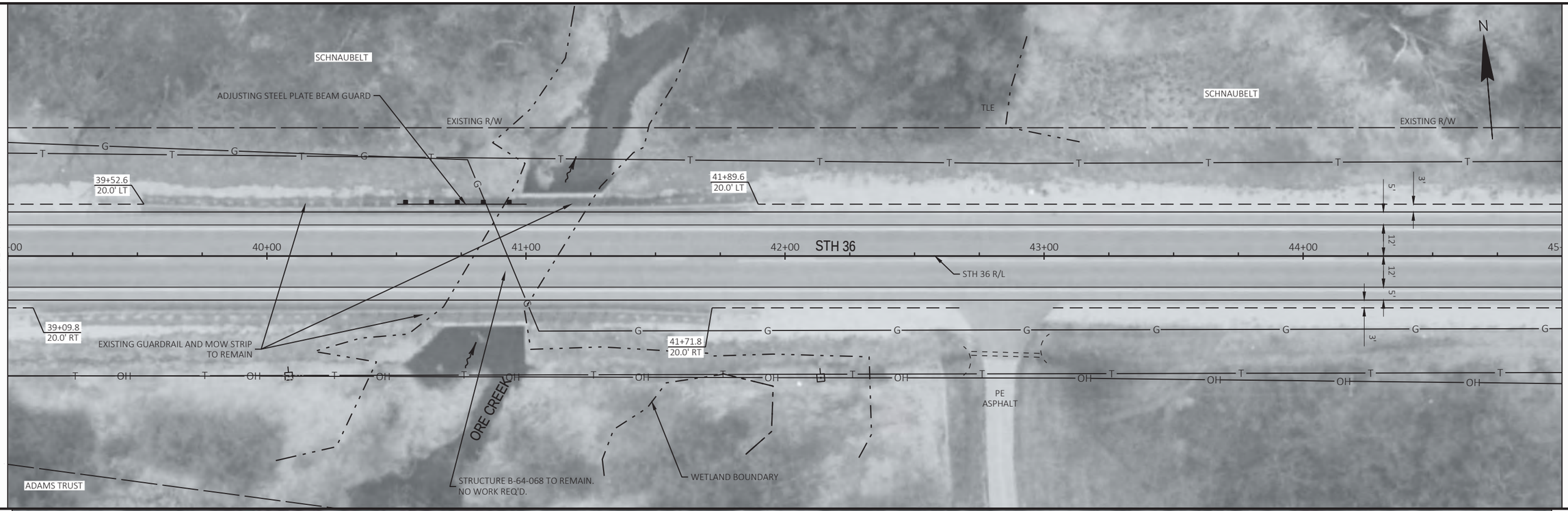
EXISTING R/W

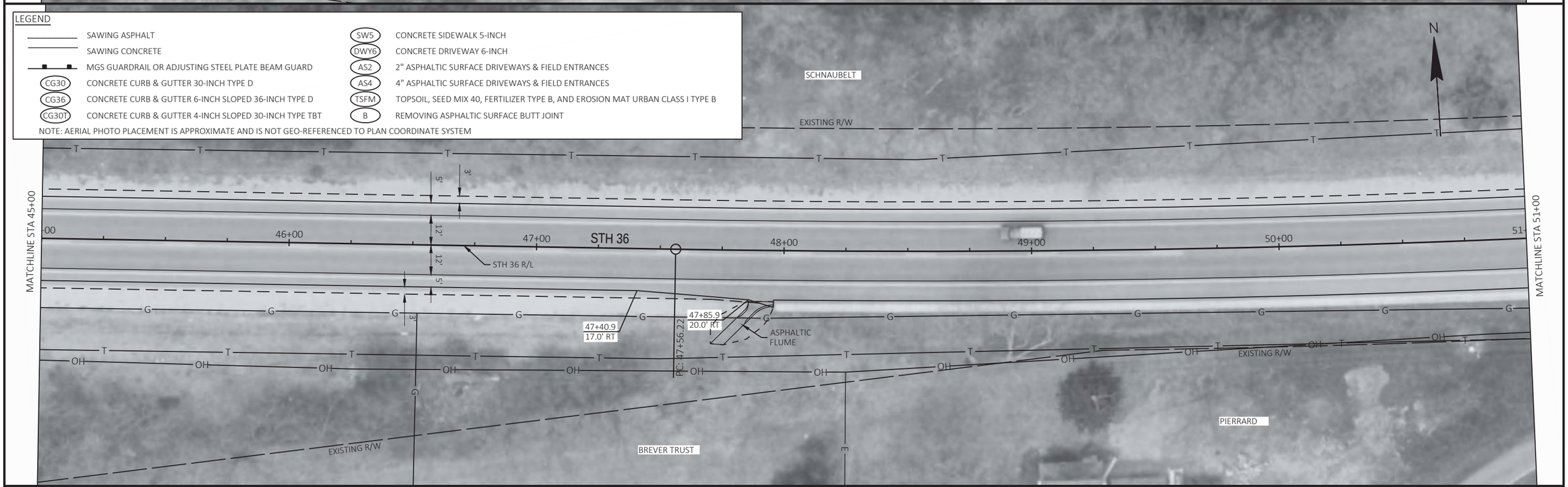
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 109	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 03

PLOT DATE : 10/26/2023 2:54 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 110	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 04

PLOT DATE : 10/26/2023 2:54 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

MATCHLINE STA 51+00

MATCHLINE STA 57+00

SCHNAUBELT

EHLEN TRUST

PE GRAVEL

WETLAND BOUNDARY

CLEANING CULVERT PIPE

EXISTING R/W

EXISTING 42"X29" CPCS TO REMAIN

MARKER CULVERT END

PT: 55+45.72

AS2

STH 36

STH 36 R/L

42"X29" CPCS

54+11.1
20.0' RT

54+56.1
17.0' RT

MARKER CULVERT END

PE ASPHALT

ASPHALTIC FLUME

EXISTING R/W

PIERRARD

KELLY

EHLEN TRUST

EHLEN TRUST

WETLAND BOUNDARY

TSFM

STA 61+10, 41.7' LT
APRON ENDWALLS FOR CULVERT PIPE STEEL 36-INCH
MARKER CULVERT END

EXISTING R/W

EXISTING 36" CPCS TO REMAIN

REMOVING APRON ENDWALLS

MATCHLINE STA 57+00

MATCHLINE STA 63+00

STH 36

STH 36 R/L

36" CPCS

24" CPCS

WETLAND BOUNDARY

EXISTING 24" CPCS TO REMAIN

BM6604

EXISTING R/W

EXISTING FIELD ENTRANCE

TSFM

STA 61+11, 26.3' RT
APRON ENDWALLS FOR CULVERT PIPE STEEL 36-INCH
MARKER CULVERT END

KELLY

LEGEND

	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

BENCHMARK TABLE

POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
BM6604	62+36	57' RT	835.39	MAG SPIKE N FACE POWER POLE

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 111	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 05

PLOT DATE : 10/26/2023 2:55 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

BENCHMARK TABLE				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
BM6864	68+99	57' RT	844.64	MAG SPIKE N FACE POWER POLE

EHLEN TRUST

BERGSMA

N

MARKER CULVERT END

EXISTING 30" CPCS TO REMAIN

EXISTING R/W

PC: 68+57.81

PE ASPHALT

MATCHLINE STA 63+00

64+00

65+00

STH 36

66+00

67+00

68+00

30" CPCS

CLEANING CULVERT PIPE

STH 36 R/L

MARKER CULVERT END

BM6864

MATCHLINE STA 69+00

EXISTING R/W

EXISTING R/W

KELLY

5

5

LEGEND

	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

EHLEN TRUST

N

EXISTING R/W

EXISTING R/W

PT: 72+45.61

MATCHLINE STA 69+00

70+00

71+00

STH 36

72+00

73+00

74+00

STH 36 R/L

MATCHLINE STA 75+00

EXISTING R/W

KELLY

FOX

FOX

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 112	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 06

PLOT DATE : 10/26/2023 2:55 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

BENCHMARK TABLE				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
BM6983	78+07	57' RT	836.04	MAG SPIKE N FACE POWER POLE

EHLEN TRUST

EHLEN TRUST

KEENAN

N

MARKER CULVERT END

EXISTING R/W

EXISTING 36" CPCS TO REMAIN

MATCHLINE STA 75+00

76+00

77+00

STH 36

78+00

79+00

80+00

MATCHLINE STA 81+00

36" CPCS

STH 36 R/L

CLEANING CULVERT PIPE

5'

3'

12'

12'

5'

3'

PE ASPHALT

MARKER CULVERT END

EXISTING R/W

EXISTING R/W

MP

BM6983

FOX

5

5

LEGEND

	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

N

EHLEN TRUST

KEENAN

EXISTING R/W

EXISTING R/W

PE GRAVEL

AS2

MATCHLINE STA 81+00

82+00

83+00

STH 36

84+00

85+00

86+00

MATCHLINE STA 87+00

STH 36 R/L

PE GRAVEL

AS2

EXISTING R/W

EXISTING R/W

REPLACE SECTION CORNER

T 2 N

7 8

18 17

R E

18

FOX

CAIRNS TRUST

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 113	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 07

PLOT DATE : 10/26/2023 2:55 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

LEGEND

	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

N

EHLEN TRUST

EXISTING R/W

EXISTING 35"X24" CPCS TO REMAIN

MARKER CULVERT END

35"X24" CPCS

35"X24" CPCS

STH 36

MATCHLINE STA 87+00

88+00

89+00

90+00

91+00

92+00

MATCHLINE STA 93+00

STH 36 R/L

5'

3'

12'

12'

5'

3'

FE GRAVEL

PE GRAVEL

92+46.4
20.0' LT

92+32.3
17.0' LT

92+36.9
17.0' RT

92+49.2
20.0' RT

MARKER CULVERT END

EXISTING R/W

AS2

BM7142

CAIRNS TRUST

BACHLEDA

BENCHMARK TABLE				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
BM7142	89+02	47' RT	822.31	MAG SPIKE N FACE POWER POLE

N

EHLEN ACRES LLC

EHLEN TRUST

PC: 93+09.44

94+04.9
25.0' LT

2'

24'

24'

2'

MATCHLINE STA 93+00

94+00

95+00

96+00

STH 36

97+00

98+00

99

STH 36 R/L

93+23.8
24.0' RT

PT: 97+48.86

97+20.8
25.0' LT

98+51.0
20.0' LT

98+68.4
17.0' LT

96+94.3
18.3' RT

96+73.7
22.5' RT

96+38.8
27.8' RT

SHORT RD

HMA

ASPH

B

EXISTING R/W

BACHLEDA

EHLEN ACRES LLC

EHLEN ACRES LLC

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 114 E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 08

PLOT DATE : 10/26/2023 2:55 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

BENCHMARK TABLE				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
BM7477	99+60	48' RT	820.86	8" SPIKE N FACE OF POWER POLE
BM7478	104+11	51' RT	823.09	MAG SPIKE N FACE OF POWER POLE

EHLEN ACRES LLC

WETLAND BOUNDARY

MARKER CULVERT END

EXISTING R/W

FE GRAVEL

EXISTING 42"X29" CPRC TO REMAIN

PC: 104+63.13

MATCHLINE STA 99+00

MATCHLINE STA 105+00

99+00 100+00 101+00 STH 36 102+00 103+00 104+00 105

42"X29" CPCS

42"X29" CPCS

42"X29" CPRC

STH 36 R/L

5' 3' 12' 12' 5' 3'

104+15.2 17.0' RT

104+60.2 20.0' RT

MARKER CULVERT END

ASPHALTIC FLUME

EXISTING R/W

TSFM

REMOVING SMALL PIPE CULVERTS
2 - 8' 42"X29" PACS REQUIRED

BM7477

BM7478

EHLEN ACRES LLC

EXISTING R/W

LEGEND

SAWING ASPHALT	SW5 CONCRETE SIDEWALK 5-INCH
SAWING CONCRETE	DWY6 CONCRETE DRIVEWAY 6-INCH
MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2 2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30 CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4 4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

EHLEN ACRES LLC

JANIK

EXISTING R/W

EXISTING R/W

PT: 107+37.41

PC: 110+94.21

5' 3' 12' 12' 8'

MATCHLINE STA 105+00

MATCHLINE STA 111+00

106+00 107+00 STH 36 108+00 109+00 110+00 111

STH 36 R/L

PE ASPHALT

EXISTING R/W

EXISTING R/W

EHLEN ACRES LLC

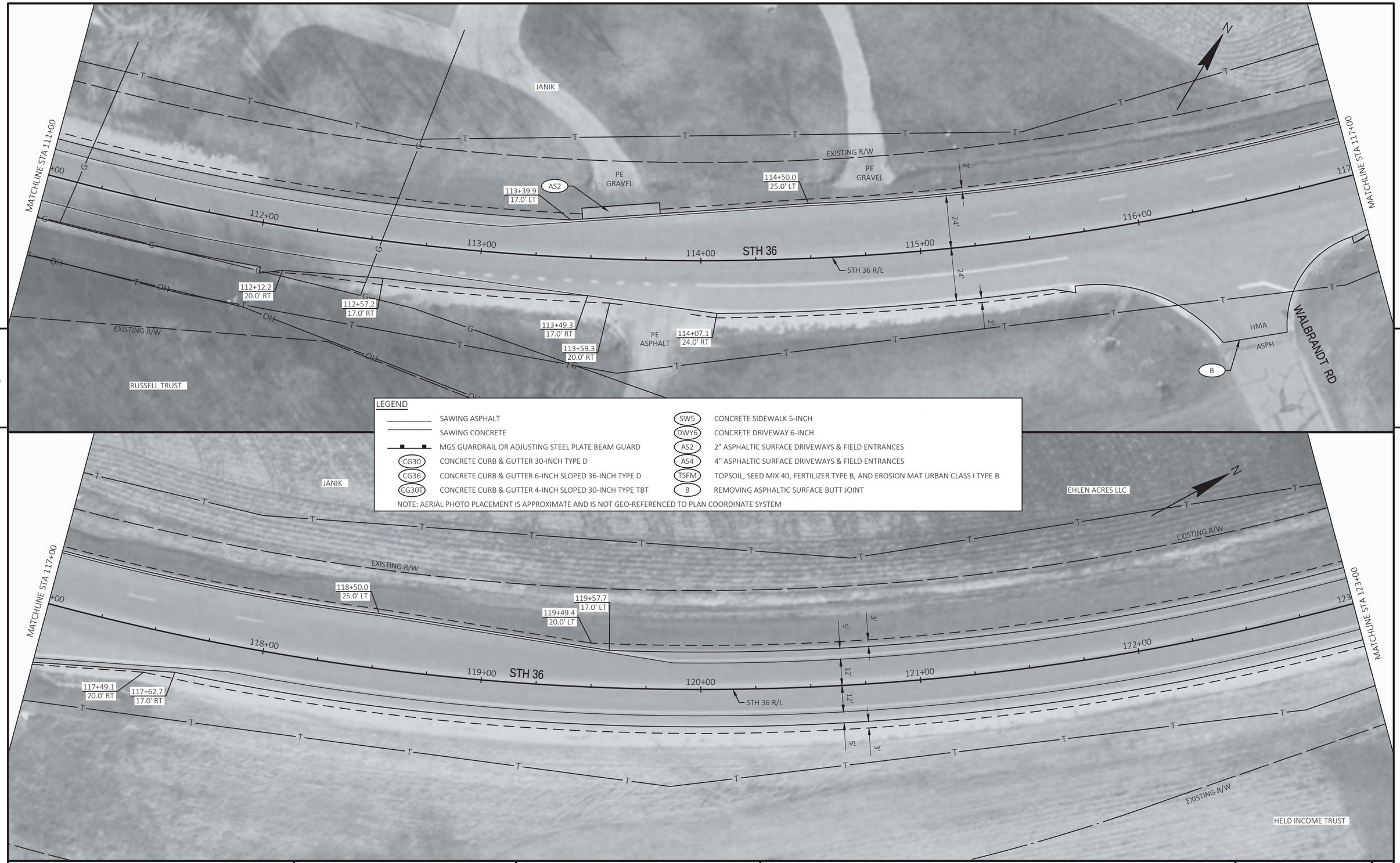
RUSSELL TRUST

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 115	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 09

PLOT DATE : 10/26/2023 2:55 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



LEGEND

	SAWING ASPHALT
	SAWING CONCRETE
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT
SW5	CONCRETE SIDEWALK 5-INCH
DWY6	CONCRETE DRIVEWAY 6-INCH
AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 116	E

EHLEN ACRES LLC

EHLEN TRUST

EXISTING R/W

PT: 124+92.02

FE
GRAVEL

MATCHLINE STA 123+00

MATCHLINE STA 129+00

124+00

125+00

STH 36

126+00

127+00

128+00

STH 36 R/L

5'

3'

12'

12'

5'

3'

EXISTING R/W

EXISTING R/W

HELD INCOME TRUST

LEGEND

SAWING ASPHALT	SW5 CONCRETE SIDEWALK 5-INCH
SAWING CONCRETE	DWY6 CONCRETE DRIVEWAY 6-INCH
MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2 2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30 CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4 4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

CONSTRUCT GUARDRAIL MOW STRIP EMULSIFIED ASPHALT IN ALL GUARDRAIL REPLACEMENT AREAS IN ACCORDANCE WITH SDD GUARDRAIL MOW STRIP

MGS THRIE BEAM TRANSITION

CONCRETE SURFACE DRAIN

134+73.6
20.2' LT

MGS GUARDRAIL 3

EXISTING GUARDRAIL TERMINAL TO REMAIN
TIE EXISTING GUARDRAIL TO MGS GUARDRAIL 3

EHLEN TRUST

WETLAND BOUNDARY

EXISTING R/W

STA 134+75
END RESURFACING
BEGIN RECONSTRUCTION

MATCHLINE STA 129+00

MATCHLINE STA 135+00

130+00

131+00

STH 36

132+00

133+00

134+00

STH 36 R/L

133+56.9
20.0' LT

133+47.0
17.0' LT

133+97.0
22.0' LT

134+50.3
22.0' LT

134+33.4
22.0' RT

CG30T

133+80.3
24.0' RT

134+05.3
27.3' RT

134+33.4
26.0' RT

134+81.4
20.2' RT

132+30.3
20.0' RT

133+10.3
17.0' RT

133+80.3
30.0' RT

EXISTING R/W

MGS GUARDRAIL 3

CONCRETE SURFACE DRAIN

MGS THRIE BEAM TRANSITION

SLOPE INTERCEPT

MGS GUARDRAIL TERMINAL EAT

CLEARING COMPLETED PRIOR TO CONSTRUCTION.
GRUBBING INCLUDED WITH THIS CONTRACT.

= INDIVIDUAL TREE REMOVED WITH SEPARATE CONTRACT
GRUB REMAINING STUMP

6" BASE AGGREGATE DENSE 1 1/4-INCH

TLE

HELD INCOME TRUST

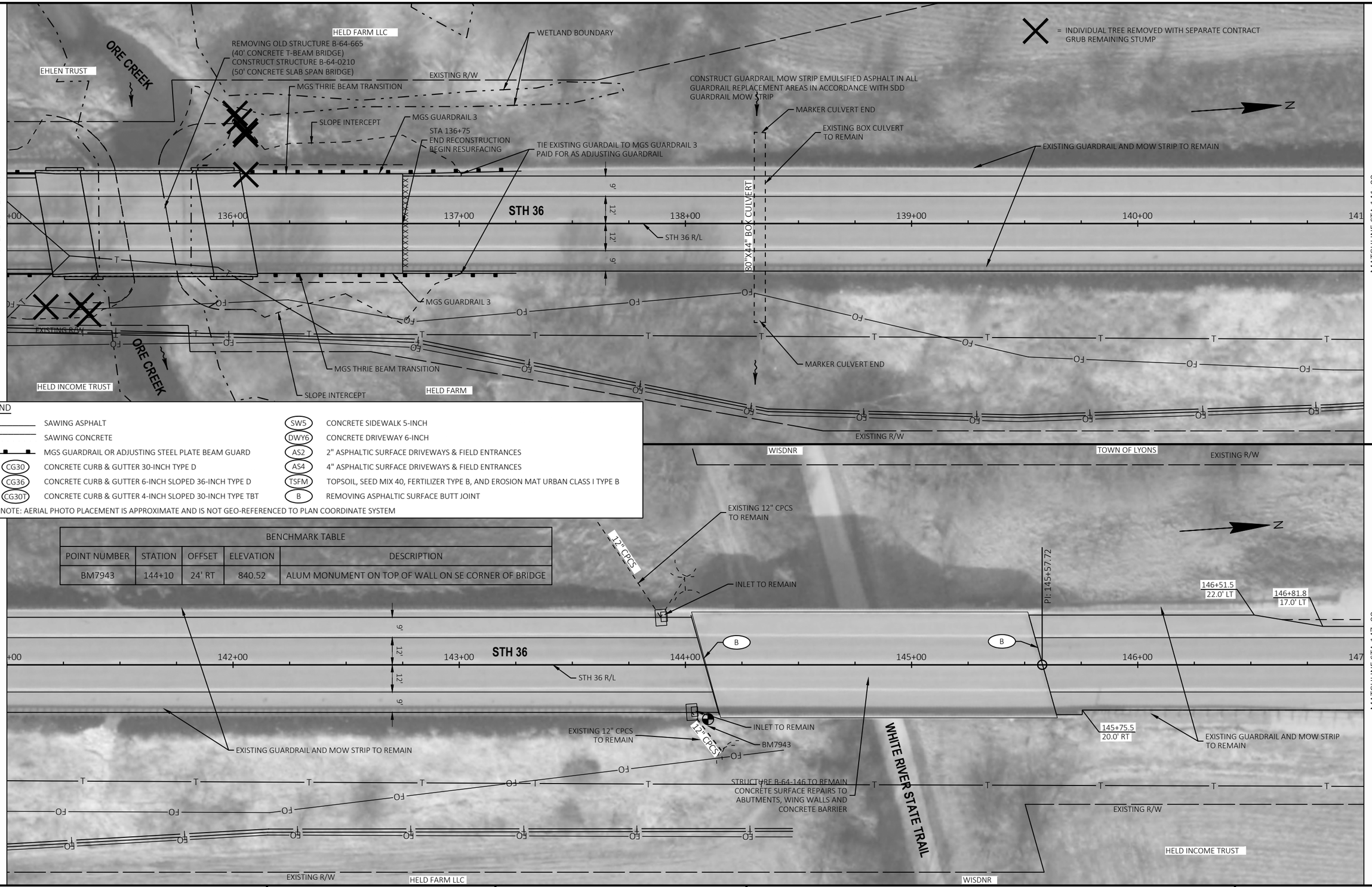
FE
GRAVEL

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 117	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 11

PLOT DATE : 10/26/2023 2:55 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



5

5

LEGEND

	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

BENCHMARK TABLE				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
BM7943	144+10	24' RT	840.52	ALUM MONUMENT ON TOP OF WALL ON SE CORNER OF BRIDGE

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 118 E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 12

PLOT DATE : 11/27/2023 11:04 AM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

TIE EXISTING GUARDRAIL INTO MGS GUARDRAIL 3

EHLEN TRUST

STA 134+75
END RESURFACING
BEGIN RECONSTRUCTION

SLOPE INTERCEPT

HELD FARM LLC

REMOVING OLD STRUCTURE B-64-665
(40' CONCRETE T-BEAM BRIDGE)
CONSTRUCT STRUCTURE B-64-0210
(50' CONCRETE SLAB SPAN BRIDGE)

EXISTING R/W

MGS THRIE BEAM TRANSITION

SLOPE INTERCEPT

MGS GUARDRAIL 3

STA 136+75
END RECONSTRUCTION
BEGIN RESURFACING

TIE EXISTING GUARDRAIL TO MGS GUARDRAIL 3
PAID FOR AS ADJUSTING GUARDRAIL

= INDIVIDUAL TREE REMOVED WITH SEPARATE CONTRACT
GRUB REMAINING STUMP

N

10'
12'
12'
10'

134+00 135+00 136+00 137+00 STH 36 138+00 139+00

STH 36 R/L

80'X44' BOX CULVERT

MGS THRIE BEAM TRANSITION

EXISTING R/W

SLOPE INTERCEPT

WETLAND BOUNDARY (TYP)

HELD INCOME TRUST

SLOPE INTERCEPT

HELD FARM LLC

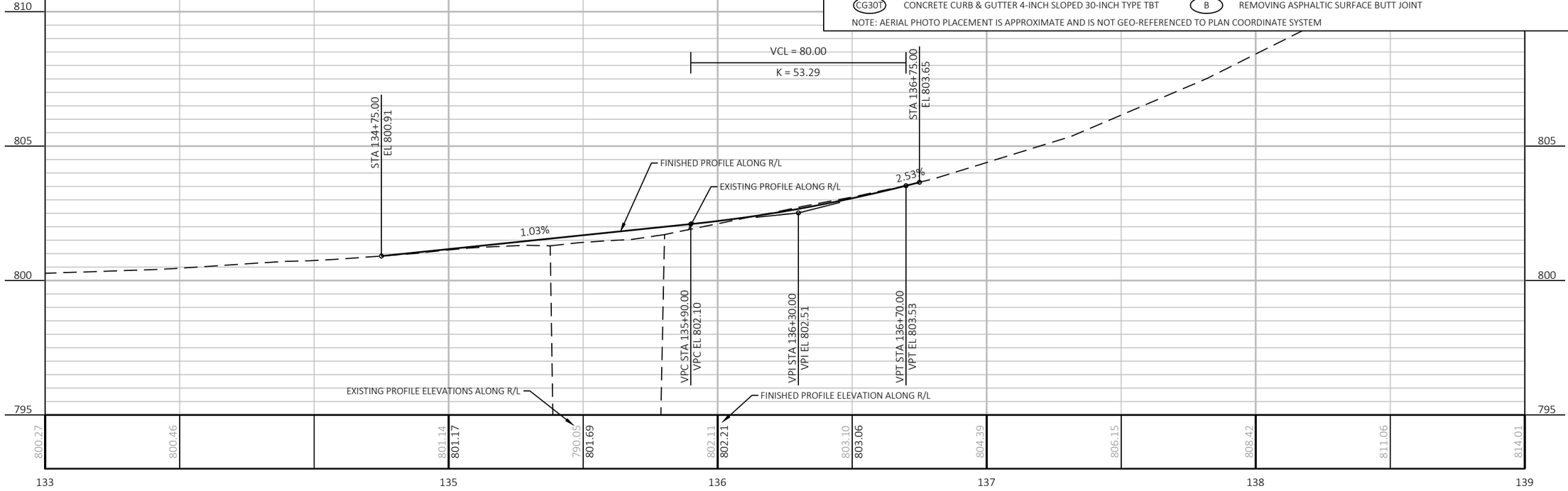
TLE

5 5

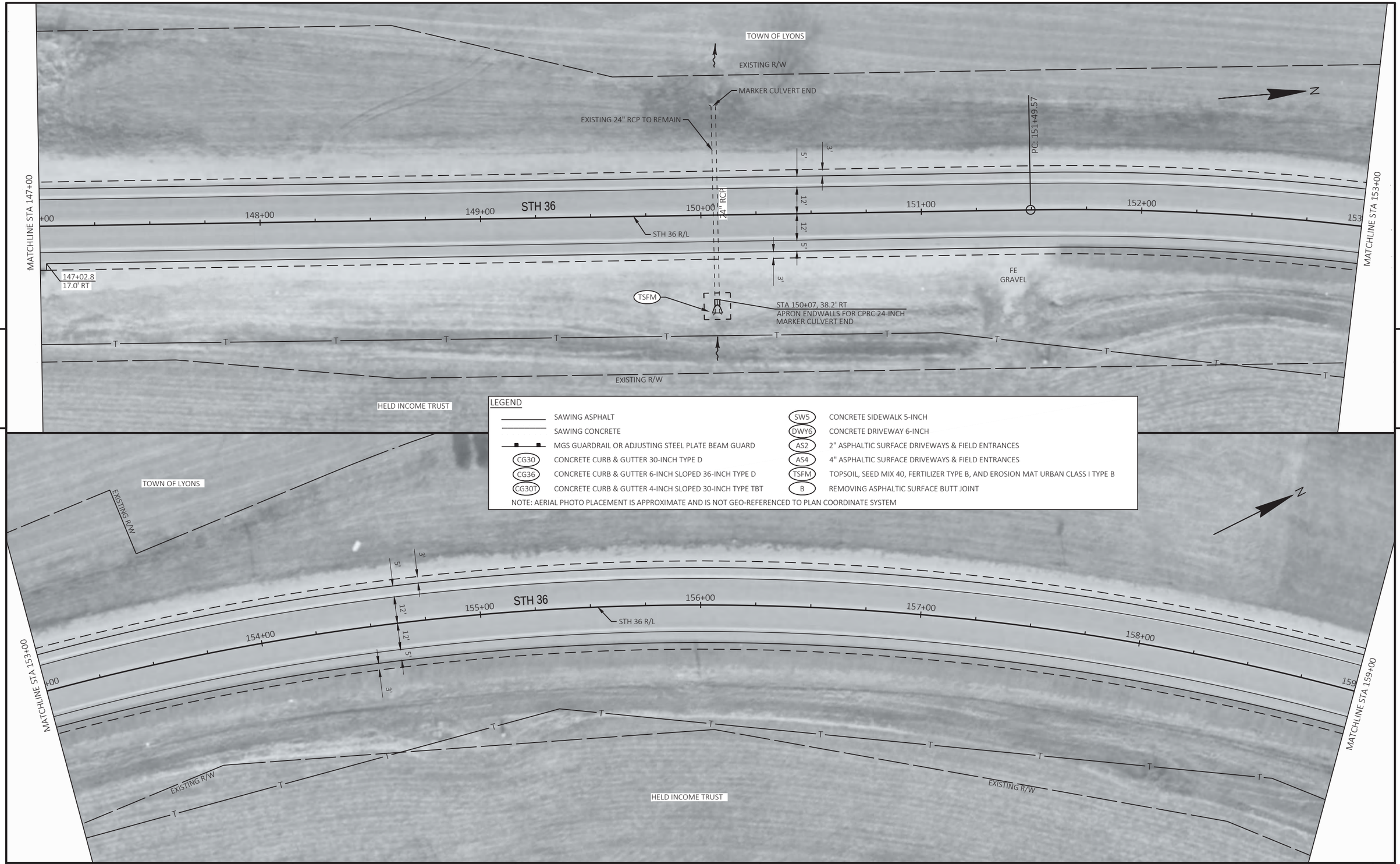
LEGEND

XXXXXXXXX	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
//////////	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2"ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4"ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM



PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN AND PROFILE: BRIDGE B-64-0210	SHEET 119	E



5

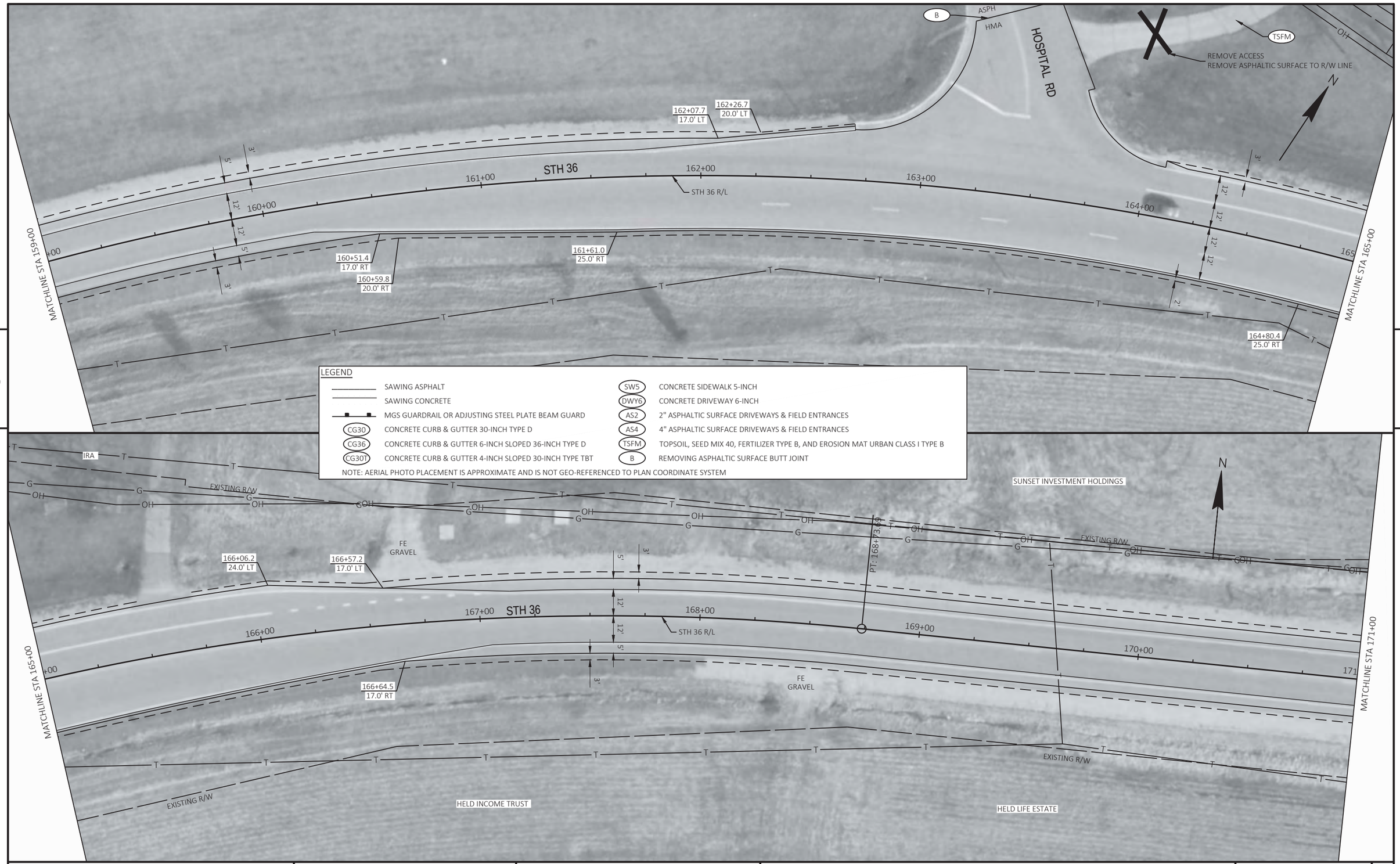
5

LEGEND

SAWING ASPHALT	SW5 CONCRETE SIDEWALK 5-INCH
SAWING CONCRETE	DWY6 CONCRETE DRIVEWAY 6-INCH
MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2 2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30 CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4 4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 120	E



LEGEND

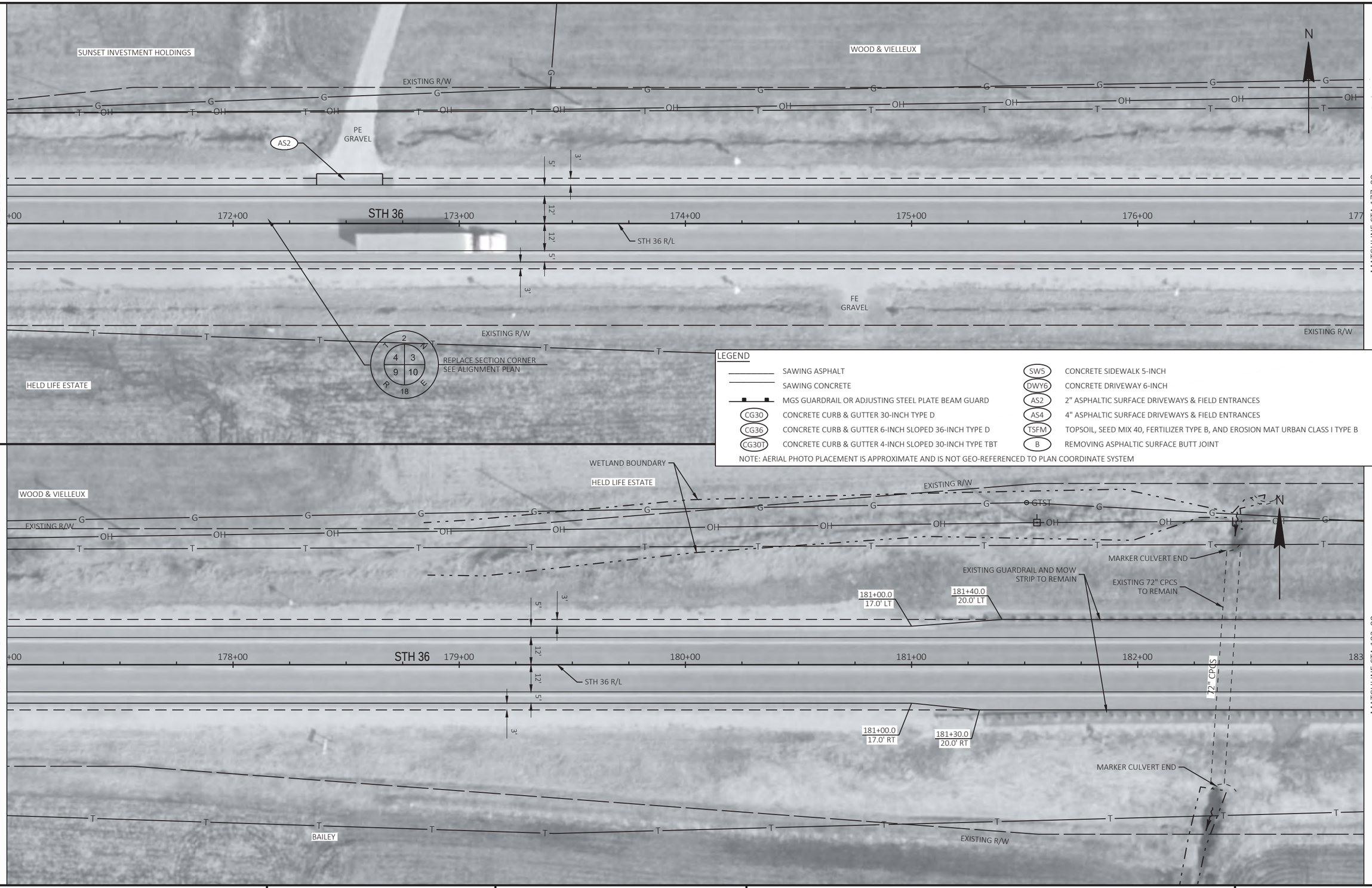
	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 121	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 14

PLOT DATE : 10/26/2023 2:56 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT



LEGEND

	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 122	E

LEGEND

	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

** EXCAVATION, FOUNDATION PREPARATION, BACKFILL, AND BASE AGGREGATE DENSE REQUIRED TO CONSTRUCT DRIVEWAYS, SIDEWALK, CURB & GUTTER, CURB RAMPS, ASPHALTIC SURFACE ADJACENT TO CURB & GUTTER, AND ASPHALTIC SURFACE FOR DRIVEWAYS AND FIELD ENTRANCES ADJACENT TO CONCRETE DRIVEWAY THAT ARE NOT ADJACENT TO OTHER GRADING IS INCIDENTAL TO CONSTRUCTION OF THOSE ITEMS IN ACCORDANCE WITH SECTIONS 601 AND 602 OF THE STANDARD SPECS.

MATCHLINE STA 183+00

MATCHLINE STA 189+00

MATCHLINE STA 189+00

MATCHLINE STA 195+00

STH 36

STH 36 R/L

EXISTING GUARDRAIL TO REMAIN

EXISTING STORM SEWER TO REMAIN

EXISTING R/W

186+70.0
20.0' LT

193+69.4
20.0' RT

8'
12'
12'
8'

HELD LIFE ESTATE

FOX

FE GRAVEL

NORTH RD

CHURCH ST

BAILEY

KOBERNICK

ROESSER

SCHROEDER

KURTH

EHLEN

CRAMER TRUST

ROTHERING

ST. LOUIS

SINGH VENTURES OF WISCONSIN

MILL ST

SLOPE INTERCEPT

SAWING CONCRETE

ADJUSTING SANITARY MANHOLE

ASPHALTIC FLUME

GUY POLE

TLE

ASPH

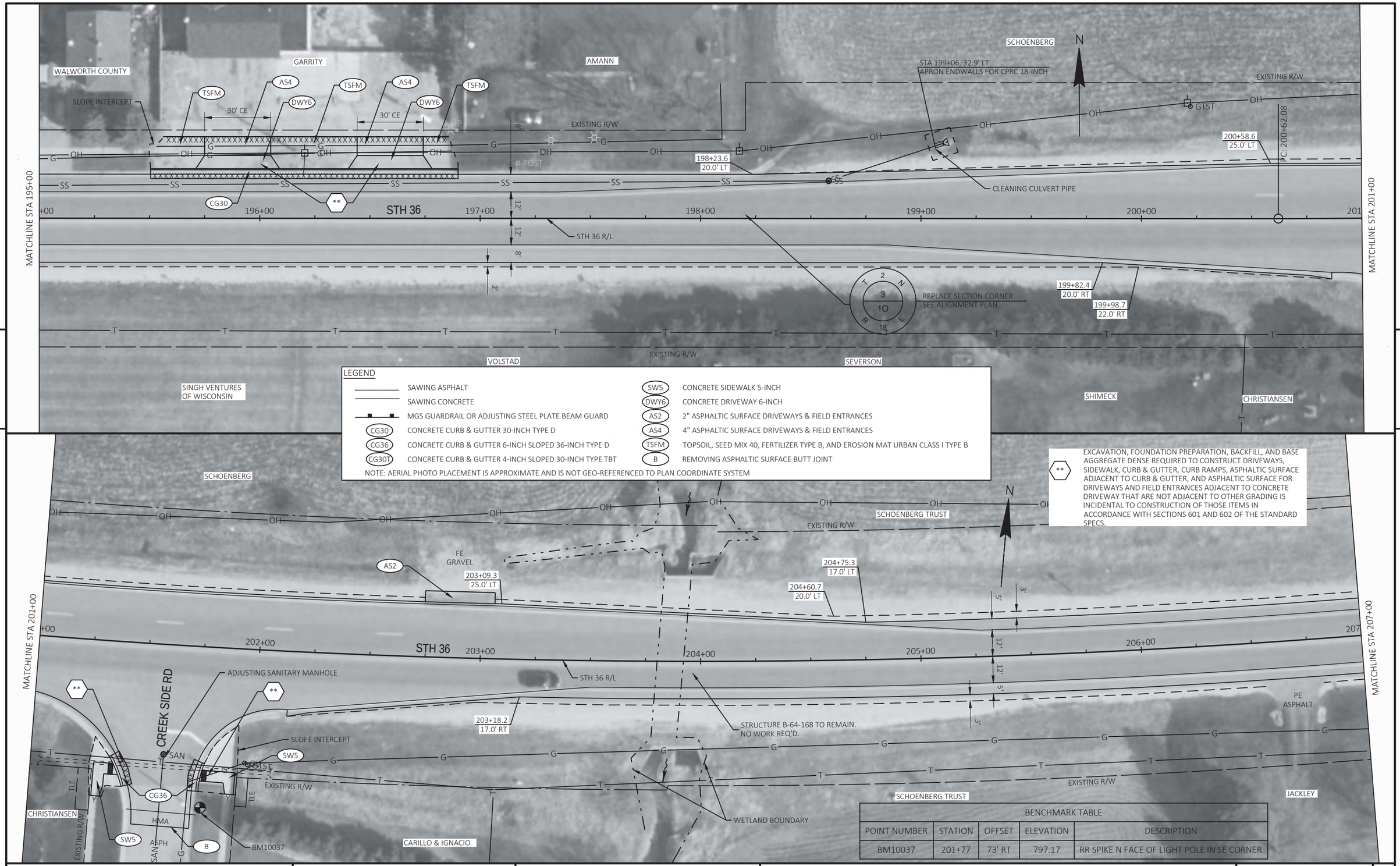
HMA

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 123	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 16

PLOT DATE : 10/26/2023 2:57 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



LEGEND

	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

** EXCAVATION, FOUNDATION PREPARATION, BACKFILL, AND BASE AGGREGATE DENSE REQUIRED TO CONSTRUCT DRIVEWAYS, SIDEWALK, CURB & GUTTER, CURB RAMPS, ASPHALTIC SURFACE ADJACENT TO CURB & GUTTER, AND ASPHALTIC SURFACE FOR DRIVEWAYS AND FIELD ENTRANCES ADJACENT TO CONCRETE DRIVEWAY THAT ARE NOT ADJACENT TO OTHER GRADING IS INCIDENTAL TO CONSTRUCTION OF THOSE ITEMS IN ACCORDANCE WITH SECTIONS 601 AND 602 OF THE STANDARD SPECS.

BENCHMARK TABLE

POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
BM10037	201+77	73' RT	797.17	RR SPIKE N FACE OF LIGHT POLE IN SE CORNER

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 124	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 17

PLOT DATE : 10/26/2023 2:57 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

5

SCHOENBERG TRUST

EXISTING R/W

MATCHLINE STA 207+00

MATCHLINE STA 213+00

208+00 209+00 210+00 211+00 212+00

STH 36

STH 36 R/L

5' 3' 12' 12' 5' 3'

JACKLEY

EXISTING R/W

SCHOENBERG TRUST

LEGEND

	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

SCHOENBERG TRUST

EXISTING R/W

MATCHLINE STA 213+00

MATCHLINE STA 219+00

214+00 215+00 216+00 217+00 218+00

STH 36

STH 36 R/L

5' 3' 12' 12' 5' 3'

PE GRAVEL

AS2

EXISTING R/W

SCHOENBERG TRUST

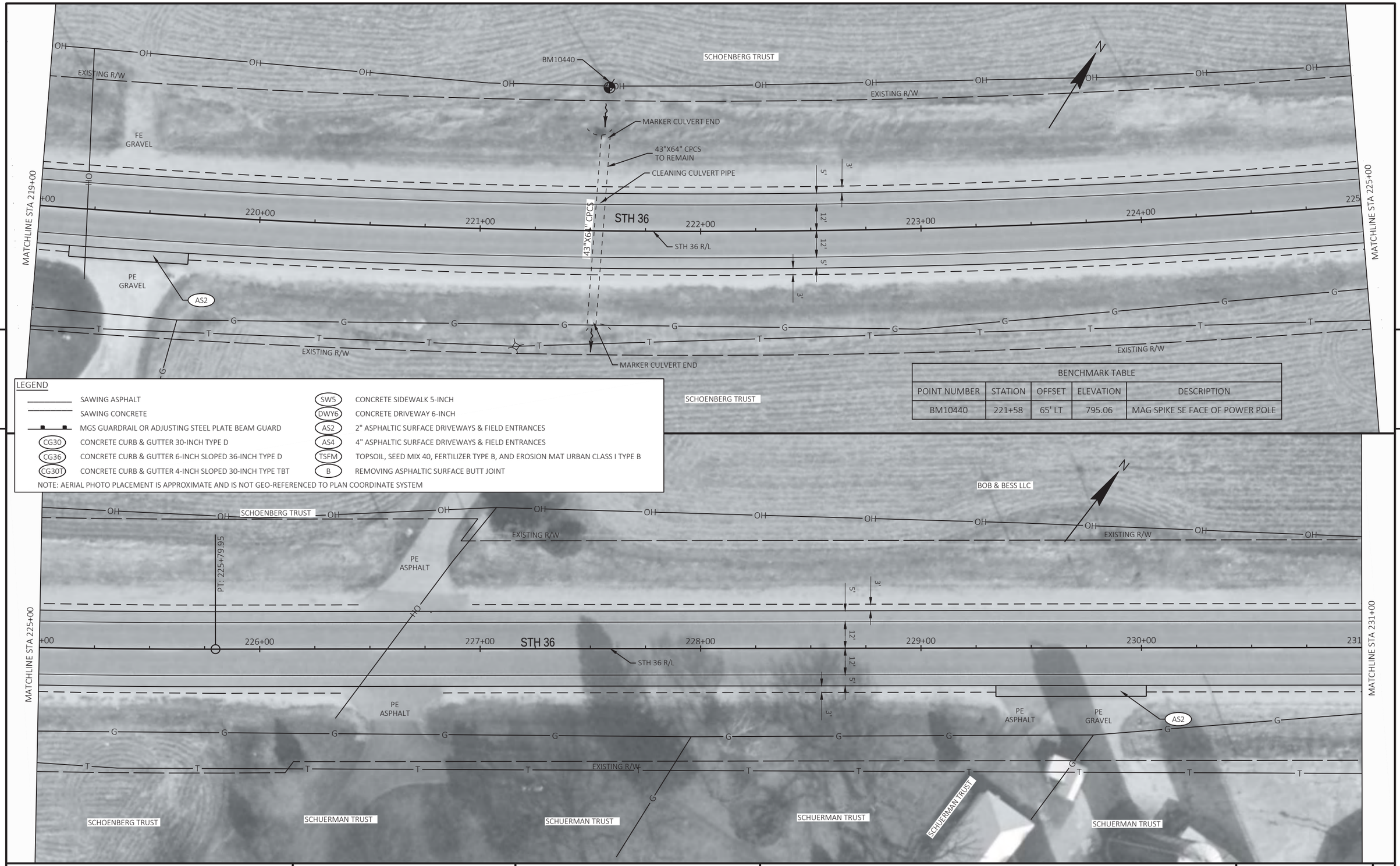
BLINK

SCHOENBERG TRUST

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 125	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 18

PLOT DATE : 10/26/2023 2:57 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT



BENCHMARK TABLE				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
BM10440	221+58	65' LT	795.06	MAG SPIKE SE FACE OF POWER POLE

LEGEND

SAWING ASPHALT	SW5 CONCRETE SIDEWALK 5-INCH
SAWING CONCRETE	DWY6 CONCRETE DRIVEWAY 6-INCH
MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2 2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30 CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4 4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

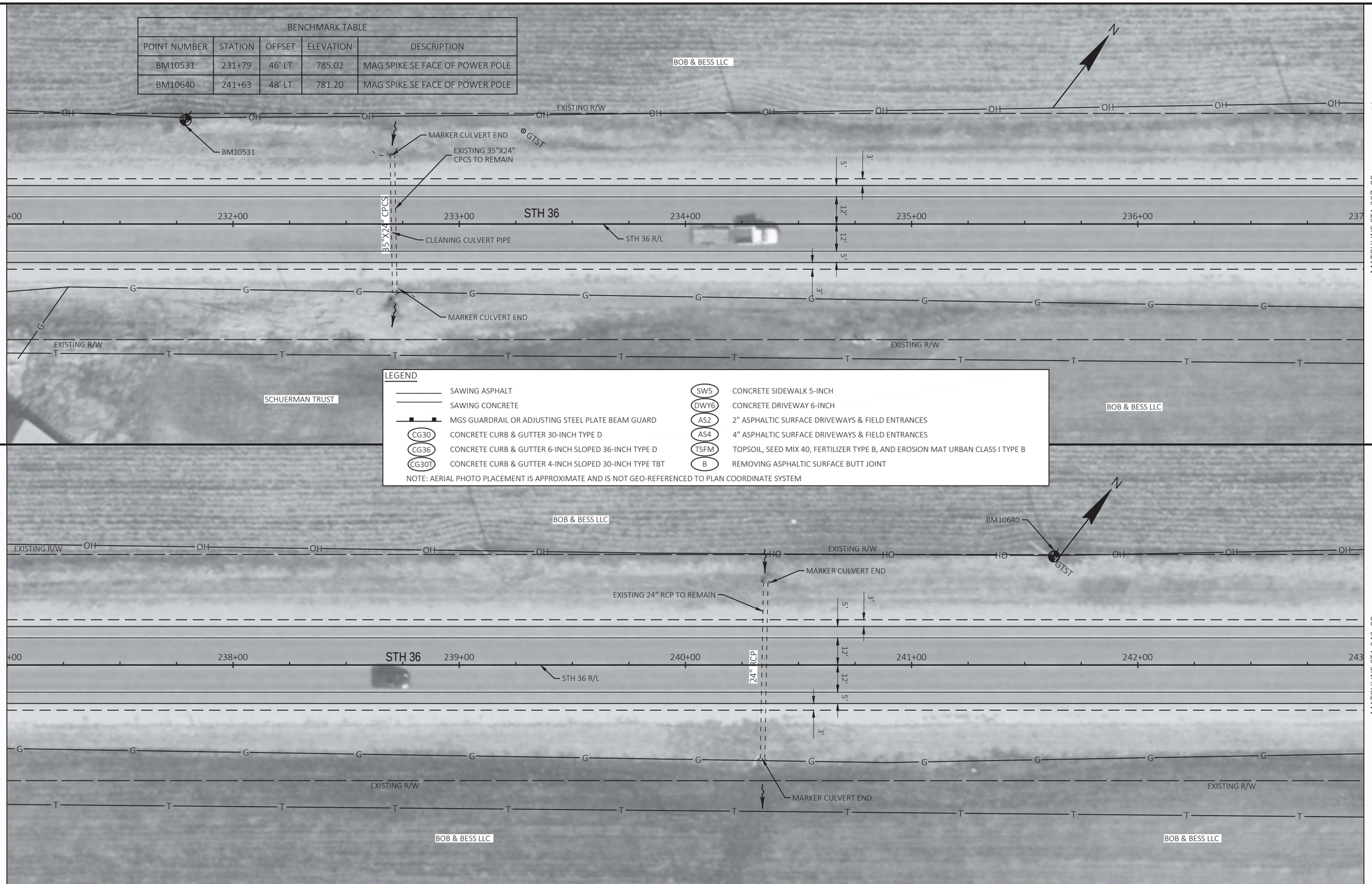
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 126 E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 19

PLOT DATE : 10/26/2023 2:57 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

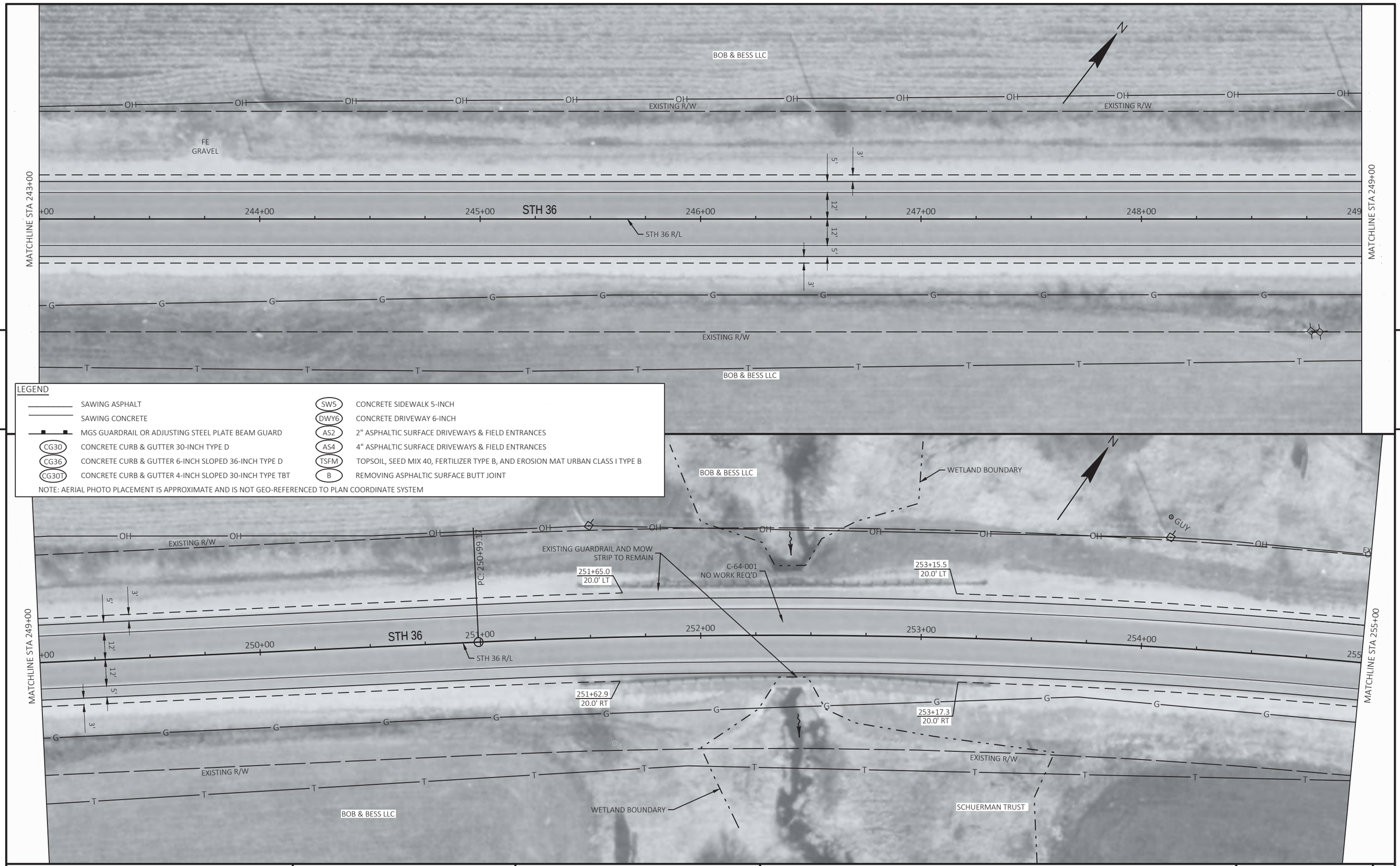
BENCHMARK TABLE				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
BM10531	231+79	46' LT	785.02	MAG SPIKE SE FACE OF POWER POLE
BM10640	241+63	48' LT	781.20	MAG SPIKE SE FACE OF POWER POLE



LEGEND

- SAWING ASPHALT
- SAWING CONCRETE
- MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD
- (CG30) CONCRETE CURB & GUTTER 30-INCH TYPE D
- (CG36) CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- (CG30T) CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT
- (SW5) CONCRETE SIDEWALK 5-INCH
- (DWY6) CONCRETE DRIVEWAY 6-INCH
- (AS2) 2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
- (AS4) 4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
- (TSFM) TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
- (B) REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM



LEGEND

	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

5

5

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 128	E

INGRAM TRUST
BOB & BESS LLC
MJS PROPERTIES LLC
INGRAM TRUST
EXISTING R/W
PT: 256+01.93
AS2
PE
ASPHALT
MARKER CULVERT END
EXISTING 24" CPCS
TO REMAIN
5'
3'
12'
12'
5'
3'
24" CPCS
CLEANING CULVERT PIPE
MATCHLINE STA 255+00
256+00
257+00
STH 36
258+00
259+00
260+00
261
STH 36 R/L
MATCHLINE STA 261+00
MARKER CULVERT END
PE
ASPHALT
SCHUERMAN TRUST
EXISTING R/W
SCHUERMAN TRUST
PRATT
EXISTING R/W

LEGEND

	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

EBERLE & LAMACCHIA
EXISTING R/W
INGRAM TRUST
PI: 261+94.80
AS2
PE
GRAVEL
MARKER CULVERT END
24" CPCS
MATCHLINE STA 261+00
262+00
STH 36
263+00
264+00
265+00
266+00
267
STH 36 R/L
MATCHLINE STA 267+00
PE
GRAVEL
AS2
MARKER CULVERT END
EXISTING R/W
PRATT
INGRAM

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 129	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 22
PLOT DATE : 10/26/2023 2:57 PM
PLOT BY : BLACKWOOD, JIM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

BENCHMARK TABLE				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
BM11328	267+69	75' RT	823.92	RR SPIKE N FACE OF POWER POLE

EBERLE & LAMACCHIA

INGRAM TRUST

EVERETT

EXISTING R/W

PC: 270+26.75

MATCHLINE STA 267+00

MATCHLINE STA 273+00

268+00

269+00

STH 36

270+00

271+00

272+00

STH 36 R/L

PE
ASPHALT

INGRAM

BM11328

TERRY

LEGEND

	SAWING ASPHALT
	SAWING CONCRETE
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT
SW5	CONCRETE SIDEWALK 5-INCH
DWY6	CONCRETE DRIVEWAY 6-INCH
AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

EVERETT

EXISTING R/W

PT: 273+97.19

PE
GRAVEL

AS2

MATCHLINE STA 273+00

MATCHLINE STA 279+00

274+00

275+00

STH 36

276+00

277+00

278+00

STH 36 R/L

PE
ASPHALT

TERRY

TOWN OF LYONS

ZUR

MANGOLD

OVERHILL CT

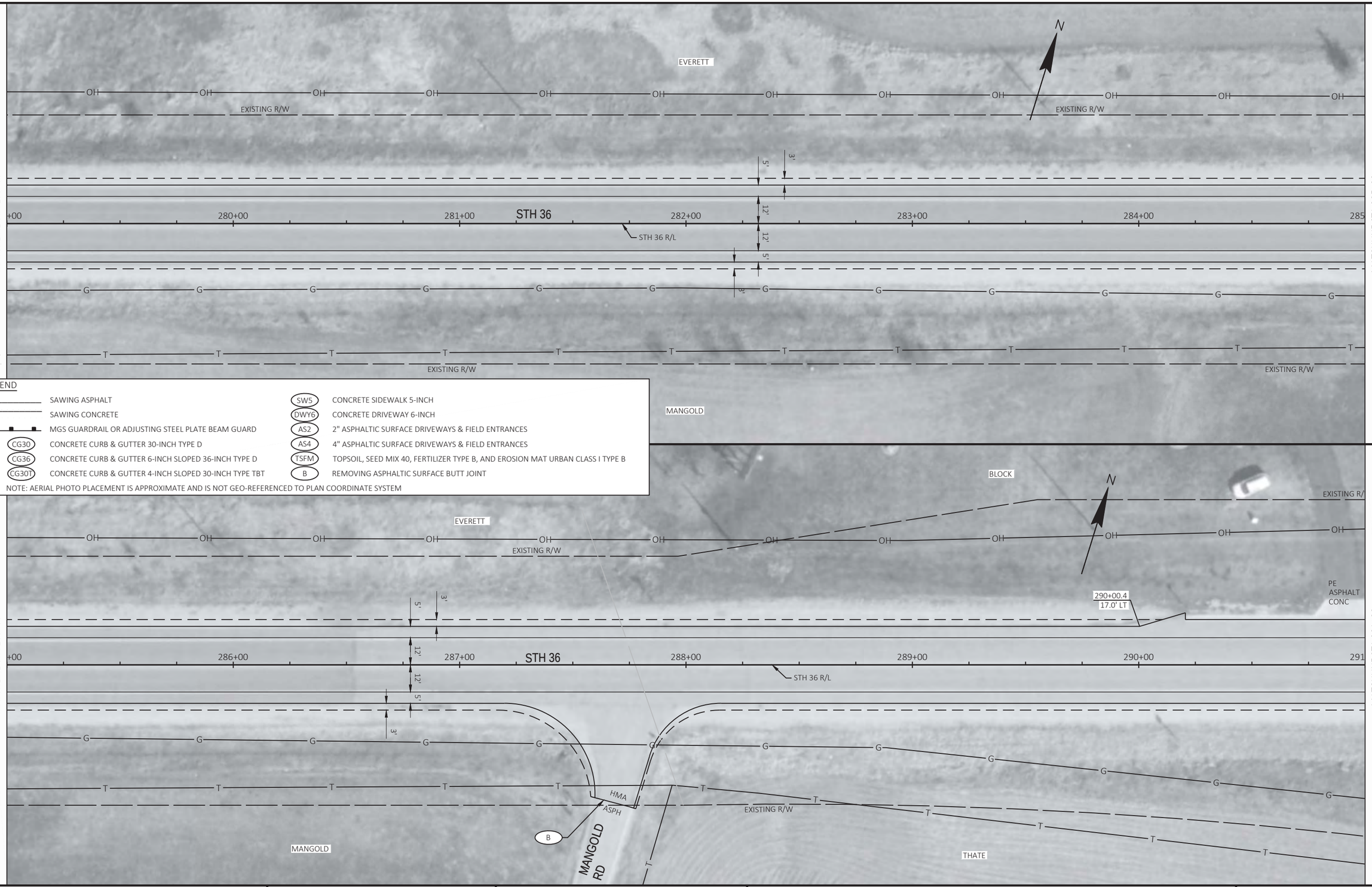
MANGOLD

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 130	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 23

PLOT DATE : 10/26/2023 2:58 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



LEGEND

———	SAWING ASPHALT	SW5	CONCRETE SIDEWALK 5-INCH
———	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
—■—■—	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

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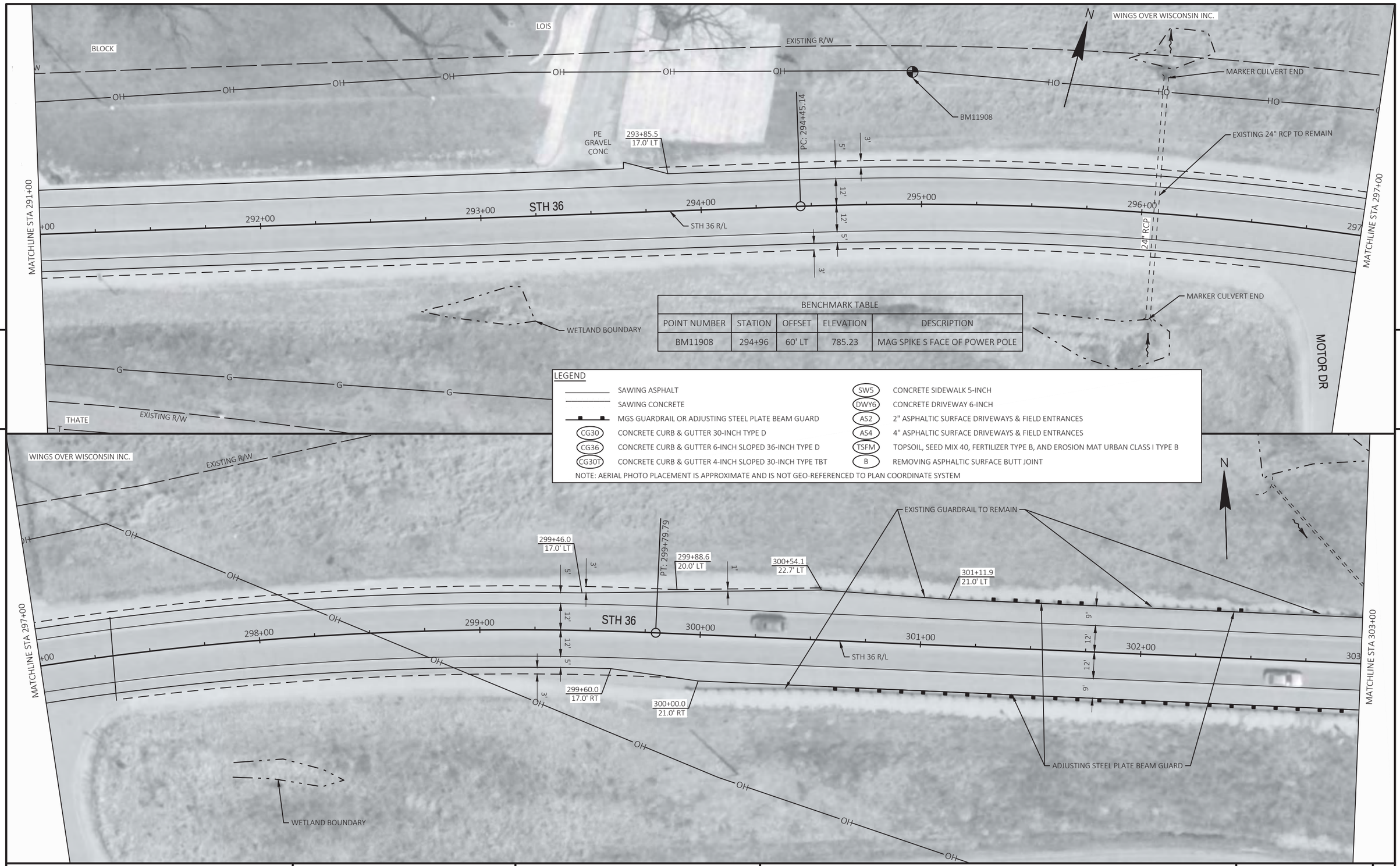
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 131	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 24

PLOT DATE : 10/26/2023 2:58 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT



BENCHMARK TABLE				
POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
BM11908	294+96	60' LT	785.23	MAG SPIKE S FACE OF POWER POLE

LEGEND

	SAWING ASPHALT	SWS	CONCRETE SIDEWALK 5-INCH
	SAWING CONCRETE	DWY6	CONCRETE DRIVEWAY 6-INCH
	MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2	2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4	4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM	TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 132 E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 25

PLOT DATE : 10/26/2023 2:58 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

WINGS OVER WISCONSIN INC.

EXISTING 12" CPCS TO REMAIN

REMOVING CURB & GUTTER

CG30

REMOVING ASPHALTIC SURFACE

303+23.9
17.0' LT

303+13.8
17.0' LT

MATCHLINE STA 303+00

PI: 304+00.00

STRUCTURE B-64-162 TO REMAIN.
THIN POLYMER OVERLAY, CONCRETE SURFACE REPAIR TO ABUTMENTS AND PIER CAPS, RECONSTRUCTING CURBS AT WING WALLS

EXISTING R/W

WETLAND BOUNDARY

N

STH 36

STH 36 R/L

B

MATCHLINE STA 309+00

CONSTRUCT GUARDRAIL MOW STRIP EMULSIFIED ASPHALT IN ALL GUARDRAIL REPLACEMENT AREAS IN ACCORDANCE WITH SDD GUARDRAIL MOW STRIP

75' STEEL PLATE BEAM GUARD CLASS A

STH 11 EB

STH 11 WB

** EXCAVATION, FOUNDATION PREPARATION, BACKFILL, AND BASE AGGREGATE DENSE REQUIRED TO CONSTRUCT DRIVEWAYS, SIDEWALK, CURB & GUTTER, CURB RAMPS, ASPHALTIC SURFACE ADJACENT TO CURB & GUTTER, AND ASPHALTIC SURFACE FOR DRIVEWAYS AND FIELD ENTRANCES ADJACENT TO CONCRETE DRIVEWAY THAT ARE NOT ADJACENT TO OTHER GRADING IS INCIDENTAL TO CONSTRUCTION OF THOSE ITEMS IN ACCORDANCE WITH SECTIONS 601 AND 602 OF THE STANDARD SPECS.

LEGEND

SAWING ASPHALT	SW5 CONCRETE SIDEWALK 5-INCH
SAWING CONCRETE	DWY6 CONCRETE DRIVEWAY 6-INCH
MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2 2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30 CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4 4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM

WISDOT

EXISTING R/W

MARKER CULVERT END

PC: 310+20.58

MATCHLINE STA 309+00

310+00

311+00

STH 36

312+00

313+00

314+00

48" RCP

STH 36 R/L

312+75.0
21.0' LT

PT: 313+17.03

313+41.8
24.7' LT

314+36.4
17.0' LT

314+27.8
20.0' LT

MATCHLINE STA 315+00

312+62.7
21.0' RT

313+06.3
22.6' RT

313+16.8
29.8' RT

314+00.5
21.1' RT

314+23.3
25.8' RT

ADJUSTING STEEL PLATE BEAM GUARD

EXISTING 48" RCP TO REMAIN

EXISTING GUARDRAIL TO REMAIN

MARKER CULVERT END

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 133	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 26

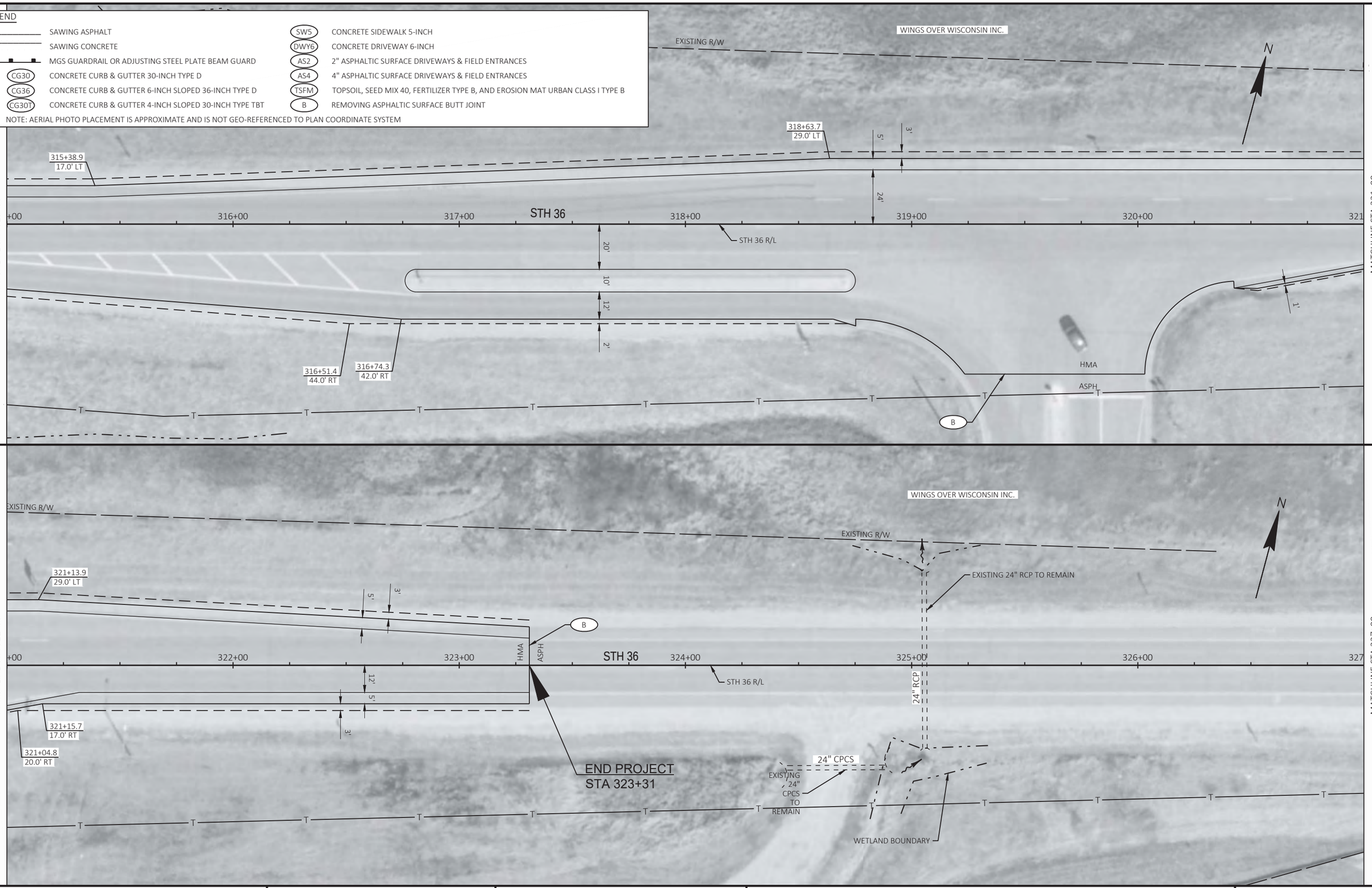
PLOT DATE : 10/26/2023 2:58 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

LEGEND

SAWING ASPHALT	SW5 CONCRETE SIDEWALK 5-INCH
SAWING CONCRETE	DWY6 CONCRETE DRIVEWAY 6-INCH
MGS GUARDRAIL OR ADJUSTING STEEL PLATE BEAM GUARD	AS2 2" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG30 CONCRETE CURB & GUTTER 30-INCH TYPE D	AS4 4" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CG36 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	TSFM TOPSOIL, SEED MIX 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
CG30T CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT	B REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTE: AERIAL PHOTO PLACEMENT IS APPROXIMATE AND IS NOT GEO-REFERENCED TO PLAN COORDINATE SYSTEM



PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	PLAN	SHEET 134	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 27

PLOT DATE : 10/26/2023 2:58 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

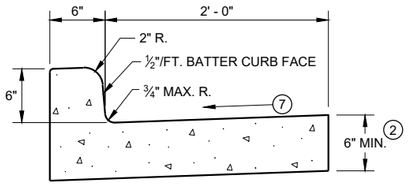
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-08A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-04	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
12A03-10	NAME PLATE (STRUCTURES)
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13B02-09B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C19-03	HMA LONGITUDINAL JOINTS
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B24-09A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B28-04A	GUARDRAIL MOW STRIP
14B28-04B	GUARDRAIL MOW STRIP
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

6

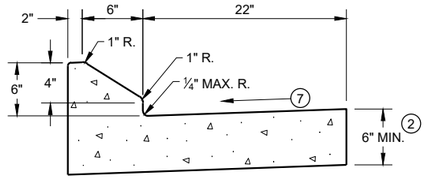
Standard Detail Drawing List

15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
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
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C34-04	STANDARD APPLICATION FOR TEMPORARY RAISED PAVEMENT MARKER, TYPE 2
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

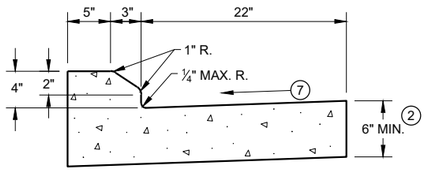
6



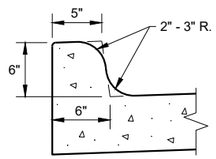
TYPES A (1) & D



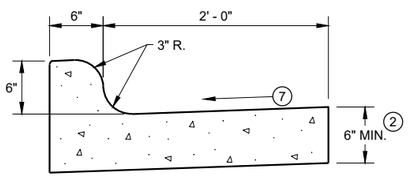
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

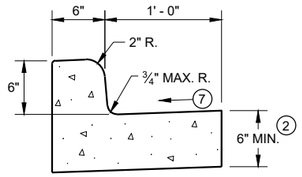


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



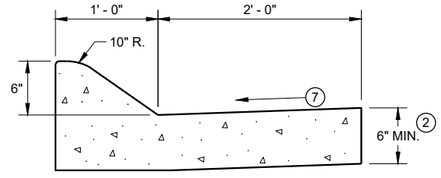
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

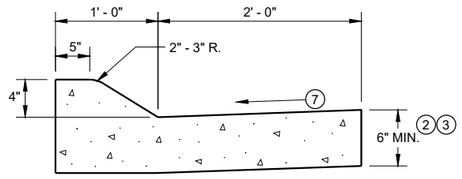


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

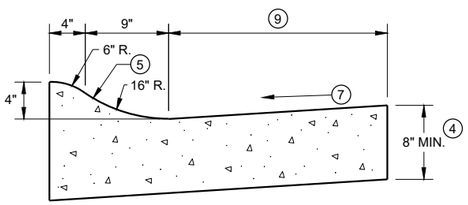


6" SLOPED CURB TYPES A (1) & D



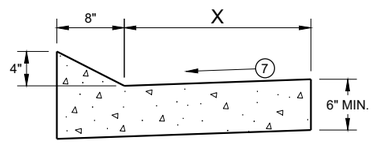
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

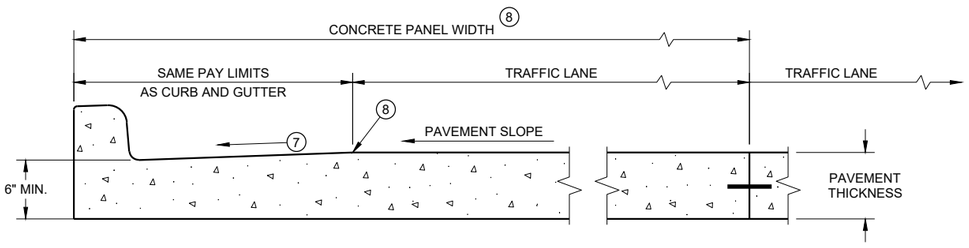


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

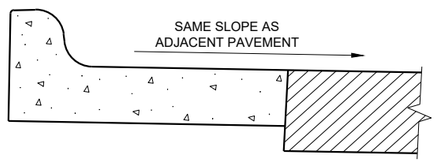
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

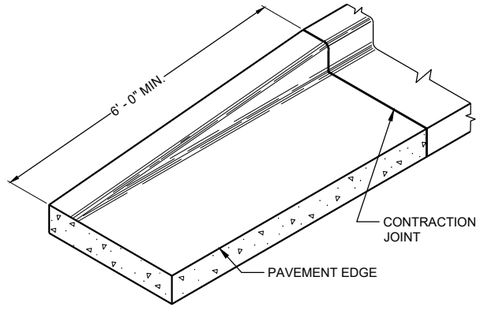
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

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

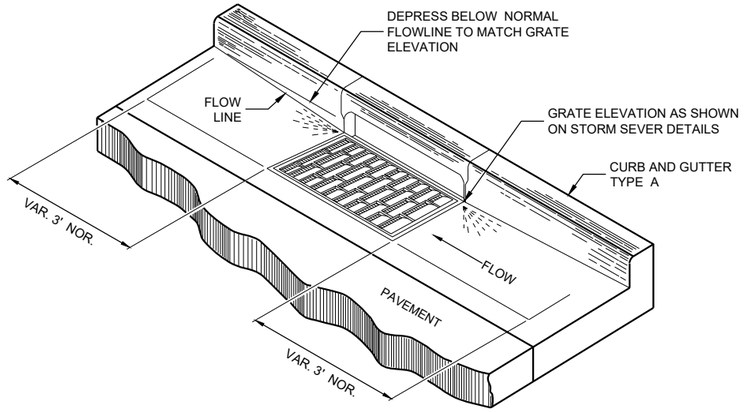
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D01 - 23a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

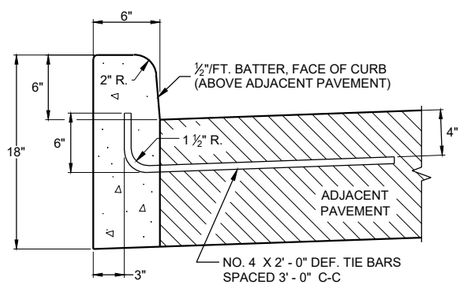
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

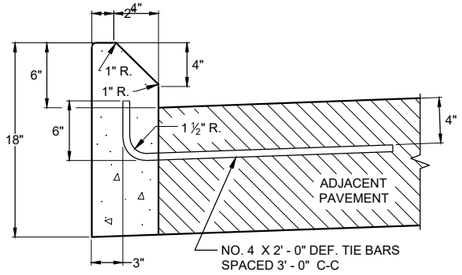
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

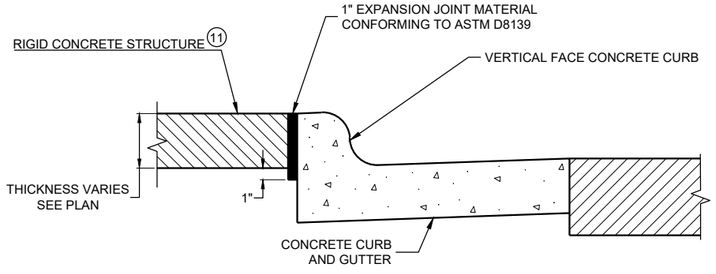


TYPES A (1) & D

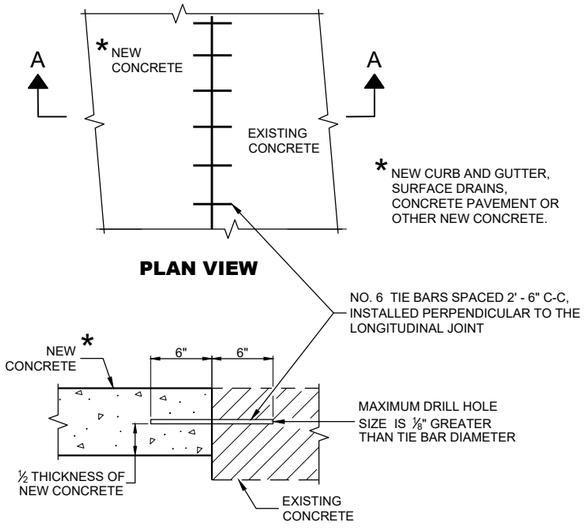


TYPES G (1) & J

CONCRETE CURB



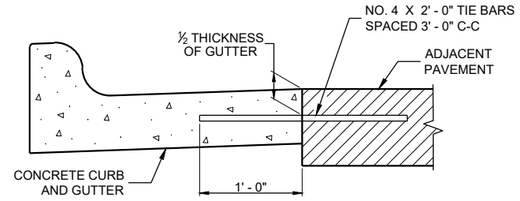
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



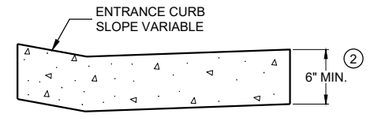
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD08D01 - 23b

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.

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

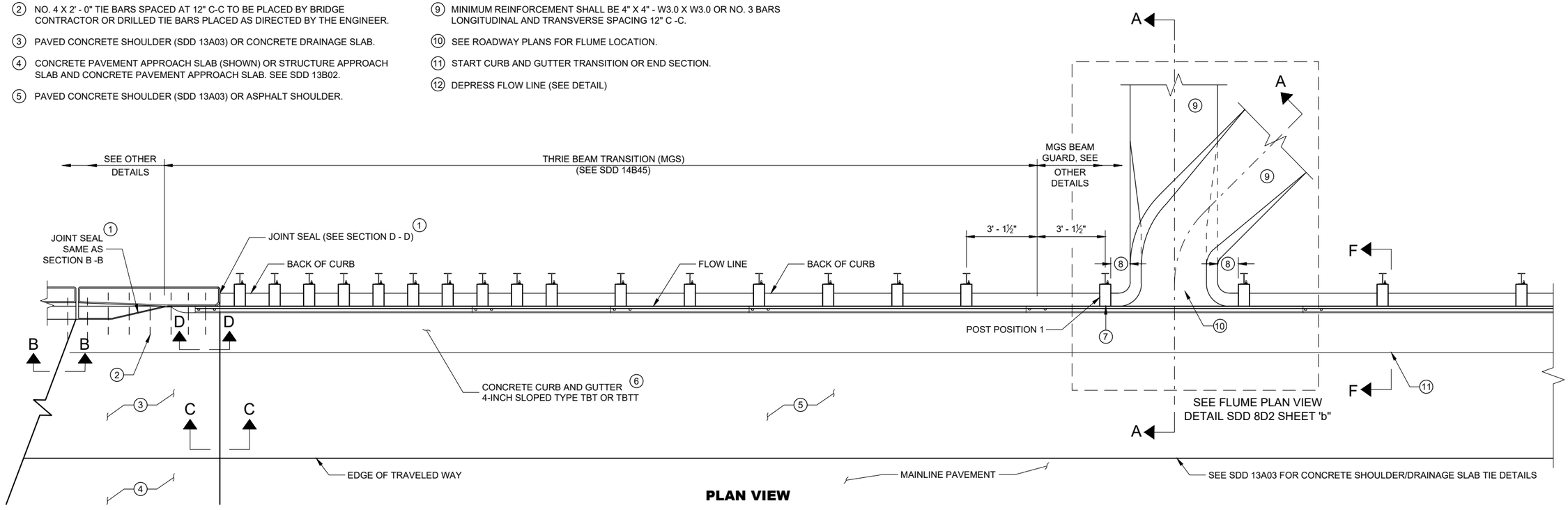
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

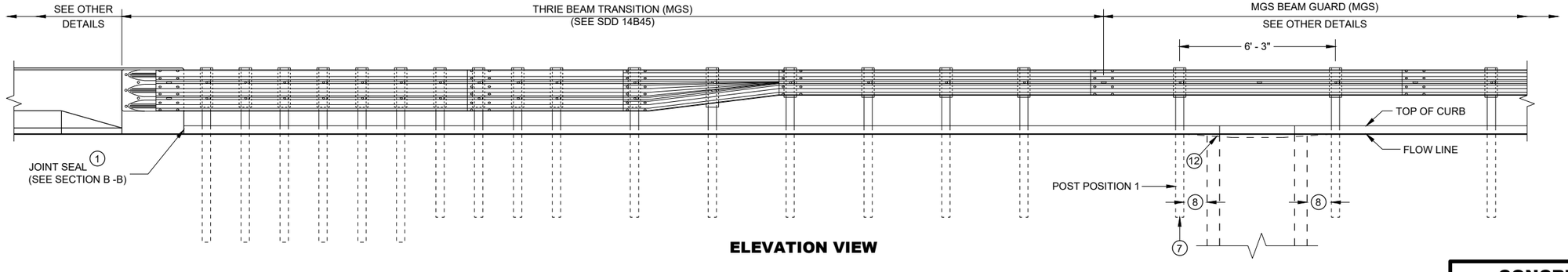
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



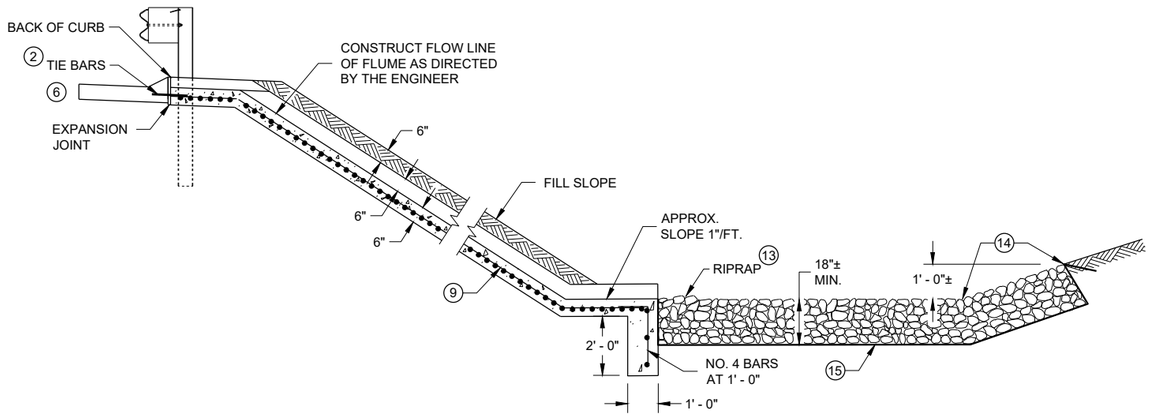
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

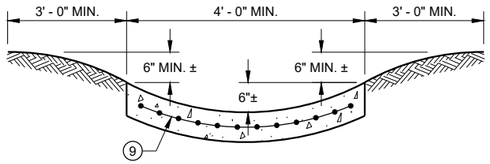
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 08a

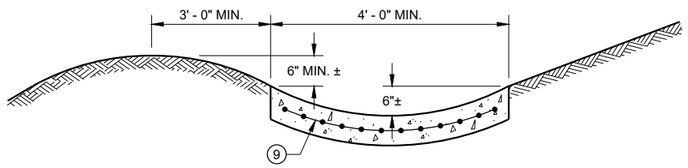
SDD 08D02 - 08a



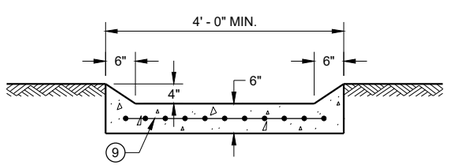
SECTION A - A



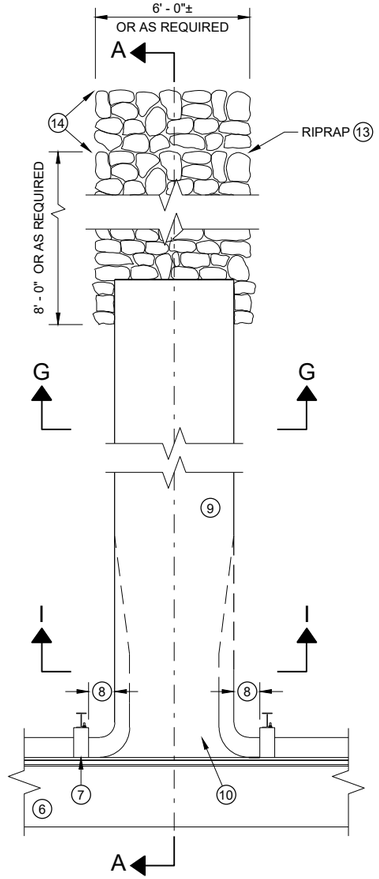
SECTION G - G



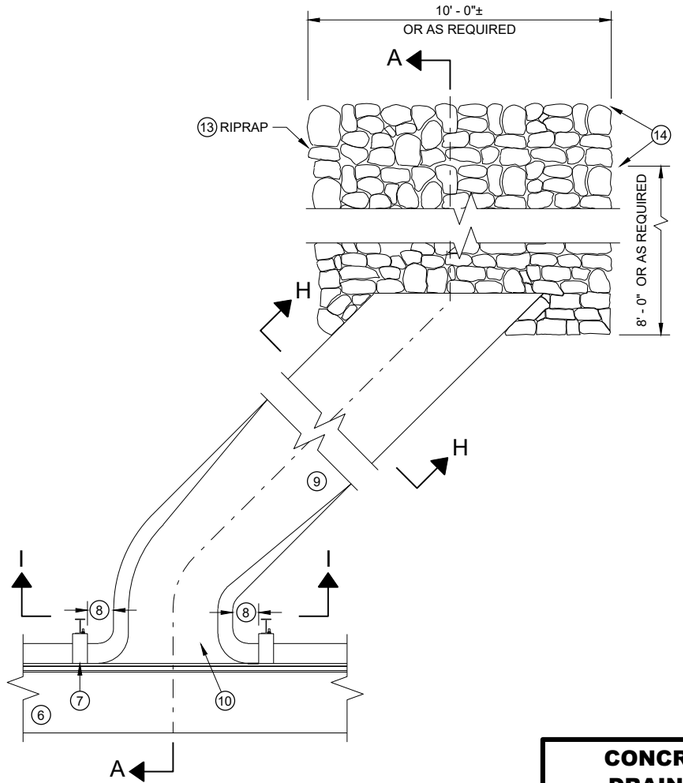
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

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.

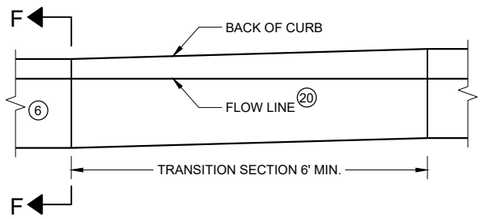
ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
9. MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.
10. SEE ROADWAY PLANS FOR FLUME LOCATION.
11. START CURB AND GUTTER TRANSITION OR END SECTION.
12. DEPRESS FLOW LINE (SEE DETAIL)
13. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
14. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
15. GEOTEXTILE TYPE HR.

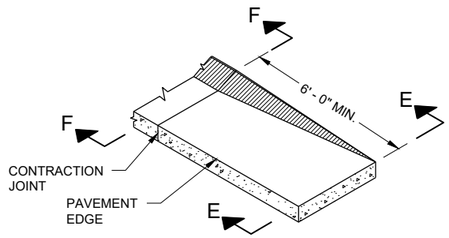
CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

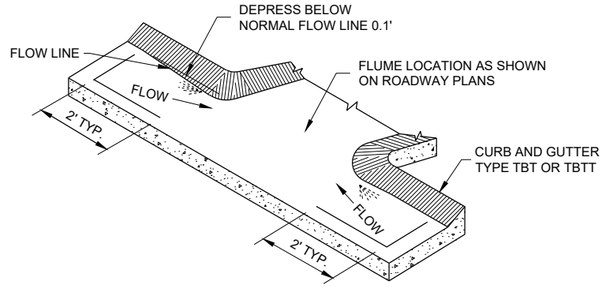
6
SDD 08D02 - 08b



CURB AND GUTTER TRANSITION SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT



CURB AND GUTTER END SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT



CURB AND GUTTER FLOW LINE DEPRESSION
AT FLUMES CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE TBT OR TBTT

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.

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(15) GEOTEXTILE TYPE HR.

(16) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

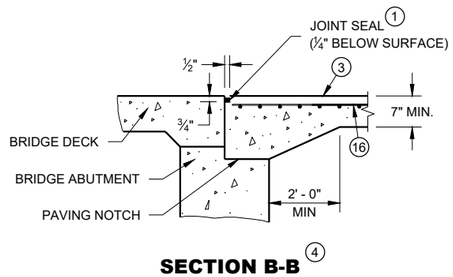
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

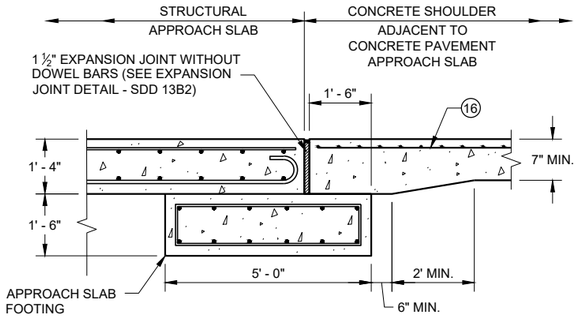
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

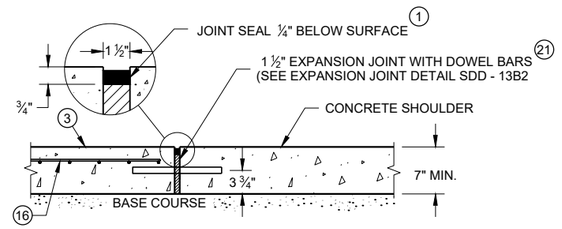
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



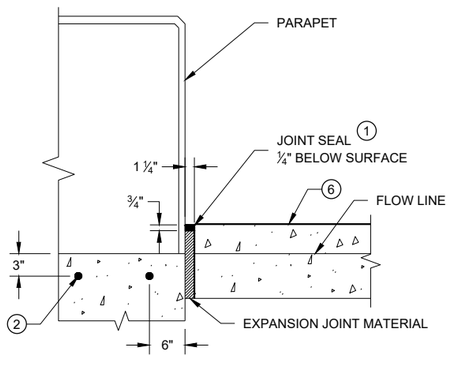
SECTION B-B (4)



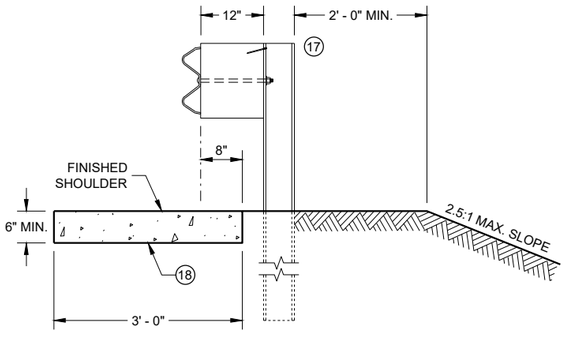
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



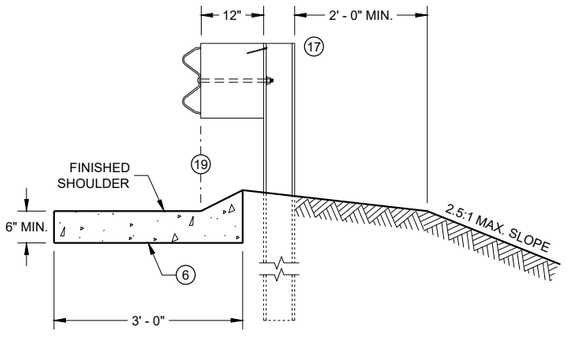
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

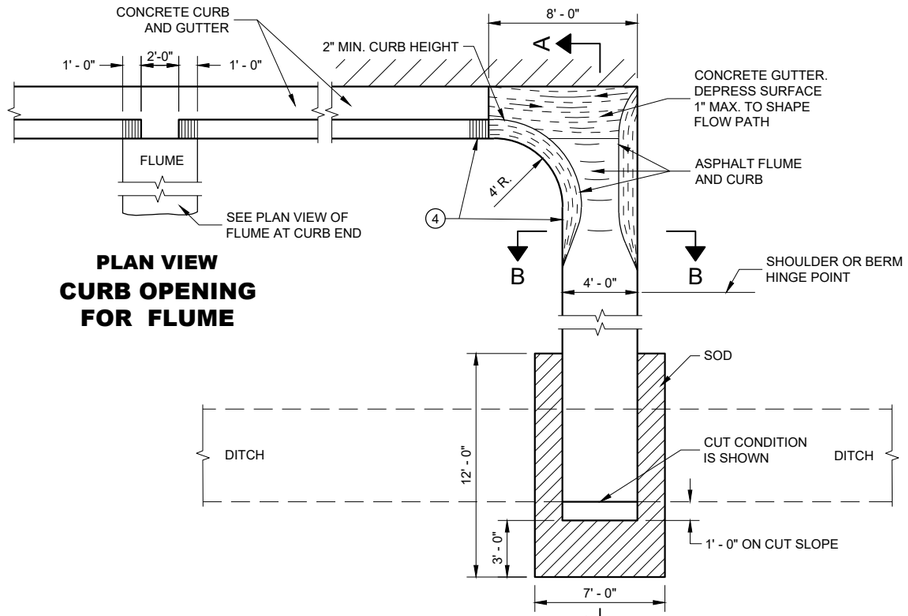
APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6
SDD 08D02 - 08c

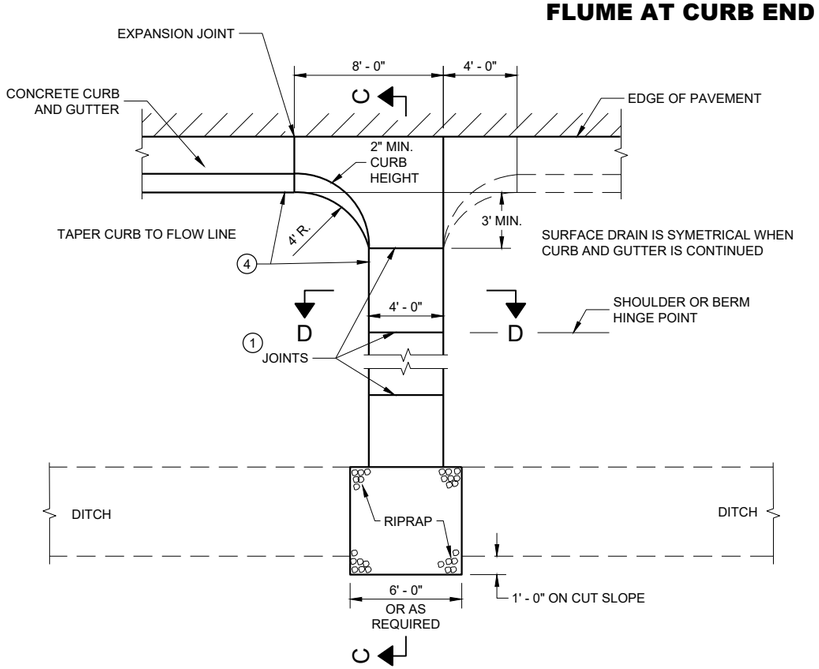
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



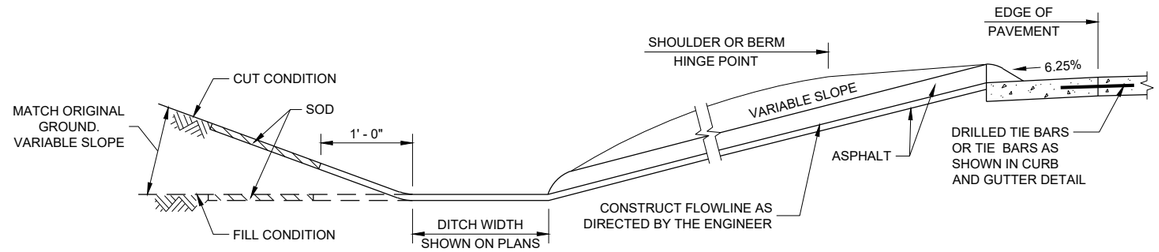
PLAN VIEW
CONCRETE SURFACE DRAIN

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.

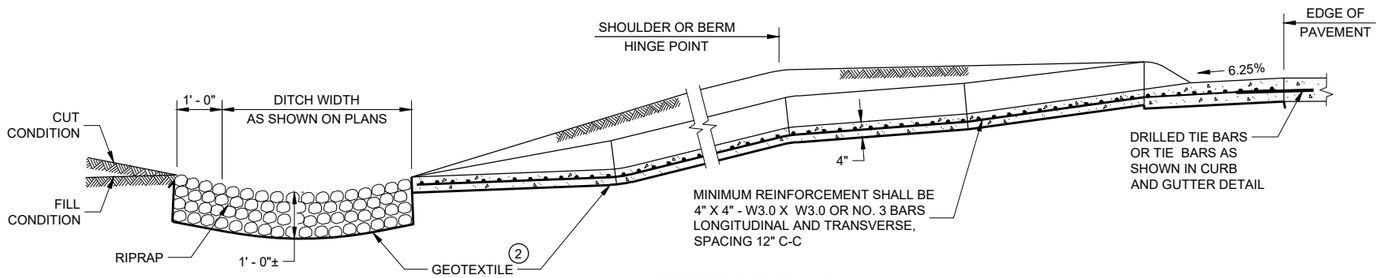
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

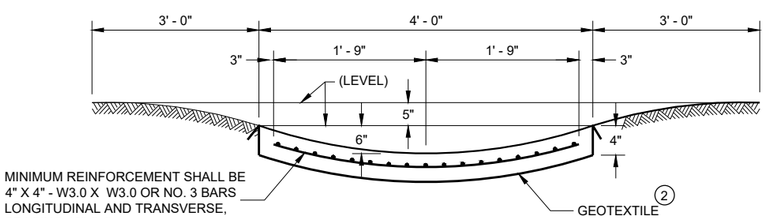


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

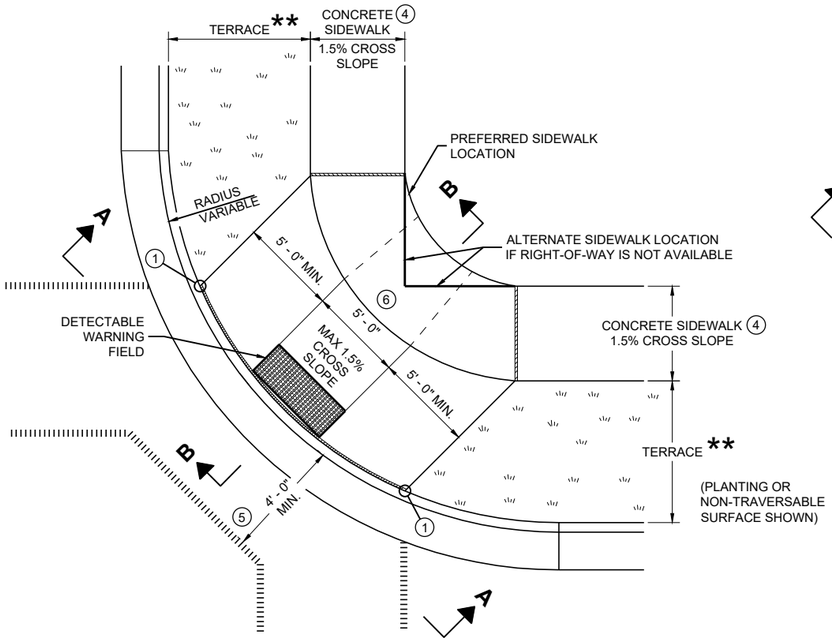
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

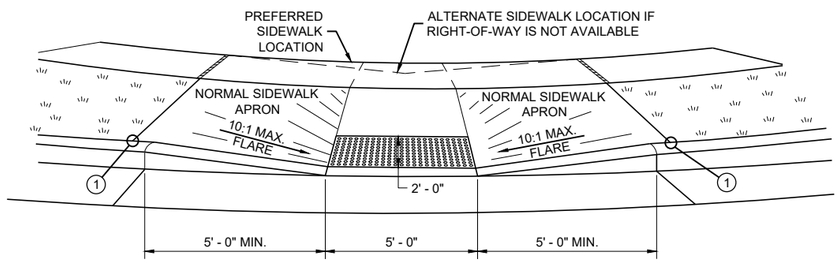
6
SDD 08D04 - 07



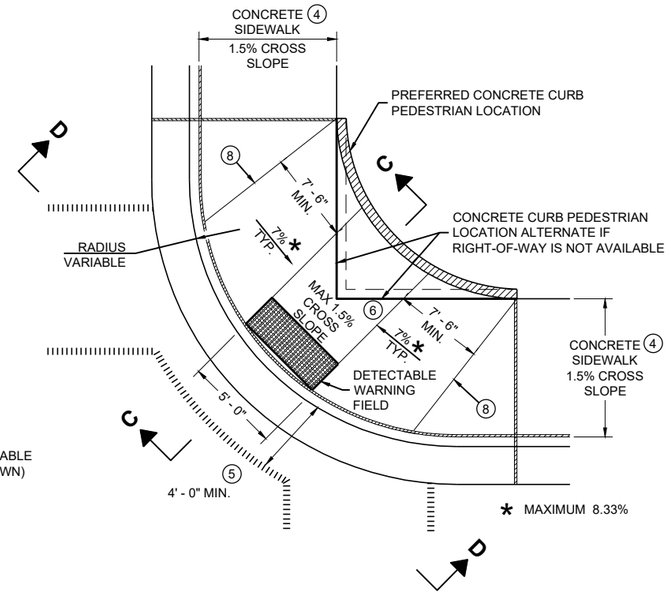
PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



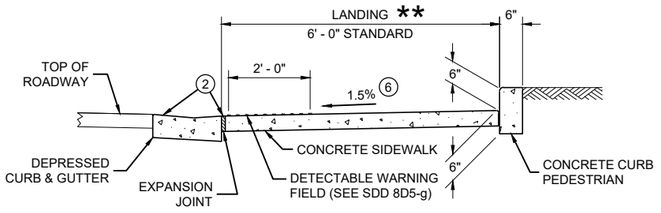
VIEW A - A FOR TYPE 1



PLAN VIEW

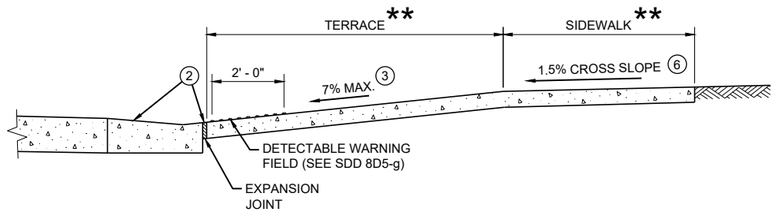
CURB RAMP TYPE 1 - A

(NO TERRACE)

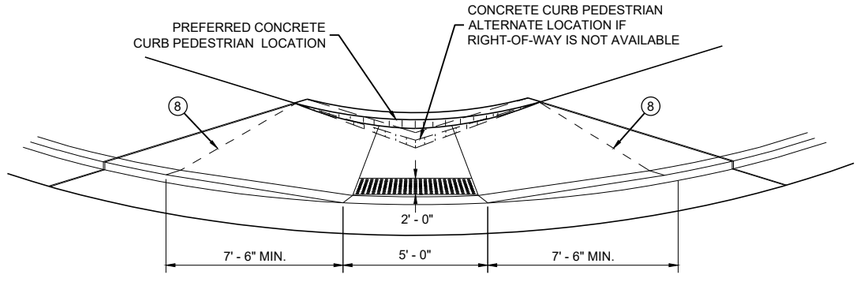


SECTION C - C FOR TYPE 1 - A

** 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. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

(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.

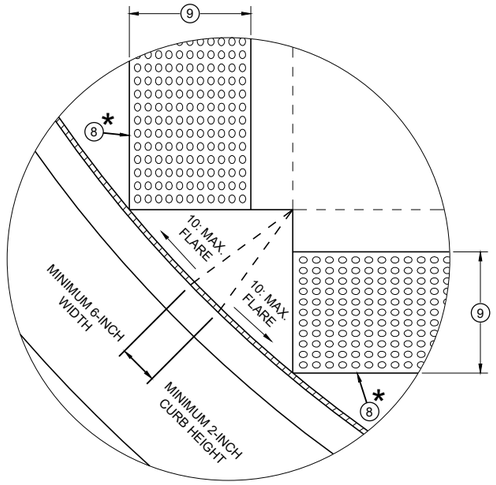
LEGEND

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

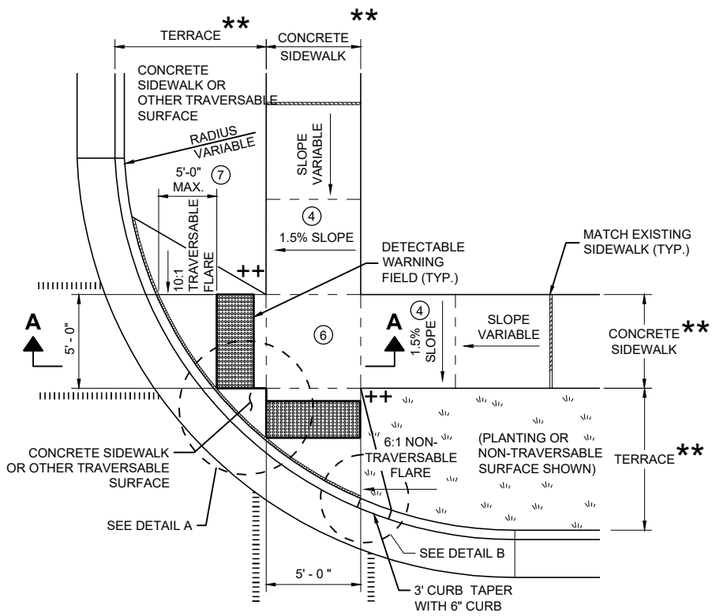
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-21a



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.

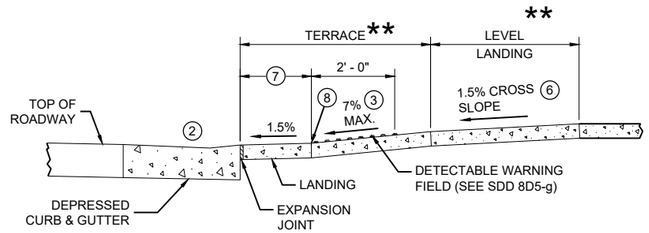
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

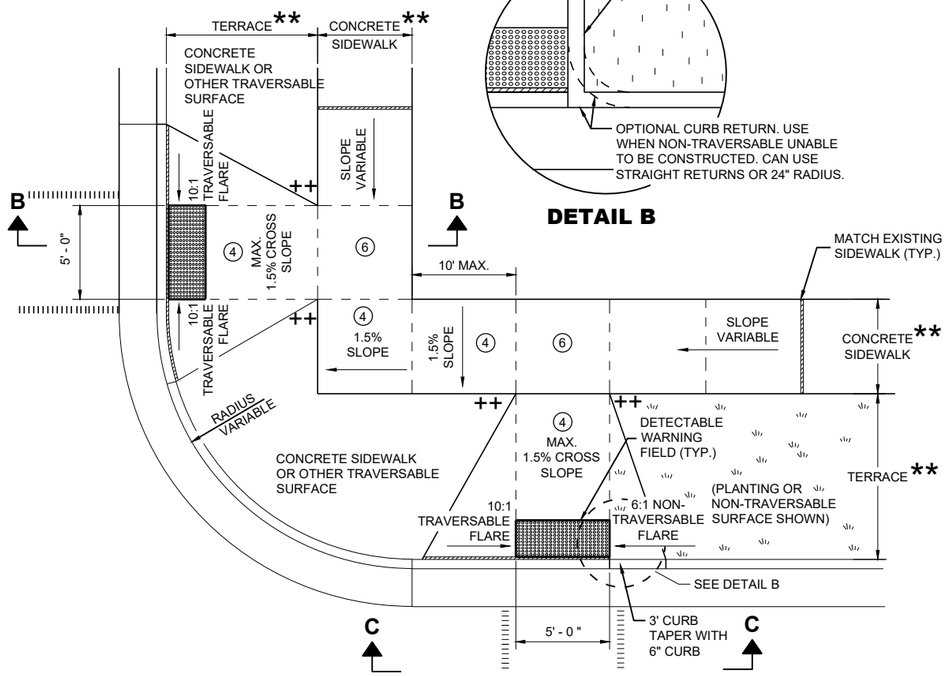


SECTION A - A FOR TYPE 2

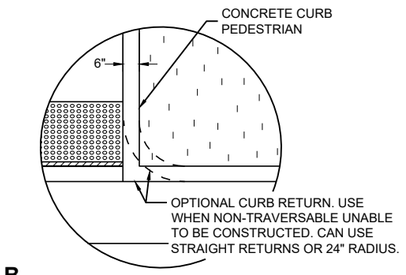
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

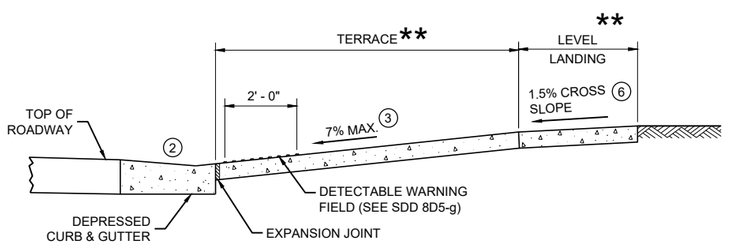
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



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



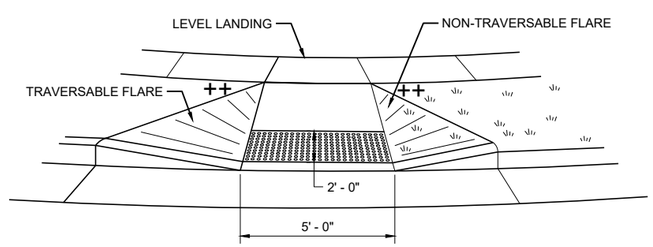
DETAIL B



SECTION B - B FOR TYPE 3

LEGEND

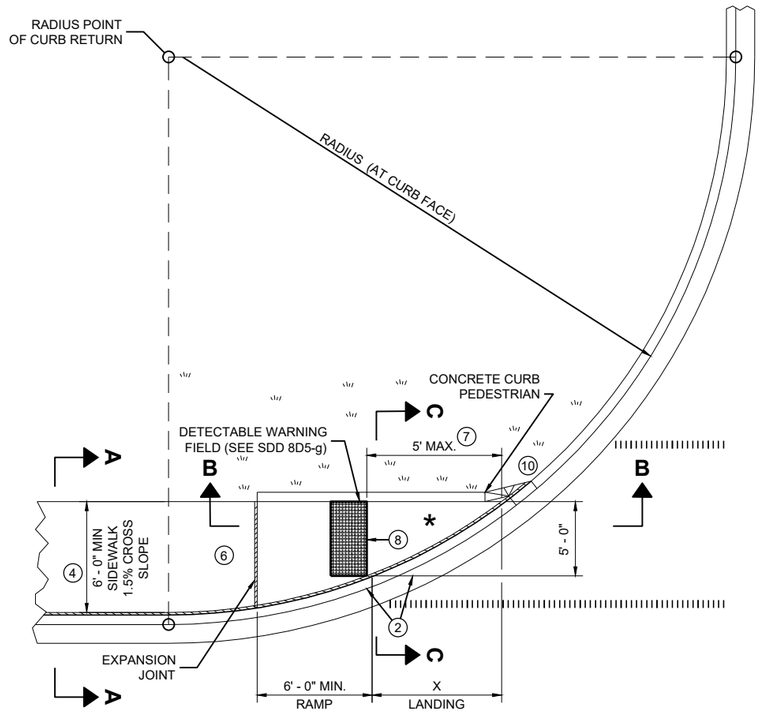
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

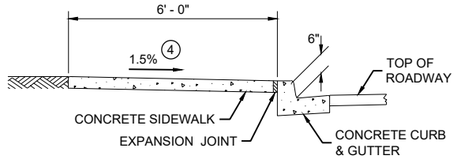


PLAN VIEW

CURB RAMP TYPE 4A

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

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.

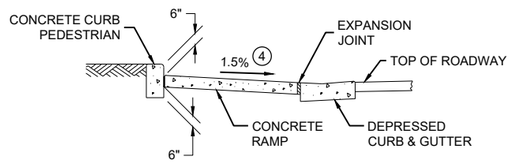
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

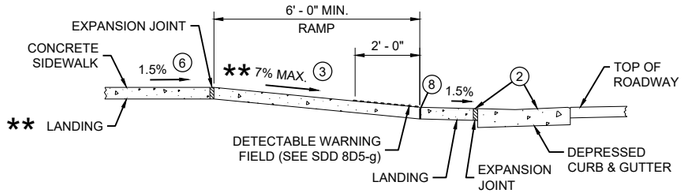
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



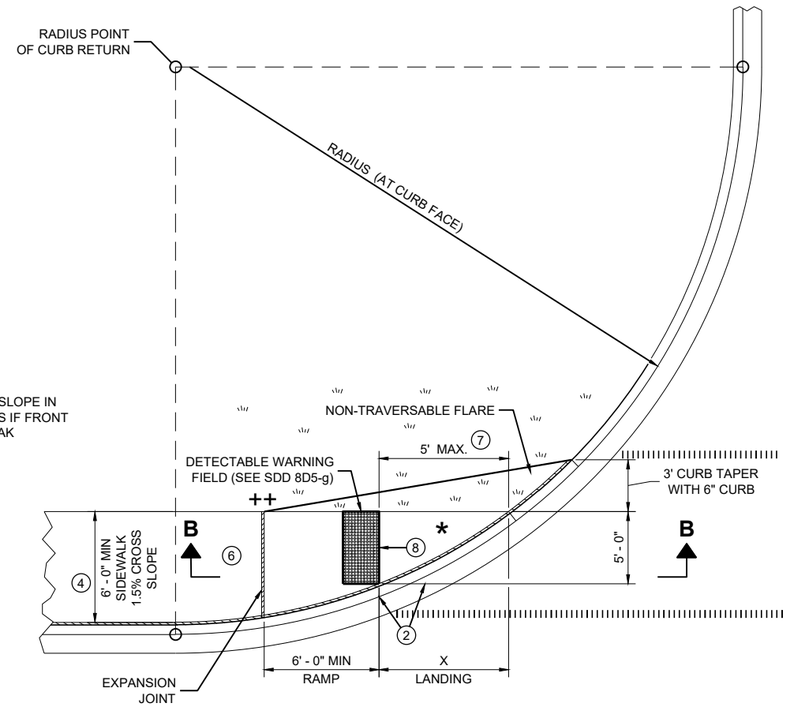
SECTION C - C FOR TYPE 4A



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

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

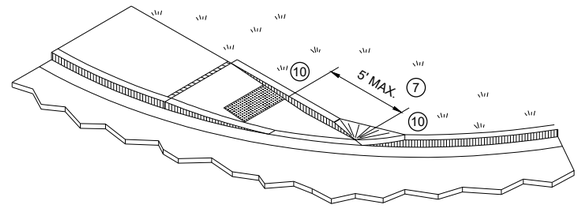
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



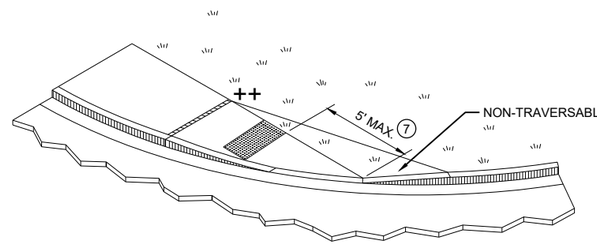
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



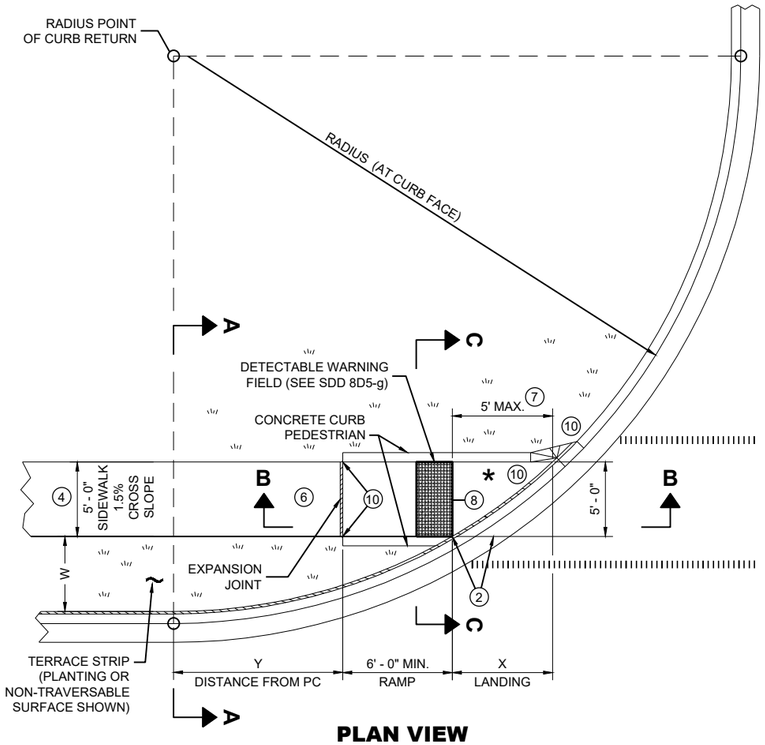
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



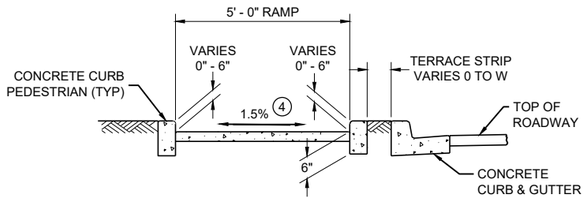
PLAN VIEW
CURB RAMP TYPE 4B

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 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

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)



SECTION C - C FOR TYPE 4B

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.

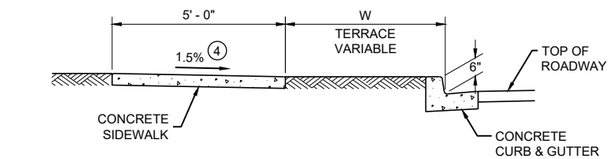
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

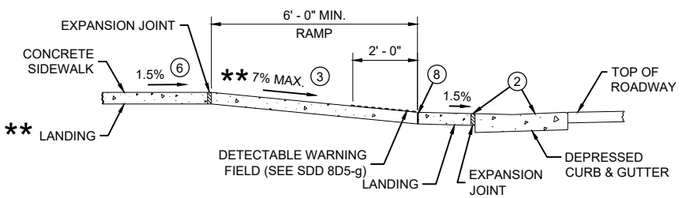
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

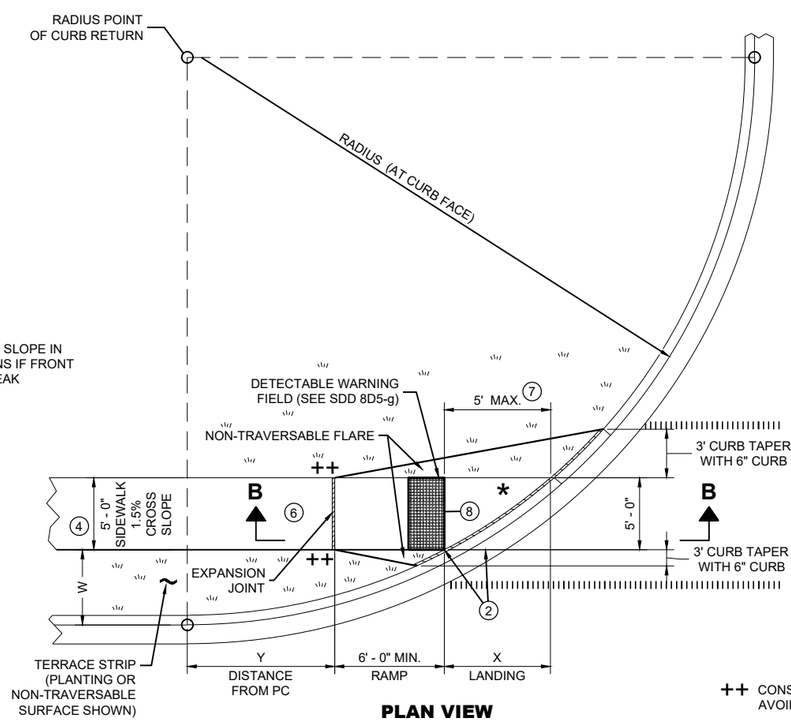


SECTION A - A FOR TYPE 4B



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

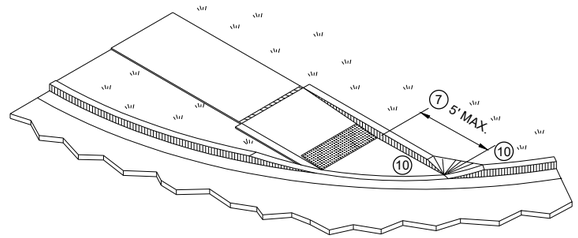
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



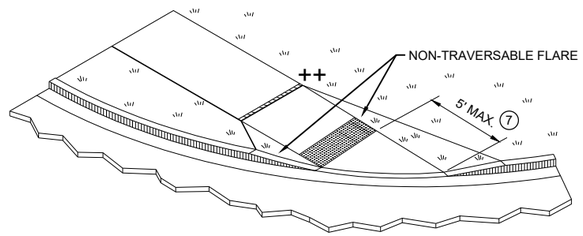
PLAN VIEW
CURB RAMP TYPE 4B1

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B



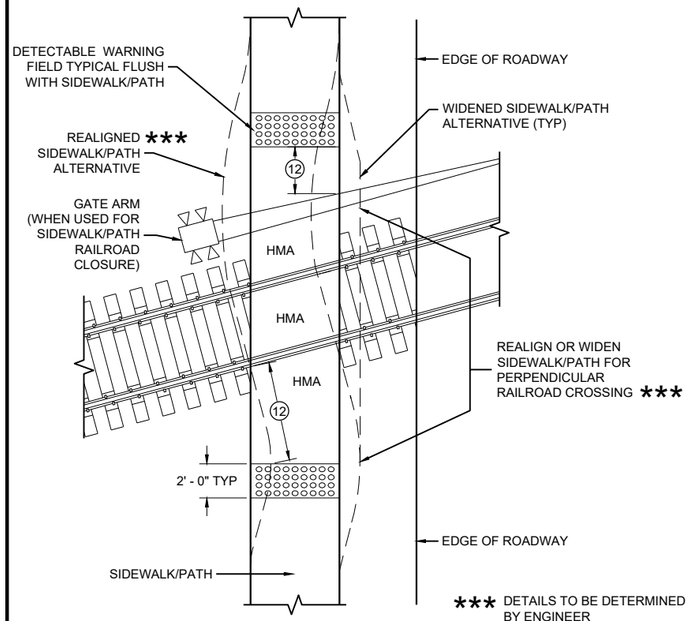
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

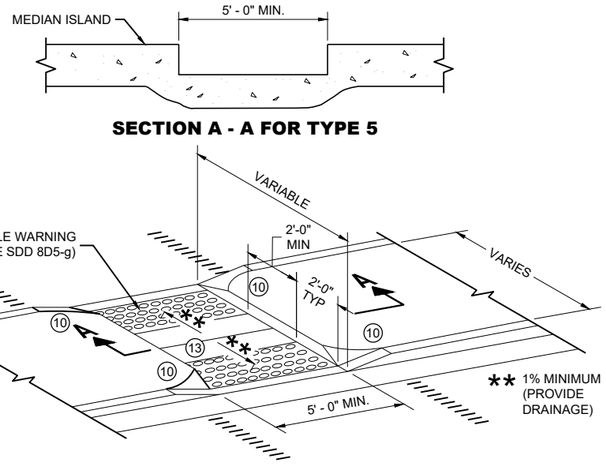
6

SDD 08D05-21d



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



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.

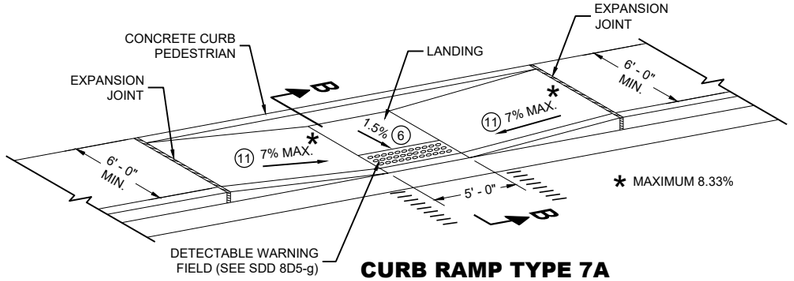
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL 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.

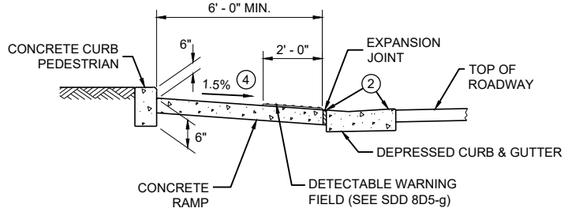
LEGEND

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

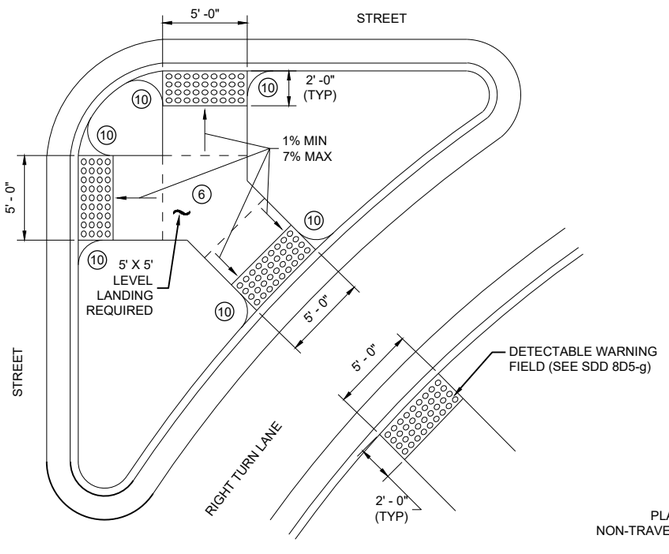


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



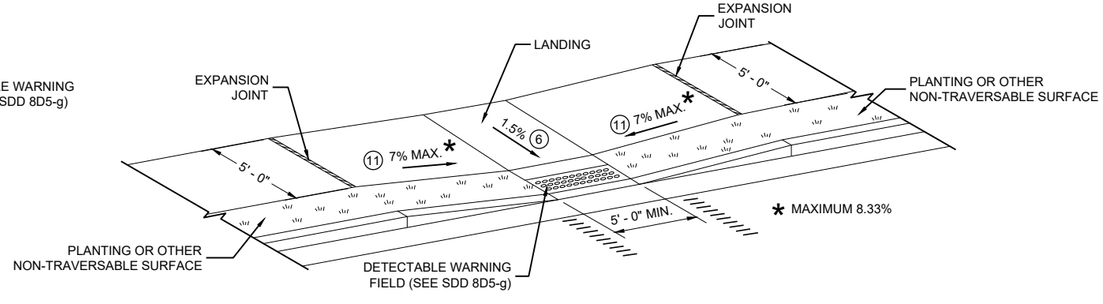
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

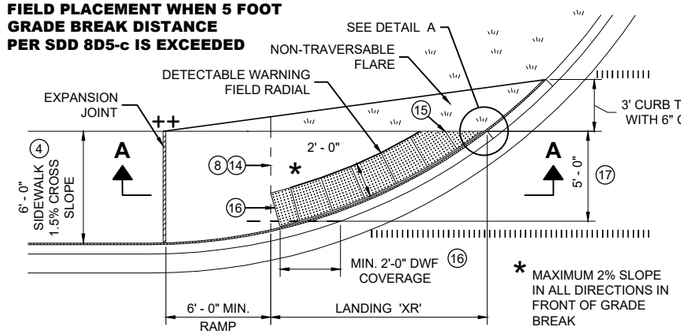
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

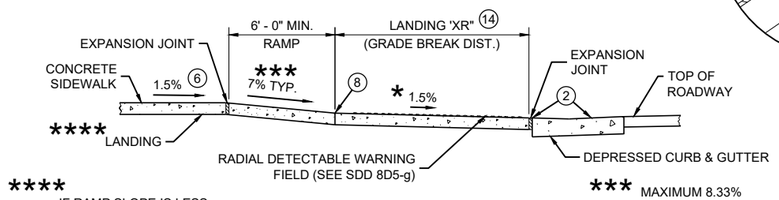
SDD 08D05-21e

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



PLAN VIEW

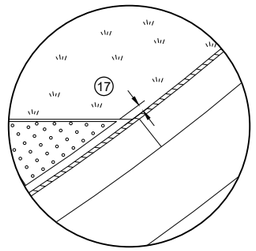
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** 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.

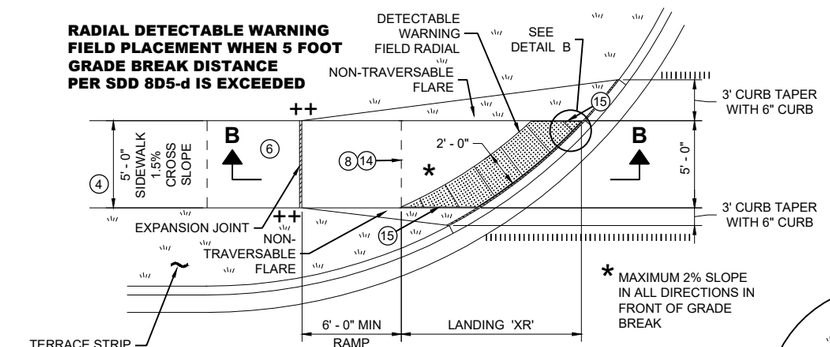
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

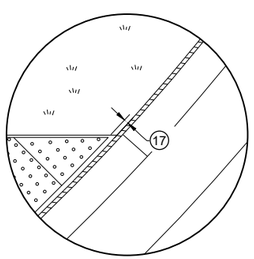
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

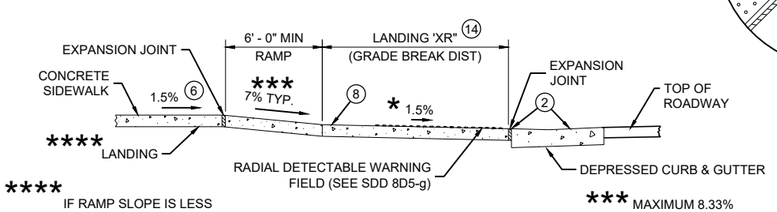


PLAN VIEW

CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

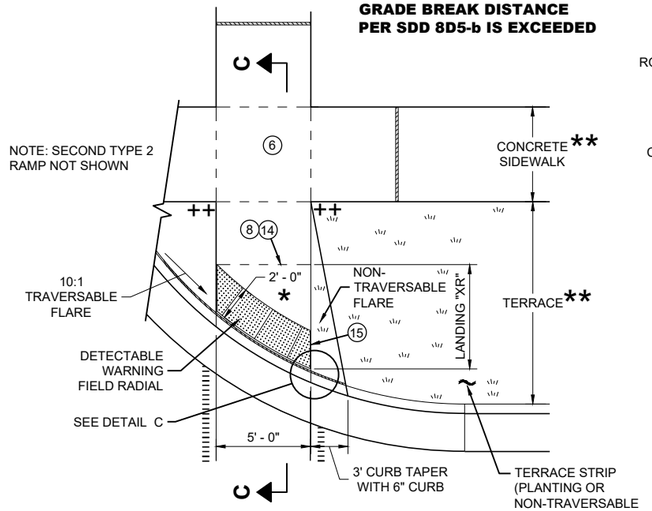


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

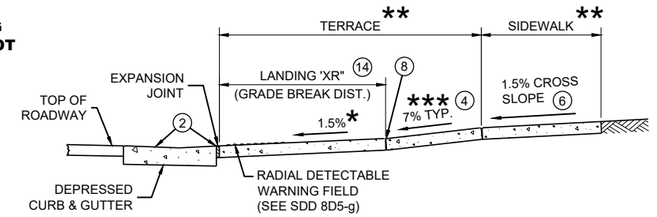
SECTION B - B FOR TYPE 4B1

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

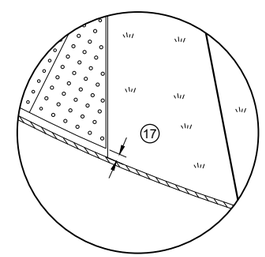


PLAN VIEW

CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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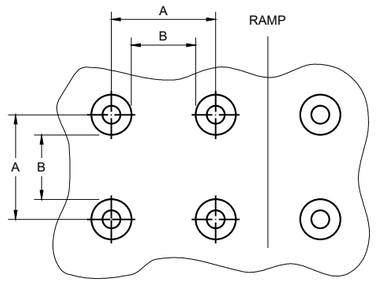
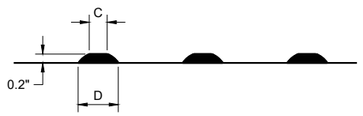
SDD 08D05-21f

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

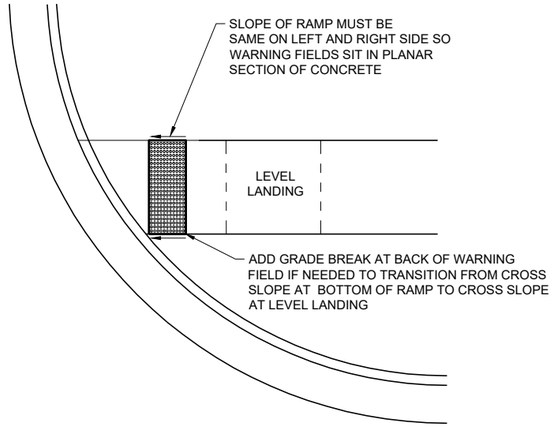
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

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.

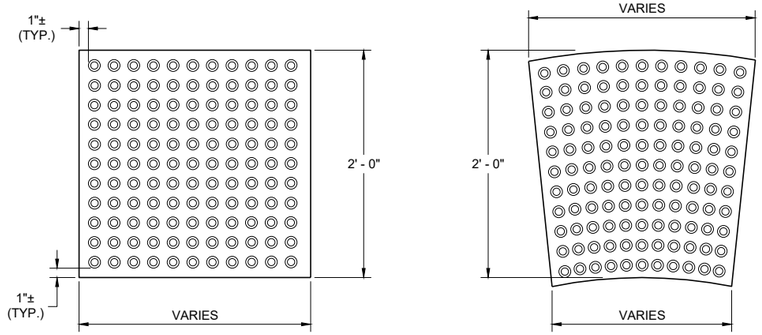
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

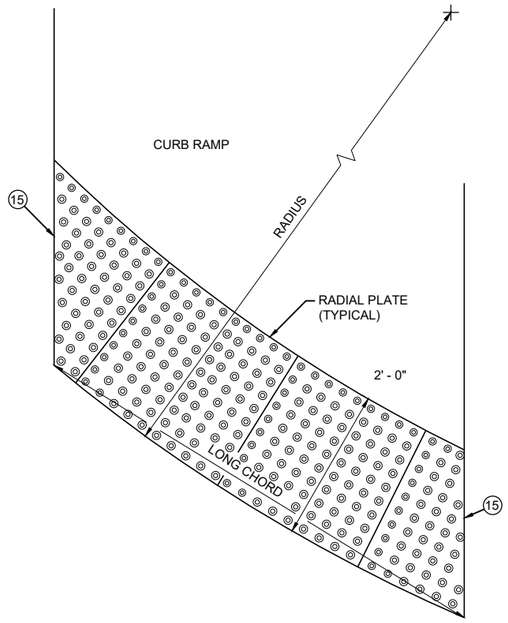
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



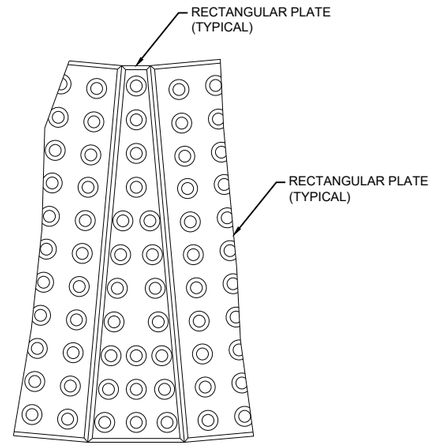
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



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
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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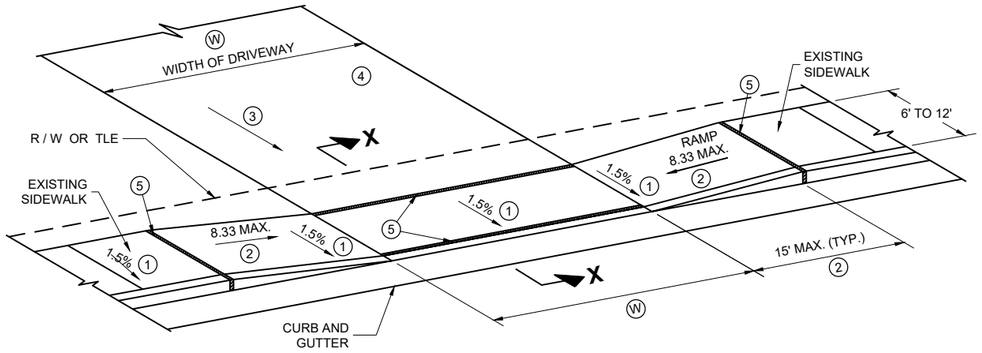
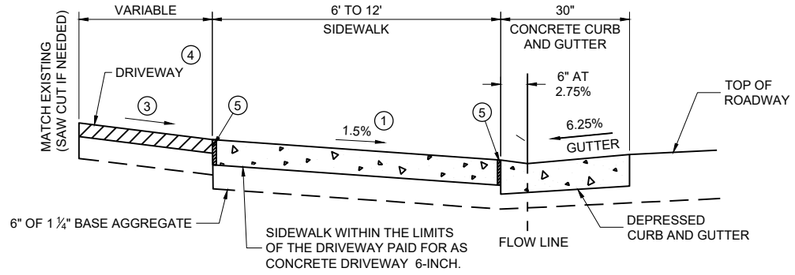
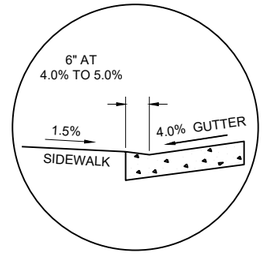
SDD 08D05-21g



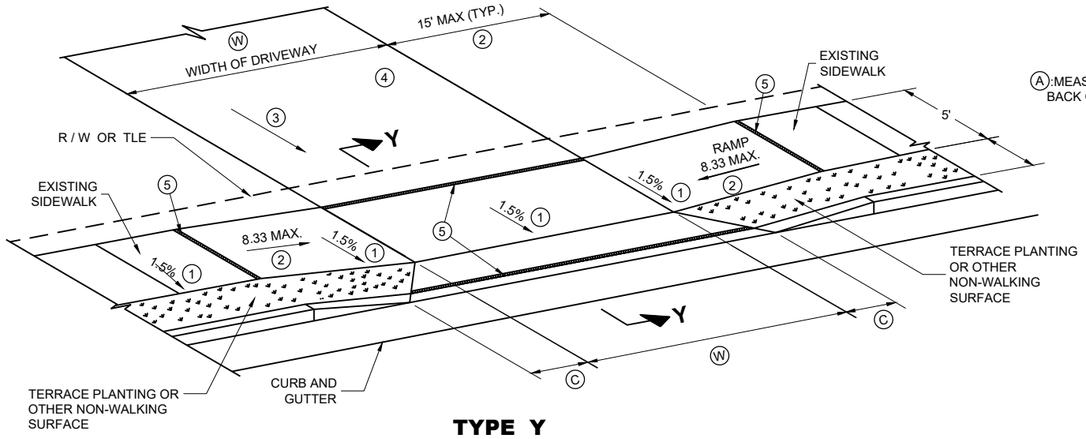
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



SECTION X - X
4% GUTTER SLOPE



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

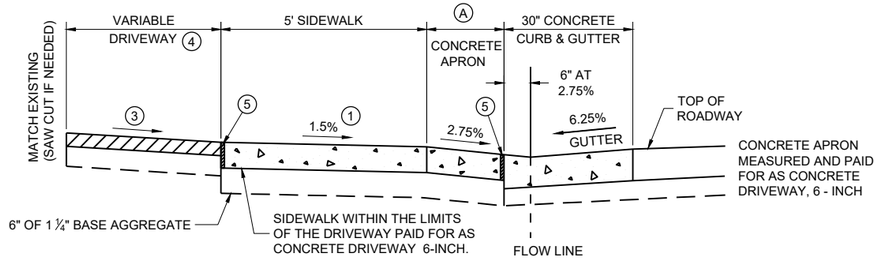
Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

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

Ⓐ:MEASURE FROM BACK OF CURB

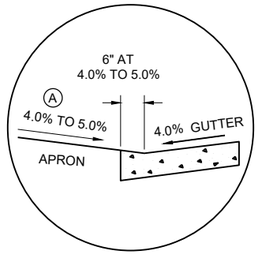
TABLE Y

Ⓐ 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



SECTION Y - Y
4% GUTTER SLOPE

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
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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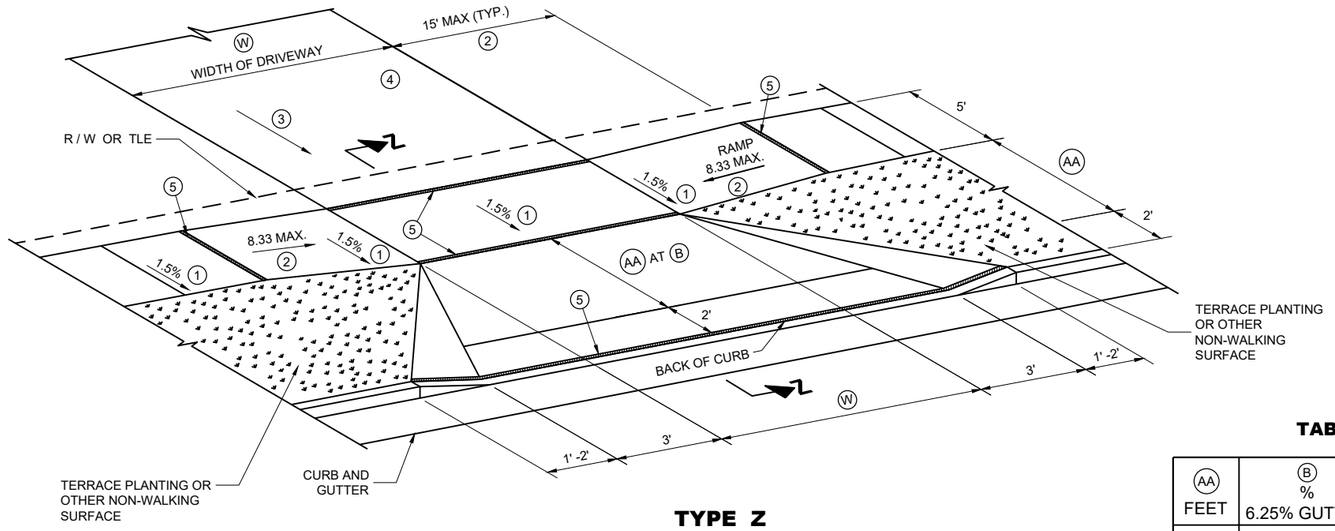


TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

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.)

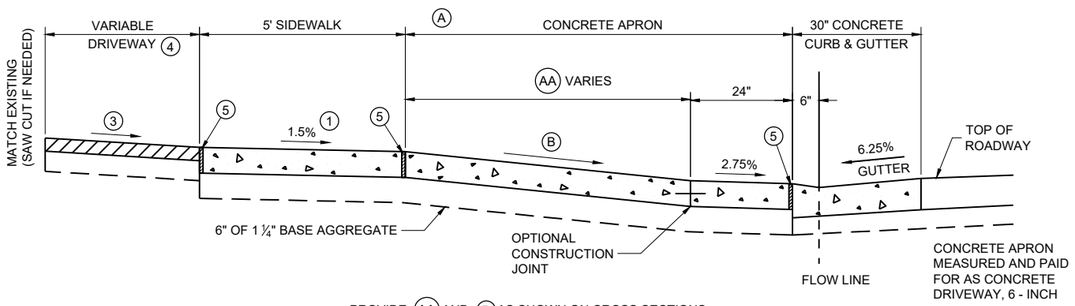
(5) ½" EXPANSION JOINT FILLER.

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%

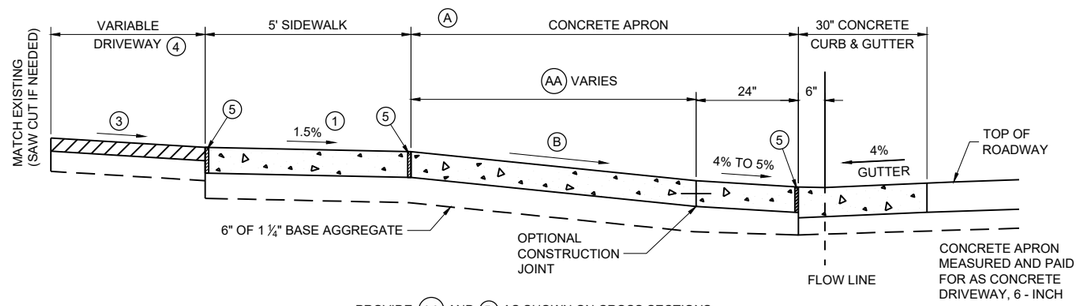
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

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.

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

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/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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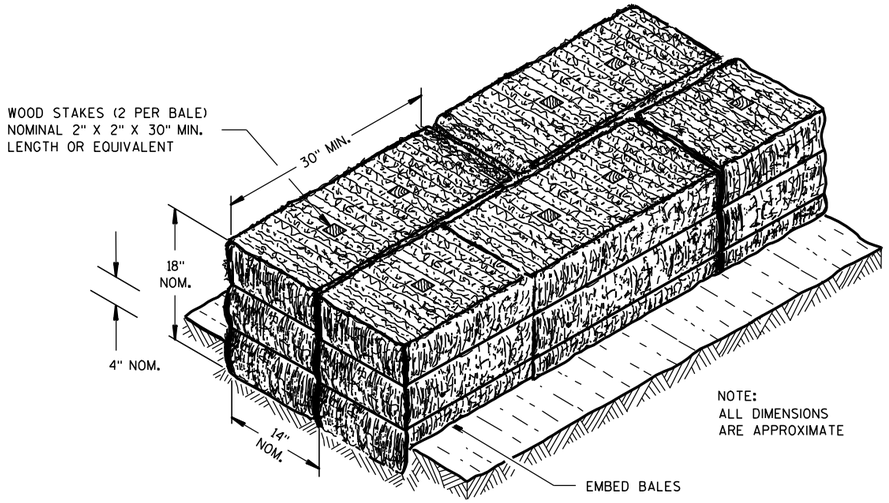
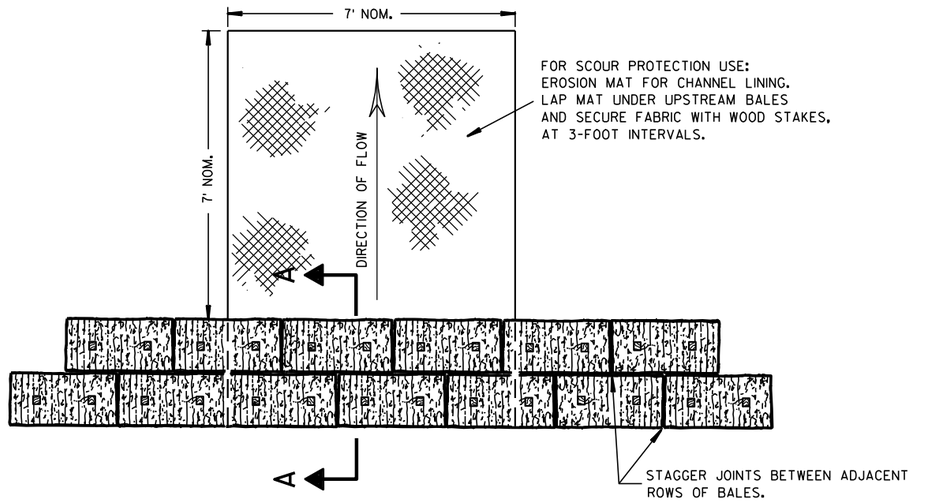
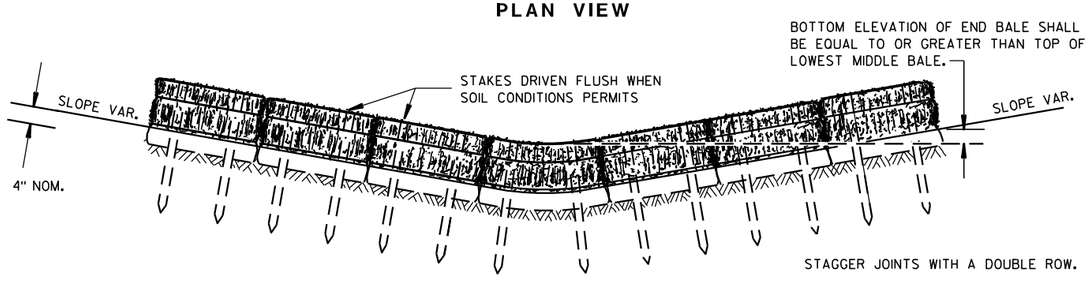


SECTION A-A



PLAN VIEW



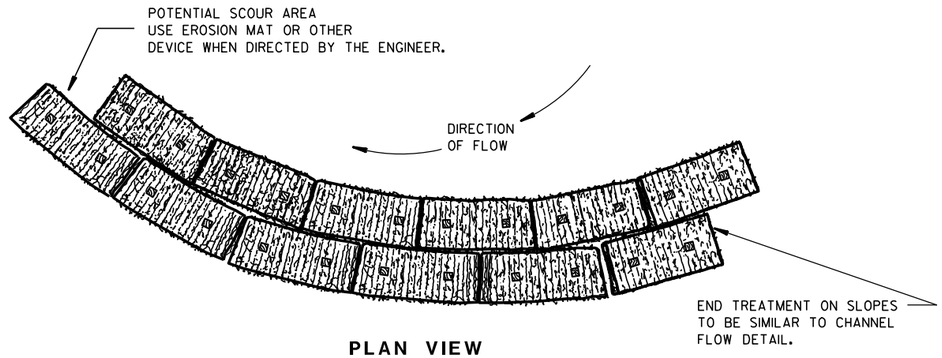
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

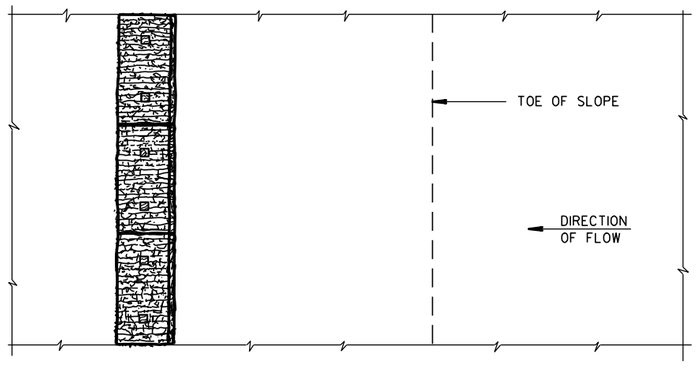
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

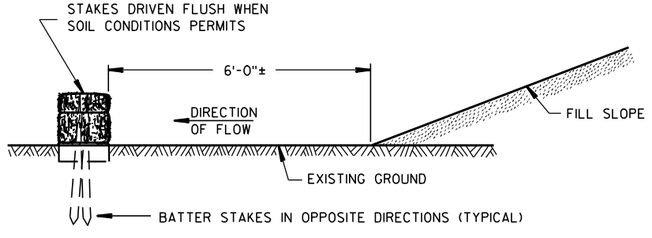


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 8-3

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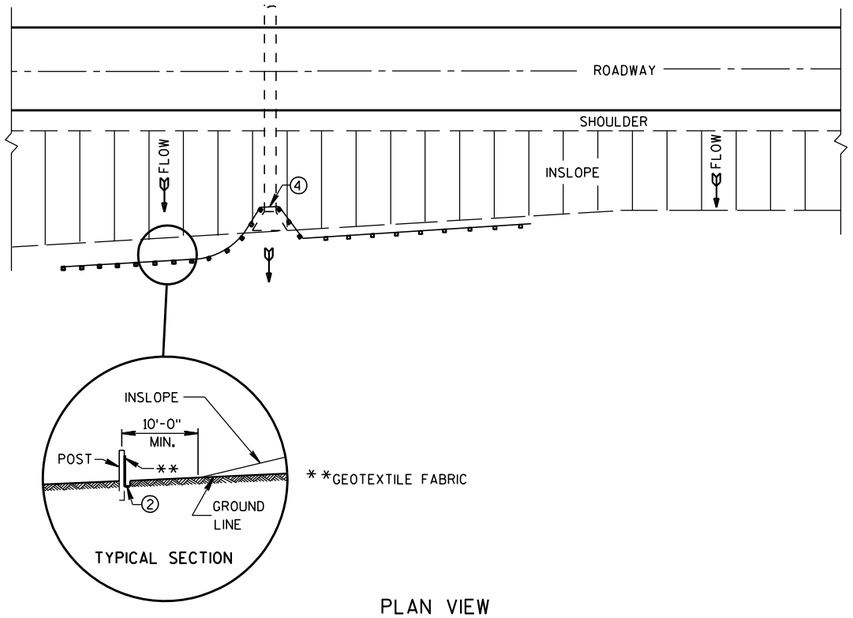
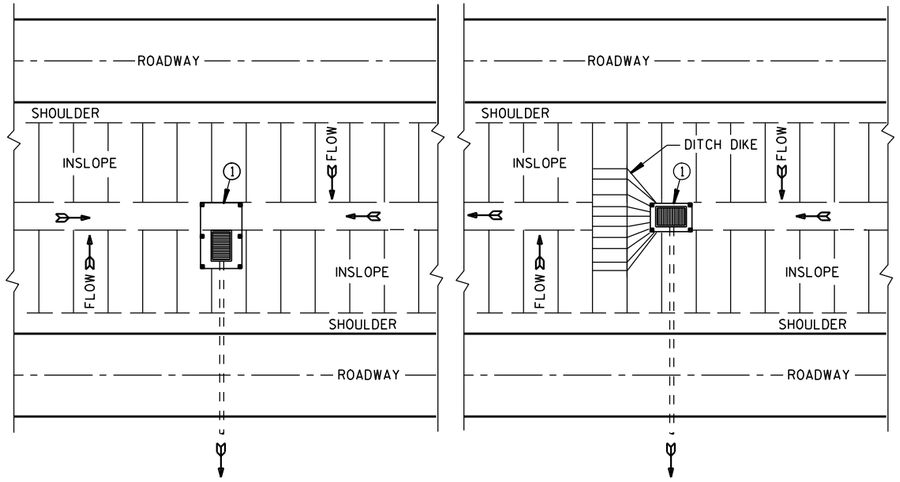
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



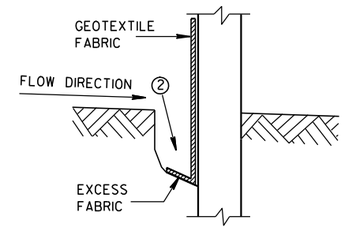
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

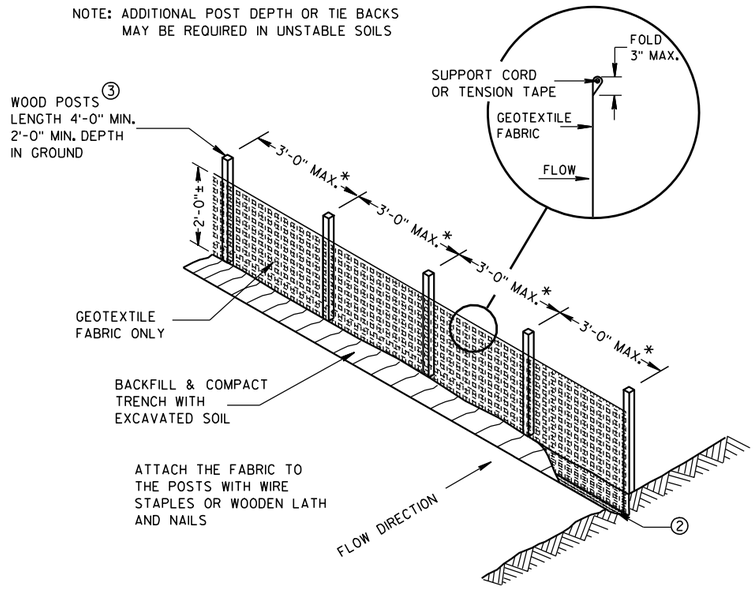
GENERAL NOTES

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

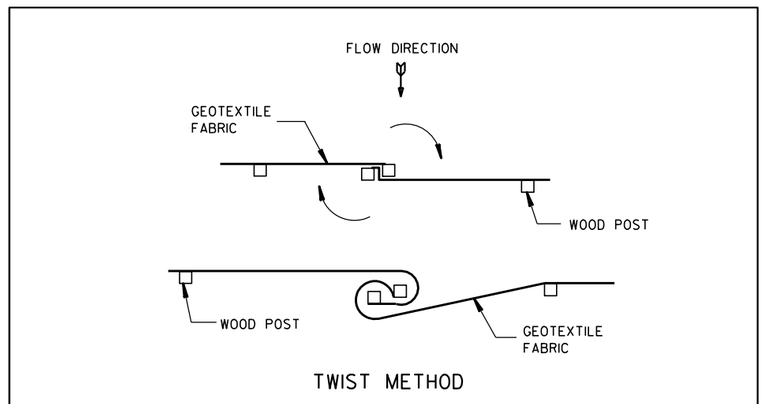
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



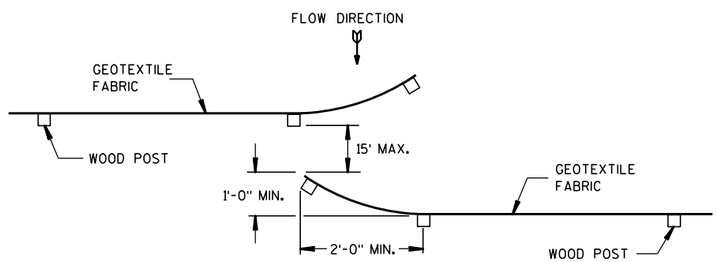
TRENCH DETAIL



SILT FENCE

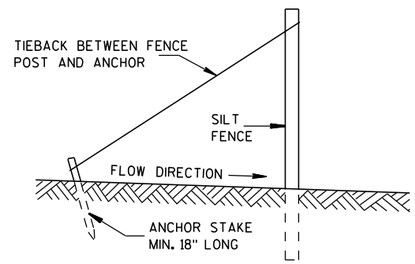


TWIST METHOD



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
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S.D.D. 8 E 9-6

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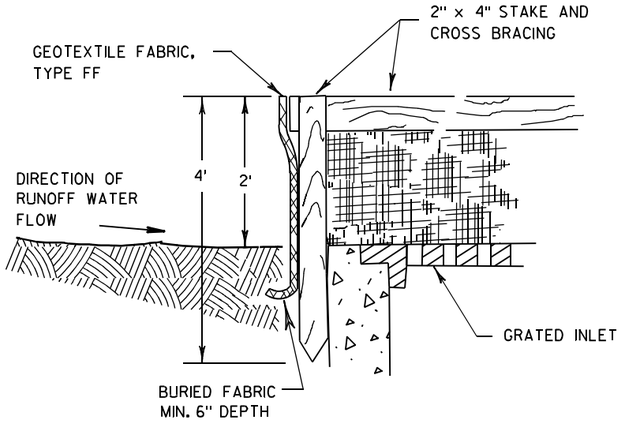
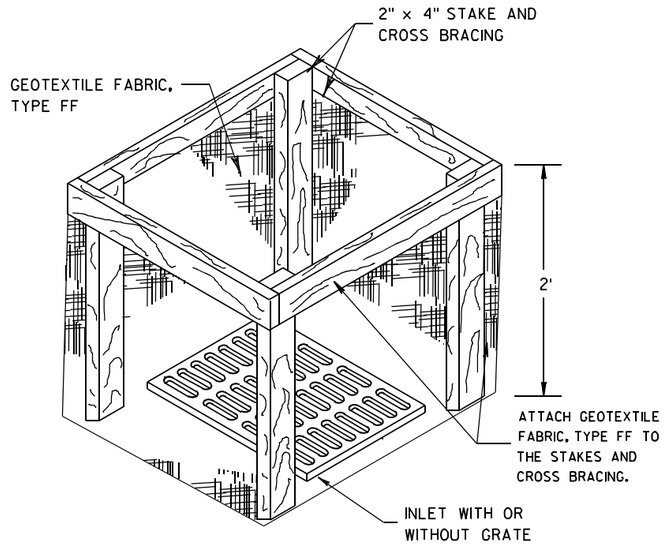
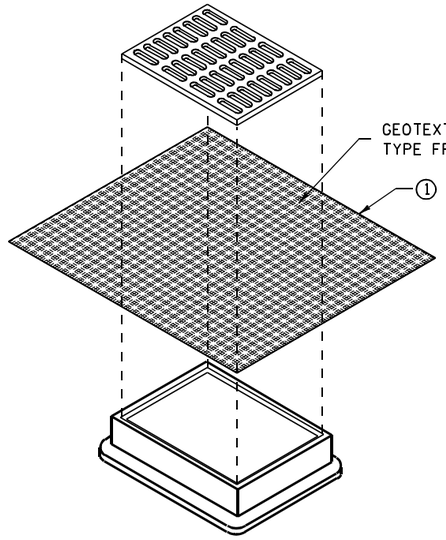
S.D.D. 8 E 9-6



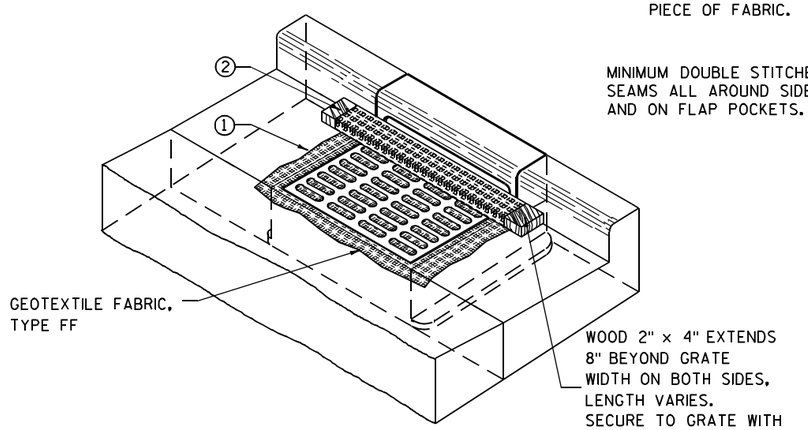


INLET PROTECTION, TYPE A

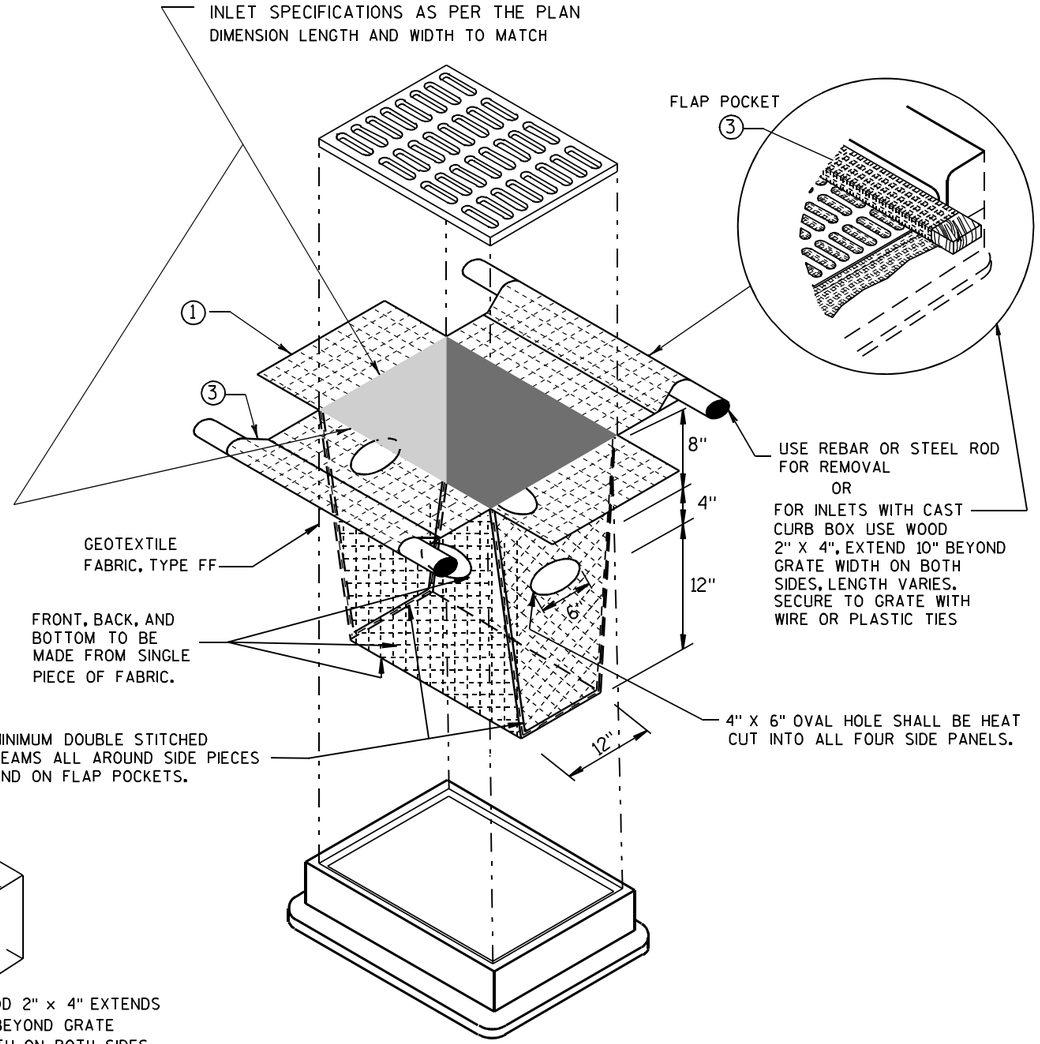


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

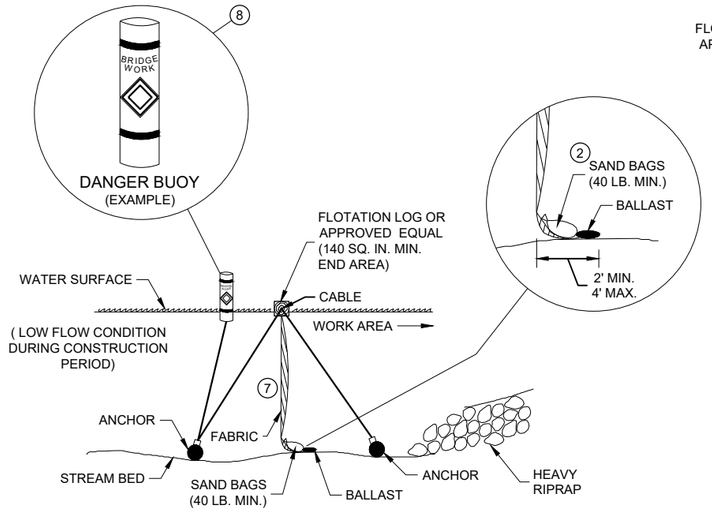
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

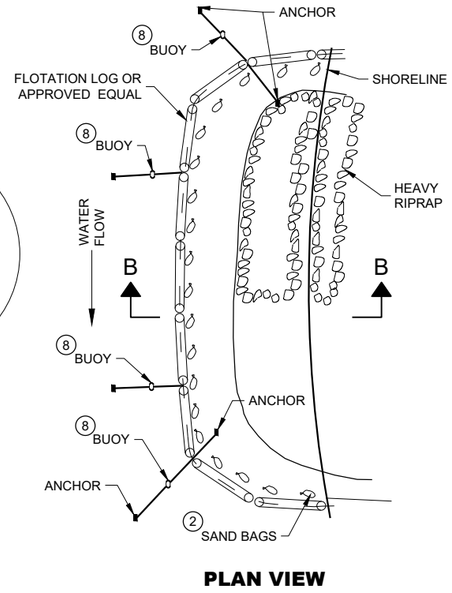
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2

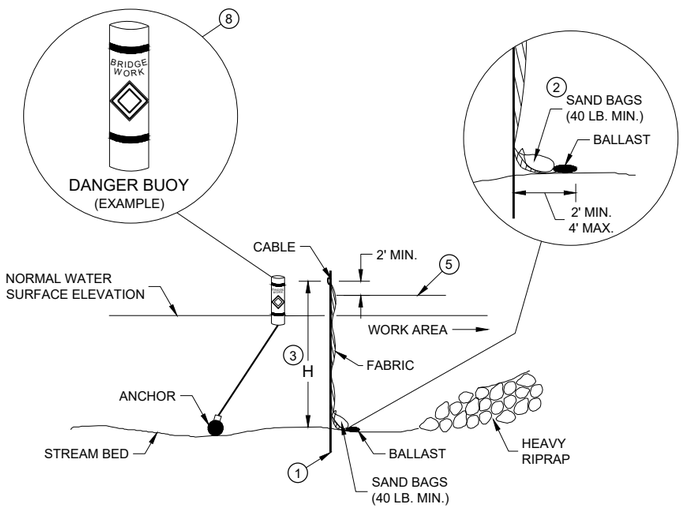


SECTION B - B

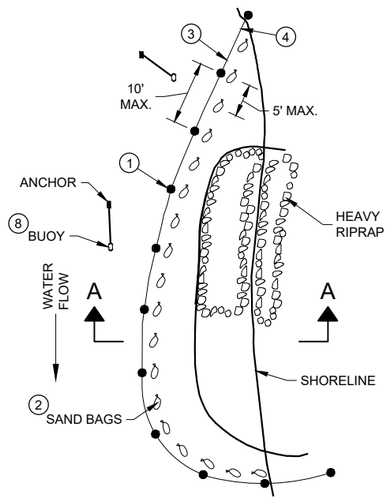


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

(1) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

(3) WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.

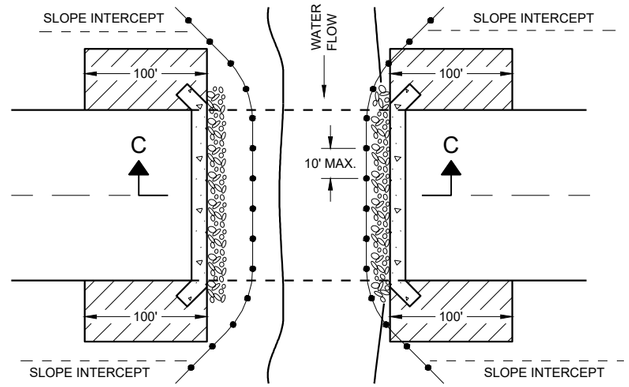
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(5) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.

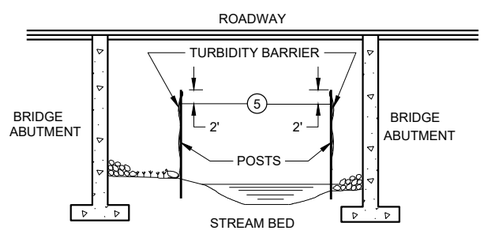
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(7) ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

(8) USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

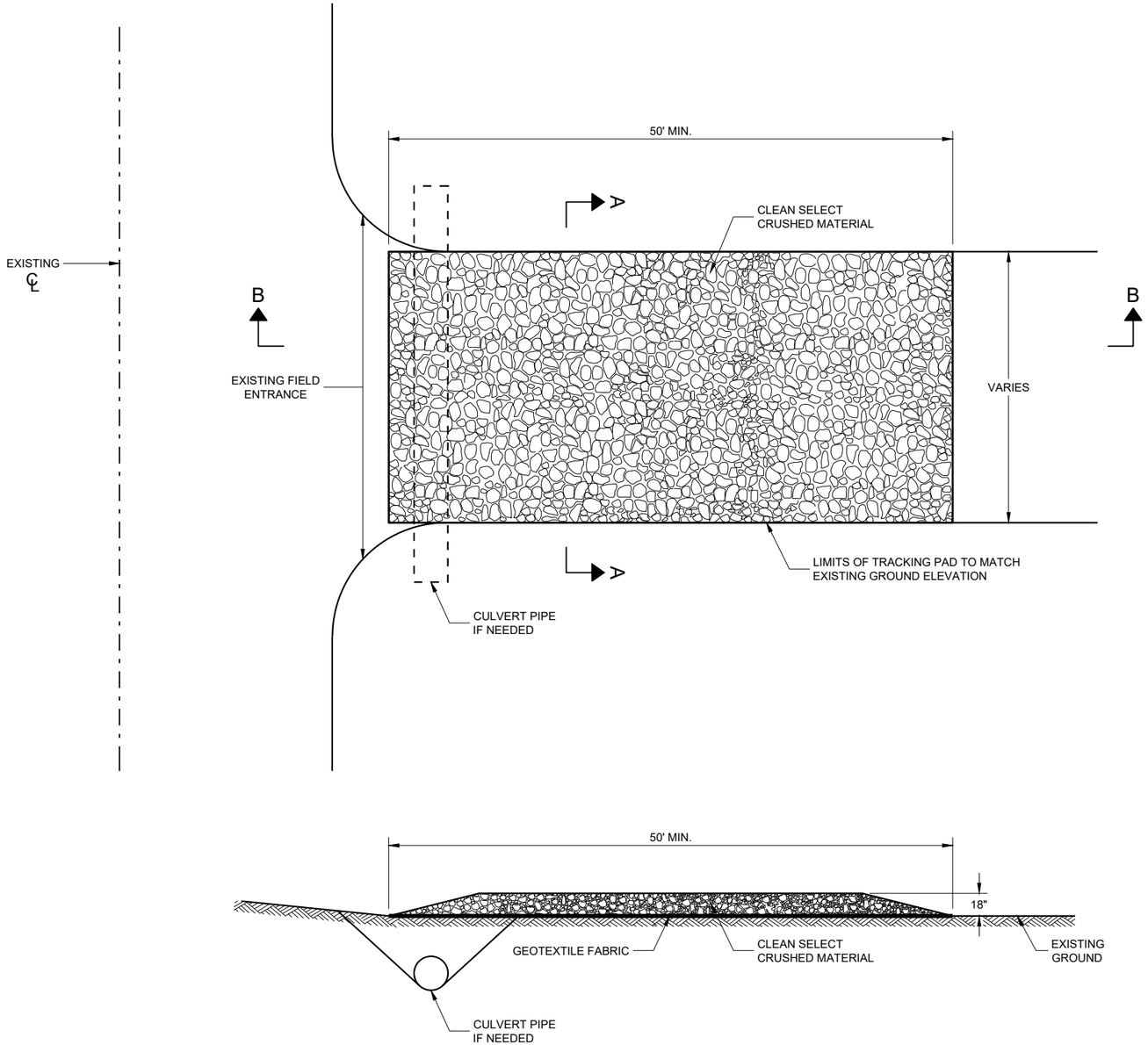
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

SDD 08E11 - 02



SECTION B - B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

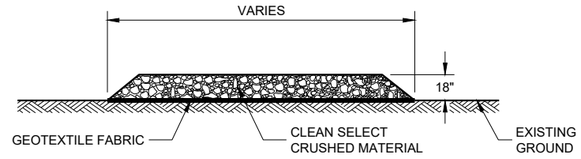
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

6

SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

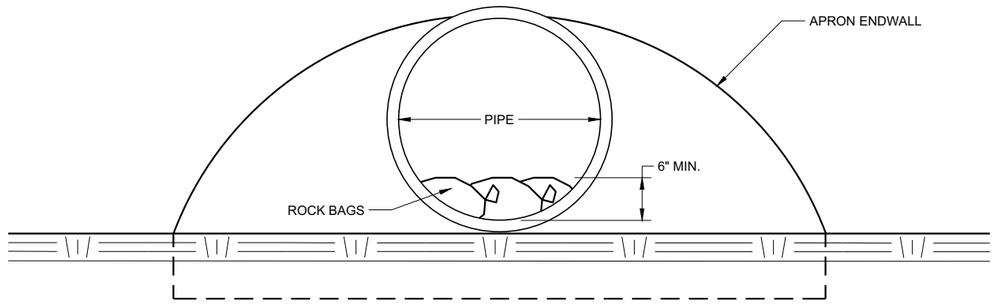
APPROVED
3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

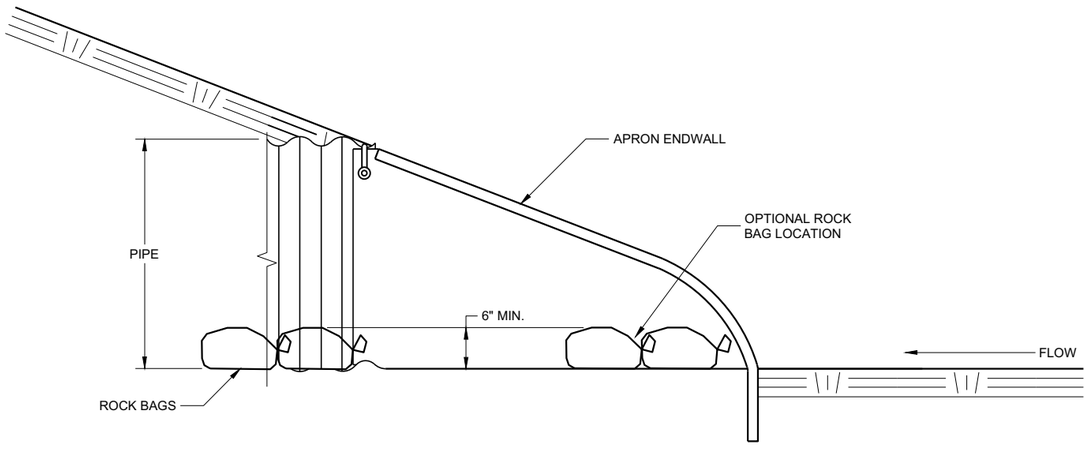
FHWA

6

SDD 08E14 - 01



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

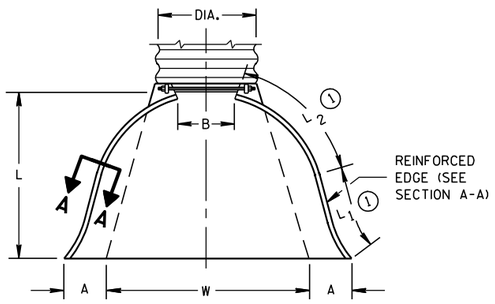
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

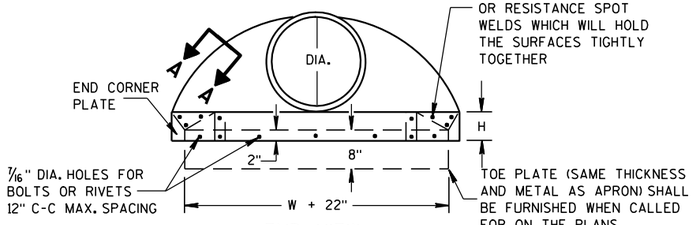
REINFORCED CONCRETE APRON ENDWALLS

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



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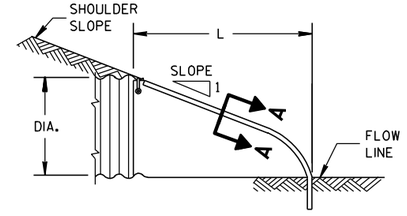
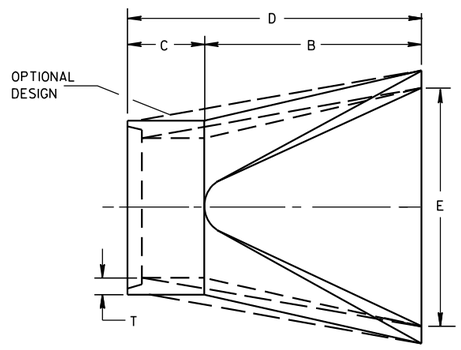
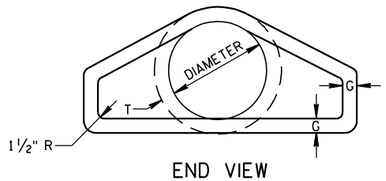


SIDE ELEVATION

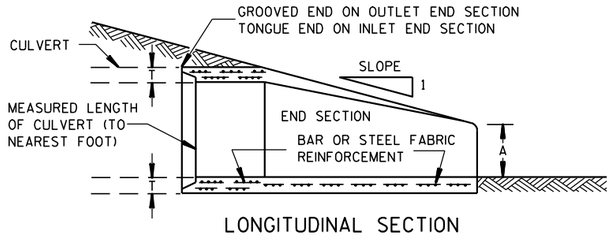
METAL ENDWALLS



PLAN

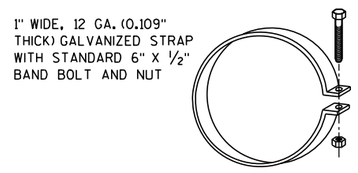


END VIEW



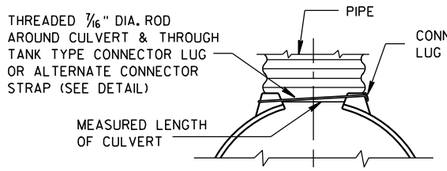
LONGITUDINAL SECTION

CONCRETE ENDWALLS

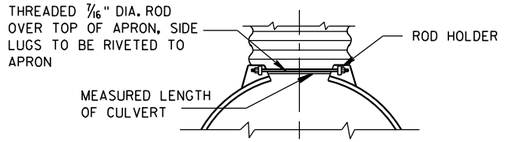


ALTERNATE FOR TYPE 1 CONNECTION

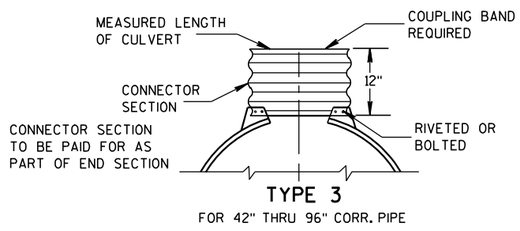
END SECTION CONNECTOR STRAP



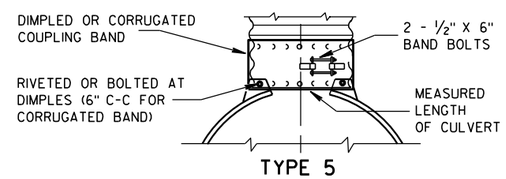
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

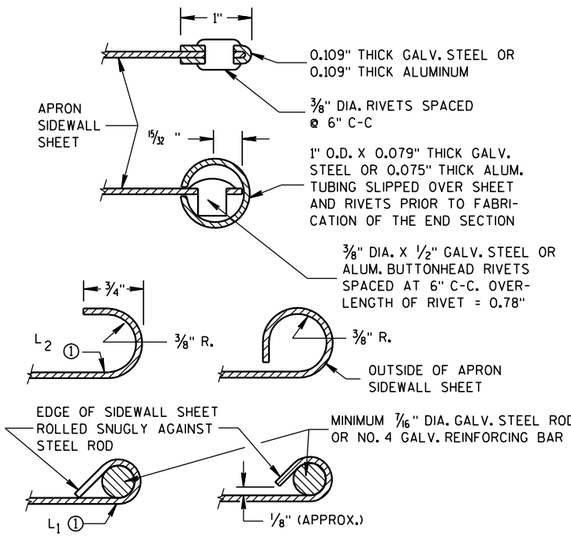
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

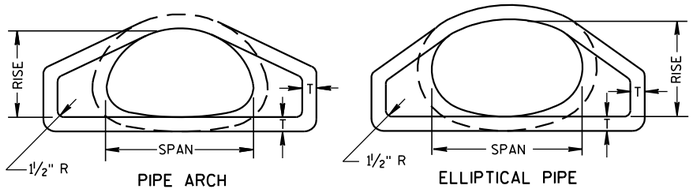
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

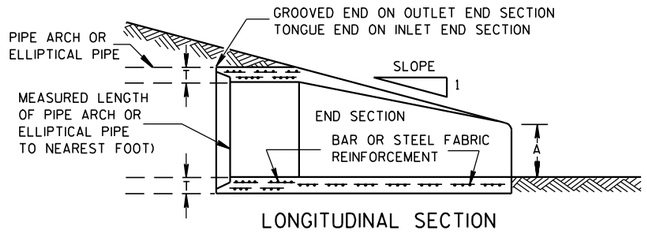
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

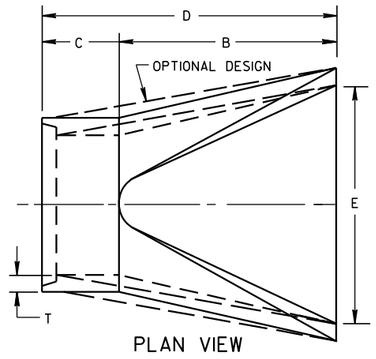
6
S.D.D. 8 F 1-11



END VIEW

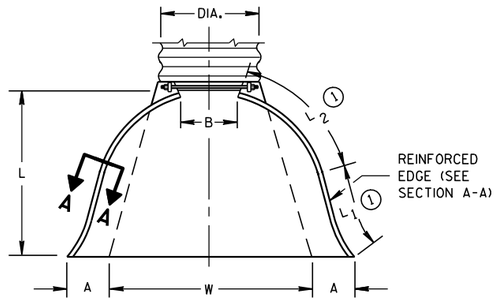


LONGITUDINAL SECTION

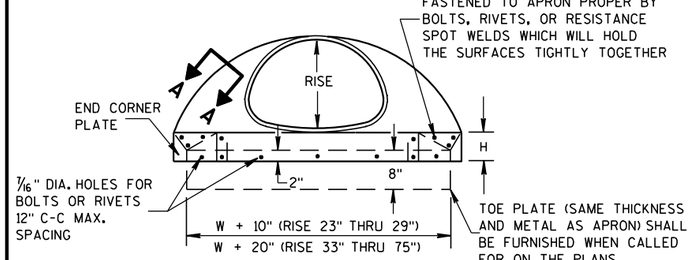


PLAN VIEW

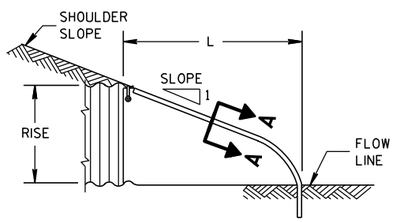
CONCRETE ENDWALLS



PLAN VIEW

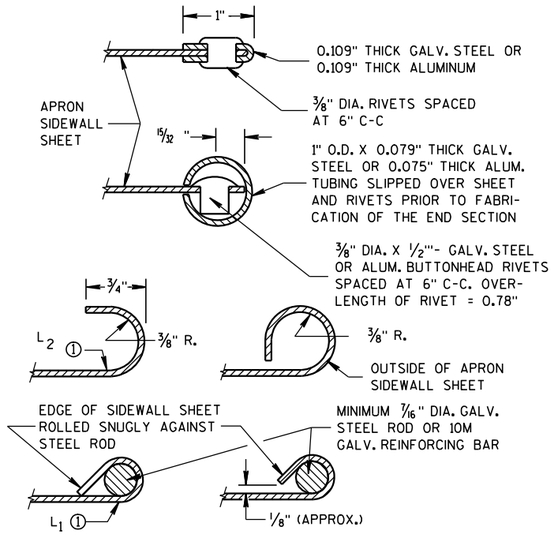


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE

GENERAL NOTES

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

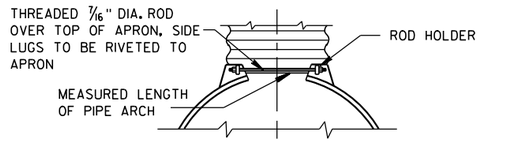
CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

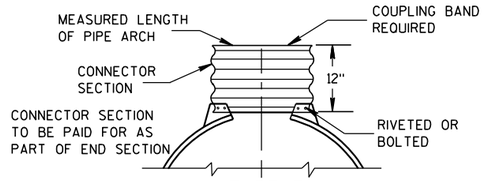
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.



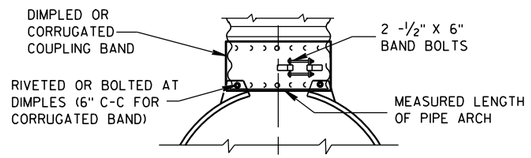
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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S.D.D. 8 F 2-1

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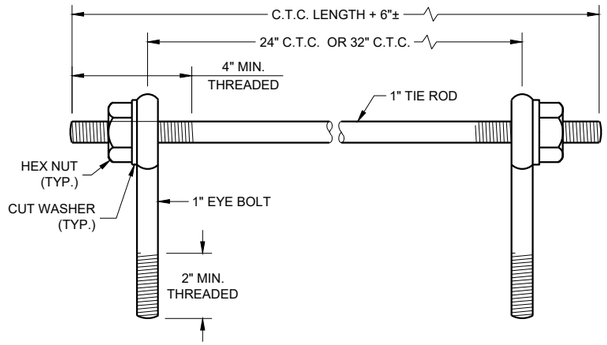
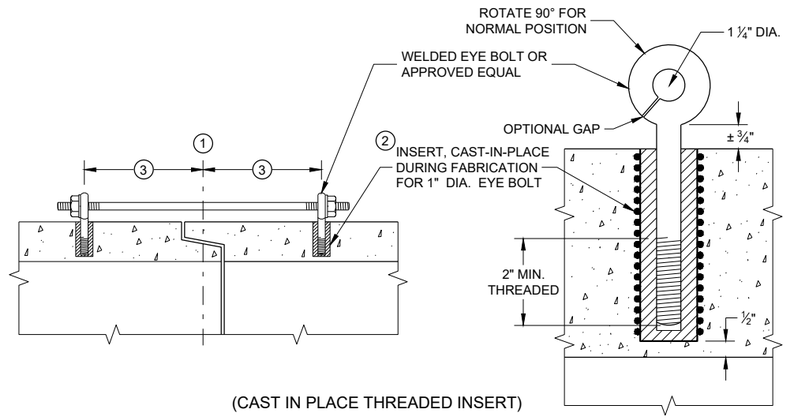
S.D.D. 8 F 2-1



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.

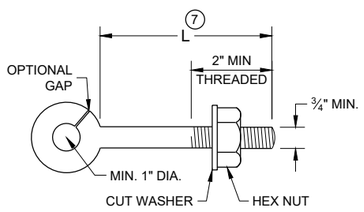
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

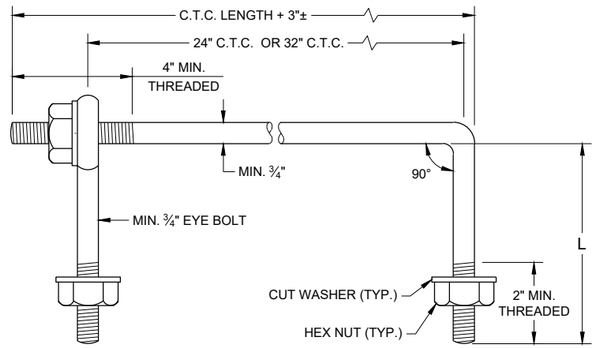
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

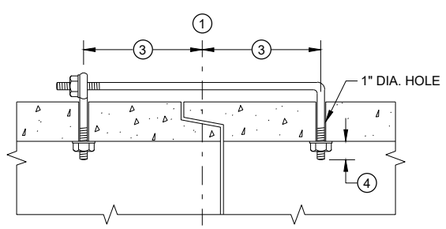


EYE BOLT (7)

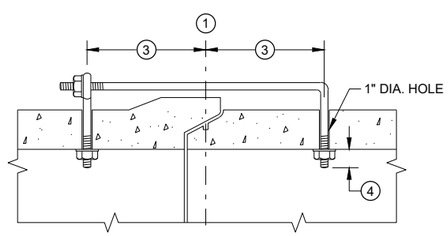
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

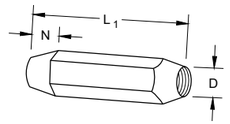
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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



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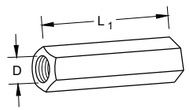
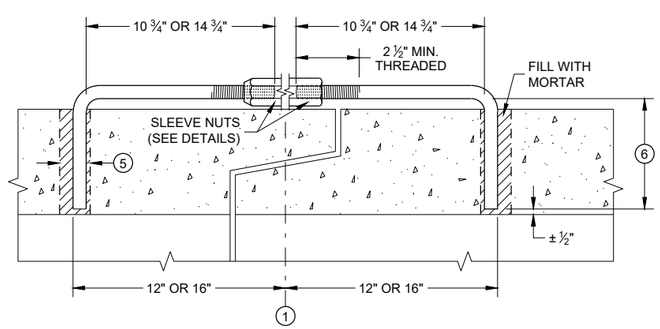


PLAIN

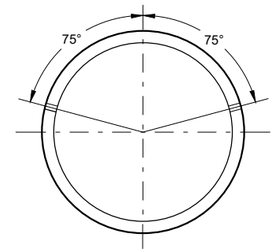
RIGHT AND LEFT THREADS

SLEEVE NUTS



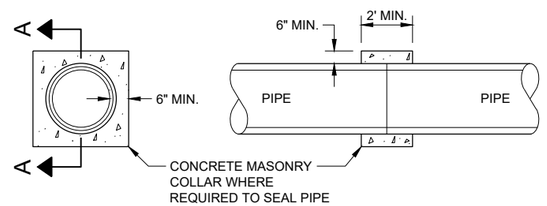
LONGITUDINAL SECTION

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

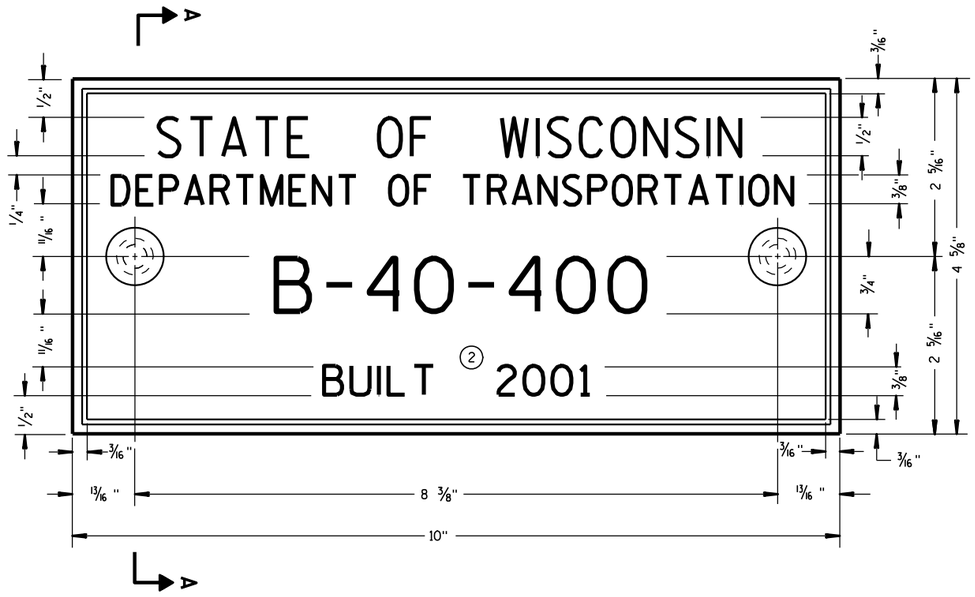
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 08F04 - 08



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION MULTI-UNIT STRUCTURES

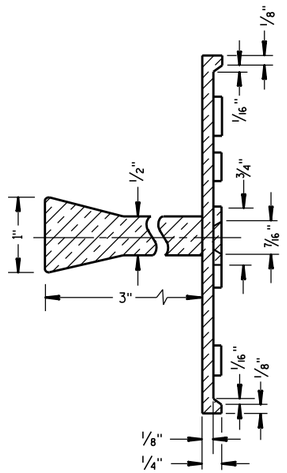
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

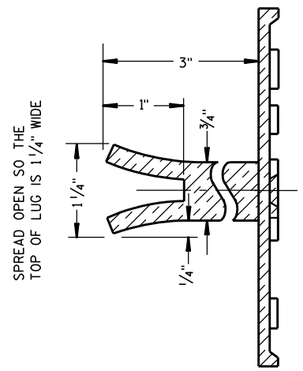
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

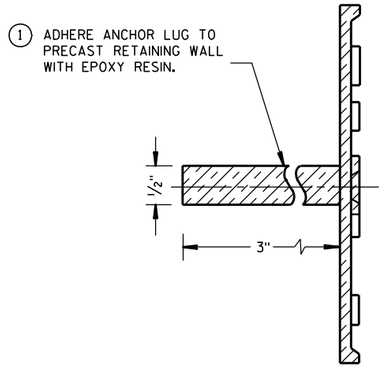
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

6

S.D.D. 12 A 3-10

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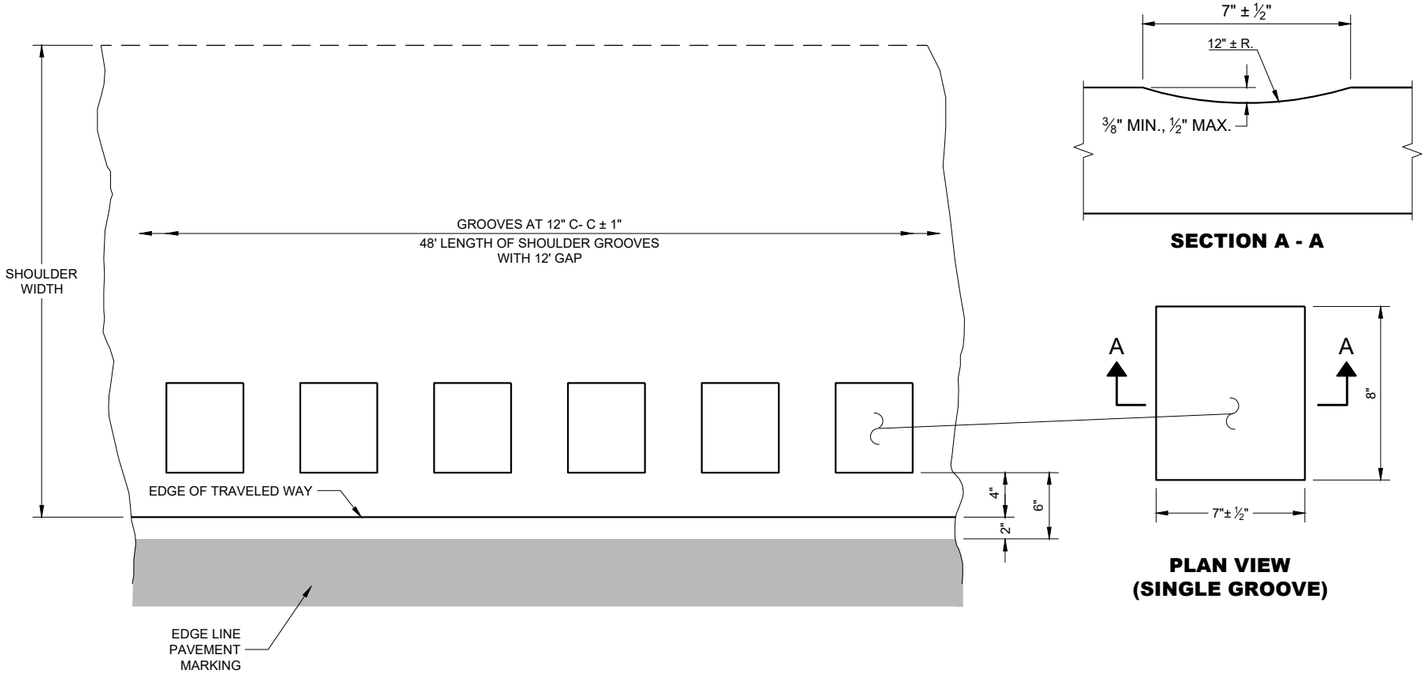
S.D.D. 12 A 3-10



PLAN DETAIL VIEW
SHOULDER WITH GROOVES

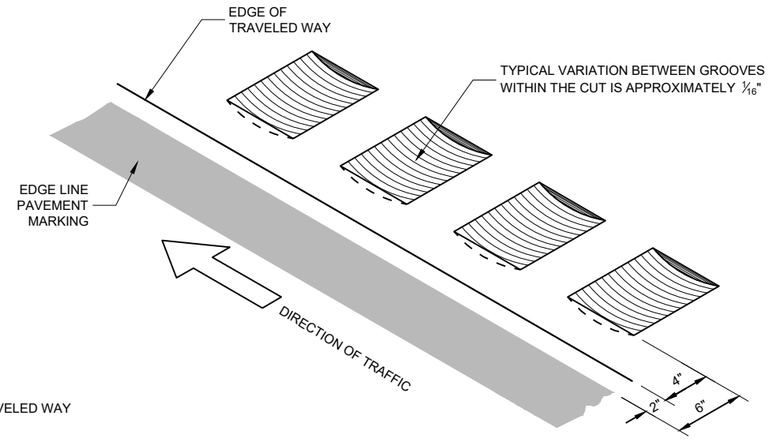
SECTION A - A

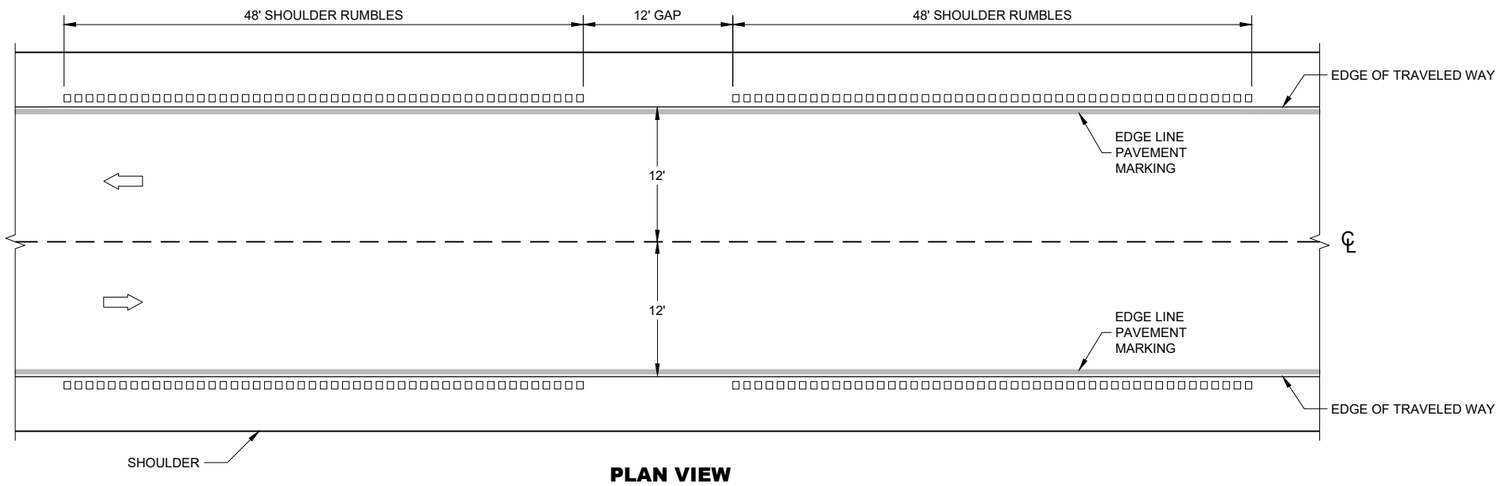
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.





PLAN VIEW

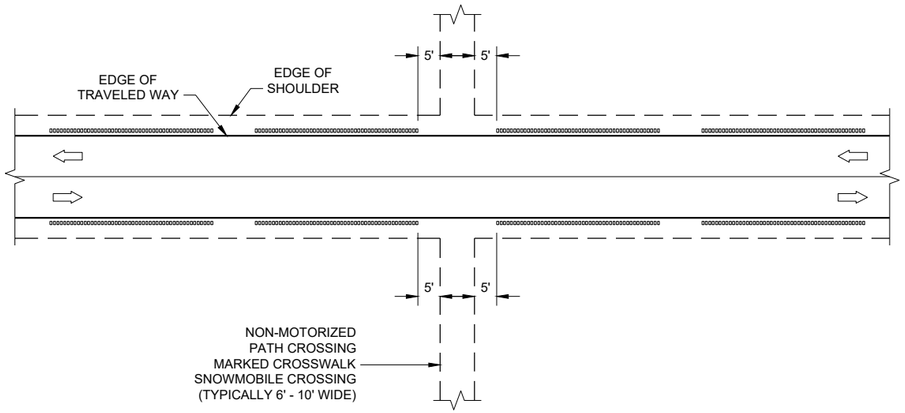
SHOULDER RUMBLE STRIPS - ASPHALT

SHOULDER RUMBLE STRIPS ASPHALT

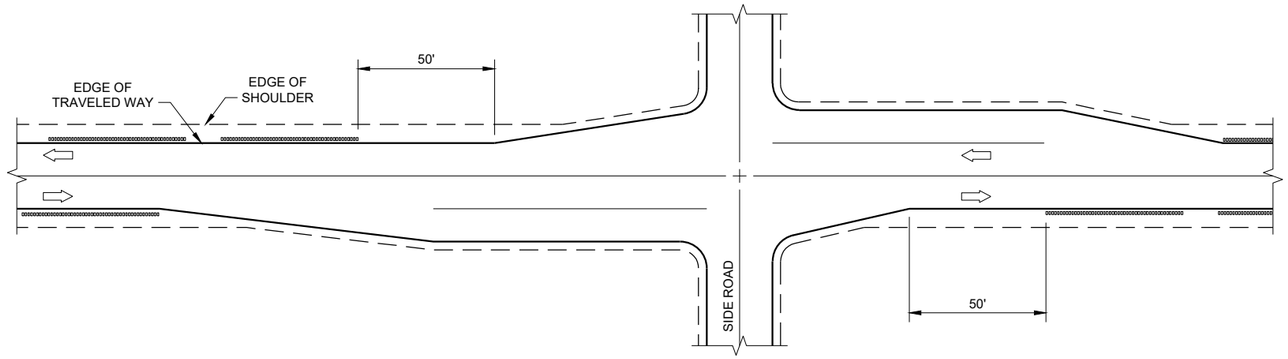
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

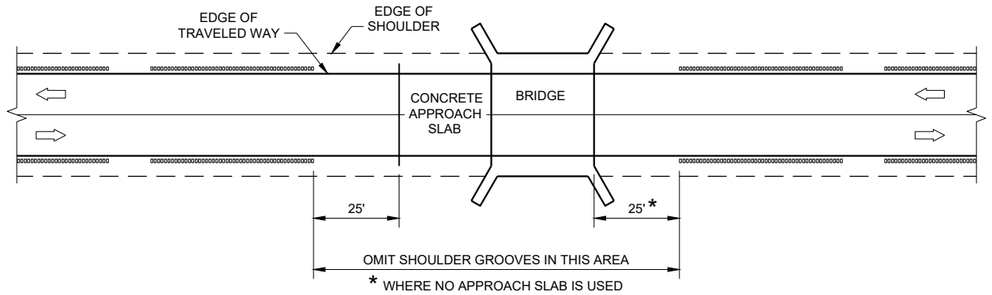
SDD 13A10 - 03a



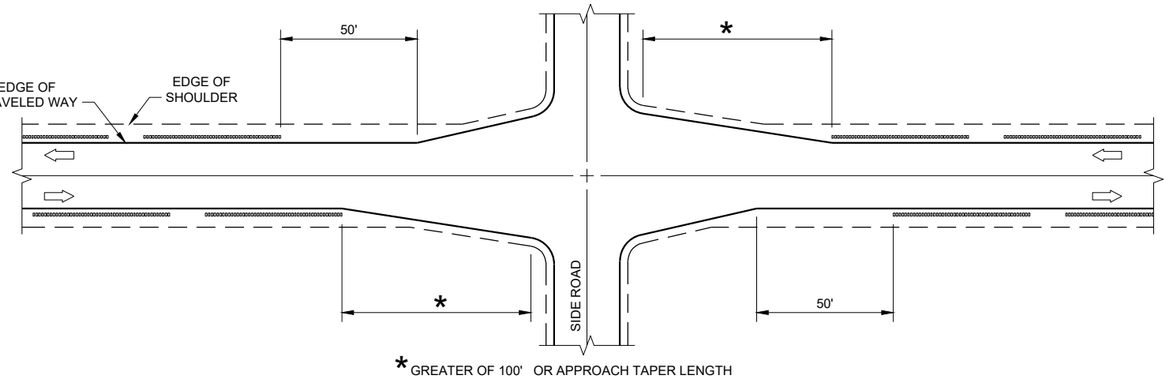
GROOVES AT MISCELLANEOUS CROSSINGS



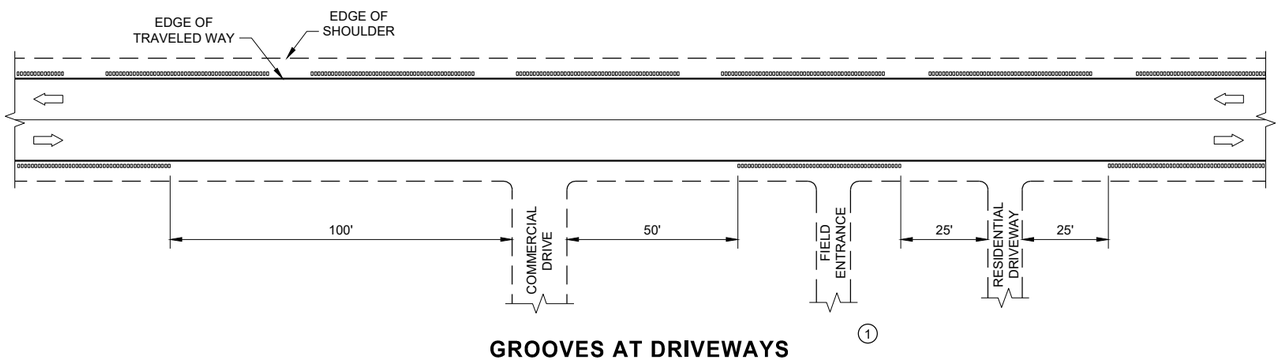
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

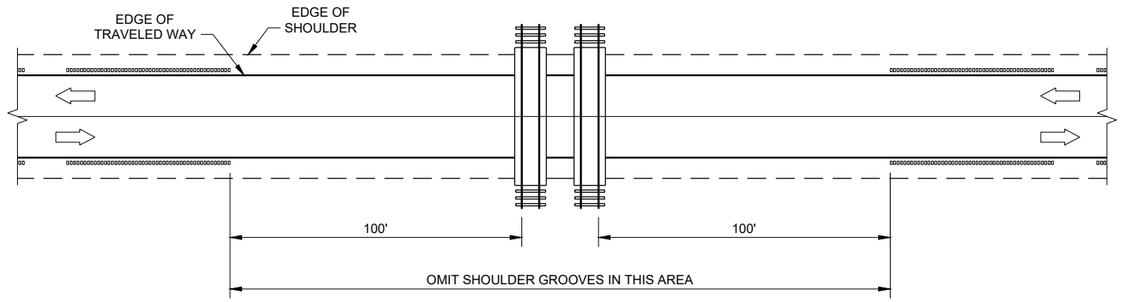
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

SHOULDER AND EDGE LINE RUMBLE STRIPS CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS

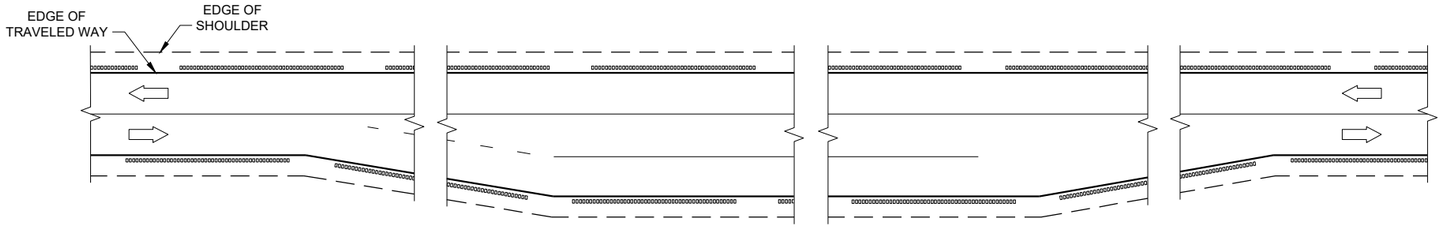
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

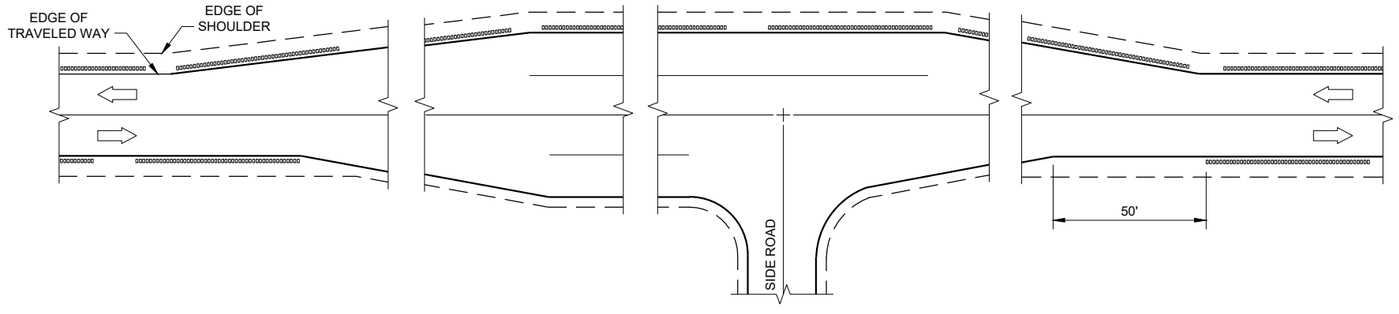
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

SDD 13A10 - 03h

SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

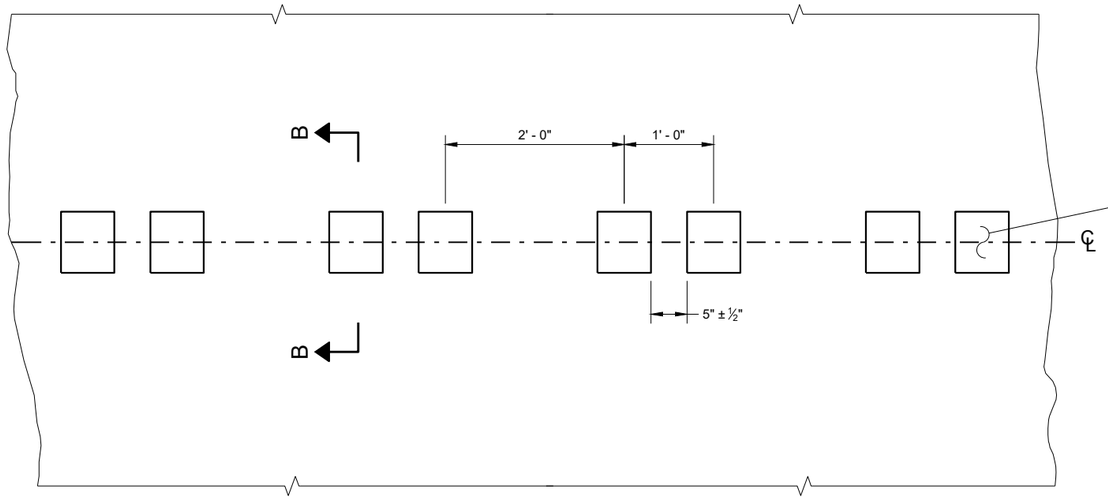
6

SDD 13A10 - 03h

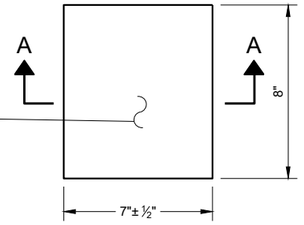
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

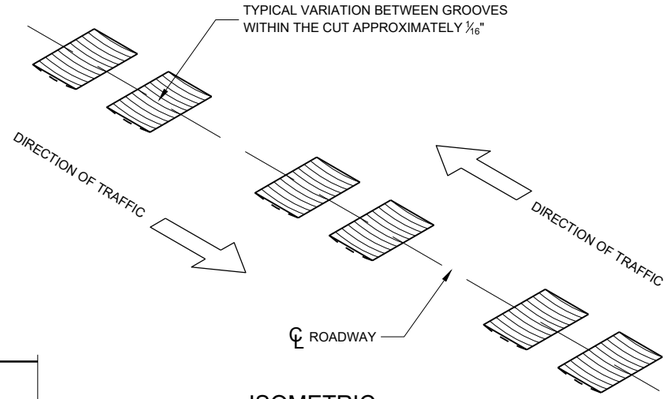
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



PLAN DETAIL VIEW



PLAN VIEW
(SINGLE GROOVE)



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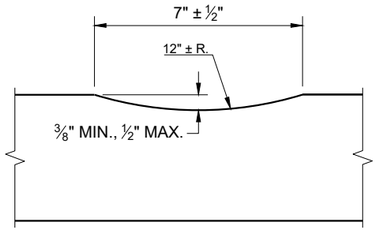
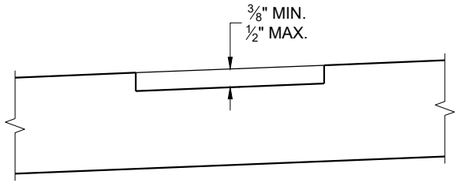
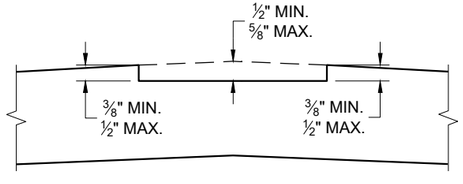


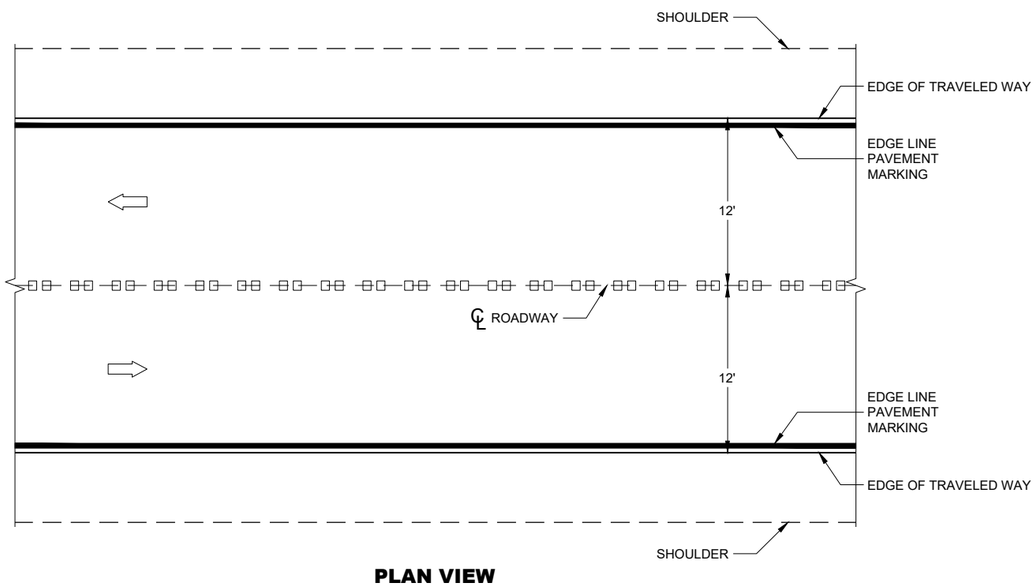
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

6

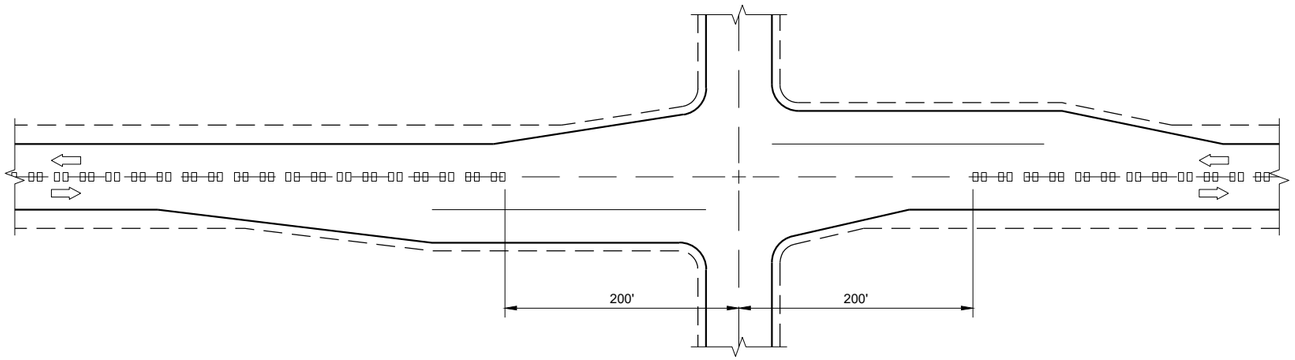
SDD 13A11 - 04a

CENTERLINE RUMBLE STRIPS - ASPHALT

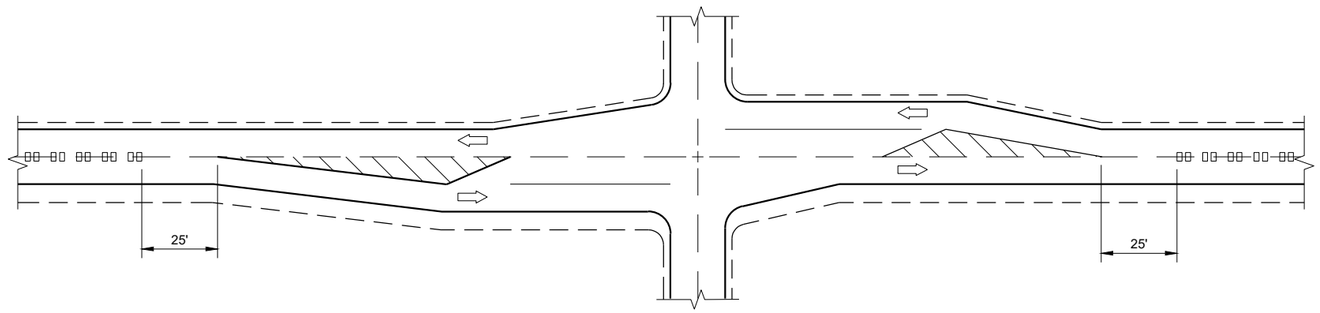
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

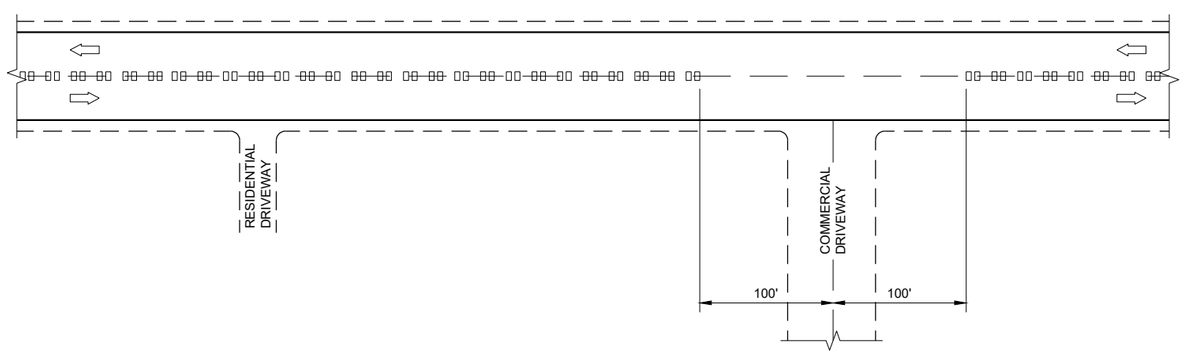
SDD13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



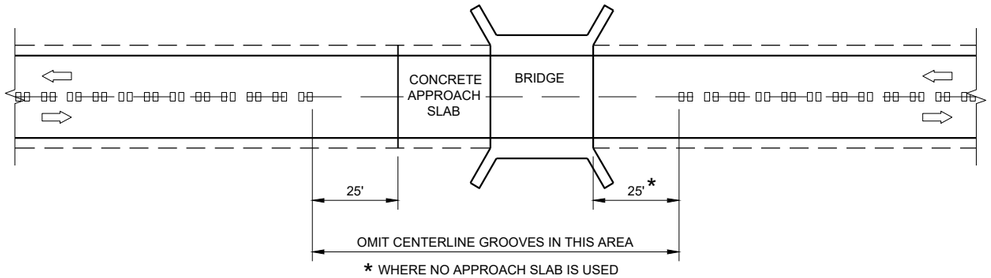
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



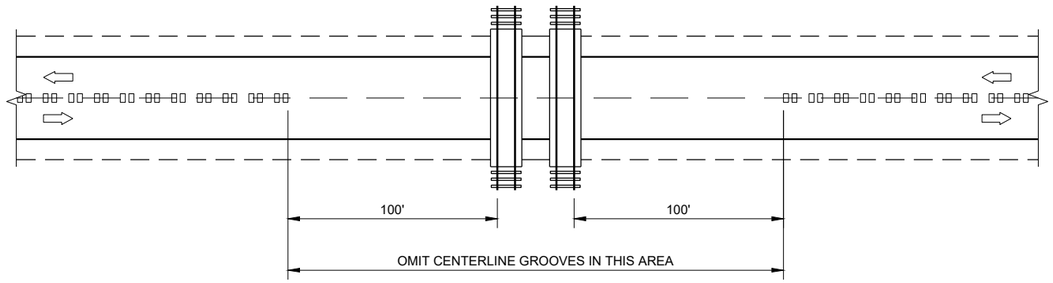
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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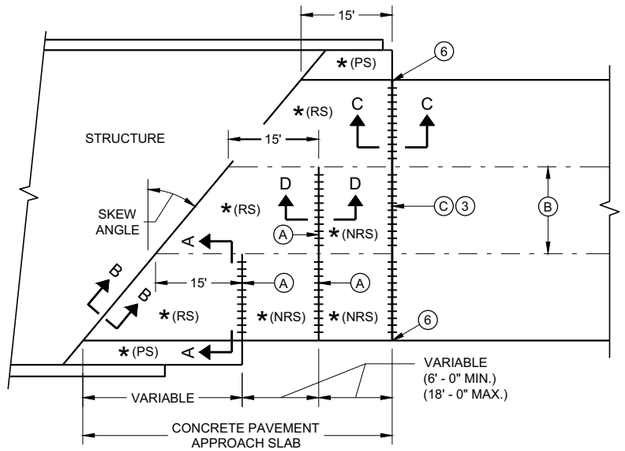
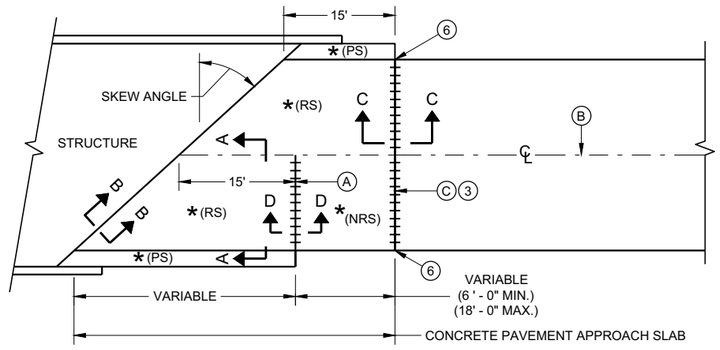
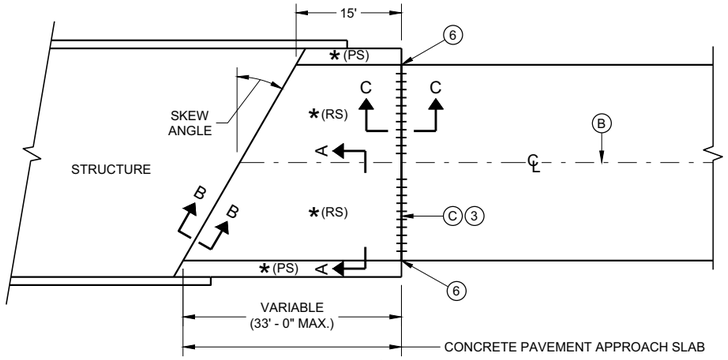


SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

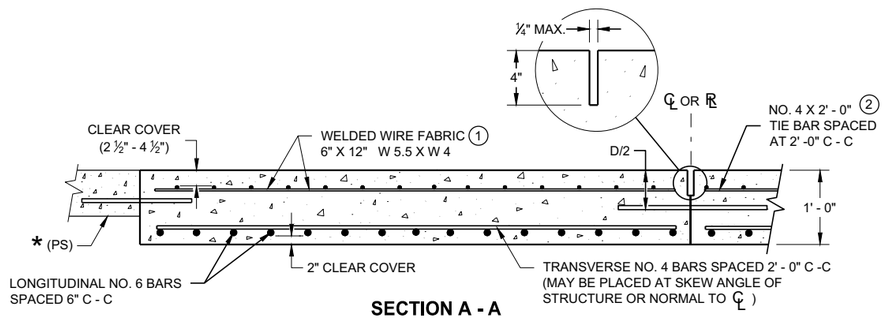
APPROACH SLAB AND ADJACENT PAVEMENT

* (RS) = REINFORCED CONCRETE SLAB

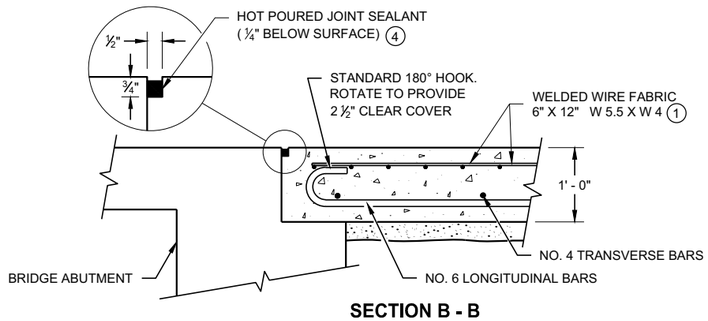
* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

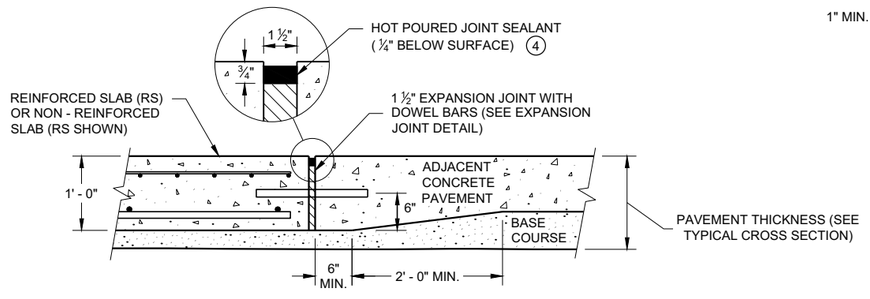
*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL



SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

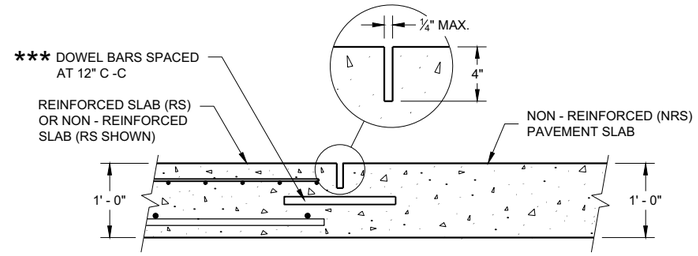
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

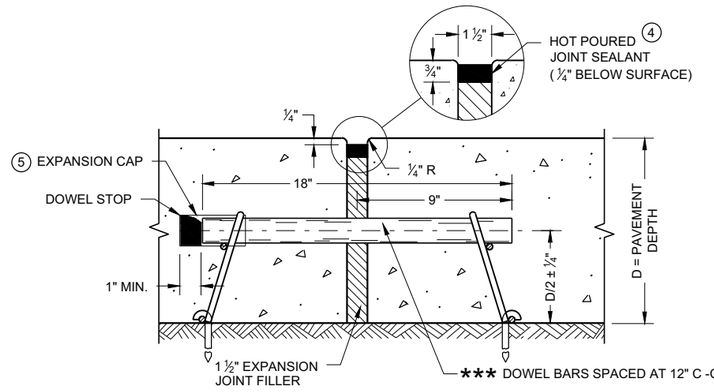
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .



SECTION D - D
CONTRACTION JOINT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVIS

FHWA

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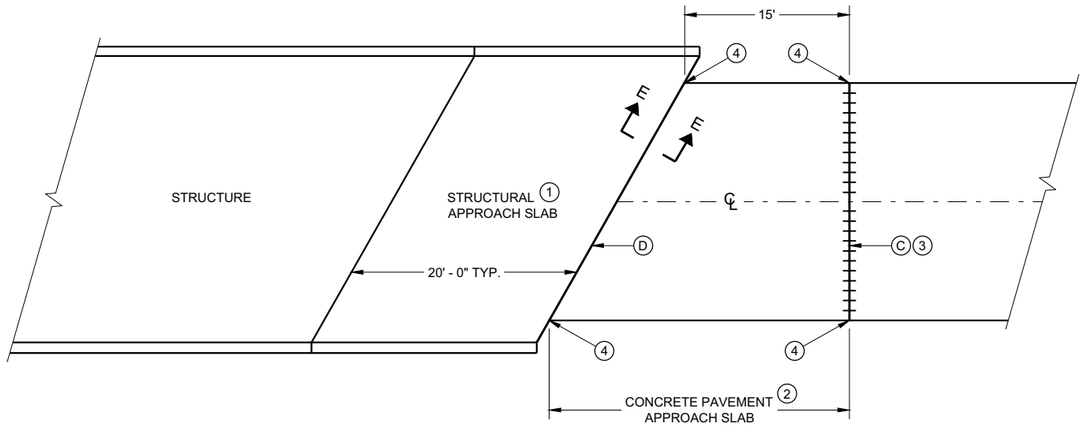
SDD 13B02 - 09a



BRIDGE APPROACHES

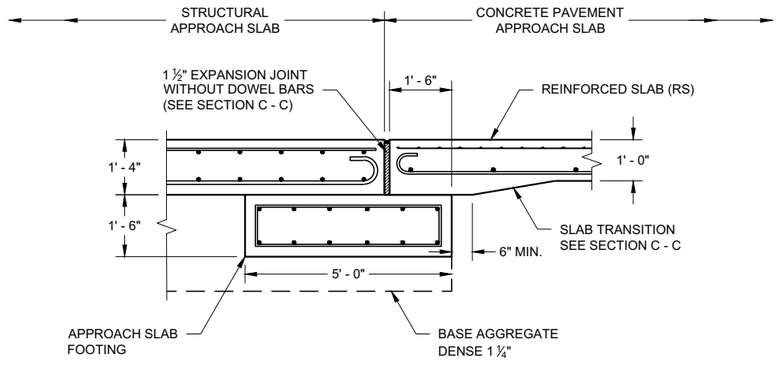
GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

1. SEE BRIDGE PLAN.
2. CONFORM TO SDD 13B02 SHEET A FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS
3. DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.
4. EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

C. 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞.

D. 1 ½" EXPANSION JOINT (NO DOWELS)



SECTION E - E
FOOTING DETAIL
STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS
FHWA

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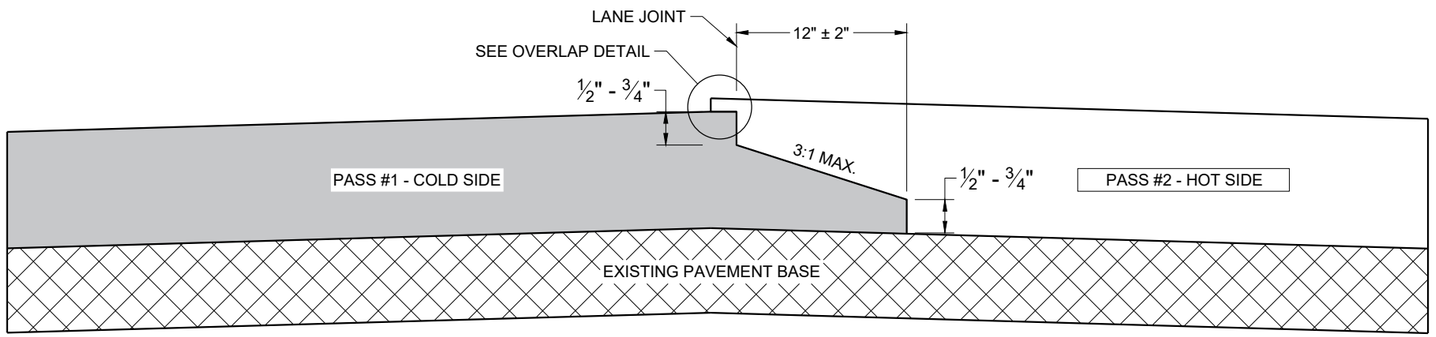
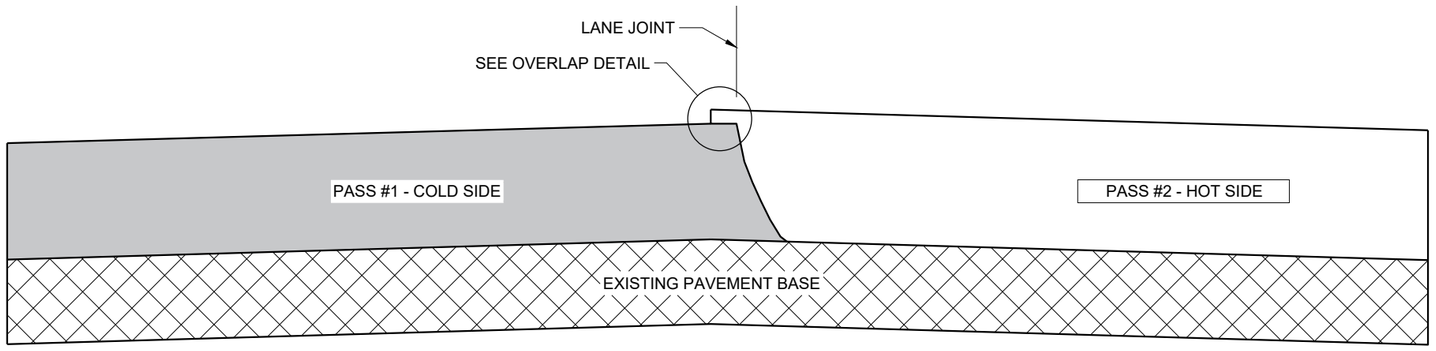
SDD 13B02 - 09b

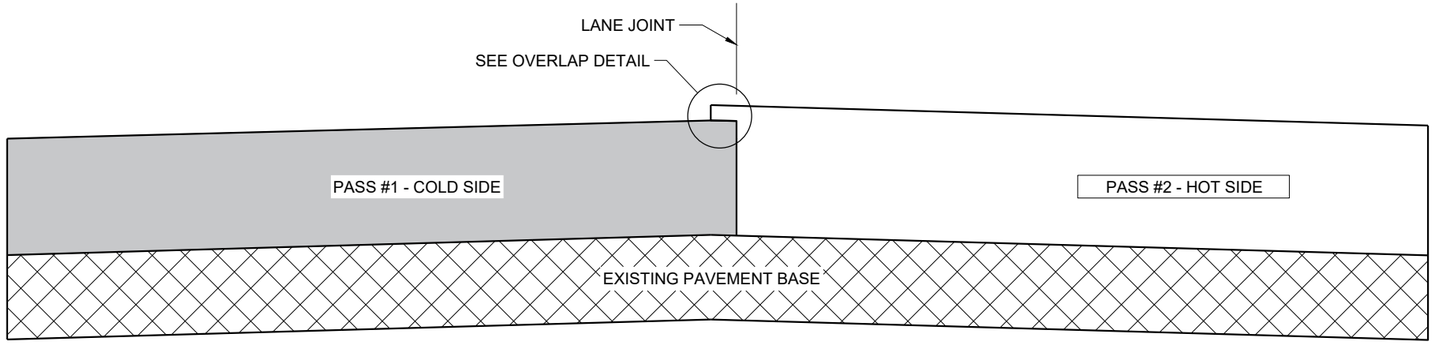
SDD 13B02 - 09b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

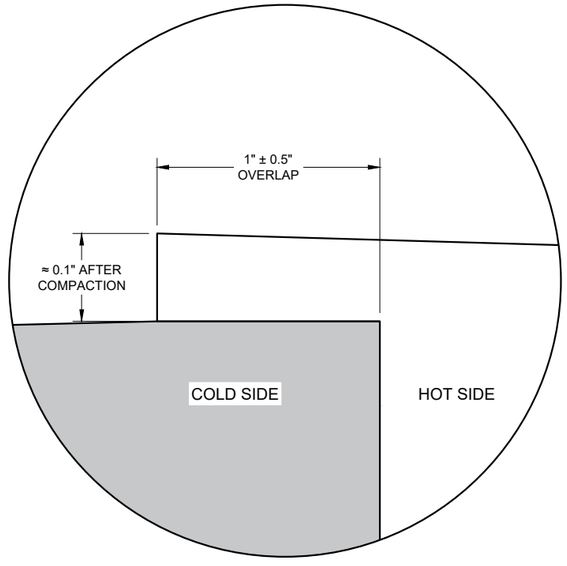
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

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SDD 13C19 - 03

GENERAL NOTES

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

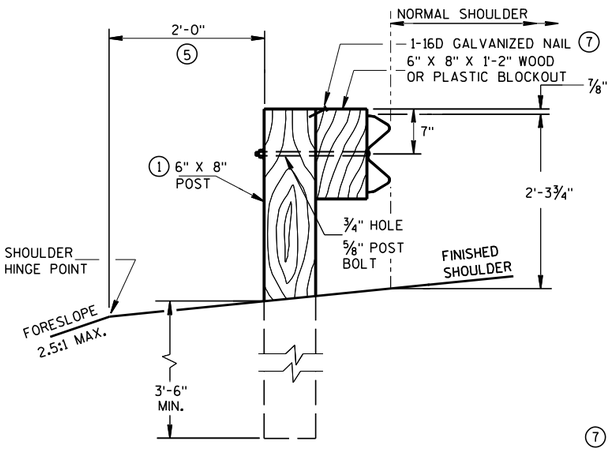
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

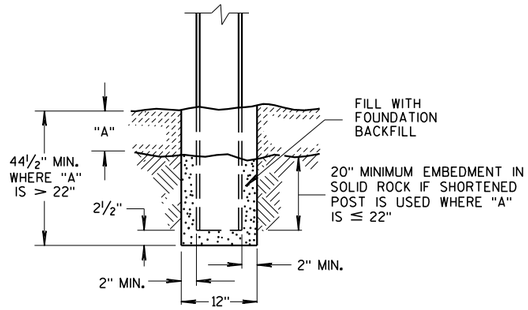
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

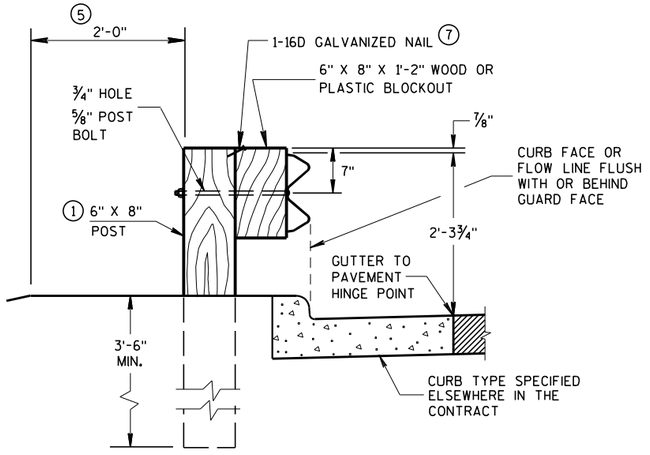
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



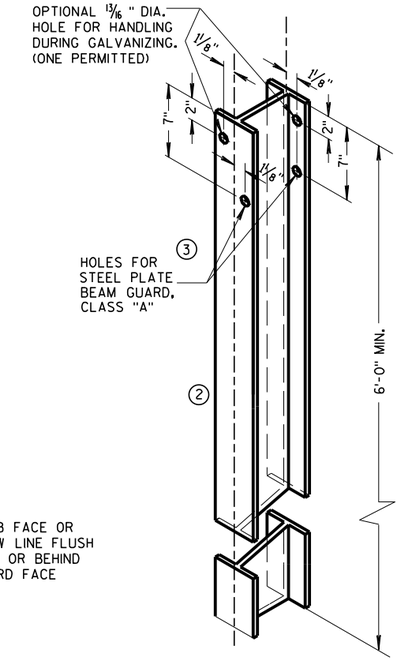
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

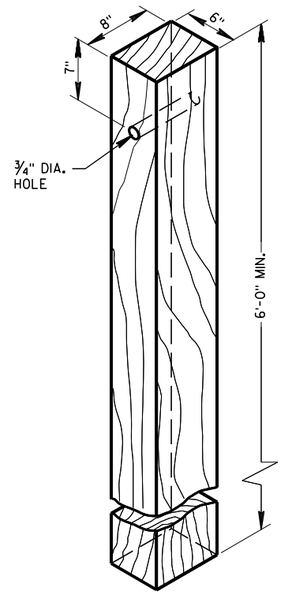


END VIEW
LOCATED ALONG A CURBED ROADWAY

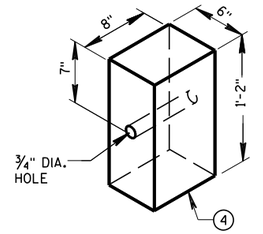


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

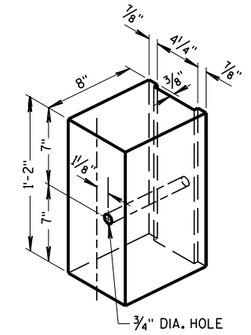
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



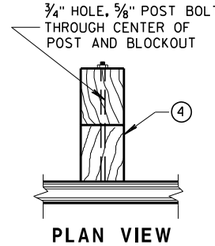
WOOD POST
(6"X8") NOMINAL



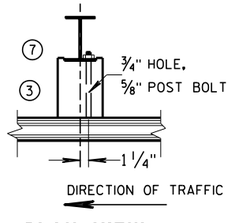
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



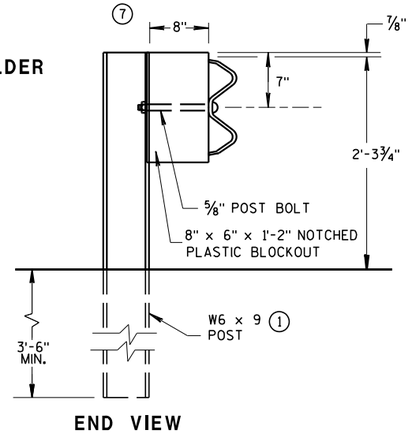
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



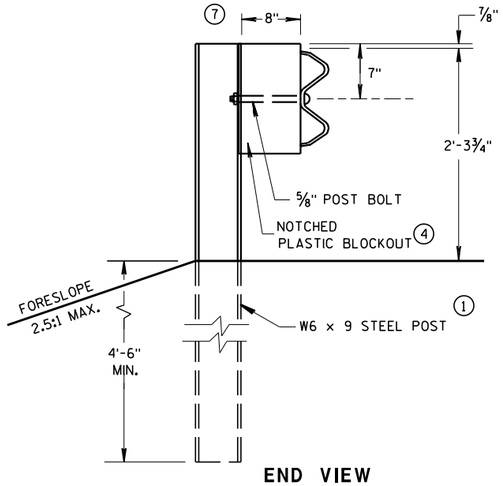
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



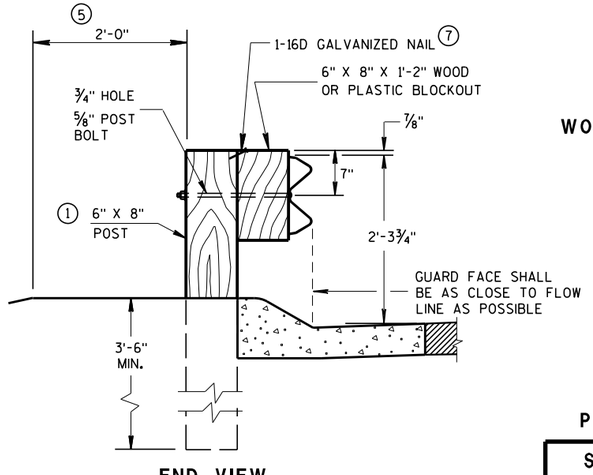
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



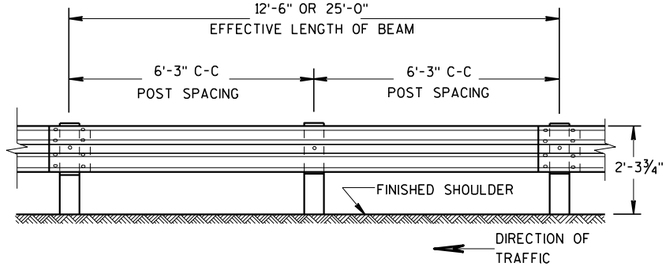
END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

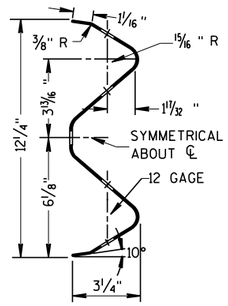
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

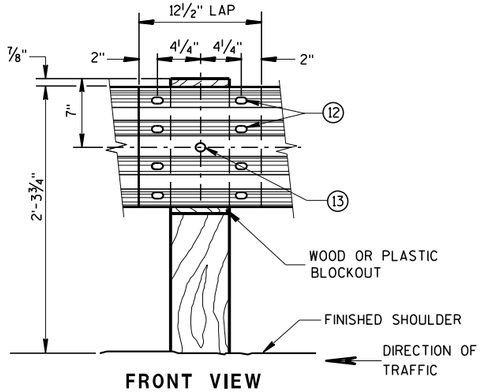


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

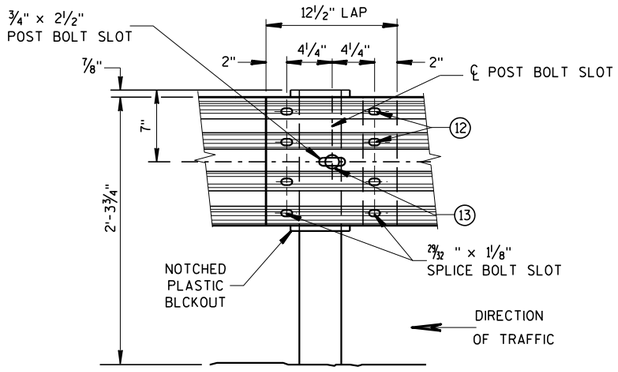
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

(12) 8 -5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.

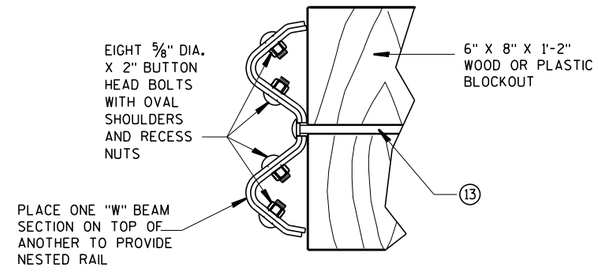
FRONT VIEW

POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

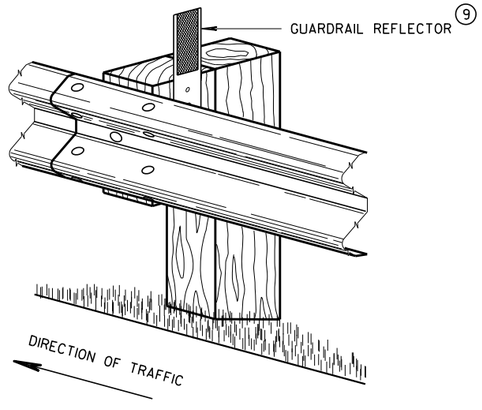


NESTED W BEAM (NW)

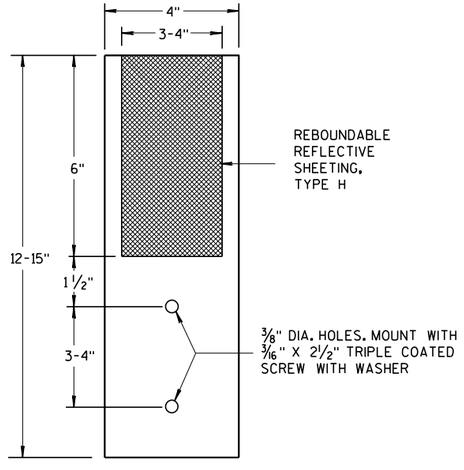
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCO 171
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 15-11b

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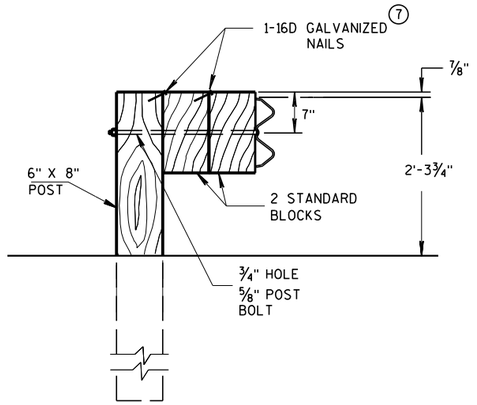
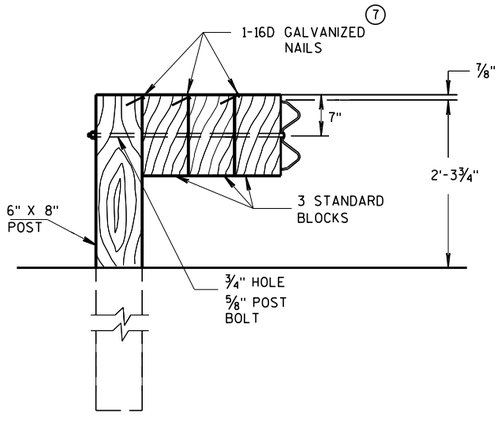
S.D.D. 14 B 15-11b



DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

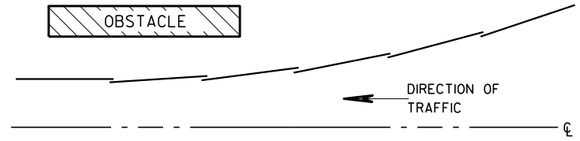


DETAIL FOR TRIPLE BLOCKS

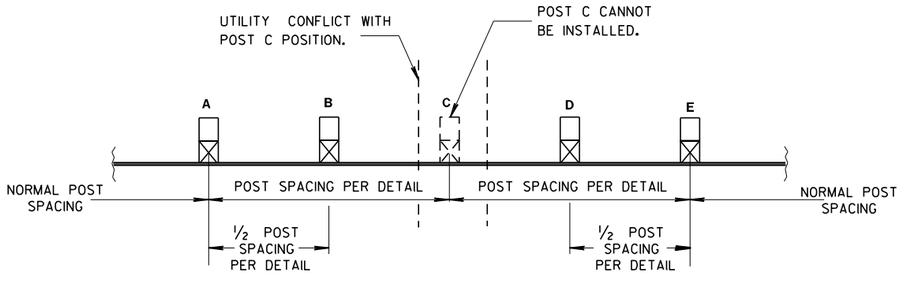
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.



PLAN VIEW
BEAM LAPPING DETAIL



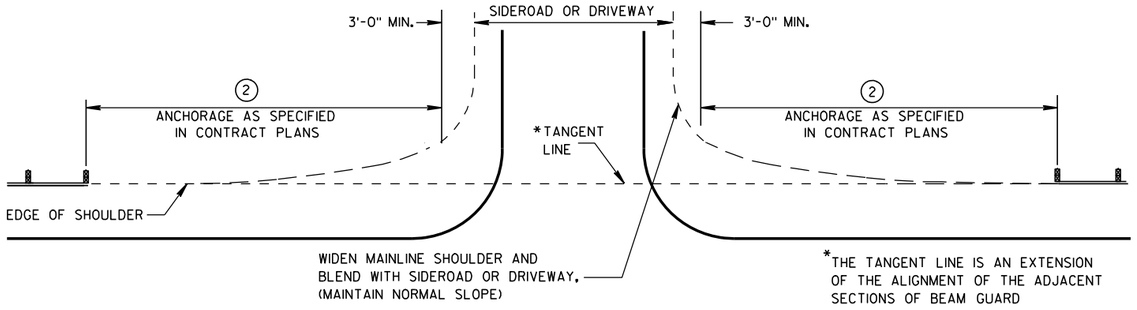
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

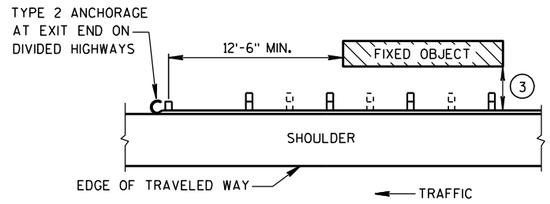
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

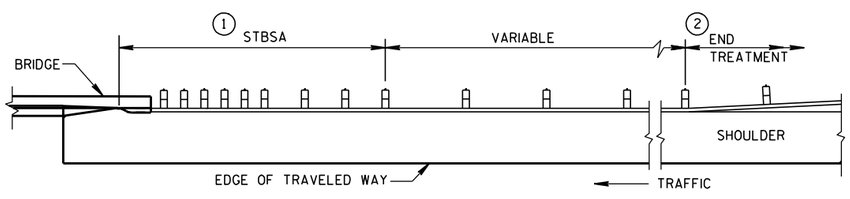
6
S.D.D. 14 B 15-11c



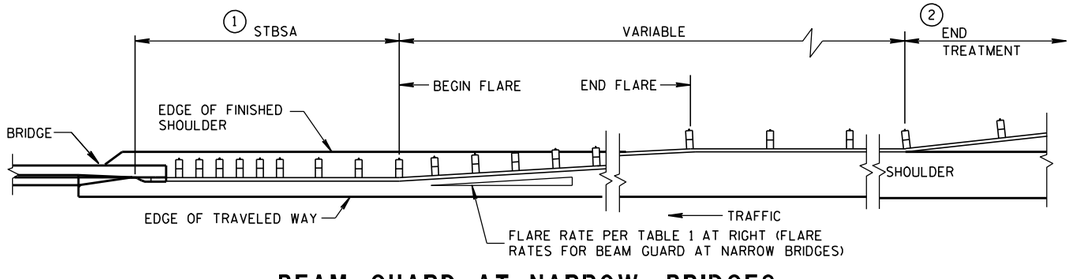
BEAM GUARD AT SIDEROADS OR DRIVEWAYS



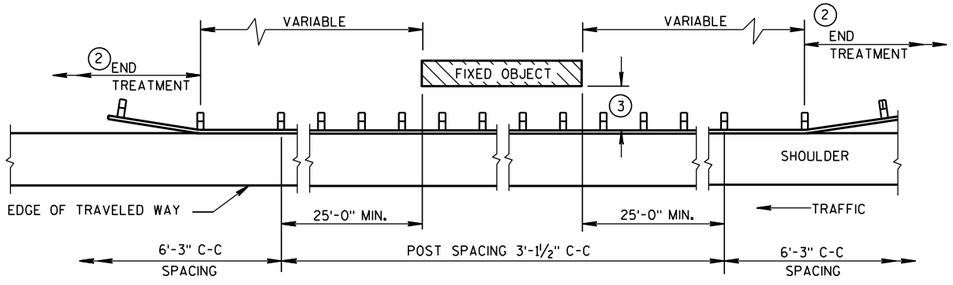
BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC



BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC
(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-21-07 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 18-6a

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BILL OF MATERIALS

NOTE NO.	DESCRIPTION
①	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	STEEL TUBE TS 8" X 6" X 0.188", 6'-0"
④	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	BEARING PLATE
⑧	BCT CABLE ASSEMBLY
⑨	CABLE ANCHOR BOX
⑩	STRUT & YOKE
⑪	STEEL PLATE BEAM, END PANEL 12 GA.
⑫	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	IMPACT HEAD
⑭	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS.

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 AND 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

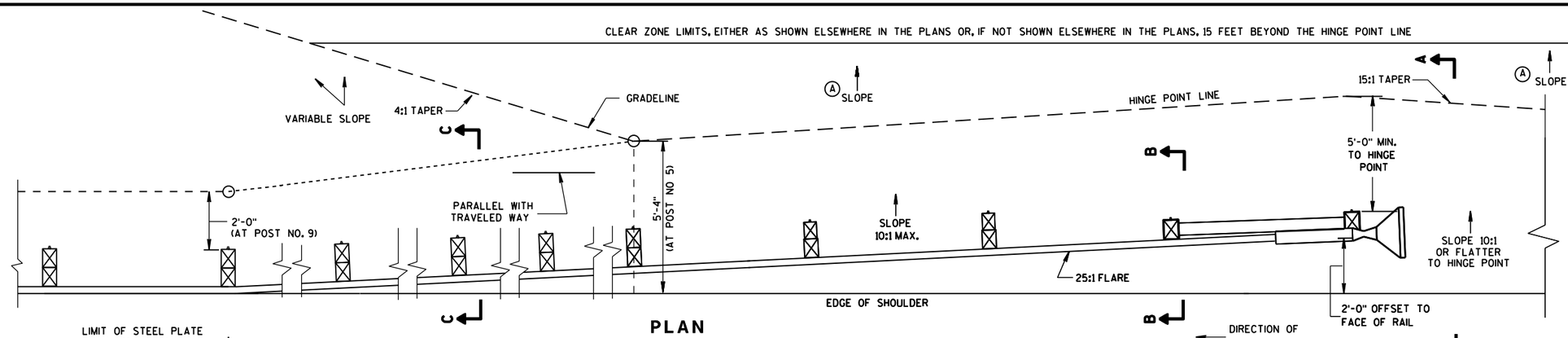
(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

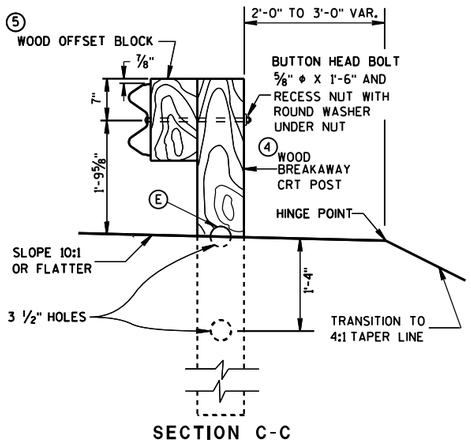
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

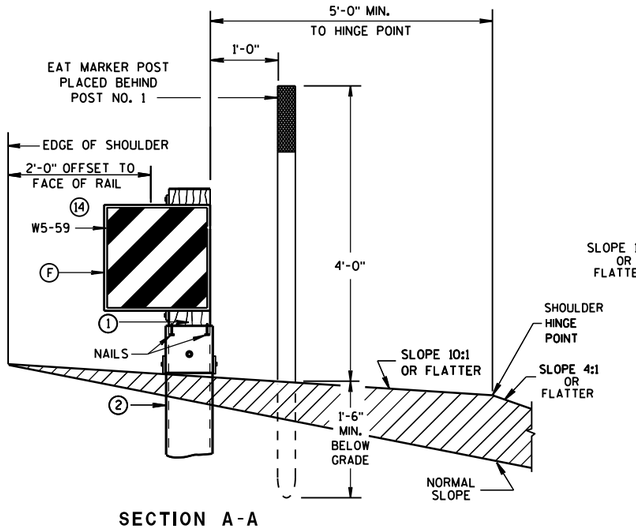
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

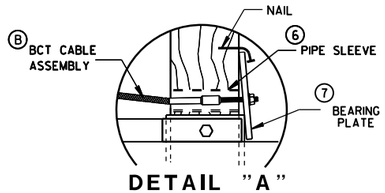
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

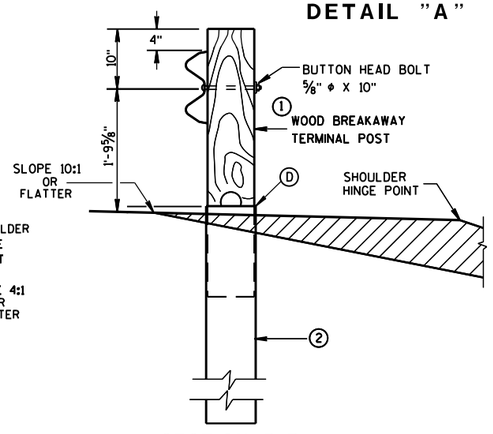
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

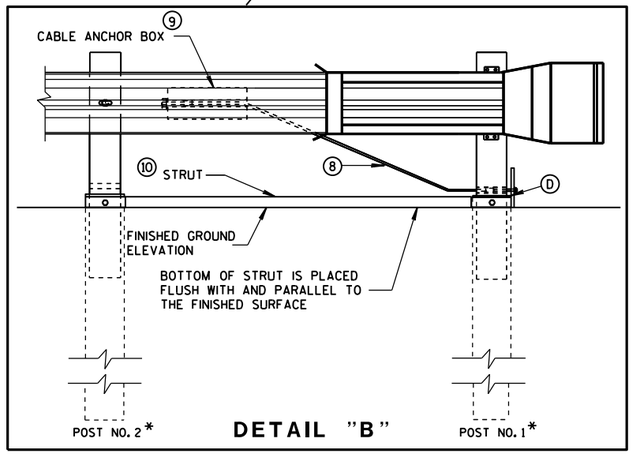












STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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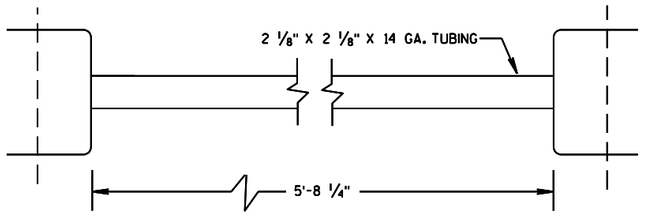
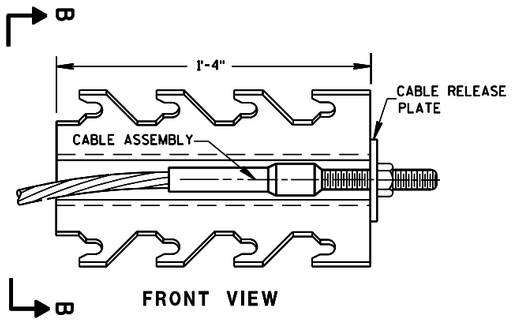
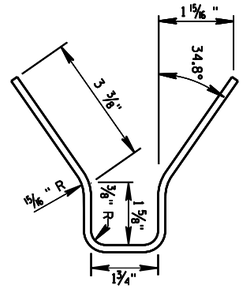
S.D.D. 14 B 24-9a



⑩ STRUT DETAIL

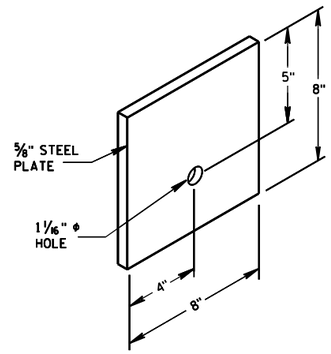


FRONT VIEW



SECTION B-B

⑨ CABLE ANCHOR BOX



⑦ STEEL BEARING PLATE

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S.D.D. 14 B 24-9b

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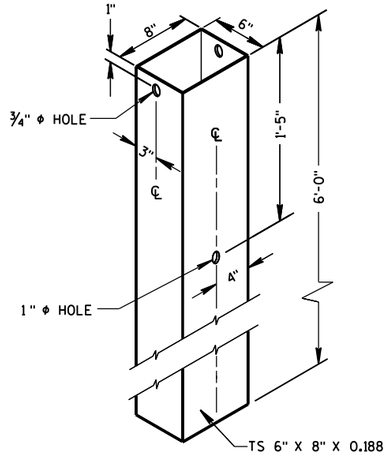
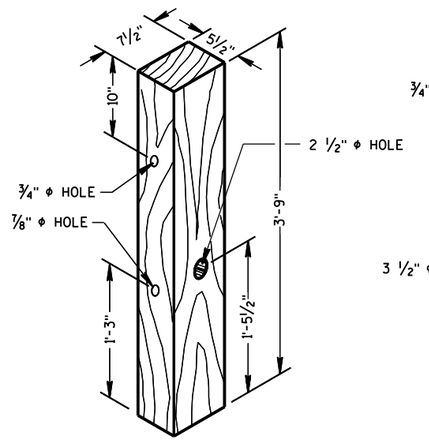
STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

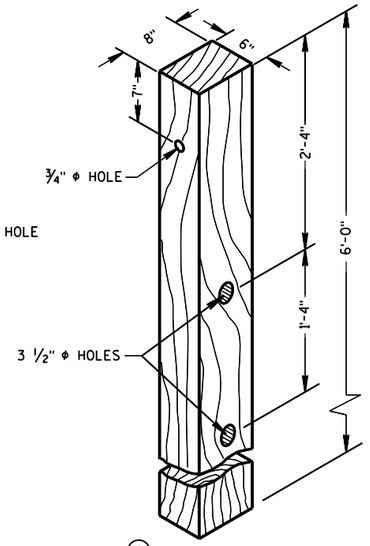
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



② 72" STEEL TUBE
(POSTS NO. 1-2



① TERMINAL POST

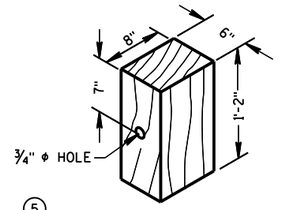


④ CRT POST
(POSTS NO'S 5-8

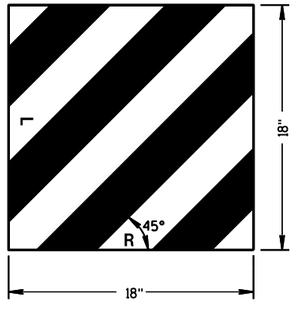
WOOD BREAKAWAY POSTS

GENERAL NOTES

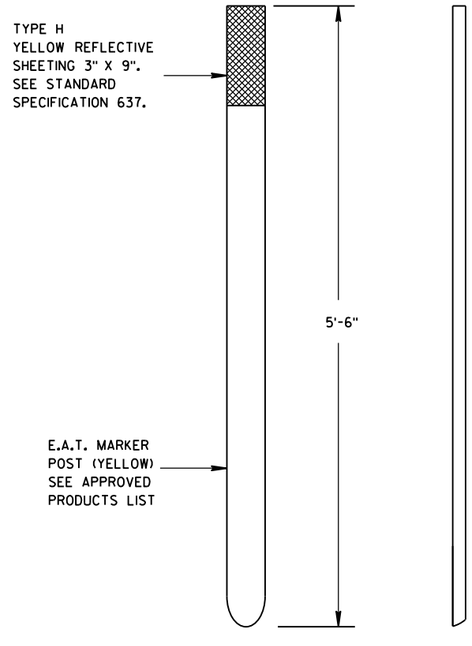
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



⑭ REFLECTIVE SHEETING DETAILS



E.A.T. MARKER POST

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV...
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S.D.D. 14 B 24-9c

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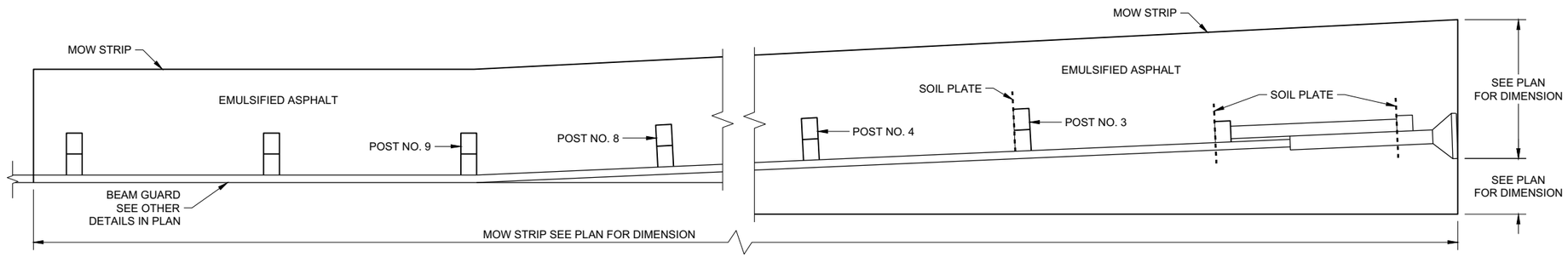
S.D.D. 14 B 24-9c



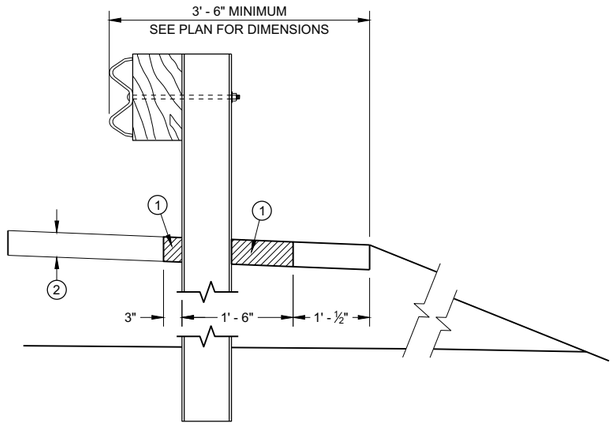
PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

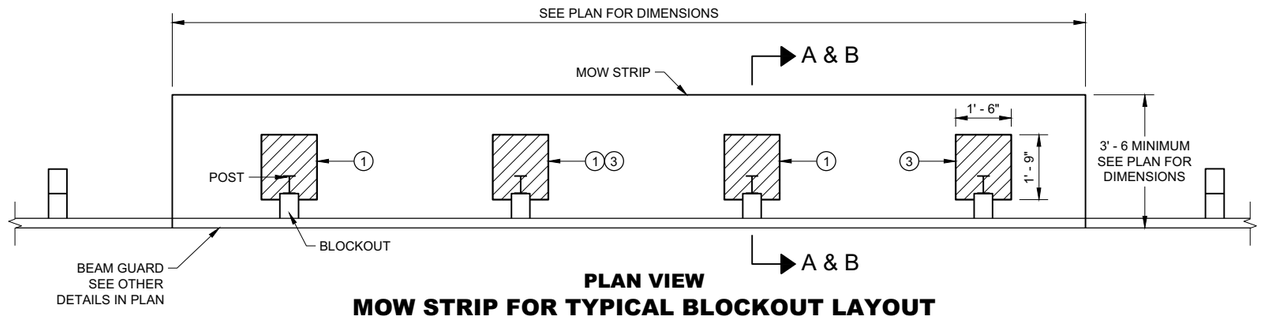
GENERAL NOTES

ONLY USE STEEL POSTS IN CONCRETE AND ASPHALT MOW STRIPS.

1. CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.
2. DEPTH OF MOW STRIP:
   ASPHALT - 4"
   CONCRETE - 4"
   EMULSIFIED ASPHALT - 1" OR LESS
3. FOR EMULSIFIED ASPHALT, MOW STRIP STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS)

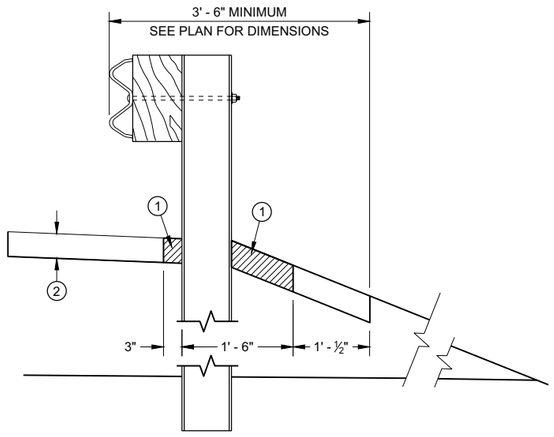


SECTION A - A

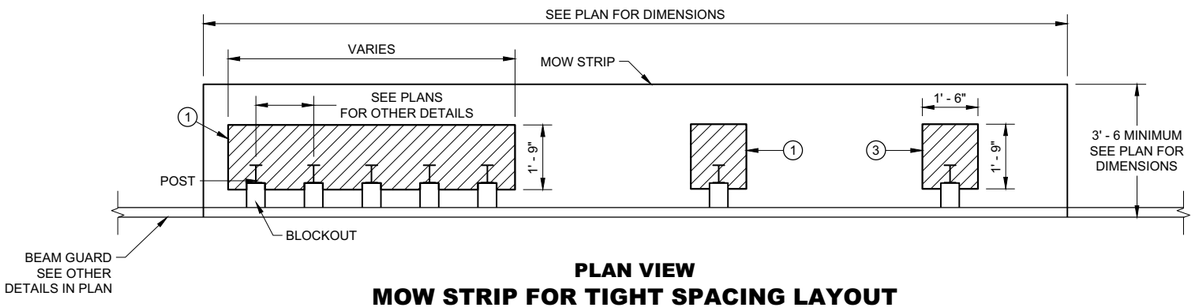


PLAN VIEW

MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

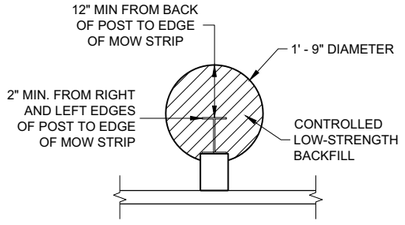


SECTION B - B

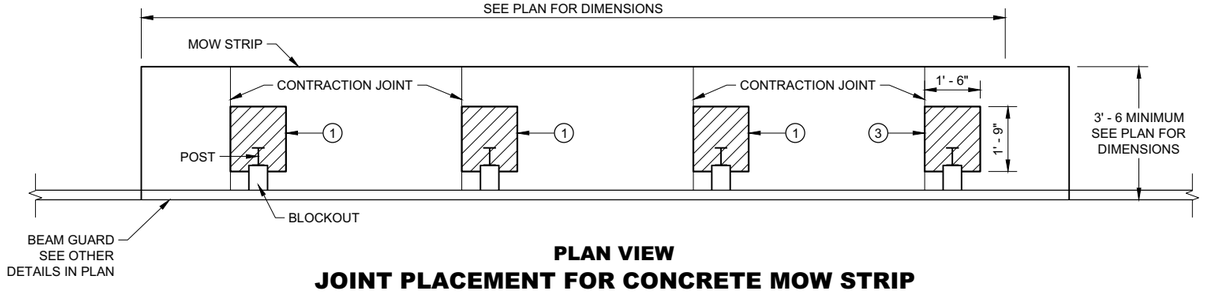


PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



ALTERNATIVE HMA MOW STRIP DESIGN



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B28 - 04a

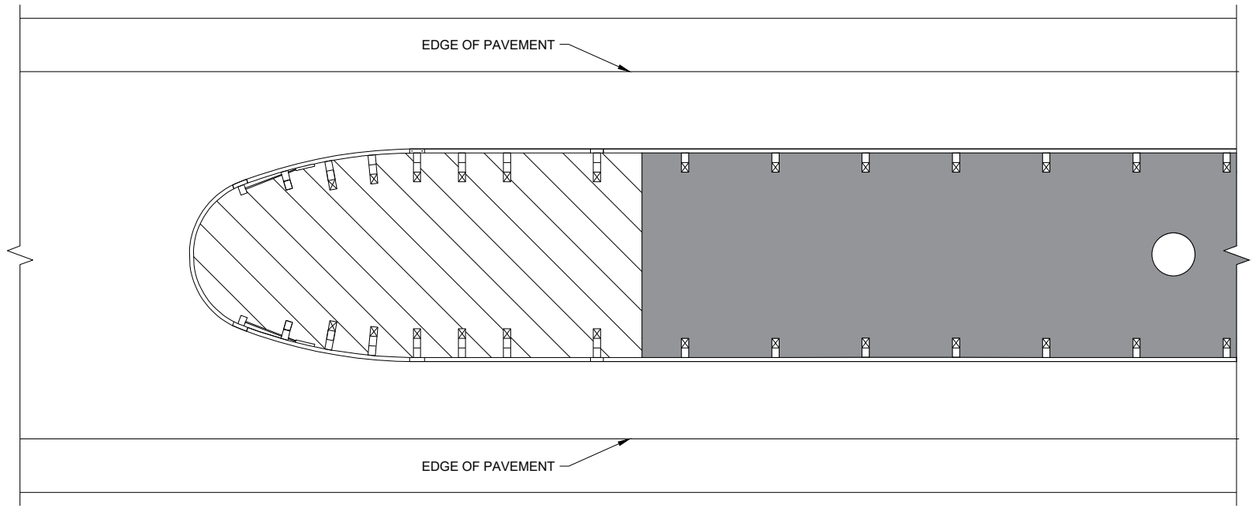
LEGEND

CONCRETE, ASPHALT, OR EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

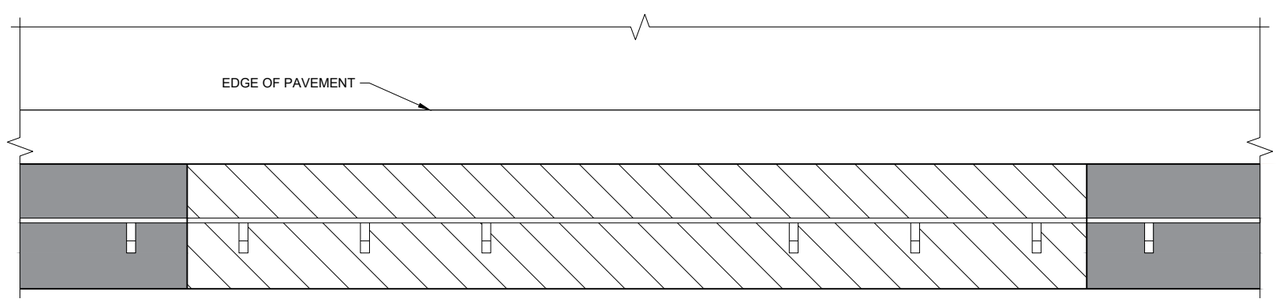
EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

GENERAL NOTES

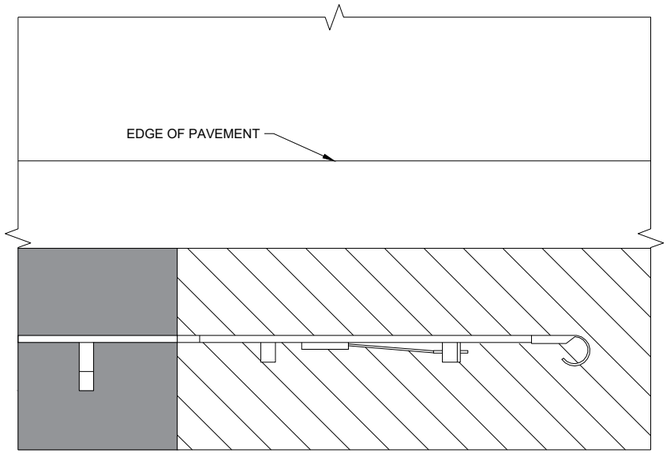
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



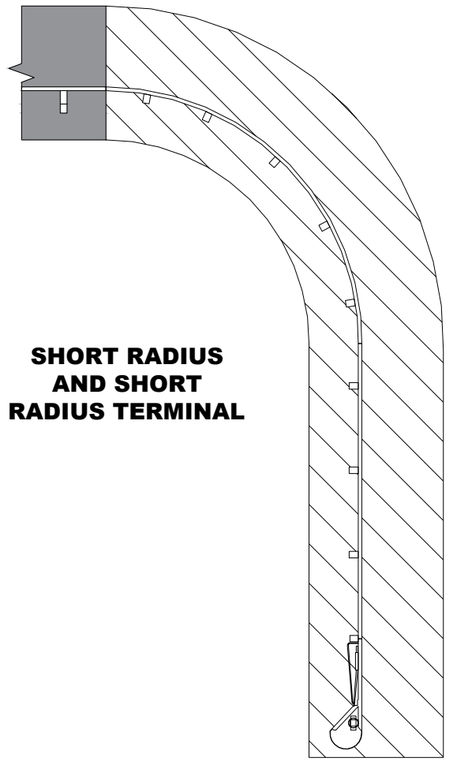
THRIE BEAM BULLNOSE



LONG - SPAN



TYPE 2 TERMINAL



SHORT RADIUS AND SHORT RADIUS TERMINAL

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
ENGINEER

FHWA

6

SDD 14B28 - 04b

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SDD 14B28 - 04b

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

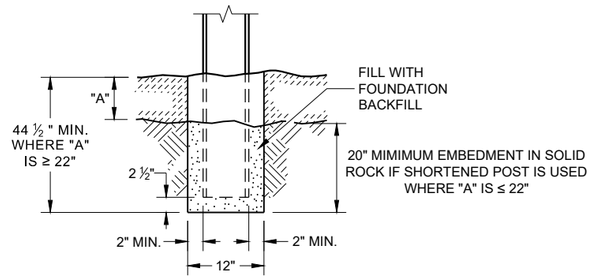
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

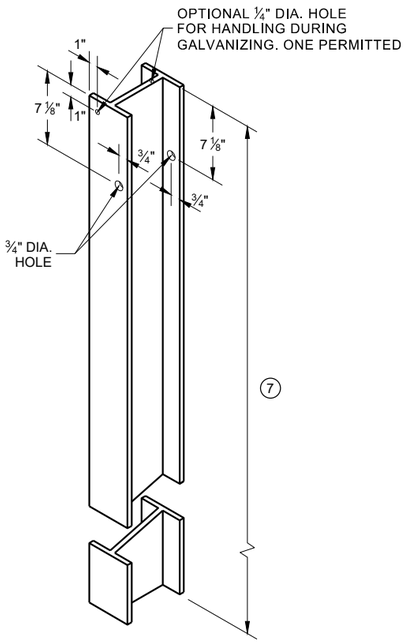
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

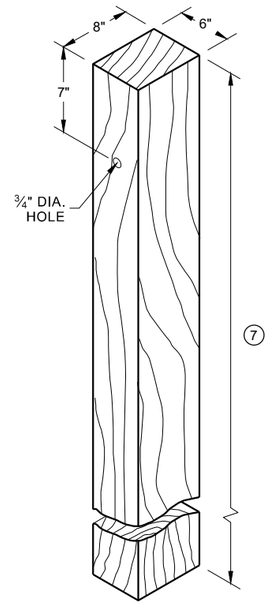
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



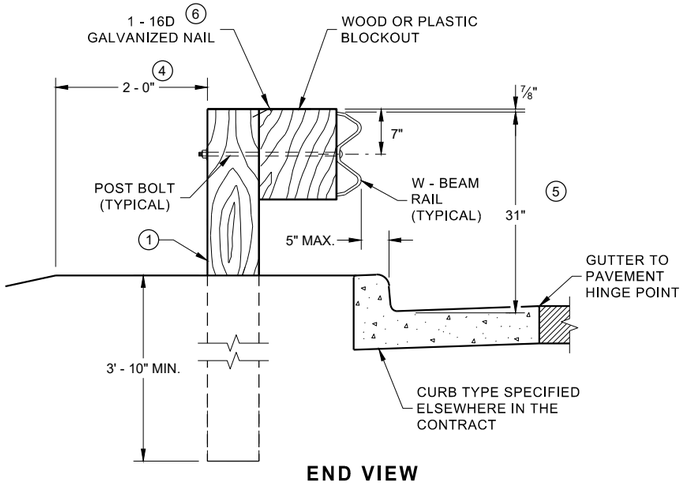
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



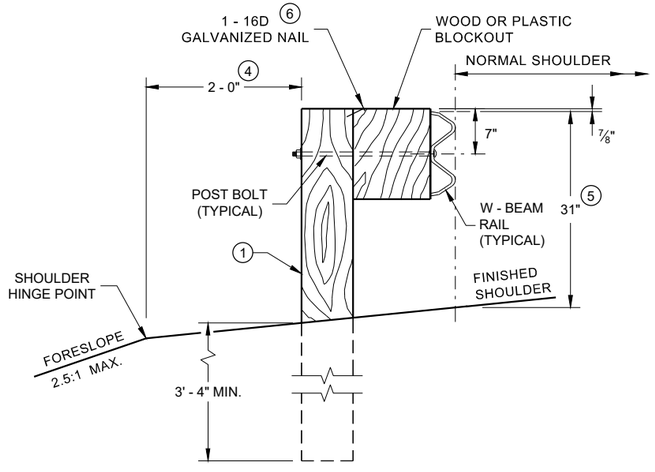
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



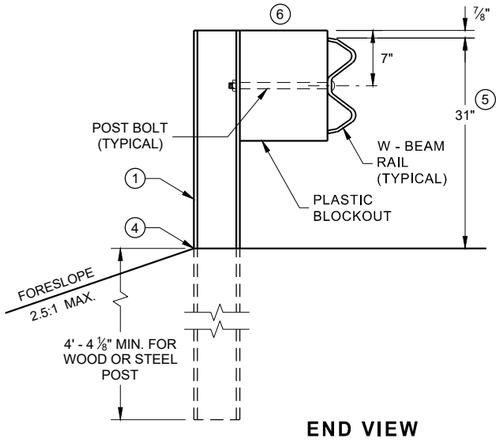
WOOD POST (6" X 8") NOMINAL (1)



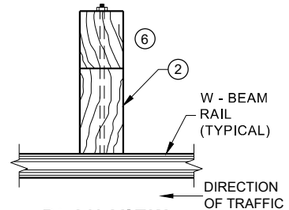
END VIEW
LOCATED ALONG A CURBED ROADWAY



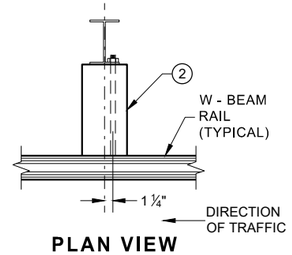
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



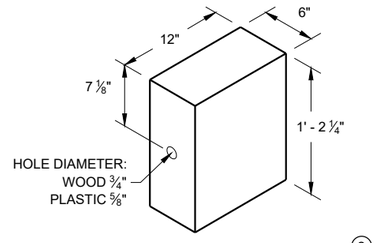
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 07a

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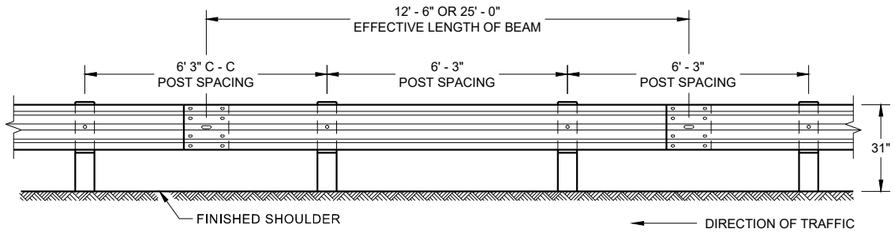
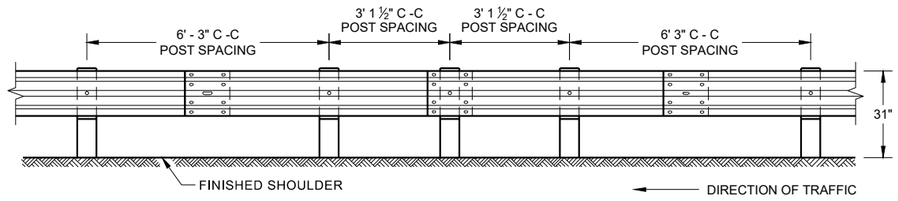
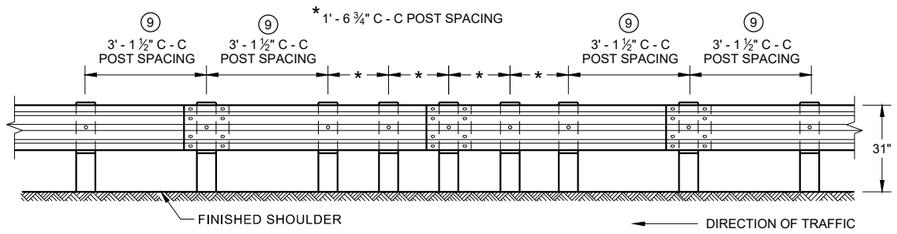
SDD 14B42 - 07a



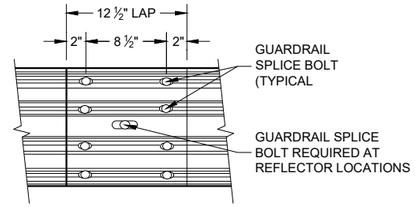
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

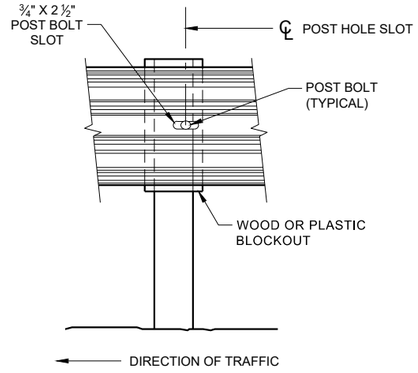
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

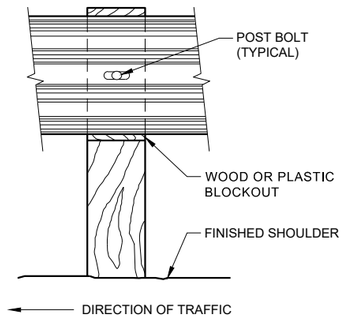
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

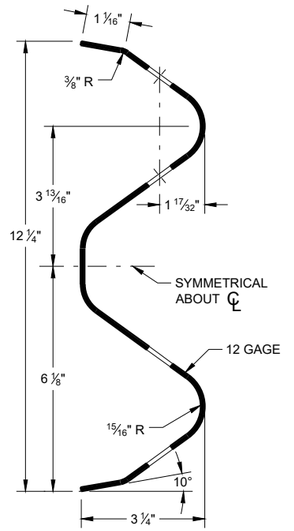
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



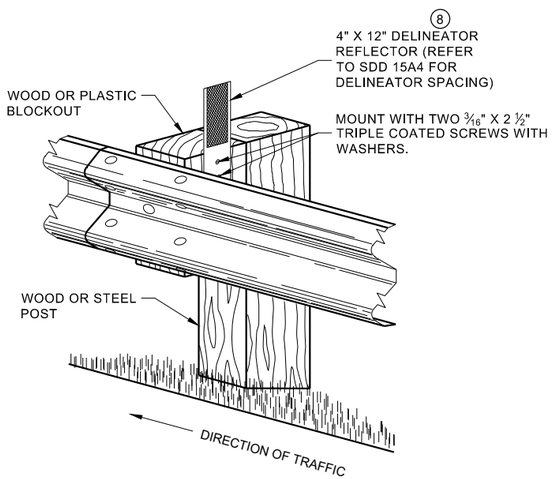
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



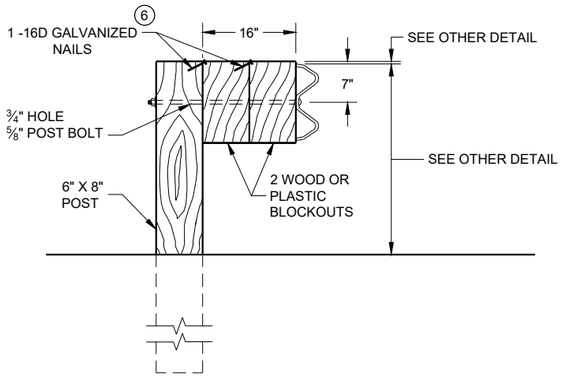
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b
SDD 14B42 - 07b

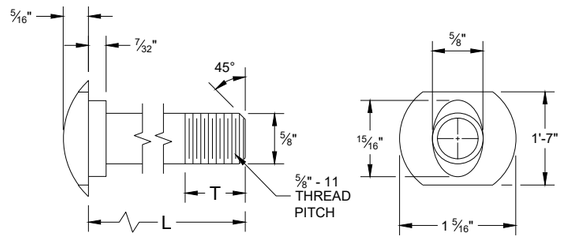


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

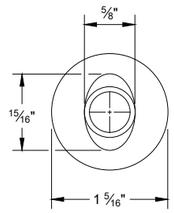
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

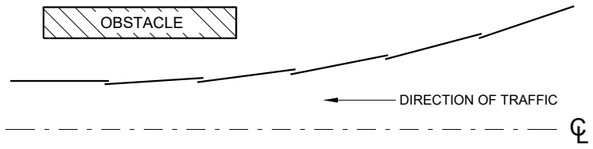


POST BOLT TABLE

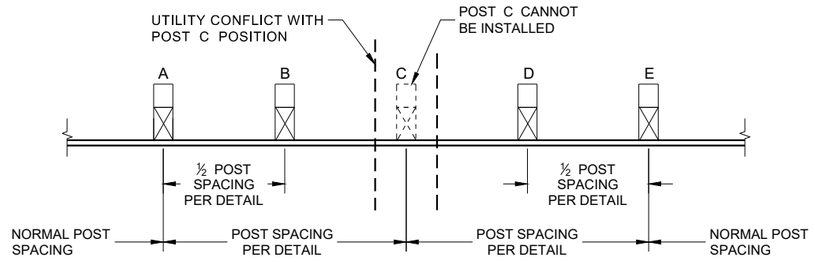
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



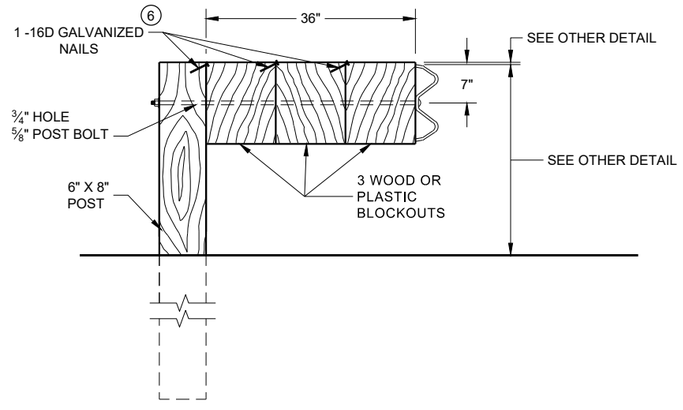
ALTERNATE BOLT HEAD



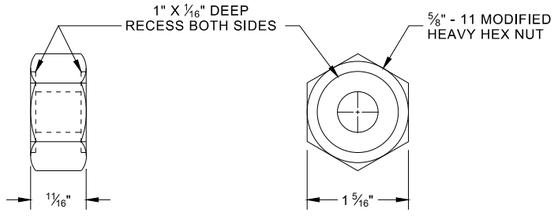
PLAN VIEW
BEAM LAPPING DETAIL



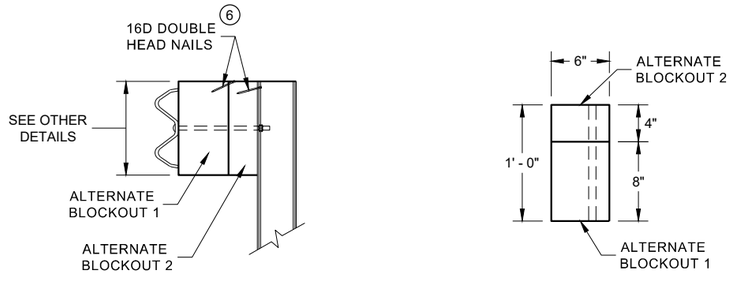
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW

PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

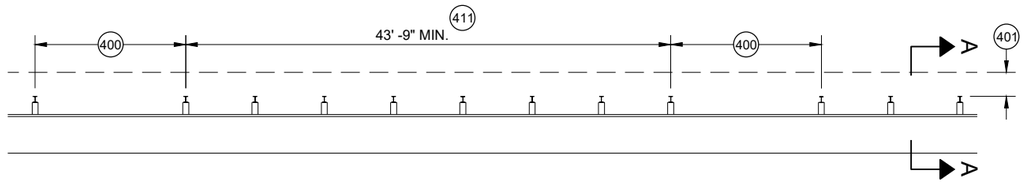
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

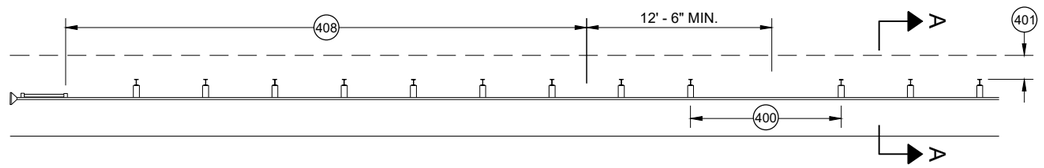
6

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

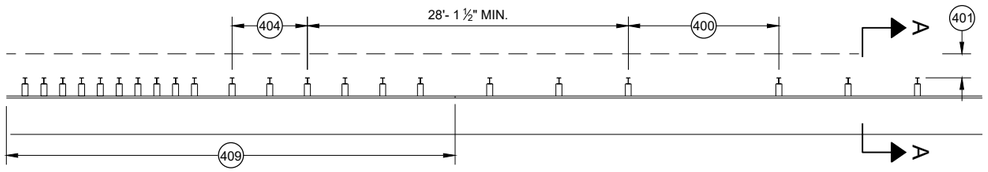
SDD 14B42 - 07c



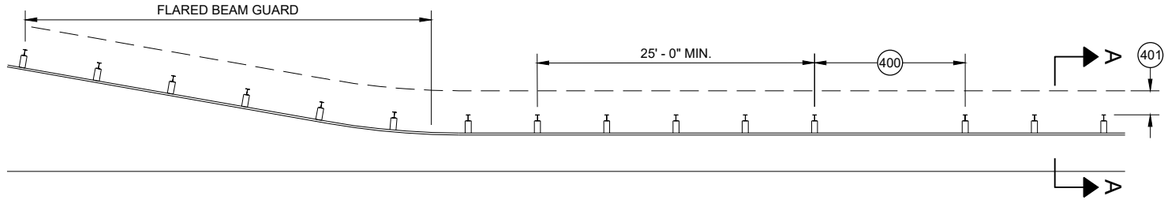
MISSING POST IN MGS GUARDRAIL



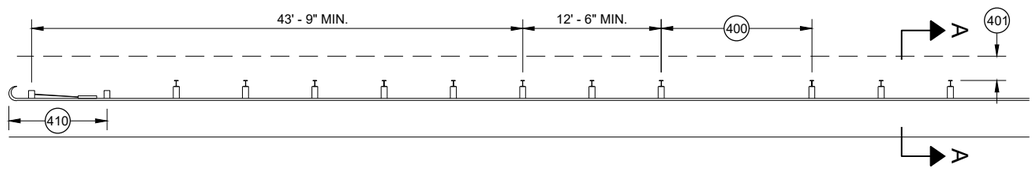
MISSING POST IN MGS GUARDRAIL NEAR EAT



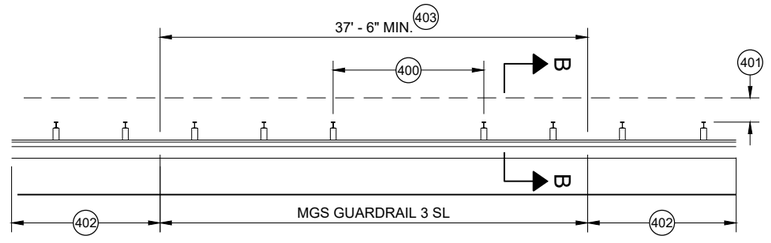
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

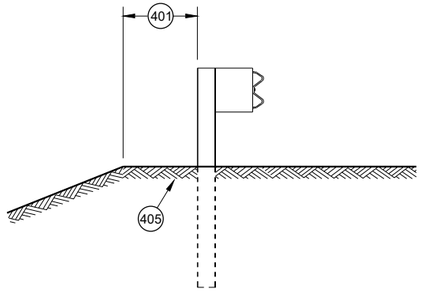


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

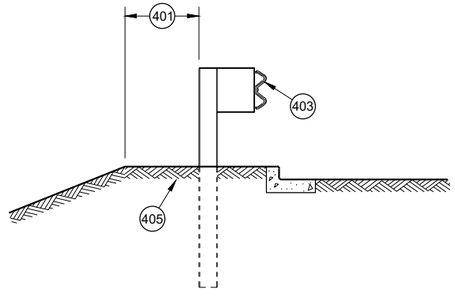


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

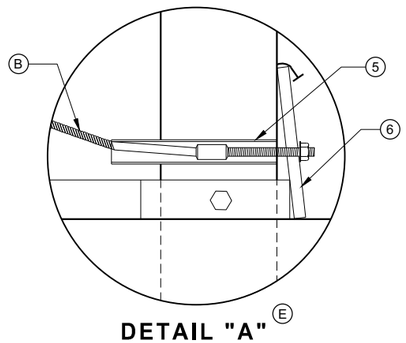
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

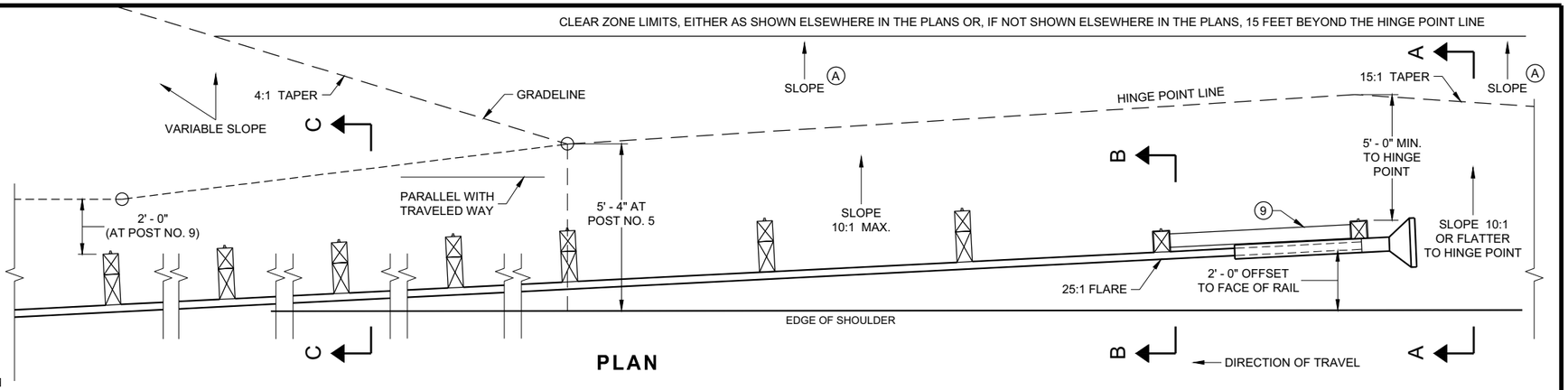
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

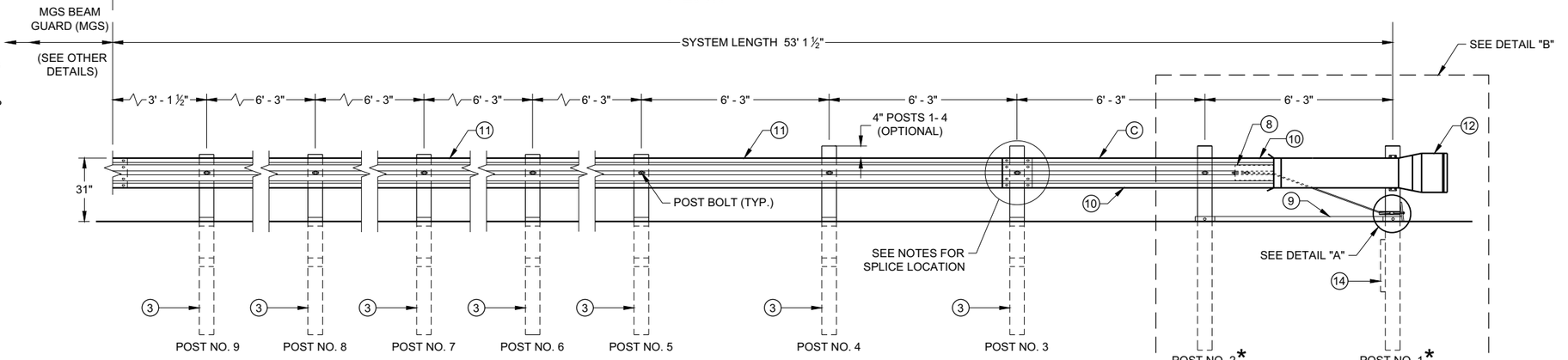
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

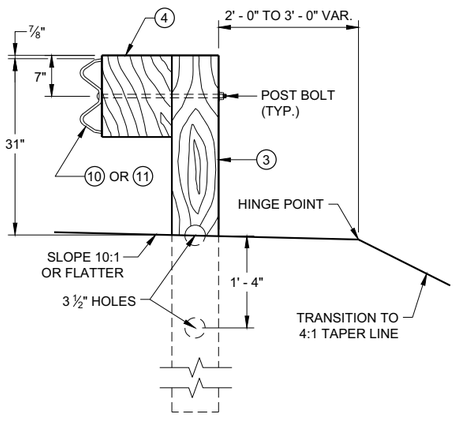
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



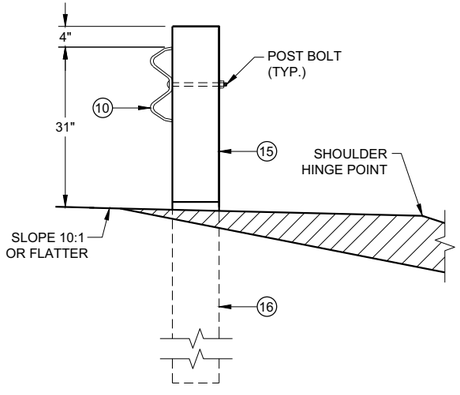
DETAIL "A" (E)



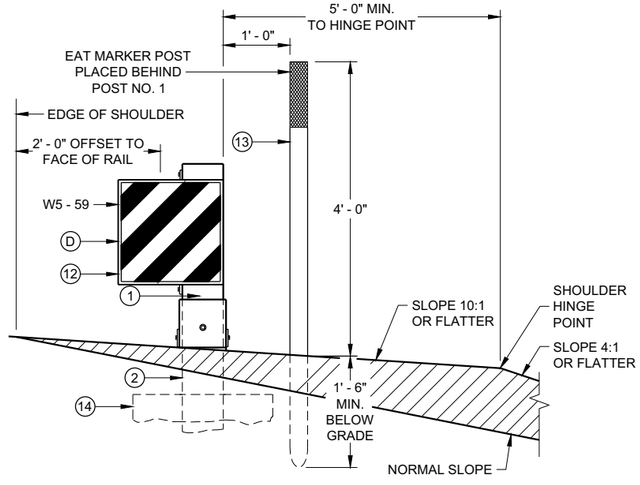




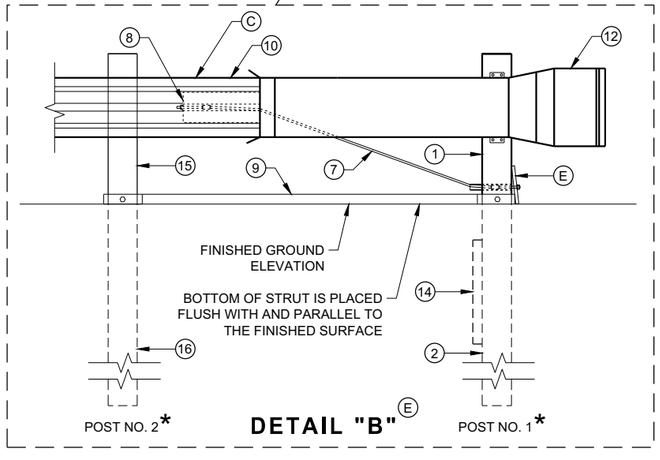
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*

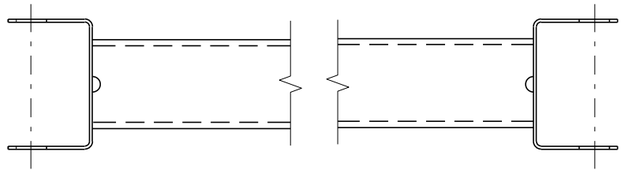


MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

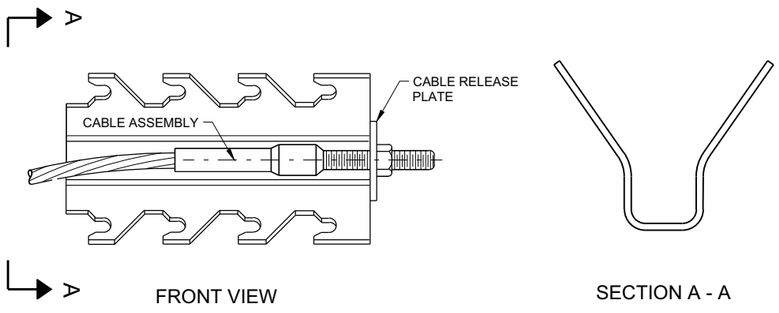
SDD 14B44 - 04a



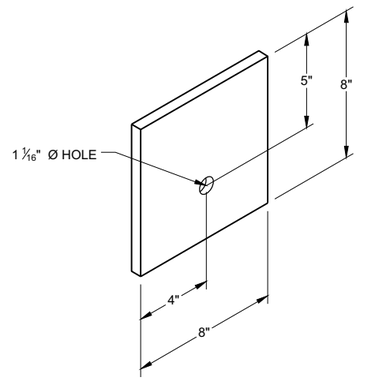
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

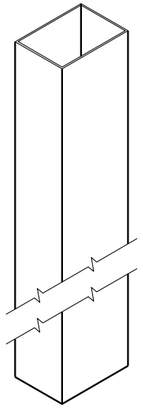
6

SDD 14B44 - 04b

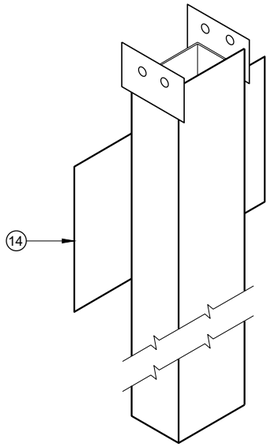
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

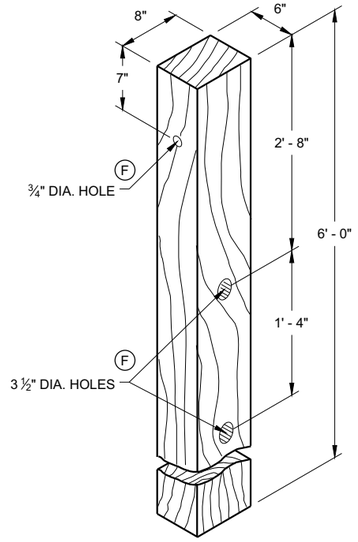
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



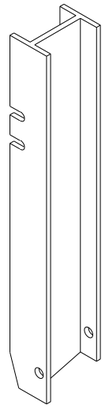
UPPER POST NO. 1 (1) (E)



LOWER POST NO. 1 (2) (E)



WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



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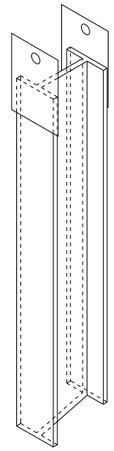
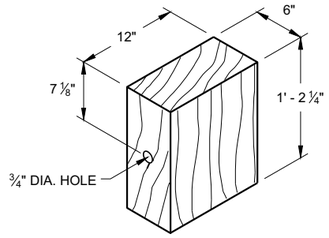
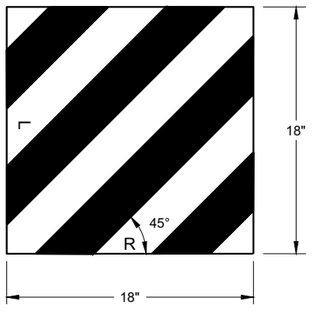


LOWER POST NO. 2 (16) (E)

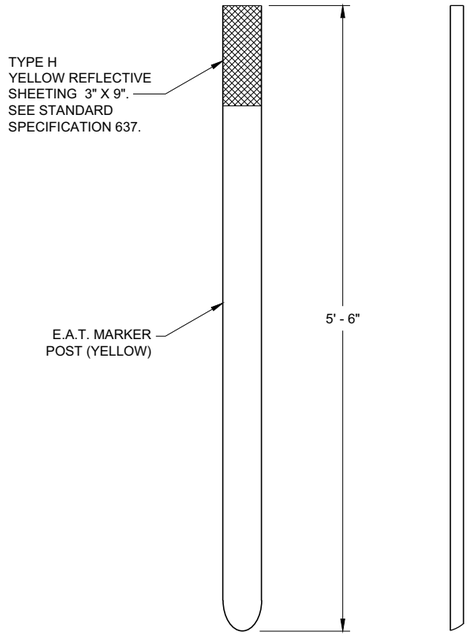


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



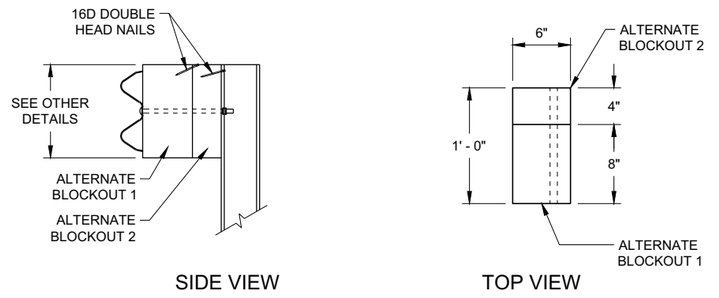
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

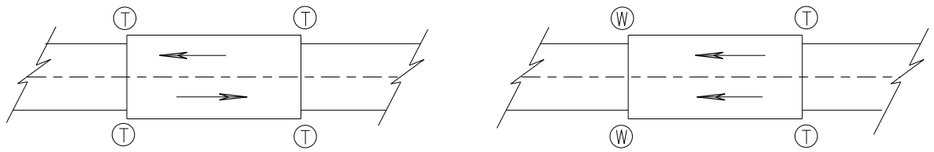
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

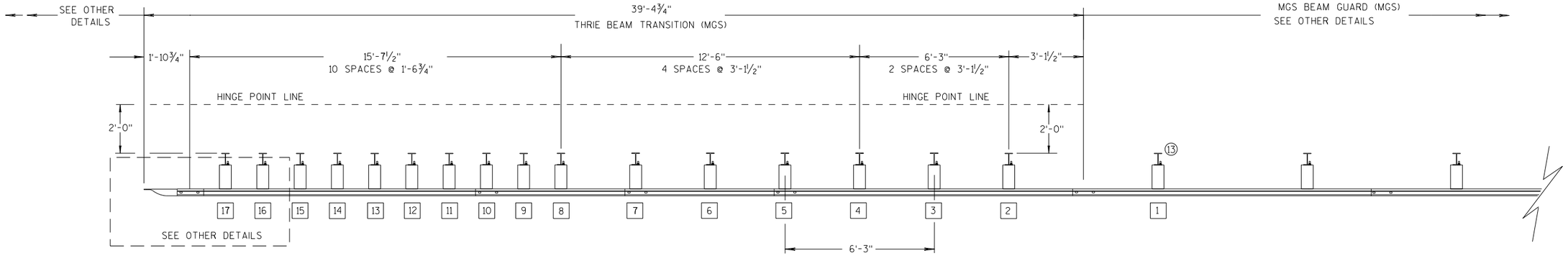
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

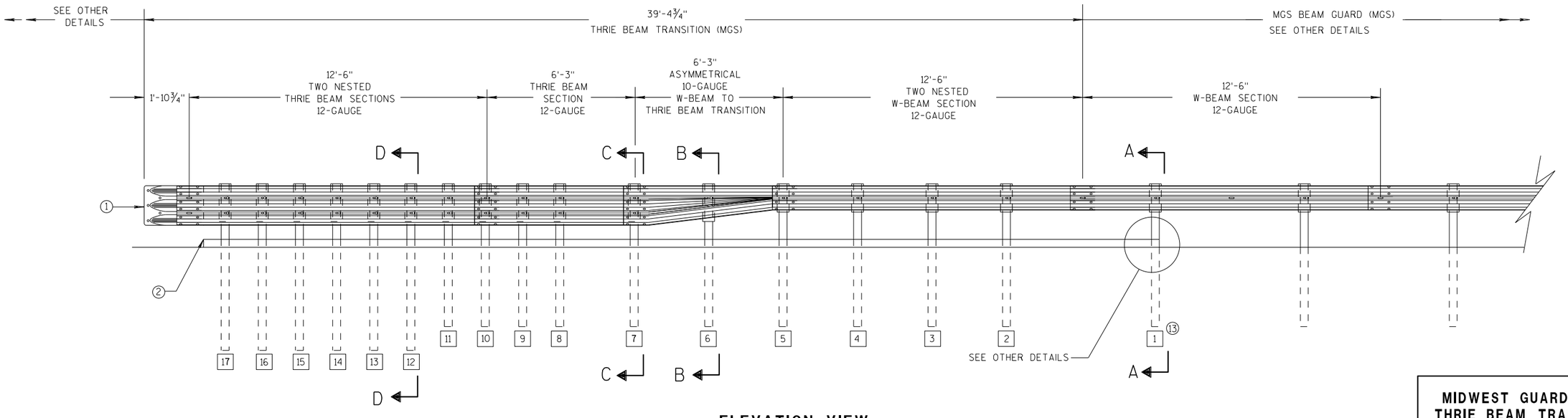
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

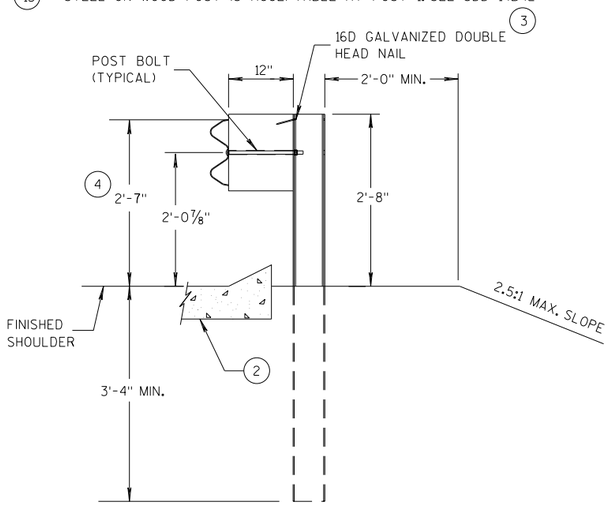
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

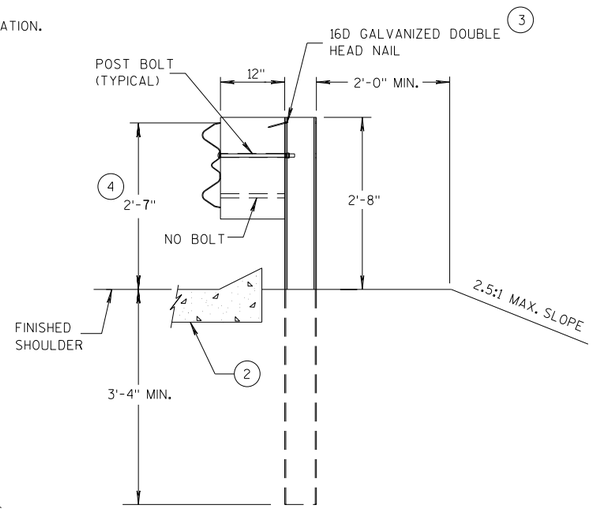
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



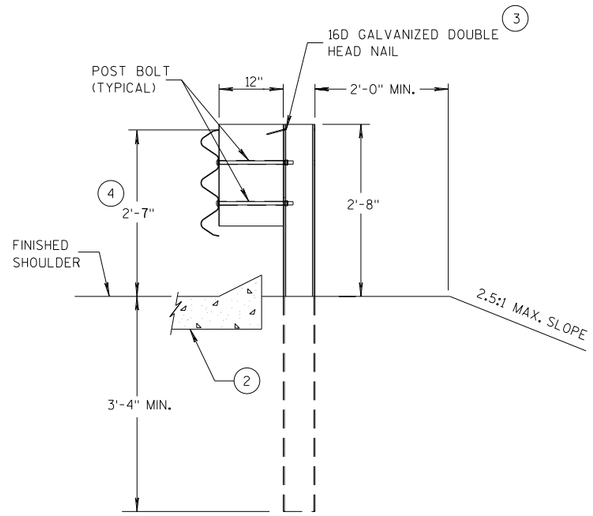
SECTION A-A (13)

POSTS 1-5



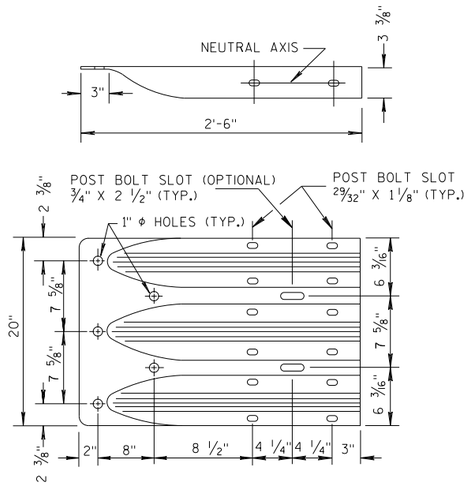
SECTION B-B

POST 6

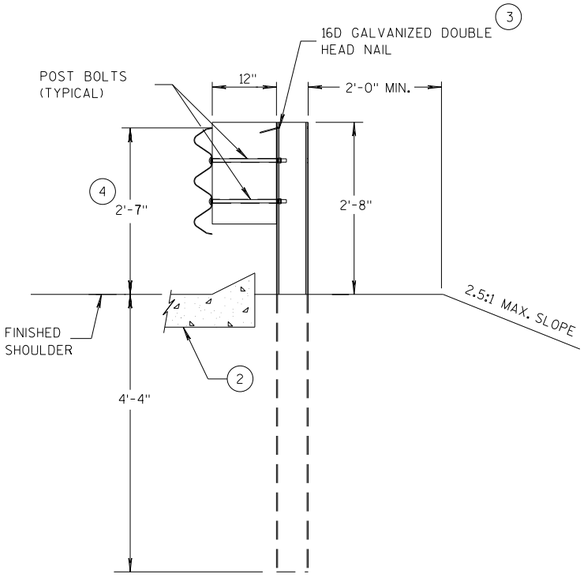


SECTION C-C

POSTS 7-11

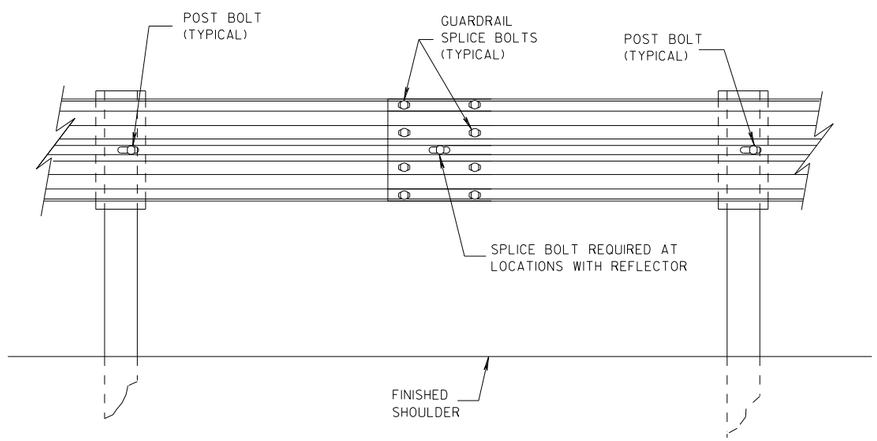


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

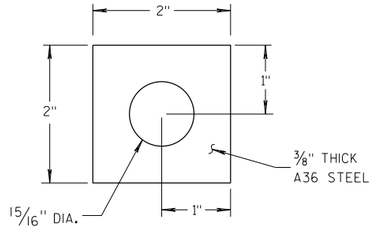
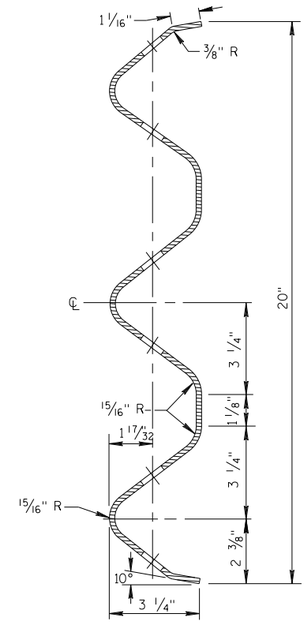


PLATE WASHER DETAIL



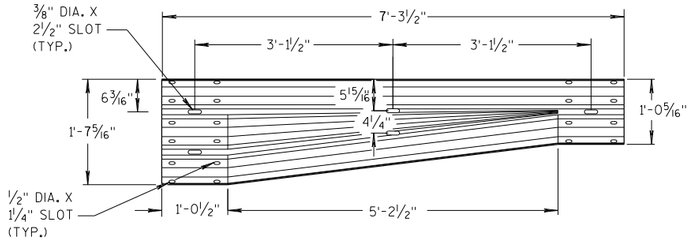
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

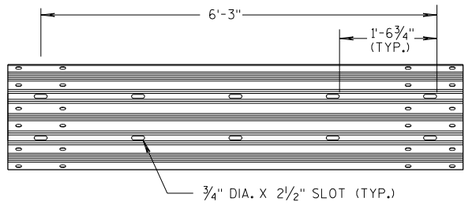
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

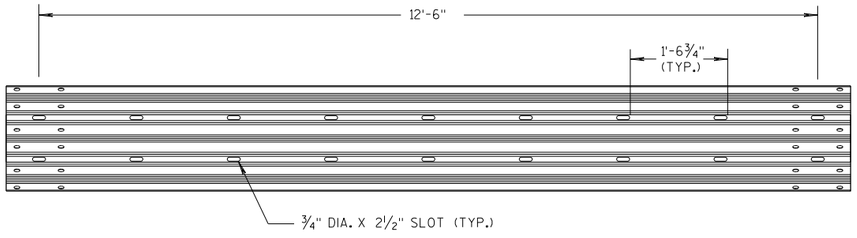
S.D.D. 14 B 45-5b



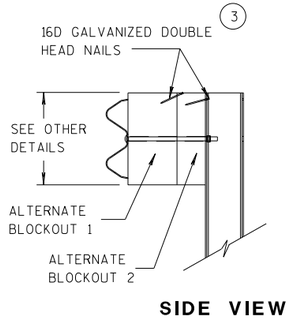
W-BEAM TO THRIE BEAM TRANSITION SECTION



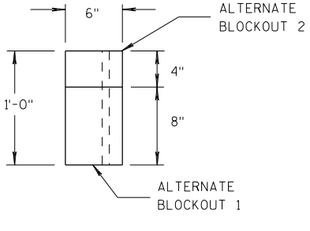
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

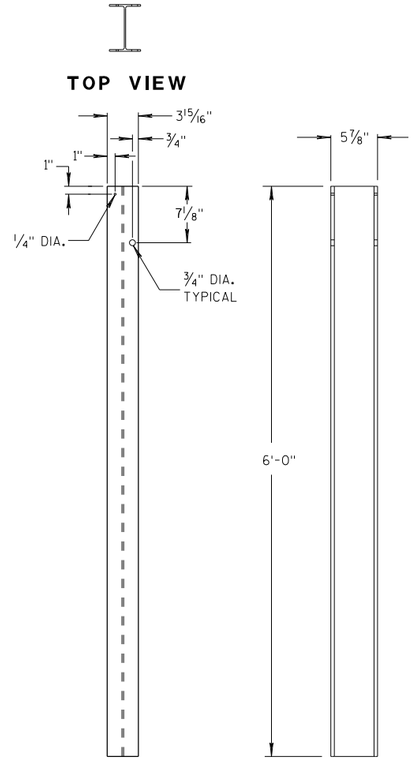


SIDE VIEW



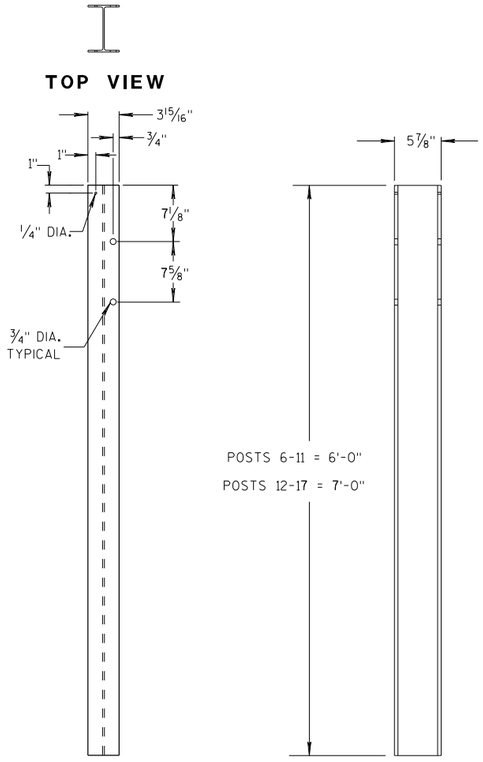
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



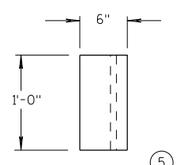
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

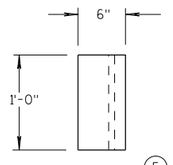


FRONT VIEW SIDE VIEW

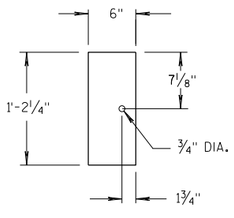
STEEL POSTS 6-17



TOP VIEW (5)

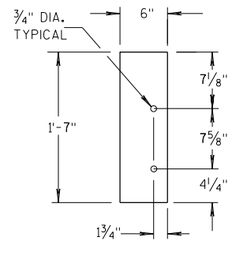


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

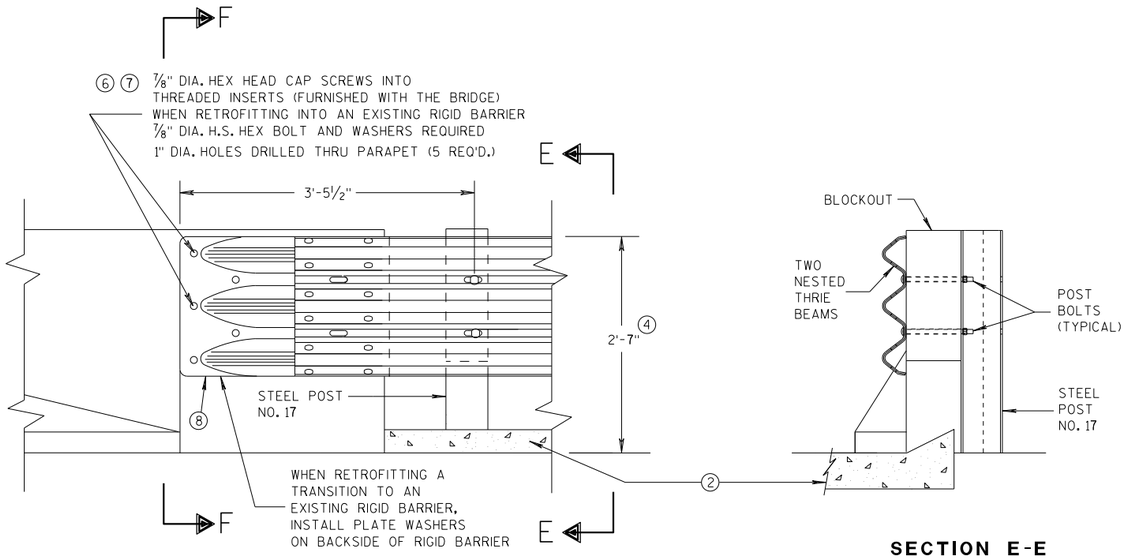
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

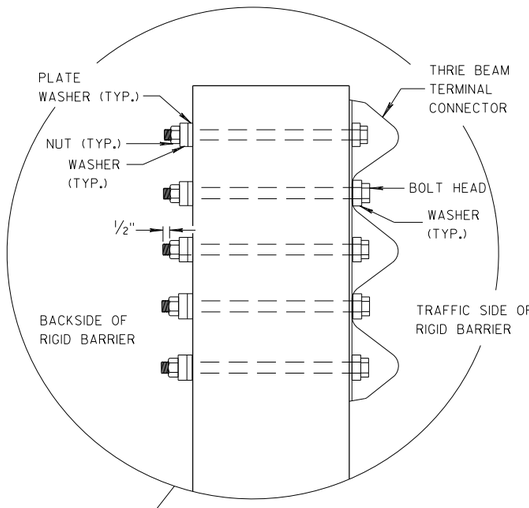
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

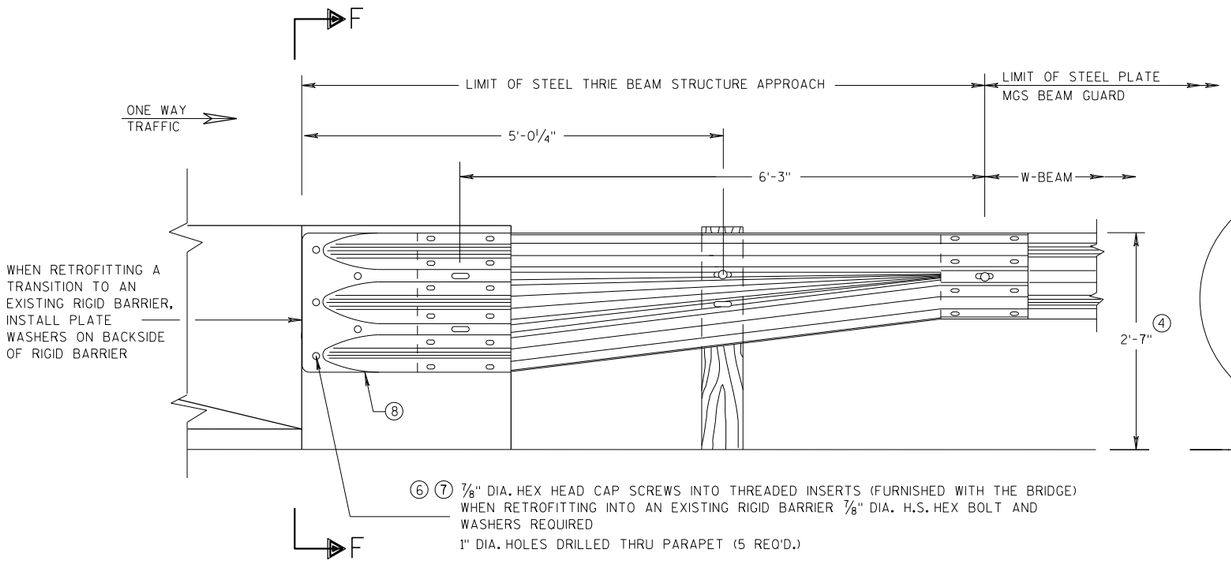
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

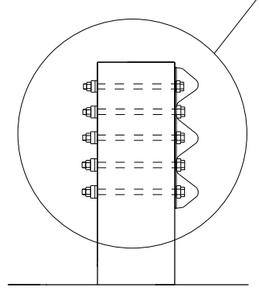
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

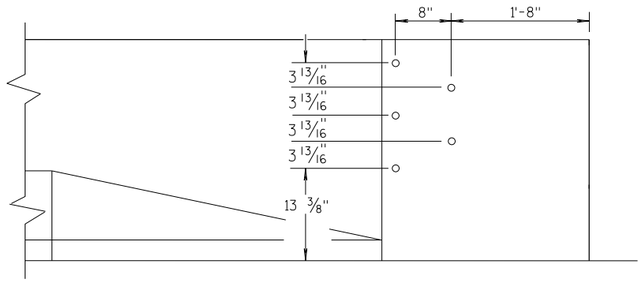




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[illegible] UNIT SUPERVIS[illegible] — NT
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GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

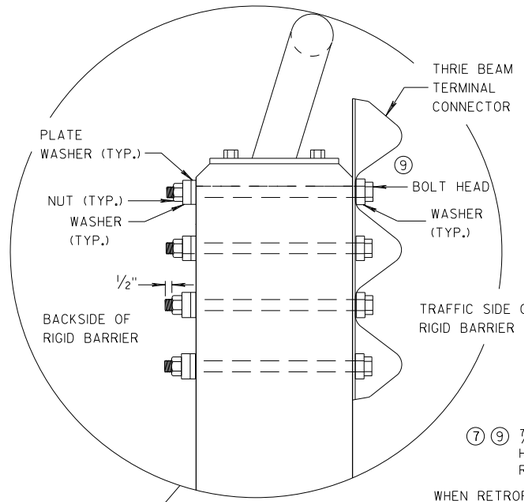
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

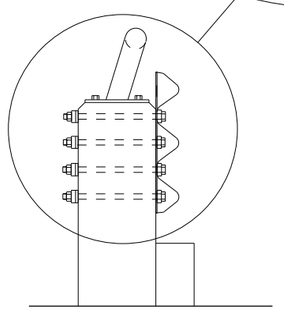
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

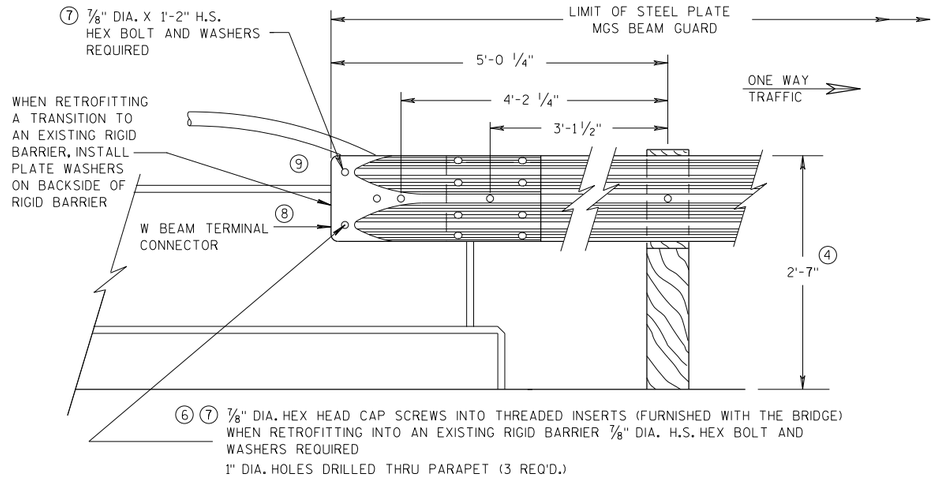
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





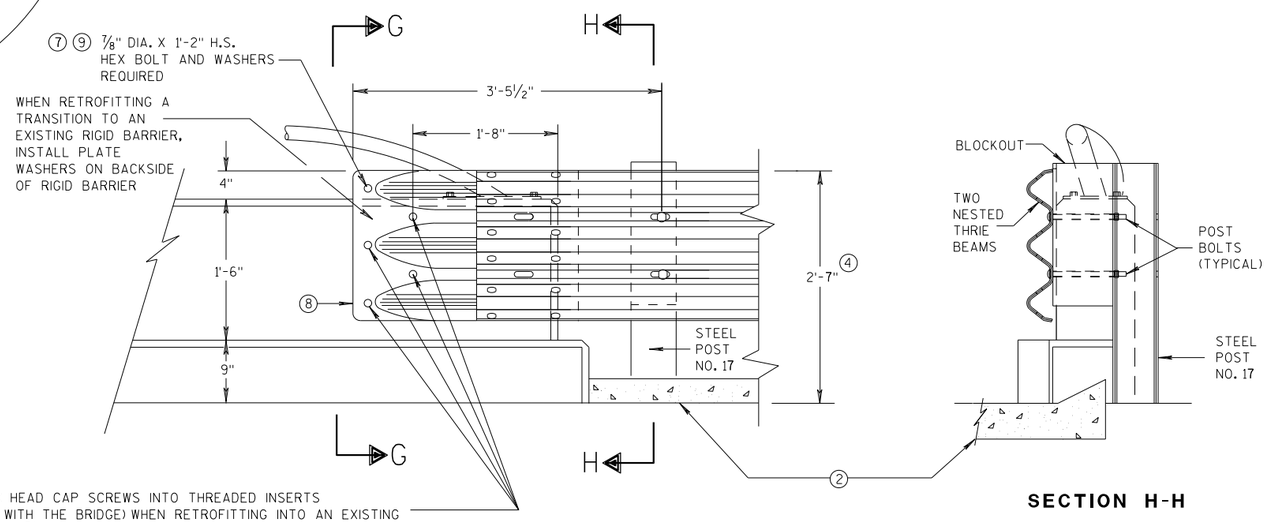
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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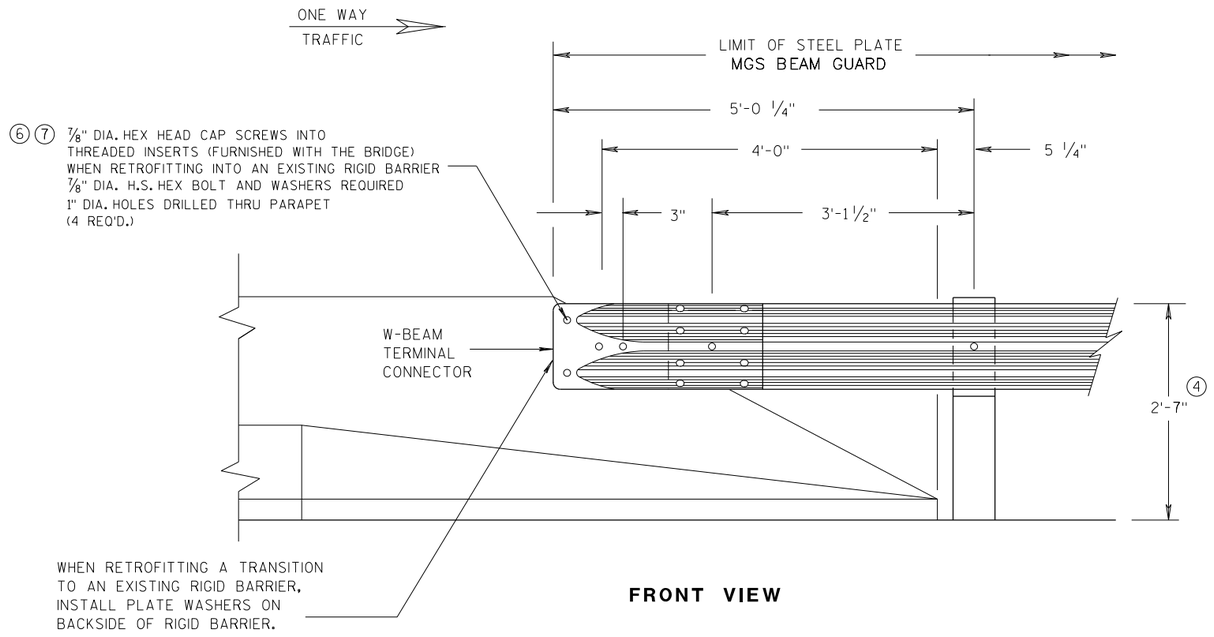


FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

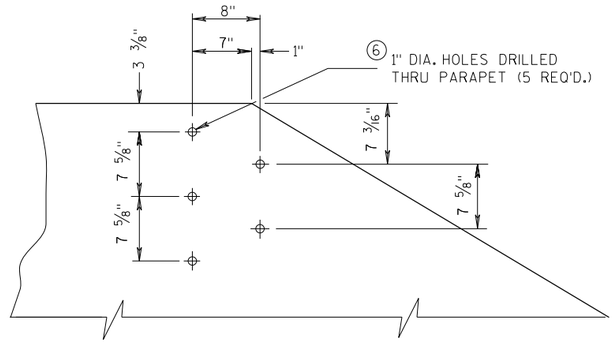
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

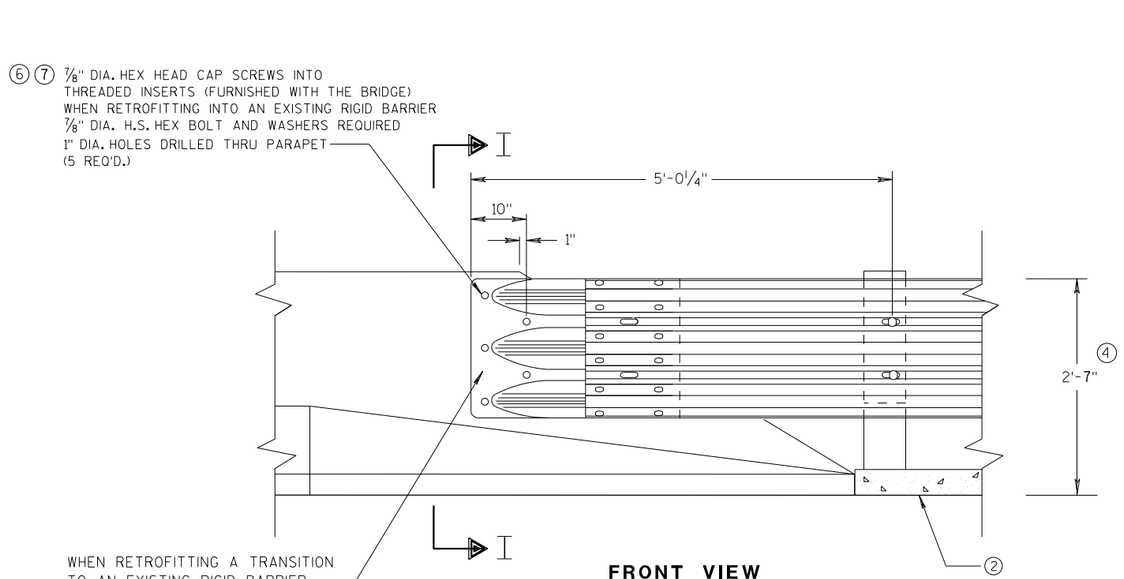
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

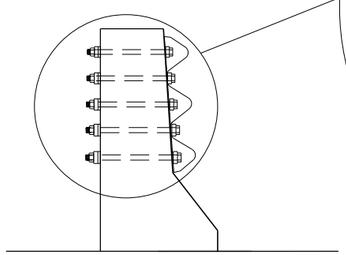
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



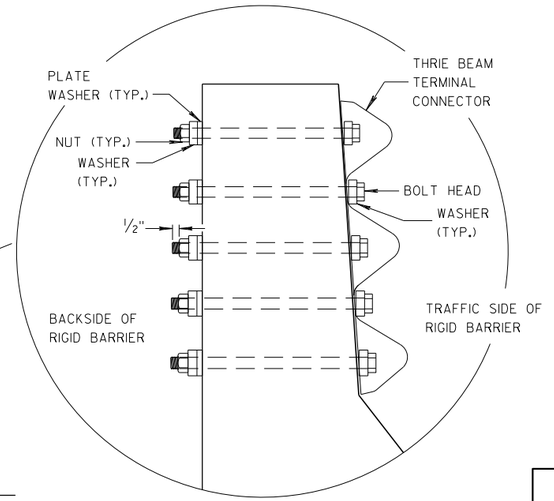
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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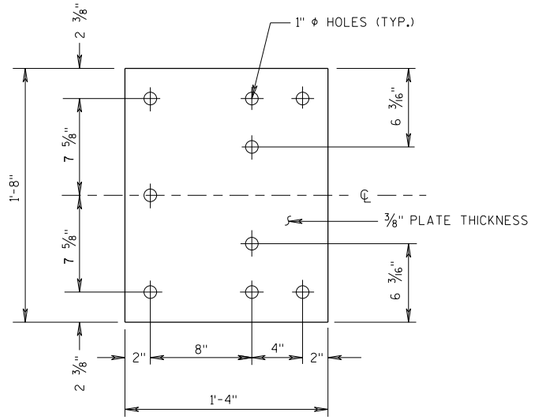
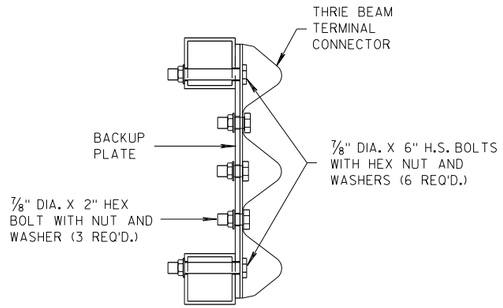
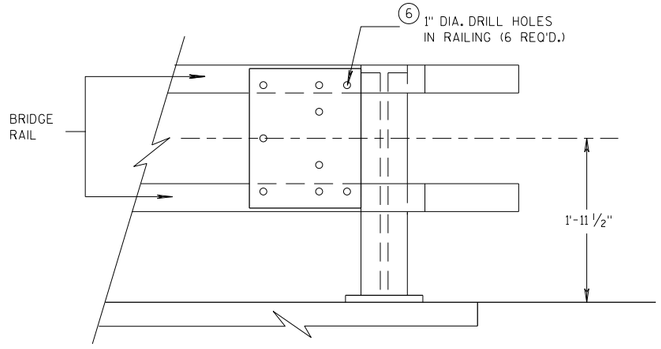


BACK-UP PLATE DETAIL



SECTION J-J

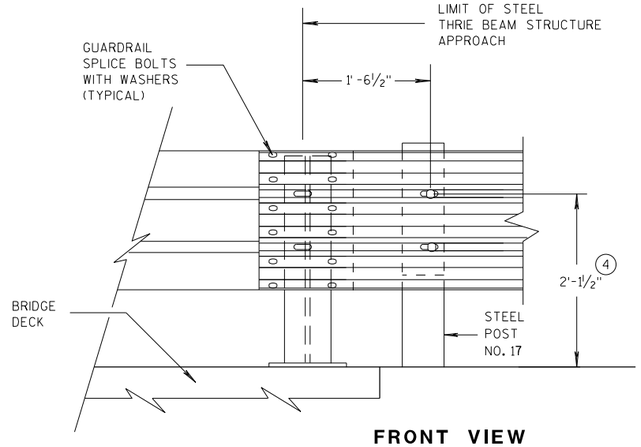


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

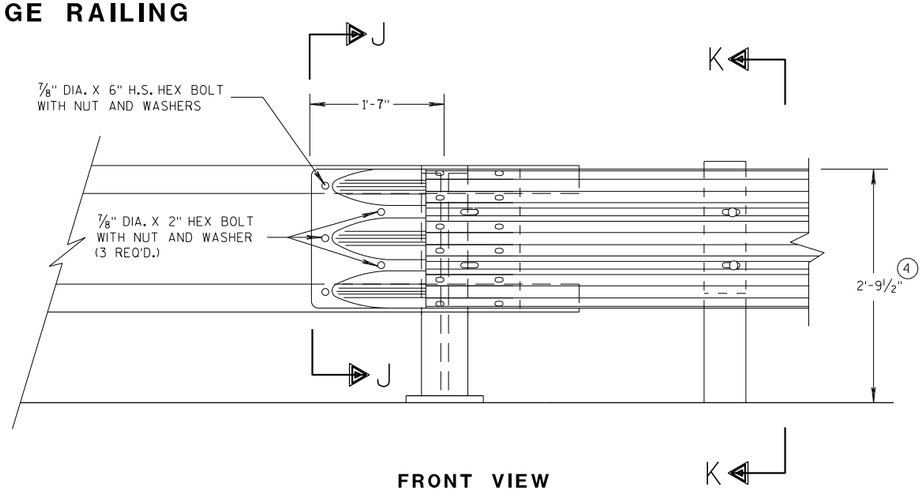
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(6) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

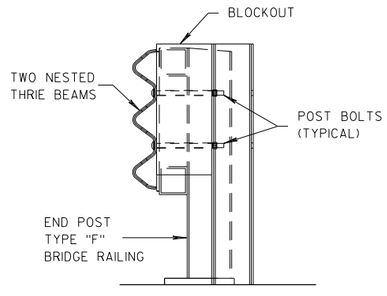


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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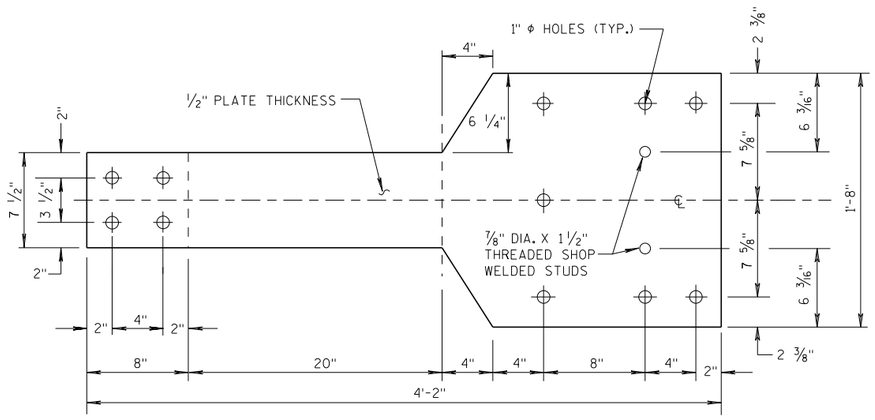
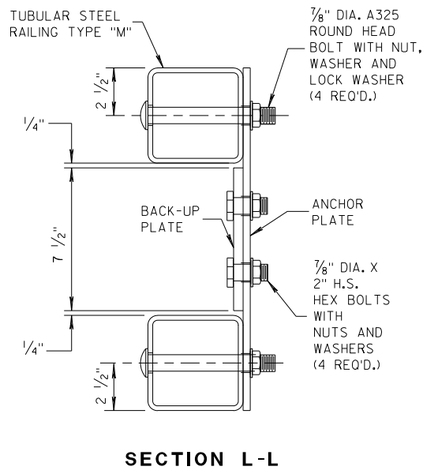
GENERAL NOTES

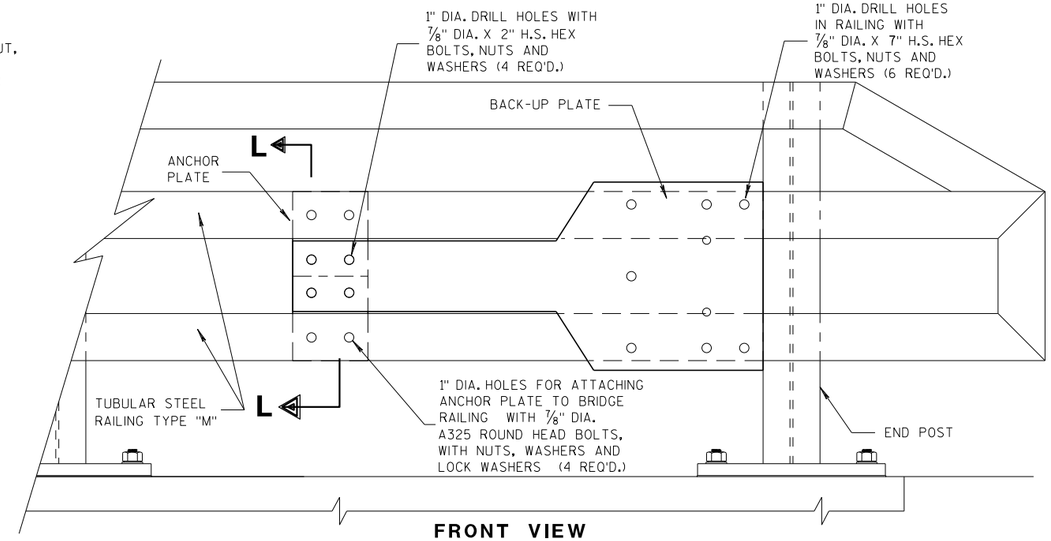
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



FRONT VIEW

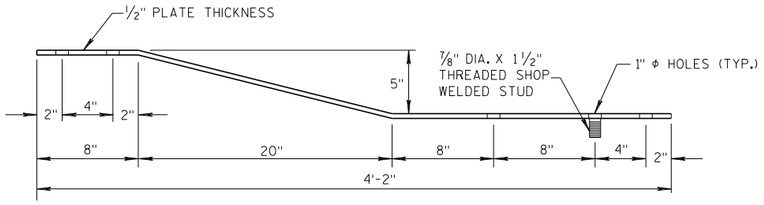


SECTION L-L



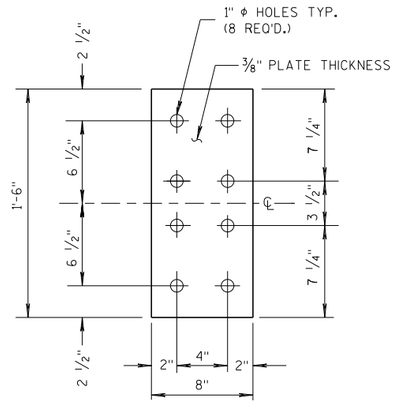
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



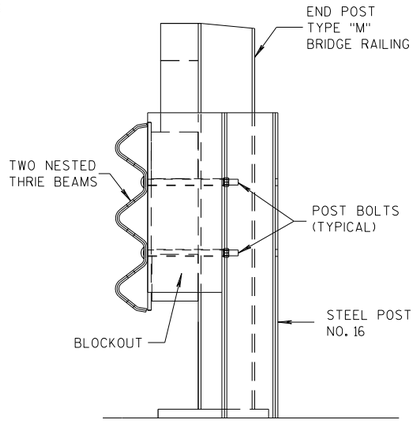
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

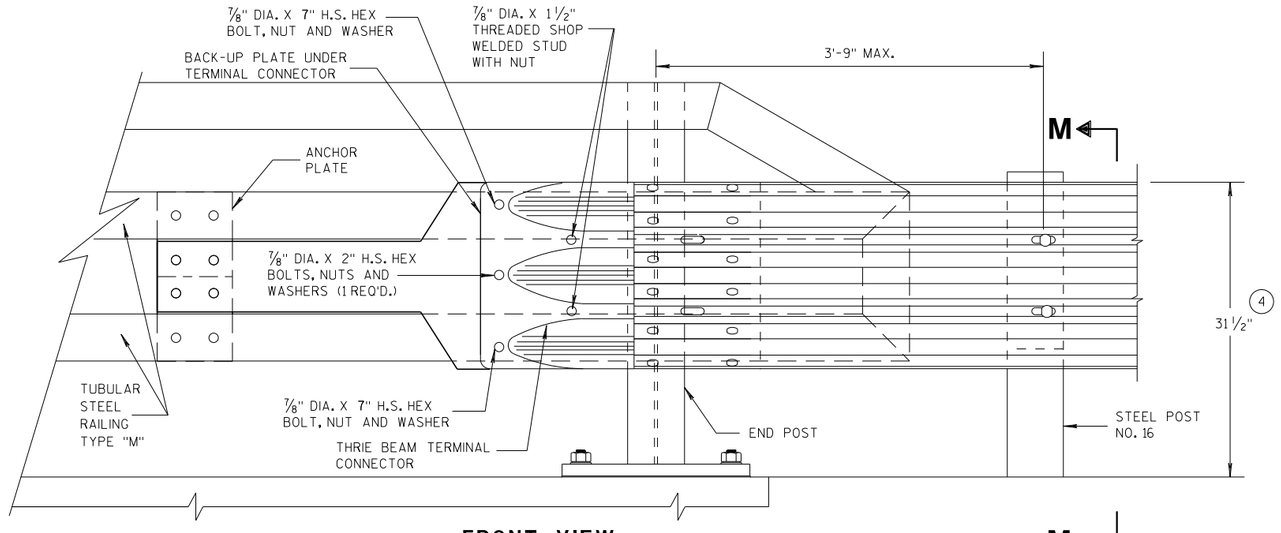


FRONT VIEW

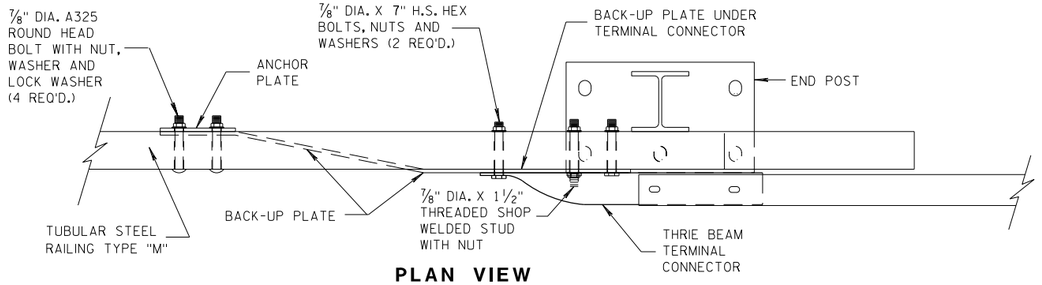
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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07/2018 — DATE
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GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

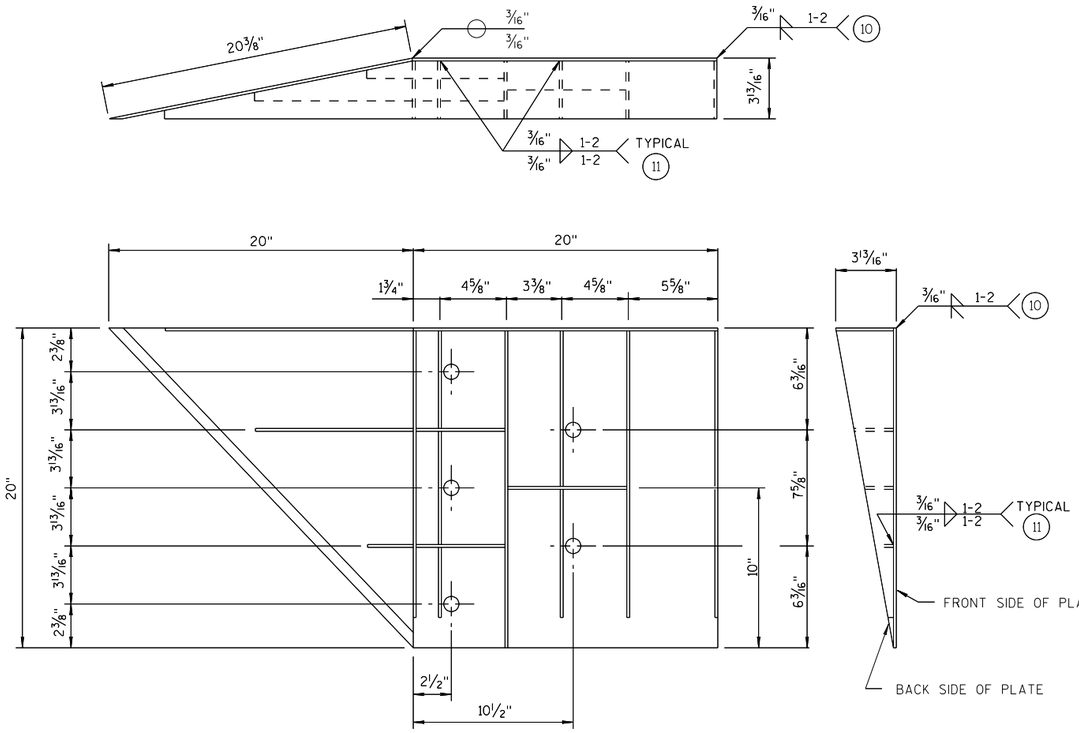
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

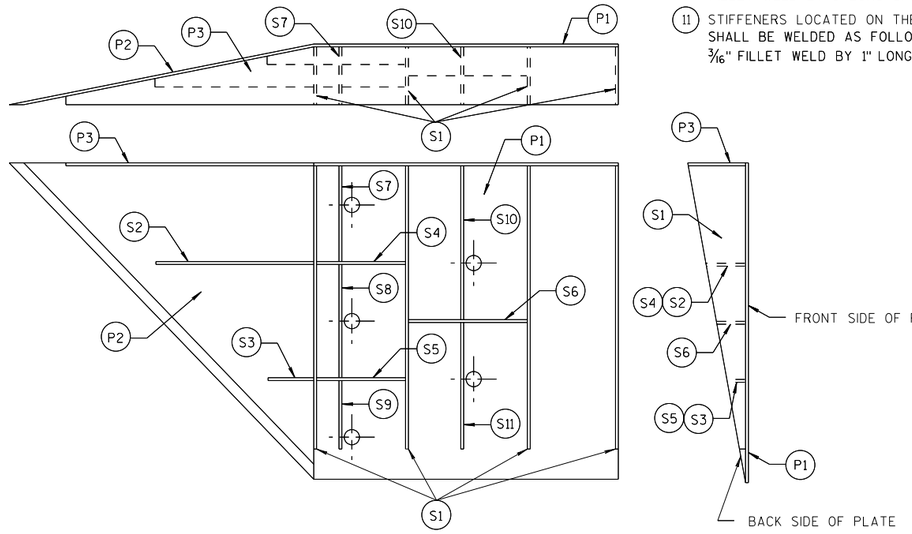


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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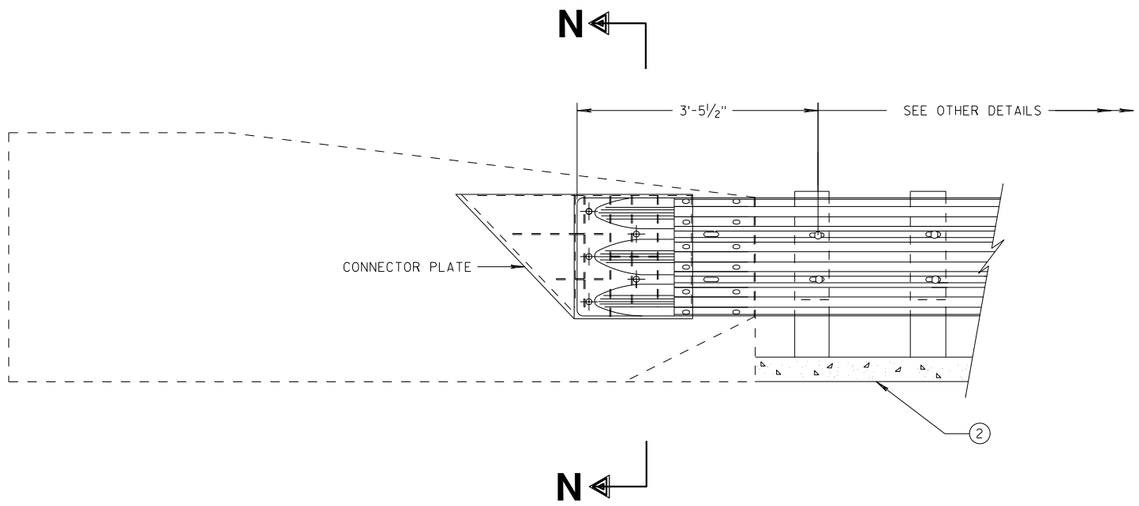
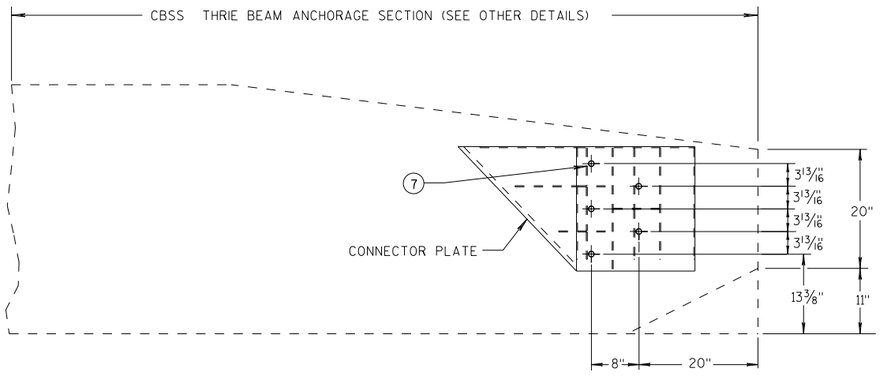


THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



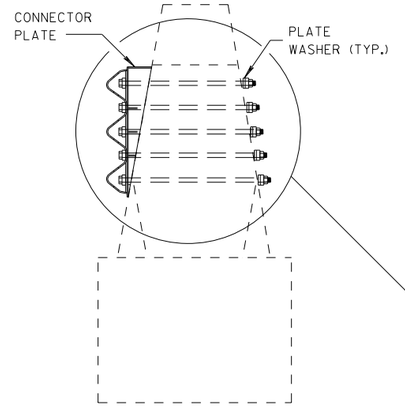
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

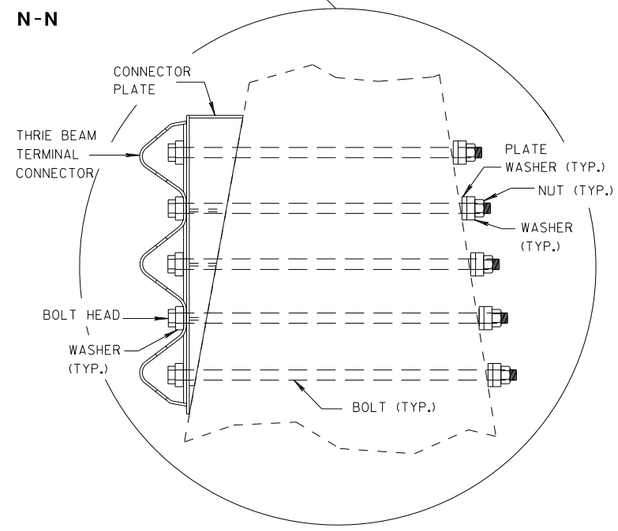
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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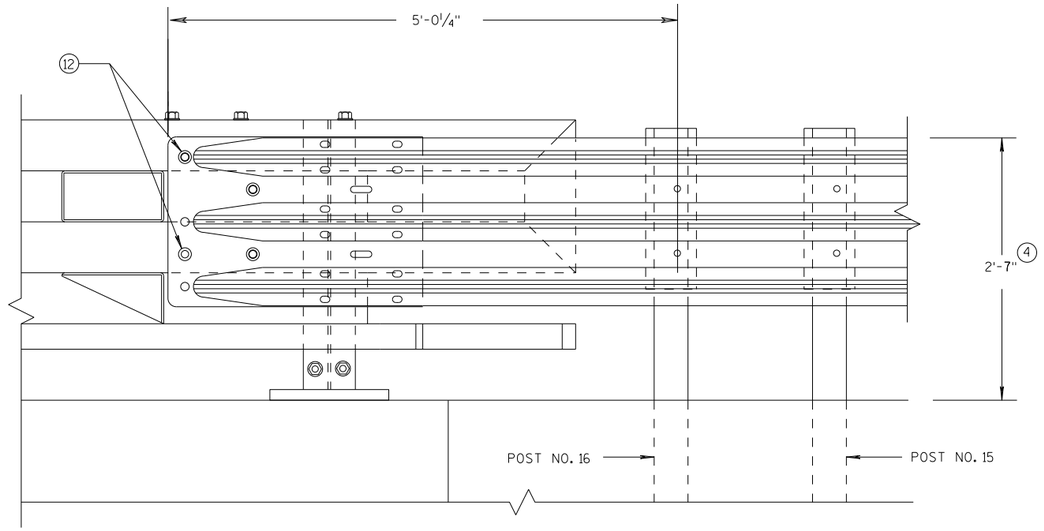
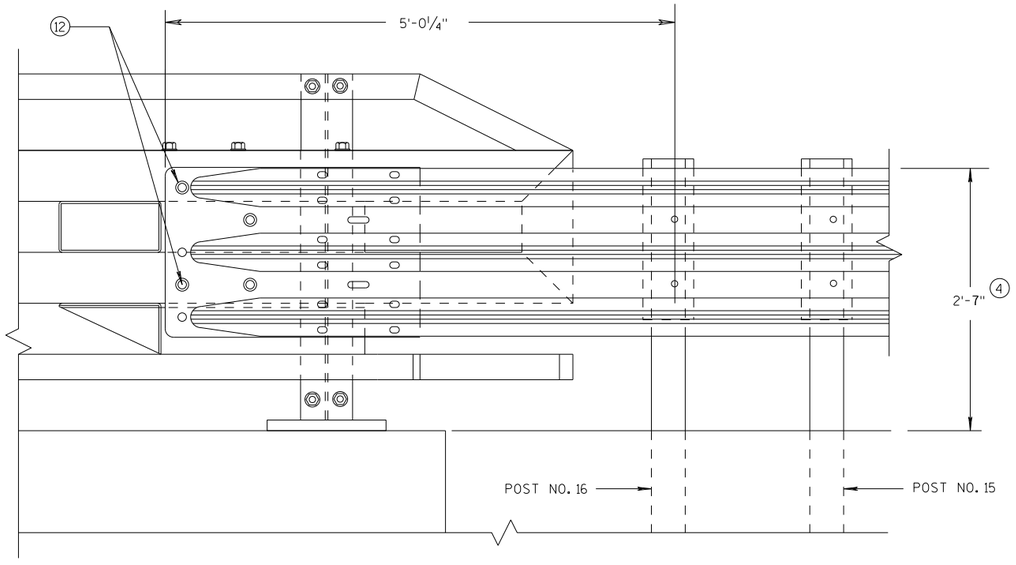


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS

NT

6

S.D.D. 14 B 45-5k

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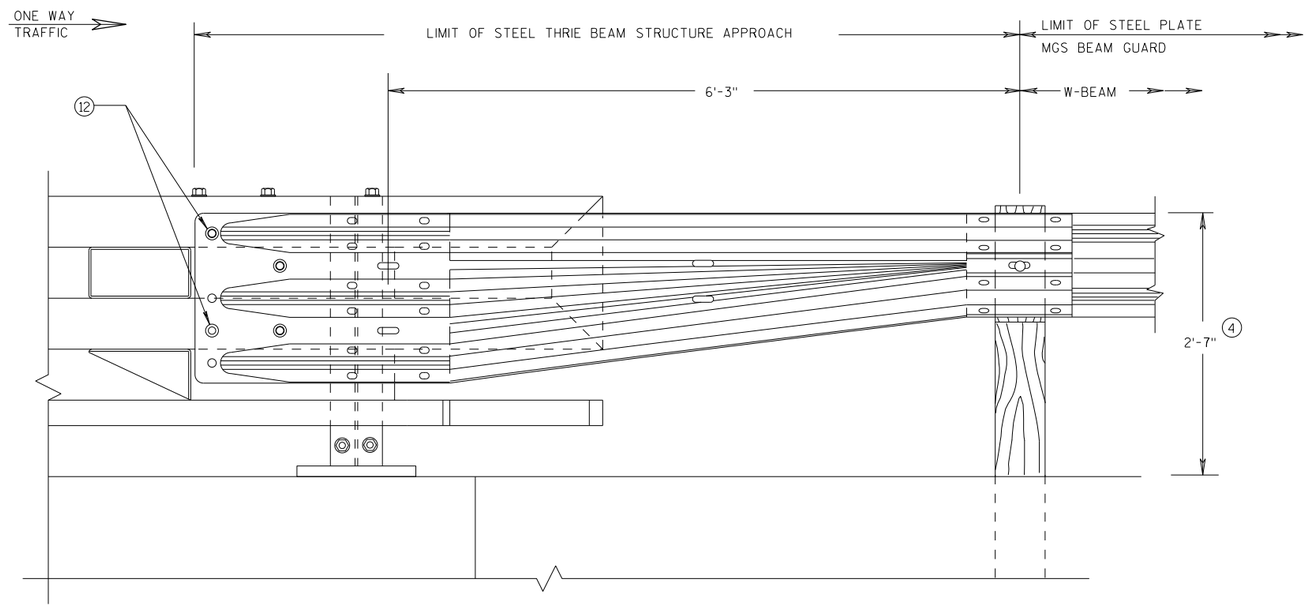
S.D.D. 14 B 45-5k



FRONT VIEW

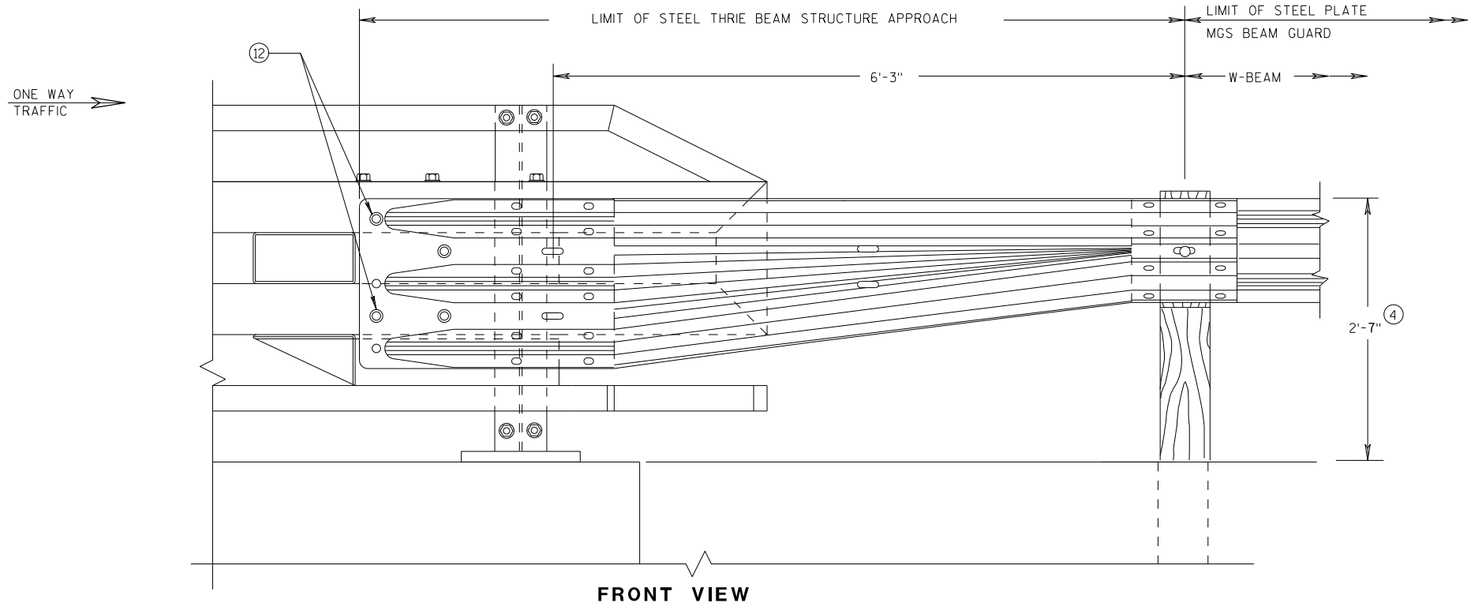
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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S.D.D. 14 B 45-5L

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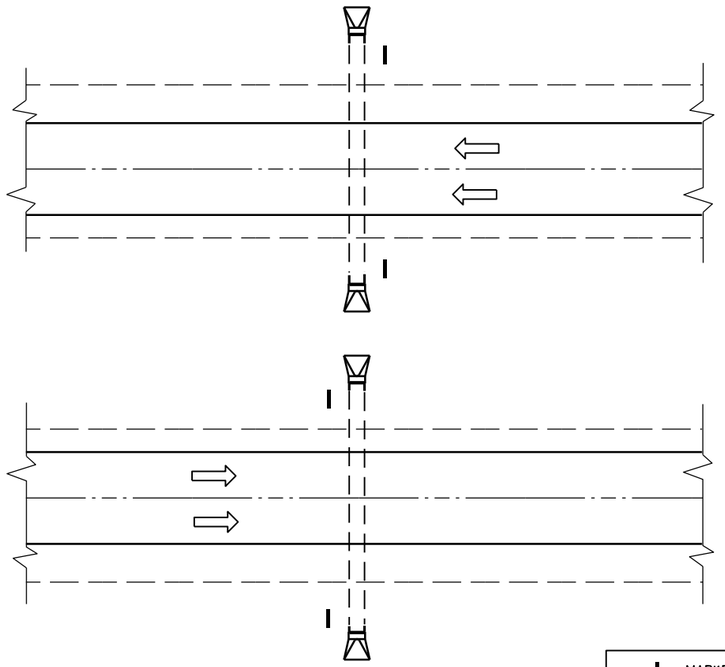
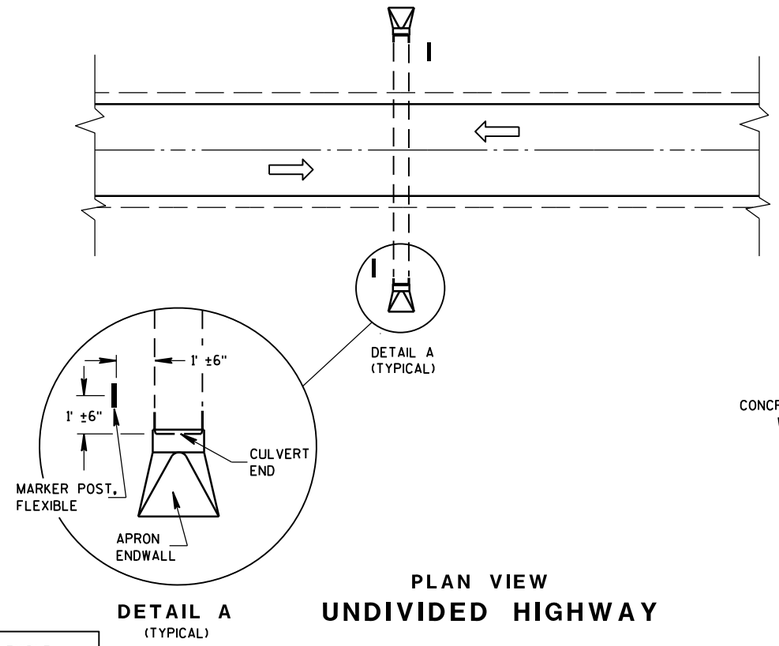


PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

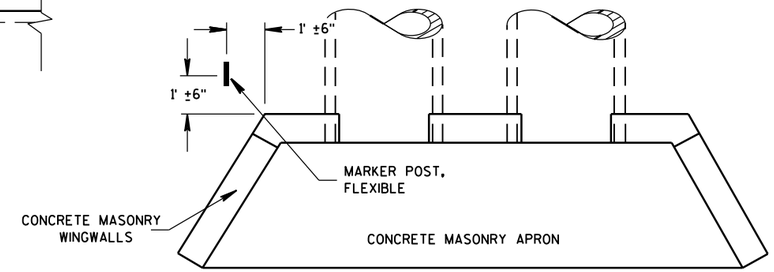
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

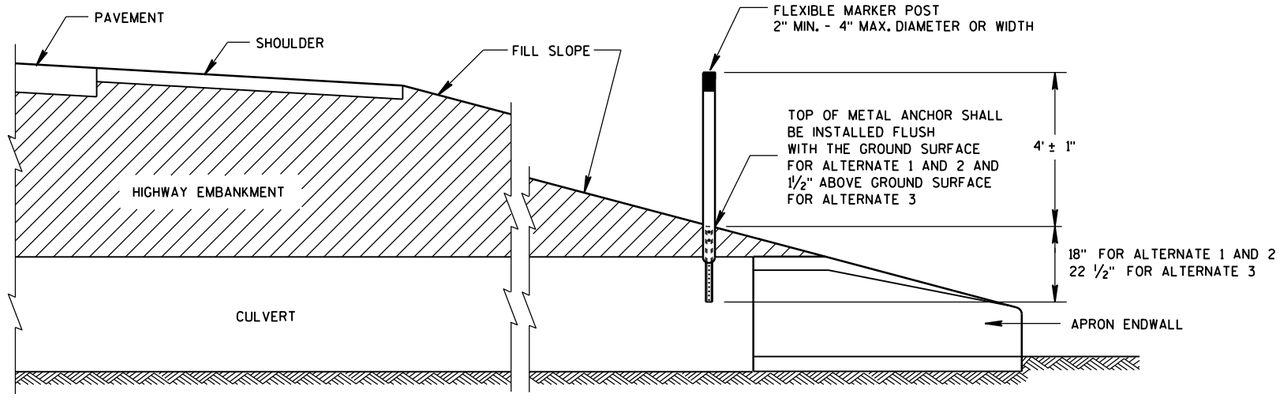
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

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S.D.D. 15 A 3-2a

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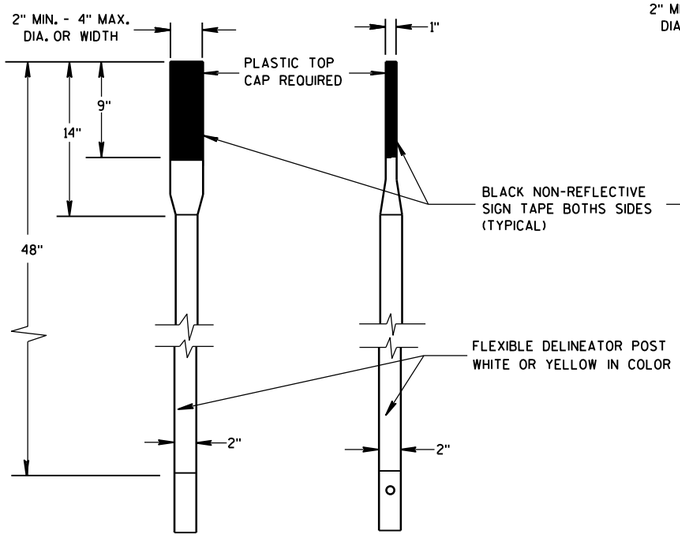
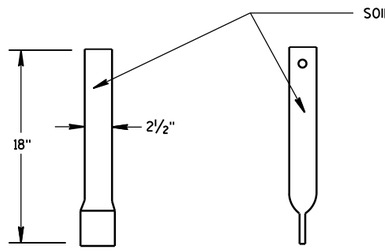
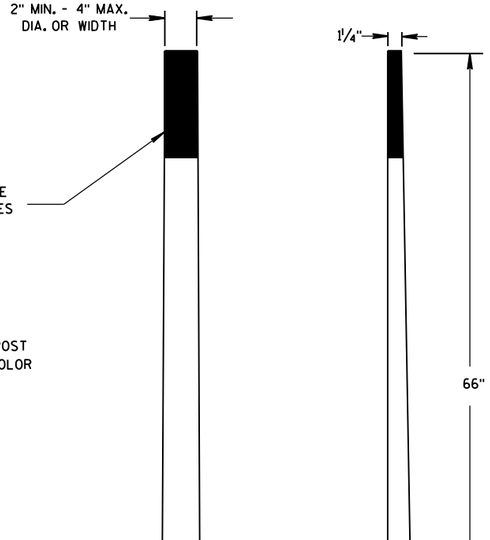




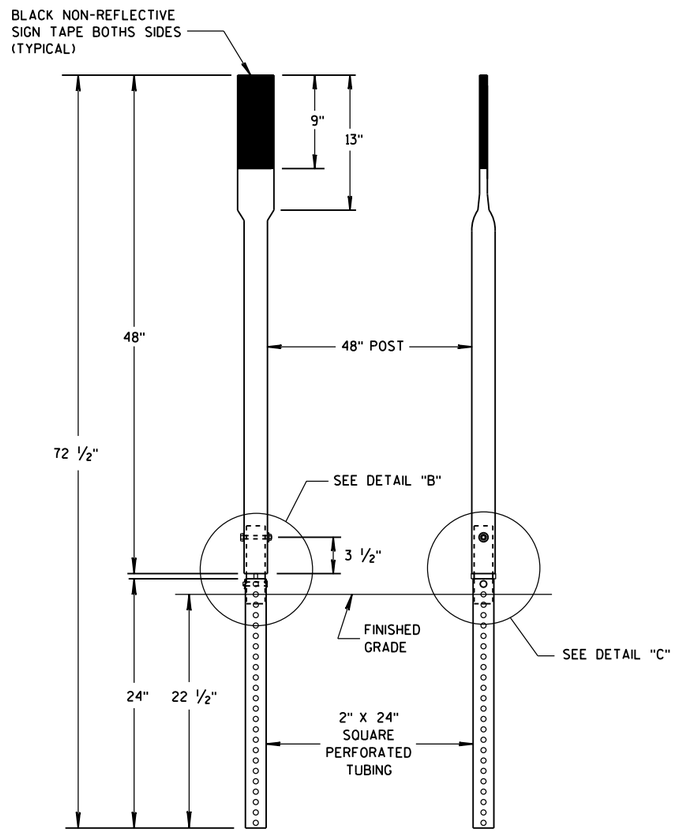
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

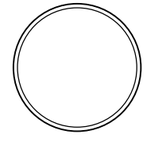
ALTERNATE 2



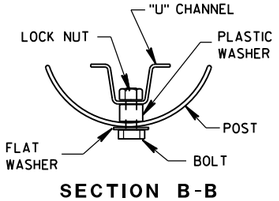
FRONT VIEW SIDE VIEW

ALTERNATE 3

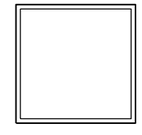
FLEXIBLE MARKER POSTS



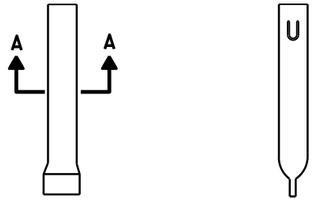
SECTION A-A



SECTION B-B

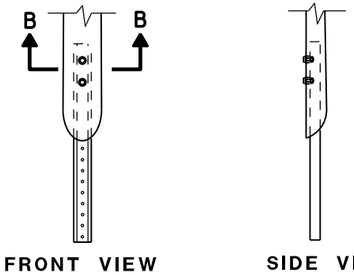


SECTION C-C



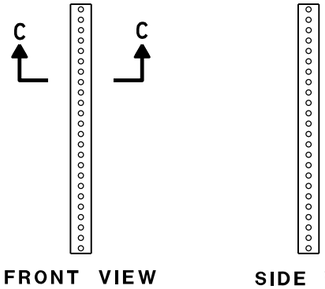
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

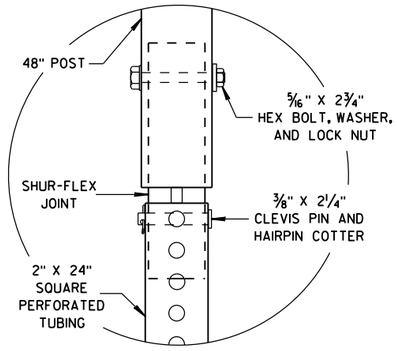
ALTERNATE 2



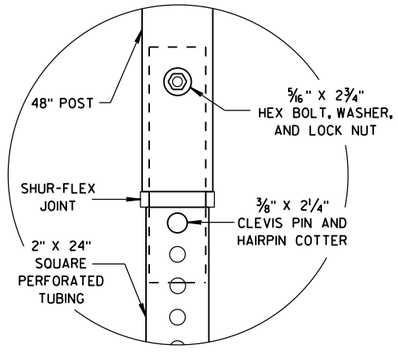
FRONT VIEW SIDE VIEW

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

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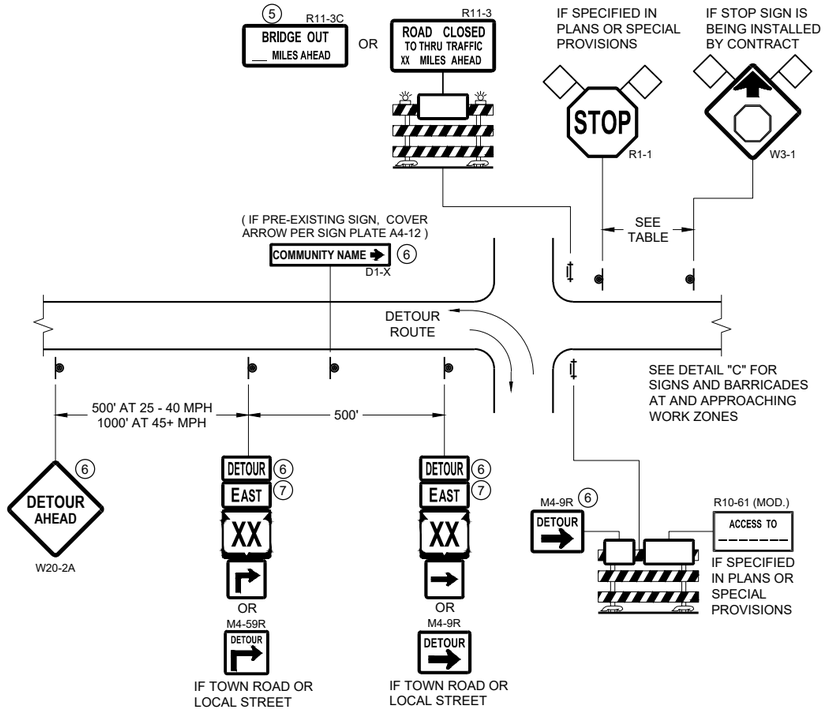
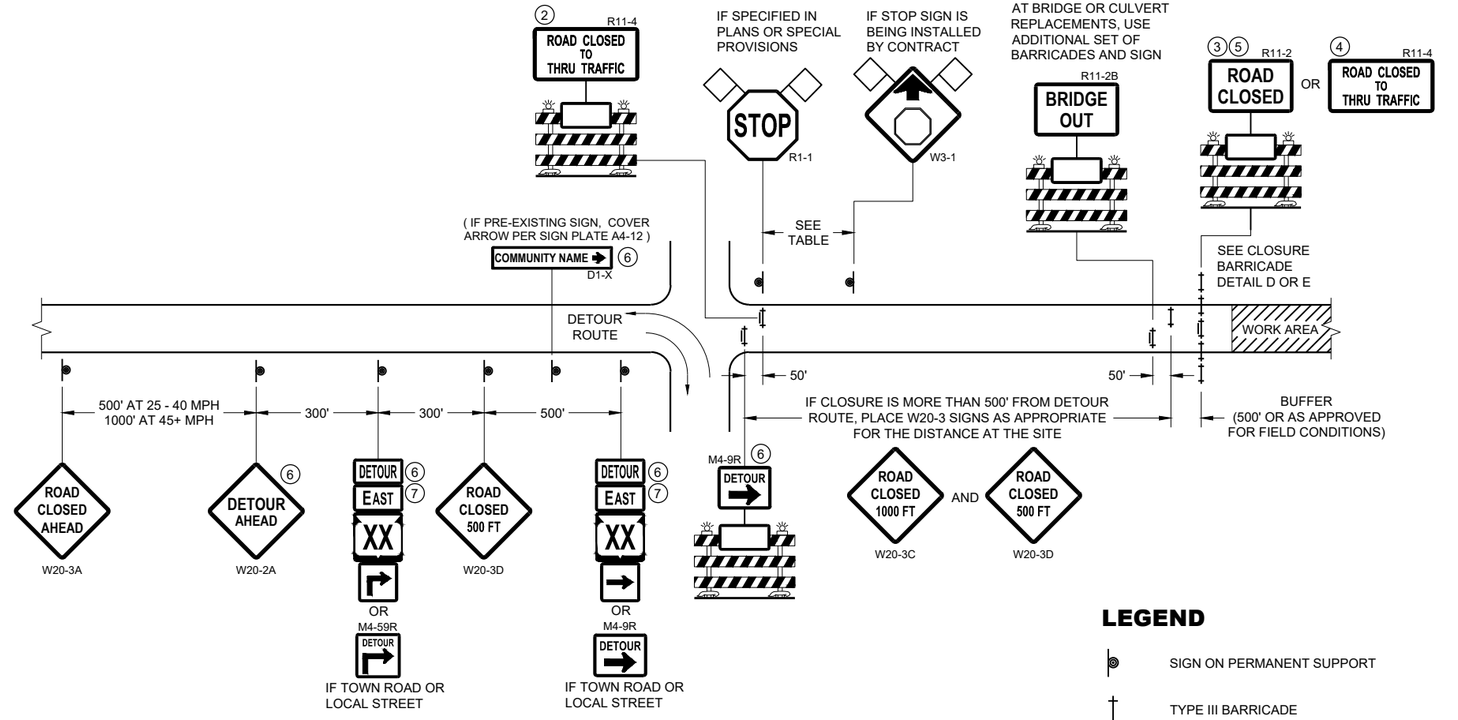


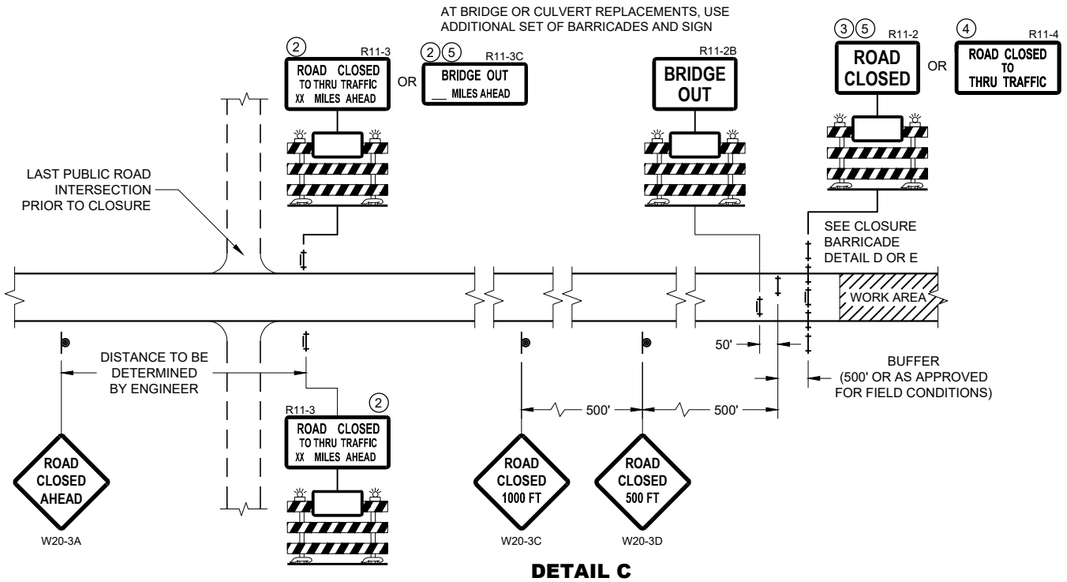
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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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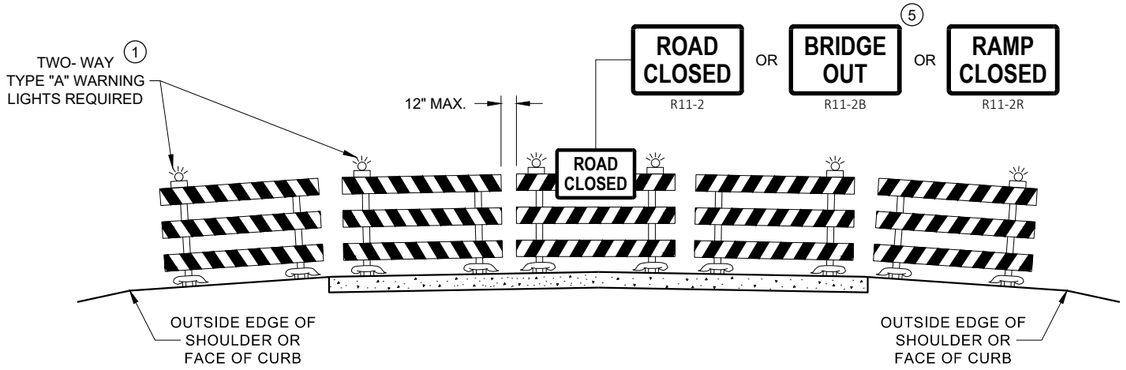
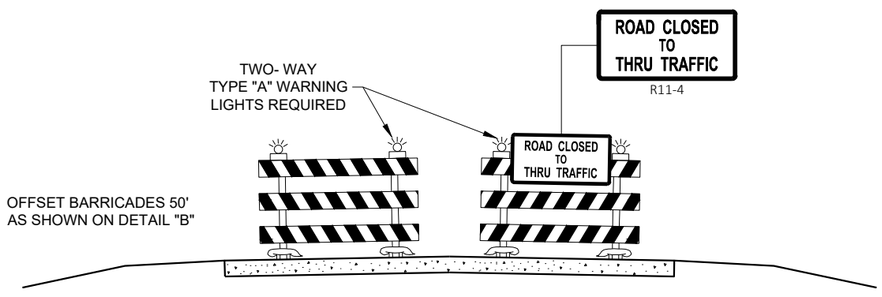


DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



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
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THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4; OR XX — M1 - 6; OR COUNTY X — M1 - 5A
- M05 - 1; OR M06 - 1; OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

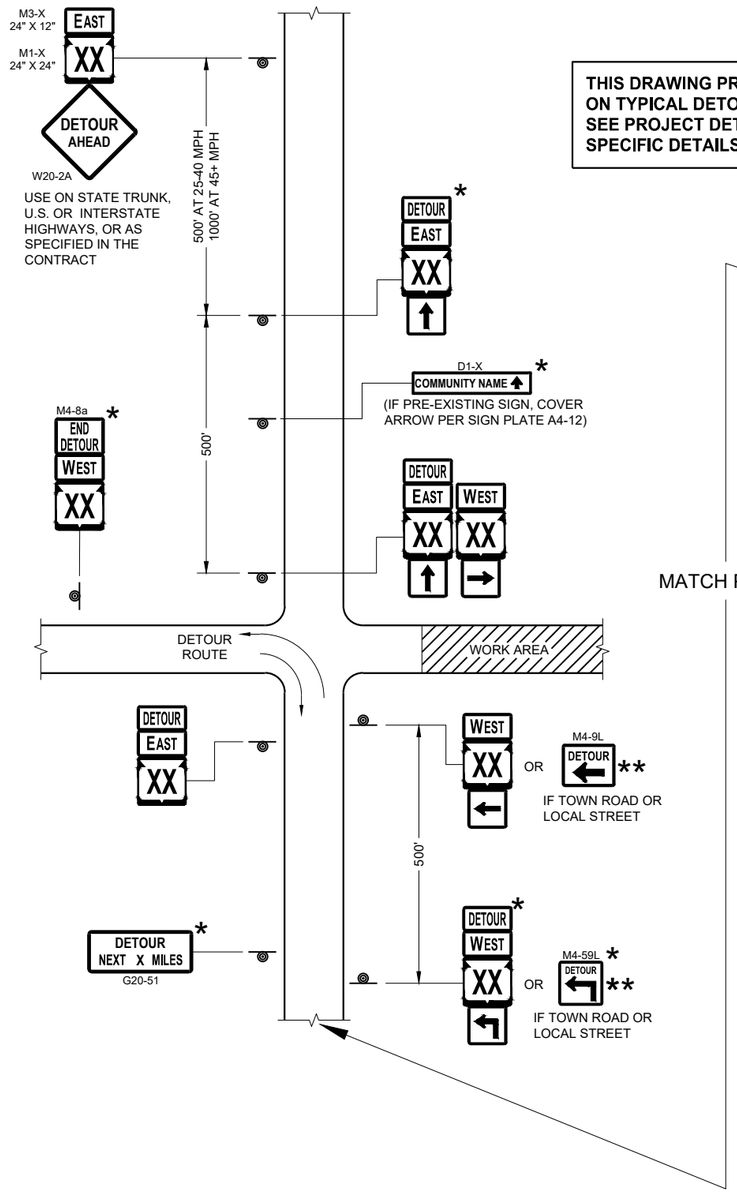
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

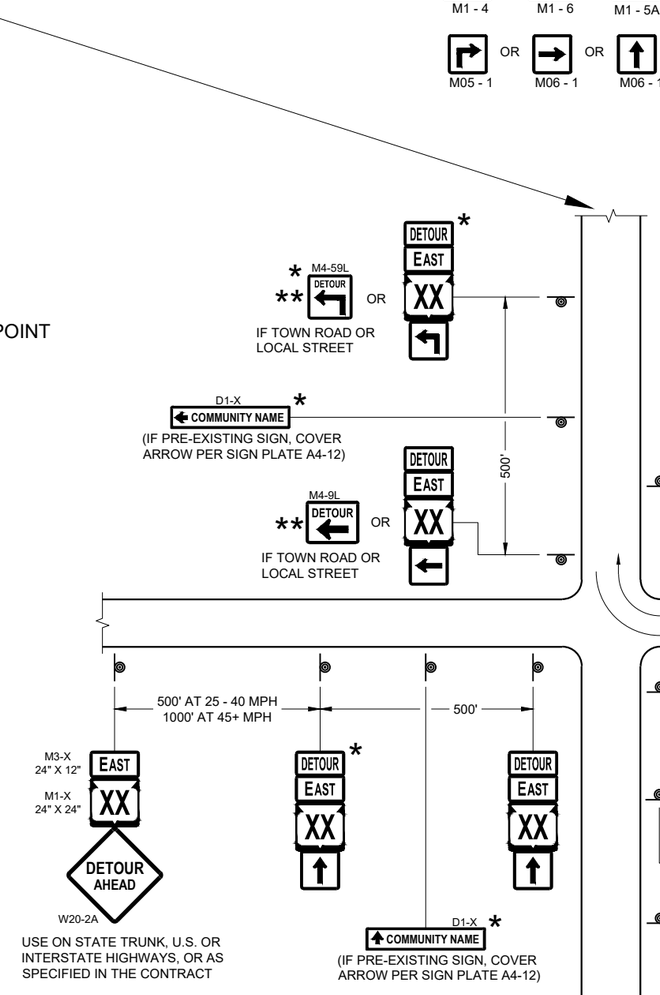
SIGN SIZES SHALL BE AS FOLLOWS:

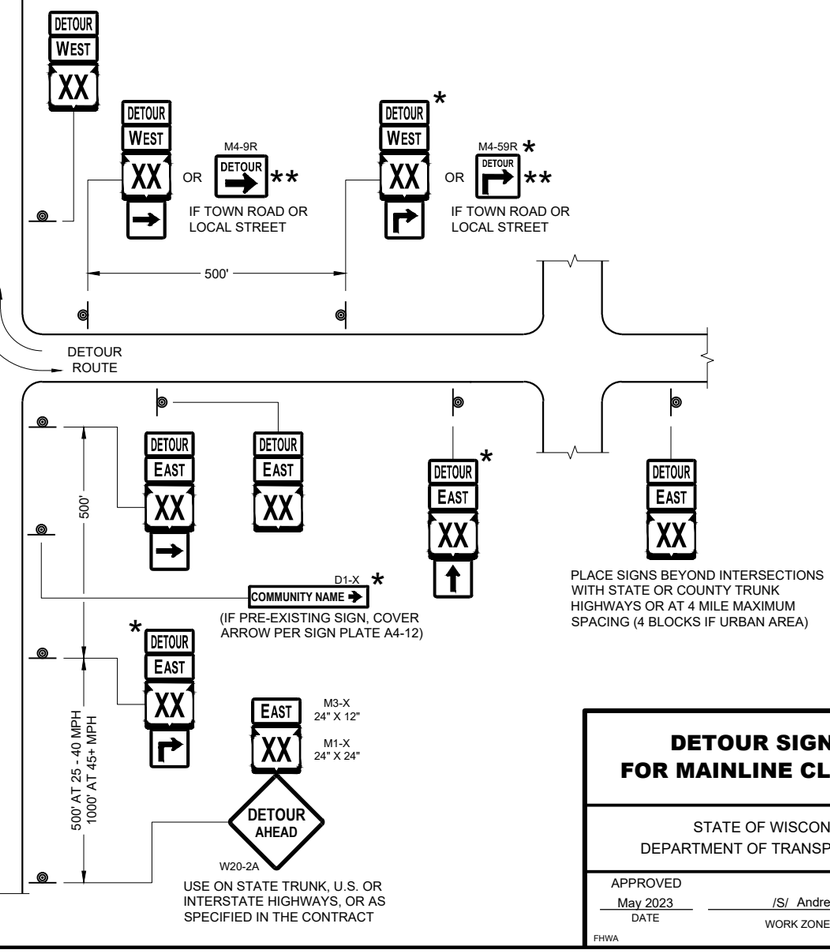
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.







SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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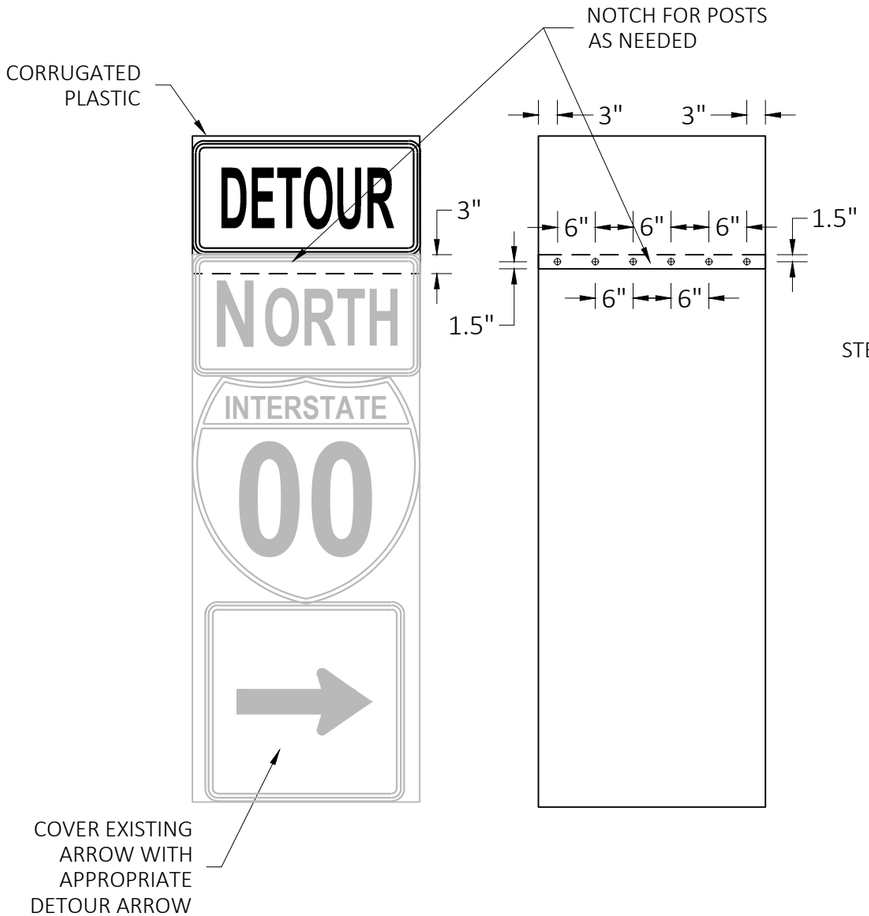
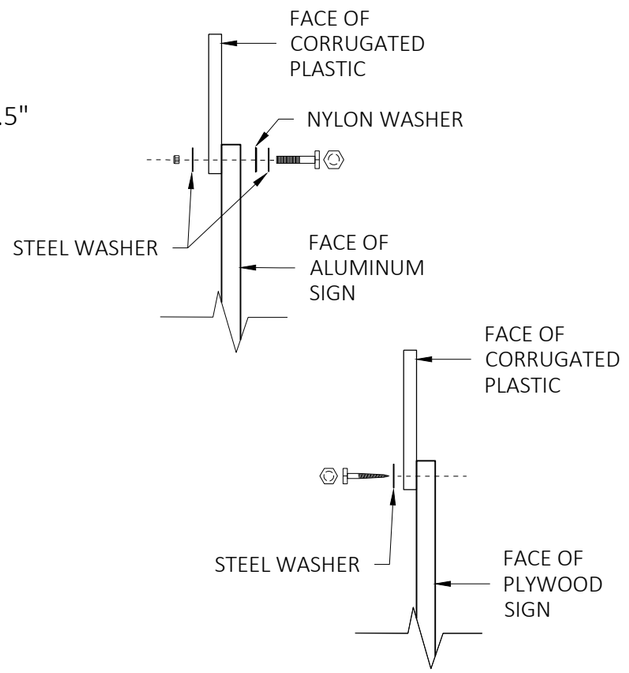
SDD 15C02 - 09c

FRONT SIDE

BACK SIDE

SIDE VIEW





GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1-1/4" O.D. x 3/8" I.D. x .080 NYLON

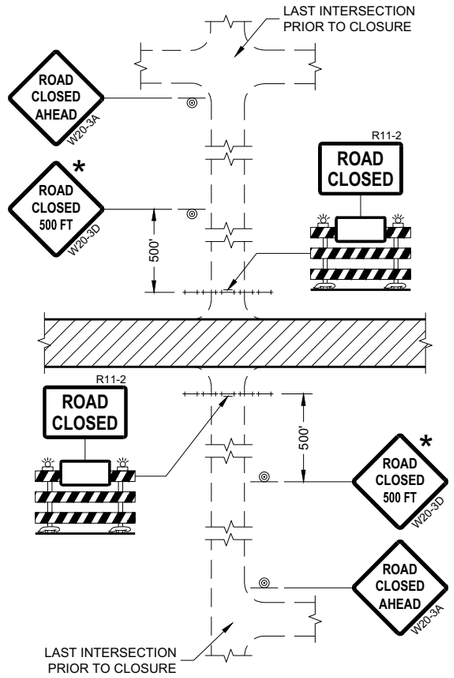
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

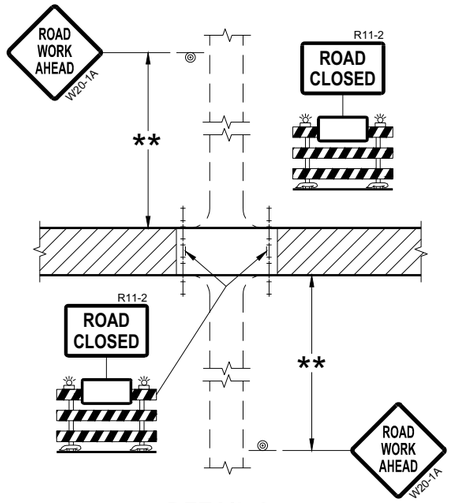
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA

6
SDD 15C02-09h



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

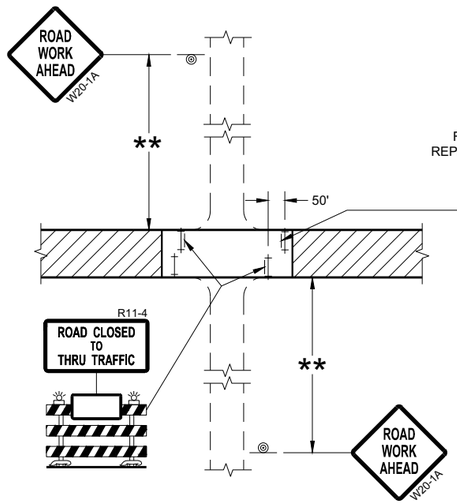
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

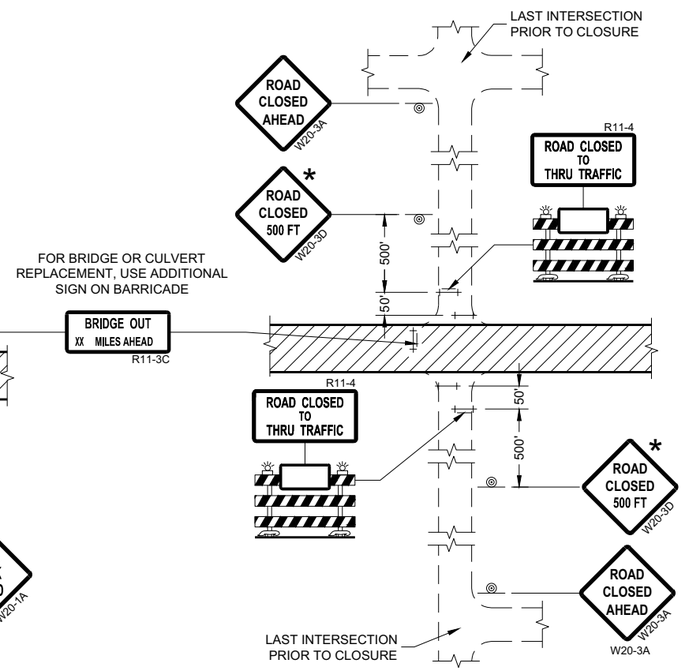
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.





DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

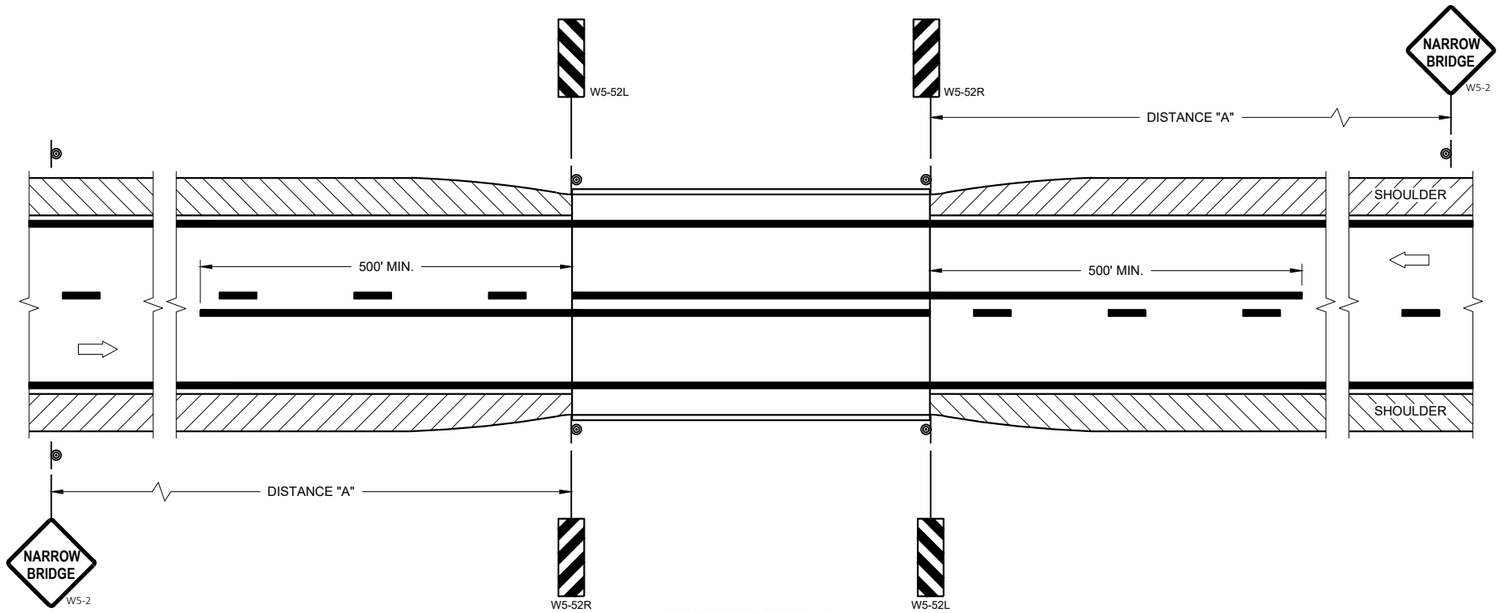
APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

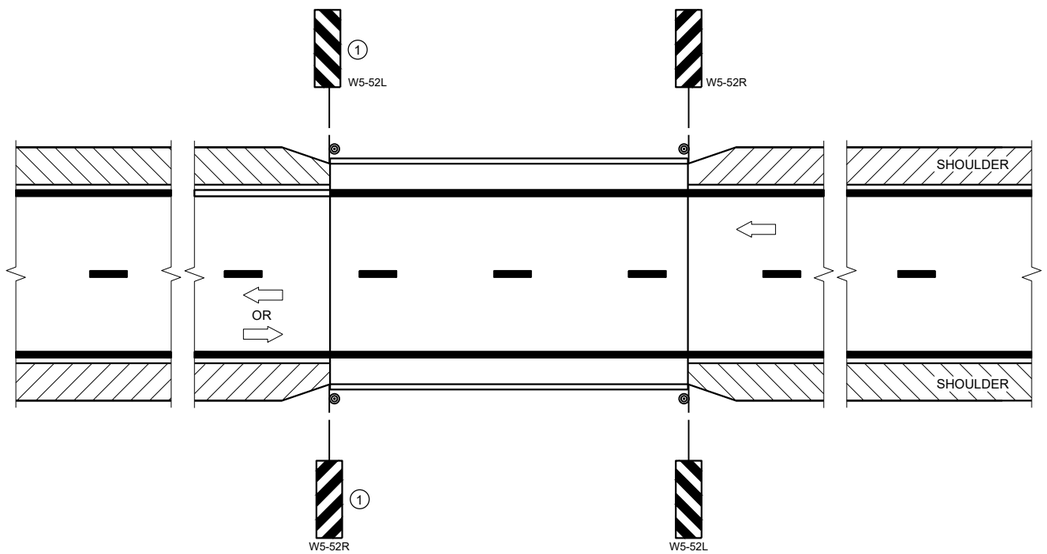
6

SDD 15C03 - 05



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2

WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

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

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

SIGNING AND MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAF ENGINEER

FHWA

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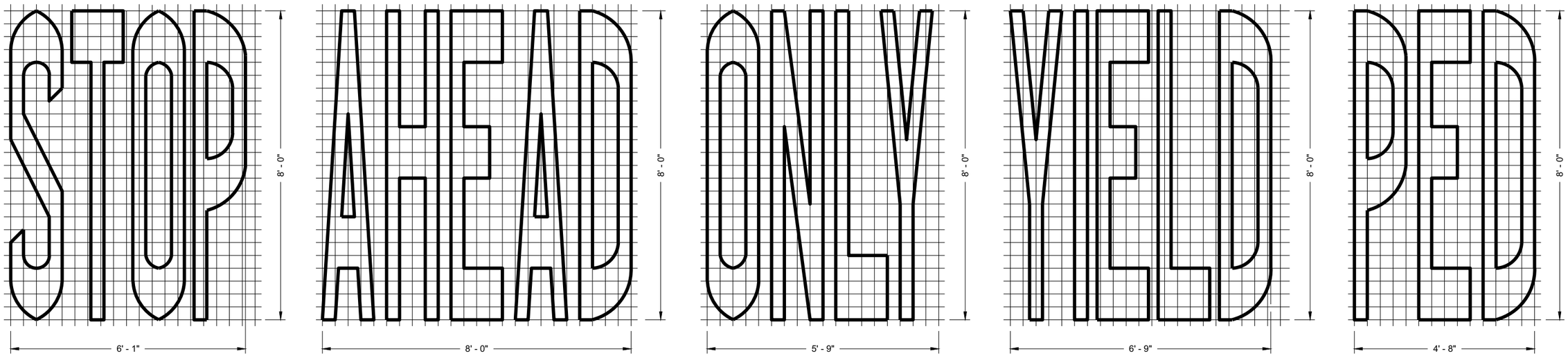
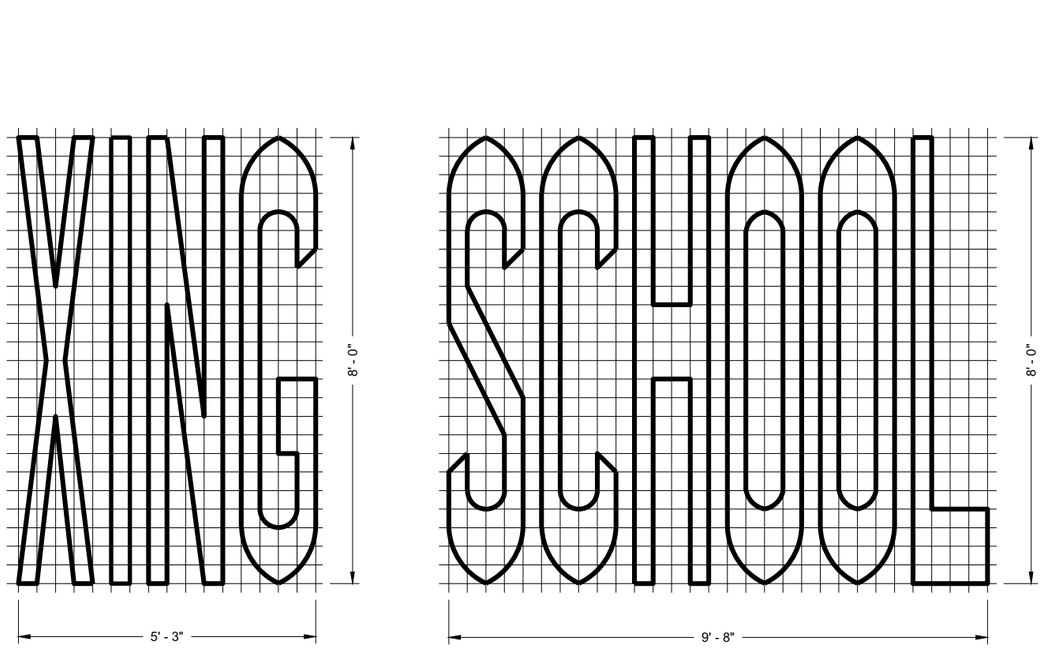
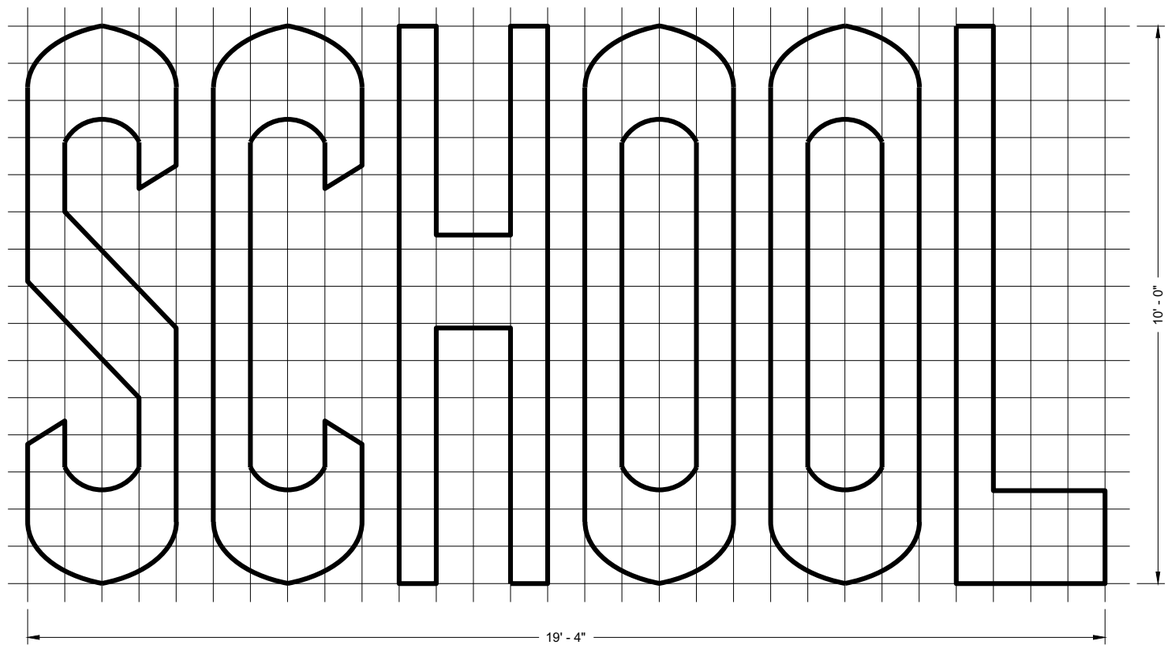
SDD 15C06-12





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

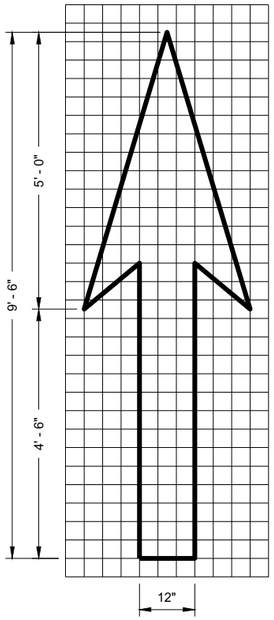
6

SDD 15C07 - 15b

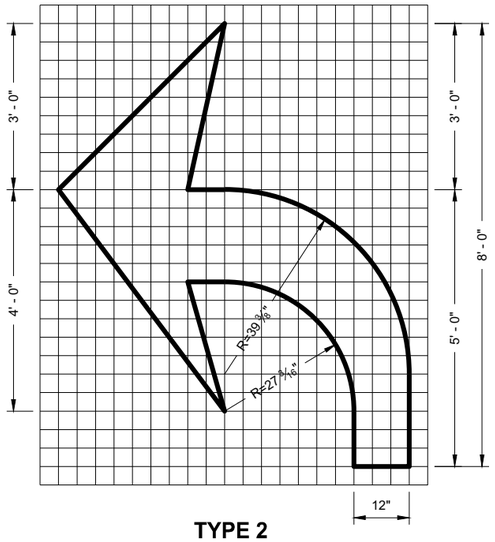
SDD 15C07 - 15b

GENERAL NOTES

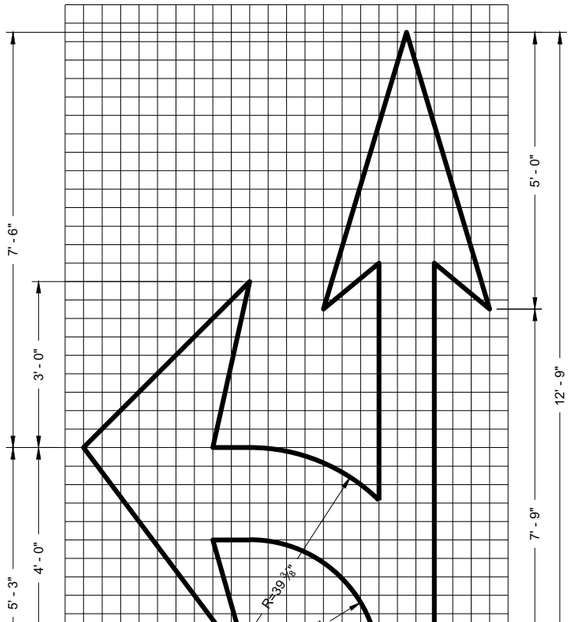
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



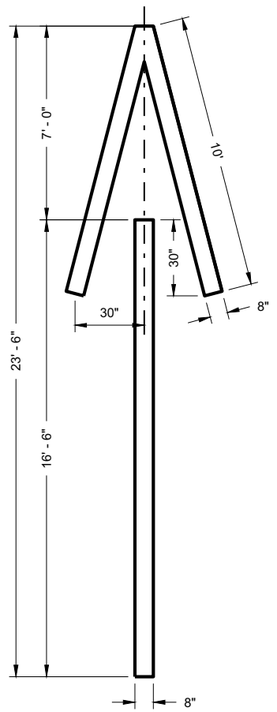
TYPE 1



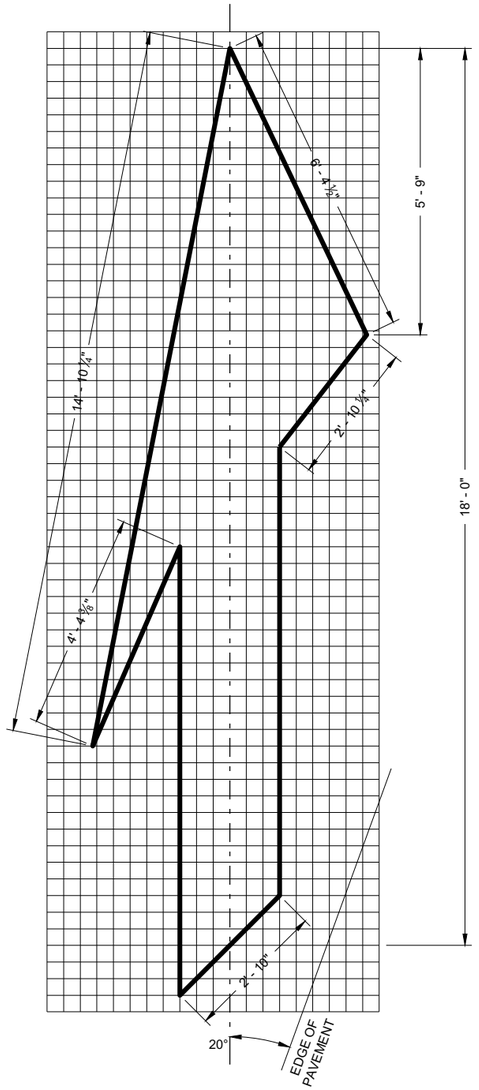
TYPE 2



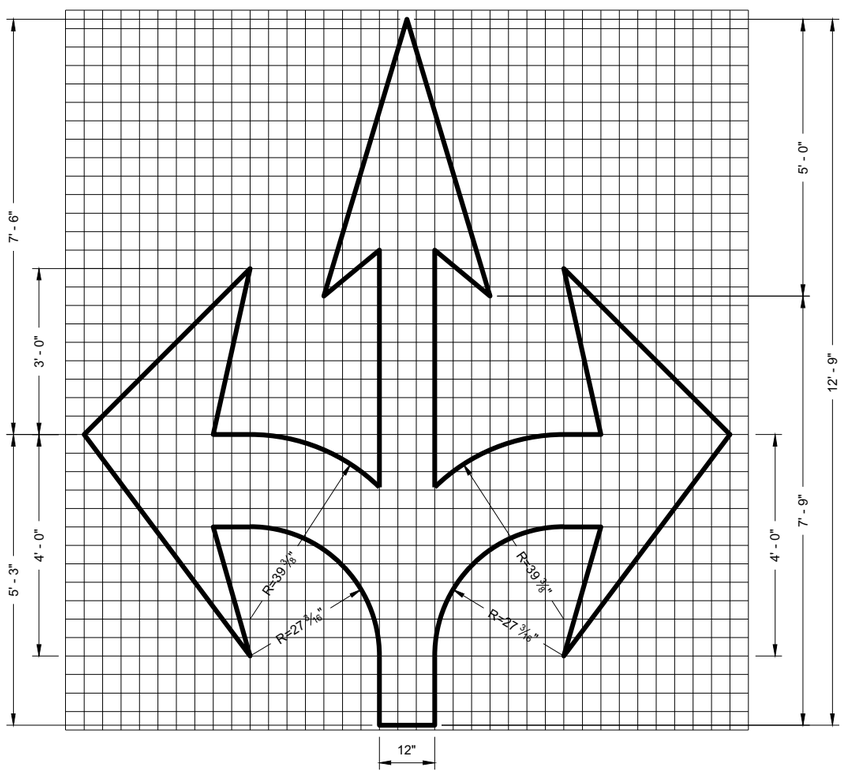
TYPE 3



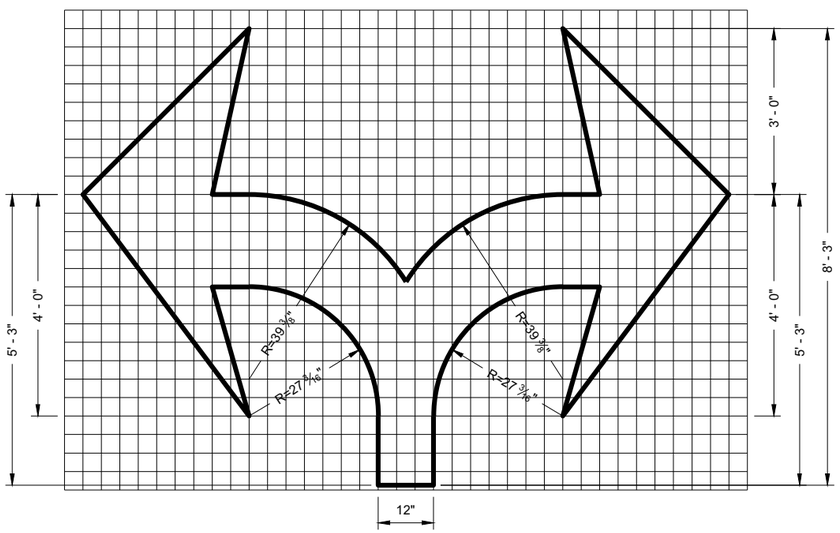
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C07 - 15c

6

SDD 15C07 - 15c

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

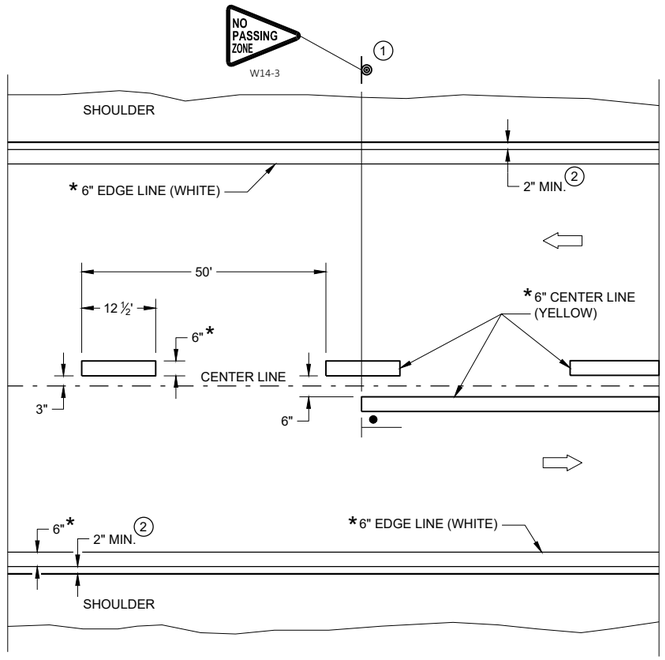
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

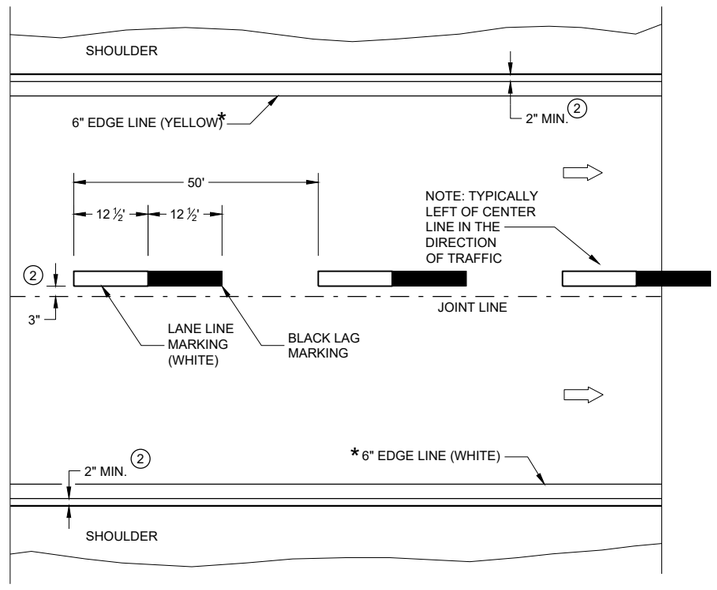
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

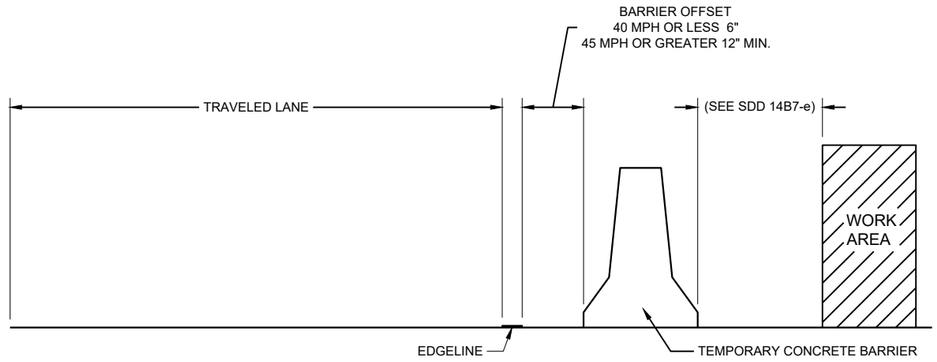
PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER
FHWA

6

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

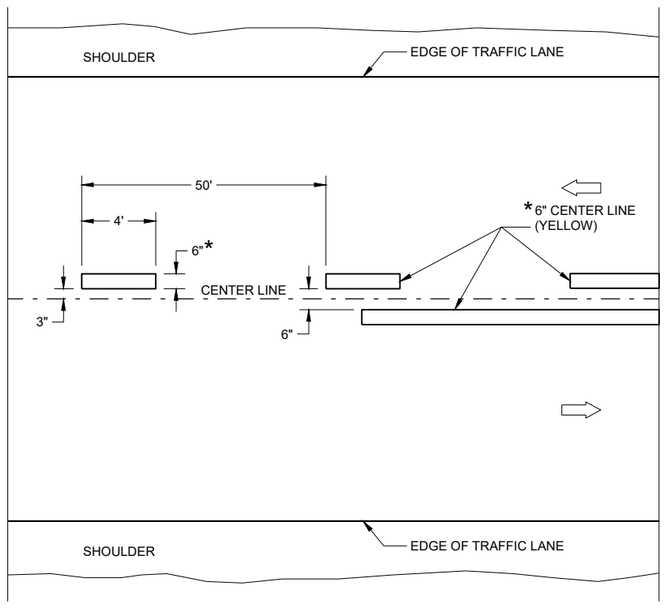
GENERAL NOTES

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

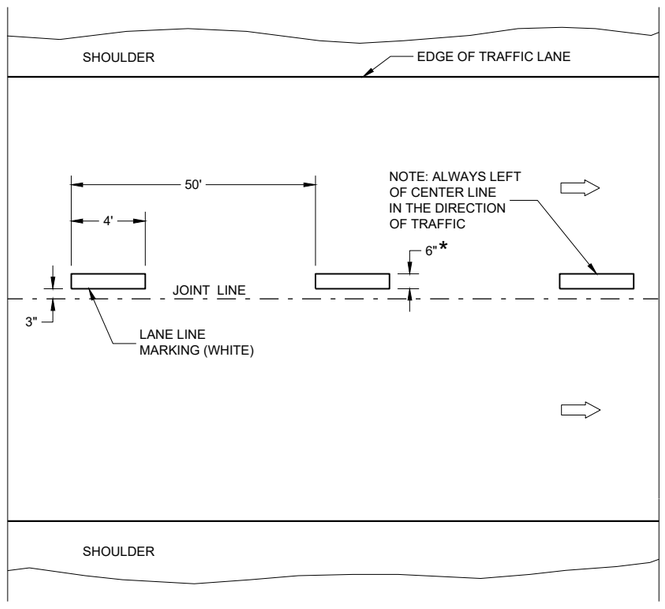
LEGEND

⇨ DIRECTION OF TRAFFIC

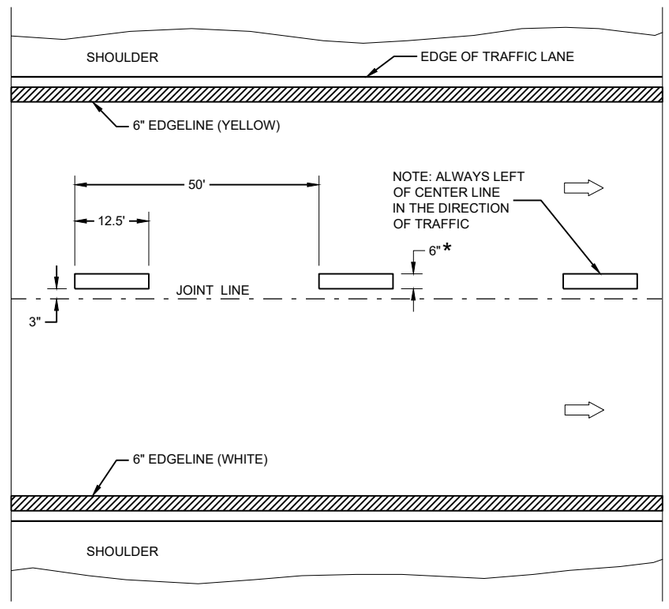
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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

6

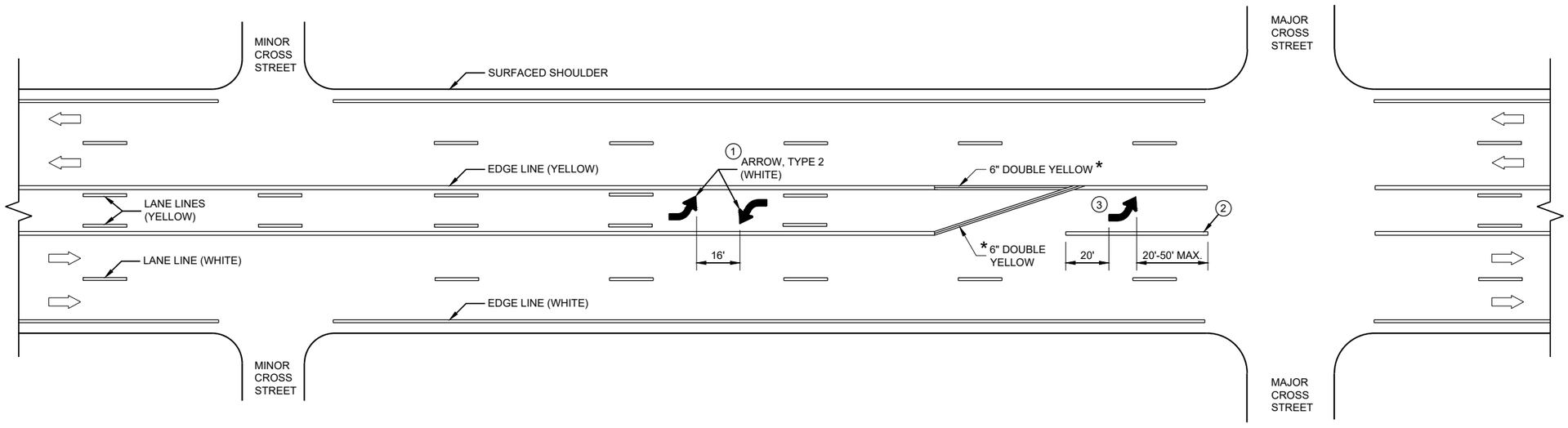
SDD 15C08-23b

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

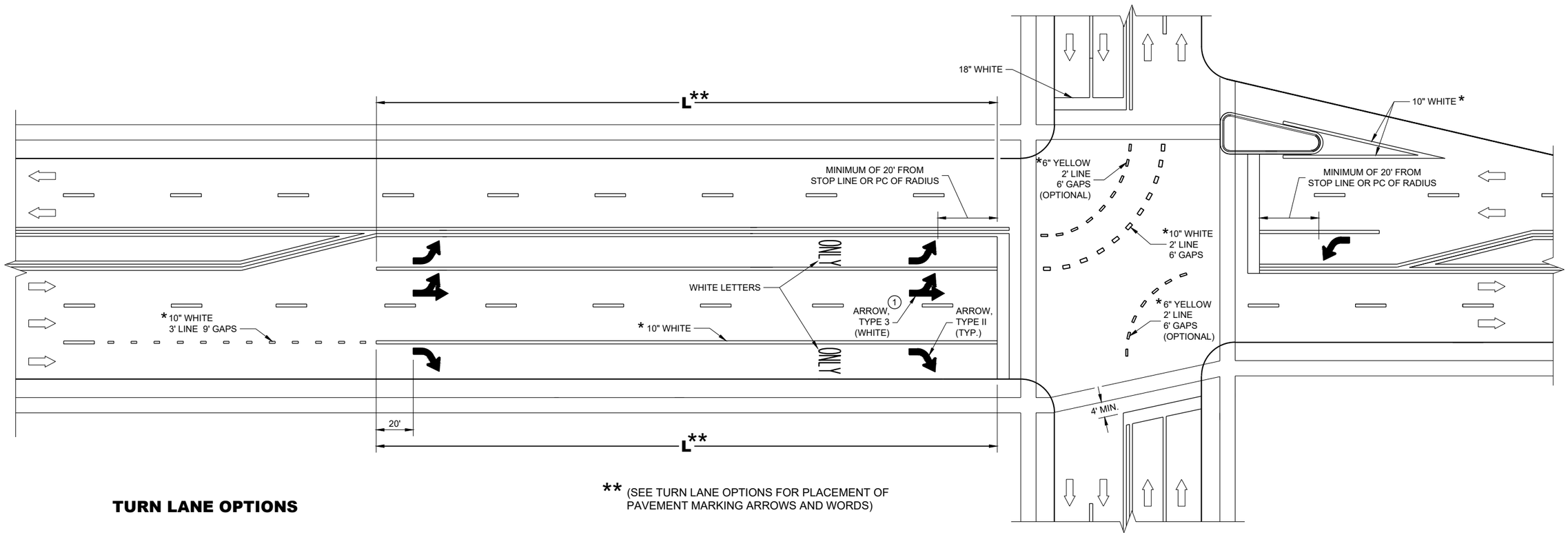
SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 210

6

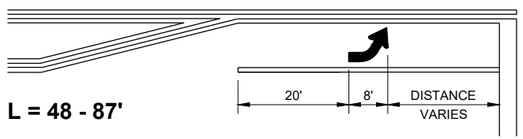
SDD 15C08-23c



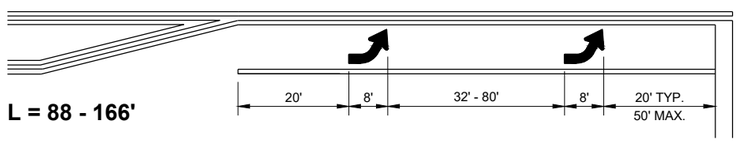
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

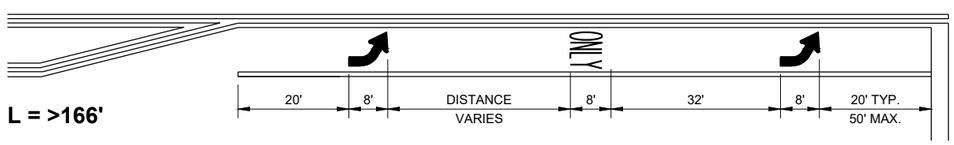
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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

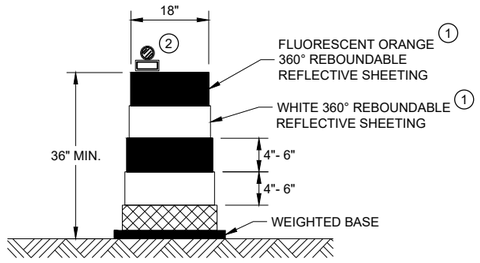
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15C08-23d

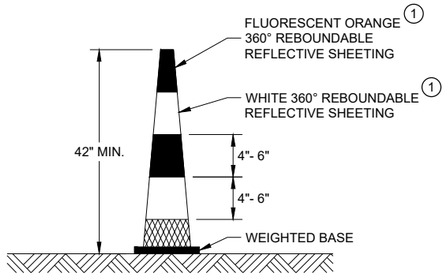
GENERAL NOTES

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

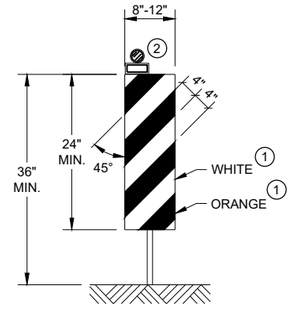
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

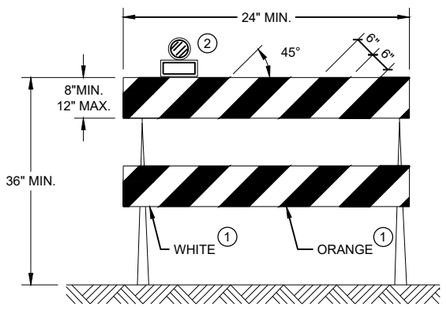
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



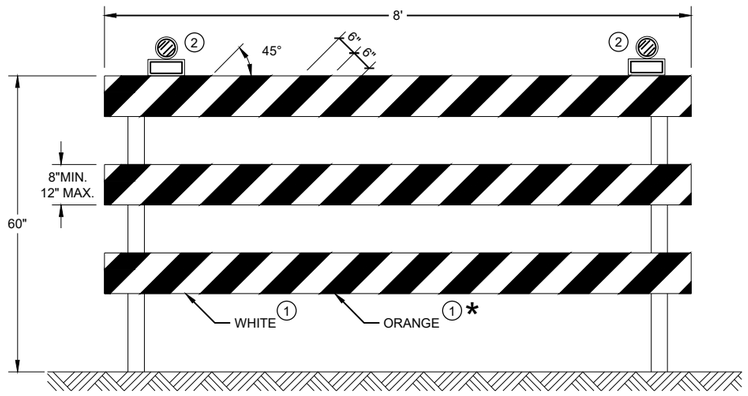
VERTICAL PANEL

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.

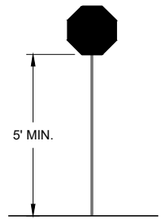
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



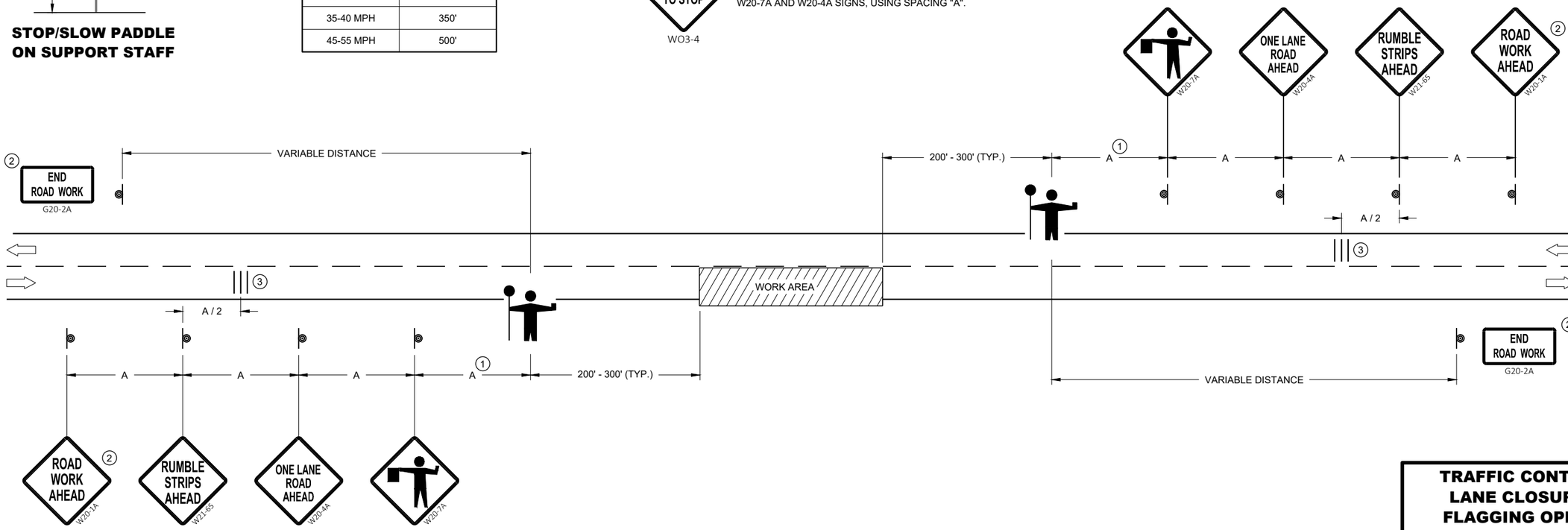
STOP/SLOW PADDLE ON SUPPORT STAFF

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

SDD 15C12 - 09a

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SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

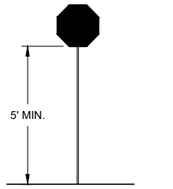
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

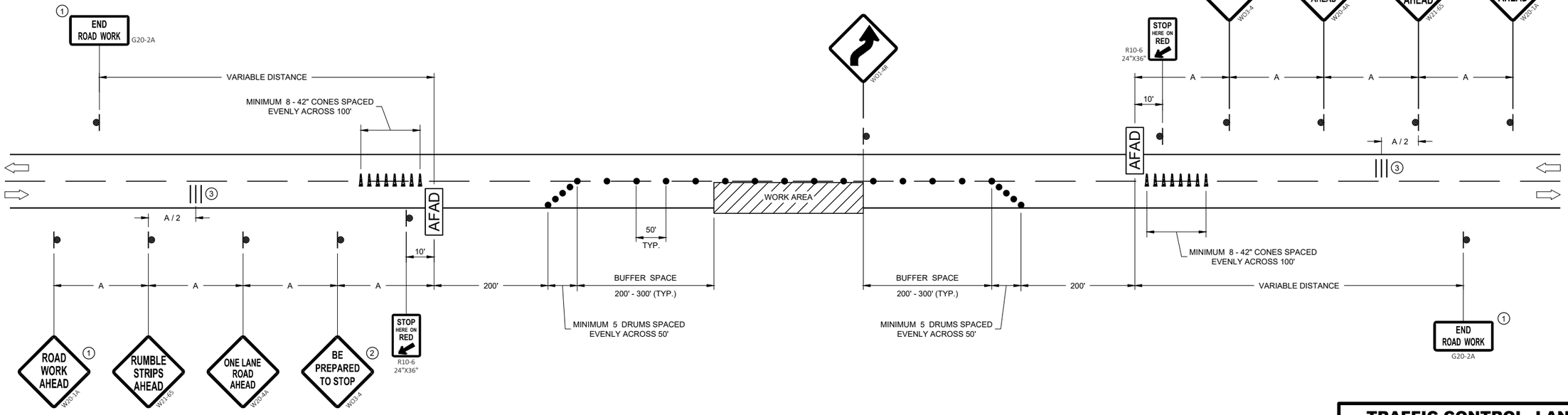
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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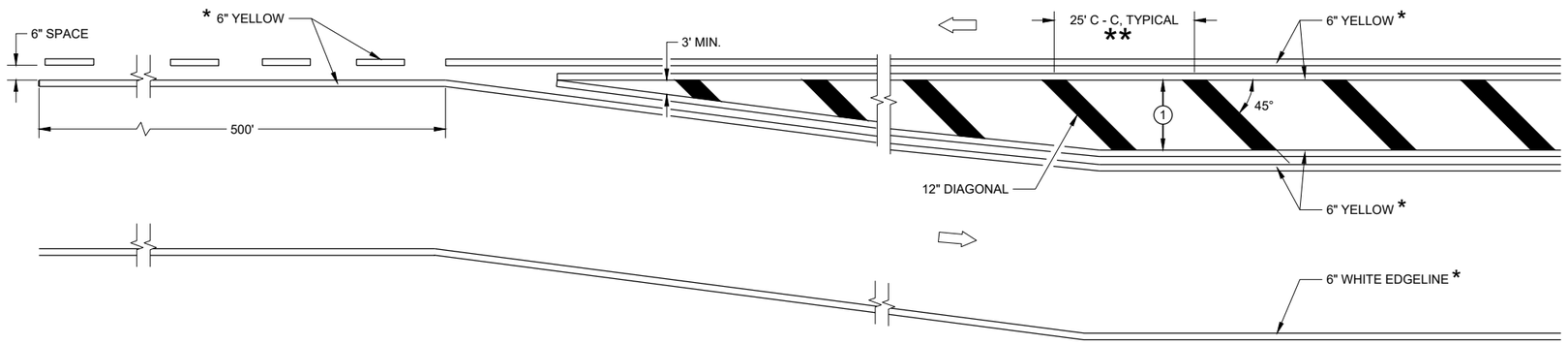


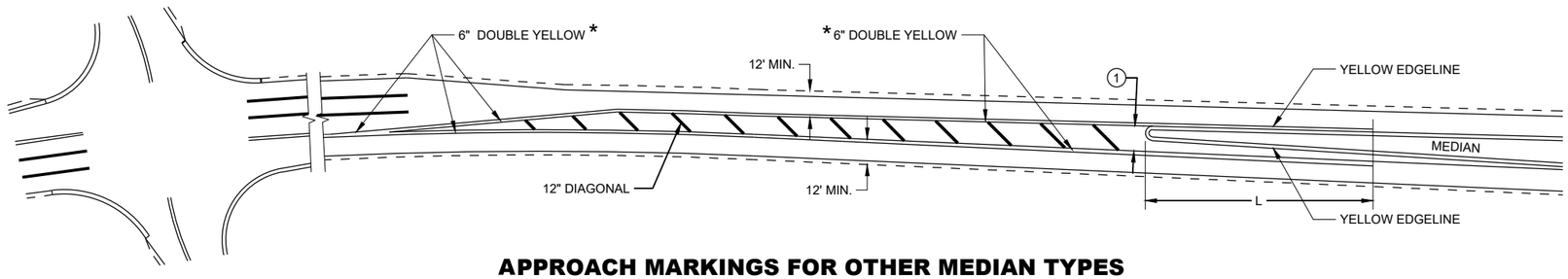
MEDIAN ISLAND DETAIL

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.

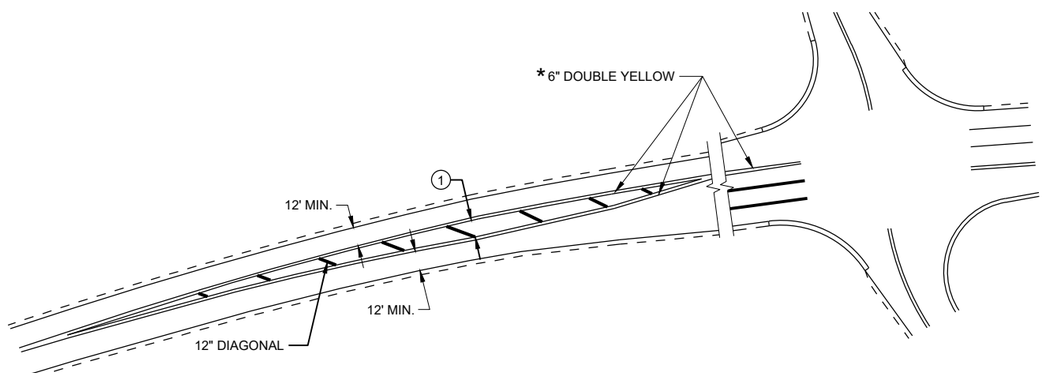
⇨ DIRECTION OF TRAVEL

* 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

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SDD 15C18-08a

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER

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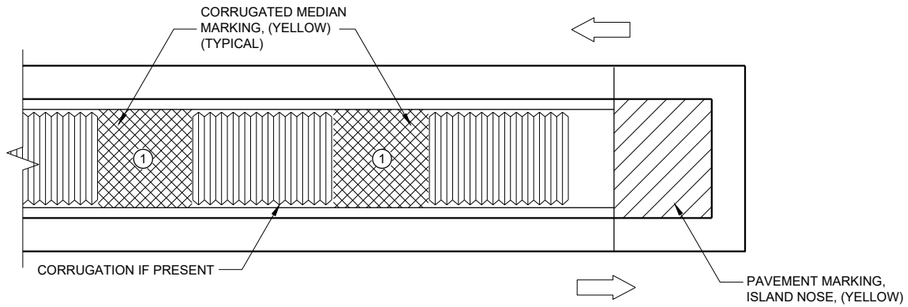
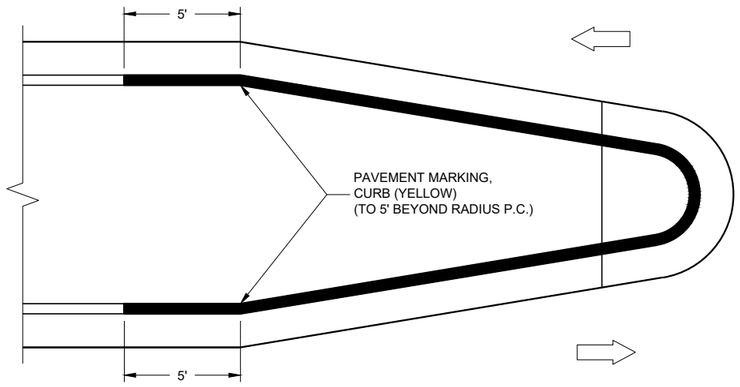
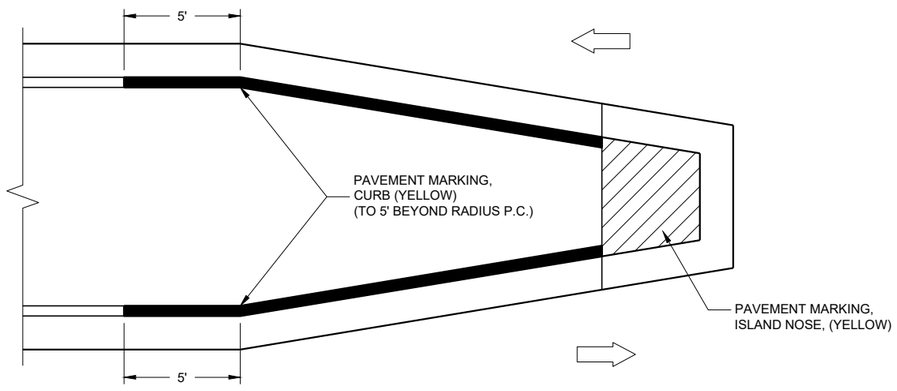


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



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

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SDD 15C18-08b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

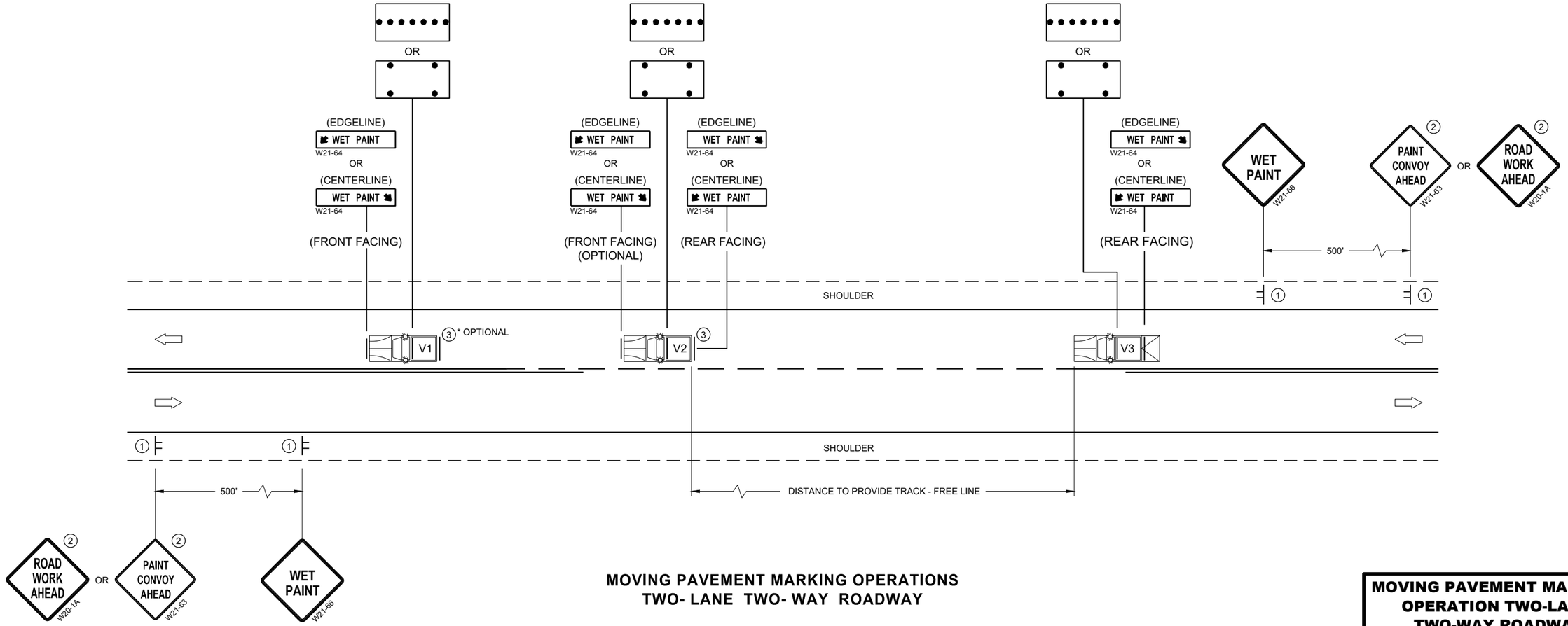
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew I...
WORK ZONE EN

FHWA

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SDD 15C19-08a

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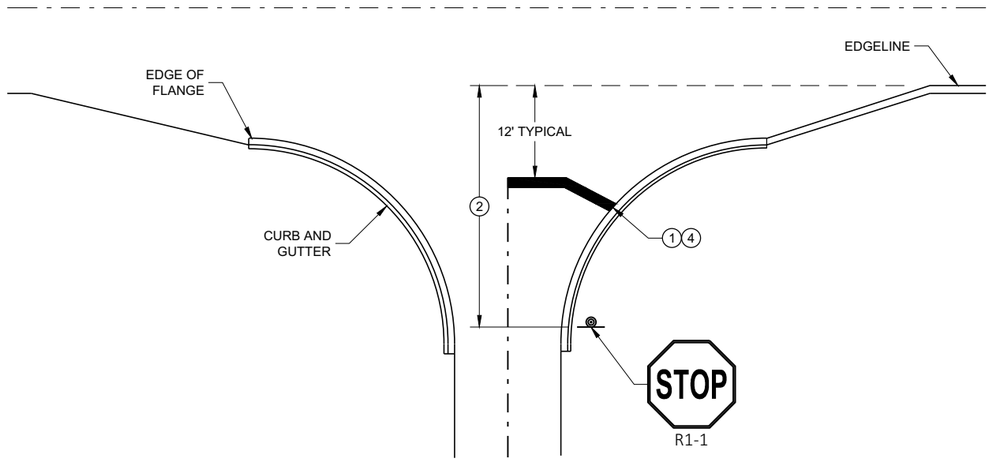
SDD 15C19-08a

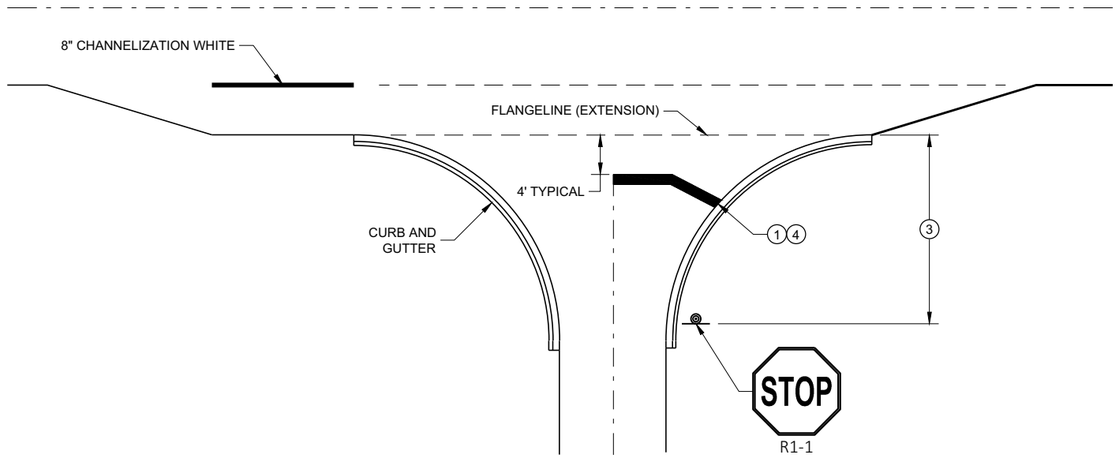
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

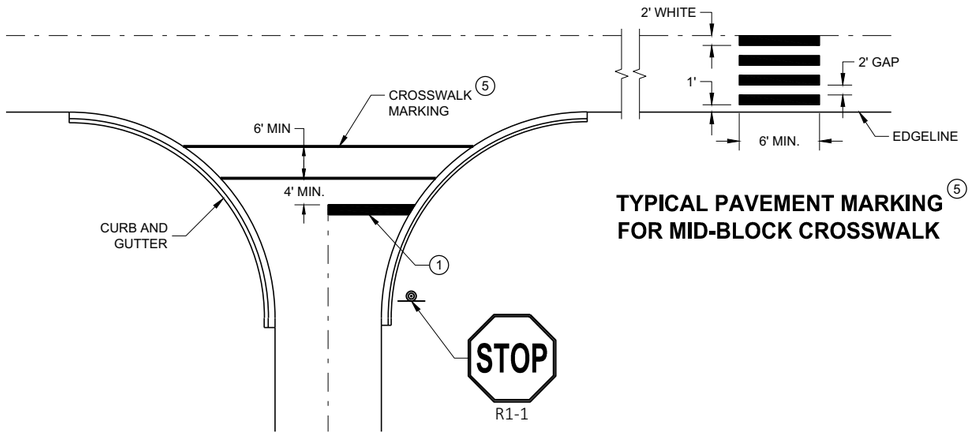
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

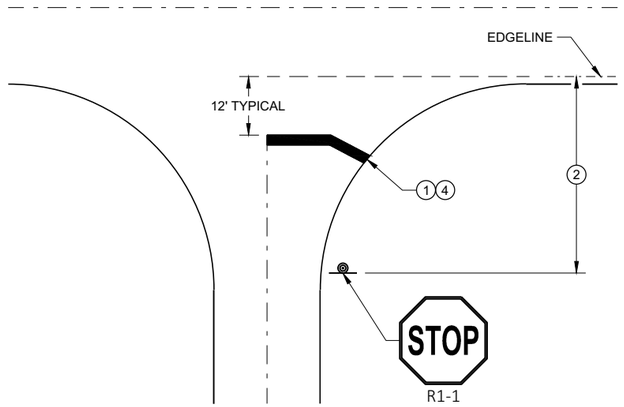


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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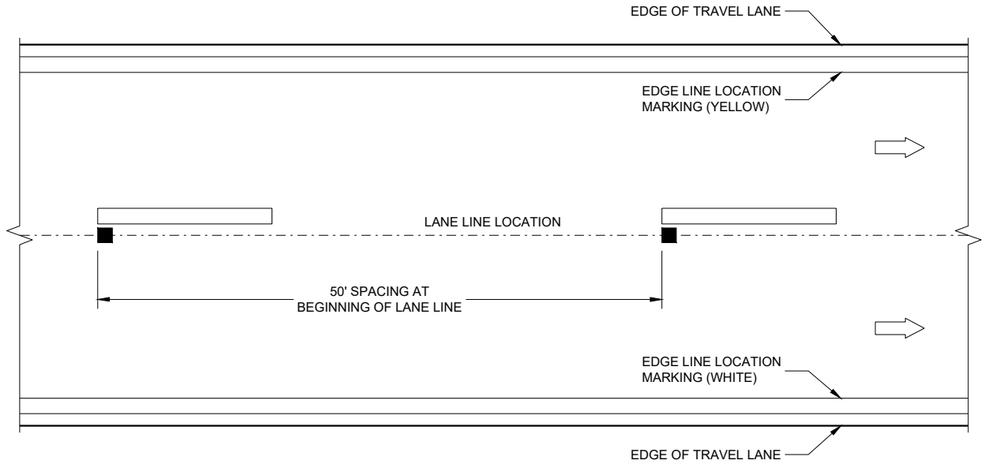
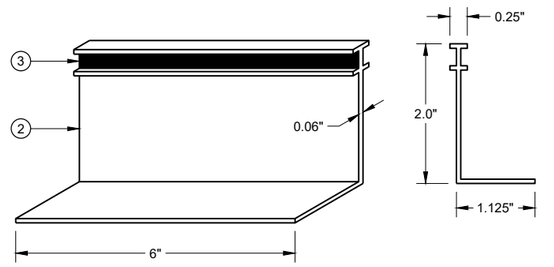
SDD 15C33 - 04



LONGITUDINAL PLACEMENT 6 - INCH LANE LINE



ISOMETRIC VIEW **SIDE VIEW**

TEMPORARY RAISED PAVEMENT MARKER, TYPE II

GENERAL NOTES

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

COLOR OF TEMPORARY RAISED PAVEMENT MARKERS, TYPE II, SHALL MATCH THE COLOR OF THE MARKING THEY SUPPLEMENT.

PLACEMENT OF TEMPORARY RAISED PAVEMENT MARKERS ON EDGE LINES IS OPTIONAL. IF PLACED ON EDGE LINES, MAXIMUM SPACING SHALL BE 50 FEET.

PROVIDE SINGLE OR MULTI-COVER TEMPORARY RAISED PAVEMENT MARKERS AS SHOWN ON PLAN.

MARK "T"s ON PAVEMENT FOR REESTABLISHING NO PASSING ZONES.

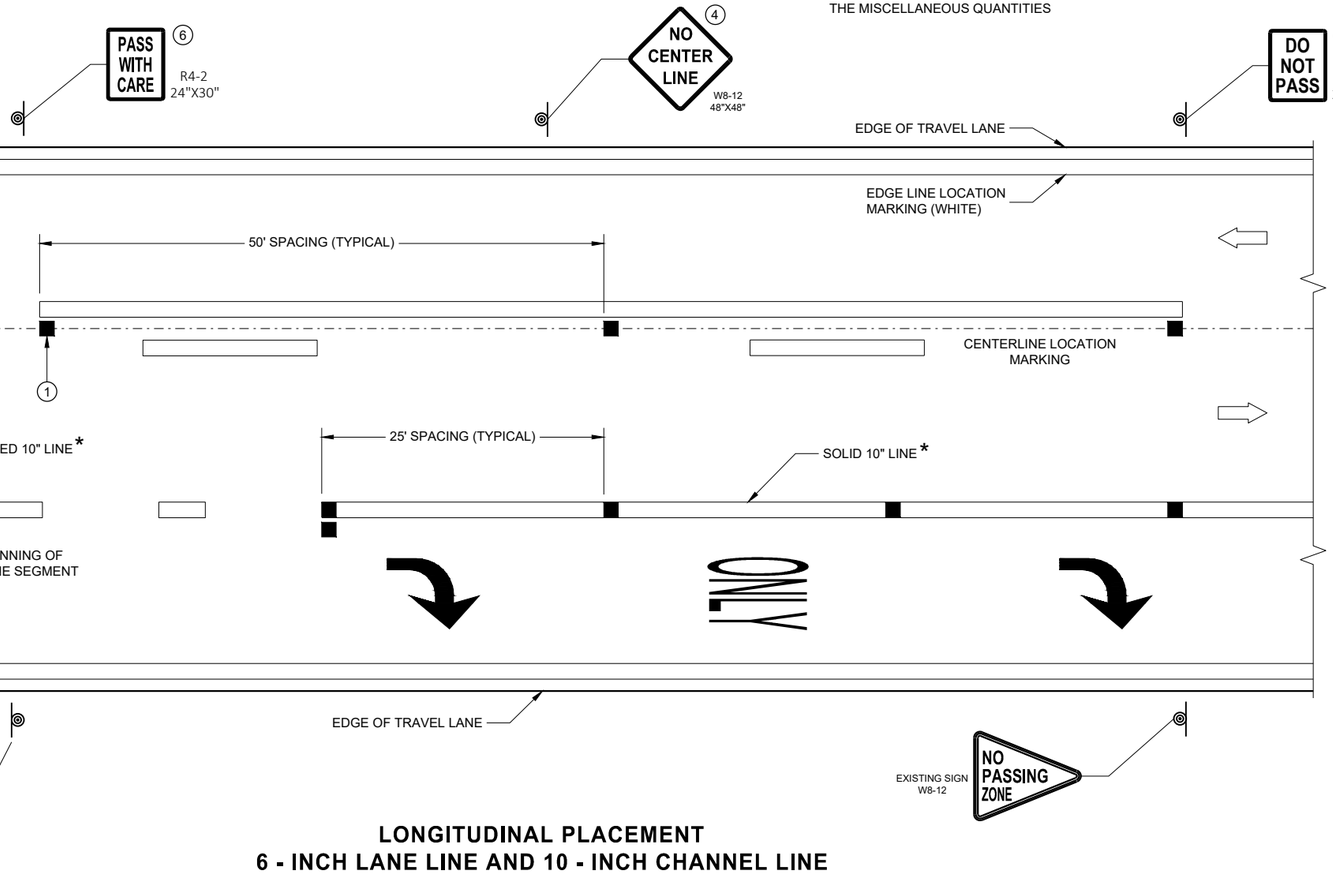
SAME DAY TEMPORARY PAVEMENT MARKING MAY BE USED IN LIEU OF TEMPORARY RAISED PAVEMENT MARKERS, TYPE II.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF TEMPORARY SAME DAY PAVEMENT MARKING IS USED, ENSURE PROPOSED PAVEMENT MARKING ARE PLACED IN THE EXACT LOCATIONS AS THE EXISTING MARKINGS, USING A MINIMAL AMOUNT OF TEMPORARY RAISED MARKERS, TYPE II OR OTHER METHODS AS APPROVED BY THE ENGINEER.

IF ROADWAY IS DETOURED DURING CONSTRUCTION, THE "DO NOT PASS, "PASS WITH CARE" AND "NO CENTERLINE" SIGNS MAY BE OMITTED, PROVIDING A LIQUID MARKING IS INSTALLED BEFORE THE ROADWAY IS REOPENED TO TRAFFIC.

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



LONGITUDINAL PLACEMENT
6 - INCH LANE LINE AND 10 - INCH CHANNEL LINE

1. FOR DOUBLE SOLID YELLOW, PLACE THE MARKERS BETWEEN THE LINES.
2. MARKERS SHALL BE OF POLYURETHANE MATERIAL.
3. MARKERS SHALL HAVE A MINIMUM SIZE REFLECTIVE SURFACE OF 6-INCH WIDTH X 0.25 INCH HEIGHT.
4. "NO CENTER LINE" SIGNS SHALL BE PLACED AT THE BEGINNING OF PROJECT, AT TWO MILE INTERVALS AND AFTER STATE AND COUNTY HIGHWAY INTERSECTIONS.
5. "DO NOT PASS" SIGNS SHALL BE INSTALLED AT THE BEGINNING OF NO PASSING ZONES. ADDITIONAL "DO NOT PASS" SIGNS SHALL BE INSTALLED AT ONE MILE INTERVALS AND AFTER STATE AND COUNTY HIGHWAY INTERSECTIONS WITHIN THE NO PASSING ZONE.
6. "PASS WITH CARE" SIGNS SHALL BE PLACED AT THE DOWNSTREAM END OF NO PASSING ZONES.

LEGEND

- TEMPORARY RAISED PAVEMENT MARKER, TYPE II
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC.

STANDARD APPLICATION FOR TEMPORARY RAISED PAVEMENT MARKERS, TYPE II

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C34-04

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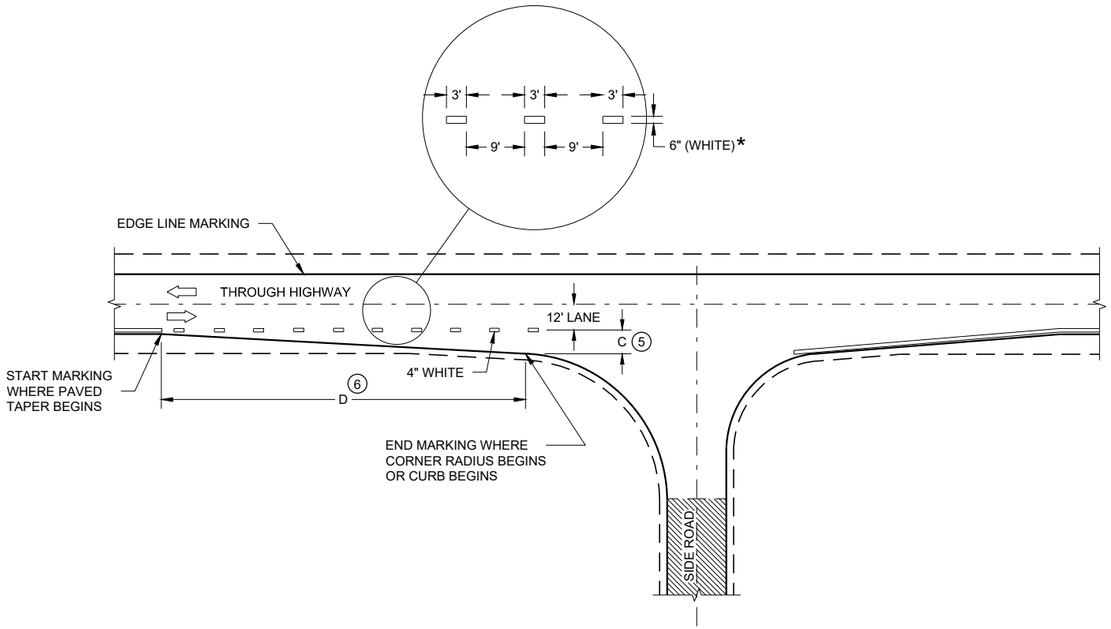


MINOR INTERSECTION

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

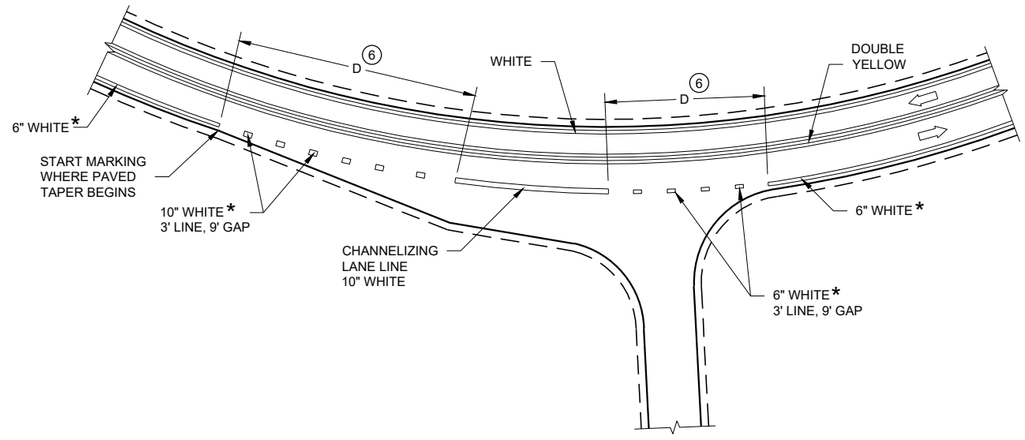
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

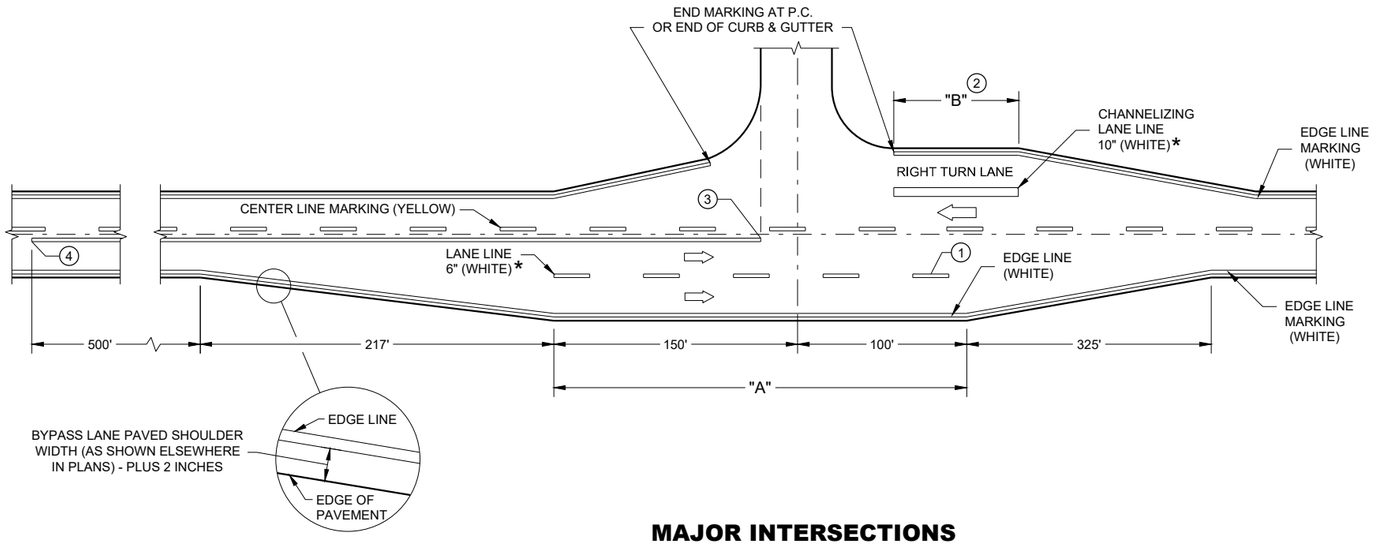
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

SDD 15C35-06a

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GENERAL NOTES

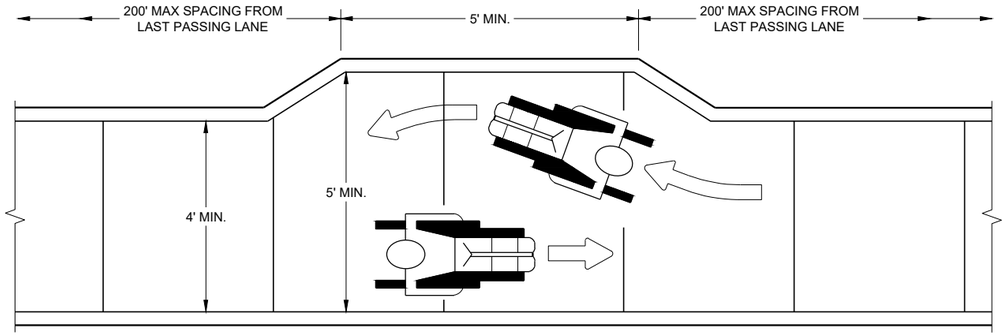
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

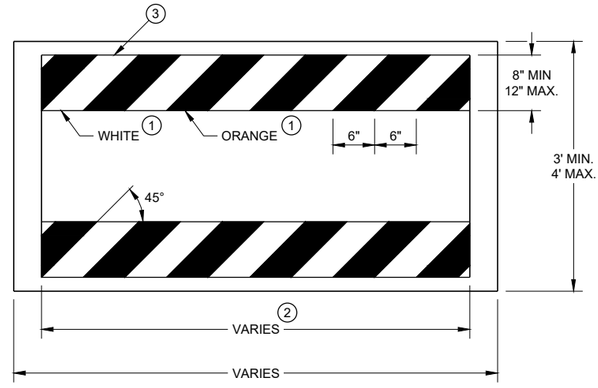
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

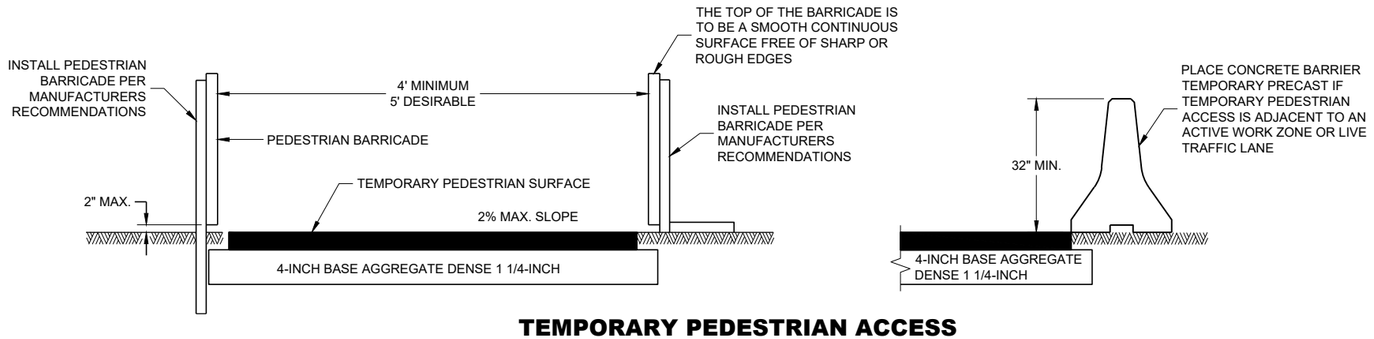
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

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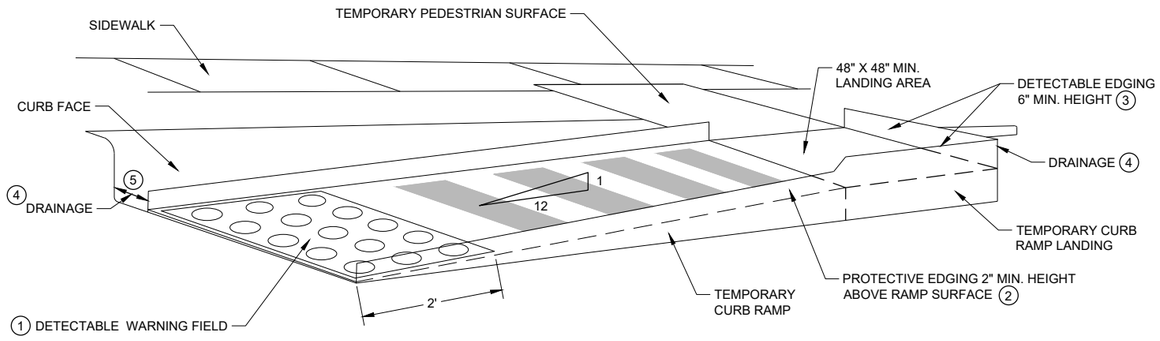
SDD 15D30 - 09a

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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

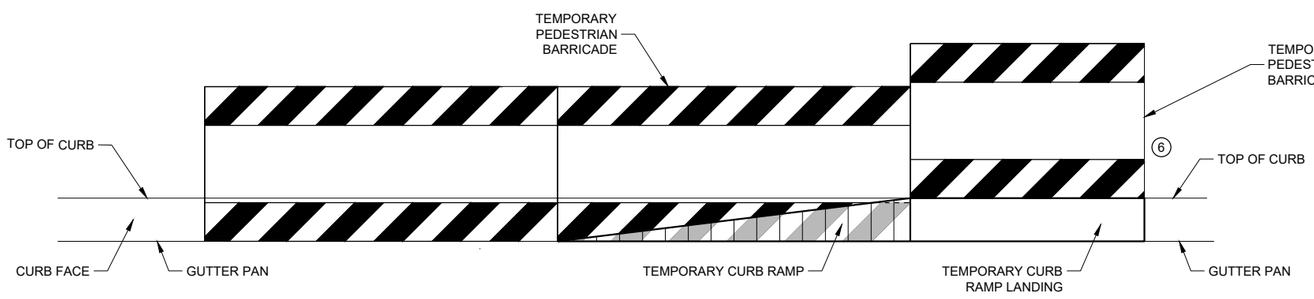
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

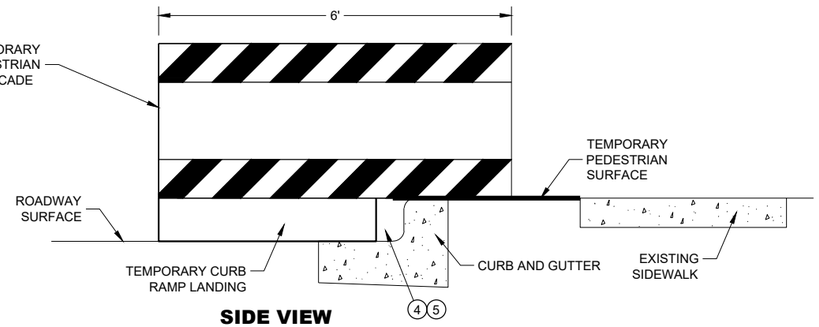
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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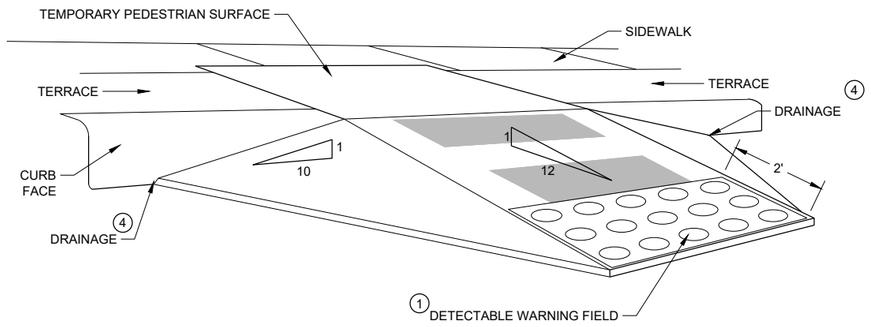
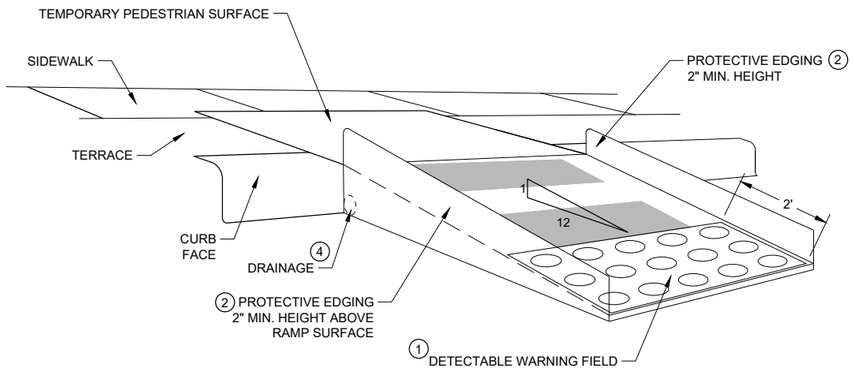


WITH SIDE APRON (5)



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

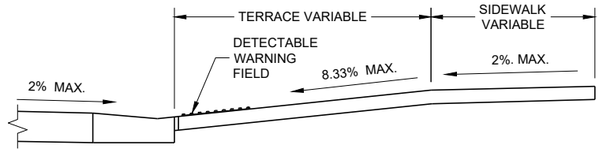
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

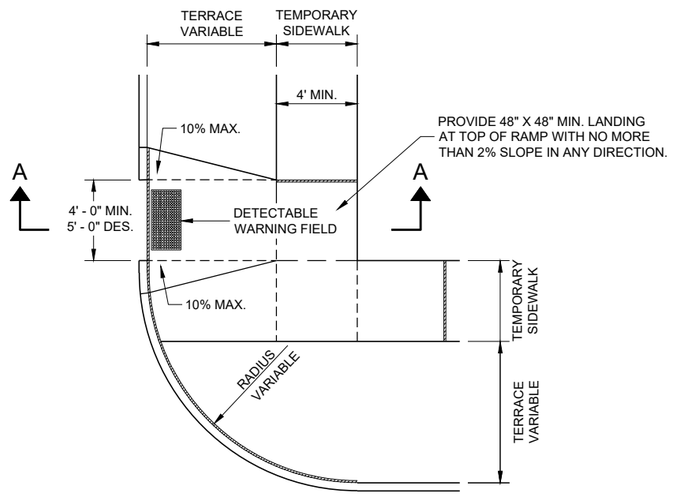
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(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)

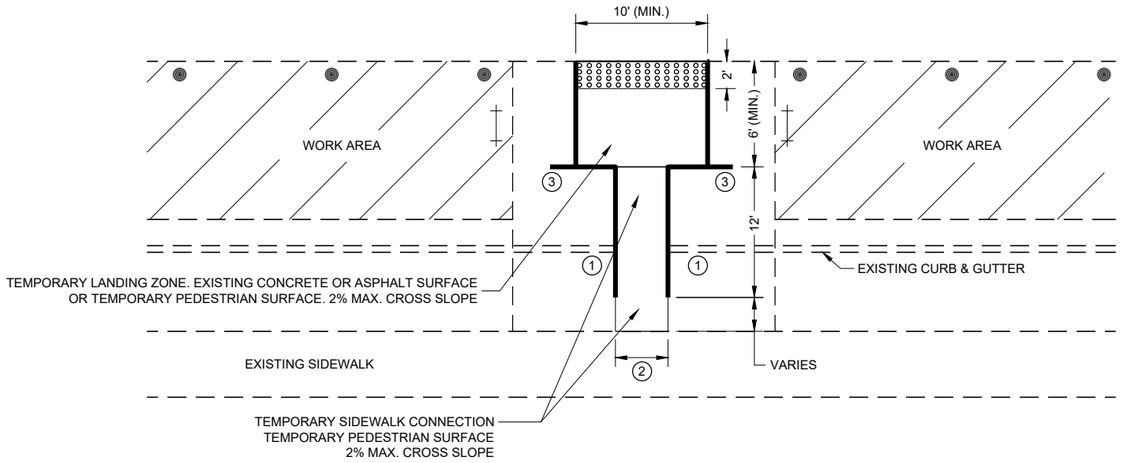
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

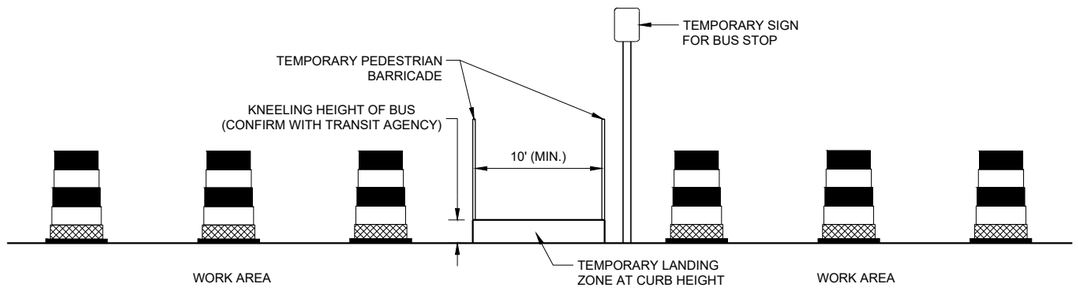
APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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

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TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

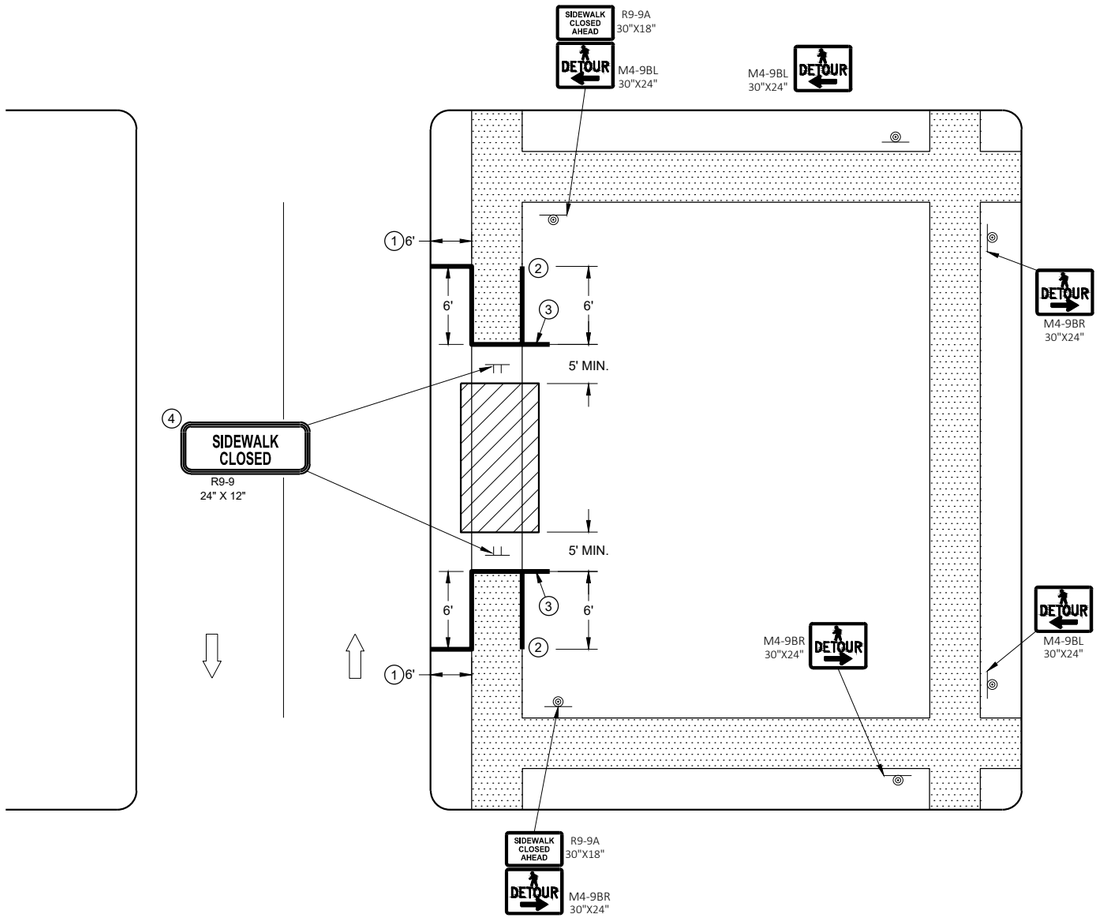
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09e

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



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.

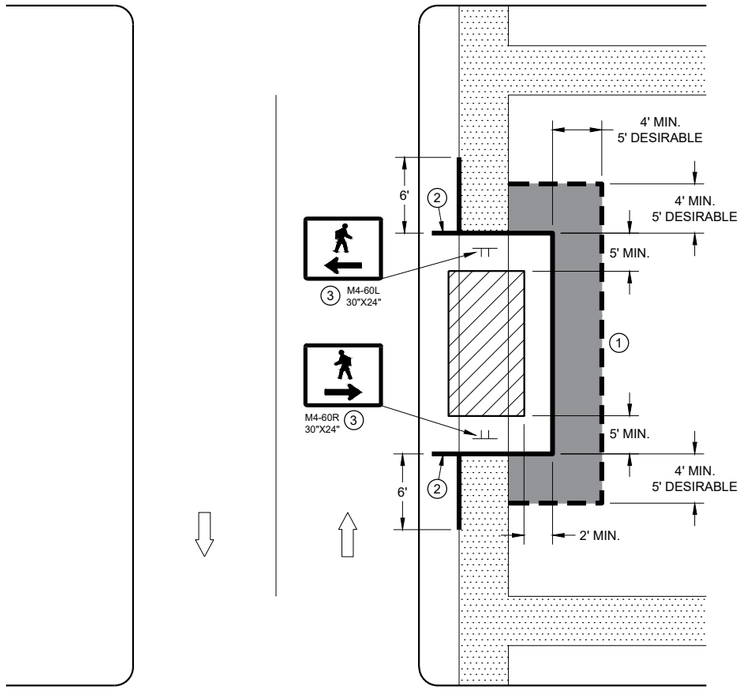
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

6

SDD15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

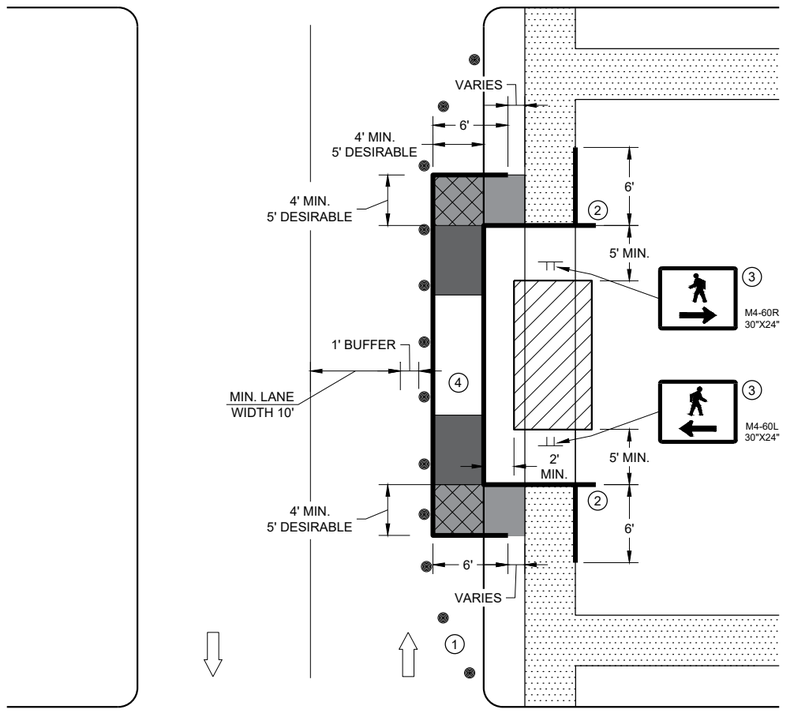
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09h

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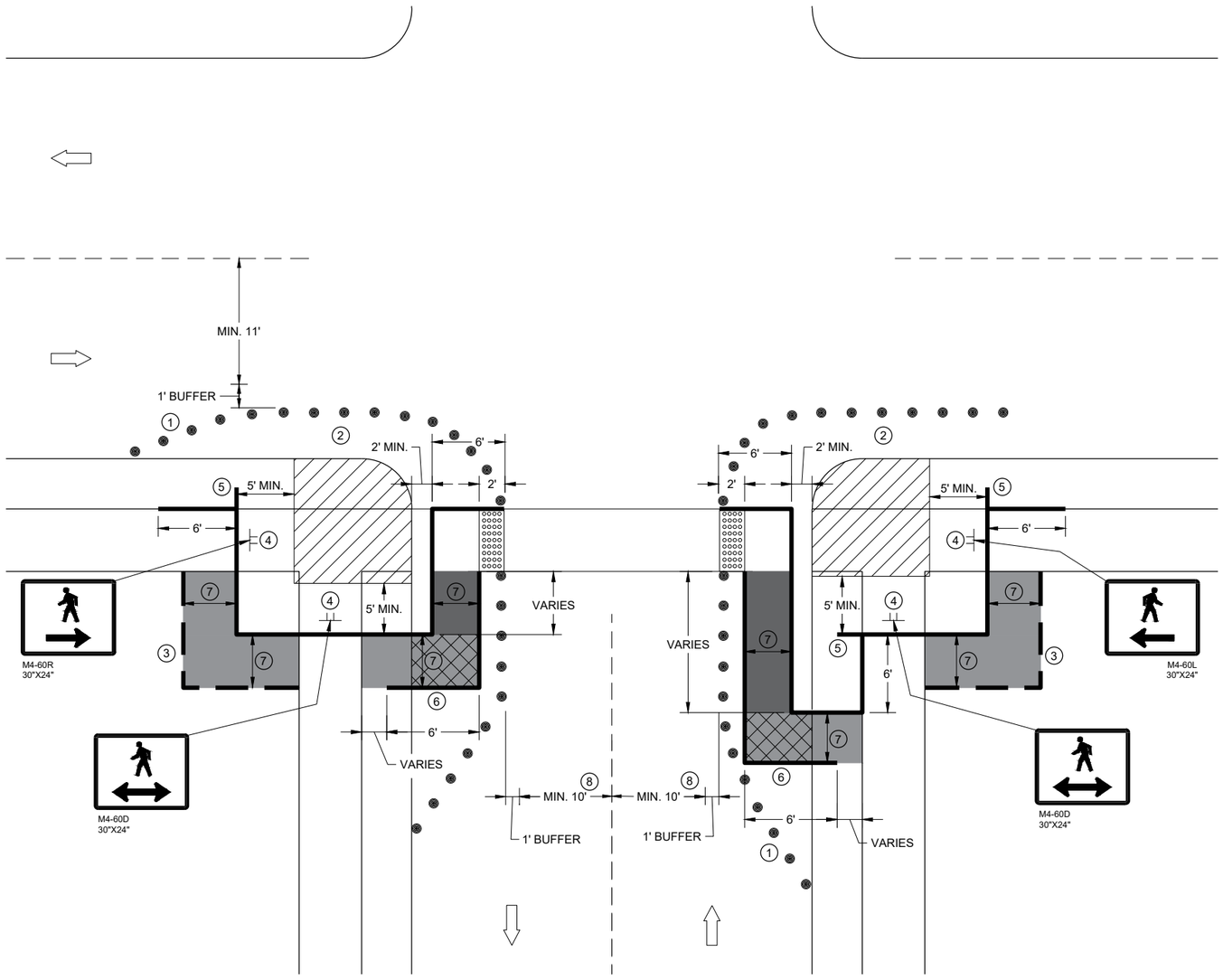
SDD 15D30 - 09h



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.

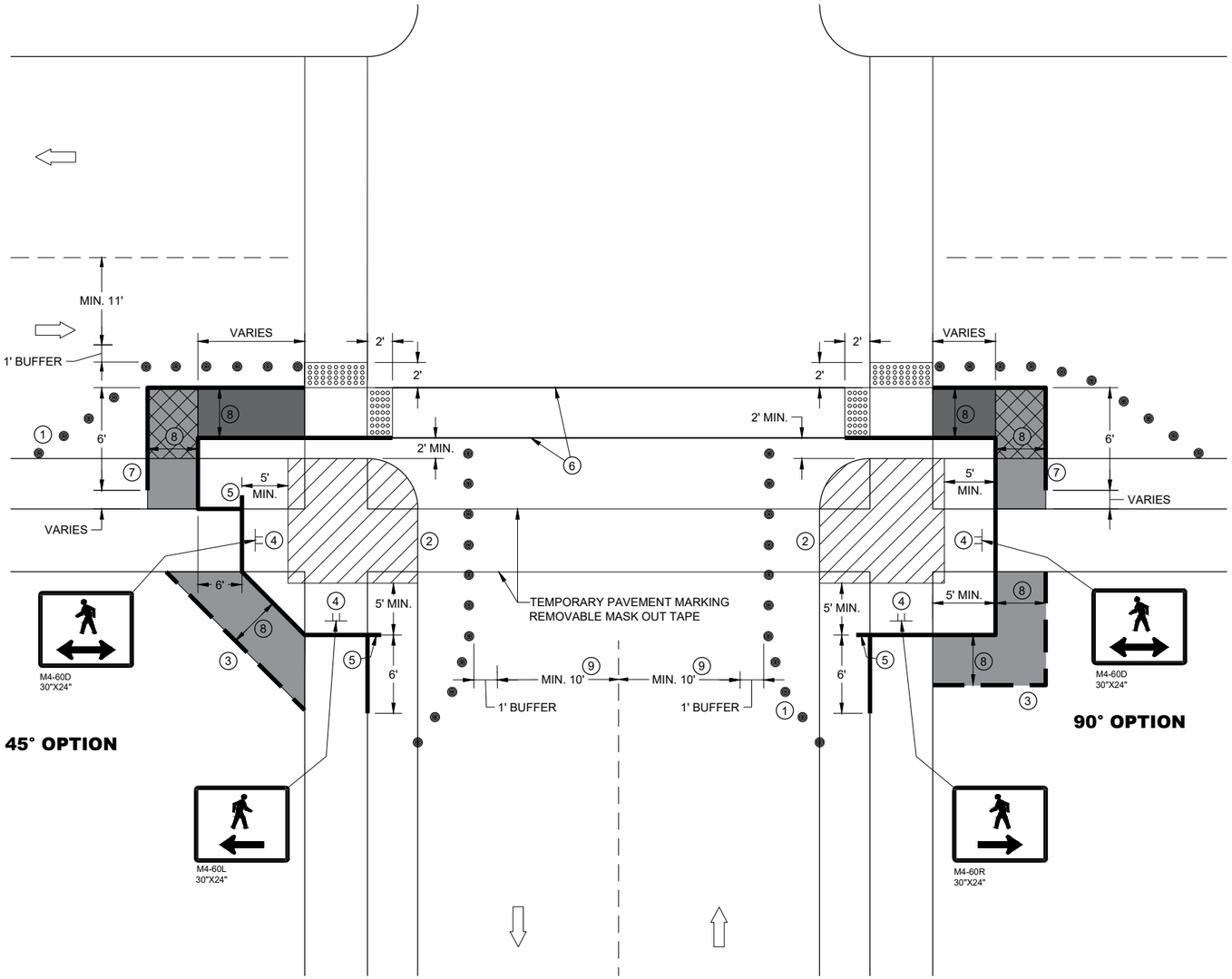
LEGEND

- 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

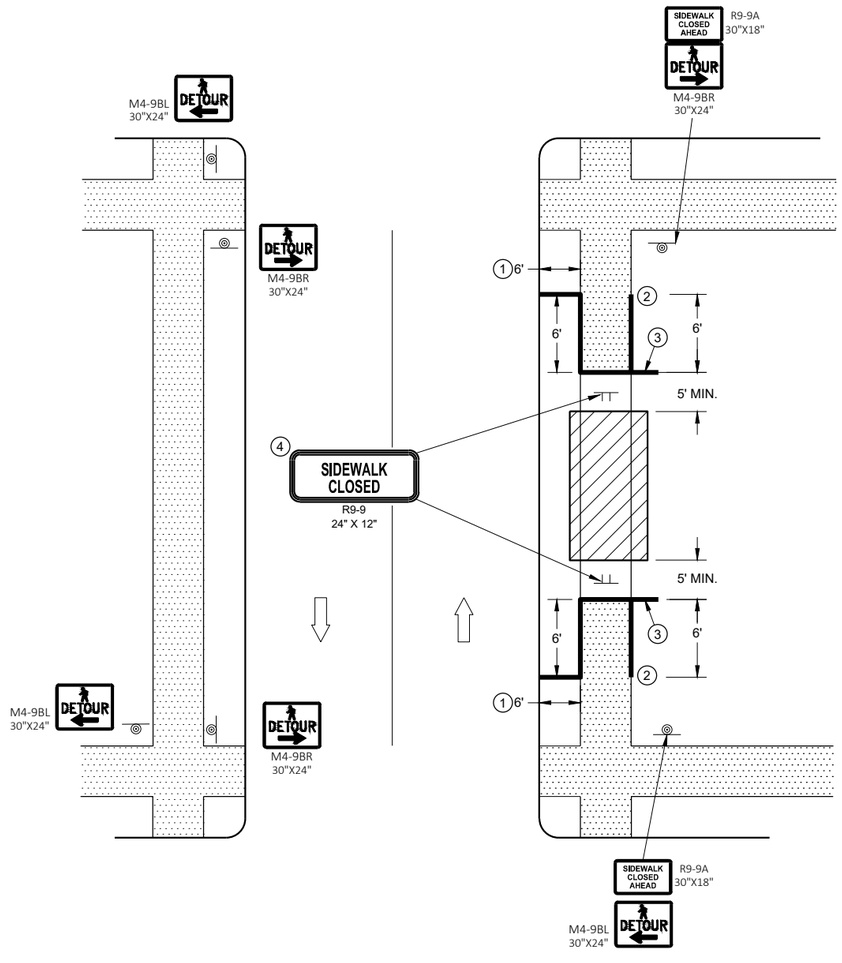
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

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

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

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

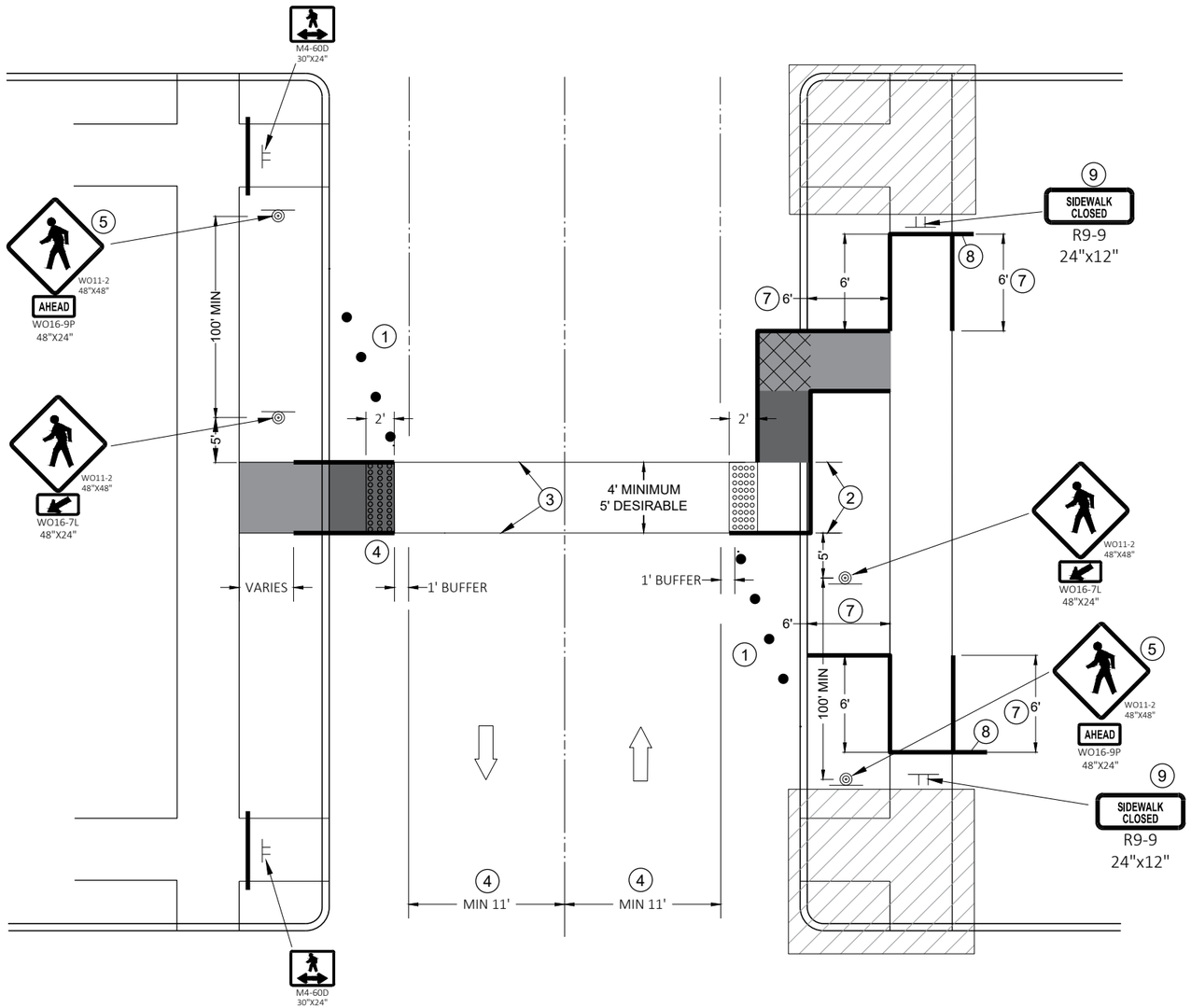
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

(1) SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) 4 FEET MINIMUM, 5 FEET DESIRABLE.

(3) WHITE 6" TEMPORARY PAVEMENT MARKING.

(4) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.

(5) IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.

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

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

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

(9) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

6

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09L

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

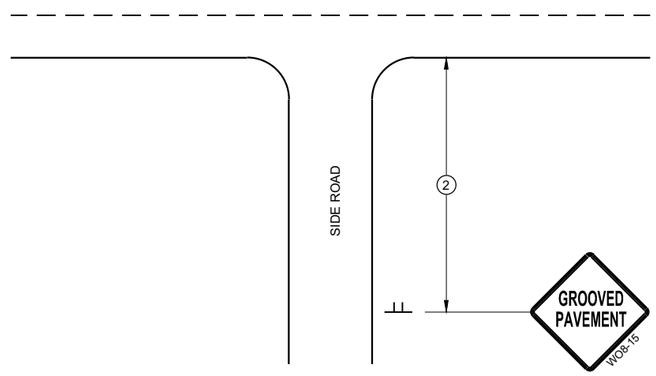
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

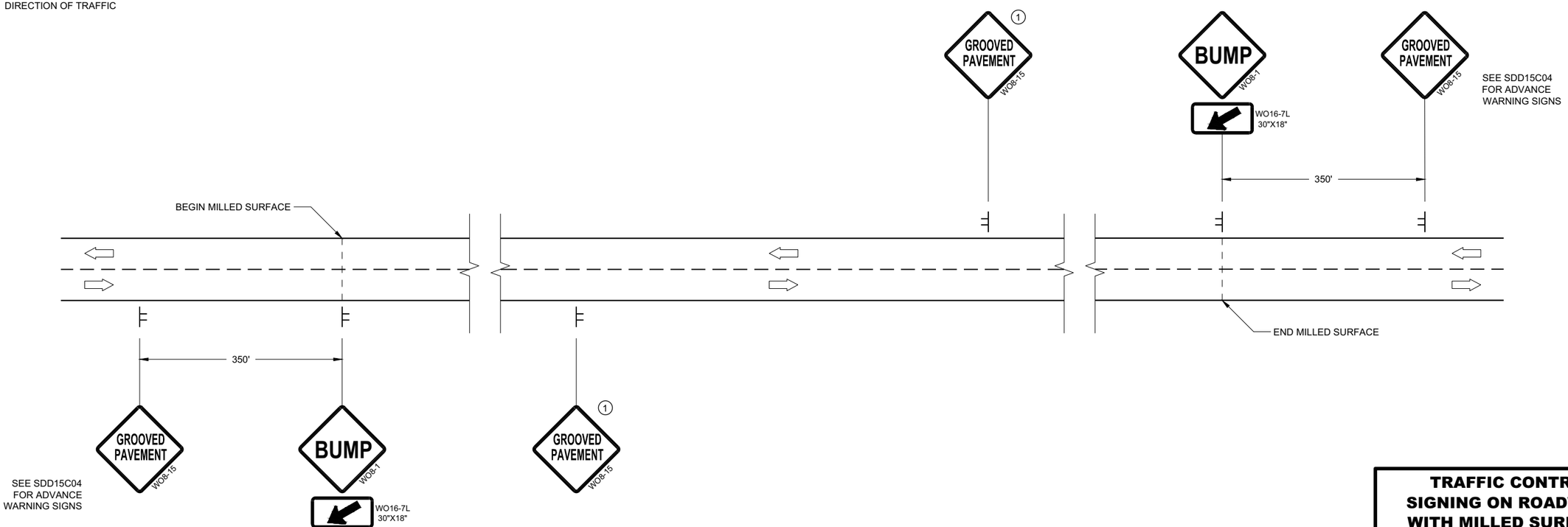
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D44 - 02

SDD 15D44 - 02

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

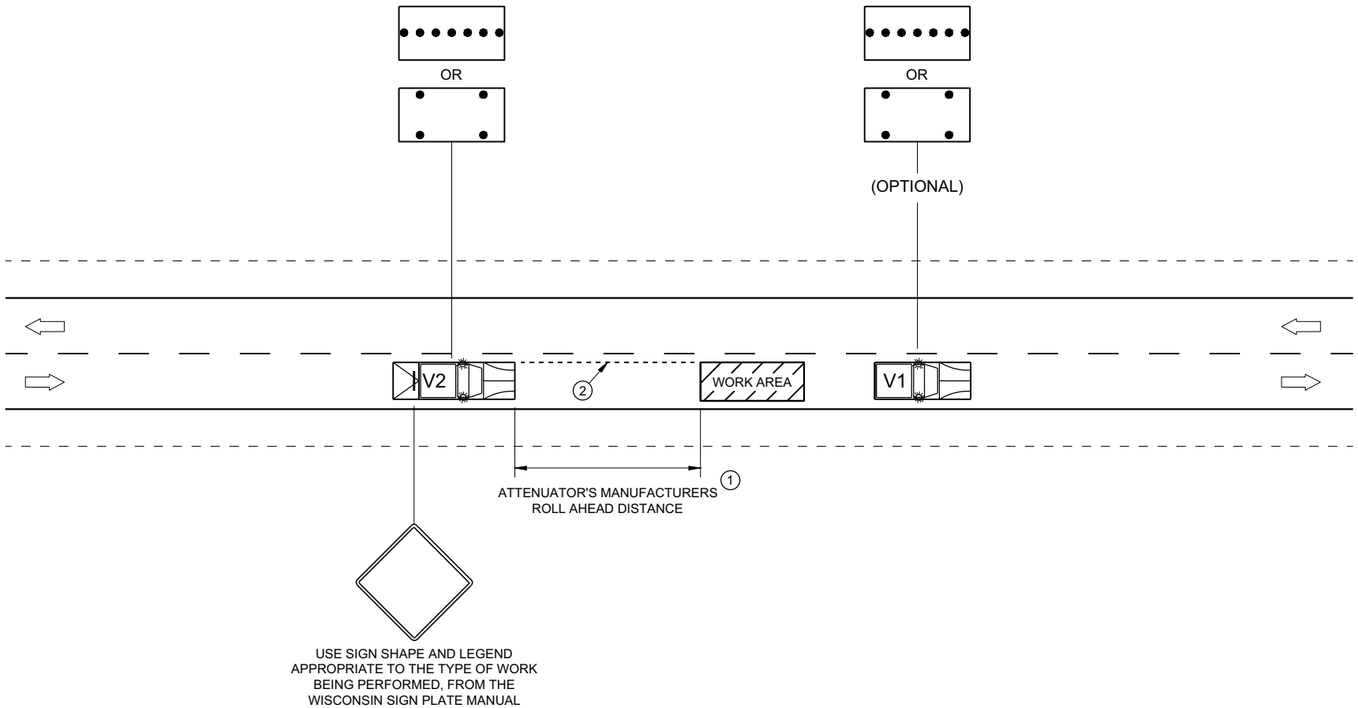
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



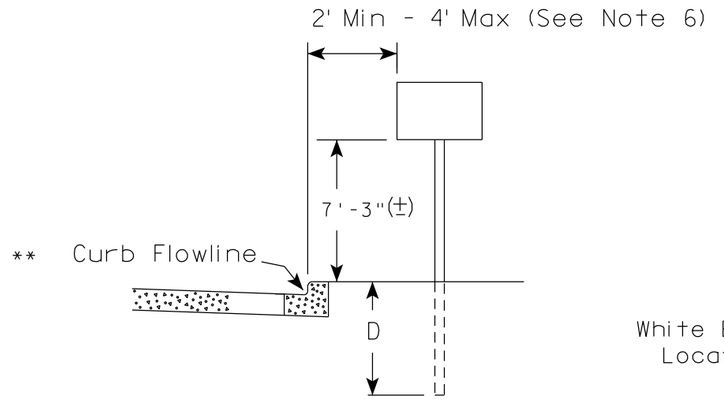
TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

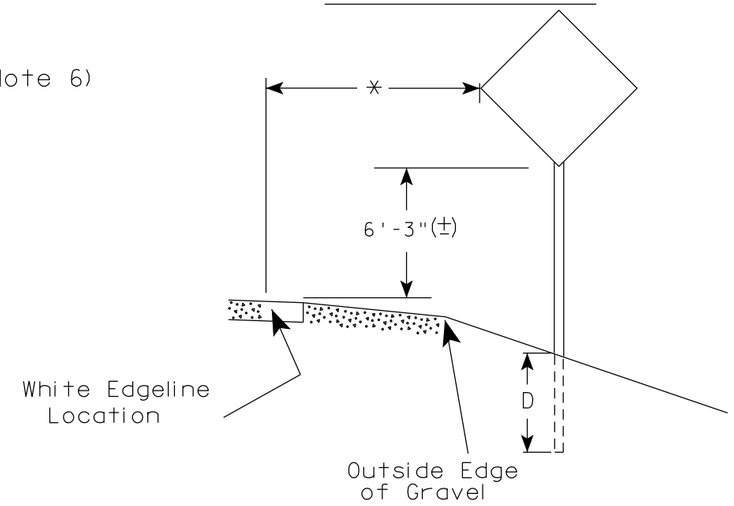
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

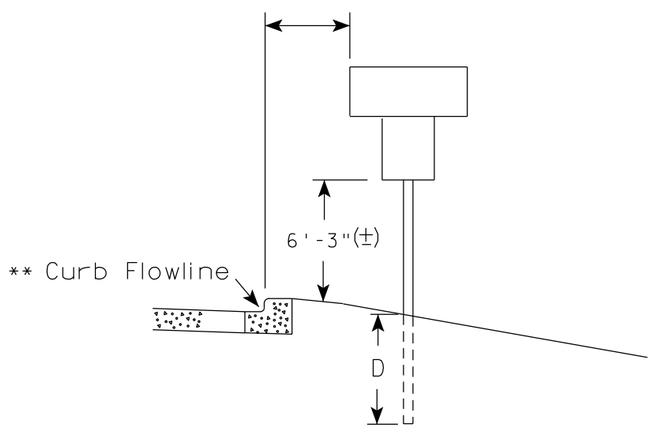
6
SDD 15D51 - 01

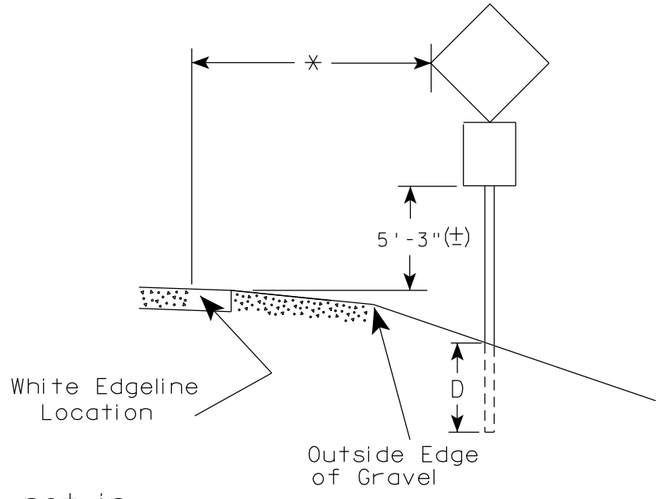
URBAN AREA



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.

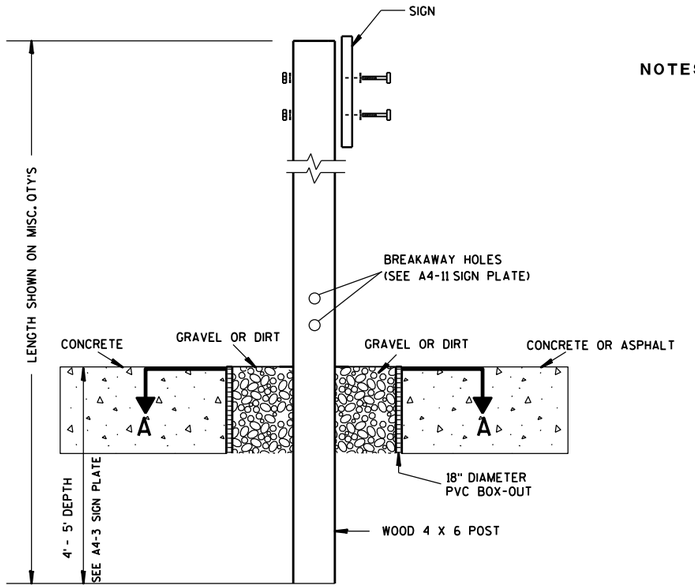
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

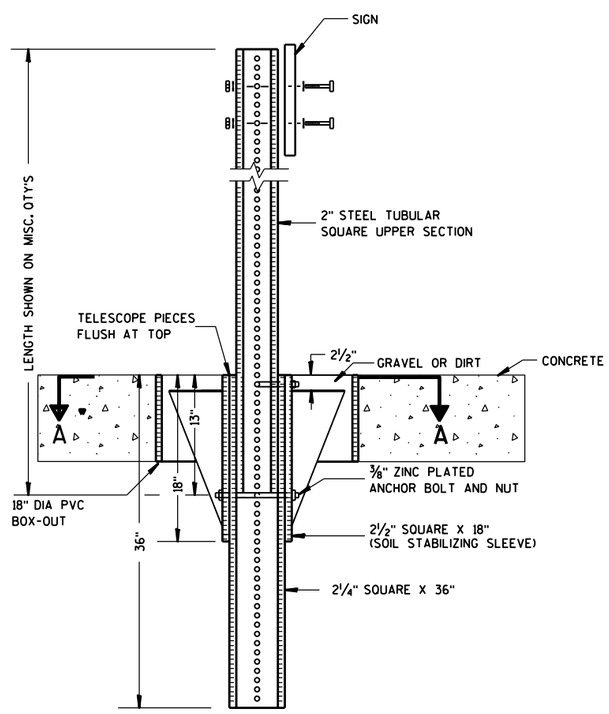
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 235	E



ELEVATION VIEW

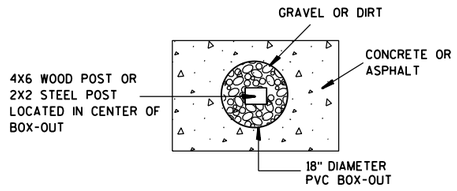
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

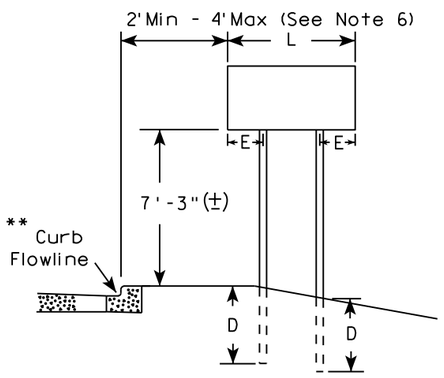
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

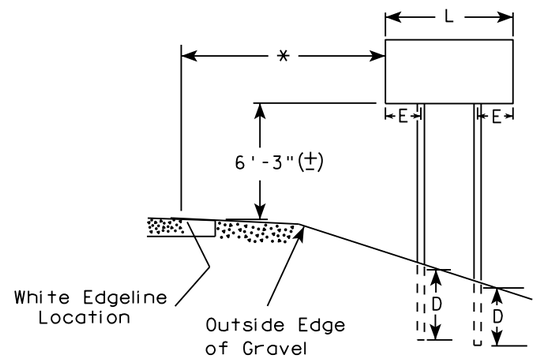
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

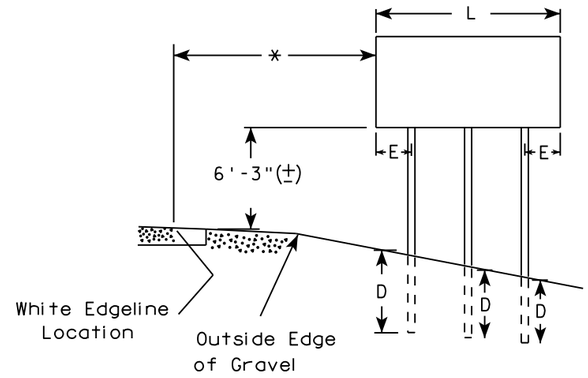
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

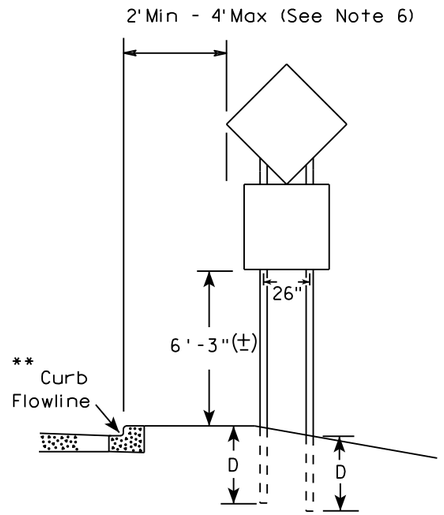
URBAN AREA



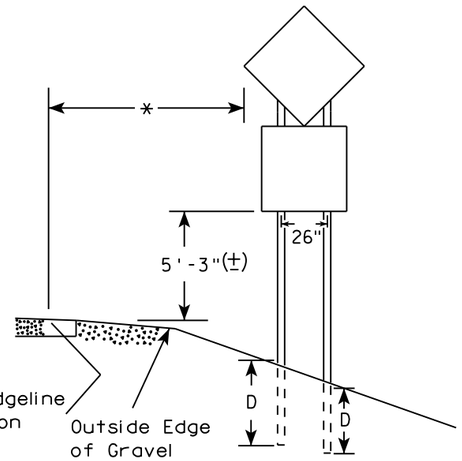
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

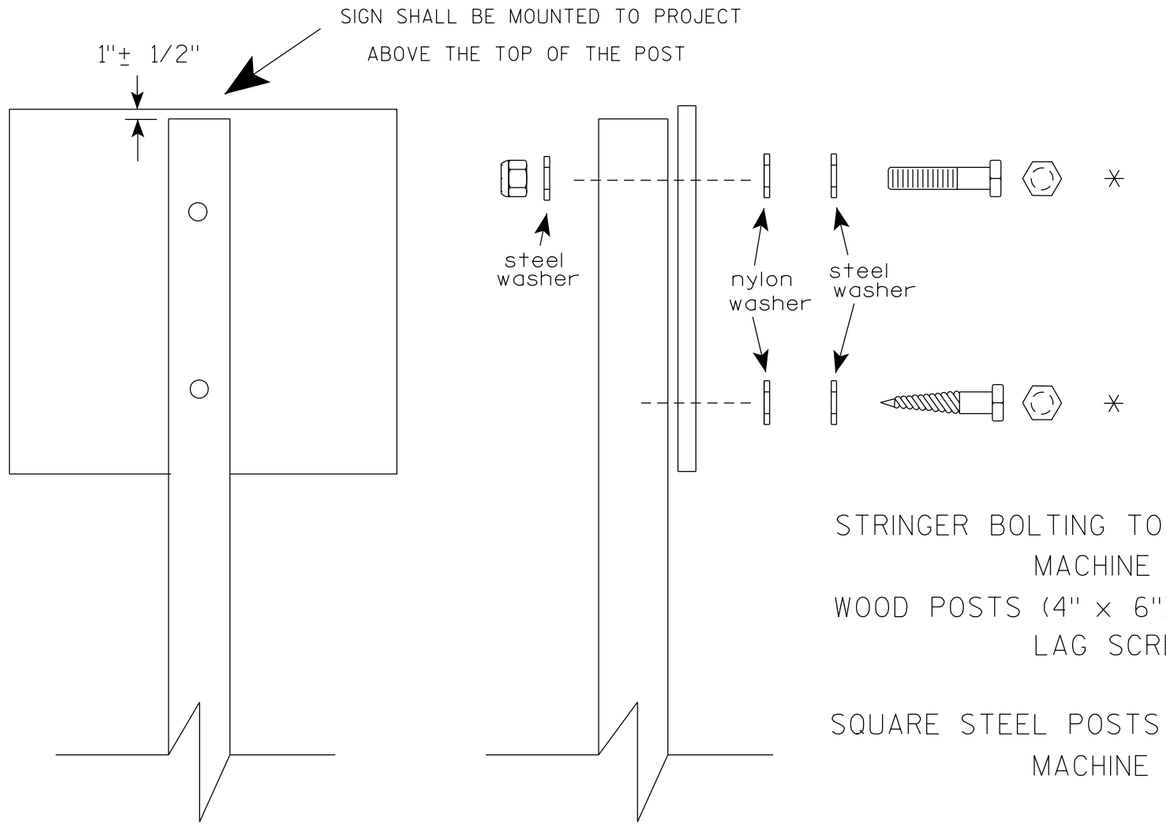
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 237	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

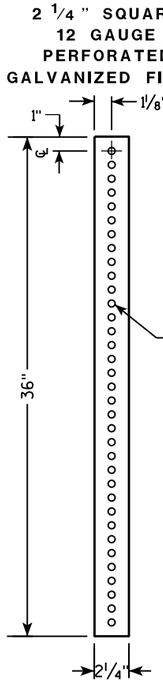
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

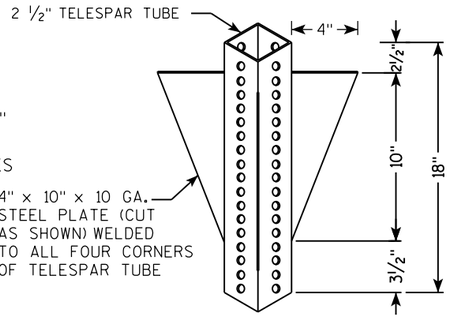
SHEET NO: 238 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

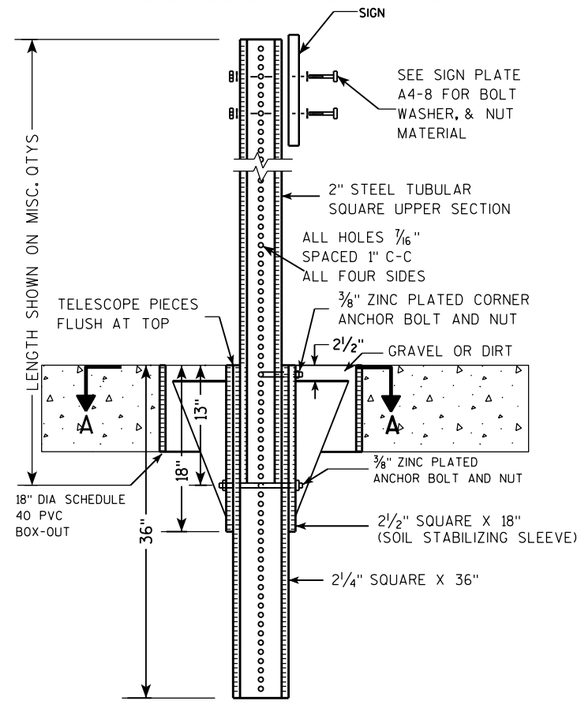
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



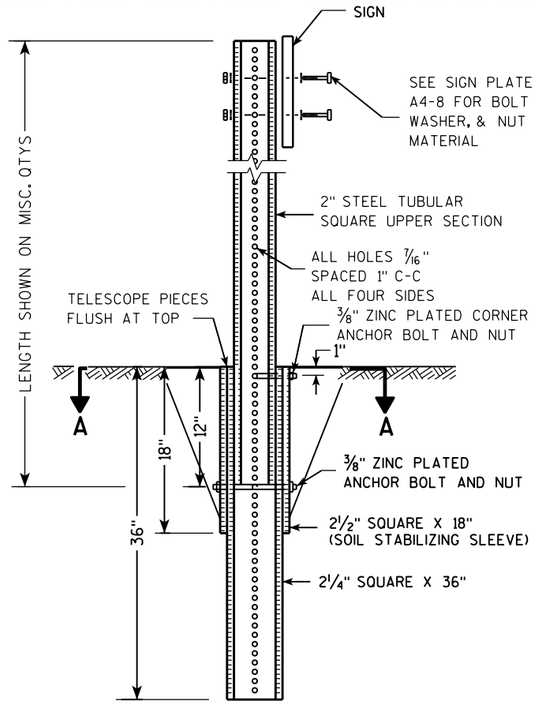
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

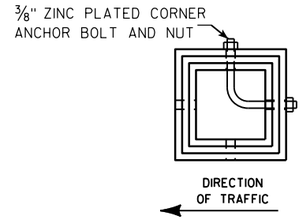


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

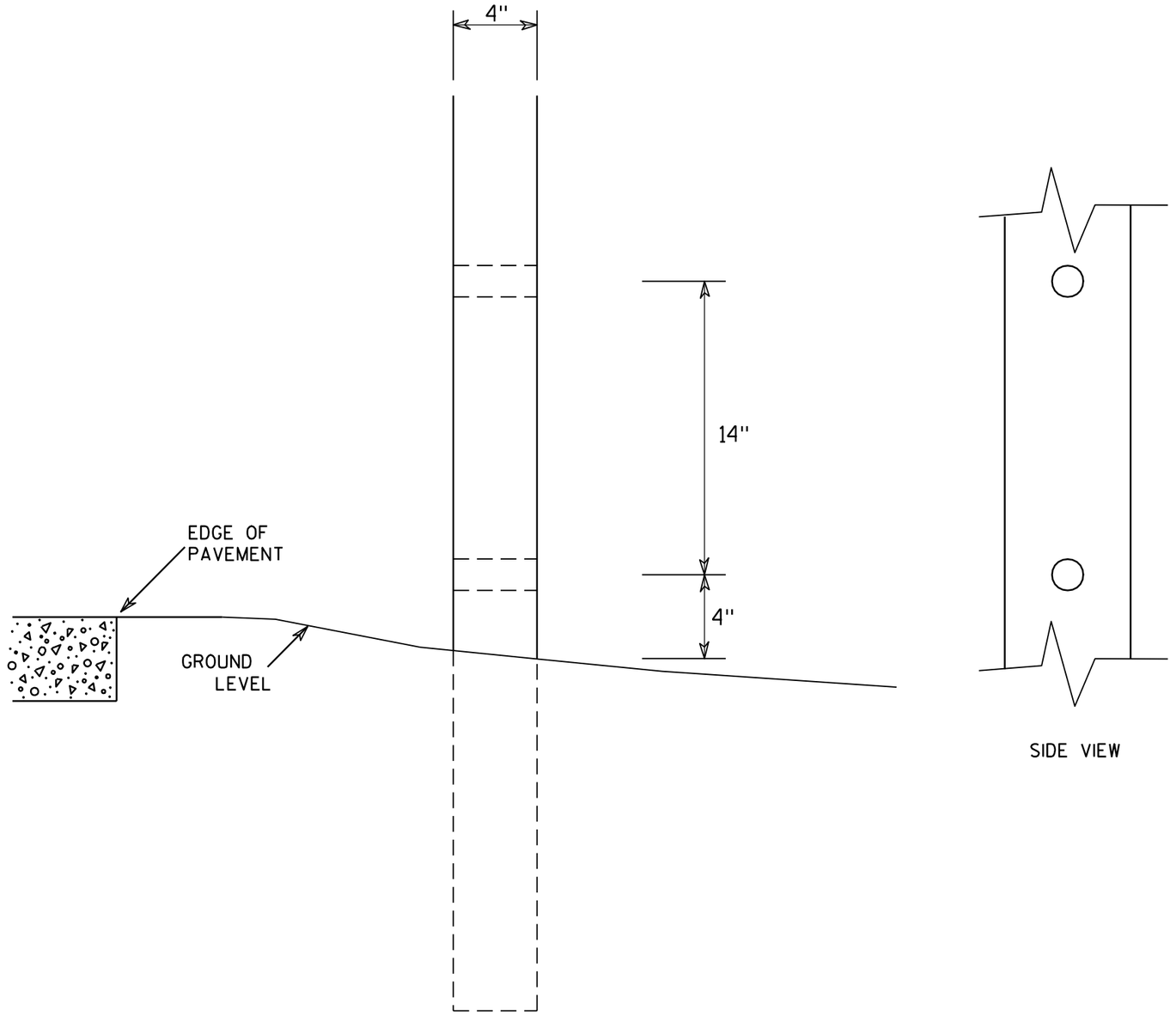
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

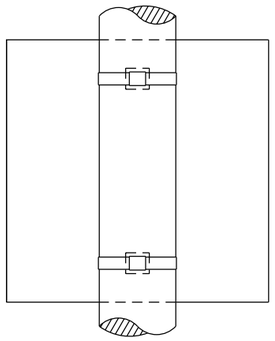
APPROVED Chester J Spang for State Traffic Engineer

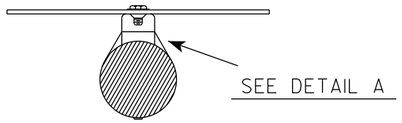
DATE 3/27/97 PLATE NO. A4-11.2

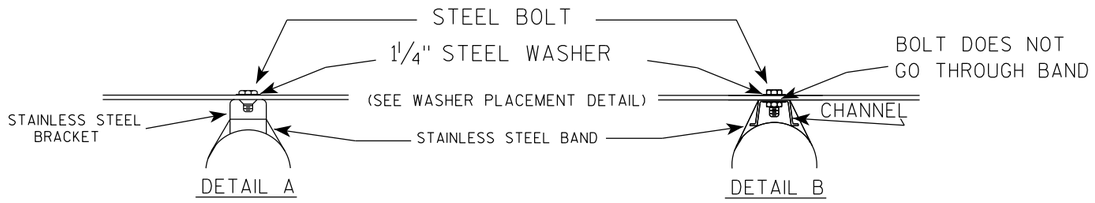
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 240	E

BANDING

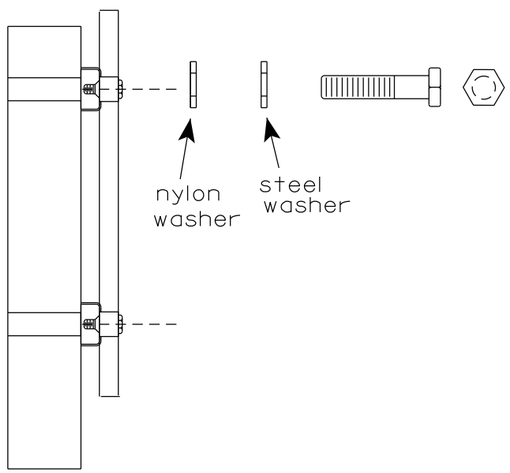
SINGLE SIGN







WASHER PLACEMENT

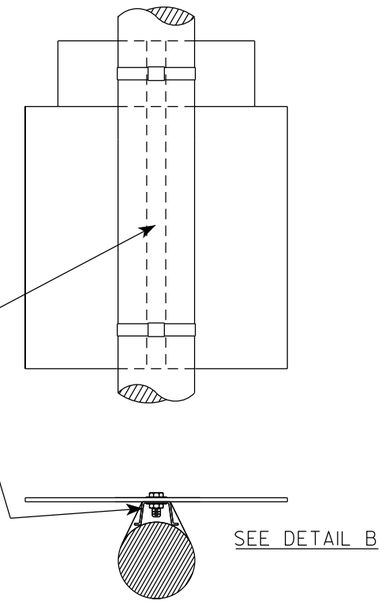


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

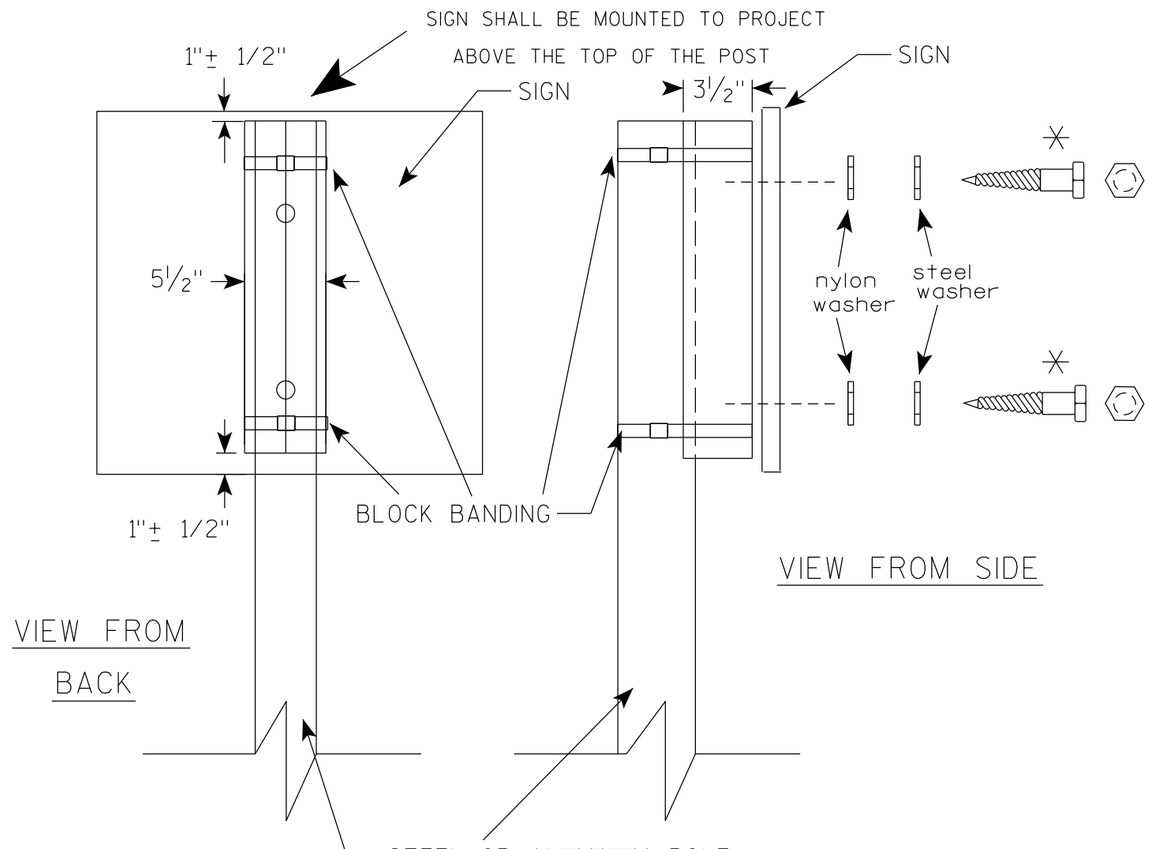
DATE 6/10/19 PLATE NO. A5-9.4

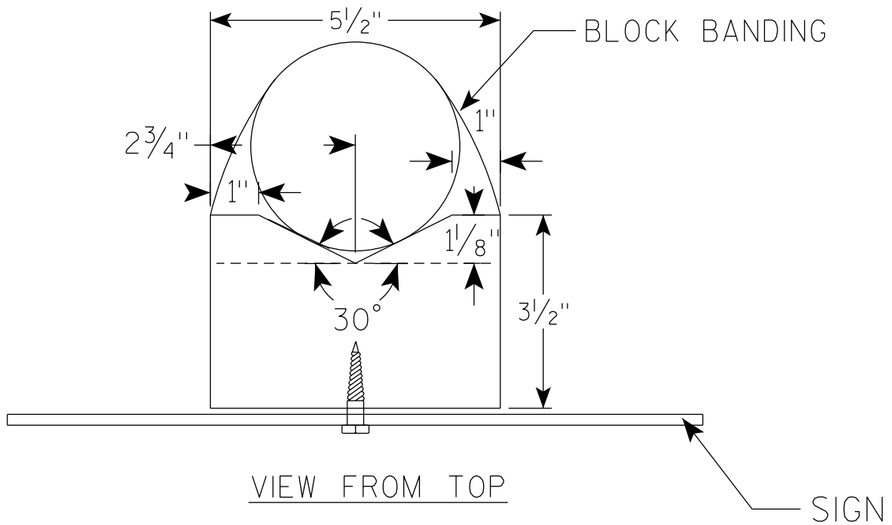
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 241	E

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)

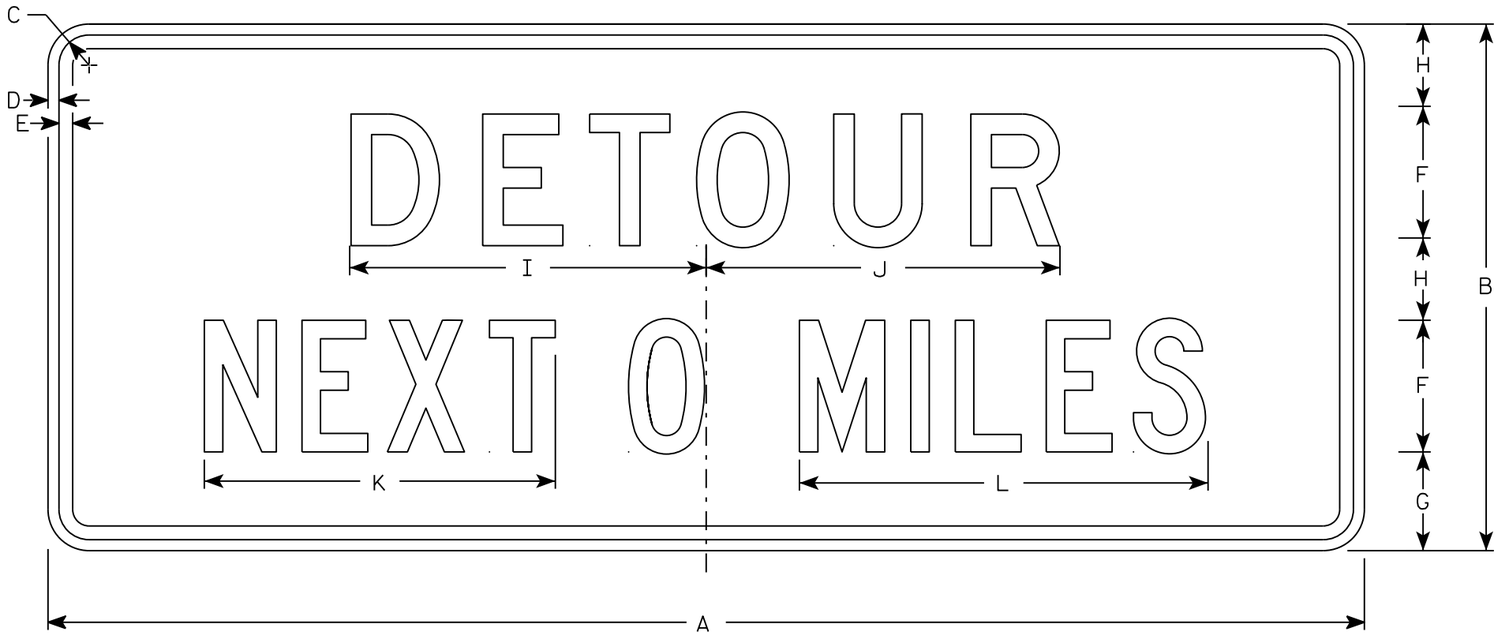
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 242 E



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is 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. Round distance to nearest whole Mile and 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																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
5																											

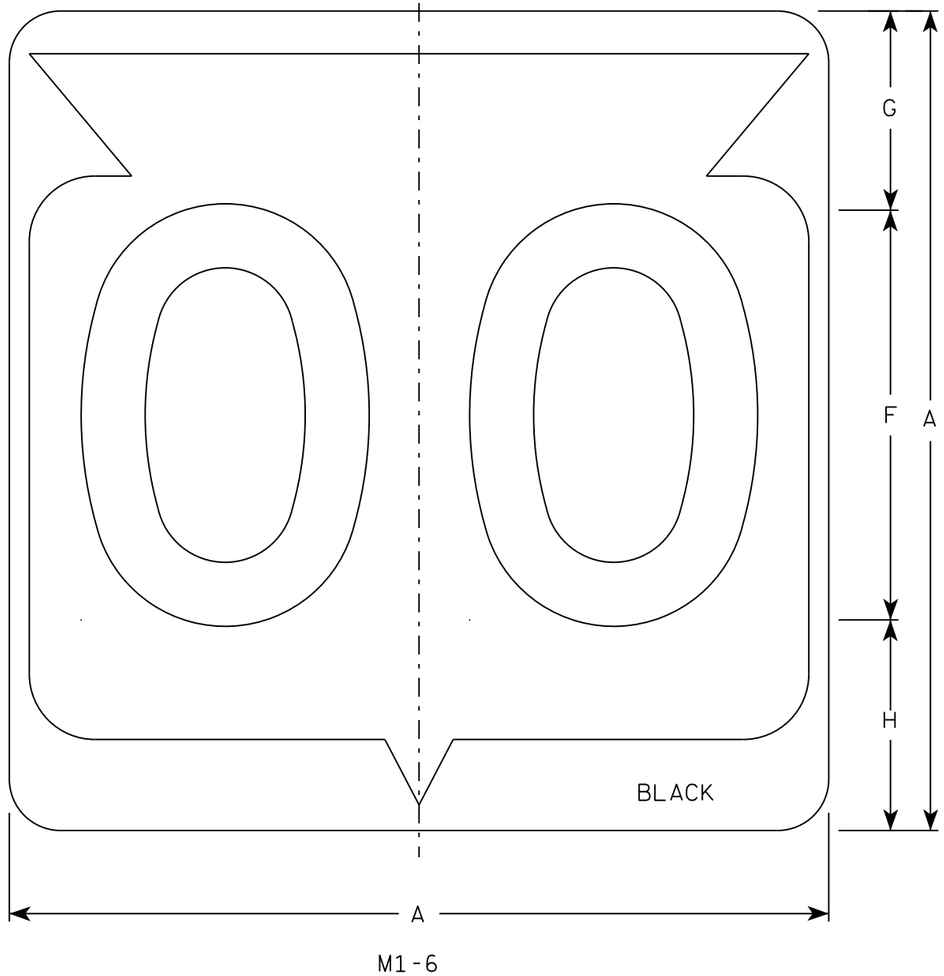
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-51.2

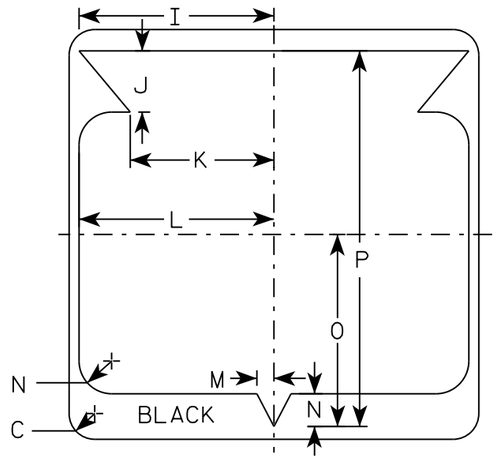
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 243	E



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

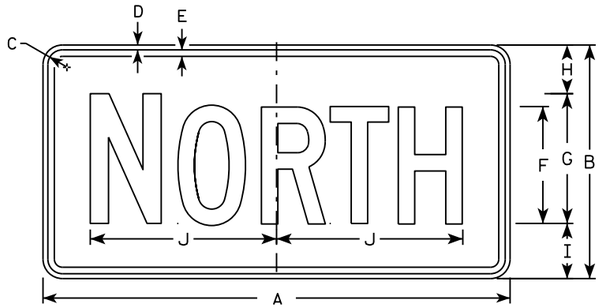
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

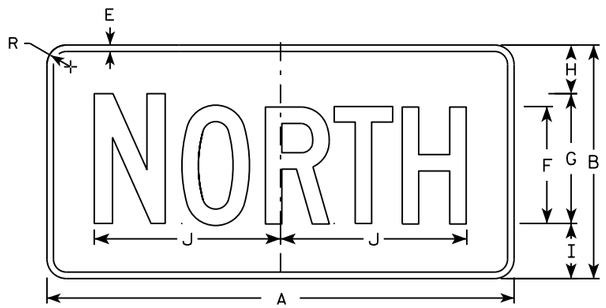
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 244 E



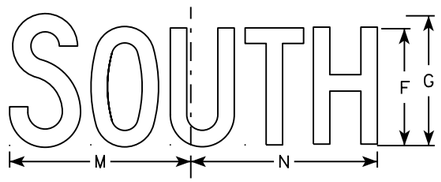
M3-1
MM3-1
MP3-1



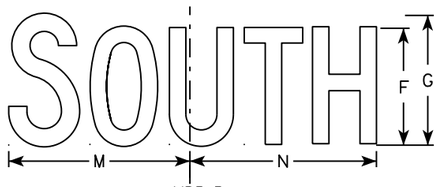
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

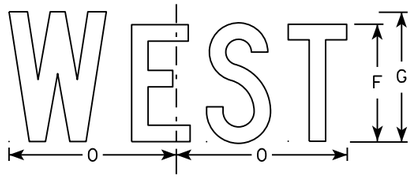
MB3-2
MK3-2
MN3-2



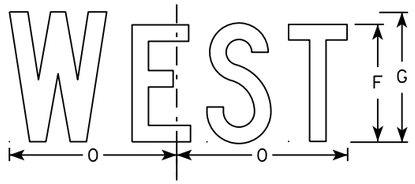
M3-3
MM3-3
MP3-3



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

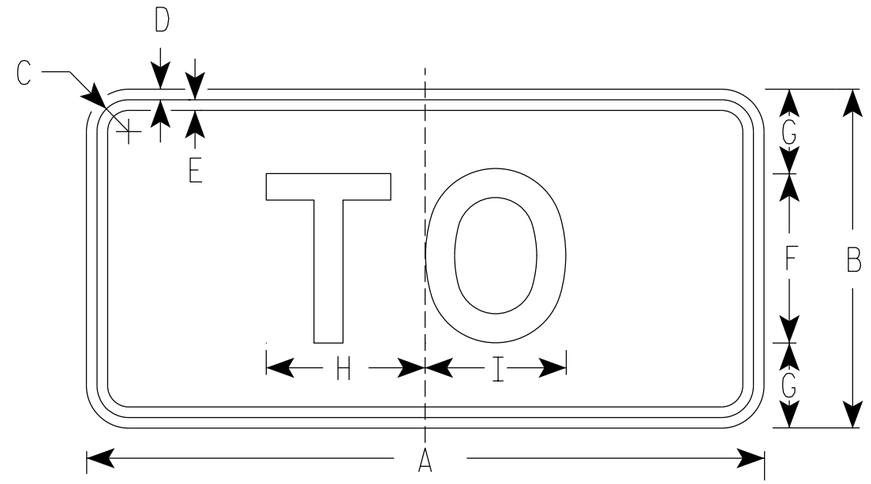
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

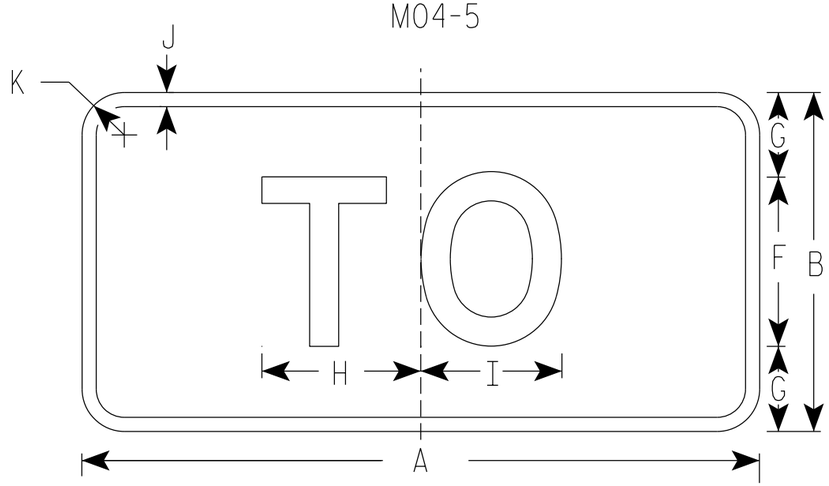
DATE 10/15/15 PLATE NO M3-1.14

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



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
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. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   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																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

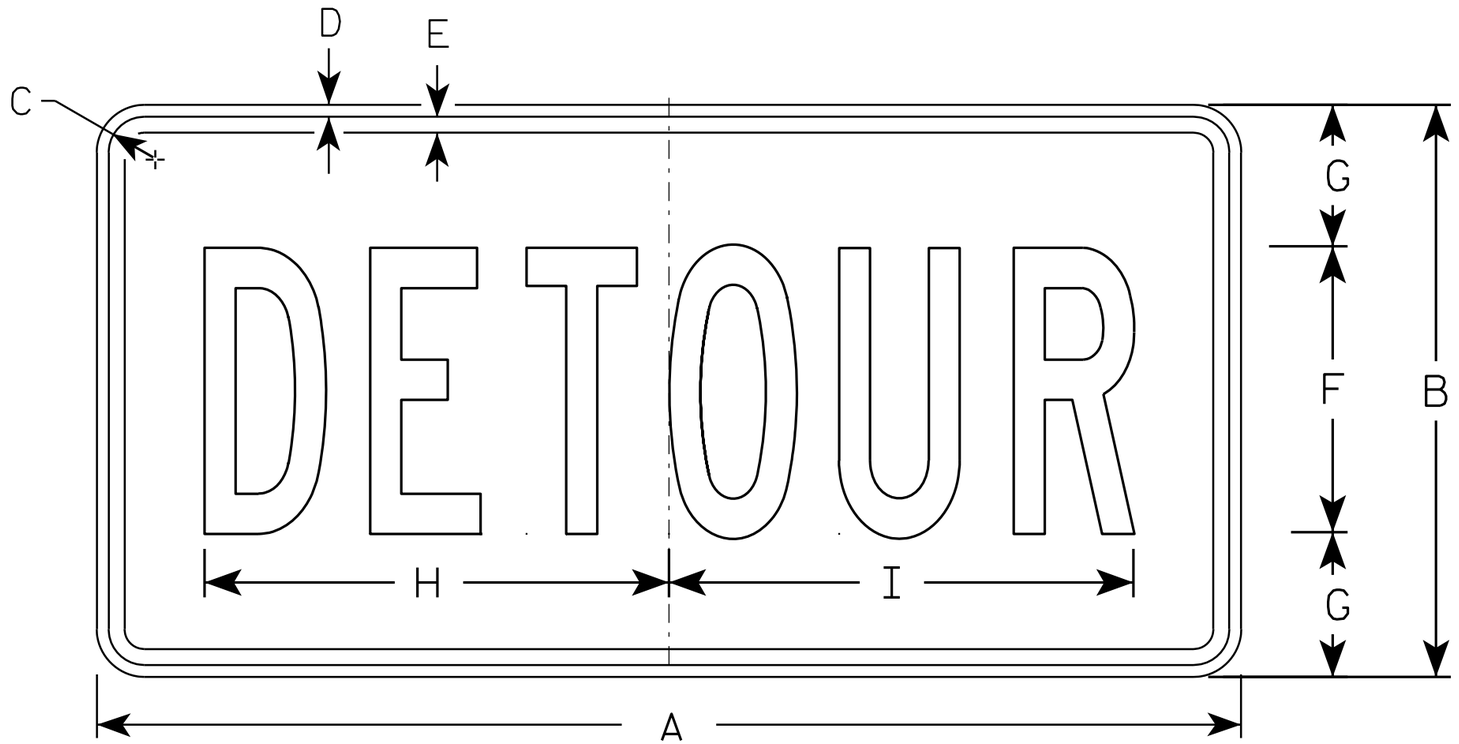
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/7/19 PLATE NO. M4-5.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 246 | E

7



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																											

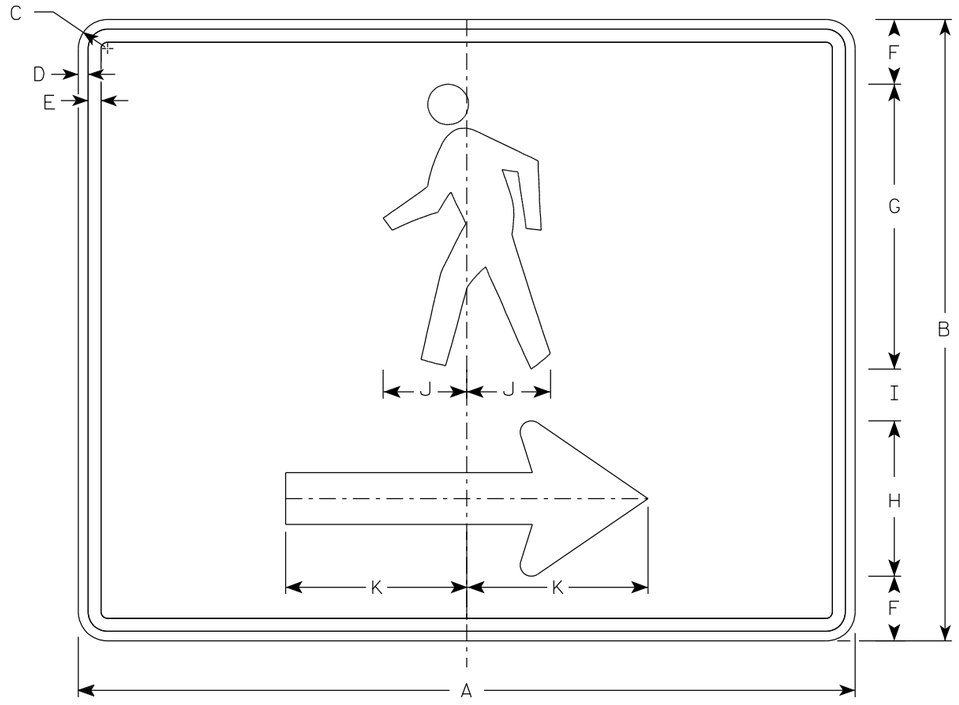
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

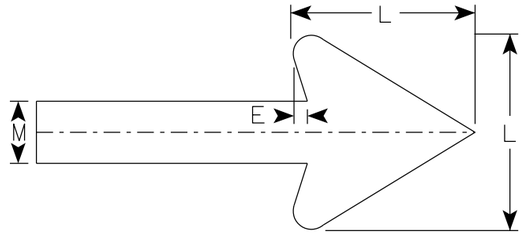
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 247	E



M4-60R

NOTES

1. Sign is Type II- Type F Reflective
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. M4-60L is the same as M4-60R 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	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

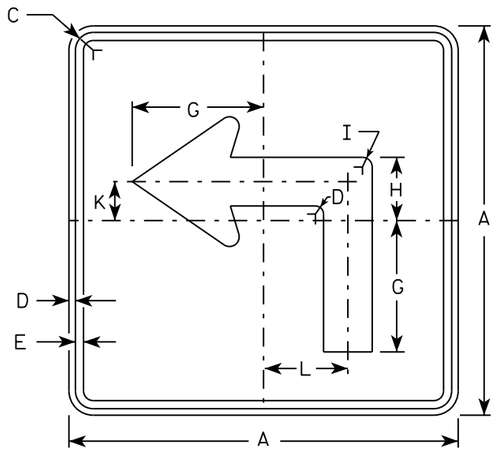
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

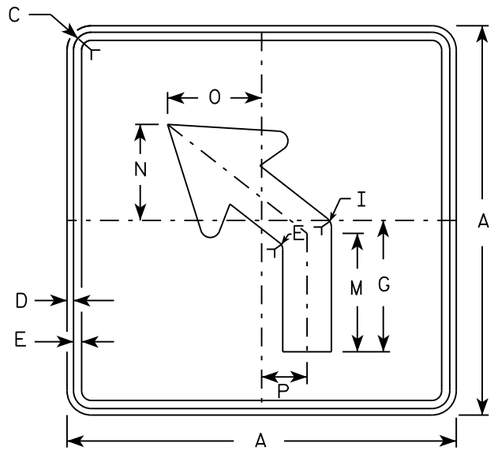
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

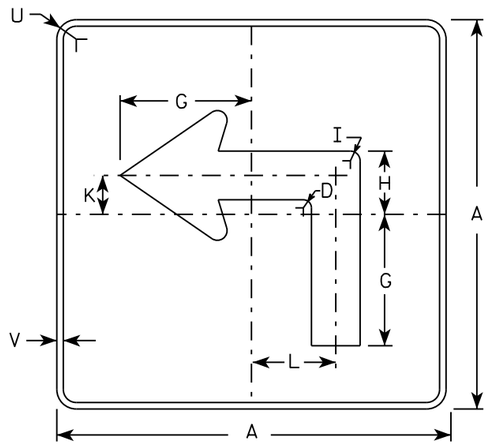
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 248 | E



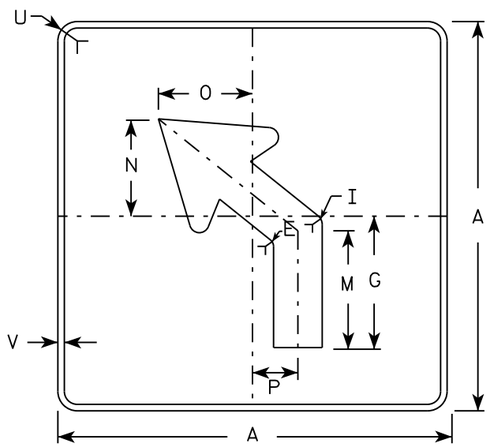
M5-1L
MM5-1L
MO5-1L
MP5-1L



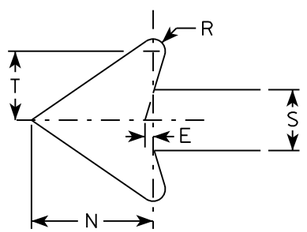
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

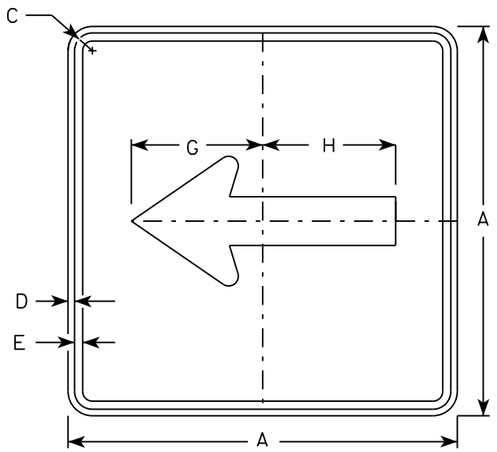
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

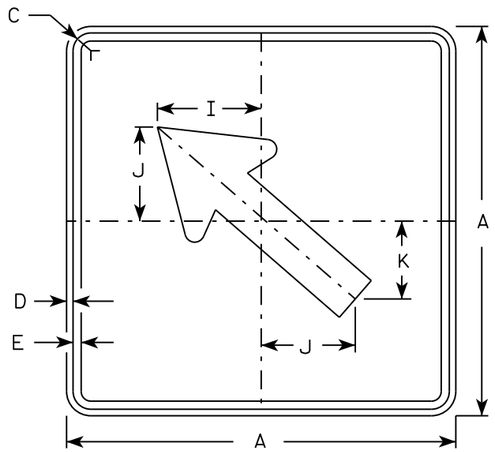
DATE 10/15/15 PLATE NO. M5-1.13

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



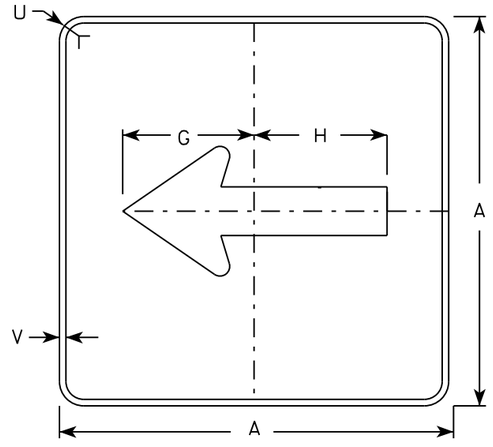
M6-1
MM6-1
MO6-1
MP6-1



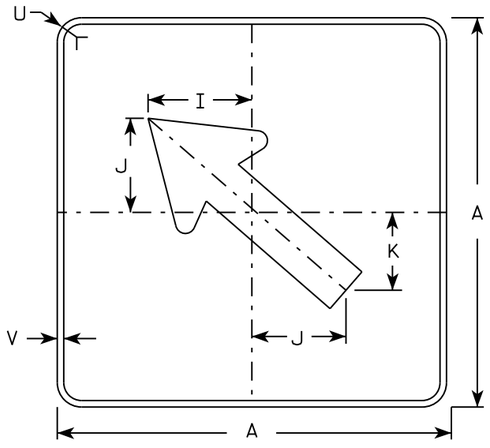
M6-2
MM6-2
MO6-2
MP6-2

NOTES

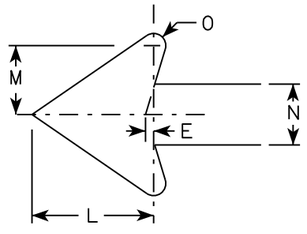
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

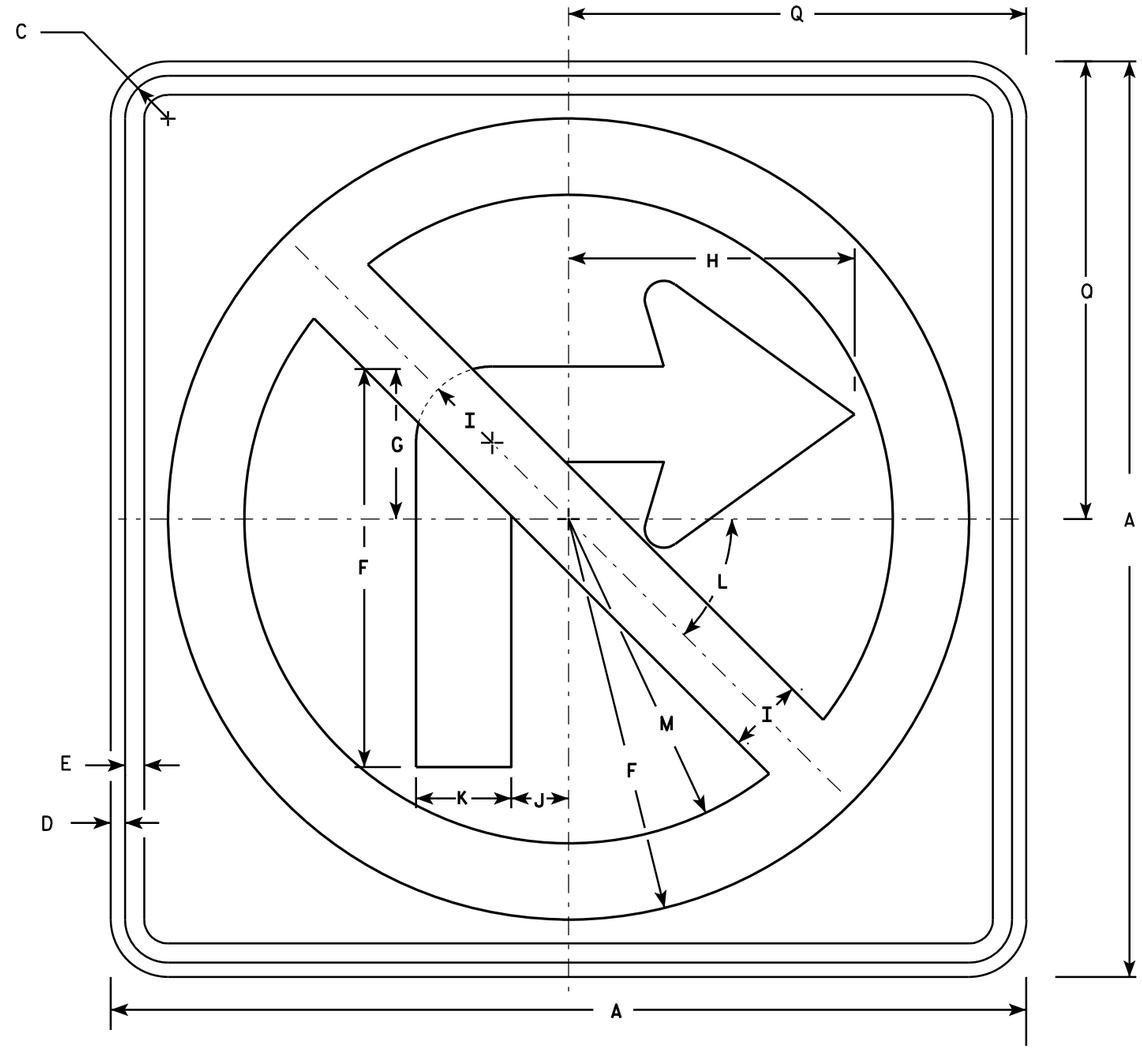
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATI 250 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

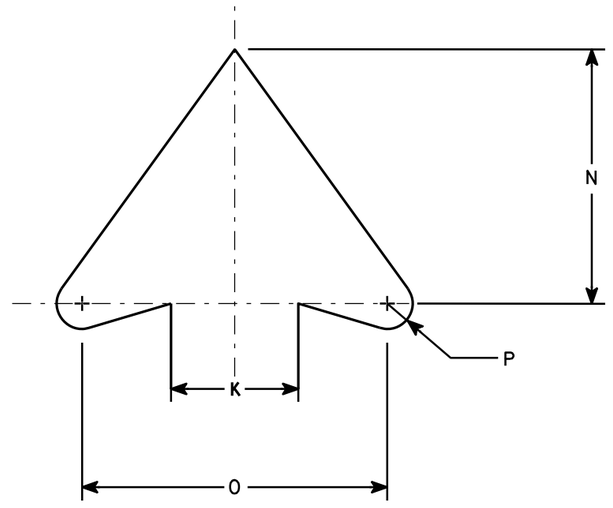
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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

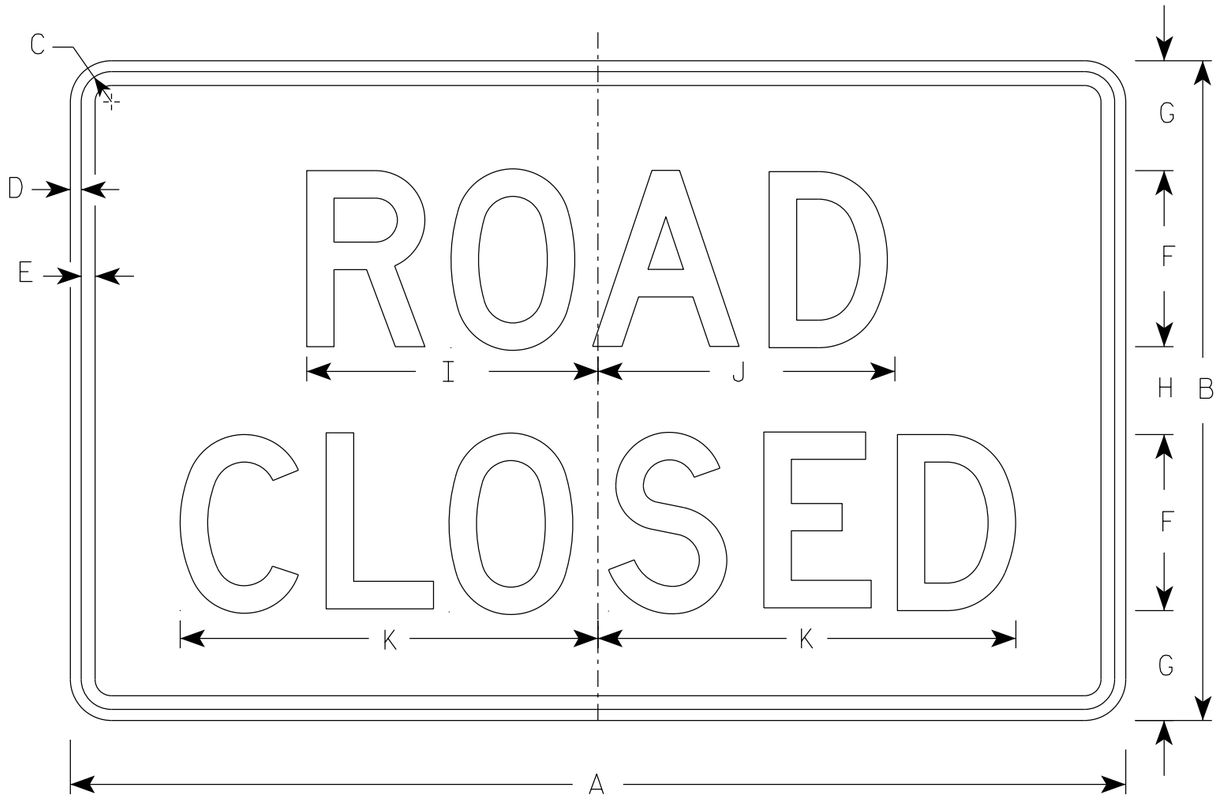
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

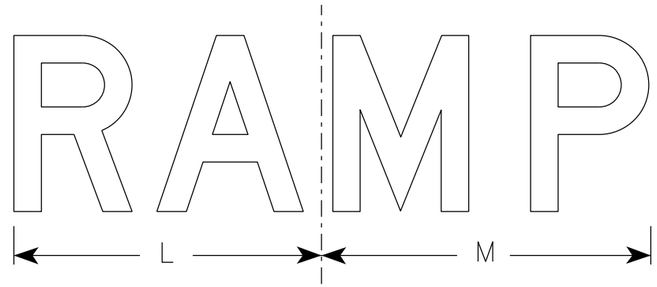
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 251	E



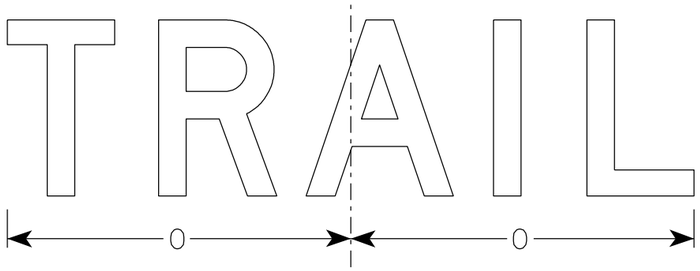
R11-2

NOTES

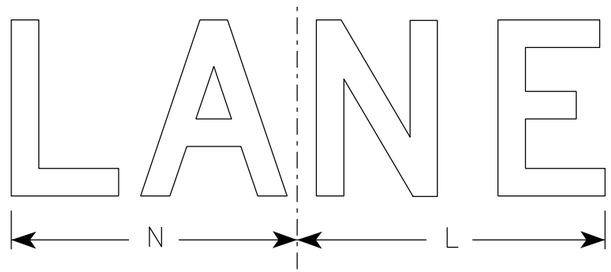
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

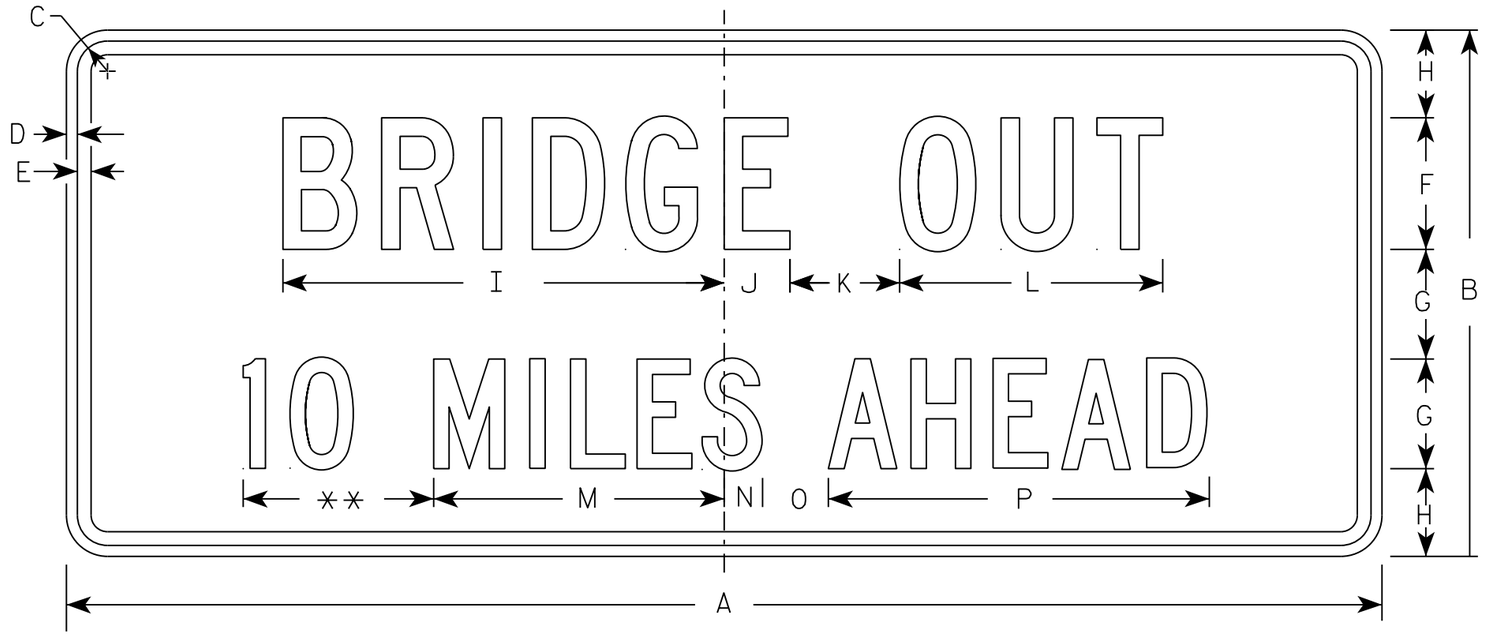
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 252	E

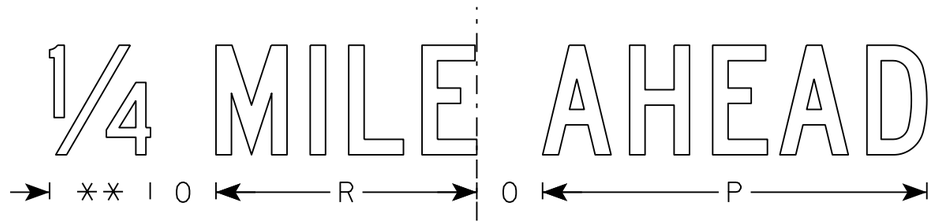
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3C

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	15	1 3/8	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 3/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 3/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

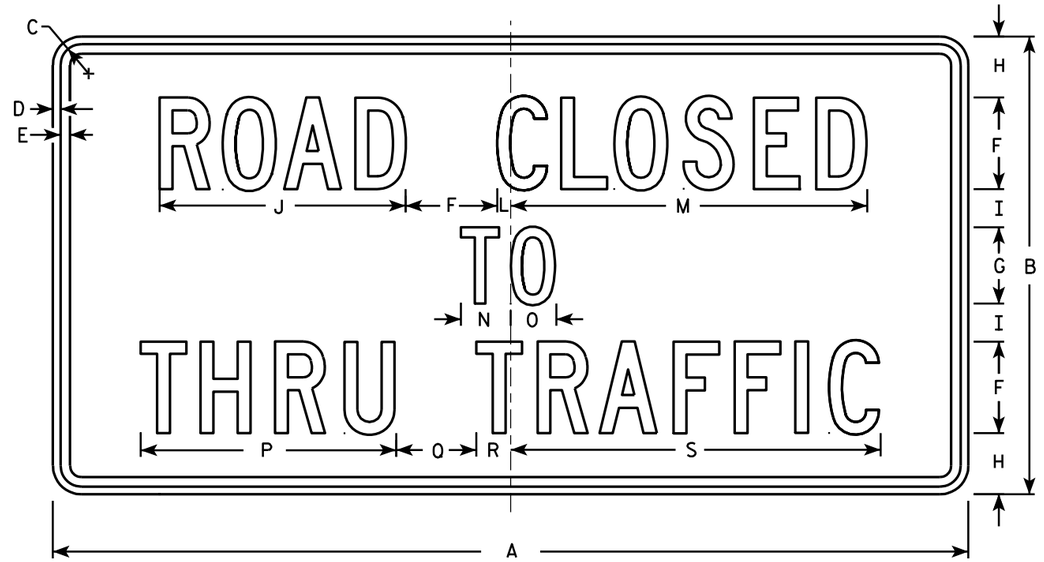
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3C.3

PROJECT NO:

SHEET NO: 253 E



R11-4

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																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

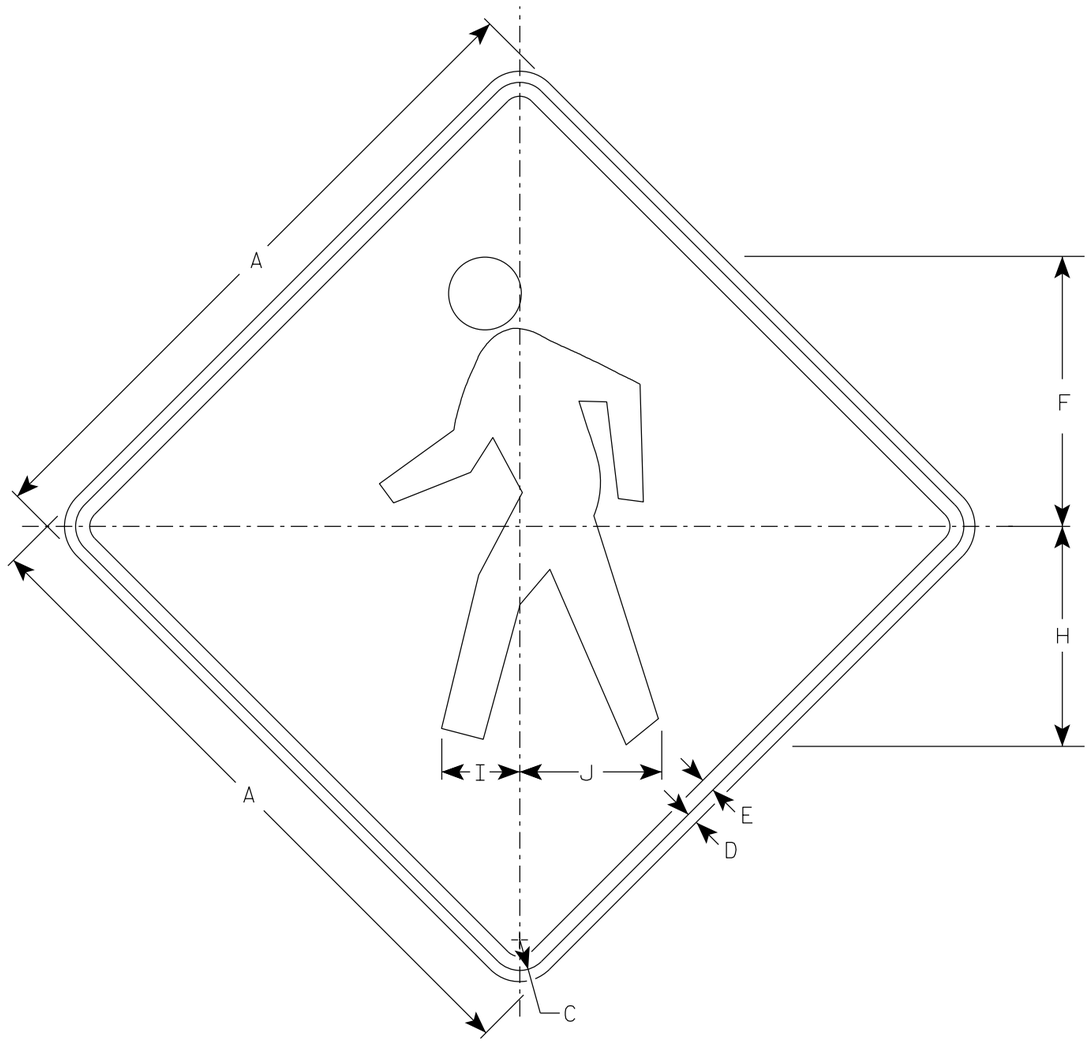
APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 | 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																											

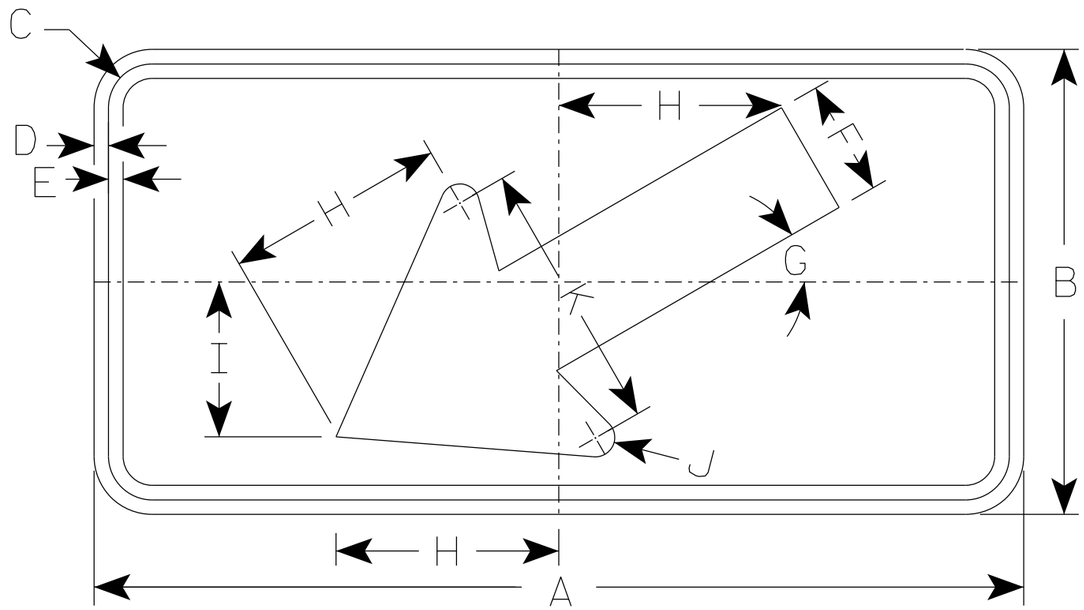
STANDARD SIGN
W11-2

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: 255 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

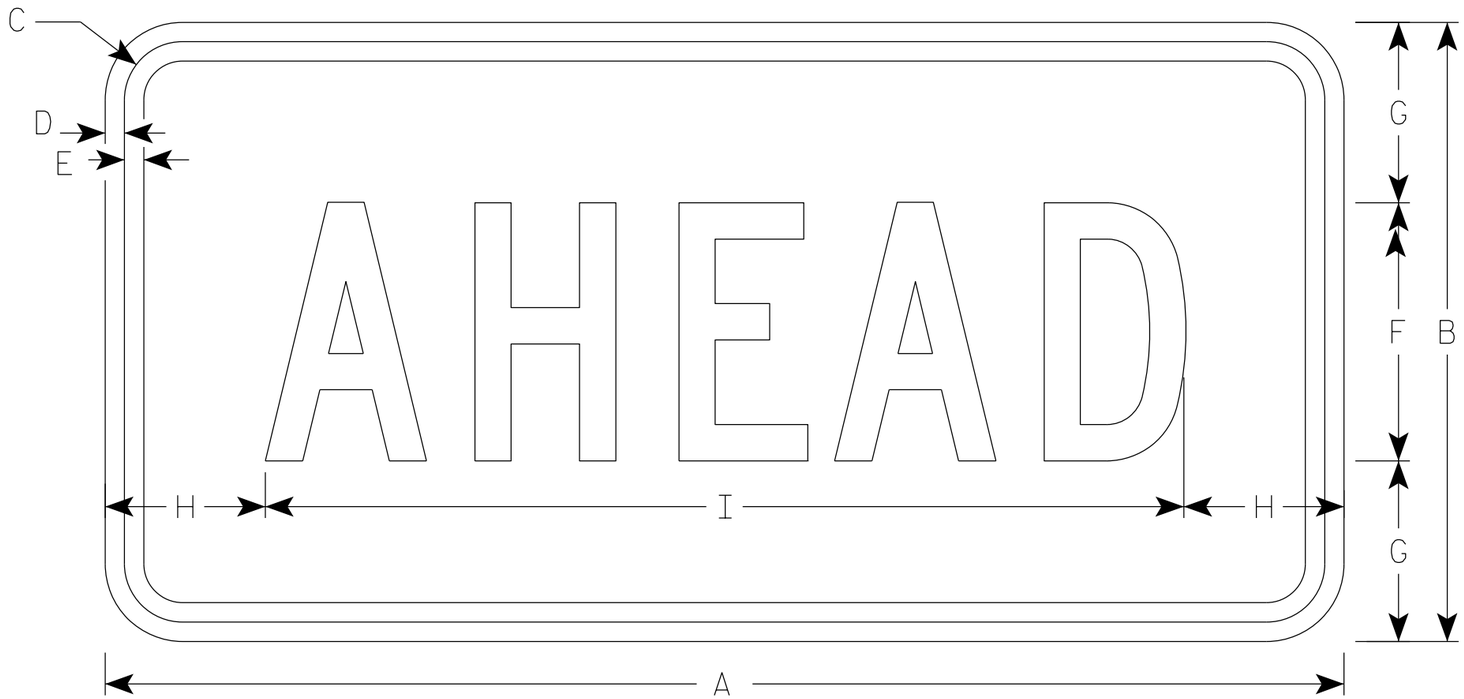
DATE 3/16/2021 PLATE NO. W16-7.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 256 E

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

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	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

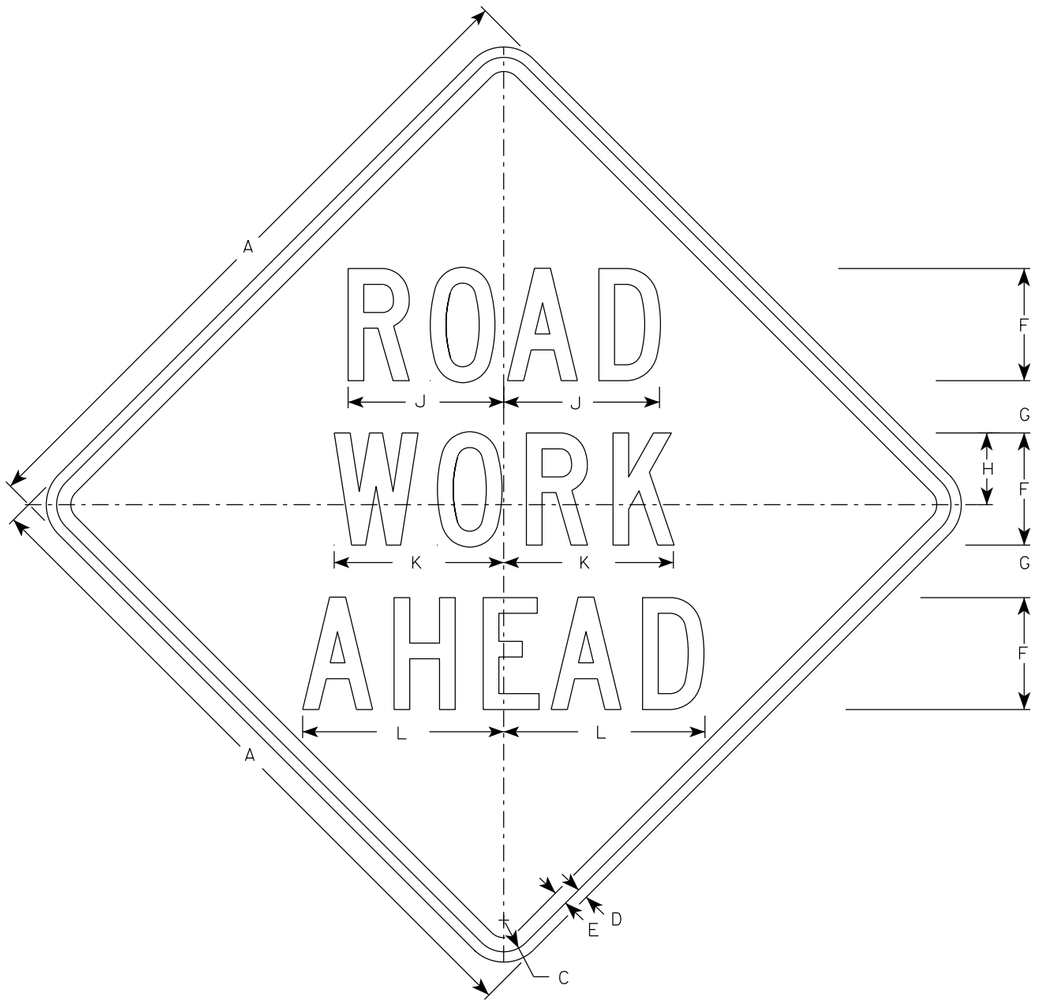
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/7/19 PLATE NO. W16-9P.7

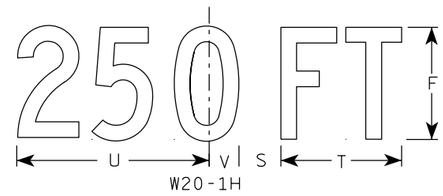
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 257	E

NOTES

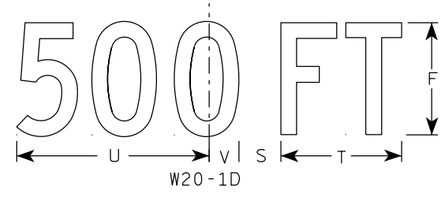
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



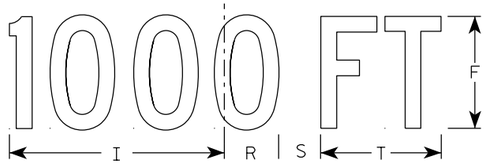
W20-1A



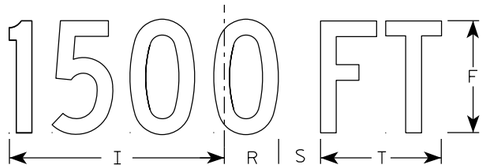
W20-1H



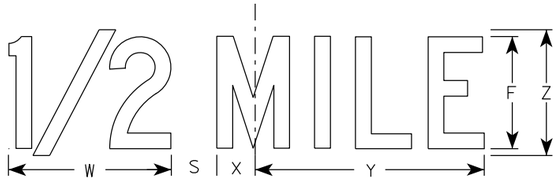
W20-1D



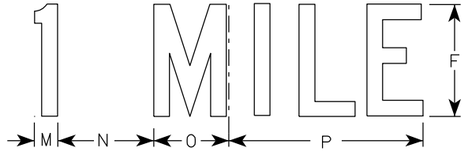
W20-1C



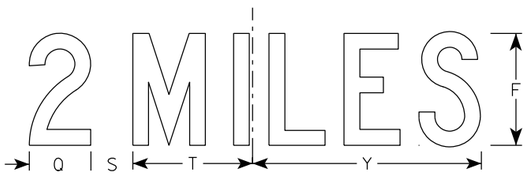
W20-1B



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:

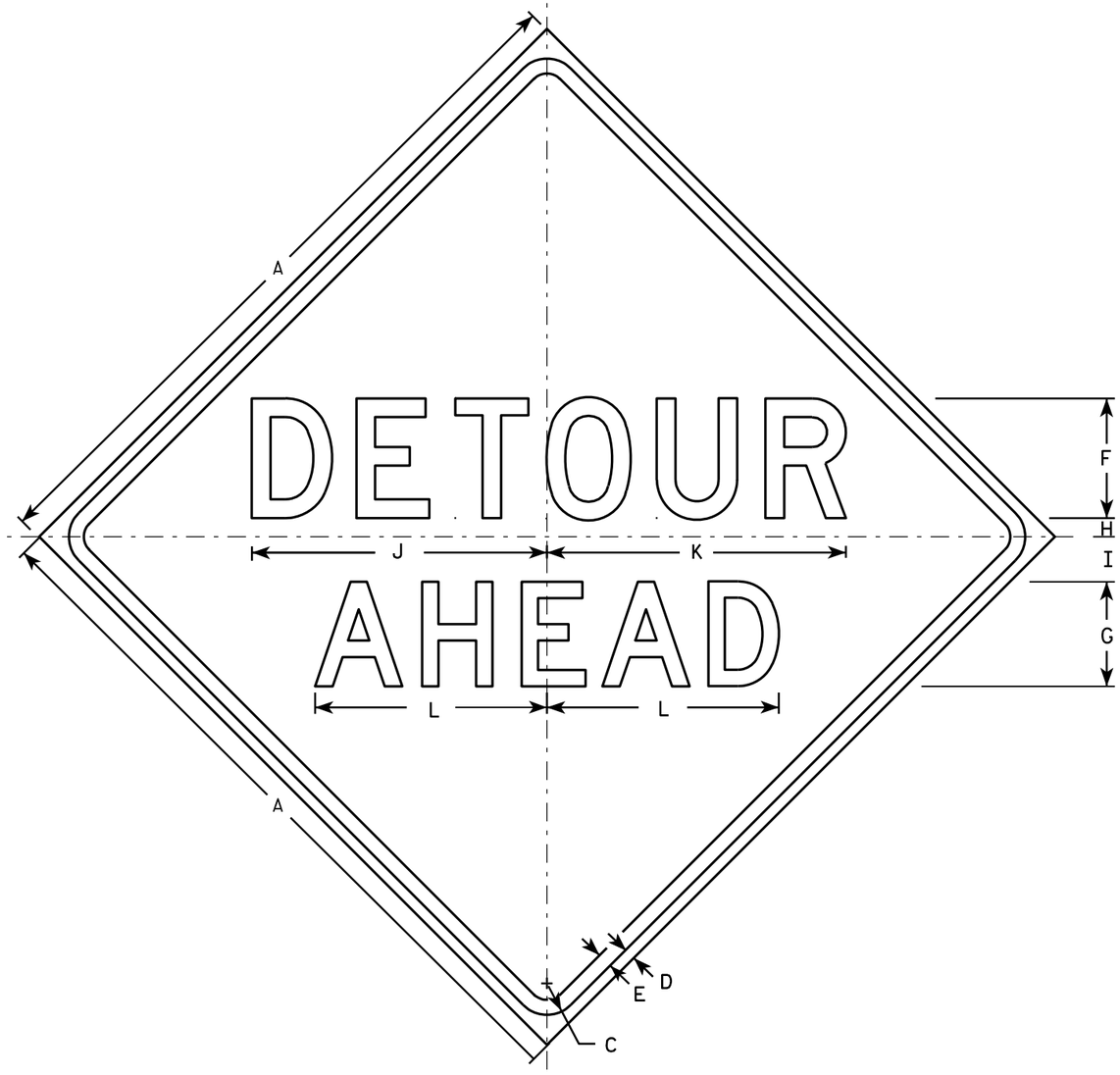
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

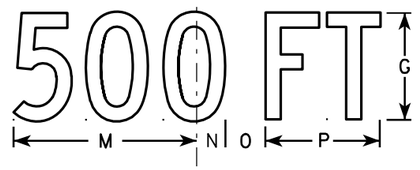
WISDOT/CADDS SHEET 42

7

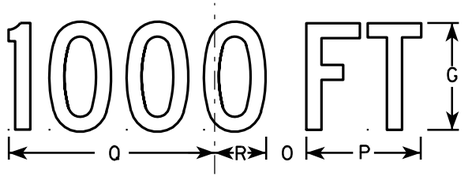
7



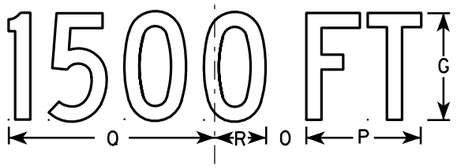
W20-2A



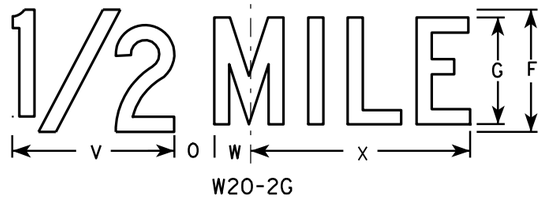
W20-2D



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

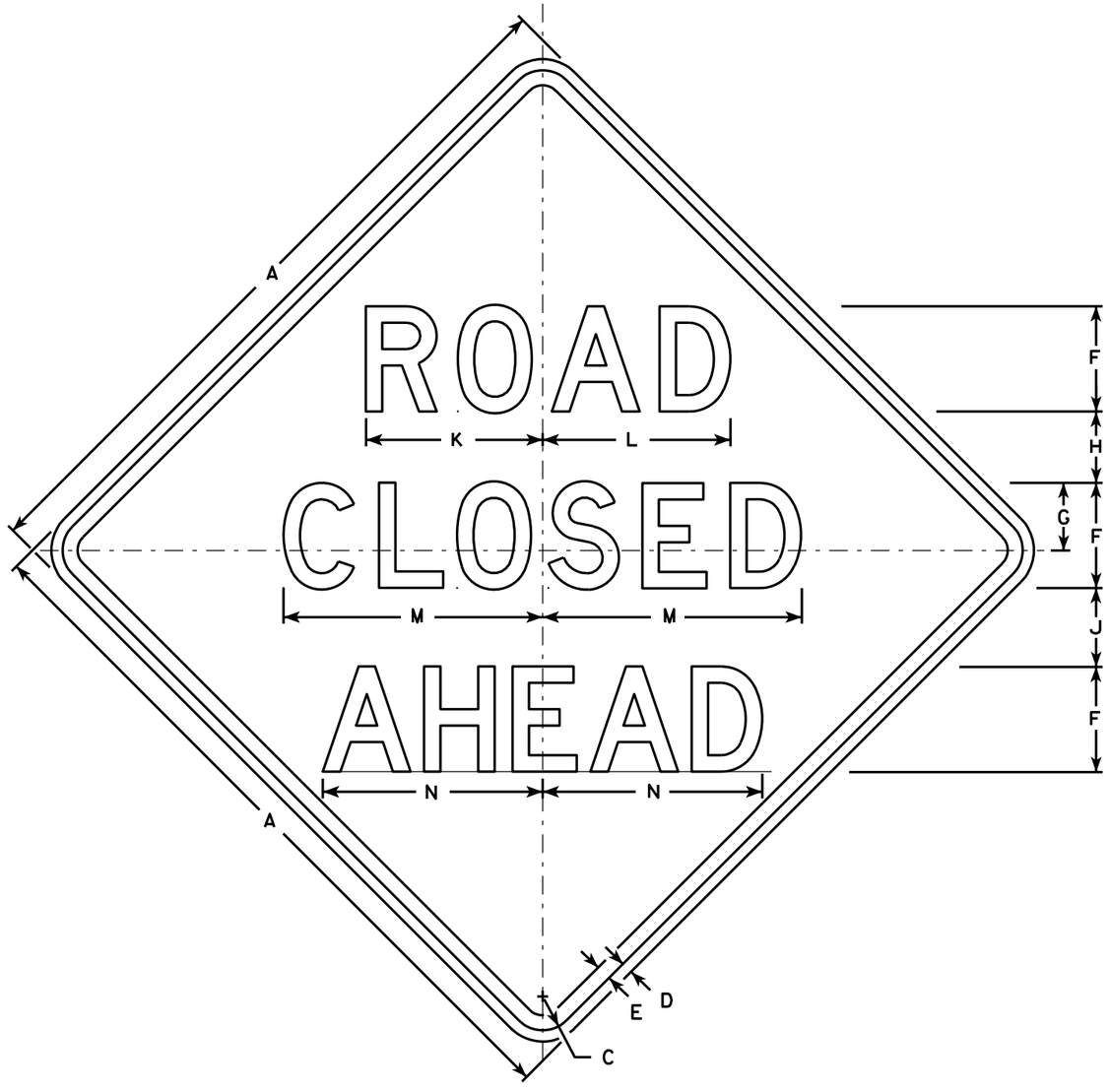
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

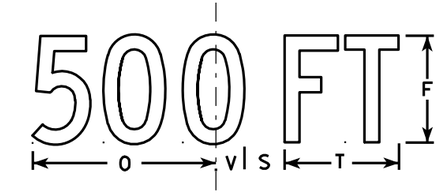
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

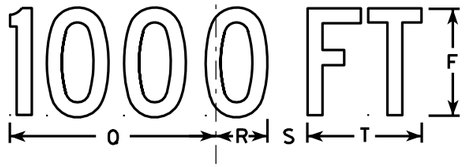
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 259	E



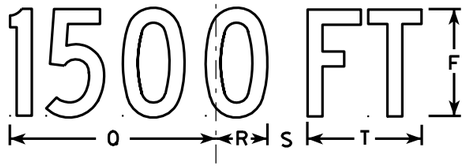
W20-3A



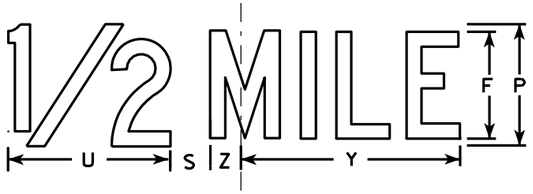
W20-3D



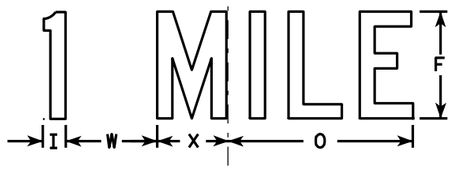
W20-3C



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

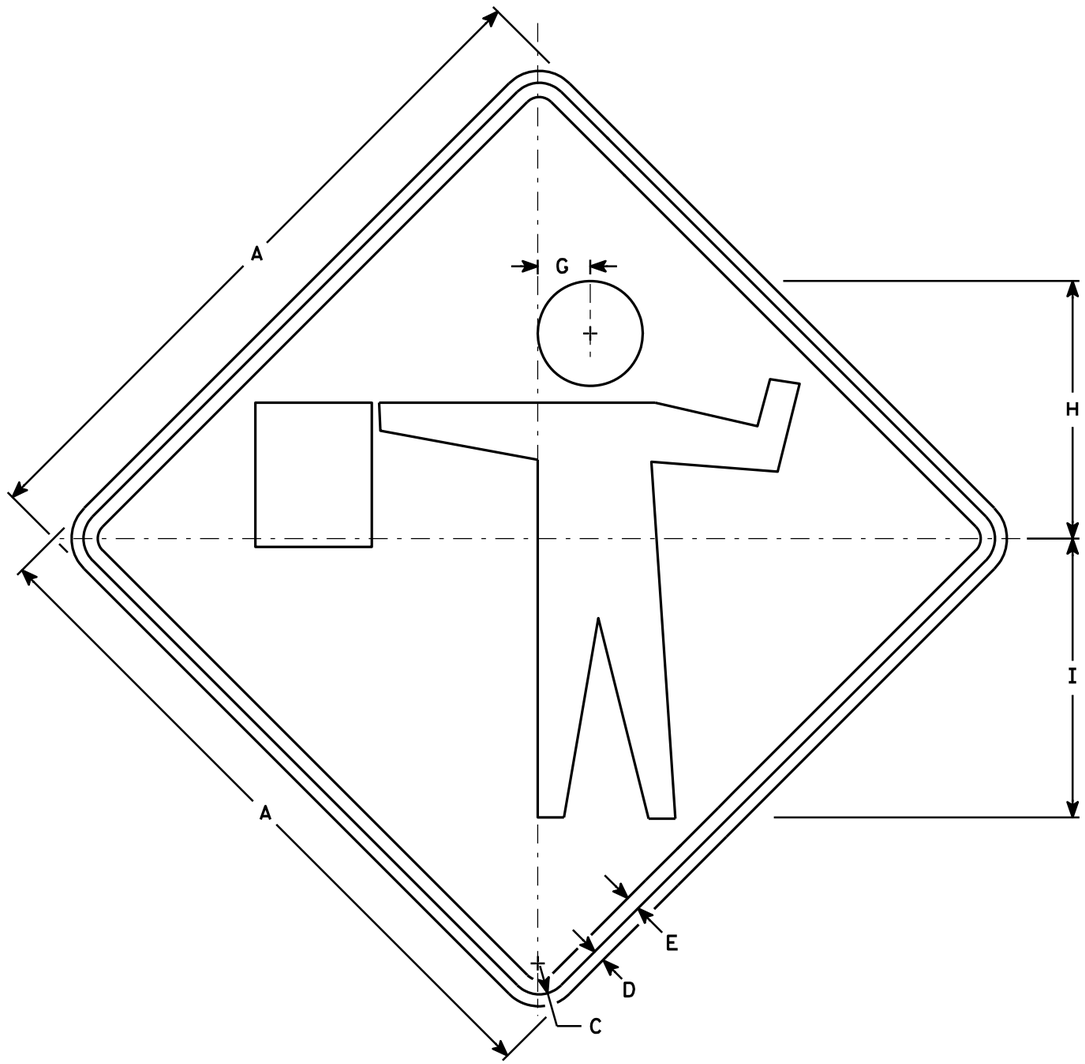
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 260 | E

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

7

7



W20-7A

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	36		1 5/8	5/8	3/4		2 3/4	13 1/2	14 5/8																		9.00
2S	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
2M	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
3	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
4	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
5	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00

STANDARD SIGN
W20-7A

WISCONSIN DEPT OF TRANSPORTATION

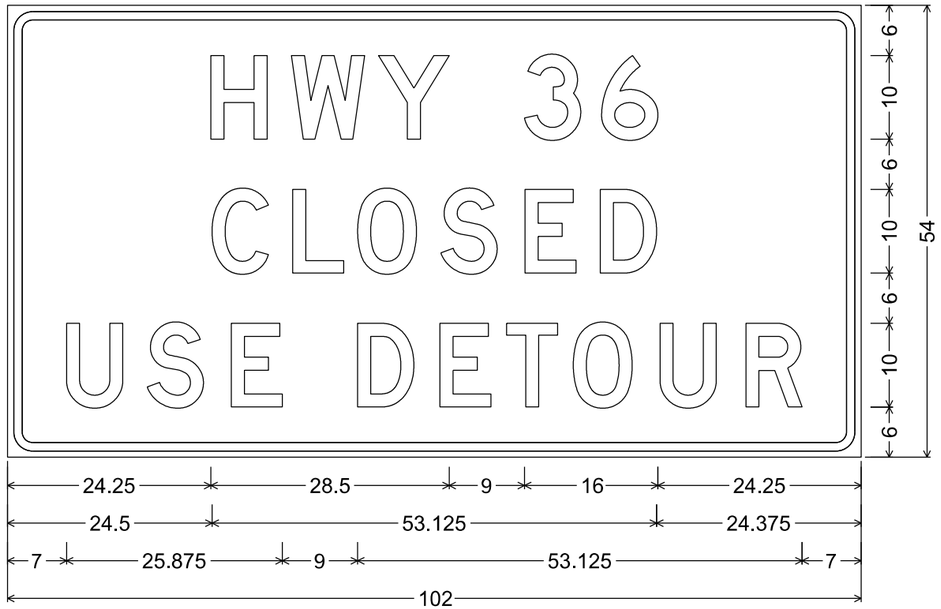
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-7A.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 261 | E

7

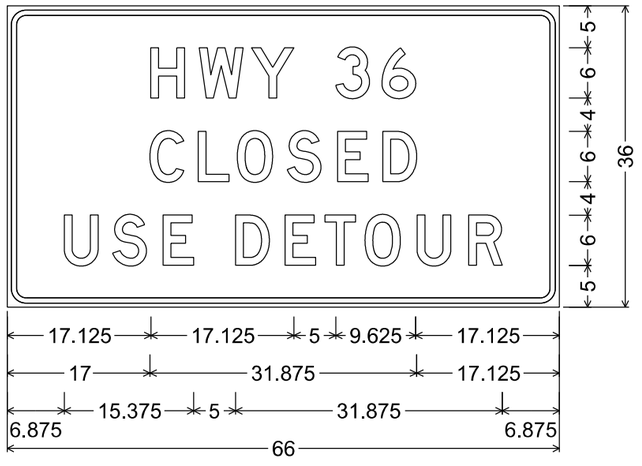
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W207A.DGN PLOT DATE : 18-MAR-2011 13:14 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 7.945391:1.000000 WISDOT/CADDS SHEET 42



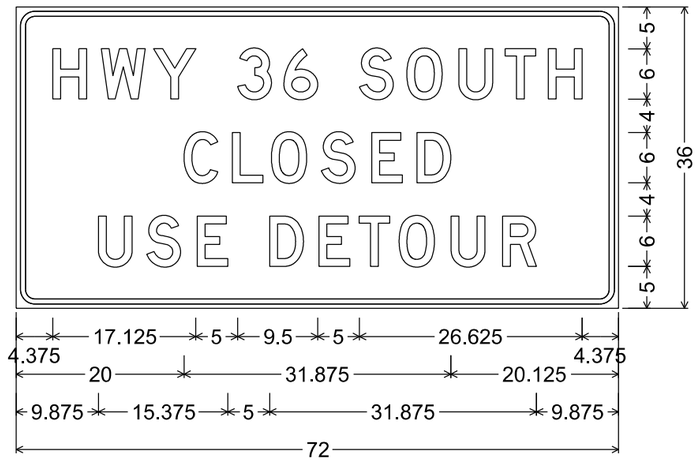
3.000" Radius, 1.000" Border, 0.750" Indent

NOTES

1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



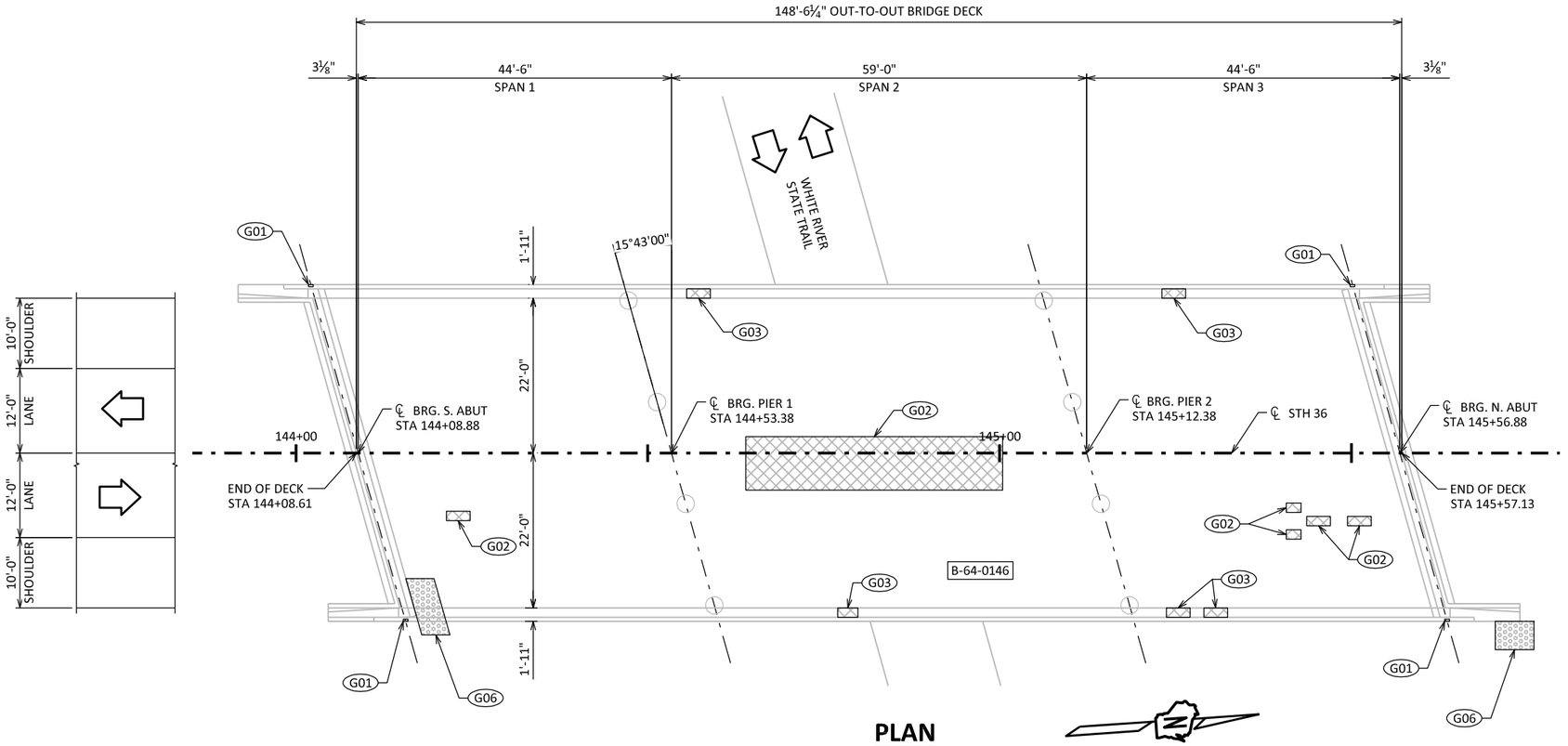
2.250" Radius, 0.625" Border, 0.500" Indent



2.250" Radius, 0.625" Border, 0.500" Indent

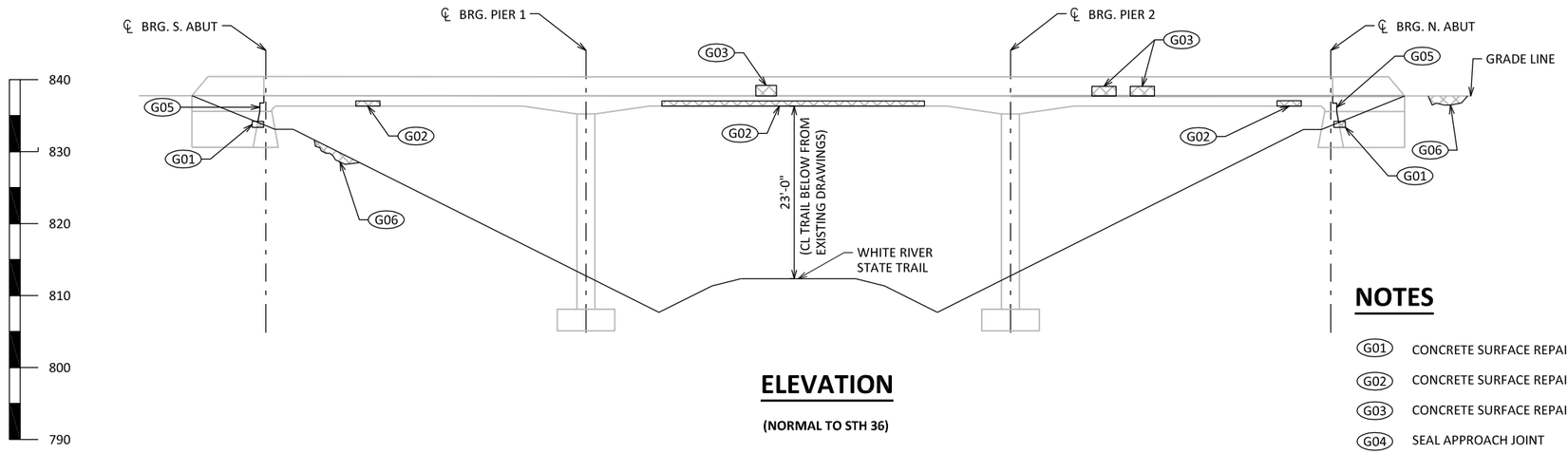
STATE PROJECT NUMBER

3190-11-70



PLAN

(3-SPAN CONCRETE HAUNCHED SLAB BRIDGE)



ELEVATION

(NORMAL TO STH 36)

DESIGN DATA (REHAB)

LIVE LOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-21
OPERATING RATING: HS-36
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 190 (KIPS)
(RATINGS TAKEN FROM HSIS, 6/20/2013)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

TRAFFIC DATA

FEATURE ON:

ADT = 5,100 (2028)
ADT = 5,800 (2048)
R.D.S. = 60 MPH

LIST OF DRAWINGS:

1 GENERAL PLAN AND ELEVATION
2 SECTION, NOTES, AND QUANTITIES
3 REPAIR DETAILS

NOTES

G01 CONCRETE SURFACE REPAIR AT SUBSTRUCTURE
G02 CONCRETE SURFACE REPAIR AT UNDERSIDE DECK
G03 CONCRETE SURFACE REPAIR AT PARAPET
G04 SEAL APPROACH JOINT
G05 SEAL PARAPET AND BRIDGE JOINT
G06 EROSION REPAIR WITH RIPRAP MEDIUM

STRUCTURE DESIGN CONTACTS:

PAUL FORD 262-317-3342
NICK DECENT 262-317-3362

BRIDGE OFFICE CONTACT:

AARON BONK 608-261-0261

WISCONSIN
Nicholas Decent
45114
Pewaukee
Wisconsin
PROFESSIONAL ENGINEER
12/5/23

NO.	DATE	REVISION	BY

raSmith
CREATIVITY BEYOND ENGINEERING
16745W. Bluemound Road
Brookfield,WI 53005-5938
(262) 781-1000
rasmith.com

job number: 1202723

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED SDR 12/07/23
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-64-146

S.T.H. 36 OVER WHITE RIVER STATE TRAIL

COUNTY	TOWN
WALWORTH	LYONS

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
PRF	NLD	PRF	NLD

SHEET 1 OF 3
263

I.D. DATE: SCALE =

STATE PROJECT NUMBER

3190-11-70

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
492.2020.S	CLEANING AND SEALING CRACKS AND JOINTS WITH HOT-APPLIED SEALANT	MI	0.350
509.1500	CONCRETE SURFACE REPAIR	SF	32
606.0200	RIPRAP MEDIUM	CY	5
645.0120	GEOTEXTILE TYPE HR	SY	16
SPV.0060.07	JOINT SEALANT PARAPET	EACH	4
SPV.0165.01	SHOTCRETE SURFACE REPAIR	SF	94
	NON-BID ITEMS		
	FILLER	SIZE	½", ¾"

CATEGORY 2010

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

THE EXISTING STRUCTURE, B-64-146, IS A 3-SPAN CONCRETE HAUNCHED SLAB BRIDGE WITH AN OVERALL WIDTH OF 47'-10"AND AN OVERALL LENGTH BETWEEN BACK OF ABUTMENTS OF 148-6 ¼". THE JOINTS AT BOTH ABUTMENTS SHALL BE RESEALED. CONCRETE SURFACE REPAIRS SHALL BE PERFORMED AS DIRECTED BY THE FIELD ENGINEER.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A ½ -INCH DEEP SAW CUT.

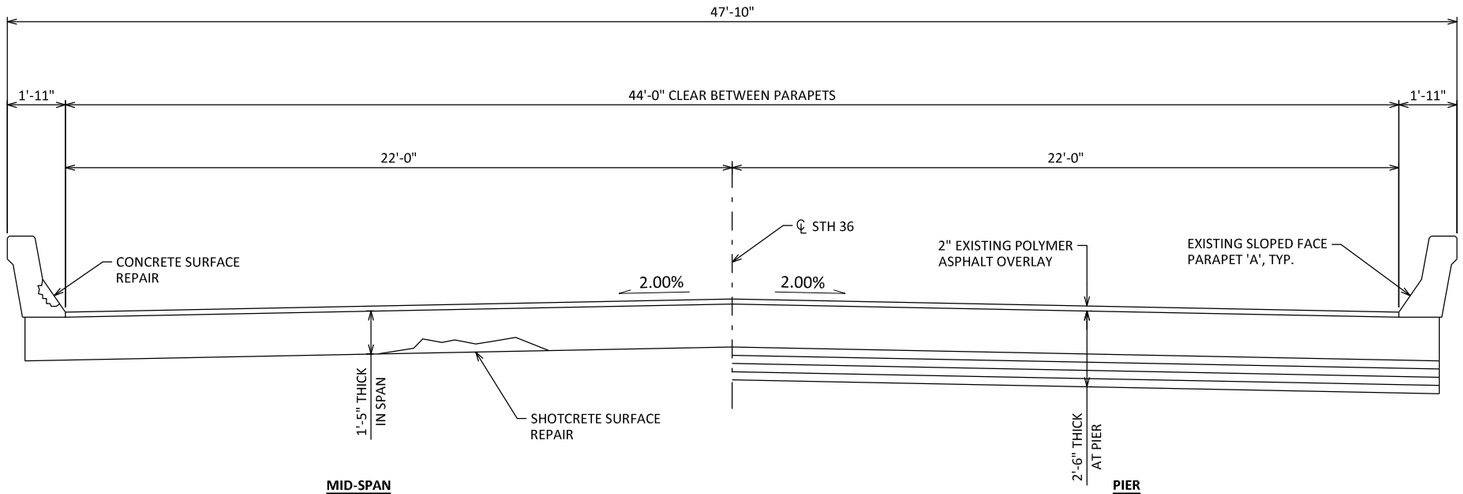
REFER TO ROADWAY PLANS FOR TRAFFIC CONTROL PLANS AND ADDITIONAL STAGED CONSTRUCTION DETAILS.

"RIPRAP MEDIUM" AND "GEOTEXTILE FABRIC TYPE HR" SHALL BE PLACED TO REPAIR AREAS OF EROSION ALONG SUBSTRUCTURE. REFER TO DRAWINGS FOR LOCATIONS. AREAS OF UNDERMINING SHALL BE EXCAVATED PRIOR TO PLACEMENT OF FABRIC AND RIPRAP. CONTRACTOR SHALL SALVAGE EXISTING GROUT FILLED BURLAP BAGS AND PLACE AS DETERMINED BY THE ENGINEER.

AREAS OF EROSION SHALL BE GRADED AND PITCHED AWAY FROM SUBSTRUCTURES AND BLENDED INTO ADJACENT SLOPES.

REMOVAL OF PARAPET JOINT SEALANT CAULK AND JOINT FILLER INCIDENTAL TO "JOINT SEALANT PARAPET" BID ITEM. LIMITS OF "JOINT SEALANT PARAPET" INCLUDE REMOVAL AND REPLACEMENT OF FILLER MATERIAL AND SEALANT OF ABUTMENT DIAPHRAGM JOINT AT WING WALLS. REFER TO DRAWINGS FOR DETAILS. FINISHING AND PLACEMENT OF NEW SEALANT TO BE PAID FOR UNDER "JOINT SEALANT PARAPET".

"SHOTCRETE SURFACE REPAIR" SHALL BE PLACED ON UNDERSIDE OF DECK ONLY. SHOTCRETE SURFACE REPAIR AREAS SHALL BE DETERMINED BY THE FIELD ENGINEER. PROTECT WHITE RIVER TRAIL AND PEDESTRIANS FROM FALLING CONCRETE DURING REMOVALS. CONTRACTOR SHALL IMMEDIATELY CLEAN PATHWAY AND DISPOSE OF MATERIALS OFFSITE.



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-146

DRAWN BY PRF | PLANS CK'D NLD

SECTION, NOTES, & QUANTITIES

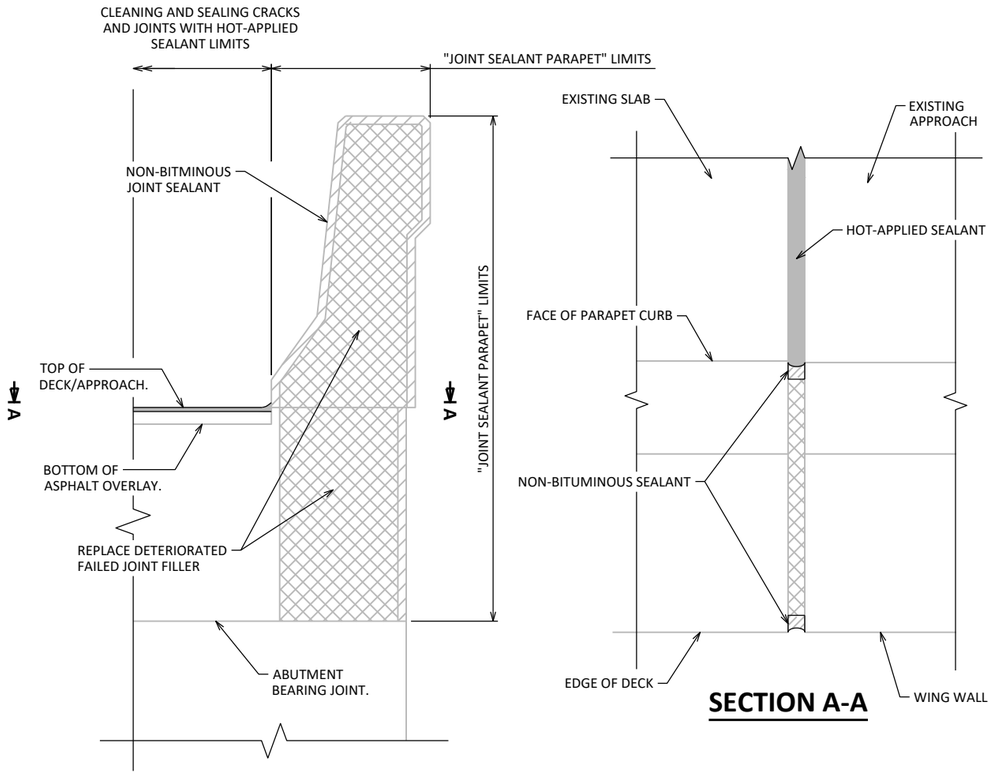
SHEET 2 OF 3

264

SCALE =

STATE PROJECT NUMBER

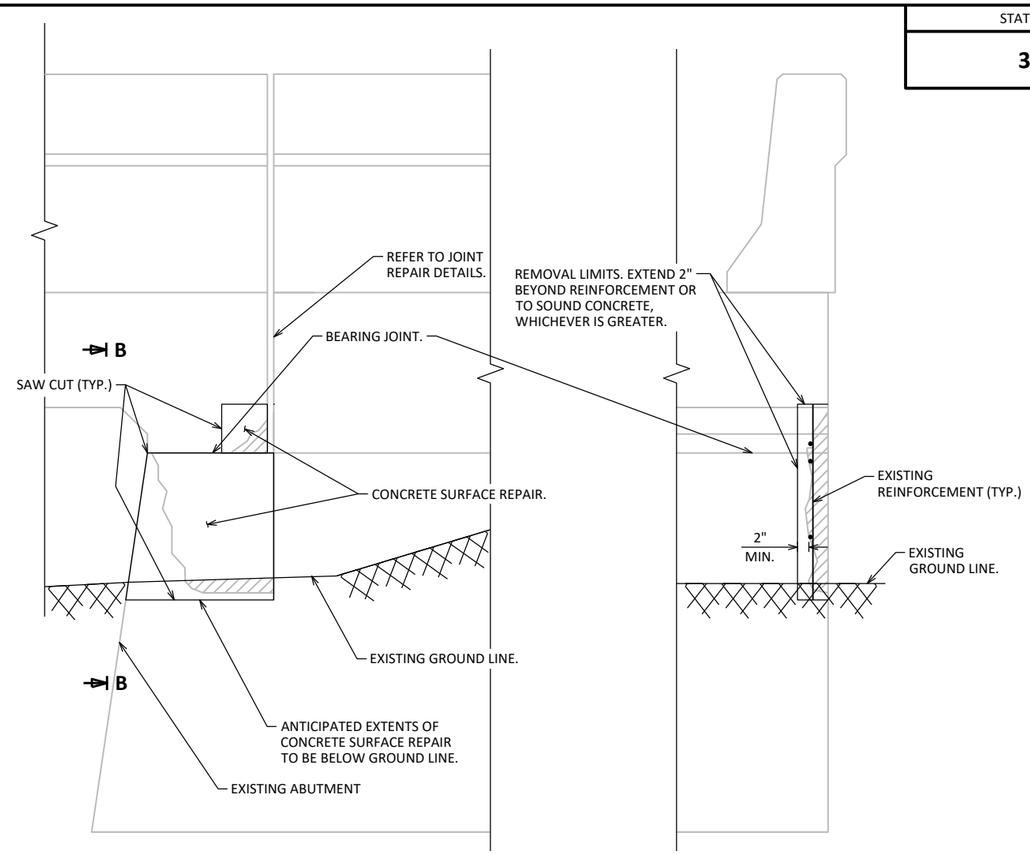
3190-11-70



SECTION A-A

BRIDGE/APPROACH JOINT REPAIR DETAIL

(REPAIR AT ALL 4 BRIDGE CORNERS)

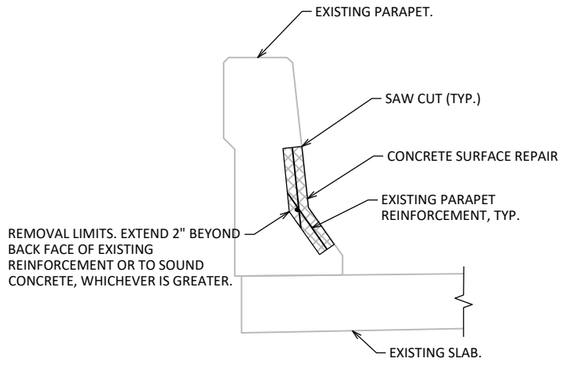


ELEVATION VIEW OF ABUTMENT CONCRETE REPAIR

(SOUTHWEST ABUTMENT CORNER SHOWN, OTHERS SIMILAR)

SECTION B-B

ABUTMENT CONCRETE REPAIR DETAIL



PARAPET REPAIR DETAIL

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-146

DRAWN BY PRF | PLANS CK'D NLD

REPAIR DETAILS

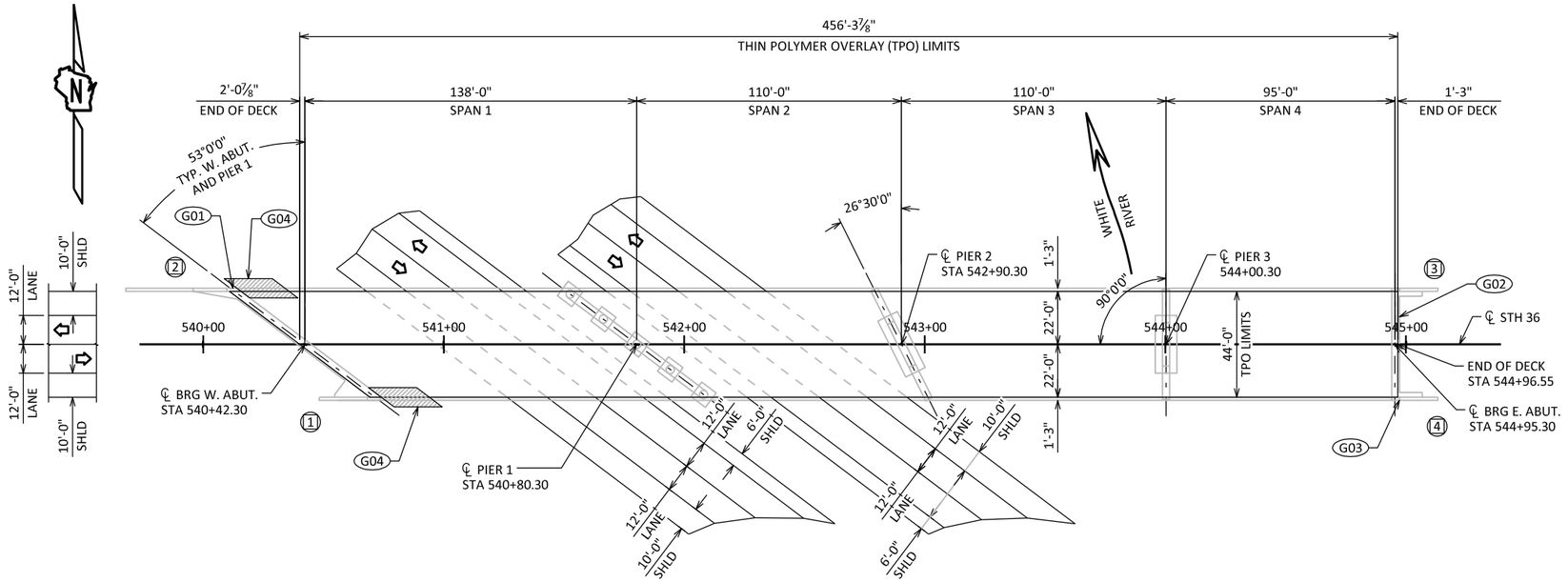
SHEET 3 OF 3

265

SCALE =

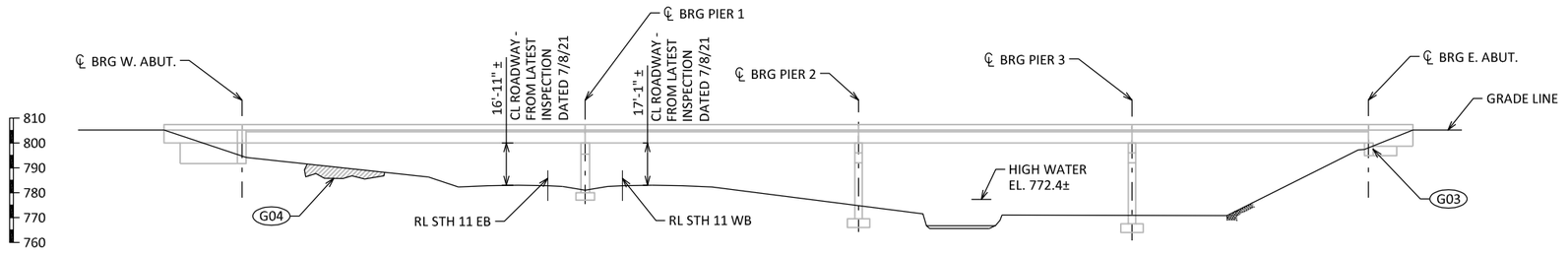
STATE PROJECT NUMBER

3190-11-70



PLAN

(EXISTING 4 SPAN-54W PRESTRESSED GIRDER BRIDGE - THIN POLYMER OVERLAY)



ELEVATION

(NORMAL TO S.T.H. 36)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-22
OPERATING RATING: HS-49
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
CONCRETE MASONRY - DECK REPAIRS — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

TRAFFIC DATA

FEATURE ON:

ADT = 5,100 (2028)
ADT = 5,800 (2048)
R.D.S. = 60 MPH

FEATURE UNDER:

ADT = 6,600 (2038)
R.D.S. = 60 MPH

LIST OF DRAWINGS:

1 GENERAL PLAN AND ELEVATION
2 SECTION, NOTES, AND QUANTITIES
3 REPAIR DETAILS

NOTES

G01 CONCRETE SURFACE REPAIR
G02 SEAL APPROACH JOINT
G03 SEAL BRIDGE JOINT
G04 SLOPE PAVING REPAIR CRUSHED AGGREGATE

STRUCTURE DESIGN CONTACTS:

PAUL FORD 262-317-3342
NICK DECENT 262-317-3362

BRIDGE OFFICE CONTACT:

AARON BONK 608-261-0262

WISCONSIN
Nicholas Decent
45114
Pewaukee
Wisconsin
PROFESSIONAL ENGINEER
12/5/23

NO.	DATE	REVISION	BY

raSmith
CREATIVITY BEYOND ENGINEERING
16745W. Bluemound Road
Brookfield,WI 53005-5938
(262) 781-1000
rasmith.com

job number: 1202723

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED SDR 12/11/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-64-162

S.T.H. 36 OVER S.T.H. 11 BYPASS AND WHITE RIVER

COUNTY	TOWN
WALWORTH	LYONS

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
PRF	NLD	PRF	NLD

GENERAL PLAN

SHEET 1 OF 3
266

SCALE =
I.D.
DATE:

STATE PROJECT NUMBER

3190-11-70

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
492.2020.S	CLEANING AND SEALING CRACKS AND JOINTS WITH HOT-APPLIED SEALANT	MI	0.029
509.0301	PREPARATION DECKS TYPE 1	SY	1
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	12
509.1500	CONCRETE SURFACE REPAIR	SF	10
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	1
509.5100.S	POLYMER OVERLAY	SY	2,231
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	24
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	610
SPV.0060.07	JOINT SEALANT PARAPET	EACH	4
SPV.0090.01	SILICONE BRIDGE JOINT SEALANT	LF	168
	NON-BID ITEMS		
	FILLER	SIZE	½", ¾"

CATEGORY 2020

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

"PREPARATION DECKS TYPE 1", "SAWING PAVEMENT DECK PREPARATION AREAS", AND "CONCRETE MASONRY DECK REPAIR" AREAS REPRESENT UNDISTRIBUTED QUANTITIES TO SAW, REMOVE, AND PATCH DECK DELAMINATIONS/SPALLS. DECK PREPARATION SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR". AREAS ARE AS DETERMINED BY THE ENGINEER.

DECK REPAIRS SHALL BE FILLED PRIOR TO OVERLAY PLACEMENT, DECK REPAIRS USING A PORTLAND CEMENT BASED CONCRETE REQUIRES A MINIMUM CURE TIME OF 28 DAYS PRIOR TO OVERLAY PLACEMENT.

SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

THE "CONCRETE SURFACE REPAIR" QUANTITY IS TO REPAIR CONCRETE SPALLS ON THE CONCRETE BRIDGE RAILING AND SUBSTRUCTURE UNITS. REFER TO DRAWINGS FOR LOCATIONS. AREAS ARE AS DETERMINED BY THE ENGINEER.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A ½-INCH DEEP SAW CUT.

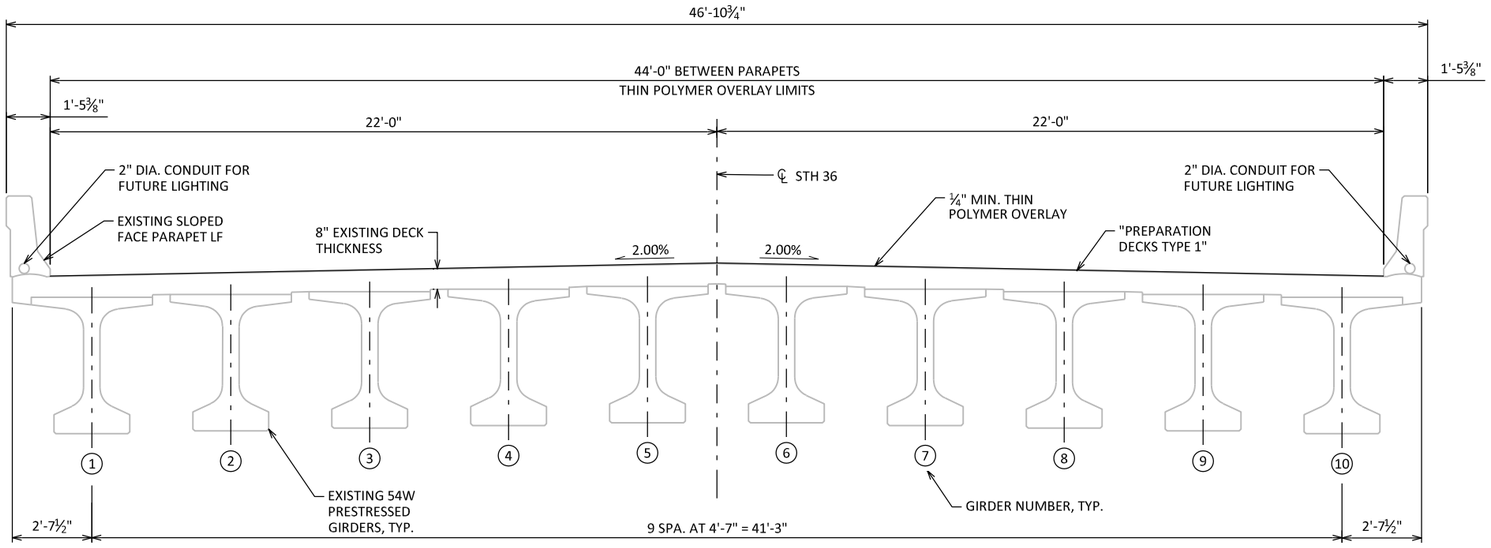
PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF ¼" PLACED ABOVE THE DECK SURFACE.

THE EXISTING STRUCTURE, B-64-162, IS A 4-SPAN PRESTRESSED CONCRETE GIRDER BRIDGE WITH AN OVERALL WIDTH OF 46'-10¾"AND AN OVERALL LENGTH BETWEEN BACK OF ABUTMENTS OF 458'-1¼". THE ENTIRE BRIDGE DECK SHALL BE PREPARED FOR A NEW POLYMER OVERLAY. THE JOINTS AT BOTH ABUTMENTS SHALL BE RESEALED. CONCRETE SURFACE REPAIRS SHALL BE PERFORMED AS DIRECTED BY THE FIELD ENGINEER. THE AGGREGATE SLOPE PAVING AT THE NORTHWEST CORNER OF THE STRUCTURE SHALL BE RESEALED.

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "POLYMER OVERLAY".

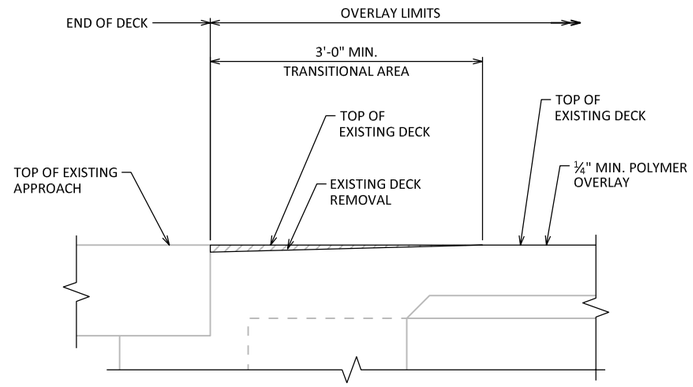
"SLOPE PAVING REPAIR CRUSHED AGGREGATE" INCLUDES REMOVAL OF ASPHALT MILLINGS AT NORTHWEST CORNER, PLACEMENT OF NEW CRUSHED AGGREGATE TO FILL IN EROSION AT SOUTHWEST AND NORTHWEST CORNERS, AND REGRADING TO MATCH ADJACENT SLOPE PAVING. WORK SHALL BE COMPLETED PRIOR TO RESEALING OF CRUSHED AGGREGATE SLOPE PAVING.

REFER TO ROADWAY PLANS FOR TRAFFIC CONTROL PLANS AND ADDITIONAL STAGED CONSTRUCTION DETAILS.



CROSS-SECTION THRU ROADWAY

(LOOKING EAST)



SECTION THRU ABUTMENT TRANSITIONAL AREA ON DECK AT JOINT

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-162

DRAWN BY PRF | PLANS CK'D NLD

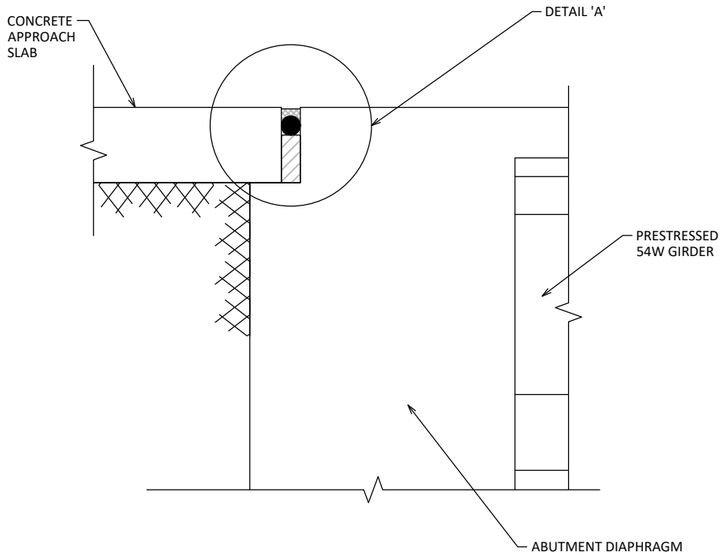
SECTION, NOTES, AND QUANTITIES

SHEET 2 OF 3
267

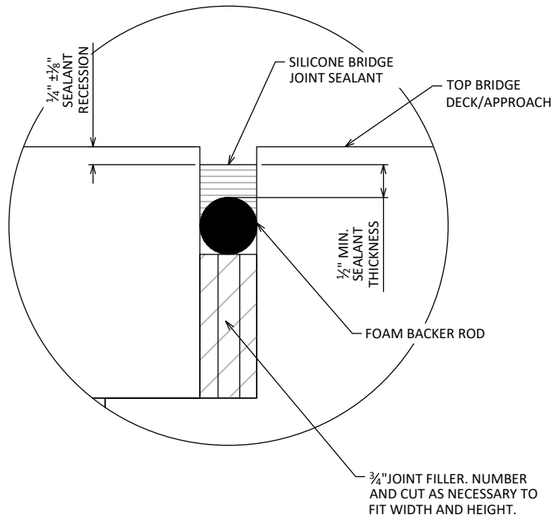
SCALE =

STATE PROJECT NUMBER

3190-11-70



BRIDGE APPROACH JOINT REPAIR



DETAIL 'A'

BRIDGE JOINT REPAIR NOTES

BRIDGE APPROACH JOINT WORK TO EXTEND FROM FACE OF CURB TO FACE OF CURB. EXISTING ASPHALTIC MATERIAL AND TAR SHALL BE REMOVED AND CLEARED FROM THE EXISTING BRIDGE JOINT.

THE SEALANT SHALL BE RECESSED FROM THE DECK SURFACE A DISTANCE OF ½" ±⅛". WHEN JOINT OPENING EXCEEDS 2", FOAM BACKER ROD SHALL BE PLACED OVER JOINT FILLER MATERIAL. FOR JOINT OPENINGS <2", SEALANT SHALL BE PLACED OVER JOINT FILLER MATERIAL. JOINT FILLER/BACKER ROD SHALL BE PITCHED TO FOLLOW CROSS SLOPE OF BRIDGE. INSTALL MATERIAL AS PER MANUFACTURER'S INSTRUCTIONS.

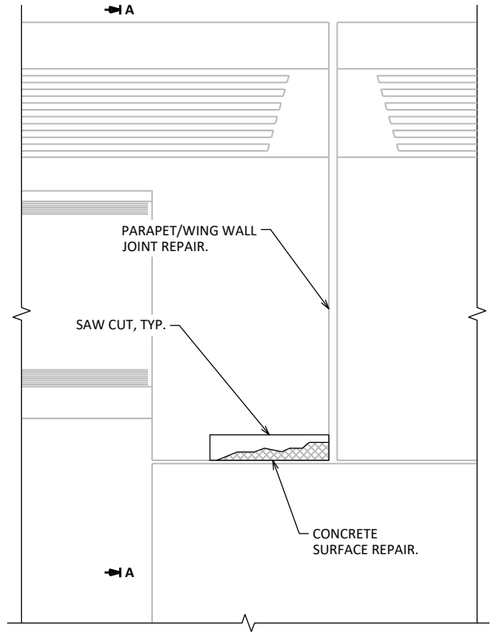
JOINT FILLER MATERIAL SHALL BE TRIMMED AS NECESSARY TO FIT WITHIN JOINT OPENING AND ACCOMMODATE BACKER ROD, IF NECESSARY.

SILICONE BRIDGE JOINT SEALANT SHALL BE A MINIMUM OF ½" THICK AT LOWEST POINT OF INSTALLATION. CONTRACTOR SHALL ENSURE BOTH CONCRETE SURFACES ARE CLEAN AND CLEAR OF ANY DIRT, DEBRIS, OR OTHER DELETERIOUS MATERIAL THAT MAY INHIBIT ADHESION OF SEALANT. CLEANING OF JOINT MATERIAL AND CONCRETE SURFACES SHALL BE INCIDENTAL TO BID ITEM "SILICONE BRIDGE JOINT SEALANT".

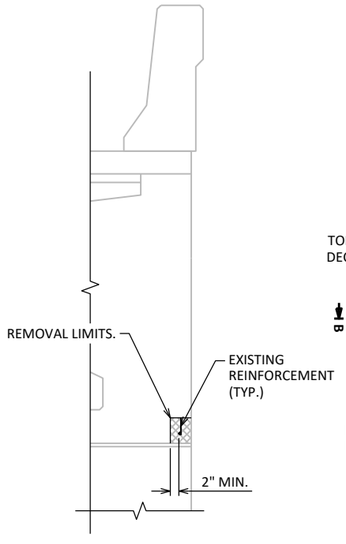
CONCRETE SURFACE REPAIR NOTES

ALL CONCRETE SURFACE REPAIRS SHALL BE DEFINED BY A ½ -INCH DEEP SAW CUT.

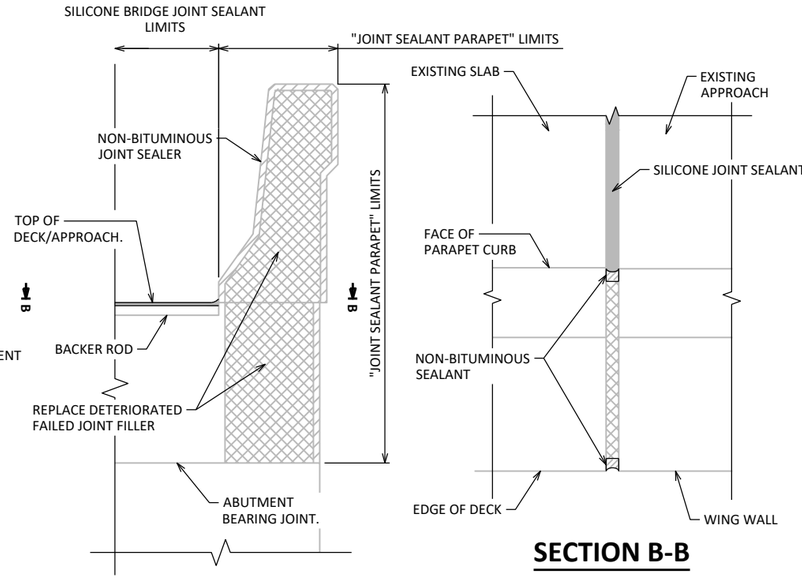
ALL CONCRETE REPAIRS SHALL BE REMOVED TO A DEPTH OF 2" BEYOND EXISTING STEEL REINFORCEMENT OR TO SOUND CONCRETE, WHICHEVER IS GREATER.



ABUTMENT CONCRETE SURFACE REPAIR

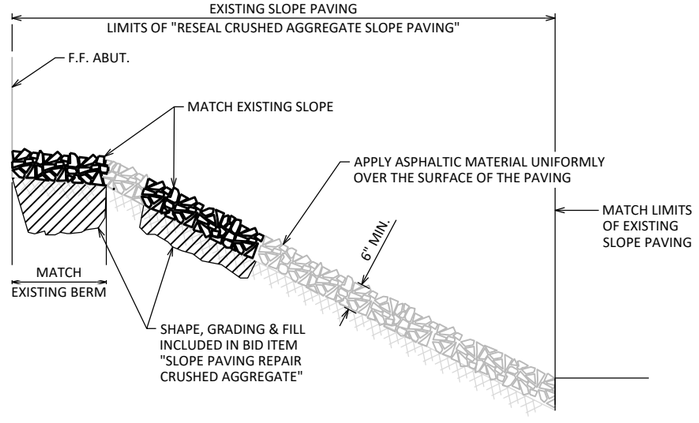


SECTION A-A



PARAPET/WING WALL JOINT REPAIR

SECTION B-B



SLOPE PAVING TYPICAL SECTION

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-162

DRAWN BY PRF | PLANS CK'D NLD

REPAIR DETAILS

SHEET 3 OF 3

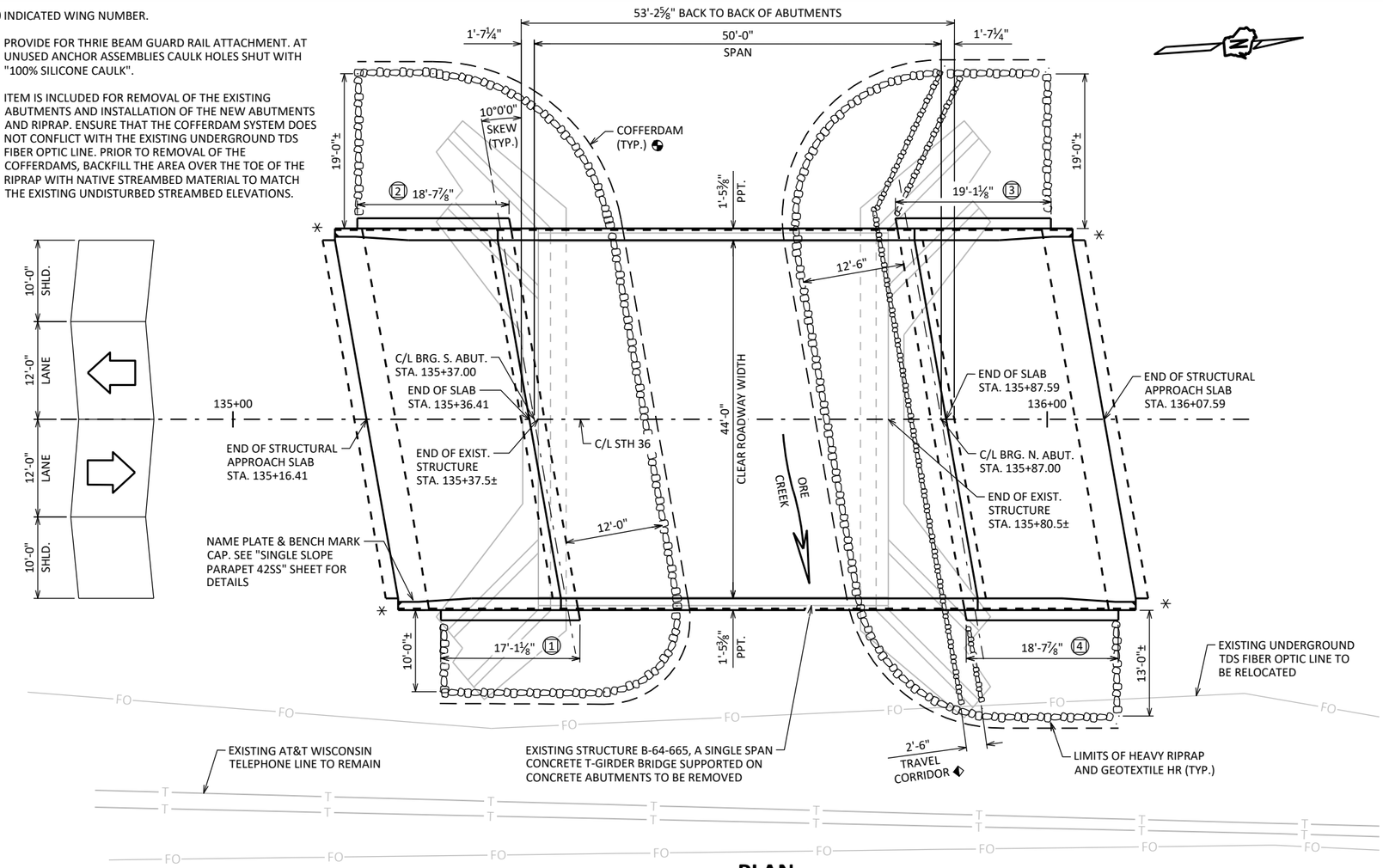
268

SCALE =

(N) INDICATED WING NUMBER.

✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT. AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

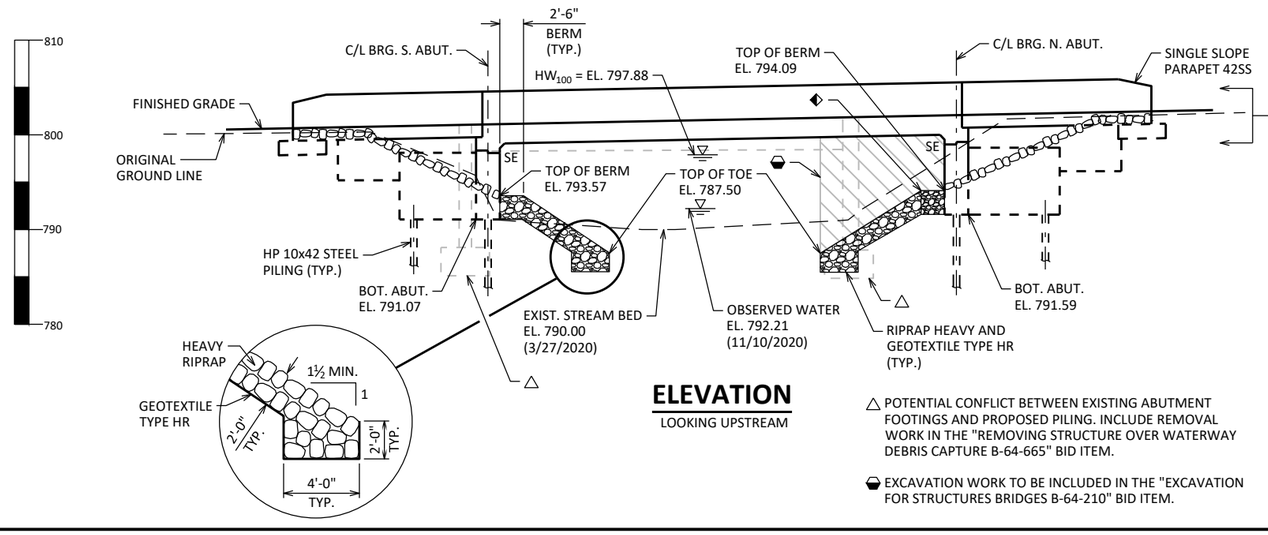
◔ ITEM IS INCLUDED FOR REMOVAL OF THE EXISTING ABUTMENTS AND INSTALLATION OF THE NEW ABUTMENTS AND RIPRAP. ENSURE THAT THE COFFERDAM SYSTEM DOES NOT CONFLICT WITH THE EXISTING UNDERGROUND TDS FIBER OPTIC LINE. PRIOR TO REMOVAL OF THE COFFERDAMS, BACKFILL THE AREA OVER THE TOE OF THE RIPRAP WITH NATIVE STREAMBED MATERIAL TO MATCH THE EXISTING UNDISTURBED STREAMBED ELEVATIONS.



PLAN

SINGLE SPAN 27" FLAT SLAB

◆ ALL VOIDS BETWEEN HEAVY RIPRAP IN TRAVEL CORRIDOR SHALL BE FILLED USING SELECT CRUSHED MATERIAL. WORK SHALL BE PAID FOR AS "SELECT CRUSHED MATERIAL FOR TRAVEL CORRIDOR".

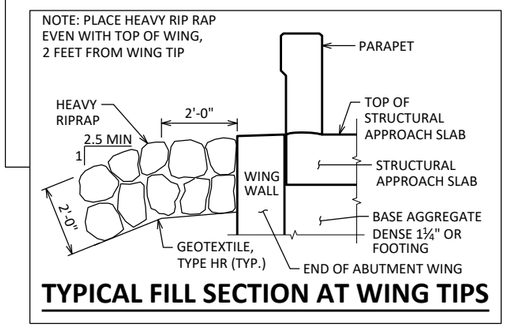


ELEVATION

LOOKING UPSTREAM

△ POTENTIAL CONFLICT BETWEEN EXISTING ABUTMENT FOOTINGS AND PROPOSED PILING. INCLUDE REMOVAL WORK IN THE "REMOVING STRUCTURE OVER WATERWAY DEBRIS CAPTURE B-64-665" BID ITEM.

◒ EXCAVATION WORK TO BE INCLUDED IN THE "EXCAVATION FOR STRUCTURES BRIDGES B-64-210" BID ITEM.



TYPICAL FILL SECTION AT WING TIPS

STATE PROJECT NUMBER

3190-11-70

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.19
OPERATING RATING: RF = 1.55
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY:
- SUPERSTRUCTURE & STRUCTURAL APPROACH SLAB ——— f'_c = 4,000 PSI
- ALL OTHER ——— f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
- GRADE 60 ——— f_y = 60,000 PSI
- STAINLESS, GRADE 60 ——— f_y = 60,000 PSI

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10x42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 170 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 35'-0" LONG AT SOUTH ABUTMENT.
ESTIMATED 30'-0" LONG AT NORTH ABUTMENT.

**THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE PILE CAPACITY.

HYDRAULIC DATA

100-YEAR FREQUENCY:
Q_{100}= 1800 C.F.S.
V_{100}= 6.4 F.P.S.
HW_{100}= EL. 797.88
WATERWAY AREA = 281 SQ. FT.
DRAINAGE AREA = 17.80 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 5

2-YEAR FREQUENCY:
Q_2= 400 C.F.S.
V_2= 3.96 F.P.S.
HW_2= EL. 793.42

TRAFFIC DATA

STH 36:
ADT = 5,800 (2048)
R.D.S. = 60 MPH

LIST OF DRAWINGS:

1. GENERAL PLANS
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. SUPERSTRUCTURE
9. SUPERSTRUCTURE DETAILS
10. STRUCTURAL APPROACH SLABS
11. SINGLE SLOPE PARAPET 42SS

STRUCTURE DESIGN CONTACTS:
ALEXIS HANLEY 608-266-3350
DOMINIQUE BECHLE 608-261-8205

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION

BUREAU OF STRUCTURES

ACCEPTED DMB 11/21/23
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-64-210

STH 36 OVER ORE CREEK

COUNTY	TOWN/CITY/VILLAGE
WALWORTH	LYONS

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	LIH	DESIGNED CK'D	DFD	DRAWN BY	DTH	PLANS CK'D	DFD

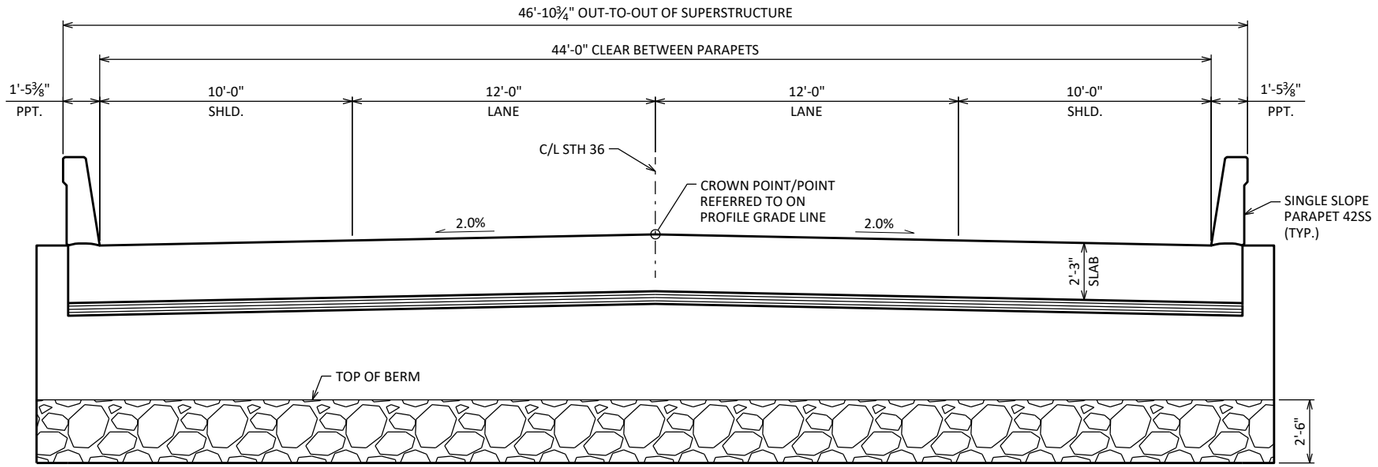
GENERAL PLAN

SHEET 1 OF 11
269

I.D. 3190-11-00A DATE: NOV. 2023

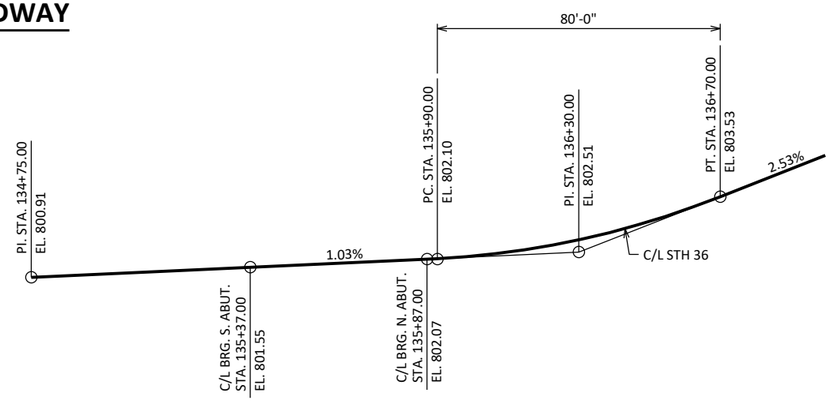
STATE PROJECT NUMBER

3190-11-70



CROSS SECTION THRU ROADWAY

LOOKING NORTH



PROFILE GRADE LINE

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	S. STRUCT. APP. SLAB	S. ABUT.	N. ABUT.	N. STRUCT. APP. SLAB	TOTALS
203.0270	REMOVING STRUCTURE OVER WATERWAY DEBRIS CAPTURE B-64-665	EACH	-	-	-	-	-	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-64-210	EACH	-	-	-	-	-	1
⚠ 206.5001	COFFERDAMS B-64-210	EACH	-	-	-	-	-	2
210.1500	BACKFILL STRUCTURE TYPE A	TON	-	-	194	194	-	388
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	-	145	-	-	145	290
502.0100	CONCRETE MASONRY BRIDGES	CY	224.6	64.5	58.3	60.3	64.5	472
502.3200	PROTECTIVE SURFACE TREATMENT	SY	275	98	-	-	98	471
502.3210	PIGMENTED SURFACE SEALER	SY	51	20	-	-	20	91
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	-	-	3,300	3,320	-	6,620
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	38,440	10,910	1,780	1,910	10,910	63,950
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	430	-	-	-	-	430
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	-	-	11	11	-	22
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	-	-	350	300	-	650
606.0300	RIPRAP HEAVY	CY	-	-	136	155	-	291
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	-	-	76	78	-	154
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	-	2	-	-	2	4
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	-	-	43	43	-	86
645.0120	GEOTEXTILE TYPE HR	SY	-	-	235	266	-	501
SPV.0195	SELECT CRUSHED MATERIAL FOR TRAVEL CORRIDOR	TON	-	-	-	15	-	15
	NON-BID ITEMS							
	FILLER	SIZE	-	-	-	-	-	1/2", 3/4", 1 1/2"

⚠ ITEM IS INCLUDED FOR REMOVAL OF THE EXISTING ABUTMENTS AND INSTALLATION OF THE NEW ABUTMENTS AND RIPRAP. ENSURE THAT THE COFFERDAM SYSTEM DOES NOT CONFLICT WITH THE EXISTING UNDERGROUND TDS FIBER OPTIC LINE. PRIOR TO REMOVAL OF THE COFFERDAMS, BACKFILL THE AREA OVER THE TOE OF THE RIPRAP WITH NATIVE STREAMBED MATERIAL TO MATCH THE EXISTING UNDISTURBED STREAMBED ELEVATIONS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-64-210" SHALL BE THE EXISTING GROUNDLINE.

AT THE BACK FACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TYPE A. ALSO EXCLUDED IS THE "BASE AGGREGATE DENSE 1¼-INCH" AS DETAILED ON THE STRUCTURAL APPROACH SLAB SHEETS.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE EXPOSED TOP OF DECK AND APPROACH SLAB SURFACES AND TO THE VERTICAL AND HORIZONTAL SURFACES OF THE PAVING NOTCHES AT ABUTMENT DIAPHRAGMS.

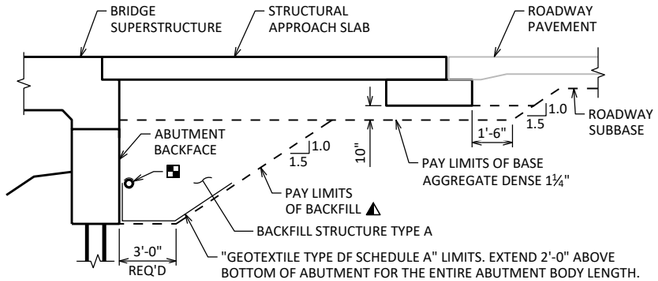
PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPETS ON APPROACH SLABS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE TYPE "HR" TO THE EXTENT SHOWN ON SHEET 1 AND THE ABUTMENT DETAILS.

SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE, UNLESS AND ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

AT ABUTMENTS, CONCRETE POURED UNDER WATER WILL BE ALLOWED AND SHALL BE DONE IN ACCORDANCE WITH SECTION 502.3.5.3 OF THE STANDARD SPECIFICATIONS.

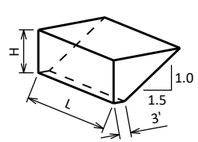
AT ABUTMENTS, HP 12x53 STEEL PILING MAY BE USED IN LIEU OF HP 10x42 STEEL PILING. PAYMENT SHALL BE BASED ON BID PRICE FOR HP 10x42 STEEL PILING.



TYPICAL SECTION THRU ABUTMENT

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

▪ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.



ABUTMENT BACKFILL DIAGRAM

L = OUT TO OUT OF ABUTMENT BODY INCLUDING WINGS (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H)
V_{CY} = V_{CF}(EF)/27
V_{TON} = V_{CY}(2.0)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-210

DRAWN BY DTH | PLANS CK'D DFD

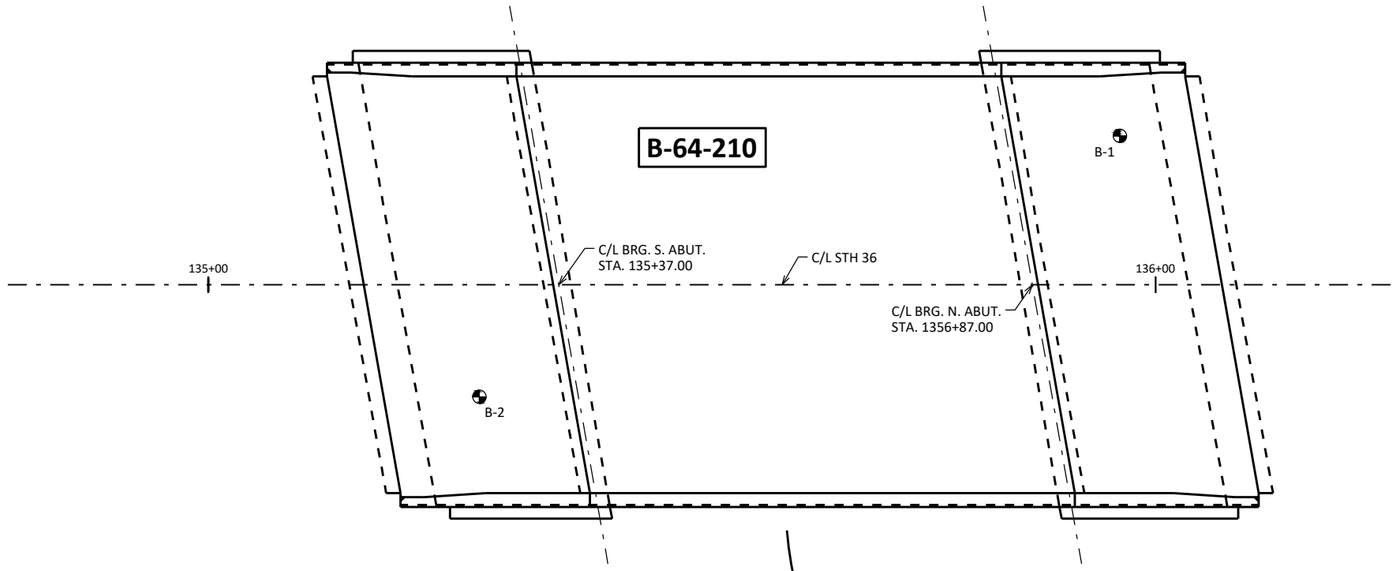
CROSS SECTION & QUANTITIES

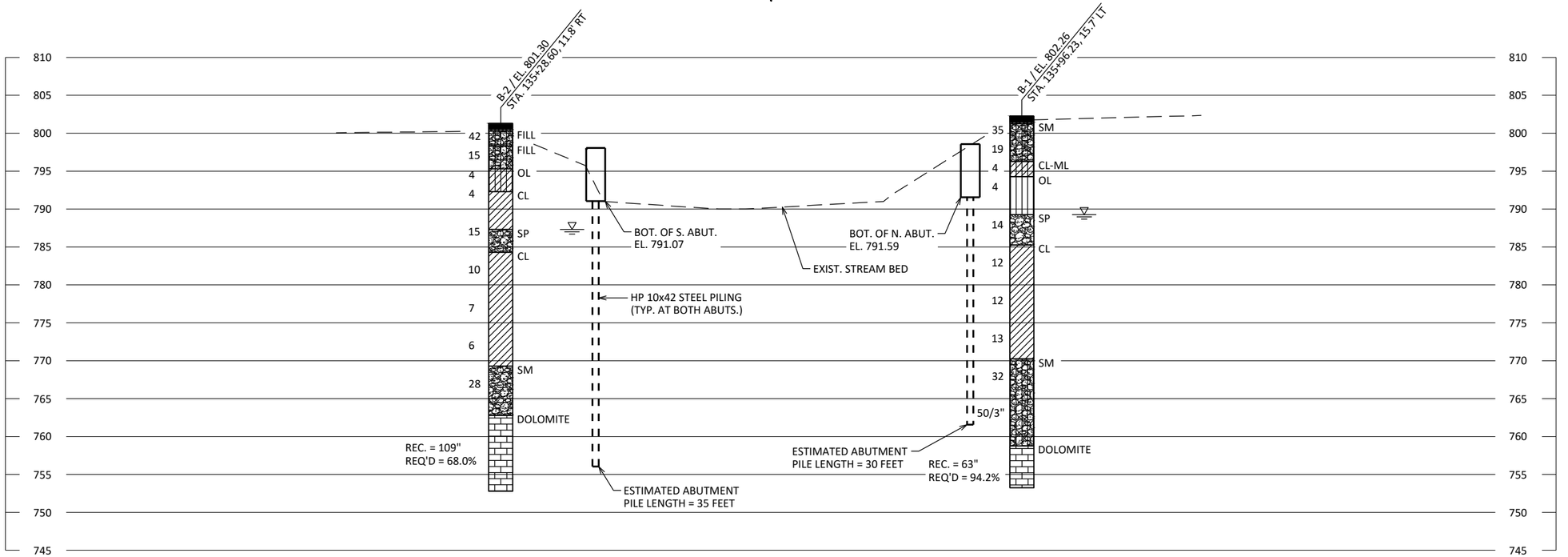
SHEET 2
270

8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-1	3/31/2021	356410	808992
B-2	3/31/2021	356341	809014
BORINGS COMPLETED BY: TERRACON			
REPORT COMPLETED BY: TERRACON			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) WALWORTH COUNTY			





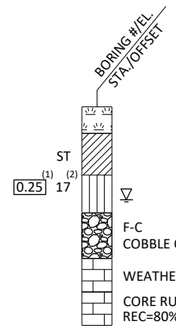
STATE PROJECT NUMBER

3190-11-70

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 ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE 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.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-210

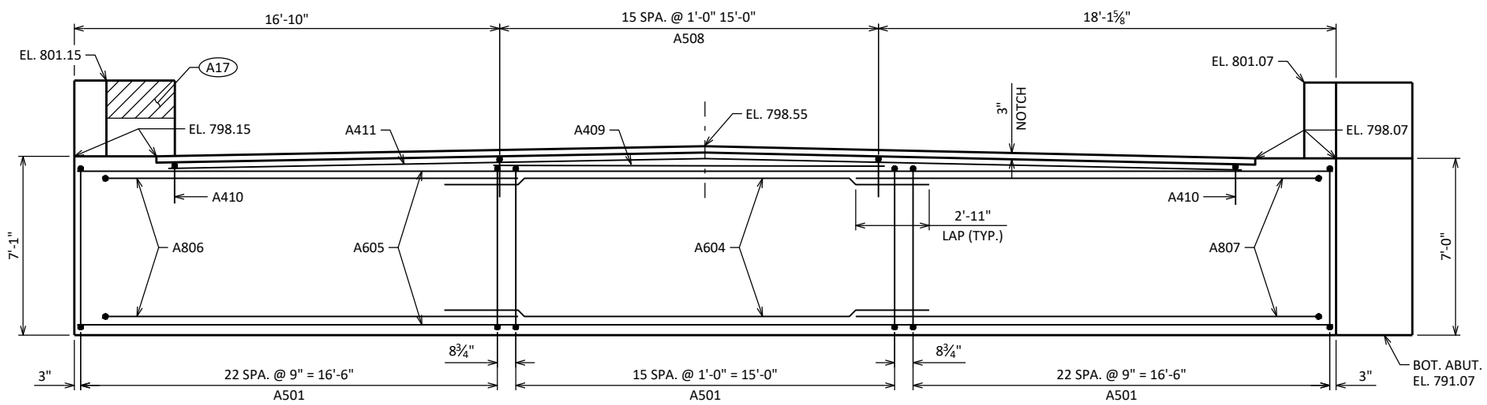
DRAWN BY DTH | PLANS CK'D DFD

SUBSURFACE EXPLORATION

SHEET 3
271

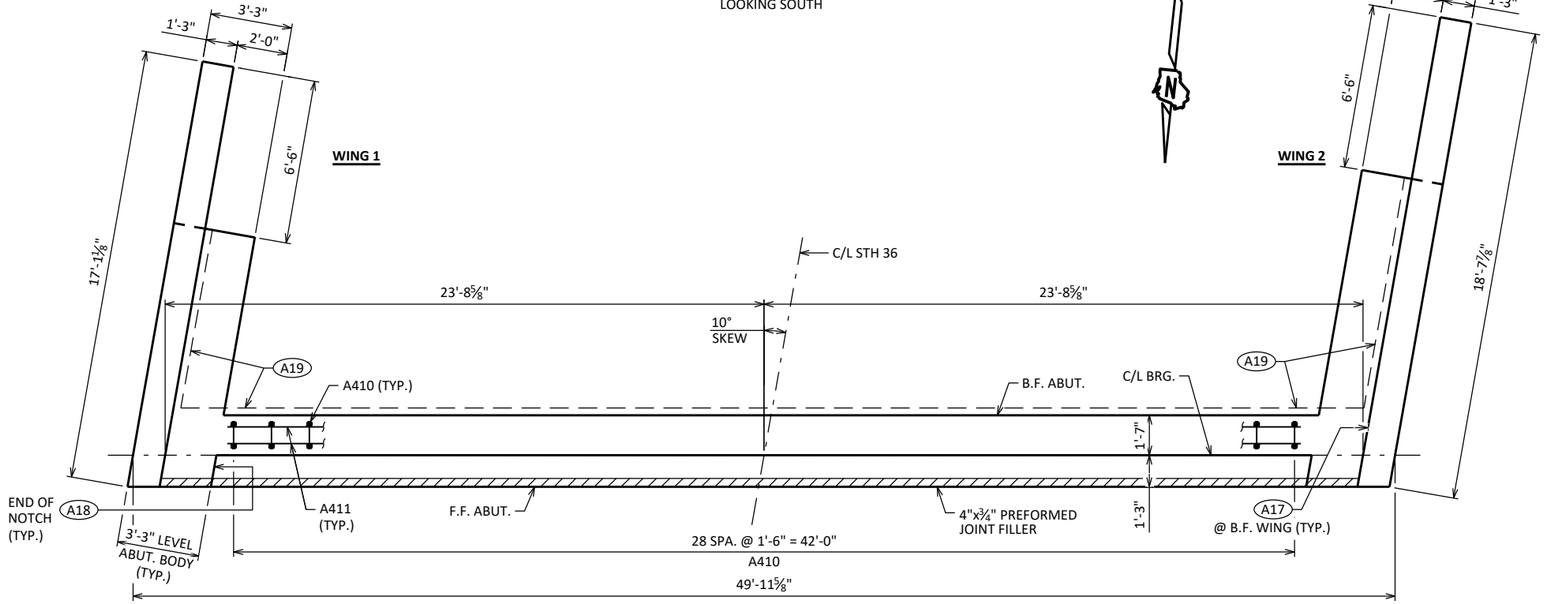
8

8

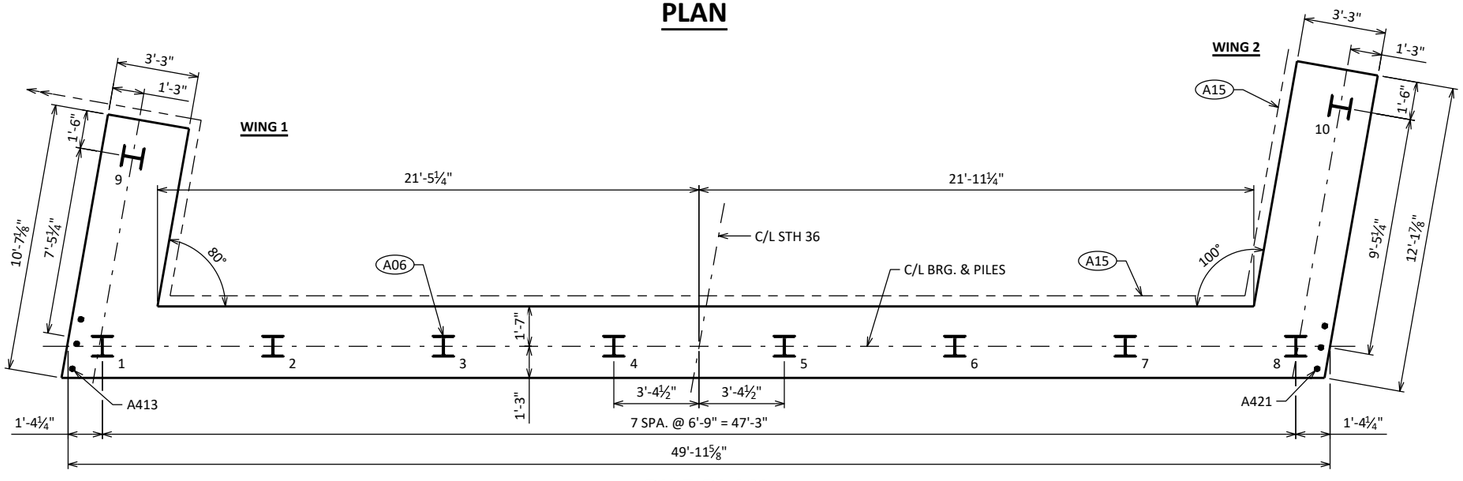


ELEVATION

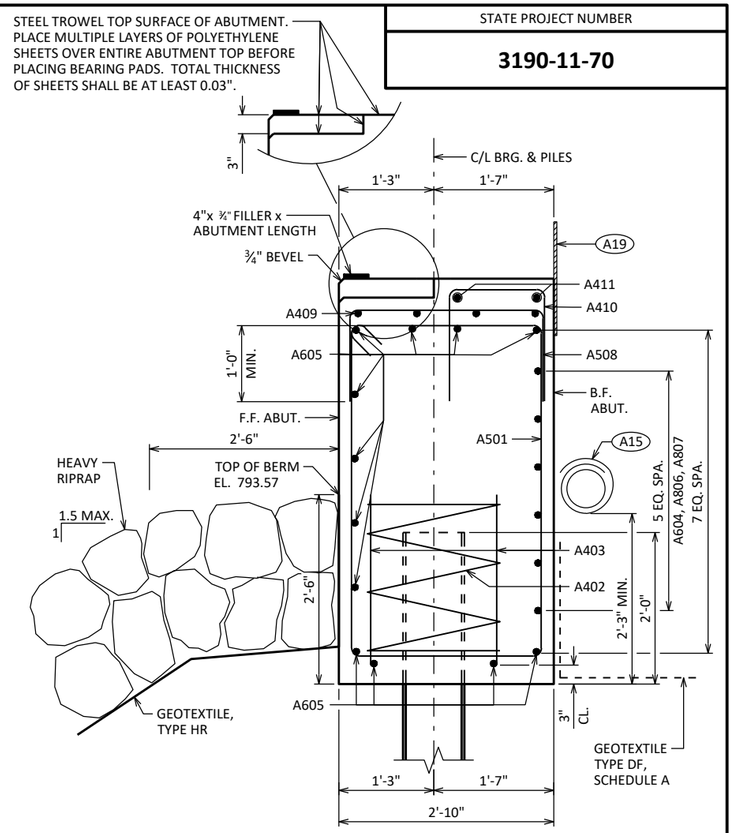
LOOKING SOUTH



PLAN



PILE PLAN



SECTION THRU BODY

A06 SUPPORT ABUTMENT ON HP 10x42 STEEL PILING, ESTIMATED 35'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

A17 ½" FILLER: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A18 ¾" CORK FILLER UP VERT. NOTCH FACES THAT RUN PARALLEL WITH C/L STH 36.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-210

DRAWN BY DTH | PLANS CK'D DFD

SOUTH ABUTMENT

SHEET 4
272

SCALE =

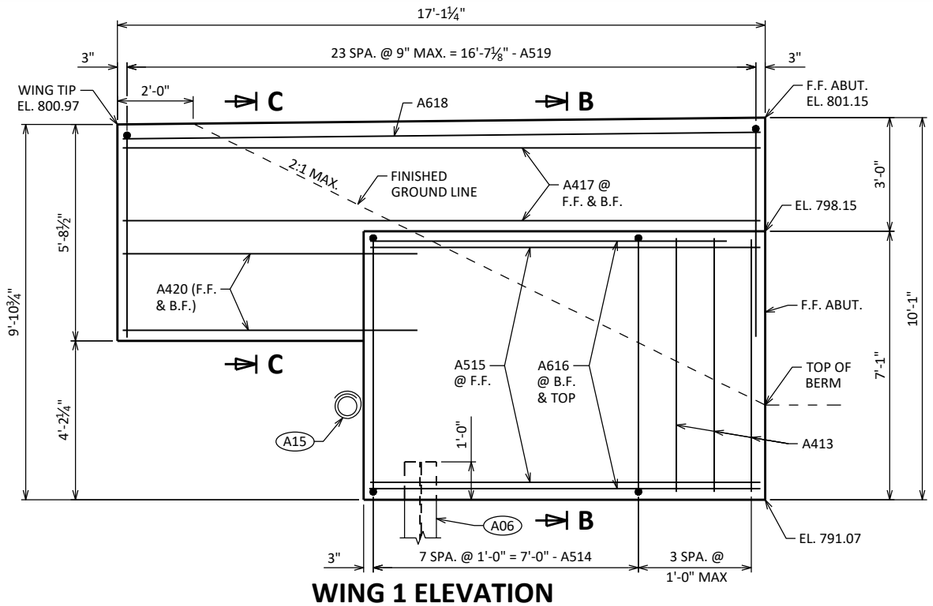
STATE PROJECT NUMBER
3190-11-70

8

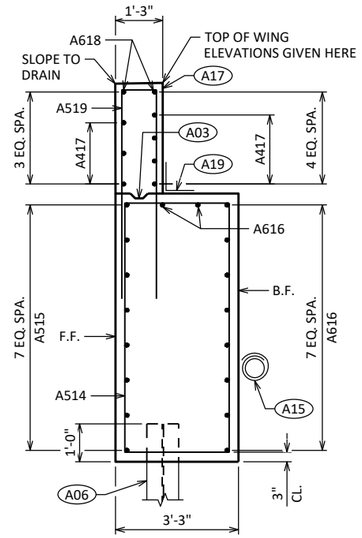
8

STATE PROJECT NUMBER

3190-11-70

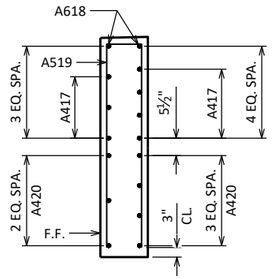


WING 1 ELEVATION



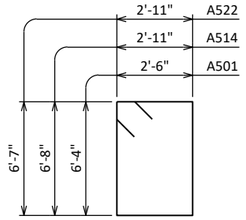
WING 1 SECTION

SECTION B-B

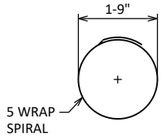


WING 1 SECTION

SECTION C-C



A501, A514, A522



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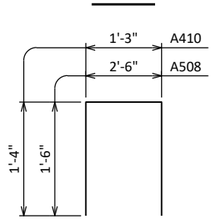
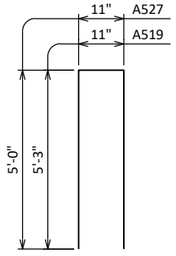


A508, A410



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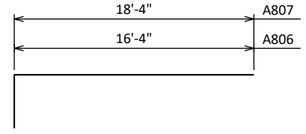
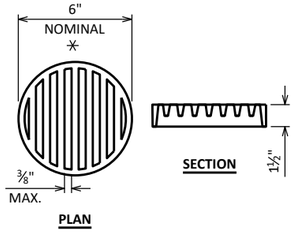


A806, A807



RODENT SHIELD DETAIL

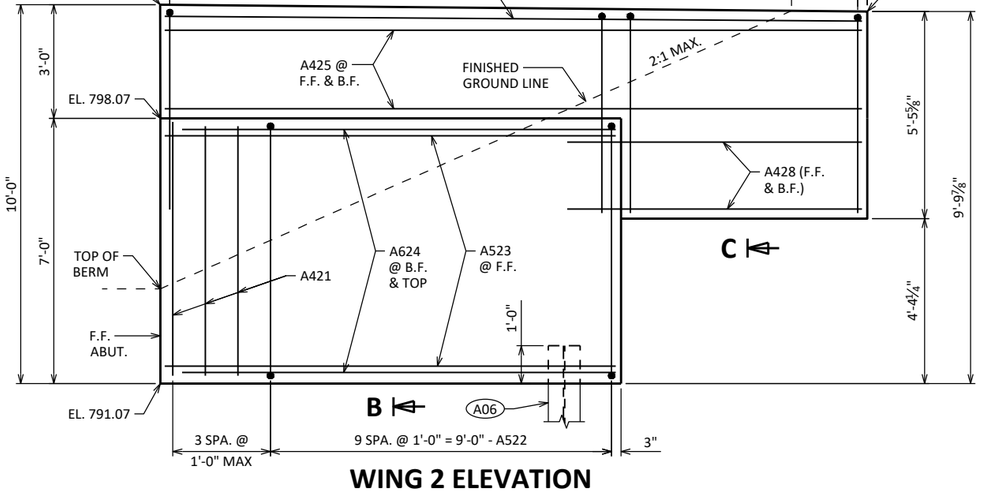
⁎ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

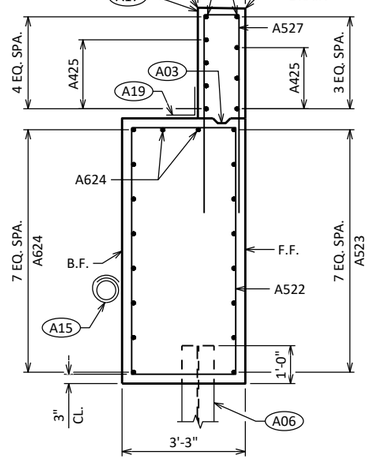
THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

BILL OF BARS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
A501		62	18'-4"	X		BODY - STIRRUPS
A402		8	28'-0"	X		PILES - 1 PER BODY PILE
A403		16	2'-3"			PILES - 2 PER BODY PILE
A604		6	19'-3"			BODY - HORIZ. - B.F.
A605		12	49'-6"			BODY - HORIZ. - TOP & BOT. - F.F.
A806		6	17'-6"	X		BODY - HORIZ. - B.F.
A807		6	19'-6"	X		BODY - HORIZ. - B.F.
A508		16	5'-3"	X		BODY - VERT. - TOP - SUPPLEMENTAL
A409		4	16'-4"			BODY - HORIZ. - TOP - SUPPLEMENTAL
A410		29	3'-7"	X		BODY - VERT. - TOP
A411		2	43'-6"			BODY - HORIZ. - TOP
A412		NOT	USED			
A413		3	6'-8"			WING 1 - VERT. - END OF ABUT.
A514	X	8	19'-10"	X		WING 1 - STIRRUP - LOWER WING
A515	X	8	10'-2"			WING 1 - HORIZ. - F.F. - LOWER WING
A616	X	10	9'-5"			WING 1 - HORIZ. - B.F. - LOWER WING
A417	X	7	16'-6"			WING 1 - HORIZ. - UPPER WING
A618	X	2	16'-6"			WING 1 - HORIZ. - UPPER WING - TOP
A519	X	24	11'-2"	X		WING 1 - VERT. - UPPER WING
A420	X	7	7'-9"			WING 1 - HORIZ. - UPPER WING -BOT.
A421		3	6'-7"			WING 2 - VERT. - END OF ABUT.
A522	X	10	19'-8"	X		WING 2 - STIRRUP - LOWER WING
A523	X	8	11'-10"			WING 2 - HORIZ. - F.F. - LOWER WING
A624	X	10	11'-11"			WING 2 - HORIZ. - B.F. - LOWER WING
A425	X	7	18'-4"			WING 2 - HORIZ. - UPPER WING
A626	X	2	18'-4"			WING 2 - HORIZ. - UPPER WING - TOP
A527	X	26	10'-8"	X		WING 2 - VERT. - UPPER WING
A428	X	7	7'-9"			WING 2 - HORIZ. - UPPER WING - BOT.

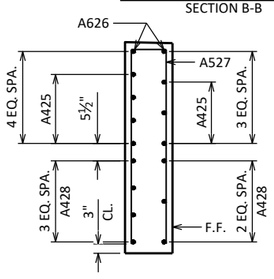


WING 2 ELEVATION



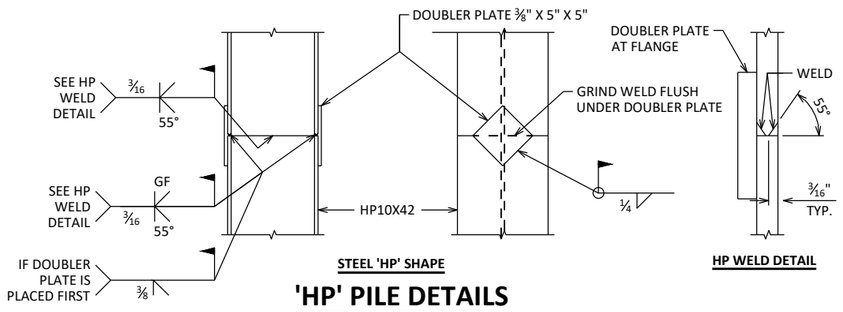
WING 2 SECTION

SECTION B-B



WING 2 SECTION

SECTION C-C



'HP' PILE DETAILS

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY DEVELED 2 X 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10x42 STEEL PILING, ESTIMATED 35'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

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(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-210

DRAWN BY DTH | PLANS CK'D DFD

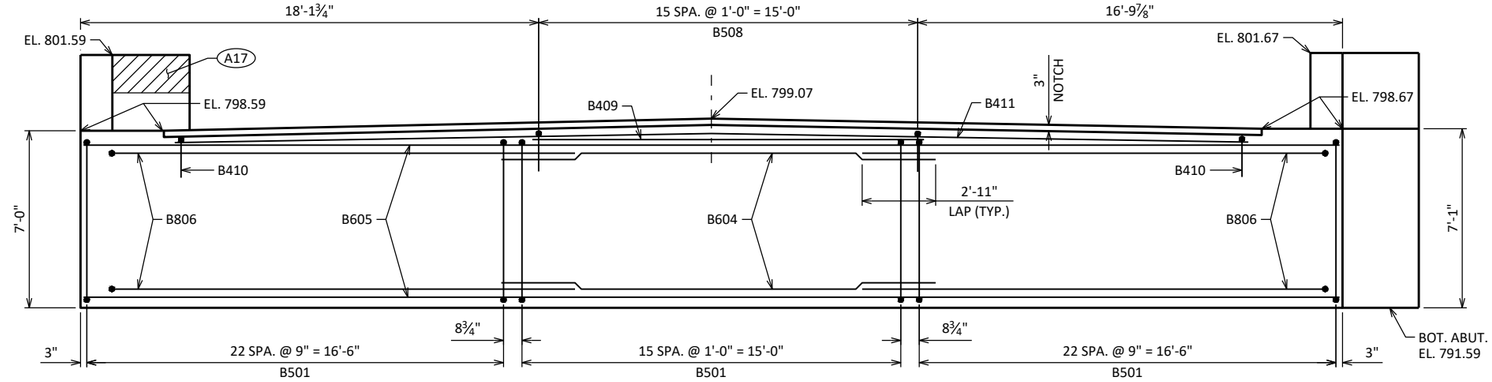
SOUTH ABUTMENT DETAILS

SHEET 5
273

SCALE =

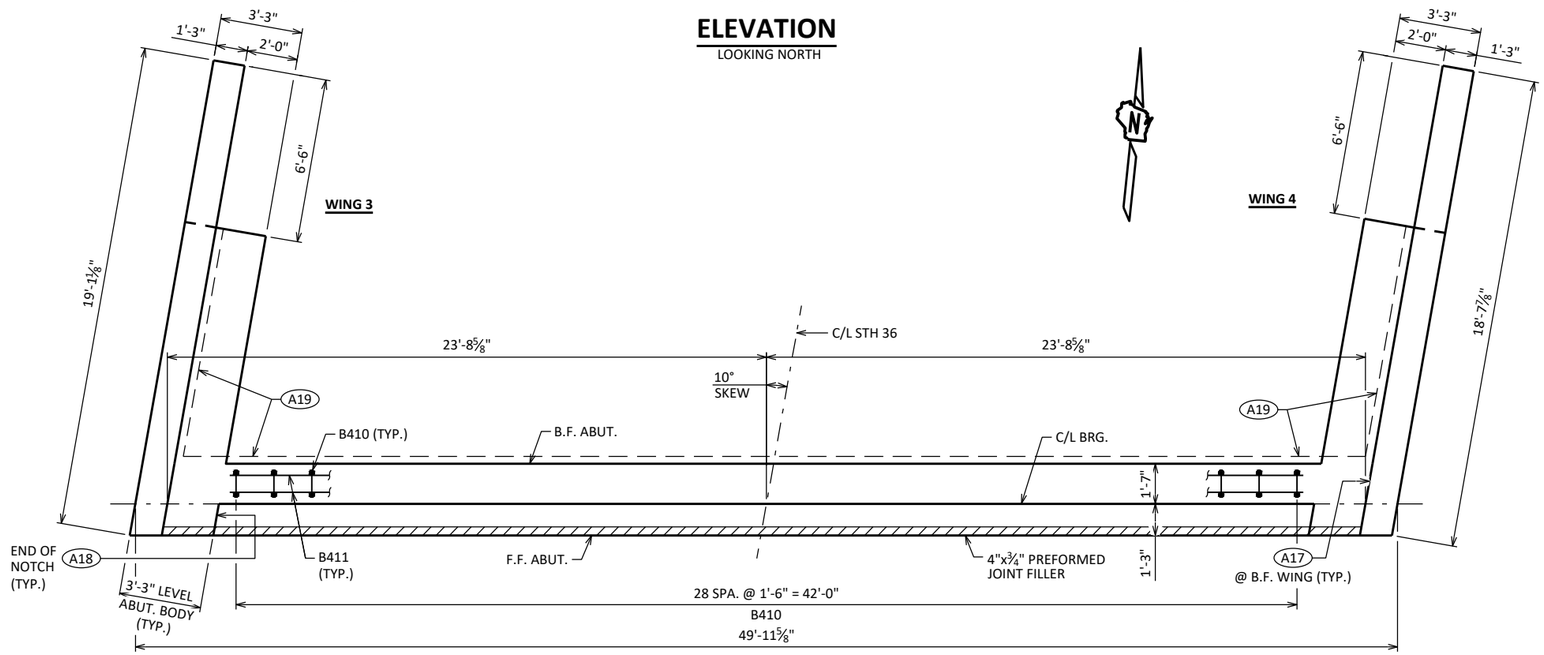
8

8

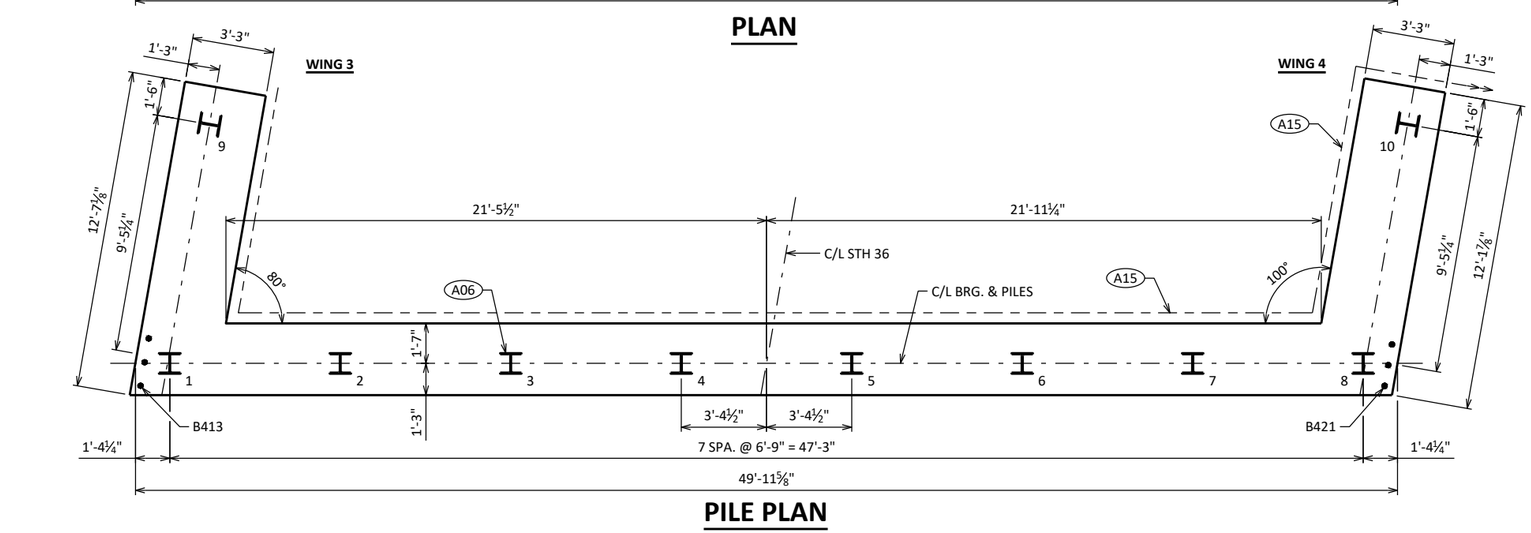


ELEVATION

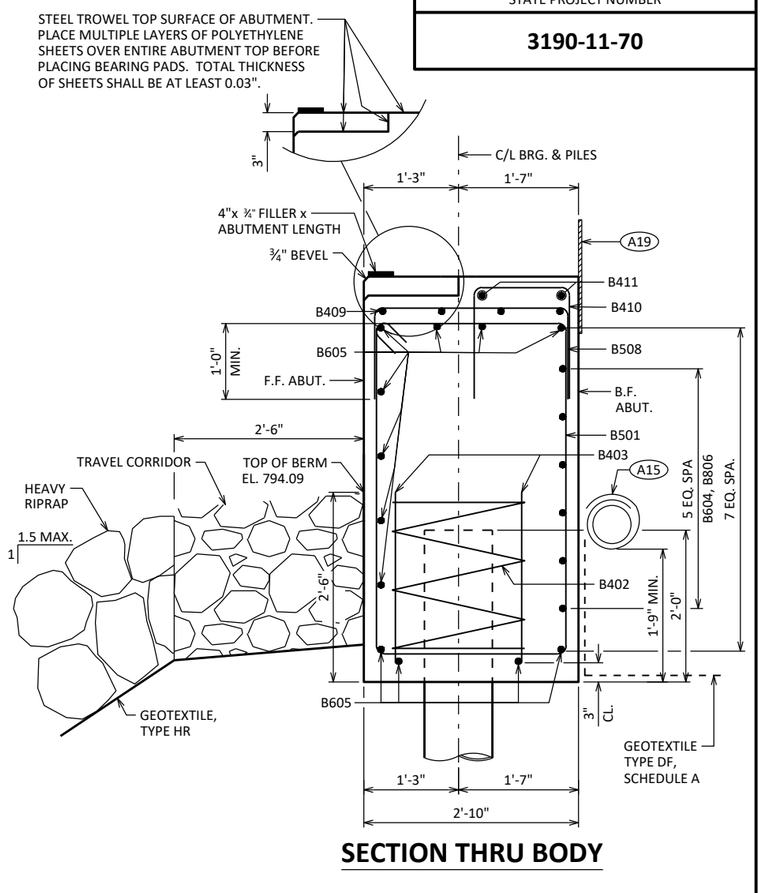
LOOKING NORTH



PLAN



PILE PLAN



SECTION THRU BODY

A06 SUPPORT ABUTMENT ON HP 10x42 STEEL PILING, ESTIMATED 30'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

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A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-210

DRAWN BY DTH | PLANS CK'D DFD

NORTH ABUTMENT

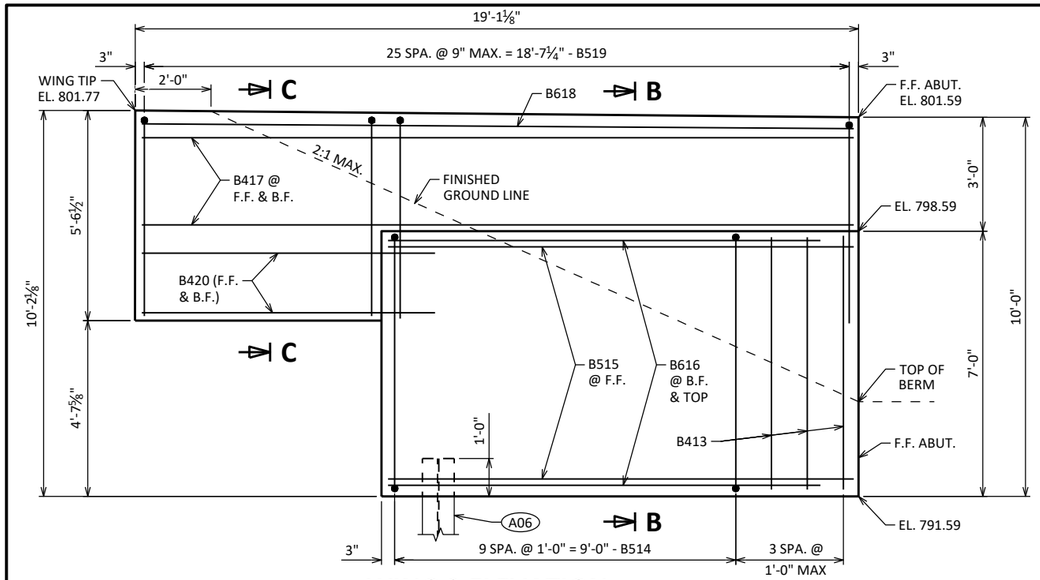
SHEET 6
274

SCALE =

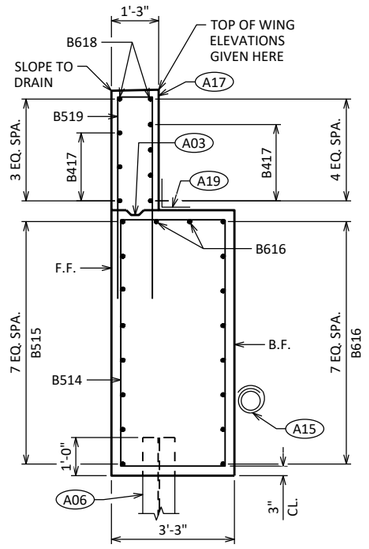
STATE PROJECT NUMBER
3190-11-70

8

8

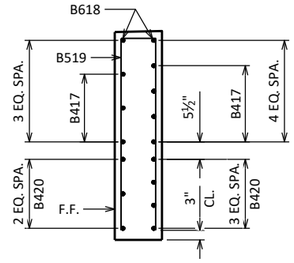


WING 3 ELEVATION



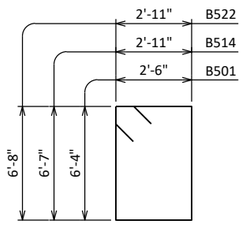
WING 3 SECTION

SECTION B-B

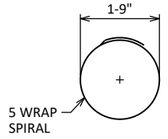


WING 3 SECTION

SECTION C-C



B501, B514, B522



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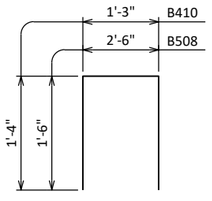

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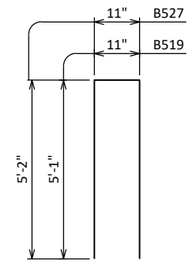

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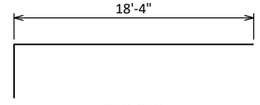

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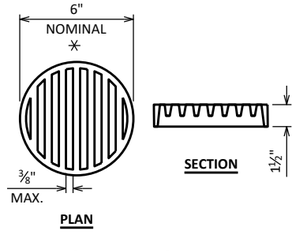

RODENT SHIELD DETAIL

⁎ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

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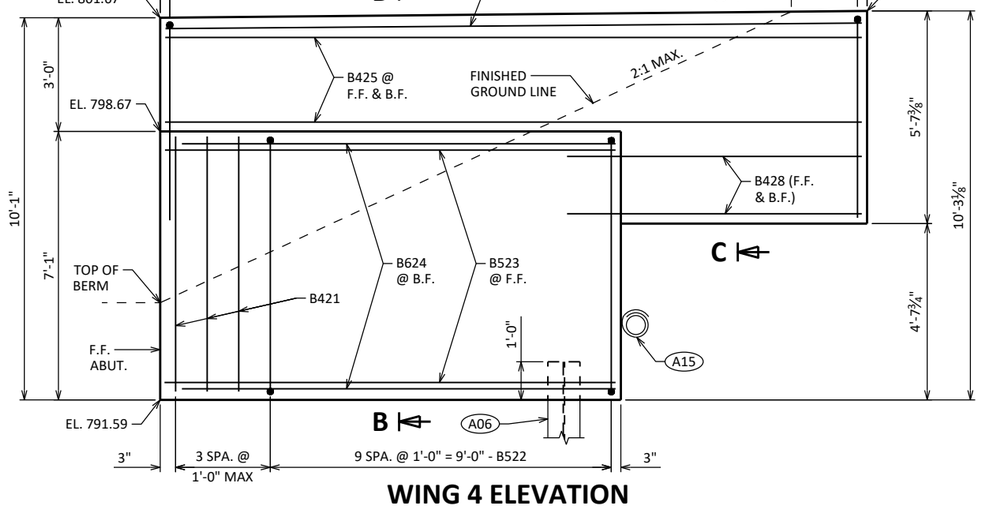
STATE PROJECT NUMBER

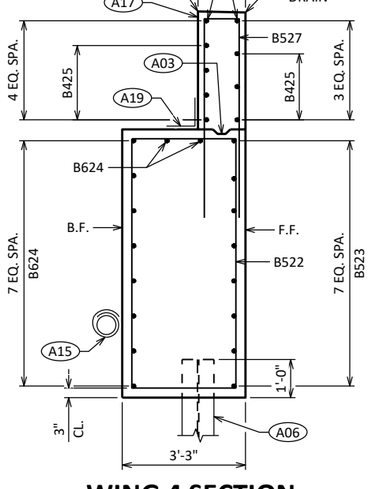
3190-11-70

BILL OF BARS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
B501		62	18'-4"	X		BODY - STIRRUPS
B402		8	28'-0"	X		PILES - 1 PER BODY PILE
B403		16	2'-3"			PILES - 2 PER BODY PILE
B604		6	17'-3"			BODY - HORIZ. - B.F.
B605		12	49'-6"			BODY - HORIZ. - TOP & BOT. - F.F.
B806		12	19'-6"	X		BODY - HORIZ. - B.F.
B807		NOT	USED			———
B508		16	5'-3"	X		BODY - VERT. - TOP - SUPPLEMENTAL
B409		4	16'-4"			BODY - HORIZ. - TOP - SUPPLEMENTAL
B410		29	3'-7"	X		BODY - VERT. - TOP
B411		2	43'-6"			BODY - HORIZ. - TOP
B412		NOT	USED			———
B413		3	6'-7"			WING 3 - VERT. - END OF ABUT.
B514	X	10	19'-8"	X		WING 3 - STIRRUP - LOWER WING
B515	X	8	12'-2"			WING 3 - HORIZ. - F.F. - LOWER WING
B616	X	10	11'-5"			WING 3 - HORIZ. - B.F. - LOWER WING
B417	X	7	18'-6"			WING 3 - HORIZ. - UPPER WING
B618	X	2	18'-6"			WING 3 - HORIZ. - UPPER WING - TOP
B519	X	26	10'-10"	X		WING 3 - VERT. - UPPER WING
B420	X	7	7'-9"			WING 3 - HORIZ. - UPPER WING -BOT.
B421		3	6'-8"			WING 4 - VERT. - END OF ABUT.
B522	X	10	19'-10"	X		WING 4 - STIRRUP - LOWER WING
B523	X	8	11'-10"			WING 4 - HORIZ. - F.F. - LOWER WING
B624	X	10	11'-11"			WING 4 - HORIZ. - B.F. - LOWER WING
B425	X	7	18'-4"			WING 4 - HORIZ. - UPPER WING
B626	X	2	18'-4"			WING 4 - HORIZ. - UPPER WING - TOP
B527	X	26	11'-0"	X		WING 4 - VERT. - UPPER WING
B428	X	7	7'-9"			WING 4 - HORIZ. - UPPER WING - BOT.

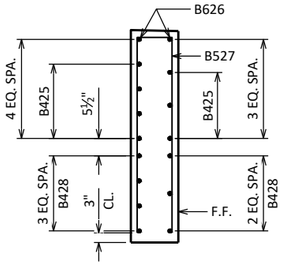


WING 4 ELEVATION



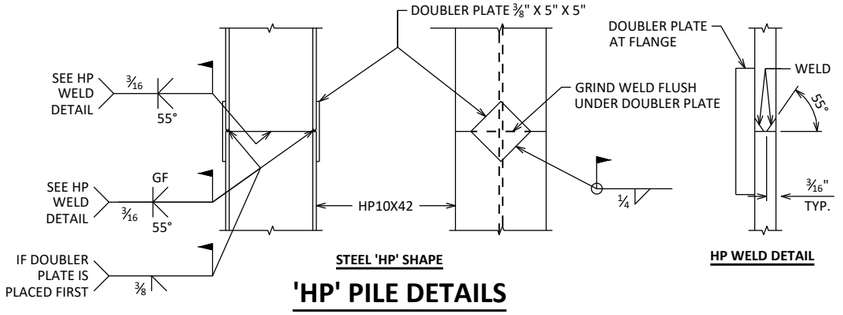
WING 4 SECTION

SECTION B-B



WING 4 SECTION

SECTION C-C



'HP' PILE DETAILS

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY DEVELED 2 X 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10x42 STEEL PILING, ESTIMATED 30'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-210

DRAWN BY DTH | PLANS CK'D DFD

NORTH ABUTMENT DETAILS

SHEET 7
275

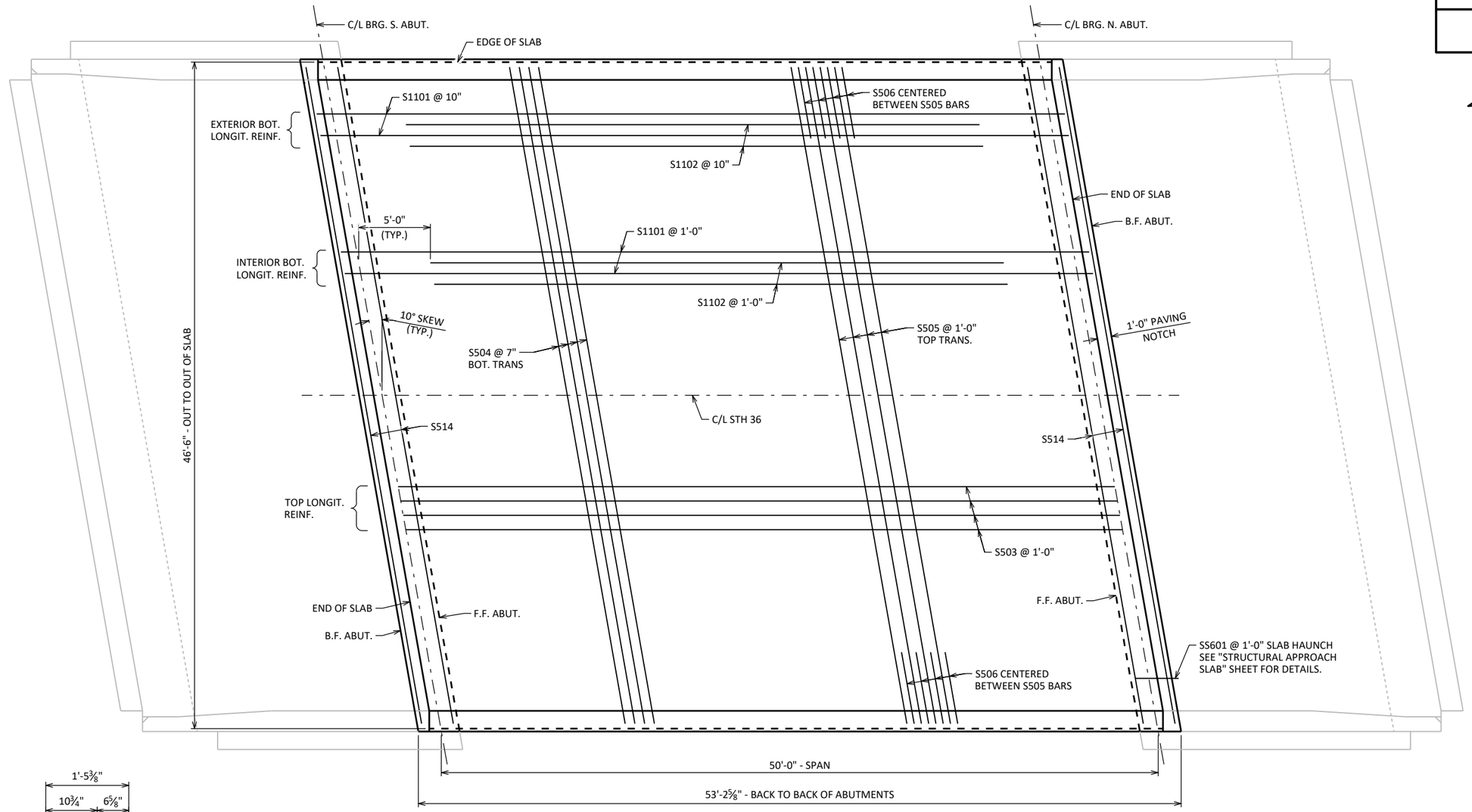
SCALE =

8

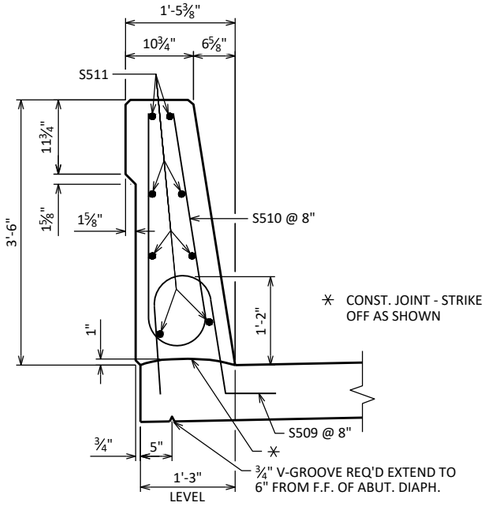
8

STATE PROJECT NUMBER

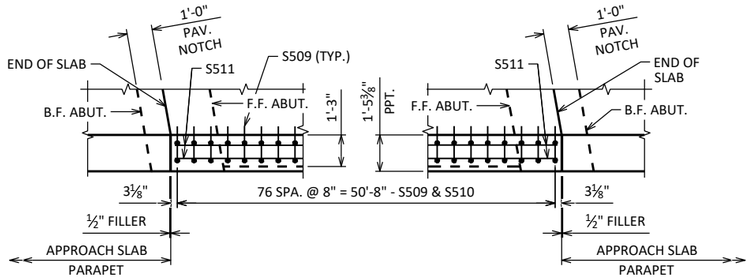
3190-11-70



SUPERSTRUCTURE PLAN



SECTION THRU PARAPET ON BRIDGE



PARTIAL PLAN OF PARAPET REINFORCEMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-210

DRAWN BY DTH | PLANS CK'D DFD

SUPERSTRUCTURE

SHEET 8
276

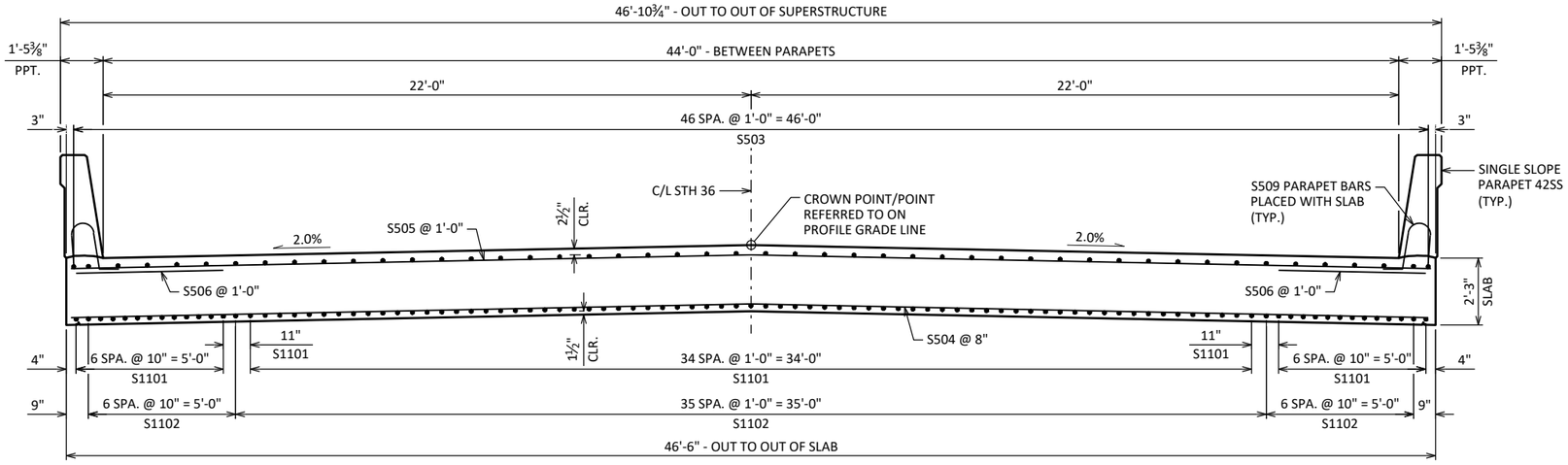
SCALE =

8

8

STATE PROJECT NUMBER

3190-11-70

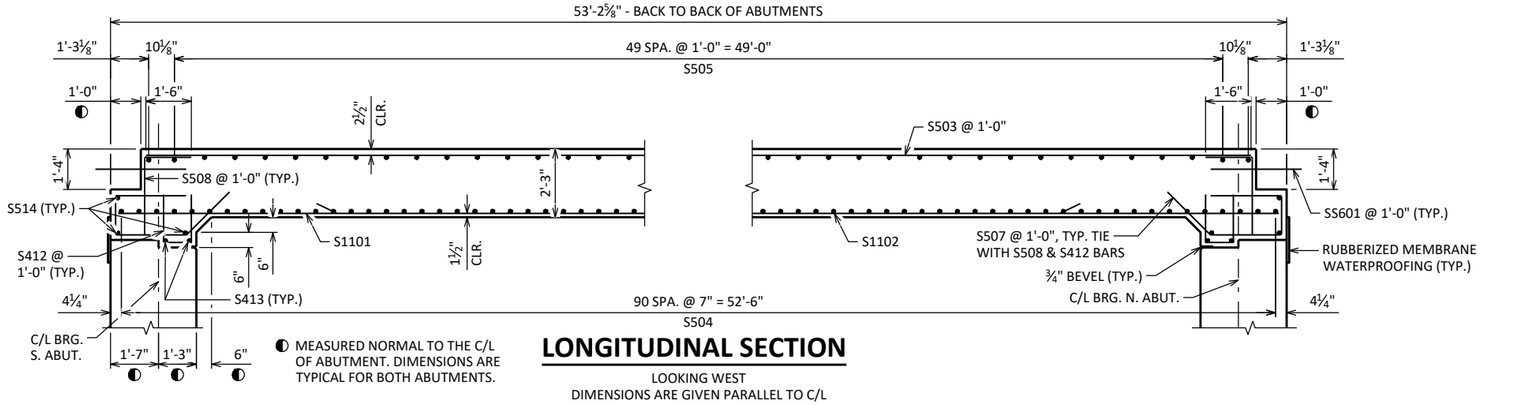


CROSS SECTION THRU ROADWAY

BILL OF BARS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
S1101	X	49	52'-10"			SLAB - LONGIT. - BOT.
S1102	X	48	40'-0"			SLAB - LONGIT. - BOT.
S503	X	47	50'-10"			SLAB - LONGIT. - TOP
S504	X	91	46'-10"			SLAB - TRANS. - BOT.
S505	X	52	46'-10"			SLAB - TRANS. - TOP
S506	X	102	5'-0"			SLAB - TRANS. - EDGE OF SLAB - TOP
S507	X	94	8'-1"	X		SLAB - DIAPH. - VERT.
S508	X	94	4'-0"	X		SLAB - DIAPH. - VERT.
S509	X	154	4'-5"	X		SLAB/PARAPET - VERT.
S510	X	154	6'-8"	X		PARAPET - VERT.
S511	X	16	50'-10"			PARAPET - HORIZ.
S412	X	94	3'-11"	X		SLAB - DIAPH. - VERT. - BOT.
S413	X	4	46'-10"			SLAB - DIAPH. - HORIZ. - BOT.
S514	X	6	46'-10"			SLAB - DIAPH. - HORIZ.
SS601		94	3'-0"			STRUCTURE SLAB TO APPROACH SLAB

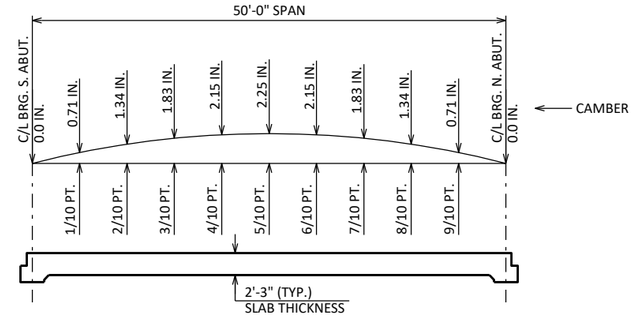
STAINLESS STEEL REINFORCEMENT



◐ MEASURED NORMAL TO THE C/L OF ABUTMENT. DIMENSIONS ARE TYPICAL FOR BOTH ABUTMENTS.

LONGITUDINAL SECTION

LOOKING WEST
DIMENSIONS ARE GIVEN PARALLEL TO C/L ROADWAY UNLESS OTHERWISE NOTED

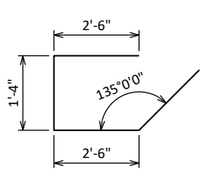


CAMBER AND SLAB THICKNESS DIAGRAM

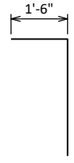
CAMBER SHOWN IS BASED ON 3 TIMES DEAD LOAD DEFLECTION.
CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.
PARAPETS PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED.

TO DETERMINE FALSEWORK ELEVATION AT EDGE OF SLAB, CROWN OR REFERENCE LINE FOLLOW THIS PROCEDURE:

	TOP OF SLAB ELEVATION AT FINAL GRADE
LESS	SLAB THICKNESS
PLUS	CAMBER
PLUS	FORM SETTLEMENT / DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR)
EQUALS =	TOP OF SLAB FALSEWORK ELEVATION



S507



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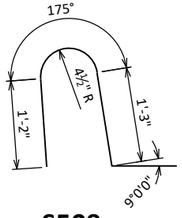

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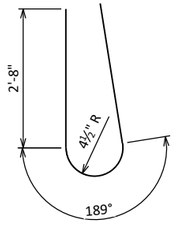

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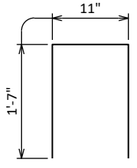


S412

TOP OF SLAB ELEVATIONS

LOCATION	C/L BRG. S. ABUT.	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	C/L BRG. N. ABUT.
WEST EDGE OF SLAB	801.07	801.13	801.18	801.23	801.28	801.33	801.38	801.43	801.49	801.54	801.59
C/L STH 36	801.55	801.60	801.65	801.71	801.76	801.81	801.86	801.91	801.96	802.02	802.07
EAST EDGE OF SLAB	801.15	801.21	801.26	801.31	801.36	801.41	801.46	801.51	801.57	801.62	801.67

NOTES:

TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+)

SURVEY TOP OF SLAB ELEVATIONS

LOCATION	C/L BRG. S. ABUT.	5/10 PT.	C/L BRG. N. ABUT.
W. GUTTERLINE			
C/L STH 36			
E. GUTTERLINE			

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE C/L BRG. ABUTMENTS AND AT 5/10 POINTS TO VERIFY CAMBER. TAKE ELEVATIONS ALONG GUTTER LINES AND C/L STH 36. RECORD THE ELEVATIONS IN THE ABOVE TABLE FOR THE "AS BUILT" PLANS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-210

DRAWN BY DTH | PLANS CK'D DFD

SUPERSTRUCTURE DETAILS

SHEET 9
277

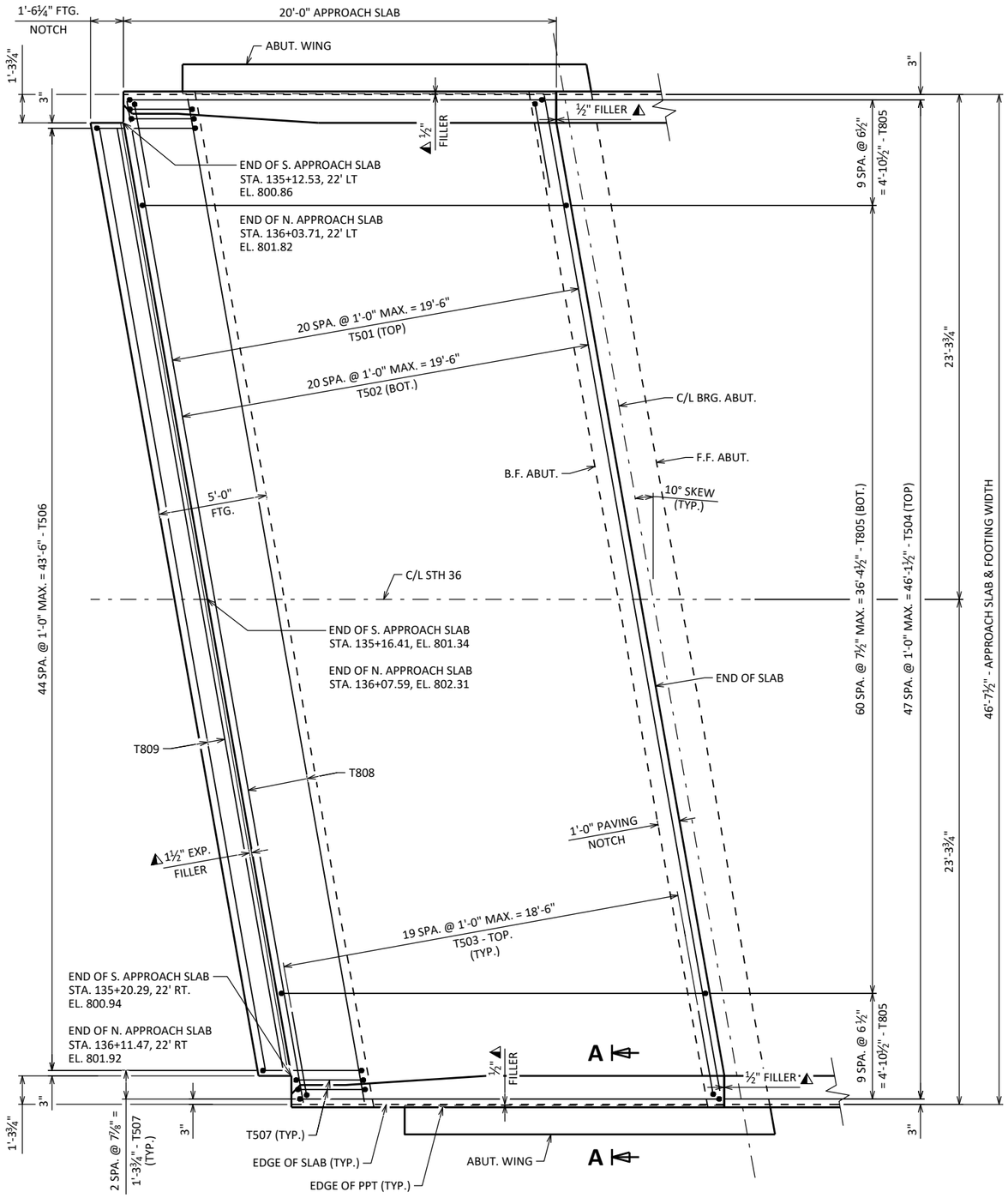
SCALE =

8

8

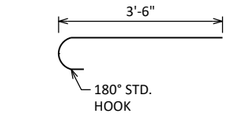
STATE PROJECT NUMBER

3190-11-70

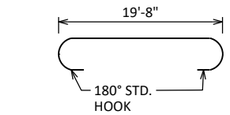


PLAN

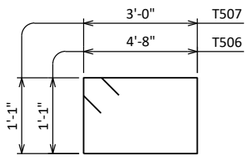
SOUTH STRUCTURAL APPROACH SLAB SHOWN
NORTH STRUCTURAL APPROACH SLAB SIMILAR



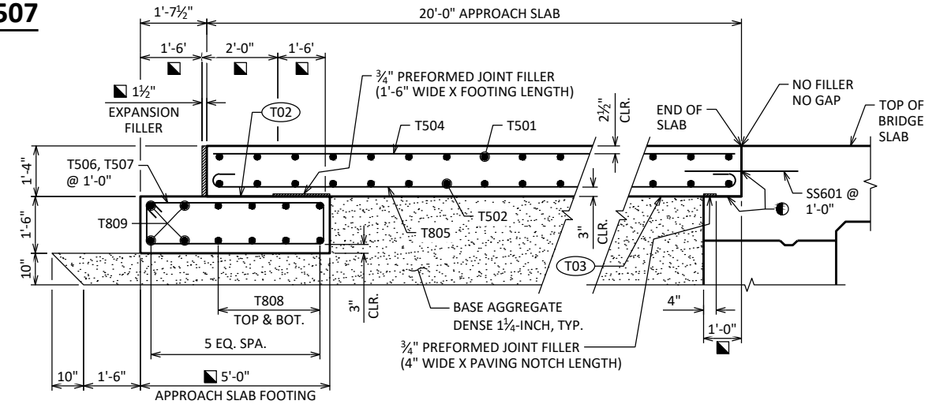
T503



T805



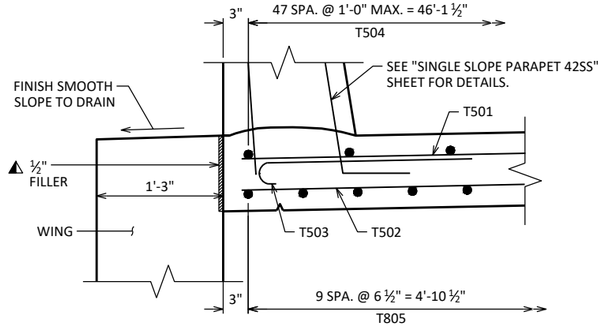
T506, T507



SECTION THRU APPROACH SLAB

BILL OF BARS

BAR MARK	COAT	NO. REQ'D N. SLAB	NO. REQ'D S. SLAB	LENGTH	BENT	BAR SERIES	LOCATION
T501	X	21	21	47'-0"			APPROACH SLAB TRANS. - TOP
T502	X	21	21	47'-0"			APPROACH SLAB TRANS. - BOT.
T503	X	20	20	4'-1"	X		APPROACH SLAB TRANS. - TOP - WING
T504	X	48	48	19'-8"			APPROACH SLAB LONGIT. - TOP
T805	X	79	79	21'-6"	X		APPROACH SLAB LONGIT. - BOT.
T506	X	45	45	12'-2"	X		APPROACH SLAB FTG. - STIRRUP
T507	X	4	4	8'-10"	X		APPROACH SLAB FTG. - STIRRUP
T808	X	8	8	47'-0"			APPROACH SLAB FTG. - TRANS.
T809	X	4	4	44'-4"			APPROACH SLAB FTG. - TRANS.



SECTION A-A

- SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).
- APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCTURAL APPROACH SLAB.
- MEASURED NORMAL TO ABUTMENT.
- (T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE FOOTING.
- (T03) PLACE MULTIPLE LAYER (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-210

DRAWN BY DTH | PLANS CK'D DFD

STRUCTURAL APPROACH SLABS

SHEET 10
278

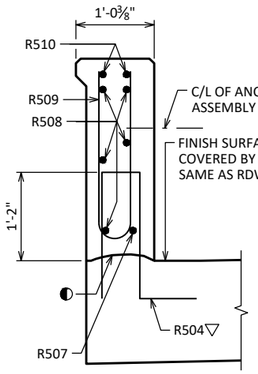
SCALE =

8

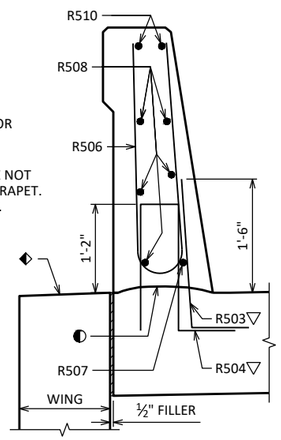
8

STATE PROJECT NUMBER

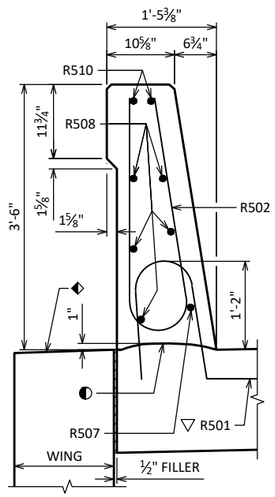
3190-11-70



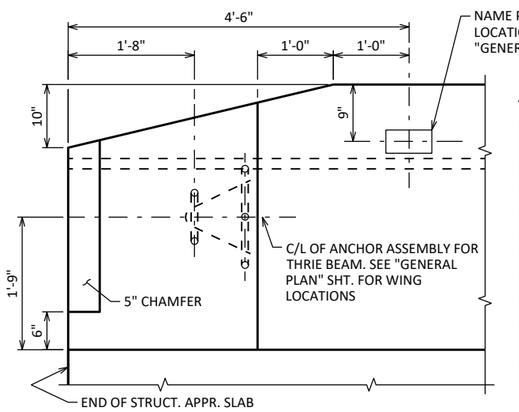
SECTION A-A



SECTION B-B



SECTION C-C



PARAPET END TREATMENT DETAIL

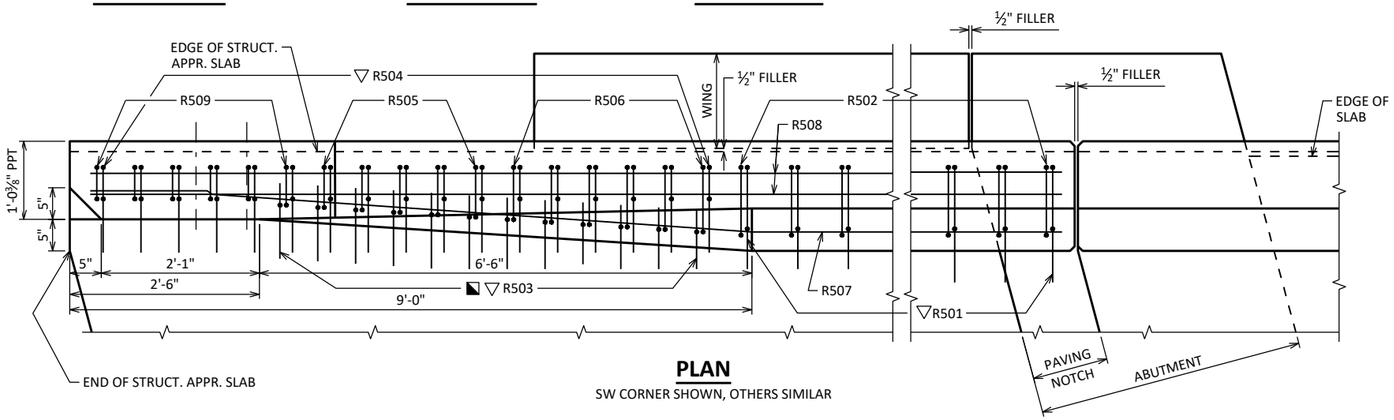
LOOKING AT INSIDE FACE OF PARAPET

BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

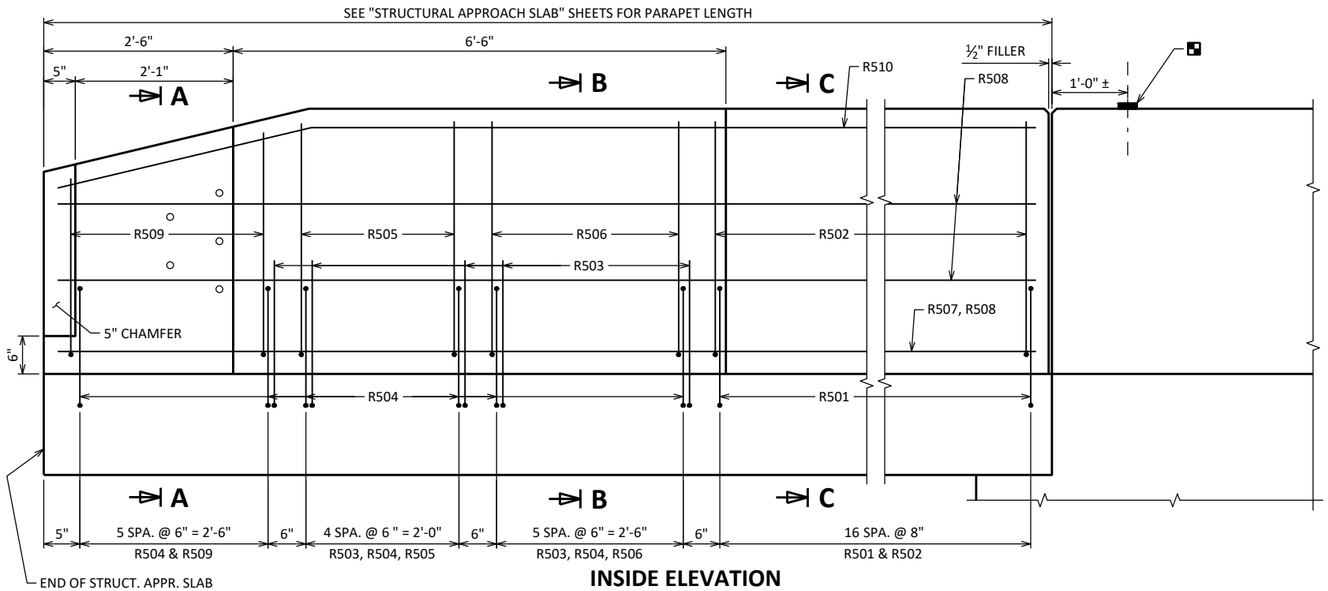
BAR MARK	COAT	NO. REQ'D W. SLAB	NO. REQ'D E. SLAB	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	34	34	4'-5"	X		PARAPET VERT.
R502	X	34	34	6'-8"	X		PARAPET VERT.
R503	X	24	24	2'-9"	X		PARAPET VERT.
R504	X	34	34	4'-4"	X		PARAPET VERT.
R505	X	10	10	6'-5"	X		PARAPET VERT.
R506	X	12	12	6'-6"	X		PARAPET VERT.
R507	X	2	2	19'-7"	X		PARAPET HORIZ.
R508	X	10	10	19'-7"			PARAPET HORIZ.
R509	X	12	12	5'-5"	X	⚠	PARAPET VERT.
R510	X	4	4	19'-7"	X		PARAPET HORIZ.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



PLAN

SW CORNER SHOWN, OTHERS SIMILAR



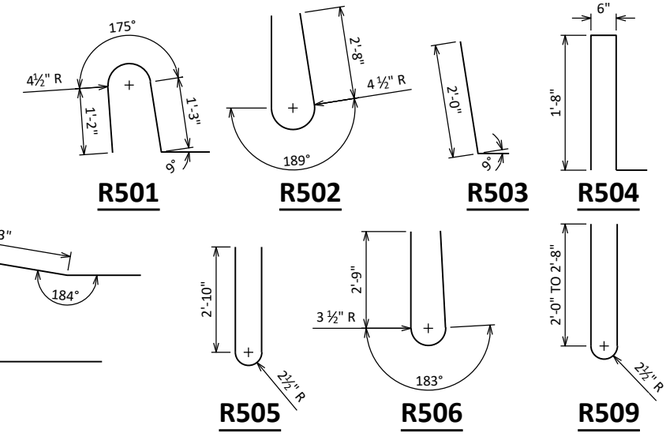
INSIDE ELEVATION

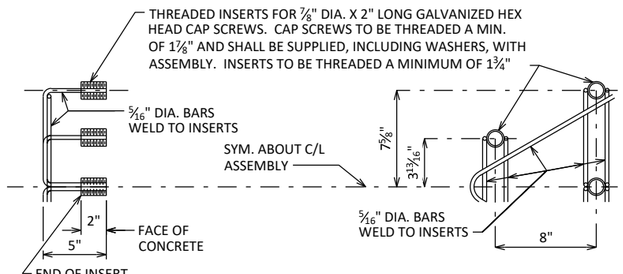
SW CORNER SHOWN, OTHERS SIMILAR
WING & STRUCTURAL APPROACH SLAB FOOTING NOT SHOWN FOR CLARITY

BAR SERIES TABLE

BUNDLE AND TAG EACH SERIES SEPARATELY.

BAR MARK	NO. REQ'D.	LENGTH
R509	2 SERIES OF 6	4'-9" TO 6'-1"





DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

- CONST. JOINT - STRIKE OFF AS SHOWN
- SLOPE FOR DRAINAGE
- USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.
- R501, R503, AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.
- BENCH MARK CAP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-210

DRAWN BY DTH | PLANS CK'D DFD

SINGLE SLOPE PARAPET 42SS

SHEET 11
279

SCALE =

8

8

DIVISION 1 - STH 36 - STA 132+30 TO STA 136+75

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.20	MASS ORDINATE NOTE 8
132+30 BK	0.00	1.16	0.00	0	0	0	0	0
132+50	19.70	1.34	0.00	1	0	1	0	1
133+00	50.00	1.64	0.23	3	0	4	0	4
133+50	50.00	3.68	0.18	5	0	9	0	9
133+80	30.30	3.89	0.01	4	0	13	0	13
134+00	19.70	5.08	0.00	3	0	16	0	16
134+05	5.28	4.75	0.00	1	0	17	0	17
134+33	28.11	1.79	0.00	3	0	20	0	20
134+50	16.61	1.68	0.05	1	0	21	0	21
134+75	25.00	101.45	0.00	48	0	69	0	69
135+00	25.00	100.06	0.00	93	0	162	0	162
135+05 AH	4.67	100.13	0.00	17	0	179	0	179
136+14 BK	0.00	99.31	8.42	0	0	179	0	179
136+50	36.00	106.83	0.00	137	6	316	7	309
136+75	25.00	102.49	7.32	97	3	413	11	402

9

9

PROJECT NO: 3190-11-70 | HWY: STH 36 | COUNTY: WALWORTH | EARTHWORK DATA | SHEET 280 | E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090101-EWK.DWG
LAYOUT NAME - 01

PLOT DATE : 10/25/2023 11:23 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : PLOT SCALE : 1" = 1'

9

9

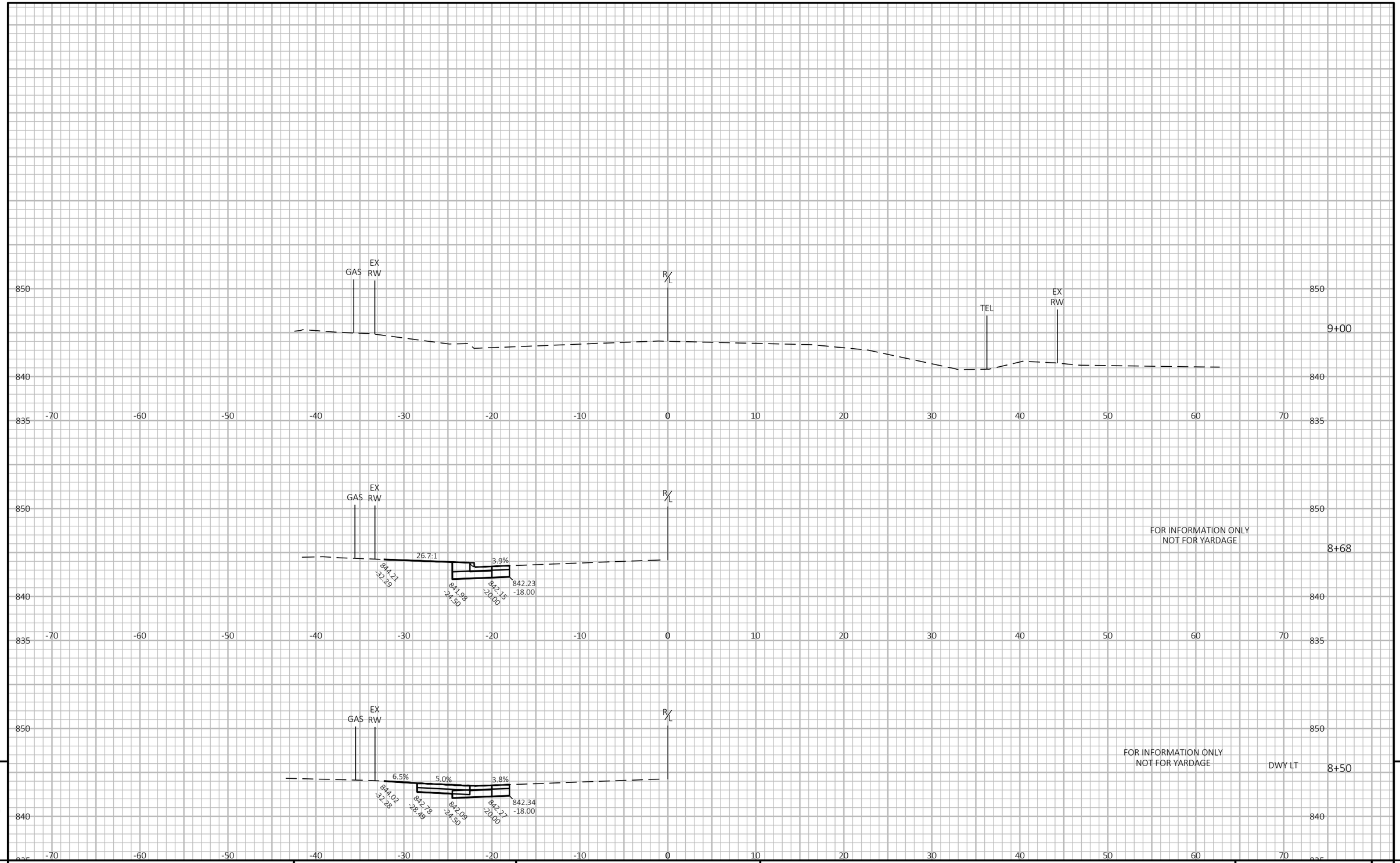
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 281	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 10/25/2023 11:25 PM PLOT BY : BLACKWOOD, JIM PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 282	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

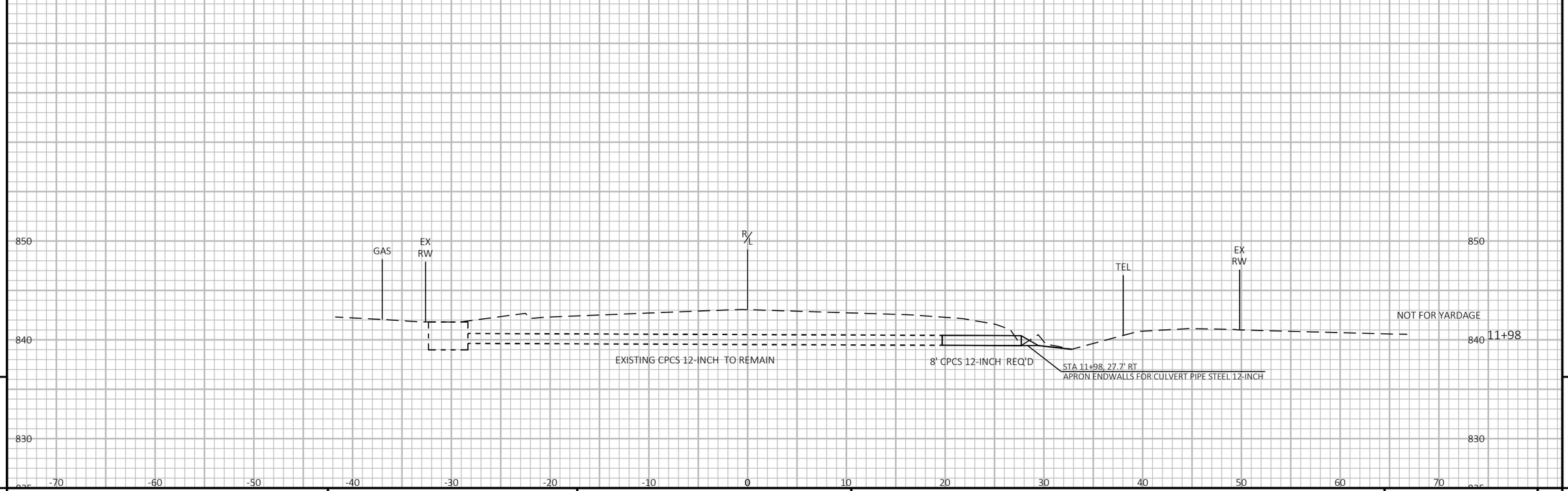
PLOT DATE : 10/25/2023 11:25 PM

PLOT BY : BLACKWOOD, JIM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 283	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

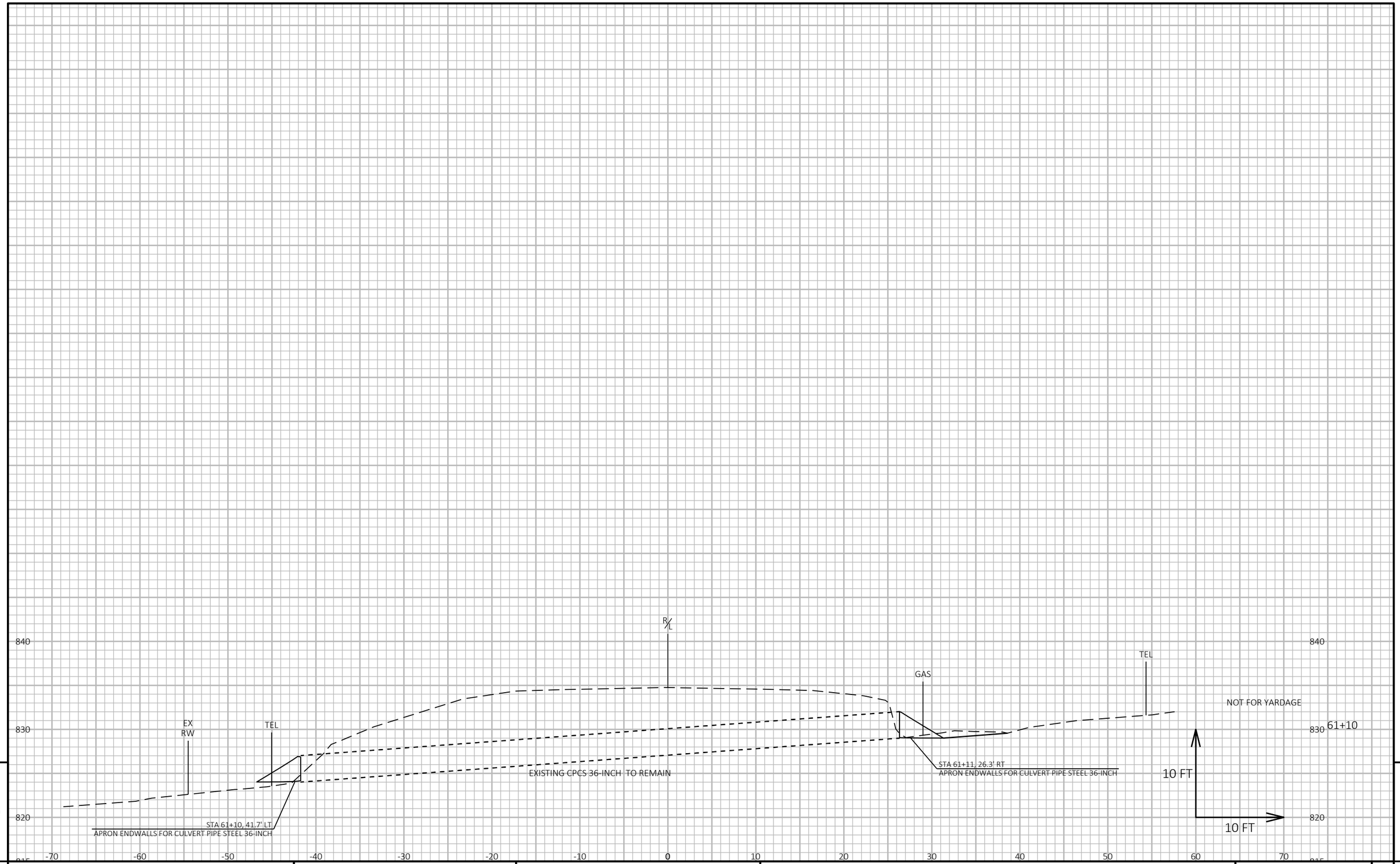
PLOT DATE : 10/25/2023 11:25 PM

PLOT BY : BLACKWOOD, JIM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 284	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

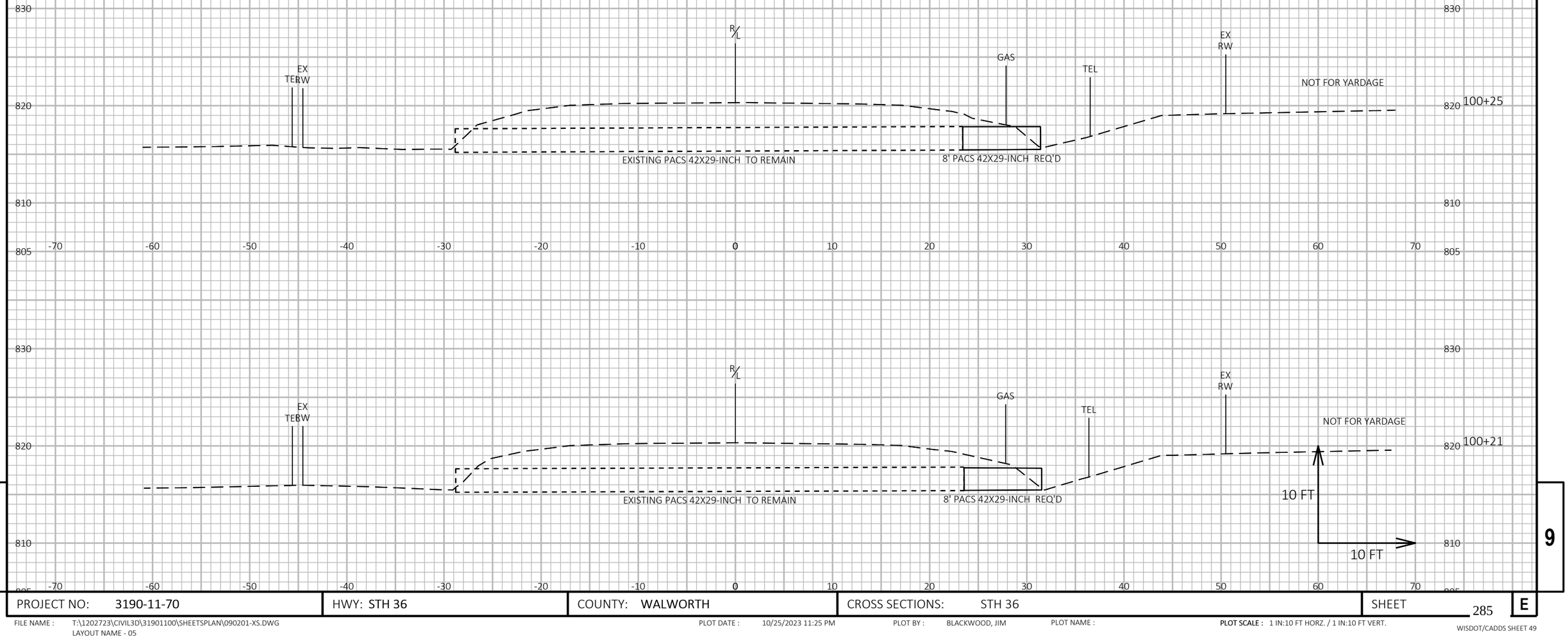
PLOT DATE : 10/25/2023 11:25 PM

PLOT BY : BLACKWOOD, JIM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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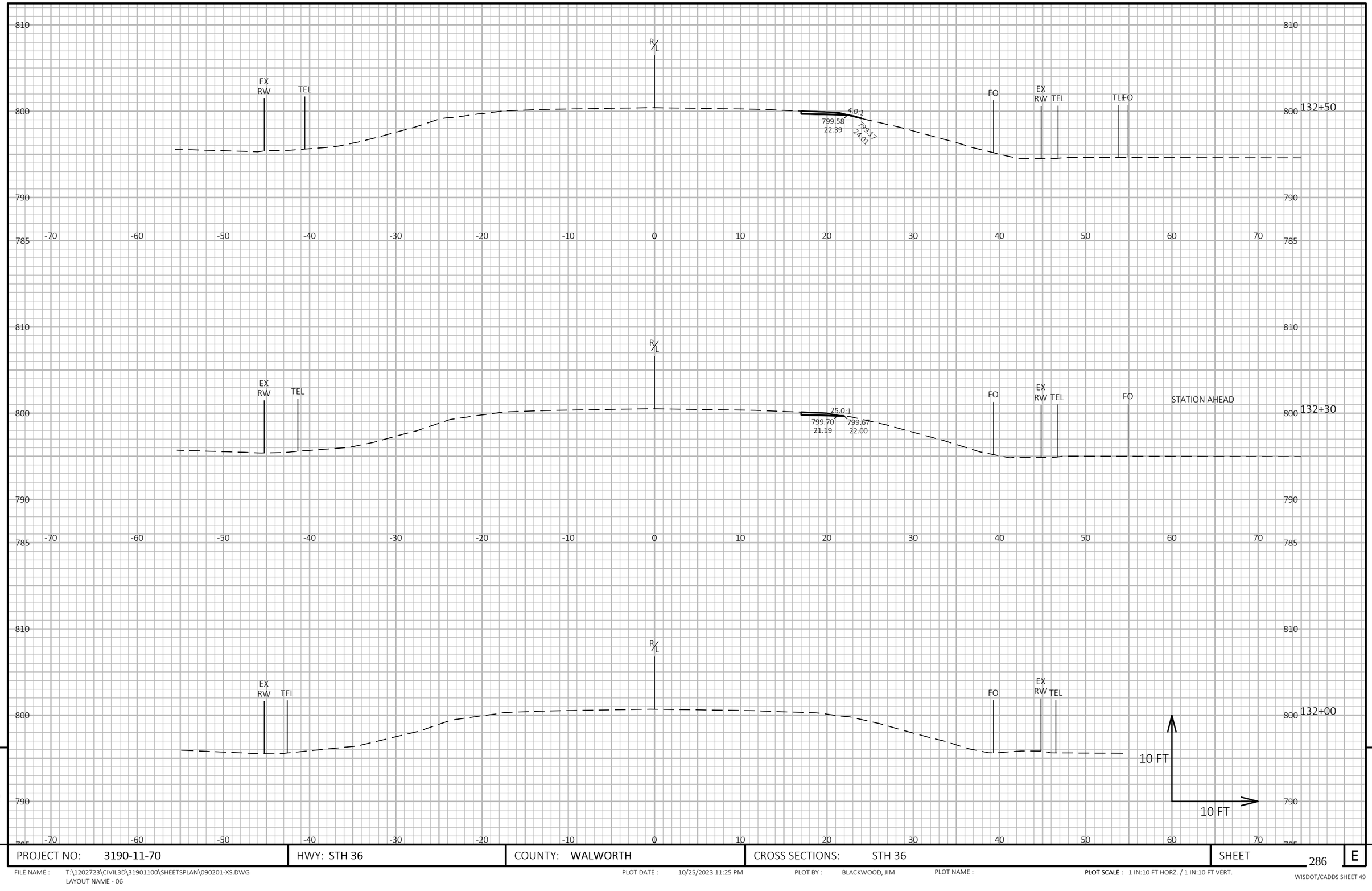
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 285	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 10/25/2023 11:25 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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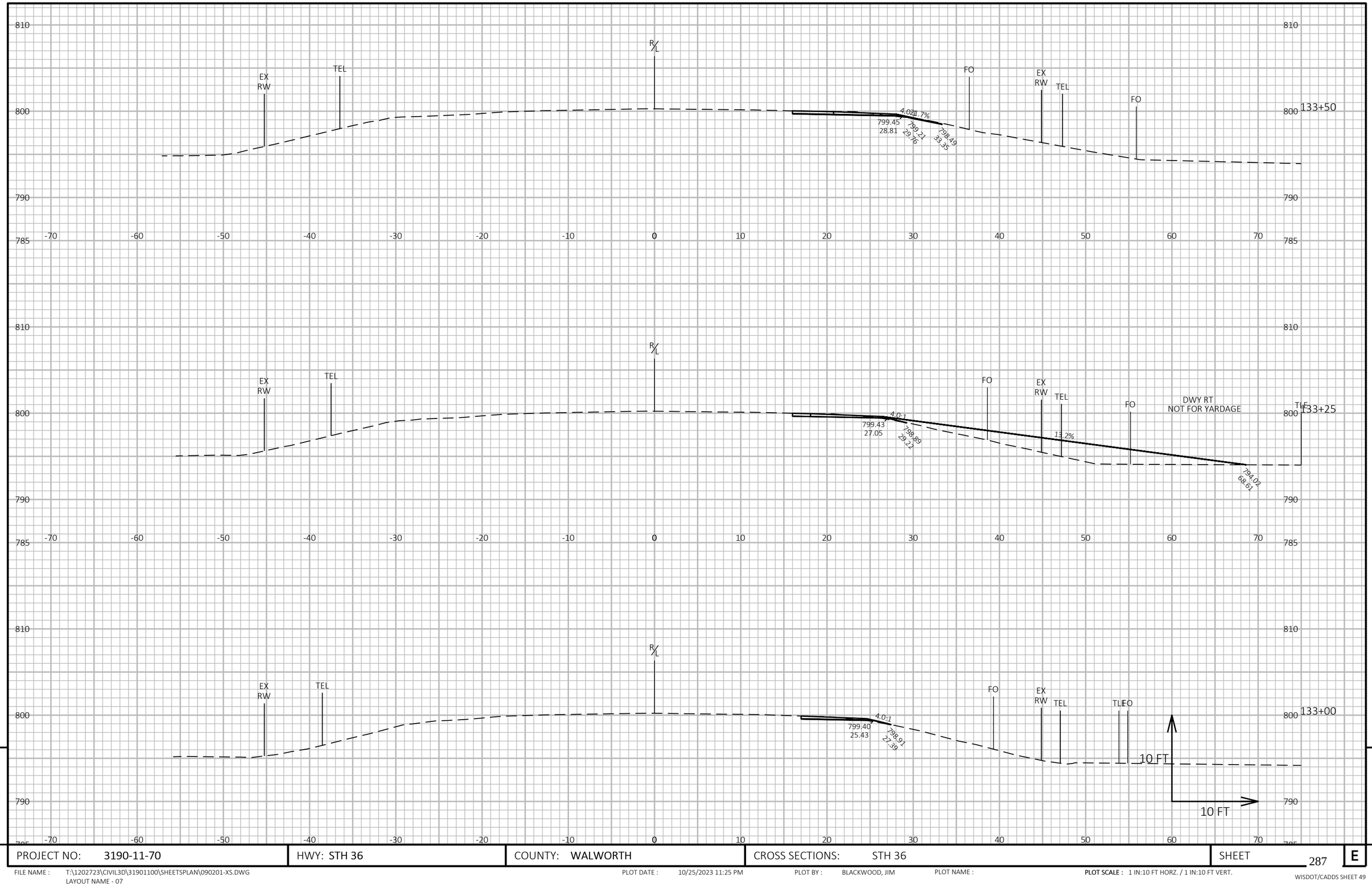
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 286	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 10/25/2023 11:25 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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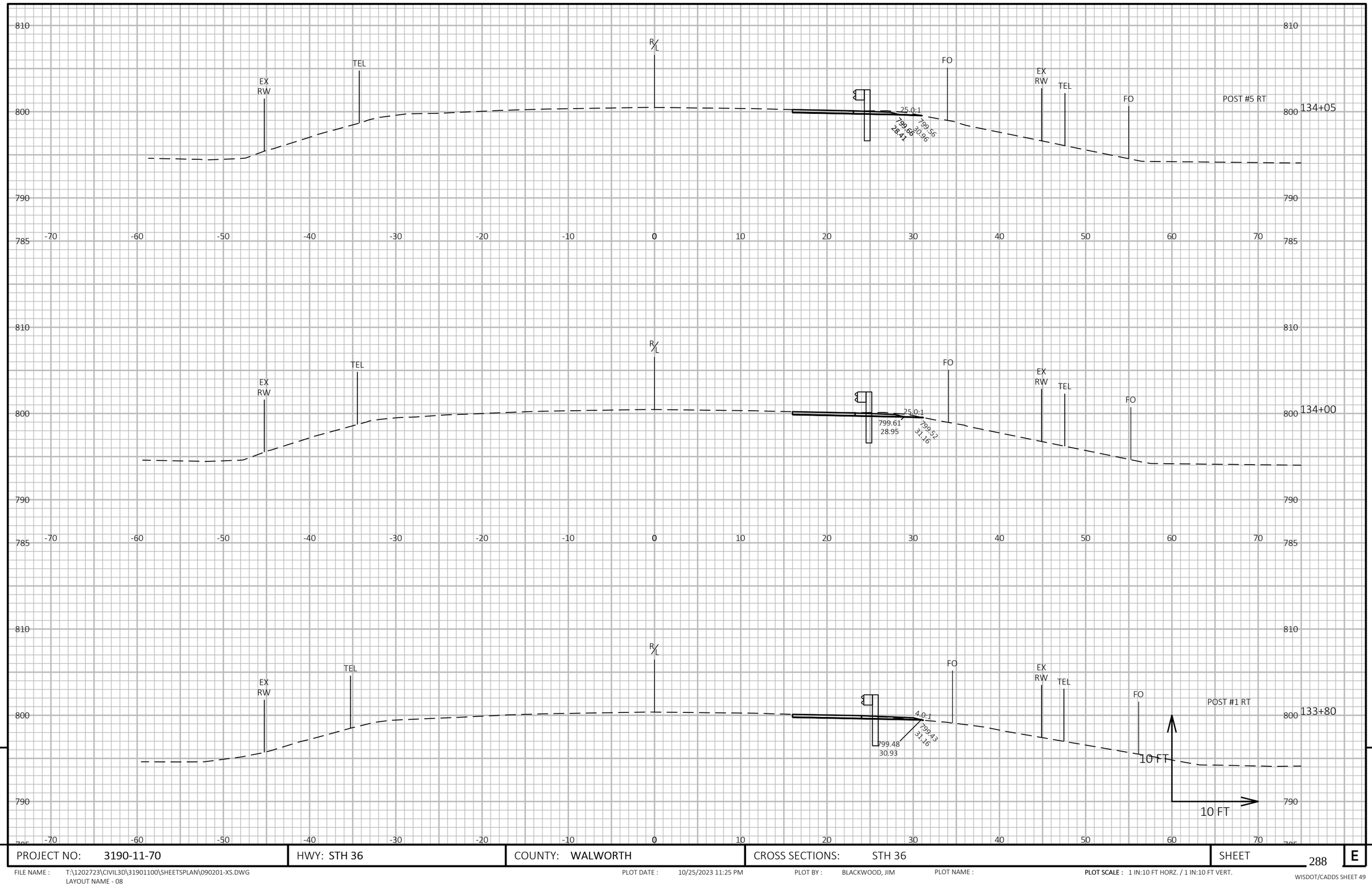
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 287	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/25/2023 11:25 PM PLOT BY : BLACKWOOD, JIM PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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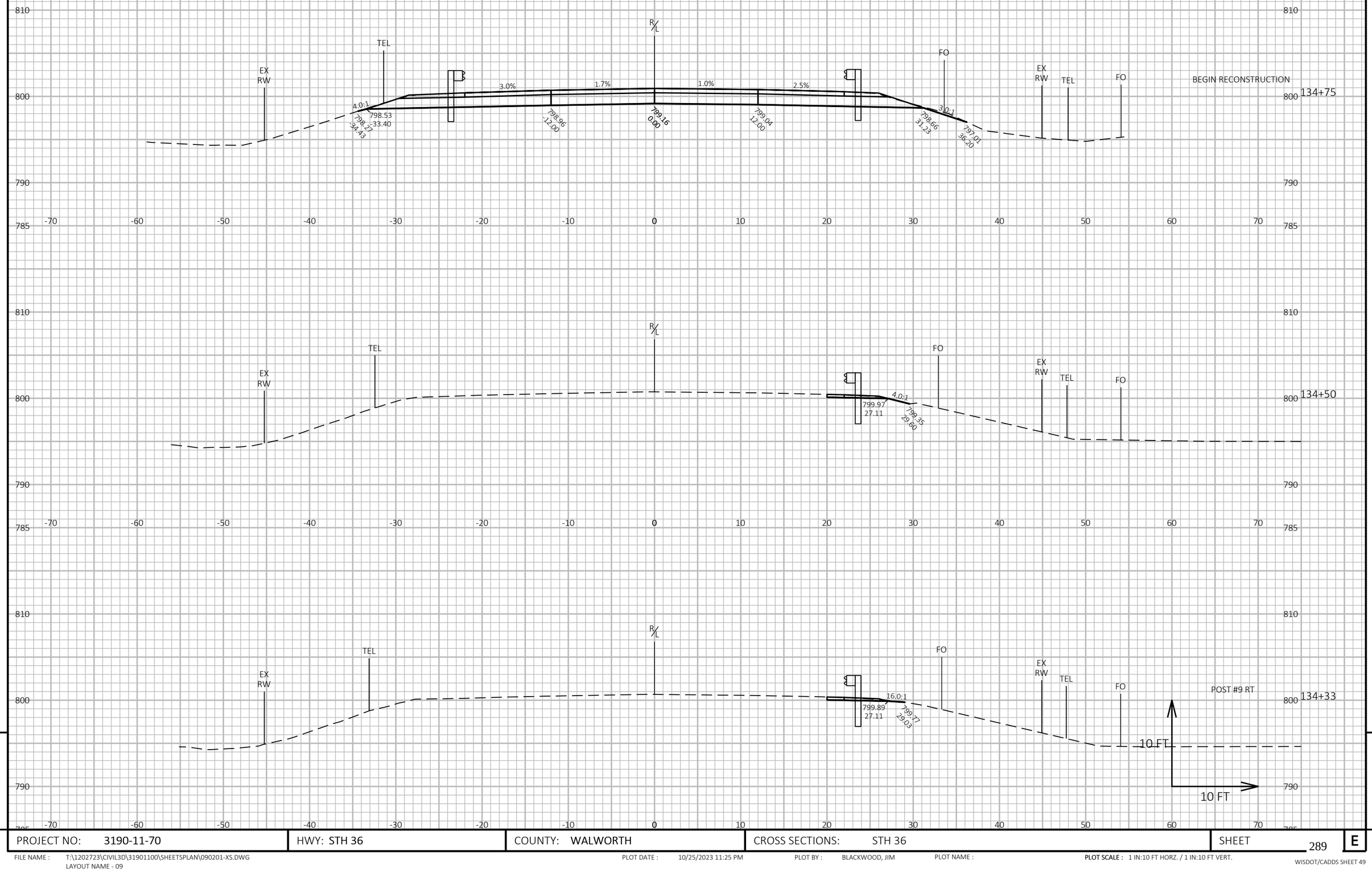
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 288	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/25/2023 11:25 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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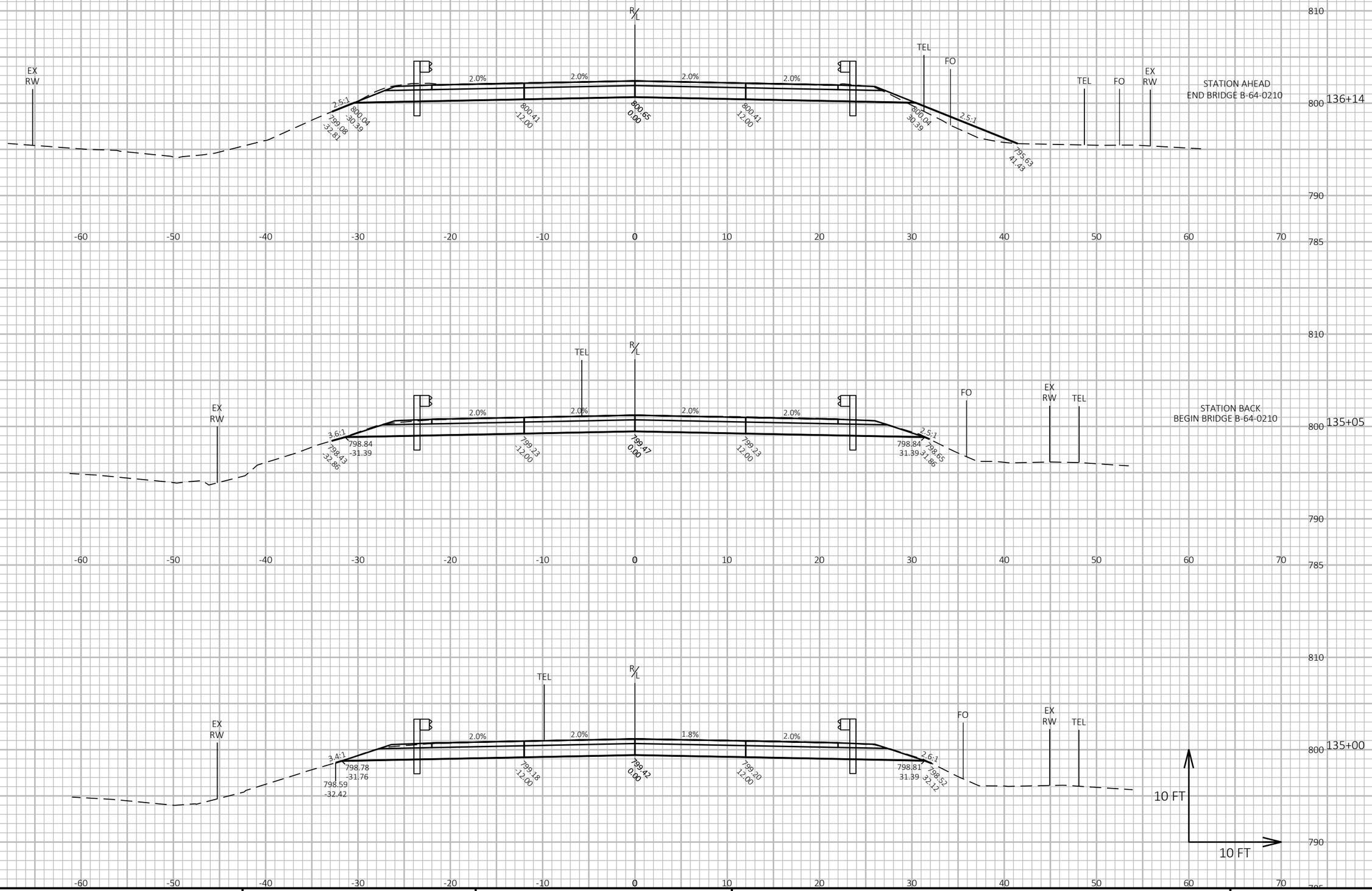
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 289	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 10/25/2023 11:25 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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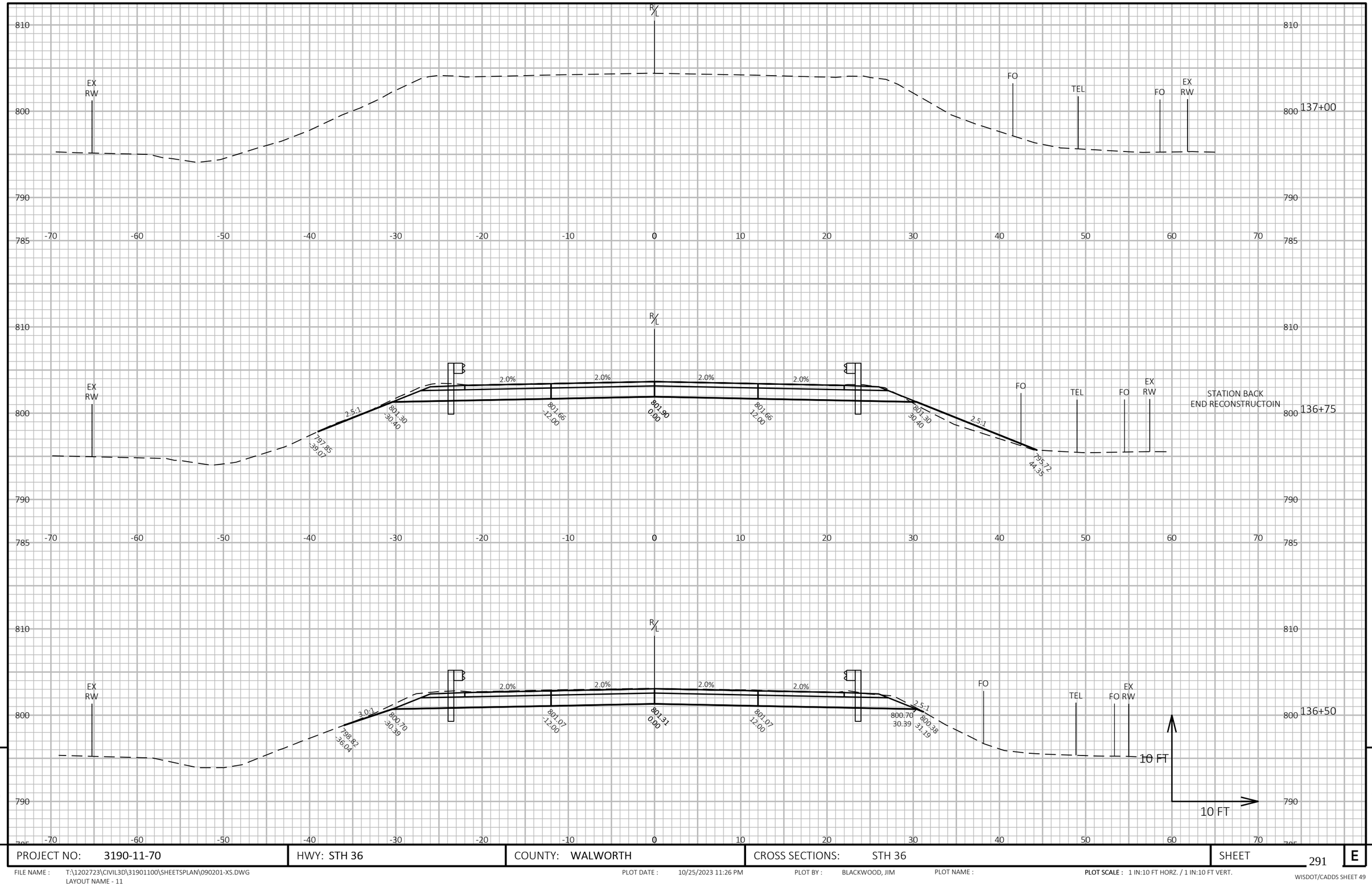
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 290	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 10/25/2023 11:26 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

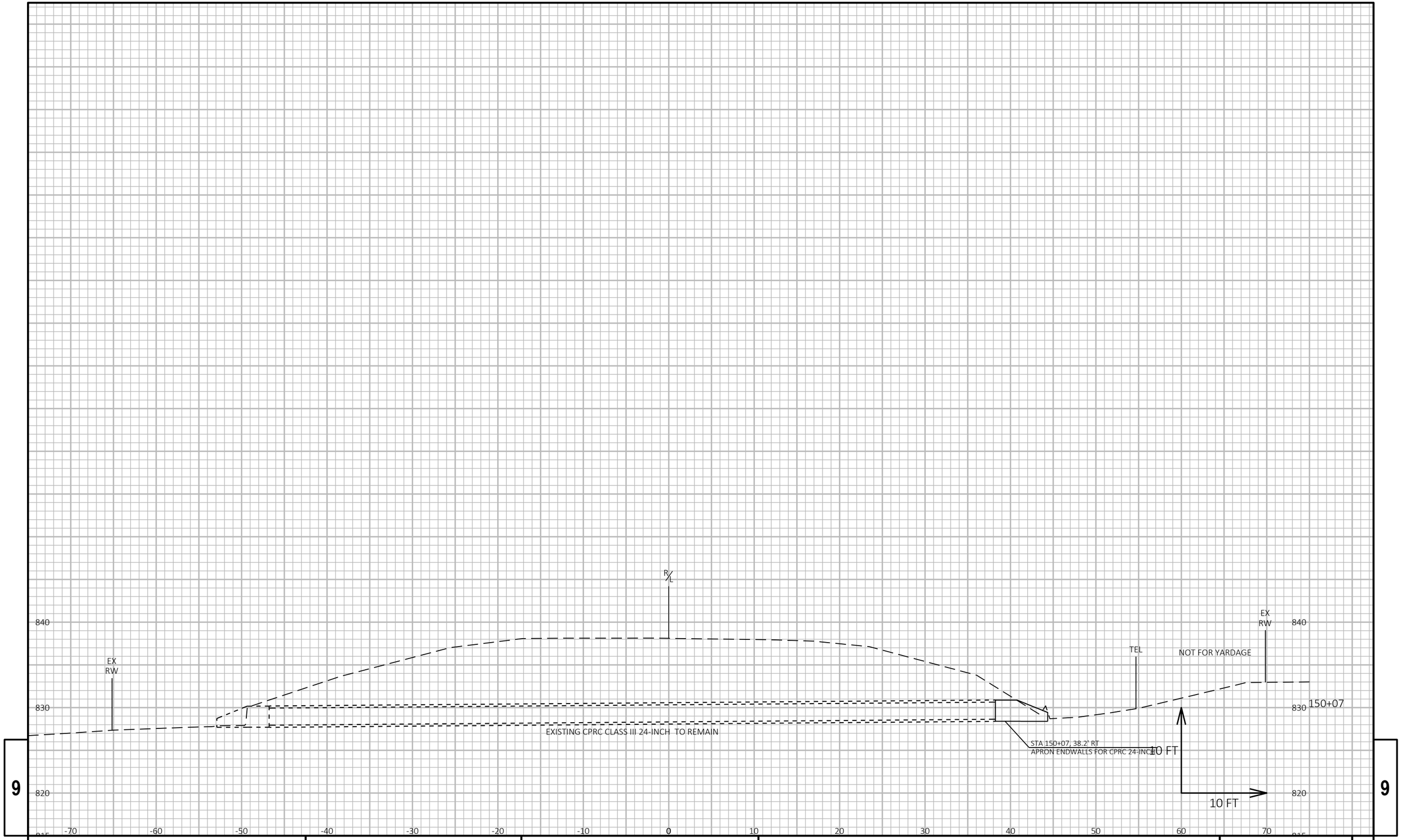


PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 291	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 10/25/2023 11:26 PM PLOT BY : BLACKWOOD, JIM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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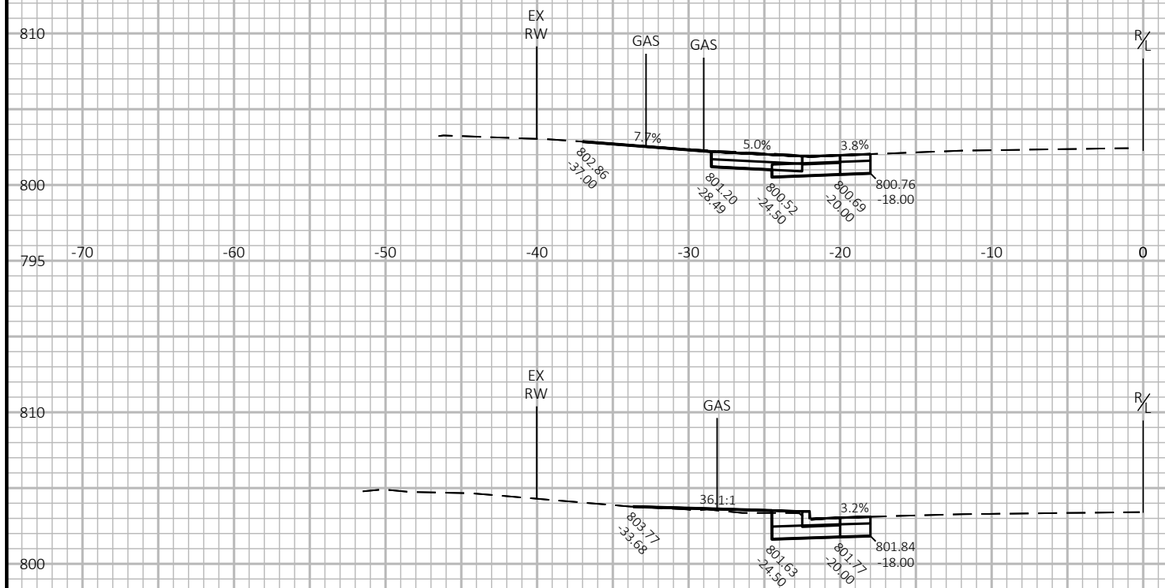
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 292	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 10/25/2023 11:26 PM PLOT BY : BLACKWOOD, JIM PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



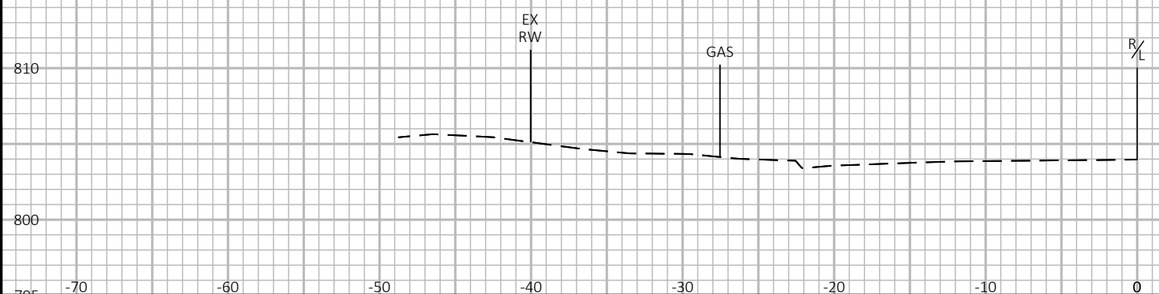
FOR INFORMATION ONLY
NOT FOR YARDAGE

DWY LT

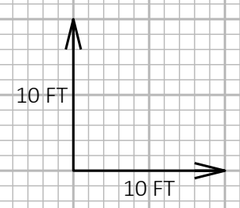
196+00

FOR INFORMATION ONLY
NOT FOR YARDAGE

195+51



195+25



9

9

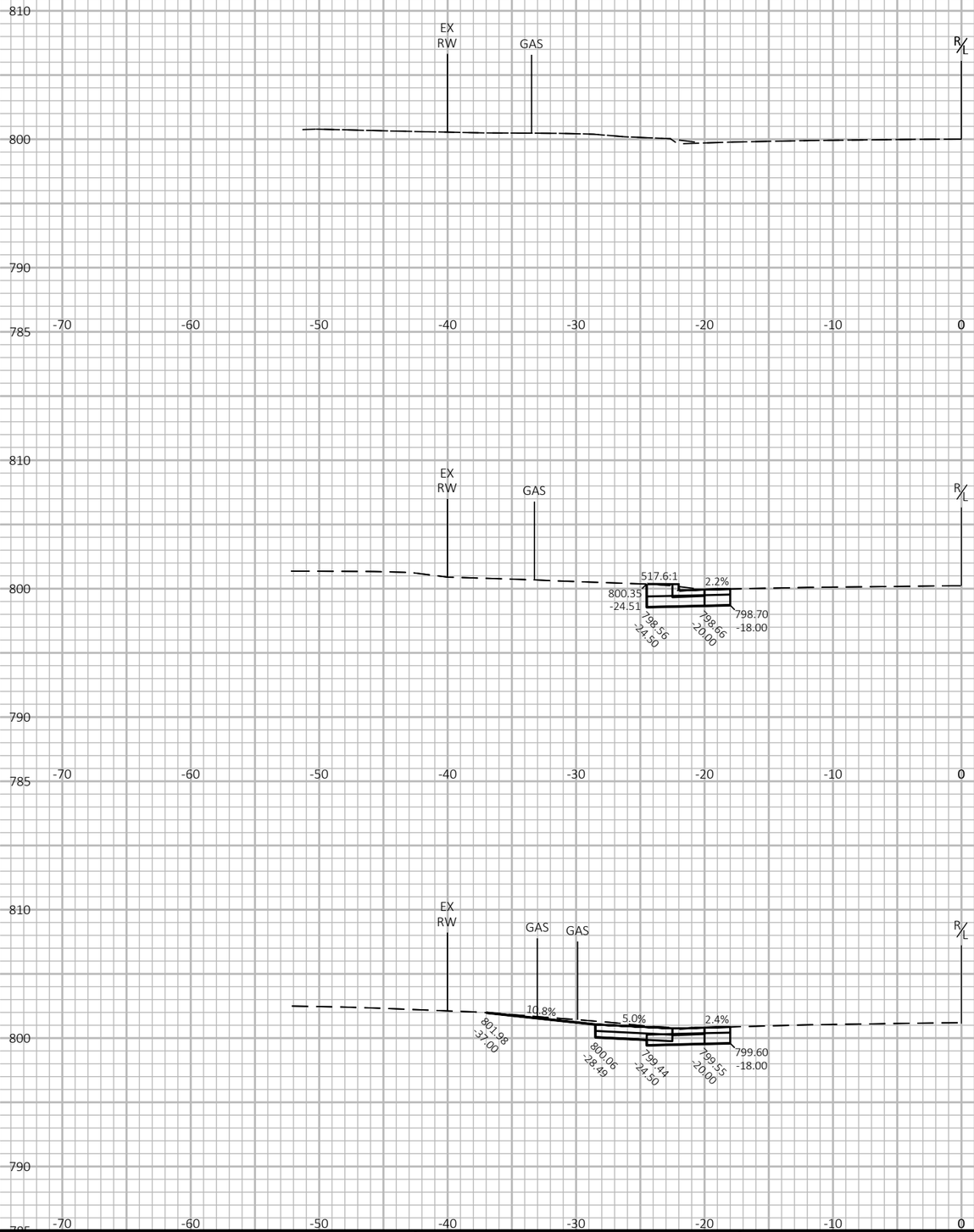
PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 293	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 10/25/2023 11:26 PM PLOT BY : BLACKWOOD, JIM PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



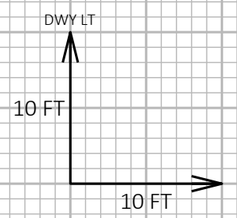
197+00

196+90

FOR INFORMATION ONLY
NOT FOR YARDAGE

196+50

FOR INFORMATION ONLY
NOT FOR YARDAGE



9

9

PROJECT NO: 3190-11-70	HWY: STH 36	COUNTY: WALWORTH	CROSS SECTIONS: STH 36	SHEET 294	E

FILE NAME : T:\1202723\CIVIL3D\31901100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 10/25/2023 11:26 PM

PLOT BY : BLACKWOOD, JIM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov