WIS APRIL 2024

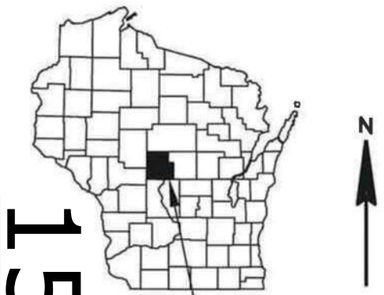
PROJECT ID: 6320-00-75

COUNTY: WOOD

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



PROJECT LOCATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

PLAINFIELD - WISCONSIN RAPIDS

STH 173 TO STH 54

STH 73

WOOD COUNTY

STATE PROJECT NUMBER
6320-00-75

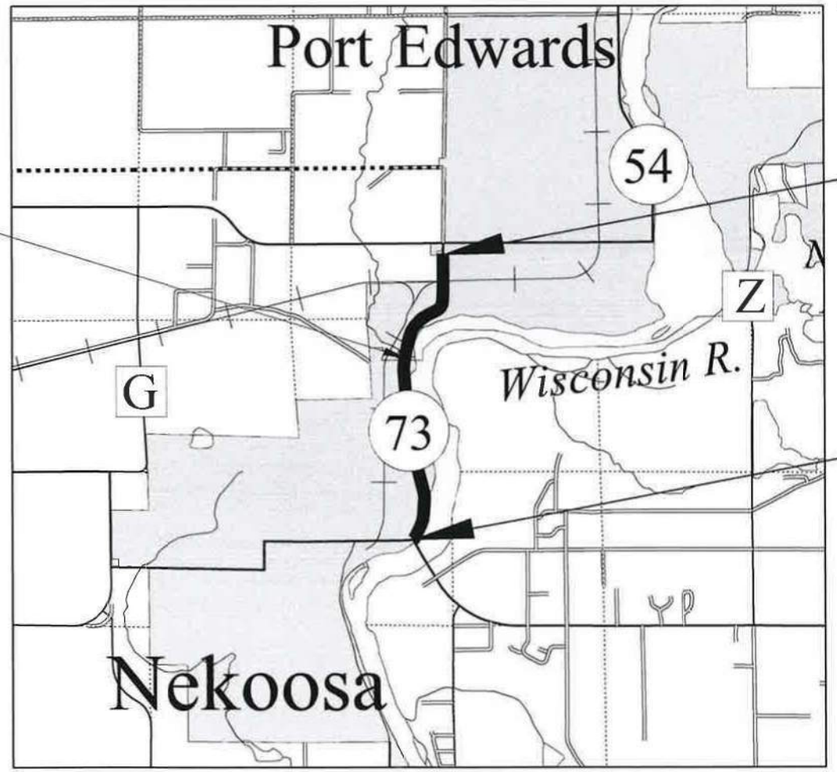
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6320-00-75		

DESIGN DESIGNATION

A.A.D.T.	2024	=	4050
A.A.D.T.	2044	=	4550
D.H.V.		=	11.4
D.D.		=	59/41
T.		=	13.3%
DESIGN SPEED		=	35 MPH
ESALS		=	1,200,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300 FR	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	



NET EXCEPTION TO CL LENGTH
STA 82+09.92 - STA 82+41.31

END PROJECT
6320-00-75
STA 124+02.63
X = 713,998.90
Y = 434,371.55

BEGIN PROJECT
6320-00-75
STA 17+85.68
X = 712,988.74
Y = 424,450.84

LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 2.005 MILES

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

MSA

1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com

WISCONSIN PROFESSIONAL ENGINEER
BOBBI L. MAXWELL
39012-006
BARABOO
WI

Bobbi L. Maxwell
10-12-23

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	BRYCE SCHLEICHER, P.E.
Project Manager	BETH NEMEC, P.E.
Regional Examiner	FRED SCHUNKE, P.E.
Regional Supervisor	BETH NEMEC, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 10/13/2023 Elizabeth Nemec Date: 2023.10.13 (Signature)

E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\010101-TI.DWG PLOT DATE : 10/12/2023 9:39 AM PLOT BY : BOBBI MAXWELL PLOT NAME :

GENERAL NOTES

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

THE LIMITS OF PAVEMENT REMOVAL ON SIDE STREETS ARE APPROXIMATE AND WILL BE VERIFIED IN THE FIELD BY THE ENGINEER.

MISCELLANEOUS
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.

EXISTING RIGHT OF WAY LINES ARE APPROXIMATE.

GRADING AND EROSION CONTROL
THE EROSION CONTROL ITEMS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE ENGINEER WILL DETERMINE THE EXACT LOCATIONS OF EROSION CONTROL ITEMS. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. REMOVE ITEMS AT THE ENGINEERS DISCRETION.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE FERTILIZED, PERMANENT SEEDED, TEMPORARILY SEEDED AND MULCHED OR EMATTED PLACED AS DIRECTED BY THE ENGINEER.

DO NOT STORE BORROW OR WASTE DISPOSAL OR STAGE CONSTRUCTION EQUIPMENT AT THE ENVIRONMENTALLY SENSITIVE AREAS THAT ARE SHADED IN THE PLAN SHEETS.

SECTION 2 ORDER OF SHEETS

1. GENERAL NOTES
2. PROJECT OVERVIEW
3. TYPICAL SECTIONS
4. CONSTRUCTION DETAILS
5. GUARDRAIL DETAILS
6. RAILROAD CROSSING DETAILS
7. CURB RAMP DETAILS
8. EROSION CONTROL
9. STORM SEWER
10. PAVEMENT MARKING
11. TRAFFIC CONTROL
12.ALIGNMENT DIAGRAM

CORING SUMMARY TABLE

CORE NUMBER	FEET	STATION	OFFSET	EXISTING ASPHALT DEPTH	EXISTING CONCRETE DEPTH
START	0.00	17+39	-	-	-
1A	180.00	19+19	2' LT	3.5"	7.5"
2A	248.00	19+88	6' RT	3.5"	7.5"
3A	399.00	21+38	18' LT	3.5"	8.25"
4A	529.00	22+68	18' RT	3.5"	8.25"

AS-BUILTS

6390-00-70, NEKOOSA - PORT EDWARDS, STH 173 - STH 54, STH 73, WOOD COUNTY, BUILT 2004

6320-00-60, MOCCASIN CREEK BRIDGE, STH 73, WOOD COUNTY, BUILT 2000

6390-02-71, NEKOOSA - PORT EDWARDS, STH 173 - STH 54, STH 73, WOOD COUNTY, BUILT 1985

6390-1-71, MOCCASIN CREEK - STH 54 ROAD, STH 73, WOOD COUNTY, BUILT 1973

TO523(9), NEKOOSA - PORT EDWARDS, STH 73, WOOD COUNTY, BUILT 1967

TO523(4), WISCONSIN RIVER AVE., VILLAGE OF PORT EDWARDS, STH 73, WOOD COUNTY, BUILT 1957

DNR LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: BRADLEY BETTHAUSER
WISCONSIN RAPIDS SERVICE CENTER
473 GRIFFITH DRIVE
WISCONSIN RAPIDS, WI 54494
PHONE: (715) 213-9064
EMAIL: BRADLEY.BETTHAUSER@WISCONSIN.GOV

*NOT A MEMBER OF DIGGERS HOTLINE.

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

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 = 30.67 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.64 ACRES

UTILITIES

ALLIANT ENERGY - COMMUNICATION LINE
ED GILKES
4902 N BILTMORE LN
MADISON, WI 53718
PHONE: (608) 458-6242
EMAIL: EDWARDGILKES@ALLIANTENERGY.COM

ALLIANT ENERGY - ELECTRICITY
MICHAEL PEETERS
2710 JEFFERSON STREET
WISCONSIN RAPIDS, WI 54495
PHONE: (715) 424-7039
EMAIL: MICHAELPEETERS@ALLIANTENERGY.COM

ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
PHONE: (608) 877-7650
EMAIL: DVOSBERG@ATCLLC.COM

*DOMTAR - SEWER
MIKE VERHULST
301 POINT BASSE AVE
NEKOOSA, WI 54457
OFFICE: (715) 886-7375
MOBILE: (715) 347-7229
EMAIL: MICHAEL.VERHULST@DOMTAR.COM

*DOMTAR - WATER
MIKE VERHULST
301 POINT BASSE AVE
NEKOOSA, WI 54457
OFFICE: (715) 886-7375
MOBILE: (715) 347-7229
OFFICE: MICHAEL.VERHULST@DOMTAR.COM

*NEKOOSA MUNICIPAL WATER UTILITY - SANITARY SEWER
RICK SCHMIDT
951 MARKET STREET
NEKOOSA, WI 54115
OFFICE: (715) 886-7889
MOBILE: (715) 572-3614
EMAIL: RSCHMIDT@NEKOOSAWI.COM

*NEKOOSA MUNICIPAL WATER UTILITY - WATER
RICK SCHMIDT
951 MARKET STREET
NEKOOSA, WI 54115
OFFICE: (715) 886-7889
MOBILE: (715) 572-3614
EMAIL: RSCHMIDT@NEKOOSAWI.COM

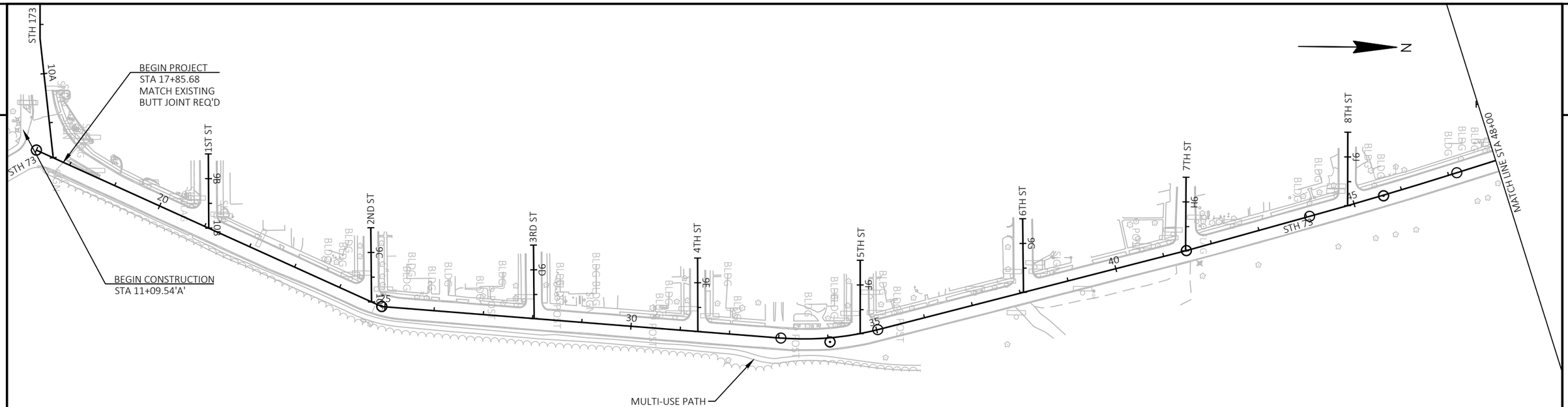
*PORT EDWARDS WASTEWATER TREATMENT FACILITY - SEWER
RAYMOND BOSSERT
P.O. BOX 10
PORT EDWARDS, WI 54469
OFFICE: (715) 887-3511
EMAIL: VILLAGEADMIN@PORT-EDWARDS.ORG

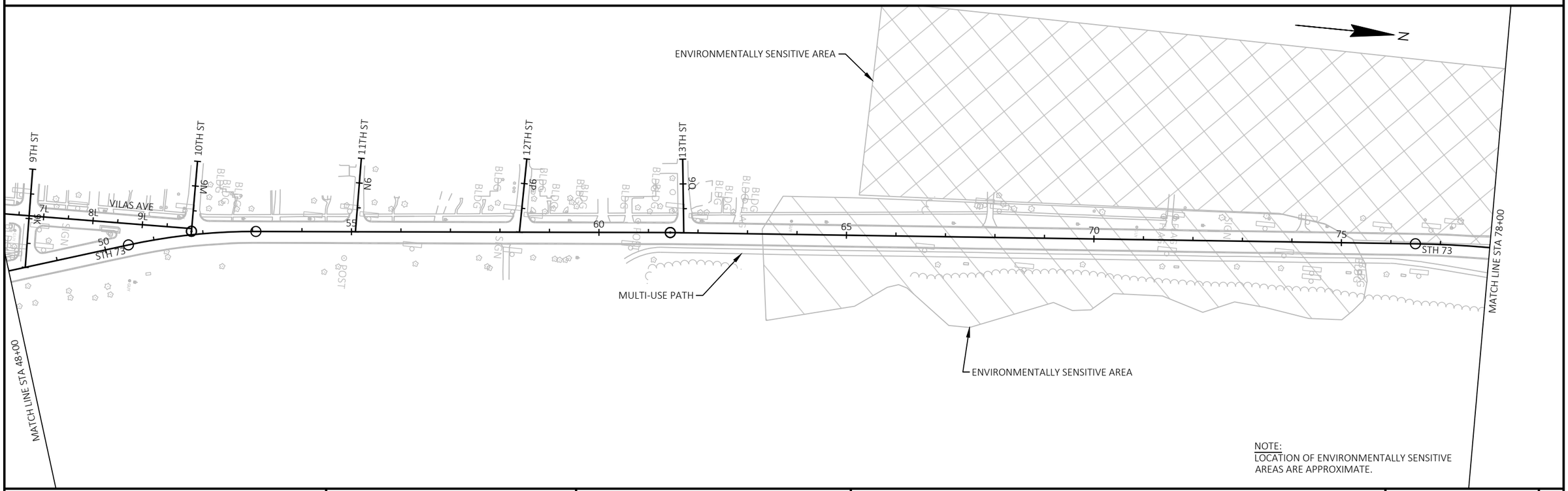
*PORT EDWARDS WATER UTILITY - WATER
BEN MARTINSON
P.O. BOX 10
PORT EDWARDS, WI 54469
PHONE: (715) 451-0287
EMAIL: BEN.MARTINSON@PORT-EDWARDS.ORG

SOLARUS - COMMUNICATION LINE
DENNIS PIERCE
440 E GRAND AVE
WISCONSIN RAPIDS, WI 54494
OFFICE: (715) 421-8172
MOBILE: (715) 572-0152
EMAIL: PIERCE@SOLARUS.NET

SPECTRUM - COMMUNICATION LINE
PAUL GROVE
5024 HEFFRON STREET
STEVENS POINT, WI 54481
PHONE: (854) 683-0146
EMAIL: PAUL.GORVE@CHARTER.COM

WE ENERGIES - GAS/PETROLEUM
LARRY KOCH
1921 8TH STREET SOUTH
WISCONSIN RAPIDS, WI 54494
OFFICE: (715) 421-7249
MOBILE: (715) 421-9293
EMAIL: LARRY.KOCH@WE-ENERGIES.COM



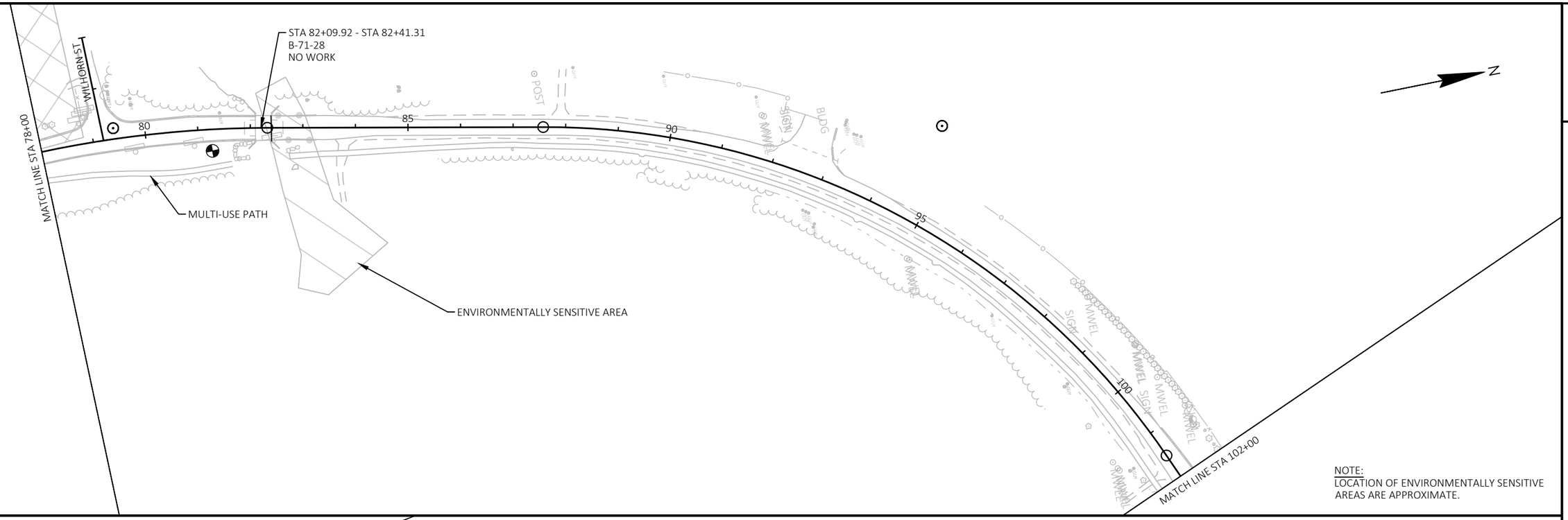


NOTE:
LOCATION OF ENVIRONMENTALLY SENSITIVE AREAS ARE APPROXIMATE.

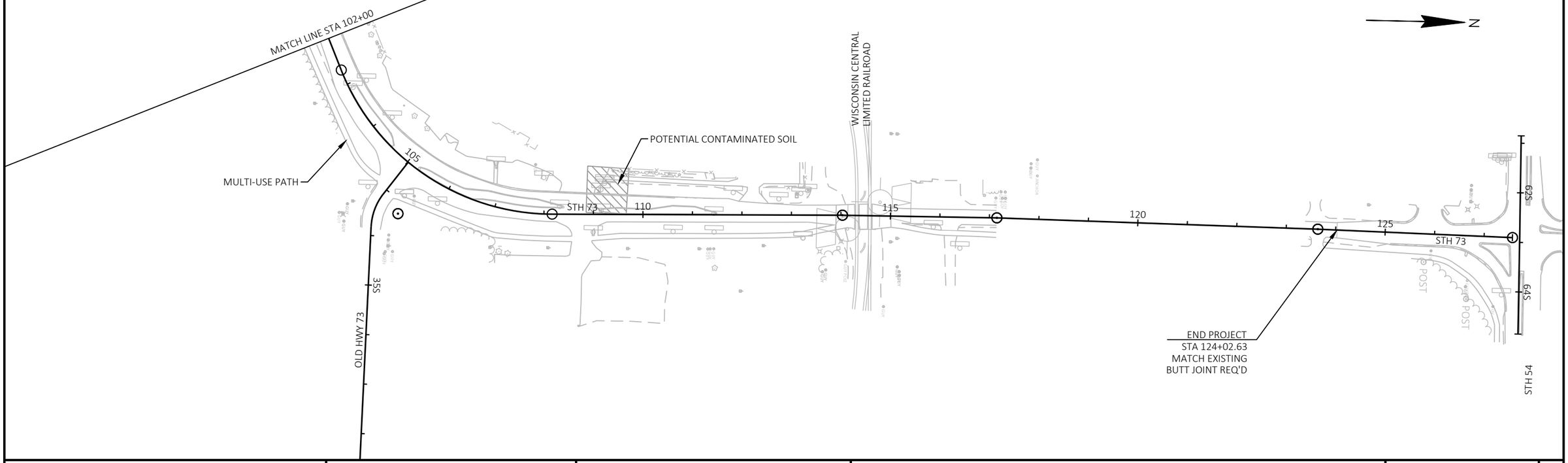
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-PO - 01

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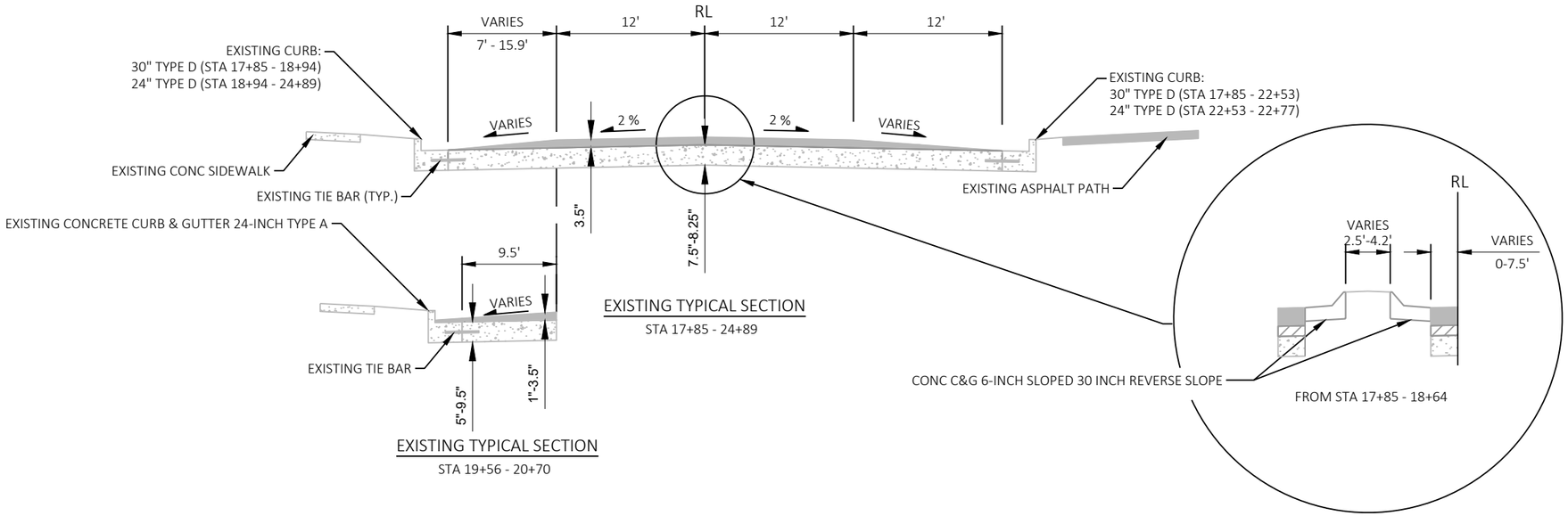


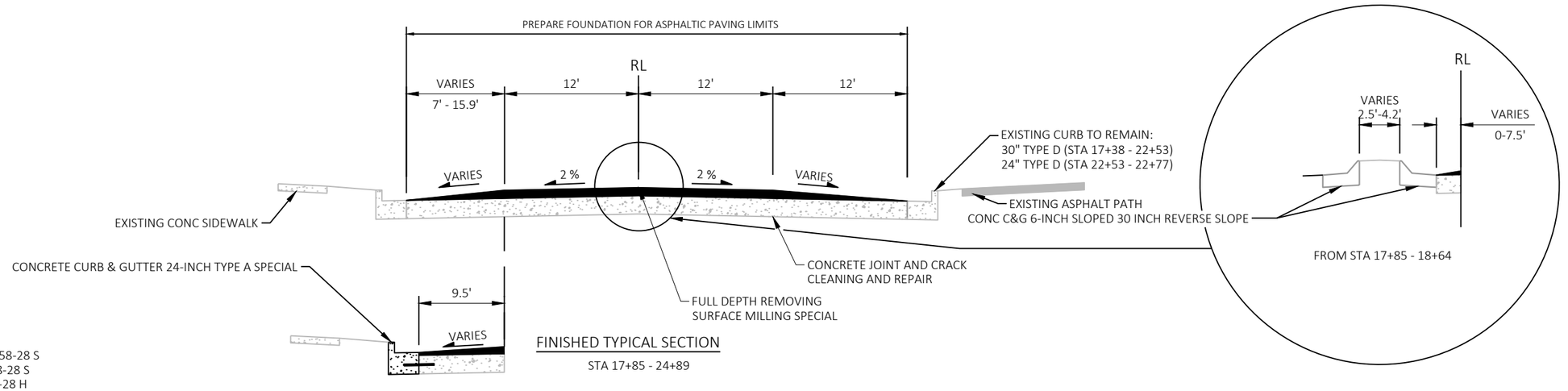
NOTE:
LOCATION OF ENVIRONMENTALLY SENSITIVE AREAS ARE APPROXIMATE.



2

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PROJECT OVERVIEW	SHEET 4	E



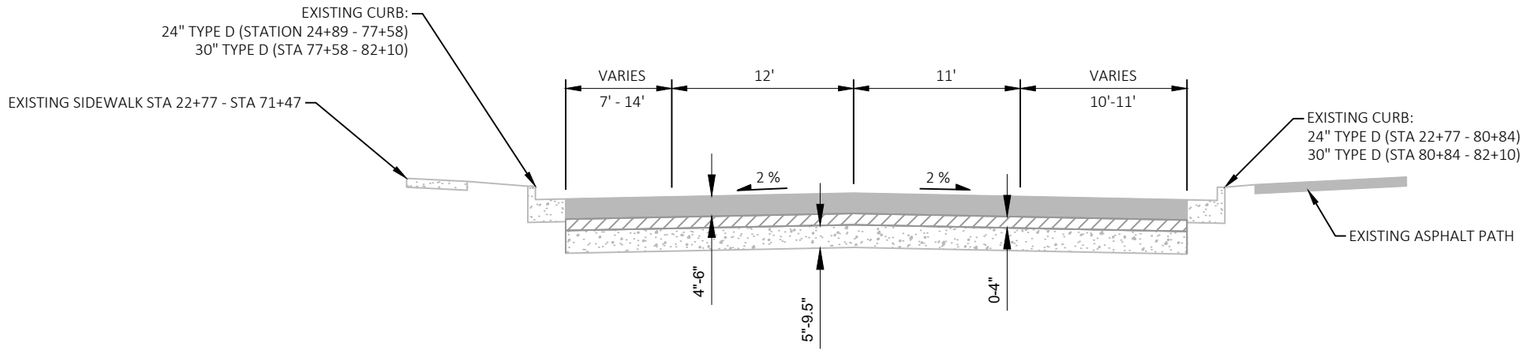


LEGEND

- HMA PAVEMENT: 0"-2" LEVELING: 4 MT 58-28 S
  2.25" LOWER: 4 MT 58-28 S
  1.75" UPPER: 4 MT 58-28 H
- BASE AGGREGATE DENSE 1 1/4-INCH
- EXISTING HMA PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING CRUSHED AGGREGATE BASE COURSE SHOULDER
- EXISTING RUBBLELIZED CONCRETE PAVEMENT

NOTES:
1) FROM STA 17+85 - 24+89 FULL DEPTH MILL AND BASE REMOVAL
2) USE BID ITEM "CONCRETE JOINT AND CRACK CLEANING AND REPAIR"

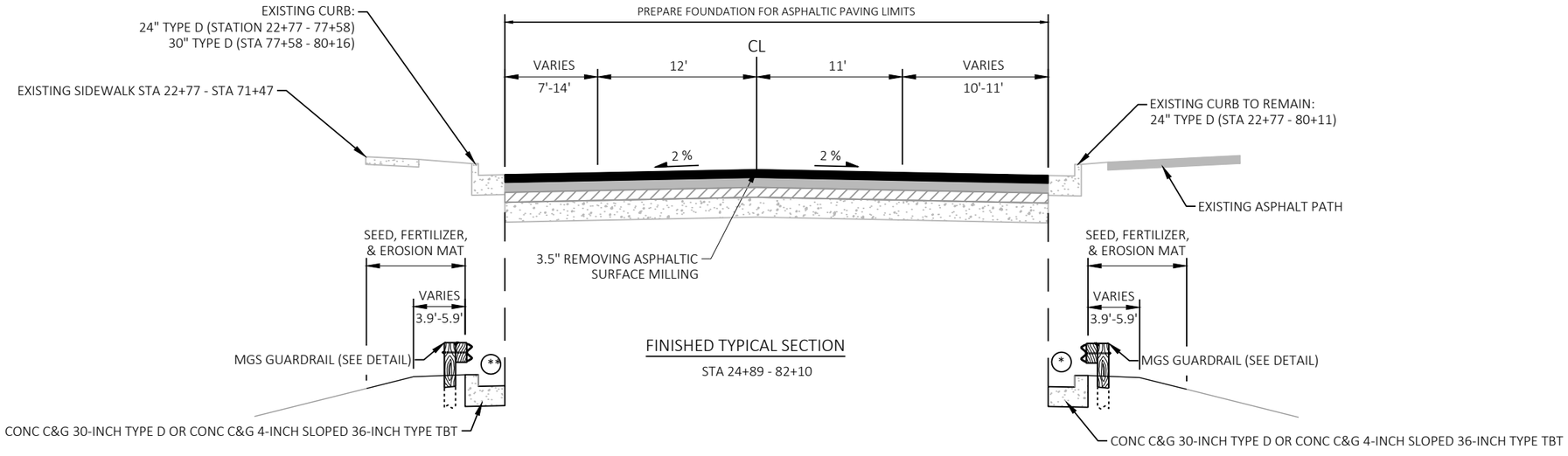
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 5	E



EXISTING TYPICAL SECTION

STA 24+89 - 82+10*** 1)

***CONCRETE APPROACH SLAB FROM STA 81+89 -STA 82+10



FINISHED TYPICAL SECTION

STA 81+21 - STA 82+10

FINISHED TYPICAL SECTION

STA 24+89 - 82+10

FINISHED TYPICAL SECTION

STA 81+18.65 - STA 82+10

LEGEND

- HMA PAVEMENT: 1.75" LOWER: 4 MT 58-28S
  1.75" UPPER: 4 MT 58-28 H
- BASE AGGREGATE DENSE 1 1/4-INCH
- EXISTING HMA PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING CRUSHED AGGREGATE BASE COURSE SHOULDER
- EXISTING RUBBLELIZED CONCRETE PAVEMENT

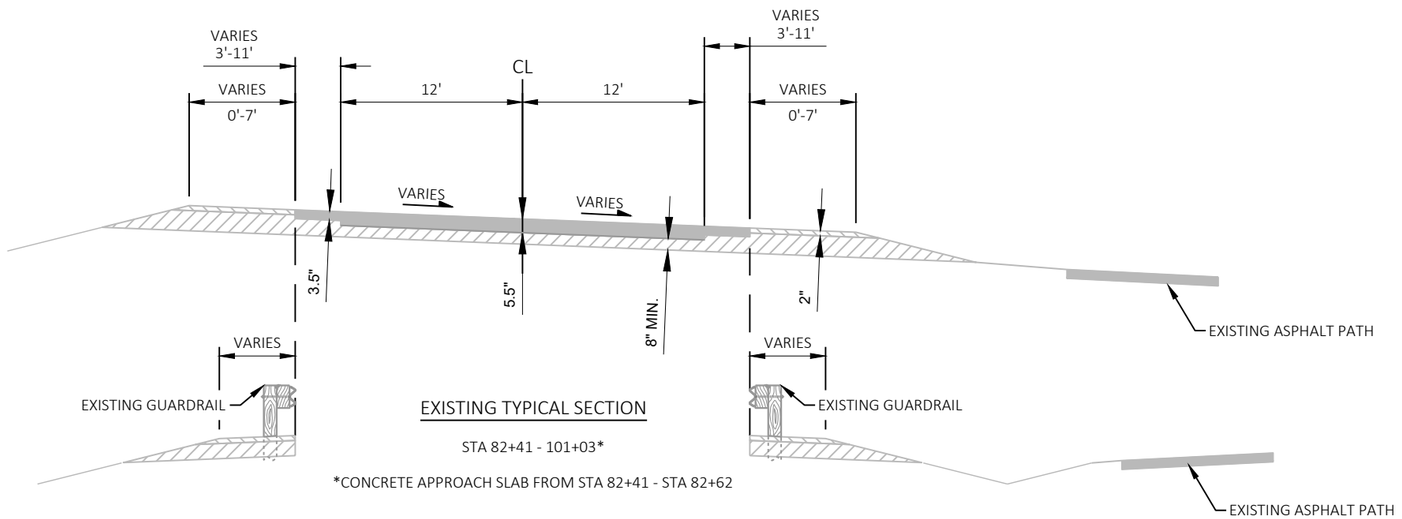
NOTES:
1) FROM STA 17+85 - 24+89 FULL DEPTH REMOVING ASPHALTIC SURFACE MILLING
2) USE BID ITEM "CONCRETE JOINT AND CRACK CLEANING AND REPAIR"

(*) 30-INCH C&G FROM STA 80+11 - STA 81+37
36-INCH TBT FROM STA 81+37 - STA 82+10
SEE DETAILS FOR DRIVEWAY CURB LOCATIONS

(**) 30-INCH C&G FROM STA 80+16 - STA 81+39
36-INCH TBT FROM STA 81+39 - STA 82+10
SEE DETAILS FOR DRIVEWAY CURB LOCATIONS

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 6	E

2



EXISTING TYPICAL SECTION

STA 82+41 - 101+03*

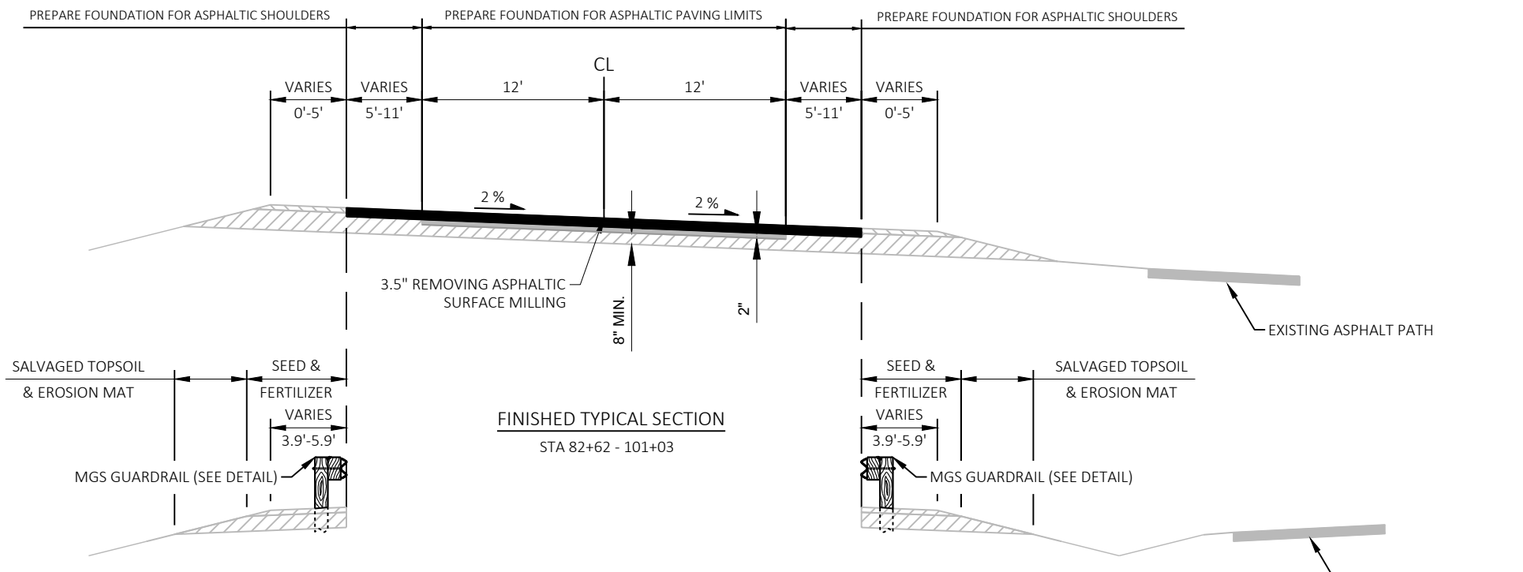
*CONCRETE APPROACH SLAB FROM STA 82+41 - STA 82+62

EXISTING TYPICAL SECTION

STA 82+41 - STA 83+25

EXISTING TYPICAL SECTION

STA 82+41 - STA 83+25



FINISHED TYPICAL SECTION

STA 82+62 - 101+03

FINISHED TYPICAL SECTION

STA 82+41 - STA 83+31

FINISHED TYPICAL SECTION

STA 82+41 - STA 83+32

LEGEND

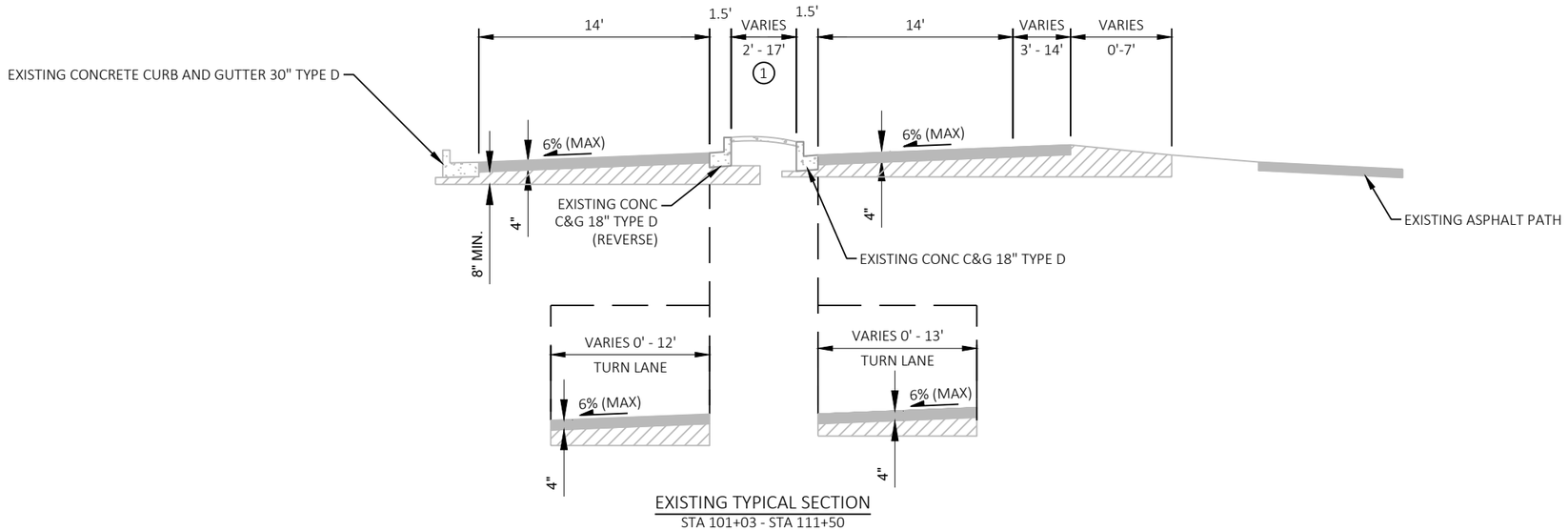
- HMA PAVEMENT: 1.75" LOWER: 4 MT 58-28S, 1.75" UPPER: 4 MT 58-28 H
- BASE AGGREGATE DENSE 3/4-INCH
- EXISTING HMA PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING CRUSHED AGGREGATE BASE COURSE SHOULDER
- EXISTING CONCRETE PAVEMENT

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 7	E

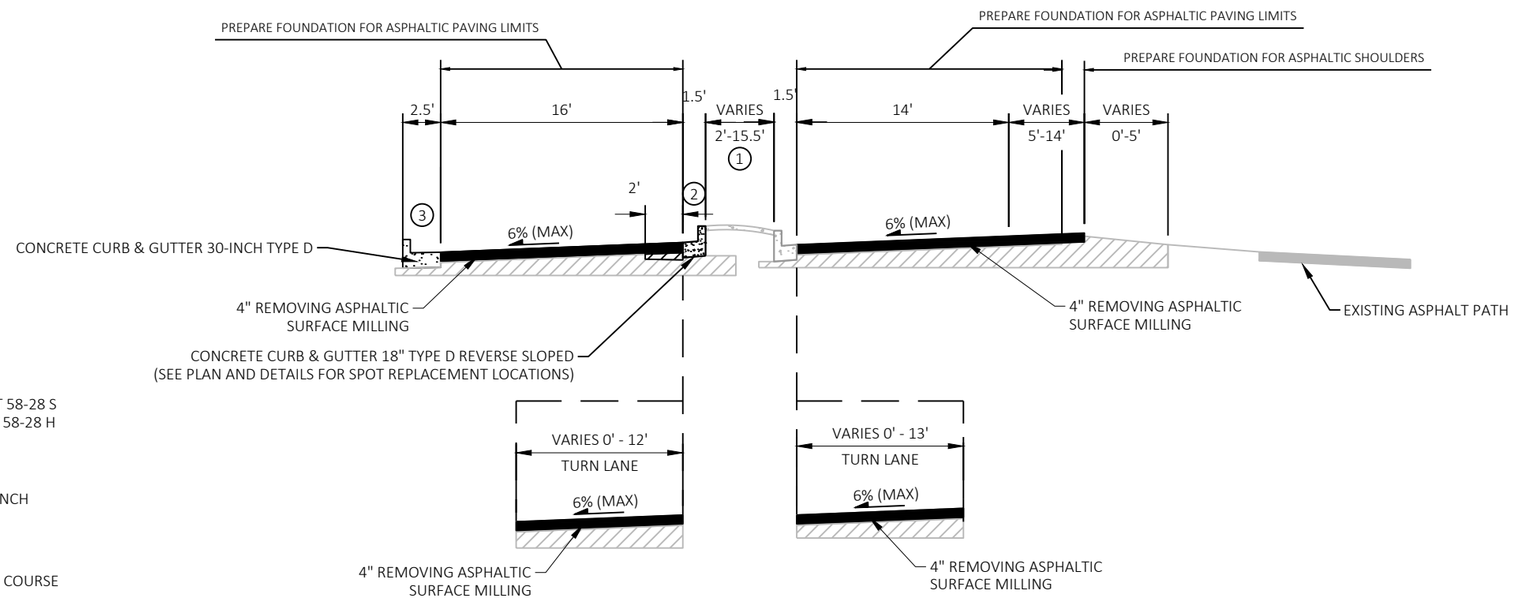
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LAYOUT NAME - 020303-ts

PLOT DATE : 12/5/2023 2:23 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



EXISTING TYPICAL SECTION
STA 101+03 - STA 111+50



FINISHED TYPICAL SECTION
STA 101+03 - STA 102+69
STA 105+24 - STA 111+50

LEGEND

- HMA PAVEMENT: 2.25" LOWER: 4 MT 58-28 S, 1.75" UPPER: 4 MT 58-28 H
- BASE AGGREGATE DENSE 1 1/4-INCH
- BASE AGGREGATE BASE COURSE 3/4-INCH
- EXISTING HMA PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING CRUSHED AGGREGATE BASE COURSE SHOULDER
- EXISTING CONCRETE PAVEMENT

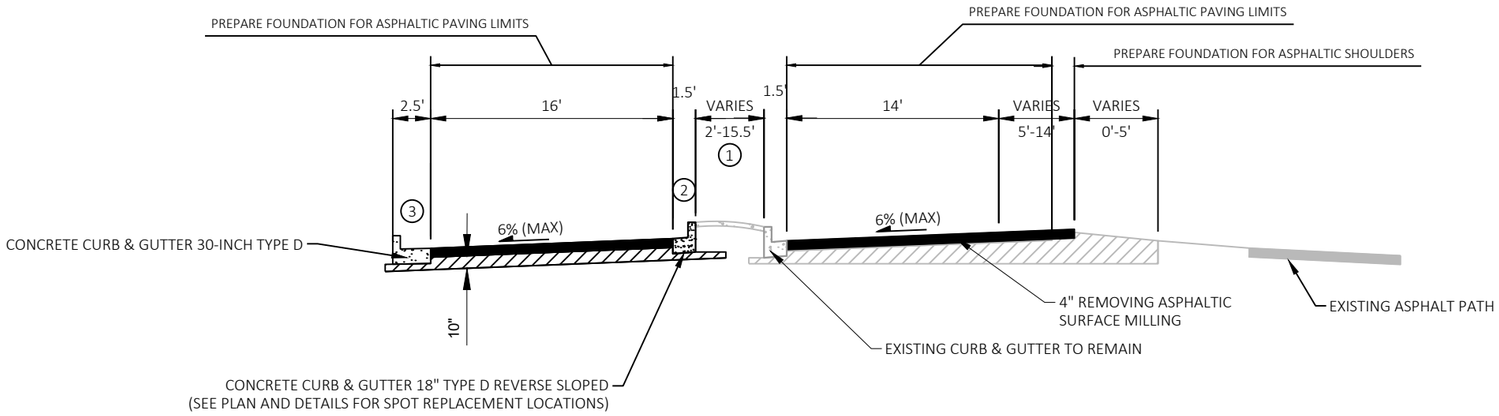
(1) NO MEDIAN ISLAND AT:
STA 101+03 - STA 102+29
STA 104+58 - STA 105+25
STA 108+41 - STA 109+14

(2) CONC C&G 18-INCH TYPE D LOCATIONS:
STA 103+09 - STA 104+35
STA 106+55 - STA 108+03
STA 109+18 - STA 109+30
STA 110+56 - STA 111+08

(3) CONC C&G 30-INCH TYPE D LOCATIONS:
STA 102+69 - STA 104+64
STA 108+27 - STA 109+19
STA 110+64 - STA 111+81

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 8	E

2



FINISHED TYPICAL SECTION

STA 102+69 - STA 105+24

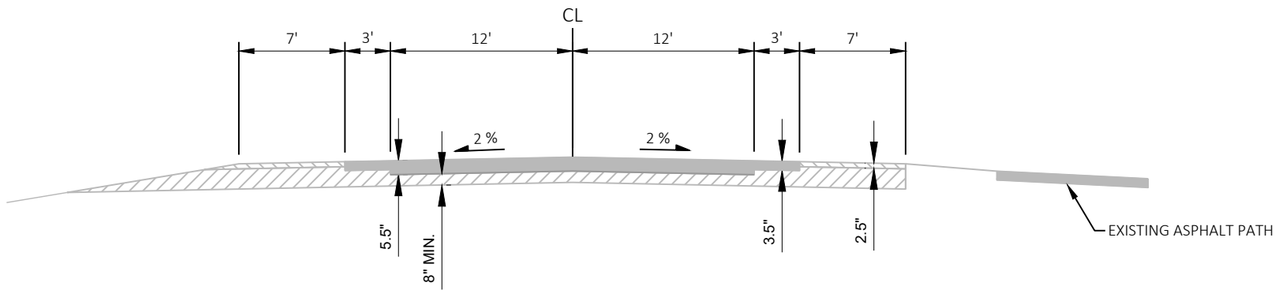
① NO MEDIAN ISLAND AT:
STA 102+69 - STA 103+04
STA 104+58 - STA 105+24

② CONC C&G 18-INCH TYPE D LOCATIONS:
STA 103+09 - STA 104+35

③ CONC C&G 30-INCH TYPE D LOCATIONS:
STA 102+69 - STA 104+64

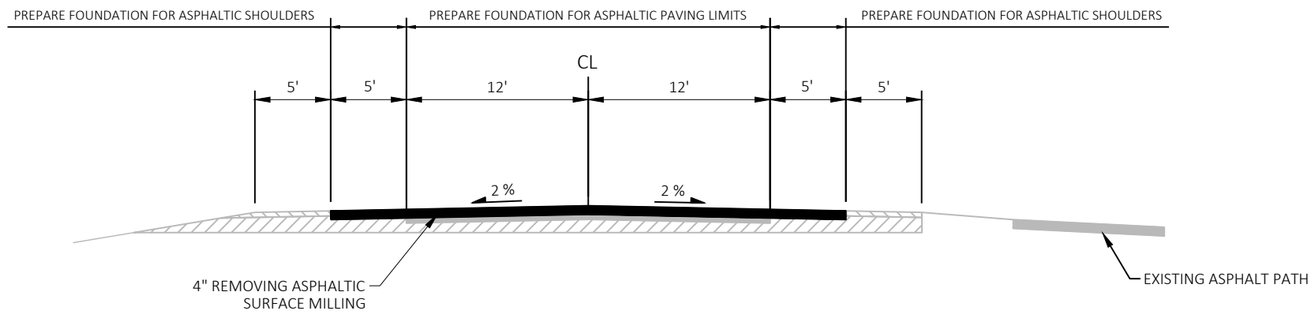
LEGEND

- HMA PAVEMENT: 2.25" LOWER: 4 MT 58-28 S
  1.75" UPPER: 4 MT 58-28 H
- BASE AGGREGATE DENSE 1 1/4-INCH
- EXISTING HMA PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING CRUSHED AGGREGATE BASE COURSE SHOULDER
- EXISTING CONCRETE PAVEMENT



EXISTING TYPICAL SECTION

STA 111+50 - STA 112+33



FINISHED TYPICAL SECTION

STA 111+50 - STA 112+33

LEGEND

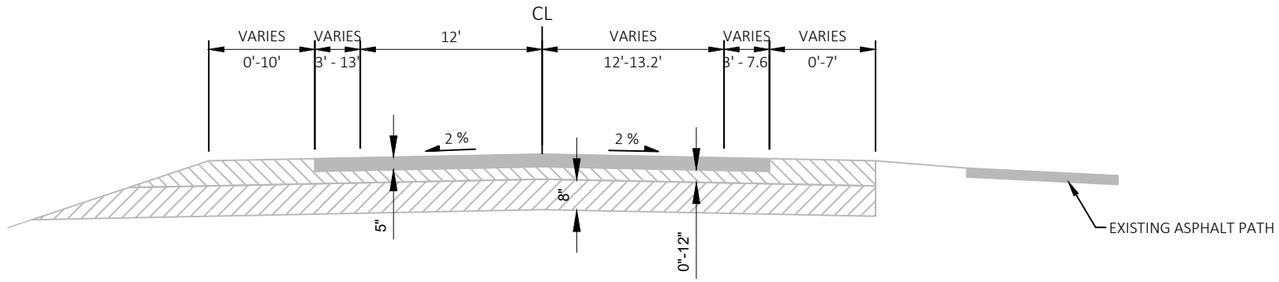
- HMA PAVEMENT: 2.25" LOWER: 4 MT 58-28S, 1.75" UPPER: 4 MT 58-28 H
- BASE AGGREGATE DENSE 1 1/4-INCH
- EXISTING HMA PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING CRUSHED AGGREGATE BASE COURSE SHOULDER
- EXISTING CONCRETE PAVEMENT

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 10	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020306-ts

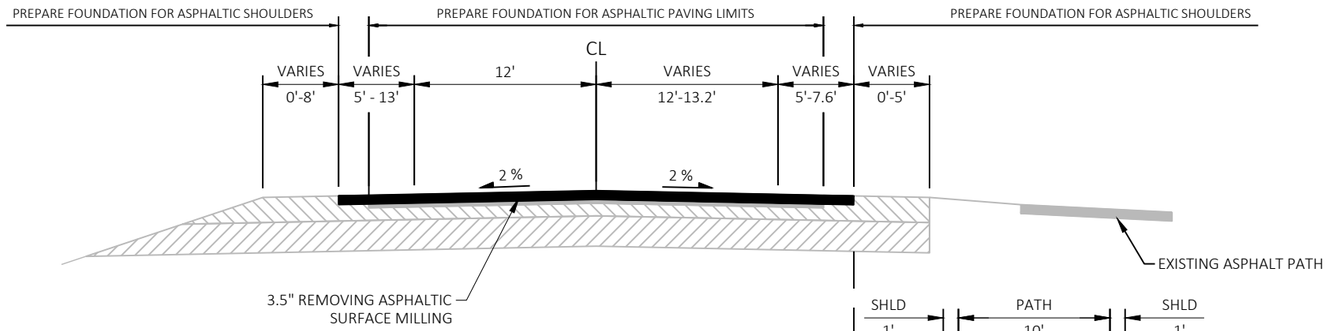
PLOT DATE : 10/31/2023 3:03 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



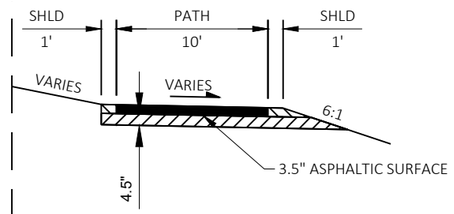
EXISTING TYPICAL SECTION

STA 112+33 - STA 114+27
STA 114+37 - STA 114+53
STA 114+63 - STA 124+03



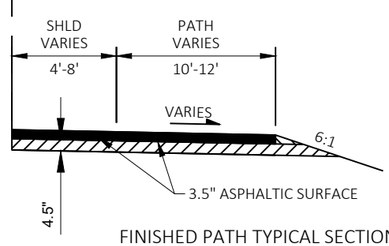
FINISHED TYPICAL SECTION

STA 112+33 - STA 114+27
STA 114+37 - STA 114+53
STA 114+63 - STA 124+03



FINISHED PATH TYPICAL SECTION

STA 113+28 - STA 114+24
STA 114+68 - STA 116+09



FINISHED PATH TYPICAL SECTION

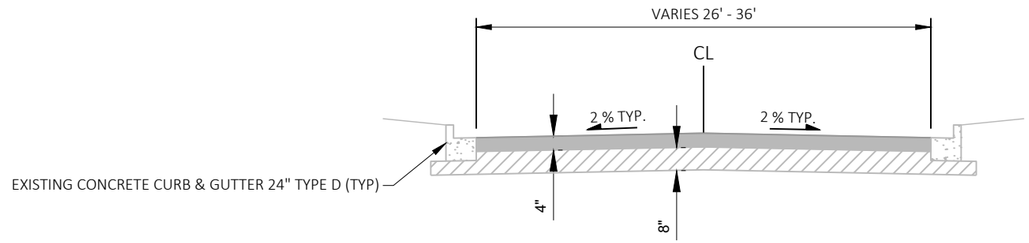
STA 114+24 - STA 114+68

LEGEND

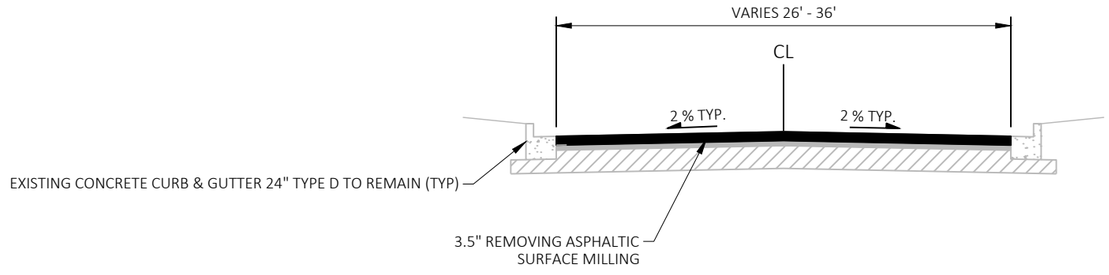
- HMA PAVEMENT: 1.75" LOWER: 4 MT 58-28S; 1.75" UPPER: 4 MT 58-28 H
- BASE AGGREGATE DENSE 1 1/4-INCH
- BASE AGGREGATE BASE COURSE 3/4-INCH
- EXISTING HMA PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING CRUSHED AGGREGATE BASE COURSE SHOULDER
- EXISTING CONCRETE PAVEMENT

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 11	E

2



EXISTING SIDEROAD TYPICAL SECTION

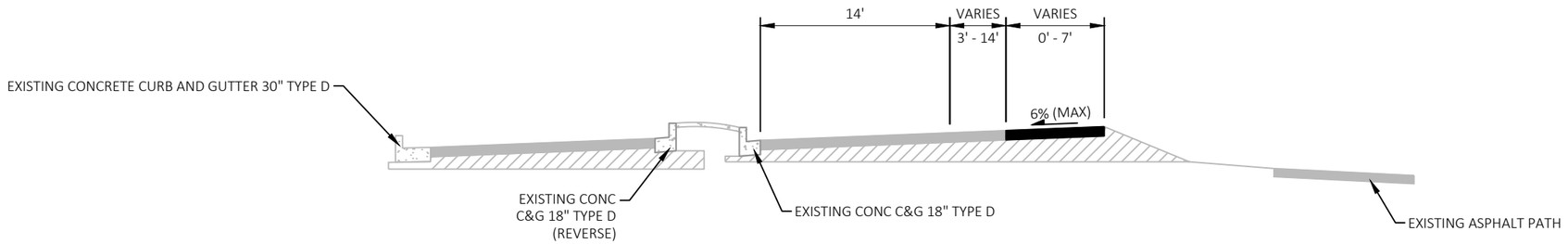


FINISHED SIDEROAD TYPICAL SECTION

LEGEND

- HMA PAVEMENT: 1.75" LOWER: 4 MT 58-28S
  1.75" UPPER: 4 MT 58-28 H
- BASE AGGREGATE DENSE 1 1/4-INCH
- EXISTING HMA PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING CRUSHED AGGREGATE BASE COURSE SHOULDER
- EXISTING CONCRETE PAVEMENT

2

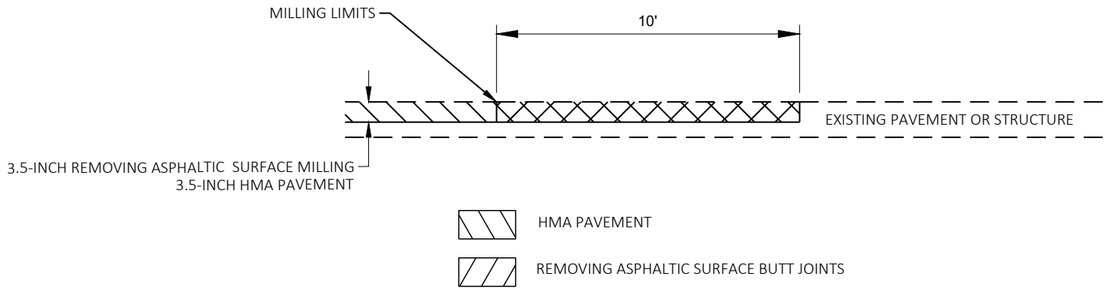


TEMPORARY WIDENING TYPICAL SECTION

STA 101+47 - STA 102+95
STA 106+70 - STA 113+86

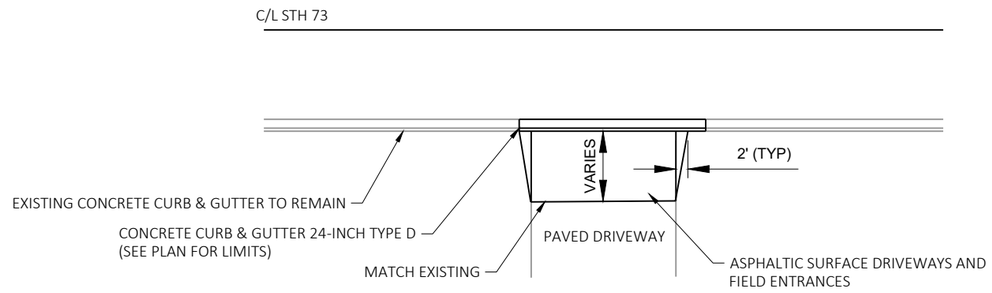
LEGEND

- ASPHALTIC SURFACE TEMPORARY (4-INCH)
- BASE AGGREGATE DENSE 1 1/4-INCH
- BASE AGGREGATE BASE COURSE 3/4-INCH
- EXISTING HMA PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING CRUSHED AGGREGATE BASE COURSE SHOULDER
- EXISTING CONCRETE PAVEMENT



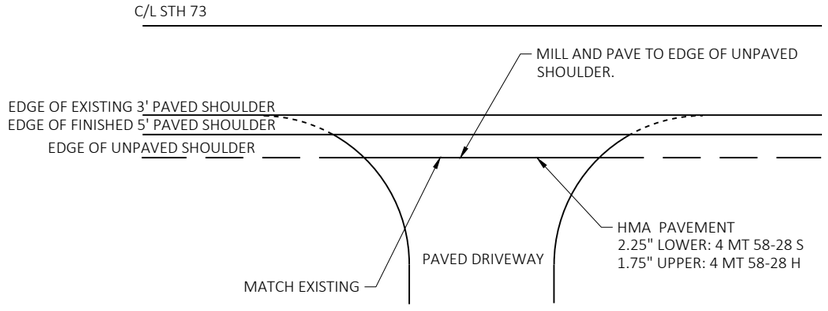
BUTT JOINT DETAIL

NOT TO SCALE
STA 17+85 - STA 17+95
STA 81+79 - STA 81+89
STA 82+62 - STA 82+72
STA 123+93 - STA 124+03

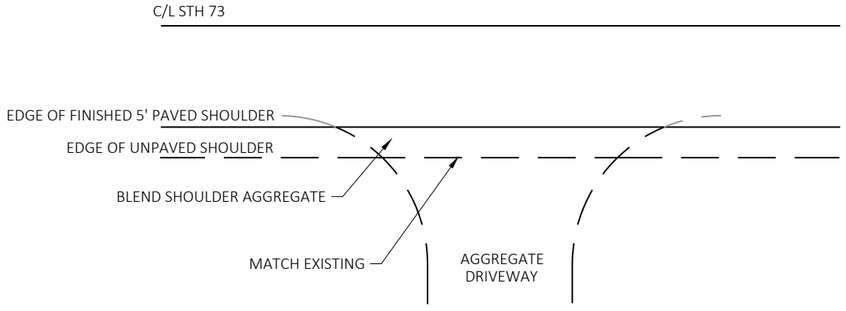


DRIVEWAY	LENGTH (FT)
STA 38+03 RT	6.0
STA 41+36 RT	6.0
STA 46+55 RT	6.0
STA 58+13 RT	6.0
STA 67+89 LT	26.3
STA 71+52 LT	17.8
STA 74+21 LT	8.0

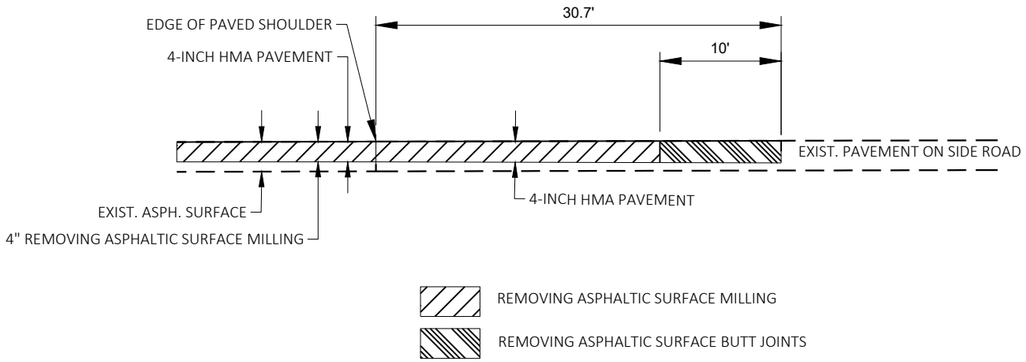
URBAN DRIVEWAY DETAIL

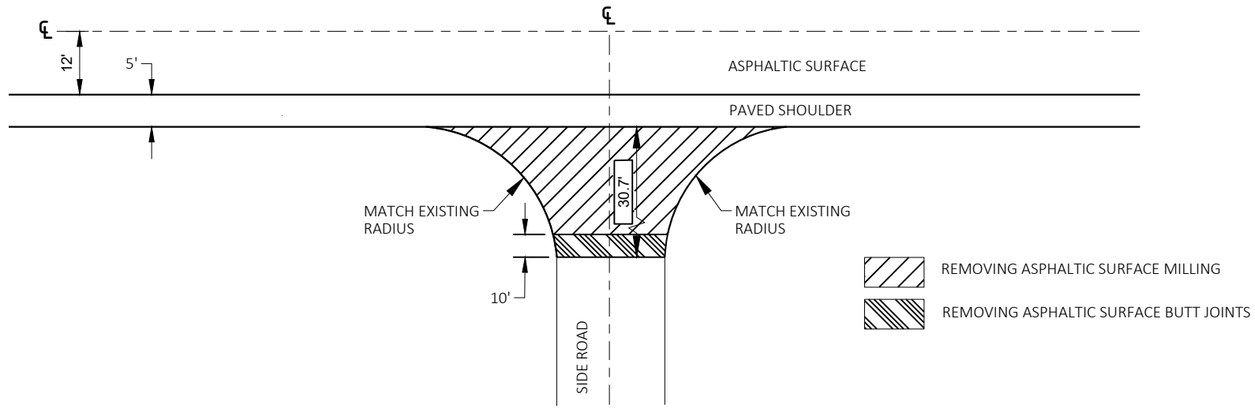


PAVED DRIVEWAY MILLING DETAIL - NON GRADING AREAS



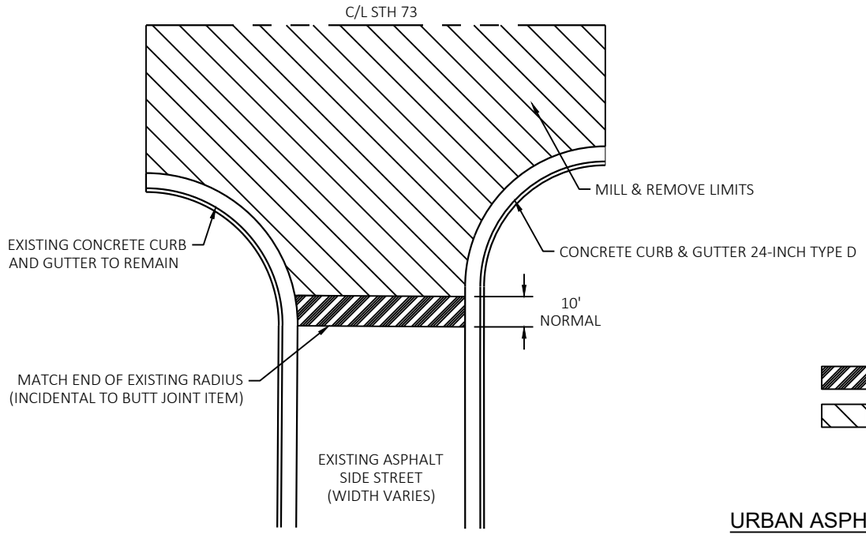
AGGREGATE DRIVEWAY DETAIL - NON GRADING AREAS



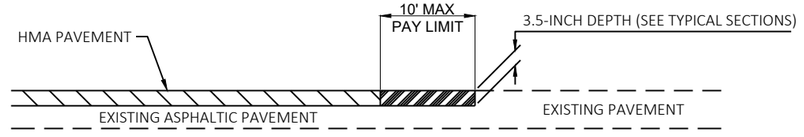


RURAL SIDE ROAD DETAIL

OLD WISCONSIN 73



PLAN VIEW



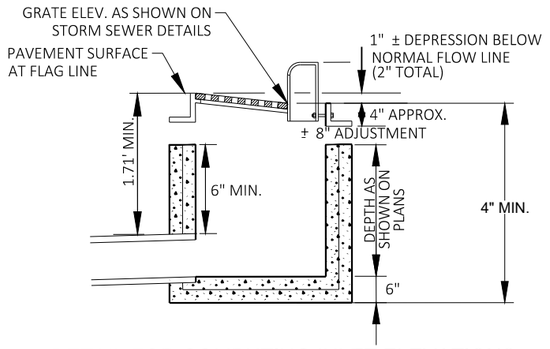
SECTION VIEW

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVING ASPHALTIC SURFACE MILLING

URBAN ASPHALTIC SURFACE SIDE ROAD DETAIL

1ST ST	6TH ST	10TH ST
2ND ST	7TH ST	11TH ST
3RD ST	8TH ST	12TH ST
4TH ST	9TH ST	13TH ST
5TH ST	VILAS AVE	WILHORN ST

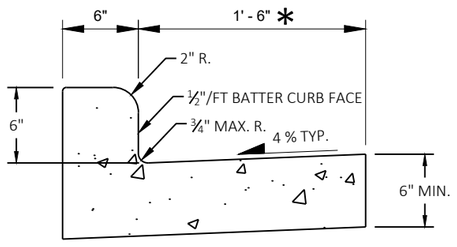


DETAIL FOR COMPUTING INLET ELEVATIONS

TYPE H INLET COVERS

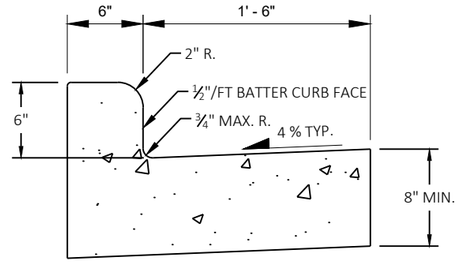
NOTE:

* TYPE V INLET COVERS DO NOT HAVE THE 1" DEPRESSION
SEE SDD INLET COVERS TYPES F, HM, HM-S, S, T, V, HM-GJ, and HM-GJ-S
FOR OTHER DIMENSIONS FOR TYPE V INLETS



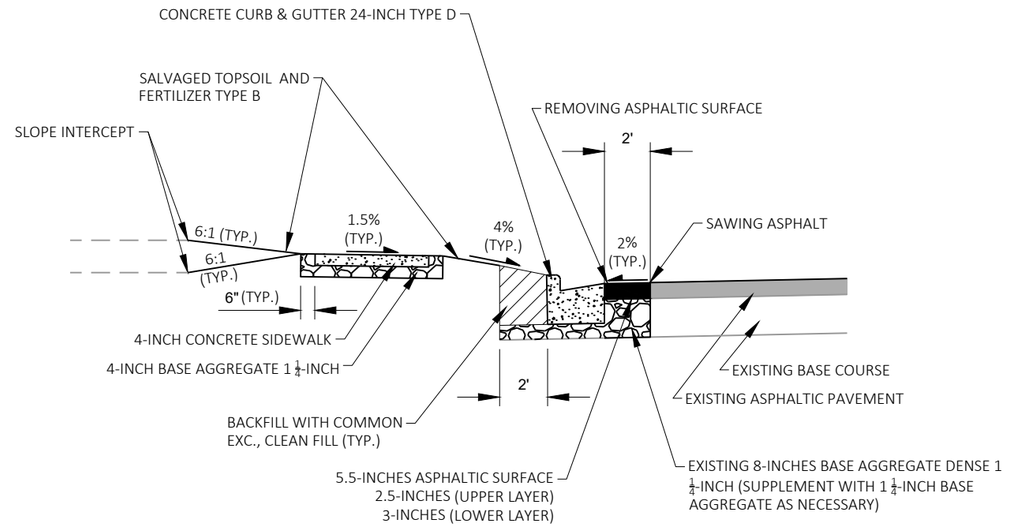
CONCRETE CURB & GUTTER 24-INCH (& 21-INCH) TYPE D

* 1' - 3" FOR CONCRETE CURB & GUTTER 21-INCH TYPE D



CONCRETE CURB & GUTTER 24-INCH TYPE A SPECIAL

2

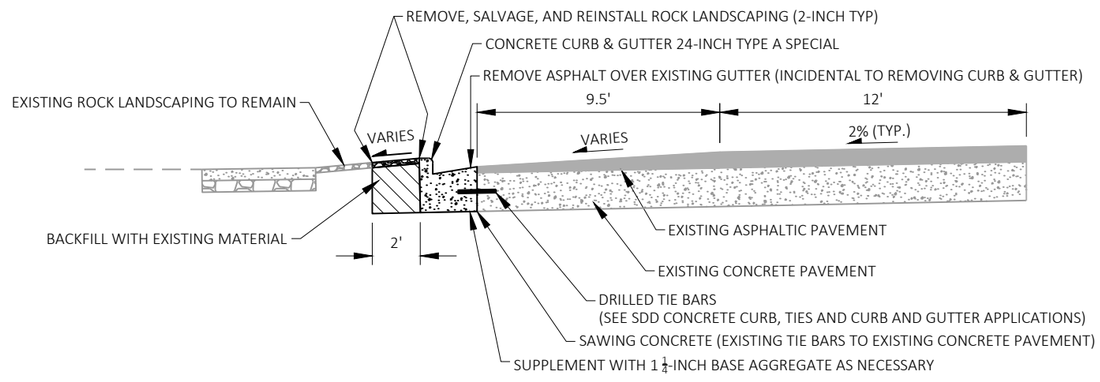


NOTE:

IN AREAS OF MILLING, PATCH EXISTING ASPHALT PRIOR TO MILLING ADJACENT ASPHALTIC SURFACE.

CURB & GUTTER REPLACEMENT DETAIL

SCALE: NONE



CURB & GUTTER REPLACEMENT WITH UNDERLYING CONCRETE DETAIL

STA 19+49 - STA 20+65

2

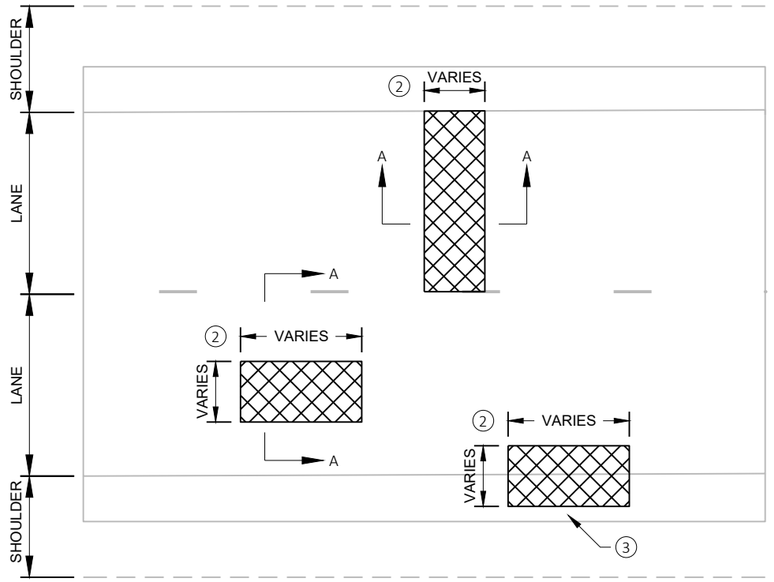
NOTES:

PERFORM REMOVING ASPHALTIC SURFACE MILLING PRIOR TO REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

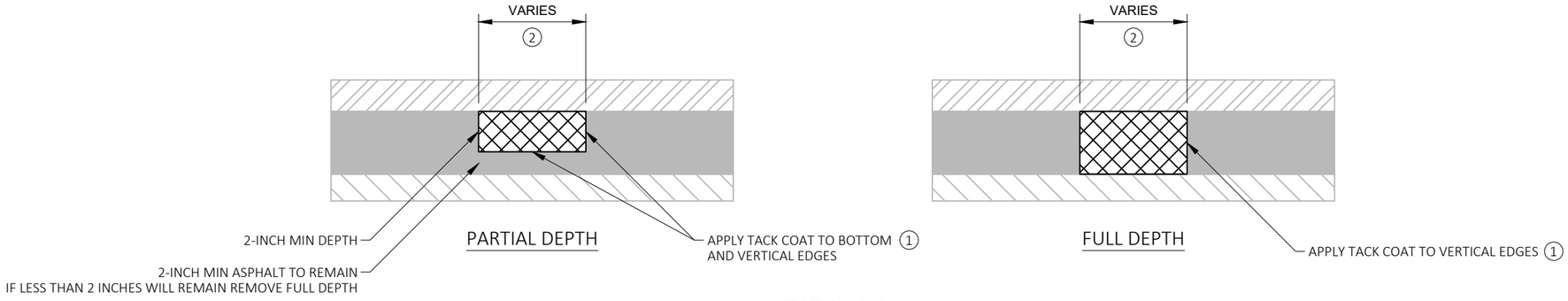
(1) MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.

(2) THE SMALLEST DIMENSION OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS 4 FEET IN ANY DIRECTION.

(3) WHEN THE DISTANCE FROM THE EDGE OF PAVEMENT TO EDGE OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS LESS THAN 1-FOOT, EXTEND THE REMOVING DISTRESSED ASPHALTIC SURFACE MILLING TO THE EDGE OF PAVEMENT.



PLAN VIEW



SECTION A-A

REMOVING ASPHALTIC SURFACE MILLING

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
ASPHALTIC SURFACE PATCHING

EXISTING ASPHALT

EXISTING BASE COURSE

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD

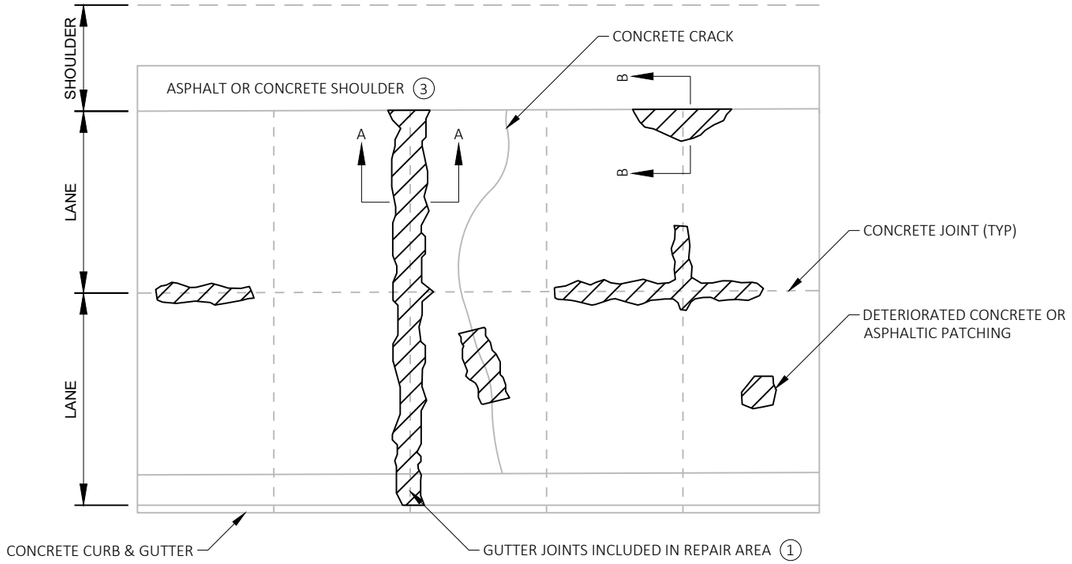
NOTES:

1. PERFORM CONCRETE JOINT AND CRACK CLEANING AND REPAIR IF ASPHALT OVERLAY WILL BE PLACED ON CONCRETE GUTTER
2. REMOVE UNSOUND AND DETERIORATED MATERIAL INCLUDING EXISTING ASPHALTIC PATCHING
3. EXISTING CONCRETE SHOULDER 5-FOOT OR LESS INCLUDED IN REPAIR AREA OF ADJACENT LANE

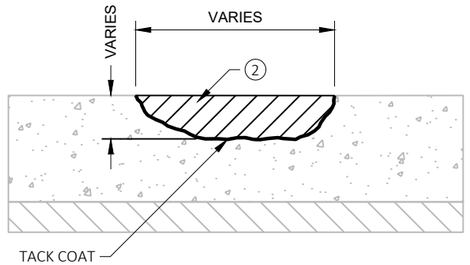
ASPHALTIC SURFACE

EXISTING CONCRETE PAVEMENT

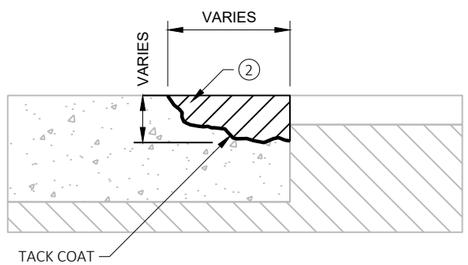
EXISTING BASE COURSE



PLAN VIEW



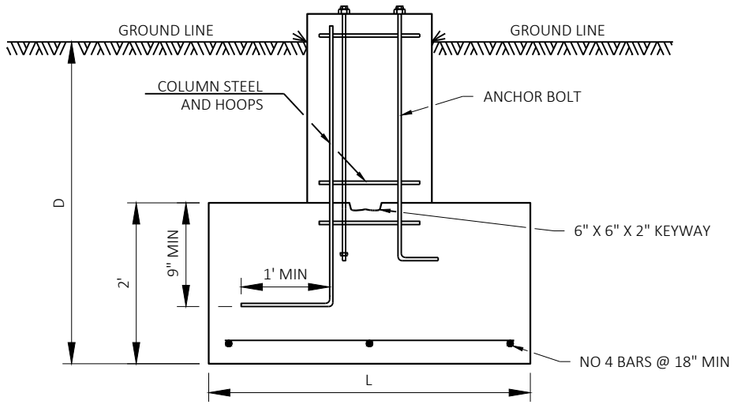
SECTION A-A



SECTION B-B

CONCRETE JOINT AND CRACK CLEANING AND REPAIR

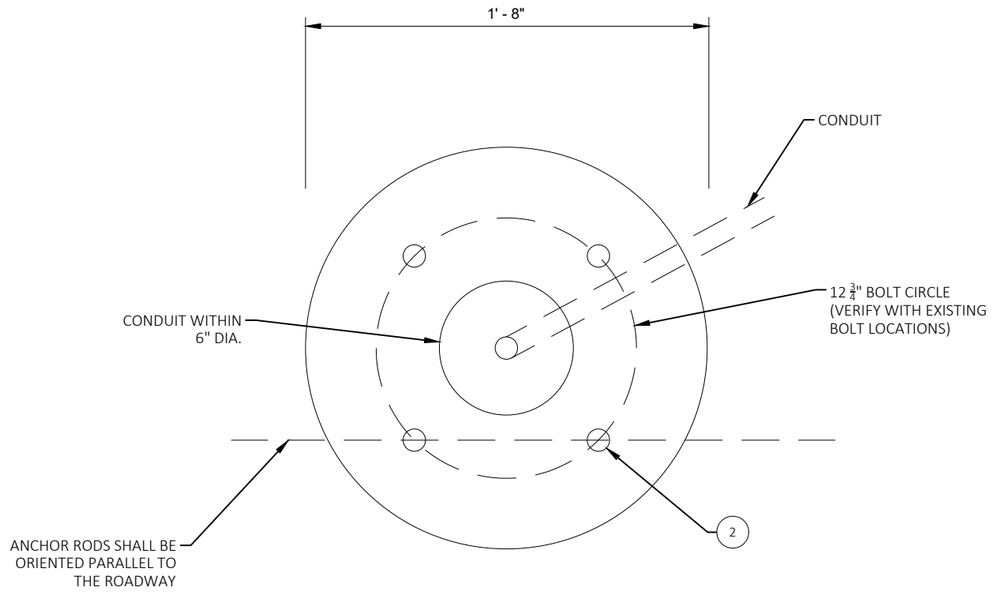
SEE MISCELLANEOUS QUANTITIES FOR LOCATION



MODIFIED CONCRETE BASE TYPE 1

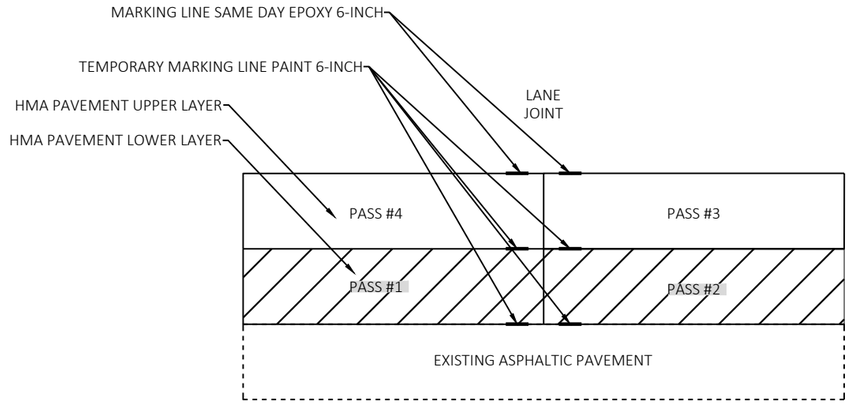
D = 4' L = 5'-0"

NOTE: HAND DIG TO INSTALL MODIFIED CONCRETE BASE TYPE 1.



TYPE 1 BASE SPECIAL BOLT PATTERN

NOTE: SEE SDD CONCRETE BASES, TYPES 1, 2, 5, AND 6 FOR ADDITIONAL DETAILS AND NOTES.

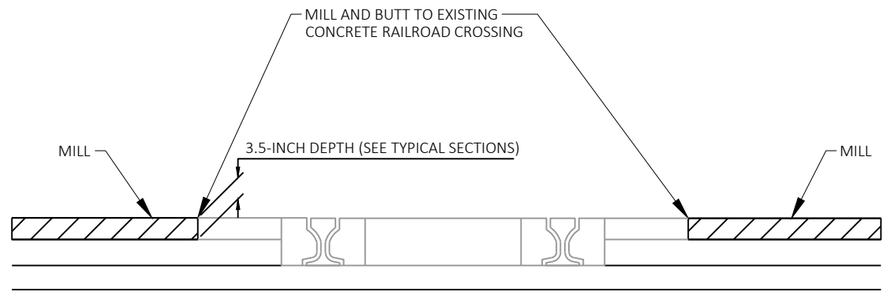


LONGITUDINAL JOINTS PAVEMENT MARKINGS DETAIL

NOT TO SCALE
STA 82+62 - STA 100+50
STA 114+03 - STA 124+03

NOTES:

SEE SDD "HMA LONGITUDINAL JOINTS" FOR DETAILS PERTAINING TO THE JOINT LINE.



RAILROAD CROSSING PROFILE

2

2

N

ALLIANT ENERGY

MGS GUARDRAIL
TERMINAL EAT
POST 1 STA 81+21, 28.2' LT
POST 5 STA 81+46, 26.2' LT
POST 9 STA 81+70, 24.5' LT

STA 81+67, LT
1-2X2 INLET
1-TYPE V COVER

STA 81+81, LT
REMOVING INLET

STA 80+16 - STA 81+39
CONCRETE CURB & GUTTER
30-INCH TYPE D
DRIVEWAY CURB

SI (TYP.)

TAPER 25.77:1

100'

STA 81+39 - STA 82+10
CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TBT

ABANDONING CULVERT PIPES

STH 73

80+00

81+00

82+00

STRUCTURE B-71-28
STA 82+09.92 - STA 82+41.31

23'

23'

MATCH LINE STA 82+25

STA 81+37 - STA 82+10
CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TBT

100'

SI (TYP.)

CAUTION

STA 80+11 - STA 81+37
CONCRETE CURB & GUTTER
30-INCH TYPE D
DRIVEWAY CURB

STA 81+66, RT
1-2X2 INLET
1-TYPE V COVER

EXISTING CONCRETE PAVEMENT
APPROACH SLAB TO REMAIN

MGS GUARDRAIL
TERMINAL EAT
POST 1 STA 81+19, 25.5' RT
POST 5 STA 81+44, 24.5' RT
POST 9 STA 81+69, 23.6' RT

STA 81+81, RT
REMOVING INLET

WE ENERGIES (GAS)

SOLARUS COMMUNICATIONS

REMOVING STORM SEWER 18-INCH

MULTI-USE PATH

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	GUARDRAIL DETAILS	SHEET 21	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 01

PLOT DATE : 12/6/2023 8:26 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

SPECTRUM COMMUNICATIONS
ALLIANT ENERGY

MGS GUARDRAIL
TERMINAL EAT
POST 1 STA 82+81, 23.1' LT
POST 5 STA 83+06, 24.0' LT
POST 9 STA 83+31, 25.0' LT

SI (TYP.)

STRUCTURE B-71-28
STA 82+09.92 - STA 82+41.31

PT: 82+32.27

TAPER 15:1

TAPER 15:1

STA 84+22.22, -23.00' LT

STA 83+61, -23.00' LT

TAPER 12.5:1

5'

5'

5'

12'

23'

23'

MATCH LINE STA 82+25

83+00

STH 73

84+00

85+00

12'

5'

TAPER 15:1

5'

TAPER 15:1

CAUTION

WE ENERGIES (GAS)

STA 83+78 RT
ASPH PE

SI (TYP.)

MULTI-USE PATH

SOLARUS COMMUNICATIONS

EXISTING CONCRETE PAVEMENT
APPROACH SLAB TO REMAIN

MGS GUARDRAIL
TERMINAL EAT
POST 1 STA 82+82, 23.1' RT
POST 5 STA 83+07, 24.0' RT
POST 9 STA 83+32, 25.0' RT

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	GUARDRAIL DETAILS	SHEET 22	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 02

PLOT DATE : 10/31/2023 3:05 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

WISCONSIN CENTRAL LIMITED RAILROAD

EXISTING R/W

ATC ELECTRIC

EXISTING R/W

WE ENERGIES

VILLAGE OF PORT EDWARDS (WATER)

PRIVATE ELECTRIC

2.5'

EXISTING RR CROSSING SIGNAL AND GATE

PI: 114+01.94

STH 73

114+00

115+00

116+00

CAUTION

STA 113+28.23, 31.84' RT
EL 967.47

RAILROAD CROSSING MATERIAL WIDENING BY RAILROAD (TYP.)

EDGE OF EXISTING ASPHALT

STA 116+09.16, 26.94' RT
EL 971.79

EXISTING RR CROSSING SIGNAL AND GATE

EXISTING ASPHALTIC SURFACE

MATCH INTO
EXISTING PATH

STA 113+30.74, 31.56' RT
EL 967.58

2.3'

5.0'

4'

4'

ASPHALTIC SURFACE

STA 116+03.05, 26.90' RT
EL 971.79

4.2%

1.3%

MATCH INTO
EXISTING PATH

STA 116+02.21, 37.00' RT
EL 971.56

RP: STA 113+30.61, 41.55' RT

R10'

10'

4.4%

1.2%

ASPHALTIC SURFACE

STA 113+34.95, 41.61' RT
EL 967.47

25'

STA 113+30, 42.31' RT
EL 967.25

CONCRETE SIDEWALK 4-INCH

15'

10'

15'

CONCRETE SIDEWALK 4-INCH

SPECTRUM
COMMUNICATIONS

ASPHALTIC SURFACE

EXISTING R/W

RP: STA 113+34.81, 51.61' RT

ALLIANT ENERGY

LOCATION WHERE SWITCH BEGINS

SOLARUS COMMUNICATIONS

STA 116+09.16, 37.13' RT
EL 971.29

EXISTING R/W

STA 113+32.98, 41.78' RT
EL 967.38

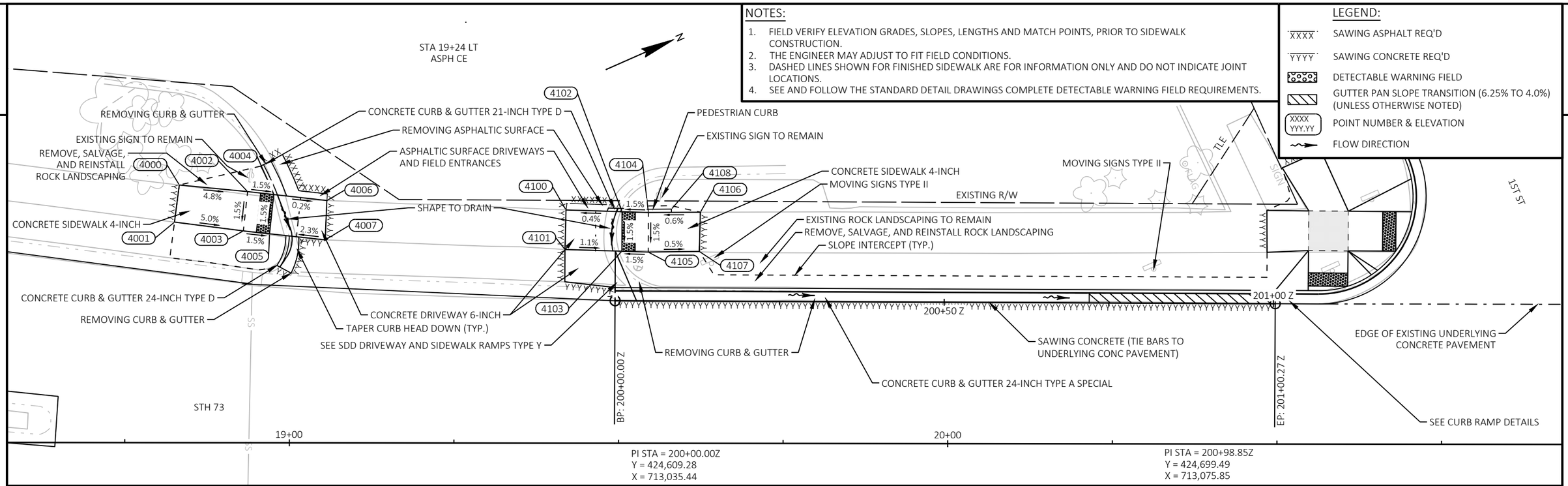
SOLARUS COMMUNICATIONS

ALLIANT ENERGY

NOTES:
SEE CURB RAMP DETAILS FOR MORE INFORMATION
SEE SDD PAVEMENT DETAILS FOR RAILROAD APPROACH

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	MULTI-USE PATH RAILROAD CROSSING	SHEET 23	E

2



NOTES:

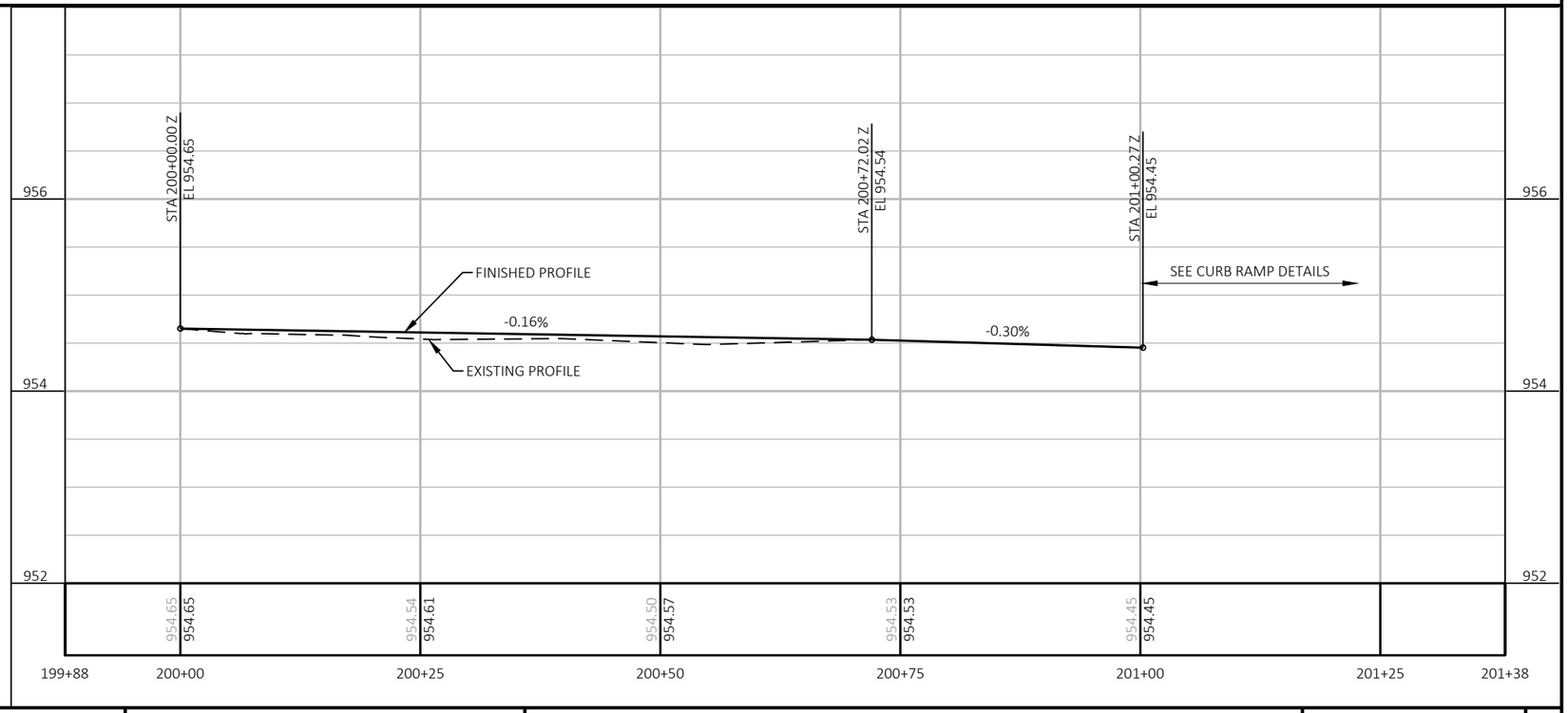
1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS COMPLETE DETECTABLE WARNING FIELD REQUIREMENTS.

LEGEND:

- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- XXXX YYY.YY — POINT NUMBER & ELEVATION
- FLOW DIRECTION

CE-STA 19+24 LT (SOUTH)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4000	18+83.24	39.09' LT	954.88	424555.86	712992.60
4001	18+82.51	33.46' LT	954.82	424552.92	712997.46
4002	18+93.62	38.10' LT	954.38	424564.95	712997.72
4003	18+92.97	32.13' LT	954.29	424561.94	713002.91
4004	18+97.59	37.67' LT	954.32	424568.41	712999.73
4005	18+96.95	31.70' LT	954.23	424565.40	713004.92
4006	19+05.66	36.77' LT	954.29	424575.41	713003.82
4007	19+05.42	30.79' LT	954.32	424572.77	713009.19

CE-STA 19+24 LT (NORTH)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4100	19+41.98	35.38' LT	954.53	424608.05	713019.84
4101	19+41.83	29.38' LT	954.55	424605.48	713025.26
4102	19+50.49	35.13' LT	954.57	424615.72	713023.52
4103	19+50.47	29.13' LT	954.48	424613.27	713028.99
4104	19+54.49	35.01' LT	954.63	424619.33	713025.25
4105	19+54.47	29.01' LT	954.54	424616.88	713030.72
4106	19+62.39	35.06' LT	954.68	424626.57	713028.41
4107	19+62.23	29.11' LT	954.51	424624.01	713033.78
4108	19+57.99	35.53' LT	954.70	424622.74	713026.19



PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN DETAILS	SHEET 24	E

2

N

EXISTING R/W

SS

SEE STORM SEWER SHEETS

REMOVING CURB & GUTTER

STA 104+63.65, -36.52' LT
EL 957.11

END RECONSTRUCTION
STA 105+24.22 LT

CONC CURB & GUTTER 30-INCH TYPE D

STA 102+68.63, -28.54' LT
EL 956.70

STA 103+00, -30.05' LT
EL 956.30

STA 103+50, -32.12' LT
EL 956.54

STA 104+00, -33.76' LT
EL 956.70

BEGIN RECONSTRUCTION
STA 102+68.63 LT

ADJUSTING INLET COVERS

CONC CURB & GUTTER 18-INCH TYPE D
(REVERSE SLOPE)

REMOVING CURB & GUTTER

STA 103+09.28, -14.25' LT
EL 957.47

STA 103+50, -16.01' LT
EL 957.51

STA 104+00, -17.57' LT
EL 957.67

STA 104+34.81, -18.26' LT
EL 958.01

103+00

105+00

REMOVING ASPHALTIC SURFACE

ASPHALTIC SURFACE

104+00

STH 73

ASPHALT PATH

OLD WISCONSIN 73

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN DETAILS	SHEET 25	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021202-pd

PLOT DATE : 10/31/2023 3:06 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

EXISTING R/W

RP: STA 103+43.91, -447.98' LT

N

EXISTING CURB & GUTTER TO REMAIN

EXISTING CURB & GUTTER TO REMAIN

STA 106+54.61, -22.56' LT
EL 959.11

REMOVING CURB & GUTTER

R426'

STA 107+25, -26.24' LT
EL 959.47

CONC CURB & GUTTER 18-INCH TYPE D
(REVERSE SLOPE)

STA 108+02.69, -26.07' LT
EL 959.97

R100'

REMOVING ASPHALTIC SURFACE

ASPHALTIC SURFACE

R100'

SS

107+00

108+00

STA 108+35 LT
1 - ADJUSTING INLET COVERS

STA 108+27.36, -43.67' LT
EL 959.62

STA 108+68 LT
ASPH CE

REMOVING CURB & GUTTER

CONC CURB & GUTTER 30-INCH TYPE D
(DRIVEWAY ENTRANCE CURB)

SEE CURB RAMP DETAILS

REMOVING ASPHALTIC SURFACE

RP: STA 109+18.90, -7.84' LT

POTENTIAL CONTAMINATED SOIL

R2.5

109+00

CONCRETE MEDIAN BLUNT NOSE

STH 73

SS

SEE CURB RAMP DETAILS

ASPHALT PATH

STA 108+77 RT
ASPH CE

RP: STA 106+76.84, 74.67' RT

RP: STA 107+82.88, 71.77' RT

EXISTING R/W

2

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN DETAILS	SHEET 26	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021203-pd

PLOT DATE : 10/31/2023 3:07 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

EXISTING R/W

STA 112+23 LT
CONC CE (NO WORK)

POTENTIAL CONTAMINATED SOIL

STA 110+63.69, -33.74' LT
EL 962.87

STA 111+22.40, -31.27' LT
EL 964.26

CONC CURB & GUTTER 30-INCH TYPE D

STA 111+81.10, -28.81' LT
EL 965.48

EXISTING CURB & GUTTER TO REMAIN

REMOVING CURB & GUTTER

CONC CURB & GUTTER 18-INCH TYPE D
(REVERSE SLOPE)

STA 110+55.76, -17.97' LT
EL 963.14

STA 110+82.16, -16.95' LT
EL 963.63

STA 111+08.70, -15.71' LT
EL 964.15

RP: STA 110+56.52, -13.03' LT

RS

REMOVING ASPHALTIC SURFACE

ASPHALTIC SURFACE

RS

RP: STA 111+07.38, -10.89' LT

110+00

111+00

112+00

STH 73

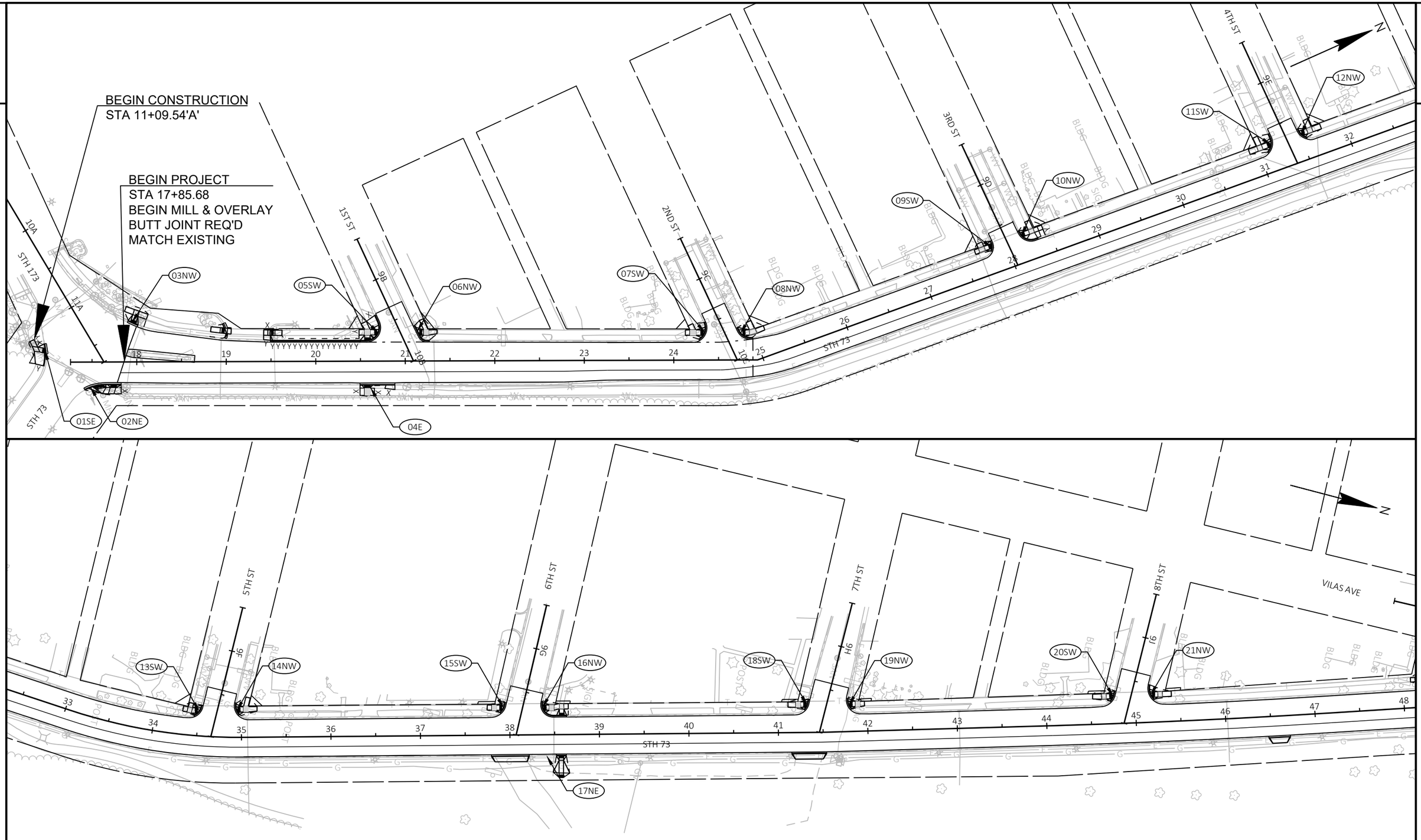
ASPHALT PATH

EXISTING R/W

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN DETAILS	SHEET 27	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021204-pd

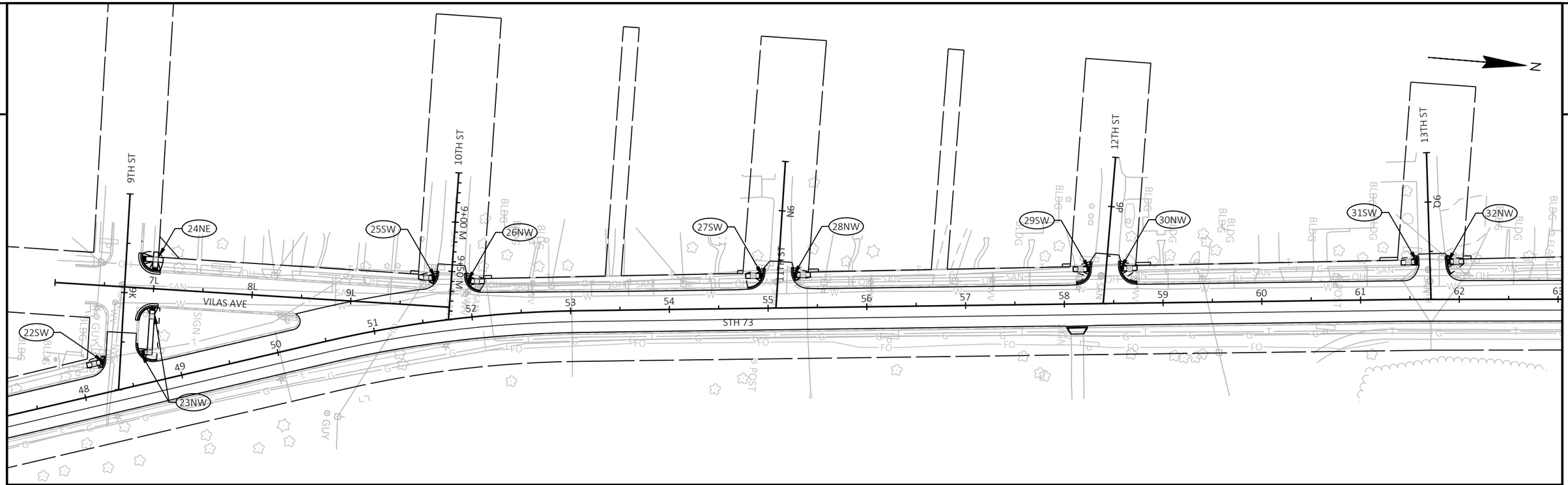
PLOT DATE : 10/31/2023 3:07 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

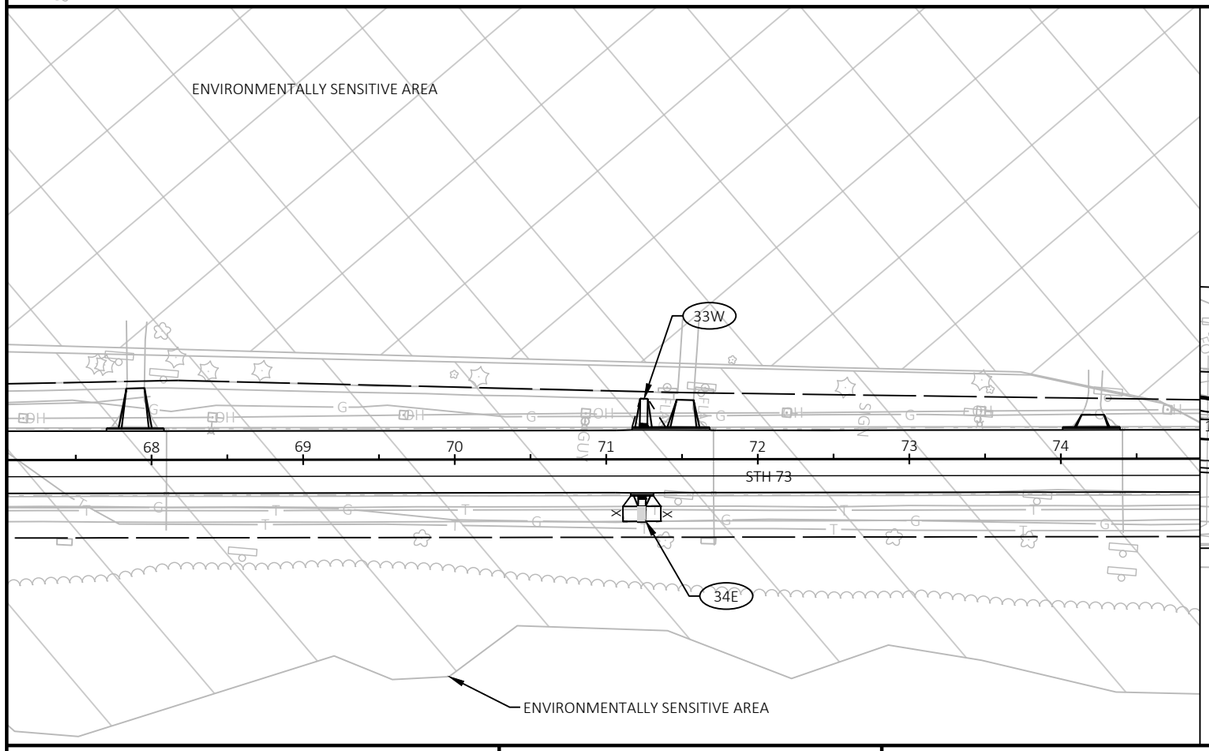


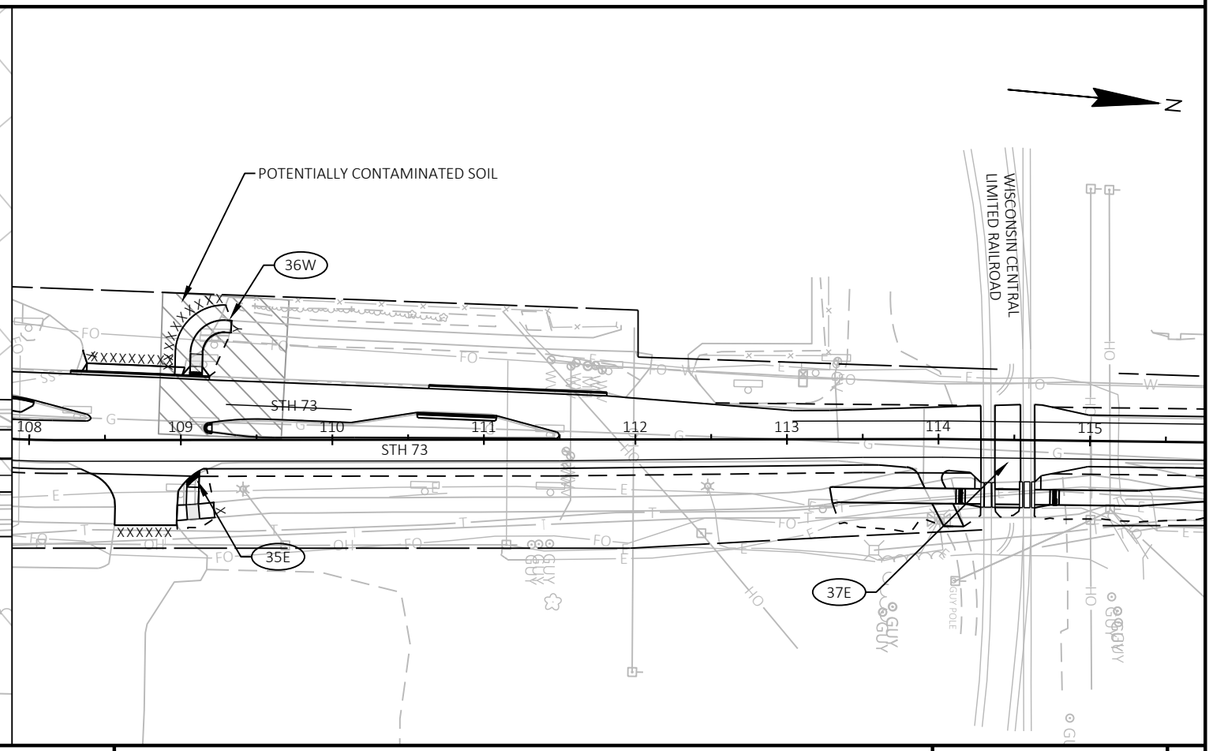
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PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMP OVERVIEW	SHEET 28	E

2

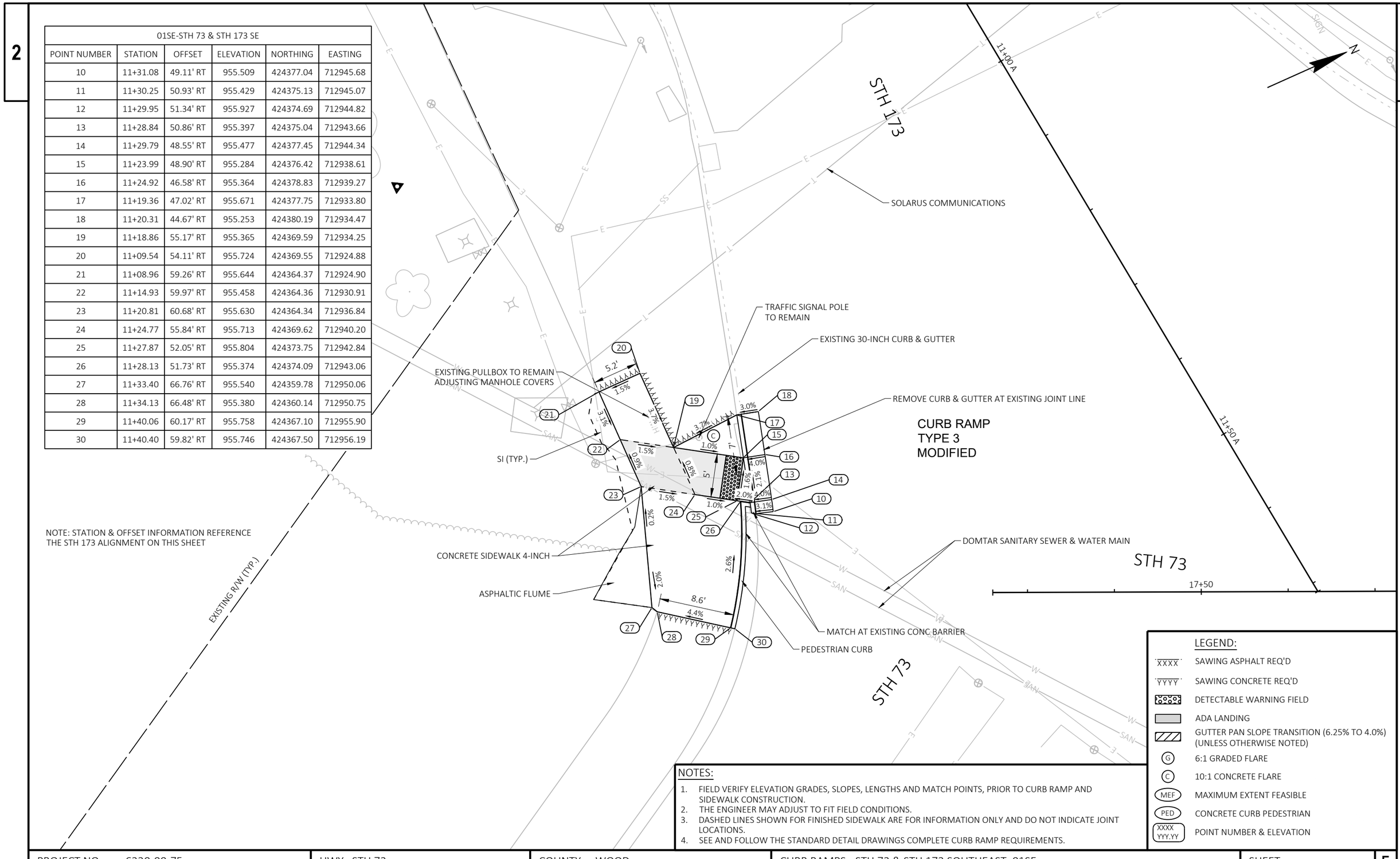






PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMP OVERVIEW	SHEET 29	E

01SE-STH 73 & STH 173 SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10	11+31.08	49.11' RT	955.509	424377.04	712945.68
11	11+30.25	50.93' RT	955.429	424375.13	712945.07
12	11+29.95	51.34' RT	955.927	424374.69	712944.82
13	11+28.84	50.86' RT	955.397	424375.04	712943.66
14	11+29.79	48.55' RT	955.477	424377.45	712944.34
15	11+23.99	48.90' RT	955.284	424376.42	712938.61
16	11+24.92	46.58' RT	955.364	424378.83	712939.27
17	11+19.36	47.02' RT	955.671	424377.75	712933.80
18	11+20.31	44.67' RT	955.253	424380.19	712934.47
19	11+18.86	55.17' RT	955.365	424369.59	712934.25
20	11+09.54	54.11' RT	955.724	424369.55	712924.88
21	11+08.96	59.26' RT	955.644	424364.37	712924.90
22	11+14.93	59.97' RT	955.458	424364.36	712930.91
23	11+20.81	60.68' RT	955.630	424364.34	712936.84
24	11+24.77	55.84' RT	955.713	424369.62	712940.20
25	11+27.87	52.05' RT	955.804	424373.75	712942.84
26	11+28.13	51.73' RT	955.374	424374.09	712943.06
27	11+33.40	66.76' RT	955.540	424359.78	712950.06
28	11+34.13	66.48' RT	955.380	424360.14	712950.75
29	11+40.06	60.17' RT	955.758	424367.10	712955.90
30	11+40.40	59.82' RT	955.746	424367.50	712956.19



LEGEND:

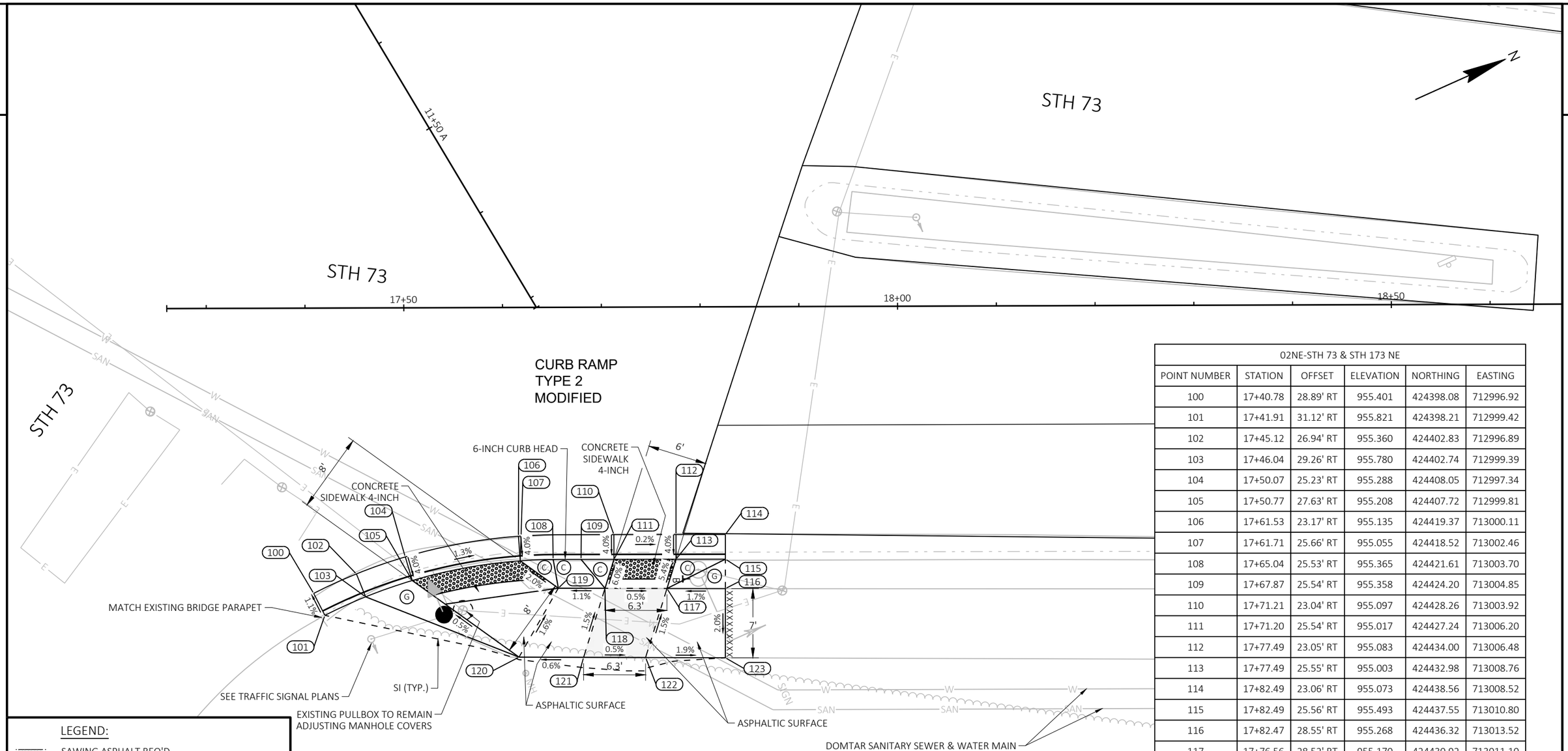
- SAWING ASPHALT REQ'D
- SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - STH 73 & STH 173 SOUTHEAST, 01SE	SHEET 30	E

2



02NE-STH 73 & STH 173 NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	17+40.78	28.89' RT	955.401	424398.08	712996.92
101	17+41.91	31.12' RT	955.821	424398.21	712999.42
102	17+45.12	26.94' RT	955.360	424402.83	712996.89
103	17+46.04	29.26' RT	955.780	424402.74	712999.39
104	17+50.07	25.23' RT	955.288	424408.05	712997.34
105	17+50.77	27.63' RT	955.208	424407.72	712999.81
106	17+61.53	23.17' RT	955.135	424419.37	713000.11
107	17+61.71	25.66' RT	955.055	424418.52	713002.46
108	17+65.04	25.53' RT	955.365	424421.61	713003.70
109	17+67.87	25.54' RT	955.358	424424.20	713004.85
110	17+71.21	23.04' RT	955.097	424428.26	713003.92
111	17+71.20	25.54' RT	955.017	424427.24	713006.20
112	17+77.49	23.05' RT	955.083	424434.00	713006.48
113	17+77.49	25.55' RT	955.003	424432.98	713008.76
114	17+82.49	23.06' RT	955.073	424438.56	713008.52
115	17+82.49	25.56' RT	955.493	424437.55	713010.80
116	17+82.47	28.55' RT	955.268	424436.32	713013.52
117	17+76.56	28.52' RT	955.170	424430.92	713011.10
118	17+70.28	28.48' RT	955.339	424425.21	713008.51
119	17+65.56	28.45' RT	955.367	424420.91	713006.57
120	17+61.55	35.42' RT	955.275	424414.41	713011.32
121	17+68.10	35.46' RT	955.311	424420.38	713014.01
122	17+74.37	35.50' RT	955.280	424426.10	713016.59
123	17+82.45	35.55' RT	955.129	424433.46	713019.92

LEGEND:

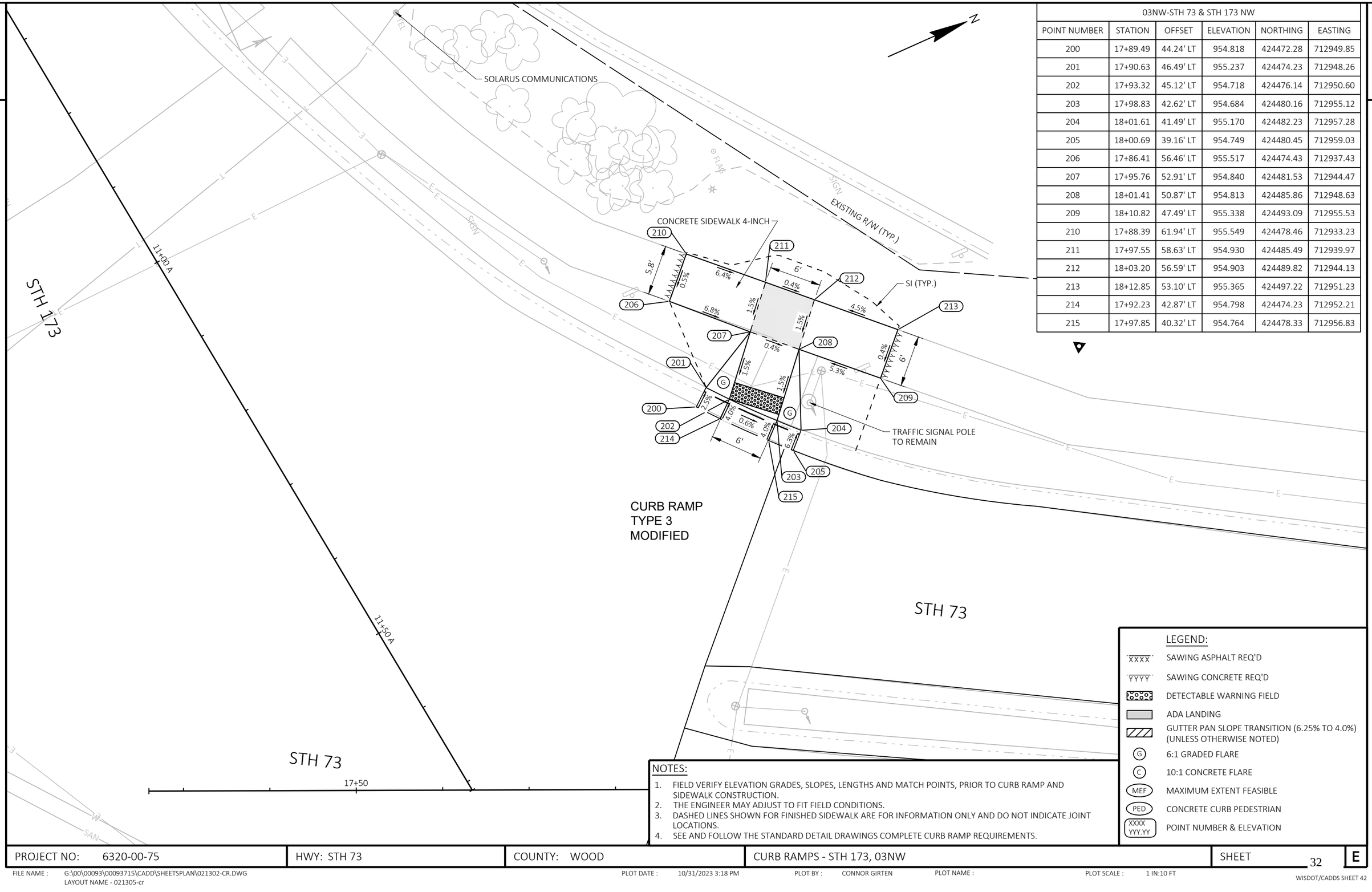
- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

DETECTABLE WARNING FIELD RADIAL INFORMATION:
BACK OF CURB RADIUS = 52.08'
CURB RAMP LANDING LENGTH 'XR' = 10.93'
RADIAL WARNING FIELD AREA = 22.72 S.F.
RADIAL LONG CORD DIMENSION = 11.12'

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - STH 73 & STH 173 NORTHEAST, 02NE	SHEET 31	E



03NW-STH 73 & STH 173 NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	17+89.49	44.24' LT	954.818	424472.28	712949.85
201	17+90.63	46.49' LT	955.237	424474.23	712948.26
202	17+93.32	45.12' LT	954.718	424476.14	712950.60
203	17+98.83	42.62' LT	954.684	424480.16	712955.12
204	18+01.61	41.49' LT	955.170	424482.23	712957.28
205	18+00.69	39.16' LT	954.749	424480.45	712959.03
206	17+86.41	56.46' LT	955.517	424474.43	712937.43
207	17+95.76	52.91' LT	954.840	424481.53	712944.47
208	18+01.41	50.87' LT	954.813	424485.86	712948.63
209	18+10.82	47.49' LT	955.338	424493.09	712955.53
210	17+88.39	61.94' LT	955.549	424478.46	712933.23
211	17+97.55	58.63' LT	954.930	424485.49	712939.97
212	18+03.20	56.59' LT	954.903	424489.82	712944.13
213	18+12.85	53.10' LT	955.365	424497.22	712951.23
214	17+92.23	42.87' LT	954.798	424474.23	712952.21
215	17+97.85	40.32' LT	954.764	424478.33	712956.83

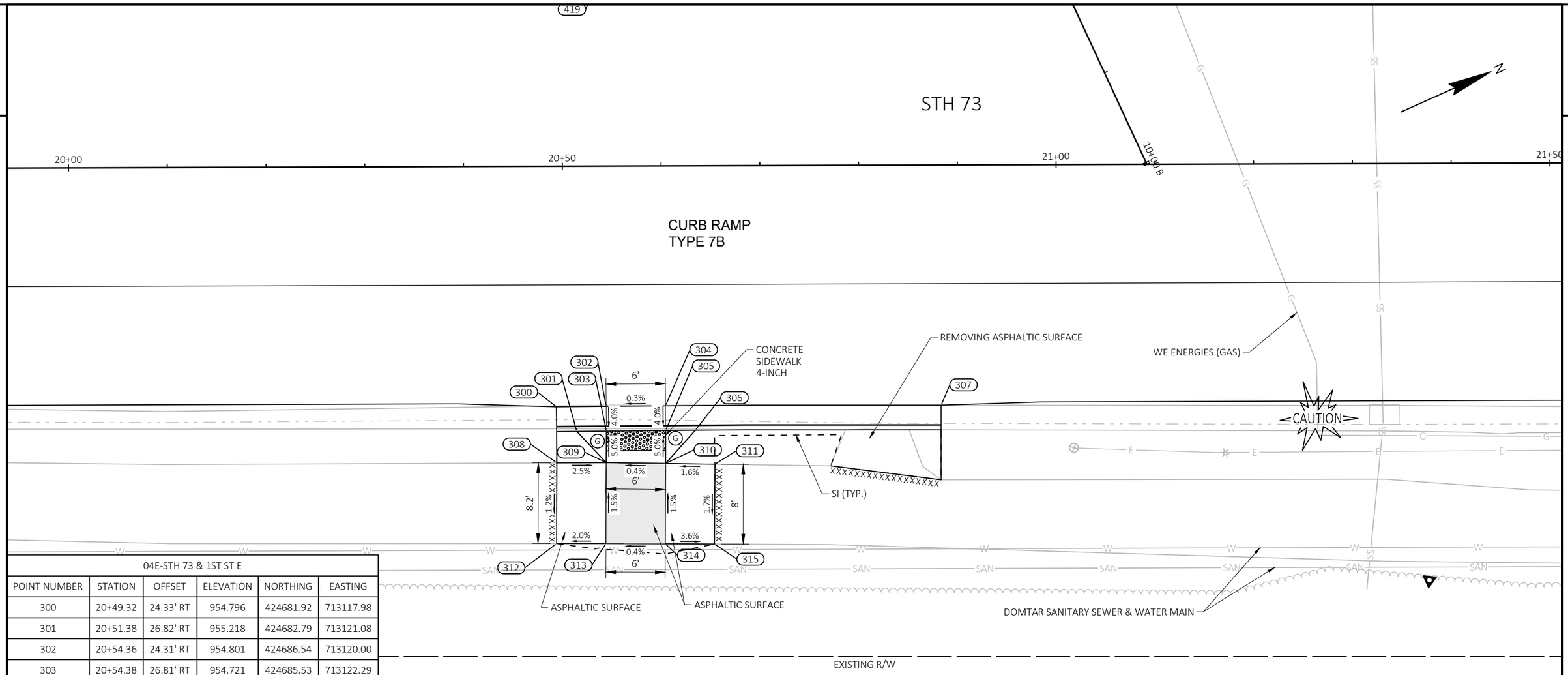
NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - STH 173, 03NW	SHEET 32	E



04E-STH 73 & 1ST ST E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	20+49.32	24.33' RT	954.796	424681.92	713117.98
301	20+51.38	26.82' RT	955.218	424682.79	713121.08
302	20+54.36	24.31' RT	954.801	424686.54	713120.00
303	20+54.38	26.81' RT	954.721	424685.53	713122.29
304	20+60.37	24.27' RT	954.819	424692.04	713122.40
305	20+60.38	26.77' RT	954.739	424691.03	713124.69
306	20+63.38	26.76' RT	955.249	424693.78	713125.89
307	20+88.28	24.30' RT	954.863	424717.53	713133.75
308	20+49.36	30.01' RT	955.005	424679.65	713123.17
309	20+54.36	30.00' RT	954.881	424684.22	713125.20
310	20+60.36	30.10' RT	954.906	424689.66	713127.73
311	20+65.36	30.19' RT	954.988	424694.19	713129.84
312	20+49.30	38.17' RT	954.904	424676.28	713130.61
313	20+54.30	38.18' RT	955.003	424680.85	713132.65
314	20+60.30	38.23' RT	955.027	424686.31	713135.13
315	20+65.29	38.27' RT	954.847	424690.86	713137.19

NOTES:

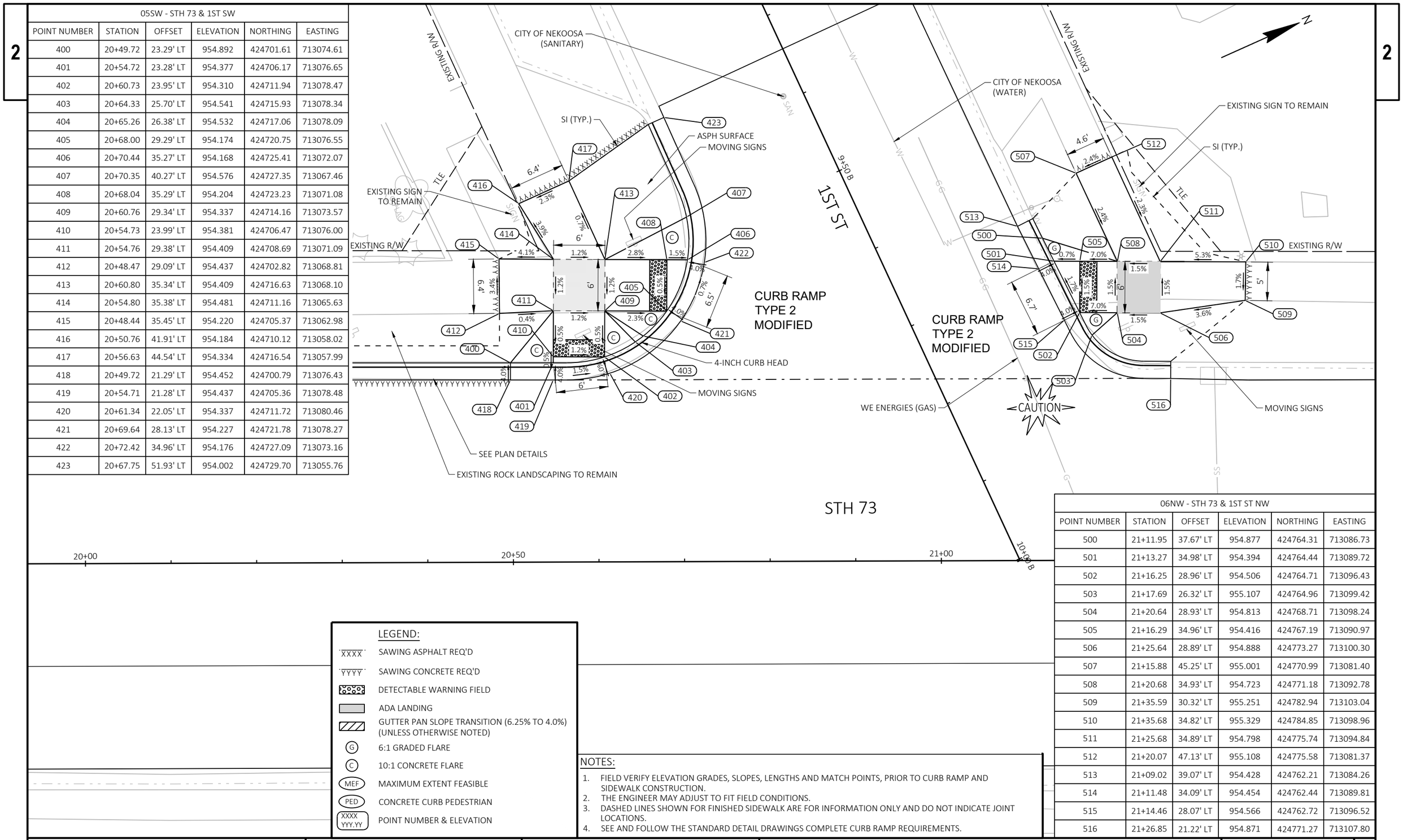
1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 1ST ST, 04E	SHEET 33	E

05SW - STH 73 & 1ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	20+49.72	23.29' LT	954.892	424701.61	713074.61
401	20+54.72	23.28' LT	954.377	424706.17	713076.65
402	20+60.73	23.95' LT	954.310	424711.94	713078.47
403	20+64.33	25.70' LT	954.541	424715.93	713078.34
404	20+65.26	26.38' LT	954.532	424717.06	713078.09
405	20+68.00	29.29' LT	954.174	424720.75	713076.55
406	20+70.44	35.27' LT	954.168	424725.41	713072.07
407	20+70.35	40.27' LT	954.576	424727.35	713067.46
408	20+68.04	35.29' LT	954.204	424723.23	713071.08
409	20+60.76	29.34' LT	954.337	424714.16	713073.57
410	20+54.73	23.99' LT	954.381	424706.47	713076.00
411	20+54.76	29.38' LT	954.409	424708.69	713071.09
412	20+48.47	29.09' LT	954.437	424702.82	713068.81
413	20+60.80	35.34' LT	954.409	424716.63	713068.10
414	20+54.80	35.38' LT	954.481	424711.16	713065.63
415	20+48.44	35.45' LT	954.220	424705.37	713062.98
416	20+50.76	41.91' LT	954.184	424710.12	713058.02
417	20+56.63	44.54' LT	954.334	424716.54	713057.99
418	20+49.72	21.29' LT	954.452	424700.79	713076.43
419	20+54.71	21.28' LT	954.437	424705.36	713078.48
420	20+61.34	22.05' LT	954.337	424711.72	713080.46
421	20+69.64	28.13' LT	954.227	424721.78	713078.27
422	20+72.42	34.96' LT	954.176	424727.09	713073.16
423	20+67.75	51.93' LT	954.002	424729.70	713055.76



06NW - STH 73 & 1ST ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	21+11.95	37.67' LT	954.877	424764.31	713086.73
501	21+13.27	34.98' LT	954.394	424764.44	713089.72
502	21+16.25	28.96' LT	954.506	424764.71	713096.43
503	21+17.69	26.32' LT	955.107	424764.96	713099.42
504	21+20.64	28.93' LT	954.813	424768.71	713098.24
505	21+16.29	34.96' LT	954.416	424767.19	713090.97
506	21+25.64	28.89' LT	954.888	424773.27	713100.30
507	21+15.88	45.25' LT	955.001	424770.99	713081.40
508	21+20.68	34.93' LT	954.723	424771.18	713092.78
509	21+35.59	30.32' LT	955.251	424782.94	713103.04
510	21+35.68	34.82' LT	955.329	424784.85	713098.96
511	21+25.68	34.89' LT	954.798	424775.74	713094.84
512	21+20.07	47.13' LT	955.108	424775.58	713081.37
513	21+09.02	39.07' LT	954.428	424762.21	713084.26
514	21+11.48	34.09' LT	954.454	424762.44	713089.81
515	21+14.46	28.07' LT	954.566	424762.72	713096.52
516	21+26.85	21.22' LT	954.871	424771.27	713107.80

LEGEND:

- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- MEF — MAXIMUM EXTENT FEASIBLE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

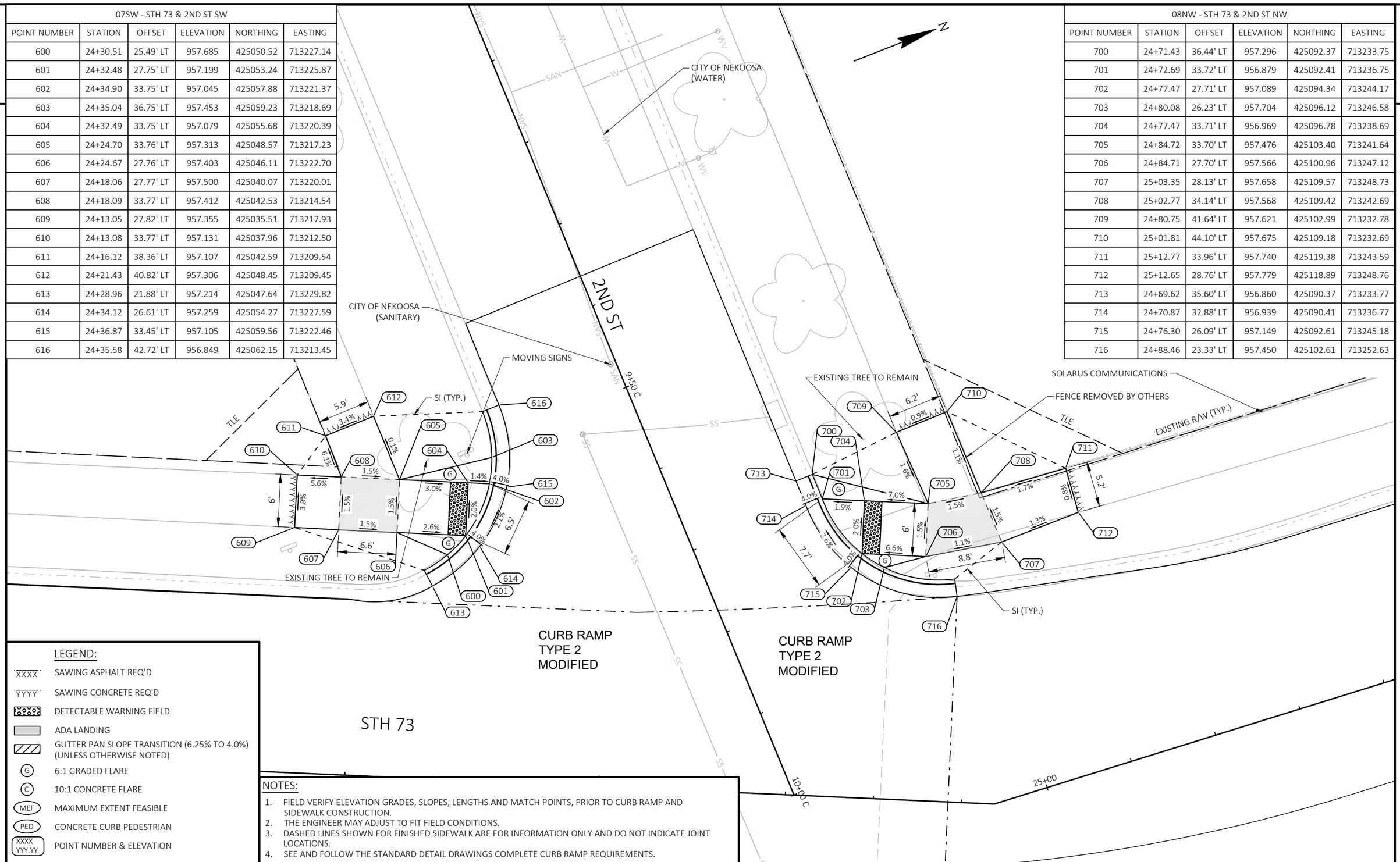
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2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
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2

07SW - STH 73 & 2ND ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	24+30.51	25.49' LT	957.685	425050.52	713227.14
601	24+32.48	27.75' LT	957.199	425053.24	713225.87
602	24+34.90	33.75' LT	957.045	425057.88	713221.37
603	24+35.04	36.75' LT	957.453	425059.23	713218.69
604	24+32.49	33.75' LT	957.079	425055.68	713220.39
605	24+24.70	33.76' LT	957.313	425048.57	713217.23
606	24+24.67	27.76' LT	957.403	425046.11	713222.70
607	24+18.06	27.77' LT	957.500	425040.07	713220.01
608	24+18.09	33.77' LT	957.412	425042.53	713214.54
609	24+13.05	27.82' LT	957.355	425035.51	713217.93
610	24+13.08	33.77' LT	957.131	425037.96	713212.50
611	24+16.12	38.36' LT	957.107	425042.59	713209.54
612	24+21.43	40.82' LT	957.306	425048.45	713209.45
613	24+28.96	21.88' LT	957.214	425047.64	713229.82
614	24+34.12	26.61' LT	957.259	425054.27	713227.59
615	24+36.87	33.45' LT	957.105	425059.56	713222.46
616	24+35.58	42.72' LT	956.849	425062.15	713213.45

08NW - STH 73 & 2ND ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	24+71.43	36.44' LT	957.296	425092.37	713233.75
701	24+72.69	33.72' LT	956.879	425092.41	713236.75
702	24+77.47	27.71' LT	957.089	425094.34	713244.17
703	24+80.08	26.23' LT	957.704	425096.12	713246.58
704	24+77.47	33.71' LT	956.969	425096.78	713238.69
705	24+84.72	33.70' LT	957.476	425103.40	713241.64
706	24+84.71	27.70' LT	957.566	425100.96	713247.12
707	25+03.35	28.13' LT	957.658	425109.57	713248.73
708	25+02.77	34.14' LT	957.568	425109.42	713242.69
709	24+80.75	41.64' LT	957.621	425102.99	713232.78
710	25+01.81	44.10' LT	957.675	425109.18	713232.69
711	25+12.77	33.96' LT	957.740	425119.38	713243.59
712	25+12.65	28.76' LT	957.779	425118.89	713248.76
713	24+69.62	35.60' LT	956.860	425090.37	713233.77
714	24+70.87	32.88' LT	956.939	425090.41	713236.77
715	24+76.30	26.09' LT	957.149	425092.61	713245.18
716	24+88.46	23.33' LT	957.450	425102.61	713252.63

2



LEGEND:

- SAWING ASPHALT REQ'D
- SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY POINT NUMBER & ELEVATION

NOTES:

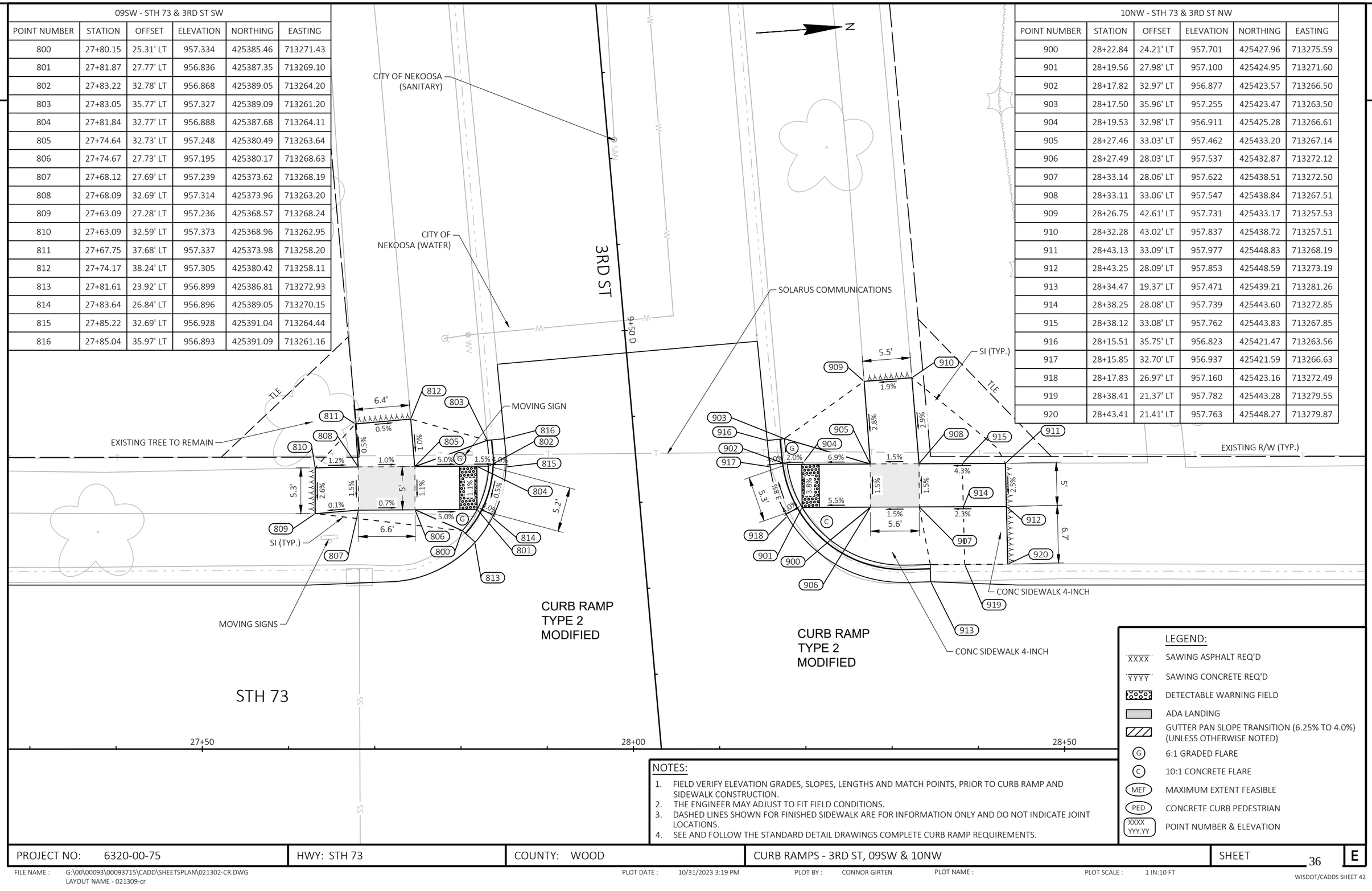
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4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 2ND ST, 07SW & 08NW	SHEET 35	E

2

09SW - STH 73 & 3RD ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	27+80.15	25.31' LT	957.334	425385.46	713271.43
801	27+81.87	27.77' LT	956.836	425387.35	713269.10
802	27+83.22	32.78' LT	956.868	425389.05	713264.20
803	27+83.05	35.77' LT	957.327	425389.09	713261.20
804	27+81.84	32.77' LT	956.888	425387.68	713264.11
805	27+74.64	32.73' LT	957.248	425380.49	713263.64
806	27+74.67	27.73' LT	957.195	425380.17	713268.63
807	27+68.12	27.69' LT	957.239	425373.62	713268.19
808	27+68.09	32.69' LT	957.314	425373.96	713263.20
809	27+63.09	27.28' LT	957.236	425368.57	713268.24
810	27+63.09	32.59' LT	957.373	425368.96	713262.95
811	27+67.75	37.68' LT	957.337	425373.98	713258.20
812	27+74.17	38.24' LT	957.305	425380.42	713258.11
813	27+81.61	23.92' LT	956.899	425386.81	713272.93
814	27+83.64	26.84' LT	956.896	425389.05	713270.15
815	27+85.22	32.69' LT	956.928	425391.04	713264.44
816	27+85.04	35.97' LT	956.893	425391.09	713261.16

10NW - STH 73 & 3RD ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
900	28+22.84	24.21' LT	957.701	425427.96	713275.59
901	28+19.56	27.98' LT	957.100	425424.95	713271.60
902	28+17.82	32.97' LT	956.877	425423.57	713266.50
903	28+17.50	35.96' LT	957.255	425423.47	713263.50
904	28+19.53	32.98' LT	956.911	425425.28	713266.61
905	28+27.46	33.03' LT	957.462	425433.20	713267.14
906	28+27.49	28.03' LT	957.537	425432.87	713272.12
907	28+33.14	28.06' LT	957.622	425438.51	713272.50
908	28+33.11	33.06' LT	957.547	425438.84	713267.51
909	28+26.75	42.61' LT	957.731	425433.17	713257.53
910	28+32.28	43.02' LT	957.837	425438.72	713257.51
911	28+43.13	33.09' LT	957.977	425448.83	713268.19
912	28+43.25	28.09' LT	957.853	425448.59	713273.19
913	28+34.47	19.37' LT	957.471	425439.21	713281.26
914	28+38.25	28.08' LT	957.739	425443.60	713272.85
915	28+38.12	33.08' LT	957.762	425443.83	713267.85
916	28+15.51	35.75' LT	956.823	425421.47	713263.56
917	28+15.85	32.70' LT	956.937	425421.59	713266.63
918	28+17.83	26.97' LT	957.160	425423.16	713272.49
919	28+38.41	21.37' LT	957.782	425443.28	713279.55
920	28+43.41	21.41' LT	957.763	425448.27	713279.87



LEGEND:

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- (G) 6:1 GRADED FLARE
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- (XXXX YYY.YY) POINT NUMBER & ELEVATION

NOTES:

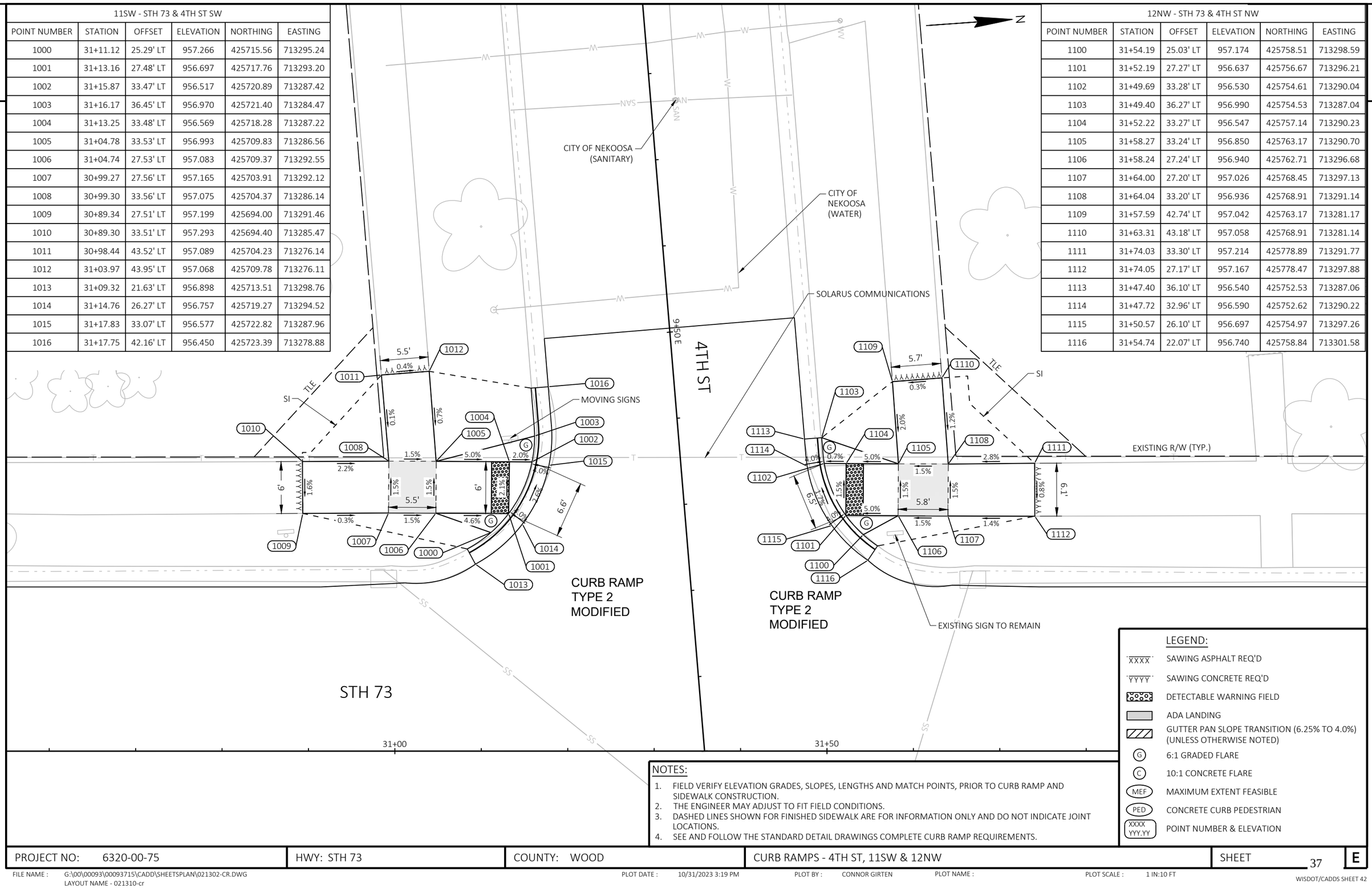
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2

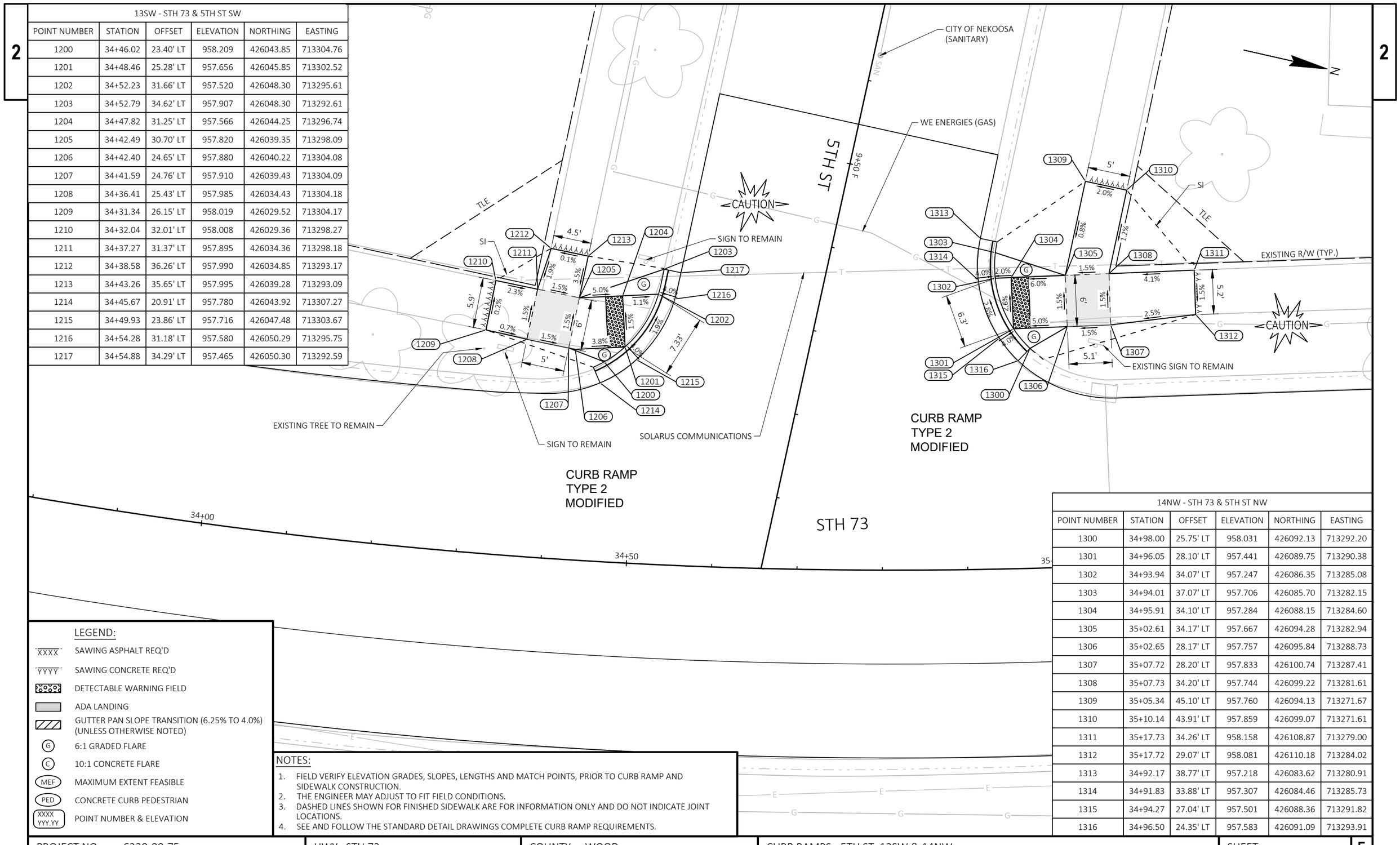
11SW - STH 73 & 4TH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1000	31+11.12	25.29' LT	957.266	425715.56	713295.24
1001	31+13.16	27.48' LT	956.697	425717.76	713293.20
1002	31+15.87	33.47' LT	956.517	425720.89	713287.42
1003	31+16.17	36.45' LT	956.970	425721.40	713284.47
1004	31+13.25	33.48' LT	956.569	425718.28	713287.22
1005	31+04.78	33.53' LT	956.993	425709.83	713286.56
1006	31+04.74	27.53' LT	957.083	425709.37	713292.55
1007	30+99.27	27.56' LT	957.165	425703.91	713292.12
1008	30+99.30	33.56' LT	957.075	425704.37	713286.14
1009	30+89.34	27.51' LT	957.199	425694.00	713291.46
1010	30+89.30	33.51' LT	957.293	425694.40	713285.47
1011	30+98.44	43.52' LT	957.089	425704.23	713276.14
1012	31+03.97	43.95' LT	957.068	425709.78	713276.11
1013	31+09.32	21.63' LT	956.898	425713.51	713298.76
1014	31+14.76	26.27' LT	956.757	425719.27	713294.52
1015	31+17.83	33.07' LT	956.577	425722.82	713287.96
1016	31+17.75	42.16' LT	956.450	425723.39	713278.88

12NW - STH 73 & 4TH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1100	31+54.19	25.03' LT	957.174	425758.51	713298.59
1101	31+52.19	27.27' LT	956.637	425756.67	713296.21
1102	31+49.69	33.28' LT	956.530	425754.61	713290.04
1103	31+49.40	36.27' LT	956.990	425754.53	713287.04
1104	31+52.22	33.27' LT	956.547	425757.14	713290.23
1105	31+58.27	33.24' LT	956.850	425763.17	713290.70
1106	31+58.24	27.24' LT	956.940	425762.71	713296.68
1107	31+64.00	27.20' LT	957.026	425768.45	713297.13
1108	31+64.04	33.20' LT	956.936	425768.91	713291.14
1109	31+57.59	42.74' LT	957.042	425763.17	713281.17
1110	31+63.31	43.18' LT	957.058	425768.91	713281.14
1111	31+74.03	33.30' LT	957.214	425778.89	713291.77
1112	31+74.05	27.17' LT	957.167	425778.47	713297.88
1113	31+47.40	36.10' LT	956.540	425752.53	713287.06
1114	31+47.72	32.96' LT	956.590	425752.62	713290.22
1115	31+50.57	26.10' LT	956.697	425754.97	713297.26
1116	31+54.74	22.07' LT	956.740	425758.84	713301.58

2



13SW - STH 73 & 5TH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1200	34+46.02	23.40' LT	958.209	426043.85	713304.76
1201	34+48.46	25.28' LT	957.656	426045.85	713302.52
1202	34+52.23	31.66' LT	957.520	426048.30	713295.61
1203	34+52.79	34.62' LT	957.907	426048.30	713292.61
1204	34+47.82	31.25' LT	957.566	426044.25	713296.74
1205	34+42.49	30.70' LT	957.820	426039.35	713298.09
1206	34+42.40	24.65' LT	957.880	426040.22	713304.08
1207	34+41.59	24.76' LT	957.910	426039.43	713304.09
1208	34+36.41	25.43' LT	957.985	426034.43	713304.18
1209	34+31.34	26.15' LT	958.019	426029.52	713304.17
1210	34+32.04	32.01' LT	958.008	426029.36	713298.27
1211	34+37.27	31.37' LT	957.895	426034.36	713298.18
1212	34+38.58	36.26' LT	957.990	426034.85	713293.17
1213	34+43.26	35.65' LT	957.995	426039.28	713293.09
1214	34+45.67	20.91' LT	957.780	426043.92	713307.27
1215	34+49.93	23.86' LT	957.716	426047.48	713303.67
1216	34+54.28	31.18' LT	957.580	426050.29	713295.75
1217	34+54.88	34.29' LT	957.465	426050.30	713292.59



14NW - STH 73 & 5TH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1300	34+98.00	25.75' LT	958.031	426092.13	713292.20
1301	34+96.05	28.10' LT	957.441	426089.75	713290.38
1302	34+93.94	34.07' LT	957.247	426086.35	713285.08
1303	34+94.01	37.07' LT	957.706	426085.70	713282.15
1304	34+95.91	34.10' LT	957.284	426088.15	713284.60
1305	35+02.61	34.17' LT	957.667	426094.28	713282.94
1306	35+02.65	28.17' LT	957.757	426095.84	713288.73
1307	35+07.72	28.20' LT	957.833	426100.74	713287.41
1308	35+07.73	34.20' LT	957.744	426099.22	713281.61
1309	35+05.34	45.10' LT	957.760	426094.13	713271.67
1310	35+10.14	43.91' LT	957.859	426099.07	713271.61
1311	35+17.73	34.26' LT	958.158	426108.87	713279.00
1312	35+17.72	29.07' LT	958.081	426110.18	713284.02
1313	34+92.17	38.77' LT	957.218	426083.62	713280.91
1314	34+91.83	33.88' LT	957.307	426084.46	713285.73
1315	34+94.27	27.04' LT	957.501	426088.36	713291.82
1316	34+96.50	24.35' LT	957.583	426091.09	713293.91

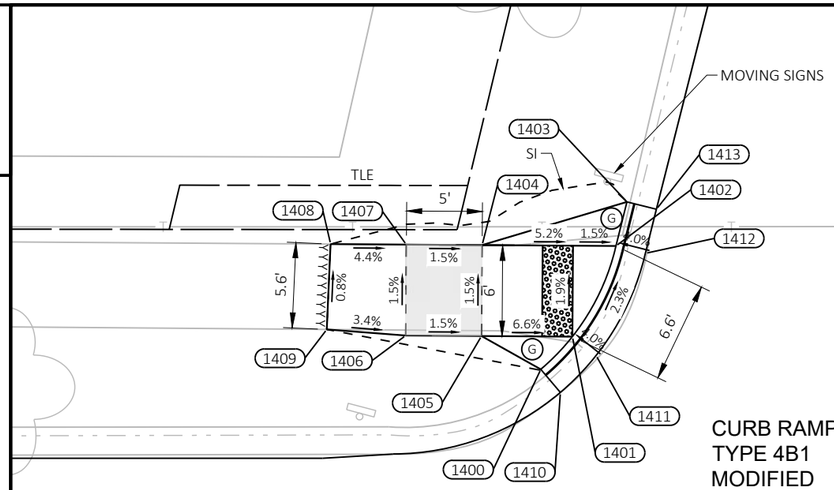
LEGEND:

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- YYYY — SAWING CONCRETE REQ'D
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- ADA LANDING
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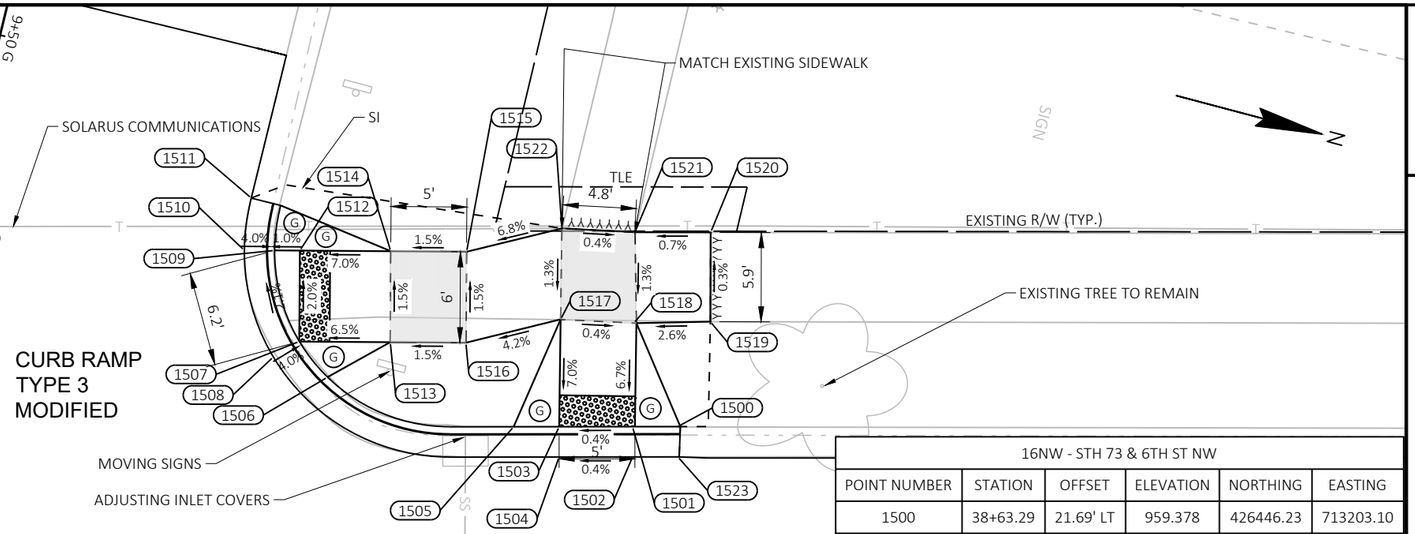
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PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 5TH ST, 13SW & 14NW	SHEET 38 E



CURB RAMP
TYPE 4B1
MODIFIED



CURB RAMP
TYPE 3
MODIFIED

15SW - STH 73 & 6TH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1400	37+88.85	25.47' LT	958.946	426373.28	713218.41
1401	37+90.94	27.63' LT	958.305	426374.75	713215.79
1402	37+93.81	33.61' LT	958.150	426376.01	713209.28
1403	37+94.54	36.52' LT	958.608	426375.97	713206.28
1404	37+84.98	33.67' LT	958.613	426367.45	713211.47
1405	37+84.94	27.67' LT	958.703	426368.94	713217.28
1406	37+79.94	27.71' LT	958.778	426364.09	713218.52
1407	37+79.98	33.71' LT	958.688	426362.60	713212.71
1408	37+74.98	33.74' LT	958.907	426357.76	713213.95
1409	37+74.73	28.11' LT	958.954	426358.96	713219.46
1410	37+90.15	23.95' LT	958.507	426374.92	713219.55
1411	37+92.50	26.39' LT	958.365	426376.58	713216.59
1412	37+95.75	33.13' LT	958.210	426378.01	713209.25
1413	37+96.48	36.04' LT	958.168	426377.97	713206.25

16NW - STH 73 & 6TH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1500	38+63.29	21.69' LT	959.378	426446.23	713203.10
1501	38+60.30	21.68' LT	958.895	426443.34	713203.87
1502	38+60.30	19.68' LT	958.955	426443.85	713205.80
1503	38+55.46	21.68' LT	958.876	426438.66	713205.11
1504	38+55.46	19.68' LT	958.936	426439.17	713207.04
1505	38+52.46	21.68' LT	959.363	426435.76	713205.87
1506	38+40.17	24.95' LT	959.164	426423.04	713205.84
1507	38+38.31	27.30' LT	958.631	426420.64	713204.04
1508	38+36.59	26.28' LT	958.691	426419.24	713205.47
1509	38+36.67	33.31' LT	958.498	426417.53	713198.64
1510	38+34.67	33.33' LT	958.558	426415.59	713199.14
1511	38+35.14	36.77' LT	958.488	426415.17	713195.69
1512	38+38.35	33.30' LT	958.514	426419.15	713198.23
1513	38+44.31	27.26' LT	959.024	426426.45	713202.55
1514	38+44.35	33.26' LT	958.934	426424.96	713196.74
1515	38+49.35	33.22' LT	959.009	426429.81	713195.50
1516	38+49.31	27.22' LT	959.099	426431.30	713201.31
1517	38+55.56	28.76' LT	959.371	426436.95	713198.23
1518	38+60.38	28.51' LT	959.351	426441.68	713197.24
1519	38+65.44	28.61' LT	959.483	426446.54	713195.86
1520	38+65.46	34.50' LT	959.465	426445.06	713190.16
1521	38+60.46	34.51' LT	959.430	426440.22	713191.43
1522	38+55.64	34.76' LT	959.450	426435.50	713192.40
1523	38+63.29	19.69' LT	958.967	426446.74	713205.04

LEGEND:

- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS COMPLETE CURB RAMP REQUIREMENTS.

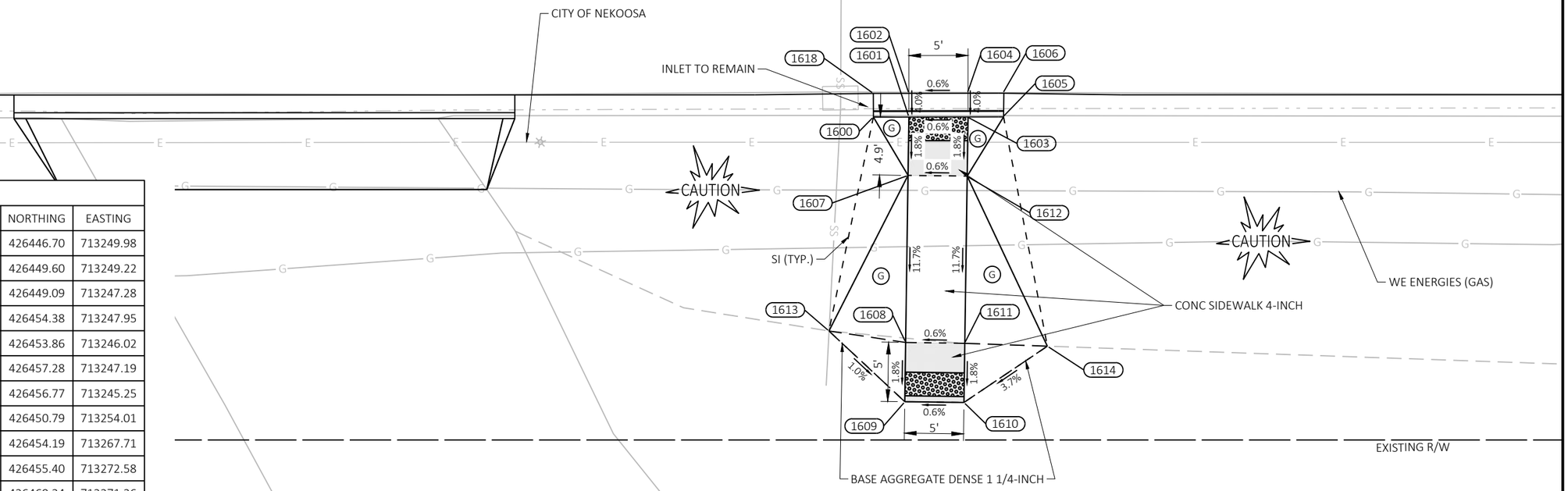
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 6TH ST, 15SW & 16NW	SHEET 39	E

STH 73

N

38+00 38+50 39+00

CURB RAMP
TYPE 7B
MODIFIED



17NE - STH 73 & 6TH ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1600	38+51.80	23.77' RT	959.348	426446.70	713249.98
1601	38+54.80	23.77' RT	958.866	426449.60	713249.22
1602	38+54.80	21.77' RT	958.926	426449.09	713247.28
1603	38+59.74	23.76' RT	958.894	426454.38	713247.95
1604	38+59.74	21.76' RT	958.954	426453.86	713246.02
1605	38+62.74	23.76' RT	959.401	426457.28	713247.19
1606	38+62.74	21.76' RT	958.972	426456.77	713245.25
1607	38+54.73	28.70' RT	958.777	426450.79	713254.01
1608	38+54.52	42.82' RT	957.120	426454.19	713267.71
1609	38+54.45	47.83' RT	957.030	426455.40	713272.58
1610	38+59.44	47.89' RT	957.060	426460.24	713271.36
1611	38+59.50	42.89' RT	957.150	426459.02	713266.51
1612	38+59.68	28.76' RT	958.804	426455.59	713252.80
1613	38+48.05	41.86' RT	957.120	426447.69	713268.43
1614	38+66.50	43.14' RT	957.377	426465.85	713264.97
1618	38+51.80	21.77' RT	958.908	426446.19	713248.05

LEGEND:

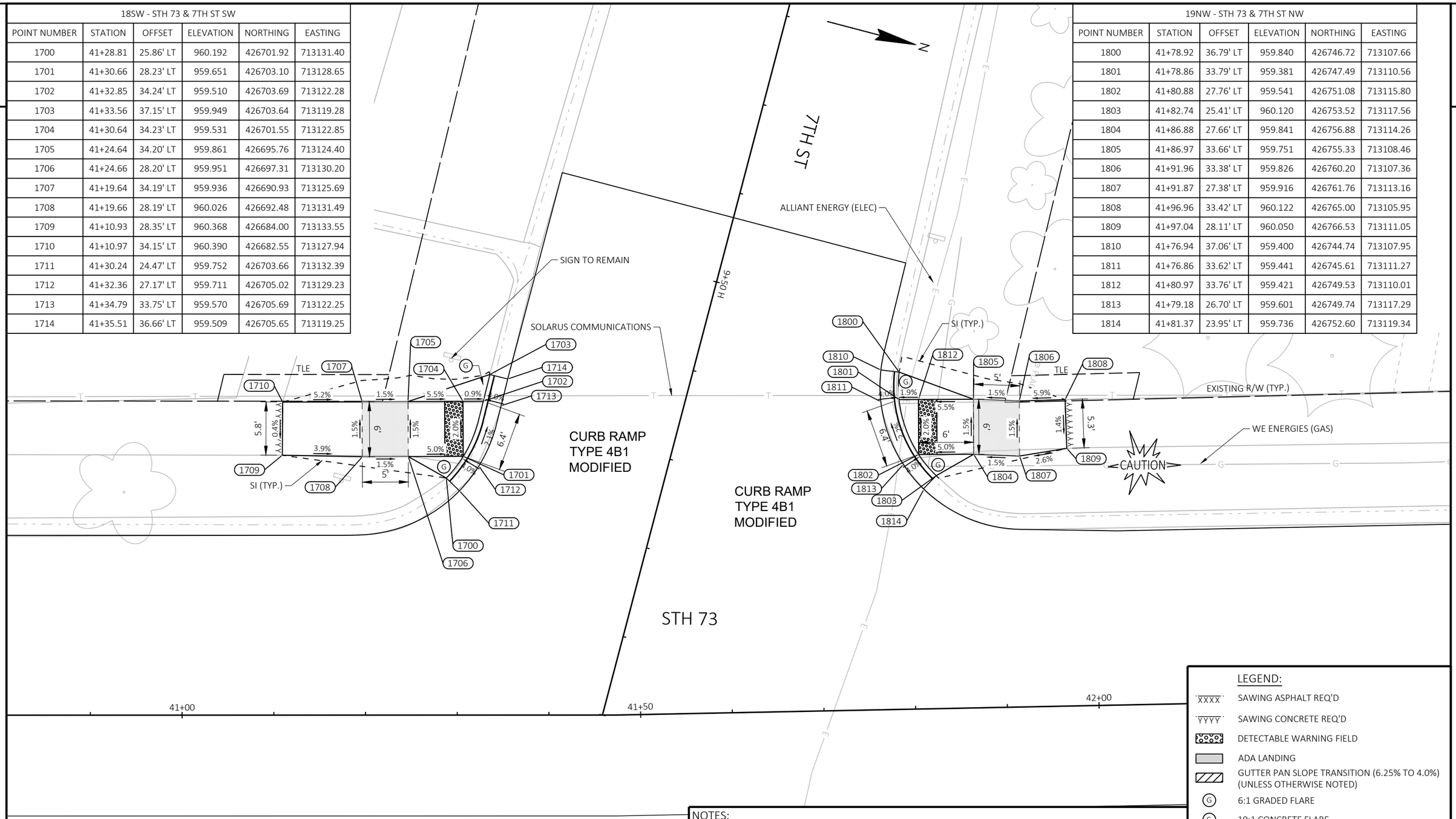
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- ADA LANDING
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- (C) 10:1 CONCRETE FLARE
- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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18SW - STH 73 & 7TH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1700	41+28.81	25.86' LT	960.192	426701.92	713131.40
1701	41+30.66	28.23' LT	959.651	426703.10	713128.65
1702	41+32.85	34.24' LT	959.510	426703.69	713122.28
1703	41+33.56	37.15' LT	959.949	426703.64	713119.28
1704	41+30.64	34.23' LT	959.531	426701.55	713122.85
1705	41+24.64	34.20' LT	959.861	426695.76	713124.40
1706	41+24.66	28.20' LT	959.951	426697.31	713130.20
1707	41+19.64	34.19' LT	959.936	426690.93	713125.69
1708	41+19.66	28.19' LT	960.026	426692.48	713131.49
1709	41+10.93	28.35' LT	960.368	426684.00	713133.55
1710	41+10.97	34.15' LT	960.390	426682.55	713127.94
1711	41+30.24	24.47' LT	959.752	426703.66	713132.39
1712	41+32.36	27.17' LT	959.711	426705.02	713129.23
1713	41+34.79	33.75' LT	959.570	426705.69	713122.25
1714	41+35.51	36.66' LT	959.509	426705.65	713119.25

19NW - STH 73 & 7TH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1800	41+78.92	36.79' LT	959.840	426746.72	713107.66
1801	41+78.86	33.79' LT	959.381	426747.49	713110.56
1802	41+80.88	27.76' LT	959.541	426751.08	713115.80
1803	41+82.74	25.41' LT	960.120	426753.52	713117.56
1804	41+86.88	27.66' LT	959.841	426756.88	713114.26
1805	41+86.97	33.66' LT	959.751	426755.33	713108.46
1806	41+91.96	33.38' LT	959.826	426760.20	713107.36
1807	41+91.87	27.38' LT	959.916	426761.76	713113.16
1808	41+96.96	33.42' LT	960.122	426765.00	713105.95
1809	41+97.04	28.11' LT	960.050	426766.53	713111.05
1810	41+76.94	37.06' LT	959.400	426744.74	713107.95
1811	41+76.86	33.62' LT	959.441	426745.61	713111.27
1812	41+80.97	33.76' LT	959.421	426749.53	713110.01
1813	41+79.18	26.70' LT	959.601	426749.74	713117.29
1814	41+81.37	23.95' LT	959.736	426752.60	713119.34



NOTES:

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LEGEND:

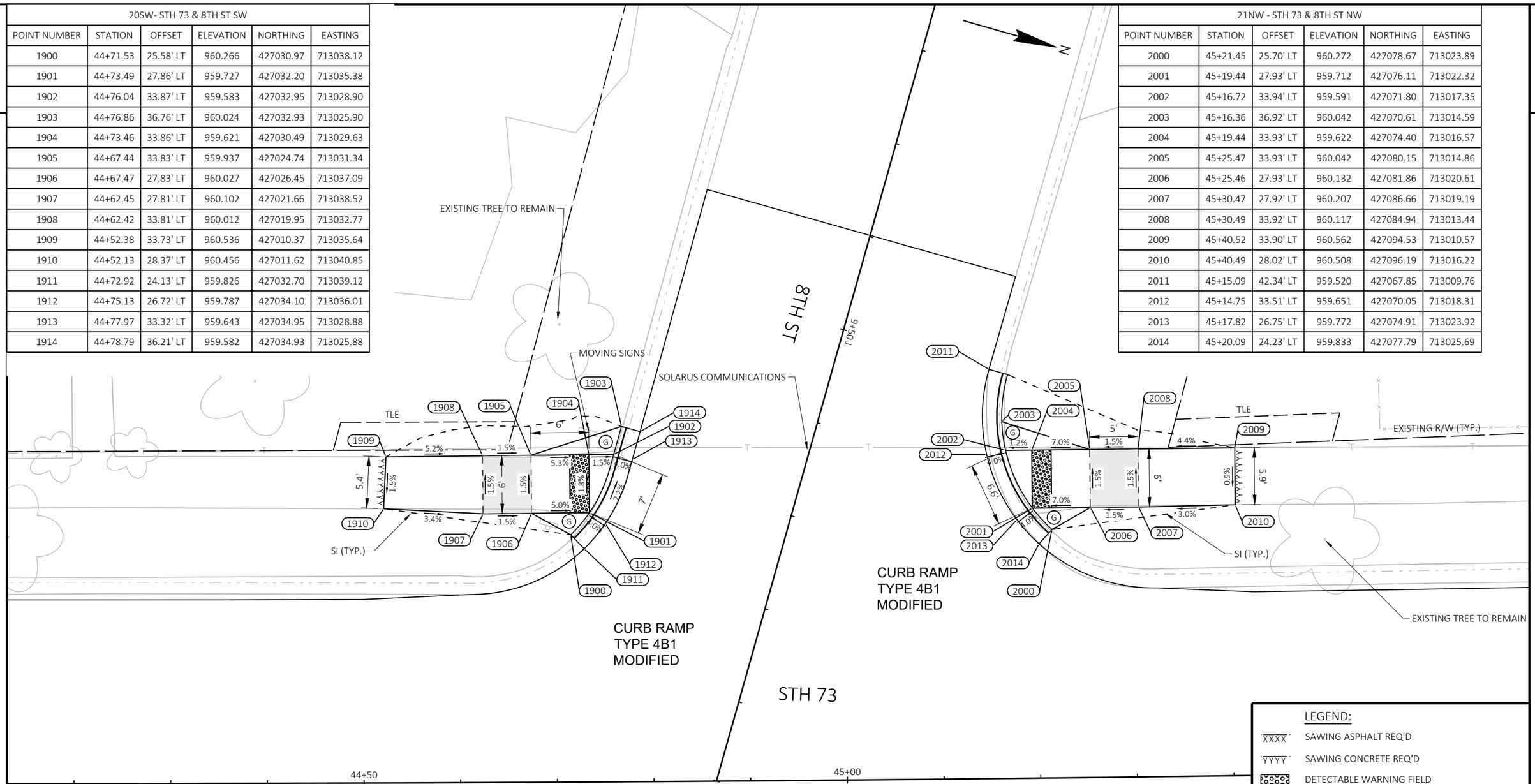
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- ADA LANDING
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- (PED) CONCRETE CURB PEDESTRIAN
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 7TH ST, 18SW & 19NW	SHEET 41	E

2

20SW- STH 73 & 8TH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1900	44+71.53	25.58' LT	960.266	427030.97	713038.12
1901	44+73.49	27.86' LT	959.727	427032.20	713035.38
1902	44+76.04	33.87' LT	959.583	427032.95	713028.90
1903	44+76.86	36.76' LT	960.024	427032.93	713025.90
1904	44+73.46	33.86' LT	959.621	427030.49	713029.63
1905	44+67.44	33.83' LT	959.937	427024.74	713031.34
1906	44+67.47	27.83' LT	960.027	427026.45	713037.09
1907	44+62.45	27.81' LT	960.102	427021.66	713038.52
1908	44+62.42	33.81' LT	960.012	427019.95	713032.77
1909	44+52.38	33.73' LT	960.536	427010.37	713035.64
1910	44+52.13	28.37' LT	960.456	427011.62	713040.85
1911	44+72.92	24.13' LT	959.826	427032.70	713039.12
1912	44+75.13	26.72' LT	959.787	427034.10	713036.01
1913	44+77.97	33.32' LT	959.643	427034.95	713028.88
1914	44+78.79	36.21' LT	959.582	427034.93	713025.88

21NW - STH 73 & 8TH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2000	45+21.45	25.70' LT	960.272	427078.67	713023.89
2001	45+19.44	27.93' LT	959.712	427076.11	713022.32
2002	45+16.72	33.94' LT	959.591	427071.80	713017.35
2003	45+16.36	36.92' LT	960.042	427070.61	713014.59
2004	45+19.44	33.93' LT	959.622	427074.40	713016.57
2005	45+25.47	33.93' LT	960.042	427080.15	713014.86
2006	45+25.46	27.93' LT	960.132	427081.86	713020.61
2007	45+30.47	27.92' LT	960.207	427086.66	713019.19
2008	45+30.49	33.92' LT	960.117	427084.94	713013.44
2009	45+40.52	33.90' LT	960.562	427094.53	713010.57
2010	45+40.49	28.02' LT	960.508	427096.19	713016.22
2011	45+15.09	42.34' LT	959.520	427067.85	713009.76
2012	45+14.75	33.51' LT	959.651	427070.05	713018.31
2013	45+17.82	26.75' LT	959.772	427074.91	713023.92
2014	45+20.09	24.23' LT	959.833	427077.79	713025.69



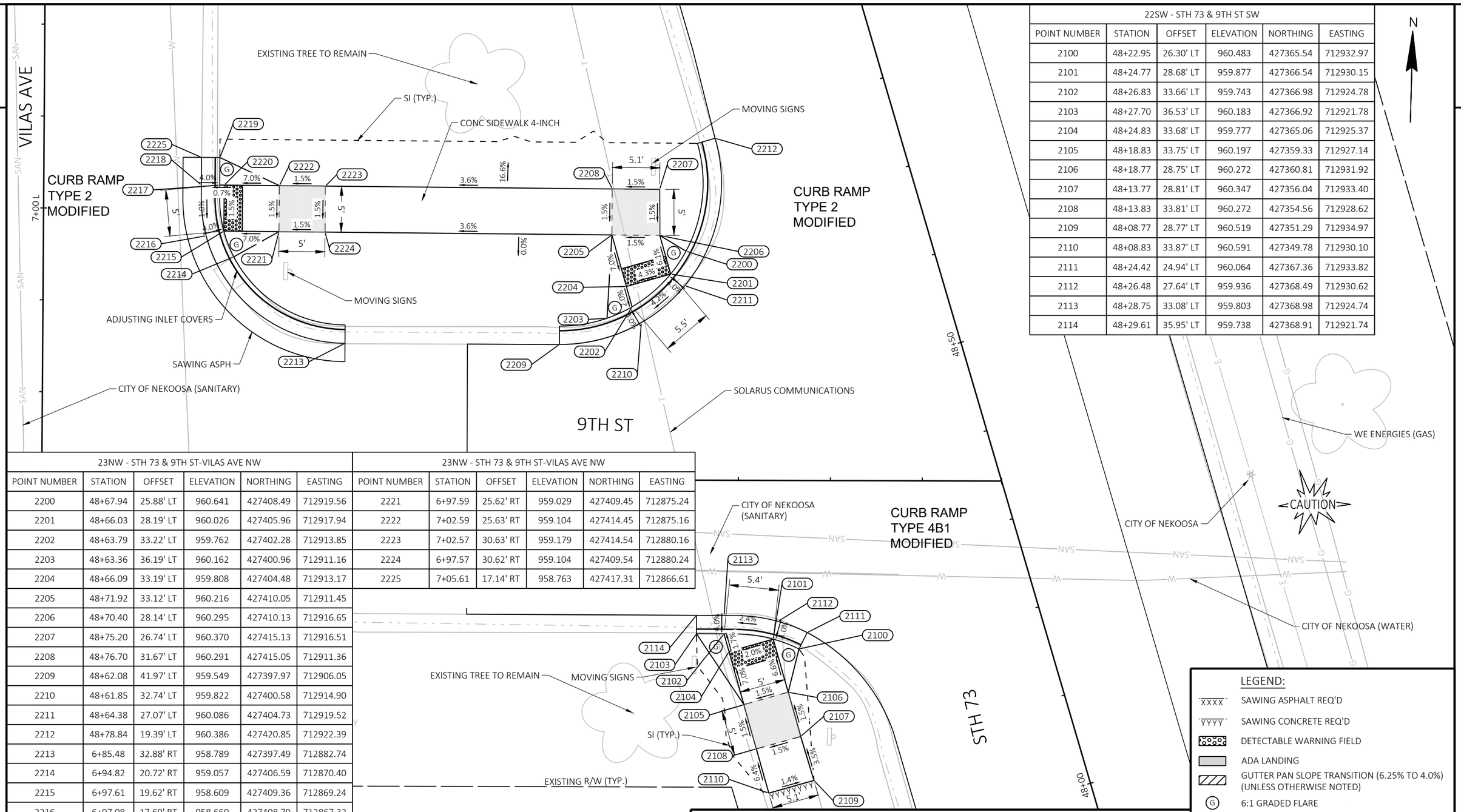
NOTES:

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LEGEND:

- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 8TH ST, 20SW & 21NW	SHEET 42	E



22SW - STH 73 & 9TH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2100	48+22.95	26.30' LT	960.483	427365.54	712932.97
2101	48+24.77	28.68' LT	959.877	427366.54	712930.15
2102	48+26.83	33.66' LT	959.743	427366.98	712924.78
2103	48+27.70	36.53' LT	960.183	427366.92	712921.78
2104	48+24.83	33.68' LT	959.777	427365.06	712925.37
2105	48+18.83	33.75' LT	960.197	427359.33	712927.14
2106	48+18.77	28.75' LT	960.272	427360.81	712931.92
2107	48+13.77	28.81' LT	960.347	427356.04	712933.40
2108	48+13.83	33.81' LT	960.272	427354.56	712928.62
2109	48+08.77	28.77' LT	960.519	427351.29	712934.97
2110	48+08.83	33.87' LT	960.591	427349.78	712930.10
2111	48+24.42	24.94' LT	960.064	427367.36	712933.82
2112	48+26.48	27.64' LT	959.936	427368.49	712930.62
2113	48+28.75	33.08' LT	959.803	427368.98	712924.74
2114	48+29.61	35.95' LT	959.738	427368.91	712921.74

23NW - STH 73 & 9TH ST-VILAS AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2200	48+67.94	25.88' LT	960.641	427408.49	712919.56
2201	48+66.03	28.19' LT	960.026	427405.96	712917.94
2202	48+63.79	33.22' LT	959.762	427402.28	712913.85
2203	48+63.36	36.19' LT	960.162	427400.96	712911.16
2204	48+66.09	33.19' LT	959.808	427404.48	712913.17
2205	48+71.92	33.12' LT	960.216	427410.05	712911.45
2206	48+70.40	28.14' LT	960.295	427410.13	712916.65
2207	48+75.20	26.74' LT	960.370	427415.13	712916.51
2208	48+76.70	31.67' LT	960.291	427415.05	712911.36
2209	48+62.08	41.97' LT	959.549	427397.97	712906.05
2210	48+61.85	32.74' LT	959.822	427400.58	712914.90
2211	48+64.38	27.07' LT	960.086	427404.73	712919.52
2212	48+78.84	19.39' LT	960.386	427420.85	712922.39
2213	6+85.48	32.88' RT	958.789	427397.49	712882.74
2214	6+94.82	20.72' RT	959.057	427406.59	712870.40
2215	6+97.61	19.62' RT	958.609	427409.36	712869.24
2216	6+97.08	17.69' RT	958.669	427408.79	712867.32
2217	7+02.61	19.14' RT	958.681	427414.35	712868.66
2218	7+02.61	17.14' RT	958.741	427414.31	712866.67
2219	7+05.61	19.14' RT	959.203	427417.35	712868.61
2220	7+02.61	19.63' RT	958.684	427414.35	712869.16

23NW - STH 73 & 9TH ST-VILAS AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2221	6+97.59	25.62' RT	959.029	427409.45	712875.24
2222	7+02.59	25.63' RT	959.104	427414.45	712875.16
2223	7+02.57	30.63' RT	959.179	427414.54	712880.16
2224	6+97.57	30.62' RT	959.104	427409.54	712880.24
2225	7+05.61	17.14' RT	958.763	427417.31	712866.61

NOTES:

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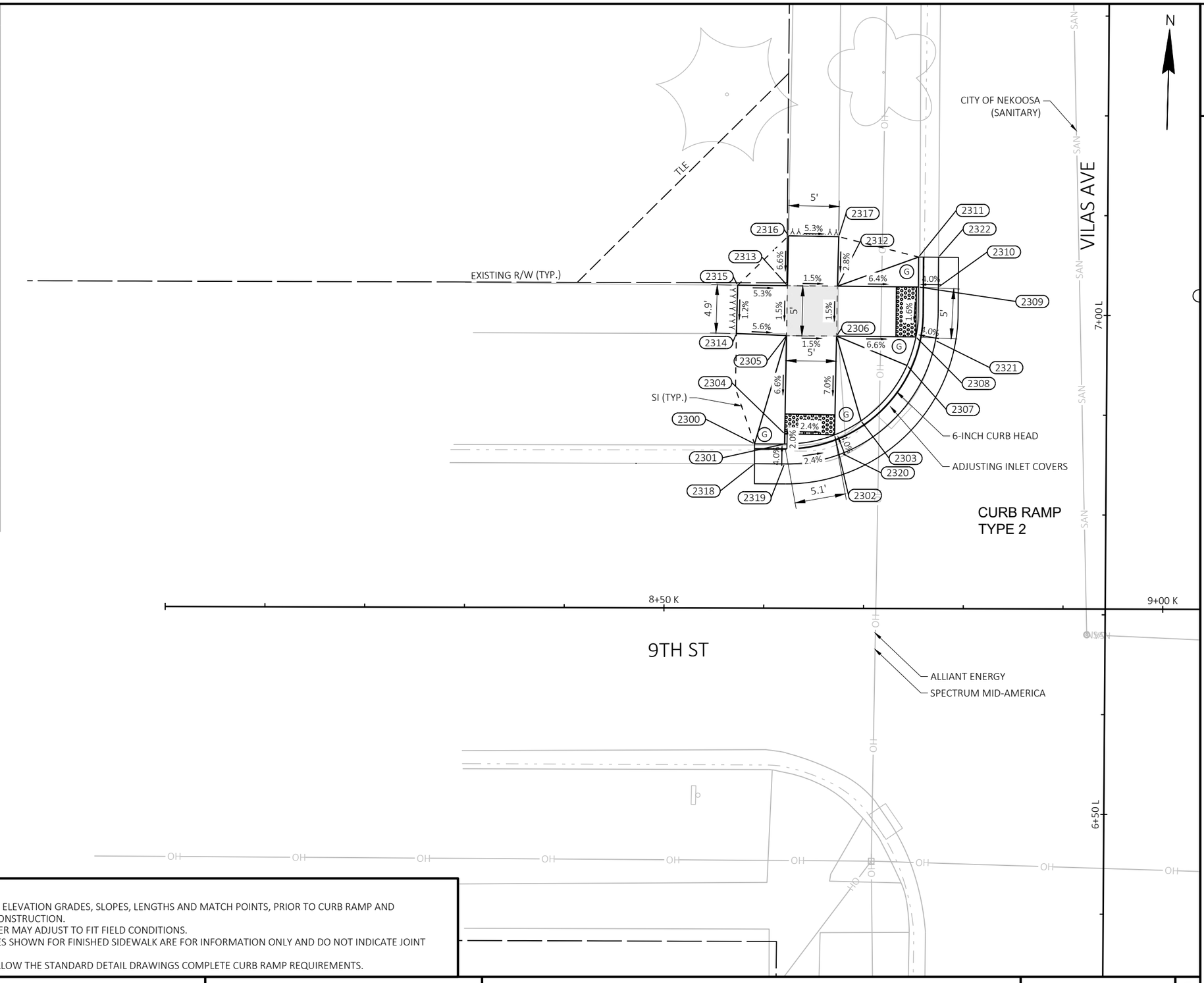
LEGEND:

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- ADA LANDING
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- C — 10:1 CONCRETE FLARE
- MEF — MAXIMUM EXTENT FEASIBLE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 9TH ST, 22SW & 23NW	SHEET 43	E

2

24NW - VILAS AVE & 9TH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2300	6+86.90	35.26' LT	959.157	427397.58	712814.59
2301	6+86.91	32.26' LT	958.650	427397.65	712817.59
2302	6+87.85	27.25' LT	958.512	427398.69	712822.58
2303	6+89.28	24.60' LT	958.990	427400.16	712825.19
2304	6+87.92	32.25' LT	958.630	427398.65	712817.58
2305	6+97.77	32.12' LT	959.280	427408.51	712817.51
2306	6+97.75	27.12' LT	959.205	427408.59	712822.51
2307	6+94.86	20.03' LT	959.066	427405.83	712829.65
2308	6+97.73	19.16' LT	958.678	427408.72	712830.47
2309	7+02.73	18.94' LT	958.760	427413.72	712830.59
2310	7+02.73	16.94' LT	958.820	427413.76	712832.59
2311	7+05.73	18.94' LT	959.260	427416.72	712830.53
2312	7+02.75	27.06' LT	959.280	427413.59	712822.48
2313	7+02.77	32.06' LT	959.355	427413.51	712817.48
2314	6+97.94	37.15' LT	959.562	427408.57	712812.48
2315	7+02.79	37.06' LT	959.620	427413.42	712812.48
2316	7+07.77	32.00' LT	959.685	427418.51	712817.44
2317	7+07.72	26.96' LT	959.419	427418.55	712822.48
2318	6+84.90	35.25' LT	958.717	427395.58	712814.63
2319	6+84.91	32.25' LT	958.710	427395.65	712817.63
2320	6+86.00	26.50' LT	958.572	427396.84	712823.36
2321	6+97.37	17.19' LT	958.738	427408.40	712832.44
2322	7+05.73	16.94' LT	958.820	427416.76	712832.53



LEGEND:

- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- (XXXX / YYY.YY) POINT NUMBER & ELEVATION

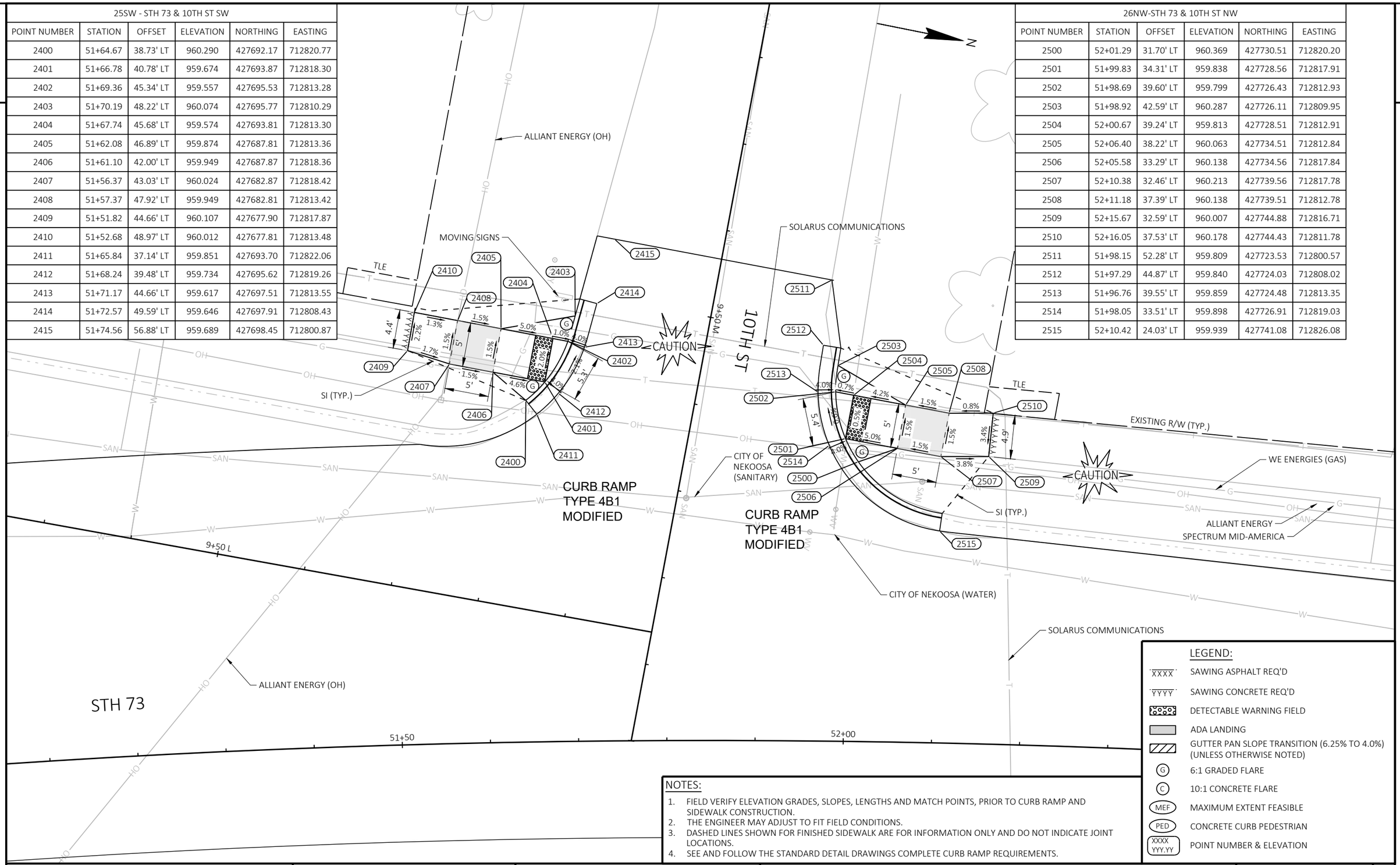
NOTES:

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2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 9TH ST & VILAS AVE, 24NE	SHEET 44	E

25SW - STH 73 & 10TH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2400	51+64.67	38.73' LT	960.290	427692.17	712820.77
2401	51+66.78	40.78' LT	959.674	427693.87	712818.30
2402	51+69.36	45.34' LT	959.557	427695.53	712813.28
2403	51+70.19	48.22' LT	960.074	427695.77	712810.29
2404	51+67.74	45.68' LT	959.574	427693.81	712813.30
2405	51+62.08	46.89' LT	959.874	427687.81	712813.36
2406	51+61.10	42.00' LT	959.949	427687.87	712818.36
2407	51+56.37	43.03' LT	960.024	427682.87	712818.42
2408	51+57.37	47.92' LT	959.949	427682.81	712813.42
2409	51+51.82	44.66' LT	960.107	427677.90	712817.87
2410	51+52.68	48.97' LT	960.012	427677.81	712813.48
2411	51+65.84	37.14' LT	959.851	427693.70	712822.06
2412	51+68.24	39.48' LT	959.734	427695.62	712819.26
2413	51+71.17	44.66' LT	959.617	427697.51	712813.55
2414	51+72.57	49.59' LT	959.646	427697.91	712808.43
2415	51+74.56	56.88' LT	959.689	427698.45	712800.87

26NW-STH 73 & 10TH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2500	52+01.29	31.70' LT	960.369	427730.51	712820.20
2501	51+99.83	34.31' LT	959.838	427728.56	712817.91
2502	51+98.69	39.60' LT	959.799	427726.43	712812.93
2503	51+98.92	42.59' LT	960.287	427726.11	712809.95
2504	52+00.67	39.24' LT	959.813	427728.51	712812.91
2505	52+06.40	38.22' LT	960.063	427734.51	712812.84
2506	52+05.58	33.29' LT	960.138	427734.56	712817.84
2507	52+10.38	32.46' LT	960.213	427739.56	712817.78
2508	52+11.18	37.39' LT	960.138	427739.51	712812.78
2509	52+15.67	32.59' LT	960.007	427744.88	712816.71
2510	52+16.05	37.53' LT	960.178	427744.43	712811.78
2511	51+98.15	52.28' LT	959.809	427723.53	712800.57
2512	51+97.29	44.87' LT	959.840	427724.03	712808.02
2513	51+96.76	39.55' LT	959.859	427724.48	712813.35
2514	51+98.05	33.51' LT	959.898	427726.91	712819.03
2515	52+10.42	24.03' LT	959.939	427741.08	712826.08



NOTES:

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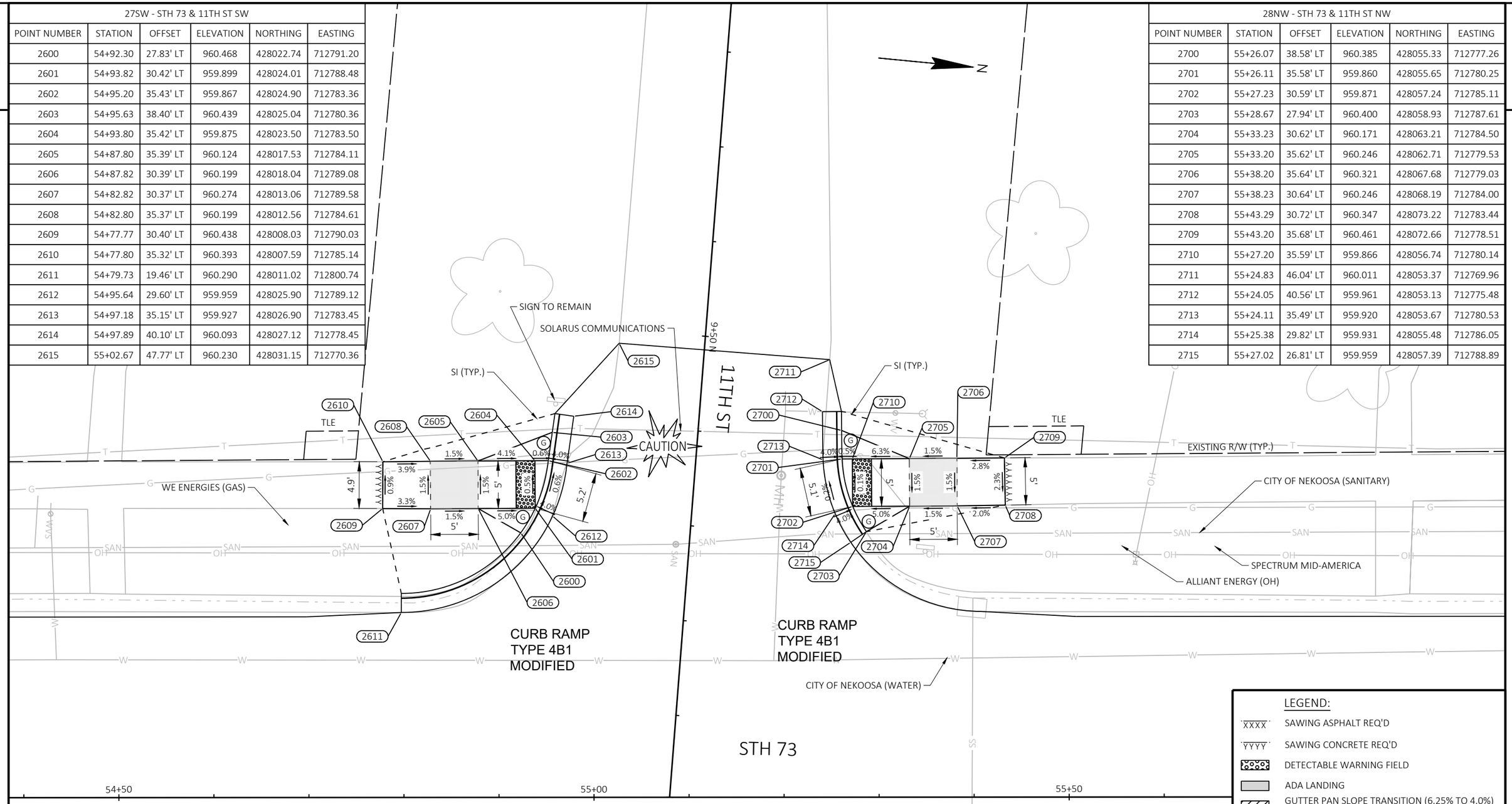
LEGEND:

- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 10TH ST, 25SW & 26NW	SHEET 45	E

27SW - STH 73 & 11TH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2600	54+92.30	27.83' LT	960.468	428022.74	712791.20
2601	54+93.82	30.42' LT	959.899	428024.01	712788.48
2602	54+95.20	35.43' LT	959.867	428024.90	712783.36
2603	54+95.63	38.40' LT	960.439	428025.04	712780.36
2604	54+93.80	35.42' LT	959.875	428023.50	712783.50
2605	54+87.80	35.39' LT	960.124	428017.53	712784.11
2606	54+87.82	30.39' LT	960.199	428018.04	712789.08
2607	54+82.82	30.37' LT	960.274	428013.06	712789.58
2608	54+82.80	35.37' LT	960.199	428012.56	712784.61
2609	54+77.77	30.40' LT	960.438	428008.03	712790.03
2610	54+77.80	35.32' LT	960.393	428007.59	712785.14
2611	54+79.73	19.46' LT	960.290	428011.02	712800.74
2612	54+95.64	29.60' LT	959.959	428025.90	712789.12
2613	54+97.18	35.15' LT	959.927	428026.90	712783.45
2614	54+97.89	40.10' LT	960.093	428027.12	712778.45
2615	55+02.67	47.77' LT	960.230	428031.15	712770.36

28NW - STH 73 & 11TH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2700	55+26.07	38.58' LT	960.385	428055.33	712777.26
2701	55+26.11	35.58' LT	959.860	428055.65	712780.25
2702	55+27.23	30.59' LT	959.871	428057.24	712785.11
2703	55+28.67	27.94' LT	960.400	428058.93	712787.61
2704	55+33.23	30.62' LT	960.171	428063.21	712784.50
2705	55+33.20	35.62' LT	960.246	428062.71	712779.53
2706	55+38.20	35.64' LT	960.321	428067.68	712779.03
2707	55+38.23	30.64' LT	960.246	428068.19	712784.00
2708	55+43.29	30.72' LT	960.347	428073.22	712783.44
2709	55+43.20	35.68' LT	960.461	428072.66	712778.51
2710	55+27.20	35.59' LT	959.866	428056.74	712780.14
2711	55+24.83	46.04' LT	960.011	428053.37	712769.96
2712	55+24.05	40.56' LT	959.961	428053.13	712775.48
2713	55+24.11	35.49' LT	959.920	428053.67	712780.53
2714	55+25.38	29.82' LT	959.931	428055.48	712786.05
2715	55+27.02	26.81' LT	959.959	428057.39	712788.89



NOTES:

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LEGEND:

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- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 11TH ST, 27SW & 28NW	SHEET 46	E

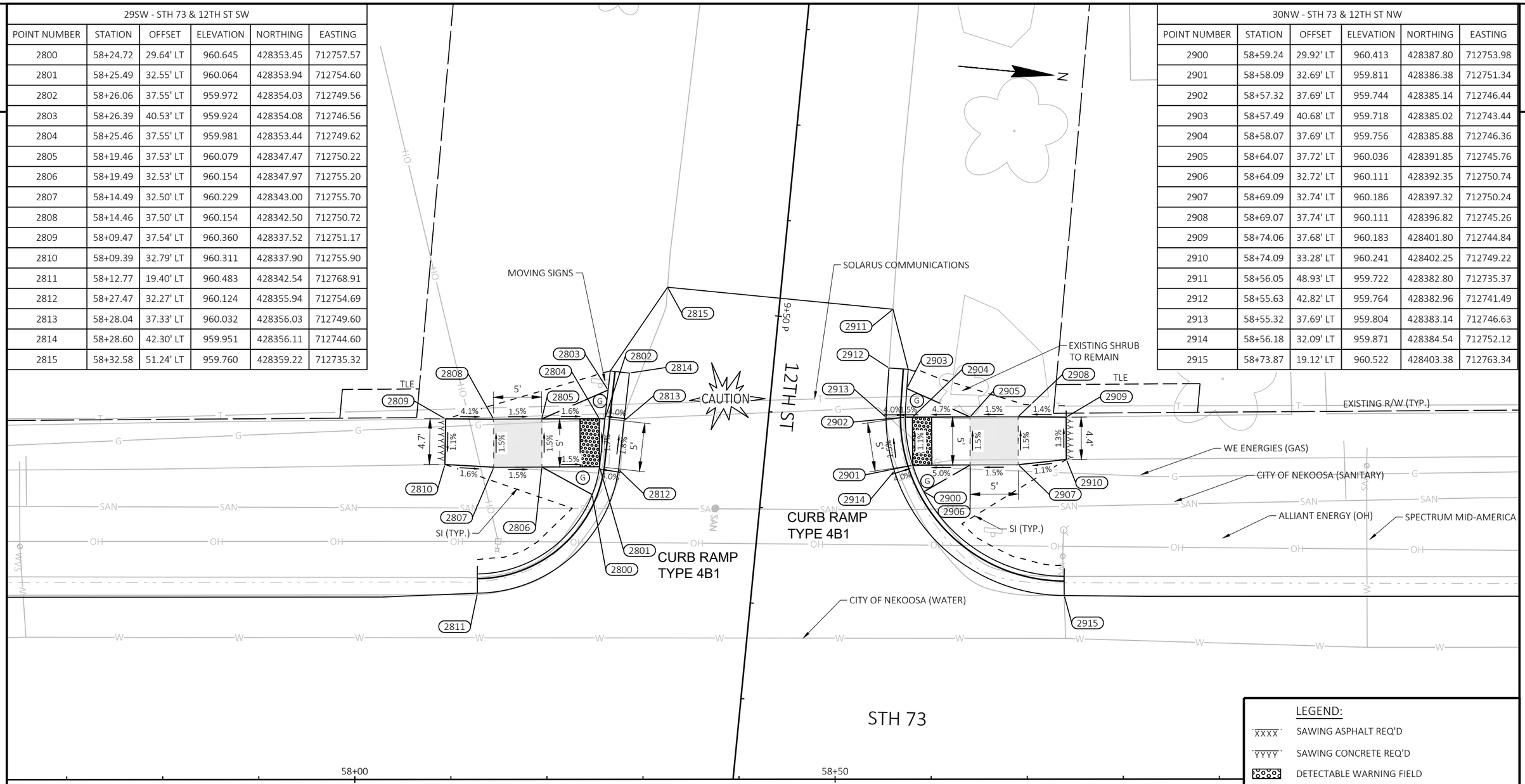
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LAYOUT NAME - 021319-cr
PLOT DATE : 10/31/2023 3:20 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

29SW - STH 73 & 12TH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2800	58+24.72	29.64' LT	960.645	428353.45	712757.57
2801	58+25.49	32.55' LT	960.064	428353.94	712754.60
2802	58+26.06	37.55' LT	959.972	428354.03	712749.56
2803	58+26.39	40.53' LT	959.924	428354.08	712746.56
2804	58+25.46	37.55' LT	959.981	428353.44	712749.62
2805	58+19.46	37.53' LT	960.079	428347.47	712750.22
2806	58+19.49	32.53' LT	960.154	428347.97	712755.20
2807	58+14.49	32.50' LT	960.229	428343.00	712755.70
2808	58+14.46	37.50' LT	960.154	428342.50	712750.72
2809	58+09.47	37.54' LT	960.360	428337.52	712751.17
2810	58+09.39	32.79' LT	960.311	428337.90	712755.90
2811	58+12.77	19.40' LT	960.483	428342.54	712768.91
2812	58+27.47	32.27' LT	960.124	428355.94	712754.69
2813	58+28.04	37.33' LT	960.032	428356.03	712749.60
2814	58+28.60	42.30' LT	959.951	428356.11	712744.60
2815	58+32.58	51.24' LT	959.760	428359.22	712735.32

30NW - STH 73 & 12TH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2900	58+59.24	29.92' LT	960.413	428387.80	712753.98
2901	58+58.09	32.69' LT	959.811	428386.38	712751.34
2902	58+57.32	37.69' LT	959.744	428385.14	712746.44
2903	58+57.49	40.68' LT	959.718	428385.02	712743.44
2904	58+58.07	37.69' LT	959.756	428385.88	712746.36
2905	58+64.07	37.72' LT	960.036	428391.85	712745.76
2906	58+64.09	32.72' LT	960.111	428392.35	712750.74
2907	58+69.09	32.74' LT	960.186	428397.32	712750.24
2908	58+69.07	37.74' LT	960.111	428396.82	712745.26
2909	58+74.06	37.68' LT	960.183	428401.80	712744.84
2910	58+74.09	33.28' LT	960.241	428402.25	712749.22
2911	58+56.05	48.93' LT	959.722	428382.80	712735.37
2912	58+55.63	42.82' LT	959.764	428382.96	712741.49
2913	58+55.32	37.69' LT	959.804	428383.14	712746.63
2914	58+56.18	32.09' LT	959.871	428384.54	712752.12
2915	58+73.87	19.12' LT	960.522	428403.38	712763.34

2



NOTES:

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LEGEND:

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- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
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- (XXXX YYY.YY) POINT NUMBER & ELEVATION

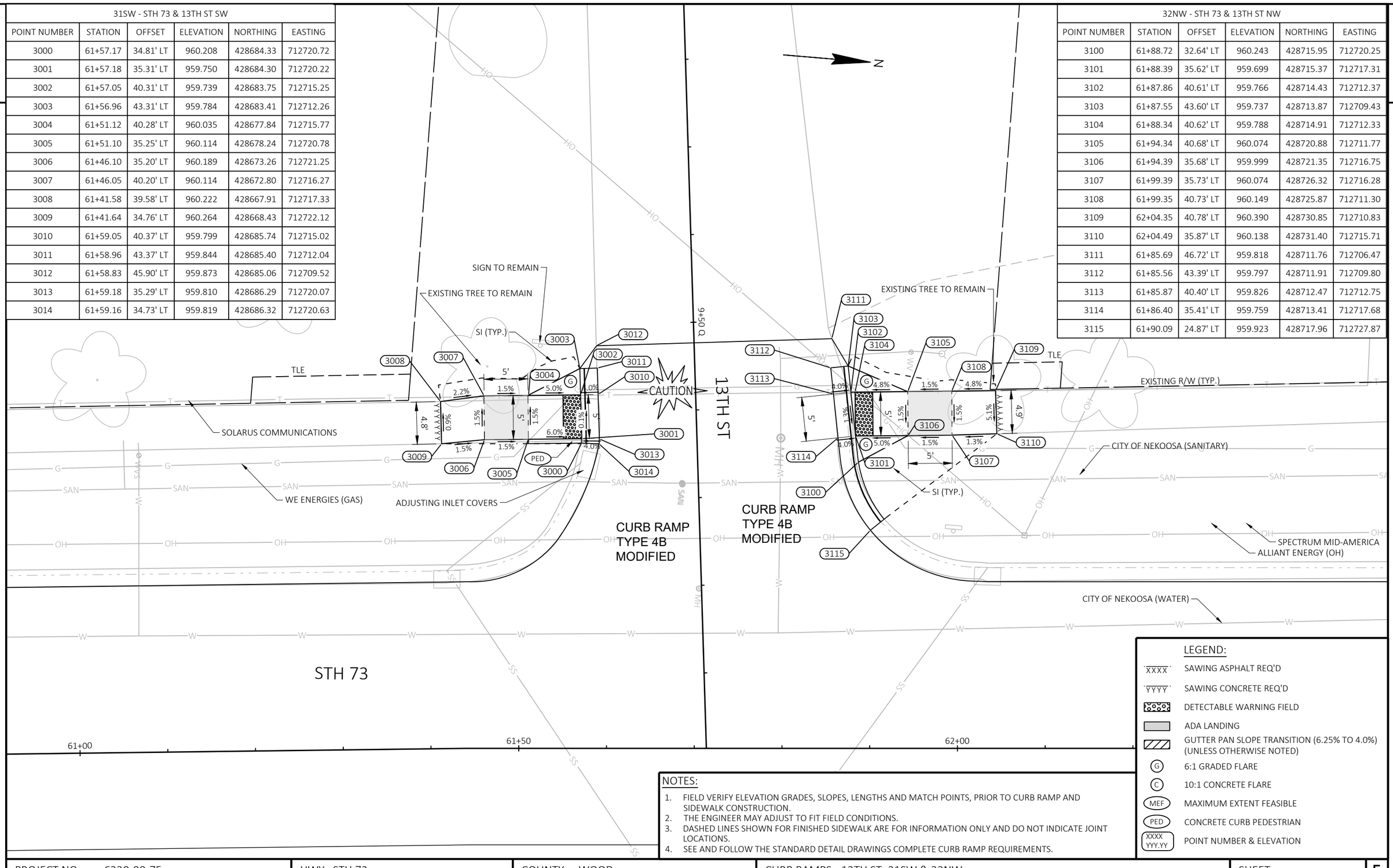
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 12TH ST, 29SW & 30NW	SHEET 47	E

2

31SW - STH 73 & 13TH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3000	61+57.17	34.81' LT	960.208	428684.33	712720.72
3001	61+57.18	35.31' LT	959.750	428684.30	712720.22
3002	61+57.05	40.31' LT	959.739	428683.75	712715.25
3003	61+56.96	43.31' LT	959.784	428683.41	712712.26
3004	61+51.12	40.28' LT	960.035	428677.84	712715.77
3005	61+51.10	35.25' LT	960.114	428678.24	712720.78
3006	61+46.10	35.20' LT	960.189	428673.26	712721.25
3007	61+46.05	40.20' LT	960.114	428672.80	712716.27
3008	61+41.58	39.58' LT	960.222	428667.91	712717.33
3009	61+41.64	34.76' LT	960.264	428668.43	712722.12
3010	61+59.05	40.37' LT	959.799	428685.74	712715.02
3011	61+58.96	43.37' LT	959.844	428685.40	712712.04
3012	61+58.83	45.90' LT	959.873	428685.06	712709.52
3013	61+59.18	35.29' LT	959.810	428686.29	712720.07
3014	61+59.16	34.73' LT	959.819	428686.32	712720.63

32NW - STH 73 & 13TH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3100	61+88.72	32.64' LT	960.243	428715.95	712720.25
3101	61+88.39	35.62' LT	959.699	428715.37	712717.31
3102	61+87.86	40.61' LT	959.766	428714.43	712712.37
3103	61+87.55	43.60' LT	959.737	428713.87	712709.43
3104	61+88.34	40.62' LT	959.788	428714.91	712712.33
3105	61+94.34	40.68' LT	960.074	428720.88	712711.77
3106	61+94.39	35.68' LT	959.999	428721.35	712716.75
3107	61+99.39	35.73' LT	960.074	428726.32	712716.28
3108	61+99.35	40.73' LT	960.149	428725.87	712711.30
3109	62+04.35	40.78' LT	960.390	428730.85	712710.83
3110	62+04.49	35.87' LT	960.138	428731.40	712715.71
3111	61+85.69	46.72' LT	959.818	428711.76	712706.47
3112	61+85.56	43.39' LT	959.797	428711.91	712709.80
3113	61+85.87	40.40' LT	959.826	428712.47	712712.75
3114	61+86.40	35.41' LT	959.759	428713.41	712717.68
3115	61+90.09	24.87' LT	959.923	428717.96	712727.87

2



NOTES:

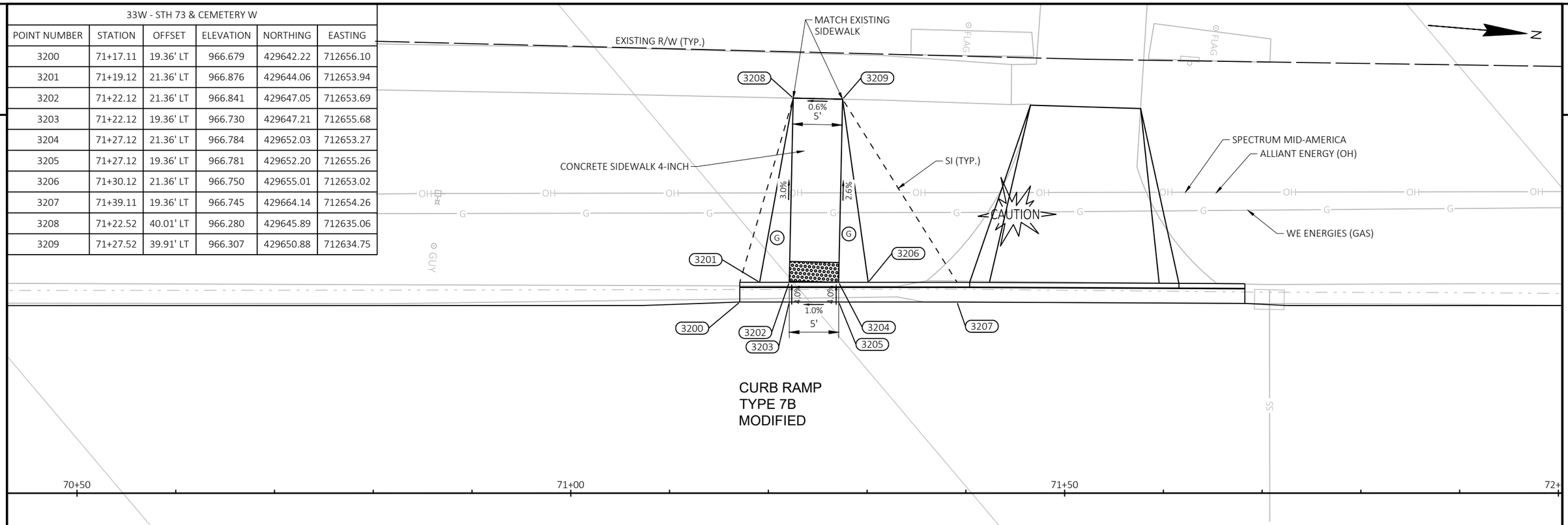
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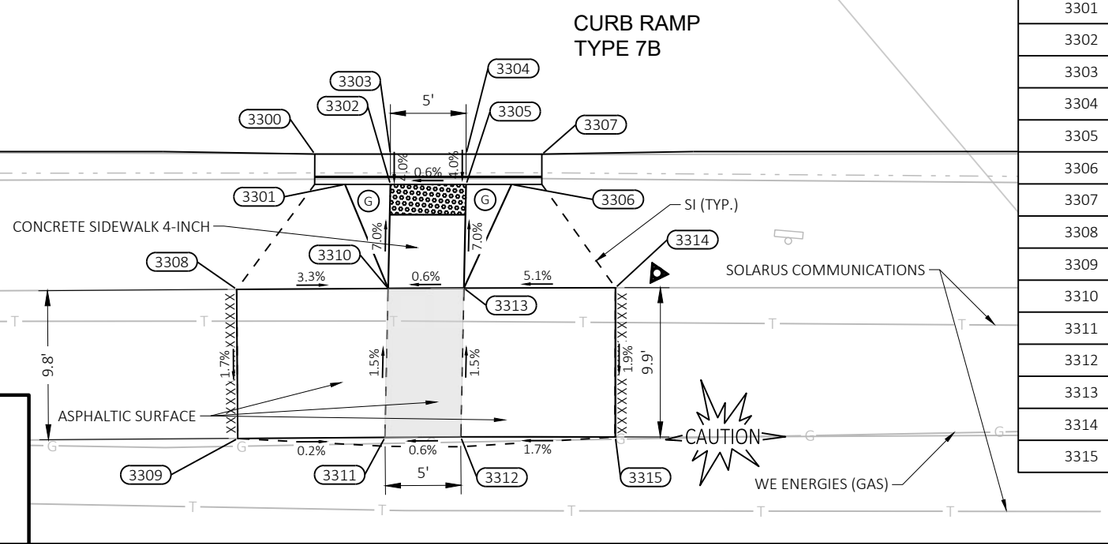
LEGEND:

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- YYYY — SAWING CONCRETE REQ'D
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- (PED) CONCRETE CURB PEDESTRIAN
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 13TH ST, 31SW & 32NW	SHEET 48	E

33W - STH 73 & CEMETERY W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3200	71+17.11	19.36' LT	966.679	429642.22	712656.10
3201	71+19.12	21.36' LT	966.876	429644.06	712653.94
3202	71+22.12	21.36' LT	966.841	429647.05	712653.69
3203	71+22.12	19.36' LT	966.730	429647.21	712655.68
3204	71+27.12	21.36' LT	966.784	429652.03	712653.27
3205	71+27.12	19.36' LT	966.781	429652.20	712655.26
3206	71+30.12	21.36' LT	966.750	429655.01	712653.02
3207	71+39.11	19.36' LT	966.745	429664.14	712654.26
3208	71+22.52	40.01' LT	966.280	429645.89	712635.06
3209	71+27.52	39.91' LT	966.307	429650.88	712634.75





34E - STH 73 & CEMETERY E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3300	71+16.16	22.17' RT	966.582	429644.73	712697.56
3301	71+18.15	24.17' RT	967.035	429646.89	712699.39
3302	71+21.15	24.17' RT	966.555	429649.88	712699.14
3303	71+21.15	22.17' RT	966.615	429649.71	712697.14
3304	71+26.15	22.17' RT	966.648	429654.69	712696.73
3305	71+26.15	24.17' RT	966.587	429654.85	712698.72
3306	71+29.15	24.17' RT	967.107	429657.84	712698.47
3307	71+31.15	22.20' RT	966.679	429659.67	712696.34
3308	71+11.01	31.09' RT	967.371	429640.34	712706.88
3309	71+11.08	40.93' RT	967.199	429641.23	712716.68
3310	71+21.01	31.04' RT	967.036	429650.30	712705.99
3311	71+20.80	40.86' RT	967.183	429650.91	712715.80
3312	71+25.79	40.82' RT	967.214	429655.88	712715.35
3313	71+26.00	31.01' RT	967.066	429655.27	712705.55
3314	71+36.00	30.98' RT	967.573	429665.24	712704.69
3315	71+35.99	40.83' RT	967.388	429666.05	712714.51

LEGEND:

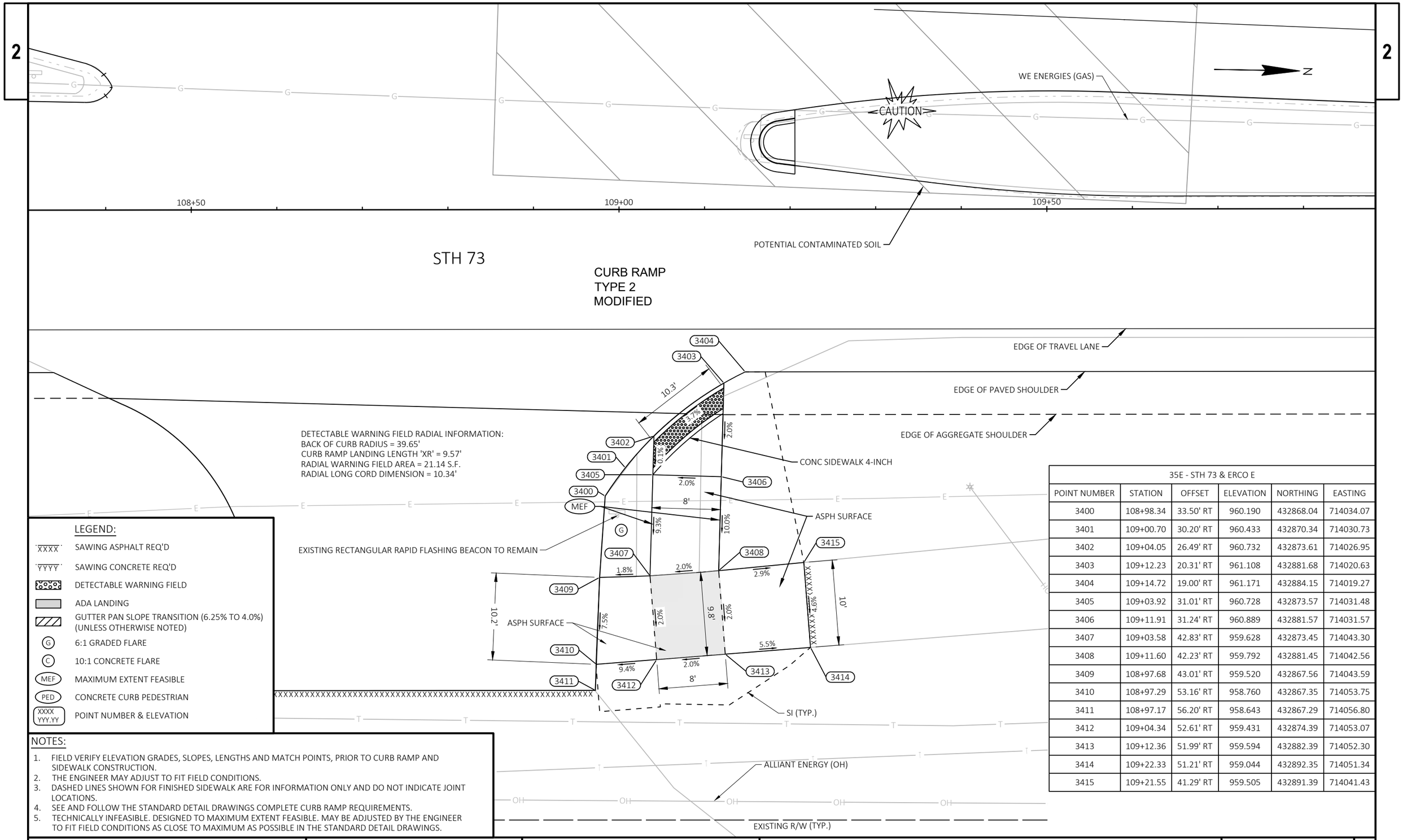
- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
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- ADA LANDING
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- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

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2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - CEMETERY - STA 71+25 LT & RT, 33W & 34E	SHEET 49	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - 021322-cr
PLOT DATE : 10/31/2023 3:20 PM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



LEGEND:

- SAWING ASPHALT REQ'D
- SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (MEF) MAXIMUM EXTENT FEASIBLE
- (PED) CONCRETE CURB PEDESTRIAN
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS COMPLETE CURB RAMP REQUIREMENTS.
5. TECHNICALLY INFEASIBLE. DESIGNED TO MAXIMUM EXTENT FEASIBLE. MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS AS CLOSE TO MAXIMUM AS POSSIBLE IN THE STANDARD DETAIL DRAWINGS.

35E - STH 73 & ERCO E

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3400	108+98.34	33.50' RT	960.190	432868.04	714034.07
3401	109+00.70	30.20' RT	960.433	432870.34	714030.73
3402	109+04.05	26.49' RT	960.732	432873.61	714026.95
3403	109+12.23	20.31' RT	961.108	432881.68	714020.63
3404	109+14.72	19.00' RT	961.171	432884.15	714019.27
3405	109+03.92	31.01' RT	960.728	432873.57	714031.48
3406	109+11.91	31.24' RT	960.889	432881.57	714031.57
3407	109+03.58	42.83' RT	959.628	432873.45	714043.30
3408	109+11.60	42.23' RT	959.792	432881.45	714042.56
3409	108+97.68	43.01' RT	959.520	432867.56	714043.59
3410	108+97.29	53.16' RT	958.760	432867.35	714053.75
3411	108+97.17	56.20' RT	958.643	432867.29	714056.80
3412	109+04.34	52.61' RT	959.431	432874.39	714053.07
3413	109+12.36	51.99' RT	959.594	432882.39	714052.30
3414	109+22.33	51.21' RT	959.044	432892.35	714051.34
3415	109+21.55	41.29' RT	959.505	432891.39	714041.43

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - ERCO PARKING LOT - STA 109+00 RT, 35E	SHEET 50	E

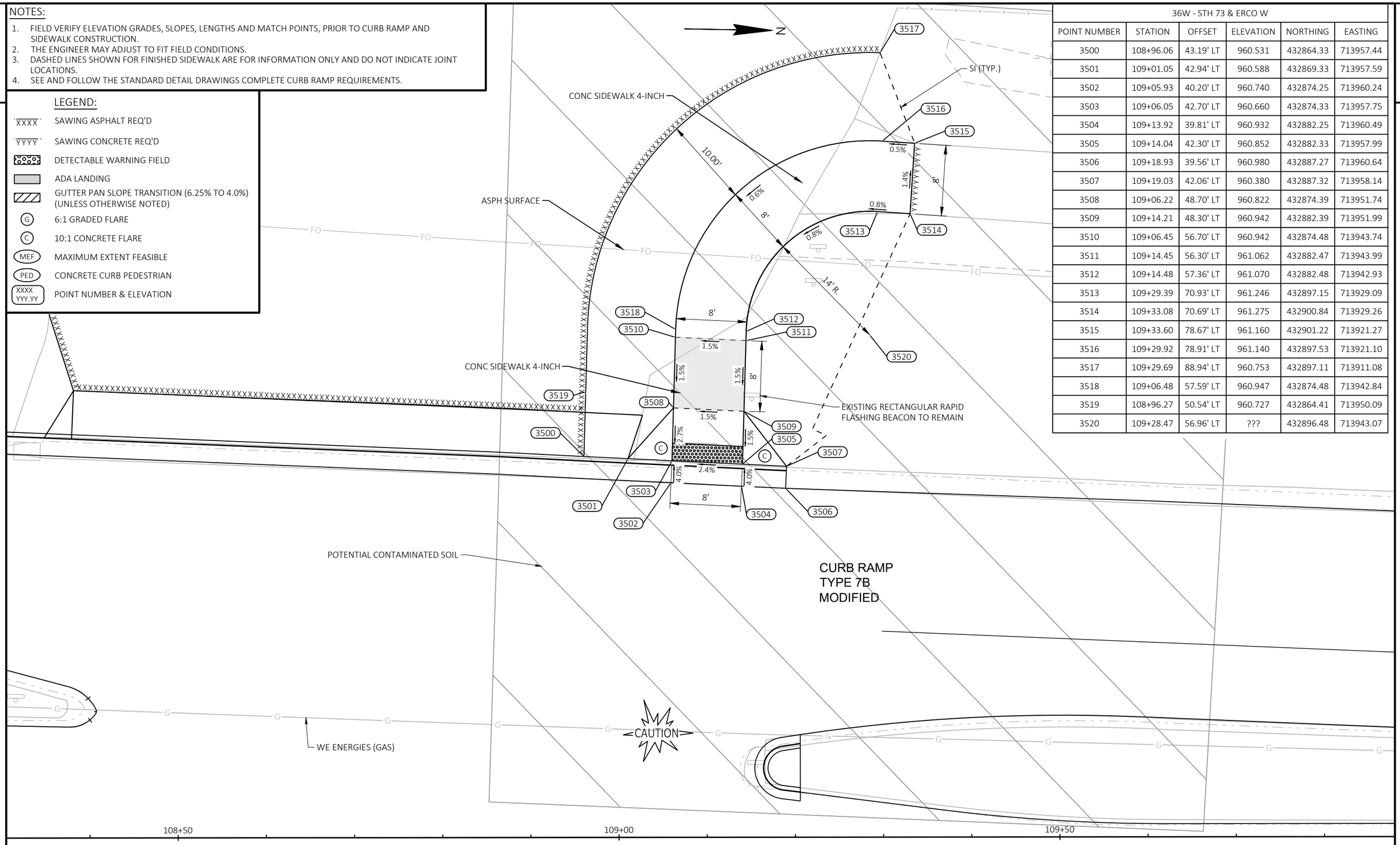
FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - 021323-cr
PLOT DATE : 10/31/2023 3:20 PM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- MEF — MAXIMUM EXTENT FEASIBLE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX / YYY.YY — POINT NUMBER & ELEVATION



36W - STH 73 & ERCO W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3500	108+96.06	43.19' LT	960.531	432864.33	713957.44
3501	109+01.05	42.94' LT	960.588	432869.33	713957.59
3502	109+05.93	40.20' LT	960.740	432874.25	713960.24
3503	109+06.05	42.70' LT	960.660	432874.33	713957.75
3504	109+13.92	39.81' LT	960.932	432882.25	713960.49
3505	109+14.04	42.30' LT	960.852	432882.33	713957.99
3506	109+18.93	39.56' LT	960.980	432887.27	713960.64
3507	109+19.03	42.06' LT	960.380	432887.32	713958.14
3508	109+06.22	48.70' LT	960.822	432874.39	713951.74
3509	109+14.21	48.30' LT	960.942	432882.39	713951.99
3510	109+06.45	56.70' LT	960.942	432874.48	713943.74
3511	109+14.45	56.30' LT	961.062	432882.47	713943.99
3512	109+14.48	57.36' LT	961.070	432882.48	713942.93
3513	109+29.39	70.93' LT	961.246	432897.15	713929.09
3514	109+33.08	70.69' LT	961.275	432900.84	713929.26
3515	109+33.60	78.67' LT	961.160	432901.22	713921.27
3516	109+29.92	78.91' LT	961.140	432897.53	713921.10
3517	109+29.69	88.94' LT	960.753	432897.11	713911.08
3518	109+06.48	57.59' LT	960.947	432874.48	713942.84
3519	108+96.27	50.54' LT	960.727	432864.41	713950.09
3520	109+28.47	56.96' LT	???	432896.48	713943.07

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - 108+65 LT, 36W	SHEET 51	E

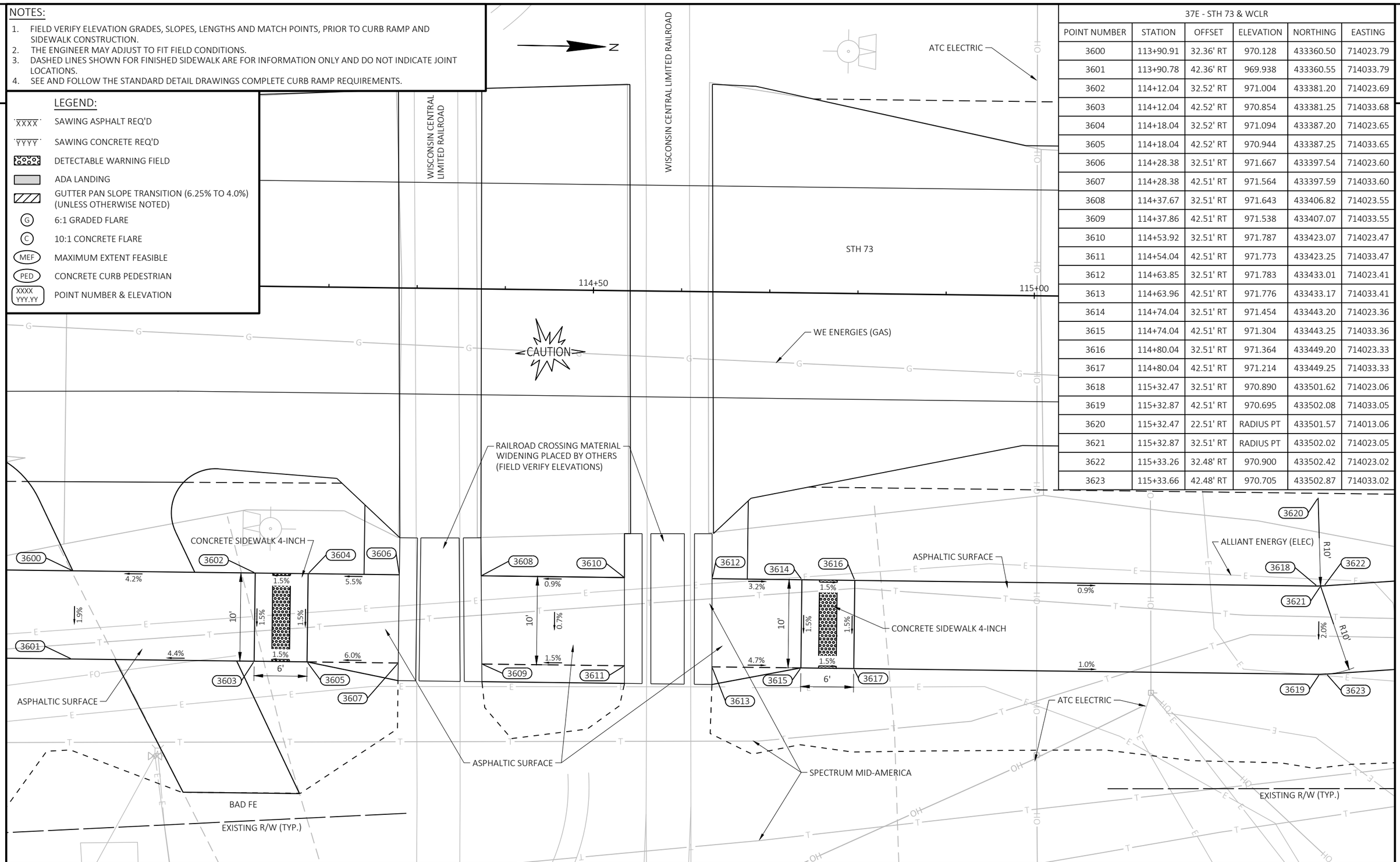
FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - 021324-cr
PLOT DATE : 10/31/2023 3:21 PM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR FINISHED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE AND FOLLOW THE STANDARD DETAIL DRAWINGS COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- XXXX — SAWING ASPHALT REQ'D
- YYYY — SAWING CONCRETE REQ'D
- DETECTABLE WARNING FIELD
- ADA LANDING
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%) (UNLESS OTHERWISE NOTED)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- MEF — MAXIMUM EXTENT FEASIBLE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION



37E - STH 73 & WCLR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3600	113+90.91	32.36' RT	970.128	433360.50	714023.79
3601	113+90.78	42.36' RT	969.938	433360.55	714023.79
3602	114+12.04	32.52' RT	971.004	433381.20	714023.69
3603	114+12.04	42.52' RT	970.854	433381.25	714023.68
3604	114+18.04	32.52' RT	971.094	433387.20	714023.65
3605	114+18.04	42.52' RT	970.944	433387.25	714033.65
3606	114+28.38	32.51' RT	971.667	433397.54	714023.60
3607	114+28.38	42.51' RT	971.564	433397.59	714033.60
3608	114+37.67	32.51' RT	971.643	433406.82	714023.55
3609	114+37.86	42.51' RT	971.538	433407.07	714033.55
3610	114+53.92	32.51' RT	971.787	433423.07	714023.47
3611	114+54.04	42.51' RT	971.773	433423.25	714033.47
3612	114+63.85	32.51' RT	971.783	433433.01	714023.41
3613	114+63.96	42.51' RT	971.776	433433.17	714033.41
3614	114+74.04	32.51' RT	971.454	433443.20	714023.36
3615	114+74.04	42.51' RT	971.304	433443.25	714033.36
3616	114+80.04	32.51' RT	971.364	433449.20	714023.33
3617	114+80.04	42.51' RT	971.214	433449.25	714033.33
3618	115+32.47	32.51' RT	970.890	433501.62	714023.06
3619	115+32.87	42.51' RT	970.695	433502.08	714033.05
3620	115+32.47	22.51' RT	RADIUS PT	433501.57	714013.06
3621	115+32.87	32.51' RT	RADIUS PT	433502.02	714023.05
3622	115+33.26	32.48' RT	970.900	433502.42	714023.02
3623	115+33.66	42.48' RT	970.705	433502.87	714033.02

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CURB RAMPS - WISCONSIN CENTRAL LIMITED RAILROAD CROSSING, 37E	SHEET 52	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - 021325-cr
PLOT DATE : 10/31/2023 4:44 PM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

N

STH 173

11+00 A

SOLARUS COMMUNICATIONS

CITY OF NEKOOSA (WATER)

CITY OF NEKOOSA (SANITARY)

ASPH SURFACE

REMOVE, SALVAGE, AND REINSTALL ROCK LANDSCAPING

EXISTING ROCK LANDSCAPING TO REMAIN

EXISTING R/W

1ST ST

10+00 B

21+00

20+00

19+00

18+00

STH 73

ADJUSTING INLET COVERS

CAUTION

WE ENERGIES (GAS)

MATCH LINE STA 21+50

BEGIN CONSTRUCTION
STA 11+09.54'A'

EXISTING R/W

STH 73

CITY OF NEKOOSA

CITY OF NEKOOSA

EXISTING R/W

DOMTAR SANITARY SEWER & WATER MAIN

BEGIN PROJECT
STA 17+85.68
BEGIN MILL & OVERLAY
BUTT JOINT REQ'D
MATCH EXISTING

EROSION CONTROL LEGEND

- INLET PROTECTION TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPTS

2

N

EXISTING R/W

MATCH LINE STA 21+50

22+00

23+00

24+00

9+00 D ST

EXISTING R/W

SOLARUS COMMUNICATIONS

CITY OF NEKOOSA (WATER)

CITY OF NEKOOSA (SANITARY)

ADJUSTING INLET COVERS

10+00 C

25+00

26+00

MATCH LINE STA 26+50

CITY OF NEKOOSA

WE ENERGIES (GAS)

CITY OF NEKOOSA

EXISTING R/W

DOMTAR SANITARY SEWER & WATER MAIN

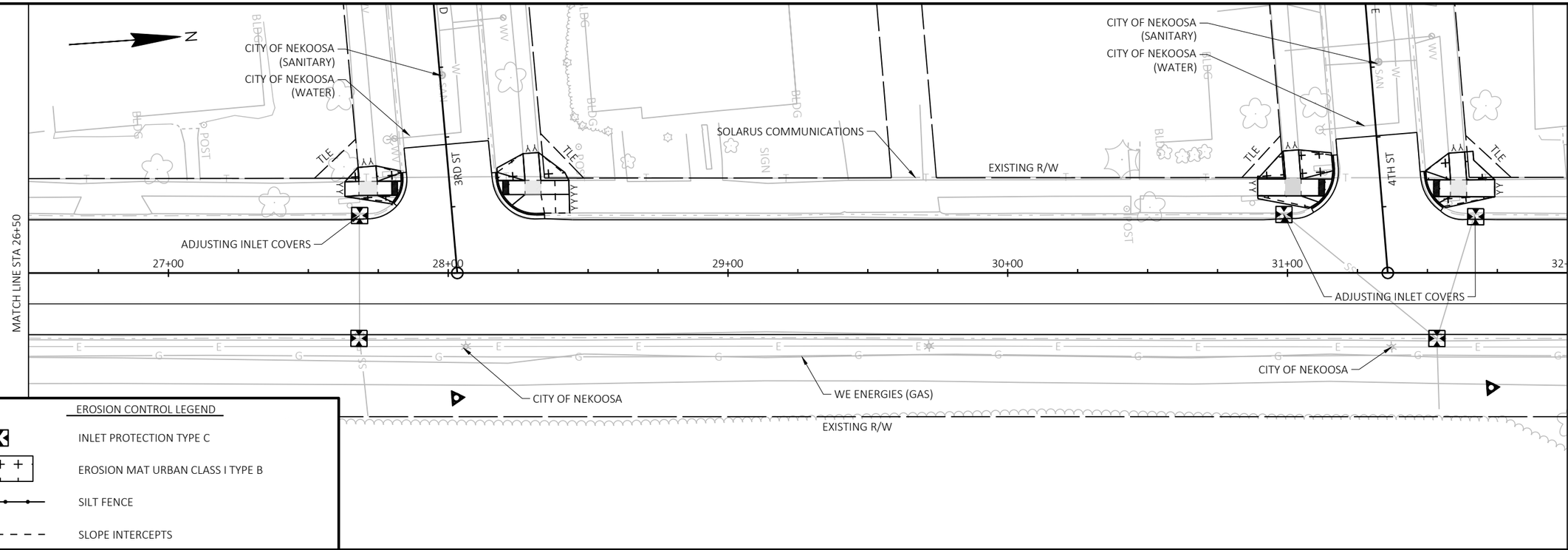
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	EROSION CONTROL	SHEET 53	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 10/31/2023 3:11 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

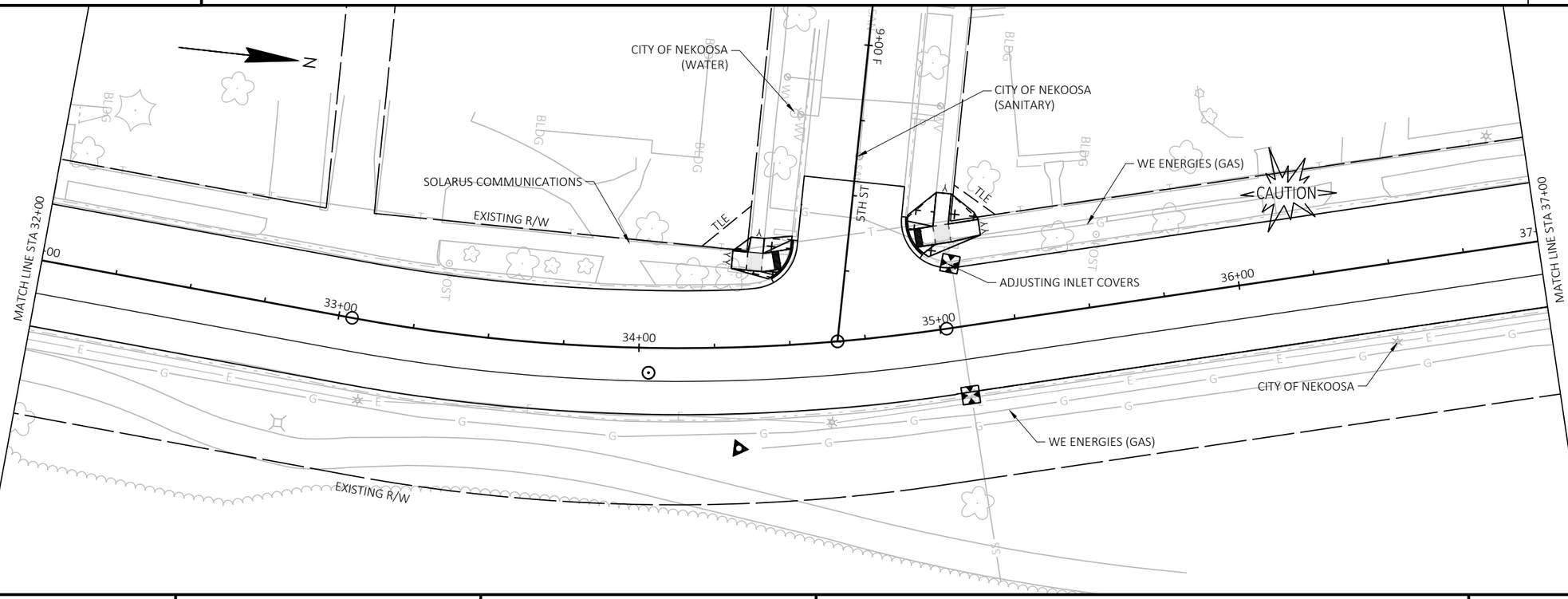
WISDOT/CADDS SHEET 44

2



EROSION CONTROL LEGEND

- INLET PROTECTION TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPTS



2

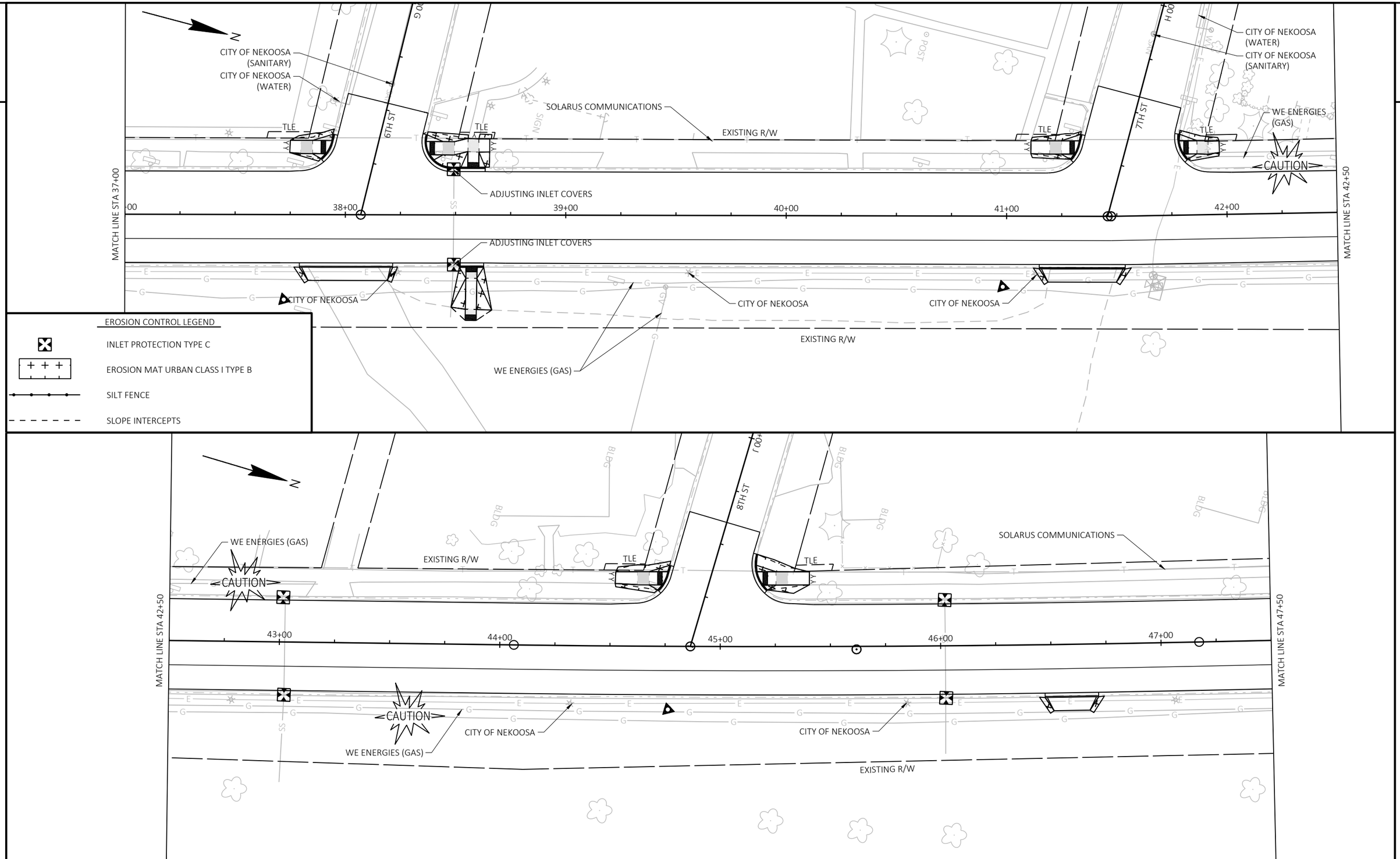
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	EROSION CONTROL	SHEET 54	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022002-ec

PLOT DATE : 10/31/2023 3:12 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2



PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	EROSION CONTROL	SHEET 55	E

2

2

MATCH LINE STA 47+50

CITY OF NEKOOSA (SANITARY)

SPECTRUM MID-AMERICA

ALLIANT ENERGY

WE ENERGIES (GAS)

CAUTION

EXISTING R/W

TLE

7+00 K

7+00 L

8+00 L

9+00 L

9+00 M

VILAS AVE

9TH ST

10TH ST

ADJUSTING INLET COVERS

SOLARUS COMMUNICATIONS

CITY OF NEKOOSA (WATER)

CITY OF NEKOOSA (SANITARY)

CITY OF NEKOOSA (WATER)

STH 73

48+00

49+00

50+00

51+00

52+00

53+

MATCH LINE STA 53+00

MATCH LINE STA 53+00

MATCH LINE STA 58+00

11TH ST

54+00

55+00

56+00

57+00

58+

EROSION CONTROL LEGEND

INLET PROTECTION TYPE C

EROSION MAT URBAN CLASS I TYPE B

SILT FENCE

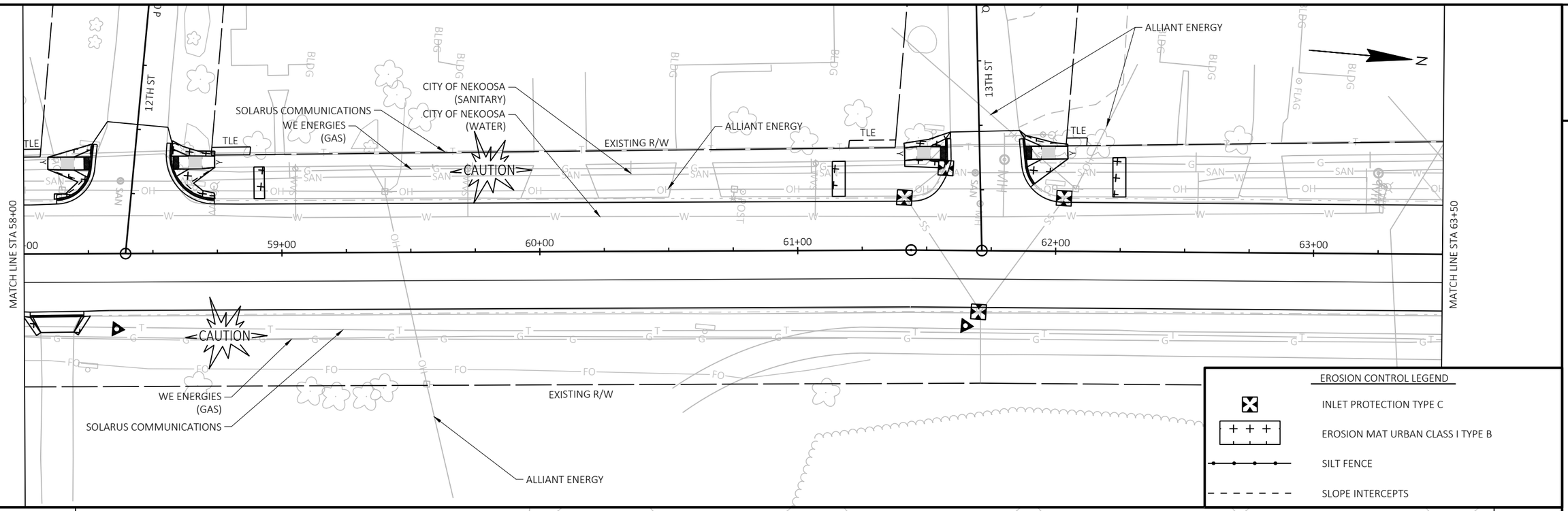
SLOPE INTERCEPTS

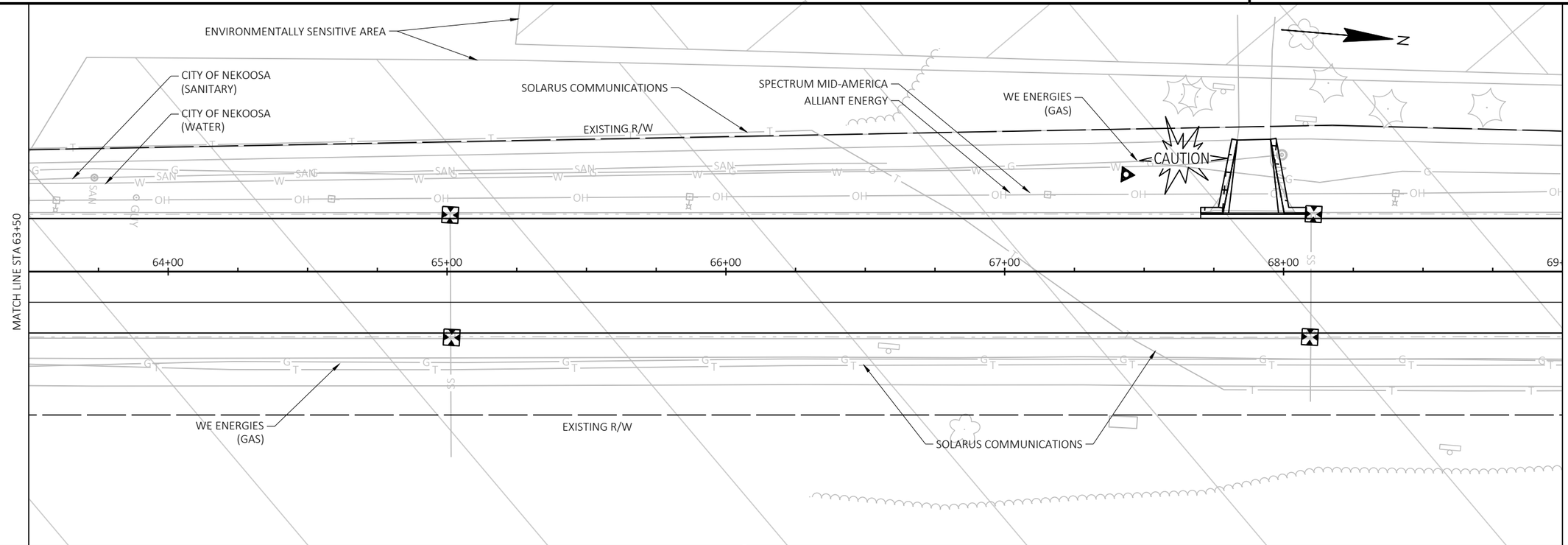
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	EROSION CONTROL	SHEET 56	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022004-ec

PLOT DATE : 10/31/2023 3:13 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2





PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	EROSION CONTROL	SHEET 57	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022005-ec

PLOT DATE : 10/31/2023 3:13 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

ENVIRONMENTALLY SENSITIVE AREA

EXISTING R/W

WE ENERGIES (GAS)
ALLIANT ENERGY
SPECTRUM MID-AMERICA

CAUTION

MATCH LINE STA 69+00

70+00 71+00 72+00 73+00 74+00

MATCH LINE STA 74+25

SOLARUS COMMUNICATIONS

EXISTING R/W

CAUTION

WE ENERGIES (GAS)

EROSION CONTROL LEGEND

- INLET PROTECTION TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPTS

N

WE ENERGIES (GAS)
ALLIANT ENERGY

EXISTING R/W

WILHORN ST

ALLIANT ENERGY

MATCH LINE STA 74+25

75+00 76+00 77+00 78+00 79+00 80

MATCH LINE STA 80+00

ENVIRONMENTALLY SENSITIVE AREA

SOLARUS COMMUNICATIONS

EXISTING R/W

WE ENERGIES (GAS)

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	EROSION CONTROL	SHEET 58	E

2

2

STRUCTURE B-71-28
STA 82+09.92 - STA 82+41.31
EXCEPTION TO CL LENGTH
NO WORK ON STRUCTURE

EXISTING R/W

SPECTRUM MID-AMERICA
ALLIANT ENERGY

RIPRAP (MEDIUM)

EXISTING R/W

MATCH LINE STA 80+00

81+00

82+00

83+00

84+00

85+00

MATCH LINE STA 85+50

EXISTING CONCRETE PAVEMENT APPROACH SLAB TO REMAIN

CAUTION

EXISTING R/W

WE ENERGIES (GAS)

SOLARUS COMMUNICATIONS

RIPRAP (MEDIUM)

STA 83+30 RT
ASPH PE

ENVIRONMENTALLY SENSITIVE AREA

EROSION CONTROL LEGEND

- INLET PROTECTION TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPTS

EXISTING R/W

ALLIANT ENERGY

MATCH LINE STA 85+50

86+00

87+00

88+00

89+00

90+00

MATCH LINE STA 90+50

SOLARUS COMMUNICATIONS

WE ENERGIES (GAS)

EXISTING R/W

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	EROSION CONTROL	SHEET 59	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022007-ec

PLOT DATE : 12/6/2023 8:07 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

EXISTING R/W

SOLARUS COMMUNICATIONS

MATCH LINE STA 90+50

91+00 92+00 93+00 94+00 95+00

MATCH LINE STA 95+50

WE ENERGIES (GAS)

ALLIANT ENERGY

SOLARUS COMMUNICATIONS

SPECTRUM MID-AMERICA

SPECTRUM MID-AMERICA

EXISTING R/W

EROSION CONTROL LEGEND

- INLET PROTECTION TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPTS

EXISTING R/W

SOLARUS COMMUNICATIONS

MATCH LINE STA 95+50

96+00 97+00 98+00 99+00 100+00

MATCH LINE STA 101+00

WE ENERGIES (GAS)

SOLARUS COMMUNICATIONS

ALLIANT ENERGY

SPECTRUM MID-AMERICA

EXISTING R/W

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	EROSION CONTROL	SHEET 60	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022008-ec

PLOT DATE : 10/31/2023 3:15 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

EROSION CONTROL LEGEND

- INLET PROTECTION TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPTS

EXISTING R/W

SOLARUS COMMUNICATIONS

MATCH LINE STA 101+00

101+00

102+00

103+00

104+00

105+00

MATCH LINE STA 105+50

OLD WISCONSIN 73

33+00 S

SOLARUS COMMUNICATIONS

ALLIANT ENERGY

SPECTRUM MID-AMERICA

WE ENERGIES (GAS)

SOLARUS COMMUNICATIONS

EXISTING R/W

SOLARUS COMMUNICATIONS

SOLARUS COMMUNICATIONS

POTENTIAL CONTAMINATED SOIL

MATCH LINE STA 105+50

106+00

107+00

108+00

109+00

110+00

111+00

MATCH LINE STA 111+50

WE ENERGIES (GAS)

CAUTION

WE ENERGIES (GAS)

SOLARUS COMMUNICATIONS

SPECTRUM MID-AMERICA

ALLIANT ENERGY

EXISTING R/W

PROJECT NO: 6320-00-75 EXISTING R/W	HWY: STH 73	COUNTY: WOOD	EROSION CONTROL	SHEET 61	E

2

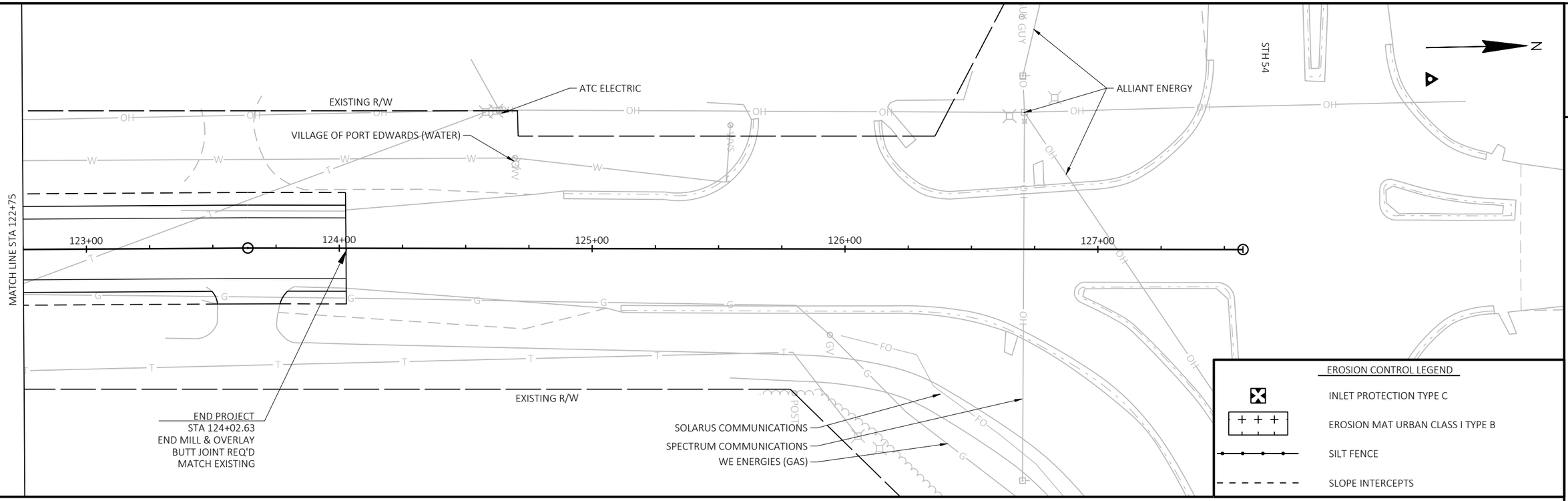
EXISTING R/W
ALLIANT ENERGY
VILLAGE OF PORT EDWARDS (WATER)
VILLAGE OF PORT EDWARDS (WATER)
WE ENERGIES (GAS)
ATC ELECTRIC
MATCH LINE STA 111+50
112+00
113+00
114+00
115+00
116+00
117
MATCH LINE STA 117+00
ATC ELECTRIC
SOLARUS COMMUNICATIONS
VILLAGE OF PORT EDWARDS (WATER)
ALLIANT ENERGY
EXISTING R/W
SPECTRUM COMMUNICATIONS
ALLIANT ENERGY
ATC ELECTRIC
SOLARUS COMMUNICATIONS

EROSION CONTROL LEGEND
INLET PROTECTION TYPE C
EROSION MAT URBAN CLASS I TYPE B
SILT FENCE
SLOPE INTERCEPTS

SOLARUS COMMUNICATIONS
ALLIANT ENERGY
VILLAGE OF PORT EDWARDS (WATER)
SPECTRUM MID-AMERICA
ALLIANT ENERGY
EXISTING R/W
MATCH LINE STA 117+00
+00
118+00
119+00
120+00
121+00
122+00
MATCH LINE STA 122+75
CAUTION
ALLIANT ENERGY
WE ENERGIES (GAS)
SOLARUS COMMUNICATIONS
EXISTING R/W
SPECTRUM COMMUNICATIONS
SOLARUS COMMUNICATIONS
SPECTRUM COMMUNICATIONS

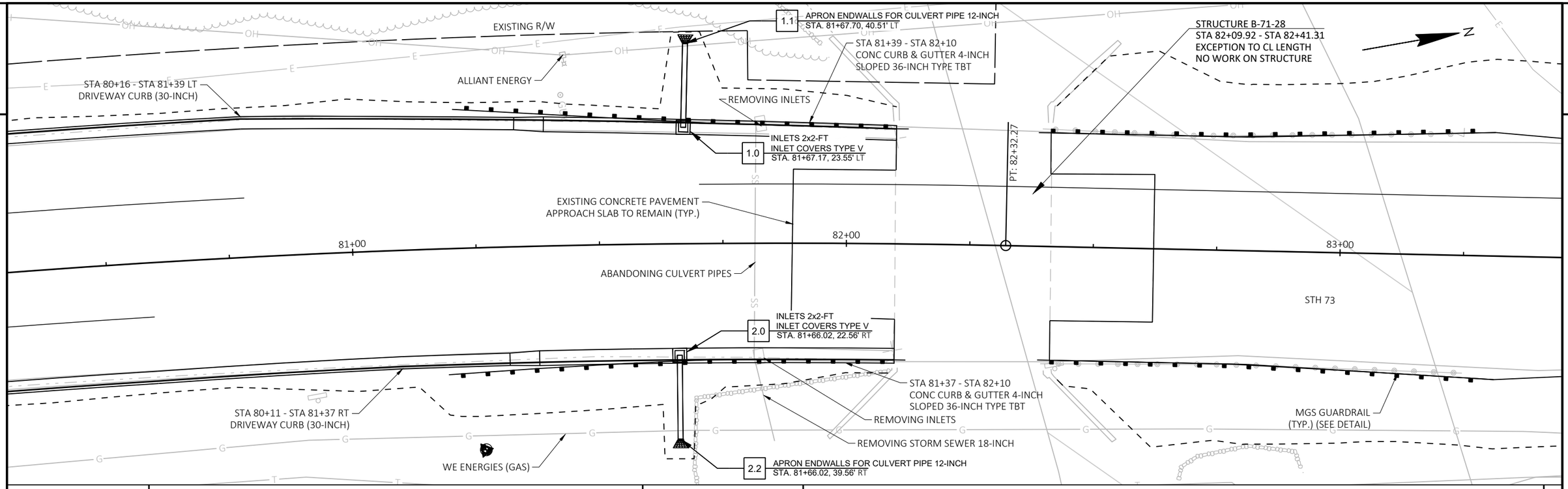
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	EROSION CONTROL	SHEET 62	E

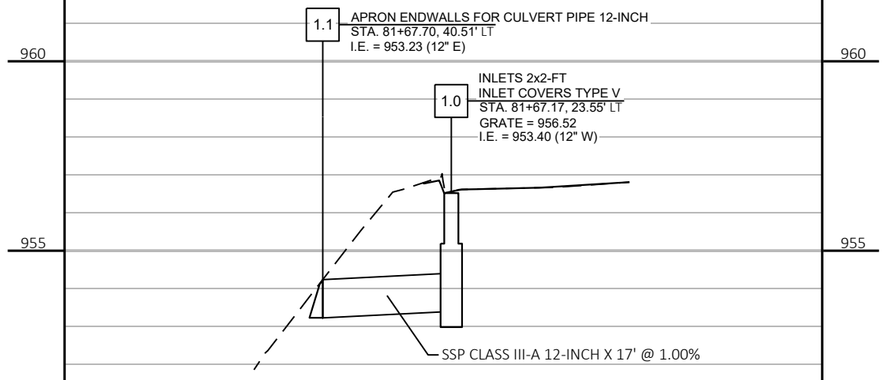
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LAYOUT NAME - 022010-ec
PLOT DATE : 10/31/2023 3:15 PM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

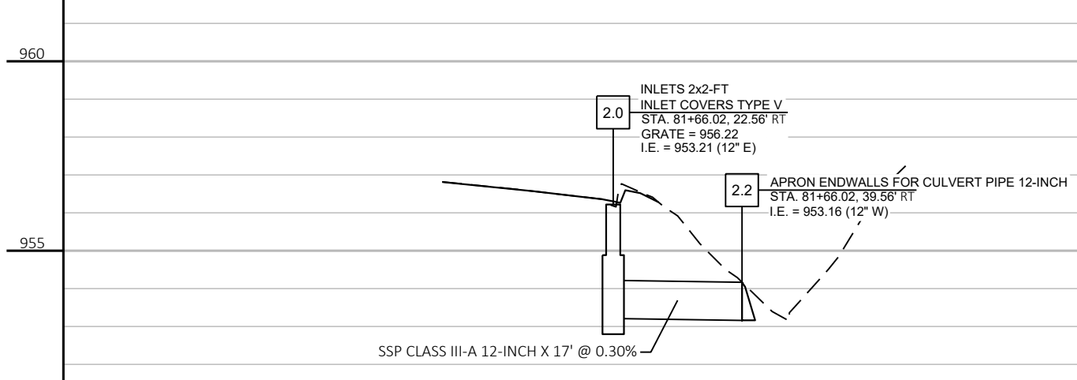


2

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PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	STORM SEWER	SHEET 64	E

2

SOLARUS COMMUNICATIONS

END RECONSTRUCTION
STA 105+24.22 LT

INLETS 4-FT DIAMETER
INLET COVERS TYPE H
3.0 CONNECT TO EXISTING STORM SEWER PIPE
STA. 104+32.51, 36.42' LT

BEGIN RECONSTRUCTION
STA 102+68.63 LT

REMOVING STORM SEWER 12-INCH

ADJUSTING INLET COVERS

CONC CURB & GUTTER
30-INCH TYPE D

REMOVING CATCH BASIN

PC: 102+68.96

CONC CURB & GUTTER 18-INCH
TYPE D (REVERSE SLOPE)

STH 73

103+00

104+00

105+00

SOLARUS COMMUNICATIONS

WE ENERGIES (GAS)

EXISTING INLET TO REMAIN

OLD WISCONSIN 73

965

960

955

950

INLETS 4-FT DIAMETER
INLET COVERS TYPE H
3.0 CONNECT TO EXISTING STORM SEWER PIPE
STA. 104+32.51, 36.42' LT
GRATE = 956.55
I.E. = 953.20 (12" SW)

SSPRC CLASS III 12-INCH

EXISTING SSPRC 12-INCH TO REMAIN
FIELD VERIFY INVERTS

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	STORM SEWER	SHEET 65	E

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, PEDESTAL MOUNT, BASE TYPE 1 (WITH BACKPLATE)
- (XX) SIGNAL AND LIGHTING UNIT TYPE 3, TYPE 2 BASE (WITH BACKPLATE) LUMINAIRE UTILITY LED C
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- LOCALLY MAINTAINED LUMINAIRE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT (* LOCATION IS REFERENCED TO FRONT CENTER OF LOOP)
- PULL BOX STEEL, 24" X 36"
- PULL BOX STEEL, 18" X 24"
- PULL BOX STEEL, 12" X 24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- FY FLASHING YELLOW ARROW
- G GREEN ARROW
- DON'T WALK INDICATOR 16" WALK INDICATOR 16"
- LANE DESIGNATION FOR INFO ONLY

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

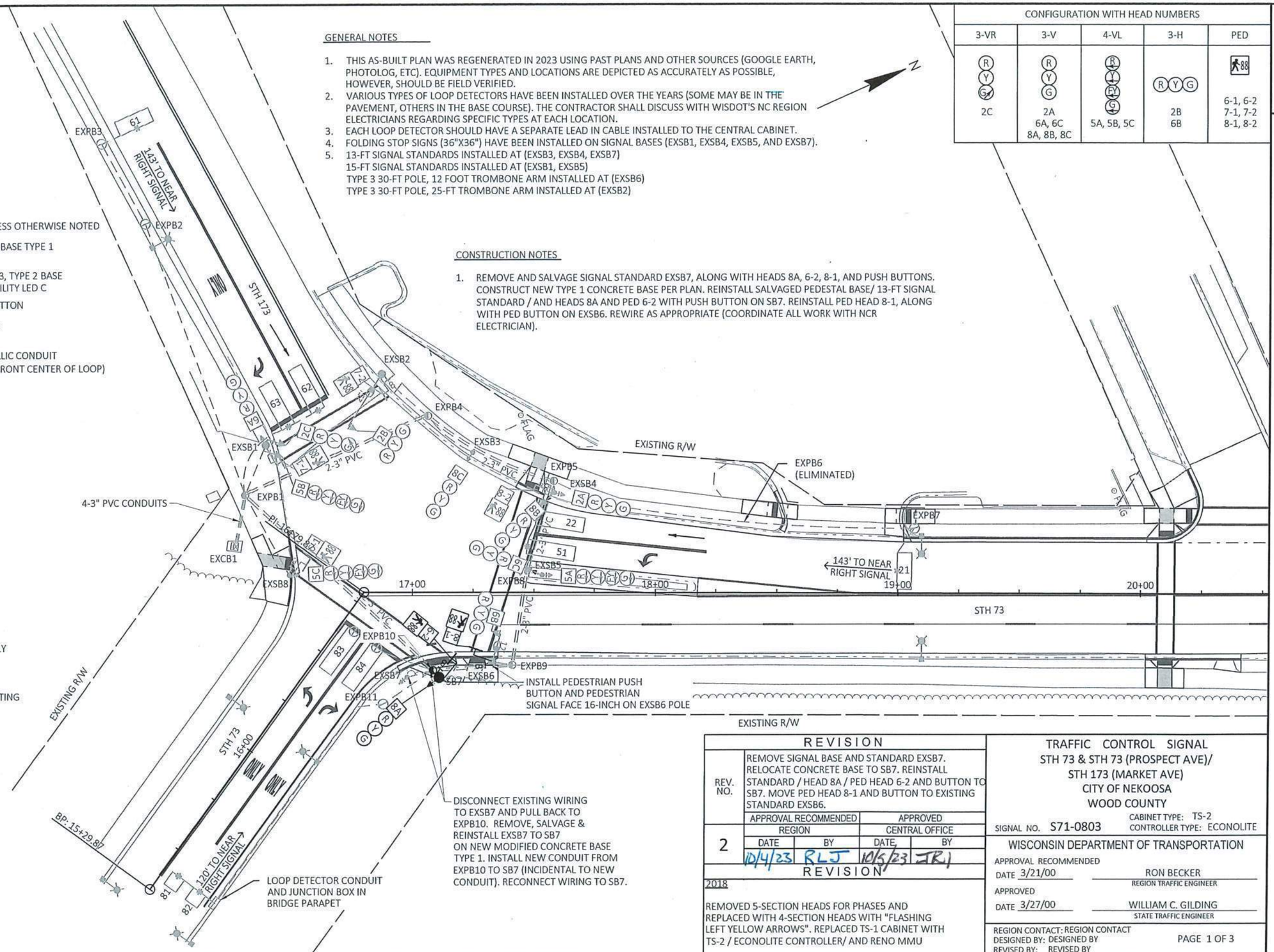
GENERAL NOTES

1. THIS AS-BUILT PLAN WAS REGENERATED IN 2023 USING PAST PLANS AND OTHER SOURCES (GOOGLE EARTH, PHOTOLOG, ETC). EQUIPMENT TYPES AND LOCATIONS ARE DEPICTED AS ACCURATELY AS POSSIBLE, HOWEVER, SHOULD BE FIELD VERIFIED.
2. VARIOUS TYPES OF LOOP DETECTORS HAVE BEEN INSTALLED OVER THE YEARS (SOME MAY BE IN THE PAVEMENT, OTHERS IN THE BASE COURSE). THE CONTRACTOR SHALL DISCUSS WITH WISDOT'S NC REGION ELECTRICIANS REGARDING SPECIFIC TYPES AT EACH LOCATION.
3. EACH LOOP DETECTOR SHOULD HAVE A SEPARATE LEAD IN CABLE INSTALLED TO THE CENTRAL CABINET.
4. FOLDING STOP SIGNS (36"X36") HAVE BEEN INSTALLED ON SIGNAL BASES (EXSB1, EXSB4, EXSB5, AND EXSB7).
5. 13-FT SIGNAL STANDARDS INSTALLED AT (EXSB3, EXSB4, EXSB7)
   15-FT SIGNAL STANDARDS INSTALLED AT (EXSB1, EXSB5)
   TYPE 3 30-FT POLE, 12 FOOT TROMBONE ARM INSTALLED AT (EXSB6)
   TYPE 3 30-FT POLE, 25-FT TROMBONE ARM INSTALLED AT (EXSB2)

CONSTRUCTION NOTES

1. REMOVE AND SALVAGE SIGNAL STANDARD EXSB7, ALONG WITH HEADS 8A, 6-2, 8-1, AND PUSH BUTTONS. CONSTRUCT NEW TYPE 1 CONCRETE BASE PER PLAN. REINSTALL SALVAGED PEDESTAL BASE/ 13-FT SIGNAL STANDARD / AND HEADS 8A AND PED 6-2 WITH PUSH BUTTON ON SB7. REINSTALL PED HEAD 8-1, ALONG WITH PED BUTTON ON EXSB6. REWIRE AS APPROPRIATE (COORDINATE ALL WORK WITH NCR ELECTRICIAN).

CONFIGURATION WITH HEAD NUMBERS				
3-VR	3-V	4-VL	3-H	PED
2C	2A 6A, 6C 8A, 8B, 8C	5A, 5B, 5C	2B 6B	6-1, 6-2 7-1, 7-2 8-1, 8-2



REVISION				
REV. NO.	REMOVE SIGNAL BASE AND STANDARD EXSB7. RELOCATE CONCRETE BASE TO SB7. REINSTALL STANDARD / HEAD 8A / PED HEAD 6-2 AND BUTTON TO SB7. MOVE PED HEAD 8-1 AND BUTTON TO EXISTING STANDARD EXSB6.			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
2	DATE	BY	DATE	BY
	10/4/23	RLJ	10/5/23	JRJ

REVISION

2018

REMOVED 5-SECTION HEADS FOR PHASES AND REPLACED WITH 4-SECTION HEADS WITH "FLASHING LEFT YELLOW ARROWS". REPLACED TS-1 CABINET WITH TS-2 / ECONOLITE CONTROLLER/ AND RENO MMU

TRAFFIC CONTROL SIGNAL
STH 73 & STH 73 (PROSPECT AVE)/
STH 173 (MARKET AVE)
CITY OF NEKOOSA
WOOD COUNTY

SIGNAL NO. S71-0803
CABINET TYPE: TS-2
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 3/21/00 — RON BECKER, REGION TRAFFIC ENGINEER

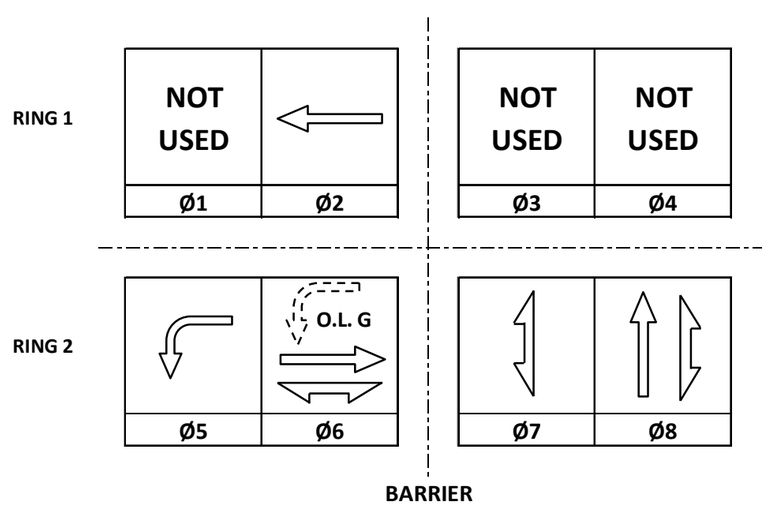
APPROVED
DATE 3/27/00 — WILLIAM C. GILDING, STATE TRAFFIC ENGINEER

REGION CONTACT: REGION CONTACT
DESIGNED BY: DESIGNED BY
REVISED BY: REVISED BY

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC SIGNAL PLAN	SHEET 66 E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 024201-sp
PLOT DATE : 9/28/2023 5:30 PM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1		
Ø2	2A,2B,2C	R
Ø3		
Ø4		
Ø5	5A, 5B, 5C	-
Ø6	6A,6B,6C	R
Ø7		
Ø8	8A,8B,8C	R
Ø2P		
Ø4P		
Ø6P	6-1,6-2	
Ø7P	7-1,7-2	
Ø8P	8-1,8-2	
OLE		
OLF		
OLG	5A,5B	R ←
OLH		



N

CONTROLLER LOGIC

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

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

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

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

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

DETECTOR LOGIC (TS-2 Cabinet)

Detector Input	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29
Detector #(s)	61	62	21	51	81	83										
Calls & Extends		X		X	X	X										
Calls Only																
Extends Only	X		X													
Phase Called		6		5		8										
Phase Extended	6	6	2	5	8	8										
Disconnect Phase																
Calling Delay																
Extension Stretch	X		X		X											
Size	6x16	6x20	6x14	6x20	6x6	6x20										
Number of Turns	4	3	4	3	4	3										
Detector Input	**4**	**2**	**8**	**6**	**12**	**10**	**16**	**14**	**20**	**18**	**24**	**22**	**28**	**26**	**32**	**30**
Detector #(s)		63	22		82	84										
Calls & Extends		X	X			X										
Calls Only																
Extends Only					X											
Phase Called		6	2			8										
Phase Extended		6	2		8	8										
Disconnect Phase																
Calling Delay		X				X										

OVERLAPS

OL "A"	NONE
OL "B"	NONE
OL "C"	NONE
OL "D"	NONE

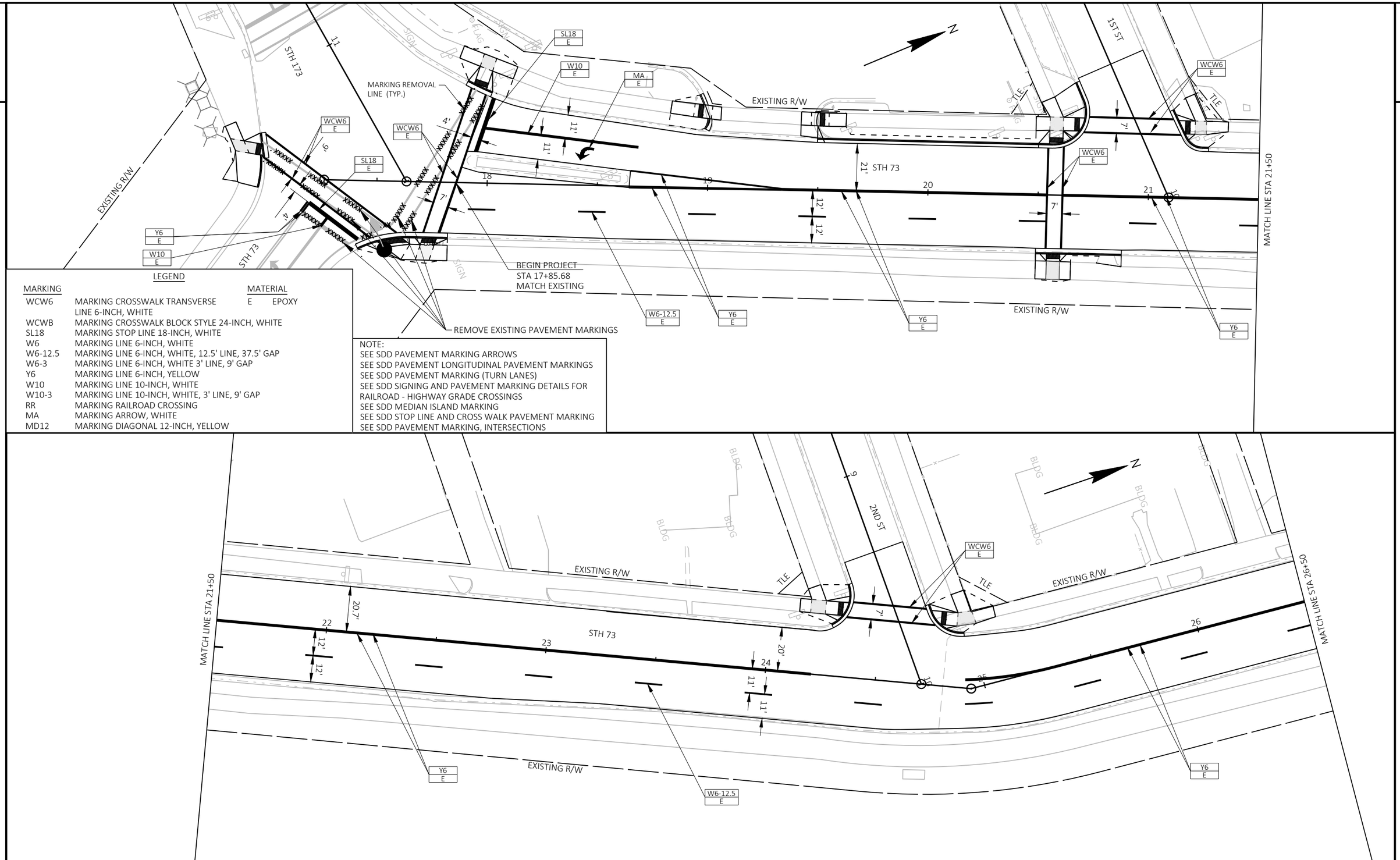
SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
OL "E"	-	-
OL "F"	-	-
OL "G"	5	6
OL "H"	-	-

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. LOOP DETECTORS SHALL BE MOTORCYCLE SENSITIVE.

STH 73 & STH 73 (PROSPECT AVE.)/ STH 173 (MARKET ST)
CITY OF NEKOOSA
WOOD COUNTY
SIGNAL NO: S71-0803 CABINET TYPE: TS-2
CONTROLLER TYPE: ECONOLITE
DATE: 7/17/23 PAGE NO. 2 OF 3

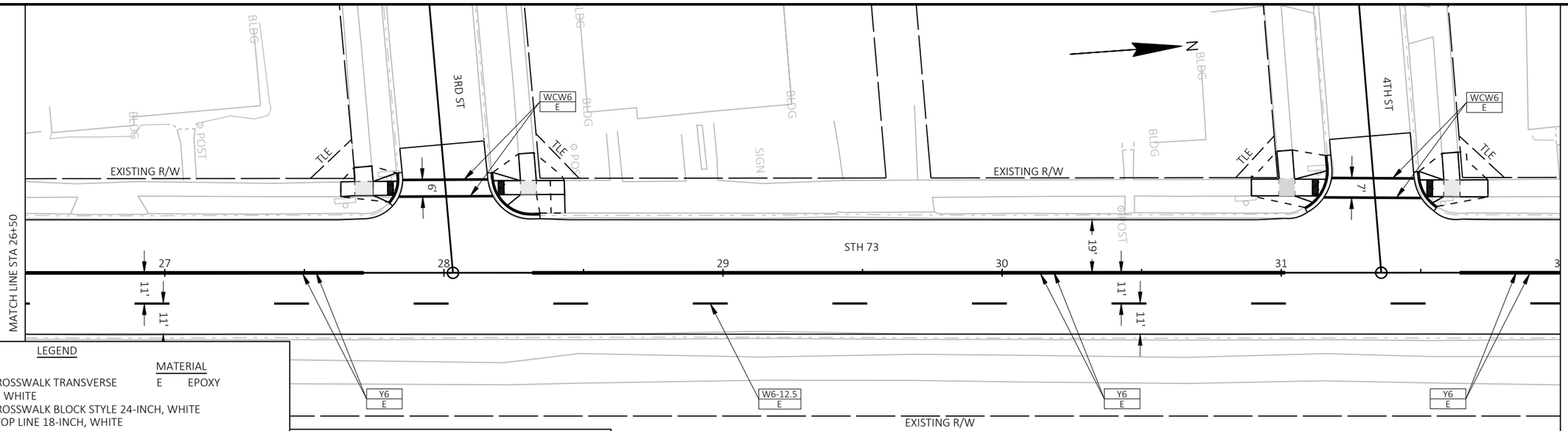


LEGEND

MARKING		MATERIAL
WCW6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH, WHITE	E EPOXY
WCWB	MARKING CROSSWALK BLOCK STYLE 24-INCH, WHITE	
SL18	MARKING STOP LINE 18-INCH, WHITE	
W6	MARKING LINE 6-INCH, WHITE	
W6-12.5	MARKING LINE 6-INCH, WHITE, 12.5' LINE, 37.5' GAP	
W6-3	MARKING LINE 6-INCH, WHITE 3' LINE, 9' GAP	
Y6	MARKING LINE 6-INCH, YELLOW	
W10	MARKING LINE 10-INCH, WHITE	
W10-3	MARKING LINE 10-INCH, WHITE, 3' LINE, 9' GAP	
RR	MARKING RAILROAD CROSSING	
MA	MARKING ARROW, WHITE	
MD12	MARKING DIAGONAL 12-INCH, YELLOW	

NOTE:
SEE SDD PAVEMENT MARKING ARROWS
SEE SDD PAVEMENT LONGITUDINAL PAVEMENT MARKINGS
SEE SDD PAVEMENT MARKING (TURN LANES)
SEE SDD SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS
SEE SDD MEDIAN ISLAND MARKING
SEE SDD STOP LINE AND CROSS WALK PAVEMENT MARKING
SEE SDD PAVEMENT MARKING, INTERSECTIONS

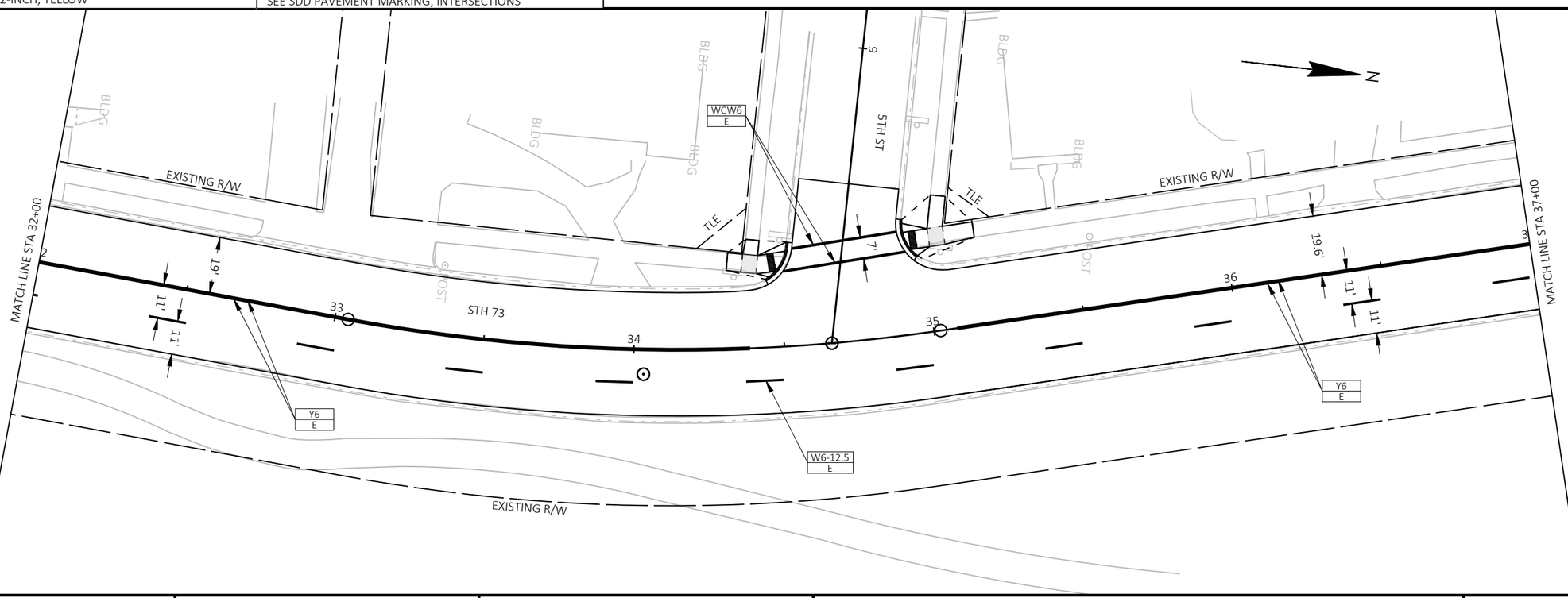
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PAVEMENT MARKING	SHEET 68	E



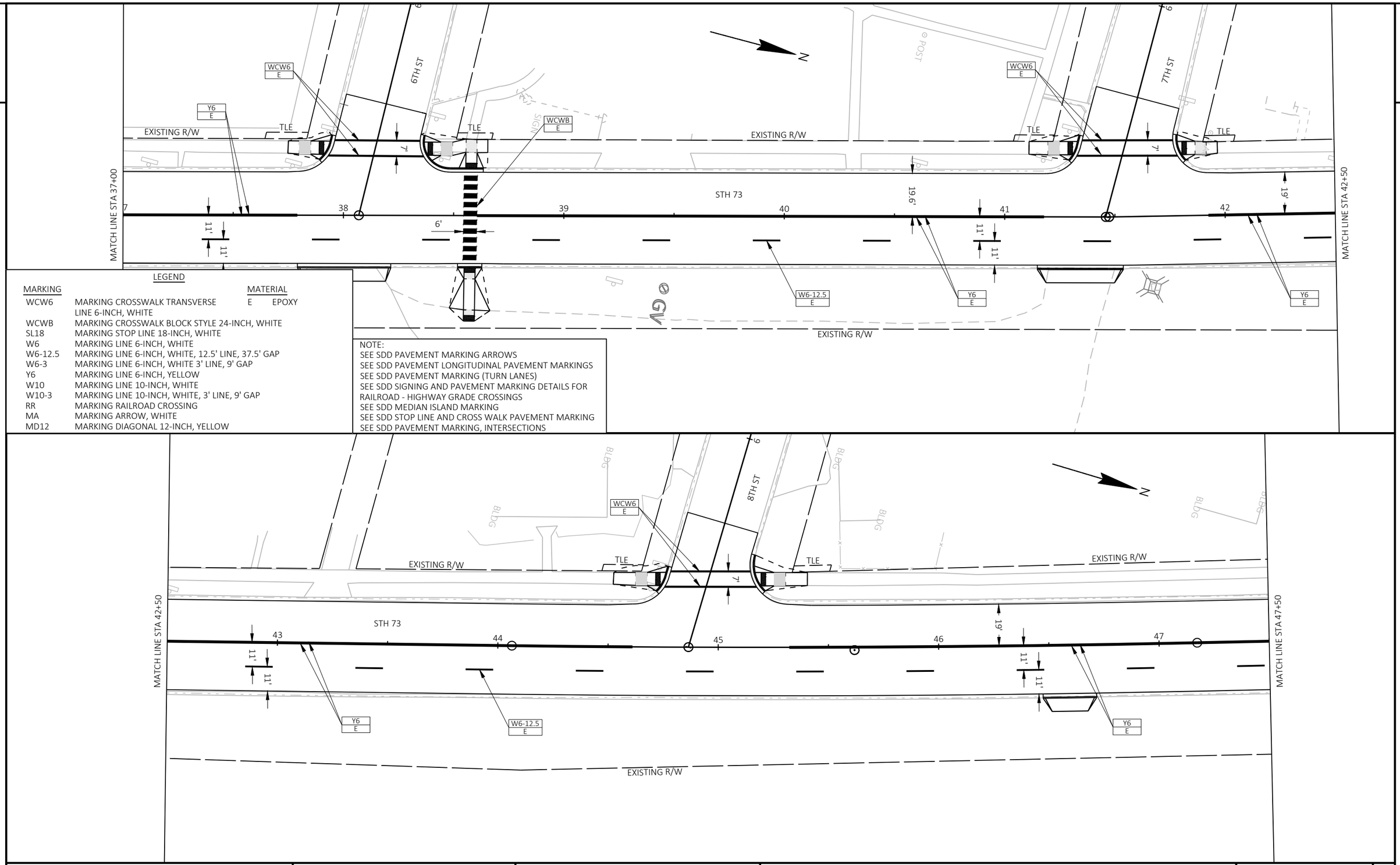
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SEE SDD MEDIAN ISLAND MARKING
SEE SDD STOP LINE AND CROSS WALK PAVEMENT MARKING
SEE SDD PAVEMENT MARKING, INTERSECTIONS



PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PAVEMENT MARKING	SHEET 69	E

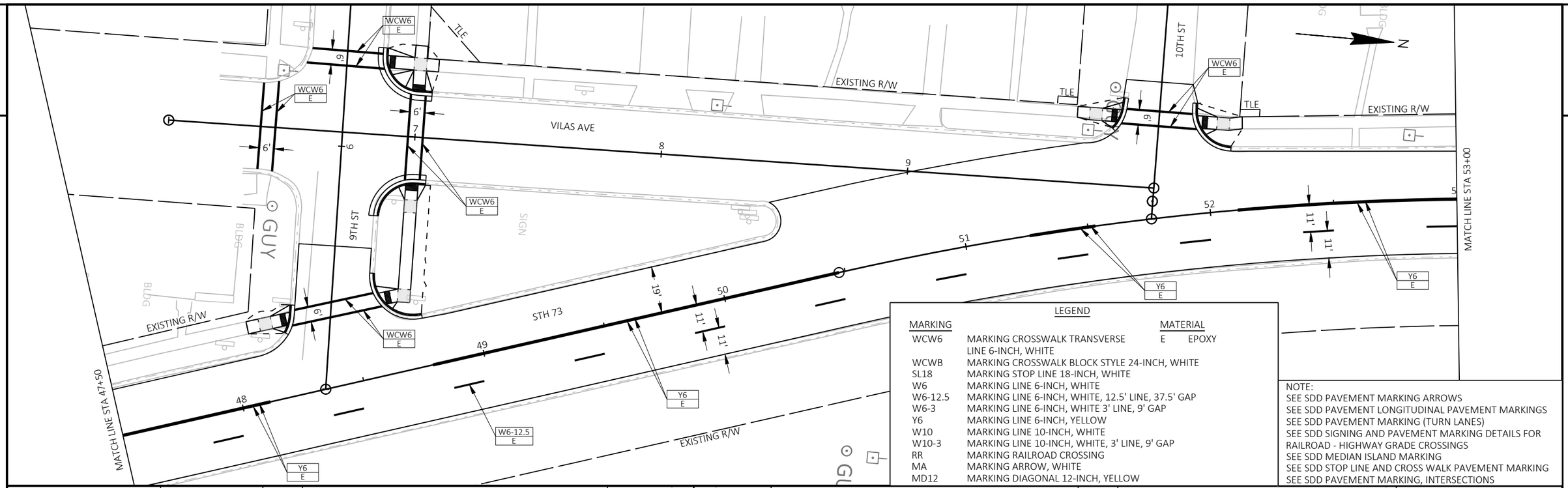


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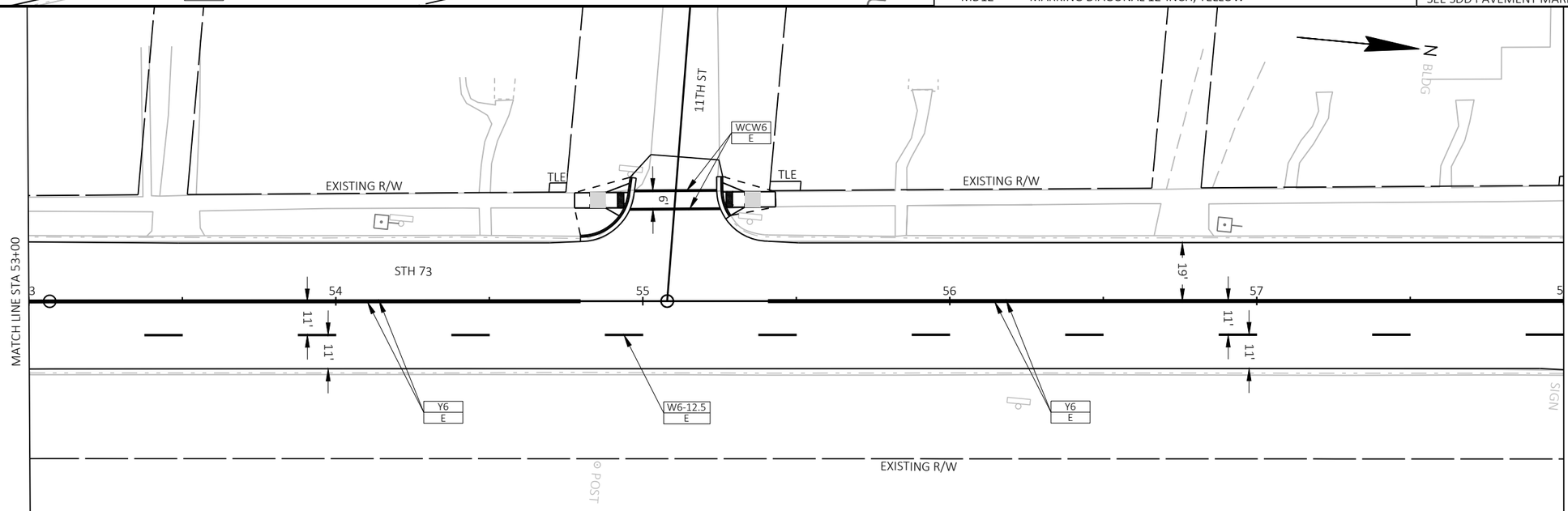
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PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PAVEMENT MARKING	SHEET 70	E

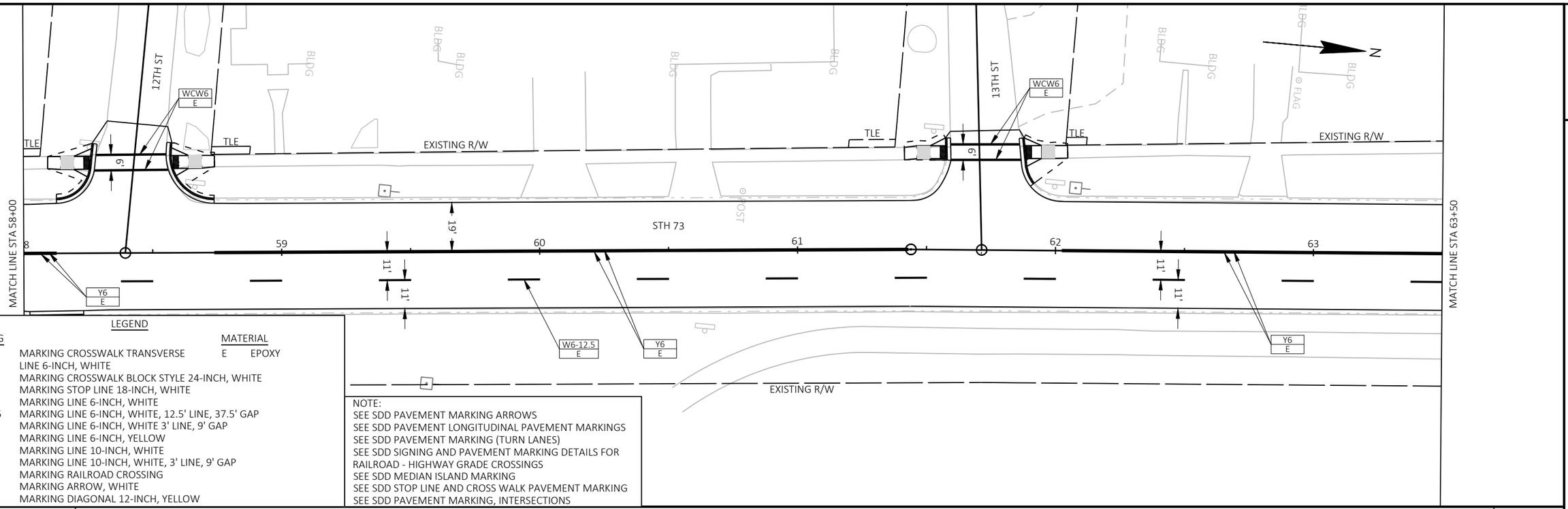


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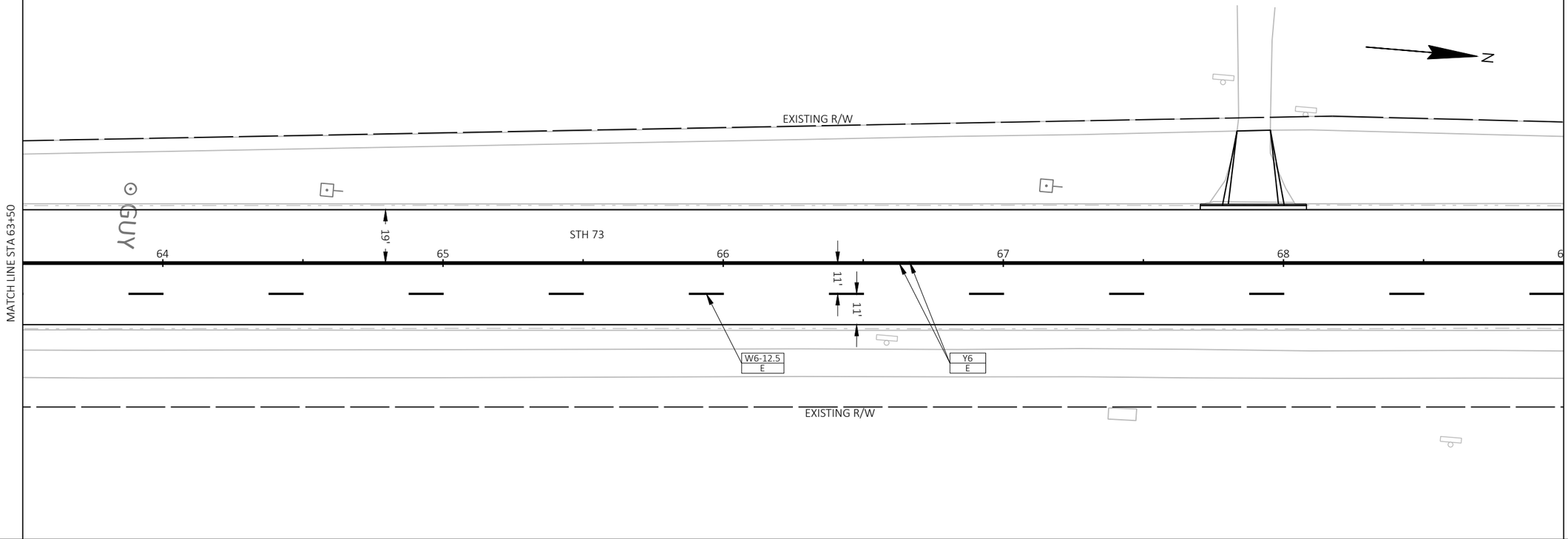
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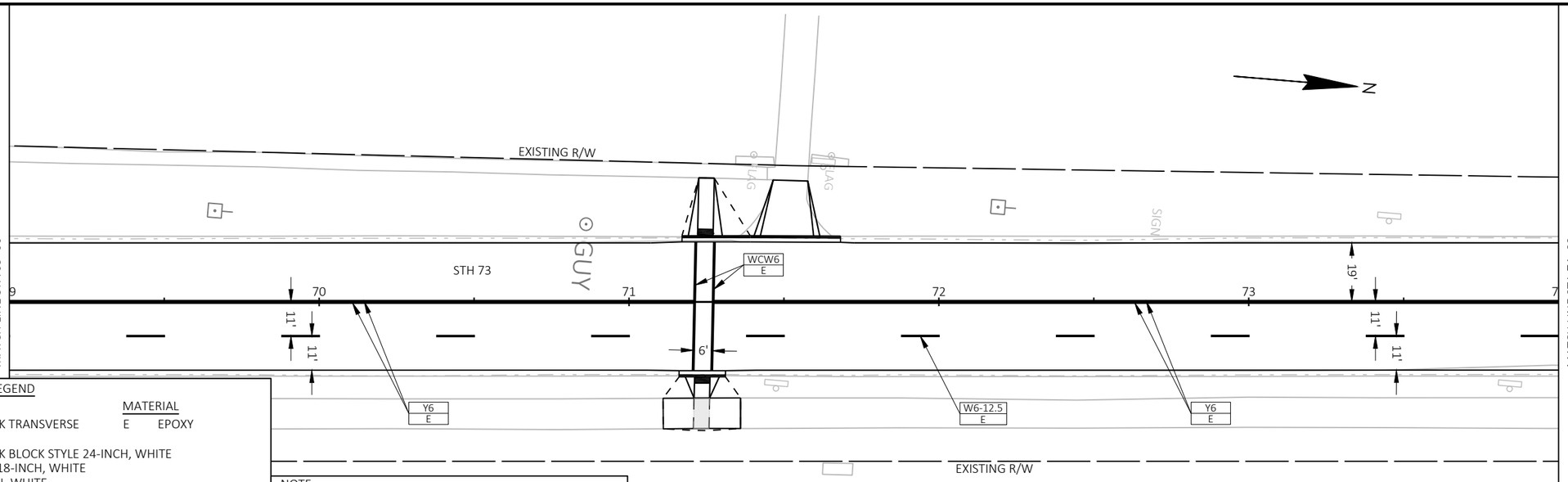
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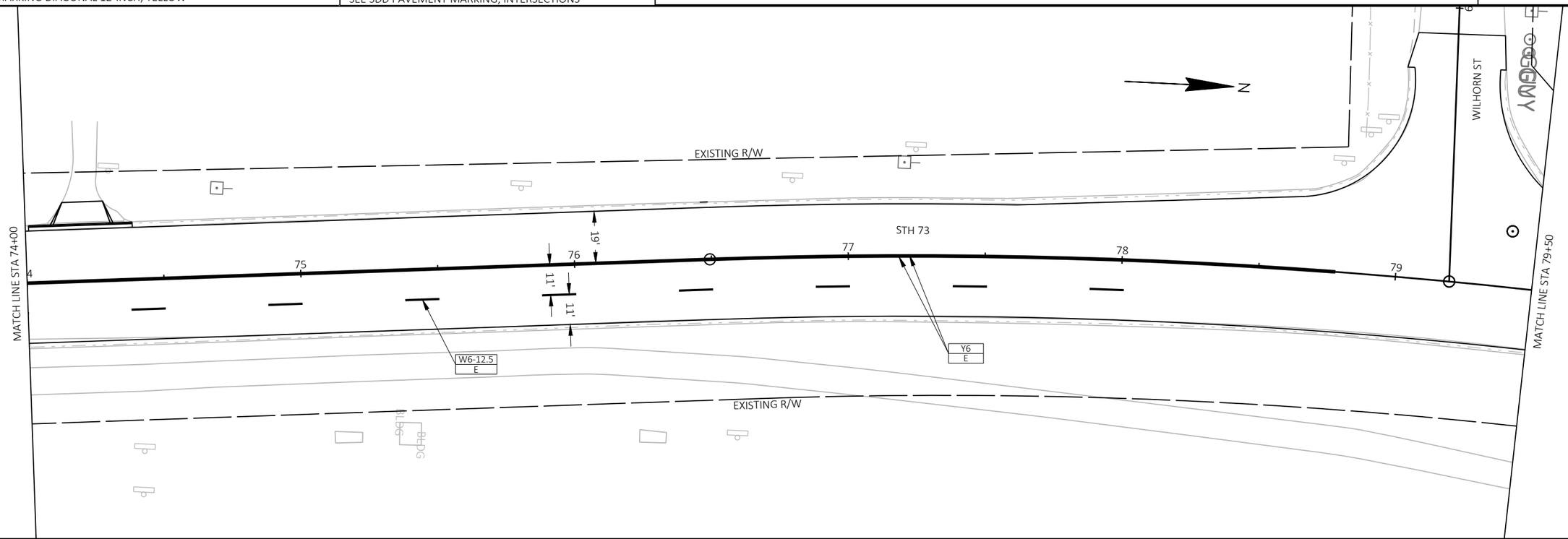
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LEGEND

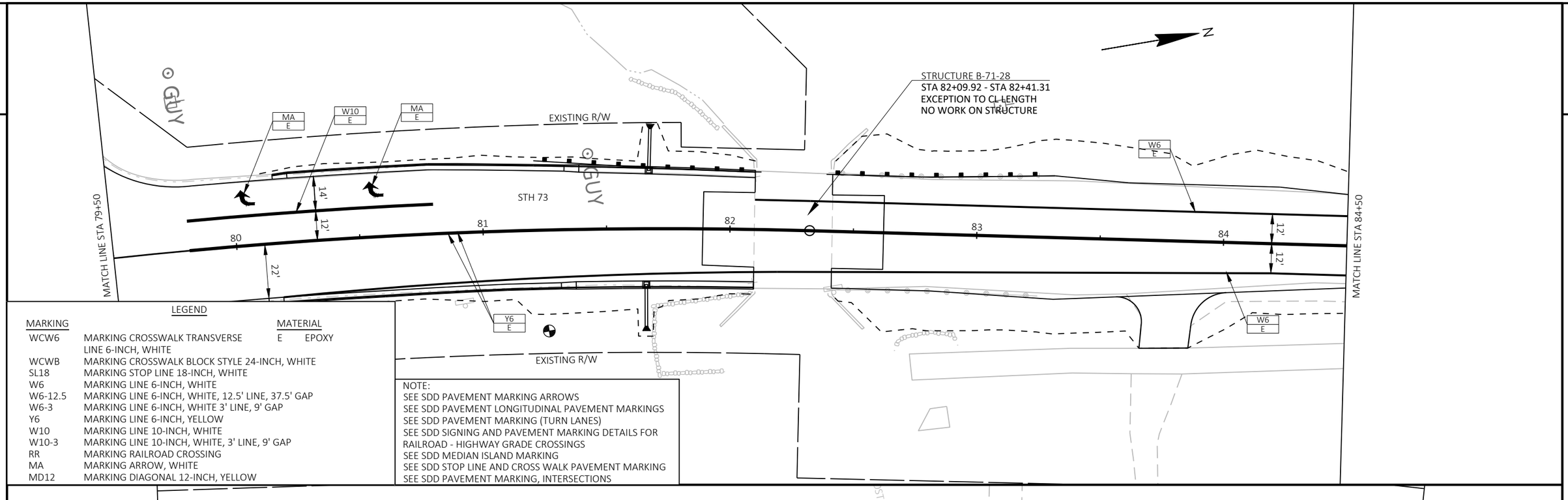
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SEE SDD STOP LINE AND CROSS WALK PAVEMENT MARKING
SEE SDD PAVEMENT MARKING, INTERSECTIONS



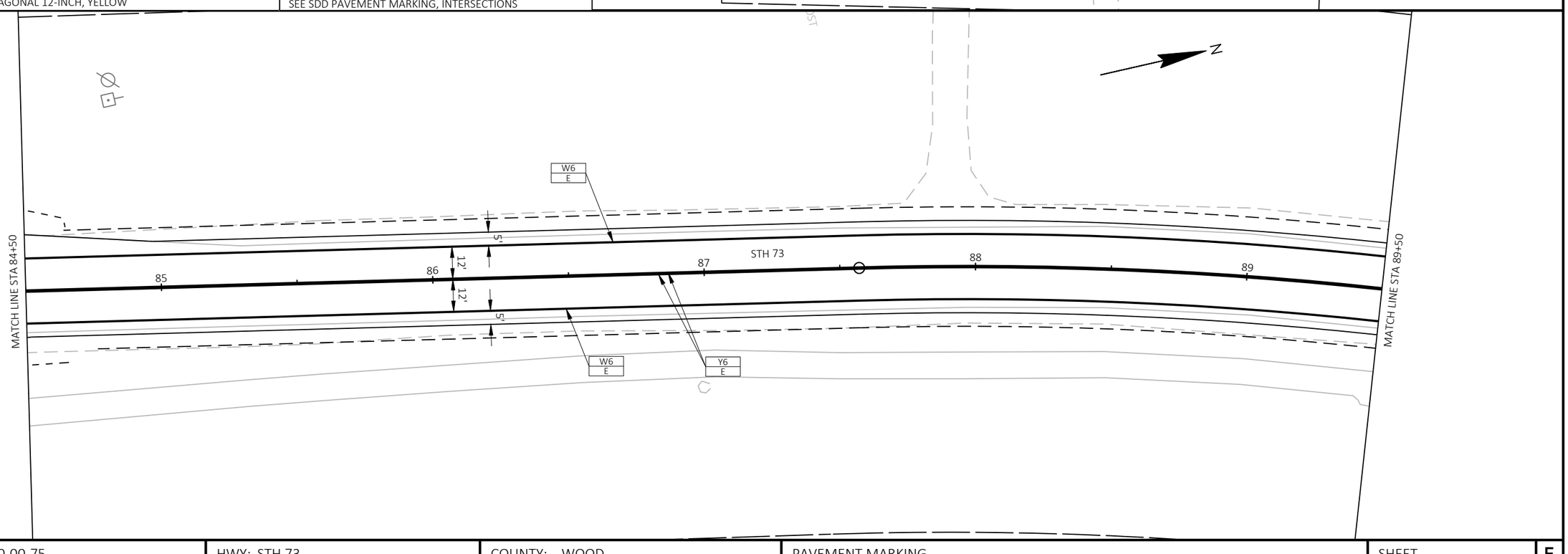
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PAVEMENT MARKING	SHEET 73	E

2

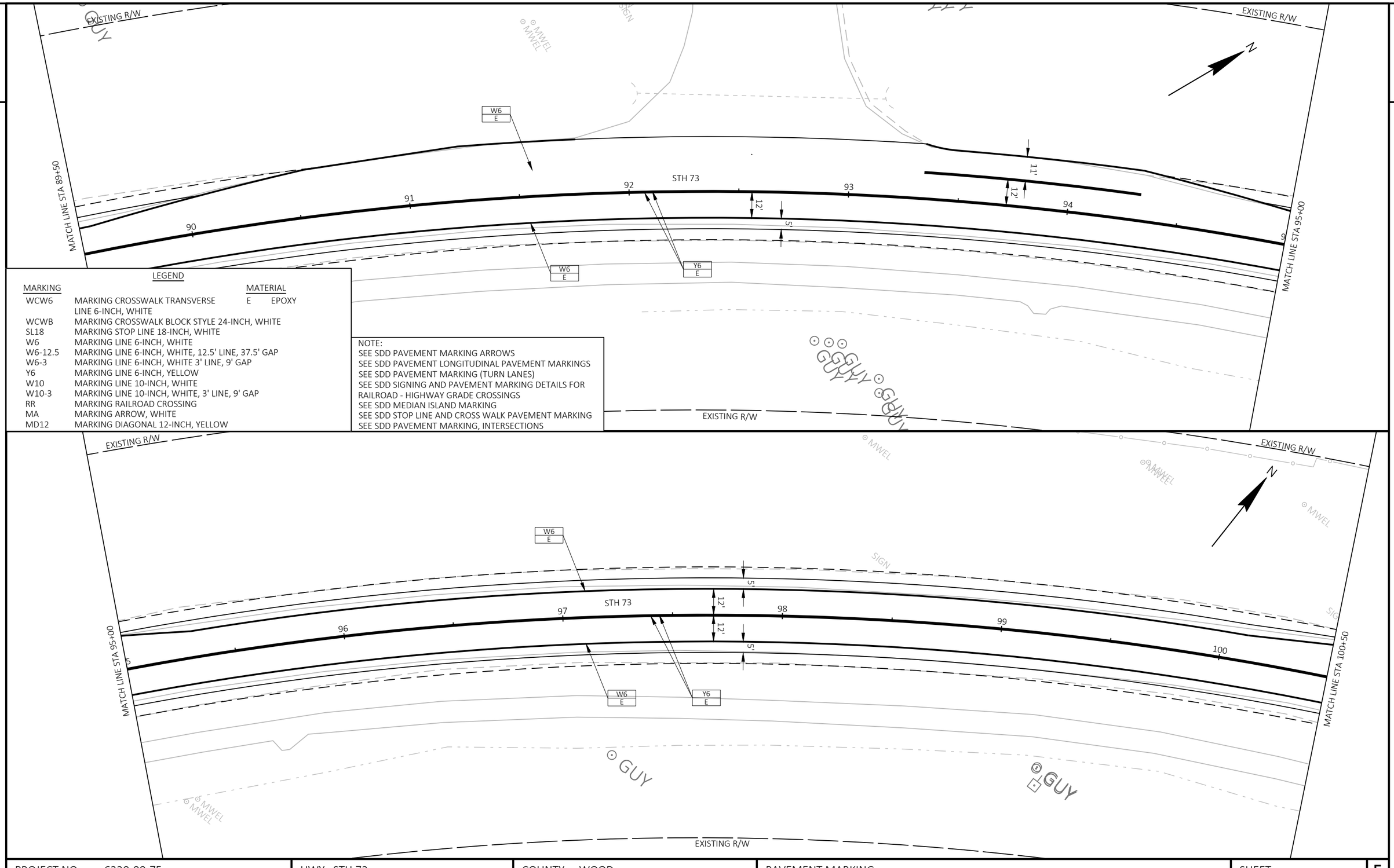


LEGEND		
MARKING		MATERIAL
WCW6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH, WHITE	E EPOXY
WCWB	MARKING CROSSWALK BLOCK STYLE 24-INCH, WHITE	
SL18	MARKING STOP LINE 18-INCH, WHITE	
W6	MARKING LINE 6-INCH, WHITE	
W6-12.5	MARKING LINE 6-INCH, WHITE, 12.5' LINE, 37.5' GAP	
W6-3	MARKING LINE 6-INCH, WHITE 3' LINE, 9' GAP	
Y6	MARKING LINE 6-INCH, YELLOW	
W10	MARKING LINE 10-INCH, WHITE	
W10-3	MARKING LINE 10-INCH, WHITE, 3' LINE, 9' GAP	
RR	MARKING RAILROAD CROSSING	
MA	MARKING ARROW, WHITE	
MD12	MARKING DIAGONAL 12-INCH, YELLOW	

NOTE:
SEE SDD PAVEMENT MARKING ARROWS
SEE SDD PAVEMENT LONGITUDINAL PAVEMENT MARKINGS
SEE SDD PAVEMENT MARKING (TURN LANES)
SEE SDD SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS
SEE SDD MEDIAN ISLAND MARKING
SEE SDD STOP LINE AND CROSS WALK PAVEMENT MARKING
SEE SDD PAVEMENT MARKING, INTERSECTIONS



PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PAVEMENT MARKING	SHEET 74	E



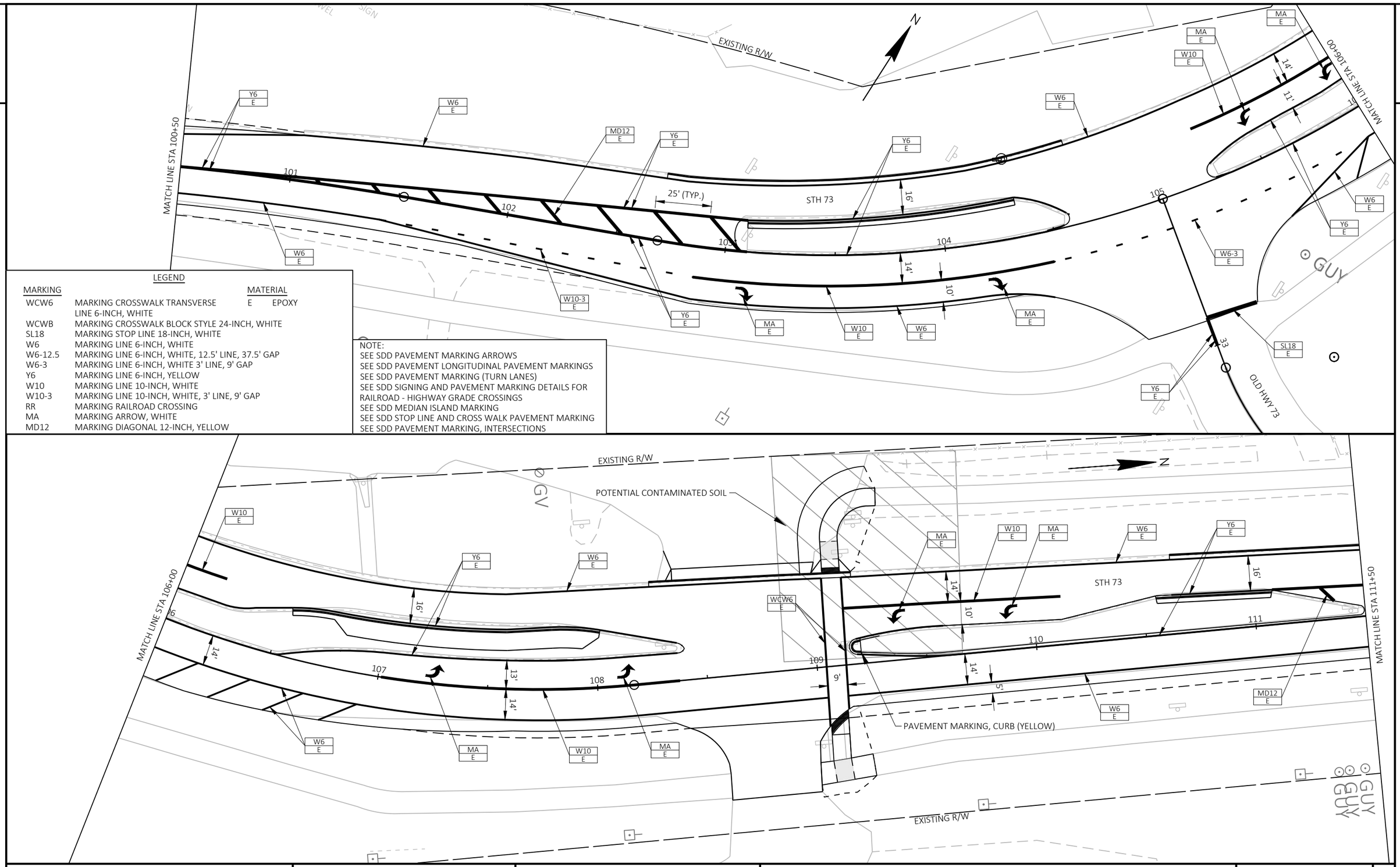
LEGEND

MARKING		MATERIAL
WCW6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH, WHITE	E EPOXY
WCWB	MARKING CROSSWALK BLOCK STYLE 24-INCH, WHITE	
SL18	MARKING STOP LINE 18-INCH, WHITE	
W6	MARKING LINE 6-INCH, WHITE	
W6-12.5	MARKING LINE 6-INCH, WHITE, 12.5' LINE, 37.5' GAP	
W6-3	MARKING LINE 6-INCH, WHITE 3' LINE, 9' GAP	
Y6	MARKING LINE 6-INCH, YELLOW	
W10	MARKING LINE 10-INCH, WHITE	
W10-3	MARKING LINE 10-INCH, WHITE, 3' LINE, 9' GAP	
RR	MARKING RAILROAD CROSSING	
MA	MARKING ARROW, WHITE	
MD12	MARKING DIAGONAL 12-INCH, YELLOW	

NOTE:
SEE SDD PAVEMENT MARKING ARROWS
SEE SDD PAVEMENT LONGITUDINAL PAVEMENT MARKINGS
SEE SDD PAVEMENT MARKING (TURN LANES)
SEE SDD SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS
SEE SDD MEDIAN ISLAND MARKING
SEE SDD STOP LINE AND CROSS WALK PAVEMENT MARKING
SEE SDD PAVEMENT MARKING, INTERSECTIONS

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PAVEMENT MARKING	SHEET 75	E

2

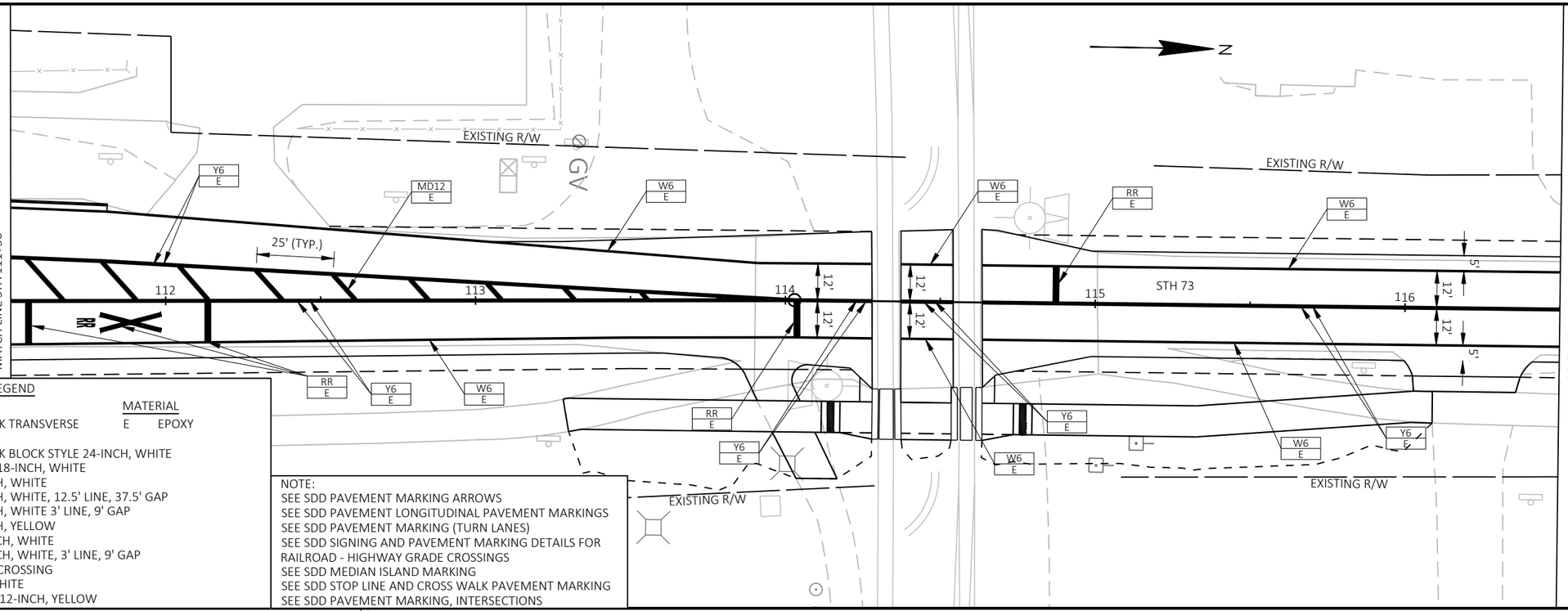


LEGEND

MARKING		MATERIAL	
WCW6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH, WHITE	E	EPOXY
WCWB	MARKING CROSSWALK BLOCK STYLE 24-INCH, WHITE		
SL18	MARKING STOP LINE 18-INCH, WHITE		
W6	MARKING LINE 6-INCH, WHITE		
W6-12.5	MARKING LINE 6-INCH, WHITE, 12.5' LINE, 37.5' GAP		
W6-3	MARKING LINE 6-INCH, WHITE 3' LINE, 9' GAP		
Y6	MARKING LINE 6-INCH, YELLOW		
W10	MARKING LINE 10-INCH, WHITE		
W10-3	MARKING LINE 10-INCH, WHITE, 3' LINE, 9' GAP		
RR	MARKING RAILROAD CROSSING		
MA	MARKING ARROW, WHITE		
MD12	MARKING DIAGONAL 12-INCH, YELLOW		

NOTE:
SEE SDD PAVEMENT MARKING ARROWS
SEE SDD PAVEMENT LONGITUDINAL PAVEMENT MARKINGS
SEE SDD PAVEMENT MARKING (TURN LANES)
SEE SDD SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS
SEE SDD MEDIAN ISLAND MARKING
SEE SDD STOP LINE AND CROSS WALK PAVEMENT MARKING
SEE SDD PAVEMENT MARKING, INTERSECTIONS

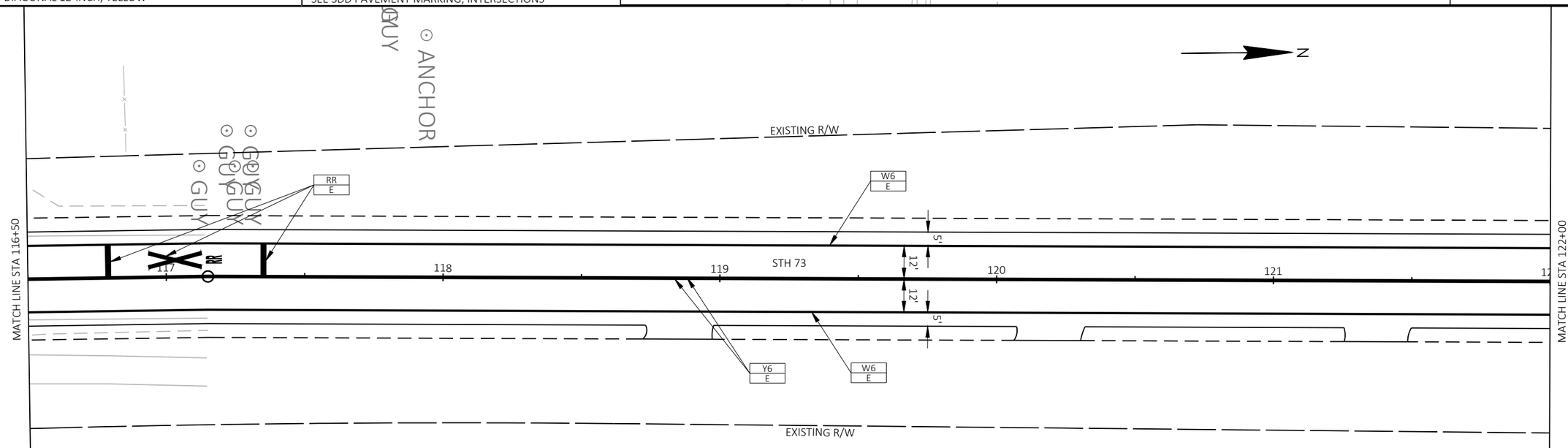
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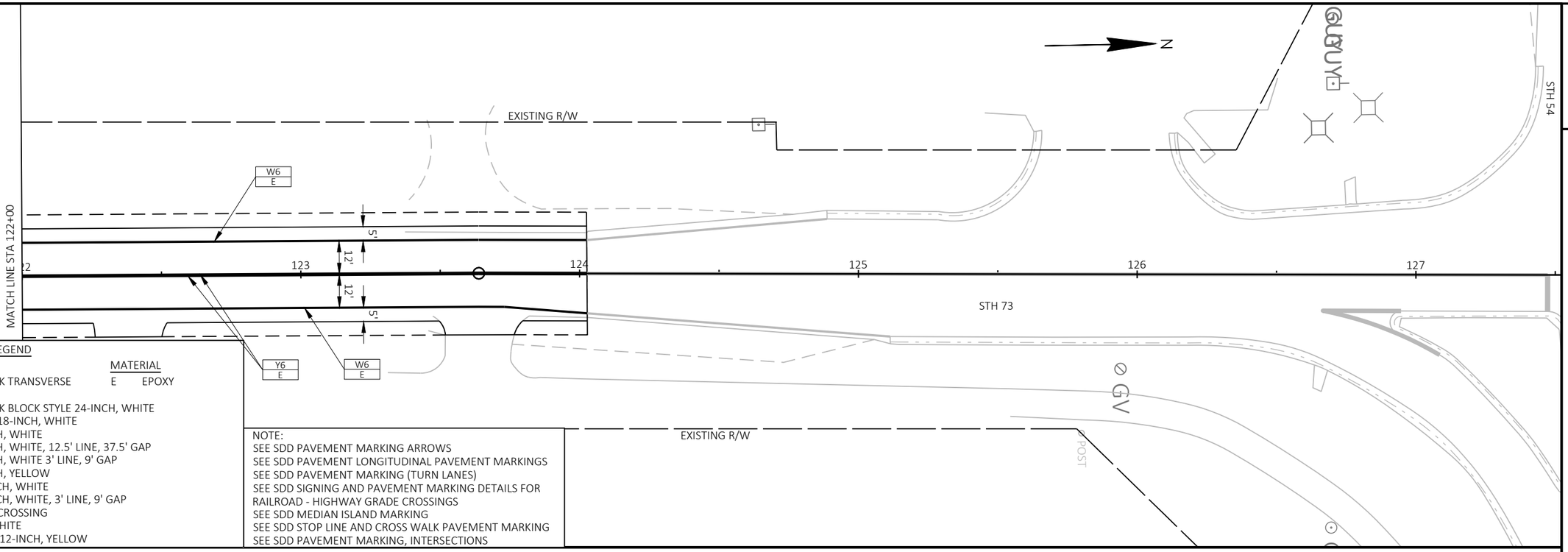
LEGEND

MARKING		MATERIAL
WCW6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH, WHITE	E EPOXY
WCWB	MARKING CROSSWALK BLOCK STYLE 24-INCH, WHITE	
SL18	MARKING STOP LINE 18-INCH, WHITE	
W6	MARKING LINE 6-INCH, WHITE	
W6-12.5	MARKING LINE 6-INCH, WHITE, 12.5' LINE, 37.5' GAP	
W6-3	MARKING LINE 6-INCH, WHITE 3' LINE, 9' GAP	
Y6	MARKING LINE 6-INCH, YELLOW	
W10	MARKING LINE 10-INCH, WHITE	
W10-3	MARKING LINE 10-INCH, WHITE, 3' LINE, 9' GAP	
RR	MARKING RAILROAD CROSSING	
MA	MARKING ARROW, WHITE	
MD12	MARKING DIAGONAL 12-INCH, YELLOW	

NOTE:
SEE SDD PAVEMENT MARKING ARROWS
SEE SDD PAVEMENT LONGITUDINAL PAVEMENT MARKINGS
SEE SDD PAVEMENT MARKING (TURN LANES)
SEE SDD SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS
SEE SDD MEDIAN ISLAND MARKING
SEE SDD STOP LINE AND CROSS WALK PAVEMENT MARKING
SEE SDD PAVEMENT MARKING, INTERSECTIONS



PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PAVEMENT MARKING	SHEET 77	E



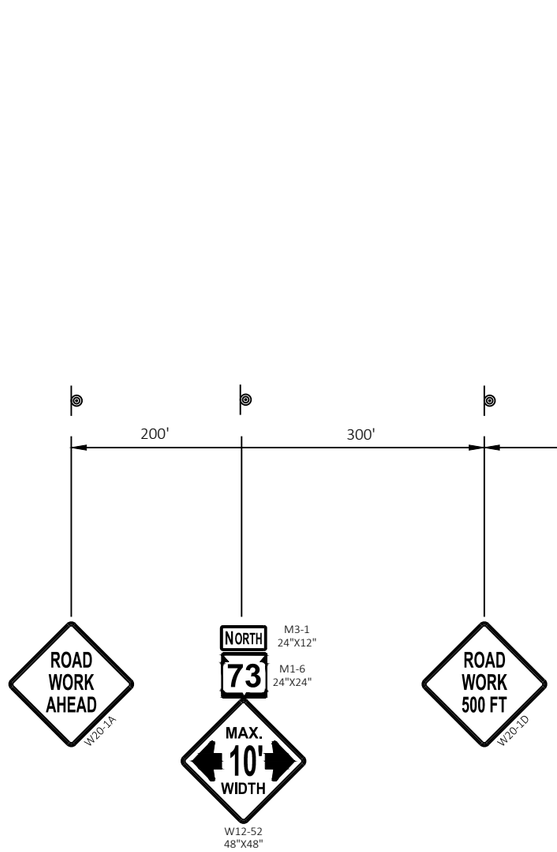
LEGEND

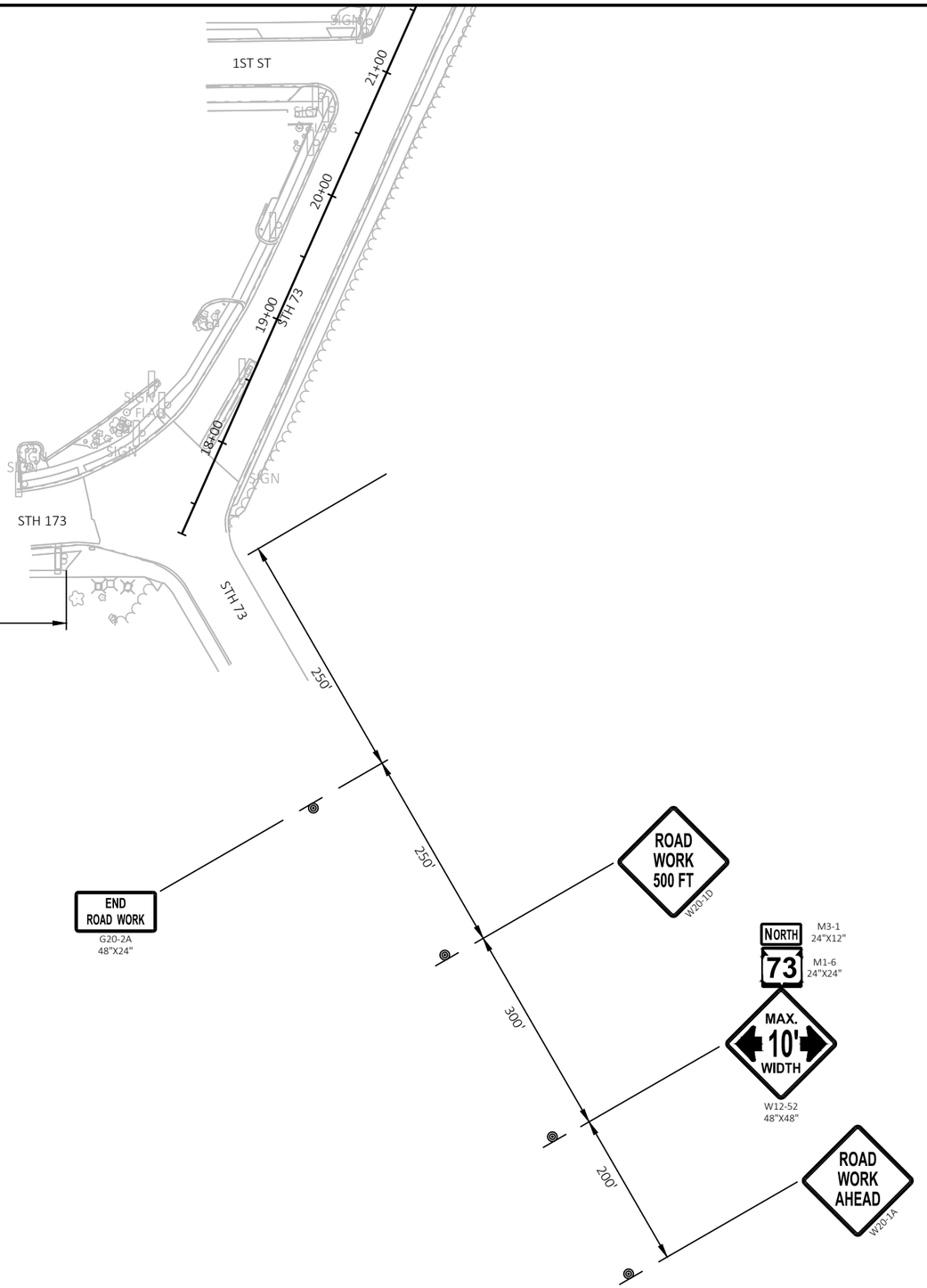
MARKING		MATERIAL	
WCW6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH, WHITE	E	EPOXY
WCWB	MARKING CROSSWALK BLOCK STYLE 24-INCH, WHITE		
SL18	MARKING STOP LINE 18-INCH, WHITE		
W6	MARKING LINE 6-INCH, WHITE		
W6-12.5	MARKING LINE 6-INCH, WHITE, 12.5' LINE, 37.5' GAP		
W6-3	MARKING LINE 6-INCH, WHITE 3' LINE, 9' GAP		
Y6	MARKING LINE 6-INCH, YELLOW		
W10	MARKING LINE 10-INCH, WHITE		
W10-3	MARKING LINE 10-INCH, WHITE, 3' LINE, 9' GAP		
RR	MARKING RAILROAD CROSSING		
MA	MARKING ARROW, WHITE		
MD12	MARKING DIAGONAL 12-INCH, YELLOW		

NOTE:
SEE SDD PAVEMENT MARKING ARROWS
SEE SDD PAVEMENT LONGITUDINAL PAVEMENT MARKINGS
SEE SDD PAVEMENT MARKING (TURN LANES)
SEE SDD SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS
SEE SDD MEDIAN ISLAND MARKING
SEE SDD STOP LINE AND CROSS WALK PAVEMENT MARKING
SEE SDD PAVEMENT MARKING, INTERSECTIONS

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- ADVANCED WIDTH RESTRICTION SIGNING
- TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED





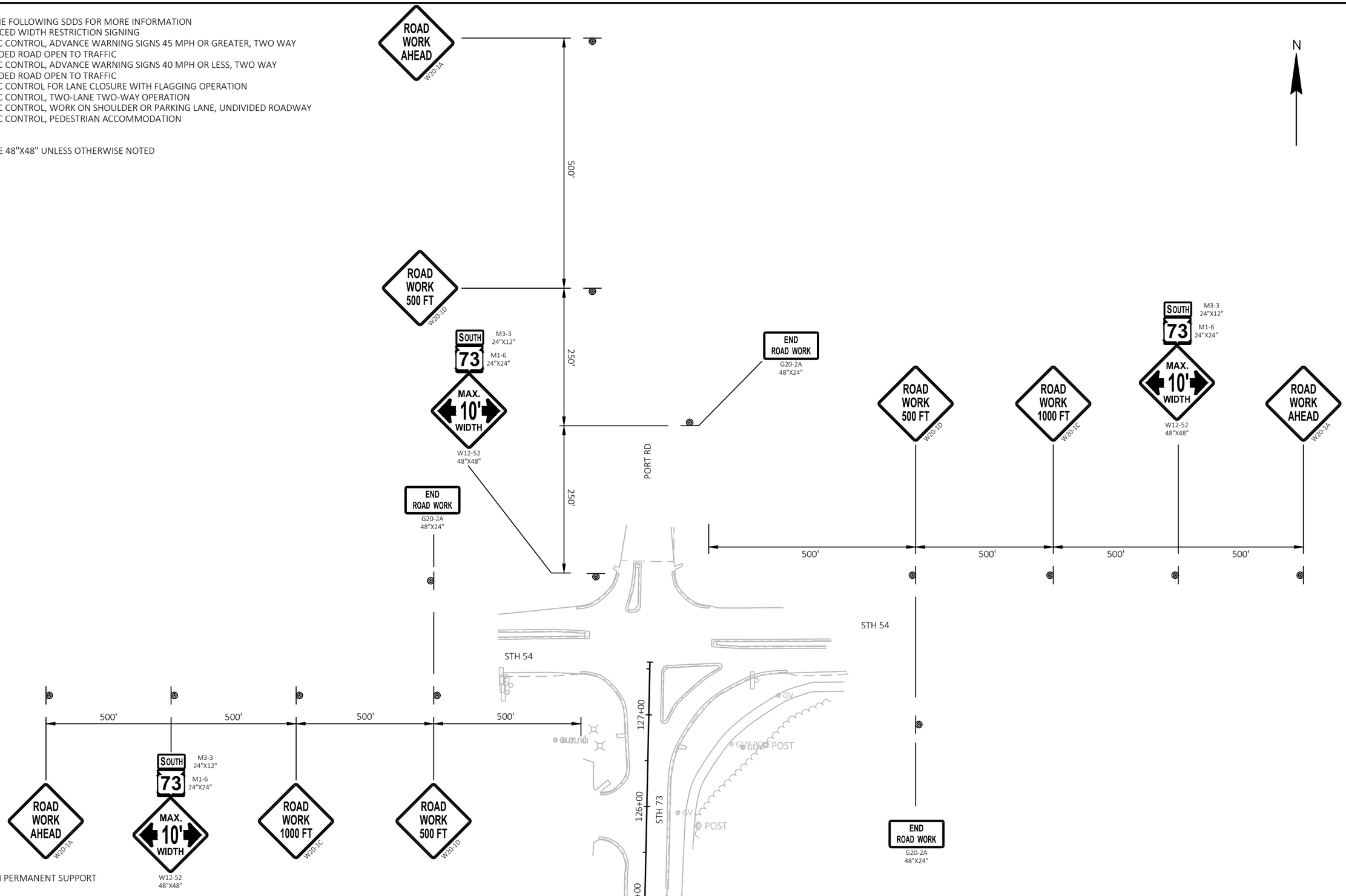
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LEGEND

SIGN ON PERMANENT SUPPORT

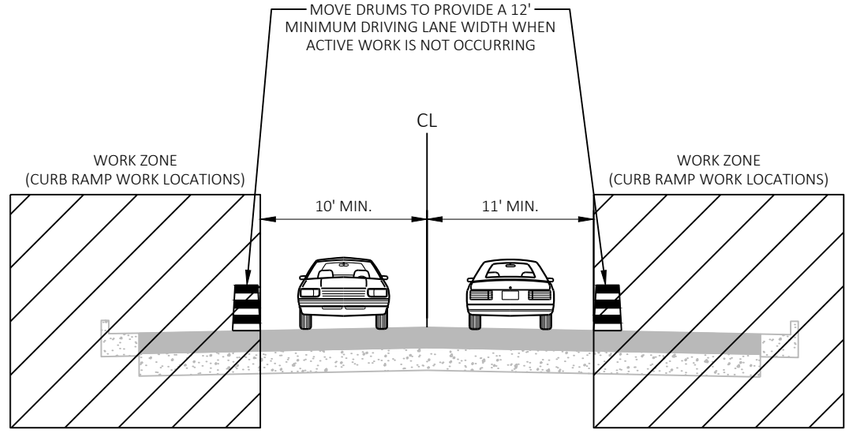
NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- ADVANCED WIDTH RESTRICTION SIGNING
- TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED



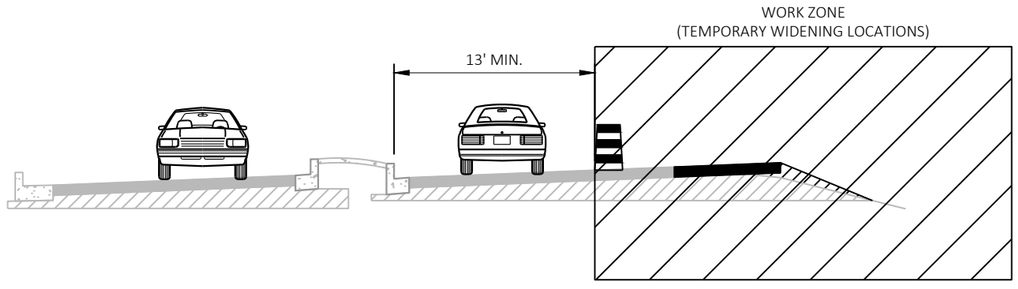
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - ADVANCED WARNING SIGNING	SHEET 80	E

2



STAGE 1 TYPICAL SECTION

STA 18+64 - STA 72+00

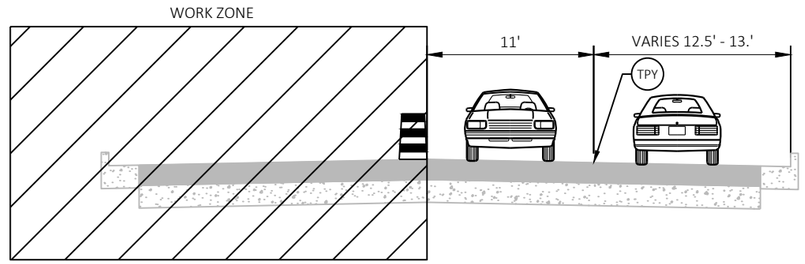


STAGE 1 TYPICAL SECTION

STA 103+03 - STA 111+50

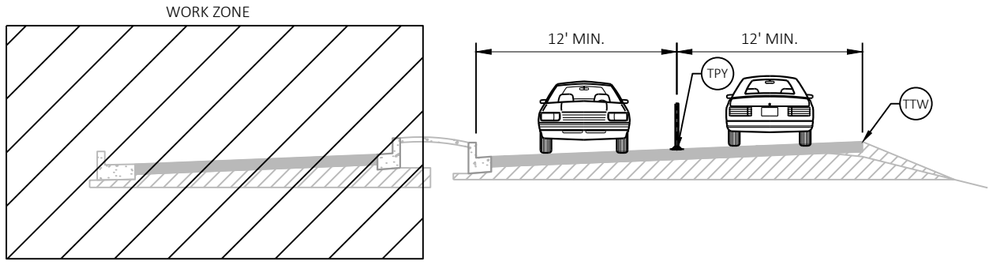
LEGEND

- (TPY) TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
- (TTW) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- (TTY) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)



STAGE 2 TYPICAL SECTION

STA 18+64 - STA 83+50

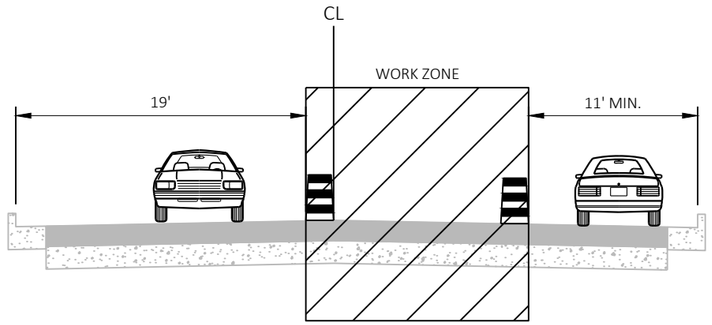


STAGE 2A TYPICAL SECTION

STA 103+03 - STA 111+50

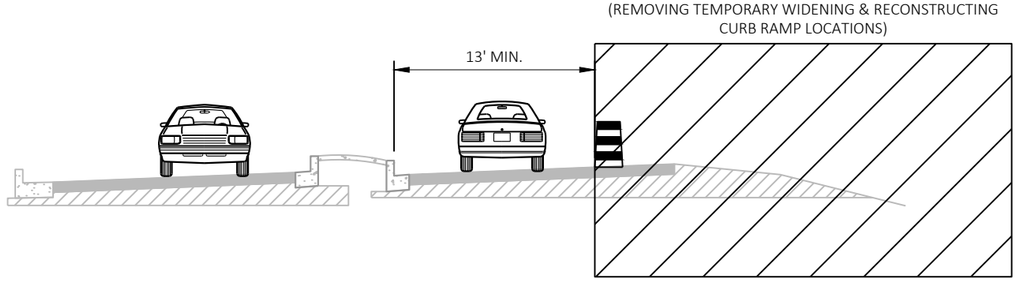
LEGEND

- (TPY) TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
- (TTW) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- (TTY) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)



STAGE 3 TYPICAL SECTION

STA 18+64 - STA 84+00



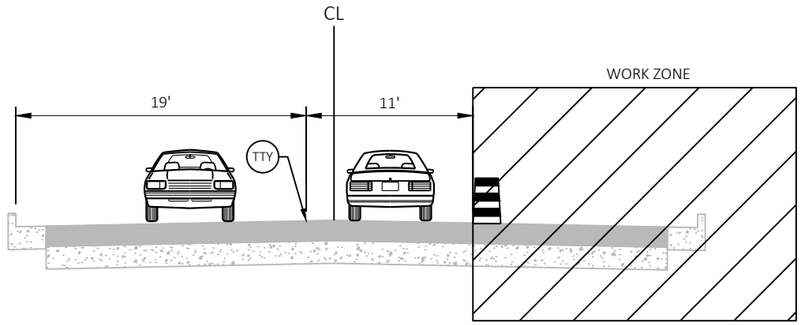
STAGE 3 TYPICAL SECTION

STA 103+03 - STA 111+50

LEGEND

- (TPY) TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
- (TTW) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- (TTY) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)

2



STAGE 4 TYPICAL SECTION

STA 18+64 - STA 86+00

LEGEND

TPY TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)

TTW TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

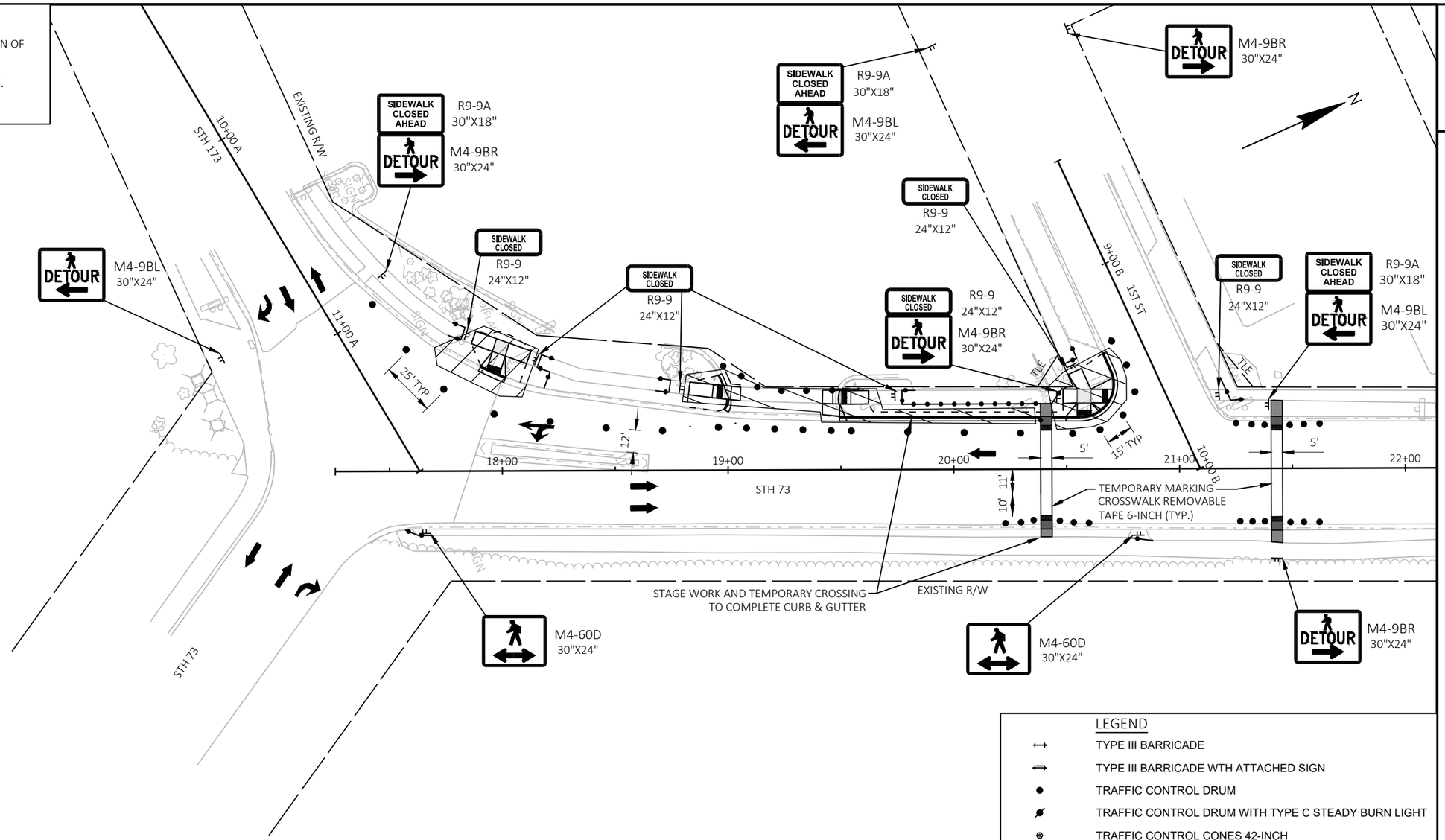
TTY TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 84	E

2

STAGE 1A NOTES:

- SOUTHBOUND LANE SHOULDER CLOSED FOR CONSTRUCTION OF CURB RAMPS.
- ALL CURB RAMPS SHALL BE CONSTRUCTED IN STAGE 1.
- AT INTERSECTIONS CONSTRUCT ONE CURB RAMP AT A TIME.



NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
TRAFFIC DRUMS ON SIDE ROADS SHALL BE IN SERVICE WHEN ACTIVITIES ARE OCCURRING AT THE CURB RAMPS.

LEGEND

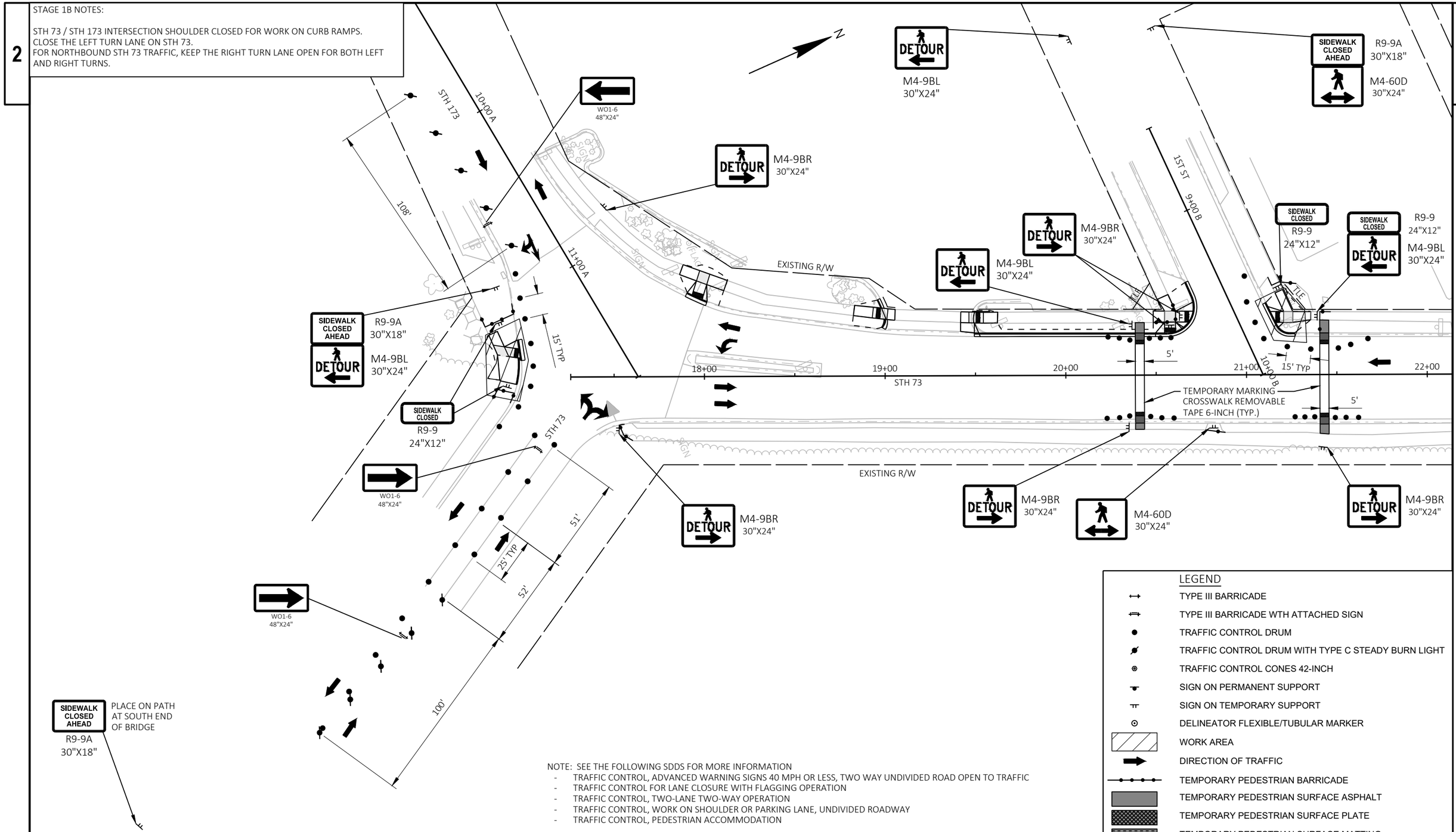
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1A	SHEET 85	E

2

STAGE 1B NOTES:

STH 73 / STH 173 INTERSECTION SHOULDER CLOSED FOR WORK ON CURB RAMPS.
CLOSE THE LEFT TURN LANE ON STH 73.
FOR NORTHBOUND STH 73 TRAFFIC, KEEP THE RIGHT TURN LANE OPEN FOR BOTH LEFT AND RIGHT TURNS.



SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
PLACE ON PATH AT SOUTH END OF BRIDGE

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"48" UNLESS OTHERWISE NOTED
TRAFFIC DRUMS ON SIDE ROADS ARE TO BE IN SERVICE WHEN ACTIVITIES ARE OCCURRING AT THE CURB RAMPS.

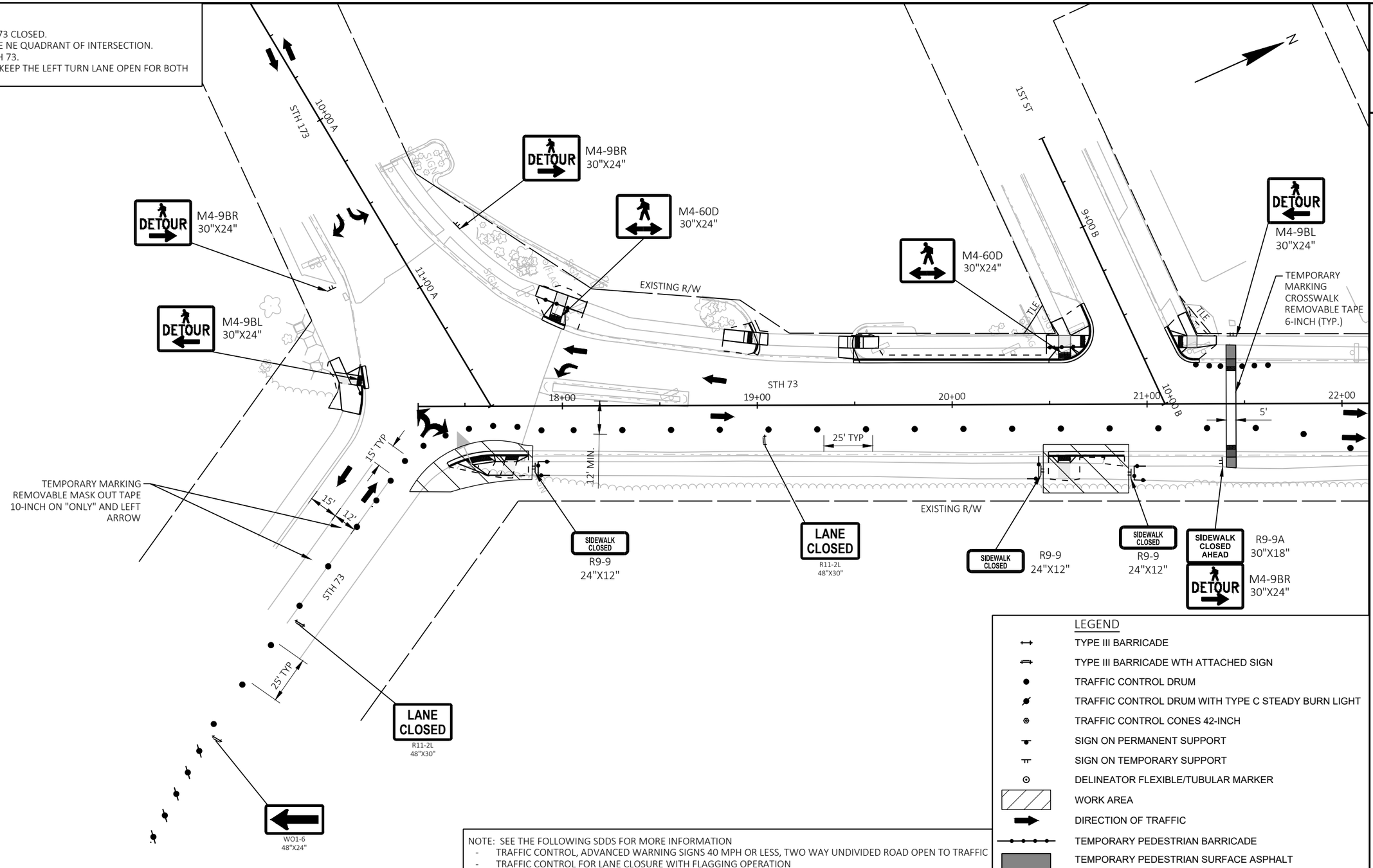
LEGEND
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1B	SHEET 86	E

2

STAGE 1C NOTES:

TURN LANE AND SHOULDER OF STH 73 CLOSED.
CONSTRUCT THE CURB RAMP ON THE NE QUADRANT OF INTERSECTION.
CLOSE THE RIGHT TURN LANE ON STH 73.
FOR NORTHBOUND STH 73 TRAFFIC, KEEP THE LEFT TURN LANE OPEN FOR BOTH LEFT AND RIGHT TURNS.



NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"48" UNLESS OTHERWISE NOTED
TRAFFIC DRUMS ON SIDE ROADS ARE TO BE IN SERVICE WHEN ACTIVITIES ARE OCCURRING AT THE CURB RAMPS.

LEGEND
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1C	SHEET 87	E

2



NOTES:

COMPLETE CURB RAMP WORK AND INSTALL PEDESTRIAN DETOUR SIGNS ON ONE SIDE OF SIDE STREETS AT A TIME TO MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS AND PEDESTRIAN TRAVEL.

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL DEVICES

LEGEND

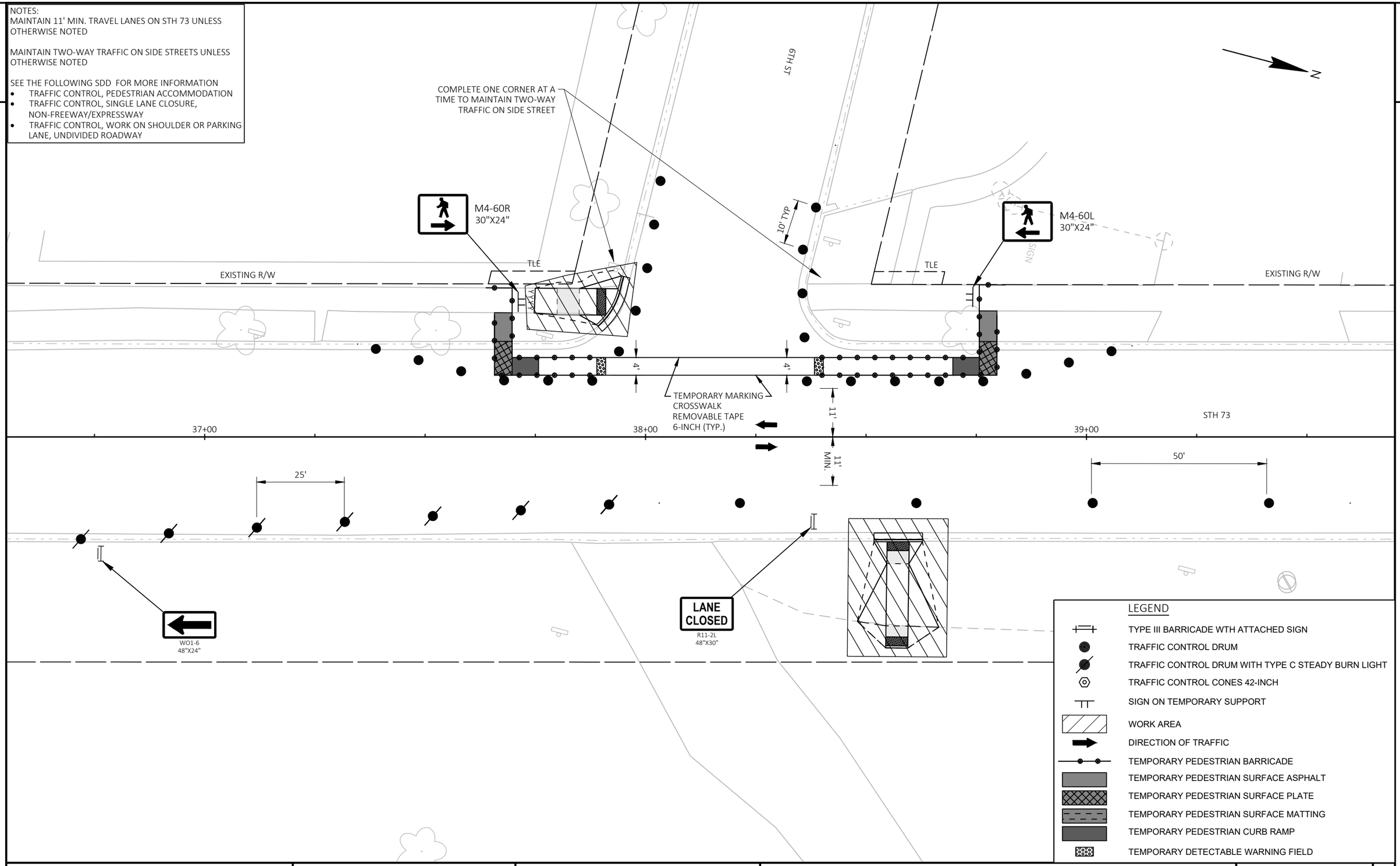
⊦	SIGN ON TEMPORARY SUPPORT	
A	SIDEWALK CLOSED	R9-9 24"X12"
B	SIDEWALK CLOSED AHEAD	R9-9A 30"X18"
	DETOUR	M4-9BR 30"X24"
C		M4-60D 30"X24"
*	TEMPORARY PEDESTRIAN SIDEWALK AND CURB RAMP (SEE STAGE 1 (PEDESTRIAN ACCOMMODATIONS))	

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PEDESTRIAN DETOUR	SHEET 88	E

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



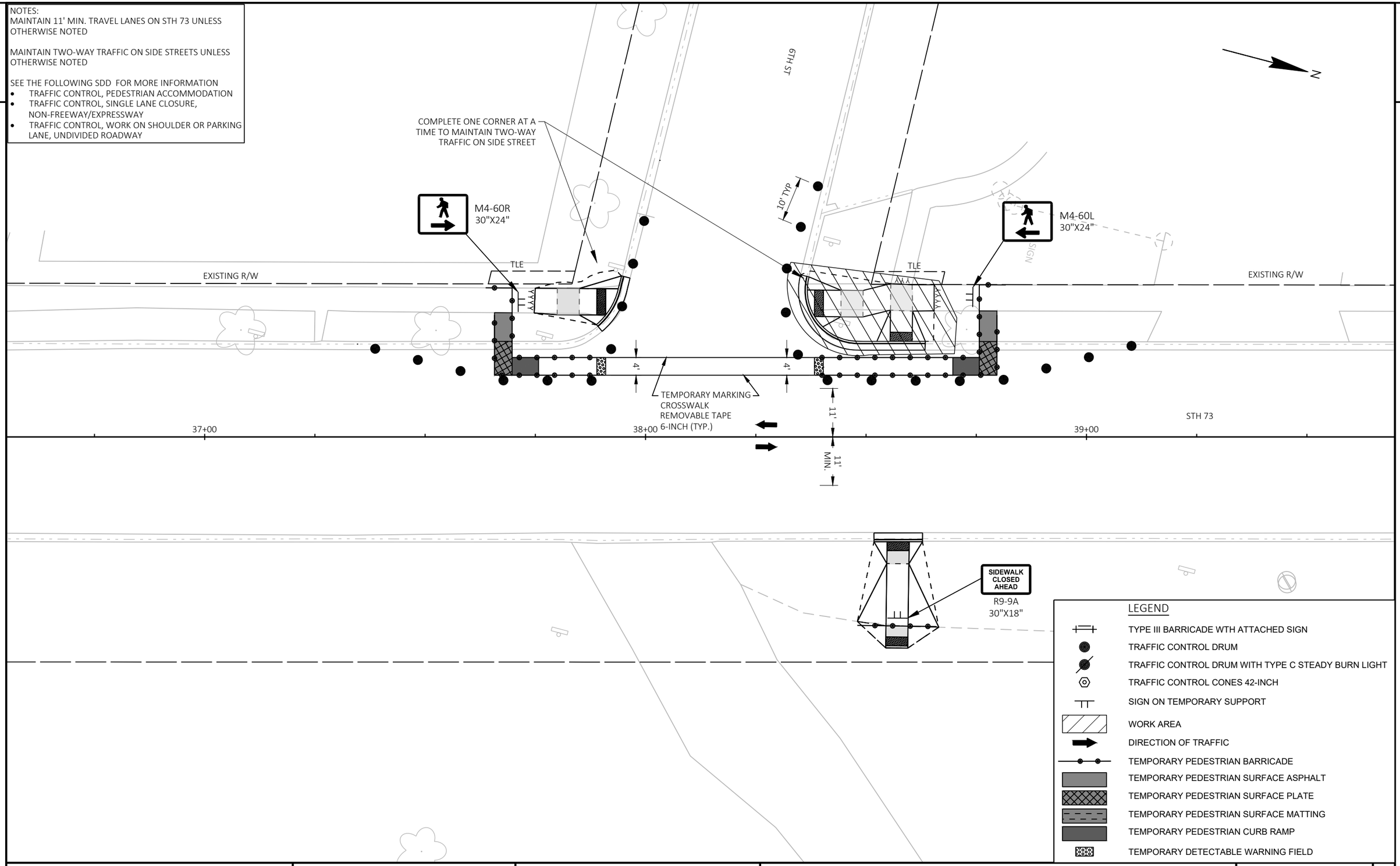
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 89	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 12/11/2023 2:59 PM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

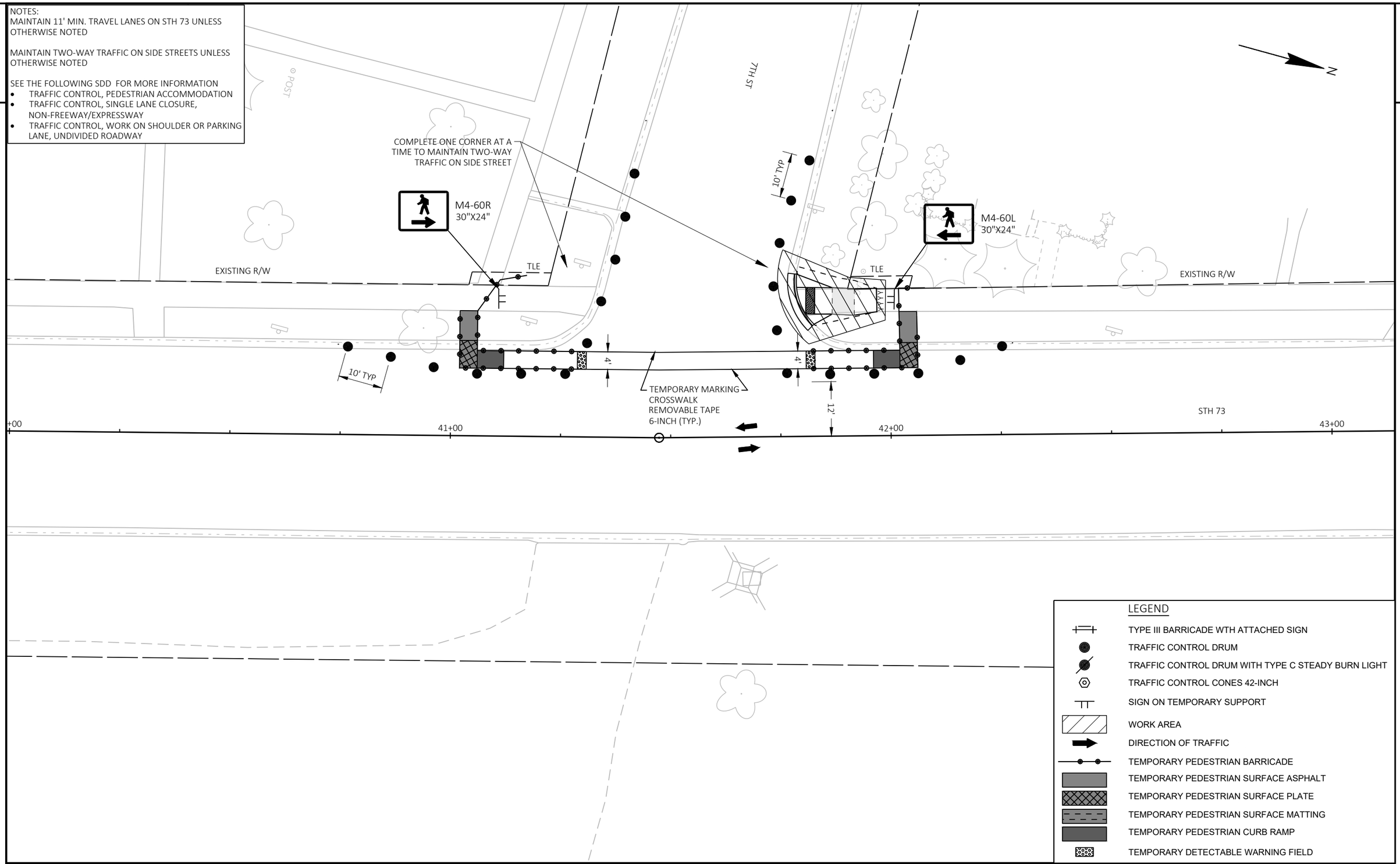


PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 90	E

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

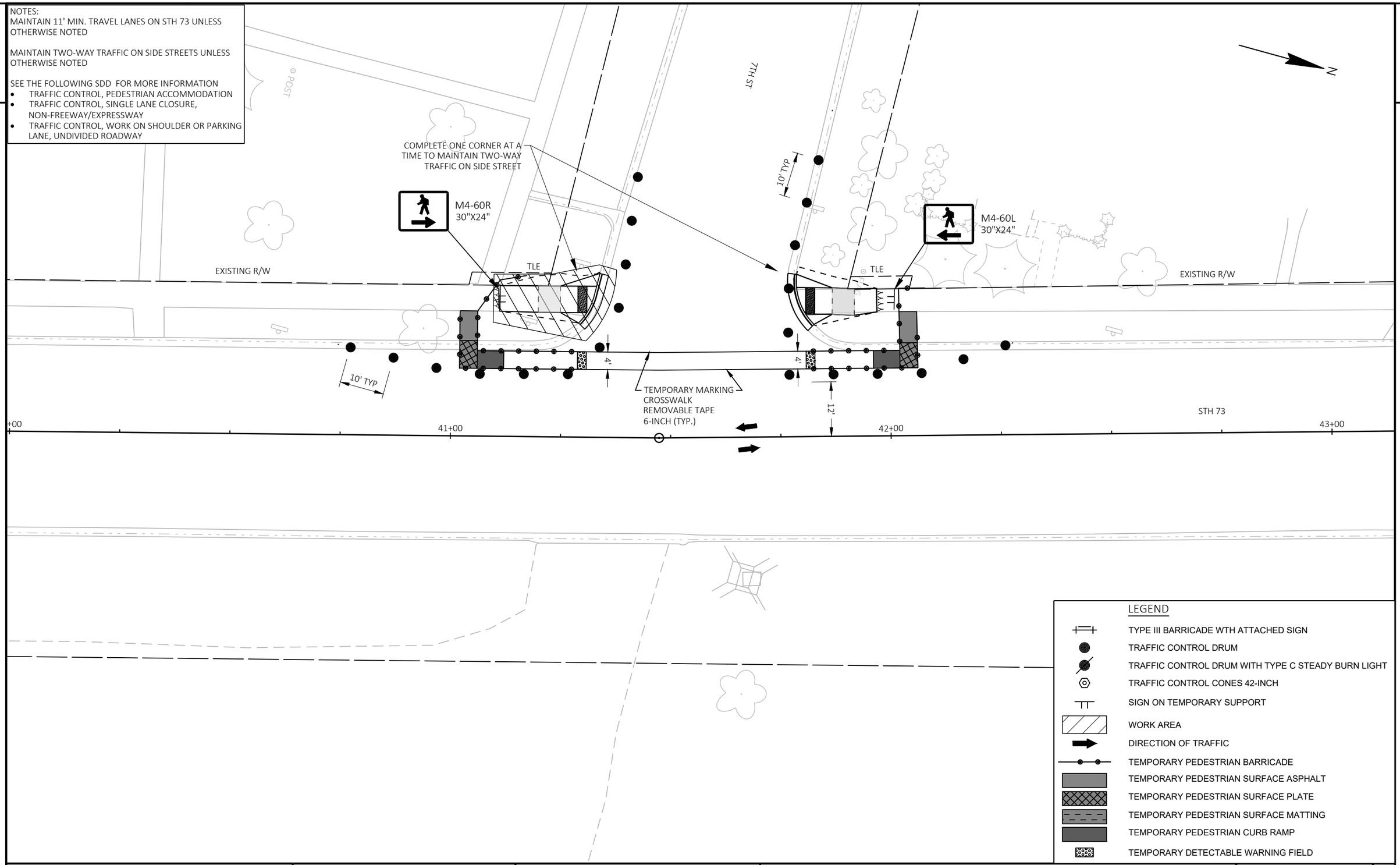


PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 91	E

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



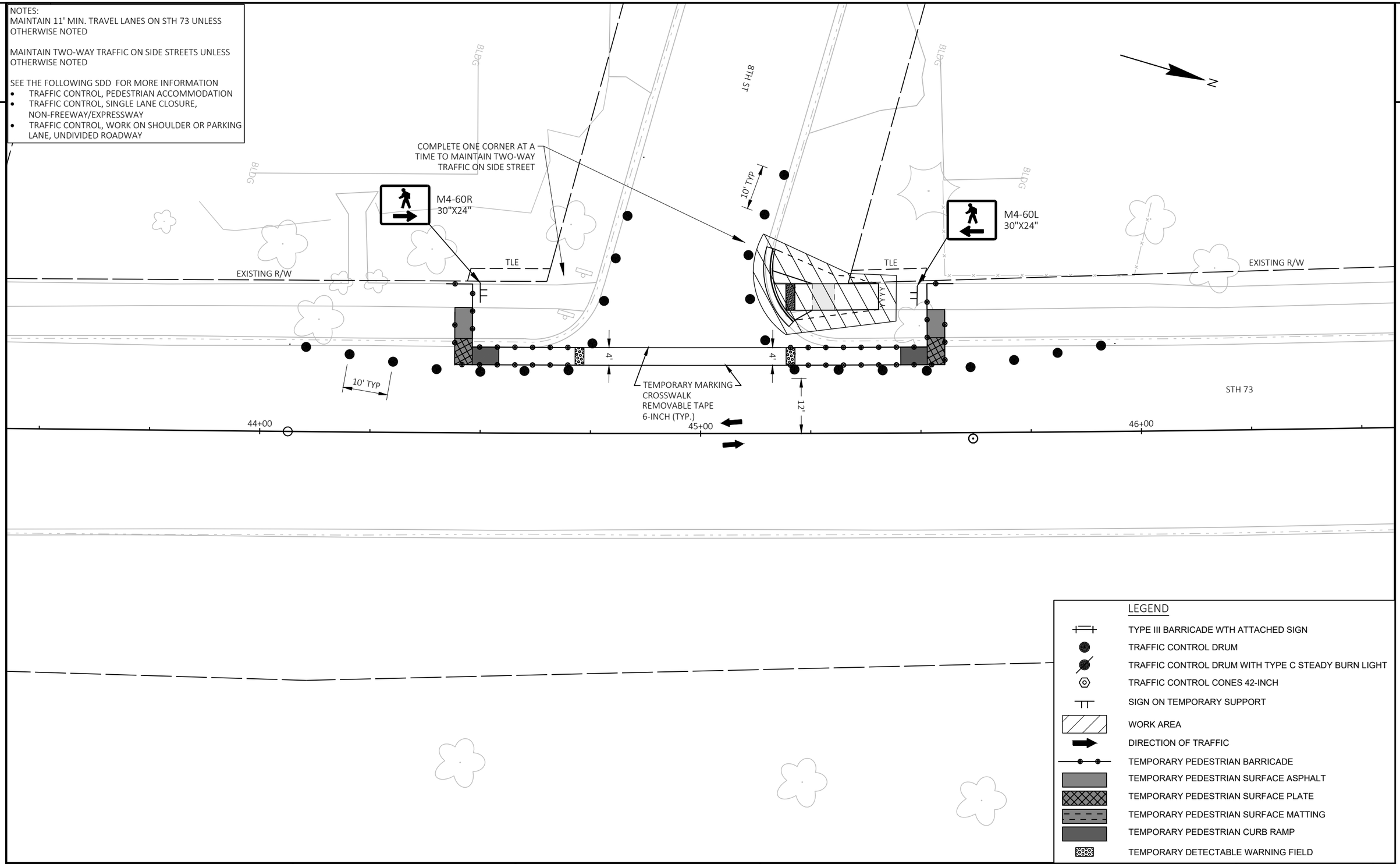
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 92	E

2

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

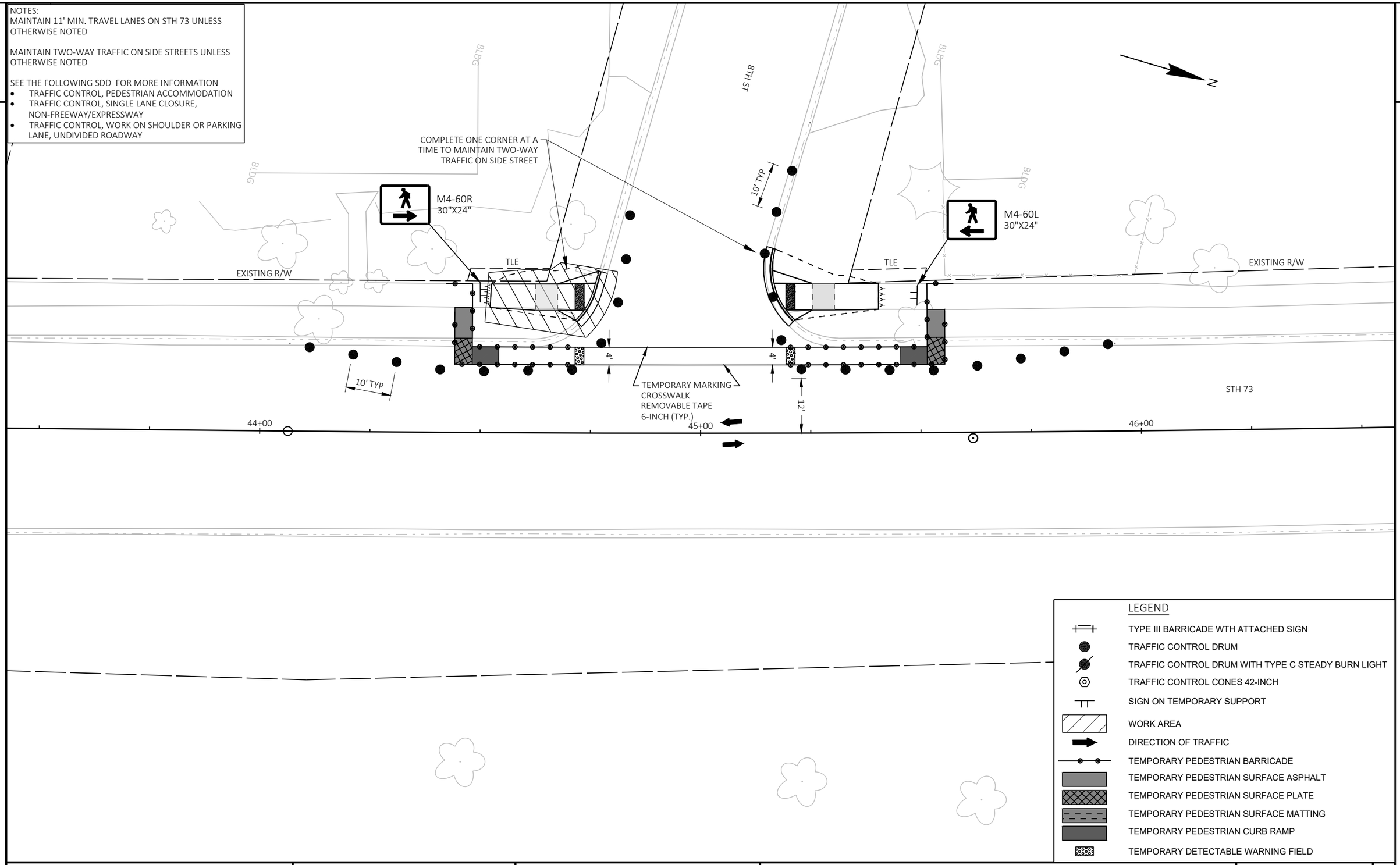
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 93	E

2

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 94	E

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

2

2

N

TLE

COMPLETE ONE CORNER AT A TIME TO MAINTAIN TWO-WAY TRAFFIC ON SIDE STREET

EXISTING R/W

VILAS AVE

9+00 K

10' TYP

COMPLETE ONE CORNER AT A TIME TO MAINTAIN TWO-WAY TRAFFIC ON SIDE STREET

GUY

BLDG

BLDG

BLDG

SIDEWALK CLOSED AHEAD

R9-9A
30"X18"

EXISTING R/W

9TH ST

SIGN

48+00

49+00

EP: 9+98.63 K

STH 73

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 95	E

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

M4-60L
30"X24"

TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH (TYP.)

M4-60R
30"X24"

COMPLETE ONE CORNER AT A TIME TO MAINTAIN TWO-WAY TRAFFIC ON SIDE STREET

COMPLETE ONE CORNER AT A TIME TO MAINTAIN TWO-WAY TRAFFIC ON SIDE STREET

SIDEWALK CLOSED
R9-9
24"X12"

9+00 K

9TH ST

EXISTING R/W

VILAS AVE

10' TYP

10' TYP

48+00

49+00

EP: 9+98.63 K

STH 73

N

LEGEND

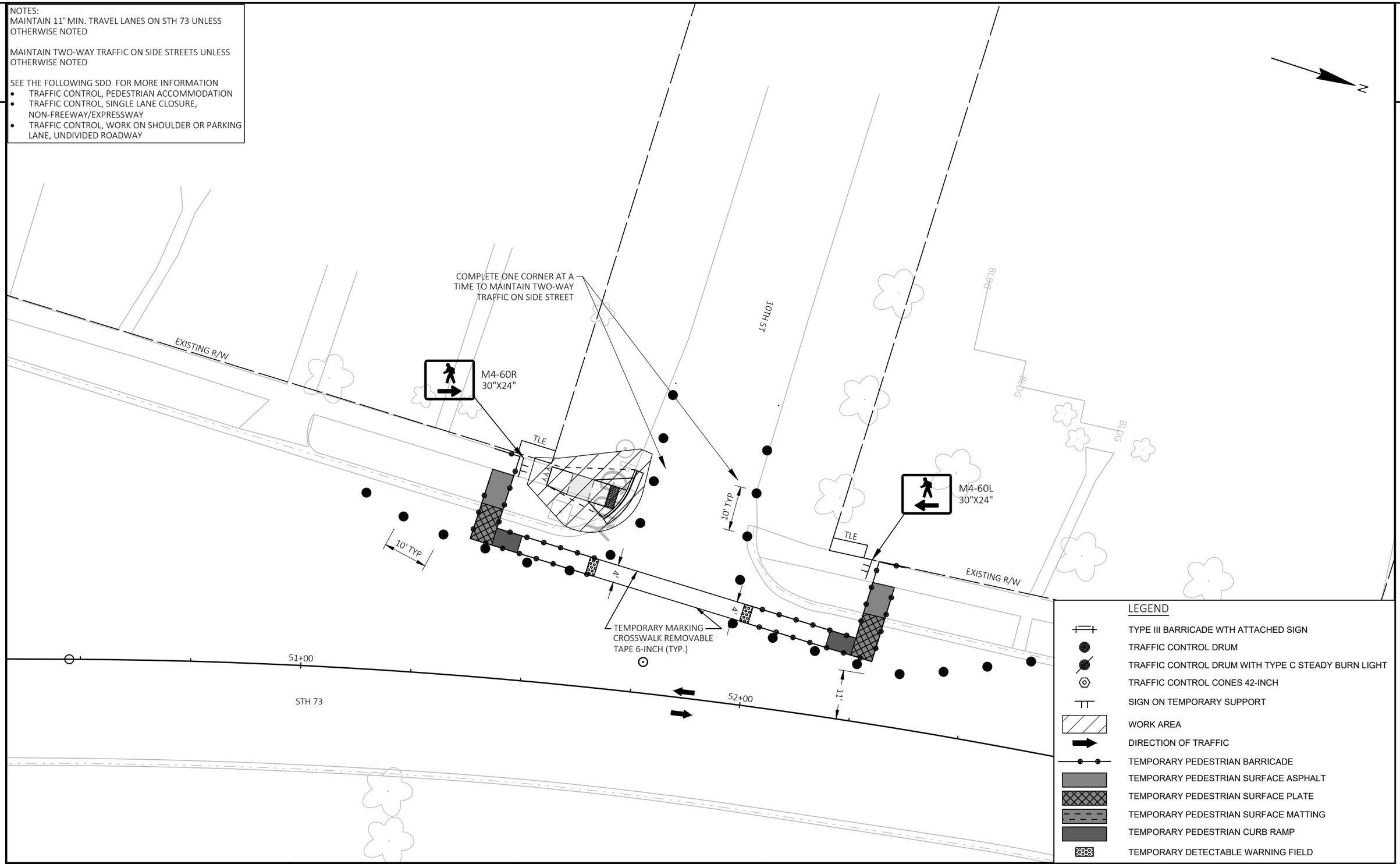
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 96	E

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 97	E

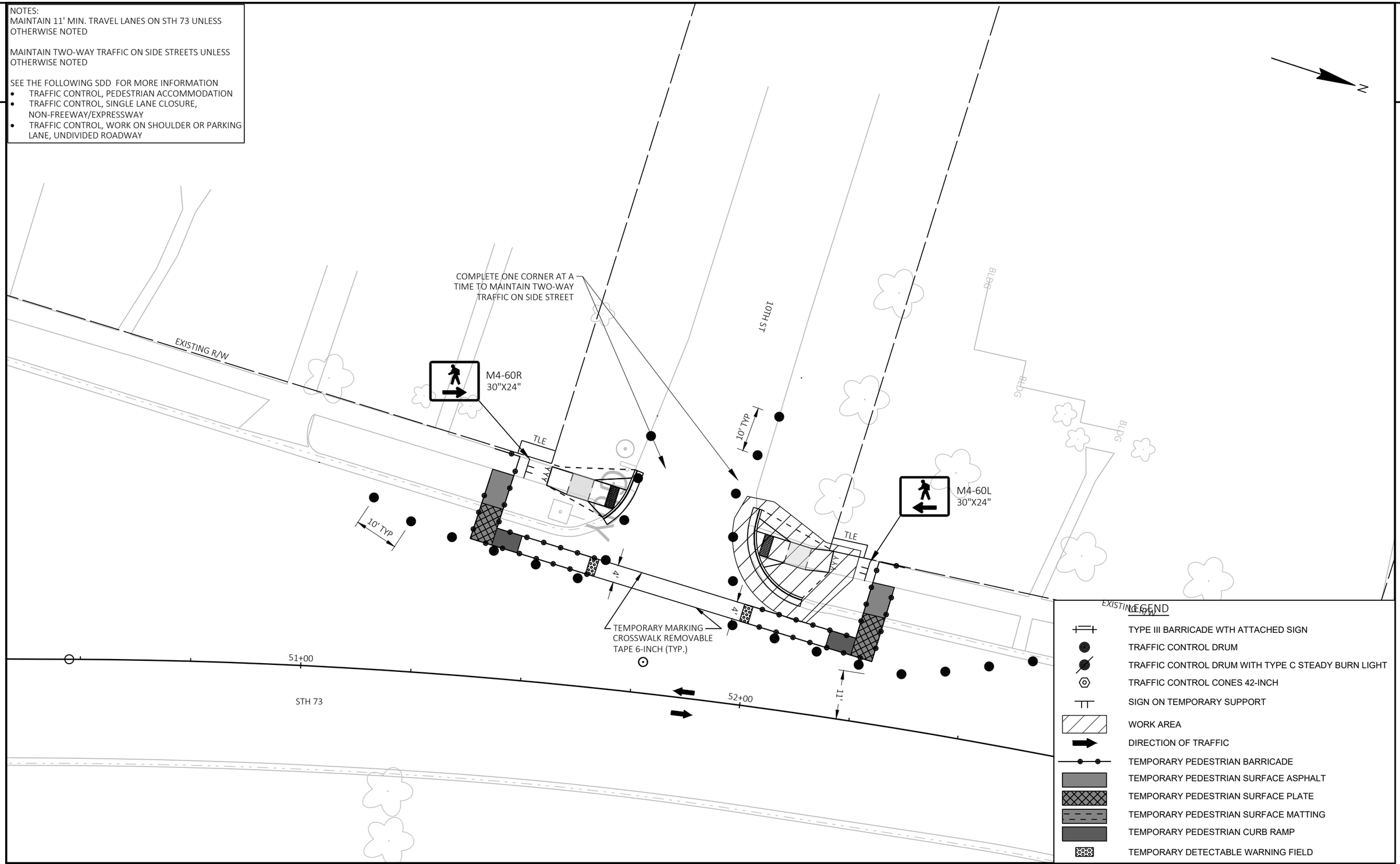
FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 05

PLOT DATE : 12/11/2023 3:03 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

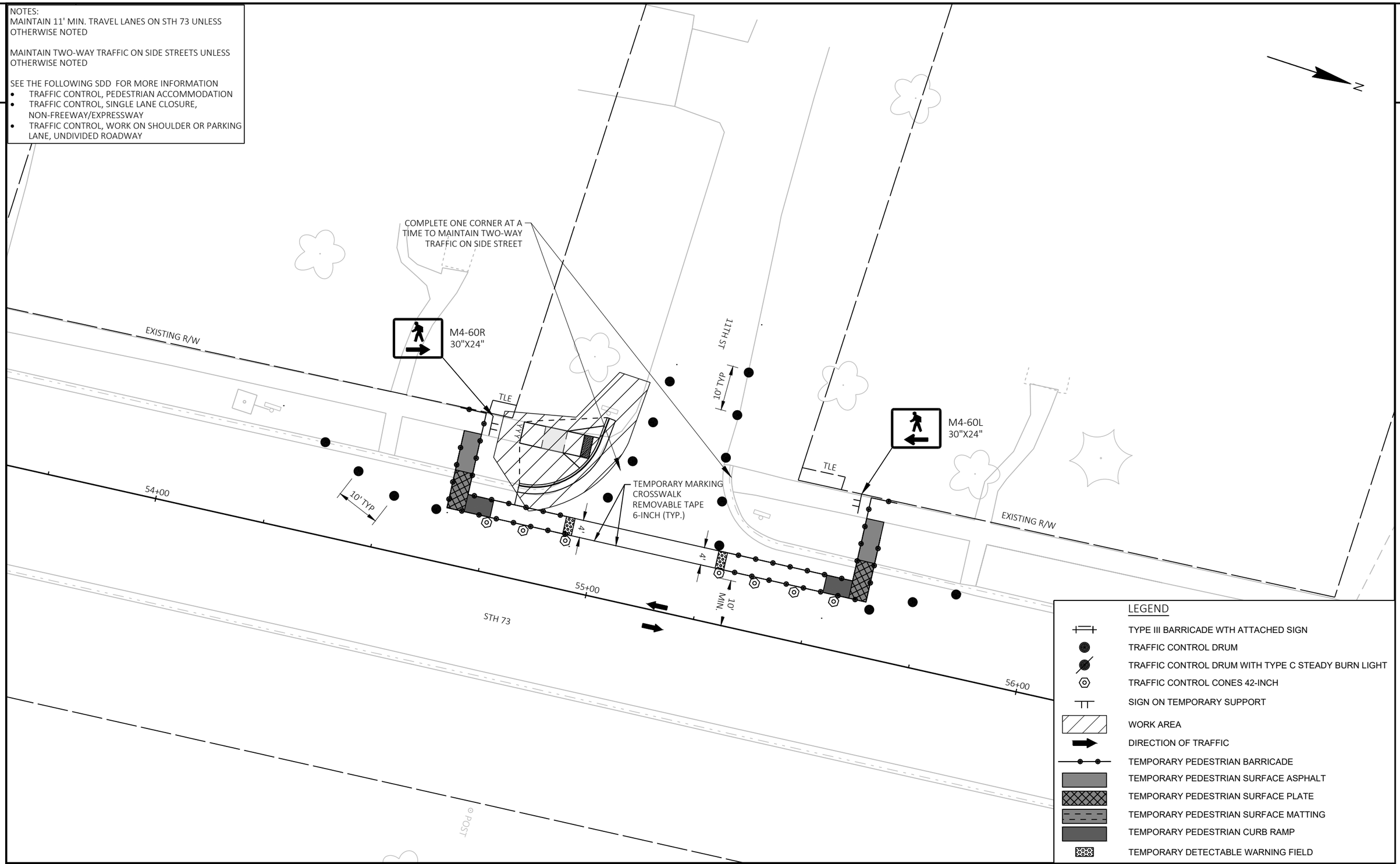


PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 98	E

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 99	E

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

2

2

N

COMPLETE ONE CORNER AT A TIME TO MAINTAIN TWO-WAY TRAFFIC ON SIDE STREET

EXISTING R/W

M4-60R
30"X24"

TLE

11TH ST

10' TYP

M4-60L
30"X24"

TLE

54+00

10' TYP

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (TYP.)

4'

4'

10' MIN.

55+00

STH 73

56+00

EXISTING R/W

POST

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 100	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 06.1

PLOT DATE : 12/11/2023 3:04 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

2

N

COMPLETE ONE CORNER AT A TIME TO MAINTAIN TWO-WAY TRAFFIC ON SIDE STREET

M4-60R
30"X24"

M4-60L
30"X24"

EXISTING R/W

TLE

12TH ST

4' MIN.

10' TYP

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (TYP.)

4'

4'

11' MIN.

57+00

58+00

59+00

STH 73

BLDG

SIGN

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

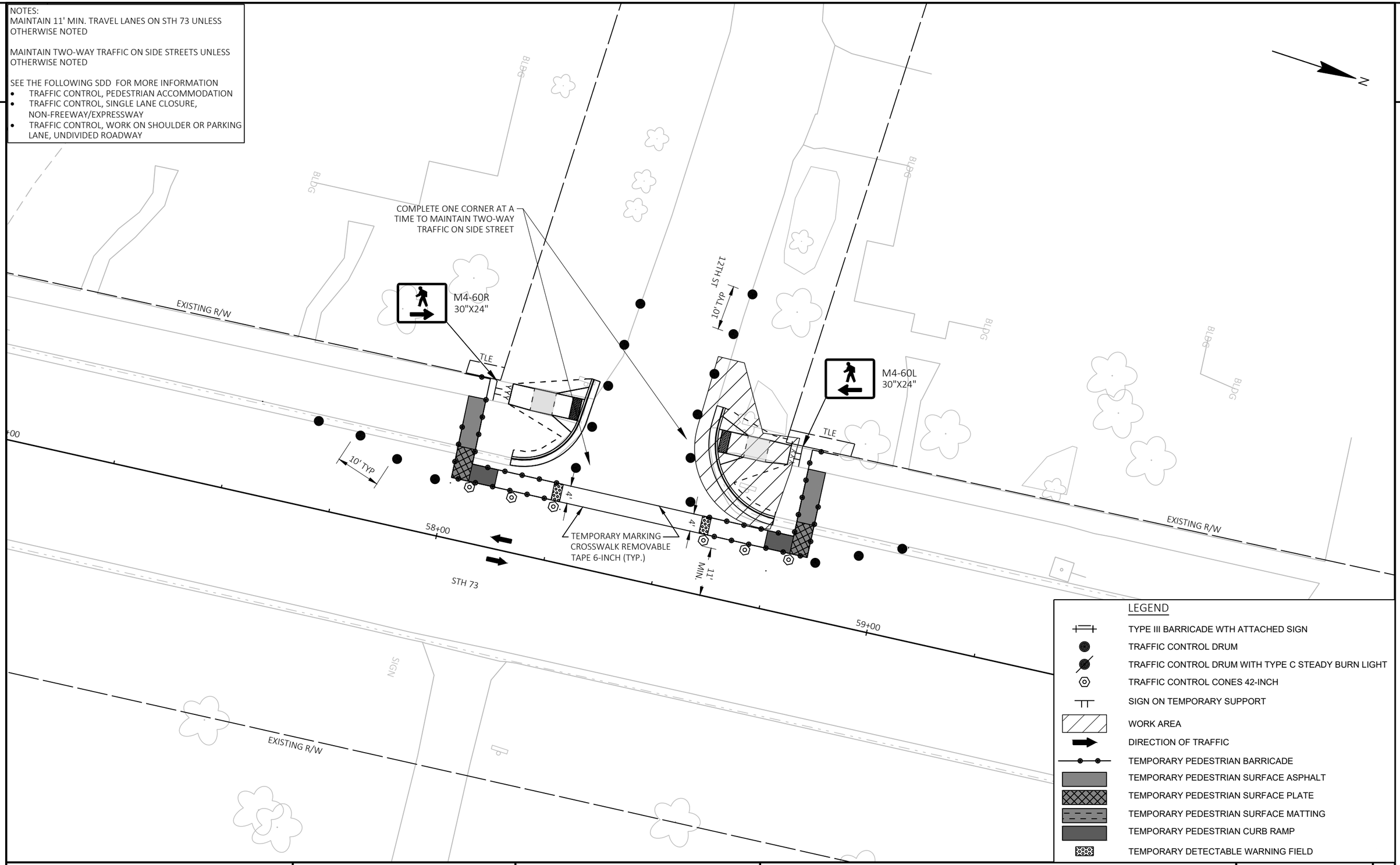
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 101	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 07
PLOT DATE : 12/11/2023 3:05 PM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



LEGEND

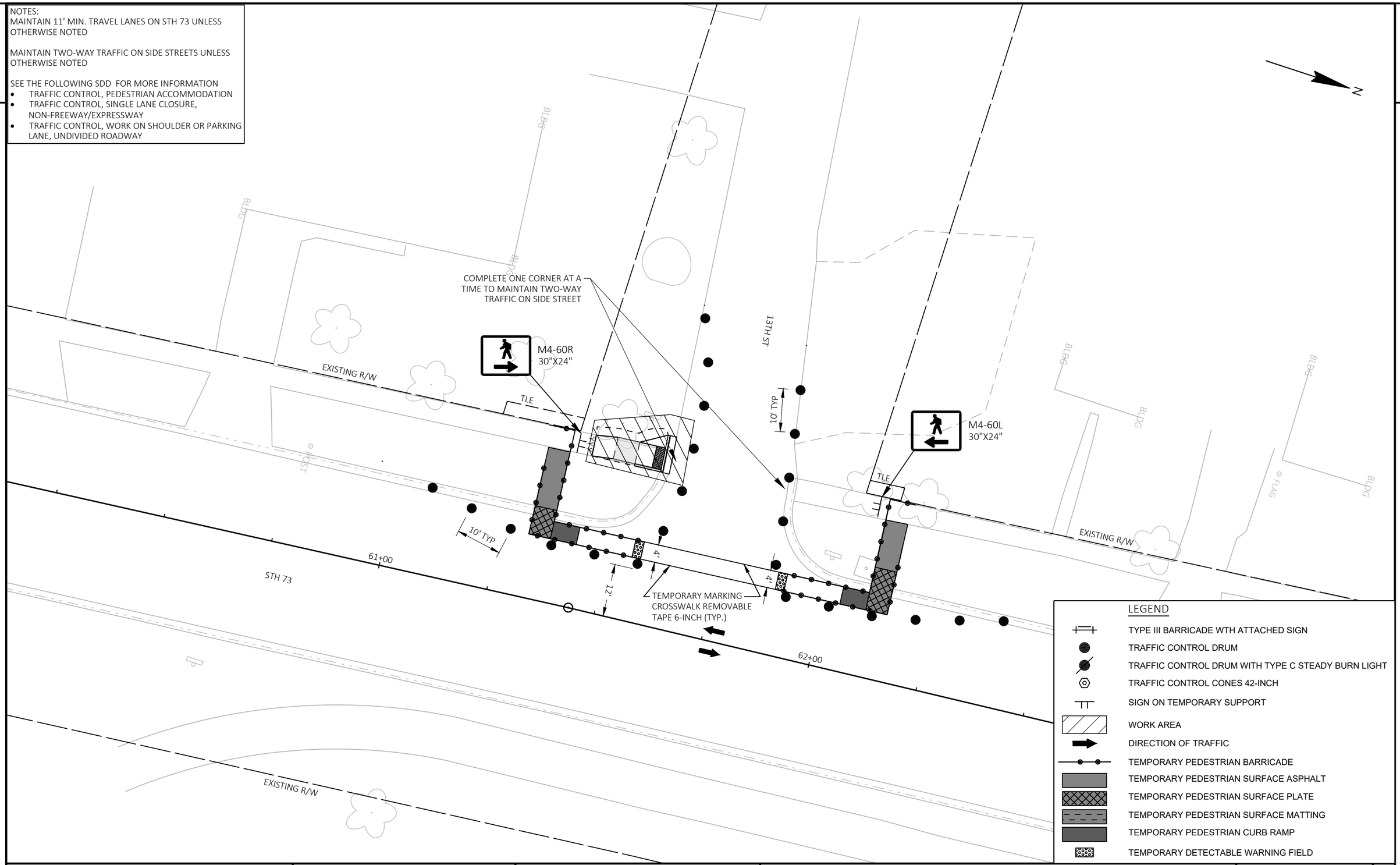
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 102	E

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



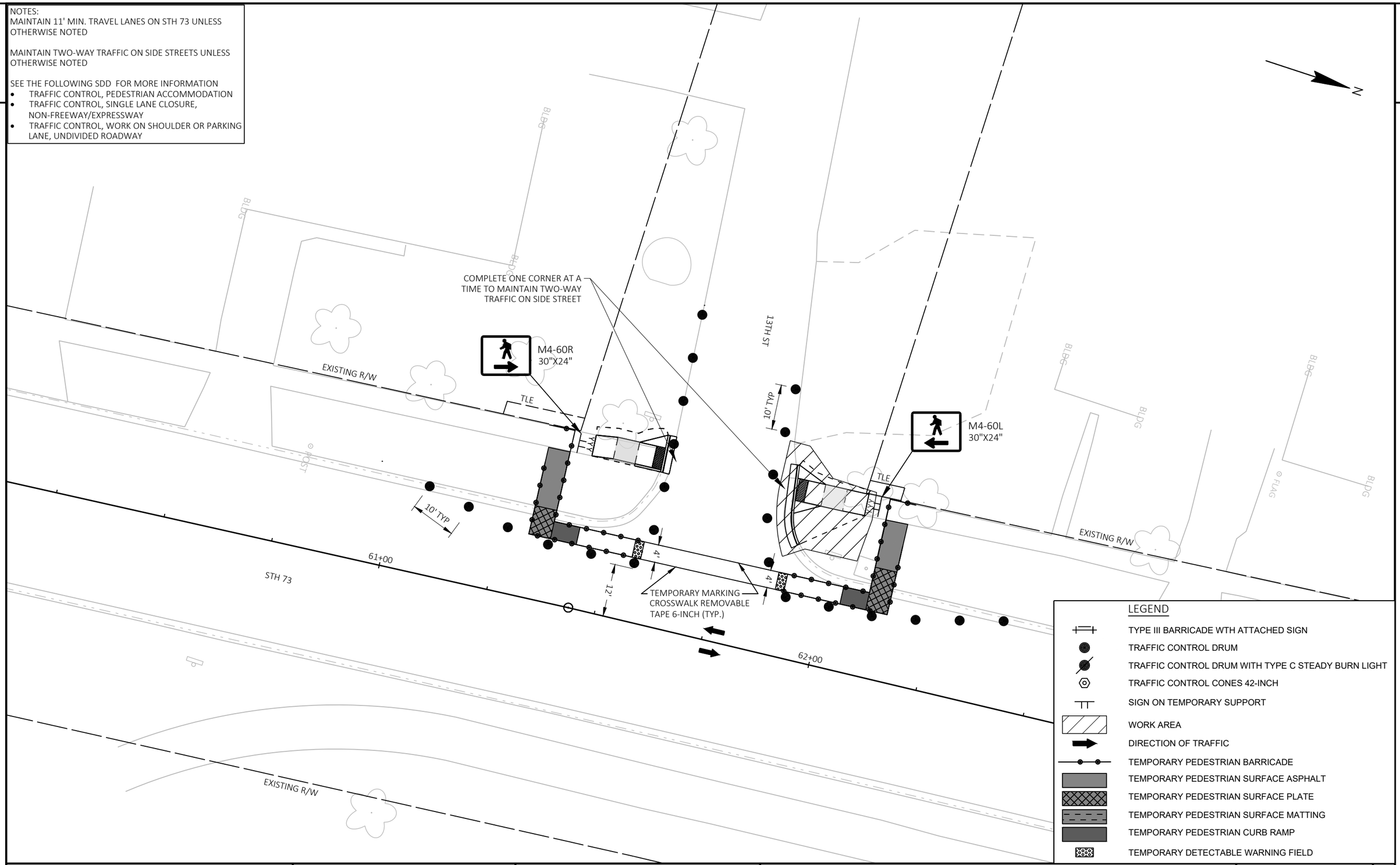
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 103	E

2

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



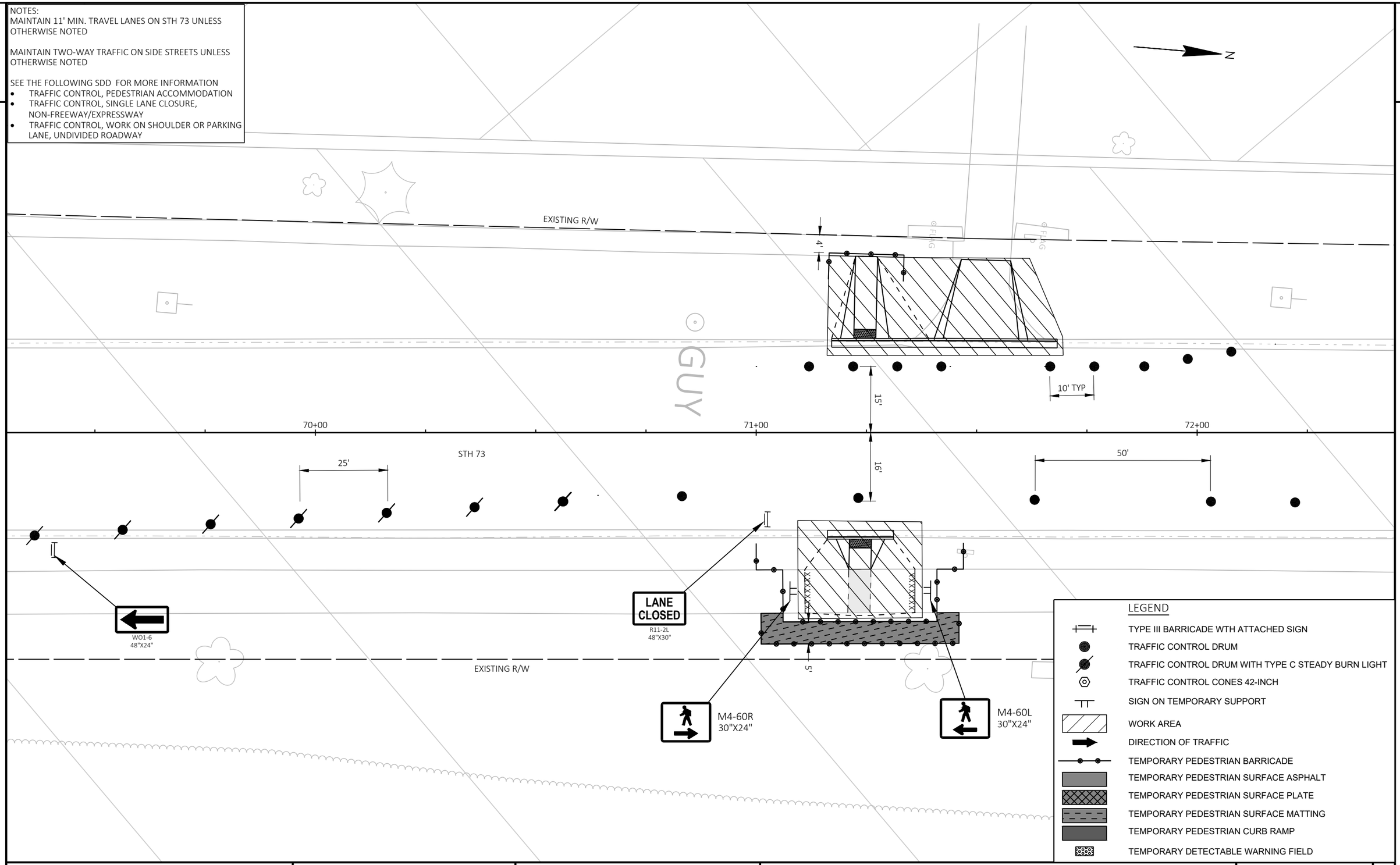
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 104	E

2

NOTES:
MAINTAIN 11' MIN. TRAVEL LANES ON STH 73 UNLESS OTHERWISE NOTED

MAINTAIN TWO-WAY TRAFFIC ON SIDE STREETS UNLESS OTHERWISE NOTED

SEE THE FOLLOWING SDD FOR MORE INFORMATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

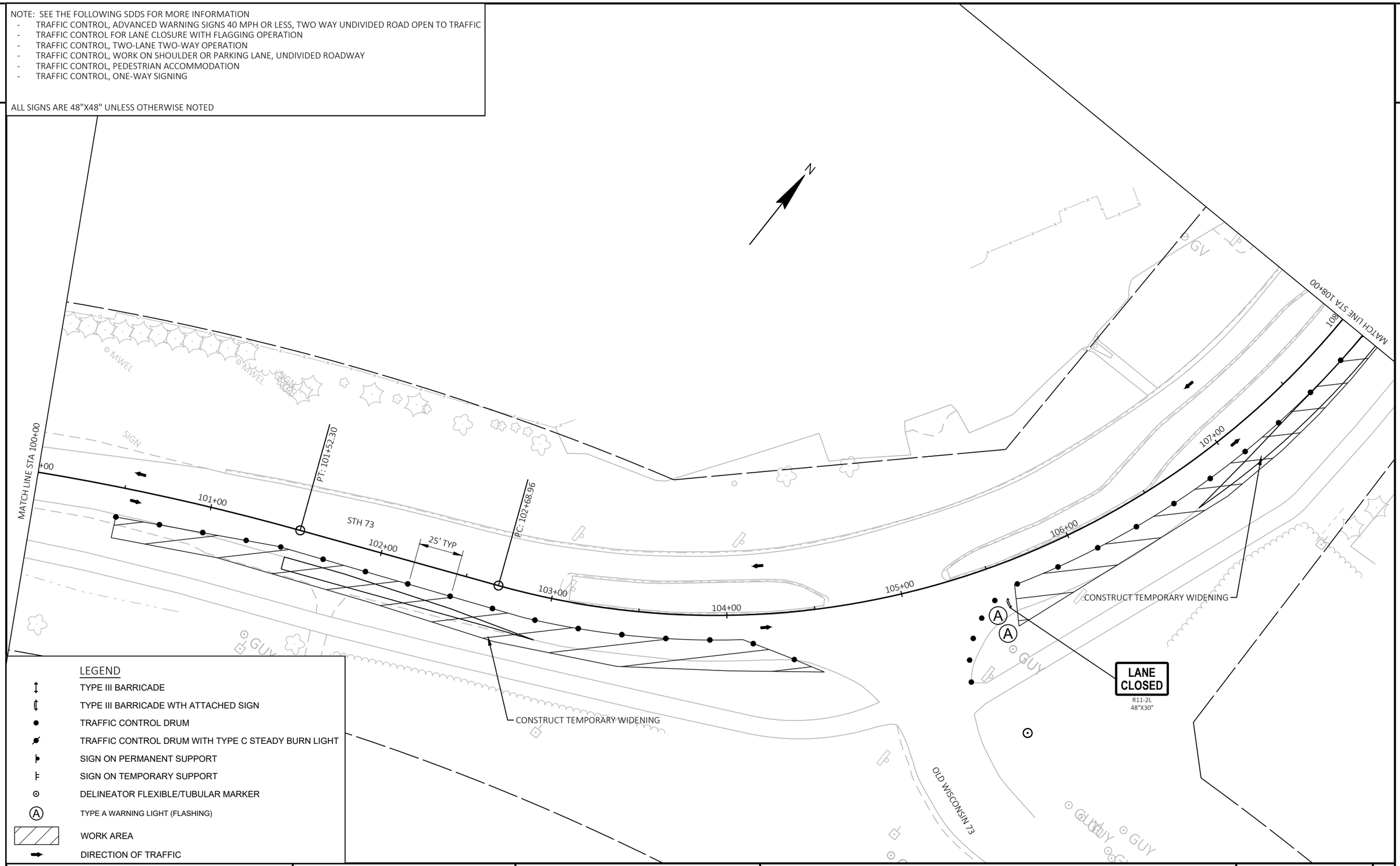


PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1 (PEDESTRIAN ACCOMMODATIONS)	SHEET 105	E

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

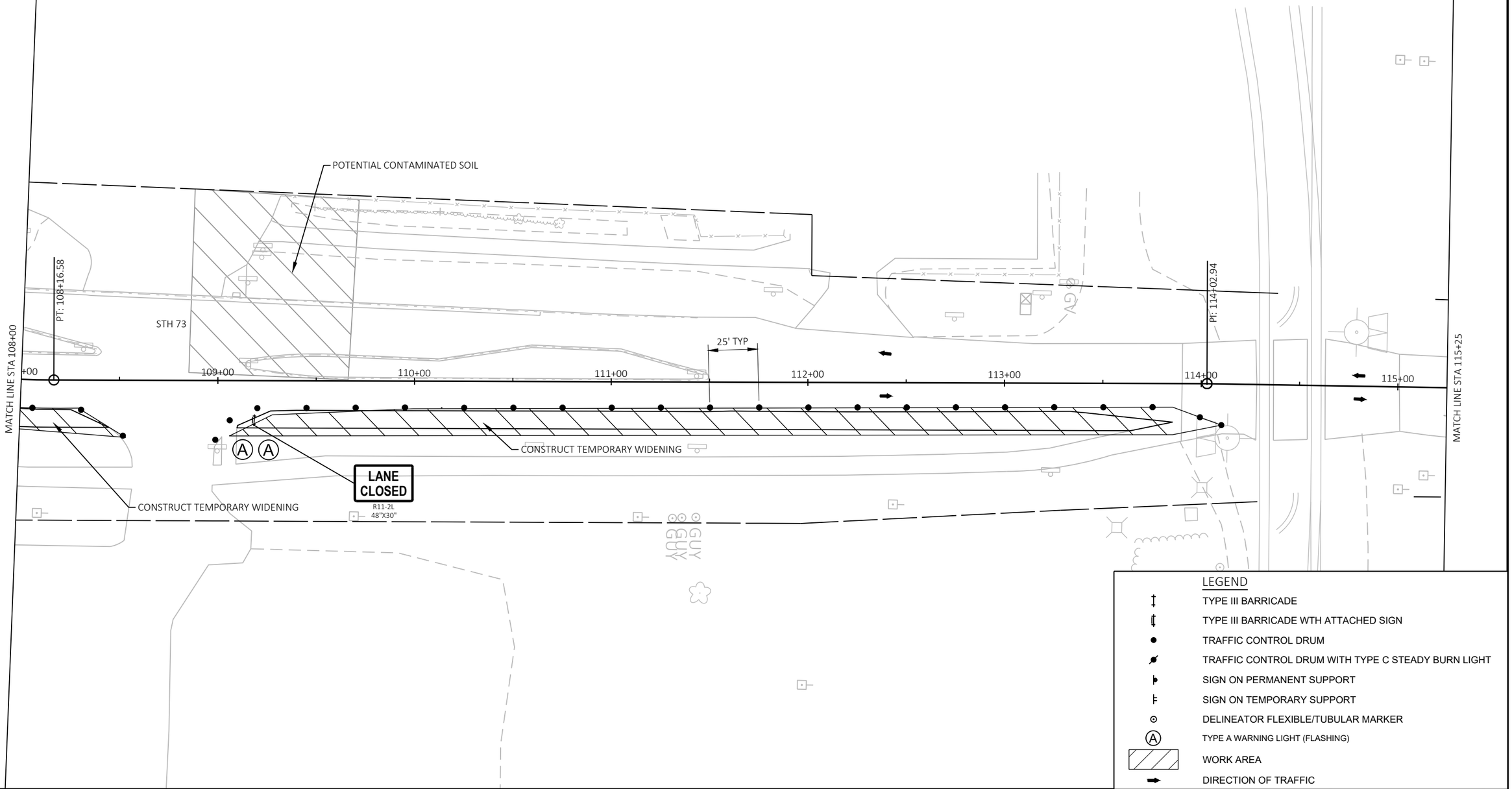
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED



PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1	SHEET 106	E

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED

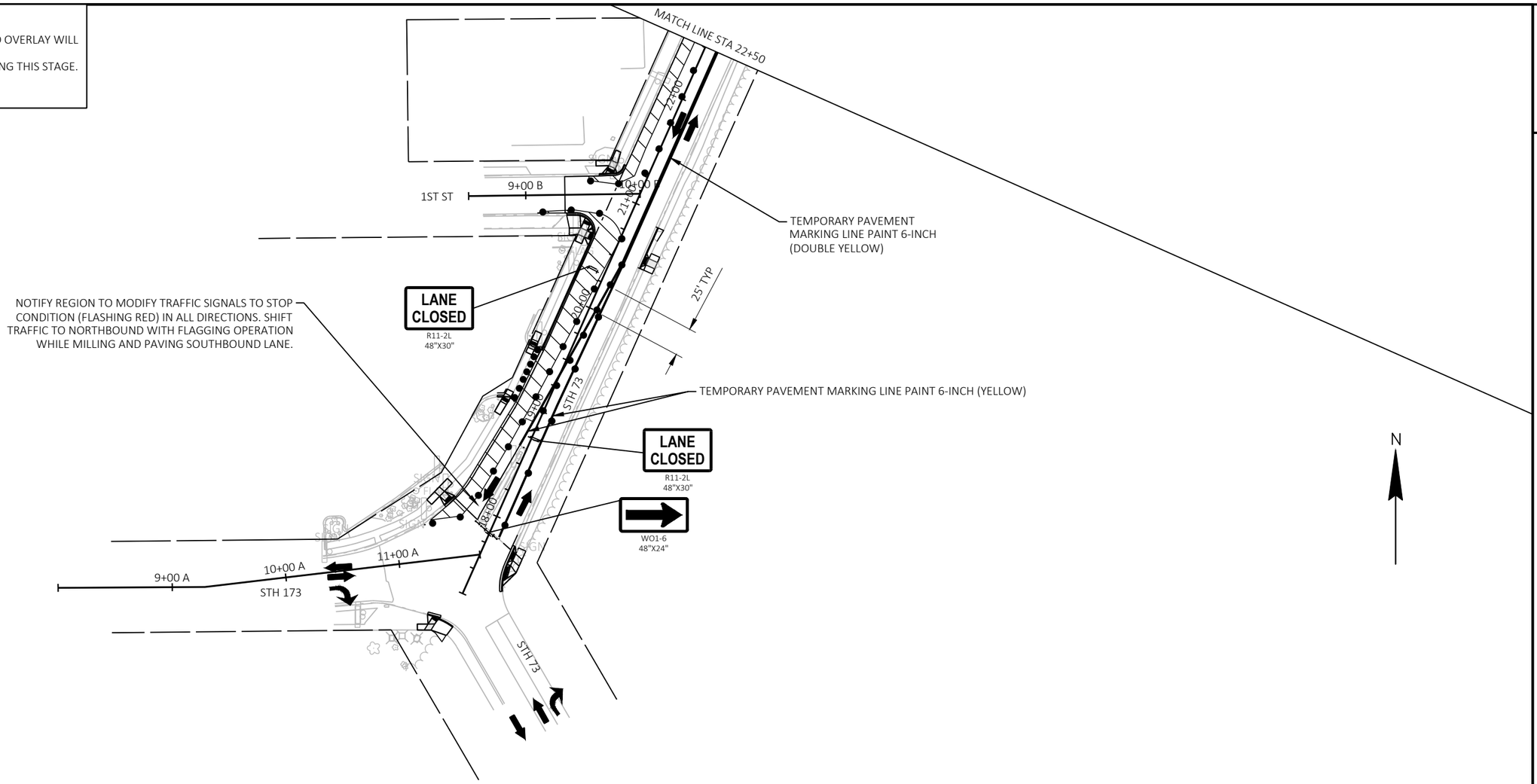


PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 1	SHEET 107	E

2

STAGE 2 NOTES:

TRAFFIC SHALL BE SHIFTED TO NB LANES. MILL AND OVERLAY WILL OCCUR IN THE SOUTHBOUND LANE.
PAVE INTERSECTIONS ON SOUTHBOUND SIDE DURING THIS STAGE.
CLOSE ONE INTERSECTION AT A TIME.
INSTALL GUARDRAIL ON SOUTHBOUND LANES.



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

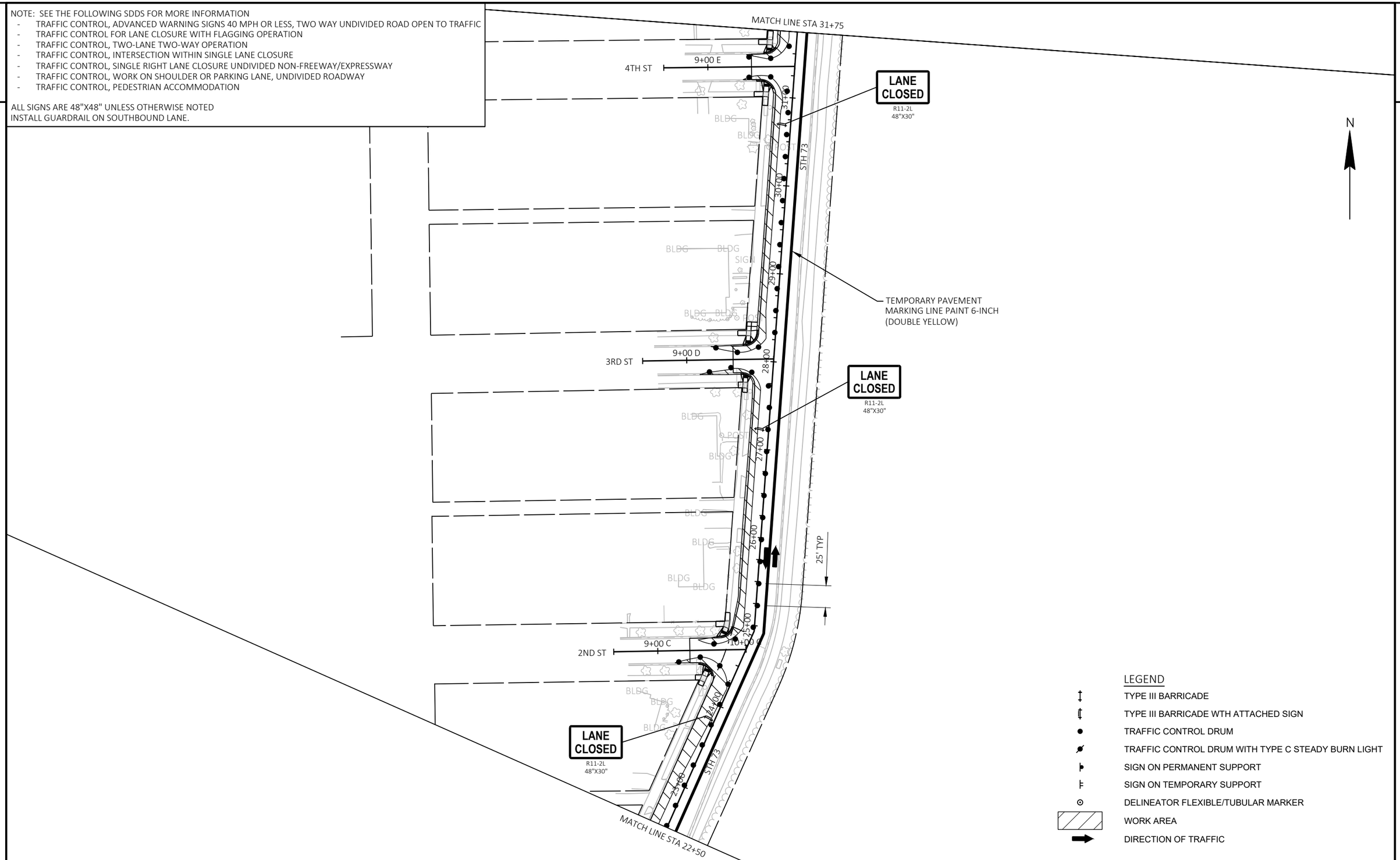
NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
INSTALL GUARDRAIL ON SOUTHBOUND LANE.

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 2	SHEET 108	E

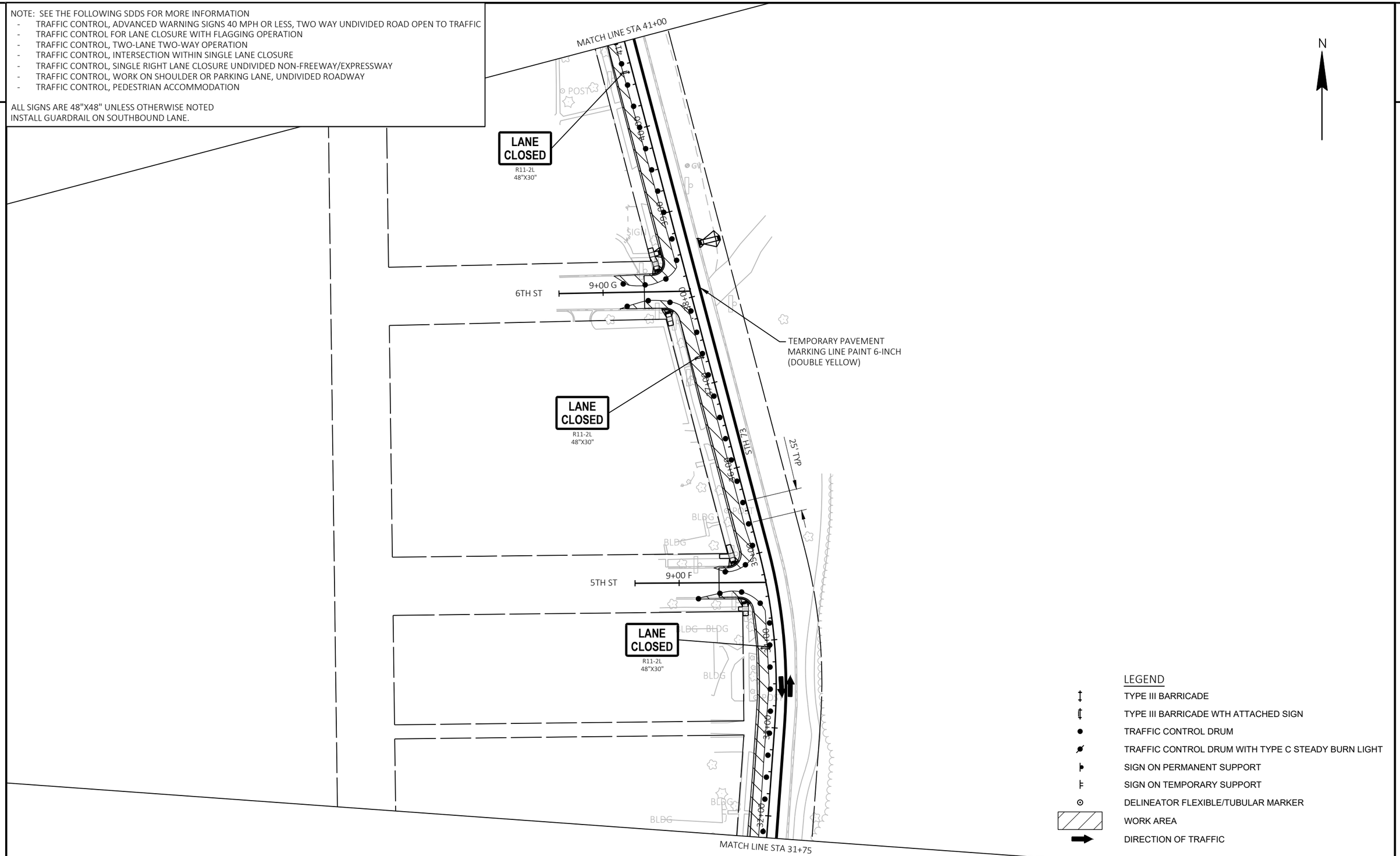
NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
INSTALL GUARDRAIL ON SOUTHBOUND LANE.


MATCH LINE STA 31+75
4TH ST
9+00 E
LANE CLOSED
R11-2L
48"X30"
31+00
SIGN
BLDG
POST
SIGN
SIGN
SIGN

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
INSTALL GUARDRAIL ON SOUTHBOUND LANE.

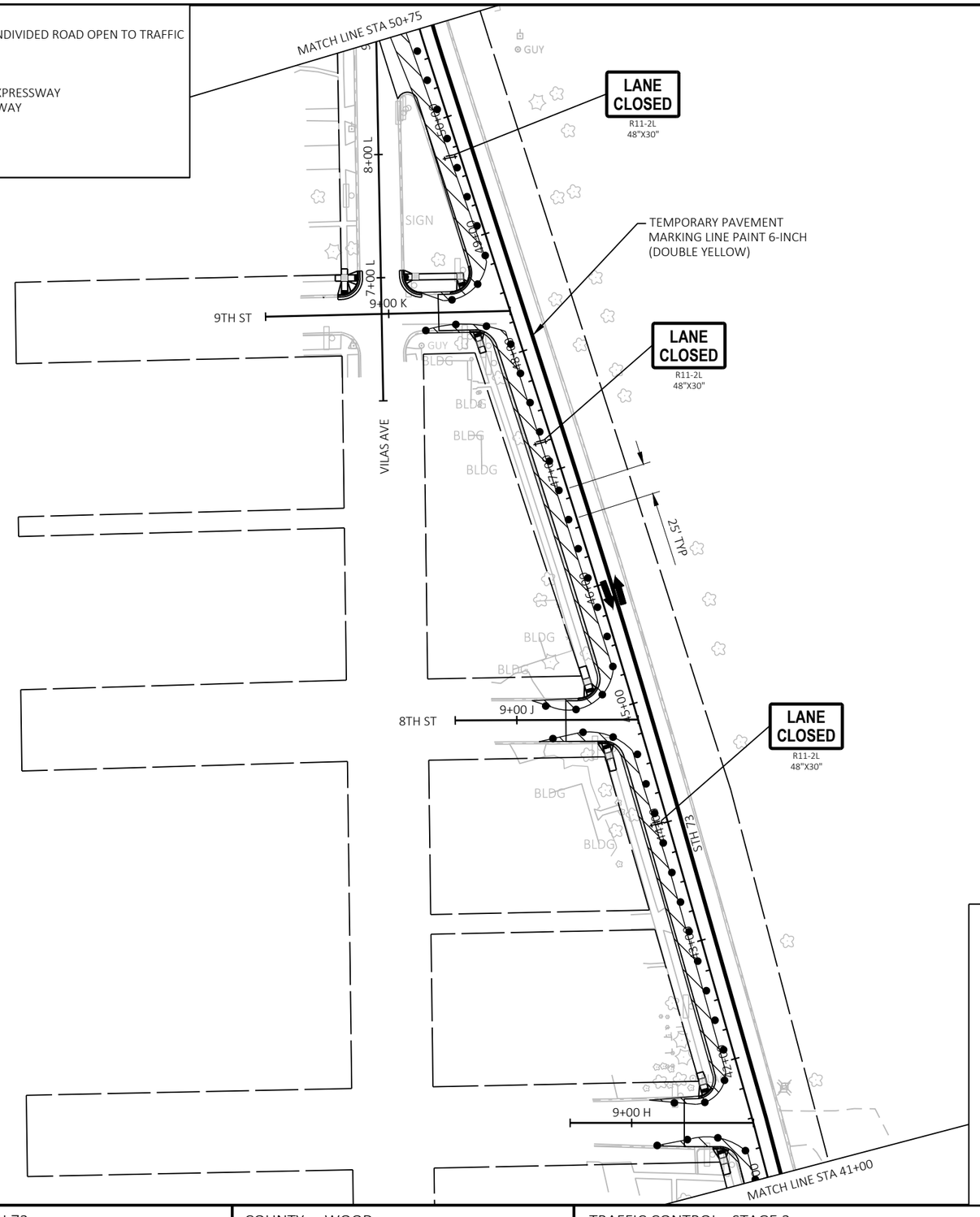


PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 2	SHEET 110	E

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
INSTALL GUARDRAIL ON SOUTHBOUND LANE.



LEGEND

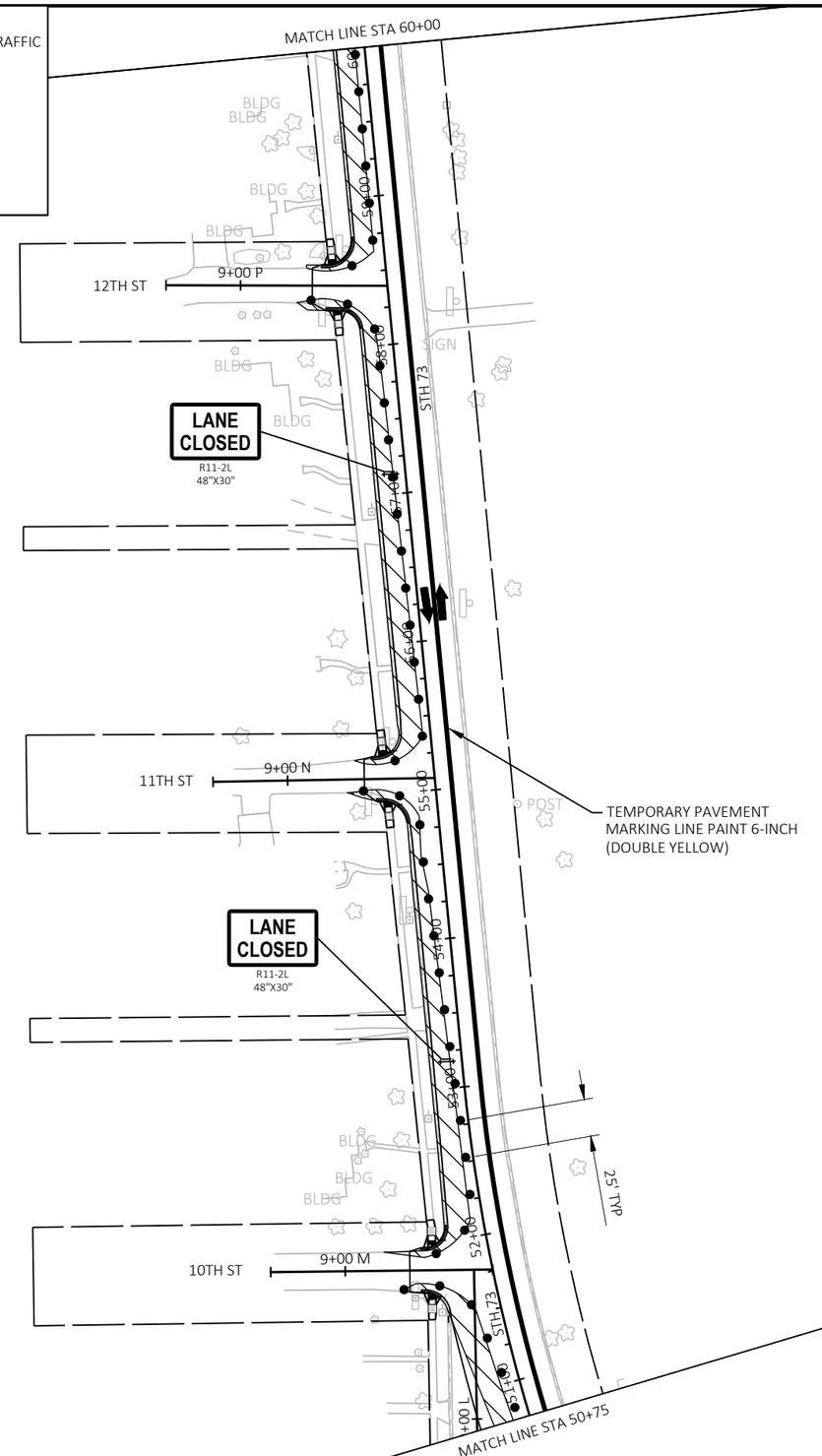
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 2	SHEET 111	E

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
INSTALL GUARDRAIL ON SOUTHBOUND LANE.



N

2

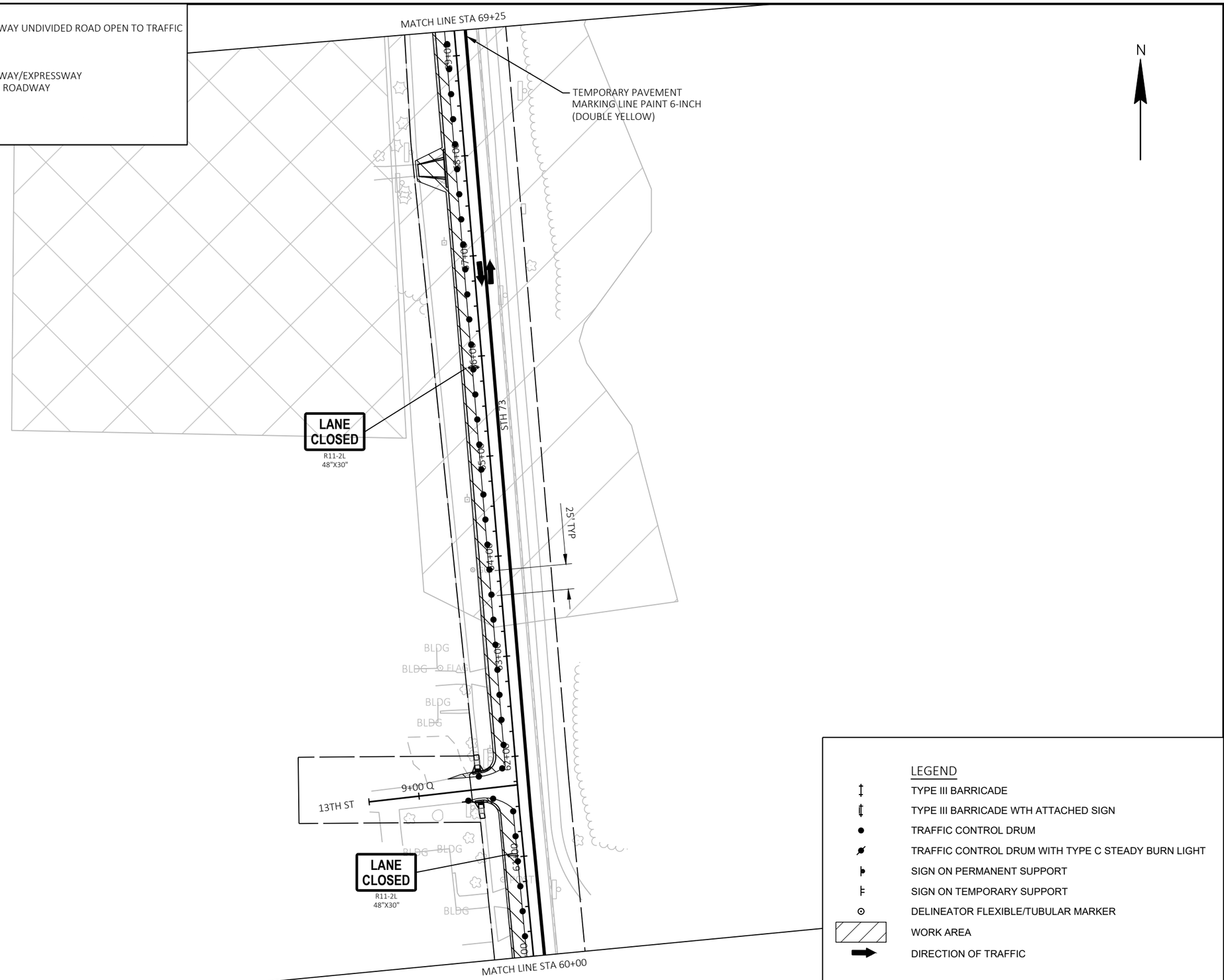
LEGEND
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 2	SHEET 112	E

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
INSTALL GUARDRAIL ON SOUTHBOUND LANE.



2

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 2	SHEET 113	E

2

2

MATCH LINE STA 78+50

N

LANE CLOSED
R11-2L
48"X30"

TEMPORARY PAVEMENT MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)

25' TYP

STH 73

LANE CLOSED
R11-2L
48"X30"

MATCH LINE STA 69+25

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
INSTALL GUARDRAIL ON SOUTHBOUND LANE.

LEGEND
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

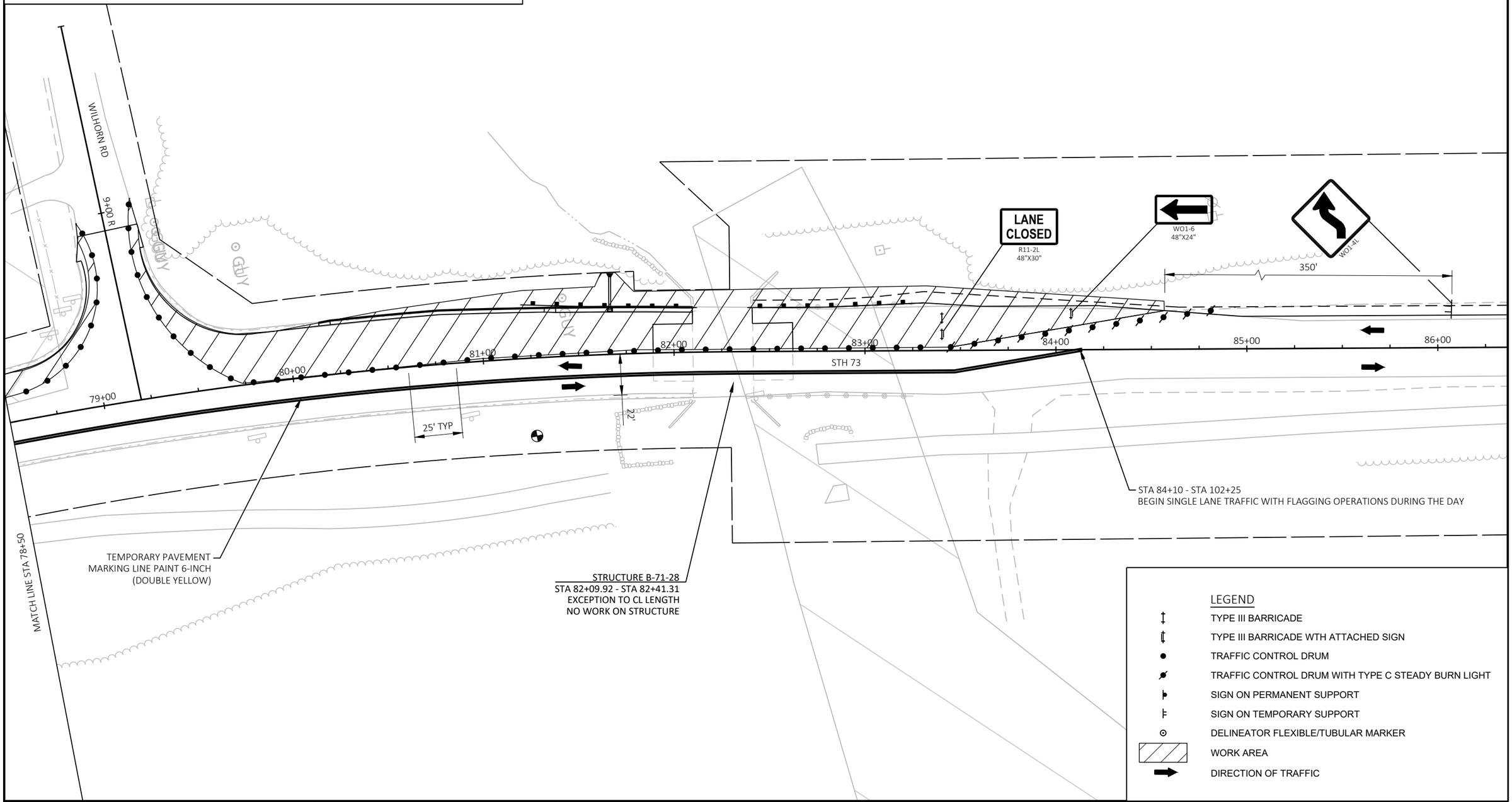
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 2	SHEET 114	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025105-TC.DWG
LAYOUT NAME - x07
PLOT DATE : 10/31/2023 11:32 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
INSTALL GUARDRAIL ON SOUTHBOUND LANE.

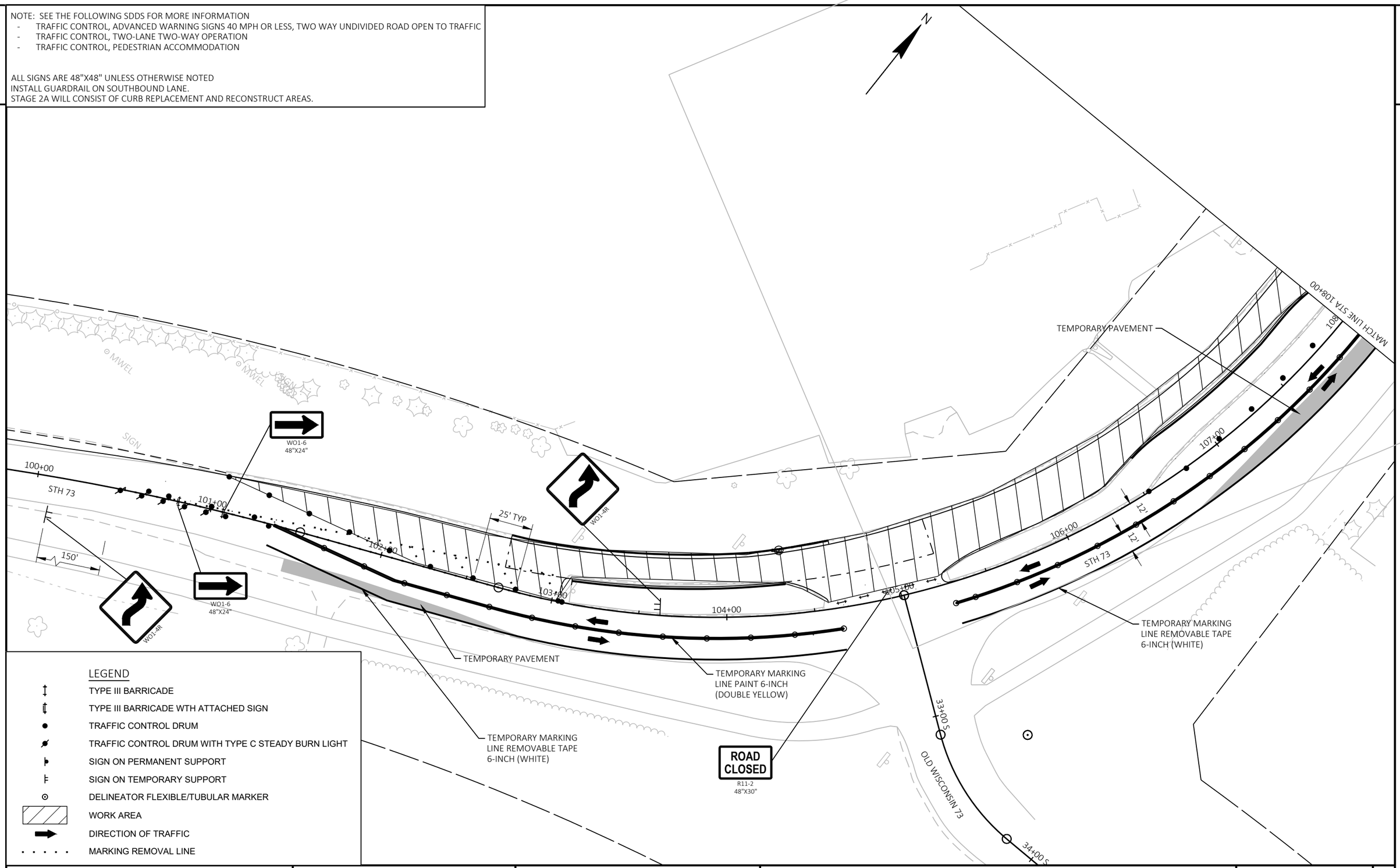


PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 2	SHEET 115	E

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
INSTALL GUARDRAIL ON SOUTHBOUND LANE.
STAGE 2A WILL CONSIST OF CURB REPLACEMENT AND RECONSTRUCT AREAS.



PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 2A	SHEET 116	E

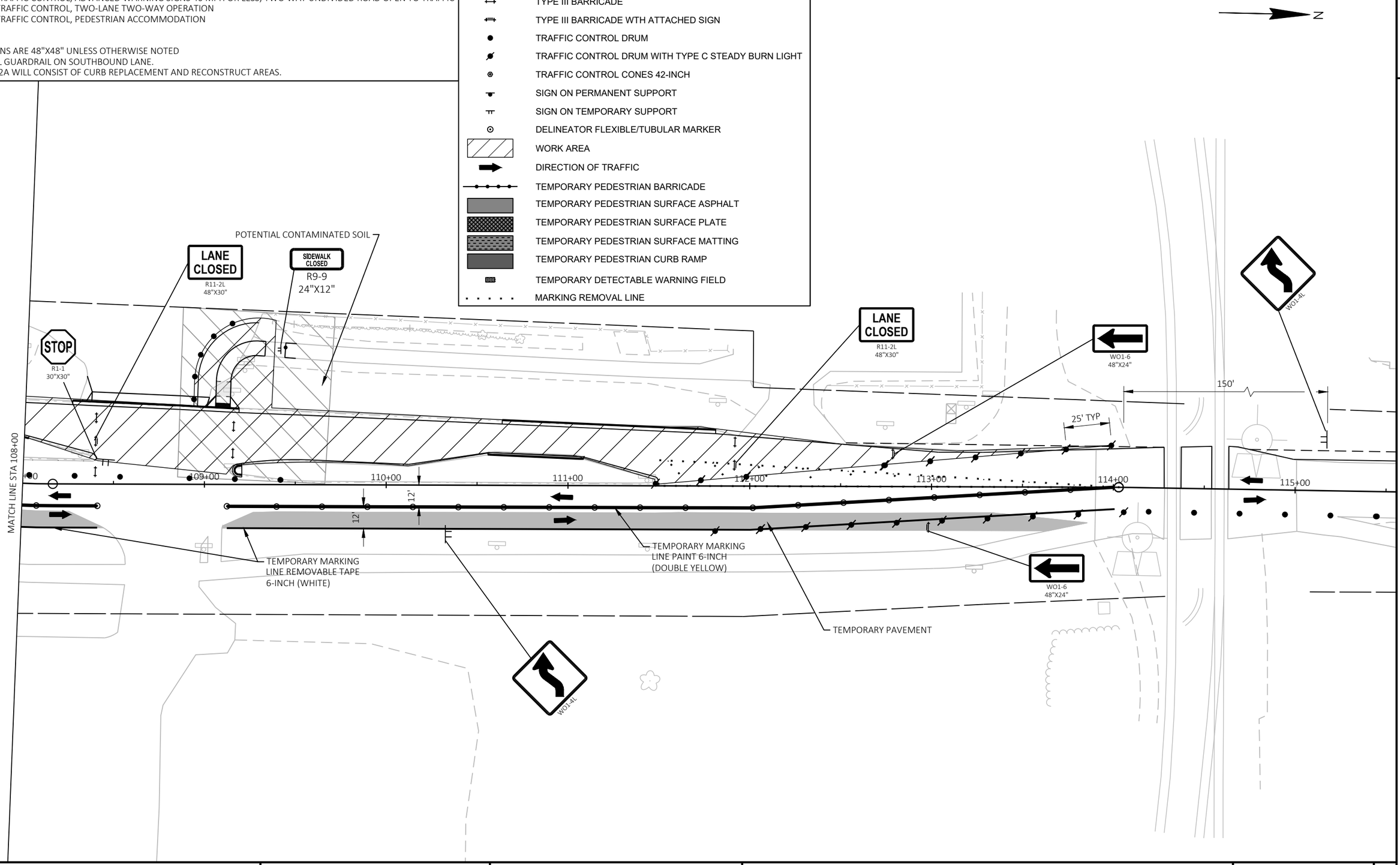
2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
INSTALL GUARDRAIL ON SOUTHBOUND LANE.
STAGE 2A WILL CONSIST OF CURB REPLACEMENT AND RECONSTRUCT AREAS.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- MARKING REMOVAL LINE



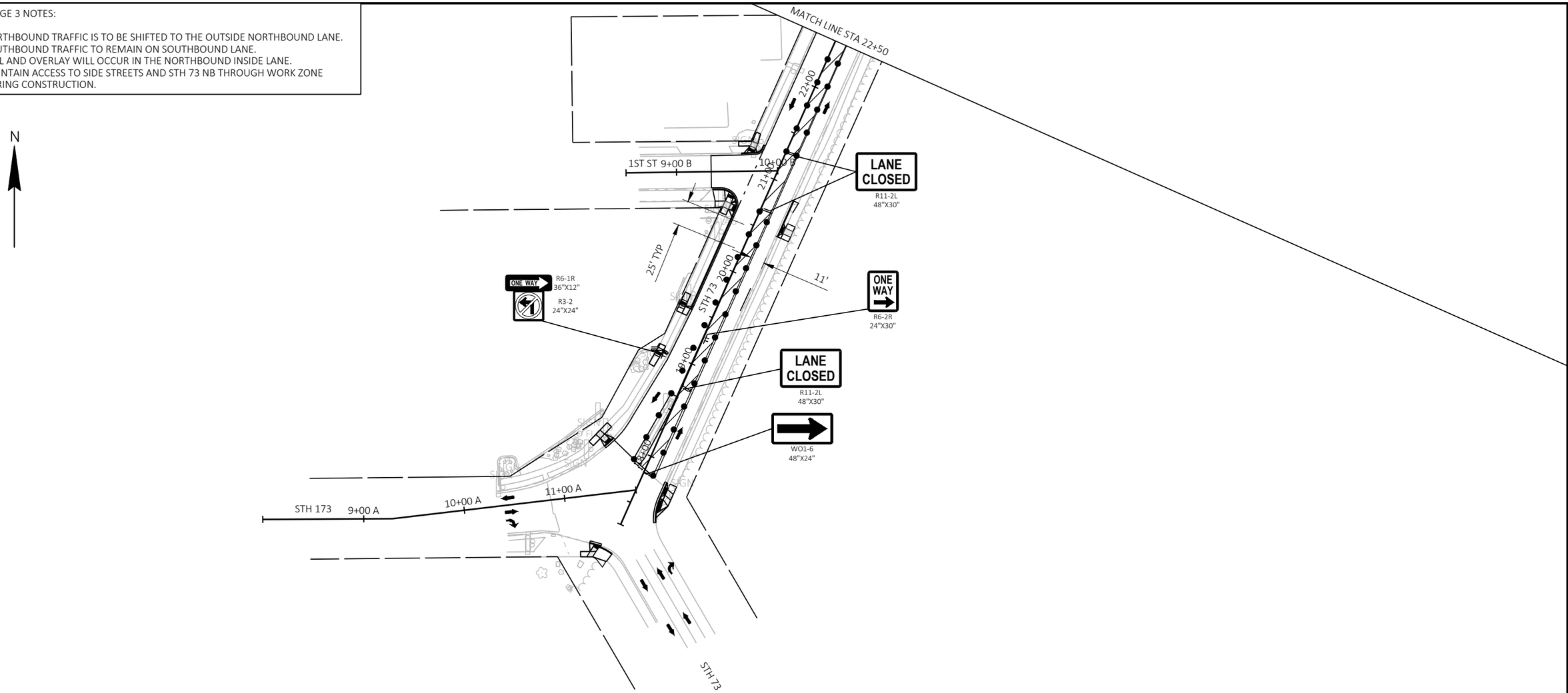
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 2A	SHEET 117	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025110-TC.DWG
LAYOUT NAME - 02
PLOT DATE : 12/11/2023 2:54 PM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2

STAGE 3 NOTES:

NORTHBOUND TRAFFIC IS TO BE SHIFTED TO THE OUTSIDE NORTHBOUND LANE.
SOUTHBOUND TRAFFIC TO REMAIN ON SOUTHBOUND LANE.
MILL AND OVERLAY WILL OCCUR IN THE NORTHBOUND INSIDE LANE.
MAINTAIN ACCESS TO SIDE STREETS AND STH 73 NB THROUGH WORK ZONE DURING CONSTRUCTION.



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

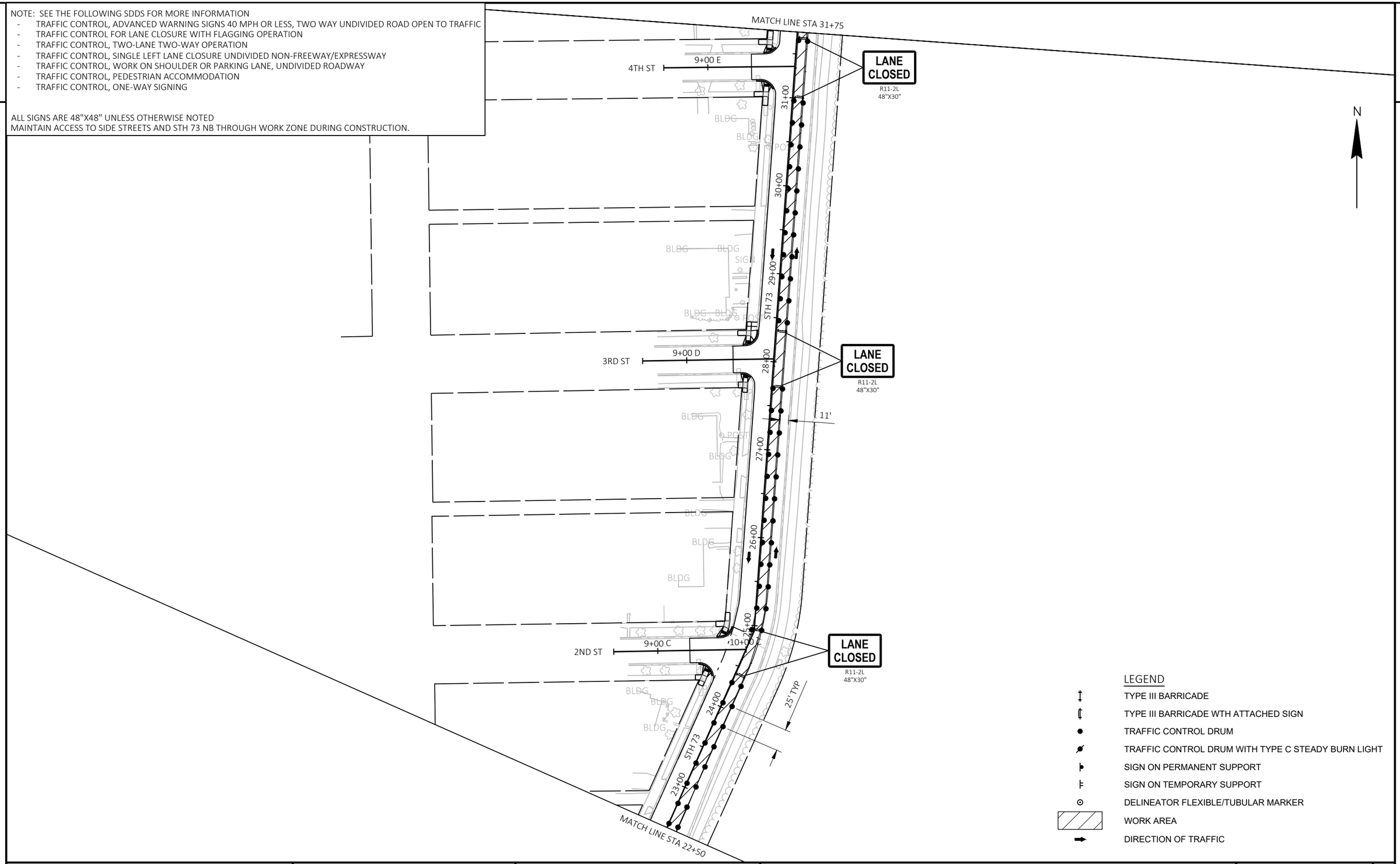
NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
MAINTAIN ACCESS TO SIDE STREETS AND STH 73 NB THROUGH WORK ZONE DURING CONSTRUCTION.

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 3	SHEET 118	E

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
MAINTAIN ACCESS TO SIDE STREETS AND STH 73 NB THROUGH WORK ZONE DURING CONSTRUCTION.



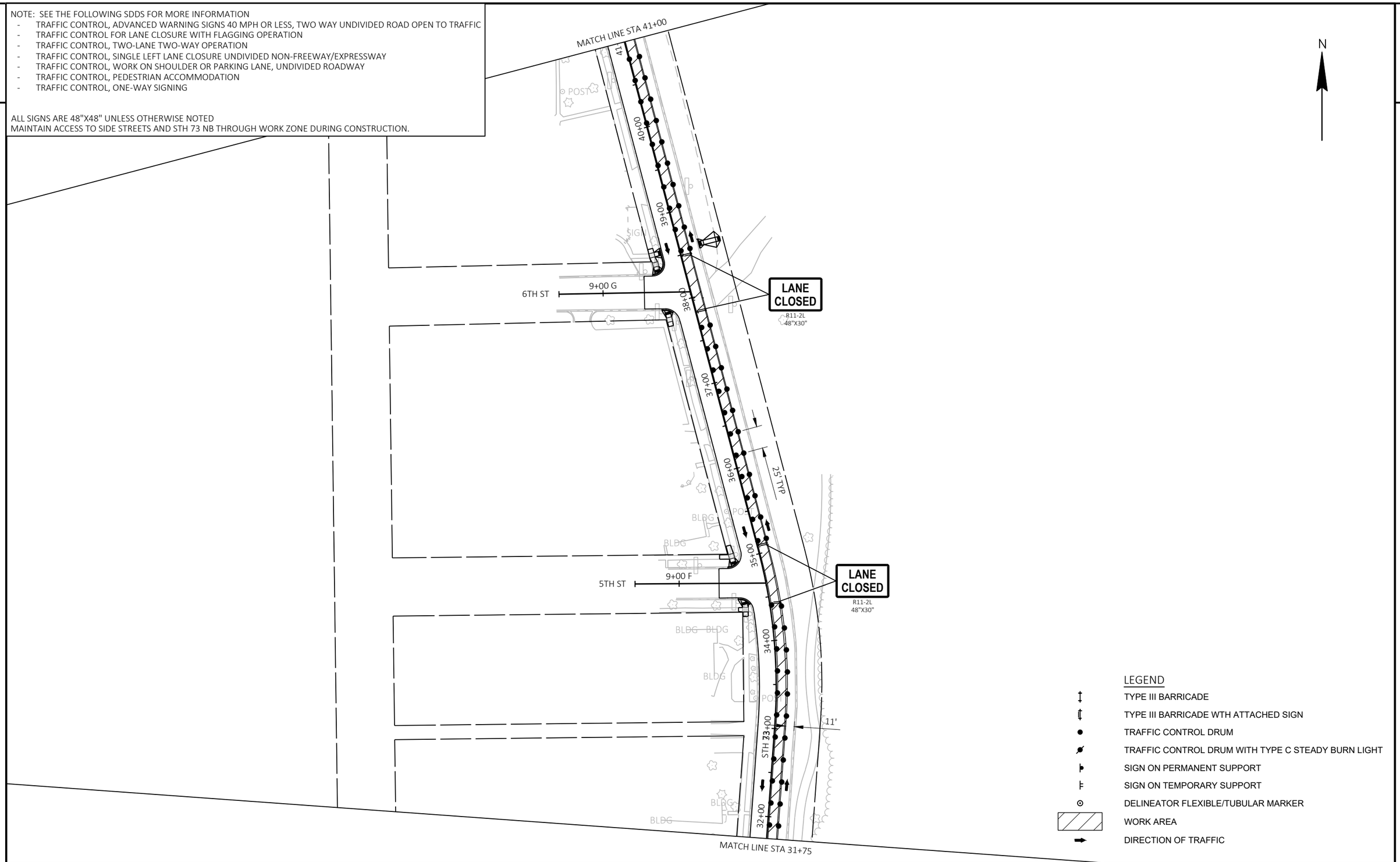
LEGEND
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 3	SHEET 119	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - X02
PLOT DATE : 10/31/2023 11:32 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
MAINTAIN ACCESS TO SIDE STREETS AND STH 73 NB THROUGH WORK ZONE DURING CONSTRUCTION.



LEGEND
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

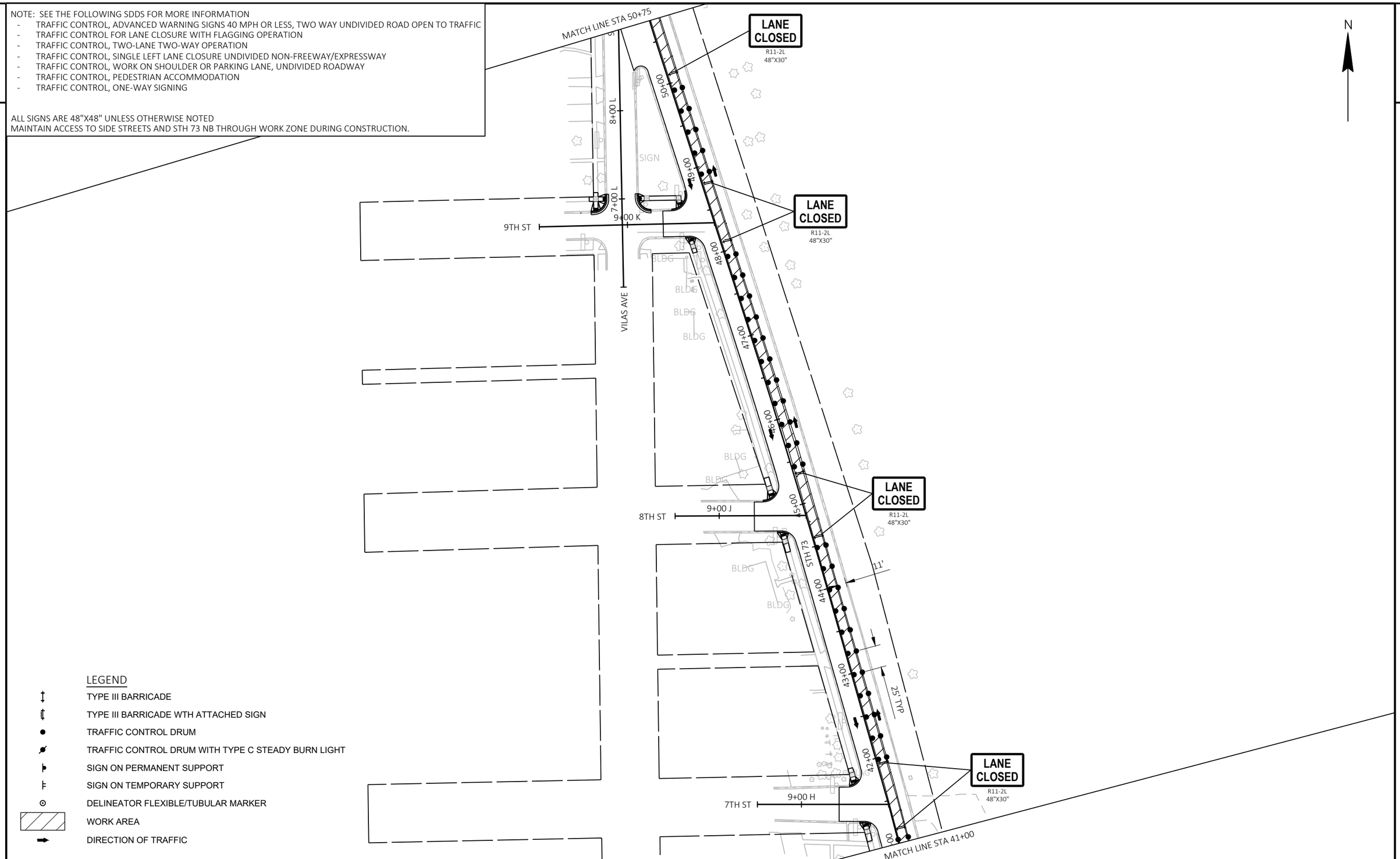
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 3	SHEET 120	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - X03
PLOT DATE : 10/31/2023 11:32 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
MAINTAIN ACCESS TO SIDE STREETS AND STH 73 NB THROUGH WORK ZONE DURING CONSTRUCTION.



LEGEND

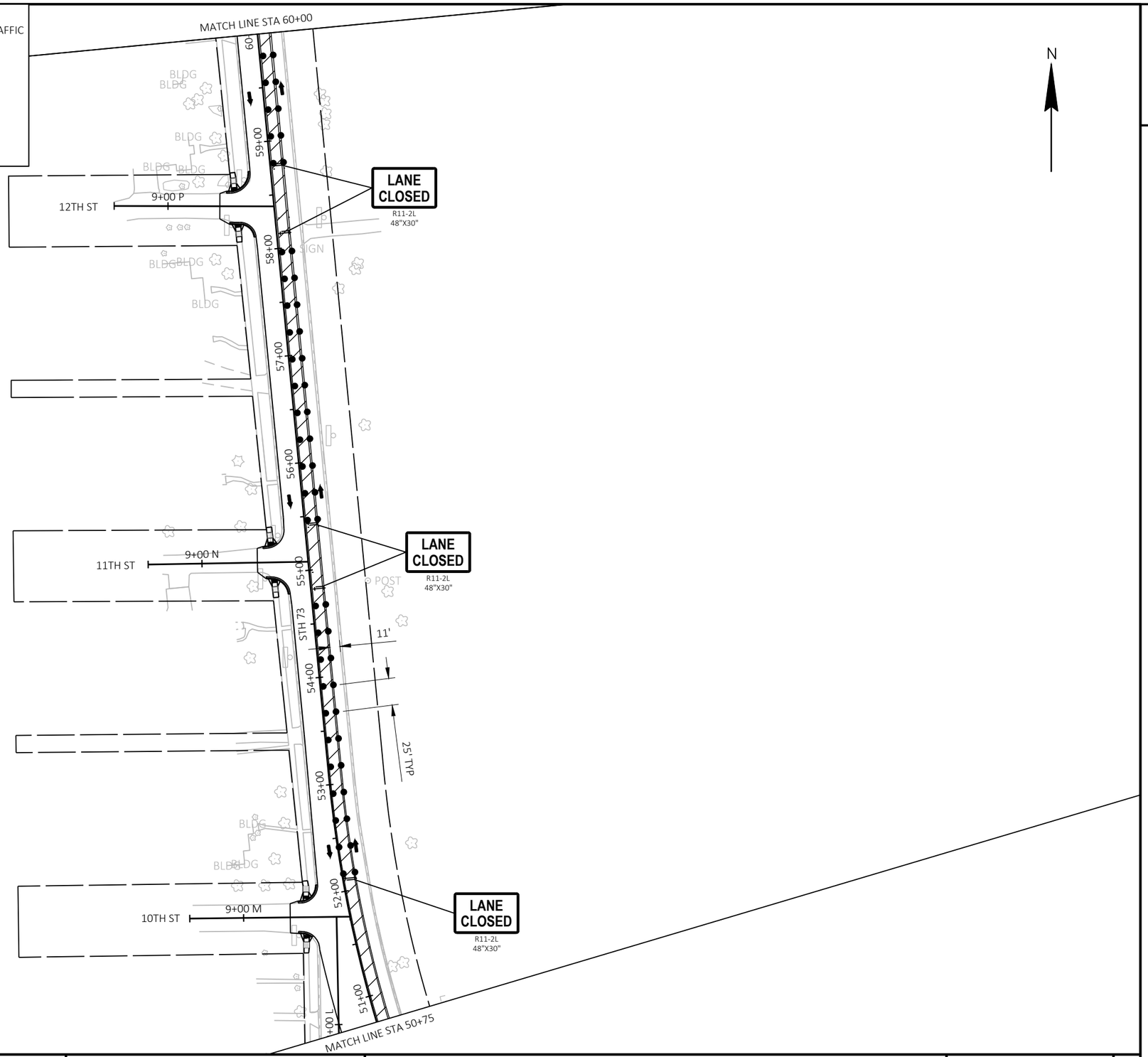
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 3	SHEET 121	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - X04
PLOT DATE : 10/31/2023 11:32 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
MAINTAIN ACCESS TO SIDE STREETS AND STH 73 NB THROUGH WORK ZONE DURING CONSTRUCTION.



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 3	SHEET 122	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - X05
PLOT DATE : 10/31/2023 11:32 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
MAINTAIN ACCESS TO SIDE STREETS AND STH 73 NB THROUGH WORK ZONE DURING CONSTRUCTION.



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

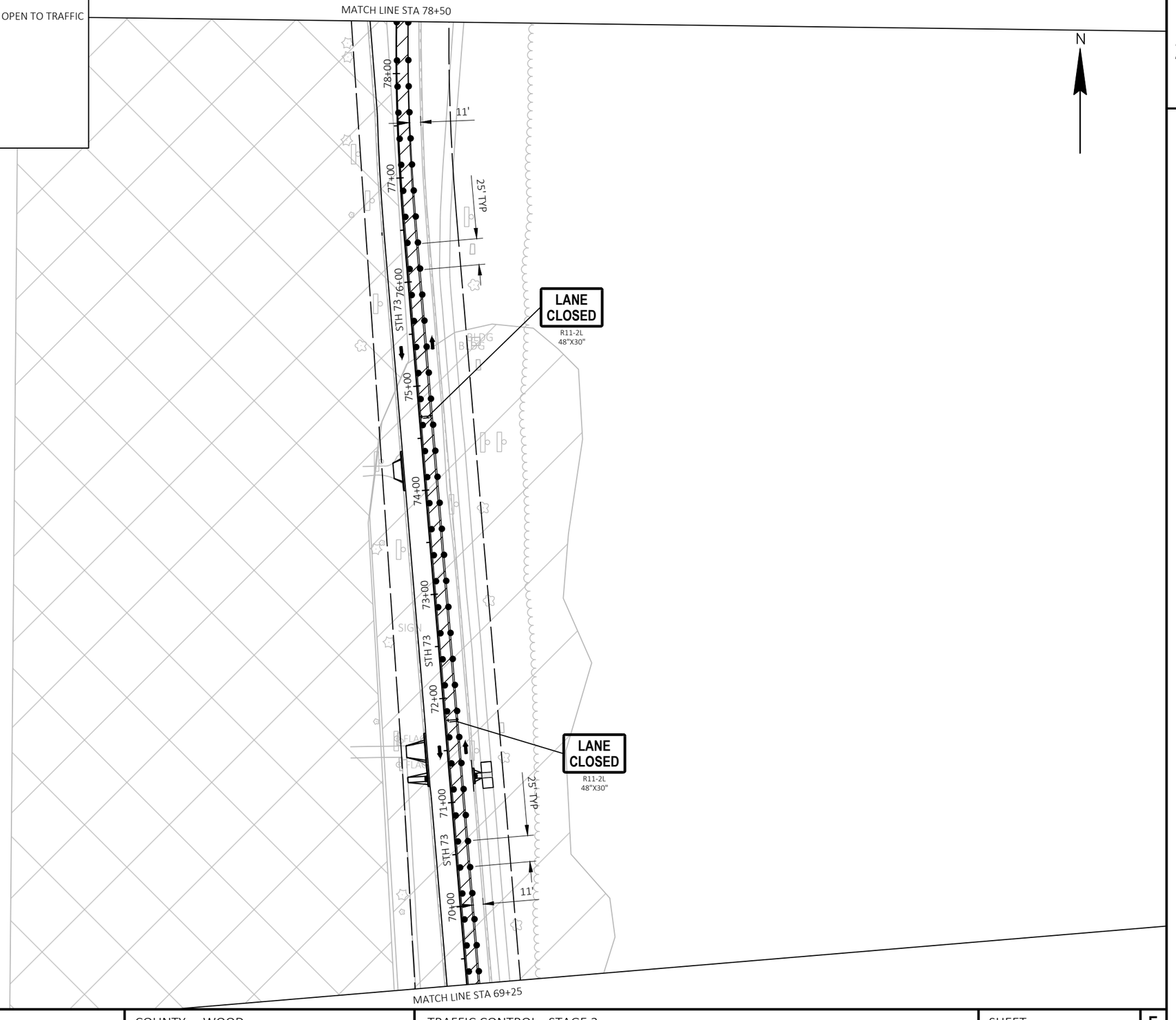
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 3	SHEET 123 E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - X06
PLOT DATE : 10/31/2023 11:32 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
MAINTAIN ACCESS TO SIDE STREETS AND STH 73 NB THROUGH WORK ZONE DURING CONSTRUCTION.



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 3	SHEET 124	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

N

WILHORN RD

9+00 R

STRUCTURE B-71-28
STA 82+09.92 - STA 82+41.31
EXCEPTION TO CL LENGTH
NO WORK ON STRUCTURE

79+00 80+00 81+00 82+00 83+00 84+00 85+00 86+00

11'

25' TYP

STA 82+10 - STA 124+50
BEGIN SINGLE LANE TRAFFIC WITH FLAGGING OPERATIONS DURING THE DAY

LANE CLOSED
R11-2L
48"X30"

MATCH LINE STA 78+50

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
MAINTAIN ACCESS TO SIDE STREETS AND STH 73 NB THROUGH WORK ZONE DURING CONSTRUCTION.

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 3	SHEET 125	E

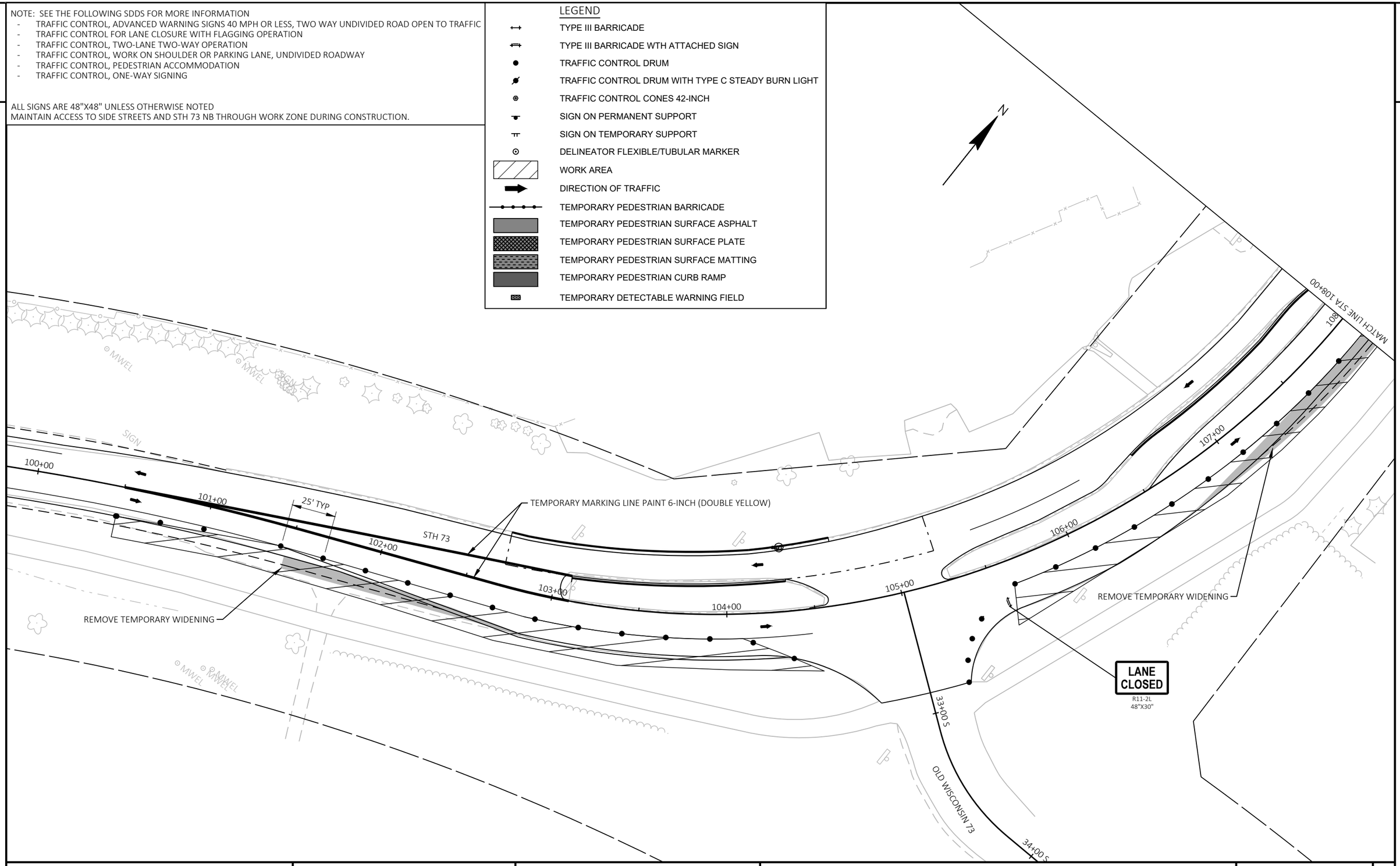
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NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
MAINTAIN ACCESS TO SIDE STREETS AND STH 73 NB THROUGH WORK ZONE DURING CONSTRUCTION.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD



PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 3	SHEET 126	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - 04
PLOT DATE : 12/11/2023 2:55 PM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
MAINTAIN ACCESS TO SIDE STREETS AND STH 73 NB THROUGH WORK ZONE DURING CONSTRUCTION.

LEGEND
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

N

POTENTIAL CONTAMINATED SOIL

TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)

STH 73

25' TYP

MATCH LINE STA 108+00

108+00

109+00

110+00

111+00

112+00

113+00

114+00

115+00

MATCH LINE STA 115+25

REMOVE TEMPORARY WIDENING

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

REMOVE TEMPORARY WIDENING

2

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 3	SHEET 127	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025106-TC.DWG
LAYOUT NAME - 05

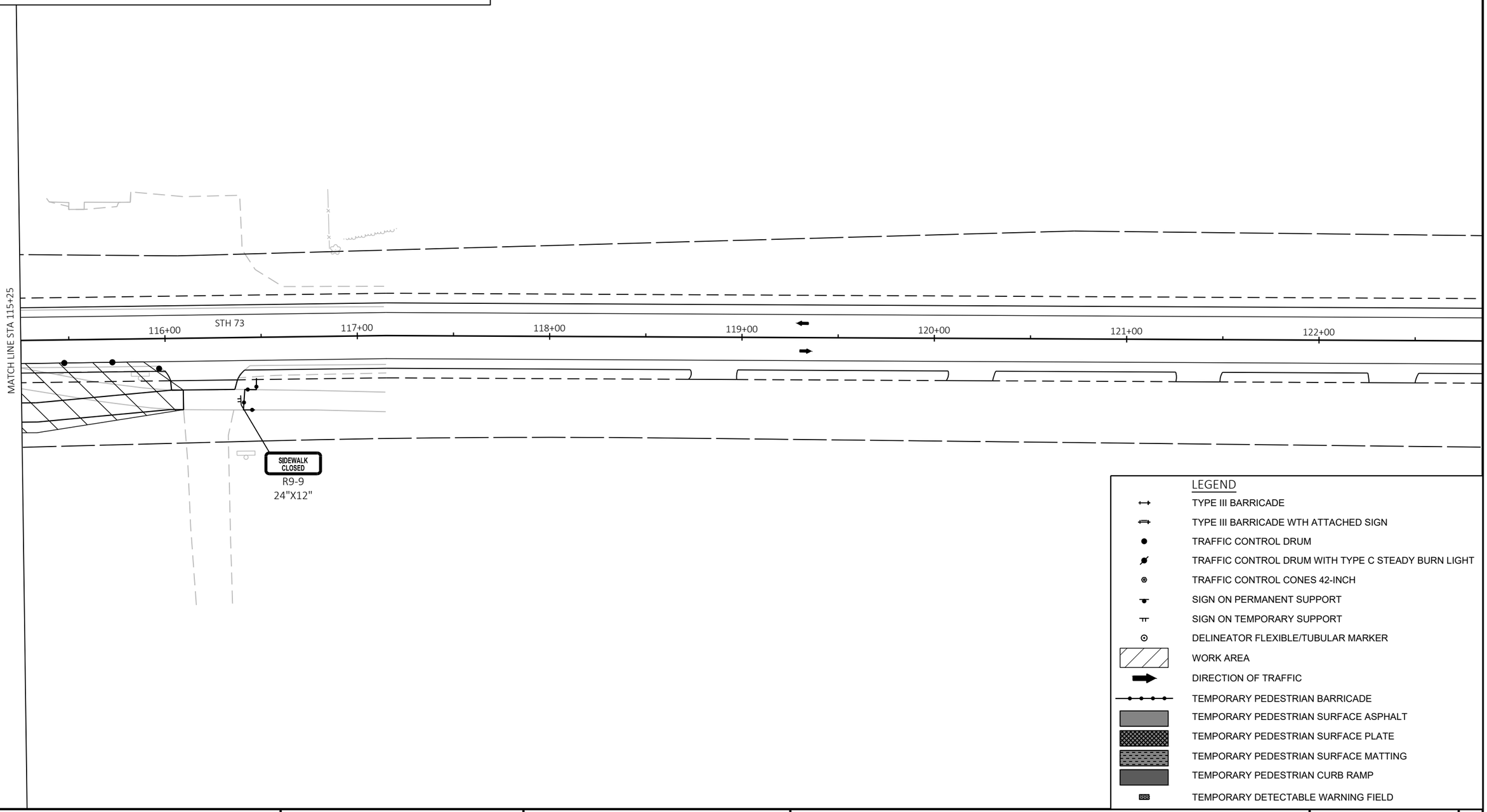
PLOT DATE : 12/11/2023 2:55 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
- TRAFFIC CONTROL, ONE-WAY SIGNING

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
MAINTAIN ACCESS TO SIDE STREETS AND STH 73 NB THROUGH WORK ZONE DURING CONSTRUCTION.

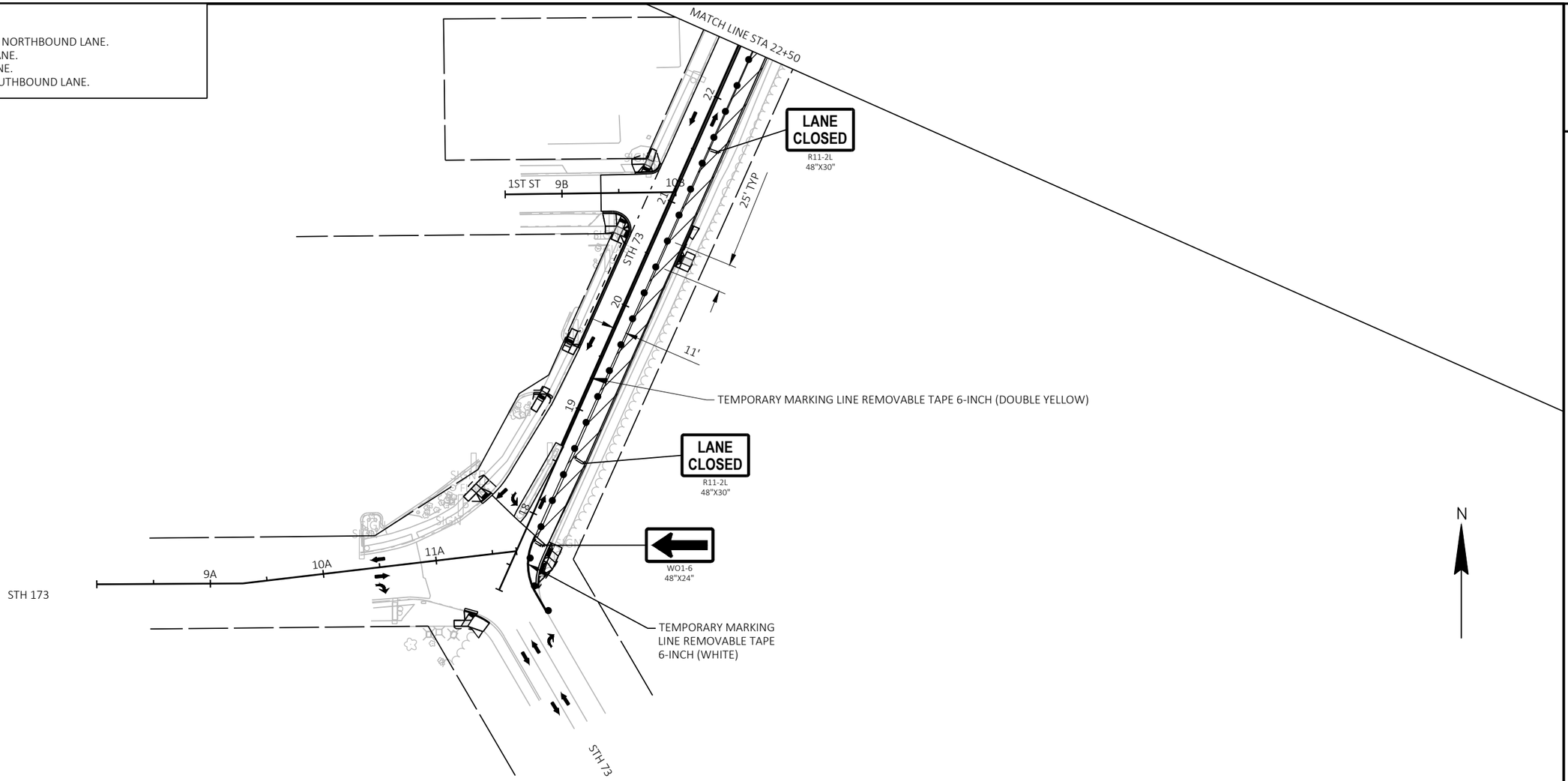


PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 3	SHEET 128	E

2

STAGE 4 NOTES:

NORTHBOUND TRAFFIC SHIFTED TO INSIDE NORTHBOUND LANE.
MILL AND PAVE NORTHBOUND OUTSIDE LANE.
INSTALL GUARDRAIL ON NORTHBOUND LANE.
SOUTHBOUND TRAFFIC TO REMAIN ON SOUTHBOUND LANE.



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION

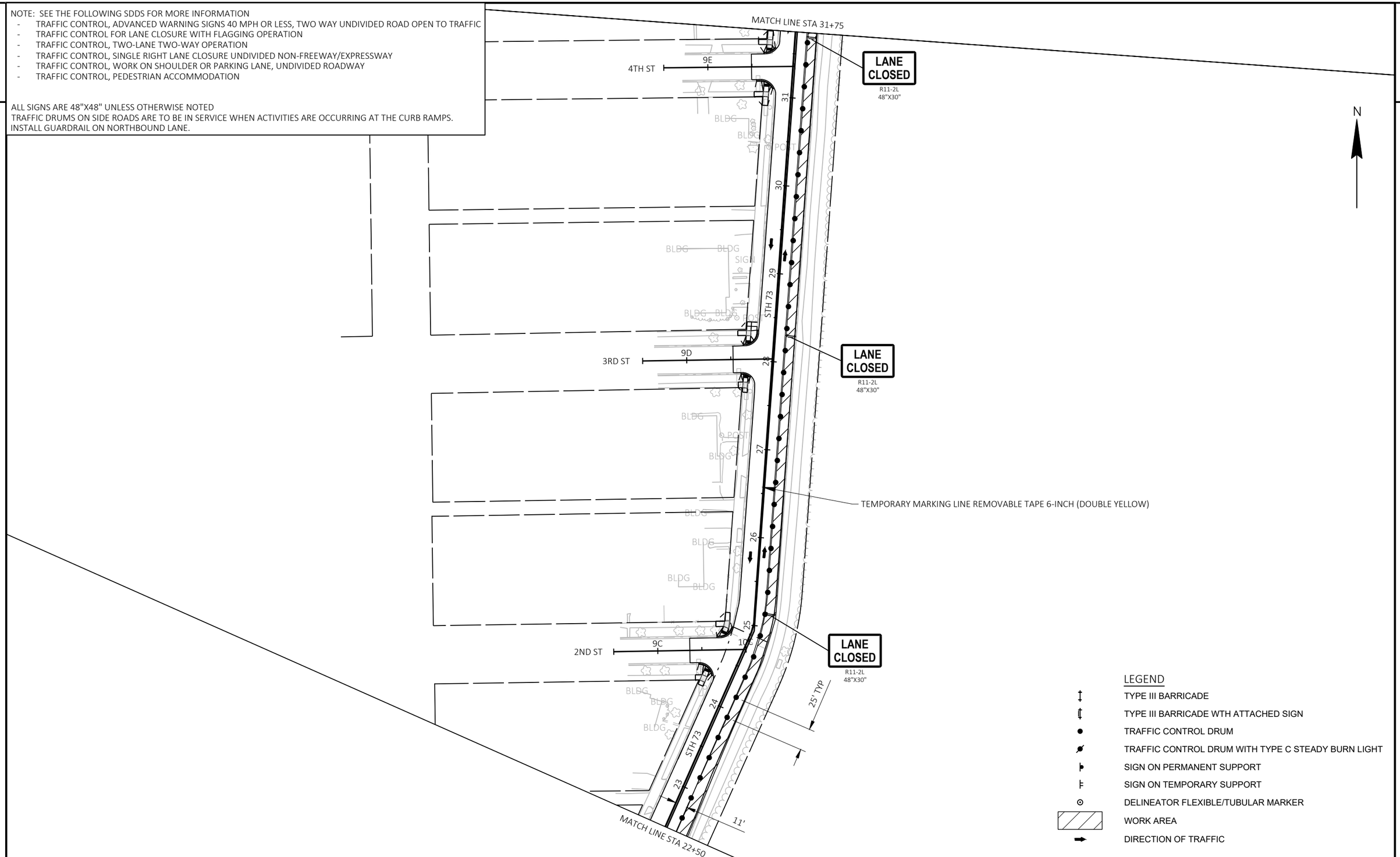
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
TRAFFIC DRUMS ON SIDE ROADS ARE TO BE IN SERVICE WHEN ACTIVITIES ARE OCCURRING AT THE CURB RAMPS.
INSTALL GUARDRAIL ON NORTHBOUND LANE.

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 4	SHEET 129	E

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

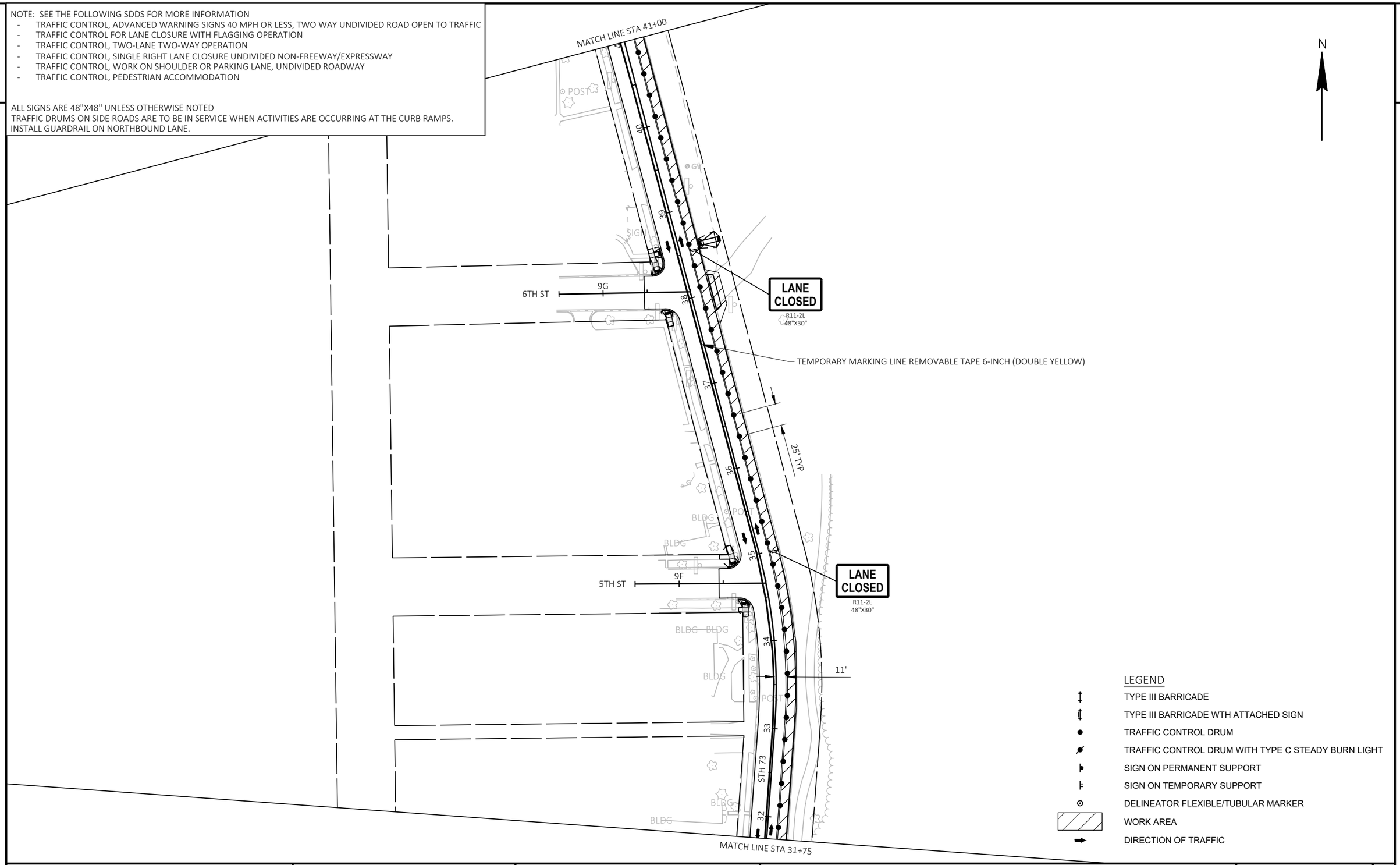
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
TRAFFIC DRUMS ON SIDE ROADS ARE TO BE IN SERVICE WHEN ACTIVITIES ARE OCCURRING AT THE CURB RAMPS.
INSTALL GUARDRAIL ON NORTHBOUND LANE.



PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 4	SHEET 130	E

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
TRAFFIC DRUMS ON SIDE ROADS ARE TO BE IN SERVICE WHEN ACTIVITIES ARE OCCURRING AT THE CURB RAMPS.
INSTALL GUARDRAIL ON NORTHBOUND LANE.



LEGEND
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

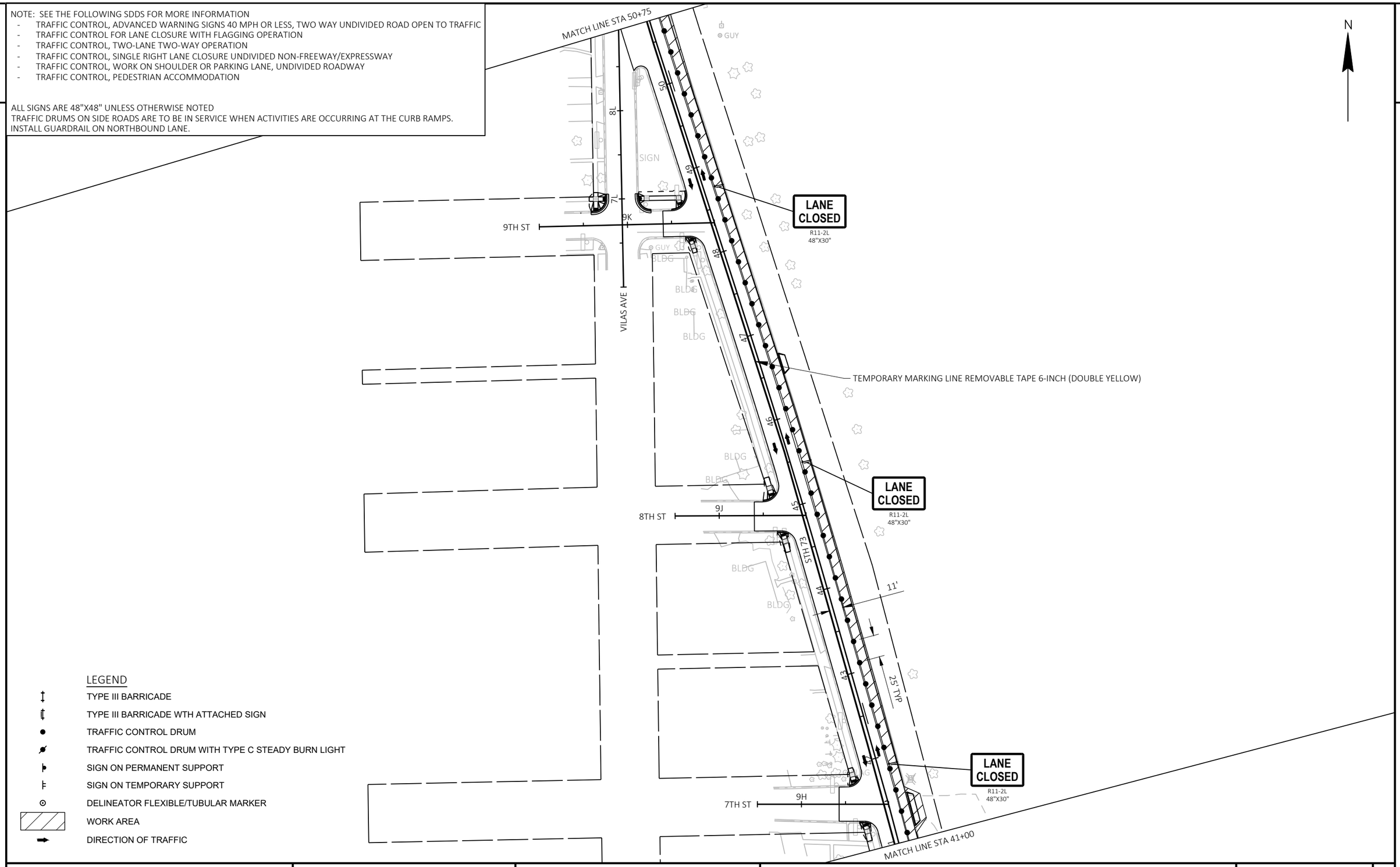
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 4	SHEET 131	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025109-TC.DWG
LAYOUT NAME - X03
PLOT DATE : 10/31/2023 11:33 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
TRAFFIC DRUMS ON SIDE ROADS ARE TO BE IN SERVICE WHEN ACTIVITIES ARE OCCURRING AT THE CURB RAMPS.
INSTALL GUARDRAIL ON NORTHBOUND LANE.



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

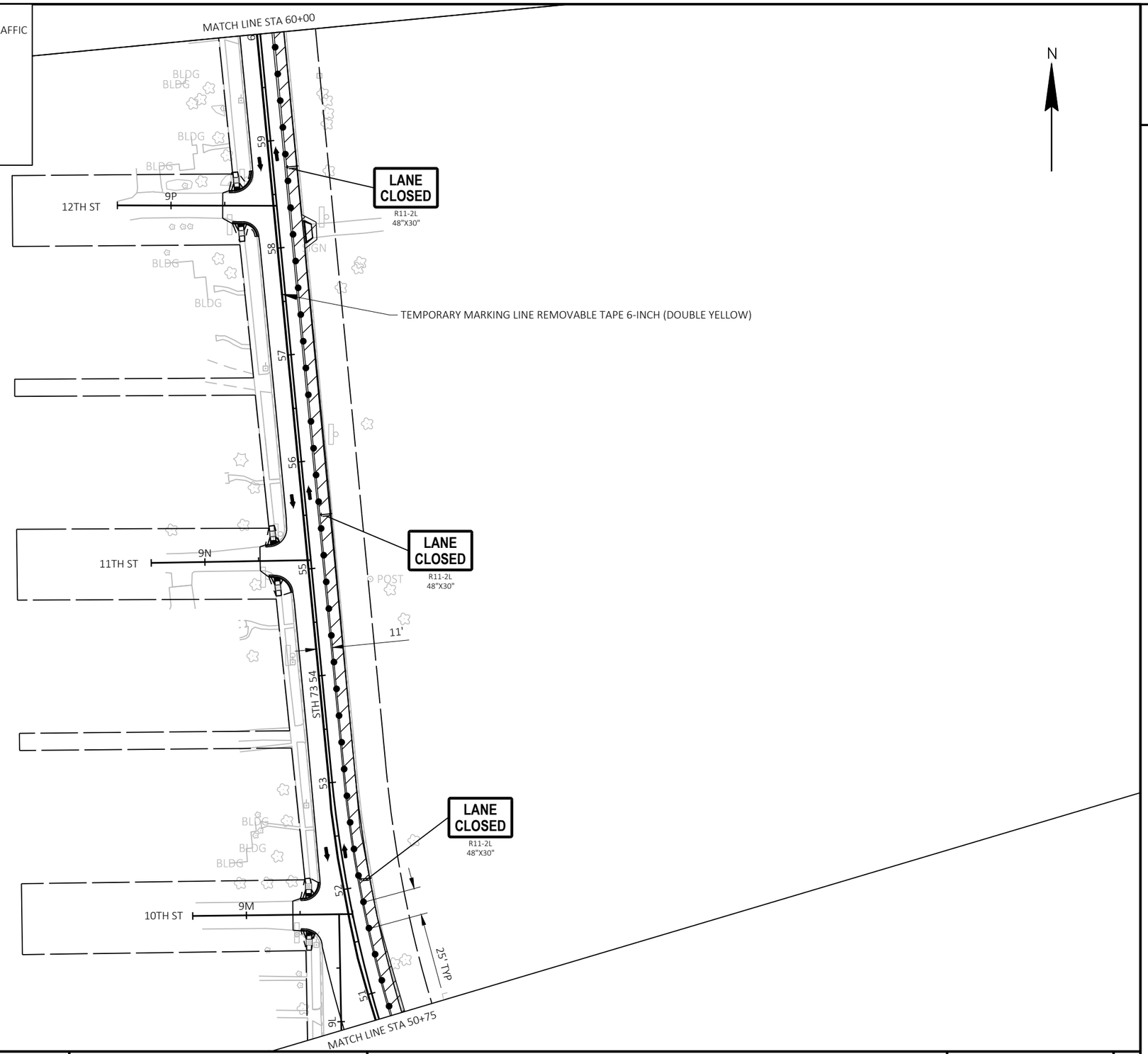
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 4	SHEET 132	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025109-TC.DWG
LAYOUT NAME - X04
PLOT DATE : 10/31/2023 11:33 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
TRAFFIC DRUMS ON SIDE ROADS ARE TO BE IN SERVICE WHEN ACTIVITIES ARE OCCURRING AT THE CURB RAMPS.
INSTALL GUARDRAIL ON NORTHBOUND LANE.



LEGEND

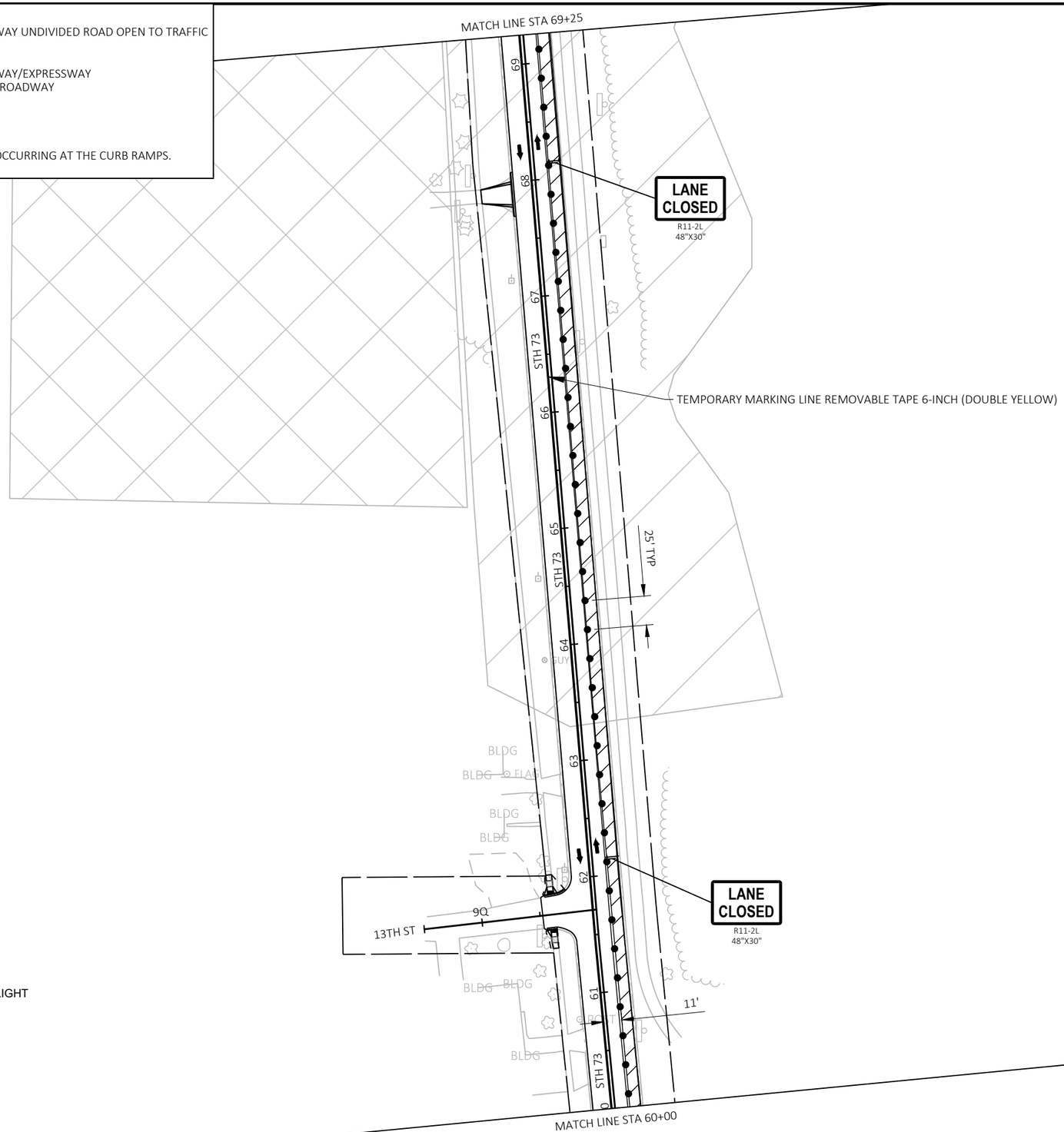
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 4	SHEET 133	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\025109-TC.DWG
LAYOUT NAME - X05
PLOT DATE : 10/31/2023 11:33 AM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
TRAFFIC DRUMS ON SIDE ROADS ARE TO BE IN SERVICE WHEN ACTIVITIES ARE OCCURRING AT THE CURB RAMPS.
INSTALL GUARDRAIL ON NORTHBOUND LANE.



LEGEND

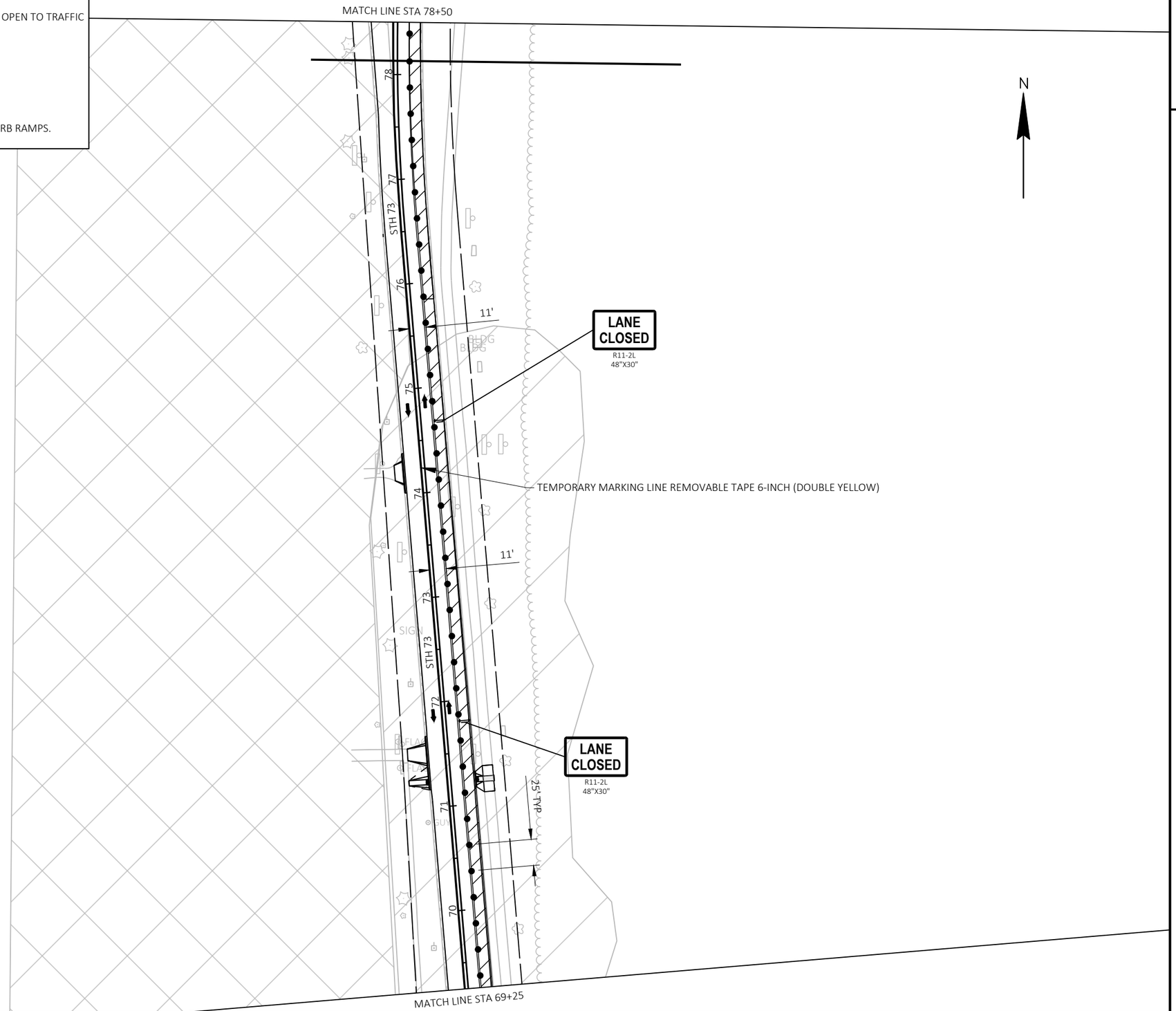
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 4	SHEET 134 E

2

NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
- TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
- TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
- TRAFFIC CONTROL, TWO-LANE TWO-WAY OPERATION
- TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE UNDIVIDED NON-FREEWAY/EXPRESSWAY
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ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED
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INSTALL GUARDRAIL ON NORTHBOUND LANE.



LEGEND

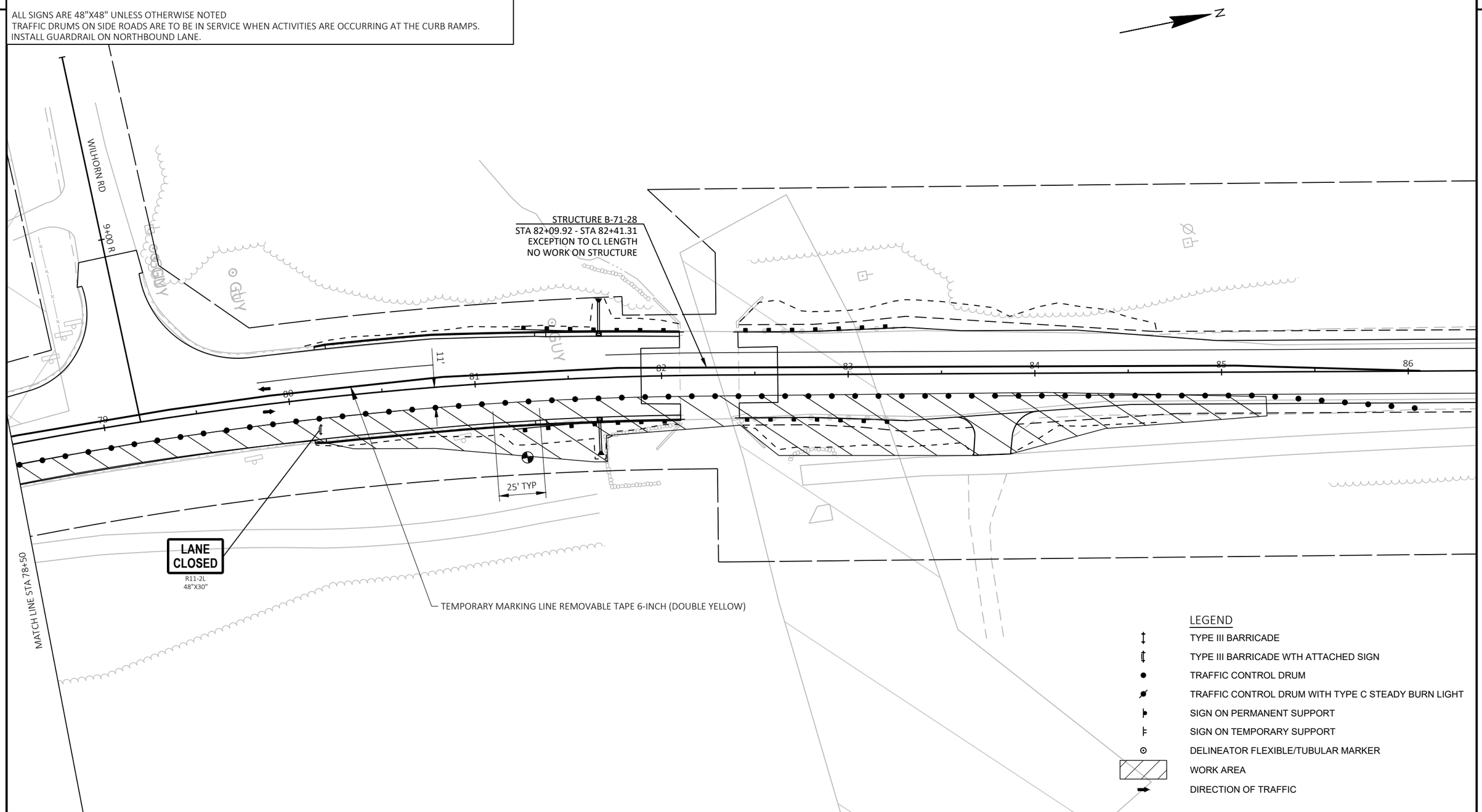
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 4	SHEET 135	E

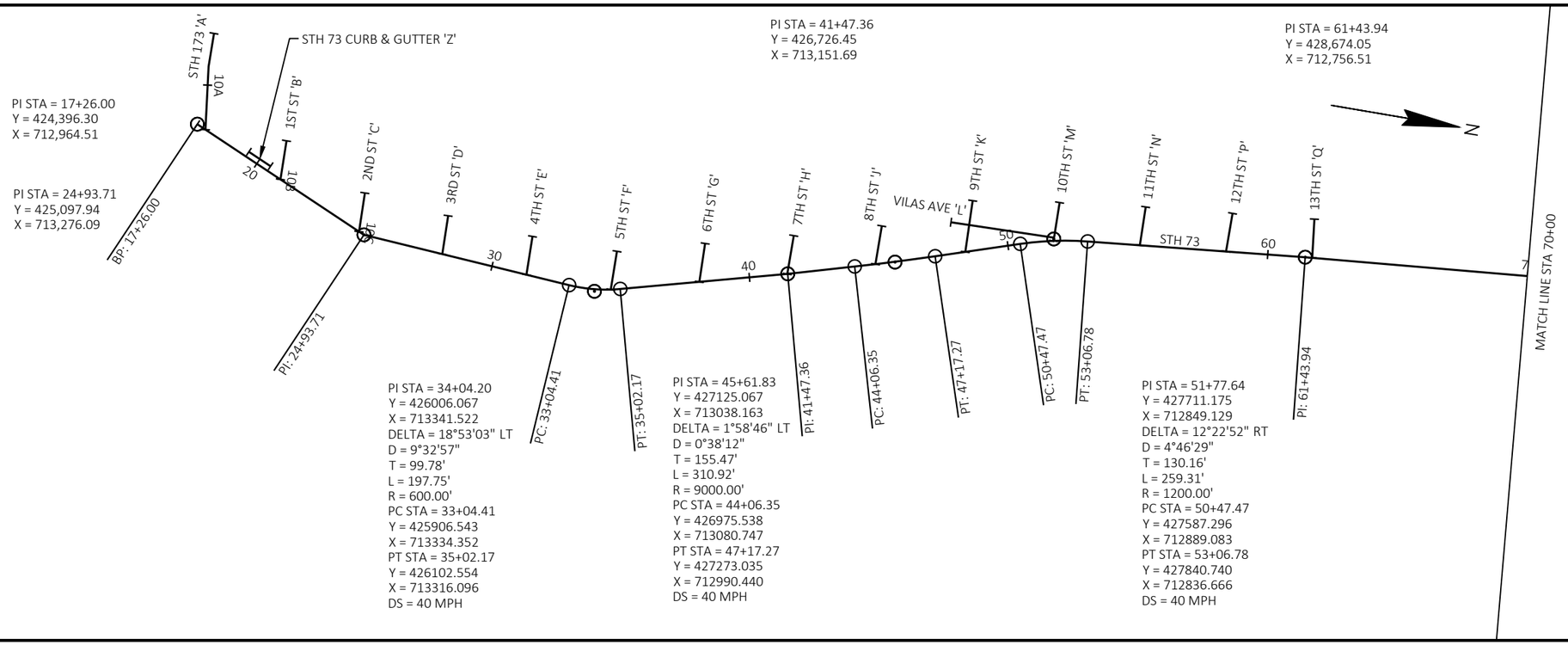
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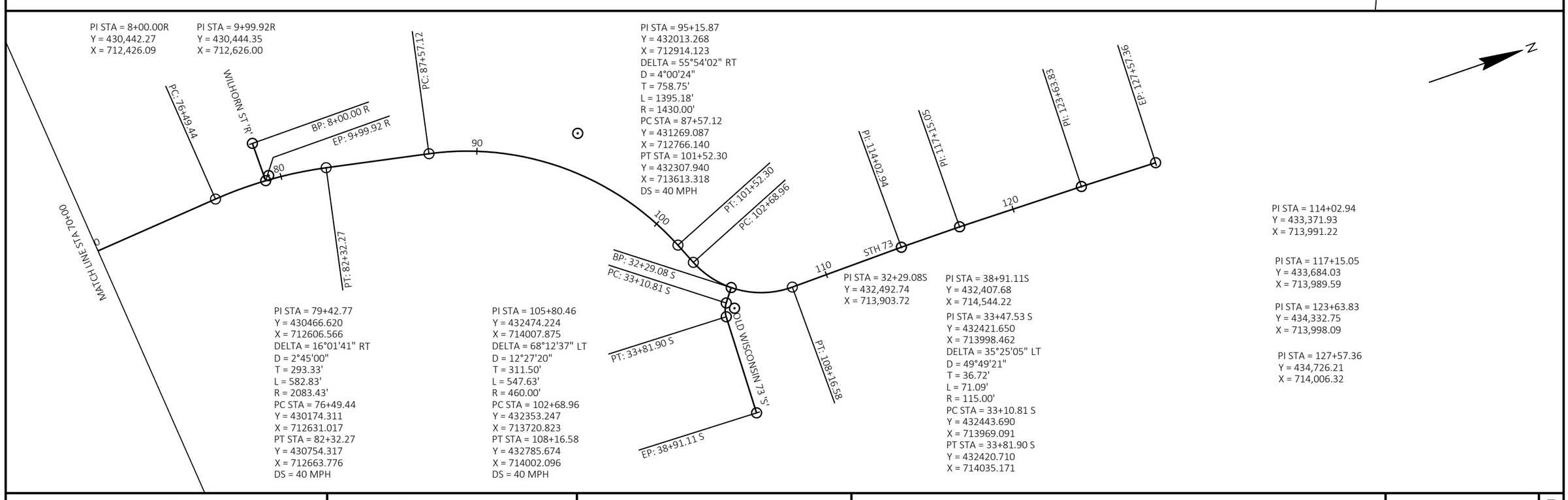
NOTE: SEE THE FOLLOWING SDDS FOR MORE INFORMATION
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INSTALL GUARDRAIL ON NORTHBOUND LANE.

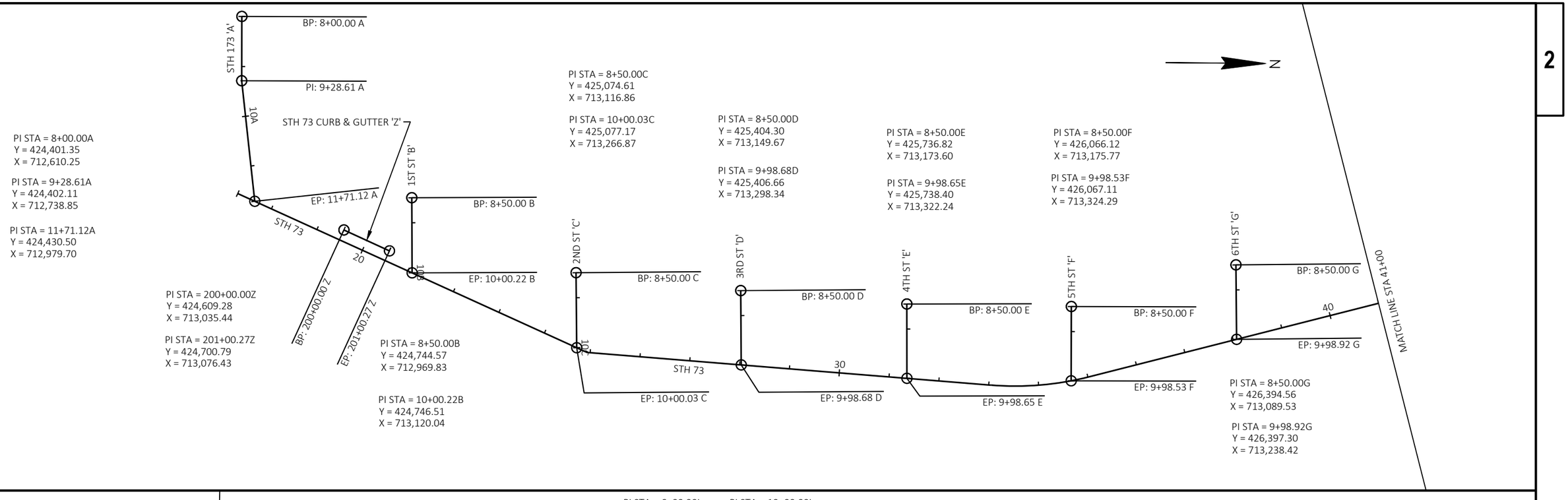


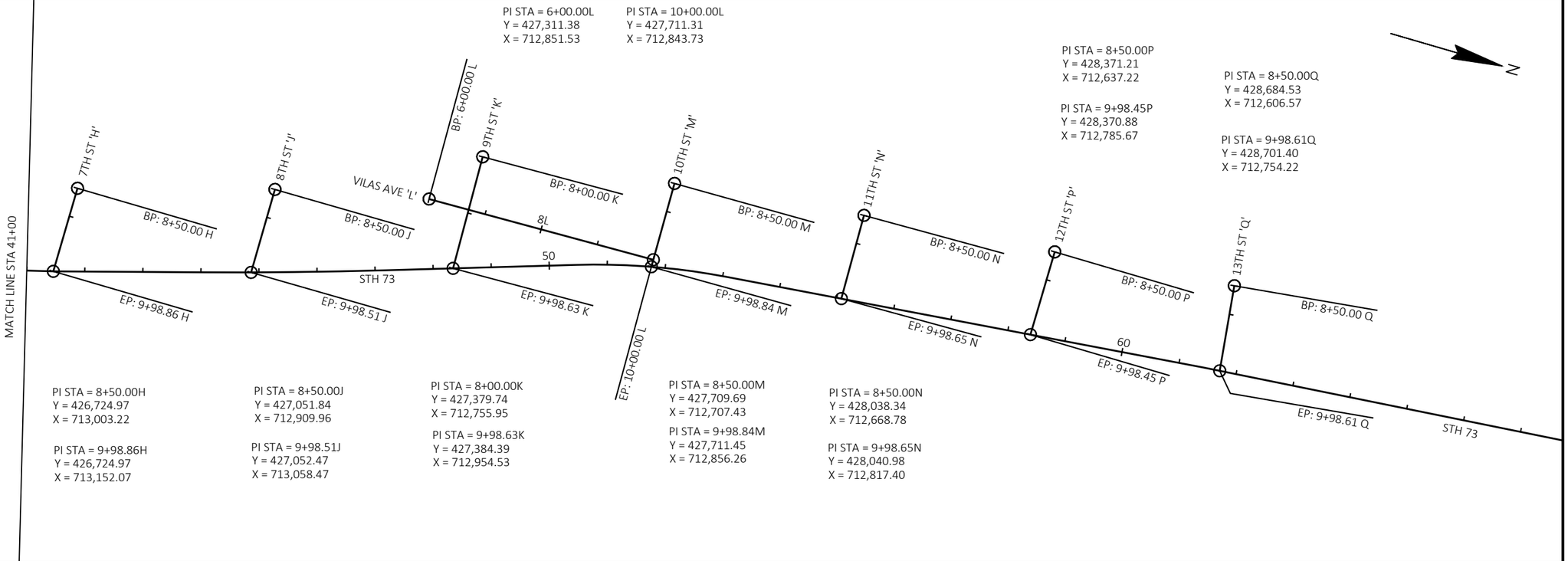
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	TRAFFIC CONTROL - STAGE 4	SHEET 136 E





PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	ALIGNMENT DIAGRAM	SHEET 137	E





PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	ALIGNMENT DIAGRAM	SHEET 138	E

Estimate Of Quantities

6320-00-75

Line	Item	Item Description	Unit	Total	Qty
0002	201.0210	Grubbing	SY	25.000	25.000
0004	204.0100	Removing Concrete Pavement	SY	12.000	12.000
0006	204.0110	Removing Asphaltic Surface	SY	1,439.000	1,439.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,153.000	1,153.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	47,739.000	47,739.000
0012	204.0150	Removing Curb & Gutter	LF	2,155.000	2,155.000
0014	204.0155	Removing Concrete Sidewalk	SY	509.000	509.000
0016	204.0165	Removing Guardrail	LF	172.000	172.000
0018	204.0195	Removing Concrete Bases	EACH	1.000	1.000
0020	204.0215	Removing Catch Basins	EACH	1.000	1.000
0022	204.0220	Removing Inlets	EACH	2.000	2.000
0024	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	4.000	4.000
0026	204.0245	Removing Storm Sewer (size) 02. 18-Inch	LF	18.000	18.000
0028	204.0270	Abandoning Culvert Pipes	EACH	1.000	1.000
0030	205.0100	Excavation Common	CY	347.000	347.000
0032	208.0100	Borrow	CY	62.000	62.000
0034	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 6320-00-75	EACH	1.000	1.000
0036	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	64.000	64.000
0038	213.0100	Finishing Roadway (project) 01. 6320-00-75	EACH	1.000	1.000
0040	305.0110	Base Aggregate Dense 3/4-Inch	TON	249.000	249.000
0042	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,346.000	1,346.000
0044	416.0610	Drilled Tie Bars	EACH	51.000	51.000
0046	450.4000	HMA Cold Weather Paving	TON	1,260.000	1,260.000
0048	455.0605	Tack Coat	GAL	5,716.000	5,716.000
0050	460.2000	Incentive Density HMA Pavement	DOL	6,480.000	6,480.000
0052	460.6224	HMA Pavement 4 MT 58-28 S	TON	5,148.000	5,148.000
0054	460.6424	HMA Pavement 4 MT 58-28 H	TON	4,970.000	4,970.000
0056	465.0105	Asphaltic Surface	TON	204.000	204.000
0058	465.0110	Asphaltic Surface Patching	TON	224.000	224.000
0060	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	81.000	81.000
0062	465.0125	Asphaltic Surface Temporary	TON	176.000	176.000
0064	465.0315	Asphaltic Flumes	SY	5.000	5.000
0066	520.1012	Apron Endwalls for Culvert Pipe 12-Inch	EACH	2.000	2.000
0068	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	314.000	314.000
0070	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	61.000	61.000
0072	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	685.000	685.000
0074	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	144.000	144.000
0076	601.0600	Concrete Curb Pedestrian	LF	30.000	30.000
0078	602.0405	Concrete Sidewalk 4-Inch	SF	5,592.000	5,592.000
0080	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	494.000	494.000
0082	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	64.000	64.000
0084	602.0810	Concrete Driveway 6-Inch	SY	14.000	14.000
0086	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	4.000	4.000
0088	608.3012	Storm Sewer Pipe Class III-A 12-Inch	LF	34.000	34.000
0090	611.0624	Inlet Covers Type H	EACH	1.000	1.000
0092	611.0654	Inlet Covers Type V	EACH	2.000	2.000
0094	611.3004	Inlets 4-FT Diameter	EACH	1.000	1.000
0096	611.3220	Inlets 2x2-FT	EACH	2.000	2.000
0098	611.8110	Adjusting Manhole Covers	EACH	4.000	4.000
0100	611.8115	Adjusting Inlet Covers	EACH	6.000	6.000

Estimate Of Quantities

6320-00-75

Line	Item	Item Description	Unit	Total	Qty
0102	611.8120.S	Cover Plates Temporary	EACH	3.000	3.000
0104	614.2500	MGS Thrie Beam Transition	LF	157.600	157.600
0106	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0108	618.0100	Maintenance and Repair of Haul Roads (project) 01. 6320-00-75	EACH	1.000	1.000
0110	619.1000	Mobilization	EACH	1.000	1.000
0112	620.0200	Concrete Median Blunt Nose	SF	32.000	32.000
0114	624.0100	Water	MGAL	27.000	27.000
0116	625.0500	Salvaged Topsoil	SY	2,378.000	2,378.000
0118	628.1504	Silt Fence	LF	270.000	270.000
0120	628.1520	Silt Fence Maintenance	LF	270.000	270.000
0122	628.1905	Mobilizations Erosion Control	EACH	9.000	9.000
0124	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0126	628.2008	Erosion Mat Urban Class I Type B	SY	2,378.000	2,378.000
0128	628.7015	Inlet Protection Type C	EACH	49.000	49.000
0130	629.0210	Fertilizer Type B	CWT	6.900	6.900
0132	630.0120	Seeding Mixture No. 20	LB	13.500	13.500
0134	630.0140	Seeding Mixture No. 40	LB	35.900	35.900
0136	630.0200	Seeding Temporary	LB	34.500	34.500
0138	630.0500	Seed Water	MGAL	91.000	91.000
0140	633.5200	Markers Culvert End	EACH	2.000	2.000
0142	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	13.000	13.000
0144	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	1.000	1.000
0146	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	1.000	1.000
0148	638.2102	Moving Signs Type II	EACH	22.000	22.000
0150	638.3000	Removing Small Sign Supports	EACH	15.000	15.000
0152	642.5001	Field Office Type B	EACH	1.000	1.000
0154	643.0300	Traffic Control Drums	DAY	47,224.000	47,224.000
0156	643.0420	Traffic Control Barricades Type III	DAY	3,459.000	3,459.000
0158	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	51.000	51.000
0160	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	51.000	51.000
0162	643.0705	Traffic Control Warning Lights Type A	DAY	4,732.000	4,732.000
0164	643.0715	Traffic Control Warning Lights Type C	DAY	1,994.000	1,994.000
0166	643.0900	Traffic Control Signs	DAY	11,900.000	11,900.000
0168	643.1070	Traffic Control Cones 42-Inch	DAY	476.000	476.000
0170	643.3165	Temporary Marking Line Paint 6-Inch	LF	31,548.000	31,548.000
0172	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	14,713.000	14,713.000
0174	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	748.000	748.000
0176	643.5000	Traffic Control	EACH	1.000	1.000
0178	644.1410	Temporary Pedestrian Surface Asphalt	SF	1,187.000	1,187.000
0180	644.1430	Temporary Pedestrian Surface Plate	SF	500.000	500.000
0182	644.1440	Temporary Pedestrian Surface Matting	SF	1,187.000	1,187.000
0184	644.1601	Temporary Pedestrian Curb Ramp	DAY	735.000	735.000
0186	644.1605	Temporary Pedestrian Detectable Warning Field	SF	185.000	185.000
0188	644.1810	Temporary Pedestrian Barricade	LF	2,398.000	2,398.000
0190	646.2020	Marking Line Epoxy 6-Inch	LF	23,687.000	23,687.000
0192	646.4020	Marking Line Epoxy 10-Inch	LF	466.000	466.000
0194	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	6,157.000	6,157.000
0196	646.4820	Marking Line Same Day Epoxy 10-Inch	LF	338.000	338.000
0198	646.5020	Marking Arrow Epoxy	EACH	13.000	13.000
0200	646.5320	Marking Railroad Crossing Epoxy	EACH	2.000	2.000

6320-00-75

Line	Item	Item Description	Unit	Total	Qty
0202	646.6120	Marking Stop Line Epoxy 18-Inch	LF	102.000	102.000
0204	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	28,220.000	28,220.000
0206	646.6470	Cold Weather Marking Epoxy 10-Inch	LF	491.000	491.000
0208	646.7120	Marking Diagonal Epoxy 12-Inch	LF	205.000	205.000
0210	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,678.000	1,678.000
0212	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	60.000	60.000
0214	646.8120	Marking Curb Epoxy	LF	30.000	30.000
0216	646.9000	Marking Removal Line 4-Inch	LF	3,379.000	3,379.000
0218	646.9012	Marking Removal Line Water Blasting 6-Inch	LF	278.000	278.000
0220	646.9100	Marking Removal Line 8-Inch	LF	165.000	165.000
0222	646.9200	Marking Removal Line Wide	LF	205.000	205.000
0224	646.9210	Marking Removal Line Water Blasting Wide	LF	26.000	26.000
0226	650.4000	Construction Staking Storm Sewer	EACH	3.000	3.000
0228	650.4500	Construction Staking Subgrade	LF	255.000	255.000
0230	650.5000	Construction Staking Base	LF	255.000	255.000
0232	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,055.000	2,055.000
0234	650.8000	Construction Staking Resurfacing Reference	LF	10,618.000	10,618.000
0236	650.9000	Construction Staking Curb Ramps	EACH	44.000	44.000
0238	650.9500	Construction Staking Sidewalk (project) 01. 6320-00-75	EACH	1.000	1.000
0240	650.9911	Construction Staking Supplemental Control (project) 01. 6320-00-75	EACH	1.000	1.000
0242	650.9920	Construction Staking Slope Stakes	LF	422.000	422.000
0244	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	3.000	3.000
0246	655.0210	Cable Traffic Signal 3-14 AWG	LF	24.000	24.000
0248	655.0270	Cable Traffic Signal 15-14 AWG	LF	218.000	218.000
0250	658.0416	Pedestrian Signal Face 16-Inch	EACH	1.000	1.000
0252	658.0500	Pedestrian Push Buttons	EACH	1.000	1.000
0254	690.0150	Sawing Asphalt	LF	3,079.000	3,079.000
0256	690.0250	Sawing Concrete	LF	713.000	713.000
0258	740.0440	Incentive IRI Ride	DOL	10,416.000	10,416.000
0260	SPV.0060	Special 01. Grading and Shaping for Curb Ramps	EACH	36.000	36.000
0262	SPV.0060	Special 02. Adjusting Water Valves	EACH	2.000	2.000
0264	SPV.0060	Special 03. Adjusting Sanitary Manhole Covers	EACH	8.000	8.000
0266	SPV.0060	Special 04. Connect to Existing Storm Sewer Pipe	EACH	1.000	1.000
0268	SPV.0060	Special 05. Remove, Salvage, and Reinstall Traffic Signal Equipment	EACH	1.000	1.000
0270	SPV.0060	Special 06. Research and Locate Existing Land Parcel Monuments	EACH	11.000	11.000
0272	SPV.0060	Special 07. Verify and Replace Existing Land Parcel Monuments	EACH	11.000	11.000
0274	SPV.0060	Special 08. Modified Concrete Bases Type 1	EACH	1.000	1.000
0276	SPV.0090	Special 01. Concrete Curb & Gutter 21-Inch Type D	LF	6.000	6.000
0278	SPV.0090	Special 02. Concrete Curb & Gutter 24-Inch Type D	LF	876.000	876.000
0280	SPV.0090	Special 03. Concrete Curb & Gutter 24-Inch Type A Special	LF	107.000	107.000
0282	SPV.0165	Special 01. Remove, Salvage, and Reinstall Rock Landscaping	SF	298.000	298.000
0284	SPV.0170	Special 01. Concrete Joint and Crack Cleaning and Repair	STA	32.000	32.000
0286	SPV.0180	Special 01. Removing Distressed Asphaltic Surface Milling	SY	1,000.000	1,000.000
0288	SPV.0180	Special 02. Preparing Topsoil for Lawn Type Turf	SY	2,324.000	2,324.000
0290	SPV.0195	Special 01. Excavation, Hauling, and Disposal of Contaminated Soil	TON	20.000	20.000

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
0010	17+53	-	17+82	RT	23	---	---	PATH
0010	17+85	-	17+95	MAINLINE, RT	---	34	---	
0010	17+85	-	17+95	MAINLINE, LT	---	29	---	
0010	17+96	-	24+89	MAINLINE	---	---	3,440	FULL DEPTH MILL
0010	17+78	-	17+83	RT	1	---	---	2' CURB OFFSET
0010	17+99	-	18+00	LT	1	---	---	2' CURB OFFSET
0010	18+97	-	19+06	LT	2	---	---	DWY
0010	19+42	-	19+49	LT	1	---	---	DWY
0010	20+49	-	20+88	RT	9	---	---	2' CURB OFFSET
0010	20+49	-	20+88	RT	19	---	---	PATH
0010	20+57	-	20+70	LT	16	---	---	TERRACE
0010	20+56	-	20+74	LT	11	---	---	2' CURB OFFSET
0010	20+57	-	21+24	LT	---	36	135	1ST ST
0010	21+07	-	21+27	LT	7	---	---	2' CURB OFFSET
0010	24+29	-	24+39	LT	6	---	---	2' CURB OFFSET
0010	24+24	-	24+89	LT	---	32	115	2ND ST
0010	24+67	-	24+89	LT	6	---	---	2' CURB OFFSET
0010	24+89	-	81+78	MAINLINE	---	---	26,421	
0010	27+82	-	27+87	LT	4	---	---	2' CURB OFFSET
0010	27+72	-	28+31	LT	---	34	67	3RD ST
0010	28+13	-	28+35	LT	7	---	---	2' CURB OFFSET
0010	31+09	-	31+20	LT	6	---	---	2' CURB OFFSET
0010	31+03	-	31+61	LT	---	33	78	4TH ST
0010	31+45	-	31+55	LT	4	---	---	2' CURB OFFSET
0010	34+45	-	34+57	LT	4	---	---	2' CURB OFFSET
0010	34+40	-	35+07	LT	---	38	97	5TH ST
0010	34+89	-	34+97	LT	4	---	---	2' CURB OFFSET
0010	37+79	-	38+23	RT	10	---	---	2' CURB OFFSET
0010	37+83	-	38+19	RT	22	---	---	DWY
0010	37+90	-	37+98	LT	4	---	---	2' CURB OFFSET
0010	37+79	-	38+48	LT	---	42	102	6TH ST
0010	38+32	-	38+64	LT	10	---	---	2' CURB OFFSET
0010	38+51	-	38+63	RT	3	---	---	2' CURB OFFSET
0010	41+15	-	41+53	RT	9	---	---	2' CURB OFFSET
0010	41+30	-	41+37	LT	4	---	---	2' CURB OFFSET
0010	41+18	-	41+92	LT	---	44	125	7TH ST
0010	41+74	-	41+81	LT	4	---	---	2' CURB OFFSET
0010	44+73	-	44+81	LT	4	---	---	2' CURB OFFSET
0010	44+61	-	45+32	LT	---	37	123	8TH ST
0010	45+12	-	45+20	LT	5	---	---	2' CURB OFFSET
0010	46+47	-	46+71	RT	6	---	---	2' CURB OFFSET
0010	46+48	-	46+69	RT	13	---	---	DWY
0010	48+24	-	48+31	LT	3	---	---	2' CURB OFFSET
0010	48+11	-	48+79	LT	---	33	111	9TH ST
0010	48+59	-	48+79	LT	8	---	---	2' CURB OFFSET
0010	8+59'K'	-	8+79'K'	LT	8	---	---	2' CURB OFFSET
0010	9+09'K'	-	9+27'K'	LT	7	---	---	2' CURB OFFSET
0010	50+28	-	51+53	LT	---	141	---	VILAS AVE
0010	51+65	-	51+74	LT	4	---	---	2' CURB OFFSET
0010	51+53	-	52+10	LT	---	31	61	10TH ST
0010	51+94	-	52+10	LT	7	---	---	2' CURB OFFSET
0010	54+79	-	55+00	LT	7	---	---	2' CURB OFFSET
0010	54+80	-	55+40	LT	---	26	67	11TH ST
0010	55+22	-	55+27	LT	4	---	---	2' CURB OFFSET
0010	58+02	-	58+23	RT	5	---	---	2' CURB OFFSET

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
0010	58+02	-	58+22	RT	11	---	---	DWY
0010	58+12	-	58+30	LT	8	---	---	2' CURB OFFSET
0010	58+13	-	58+74	LT	---	28	78	12TH ST
0010	58+53	-	58+74	LT	8	---	---	2' CURB OFFSET
0010	61+59	-	61+61	LT	2	---	---	2' CURB OFFSET
0010	61+45	-	62+03	LT	---	31	66	13TH ST
0010	61+84	-	61+90	LT	5	---	---	2' CURB OFFSET
0010	67+70	-	68+08	LT	9	---	---	2' CURB OFFSET
0010	67+73	-	68+04	LT	53	---	---	DWY
0010	71+11	-	71+36	RT	28	---	---	MULTI-USE PATH
0010	71+16	-	71+31	RT	4	---	---	2' CURB OFFSET
0010	71+17	-	71+68	LT	12	---	---	2' CURB OFFSET
0010	71+36	-	71+65	LT	34	---	---	DWY
0010	74+01	-	74+39	LT	9	---	---	2' CURB OFFSET
0010	74+08	-	74+36	LT	19	---	---	DWY
0010	78+65	-	79+84	LT	---	38	288	WILHORN ST
0010	80+11	-	82+10	RT	44	---	---	2' CURB OFFSET
0010	80+16	-	82+10	LT	44	---	---	2' CURB OFFSET
0010	81+78	-	82+10	MAINLINE	---	79	---	B-71-28
0010	82+41	-	82+73	MAINLINE	---	87	---	B-71-28
0010	82+73	-	102+69	MAINLINE	---	---	7,598	
0010	102+69	-	111+50	MAINLINE, NB	---	---	2,664	
0010	103+09	-	104+35	LT	55	---	---	MEDIAN
0010	104+25	-	105+59	RT	---	64	206	OLD WISCONSIN 73
0010	106+56	-	108+02	LT	142	---	---	2' CURB OFFSET & MEDIAN
0010	105+23	-	111+50	MAINLINE, SB	---	---	1,499	
0010	108+25	-	109+27	RT	169	---	---	DWY
0010	108+27	-	109+19	LT	21	---	---	2' CURB OFFSET
0010	108+31	-	108+96	LT	38	---	---	DWY
0010	108+96	-	109+30	LT	79	---	---	MULTI-USE PATH
0010	108+97	-	109+22	RT	41	---	---	MULTI-USE PATH
0010	109+13	-	109+21	LT	4	---	---	2' CURB OFFSET MEDIAN
0010	109+16	-	109+21	LT	2	---	---	MEDIAN
0010	110+55	-	111+09	LT	26	---	---	2' CURB OFFSET & MEDIAN
0010	110+63	-	111+94	LT	41	---	---	2' CURB OFFSET
0010	111+50	-	114+18	MAINLINE	---	---	1,166	
0010	113+28	-	114+28	RT	94	---	---	MULTI-USE PATH
0010	114+18	-	114+28	MAINLINE	---	52	---	RAILROAD CROSSING
0010	114+37	-	114+54	MAINLINE	---	98	---	RAILROAD CROSSING
0010	114+64	-	114+74	MAINLINE	---	52	---	RAILROAD CROSSING
0010	114+74	-	123+93	MAINLINE	---	---	3,232	
0010	114+64	-	116+09	RT	135	---	---	MULTI-USE PATH
0010	115+96	-	116+44	RT	19	---	---	DWY
0010	123+93	-	124+03	MAINLINE	---	34	---	
0010	11+29'A'	-	---	RT	5	---	---	FLUME
				TOTAL 0010	1,439	1,153	47,739	

GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0210 GRUBBING SY
0010	83+50	-	84+50	LT	25
				TOTAL 0010	25

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS
0010	11+14'A'	-	11+30'A'	RT	18	
0010	17+42	-	17+82	RT	42	
0010	17+90	-	18+01	LT	12	
0010	18+95	-	19+02	LT	17	DWY
0010	19+48	-	19+56	LT	16	DWY
0010	19+50	-	20+72	LT	145	
0010	20+49	-	20+88	RT	39	
0010	21+10	-	21+27	LT	26	
0010	24+28	-	24+35	LT	22	
0010	24+70	-	24+88	LT	23	
0010	27+80	-	27+84	LT	12	
0010	28+15	-	28+34	LT	26	
0010	31+08	-	31+17	LT	22	
0010	31+48	-	31+56	LT	15	
0010	34+45	-	34+53	LT	15	
0010	34+92	-	34+98	LT	14	
0010	37+79	-	38+22	RT	42	DWY
0010	37+89	-	37+96	LT	13	
0010	38+35	-	38+63	LT	37	
0010	38+52	-	38+63	RT	11	
0010	41+29	-	41+34	LT	13	
0010	41+14	-	41+54	RT	39	DWY
0010	41+77	-	41+82	LT	13	
0010	44+72	-	44+78	LT	13	
0010	45+15	-	45+21	LT	18	
0010	46+47	-	46+71	RT	24	DWY
0010	48+23	-	48+29	LT	12	
0010	48+62	-	48+79	LT	30	
0010	8+59'K'	-	8+77'K'	LT	30	
0010	9+11'K'	-	9+27'K'	LT	27	
0010	51+65	-	51+71	LT	9	
0010	51+96	-	52+11	LT	22	
0010	54+80	-	54+96	LT	25	
0010	55+25	-	55+28	LT	9	
0010	58+02	-	58+23	RT	21	DWY
0010	58+12	-	58+28	LT	25	
0010	58+55	-	58+74	LT	28	
0010	61+57	-	61+59	LT	5	
0010	61+86	-	61+92	LT	16	
0010	67+70	-	68+08	LT	38	DWY
0010	71+16	-	71+31	RT	15	
0010	71+17	-	71+68	LT	51	DWY & CURB RAMP
0010	74+01	-	74+39	LT	38	
0010	80+11	-	82+09	RT	196	
0010	80+16	-	82+09	LT	196	
0010	102+68	-	104+64	LT	181	
0010	103+09	-	104+35	LT	121	MEDIAN, SB
0010	106+54	-	108+03	LT	140	MEDIAN, SB
0010	108+27	-	109+19	LT	92	DWY & CURB RAMP
0010	109+16	-	109+20	LT	8	MEDIAN
0010	110+56	-	111+09	LT	53	MEDIAN, SB
0010	110+64	-	111+44	LT	80	
				TOTAL 0010	2,155	

REMOVING CONCRETE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
0010	11+09'A'	-	11+40'A'	RT	---	32	
0010	17+86	-	18+11	LT	---	23	
0010	18+82	-	19+05	LT	4	10	DWY
0010	19+41	-	19+62	LT	8	9	DWY
0010	20+48	-	20+70	LT	---	21	
0010	21+13	-	21+36	LT	---	18	
0010	24+13	-	24+34	LT	---	19	
0010	24+74	-	25+13	LT	---	23	
0010	27+63	-	27+83	LT	---	16	
0010	28+17	-	28+43	LT	---	36	
0010	30+89	-	31+16	LT	---	24	
0010	31+50	-	31+74	LT	---	22	
0010	34+31	-	34+51	LT	---	14	
0010	34+93	-	35+18	LT	---	20	
0010	37+75	-	37+95	LT	---	13	
0010	38+37	-	38+65	LT	---	19	
0010	41+11	-	41+33	LT	---	14	
0010	41+79	-	41+97	LT	---	11	
0010	44+52	-	44+76	LT	---	15	
0010	45+16	-	45+40	LT	---	16	
0010	48+09	-	48+27	LT	---	11	
0010	8+57'K'	-	8+68'K'	LT	---	16	
0010	51+52	-	51+70	LT	---	9	
0010	51+98	-	52+16	LT	---	11	
0010	54+78	-	54+95	LT	---	10	
0010	55+26	-	55+43	LT	---	10	
0010	58+09	-	58+26	LT	---	11	
0010	58+57	-	58+74	LT	---	9	
0010	61+42	-	61+57	LT	---	9	
0010	61+87	-	62+05	LT	---	10	
0010	109+01	-	109+15	LT	---	17	
0010	109+20	-	109+34	LT	---	11	
				TOTAL 0010	12	509	

REMOVING GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF
0010	82+39	-	83+25	LT	86
0010	82+39	-	83+25	RT	86
				TOTAL 0010	172

REMOVING INLETS & STORM SEWER

CATEGORY	STATION	LOCATION	204.0215 REMOVING CATCH BASINS EACH	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12-INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 18-INCH) LF	204.0270 ABANDONING CULVERT PIPES EACH
0010	81+81	LT	---	1	---	---	---
0010	81+81	RT	---	1	---	---	---
0010	81+81	ROADWAY	---	---	---	---	1
0010	81+81	RT	---	---	---	18	---
0010	104+33	LT	1	---	4	---	---
0010	108+35	LT	---	---	---	---	---
		TOTAL 0010	1	2	4	18	1

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW
DIVISION 1										
GUARDRAIL	80+11.42/84+65.15	LT & RT	39	0	39	40	50	-11	0	11
RECONSTRUCTION SECTION	102+68.63/105+24.22	LT	261	44	217	18	23	195	195	0
MULTI-USE PATH	113+30.80/115+95.00	RT	47	19	28	63	79	-51	0	51
DIVISION 1 SUBTOTAL			347	63	284	121	151	133	195	62
GRAND TOTAL			347	63	284	121	151	133	195	62
TOTAL COMMON EXC			347							

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.25
EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

PREPARE FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	STATION	TO	STATION	211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (6320-00-75) EACH
0010	PROJECT 6320-00-75			1
0010	17+85	-	82+10	---
0010	82+41	-	124+03	---
			TOTAL 0010	1

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA
0010	82+47	-	103+69	RT	22
0010	82+48	-	89+97	LT	8
0010	93+96	-	100+81	LT	7
0010	106+49	-	108+34	RT	2
0010	109+18	-	113+61	RT	5
0010	114+99	-	124+03	LT	10
0010	115+01	-	124+03	RT	10
				TOTAL 0010	64

BASE AGGREGATE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
0010	11+09'A'	-	11+40'A'	RT	---	9	0.2	SIDEWALK & C&G
0010	17+46	-	17+83	RT	---	12	0.2	SIDEWALK, C&G, & PATH
0010	17+86	-	18+13	LT	---	8	0.2	SIDEWALK & C&G
0010	18+82	-	19+06	LT	---	5	0.1	RAMP
0010	19+41	-	19+63	LT	---	5	0.1	RAMP
0010	19+51	-	20+50	LT	---	11	0.2	C&G
0010	20+48	-	20+71	LT	---	20	0.3	SIDEWALK & C&G
0010	20+54	-	20+60	RT	---	12	0.2	SIDEWALK & C&G
0010	21+13	-	21+36	LT	---	11	0.2	SIDEWALK & C&G
0010	24+13	-	24+35	LT	---	10	0.2	SIDEWALK & C&G
0010	24+72	-	25+13	LT	---	12	0.2	SIDEWALK & C&G
0010	27+63	-	27+83	LT	---	7	0.2	SIDEWALK & C&G
0010	28+17	-	28+43	LT	---	15	0.3	SIDEWALK & C&G
0010	30+89	-	31+16	LT	---	11	0.2	SIDEWALK & C&G
0010	31+49	-	31+74	LT	---	10	0.2	SIDEWALK & C&G
0010	34+31	-	34+52	LT	---	8	0.2	SIDEWALK & C&G
0010	34+93	-	35+18	LT	---	9	0.2	SIDEWALK & C&G
0010	37+74	-	37+94	LT	---	6	0.1	SIDEWALK & C&G
0010	38+36	-	38+65	LT	---	14	0.3	SIDEWALK & C&G
0010	37+79	-	38+22	RT	---	8	0.2	C&G
0010	38+54	-	38+60	RT	---	7	0.2	SIDEWALK & C&G
0010	41+10	-	41+33	LT	---	7	0.2	SIDEWALK & C&G
0010	41+78	-	41+97	LT	---	6	0.1	SIDEWALK & C&G
0010	41+15	-	41+53	RT	---	8	0.2	C&G
0010	44+52	-	44+76	LT	---	7	0.2	SIDEWALK & C&G
0010	45+16	-	45+40	LT	---	8	0.2	SIDEWALK & C&G
0010	46+47	-	46+71	RT	---	5	0.1	C&G
0010	48+08	-	48+27	LT	---	6	0.1	SIDEWALK & C&G
0010	8+57'K'	-	8+75'K'	LT	---	12	0.2	SIDEWALK & C&G
0010	9+13'K'	-	9+63'K'	LT	---	15	0.3	SIDEWALK & C&G
0010	51+51	-	51+70	LT	---	6	0.1	SIDEWALK & C&G
0010	51+98	-	52+16	LT	---	8	0.2	SIDEWALK & C&G
0010	54+77	-	54+95	LT	---	9	0.2	SIDEWALK & C&G
0010	55+26	-	55+43	LT	---	6	0.1	SIDEWALK & C&G
0010	58+09	-	58+26	LT	---	9	0.2	SIDEWALK & C&G
0010	58+57	-	58+74	LT	---	9	0.2	SIDEWALK & C&G
0010	58+02	-	58+23	RT	---	4	0.1	C&G
0010	61+41	-	61+57	LT	---	5	0.1	SIDEWALK & C&G
0010	61+87	-	62+05	LT	---	7	0.2	SIDEWALK & C&G
0010	67+70	-	68+08	LT	---	8	0.2	C&G
0010	71+21	-	71+26	RT	---	11	0.2	PATH & C&G
0010	71+22	-	71+27	LT	---	14	0.3	SIDEWALK & C&G
0010	74+01	-	74+39	LT	---	8	0.2	C&G
0010	80+11	-	82+09	RT	---	37	0.6	C&G
0010	80+16	-	82+09	LT	---	36	0.6	C&G
0010	82+41	-	84+65	LT & RT	42	---	0.7	GUARDRAIL
0010	102+69	-	105+24	LT	---	283	4.3	RECONSTRUCT
0010	106+54	-	108+02	LT	---	52	0.8	C&G
0010	108+27	-	109+19	LT	---	18	0.3	C&G
0010	108+96	-	109+33	LT	---	23	0.4	SIDEWALK & ASP SURFACE
0010	108+97	-	109+21	RT	---	7	0.2	PATH
0010	109+15	-	109+16	LT	---	3	0.1	C&G
0010	110+55	-	111+09	LT	---	20	0.3	C&G
0010	110+63	-	111+81	LT	---	22	0.4	C&G
0010	101+47	-	104+50	RT	25	---	0.4	TEMP WIDENING
0010	106+50	-	108+50	RT	24	67	1.4	TEMP WIDENING
0010	109+00	-	114+00	RT	39	150	2.9	TEMP WIDENING
0010	113+28	-	116+10	RT	19	110	2.0	PATH
0010	---	-	---	UNDISTRIBUTED	100	130	3.5	
				TOTAL 0010	249	1,346	27.0	

HMA ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	THICKNESS (IN)	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
0010	17+78	-	17+83	RT	5.50	---	---	---	---	1	---	---	C&G PRIOR TO MILL & OVERLAY
0010	17+99	-	18+00	LT	5.50	---	---	---	---	1	---	---	C&G PRIOR TO MILL & OVERLAY
0010	17+54	-	17+82	RT	2.00	---	---	---	---	3	---	---	PATH
0010	20+49	-	20+88	RT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	20+49	-	20+65	RT	2.00	---	---	---	---	2	---	---	PATH
0010	20+50	-	20+74	LT	5.50	---	---	---	---	4	---	---	C&G PRIOR TO MILL & OVERLAY
0010	20+56	-	20+70	LT	2.00	---	---	---	---	2	---	---	TERRACE
0010	21+07	-	21+27	LT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	24+29	-	24+39	LT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	24+67	-	24+89	LT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	27+82	-	27+87	LT	5.50	---	---	---	---	1	---	---	C&G PRIOR TO MILL & OVERLAY
0010	28+13	-	28+35	LT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	31+09	-	31+20	LT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	31+45	-	31+55	LT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	34+45	-	34+57	LT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	34+89	-	34+97	LT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	37+90	-	37+98	LT	5.50	---	---	---	---	1	---	---	C&G PRIOR TO MILL & OVERLAY
0010	37+79	-	38+23	RT	5.50	---	---	---	---	4	---	---	C&G PRIOR TO MILL & OVERLAY
0010	38+32	-	38+64	LT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	38+51	-	38+63	RT	5.50	---	---	---	---	1	---	---	C&G PRIOR TO MILL & OVERLAY
0010	41+30	-	41+37	LT	5.50	---	---	---	---	1	---	---	C&G PRIOR TO MILL & OVERLAY
0010	41+14	-	41+53	RT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	41+74	-	41+81	LT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	44+73	-	44+81	LT	5.50	---	---	---	---	1	---	---	C&G PRIOR TO MILL & OVERLAY
0010	45+12	-	45+20	LT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	46+47	-	46+71	RT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	48+24	-	48+31	LT	5.50	---	---	---	---	1	---	---	C&G PRIOR TO MILL & OVERLAY
0010	48+59	-	48+79	LT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	9+09'K'	-	9+27'K'	LT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	8+59'K'	-	8+79'K'	LT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	51+65	-	51+74	LT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	51+94	-	52+10	LT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	54+79	-	55+00	LT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	55+22	-	55+27	LT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	58+12	-	58+30	LT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	58+53	-	58+74	LT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	58+02	-	58+23	RT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	61+59	-	61+61	LT	5.50	---	---	---	---	1	---	---	C&G PRIOR TO MILL & OVERLAY
0010	61+84	-	61+90	LT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	67+70	-	68+08	LT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	71+11	-	71+36	RT	5.50	---	---	---	---	9	---	---	PATH
0010	71+16	-	71+31	RT	5.50	---	---	---	---	2	---	---	C&G PRIOR TO MILL & OVERLAY
0010	71+17	-	71+68	LT	5.50	---	---	---	---	4	---	---	C&G PRIOR TO MILL & OVERLAY
0010	74+01	-	74+39	LT	5.50	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	80+16	-	82+10	LT	5.50	---	---	---	---	14	---	---	C&G PRIOR TO MILL & OVERLAY
0010	80+11	-	82+10	RT	5.50	---	---	---	---	14	---	---	C&G PRIOR TO MILL & OVERLAY
0010	108+96	-	109+30	LT	2.00	---	---	---	---	7	---	---	4' OFFSET
0010	108+98	-	109+22	RT	2.00	---	---	---	---	4	---	---	PATH
0010	108+27	-	109+19	LT	2.00	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	110+64	-	111+81	LT	2.00	---	---	---	---	3	---	---	C&G PRIOR TO MILL & OVERLAY
0010	113+28	-	114+12	RT	2.00	---	---	---	---	11	---	---	PATH
0010	114+18	-	114+28	RT	2.00	---	---	---	---	2	---	---	PATH
0010	114+38	-	114+54	RT	2.00	---	---	---	---	3	---	---	PATH
0010	114+64	-	114+74	RT	2.00	---	---	---	---	2	---	---	PATH
0010	114+80	-	116+09	RT	2.00	---	---	---	---	17	---	---	PATH

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HMA ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	THICKNESS (IN)	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
0010	101+47	-	113+86	RT	4.00	---	---	---	---	---	---	176	TEMPORARY WIDENING
0010	17+85	-	82+10	LOWER LAYER	1.75	387	2,249	3,149	---	---	---	---	COLD PAVING STAGE 3 & 4
0010	17+85	-	82+10	UPPER LAYER	1.75	387	1,607	---	3,149	---	---	---	COLD PAVING STAGE 3 & 4
0010	82+41	-	101+03	LOWER LAYER	1.75	88	532	745	---	---	---	---	COLD PAVING STAGE 3 & 4
0010	82+41	-	101+03	UPPER LAYER	1.75	88	380	---	745	---	---	---	COLD PAVING STAGE 3 & 4
0010	101+03	-	112+33	LOWER LAYER	2.25	109	---	800	---	---	---	---	SOUTHBOUND LANES STAGE 2
0010	101+03	-	112+33	UPPER LAYER	1.75	85	318	---	622	---	---	---	SOUTHBOUND LANES STAGE 2
0010	112+33	-	114+27	LOWER LAYER	1.75	10	60	84	---	---	---	---	COLD PAVING STAGE 3 & 4
0010	112+33	-	114+27	UPPER LAYER	1.75	10	43	---	84	---	---	---	COLD PAVING STAGE 3 & 4
0010	114+37	-	114+54	LOWER LAYER	1.75	2	7	10	---	---	---	---	COLD PAVING STAGE 3 & 4
0010	114+37	-	114+54	UPPER LAYER	1.75	2	5	---	10	---	---	---	COLD PAVING STAGE 3 & 4
0010	114+64	-	124+03	LOWER LAYER	1.75	46	257	360	---	---	---	---	COLD PAVING STAGE 3 & 4
0010	114+64	-	124+03	UPPER LAYER	1.75	46	184	---	360	---	---	---	COLD PAVING STAGE 3 & 4
0010	104+09	-	104+35	MEDIAN	2.00	---	---	---	---	4	---	---	MEDIAN ISLAND BEHIND C&G
0010	106+55	-	108+02	MEDIAN	2.00	---	---	---	---	12	---	---	MEDIAN ISLAND BEHIND C&G
0010	110+56	-	111+08	MEDIAN	2.00	---	---	---	---	2	---	---	MEDIAN ISLAND BEHIND C&G
0010	17+85	-	124+03	UNDISTRIBUTED	VARIES	---	74	---	---	---	224	---	DISTRESSED MILLING AREAS
					TOTAL 0010	1,260	5,716	5,148	4,970	204	224	176	

ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY
0010	11+26'A'	RT	5
		TOTAL 0010	5

DRIVEWAYS

CATEGORY	STATION	LOCATION	THICKNESS INCHES	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	602.0810 CONCRETE DRIVEWAY 6-INCH SY	REMARKS
0010	19+01	LT	2	1	4	CE
0010	19+46	LT	2	1	10	CE
0010	38+03	RT	2	3	---	CE
0010	41+34	RT	2	3	---	CE
0010	46+55	RT	2	2	---	CE
0010	58+13	RT	2	2	---	CE
0010	67+89	LT	2	6	---	CE
0010	71+52	LT	2	4	---	CE
0010	74+21	LT	2	2	---	CE
0010	83+78	RT	2	10	---	PE
0010	108+68	LT	2	7	---	CE
0010	108+77	RT	2	29	---	CE
0010	114+04	RT	2	7	---	FE
0010	116+20	RT	2	4	---	CE
		TOTAL 0010		81	14	

APRON ENDWALLS

CATEGORY	STATION	STRUCTURE	LOCATION	520.1012 APRON ENDWALLS FOR CULVERT PIPE 12-INCH EACH
0010	81+66	2.2	39.6' RT	1
0010	81+68	1.1	40.5' LT	1
			TOTAL 0010	2

3

CURB & GUTTER ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.01 SPECIAL (01. CONCRETE CURB & GUTTER 21-INCH TYPE D) LF	SPV.0090.02 SPECIAL (02. CONCRETE CURB & GUTTER 24-INCH TYPE D) LF	SPV.0090.03 SPECIAL (03. CONCRETE CURB & GUTTER 24-INCH TYPE A SPECIAL) LF
0010	11+20'A'	-	11+30'A'	RT	3	---	12	---	---	16	16	---	---	---
0010	17+40	-	17+82	RT	11	---	38	4	---	---	4	---	---	---
0010	17+89	-	18+01	LT	3	---	11	1	---	---	1	---	---	---
0010	18+95	-	19+02	LT	---	---	---	---	---	---	10	5	5	---
0010	19+48	-	19+51	LT	---	---	---	---	---	8	9	1	---	---
0010	200+00'Z'	-	201+00'Z'	LT	32	---	---	---	---	---	---	---	---	100
0010	20+49	-	20+75	LT	2	---	---	---	---	---	38	---	38	7
0010	20+49	-	20+88	RT	---	---	---	39	---	---	39	---	---	---
0010	21+09	-	21+27	LT	---	---	---	---	---	---	26	---	26	---
0010	24+28	-	24+36	LT	---	---	---	---	---	---	22	---	22	---
0010	24+70	-	24+89	LT	---	---	---	---	---	---	23	---	23	---
0010	27+80	-	27+84	LT	---	---	---	---	---	---	12	---	12	---
0010	28+17	-	28+35	LT	---	---	---	---	---	---	26	---	26	---
0010	31+09	-	31+17	LT	---	---	---	---	---	---	22	---	22	---
0010	31+49	-	31+56	LT	---	---	---	---	---	---	15	---	15	---
0010	34+45	-	34+53	LT	---	---	---	---	---	---	15	---	15	---
0010	34+92	-	34+98	LT	---	---	---	---	---	---	14	---	14	---
0010	37+79	-	38+22	RT	---	---	---	---	---	---	42	---	42	---
0010	37+89	-	37+96	LT	---	---	---	---	---	---	13	---	13	---
0010	38+37	-	38+63	LT	---	---	---	---	---	---	37	---	37	---
0010	38+52	-	38+63	RT	---	---	---	---	---	---	11	---	11	---
0010	41+15	-	41+53	RT	---	---	---	---	---	---	39	---	39	---
0010	41+29	-	41+34	LT	---	---	---	---	---	---	13	---	13	---
0010	41+77	-	41+83	LT	---	---	---	---	---	---	13	---	13	---
0010	44+72	-	44+77	LT	---	---	---	---	---	---	13	---	13	---
0010	45+16	-	45+21	LT	---	---	---	---	---	---	18	---	18	---
0010	45+47	-	46+71	RT	---	---	---	---	---	---	24	---	24	---
0010	48+23	-	48+28	LT	---	---	---	---	---	---	12	---	12	---
0010	8+59'K'	-	8+76'K'	LT	---	---	---	---	---	---	30	---	30	---
0010	9+13'K'	-	9+27'K'	LT	---	---	---	---	---	---	27	---	27	---
0010	48+62	-	48+78	LT	---	---	---	---	---	---	30	---	30	---
0010	51+65	-	51+71	LT	---	---	---	---	---	---	14	---	14	---
0010	51+99	-	52+11	LT	---	---	---	---	---	---	26	---	26	---
0010	54+79	-	54+96	LT	---	---	---	---	---	---	29	---	29	---
0010	55+26	-	55+28	LT	---	---	---	---	---	---	14	---	14	---
0010	58+02	-	58+23	RT	---	---	---	---	---	---	21	---	21	---
0010	58+12	-	58+27	LT	---	---	---	---	---	---	29	---	29	---
0010	58+56	-	58+74	LT	---	---	---	---	---	---	32	---	32	---
0010	61+57	-	61+58	LT	---	---	---	---	---	6	15	---	9	---
0010	61+87	-	61+91	LT	---	---	---	---	---	---	19	---	19	---
0010	67+70	-	68+08	LT	---	---	---	---	---	---	38	---	38	---
0010	71+16	-	71+31	RT	---	---	---	---	---	---	15	---	15	---
0010	71+17	-	71+68	LT	---	---	---	---	---	---	52	---	52	---
0010	74+01	-	74+39	LT	---	---	---	---	---	---	38	---	38	---
0010	80+11	-	82+09	RT	---	---	---	125	72	---	197	---	---	---
0010	80+16	-	82+09	LT	---	---	---	125	72	---	197	---	---	---
0010	102+68	-	104+64	LT	---	---	---	181	---	---	181	---	---	---
0010	103+09	-	104+35	MEDIAN	---	121	---	---	---	---	121	---	---	---
0010	106+54	-	108+02	MEDIAN	---	140	---	---	---	---	140	---	---	---
0010	108+27	-	109+19	LT	---	---	---	92	---	---	92	---	---	---
0010	110+56	-	111+08	MEDIAN	---	53	---	---	---	---	53	---	---	---
0010	110+63	-	111+82	LT	---	---	---	118	---	---	118	---	---	---
				TOTAL 0010	51	314	61	685	144	30	2,055	6	876	107

SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	FOR INFORMATION ONLY CUT	FILL
0010	11+09'A'	-	11+40'A'	RT	280	10	---	1	7.70	---
0010	17+46	-	17+83	RT	85	---	42	2	9.10	---
0010	17+86	-	18+13	LT	206	12	---	1	8.20	---
0010	18+82	-	19+01	LT	103	12	---	---	---	---
0010	19+47	-	19+62	LT	84	12	---	---	---	---
0010	20+48	-	20+71	LT	279	24	---	2	10.50	---
0010	20+54	-	20+60	RT	20	12	---	1	8.00	---
0010	21+13	-	21+36	LT	175	12	---	1	7.20	---
0010	24+13	-	24+35	LT	163	12	---	1	6.50	---
0010	24+72	-	25+13	LT	216	12	---	1	7.30	---
0010	27+63	-	27+83	LT	134	10	---	1	6.13	---
0010	28+17	-	28+43	LT	315	10	---	1	8.97	---
0010	30+89	-	31+16	LT	210	12	---	1	5.60	---
0010	31+49	-	31+74	LT	197	12	---	1	6.15	---
0010	34+31	-	34+52	LT	134	12	---	1	5.60	---
0010	34+93	-	35+18	LT	185	12	---	1	6.50	---
0010	37+74	-	37+94	LT	106	12	---	1	5.90	---
0010	38+36	-	38+65	LT	204	22	---	2	11.65	---
0010	38+54	-	38+60	RT	120	20	---	2	10.36	---
0010	41+10	-	41+33	LT	126	12	---	1	6.91	---
0010	41+78	-	41+97	LT	103	12	---	1	6.10	---
0010	44+52	-	44+76	LT	133	12	---	1	7.12	---
0010	45+16	-	45+40	LT	135	12	---	1	7.76	---
0010	48+08	-	48+27	LT	86	10	---	1	5.62	---
0010	8+57'K'	-	8+75'K'	LT	168	20	---	2	9.84	---
0010	9+13'K'	-	9+63'K'	LT	271	20	---	2	17.20	0.70
0010	51+51	-	51+70	LT	84	10	---	1	4.60	---
0010	51+98	-	52+16	LT	87	10	---	1	5.40	---
0010	54+77	-	54+95	LT	85	10	---	1	8.40	---
0010	55+26	-	55+43	LT	84	10	---	1	4.30	---
0010	58+09	-	58+26	LT	81	10	---	1	4.70	---
0010	58+57	-	58+74	LT	81	10	---	1	5.70	---
0010	61+41	-	61+57	LT	80	10	---	1	5.00	---
0010	61+87	-	62+05	LT	82	10	---	1	5.60	---
0010	71+21	-	71+26	RT	35	10	---	1	13.60	---
0010	71+22	-	71+27	LT	93	10	---	1	9.20	---
0010	109+01	-	109+33	LT	411	16	---	1	22.20	---
0010	109+04	-	109+12	RT	32	---	22	1	11.30	1.50
0010	114+12	-	114+18	RT	60	20	---	1	---	---
0010	114+74	-	114+80	RT	60	20	---	1	---	---
				TOTAL 0010	5,592	494	64	44		

ADJUSTING COVERS

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	SPV.0060.02 SPECIAL (02. ADJUSTING WATER VALVES) EACH	SPV.0060.03 SPECIAL (03. ADJUSTING SANITARY MANHOLE COVERS) EACH	REMARKS
0010	11+14'A'	RT	1	---	---	---	---	
0010	17+56	RT	1	---	1	---	---	
0010	9+49'B'	RT	---	---	---	---	1	
0010	9+45'C'	RT	---	---	---	---	1	
0010	9+55'C'	RT	1	---	1	---	---	
0010	38+49	LT	---	1	---	---	---	
0010	8+72'K'	LT	---	1	---	---	---	
0010	9+15'K'	LT	---	1	---	---	---	
0010	9+71'M'	LT	---	---	---	---	1	
0010	51+85	LT	---	---	---	1	---	
0010	51+95	LT	---	---	---	1	---	
0010	9+75'N'	RT	---	---	---	---	1	
0010	9+62'N'	LT	1	---	1	---	---	
0010	9+70'P'	RT	---	---	---	---	1	
0010	61+57	LT	---	1	---	---	---	
0010	9+68'O'	RT	---	---	---	---	1	
0010	9+64'O'	LT	---	---	---	---	1	
0010	9+80'O'	RT	---	---	---	---	1	ABANDONED LINE
0010	103+03	LT	---	1	---	---	---	
0010	108+35	LT	---	1	---	---	---	
		TOTAL 0010	4	6	3	2	8	

STORM SEWER ITEMS

CATEGORY	STRUTURE	STATION	** OFFSET	LOCATION	STEEL	ALUMINUM	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	* 608.3012 STORM SEWER PIPE CLASS III-A 12-INCH LF	611.0624 INLET COVERS TYPE H EACH	611.0654 INLET COVERS TYPE V EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3220 INLETS 2X2-FT EACH	633.5200 MARKERS CULVERT END EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.04 SPECIAL (04. CONNECT TO EXISTING STORM SEWER PIPE) EACH	GRATE ELEVATION	INVERT ELEVATION	DEPTH FT
0010	1.0	81+67	23.55'	LT	0.064	0.060	---	17	---	1	---	1	1	1	---	956.52	953.40	1.70
0010	2.0	81+66	22.56'	RT	0.064	0.060	---	17	---	1	---	1	1	1	---	956.22	953.21	1.59
0010	3.0	104+33	36.42'	LT	---	---	4	---	1	---	1	---	---	1	1	956.55	953.20	2.35
						TOTAL 0010	4	34	1	2	1	2	2	3	1			

*LENGTH BASED ON PLASTIC PIPE WITH METAL ENDWALLS. ADJUST ACCORDINGLY IF PIPE MATERIAL OTHER THAN PLASTIC IS USED. TIE ALL JOINTS IF CONCRETE PIPE IS USED.
**STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

GUARDRAIL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
0010	81+19	-	82+12	RT	39.4	1
0010	81+21	-	82+12	LT	39.4	1
0010	82+38	-	83+31	LT	39.4	1
0010	82+39	-	83+32	RT	39.4	1
				TOTAL 0010	157.6	4

CONCRETE MEDIAN NOSE

CATEGORY	STATION	TO	STATION	LOCATION	620.0200 CONCRETE MEDIAN BLUNT NOSE SF	REMARKS
0010	109+15	-	109+21	LT	32	2.5' RADIUS, 1' GUTTER
				TOTAL 0010	32	

INLET PROTECTION

CATEGORY	STATION	TO	STATION	LOCATION	628.7015 INLET PROTECTION TYPE C EACH
0010	10+91'A'	-	---	RT	1
0010	18+93	-	---	LT & RT	2
0010	21+31	-	---	LT & RT	2
0010	24+27	-	---	RT	1
0010	9+59'C'	-	---	LT	1
0010	27+68	-	---	LT & RT	2
0010	30+99	-	---	LT	1
0010	31+53	-	---	RT	1
0010	31+67	-	---	LT	1
0010	35+06	-	---	LT & RT	2
0010	38+49	-	---	LT & RT	2
0010	43+02	-	---	LT & RT	2
0010	46+02	-	---	LT & RT	2
0010	8+71'K'	-	---	LT & RT	2
0010	9+14'K'	-	---	LT	1
0010	9+16'K'	-	---	RT	1
0010	50+02	-	---	LT & RT	2
0010	53+01	-	---	LT & RT	2
0010	61+41	-	---	LT	1
0010	61+57	-	---	LT	1
0010	61+70	-	---	RT	1
0010	62+03	-	---	LT	1
0010	65+00	-	---	LT & RT	2
0010	68+10	-	---	LT & RT	2
0010	71+70	-	---	LT & RT	2
0010	74+40	-	---	LT & RT	2
0010	78+70	-	---	LT	1
0010	78+76	-	---	RT	1
0010	81+67	-	---	LT & RT	2
0010	103+02	-	---	LT	1
0010	103+14	-	---	LT	1
0010	104+33	-	---	LT	1
0010	107+02	-	---	LT	1
0010	108+35	-	---	LT	1
				TOTAL 0010	49

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	81+47	-	82+08	LT	70	70
0010	81+25	-	82+09	RT	90	90
0010	82+54	-	83+00	LT	50	50
0010	82+55	-	83+08	RT	60	60
				TOTAL 0010	270	270

MOBILIZATIONS EROSION CONTROL

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT 6320-00-75	9	4
	TOTAL 0010	9	4

RESTORATION

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	SPV.0165.01 SPECIAL (01. REMOVE, SALVAGE, AND REINSTALL ROCK LANDSCAPING) SF	SPV.0180.02 SPECIAL (02. PREPARING TOPSOIL FOR LAWN TYPE TURF) SY	REMARKS
0010	11+08'A'	-	11+30'A'	RT	7	7	0.1	---	0.2	0.1	1	---	7	CURB RAMP
0010	17+42	-	17+82	RT	9	9	0.1	---	0.2	0.2	1	---	9	CURB RAMP
0010	17+86	-	18+13	LT	22	22	0.1	---	0.4	0.3	1	---	22	CURB RAMP
0010	18+81	-	18+98	LT	11	11	0.1	---	0.2	0.2	1	30	11	DWY
0010	19+49	-	20+55	LT	---	---	---	---	---	---	---	268	---	DWY, C&G, AND CURB RAMP
0010	20+49	-	20+88	RT	20	20	0.1	---	0.4	0.3	1	---	20	CURB RAMP
0010	21+09	-	21+36	LT	20	20	0.1	---	0.4	0.3	1	---	20	CURB RAMP
0010	24+13	-	24+35	LT	16	16	0.1	---	0.3	0.3	1	---	16	CURB RAMP
0010	24+70	-	25+13	LT	19	19	0.1	---	0.4	0.3	1	---	19	CURB RAMP
0010	27+63	-	27+85	LT	10	10	0.1	---	0.2	0.2	1	---	10	CURB RAMP
0010	28+17	-	28+43	LT	15	15	0.1	---	0.3	0.2	1	---	15	CURB RAMP
0010	30+89	-	31+16	LT	26	26	0.1	---	0.5	0.4	1	---	26	CURB RAMP
0010	31+49	-	31+74	LT	18	18	0.1	---	0.4	0.3	1	---	18	CURB RAMP
0010	34+31	-	34+53	LT	9	9	0.1	---	0.2	0.2	1	---	9	CURB RAMP
0010	34+93	-	35+18	LT	18	18	0.1	---	0.4	0.3	1	---	18	CURB RAMP
0010	37+75	-	37+96	LT	10	10	0.1	---	0.2	0.2	1	---	10	CURB RAMP
0010	37+77	-	38+24	RT	4	4	0.1	---	0.1	0.1	1	---	4	DWY
0010	38+35	-	38+65	LT	22	22	0.1	---	0.4	0.3	1	---	22	CURB RAMP
0010	38+48	-	38+66	RT	21	21	0.1	---	0.4	0.3	1	---	21	CURB RAMP
0010	41+11	-	41+34	LT	11	11	0.1	---	0.2	0.2	1	---	11	CURB RAMP
0010	41+12	-	41+56	RT	4	4	0.1	---	0.1	0.1	1	---	4	DWY
0010	41+77	-	41+97	LT	9	9	0.1	---	0.2	0.2	1	---	9	CURB RAMP
0010	44+52	-	44+78	LT	14	14	0.1	---	0.3	0.2	1	---	14	CURB RAMP
0010	45+15	-	45+40	LT	16	16	0.1	---	0.3	0.3	1	---	16	CURB RAMP
0010	46+45	-	46+74	RT	4	4	0.1	---	0.1	0.1	1	---	4	DWY
0010	48+09	-	48+28	LT	11	11	0.1	---	0.2	0.2	1	---	11	CURB RAMP
0010	8+38'K'	-	8+77'K'	LT	47	47	0.1	---	0.9	0.7	2	---	47	CURB RAMP & TEMP PED ACCESS
0010	8+38'K'	-	8+43'K'	RT	6	6	0.1	---	0.1	0.1	1	---	6	TEMP PED ACCESS
0010	9+11'K'	-	9+68'K'	LT	77	77	0.1	---	1.4	1.1	2	---	77	CURB RAMP
0010	51+38	-	51+73	LT	15	15	0.1	---	0.3	0.2	1	---	15	CURB RAMP & TEMP PED ACCESS
0010	51+97	-	52+30	LT	19	19	0.1	---	0.4	0.3	1	---	19	CURB RAMP & TEMP PED ACCESS
0010	54+64	-	54+97	LT	23	23	0.1	---	0.5	0.4	1	---	23	CURB RAMP & TEMP PED ACCESS
0010	55+25	-	55+63	LT	15	15	0.1	---	0.3	0.2	1	---	15	CURB RAMP & TEMP PED ACCESS
0010	57+93	-	58+28	LT	18	18	0.1	---	0.4	0.3	1	---	18	CURB RAMP & TEMP PED ACCESS
0010	58+00	-	58+26	RT	4	4	0.1	---	0.1	0.1	1	---	4	DWY
0010	58+56	-	58+94	LT	21	21	0.1	---	0.4	0.3	1	---	21	CURB RAMP & TEMP PED ACCESS
0010	61+13	-	61+59	LT	18	18	0.1	---	0.4	0.3	1	---	18	CURB RAMP & TEMP PED ACCESS
0010	61+86	-	62+27	LT	22	22	0.1	---	0.4	0.3	1	---	22	CURB RAMP & TEMP PED ACCESS
0010	67+70	-	68+08	LT	15	15	0.1	---	0.3	0.2	1	---	15	DWY
0010	71+10	-	71+36	RT	22	22	0.1	---	0.4	0.3	1	---	22	CURB RAMP
0010	71+17	-	71+69	LT	28	28	0.1	---	0.5	0.4	1	---	28	CURB RAMP & DWY
0010	74+01	-	74+39	LT	7	7	0.1	---	0.2	0.1	1	---	7	DWY
0010	80+11	-	82+09	LT	73	73	0.1	---	1.4	1.0	2	---	73	
0010	80+11	-	82+10	RT	87	87	0.1	---	1.6	1.2	2	---	87	
0010	82+41	-	84+65	LT	221	221	0.2	6.0	---	3.0	5	---	221	
0010	82+43	-	84+65	RT	178	178	0.2	4.8	---	2.4	4	---	178	
0010	102+69	-	104+64	LT	105	105	0.1	---	1.9	1.5	3	---	105	CURB & GUTTER
0010	108+27	-	109+33	LT	47	47	0.1	---	0.9	0.7	2	---	47	CURB RAMP
0010	108+39	-	109+22	RT	45	45	0.1	---	0.8	0.6	1	---	45	CURB RAMP & DWY
0010	110+64	-	111+82	LT	73	73	0.1	---	1.4	1.0	2	---	73	CURB & GUTTER
0010	113+27	-	114+04	RT	161	161	0.2	---	2.9	2.2	4	---	161	RAILROAD CROSSING
0010	114+82	-	116+08	RT	209	209	0.2	---	3.8	2.9	5	---	209	RAILROAD CROSSING
0010	UNDISTRIBUTED				476	476	1.4	2.7	7.2	6.9	18	---	422	
				TOTAL 0010	2,378	2,378	6.9	13.5	35.9	34.5	91	298	2,324	

MOVING SIGNS ITEMS

CATEGORY	STATION	LOCATION	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	19+64	LT	---	---	1	3	1	NO PARKING / LEFT ONLY / RIGHT ONLY / DESTINATIONS
0010	20+32	LT	---	1	---	6	1	STH 73 SOUTH / STH 173 SOUTH / ARROWS
0010	20+58	LT	1	---	---	1	1	NO PARKING
0010	20+64	LT	1	---	---	1	1	STOP
0010	21+29	LT	1	---	---	1	1	SPEED LIMIT 25
0010	24+32	LT	1	---	---	1	1	STOP
0010	27+80	LT	1	---	---	1	1	STOP
0010	31+13	LT	1	---	---	1	1	STOP
0010	37+93	LT	1	---	---	1	1	STOP
0010	44+73	LT	1	---	---	1	1	STOP
0010	48+24	LT	1	---	---	1	1	STOP
0010	48+77	LT	1	---	---	1	1	SPEED LIMIT 35
0010	9+20'K'	LT	1	---	---	1	1	STOP
0010	51+69	LT	1	---	---	1	1	STOP
0010	58+25	LT	1	---	---	1	1	STOP
		TOTAL 0010	13	1	1	22	15	

TEMPORARY PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	STAGE	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH EACH	REMARKS
0010	20+38	-	21+46	1ST ST	STAGE 1A	---	---	154	TEMP CROSSWALKS
0010	37+91	-	38+38	6TH ST	STAGE 1	---	---	94	TEMP CROSSWALKS
0010	41+30	-	41+81	7TH ST	STAGE 1	---	---	100	TEMP CROSSWALKS
0010	44+73	-	45+19	8TH ST	STAGE 1	---	---	92	TEMP CROSSWALKS
0010	8+38'K'	-	8+42'K'	9TH ST	STAGE 1	---	---	40	TEMP CROSSWALKS
0010	51+64	-	51+98	10TH ST	STAGE 1	---	---	70	TEMP CROSSWALKS
0010	54+93	-	55+27	11TH ST	STAGE 1	---	---	66	TEMP CROSSWALKS
0010	58+25	-	58+58	12TH ST	STAGE 1	---	---	64	TEMP CROSSWALKS
0010	61+57	-	61+89	13TH ST	STAGE 1	---	---	68	TEMP CROSSWALKS
0010	17+84	-	84+14	TEMP CL	STAGE 2	13,186	---	---	DOUBLE YELLOW
0010	84+14	-	101+36	TEMP CL, MILLED SURFACE	STAGE 2	3,444	---	---	DOUBLE YELLOW, FLAGGING
0010	84+14	-	101+36	TEMP CL, LOWER SURFACE	STAGE 2	3,444	---	---	DOUBLE YELLOW, FLAGGING
0010	101+36	-	104+65	TEMP CL	STAGE 2A	668	---	---	DOUBLE YELLOW
0010	101+36	-	104+65	EDGELINE	STAGE 2A	---	340	---	WHITE
0010	105+28	-	108+41	TEMP CL	STAGE 2A	640	---	---	DOUBLE YELLOW
0010	105+28	-	108+41	EDGELINE	STAGE 2A	---	328	---	WHITE
0010	109+12	-	114+00	TEMP CL	STAGE 2A	976	---	---	DOUBLE YELLOW
0010	109+12	-	114+00	EDGELINE	STAGE 2A	---	489	---	WHITE
0010	82+62	-	100+50	TEMP CL, MILLED SURFACE	STAGE 3	1,788	---	---	DOUBLE YELLOW, FLAGGING
0010	82+62	-	100+50	TEMP CL, LOWER SURFACE	STAGE 3	1,788	---	---	DOUBLE YELLOW, FLAGGING
0010	100+50	-	103+00	TEMP CL	STAGE 3	800	---	---	DOUBLE YELLOW
0010	111+49	-	114+00	TEMP CL	STAGE 3	802	---	---	DOUBLE YELLOW
0010	114+00	-	124+03	TEMP CL, MILLED SURFACE	STAGE 3	2,006	---	---	DOUBLE YELLOW, FLAGGING
0010	114+00	-	124+03	TEMP CL, LOWER SURFACE	STAGE 3	2,006	---	---	DOUBLE YELLOW, FLAGGING
0010	17+25	-	17+75	RT LANE LINE	STAGE 4	---	72	---	WHITE
0010	18+64	-	86+07	TEMP CL	STAGE 4	---	13,484	---	DOUBLE YELLOW
				TOTAL 0010		31,548	14,713	748	

TRAFFIC CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	DAYS	TRAFFIC CONTROL DRUMS EACH	* 643.0300 TRAFFIC CONTROL DRUMS DAY	TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	* 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	TRAFFIC CONTROL SIGNS EACH	* 643.0900 TRAFFIC CONTROL SIGNS DAY	REMARKS
ADVANCED WARNING																		
0010	STH 173			WEST	126	---	---	---	---	---	---	---	---	---	---	6	756	---
0010	STH 73			SOUTH	126	---	---	---	---	---	---	---	---	---	---	6	756	---
0010	STH 54			WEST	126	---	---	---	---	---	---	---	---	---	---	7	882	---
0010	STH 54			EAST	126	---	---	---	---	---	---	---	---	---	---	7	882	---
0010	PORT ROAD			NORTH	126	---	---	---	---	---	---	---	---	---	---	6	756	---
0010	SIDEROADS			16 SIDEROADS	126	---	---	---	---	---	---	---	---	---	---	16	2016	W20-1A
STAGE 1																		
0010	100+50	-	114+11	STH 73	40	58	2,320	2	80	---	---	4	160	---	---	2	80	---
STAGE 2																		
0010	17+25	-	21+00	STH 73	48	35	1,680	6	288	---	---	4	192	---	---	3	144	---
0010	21+00	-	24+50	STH 73	48	18	864	1	48	---	---	2	96	---	---	1	48	---
0010	24+50	-	28+00	STH 73	48	17	816	1	48	---	---	2	96	---	---	1	48	---
0010	28+00	-	31+25	STH 73	48	17	816	1	48	---	---	2	96	---	---	1	48	---
0010	31+25	-	34+75	STH 73	48	17	816	1	48	---	---	2	96	---	---	1	48	---
0010	34+75	-	38+00	STH 73	48	17	816	1	48	---	---	2	96	---	---	1	48	---
0010	38+00	-	41+50	STH 73	48	18	864	1	48	---	---	2	96	---	---	1	48	---
0010	41+50	-	44+75	STH 73	48	17	816	1	48	---	---	2	96	---	---	1	48	---
0010	44+75	-	48+50	STH 73	48	18	864	1	48	---	---	2	96	---	---	1	48	---
0010	48+50	-	51+75	STH 73	48	16	768	1	48	---	---	2	96	---	---	1	48	---
0010	51+75	-	55+00	STH 73	48	15	720	1	48	---	---	2	96	---	---	1	48	---
0010	55+00	-	58+25	STH 73	48	15	720	1	48	---	---	2	96	---	---	1	48	---
0010	58+25	-	61+75	STH 73	48	15	720	1	48	---	---	2	96	---	---	1	48	---
0010	61+75	-	79+00	STH 73	48	73	3,504	3	144	---	---	6	288	---	---	3	144	---
0010	79+00	-	86+00	STH 73	48	25	1,200	3	144	---	---	2	96	6	288	3	144	---
0010	100+00	-	115+50	STH 73	48	61	2,928	16	768	46	46	4	192	24	1152	12	576	STAGE 2A
STAGE 3																		
0010	17+25	-	21+00	STH 73	24	24	576	4	96	---	---	4	96	---	---	6	144	---
0010	21+00	-	24+50	STH 73	24	26	624	2	48	---	---	4	96	---	---	2	48	---
0010	24+50	-	28+00	STH 73	24	24	576	2	48	---	---	4	96	---	---	2	48	---
0010	28+00	-	31+50	STH 73	24	22	528	2	48	---	---	4	96	---	---	2	48	---
0010	31+50	-	34+50	STH 73	24	24	576	2	48	---	---	4	96	---	---	2	48	---
0010	34+50	-	38+00	STH 73	24	22	528	2	48	---	---	4	96	---	---	2	48	---
0010	38+00	-	41+25	STH 73	24	22	528	2	48	---	---	4	96	---	---	2	48	---
0010	41+25	-	44+50	STH 73	24	22	528	2	48	---	---	4	96	---	---	2	48	---
0010	44+50	-	48+50	STH 73	24	22	528	2	48	---	---	4	96	---	---	2	48	---
0010	48+50	-	50+00	STH 73	24	10	240	2	48	---	---	4	96	---	---	2	48	---
0010	52+00	-	55+00	STH 73	24	22	528	2	48	---	---	4	96	---	---	2	48	---
0010	55+00	-	58+00	STH 73	24	22	528	2	48	---	---	4	96	---	---	2	48	---
0010	58+00	-	61+50	STH 73	24	22	528	2	48	---	---	4	96	---	---	2	48	---
0010	61+50	-	79+00	STH 73	24	134	3,216	5	120	---	---	10	240	---	---	5	120	---
0010	79+00	-	82+00	STH 73	24	8	192	1	24	---	---	2	48	---	---	1	24	---
0010	100+50	-	116+00	STH 73	24	35	840	2	48	---	---	4	96	---	---	2	48	---
STAGE 4																		
0010	17+25	-	86+00	STH 73	16	178	2,848	19	304	---	---	36	576	---	---	19	304	---
	UNDISTRIBUTED				30	109	3,273	10	291	5	5	15	444	3	90	14	420	
				TOTAL 0010			38,417		3,459	51	51		4,732		1,530		9,348	

*ADDITIONAL QUANTITIES LISTED WITH PEDESTRIAN ACCESS ITEMS

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PEDESTRIAN ACCESS ITEMS

CATEGORY	INTERSECTION N-S	/	E-W	STAGE	DAYS	TRAFFIC CONTROL DRUMS EACH	* 643.0300 TRAFFIC CONTROL DRUMS DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	* 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	TRAFFIC CONTROL SIGNS EACH	* 643.0900 TRAFFIC CONTROL SIGNS DAY	TRAFFIC CONTROL CONES 42-INCH EACH	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	TEMPORARY PEDESTRIAN CURB RAMP EACH	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
0010	STH 73	/	1ST ST	1A	11	46	506	---	---	19	209	---	---	110	---	---	4	44	40	218
0010	STH 73	/	STH 173	1B	19	31	589	10	190	10	190	---	---	---	---	---	---	---	---	66
0010	STH 73	/	1ST ST	1B	19	27	513	---	---	12	228	---	---	---	---	---	4	76	---	76
0010	STH 73	/	1ST ST	1C	10	43	430	5	50	14	140	---	---	---	---	---	2	20	---	109
0010	PED DETOUR			1	40	---	---	---	---	25	1000	---	---	---	---	---	---	---	---	---
0010	STH 73	/	6TH ST	1	17	35	595	7	119	4	68	---	---	54	62	---	2	34	16	198
0010	STH 73	/	6TH ST	1	17	23	391	---	---	3	51	---	---	---	---	---	2	34	---	18
0010	STH 73	/	7TH ST	1	17	22	374	---	---	2	34	---	---	55	48	---	2	34	16	169
0010	STH 73	/	7TH ST	1	17	22	374	---	---	2	34	---	---	---	---	---	2	34	---	---
0010	STH 73	/	8TH ST	1	17	24	408	---	---	2	34	---	---	53	48	---	2	34	16	190
0010	STH 73	/	8TH ST	1	17	24	408	---	---	2	34	---	---	---	---	---	2	34	---	---
0010	STH 73	/	9TH ST	1	17	18	306	---	---	1	17	---	---	---	---	---	---	---	---	24
0010	VILAS	/	9TH ST	1	17	28	476	---	---	3	51	---	---	---	---	191	2	34	16	58
0010	STH 73	/	10TH ST	1	17	23	391	---	---	2	34	---	---	77	93	---	2	34	16	190
0010	STH 73	/	10TH ST	1	17	23	391	---	---	2	34	---	---	---	---	---	2	34	---	---
0010	STH 73	/	11TH ST	1	17	16	272	---	---	2	34	7	119	75	71	---	2	34	16	205
0010	STH 73	/	11TH ST	1	17	17	289	---	---	2	34	7	119	---	---	---	2	34	---	---
0010	STH 73	/	12TH ST	1	17	18	306	---	---	2	34	6	102	96	56	---	2	34	16	172
0010	STH 73	/	12TH ST	1	17	18	306	---	---	2	34	6	102	---	---	---	2	34	---	---
0010	STH 73	/	13TH ST	1	17	23	391	---	---	2	34	---	---	124	82	---	2	34	16	182
0010	STH 73	/	13TH ST	1	17	23	391	---	---	2	34	---	---	---	---	---	2	34	---	---
0010	69+38	-	72+22	1	15	21	315	7	105	4	60	---	---	---	---	245	---	---	---	171
0010	STH 73	/	STA 109+00	2A	9	5	45	---	---	1	9	---	---	---	---	---	---	---	---	20
0010	108+45	/	109+32	3	9	---	---	---	---	2	18	---	---	---	---	---	---	---	---	57
0010	113+11	/	116+47	3	9	---	---	---	---	2	18	---	---	---	---	---	---	---	---	57
0010	UNDISTRIBUTED			---	17	20	340	---	---	5	85	2	34	543	40	751	5	85	17	218
				TOTAL 0010			8,807		464		2,552		476	1,187	500	1,187		735	185	2,398

*ADDITIONAL QUANTITIES LISTED WITH TRAFFIC CONTROL ITEMS

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION / INTERSECTION	646.2020 MARKING LINE EPOXY 6-INCH LF	646.4020 MARKING LINE EPOXY 10-INCH LF	646.4720 MARKING LINE SAME DAY EPOXY 6-INCH LF	646.4820 MARKING LINE SAME DAY EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5320 MARKING RAILROAD CROSSINGS EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF	646.6470 COLD WEATHER MARKING EPOXY 10-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.8120 MARKING CURB EPOXY LF	REMARKS
0010	---	-	---	STH 73 BRIDGE APPROACH	12	---	---	---	---	---	---	---	---	---	---	---	---	DOUBLE YELLOW
0010	---	-	---	STH 73 BRIDGE APPROACH	---	6	---	---	---	---	28	---	---	---	135	---	---	WHITE
0010	17+78	-	17+98	LT & RT	---	---	---	---	---	---	26	---	---	---	135	---	---	WHITE
0010	17+82	-	20+54	LANE LINE RT	68	---	---	---	---	---	---	68	---	---	---	---	---	WHITE 12.5' SKIPS
0010	17+98	-	18+68	LT	---	71	---	---	1	---	---	---	---	---	---	---	---	WHITE
0010	20+61	-	38+54	LANE LINE RT	448	---	---	---	---	---	---	448	---	---	---	---	---	WHITE 12.5' SKIPS
0010	38+60	-	71+21	LANE LINE RT	815	---	---	---	---	---	---	815	---	---	---	---	---	WHITE 12.5' SKIPS
0010	71+27	-	80+02	LANE LINE RT	219	---	---	---	---	---	---	219	---	---	---	---	---	WHITE 12.5' SKIPS
0010	18+64	-	20+55	CENTERLINE	382	---	---	---	---	---	---	382	---	---	---	---	---	DOUBLE YELLOW
0010	20+61	-	24+21	CENTERLINE	720	---	---	---	---	---	---	720	---	---	---	---	---	DOUBLE YELLOW
0010	24+90	-	27+71	CENTERLINE	562	---	---	---	---	---	---	562	---	---	---	---	---	DOUBLE YELLOW
0010	28+31	-	31+01	CENTERLINE	540	---	---	---	---	---	---	540	---	---	---	---	---	DOUBLE YELLOW
0010	31+64	-	34+39	CENTERLINE	550	---	---	---	---	---	---	550	---	---	---	---	---	DOUBLE YELLOW
0010	35+08	-	37+79	CENTERLINE	542	---	---	---	---	---	---	542	---	---	---	---	---	DOUBLE YELLOW
0010	38+60	-	41+18	CENTERLINE	516	---	---	---	---	---	---	516	---	---	---	---	---	DOUBLE YELLOW
0010	41+92	-	44+61	CENTERLINE	538	---	---	---	---	---	---	538	---	---	---	---	---	DOUBLE YELLOW
0010	45+32	-	48+11	CENTERLINE	558	---	---	---	---	---	---	558	---	---	---	---	---	DOUBLE YELLOW
0010	48+79	-	50+47	CENTERLINE	336	---	---	---	---	---	---	336	---	---	---	---	---	DOUBLE YELLOW
0010	51+26	-	51+53	CENTERLINE	54	---	---	---	---	---	---	54	---	---	---	---	---	DOUBLE YELLOW
0010	52+11	-	54+80	CENTERLINE	538	---	---	---	---	---	---	538	---	---	---	---	---	DOUBLE YELLOW
0010	55+40	-	58+13	CENTERLINE	546	---	---	---	---	---	---	546	---	---	---	---	---	DOUBLE YELLOW
0010	58+73	-	61+43	CENTERLINE	540	---	---	---	---	---	---	540	---	---	---	---	---	DOUBLE YELLOW
0010	62+02	-	71+21	CENTERLINE	1,838	---	---	---	---	---	---	1,838	---	---	---	---	---	DOUBLE YELLOW
0010	71+27	-	78+78	CENTERLINE	1,502	---	---	---	---	---	---	1,502	---	---	---	---	---	DOUBLE YELLOW
0010	79+81	-	100+76	CENTERLINE	---	---	4,190	---	---	---	---	4,190	---	---	---	---	---	DOUBLE YELLOW
0010	100+76	-	104+57	LT	1,255	---	---	---	---	---	---	1,255	---	97	---	---	---	DOUBLE YELLOW
0010	20+54	-	20+61	STH 73	---	---	---	---	---	---	---	---	---	---	92	---	---	WHITE
0010	20+70	-	21+14	1ST ST	---	---	---	---	---	---	---	---	---	---	82	---	---	WHITE
0010	24+34	-	24+75	2ND ST	---	---	---	---	---	---	---	---	---	---	73	---	---	WHITE
0010	27+83	-	28+18	3RD ST	---	---	---	---	---	---	---	---	---	---	65	---	---	WHITE
0010	31+15	-	31+50	4TH ST	---	---	---	---	---	---	---	---	---	---	65	---	---	WHITE
0010	34+51	-	34+93	5TH ST	---	---	---	---	---	---	---	---	---	---	76	---	---	WHITE
0010	37+93	-	38+36	6TH ST	---	---	---	---	---	---	---	---	---	---	82	---	---	WHITE
0010	38+54	-	38+61	STH 73	---	---	---	---	---	---	---	---	---	---	---	60	---	WHITE
0010	41+32	-	41+79	7TH ST	---	---	---	---	---	---	---	---	---	---	87	---	---	WHITE
0010	44+75	-	45+17	8TH ST	---	---	---	---	---	---	---	---	---	---	78	---	---	WHITE
0010	48+26	-	48+64	9TH ST	---	---	---	---	---	---	---	---	---	---	70	---	---	WHITE
0010	8+61'K'	-	9+12'K'	9TH ST / VILAS AVE	---	---	---	---	---	---	---	---	---	---	202	---	---	WHITE
0010	51+68	-	51+98	10TH ST	---	---	---	---	---	---	---	---	---	---	58	---	---	WHITE
0010	54+96	-	55+25	11TH ST	---	---	---	---	---	---	---	---	---	---	56	---	---	WHITE
0010	58+27	-	58+56	12TH ST	---	---	---	---	---	---	---	---	---	---	56	---	---	WHITE
0010	61+59	-	61+86	13TH ST	---	---	---	---	---	---	---	---	---	---	55	---	---	WHITE
0010	71+25	-	71+27	CROSSWALK	---	---	---	---	---	---	---	---	---	---	84	---	---	WHITE
0010	79+80	-	80+80	LT	---	100	---	---	2	---	---	---	---	---	---	---	---	WHITE
0010	80+17	-	104+44	EDGELINE RT	2,500	---	---	---	---	---	---	2,500	---	---	---	---	---	WHITE
0010	82+10	-	91+77	EDGELINE LT	975	---	---	---	---	---	---	975	---	---	---	---	---	WHITE
0010	93+34	-	109+05	EDGELINE LT	1,500	100	---	---	---	---	---	1,500	100	---	---	---	---	WHITE
0010	105+27	-	108+38	NB MEDIAN CENTERLINE	333	---	---	---	---	---	---	333	---	---	---	---	---	YELLOW
0010	105+27	-	108+38	SB MEDIAN CENTERLINE	300	---	---	---	---	---	---	---	---	---	---	---	---	YELLOW
0010	101+42	-	102+87	RT	---	---	---	37	---	---	---	---	37	---	---	---	---	WHITE 3' SKIPS
0010	102+87	-	104+47	RT	---	---	---	165	2	---	---	---	165	---	---	---	---	WHITE
0010	104+47	-	105+97	RT	---	---	39	---	---	---	---	39	---	---	---	---	---	WHITE 3' SKIPS
0010	105+02	-	105+24	OLD WIS 73	---	---	---	---	---	---	24	---	---	---	---	---	---	WHITE
0010	105+02	-	105+04	OLD WIS 73	26	---	---	---	---	---	---	26	---	---	---	---	---	DOUBLE YELLOW
0010	105+25	-	106+21	LT	---	90	---	---	2	---	---	---	90	---	---	---	---	WHITE

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PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION / INTERSECTION	646.2020 MARKING LINE EPOXY 6-INCH LF	646.4020 MARKING LINE EPOXY 10-INCH LF	646.4720 MARKING LINE SAME DAY EPOXY 6-INCH LF	646.4820 MARKING LINE SAME DAY EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5320 MARKING RAILROAD CROSSINGS EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF	646.6470 COLD WEATHER MARKING EPOXY 10-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.8120 MARKING CURB EPOXY LF	REMARKS
0010	105+51	-	109+04	EDGELINE RT	465	---	---	---	---	---	---	465	---	---	---	---	---	WHITE
0010	107+01	-	108+38	LT	---	---	---	136	2	---	---	---	---	---	---	---	---	WHITE
0010	109+04	-	109+13	CROSSWALK	---	---	---	---	---	---	---	---	---	---	127	---	---	WHITE
0010	109+14	-	114+28	EDGELINE LT	516	---	---	---	2	---	---	---	---	---	---	---	---	WHITE
0010	109+14	-	110+13	LT	---	99	---	---	2	---	---	---	99	---	---	---	---	WHITE
0010	109+18	-	114+28	SB MEDIAN CENTERLINE	796	---	---	---	---	---	---	---	---	---	---	---	---	YELLOW
0010	109+18	-	114+28	NB MEDIAN CENTERLINE	754	---	---	---	---	---	---	754	---	---	---	---	---	YELLOW
0010	109+15	-	109+30	LT	---	---	---	---	---	---	---	---	---	---	---	---	30	YELLOW
0010	111+30	-	113+79	MEDIAN	---	---	---	---	---	---	---	---	---	108	---	---	---	YELLOW
0010	109+13	-	114+28	EDGELINE RT	515	---	---	---	---	---	---	515	---	---	---	---	---	WHITE
0010	111+85	-	-	RT	---	---	---	---	---	1	---	---	---	---	---	---	---	RAILROAD MARKINGS
0010	114+03	-	-	RT	---	---	---	---	---	---	12	---	---	---	---	---	---	
0010	114+37	-	114+54	CENTERLINE	---	---	34	---	---	---	---	34	---	---	---	---	---	DOUBLE YELLOW
0010	114+37	-	114+54	EDGELINE RT & LT	34	---	---	---	---	---	---	34	---	---	---	---	---	WHITE
0010	114+63	-	124+10	CENTERLINE	---	---	1,894	---	---	---	---	1,894	---	---	---	---	---	DOUBLE YELLOW
0010	114+63	-	124+10	EDGELINE RT	947	---	---	---	---	---	---	947	---	---	---	---	---	WHITE
0010	114+63	-	124+10	EDGELINE LT	947	---	---	---	---	---	---	947	---	---	---	---	---	WHITE
0010	114+86	-	-	LT	---	---	---	---	---	---	12	---	---	---	---	---	---	
0010	117+00	-	-	LT	---	---	---	---	---	1	---	---	---	---	---	---	---	RAILROAD MARKINGS
				TOTAL 0010	23,687	466	6,157	338	13	2	102	28,220	491	205	1,678	60	30	

MARKING REMOVAL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9012 MARKING REMOVAL LINE WATER BLASTING 6-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	646.9210 MARKING REMOVAL LINE WATER BLASTING WIDE LF	REMARKS
0010	11+23'A'	-	17+53	STH 73 / STH 173 SE LEG	--	132	--	--	26	CROSSWALK & STOP BAR
0010	17+53	-	18+00	STH 73 / STH 173 NE LEG	--	146	--	--	---	CROSSWALK
0010	100+50	-	103+00	MEDIAN LT	1,036	---	--	97	---	STAGE 2A
0010	101+40	-	114+00	RT EDGELINE, SKIPS	1,331	--	--	--	--	STAGE 2A
0010	102+87	-	104+47	RT TURN LANE	--	--	165	--	--	STAGE 2A
0010	111+49	-	114+00	MEDIAN LT	1,012	--	---	108	--	STAGE 2A
				TOTAL 0010	3,379	278	165	205	26	

CONSTRUCTION STAKING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	102+69	-	105+24	LT/SB	255	255	---	---
0010	17+85	-	124+03	STH 73	---	---	10,618	---
0010	80+11	-	82+09	LT & RT	---	---	---	198
0010	82+41	-	84+65	LT & RT	---	---	---	224
				TOTAL 0010	255	255	10,618	422

SAWING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	11+09'A'	-	11+40'A'	RT	---	65	SIDEWALK AND CURB & GUTTER
0010	17+41	-	17+82	RT	12	44	ASPH, PATH, & C&G
0010	17+86	-	18+13	LT	4	28	C&G AND SIDEWALK
0010	18+82	-	19+05	LT	14	26	DWY & SIDEWALK
0010	19+41	-	19+62	LT	8	25	DWY & SIDEWALK
0010	200+00'Z'	-	201+00'Z'	LT	---	102	CURB & GUTTER
0010	20+48	-	20+75	LT	50	29	C&G AND SIDEWALK
0010	20+49	-	20+88	RT	70	5	C&G AND PATH
0010	21+07	-	21+36	LT	22	24	C&G & SIDEWALK
0010	24+13	-	24+39	LT	31	16	C&G & SIDEWALK
0010	24+67	-	25+13	LT	20	24	C&G & SIDEWALK
0010	27+63	-	27+87	LT	19	16	C&G & SIDEWALK
0010	28+13	-	28+43	LT	36	22	C&G & SIDEWALK
0010	30+89	-	31+20	LT	30	16	C&G & SIDEWALK
0010	31+45	-	31+74	LT	23	16	C&G & SIDEWALK
0010	34+31	-	34+57	LT	23	14	C&G & SIDEWALK
0010	34+89	-	35+18	LT	22	14	C&G & SIDEWALK
0010	37+74	-	37+98	LT	20	10	C&G & SIDEWALK
0010	37+86	-	38+19	RT	48	4	C&G
0010	38+32	-	38+65	LT	48	15	C&G & SIDEWALK
0010	38+51	-	38+63	RT	15	4	C&G & SIDEWALK
0010	41+11	-	41+38	LT	19	10	C&G & SIDEWALK
0010	41+18	-	41+48	RT	43	4	C&G
0010	41+74	-	41+97	LT	20	9	C&G & SIDEWALK
0010	44+52	-	44+81	LT	19	9	C&G & SIDEWALK
0010	45+12	-	45+40	LT	26	10	C&G & SIDEWALK
0010	46+47	-	46+71	RT	44	4	C&G & DWY
0010	48+08	-	48+32	LT	17	9	C&G & SIDEWALK
0010	8+59'K'	-	8+79'K'	LT	40	14	C&G & SIDEWALK
0010	9+09'K'	-	9+70'K'	LT	76	8	C&G & SIDEWALK
0010	51+51	-	51+74	LT	22	6	C&G & SIDEWALK
0010	51+94	-	52+16	LT	36	7	C&G & SIDEWALK
0010	54+77	-	55+00	LT	34	7	C&G & SIDEWALK
0010	55+22	-	55+43	LT	20	7	C&G & SIDEWALK
0010	58+02	-	58+23	RT	38	4	C&G & DWY
0010	58+09	-	58+30	LT	37	7	C&G & SIDEWALK
0010	58+53	-	58+74	LT	42	7	C&G & SIDEWALK
0010	61+41	-	61+61	LT	13	7	C&G & SIDEWALK
0010	61+83	-	62+05	LT	25	7	C&G & SIDEWALK
0010	67+70	-	68+08	LT	54	4	C&G & DWY
0010	71+11	-	71+36	RT	39	4	C&G & PATH
0010	71+17	-	71+68	LT	66	4	C&G & SIDEWALK
0010	74+01	-	74+39	LT	57	4	C&G & DWY
0010	80+11	-	82+09	RT	199	2	C&G & SIDEWALK
0010	80+16	-	82+09	LT	198	2	C&G & SIDEWALK
0010	91+76	-	93+33	LT	160	---	DWY
0010	102+69	-	105+24	LT	157	5	C&G & ROAD ASPH
0010	103+04	-	104+35	LT, MEDIAN	126	8	CURB & GUTTER
0010	106+54	-	108+02	LT, MEDIAN	148	3	CURB & GUTTER
0010	108+27	-	109+33	LT	223	13	SIDEWALK, DWY, AND C&G
0010	108+56	-	108+97	RT	41	---	DWY
0010	108+97	-	109+22	RT	20	---	PATH
0010	109+13	-	109+21	LT	29	3	MEDIAN NOSE
0010	110+55	-	111+09	LT, MEDIAN	56	3	C&G & ASPH
0010	110+63	-	111+81	LT	122	3	C&G & ASPH

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

SAWING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	113+28	-	---	RT	11	---	PATH
0010	113+78	-	114+28	RT	52	---	ASPH
0010	114+63	-	115+38	RT	77	---	ASPH
0010	116+09	-	116+37	RT	37	---	DWY & PATH
0010	118+72	-	118+97	RT	25	---	DWY
0010	120+06	-	120+30	RT	24	---	DWY
0010	121+25	-	121+49	RT	23	---	DWY
0010	122+26	-	122+50	RT	24	---	DWY
0010	123+51	-	123+77	RT	25	---	DWY
				TOTAL 0010	3,079	713	

GRADING CURB RAMPS

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.01 SPECIAL (01. GRADING AND SHAPING FOR CURB RAMPS) EACH
0010	11+09 'A'	-	11+40 'A'	RT	1
0010	17+46	-	17+83	RT	1
0010	17+86	-	18+13	LT	1
0010	20+48	-	20+71	STH 73/1ST ST	1
0010	20+54	-	20+60	RT	1
0010	21+13	-	21+36	STH 73/1ST ST	1
0010	24+13	-	24+35	STH 73/2ND ST	1
0010	24+72	-	25+13	STH 73/2ND ST	1
0010	27+63	-	27+83	STH 73/3RD ST	1
0010	28+17	-	28+43	STH 73/3RD ST	1
0010	30+89	-	31+16	STH 73/4TH ST	1
0010	31+49	-	31+74	STH 73/4TH ST	1
0010	34+31	-	34+52	STH 73/5TH ST	1
0010	34+93	-	35+18	STH 73/5TH ST	1
0010	37+74	-	37+94	STH 73/6TH ST	1
0010	38+36	-	38+65	STH 73/6TH ST	1
0010	38+54	-	38+60	STH 73 RT	1
0010	41+10	-	41+33	STH 73/7TH ST	1
0010	41+78	-	41+97	STH 73/7TH ST	1
0010	44+52	-	44+76	STH 73/8TH ST	1
0010	45+16	-	45+40	STH 73/8TH ST	1
0010	48+08	-	48+27	STH 73/9TH ST	1
0010	8+57 'K'	-	8+75 'K'	9TH ST LT	1
0010	9+13 'K'	-	9+63 'K'	9TH ST LT	1
0010	51+51	-	51+70	STH 73/10TH ST	1
0010	51+98	-	52+16	STH 73/10TH ST	1
0010	54+77	-	54+95	STH 73/11TH ST	1
0010	55+26	-	55+43	STH 73/11TH ST	1
0010	58+09	-	58+26	STH 73/12TH ST	1
0010	58+57	-	58+74	STH 73/12TH ST	1
0010	61+41	-	61+57	STH 73/13TH ST	1
0010	61+87	-	62+05	STH 73/13TH ST	1
0010	71+21	-	71+26	LT	1
0010	71+22	-	71+27	RT	1
0010	109+01	-	109+33	LT	1
0010	109+04	-	109+12	RT	1
				TOTAL 0010	36

3

3

LAND PARCEL MONUMENTS

CATEGORY	STATION	LOCATION	LOCATION	SPV.0060.06 SPECIAL (06. RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS) EACH	SPV.0060.07 SPECIAL (07. VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS) EACH	REMARKS
0010	20+53	36.38 LT	STH 73/1ST ST	1	1	1.25" IP
0010	21+25	36.08 LT	STH 73/1ST ST	1	1	1.25" IP
0010	25+02	33.64 LT	STH 73/2ND ST	1	1	1.25" IP
0010	28+34	33.87 LT	STH 73/3RD ST	1	1	1.25" IP
0010	34+37	31.79 LT	STH 73/5TH ST	1	1	1.25" IP
0010	37+83	34.68 LT	STH 73/6TH ST	1	1	1.25" IP
0010	38+51	34.59 LT	STH 73/6TH ST	1	1	2.00" IP
0010	41+90	33.24 LT	STH 73/7TH ST	1	1	1.25" IP
0010	45+33	34.04 LT	STH 73/8TH ST	1	1	1.25" IP
0010	8+62 'K'	32.60 LT	9TH ST LT	1	1	2.00" IP
0010	55+41	36.00 LT	STH 73/11TH ST	1	1	1.25" IP
			TOTAL 0010	11	11	

CONCRETE JOINT AND CRACK CLEANING AND REPAIR

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0170.01 SPECIAL (01. CONCRETE JOINT AND CRACK CLEANING AND REPAIR) STA
0010	17+85	-	24+89	LT & RT	32
				TOTAL 0010	32

DISTRESSED ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0180.01 SPECIAL (01. REMOVING DISTRESSED ASPHALTIC SURFACE MILLING) SY
0010	17+85	-	124+03	PROJECT	1,000
				TOTAL 0010	1,000

EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0195.01 SPECIAL (01. EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL) TON
0010	108+50	-	109+25	LT	20
				TOTAL 0010	20

3

REMOVALS

ITEM	STATION	LOCATION	204.0195 REMOVING CONCRETE BASES EACH	REMARKS
EXSB7	17+45.0	33.4' RT	1	
			1	

CONCRETE BASES

CONCRETE BASE NUMBER	STATION	LOCATION	SPV.0060.08 MODIFIED CONCRETE BASES TYPE 1 EACH	REMARKS
SB7	17+11.0	35.0' RT	1	HAND DIG TO INSTALL BASE
			1	

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
EXPB10	SB7	3
		3

CABLE TRAFFIC SIGNAL

FROM	TO	655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF	REMARKS
CB1	EXSB6	--	218	USE EXISTING CABLE TRAFFIC SIGNAL WIRE IF SUFFICIENT CONDUCTOR ARE AVAILABLE
EXSB6	PED HEAD 8-1	18	--	
EXSB6	PED BUTTON	6	--	
		24	218	

REMOVE, SALVAGE, & REINSTALL TRAFFIC SIGNAL EQUIPMENT

LOCATION	SPV.0060.05 REMOVE, SALVAGE, AND REINSTALL TRAFFIC SIGNAL EQUIPMENT EACH
STH 73 & STH 173/MARKET ST	1
	1

TRAFFIC SIGNAL FACES

SIGNAL BASE NUMBER	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	REMARKS
EXSB6	1	1	LEFT FACING ARROW
	1	1	

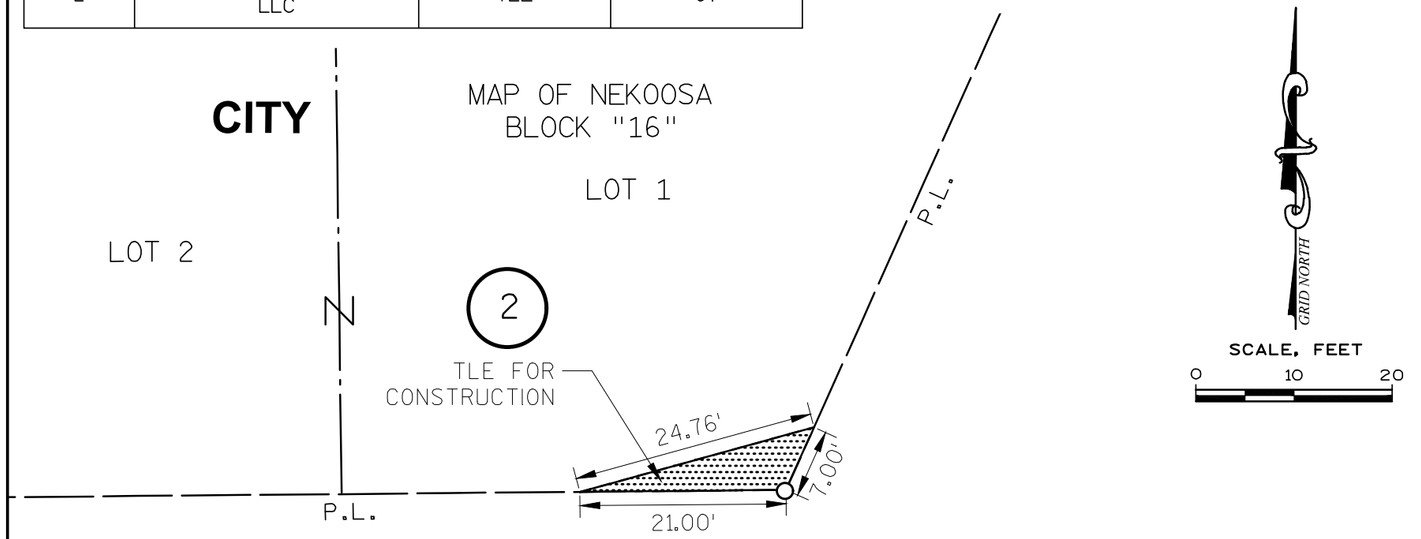
SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNERS (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
1	NEKOOSA CREDIT UNION	TLE	116
2	RISHIKA OF NEKOOSA, LLC	TLE	67

TPP PROJECT NUMBER: 6320-00-25 | SHEET NUMBER: 1

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA

S.T.H. "73" WOOD COUNTY

PART OF LOT 1 OF CSM NO. 6550 AND LOT 1, BLOCK 16 OF THE MAP OF NEKOOSA; ALL LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, SECTION 10, TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN



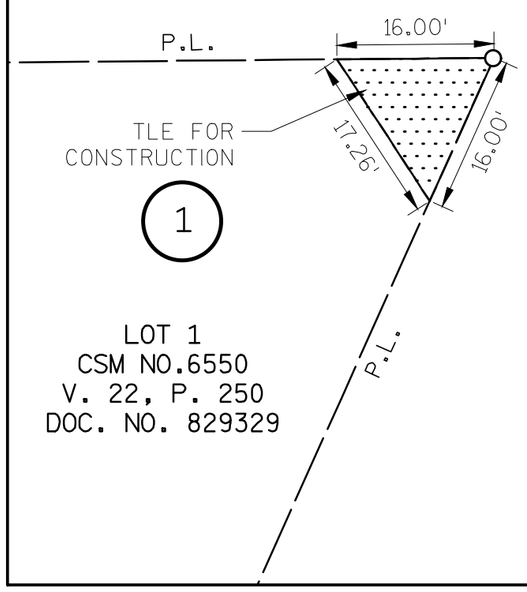
OF

SE-NE
SEC-10

1st STREET

NEKOOSA

S.T.H. "73" (PROSPECT AVE)



LOT 1
CSM NO.6550
V. 22, P. 250
DOC. NO. 829329

NOTE: NO UTILITIES FOUND TO EFFECT TLE AREA

P.L.

LEGEND

⊙	INDICATES FOUND 1.25" O.D. IRON PIPE
——	EXISTING R/W LINE
—·—	LOT LINES
— — —	TLE LINES
Z	PROPERTY CONNECTOR
P.L.	PROPERTY LINE

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 3/29/22

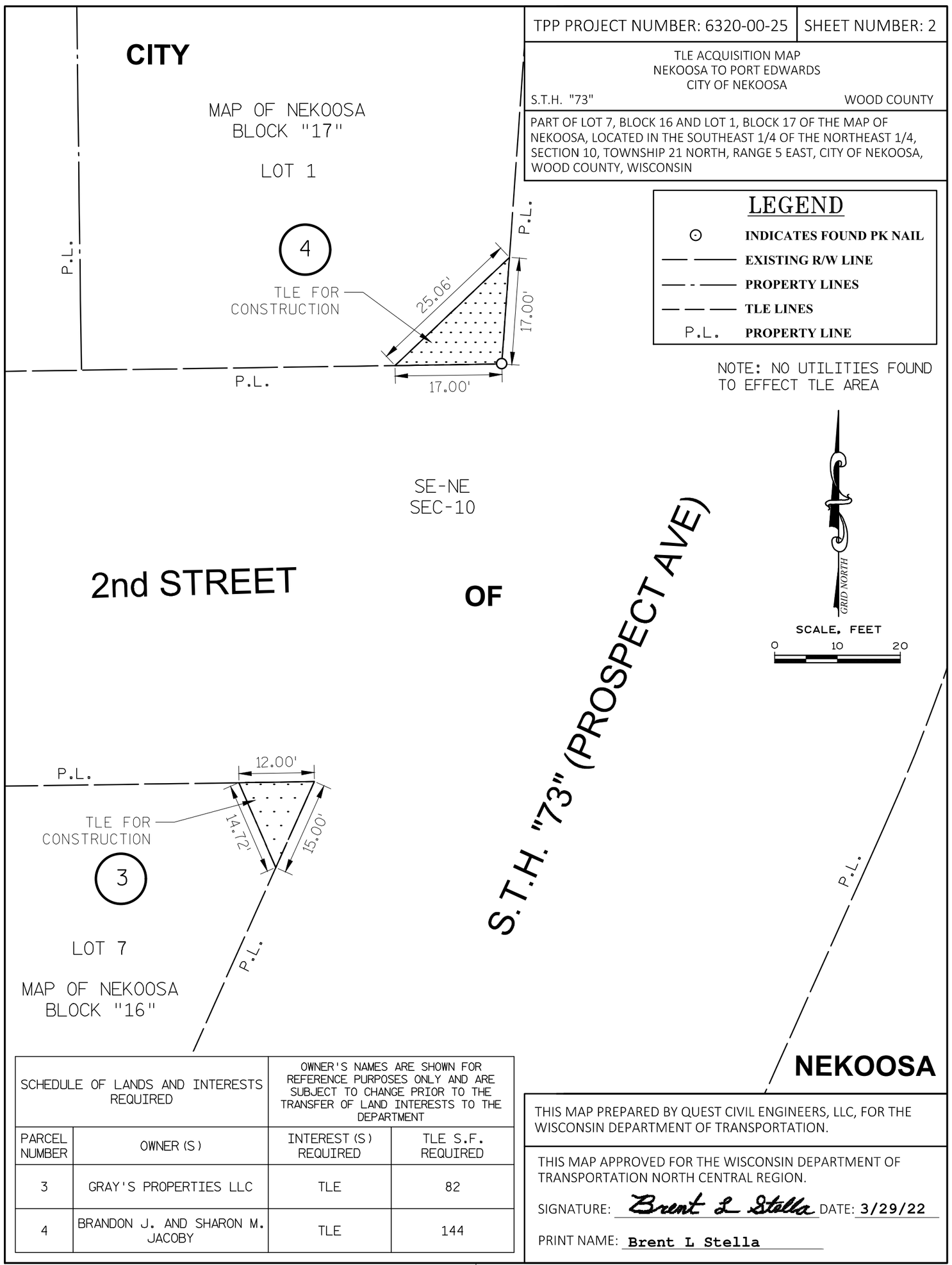
PRINT NAME: Brent L Stella

TPP PROJECT NUMBER: 6320-00-25	SHEET NUMBER: 2

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA

S.T.H. "73" WOOD COUNTY

PART OF LOT 7, BLOCK 16 AND LOT 1, BLOCK 17 OF THE MAP OF NEKOOSA, LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, SECTION 10, TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN



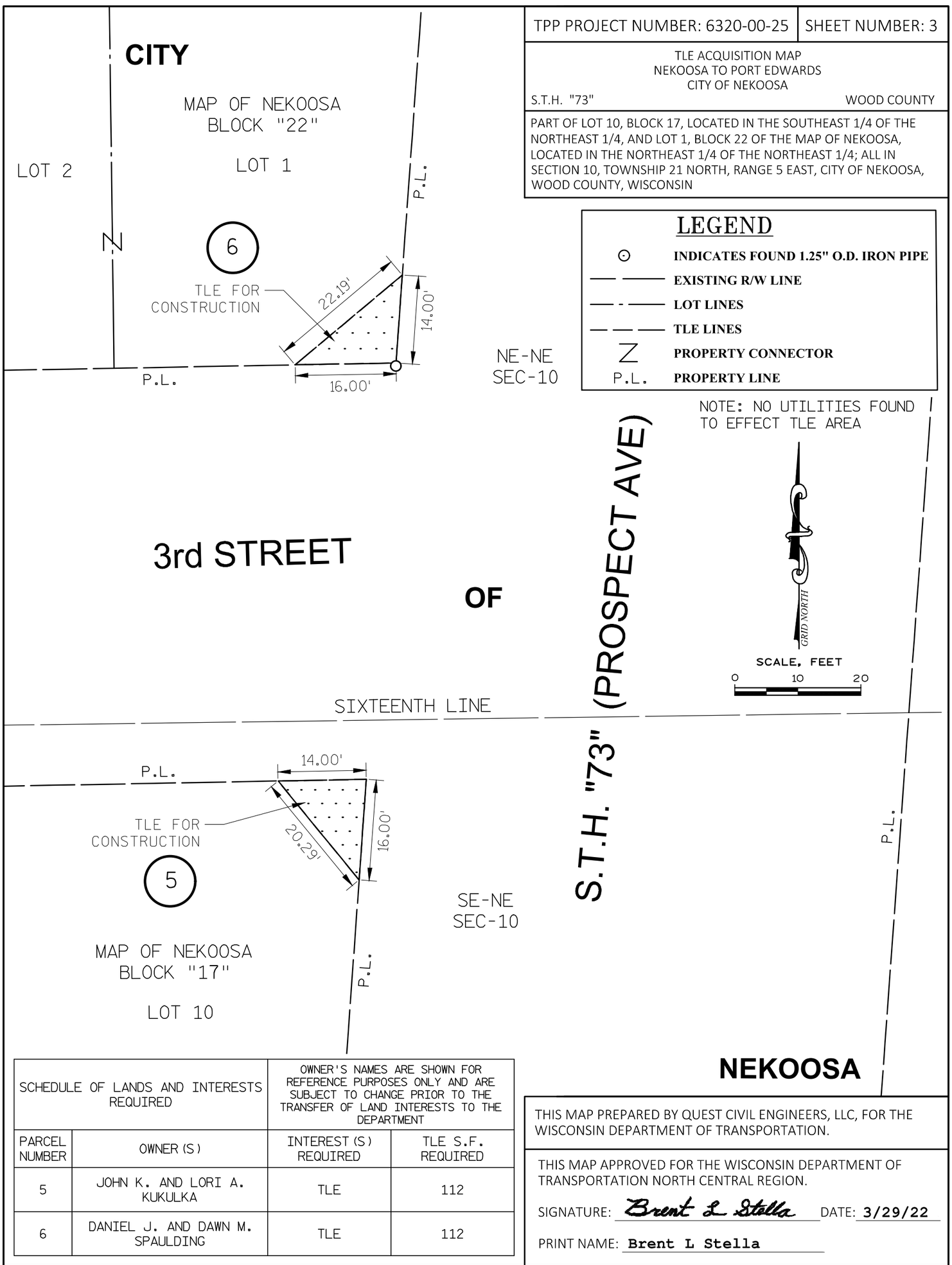
SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNER (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
3	GRAY'S PROPERTIES LLC	TLE	82
4	BRANDON J. AND SHARON M. JACOBY	TLE	144

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 3/29/22

PRINT NAME: Brent L Stella



TPP PROJECT NUMBER: 6320-00-25 | SHEET NUMBER: 3

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA

S.T.H. "73" WOOD COUNTY

PART OF LOT 10, BLOCK 17, LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, AND LOT 1, BLOCK 22 OF THE MAP OF NEKOOSA, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4; ALL IN SECTION 10, TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN

LEGEND

- ⊙ INDICATES FOUND 1.25" O.D. IRON PIPE
- EXISTING R/W LINE
- LOT LINES
- TLE LINES
- N PROPERTY CONNECTOR
- P.L. PROPERTY LINE

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNER (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
5	JOHN K. AND LORI A. KUKULKA	TLE	112
6	DANIEL J. AND DAWN M. SPAULDING	TLE	112

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THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

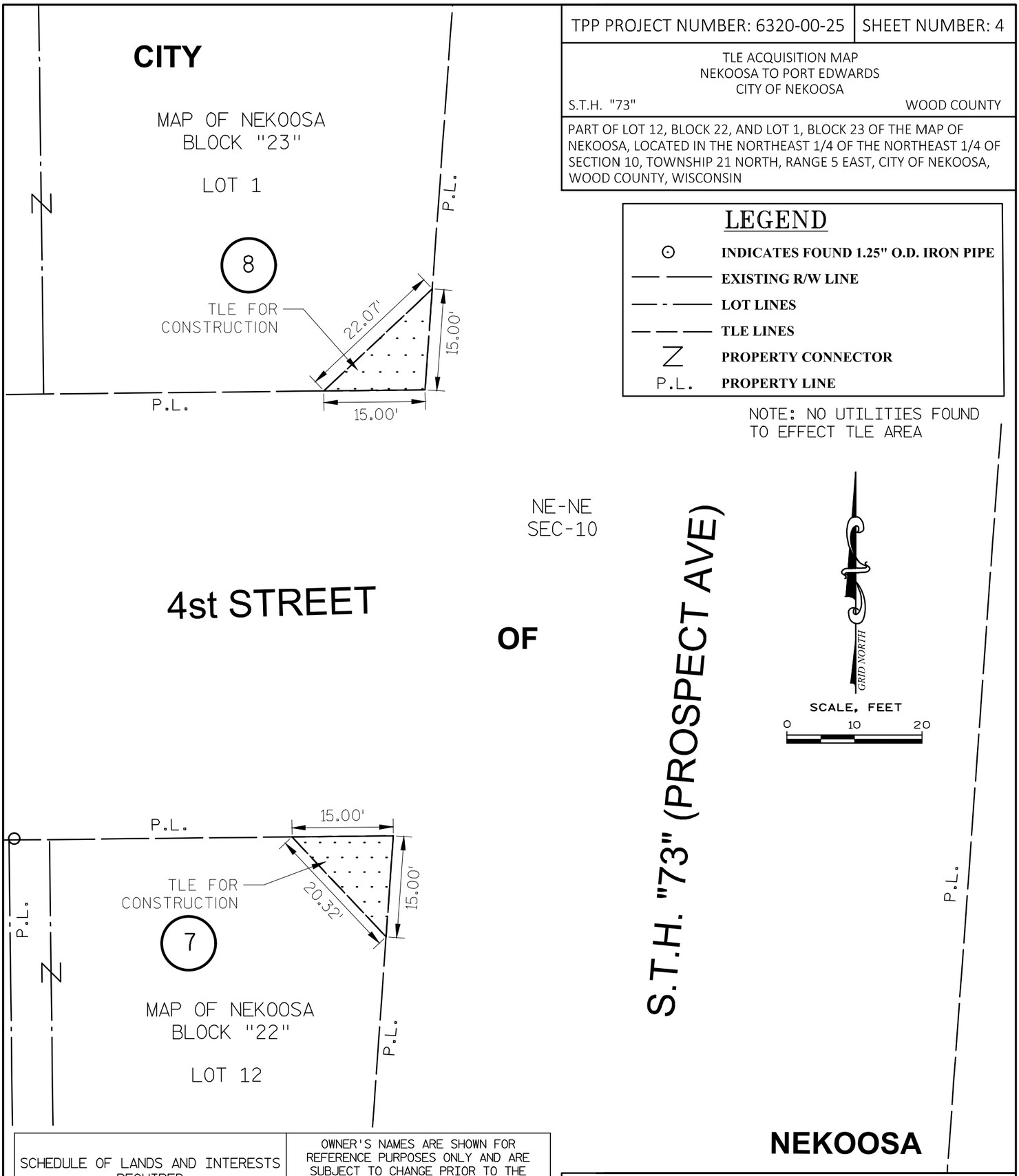
SIGNATURE: Brent L Stella DATE: 3/29/22

PRINT NAME: Brent L Stella

TPP PROJECT NUMBER: 6320-00-25	SHEET NUMBER: 4

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA
S.T.H. "73" WOOD COUNTY

PART OF LOT 12, BLOCK 22, AND LOT 1, BLOCK 23 OF THE MAP OF NEKOOSA, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 10, TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN



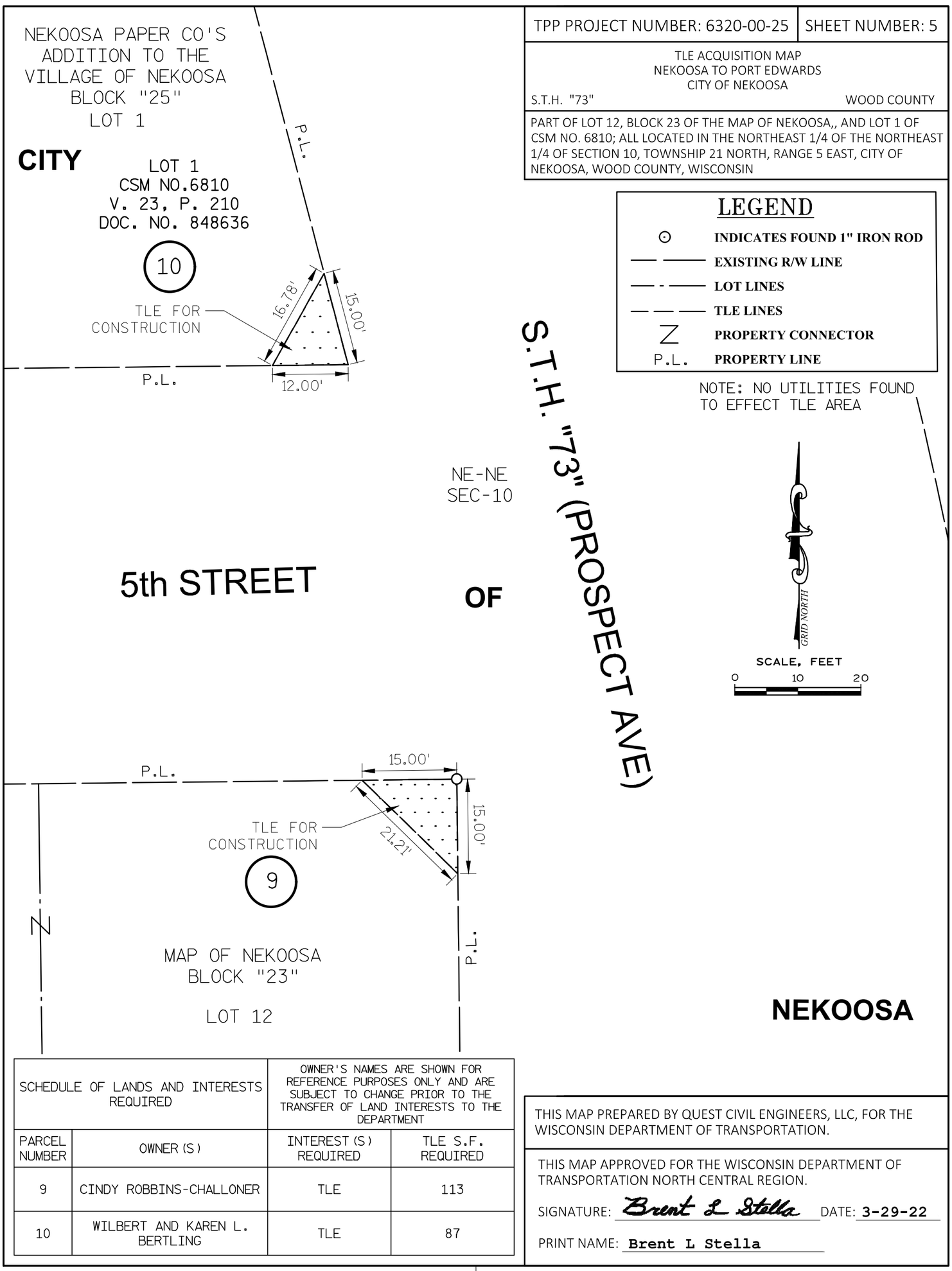
SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNER (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
7	DAN SPAULDING AND ERRIN A. CORRIN	TLE	112
8	AUGUST P. AND EVELYN M. WOIAK	TLE	112

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 3/29/22

PRINT NAME: Brent L Stella



TPP PROJECT NUMBER: 6320-00-25	SHEET NUMBER: 5

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA

S.T.H. "73" WOOD COUNTY

PART OF LOT 12, BLOCK 23 OF THE MAP OF NEKOOSA,, AND LOT 1 OF CSM NO. 6810; ALL LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 10, TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN

LEGEND

- ⊙ INDICATES FOUND 1" IRON ROD
- EXISTING R/W LINE
- LOT LINES
- TLE LINES
- PROPERTY CONNECTOR
- P.L. PROPERTY LINE

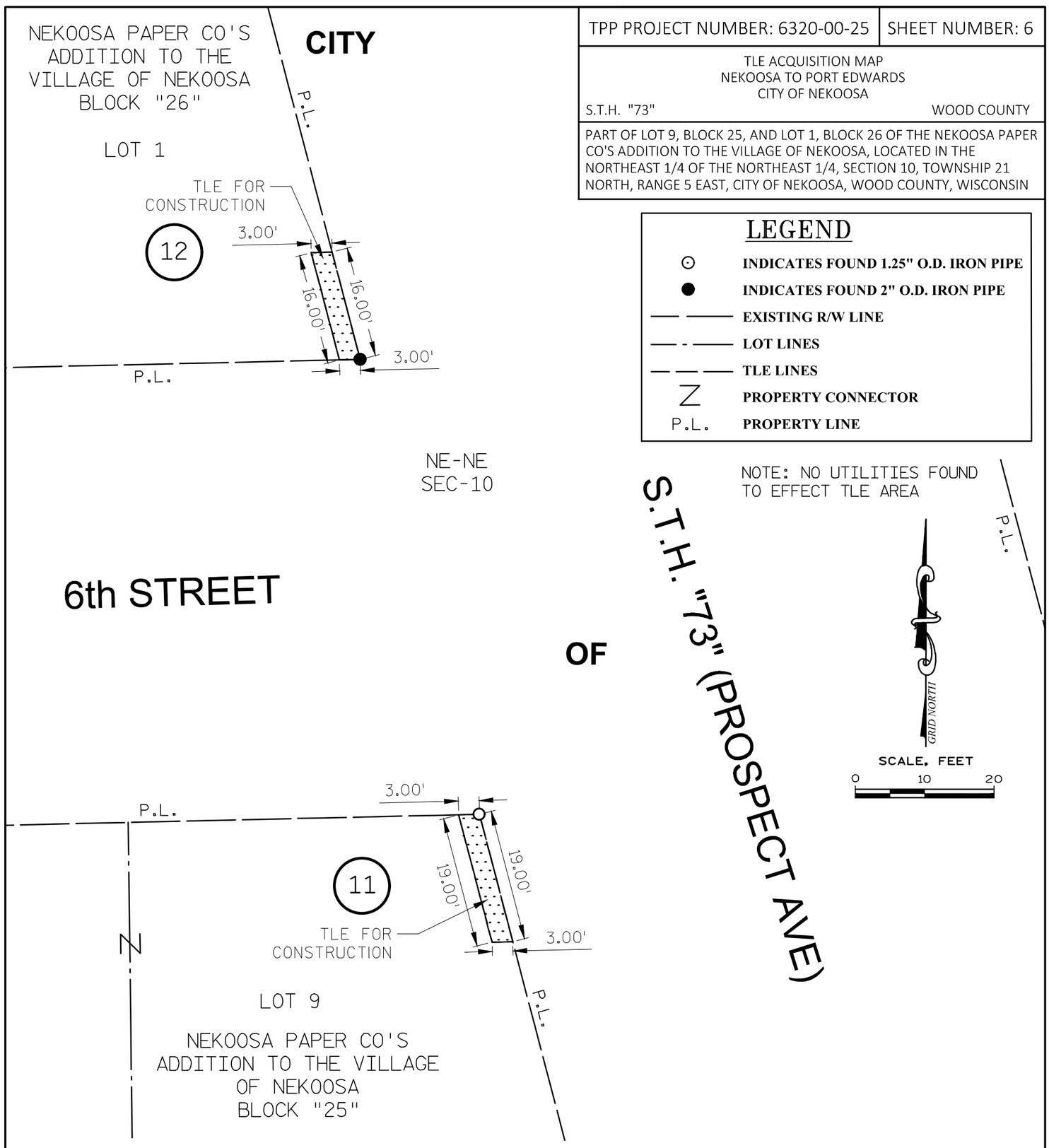
SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNER (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
9	CINDY ROBBINS-CHALLONER	TLE	113
10	WILBERT AND KAREN L. BERTLING	TLE	87

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 3-29-22

PRINT NAME: Brent L Stella



TPP PROJECT NUMBER: 6320-00-25	SHEET NUMBER: 6

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA

S.T.H. "73" WOOD COUNTY

PART OF LOT 9, BLOCK 25, AND LOT 1, BLOCK 26 OF THE NEKOOSA PAPER CO'S ADDITION TO THE VILLAGE OF NEKOOSA, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, SECTION 10, TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN

LEGEND

- ⊙ INDICATES FOUND 1.25" O.D. IRON PIPE
- ● INDICATES FOUND 2" O.D. IRON PIPE
- EXISTING R/W LINE
- LOT LINES
- TLE LINES
- PROPERTY CONNECTOR
- P.L. PROPERTY LINE

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNER (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
11	SACRED HEART OF JESUS PARISH	TLE	55
12	THE MOST REVEREND JOHN P. TREACY, BISHOP OF THE DIOCESE OF LA CROSSE	TLE	47

NEKOOSA

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

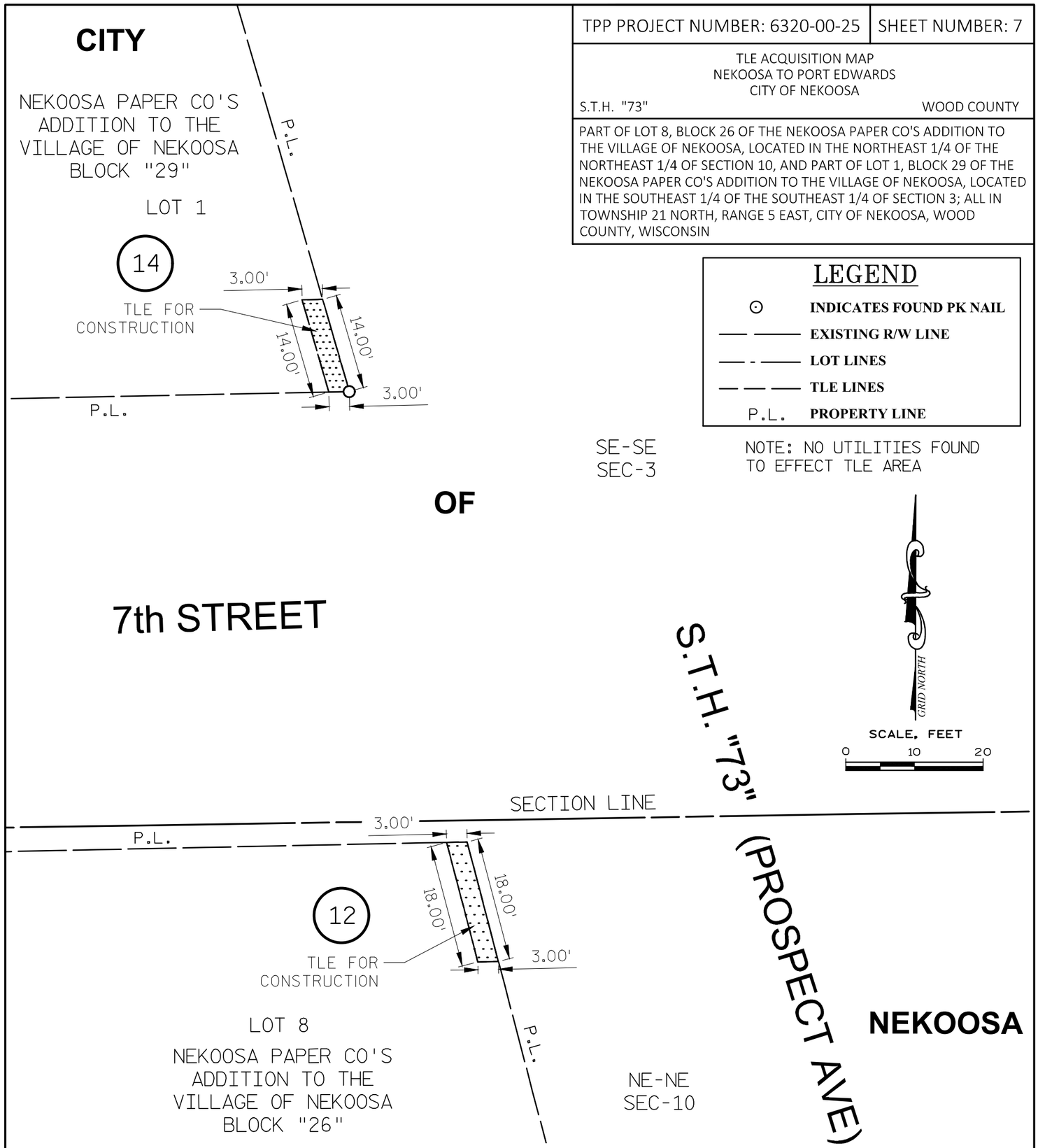
SIGNATURE: Brent L Stella DATE: 3-29-22

PRINT NAME: Brent L Stella

TPP PROJECT NUMBER: 6320-00-25	SHEET NUMBER: 7

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA
S.T.H. "73" WOOD COUNTY

PART OF LOT 8, BLOCK 26 OF THE NEKOOSA PAPER CO'S ADDITION TO THE VILLAGE OF NEKOOSA, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 10, AND PART OF LOT 1, BLOCK 29 OF THE NEKOOSA PAPER CO'S ADDITION TO THE VILLAGE OF NEKOOSA, LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 3; ALL IN TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN



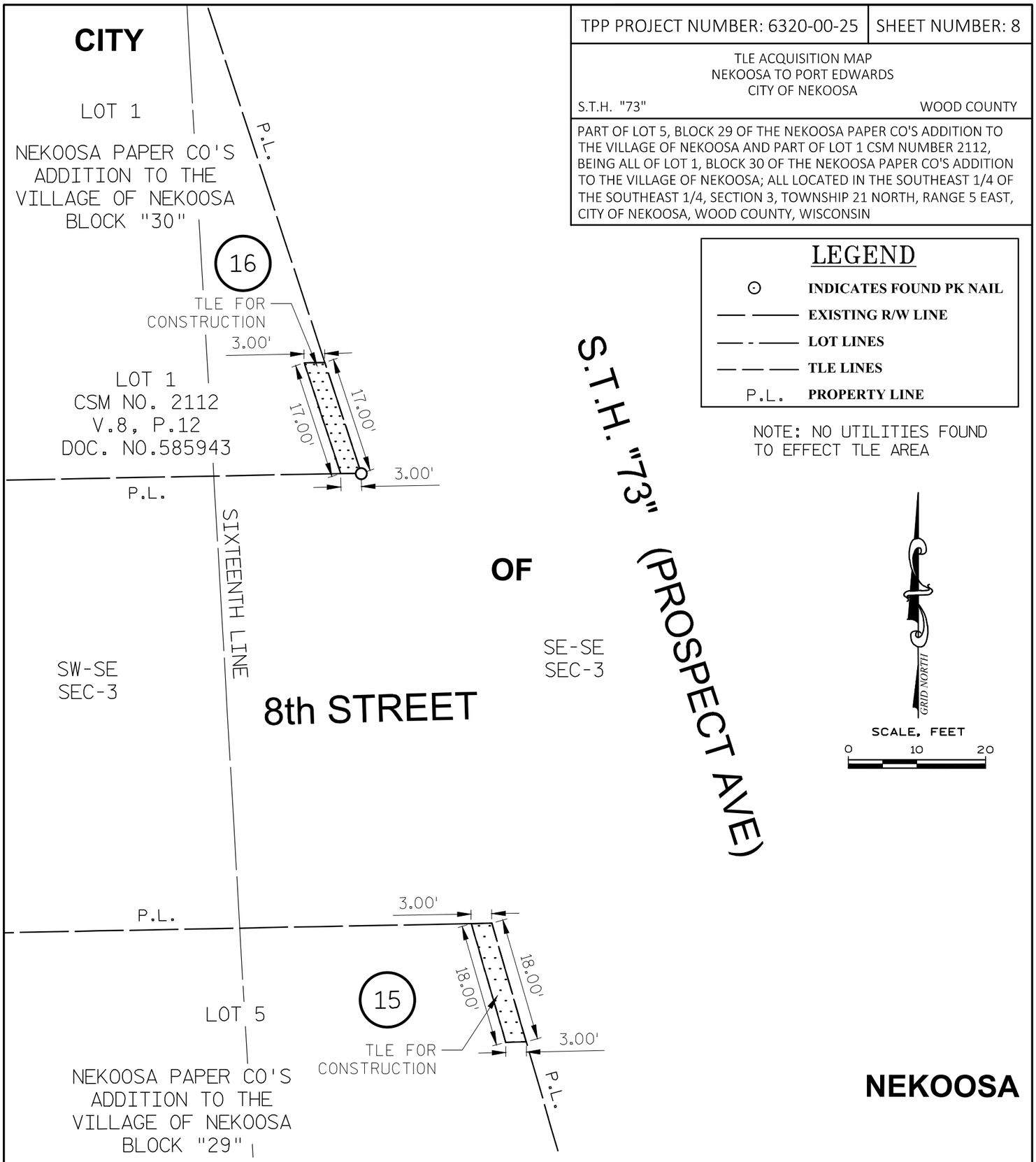
SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNER (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
12	THE MOST REVEREND JOHN P. TREACY, BISHOP OF THE DIOCESE OF LA CROSSE	TLE	53
14	LAWRENCE BARTHELS	TLE	41

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 3/29/22

PRINT NAME: Brent L Stella



TPP PROJECT NUMBER: 6320-00-25 | SHEET NUMBER: 8

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA

S.T.H. "73" WOOD COUNTY

PART OF LOT 5, BLOCK 29 OF THE NEKOOSA PAPER CO'S ADDITION TO THE VILLAGE OF NEKOOSA AND PART OF LOT 1 CSM NUMBER 2112, BEING ALL OF LOT 1, BLOCK 30 OF THE NEKOOSA PAPER CO'S ADDITION TO THE VILLAGE OF NEKOOSA; ALL LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4, SECTION 3, TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN

LEGEND

- ⊙ INDICATES FOUND PK NAIL
- EXISTING R/W LINE
- LOT LINES
- TLE LINES
- P.L. PROPERTY LINE

NOTE: NO UTILITIES FOUND TO EFFECT TLE AREA

GRID NORTH

SCALE, FEET
0 10 20

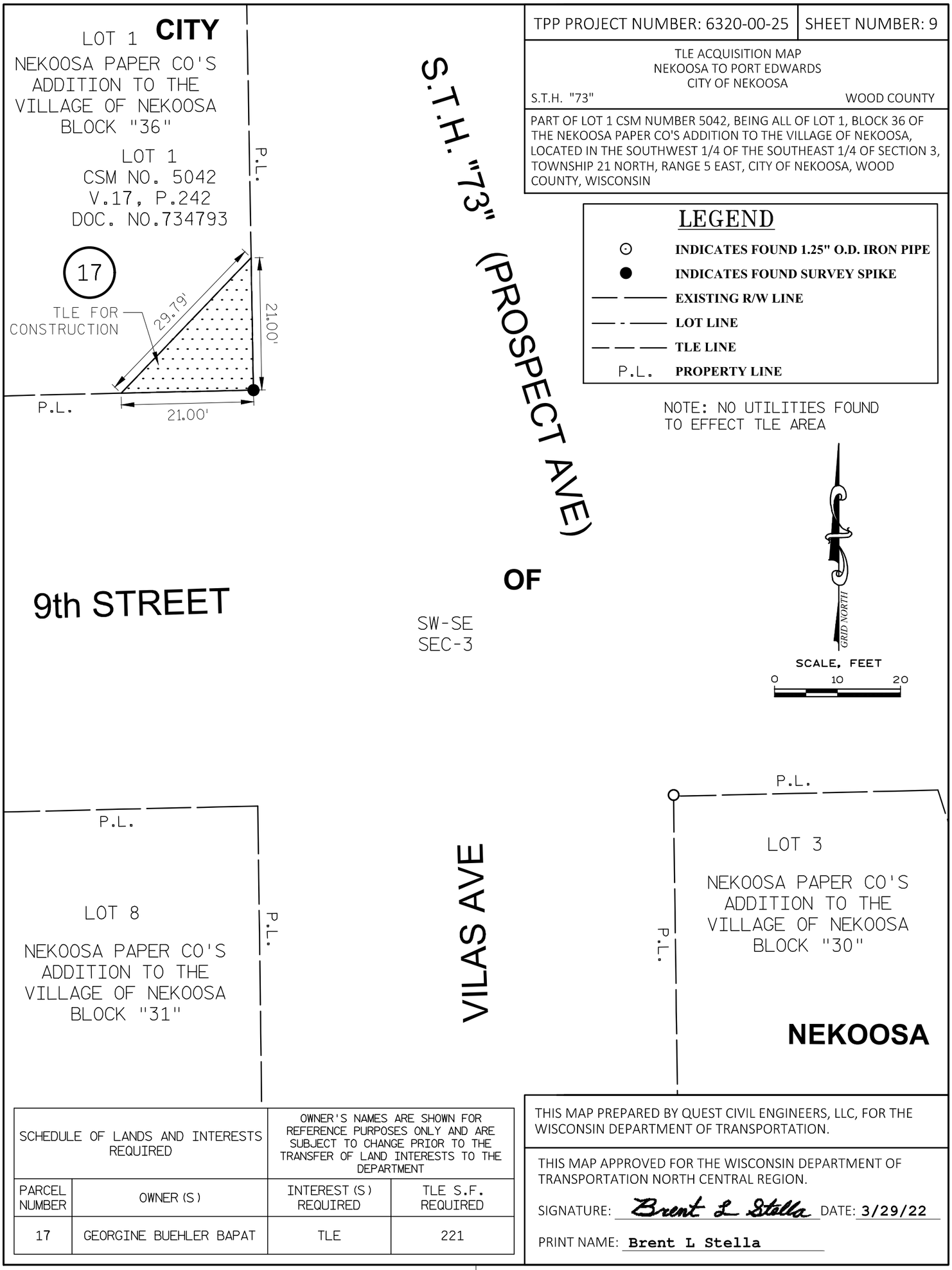
SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNER (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
15	PETER T. HELKE	TLE	52
16	FRANCIS B. VANCIL	TLE	49

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 3/29/22

PRINT NAME: Brent L Stella



TPP PROJECT NUMBER: 6320-00-25	SHEET NUMBER: 9

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA

S.T.H. "73" WOOD COUNTY

PART OF LOT 1 CSM NUMBER 5042, BEING ALL OF LOT 1, BLOCK 36 OF THE NEKOOSA PAPER CO'S ADDITION TO THE VILLAGE OF NEKOOSA, LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNER (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
17	GEORGINE BUEHLER BAPAT	TLE	221

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 3/29/22

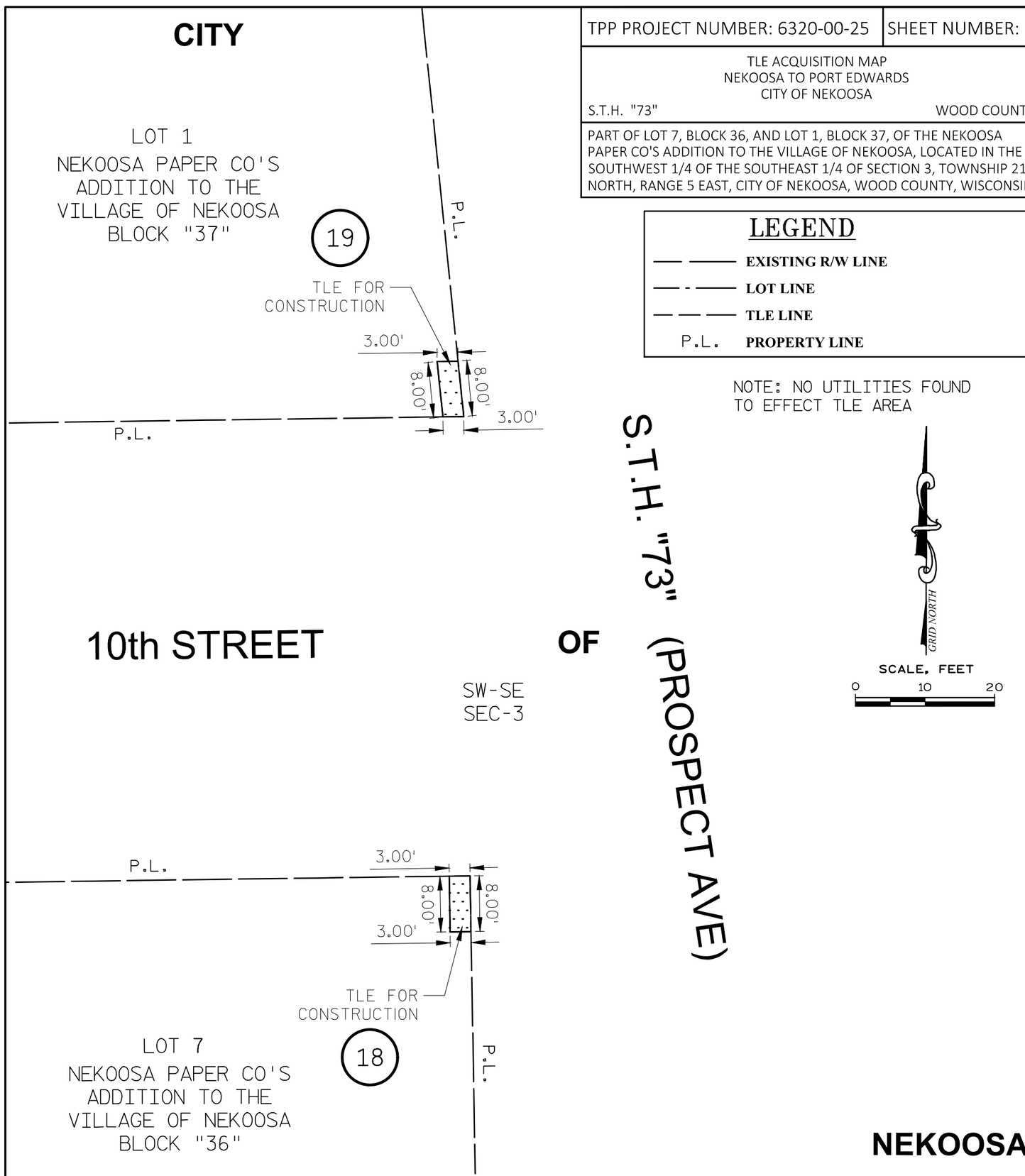
PRINT NAME: Brent L Stella

TPP PROJECT NUMBER: 6320-00-25	SHEET NUMBER: 10

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA

S.T.H. "73" WOOD COUNTY

PART OF LOT 7, BLOCK 36, AND LOT 1, BLOCK 37, OF THE NEKOOSA PAPER CO'S ADDITION TO THE VILLAGE OF NEKOOSA, LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN



SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNER (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
18	JODI E. BAGGS AND JACOB M. LINZMEIER	TLE	24
19	GEORGE K. AND CAROL A. CAMPBELL	TLE	24

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 3/29/22

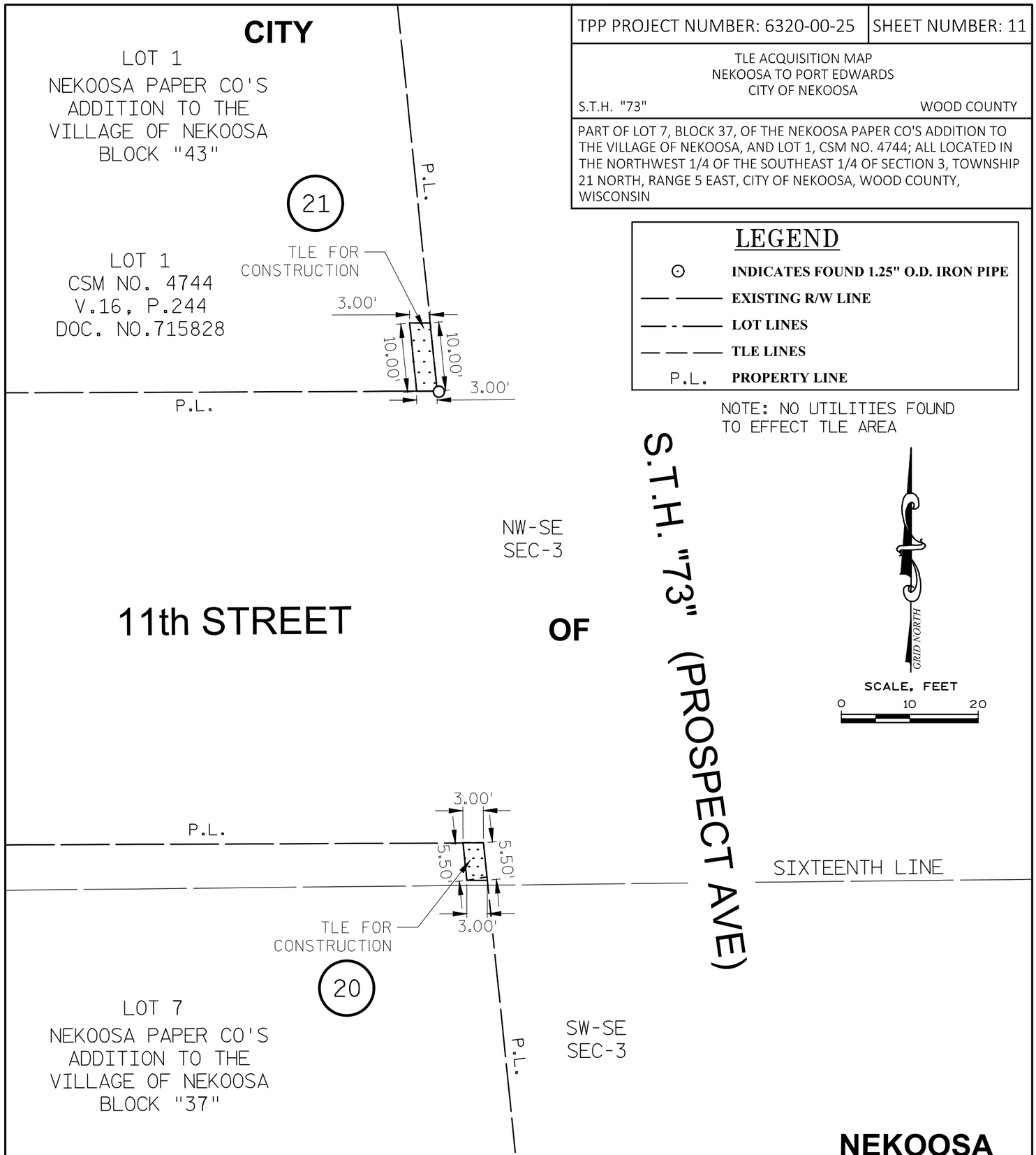
PRINT NAME: Brent L Stella

TPP PROJECT NUMBER: 6320-00-25	SHEET NUMBER: 11

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA

S.T.H. "73" WOOD COUNTY

PART OF LOT 7, BLOCK 37, OF THE NEKOOSA PAPER CO'S ADDITION TO THE VILLAGE OF NEKOOSA, AND LOT 1, CSM NO. 4744; ALL LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN



LEGEND

⊙	INDICATES FOUND 1.25" O.D. IRON PIPE
—— ——	EXISTING R/W LINE
—— - ——	LOT LINES
—— —— ——	TLE LINES
P.L.	PROPERTY LINE

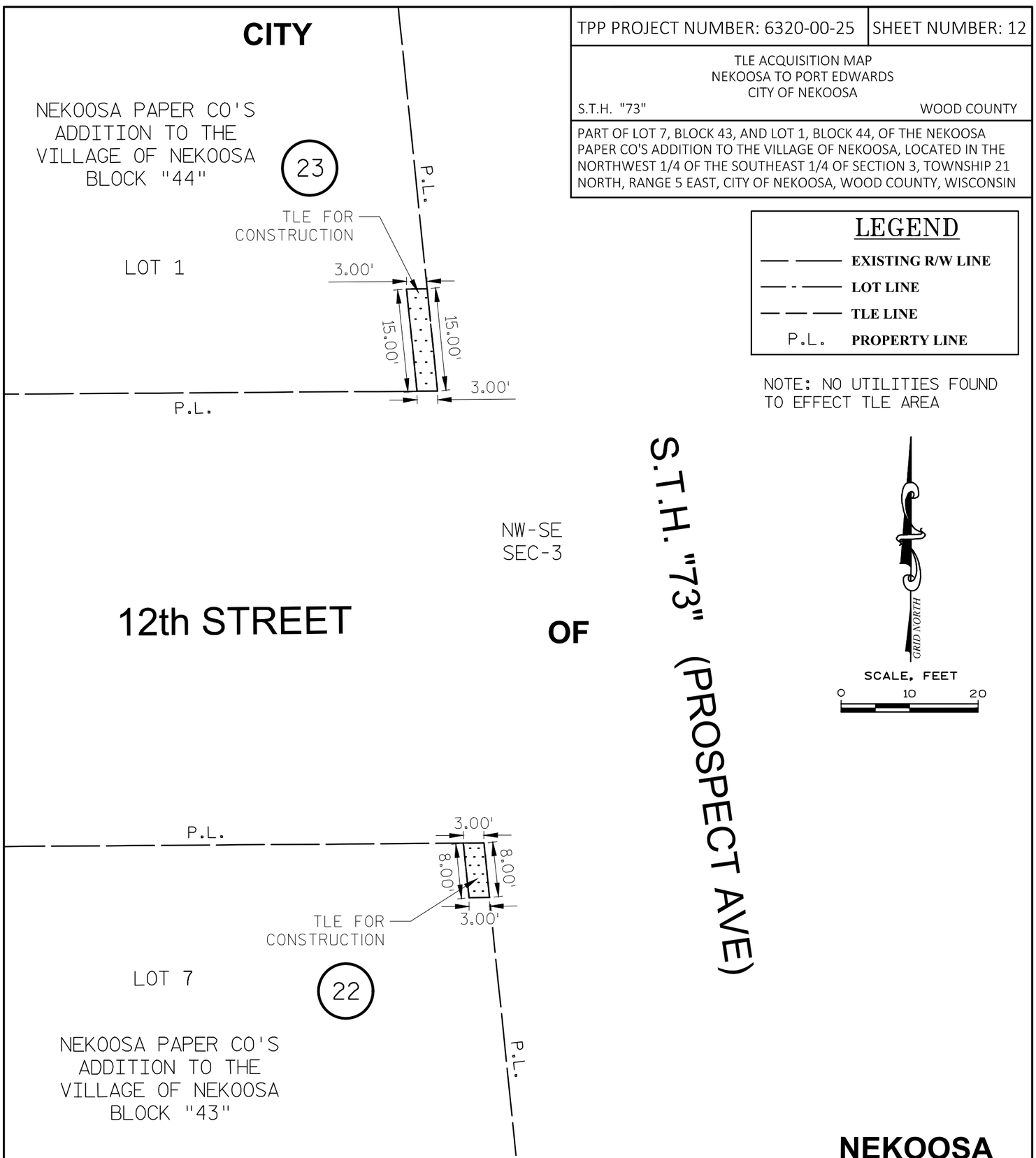
SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNER (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
20	DEBORAH J. ROHR	TLE	16
21	KELLI J. SAWYER	TLE	30

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 3-29-22

PRINT NAME: Brent L Stella



TPP PROJECT NUMBER: 6320-00-25 | SHEET NUMBER: 12

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA

S.T.H. "73" WOOD COUNTY

PART OF LOT 7, BLOCK 43, AND LOT 1, BLOCK 44, OF THE NEKOOSA PAPER CO'S ADDITION TO THE VILLAGE OF NEKOOSA, LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN

LEGEND

- EXISTING R/W LINE
- LOT LINE
- TLE LINE
- P.L. PROPERTY LINE

NOTE: NO UTILITIES FOUND TO EFFECT TLE AREA

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNER (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
22	JEAN M. AND SUSAN E. STELZER	TLE	24
23	DONALD H. AND MELISSA K. YOUNG	TLE	45

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 3/29/22

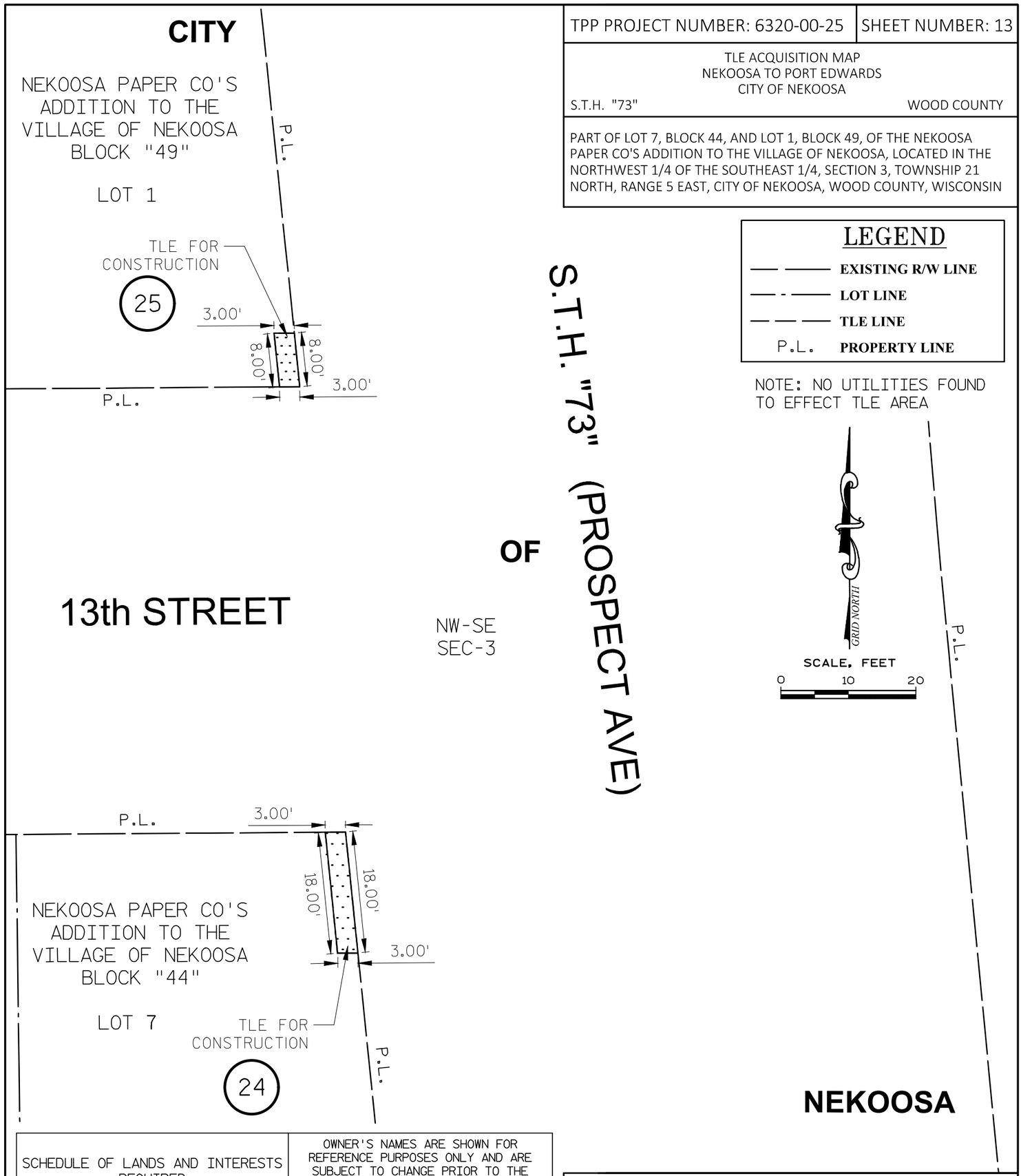
PRINT NAME: Brent L Stella

TPP PROJECT NUMBER: 6320-00-25	SHEET NUMBER: 13

TLE ACQUISITION MAP
NEKOOSA TO PORT EDWARDS
CITY OF NEKOOSA

S.T.H. "73" WOOD COUNTY

PART OF LOT 7, BLOCK 44, AND LOT 1, BLOCK 49, OF THE NEKOOSA PAPER CO'S ADDITION TO THE VILLAGE OF NEKOOSA, LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, SECTION 3, TOWNSHIP 21 NORTH, RANGE 5 EAST, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN



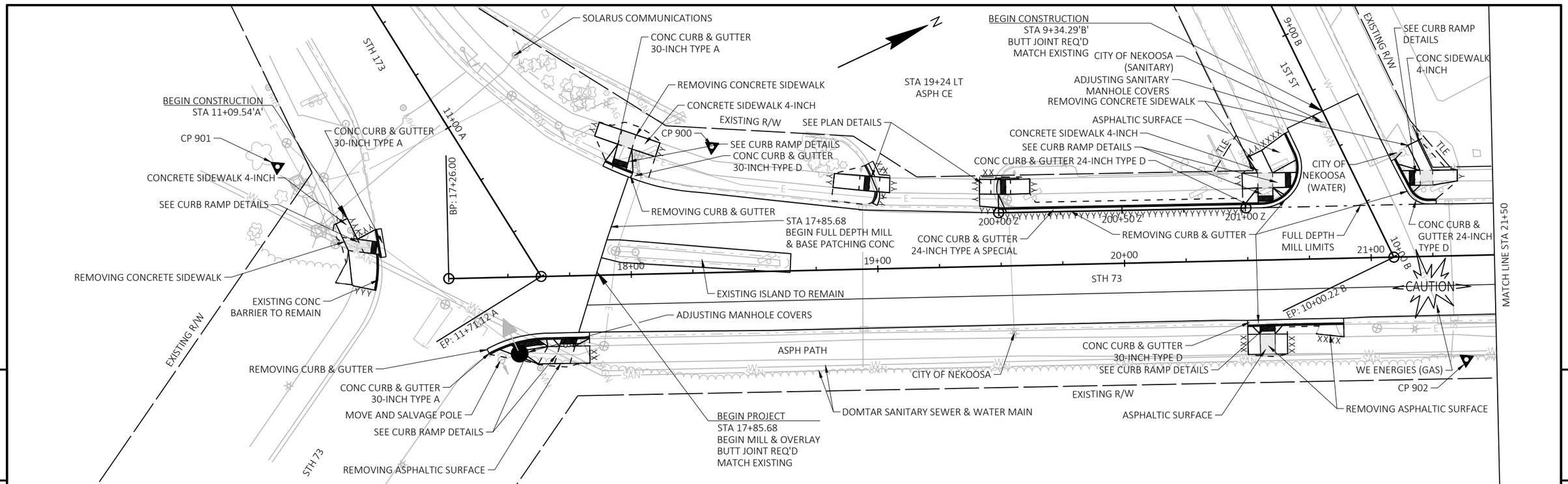
SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT	
PARCEL NUMBER	OWNER (S)	INTEREST (S) REQUIRED	TLE S.F. REQUIRED
24	TYLER J. MARUTZ	TLE	54
25	SHAWN B. & SONIA A. LEWIS AND MICHAEL D. & MELANIE F. DAHL	TLE	24

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

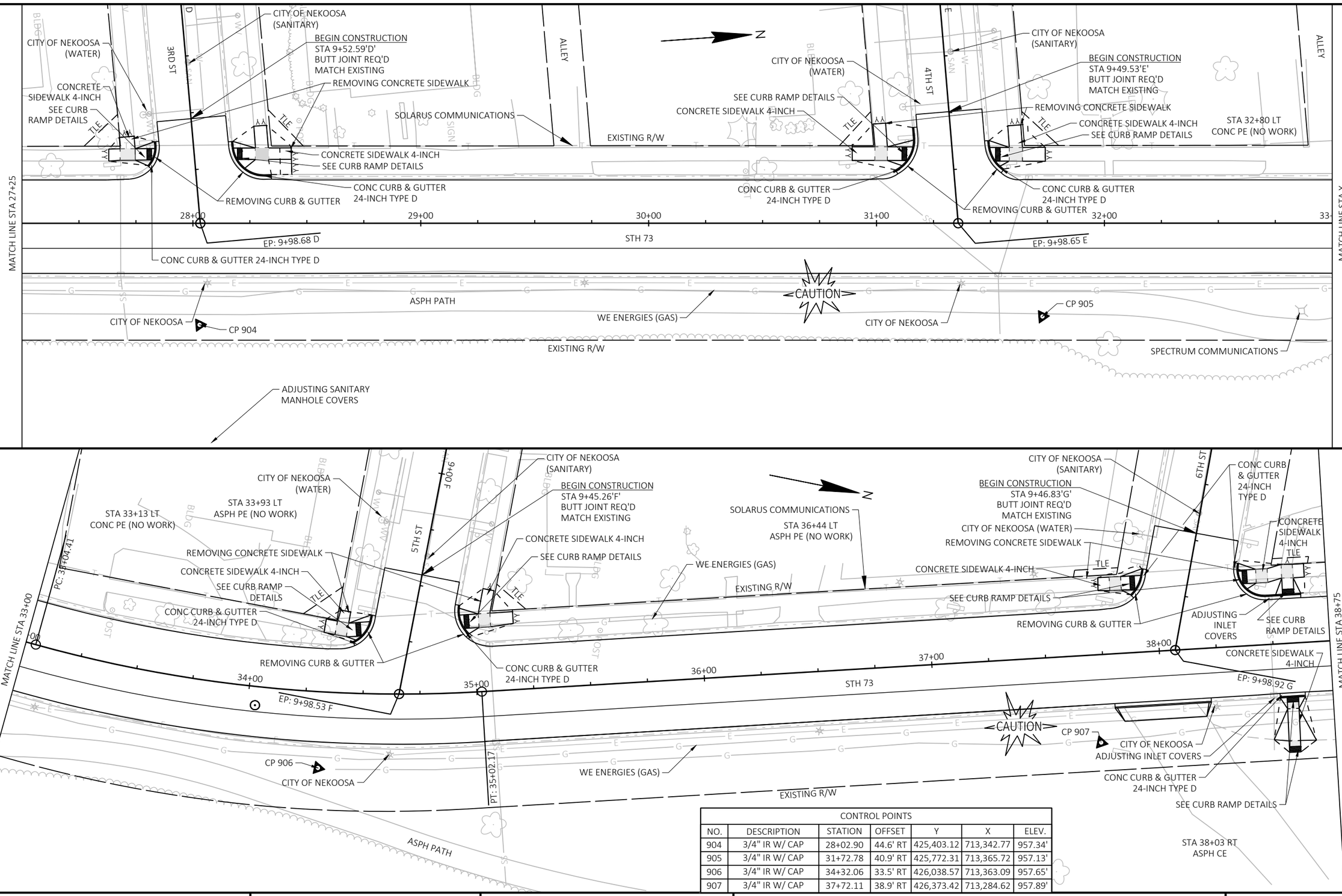
SIGNATURE: Brent L Stella DATE: 3/29/22

PRINT NAME: Brent L Stella



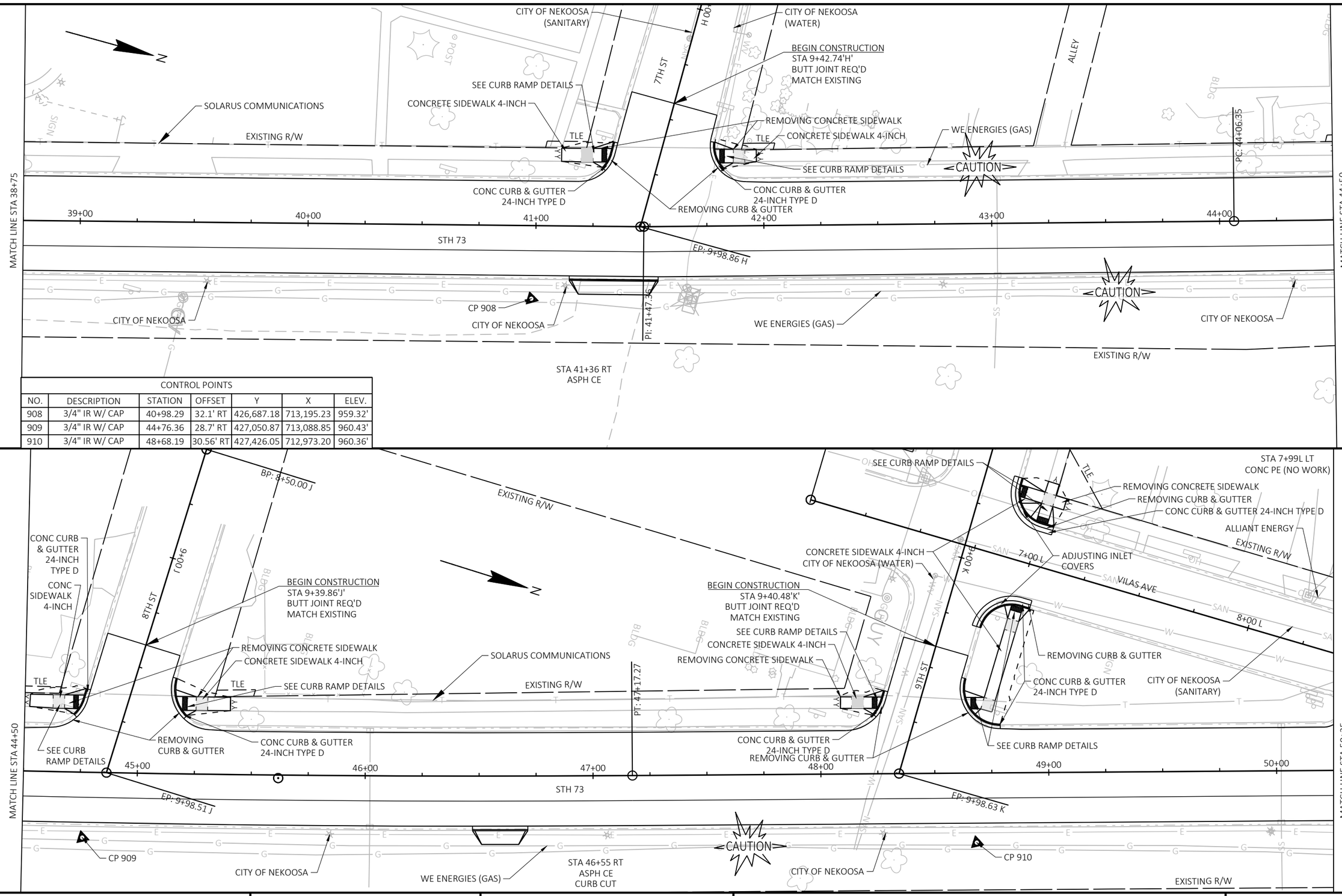
CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
900	3/4" IR W/ CAP	18+33.81	51.1' LT	424,515.58	712,961.54	955.60'
901	3/4" IR W/ CAP	10+76.74'A'	67.1' RT	424,352.84	712,893.82	956.04'
902	3/4" IR W/ CAP	21+37.66	42.2' RT	424,755.42	713,170.12	954.91'
903	3/4" IR W/ CAP	24+49.91	40.7' RT	425,041.40	713,295.48	957.43'

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN	SHEET 173	E



CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
904	3/4" IR W/ CAP	28+02.90	44.6' RT	425,403.12	713,342.77	957.34'
905	3/4" IR W/ CAP	31+72.78	40.9' RT	425,772.31	713,365.72	957.13'
906	3/4" IR W/ CAP	34+32.06	33.5' RT	426,038.57	713,363.09	957.65'
907	3/4" IR W/ CAP	37+72.11	38.9' RT	426,373.42	713,284.62	957.89'

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN	SHEET 174	E



CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
908	3/4" IR W/ CAP	40+98.29	32.1' RT	426,687.18	713,195.23	959.32'
909	3/4" IR W/ CAP	44+76.36	28.7' RT	427,050.87	713,088.85	960.43'
910	3/4" IR W/ CAP	48+68.19	30.56' RT	427,426.05	712,973.20	960.36'

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN	SHEET 175	E

STA 8+33L LT
ASPH PE (NO WORK)
WE ENERGIES (GAS)
EXISTING R/W
CAUTION
STA 9+07L LT
BAD PE (NO WORK)
REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH
CONC CURB & GUTTER
24-INCH TYPE D
VILAS AVE
9+00 L
PC: 10+47.47
REMOVING CURB & GUTTER
ADJUSTING
SANITARY
MANHOLE
COVERS
MATCH LINE STA 50+25
51+00
52+00
EP: 9+98.84 M
EP: 10+00.00 L
CP 911
CAUTION
CITY OF NEKOOSA
ALLIANT ENERGY
10TH ST
BEGIN CONSTRUCTION
STA 9+43.30'M'
BUTT JOINT REQ'D
MATCH EXISTING
CONC CURB & GUTTER
24-INCH TYPE D
CONCRETE SIDEWALK 4-INCH
TLE
CITY OF NEKOOSA
(WATER)
SOLARUS
COMMUNICATIONS
WE ENERGIES (GAS)
PT: 53+06.78
SEE CURB RAMP DETAILS
ADJUSTING
WATER
VALVES
53+00
54+00
55+00
STH 73
ALLEY
N
BEGIN CONSTRUCTION
STA 9+51.43'N'
BUTT JOINT REQ'D
MATCH EXISTING
ALLIANT ENERGY &
SPECTRUM (AERIAL)
CITY OF NEKOOSA
(SANITARY)
EXISTING R/W
CONC CURB & GUTTER
24-INCH TYPE D
SEE CURB RAMP DETAILS
CONCRETE SIDEWALK
4-INCH
TLE
REMOVING CURB & GUTTER
11TH ST
N 00
ADJUSTING SANITARY
MANHOLE COVERS
ADJUSTING MANHOLE
COVERS
REMOVING CONCRETE
SIDEWALK
CONCRETE
SIDEWALK 4-INCH
SEE CURB RAMP DETAILS
CONC CURB & GUTTER
24-INCH TYPE D
EP: 9+98.65 N
CP 912
WE ENERGIES (GAS)
SOLARUS COMMUNICATIONS
EXISTING R/W
MATCH LINE STA 56+00

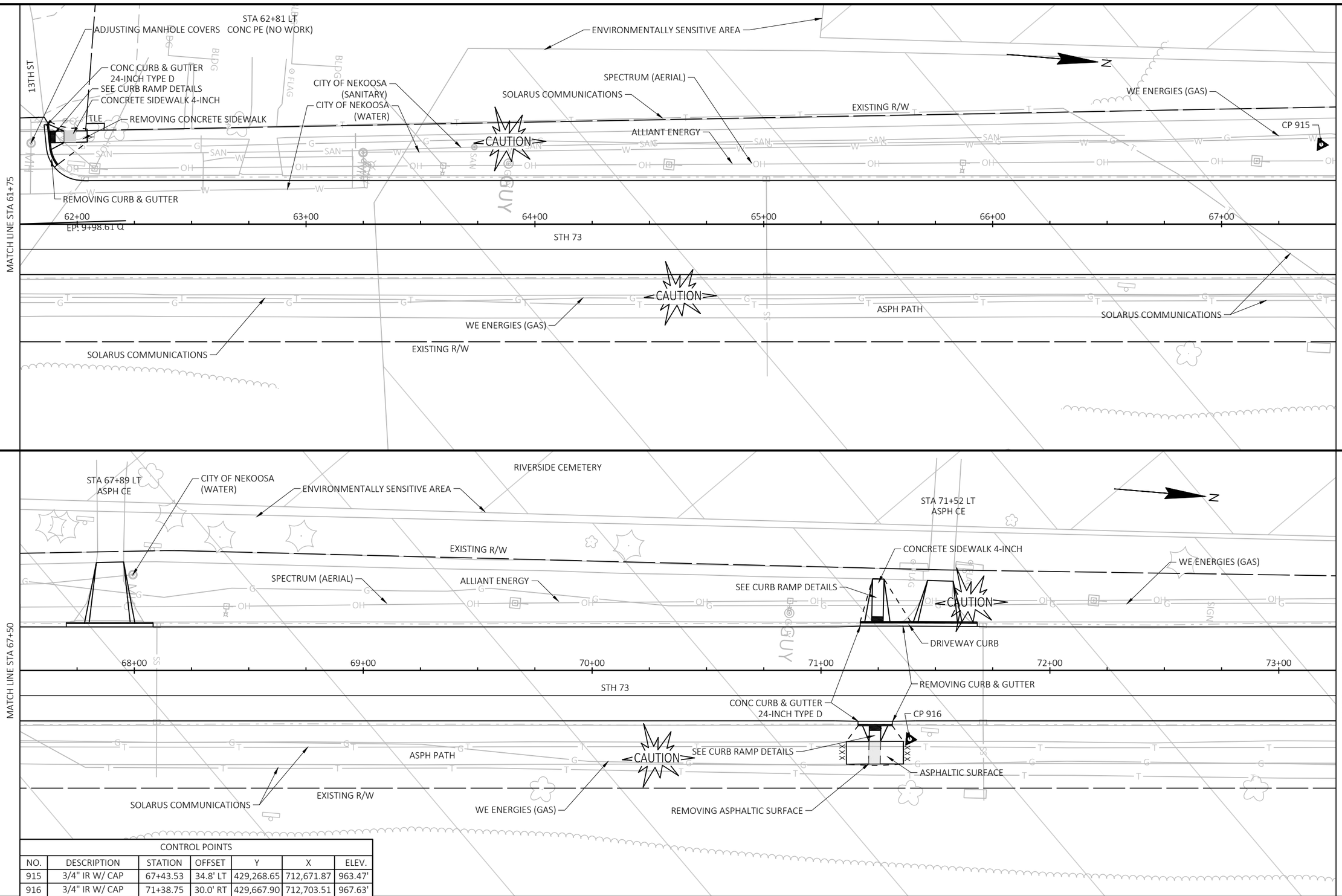
5

STA 56+79 LT
BAD PE (NO WORK)
BEGIN CONSTRUCTION
STA 9+48.13'P'
BUTT JOINT REQ'D
MATCH EXISTING
12TH ST
ADJUSTING SANITARY
MANHOLE COVERS
STA 60+09 LT
CONC PE (NO WORK)
STA 60+60 LT
CONC PE (NO WORK)
BEGIN CONSTRUCTION
STA 9+52.35'Q'
BUTT JOINT REQ'D
MATCH EXISTING
13TH ST
SPECTRUM (AERIAL)
SOLARUS COMMUNICATIONS
CONC CURB & GUTTER
24-INCH TYPE D
CITY OF NEKOOSA (WATER)
CITY OF NEKOOSA (SANITARY)
ALLIANT ENERGY
EXISTING R/W
CONCRETE
SIDEWALK
4-INCH
SEE CURB
RAMP
DETAILS
TLE
REMOVING CONCRETE SIDEWALK
SEE CURB RAMP DETAILS
CONCRETE SIDEWALK 4-INCH
WE ENERGIES (GAS)
REMOVING CONCRETE SIDEWALK
REMOVING CURB & GUTTER
CONC CURB & GUTTER
24-INCH TYPE D
ADJUSTING INLET COVERS
MATCH LINE STA 56+00
57+00
58+00
59+00
60+00
61+00
EP: 9+98.45 P
STH 73
ADJUSTING SANITARY MANHOLE COVERS
ADJUSTING MANHOLE COVERS
CP 913
CP 914
CAUTION
ALLIANT ENERGY
WE ENERGIES (GAS)
SOLARUS COMMUNICATIONS
PI: 61+43.94
EXISTING R/W
ASPH PATH
MATCH LINE STA 61+75
STA 58+13 RT
ASPH CE
CURB CUT

CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
911	3/4" IR W/ CAP	51+90.29	29.3' RT	427,731.12	712,882.17	960.72'
912	3/4" IR W/ CAP	55+12.27	30.4' RT	428,048.20	712,847.26	960.04'
913	3/4" IR W/ CAP	58+35.83	29.2' RT	428,370.15	712,815.10	961.18'
914	3/4" IR W/ CAP	61+65.25	29.2' RT	428,697.71	712,783.79	960.86'

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN	SHEET 176	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 04
PLOT DATE : 10/31/2023 3:26 PM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
915	3/4" IR W/ CAP	67+43.53	34.8' LT	429,268.65	712,671.87	963.47'
916	3/4" IR W/ CAP	71+38.75	30.0' RT	429,667.90	712,703.51	967.63'

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN	SHEET 177 E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 05

PLOT DATE : 10/31/2023 3:26 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

STA 74+21 LT
ASPH CE

RIVERSIDE CEMETERY

N

SPECTRUM (AERIAL)

ALLIANT ENERGY

WE ENERGIES (GAS)

EXISTING R/W

PC: 76+49.44

CAUTION

MATCH LINE STA 73+25

74+00

75+00

76+00

77+00

78+00

79+

MATCH LINE STA 79+00

STH 73

CAUTION

EXISTING R/W

WE ENERGIES (GAS)

SOLARUS COMMUNICATIONS

ASPH PATH

5

5

BEGIN CONSTRUCTION
STA 9+09.47'R'
BUTT JOINT REQ'D
MATCH EXISTING

ALLIANT ENERGY

SPECTRUM (AERIAL)

WILHORN ST

MGS GUARDRAIL
(SEE DETAIL)

SLOPE INTERCEPTS

CONC CURB & GUTTER 4-INCH
SLOPED 36-INCH TYPE TBT

REMOVING INLETS

STRUCTURE B-71-28
STA 82+09.92 - STA 82+41.31
EXCEPTION TO CL LENGTH
NO WORK ON STRUCTURE

EXISTING R/W

REMOVING CURB & GUTTER

25.77:1 TAPER

STA 80+22 - STA 81+33 LT
DRIVEWAY ENTRANCE CURB (30-INCH)

SEE STORM SEWER DETAILS

ENVIRONMENTALLY SENSITIVE AREA

N

ALLIANT ENERGY
SPECTRUM COMMUNICATIONS

REMOVING GUARDRAIL

MGS GUARDRAIL
(SEE DETAIL)

GRUBBING REQ'D

SLOPE INTERCEPTS

GRUBBING REQ'D

PT: 82+32.27

15:1 TAPER

12.5:1 TAPER

MATCH LINE STA 79+00

80+00

81+00

82+00

83+00

84+00

STH 73

MATCH LINE STA 84+75

EP: 9+99.92 R

STA 80+17 - STA 81+31 RT
DRIVEWAY ENTRANCE CURB (30-INCH)

EXISTING CONCRETE PAVEMENT
APPROACH SLABS TO REMAIN
(BUTT JOINT REQ'D, SEE DETAIL)

15:1 TAPER

SIGN TO REMAIN

WE ENERGIES (GAS)

CAUTION

CP 917

MGS GUARDRAIL
(SEE DETAIL)

REMOVING INLETS

REMOVING GUARDRAIL

EXISTING R/W

SLOPE INTERCEPTS

REMOVING CURB & GUTTER

ABANDONING PIPE

CONC CURB & GUTTER 4-INCH
SLOPED 36-INCH TYPE TBT

EXISTING
PEDESTRIAN BRIDGE
TO REMAIN

STA 83+78 RT
ASPH PE

ASPH PATH

WE ENERGIES (GAS)

ASPH PATH

SOLARUS COMMUNICATIONS

REMOVE EXISTING PIPE

CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
917	3/4" IR W/ CAP	81+25.75	40.9' RT	430,643.44	712,686.17	954.88'

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN	SHEET 178	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 06

PLOT DATE : 12/6/2023 8:42 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

EXISTING R/W

SPECTRUM COMMUNICATIONS

ALLIANT ENERGY

STA 87+96 LT
BAD CE

CP 918

PC: 87+57.12

MATCH LINE STA 84+75

85+00 86+00 87+00 88+00 89+00 90+00

STH 73

CAUTION

SOLARUS COMMUNICATIONS

ASPH PATH

WE ENERGIES (GAS)

MATCH LINE STA 90+50

EXISTING R/W

CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
918	3/4" IR W/ CAP	86+77.65	41.0' LT	431,199.13	712,710.47	953.95

EXISTING R/W

STA 92+61 LT
ASPH CE
(NO WORK)

SOLARUS COMMUNICATIONS

SAW CUT

MATCH LINE STA 90+50

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

STH 73

CAUTION

WE ENERGIES (GAS)

ALLIANT ENERGY

SOLARUS COMMUNICATIONS

SPECTRUM COMMUNICATIONS

SPECTRUM COMMUNICATIONS

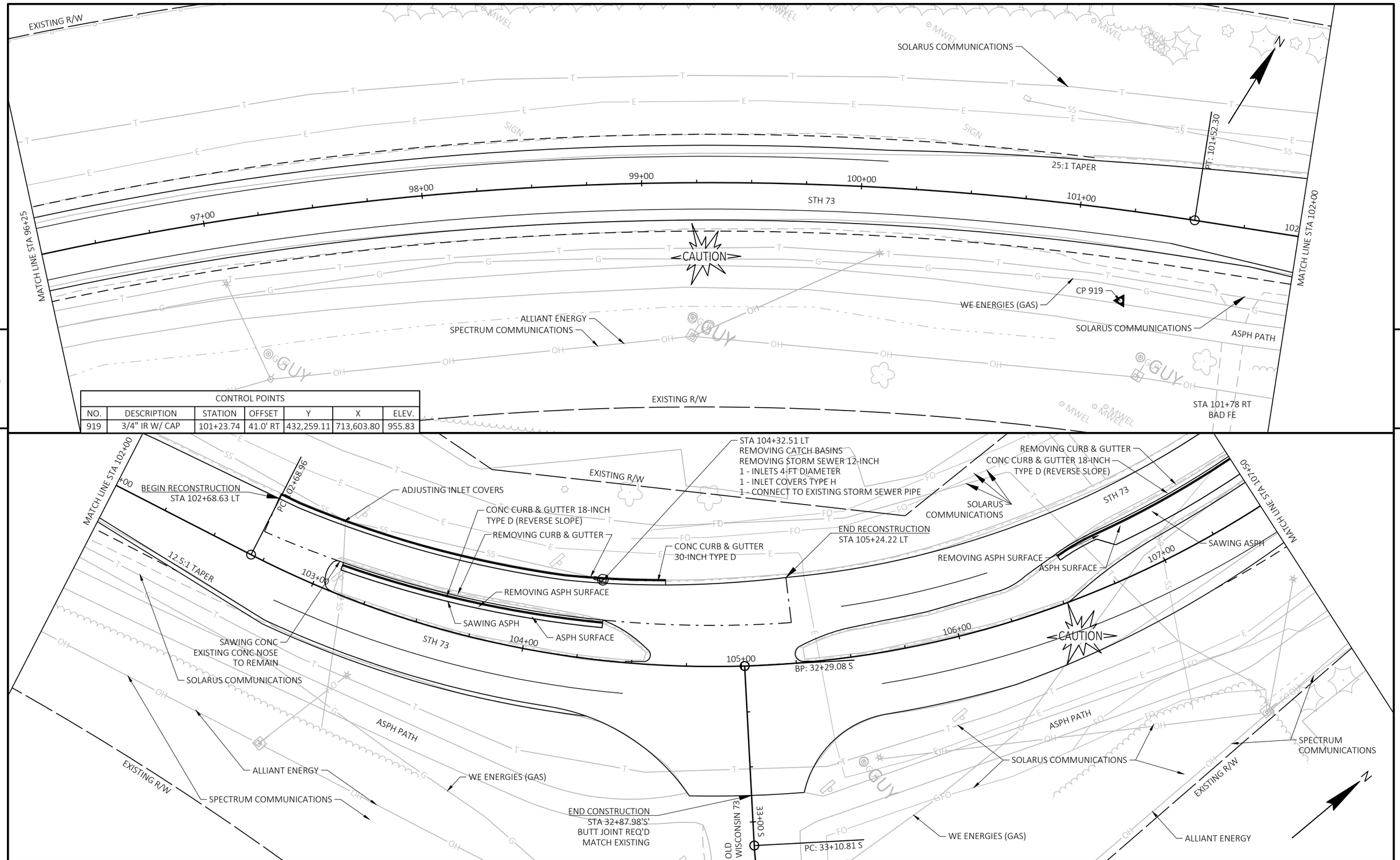
MATCH LINE STA 96+25

EXISTING R/W

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN	SHEET 179	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 07

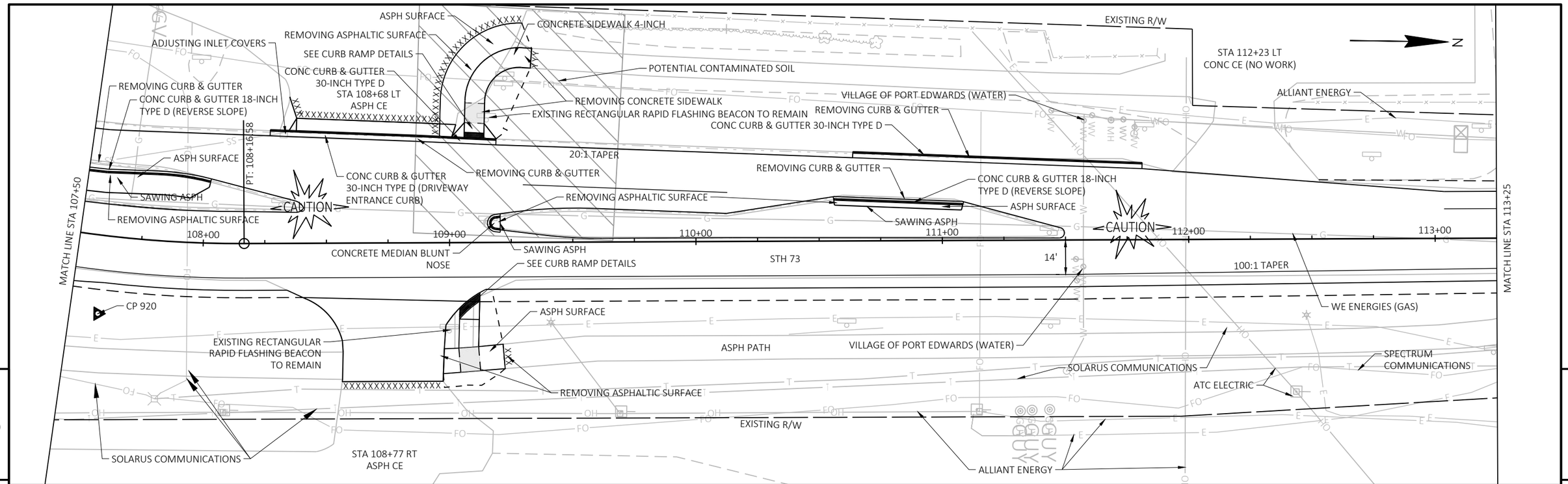
PLOT DATE : 10/31/2023 3:26 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT



CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
919	3/4" IR W/ CAP	101+23.74	41.0' RT	432,259.11	713,603.80	955.83

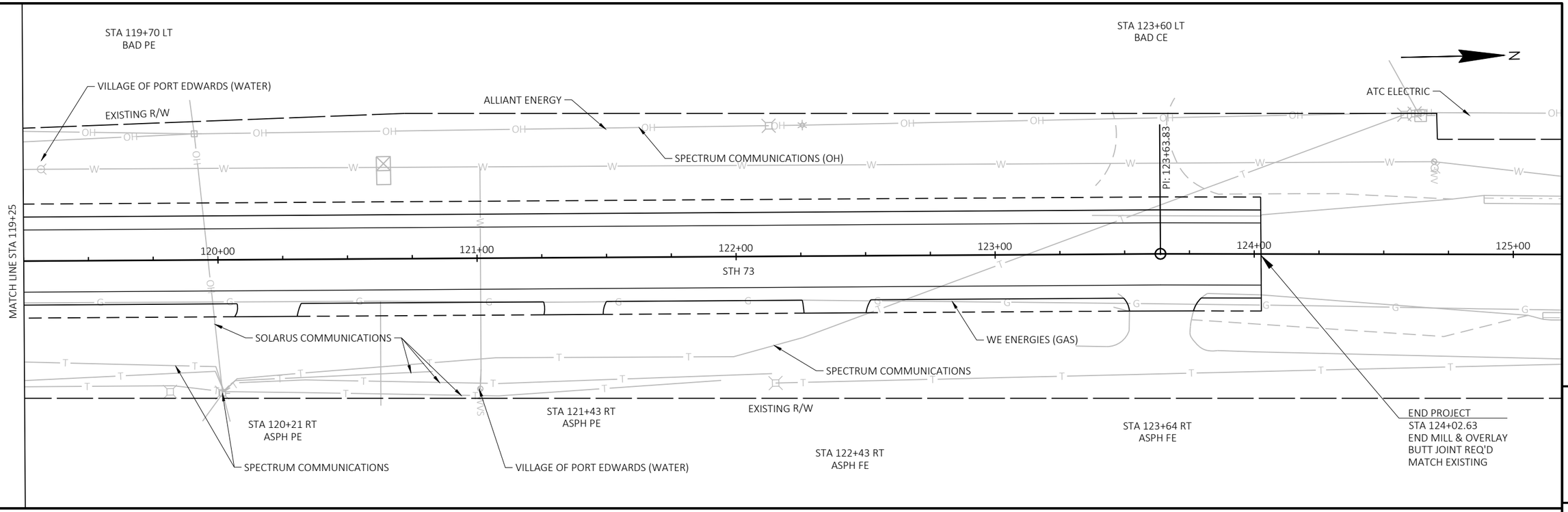
PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN	SHEET 180 E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 08
PLOT DATE : 10/31/2023 3:26 PM
PLOT BY : CONNOR GIRTEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	Y	X	ELEV.
920	3/4" IR W/ CAP	107+60.77	31.8' RT	432,726.68	714,031.38	961.04'
921	3/4" IR W/ CAP	116+57.20	40.1' RT	433,626.40	714,029.97	970.60'

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN	SHEET 181	E



5

5

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	PLAN	SHEET 182	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 10

PLOT DATE : 10/31/2023 3:26 PM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

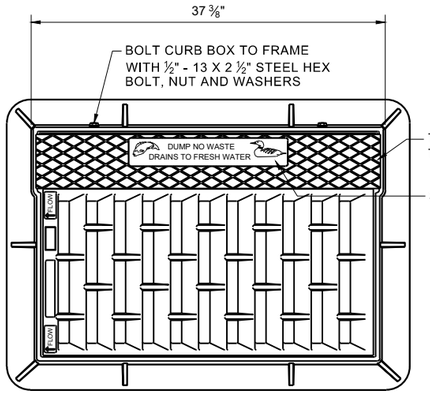
Standard Detail Drawing List

08A05-20A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-20C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D03-09A	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D03-09B	CONCRETE SURFACE DRAINS DROP INLET 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
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
11B02-02	CONCRETE MEDIAN NOSE
13B01-11A	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C19-03	HMA LONGITUDINAL JOINTS
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)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15C	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)
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D06-06	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D20-07B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

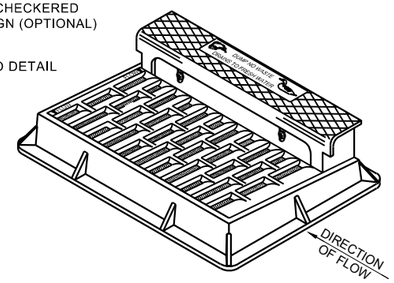
6

Standard Detail Drawing List

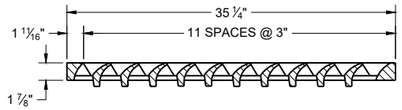
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-05A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING

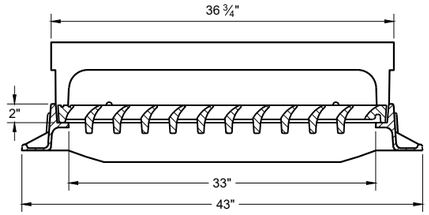


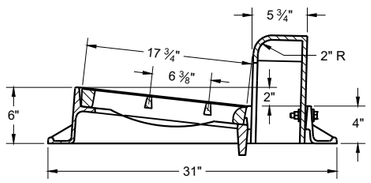
NOTE: EITHER CASTING IS ACCEPTABLE

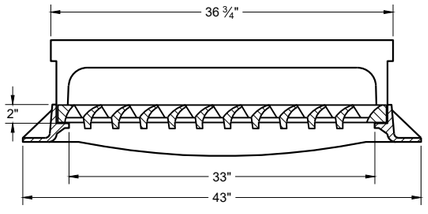


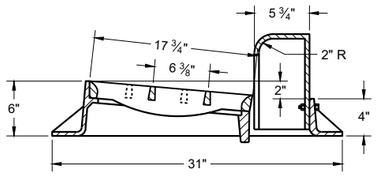
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







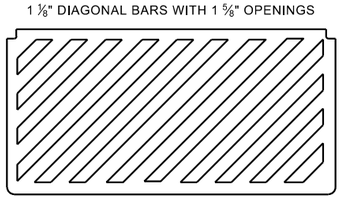




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

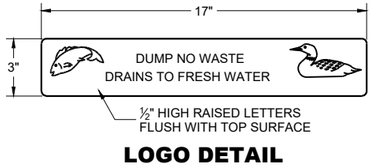
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



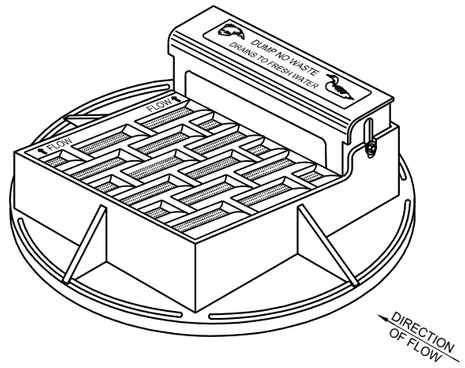
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

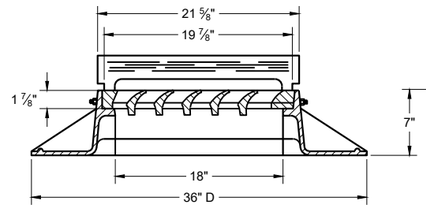


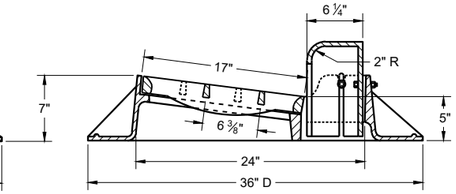
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





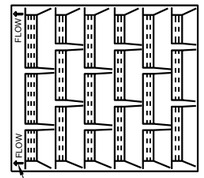
TYPE "A"

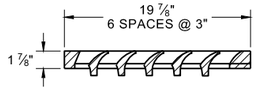
GENERAL NOTES

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

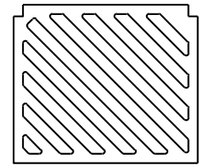
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





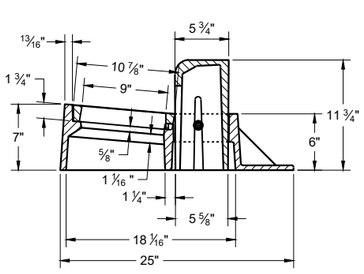
1" DIAGONAL BARS WITH 1 ½" OPENINGS

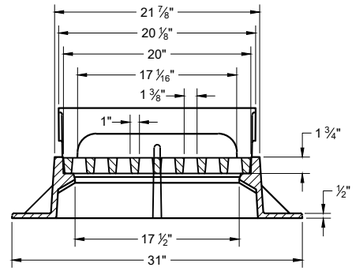


SPECIAL GRATE FOR TYPE "A" COVER

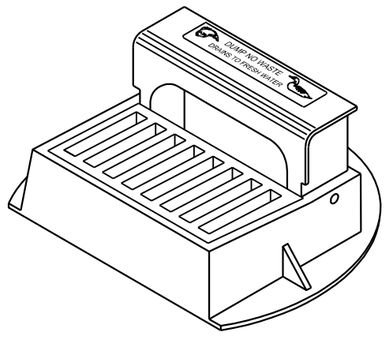
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



INLET COVERS TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023
DATE

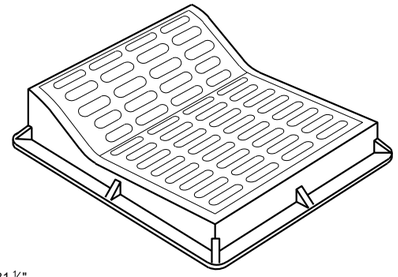
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

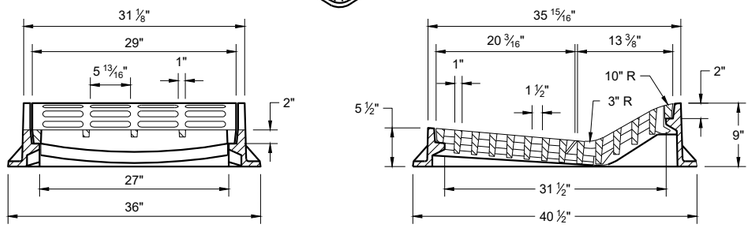
FHWA

GENERAL NOTES

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

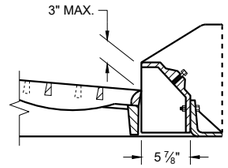
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

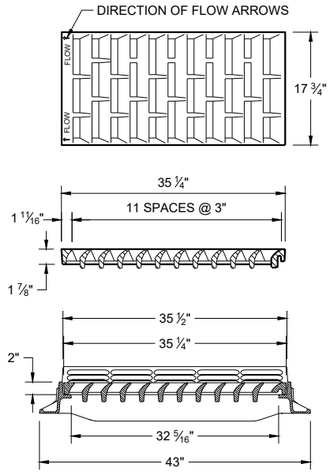


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

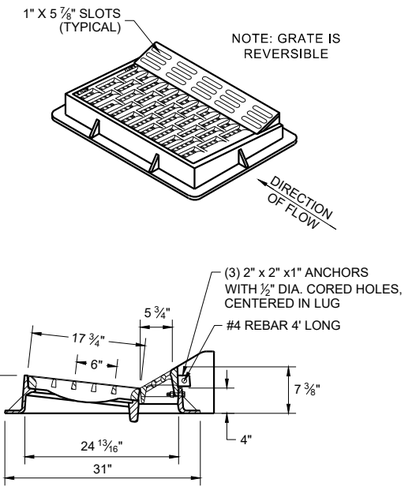
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



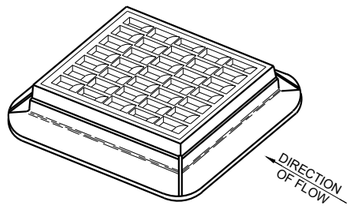
TYPE "HM"

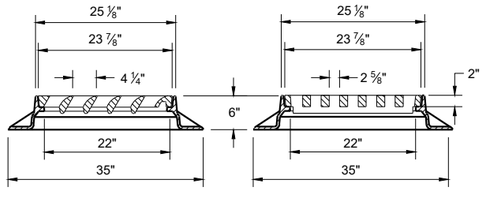
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



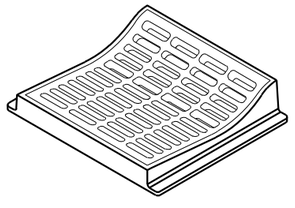
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

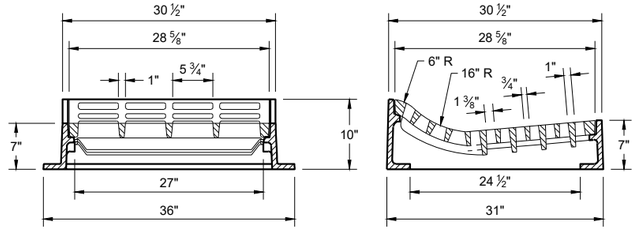
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





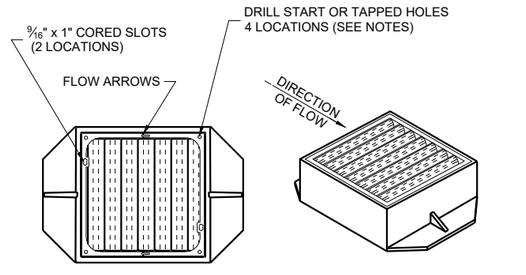
TYPE "S"

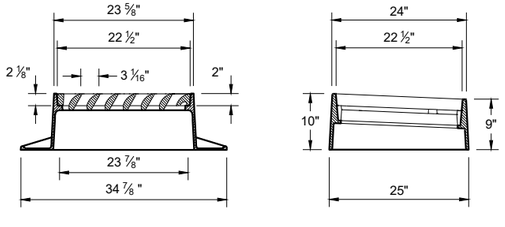




TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

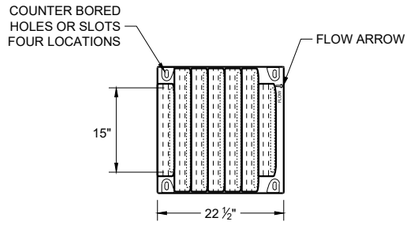




TYPE "V"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A
3/8" DIA. X 1/16" DRILL START IN 4 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



BOLT DOWN GRATE FOR TYPE "V" COVER

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER NOTED AS TYPE "V-B" ON DRAINAGE TABLE

TAP 1/2" -13 HOLES IN FOUR LOCATIONS IN FRAME TO BOLT GRATE
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A

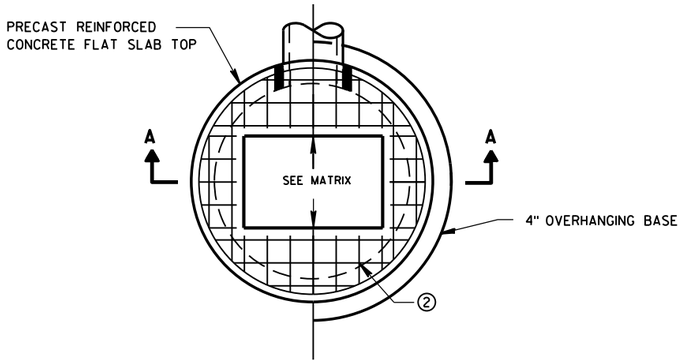
GRATE - CAST DUCTILE IRON ASTM A536, 55+KSI YIELD
BOLTS - 1/2" -13 STAINLESS STEEL BOLTS WITH WASHERS
TORQUE BOLTS TO MANUFACTURER SPECIFICATION DO NOT OVERTIGHTEN.

INLET COVERS TYPES F, HM, HM-S, S, T, V, HM-GJ AND HM-GJ-S

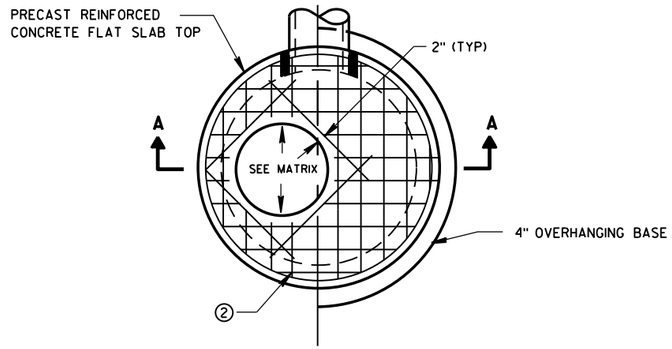
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

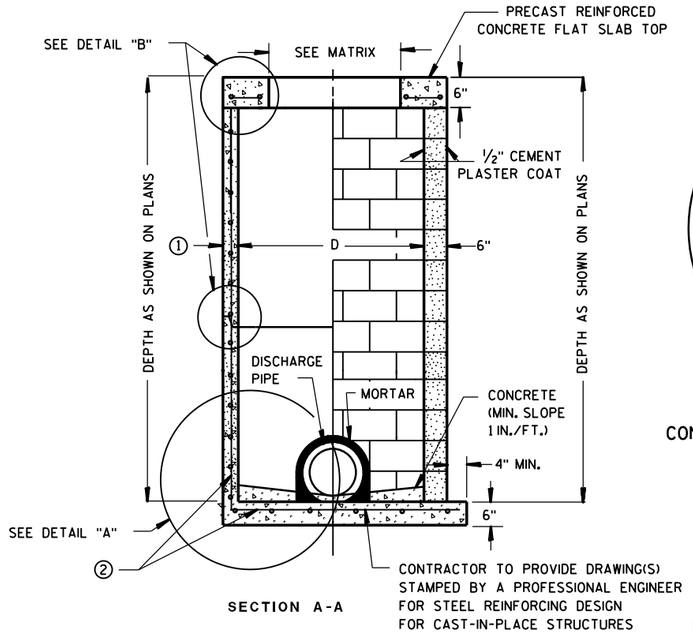
FHWA



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

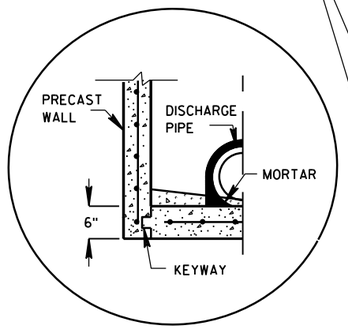


SECTION A-A

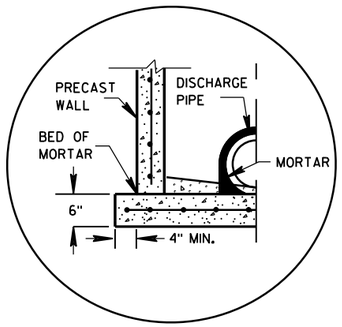
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

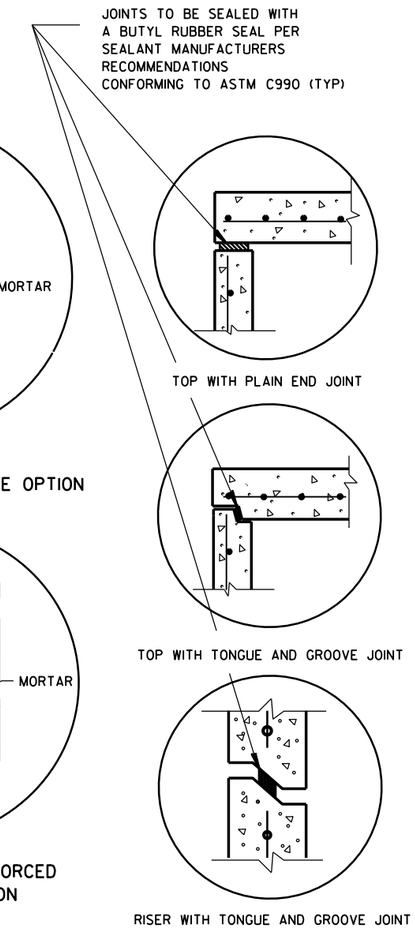


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



TOP WITH PLAIN END JOINT

TOP WITH TONGUE AND GROOVE JOINT

RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

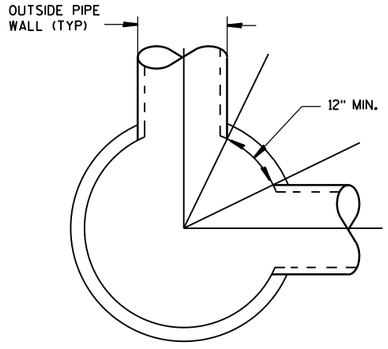
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

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

INLET COVER OPENING MATRIX

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



DETAIL "C"

PIPE MATRIX

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

INLETS 3-FT AND 4-FT DIAMETER

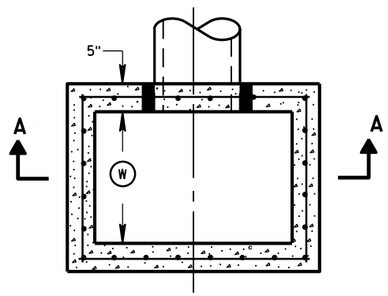
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

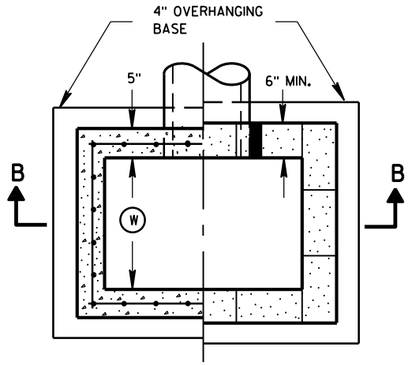
INLETS 3-FT AND 4-FT DIAMETER

6

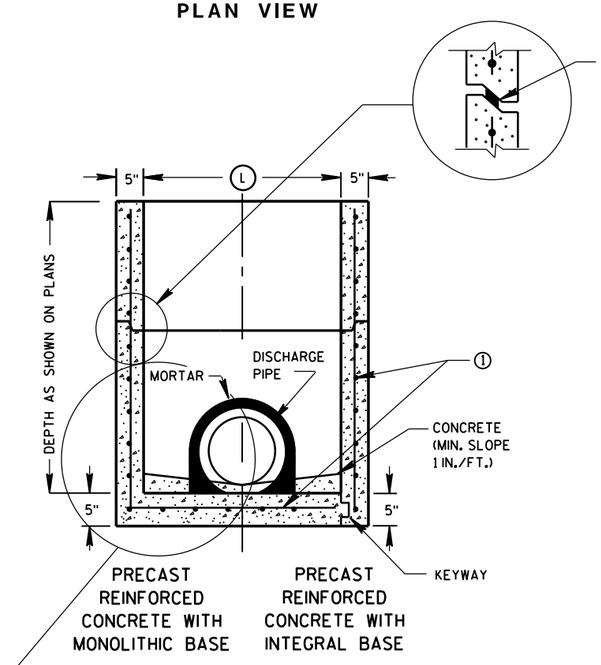
S.D.D. 8 C 6-2



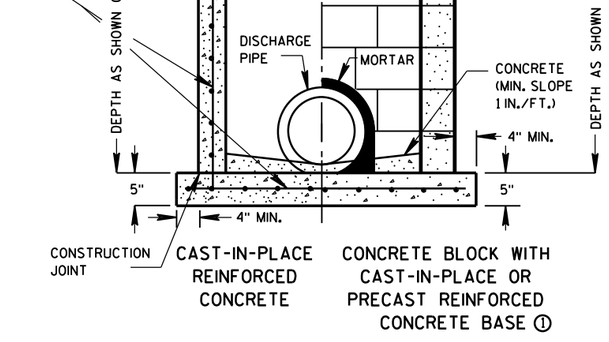
PLAN VIEW



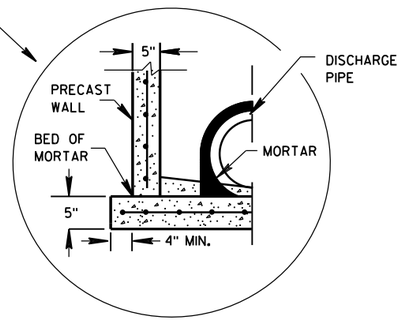
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

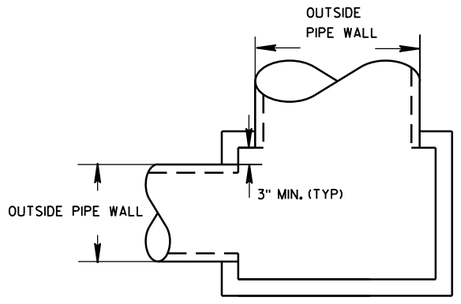
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

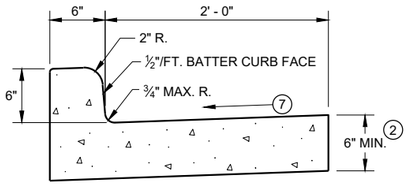
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

6

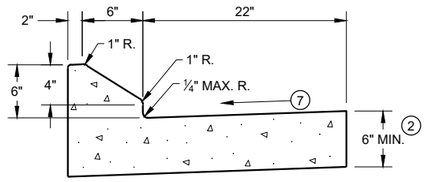
S.D.D. 8 C 7-2

6

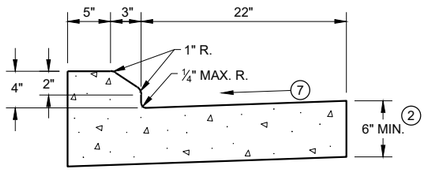
S.D.D. 8 C 7-2



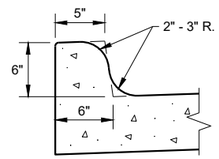
TYPES A (1) & D



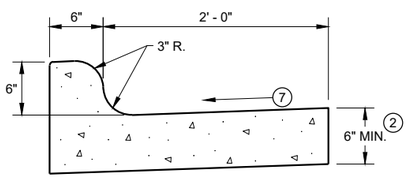
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

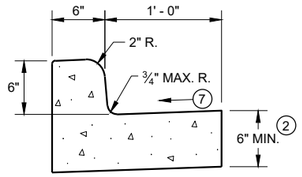


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



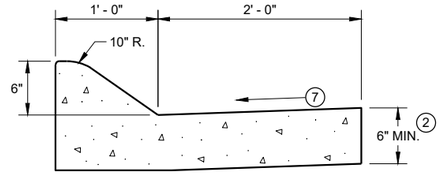
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

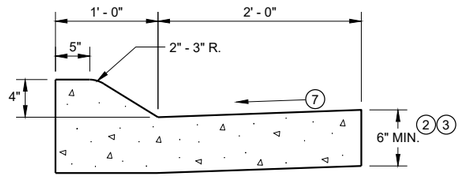


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

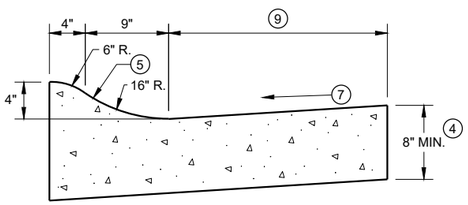


6" SLOPED CURB TYPES A (1) & D



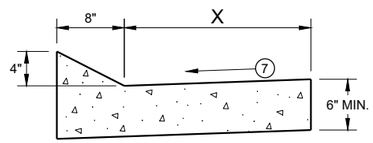
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

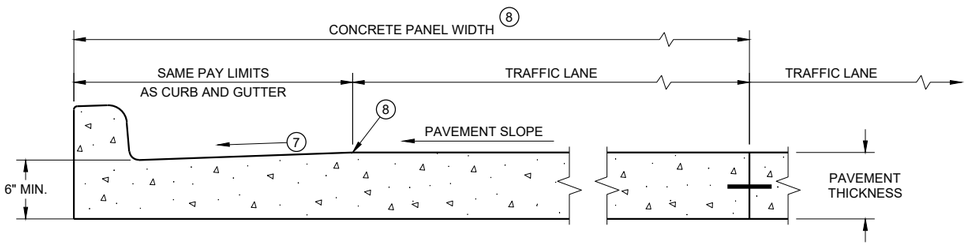


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

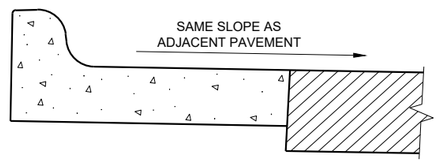
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

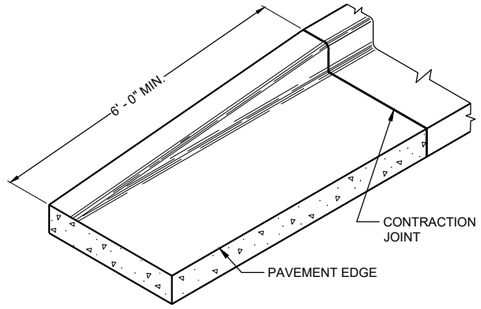
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

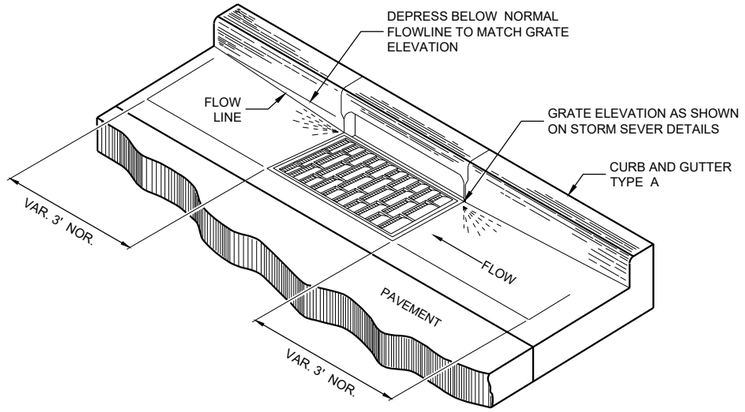
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 23a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

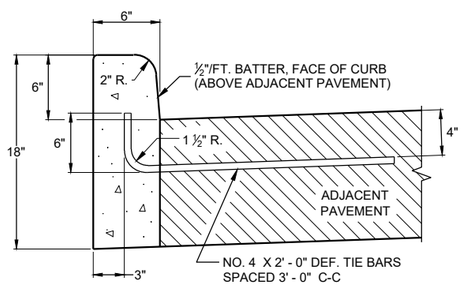
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

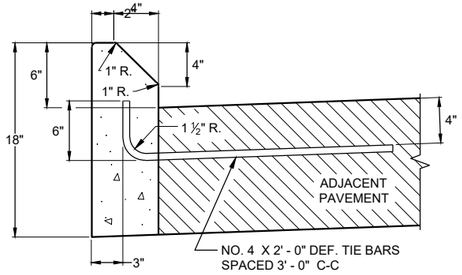
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

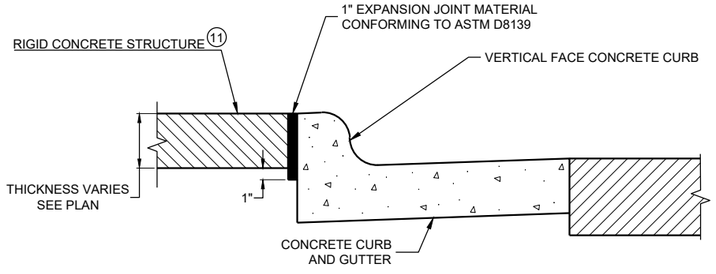


TYPES A (1) & D

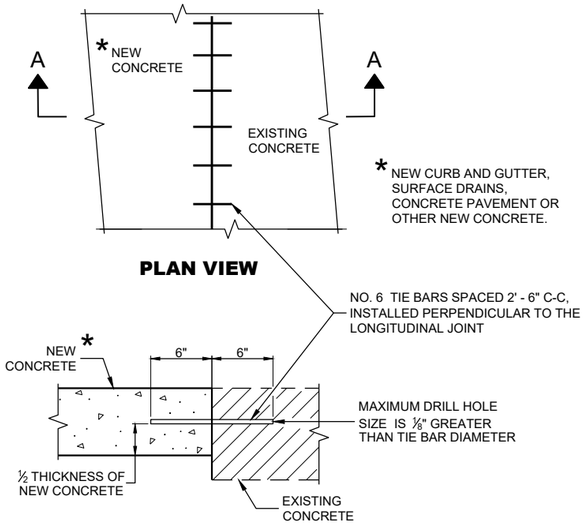


TYPES G (1) & J

CONCRETE CURB



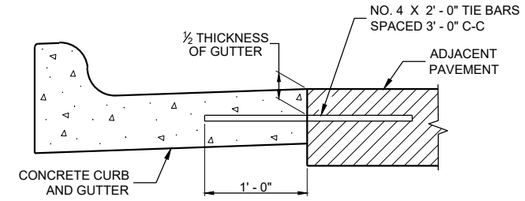
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



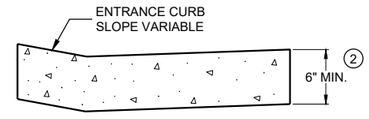
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

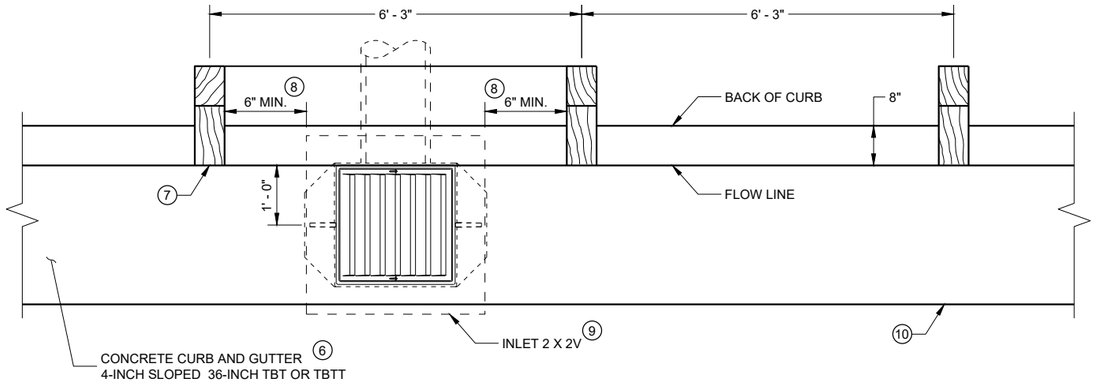
STATE OF WISCONSIN
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APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

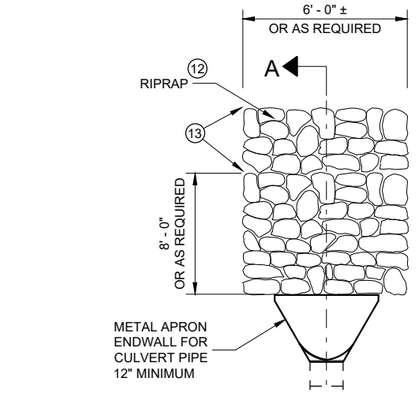
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SDD08D01 - 23b



INLET PLAN VIEW

(NOTE: RAIL NOT SHOWN FOR CLARITY)



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 DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.

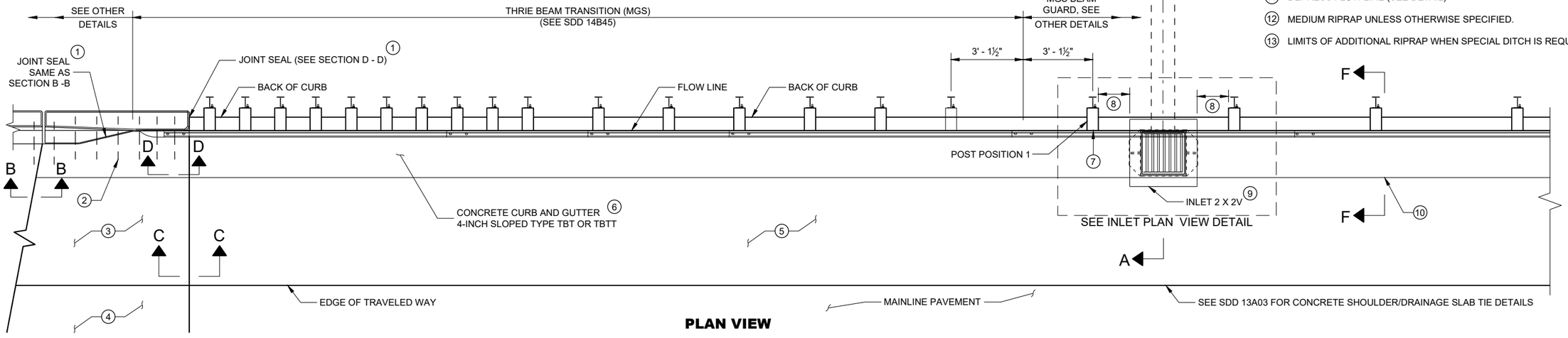
(9) SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.

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

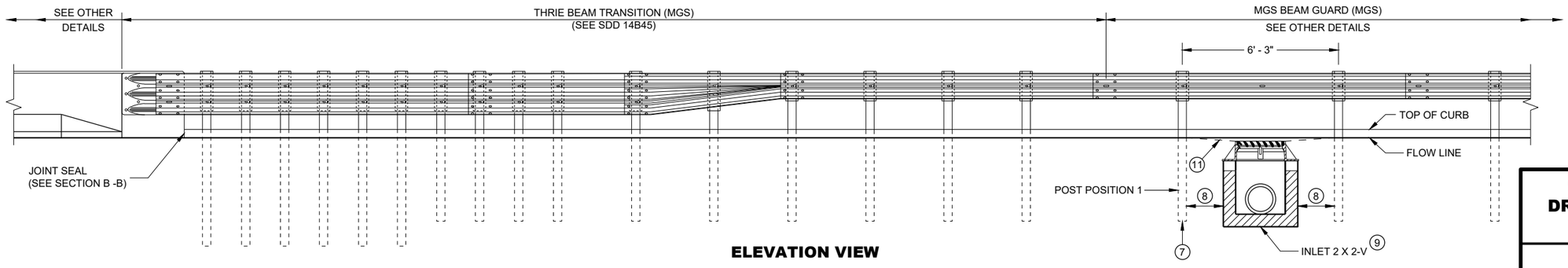
(11) DEPRESS FLOW LINE (SEE DETAIL)

(12) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

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



PLAN VIEW



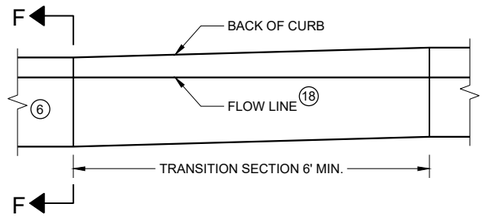
ELEVATION VIEW

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

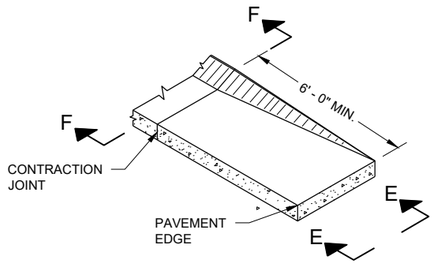
STATE OF WISCONSIN
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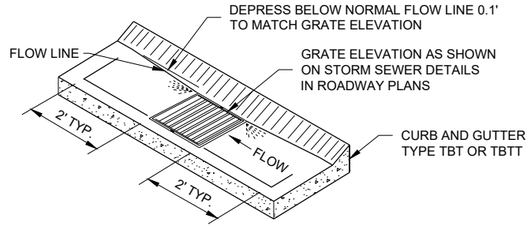
SDD08D03 - 09a



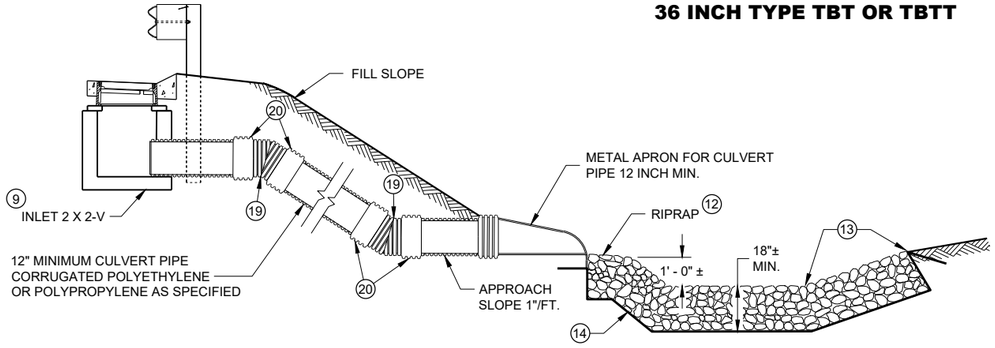
CURB AND GUTTER TRANSITION SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



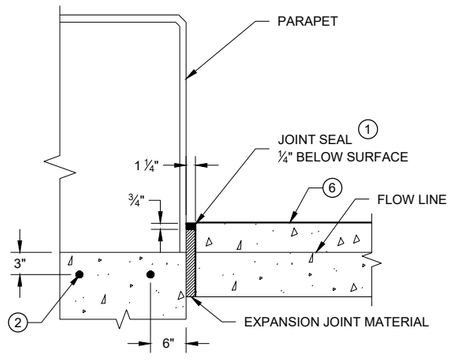
CURB AND GUTTER END SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



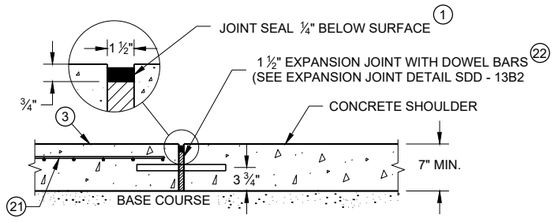
CURB AND GUTTER FLOW LINE DEPRESSION AT INLETS CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



SECTION A - A

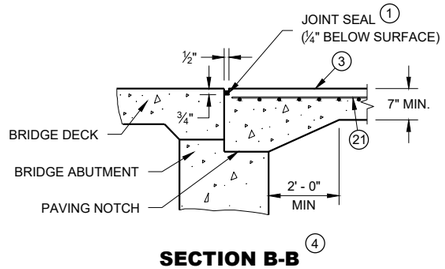


SECTION D - D

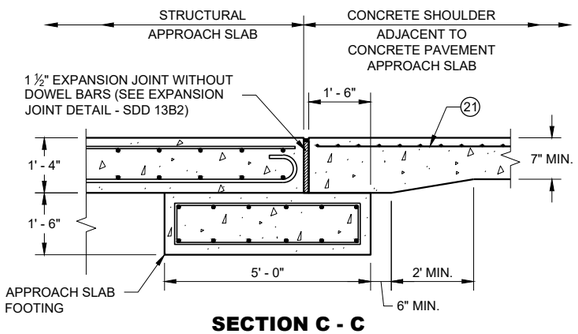


SECTION C - C

JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS

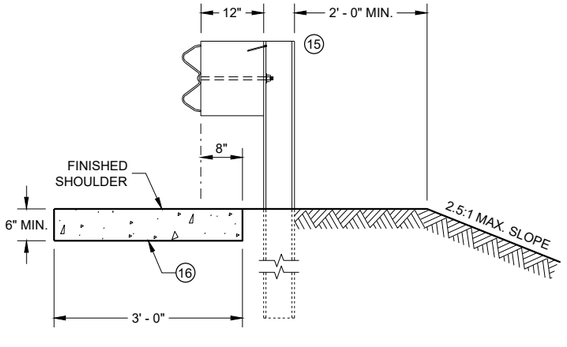


SECTION B-B 4

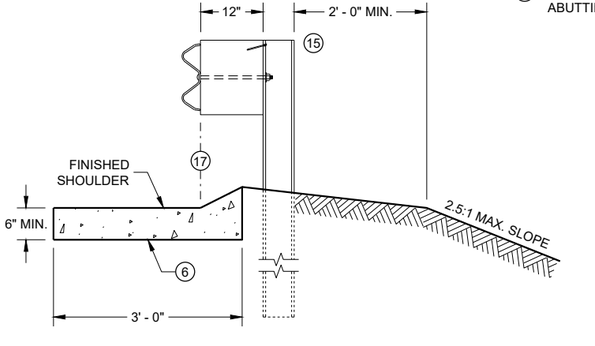


SECTION C - C

JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



SECTION E - E



SECTION F - F

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 DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.

(9) SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.

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

(11) DEPRESS FLOW LINE (SEE DETAIL)

(12) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

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

(14) GEOTEXTILE TYPE HR.

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

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

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

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

(19) MANUFACTURER SUPPLIED BEND.

(20) MANUFACTURER SUPPLIED EXTERNAL MECHANICAL COUPLING OR A MANUFACTURER RECOMMENDED COUPLING WITH A MASTIC IMPREGNATED GEOTEXTILE WRAP AND MECHANICAL FASTENING BANDS.

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

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

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

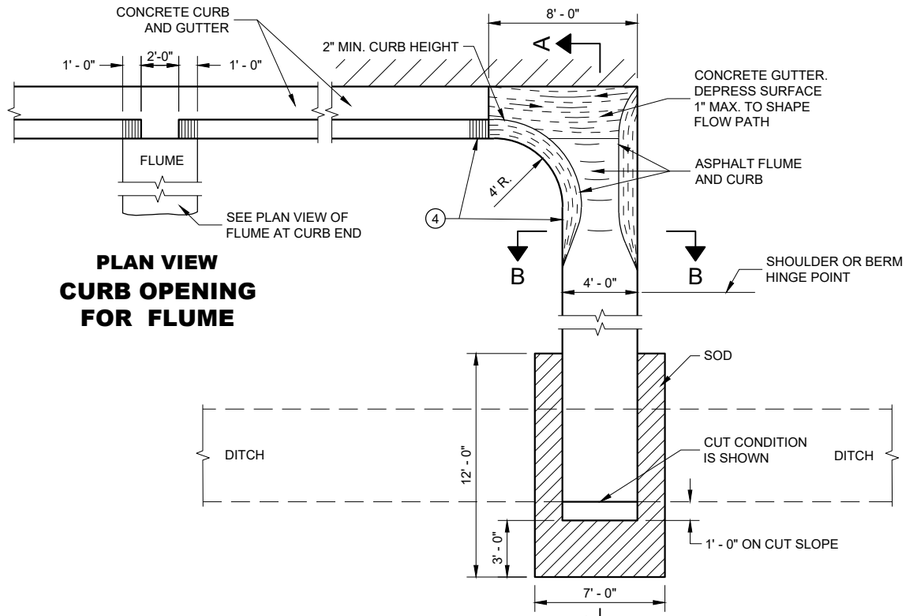
FHWA

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SDD 08D03 - 09b

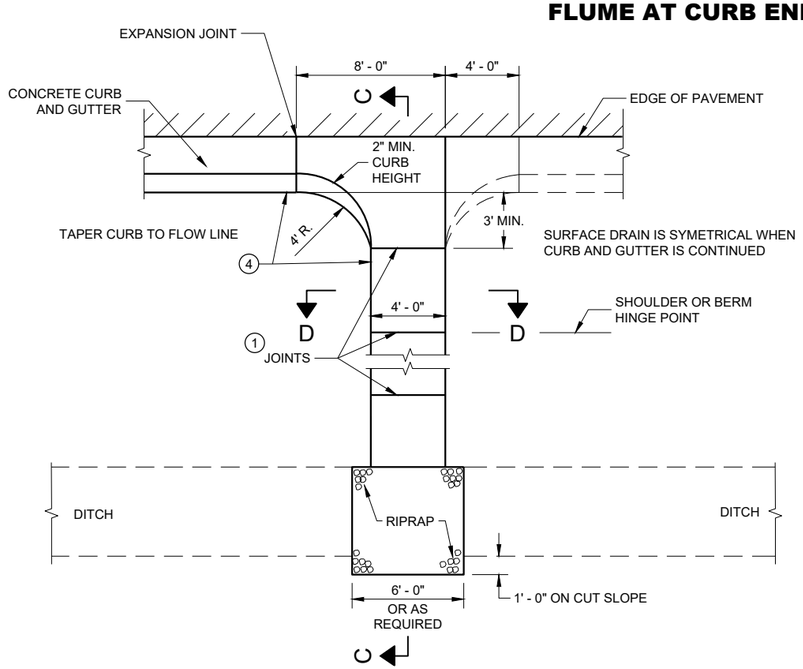
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



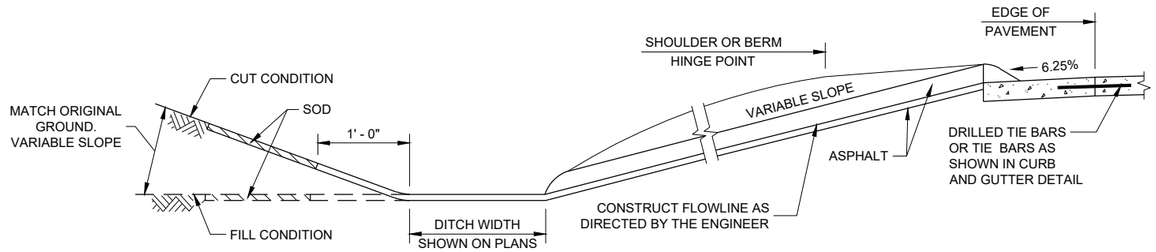
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

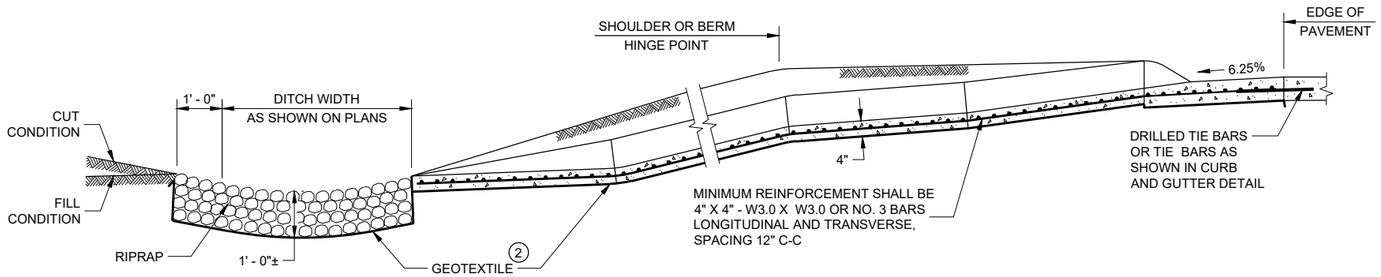
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

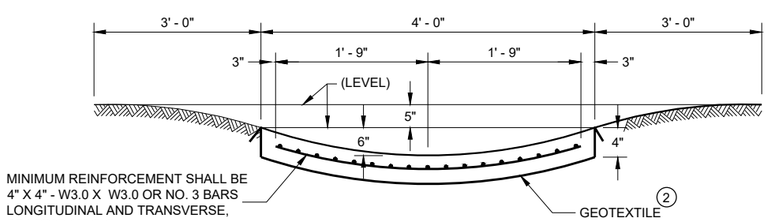


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

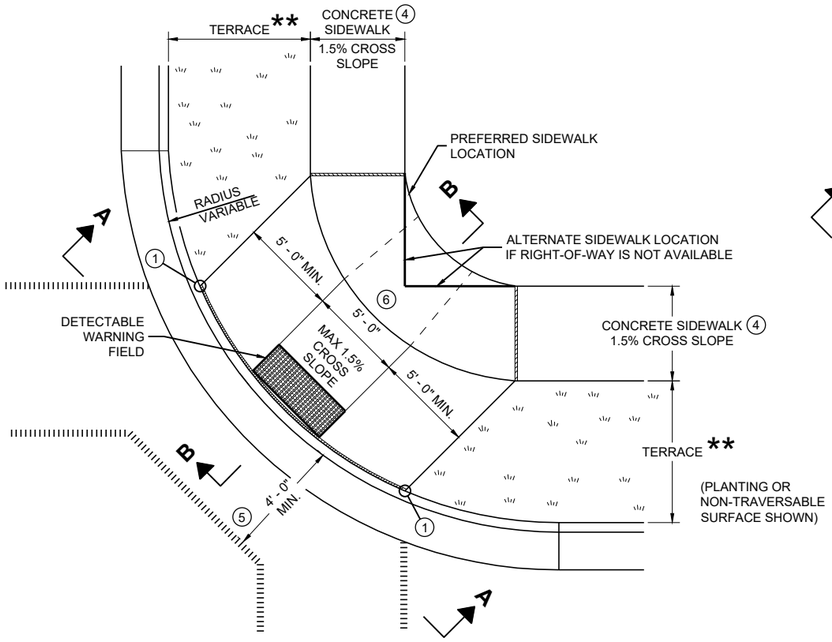
FHWA

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SDD 08D04 - 07

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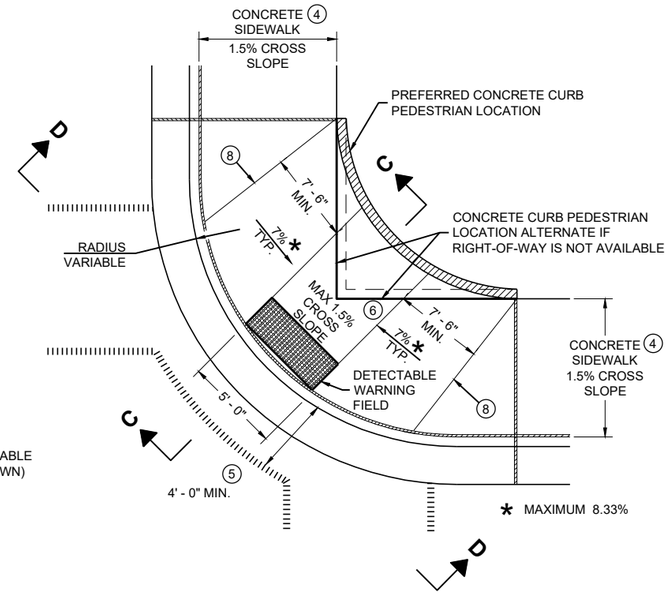
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

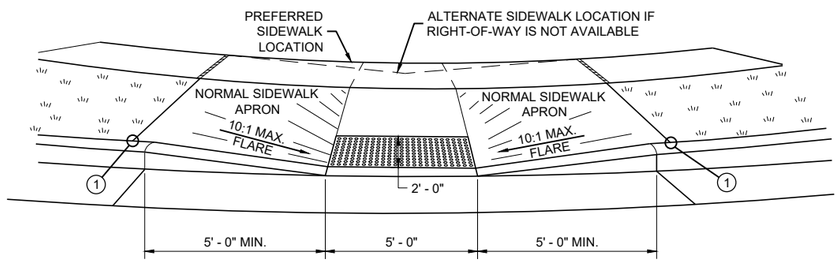
(CENTER OF CORNER RADIUS)



PLAN VIEW

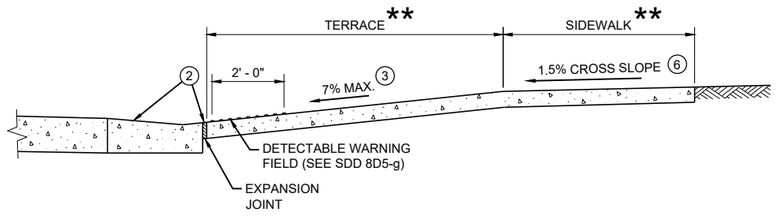
CURB RAMP TYPE 1 - A

(NO TERRACE)

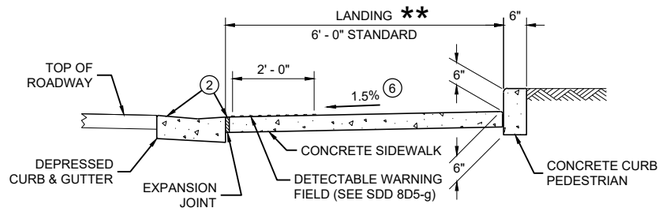


VIEW A - A FOR TYPE 1

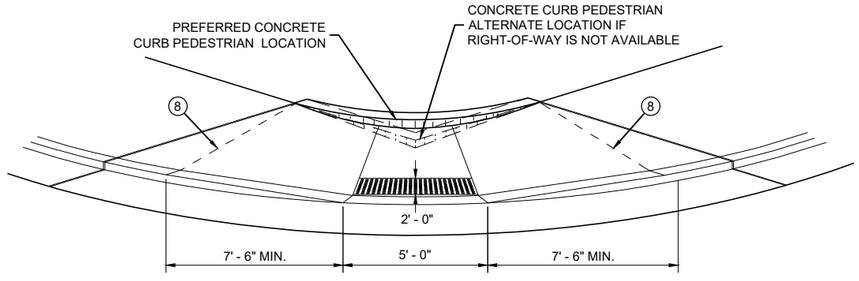
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



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.

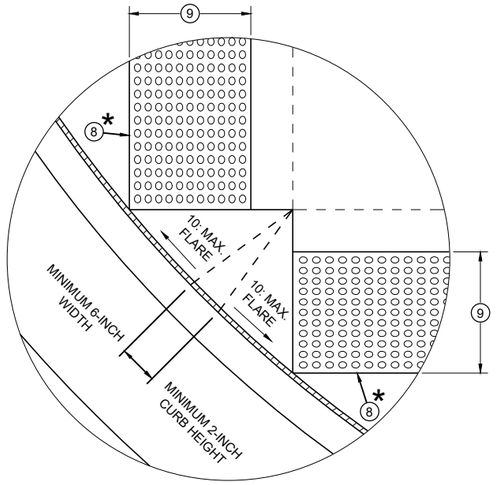
LEGEND

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

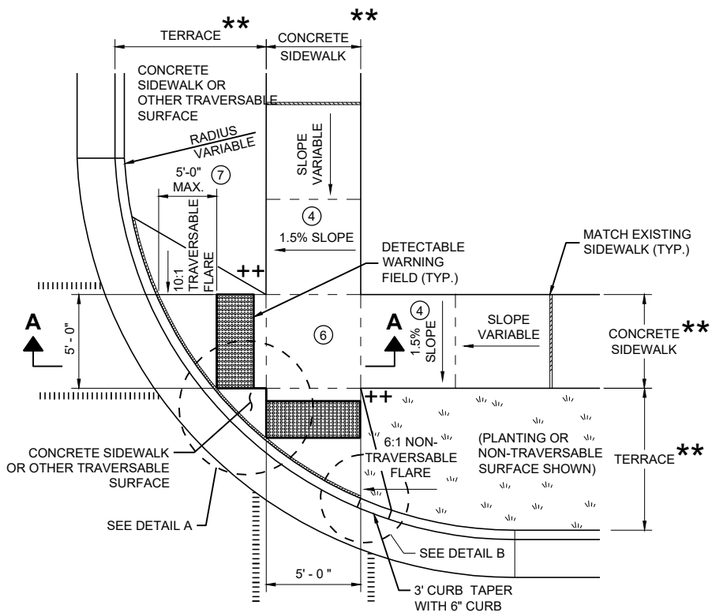
CURB RAMPS TYPE 1 AND 1-A

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.

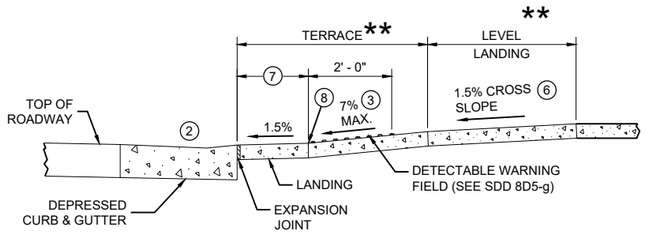
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

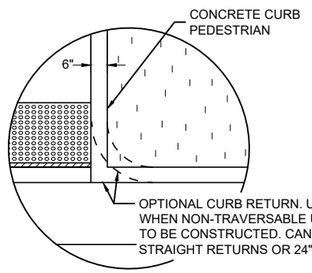


SECTION A - A FOR TYPE 2

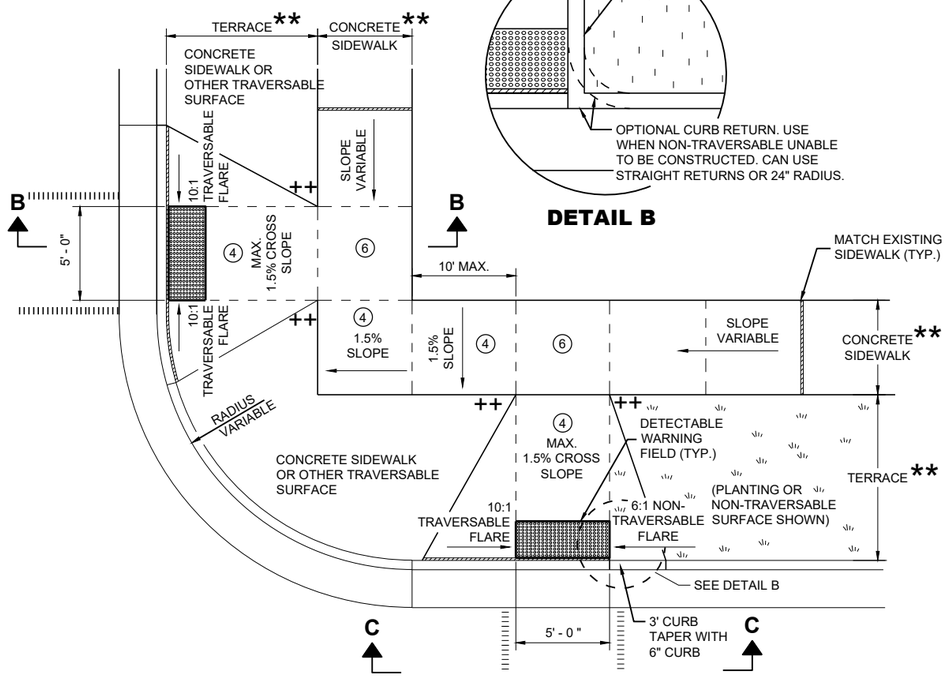
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

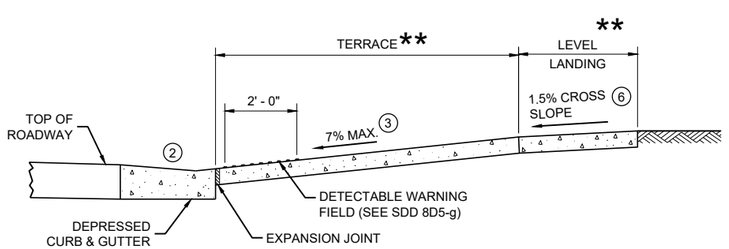
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL B



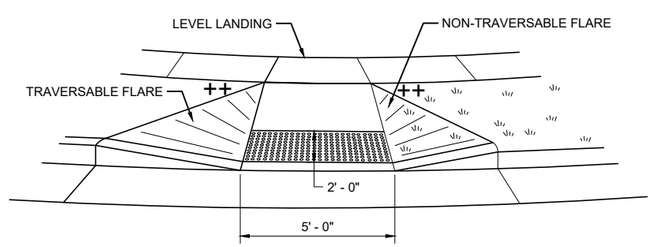
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

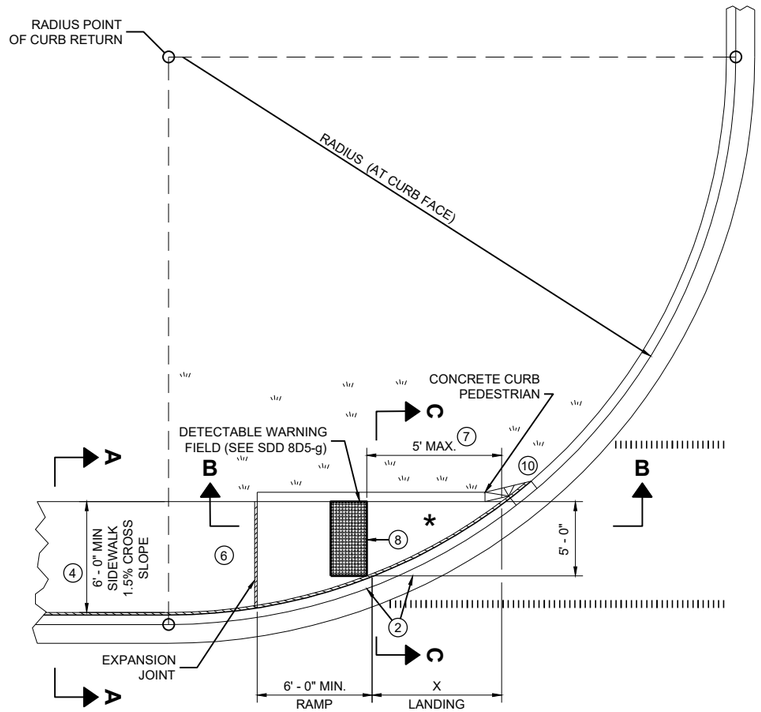
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

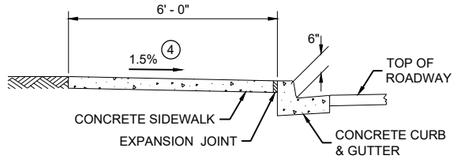


PLAN VIEW

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.

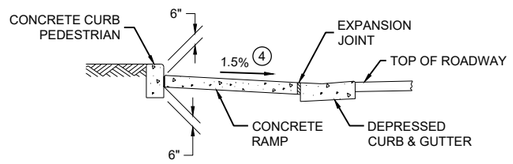
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

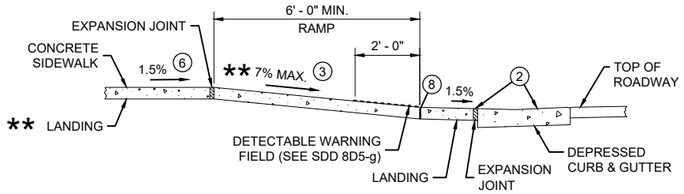
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

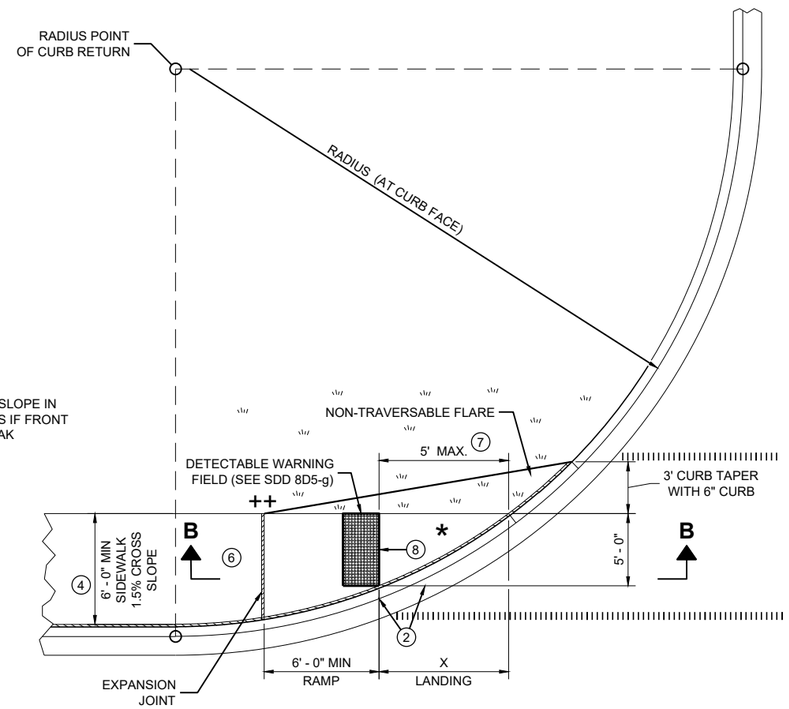


SECTION C - C FOR TYPE 4A



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

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

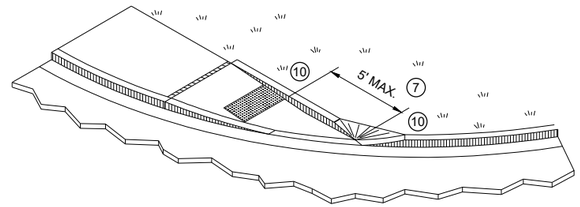


* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

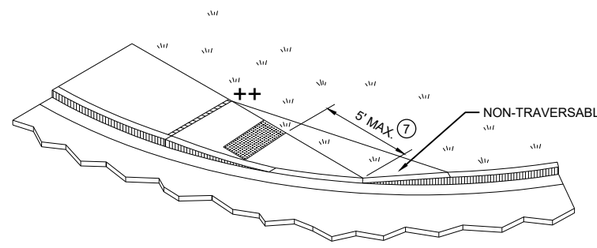
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



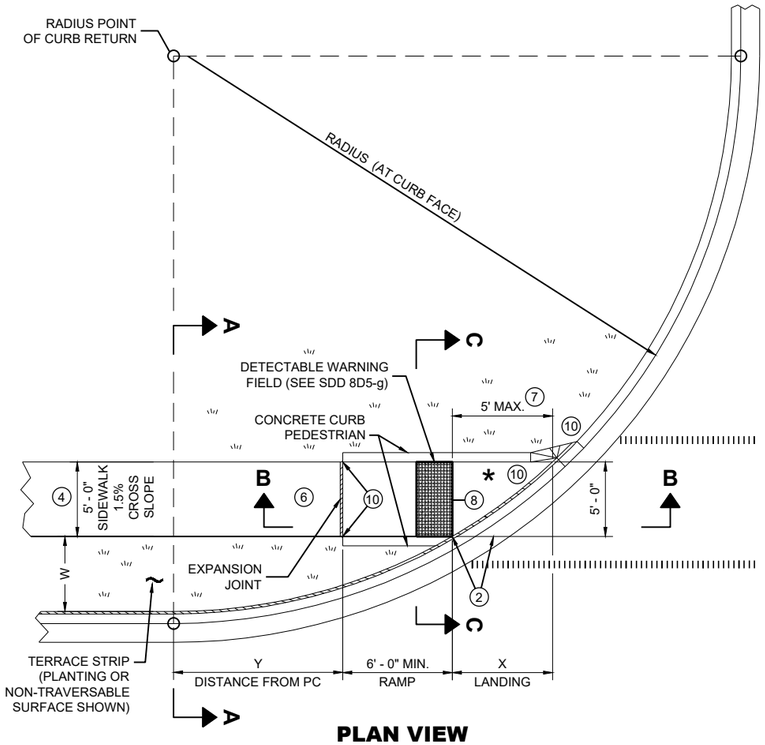
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

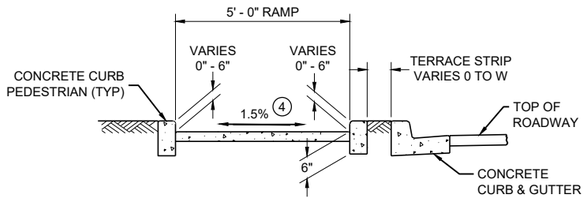
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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



SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

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

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

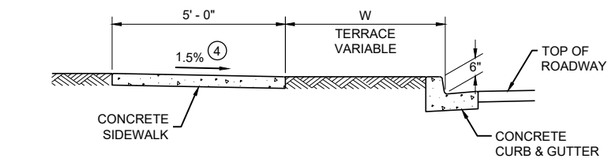
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

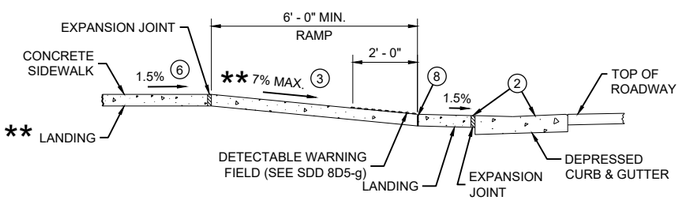
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

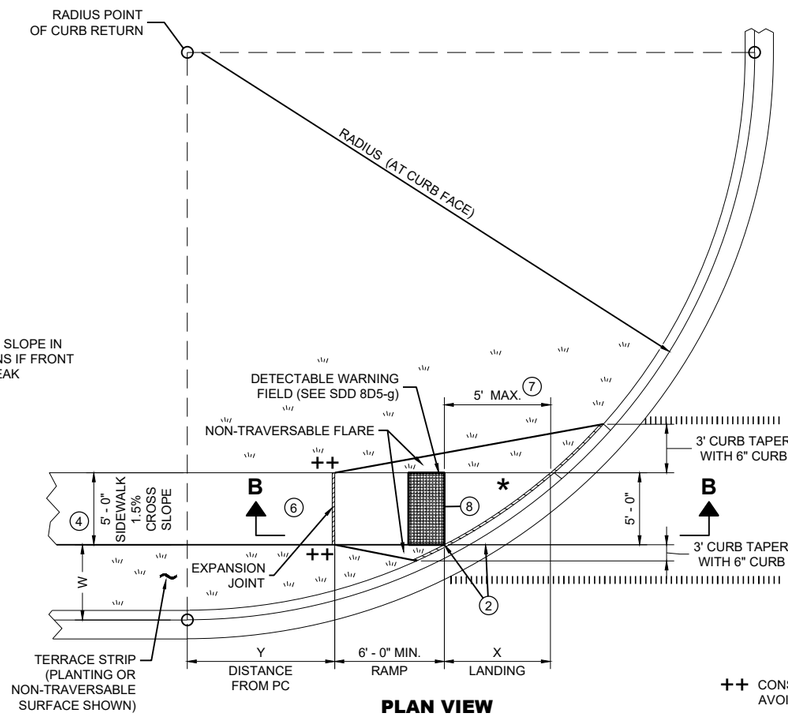


SECTION A - A FOR TYPE 4B



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

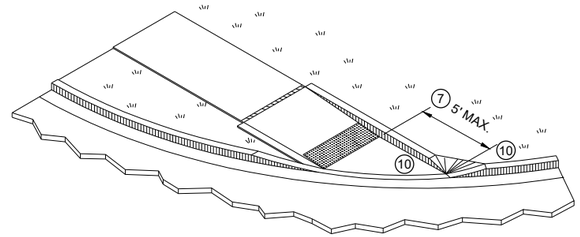
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



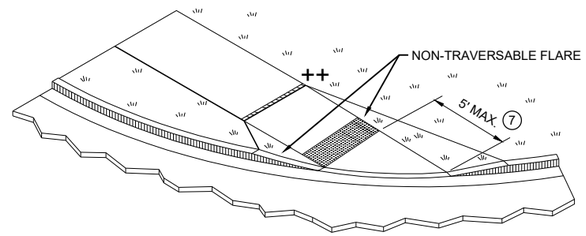
PLAN VIEW
CURB RAMP TYPE 4B1

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



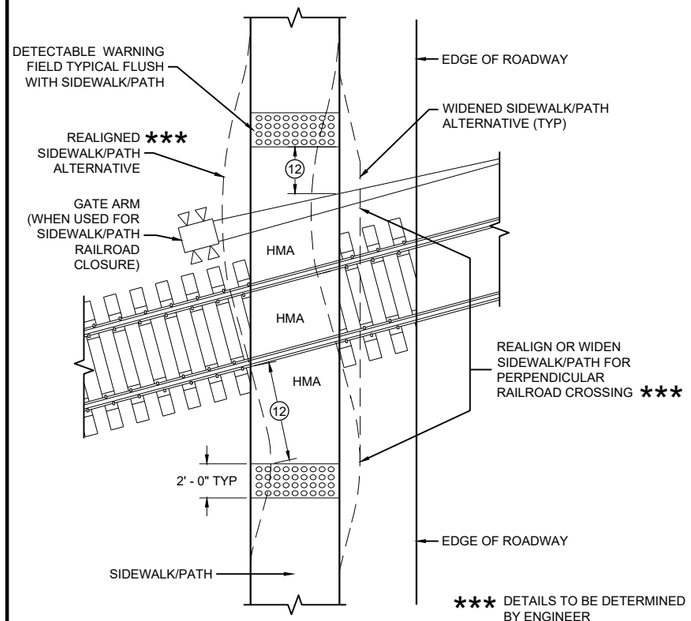
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

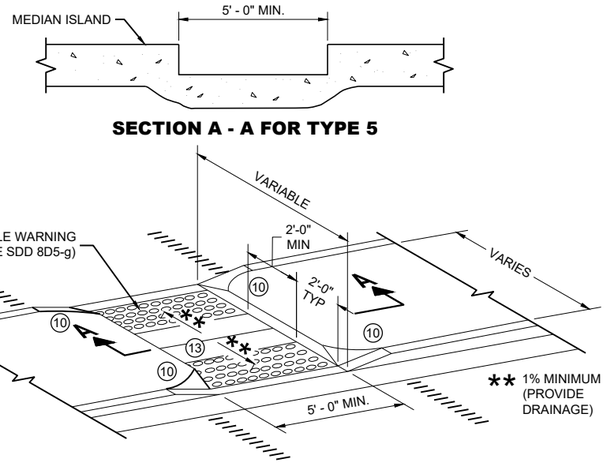
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

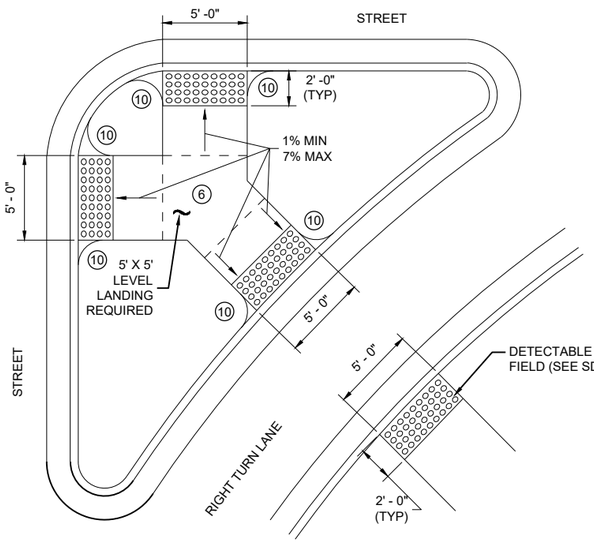
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

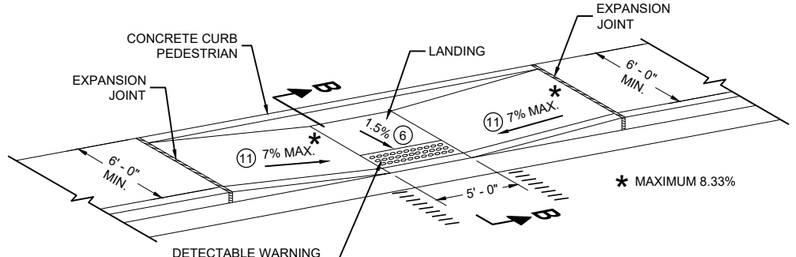
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

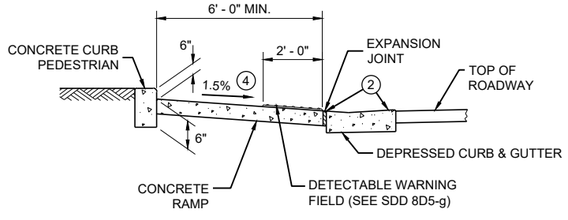
DETECTABLE WARNING AT ISLANDS

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

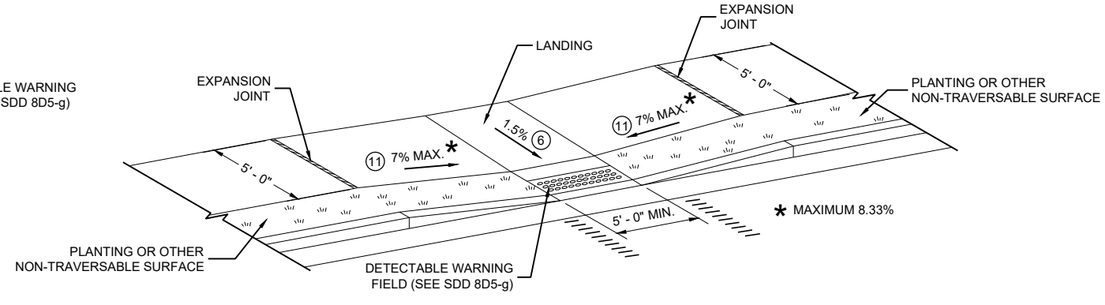


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

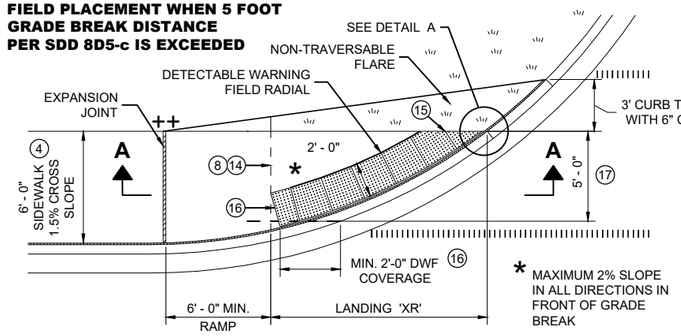
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

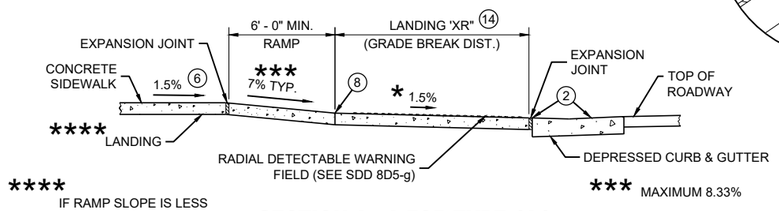
SDD 08D05-21e

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

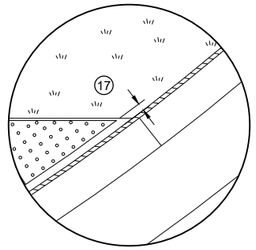


PLAN VIEW

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



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.

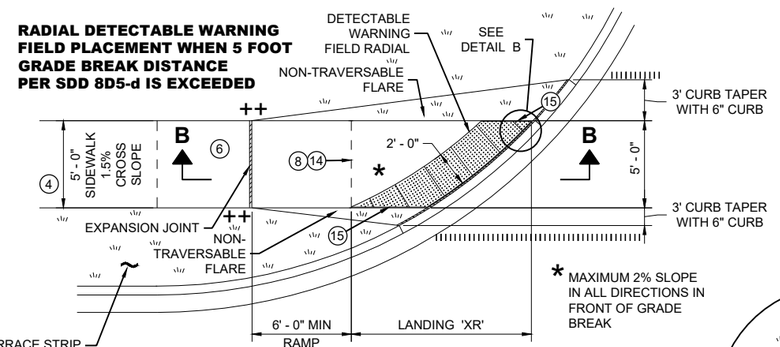
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

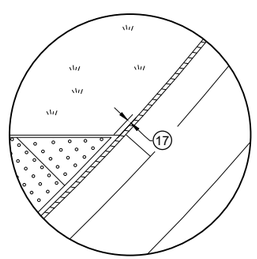
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

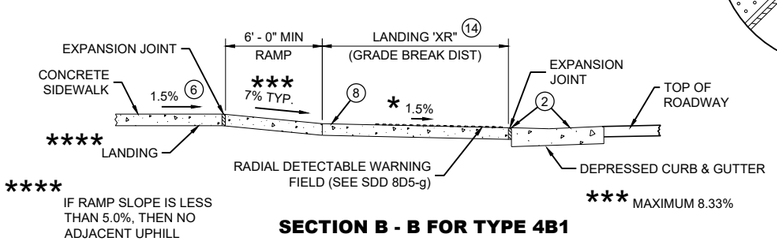


PLAN VIEW

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

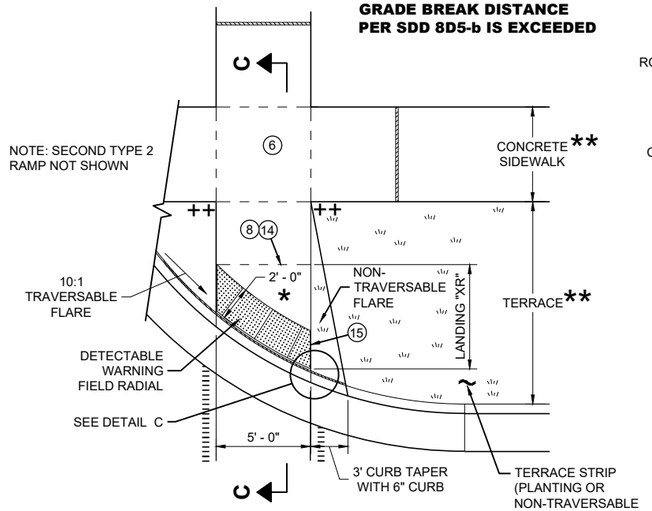


DETAIL B



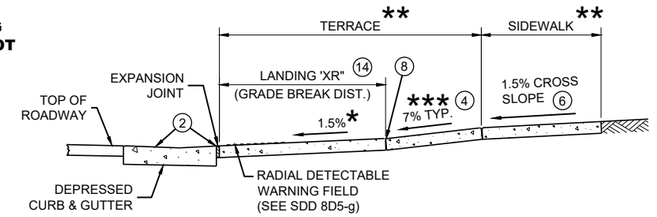
SECTION B - B FOR TYPE 4B1

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

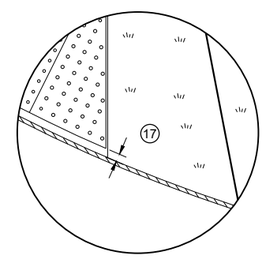


PLAN VIEW

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

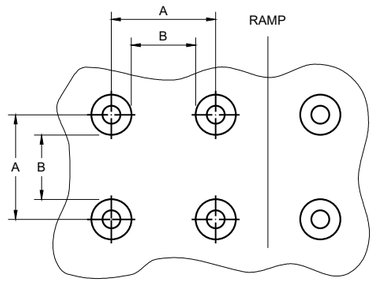
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

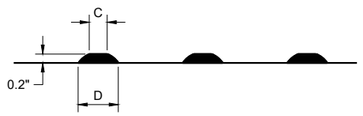
SDD 08D05-21f

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

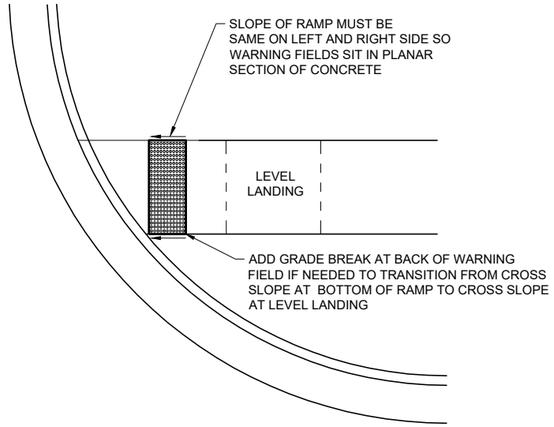
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



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.

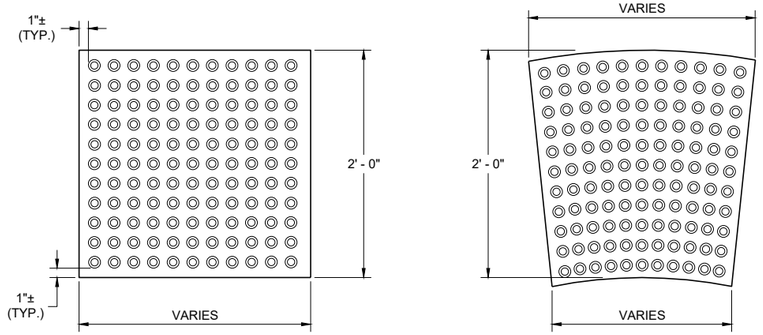
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

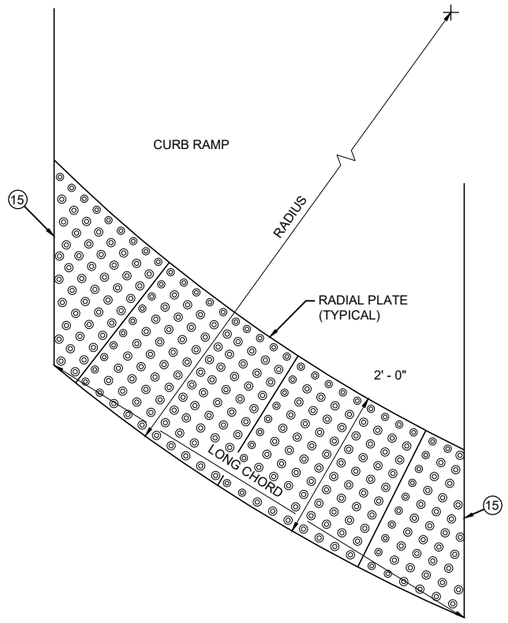
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



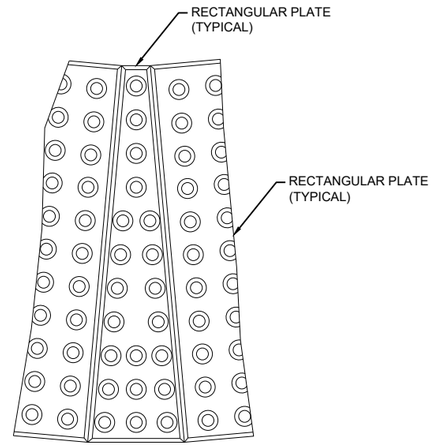
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

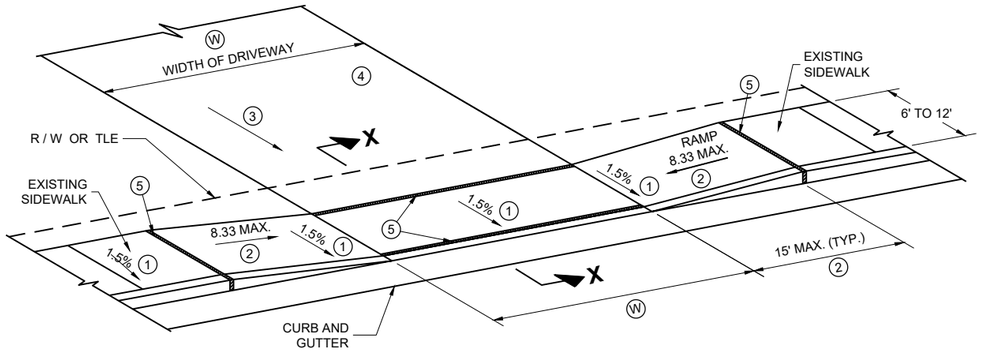
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

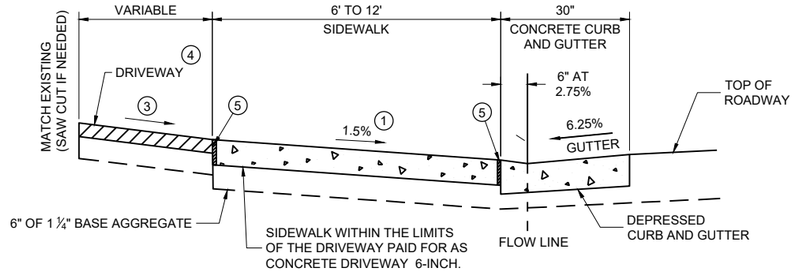
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

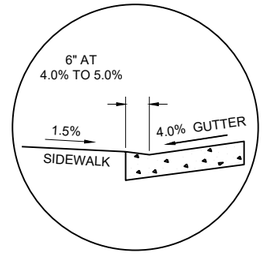
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SDD 08D05-21g



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



SECTION X - X



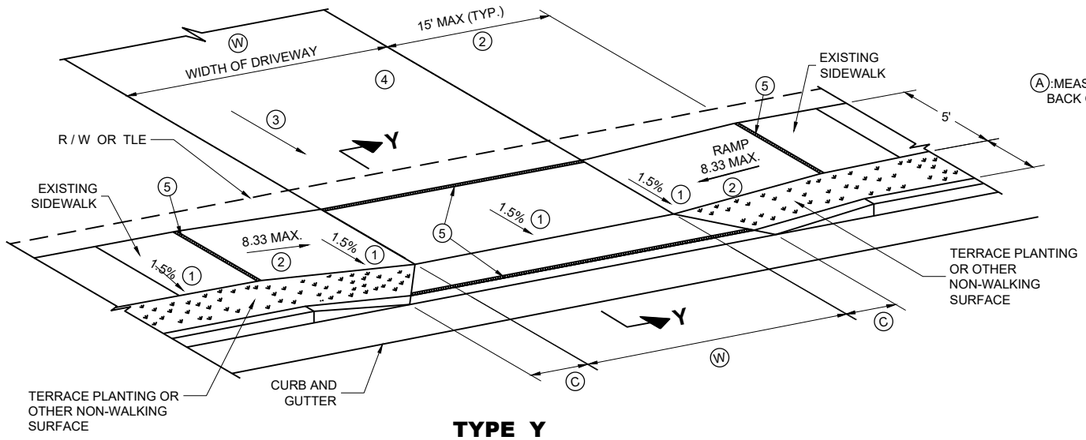
SECTION X - X
4% GUTTER SLOPE

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

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

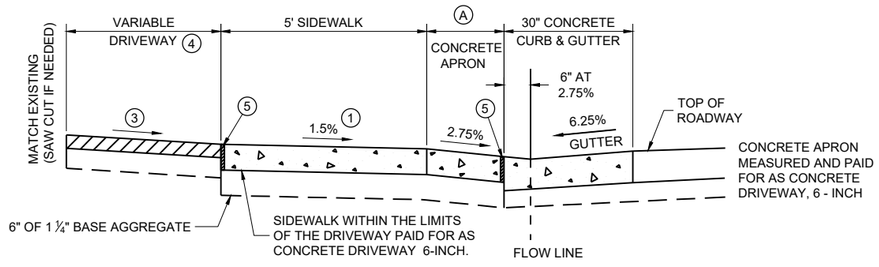
TABLE Y

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

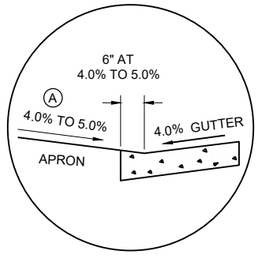


TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

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

GENERAL NOTES

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

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

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

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

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

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

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

⑤ ½" EXPANSION JOINT FILLER

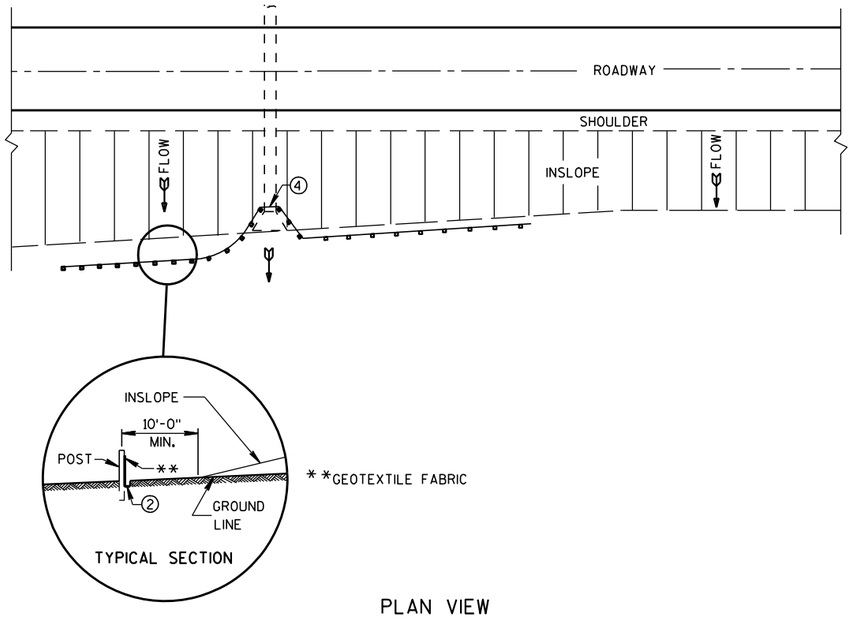
DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

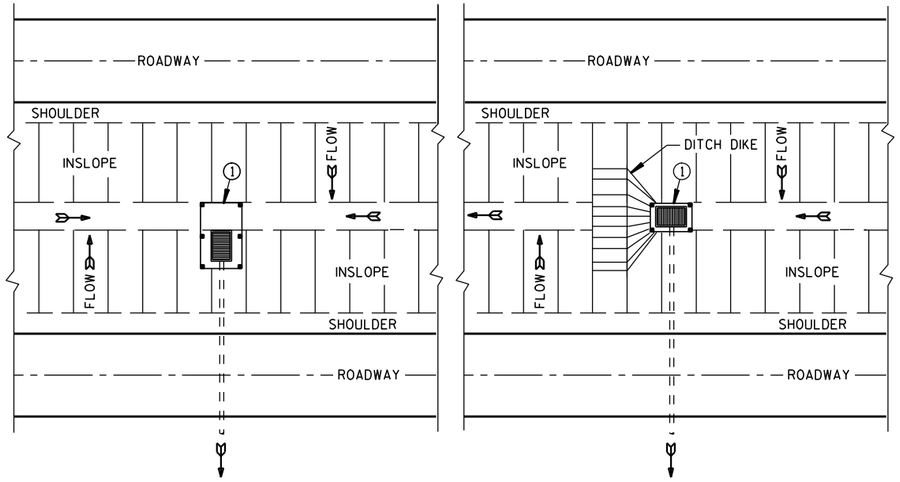
FHWA

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SDD 08D18-04



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



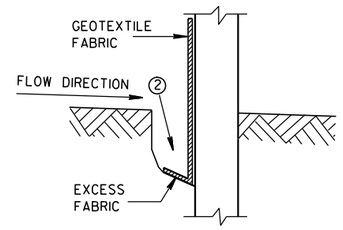
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

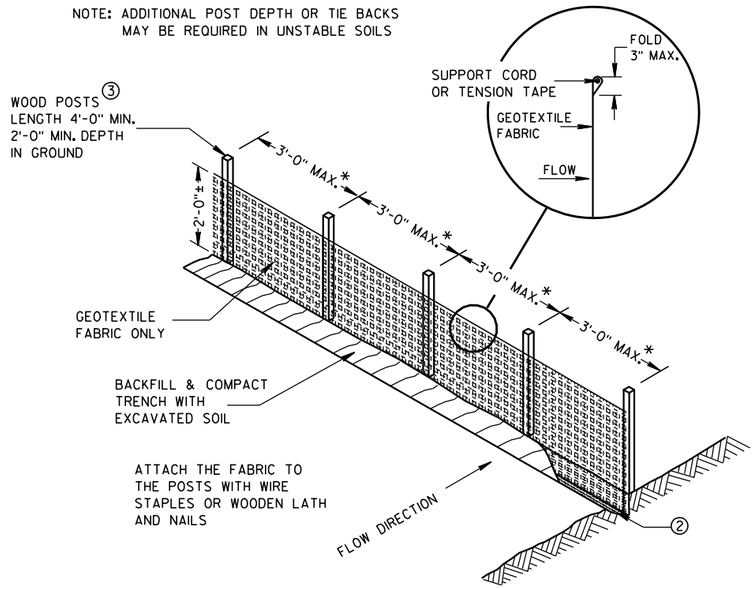
GENERAL NOTES

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

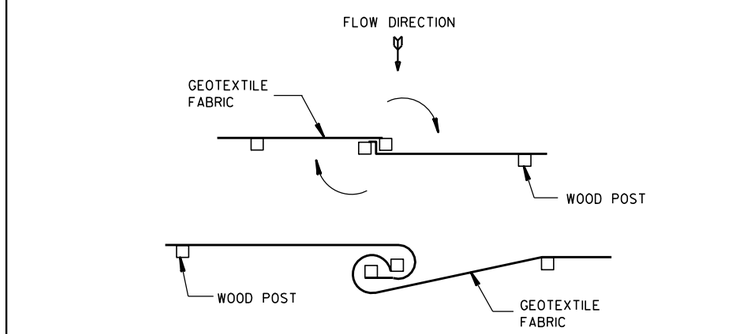
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



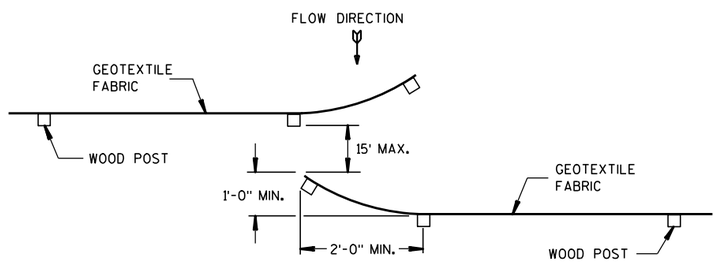
TRENCH DETAIL



SILT FENCE

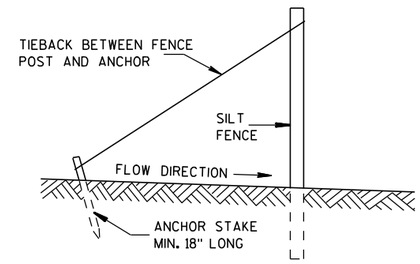


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

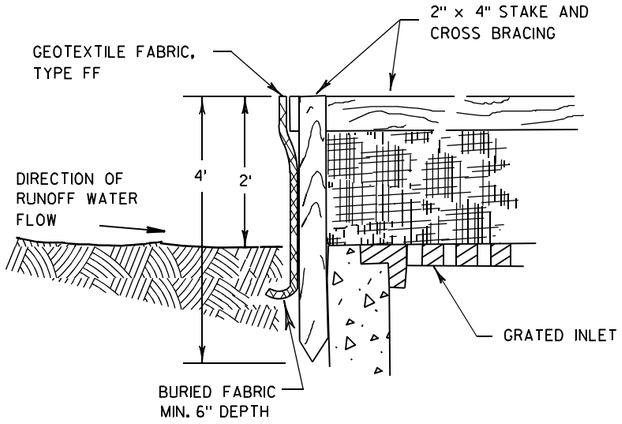
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

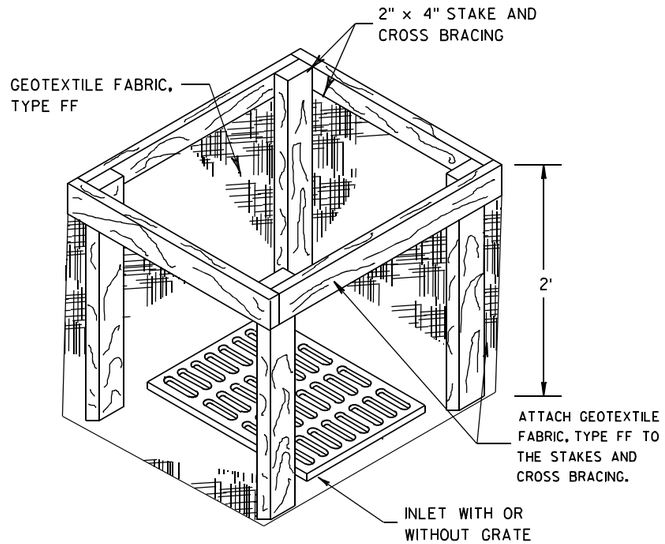
6

S.D.D. 8 E 9-6

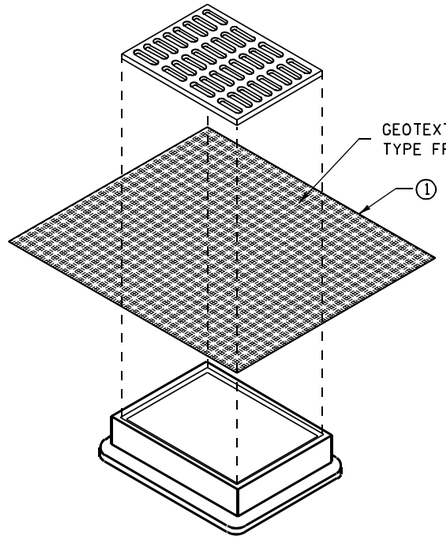
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S.D.D. 8 E 9-6



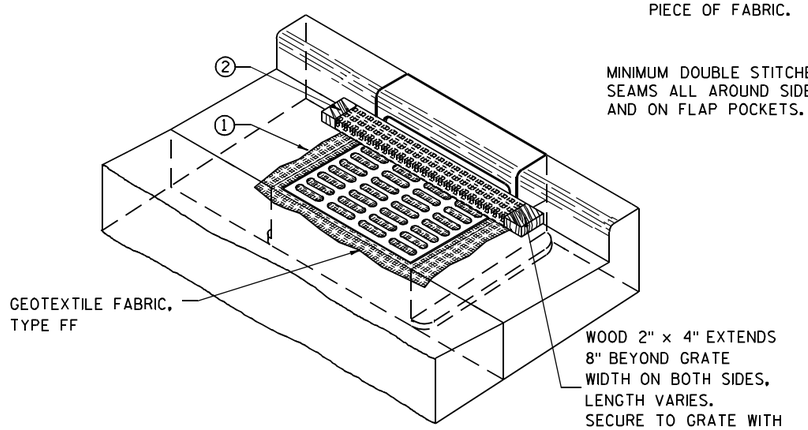


INLET PROTECTION, TYPE A

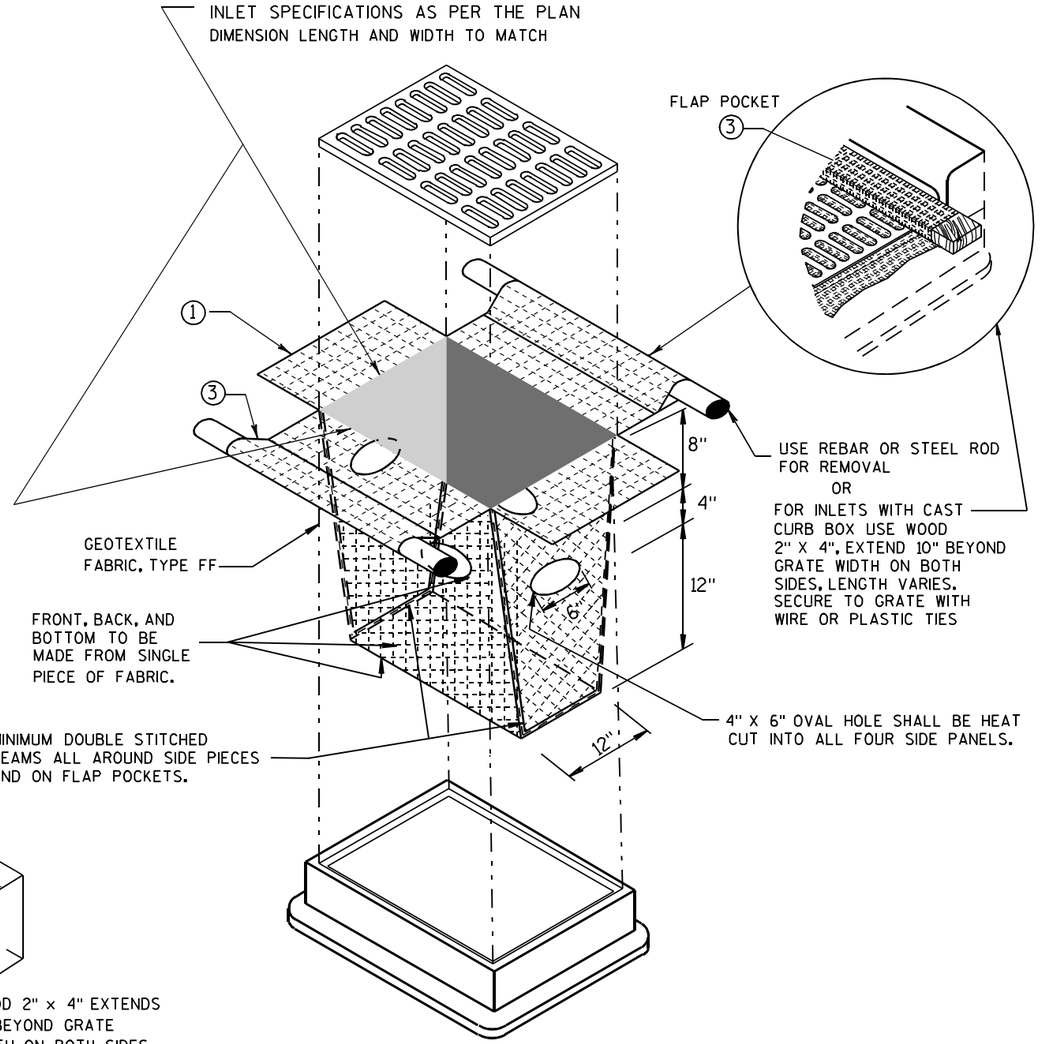


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE 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

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

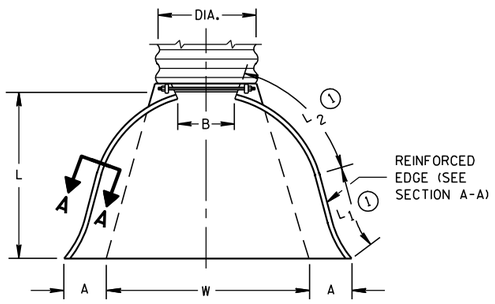
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

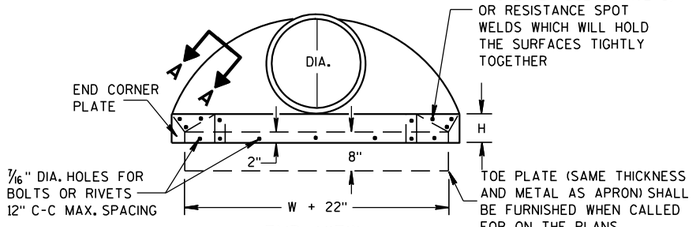
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

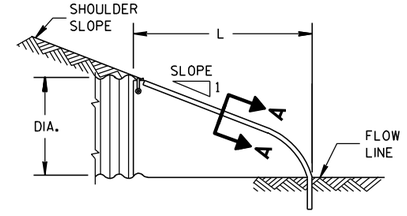
*MINIMUM
**MAXIMUM



PLAN VIEW

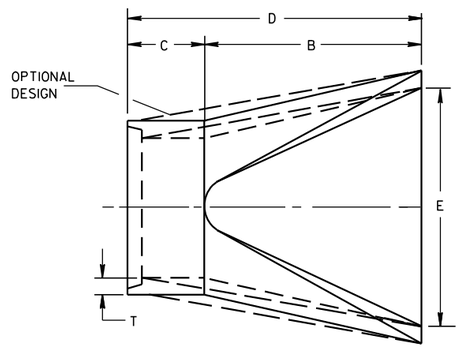


END VIEW

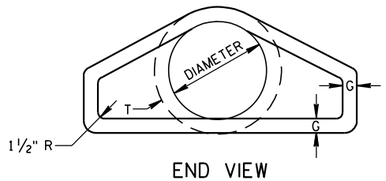


SIDE ELEVATION

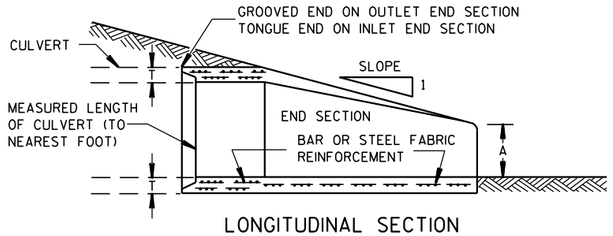
METAL ENDWALLS



PLAN

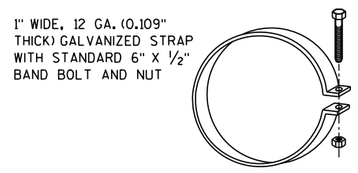


END VIEW



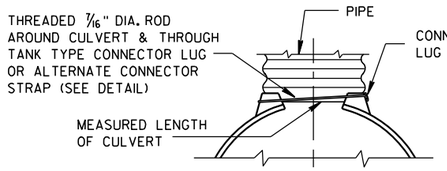
LONGITUDINAL SECTION

CONCRETE ENDWALLS

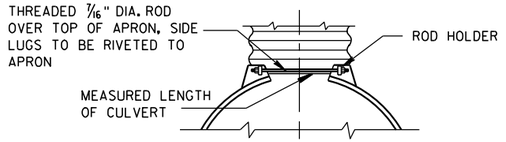


ALTERNATE FOR TYPE 1 CONNECTION

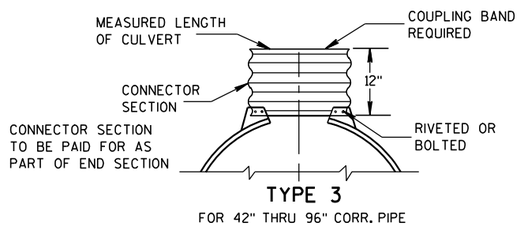
END SECTION CONNECTOR STRAP



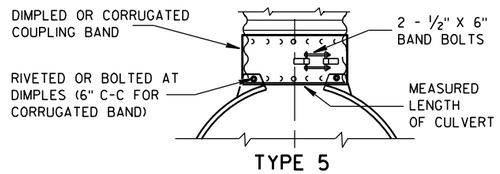
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

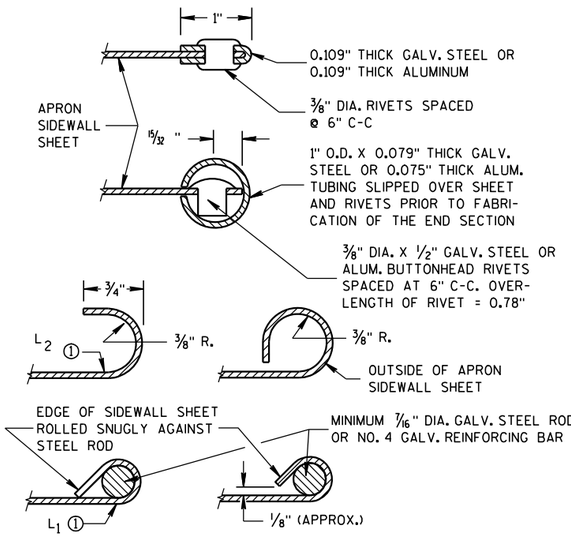
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

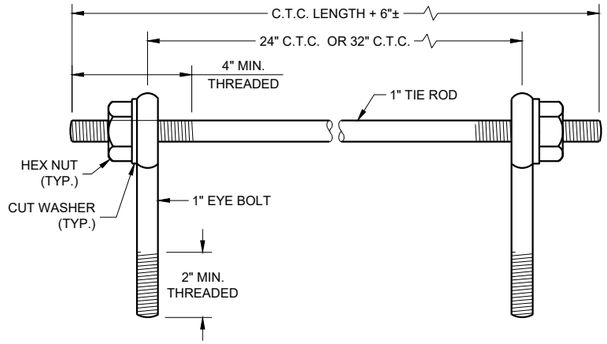
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

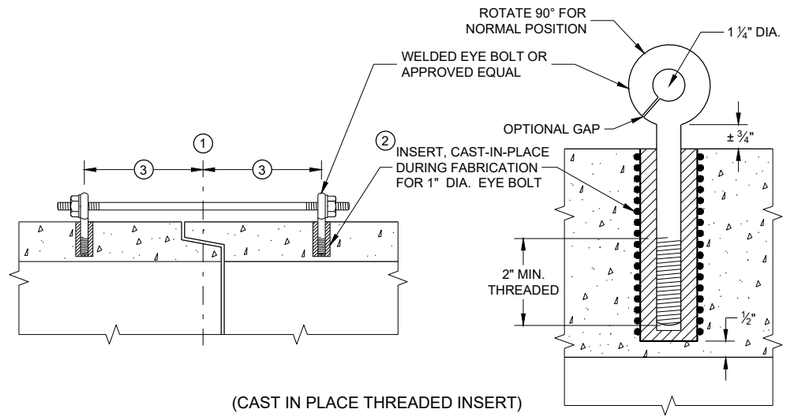
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

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

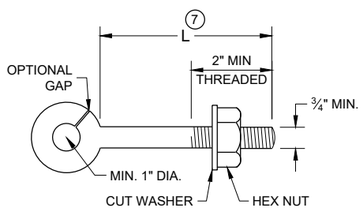
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

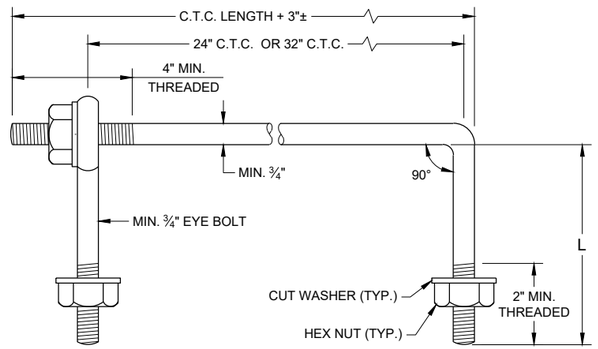
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

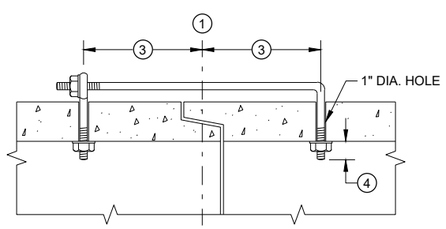


EYE BOLT (7)

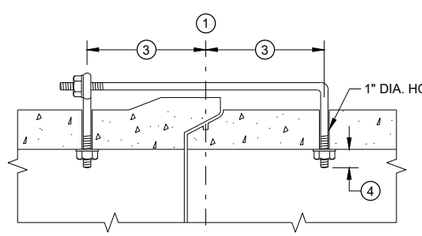
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

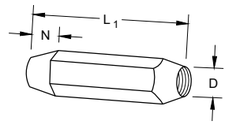
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

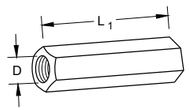
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



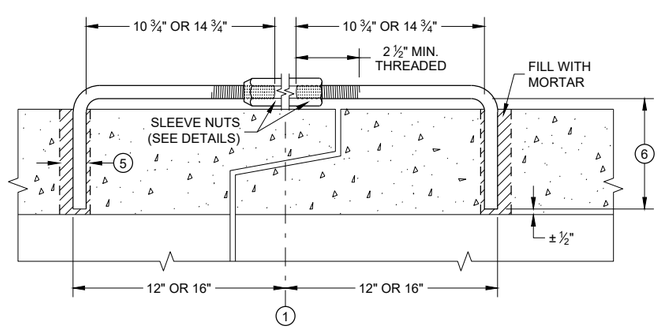
TAPERED



PLAIN

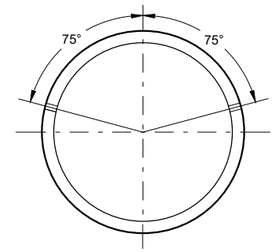
RIGHT AND LEFT THREADS

SLEEVE NUTS



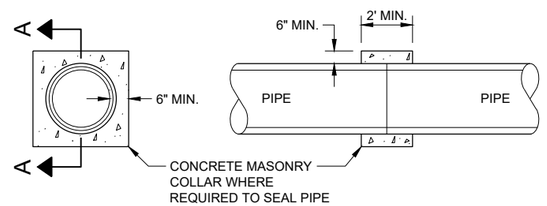
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

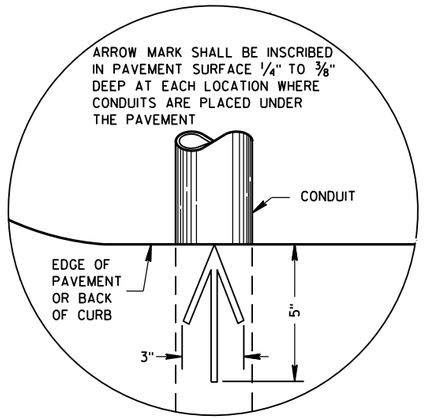
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

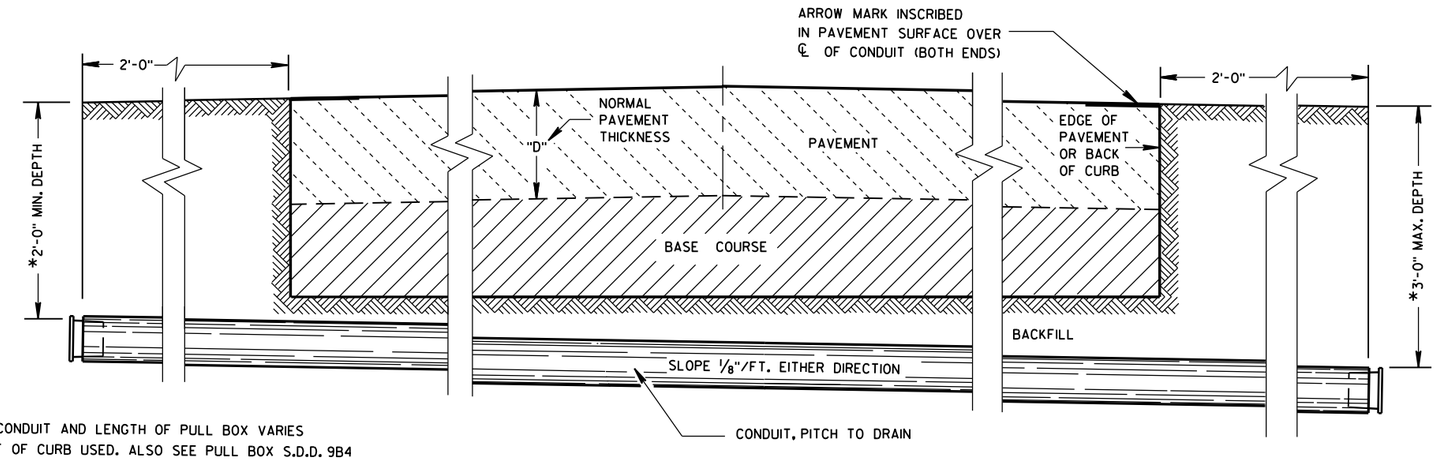
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

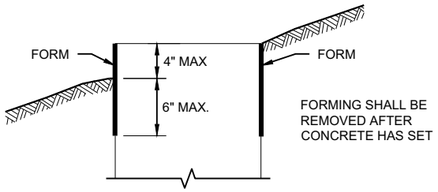
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 9 B 2-10

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



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

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

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

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

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

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

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

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

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

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

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

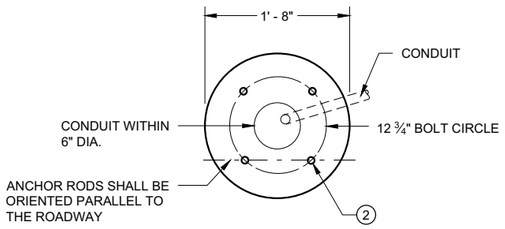
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

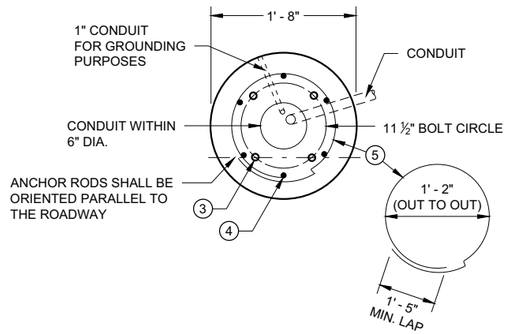
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

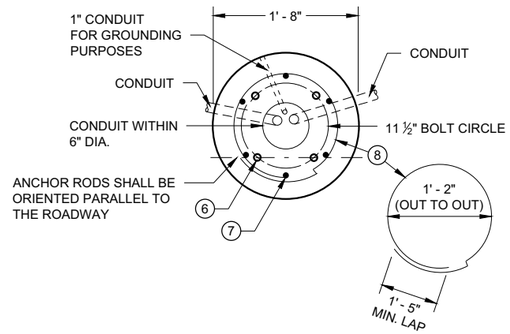
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







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

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

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

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

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

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

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

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

(9) EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

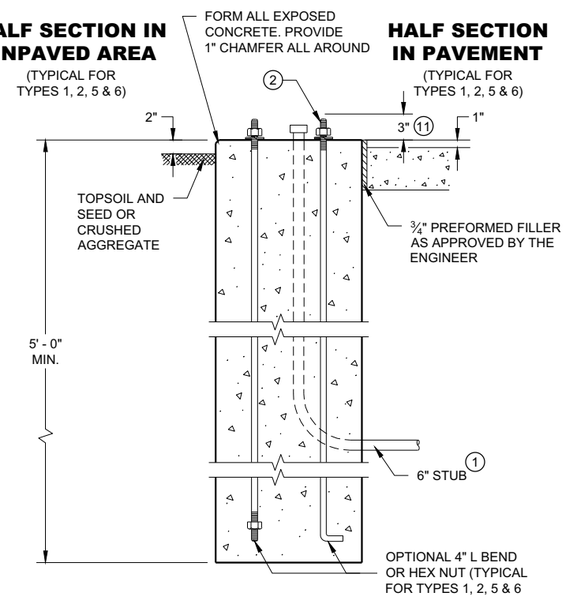
(10) ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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

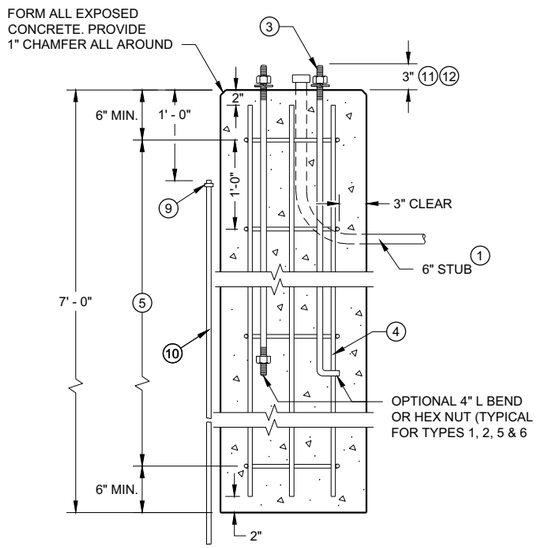
(12) FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

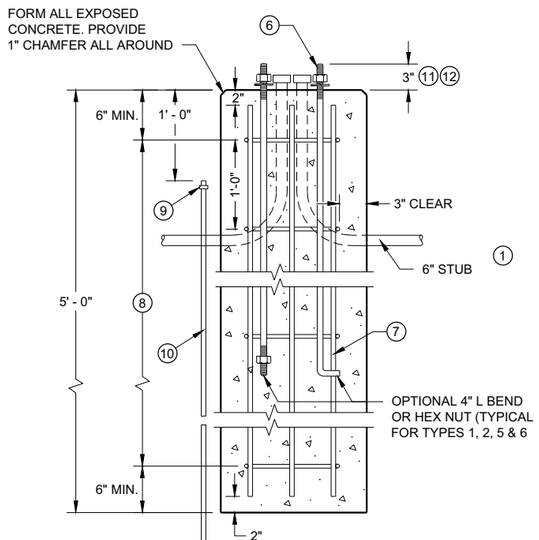
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

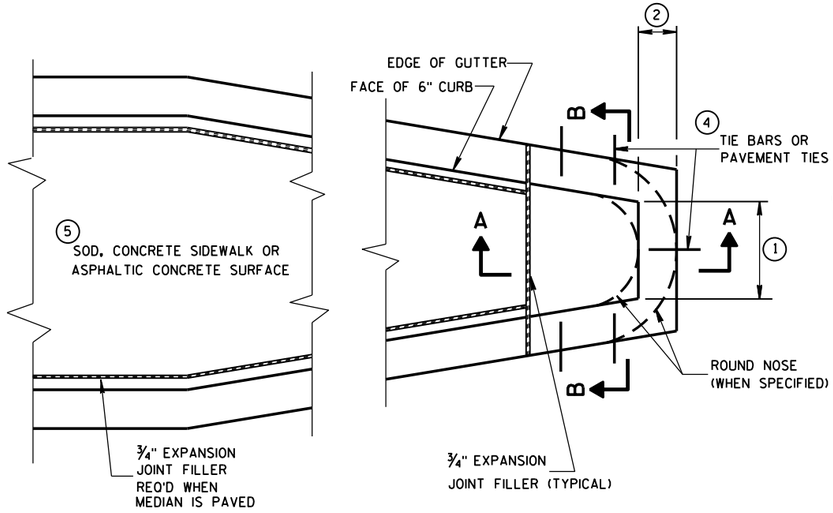
CONCRETE BASES

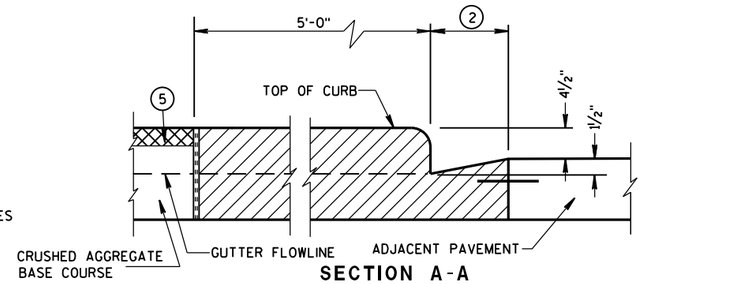
CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

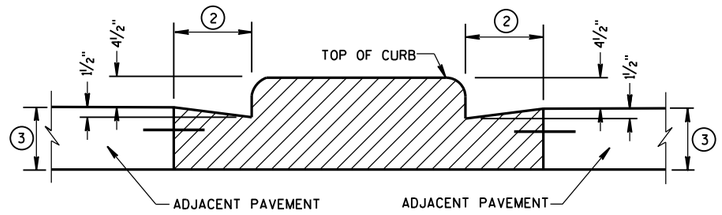
APPROVED
May 2019 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGI
207

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SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

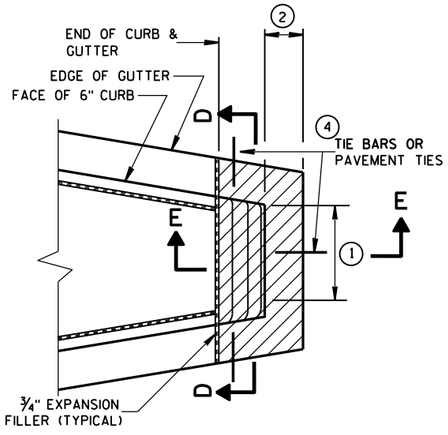
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

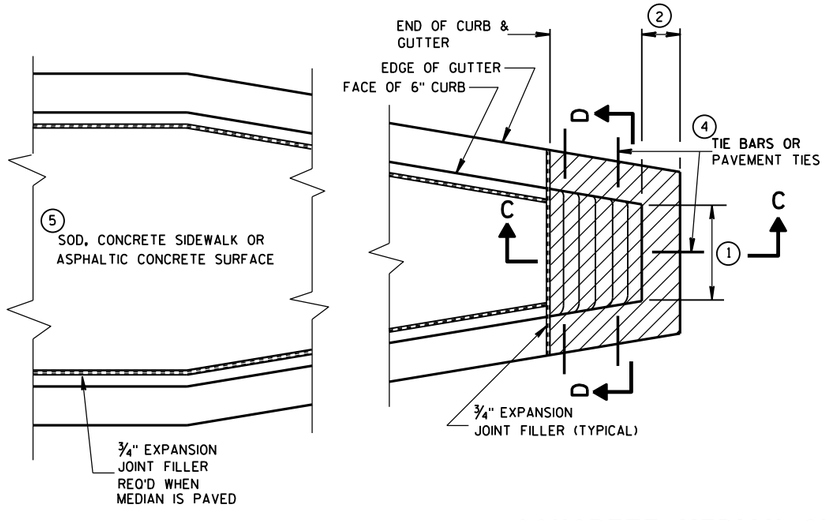
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

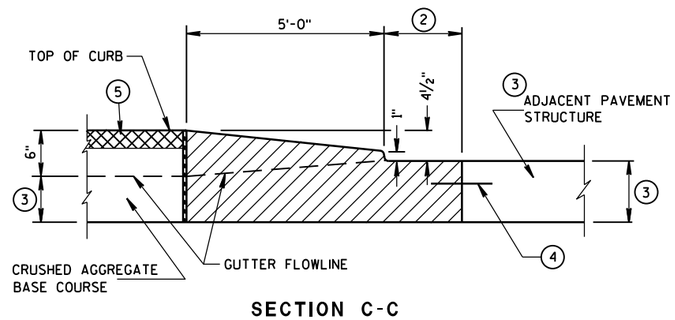
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

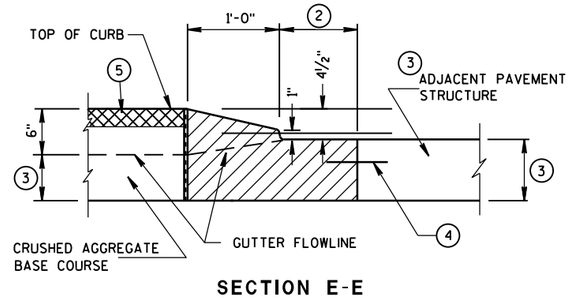




CONCRETE MEDIAN SLOPED NOSE TYPE 1

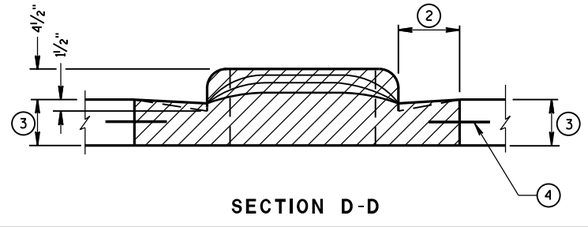


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

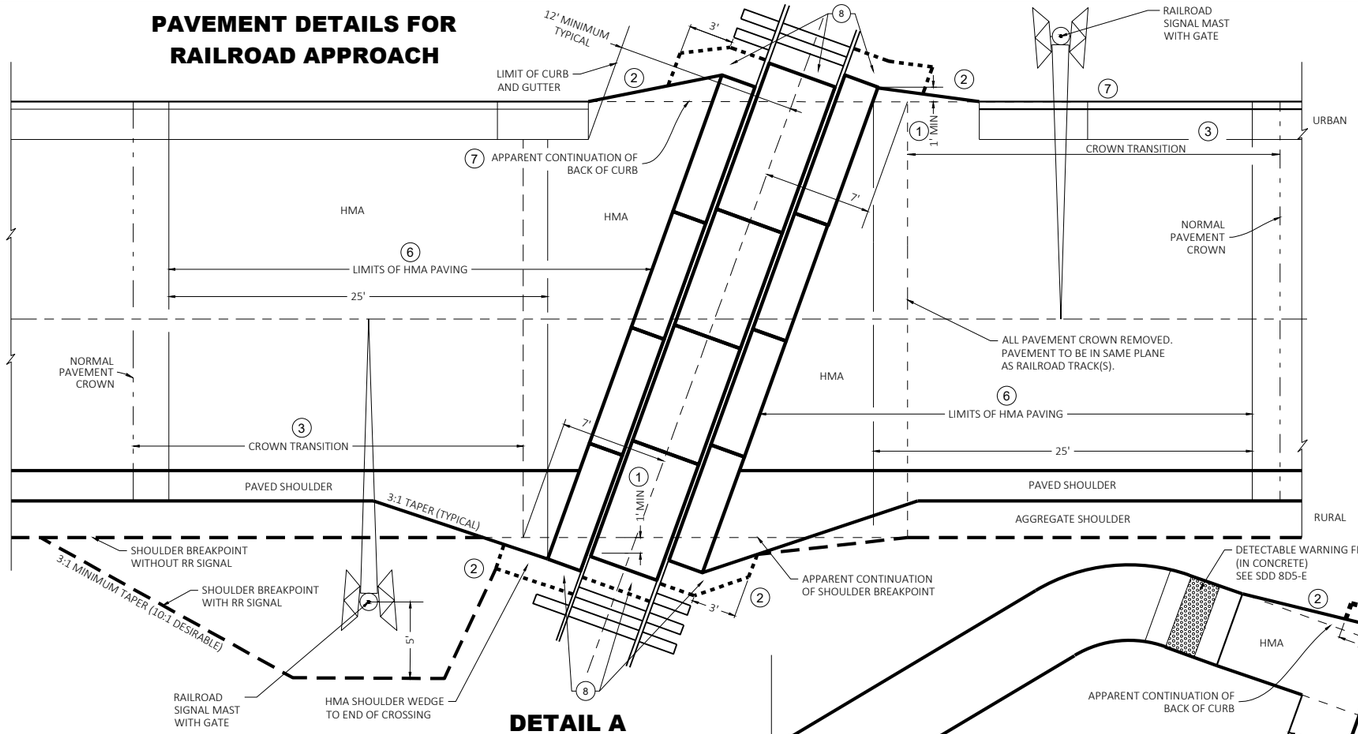
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 11 B 2-2

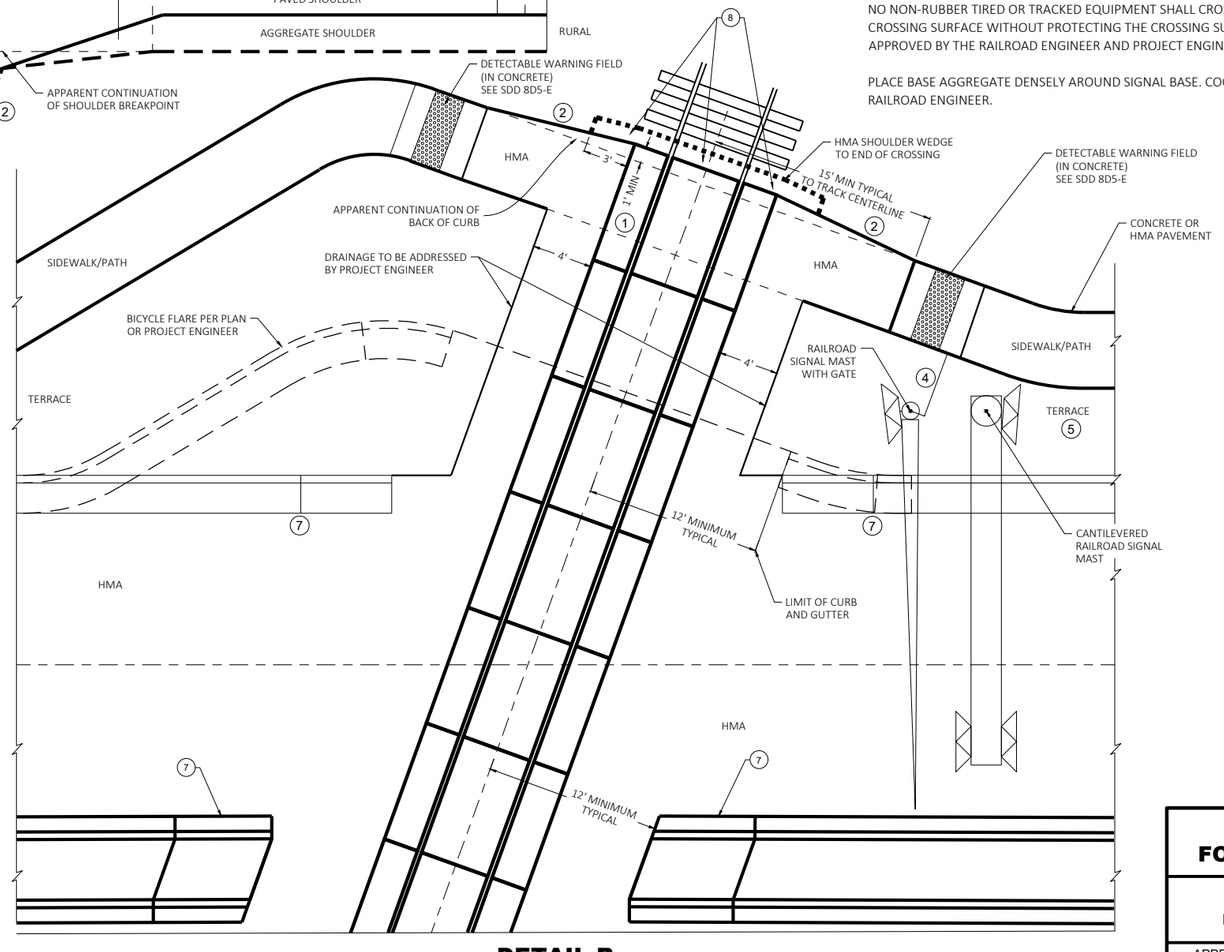
PAVEMENT DETAILS FOR RAILROAD APPROACH



DETAIL A
RAILROAD APPROACH

GENERAL NOTES CONTINUED

1. 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.
2. HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.
3. CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.
4. NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.
5. TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.
6. 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.
7. REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.
8. IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.



DETAIL B
MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH

GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGEWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

PLACE BASE AGGREGATE DENSELY AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEER AND SAFETY SUPERVISO

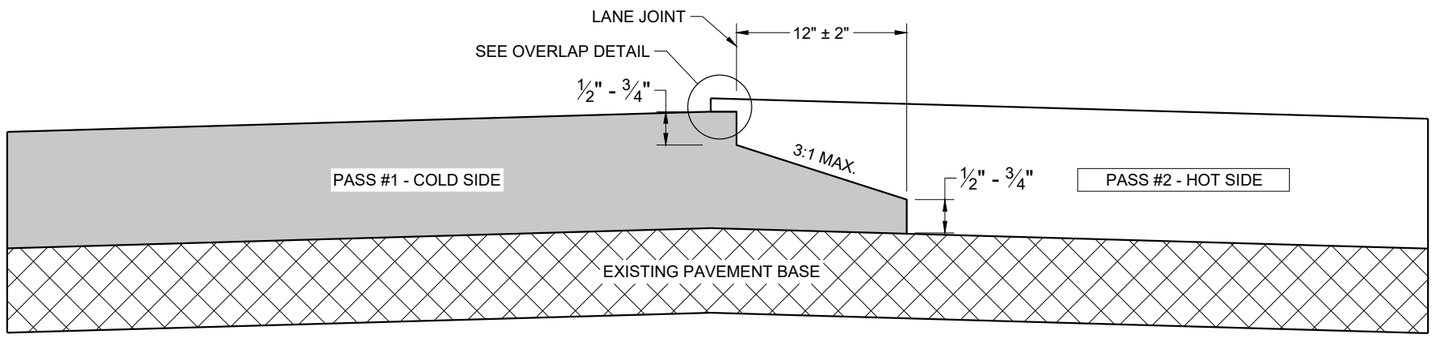
FHWA

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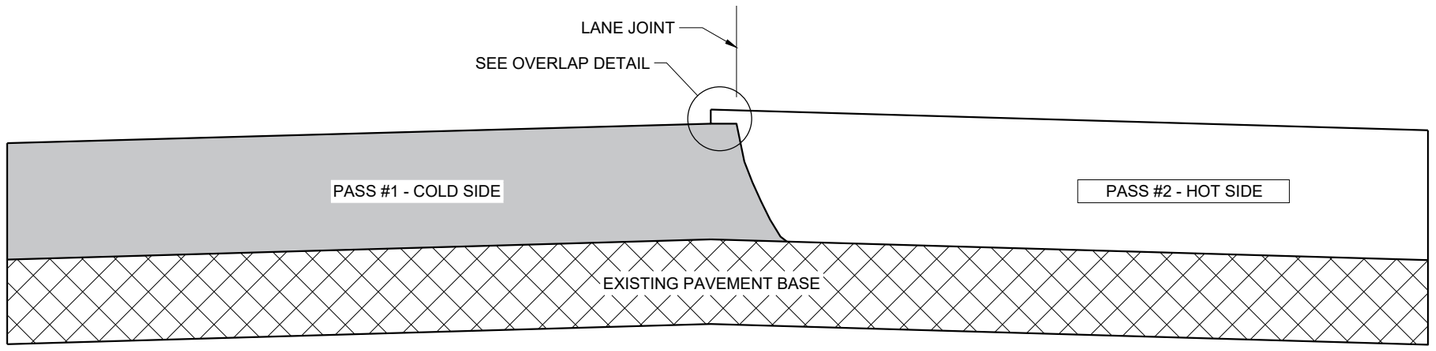
SDD 13B01-11a

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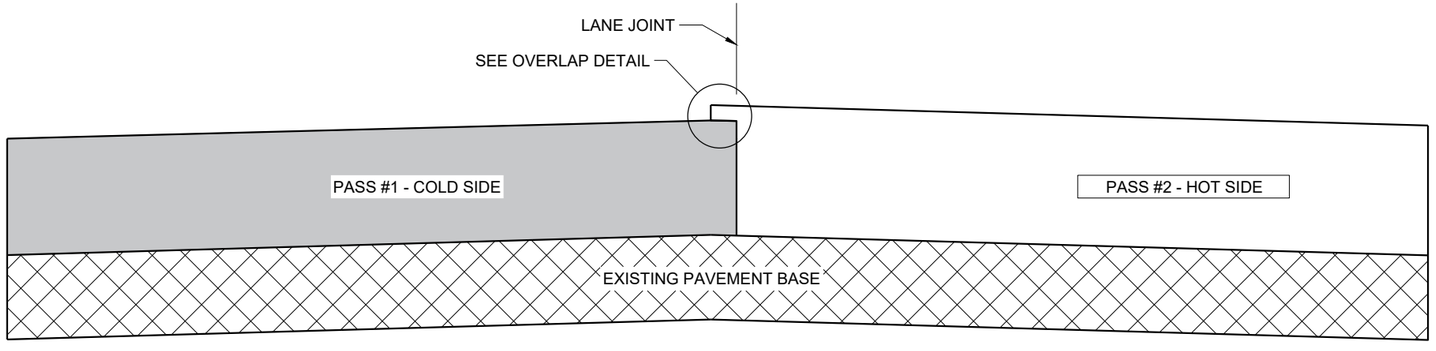
SDD 13B01-11a



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

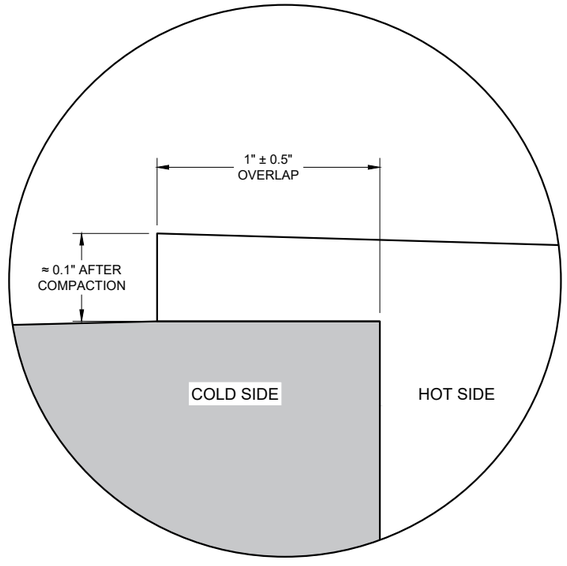
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

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SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

(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.

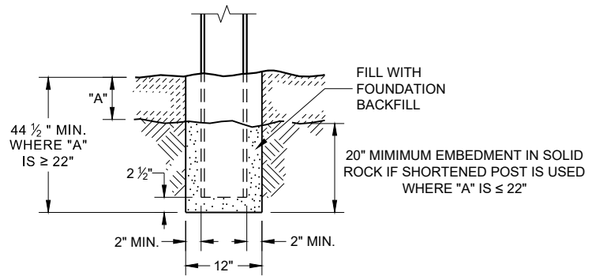
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL 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).

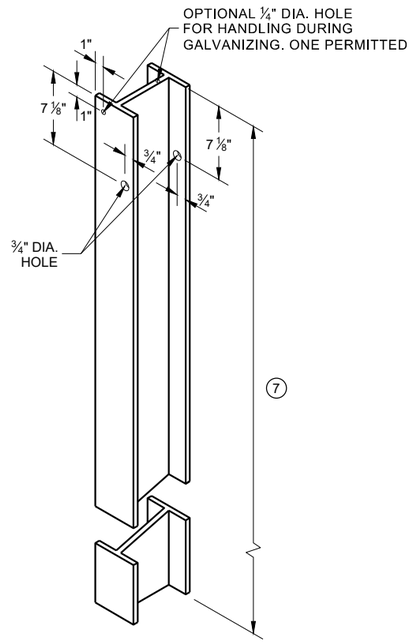
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

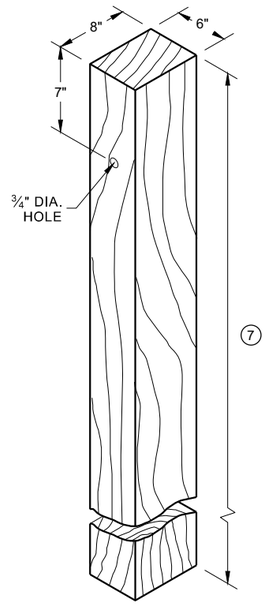
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



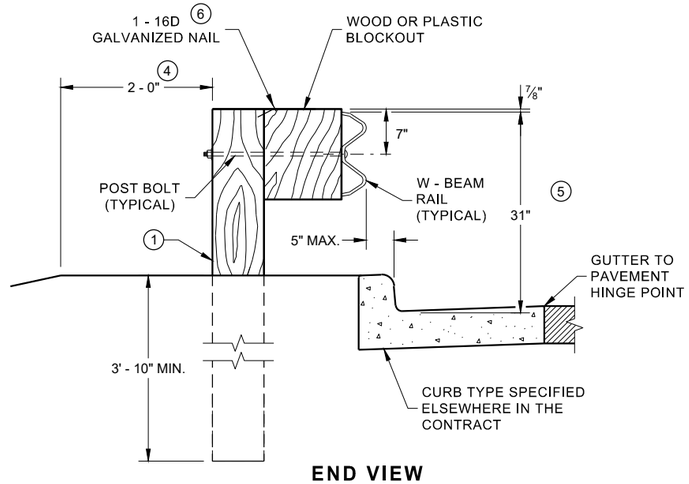
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



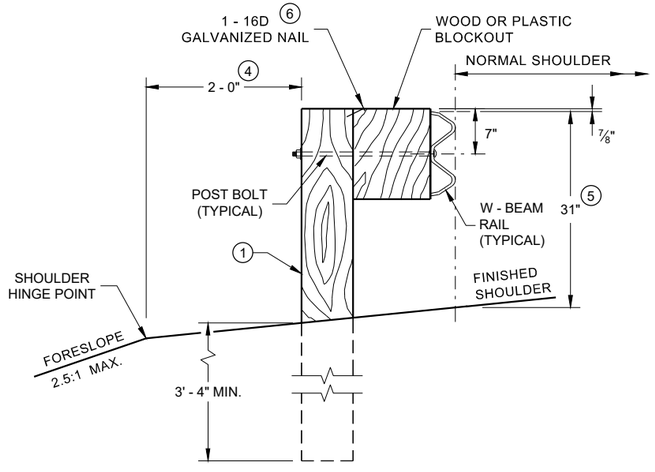
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



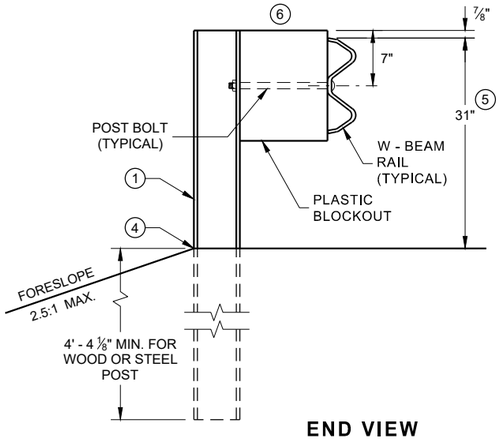
WOOD POST (6" X 8") NOMINAL (1)



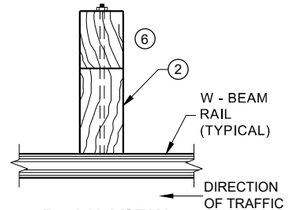
END VIEW
LOCATED ALONG A CURBED ROADWAY



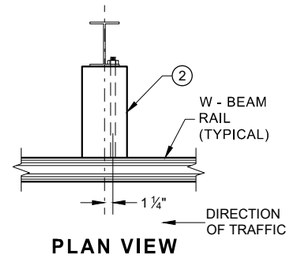
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



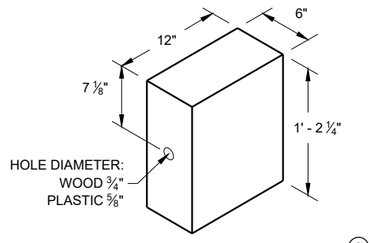
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



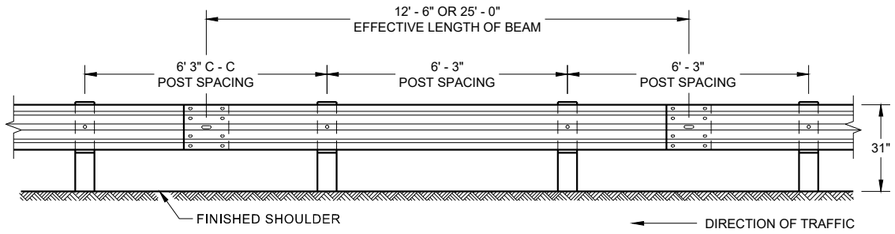
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

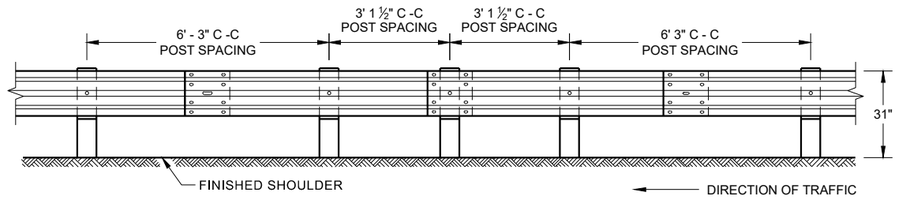
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 07a

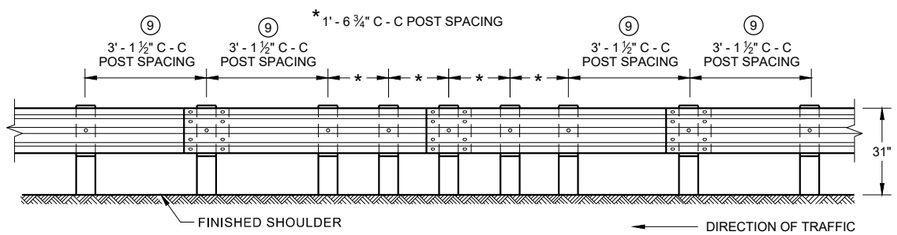
SDD 14B42 - 07a



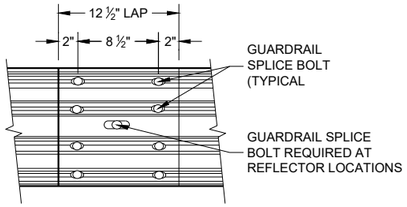
FRONT VIEW
POST SPACING STANDARD INSTALLATION



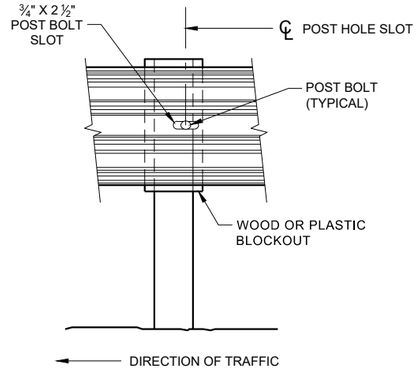
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



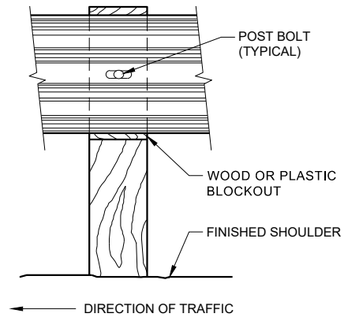
FRONT VIEW
QUARTER POST SPACING (QS)



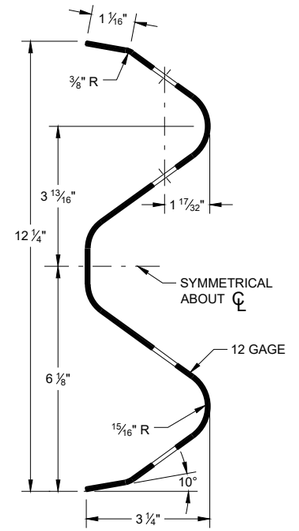
FRONT VIEW
MID-SPAN BEAM SPLICE



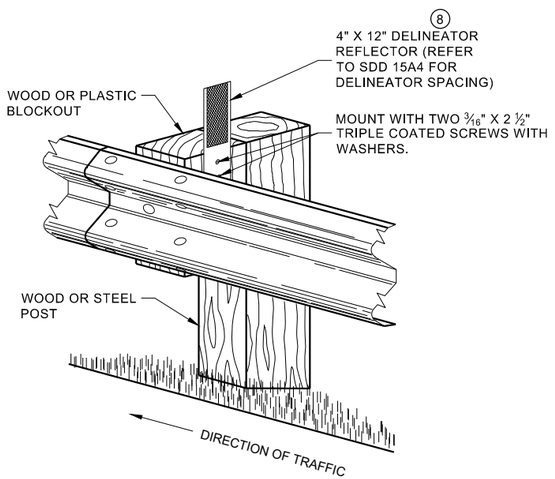
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

GENERAL NOTES

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(9) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

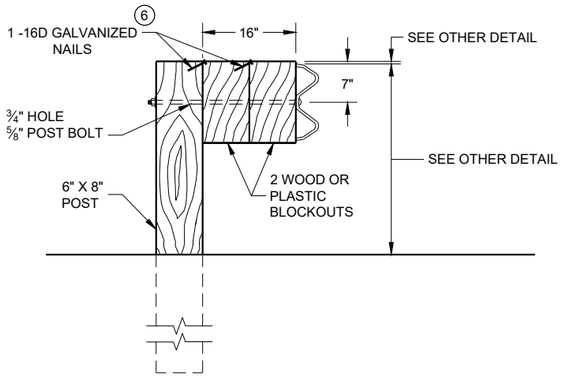
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B42 - 07b

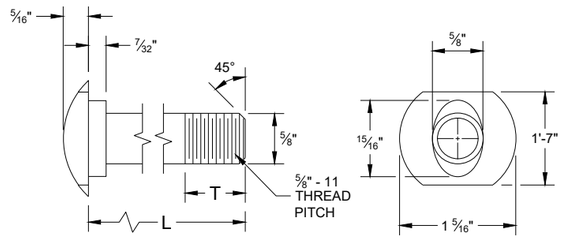


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

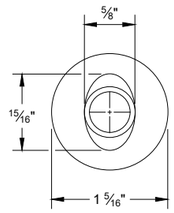
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

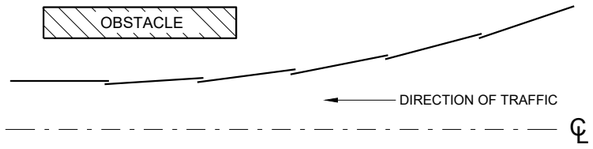


POST BOLT TABLE

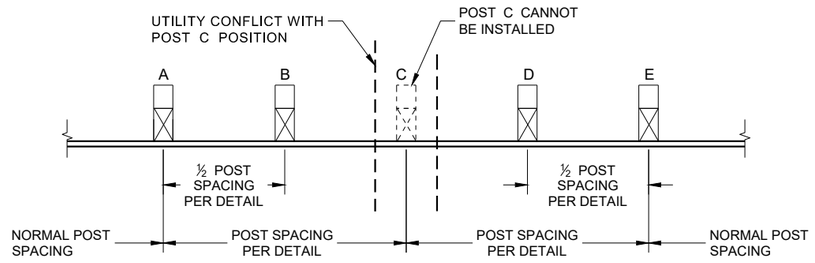
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



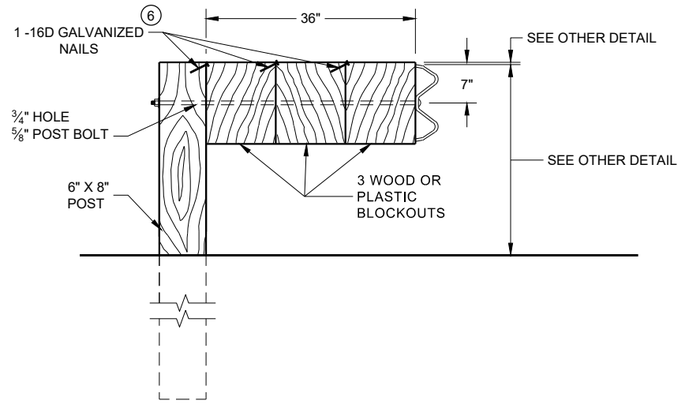
ALTERNATE BOLT HEAD



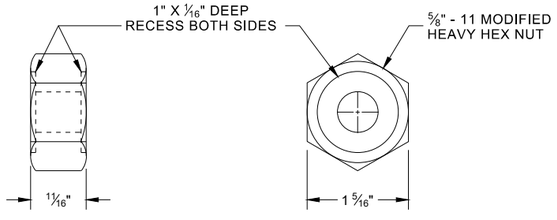
PLAN VIEW
BEAM LAPPING DETAIL



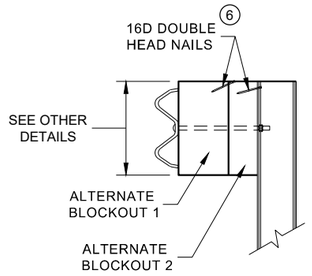
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



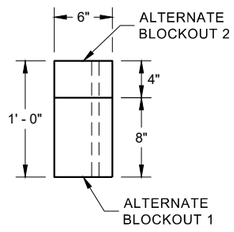
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

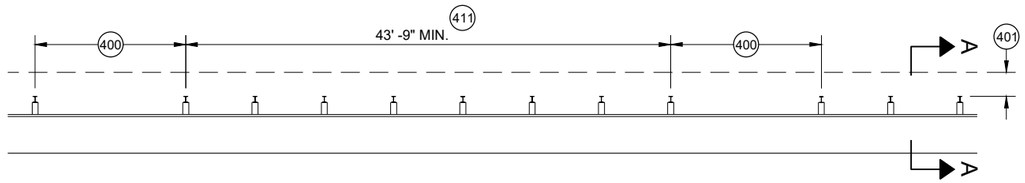
ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

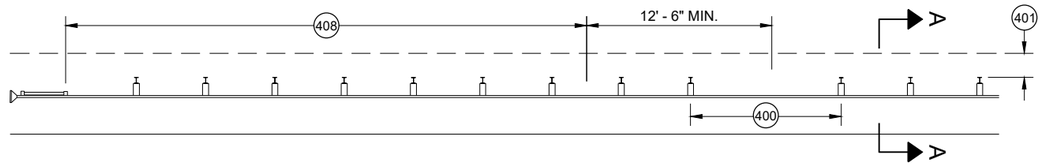
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

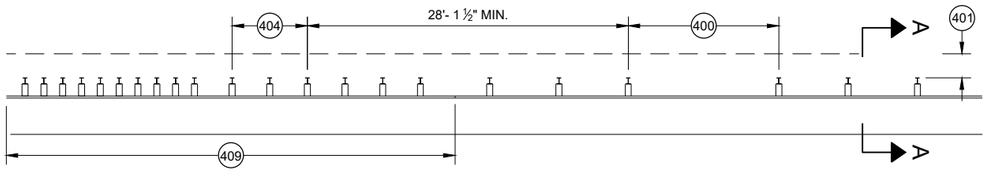
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



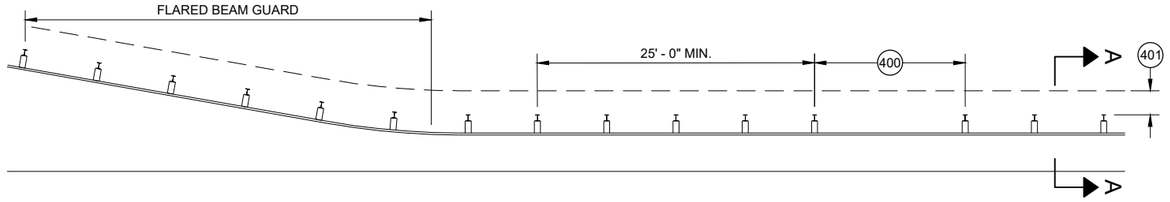
MISSING POST IN MGS GUARDRAIL



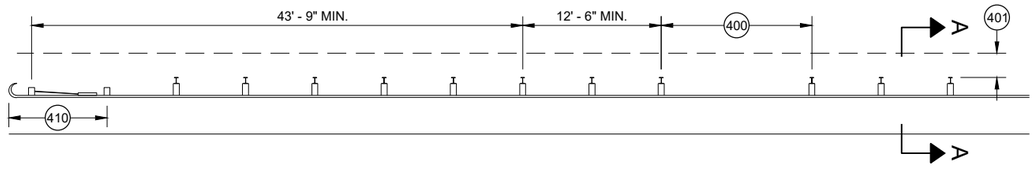
MISSING POST IN MGS GUARDRAIL NEAR EAT



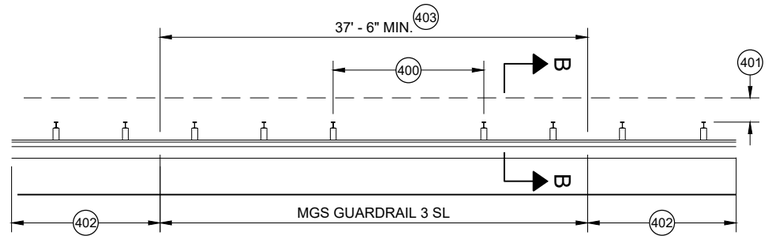
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

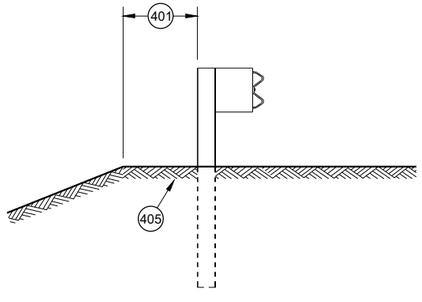


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

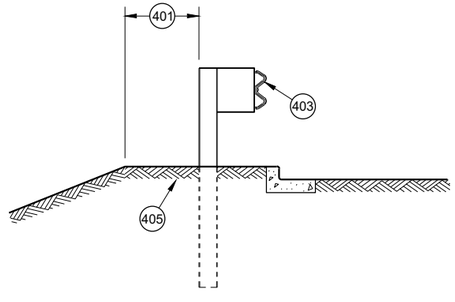


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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.

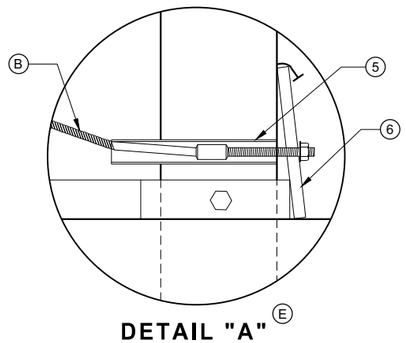
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

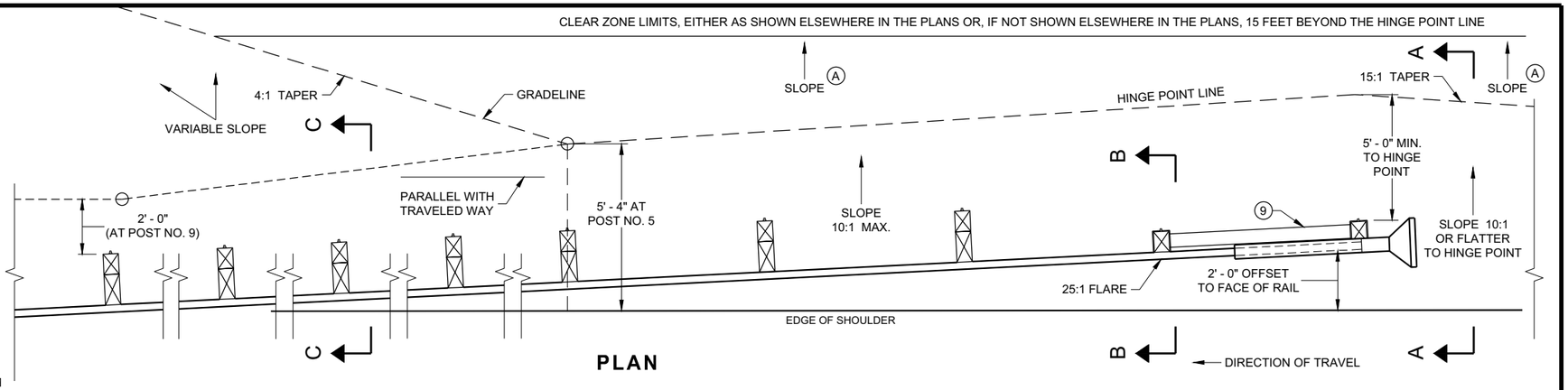
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

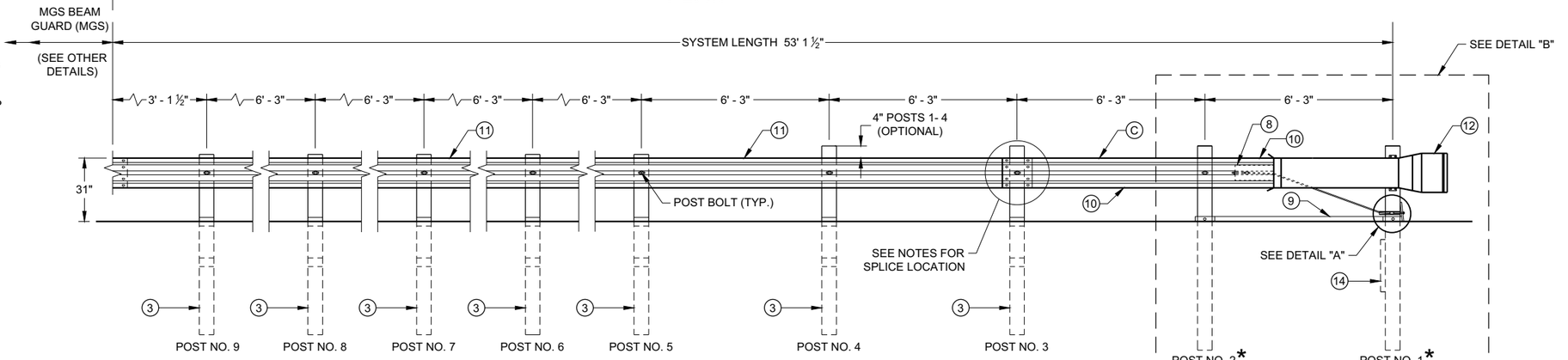
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



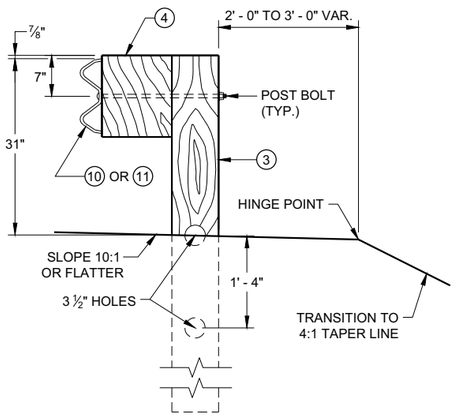
DETAIL "A" (E)



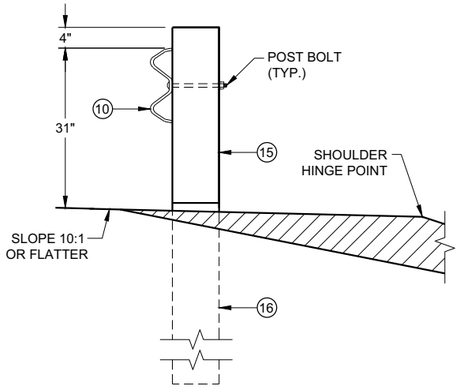
PLAN



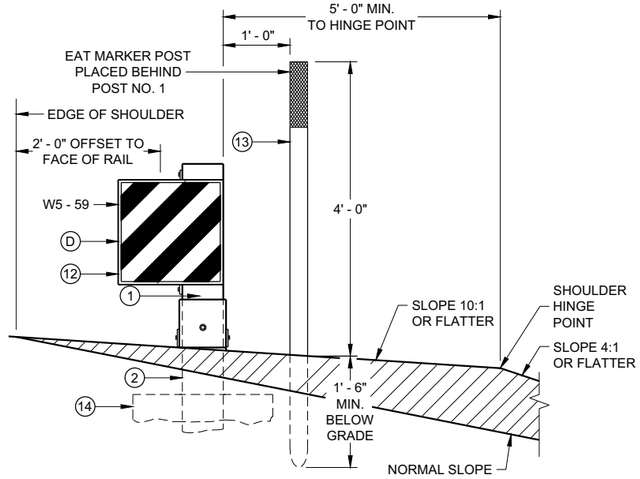
ELEVATION



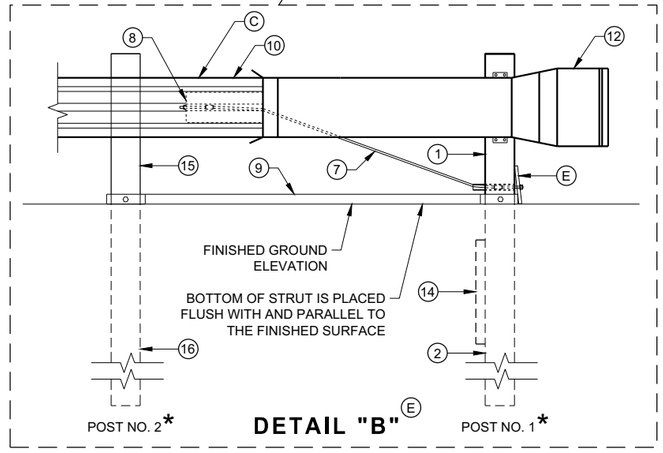
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



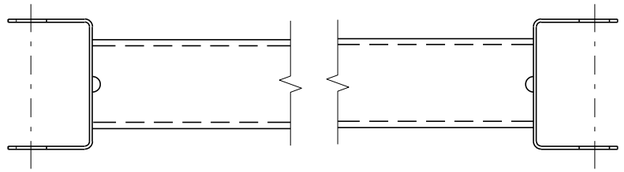
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

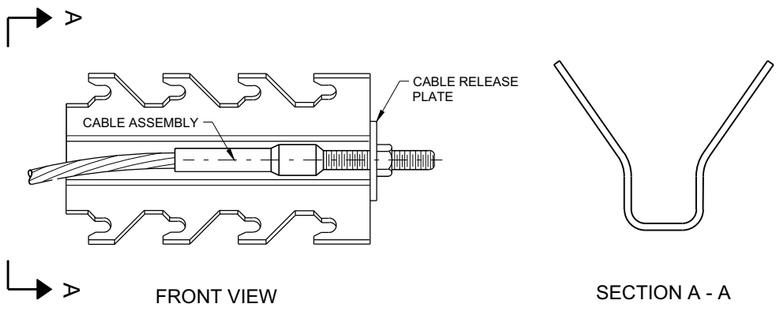
SDD 14B44 - 04a



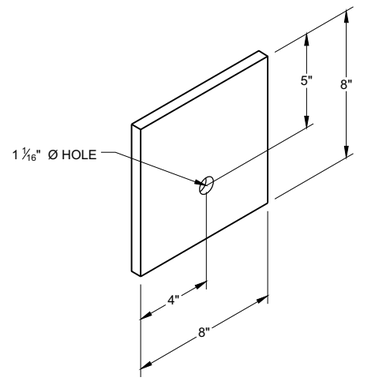
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

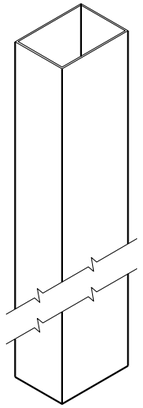
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SDD 14B44 - 04b

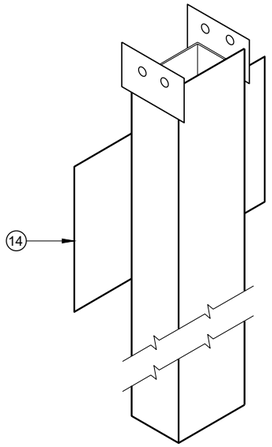
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

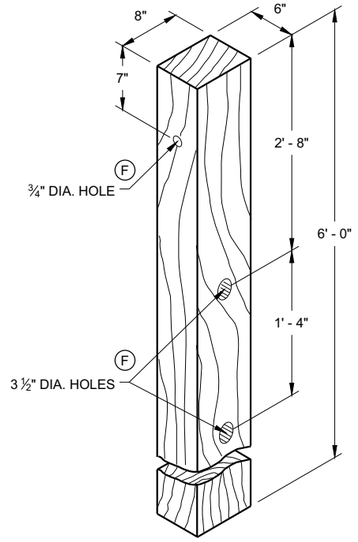
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



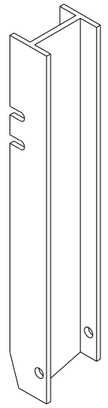
UPPER POST NO. 1 (1) (E)



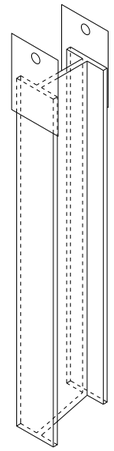
LOWER POST NO. 1 (2) (E)



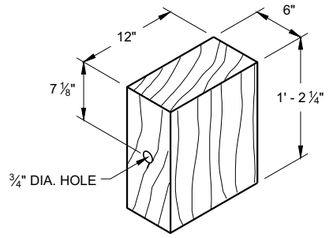
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



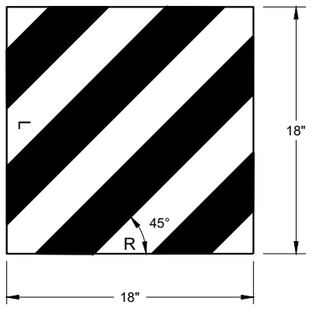
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

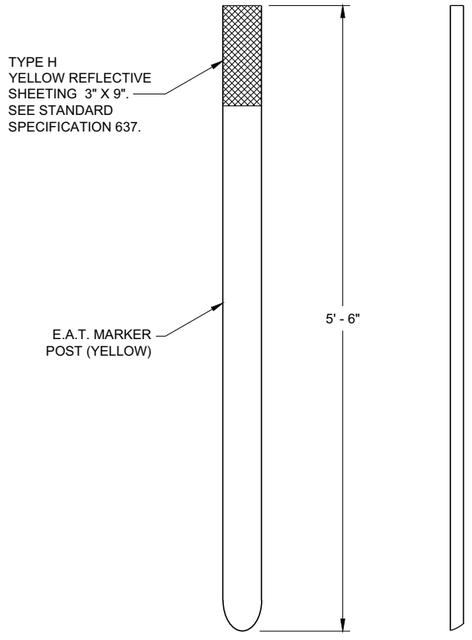


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



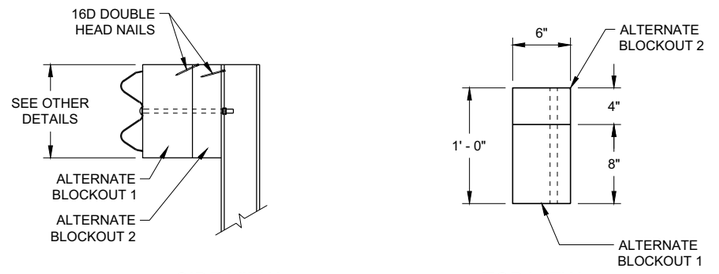
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

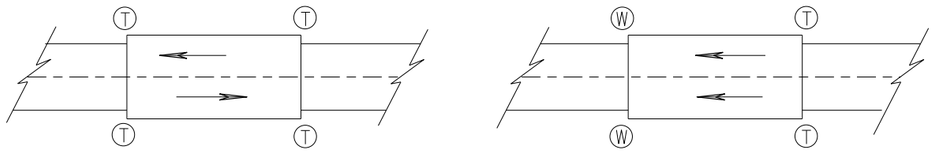
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

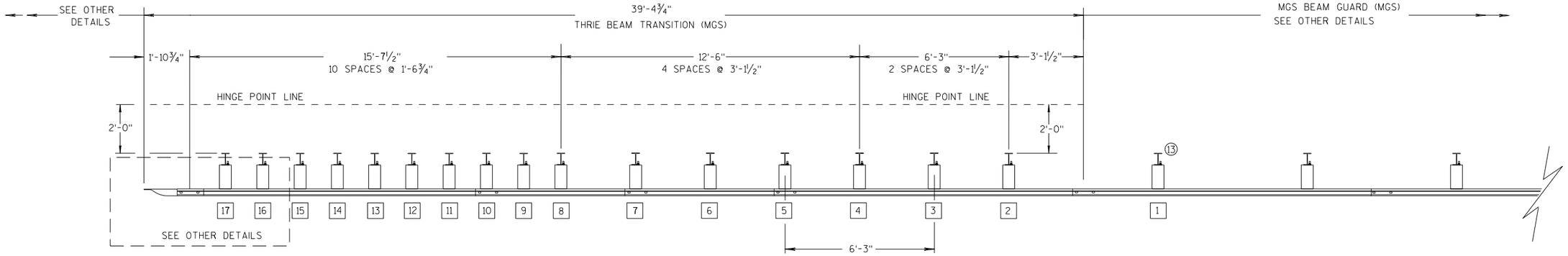
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

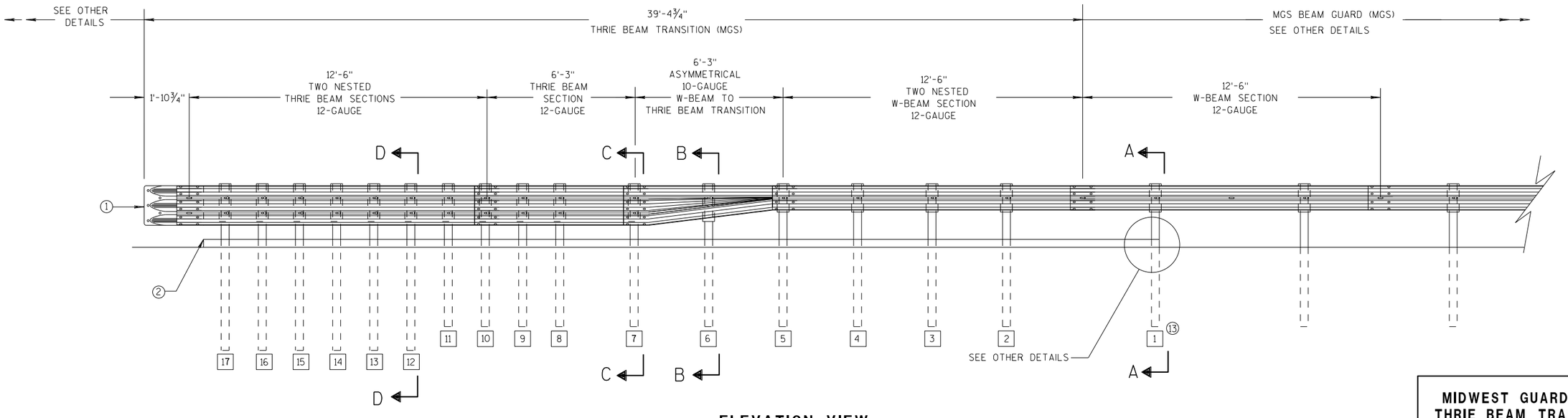
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 218

6

S.D.D. 14 B 45-5a

6

S.D.D. 14 B 45-5a

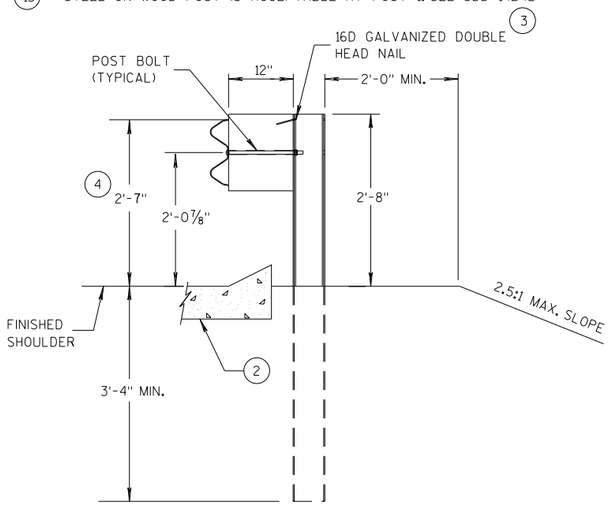
GENERAL NOTES

(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.

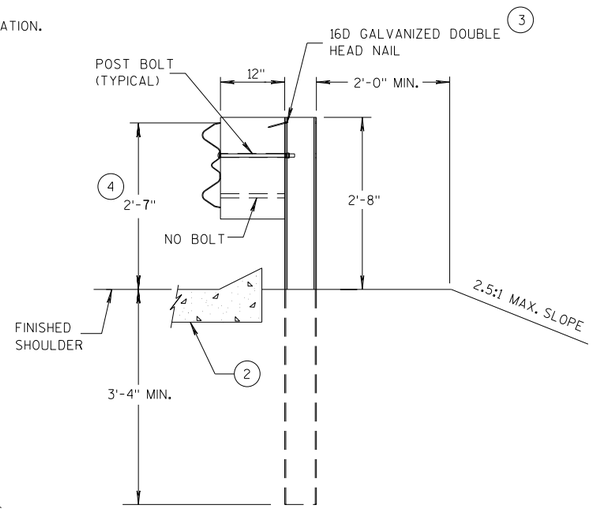
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



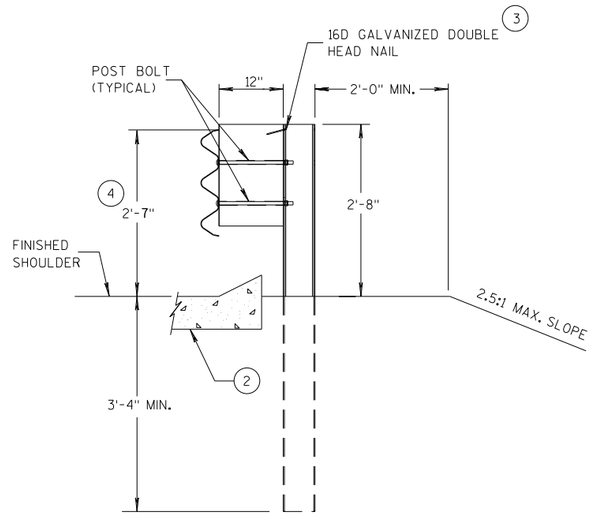
SECTION A-A (13)

POSTS 1-5



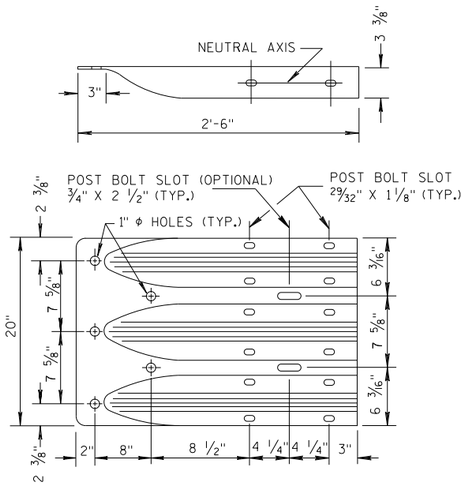
SECTION B-B

POST 6

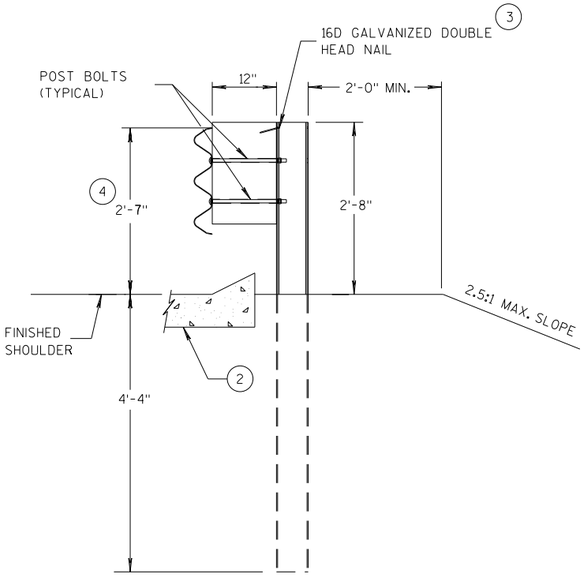


SECTION C-C

POSTS 7-11

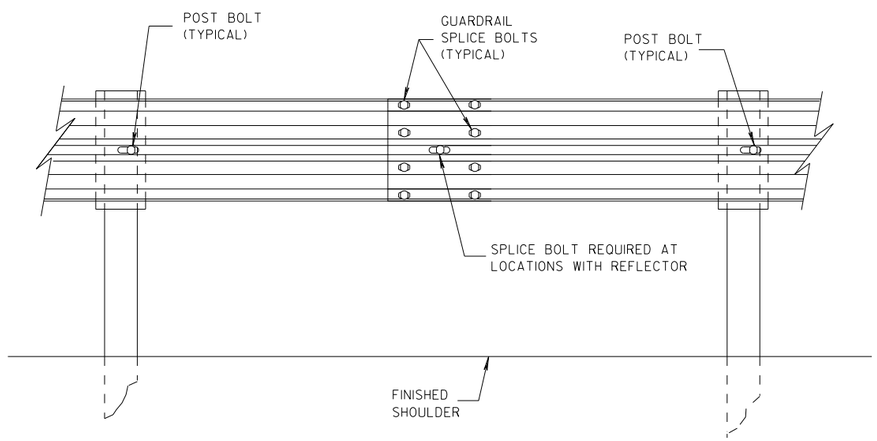


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

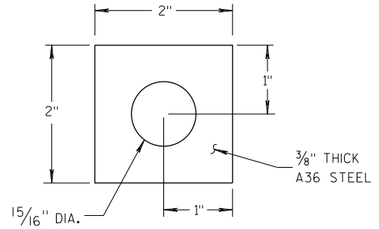
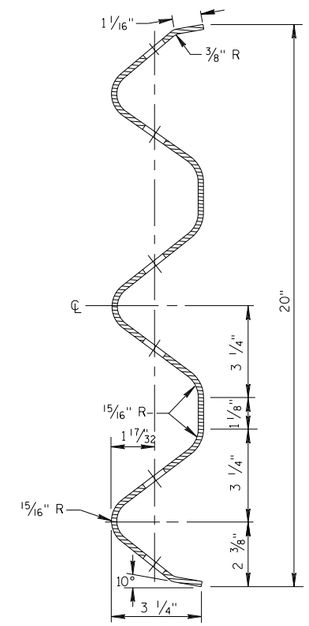


PLATE WASHER DETAIL



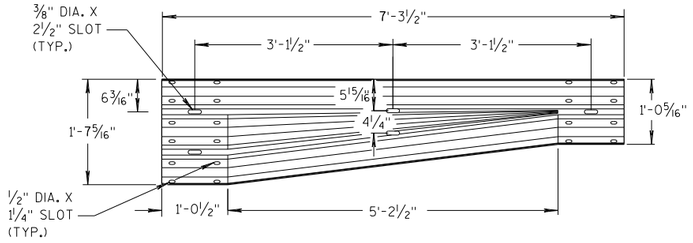
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

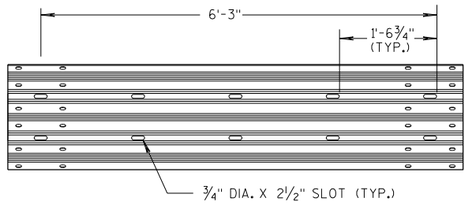
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

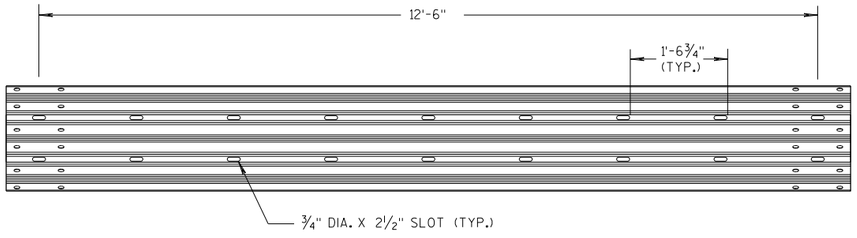
S.D.D. 14 B 45-5b



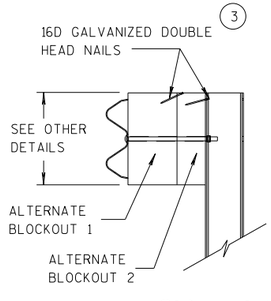
W-BEAM TO THRIE BEAM TRANSITION SECTION



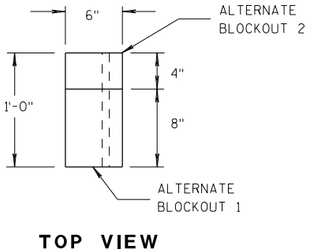
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION



SIDE VIEW

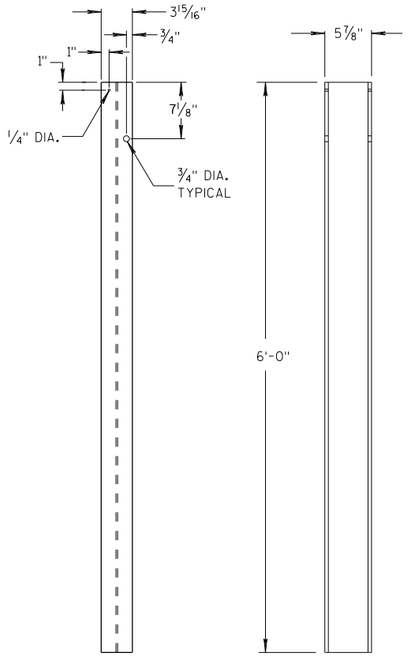


TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



TOP VIEW

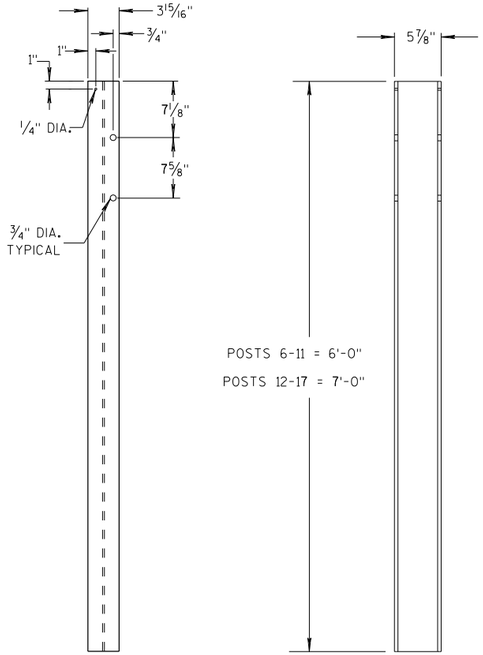


FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

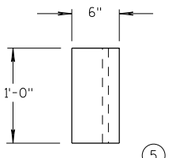


TOP VIEW

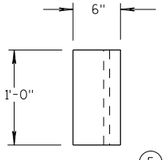


FRONT VIEW SIDE VIEW

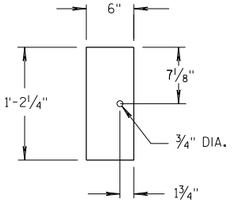
STEEL POSTS 6-17



TOP VIEW (5)

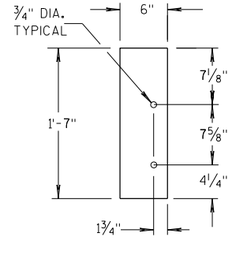


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

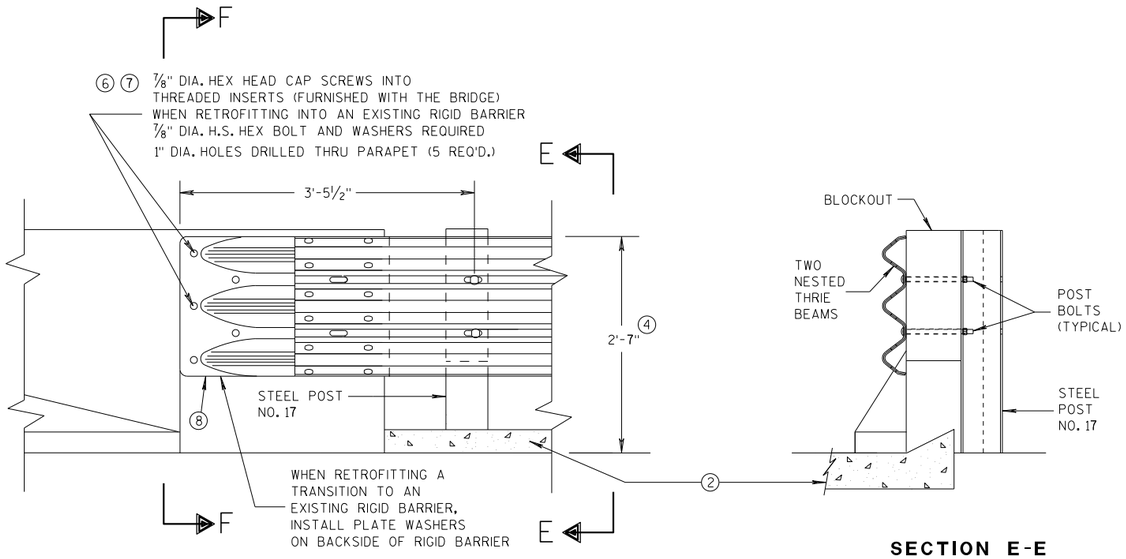
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 220

6

S.D.D. 14 B 45-5c

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.

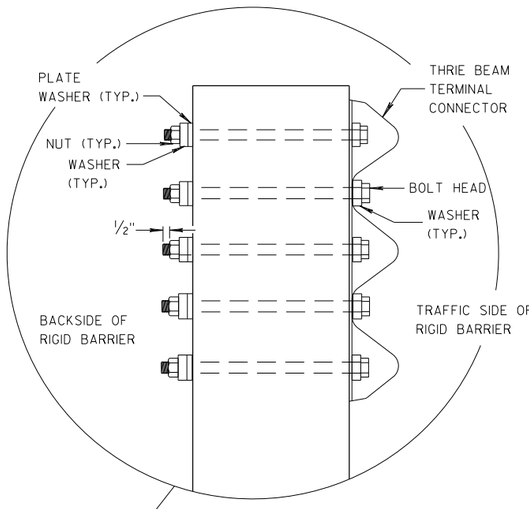
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

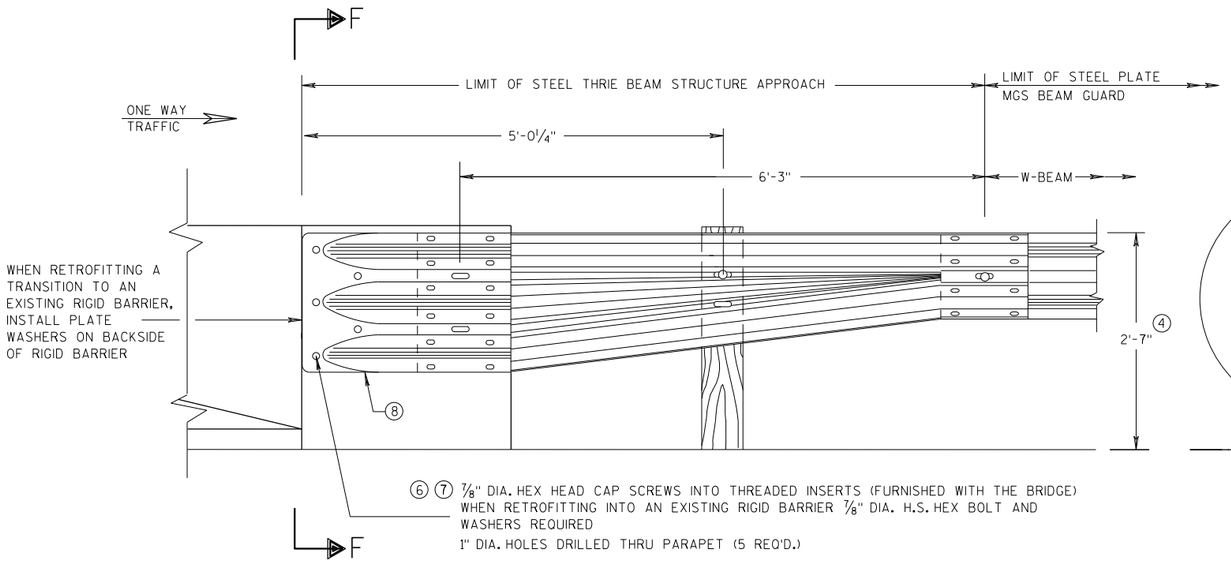
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

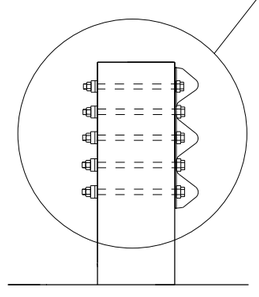
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

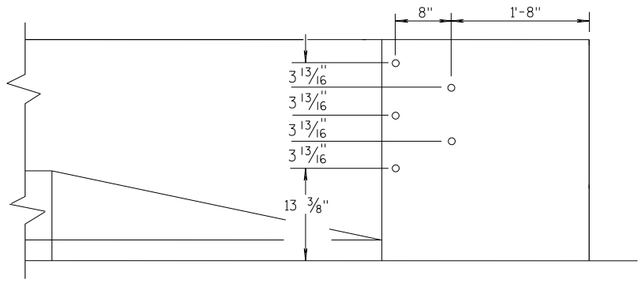




FRONT VIEW



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

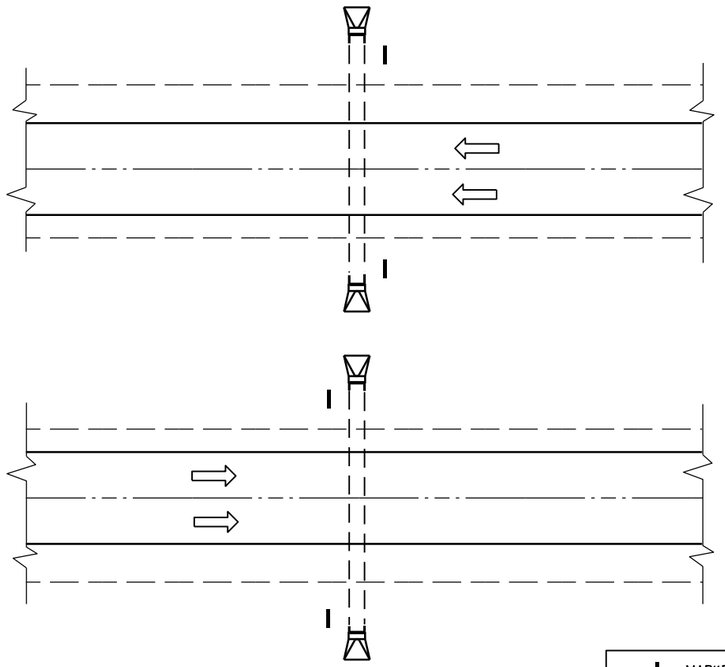
APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[illegible] UNIT SUPERVI[illegible]NT
FHWA

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S.D.D. 14 B 45-5d

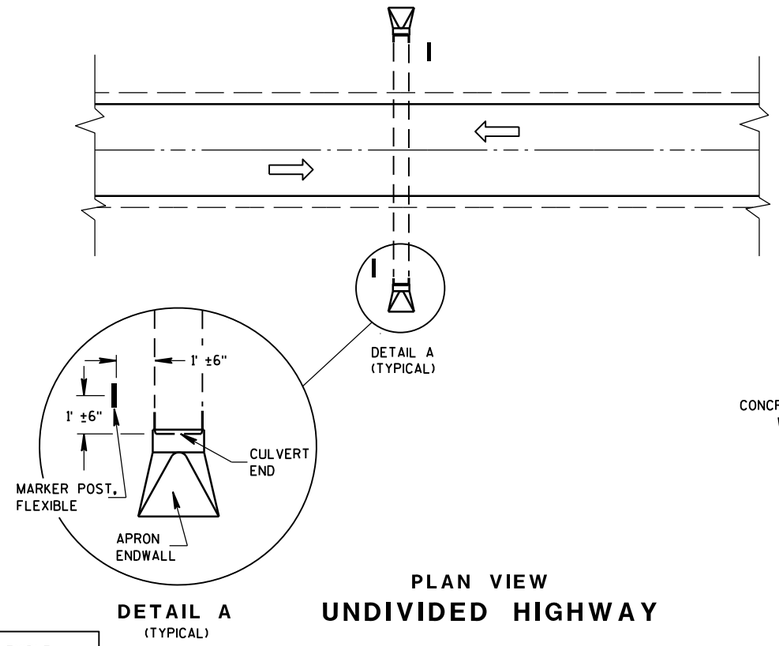
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S.D.D. 14 B 45-5d



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

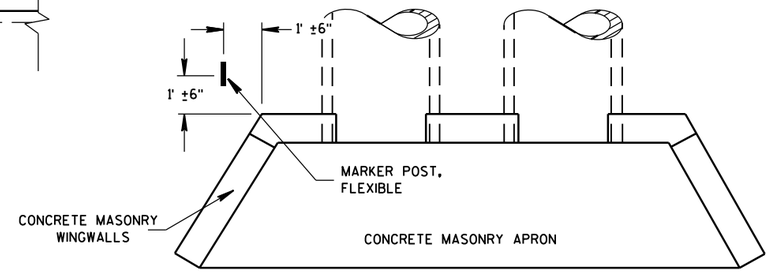
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

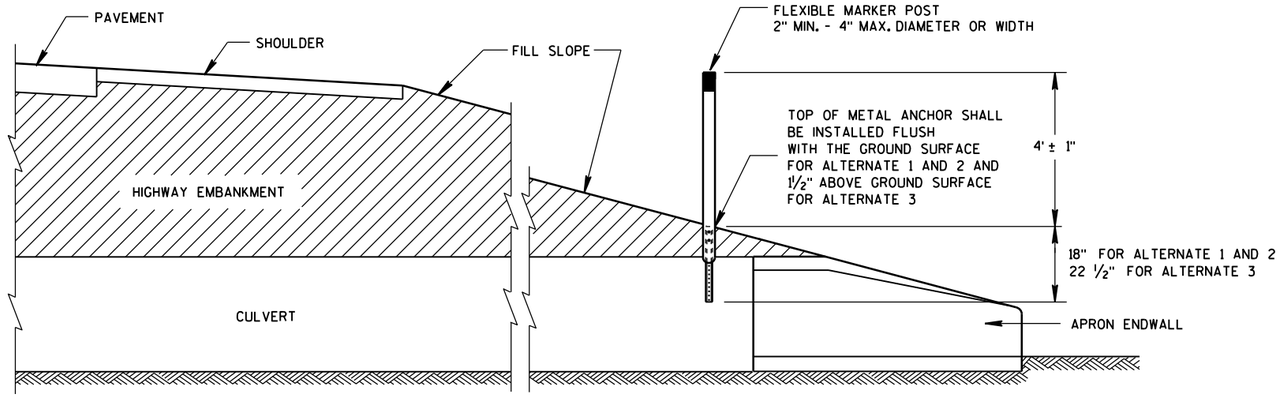
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

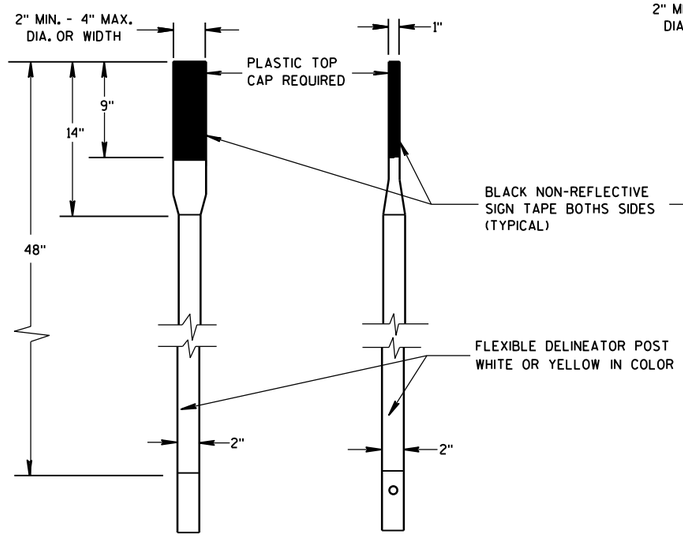
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

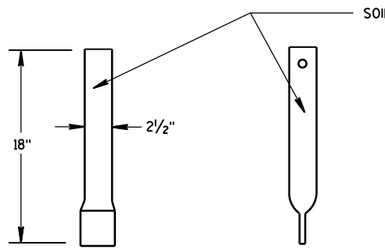
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S.D.D. 15 A 3-2a

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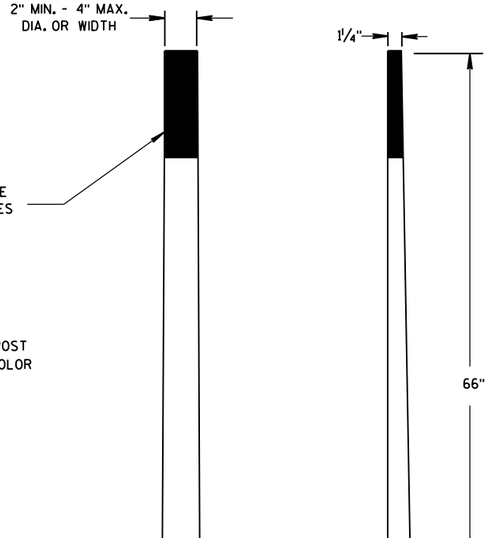
S.D.D. 15 A 3-2a





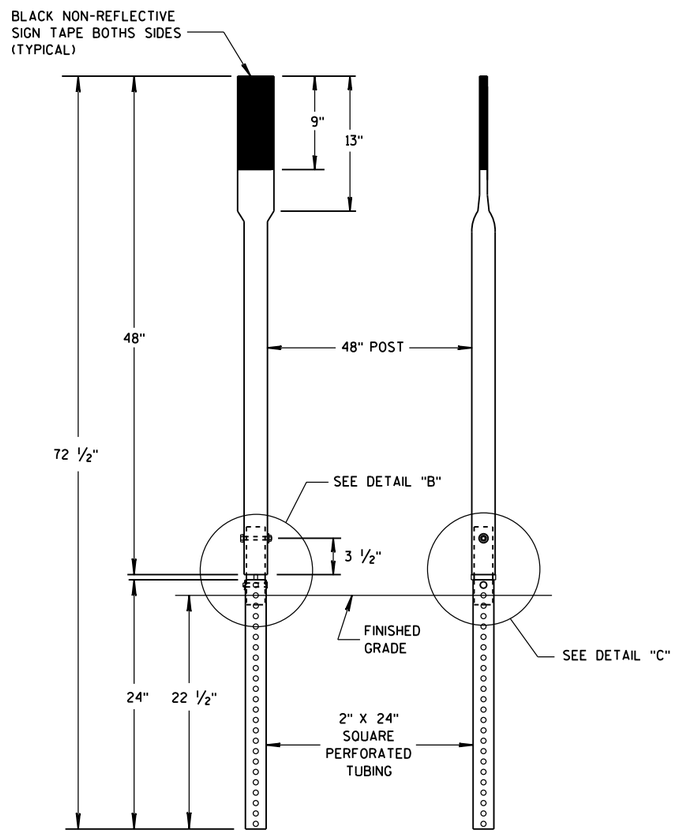
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

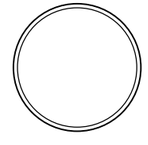
ALTERNATE 2



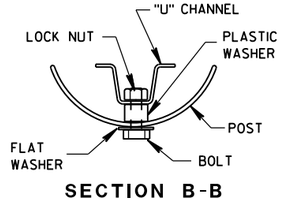
FRONT VIEW SIDE VIEW

ALTERNATE 3

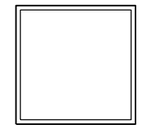
FLEXIBLE MARKER POSTS



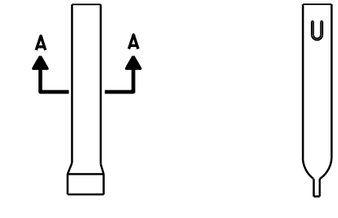
SECTION A-A



SECTION B-B

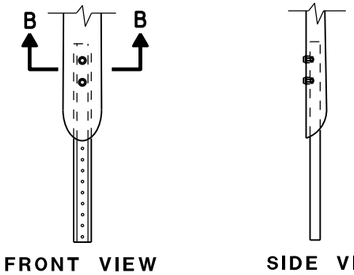


SECTION C-C



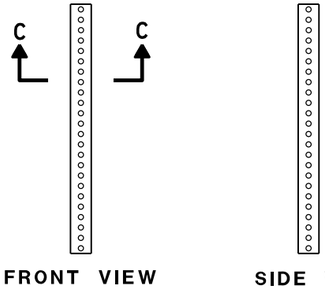
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

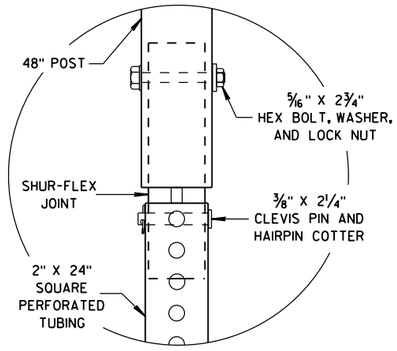
ALTERNATE 2



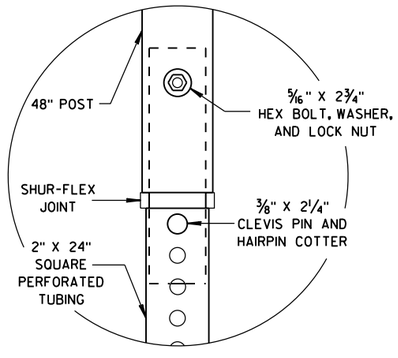
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

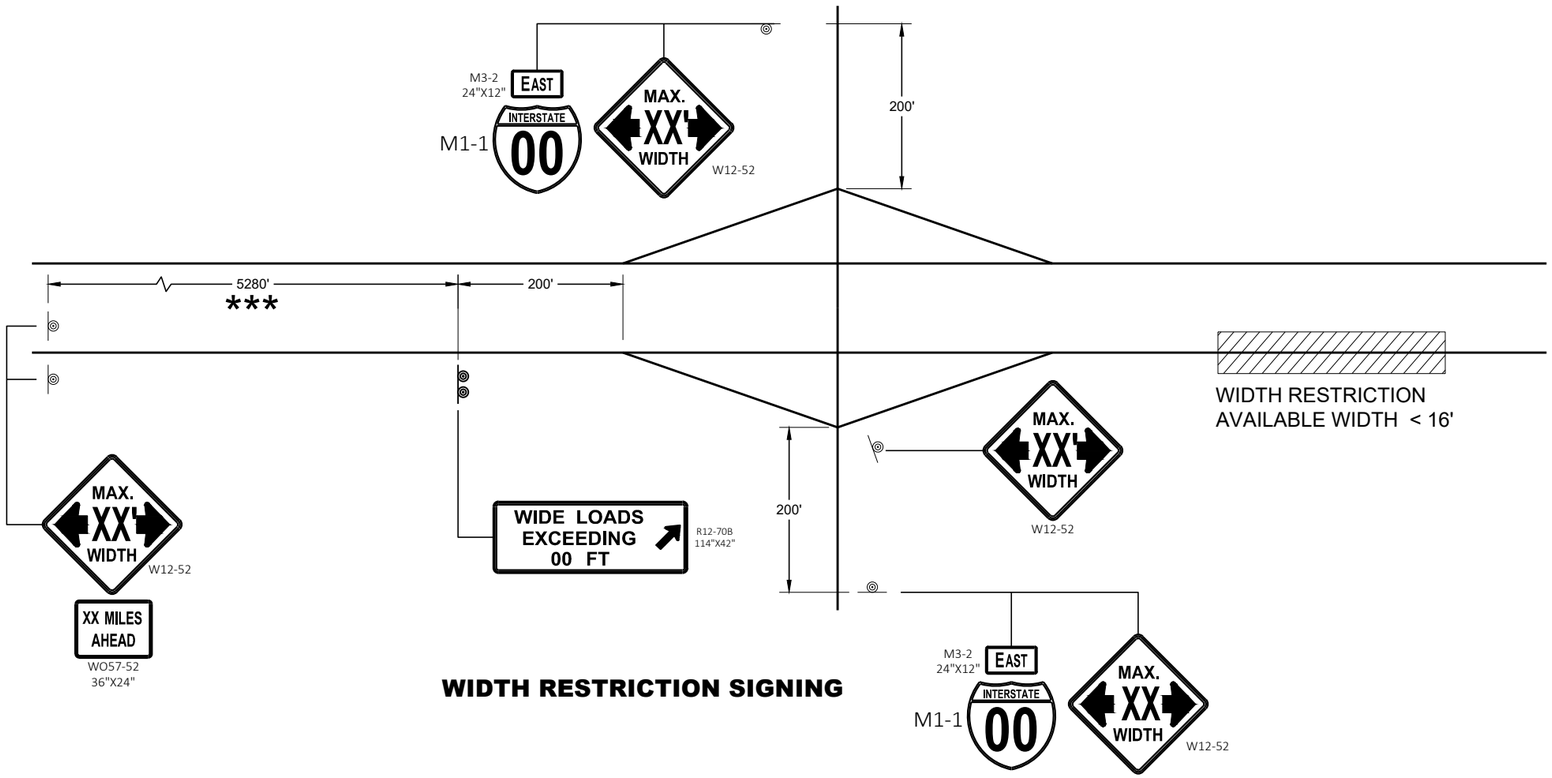
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

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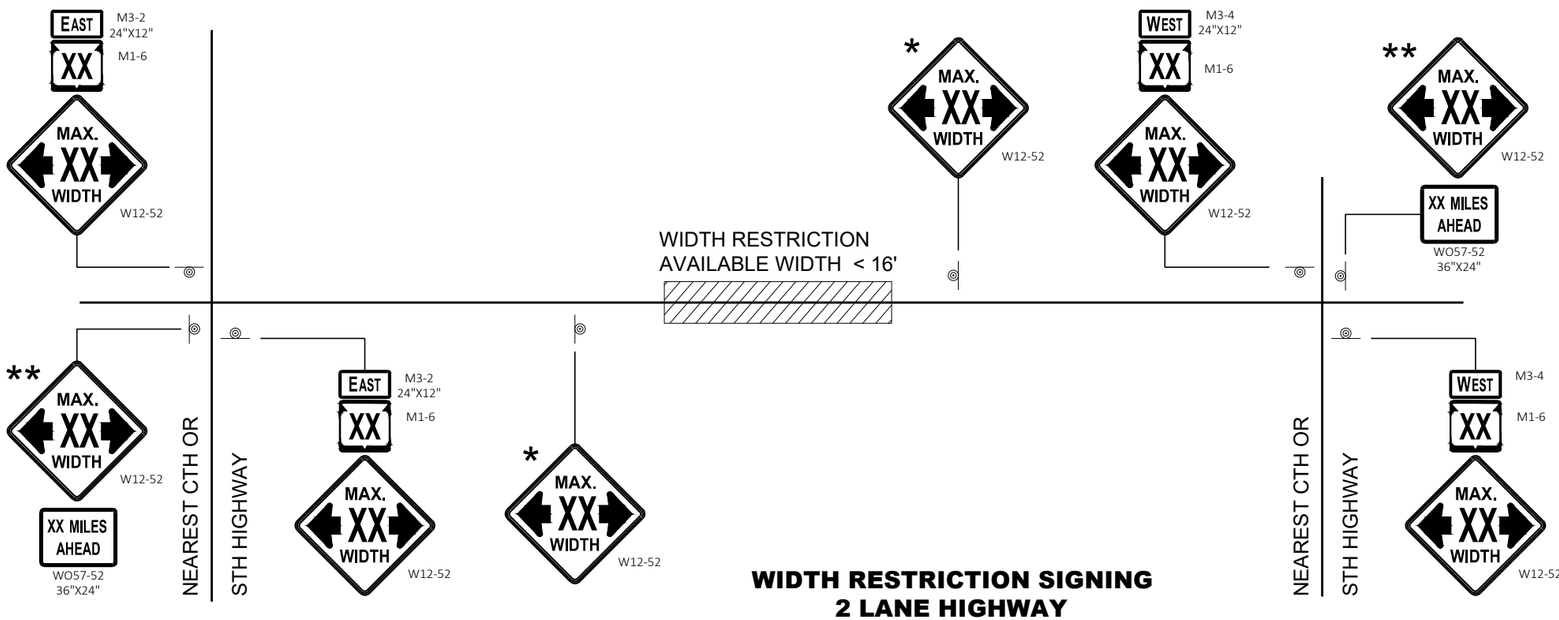
S.D.D. 15 A 3-2b

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S.D.D. 15 A 3-2b



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL " IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C02 - 09f

6

SDD 15C02 - 09f

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

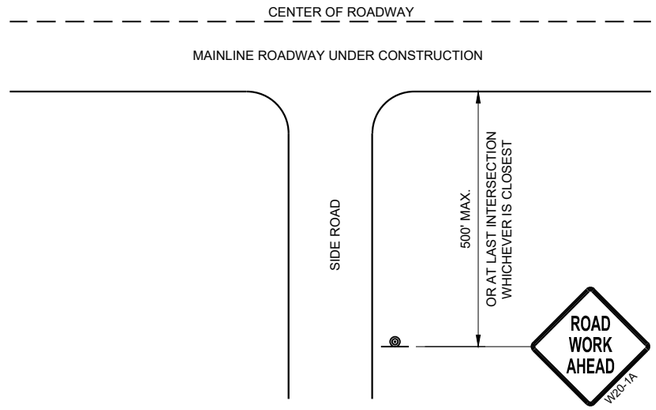
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



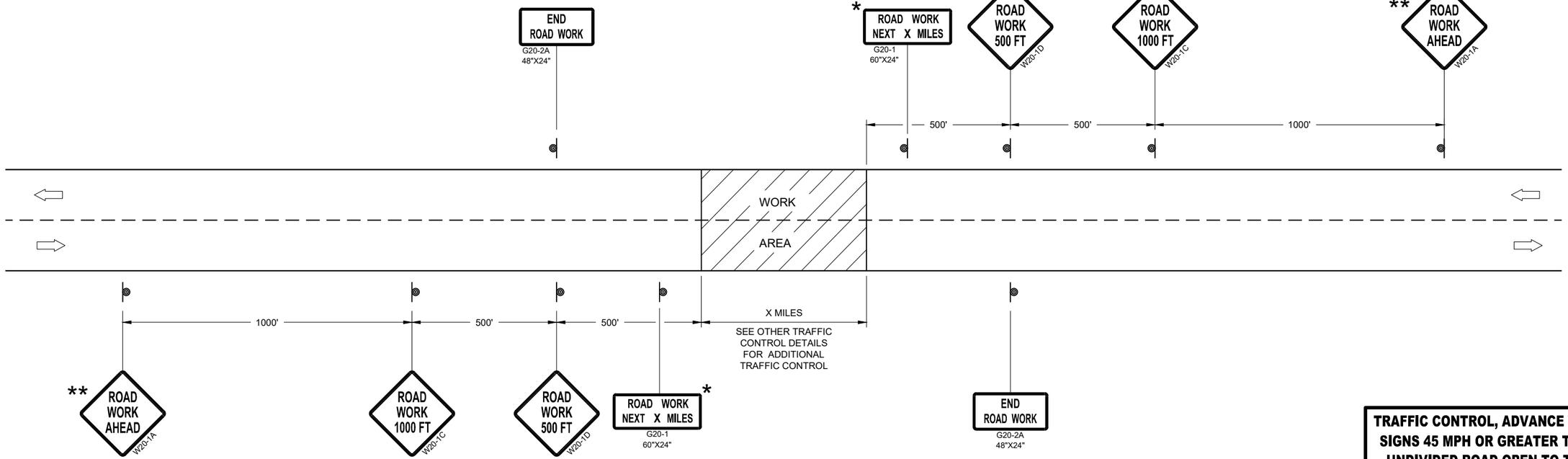
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C04 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

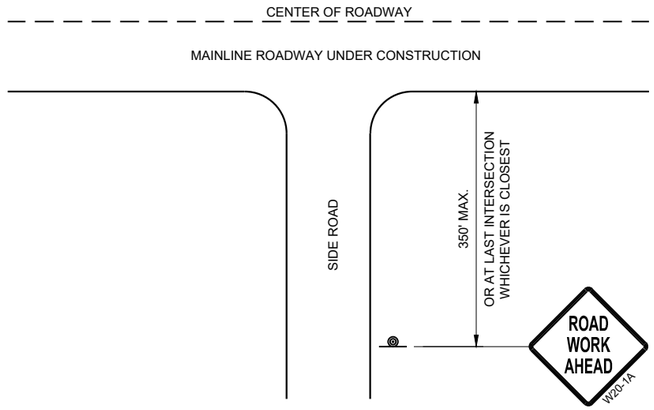
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

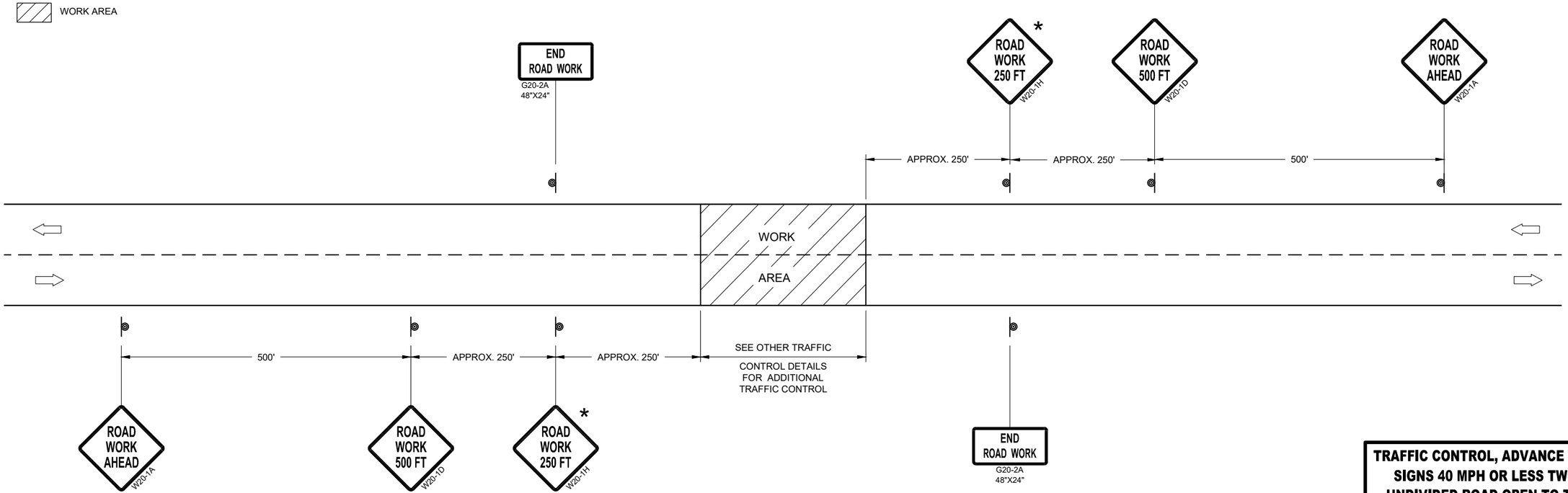
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

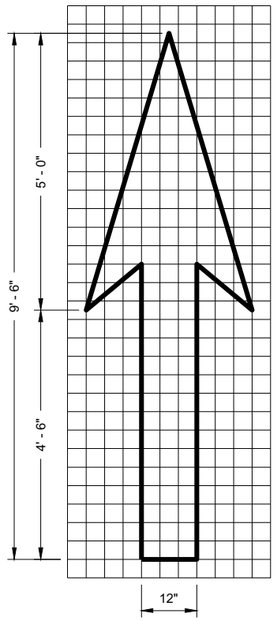
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

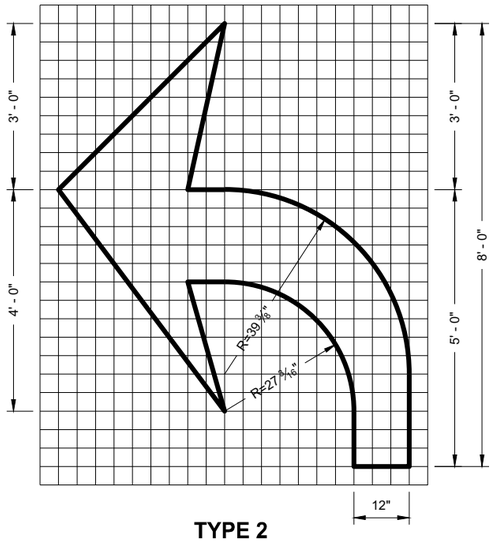
FHWA

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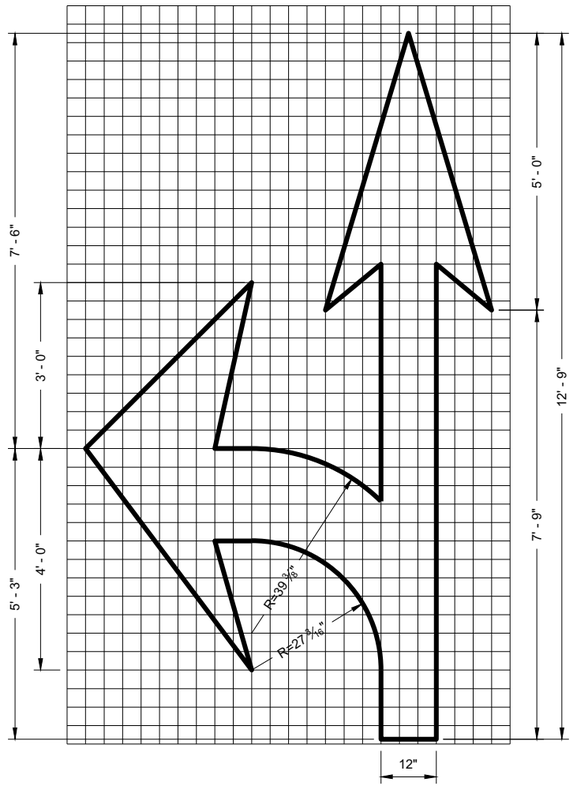
SDD 15C05 - 05



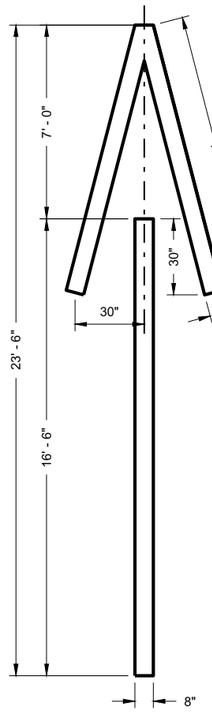
TYPE 1



TYPE 2



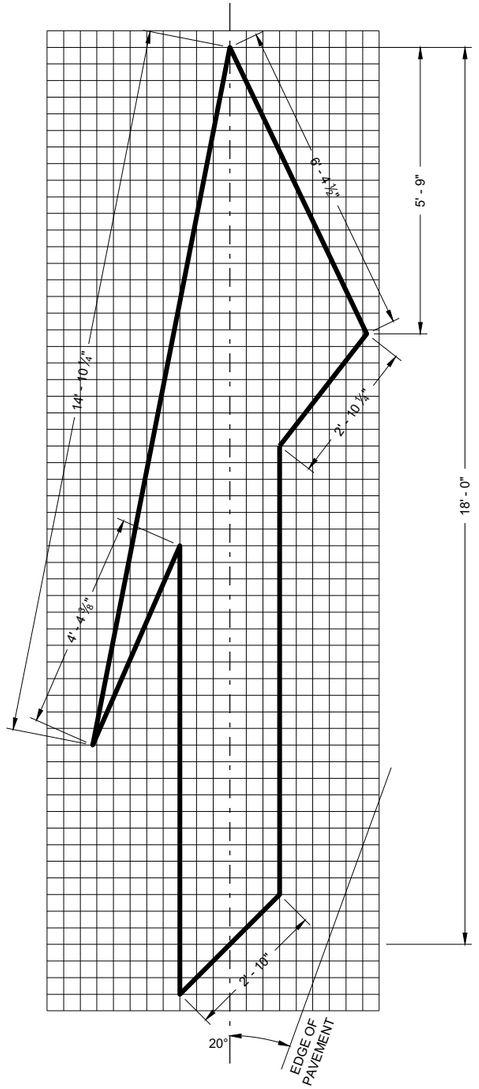
TYPE 3



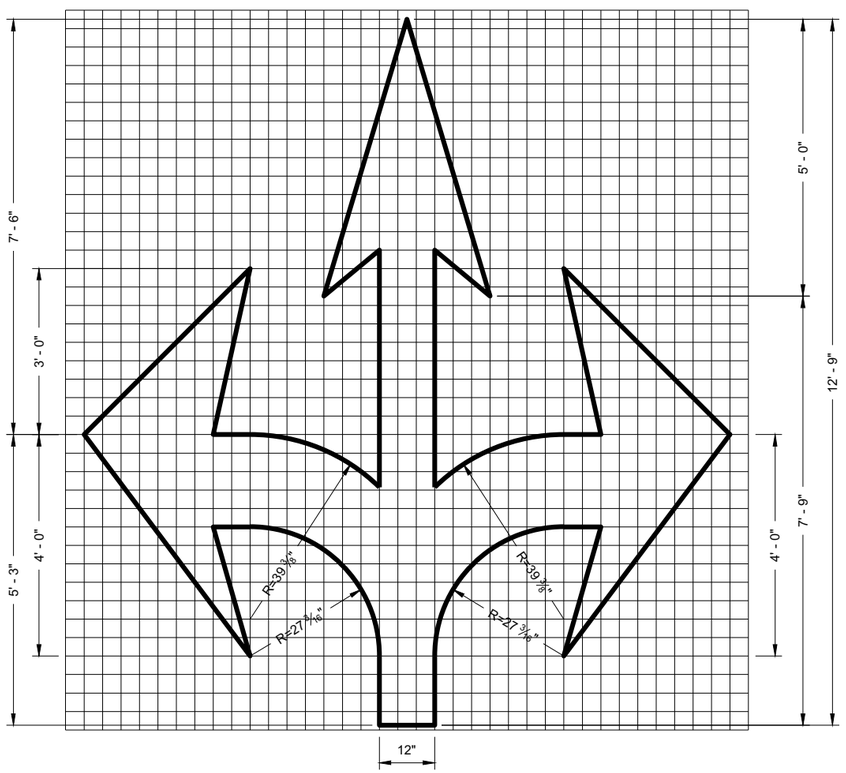
TYPE 4

GENERAL NOTES

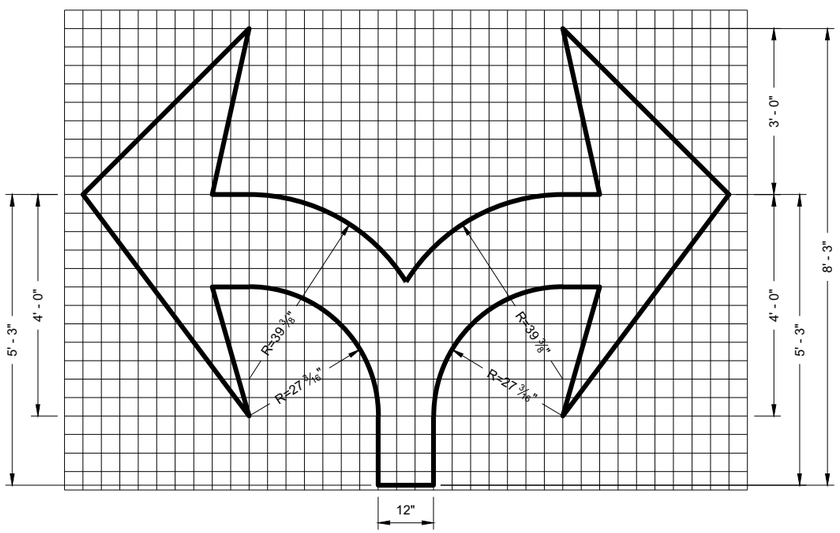
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

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

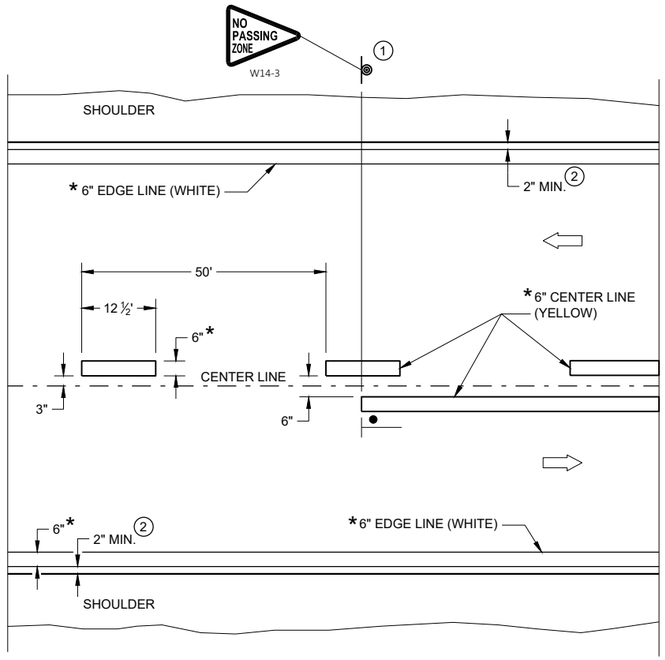
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

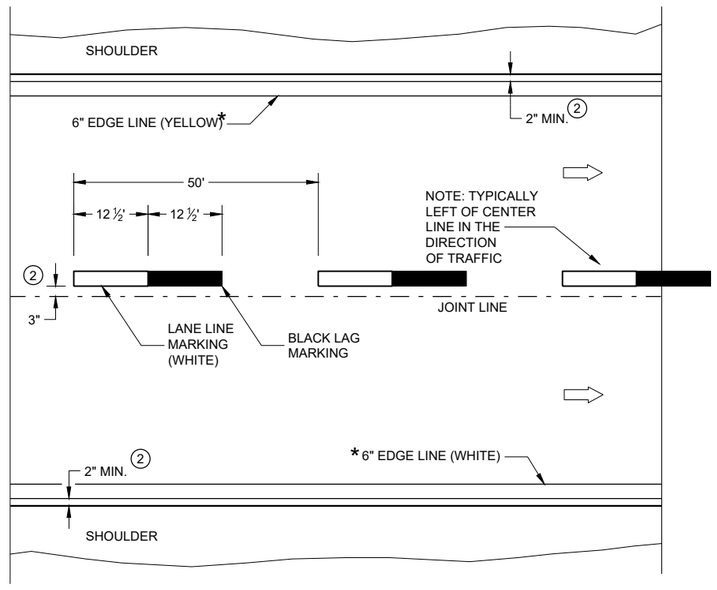
"T" MARKING

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

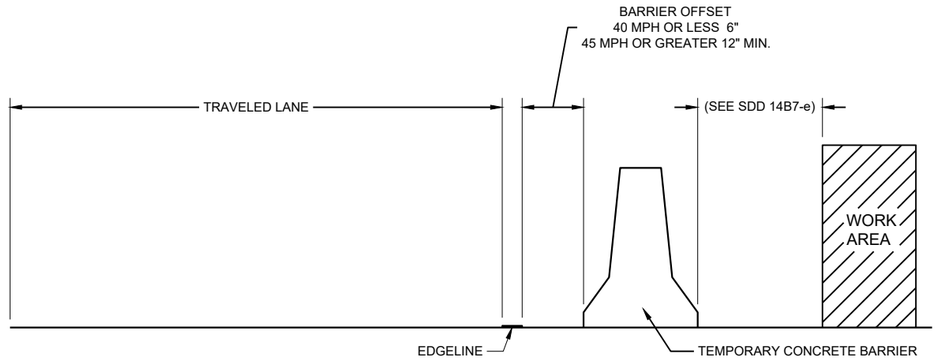
APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

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SDD 15C08-23a

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

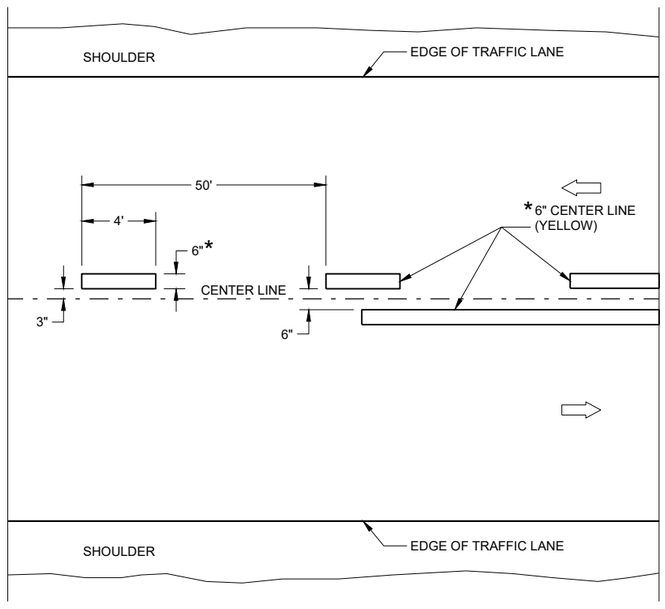
GENERAL NOTES

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

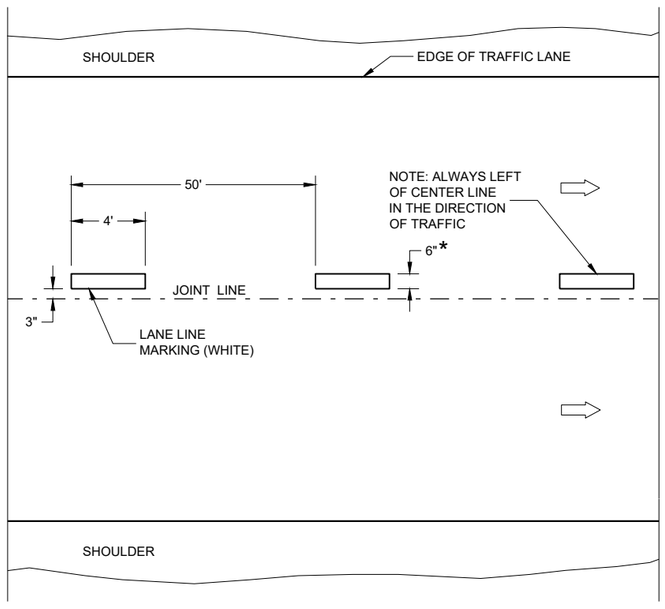
LEGEND

⇨ DIRECTION OF TRAFFIC

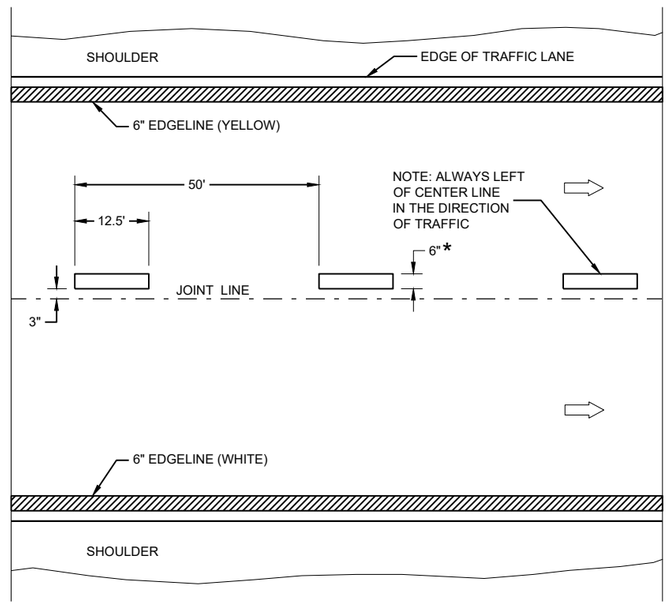
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

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SDD 15C08-23b

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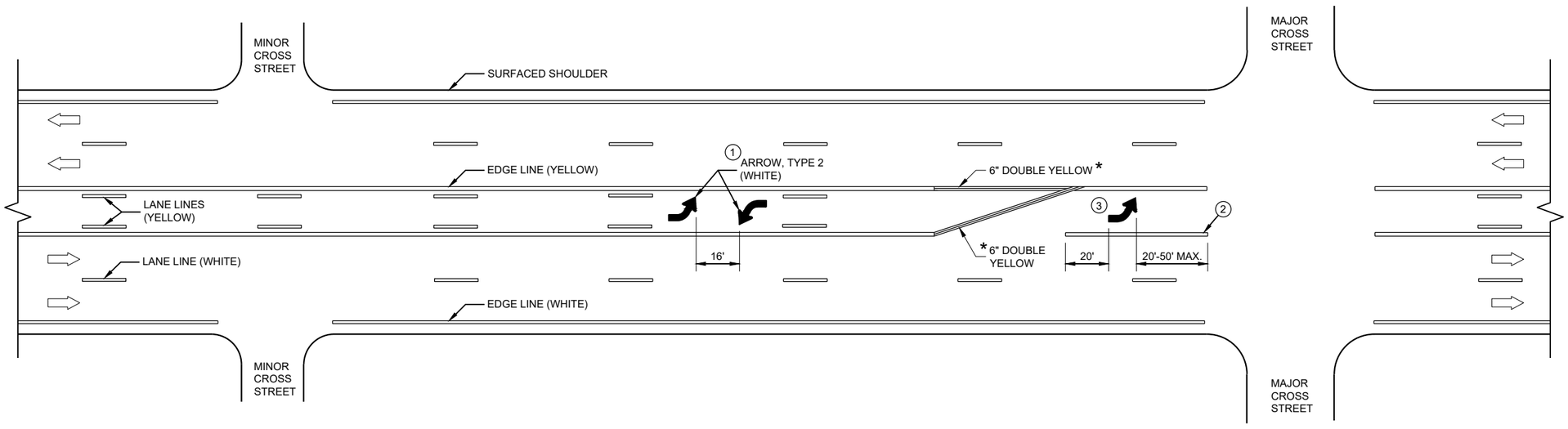
SDD 15C08-23b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



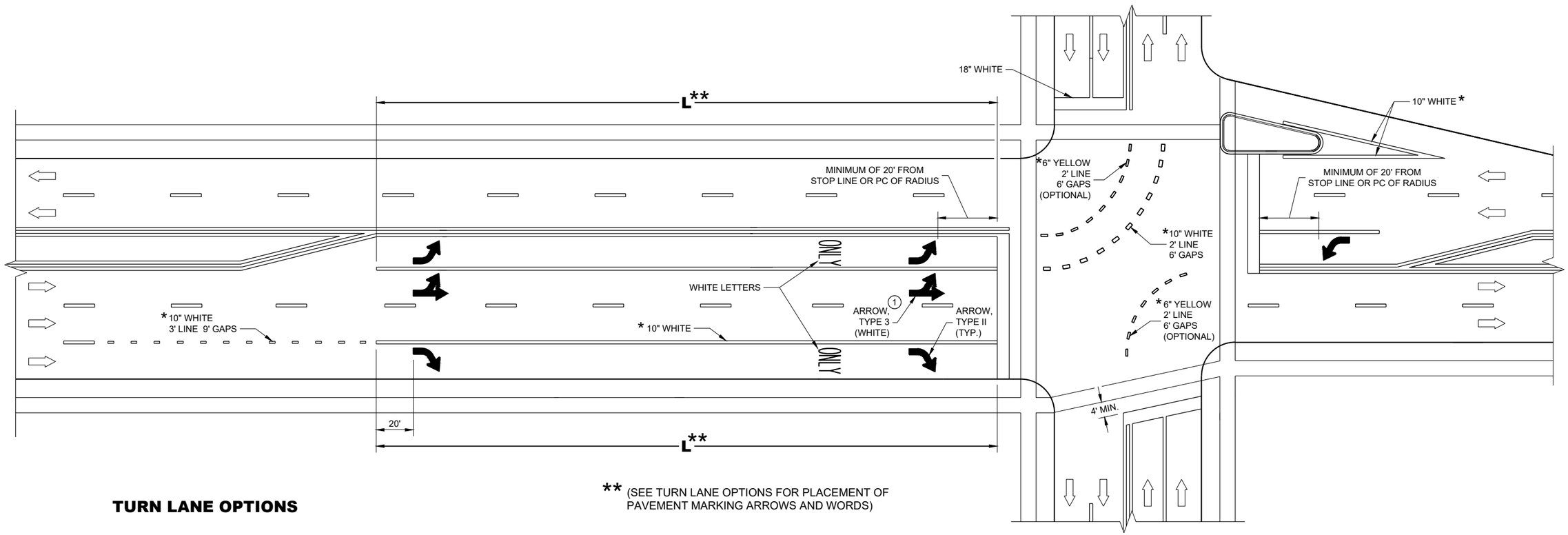
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 230

SDD 15C08-23c

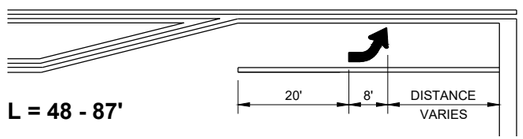
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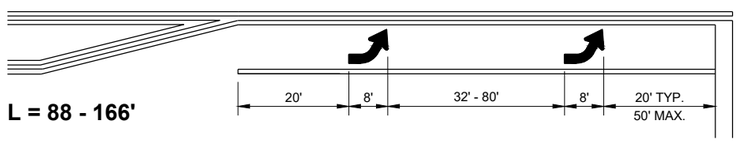
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

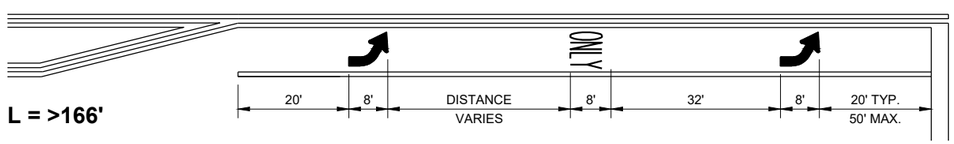
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

(1) QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

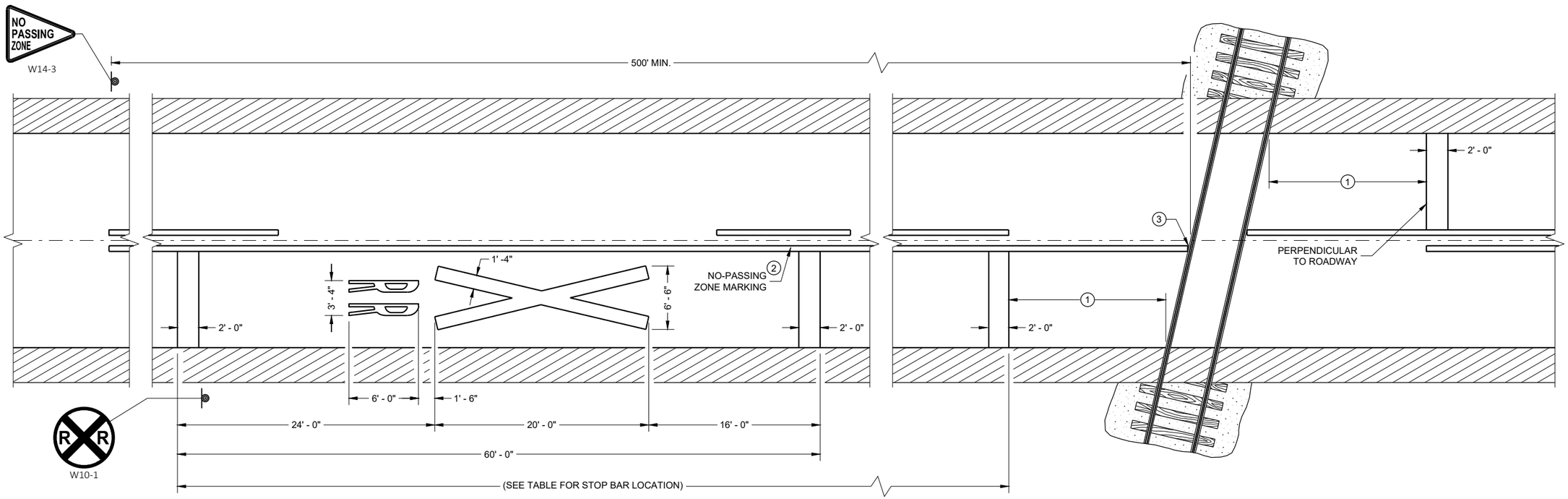
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

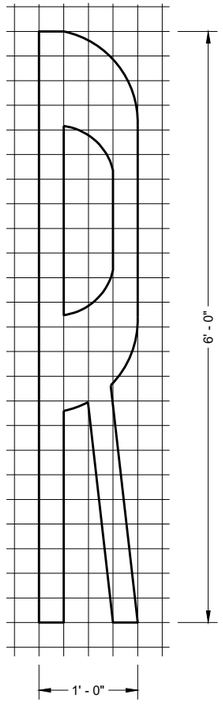
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15C08-23d



PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.

(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

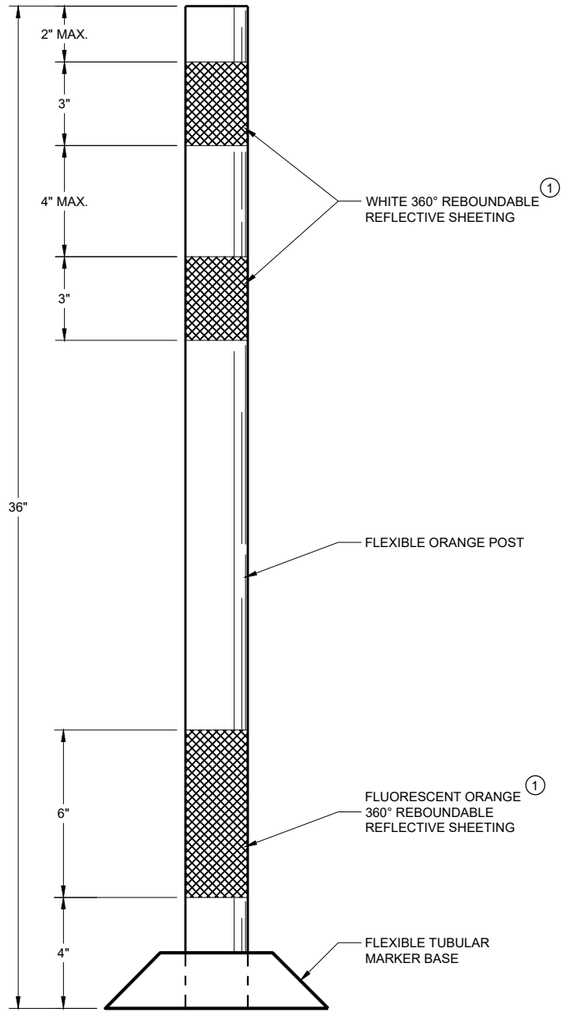
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May 2023 — DATE
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SDD 15C09-13a

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FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

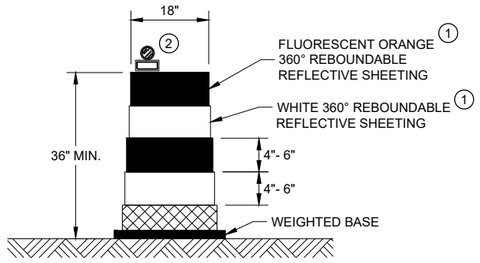
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SDD 15C11 - 10a

SDD 15C11 - 10a

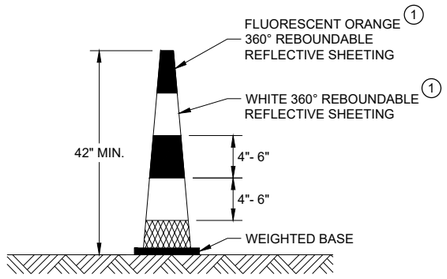
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

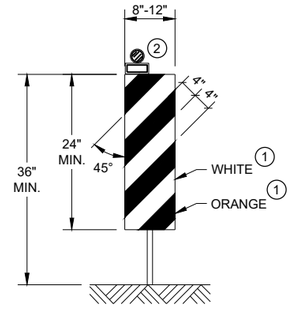
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

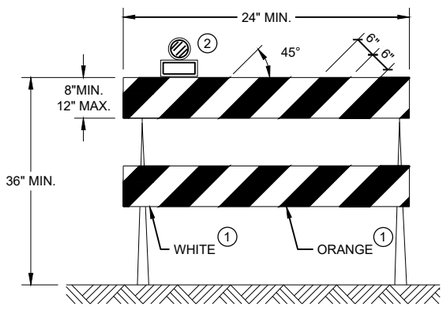
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



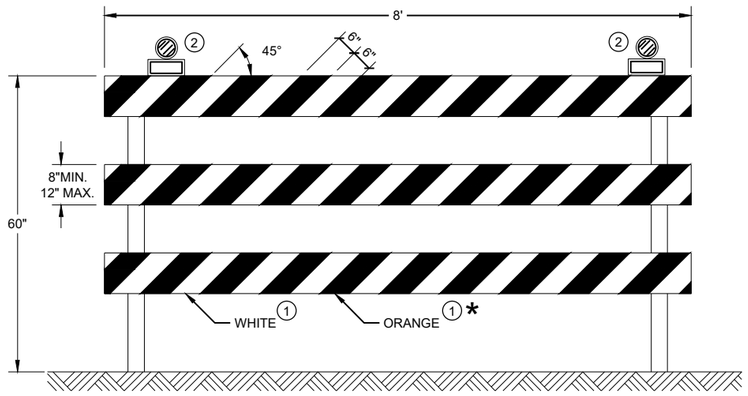
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

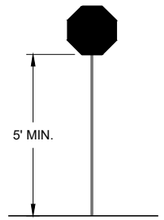
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

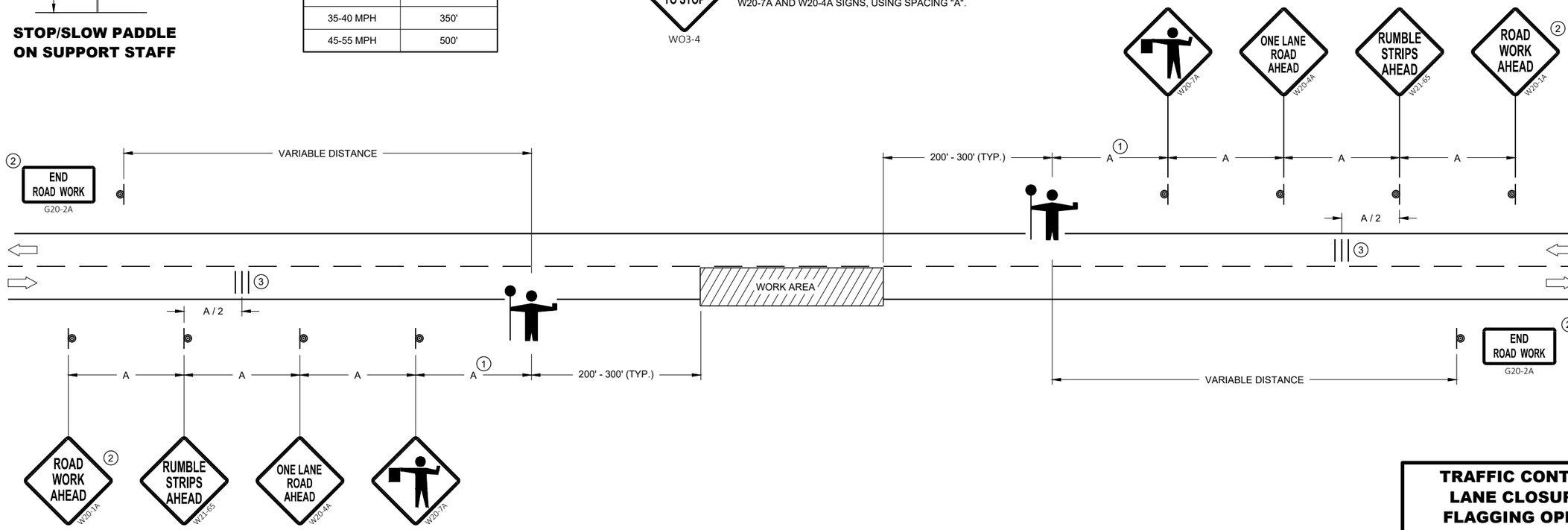
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 09a

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SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

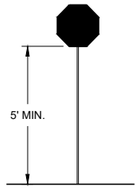
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

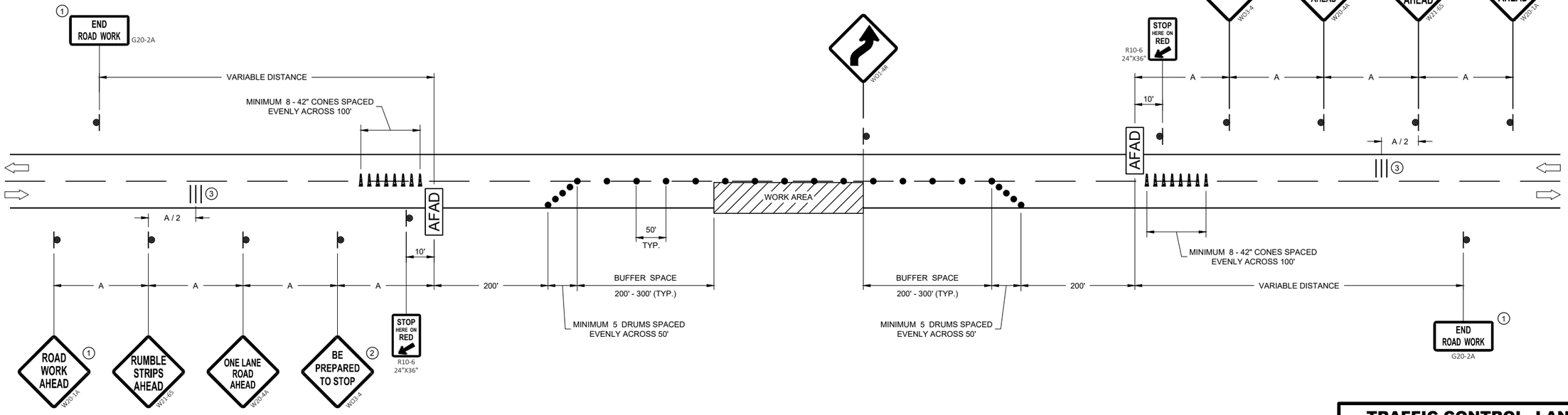
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

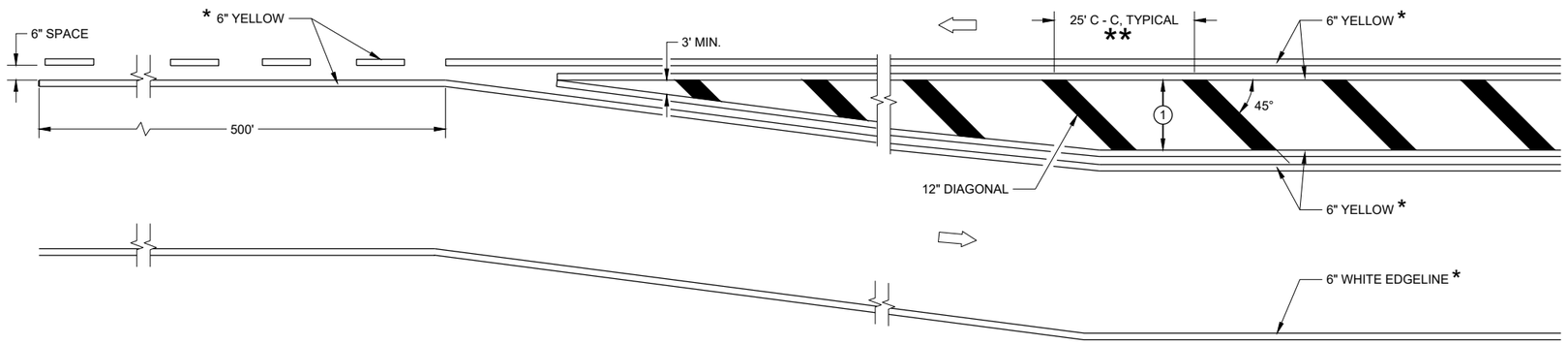
APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
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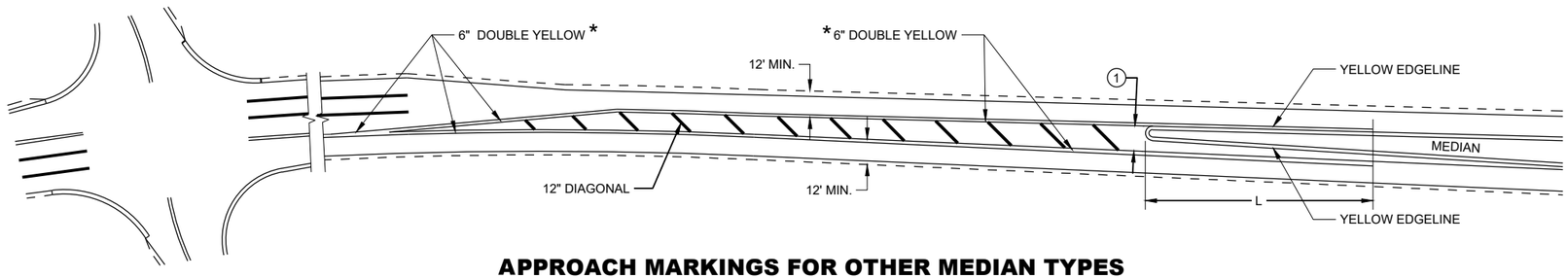
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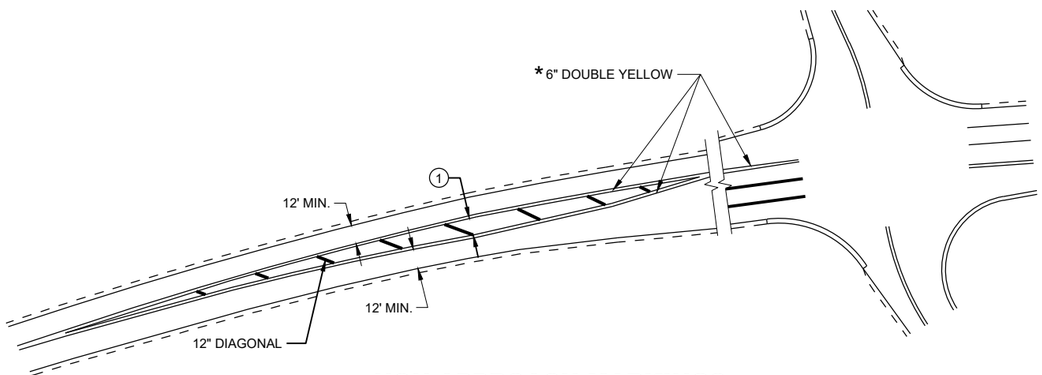
SDD 15C12 - 09b



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

⇨ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'

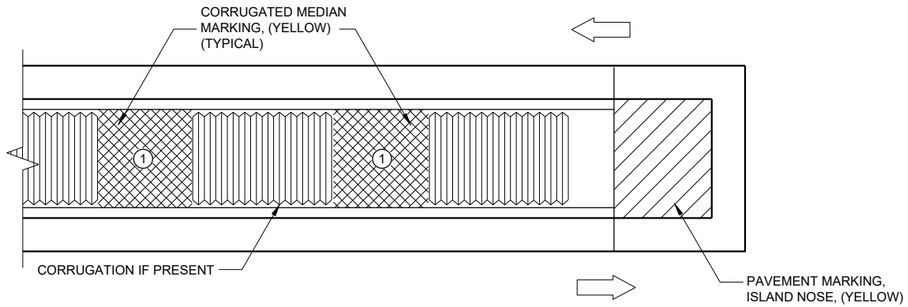
MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

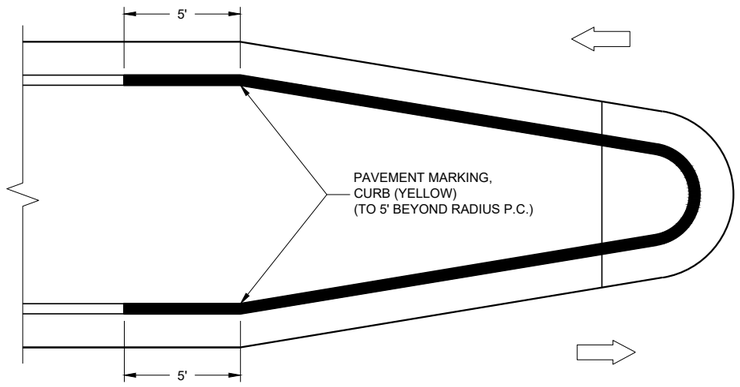
APPROVED
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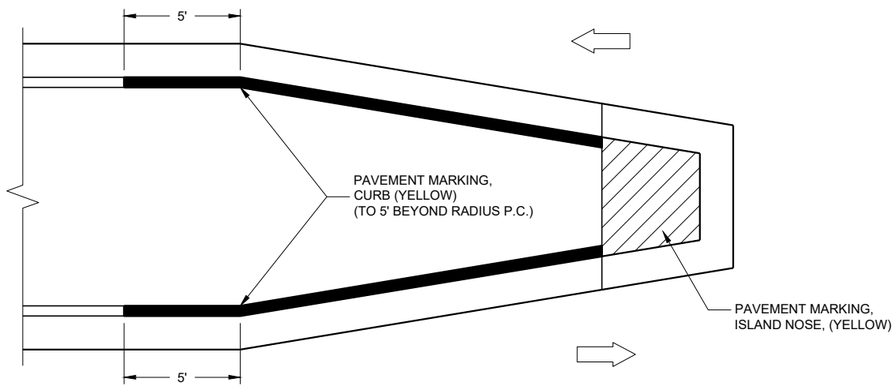
SDD 15C18-08a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAR ENGINEER

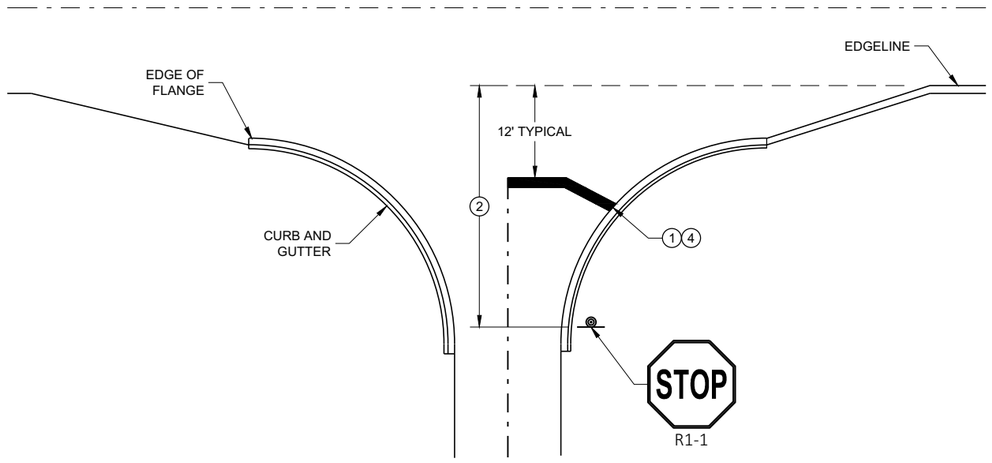
FHWA

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SDD 15C18-08b

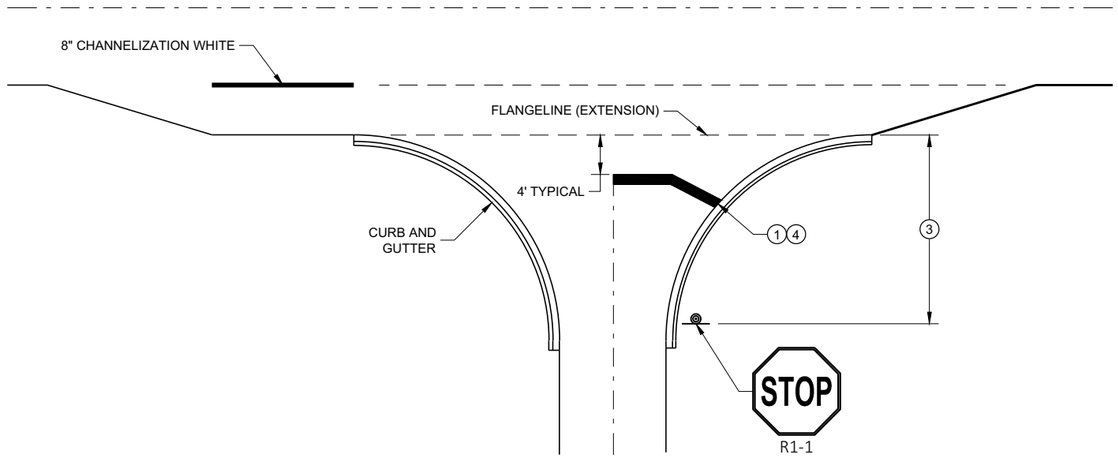
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

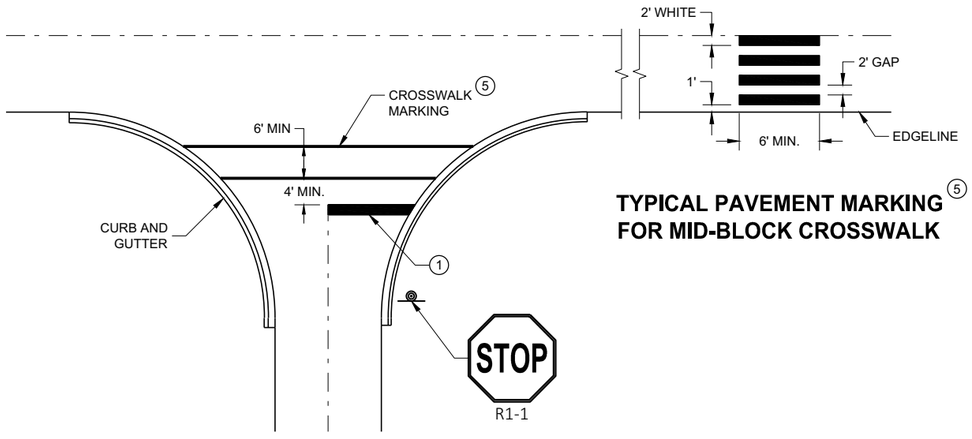
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

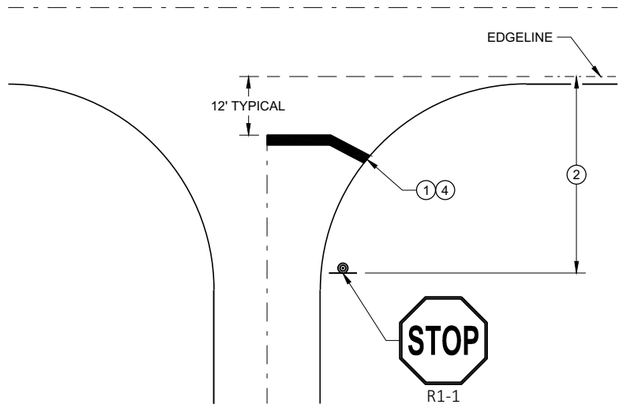


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

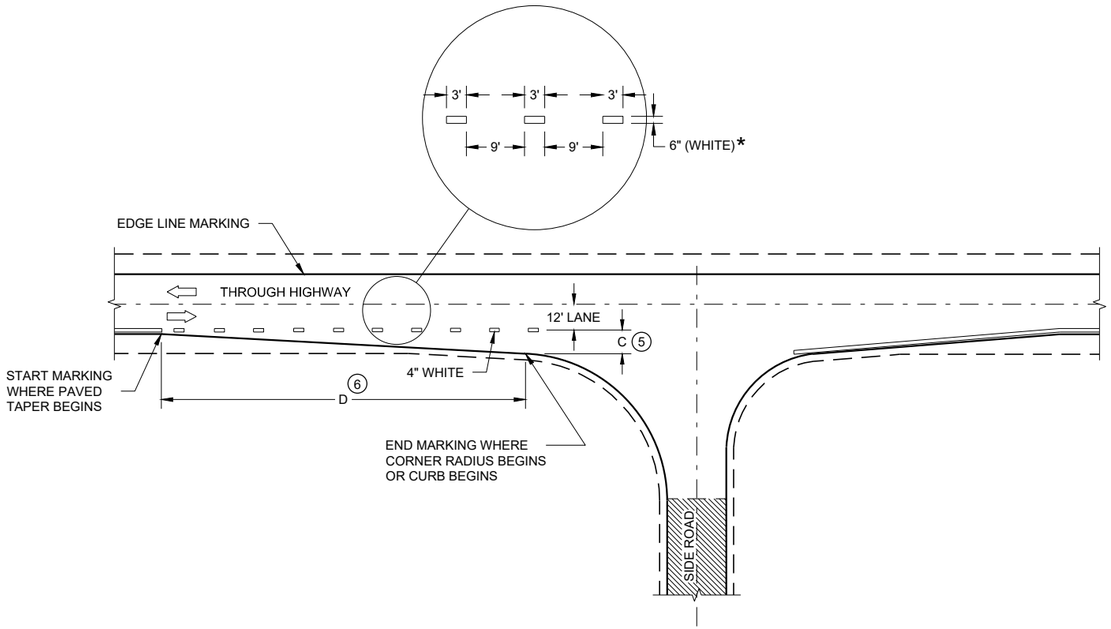
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SDD 15C33 - 04



MINOR INTERSECTION

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

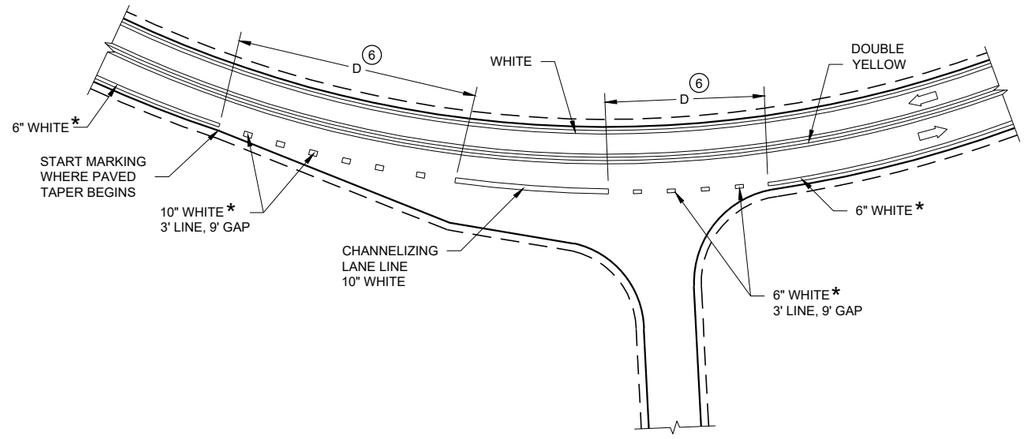
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

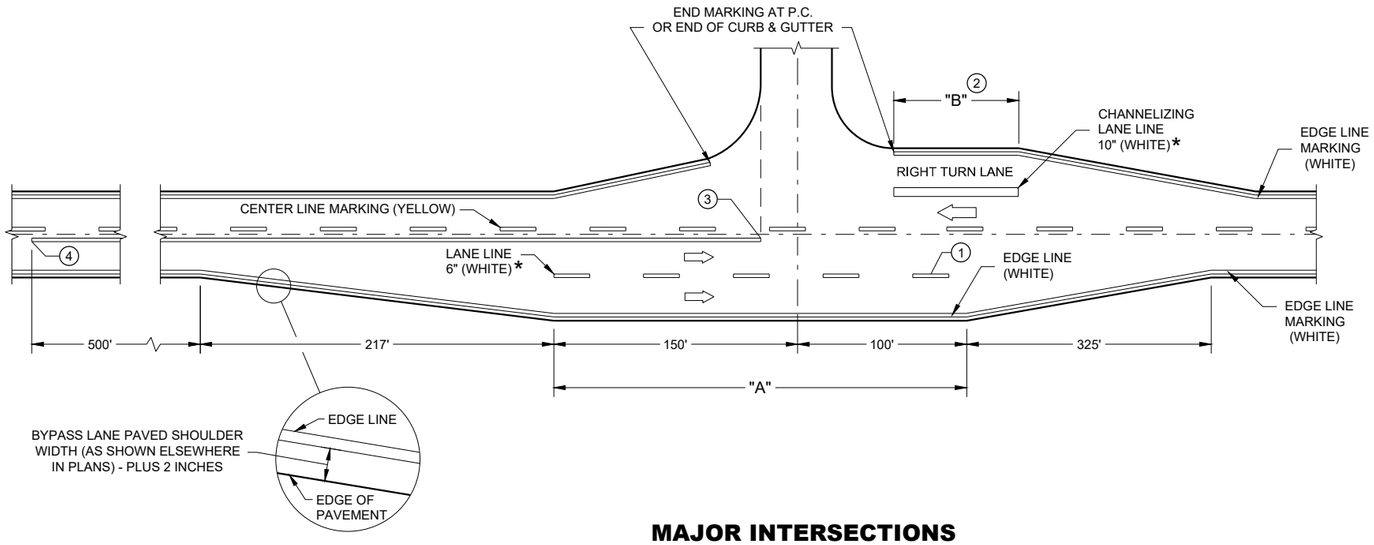
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, 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)

LEGEND

SIGN ON PERMANENT SUPPORT

DELINEATOR, FLEXIBLE/TUBULAR MARKER

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

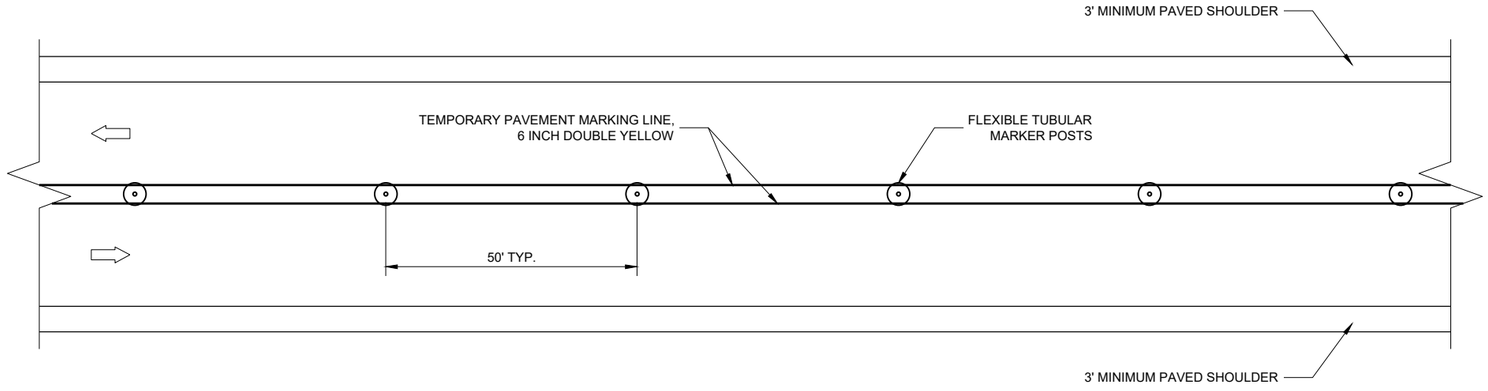
COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW.





1. THE WO6-3 AND WO57-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND / OR 500 FEET BEYOND ANY SIDE ROAD. THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE WO6-3 AND THE WO57-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN THE SIGNS.

2. CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



TWO LANE, TWO WAY OPERATION

6

SDD 15D06-06

TRAFFIC CONTROL
TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D06-06

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA



GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

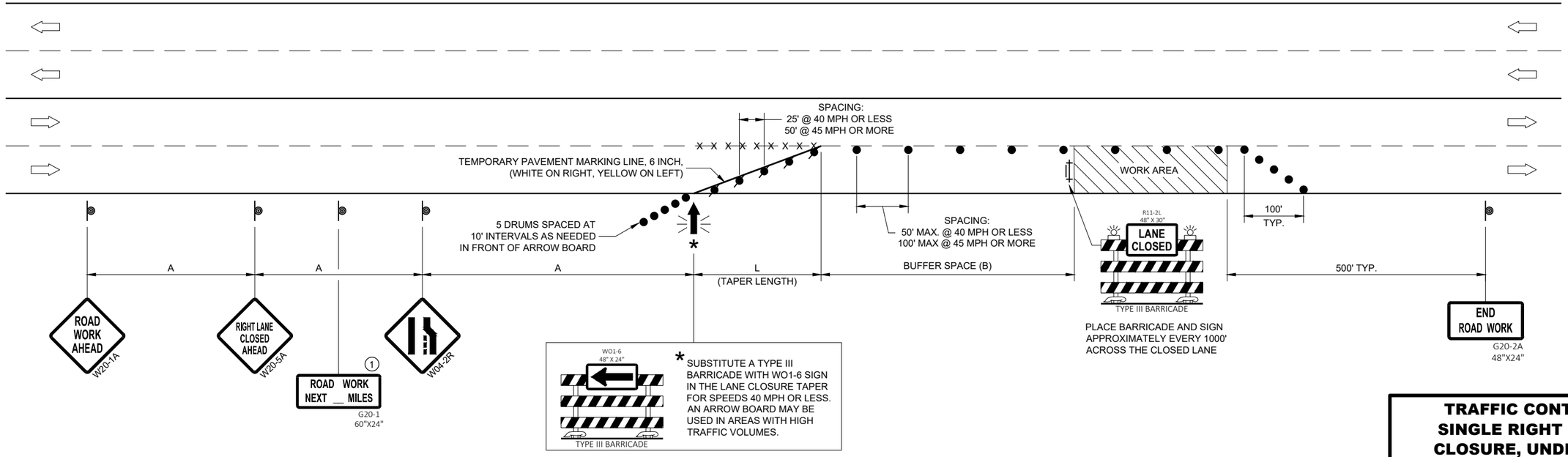
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'





TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-07b

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SDD 15D20-07b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

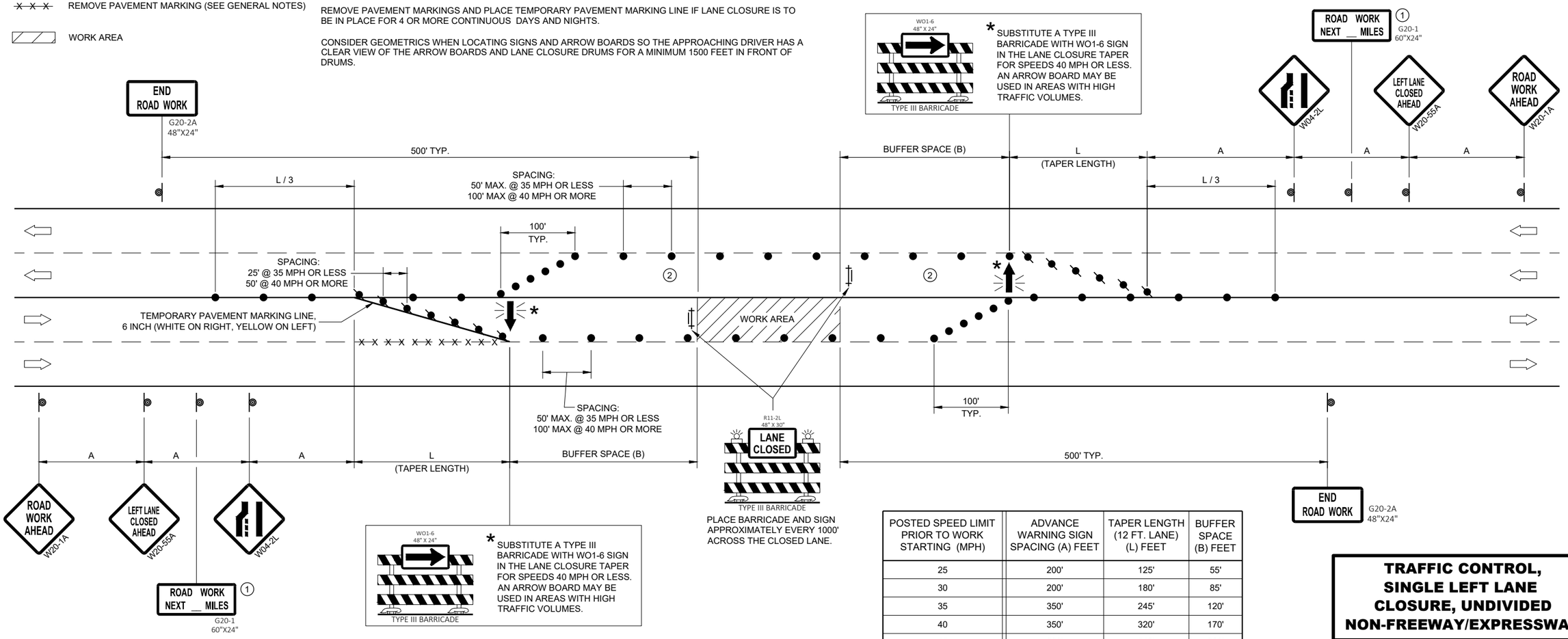
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



WO1-6 48" X 24"

TYPE III BARRICADE

* SUBSTITUTE A TYPE III BARRICADE WITH WO1-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

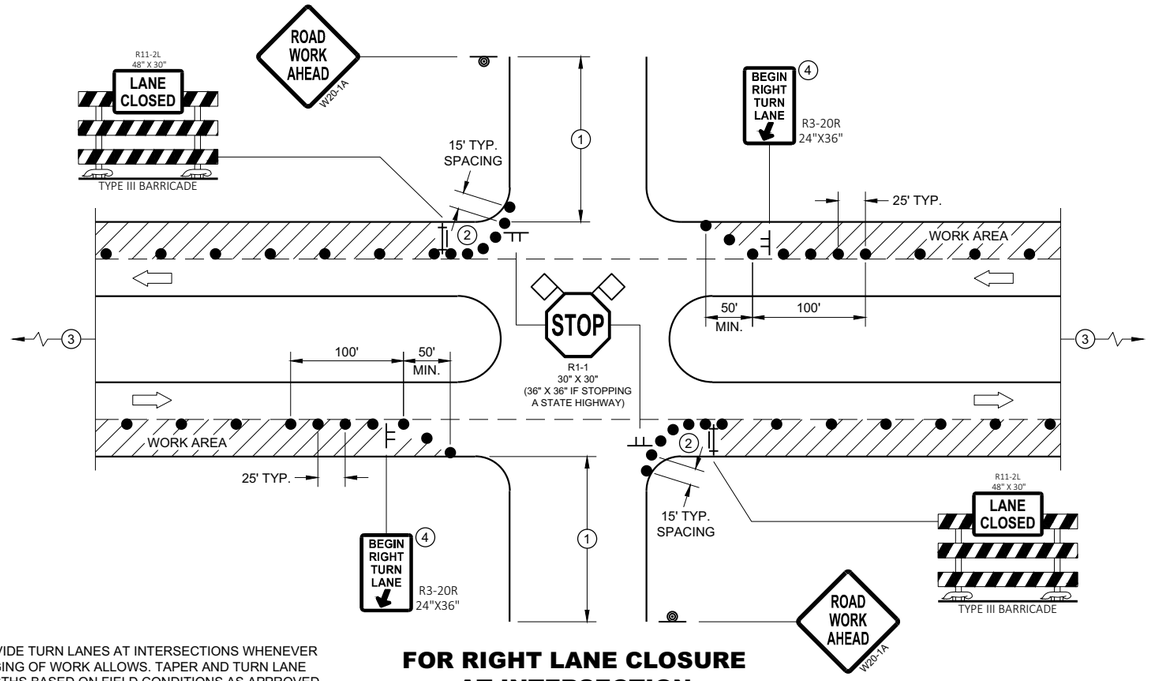
FHWA

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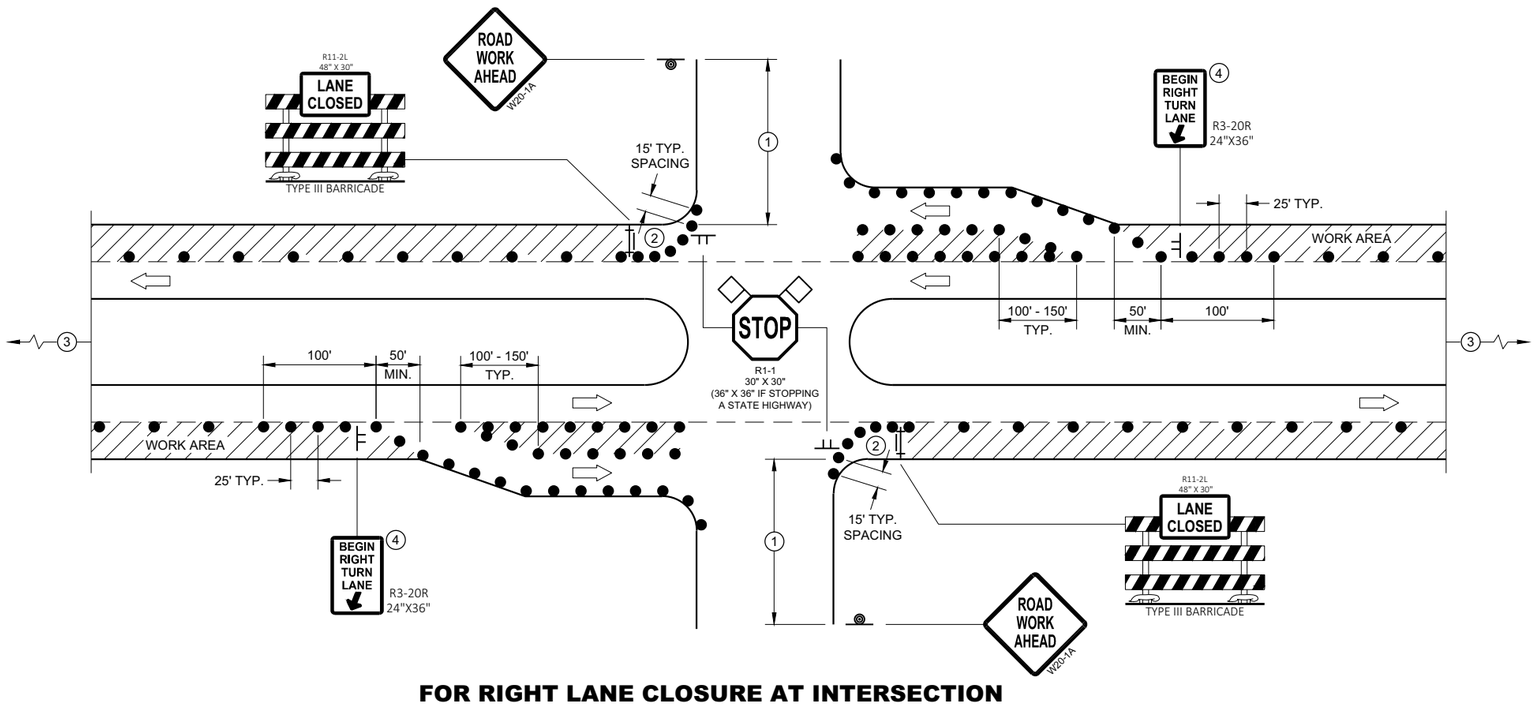
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FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

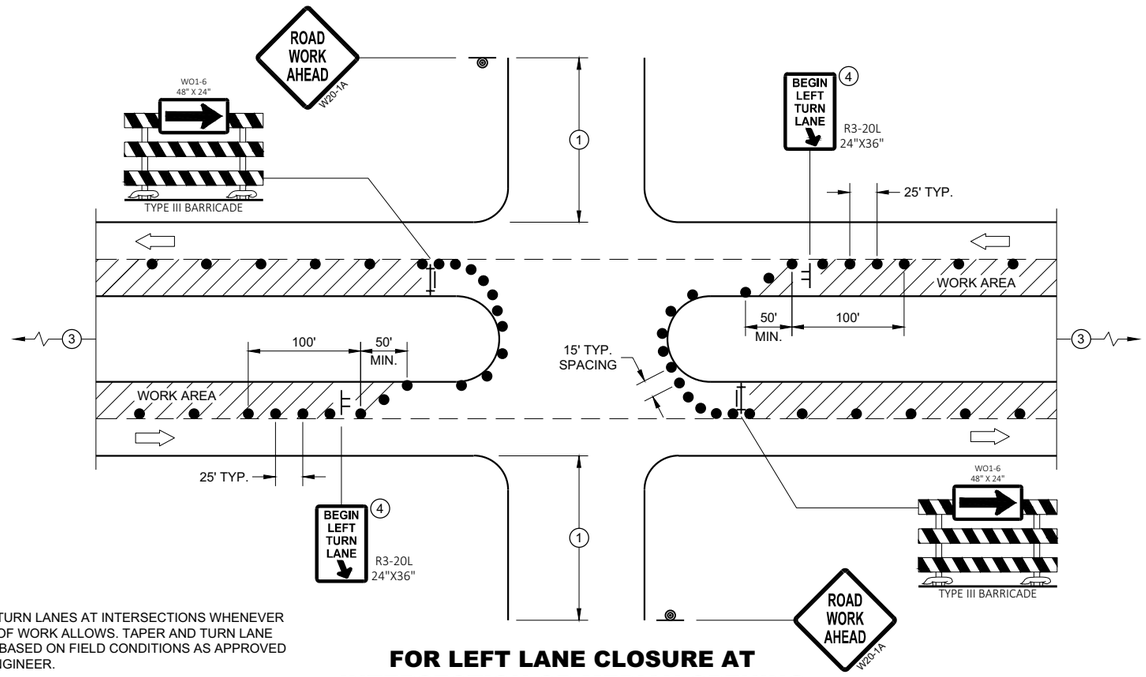
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D21 - 07a

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SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

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SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

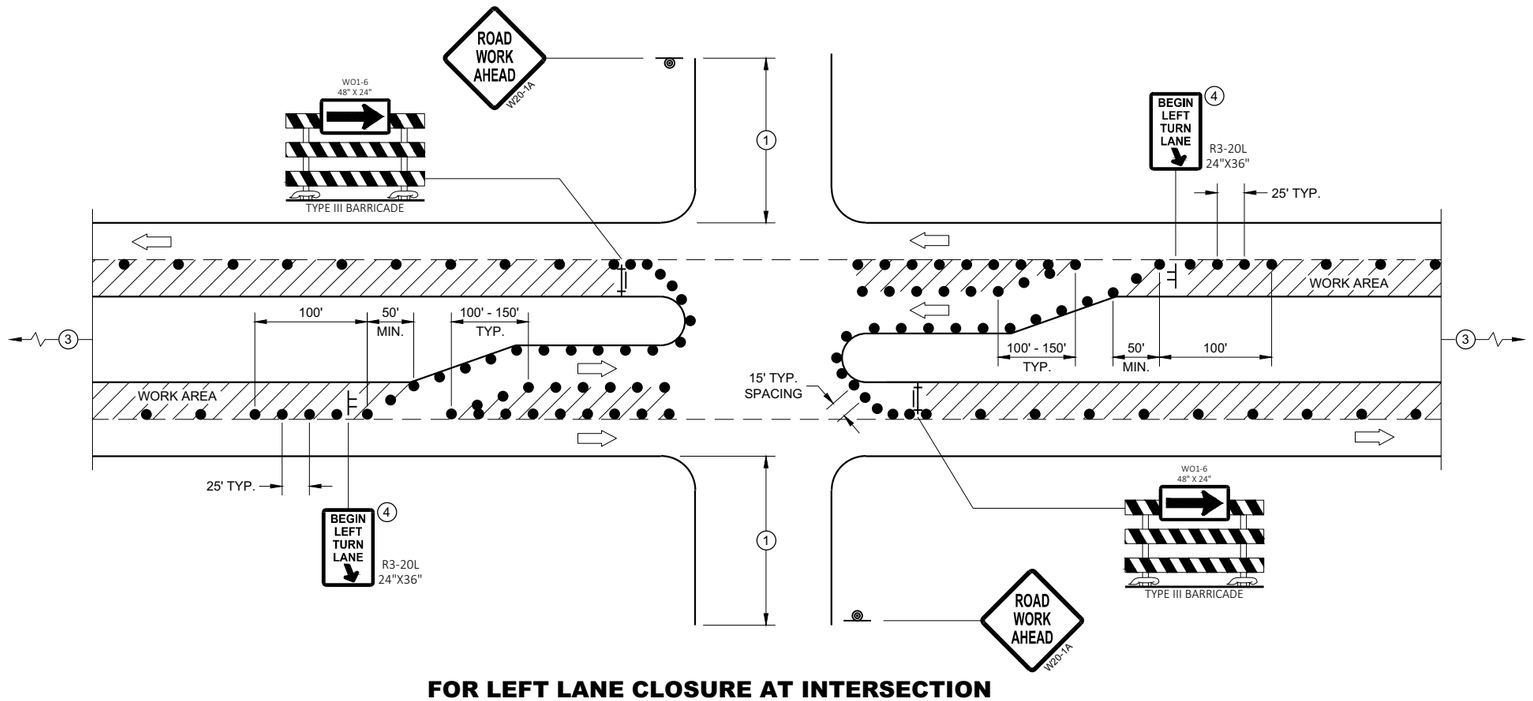
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

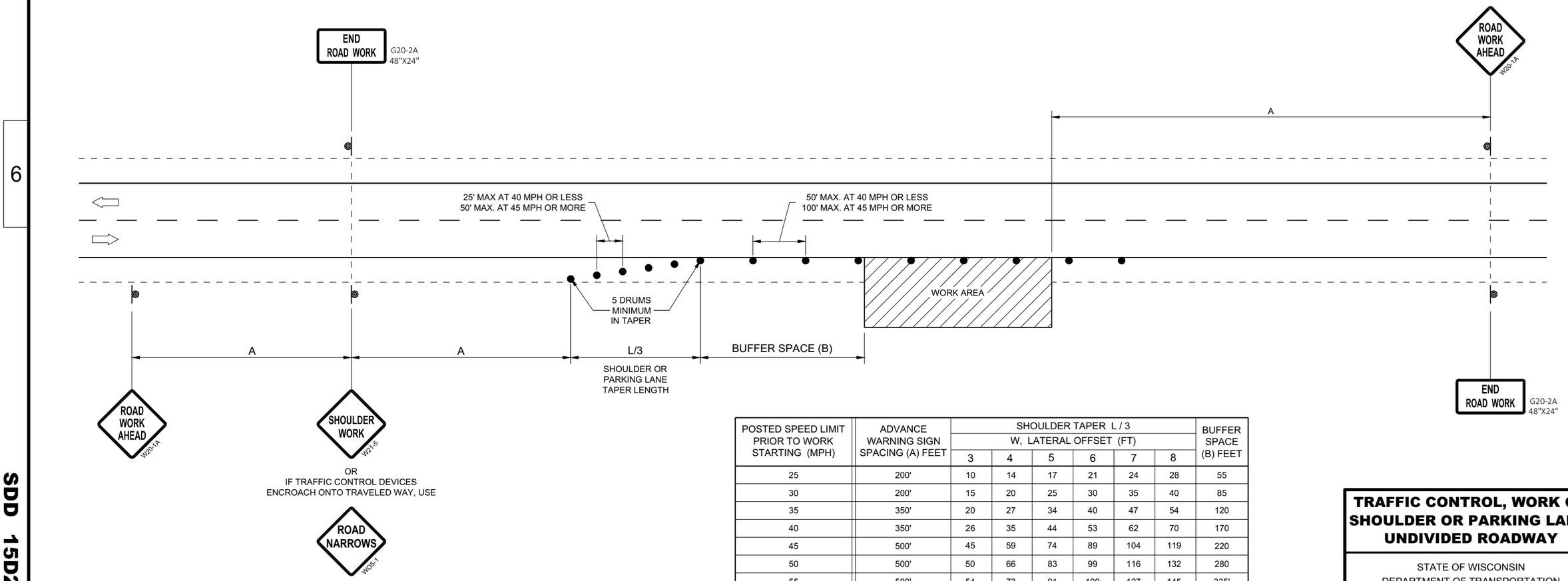
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THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

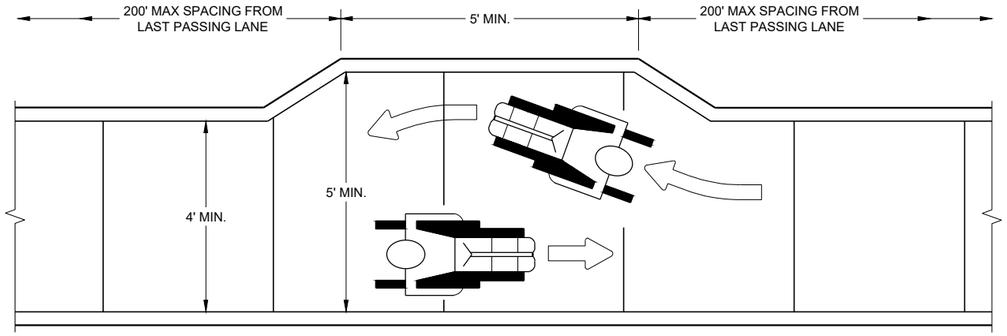
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

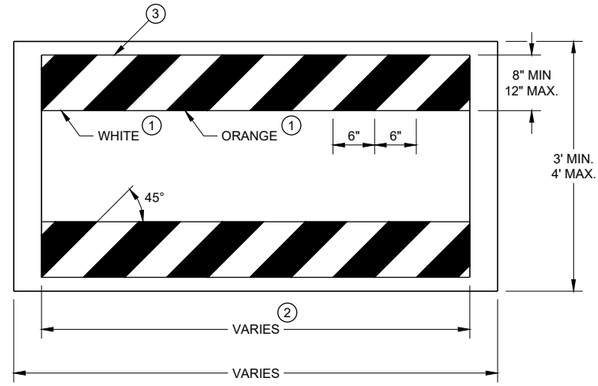
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

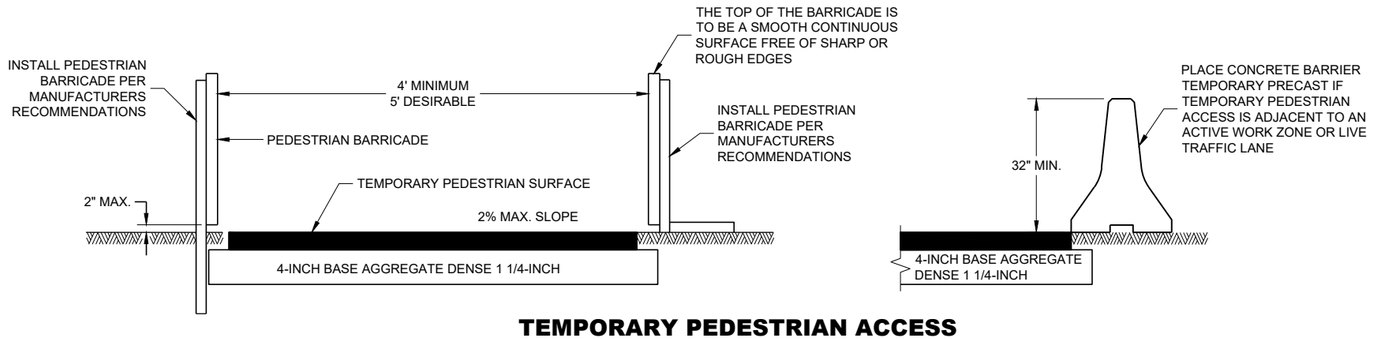
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

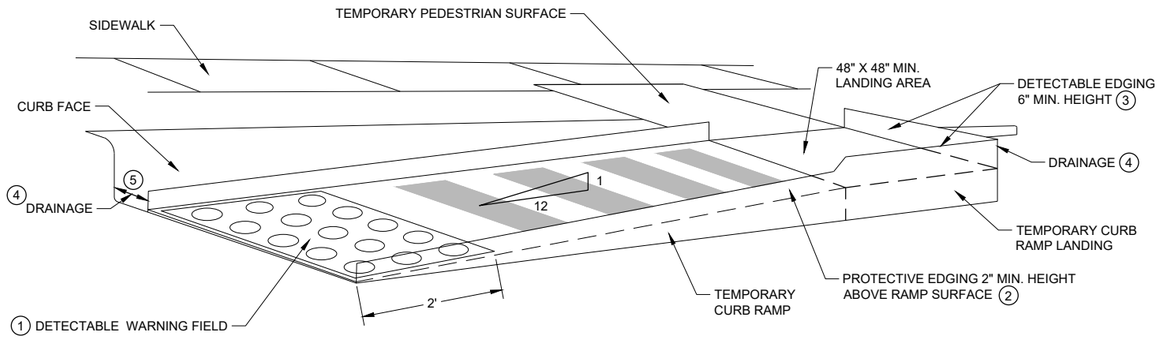


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

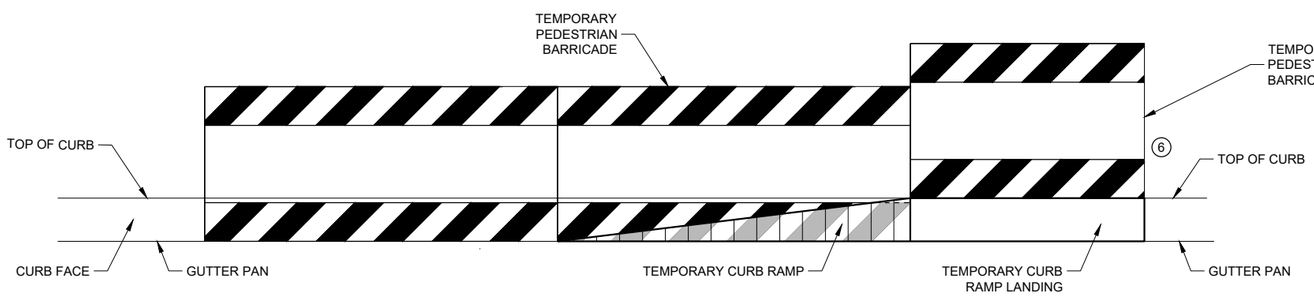
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

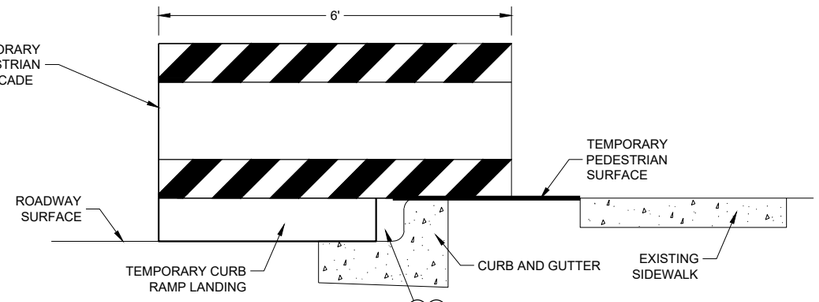
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

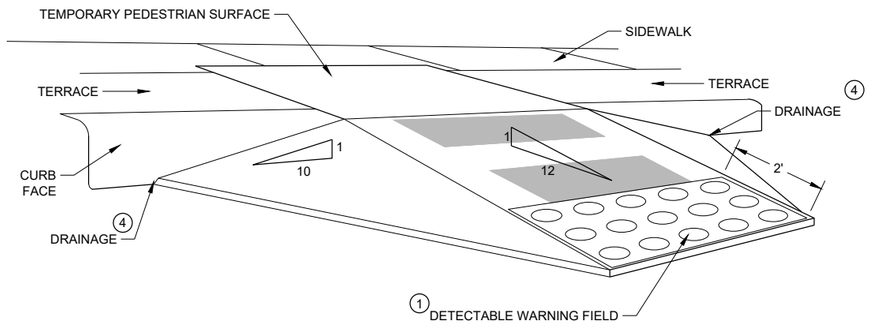
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

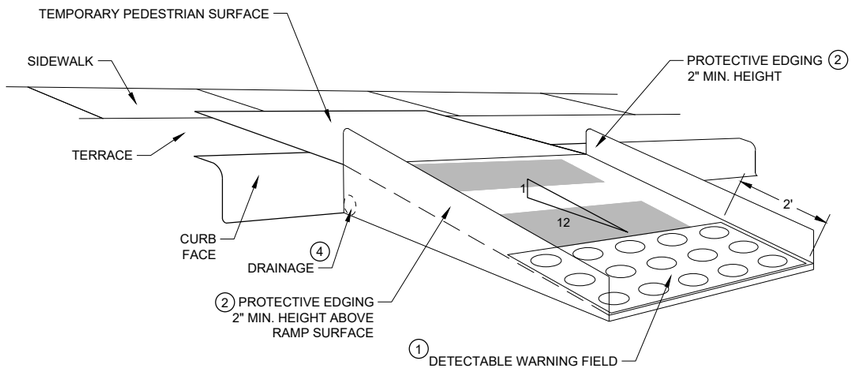
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

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

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

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

6

SDD 15D30 - 09c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

GENERAL NOTES

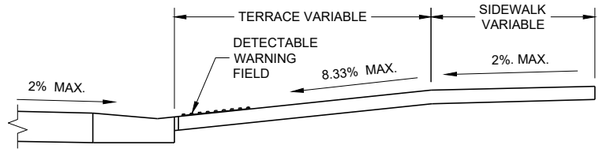
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

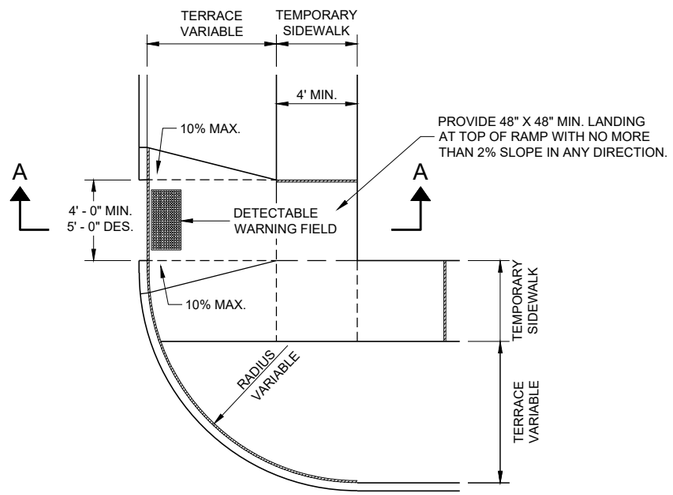
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

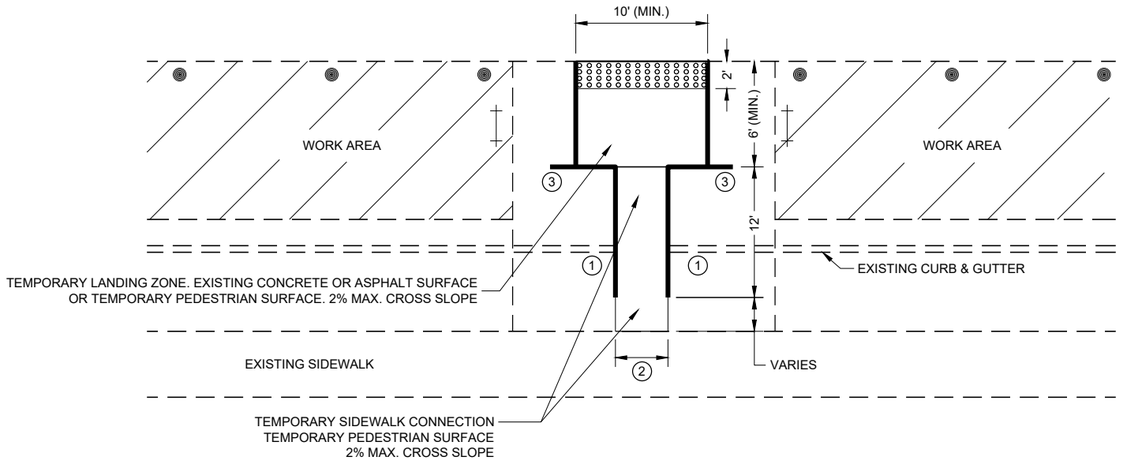
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

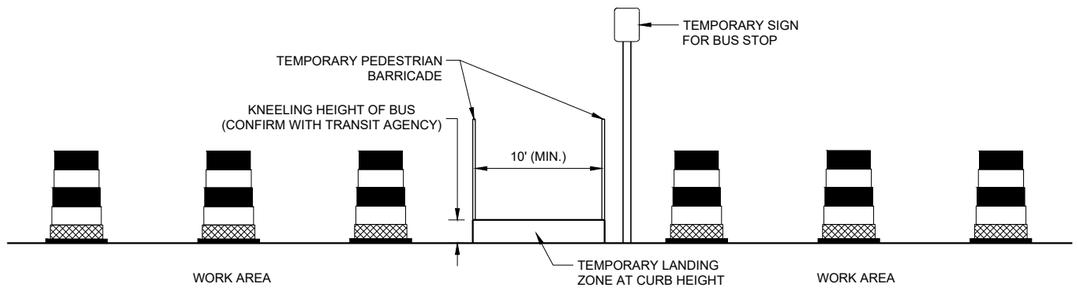
APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D30-09d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

6

SDD 15D30 - 09e

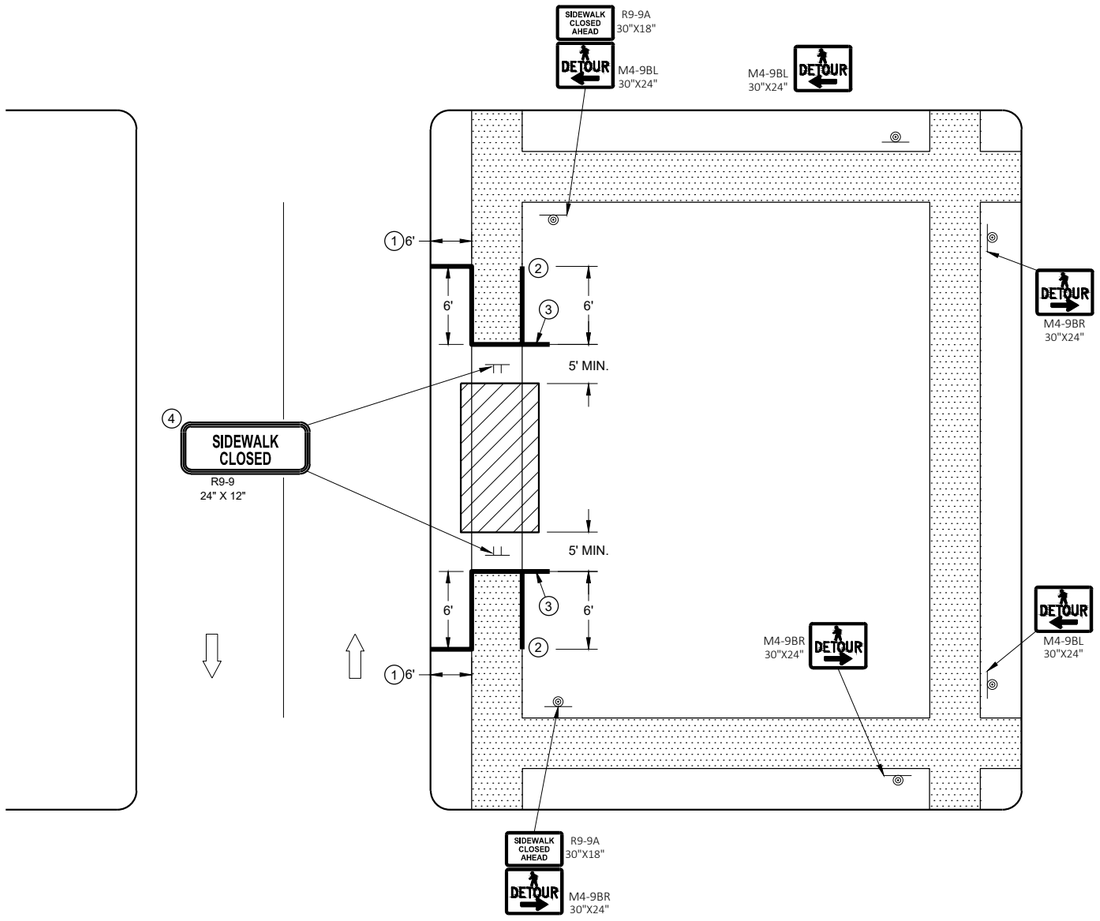
SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



GENERAL NOTES

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

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

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

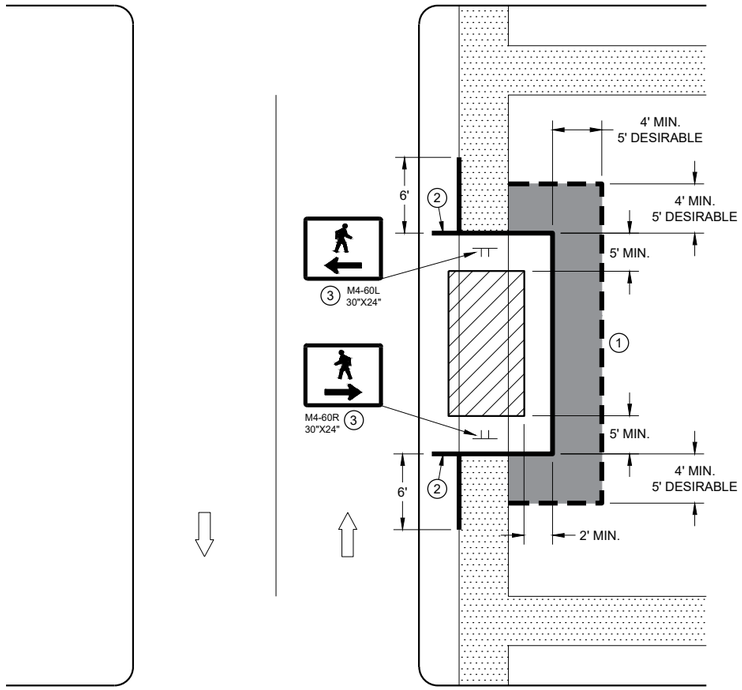
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 09g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

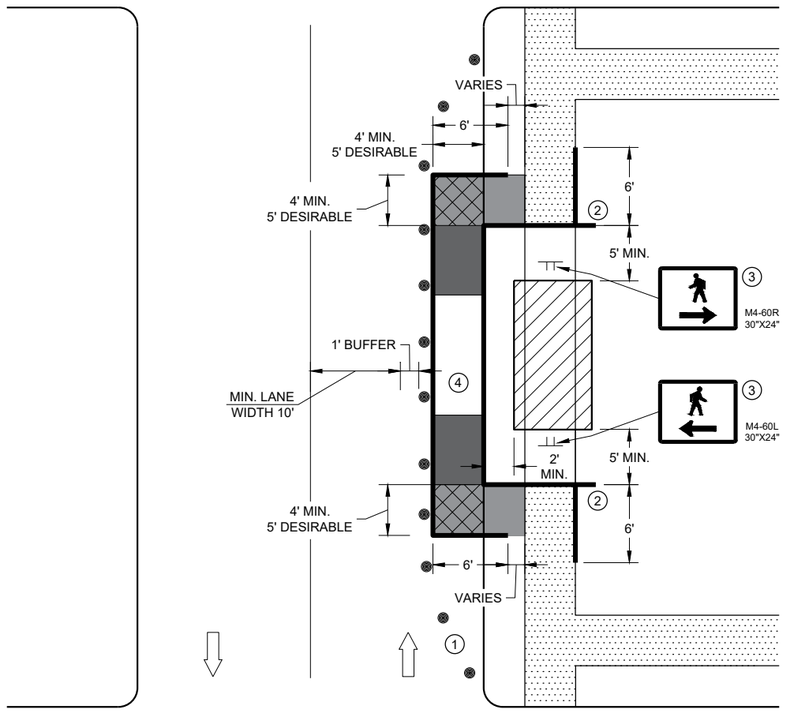
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

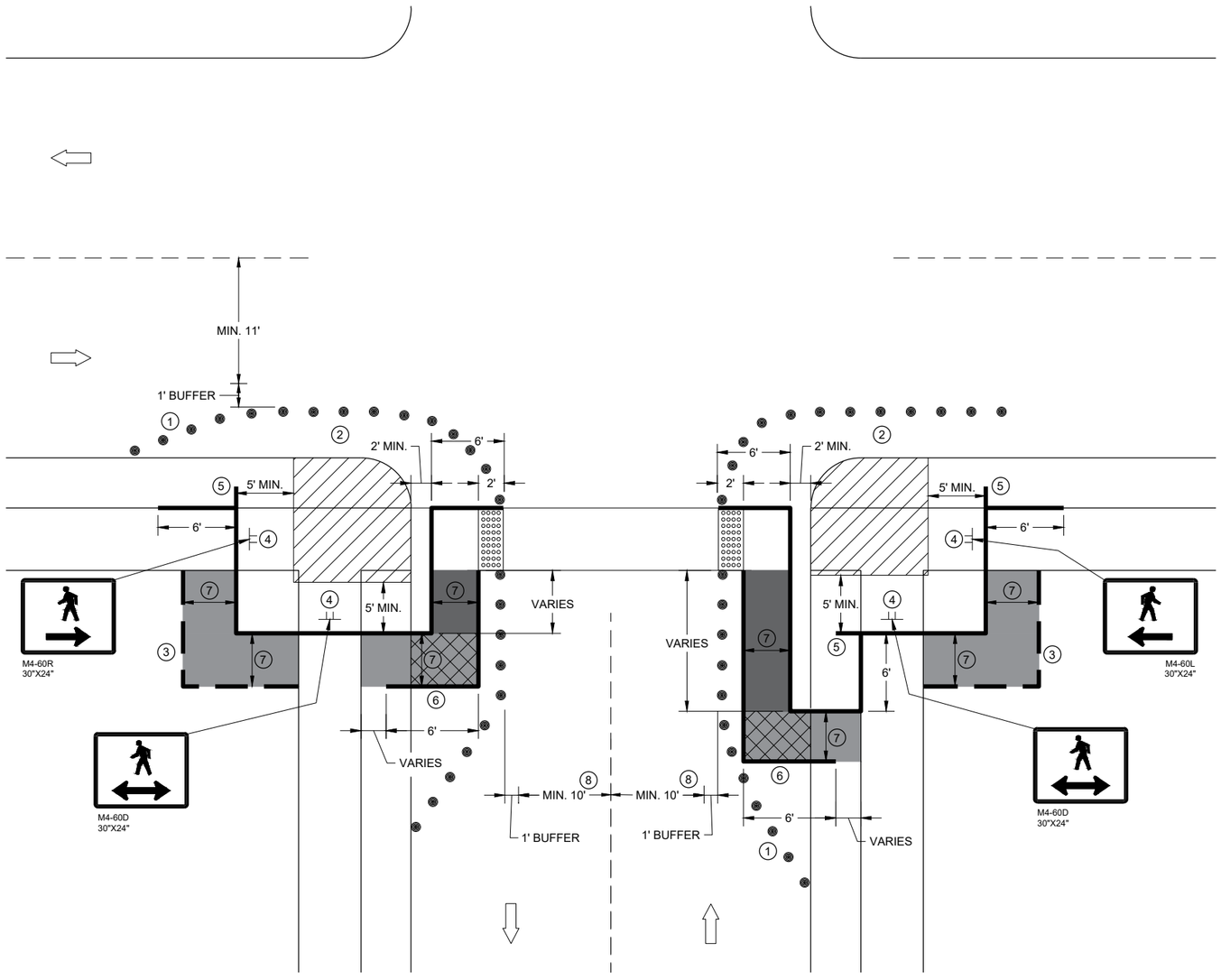
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09h

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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.

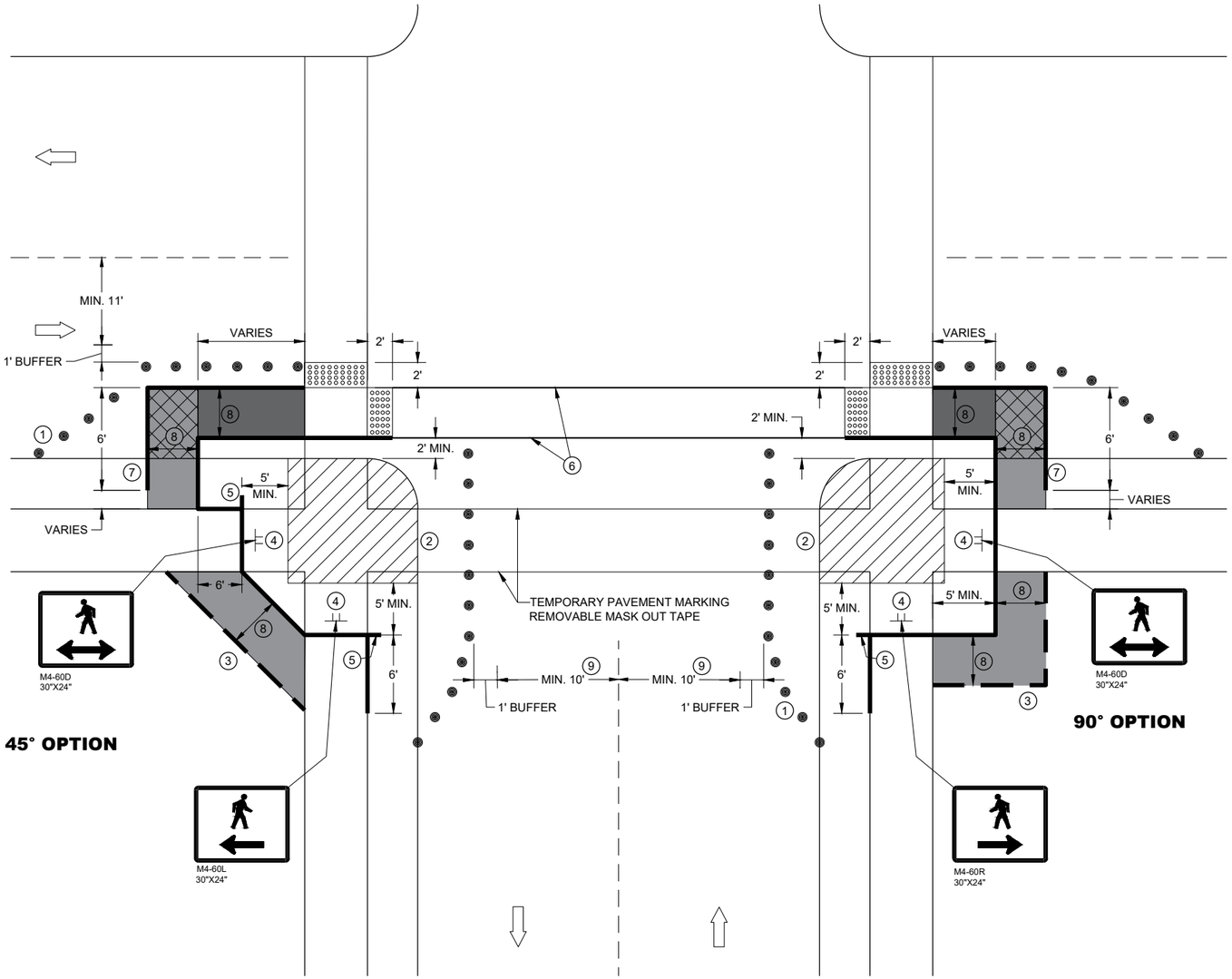
LEGEND

- 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

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LEGEND

SIGN ON PERMANENT SUPPORT

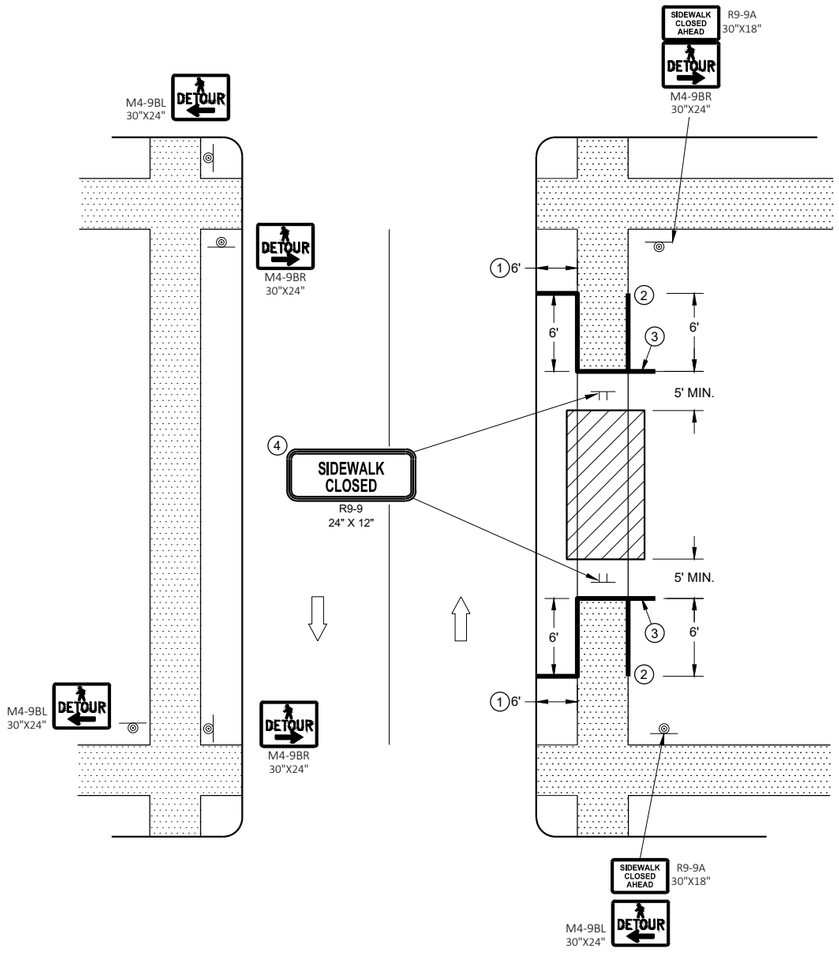
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

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

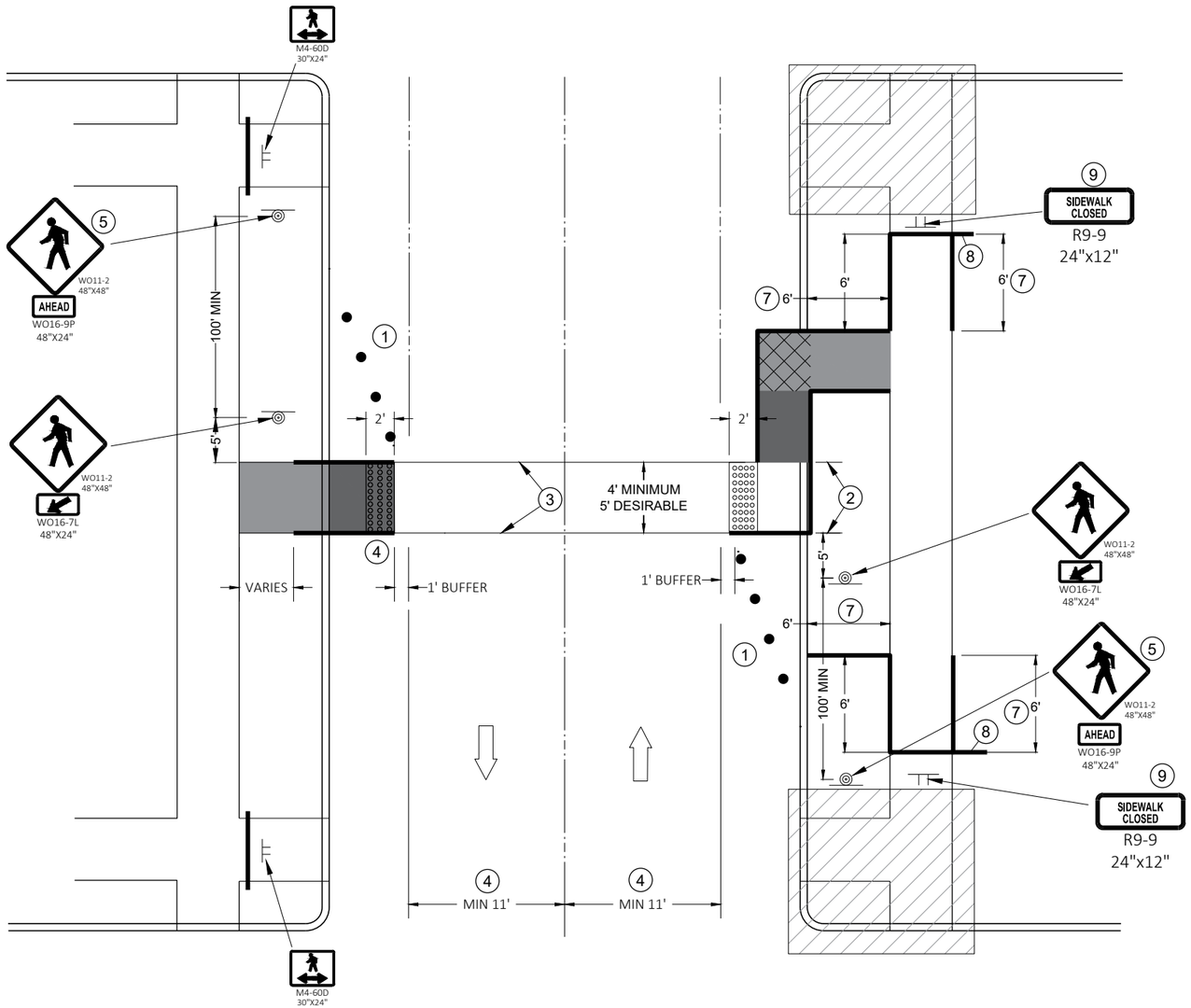
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

(1) SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) 4 FEET MINIMUM, 5 FEET DESIRABLE.

(3) WHITE 6" TEMPORARY PAVEMENT MARKING.

(4) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.

(5) IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.

(6) IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.

(7) PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.

(8) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(9) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

6

SDD 15D30 - 09L

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	55
30	200	75	83	90	98	105	85
35	350	102	112	123	133	143	120
40	350	133	147	160	173	187	170
45	500	225	248	270	293	315	220

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

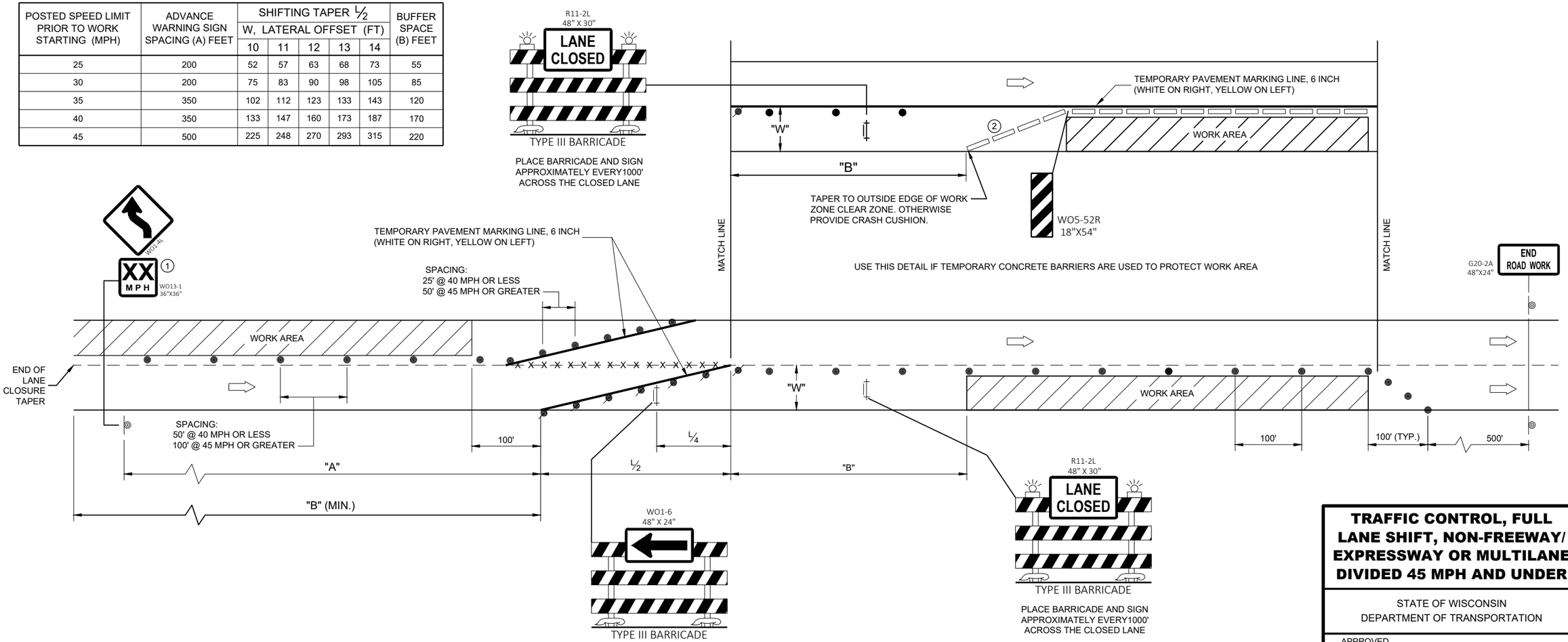
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER
SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL
CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-05a

6

SDD 15D40-05a

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.

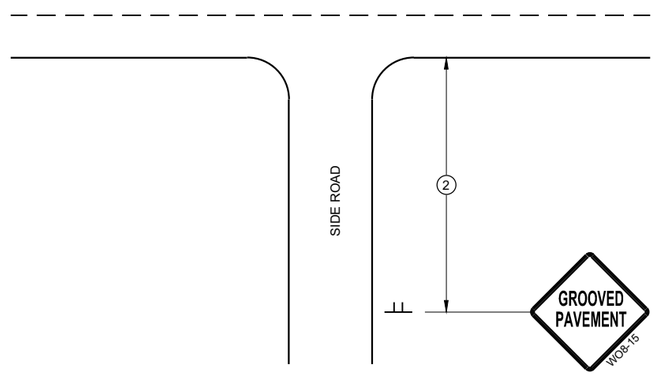
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

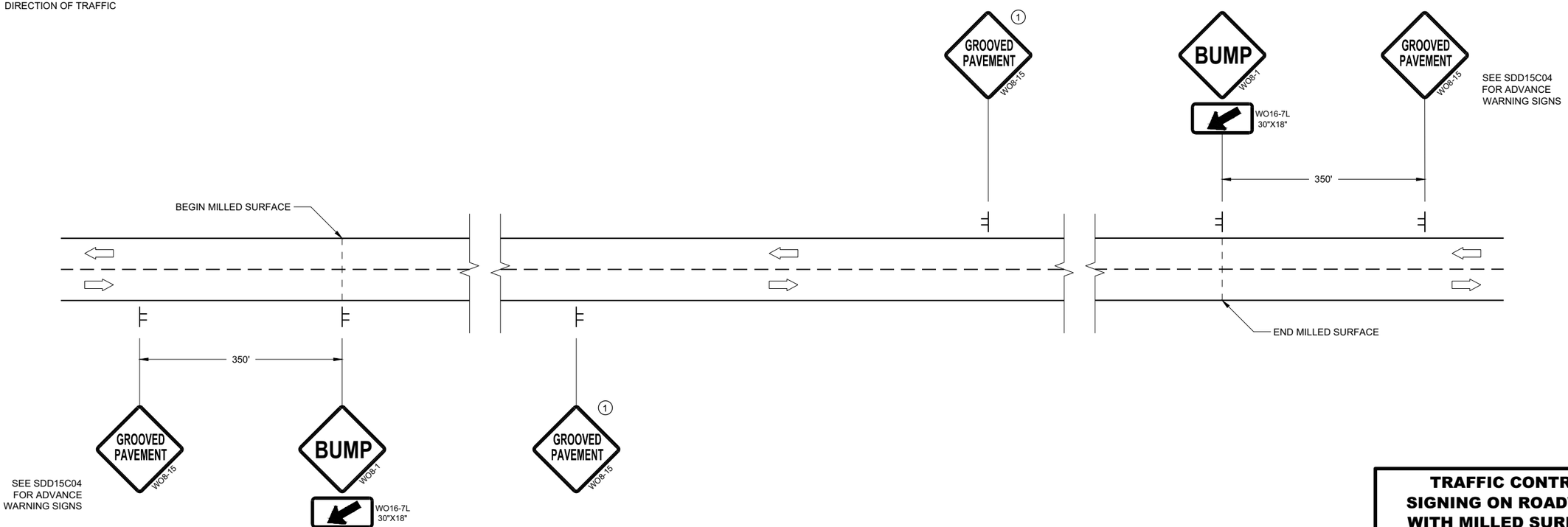
LEGEND

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

6
SDD 15D44 - 02

LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

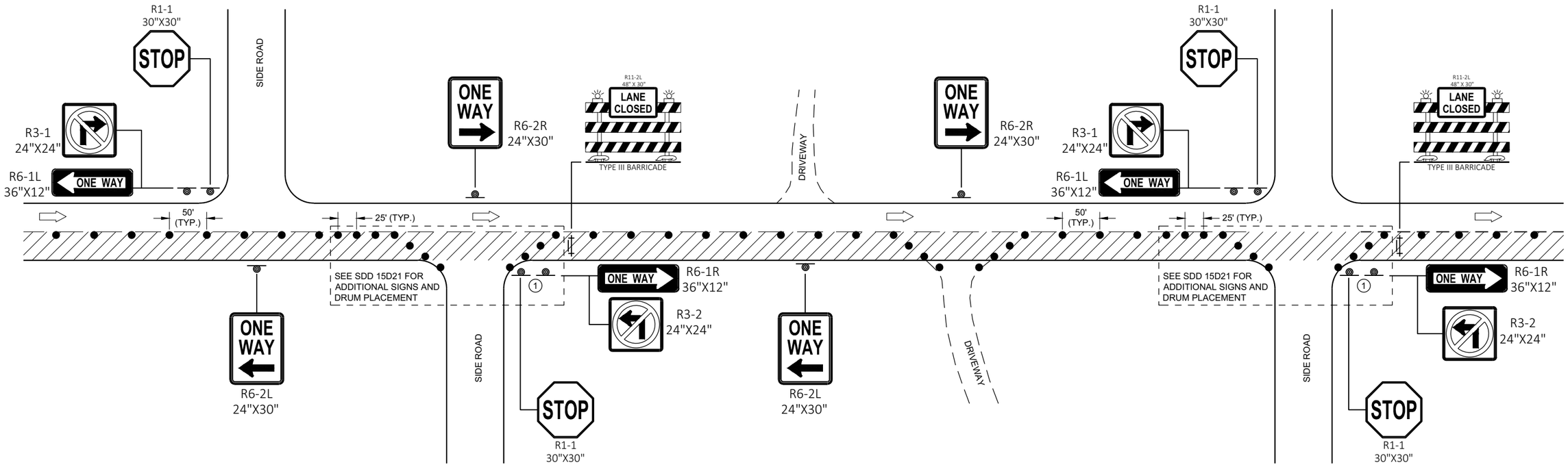
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.



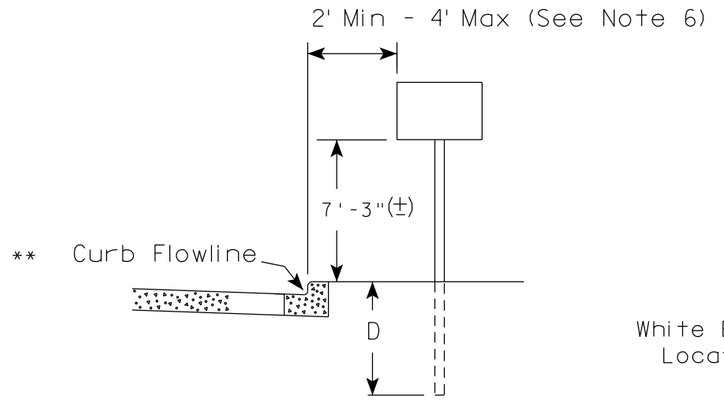
TRAFFIC CONTROL
ONE - WAY SIGNING

TRAFFIC CONTROL ONE-WAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA	

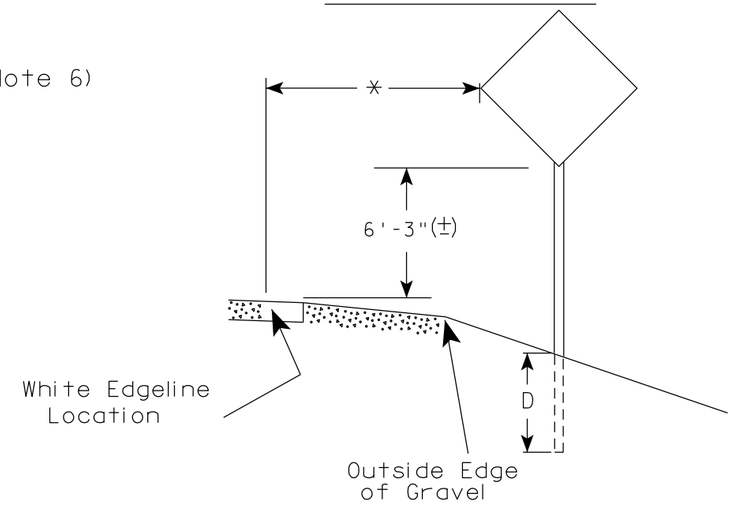
SDD 15D46 - 01

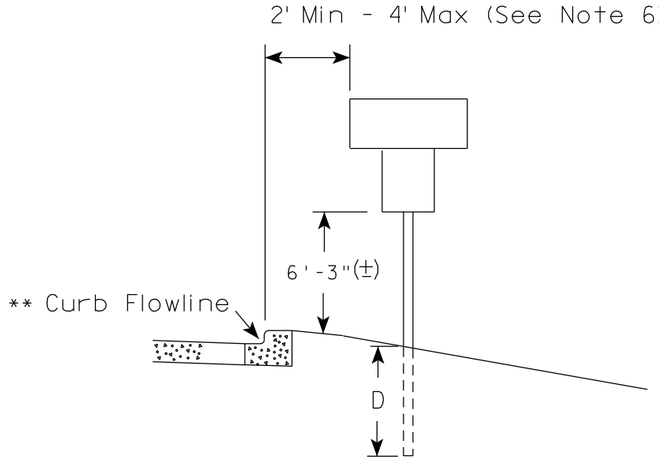
SDD 15D46 - 01

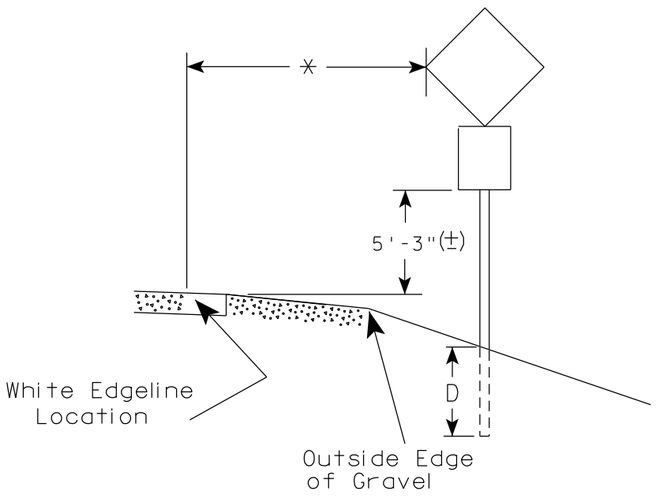
URBAN AREA



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.

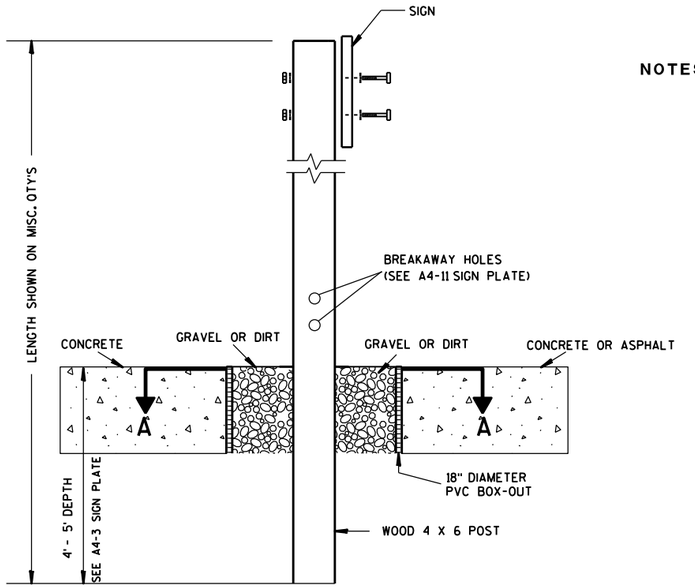
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

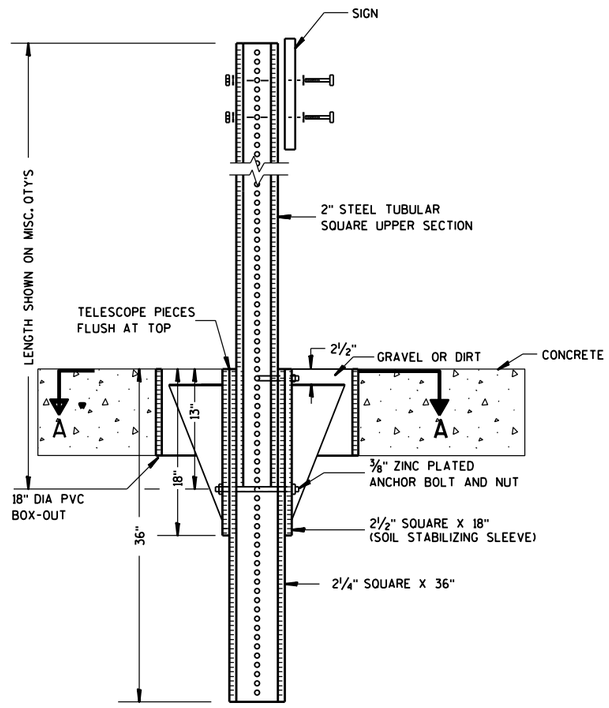
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 262	E



ELEVATION VIEW

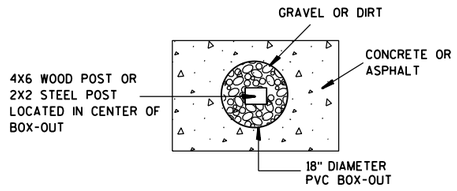
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

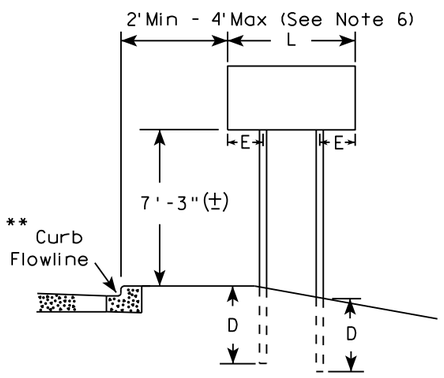
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

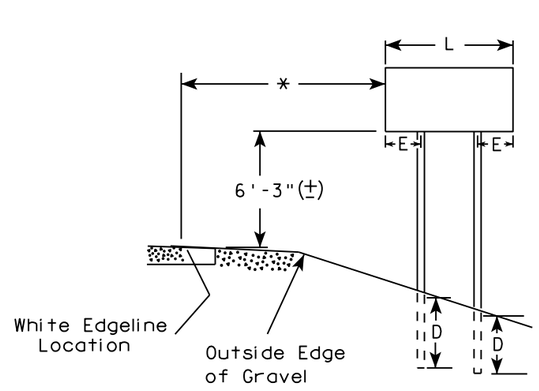
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

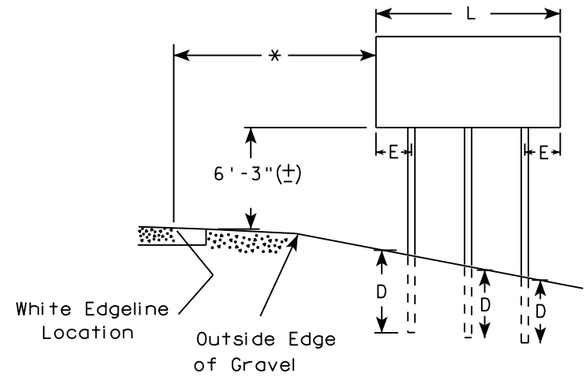
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

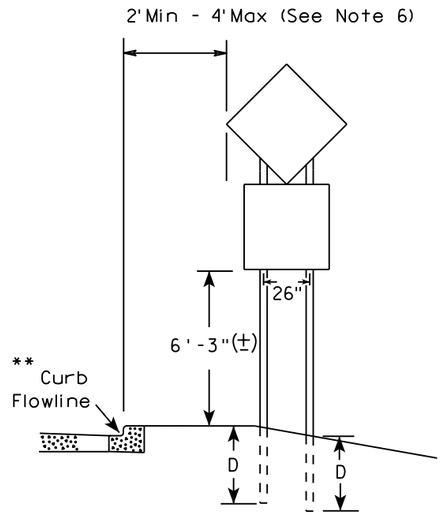
URBAN AREA



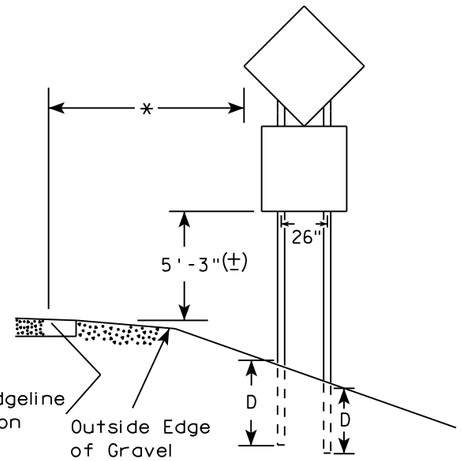
RURAL AREA (See Note 3)







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'

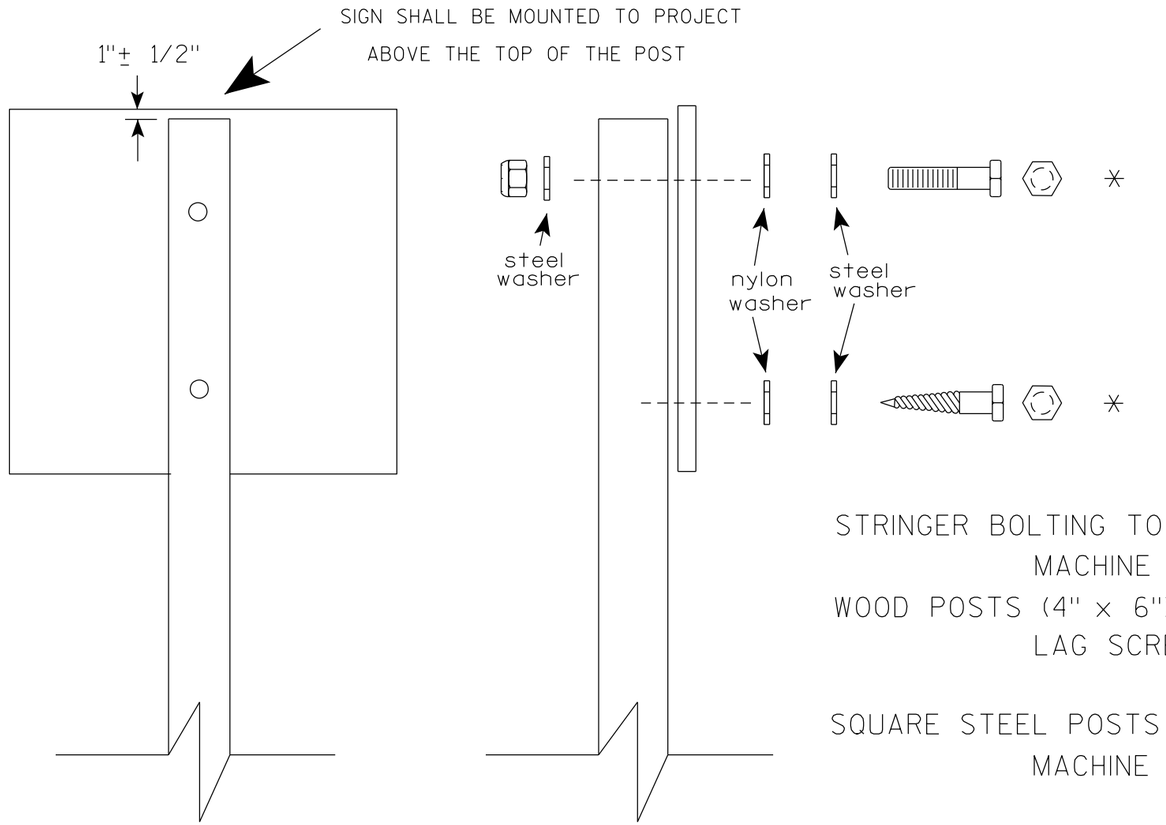
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 264	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

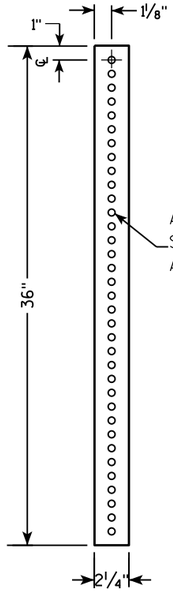
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

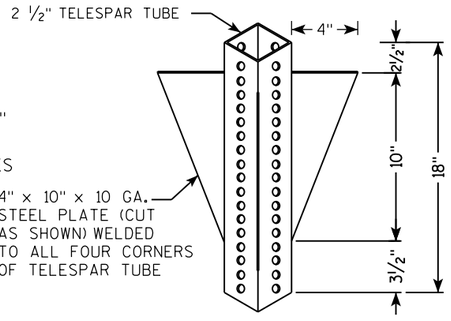
SHEET NO: 265 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

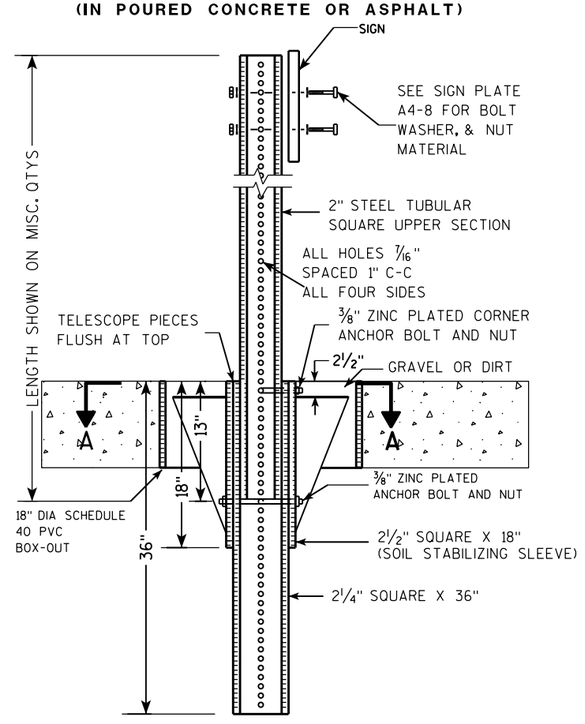
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



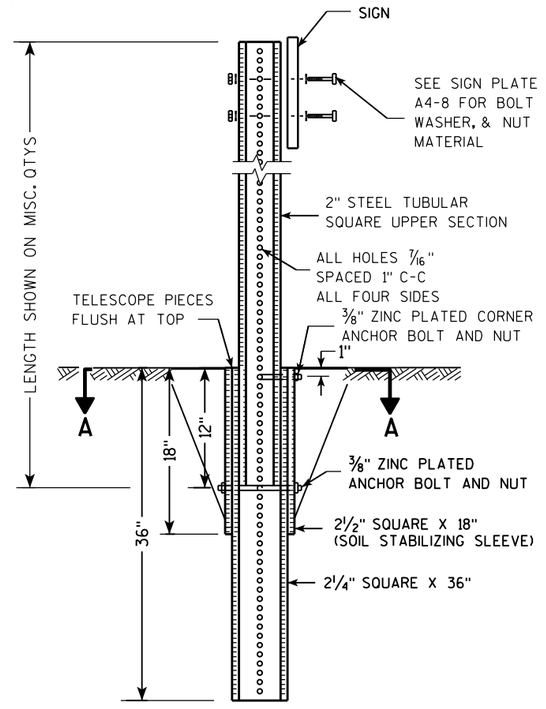
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

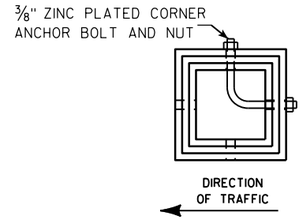


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

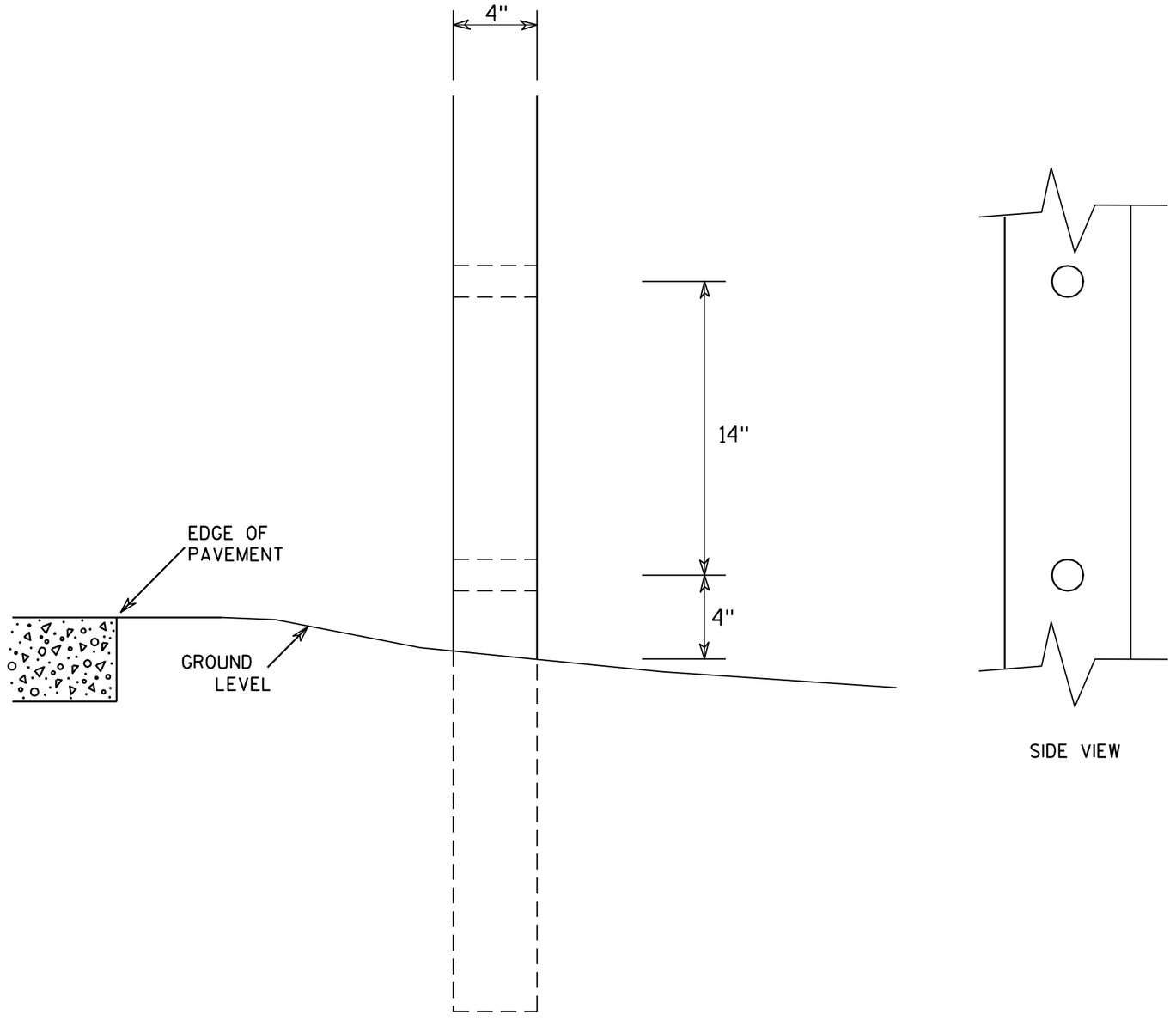
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 266 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

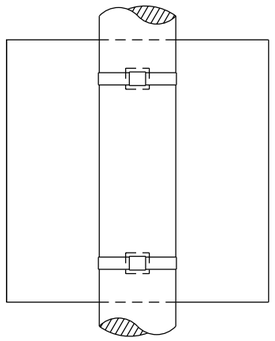
APPROVED Chester J Spang
for State Traffic Engineer

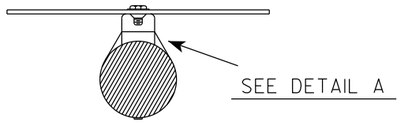
DATE 3/27/97 PLATE NO. A4-11.2

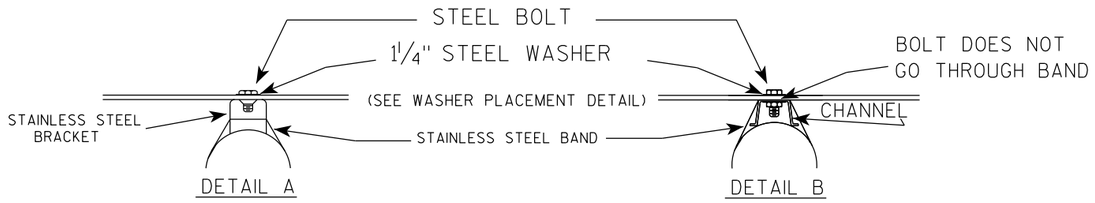
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 267	E

BANDING

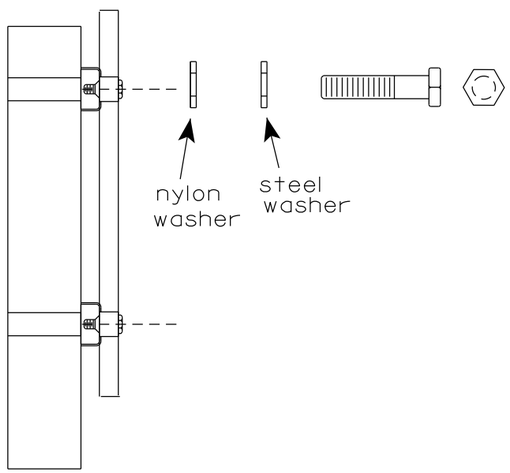
SINGLE SIGN







WASHER PLACEMENT

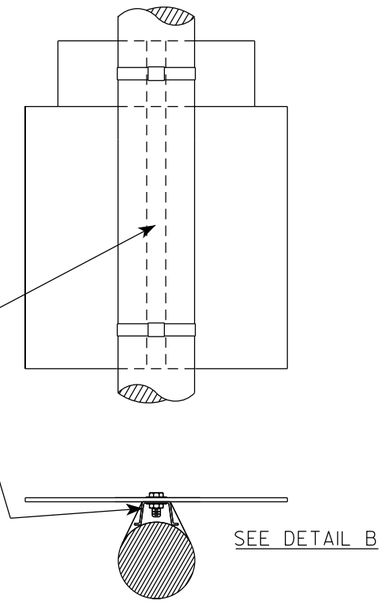


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

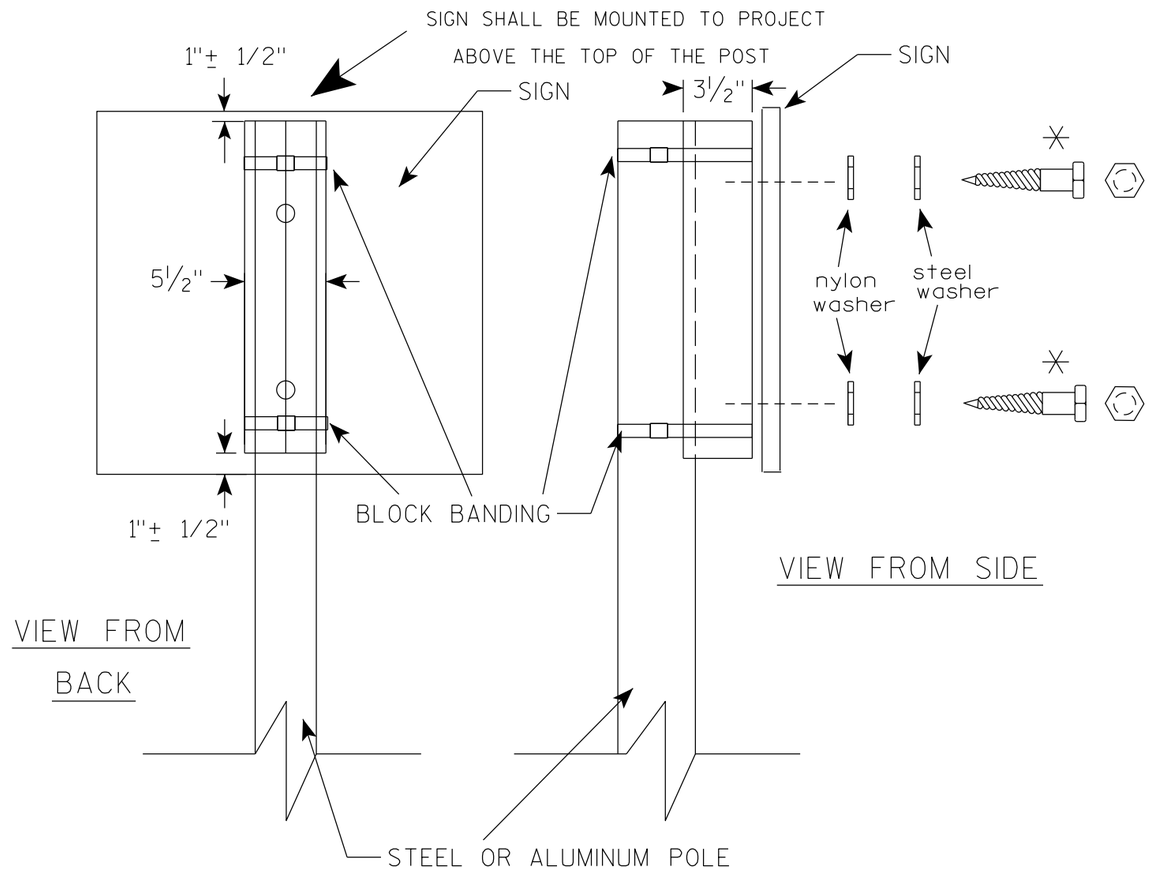
APPROVED Matthew R Rauch
for State Traffic Engineer

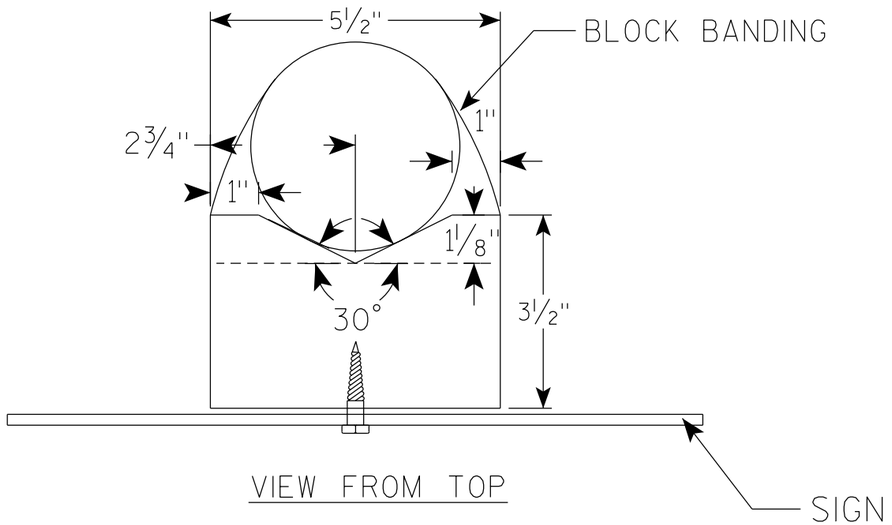
DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 268	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





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)

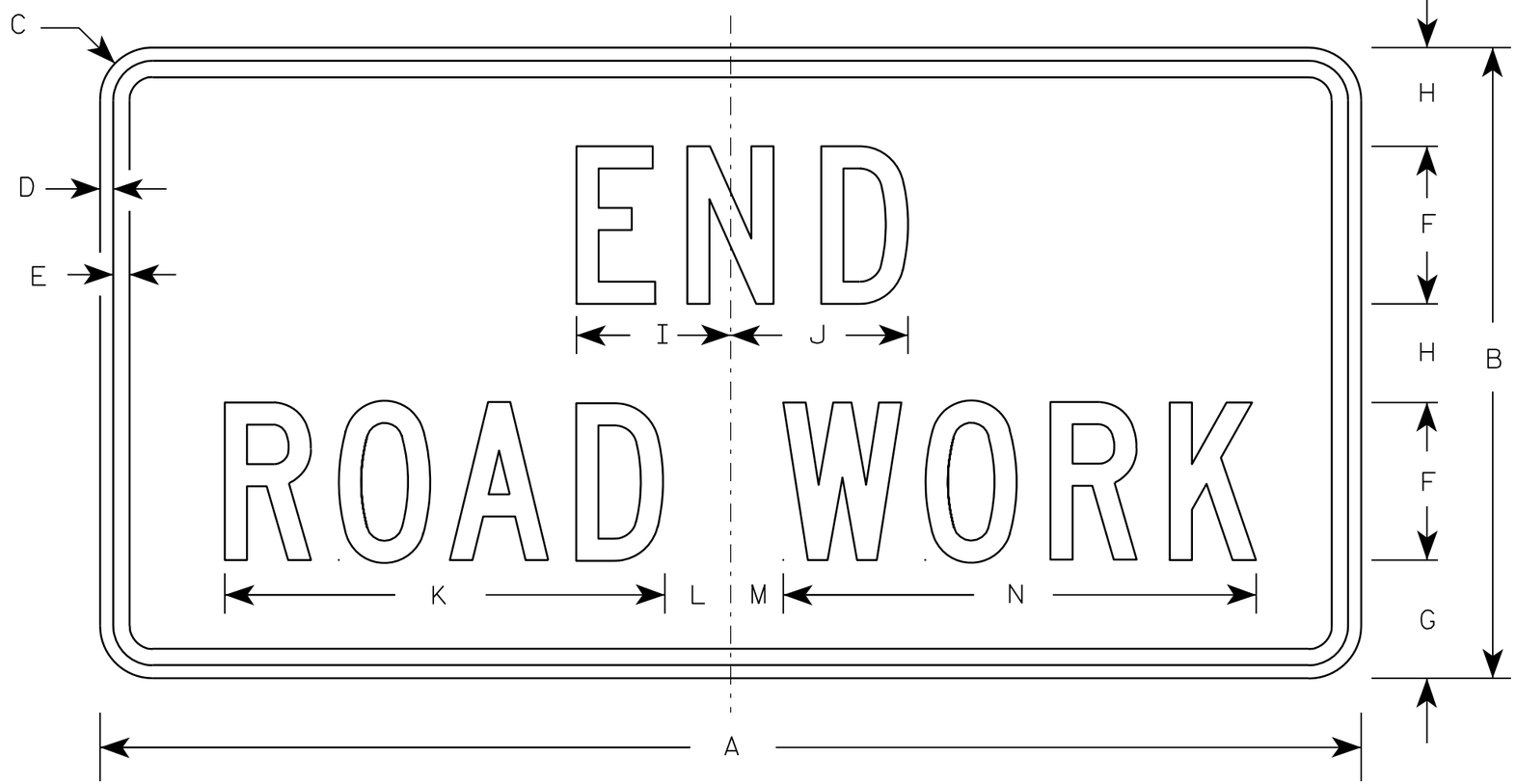
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 269 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

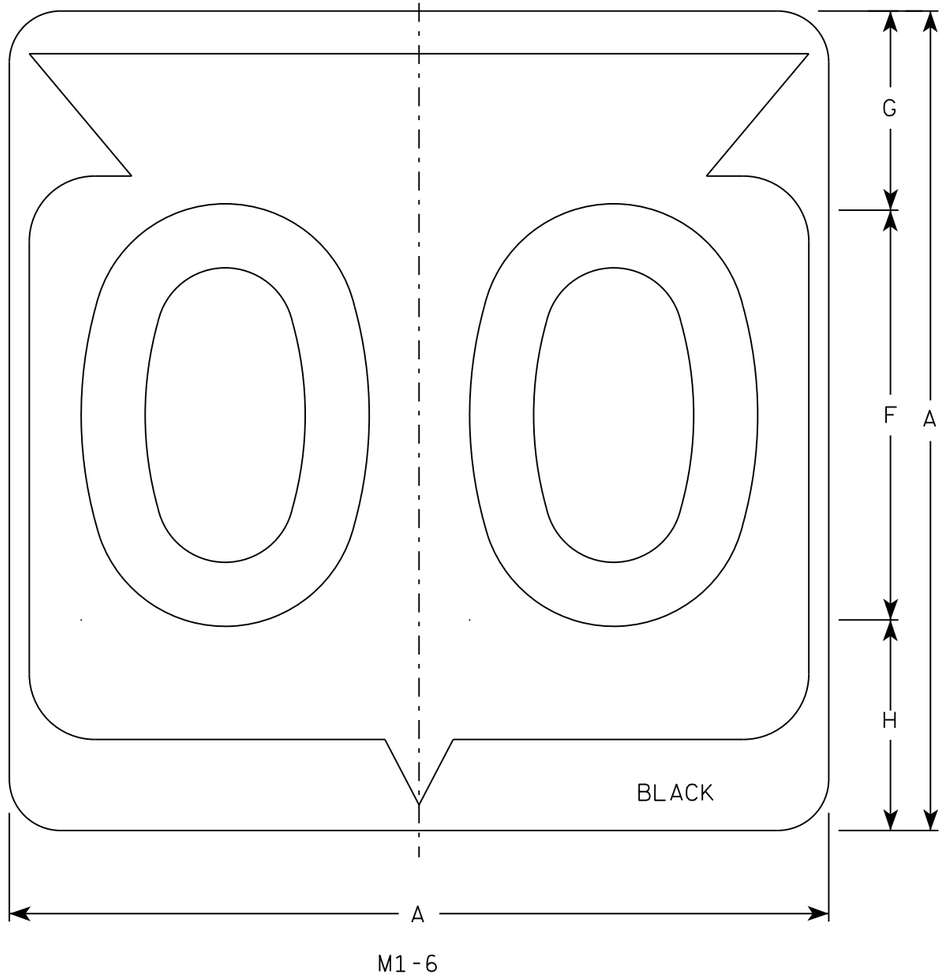
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

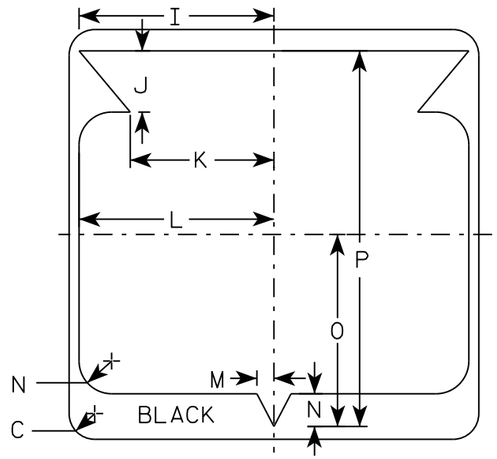
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 270	E



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

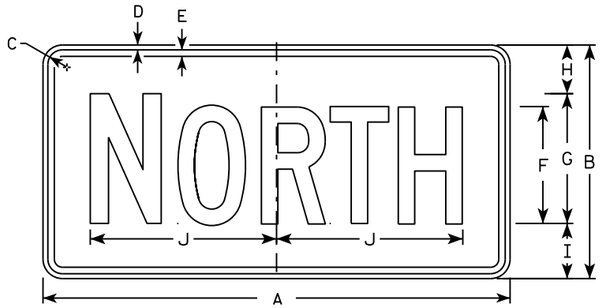
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

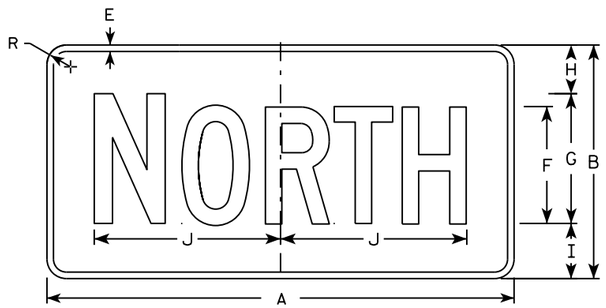
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 271 E



M3-1
MM3-1
MP3-1



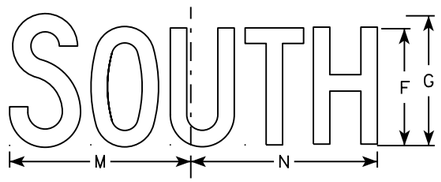
MB3-1
MK3-1
MN3-1



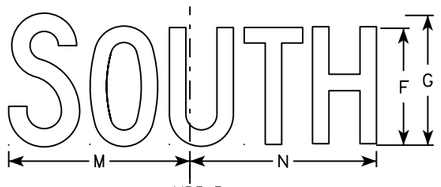
M3-2
MM3-2
MP3-2



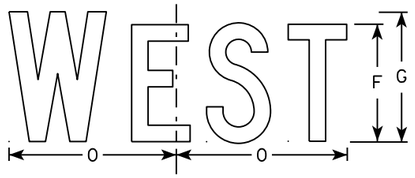
MB3-2
MK3-2
MN3-2



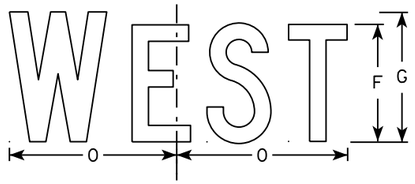
M3-3
MM3-3
MP3-3



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

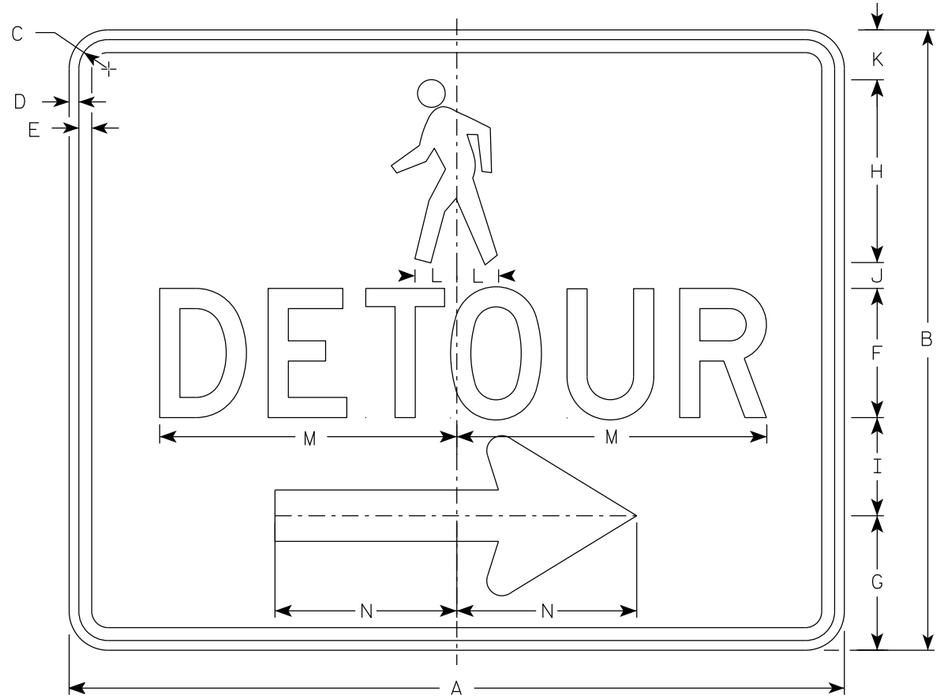
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

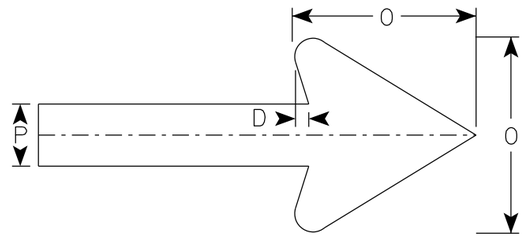
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

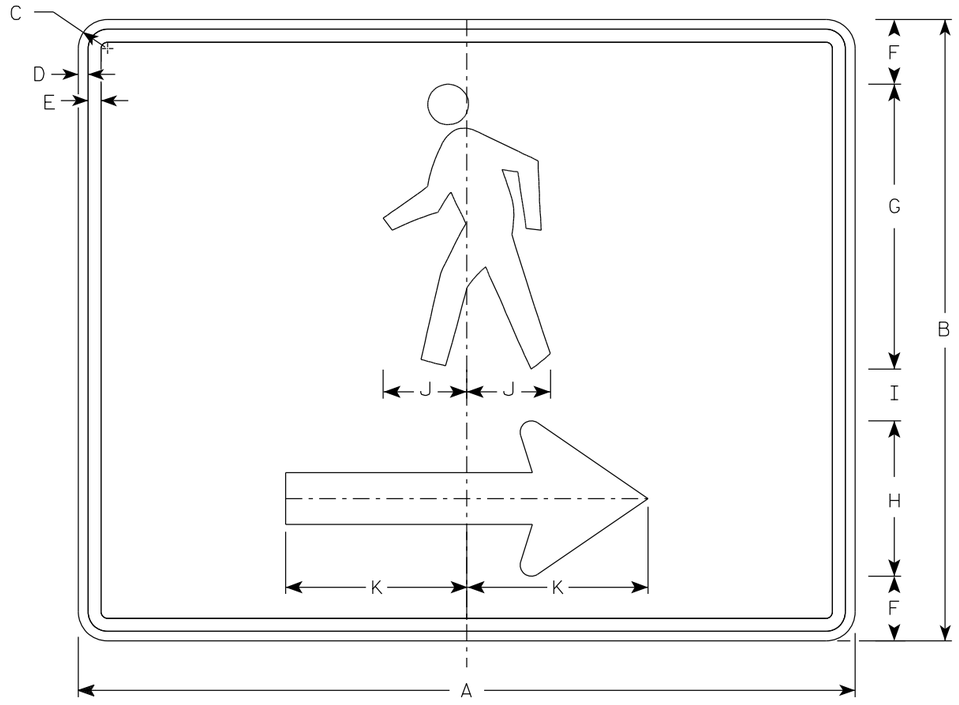
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

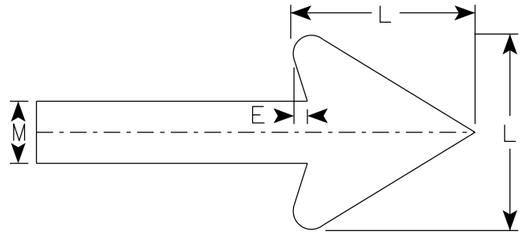
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 273 | E



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																											

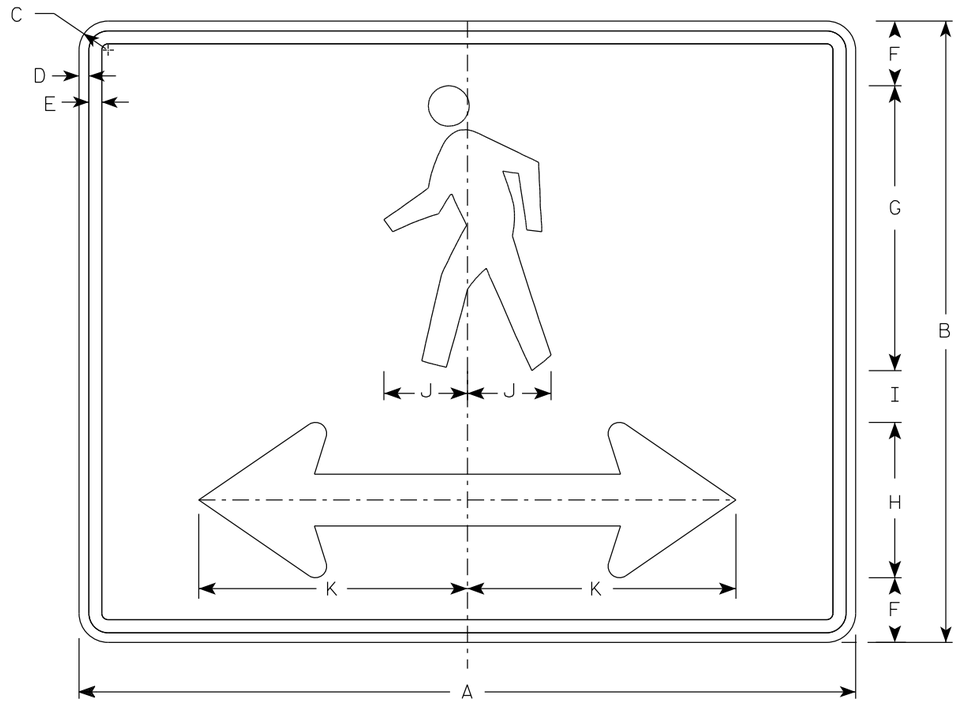
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

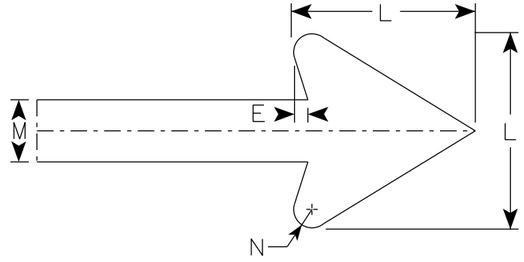
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 274 | E



M4-60D

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.



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	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

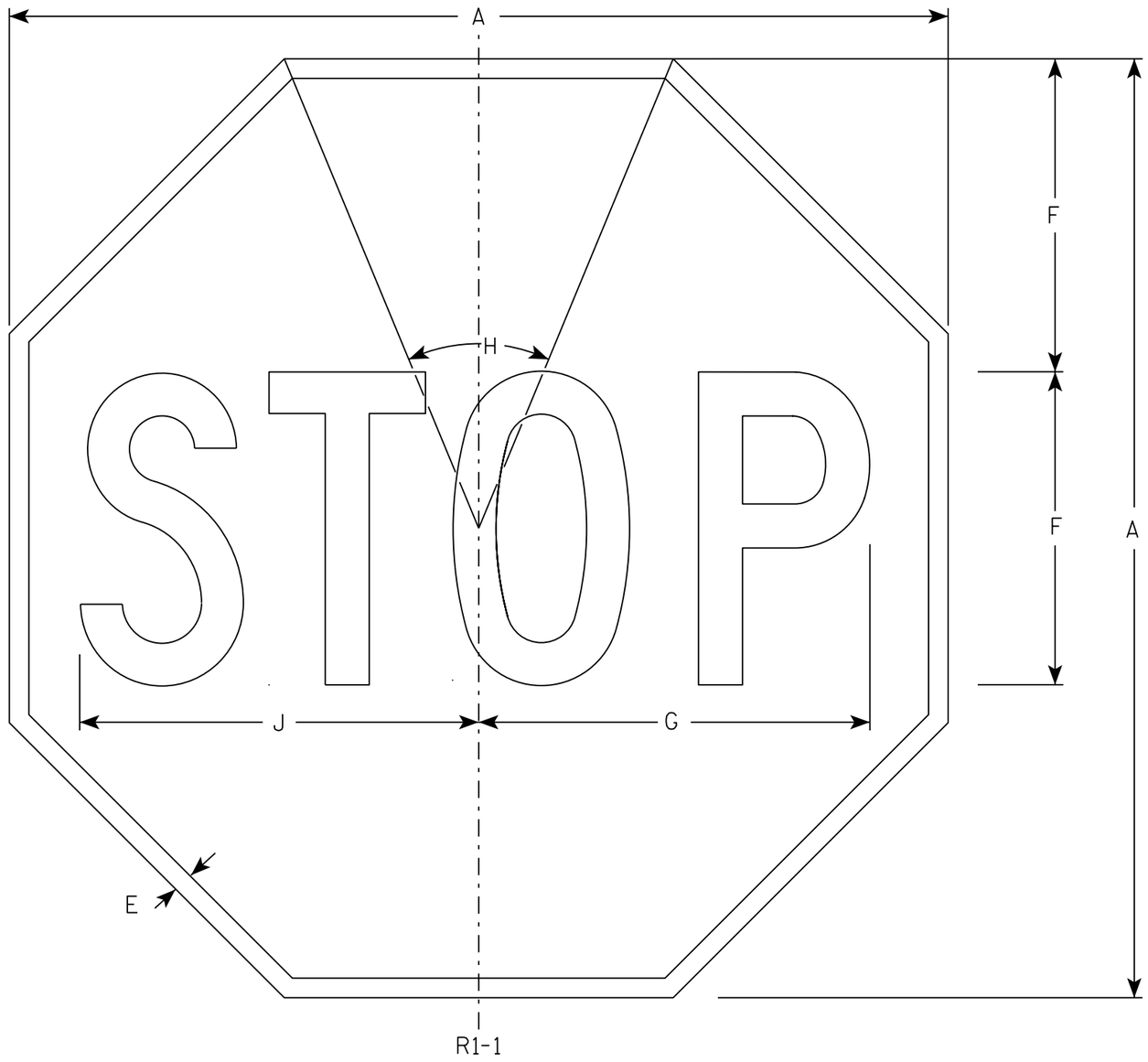
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/2021 PLATE NO. M4-60D.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 275	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

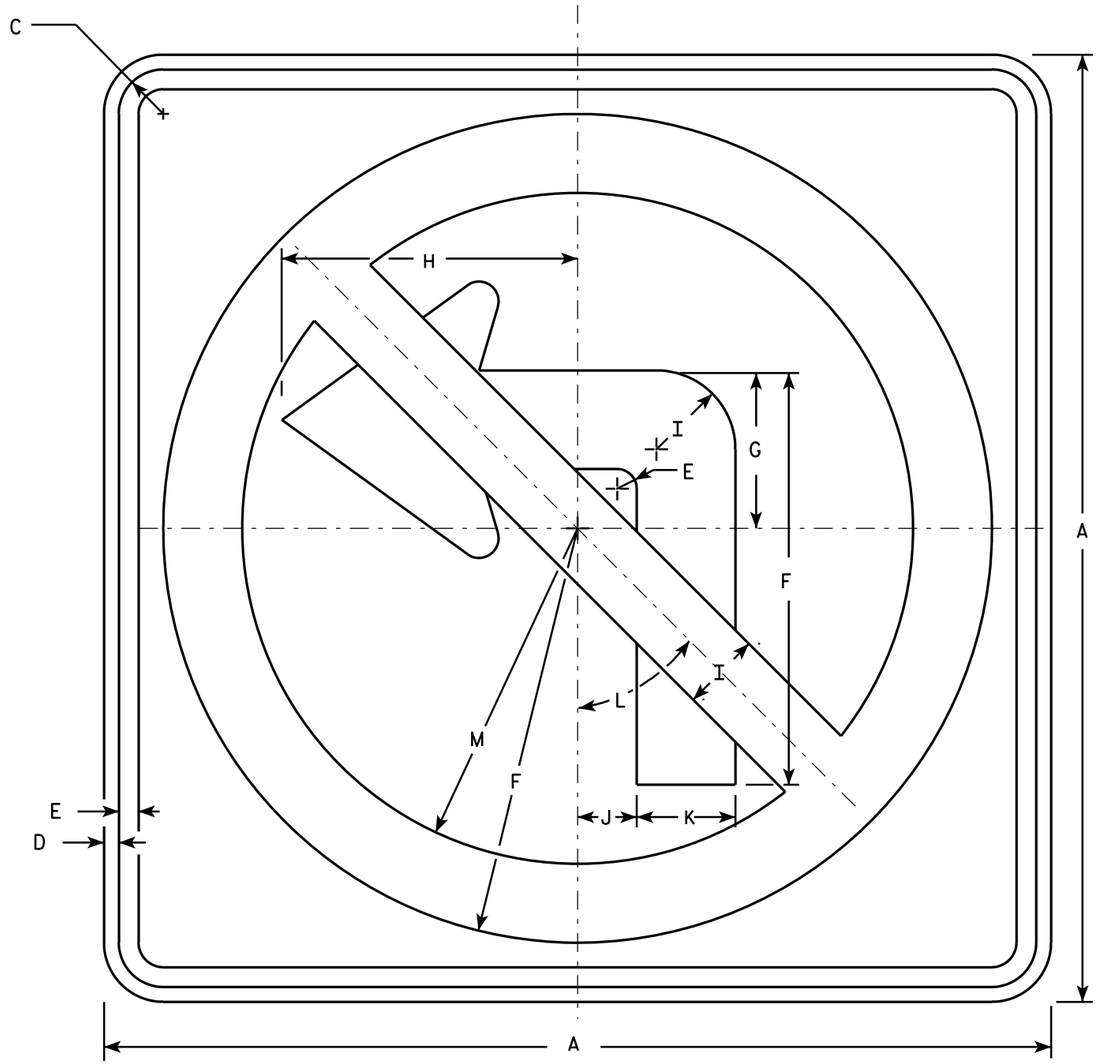
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

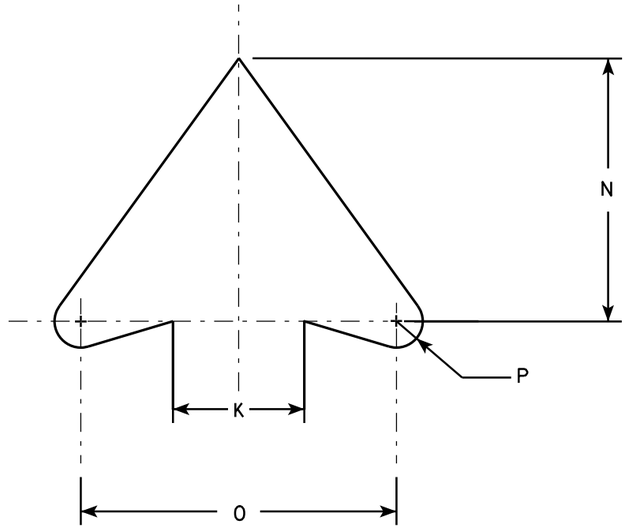
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 276	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

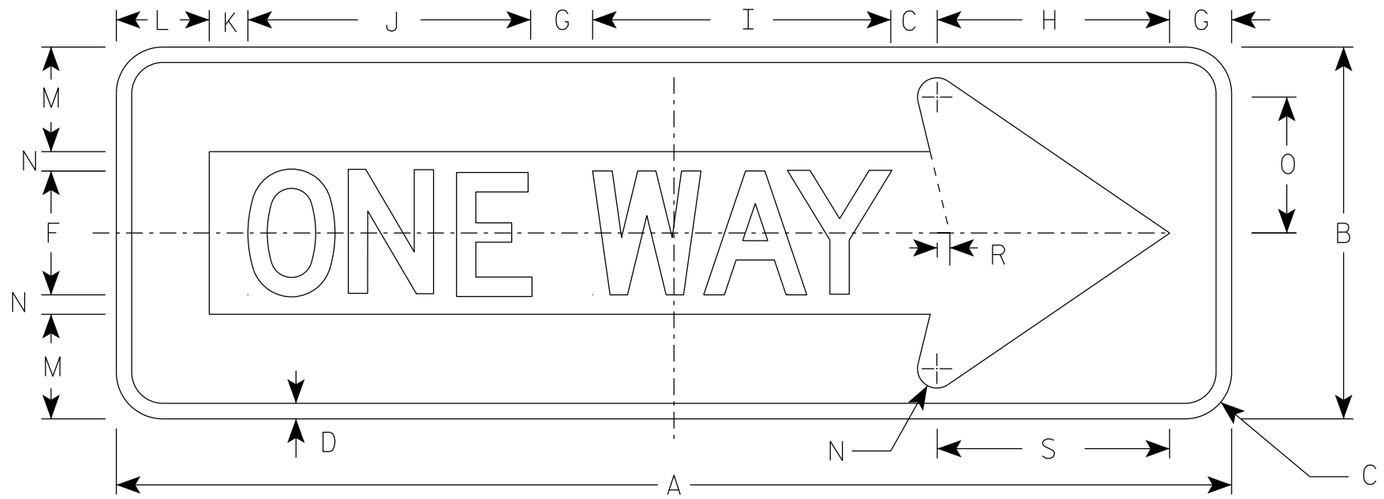
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

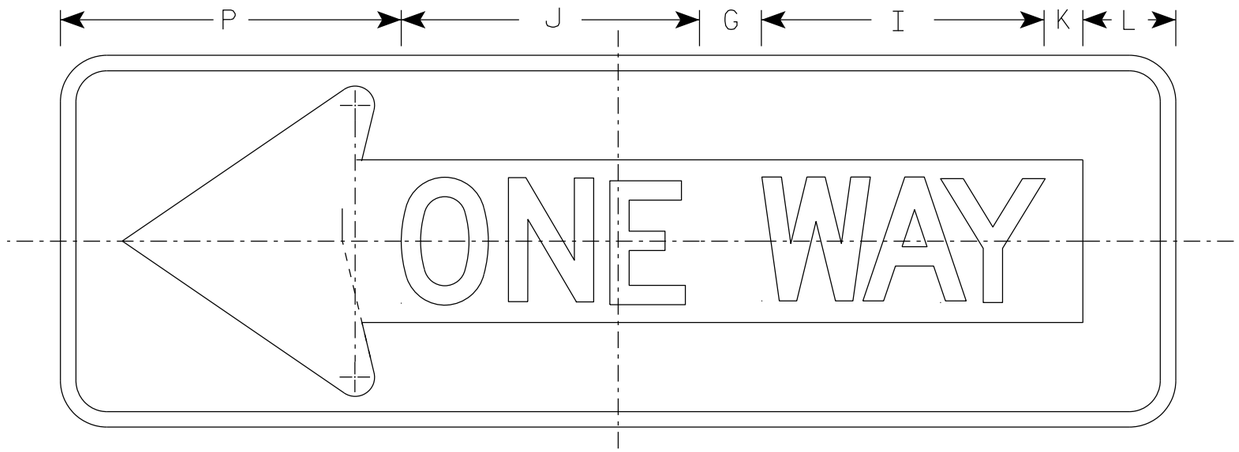
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 277	E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

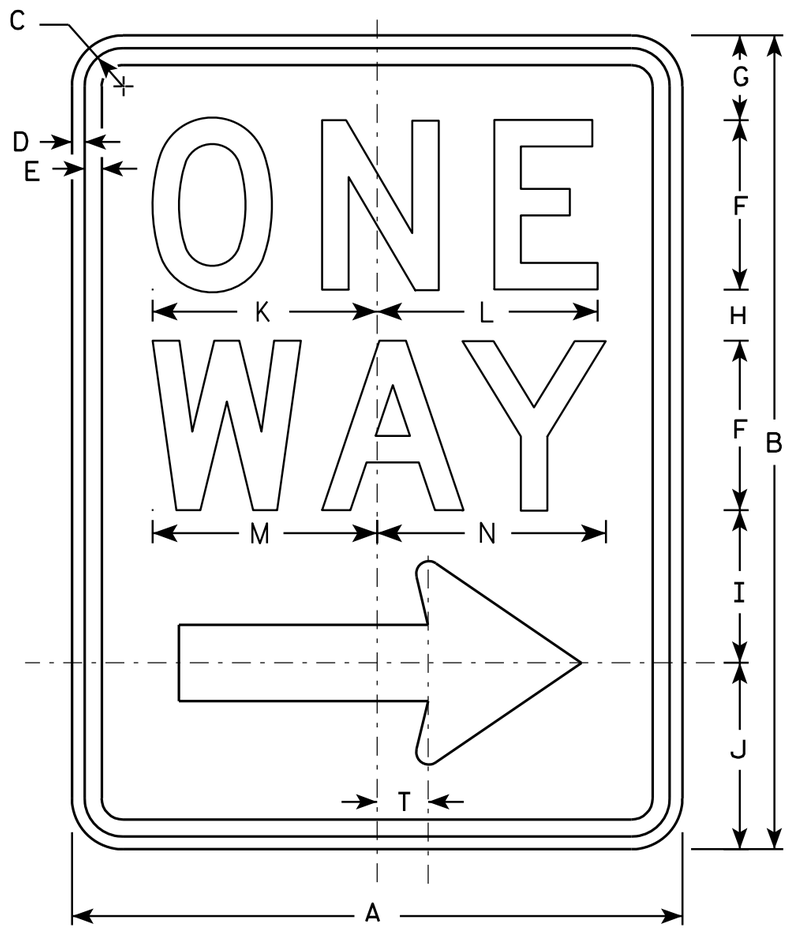
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

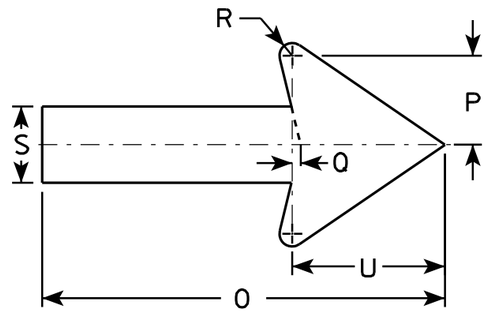
SHEET NO: 278 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

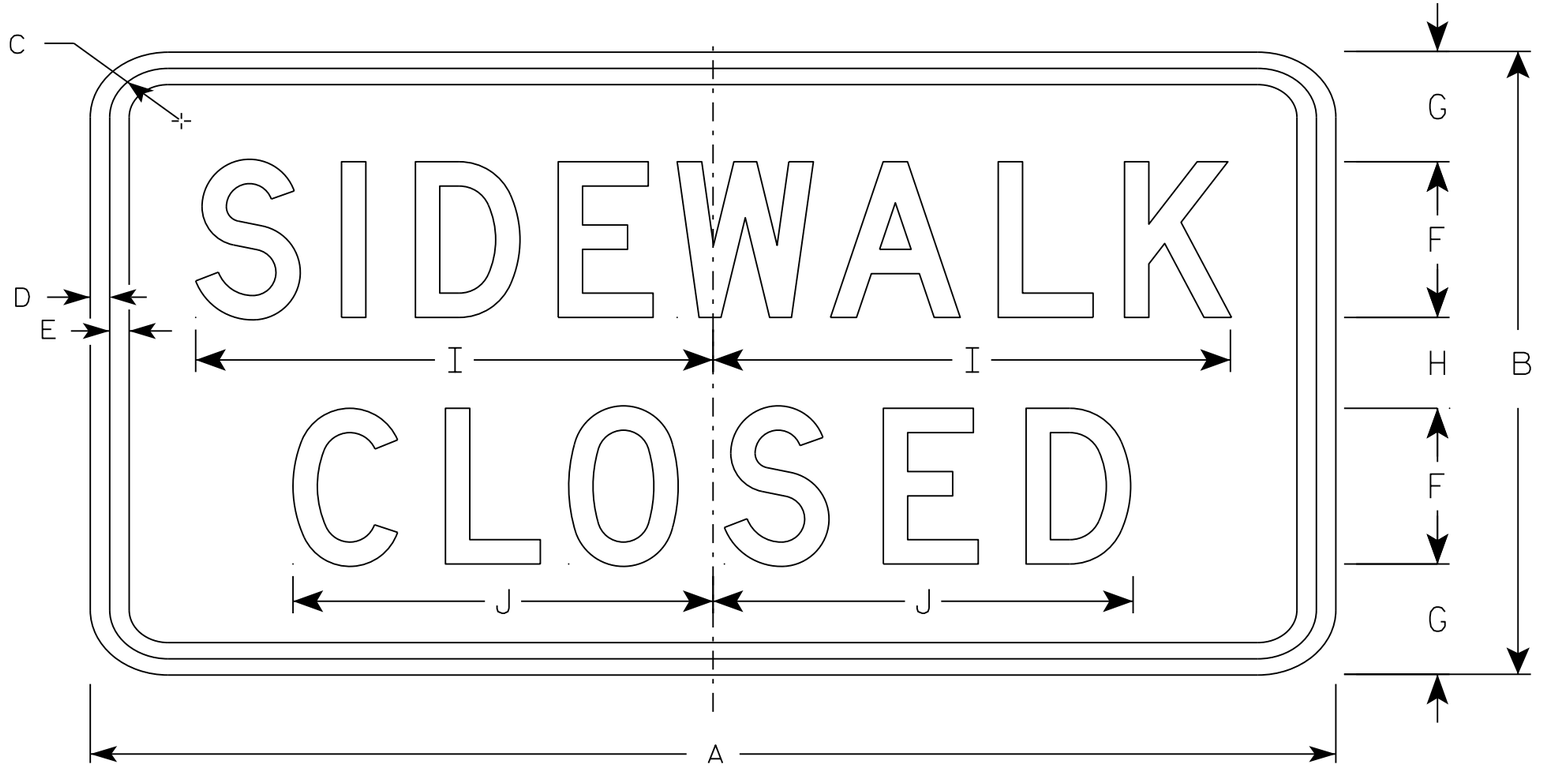
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 279	E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

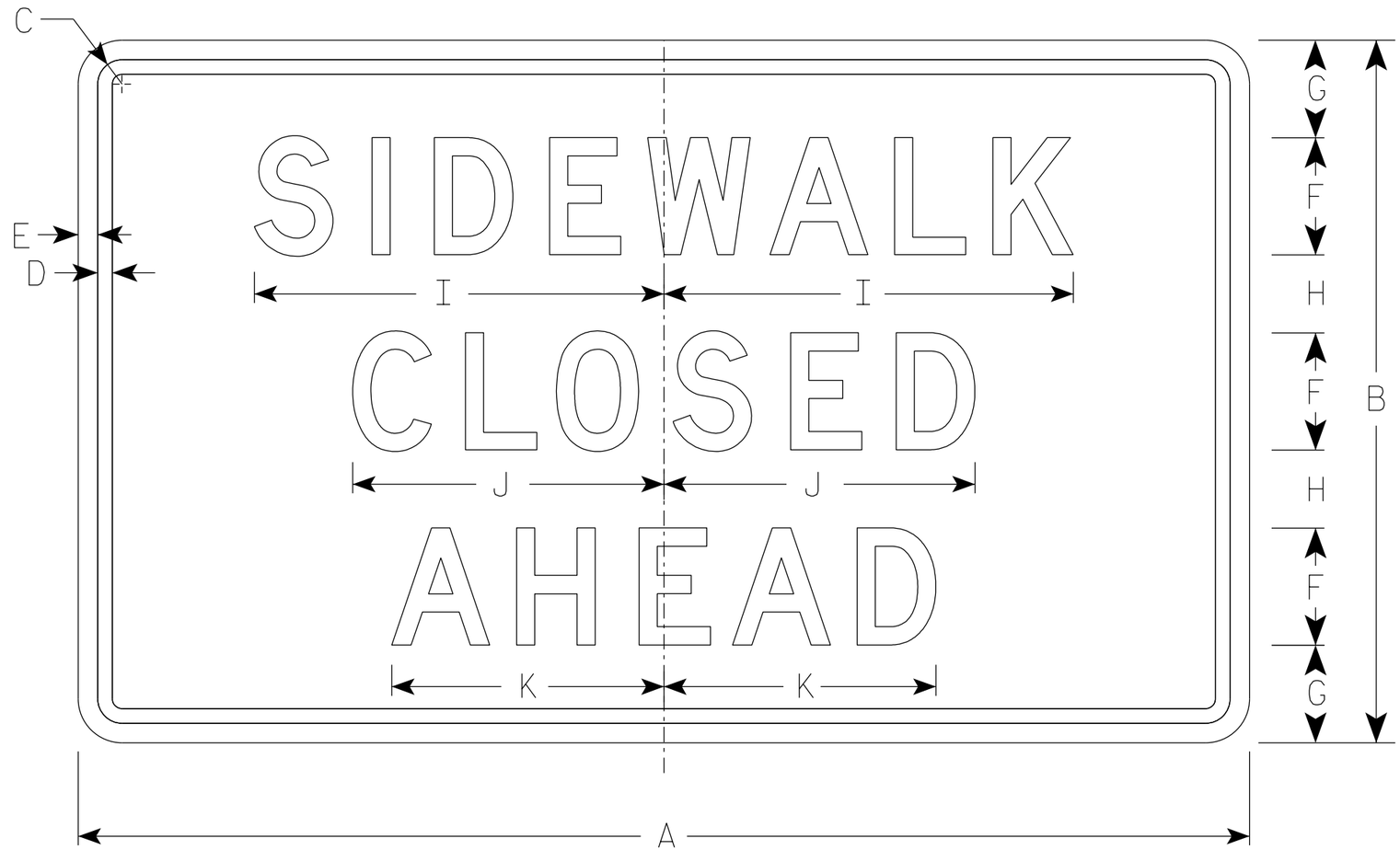
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 280 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-9A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

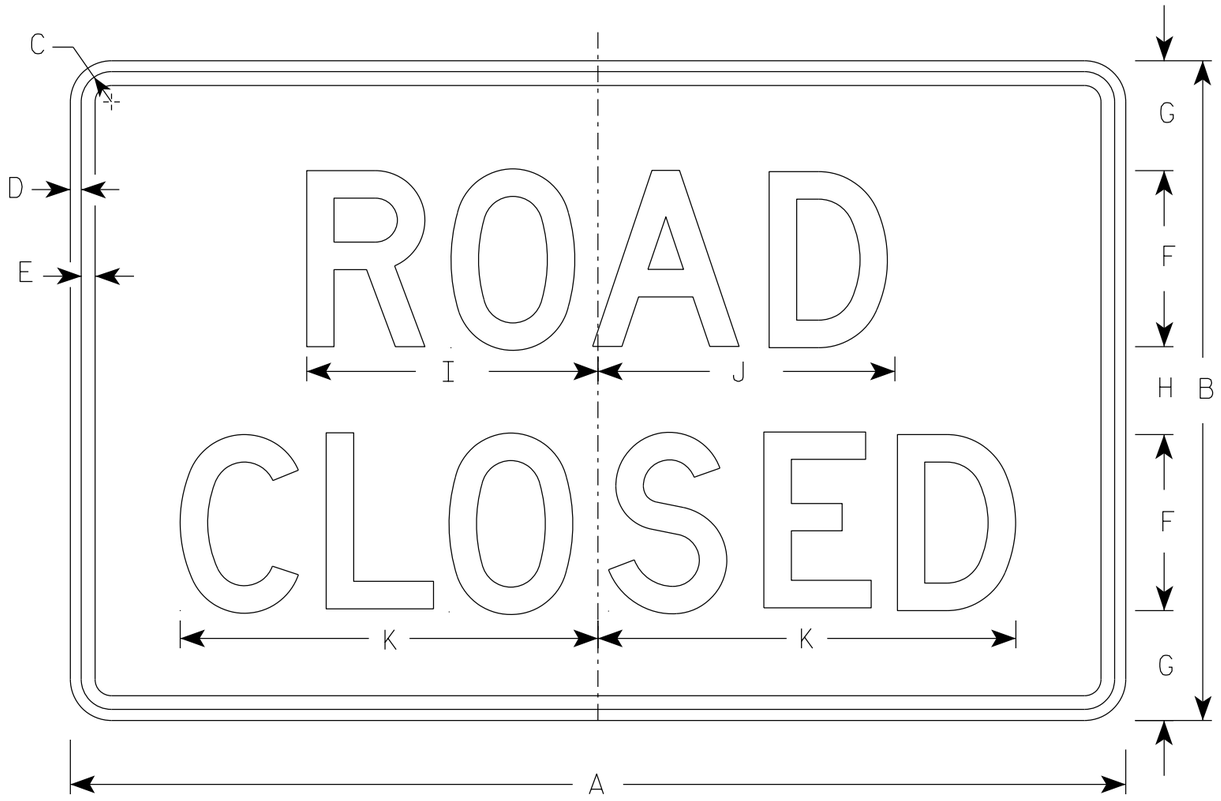
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

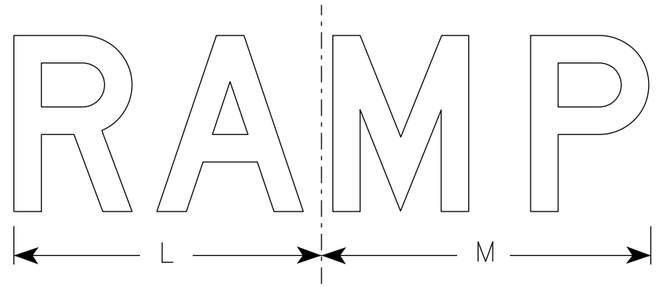
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 281 | E



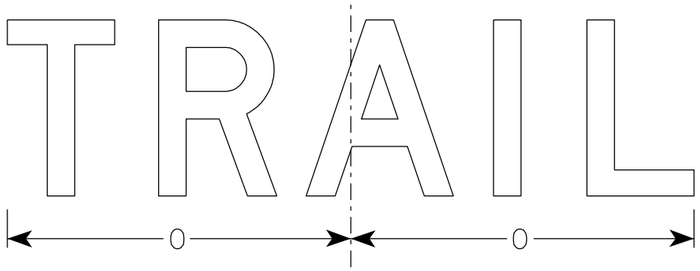
R11-2

NOTES

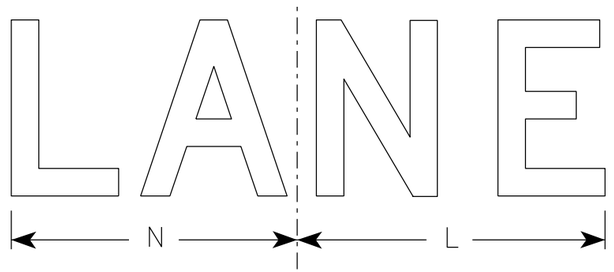
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

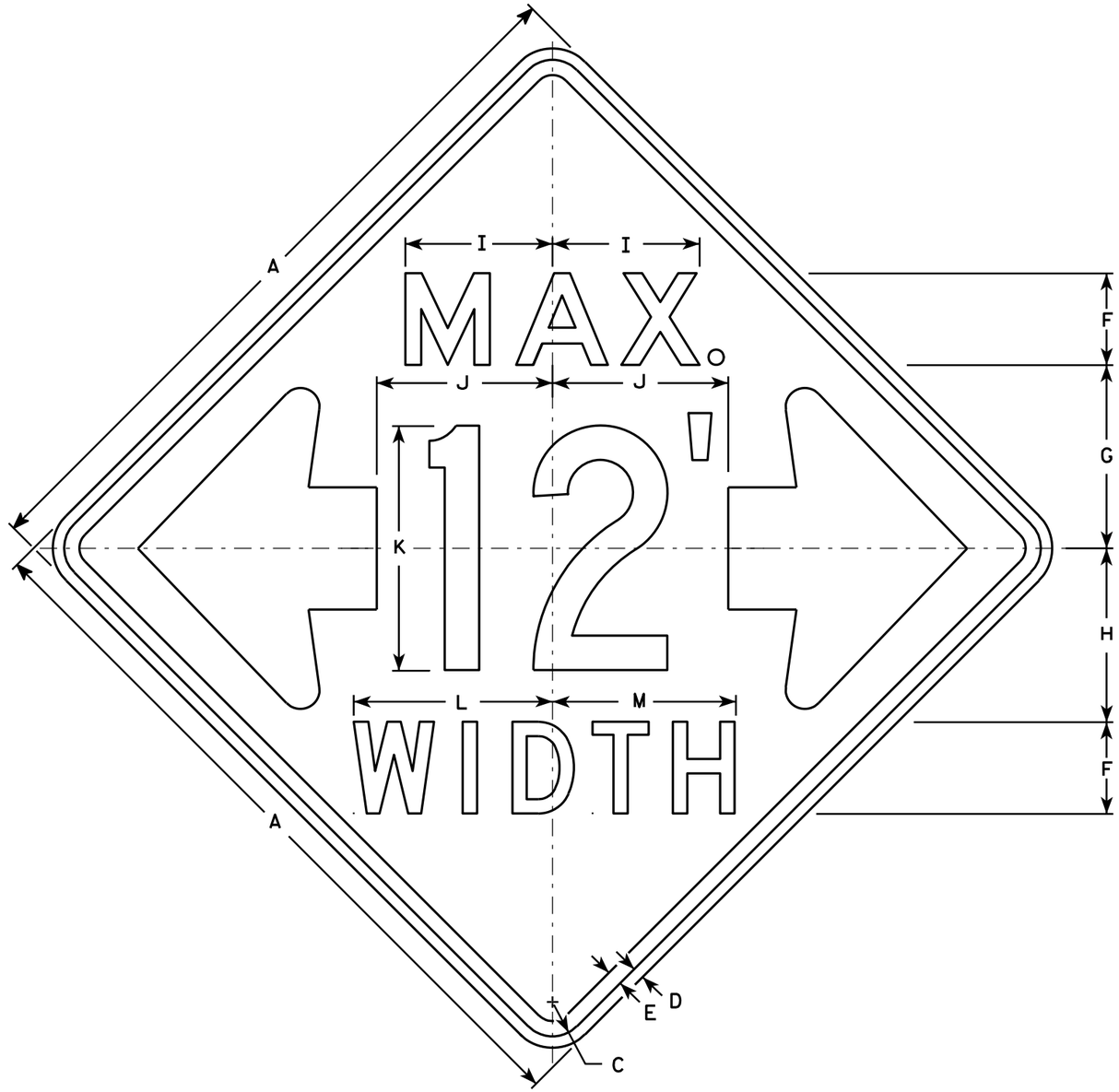
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 29-MAR 2021 8:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

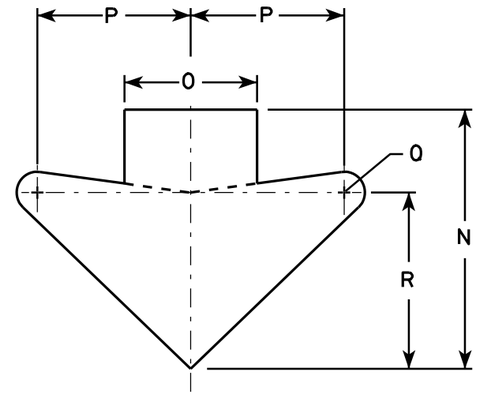
7



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

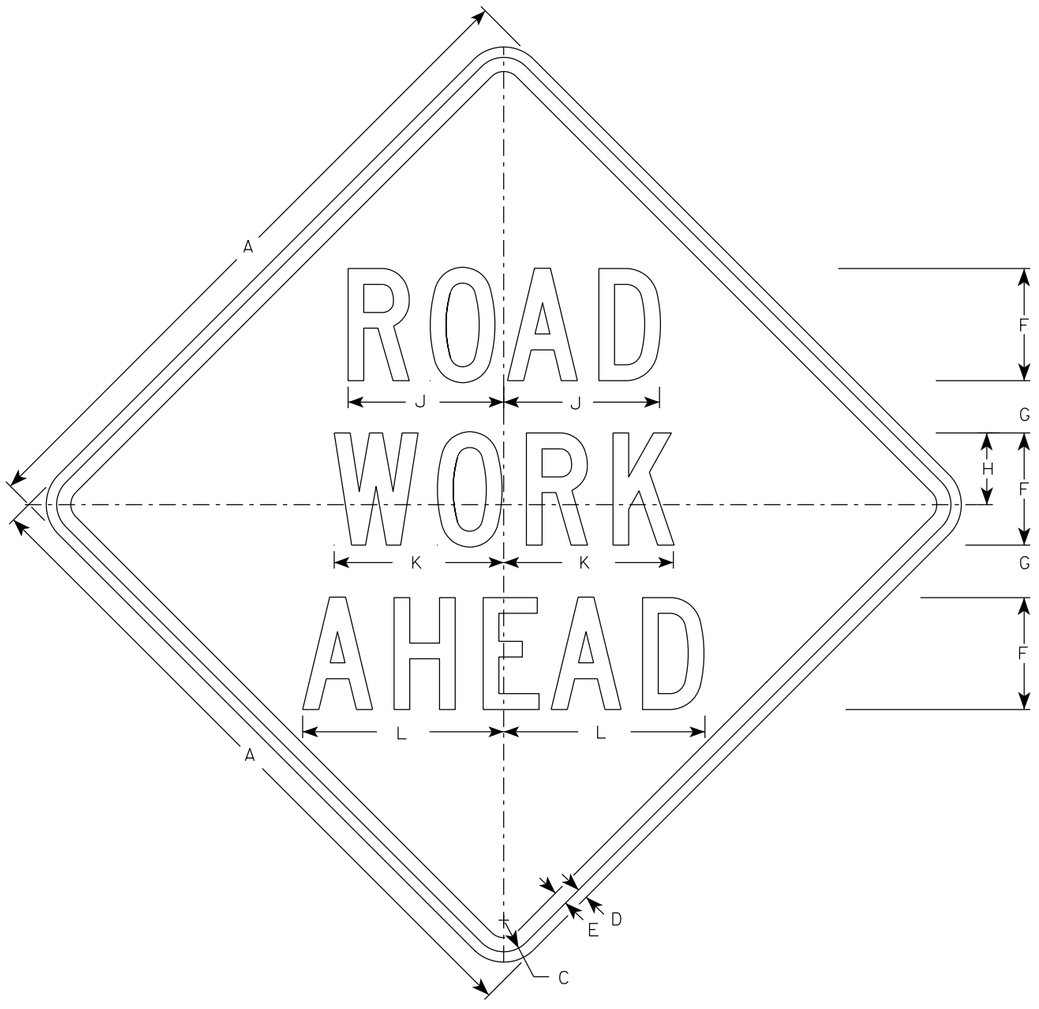
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

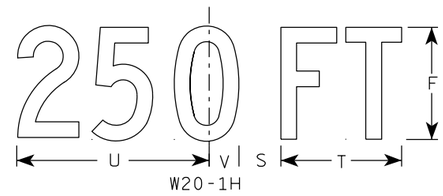
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

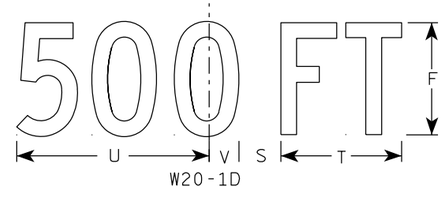
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 283	E



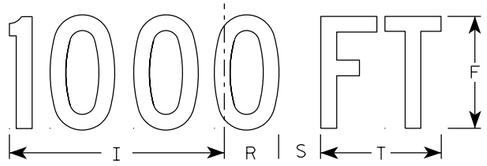
W20-1A



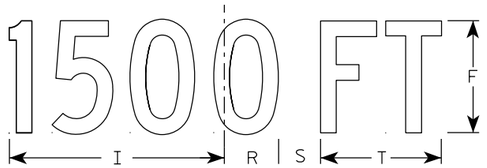
W20-1H



W20-1D



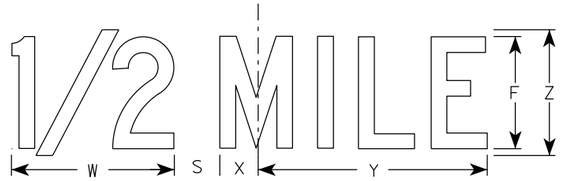
W20-1C



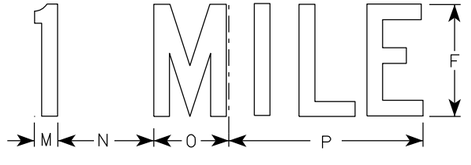
W20-1B

NOTES

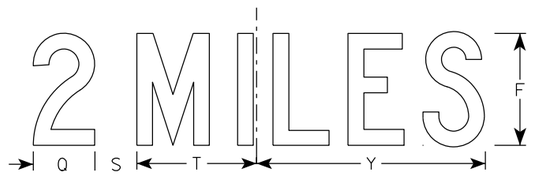
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

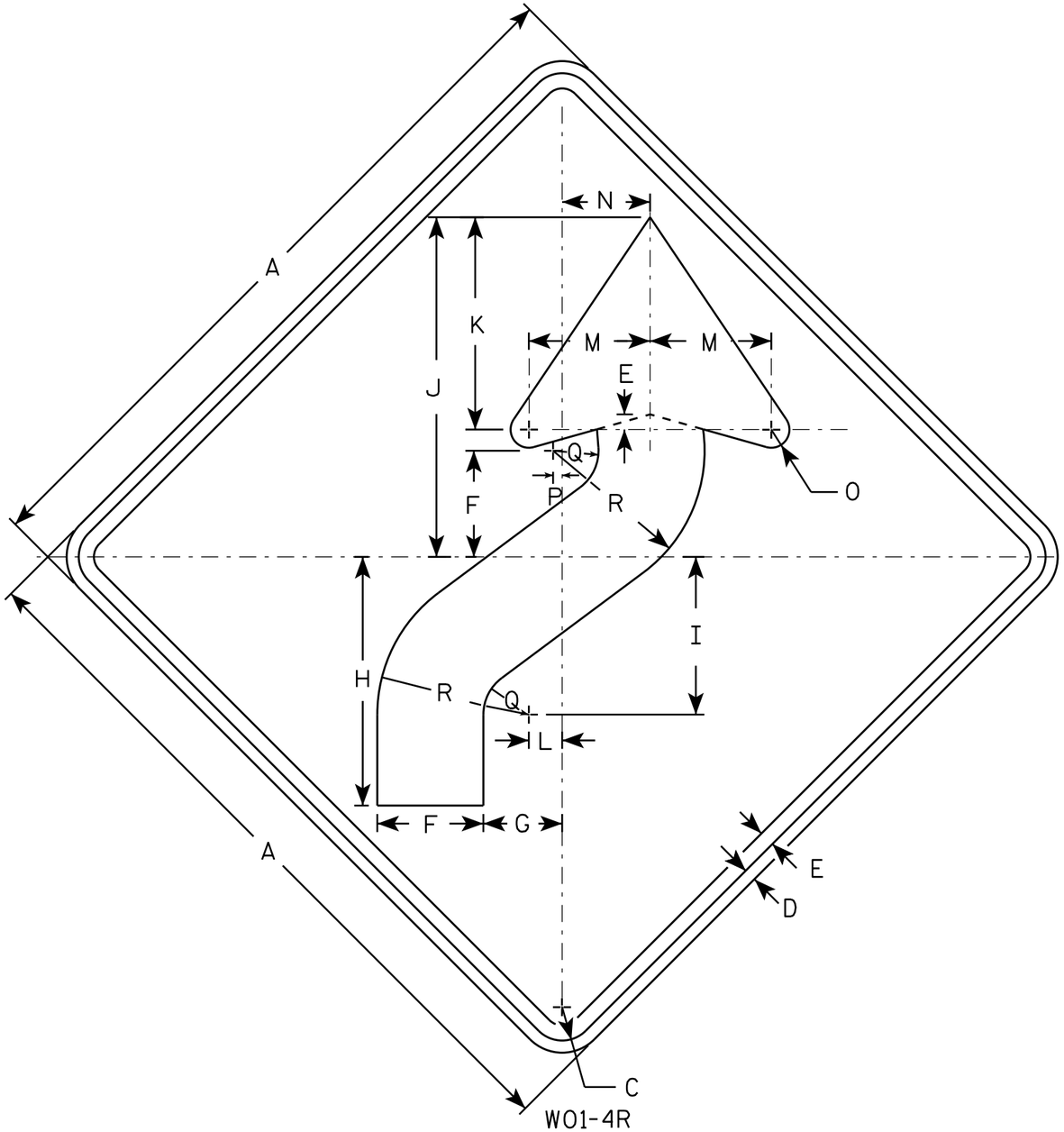
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

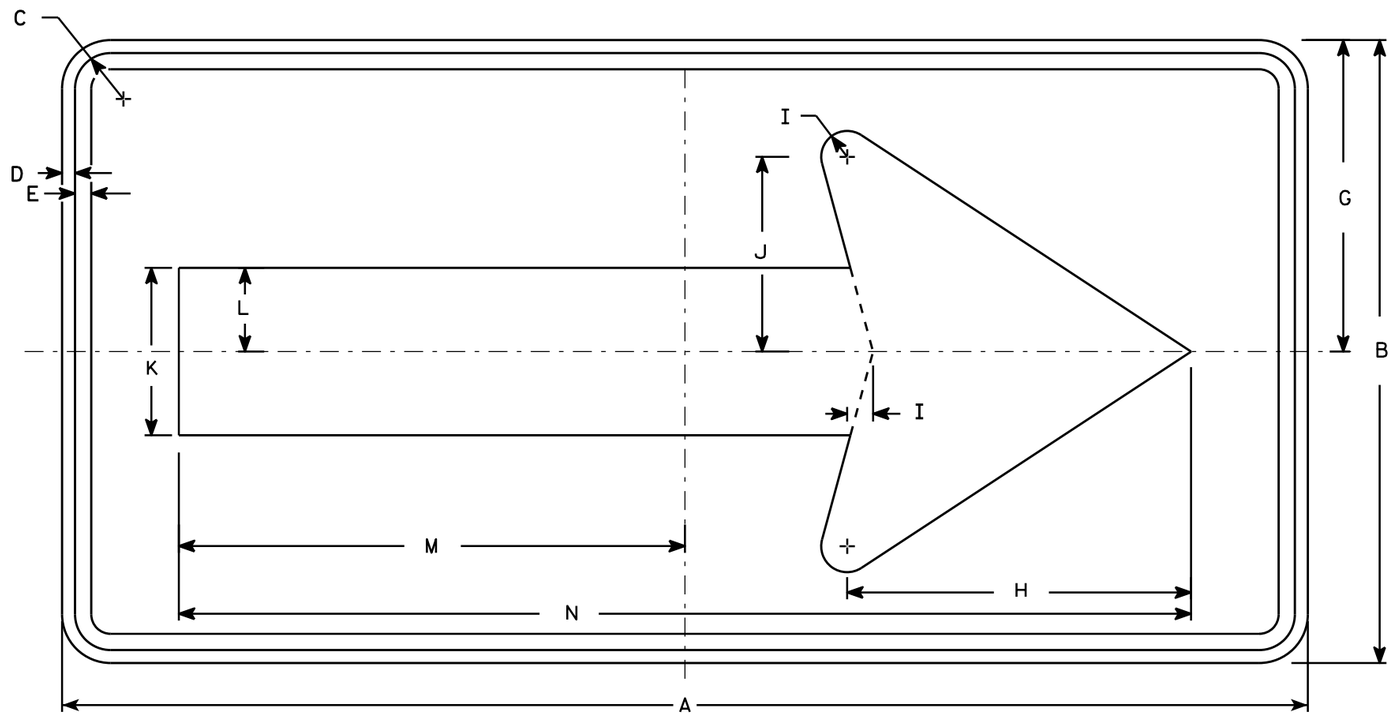
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42

DIVISION 1 - GUARDRAIL

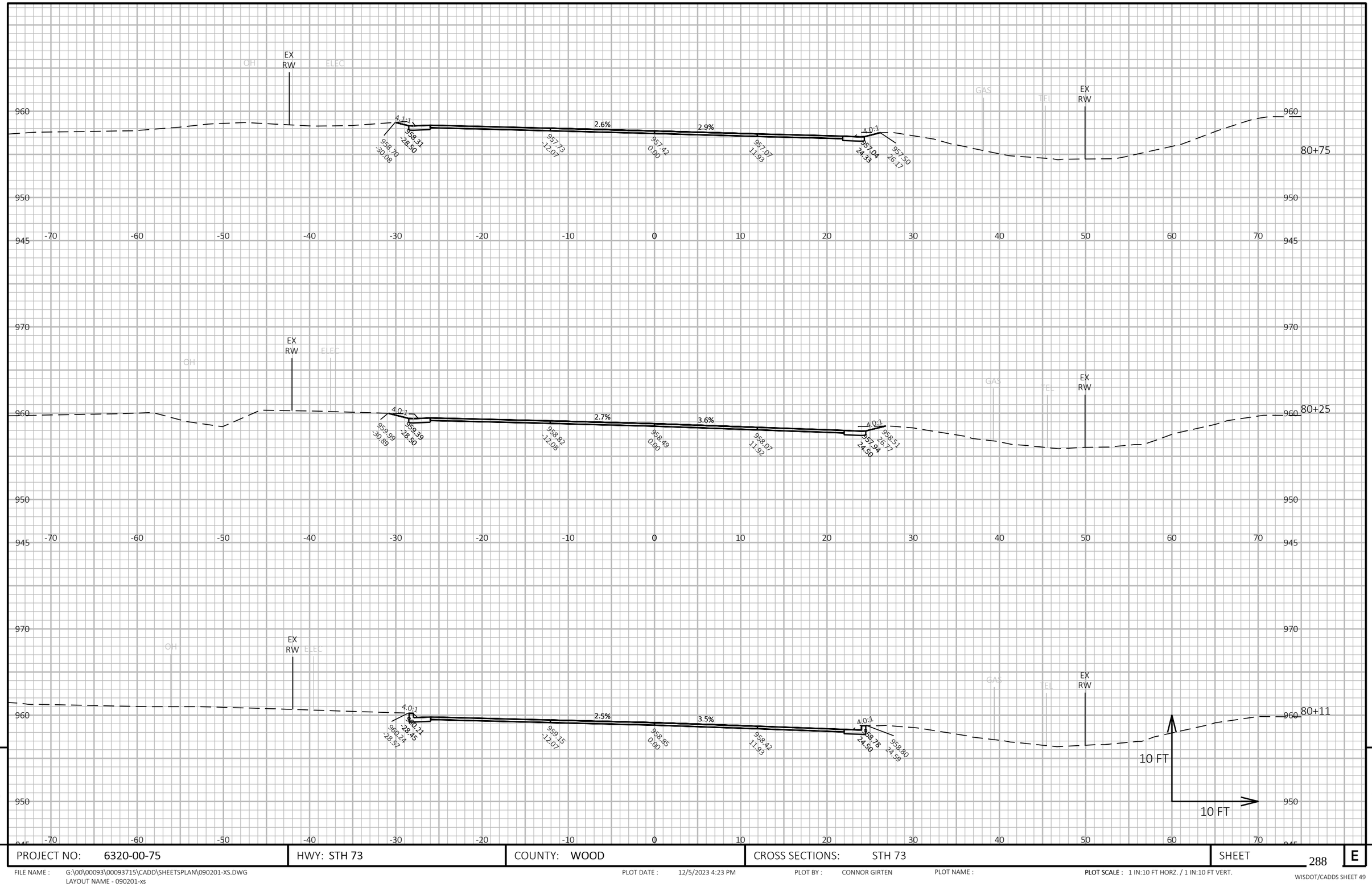
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
80+11.42	0.00	3.26	0.00	0.00	0	0	0	0	0	0
80+25.00	13.58	5.05	0.00	0.00	2	0	0	2	0	2
80+75.00	50.00	4.12	0.00	0.00	8	0	0	10	0	10
81+18.65	43.65	6.32	0.00	0.00	8	0	0	18	0	18
81+21.03	2.38	6.34	0.00	0.00	1	0	0	19	0	19
81+43.93	22.90	6.18	0.00	0.00	5	0	0	24	0	24
81+45.67	1.74	6.18	0.00	0.00	0	0	0	24	0	24
81+69.22	23.55	6.19	0.00	0.00	5	0	0	29	0	29
81+70.33	1.11	6.20	0.00	0.00	0	0	0	29	0	29
81+87.50	17.17	5.50	0.00	0.00	4	0	0	33	0	33
82+62.50	75.00	2.40	0.00	5.91	0	0	0	33	0	33
82+81.01	18.51	0.00	0.00	4.01	1	0	3	34	4	30
83+06.00	24.99	0.63	0.00	3.65	0	0	4	34	9	25
83+31.00	25.00	0.36	0.00	7.59	0	0	5	34	15	19
83+77.73	46.73	0.60	0.00	8.40	1	0	14	35	33	3
84+12.50	34.77	0.50	0.00	5.58	1	0	9	36	44	-8
84+65.15	52.65	2.55	0.00	0.00	3	0	5	39	50	-11

DIVISION 1 - RECONSTRUCTION SECTION

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
102+68.63	0.00	27.65	4.67	2.00	0	0	0	0	0	0
103+50.00	81.37	27.65	4.67	2.00	83	14	6	83	8	62
104+50.00	100.00	27.65	4.67	2.00	102	17	7	185	16	138
105+24.22	74.22	27.65	4.67	2.00	76	13	5	261	23	195

DIVISION 1 - MULTI-USE PATH

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
113+30.80	0.00	11.84	2.91	0.00	0	0	0	0	0	0
113+35.00	4.20	12.32	2.91	0.00	2	0	0	2	0	2
113+70.00	35.00	5.42	2.91	19.46	12	4	13	14	16	-6
113+90.91	20.91	9.42	2.91	10.70	6	2	12	20	31	-17
114+04.15	13.24	6.34	1.84	2.39	4	1	3	24	35	-18
114+17.36	13.21	0.01	1.17	15.33	2	1	4	26	40	-22
114+28.38	11.02	1.01	0.00	1.22	0	0	3	26	44	-26
114+38.25	9.87	4.54	0.00	0.67	0	0	0	26	44	-26
114+41.32	3.07	2.06	0.00	5.06	0	0	0	26	44	-26
114+49.89	8.57	1.81	0.00	3.80	1	0	1	27	45	-26
114+53.00	3.11	4.30	0.00	0.71	0	0	0	27	45	-26
114+63.63	10.63	0.00	0.00	3.06	0	0	0	27	45	-26
114+75.00	11.37	0.15	1.17	10.95	0	0	3	27	49	-30
115+00.00	25.00	0.27	1.75	8.79	0	1	9	27	60	-42
115+35.00	35.00	4.68	2.91	5.77	3	3	9	30	71	-53
115+70.00	35.00	8.90	2.91	2.43	9	4	5	39	78	-55
115+95.00	25.00	8.44	2.91	0.01	8	3	1	47	79	-51



9

9

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CROSS SECTIONS: STH 73	SHEET 288	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs

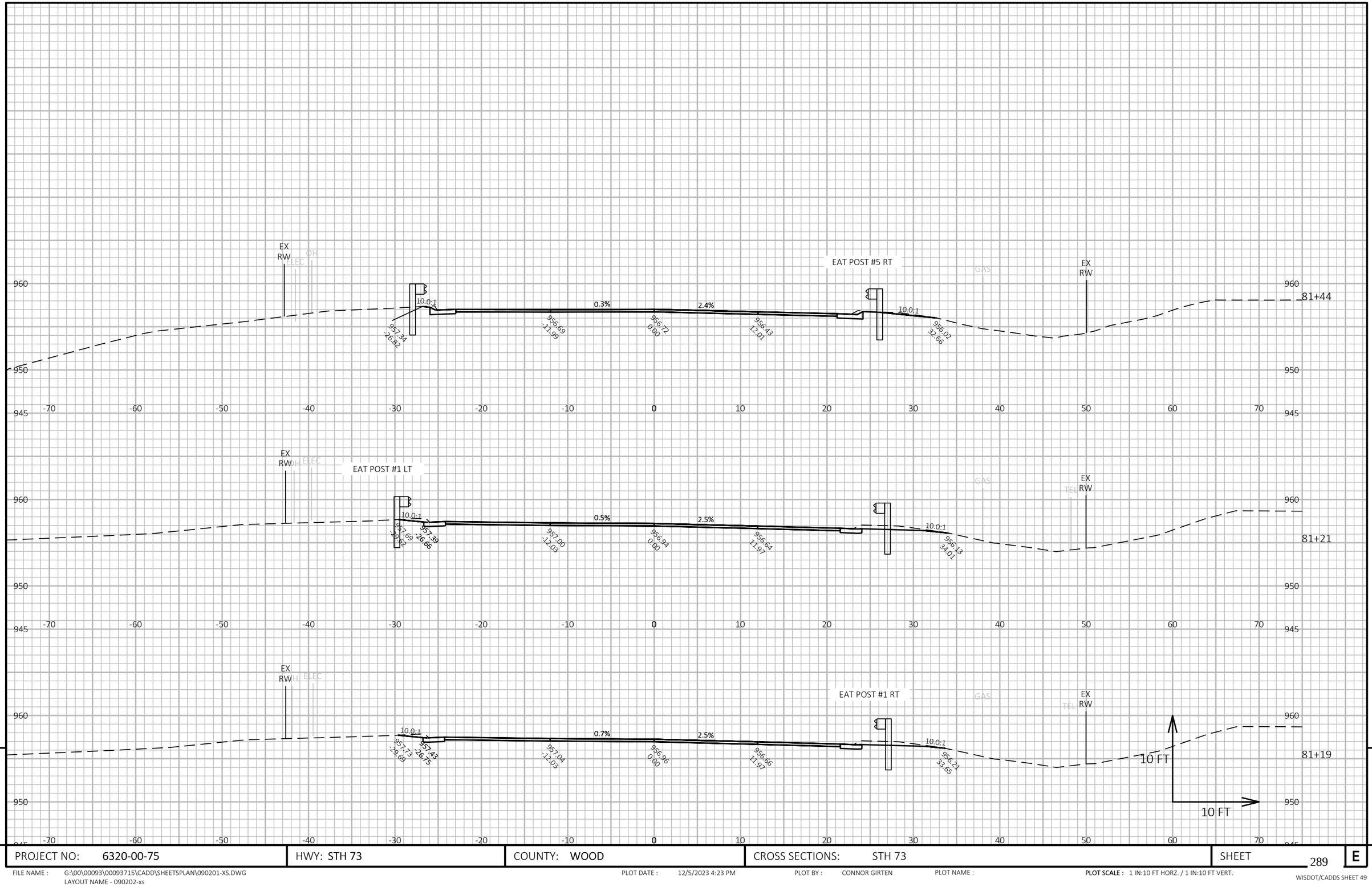
PLOT DATE : 12/5/2023 4:23 PM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CROSS SECTIONS: STH 73	SHEET 289	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090202-xs

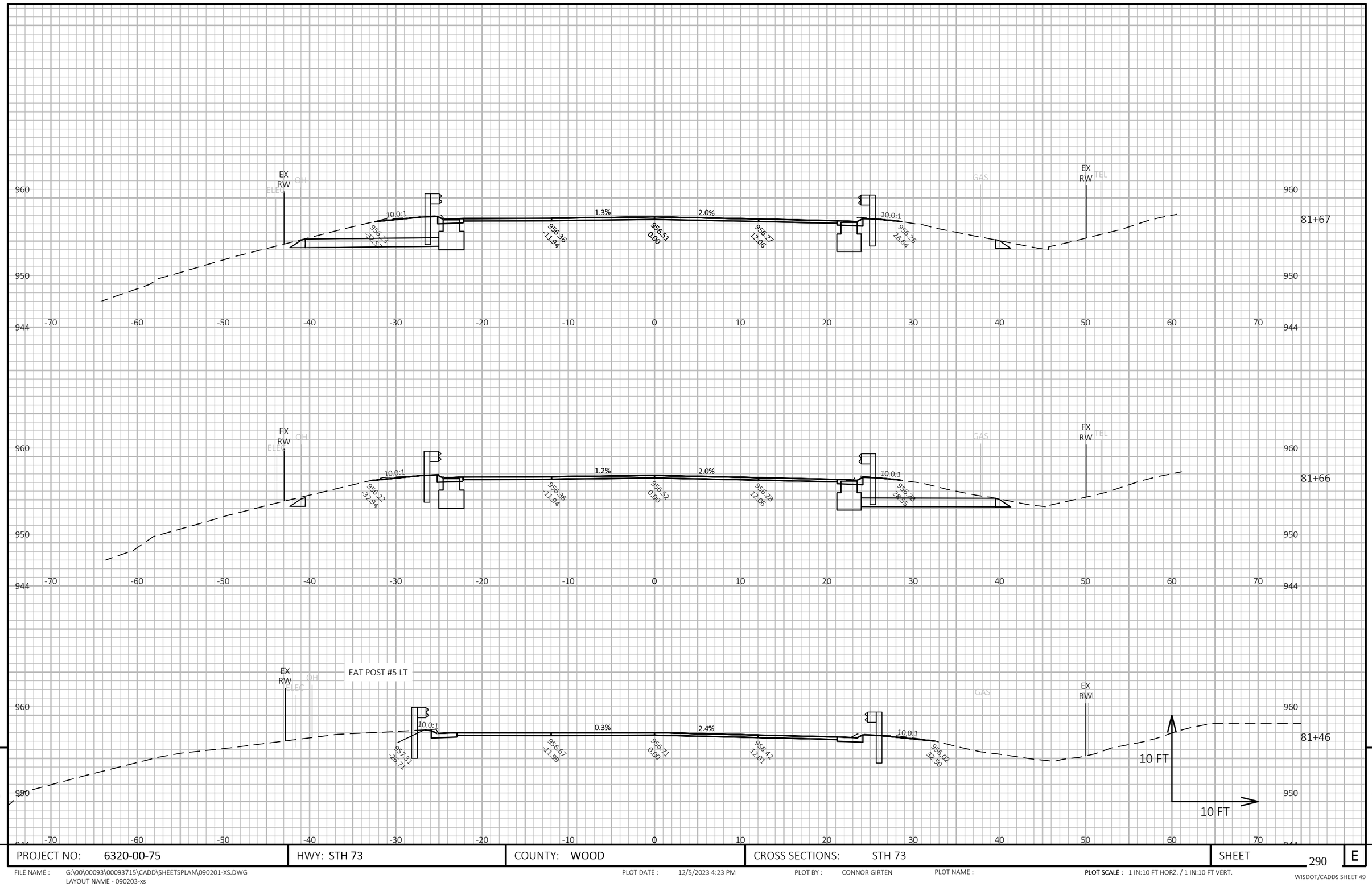
PLOT DATE : 12/5/2023 4:23 PM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CROSS SECTIONS: STH 73	SHEET 290	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090203-xs

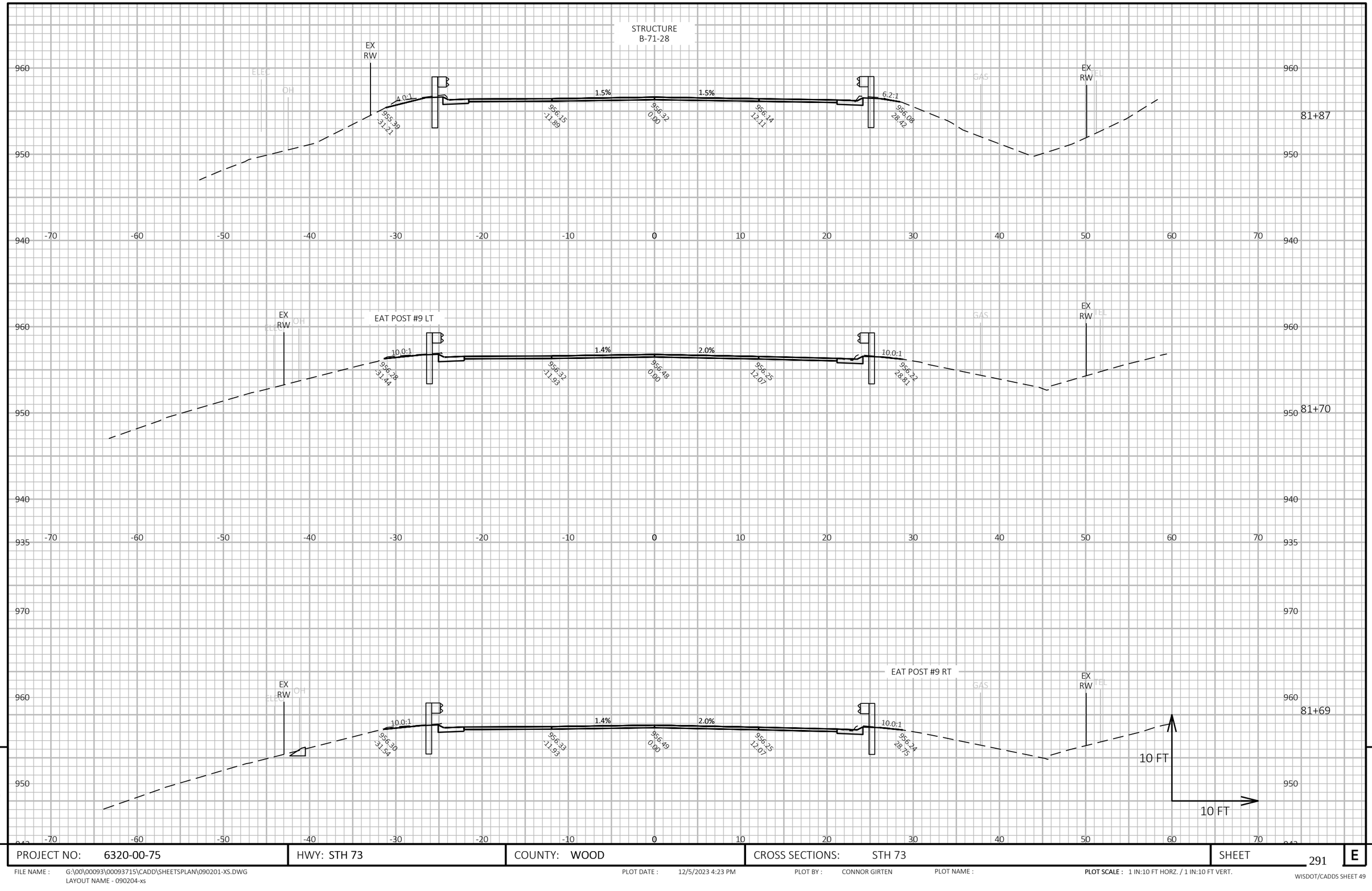
PLOT DATE : 12/5/2023 4:23 PM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CROSS SECTIONS: STH 73	SHEET 291	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 12/5/2023 4:23 PM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST #1 LT

EAT POST #1 RT

83+31

EAT POST #5 LT

EAT POST #5 RT

83+06

EAT POST #9 LT

EAT POST #9 RT

82+81

82+63

10 FT

10 FT

9

9

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CROSS SECTIONS: STH 73	SHEET 292	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090205-xs

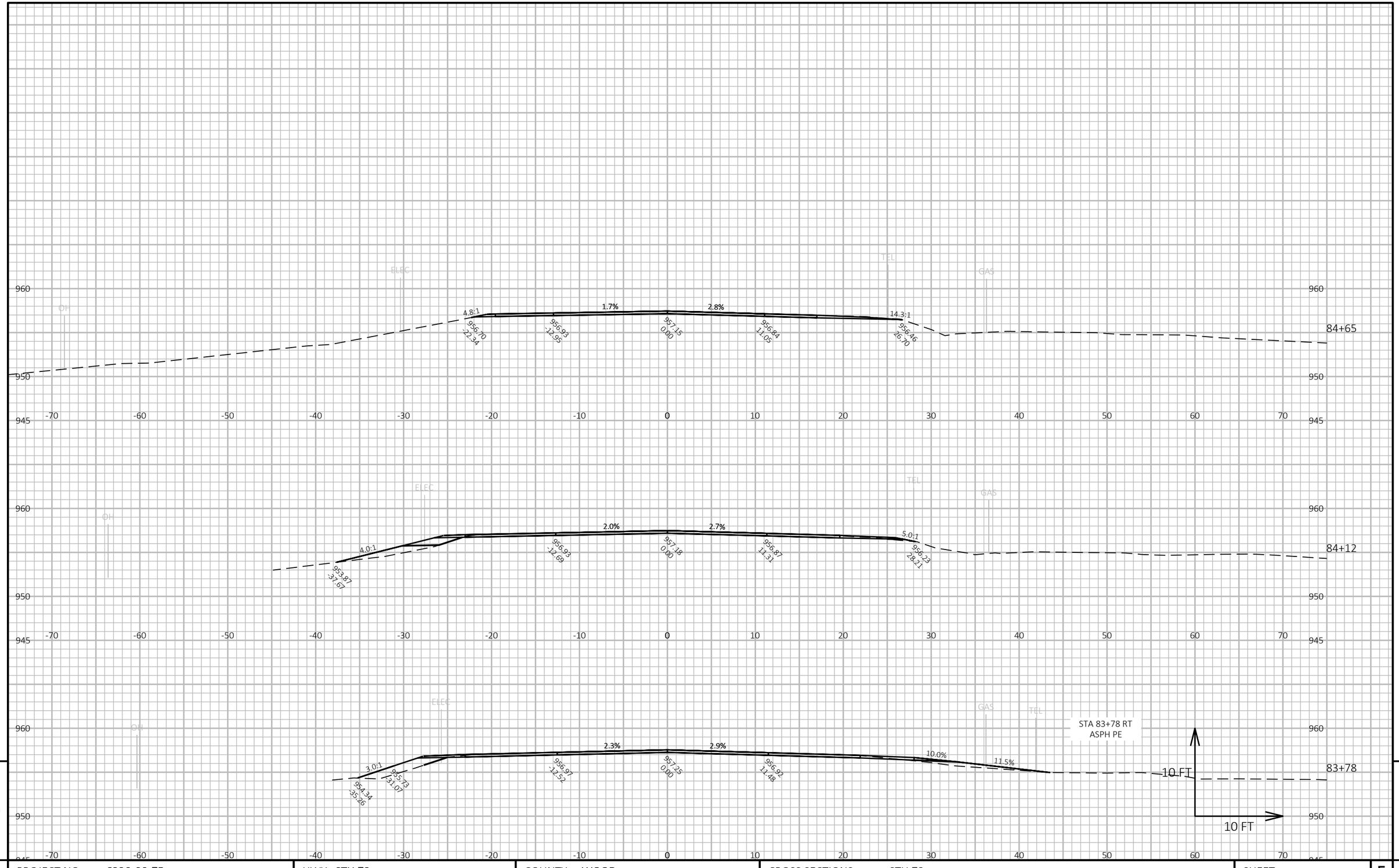
PLOT DATE : 12/5/2023 4:23 PM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CROSS SECTIONS: STH 73	SHEET 293	E

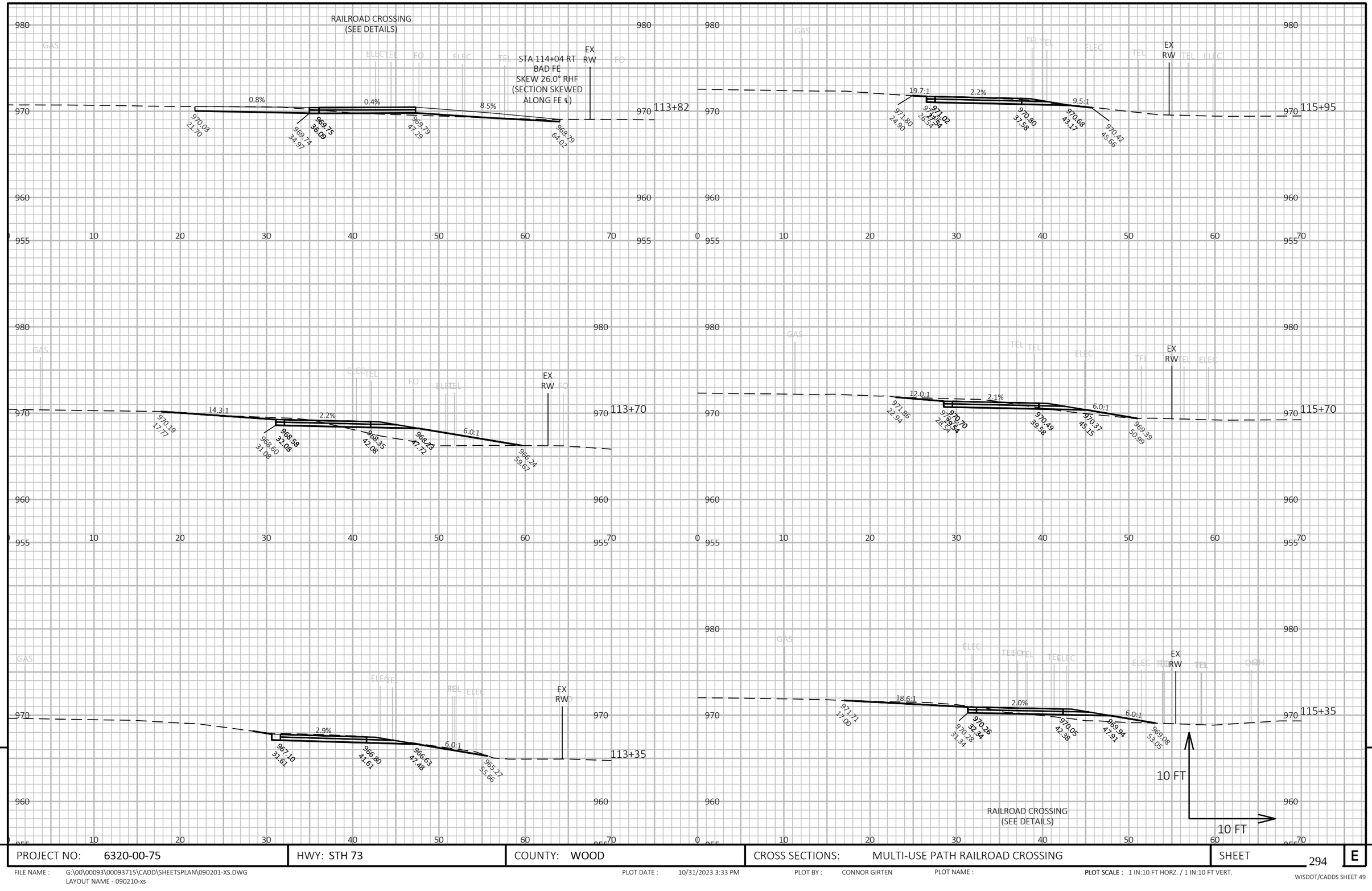
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LAYOUT NAME - 090206-xs

PLOT DATE : 12/5/2023 4:23 PM

PLOT BY : CONNOR GIRTEN

PLOT NAME :

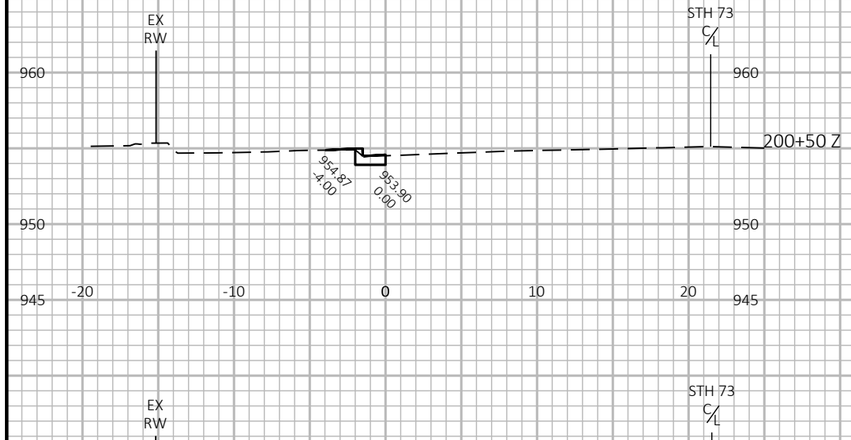
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

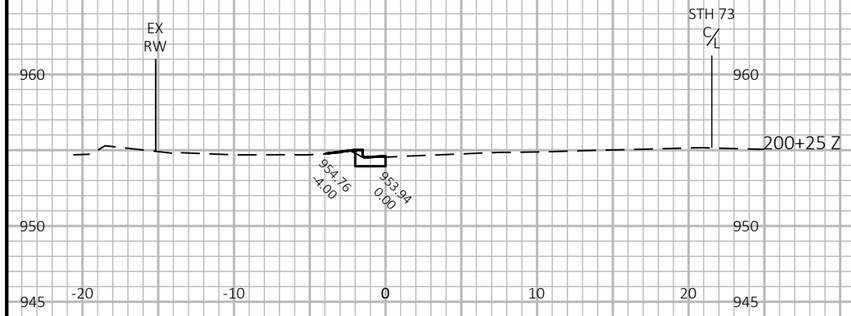


PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CROSS SECTIONS: MULTI-USE PATH RAILROAD CROSSING	SHEET 294	E

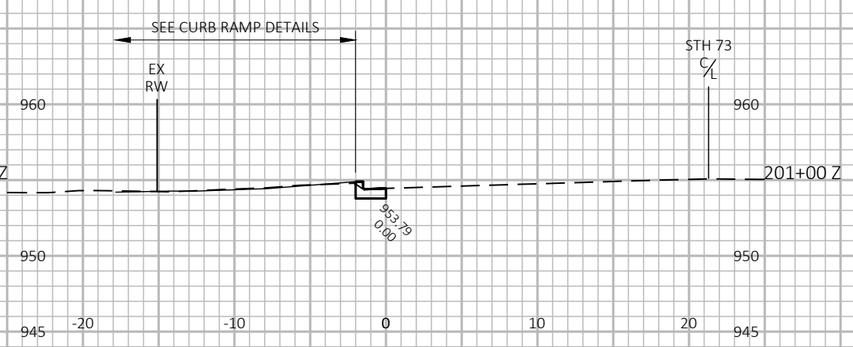
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LAYOUT NAME - 090210-xs

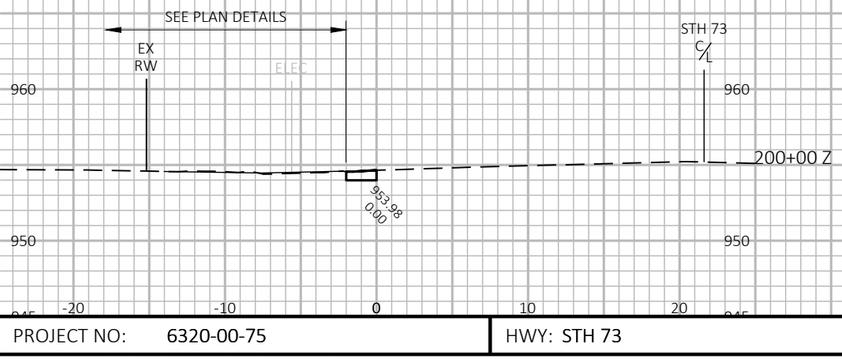
PLOT DATE : 10/31/2023 3:33 PM PLOT BY : CONNOR GIRTEN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

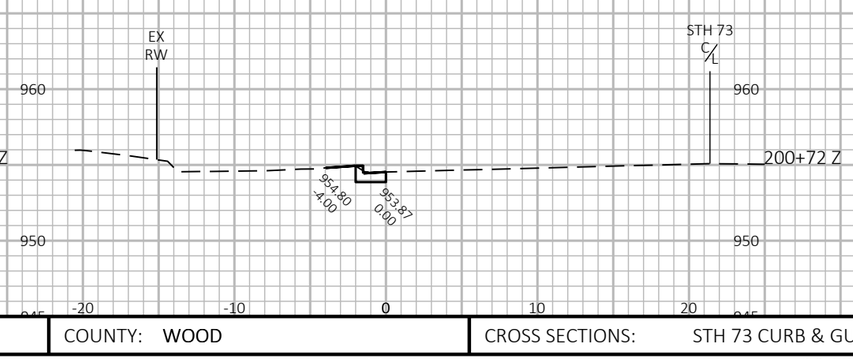


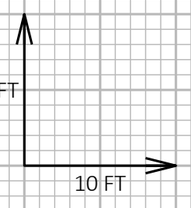












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PROJECT NO: 6320-00-75	HWY: STH 73	COUNTY: WOOD	CROSS SECTIONS: STH 73 CURB & GUTTER 'Z'	SHEET 295	E

FILE NAME : G:\00\00093\00093715\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090220-xs

PLOT DATE : 11/1/2023 7:00 AM PLOT BY : CONNOR GIRTEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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