WKE

MAY 2024

PROJECT ID: 2707-09-70

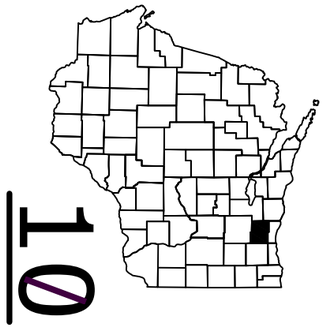
WITH: N/A

COUNTY: WASHINGTON

ORDER OF SHEETS

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

TOTAL SHEETS = 326



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

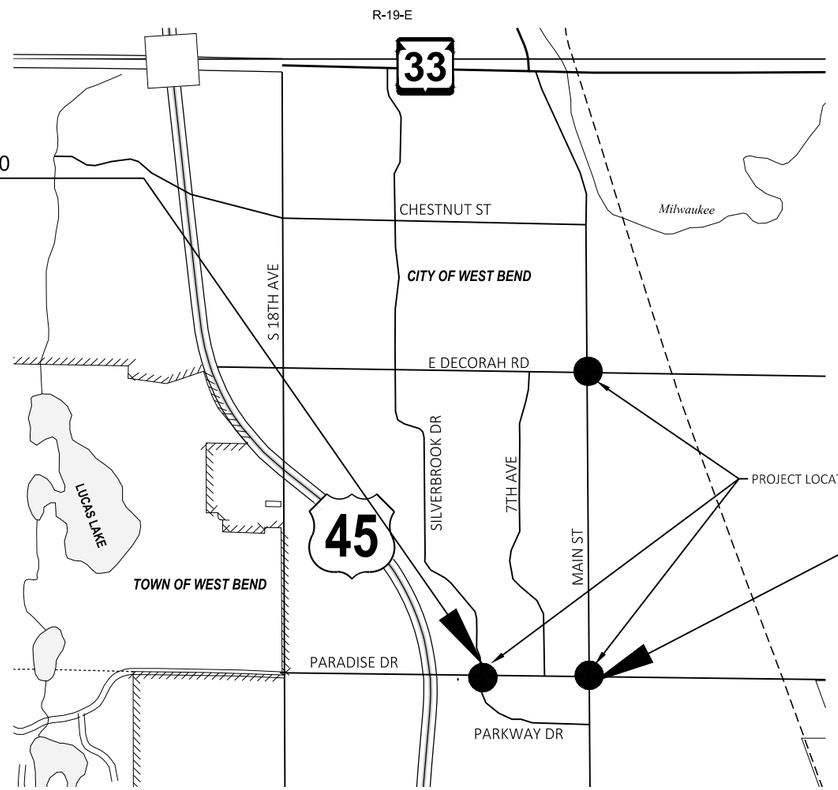
C WEST BEND MAIN & PARADISE

INTER/DECORAH/PARADISE/SILVERBROOK

LOCAL STREET
WASHINGTON COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2707-09-70	WISC 2024326	1

STATE PROJECT NUMBER
2707-09-70



BEGIN PROJECT 2707-09-70
STA. 58+02
Y = 174,858.771
X = 360,951.838

LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI

DESIGN DESIGNATION

			PARADISE DR	SILVERBROOK DR	MAIN ST	DECORAH RD
A.A.D.T.	(2024)	=	29,400	3,900	14,500	9,500
A.A.D.T.	(2044)	=	35,900	4,700	16,000	10,500
D.H.V.		=	3,590	470	1,600	1,050
D.D.		=	59/41	59/41	59/41	59/41
T.		=	14.5%	2%	4.4%	2%
DESIGN SPEED		=	40 MPH	30 MPH	30/35 MPH	30 MPH
ESALS		=	2,400,000	N/A	1,700,000	N/A

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

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

ACCEPTED FOR

CITY of WEST BEND

Max Maréchal (PRINTED NAME) (SIGNATURE)

Jan 23, 2024 (DATE) City Engineer (TITLE OF OFFICIAL)

ORIGINAL PLANS PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

JOHN P. BRUGGEMAN E-39737 BAYSIDE WI
WISCONSIN PROFESSIONAL ENGINEER

01/23/2024 (DATE) (SIGNATURE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	raSmith
Designer	raSmith
Project Manager	JOE JELACIC
Regional Examiner	
Regional Supervisor	BRIAN BOOTHBY

APPROVED FOR THE DEPARTMENT

DATE: 1/23/2024 Joseph Jelacic (Signature)

Digitally signed by Joseph Jelacic
DN: CN=Joseph Jelacic, E=Joseph.Jelacic@dot.wi.gov, OU=Joseph Jelacic
Date: 2024.01.23 16:07:15-06'00'

E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\010101-TI.DWG PLOT DATE : 1/22/2024 1:30 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

DESIGN CONSULTANT
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BROOKFIELD, WI 53005-5938
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JOHN.BRUGGEMAN@RASMITH.COM

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CITY ENGINEER
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DIRECTOR OF PUBLIC WORKS
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WAUKESHA, WI 53187-1607
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RMERRY@SEWRPC.ORG

WASHINGTON COUNTY
SCOTT SCHMIDT, P.E., RLS
WASHINGTON COUNTY HWY COMMISSIONER
900 LANG STREET
WEST BEND, WI 53090
(262) 335-6881
SCOTT.SCHMIDT@CO.WASHINGTON.WI.US

WISCONSIN DNR
BENTON STELZEL
DNR SERVICE CENTER
141 NW BARSTOW ST STE 180
WAUKESHA, WI 53180
(262) 623-0194
BENTON.STELZEL@WISCONSIN.GOV

WISDOT CONTACT
JOE JELACIC
WISDOT SOUTHEAST REGION
141 NW BARSTOW ST
WAUKESHA, WI 53188
(262) 548-6762
JOSEPH.JELACIC@DOT.WI.GOV

WEST BEND TAXI SERVICE CONTACT INFORMATION
1201 OAK STREET, SUITE T
WEST BEND, WI 53095
(262) 334-3096
WBTAXI@GORITEWAY.COM

UTILITIES
AT&T WISCONSIN - COMMUNICATION LINE
DEAN HERRO
435 S 95TH ST
MILWAUKEE, WI 53214
(262) 896-7669 OFFICE
(262) 226-9639 MOBILE
DH2572@ATT.COM

CITY OF WEST BEND - SANITARY SEWER
STEVE RANDALL
512 MUNICIPAL DRIVE
WEST BEND, WI 53095
(262) 334-3925
WBSEWER@CI.WEST-BEND.WI.US

CITY OF WEST BEND - WATERMAIN
TRAVIS THULL
251 MUNICIPAL DRIVE
WEST BEND, WI 53095
(262) 335-5040
WBWU@CI.WEST-BEND.WI.US

EVERSTREAM - COMMUNICATION LINE
SHAD GARCIA
324 E. WISCONSIN AVE
SUITE 730
MILWAUKEE, WI 53202
(414) 409-1708 OFFICE
(414) 522-6685 MOBILE
SGARCIA@EVERSTREAM.NET

SPECTRUM - COMMUNICATION LINE
NICK FRASE
1515 WASHINGTON DR
WEST BEND, WI 53095
(262) 429-9889 OFFICE
(414) 312-2652 MOBILE
NICK.FRASE@CHARTER.COM

WE ENERGIES - ELECTRIC
CALEB OAKLEY (KAPUR)
1224 S PINE STREET
BURLINGTON, WI 53105
(262) 748-0815 MOBILE
CALEB.OAKLEY@WE-ENERGIES.COM

WE ENERGIES - GAS
CHRIS WALLS
7815 NORTHWESTERN AVENUE
RACINE, WI 53406
(262) 365-6434 OFFICE
(262) 721-2386 MOBILE
CHRISTOPHER.WALLS@WE-ENERGIES.COM

WINDSTREAM - COMMUNICATION LINE
LORI KETTER
969 WAUBE LANE
GREEN BAY, WI 54304
(920) 410-6902 MOBILE
LORI.KETTER@WINDSTREAM.COM

GENERAL NOTES

1. ALL OPENINGS OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS SHALL BE BACKFILLED IN ACCORDANCE WITH SECTION 204 OF THE STANDARD SPECS. ALL BACKFILL MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.
2. EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.
3. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
4. RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SOD AND FERTILIZE TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.
5. STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS, AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION.
6. RESHAPE, RESTORE, AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED OUTSIDE THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT.
7. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
8. STATIONING, DISTANCES, AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE AND THE LOCATIONS OF SIGNS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.
9. VERIFY EXISTING PAVEMENT ELEVATIONS AT ALL TIE-INS TO EXISTING PAVEMENT PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF A DISCREPANCY IS FOUND BETWEEN PROPOSED PLAN ELEVATIONS AND EXISTING PAVEMENT ELEVATIONS.
10. CONTACT THE PROJECT ENGINEER AND SCOTT SCHMIDT, WASHINGTON COUNTY SURVEYOR, AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.
11. CURB AND GUTTER STATIONS, OFFSETS, ELEVATIONS, AND RADII ARE MEASURED AT THE FACE OF CURB UNLESS NOTED OTHERWISE.
12. WHERE THE CURB FLANGE IS SHOWN WIDER THAN TYPICAL, THE WIDER SECTION SHALL BE INCIDENTAL TO THE CURB & GUTTER ITEM.

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVING GRADES
CURB RAMP DETAILS
STORM SEWER
SIGNING AND PAVEMENT MARKING
SIGNAL PLANS - PARADISE & SILVERBROOK
REMOVALS
TEMPORARY SIGNALS
PERMANENT SIGNALS
CABLE ROUTING
SIGNAL PLANS - MAIN & PARADISE
REMOVALS
TEMPORARY SIGNALS
PERMANENT SIGNALS
CABLE ROUTING
SIGNAL PLANS - MAIN & DECORAH
REMOVALS
TEMPORARY SIGNALS
PERMANENT SIGNALS
CABLE ROUTING
TRAFFIC CONTROL
TYPICAL SECTIONS
STAGES
PEDESTRIAN ACCESS

BORING SUMMARY (APPROXIMATE LOCATIONS)

BORING NUMBER	STATION (ALIGNMENT)	OFFSET	STRATUM INFORMATION
B-1	36+02 (PARKWAY DR)	35.8' LT	2" TOPSOIL OVER SILTY SAND
B-2	36+44 (PARKWAY DR)	35.3' RT	2" TOPSOIL OVER SILTY SAND
B-3	33+49 (PARKWAY DR)	28.7' LT	2" TOPSOIL OVER SILT AND SILTY CLAY WITH SAND
B-4	34+05 (PARKWAY DR)	29.7' RT	3" TOPSOIL OVER SILTY CLAY AND BURIED TOPSOIL
B-5	160+41 (MAIN ST)	49.9' LT	9" CONCRETE OVER 14" BASE AGGREGATE OVER SAND & GRAVEL
B-6	160+15 (MAIN ST)	6.7' LT	9" CONCRETE OVER 14" BASE AGGREGATE OVER SAND & GRAVEL
B-7	160+60 (MAIN ST)	42.4' RT	3" TOPSOIL OVER SILTY SAND WITH GRAVEL OVER CRUSHED CONCRETE
B-8	157+92 (MAIN ST)	72.0' LT	4" CONCRETE OVER 3" CRUSHED STONE OVER SILTY SAND
B-9	157+69 (MAIN ST)	15.4' LT	8" CONCRETE OVER 11" BASE AGGREGATE OVER SILTY SAND
B-10	158+98 (MAIN ST)	75.0' RT	3" ASPHALT OVER 3" GRAVEL & SAND OVER LEAN CLAY
B-11	107+70 (MAIN ST)	64.0' LT	2" TOPSOIL OVER SAND
B-12	107+27 (MAIN ST)	9.9' LT	7" CONCRETE OVER 10" CRUSHED STONE OVER SAND
B-13	107+09 (MAIN ST)	119.1' RT	2" TOPSOIL OVER SAND & SILTY SAND
B-14	104+96 (MAIN ST)	65.1' LT	2" TOPSOIL OVER 4" CRUSHED STONE OVER SAND & SILTY SAND
B-15	105+14 (MAIN ST)	22.3' LT	8" BASE AGGREGATE OVER SILTY SAND OVER LEAN CLAY
B-16	105+79 (MAIN ST)	29.5' RT	5" CONCRETE OVER SILTY SAND OVER SAND

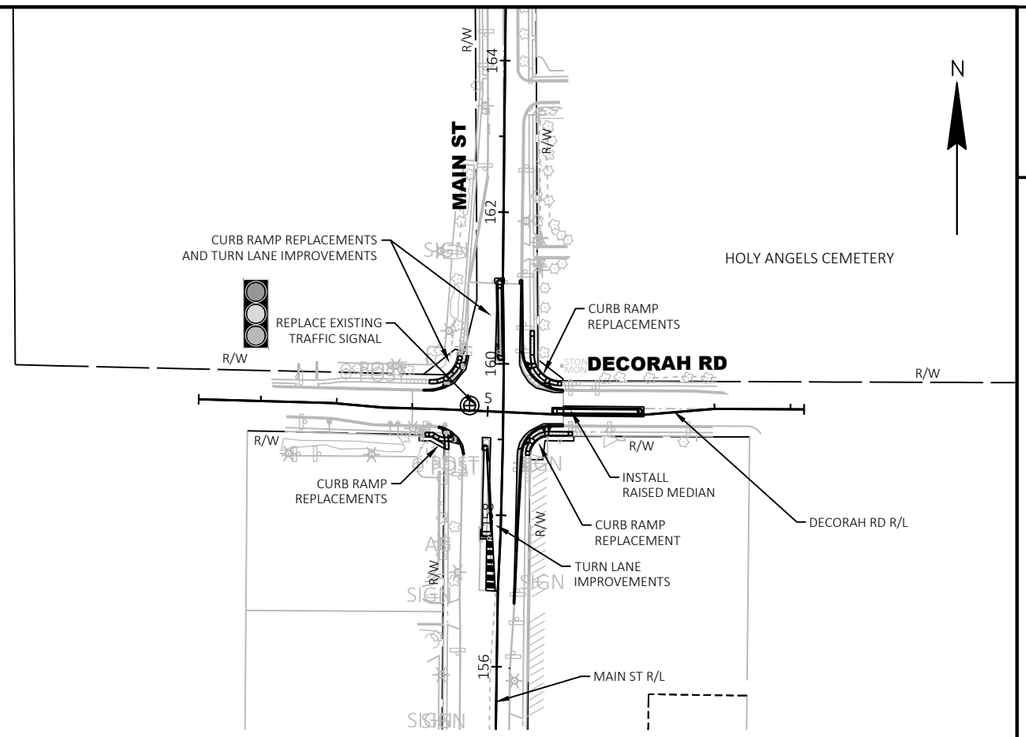
CONSTRUCT HMA PAVEMENT WITH THE FOLLOWING LAYERS AND MIXES:

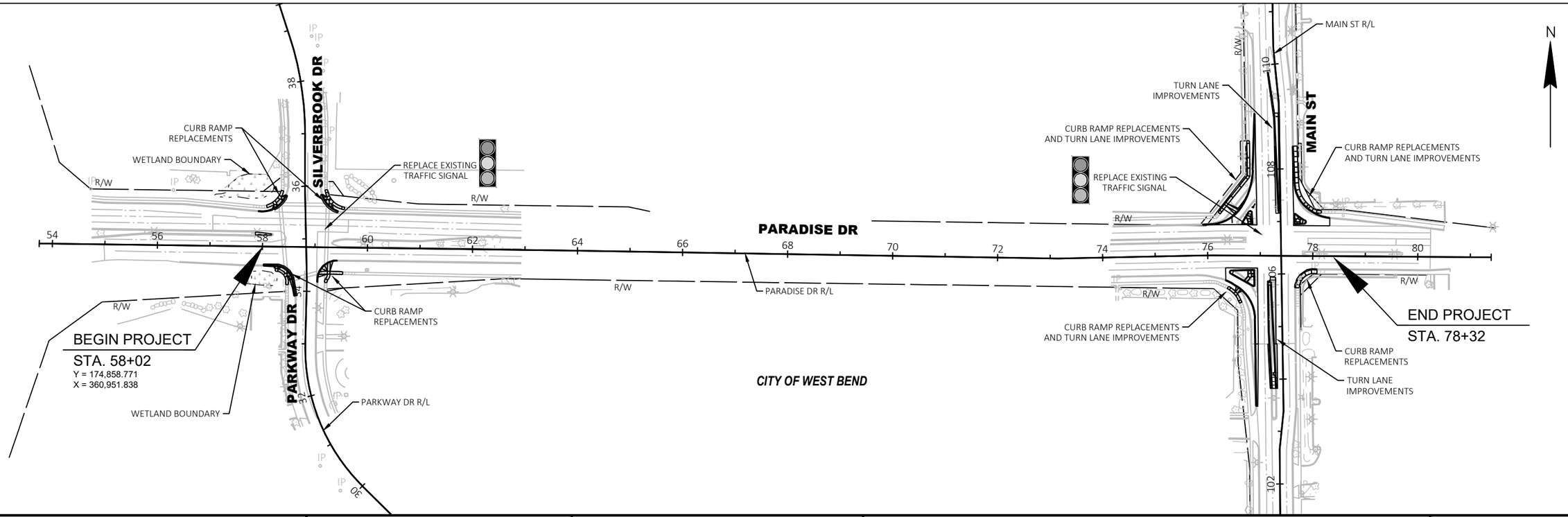
THICKNESS	LAYERS	MIX SPECIFICATIONS
6-INCH	ONE 2 1/2" UPPER LAYER ONE 3 1/2" LOWER LAYER	4 MT 58-28 S 3 MT 58-28 S

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

2

CITY OF WEST BEND





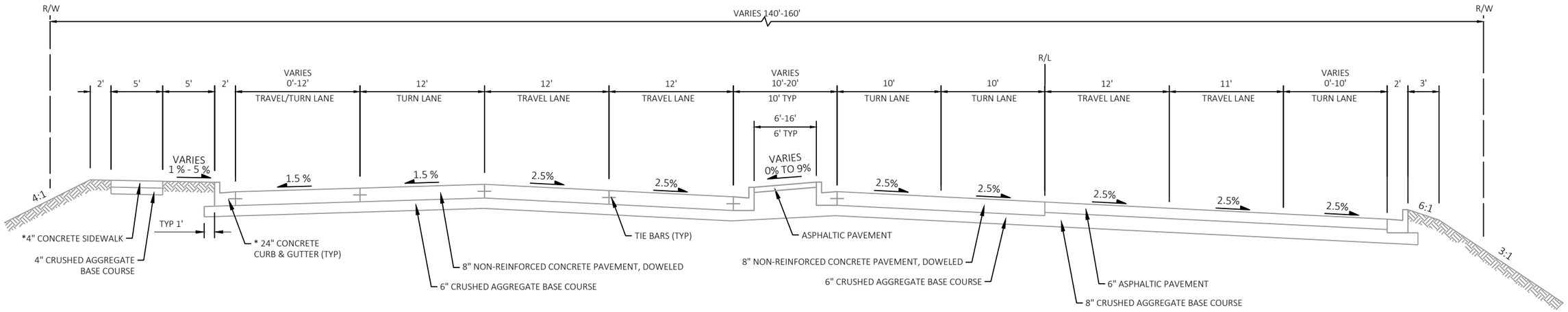
PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	PROJECT OVERVIEW	SHEET 3	E

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LAYOUT NAME - Plan 1 IN 100 FT

PLOT DATE : 1/30/2024 4:10 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

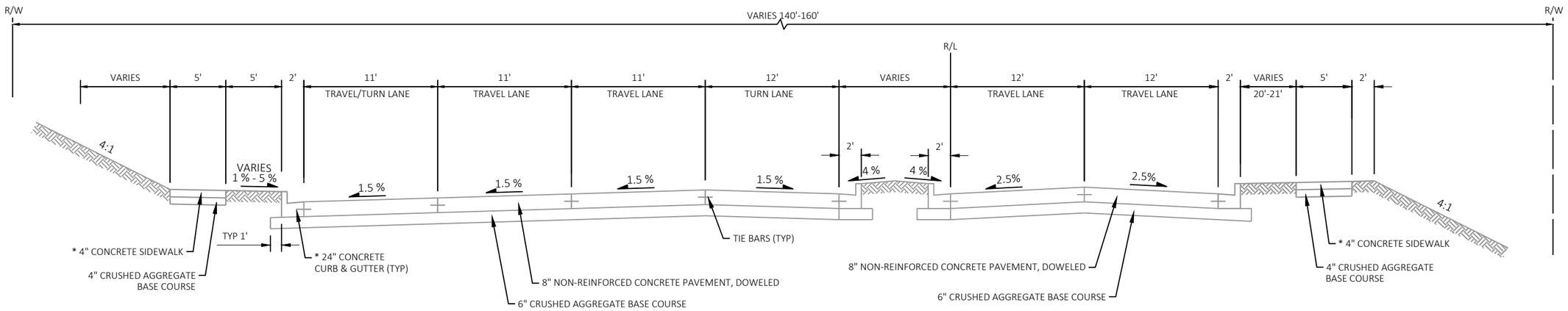
2



EXISTING TYPICAL SECTION

PARADISE DR AT PARKWAY DR/SILVERBROOK DR

STA 54+00 TO STA 58+75



EXISTING TYPICAL SECTION

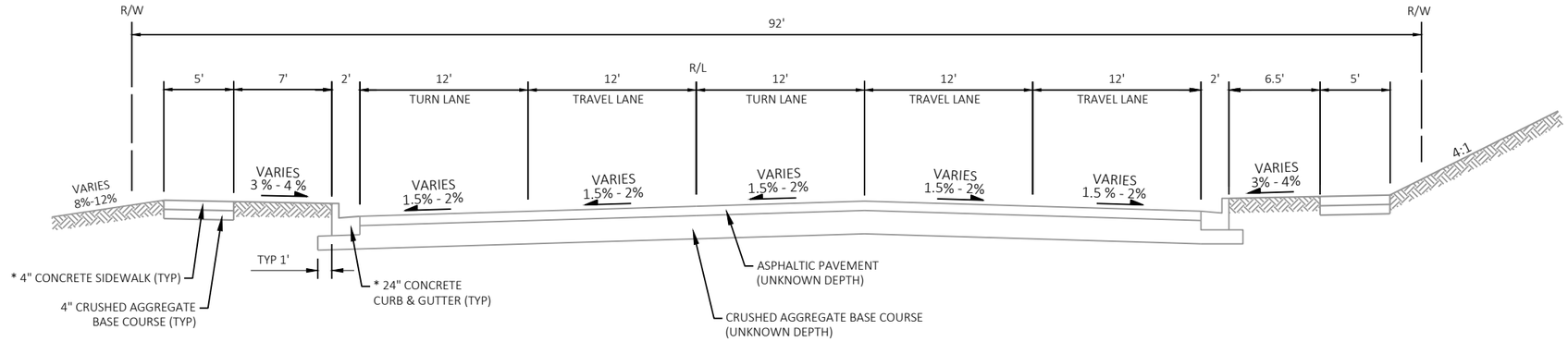
PARADISE DR AT PARKWAY DR/SILVERBROOK DR

STA 58+75 TO STA 63+00

* SEE PLAN FOR LOCATIONS OF SIDEWALK AND CURB & GUTTER REPLACEMENT.

EXISTING PAVEMENT CROSS SLOPES SHOWN ARE TYPICAL AND WILL VARY.

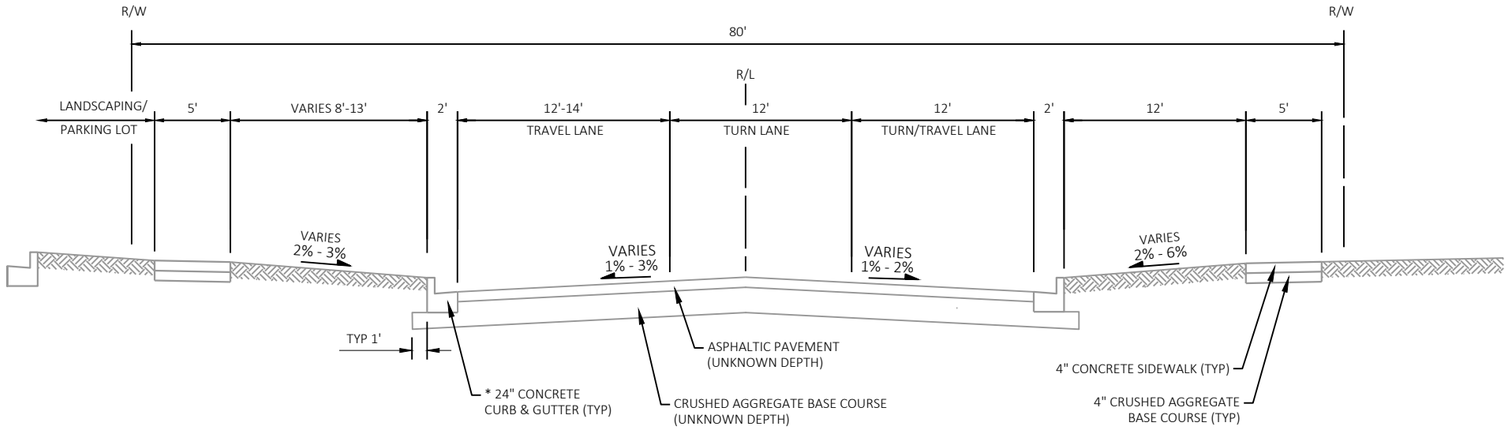
PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 4	E



EXISTING TYPICAL SECTION

SILVERBROOK DR

STA 35+50 TO STA 37+00



EXISTING TYPICAL SECTION

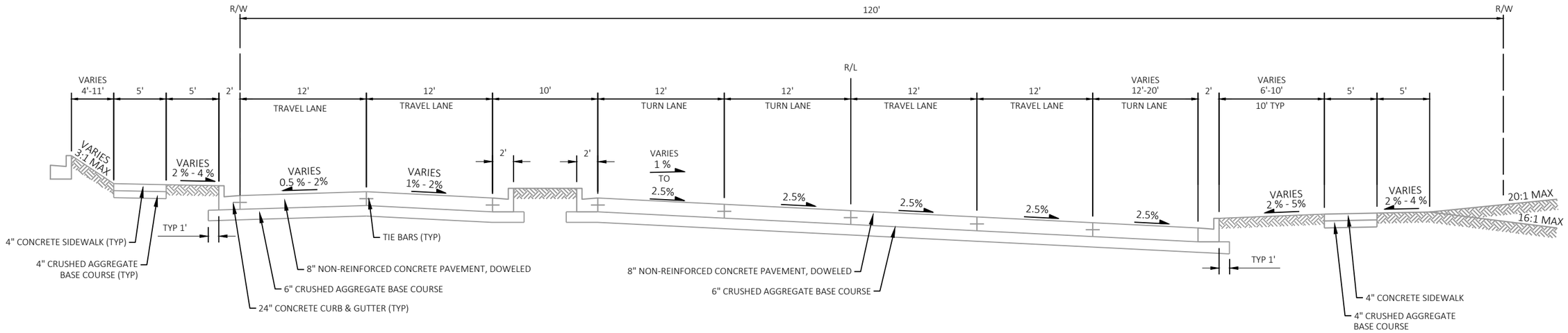
PARKWAY DR

STA 33+50 TO STA 34+58

EXISTING PAVEMENT CROSS SLOPES SHOWN ARE TYPICAL AND WILL VARY.

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 5	E

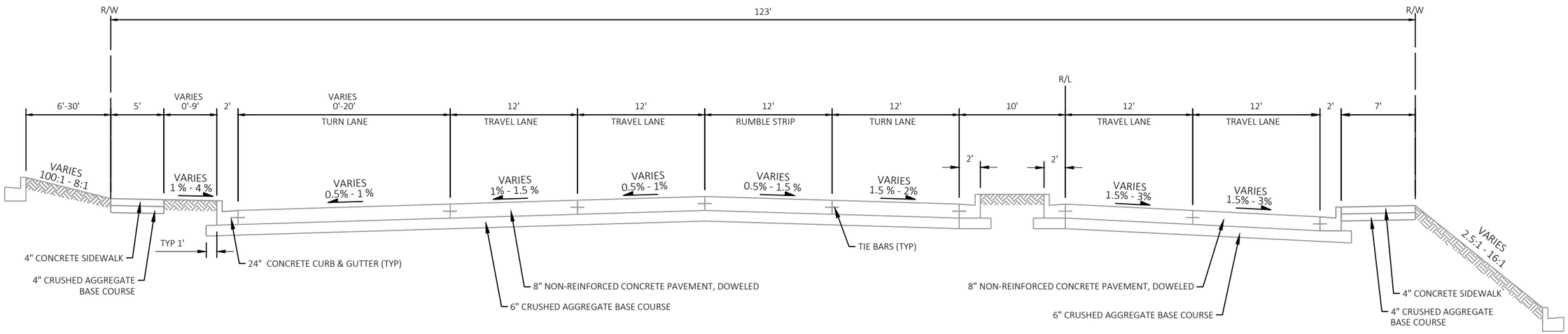
2



EXISTING TYPICAL SECTION

PARADISE DR AT MAIN ST

STA 74+00 TO STA 76+40



EXISTING TYPICAL SECTION

PARADISE DR AT MAIN ST

STA 76+40 TO STA 80+25

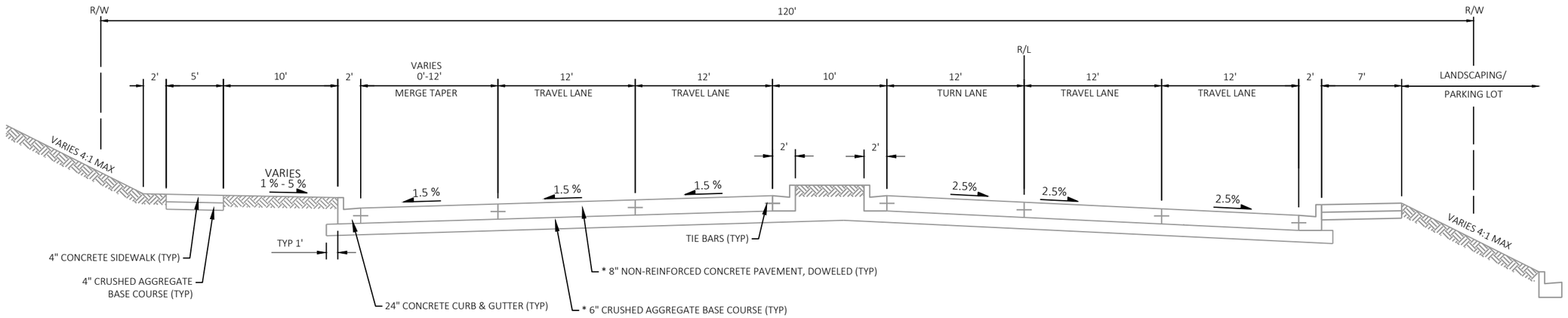
EXISTING PAVEMENT CROSS SLOPES SHOWN ARE TYPICAL AND WILL VARY.

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 6	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 03-10ft

PLOT DATE : 1/30/2024 4:10 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

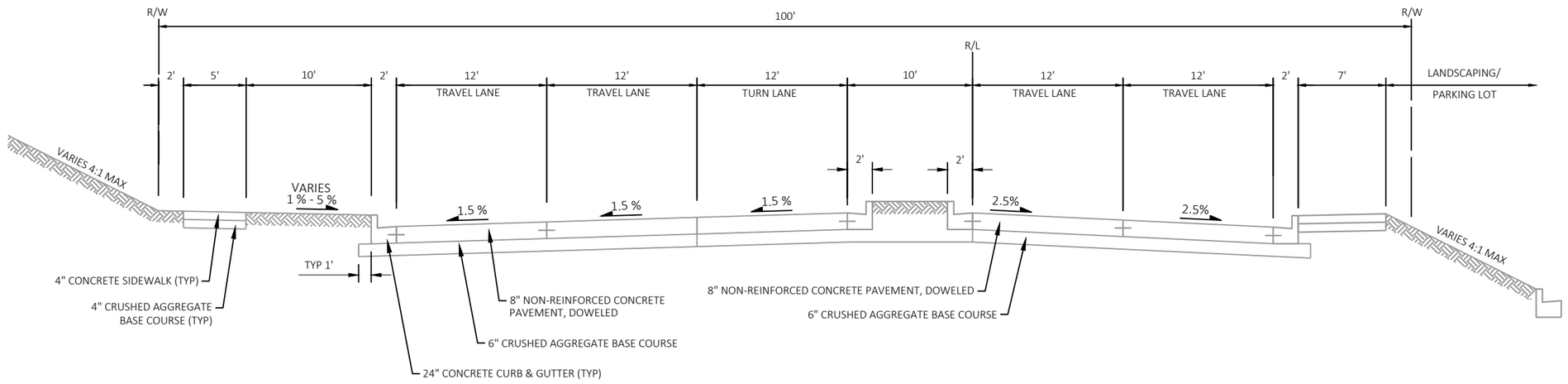
2



EXISTING TYPICAL SECTION
MAIN ST AT PARADISE DR
STA 103+49 TO STA 106+34

* STA 103+39 TO STA 104+67 6" ASPHALTIC PAVEMENT OVER 8" CRUSHED AGGREGATE BASE COURSE.

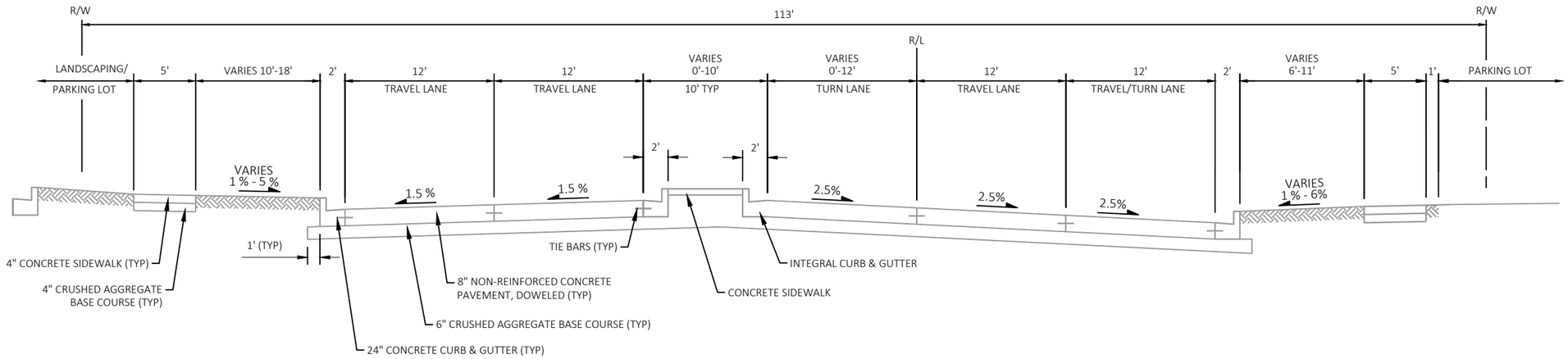
EXISTING PAVEMENT CROSS SLOPES SHOWN ARE TYPICAL AND WILL VARY.



EXISTING TYPICAL SECTION
MAIN ST AT PARADISE DR
STA 106+34 TO STA 109+86

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 7	E

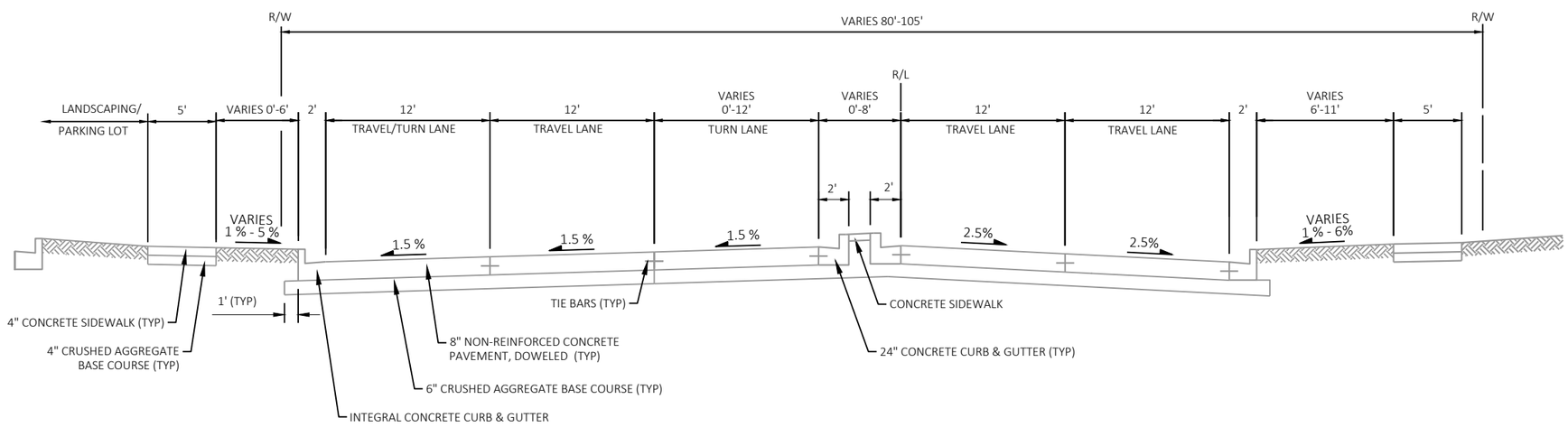
2



EXISTING TYPICAL SECTION

MAIN ST AT DECORAH RD

STA 156+83 TO STA 159+36



EXISTING TYPICAL SECTION

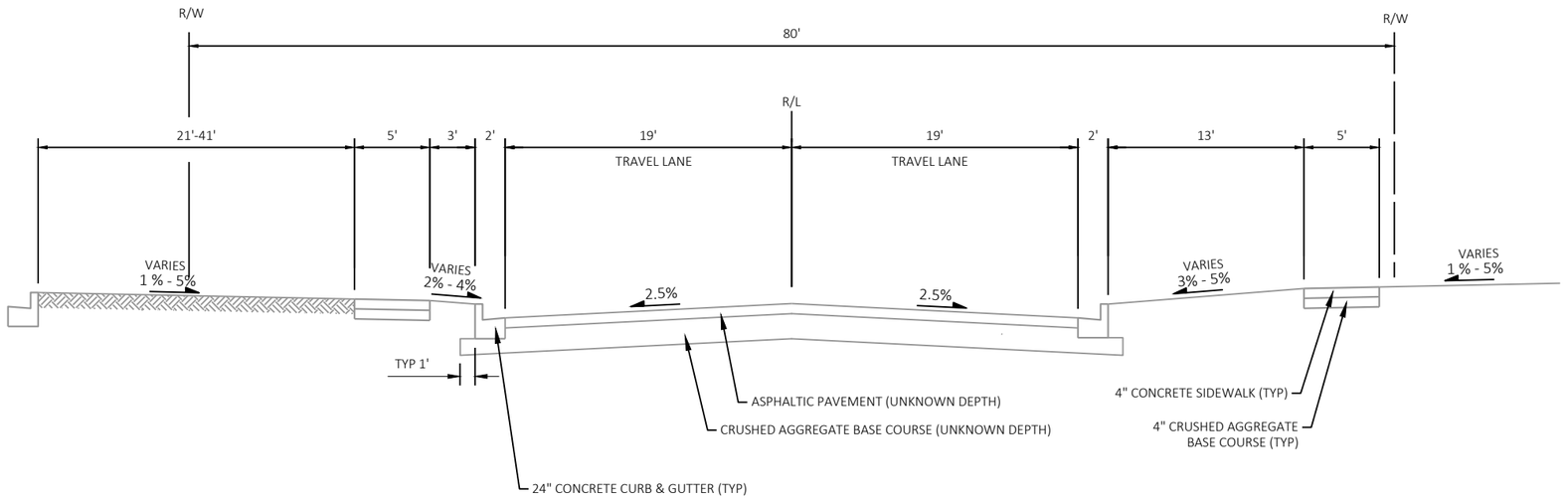
MAIN ST AT DECORAH RD

STA 159+36 TO STA 161+11

EXISTING PAVEMENT CROSS SLOPES SHOWN ARE TYPICAL AND WILL VARY.

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 8	E

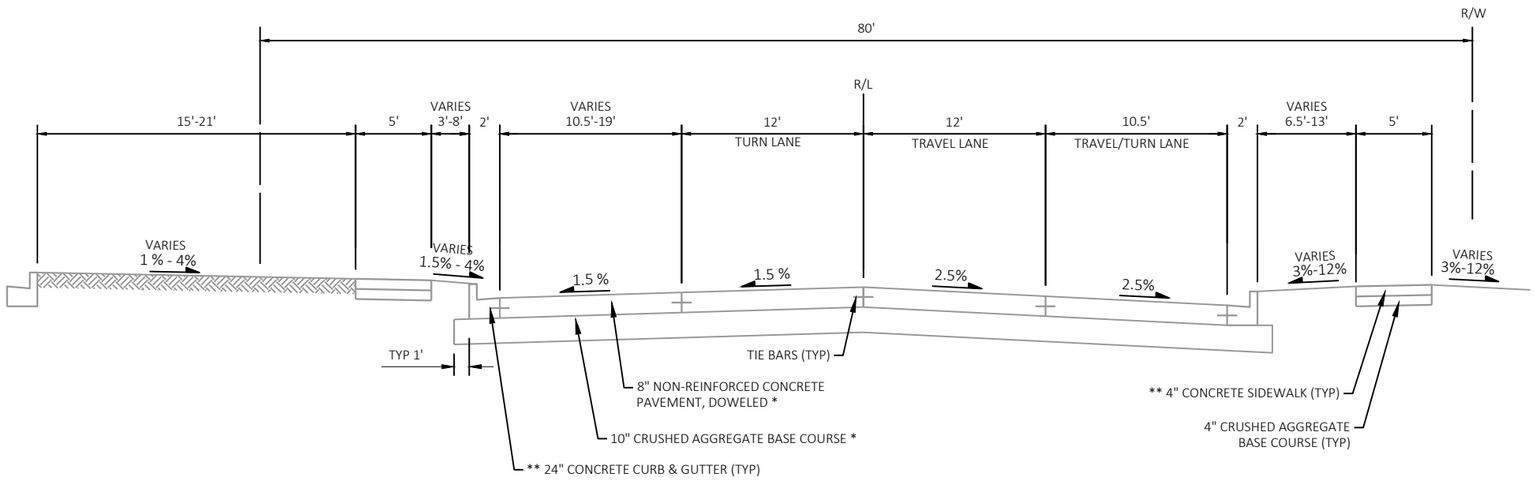
2



EXISTING TYPICAL SECTION

DECORAH RD AT MAIN ST

STA 2+00 TO STA 2+95



EXISTING TYPICAL SECTION

DECORAH RD AT MAIN ST

STA 2+95 TO STA 5+00

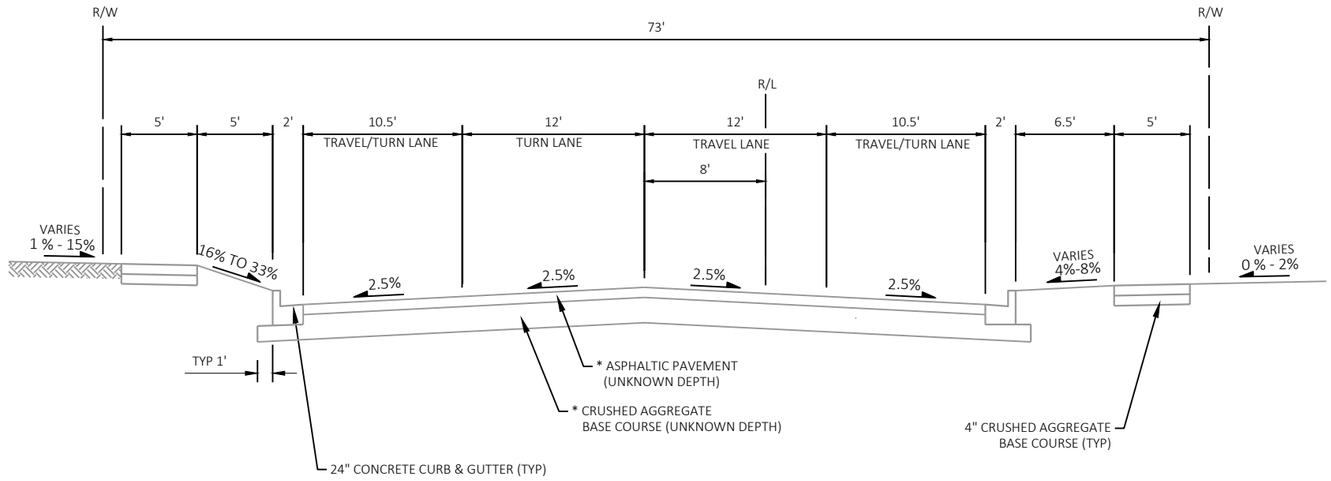
* STA 2+95 TO STA 4+00 ASPHALTIC PAVEMENT (UNKNOWN DEPTH) OVER CRUSHED AGGREGATE BASE COURSE (UNKNOWN DEPTH) .

** SEE PLAN FOR LOCATIONS OF SIDEWALK AND CURB & GUTTER REPLACEMENT.

EXISTING PAVEMENT CROSS SLOPES SHOWN ARE TYPICAL AND WILL VARY.

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 9	E

2



EXISTING TYPICAL SECTION

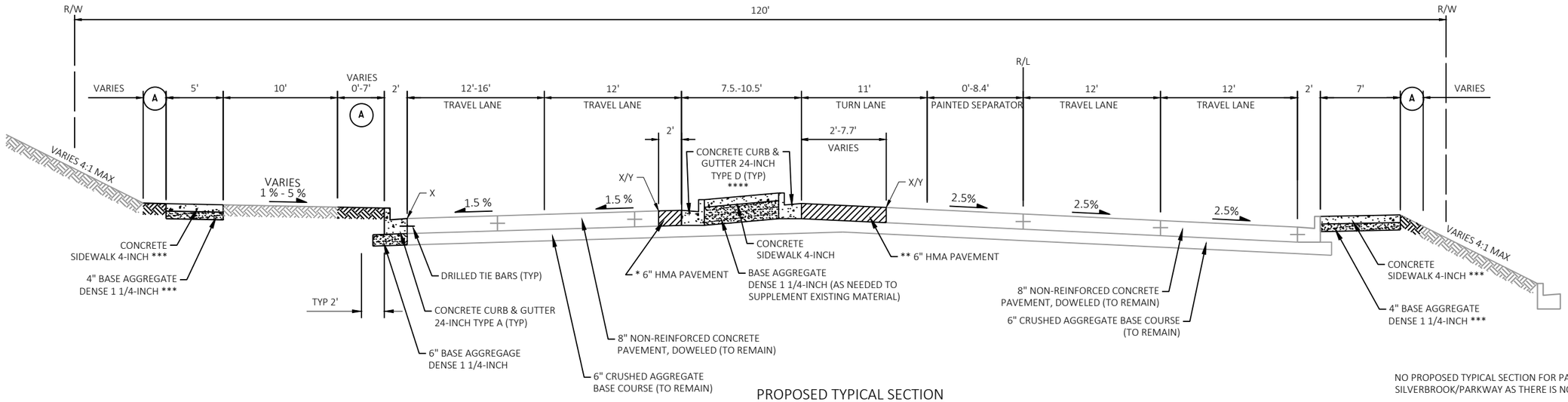
DECORAH RD AT MAIN ST

STA 5+00 TO STA 8+00

* STA 5+00 TO STA 6+00 8" CONCRETE PAVEMENT OVER
6" CRUSHED AGGREGATE BASE COURSE.

EXISTING PAVEMENT CROSS SLOPES SHOWN ARE TYPICAL AND WILL VARY.

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 10	E



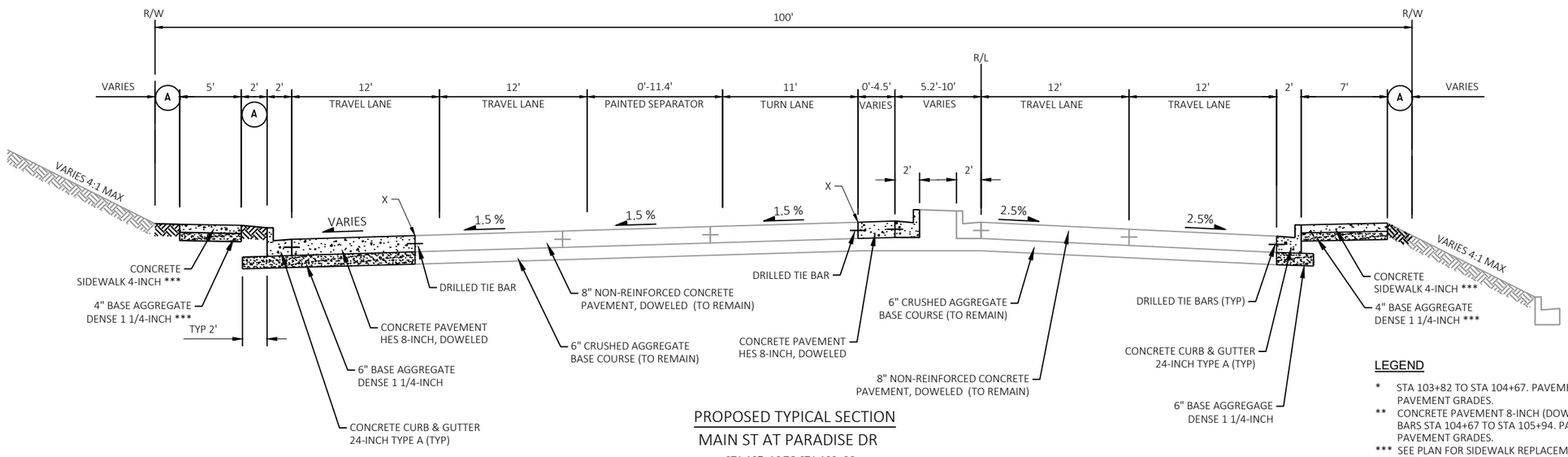
PROPOSED TYPICAL SECTION

MAIN ST AT PARADISE DR

STA 103+49 TO STA 105+94

V = 35 MPH

NO PROPOSED TYPICAL SECTION FOR PARADISE DR AT SILVERBROOK/PARKWAY AS THERE IS NO PAVEMENT WORK.



PROPOSED TYPICAL SECTION

MAIN ST AT PARADISE DR

STA 107+16 TO STA 109+86

V = 35 MPH

LEGEND

* STA 103+82 TO STA 104+67. PAVEMENT SLOPE VARIES, SEE PAVEMENT GRADES.

** CONCRETE PAVEMENT 8-INCH (DOWELED) AND DRILLED TIE BARS STA 104+67 TO STA 105+94. PAVEMENT SLOPE VARIES, SEE PAVEMENT GRADES.

*** SEE PLAN FOR SIDEWALK REPLACEMENT LOCATIONS.

****USE TYPE A CURB & GUTTER WHEN ADJACENT TO CONCRETE.

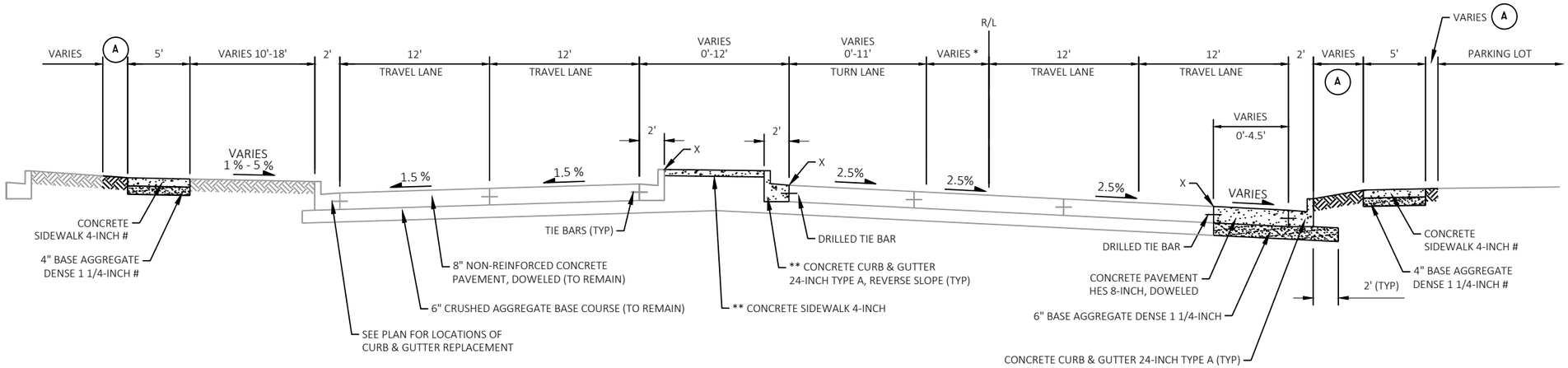
X = SAWING CONCRETE

Y = SAWING ASPHALT

(A) TOPSOIL, FERTILIZER TYPE A, AND SOD LAWN

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 11	E

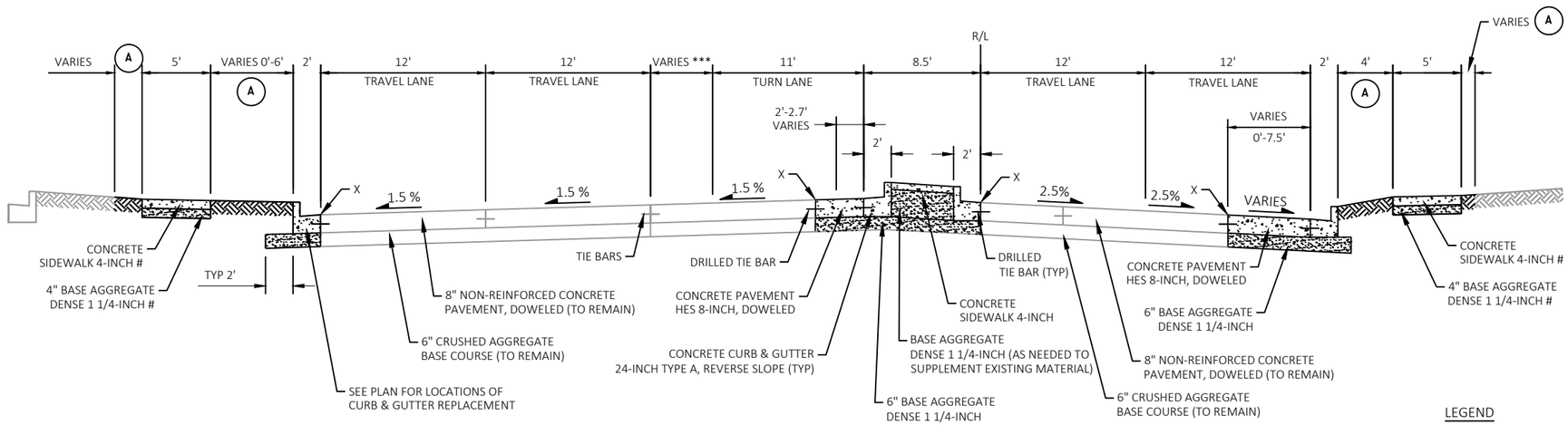
2



PROPOSED TYPICAL SECTION

MAIN ST AT DECORAH RD

STA 156+83 TO STA 159+02
V = 35 MPH



PROPOSED TYPICAL SECTION

MAIN ST AT DECORAH RD

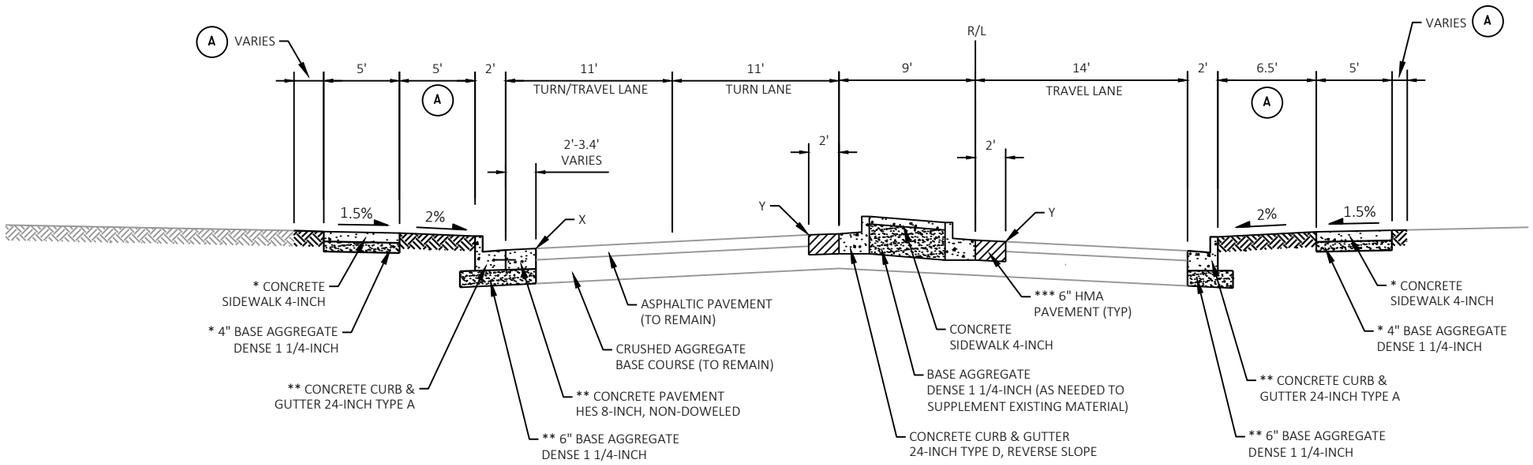
STA 160+00 TO STA 161+13
V = 30 MPH

LEGEND

* PAINTED SEPARATOR WIDTH 0.0'-8.7'
** CONCRETE CORRUGATED MEDIAN STA 157+00 TO STA 157+71
CONCRETE PAVEMENT HES 8-INCH STA 158+72 TO STA 159+02
*** PAINTED SEPARATOR WIDTH 0.0'-4.1'
# SEE PLAN FOR SIDEWALK REPLACEMENT LOCATIONS.
X = SAWING CONCRETE
A TOPSOIL, FERTILIZER TYPE A, AND SOD LAWN

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 12	E

2



PROPOSED TYPICAL SECTION
DECORAH RD AT MAIN ST

STA 5+85 TO STA 7+06
V = 30 MPH

LEGEND

* SEE PLAN FOR SIDEWALK REPLACEMENT LOCATIONS.
** STA 5+85 TO STA 6+00 WHERE EXISTING PAVEMENT IS CONCRETE.
*** STA 6+00 TO STA 7+06 WHERE EXISTING PAVEMENT IS ASPHALT.

X = SAWING CONCRETE
Y = SAWING ASPHALT

(A) TOPSOIL, FERTILIZER TYPE A, AND SOD LAWN

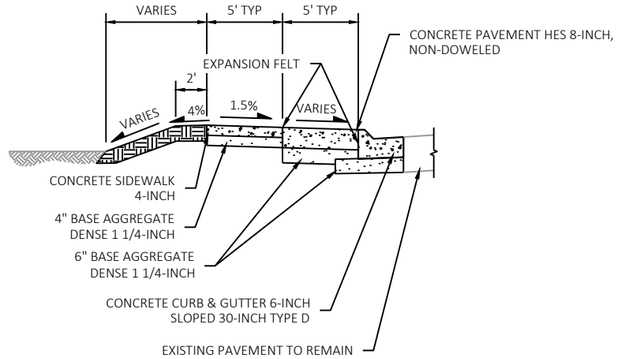
PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 13	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 06-10ft (PR)
PLOT DATE : 1/31/2024 11:47 AM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

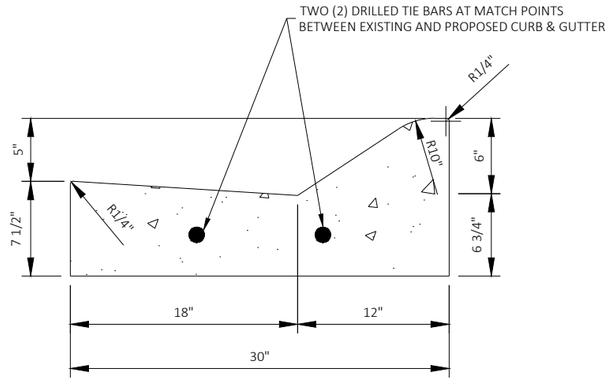
RUNOFF COEFFICIENT TABLE

	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 = 2.44 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.87 ACRES



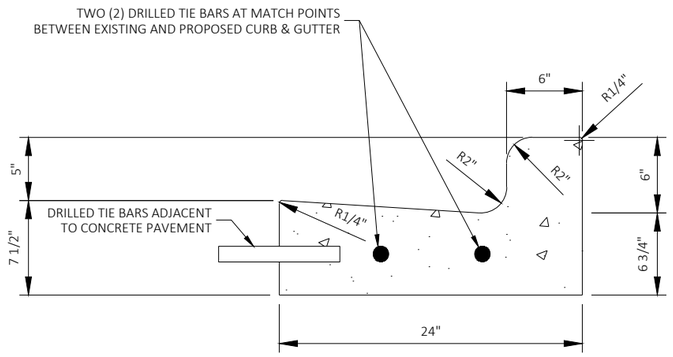
DETAIL FOR SOUTHWEST QUADRANT OF PARADISE DRIVE & PARKWAY DRIVE



NOTES:

1. TIE BARS ARE REQUIRED.
2. USE 4% GUTTER CROSS SLOPE AND TRANSITION TO EXISTING 5.5% GUTTER SLOPE AND 6" WIDE CURB HEAD WITHIN 10' OF THE MATCH POINT.
3. SEE CURB RAMP DETAILS FOR MORE INFORMATION.

DETAIL FOR CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE D



NOTES:

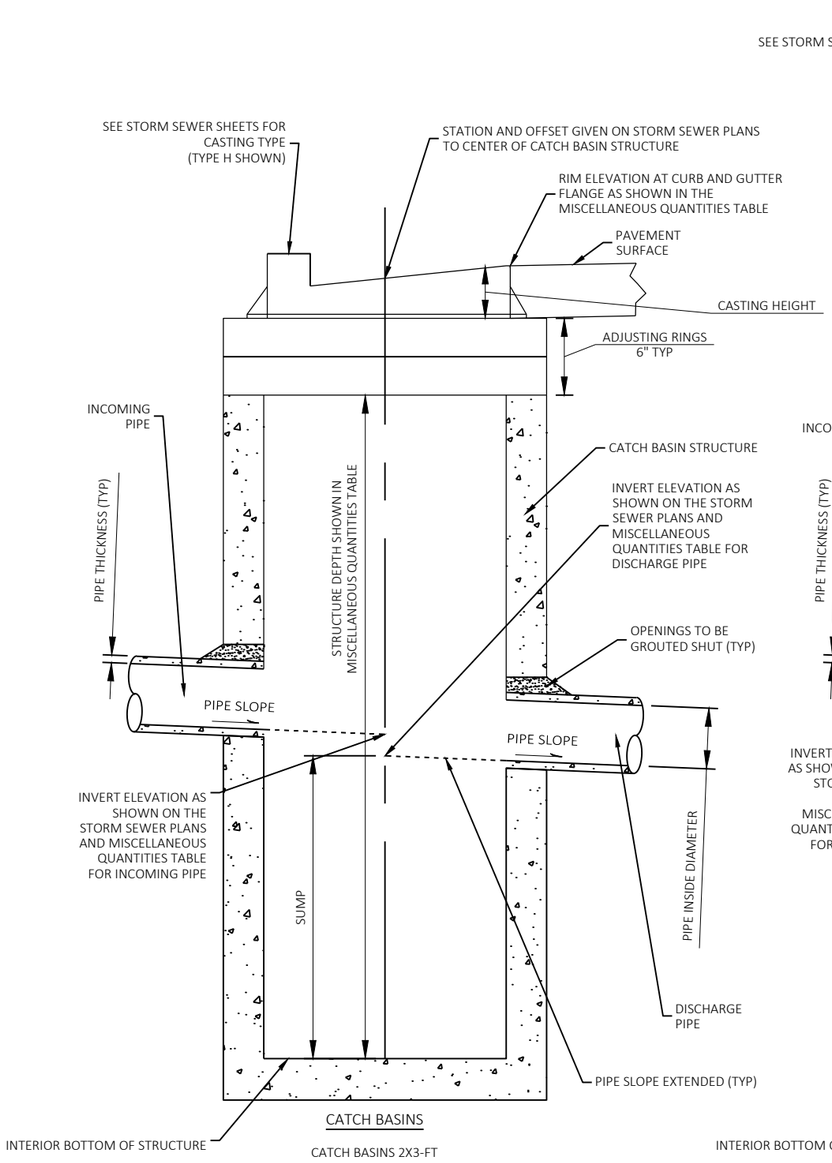
1. TIE BARS ARE REQUIRED.
2. USE 4% GUTTER CROSS SLOPE AND TRANSITION TO EXISTING 5.5% GUTTER SLOPE AND 6" WIDE CURB HEAD WITHIN 10' OF THE MATCH POINT.
3. SEE CURB RAMP DETAILS FOR MORE INFORMATION.

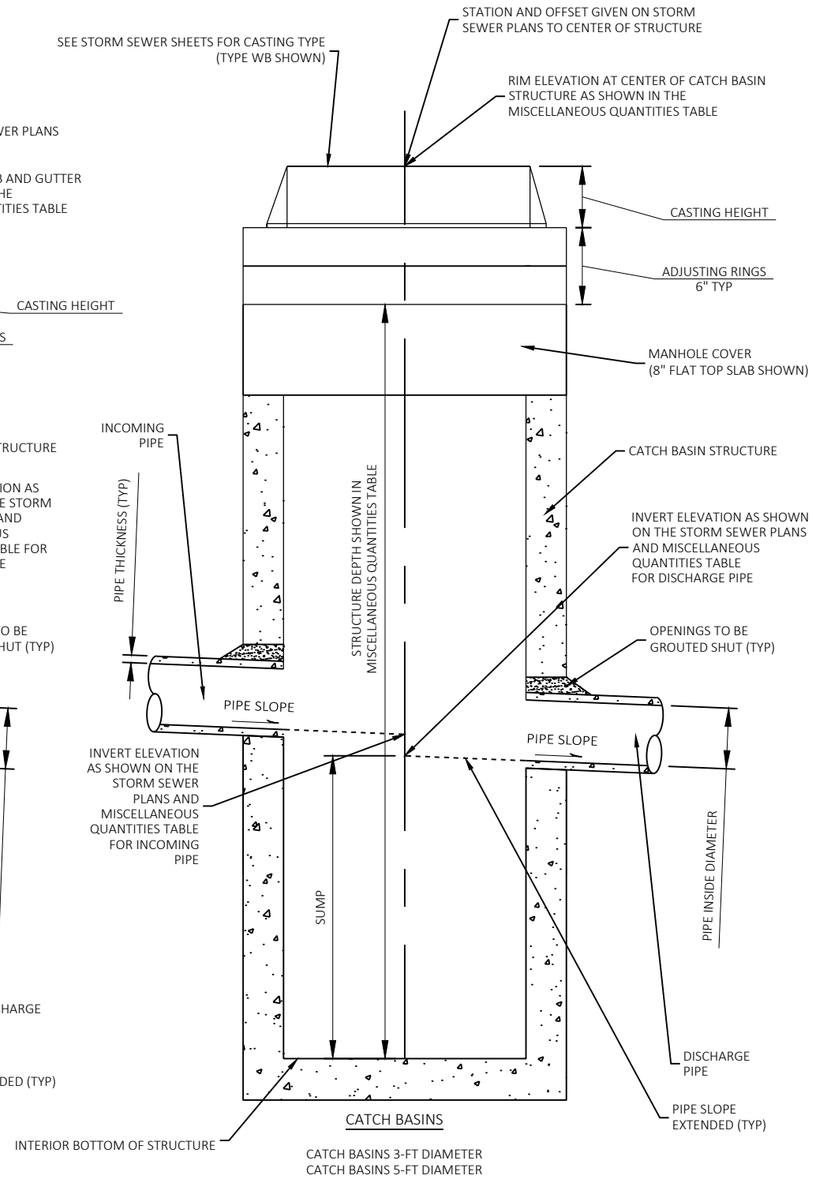
DETAIL FOR CONCRETE CURB & GUTTER 24-INCH TYPE A OR D

2

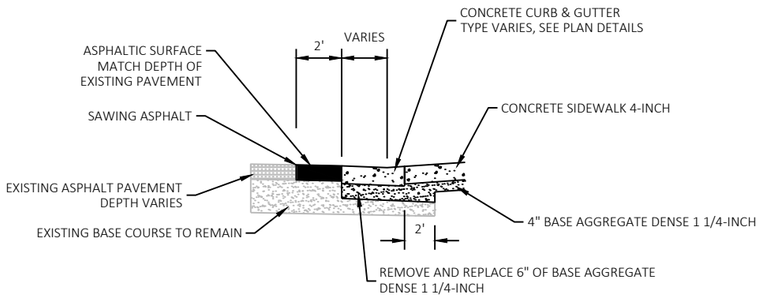
NOTES:

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, SDD FOR CATCH BASIN 2X3 FT, AND SDD FOR CATCH BASINS 3-FT, 4-FT, 5-FT, AND 6-FT DIAMETER.

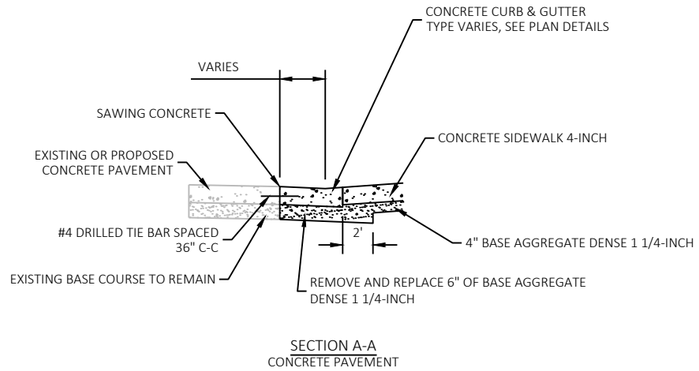




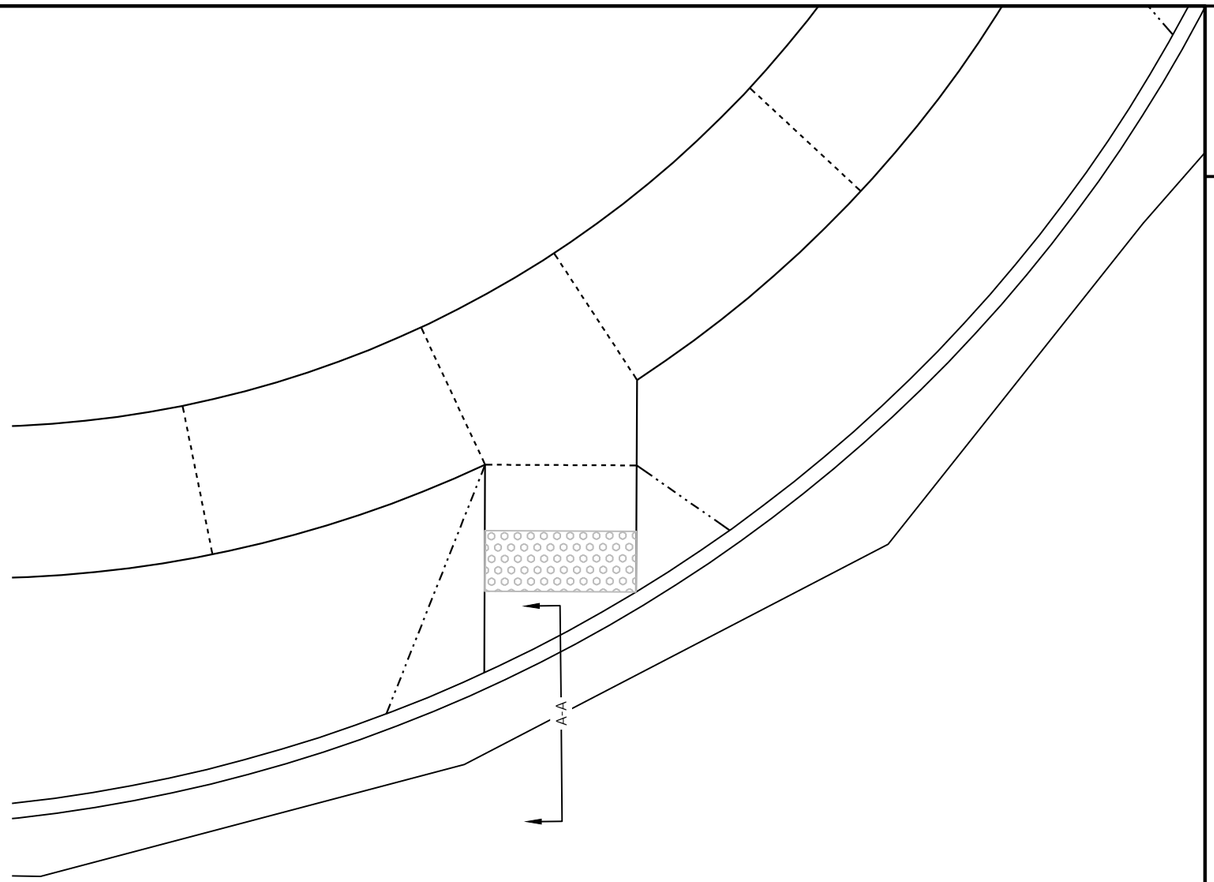
STRUCTURE DEPTH DEFINITION DETAIL



SECTION A-A
ASPHALT PAVEMENT

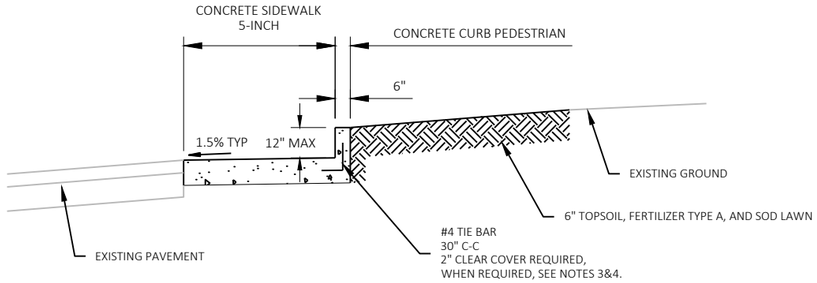


SECTION A-A
CONCRETE PAVEMENT



CURB & GUTTER AND CURB RAMP REPLACEMENT DETAILS

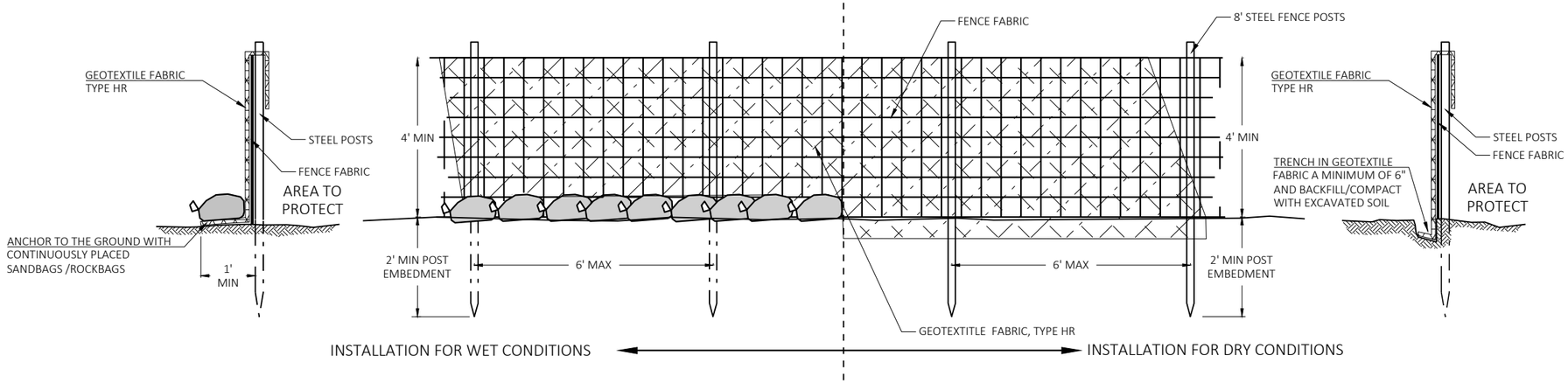
2



CONCRETE CURB PEDESTRIAN SECTION

NOTES:

1. PAYMENT FOR CONCRETE CURB PEDESTRIAN SHALL BE MADE USING THE BID ITEM CONCRETE CURB PEDESTRIAN.
2. THE HEIGHT OF THE CURB SHALL VARY BETWEEN 0 INCHES AND 12 INCHES BASED ON THE GRADES SHOWN ON THE CURB RAMP DETAILS.
3. WHEN THE HEIGHT OF THE PEDESTRIAN CURB IS GREATER THAN 6 INCHES IN HEIGHT THE CURB SHALL BE POURED MONOLITHICALLY WITH THE CONCRETE SIDEWALK AND SHALL BE TIED TO THE SIDEWALK USING A #8 TIE BAR SPACED 30" CENTER TO CENTER. THE TIE BARS ARE INCIDENTAL TO THE CONCRETE CURB PEDESTRIAN.
4. WHEN THE HEIGHT OF THE PEDESTRIAN CURB IS 6 INCHES OR LESS IT MAY BE POURED MONOLITHICALLY WITH THE CONCRETE SIDEWALK OR POURED SEPARATELY. WHEN POURED SEPARATELY EXPANSION FELT IS REQUIRED BETWEEN THE CONCRETE SIDEWALK AND CONCRETE CURB PEDESTRIAN. TIE BARS ARE NOT REQUIRED WHEN THE HEIGHT OF THE PEDESTRIAN CURB IS 6 INCHES OR LESS.



SILT FENCE HEAVY DUTY

GENERAL NOTES:

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

2

2

N

LEGEND

APPROXIMATE EXTENT OF HAZMAT SOILS WHICH MAY BE ENCOUNTERED DURING EXCAVATION OPERATIONS

PARADISE DR
R/L

SILVER MOON PROPERTIES LLC

AREA 1 - HAZMAT SOILS
FROM 1' TO MAXIMUM EXCAVATION
DEPTH BELOW GROUND SURFACE

SLOPE INTERCEPTS

R/W

EXISTING R/W

BRIXMOR PARADISE PAVILION LLC

TLE

R/W

MAIN ST R/L

MATCHLINE STA 109+25.00

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

75+00 76+00 77+00 78+00

S MAIN ST

W PARADISE DR

AREA 2 - HAZMAT SOILS
FROM 1' TO 4' DEPTH BELOW
GROUND SURFACE

RE INVESTMENT PROPERTIES LLC

IREIT WEST BEND MAIN LLC

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CONSTRUCTION DETAILS - HAZMAT SOILS	SHEET 18	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 01

PLOT DATE : 1/30/2024 4:11 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

BENCHMARKS				
BM No.	NORTHING	EASTING	DESCRIPTION	ELEVATION
BM5835	174973.47	360533.53	NE CORNER OF CONCRETE SIGNAL BASE ON THE N SIDE OF W PARADISE DR., 500' W OF PARKWAY DR.	985.22
BM5005	174470.61	361060.26	NW HYDRANT BOLT LOCATED ON SW SIDE OF PARKWAY DR., 400' S OF W PARADISE DR.	984.27
CP 1	175294.44	361030.34	CUT T ON THE NE SIDE OF PARKWAY DR. 413' N OF THE CENTER LINE OF W PARADISE DR.	991.84
CP 2	174787.40	360995.07	CUT T IN THE SW QUADRANT OF THE INTERSECTION OF PARKWAY DR AND W PARADISE DR. 88' S OF THE CENTERLINE OF W PARADISE DR. AND 36' W OF THE CENTERLINE OF PARKWAY DR.	981.35
CP 6638	174715.07	360918.60	MAG SPIKE IN THE SW QUADRANT OF THE INTERSECTION OF W PARADISE DR. AND PARKWAY DR. 161' S OF THE CENTERLINE OF W PARADISE DR. AND 115' W OF THE CENTERLINE OF PARKWAY DR.	982.16
CP 6677	174921.48	361393.29	CUT CROSS ON THE N SIDE OF W PARADISE DR. 359' E OF THE CENTER LINE OF PARKWAY DR.	986.81

RADIUS TABLE - PARADISE & SILVERBROOK					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS (TO CURB FACE)
1	58+12.00	105.19' LT	174963.81	360963.26	50.5'R
2	59+57.26	113.28' LT	174969.93	361108.62	46.5'R
3	59+42.50	62.12' RT	174794.75	361091.48	36.5'R
4	58+25.30	70.29' RT	174788.17	360974.18	33.5'R

N

LEGEND

- ASPH — ASPHALTIC SURFACE
- HMA6 — HMA PAVEMENT 6-INCH
- CP8 — CONCRETE PAVEMENT HES 8-INCH, DOWELED
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CGRSA — CONCRETE CURB & GUTTER 24-INCH TYPE A, REVERSE SLOPE
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CGRSD — CONCRETE CURB & GUTTER 24-INCH TYPE D, REVERSE SLOPE
- CG30D — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE D
- CCP — CONCRETE CURB PEDESTRIAN
- MED1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- MED2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CCM9 — CORRUGATED CONCRETE MEDIAN 9-INCH
- SW4 — CONCRETE SIDEWALK 4-INCH
- SW5 — CONCRETE SIDEWALK 5-INCH
- SOD — TOPSOIL, FERTILIZER, & SOD LAWN
- YYYY — SAWING ASPHALT
- XXXXX — SAWING CONCRETE
- SLOPE INTERCEPTS
- (D) INLET PROTECTION TYPE AS SHOWN
- CONCRETE PAVEMENT HES 8-INCH, NON-DOWELED
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION

PH WEST BEND LLC

CHANG FAMILY 2007 TR

WETLAND BOUNDARY

R/W

SILVERBROOK DR

N0°07'18"E

37+00

36+00

BEGIN PROJECT
STA. 58+02
Y = 174,858.771
X = 360,951.838

W PARADISE DR

N1°11'50"W

35+00

56+00

57+00

58+00

S89°13'17"E

59+00

60+00

SEE CONSTRUCTION DETAIL FOR TYPICAL SECTION

WETLAND BOUNDARY

R/W

PARKWAY DR

N1°31'58"E

34+00

RE NAPERVILLE PARADISE VENTURE LLC

PMM DEVELOPMENT LLC

CP 6638

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	PLAN DETAILS	SHEET 19	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 00

PLOT DATE : 3/4/2024 5:41 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

RADIUS TABLE - MAIN & PARADISE					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS (TO CURB FACE)
5	105+45.88	100.55' LT	174750.67	362790.33	89.5'R
6	105+15.86	125.79' LT	174720.27	362765.54	73.5'R
7	106+05.01	94.93' LT	174809.87	362795.06	2.5'R
8	106+07.03	53.29' LT	174812.52	362836.67	1.0'R
9	105+79.23	53.29' LT	174784.72	362837.09	1.0'R
10	107+70.50	135.92' LT	174974.74	362751.61	73.5'R
11	108+05.44	190.74' LT	175008.86	362696.27	138.5'R
12	106+97.55	71.93' LT	174902.75	362816.68	1.0'R
13	106+97.06	55.43' LT	174902.51	362833.18	1.0'R
14	107+17.47	58.07' LT	174922.88	362830.24	2.5'R
15	107+78.78	101.76' RT	174986.57	362989.14	73.5'R
16	107+73.95	91.57' RT	174981.59	362979.02	63.5'R
17	106+96.36	27.12' RT	174903.04	362915.74	1.0'R
18	107+12.50	27.45' RT	174919.18	362915.83	2.0'R
19	107+88.72	96.01' RT	174996.42	362983.24	101.5'R
20	106+98.44	44.37' RT	174905.38	362932.96	2.5'R
21	105+71.96	61.72' RT	174779.17	362952.19	35.5'R
21A	105+82.14	23.02' LT	174788.09	362867.31	2.3'R
21B	107+18.49	1.92' LT	174924.74	362886.37	1.0'R

BENCHMARKS				
BM No.	NORTHING	EASTING	DESCRIPTION	ELEVATION
BM 7305	174895.44	363293.46	SE SIDE OF LIGHT POLE BASE LOCATED ON N SIDE OF W. PARADISE DR, 408' E OF THE CENTER LINE OF S MAIN ST.	979.13
BM12568	174900.81	362471.37	N HYDRANT BOLT LOCATED ON THE N SIDE OF W. PARADISE DR. 400' W OF THE CENTER LINE OF S MAIN ST.	1002.89
CP 7223	174917.74	363047.87	CUT CROSS ON THE N SIDE OF W PARADISE DR. 165' E OF THE CENTER LINE OF S MAIN ST.	984.88
CP 3	174807.06	362831.94	CUT T ON THE ISLAND IN THE SW QUADRANT OF THE INTERSECTION OF S MAIN ST. AND W PARADISE DR. 46' S OF THE CENTERLINE OF W PARADISE DR. AND 41 W OF THE CENTERLINE OF S MAIN ST.	990.45
CP 4	174469.49	362925.57	CUT T ON THE W SIDE OF S MAIN ST. 392' S OF THE CENTER LINE OF W PARADISE DR.	982.34
CP 5	174990.43	362918.71	CUT T ON THE SIDEWALK ON THE E SIDE OF S MAIN ST. 134' N OF THE CENTER LINE OF W PARADISE DR.	989.97

LEGEND

- ASPH — ASPHALTIC SURFACE
- HMA6 — HMA PAVEMENT 6-INCH
- CP8 — CONCRETE PAVEMENT HES 8-INCH, DOWELED
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CGRSA — CONCRETE CURB & GUTTER 24-INCH TYPE A, REVERSE SLOPE
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CGRSD — CONCRETE CURB & GUTTER 24-INCH TYPE D, REVERSE SLOPE
- CG30D — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE D
- CCP — CONCRETE CURB PEDESTRIAN
- MED1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- MED2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CCM9 — CORRUGATED CONCRETE MEDIAN 9-INCH
- SW4 — CONCRETE SIDEWALK 4-INCH
- SW5 — CONCRETE SIDEWALK 5-INCH
- SOD — TOPSOIL, FERTILIZER, & SOD LAWN
- YYYY — SAWING ASPHALT
- XXXXX — SAWING CONCRETE
- SLOPE INTERCEPTS
- (D) — INLET PROTECTION TYPE AS SHOWN
- CONCRETE PAVEMENT HES 8-INCH, NON-DOWELED
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION

N

GRUBBING (CLEARING PERFORMED BY OTHERS)

EXISTING HYDRANT TO REMAIN - PAVE AROUND HYDRANT WHILE MAINTAINING A 4' MINIMUM SIDEWALK WIDTH.

SILVER MOON PROPERTIES LLC

BRIXMOR PARADISE PAVILION LLC

IREIT WEST BEND MAIN LLC

RE INVESTMENT PROPERTIES LLC

SECTION CORNER WISDOT PID 1119115

FORM CURB AROUND MANHOLE COVER

EXISTING R/W

S MAIN ST

W PARADISE DR

S MAIN ST R/L

W PARADISE DR R/L

MATCHLINE STA 109+25.00

END PROJECT STA. 78+32

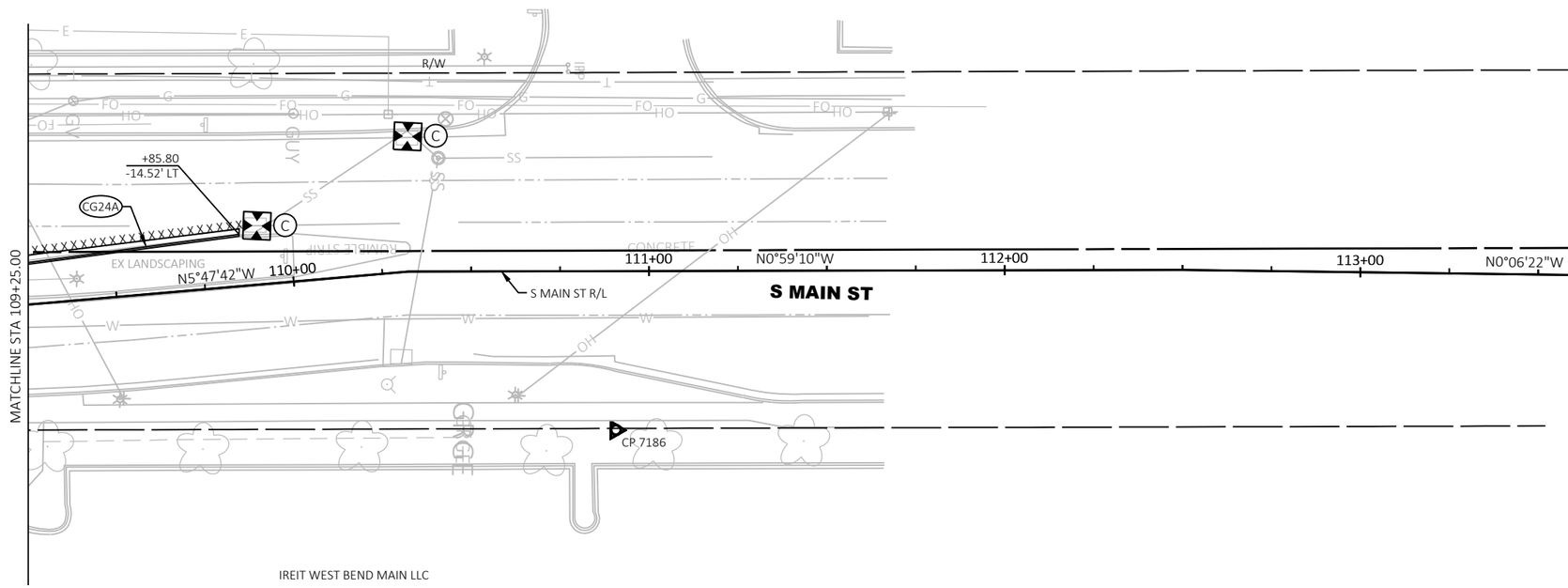
PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	PLAN DETAILS	SHEET 20	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 01

PLOT DATE : 3/4/2024 5:41 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

BENCHMARKS				
BM No.	NORTHING	EASTING	DESCRIPTION	ELEVATION
CP 7186	175296.98	362918.01	MAG SPIKE ON THE E SIDE OF S MAIN ST. 437' N OF THE CENTER LINE OF W PARADISE DR.	986.64



LEGEND

ASPH	ASPHALTIC SURFACE
HMA6	HMA PAVEMENT 6-INCH
CP8	CONCRETE PAVEMENT HES 8-INCH, DOWELED
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CGRSA	CONCRETE CURB & GUTTER 24-INCH TYPE A, REVERSE SLOPE
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CGRSD	CONCRETE CURB & GUTTER 24-INCH TYPE D, REVERSE SLOPE
CG30D	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE D
CCP	CONCRETE CURB PEDESTRIAN
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CCM9	CORRUGATED CONCRETE MEDIAN 9-INCH
SW4	CONCRETE SIDEWALK 4-INCH
SW5	CONCRETE SIDEWALK 5-INCH
SOD	TOPSOIL, FERTILIZER, & SOD LAWN
YYYY	SAWING ASPHALT
XXXXX	SAWING CONCRETE
	SLOPE INTERCEPTS
D	INLET PROTECTION TYPE AS SHOWN
	CONCRETE PAVEMENT HES 8-INCH, NON-DOWELED
	SILT FENCE
	HEAVY DUTY SILT FENCE
	SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	PLAN DETAILS	SHEET 21	E

2

LEGEND

- ASPH — ASPHALTIC SURFACE
- HMA6 — HMA PAVEMENT 6-INCH
- CP8 — CONCRETE PAVEMENT HES 8-INCH, DOWELED
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CGRSA — CONCRETE CURB & GUTTER 24-INCH TYPE A, REVERSE SLOPE
- CG24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CGRSD — CONCRETE CURB & GUTTER 24-INCH TYPE D, REVERSE SLOPE
- CG30D — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE D
- CCP — CONCRETE CURB PEDESTRIAN
- MED1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- MED2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CCM9 — CORRUGATED CONCRETE MEDIAN 9-INCH
- SW4 — CONCRETE SIDEWALK 4-INCH
- SW5 — CONCRETE SIDEWALK 5-INCH
- SOD — TOPSOIL, FERTILIZER, & SOD LAWN
- YYYY — SAWING ASPHALT
- XXXXX — SAWING CONCRETE
- SLOPE INTERCEPTS
- D — INLET PROTECTION TYPE AS SHOWN
- CONCRETE PAVEMENT HES 8-INCH, NON-DOWELED
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION

N

RADIUS TABLE-MAIN & DECORAH					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS (TO CURB FACE)
22	157+75.53	21.38' LT	179982.11	362851.22	3.9'R
23	157+75.64	15.98' LT	179981.95	362856.62	3.5'R
24	158+88.51	23.09' LT	180094.55	362852.21	2.2'R
25	158+73.87	92.57' LT	180081.57	362782.40	40.5'R
26	160+17.49	99.01' LT	180221.60	362777.70	50.5'R
27	160+08.23	4.25' LT	180213.66	362872.58	2.8'R
28	161+06.83	4.25' LT	180312.25	362871.21	2.8'R
29	160+17.95	79.00' RT	180224.53	362955.68	53.5'R
30	159+38.47	68.95' RT	180143.12	362944.93	3.0'R
31	158+80.24	64.00' RT	180084.22	362939.08	38.5'R

BENCHMARKS				
BM No.	NORTHING	EASTING	DESCRIPTION	ELEVATION
BM11424	180353.27	362794.01	SE SIDE OF LIGHT POLE BASE LOCATED ON W SIDE OF S MAIN ST., 210' N OF THE CENTER LINE OF W DECORAH RD.	937.69
CP 11426	180609.98	362912.20	CUT T ON THE E SIDE OF S MAIN ST. 463' N OF THE CENTER LINE OF W DECORAH RD.	935.59
CP 6	180194.93	362813.16	CUT T IN THE NW QUADRANT OF THE INTERSECTION OF W DECORAH RD. AND S MAIN ST. 47' N OF THE CENTERLINE OF W DECORAH RD. AND 54' W OF THE CENTERLINE OF S MAIN ST.	936.34
CP 7	179756.74	362905.07	CUT T ON THE E SIDE OF S MAIN ST. 390' S OF THE CENTER LINE OF W DECORAH RD.	936.15

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	PLAN DETAILS	SHEET 22	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 03

PLOT DATE : 3/4/2024 5:41 PM | PLOT BY : SIEBERT, LUKE | PLOT NAME : | PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

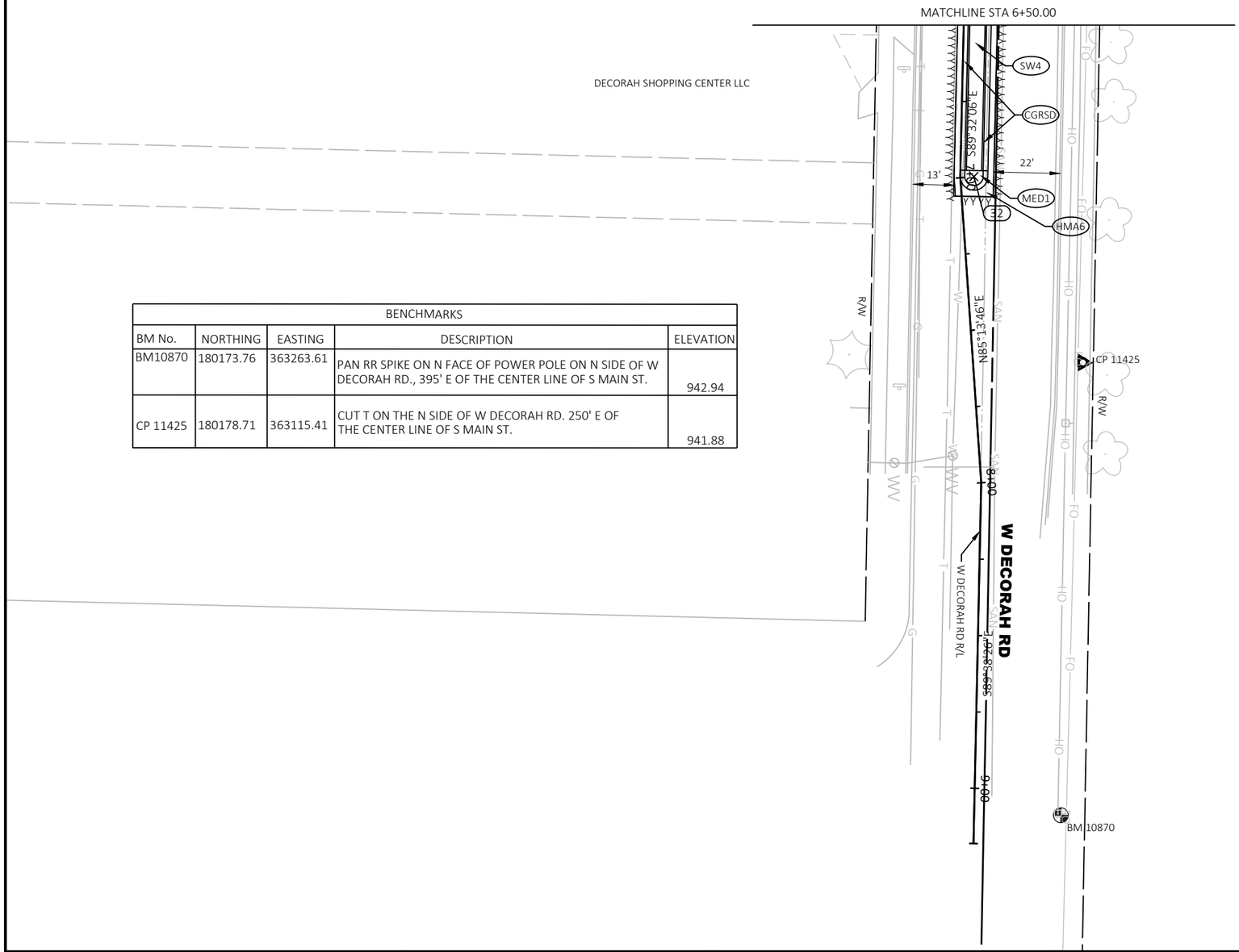
2

N

MATCHLINE STA 6+50.00

DECORAH SHOPPING CENTER LLC

HOLY ANGELS CEMETERY



BENCHMARKS				
BM No.	NORTHING	EASTING	DESCRIPTION	ELEVATION
BM10870	180173.76	363263.61	PAN RR SPIKE ON N FACE OF POWER POLE ON N SIDE OF W DECORAH RD., 395' E OF THE CENTER LINE OF S MAIN ST.	942.94
CP 11425	180178.71	363115.41	CUT T ON THE N SIDE OF W DECORAH RD. 250' E OF THE CENTER LINE OF S MAIN ST.	941.88

RADIUS TABLE DECORAH					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS (TO CURB FACE)
32	6+99.91	4.48' LT	180142.22	363055.10	3.0'R

LEGEND

ASPH	ASPHALTIC SURFACE
HMA6	HMA PAVEMENT 6-INCH
CP8	CONCRETE PAVEMENT HES 8-INCH, DOWELED
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CGRSA	CONCRETE CURB & GUTTER 24-INCH TYPE A, REVERSE SLOPE
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CGRSD	CONCRETE CURB & GUTTER 24-INCH TYPE D, REVERSE SLOPE
CG30D	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE D
CCP	CONCRETE CURB PEDESTRIAN
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CCM9	CORRUGATED CONCRETE MEDIAN 9-INCH
SW4	CONCRETE SIDEWALK 4-INCH
SW5	CONCRETE SIDEWALK 5-INCH
SOD	TOPSOIL, FERTILIZER, & SOD LAWN
YYYY	SAWING ASPHALT
XXXXX	SAWING CONCRETE
	SLOPE INTERCEPTS
D	INLET PROTECTION TYPE AS SHOWN
	CONCRETE PAVEMENT HES 8-INCH, NON-DOWELED
	SILT FENCE
	HEAVY DUTY SILT FENCE
	SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION

2

LEGEND

###.##	PAVING GRADE
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE
	CURB & GUTTER REVERSE SLOPE

N

S MAIN ST

982.76 (G)(E)
982.82 (E)
982.85 (E)
983.45
983.51 (E)
2.3%
984.05
984.16 (E)
984.87
984.92 (E)
985.74
1.6%
985.81 (E)
986.40
986.50 (E)
987.10
987.20 (E)
PC
+15.9
-50.8' LT
987.52
2.1%
987.76
987.87 (E)
2.1%

983.77 (E)
983.78 (E)
983.72 (G)(E)
983.83 (G)(E)
983.89 (E)
983.82 (E)
1.9%
984.17 (E)
984.21
984.39(G)
984.29(G)
1.8%
984.24
984.15 (E)
984.80 (E)
984.84
984.51(G)
984.48(G)
984.43
984.81
984.74 (E)
985.60 (E)
985.64
2.0%
985.47
985.39 (E)
986.21 (E)
986.16 (E)
+92.5
-26.8' LT
986.84 (E)
985.95
985.86 (E)
987.04 (E)
986.77
986.68 (E)
987.62 (E)
987.28
987.18 (E)
1.9%

103+00
104+00
105+00
S MAIN ST R/L
MATCH LINE STA 105+50

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	PAVING GRADES	SHEET 24	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021202-PG.DWG
LAYOUT NAME - MAIN-PARADISE 2
PLOT DATE : 1/30/2024 4:13 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N

LEGEND

###.##	PAVING GRADE
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE
	CURB & GUTTER REVERSE SLOPE

W PARADISE DR

76+00

77+00

SEE CURB RAMP DETAILS

PT +90.6 -106.1' LT
990.79 (E)
990.73 (G)(E)
PC +84.1 -93.5' LT
PT +79.2 -85.7' LT
+07.5 -98.1' LT
991.18 (HP)
991.60 (E)
1.9%
990.84
2.0%
990.24
991.10 (E)
989.86
1.7%
989.68
989.83
1.9%
989.74
990.21
990.29 (E)
989.60
989.00
2.1%
989.40
989.40(G)
989.24(G)
989.27(G)
989.45(G)
990.04
989.30
989.93
988.44
989.21
989.25
989.45
989.54
989.65
989.79
989.05 (E)
989.49 (E)
989.55 (E)
989.68 (E)

SEE CURB RAMP DETAILS

W PARADISE DR R/L

993.99 (E)
993.93 (G)(E)
993.59 (E)
PC +96.5 -123.8' LT
993.30
993.03 (E)
993.03
0.5%
992.16 (E)
991.66
991.69(HP)
0.5%
991.46
991.41
991.32
991.59 (E)
991.38(G)
991.54
991.48
991.38
991.28 (E)
991.30(G)
991.28
991.10 (E)
991.03(G)
991.01
3.0%
991.12
991.13
2.6%
991.18
991.19(G)
990.74 (E)
990.79 (E)
990.99 (E)

MATCH LINE STA 107+25

MATCH LINE STA 105+50

+84.7 -25.8' LT
988.64 (HP)
988.51 (E)
988.72 (E)
988.57
988.54 (E)
988.52 (E)
988.09 (E)
987.76
988.27
988.43
988.66 (E)
988.12 (E)
988.45 (E)
987.63 (E)

106+00

107+00

S MAIN ST

S MAIN ST R/L

MATCH LINE STA 107+00

MATCH LINE STA 77+50

MATCH LINE STA 77+50

S MAIN ST

+65.3 -79.5' LT
988.84 (G)(HP)
988.58 (E)
989.02 (E)
988.48 (E)
988.80 (E)
988.86
988.79(G)
988.76
SEE CURB RAMP DETAILS
988.28
988.21 (E)
988.59
988.48
988.10(G)
PC +90.5 -88.7' LT
988.08
988.01
988.03
1.9%
987.80
988.12
988.06(G)
PT +94.7 -85.6' LT
987.31 (E)
987.54
0.7%
SEE CURB RAMP DETAILS
986.26 (E)
1.0%
986.39 (E)
986.33 (G)(E)
PC +32 -71.7' LT

W PARADISE DR R/L

W PARADISE DR

78+00

MATCH LINE STA 107+25

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	PAVING GRADES	SHEET 25	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021202-PG.DWG
LAYOUT NAME - MAIN-PARADISE 1

PLOT DATE : 1/30/2024 4:13 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

LEGEND

###.##	PAVING GRADE
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE
	CURB & GUTTER REVERSE SLOPE

N

MATCH LINE STA 107+25

PT +31.5 -71.8' LT

PC +32.7 -71.1' LT

991.16

991.14

990.67(G)

990.70

990.60(G)

990.65

990.53(G)

990.60

1.4%

990.33

990.28

1.3%

989.80

PT +98.9 -50.9' LT

989.33

1.0%

988.85

988.19 (G)(E)

988.25 (E)

990.91 (E)

990.73 (E)

990.36 (E)

989.86 (E)

989.36 (E)

988.85 (E)

SEE CURB RAMP DETAILS

S MAIN ST

MATCH LINE STA 107+00

990.02

989.93(G)

990.02 (E)

989.86

989.90(G)

989.70 (E)

989.59 (E)

989.64(G)

989.61 (E)

989.70(G)

989.67 (E)

990.06 (E)

0.6%

990.13 (E)

990.17 (E)

990.14 (E)

990.15

990.23

990.19

990.12(G)

990.10(G)

1.9%

990.07 (E)

990.11

989.95(G)

989.80 (E)

989.84

989.54

989.24 (E)

+98.1 -10.5' LT 988.97 (E)

988.55 (E)

988.19 (E)

+86 -16.0' LT 987.61 (E)

987.80 (E)

987.59 (G)(E)

+00

108+00

109+00

110+00

989.75 (E)

990.21 (G)(HP)

+63.7 -4.5' LT

S MAIN ST R/L

PT +71.9 26.6' RT 989.37

+90.5 26.0' RT 989.47 (HP)

989.32 (E)

989.45 (E)

989.39

989.44 (E)

989.42

989.28 (E)

989.07 (E)

989.01 (G)(E)

3.5%

989.03

989.30

989.35(G)

989.45(G)

989.37(G)

MATCH LINE STA 107+25

SEE CURB RAMP DETAILS

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	PAVING GRADES	SHEET 26	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021202-PG.DWG
LAYOUT NAME - MAIN-PARADISE 3

PLOT DATE : 1/30/2024 4:13 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : ##########

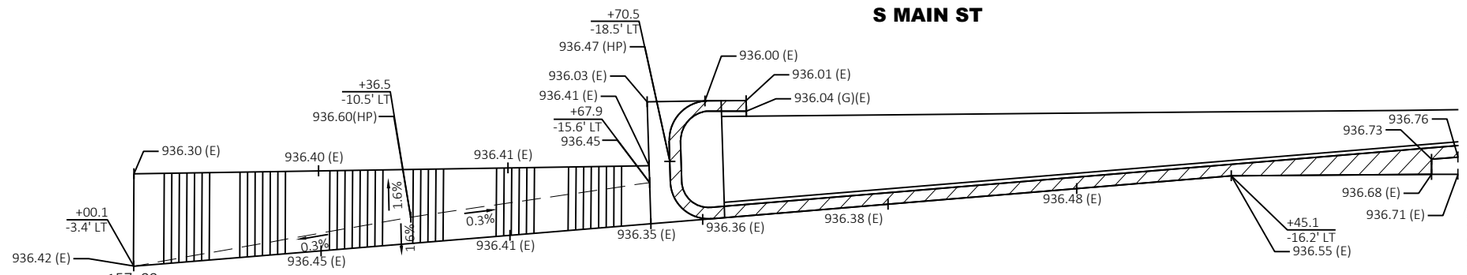
2

2

LEGEND	
###.##	PAVING GRADE
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE
	CURB & GUTTER REVERSE SLOPE

N

S MAIN ST



SEE CUI

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	PAVING GRADES	SHEET 27	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021202-PG.DWG
LAYOUT NAME - MAIN-DECORAH 1

PLOT DATE : 1/30/2024 4:13 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

###.##	PAVING GRADE
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE
	CURB & GUTTER REVERSE SLOPE

N

S MAIN ST

W DECORAH RD

W DECORAH RD R/L

S MAIN ST R/L

MATCH LINE STA 158+75

MATCH LINE STA 5+75

159+00

160+00

161+00

5+00

SEE CURB RAMP DETAILS

SEE CURB RAMP DETAILS

936.60 (E)
936.64 (G)(E)
+92
22.3' LT
936.62 (E)
936.80(HP)
2.4%
2.5%
1.8%
936.79
936.77
936.71 (E)
936.70 (E)
936.70 (E)
936.75 (E)

936.90 (E)
936.90 (E)
936.81
936.77 (E)
936.91
936.98
936.95 (E)
936.96 (E)
936.89 (E)
936.76 (E)
937.04(G)(HP)
936.71 (E)
936.71 (E)
936.72 (E)
936.73 (E)
936.59 (E)
936.62 (E)
936.65 (E)
936.76 (E)
936.78 (E)
936.76 (E)
936.56 (E)
936.67 (E)
936.67 (E)

936.25 (E)
936.18
PC
+80.2
24.0' RT
936.27
936.32 (E)
936.35 (E)
936.32
936.42 (E)
936.37
936.13(G)(HP)
1.6%
1.2%
1.7%
1.9%
2.3%
936.56 (E)
SEE CURB RAMP DETAILS

936.42 (E)
936.38 (E)
936.37 (E)
936.33 (E)
936.18 (E)
936.15 (E)
936.16
936.24
936.34
PT
+17.9
24.0' RT
936.09
936.12
935.88 (G)(LP)
936.37 (E)
936.26
936.52 (E)
936.47
936.41(G)
936.56
936.56 (E)
936.57 (E)
936.52 (E)
936.51 (E)
936.44 (G)(E)
936.51(G)
936.54(G)(HP)
+04.8
25.5' RT
2.6%
3.8%
1.1%
0.2%
5.1%
SEE CURB RAMP DETAILS

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	PAVING GRADES	SHEET 28 E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021202-PG.DWG
LAYOUT NAME - MAIN-DECORAH 2

PLOT DATE : 1/30/2024 4:13 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

MATCH LINE STA 5+75

SEE CURB RAMP DETAILS

PT
+83.9
14.7' RT

936.56 (E)
936.49
936.54
936.62 (E)
2.4%
936.57
936.87 (E)
936.96 (E)
936.80 (E)
936.77 (G)(E)
936.88 (E)
936.95 (E)
936.98 (E)

937.01 (E)
937.03 (E)
937.04 (E)
937.09 (E)
937.40
937.36 (E)
937.49 (E)
937.55
937.89
937.84 (E)
938.06
938.01 (E)
938.36
938.30 (E)
938.57
938.52 (E)
938.80
938.74 (E)
939.02
938.98 (E)
938.91 (E)
939.15 (E)
939.06

6+00

7+00

W DECORAH RD

936.44 (E)
936.42
936.50 (E)
2.5%
936.49
936.61 (E)
936.56 (G)(E)

PC
+99.4
-31.0' LT

SEE CURB RAMP DETAILS

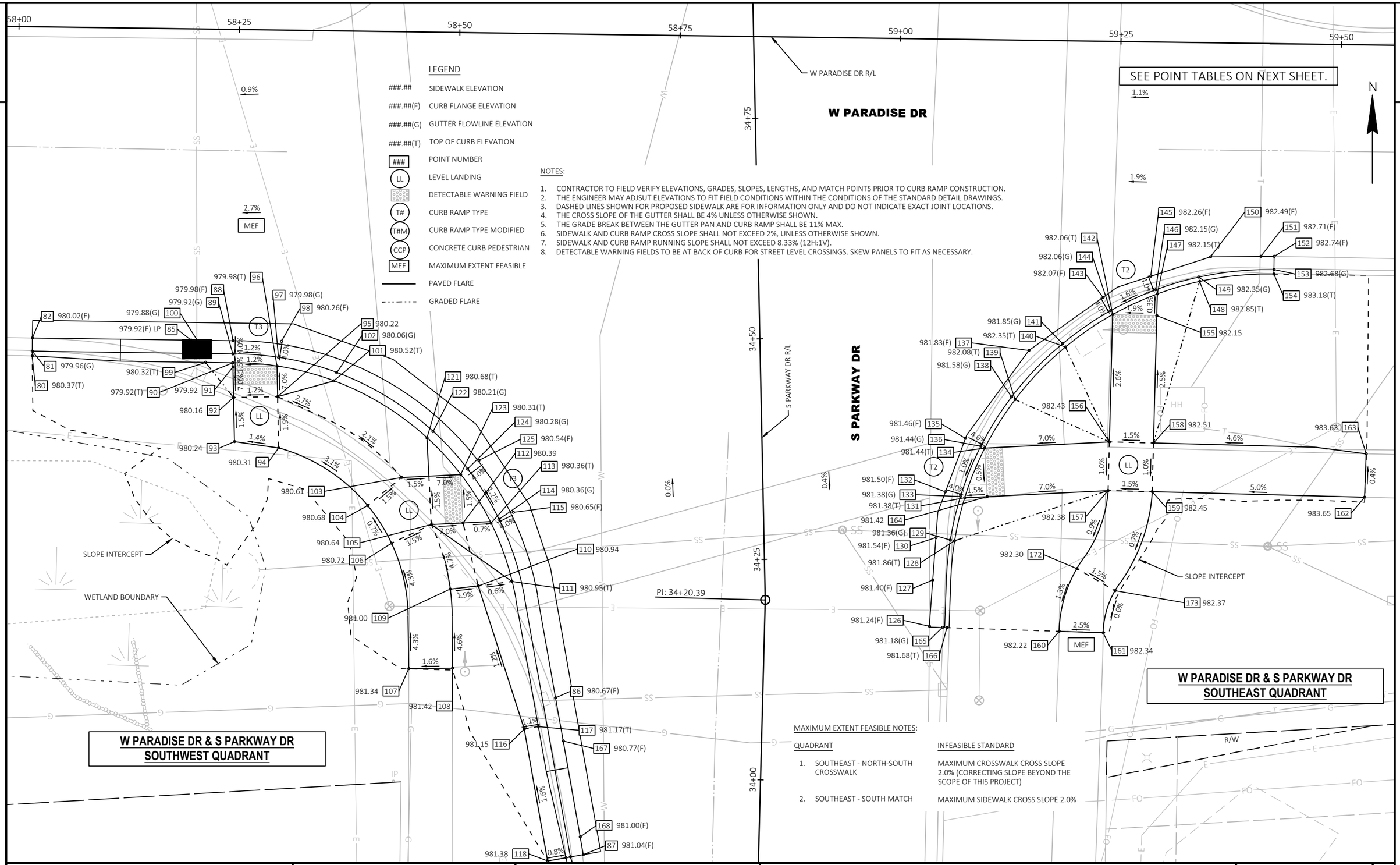
LEGEND

###.##	PAVING GRADE
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE
	CURB & GUTTER REVERSE SLOPE

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	PAVING GRADES	SHEET 29	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021202-PG.DWG
LAYOUT NAME - MAIN-DECORAH 3

PLOT DATE : 1/30/2024 4:13 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:20 FT



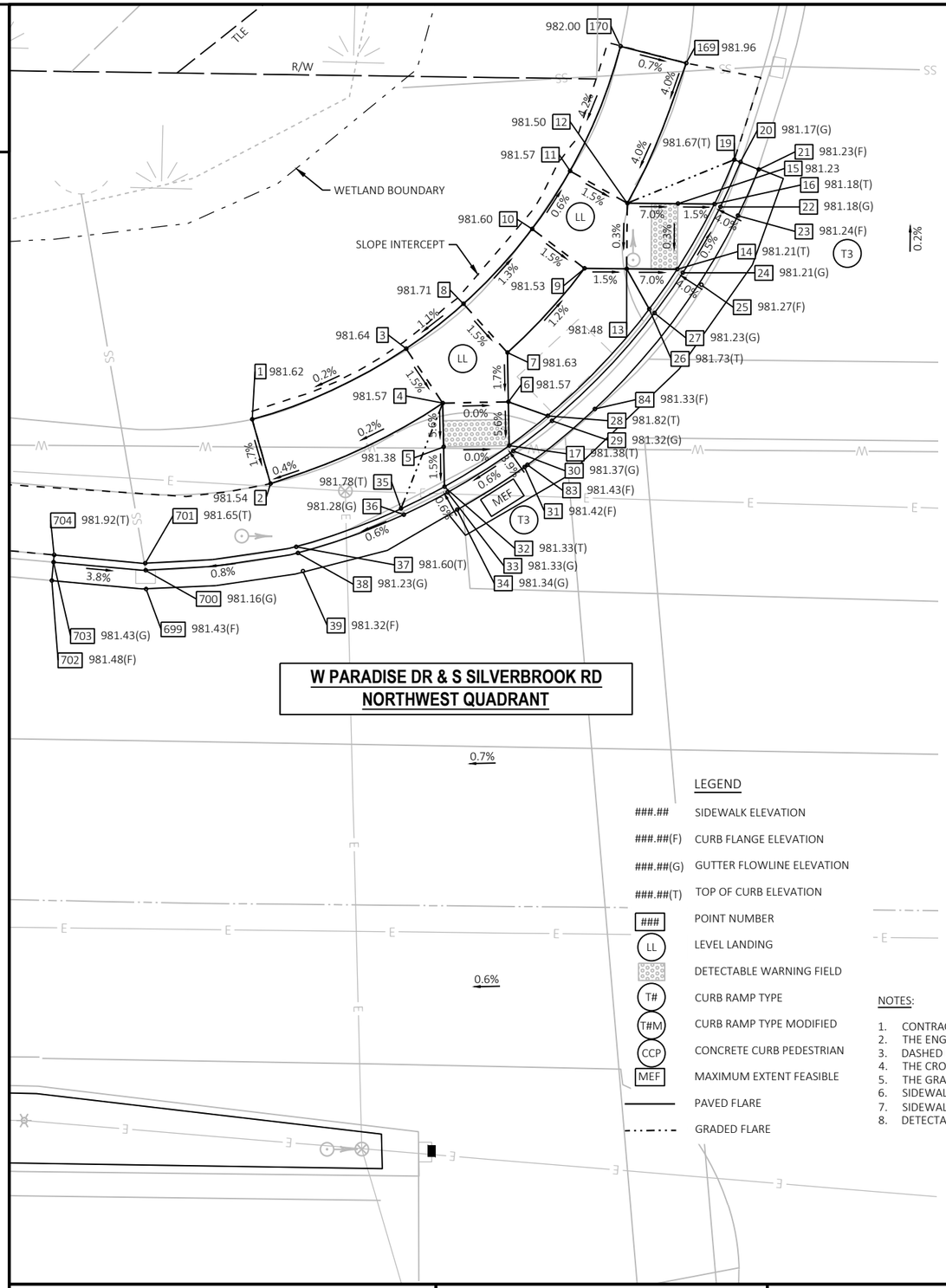
PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 30	E

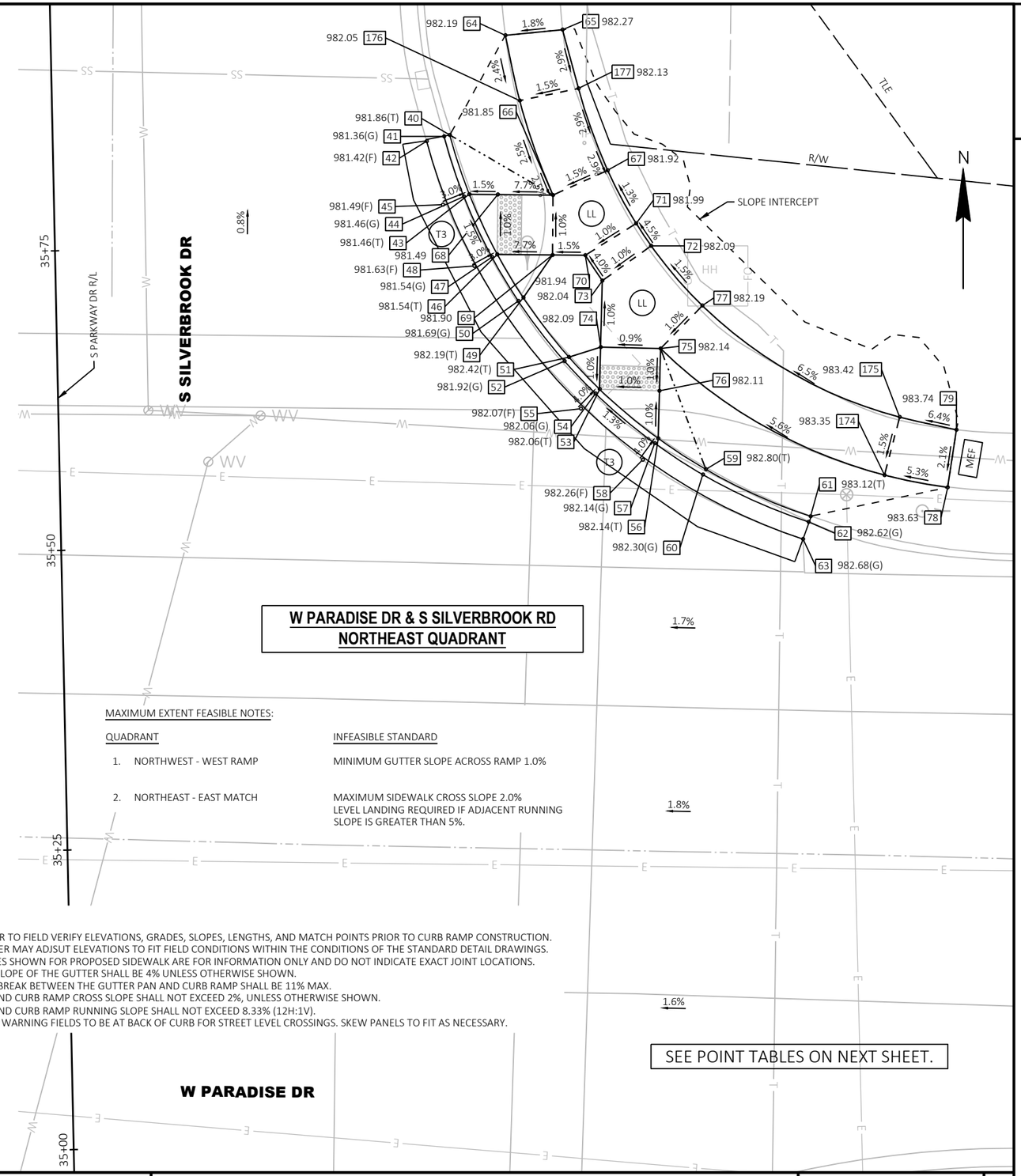
POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
80	58+02.00	37.31' RT	980.37	174821.46	360951.33
81	58+02.00	36.79' RT	979.96	174821.99	360951.34
82	58+02.00	35.29' RT	980.02	174823.49	360951.36
85	58+20.00	35.29' RT	979.92	174823.24	360969.35
86	58+61.88	75.25' RT	980.67	174782.71	361010.69
87	58+65.27	92.98' RT	981.04	174764.94	361013.84
88	58+24.75	35.29' RT	979.98	174823.18	360974.10
89	58+24.75	36.79' RT	979.92	174821.68	360974.08
90	58+24.75	37.79' RT	979.92	174820.68	360974.07
91	58+24.78	38.26' RT	979.92	174820.20	360974.10
92	58+24.89	41.71' RT	980.16	174816.75	360974.16
93	58+25.06	46.71' RT	980.24	174811.75	360974.26
94	58+30.08	47.36' RT	980.31	174811.03	360979.28
95	58+29.89	41.55' RT	980.22	174816.85	360979.16
96	58+29.78	38.10' RT	979.98	174820.30	360979.10
97	58+29.94	37.11' RT	979.98	174821.28	360979.27
98	58+30.24	35.29' RT	980.26	174823.10	360979.60
99	58+21.66	37.79' RT	980.32	174820.72	360970.98
100	58+21.67	36.79' RT	979.88	174821.72	360971.00
101	58+36.22	39.68' RT	980.52	174818.63	360985.52
102	58+36.55	38.75' RT	980.06	174819.56	360985.86
103	58+44.07	50.52' RT	980.61	174807.68	360993.22
104	58+40.26	53.76' RT	980.68	174804.50	360989.36
105	58+47.52	55.81' RT	980.64	174802.35	360996.60
106	58+43.02	57.99' RT	980.72	174800.23	360992.07
107	58+45.18	72.17' RT	981.34	174786.02	360994.04
108	58+50.14	72.06' RT	981.42	174786.06	360999.00
109	58+49.76	63.09' RT	981.00	174795.04	360998.74
110	58+52.93	62.69' RT	980.94	174795.39	361001.91
111	58+56.75	62.13' RT	980.95	174795.90	361005.73
112	58+51.11	55.58' RT	980.39	174802.53	361000.19
113	58+54.28	55.58' RT	980.36	174802.49	361003.36
114	58+55.17	55.13' RT	980.36	174802.93	361004.25
115	58+56.80	54.30' RT	980.65	174803.73	361005.89
116	58+58.38	78.85' RT	981.15	174779.16	361007.14
117	58+59.96	78.55' RT	981.17	174779.45	361008.73
118	58+61.22	93.75' RT	981.38	174764.22	361009.78
119	58+63.31	93.36' RT	981.36	174764.59	361011.87
120	58+63.80	93.26' RT	980.98	174764.68	361012.36
121	58+46.89	46.00' RT	980.68	174812.16	360996.10

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
122	58+47.57	45.28' RT	980.21	174812.88	360996.79
123	58+50.76	50.09' RT	980.31	174808.02	360999.91
124	58+51.54	49.47' RT	980.28	174808.63	361000.70
125	58+52.81	48.47' RT	980.54	174809.62	361001.99
126	59+04.16	66.57' RT	981.24	174790.82	361053.08
127	59+04.48	61.32' RT	981.40	174796.07	361053.47
128	59+06.89	56.84' RT	981.86	174800.51	361055.94
129	59+06.39	56.76' RT	981.36	174800.59	361055.45
130	59+04.77	56.52' RT	981.54	174800.86	361053.83
131	59+07.96	51.95' RT	981.38	174805.38	361057.09
132	59+05.78	51.31' RT	981.50	174806.06	361054.91
133	59+07.48	51.81' RT	981.38	174805.53	361056.61
134	59+10.16	46.30' RT	981.44	174811.00	361059.36
135	59+07.96	45.22' RT	981.46	174812.11	361057.17
136	59+09.71	46.08' RT	981.44	174811.23	361058.91
137	59+15.02	35.16' RT	981.83	174822.08	361064.37
138	59+13.13	40.45' RT	981.58	174816.81	361062.40
139	59+13.53	40.75' RT	982.08	174816.51	361062.80
140	59+19.16	34.71' RT	982.35	174822.47	361068.52
141	59+18.84	34.33' RT	981.85	174822.86	361068.20
142	59+24.47	30.96' RT	982.06	174826.15	361073.87
143	59+23.35	29.03' RT	982.07	174828.10	361072.78
144	59+24.22	30.53' RT	982.06	174826.58	361073.63
145	59+28.73	26.57' RT	982.26	174830.48	361078.19
146	59+29.31	28.08' RT	982.15	174828.96	361078.76
147	59+29.49	28.55' RT	982.15	174828.49	361078.93
148	59+34.27	27.07' RT	982.85	174829.90	361083.73
149	59+34.16	26.59' RT	982.35	174830.39	361083.62
150	59+35.47	24.27' RT	982.49	174832.69	361084.97
151	59+41.17	24.14' RT	982.71	174832.74	361090.67
152	59+42.70	24.12' RT	982.74	174832.74	361092.19
153	59+42.69	25.62' RT	982.68	174831.24	361092.16
154	59+42.69	26.12' RT	983.18	174830.74	361092.16
155	59+29.47	31.02' RT	982.15	174826.02	361078.87
156	59+24.30	45.40' RT	982.43	174811.71	361073.50
157	59+24.21	50.92' RT	982.38	174806.20	361073.35
158	59+29.29	45.46' RT	982.51	174811.59	361078.49
159	59+29.22	50.98' RT	982.45	174806.07	361078.35
160	59+18.88	66.94' RT	982.22	174790.25	361067.80
161	59+23.88	67.04' RT	982.34	174790.08	361072.80

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
162	59+53.32	51.27' RT	983.65	174805.45	361102.44
163	59+53.43	46.35' RT	983.63	174810.37	361102.63
164	59+10.51	51.79' RT	981.42	174805.51	361059.63
165	59+05.65	66.66' RT	981.18	174790.71	361054.58
166	59+06.15	66.69' RT	981.68	174790.67	361055.08
167	58+62.81	80.14' RT	980.77	174777.82	361011.56
168	58+64.89	90.98' RT	981.00	174766.95	361013.48
172	59+20.80	59.81' RT	982.30	174797.35	361069.81
173	59+25.16	62.26' RT	982.37	174794.85	361074.14

2





LEGEND

###.##	SIDEWALK ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###	POINT NUMBER
LL	LEVEL LANDING
	DETECTABLE WARNING FIELD
T#	CURB RAMP TYPE
T#M	CURB RAMP TYPE MODIFIED
CCP	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE
	PAVED FLARE
	GRADED FLARE

MAXIMUM EXTENT FEASIBLE NOTES:

QUADRANT	INFEASIBLE STANDARD
1. NORTHWEST - WEST RAMP	MINIMUM GUTTER SLOPE ACROSS RAMP 1.0%
2. NORTHEAST - EAST MATCH	MAXIMUM SIDEWALK CROSS SLOPE 2.0% LEVEL LANDING REQUIRED IF ADJACENT RUNNING SLOPE IS GREATER THAN 5%.

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJSUT ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11% MAX.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%, UNLESS OTHERWISE SHOWN.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. DETECTABLE WARNING FIELDS TO BE AT BACK OF CURB FOR STREET LEVEL CROSSINGS. SKEW PANELS TO FIT AS NECESSARY.

SEE POINT TABLES ON NEXT SHEET.

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 32	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - ParkwayN
PLOT DATE : 1/30/2024 4:14 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	58+06.37	78.64' LT	981.62	174937.34	360957.28
2	58+07.83	73.76' LT	981.54	174932.45	360958.67
3	58+18.01	84.19' LT	981.64	174942.73	360968.99
4	58+20.87	80.08' LT	981.57	174938.59	360971.79
5	58+20.98	76.74' LT	981.38	174935.25	360971.85
6	58+25.86	80.24' LT	981.57	174938.68	360976.79
7	58+25.74	83.99' LT	981.63	174942.43	360976.72
8	58+22.35	87.66' LT	981.71	174946.15	360973.37
9	58+31.53	90.48' LT	981.53	174948.84	360982.59
10	58+27.49	93.43' LT	981.60	174951.85	360978.60
11	58+30.32	97.89' LT	981.57	174956.27	360981.49
12	58+34.71	95.49' LT	981.50	174953.81	360985.84
13	58+34.73	90.49' LT	981.48	174948.81	360985.80
14	58+38.59	90.51' LT	981.21	174948.78	360989.65
15	58+38.56	95.51' LT	981.23	174953.78	360989.70
16	58+41.35	95.52' LT	981.18	174953.75	360992.48
17	58+25.97	76.91' LT	981.38	174935.35	360976.85
19	58+42.82	98.92' LT	981.67	174957.13	360994.00
20	58+43.29	98.74' LT	981.17	174956.94	360994.46
21	58+44.68	98.19' LT	981.23	174956.37	360995.85
22	58+41.80	95.31' LT	981.18	174953.53	360992.93
23	58+43.15	94.66' LT	981.24	174952.86	360994.27
24	58+39.01	90.25' LT	981.21	174948.51	360990.07
25	58+40.43	89.35' LT	981.27	174947.59	360991.48
26	58+36.50	87.45' LT	981.73	174945.75	360987.52
27	58+36.90	87.16' LT	981.23	174945.44	360987.92
28	58+28.87	79.22' LT	981.82	174937.62	360979.78
29	58+29.19	78.84' LT	981.32	174937.23	360980.10
30	58+26.27	76.50' LT	981.37	174934.94	360977.15
31	58+27.16	75.30' LT	981.42	174933.72	360978.02
32	58+21.08	73.71' LT	981.33	174932.22	360971.91
33	58+21.32	73.28' LT	981.33	174931.78	360972.16
34	58+22.07	71.98' LT	981.34	174930.47	360972.88
35	58+17.80	71.99' LT	981.78	174930.54	360968.61
36	58+18.01	71.54' LT	981.28	174930.09	360968.82
37	58+09.85	68.98' LT	981.60	174927.63	360960.62
38	58+09.98	68.50' LT	981.23	174927.16	360960.75
39	58+10.39	67.13' LT	981.32	174925.78	360961.14
40	59+12.99	100.78' LT	981.86	174958.03	361064.18
41	59+12.51	100.65' LT	981.36	174957.91	361063.71

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
42	59+11.07	100.24' LT	981.42	174957.52	361062.26
43	59+14.68	95.85' LT	981.46	174953.08	361065.81
44	59+14.23	95.67' LT	981.46	174952.90	361065.36
45	59+12.49	94.95' LT	981.49	174952.21	361063.61
46	59+17.09	90.86' LT	981.54	174948.06	361068.15
47	59+16.65	90.64' LT	981.54	174947.84	361067.71
48	59+15.18	89.87' LT	981.63	174947.10	361066.23
49	59+19.31	87.29' LT	982.19	174944.46	361070.33
50	59+18.90	87.01' LT	981.69	174944.18	361069.91
51	59+23.18	82.37' LT	982.42	174939.49	361074.13
52	59+22.82	82.05' LT	981.92	174939.17	361073.76
53	59+25.78	79.74' LT	982.06	174936.83	361076.69
54	59+25.44	79.38' LT	982.06	174936.47	361076.35
55	59+24.24	78.10' LT	982.07	174935.20	361075.13
56	59+30.73	75.70' LT	982.14	174932.71	361081.58
57	59+30.44	75.30' LT	982.14	174932.32	361081.29
58	59+29.46	73.90' LT	982.26	174930.93	361080.29
59	59+34.73	73.18' LT	982.80	174930.14	361085.55
60	59+34.49	72.74' LT	982.30	174929.71	361085.30
61	59+43.51	69.38' LT	983.12	174926.22	361094.28
62	59+43.36	68.91' LT	982.62	174925.75	361094.13
63	59+42.92	67.47' LT	982.68	174924.32	361093.66
64	59+17.51	109.15' LT	982.19	174966.34	361068.82
65	59+22.28	109.69' LT	982.27	174966.82	361073.60
66	59+21.67	95.88' LT	981.85	174953.02	361072.80
67	59+26.20	98.00' LT	981.92	174955.08	361077.36
68	59+17.06	95.86' LT	981.49	174953.06	361068.19
69	59+21.69	90.88' LT	981.90	174948.02	361072.76
70	59+24.43	90.90' LT	981.94	174947.99	361075.49
71	59+28.63	93.61' LT	981.99	174950.65	361079.73
72	59+29.91	91.75' LT	982.09	174948.78	361080.98
73	59+25.88	88.79' LT	982.04	174945.87	361076.91
74	59+25.81	83.26' LT	982.09	174940.34	361076.77
75	59+30.81	83.20' LT	982.14	174940.21	361081.77
76	59+30.77	79.67' LT	982.11	174936.68	361081.68
77	59+34.26	86.83' LT	982.19	174943.79	361085.26
78	59+54.93	71.94' LT	983.63	174928.63	361105.73
79	59+55.59	76.76' LT	983.74	174933.44	361106.46
83	58+27.38	75.46' LT	981.43	174933.88	360978.24
84	58+32.45	79.78' LT	981.33	174938.13	360983.37

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
169	58+39.05	106.23' LT	981.96	174964.48	360990.33
170	58+34.04	107.43' LT	982.00	174965.76	360985.33
174	59+49.64	72.90' LT	983.35	174929.66	361100.45
175	59+50.84	77.75' LT	983.42	174934.49	361101.72
176	59+18.79	103.72' LT	982.05	174960.89	361070.02
177	59+23.67	104.81' LT	982.13	174961.91	361074.92
699	57+98.45	65.61' LT	981.43	174924.42	360949.18
700	57+98.40	67.03' LT	981.16	174925.85	360949.15
701	57+98.36	67.56' LT	981.65	174926.38	360949.12
702	57+91.27	66.16' LT	981.48	174925.07	360942.01
703	57+91.38	67.56' LT	981.43	174926.47	360942.14
704	57+91.43	68.10' LT	981.92	174927.01	360942.19

2

2

MAXIMUM EXTENT FEASIBLE NOTES:

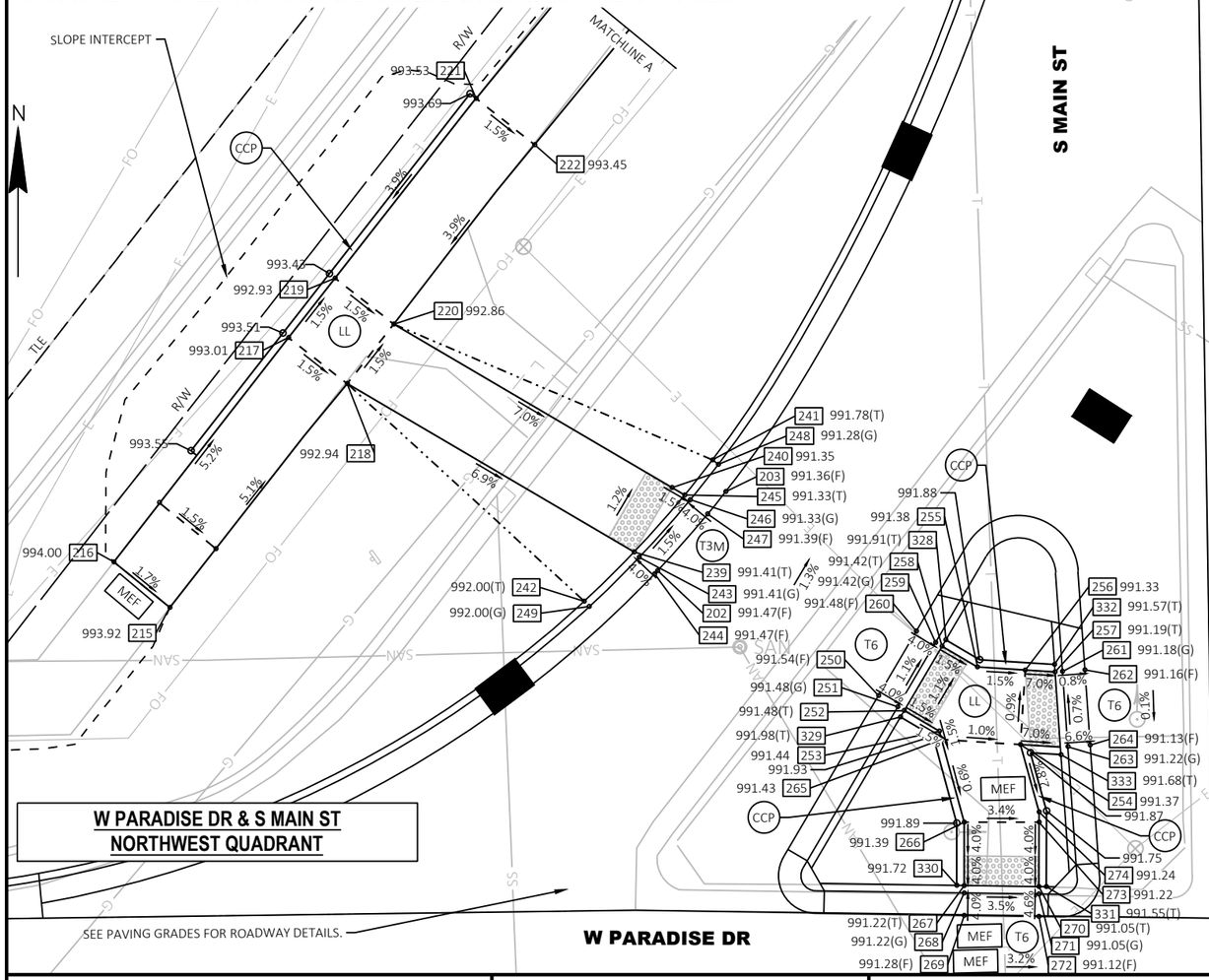
QUADRANT	INFEASIBLE STANDARD
1. NORTHWEST - PORKCHOP	MAXIMUM CURB RAMP CROSS SLOPE 2.0% MAXIMUM LEVEL LANDING CROSS SLOPE 1.5%
2. NORTHWEST - NORTH-SOUTH PORKCHOP CROSSWALK	MAXIMUM CROSSWALK CROSS SLOPE 2.0% (CORRECTING SLOPE BEYOND THE SCOPE OF THIS PROJECT) MAXIMUM SIDEWALK CROSS SLOPE 2.0%
3. NORTHWEST - WEST MATCH	LEVEL LANDING REQUIRED IF ADJACENT RUNNING SLOPE IS GREATER THAN 5%.
4. NORTHWEST - PORKCHOP	MAXIMUM GUTTER SLOPE ACROSS RAMP 2.0%
5. SOUTHWEST - NORTH-SOUTH PORKCHOP CROSSWALK	MAXIMUM CROSSWALK CROSS SLOPE 2.0% (CORRECTING SLOPE BEYOND THE SCOPE OF THIS PROJECT)
6. SOUTHWEST - NORTH MATCH	LEVEL LANDING REQUIRED IF ADJACENT RUNNING SLOPE IS GREATER THAN 5%. MAXIMUM SIDEWALK CROSS SLOPE 2.0%
7. SOUTHWEST - SOUTH MATCH	LEVEL LANDING REQUIRED IF ADJACENT RUNNING SLOPE IS GREATER THAN 5%. MAXIMUM SIDEWALK CROSS SLOPE 2.0%

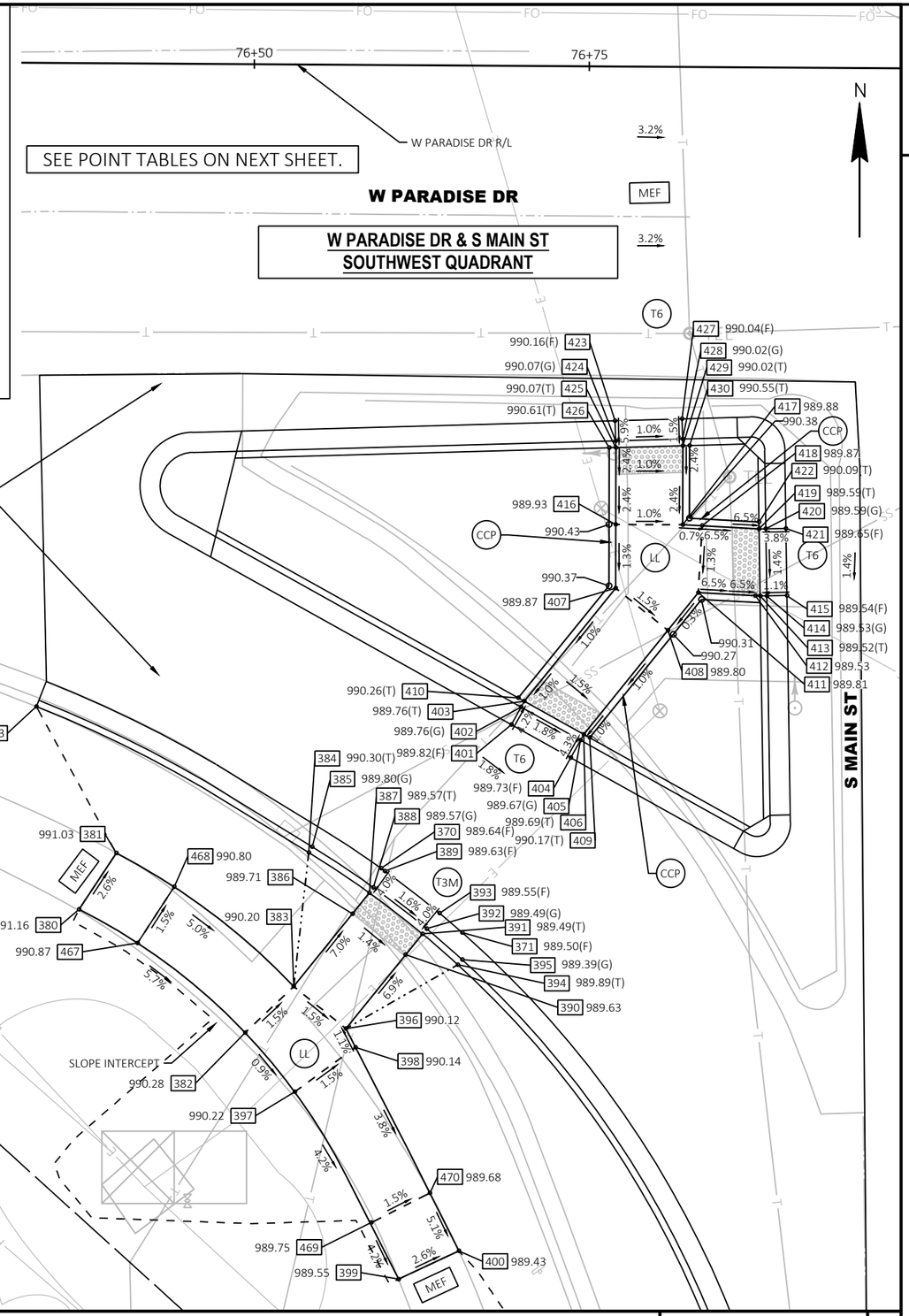
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJSUT ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11% MAX.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%, UNLESS OTHERWISE SHOWN.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. DETECTABLE WARNING FIELDS TO BE AT BACK OF CURB FOR STREET LEVEL CROSSINGS. SKEW PANELS TO FIT AS NECESSARY.

LEGEND

###.##	SIDEWALK ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###	POINT NUMBER
LL	LEVEL LANDING
	DETECTABLE WARNING FIELD
T#	CURB RAMP TYPE
T#M	CURB RAMP TYPE MODIFIED
CCP	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE
	PAVED FLARE
	GRADED FLARE





PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 34 E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - MainSW
PLOT DATE : 1/30/2024 4:15 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
202	107+18.15	82.21' LT	991.47	174923.19	362806.09
203	107+23.38	77.57' LT	991.36	174928.49	362810.65
215	107+16.17	114.92' LT	993.92	174920.72	362773.42
216	107+19.28	118.62' LT	994.00	174923.78	362769.67
217	107+34.13	106.70' LT	993.01	174938.80	362781.37
218	107+30.98	102.81' LT	992.94	174935.72	362785.30
219	107+38.06	103.53' LT	992.93	174942.79	362784.48
220	107+34.92	99.63' LT	992.86	174939.70	362788.42
221	107+49.96	93.90' LT	993.53	174954.82	362793.93
222	107+46.80	90.02' LT	993.45	174951.73	362797.85
223	107+23.21	115.51' LT	993.75	174927.75	362772.73
224	107+20.06	111.78' LT	993.67	174924.66	362776.50
239	107+19.42	83.76' LT	991.41	174924.44	362804.52
240	107+23.69	81.17' LT	991.35	174928.76	362807.05
241	107+25.51	78.43' LT	991.78	174930.61	362809.76
242	107+16.17	87.16' LT	992.00	174921.14	362801.18
243	107+19.06	83.44' LT	991.41	174924.09	362804.85
244	107+17.94	82.42' LT	991.47	174922.98	362805.89
245	107+23.18	80.33' LT	991.33	174928.26	362807.90
246	107+22.87	79.96' LT	991.33	174927.95	362808.28
247	107+21.89	78.80' LT	991.39	174926.98	362809.44
248	107+25.20	78.04' LT	991.28	174930.31	362810.16
249	107+15.81	86.83' LT	992.00	174920.79	362801.50
250	107+09.57	67.55' LT	991.54	174914.83	362820.88
251	107+08.79	66.27' LT	991.48	174914.07	362822.17
252	107+08.53	65.84' LT	991.48	174913.82	362822.60
253	107+07.11	63.51' LT	991.44	174912.44	362824.95
254	107+06.13	58.10' LT	991.37	174911.54	362830.38
255	107+11.37	60.90' LT	991.38	174916.74	362827.50
256	107+11.12	57.70' LT	991.33	174916.53	362830.71
257	107+10.96	55.70' LT	991.19	174916.40	362832.70
258	107+12.80	63.25' LT	991.42	174918.13	362825.13
259	107+13.06	63.67' LT	991.42	174918.38	362824.70
260	107+13.84	64.96' LT	991.48	174919.14	362823.41
261	107+10.99	55.20' LT	991.18	174916.44	362833.20
262	107+11.07	53.71' LT	991.16	174916.54	362834.70
263	107+05.95	54.92' LT	991.22	174911.40	362833.56
264	107+06.03	53.43' LT	991.13	174911.51	362835.05
265	107+06.55	63.37' LT	991.43	174911.88	362825.11
266	107+01.00	61.93' LT	991.39	174906.35	362826.62
267	106+96.75	62.00' LT	991.22	174902.10	362826.62
268	106+96.25	62.01' LT	991.22	174901.60	362826.62

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
269	106+94.75	62.03' LT	991.28	174900.10	362826.62
270	106+96.61	57.00' LT	991.05	174902.03	362831.62
271	106+96.11	57.01' LT	991.05	174901.53	362831.62
272	106+94.61	57.03' LT	991.12	174900.03	362831.62
273	107+00.92	56.93' LT	991.22	174906.35	362831.62
274	107+01.60	56.92' LT	991.24	174907.02	362831.63
277	106+95.28	148.63' LT	993.99	174899.34	362740.02
278	106+96.78	148.66' LT	993.93	174900.84	362739.97
279	106+97.28	148.66' LT	994.33	174901.34	362739.96
328	107+13.23	62.99' LT	991.91	174918.56	362825.39
329	107+08.10	66.10' LT	991.98	174913.39	362822.35
330	106+96.77	62.50' LT	991.72	174902.11	362826.12
331	106+96.59	56.50' LT	991.55	174902.02	362832.12
332	107+11.46	55.73' LT	991.57	174916.91	362832.67
333	107+05.42	55.40' LT	991.68	174910.87	362833.09

W PARADISE DR & S MAIN ST
NORTHWEST QUADRANT

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
370	105+76.28	81.35' LT	989.64	174781.35	362809.07
371	105+71.39	75.38' LT	989.50	174776.55	362815.12
380	105+73.56	103.95' LT	991.16	174778.29	362786.51
381	105+77.71	101.11' LT	991.03	174782.49	362789.29
382	105+64.18	91.69' LT	990.28	174769.10	362798.91
383	105+67.57	88.02' LT	990.20	174772.54	362802.54
384	105+77.54	86.75' LT	990.30	174782.53	362803.66
385	105+77.96	86.48' LT	989.80	174782.96	362803.92
386	105+72.93	83.55' LT	989.71	174777.97	362806.93
387	105+74.46	82.26' LT	989.57	174779.53	362808.19
388	105+74.87	81.97' LT	989.57	174779.93	362808.48
389	105+76.07	81.07' LT	989.63	174781.15	362809.35
390	105+69.81	79.64' LT	989.63	174774.91	362810.88
391	105+71.35	78.35' LT	989.49	174776.47	362812.14
392	105+71.73	78.03' LT	989.49	174776.85	362812.46
393	105+72.87	77.05' LT	989.55	174778.01	362813.42
394	105+69.01	75.75' LT	989.89	174774.17	362814.78
395	105+69.37	75.41' LT	989.39	174774.54	362815.12
396	105+64.36	84.18' LT	990.12	174769.40	362806.43
397	105+59.70	88.06' LT	990.22	174764.68	362802.61
398	105+62.96	83.48' LT	990.14	174768.00	362807.14
399	105+45.62	80.52' LT	989.55	174750.71	362810.36
400	105+47.66	75.99' LT	989.43	174752.82	362814.86
401	105+86.85	71.49' LT	989.82	174792.07	362818.77
402	105+88.15	70.74' LT	989.76	174793.38	362819.50
403	105+88.59	70.49' LT	989.76	174793.82	362819.75
404	105+84.32	67.10' LT	989.73	174789.60	362823.21
405	105+85.62	66.35' LT	989.67	174790.91	362823.94
406	105+86.05	66.10' LT	989.69	174791.35	362824.18
407	105+96.91	63.55' LT	989.87	174802.25	362826.57
408	105+93.71	59.71' LT	989.80	174799.11	362830.45
409	105+85.79	65.66' LT	990.17	174791.10	362824.62
410	105+88.84	70.93' LT	990.26	174794.07	362819.30
411	105+96.49	57.39' LT	989.81	174801.92	362832.73
412	105+96.19	53.14' LT	989.53	174801.69	362836.99
413	105+96.17	52.79' LT	989.52	174801.67	362837.34
414	105+96.17	52.29' LT	989.53	174801.68	362837.84
415	105+96.17	50.79' LT	989.54	174801.70	362839.34
416	106+01.66	63.47' LT	989.93	174807.00	362826.57
417	106+01.58	58.47' LT	989.88	174807.00	362831.57
418	106+01.48	57.04' LT	989.87	174806.92	362833.01
419	106+01.18	52.79' LT	989.59	174806.68	362837.26

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
420	106+01.18	52.29' LT	989.59	174806.69	362837.76
421	106+01.18	50.79' LT	989.65	174806.71	362839.26
422	106+01.68	52.78' LT	990.09	174807.18	362837.26
423	106+09.40	63.41' LT	990.16	174814.74	362826.52
424	106+07.90	63.39' LT	990.07	174813.24	362826.56
425	106+07.40	63.38' LT	990.07	174812.74	362826.57
426	106+07.40	63.88' LT	990.61	174812.73	362826.07
427	106+09.47	58.41' LT	990.04	174814.88	362831.52
428	106+07.97	58.39' LT	990.02	174813.38	362831.56
429	106+07.47	58.38' LT	990.02	174812.88	362831.57
430	106+07.46	57.88' LT	990.55	174812.88	362832.07
433	105+88.73	106.91' LT	991.23	174793.42	362783.33
467	105+70.98	99.62' LT	990.87	174775.78	362790.88
468	105+75.13	96.83' LT	990.80	174779.97	362793.61
469	105+49.87	82.49' LT	989.75	174754.93	362808.33
470	105+52.00	78.09' LT	989.68	174757.12	362812.69

W PARADISE DR & S MAIN ST
SOUTHWEST QUADRANT

2

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 35	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - MainSW (E)
PLOT DATE : 1/30/2024 4:15 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

W PARADISE DR & S MAIN ST
NORTHWEST QUADRANT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJSUT ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11% MAX.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%, UNLESS OTHERWISE SHOWN.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. DETECTABLE WARNING FIELDS TO BE AT BACK OF CURB FOR STREET LEVEL CROSSINGS. SKEW PANELS TO FIT AS NECESSARY.

LEGEND

###.##	SIDEWALK ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###	POINT NUMBER
LL	LEVEL LANDING
	DETECTABLE WARNING FIELD
T#	CURB RAMP TYPE
T#M	CURB RAMP TYPE MODIFIED
CCP	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE
	PAVED FLARE
	GRADED FLARE

N

MATCHLINE A

TRANSITION CURB HEIGHT FROM 0" TO 12"

TRANSITION CURB HEIGHT FROM 12" TO 6"

TLE

CCP 12" HEIGHT

SLOPE INTERCEPT

225 993.22
993.28
993.14 226
992.93
228 991.93
992.90
229 991.90
991.86 227
991.82 230
992.84
231 991.58
991.51 232
992.36
233 991.86
991.78 234
991.66 237
991.66
991.66 235
991.59 236
991.48 238

1.2%
1.5%
6.5%
6.6%
0.7%
0.5%
2.2%
1.4%
2.0%
0.7%
0.0%
3.7%
2.1%
R/W
MEF

SEE PAVING GRADES FOR ROADWAY DETAILS.

S MAIN ST

POINT TABLE						POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
225	107+69.17	77.64' LT	993.22	174974.28	362809.90	235	108+49.68	62.08' LT	991.66	175055.01	362824.25
226	107+66.01	73.76' LT	993.14	174971.18	362813.82	236	108+49.61	57.08' LT	991.59	175055.01	362829.25
227	107+81.19	61.40' LT	991.86	174986.54	362825.96	237	108+54.69	62.60' LT	991.66	175060.01	362823.66
228	107+84.35	65.28' LT	991.93	174989.64	362822.04	238	108+54.62	57.65' LT	991.48	175060.01	362828.61
229	107+88.37	62.01' LT	991.90	174993.71	362825.25						
230	107+86.79	57.26' LT	991.82	174992.20	362830.01						
231	108+02.74	61.95' LT	991.58	175008.08	362825.08						
232	108+02.74	56.95' LT	991.51	175008.16	362830.08						
233	108+22.18	61.98' LT	991.86	175027.51	362824.77						
234	108+22.18	56.98' LT	991.78	175027.59	362829.77						

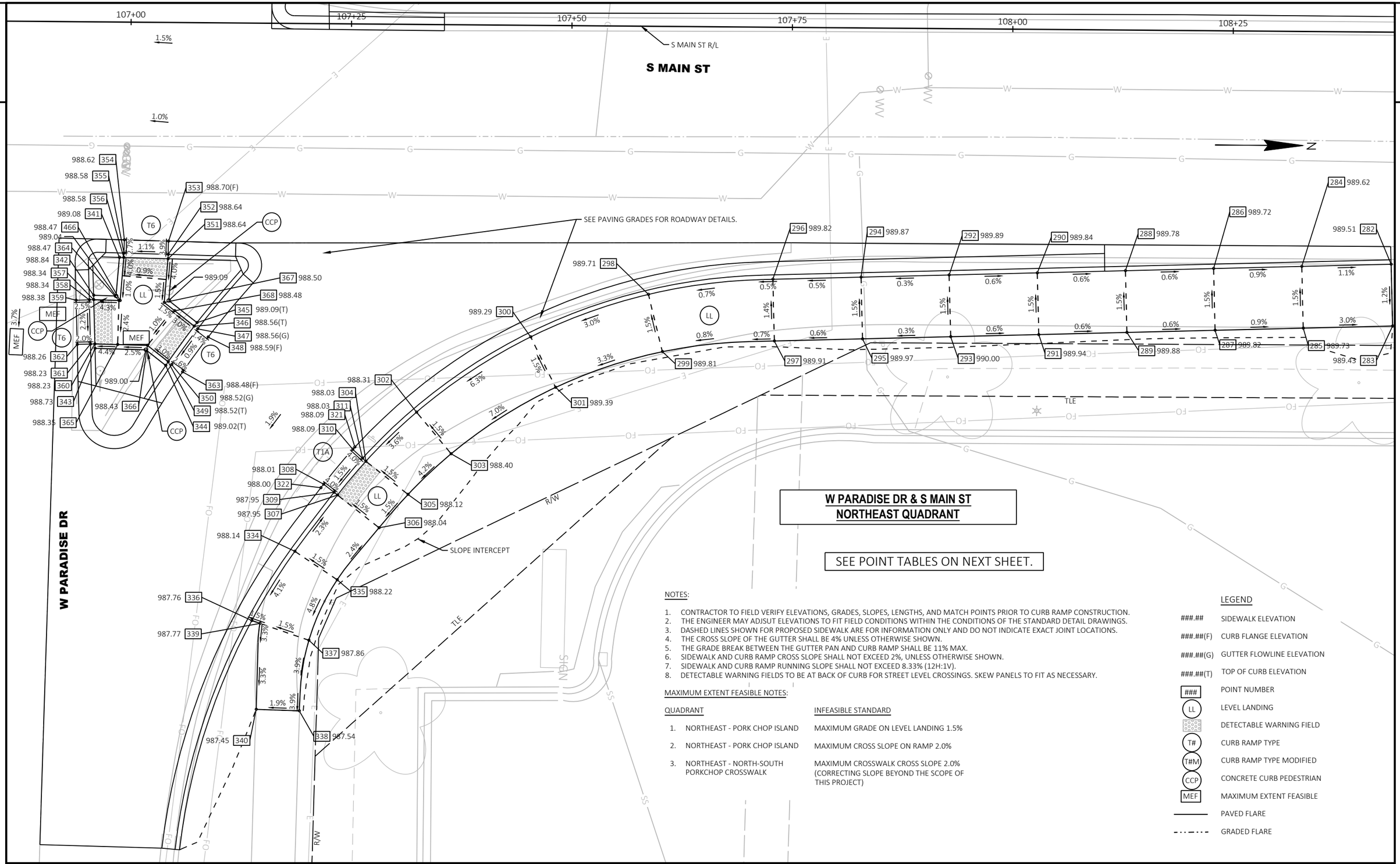
MAXIMUM EXTENT FEASIBLE NOTES:

QUADRANT	INFEASIBLE STANDARD
1. NORTHWEST - NORTH MATCH	MAXIMUM SIDEWALK CROSS SLOPE 2.0%

107+75
108+00
108+25
108+50
108+75
109+00
S MAIN ST R/L

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 36	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - MainNW
PLOT DATE : 1/30/2024 4:15 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJSUT ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11% MAX.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%, UNLESS OTHERWISE SHOWN.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. DETECTABLE WARNING FIELDS TO BE AT BACK OF CURB FOR STREET LEVEL CROSSINGS. SKEW PANELS TO FIT AS NECESSARY.

MAXIMUM EXTENT FEASIBLE NOTES:

QUADRANT	INFEASIBLE STANDARD
1. NORTHEAST - PORK CHOP ISLAND	MAXIMUM GRADE ON LEVEL LANDING 1.5%
2. NORTHEAST - PORK CHOP ISLAND	MAXIMUM CROSS SLOPE ON RAMP 2.0%
3. NORTHEAST - NORTH-SOUTH PORKCHOP CROSSWALK	MAXIMUM CROSSWALK CROSS SLOPE 2.0% (CORRECTING SLOPE BEYOND THE SCOPE OF THIS PROJECT)

LEGEND

###.##	SIDEWALK ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###	POINT NUMBER
LL	LEVEL LANDING
	DETECTABLE WARNING FIELD
T#	CURB RAMP TYPE
T#M	CURB RAMP TYPE MODIFIED
CCP	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE
	PAVED FLARE
	GRADED FLARE

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 37	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - MainNE

PLOT DATE : 1/30/2024 4:15 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
282	108+43.11	26.31' RT	989.51	175049.77	362912.73
283	108+43.34	33.30' RT	989.43	175050.10	362919.72
284	108+32.98	26.63' RT	989.62	175039.64	362913.21
285	108+33.20	33.63' RT	989.73	175039.97	362920.20
286	108+22.98	26.96' RT	989.72	175029.65	362913.68
287	108+23.21	33.95' RT	989.82	175029.98	362920.67
288	108+12.99	27.28' RT	989.78	175019.66	362914.15
289	108+13.21	34.27' RT	989.88	175019.99	362921.14
290	108+02.99	27.60' RT	989.84	175009.67	362914.62
291	108+03.22	34.60' RT	989.94	175010.00	362921.61
292	107+93.00	27.92' RT	989.89	174999.68	362915.09
293	107+93.22	34.92' RT	990.00	175000.01	362922.09
294	107+83.00	28.24' RT	989.87	174989.69	362915.57
295	107+83.23	35.24' RT	989.97	174990.02	362922.56
296	107+73.01	28.57' RT	989.82	174979.70	362916.04
297	107+73.23	35.56' RT	989.91	174980.03	362923.03
298	107+58.91	30.40' RT	989.71	174965.64	362918.08
299	107+60.54	36.86' RT	989.81	174967.36	362924.51
300	107+45.59	35.31' RT	989.29	174952.39	362923.19
301	107+48.46	41.01' RT	989.39	174955.35	362928.84
302	107+32.71	43.94' RT	988.31	174939.64	362932.01
303	107+36.68	48.63' RT	988.40	174943.68	362936.64
304	107+27.01	49.55' RT	988.03	174934.03	362937.70
305	107+31.83	53.27' RT	988.12	174938.90	362941.36
306	107+28.57	57.08' RT	988.04	174935.70	362945.21
307	107+23.83	53.41' RT	987.95	174930.90	362941.61
308	107+22.24	52.19' RT	988.01	174929.30	362940.41
309	107+23.43	53.10' RT	987.95	174930.50	362941.31
310	107+25.52	48.21' RT	988.09	174932.52	362936.39
311	107+26.64	49.22' RT	988.03	174933.65	362937.38
321	107+25.76	47.96' RT	988.09	174932.75	362936.13
322	107+21.94	52.59' RT	988.00	174929.00	362940.82
334	107+19.03	59.83' RT	988.14	174926.20	362948.10
335	107+23.87	63.01' RT	988.22	174931.08	362951.21
336	107+14.22	67.71' RT	987.76	174921.50	362956.05
337	107+20.71	69.89' RT	987.86	174928.03	362958.14
338	107+19.69	77.90' RT	987.54	174927.13	362966.16
339	107+15.15	68.02' RT	987.77	174922.44	362956.35
340	107+14.79	77.77' RT	987.45	174922.23	362966.11
341	106+98.88	26.67' RT	989.08	174905.56	362915.25

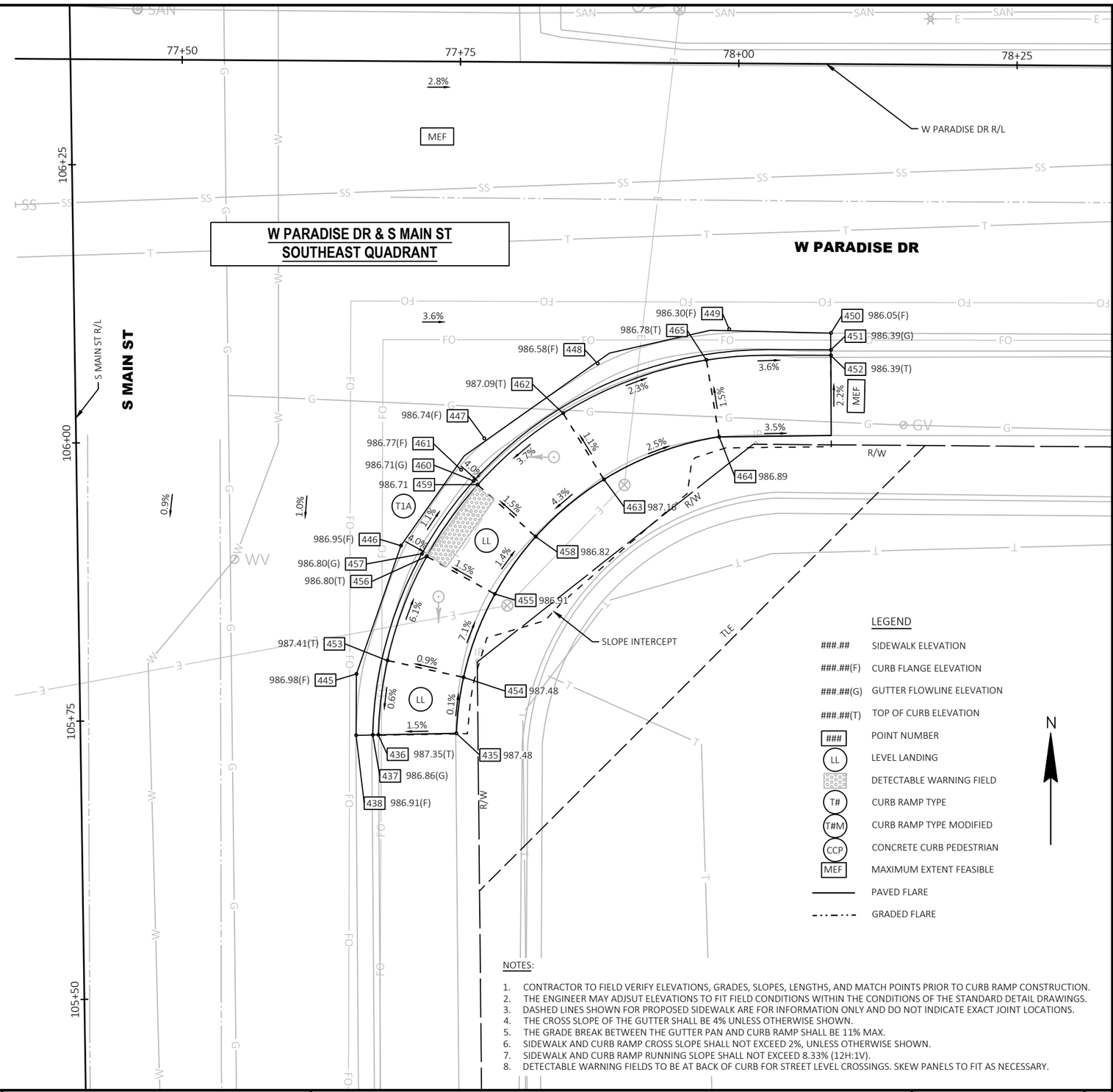
POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
342	106+95.99	31.00' RT	988.84	174902.73	362919.62
343	106+96.19	37.00' RT	988.73	174903.02	362925.62
344	107+04.22	38.87' RT	989.02	174911.08	362927.37
345	107+07.73	34.00' RT	989.09	174914.51	362922.45
346	107+07.43	34.40' RT	988.56	174914.22	362922.85
347	107+07.83	34.70' RT	988.56	174914.62	362923.14
348	107+09.01	35.62' RT	988.59	174915.82	362924.05
349	107+04.50	38.46' RT	988.52	174911.35	362926.95
350	107+04.90	38.77' RT	988.52	174911.75	362927.25
351	107+04.39	26.79' RT	988.64	174911.07	362915.28
352	107+04.40	26.29' RT	988.64	174911.07	362914.78
353	107+04.43	24.79' RT	988.70	174911.08	362913.28
354	106+99.43	24.68' RT	988.62	174906.07	362913.25
355	106+99.39	26.18' RT	988.58	174906.06	362914.75
356	106+99.38	26.68' RT	988.58	174906.06	362915.25
357	106+96.01	31.50' RT	988.34	174902.75	362920.12
358	106+95.51	31.51' RT	988.34	174902.25	362920.14
359	106+94.01	31.56' RT	988.38	174900.76	362920.22
360	106+96.17	36.50' RT	988.23	174903.00	362925.12
361	106+95.67	36.52' RT	988.23	174902.50	362925.14
362	106+94.18	36.57' RT	988.26	174901.00	362925.22
363	107+06.15	39.59' RT	988.48	174913.02	362928.06
364	106+98.87	31.56' RT	988.47	174905.62	362920.14
365	106+98.76	36.56' RT	988.35	174905.59	362925.14
366	107+02.14	36.63' RT	988.43	174908.96	362925.16
367	107+04.00	31.75' RT	988.50	174910.75	362920.25
368	107+05.20	32.67' RT	988.48	174911.96	362921.16
466	106+99.00	31.56' RT	988.47	174905.74	362920.14

2

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
435	105+73.40	33.76' RT	987.48	174780.20	362924.21
436	105+73.36	26.75' RT	987.35	174780.05	362917.20
437	105+73.36	26.25' RT	986.86	174780.04	362916.70
438	105+73.35	24.75' RT	986.91	174780.01	362915.20
445	105+78.86	24.86' RT	986.98	174785.53	362915.24
446	105+90.34	29.04' RT	986.95	174797.06	362919.24
447	105+99.86	36.67' RT	986.74	174806.70	362926.73
448	106+06.43	46.96' RT	986.58	174813.42	362936.92
449	106+09.34	58.81' RT	986.30	174816.51	362948.73
450	106+08.84	67.95' RT	986.05	174816.15	362957.87
451	106+07.33	67.92' RT	986.39	174814.63	362957.86
452	106+06.84	67.91' RT	986.39	174814.15	362957.86
453	105+80.03	27.67' RT	987.41	174786.74	362918.02
454	105+78.42	34.48' RT	987.48	174785.22	362924.86
455	105+85.86	37.42' RT	986.91	174792.71	362927.68
456	105+89.33	31.34' RT	986.80	174796.09	362921.56
457	105+89.57	30.92' RT	986.80	174796.33	362921.13
458	105+90.96	41.16' RT	986.82	174797.86	362931.35
459	105+95.71	36.02' RT	986.71	174802.53	362926.13
460	105+96.05	35.65' RT	986.71	174802.87	362925.76
461	105+97.07	34.55' RT	986.77	174803.87	362924.65
462	106+02.01	43.78' RT	987.09	174808.95	362933.81
463	105+96.00	47.37' RT	987.16	174802.99	362937.48
464	105+99.68	57.78' RT	986.89	174806.83	362947.83
465	106+06.60	56.73' RT	986.78	174813.73	362946.68

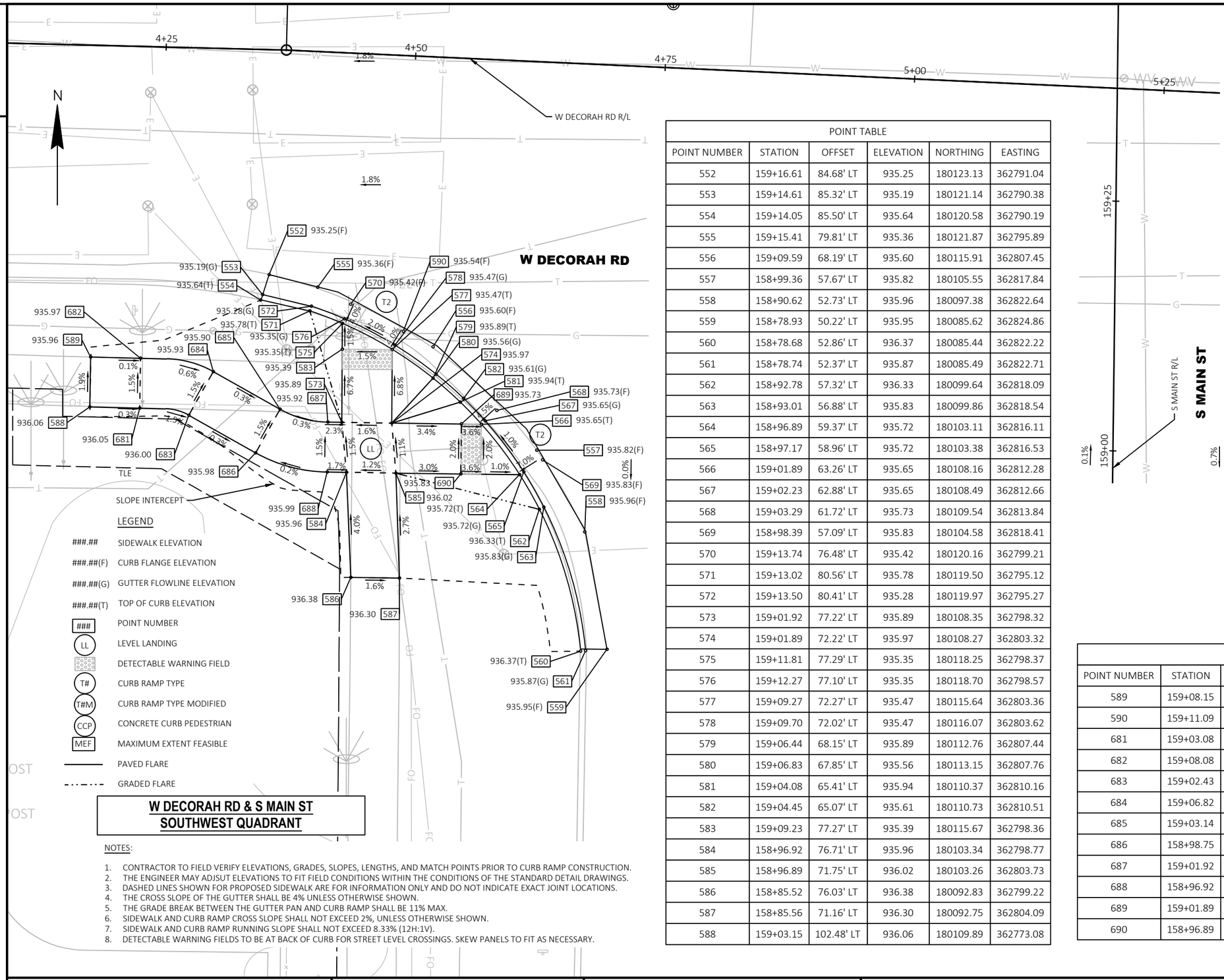
MAXIMUM EXTENT FEASIBLE NOTES:

QUADRANT	INFEASIBLE STANDARD
1. SOUTHEAST - NORTH-SOUTH CROSSWALK	MAXIMUM CROSSWALK CROSS SLOPE 2.0% (CORRECTING SLOPE BEYOND THE SCOPE OF THIS PROJECT)
2. SOUTHEAST - EAST MATCH	MAXIMUM SIDEWALK CROSS SLOPE 2.0%



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJSUT ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11% MAX.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%, UNLESS OTHERWISE SHOWN.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. DETECTABLE WARNING FIELDS TO BE AT BACK OF CURB FOR STREET LEVEL CROSSINGS. SKEW PANELS TO FIT AS NECESSARY.



W DECORAH RD & S MAIN ST
SOUTHWEST QUADRANT

NOTES:

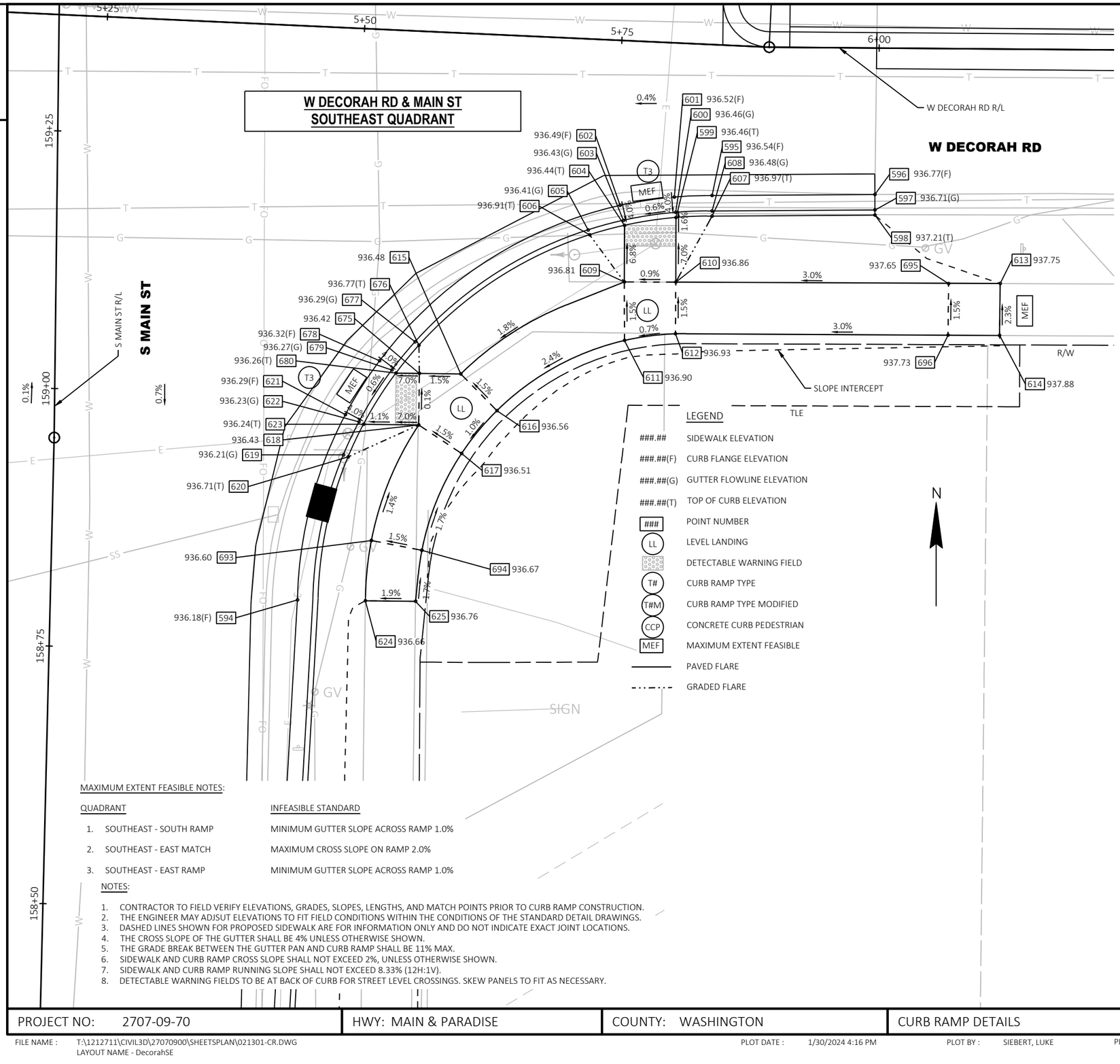
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJSUT ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11% MAX.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%, UNLESS OTHERWISE SHOWN.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. DETECTABLE WARNING FIELDS TO BE AT BACK OF CURB FOR STREET LEVEL CROSSINGS. SKEW PANELS TO FIT AS NECESSARY.

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
552	159+16.61	84.68' LT	935.25	180123.13	362791.04
553	159+14.61	85.32' LT	935.19	180121.14	362790.38
554	159+14.05	85.50' LT	935.64	180120.58	362790.19
555	159+15.41	79.81' LT	935.36	180121.87	362795.89
556	159+09.59	68.19' LT	935.60	180115.91	362807.45
557	158+99.36	57.67' LT	935.82	180105.55	362817.84
558	158+90.62	52.73' LT	935.96	180097.38	362822.64
559	158+78.93	50.22' LT	935.95	180085.62	362824.86
560	158+78.68	52.86' LT	936.37	180085.44	362822.22
561	158+78.74	52.37' LT	935.87	180085.49	362822.71
562	158+92.78	57.32' LT	936.33	180099.64	362818.09
563	158+93.01	56.88' LT	935.83	180099.86	362818.54
564	158+96.89	59.37' LT	935.72	180103.11	362816.11
565	158+97.17	58.96' LT	935.72	180103.38	362816.53
566	159+01.89	63.26' LT	935.65	180108.16	362812.28
567	159+02.23	62.88' LT	935.65	180108.49	362812.66
568	159+03.29	61.72' LT	935.73	180109.54	362813.84
569	158+98.39	57.09' LT	935.83	180104.58	362818.41
570	159+13.74	76.48' LT	935.42	180120.16	362799.21
571	159+13.02	80.56' LT	935.78	180119.50	362795.12
572	159+13.50	80.41' LT	935.28	180119.97	362795.27
573	159+01.92	77.22' LT	935.89	180108.35	362798.32
574	159+01.89	72.22' LT	935.97	180108.27	362803.32
575	159+11.81	77.29' LT	935.35	180118.25	362798.37
576	159+12.27	77.10' LT	935.35	180118.70	362798.57
577	159+09.27	72.27' LT	935.47	180115.64	362803.36
578	159+09.70	72.02' LT	935.47	180116.07	362803.62
579	159+06.44	68.15' LT	935.89	180112.76	362807.44
580	159+06.83	67.85' LT	935.56	180113.15	362807.76
581	159+04.08	65.41' LT	935.94	180110.37	362810.16
582	159+04.45	65.07' LT	935.61	180110.73	362810.51
583	159+09.23	77.27' LT	935.39	180115.67	362798.36
584	158+96.92	76.71' LT	935.96	180103.34	362798.77
585	158+96.89	71.75' LT	936.02	180103.26	362803.73
586	158+85.52	76.03' LT	936.38	180092.83	362799.22
587	158+85.56	71.16' LT	936.30	180092.75	362804.09
588	159+03.15	102.48' LT	936.06	180109.89	362773.08

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
589	159+08.15	102.46' LT	935.96	180114.89	362773.16
590	159+11.09	71.19' LT	935.54	180117.45	362804.47
681	159+03.08	97.48' LT	936.05	180109.76	362778.08
682	159+08.08	97.46' LT	935.97	180114.76	362778.16
683	159+02.43	92.56' LT	936.00	180109.06	362782.99
684	159+06.82	90.16' LT	935.93	180113.41	362785.44
685	159+03.14	83.42' LT	935.90	180109.65	362792.13
686	158+98.75	85.82' LT	935.98	180105.29	362789.68
687	159+01.92	78.63' LT	935.92	180108.37	362796.91
688	158+96.92	78.63' LT	935.99	180103.37	362796.85
689	159+01.89	65.25' LT	935.73	180108.18	362810.29
690	158+96.89	65.25' LT	935.83	180103.18	362810.23

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 40	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - DecorahSW
PLOT DATE : 1/30/2024 4:16 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



MAXIMUM EXTENT FEASIBLE NOTES:

QUADRANT	INFEASIBLE STANDARD
1. SOUTHEAST - SOUTH RAMP	MINIMUM GUTTER SLOPE ACROSS RAMP 1.0%
2. SOUTHEAST - EAST MATCH	MAXIMUM CROSS SLOPE ON RAMP 2.0%
3. SOUTHEAST - EAST RAMP	MINIMUM GUTTER SLOPE ACROSS RAMP 1.0%

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJSUT ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11% MAX.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%, UNLESS OTHERWISE SHOWN.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. DETECTABLE WARNING FIELDS TO BE AT BACK OF CURB FOR STREET LEVEL CROSSINGS. SKEW PANELS TO FIT AS NECESSARY.

POINT TABLE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
594	158+80.05	24.00' RT	936.18	180084.98	362899.09
595	159+19.50	63.60' RT	936.54	180124.22	362939.35
596	159+19.79	79.40' RT	936.77	180124.31	362955.15
597	159+18.29	79.43' RT	936.71	180122.81	362955.16
598	159+17.79	79.44' RT	937.21	180122.31	362955.16
599	159+17.32	60.13' RT	936.46	180122.08	362935.85
600	159+17.82	60.08' RT	936.46	180122.58	362935.80
601	159+19.31	59.93' RT	936.52	180124.07	362935.68
602	159+18.44	54.67' RT	936.49	180123.27	362930.41
603	159+16.98	55.02' RT	936.43	180121.80	362930.73
604	159+16.49	55.13' RT	936.44	180121.31	362930.84
605	159+16.01	51.61' RT	936.41	180120.87	362927.31
606	159+15.54	51.77' RT	936.91	180120.40	362927.46
607	159+17.50	63.62' RT	936.97	180122.22	362939.34
608	159+18.00	63.61' RT	936.48	180122.72	362939.34
609	159+11.01	55.18' RT	936.81	180115.83	362930.82
610	159+11.05	60.18' RT	936.86	180115.81	362935.82
611	159+05.32	55.27' RT	936.90	180110.14	362930.84
612	159+06.03	60.21' RT	936.93	180110.79	362935.79
613	159+11.30	91.67' RT	937.75	180115.68	362967.32
614	159+06.26	91.68' RT	937.88	180110.64	362967.26
615	159+01.89	39.41' RT	936.48	180106.91	362914.95
616	158+98.37	42.96' RT	936.56	180103.34	362918.45
617	158+94.64	39.60' RT	936.51	180099.19	362915.03
618	158+96.89	35.39' RT	936.43	180101.96	362910.86
619	158+94.23	28.13' RT	936.21	180099.05	362903.55
620	158+94.05	28.59' RT	936.71	180098.86	362904.01
621	158+97.81	28.26' RT	936.29	180102.96	362903.74
622	158+97.12	29.59' RT	936.23	180102.26	362905.07
623	158+96.89	30.04' RT	936.24	180102.02	362905.51
624	158+80.13	30.60' RT	936.66	180084.90	362905.68
625	158+80.18	35.47' RT	936.76	180084.83	362910.56
675	159+01.89	35.39' RT	936.42	180106.96	362910.92
676	159+04.62	35.31' RT	936.77	180109.69	362910.88
677	159+04.95	34.94' RT	936.29	180110.02	362910.51
678	159+03.07	31.51' RT	936.32	180108.18	362907.05
679	159+02.19	32.72' RT	936.27	180107.28	362908.26
680	159+01.90	33.12' RT	936.26	180106.99	362908.66
691	158+85.99	31.03' RT	936.80	180090.75	362906.26
692	158+85.15	35.96' RT	936.80	180089.79	362911.17
693	158+85.99	31.03' RT	936.60	180090.75	362906.26
694	158+85.15	35.96' RT	936.67	180089.79	362911.17
695	159+11.23	86.66' RT	937.65	180115.67	362962.31
696	159+06.23	86.68' RT	937.73	180110.67	362962.26

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
626	159+77.00	76.46' RT	937.54	180181.55	362952.91
627	159+72.09	76.51' RT	937.43	180176.65	362952.89
628	159+75.19	59.66' RT	936.58	180179.96	362936.08
629	159+79.81	61.58' RT	936.66	180184.55	362938.06
630	159+82.05	57.11' RT	936.62	180186.85	362933.62
631	159+77.71	54.64' RT	936.55	180182.53	362931.09
632	159+70.98	53.77' RT	936.40	180175.82	362930.14
633	159+72.32	54.45' RT	936.34	180177.15	362930.84
634	159+72.77	54.68' RT	936.34	180177.59	362931.07
635	159+68.66	58.98' RT	936.44	180173.44	362935.32
636	159+70.06	59.52' RT	936.38	180174.83	362935.88
637	159+70.53	59.69' RT	936.38	180175.29	362936.06
638	159+72.81	59.68' RT	936.41	180177.57	362936.07
639	159+73.97	51.44' RT	936.32	180178.84	362927.85
640	159+74.40	51.70' RT	936.82	180179.26	362928.11
641	159+85.14	45.49' RT	936.77	180190.08	362922.04
642	159+88.52	49.19' RT	936.84	180193.40	362925.77
643	159+91.36	33.53' RT	936.17	180196.44	362910.15
644	159+91.63	33.95' RT	936.67	180196.70	362910.58
645	159+94.81	32.08' RT	936.14	180199.91	362908.75
646	159+93.86	30.32' RT	936.20	180198.98	362906.98
647	159+94.57	31.64' RT	936.14	180199.67	362908.31
648	159+94.87	37.01' RT	936.49	180199.91	362913.68
649	159+94.89	38.93' RT	936.52	180199.91	362915.59
650	159+96.77	43.57' RT	936.59	180201.72	362920.26
651	159+99.87	36.95' RT	936.49	180204.91	362913.68
652	160+02.90	28.55' RT	936.59	180208.04	362905.32
653	160+02.74	28.08' RT	936.09	180207.88	362904.84
654	159+99.02	27.87' RT	936.17	180204.17	362904.59
655	159+99.59	29.26' RT	936.11	180204.72	362905.99
656	159+99.78	29.72' RT	936.11	180204.91	362906.45
657	159+99.81	32.02' RT	936.14	180204.91	362908.75
658	160+01.40	41.71' RT	936.56	180206.38	362918.45
659	160+11.37	35.14' RT	936.94	180217.34	362911.92
660	160+11.35	40.08' RT	937.02	180217.39	362916.86
661	160+35.89	35.37' RT	936.88	180241.86	362911.81
662	160+35.84	40.34' RT	936.95	180241.88	362916.78
663	160+43.02	35.44' RT	936.84	180248.99	362911.78
664	160+42.97	40.41' RT	936.94	180249.01	362916.75
668	160+09.34	24.68' RT	936.05	180215.17	362901.49
669	160+02.25	26.66' RT	936.15	180207.41	362903.42
670	159+69.32	63.22' RT	936.90	180174.04	362939.57

MAXIMUM EXTENT FEASIBLE NOTES:

QUADRANT

1. NORTHEAST - NORTH RAMP
2. NORTHEAST - EAST RAMP
3. NORTHEAST - EAST MATCH

INFEASIBLE STANDARD

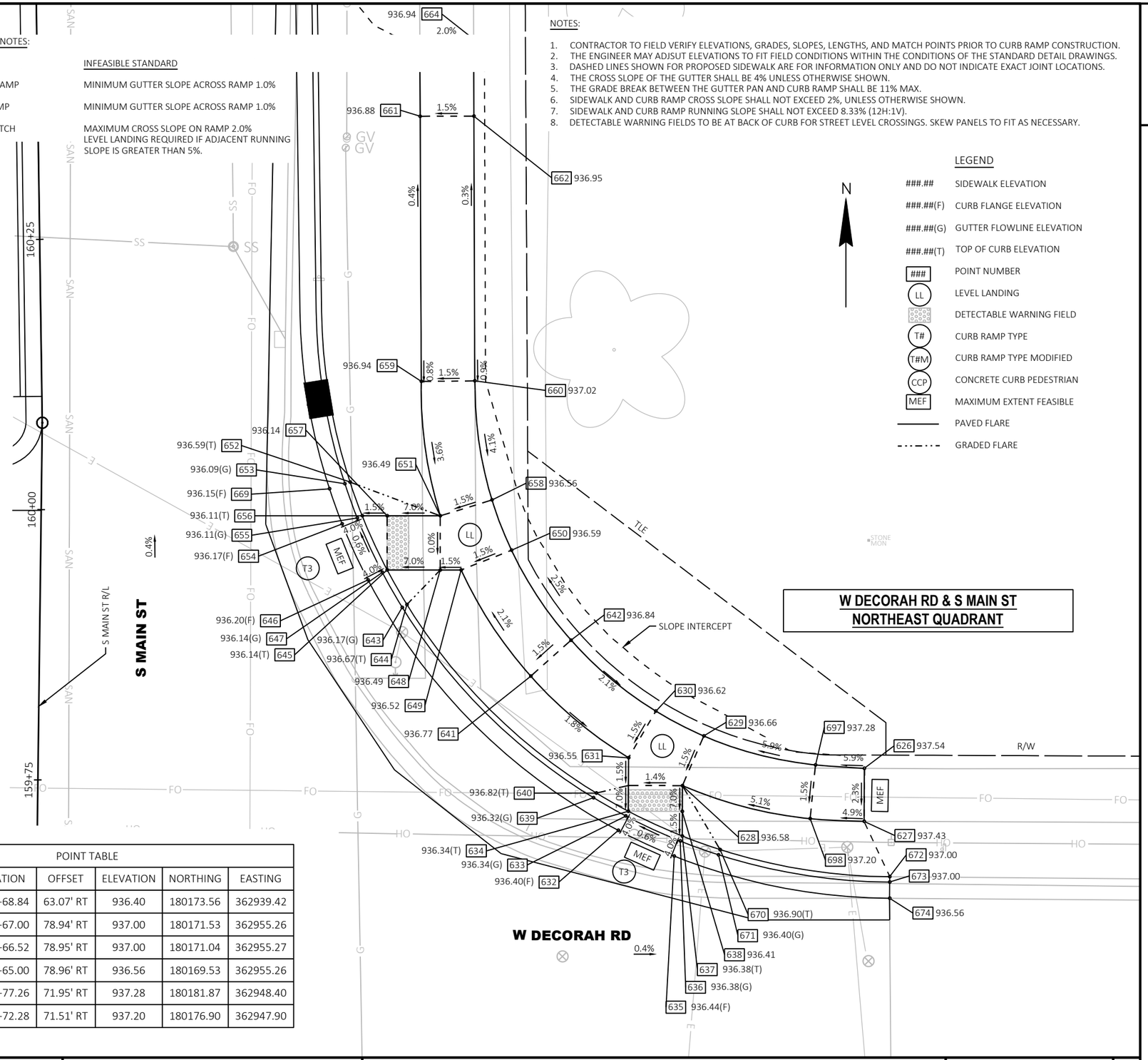
MINIMUM GUTTER SLOPE ACROSS RAMP 1.0%

MINIMUM GUTTER SLOPE ACROSS RAMP 1.0%

MAXIMUM CROSS SLOPE ON RAMP 2.0%
LEVEL LANDING REQUIRED IF ADJACENT RUNNING SLOPE IS GREATER THAN 5%.

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJSUT ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. THE GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11% MAX.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%, UNLESS OTHERWISE SHOWN.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. DETECTABLE WARNING FIELDS TO BE AT BACK OF CURB FOR STREET LEVEL CROSSINGS. SKEW PANELS TO FIT AS NECESSARY.



POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
671	159+68.84	63.07' RT	936.40	180173.56	362939.42
672	159+67.00	78.94' RT	937.00	180171.53	362955.26
673	159+66.52	78.95' RT	937.00	180171.04	362955.27
674	159+65.00	78.96' RT	936.56	180169.53	362955.26
697	159+77.26	71.95' RT	937.28	180181.87	362948.40
698	159+72.28	71.51' RT	937.20	180176.90	362947.90

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 42	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - DecorahNE
PLOT DATE : 1/30/2024 4:17 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

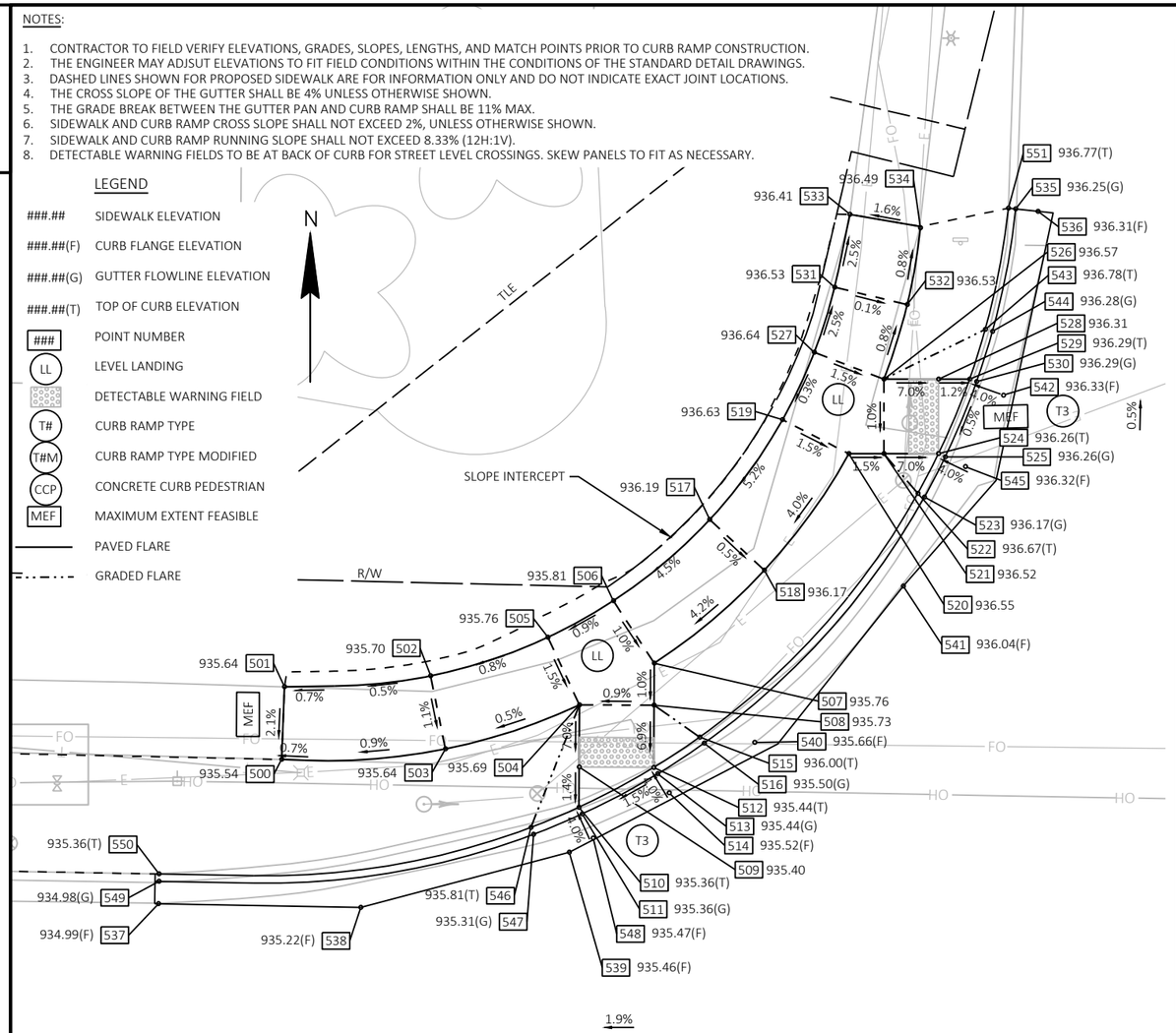
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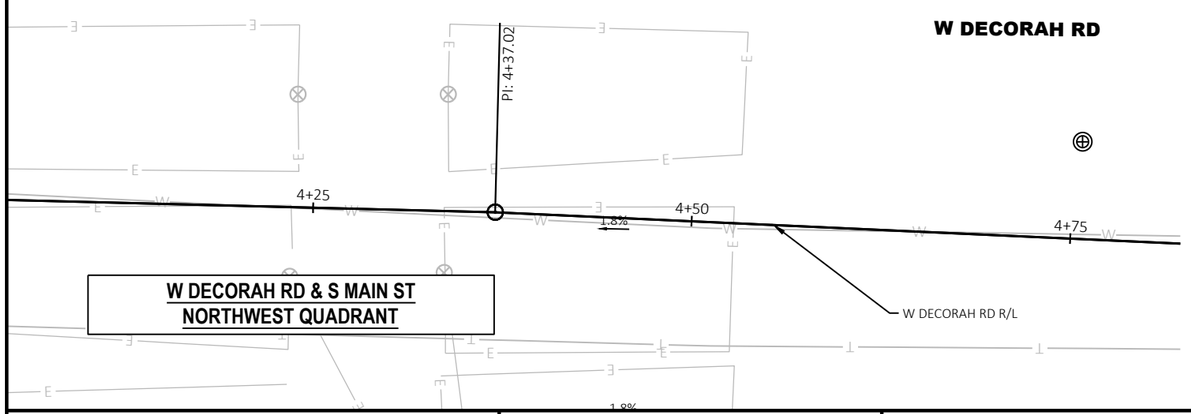
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJSUT ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
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8. DETECTABLE WARNING FIELDS TO BE AT BACK OF CURB FOR STREET LEVEL CROSSINGS. SKEW PANELS TO FIT AS NECESSARY.

LEGEND

###.##	SIDEWALK ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###	POINT NUMBER
LL	LEVEL LANDING
	DETECTABLE WARNING FIELD
T#	CURB RAMP TYPE
T#M	CURB RAMP TYPE MODIFIED
CCP	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE
	PAVED FLARE
	GRADED FLARE





W DECORAH RD & S MAIN ST
NORTHWEST QUADRANT

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	159+72.73	97.70' LT	935.54	180179.40	362778.70
501	159+77.60	97.57' LT	935.64	180184.27	362778.90
502	159+78.45	87.79' LT	935.70	180185.01	362788.69
503	159+73.56	86.74' LT	935.64	180180.11	362789.68
504	159+76.63	77.78' LT	935.69	180183.07	362798.67
505	159+81.14	79.95' LT	935.76	180187.60	362796.56
506	159+83.63	75.59' LT	935.81	180190.04	362800.95
507	159+79.48	72.80' LT	935.76	180185.86	362803.69
508	159+76.67	72.78' LT	935.73	180183.04	362803.67
509	159+72.46	77.75' LT	935.40	180178.89	362798.65
510	159+69.77	77.73' LT	935.36	180176.20	362798.64
511	159+69.31	77.51' LT	935.36	180175.75	362798.85
512	159+72.49	72.75' LT	935.44	180178.87	362803.65
513	159+72.07	72.48' LT	935.44	180178.44	362803.91
514	159+70.79	71.69' LT	935.52	180177.16	362804.69
515	159+74.57	69.69' LT	936.00	180180.90	362806.74
516	159+74.16	69.39' LT	935.50	180180.50	362807.03
517	159+89.16	69.20' LT	936.19	180195.49	362807.40
518	159+85.80	65.50' LT	936.17	180192.09	362811.07
519	159+95.91	64.40' LT	936.63	180202.18	362812.28
520	159+93.69	59.92' LT	936.55	180199.91	362816.74
521	159+93.72	57.58' LT	936.52	180199.91	362819.08
522	159+91.08	55.26' LT	936.67	180197.24	362821.36
523	159+90.85	54.82' LT	936.17	180197.00	362821.80
524	159+93.76	53.91' LT	936.26	180199.91	362822.75
525	159+93.55	53.46' LT	936.26	180199.69	362823.20
526	159+98.72	57.64' LT	936.57	180204.91	362819.08
527	160+00.46	62.33' LT	936.64	180206.71	362814.41
528	159+98.76	53.98' LT	936.31	180204.91	362822.75
529	159+98.79	51.89' LT	936.29	180204.91	362824.83

POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
530	159+98.63	51.42' LT	936.29	180204.74	362825.30
531	160+04.85	61.01' LT	936.53	180211.08	362815.78
532	160+03.73	56.14' LT	936.53	180209.90	362820.64
533	160+11.30	59.98' LT	936.41	180215.96	362816.81
534	160+10.34	55.27' LT	936.49	180215.06	362821.54
535	160+11.51	48.87' LT	936.25	180216.32	362827.92
536	160+11.33	47.38' LT	936.31	180216.16	362829.41
537	159+62.95	105.84' LT	934.99	180169.72	362770.45
538	159+62.87	92.28' LT	935.22	180169.49	362784.01
539	159+66.74	78.35' LT	935.46	180173.18	362797.98
540	159+74.26	66.00' LT	935.66	180180.55	362810.42
541	159+84.86	56.17' LT	936.04	180191.03	362820.38
542	159+97.74	49.61' LT	936.33	180203.83	362827.10
543	160+02.14	50.88' LT	936.78	180208.24	362825.88
544	160+02.01	50.40' LT	936.28	180208.11	362826.36
545	159+92.92	52.10' LT	936.32	180199.04	362824.55
546	159+68.37	80.94' LT	935.81	180174.85	362795.41
547	159+67.91	80.76' LT	935.31	180174.38	362795.59
548	159+67.71	76.75' LT	935.47	180174.14	362799.59
549	159+64.45	105.83' LT	934.98	180171.22	362770.47
550	159+64.95	105.83' LT	935.36	180171.72	362770.48
551	160+11.57	49.36' LT	936.77	180216.37	362827.42

MAXIMUM EXTENT FEASIBLE NOTES:

QUADRANT	INFEASIBLE STANDARD
1. NORTHWEST - NORTH RAMP	MINIMUM GUTTER SLOPE ACROSS RAMP 1.0%
2. NORTHWEST - WEST MATCH	MAXIMUM CROSS SLOPE ON RAMP 2.0%

2

2

N

SILVERBROOK DR

W PARADISE DR

PARKWAY DR

37+00

36+00

35+00

34+00

33+00

55+00

56+00

57+00

58+00

59+00

60+00

61+00

62+00

WETLAND BOUNDARY

R/W

TLE

STA 57+99, 65.9' LT
ADJUSTING CATCH BASIN COVERS

STA 58+21, 36.3' RT
CATCH BASINS 5-H

10

STA 58+21, 36.3' RT
REMOVING CATCH BASINS

WETLAND BOUNDARY

R/W

STA 58+62, 75.5' RT
ADJUSTING CATCH BASIN COVERS

SIGN

STORM SEWER GENERAL NOTES:

- ALL STA/OFFSET ARE MEASURED TO THE CENTER OF STRUCTURE.
- RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE.
- PIPE LENGTHS REPRESENT THE LENGTH OF PIPE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
- VERIFY THE EXISTING STORM SEWER CONNECTION LOCATIONS AND ELEVATIONS PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS PRIOR TO ORDERING OR INSTALLING THE PROPOSED STORM SEWER.
- UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. VERIFY ALL LOCATIONS IN THE FIELD.

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	STORM SEWER	SHEET 44	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS 1 IN 50 FT

PLOT DATE : 1/30/2024 4:17 PM

PLOT BY : SIEBERT, LUKE

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

2

2

N

STA 105+80, 88.0' LT
ADJUSTING CATCH BASIN COVERS

STA 103+51, 51.3' LT
ADJUSTING CATCH BASIN COVERS

STA 104+10, 15.0' LT
ADJUSTING MANHOLE COVERS

W PARADISE DR R/L

S MAIN ST R/L

REMOVING STORM SEWER 12-INCH
7 LF

20 STA 106+98, 92.3' LT
CONCRETE COLLAR REQ'D

SSPRC CLASS IV 12-INCH
12.1 LF

21 STA 107+11, 92.6' LT
CATCH BASINS 2x3-H

REMOVING STORM SEWER 12-INCH
23 LF

STA 107+23, 92.3' LT
REMOVING CATCH BASINS

SSPRC CLASS IV 12-INCH
44.9 LF

22 STA 107+46, 65.1' LT
CATCH BASINS 2x3-H

STA 107+38, 52.6' LT
REMOVING CATCH BASINS

STA 107+28, 52.3' LT
CATCH BASINS 3-S

24

SSPRC CLASS IV 12-INCH
8.0 LF

23 STA 107+35, 47.9' LT
CONCRETE COLLAR REQ'D
CONNECT TO EXISTING PIPE

S MAIN ST

W PARADISE DR

EXISTING R/W

R/W

TLE

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

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

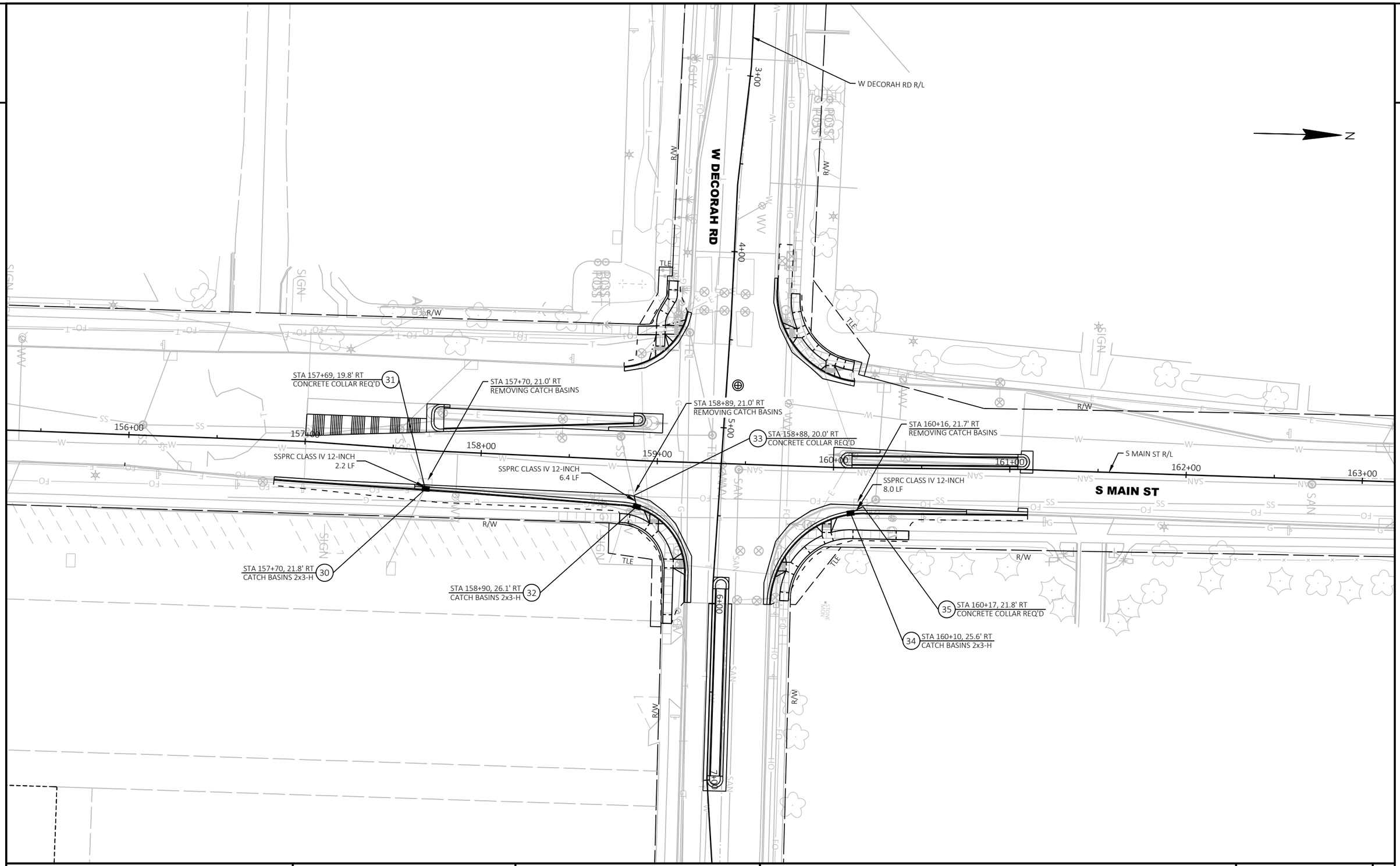
PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	STORM SEWER	SHEET 45	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS 2 IN 50 FT

PLOT DATE : 1/30/2024 4:18 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 41

2



PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	STORM SEWER	SHEET 46	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS 3 IN 50 FT

PLOT DATE : 1/30/2024 4:18 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- 4W — MARKING LINE EPOXY 4-INCH (WHITE)
- 4GW — MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- 4GLW — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 4DY — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- C6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 8W — MARKING LINE EPOXY 8-INCH (WHITE)
- 8GW — MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- 12W — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- 12Y — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- 18W — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 24BLK — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- AW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- ONLY — MARKING WORD EPOXY (ONLY, WHITE)
- MNY — MARKING MEDIAN NOSE PAINT (YELLOW)
- CRBY — MARKING CURB EPOXY (YELLOW)
- CORR — MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

EXISTING SIGN MOUNTED ON POST

PROPOSED SIGN MOUNTED ON STEEL POST OR AS NOTED

#-## NEW SIGN NUMBER

N

SILVERBROOK DR

SILVERBROOK RD R/L

37+00

36+00

3-12 W3-3 36"X36" — PLACE JUST SOUTH OF LAST DRIVEWAY

MOUNT ON MONOTUBE ARM JUST RIGHT OF THE FLASHING YELLOW SIGNAL HEAD

LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L 30"X36" 3-04

DO NOT ENTER R5-1 30"X30" 3-15

STOP R1-1F 30"X30" 3-05

MOUNT ON SB 13

MOUNT ON SB 10

STOP R1-1F 30"X30" 3-03

+85.57 -34.63' LT

+84.53 0.00'

TLE

R/W

18W

+81.62 -36.08' LT

+75.71 -39.40' LT

+79.58 31.86' RT

+73.49 34.71' RT

C6

4'

6'

+26.55 -74.65' LT

+20.66 -71.12' LT

+25.24 -77.00' LT

+31.19 -72.70' LT

+52.64 54.08' RT

STOP R1-1F 30"X30" 3-01

R4-7 24"X30" 3-02

6'

C6

MOUNT ON MONOTUBE ARM JUST RIGHT OF THE FLASHING YELLOW SIGNAL HEAD

4'

18W

W PARADISE DR

LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L 30"X36" 3-10

35+00

+18.37 -19.29' LT

+34.48 -12.16' LT

W PARADISE DR R/L

56+00

57+00

58+00

59+00

60+00

ONLY

AW2

4GLW

4'

18W

+24.18 35.29' RT

MOUNT ON SB 7

+51.19 -64.31' LT

+30.19 35.29' RT

+26.34 -4.90' LT

C6

6'

+23.99 28.55' RT

R4-7 24"X30" 3-06

STOP R1-1F 30"X30" 3-07

+30.20 26.06' RT

+35.66 -31.59' LT

+29.77 -28.01' LT

+37.25 22.68' RT

+31.18 20.27' RT

STOP R1-1F 30"X30" 3-09

DO NOT ENTER R5-1 30"X30" 3-14

MOUNT ON SB 7

AW2

MOUNT ON SB 4

R/W

TLE

34+00

PARKWAY DR

+26.25 19.50' RT

STOP R1-1F 30"X30" 3-08

+26.36 7.10' RT

+13.36 2.83' RT

18W

ONLY

+58.90 1.21' RT

4DY

8W

NOTE

- ALL STA OFFSETS ON N AND S LEGS REFERENCE SILVERBROOK RD ALIGNMENT
- ALL STA OFFSETS ON E AND W LEGS REFERENCE W PARADISE DR ALIGNMENT

MATCH LINE 33+50

MATCH LINE 33+50

PARKWAY DR

33+00

+01.09 7.03' RT

+67.10 3.48' RT

AW2

+27.14 7.04' RT

4DY

32+00

PLACE JUST SOUTH OF GATEWAY CT

8GW

+00.05 -0.05' LT

3-11

31+00

3-13

ONLY R3-8LF 36"X30"

W3-3 36"X36"

2

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	SIGNING & MARKING PLANS	SHEET 47	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 00

PLOT DATE : 3/4/2024 12:16 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- 4W — MARKING LINE EPOXY 4-INCH (WHITE)
- 4GW — MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- 4GLW — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 4DY — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- C6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 8W — MARKING LINE EPOXY 8-INCH (WHITE)
- 8GW — MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- 12W — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- 12Y — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- 18W — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 24BLK — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- AW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- ONLY — MARKING WORD EPOXY (ONLY, WHITE)
- MNY — MARKING MEDIAN NOSE PAINT (YELLOW)
- CRBY — MARKING CURB EPOXY (YELLOW)
- CORR — MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

EXISTING SIGN MOUNTED ON POST

PROPOSED SIGN MOUNTED ON STEEL POST OR AS NOTED

#-## NEW SIGN NUMBER

N

PLACE JUST EAST OF S 7TH AV

R3-8LLAAR 90"X30" 1-24

W12-1D 24"X24" 1-29 2' MOUNTING HEIGHT

R7-1D 18"X24" 1-01

R1-2 36"X31" 1-02

R1-1F 30"X30" 1-19

R4-7 24"X30" 1-18

R5-1 30"X30" 1-27

R1-1F 30"X30" 1-17 MOUNT ON SB 3

R1-1F 30"X30" 1-16 MOUNT ON SB 2

R1-2 36"X31" 1-03

J3-1 24"X57" 1-04

R7-1D 18"X24" 1-07

R3-8LAAR 72"X30" 1-22

PLACE JUST NORTH OF FIRST DRIVEWAY TO THE NORTH

R5-1 30"X30" 1-28 MOUNT ON SB 1

R1-1F 30"X30" 1-26

R5-1 30"X30" 1-15 MOUNT ON SB 5

R1-1F 30"X30" 1-12

R5-1 30"X30" 1-25 MOUNT ON SB 9

R1-1F 30"X30" 1-11

R4-7 24"X30" 1-10 MOUNT ON SB 6

R1-1F 30"X30" 1-14

R4-7 24"X30" 1-13

J3-1 24"X57" 1-05

PLACE JUST NORTH OF FIRST DRIVEWAY TO THE SOUTH

MOUNT ON MONOTUBE ARM JUST RIGHT OF THE FLASHING YELLOW SIGNAL HEAD

R3-8LAF 54"X30" 1-06

R10-50L 30"X36" 1-20

R3-8LAAR 72"X30" 1-23

W3-3 36"X36" 1-21

R10-50L 30"X36" 1-08

R1-2 36"X31" 1-09

MOUNT ON MONOTUBE ARM JUST RIGHT OF THE FLASHING YELLOW SIGNAL HEAD

PLACE JUST WEST OF EDER LN

S MAIN ST

W PARADISE DR

NOTE
- ALL STA OFFSETS ON N AND S LEGS REFERENCE W PARADISE DR ALIGNMENT
- ALL STA OFFSETS ON E AND W LEGS REFERENCE S MAIN ST ALIGNMENT

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	SIGNING & MARKING PLANS	SHEET 48	E

2

LEGEND

- 4W — MARKING LINE EPOXY 4-INCH (WHITE)
- 4GW — MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- 4GLW — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 4DY — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- C6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 8W — MARKING LINE EPOXY 8-INCH (WHITE)
- 8GW — MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- 12W — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- 12Y — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- 18W — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 24BLK — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- AW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- ONLY — MARKING WORD EPOXY (ONLY, WHITE)
- MNY — MARKING MEDIAN NOSE PAINT (YELLOW)
- CRBY — MARKING CURB EPOXY (YELLOW)
- CORR — MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

EXISTING SIGN MOUNTED ON POST

PROPOSED SIGN MOUNTED ON STEEL POST OR AS NOTED

#-## — NEW SIGN NUMBER

N

W DECORAH RD

W DECORAH RD R/L

S MAIN ST

S MAIN ST R/L

R/W

+95.95 19.40' RT

+94.81 0.00'

+00

W3-3 36"X36" 2-29

8GW

+55.58 11.47' RT

+54.83 0.49' RT

+54.08 -10.48' LT

PLACE JUST WEST OF S 5TH AVENUE

+87.70 -2.52' LT

+87.98 14.28' RT

MOUNT ON MONOTUBE ARM JUST RIGHT OF THE FLASHING YELLOW SIGNAL HEAD

LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L 30"X36" 2-23

STOP R1-1F 30"X30" 2-22

DO NOT ENTER R5-1 30"X30" 2-34

MOUNT ON SB 3

S1-1 36"X36" 2-07

S16-7L 24"X12" 2-08

MOUNT ON SB 11

STOP R1-1F 30"X30" 2-21

R4-7 24"X30" 2-03

W5-52L 12"X36" 2-04

8W

AW2

4DY

+37.97 22.85' RT

TLE

+36.80 -11.00' LT

+41.12 -27.88' LT

+47.02 -31.75' LT

+43.27 24.20' RT

+49.38 26.82' RT

12'

11' 11'

MOUNT ON MONOTUBE ARM JUST RIGHT OF THE FLASHING YELLOW SIGNAL HEAD

+03.34 47.86' LT

+02.38 -60.78' LT

+96.39 -55.62' LT

24BLK

18W

5'

6'

6'

LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L 30"X36" 2-24

R4-7 24"X30" 2-25

STOP R1-1F 30"X30" 2-26

PLACE 100' NORTH OF SYCAMORE ST

DO NOT ENTER R5-1 30"X30" 2-35

MATCH ADJACENT CORRUGATED MEDIAN MARKINGS

CORR

LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L 30"X36" 2-20

+93.29 -51.88' LT

+99.32 -49.30' LT

+32.37 -15.65' LT

4GLW

12W

8W

18W

24BLK

MNY

CRBY

AW2

+92.12 -23.24' LT

+10.33 -31.43' LT

+87.02 -16.68' LT

+07.87 -19.52' LT

8GW

4DY

+03.98 -3.99' LT

+27.70 -7.34' LT

25'

+08.12 -2.37' LT

+64.23 -9.21' LT

+84.03 8.61' RT

157+00

158+00

159+00

160+00

161+00

162+00

+03.87 -4.20' LT

+29.13 18.03' RT

+05.41 12.00' RT

+49.79 -1.04' LT

W3-3 36"X36" 2-30

R4-7 24"X30" 2-11

S MAIN ST

W5-52L 12"X36" 2-12

+02.39 31.02' RT

+00.25 27.38' RT

+94.29 30.10' RT

+79.19 16.20' RT

+92.78 25.99' RT

+96.39 27.56' RT

TLE

+75.50 16.02' RT

+81.45 14.87' RT

+84.65 -4.33' LT

+73.31 -36.29' LT

+79.41 -33.93' LT

+83.46 -32.80' LT

+12.75 -17.21' LT

ONLY

END M4-6 24"X12" 2-01

CENTER LANE ONLY R3-9B 24"X36" 2-02

S1-1 36"X36" 2-05

S16-7L 2-06

R4-7 24"X30" 2-17

STOP R1-1F 30"X30" 2-16

DO NOT ENTER R5-1 30"X30" 2-33

STOP R1-1F 30"X30" 2-18

R4-7 24"X30" 2-15

STOP R1-1F 30"X30" 2-14

R3-2 24"X24" 2-27

4W

SPEED LIMIT 25 R2-1 24"X30" 2-09

RIGHT LANE MUST TURN RIGHT R3-7R 30"X30" 2-10

NO PARKING ANY TIME R7-1D 18"X24" 2-13

STOP R1-1F 30"X30" 2-28

DO NOT ENTER R5-1 30"X30" 2-32

MOUNT ON SB 6

DO NOT ENTER R5-1 30"X30" 2-31

MOUNT ON SB 8

MATCHLINE STA 6+50.00

NOTES

- ALL STA OFFSETS ON N AND S LEGS REFERENCE W DECORAH RD ALIGNMENT
- ALL STA OFFSETS ON E AND W LEGS REFERENCE S MAIN ST ALIGNMENT
- REINSTALL LED RIGHT-TURN LANE SIGNS (SEE SIGNAL PLANS)

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	SIGNING & MARKING PLANS	SHEET 49	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 02

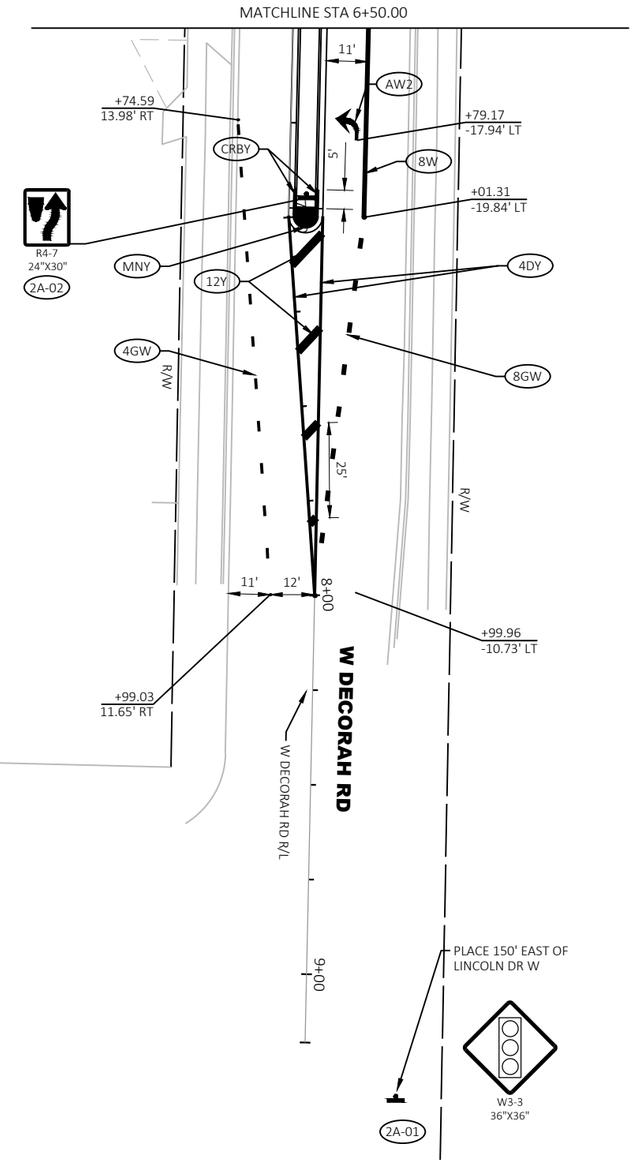
PLOT DATE : 3/4/2024 12:14 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MOUNT ON SB 8



LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4GW	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4GLW	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8GW	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
24BLK	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
AW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
ONLY	MARKING WORD EPOXY (ONLY, WHITE)
MNY	MARKING MEDIAN NOSE PAINT (YELLOW)
CRBY	MARKING CURB EPOXY (YELLOW)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

EXISTING SIGN MOUNTED ON POST

PROPOSED SIGN MOUNTED ON STEEL POST OR AS NOTED

#-## NEW SIGN NUMBER

2

2

LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- LUMINAIRE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
2. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
3. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
4. REMOVE AND SALVAGE TRAFFIC SIGNAL CABINET & CONTROLLER, VIDEO DETECTION CAMERAS, AND EMERGENCY VEHICLE PREEMPTION DETECTORS. CONTACT THE CITY OF WEST BEND TO ARRANGE FOR PICKUP OF THE MATERIALS.
5. REMOVE AND SALVAGE TRAFFIC SIGNAL INTERCONNECT FROM THE TRAFFIC SIGNAL CABINET.

N

S SILVERBROOK DR

W PARADISE DR

PARKWAY DR

R/W

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10

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

V1 V2 V3 V4

CB1

SIGN

- SIGNAL HEAD, TRAFFIC SIGNAL POLE
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- WALK/DON'T WALK INDICATOR
- PEDESTRIAN HEAD
- B PEDESTRIAN PUSH BUTTON
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- VX VEHICLE DETECTION CAMERA

TRAFFIC CONTROL SIGNAL
W PARADISE DR & S SILVERBROOK DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 51	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - Paradise & Silverbrook

PLOT DATE : 3/19/2024 12:19 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- FY FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
2. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
3. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
4. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
5. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
6. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
7. PLACE MESSAGE BOARDS WITH PROJECT START UP MESSAGE SEVEN DAYS PRIOR TO PRECONSTRUCTION STAGE. PLACE FIVE TRAFFIC CONTROL DRUMS WITH TYPE C LIGHTS IN FRONT OF MESSAGE BOARDS. ONE MESSAGE BOARD ON EACH APPROACH.

N

STA 36+61.19
-18.71' LT

STA 59+25.91
-53.42' LT

S SILVERBROOK DR

W PARADISE DR

PARKWAY DR

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

56+00 57+00 58+00 59+00 60+00 61+00

35+00 36+00 37+00

SIGN

- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

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

SUMMARY OF MATERIALS
(FOR INFORMATION ONLY)

QUANTITY	UNIT	DESCRIPTION
8	EA	CLASS 4 WOOD POLES
8	EA	WOOD MOVEABLE DROP POLES
798	LF	SPAN WIRE
25	EA	SIGNAL HEADS
8	EA	PEDESTRIAN HEADS
4	EA	EVP DETECTOR HEADS

TRAFFIC CONTROL SIGNAL
W PARADISE DR & S SILVERBROOK DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 6

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - PRECONSTRUCTION STAGE	SHEET 52	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024101-ST-PRE.DWG
LAYOUT NAME - Paradise & Silverbrook

PLOT DATE : 1/31/2024 2:39 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- FY FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR

STA 36+61.19
-18.71' LT

S SILVERBROOK DR

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

STA 59+53.42
-53.42' LT

W PARADISE DR

PARKWAY DR

SIGN

56+00 57+00 58+00 59+00 60+00 61+00

37+00 36+00 35+00 34+00

N

2

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
W PARADISE DR & S SILVERBROOK DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 6

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 1	SHEET 53	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024101-ST1.DWG
LAYOUT NAME - Paradise & Silverbrook

PLOT DATE : 1/31/2024 2:39 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- FY FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR

N

W PARADISE DR

SILVERBROOK DR

PARKWAY DR

56+00 57+00 58+00 59+00 60+00 61+00

37+00 36+00 35+00

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

STA 59+63.21
52.87' LT

SIGN

GRGE

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
W PARADISE DR & S SILVERBROOK DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 3 OF 6

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 2	SHEET 54	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024102-ST2.DWG
LAYOUT NAME - Paradise & Silverbrook

PLOT DATE : 1/31/2024 11:08 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- FY FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR

N

S SILVERBROOK DR

W PARADISE DR

PARKWAY DR

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

37+00 36+00 35+00

56+00 57+00 58+00 59+00 60+00 61+00

SIGN

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
W PARADISE DR & S SILVERBROOK DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 3	SHEET 55	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024103-ST3.DWG
LAYOUT NAME - Paradise & Silverbrook

PLOT DATE : 1/31/2024 11:09 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RA — RED ARROW
- YA — YELLOW ARROW
- GA — GREEN ARROW
- FY — FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

N

W PARADISE DR

S SILVERBROOK DR

PARKWAY DR

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

56+00 57+00 58+00 59+00 60+00 61+00 35+00 36+00 37+00

TRAFFIC CONTROL SIGNAL
W PARADISE DR & S SILVERBROOK DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 5 OF 6

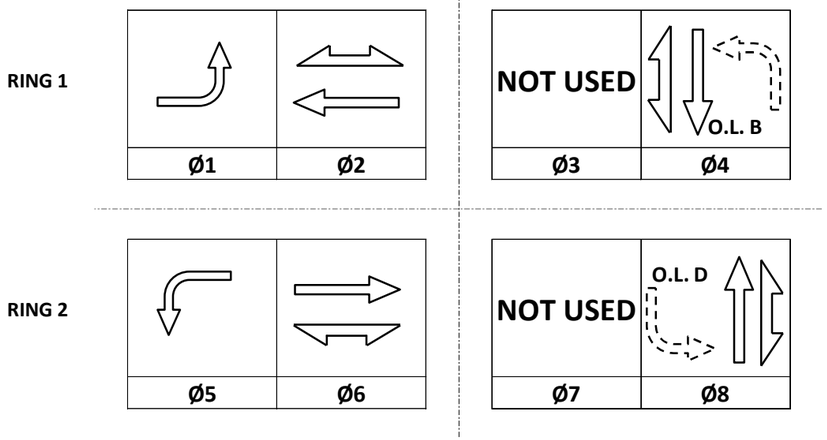
PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 4	SHEET 56	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024104-ST4.DWG
LAYOUT NAME - Paradise & Silverbrook

PLOT DATE : 1/31/2024 11:10 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	9,10,32	R ←
Ø2	16,17,18,19	R
Ø3		
Ø4	11,12,13	R
Ø5	20,21,30	R ←
Ø6	6,7,8	R
Ø7		
Ø8	1,2,3	R
Ø2P	26,27	
Ø4P	24,25	
Ø6P	22,23	
Ø8P	28,29	
OLA		
OLB	4,5,31	R ←
OLC		
OLD	14,15,33	R ←





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

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

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

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

CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

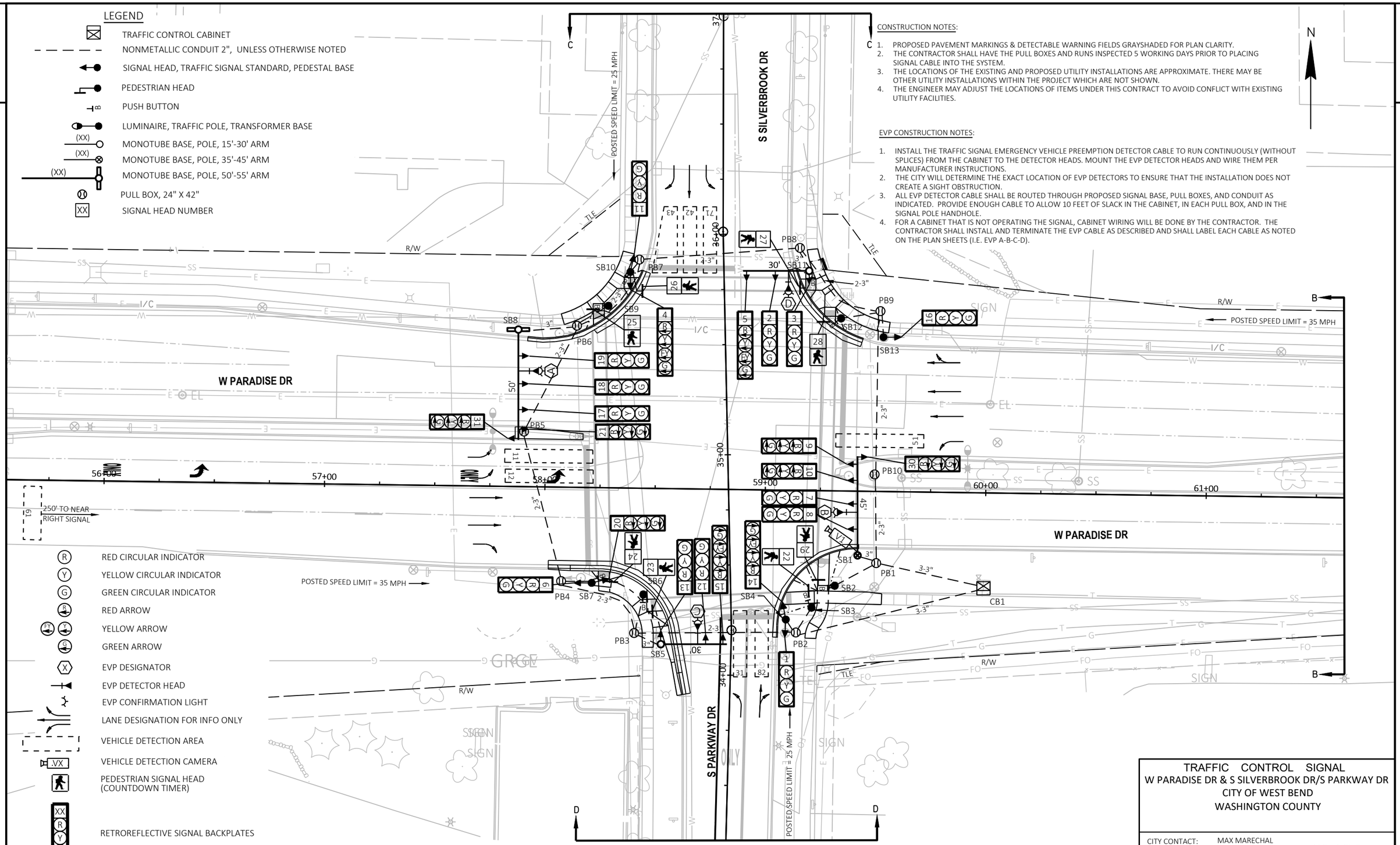
EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

W PARADISE DR & SILVERBROOK DR/S PARKWAY DR
CITY OF WEST BEND
WASHINGTON COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: FEBRUARY 2024 PAGE NUMBER: 6 OF 6

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TEMPORARY SEQUENCE OF OPERATIONS – ALL STAGES	SHEET NO: 57	E



CONSTRUCTION NOTES:

1. PROPOSED PAVEMENT MARKINGS & DETECTABLE WARNING FIELDS GRAYSHADED FOR PLAN CLARITY.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM.
3. THE LOCATIONS OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

EVP CONSTRUCTION NOTES:

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

TRAFFIC CONTROL SIGNAL
W PARADISE DR & S SILVERBROOK DR/S PARKWAY DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

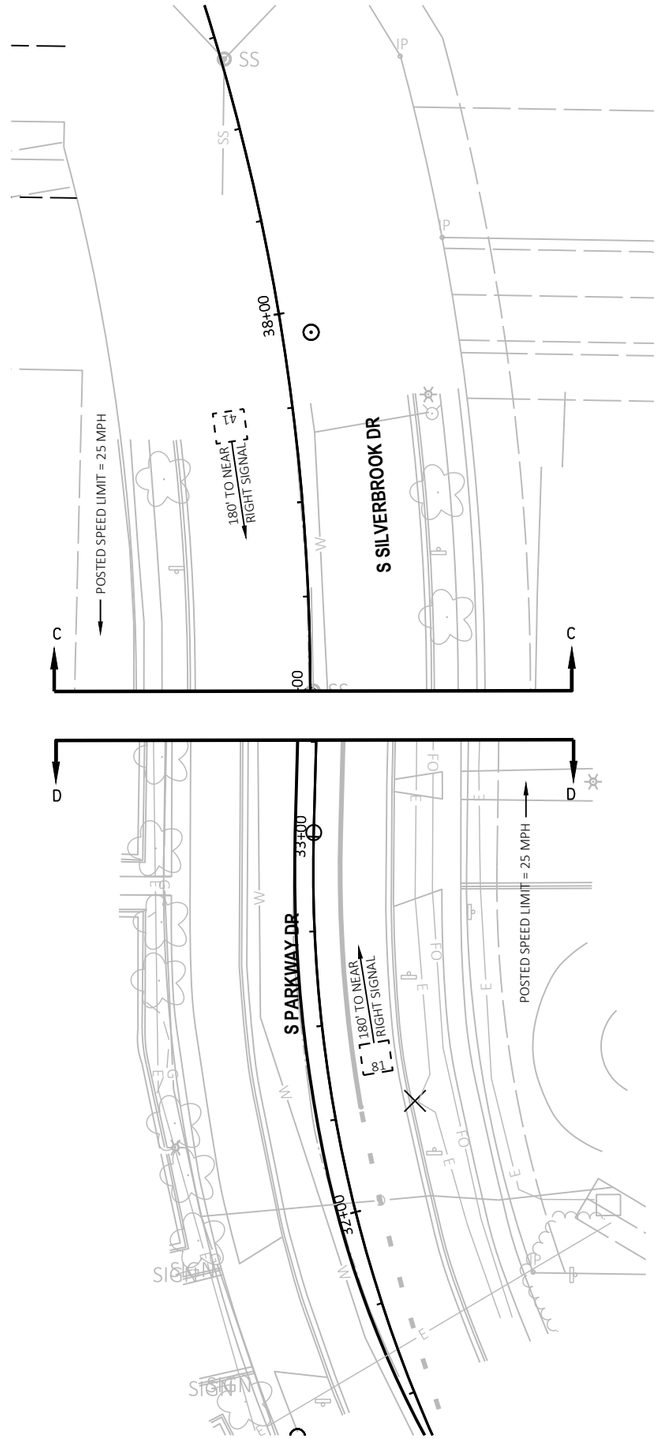
PAGE 1 OF 3

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 58	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - Paradise & Silverbrook
PLOT DATE : 1/31/2024 11:10 AM
PLOT BY : LEE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL SIGNAL
W PARADISE DR & S SILVERBROOK DR/S PARKWAY DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

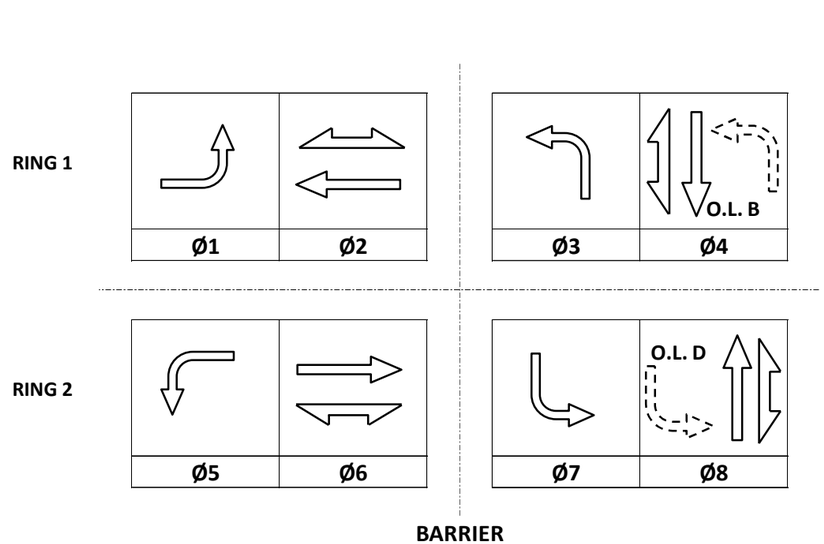
PAGE 2 OF 3

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 59	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - Paradise & Silverbrook (2)

PLOT DATE : 1/31/2024 11:10 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : ##########

	HEAD NUMBERS	FLASH
Ø1	9,10,31	R ←
Ø2	16,17,18,19	R
Ø3	4,5	-
Ø4	11,12,13	R
Ø5	20,21,30	R ←
Ø6	6,7,8	R
Ø7	14,15	-
Ø8	1,2,3	R
Ø2P	26,27	
Ø4P	24,25	
Ø6P	22,23	
Ø8P	28,29	
OLA		
OLB	4,5	R ←
OLC		
OLD	14,15	R ←





CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	←	→	↓	↑
PHASE	2+5	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	21	31	41	43	51	61	71	81								PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	1	2	4	4	4	5	6	8	8								ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH			X					X									SWITCH
EXTEND				X					X								EXTEND
DELAY					X												DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	12			42					82								PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	1			4					8								ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY									X								DELAY

W PARADISE DR & SILVERBROOK DR/S PARKWAY DR
CITY OF WEST BEND
WASHINGTON COUNTY

SIGNAL NO:	CABINET TYPE: TS2-S
	CONTROLLER TYPE: EPAC
DATE: FEBRUARY 2024	PAGE NUMBER: 3 OF 3

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	SEQUENCE OF OPERATIONS	SHEET NO: 60	E

PROJECT ID:	2707-09-70
INTERSECTION:	W PARADISE DR & S SILVERBROOK DR/S PARKWAY DR

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED NEUTRAL	PED INPUT
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	15	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
		9				RED/BLK	ORG/BLK	GRN/BLK					
		10				RED/BLK	ORG/BLK	GRN/BLK					
		30				RED/WHT	BLU/BLK	GRN/WHT					
SB2	7	29								BLK	BLU		
		BUTTON											WHT/BLK
SB3	7	22								BLK	BLU		
		BUTTON											WHT/BLK
SB4	12	1	RED	ORG	GRN								
		14				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB5	12	12	RED	ORG	GRN								
		13	RED	ORG	GRN								
		15				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB6	7	23								BLK	BLU		
		BUTTON											WHT/BLK
SB7	12	6	RED	ORG	GRN								
		20				RED/BLK	ORG/BLK	GRN/BLK					
		24								BLK	BLU		
		BUTTON											WHT/BLK
SB8	15	17	RED/BLK	ORG/BLK	GRN/BLK								
		18	RED/BLK	ORG/BLK	GRN/BLK								
		19	RED/BLK	ORG/BLK	GRN/BLK								
		21				RED/WHT	BLU/BLK	GRN/WHT					
		31				RED	ORG	GRN					
SB9	7	25								BLK	BLU		
		BUTTON											WHT/BLK
SB10	12	4				RED	ORG	GRN	BLK/WHT				
		11	RED/BLK	ORG/BLK	GRN/BLK								
		26								BLK	BLU		
		BUTTON											WHT/BLK
SB11	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		5				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		27								BLK	BLU		
		BUTTON											WHT/BLK
SB12	7	28								BLK	BLU		
		BUTTON											WHT/BLK
SB13	7	16	RED	ORG	GRN								

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB1
SB1	SB2
SB2	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	SB1
PB2	SB4
PB3	SB5
PB4	SB7
PB5	SB9
PB6	SB9
PB7	SB10
PB8	SB11
PB9	SB13
PB10	SB1

Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SB8)
CB1	HEAD B (SB1)
CB1	HEAD C (SB5)
CB1	HEAD D (SB11)

Video Detection Cable	
From	To
CB1	V1 (SB1)

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2

2

LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- LUMINAIRE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
2. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
3. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAU BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
4. REMOVE AND SALVAGE TRAFFIC SIGNAL CABINET & CONTROLLER, VIDEO DETECTION CAMERAS, AND EMERGENCY VEHICLE PREEMPTION DETECTORS. CONTACT THE CITY OF WEST BEND TO ARRANGE FOR PICKUP OF THE MATERIALS.
5. REMOVE AND SALVAGE TRAFFIC SIGNAL INTERCONNECT FROM TRAFFIC SIGNAL CABINET.

N

W PARADISE DR

S MAIN ST

S MAIN ST

W PARADISE DR

CB1 PB1 PB2 PB3 SB1 SB2 PB4 SB3 PB5 SB4 PB11 SB11 SB5 PB6 V2 SB10 PB10 SB9 PB9 SB8 PB8 SB6 PB7 SB7 SB12

- SIGNAL HEAD, TRAFFIC SIGNAL POLE
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- WALK/DON'T WALK INDICATOR
- PEDESTRIAN HEAD
- B PEDESTRIAN PUSH BUTTON
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- VX VEHICLE DETECTION CAMERA

TRAFFIC CONTROL SIGNAL
S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 62	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - Main & Paradise

PLOT DATE : 3/19/2024 12:20 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

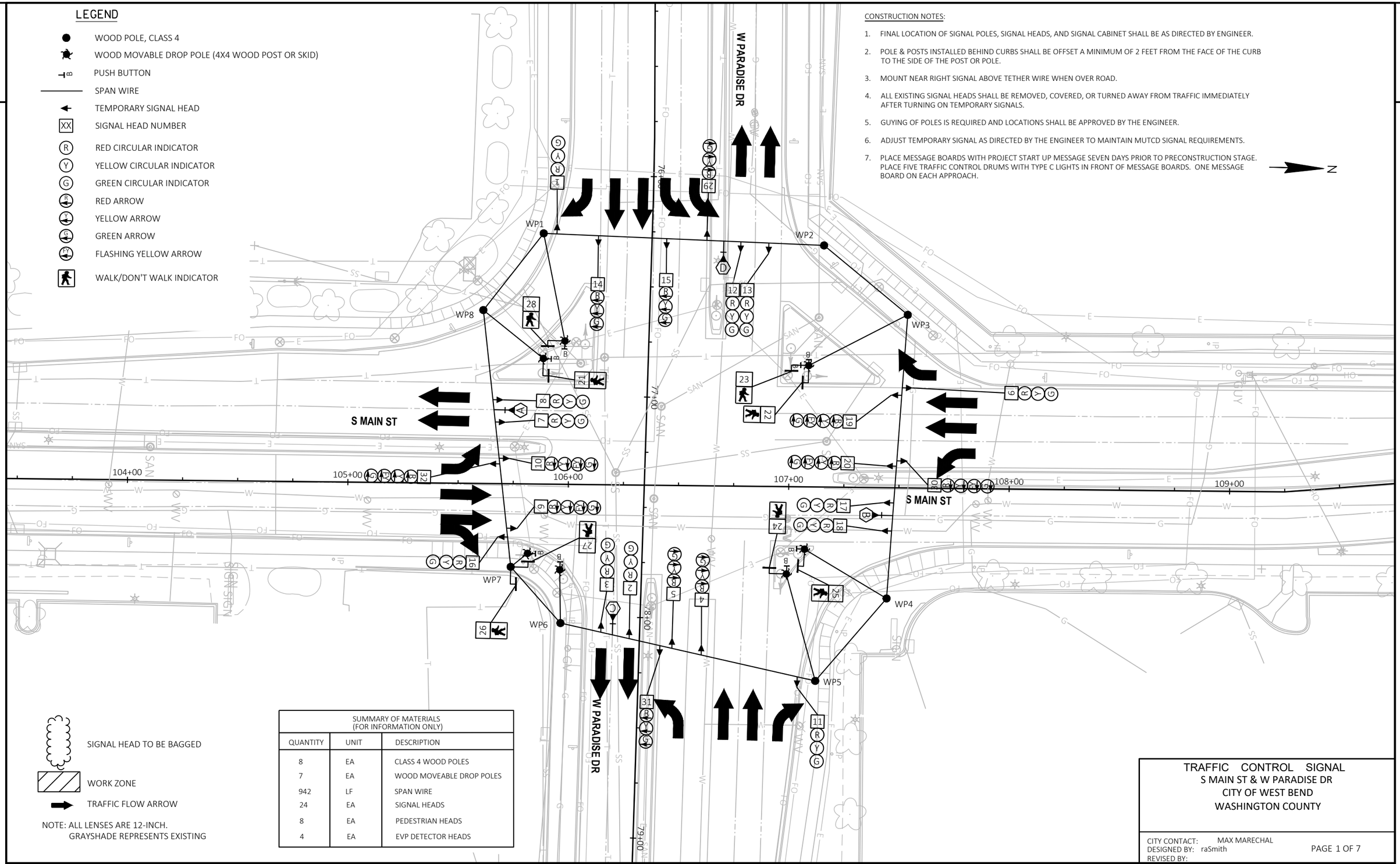
LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
2. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
3. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
4. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
5. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
6. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
7. PLACE MESSAGE BOARDS WITH PROJECT START UP MESSAGE SEVEN DAYS PRIOR TO PRECONSTRUCTION STAGE. PLACE FIVE TRAFFIC CONTROL DRUMS WITH TYPE C LIGHTS IN FRONT OF MESSAGE BOARDS. ONE MESSAGE BOARD ON EACH APPROACH.

N



- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

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

SUMMARY OF MATERIALS (FOR INFORMATION ONLY)

QUANTITY	UNIT	DESCRIPTION
8	EA	CLASS 4 WOOD POLES
7	EA	WOOD MOVEABLE DROP POLES
942	LF	SPAN WIRE
24	EA	SIGNAL HEADS
8	EA	PEDESTRIAN HEADS
4	EA	EVP DETECTOR HEADS

TRAFFIC CONTROL SIGNAL
S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 7

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - PRECONSTRUCTION STAGE	SHEET 63	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024101-ST-PRE.DWG
LAYOUT NAME - Main & Paradise

PLOT DATE : 1/31/2024 11:11 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

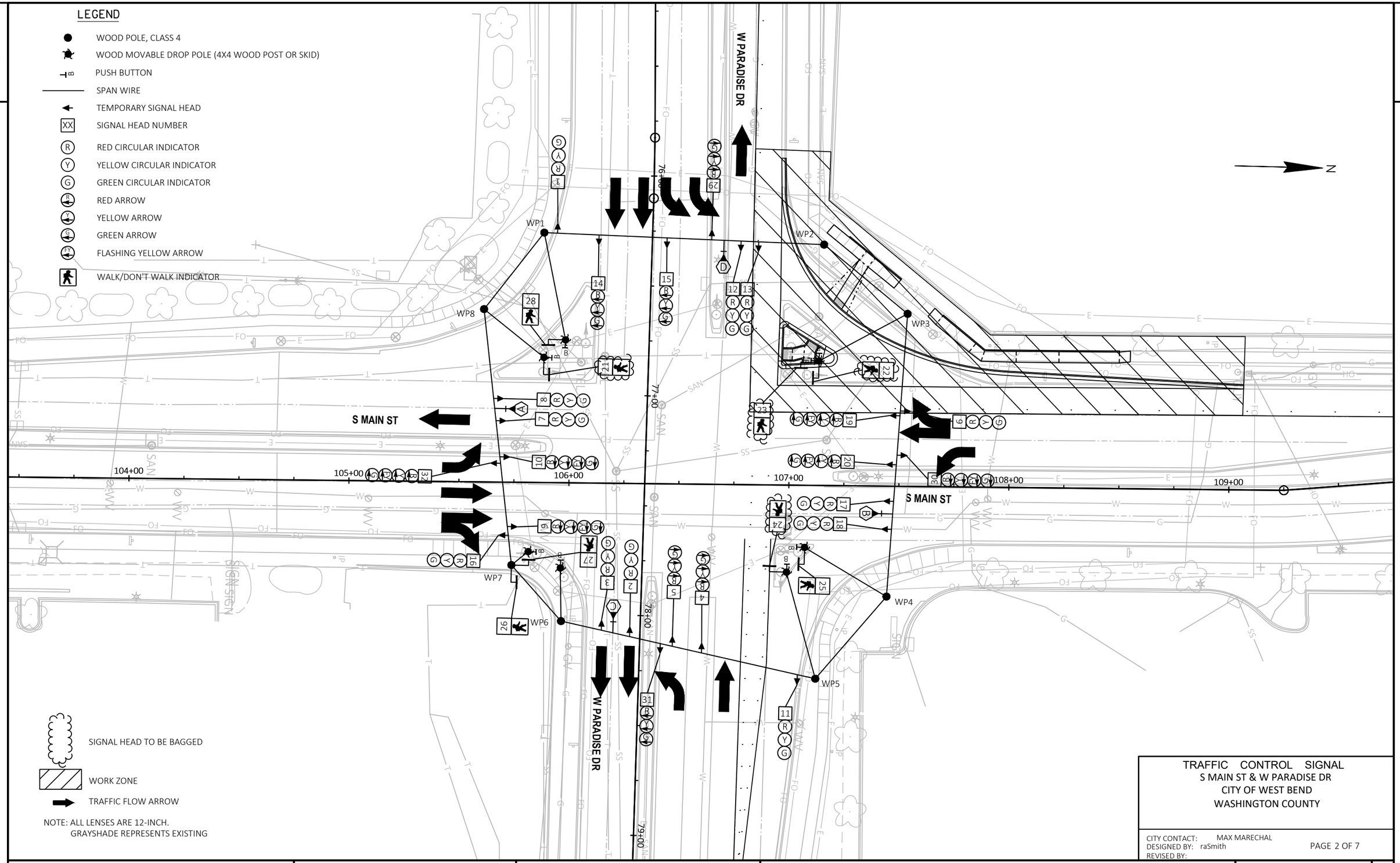
WISDOT/CADDS SHEET 42

2

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RA — RED ARROW
- YA — YELLOW ARROW
- GA — GREEN ARROW
- FY — FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR



SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 7

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 1	SHEET 64	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024101-ST1.DWG
LAYOUT NAME - Main & Paradise

PLOT DATE : 1/31/2024 11:11 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- FY FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR

N

W PARADISE DR

S MAIN ST

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

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

76+00 77+00 78+00 79+00

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 3 OF 7

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 2	SHEET 65	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024102-ST2.DWG
LAYOUT NAME - Main & Paradise

PLOT DATE : 1/31/2024 11:12 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- FY FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR

N

W PARADISE DR

S MAIN ST

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

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

76+00 77+00 78+00 79+00

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 4 OF 7

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 3	SHEET 66	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024103-ST3.DWG
LAYOUT NAME - Main & Paradise

PLOT DATE : 1/31/2024 11:13 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- FY FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR

N

W PARADISE DR

S MAIN ST

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

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

76+00 77+00 78+00 79+00

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 5 OF 7

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 4	SHEET 67	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024104-ST4.DWG
LAYOUT NAME - Main & Paradise

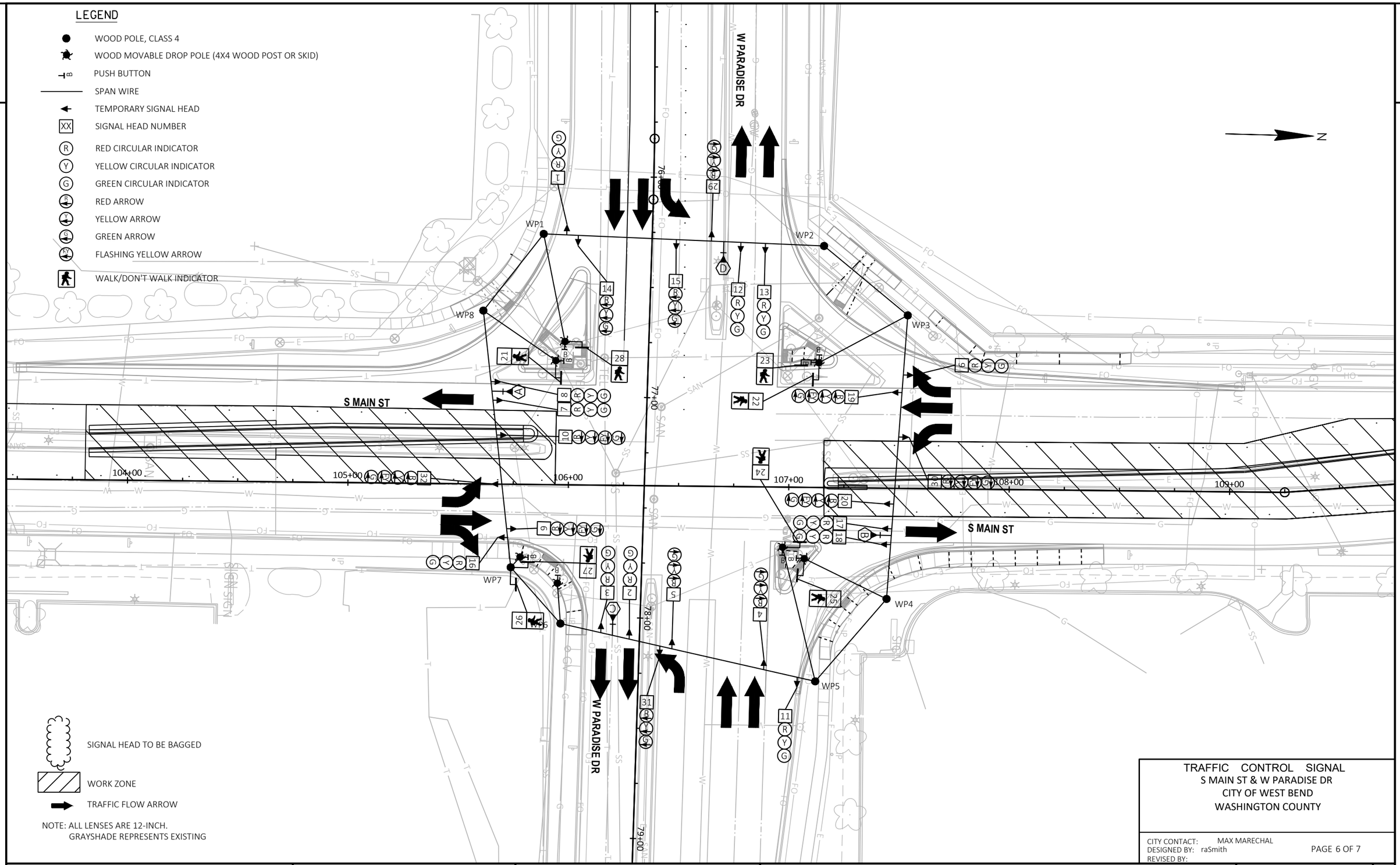
PLOT DATE : 1/31/2024 11:13 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR



SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

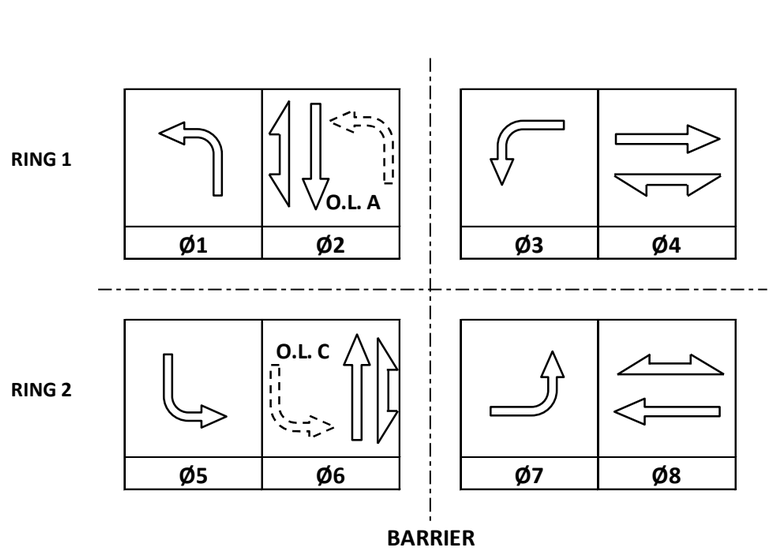
CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 5	SHEET 68	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024105-ST5.DWG
LAYOUT NAME - Main & Paradise

PLOT DATE : 1/31/2024 11:14 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1	19,20,32	-
Ø2	6,7,8	R
Ø3	14,15,31	R ←
Ø4	1,2,3	R
Ø5	9,10,30	-
Ø6	16,17,18	R
Ø7	4,5,29	R ←
Ø8	11,12,13	R
Ø2P	21,22	
Ø4P	27,28	
Ø6P	25,26	
Ø8P	23,24	
OLA	19,20,32	R ←
OLB		
OLC	9,10,30	R ←
OLD		





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

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

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

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

CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: FEBRUARY 2024 PAGE NUMBER: 7 OF 7

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TEMPORARY SEQUENCE OF OPERATIONS – ALL STAGES	SHEET NO: 69	E

2

LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-45' ARM
- (XX) MONOTUBE BASE, POLE, 50'-55' ARM
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- YIELD SIGN

- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY
- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- PEDESTRIAN SIGNAL HEAD (COUNTDOWN TIMER)
- XX R Y G RETROREFLECTIVE SIGNAL BACKPLATES

CONSTRUCTION NOTES:

1. PROPOSED PAVEMENT MARKINGS & DETECTABLE WARNING FIELDS GRAYSHADED FOR PLAN CLARITY.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM.
3. THE LOCATIONS OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

EVP CONSTRUCTION NOTES:

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

TRAFFIC CONTROL SIGNAL
S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

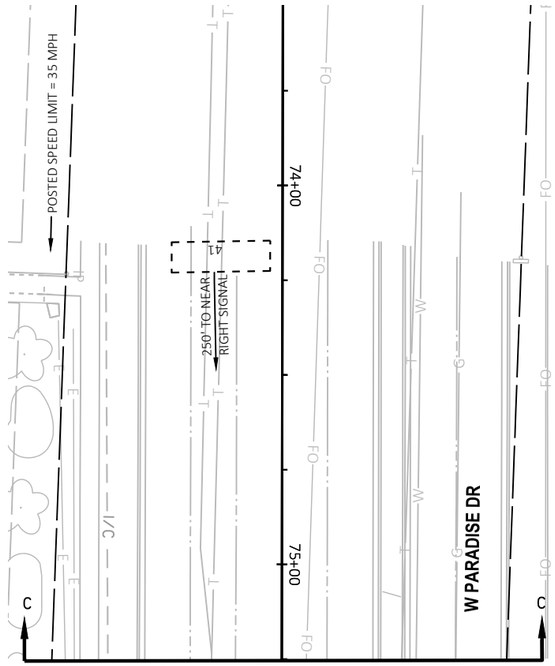
CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

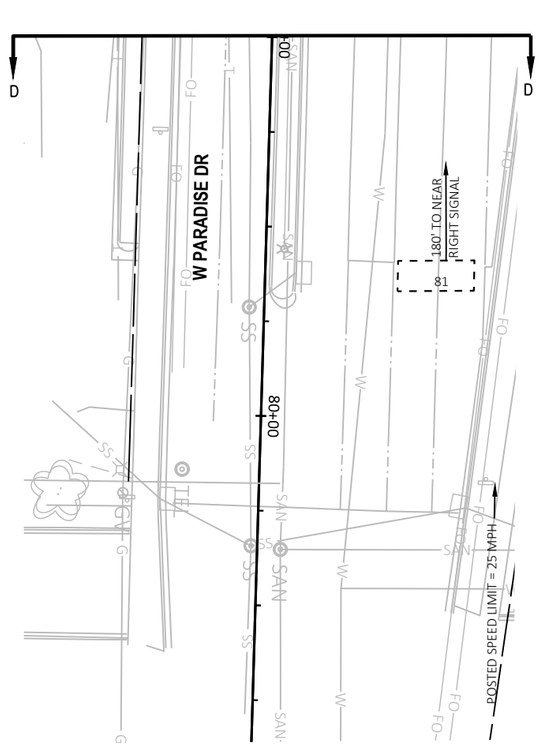
PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 70	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - Main & Paradise
PLOT DATE : 1/31/2024 11:14 AM
PLOT BY : LEE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

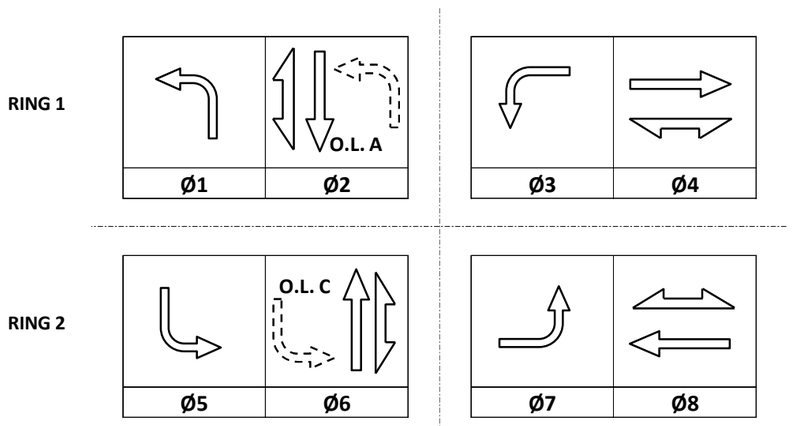
PAGE 2 OF 3

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 71	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - Main & Paradise (2)

PLOT DATE : 1/31/2024 11:14 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : ##########

	HEAD NUMBERS	FLASH
Ø1	19,20,32	-
Ø2	6,7,8	R
Ø3	14,15,31	R ←
Ø4	1,2,3	R
Ø5	9,10,30	-
Ø6	16,17,18	R
Ø7	4,5,29	R ←
Ø8	11,12,13	R
Ø2P	21,22	
Ø4P	27,28	
Ø6P	25,26	
Ø8P	23,24	
OLA	19,20,32	R ←
OLB		
OLC	9,10,30	R ←
OLD		





CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	21	23	31	41	51	61	63	71	81							PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	1	2	2	3	4	5	6	6	7	8							ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND		X					X										EXTEND
DELAY																	DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)		22					62		72								PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE		2					6		7								ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

SIGNAL NO: CABINET TYPE: TS2-S
CONTROLLER TYPE: EPAC
DATE: FEBRUARY 2024 PAGE NUMBER: 3 OF 3

PROJECT ID:	2707-09-70
INTERSECTION:	S MAIN ST & W PARADISE DR

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED NEUTRAL	PED INPUT
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	1	RED	ORG	GRN								
		14				RED/BLK	ORG/BLK	GRN/BLK					
		21								BLK	BLU		
		BUTTON											WHT/BLK
SB2	15	12	RED/BLK	ORG/BLK	GRN/BLK								
		13	RED/BLK	ORG/BLK	GRN/BLK								
		15				RED/WHT	BLU/BLK	GRN/WHT					
		22								BLK	BLU		
		29				RED	ORG	GRN					
		BUTTON											WHT/BLK
SB3	12	6	RED/BLK	ORG/BLK	GRN/BLK								
		19				RED	ORG	GRN	BLK/WHT				
		23								BLK	BLU		
		BUTTON											WHT/BLK
SB4	15	17	RED	ORG	GRN								
		18	RED	ORG	GRN								
		20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		24								BLK	BLU		
		30				RED/WHT	BLU/BLK	GRN/WHT	BLU/WHT				
		BUTTON											WHT/BLK
SB5	7	11	RED	ORG	GRN								
		25								BLK	BLU		
		BUTTON											WHT/BLK
SB6	12	4				RED	ORG	GRN					
		5				RED	ORG	GRN					
		31				RED/BLK	ORG/BLK	GRN/BLK					
SB7	7	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
SB8	7	27								BLK	BLU		
		BUTTON											WHT/BLK
SB9	12	9				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		16	RED	ORG	GRN								
		26								BLK	BLU		
		BUTTON											WHT/BLK
SB10	15	7	RED/BLK	ORG/BLK	GRN/BLK								
		8	RED/BLK	ORG/BLK	GRN/BLK								
		10				RED/WHT	BLU/BLK	GRN/WHT	BLU/WHT				
		28								BLK	BLU		
		32				RED	ORG	GRN	BLK/WHT				
		BUTTON											WHT/BLK

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SB10
SB10	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	CB1
PB2	SB1
PB3	SB2
PB4	SB3
PB5	SB5
PB6	SB6
PB7	SB7
PB8	SB9
PB9	CB1
PB10	CB1

Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SB10)
CB1	HEAD B (SB4)
CB1	HEAD C (SB7)
CB1	HEAD D (SB2)

Video Detection Cable	
From	To
CB1	V1 (SB2)

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2

2

LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 12" X 24"
- LUMINAIRE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
2. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
3. THE LOCATIONS OF THE EXISTING UTILITIES ARE APPROXIMATE, THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
4. REMOVE AND SALVAGE TRAFFIC SIGNAL CABINET & CONTROLLER, VIDEO DETECTION CAMERAS, EMERGENCY VEHICLE PREEMPTION DETCTORS, AND LED NO TURN ON RED SIGNS. CONTACT THE CITY OF WEST BEND TO ARRANGE FOR PICKUP OF THE MATERIALS.
5. REMOVE AND SALVAGE TRAFFIC SIGNAL INTERCONNECT FROM TRAFFIC SIGNAL CABINET.
6. PULL BOXES PB17, PB18, PB19, PB20, PB21, PB22, PB23, PB24, PB25, PB26, PB27, PB28, PB29, AND PB30 SHALL BE ABANDONED IN PLACE.

N

W DECORAH RD

S MAIN ST

CB1 PB1 PB2 SB10 PB3 SB1 PB4 PB5 PB6 SB3 PB7 SB4 PB8 PB9 SB5 PB10 SB6 PB11 PB12 SB7 PB13 SB8 PB14 SB9 PB15 PB16 PB17 PB18 SB2 PB19 PB20 PB21 PB22 PB23 PB24 PB25 PB26 PB27 PB28 PB29 PB30

ABANDON

REMOVE LOOP DETECTOR WIRE & LEAD-IN CABLE

- SIGNAL HEAD, TRAFFIC SIGNAL POLE
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- WALK/DON'T WALK INDICATOR
- PEDESTRIAN HEAD
- B PEDESTRIAN PUSH BUTTON
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- VX VEHICLE DETECTION CAMERA
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- LED NO RIGHT TURN ON RED SIGN

TRAFFIC CONTROL SIGNAL
S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARCHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 74	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - Main & Decorah

PLOT DATE : 3/19/2024 12:20 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

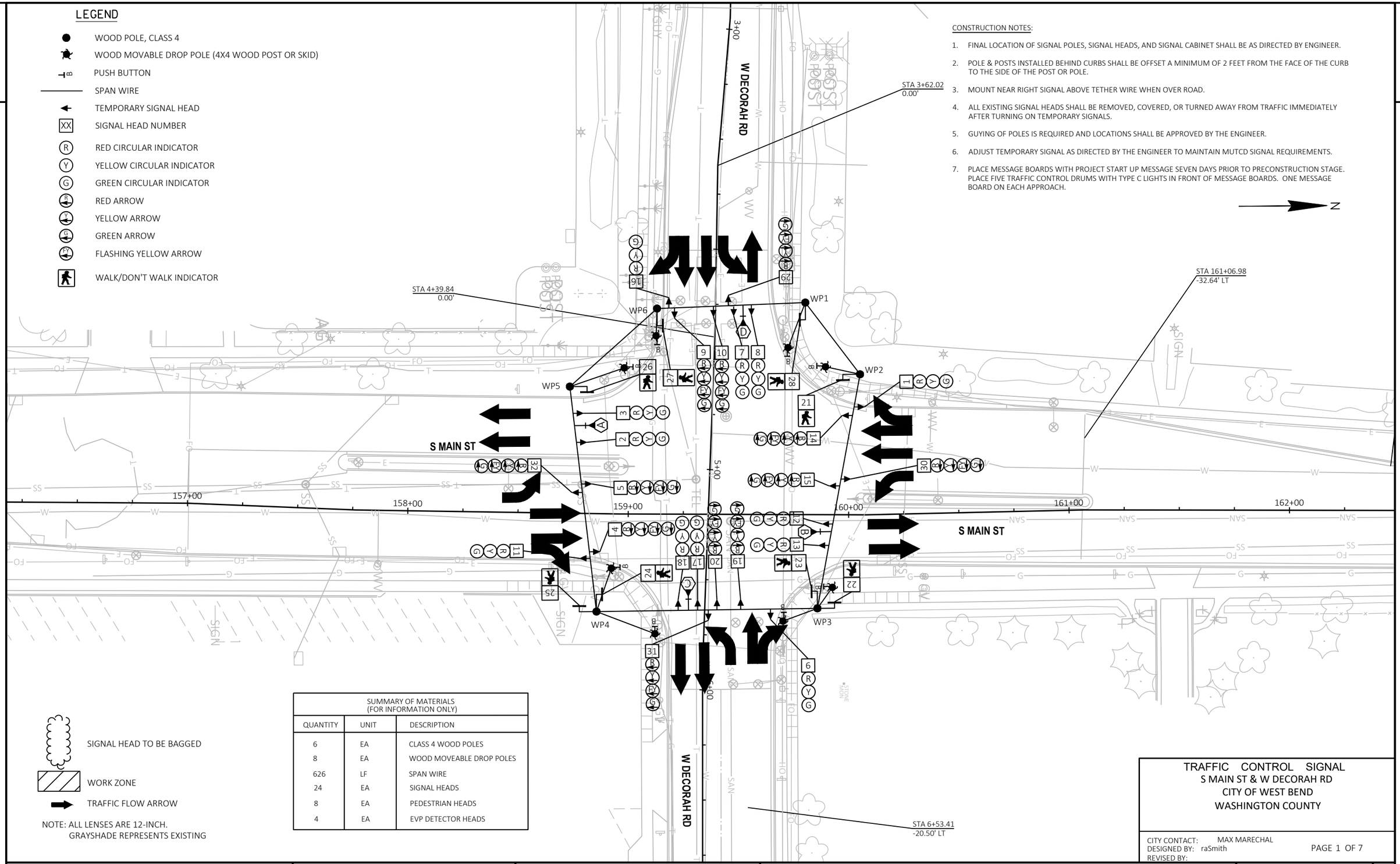
LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RA — RED ARROW
- YA — YELLOW ARROW
- GA — GREEN ARROW
- FY — FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
2. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
3. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
4. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
5. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
6. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
7. PLACE MESSAGE BOARDS WITH PROJECT START UP MESSAGE SEVEN DAYS PRIOR TO PRECONSTRUCTION STAGE. PLACE FIVE TRAFFIC CONTROL DRUMS WITH TYPE C LIGHTS IN FRONT OF MESSAGE BOARDS. ONE MESSAGE BOARD ON EACH APPROACH.

N



SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

SUMMARY OF MATERIALS
(FOR INFORMATION ONLY)

QUANTITY	UNIT	DESCRIPTION
6	EA	CLASS 4 WOOD POLES
8	EA	WOOD MOVEABLE DROP POLES
626	LF	SPAN WIRE
24	EA	SIGNAL HEADS
8	EA	PEDESTRIAN HEADS
4	EA	EVP DETECTOR HEADS

TRAFFIC CONTROL SIGNAL
S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 7

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - PRECONSTRUCTION STAGE	SHEET 75	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024101-ST-PRE.DWG
LAYOUT NAME - Main & Decorah

PLOT DATE : 1/31/2024 11:15 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

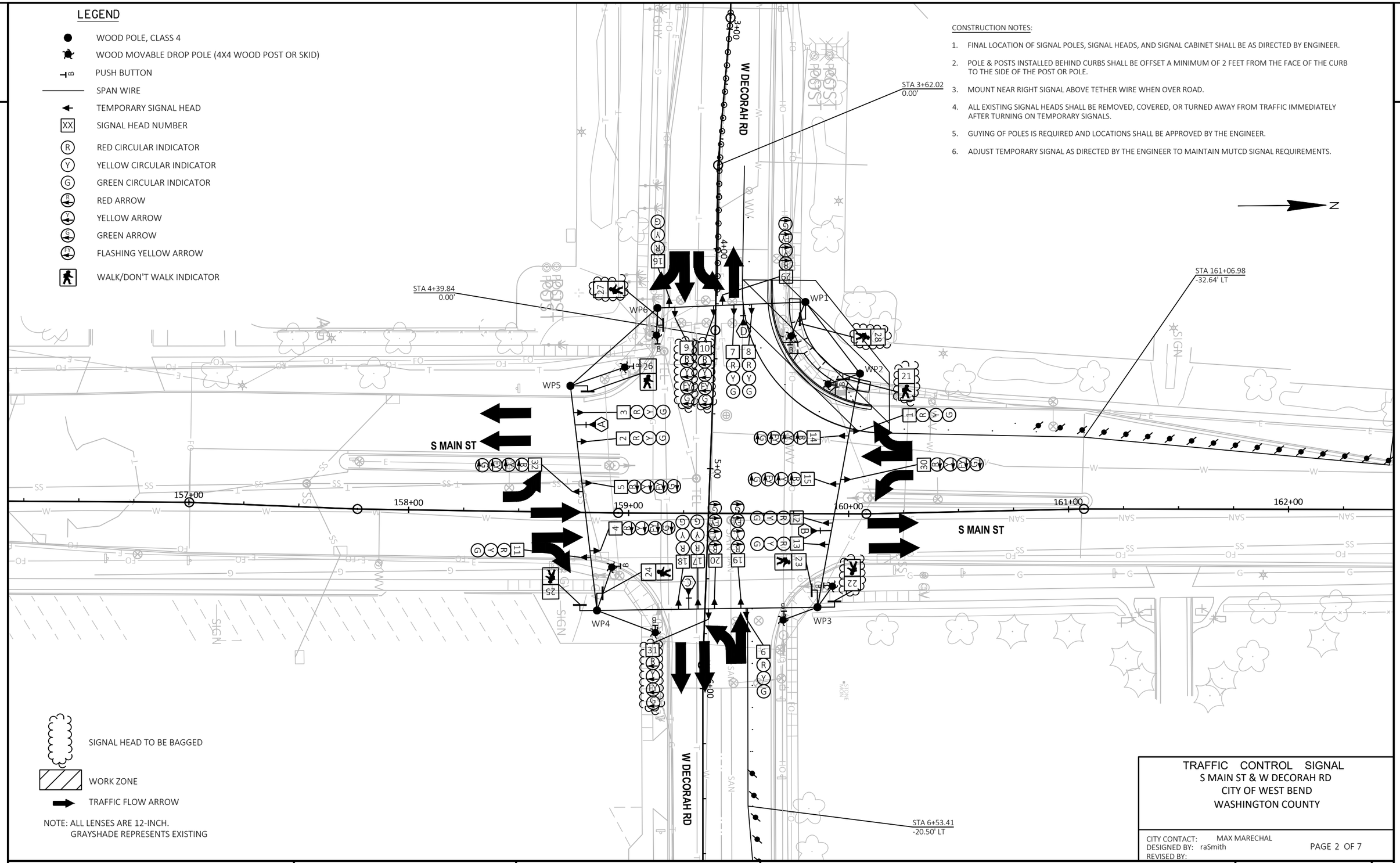
2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RA — RED ARROW
- YA — YELLOW ARROW
- GA — GREEN ARROW
- FY — FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
2. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
3. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
4. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
5. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
6. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.



SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 7

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 1	SHEET 76	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024101-ST1.DWG
LAYOUT NAME - Main & Decorah

PLOT DATE : 1/31/2024 11:16 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

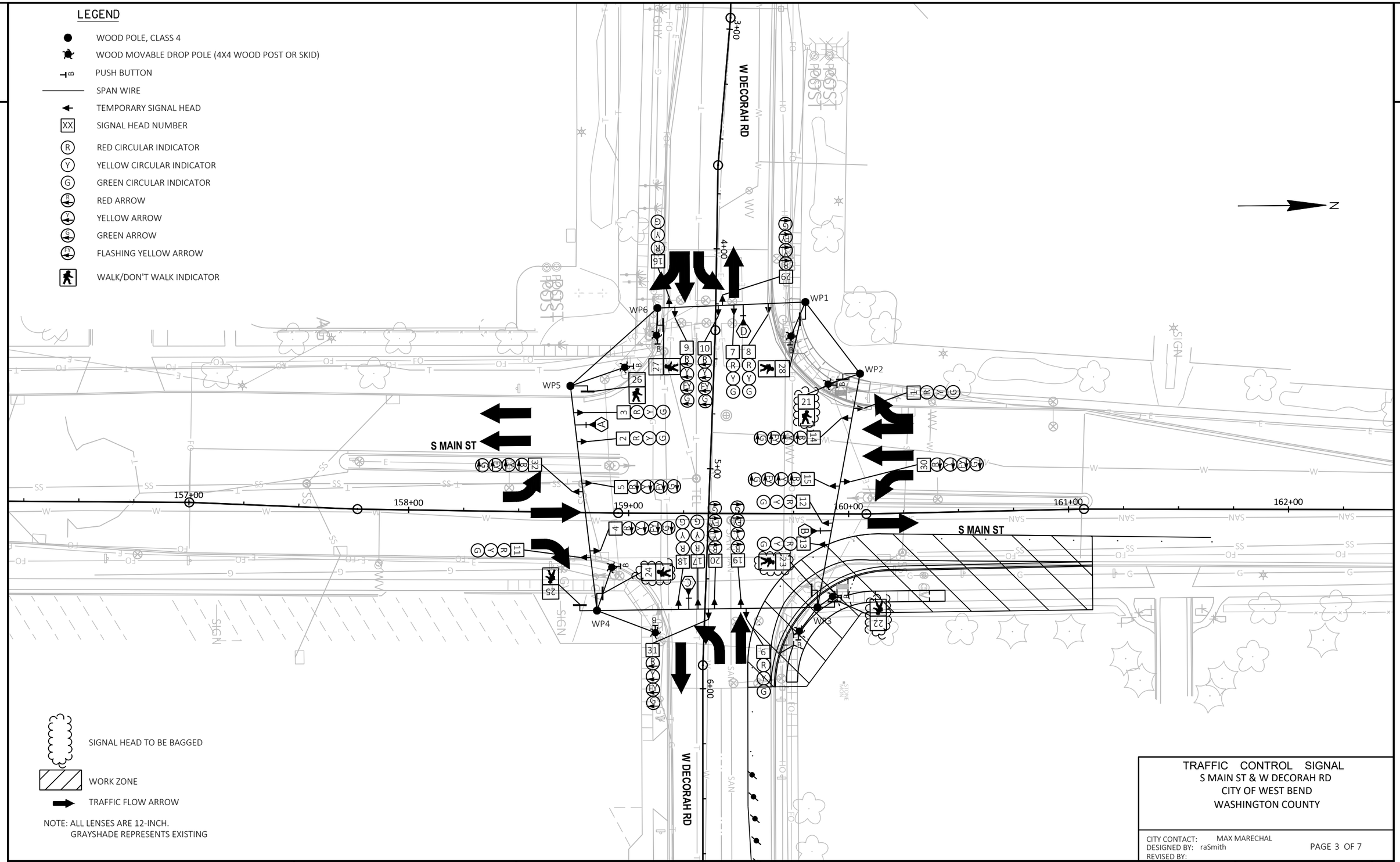
WISDOT/CADDS SHEET 42

2

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- FY FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR



SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 3 OF 7

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 2	SHEET 77	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024102-ST2.DWG
LAYOUT NAME - Main & Decorah

PLOT DATE : 1/31/2024 11:16 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

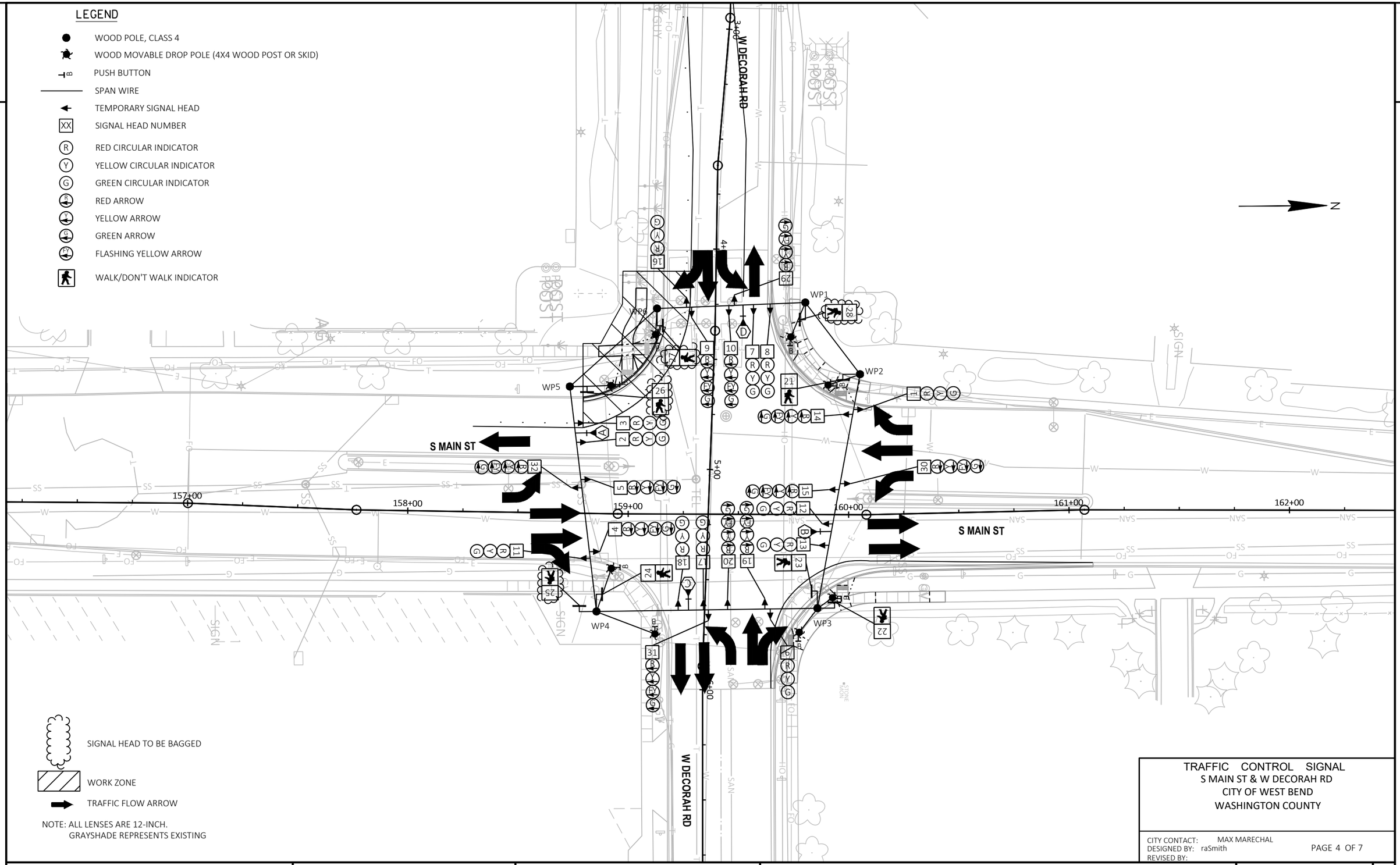
WISDOT/CADDS SHEET 42

2

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RA — RED ARROW
- YA — YELLOW ARROW
- GA — GREEN ARROW
- FY — FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR



SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 4 OF 7

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 3	SHEET 78	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024103-ST3.DWG
LAYOUT NAME - Main & Decorah

PLOT DATE : 1/31/2024 11:17 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

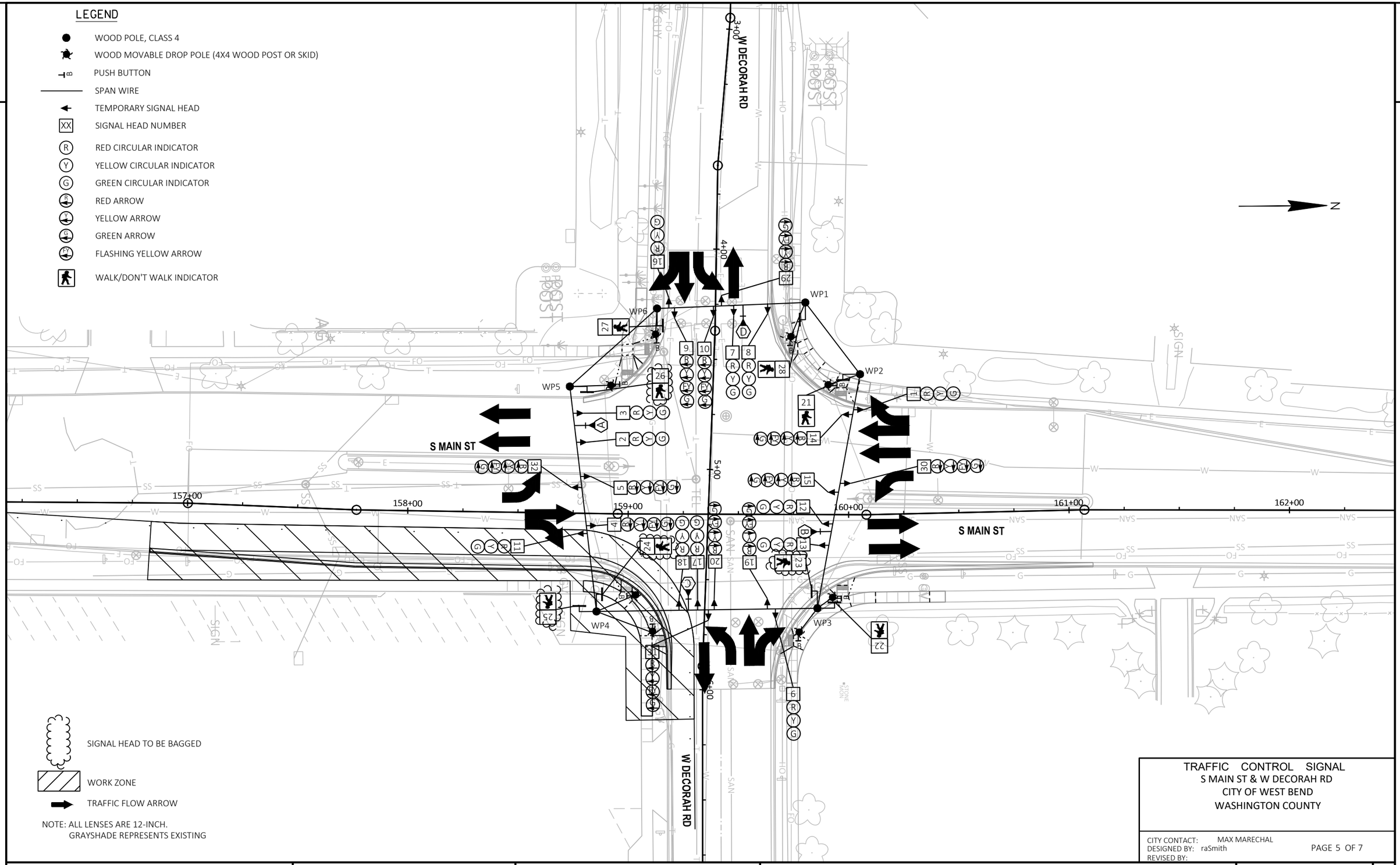
WISDOT/CADDS SHEET 42

2

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RA — RED ARROW
- YA — YELLOW ARROW
- GA — GREEN ARROW
- FY — FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR



SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 5 OF 7

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 4	SHEET 79	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024104-ST4.DWG
LAYOUT NAME - Main & Decorah

PLOT DATE : 1/31/2024 11:18 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

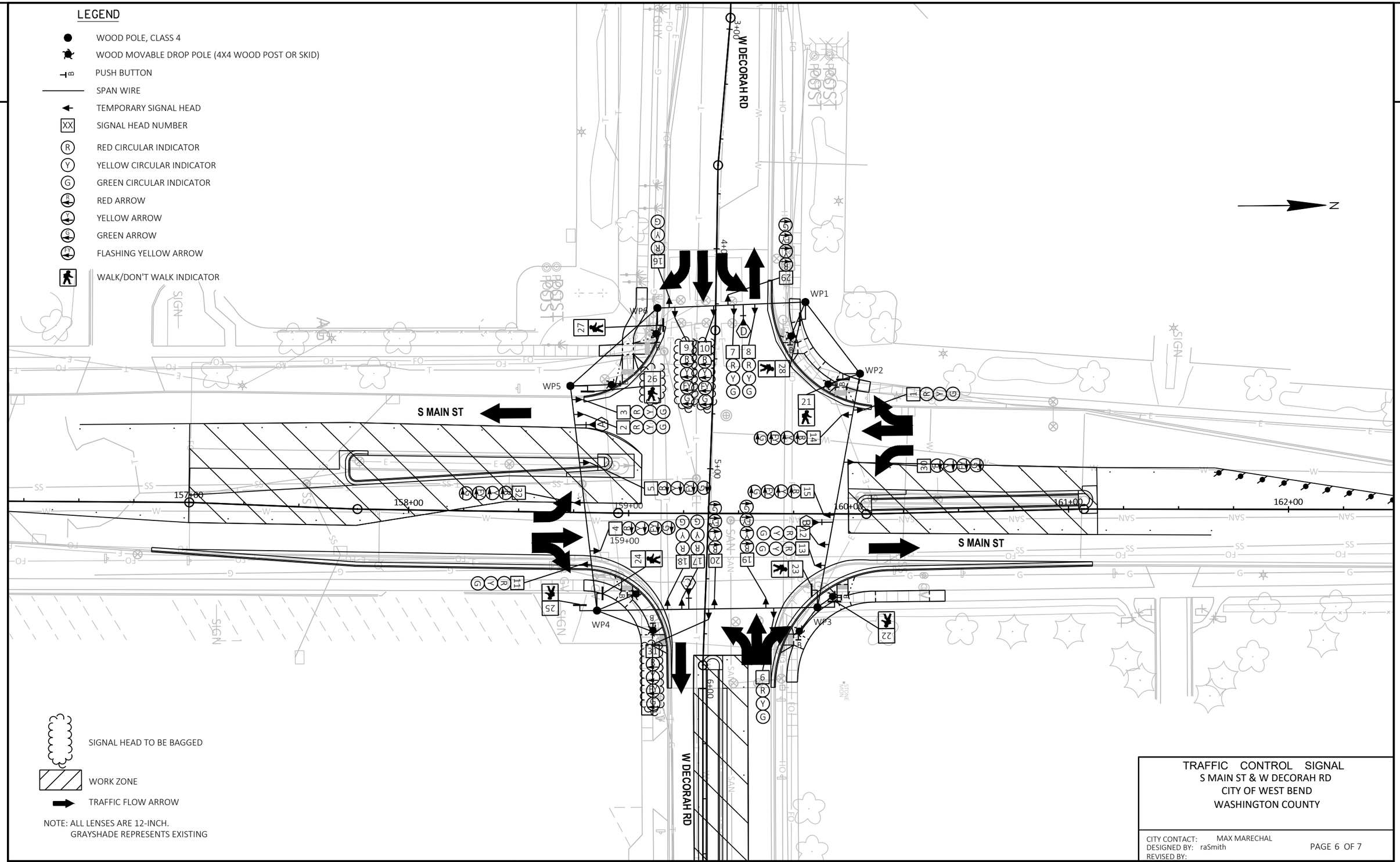
WISDOT/CADDS SHEET 42

2

2

LEGEND

- WOOD POLE, CLASS 4
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- FY FLASHING YELLOW ARROW
- WALK/DON'T WALK INDICATOR



- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 6 OF 7

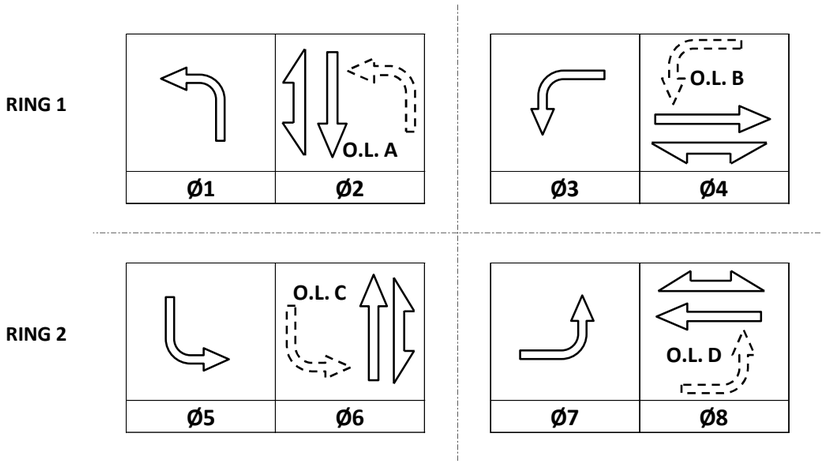
PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL TEMPORARY PLAN - STAGE 5	SHEET 80	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024105-ST5.DWG
LAYOUT NAME - Main & Decorah

PLOT DATE : 1/31/2024 11:19 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	14,15,32	-
Ø2	1,2,3	R
Ø3	9,10,31	-
Ø4	16,17,18	R
Ø5	4,5,30	-
Ø6	11,12,13	R
Ø7	19,20	-
Ø8	6,7,8	R
Ø2P	27,28	
Ø4P	25,26	
Ø6P	23,24	
Ø8P	21,22	
OLA	14,15,32	R ←
OLB	9,10,31	R ←
OLC	4,5,30	R ←
OLD	19,20	R ←





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

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

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

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

CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

GENERAL NOTES:

1. PHASES MAY RUN LEAD/LAG DURING STAGE 5 OF CONSTRUCTION. SEE TIMING PLAN FOR DETAILS.

S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: FEBRUARY 2024 PAGE NUMBER: 7 OF 7

2

LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-45' ARM
- (XX) MONOTUBE BASE, POLE, 50'-55' ARM
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- LED NO RIGHT TURN ON RED SIGN

- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY
- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- PEDESTRIAN SIGNAL HEAD (COUNTDOWN TIMER)
- XX R Y G RETROREFLECTIVE SIGNAL BACKPLATES

CONSTRUCTION NOTES:

1. PROPOSED PAVEMENT MARKINGS & DETECTABLE WARNING FIELDS GRAYSHADED FOR PLAN CLARITY.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM.
3. THE LOCATIONS OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

EVP CONSTRUCTION NOTES:

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

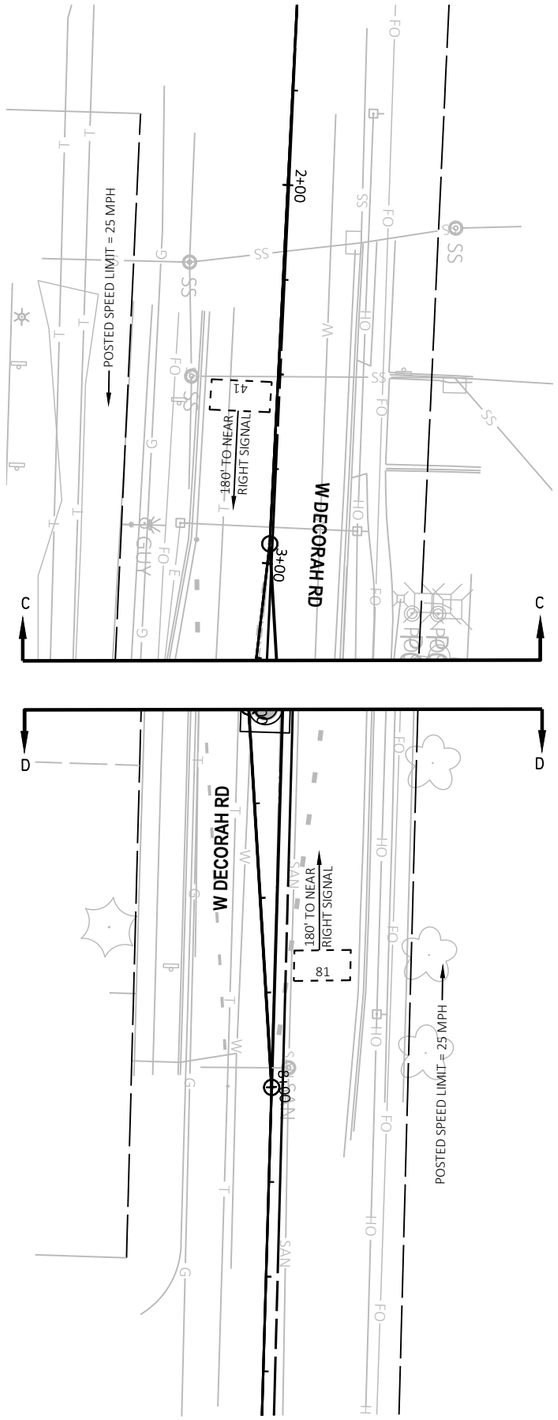
TRAFFIC CONTROL SIGNAL
S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 82	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - Main & Decorah
PLOT DATE : 1/31/2024 11:19 AM
PLOT BY : LEE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2



TRAFFIC CONTROL SIGNAL
S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 3

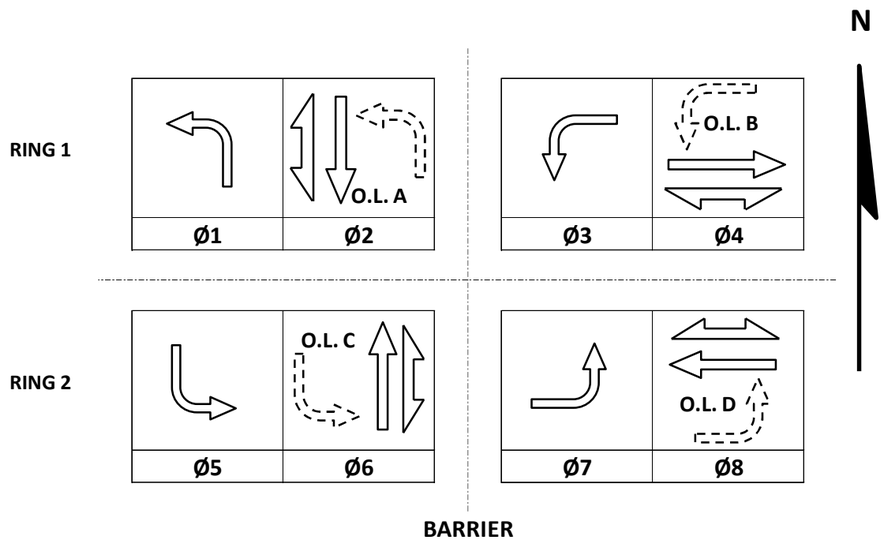
PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 83	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - Main & Decorah (2)

PLOT DATE : 1/31/2024 11:19 AM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	14,15,31	-
Ø2	1,2,3	R
Ø3	9,10,30	-
Ø4	16,17,18	R
Ø5	4,5,29	-
Ø6	11,12,13	R
Ø7	19,20	-
Ø8	6,7,8	R
Ø2P	27,28	
Ø4P	25,26	
Ø6P	23,24	
Ø8P	21,22	
OLA	14,15,31	R
OLB	9,10,30	R
OLC	4,5,29	R
OLD	19,20	R



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	21	31	41	43	51	61	71
ASSIGNED PHASE	1	2	3	4	4	5	6	7
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH								
EXTEND				X				
DELAY					X			

19	17	23	21	27	25	31	29	DETECTOR INPUT
81								PLAN LOOP DETECTOR*(S)
8								ASSIGNED PHASE
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
								SWITCH
X								EXTEND
								DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)				42				
ASSIGNED PHASE				4				
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH								
EXTEND								
DELAY								

20	18	24	22	28	26	32	30	DETECTOR INPUT
82								PLAN LOOP DETECTOR*(S)
8								ASSIGNED PHASE
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
								SWITCH
								EXTEND
								DELAY

S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

SIGNAL NO:	CABINET TYPE: TS2-S
	CONTROLLER TYPE: EPAC
DATE: FEBRUARY 2024	PAGE NUMBER: 3 OF 3

PROJECT ID:	2707-09-70
INTERSECTION:	S MAIN ST & W DECORAH RD

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED NEUTRAL	PED INPUT
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
		10				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB2	7	28								BLK	BLU		
		BUTTON											WHT/BLK
SB3	12	1	RED/BLK	ORG/BLK	GRN/BLK								
		14				RED	ORG	GRN	BLK/WHT				
		21								BLK	BLU		
		BUTTON											WHT/BLK
SB4	15	12	RED	ORG	GRN								
		13	RED	ORG	GRN								
		15				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		29				RED/WHT	BLU/BLK	GRN/WHT	BLU/WHT				
SB5	7	22								BLK	BLU		
		BUTTON											WHT/BLK
SB6	12	6	RED/BLK	ORG/BLK	GRN/BLK								
		19				RED	ORG	GRN	BLK/WHT				
		23								BLK	BLU		
		BUTTON											WHT/BLK
SB7	15	17	RED	ORG	GRN								
		18	RED	ORG	GRN								
		20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		24								BLK	BLU		
		30				RED/WHT	BLU/BLK	GRN/WHT	BLU/WHT				
		BUTTON											WHT/BLK
SB8	12	4				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		11	RED	ORG	GRN								
		25								BLK	BLU		
		BUTTON											WHT/BLK
SB9	15	2	RED/BLK	ORG/BLK	GRN/BLK								
		3	RED/BLK	ORG/BLK	GRN/BLK								
		5				RED/WHT	BLU/BLK	GRN/WHT	BLU/WHT				
		31				RED	ORG	GRN	BLK/WHT				
SB10	7	26								BLK	BLU		
		BUTTON											WHT/BLK
SB11	12	9				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		16	RED	ORG	GRN								
		27								BLK	BLU		
		BUTTON											WHT/BLK

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	CB1

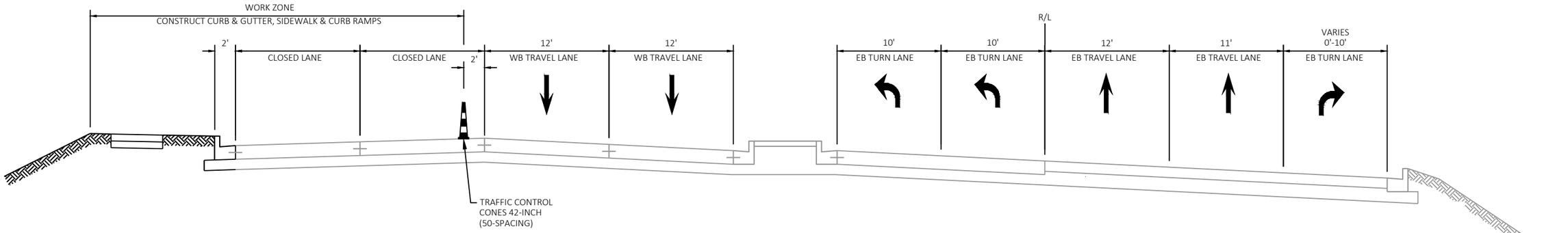
Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	SB1
PB2	SB2
PB3	SB3
PB4	SB5
PB5	SB5
PB6	SB6
PB7	SB7
PB8	SB7
PB9	SB8
PB10	SB9
PB11	SB9
PB12	SB11

Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SB9)
CB1	HEAD B (SB4)
CB1	HEAD C (SB7)
CB1	HEAD D (SB1)

Video Detection Cable	
From	To
CB1	V1 (SB7)

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

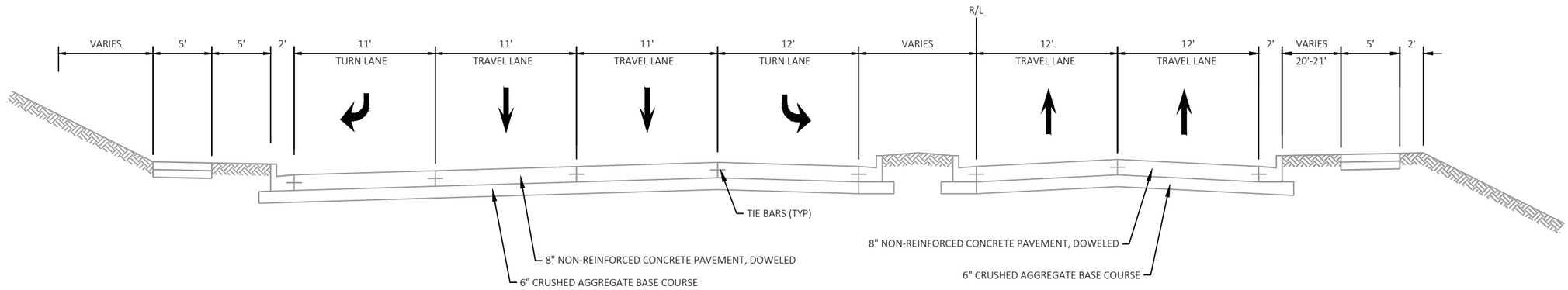
2



STAGE 1

PARADISE DR AT PARKWAY DR/SILVERBROOK DR

STA 54+00 TO STA 58+75



STAGE 1

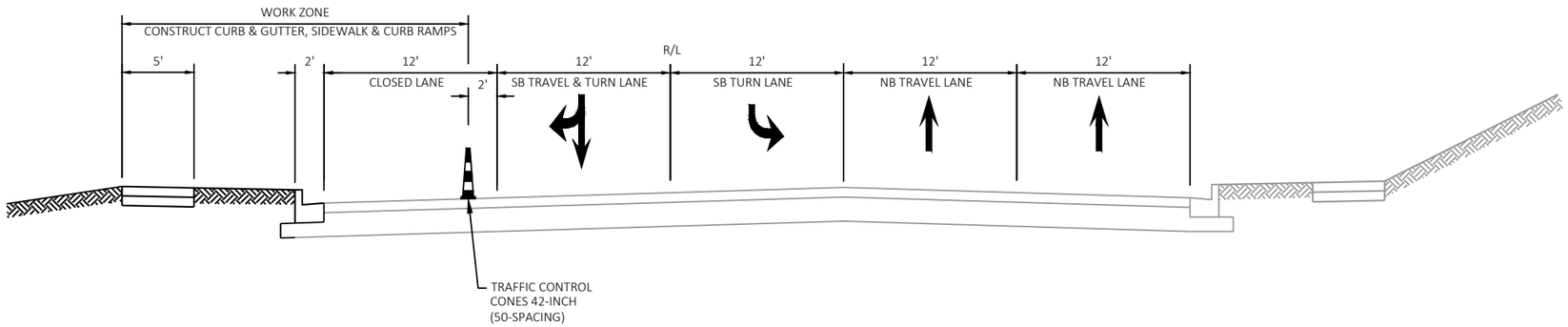
PARADISE DR AT PARKWAY DR/SILVERBROOK DR

STA 58+75 TO STA 63+00

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 86	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025101-TCTYP.DWG
LAYOUT NAME - 01-10ft

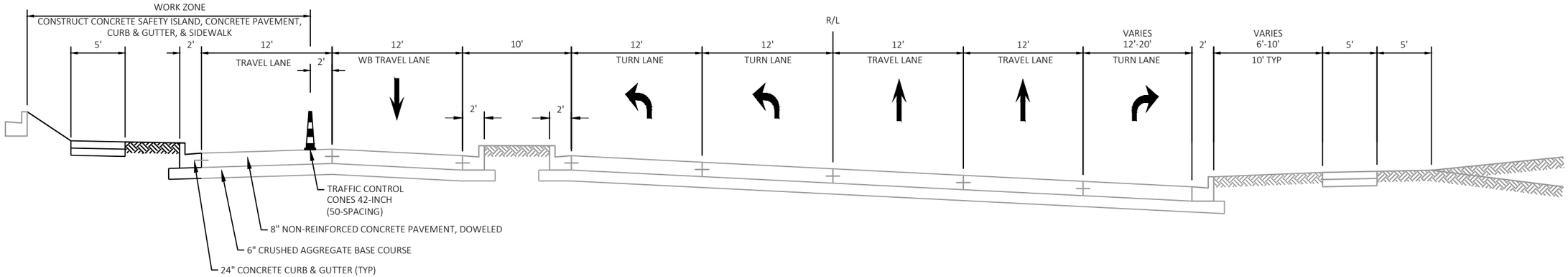
PLOT DATE : 1/23/2024 1:13 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT



STAGE 1
SILVERBROOK DR
STA 35+50 TO STA 38+00

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 87	E

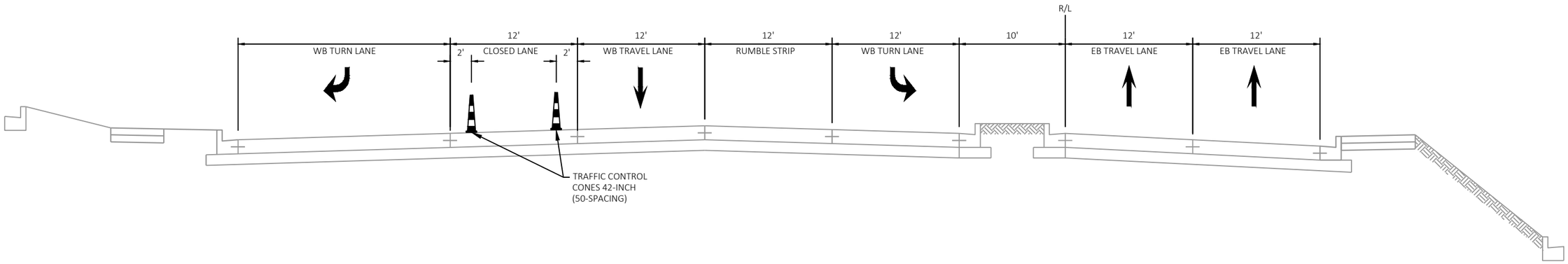
2



STAGE 1

PARADISE DR AT MAIN ST

STA 74+87 TO STA 77+00



STAGE 1

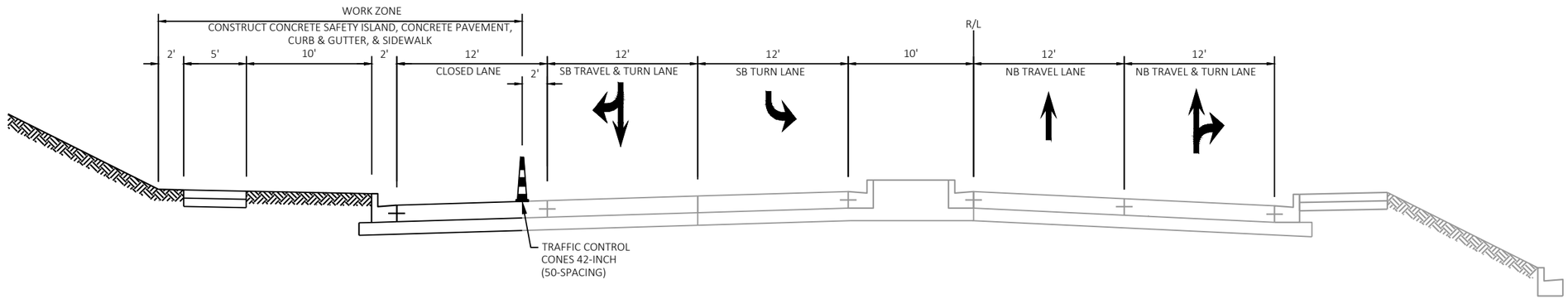
PARADISE DR AT MAIN ST

STA 77+64 TO STA 79+59

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 88	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025101-TCTYP.DWG
LAYOUT NAME - 03-10ft

PLOT DATE : 1/23/2024 1:13 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT



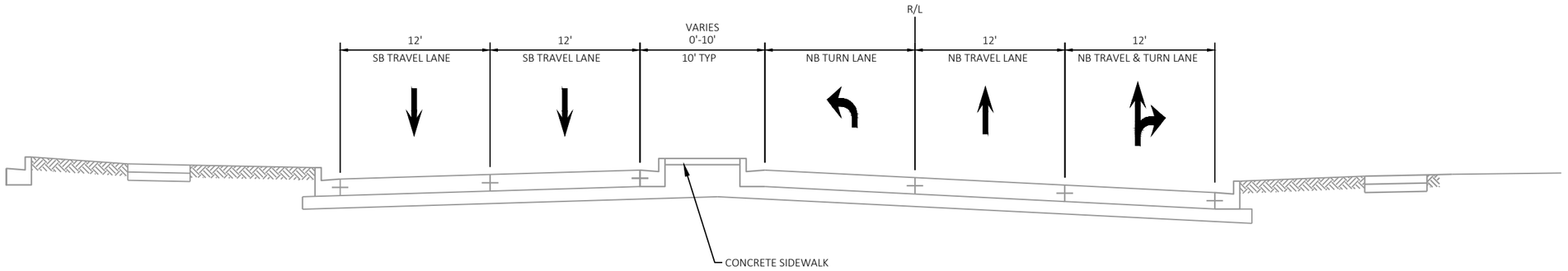
STAGE 1

MAIN ST AT PARADISE DR

STA 106+82 TO STA 110+50

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 89	E

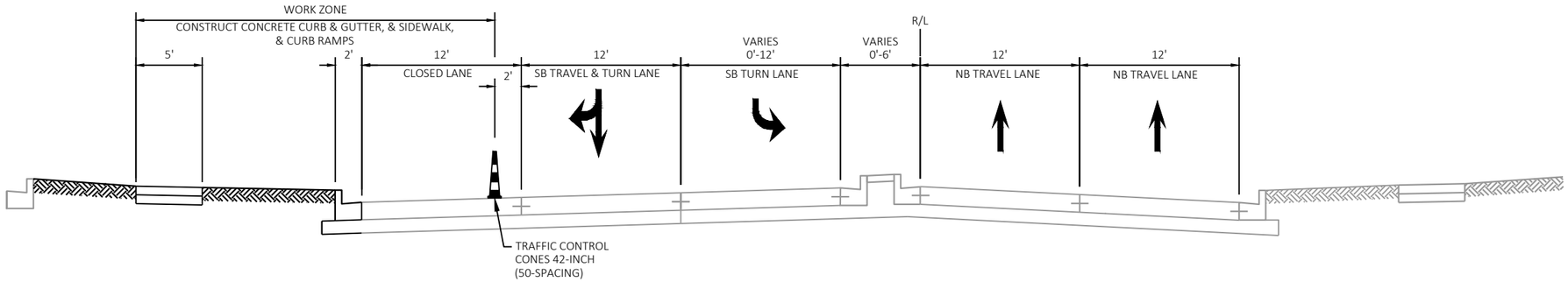
2



STAGE 1

MAIN ST AT DECORAH RD

STA 157+00 TO STA 159+20



STAGE 1

MAIN ST AT DECORAH RD

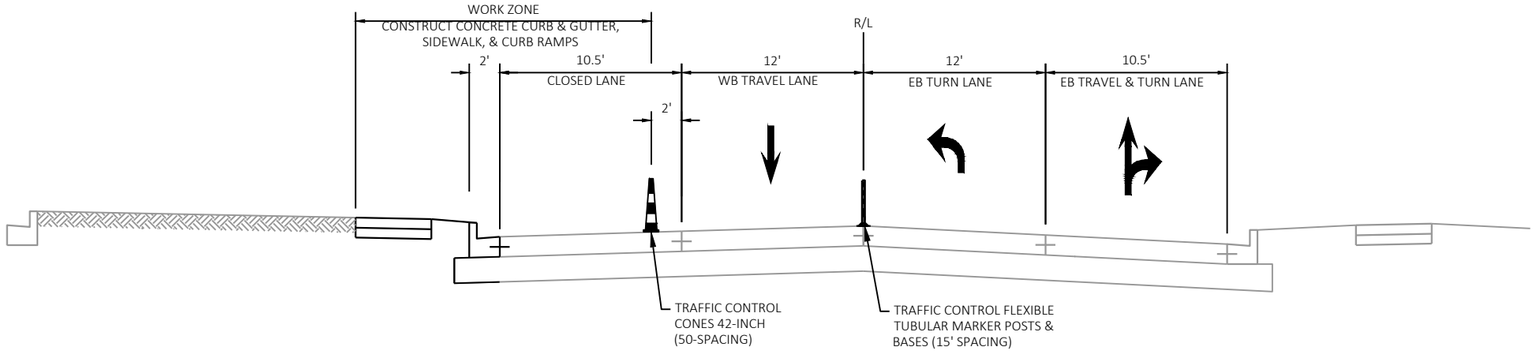
STA 159+63 TO STA 161+11

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 90	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025101-TCTYP.DWG
LAYOUT NAME - 05-10ft

PLOT DATE : 1/23/2024 1:13 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

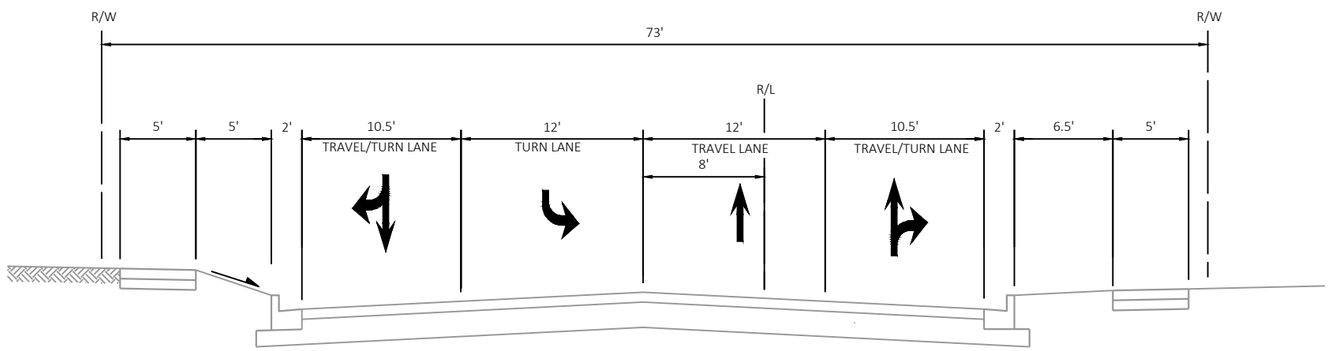
2



STAGE 1

DECORAH RD AT MAIN ST

STA 2+50 TO STA 4+21



STAGE 1

DECORAH RD AT MAIN ST

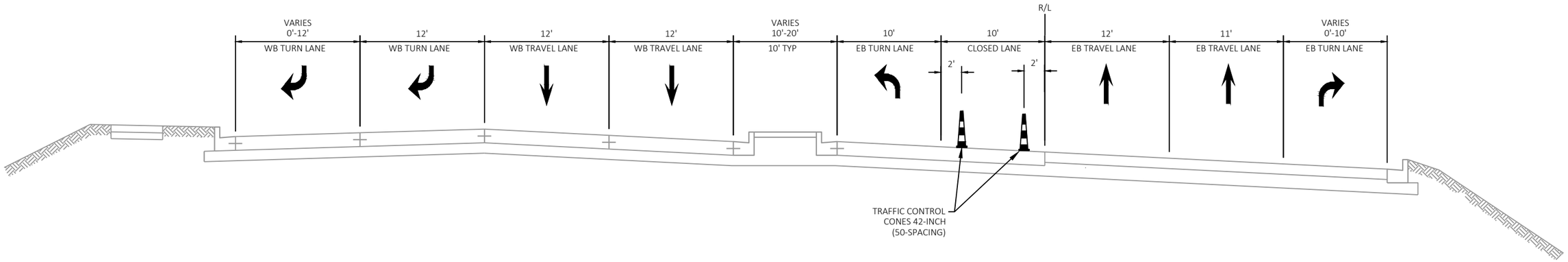
STA 5+00 TO STA 8+00

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 91	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025101-TCTYP.DWG
LAYOUT NAME - 06-10ft

PLOT DATE : 1/23/2024 1:13 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

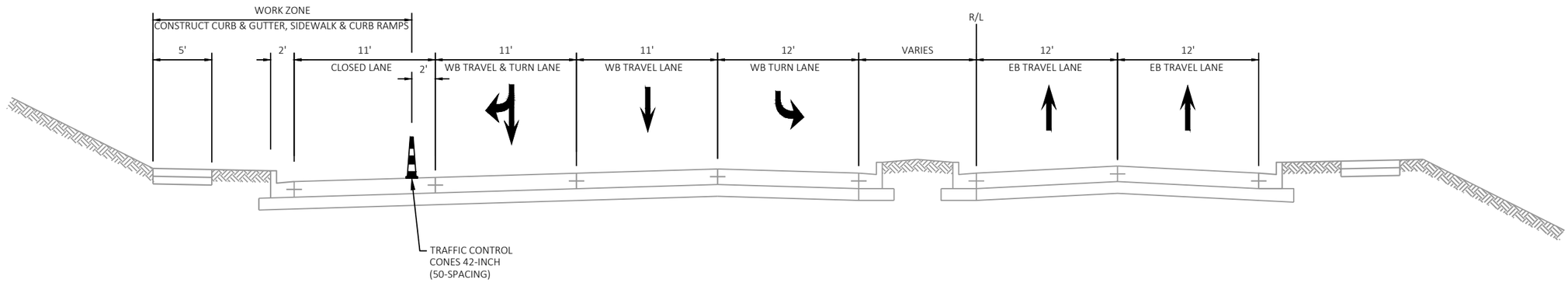
2



STAGE 2

PARADISE DR AT PARKWAY DR/SILVERBROOK DR

STA 54+00 TO STA 58+75



STAGE 2

PARADISE DR AT PARKWAY DR/SILVERBROOK DR

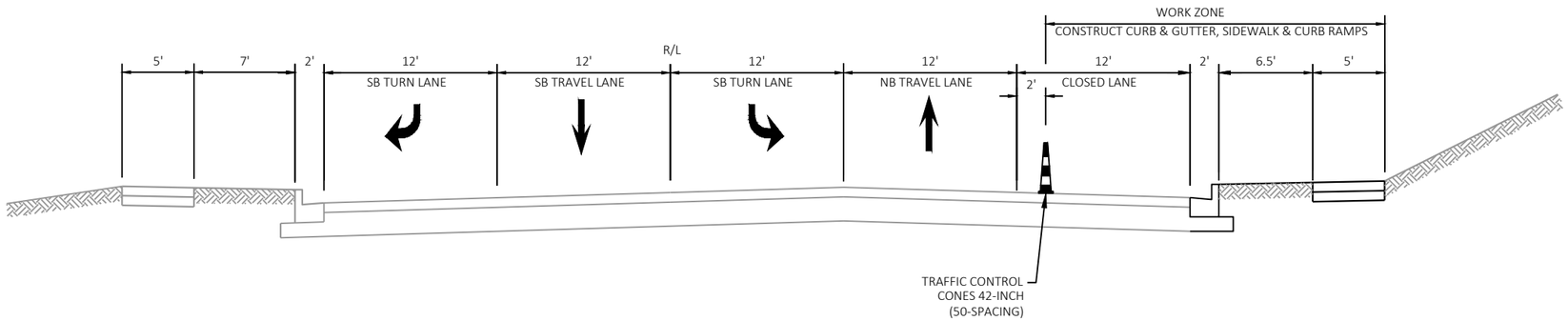
STA 58+97 TO STA 65+06

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 92	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025201-TCTYP.DWG
LAYOUT NAME - 01-10ft

PLOT DATE : 1/23/2024 1:13 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

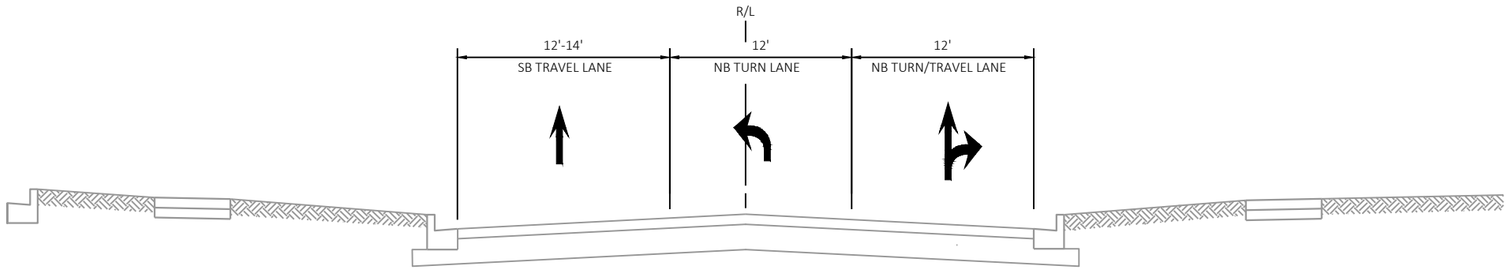
2



STAGE 2

SILVERBROOK DR

STA 35+50 TO STA 37+00



STAGE 2

PARKWAY DR

STA 35+34 TO STA 36+59

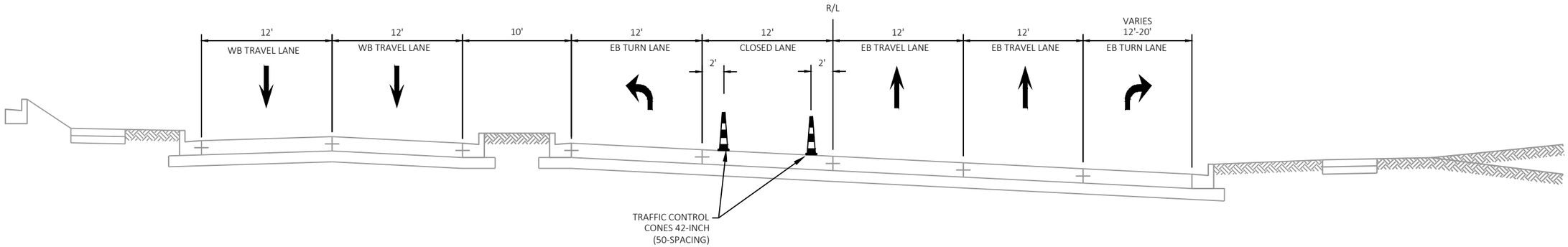
PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 93	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025201-TCTYP.DWG
LAYOUT NAME - 02-10ft

PLOT DATE : 1/23/2024 1:13 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

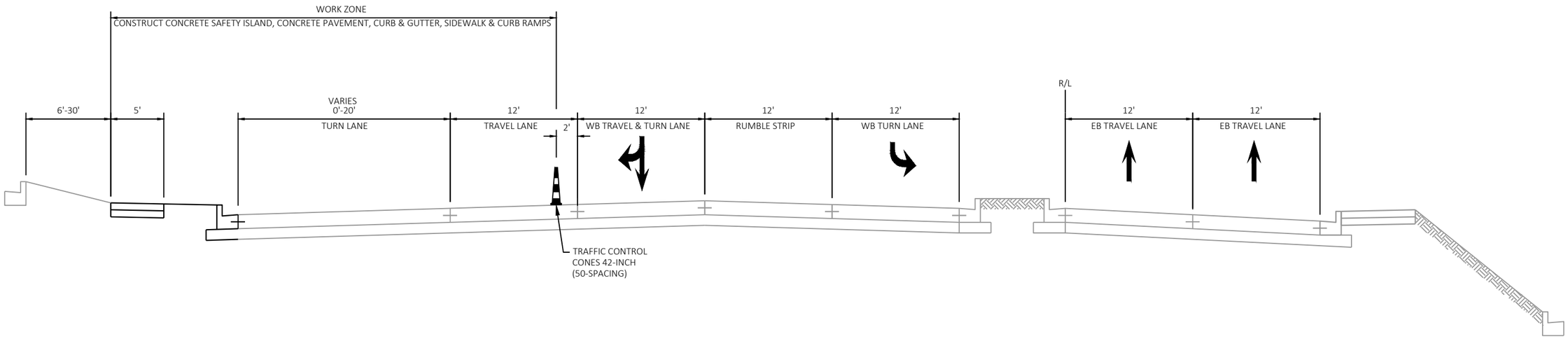
2



STAGE 2

PARADISE DR AT MAIN ST

STA 74+00 TO STA 76+25



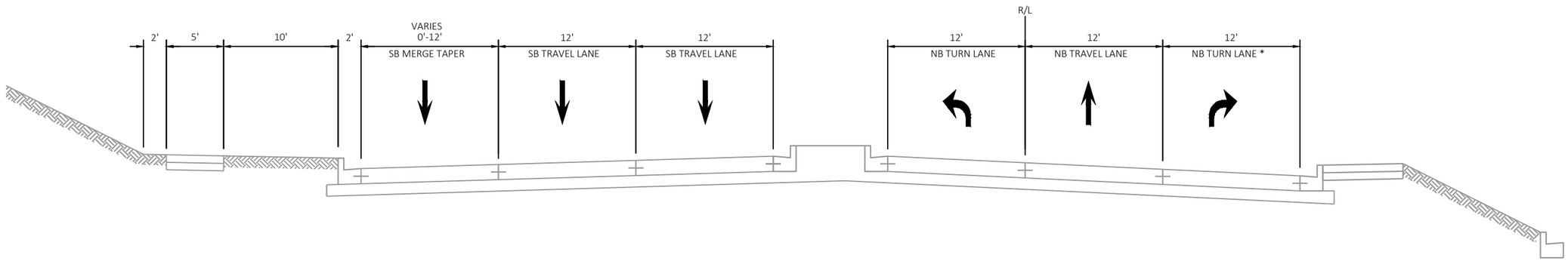
STAGE 2

PARADISE DR AT MAIN ST

STA 77+52 TO STA 80+25

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 94	E

2

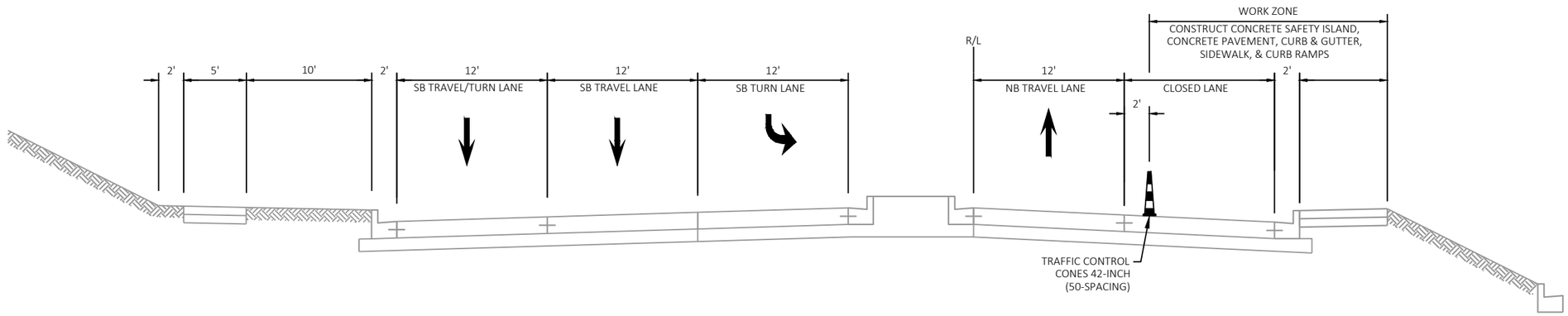


STAGE 2

MAIN ST AT PARADISE DR

STA 103+49 TO STA 105+92

* RIGHT LANE CLOSED STA 100+21 TO STA 104+68



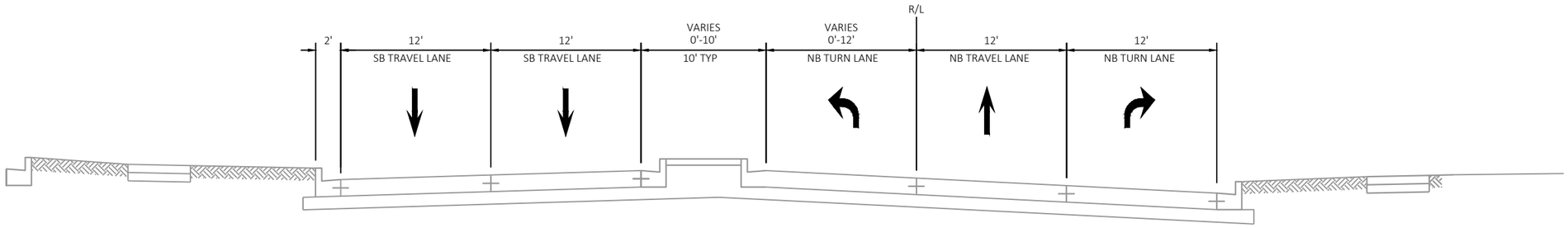
STAGE 2

MAIN ST AT PARADISE DR

STA 106+80 TO STA 108+99

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 95	E

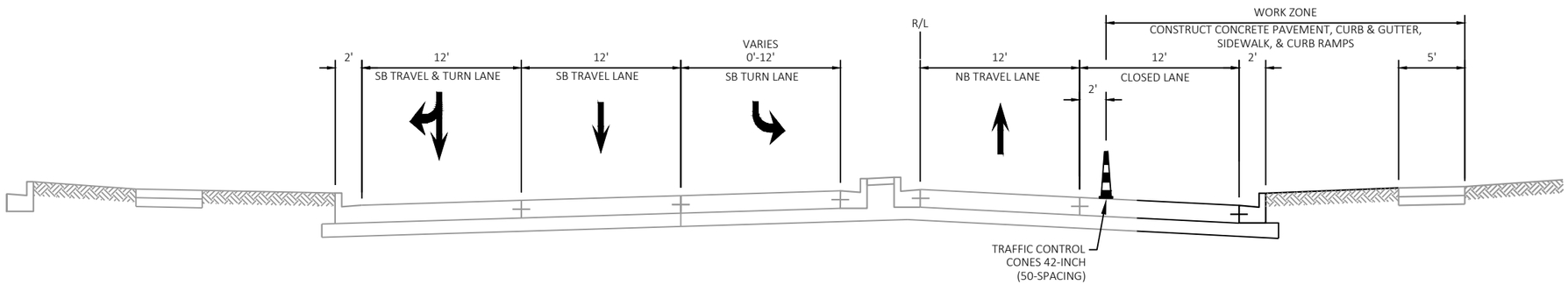
2



STAGE 2

MAIN ST AT DECORAH RD

STA 157+00 TO STA 159+20



STAGE 2

MAIN ST AT DECORAH RD

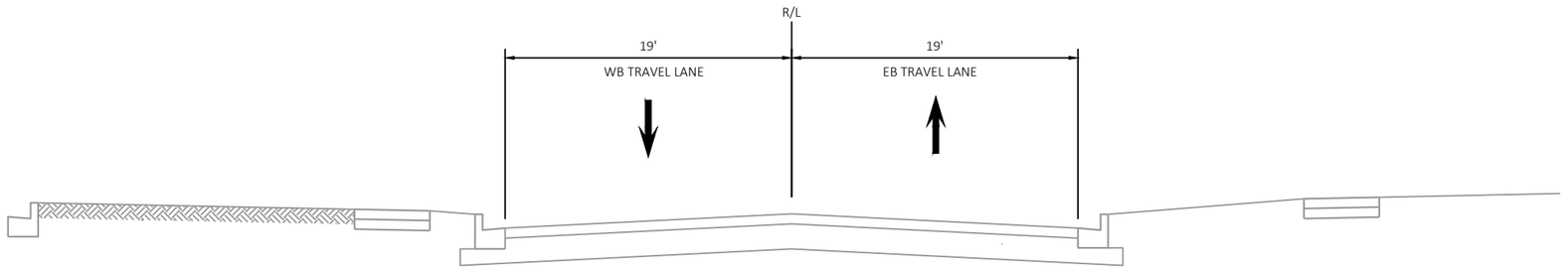
STA 159+54 TO STA 161+65

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 96	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025201-TCTYP.DWG
LAYOUT NAME - 05-10ft

PLOT DATE : 1/23/2024 1:13 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

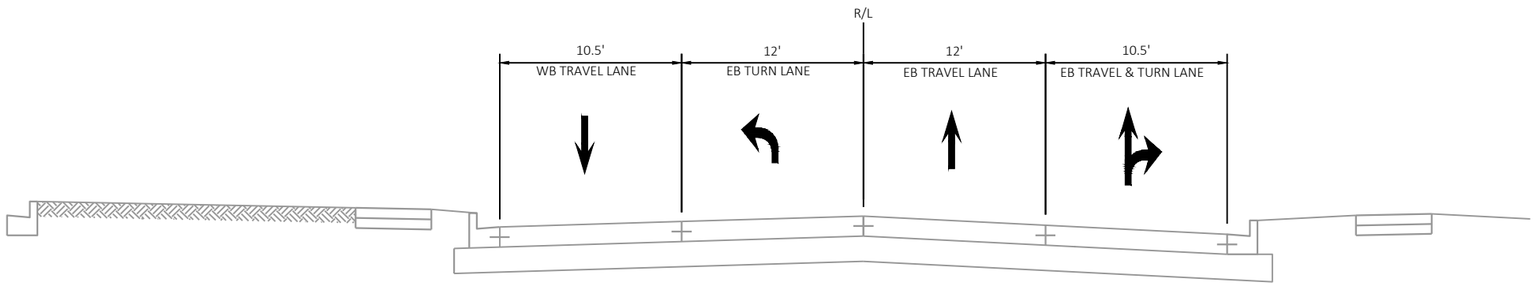
2



STAGE 2

DECORAH RD AT MAIN ST

STA 2+00 TO STA 2+95



STAGE 2

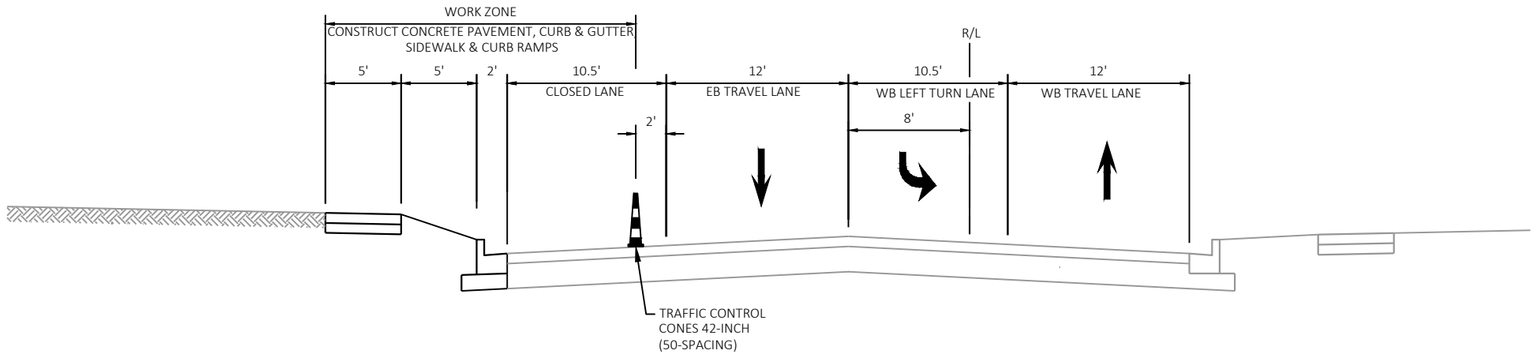
DECORAH RD AT MAIN ST

STA 2+95 TO STA 5+00

* STA 2+95 TO STA 4+00 ASPHALTIC PAVEMENT (UNKNOWN DEPTH) OVER CRUSHED AGGREGATE BASE COURSE (UNKNOWN DEPTH)

** SEE PLAN FOR LOCATIONS OF SIDEWALK AND CURB & GUTTER REPLACEMENT

2



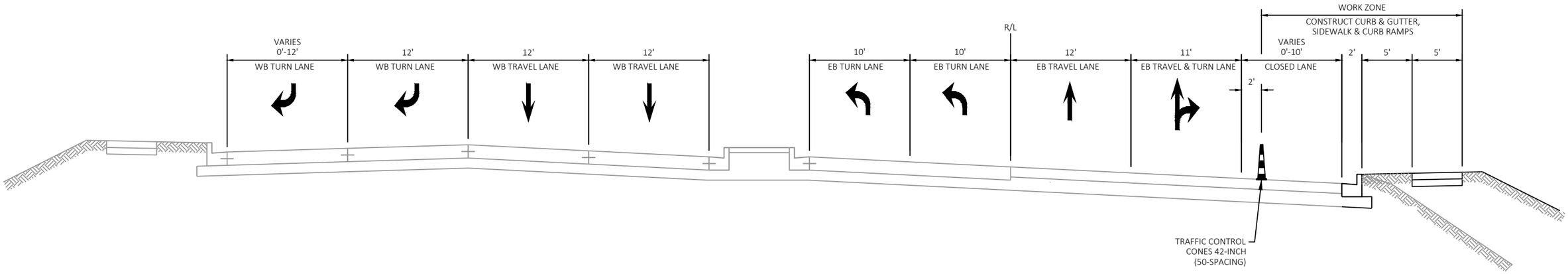
STAGE 2

DECORAH RD AT MAIN ST

STA 5+27 TO STA 7+81

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 98	E

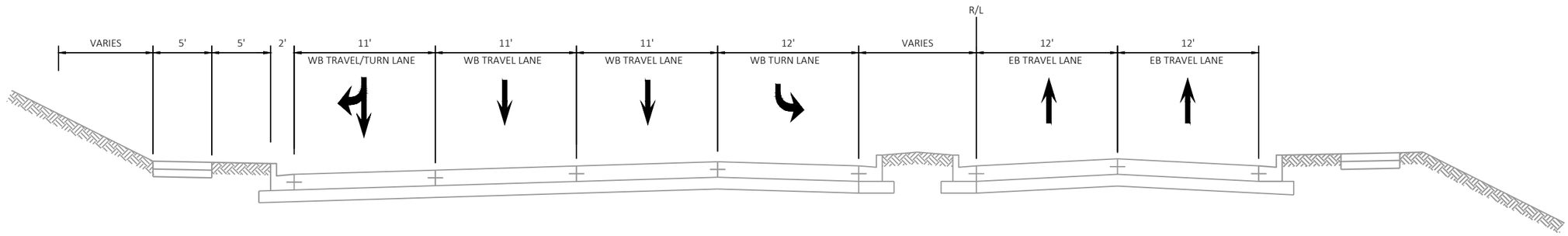
2



STAGE 3

PARADISE DR AT PARKWAY DR/SILVERBROOK DR

STA 54+00 TO STA 58+75



STAGE 3

PARADISE DR AT PARKWAY DR/SILVERBROOK DR

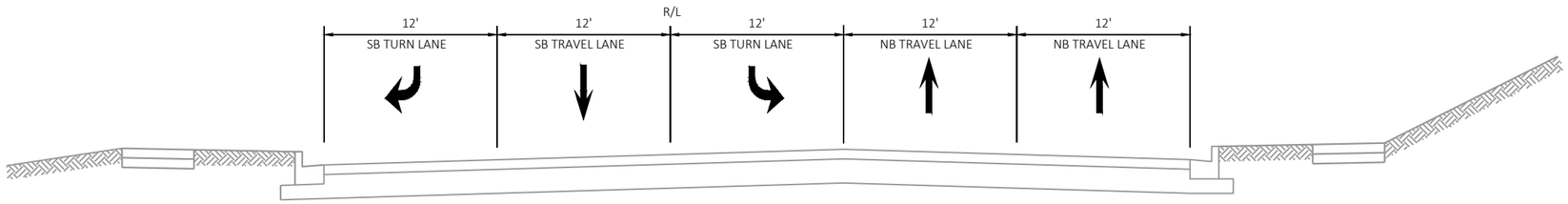
STA 58+75 TO STA 63+00

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 99	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025301-TCTYP.DWG
LAYOUT NAME - 01-10ft

PLOT DATE : 1/23/2024 1:14 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

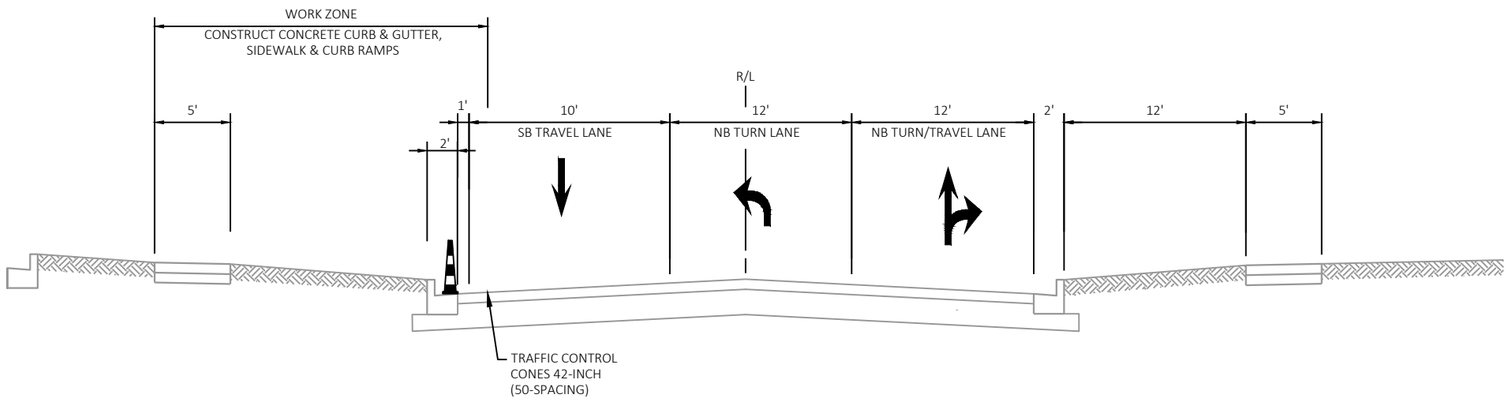
2



STAGE 3

SILVERBROOK DR

STA 35+50 TO STA 37+00



STAGE 3

PARKWAY DR

STA 33+62 TO STA 34+62

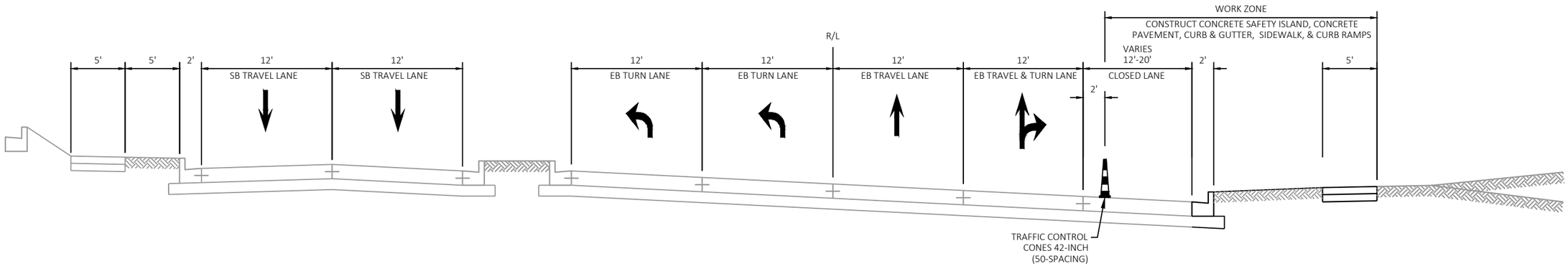
PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 100	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025301-TCTYP.DWG
LAYOUT NAME - 02-10ft

PLOT DATE : 1/23/2024 1:14 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

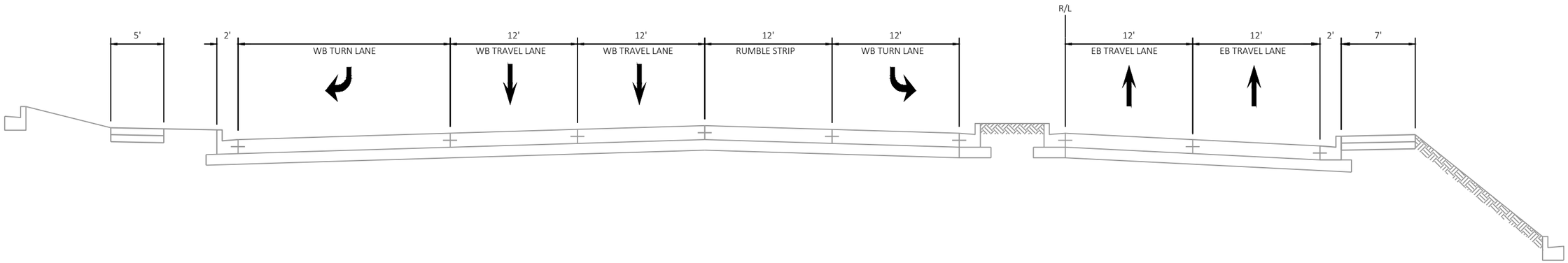
2



STAGE 3

PARADISE DR AT MAIN ST

STA 72+70 TO STA 77+07



STAGE 3

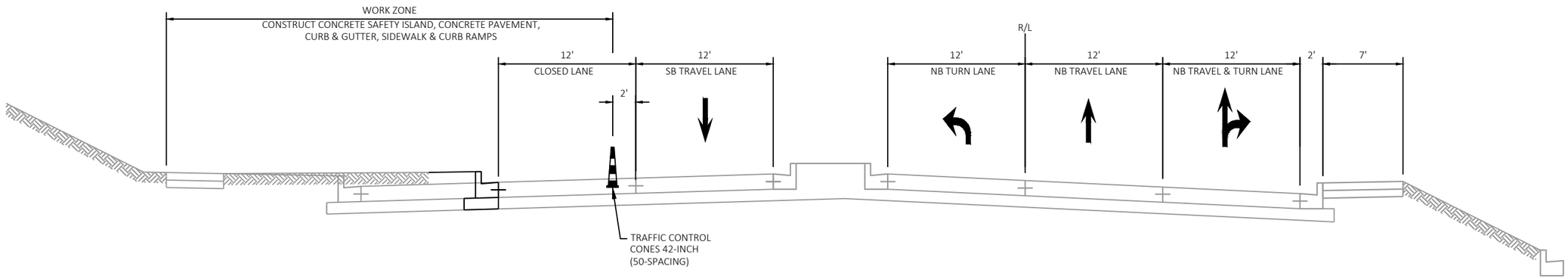
PARADISE DR AT MAIN ST

STA 77+75 TO STA 80+25

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 101	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025301-TCTYP.DWG
LAYOUT NAME - 03-10ft
PLOT DATE : 1/23/2024 1:14 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

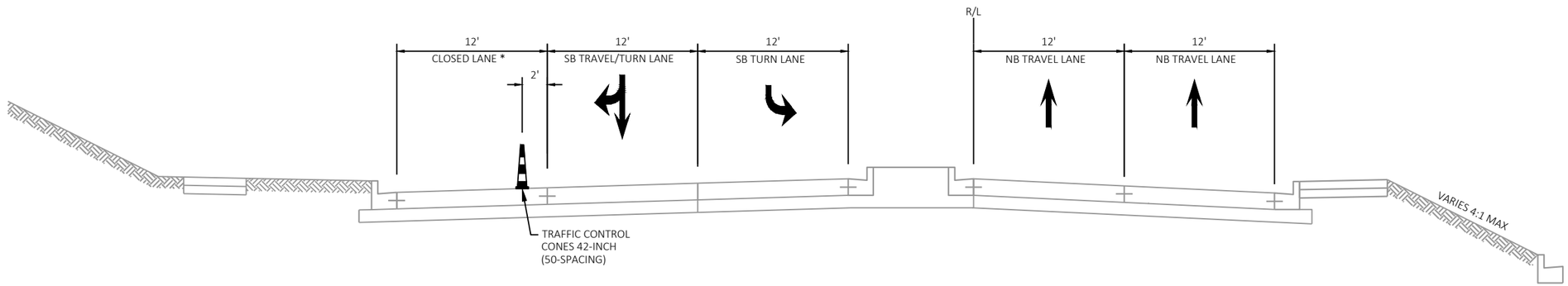
2



STAGE 3

MAIN ST AT PARADISE DR

STA 103+49 TO STA 105+92



STAGE 3

MAIN ST AT PARADISE DR

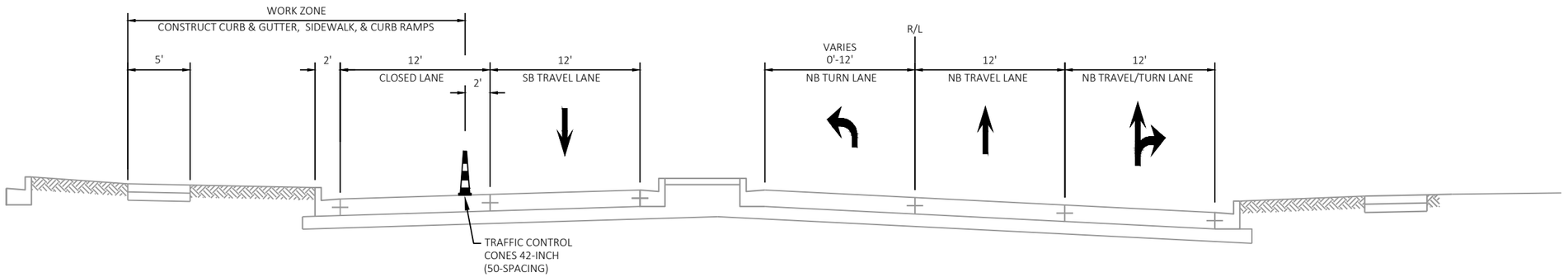
STA 106+94 TO STA 110+39

* PROVIDE OPENING IN CONES FOR SB TO WB RT TURNS

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 102	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025301-TCTYP.DWG
LAYOUT NAME - 04-10ft
PLOT DATE : 1/23/2024 1:14 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

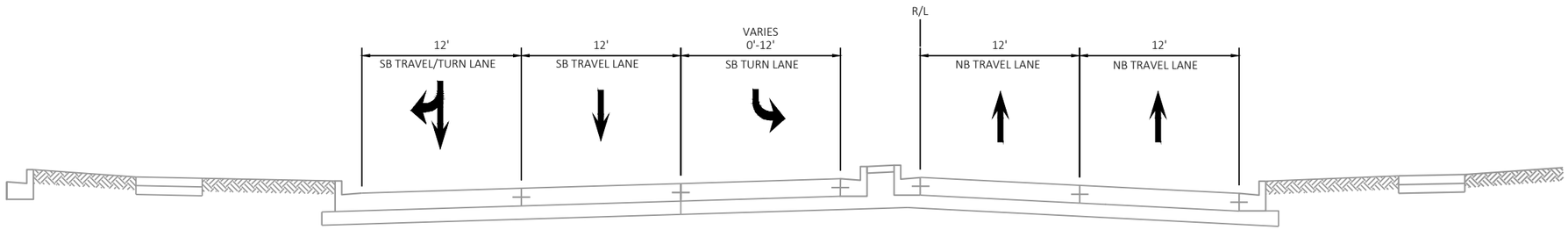
2



STAGE 3

MAIN ST AT DECORAH RD

STA 157+00 TO STA 159+20



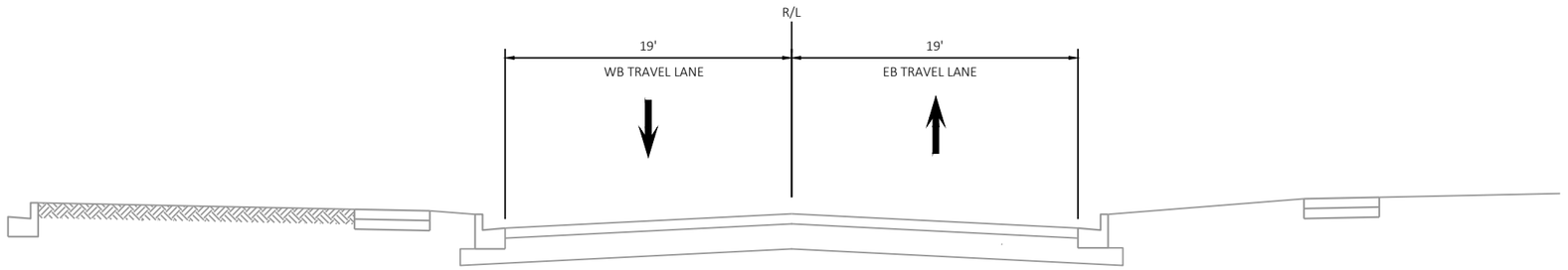
STAGE 3

MAIN ST AT DECORAH RD

STA 159+63 TO STA 161+11

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 103	E

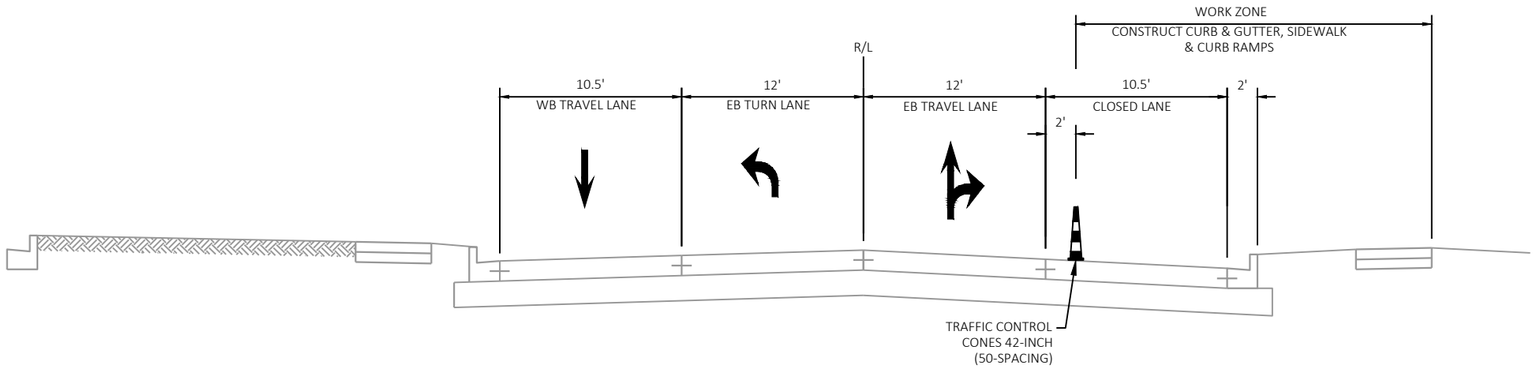
2



STAGE 3

DECORAH RD AT MAIN ST

STA 2+00 TO STA 2+95



STAGE 3

DECORAH RD AT MAIN ST

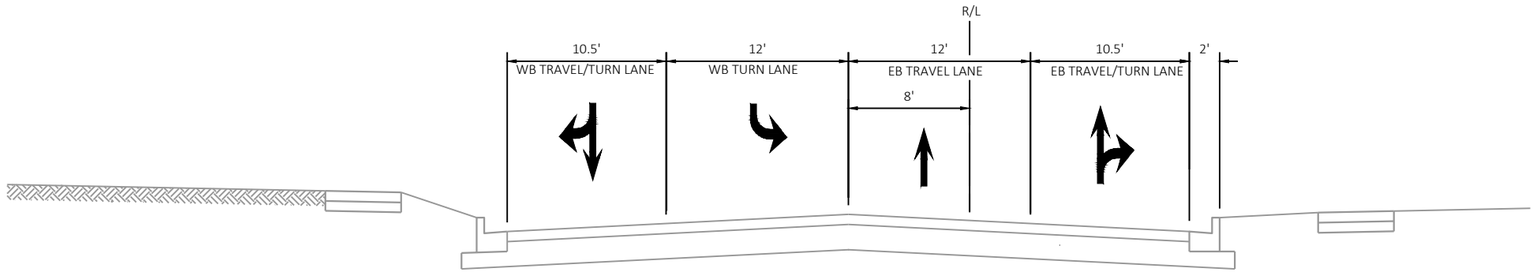
STA 2+95 TO STA 4+83

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 104	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025301-TCTYP.DWG
LAYOUT NAME - 06-10ft

PLOT DATE : 1/23/2024 1:14 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



STAGE 3

DECORAH RD AT MAIN ST

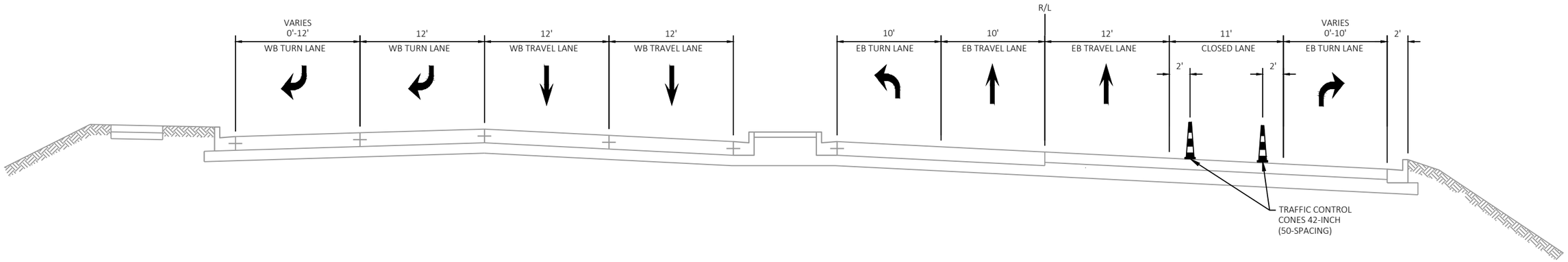
STA 5+00 TO STA 8+00

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 105	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025301-TCTYP.DWG
LAYOUT NAME - 07-10ft

PLOT DATE : 1/23/2024 1:14 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

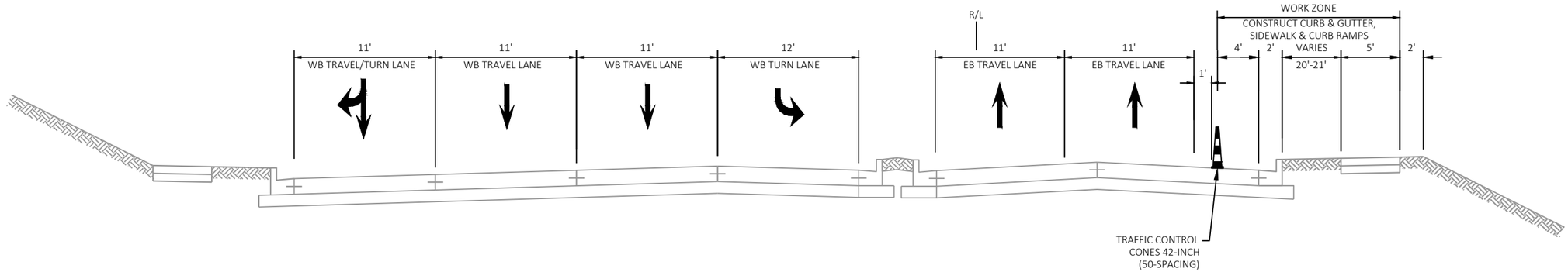
2



STAGE 4

PARADISE DR AT PARKWAY DR/SILVERBROOK DR

STA 54+00 TO STA 58+75



STAGE 4

PARADISE DR AT PARKWAY DR/SILVERBROOK DR

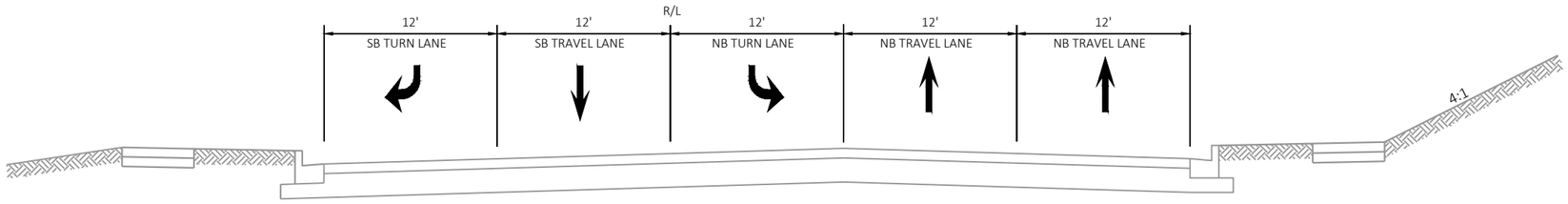
STA 58+75 TO STA 63+00

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 106	E

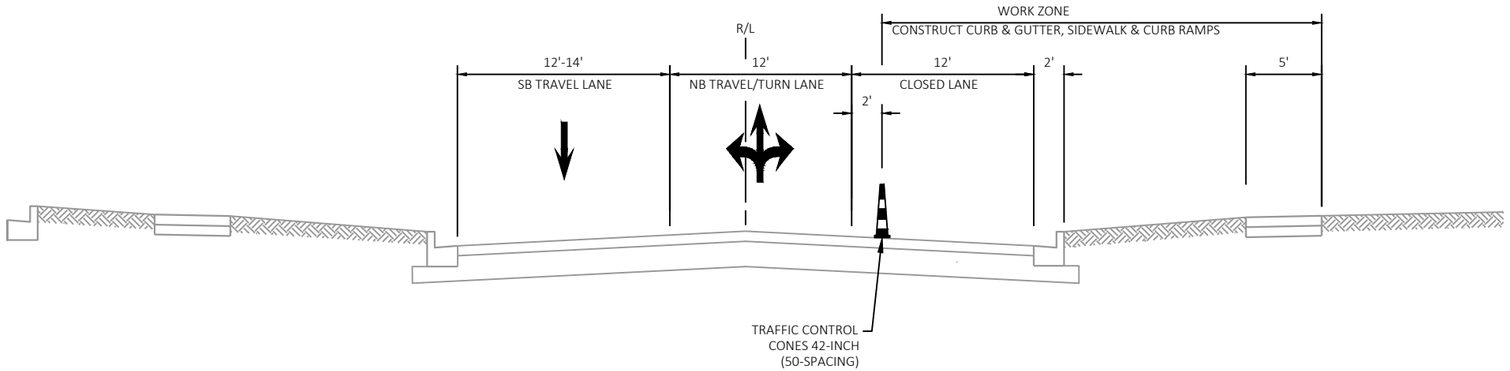
FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025401-TCTYP.DWG
LAYOUT NAME - 01-10ft

PLOT DATE : 1/23/2024 1:14 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



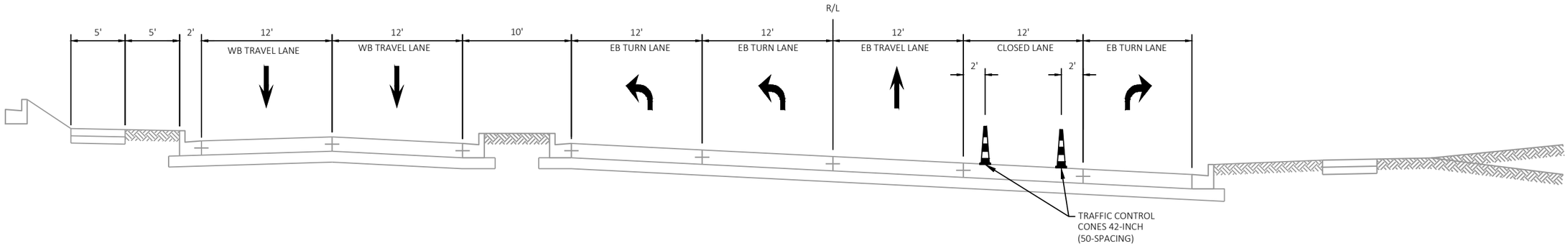
STAGE 4
SILVERBROOK DR
STA 35+50 TO STA 37+00



STAGE 4
PARKWAY DR
STA 32+18 TO STA 34+63

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 107	E

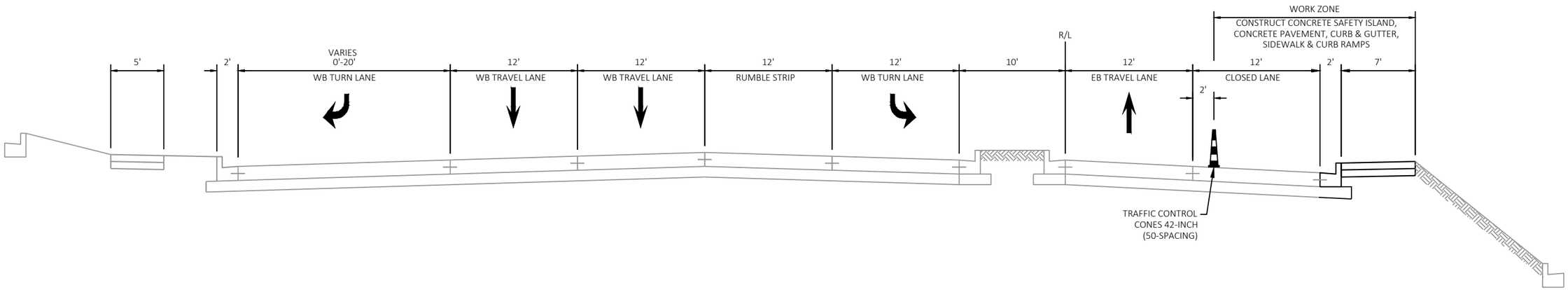
2



STAGE 4

PARADISE DR AT MAIN ST

STA 72+70 TO STA 76+88



STAGE 4

PARADISE DR AT MAIN ST

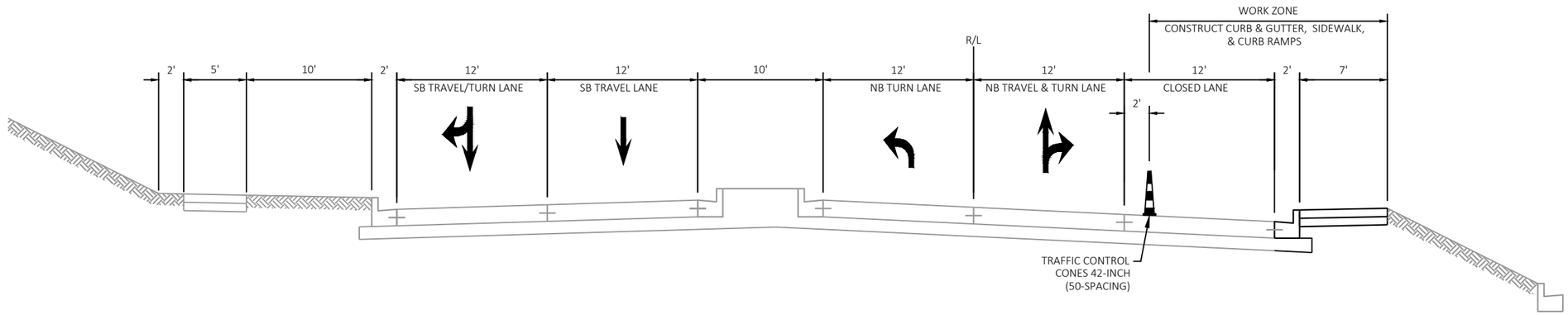
STA 77+75 TO STA 80+25

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 108	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025401-TCTYP.DWG
LAYOUT NAME - 03-10ft

PLOT DATE : 1/23/2024 1:14 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

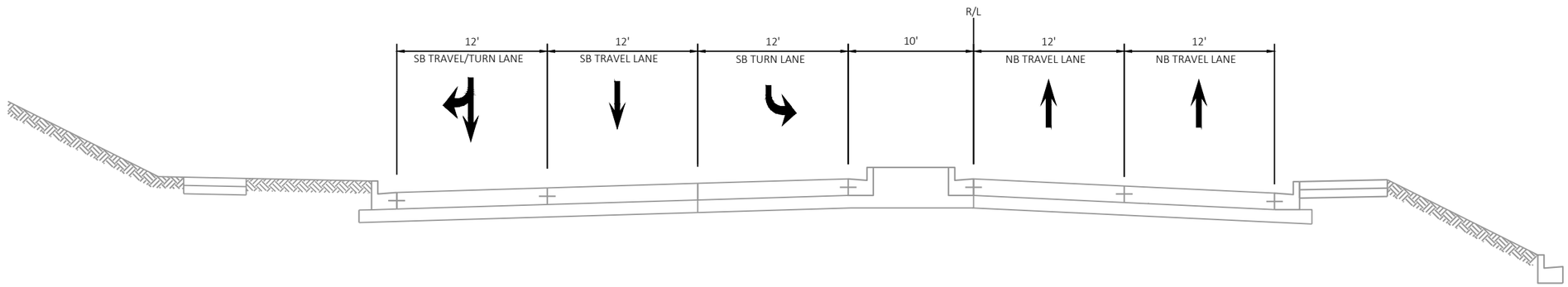
2



STAGE 4

MAIN ST AT PARADISE DR

STA 100+21 TO STA 106+21



STAGE 4

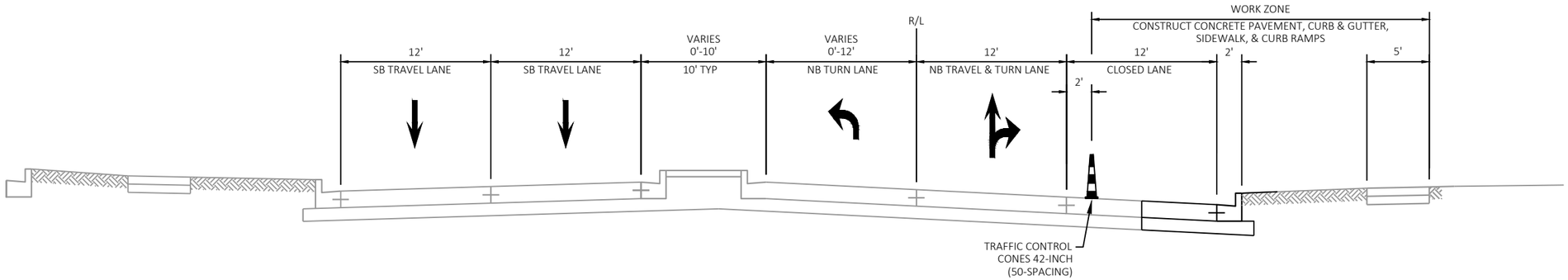
MAIN ST AT PARADISE DR

STA 107+20 TO STA 109+86

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 109	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025401-TCTYP.DWG
LAYOUT NAME - 04-10ft
PLOT DATE : 1/23/2024 1:15 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

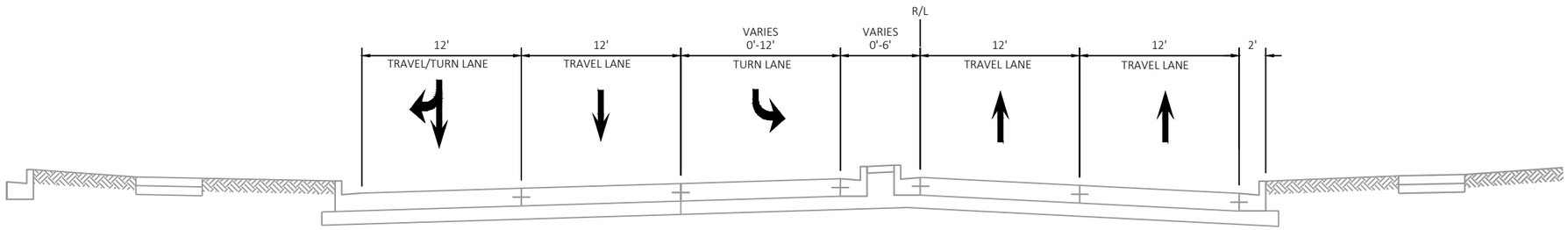
2



STAGE 4

MAIN ST AT DECORAH RD

STA 154+19 TO STA 159+30



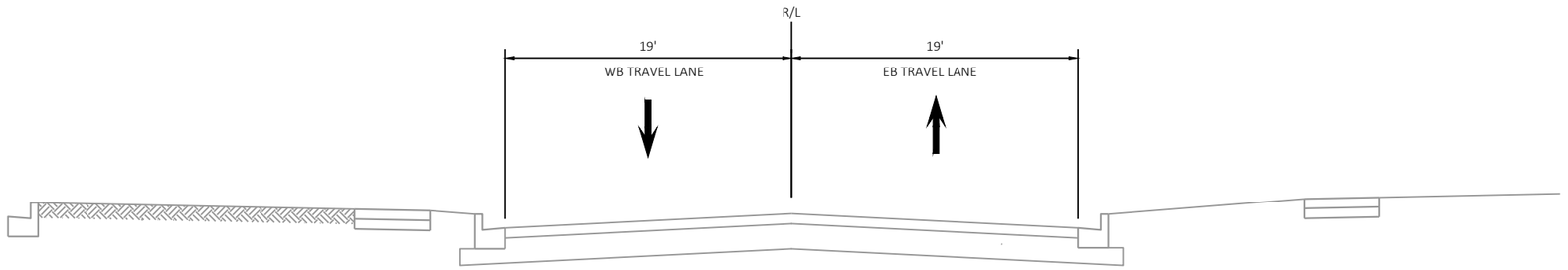
STAGE 4

MAIN ST AT DECORAH RD

STA 159+63 TO STA 161+11

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 110	E

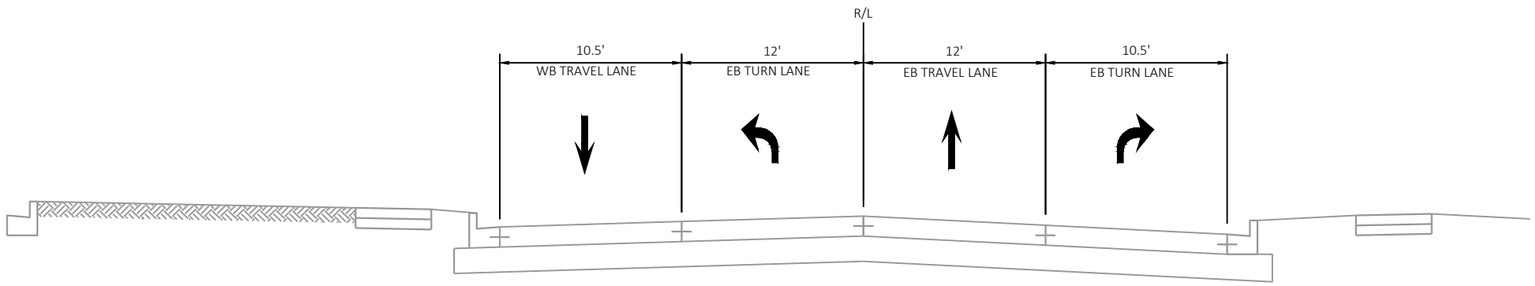
2



STAGE 4

DECORAH RD AT MAIN ST

STA 2+00 TO STA 2+95



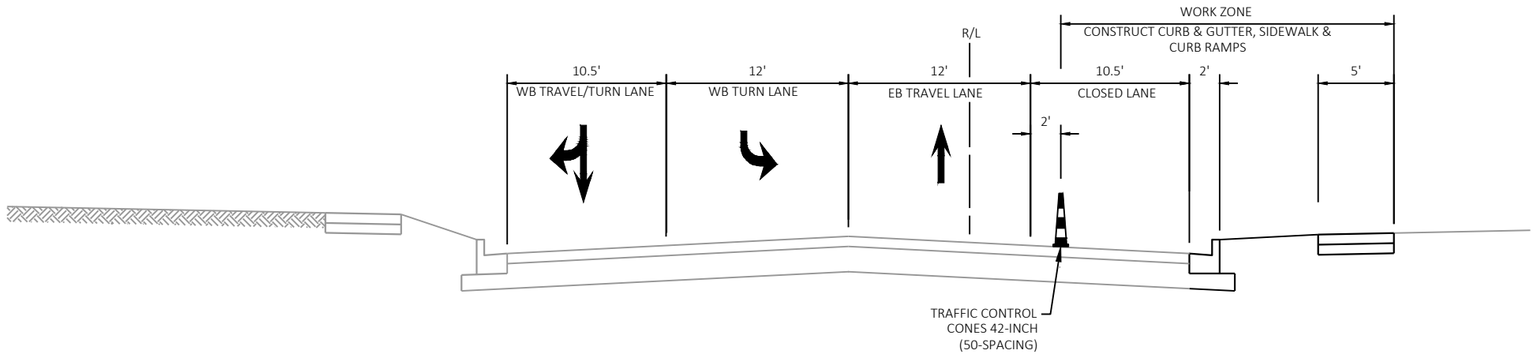
STAGE 4

DECORAH RD AT MAIN ST

STA 2+95 TO STA 5+00

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 111	E

2



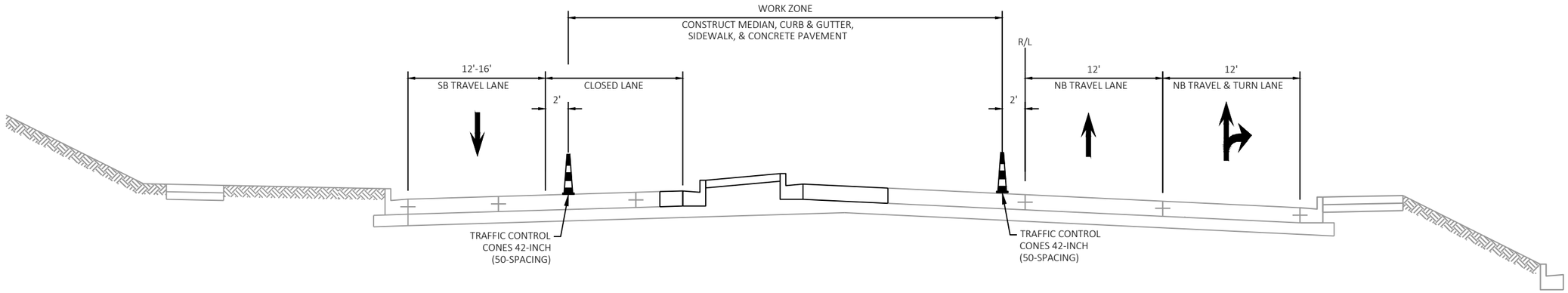
STAGE 4

DECORAH RD AT MAIN ST

STA 5+00 TO STA 8+00

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 112	E

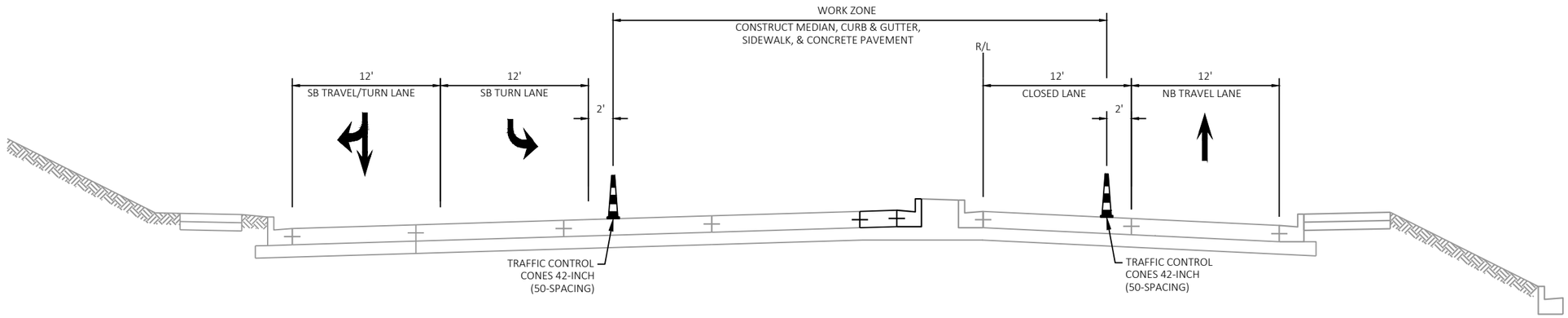
2



STAGE 5

MAIN ST AT PARADISE DR

STA 102+60 TO STA 105+94



STAGE 5

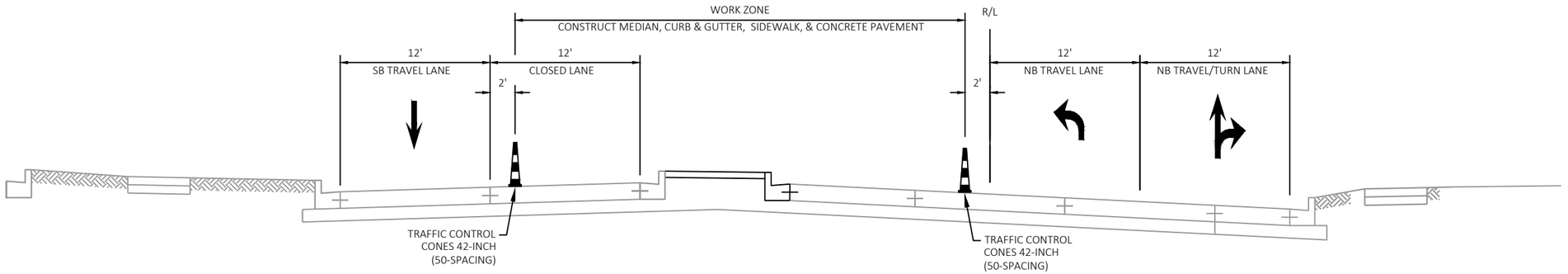
MAIN ST AT PARADISE DR

STA 107+16 TO STA 112+95

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 113	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025501-TCTYP.DWG
LAYOUT NAME - 04-10ft (PR)
PLOT DATE : 1/23/2024 1:15 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

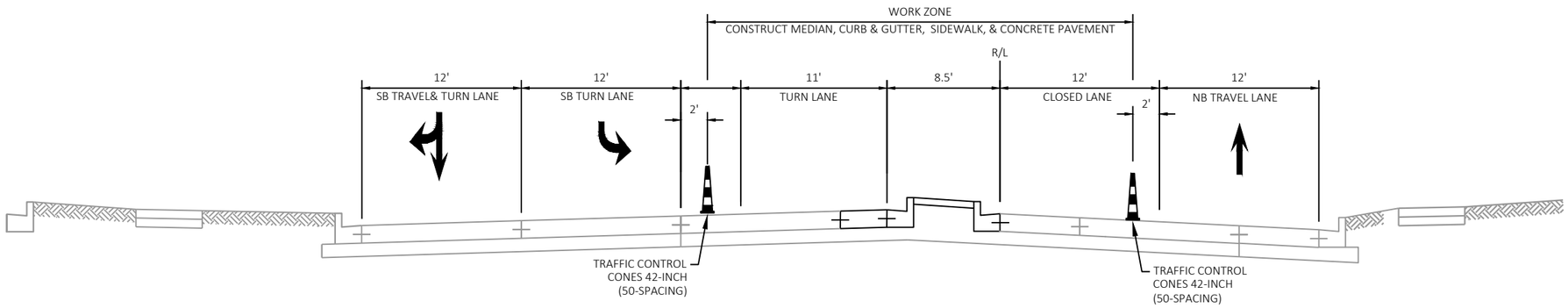
2



STAGE 5

MAIN ST AT DECORAH RD

STA 157+35 TO STA 159+06



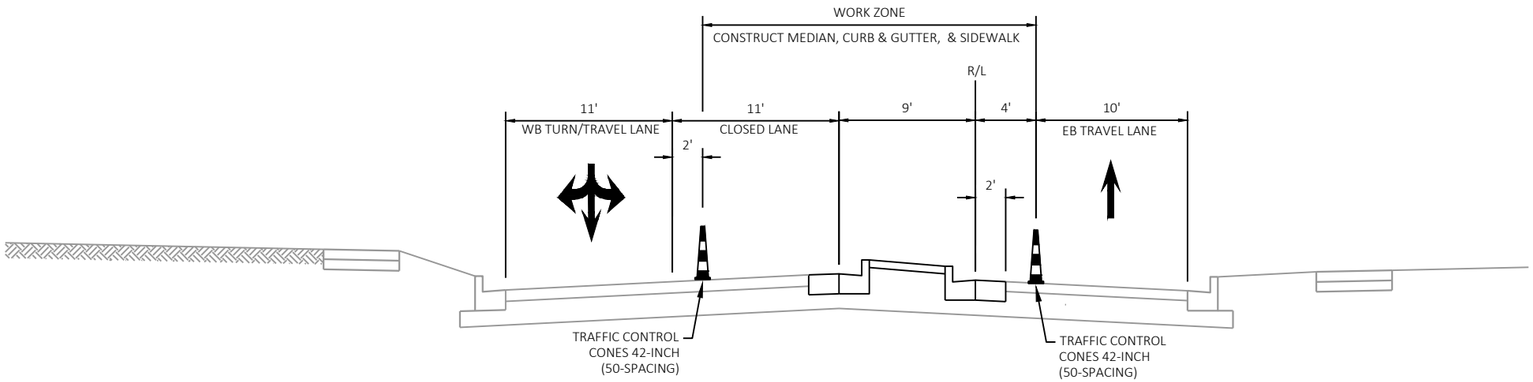
STAGE 5

MAIN ST AT DECORAH RD

STA 160+00 TO STA 162+89

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 114	E

2



STAGE 5

DECORAH RD AT MAIN ST

STA 5+84 TO STA 8+86

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 115	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025501-TCTYP.DWG
LAYOUT NAME - 06-10ft (PR)
PLOT DATE : 1/23/2024 1:15 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

N

ROAD WORK AHEAD
W20-1A

RIGHT LANE CLOSED AHEAD
W20-5A

W04-2R

350'
350'
350'

SILVERBROOK DR R/L

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

WO1-6
48"X24"

STA 37+89.80
-30.58' LT

38+00
37+00
36+00
35+00
34+00
33+00
32+00
31+00

SILVERBROOK DR

STA 36+61.19
-18.71' LT

SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION

WETLAND BOUNDARY

USH 45

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE, TYPE 2)

TEMPORARY MARKING WORD REMOVABLE TAPE (WHITE)

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE, TYPE 2)

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

STA 59+25.91
53.42' LT

STA 63+46.88
-47.47' LT

W PARADISE DR

PARADISE DR R/L

PARKWAY DR

PARKWAY DR R/L

END ROAD WORK
G20-2A
48"X24"

R/W
25'
TLE
GRGE
SIGN
JP

54+00
55+00
56+00
57+00
58+00
59+00
60+00
61+00
62+00
63+00
64+00
65+00
66+00

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1 PARADISE & SILVERBROOK	SHEET 116	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025001-TC1.DWG
LAYOUT NAME - 01
PLOT DATE : 3/6/2024 9:41 AM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

END ROAD WORK
G20-2A
48"X24"

S MAIN ST

101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00

75+00 76+00 77+00 78+00 79+00 80+00 81+00

R/W

TLE

SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION

LANE CLOSED
R11-2L
48"X30"

50'

STA 111+50
-25.87' LT

25'

STA 113+28.96
-39.65' LT

WO1-6
48"X24"

WO4-2R

RIGHT LANE CLOSED AHEAD
W20-5A

350' 350'

MAIN ST R/L

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

W PARADISE DR

PARADISE DR R/L

25'

STA 79+59.07
-45.72' LT

ROAD WORK AHEAD
W20-1A

N

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1 MAIN & PARADISE	SHEET 117	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025001-TC1.DWG
LAYOUT NAME - 02

PLOT DATE : 3/6/2024 9:41 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

ROAD WORK AHEAD
W20-1A

5TH AVE

W DECORAH RD

STA 2+50
0.00'

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH
(DOUBLE YELLOW CENTERLINE)
REMOVE EXISTING CENTERLINE AND 8"
CHANNELIZING LINE EASTBOUND

N

END
ROAD WORK
G20-2A
48"X24"

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH
(WHITE)

STA 3+62.02
0.00'

MARKING LINE REMOVAL WIDE
(STOP BAR)

SEE TEMPORARY PEDESTRIAN ACCESS
PLAN FOR MORE INFORMATION

MARKING REMOVAL SPECIAL MARKING

STA 162+45.87
-20.19' LT

ROAD
WORK
AHEAD
W20-1A

STA 4+39.84
0.00'

LANE
CLOSED
R11-2L
48"X30"

STA 161+06.98
-32.64' LT

MAIN ST

S MAIN ST

MAIN ST R/L

SYCAMORE ST

500'

LANE
CLOSED
R11-2L
48"X30"

STA 6+53.41
-20.50' LT

MARKING REMOVAL LINE 4-INCH

MARKING REMOVAL SPECIAL MARKING

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH
(WHITE)

STA 7+80.90
-23.65' LT

R3-1
24"X24"

LEFT LANE
MUST
TURN LEFT
R3-7L
30"X30"

DECORAH RD R/L

LINCOLN DR

W01-4L

350'

350'

ROAD
WORK
AHEAD
W20-1A

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1 MAIN & DECORAH	SHEET 118	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025001-TC1.DWG
LAYOUT NAME - 03

PLOT DATE : 3/6/2024 9:41 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

N

END ROAD WORK
G20-2A
48"X24"

SILVERBROOK RD R/L

SILVERBROOK RD

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

RETAIN TAPE FROM PREVIOUS STAGE

SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

USH 45

END ROAD WORK
G20-2A
48"X24"

WETLAND BOUNDARY

R/W

TILE

STA 59+63.21
52.87' LT

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

50'

STA 65+06.29
-45.57' LT

W PARADISE DR

25'

PARADISE DR R/L

ROAD WORK AHEAD
W20-1A

350'

GRGE

PLACE ON RIGHT SIDE OF US 45 NORTHBOUND OFF-RAMP

ROAD WORK AHEAD
W20-1A

PARKWAY DR

PARKWAY DR R/L

ROAD WORK AHEAD
W20-1A

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2 PARADISE & SILVERBROOK	SHEET 119	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025002-TC2.DWG
LAYOUT NAME - 01

PLOT DATE : 3/6/2024 9:42 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 75+00

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

END ROAD WORK
G20-2A
48"X24"

N

S MAIN ST

W PARADISE DR

MAIN ST R/L

PARADISE DR R/L

LANE CLOSED
WO1-6
48"X24"
R11-2L
48"X30"

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION

RETAIN TAPE FROM PREVIOUS STAGE

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

ROAD WORK AHEAD
W20-1A

RIGHT LANE CLOSED AHEAD
W20-5A

W04-2R

350'

MATCHLINE A

ROAD WORK AHEAD
W20-1A

PLACE AT 67+50 RT

MATCHLINE STA 75+00

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2 MAIN & PARADISE	SHEET 120	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025002-TC2.DWG
LAYOUT NAME - 02

PLOT DATE : 3/6/2024 9:42 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

5TH AVE

W DECORAH RD

S MAIN ST

SYCAMORE ST

LINCOLN DR

N

ROAD WORK AHEAD
W20-1A

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE) REMOVE EXISTING CENTERLINE

WO1-6
48"X24"

WO1-2R

RIGHT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00

152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00 165+00

350' 350' 350'

25'

R/W

TLE

MAIN ST R/L

DECORAH RD R/L

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2 MAIN & DECORAH	SHEET 121	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025002-TC2.DWG
LAYOUT NAME - 03

PLOT DATE : 3/6/2024 9:43 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

N

USH 45

SILVERBROOK RD

W PARADISE DR

PARKWAY DR

ROAD WORK AHEAD
W20-1A

RIGHT LANE CLOSED AHEAD
W20-5A

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

WETLAND BOUNDARY

SILVERBROOK RD R/L

PARADISE DR R/L

PARKWAY DR R/L

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH
(WHITE)

SEE TEMPORARY PEDESTRIAN ACCESS
PLAN FOR MORE INFORMATION

MARKING REMOVAL LINE
(STOP BAR)

MARKING REMOVAL SPECIAL MARKING

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH
STA 31+00 - 34+50
(DOUBLE YELLOW CENTERLINE)
REMOVE EXISTING CENTERLINE AND 8"
CHANNELIZING LINE NORTHBOUND

39+00 38+00 37+00 36+00 35+00 34+00 33+00 32+00 31+00

54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00

225' 225' 50' 25'

R/W TLE GRGE SIGN

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3 PARADISE & SILVERBROOK	SHEET 122	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025003-TC3.DWG
LAYOUT NAME - 01

PLOT DATE : 3/6/2024 9:43 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD
W20-1A
350'
RIGHT LANE CLOSED AHEAD
W20-5A
350'
W04-2R
350'
MATCHLINE B
MATCHLINE B
RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"
25'
WO1-6
48"X24"
LANE CLOSED
R11-2L
48"X30"
LANE CLOSED
R11-2L
48"X30"
TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION
50'
END ROAD WORK
G20-2A
48"X24"
WO1-6
48"X24"
25'
350'
W04-2R
350'
RIGHT LANE CLOSED AHEAD
W20-5A
350'
ROAD WORK AHEAD
W20-1A
N
R/W
TLE
73+00
74+00
75+00
76+00
77+00
78+00
79+00
80+00
81+00
101+00
102+00
103+00
104+00
105+00
106+00
107+00
108+00
109+00
110+00
111+00
112+00
113+00
114+00
S MAIN ST
S MAIN ST
MAIN ST R/L
W PARADISE DR
PARADISE DR R/L
END ROAD WORK
G20-2A
48"X24"

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3 MAIN & PARADISE	SHEET 123	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025003-TC3.DWG
LAYOUT NAME - 02
PLOT DATE : 3/6/2024 9:43 AM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

5TH AVE

W DECORAH RD

S MAIN ST

SYCAMORE ST

LINCOLN DR

DECORAH RD R/L

MAIN ST R/L

ROAD WORK AHEAD
W20-1A

LANE CLOSED
R11-2L
48"X30"

SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION

END ROAD WORK
G20-2A
48"X24"

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (CHANNELIZING LINE FOR EASTBOUND LEFT TURN LANE)

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

N

R/W

TLE

50'

350'

25'

2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00

150+00 152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00 165+00

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3 MAIN & DECORAH	SHEET 124	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025003-TC3.DWG
LAYOUT NAME - 03

PLOT DATE : 3/6/2024 9:44 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

N

39+00
38+00
37+00
36+00
35+00
34+00
33+00
32+00
31+00
54+00
55+00
56+00
57+00
58+00
59+00
60+00
61+00
62+00
63+00
64+00
65+00
66+00

SILVERBROOK RD
W PARADISE DR
PARKWAY DR
USH 45

WETLAND BOUNDARY
SILVERBROOK RD R/L
TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH (PROVIDE 37.5' MASK OUT TAPE AT 12.5' INTERVALS ON EXISTING CHANNELIZING LINE)
MARKING REMOVAL SPECIAL MARKING
END ROAD WORK
G20-2A 48"X24"
R/W
TLE
SIGN
MARKING REMOVAL LINE 4-INCH
PARADISE DR R/L
TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
50'
GRGE
ONLY ONLY ONLY ONLY
R3-8LAAR 72"X30"
ROAD WORK AHEAD W20-1A
WO1-4R
LANE CLOSED R11-2L 48"X30"
TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION
25'
WO1-6 48"X24"
PLACE PERMANENT PAVEMENT MARKING (SEE PAVEMENT MARKING PLANS)
WO4-2R
RIGHT LANE CLOSED AHEAD W20-5A
ROAD WORK AHEAD W20-1A
PARKWAY DR R/L

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 4 PARADISE & SILVERBROOK	SHEET 125	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025004-TC4.DWG
LAYOUT NAME - 01
PLOT DATE : 3/6/2024 9:44 AM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

N

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

ROAD WORK AHEAD W20-1A

CENTER LANE CLOSED AHEAD W20-5A

W04-2R

350'

350'

350'

MATCHLINE D

MATCHLINE D

W12-1D 24"X24"

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

LANE CLOSED R11-2L 48"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

72+00

73+00

74+00

75+00

76+00

77+00

78+00

79+00

80+00

81

R/W

TLE

TLE

TLE

S MAIN'ST

S MAIN ST

MAIN ST R/L

101+00

102+00

103+00

104+00

105+00

106+00

107+00

108+00

109+00

110+00

111+00

112+00

113+00

114+00

115+00

25'

50'

25'

MATCHLINE C

WO1-6 48"X24"

LANE CLOSED R11-2L 48"X30"

SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION

LANE CLOSED R11-2L 48"X30"

LANE CLOSED R11-2L 48"X30"

END ROAD WORK G20-2A 48"X24"

END ROAD WORK G20-2A 48"X24"

W PARADISE DR

PARADISE DR R/L

ROAD WORK AHEAD W20-1A

RIGHT LANE CLOSED AHEAD W20-5A

W04-2R

350'

350'

350'

MATCHLINE C

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 4 MAIN & PARADISE	SHEET 126	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025004-TC4.DWG
LAYOUT NAME - 02

PLOT DATE : 3/6/2024 9:44 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

5TH AVE

W DECORAH RD

2+00

3+00

4+00

5+00

6+00

7+00

8+00

9+00

ROAD WORK AHEAD
W20-1A

RIGHT LANE CLOSED AHEAD
W20-5A

W04-2R

SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION

152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00 165+00

S MAIN ST

MAIN ST R/L

25'

50'

R/W

TLE

SIGN

350' 350' 350'

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH (WHITE)

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

END ROAD WORK
G20-2A
48"X24"

DECORAH RD R/L

SYCAMORE ST

LINCOLN DR

W DECORAH RD

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 4 MAIN & DECORAH	SHEET 127	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025004-TC4.DWG
LAYOUT NAME - 03

PLOT DATE : 3/6/2024 9:45 AM

PLOT BY : SIEBERT, LUKE

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

ROAD WORK AHEAD W20-1A

350'

LEFT LANE CLOSED AHEAD W20-5SA

350'

MATCHLINE F

MATCHLINE F

RIGHT LANE MUST TURN RIGHT R3-7R 30"X30"

LANE CLOSED R11-2L 48"X30"

71+00 72+00 73+00 74+00 75+00 76+00 77+00 78+00 79+00 80+00

R/W

25'

R/W

TLE

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

LEFT LANE MUST TURN LEFT R3-7L 30"X30"

LANE CLOSED R11-2L 48"X30"

END ROAD WORK G20-2A 48"X24"

50'

LANE CLOSED R11-2L 48"X30"

LANE CLOSED R11-2L 48"X30"

50'

25'

350' 350' 350'

ROAD WORK AHEAD W20-1A

101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00

S MAIN ST

MAIN ST R/L

WO1-6 48"X24"

MATCHLINE E

LANE CLOSED R11-2L 48"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

R/W

TLE

TLE

LANE CLOSED R11-2L 48"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

WO1-6 48"X24"

WO4-2L

END ROAD WORK G20-2A 48"X24"

LEFT LANE CLOSED AHEAD W20-5SA

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED AHEAD W20-5SA

MATCHLINE E

350' 350'

END ROAD WORK G20-2A 48"X24"

W PARADISE DR

PARADISE DR R/L

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 5 MAIN & PARADISE	SHEET 128	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025005-TC5.DWG
LAYOUT NAME - 02

PLOT DATE : 3/6/2024 9:45 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

5TH AVE

W DECORAH RD

N

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH
(YELLOW)

ROAD WORK AHEAD
W20-1A

LEFT LANE CLOSED AHEAD
W20-5A

W04-2L

WO1-6
48"X24"

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

50'

25'

350'

152+00

153+00

154+00

155+00

156+00

157+00

158+00

159+00

160+00

161+00

162+00

163+00

164+00

165+00

S MAIN ST

MAIN ST R/L

SYCAMORE ST

2+00

3+00

4+00

5+00

6+00

7+00

8+00

9+00

R/W

TLE

SIGN

DECORAH RD R/L

LINCOLN DR

LEFT LANE
MAIN ST
TURN LEFT

R3-7L
30"X30"

350'

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS
- TYPE III BARRICADE WITH TWO TYPE A FLASHING LIGHTS & 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
- TRAFFIC CONTROL 42-INCH CONE
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 5 MAIN & DECORAH	SHEET 129	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\025005-TC5.DWG
LAYOUT NAME - 03

PLOT DATE : 3/6/2024 9:46 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- TPCR TEMPORARY PEDESTRIAN CURB RAMP PERPENDICULAR
- TPSP TEMPORARY PEDESTRIAN SURFACE PLATE
- TPB TEMPORARY PEDESTRIAN BARRICADE
- TMRT TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- WORK ZONE
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT

NOTES:

1. 42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
2. BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

N

ALL STAGES

STAGES 1 & 3

DETOUR

M4-9BL
30"X24"

TPCR

WO11-2
48"X48"

WO16-7L
24"X12"

TPSP

STAGES 2 & 4

M4-9BR
30"X24"

TMRT

ALL STAGES

SILVERBROOK DR

PARADISE DR

7TH AVE

PARKWAY DR

GATEWAY CT

STAGE 1

STAGE 2

STAGE 3

STAGE 4

REMOVE EXISTING CROSSWALKS IN STAGE 1
RESTORE TEMP CROSSING IN STAGE 3

REMOVE EXISTING CROSSWALK IN STAGE 2
RESTORE TEMP CROSSING IN STAGE 3

REMOVE EXISTING CROSSWALKS IN STAGE 1
RESTORE TEMP CROSSING IN STAGE 2

REMOVE EXISTING CROSSWALK IN STAGE 3
RESTORE FINAL CROSSING IN STAGE 5

STAGE 3 ONLY

SIDEWALK CLOSED AHEAD

R9-9A
30"X18"

55+00 56+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00 69+00

38+00 37+00 36+00 35+00 34+00 33+00 32+00 31+00 30+00

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL PEDESTRIAN ACCESS - SILVERBROOK OVERVIEW	SHEET 130	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - Plan 1 IN 100 FT

PLOT DATE : 1/23/2024 1:20 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

TPCR TEMPORARY PEDESTRIAN CURB RAMP PERPENDICULAR

TPSP TEMPORARY PEDESTRIAN SURFACE PLATE

TPB TEMPORARY PEDESTRIAN BARRICADE

TMRT TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)

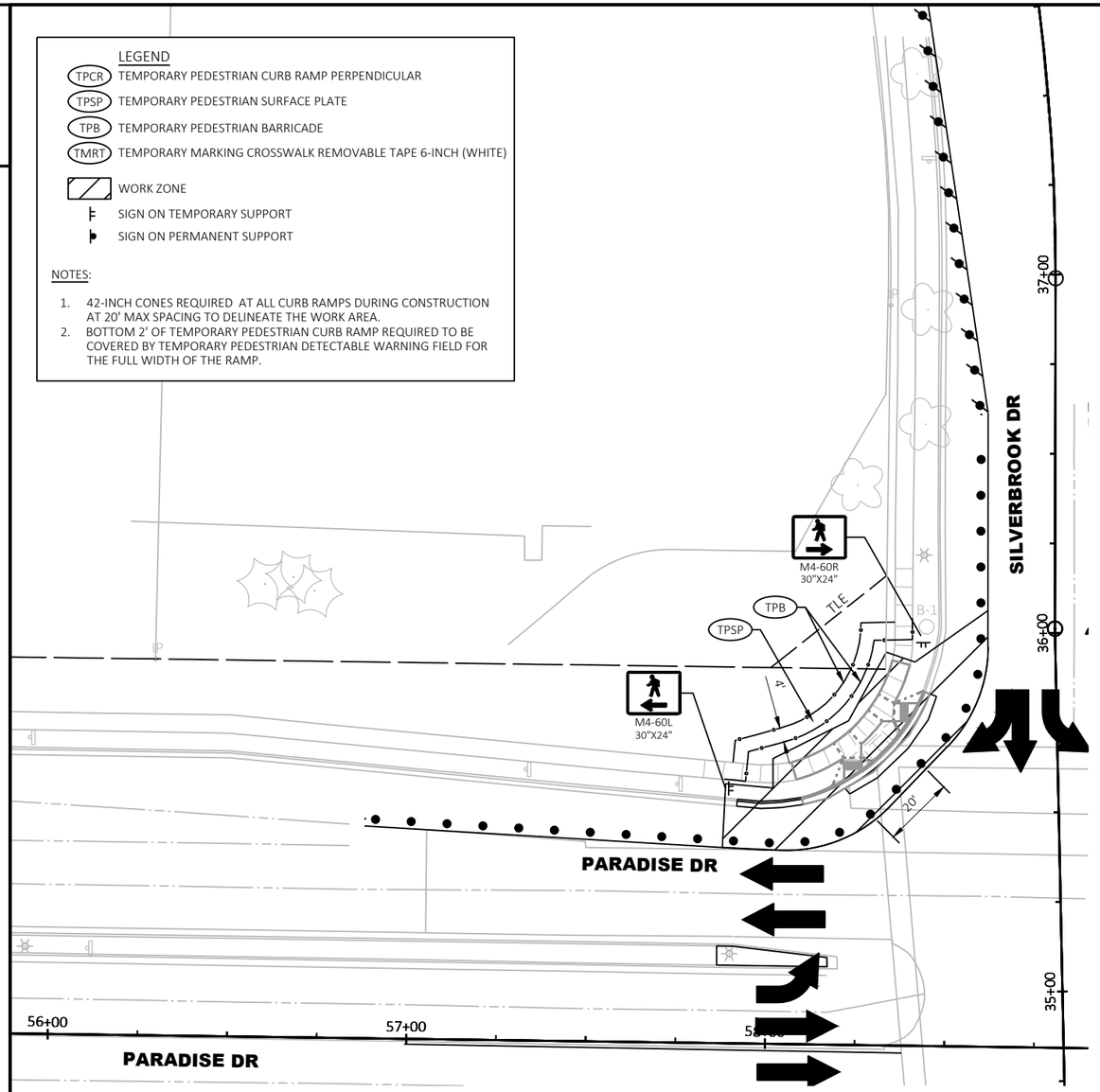
WORK ZONE

SIGN ON TEMPORARY SUPPORT

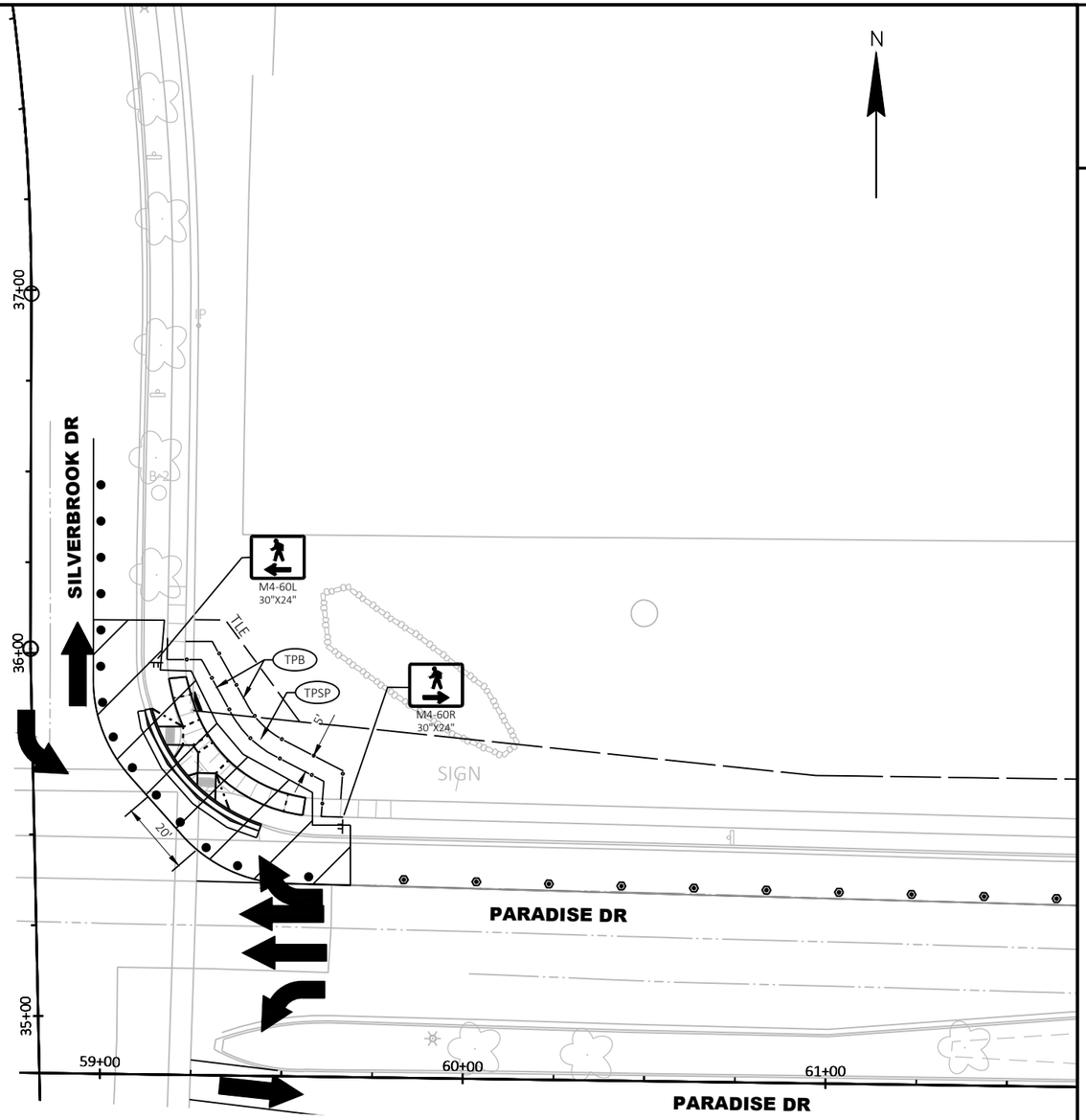
SIGN ON PERMANENT SUPPORT

NOTES:

1. 42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
2. BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.



STAGE 1



STAGE 2

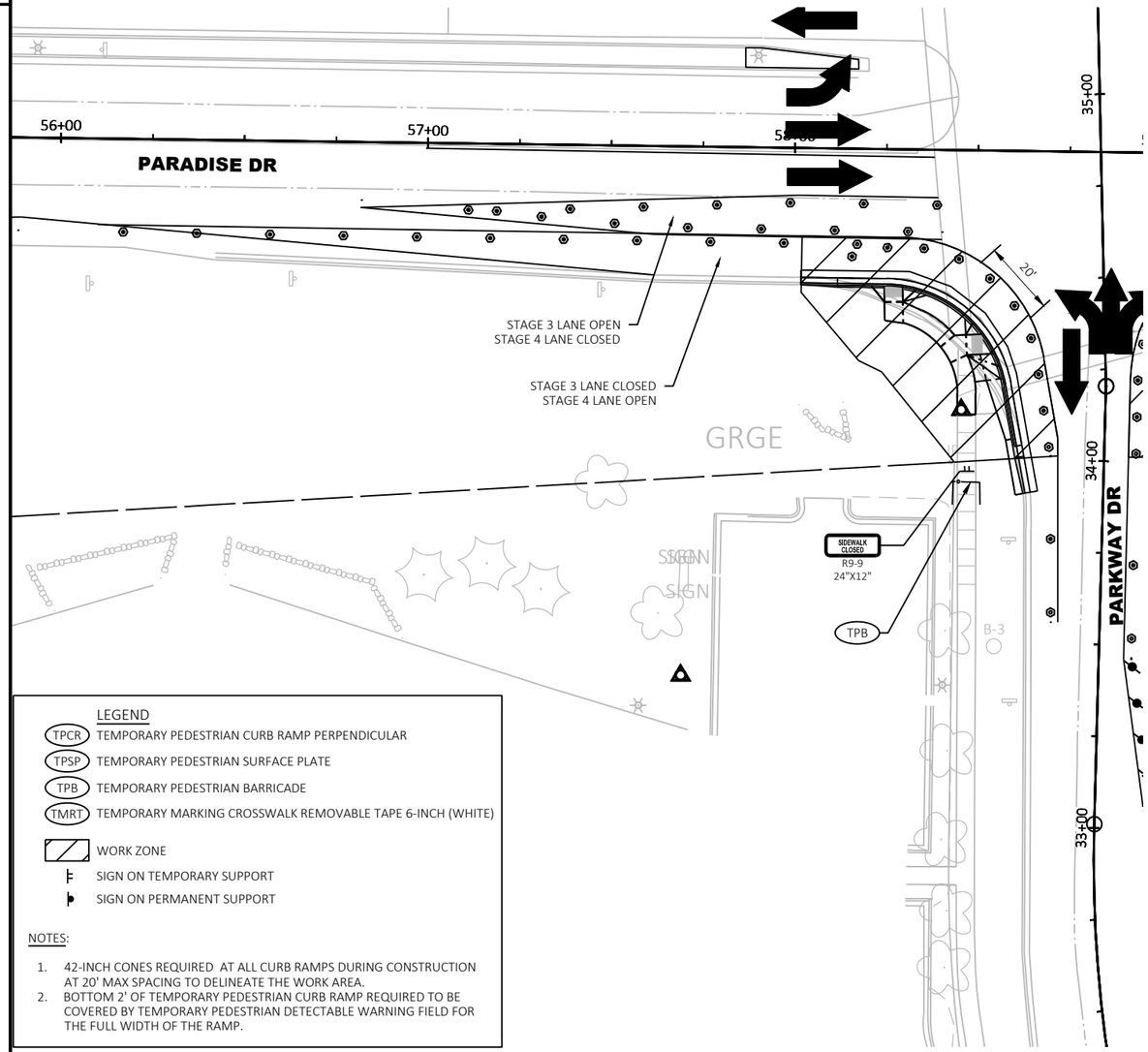
2

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL PEDESTRIAN ACCESS - SILVERBROOK DETAILS	SHEET 131	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\026002-S1.DWG
LAYOUT NAME - Plan 1 IN 40 FT-St1&2

PLOT DATE : 1/31/2024 1:25 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



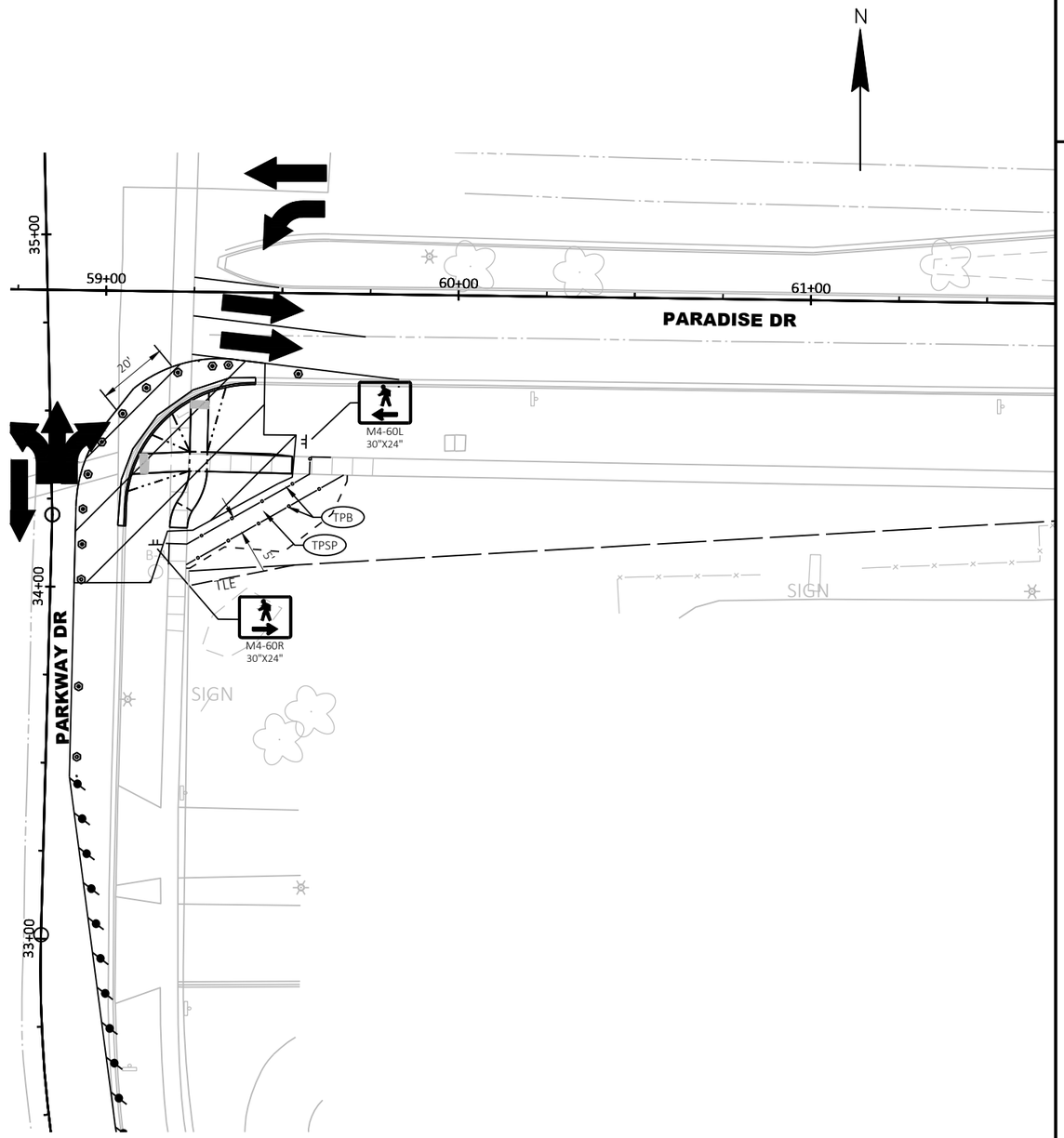
LEGEND

- TPCR — TEMPORARY PEDESTRIAN CURB RAMP PERPENDICULAR
- TPSP — TEMPORARY PEDESTRIAN SURFACE PLATE
- TPB — TEMPORARY PEDESTRIAN BARRICADE
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- WORK ZONE
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT

NOTES:

1. 42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
2. BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

STAGE 3



STAGE 4

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL PEDESTRIAN ACCESS - SILVERBROOK DETAILS	SHEET 132	E

2

LEGEND

- (TPCR) TEMPORARY PEDESTRIAN CURB RAMP PERPENDICULAR
- (TPSP) TEMPORARY PEDESTRIAN SURFACE PLATE
- (TPB) TEMPORARY PEDESTRIAN BARRICADE
- (TMRT) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- WORK ZONE
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT

NOTES:

1. 42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
2. BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

MATCHLINE STA 110+50

N

7TH AVE

MAIN ST

EDER LN

PARADISE DR

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BR 30"X24"

STAGE 1: PLACE SIGN HERE
STAGE 2: PLACE AT MAIN ST INTERSECTION

SIDEWALK CLOSED R9-9 24"X12"

STAGE 1

TPB

REMOVE EXISTING CROSSWALKS IN STAGE 1
RESTORE TEMP CROSSING IN STAGE 3

STAGE 2

REMOVE EXISTING CROSSWALK IN STAGE 2
RESTORE TEMP CROSSING IN STAGE 3

REMOVE EXISTING CROSSWALKS IN STAGE 1
RESTORE TEMP CROSSING IN STAGE 2

REMOVE EXISTING CROSSWALK IN STAGE 3

STAGES 2 & 4

TMRT

TPCR

TPSP

WO11-2 48"X48"

WO16-7L 24"X12"

DETOUR M4-9BL 30"X24"

STAGE 1: PLACE SIGNS AT MAIN ST INTERSECTION
STAGE 2: PLACE SIGNS HERE

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BR 30"X24"

STAGE 3: PLACE SIGNS AT MAIN ST INTERSECTION
STAGE 4: PLACE SIGNS HERE

STAGE 3

STAGE 4

WO11-2 48"X48"

WO16-7R 24"X12"

70+00 71+00 72+00 73+00 74+00 77+00 78+00 79+00 80+00 81+00

110+00 109+00 108+00 107+00 106+00 105+00 104+00 103+00 102+00 101+00

MATCHLINE STA 101+00

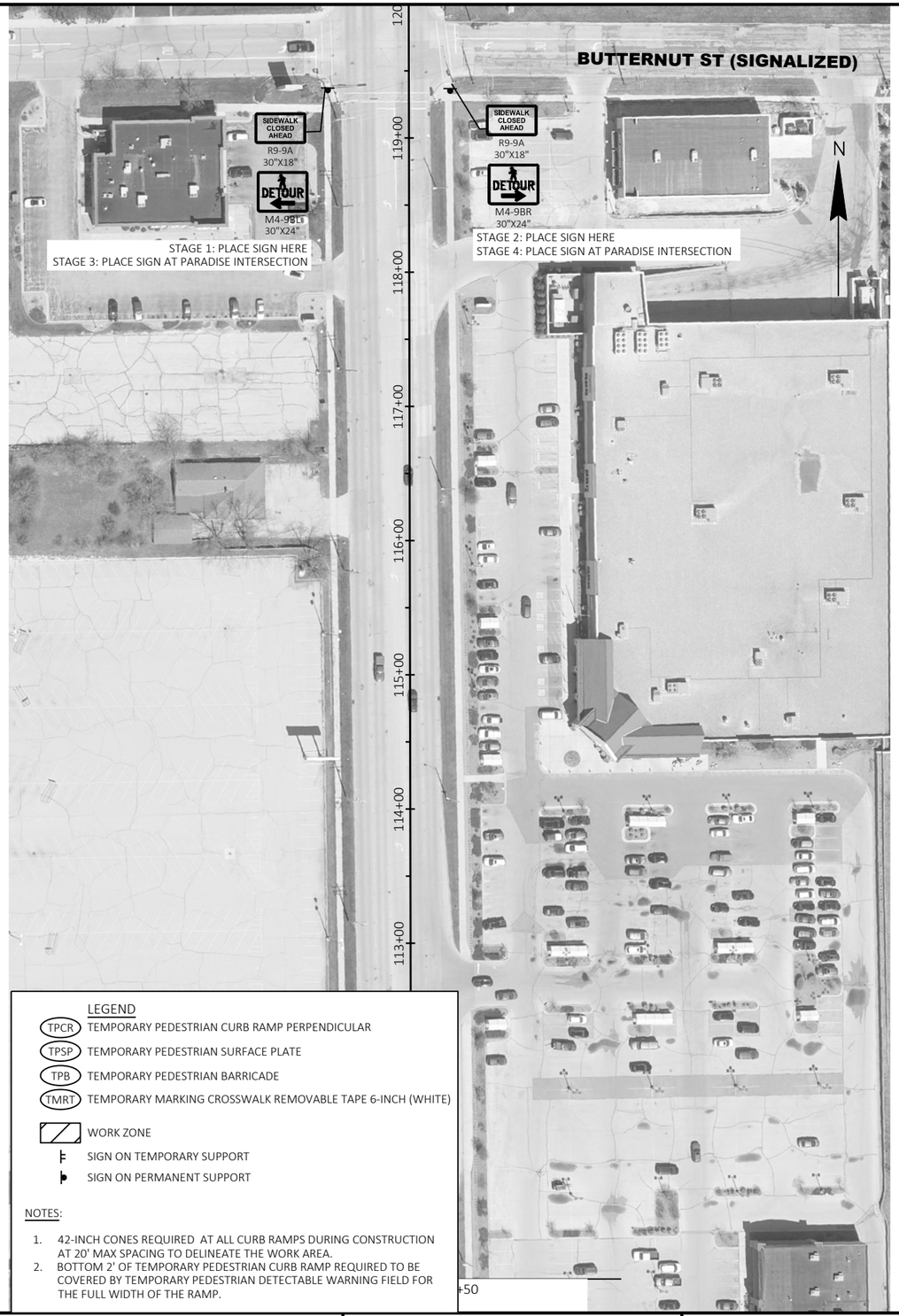
2

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL PEDESTRIAN ACCESS - MAIN & PARADISE	SHEET 133	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\026003-S1.DWG
LAYOUT NAME - Plan 1 IN 100 FT

PLOT DATE : 1/23/2024 1:21 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



LEGEND

TPCR	TEMPORARY PEDESTRIAN CURB RAMP PERPENDICULAR
TPSP	TEMPORARY PEDESTRIAN SURFACE PLATE
TPB	TEMPORARY PEDESTRIAN BARRICADE
TMRT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	WORK ZONE
	SIGN ON TEMPORARY SUPPORT
	SIGN ON PERMANENT SUPPORT

NOTES:

1. 42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
2. BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.



2

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL PEDESTRIAN ACCESS - MAIN & PARADISE	SHEET 134	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\026003-S1.DWG
LAYOUT NAME - Plan 1 IN 100 FT (2)
PLOT DATE : 1/23/2024 1:21 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- (TPCR) TEMPORARY PEDESTRIAN CURB RAMP PERPENDICULAR
- (TPSP) TEMPORARY PEDESTRIAN SURFACE PLATE
- (TPB) TEMPORARY PEDESTRIAN BARRICADE
- (TMRT) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- WORK ZONE
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT

NOTES:

1. 42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
2. BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.



PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL PEDESTRIAN ACCESS - DECORAH RD	SHEET 135	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\026004-S1.DWG
LAYOUT NAME - Plan 1 IN 100 FT

PLOT DATE : 1/23/2024 1:22 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- (TPCR) TEMPORARY PEDESTRIAN CURB RAMP PERPENDICULAR
- (TPSP) TEMPORARY PEDESTRIAN SURFACE PLATE
- (TPB) TEMPORARY PEDESTRIAN BARRICADE
- (TMRT) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- WORK ZONE
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT

NOTES:

1. 42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
2. BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

MATCHLINE STA 155+00

N

MAIN ST

155+00
154+00
153+00
152+00
151+00
150+00
149+00
148+00
147+00
146+00

EXISTING CROSSWALK

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

STAGE 1: PLACE SIGN AT DECORAH RD INTERSECTION
STAGE 3: PLACE SIGN HERE

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

STAGE 2: PLACE SIGN AT DECORAH RD INTERSECTION
STAGE 4: PLACE SIGN HERE

HAWTHORN DR (SIGNALIZED)

2

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	TRAFFIC CONTROL PEDESTRIAN ACCESS - DECORAH RD	SHEET 136	E

Estimate Of Quantities

2707-09-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	2.000	2.000
0004	204.0100	Removing Concrete Pavement	SY	1,556.000	1,556.000
0006	204.0110	Removing Asphaltic Surface	SY	15.000	15.000
0008	204.0150	Removing Curb & Gutter	LF	467.000	467.000
0010	204.0155	Removing Concrete Sidewalk	SY	805.000	805.000
0012	204.0195	Removing Concrete Bases	EACH	35.000	35.000
0014	204.0215	Removing Catch Basins	EACH	6.000	6.000
0016	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	30.000	30.000
0018	204.9060.S	Removing (item description) 01. Traffic Signals (Paradise & Silverbrook)	EACH	1.000	1.000
0020	204.9060.S	Removing (item description) 02. Traffic Signals (Main & Paradise)	EACH	1.000	1.000
0022	204.9060.S	Removing (item description) 03. Traffic Signals (Main & Decorah)	EACH	1.000	1.000
0024	204.9060.S	Removing (item description) 04. Removing Loop Detector & Lead-In Cable (Main & Decorah)	EACH	1.000	1.000
0026	205.0100	Excavation Common	CY	1,255.000	1,255.000
0028	213.0100	Finishing Roadway (project) 01. 2707-09-70	EACH	1.000	1.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	860.000	860.000
0032	415.1080	Concrete Pavement HES 8-Inch	SY	1,067.000	1,067.000
0034	416.0610	Drilled Tie Bars	EACH	953.000	953.000
0036	416.0620	Drilled Dowel Bars	EACH	15.000	15.000
0038	450.4000	HMA Cold Weather Paving	TON	10.000	10.000
0040	455.0605	Tack Coat	GAL	11.000	11.000
0042	460.2000	Incentive Density HMA Pavement	DOL	40.000	40.000
0044	460.6223	HMA Pavement 3 MT 58-28 S	TON	30.000	30.000
0046	460.6224	HMA Pavement 4 MT 58-28 S	TON	23.000	23.000
0048	465.0105	Asphaltic Surface	TON	20.000	20.000
0050	520.8000	Concrete Collars for Pipe	EACH	5.000	5.000
0052	601.0600	Concrete Curb Pedestrian	LF	222.000	222.000
0054	602.0405	Concrete Sidewalk 4-Inch	SF	9,950.000	9,950.000
0056	602.0410	Concrete Sidewalk 5-Inch	SF	300.000	300.000
0058	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	297.000	297.000
0060	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	82.000	82.000
0062	611.0624	Inlet Covers Type H	EACH	6.000	6.000
0064	611.0651	Inlet Covers Type S	EACH	1.000	1.000
0066	611.1003	Catch Basins 3-FT Diameter	EACH	1.000	1.000
0068	611.1005	Catch Basins 5-FT Diameter	EACH	1.000	1.000
0070	611.1230	Catch Basins 2x3-FT	EACH	5.000	5.000
0072	611.8105	Adjusting Catch Basin Covers	EACH	4.000	4.000
0074	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0076	616.0700.S	Fence Safety	LF	100.000	100.000
0078	619.1000	Mobilization	EACH	1.000	1.000
0080	620.0100	Concrete Corrugated Median	SF	733.000	733.000
0082	620.0300	Concrete Median Sloped Nose	SF	605.000	605.000
0084	624.0100	Water	MGAL	19.000	19.000
0086	625.0100	Topsoil	SY	1,920.000	1,920.000
0088	628.1504	Silt Fence	LF	350.000	350.000
0090	628.1520	Silt Fence Maintenance	LF	540.000	540.000
0092	628.1530.S	Silt Fence Heavy Duty	LF	175.000	175.000
0094	628.1535.S	Silt Fence Heavy Duty Maintenance	LF	270.000	270.000
0096	628.1905	Mobilizations Erosion Control	EACH	7.000	7.000
0098	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000

2707-09-70

Line	Item	Item Description	Unit	Total	Qty
0100	628.7015	Inlet Protection Type C	EACH	24.000	24.000
0102	628.7020	Inlet Protection Type D	EACH	19.000	19.000
0104	629.0205	Fertilizer Type A	CWT	1.500	1.500
0106	630.0300	Seeding Borrow Pit	LB	20.000	20.000
0108	631.0300	Sod Water	MGAL	44.000	44.000
0110	631.1000	Sod Lawn	SY	1,920.000	1,920.000
0112	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	1.000	1.000
0114	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	23.000	23.000
0116	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	4.000	4.000
0118	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	13.000	13.000
0120	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	3.000	3.000
0122	637.2210	Signs Type II Reflective H	SF	314.640	314.640
0124	637.2215	Signs Type II Reflective H Folding	SF	103.600	103.600
0126	637.2230	Signs Type II Reflective F	SF	89.500	89.500
0128	638.2102	Moving Signs Type II	EACH	12.000	12.000
0130	638.2602	Removing Signs Type II	EACH	12.000	12.000
0132	638.3000	Removing Small Sign Supports	EACH	12.000	12.000
0134	642.5201	Field Office Type C	EACH	1.000	1.000
0136	643.0300	Traffic Control Drums	DAY	4,320.000	4,320.000
0138	643.0420	Traffic Control Barricades Type III	DAY	1,725.000	1,725.000
0140	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	20.000	20.000
0142	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	20.000	20.000
0144	643.0705	Traffic Control Warning Lights Type A	DAY	3,450.000	3,450.000
0146	643.0715	Traffic Control Warning Lights Type C	DAY	3,990.000	3,990.000
0148	643.0900	Traffic Control Signs	DAY	8,755.000	8,755.000
0150	643.0920	Traffic Control Covering Signs Type II	EACH	8.000	8.000
0152	643.1050	Traffic Control Signs PCMS	DAY	94.000	94.000
0154	643.1070	Traffic Control Cones 42-Inch	DAY	14,980.000	14,980.000
0156	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	13,780.000	13,780.000
0158	643.3250	Temporary Marking Line Removable Tape 8-Inch	LF	2,227.000	2,227.000
0160	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	2,074.000	2,074.000
0162	643.3550	Temporary Marking Arrow Removable Tape	EACH	2.000	2.000
0164	643.3650	Temporary Marking Word Removable Tape	EACH	1.000	1.000
0166	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	34.000	34.000
0168	643.3980	Temporary Marking Removable Mask Out Tape 8-Inch	LF	210.000	210.000
0170	643.5000	Traffic Control	EACH	1.000	1.000
0172	644.1430	Temporary Pedestrian Surface Plate	SF	1,048.000	1,048.000
0174	644.1601	Temporary Pedestrian Curb Ramp	DAY	585.000	585.000
0176	644.1605	Temporary Pedestrian Detectable Warning Field	SF	200.000	200.000
0178	644.1810	Temporary Pedestrian Barricade	LF	755.000	755.000
0180	646.1020	Marking Line Epoxy 4-Inch	LF	1,998.000	1,998.000
0182	646.3020	Marking Line Epoxy 8-Inch	LF	2,025.000	2,025.000
0184	646.5020	Marking Arrow Epoxy	EACH	18.000	18.000
0186	646.5120	Marking Word Epoxy	EACH	5.000	5.000
0188	646.6120	Marking Stop Line Epoxy 18-Inch	LF	539.000	539.000
0190	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	320.000	320.000
0192	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	510.000	510.000
0194	646.7120	Marking Diagonal Epoxy 12-Inch	LF	182.000	182.000
0196	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	669.000	669.000
0198	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	924.000	924.000

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Line	Item	Item Description	Unit	Total	Qty
0200	646.8020	Marking Corrugated Median Epoxy	SF	348.000	348.000
0202	646.8120	Marking Curb Epoxy	LF	60.000	60.000
0204	646.8220	Marking Island Nose Epoxy	EACH	6.000	6.000
0206	646.9000	Marking Removal Line 4-Inch	LF	1,635.000	1,635.000
0208	646.9002	Marking Removal Line 6-Inch	LF	2,196.000	2,196.000
0210	646.9100	Marking Removal Line 8-Inch	LF	500.000	500.000
0212	646.9200	Marking Removal Line Wide	LF	25.000	25.000
0214	646.9300	Marking Removal Special Marking	EACH	15.000	15.000
0216	650.4000	Construction Staking Storm Sewer	EACH	7.000	7.000
0218	650.4500	Construction Staking Subgrade	LF	1,162.000	1,162.000
0220	650.5000	Construction Staking Base	LF	224.000	224.000
0222	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	667.000	667.000
0224	650.7000	Construction Staking Concrete Pavement	LF	938.000	938.000
0226	650.8501	Construction Staking Electrical Installations (project) 01. 2707-09-70	EACH	1.000	1.000
0228	650.9000	Construction Staking Curb Ramps	EACH	29.000	29.000
0230	650.9500	Construction Staking Sidewalk (project) 01. 2707-09-70	EACH	1.000	1.000
0232	650.9911	Construction Staking Supplemental Control (project) 01. 2707-09-70	EACH	1.000	1.000
0234	650.9920	Construction Staking Slope Stakes	LF	1,162.000	1,162.000
0236	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	254.000	254.000
0238	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,558.000	1,558.000
0240	652.0615	Conduit Special 3-Inch	LF	2,286.000	2,286.000
0242	653.0140	Pull Boxes Steel 24x42-Inch	EACH	32.000	32.000
0244	653.0905	Removing Pull Boxes	EACH	37.000	37.000
0246	654.0101	Concrete Bases Type 1	EACH	21.000	21.000
0248	654.0110	Concrete Bases Type 10	EACH	4.000	4.000
0250	654.0113	Concrete Bases Type 13	EACH	3.000	3.000
0252	654.0120	Concrete Bases Type 10-Special	EACH	6.000	6.000
0254	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	3.000	3.000
0256	655.0230	Cable Traffic Signal 5-14 AWG	LF	2,796.000	2,796.000
0258	655.0240	Cable Traffic Signal 7-14 AWG	LF	3,745.000	3,745.000
0260	655.0260	Cable Traffic Signal 12-14 AWG	LF	3,096.000	3,096.000
0262	655.0270	Cable Traffic Signal 15-14 AWG	LF	2,095.000	2,095.000
0264	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	4,644.000	4,644.000
0266	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. (Paradise & Silverbrook)	EACH	1.000	1.000
0268	656.0201	Electrical Service Meter Breaker Pedestal (location) 02. (Main & Paradise)	EACH	1.000	1.000
0270	656.0201	Electrical Service Meter Breaker Pedestal (location) 03. (Main & Decorah)	EACH	1.000	1.000
0272	657.0100	Pedestal Bases	EACH	21.000	21.000
0274	657.0345	Poles Type 9	EACH	4.000	4.000
0276	657.0347	Poles Type 9-Special	EACH	6.000	6.000
0278	657.0355	Poles Type 12	EACH	3.000	3.000
0280	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	4.000	4.000
0282	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	8.000	8.000
0284	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	9.000	9.000
0286	657.0520	Monotube Arms 20-FT	EACH	1.000	1.000
0288	657.0525	Monotube Arms 25-FT	EACH	1.000	1.000
0290	657.0530	Monotube Arms 30-FT	EACH	2.000	2.000
0292	657.0536	Monotube Arms 35-FT-Special	EACH	2.000	2.000
0294	657.0546	Monotube Arms 45-FT-Special	EACH	4.000	4.000
0296	657.0550	Monotube Arms 50-FT	EACH	2.000	2.000
0298	657.0555	Monotube Arms 55-FT	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0300	658.0173	Traffic Signal Face 3S 12-Inch	EACH	49.000	49.000
0302	658.0174	Traffic Signal Face 4S 12-Inch	EACH	21.000	21.000
0304	658.0416	Pedestrian Signal Face 16-Inch	EACH	24.000	24.000
0306	658.0500	Pedestrian Push Buttons	EACH	24.000	24.000
0308	658.5070	Signal Mounting Hardware (location) 01. (Paradise & Silverbrook)	EACH	1.000	1.000
0310	658.5070	Signal Mounting Hardware (location) 02. (Main & Paradise)	EACH	1.000	1.000
0312	658.5070	Signal Mounting Hardware (location) 03. (Main & Decorah)	EACH	1.000	1.000
0314	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	77.000	77.000
0316	661.0201	Temporary Traffic Signals for Intersections (location) 01. (Paradise & Silverbrook)	EACH	1.000	1.000
0318	661.0201	Temporary Traffic Signals for Intersections (location) 02. (Main & Paradise)	EACH	1.000	1.000
0320	661.0201	Temporary Traffic Signals for Intersections (location) 03. (Main & Decorah)	EACH	1.000	1.000
0322	661.0300	Generators	DAY	3.000	3.000
0324	690.0150	Sawing Asphalt	LF	770.000	770.000
0326	690.0250	Sawing Concrete	LF	2,890.000	2,890.000
0328	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0330	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	4,200.000	4,200.000
0332	SPV.0060	Special 01. Traffic Signal Cabinet & Controller (Paradise & Silverbrook)	EACH	1.000	1.000
0334	SPV.0060	Special 02. Traffic Signal Cabinet & Controller (Main & Paradise)	EACH	1.000	1.000
0336	SPV.0060	Special 03. Traffic Signal Cabinet & Controller (Main & Decorah)	EACH	1.000	1.000
0338	SPV.0060	Special 04. Emergency Vehicle Preemption System (Paradise & Silverbrook)	EACH	1.000	1.000
0340	SPV.0060	Special 05. Emergency Vehicle Preemption System (Main & Paradise)	EACH	1.000	1.000
0342	SPV.0060	Special 06. Emergency Vehicle Preemption System (Main & Decorah)	EACH	1.000	1.000
0344	SPV.0060	Special 07. Temporary Infrared EVP System (Paradise & Silverbrook)	EACH	1.000	1.000
0346	SPV.0060	Special 08. Temporary Infrared EVP System (Main & Paradise)	EACH	1.000	1.000
0348	SPV.0060	Special 09. Temporary Infrared EVP System (Main & Decorah)	EACH	1.000	1.000
0350	SPV.0060	Special 10. Video Detection System (Paradise & Silverbrook)	EACH	1.000	1.000
0352	SPV.0060	Special 11. Video Detection System (Main & Paradise)	EACH	1.000	1.000
0354	SPV.0060	Special 12. Video Detection System (Main & Decorah)	EACH	1.000	1.000
0356	SPV.0060	Special 13. Remove Salvage & Reinstall Traf Sig Interconnect (Paradise & Silverbrook)	EACH	1.000	1.000
0358	SPV.0060	Special 14. Remove Salvage & Reinstall Traf Sig Interconnect (Main & Paradise)	EACH	1.000	1.000
0360	SPV.0060	Special 15. Remove Salvage & Reinstall Traf Sig Interconnect (Main & Decorah)	EACH	1.000	1.000
0362	SPV.0060	Special 16. LED Blank Out Sign (Main & Decorah)	EACH	4.000	4.000
0364	SPV.0060	Special 17. Abandoning Pull Box	EACH	13.000	13.000
0366	SPV.0060	Special 18. Section Corner Monuments	EACH	5.000	5.000
0368	SPV.0090	Special 01. Concrete Curb & Gutter 24-In Type A	LF	2,315.000	2,315.000
0370	SPV.0090	Special 02. Concrete Curb & Gutter 24-In Type D	LF	578.000	578.000
0372	SPV.0090	Special 03. Concrete Curb & Gutter 6-In sloped 30-In Type D	LF	100.000	100.000
0374	SPV.0195	Special 01. Excavate Haul & Disposal of Petroleum Contaminated Soil	TON	2.000	2.000
0376	SPV.0195	Special 02. Excavate Haul & Disposal of CVOC Contaminated Soil	TON	8.000	8.000

3

GRUBBING*

LOCATION	STATION	TO	STATION	201.0205 GRUBBING STA	REMARKS
MAIN ST & PARADISE DR					
	107+00	-	109+00	2	16" DIAMETER HONEY LOCUST TREE AT STA 108+00, 67'LT
			TOTAL 0010	2	

*CLEARING PERFORMED BY OTHERS.

REMOVING ASPHALTIC SURFACE

LOCATION	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY
PARADISE DR & SILVERBROOK DR					
	57+85	-	58+17	MEDIAN	15
				TOTAL 0010	15

3

REMOVING CATCH BASINS

LOCATION	STATION, OFFSET	204.0215 REMOVING CATCH BASINS EACH
PARADISE DR & SILVERBROOK DR		
	58+21, 36' RT	1
MAIN ST & PARADISE DR		
	107+23, 92' LT	1
	107+38, 53' LT	1
MAIN ST & DECORAH RD		
	157+70,21'RT	1
	158+89,21'RT	1
	160+16,22'RT	1
	TOTAL 0010	6

FINISHING ROADWAY

LOCATION	213.0100.01 FINISHING ROADWAY (2707-09-70) EACH
PROJECT WIDE	1
TOTAL 0010	1

BASE COURSE

LOCATION	STATION	TO	STATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER AGGREGATE COMPACTION MGAL	624.0100 WATER DUST CONTROL MGAL
MAIN ST & PARADISE DR	103+48	-	109+86	560	9	3
MAIN ST & DECORAH RD	156+82	-	161+13	300	5	2
SUBTOTALS				860	14	5
			TOTAL 0010	860	19	

REMOVING CONCRETE ITEMS

LOCATION	STATION	TO	STATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
PARADISE DR & SILVERBROOK DR	58+00	-	59+56	32	173	135
MAIN ST & PARADISE DR	103+48	-	109+86	1,143	288	348
MAIN ST & DECORAH RD	156+82	-	161+13	381	6	322
			TOTAL 0010	1,556	467	805

CONCRETE PAVEMENT ITEMS

LOCATION	STATION	TO	STATION	415.1080 CONCRETE PAVEMENT HES 8-INCH SY	416.0620 DRILLED DOWEL BARS EACH
PARADISE DR & SILVERBROOK DR	58+00	-	59+56	30	-
MAIN ST & PARADISE DR	103+48	-	109+86	842	15
MAIN ST & DECORAH RD	156+82	-	161+13	195	-
			TOTAL 0010	1,067	15

REMOVING STORM SEWER

LOCATION	STATION	TO	STATION	OFFSET	204.0245.01 REMOVING STORM SEWER (12-INCH) LF
MAIN ST & PARADISE DR					
	106+99	-	107+22	93' LT	23
	107+35	-	107+39	50' LT	7
			TOTAL 0010		30

HMA PAVEMENT ITEMS

LOCATION	STATION	TO	STATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON
PARADISE DR & SILVERBROOK DR	58+00	-	59+56	---	3	---	---	17
MAIN ST & PARADISE DR	103+48	-	109+86	---	5	20	15	---
MAIN ST & DECORAH RD	156+82	-	161+13	10	3	10	8	3
			TOTAL 0010	10	11	30	23	20

3

DIVISION	STATION - STATION	* DESCRIPTION (1)	205.0100 COMMON EXCAVATION (2) [CY]	* SALVAGED/UNUSABLE PAVEMENT MATERIAL (3) [CY]	* AVAILABLE MATERIAL (4) [CY]	* UNEXPANDED FILL [CY]	* EXPANDED FILL [CY] / EXPANSION FACTOR 1.10	* MASS ORDINATE +/- (5) [CY]	* WASTE (6) [CY]
MAIN/PARADISE									
MAIN	103+49 - 109+86	NE, NW, & SW QUADRANT	803	453	350	14	15	335	335
MAIN/DECORAH									
MAIN	157+00 - 161+11	NE, SE QUADRANTS	384	118	266	---	---	273	273
DECORAH	5+99 - 7+06	NE, SE QUADRANTS	68	67	1	---	---	1	1
		QUANTITY TOTALS	1,255	638	617	14	15	609	609

NOTES:

* INDICATES FOR INFORMATION ONLY (NOT A BID ITEM)

(1) COMMON EXCAVATION IS INCIDENTAL TO QUADRANTS THAT ONLY HAVE CURB RAMPS IMPROVEMENTS.

(2) COMMON EXCAVATION IS THE CUT. ITEM NUMBER 205.0100

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

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

(5) MASS ORDINATE = AVAILABLE MATERIAL. PLUS(+) QUANTITY INDICATES AN EXCESS OF MATERIAL AT THE LOCATION. MINUS(-) INDICATES A SHORTAGE OF MATERIAL AT THE LOCATION.

(6) WASTE = MASS ORDINATE

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

CONCRETE ITEMS

LOCATION	STATION	TO	STATION	416.0610 DRILLED TIE BARS EACH	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	620.0100 CONCRETE CORRUGATED MEDIAN SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	SPV.0090.01 CONCRETE CURB & GUTTER 24-IN TYPE A LF	SPV.0090.02 CONCRETE CURB & GUTTER 24-IN TYPE D LF	SPV.0090.03 CONCRETE CURB & GUTTER 6-IN SLOPED 30-IN TYPE D LF
PARADISE DR & SILVERBROOK DR	57+85	-	59+56	50	---	1,380	---	82	---	---	8	85	93	100
MAIN ST & PARADISE DR	103+48	-	109+86	458	222	5,140	300	135	---	270	13	1,330	290	---
MAIN ST & DECORAH RD	156+82	-	161+13	445	---	3,430	---	80	733	335	8	900	195	---
			TOTAL 0010	953	222	9,950	300	297	733	605	29	2,315	578	100

STORM SEWER STRUCTURES

LOCATION	STRUCTURE	STATION	OFFSET	RIM ELEVATION	INTERIOR BOTTOM OF STRUCTURE ELEVATION	DEPTH	520.8000 CONCRETE COLLARS FOR PIPE EACH	611.0624 INLET COVERS TYPE H EACH	611.0651 INLET COVERS TYPE S EACH	611.1003 CATCH BASINS 3-FT DIA EACH	611.1005 CATCH BASINS 5-FT DIA EACH	611.1230 CATCH BASINS 2X3-FT EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	NOTES
PARADISE DR & SILVERBROOK DR														
	10	58+21	36.3'RT	979.93	976.50	4.43	---	1	---	---	1	---	1	SEE NOTE 4.
MAIN ST & PARADISE DR														
	20	106+98	92.3'LT	---	---	---	1	---	---	---	---	---	---	---
	21	107+11	92.6'LT	991.84	986.44	6.40	---	1	---	---	---	1	1	---
	22	107+46	65.1'LT	990.86	986.67	5.19	---	1	---	---	---	1	1	---
	23	107+35	47.9'LT	---	---	---	1	---	---	---	---	---	---	---
	24	107+28	52.3'LT	991.14	985.90	6.24	---	---	1	1	---	---	1	SEE NOTE 5.
MAIN ST & DECORAH RD														
	30	157+70	21.8'RT	935.46	932.11	4.35	---	1	---	---	---	1	1	---
	31	157+69	19.8'RT	---	---	---	1	---	---	---	---	---	---	---
	32	158+90	26.1'RT	936.24	932.92	4.32	---	1	---	---	---	1	1	---
	33	158+88	20.0'RT	---	---	---	1	---	---	---	---	---	---	---
	34	160+10	25.6'RT	936.04	931.35	5.69	---	1	---	---	---	1	1	---
	35	160+17	21.8'RT	---	---	---	1	---	---	---	---	---	---	---
						TOTAL 0010	5	6	1	1	1	5	7	

NOTES:

1. RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE OF STRUCTURES WITHIN THE CURB LINE.
2. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES.
3. STRUCTURE DEPTH = RIM ELEVATION - INVERT ELEVATION - 6" CASTING HEIGHT - 6" ADJUSTMENT + 24" SUMP
4. FLAT SLAB TOP WITH 2'X3' RECTANGULAR OPENING REQ'D FOR TYPE H INLET COVER.
5. FLAT SLAB TOP WITH 2'X2' RECTANGULAR OPENING REQ'D FOR TYPE S INLET COVER.

ADJUSTING STRUCTURES

LOCATION	STATION	OFFSET	611.8105 ADJUSTING CATCH BASIN COVERS EACH	611.8110 ADJUSTING MANHOLE COVERS EACH
PARADISE DR & SILVERBROOK DR				
	57+99	65.9' LT	1	---
	58+62	75.5' RT	1	---
MAIN ST & PARADISE DR				
	103+51	51.3' LT	1	---
	104+10	15.0' LT	---	1
	105+80	88.0' LT	1	---
		TOTAL 0010	4	1

STORM SEWER PIPES

LOCATION	STRUCTURE	TO	STRUCTURE	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF
MAIN ST & PARADISE DR							
	21	-	20	988.44	988.38	0.0050	12.1
	22	-	21	988.67	988.44	0.0051	44.9
	24	-	23	985.90	985.82	0.0100	8.0
MAIN ST & DECORAH RD							
	30	-	31	932.11	932.10	0.0045	2.2
	32	-	33	932.92	932.82	0.0156	6.4
	34	-	35	931.35	931.33	0.0025	8.0
					TOTAL 0010		82

FENCE SAFETY

LOCATION	616.0700.S FENCE SAFETY LF
MAIN ST & DECORAH RD	
NE QUADRANT	100
TOTAL 0010	100

RESTORATION

LOCATION	STATION	TO	STATION	625.0100 TOPSOIL SY	629.0205 FERTILIZER TYPE A CWT	630.0300 SEEDING BORROW PIT LB	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
PARADISE DR & SILVERBROOK DR	57+85	-	59+56	480	0.4	---	11	480
MAIN ST & PARADISE DR	103+48	-	109+86	700	0.5	---	16	700
MAIN ST & DECORAH RD	156+82	-	161+13	350	0.3	---	8	350
UNDISTRIBUTED								
				390	0.3	20	9	390
			TOTAL 0010	1,920	1.5	20	44	1,920

3

EROSION CONTROL

LOCATION	STATION	TO	STATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1530.S SILT FENCE HEAVY DUTY LF	628.1535.S SILT FENCE HEAVY DUTY MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
PARADISE DR & SILVERBROOK DR	58+00	-	59+56	45	70	135	210	---	---	5	7
MAIN ST & PARADISE DR	103+48	-	109+86	200	300	---	---	---	---	13	---
MAIN ST & DECORAH RD	156+82	-	161+13	35	60	---	---	---	---	1	8
UNDISTRIBUTED											
				70	110	40	60	7	4	5	4
			TOTAL 0010	350	540	175	270	7	4	24	19

3

REMOVING SIGNS

SIGN #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
SIGN #	CODE	#	EACH	EACH	DESCRIPTION
1R-01	R7-1D	-	1	1	NO PARKING ANY TIME - DOUBLE ARROW
1R-02	R1-2	-	1	1	YIELD
1R-03	R1-2	-	1	1	YIELD
1R-04	M4-5	-	1	1	TO
1R-05	M1-4	1R-04	-	-	US ROUTE MARKER
1R-06	M6-1	1R-04	-	-	ARROW - RIGHT, LEFT, OR AHEAD
1R-07	R7-1D	-	1	1	NO PARKING ANY TIME - DOUBLE ARROW
2R-01	M4-6	-	1	1	END
2R-02	R3-9B	2R-01	-	-	CENTER LANE LEFT TURN ONLY SYMBOL
2R-03	R4-7	-	1	1	KEEP RIGHT
2R-04	W5-52L	2R-03	-	-	CLEARANCE STRIPER DOWN RIGHT
2R-05	S1-1	-	1	1	SCHOOL ADVANCE
2R-06	S16-7L	2R-05	-	-	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)
2R-07	S1-1	-	1	1	SCHOOL ADVANCE
2R-08	S16-7L	2R-07	-	-	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)
2R-09	R2-1	-	1	1	25 MPH
2R-10	R3-7R	-	1	1	RIGHT LANE MUST TURN RIGHT
2R-11	R4-7	-	1	1	KEEP RIGHT
SUBTOTAL			12	12	
PROJECT TOTAL 0010			12	12	

PERMANENT SIGNING

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
1-01	R7-1D	3	24	X	30	5	-	-	-	1	-	-	-	-	NO PARKING ANY TIME - DOUBLE ARROW	-
1-02	R1-2	2S	36	X	31	3.88	-	-	-	1	-	-	-	-	YIELD	-
1-03	R1-2	2S	36	X	31	3.88	-	-	-	1	-	-	-	-	YIELD	-
1-04	J3-1	2S	24	X	57	9.5	-	-	-	-	-	2	-	-	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)	HWY 45, RIGHT ARROW
1-05	J3-1	2S	24		57	9.5	-	-	-	-	-	2	-	-	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)	HWY 45, LEFT ARROW
1-06	R3-8LAF	2S	54	X	30	11.25	-	-	-	2	-	-	-	-	LEFT ONLY, AHEAD ONLY, AHEAD-RIGHT	-
1-07	R7-1D	2S	18	X	24	3	-	-	-	1	-	-	-	-	NO PARKING ANY TIME - DOUBLE ARROW	-
1-08	R10-50L	2S	30	X	36	7.5	-	-	-	-	-	-	-	-	LEFT TURN YIELD ON FLASHING YELLOW ARROW	-
1-09	R1-2	2S	36	X	31	3.88	-	-	-	1	-	-	-	-	YIELD	-
1-10	R4-7	2S	24	X	30	5	-	-	-	-	-	-	-	-	KEEP RIGHT	-
1-11	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	1-10 (ON BACK)	STOP (FOLDING)	-
1-12	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	STOP (FOLDING)	-
1-13	R4-7	2S	24	X	30	5	-	-	-	1	-	-	-	-	KEEP RIGHT	-
1-14	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	1-13 (ON BACK)	STOP (FOLDING)	-
1-15	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	STOP (FOLDING)	-
1-16	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	STOP (FOLDING)	-
1-17	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	STOP (FOLDING)	-
1-18	R4-7	2S	24	X	30	5	-	-	-	1	-	-	-	-	KEEP RIGHT	-
1-19	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	1-18 (ON BACK)	STOP (FOLDING)	-
1-20	R10-50L	2S	30	X	36	7.5	-	-	-	-	-	-	-	-	LEFT TURN YIELD ON FLASHING YELLOW ARROW	-
1-21	W3-3	2S	36	X	36	-	-	9	-	-	-	1	-	-	SIGNAL AHEAD	-
1-22	R3-8LAAR	2S	72	X	30	15	-	-	-	2	-	-	-	-	LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY	-
1-23	R3-8LAAR	2S	72	X	30	15	-	-	-	2	-	-	-	-	LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY	-
1-24	R3-8LLAAR	2S	90	X	30	18.75	-	-	-	3	-	-	-	-	LEFT ONLY, LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY	-
1-25	R5-1	2S	30	X	30	6.25	-	-	-	-	-	-	-	1-12 (ON BACK)	DO NOT ENTER	-
1-26	R5-1	2S	30	X	30	6.25	-	-	-	-	-	-	-	1-15 (ON BACK)	DO NOT ENTER	-
1-27	R5-1	2S	30	X	30	6.25	-	-	-	-	-	-	-	1-17 (ON BACK)	DO NOT ENTER	-
1-28	R5-1	2S	30	X	30	6.25	-	-	-	-	-	-	-	-	DO NOT ENTER	-
1-29	W12-1D	2S	24	X	24	-	-	4	1	-	-	-	-	-	DOUBLE DOWN ARROWS	2' MOUNTING HEIGHT
2-01	M4-6	2S	24	X	12	2	-	-	-	-	-	-	1	-	END	-
2-02	R3-9B	2S	24	X	36	6	-	-	-	-	-	-	-	2-01	CENTER LANE LEFT TURN ONLY SYMBOL	-
2-03	R4-7	2S	24	X	30	5	-	-	-	1	-	-	-	-	KEEP RIGHT	-
2-04	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	2-03	CLEARANCE STRIPER DOWN RIGHT	-
2-05	S1-1	2S	36	X	36	-	-	9	-	-	-	1	-	-	SCHOOL ADVANCE	-
2-06	S16-7L	2S	30	X	18	-	-	3.75	-	-	-	-	-	2-05	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)	-
2-07	S1-1	2S	36	X	36	-	-	9	-	-	-	1	-	-	SCHOOL ADVANCE	-
2-08	S16-7L	2S	30	X	18	-	-	3.75	-	-	-	-	-	2-07	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)	-
2-09	R2-1	2S	24	X	30	5	-	-	-	-	-	-	-	-	SPEED LIMIT ___ MPH	25 MPH
2-10	R3-7R	2S	30	X	30	6.25	-	-	-	-	-	1	-	-	RIGHT LANE MUST TURN RIGHT	-
2-11	R4-7	2S	24	X	30	5	-	-	-	1	-	-	-	-	KEEP RIGHT	-
2-12	W5-52L	2S	12	X	36	-	-	3	-	-	-	-	-	2-11	CLEARANCE STRIPER DOWN RIGHT	-
2-13	R7-1D	1	12	X	18	1.5	-	-	-	-	-	-	-	2-10	NO PARKING ANY TIME - DOUBLE ARROW	-
2-14	R1-1F	2S	30	X	30	-	5.18	-	-	-	1	-	-	-	STOP (FOLDING)	-
2-15	R4-7	2S	24	X	30	5	-	-	-	-	-	-	-	2-14 (ON BACK)	KEEP RIGHT	-
2-16	R1-1F	2S	30	X	30	-	5.18	-	-	-	1	-	-	-	STOP (FOLDING)	-
2-17	R4-7	2S	24	X	30	5	-	-	-	-	-	-	-	2-16 (ON BACK)	KEEP RIGHT	-
2-18	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	STOP (FOLDING)	-
2-19	R10-50L	2S	30	X	36	7.5	-	-	-	-	-	-	-	-	LEFT TURN YIELD ON FLASHING YELLOW ARROW	-
2-20	R10-50L	2S	30	X	36	7.5	-	-	-	-	-	-	-	-	LEFT TURN YIELD ON FLASHING YELLOW ARROW	-
2-21	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	STOP (FOLDING)	-
SUBTOTAL						**209.39**	**56.98**	**44.5**	**1**	**18**	**2**	**8**	**1**			

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
2-22	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	STOP (FOLDING)	-
2-23	R10-50L	2S	30	X	36	7.5	-	-	-	-	-	-	-	-	LEFT TURN YIELD ON FLASHING YELLOW ARROW	-
2-24	R10-50L	2S	30	X	36	7.5	-	-	-	-	-	-	-	-	LEFT TURN YIELD ON FLASHING YELLOW ARROW	-
2-25	R4-7	2S	24	X	30	5	-	-	-	-	-	1	-	-	KEEP RIGHT	-
2-26	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	2-25 (ON BACK)	STOP (FOLDING)	-
2-27	R3-2	2S	24	X	24	4	-	-	-	-	1	-	-	-	NO LEFT TURN SYMBOL	-
2-28	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	STOP (FOLDING)	-
2-29	W3-3	2S	36	X	36	-	-	9	-	-	-	1	-	-	SIGNAL AHEAD	-
2-30	W3-3	2S	36	X	36	-	-	9	-	-	-	1	-	-	SIGNAL AHEAD	-
2-31	R5-1	2S	30	X	30	6.25	-	-	-	1	-	-	-	-	DO NOT ENTER	-
2-32	R5-1	2S	30	X	30	6.25	-	-	-	-	-	-	-	2-28 (ON BACK)	DO NOT ENTER	-
2-33	R5-1	2S	30	X	30	6.25	-	-	-	-	-	-	-	2-18 (ON BACK)	DO NOT ENTER	-
2-34	R5-1	2S	30	X	30	6.25	-	-	-	-	-	-	-	2-22 (ON BACK)	DO NOT ENTER	-
2-35	R5-1	2S	30	X	30	6.25	-	-	-	1	-	-	-	-	DO NOT ENTER	-
2A-01	W3-3	2S	36	X	36	-	-	9	-	-	-	1	-	-	SIGNAL AHEAD	-
2A-02	R4-7	2S	24	X	30	5	-	-	-	1	-	-	-	-	KEEP RIGHT	-
3-01	R1-1F	2S	30	X	30	-	5.18	-	-	-	1	-	-	-	STOP (FOLDING)	-
3-02	R4-7	2S	24	X	30	5	-	-	-	-	-	-	-	3-01 (ON BACK)	KEEP RIGHT	-
3-03	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	STOP (FOLDING)	-
3-04	R10-50L	2S	30	X	36	7.5	-	-	-	-	-	-	-	-	LEFT TURN YIELD ON FLASHING YELLOW ARROW	-
3-05	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	STOP (FOLDING)	-
3-06	R4-7	2S	24	X	30	5	-	-	-	1	-	-	-	-	KEEP RIGHT	-
3-07	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	3-06 (ON BACK)	STOP (FOLDING)	-
3-08	R1-1F	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	STOP (FOLDING)	-
3-09	R1-1F	2S	30	X	30	-	5.18	-	-	1	-	-	-	-	STOP (FOLDING)	-
3-10	R10-50L	2S	30	X	36	7.5	-	-	-	-	-	-	-	-	LEFT TURN YIELD ON FLASHING YELLOW ARROW	-
3-11	W3-3	2S	36	X	36	-	-	9	-	-	-	-	2	-	SIGNAL AHEAD	-
3-12	W3-3	2S	36	X	36	-	-	9	-	-	-	1	-	-	SIGNAL AHEAD	-
3-13	R3-8LF	2S	36	X	30	7.5	-	-	-	-	-	-	-	3-11	LEFT ONLY, AHEAD-RIGHT	-
3-14	R5-1	2S	30	X	30	6.25	-	-	-	-	-	-	-	3-09 (ON BACK)	DO NOT ENTER	-
3-15	R5-1	2S	30	X	30	6.25	-	-	-	-	-	-	-	3-05 (ON BACK)	DO NOT ENTER	-
SUBTOTAL						**105.25**	**46.62**	**45**	**0**	**5**	**2**	**5**	**2**			
PROJECT TOTAL 0010						**314.64**	**103.6**	**89.5**	**1**	**23**	**4**	**13**	**3**			

MOVING SIGNS

638.2102

MOVING SIGNS TYPE II

LOCATION	STATION, OFFSET	EACH	REMARKS
PARADISE DR & SILVERBROOK DR			
	58+05, 62'LT	1	MULTIPLE STREET SIGNS
	58+64, 72'RT	1	PARADISE DRIVE STREET SIGN
	59+06, 93'LT	1	PARADISE DRIVE STREET SIGN
	59+26, 24'RT	1	MULTIPLE STREET SIGNS
MAIN ST & PARADISE DR			
	105+87, 46'LT	1	PARADISE DRIVE STREET SIGN
	106+10, 43'RT	1	MAIN STREET STREET SIGN
	106+92, 63'LT	1	MAIN STREET STREET SIGN
	107+05, 17'RT	1	PARADISE DRIVE STREET SIGN
MAIN ST & DECORAH RD			
	158+99, 52'RT	1	DECORAH RD STREET SIGN
	159+25, 50'RT	1	MAIN STREET STREET SIGN
	159+60, 87'LT	1	MAIN STREET STREET SIGN
	159+86, 24'RT	1	DECORAH RD STREET SIGN
	TOTAL 0010	12	

NOTE:
MOVE SIGNS FROM EXISTING TROMBONE ARMS TO THE FAR RIGHT SIDE OF THE PROPOSED MONOTUBE ARM.
CONNECTION TO THE MONOTUBE ARM IS INCIDENTAL TO THE MOVING ITEM.

FIELD OFFICE

642.5201

FIELD OFFICE TYPE C

LOCATION	EACH
PROJECT WIDE	1
TOTAL 0010	1

3

TRAFFIC CONTROL

STAGE	LOCATION	* DURATION CALENDAR DAYS	* NO.	643.0300 TRAFFIC CONTROL DRUMS DAY	* NO.	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	* NO.	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	* NO.	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	* NO.	** 643.0900 TRAFFIC CONTROL SIGNS DAY	*** 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	* NO.	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	* NO.	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	643.5000 TRAFFIC CONTROL EACH
PRIOR TO CONSTRUCTION																				
	PROJECT WIDE	7	60	420	---	---	---	---	---	---	60	420	---	---	---	12	84	---	---	---
1																				
	PARADISE DR & SILVERBROOK DR	35	10	350	3	105	---	---	6	210	4	140	10	350	---	---	---	20	700	---
	MAIN ST & PARADISE DR	35	7	245	2	70	---	---	4	140	7	245	6	210	---	---	---	40	1,400	---
	MAIN ST & DECORAH RD	35	12	420	1	35	10	10	2	70	12	420	6	210	1	---	---	20	700	---
2																				
	PARADISE DR & SILVERBROOK DR	20	6	120	3	60	---	---	6	120	---	---	9	180	---	---	---	44	880	---
	MAIN ST & PARADISE DR	20	9	180	5	100	---	---	10	200	9	180	13	260	---	---	---	74	1,480	---
	MAIN ST & DECORAH RD	20	8	160	3	60	---	---	6	120	8	160	11	220	---	---	---	16	320	---
3																				
	PARADISE DR & SILVERBROOK DR	25	---	---	3	75	---	---	6	150	---	---	8	200	---	---	---	17	425	---
	MAIN ST & PARADISE DR	25	16	400	4	100	---	---	8	200	16	400	12	300	1	---	---	30	750	---
	MAIN ST & DECORAH RD	25	---	---	2	50	---	---	4	100	---	---	8	200	---	---	---	15	375	---
4																				
	PARADISE DR & SILVERBROOK DR	25	4	100	3	75	---	---	6	150	4	100	10	250	---	---	---	22	550	---
	MAIN ST & PARADISE DR	25	18	450	5	125	---	---	10	250	18	450	14	350	---	---	---	42	1,050	---
	MAIN ST & DECORAH RD	25	8	200	3	75	---	---	6	150	8	200	9	225	---	---	---	23	575	---
5																				
	MAIN ST & PARADISE DR	35	8	280	8	280	---	---	16	560	8	280	19	665	1	---	---	70	2,450	---
	MAIN ST & DECORAH RD	35	17	595	9	315	---	---	18	630	17	595	22	770	1	---	---	55	1,925	---
UNDISTRIBUTED																				
	PROJECT WIDE			400		200	10	10		400		400		500	4		10		1,400	1
	TOTAL 0010			4,320		1,725	20	20		3,450		3,990		4,890	8		94		14,980	1

*FOR INFORMATION ONLY

**ADDITIONAL QUANTITIES SHOW UP ELSEWHERE IN PLANS. SEE TEMPORARY PEDESTRIAN ACCOMMODATIONS TABLE.

*** "EACH" FOR THIS ITEM INDICATES A SINGLE CYCLE.

3

TEMPORARY PEDESTRIAN ACCOMMODATIONS

STAGE	LOCATION	* CALENDAR DURATION DAYS	* NO.	** 643.0900 TRAFFIC CONTROL SIGNS DAY	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	* NO.	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
1									
	PARADISE DR & SILVERBROOK DR	35	7	245	342	2	70	20	150
	MAIN ST & PARADISE DR	35	12	420	75	1	35	10	40
	MAIN ST & DECORAH RD	35	14	490	85	2	70	20	40
2									
	PARADISE DR & SILVERBROOK DR	20	7	140	316	2	40	20	150
	MAIN ST & PARADISE DR	20	12	240	---	1	20	10	40
	MAIN ST & DECORAH RD	20	14	280	---	2	40	20	40
3									
	PARADISE DR & SILVERBROOK DR	25	7	175	---	2	50	20	20
	MAIN ST & PARADISE DR	25	12	300	---	1	25	10	40
	MAIN ST & DECORAH RD	25	14	350	---	2	50	20	40
4									
	PARADISE DR & SILVERBROOK DR	25	7	175	230	2	50	20	115
	MAIN ST & PARADISE DR	25	12	300	---	1	25	10	40
	MAIN ST & DECORAH RD	25	14	350	---	2	50	20	40
UNDISTRIBUTED									
	PROJECT WIDE			400	---		60	---	---
	TOTAL 0010			3,865	1,048		585	200	755

*FOR INFORMATION ONLY

**ADDITIONAL QUANTITIES SHOW UP ELSEWHERE IN PLANS. SEE TRAFFIC CONTROL TABLE.

3

TEMPORARY PAVEMENT MARKING

STAGE	LOCATION	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW LF	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF	643.3250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH WHITE LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	643.3550 TEMPORARY MARKING ARROW REMOVABLE TAPE EACH	643.3650 TEMPORARY MARKING WORD REMOVABLE TAPE EACH	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF	643.3980 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9002 MARKING REMOVAL LINE 6-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	646.9300 MARKING REMOVAL SPECIAL MARKING EACH
1														
	PARADISE DR & SILVERBROOK DR	---	395	321	183	2	1	---	---	---	425	---	---	---
	MAIN ST & PARADISE DR	---	763	392	76	---	---	---	---	---	315	---	---	---
	MAIN ST & DECORAH RD	340	645	---	50	---	---	---	---	425	305	150	10	7
2														
	PARADISE DR & SILVERBROOK DR	---	167	159	261	---	---	---	---	---	222	---	---	---
	MAIN ST & PARADISE DR	---	1,610	60	170	---	---	---	---	---	192	---	---	---
	MAIN ST & DECORAH RD	420	480	---	115	---	---	12	---	460	115	---	---	---
3														
	PARADISE DR & SILVERBROOK DR	700	350	---	386	---	---	---	---	400	93	200	5	4
	MAIN ST & PARADISE DR	---	980	100	338	---	---	---	---	---	151	---	---	---
	MAIN ST & DECORAH RD	280	260	---	305	---	---	12	---	---	178	100	---	---
4														
	PARADISE DR & SILVERBROOK DR	---	900	---	---	---	---	---	190	200	---	---	---	4
	MAIN ST & PARADISE DR	---	685	785	---	---	---	---	---	---	---	---	---	---
	MAIN ST & DECORAH RD	---	445	---	---	---	---	---	---	---	---	---	---	---
5														
	MAIN ST & PARADISE DR	1,650	---	200	---	---	---	---	---	---	---	---	---	---
	MAIN ST & DECORAH RD	1,450	---	---	---	---	---	---	---	---	---	---	---	---
UNDISTRIBUTED														
	PROJECT WIDE	490	770	210	190	---	---	10	20	150	200	50	10	---
SUBTOTAL														
		5,330	8,450	2,227	2,074	2	1	34	210	1,635	2,196	500	25	15
	TOTAL 0010	13,780		2,227	2,074	2	1	34	210	1,635	2,196	500	25	15

PERMANENT PAVEMENT MARKING

LOCATION	STATION	TO	STATION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY (TYPE 2) EACH	646.5120 MARKING WORD EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH WHITE LF	646.8020 MARKING CORRUGATED MEDIAN EPOXY SF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
PARADISE DR & SILVERBROOK DR	58+00	-	59+56	660	57	232	4	3	177	---	---	669	---	-	-	-
MAIN ST & PARADISE DR	103+48	-	109+86	---	104	1,045	7	2	207	---	117	---	552	-	20	2
MAIN ST & DECORAH RD	156+82	-	161+13	1,040	137	748	7	-	155	28	37	---	372	348	40	4
SUBTOTALS				1,700	298	2,025	18	5	539	28	154	669	924	348	60	6
			TOTAL 0010	1,998		2,025	18	5	539	182		669	924	348	60	6

COLD WEATHER PAVEMENT MARKING

LOCATION	STATION	TO	STATION	646.6464 COLD WEATHER MARKING EPOXY 4-INCH YELLOW LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH WHITE LF	646.6468 COLD WEATHER MARKING EPOXY 8-INCH WHITE LF
PARADISE DR & S	58+00	-	59+56	170	30	60
MAIN ST & PARAI	103+48	-	109+86	---	50	260
MAIN ST & DECOI	156+82	-	161+13	---	70	190
SUBTOTALS				170	150	510
			TOTAL 0010	320		510

CONSTRUCTION STAKING

LOCATION	STATION	TO	STATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (2707-09-70) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (2707-09-70) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
PARADISE DR & SILVERBROOK DR										
	58+00	-	59+56	---	---	182	---	---	---	---
MAIN ST & PARADISE DR										
	103+48	-	106+12	264	118	290	146	---	---	264
	106+93	-	109+06	213	---	---	213	---	---	213
	76+15	-	76+94	79	---	---	79	---	---	79
	77+63	-	78+32	69	---	---	69	---	---	69
MAIN ST & DECORAH RD										
	156+82	-	161+13	431	---	---	431	---	---	431
	6+00	-	7+06	106	106	195	---	---	---	106
PROJECT WIDE										
				---	---	---	---	1	1	---
			TOTAL 0010	1,162	224	667	938	1	1	1,162

CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS

LOCATION	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) (2707-09-70) EACH
PROJECT WIDE	1
TOTAL 0010	1

3

SAWING PAVEMENT

LOCATION	STATION	TO	STATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
PARADISE DR & SILVERBROOK DR	58+00	-	59+56	210	130
MAIN ST & PARADISE DR	103+48	-	109+86	300	1,490
MAIN ST & DECORAH RD	156+82	-	161+13	260	1,270
			TOTAL 0010	770	2,890

SECTION CORNER MONUMENTS

LOCATION	STATION, OFFSET	SPV.0060.18 SECTION CORNER MONUMENTS EACH
MAIN ST & PARADISE DR		
	106+08, 49.4'LT	1
MAIN ST & DECORAH RD		
	158+80, 23.5'RT	1
	159+09, 78.2'LT	1
	159+72, 76.0'LT	1
	160+01, 24.8'RT	1
	TOTAL 0010	5

NOTES:
LOCATIONS LISTED ABOVE REFER TO WITNESS MONUMENTS.
DO NOT DISTURB SECTION CORNERS.

CONTAMINATED SOILS

ROADWAY	STATION	TO	STATION	LOCATION	SPV.0195.01 EXCAVATE HAUL & DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON	SPV.0195.02 EXCAVATE HAUL & DISPOSAL OF CVOC CONTAMINATED SOIL TON
MAIN STREET						
	103+50	-	104+50	LT	---	8
	105+50	-	106+35	RT	2	---
				TOTAL 0010	2	8

3

PULL BOXES

PULL BOX NO.	ALIGNMENT	STATION^	OFFSET^	* 653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	W PARADISE DR	59+50.7	32.5' RT	1
PB2	W PARADISE DR	59+14.7	64.5' RT	1
PB3	W PARADISE DR	58+41.3	65.7' RT	1
PB4	W PARADISE DR	58+07.9	42.6' RT	1
PB5	W PARADISE DR	57+90.2	25.0' LT	1
PB6	W PARADISE DR	58+13.6	73.3' LT	1
PB7	W PARADISE DR	58+41.5	103.7' LT	1
PB8	W PARADISE DR	59+14.2	109.9' LT	1
PB10	W PARADISE DR	59+51.1	81.8' LT	1
PB10	W PARADISE DR	59+49.5	7.7' LT	1
			TOTAL	10

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

REMOVING PULL BOXES

PULL BOX NO.	* 653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB9	1
PB10	1
PB11	1
PB12	1
TOTAL	11

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

CONDUIT

FROM	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	* 652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB2	--	264	--
PB2	SB3	13	--	--
PB2	SB4	7	--	--
PB2	PB3	--	--	146
PB3	SB5	--	13	--
PB3	SB6	18	--	--
PB3	PB4	--	90	--
PB4	SB7	14	--	--
PB4	PB5	--	--	140
PB5	PB6	--	--	108
PB6	SB8	--	27	--
PB6	SB9	17	--	--
PB6	PB7	--	88	--
PB7	SB10	7	--	--
PB7	PB8	--	--	146
PB8	SB11	--	11	--
PB8	PB9	--	98	--
PB9	SB12	18	--	--
PB9	SB13	12	--	--
PB9	PB10	--	--	148
PB10	PB1	--	--	80
PB1	SB1	--	9	--
PB1	SB2	21	--	--
PB1	CB1	--	150	--
TOTAL		127	750	768

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

ALL ITEMS CATEGORY 0010 UNLESS NOTED

REMOVING CONCRETE BASES

SIGNAL BASE NO.	* 204.0195 REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
CB1	1
TOTAL	11

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

REMOVING TRAFFIC SIGNALS

LOCATION	204.9060.S.01 REMOVING TRAFFIC SIGNALS (PARADISE & SILVERBROOK) EACH
PARADISE DR & SILVERBROOK DR	1
TOTAL	1

W PARADISE DR & S SILVERBROOK DR
CITY OF WEST BEND
WASHINGTON COUNTY

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CONCRETE BASES

SIGNAL BASE NO.	ALIGNMENT	STATION^	OFFSET^	* 654.0101 CONCRETE BASES TYPE 1 EACH	* 654.0110 CONCRETE BASES TYPE 10 EACH	* 654.0113 CONCRETE BASES TYPE 13 EACH	* 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	* 654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
SB1	W PARADISE DR	59+42.2	29.1' RT	--	--	--	1	--
SB2	W PARADISE DR	59+32.1	43.0' RT	1	--	--	--	--
SB3	W PARADISE DR	59+21.7	53.1' RT	1	--	--	--	--
SB4	W PARADISE DR	59+10.1	58.6' RT	1	--	--	--	--
SB5	W PARADISE DR	58+53.5	70.6' RT	--	1	--	--	--
SB6	W PARADISE DR	58+45.3	48.2' RT	1	--	--	--	--
SB7	W PARADISE DR	58+21.8	43.2' RT	1	--	--	--	--
SB8	W PARADISE DR	57+87.0	71.2' LT	--	--	1	--	--
SB9	W PARADISE DR	58+27.7	82.5' LT	1	--	--	--	--
SB10	W PARADISE DR	58+37.4	98.0' LT	1	--	--	--	--
SB11	W PARADISE DR	59+18.5	99.6' LT	--	1	--	--	--
SB12	W PARADISE DR	59+33.5	78.4' LT	1	--	--	--	--
SB13	W PARADISE DR	59+52.7	70.0' LT	1	--	--	--	--
CB1	W PARADISE DR	59+99.3	42.3' RT	--	--	--	--	1
			TOTAL	9	2	1	1	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	* 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	* 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.
CB1	SB1	--	--	76
CB1	SB2	89	--	--
CB1	SB3	122	--	--
CB1	SB4	--	116	--
CB1	SB5	--	214	--
CB1	SB6	219	--	--
CB1	SB7	--	274	--
CB1	SB8	--	--	435
CB1	SB9	436	--	--
CB1	SB10	--	378	--
CB1	SB11	--	291	--
CB1	SB12	233	--	--
CB1	SB13	227	--	--
	TOTAL	1326	1273	511

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

ALL ITEMS CATEGORY 0010 UNLESS NOTED

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	* 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB3	122
SB3	SB4	34
SB4	SB5	125
SB5	SB6	45
SB6	SB7	106
SB7	SB8	214
SB8	SB9	59
SB9	SB10	97
SB10	SB11	122
SB11	SB12	108
SB12	SB13	44
SB13	SB1	182
SB1	SB2	45
SB2	CB1	89
PB1	SB1	22
PB2	SB4	20
PB3	SB5	26
PB4	SB7	27
PB5	SB9	89
PB6	SB9	30
PB7	SB10	20
PB8	SB11	24
PB9	SB13	25
PB10	SB1	65
	TOTAL	1740

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

3

W PARADISE DR & S SILVERBROOK DR
CITY OF WEST BEND
WASHINGTON COUNTY

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TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

FROM	TO	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD IN CABLE L.F.
SB1	HEAD 7	70	--	--
SB1	HEAD 8	70	--	--
SB1	HEAD 9	70	--	--
SB1	HEAD 10	70	--	--
SB1	HEAD 30	70	--	--
SB2	HEAD 29	15	--	--
SB2	PUSH BUTTON	--	--	6
SB3	HEAD 22	15	--	--
SB3	PUSH BUTTON	--	--	6
SB4	HEAD 1	22	--	--
SB4	HEAD 14	--	22	--
SB5	HEAD 12	55	--	--
SB5	HEAD 13	19	--	--
SB5	HEAD 15	--	56	--
SB6	HEAD 23	15	--	--
SB6	PUSH BUTTON	--	--	6
SB7	HEAD 6	19	--	--
SB7	HEAD 20	19	--	--
SB7	HEAD 24	15	--	--
SB7	PUSH BUTTON	--	--	6
SB8	HEAD 17	75	--	--
SB8	HEAD 18	75	--	--
SB8	HEAD 19	75	--	--
SB8	HEAD 21	75	--	--
SB8	HEAD 31	75		
SB9	HEAD 25	15	--	--
SB9	PUSH BUTTON	--	--	6
SB10	HEAD 4	--	22	--
SB10	HEAD 11	22	--	--
SB10	HEAD 26	15	--	--
SB10	PUSH BUTTON	--	--	6
SB11	HEAD 2	55	--	--
SB11	HEAD 3	19	--	--
SB11	HEAD 5	--	56	--
SB11	HEAD 27	15	--	--
SB11	PUSH BUTTON	--	--	6
SB12	HEAD 28	15	--	--
SB12	PUSH BUTTON	--	--	6
SB13	HEAD 16	19	--	--
	TOTAL	1094	156	48

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

VIDEO DETECTION CABLE

FROM	TO	(INCIDENTAL) VIDEO DETECTION CABLE L.F.
CB1	V1 (SB1)	146
	TOTAL	146

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	(INCIDENTAL) TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	HEAD A (SB8)	510
CB1	HEAD B (SB1)	146
CB1	HEAD C (SB5)	269
CB1	HEAD D (SB11)	346
	TOTAL	1271

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

SIGNAL BASE NO.	TRAFFIC SIGNAL, THREE SECTION EACH	TRAFFIC SIGNAL, PEDESTRIAN EACH	MERCURY SWITCHES EACH
SB1	2	1	--
SB2	1	2	--
SB3	1	--	--
SB4	3	--	--
SB5	1	1	--
SB6	2	1	--
SB7	1	1	--
SB8	1	1	--
SB9	3	--	--
SB10	1	1	--
CB1	--	--	1
TOTAL	16	8	1

LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR

FIXTURE TYPE	* 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
TRAFFIC SIGNAL, THREE SECTION	16
TRAFFIC SIGNAL, PEDESTRIAN	8
MERCURY SWITCHES	1
TOTAL	25

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

ALL ITEMS CATEGORY 0010 UNLESS NOTED

W PARADISE DR & S SILVERBROOK DR
CITY OF WEST BEND
WASHINGTON COUNTY

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SIGNAL BASES, POLES, AND MAST ARMS

SIGNAL BASE NO.	* 657.0100 PEDESTAL BASES EACH	* 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	* 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	* 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	* 657.0345 POLES TYPE 9 EACH	* 657.0347 POLES TYPE 9 SPECIAL EACH	* 657.0355 POLES TYPE 12 EACH	657.0530 MONOTUBE ARMS 30-FT EACH	* 657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH	* 657.0550 MONOTUBE ARMS 50-FT EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH
SB1	--	--	--	--	--	1	--	--	1	--	--
SB2	1	--	--	1	--	--	--	--	--	--	1
SB3	1	--	--	1	--	--	--	--	--	--	1
SB4	1	--	1	--	--	--	--	--	--	--	--
SB5	--	--	--	--	1	--	--	1	--	--	--
SB6	1	--	--	1	--	--	--	--	--	--	1
SB7	1	1	--	--	--	--	--	--	--	--	1
SB8	--	--	--	--	--	--	1	--	--	1	--
SB9	1	--	--	1	--	--	--	--	--	--	1
SB10	1	--	1	--	--	--	--	--	--	--	1
SB11	--	--	--	--	1	--	--	1	--	--	1
SB12	1	--	--	1	--	--	--	--	--	--	1
SB13	1	1	--	--	--	--	--	--	--	--	--
TOTAL	9	2	2	5	2	1	1	2	1	1	8

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABINET & CONTROLLER

LOCATION	SPV.0060.01 TRAFFIC SIGNAL CABINET & CONTROLLER (PARADISE & SILVERBROOK) EACH
PARADISE DR & SILVERBROOK DR	1
TOTAL	1

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (PARADISE & SILVERBROOK) EACH
PARADISE DR & SILVERBROOK DR	1
TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

W PARADISE DR & S SILVERBROOK DR
CITY OF WEST BEND
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FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	* 658.0173^ TRAFFIC SIGNAL FACE 3S 12-INCH EACH	* 658.0174^ TRAFFIC SIGNAL FACE 4S 12-INCH EACH	* 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
7	SB1	1	--	--
8	SB1	1	--	--
9	SB1	1	--	--
10	SB1	1	--	--
30	SB1	1	--	--
29	SB2	--	--	1
22	SB3	--	--	1
1	SB4	1	--	--
14	SB4	--	1	--
12	SB5	1	--	--
13	SB5	1	--	--
15	SB5	--	1	--
23	SB6	--	--	1
6	SB7	1	--	--
20	SB7	1	--	--
24	SB7	--	--	1
17	SB8	1	--	--
18	SB8	1	--	--
19	SB8	1	--	--
21	SB8	1	--	--
31	SB8	1	--	--
25	SB9	--	--	1
4	SB10	--	1	--
11	SB10	1	--	--
26	SB10	--	--	1
2	SB11	1	--	--
3	SB11	1	--	--
5	SB11	--	1	--
27	SB11	--	--	1
28	SB12	--	--	1
16	SB13	1	--	--
TOTAL		19	4	8

^ DENOTES SIGNAL HOUSING WITH REFLECTIVE BACKPLATE

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

LED MODULES SUMMARY (FOR INFO ONLY)

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 16-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH RED ARROW EACH	LED MODULES 12-INCH YELLOW ARROW EACH	LED MODULES 12-INCH GREEN ARROW EACH
7	SB1	--	1	1	1	--	--	--
8	SB1	--	1	1	1	--	--	--
9	SB1	--	--	--	--	1	1	1
10	SB1	--	--	--	--	1	1	1
30	SB1	--	--	--	--	1	1	1
29	SB2	1	--	--	--	--	--	--
22	SB3	1	--	--	--	--	--	--
1	SB4	--	1	1	1	--	--	--
14	SB4	--	--	--	--	1	2	1
12	SB5	--	1	1	1	--	--	--
13	SB5	--	1	1	1	--	--	--
15	SB5	--	--	--	--	1	2	1
23	SB6	1	--	--	--	--	--	--
6	SB7	--	1	1	1	--	--	--
20	SB7	--	--	--	--	1	1	1
24	SB7	1	--	--	--	--	--	--
17	SB8	--	1	1	1	--	--	--
18	SB8	--	1	1	1	--	--	--
19	SB8	--	1	1	1	--	--	--
21	SB8	--	--	--	--	1	1	1
31	SB8	--	--	--	--	1	1	1
25	SB9	1	--	--	--	--	--	--
4	SB10	--	--	--	--	1	2	1
11	SB10	--	1	1	1	--	--	--
26	SB10	1	--	--	--	--	--	--
2	SB11	--	1	1	1	--	--	--
3	SB11	--	1	1	1	--	--	--
5	SB11	--	--	--	--	1	2	1
27	SB11	1	--	--	--	--	--	--
28	SB12	1	--	--	--	--	--	--
16	SB13	--	1	1	1	--	--	--
TOTAL		8	13	13	13	10	14	10

3

ALL ITEMS CATEGORY 0010 UNLESS NOTED

W PARADISE DR & S SILVERBROOK DR
CITY OF WEST BEND
WASHINGTON COUNTY

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES	SHEET NO: 158	E

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TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0201.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (PARADISE & SILVERBROOK) EACH	* 661.0300 GENERATORS DAY
PARADISE DR & SILVERBROOK DR	1	1
TOTAL	1	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

TEMPORARY INFRARED EVP SYSTEM

LOCATION	SPV.0060.07 TEMPORARY INFRARED EVP SYSTEM (PARADISE & SILVERBROOK) EACH
PARADISE DR & SILVERBROOK DR	1
TOTAL	1

3

SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.01 SIGNAL MOUNTING HARDWARE (PARADISE & SILVERBROOK) EACH
PARADISE DR & SILVERBROOK DR	1
TOTAL	1

VIDEO DETECTION SYSTEM

LOCATION	SPV.0060.10 VIDEO DETECTION SYSTEM (PARADISE & SILVERBROOK) EACH
PARADISE DR & SILVERBROOK DR	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION SYSTEM

LOCATION	SPV.0060.04 EMERGENCY VEHICLE PREEMPTION SYSTEM (PARADISE & SILVERBROOK) EACH
PARADISE DR & SILVERBROOK DR	1
TOTAL	1

REMOVE, SALVAGE, AND REINSTALL TRAFFIC SIGNAL INTERCONNECT

LOCATION	SPV.0060.13 REMOVE SALVAGE & REINSTALL TRAF SIG INTERCONNECT (PARADISE & SILVERBROOK) EACH
PARADISE DR & SILVERBROOK DR	1
TOTAL	1

W PARADISE DR & S SILVERBROOK DR
CITY OF WEST BEND
WASHINGTON COUNTY

ALL ITEMS CATEGORY 0010 UNLESS NOTED

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REMOVING CONCRETE BASES

SIGNAL BASE NO.	* 204.0195 REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
SB11	1
SB12	1
CB1	1
TOTAL	13

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

CONDUIT

FROM	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	* 652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1	--	30	--
PB1	PB2	--	94	--
PB2	SB1	5	--	--
PB2	SB10	--	17	--
PB2	PB3	--	--	134
PB3	PB4	--	--	84
PB4	SB2	--	5	--
PB4	SB3	3	--	--
PB4	PB5	--	--	212
PB5	SB4	--	12	--
PB5	SB5	3	--	--
PB5	PB6	--	--	132
PB6	SB6	--	6	--
PB6	PB7	--	--	92
PB7	SB7	--	5	--
PB7	SB8	6	--	--
PB7	PB8	--	22	--
PB8	SB9	5	--	--
PB8	PB9	--	--	140
PB9	PB10	--	--	132
PB10	CB1	--	36	--
TOTAL		22	227	926

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

REMOVING TRAFFIC SIGNALS

LOCATION	204.9060.S.02 REMOVING TRAFFIC SIGNALS (MAIN & PARADISE) EACH
PARADISE DR & MAIN ST	1
TOTAL	1

REMOVING PULL BOXES

PULL BOX NO.	* 653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
PB9	1
PB10	1
PB11	1
TOTAL	11

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

ALL ITEMS CATEGORY 0010 UNLESS NOTED

S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

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LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR

FIXTURE TYPE	* 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
TRAFFIC SIGNAL, THREE SECTION	14
TRAFFIC SIGNAL, FIVE SECTION	6
TRAFFIC SIGNAL, PEDESTRIAN	8
MERCURY SWITCHES	1
TOTAL	29

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

SIGNAL BASE NO.	TRAFFIC SIGNAL, THREE SECTION EACH	TRAFFIC SIGNAL, FIVE SECTION EACH	TRAFFIC SIGNAL, PEDESTRIAN EACH	MERCURY SWITCHES EACH
SB1	2	--	1	--
SB2	3	--	--	--
SB3	1	--	1	--
SB4	1	--	1	--
SB5	--	2	--	--
SB6	--	1	1	--
SB7	2	--	1	--
SB8	3	--	--	--
SB9	1	--	1	--
SB10	1	--	1	--
SB11	--	2	--	--
SB12	--	1	1	--
CB1	--	--	--	1
TOTAL	14	6	8	1

3

PULL BOXES

PULL BOX NO.	ALIGNMENT	STATION^	OFFSET^	* 653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	S MAIN ST	105+65.2	101.1' LT	1
PB2	S MAIN ST	106+00.4	70.1' LT	1
PB3	S MAIN ST	106+66.4	82.6' LT	1
PB4	S MAIN ST	107+04.4	66.0' LT	1
PB5	S MAIN ST	107+01.2	39.8' RT	1
PB6	S MAIN ST	106+37.7	56.8' RT	1
PB7	S MAIN ST	105+92.9	48.4' RT	1
PB8	S MAIN ST	105+85.7	39.9' RT	1
PB9	S MAIN ST	105+54.3	22.6' LT	1
PB10	S MAIN ST	105+53.4	88.6' LT	1
			TOTAL	10

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

ALL ITEMS CATEGORY 0010 UNLESS NOTED

S MAIN ST & W PARADISE DR
CITY OF WEST BEND
WASHINGTON COUNTY

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TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	* 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	* 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.
CB1	SB1	--	90	--
CB1	SB2	--	--	232
CB1	SB3	--	229	--
CB1	SB4	--	--	367
CB1	SB5	357	--	--
CB1	SB6	--	286	--
CB1	SB7	224	--	--
CB1	SB8	225	--	--
CB1	SB9	--	200	--
CB1	SB10	--	--	103
	TOTAL	806	805	702

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	* 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB10	103
SB10	SB1	35
SB1	SB2	164
SB2	SB3	20
SB3	SB4	155
SB4	SB5	27
SB5	SB6	104
SB6	SB7	84
SB7	SB8	23
SB8	SB9	46
SB9	CB1	200
PB1	CB1	23
PB2	SB1	18
PB3	SB2	62
PB4	SB3	16
PB5	SB5	16
PB6	SB6	19
PB7	SB7	18
PB8	SB9	18
PB9	CB1	96
PB10	CB1	25
	TOTAL	1272

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

VIDEO DETECTION CABLE

FROM	TO	(INCIDENTAL) VIDEO DETECTION CABLE L.F.
CB1	V1 (SB2)	302
	TOTAL	302

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	(INCIDENTAL) TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	HEAD A (SB10)	183
CB1	HEAD B (SB4)	442
CB1	HEAD C (SB7)	284
CB1	HEAD D (SB2)	302
	TOTAL	1211

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

ALL ITEMS CATEGORY 0010 UNLESS NOTED

S MAIN ST & W PARADISE DR
CITY OF WEST BEND
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TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

FROM	TO	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD IN CABLE L.F.
SB1	HEAD 1	19	--	--
SB1	HEAD 14	19	--	--
SB1	HEAD 21	15	--	--
SB1	PUSH BUTTON	--	--	6
SB2	HEAD 12	70	--	--
SB2	HEAD 13	70	--	--
SB2	HEAD 15	70	--	--
SB2	HEAD 22	15	--	--
SB2	HEAD 29	70	--	--
SB2	PUSH BUTTON	--	--	6
SB3	HEAD 6	22	--	--
SB3	HEAD 19	--	22	--
SB3	HEAD 23	15	--	--
SB3	PUSH BUTTON	--	--	6
SB4	HEAD 17	75	--	--
SB4	HEAD 18	75	--	--
SB4	HEAD 20	--	76	--
SB4	HEAD 24	15	--	--
SB4	HEAD 30	--	76	--
SB4	PUSH BUTTON	--	--	6
SB5	HEAD 11	19	--	--
SB5	HEAD 25	15	--	--
SB5	PUSH BUTTON	--	--	6
SB6	HEAD 4	45	--	--
SB6	HEAD 5	45	--	--
SB6	HEAD 31	45	--	--
SB7	HEAD 2	60	--	--
SB7	HEAD 3	60	--	--
SB8	HEAD 27	15	--	--
SB8	PUSH BUTTON	--	--	6
SB9	HEAD 9	--	22	--
SB9	HEAD 16	22	--	--
SB9	HEAD 26	15	--	--
SB9	PUSH BUTTON	--	--	6
SB10	HEAD 7	80	--	--
SB10	HEAD 8	80	--	--
SB10	HEAD 10	--	81	--
SB10	HEAD 28	15	--	--
SB10	HEAD 32	--	81	--
SB10	PUSH BUTTON	--	--	6
	TOTAL	1066	358	48

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

CONCRETE BASES

SIGNAL BASE NO.	ALIGNMENT	STATION^	OFFSET^	* 654.0101 CONCRETE BASES TYPE 1 EACH	* 654.0110 CONCRETE BASES TYPE 10 EACH	* 654.0113 CONCRETE BASES TYPE 13 EACH	* 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	* 654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
SB1	S MAIN ST	106+04.3	66.8' LT	1	--	--	--	--
SB2	S MAIN ST	106+99.2	65.1' LT	--	--	--	1	--
SB3	S MAIN ST	107+06.6	64.3' LT	1	--	--	--	--
SB4	S MAIN ST	107+06.9	29.3' RT	--	--	1	--	--
SB5	S MAIN ST	106+98.6	39.0' RT	1	--	--	--	--
SB6	S MAIN ST	106+38.5	51.2' RT	--	1	--	--	--
SB7	S MAIN ST	105+96.0	52.5' RT	--	--	--	1	--
SB8	S MAIN ST	105+93.3	42.3' RT	1	--	--	--	--
SB9	S MAIN ST	105+84.1	35.6' RT	1	--	--	--	--
SB10	S MAIN ST	105+88.8	60.0' LT	--	--	1	--	--
CB1	S MAIN ST	105+55.2	100.0' LT	--	--	--	--	1
			TOTAL	5	1	2	2	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0201.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL (MAIN & PARADISE) EACH
PARADISE DR & MAIN ST	1
TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

S MAIN ST & W PARADISE DR
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SIGNAL BASES, POLES, AND MAST ARMS

SIGNAL BASE NO.	* 657.0100 PEDESTAL BASES EACH	* 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	* 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	* 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	* 657.0345 POLES TYPE 9 EACH	* 657.0347 POLES TYPE 9 SPECIAL EACH	* 657.0355 POLES TYPE 12 EACH	657.0520 MONOTUBE ARMS 20-FT EACH	* 657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH	* 657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH	* 657.0550 MONOTUBE ARMS 50-FT EACH	657.0555 MONOTUBE ARMS 55-FT EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH
SB1	1	1	--	--	--	--	--	--	--	--	--	--	1
SB2	--	--	--	--	--	1	--	--	--	1	--	--	1
SB3	1	--	1	--	--	--	--	--	--	--	--	--	1
SB4	--	--	--	--	--	--	1	--	--	--	1	--	1
SB5	1	1	--	--	--	--	--	--	--	--	--	--	1
SB6	--	--	--	--	1	--	--	1	--	--	--	--	--
SB7	--	--	--	--	--	1	--	--	1	--	--	--	--
SB8	1	--	--	1	--	--	--	--	--	--	--	--	1
SB9	1	--	1	--	--	--	--	--	--	--	--	--	1
SB10	--	--	--	--	--	--	1	--	--	--	--	1	1
TOTAL	5	2	2	1	1	2	2	1	1	1	1	1	8

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.02 SIGNAL MOUNTING HARDWARE (MAIN & PARADISE) EACH
PARADISE DR & MAIN ST	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0201.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (MAIN & PARADISE) EACH	* 661.0300 GENERATORS DAY
PARADISE DR & MAIN ST	1	1
TOTAL	1	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABINET & CONTROLLER

LOCATION	SPV.0060.02 TRAFFIC SIGNAL CABINET & CONTROLLER (MAIN & PARADISE) EACH
PARADISE DR & MAIN ST	1
TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

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FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	* 658.0173^ TRAFFIC SIGNAL FACE 3S 12-INCH EACH	* 658.0174^ TRAFFIC SIGNAL FACE 4S 12-INCH EACH	* 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
1	SB1	1	--	--
14	SB1	1	--	--
21	SB1	--	--	1
12	SB2	1	--	--
13	SB2	1	--	--
15	SB2	1	--	--
22	SB2	--	--	1
29	SB2	1	--	--
6	SB3	1	--	--
19	SB3	--	1	--
23	SB3	--	--	1
17	SB4	1	--	--
18	SB4	1	--	--
20	SB4	--	1	--
24	SB4	--	--	1
30	SB4	--	1	--
11	SB5	1	--	--
25	SB5	--	--	1
4	SB6	1	--	--
5	SB6	1	--	--
31	SB6	1	--	--
2	SB7	1	--	--
3	SB7	1	--	--
27	SB8	--	--	1
9	SB9	--	1	--
16	SB9	1	--	--
26	SB9	--	--	1
7	SB10	1	--	--
8	SB10	1	--	--
10	SB10	--	1	--
28	SB10	--	--	1
32	SB10	--	1	--
	TOTAL	18	6	8

^ DENOTES SIGNAL HOUSING WITH REFLECTIVE BACKPLATE

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

LED MODULES SUMMARY (FOR INFO ONLY)

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 16-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH RED ARROW EACH	LED MODULES 12-INCH YELLOW ARROW EACH	LED MODULES 12-INCH GREEN ARROW EACH
1	SB1	--	1	1	1	--	--	--
14	SB1	--	--	--	--	1	1	1
21	SB1	1	--	--	--	--	--	--
12	SB2	--	1	1	1	--	--	--
13	SB2	--	1	1	1	--	--	--
15	SB2	--	--	--	--	1	1	1
22	SB2	1	--	--	--	--	--	--
29	SB2	--	--	--	--	1	1	1
6	SB3	--	1	1	1	--	--	--
19	SB3	--	--	--	--	1	2	1
23	SB3	1	--	--	--	--	--	--
17	SB4	--	1	1	1	--	--	--
18	SB4	--	1	1	1	--	--	--
20	SB4	--	--	--	--	1	2	1
24	SB4	1	--	--	--	--	--	--
30	SB4	--	--	--	--	1	2	1
11	SB5	--	1	1	1	--	--	--
25	SB5	1	--	--	--	--	--	--
4	SB6	--	--	--	--	1	1	1
5	SB6	--	--	--	--	1	1	1
31	SB6	--	--	--	--	1	1	1
2	SB7	--	1	1	1	--	--	--
3	SB7	--	1	1	1	--	--	--
27	SB8	1	--	--	--	--	--	--
9	SB9	--	--	--	--	1	2	1
16	SB9	--	1	1	1	--	--	--
26	SB9	1	--	--	--	--	--	--
7	SB10	--	1	1	1	--	--	--
8	SB10	--	1	1	1	--	--	--
10	SB10	--	--	--	--	1	2	1
28	SB10	1	--	--	--	--	--	--
32	SB10	--	--	--	--	1	2	1
	TOTAL	8	12	12	12	12	18	12

ALL ITEMS CATEGORY 0010 UNLESS NOTED

S MAIN ST & W PARADISE DR
CITY OF WEST BEND
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TEMPORARY INFRARED EVP SYSTEM

LOCATION	SPV.0060.08 TEMPORARY INFRARED EVP SYSTEM (MAIN & PARADISE) EACH
PARADISE DR & MAIN ST	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION SYSTEM

LOCATION	SPV.0060.05 EMERGENCY VEHICLE PREEMPTION SYSTEM (MAIN & PARADISE) EACH
PARADISE DR & MAIN ST	1
TOTAL	1

3

VIDEO DETECTION SYSTEM

LOCATION	SPV.0060.11 VIDEO DETECTION SYSTEM (MAIN & PARADISE) EACH
PARADISE DR & MAIN ST	1
TOTAL	1

REMOVE, SALVAGE, AND REINSTALL TRAFFIC SIGNAL INTERCONNECT

LOCATION	SPV.0060.14 REMOVE SALVAGE & REINSTALL TRAF SIG INTERCONNECT (MAIN & PARADISE) EACH
PARADISE DR & MAIN ST	1
TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

S MAIN ST & W PARADISE DR
CITY OF WEST BEND
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REMOVING PULL BOXES

PULL BOX NO.	* 653.0905 REMOVING PULL BOXES EACH	SPV.0060.17 ABANDONING PULL BOX (MAIN & DECORAH) EACH
PB1	1	--
PB2	1	--
PB3	1	--
PB4	1	--
PB5	1	--
PB6	1	--
PB7	1	--
PB8	1	--
PB9	1	--
PB10	1	--
PB11	1	--
PB12	1	--
PB13	1	--
PB14	1	--
PB16	1	--
PB18	--	1
PB19	--	1
PB20	--	1
PB21	--	1
PB22	--	1
PB23	--	1
PB24	--	1
PB25	--	1
PB26	--	1
PB27	--	1
PB28	--	1
PB29	--	1
PB30	--	1
TOTAL	15	13

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

CONDUIT

FROM	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	* 652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1	--	27	--
PB1	SB1	--	8	--
PB1	PB2	--	52	--
PB2	SB2	17	--	--
PB2	PB3	--	120	--
PB3	SB3	10	--	--
PB3	PB4	--	--	94
PB4	PB5	--	--	74
PB5	SB4	--	11	--
PB5	SB5	5	--	--
PB5	PB6	--	122	--
PB6	SB6	12	--	--
PB6	PB7	--	--	62
PB7	PB8	--	--	52
PB8	SB7	--	5	--
PB8	PB9	--	150	--
PB9	SB8	31	--	--
PB9	PB10	--	--	102
PB10	PB11	--	--	88
PB11	SB9	--	8	--
PB11	SB10	24	--	--
PB11	PB12	--	78	--
PB12	SB11	6	--	--
PB12	PB2	--	--	120
TOTAL		105	581	592

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL REMOVALS

LOCATION	204.9060.S.03 REMOVING TRAFFIC SIGNALS (MAIN & DECORAH) EACH	204.9060.S.04 REMOVING LOOP DETECTOR & LEAD-IN CABLE (MAIN & DECORAH) EACH
DECORAH RD & MAIN ST	1	1
TOTAL	1	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

REMOVING CONCRETE BASES

SIGNAL BASE NO.	* 204.0195 REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
CB1	1
TOTAL	11

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

S MAIN ST & W DECORAH RD
CITY OF WEST BEND
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LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR

FIXTURE TYPE	* 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
TRAFFIC SIGNAL, THREE SECTION	4
TRAFFIC SIGNAL, FIVE SECTION	10
TRAFFIC SIGNAL, PEDESTRIAN	8
MERCURY SWITCHES	1
TOTAL	23

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

SIGNAL BASE NO.	TRAFFIC SIGNAL, THREE SECTION EACH	TRAFFIC SIGNAL, FIVE SECTION EACH	TRAFFIC SIGNAL, PEDESTRIAN EACH	MERCURY SWITCHES EACH
SB1	1	--	1	--
SB2	--	2	--	--
SB3	--	1	1	--
SB4	1	1	1	--
SB5	--	1	1	--
SB6	1	--	1	--
SB7	--	2	--	--
SB8	--	1	1	--
SB9	1	1	1	--
SB10	--	1	1	--
CB1	--	--	--	1
TOTAL	4	10	8	1

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	* 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	29
SB1	SB2	78
SB2	SB3	118
SB3	SB4	149
SB4	SB5	30
SB5	SB6	109
SB6	SB7	115
SB7	SB8	145
SB8	SB9	181
SB9	SB10	46
SB10	SB11	98
SB11	CB1	144
PB1	SB1	21
PB2	SB2	30
PB3	SB3	23
PB4	SB5	57
PB5	SB5	18
PB6	SB6	25
PB7	SB7	45
PB8	SB7	18
PB9	SB8	44
PB10	SB9	69
PB11	SB9	21
PB12	SB11	19
TOTAL		1632

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	* 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	* 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.
CB1	SB1	--	29	--
CB1	SB2	79	--	--
CB1	SB3	--	148	--
CB1	SB4	--	--	263
CB1	SB5	257	--	--
CB1	SB6	--	343	--
CB1	SB7	--	--	418
CB1	SB8	--	353	--
CB1	SB9	--	--	201
CB1	SB10	218	--	--
CB1	SB11	--	145	--
TOTAL		554	1018	882

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

PULL BOXES

PULL BOX NO.	ALIGNMENT	STATION^	OFFSET^	* 653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	S MAIN ST	159+68.4	111.5' LT	1
PB2	S MAIN ST	159+70.5	86.0' LT	1
PB3	S MAIN ST	160+13.7	51.1' LT	1
PB4	S MAIN ST	160+16.4	4.4' LT	1
PB5	S MAIN ST	160+05.8	30.6' RT	1
PB6	S MAIN ST	159+69.9	74.4' RT	1
PB7	S MAIN ST	159+38.5	74.1' RT	1
PB8	S MAIN ST	159+13.4	69.3' RT	1
PB9	S MAIN ST	158+63.0	28.8' RT	1
PB10	S MAIN ST	158+59.6	22.2' LT	1
PB11	S MAIN ST	158+76.2	63.0' LT	1
PB12	S MAIN ST	159+10.3	84.2' LT	1
TOTAL				12

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

ALL ITEMS CATEGORY 0010 UNLESS NOTED

S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 1/31/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

FROM	TO	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD IN CABLE L.F.
SB1	HEAD 7	50	--	--
SB1	HEAD 8	19	--	--
SB1	HEAD 10	--	51	--
SB2	HEAD 28	15	--	--
SB2	PUSH BUTTON	--	--	6
SB3	HEAD 1	22	--	--
SB3	HEAD 14	--	22	--
SB3	HEAD 21	15	--	--
SB3	PUSH BUTTON	--	--	6
SB4	HEAD 12	70	--	--
SB4	HEAD 13	70	--	--
SB4	HEAD 15	--	71	--
SB4	HEAD 29	--	71	--
SB5	HEAD 22	15	--	--
SB5	PUSH BUTTON	--	--	6
SB6	HEAD 6	22	--	--
SB6	HEAD 19	--	22	--
SB6	HEAD 23	15	--	--
SB6	PUSH BUTTON	--	--	6
SB7	HEAD 17	60	--	--
SB7	HEAD 18	19	--	--
SB7	HEAD 20	--	61	--
SB7	HEAD 24	15	--	--
SB7	HEAD 30	--	61	--
SB7	PUSH BUTTON	--	--	6
SB8	HEAD 4	--	22	--
SB8	HEAD 11	22	--	--
SB8	HEAD 25	15	--	--
SB8	PUSH BUTTON	--	--	6
SB9	HEAD 2	70	--	--
SB9	HEAD 3	70	--	--
SB9	HEAD 5	--	71	--
SB9	HEAD 31	--	71	--
SB10	HEAD 26	15	--	--
SB10	PUSH BUTTON	--	--	6
SB11	HEAD 9	--	22	--
SB11	HEAD 16	22	--	--
SB11	HEAD 27	15	--	--
SB11	PUSH BUTTON	--	--	6
	TOTAL	636	545	48

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

CONCRETE BASES

SIGNAL BASE NO.	ALIGNMENT	STATION^	OFFSET^	* 654.0101 CONCRETE BASES TYPE 1 EACH	* 654.0110 CONCRETE BASES TYPE 10 EACH	* 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	* 654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
SB1	S MAIN ST	159+68.1	103.8' LT	--	1	--	--
SB2	S MAIN ST	159+77.8	70.5' LT	1	--	--	--
SB3	S MAIN ST	160+02.9	54.0' LT	1	--	--	--
SB4	S MAIN ST	160+16.4	31.2' RT	--	--	1	--
SB5	S MAIN ST	160+02.3	34.8' RT	1	--	--	--
SB6	S MAIN ST	159+72.8	62.6' RT	1	--	--	--
SB7	S MAIN ST	159+13.2	64.1' RT	--	--	1	--
SB8	S MAIN ST	158+93.9	31.6' RT	1	--	--	--
SB9	S MAIN ST	158+80.2	55.8' LT	--	--	1	--
SB10	S MAIN ST	158+94.4	78.0' LT	1	--	--	--
SB11	S MAIN ST	159+05.1	80.4' LT	1	--	--	--
CB1	S MAIN ST	159+68.9	120.6' LT	--	--	--	1
			TOTAL	7	1	3	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

VIDEO DETECTION CABLE

FROM	TO	(INCIDENTAL) VIDEO DETECTION CABLE L.F.
CB1	V1 (SB7)	478
	TOTAL	478

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	(INCIDENTAL) TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	HEAD A (SB9)	271
CB1	HEAD B (SB4)	333
CB1	HEAD C (SB7)	478
CB1	HEAD D (SB1)	79
	TOTAL	1161

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

ALL ITEMS CATEGORY 0010 UNLESS NOTED

S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

PAGE 3 OF 7

3

SIGNAL BASES, POLES, AND MAST ARMS

SIGNAL BASE NO.	* 657.0100 PEDESTAL BASES EACH	* 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	* 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	* 657.0345 POLES TYPE 9 EACH	* 657.0347 POLES TYPE 9 SPECIAL EACH	657.0525 MONOTUBE ARMS 25-FT EACH	* 657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH	* 657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH
SB1	--	--	--	1	--	1	--	--	--
SB2	1	--	1	--	--	--	--	--	1
SB3	1	1	--	--	--	--	--	--	1
SB4	--	--	--	--	1	--	--	1	--
SB5	1	--	1	--	--	--	--	--	1
SB6	1	1	--	--	--	--	--	--	1
SB7	--	--	--	--	1	--	1	--	1
SB8	1	1	--	--	--	--	--	--	1
SB9	--	--	--	--	1	--	--	1	--
SB10	1	--	1	--	--	--	--	--	1
SB11	1	1	--	--	--	--	--	--	1
TOTAL	7	4	3	1	3	1	1	2	8

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0201.03 ELECTRICAL SERVICE METER BREAKER PEDESTAL (MAIN & DECORAH) EACH
MAIN ST & DECORAH RD	1
TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 1/31/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	* 658.0173^ TRAFFIC SIGNAL FACE 3S 12-INCH EACH	* 658.0174^ TRAFFIC SIGNAL FACE 4S 12-INCH EACH	* 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
7	SB1	1	--	--
8	SB1	1	--	--
10	SB1	--	1	--
28	SB2	--	--	1
1	SB3	1	--	--
14	SB3	--	1	--
21	SB3	--	--	1
12	SB4	1	--	--
13	SB4	1	--	--
15	SB4	--	1	--
29	SB4	--	1	--
22	SB5	--	--	1
6	SB6	1	--	--
19	SB6	--	1	--
23	SB6	--	--	1
17	SB7	1	--	--
18	SB7	1	--	--
20	SB7	--	1	--
24	SB7	--	--	1
30	SB7	--	1	--
4	SB8	--	1	--
11	SB8	1	--	--
25	SB8	--	--	1
2	SB9	1	--	--
3	SB9	1	--	--
5	SB9	--	1	--
31	SB9	--	1	--
26	SB10	--	--	1
9	SB11	--	1	--
16	SB11	1	--	--
27	SB11	--	--	1
	TOTAL	12	11	8

^ DENOTES SIGNAL HOUSING WITH REFLECTIVE BACKPLATE
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

LED MODULES SUMMARY (FOR INFO ONLY)

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 16-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH RED ARROW EACH	LED MODULES 12-INCH YELLOW ARROW EACH	LED MODULES 12-INCH GREEN ARROW EACH
7	SB1	--	1	1	1	--	--	--
8	SB1	--	1	1	1	--	--	--
10	SB1	--	--	--	--	1	2	1
28	SB2	1	--	--	--	--	--	--
1	SB3	--	1	1	1	--	--	--
14	SB3	--	--	--	--	1	2	1
21	SB3	1	--	--	--	--	--	--
12	SB4	--	1	1	1	--	--	--
13	SB4	--	1	1	1	--	--	--
15	SB4	--	--	--	--	1	2	1
29	SB4	--	--	--	--	1	2	1
22	SB5	1	--	--	--	--	--	--
6	SB6	--	1	1	1	--	--	--
19	SB6	--	--	--	--	1	2	1
23	SB6	1	--	--	--	--	--	--
17	SB7	--	1	1	1	--	--	--
18	SB7	--	1	1	1	--	--	--
20	SB7	--	--	--	--	1	2	1
24	SB7	1	--	--	--	--	--	--
30	SB7	--	--	--	--	1	2	1
4	SB8	--	--	--	--	1	2	1
11	SB8	--	1	1	1	--	--	--
25	SB8	1	--	--	--	--	--	--
2	SB9	--	1	1	1	--	--	--
3	SB9	--	1	1	1	--	--	--
5	SB9	--	--	--	--	1	2	1
31	SB9	--	--	--	--	1	2	1
26	SB10	1	--	--	--	--	--	--
9	SB11	--	--	--	--	1	2	1
16	SB11	--	1	1	1	--	--	--
27	SB11	1	--	--	--	--	--	--
	TOTAL	8	12	12	12	11	22	11

ALL ITEMS CATEGORY 0010 UNLESS NOTED

S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 1/31/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.03 SIGNAL MOUNTING HARDWARE (MAIN & DECORAH) EACH
MAIN ST & DECORAH RD	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0201.03 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (MAIN & DECORAH) EACH	* 661.0300 GENERATORS DAY
MAIN ST & DECORAH RD	1	1
TOTAL	1	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

3

TRAFFIC SIGNAL CABINET & CONTROLLER

LOCATION	SPV.0060.03 TRAFFIC SIGNAL CABINET & CONTROLLER (MAIN & DECORAH) EACH
MAIN ST & DECORAH RD	1
TOTAL	1

TEMPORARY INFRARED EVP SYSTEM

LOCATION	SPV.0060.09 TEMPORARY INFRARED EVP SYSTEM (MAIN & DECORAH) EACH
MAIN ST & DECORAH RD	1
TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

3

EMERGENCY VEHICLE PREEMPTION SYSTEM

LOCATION	SPV.0060.06 EMERGENCY VEHICLE PREEMPTION SYSTEM (MAIN & DECORAH) EACH
MAIN ST & DECORAH RD	1
TOTAL	1

VIDEO DETECTION SYSTEM

LOCATION	SPV.0060.12 VIDEO DETECTION SYSTEM (MAIN & DECORAH) EACH
MAIN ST & DECORAH RD	1
TOTAL	1

3

REMOVE, SALVAGE, AND REINSTALL TRAFFIC SIGNAL INTERCONNECT

LOCATION	SPV.0060.15 REMOVE SALVAGE & REINSTALL TRAF SIG INTERCONNECT (MAIN & DECORAH) EACH
MAIN ST & DECORAH RD	1
TOTAL	1

LED BLANK OUT SIGN

LOCATION	SPV.0060.16 LED BLANK OUT SIGN (MAIN & DECORAH) EACH
MAIN ST & DECORAH RD	4
TOTAL	4

ALL ITEMS CATEGORY 0010 UNLESS NOTED

S MAIN ST & W DECORAH RD
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 1/31/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE
CULVERT

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

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
ELECTRIC TOWER	☒

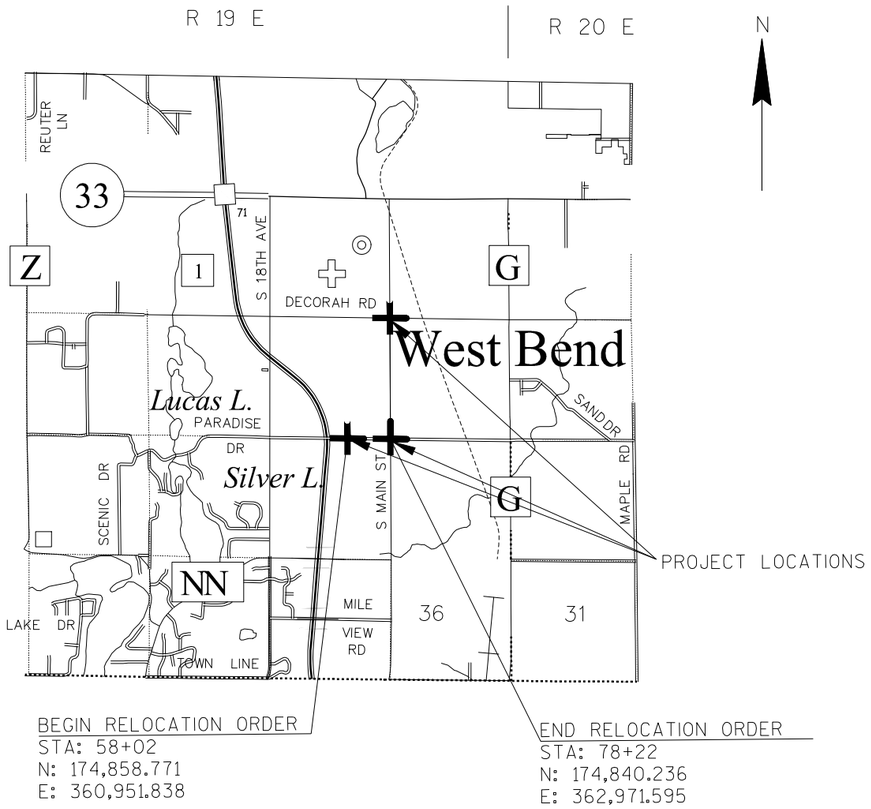
CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

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

T 11 N



LAYOUT
SCALE 0 1 mi.

TOTAL NET LENGTH OF CENTERLINE = 0.000'

R/W PROJECT NUMBER 2707-09-20	SHEET NUMBER	TOTAL SHEETS
STATE PROJECT NUMBER 2707-09-70	4.01	6

PLAT OF RIGHT OF WAY REQUIRED FOR

WEST BEND, MAIN & PARADISE INTER/DECORAH/PARADISE/SILVERBROOK

MAIN ST. & PARADISE DR.	WASHINGTON COUNTY

CONSTRUCTION PROJECT NUMBER
2707-09-70

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WASHINGTON COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER SURVEYS OF PUBLIC RECORD.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE ENGINEERING DEPARTMENT OF THE CITY OF WEST BEND.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THE PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

ORIGINAL PLAT PREPARED BY

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

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

DATE: 2/14/23
LAND SURVEYOR

CAUTION:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES.

REVISION DATE	CITY OF WEST BEND
	APPROVED FOR THE CITY OF WEST BEND DATE Feb 8, 2023

FILE NAME : S:\5168725\DWG\2707-09-20\PLAT\TPP100.DWG PLOT DATE : 2/14/2023 9:29 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME :

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO CITY OF WEST BEND.

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED ACRES			TOTAL REMAINING ACRES	T.L.E. TEMP. ACRES	P.L.E. PERM. ACRES	PARCEL NUMBER
					NEW	EXISTING	TOTAL				
1	4.04	PH WEST BEND, LLC.	TLE	1.12	-	-	-	1.12	0.010	-	1
2	4.04	CHANG FAMILY 2007 TRUST, WANG FAMILY TRUST	FEE, TLE	2.49	0.0001	-	0.0001	2.49	0.011	-	2
3	4.04	PMM DEVELOPMENT LLC.	TLE	0.83	-	-	-	0.83	0.001	-	3
4	4.05	BRIXMOR PARADISE PAVILION, LLC	TLE	4.42	-	-	-	4.42	0.043	-	4
5	4.05	IREIT WEST BEND MAIN, LLC	FEE, TLE	9.05	0.0001	-	0.0001	9.05	0.017	-	5
6	4.05	RE INVESTMENT PROPERTIES, LLC	TLE	0.58	-	-	-	0.58	0.013	-	6
7	4.06	KWIK TRIP, INC	FEE, TLE	1.40	0.003	-	0.003	1.40	0.004	-	7
8	4.06	DECORAH SHOPPING CENTER, LLC	FEE, TLE	2.65	0.003	-	0.003	2.65	0.015	-	8
9	4.06	JOINT SCHOOL DIST. NO. 1	FEE, TLE	20.98	0.006	-	0.006	20.97	0.017	-	9
10	4.06	HOLY ANGELS CEMETERY	FEE, TLE	9.92	0.003	-	0.003	9.92	0.008	-	10

UTILITY NUMBER	SHEET	NAME	INTEREST
100	4.04, 4.05, 4.06	WE ENERGIES- ELECTRIC	RELEASE OF RIGHTS
101	4.04, 4.05, 4.06	AT&T	RELEASE OF RIGHTS
102	4.05	WE ENERGIES- GAS	RELEASE OF RIGHTS
103	4.04	CITY OF WEST BEND- STORM	RELEASE OF RIGHTS

4

4

REVISION DATE

DATE 2/14/23

GRID FACTOR

SCALE, FEET 0

HWY: MAIN ST. & PARADISE DR.

COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 2707-09-20

CONSTRUCTION PROJECT NUMBER 2707-09-70

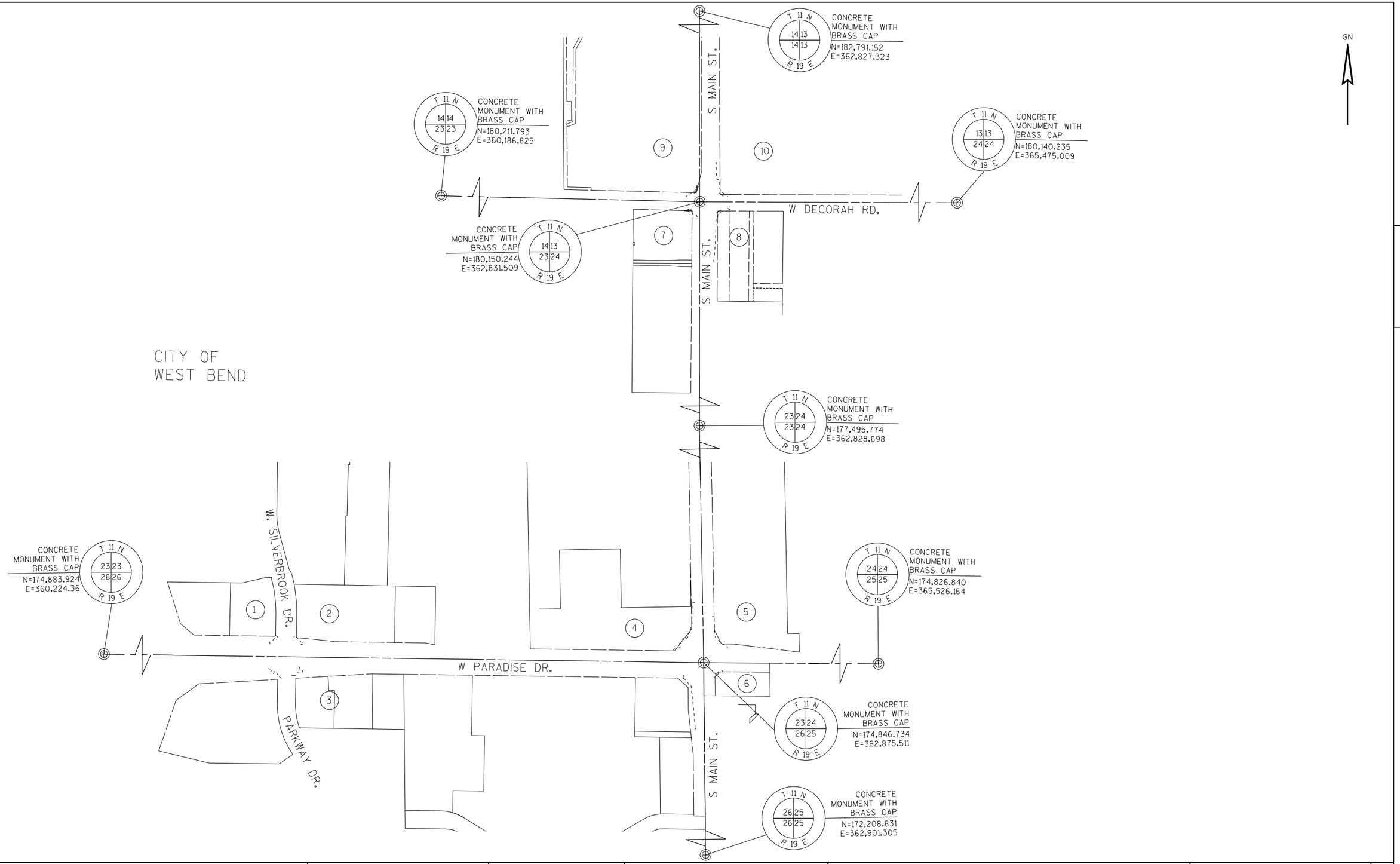
PLAT SHEET 4.02

PS&E SHEET 175

E

FILE NAME : TPP100.DWG
LAYOUT NAME - SHEET 4.02

PLOT DATE : 2/14/2023 9:30 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE :



REVISION DATE	DATE 2/14/23	SCALE, FEET 0 200 400	HWY: MAIN ST. & PARADISE DR.	STATE R/W PROJECT NUMBER 2707-09-20	PLAT SHEET 4.03
	GRID FACTOR		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 2707-09-70	PS&E SHEET 176 E

FILE NAME : TPP100.DWG
LAYOUT NAME - SHEET 4.03

PLOT DATE : 2/14/2023 9:31 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

CITY OF WEST BEND

SW-SE

GN

PARKWAY DR.

PC
STA:33+01.07
X: 361,031.285
Y: 174,674.517

PI
STA: 34+20.39
X: 361,034.476
Y: 174,793.794
Δ: 2°43'48"

PI
STA: 36+01.18
X: 361,030.699
Y: 174,974.543
Δ: 1°19'08"

PC
STA: 36+98.92
X: 361,030.907
Y: 175,072.285

C1
L:189.93'
R:599.69'
LCB:N08°57'06"W
LCH:189.14'

C2
L:301.07'
R:369.31'
LCB:N21°49'19"W
LCH:292.80'

T 11 N
23|23
26|26
R 19 E

CONCRETE MONUMENT WITH BRASS CAP
N=174,883.924
E=360,224.36

LOT 1 CSM 6324 DOC. 1233263

LOT 2 CSM 6324

PH WEST BEND, LLC.
1
TLE, SLOPES

12' WE ENERGIES DISTRIBUTION EASEMENT DOC. 1144984

20' PRIVATE WATER MAIN EASEMENT DOC. 1233266

PRIVATE STORM AND DRAINAGE EASEMENT DOC. 1233267

NO ACCESS PER PARADISE WOODS

103 MUNICIPAL STORM WATER EASEMENT DOC. 1233265

W. SILVERBROOK DR.

C1

92'

N0°07'18"E 97.74'

W PARADISE DR

90'

N0°48'13"E 90.00'

N1°11'50"W 180.79'

N0°48'13"E 85.31'

14.89' N0°48'13"E

757.97'

94.15'

35'

51.10'

41.17'

1799.29'
SEC LN:S89°11'47"E 2651.41'
R/L LN:S89°13'17"E 1000.00'

53

55

60

BEGIN RELOCATION ORDER: 53+75.00

N0°48'13"E 14.93'

STA:58+32.21

63.89'

14.94'

S0°46'43"W 79.30'

STA:59+26.36

PI:34+20.39

SEC LN STA:34+99.20

W PARADISE DR STA:58+83.31

PARKWAY DR STA:34+84.28

N1°31'58"E 119.32'

PI:33+01.07

PARKWAY DR.

C2

12' WE ENERGIES DISTRIBUTION EASEMENT DOC. 1119814

12' WIDE UTILITY EASEMENT PER CSM 5939

100 101 12' WIDE PUBLIC UTILITY EASEMENT PER PLAT OF PARADISE WOODS

LOT 2 CSM 5939 DOC. 1101878

CHANG FAMILY 2007 TRUST
2
TLE, SLOPES

PI:36+98.92

20' WIDE SANITARY SEWER EASEMENT PER CSM 5939

NO ACCESS PER PARADISE WOODS

SEE DETAIL A

EXISTING DETENTION POND EASEMENT PER CSM 5939

PI:36+01.18

SLOPE INTERCEPT

70'

SEE DETAIL B

10' PRIVATE STORM SEWER PER CSM 7243

PMM DEVELOPMENT LLC
3
TLE, SLOPES

15' WISCONSIN BELL GRANT DOC. 586099

10' WISCONSIN BELL GRANT DOC. 561386

NO VEHICULAR ACCESS PER CSM 7243

8' WISCONSIN BELL AND WE ENERGIES GRANT DOC. 855371

12' WE ENERGIES DOC. 1413944

RECIPROCAL ACCESS EASEMENT PER CSM 7243

LOT 1 CSM 7243 DOC. 157001

LOT 2 CSM 7243

100 WE ENERGIES-ELEC
8' WISCONSIN BELL AND WE ENERGIES EASEMENT DOC. 855371 NW-NE

101 AT&T
10' AT&T GRANT DOC.561386
8' GRANT DOC.855371
15' EASEMENT DOC. 586099
PARCEL 3

103 CITY OF WEST BEND
STORM
STORM WATER
EASEMENT DOC.1233265

DETAIL A
NOT TO SCALE

W. SILVERBROOK DR.
W PARADISE DR
301
302
303
2

T 11 N
23|24
26|25
R 19 E

CONCRETE MONUMENT WITH BRASS CAP
N=174,846.734
E=362,875.511

DETAIL B
NOT TO SCALE

W PARADISE DR
PARKWAY DR.
304
T705
T706
101
3

TLE STATION OFFSET		
POINT	STATION	OFFSET
T700	58+00.00	104.95'
T701	58+32.27	130.93'
T702	59+24.27	126.00'
T703	59+33.00	126.00'
T704	59+54.00	97.70'
T705	59+54.68	77.14'
T706	59+24.48	83.43'

RW STATION OFFSET		
POINT	STATION	OFFSET
300	58+32.26	104.93'
301	59+24.26	105.60'
302	59+26.40	100.20'
303	59+24.26	100.39'
304	59+24.48	79.30'

PI	Y	X
37+93.89	175,168.053	361,031.110
31+59.47	174,515.107	361,027.020

RW COURSE TABLE		
301-302	S20°52'48"E	5.81'
302-303	N84°03'02"W	2.16'
303-301	N0°48'13"E	5.21'

TLE COURSE TABLE		
300-T700	N89°11'47"W	32.26'
T700-T701	N51°56'09"E	41.43'
T701-300	S00°48'13"W	26.00'
301-T702	N00°48'13"E	20.40'
T702-T703	S89°13'17"E	8.73'
T703-T704	S35°47'58"E	35.24'
T704-302	N84°03'02"W	27.71'
302-301	S20°52'48"E	5.81'
304-T705	N86°41'27"E	30.28'
T705-T706	S79°00'54"W	30.85'
706-304	N00°48'13"E	4.13'

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
W PARADISE DR.	CSM 5939	VARIES	2009
PARKWAY DR.	CSM 5939	VARIES	2009
W PARADISE DR.	CSM 6324	90'	2007
PARKWAY DR.	CSM 6324	VARIES	2007
W PARADISE DR.	PARADISE WOODS SUBDIVISION	VARIES	2004
PARKWAY DR.	PARADISE WOODS SUBDIVISION	VARIES	2004
W PARADISE DR.	PARADISE PARKWAY SUBDIVISION	VARIES	1994
PARKWAY DR.	PARADISE PARKWAY SUBDIVISION	80'	1994

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WASHINGTON COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER SURVEYS OF PUBLIC RECORD.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE CITY OF WEST BEND.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

REVISION DATE	DATE 2/14/23	SCALE, FEET 0 50 100	HWY: MAIN ST. & PARADISE DR.
	GRID FACTOR		COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER	2707-09-20	PLAT SHEET 4.04
CONSTRUCTION PROJECT NUMBER	2707-09-70	PS&E SHEET 177

E

FILE NAME : TPP100.DWG
LAYOUT NAME - SHEET 4.04

PLOT DATE : 2/14/2023 9:31 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE :

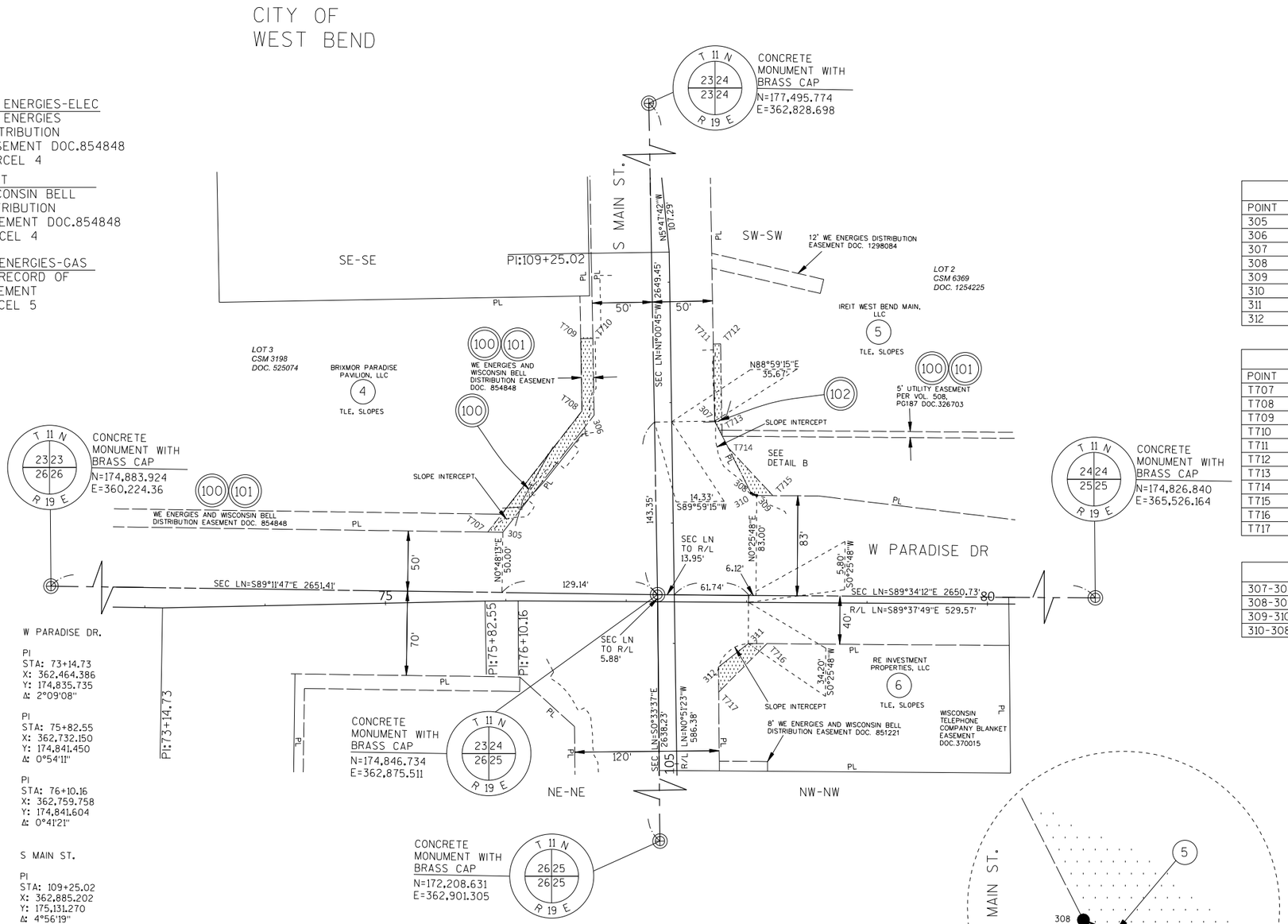
WISDOT/CADDS SHEET 75

CITY OF WEST BEND

(100) WE ENERGIES-ELEC
WE ENERGIES
DISTRIBUTION
EASEMENT DOC.854848
PARCEL 4

(101) AT&T
WISCONSIN BELL
DISTRIBUTION
EASEMENT DOC.854848
PARCEL 4

(102) WE ENERGIES-GAS
NO RECORD OF
EASEMENT
PARCEL 5



W PARADISE DR.

PI
STA: 73+14.73
X: 362,464.386
Y: 174,835.735
Δ: 2°09'08"

PI
STA: 75+82.55
X: 362,732.150
Y: 174,841.450
Δ: 0°54'11"

PI
STA: 76+10.16
X: 362,759.758
Y: 174,841.604
Δ: 0°41'21"

S MAIN ST.

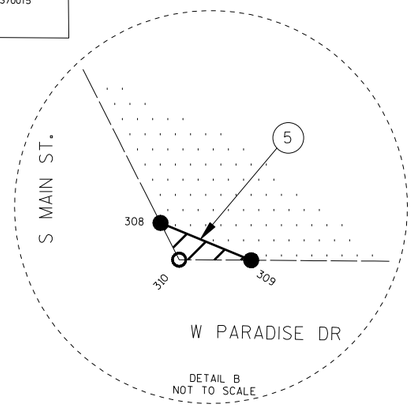
PI
STA: 109+25.02
X: 362,885.202
Y: 175,131.270
Δ: 4°56'19"

RW STATION OFFSET		
POINT	STATION	OFFSET
305	75+97.81	-57.01'
306	107+90.53	-64.35'
307	107+84.14	35.67'
308	107+23.78	65.08'
309	78+07.76	-88.79'
310	78+04.06	-88.80'
311	78+01.52	34.20'
312	105+79.79	35.74'

TLE STATION OFFSET		
POINT	STATION	OFFSET
T707	75+85.27	-57.25'
T708	107+94.03	-74.36'
T709	108+54.24	-74.52'
T710	108+54.27	-64.54'
T711	108+48.14	35.49'
T712	108+48.16	41.49'
T713	107+71.76	41.70'
T714	107+62.00	46.46'
T715	78+21.12	-88.78'
T716	78+17.00	34.22'
T717	105+59.00	35.64'

TLE COURSE TABLE		
305-T707	N89°11'47"W	12.54'
T707-T708	N37°54'53"E	127.35'
T708-T709	N01°00'45"W	60.20'
T709-T710	N88°59'15"E	9.99'
T710-306	S01°01'31"E	63.74'
306-305	S37°54'53"W	123.32'
309-308	S67°39'54"E	5.02'
308-T714	N26°50'06"W	42.51'
T714-T715	S42°57'53"E	54.59'
T715-309	N89°34'12"W	13.36'
307-T711	N01°00'45"W	64.00'
T711-T712	N88°59'15"E	6.00'
T712-T713	S01°00'45"E	76.40'
T713-T307	N26°50'06"W	13.77'
311-T716	S89°34'12"E	15.48'
T716-T717	S44°53'20"W	56.78'
T717-312	N00°33'37"W	20.79'
312-311	N51°44'13"E	31.57'

RW COURSE TABLE		
307-308	S26°50'06"E	67.14'
308-309	S67°39'54"E	5.02'
309-310	N89°34'12"W	3.70'
310-308	N26°50'06"W	2.11'



DETAIL B
NOT TO SCALE

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
W PARADISE DR.	CSM 3198	50'	2006
S MAIN ST.	CSM 3198	50'	2006
W PARADISE DR.	CSM 6369	VARIES	2007
S. MAIN ST.	CSM 6369	50'	2007

NOTES:

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RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

REVISION DATE	DATE 2/14/23	SCALE, FEET 0 50 100	HWY: MAIN ST. & PARADISE DR.	STATE R/W PROJECT NUMBER 2707-09-20	PLAT SHEET 4.05	
	GRID FACTOR		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 2707-09-70	PS&E SHEET 178	E

FILE NAME : TPP100.DWG
LAYOUT NAME - SHEET 4.05
PLOT DATE : 2/14/2023 9:32 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE :

RW COURSE TABLE		
313-314	N01°58'10"W	5.01'
314-315	N60°38'44"W	18.70'
315-316	N88°31'20"W	11.27'
316-317	N00°01'39"E	2.69'
317-318	S88°40'01"E	27.86'
318-313	S00°24'59"W	16.51'
320-321	N13°16'13"E	11.18'
321-322	S76°10'37"E	7.04'
322-323	S13°49'23"W	28.73'
323-319	N88°40'01"W	16.32'
325-326	N89°46'59"W	27.34'
326-324	N00°18'17"W	17.95'
328-329	S05°46'53"W	8.05'
329-330	N00°24'59"E	30.65'
330-327	S89°46'59"E	25.57'

RW CURVE TABLE				
POINTS	RADIUS	LENGTH	CH BEARING	CH LENGTH
319-320	35.20'	23.34'	N36°56'10"E	22.92'
324-325	34.00'	34.28'	S56°39'03"E	32.85'
327-328	25.10'	36.86'	S47°55'56"W	33.65'

S MAIN ST.

PI
STA: 157+00.17
X: 362,868.877
Y: 179,905.787
Δ: 1°56'42"

PI
STA: 157+76.68
X: 362,872.631
Y: 179,982.209
Δ: 1°26'50"

PI
STA: 158+95.23
X: 362,875.456
Y: 180,100.723
Δ: 0°40'03"

PI
STA: 160+08.03
X: 362,876.830
Y: 180,213.516
Δ: 1°29'26"

PI
STA: 161+06.97
X: 362,875.460
Y: 180,312.449
Δ: 1°23'05"

W DECORAH RD.

PI
STA: 2+94.81
X: 362,650.864
Y: 180,153.744
Δ: 3°45'15"

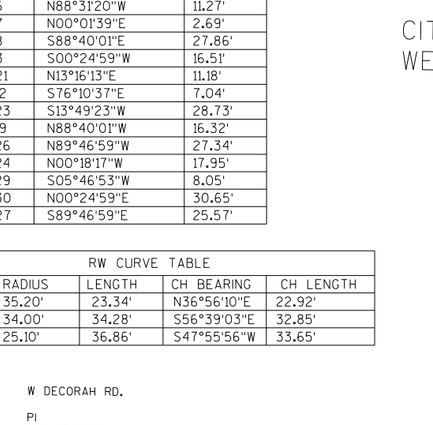
PI
STA: 3+62.02
X: 362,717.783
Y: 180,147.487
Δ: 3°54'21"

PI
STA: 4+37.02
X: 362,792.760
Y: 180,145.608
Δ: 1°11'44"

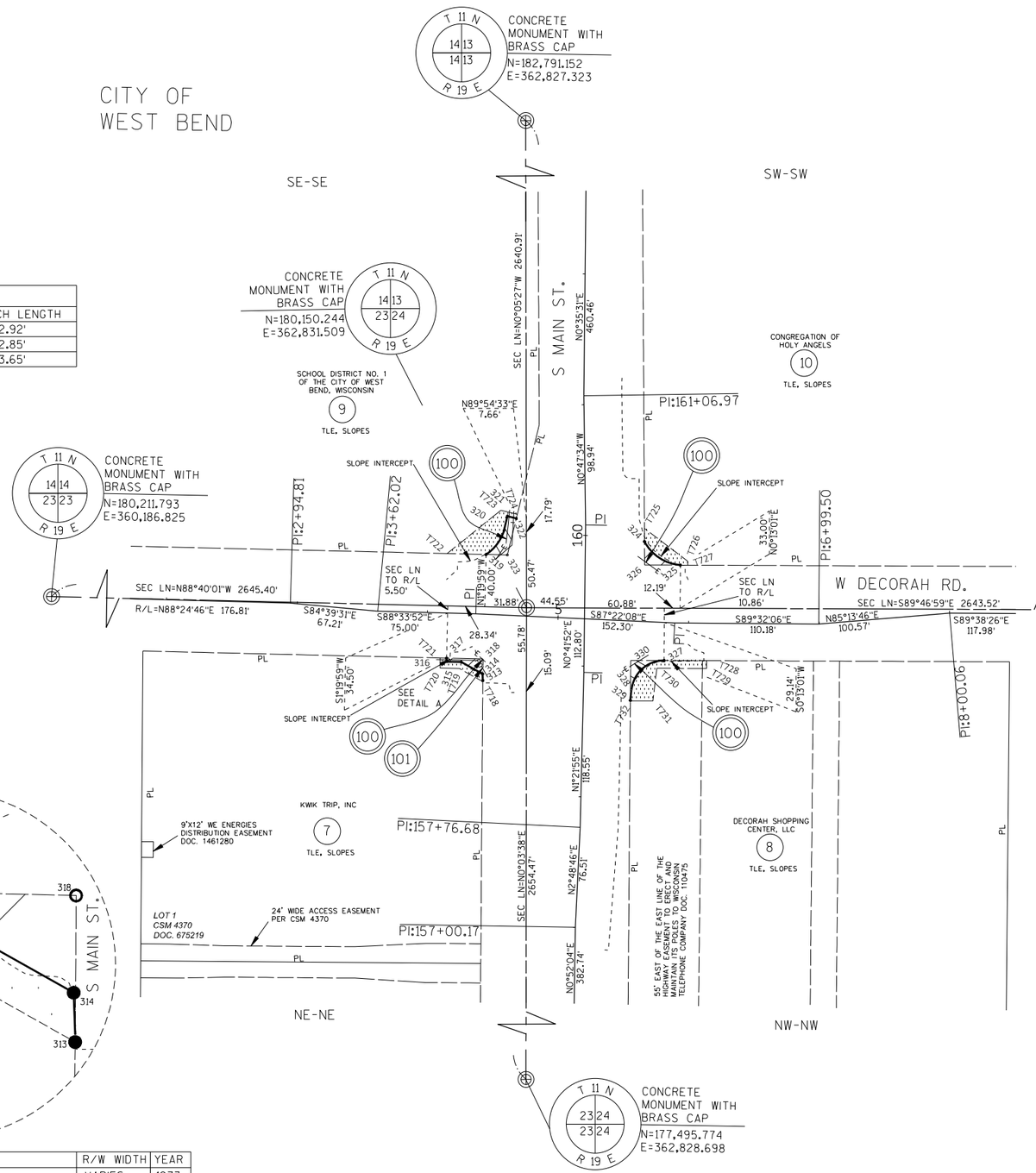
PI
STA: 5+89.32
X: 362,944.896
Y: 180,138.617
Δ: 2°09'58"

PI
STA: 6+99.50
X: 363,055.068
Y: 180,137.723
Δ: 5°14'08"

PI
STA: 8+00.06
X: 363,155.286
Y: 180,146.087
Δ: 5°07'48"



DETAIL A
NOT TO SCALE



TLE COURSE TABLE		
319-T722	N88°40'01"W	29.68'
T722-T723	N51°05'04"E	52.71'
T723-T724	S76°10'37"E	13.00'
T722-322	S13°49'23"W	3.27'
324-T725	N00°18'17"W	10.05'
T725-T726	S52°50'59"E	41.60'
T726-T727	S00°13'01"W	3.00'
T727-325	N89°46'59"W	5.66'
313-T718	S00°24'59"W	0.83'
T718-T719	N60°38'44"W	20.46'
T719-T720	N88°31'20"W	14.91'
T720-T721	N00°01'39"E	7.68'
T721-317	S88°40'00"E	5.00'
327-T728	N89°46'59"W	32.43'
T728-T729	S00°13'01"W	6.00'
T729-T730	N89°46'59"W	38.00'
T730-T731	S06°47'36"W	25.09'
T731-T732	S89°58'53"W	17.23'
T732-329	N00°24'59"E	0.33

TLE STATION OFFSET		
POINT	STATION	OFFSET
T718	158+86.34	-77.16'
T719	4+25.59	42.20'
T720	4+10.68	42.19'
T721	4+10.49	34.51'
T722	4+14.01	-45.50'
T723	160+20.19	-64.77'
T724	160+16.91	-52.19'
T725	160+05.96	44.96'
T726	5+98.96	-47.24'
T727	5+98.97	-44.24'
T728	6+13.88	28.70'
T729	6+13.91	34.70'
T730	5+77.23	35.34'
T731	158+74.72	53.28'
T732	158+74.30	36.05'

RW STATION OFFSET		
POINT	STATION	OFFSET
313	158+87.16	-77.18'
314	158+92.16	-77.47'
315	4+26.83	37.20'
316	4+15.56	37.20'
317	4+15.49	34.50'
318	159+04.57	-77.35'
319	4+42.74	-45.68'
320	160+03.05	-62.44'
321	160+15.52	-59.83'
322	160+13.74	-53.01'
323	159+84.38	-59.67'
324	165+95.92	45.13'
325	5+93.32	-44.22'
326	159+77.97	45.45'
327	5+82.54	29.11'
328	158+82.68	36.66'
329	158+74.65	36.04'
330	159+04.88	35.65'

100 WE ENERGIES-ELEC
NO RECORD OF EASEMENT
PARCELS 7,8,9&10

101 AT&T
NO RECORD OF EASEMENT
PARCEL7

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
S MAIN ST.	CSM 4370	VARIES	1973
W DECORAH RD	CSM 4370	40	1973

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WASHINGTON COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

REVISION DATE

DATE 2/14/23

GRID FACTOR

SCALE, FEET 0 50 100

HWY: MAIN ST. & PARADISE DR.

COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 2707-09-20

CONSTRUCTION PROJECT NUMBER 2707-09-70

PLAT SHEET 4.06

PS&E SHEET 179

E

FILE NAME : TPP100.DWG
LAYOUT NAME - SHEET 4.06

PLOT DATE : 2/14/2023 9:32 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

Standard Detail Drawing List

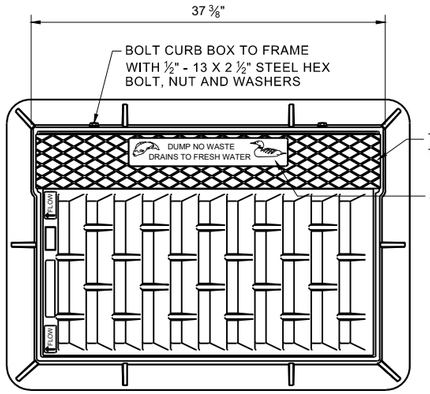
08A05-20A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-20C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
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
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-09B	TYPE 9 SPECIAL POLE 35' MONOTUBE ARM
09E08-09D	TYPE 9 SPECIAL POLE 45' MONOTUBE ARM
09E08-09I	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C04-17	URBAN NON-DOWELED CONCRETE PAVEMENT
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10A	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
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-12A	TRAFFIC CONTROL, LANE CLOSURE, WITH TEMPORARY RUMBLE STRIPS
15D20-07A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

6

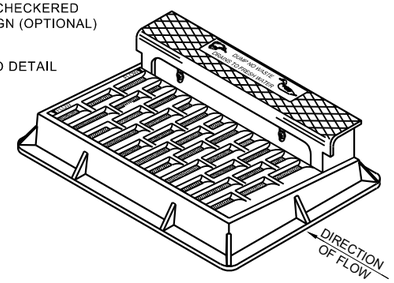
Standard Detail Drawing List

15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING

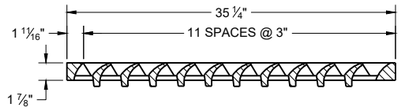
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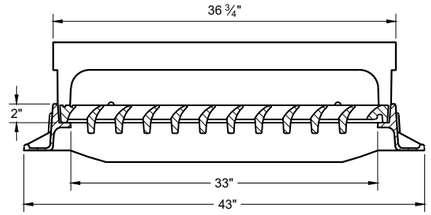


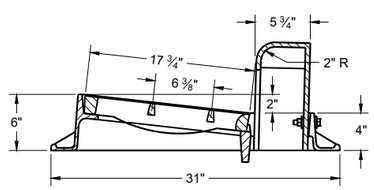
NOTE: EITHER CASTING IS ACCEPTABLE

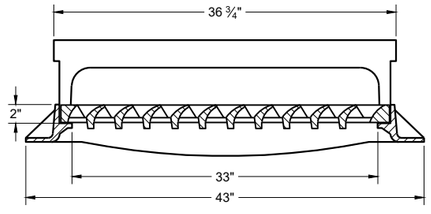


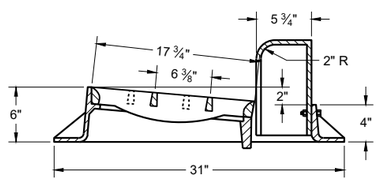
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







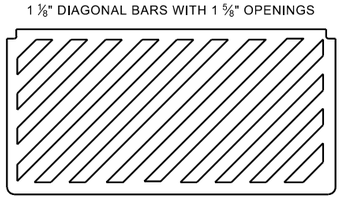




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

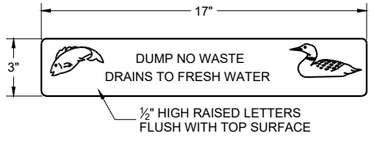
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



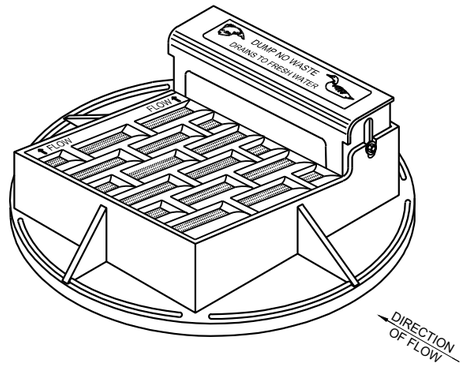
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

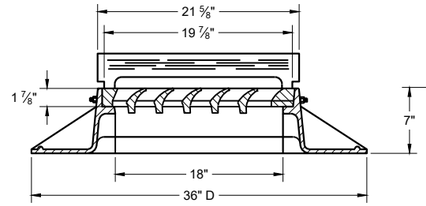


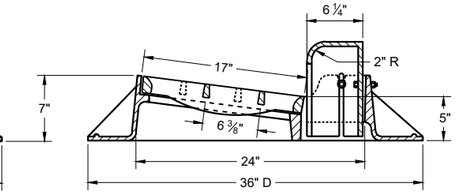
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





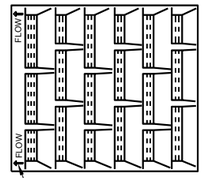
TYPE "A"

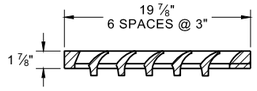
GENERAL NOTES

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.

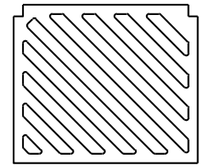
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





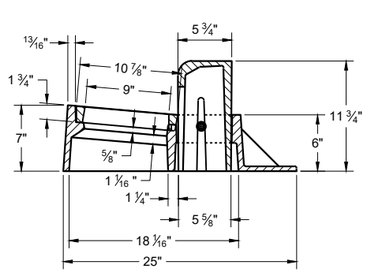
1" DIAGONAL BARS WITH 1 ½" OPENINGS



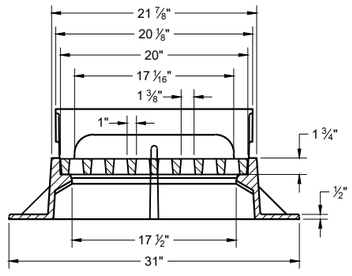
SPECIAL GRATE FOR TYPE "A" COVER

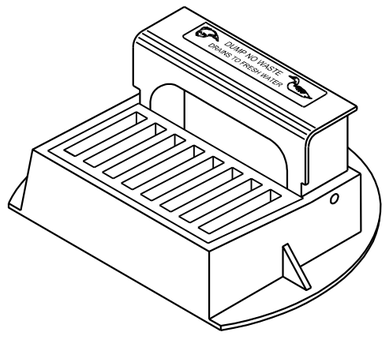
(MEASURES 19 ¾" X 17" X 1 ⅞")

(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

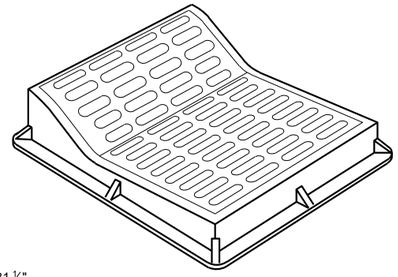
FHWA

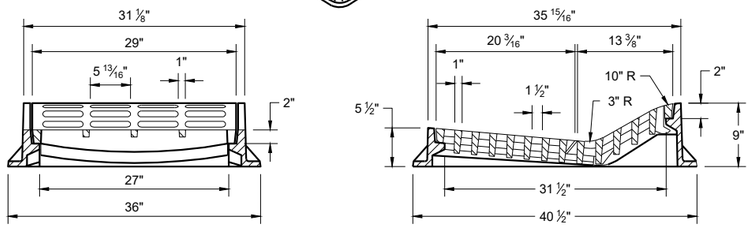
SDD 08A05-20a

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.

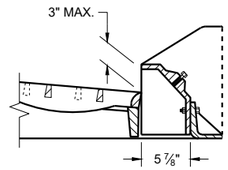
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

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

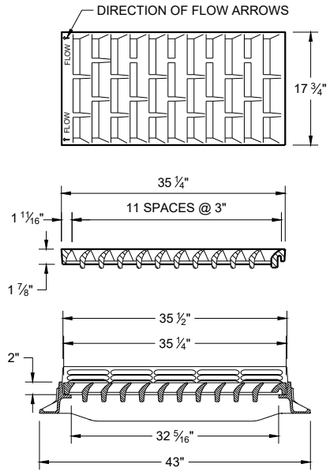


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

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

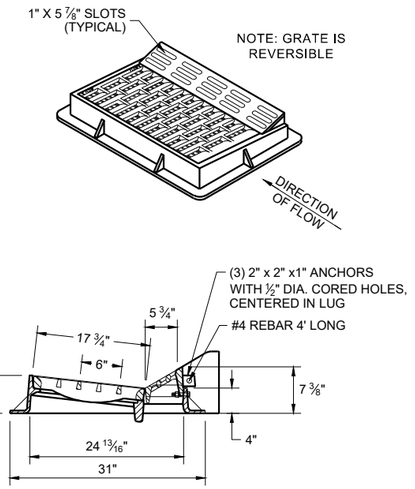
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

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



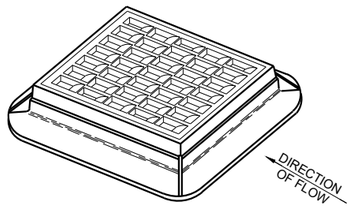
TYPE "HM"

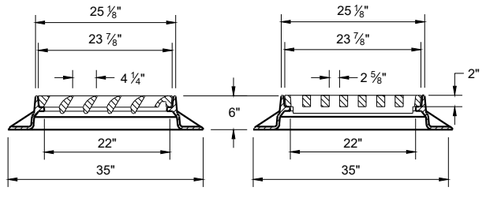
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



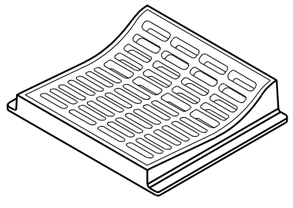
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

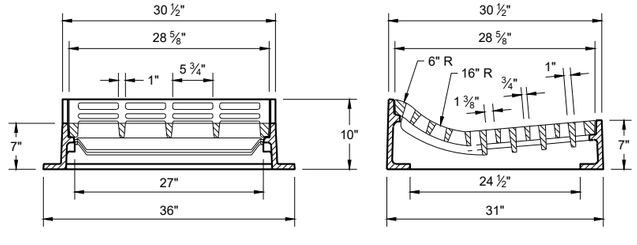
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





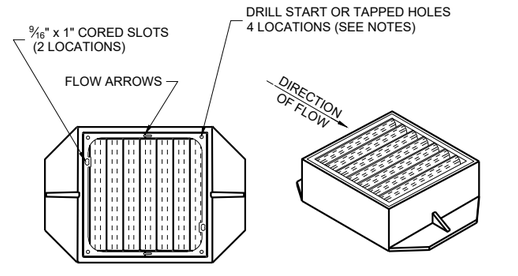
TYPE "S"

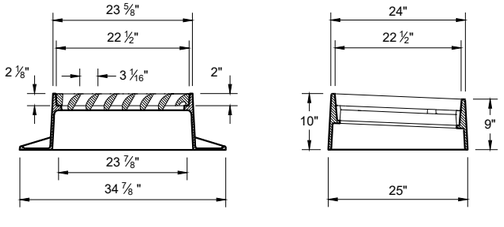




TYPE "T"

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

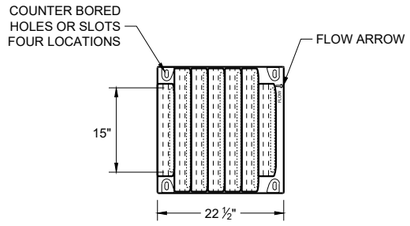




TYPE "V"

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

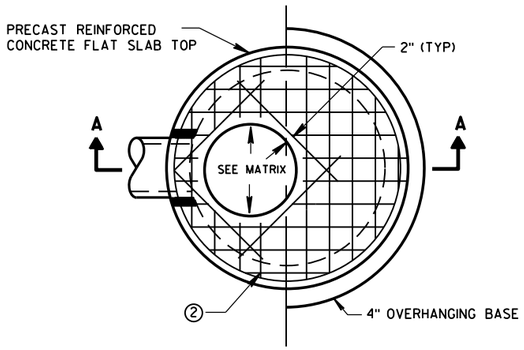
GRATE - CAST DUCTILE IRON ASTM A536, 55+KSI YIELD
BOLTS - 1/2" -13 STAINLESS STEEL BOLTS WITH WASHERS
TORQUE BOLTS TO MANUFACTURER SPECIFICATION DO NOT OVERTIGHTEN.

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

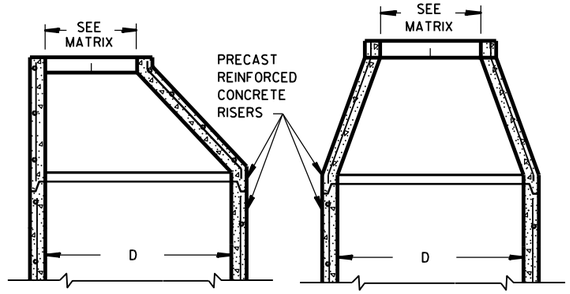
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

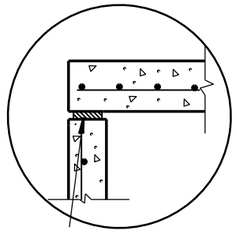


PLAN VIEW CIRCULAR OPENING

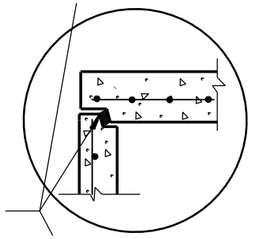


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

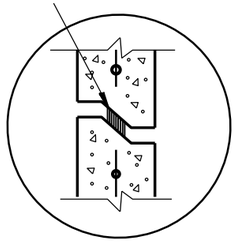
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



TOP WITH PLAIN END JOINT

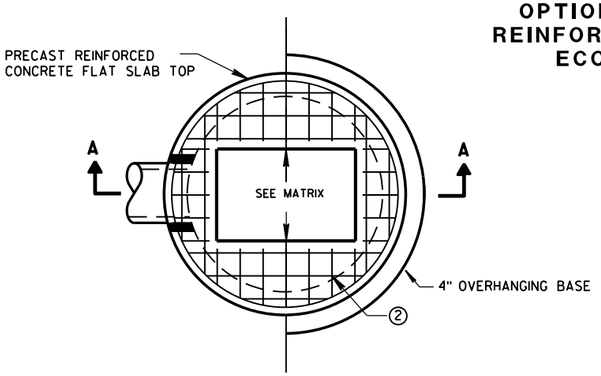


TOP WITH TONGUE AND GROOVE JOINT

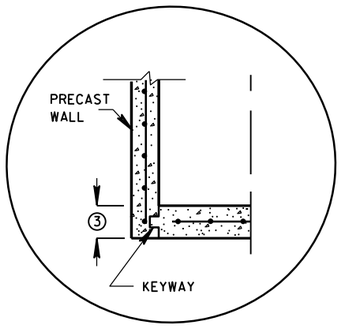


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

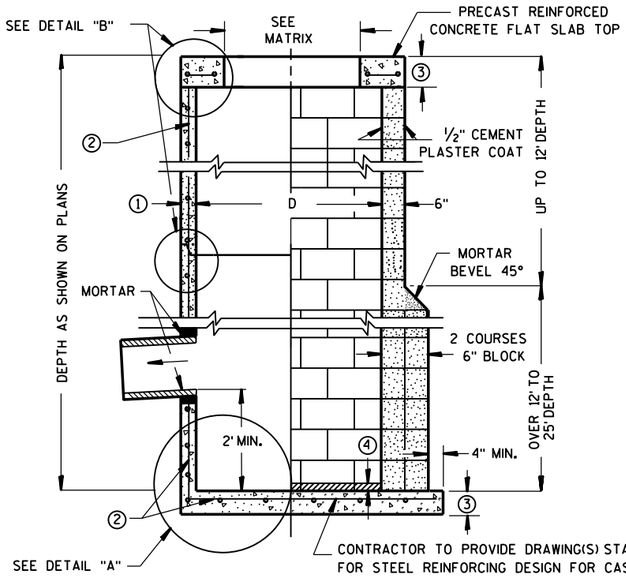


PLAN VIEW RECTANGULAR OPENING



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

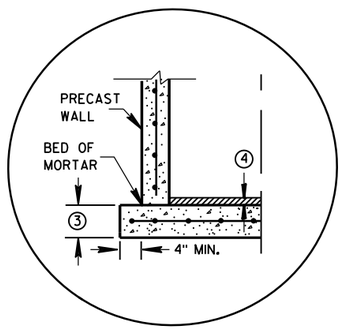
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



SECTION A-A

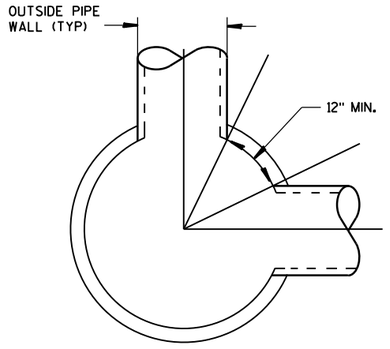
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

ALL PRECAST 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.

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

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

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

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

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

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

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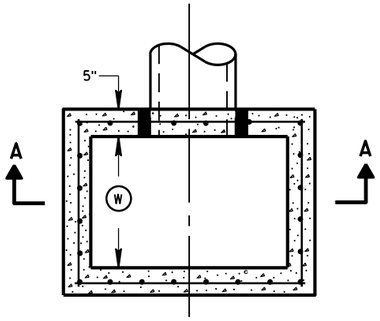
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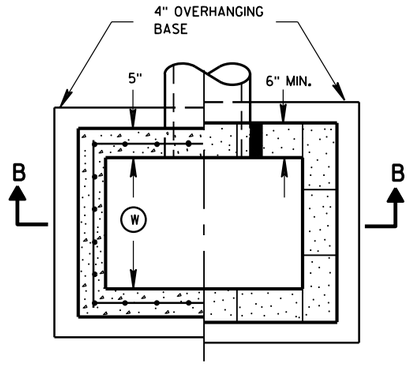
S.D.D. 8 A 8-2

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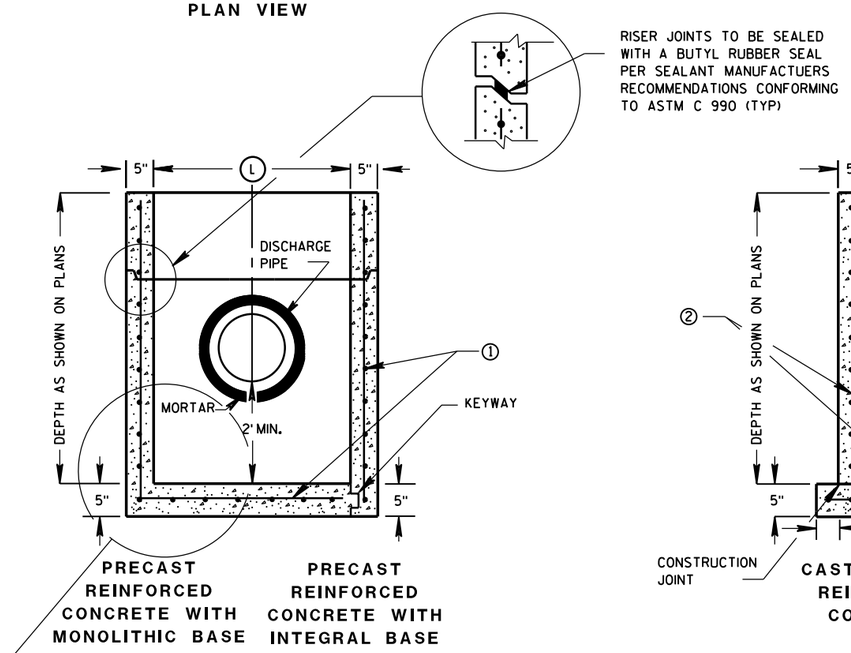
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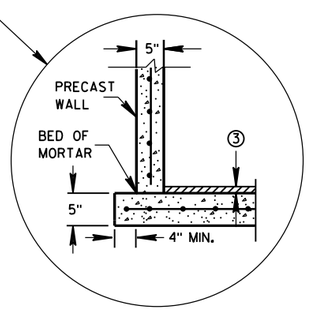
PLAN VIEW



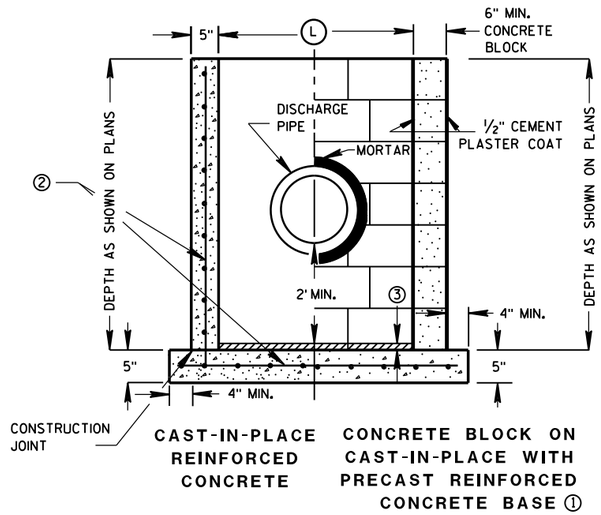
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



SECTION B-B

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN 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 CATCH BASIN 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" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST CATCH BASINS 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.

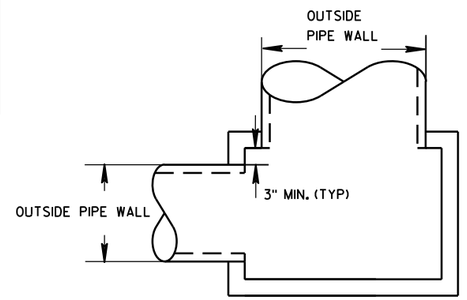
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

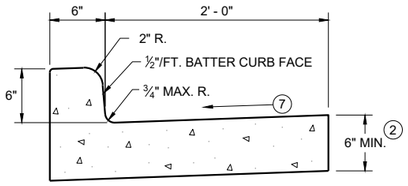
CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
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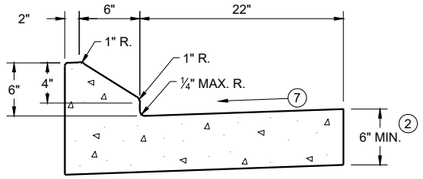
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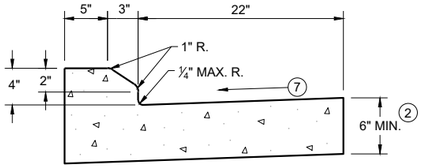
S.D.D. 8 A 9-2



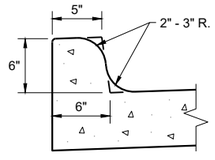
TYPES A (1) & D



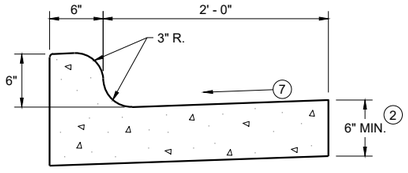
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

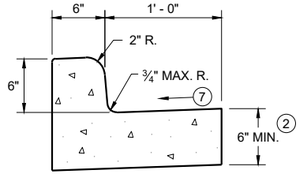


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



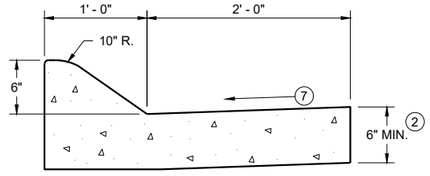
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

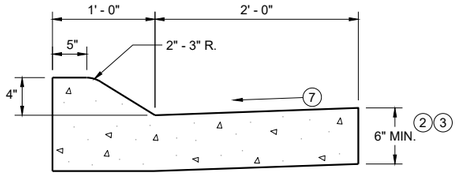


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

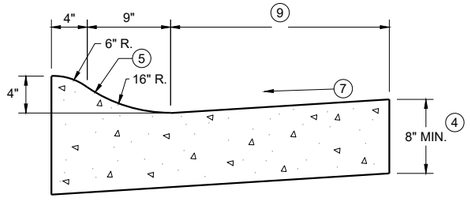


6" SLOPED CURB TYPES A (1) & D



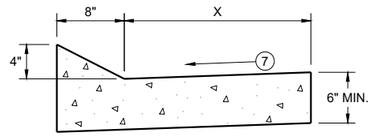
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

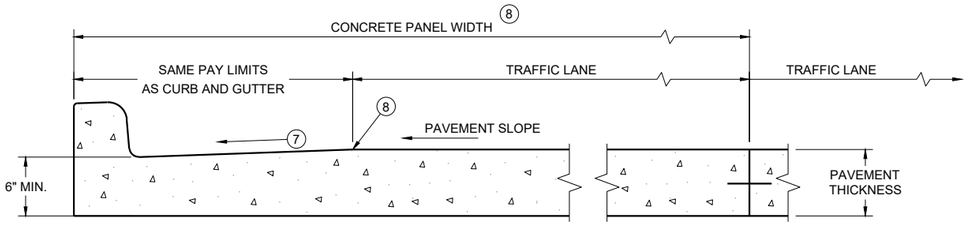


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

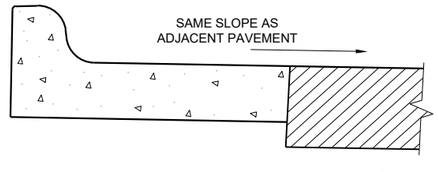
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

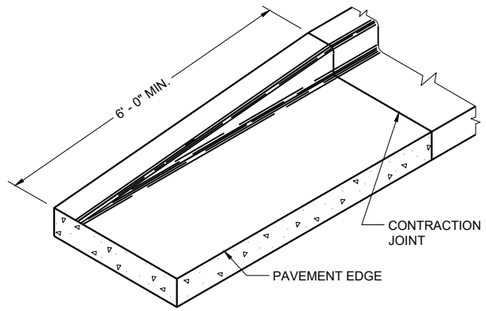
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

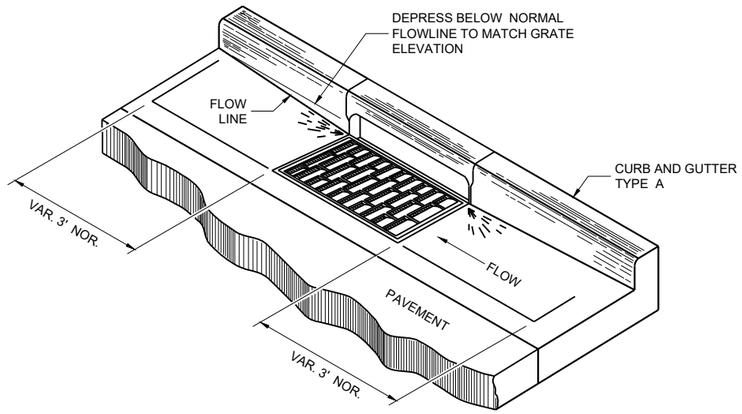
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

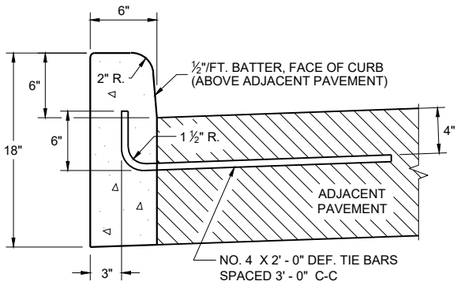
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

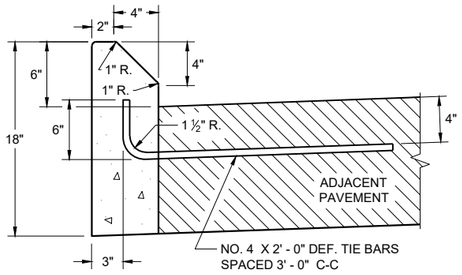
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

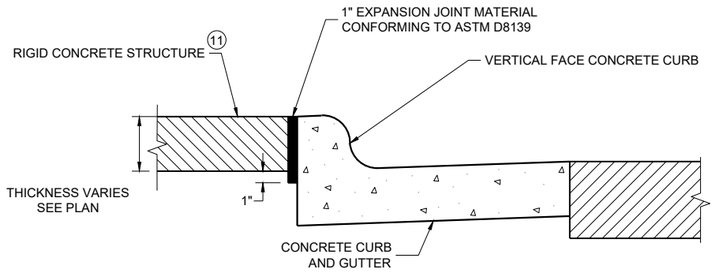


TYPES A (1) & D

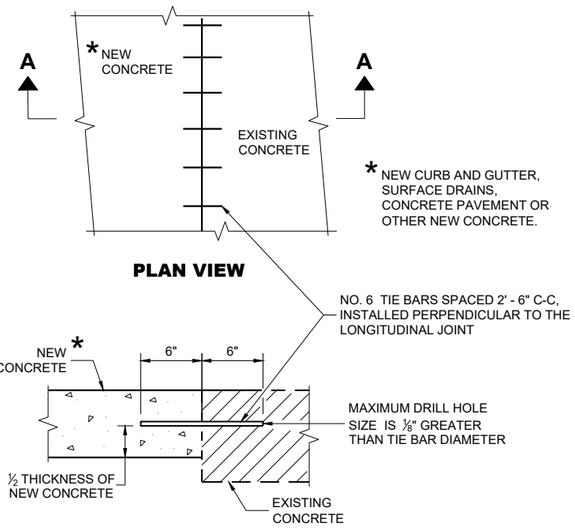


TYPES G (1) & J

CONCRETE CURB



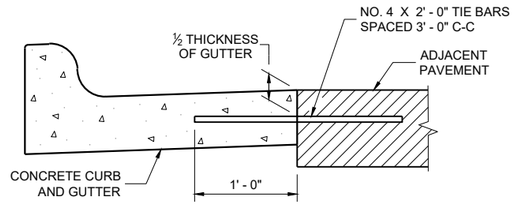
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



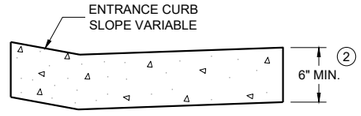
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

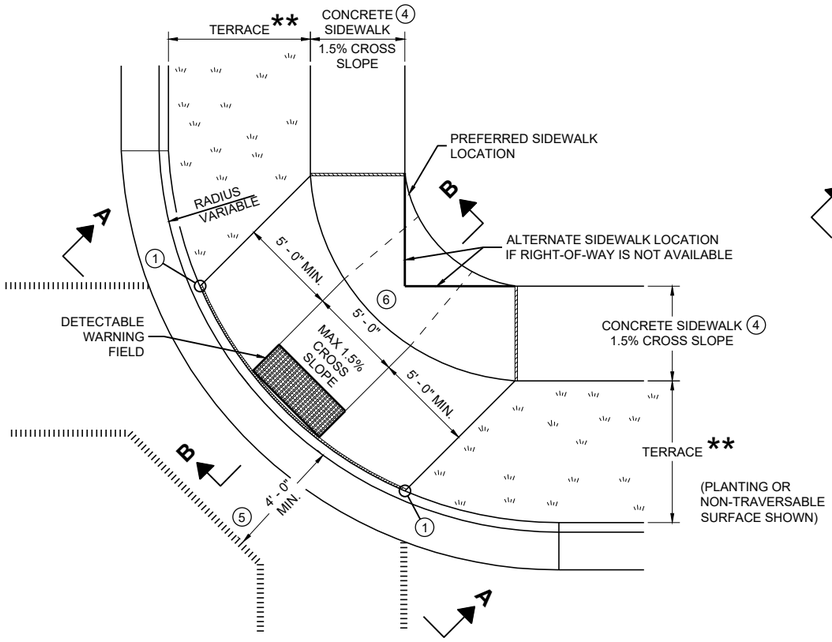
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

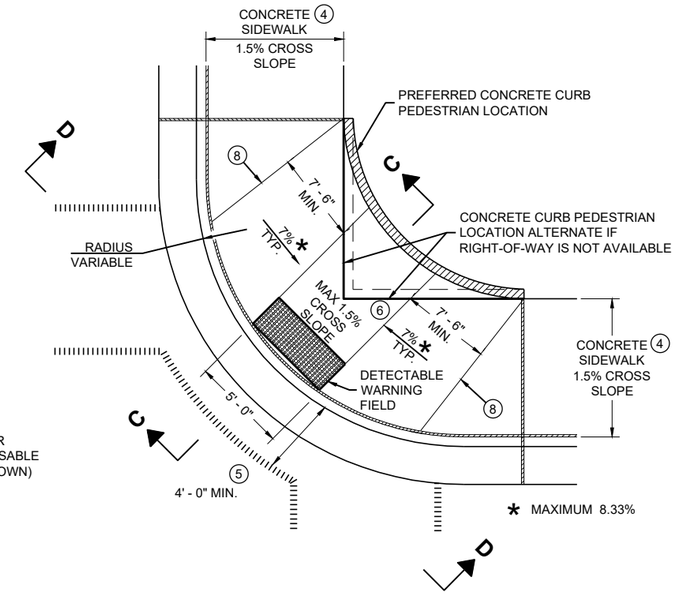
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SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

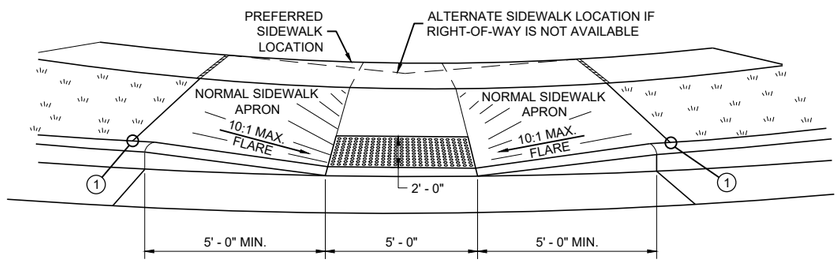
(CENTER OF CORNER RADIUS)



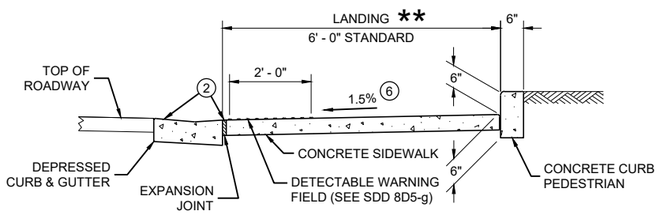
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

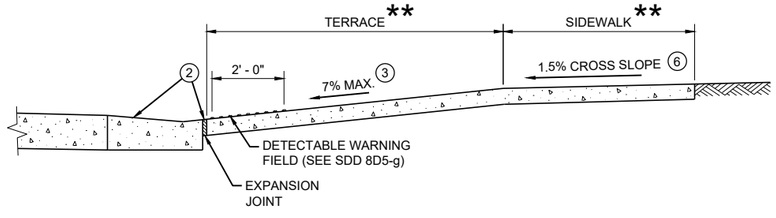


VIEW A - A FOR TYPE 1

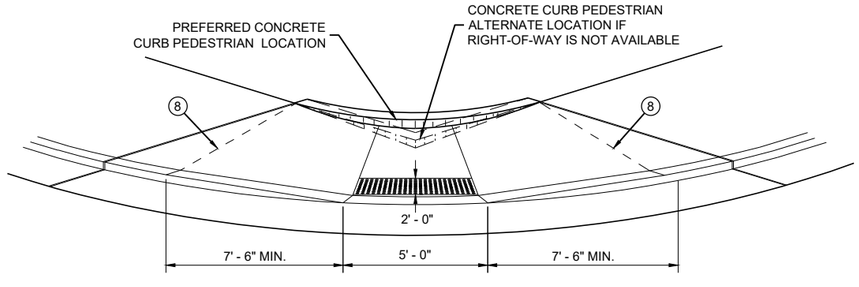


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

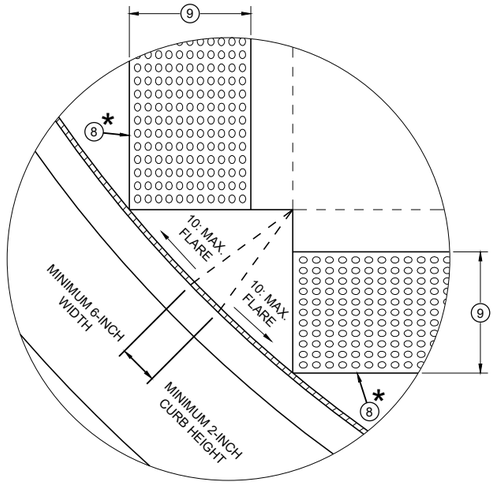
LEGEND

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

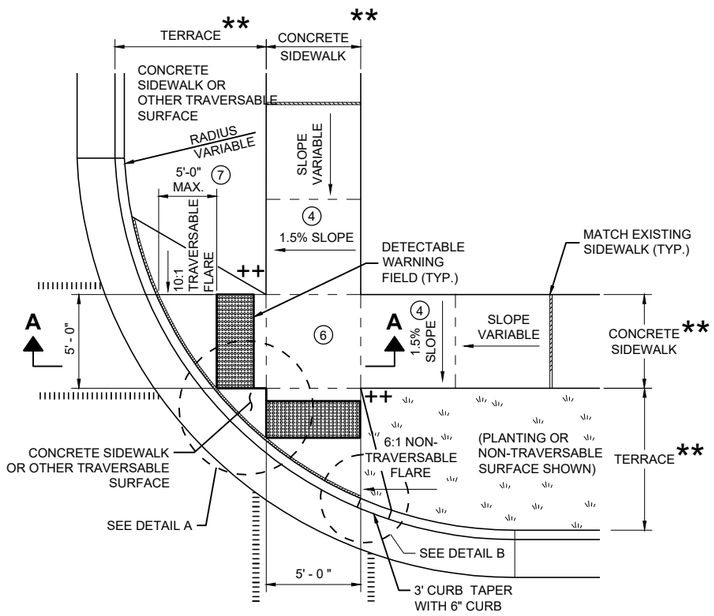
CURB RAMPS TYPE 1 AND 1-A

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.

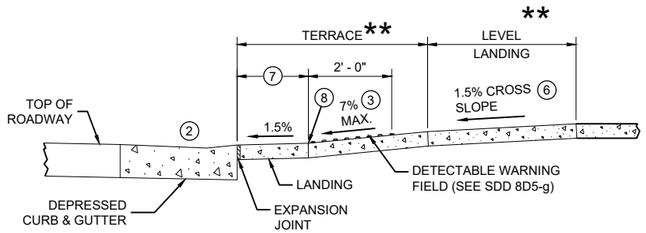
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

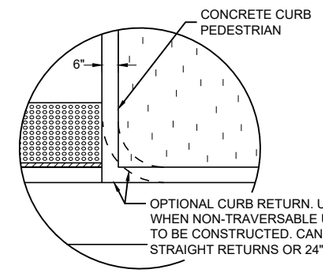


SECTION A - A FOR TYPE 2

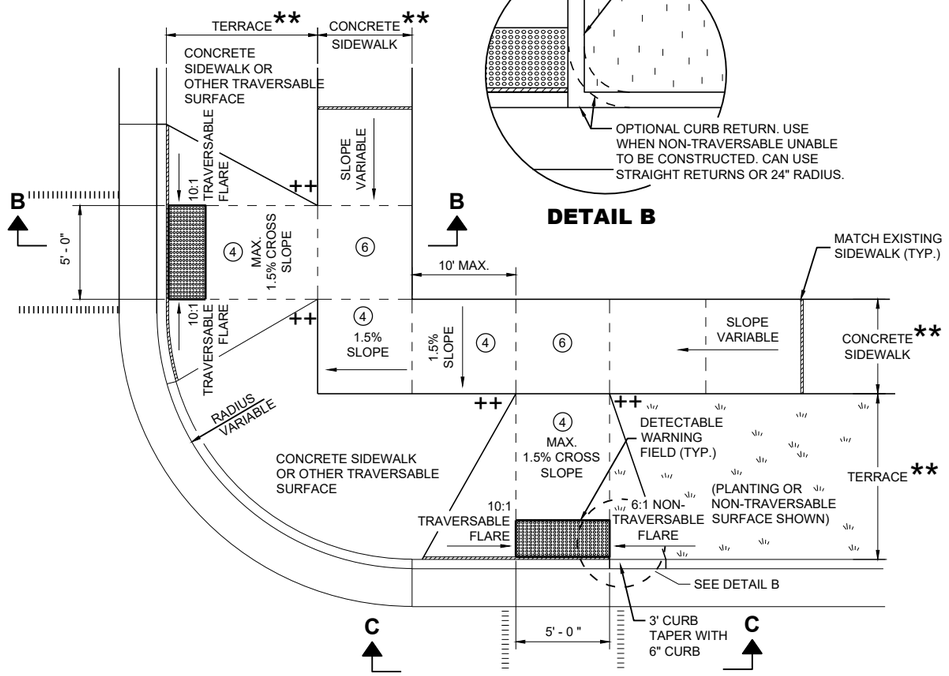
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

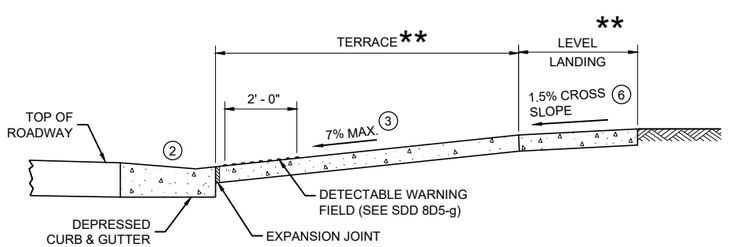
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL B



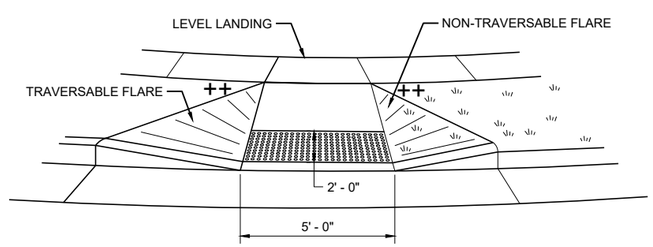
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

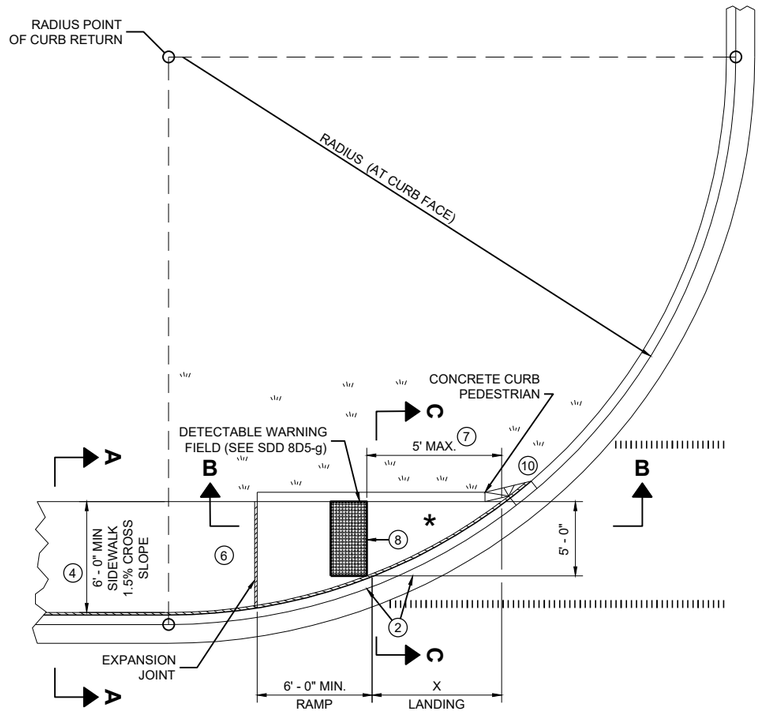
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

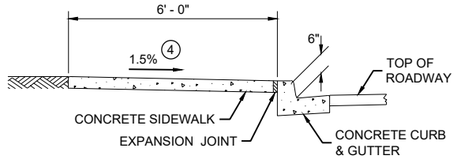


PLAN VIEW

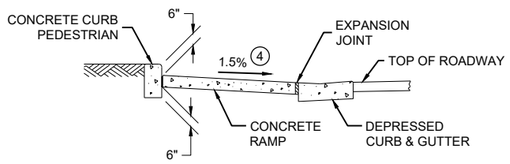
CURB RAMP TYPE 4A

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

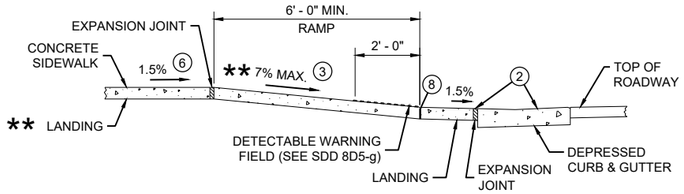
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



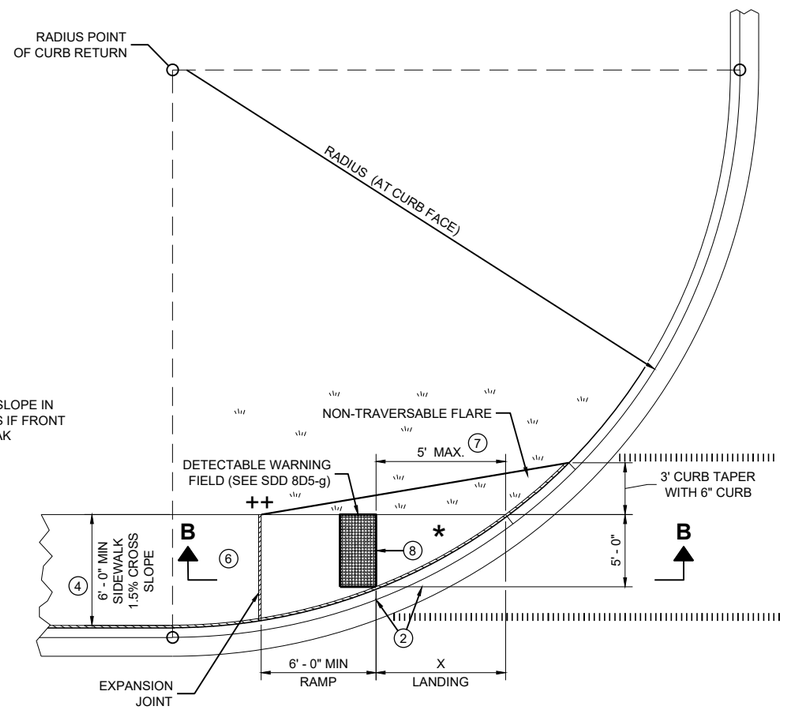
SECTION C - C FOR TYPE 4A



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

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

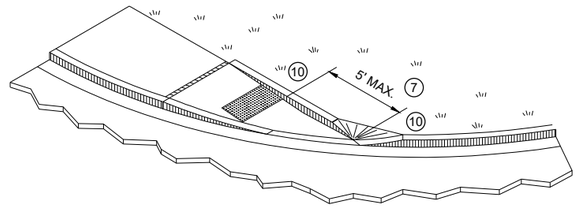
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



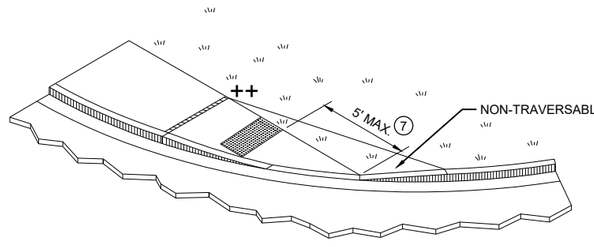
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

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.

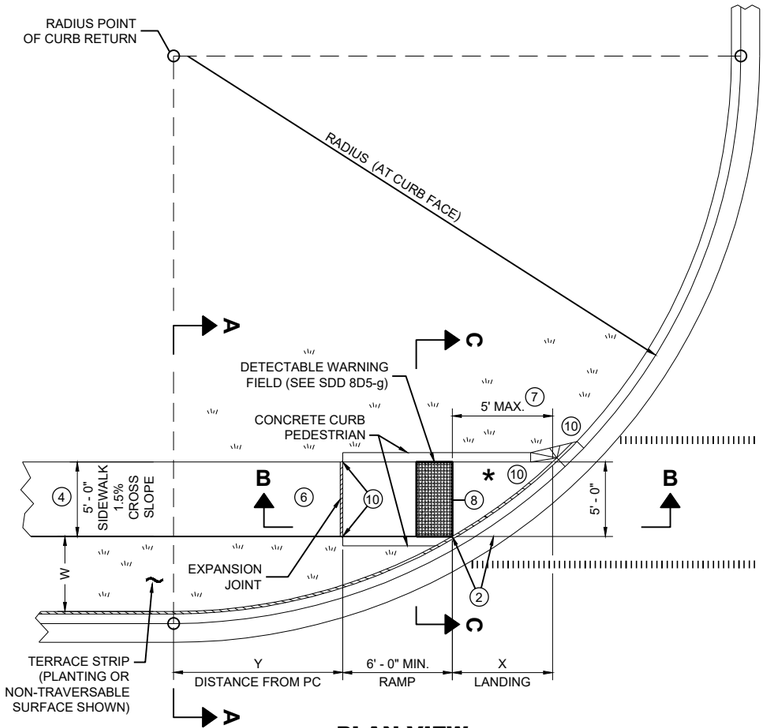
LEGEND

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

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-21c



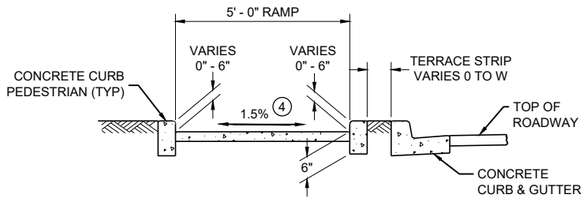
PLAN VIEW
CURB RAMP TYPE 4B

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

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

LEGEND

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



SECTION C - C FOR TYPE 4B

GENERAL NOTES

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

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

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

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

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

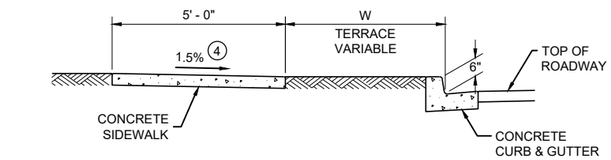
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

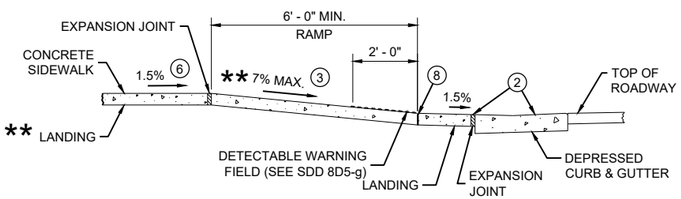
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



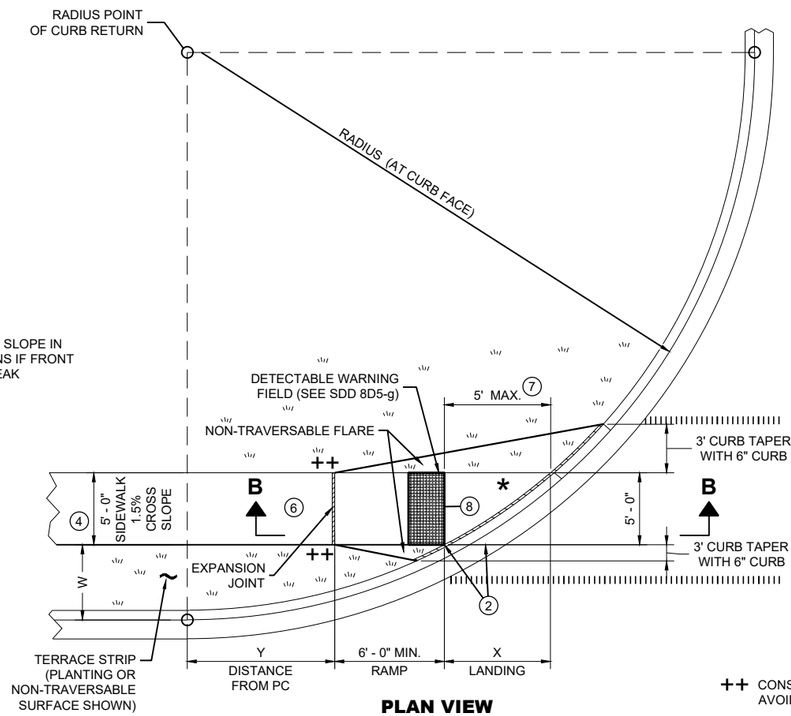
SECTION A - A FOR TYPE 4B



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

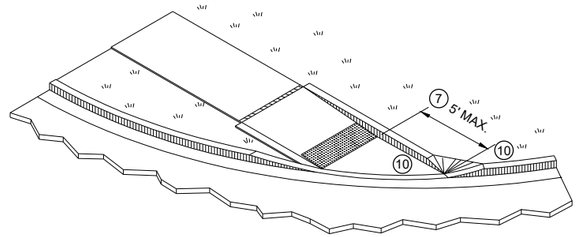
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

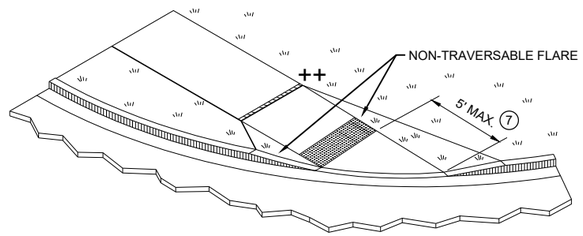


PLAN VIEW
CURB RAMP TYPE 4B1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B



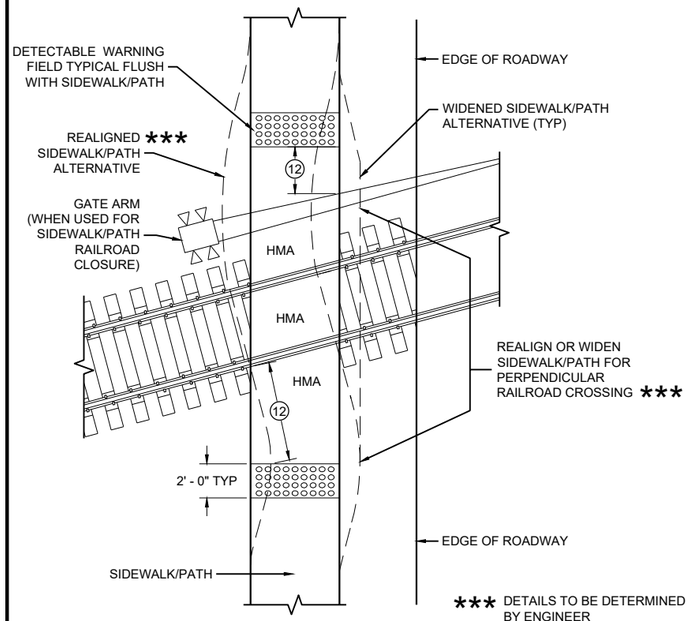
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

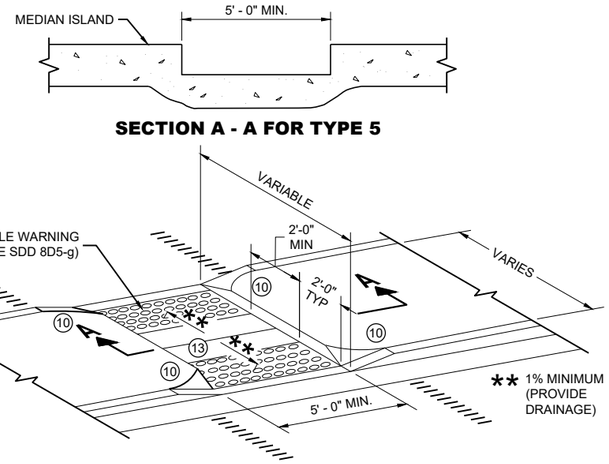
6

SDD 08D05-21d



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

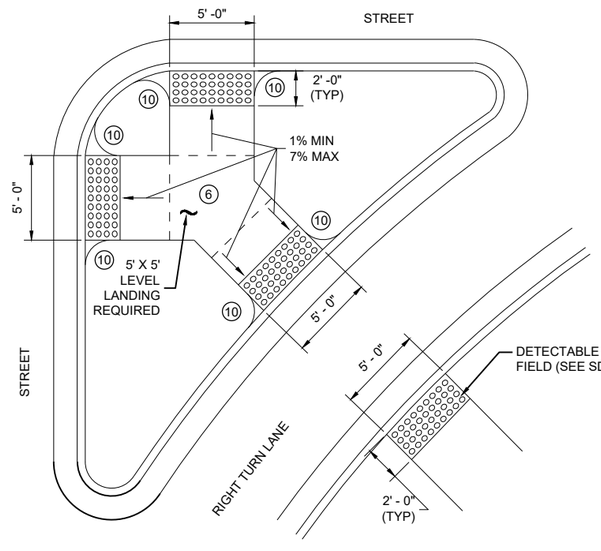
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

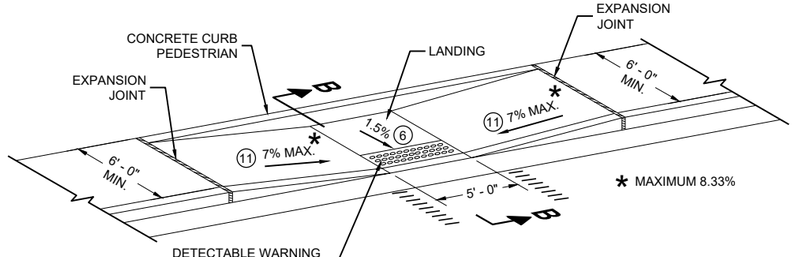
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

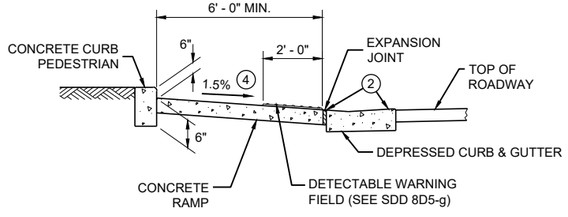
DETECTABLE WARNING AT ISLANDS

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

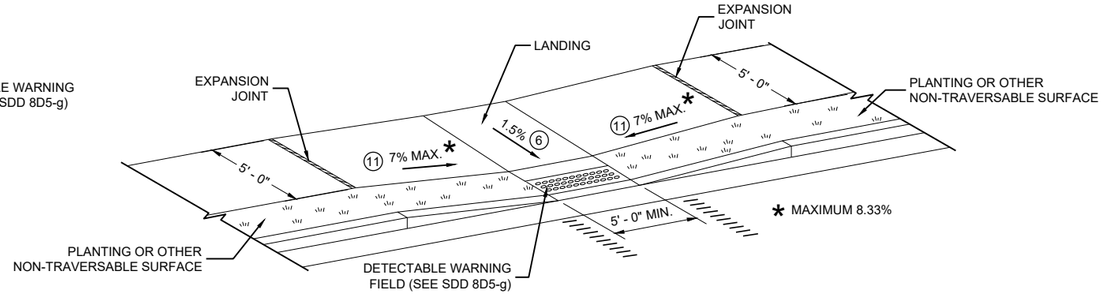


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 7B

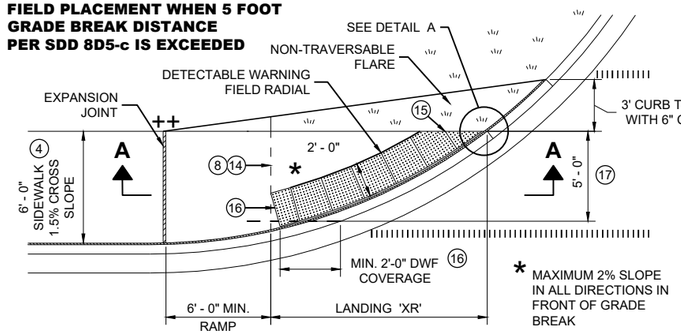
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

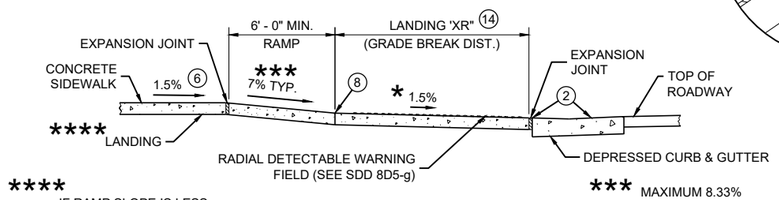
SDD 08D05-21e

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



PLAN VIEW

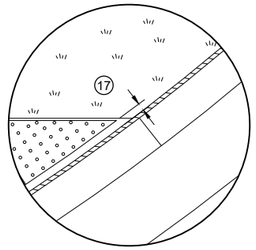
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

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

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

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

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

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

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

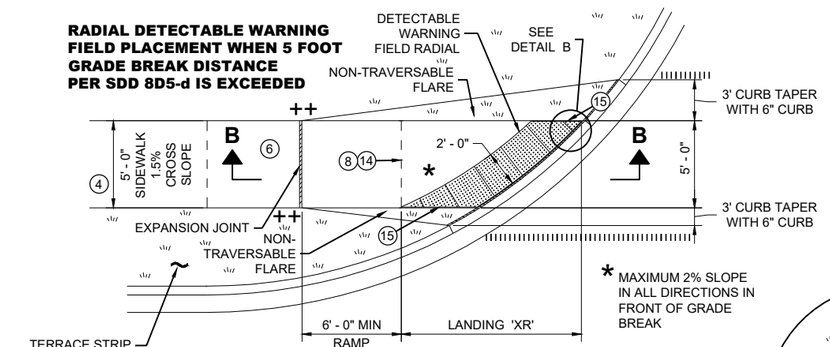
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

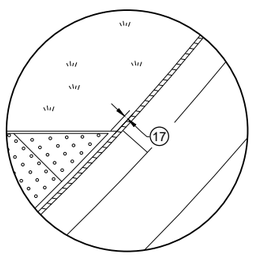
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

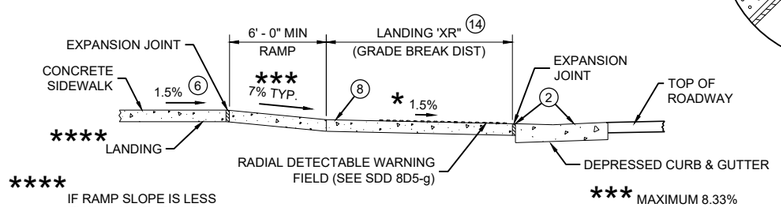


PLAN VIEW

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



DETAIL B

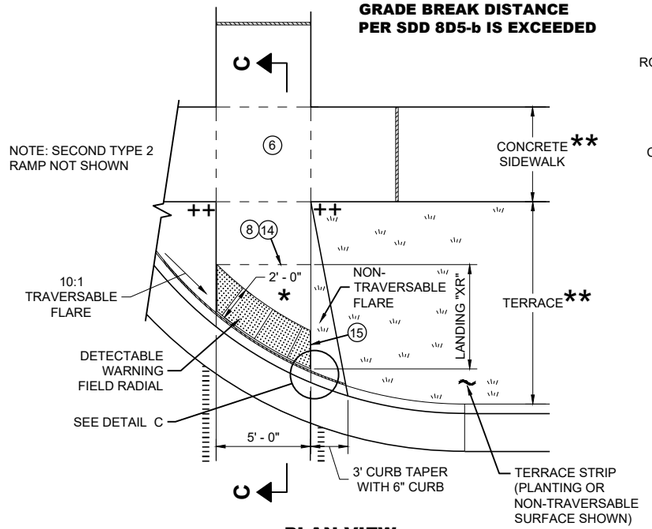


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

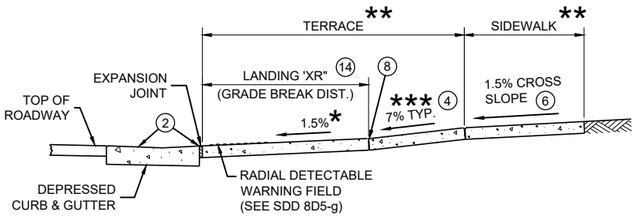
SECTION B - B FOR TYPE 4B1

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

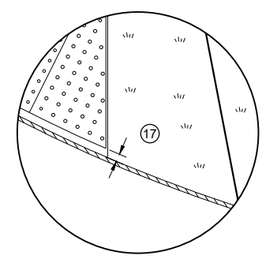


PLAN VIEW

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



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

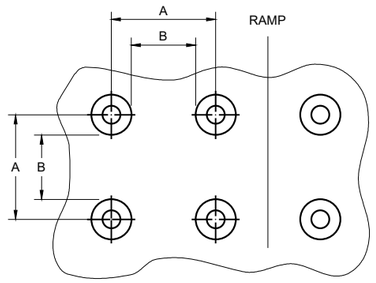
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

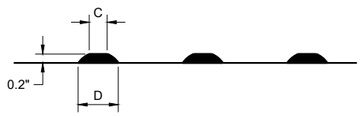
SDD 08D05-21f

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

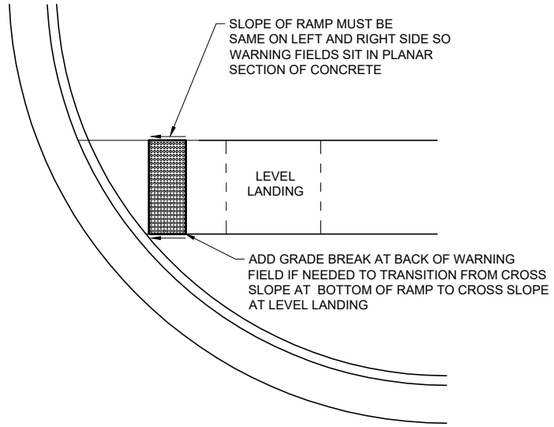
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



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.

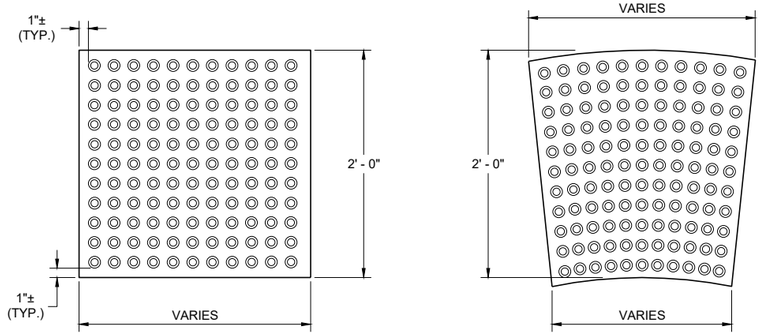
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

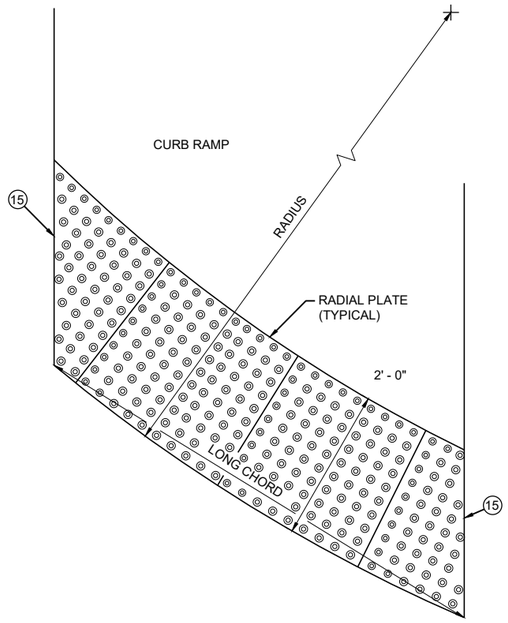
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



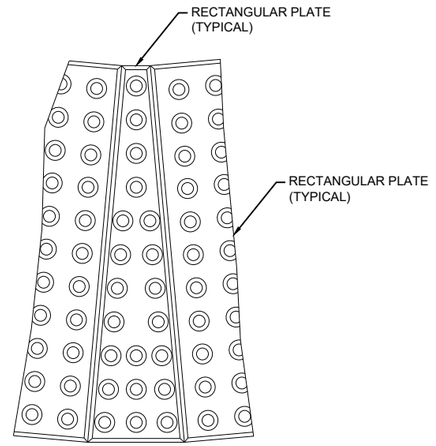
RECTANGULAR PLATES

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

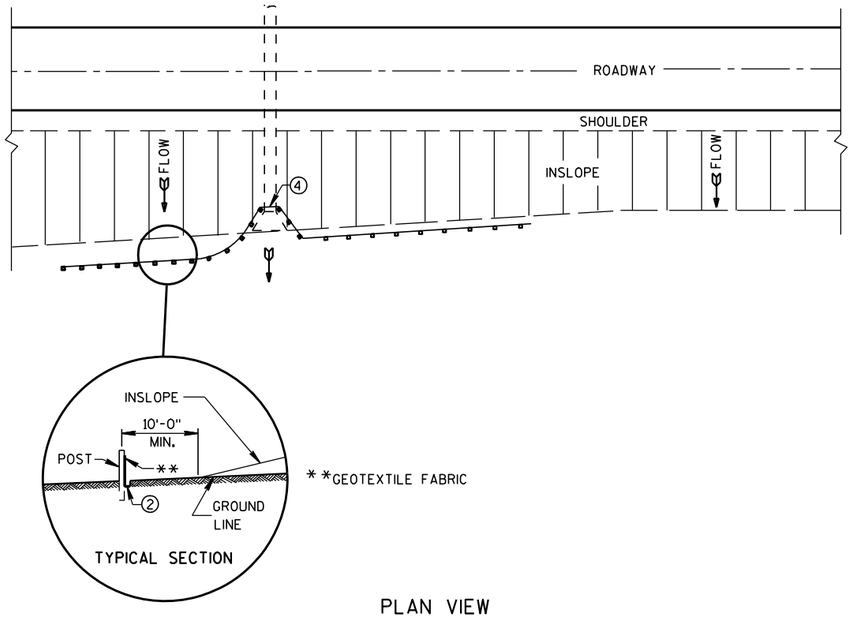
APPROVED

July 2023 — DATE

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

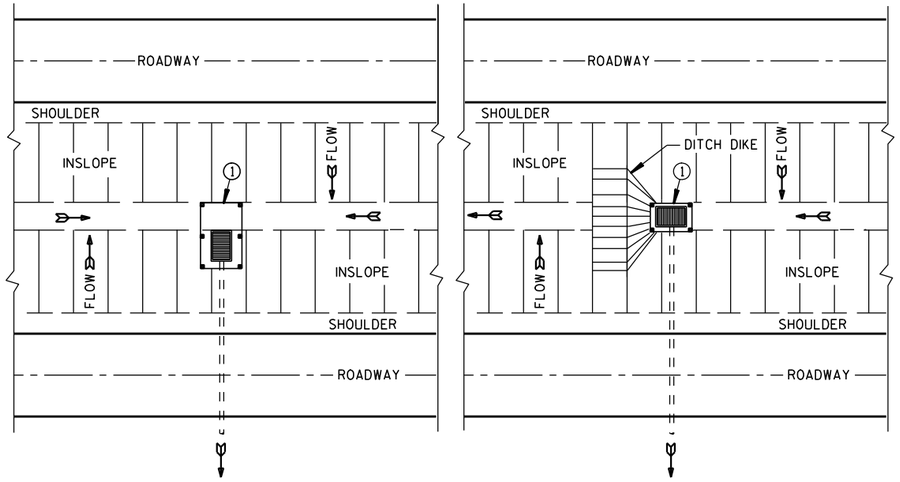
FHWA

6
SDD 08D05-21g



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



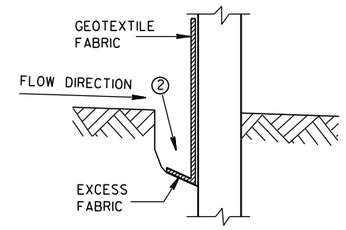
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

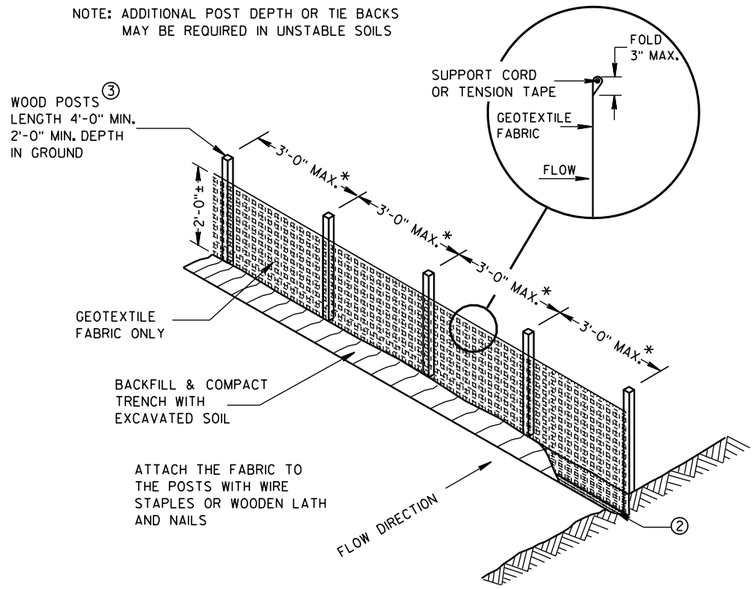
GENERAL NOTES

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

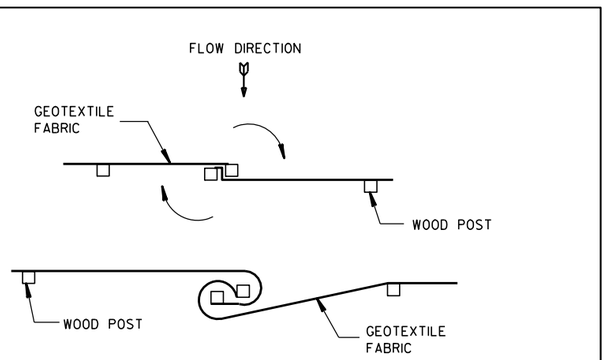
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



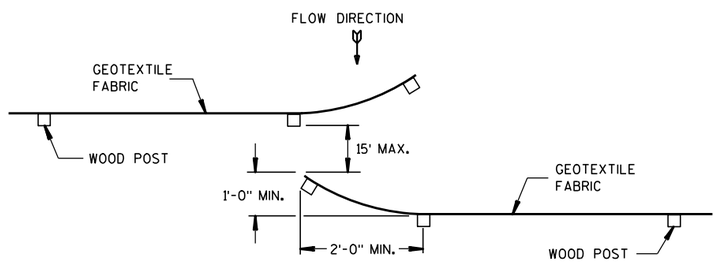
TRENCH DETAIL



SILT FENCE

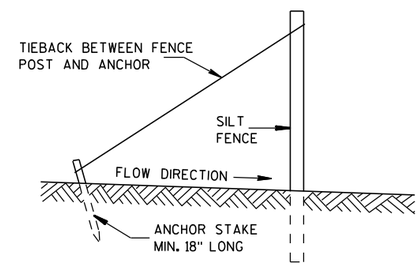


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

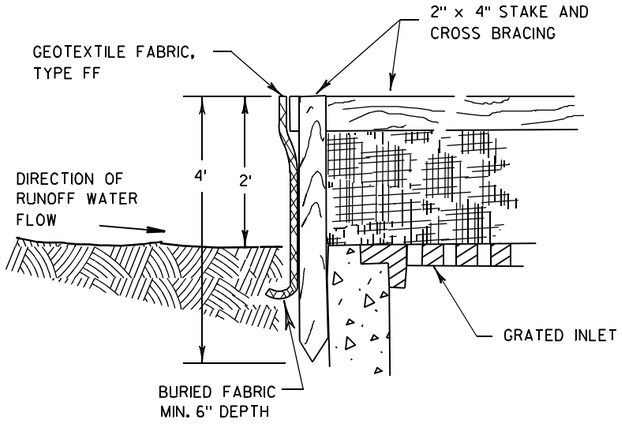
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

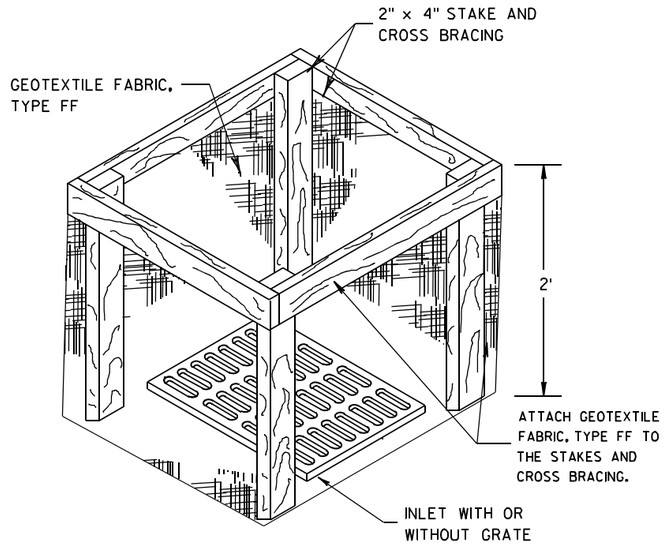
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S.D.D. 8 E 9-6

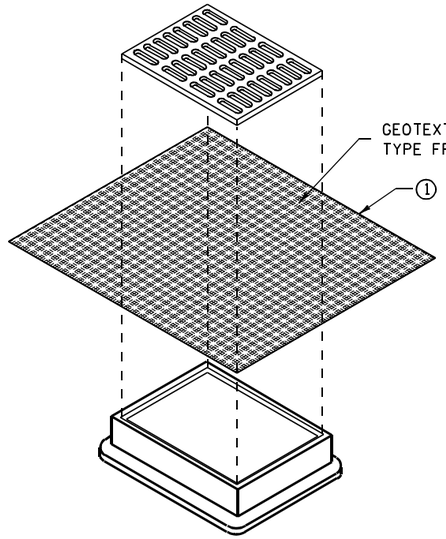
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S.D.D. 8 E 9-6



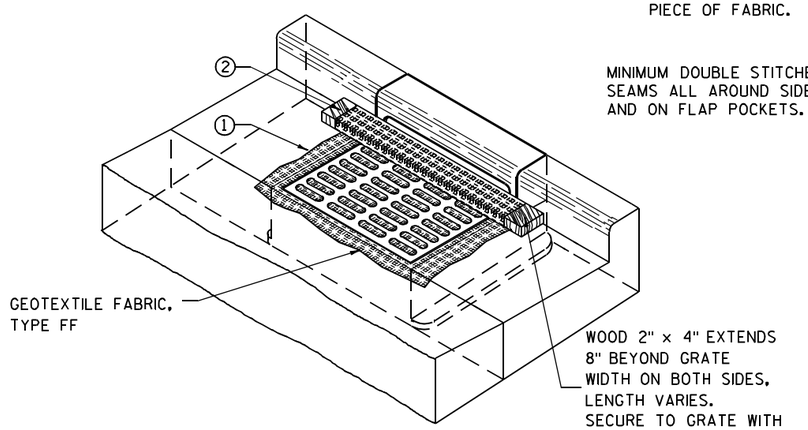


INLET PROTECTION, TYPE A

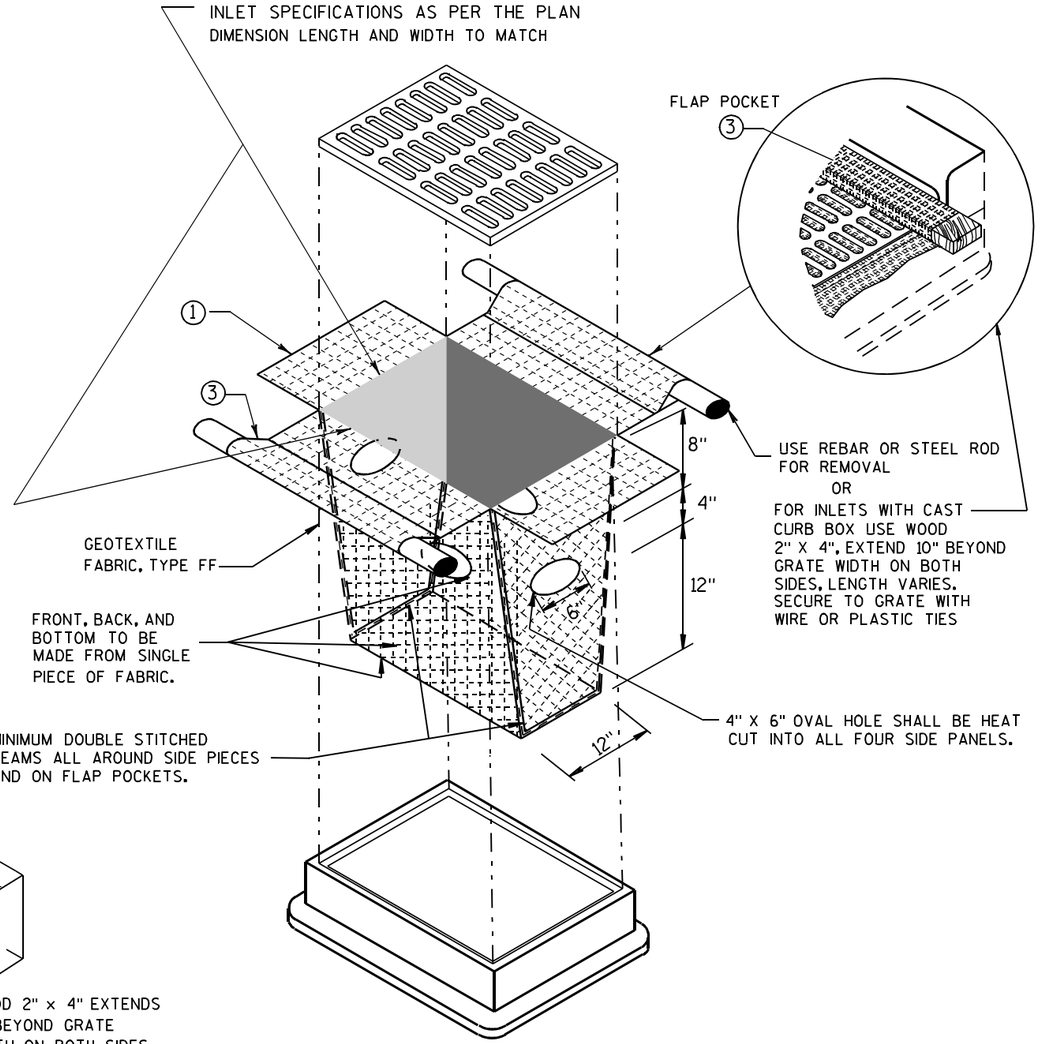


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

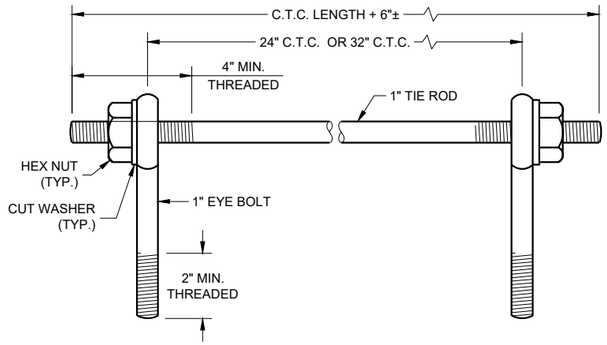
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

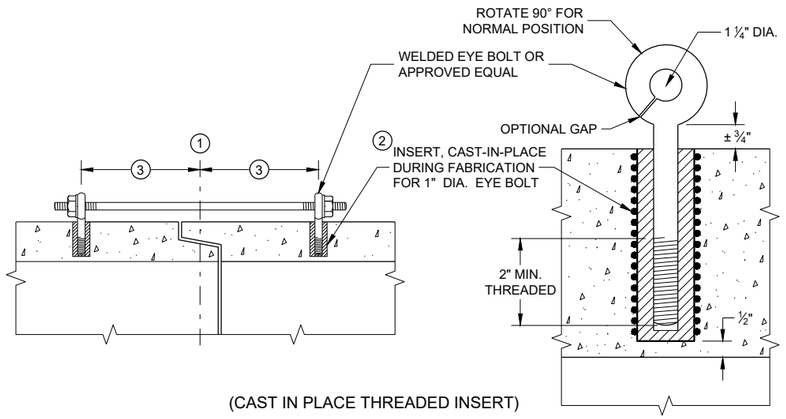
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

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

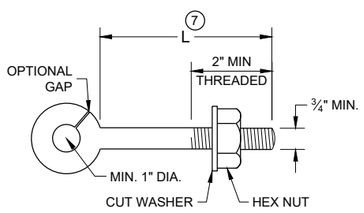
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

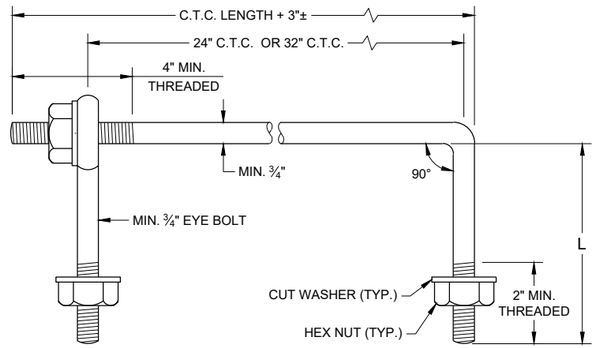
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

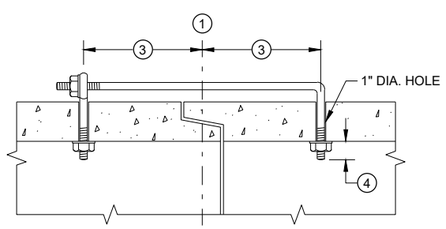


EYE BOLT (7)

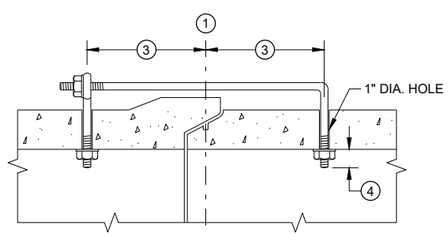
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

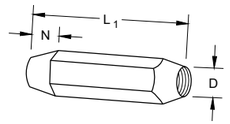
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

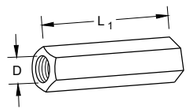
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



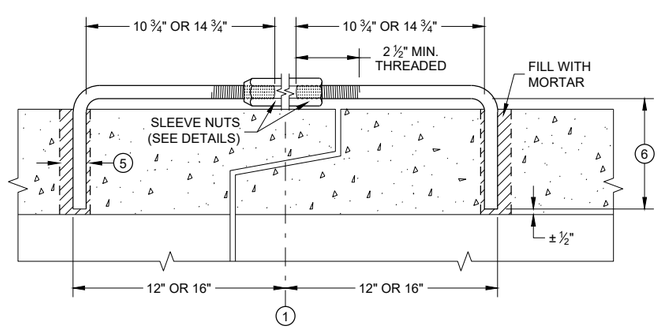
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PLAIN

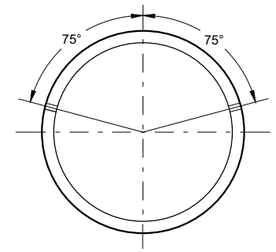
RIGHT AND LEFT THREADS

SLEEVE NUTS



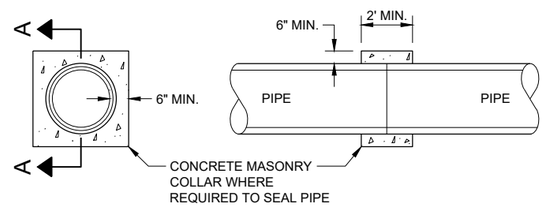
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

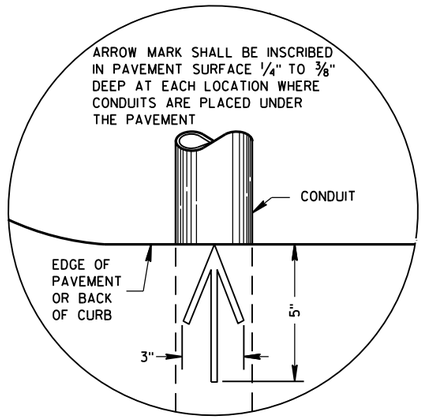
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

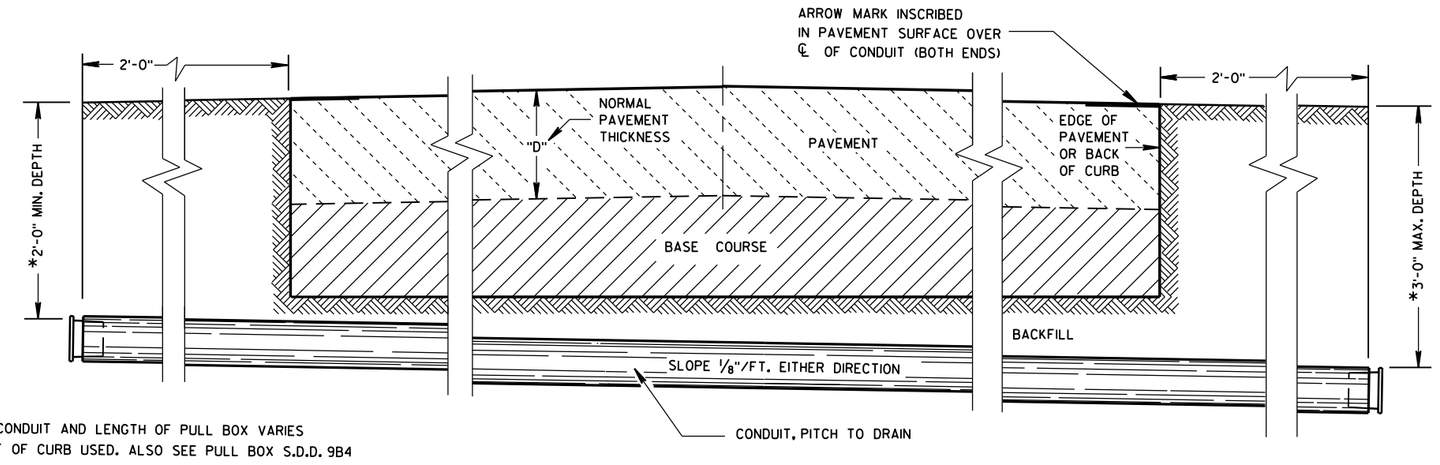
SDD 08F04 - 08

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.

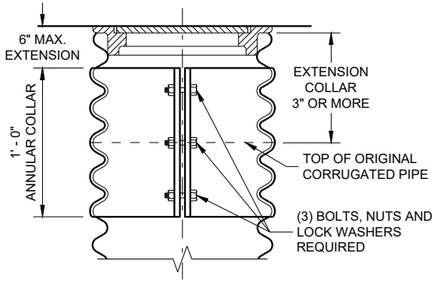
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

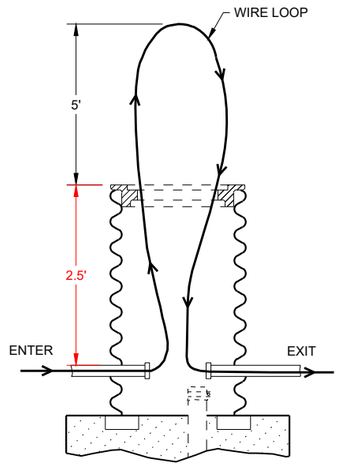
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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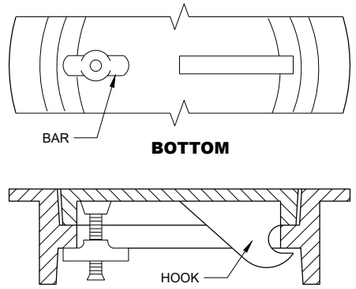
S.D.D. 9 B 2-10



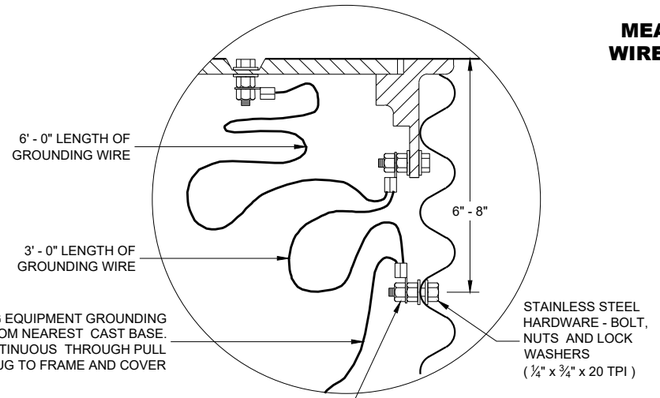
CORRUGATED PIPE EXTENDER



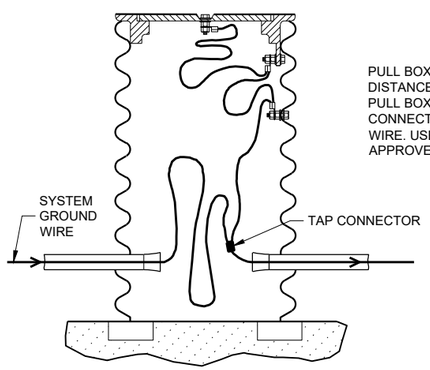
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

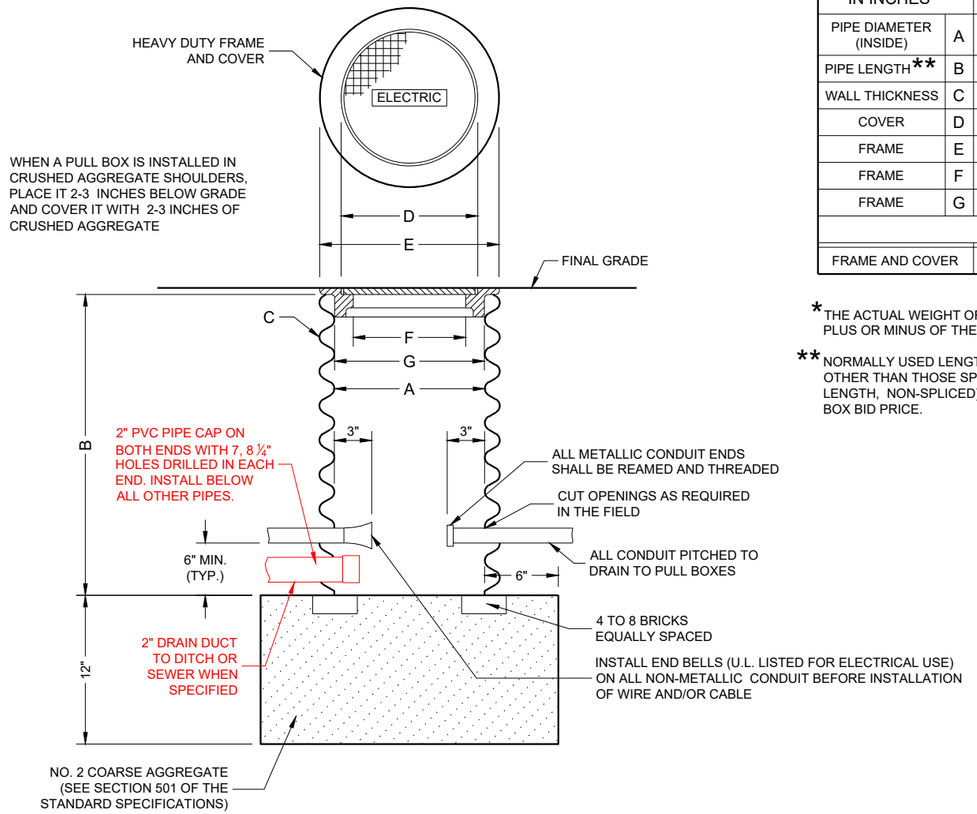


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

**NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

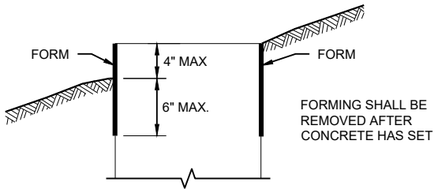
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FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



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.

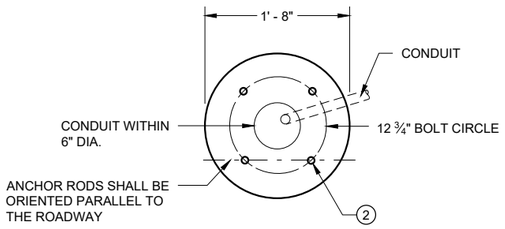
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

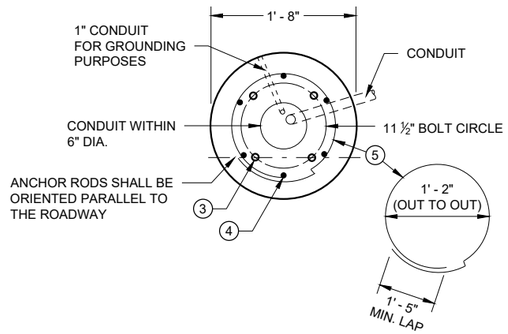
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

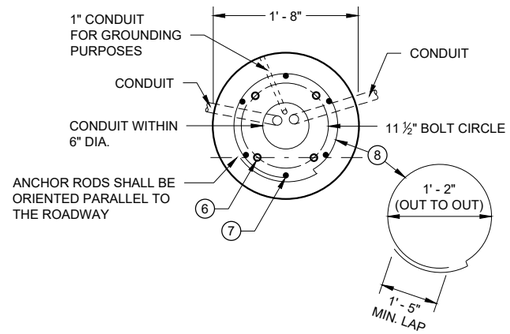
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

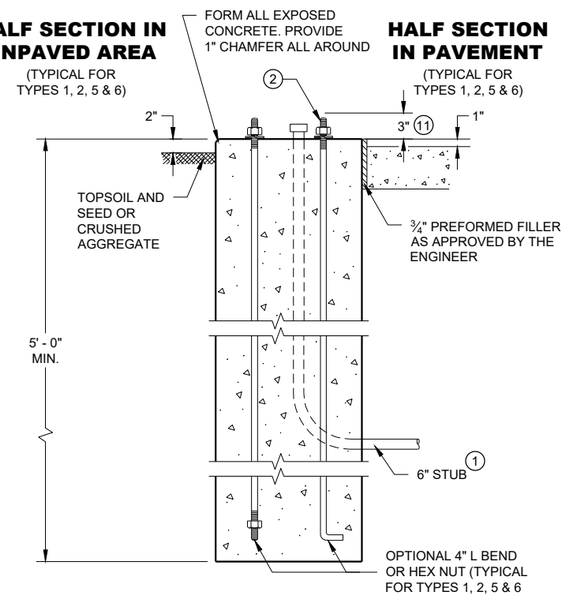
(10) ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

(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.

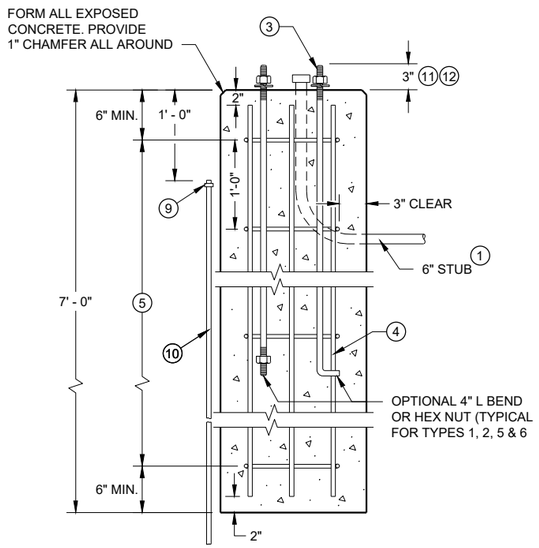
(12) FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

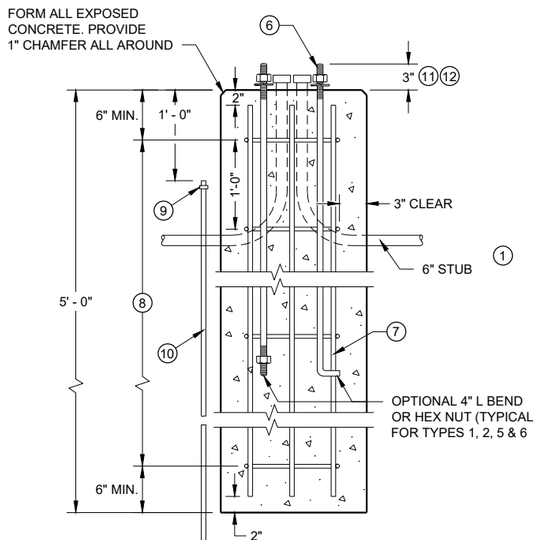
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



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
200
FHWA

SDD 09C02 - 09

SDD 09C02 - 09
6

GENERAL NOTES

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

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

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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

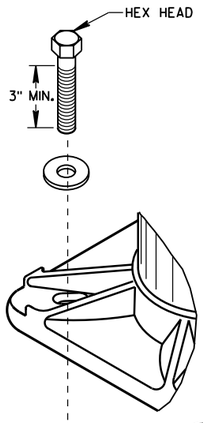
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

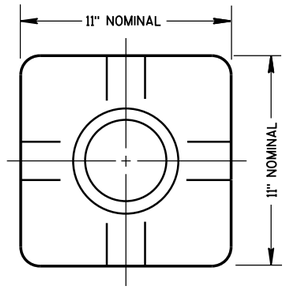
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

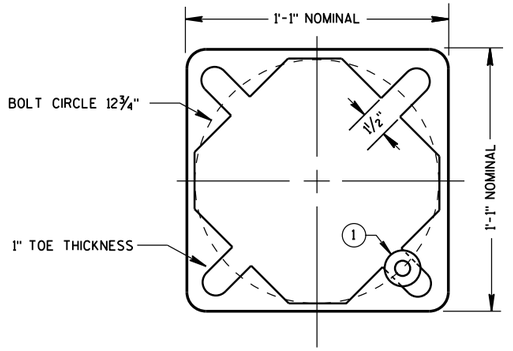
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

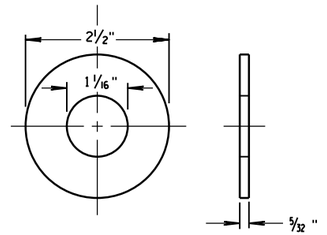




TOP VIEW
(PEDESTAL BASE)

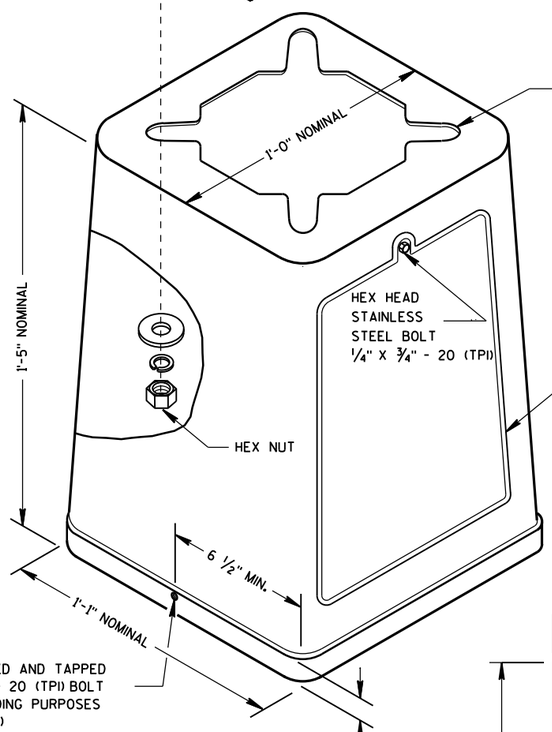


BOTTOM VIEW
(PEDESTAL BASE)

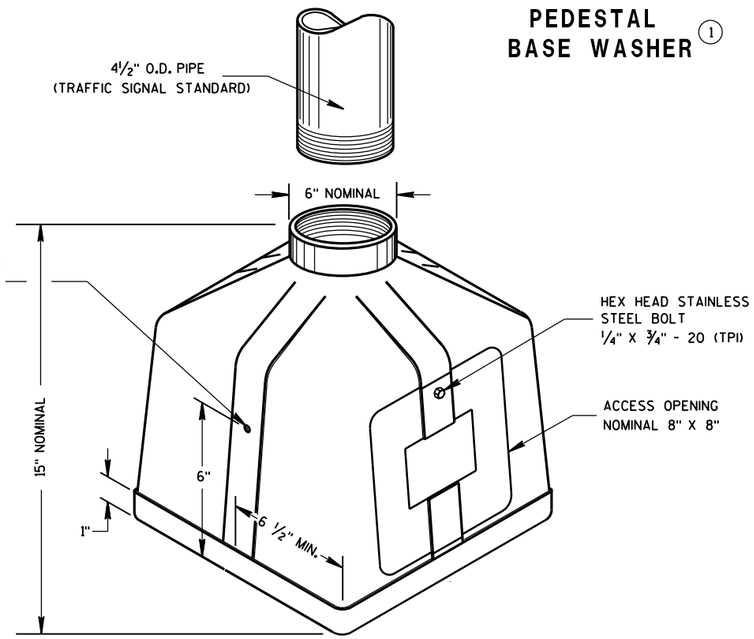


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

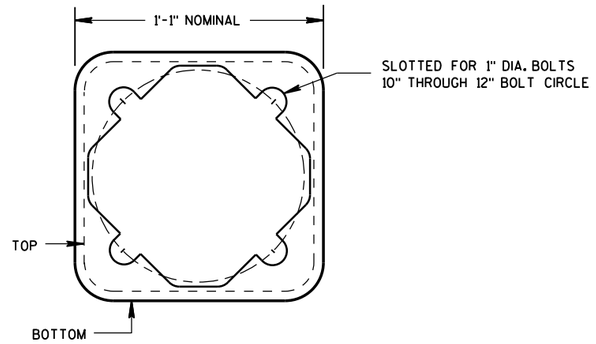


ISOMETRIC VIEW

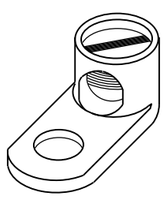


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

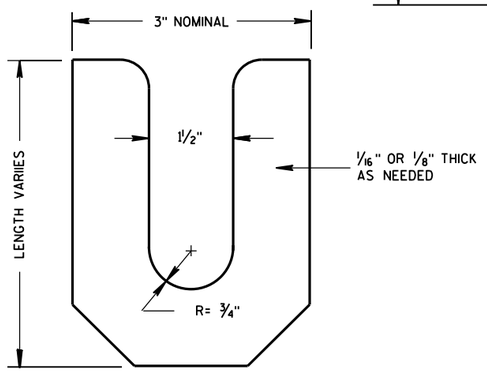


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

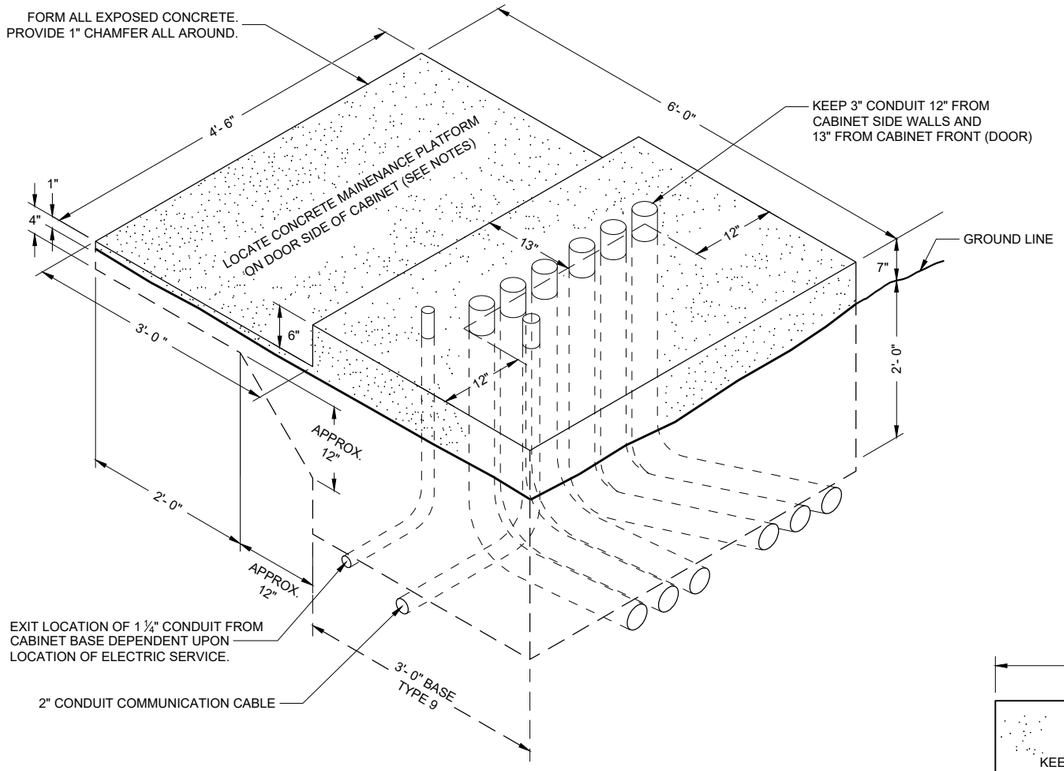
6

S.D.D. 9 C 3-4

6

S.D.D. 9 C 3-4

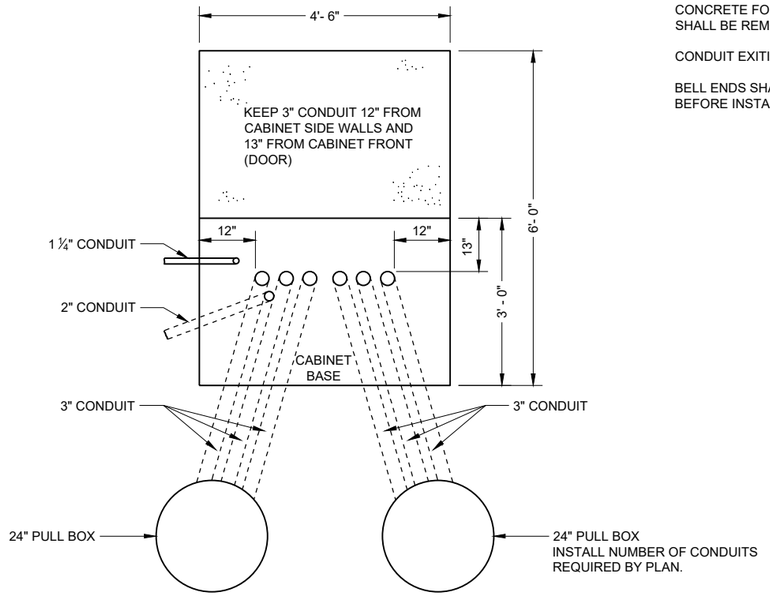
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



ISOMETRIC VIEW

TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

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

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

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 202

FHWA

6

SDD 09C06 - 07

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SDD 09C06 - 07

GENERAL NOTES

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

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

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

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

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

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

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

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

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

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

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

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

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

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

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

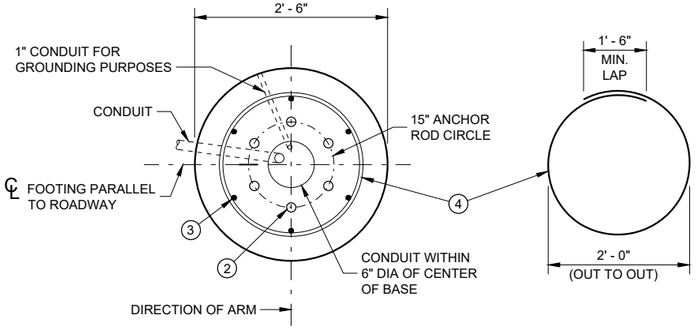
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

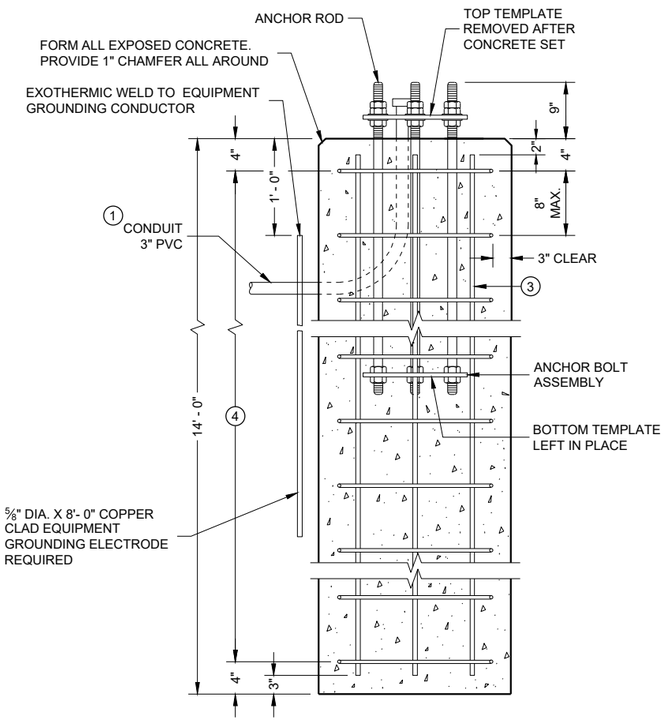
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

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

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

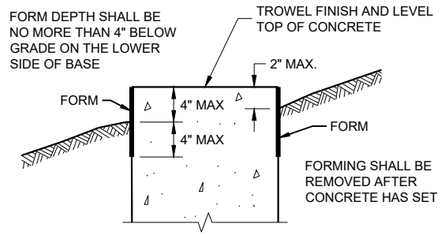
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



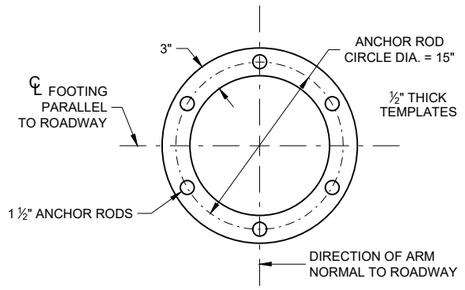


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

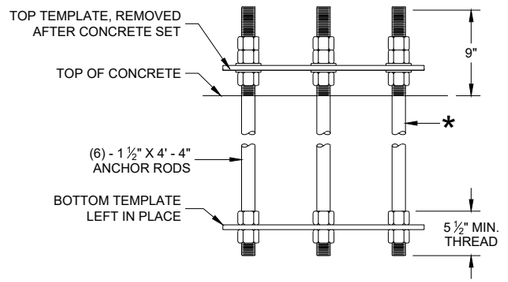
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

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

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 09C11 - 10

GENERAL NOTES

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

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

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

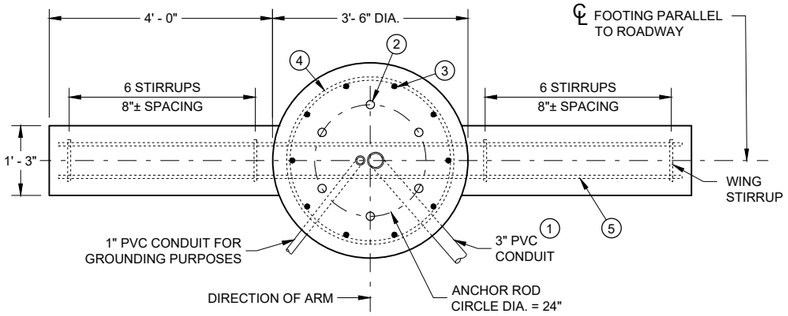
(2) (6) 1 ¾" DIA. X 7' - 2" ANCHOR RODS

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

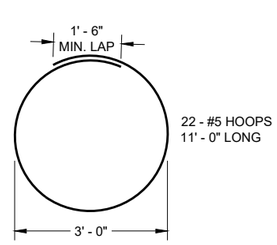
(4) (22) NO. 5 X 11'- 0" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

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

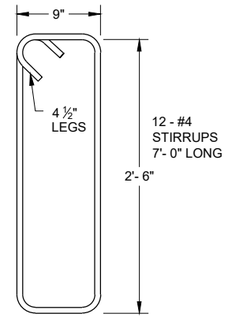
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



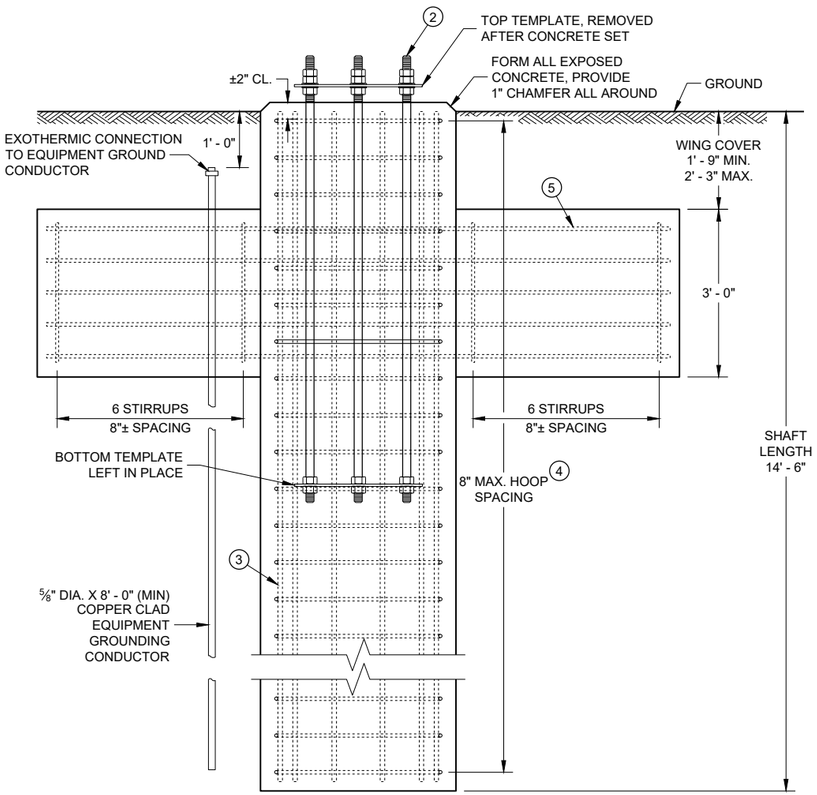
PLAN VIEW



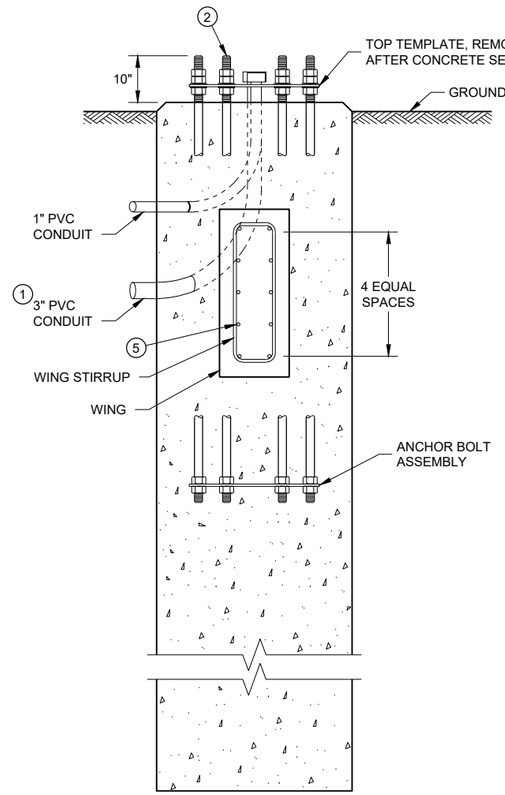
HOOP DETAIL



WING STIRRUP DETAIL



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



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

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

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

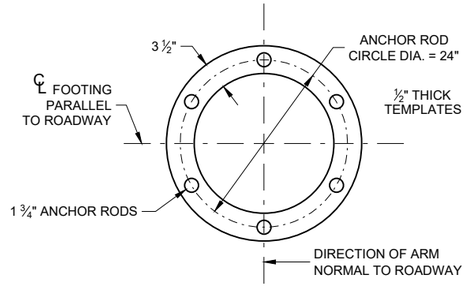
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION

CONCRETE BASE TYPE 13

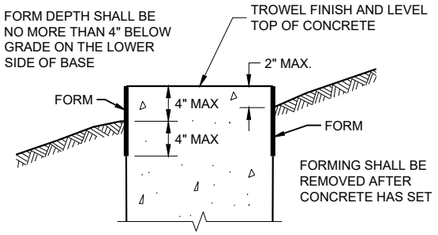
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

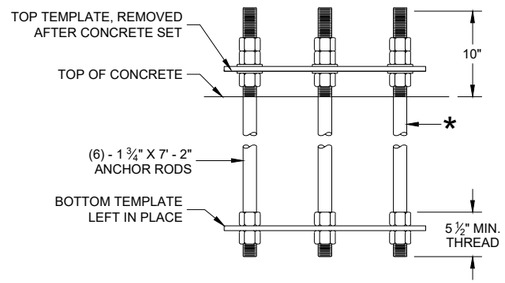
SDD 09C12 - 09a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

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

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 09C12 - 09b

SDD 09C12 - 09b

GENERAL NOTES

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

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

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

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

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

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

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

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

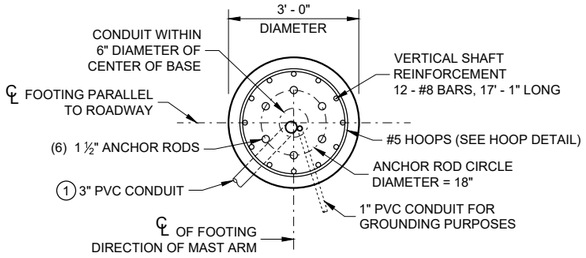
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

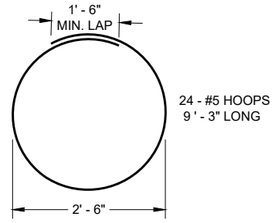
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

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

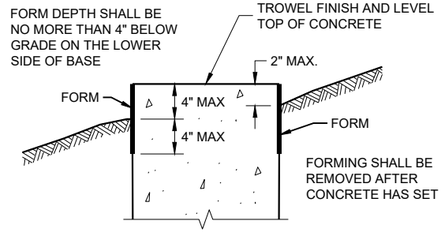
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



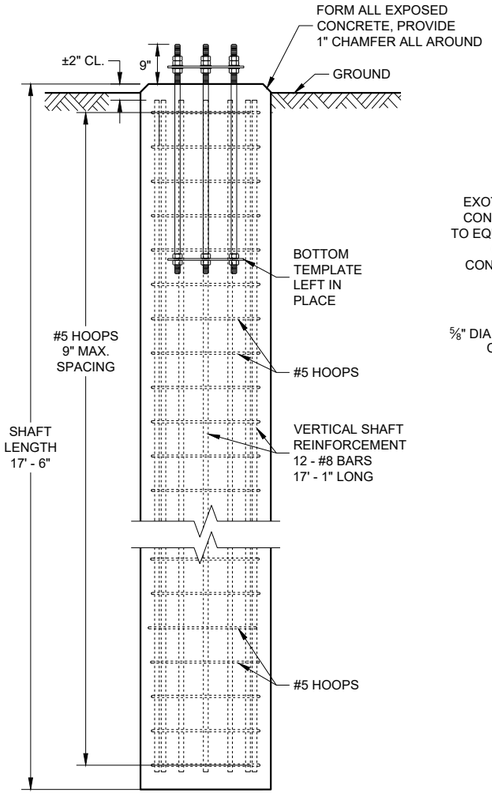
PLAN VIEW



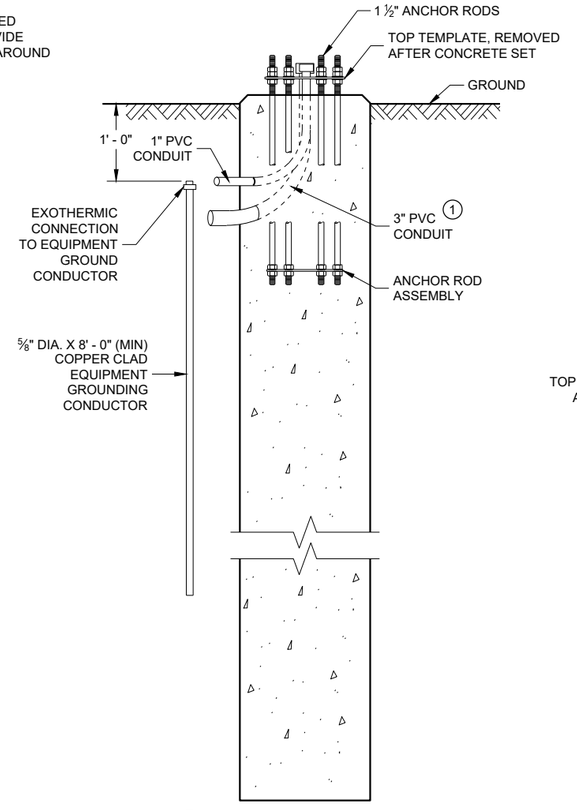
HOOP DETAIL



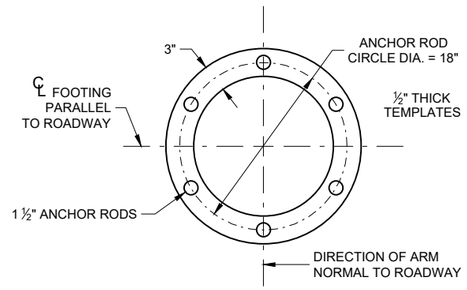
FORMING DETAIL



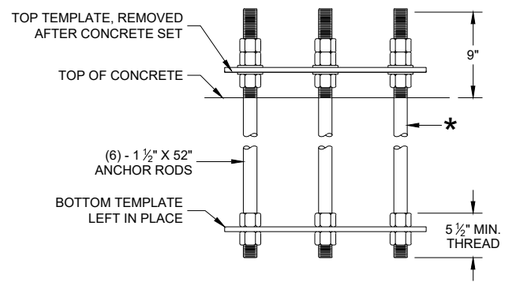
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



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



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

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

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD
H.S. REINFORCEMENT = 779 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

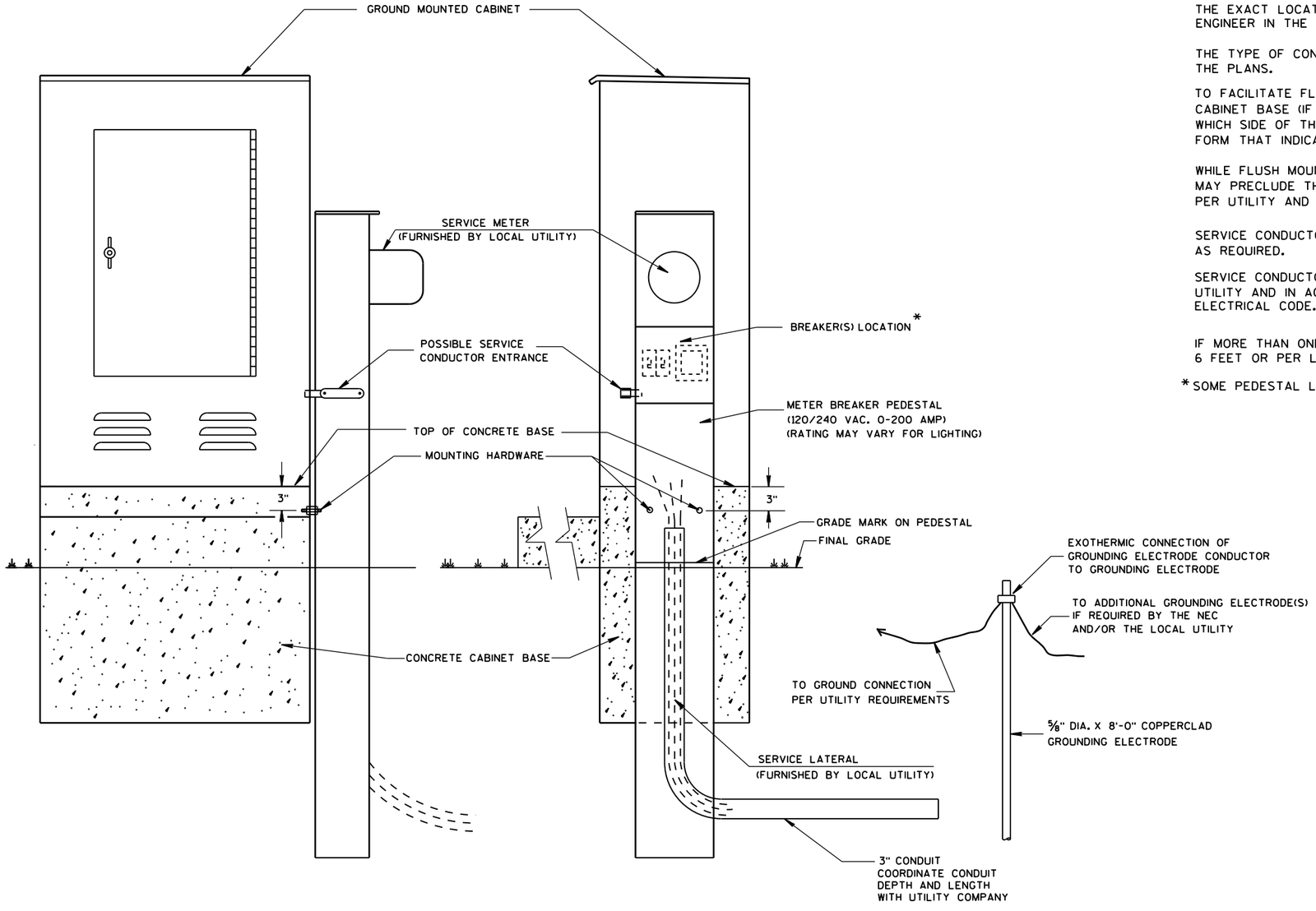
CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

6

SDD 09C15 - 01



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

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

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

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

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

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

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

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

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

6

S.D.D. 9 D 1-5

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S.D.D. 9 D 1-5

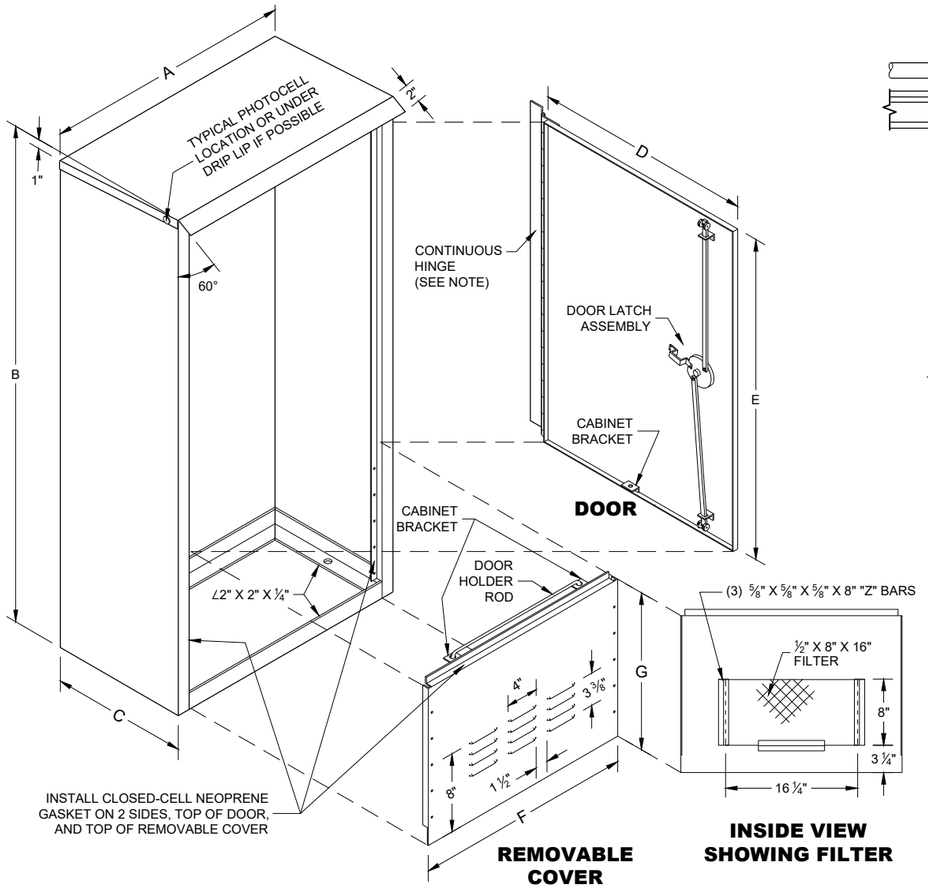
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

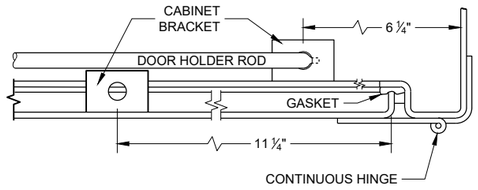
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

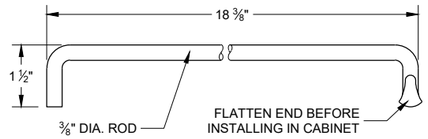
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

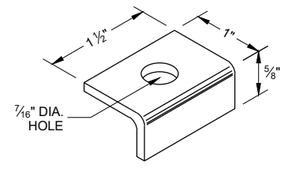




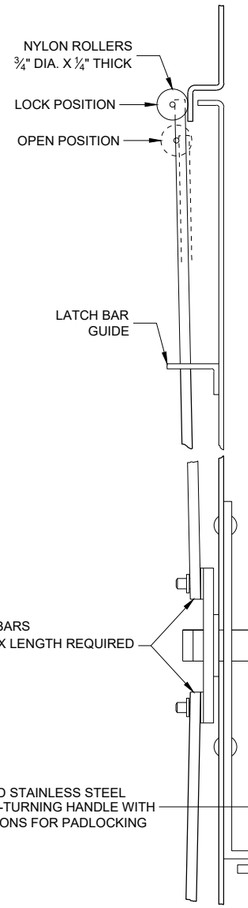
HINGE AND DOOR HOLDER

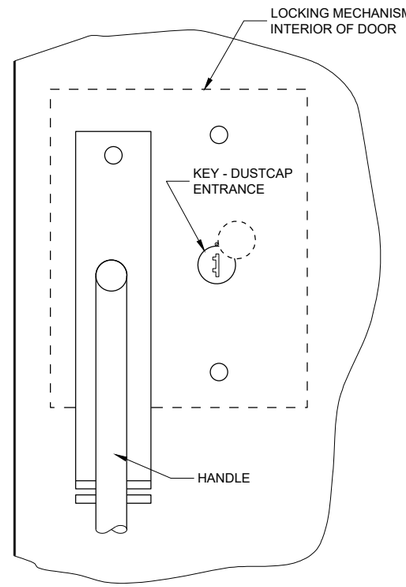


HOLDER ROD



CABINET BRACKET





SIDE VIEW **FRONT VIEW**

LATCH ASSEMBLY

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

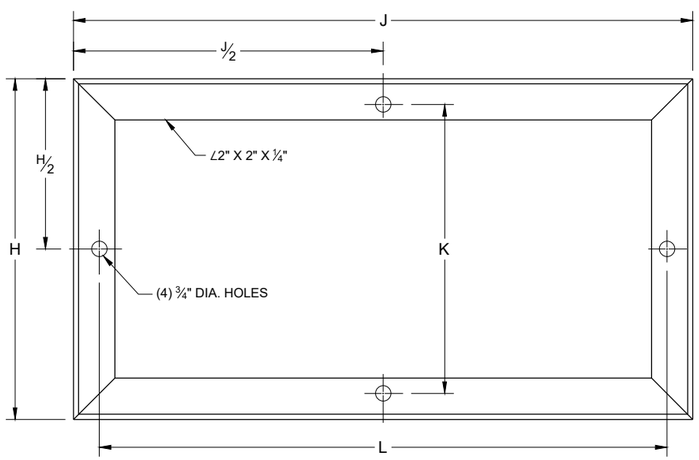
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH ¼" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH ¼" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH - NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

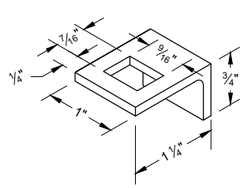
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 ½	16 ½	24
D	26 ½	34 ¾	33 ¾
E	38 ¾	38 ¾	38 ¾
F	26 ½	34 ¾	33 ¾
G	19	19	25
H	16 ½	16 ½	24
H/2	8 ¼	8 ¼	12
J	30	38	38
J/2	15	19	19
K	13 ¾	13 ¾	21 ¼
L	27 ½	35 ½	35 ½



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

208

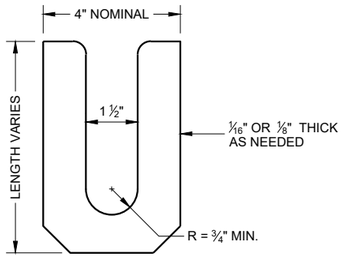
FHWA

SDD 09D02 - 03

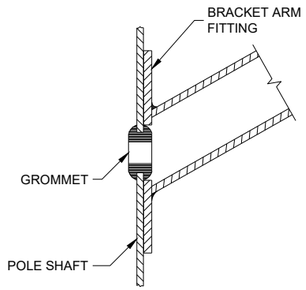
SDD 09D02 - 03

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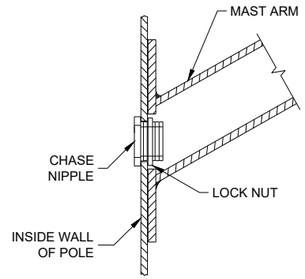
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LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

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

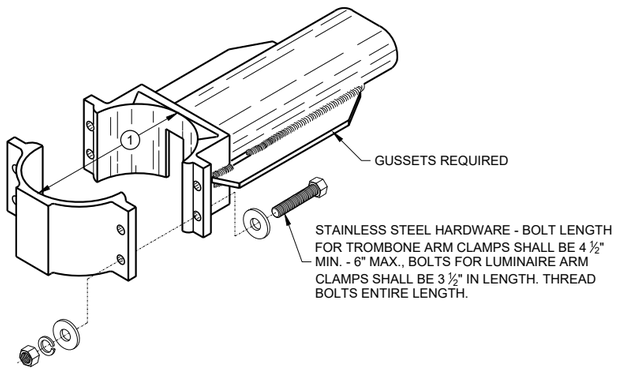
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

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

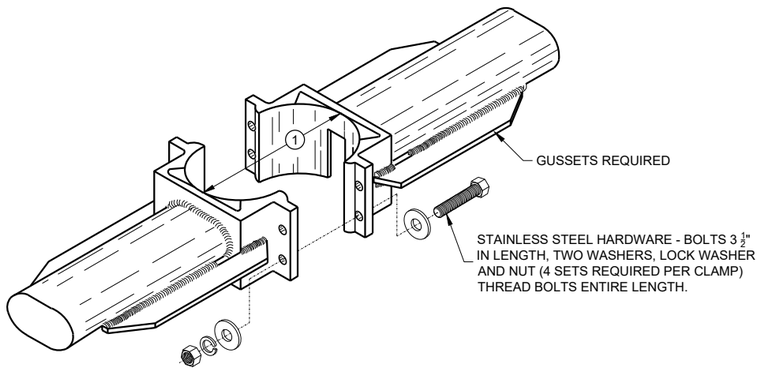
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

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

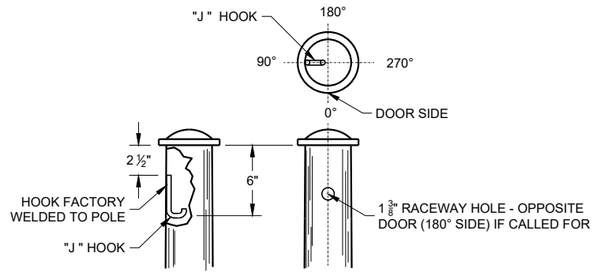
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



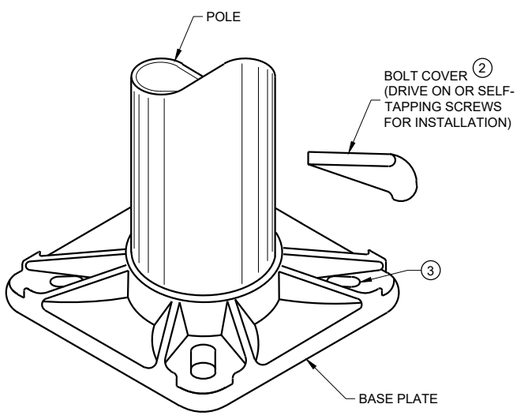
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



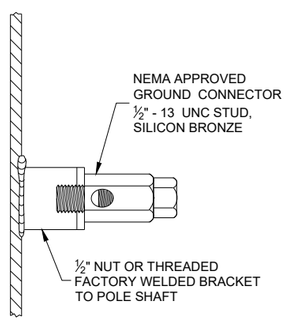
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

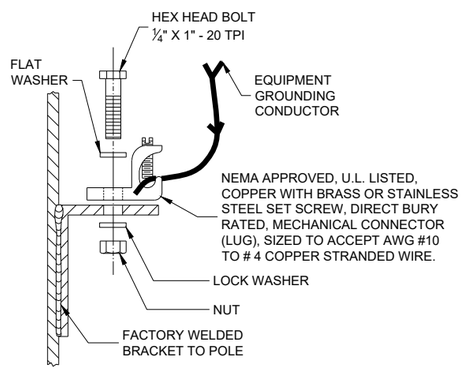


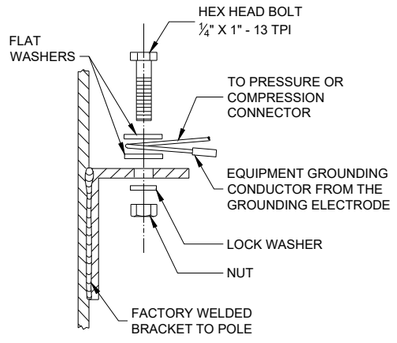
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

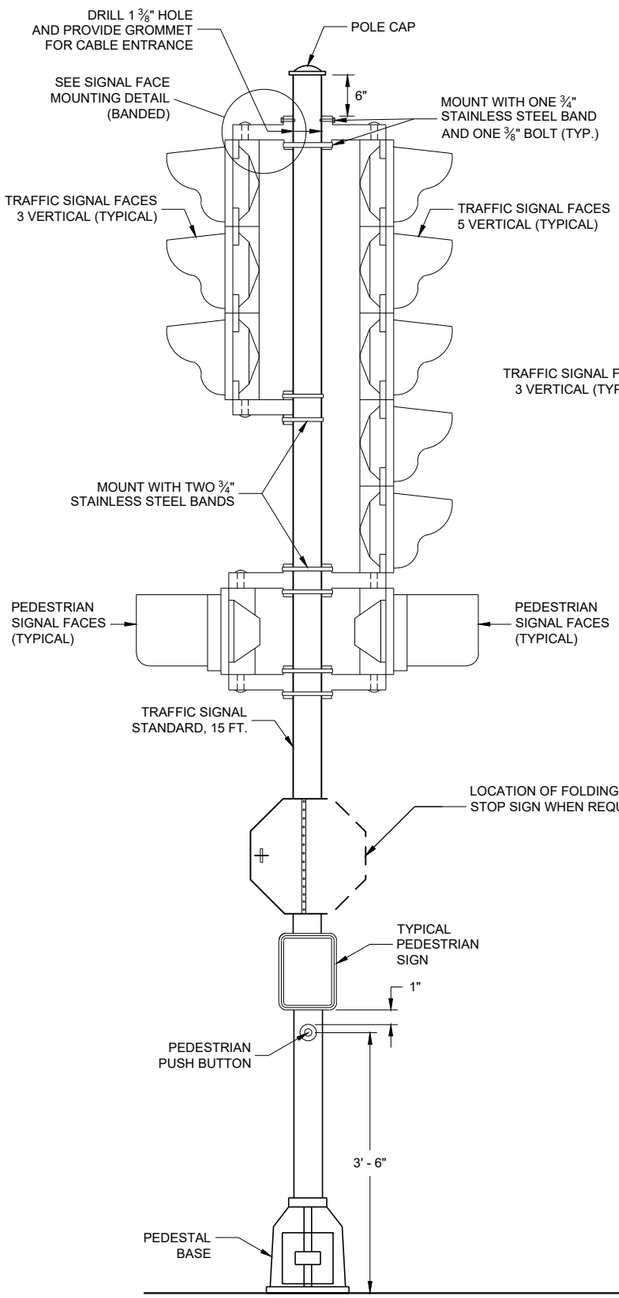
APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 209

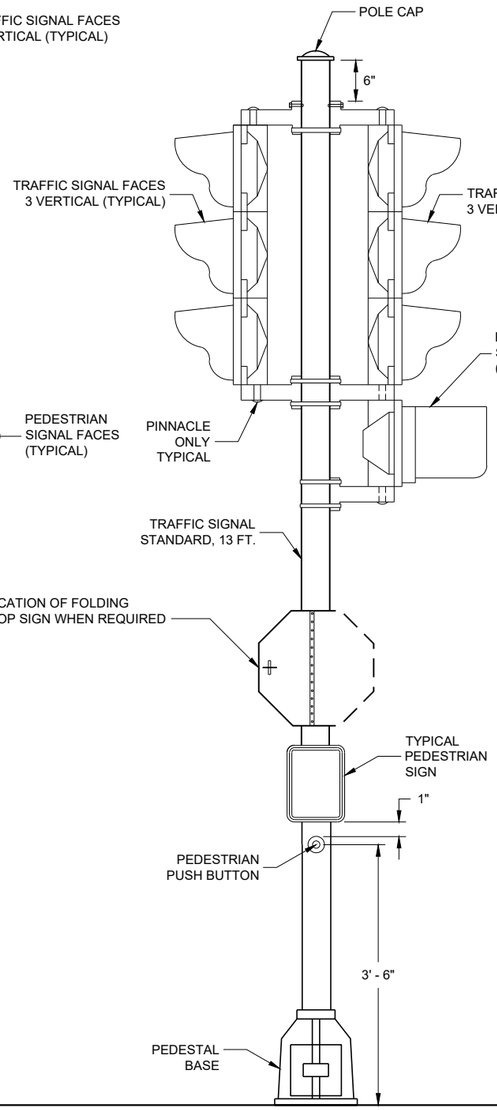
FHWA

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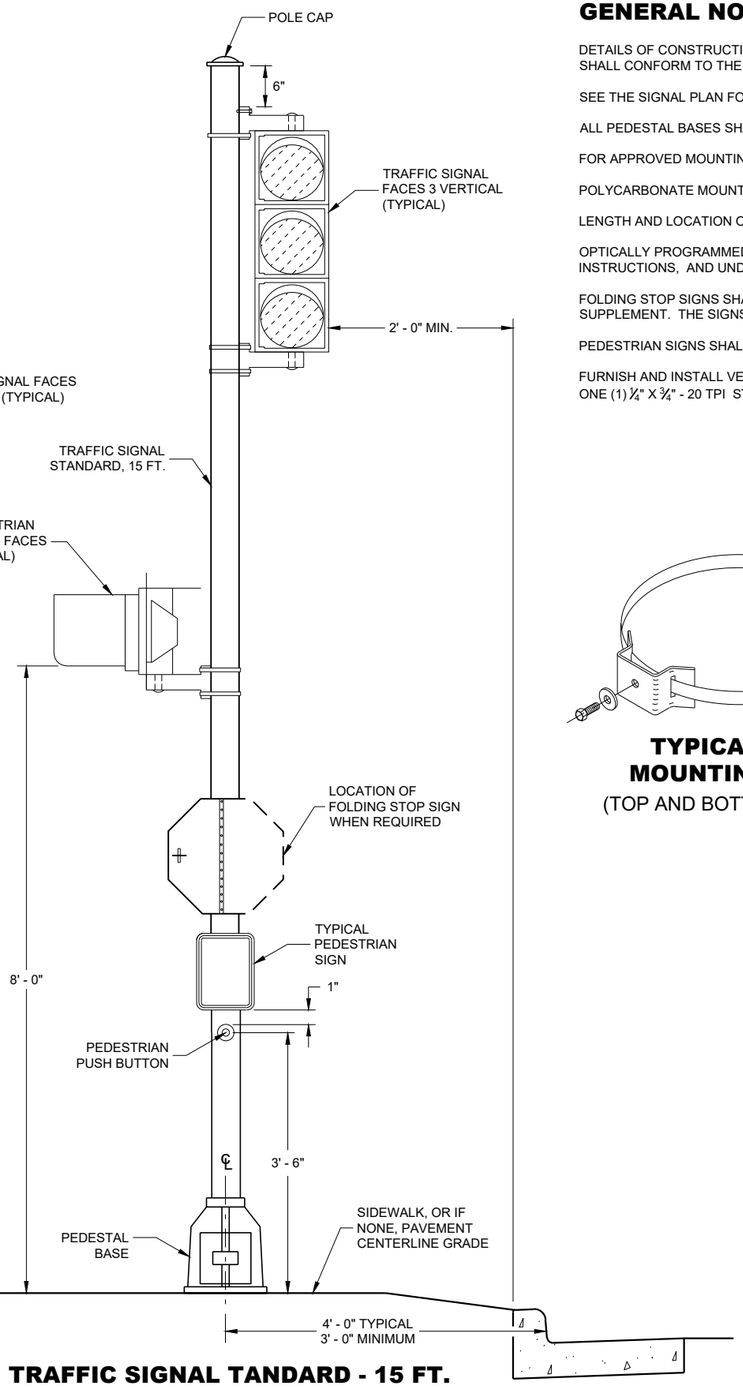
SDD 09E01 - 15g



TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



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

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

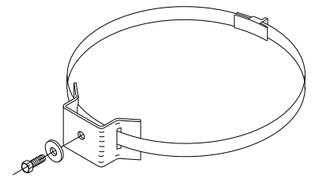
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

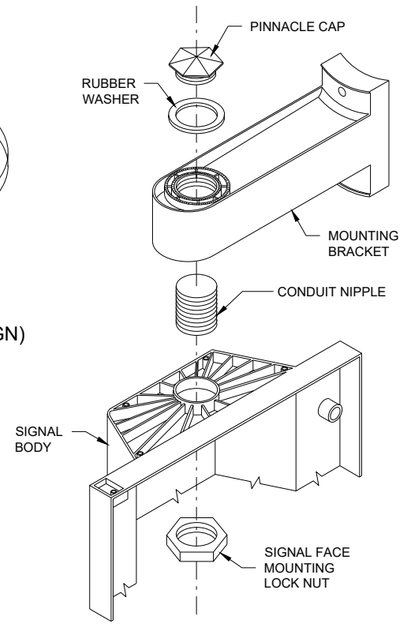
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

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

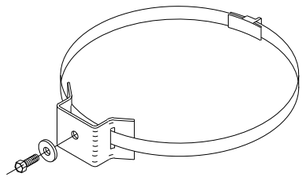
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

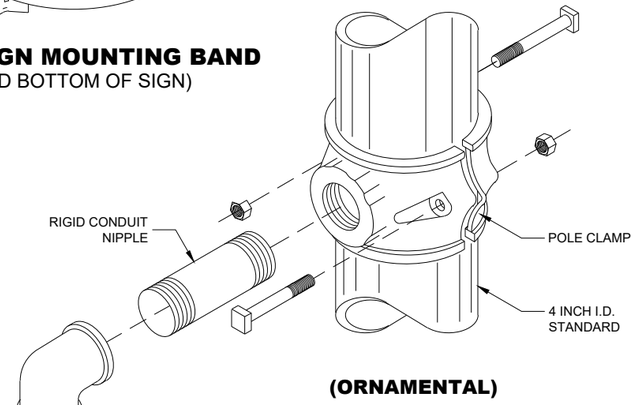
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 210

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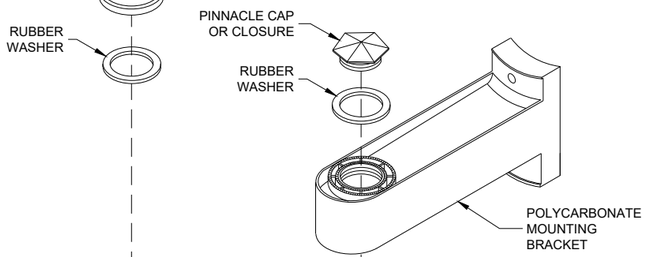
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SDD 09E06 - 05



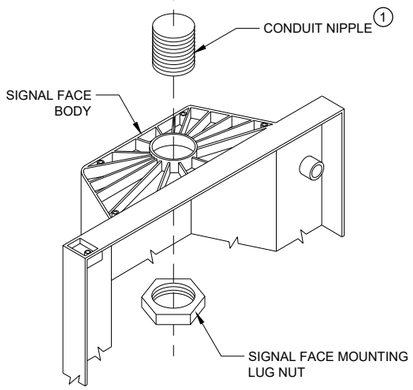
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



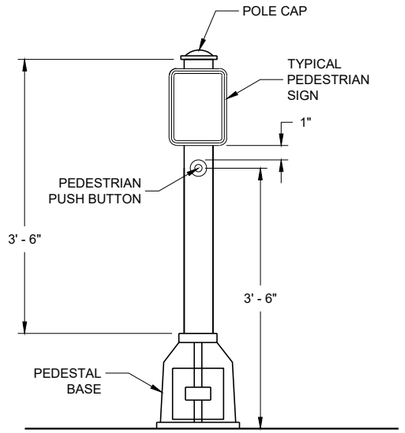
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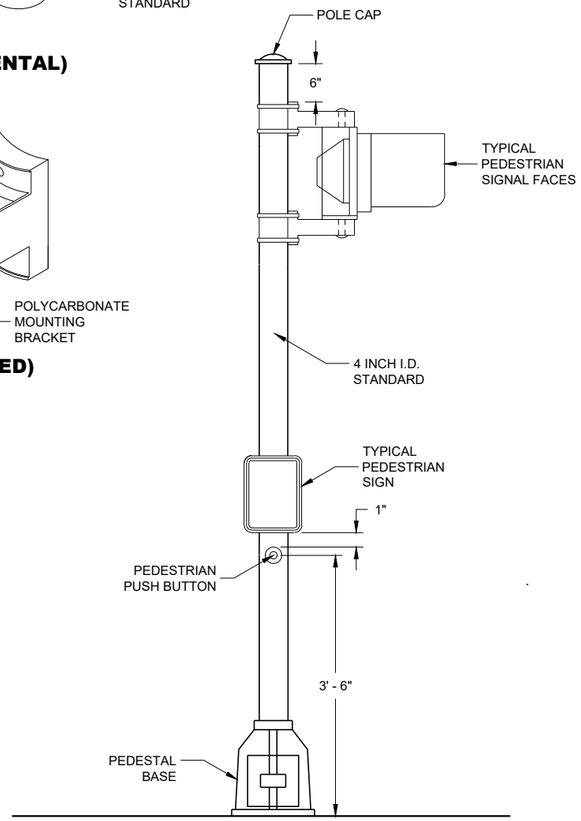
(BANDED)



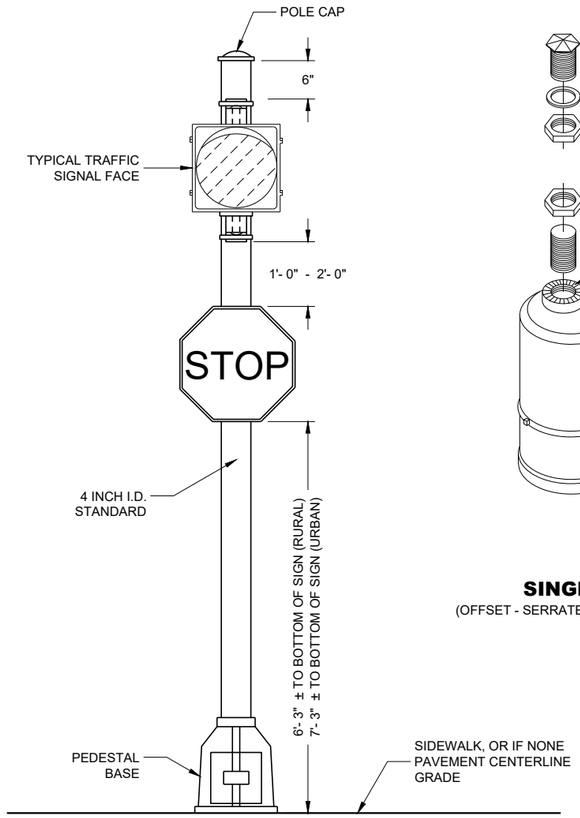
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



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



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

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

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

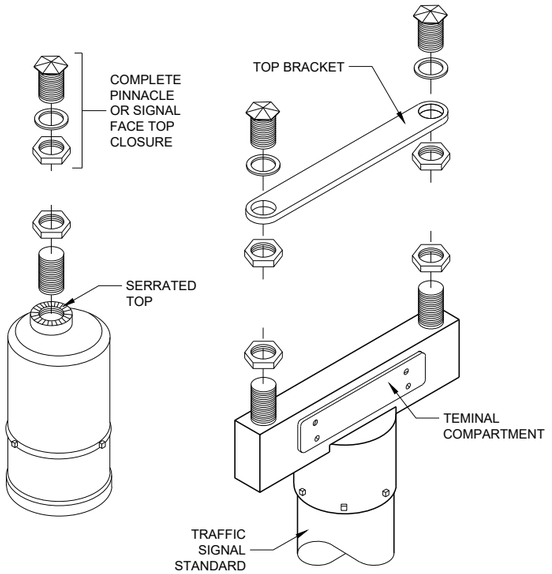
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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

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



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

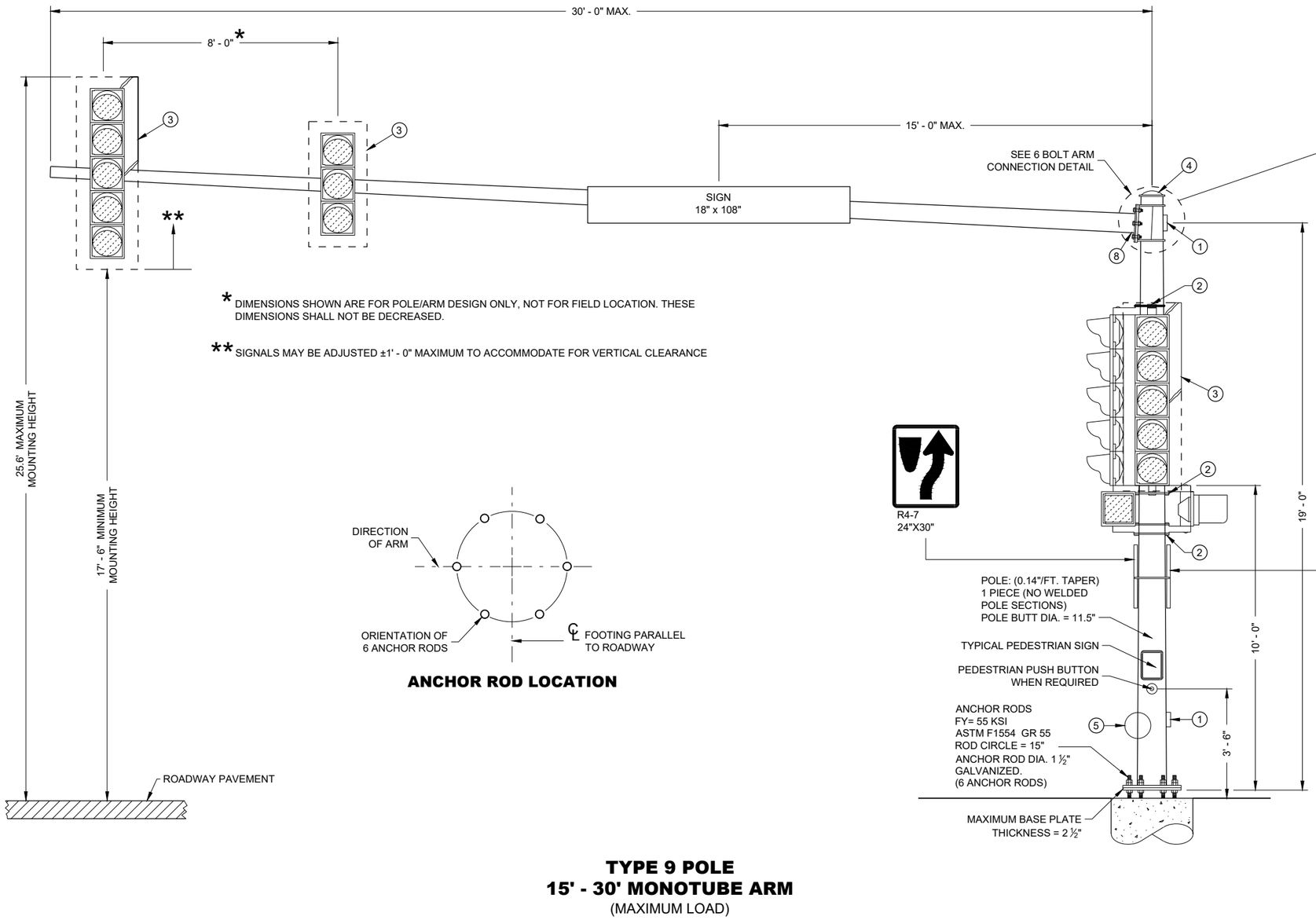
APPROVED
November 2018
DATE

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STATE ELECTRICAL ENGI 211

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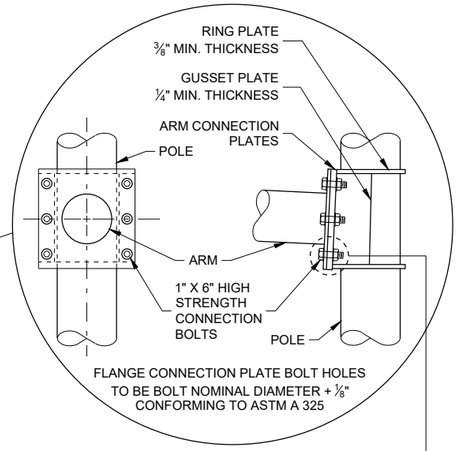
SDD 09E07 - 06



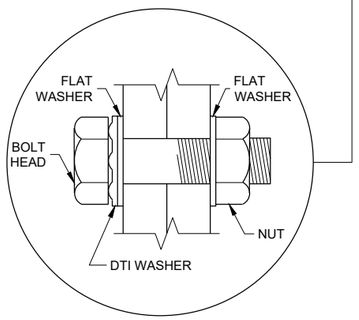
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

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

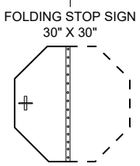
ANCHOR ROD LOCATION



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

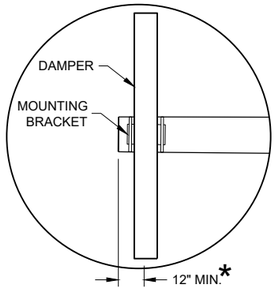


TYPE 9 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

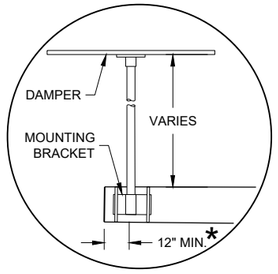
TYPE 9 POLE 15' - 30' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2020 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGI
FHWA	212

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SDD 09E08 - 09a

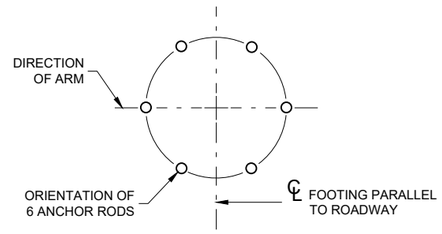


DUMBBELL VIBRATION DAMPER

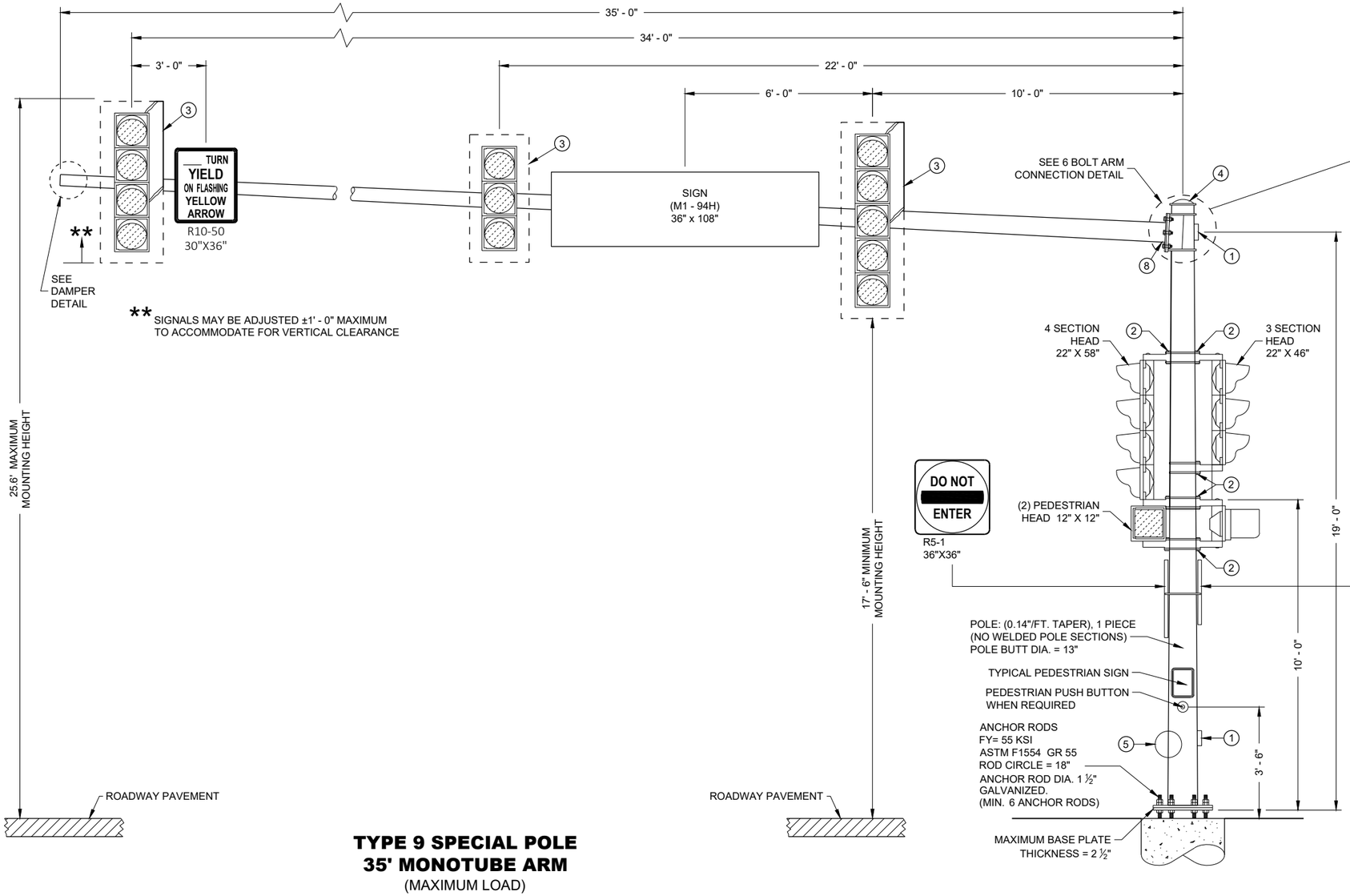


FLAT VIBRATION DAMPER

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

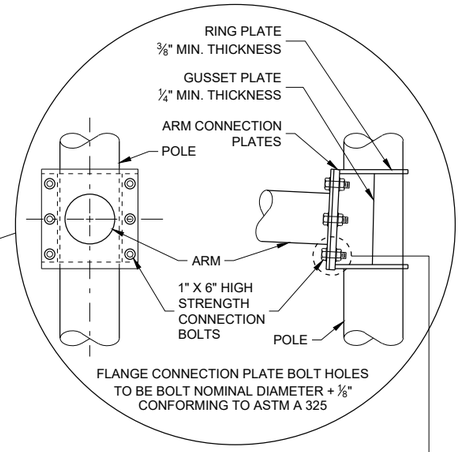


ANCHOR ROD LOCATION

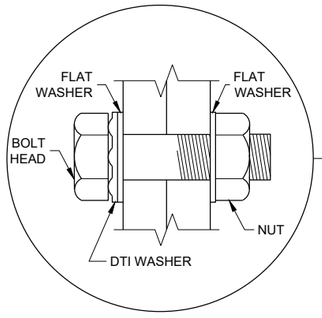


** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

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



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE
35' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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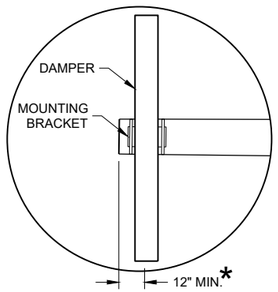
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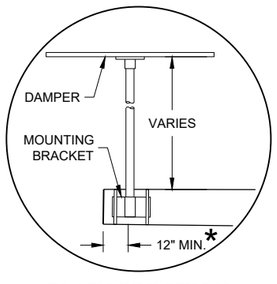
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SDD 09E08 - 09b

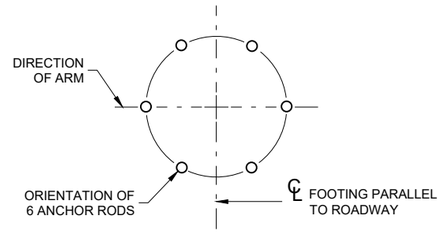


DUMBBELL VIBRATION DAMPER

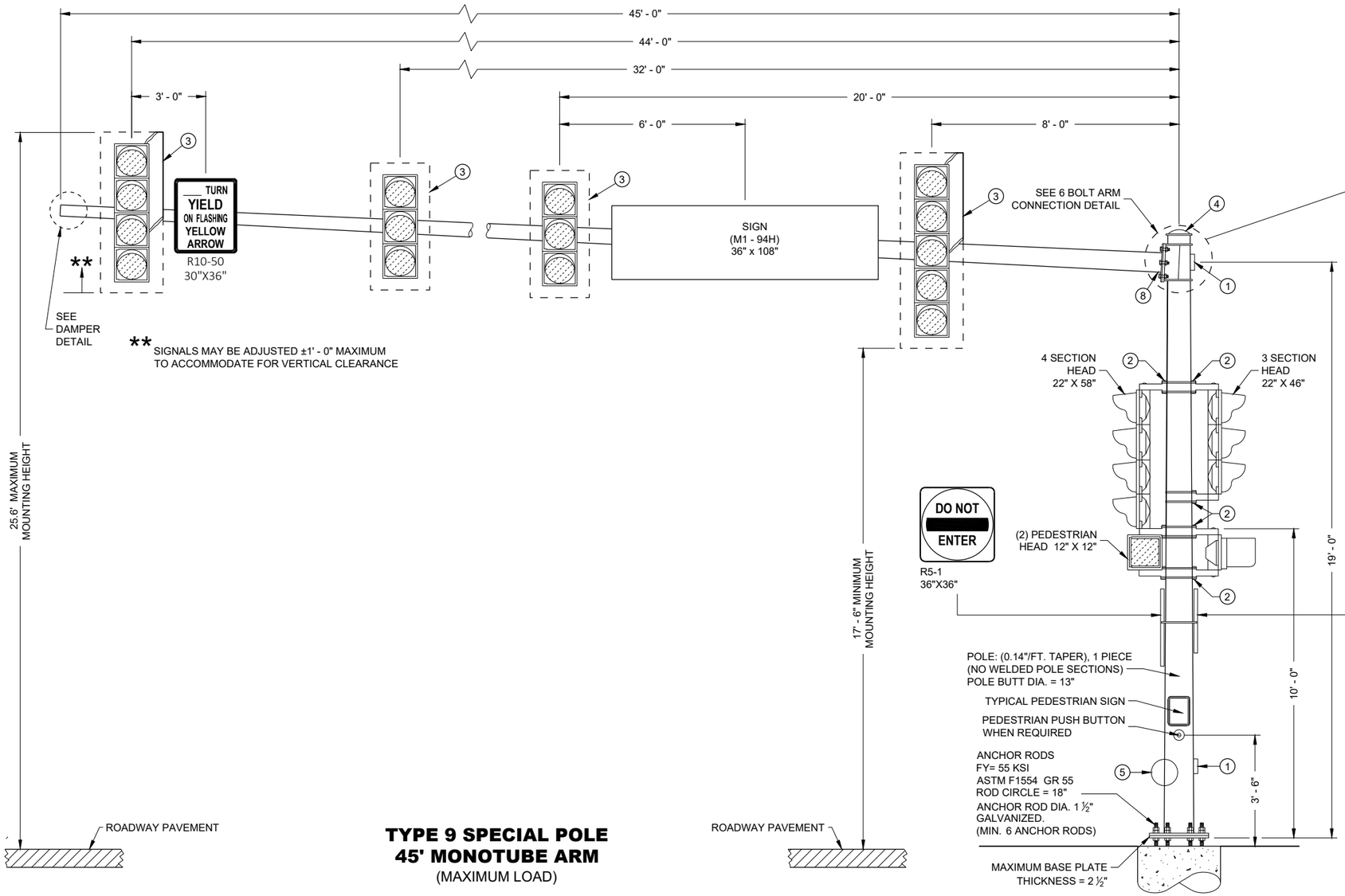


FLAT VIBRATION DAMPER

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

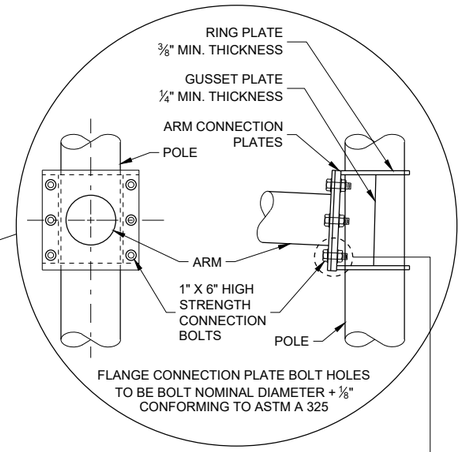


ANCHOR ROD LOCATION

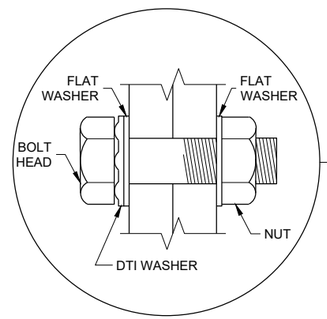


** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

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



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE
45' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

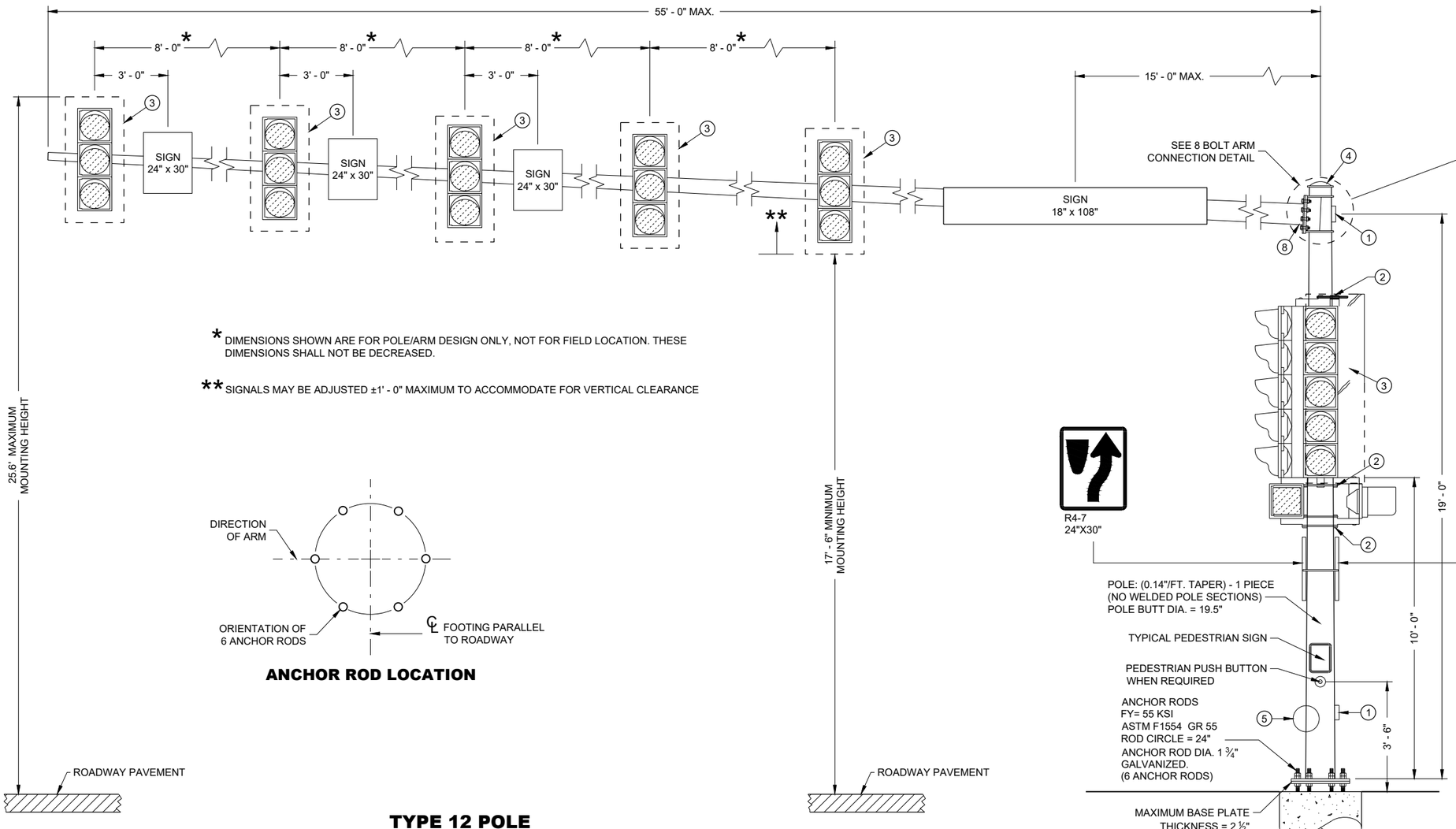
APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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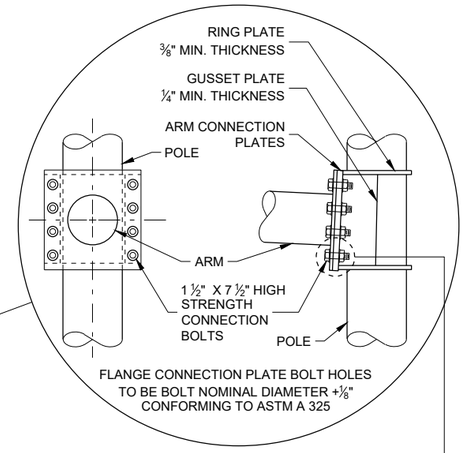
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SDD 09E08 - 09d



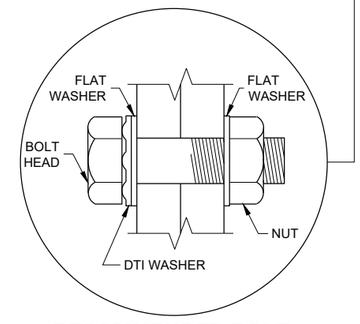
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

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

ANCHOR ROD LOCATION



8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 12 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 12 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 215

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SDD 09E08 - 09i

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SDD 09E08 - 09i

GENERAL NOTES

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

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

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

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

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

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

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

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

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

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

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

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

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

115 MPH (700 YEAR MRI BASIC WIND SPEED).

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

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

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

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

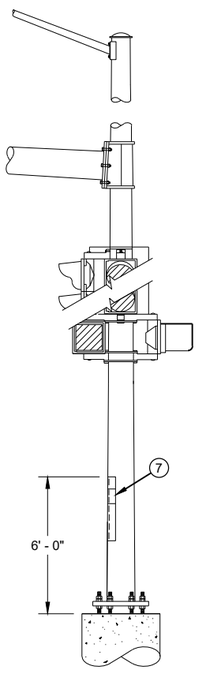
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

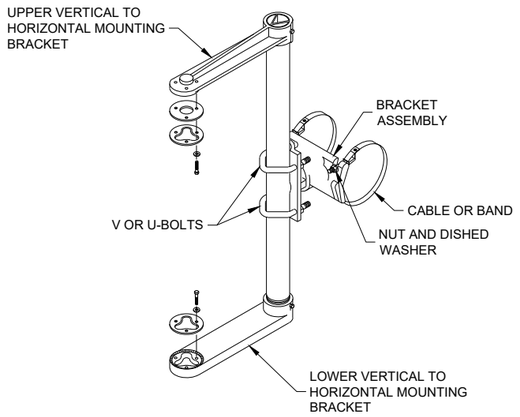
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.



STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT

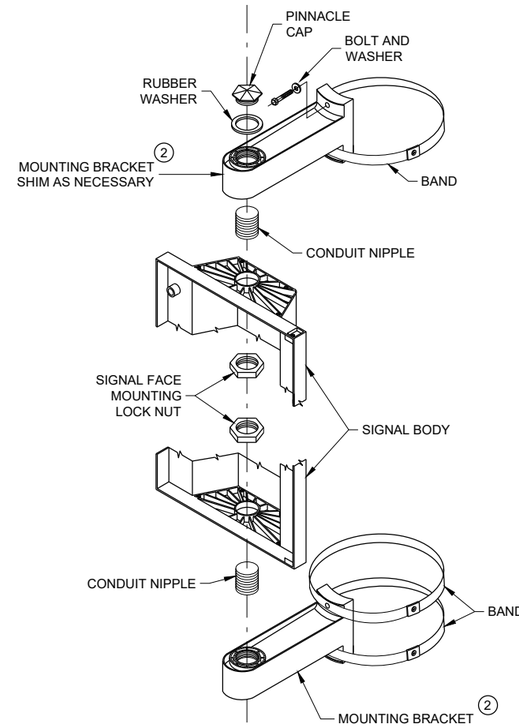


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

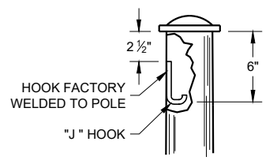
(MOUNT PER MANFACTURER'S RECOMMENDATION)

TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

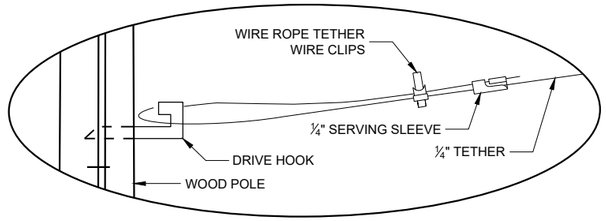
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

6

SDD 09E08 - 09k

MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

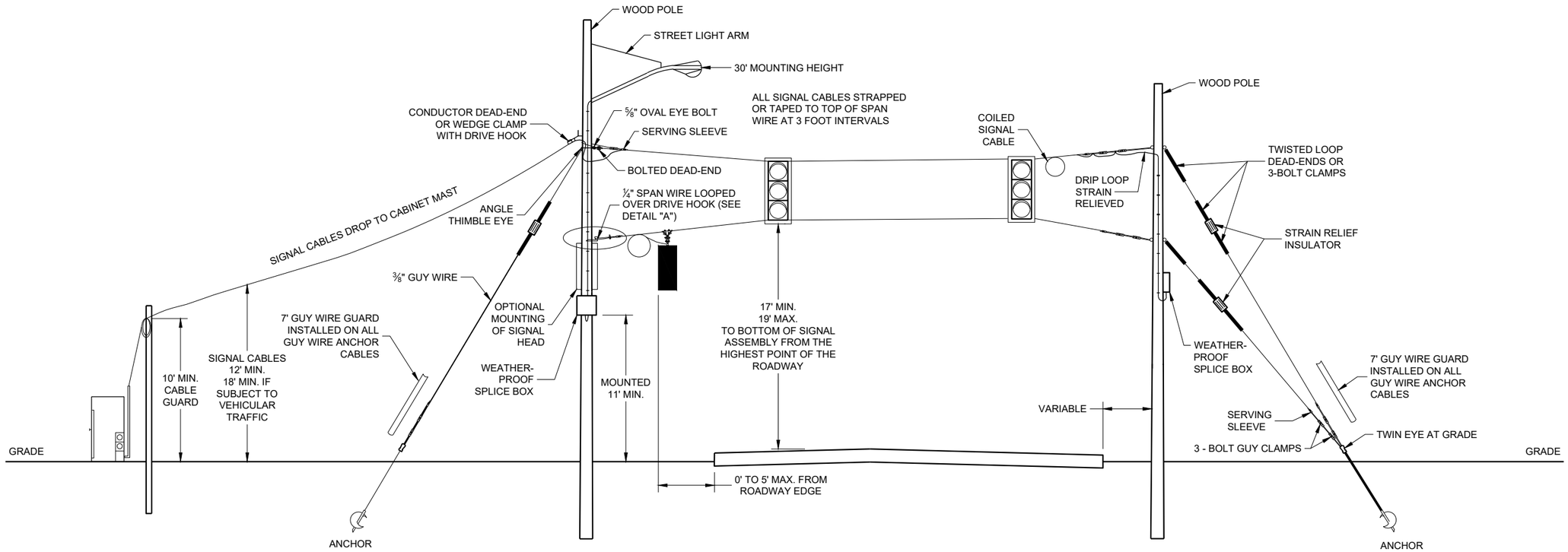


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

FHWA

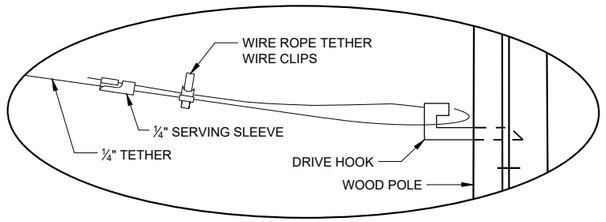
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MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

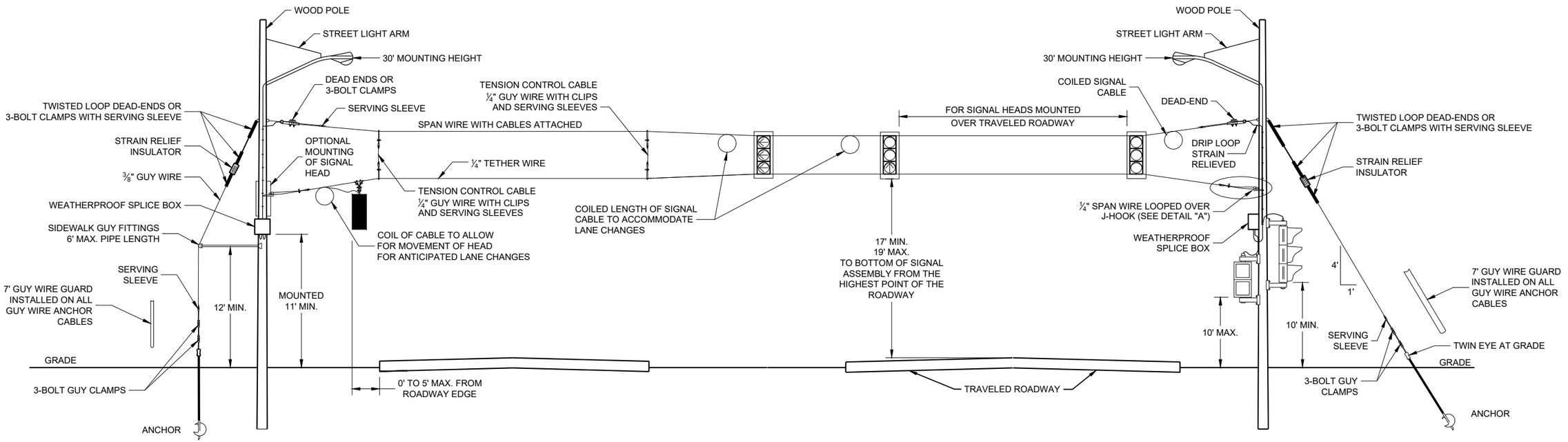


DETAIL "A"

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   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

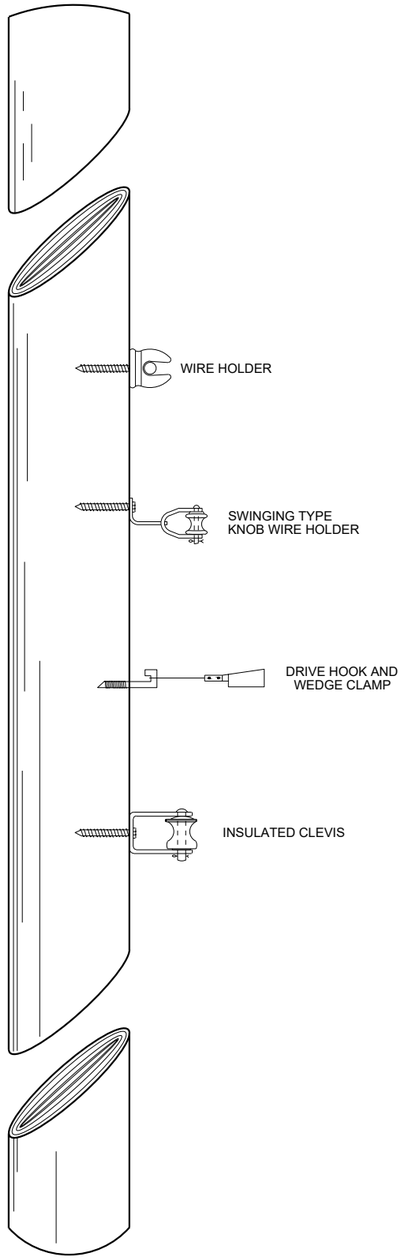
SPAN WIRE TEMPORARY TRAFFIC SIGNAL

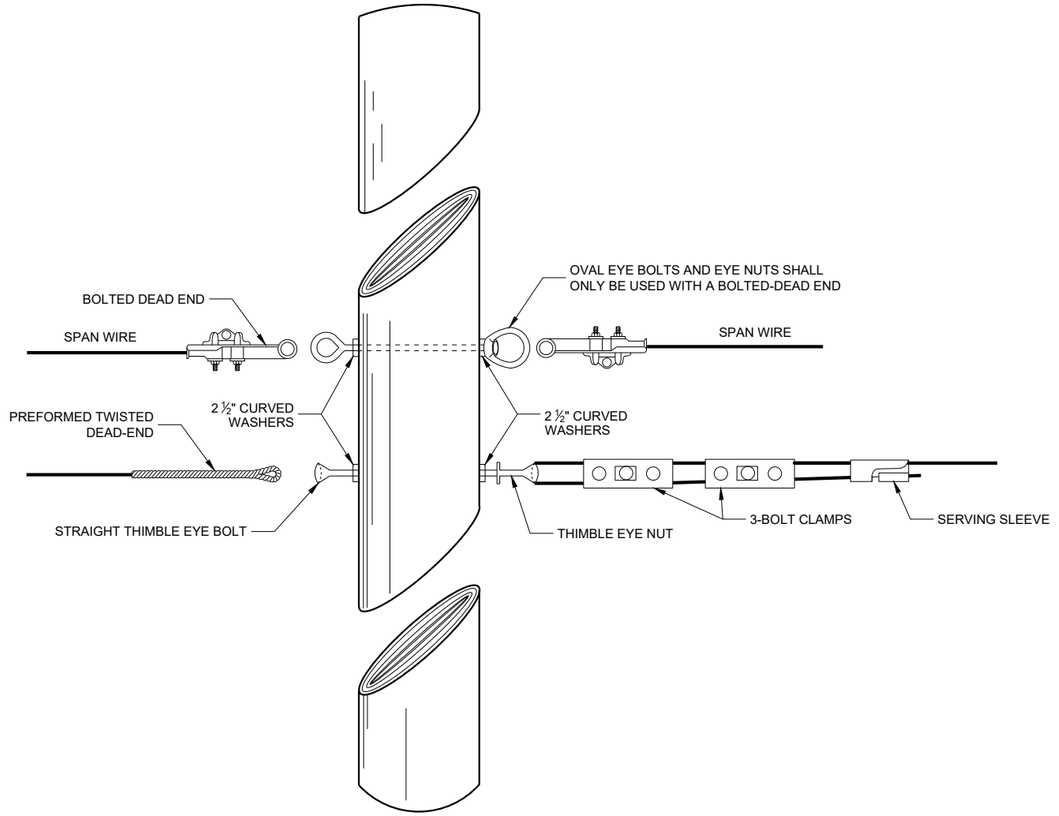
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI
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SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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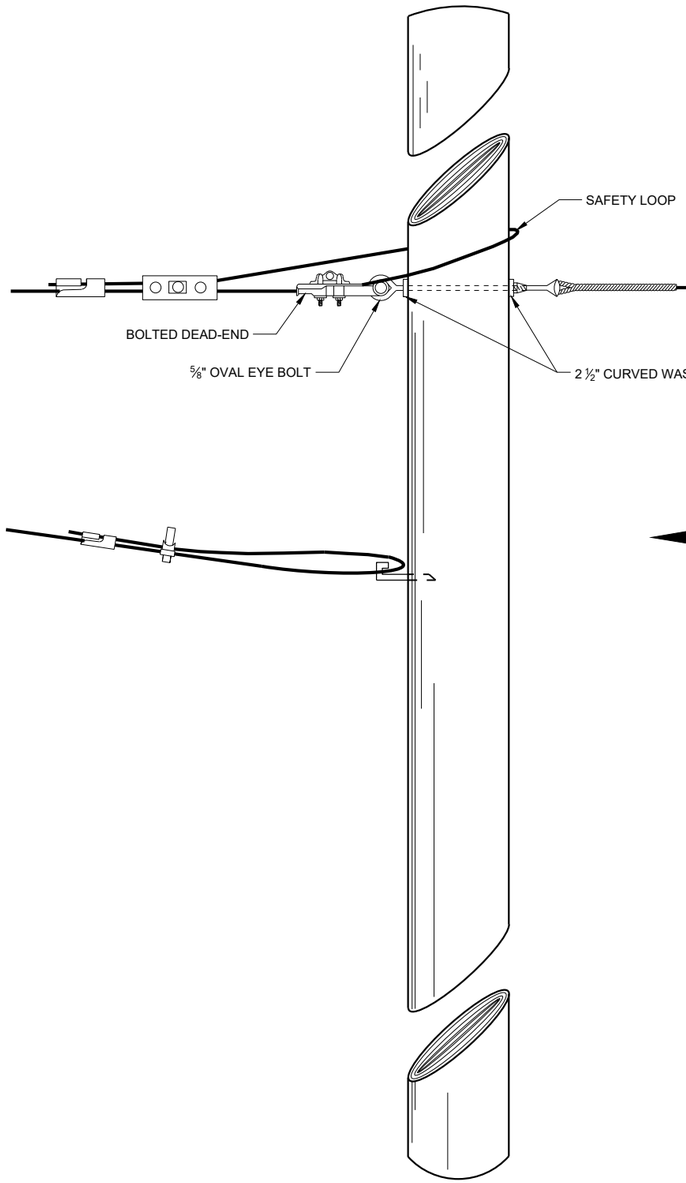
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

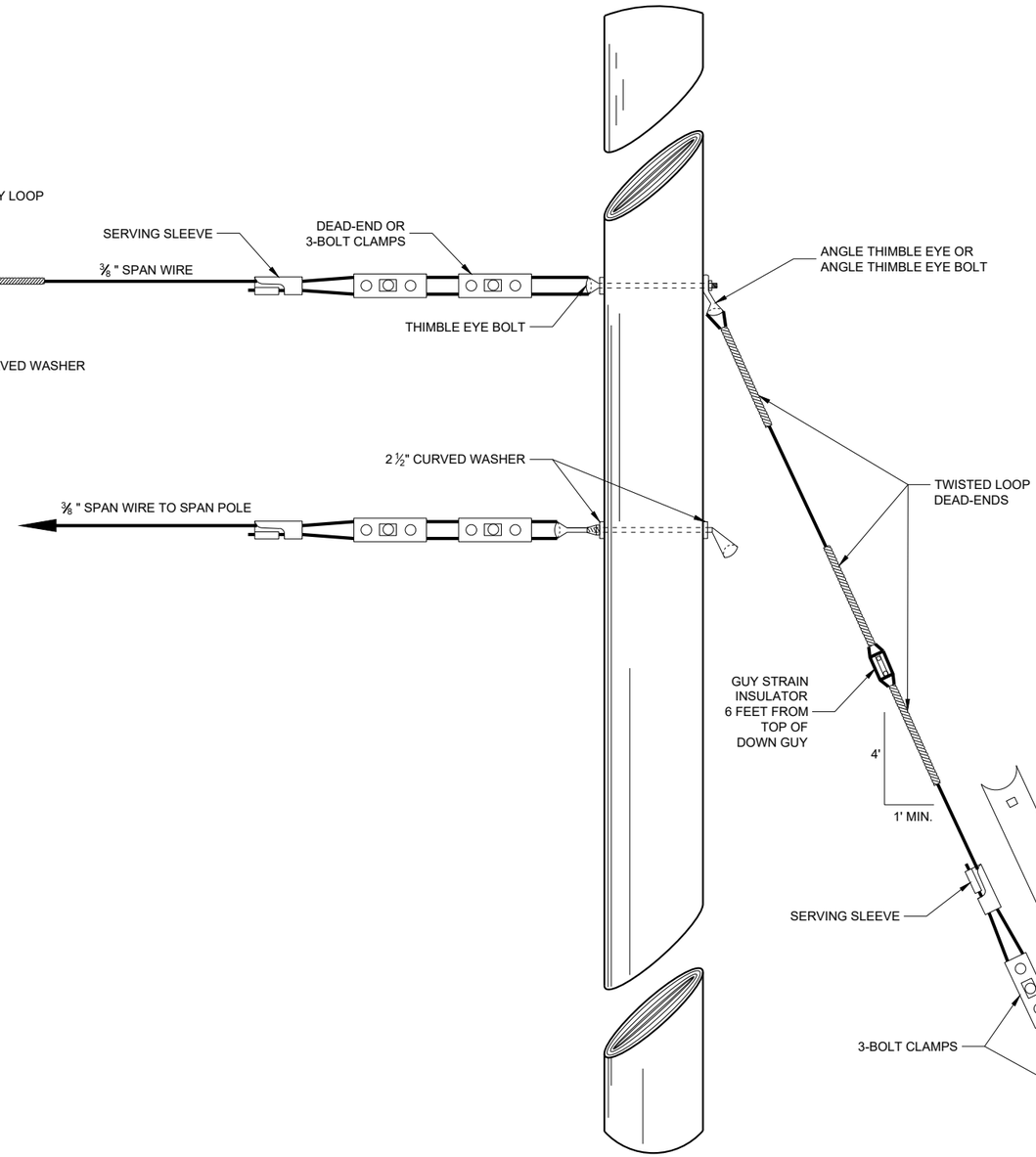
FHWA

GENERAL NOTES

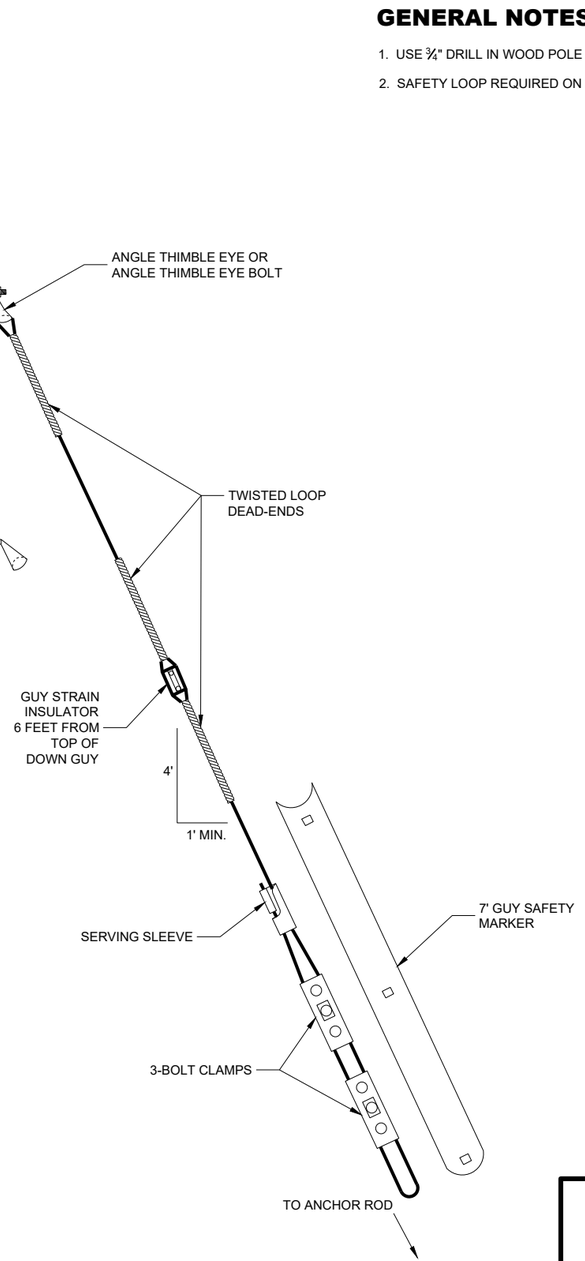
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

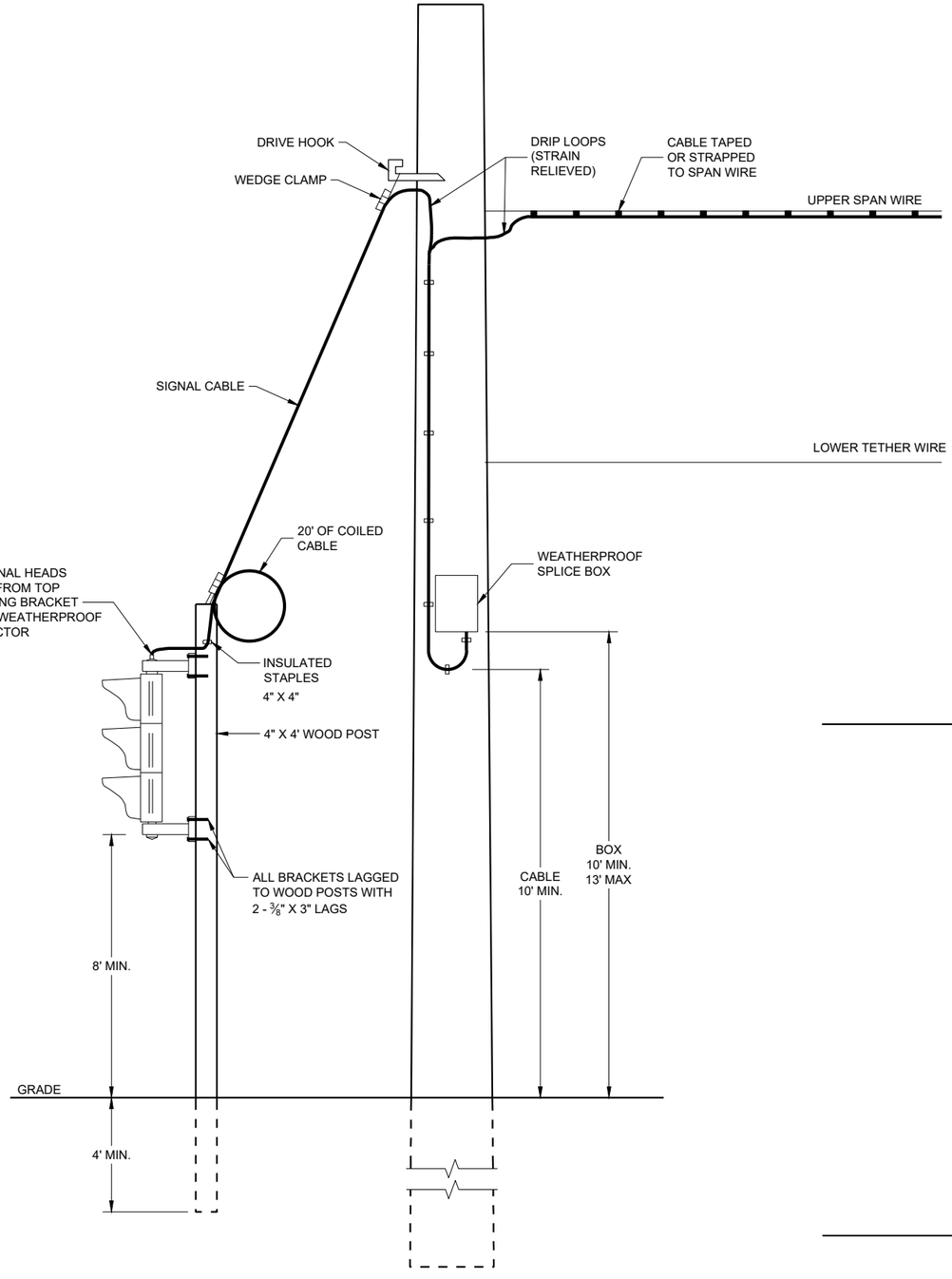
SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

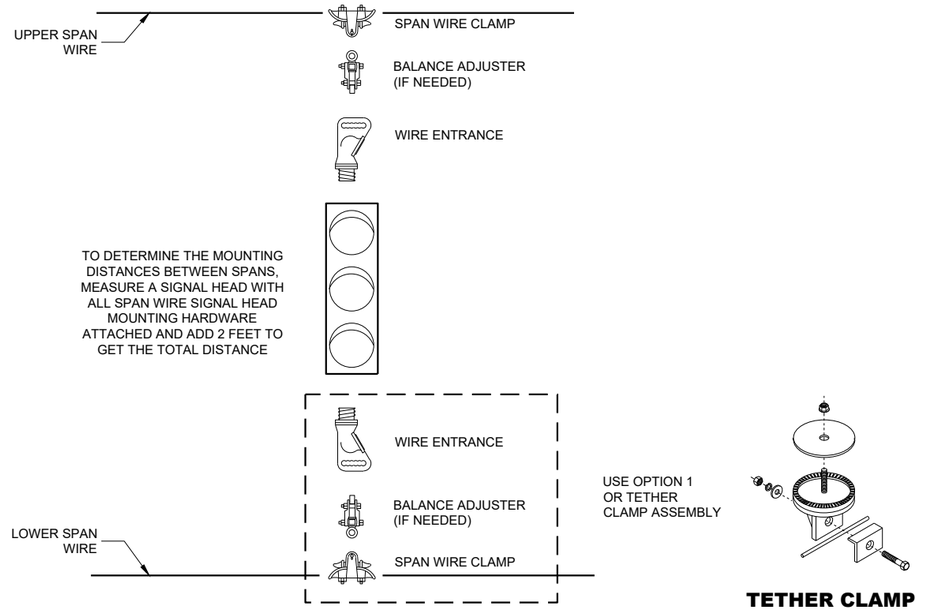
APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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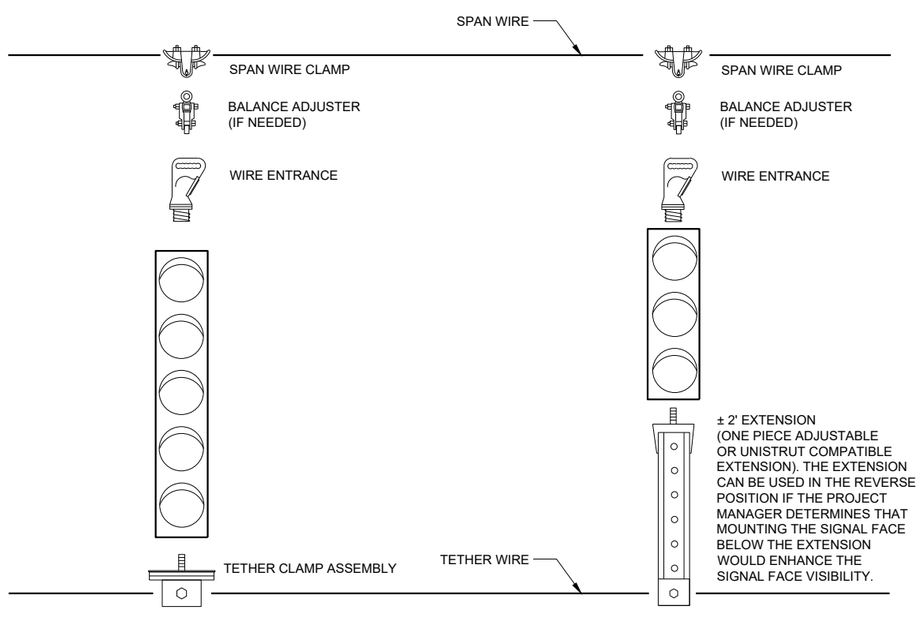
SDD 09G01 - 4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

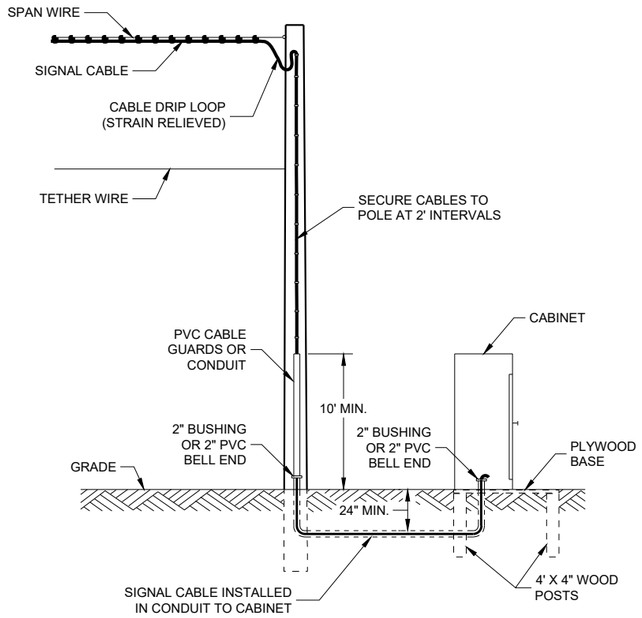
APPROVED
June 2015
DATE

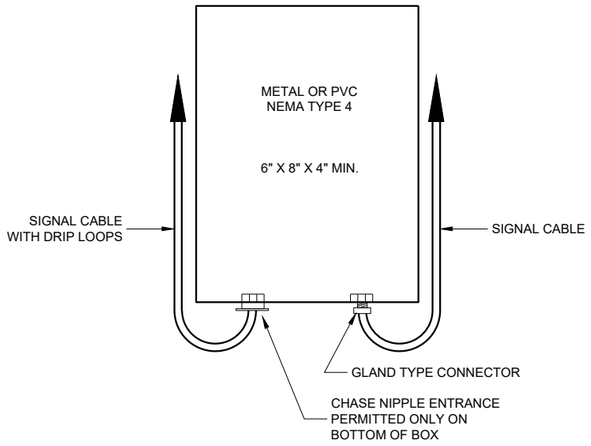
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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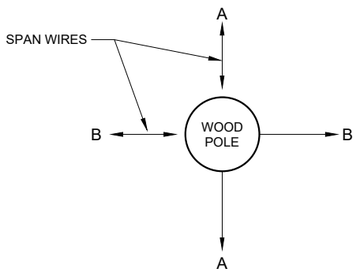
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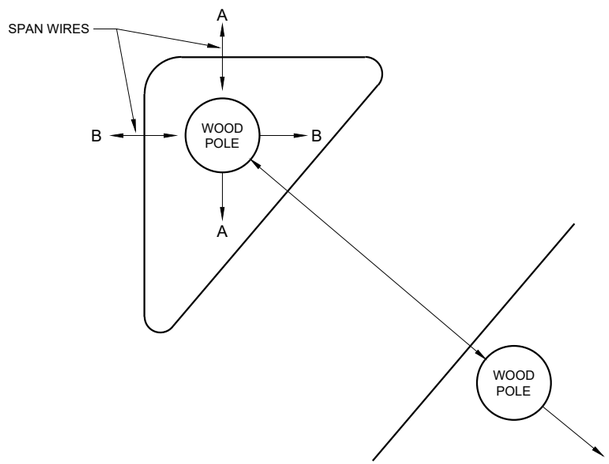
SPLICE BOX

TYPICAL SKID TYPE TEMPORARY

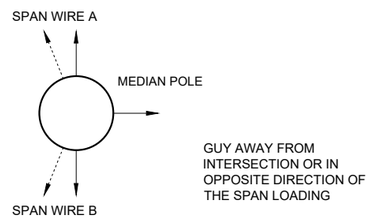


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

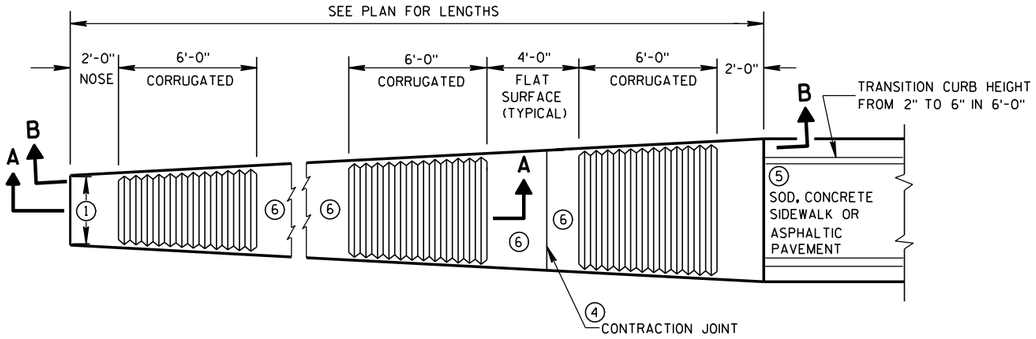
APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

FHWA

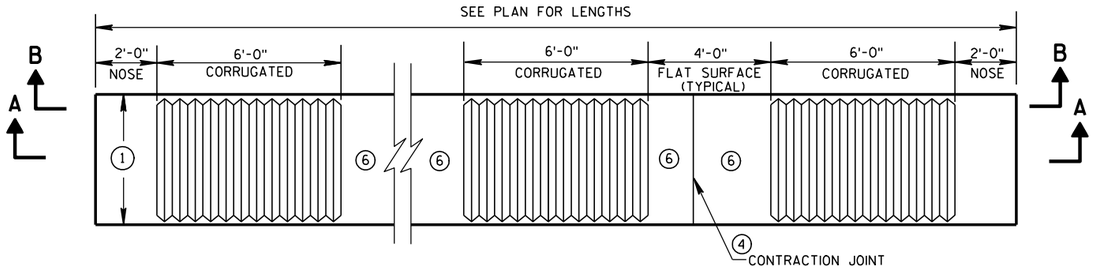
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SDD 09G01 - 4g



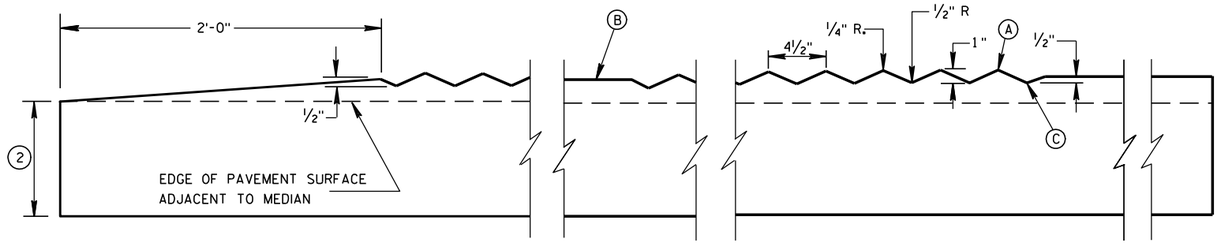
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.

ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.

(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

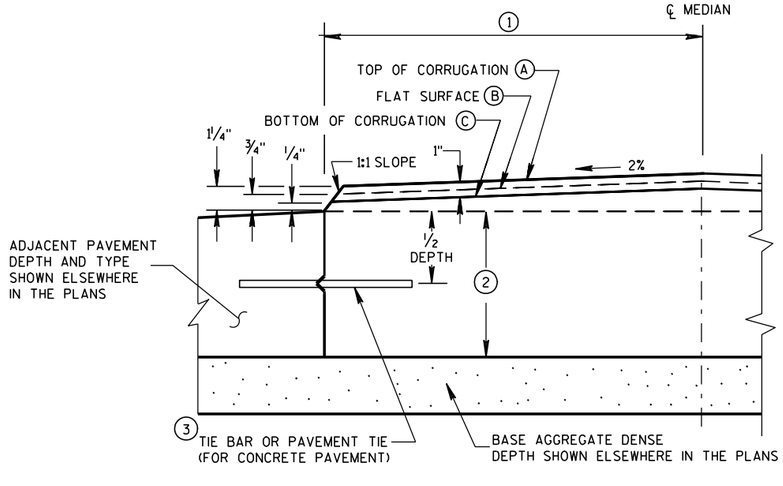
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

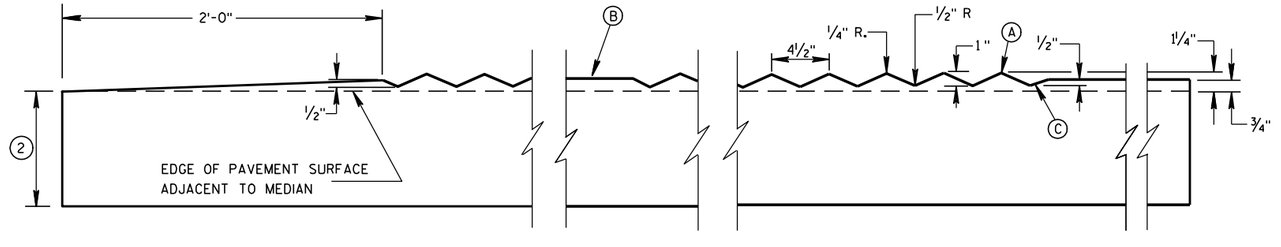
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

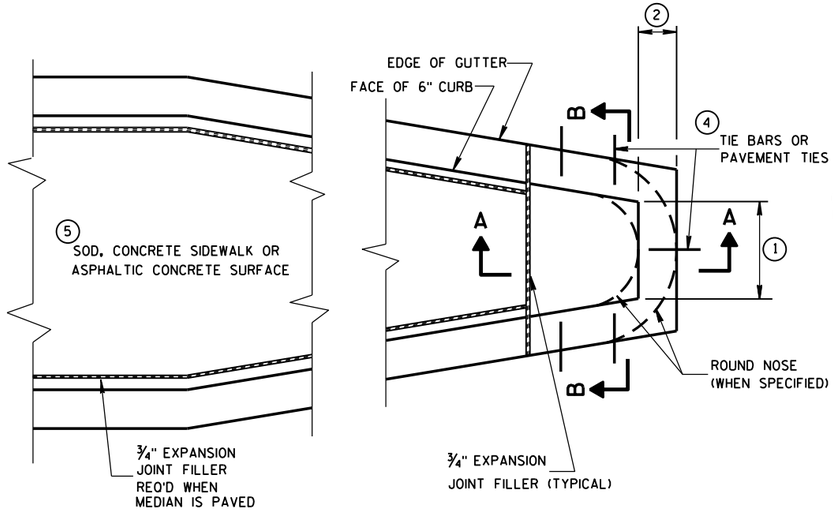
FHWA

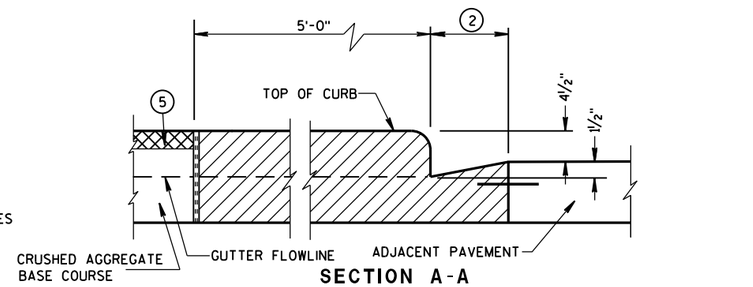
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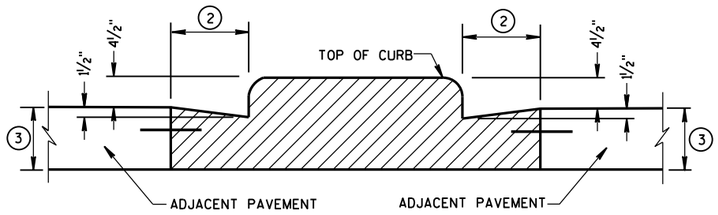
S.D.D. 11 B 1-5

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S.D.D. 11 B 1-5







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.

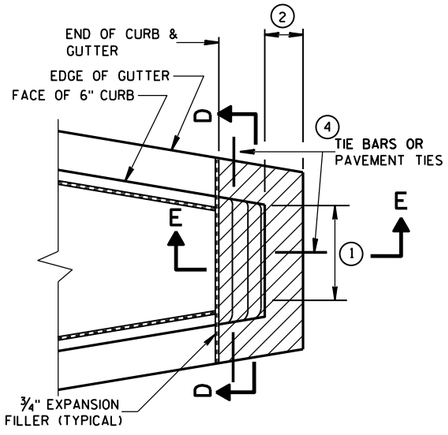
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

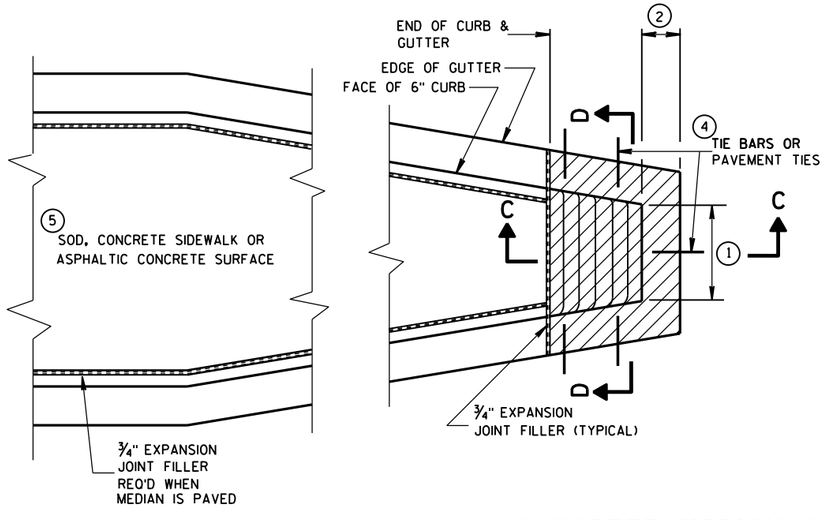
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

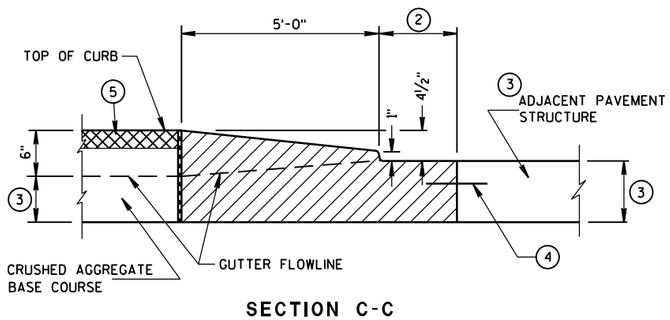
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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.

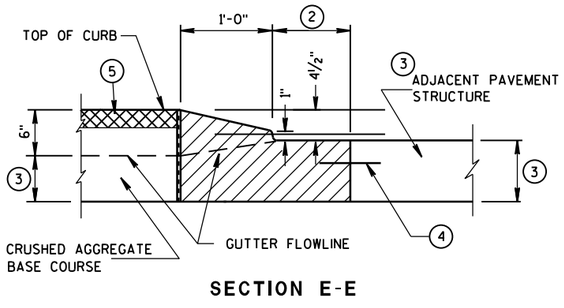
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



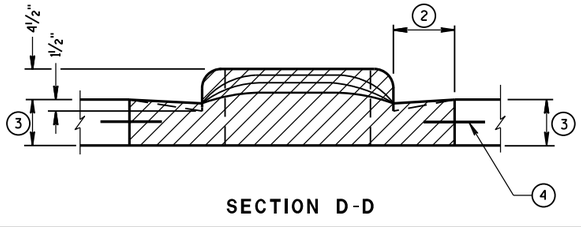




CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

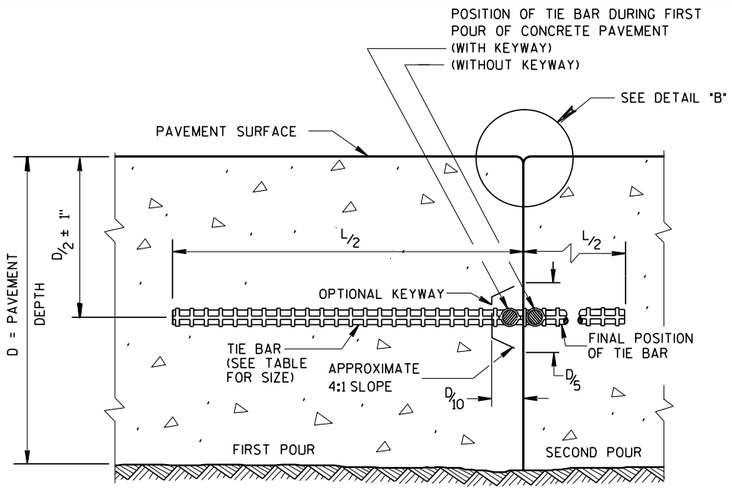
APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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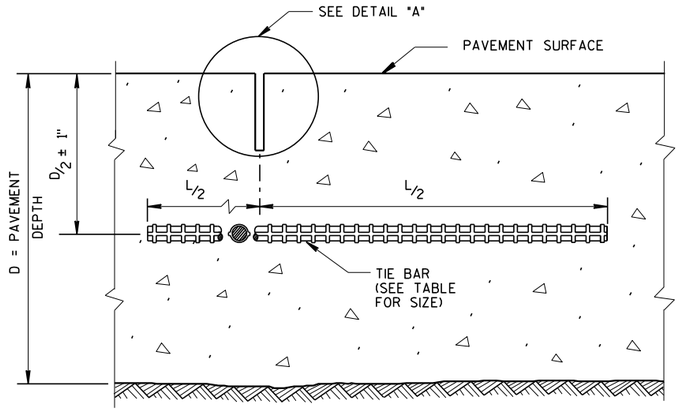
S.D.D. 11 B 2-2

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S.D.D. 11 B 2-2



CONSTRUCTION JOINT



SAWED JOINT

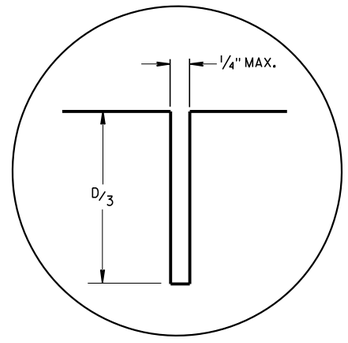
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

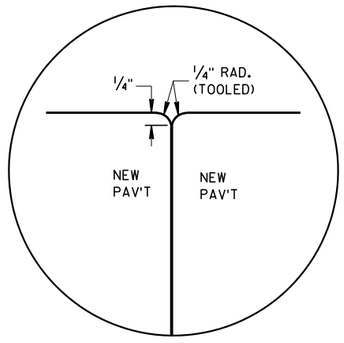
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

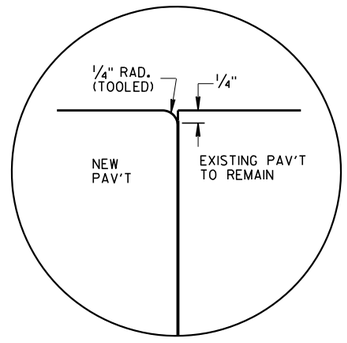
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



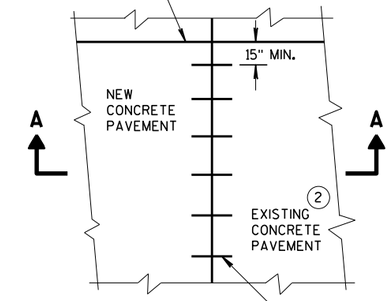
DETAIL "A"



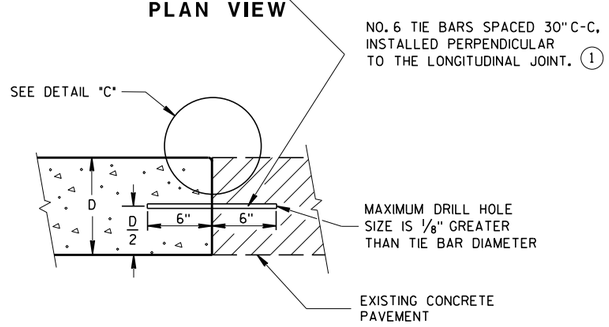
DETAIL "B"



DETAIL "C"



PLAN VIEW



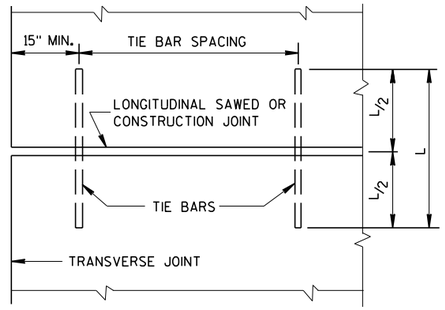
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

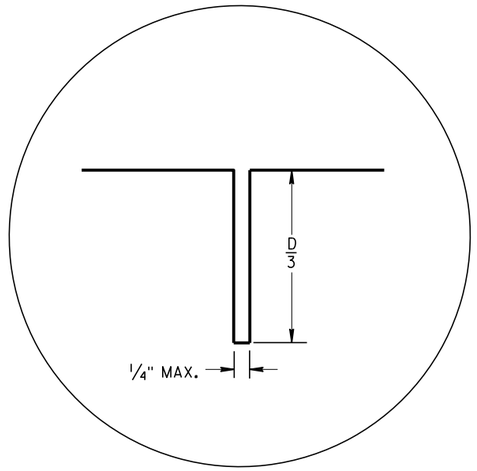
APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

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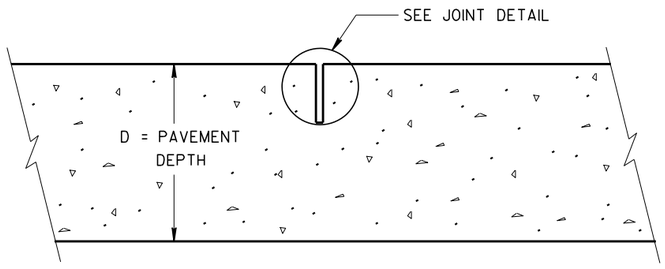
S.D.D. 13 C 1-19

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S.D.D. 13 C 1-19



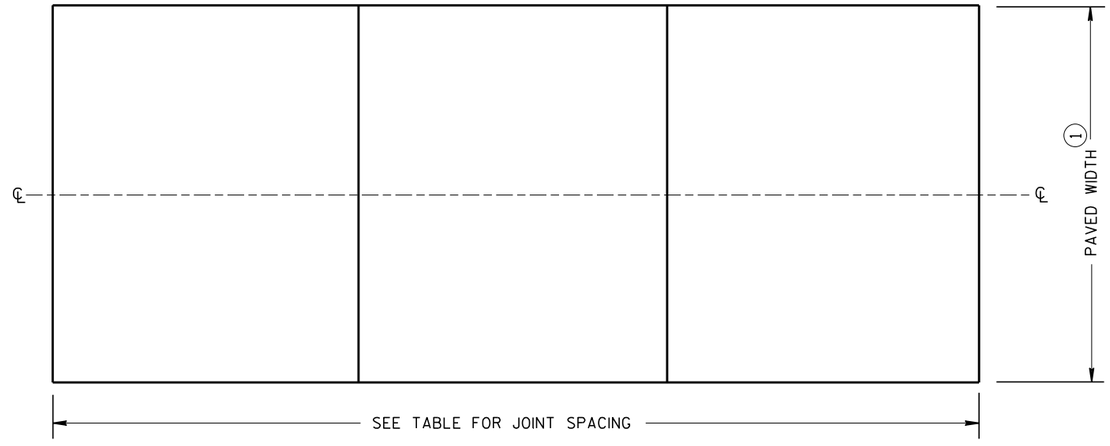
JOINT DETAIL



CONTRACTION JOINT

PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION JOINTS

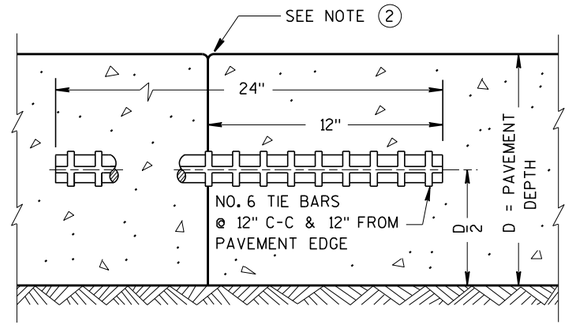
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.



TIED TRANSVERSE CONSTRUCTION JOINT

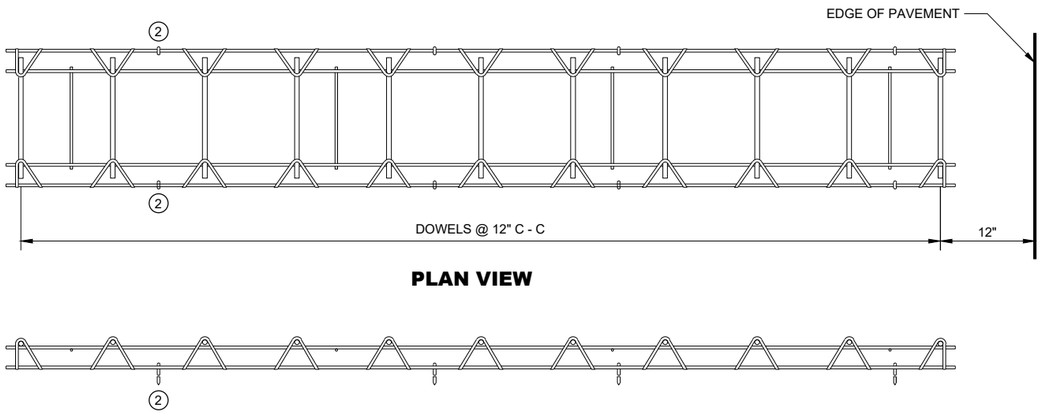
URBAN
NON-DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPT
FHWA

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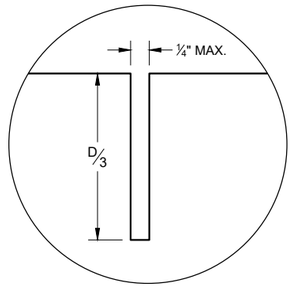
S.D.D. 13 C 4-17



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

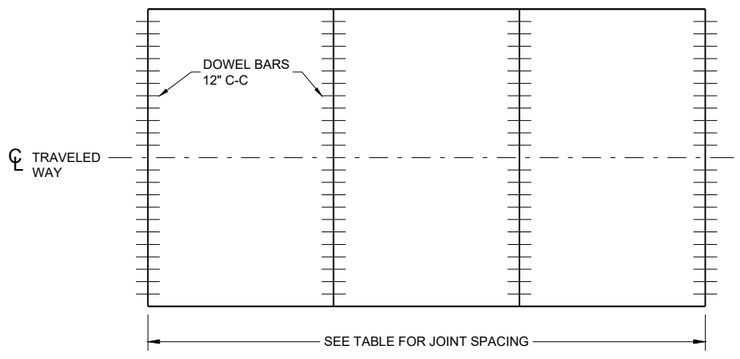
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

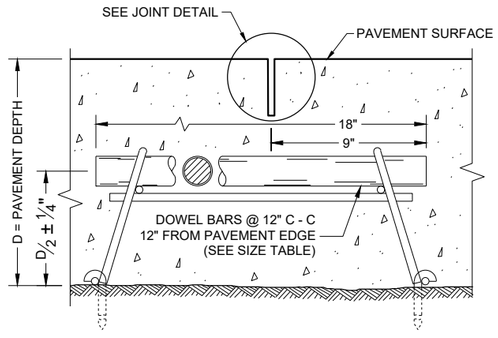
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



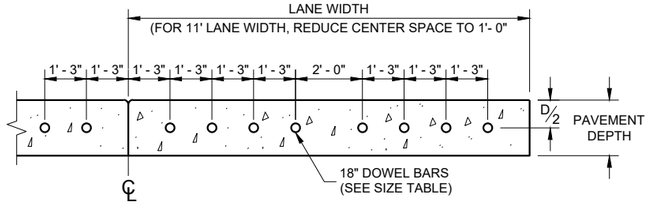
CONTRACTION JOINT LOCATIONS



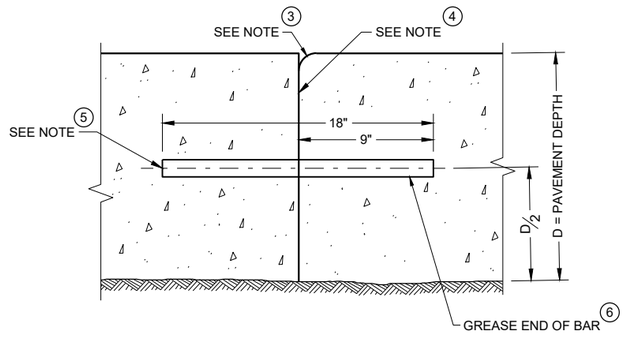
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

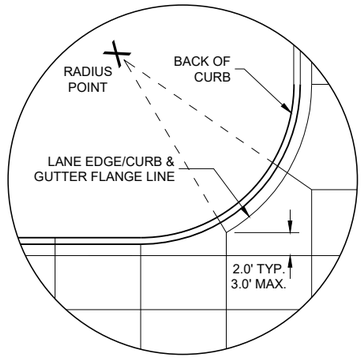
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

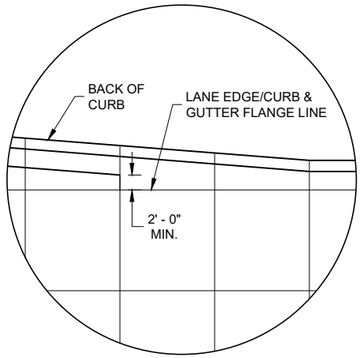
FHWA

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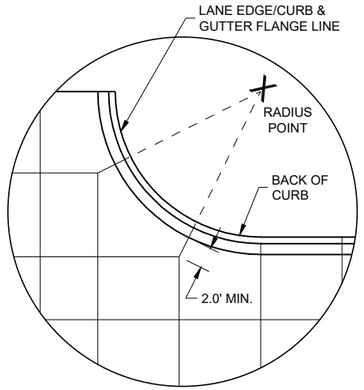
SDD 13C13 - 11



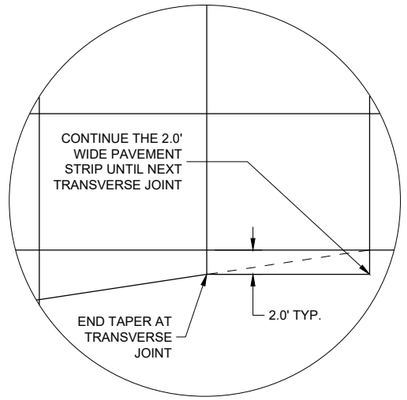
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

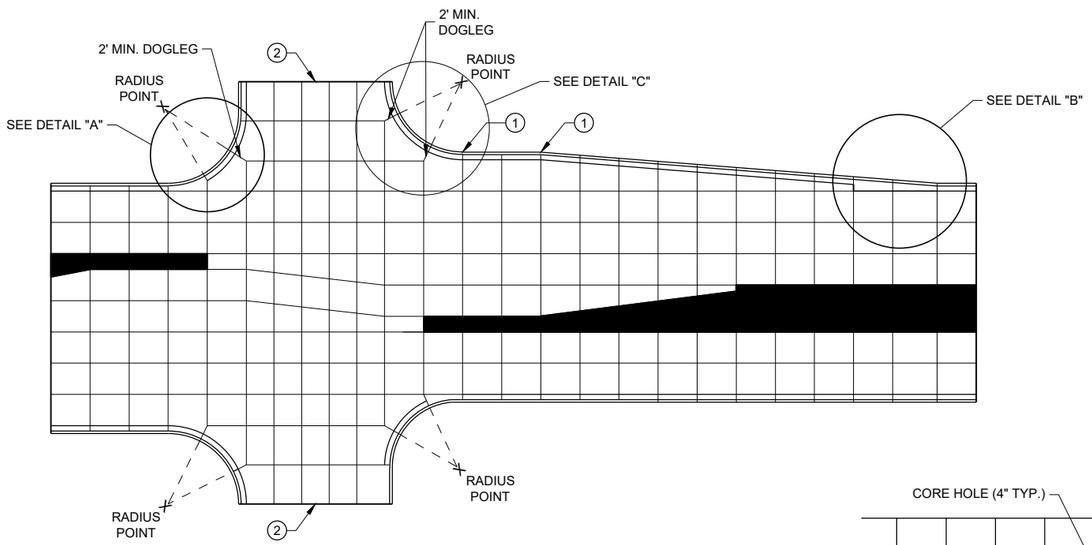
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

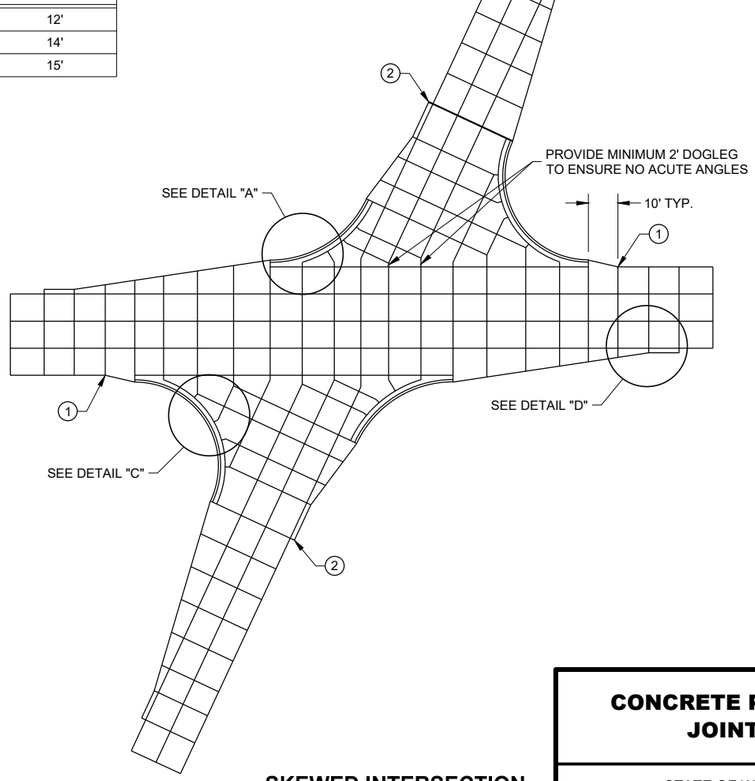
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



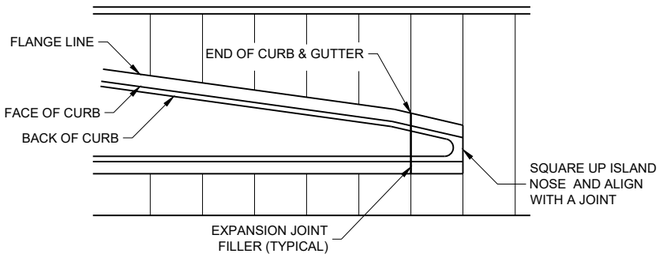
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

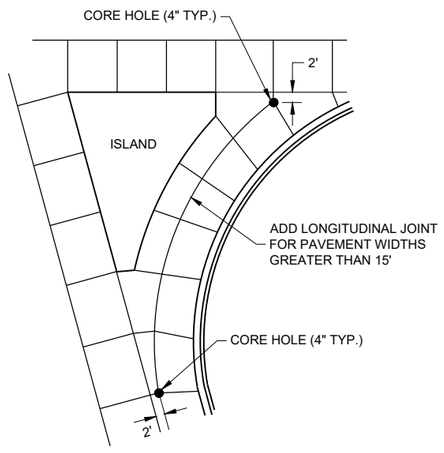
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

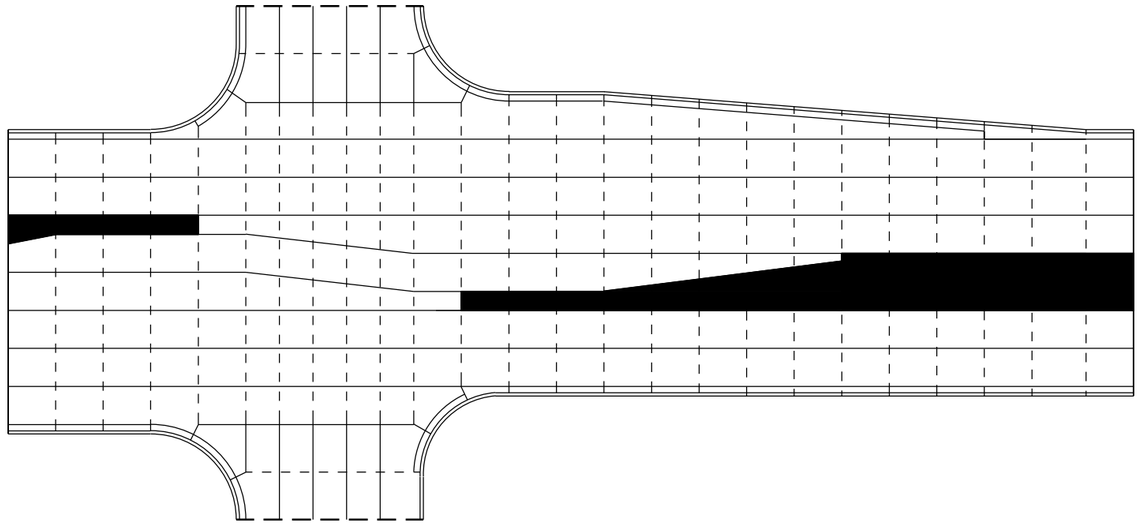
6
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

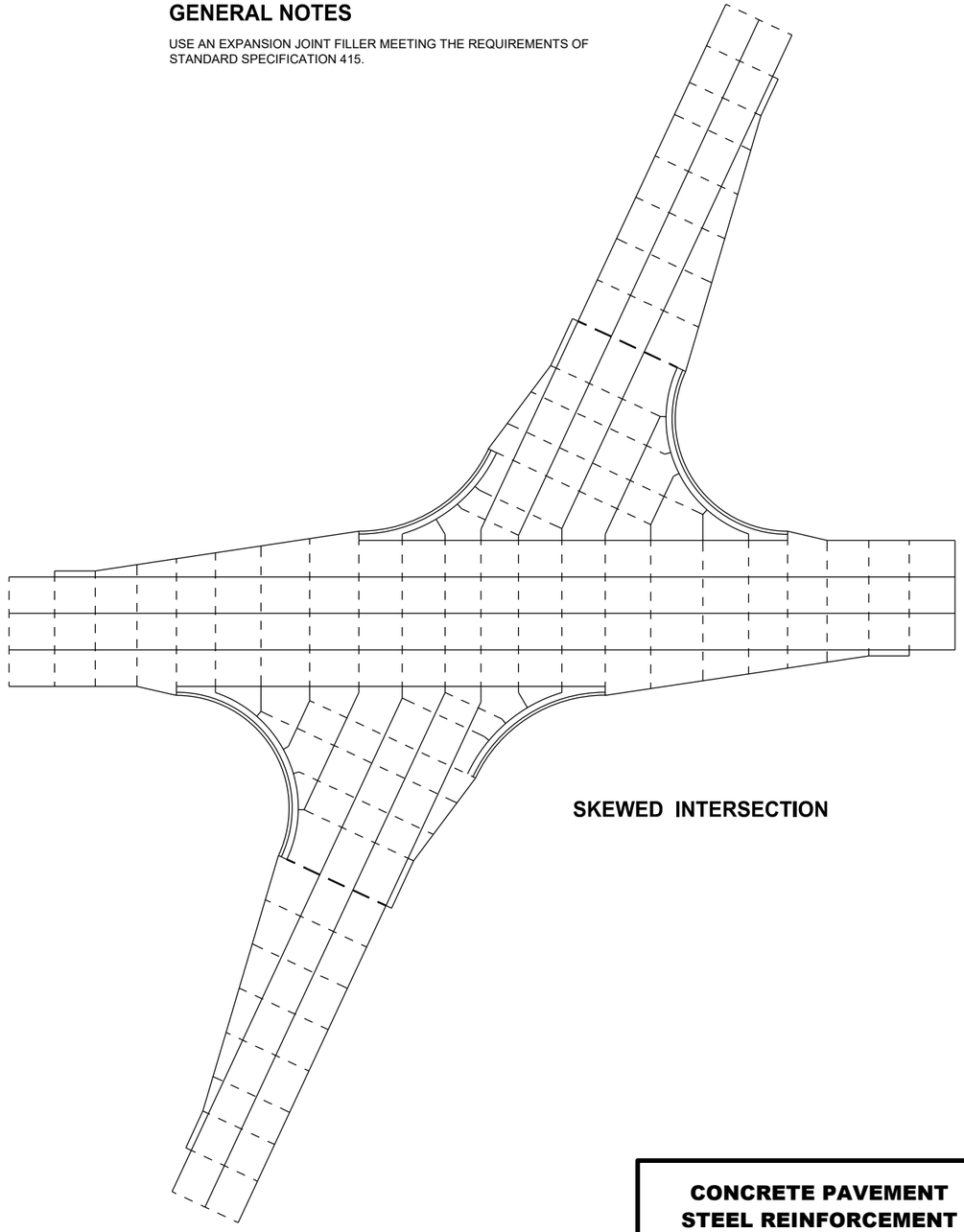
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

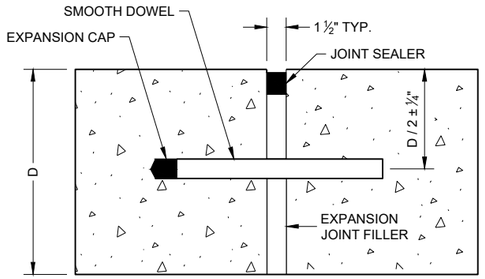
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

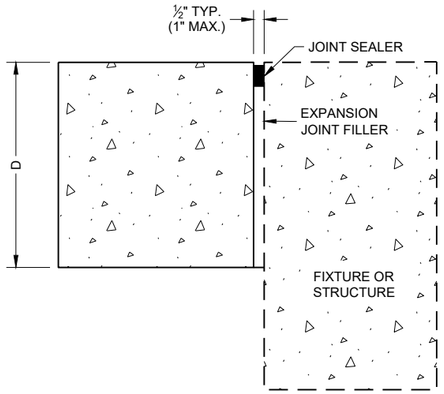
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

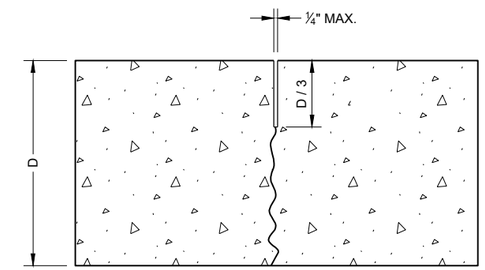
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

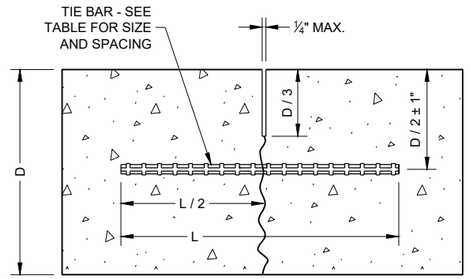
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

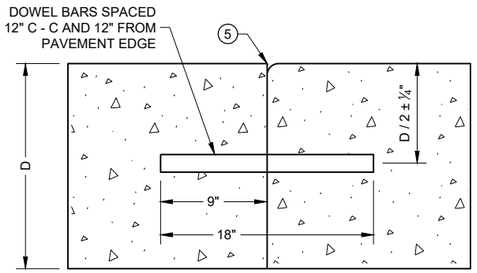
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



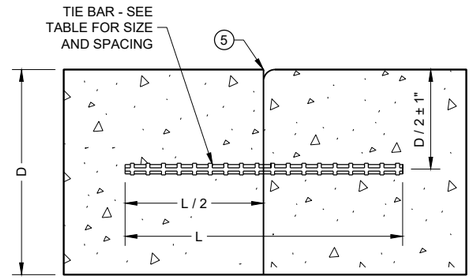
UNDOWELED TRANSVERSE



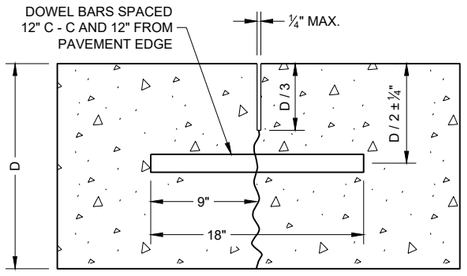
TIED LONGITUDINAL



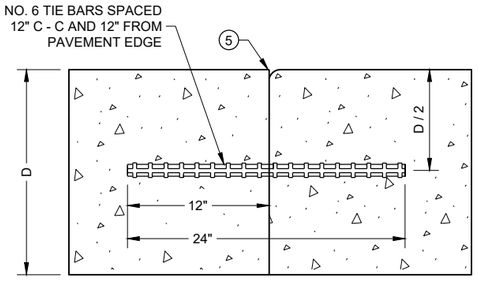
DOWELED TRANSVERSE (3)



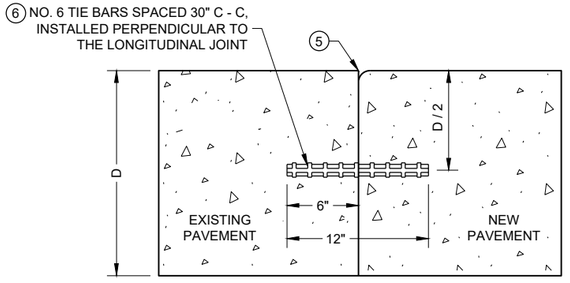
TIED LONGITUDINAL



DOWELED TRANSVERSE



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)

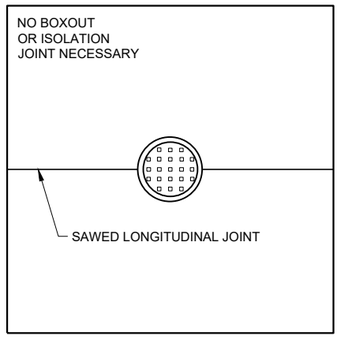


TIED LONGITUDINAL TO EXISTING

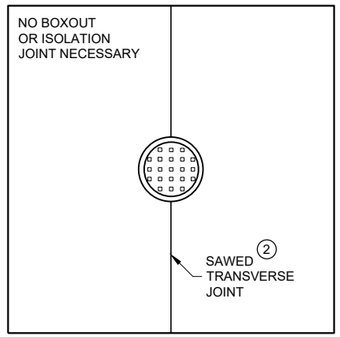
CONTRACTION JOINTS (2)

CONSTRUCTION JOINTS (4)

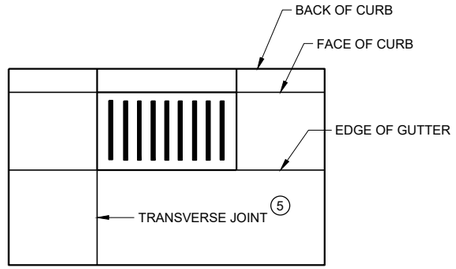
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



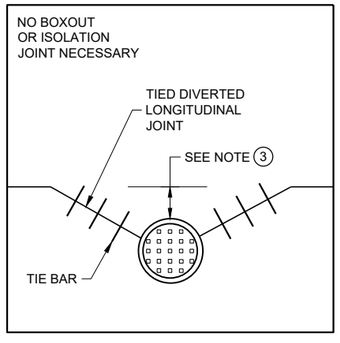
MANHOLE WITH TRANSVERSE JOINT



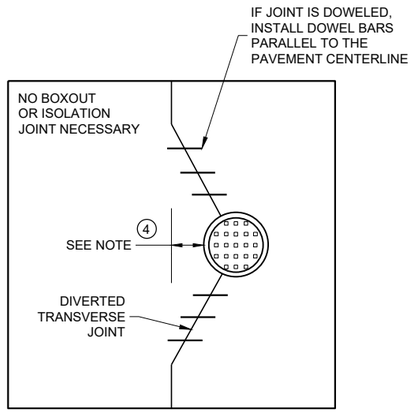
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

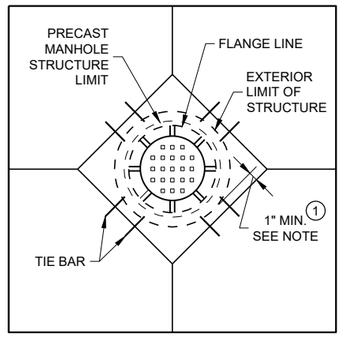
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

FHWA

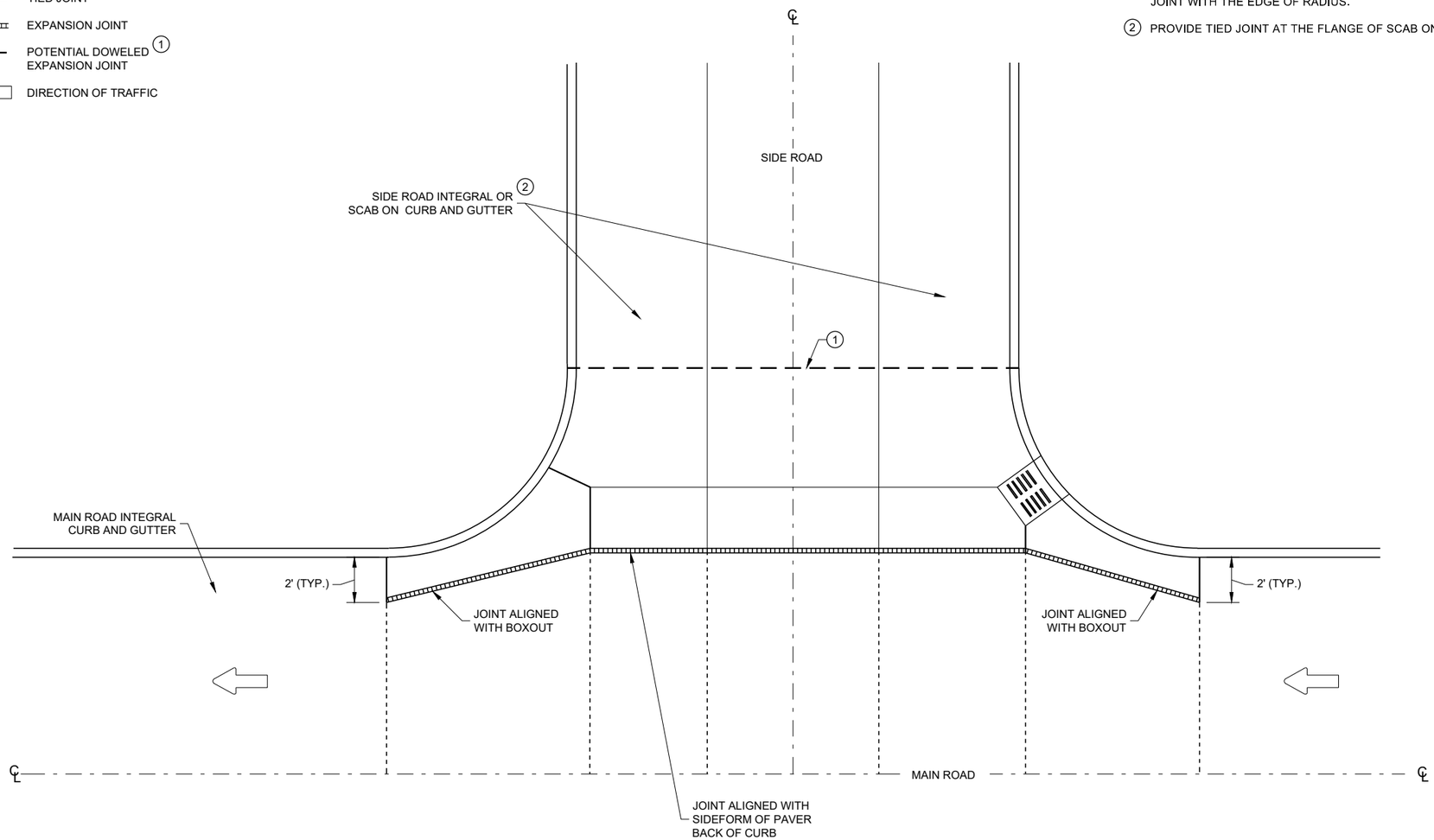
SDD13C18 - 08d

6

SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

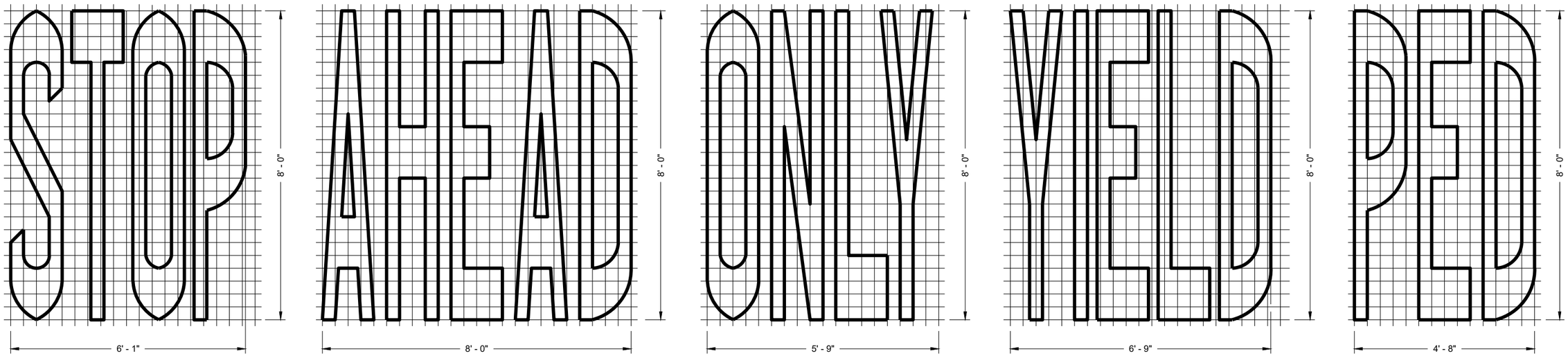
FHWA

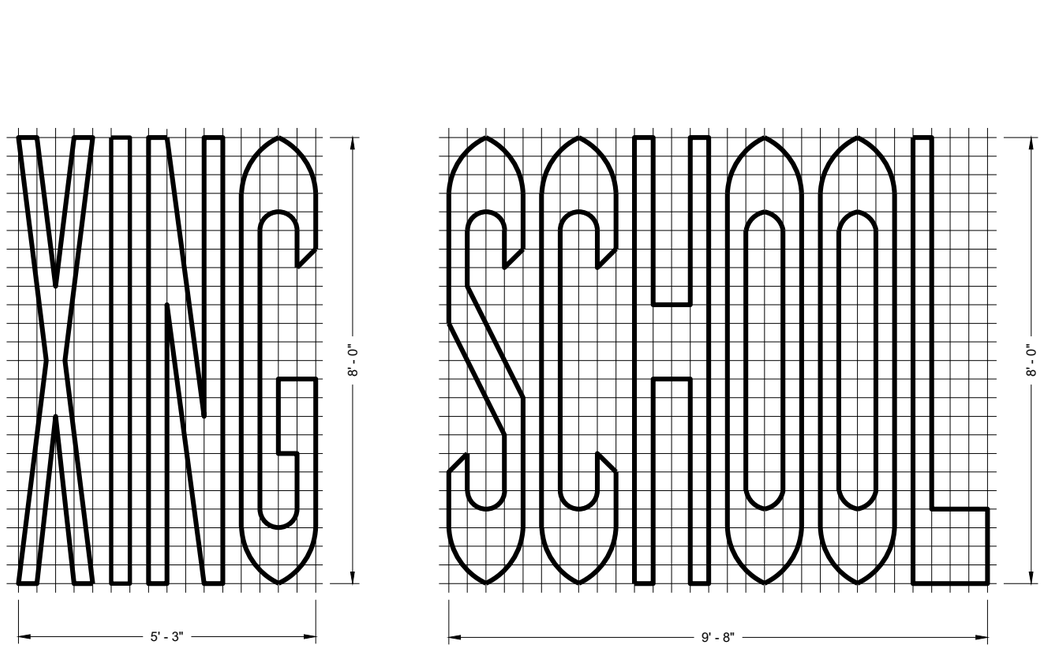
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SDD 13C18 - 08f

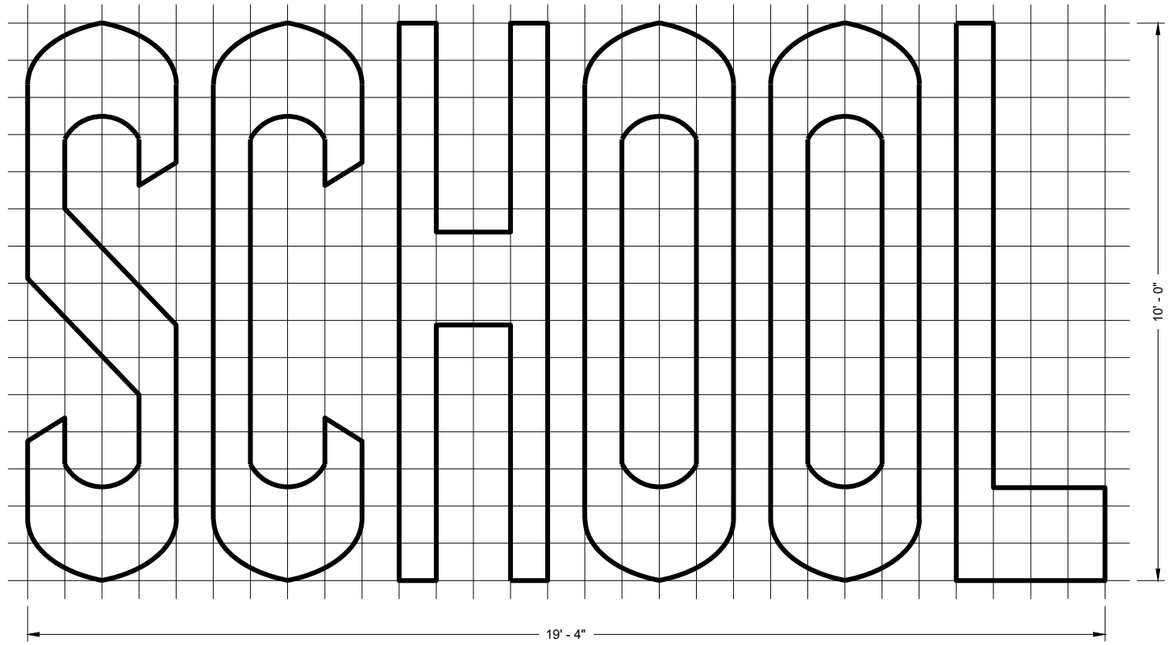
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SDD 13C18 - 08f





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

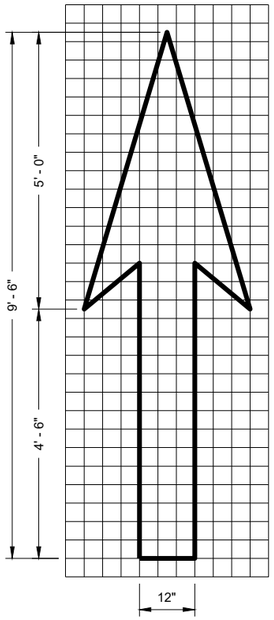
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SDD 15C07 - 15b

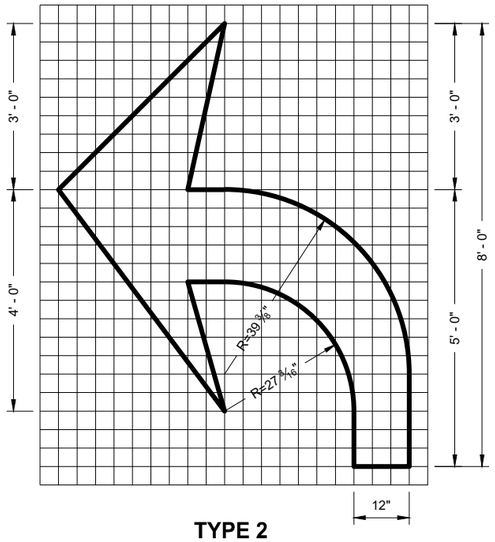
SDD 15C07 - 15b

GENERAL NOTES

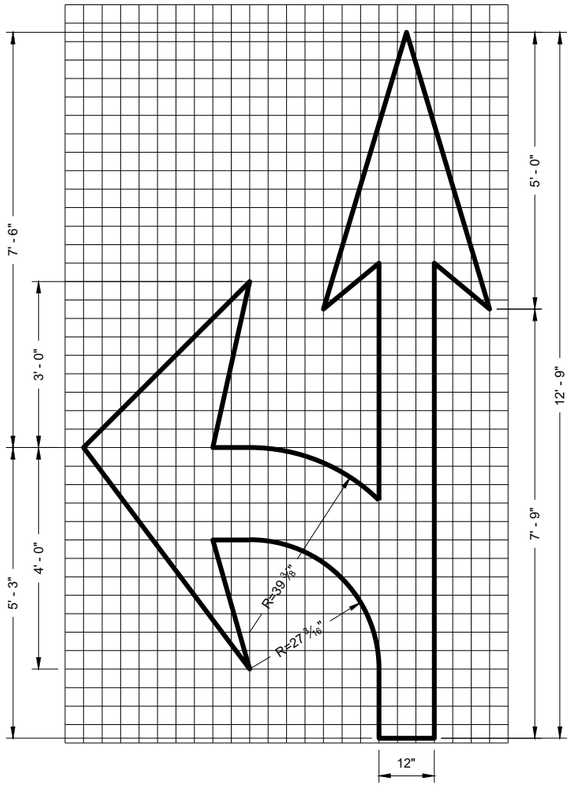
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



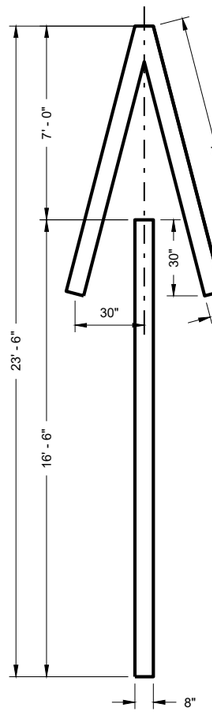
TYPE 1



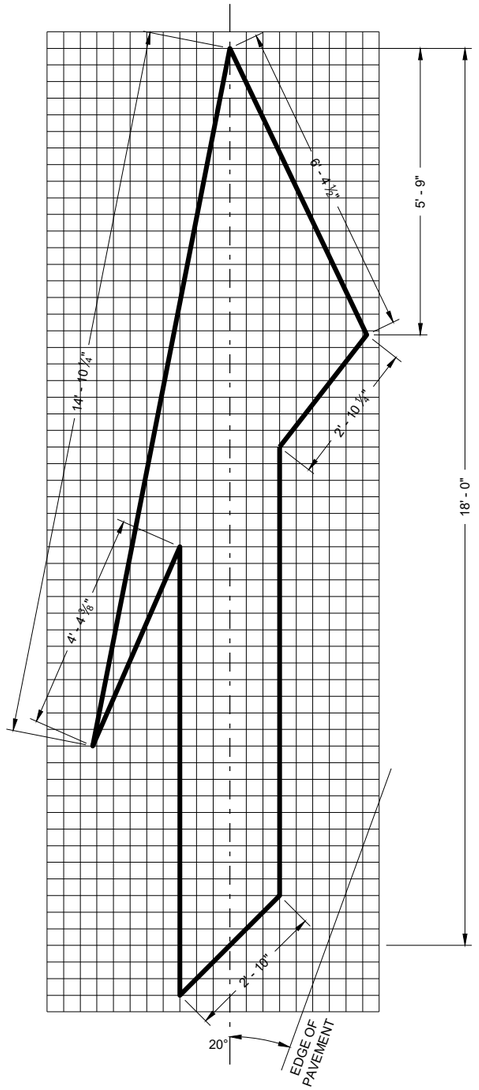
TYPE 2



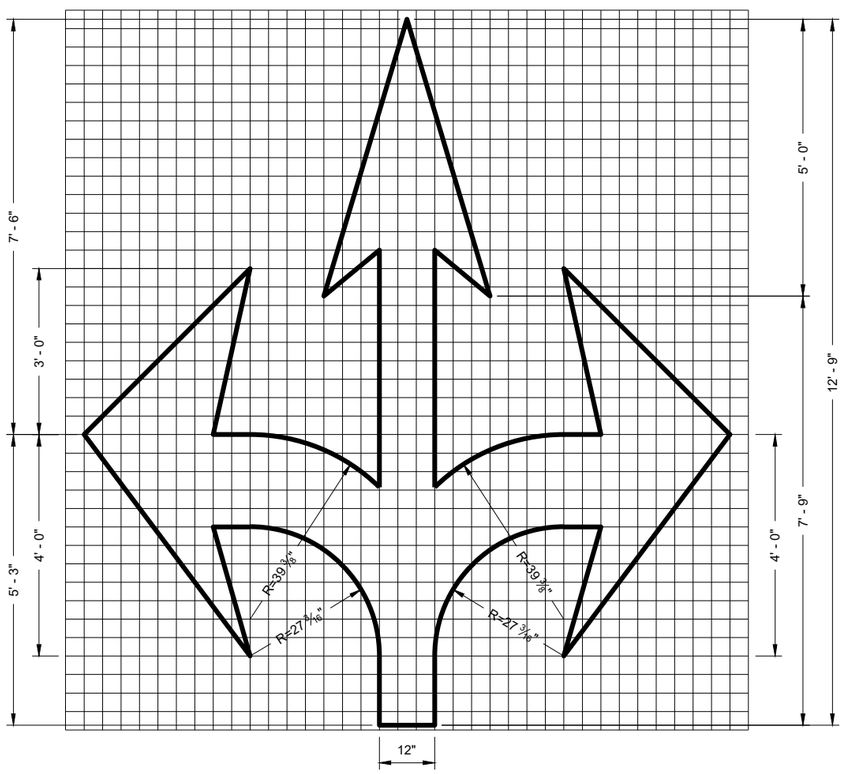
TYPE 3



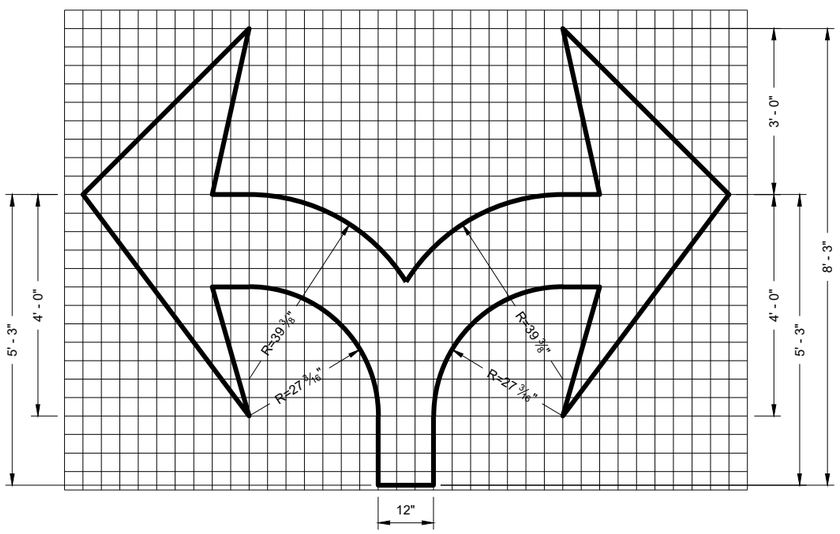
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C07 - 15c

6

SDD 15C07 - 15c

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

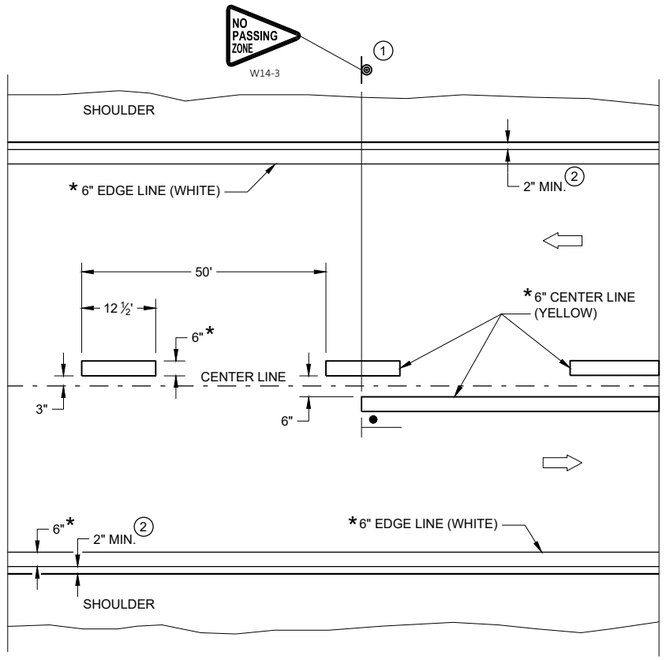
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

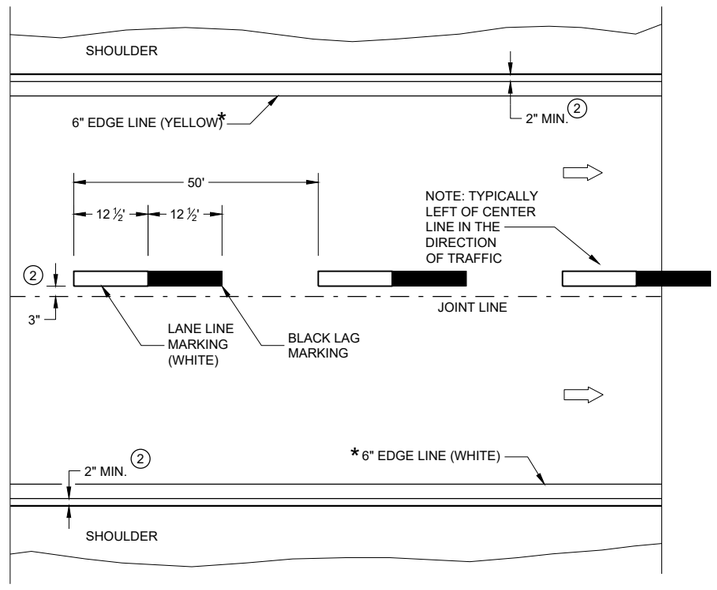
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

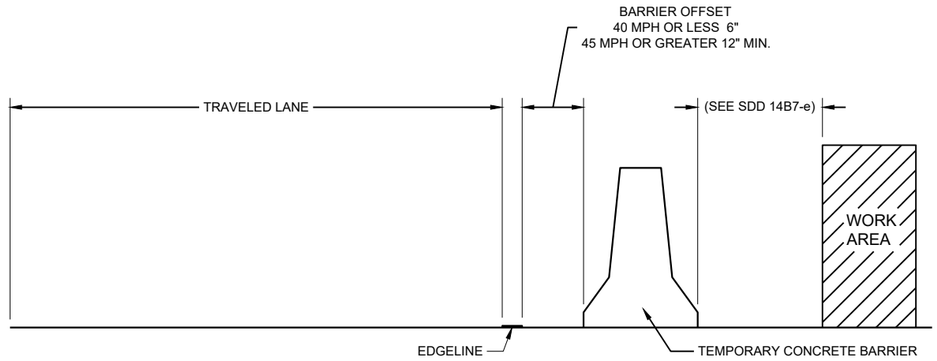
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

6

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

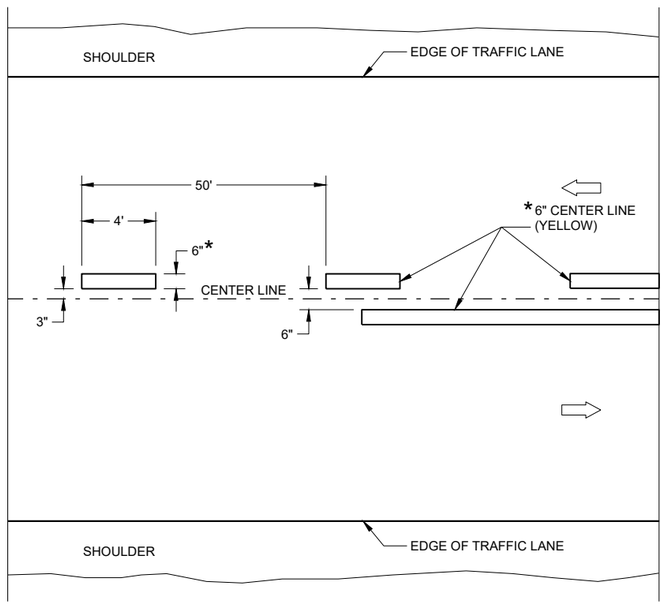
GENERAL NOTES

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

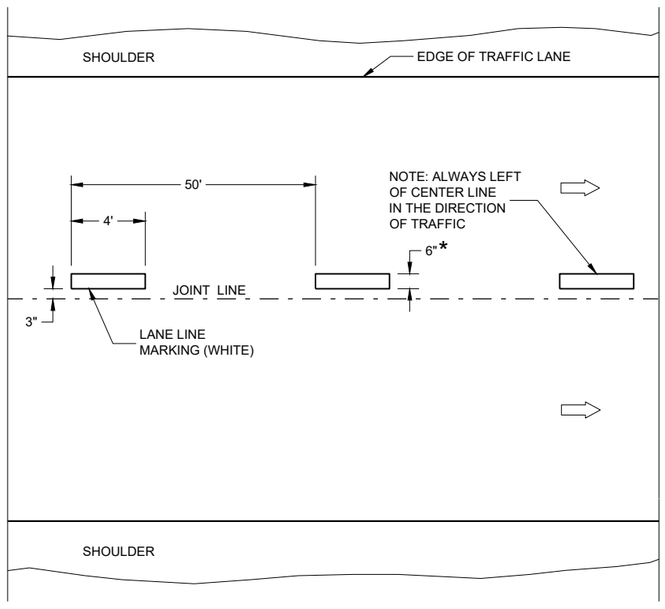
LEGEND

⇨ DIRECTION OF TRAFFIC

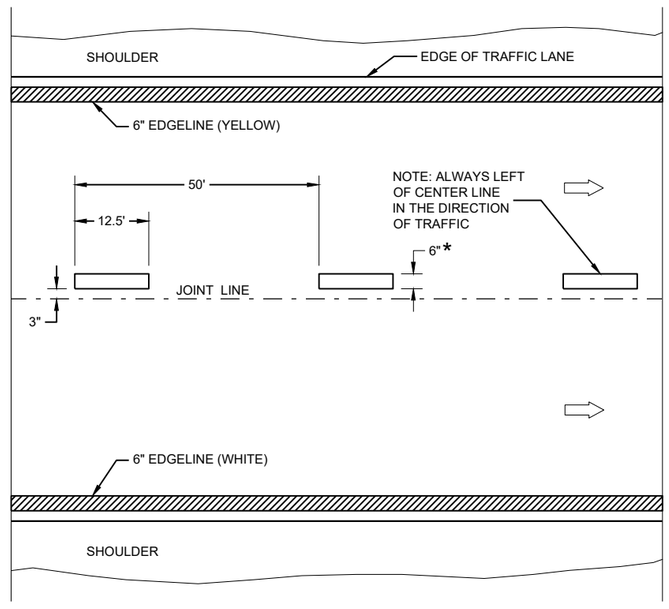
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

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SDD 15C08-23b

6

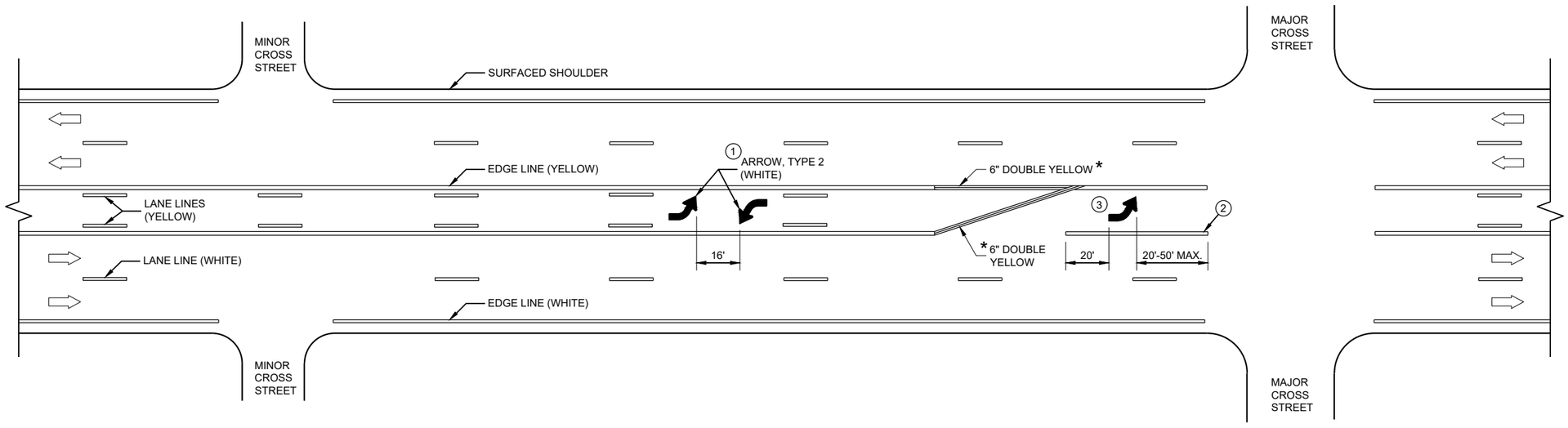
SDD 15C08-23b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

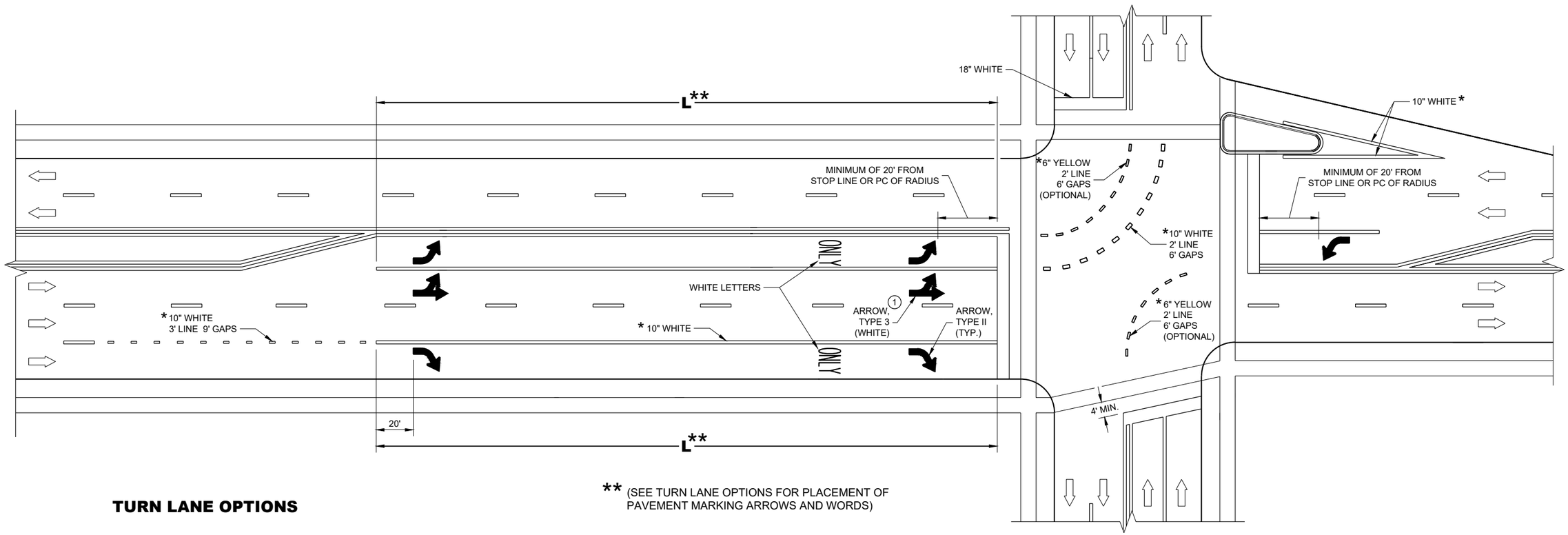
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 237

6

SDD 15C08-23c

6

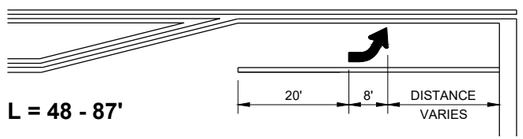
SDD 15C08-23c



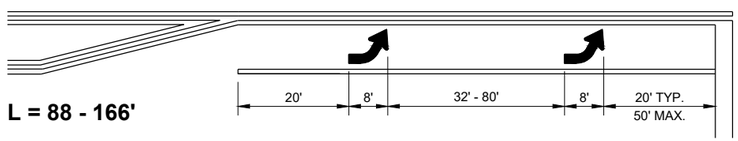
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

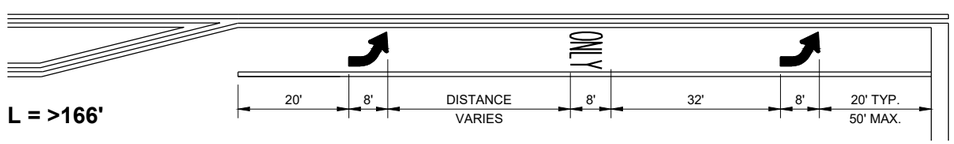
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

(1) QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

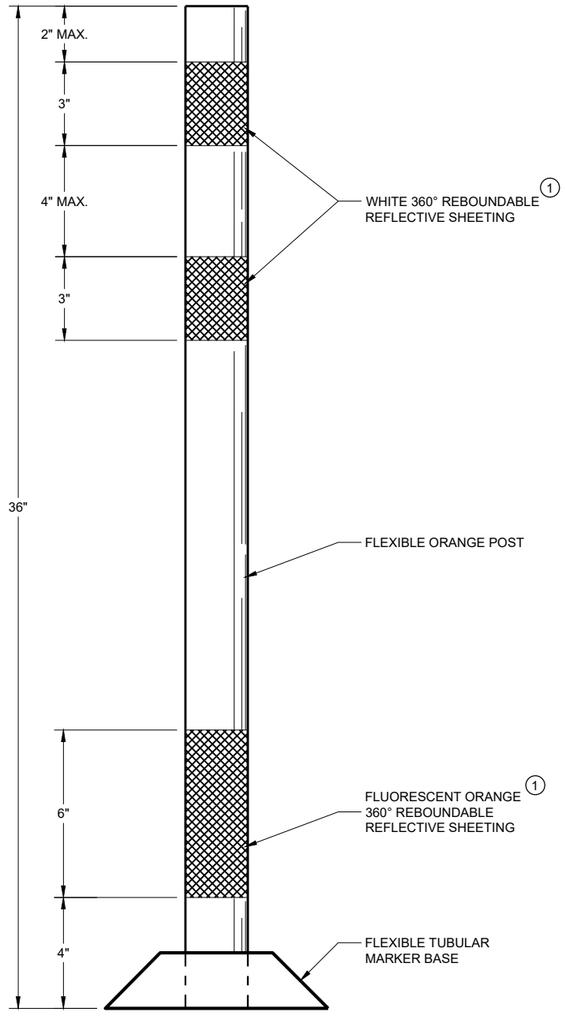
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-23d



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

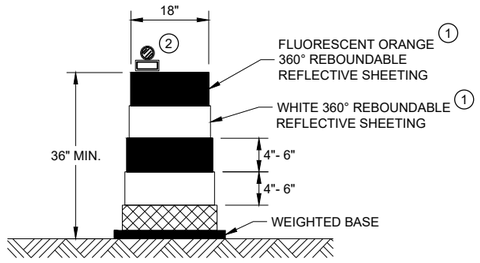
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SDD 15C11 - 10a

SDD 15C11 - 10a

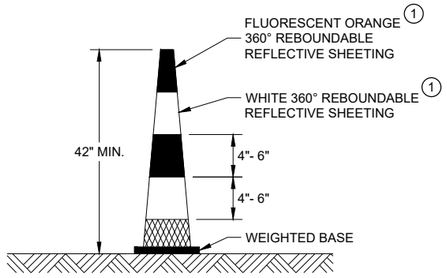
GENERAL NOTES

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

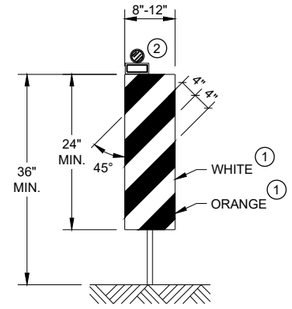
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

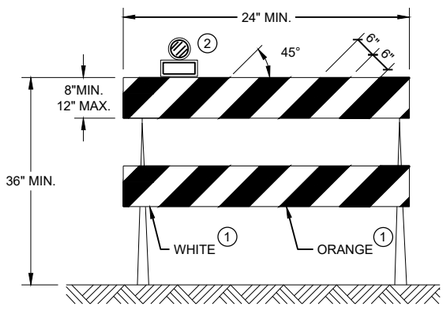
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



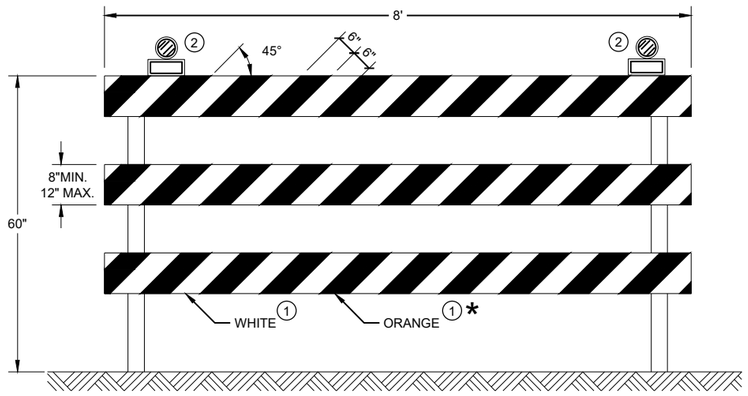
VERTICAL PANEL

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

FHWA

6

SDD 15C11 - 10b
SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

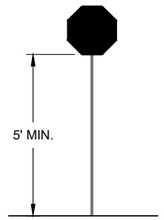
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

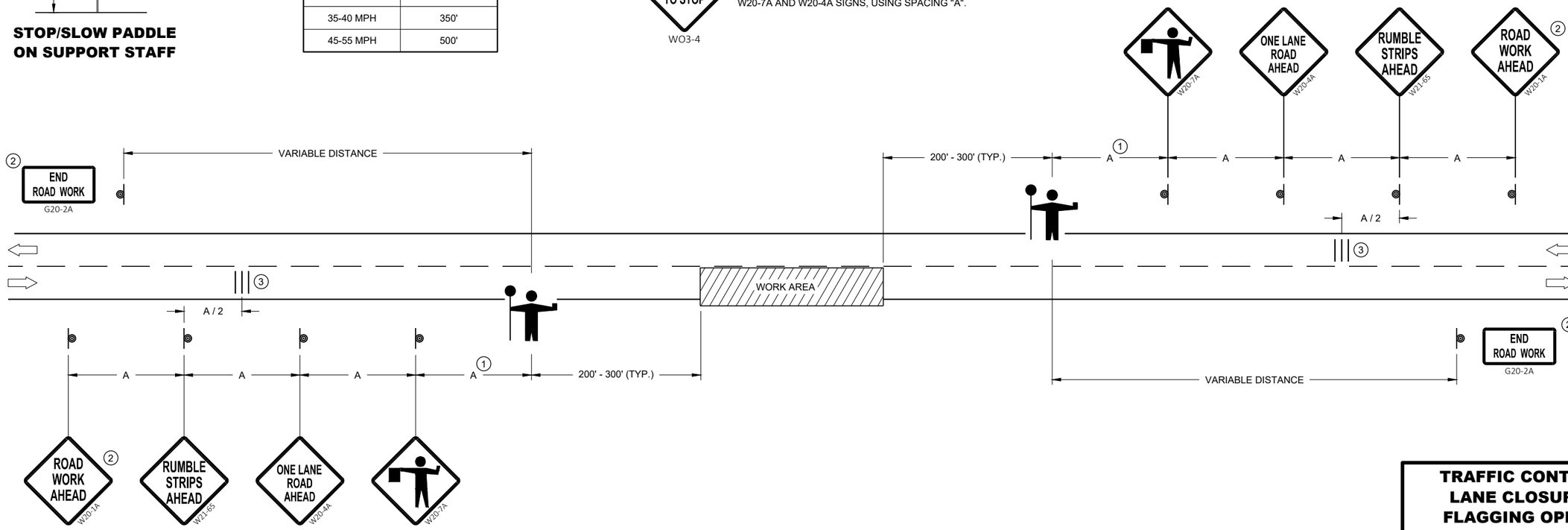
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

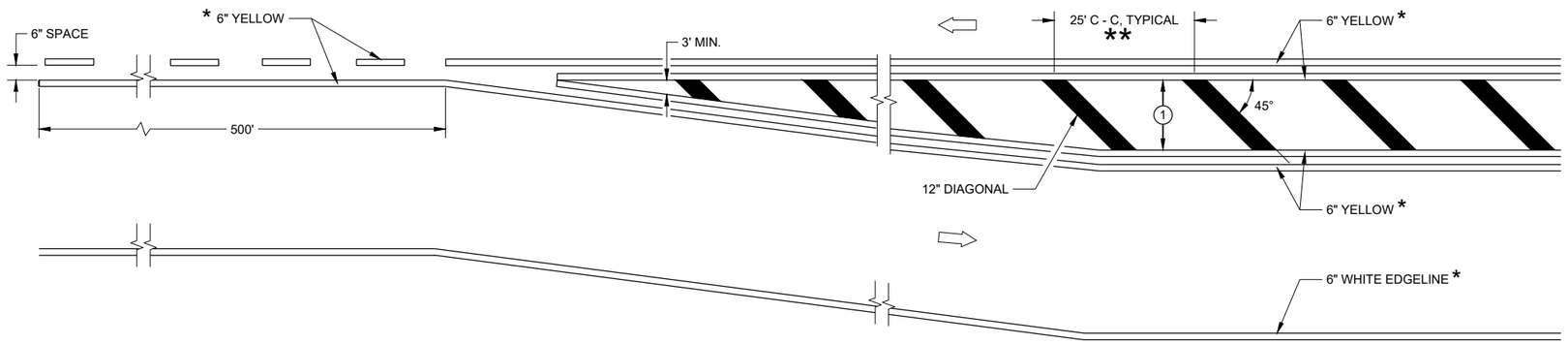
241

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SDD 15C12 - 09a

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SDD 15C12 - 09a



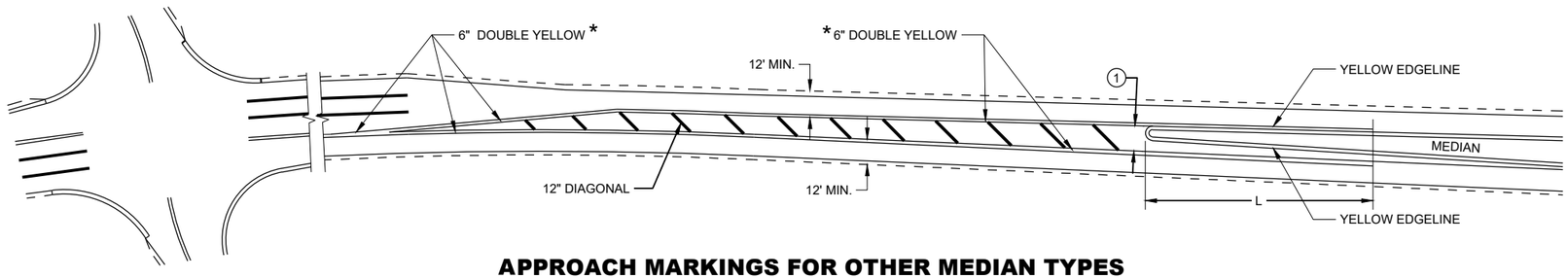
MEDIAN ISLAND DETAIL

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

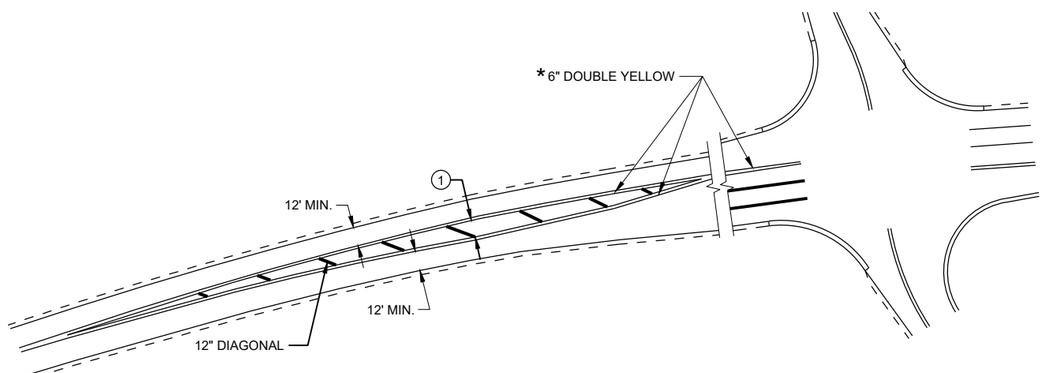
⇨ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER

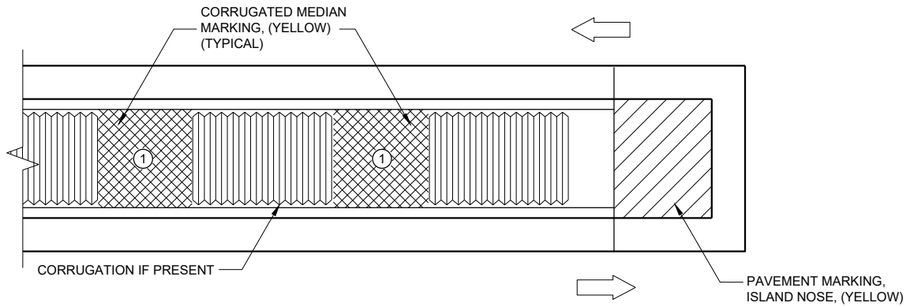
FHWA

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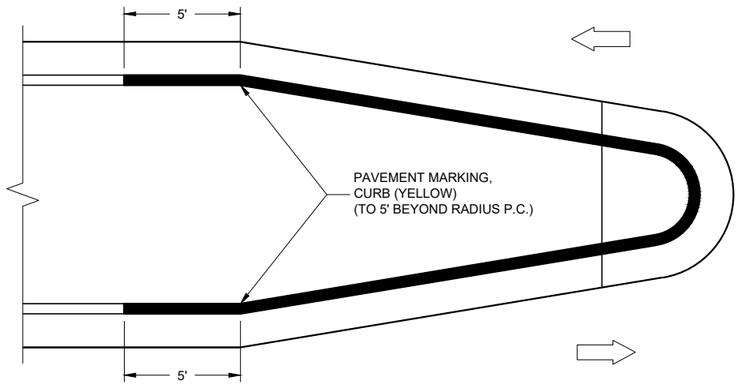
SDD 15C18-08a

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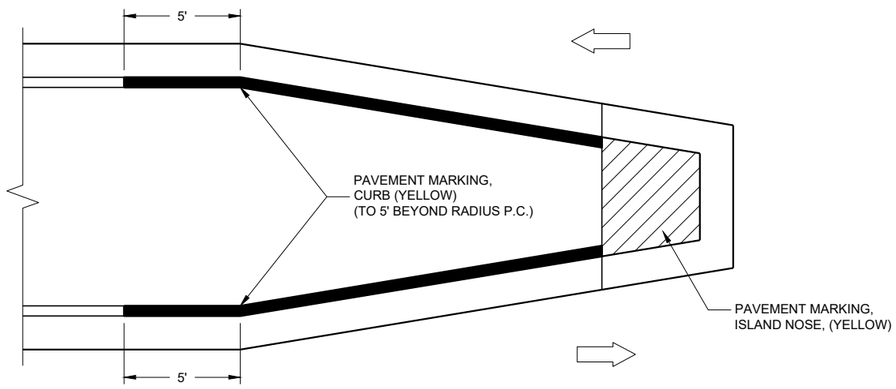
SDD 15C18-08a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER

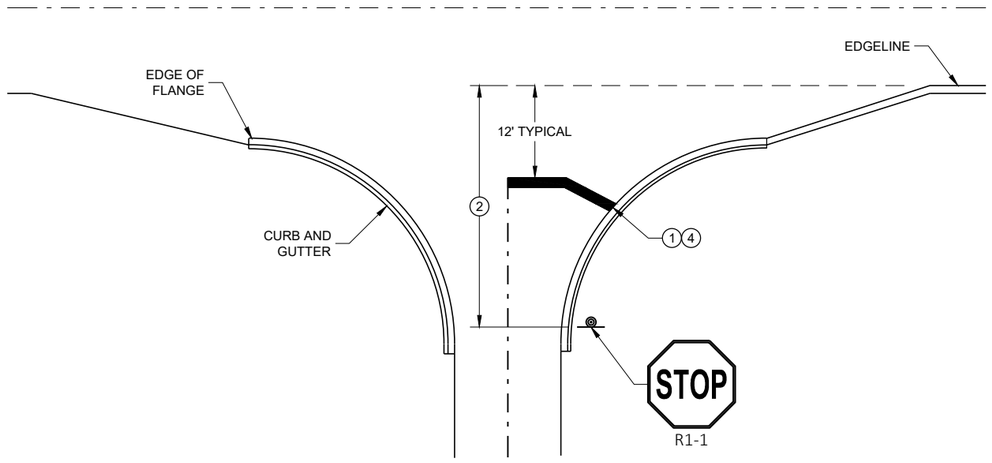
FHWA

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SDD 15C18-08b

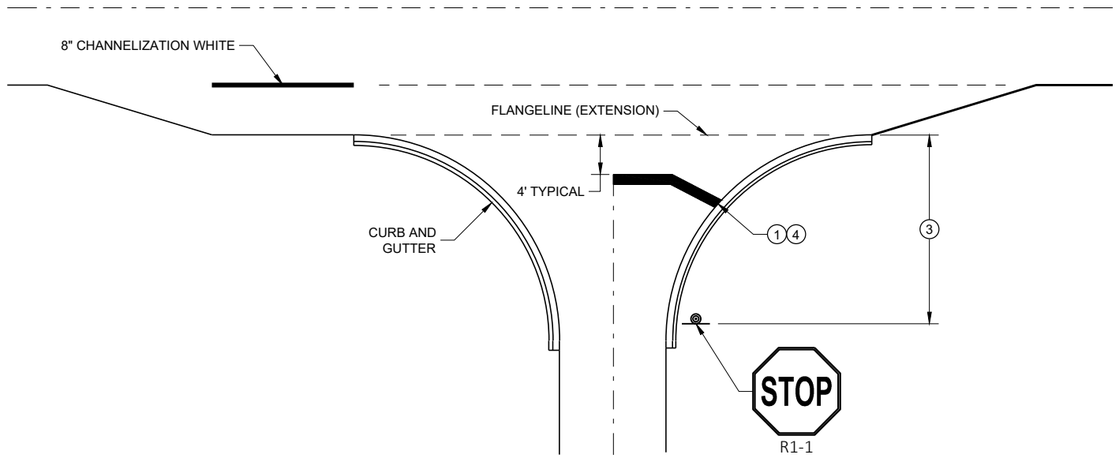
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

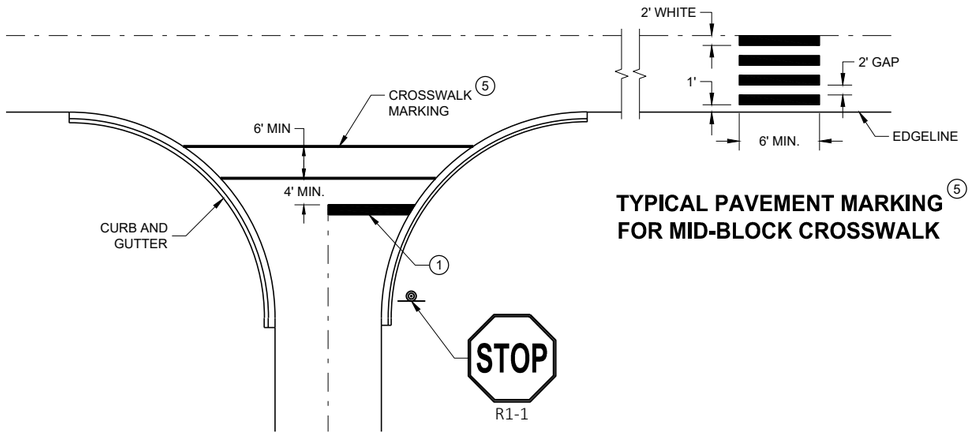
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

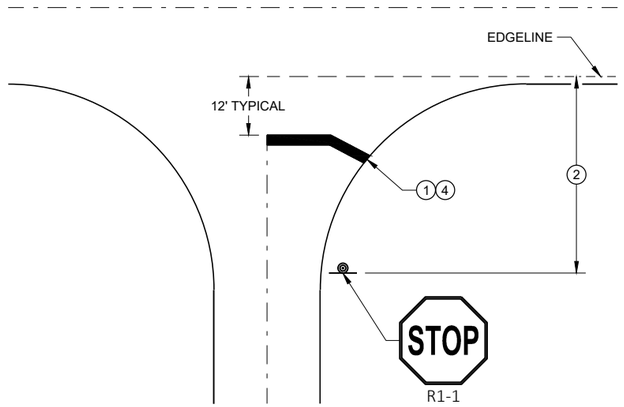


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



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 MARKING ENGINEER

FHWA

6

SDD 15C33 - 04

6

SDD 15C33 - 04

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) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

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 LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

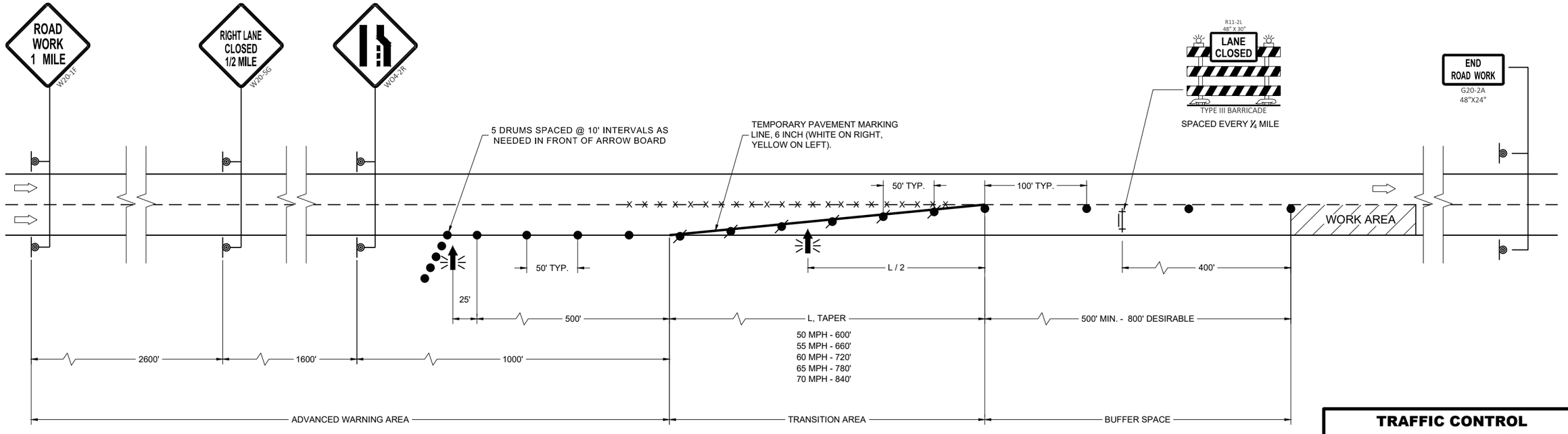
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE 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 ONE HALF 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.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

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)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15D12-12a

6

SDD 15D12-12a

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

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

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.

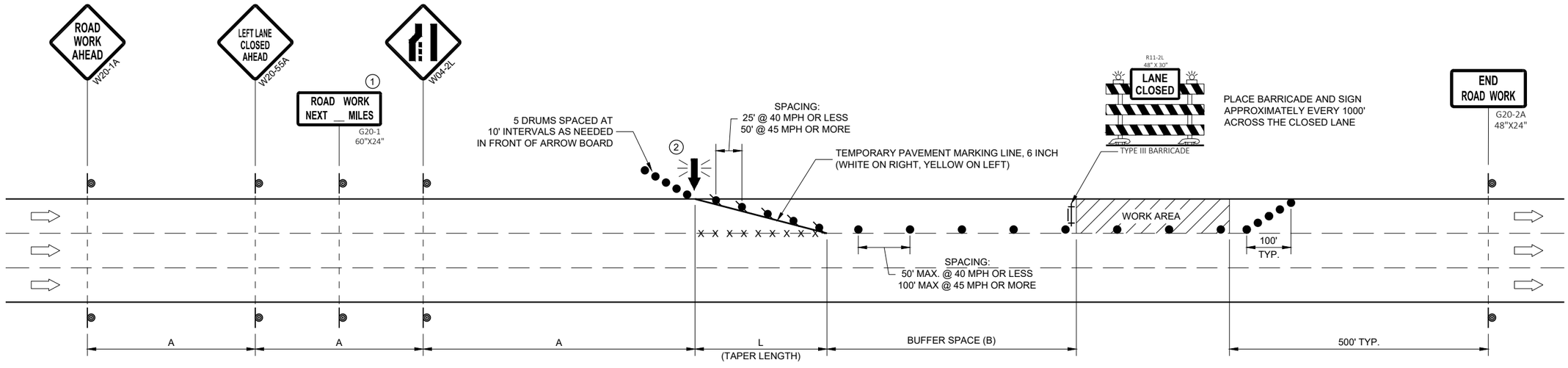
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



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'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D20-07a

6

SDD 15D20-07a

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.

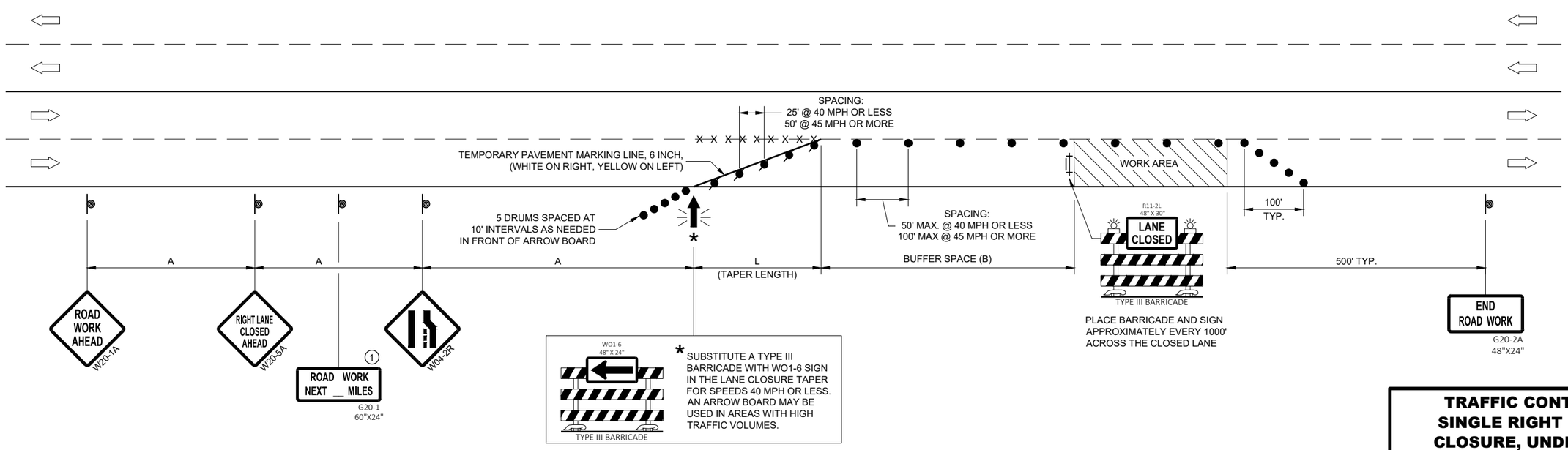
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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 ENGINEE

FHWA

6

SDD 15D20-07b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

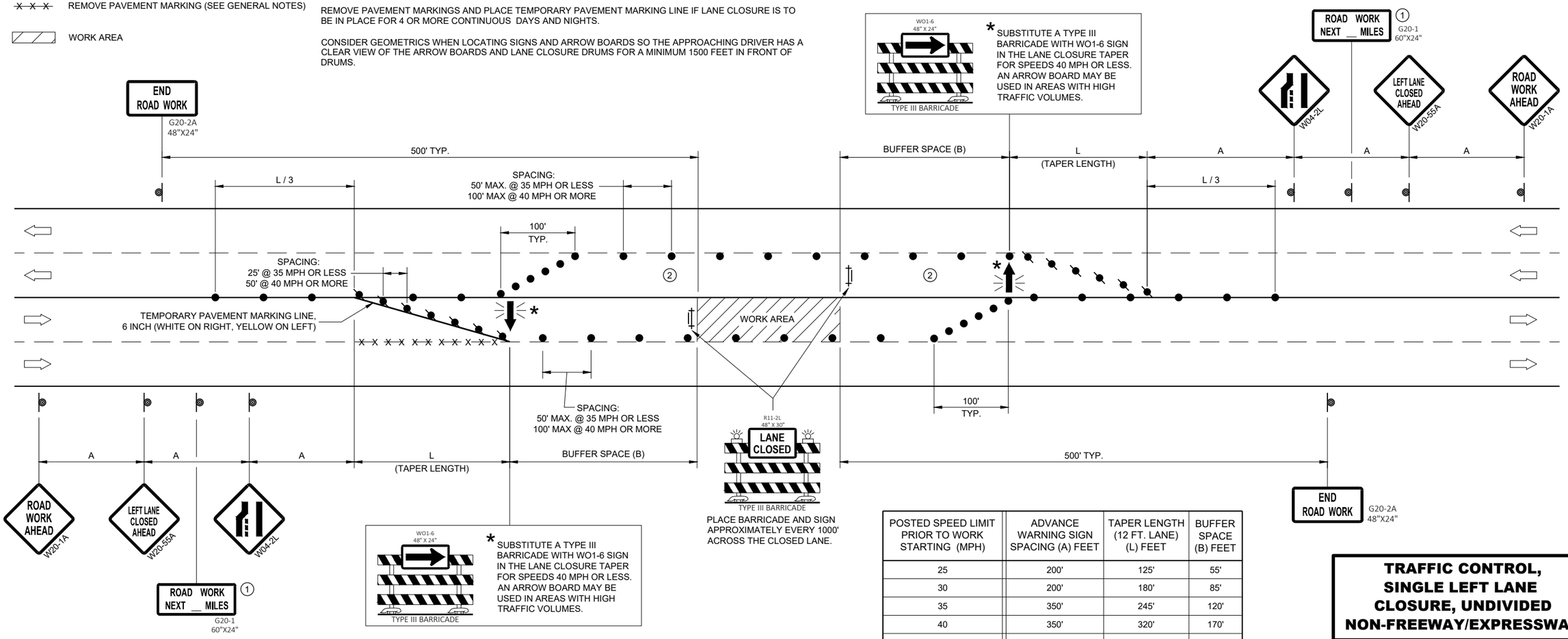
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



* 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.

* 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 ENGINEE

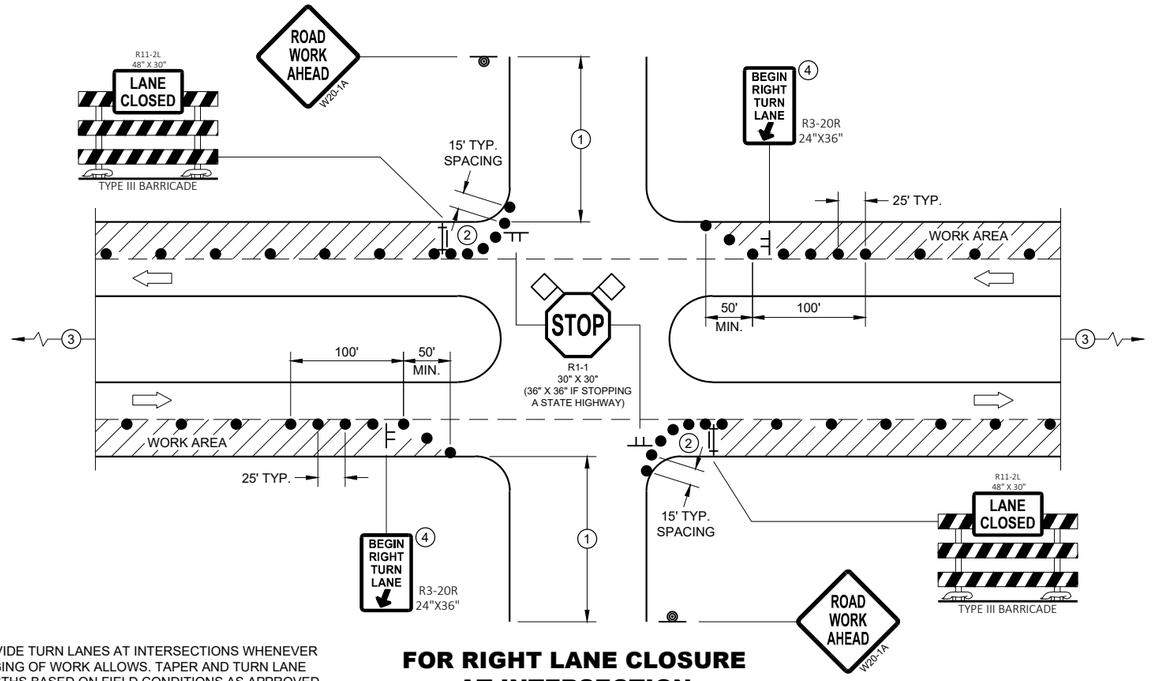
FHWA

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SDD 15D20-07c

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SDD 15D20-07c



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

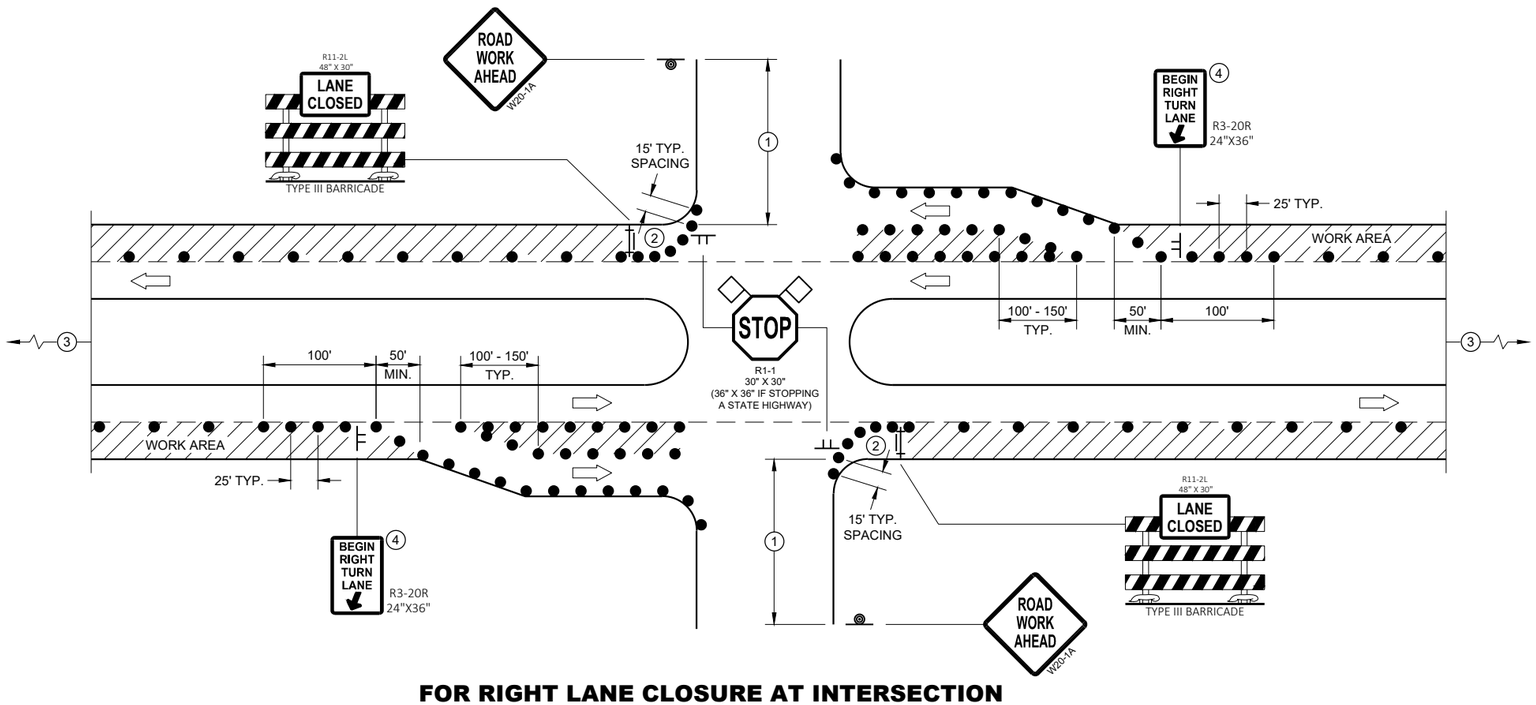
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

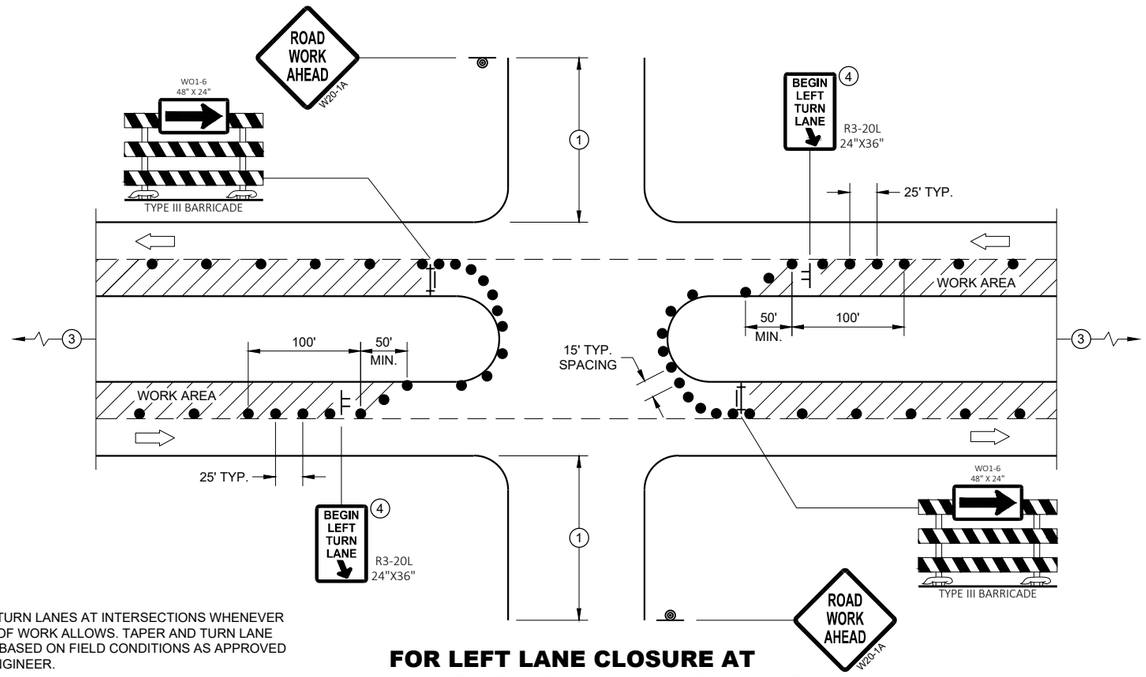
LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

6

SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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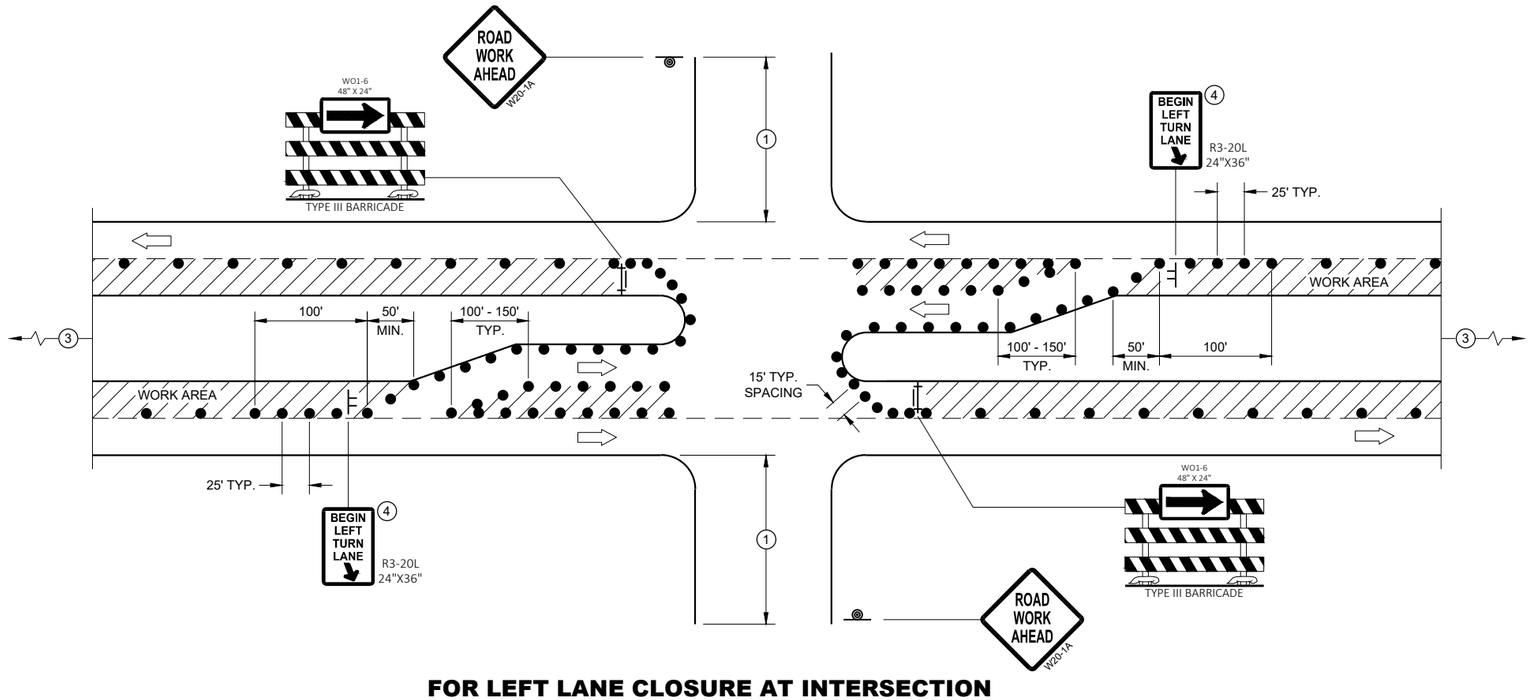
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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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

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SDD 15D21 - 07b

GENERAL NOTES

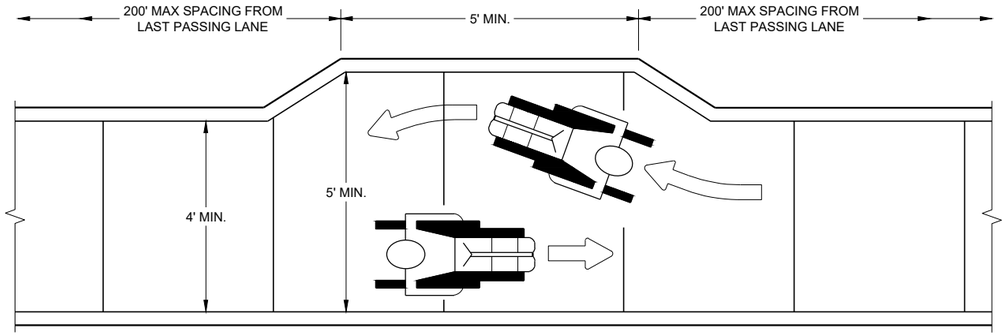
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

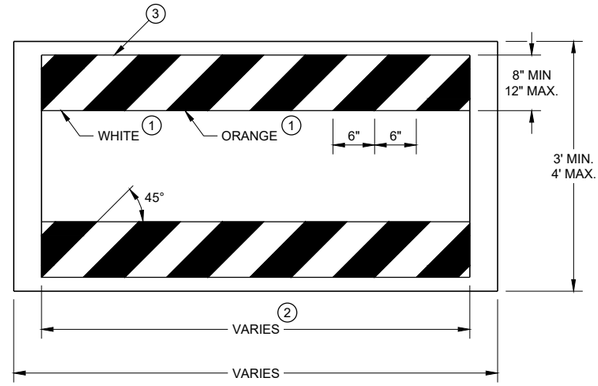
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

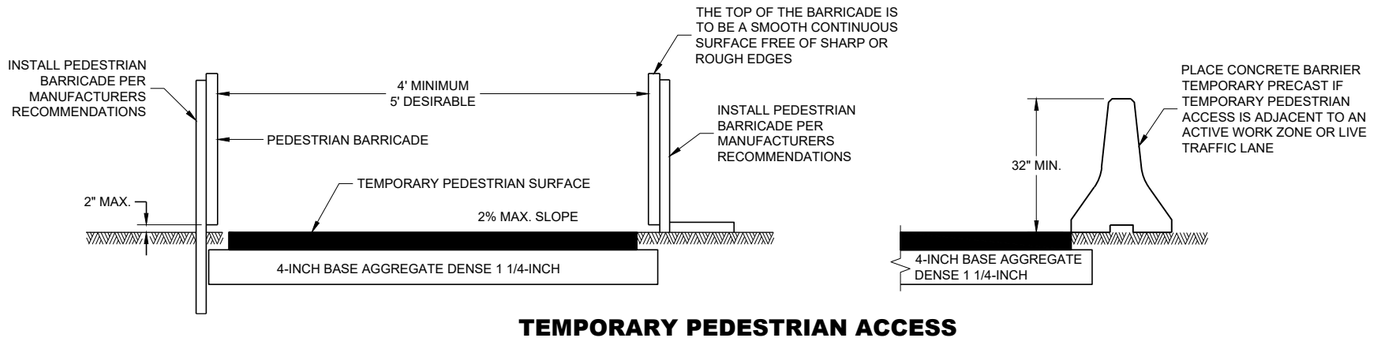
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

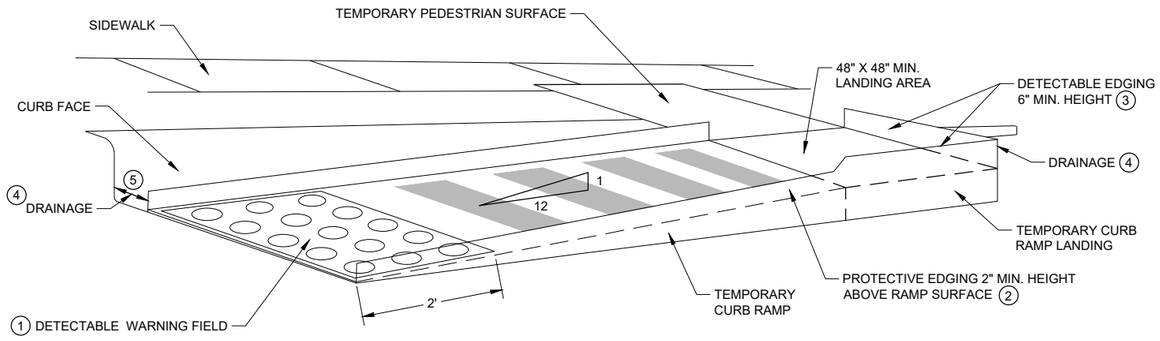
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SDD 15D30 - 09a

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

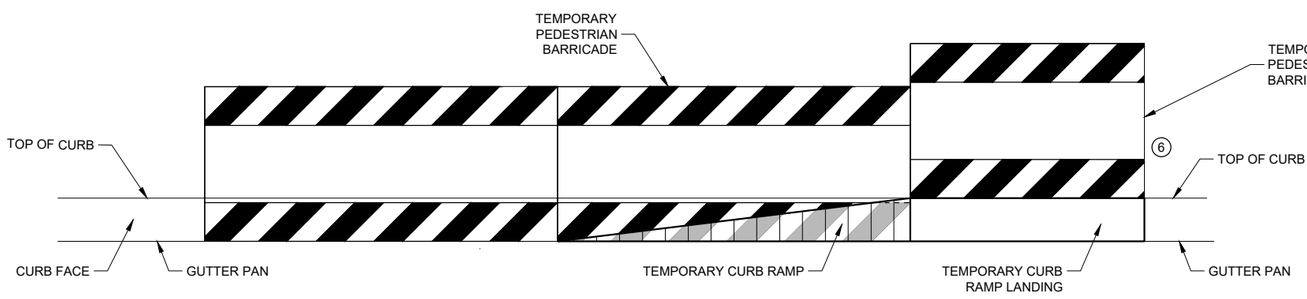
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

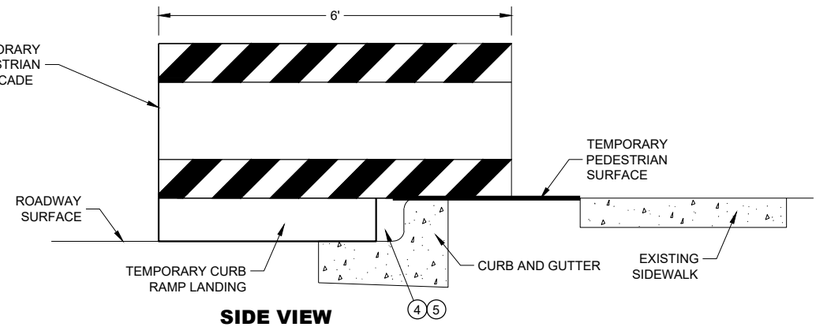
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

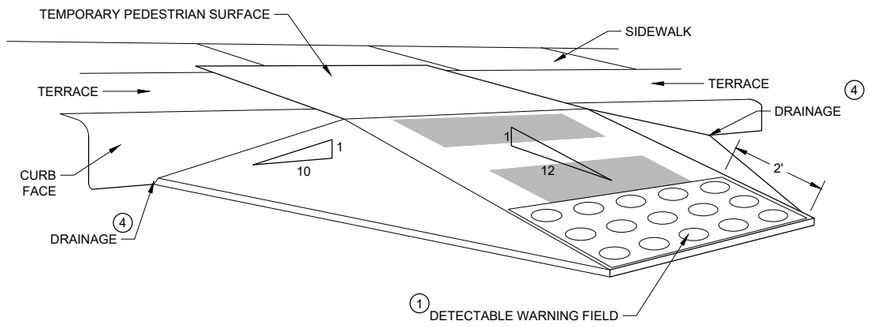
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

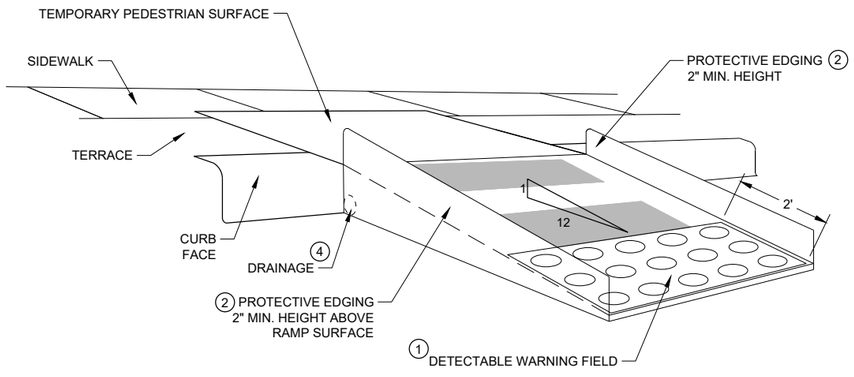
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

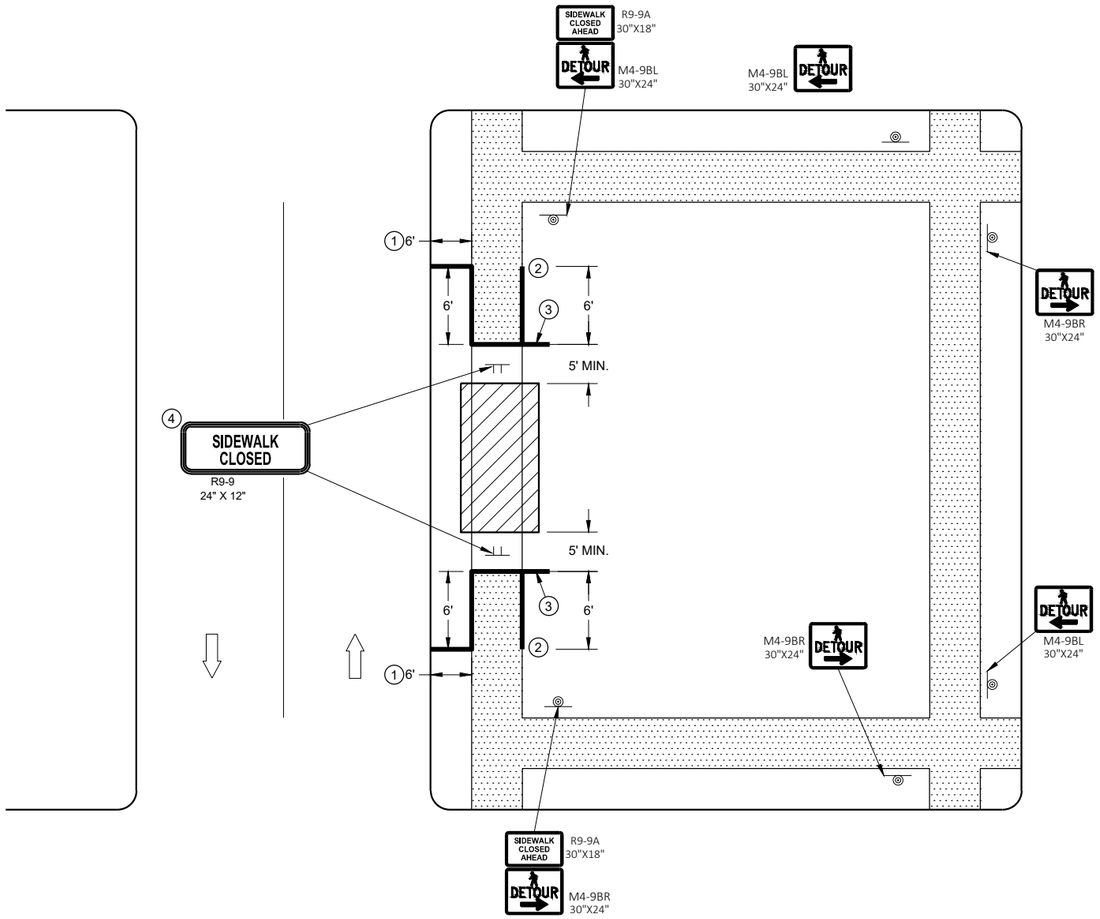
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SDD 15D30 - 09c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

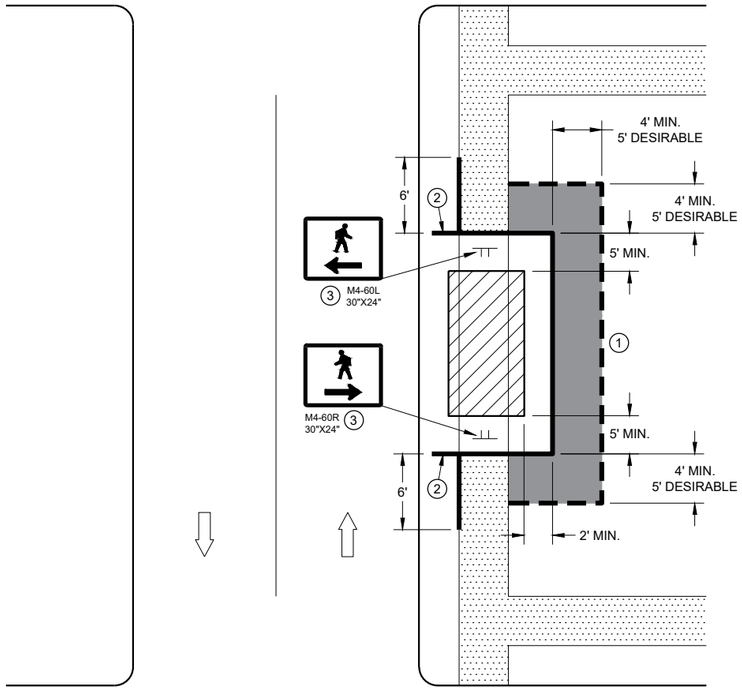
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

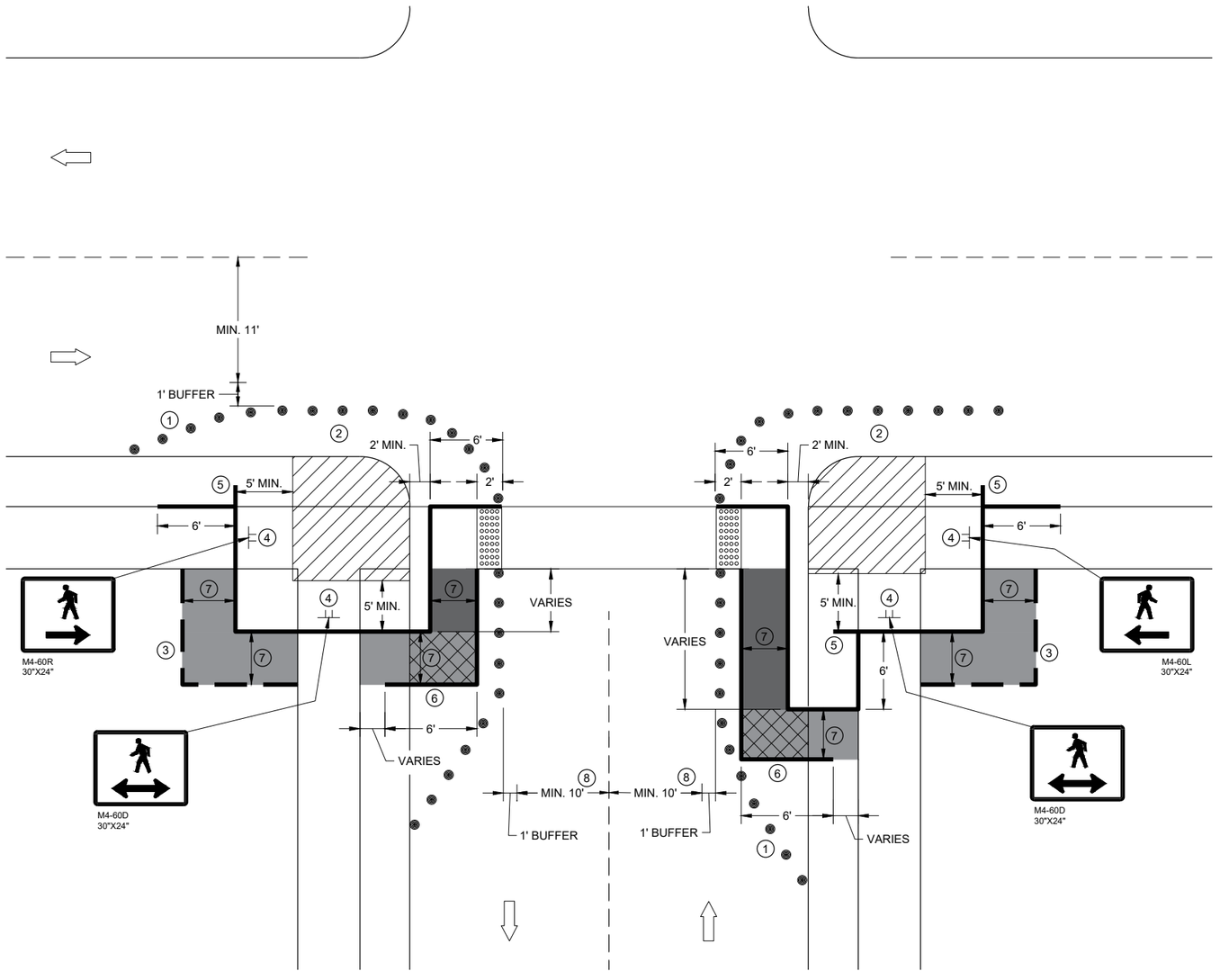
SDD 15D30 - 09g

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SDD15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

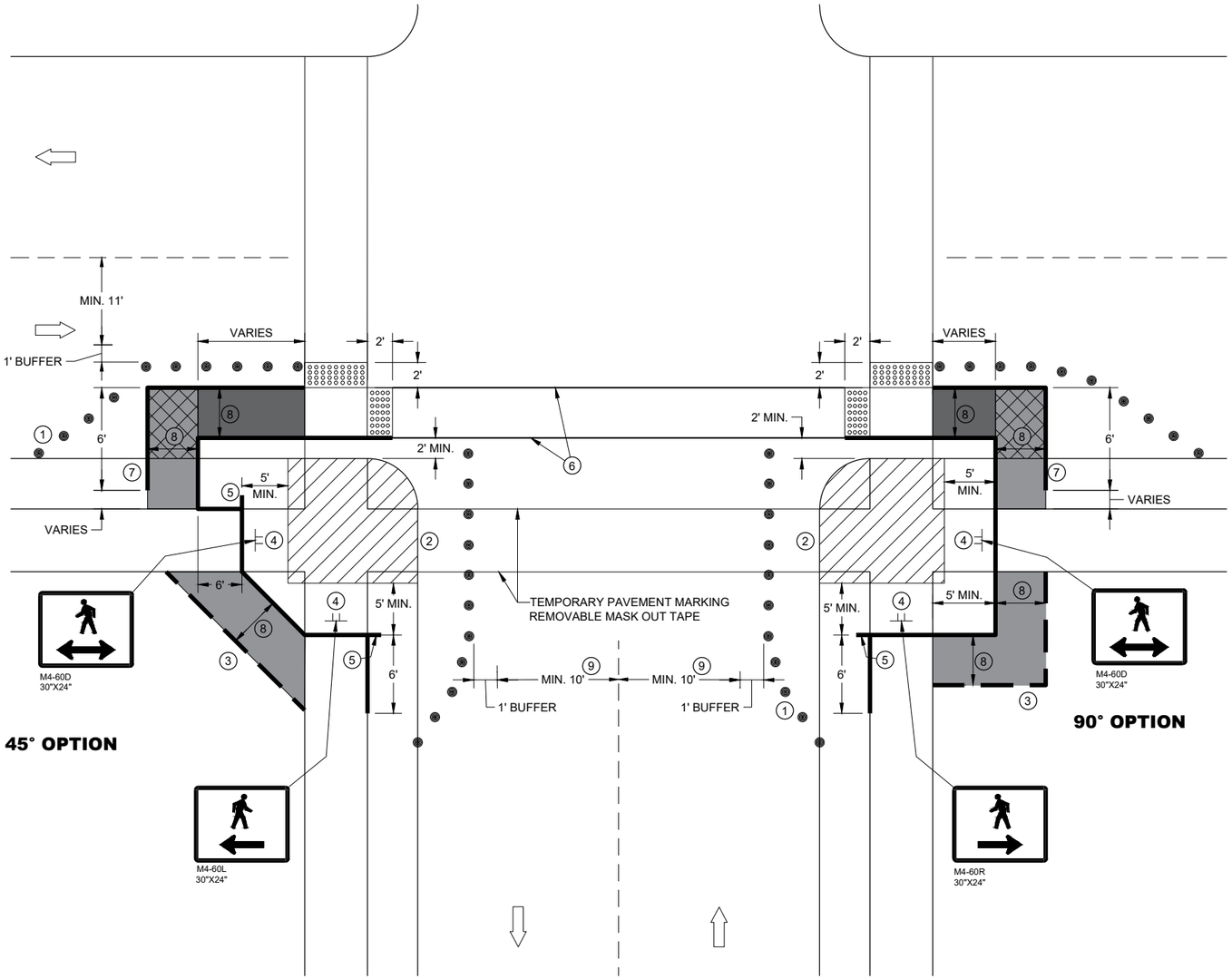
LEGEND

- 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

6
SDD 15D30 - 09j

LEGEND

SIGN ON PERMANENT SUPPORT

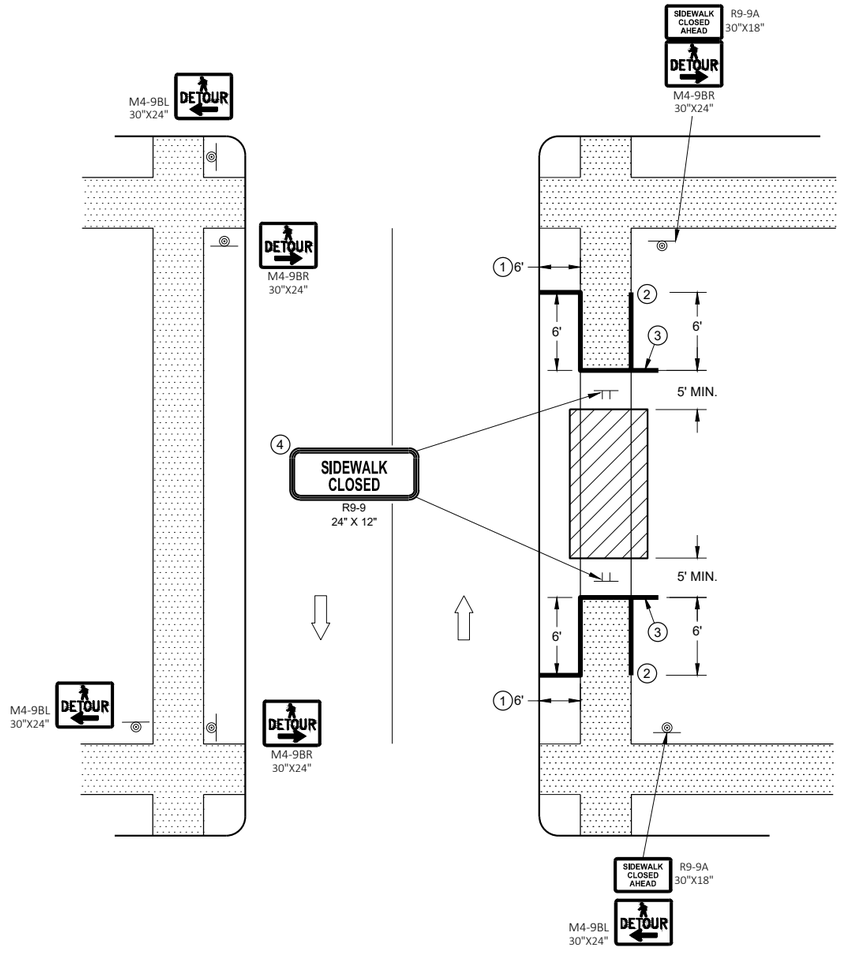
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

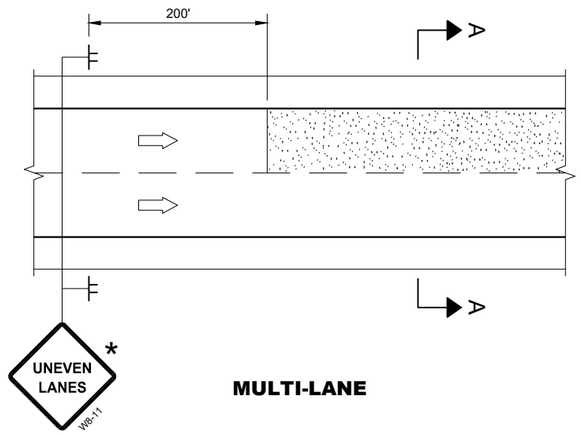
SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

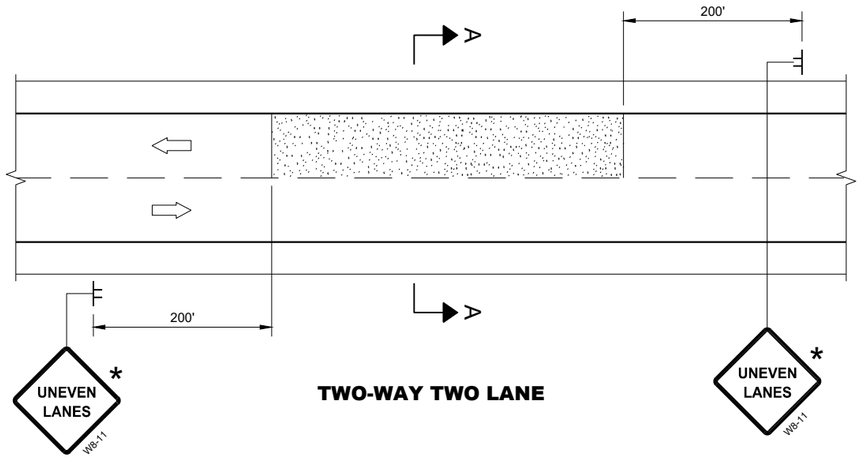
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09k



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

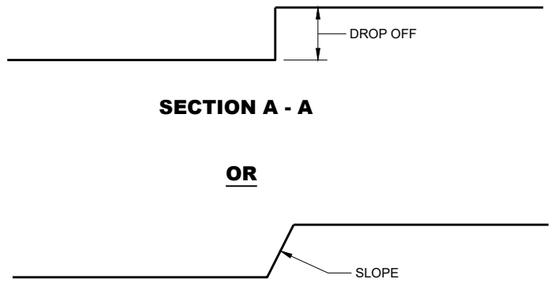
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

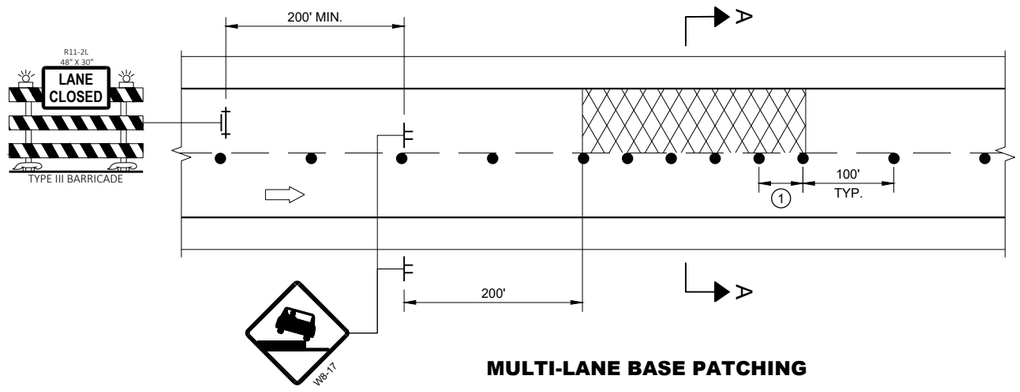
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



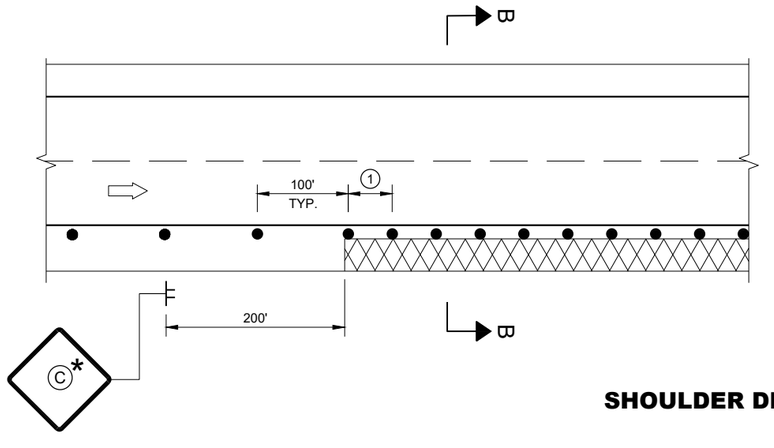
SECTION A - A

SECTION A - A

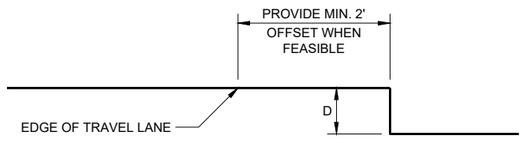


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

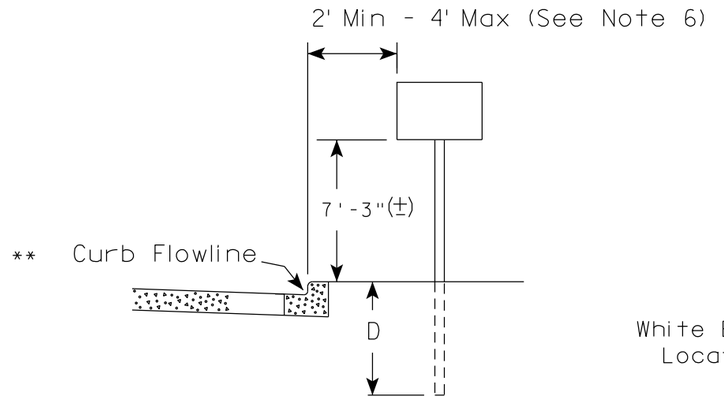
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

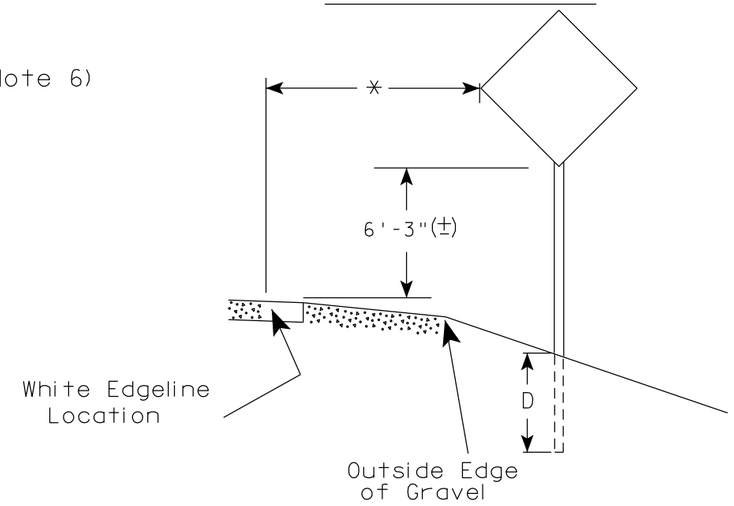
6

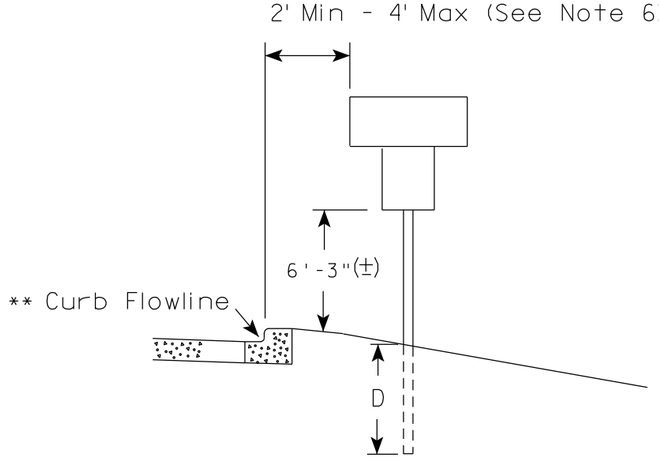
SDD 15D39 - 02

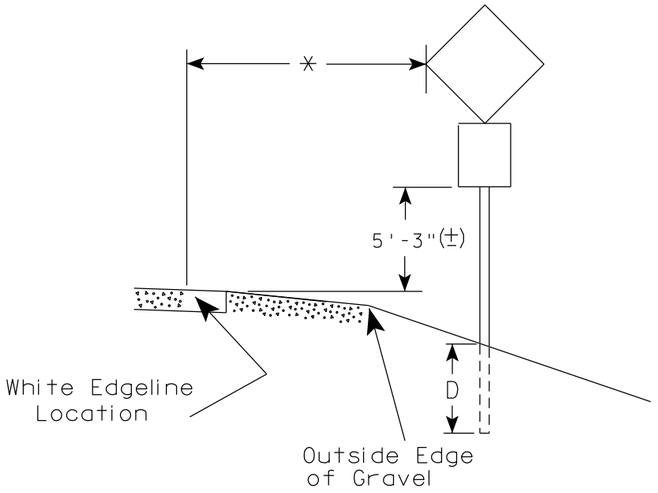
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

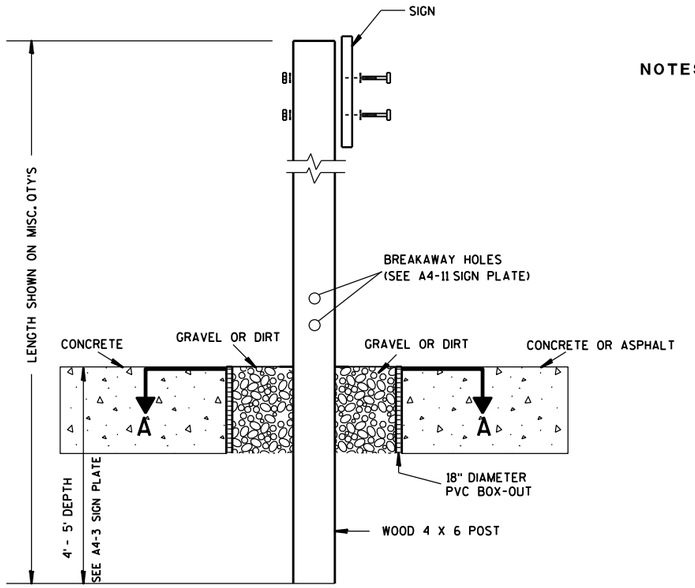
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

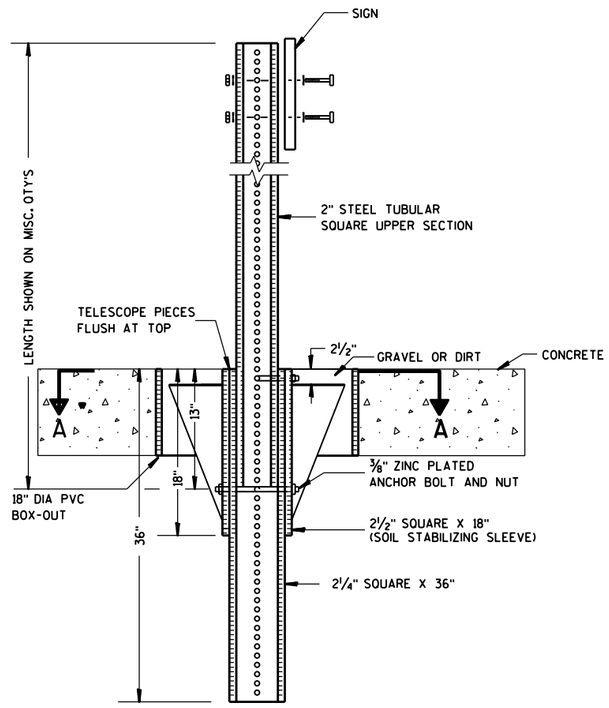
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 260	E



ELEVATION VIEW

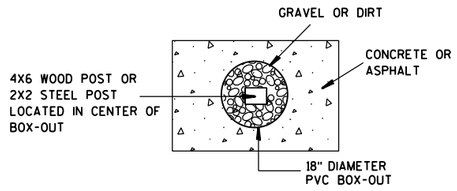
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

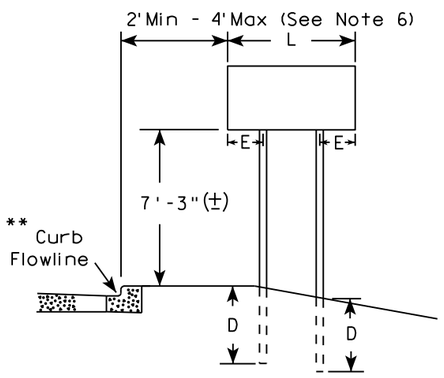
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

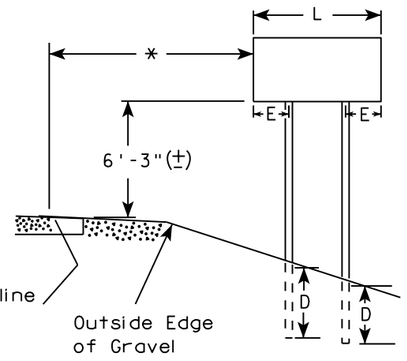
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

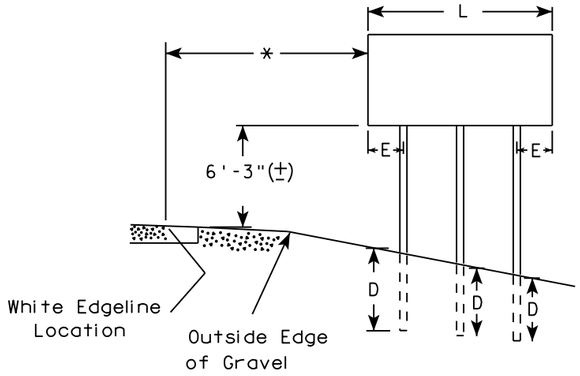
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

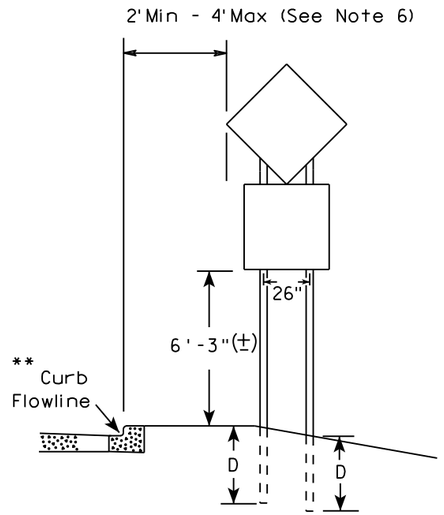
URBAN AREA



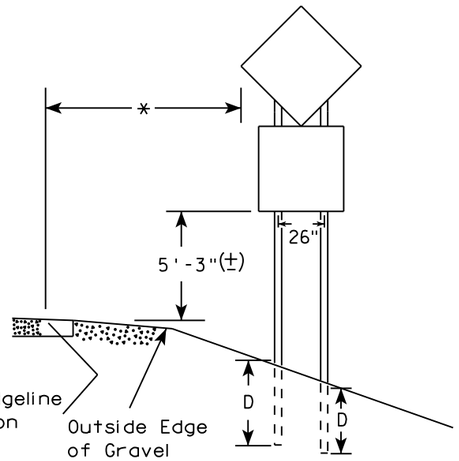
RURAL AREA (See Note 3)







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'

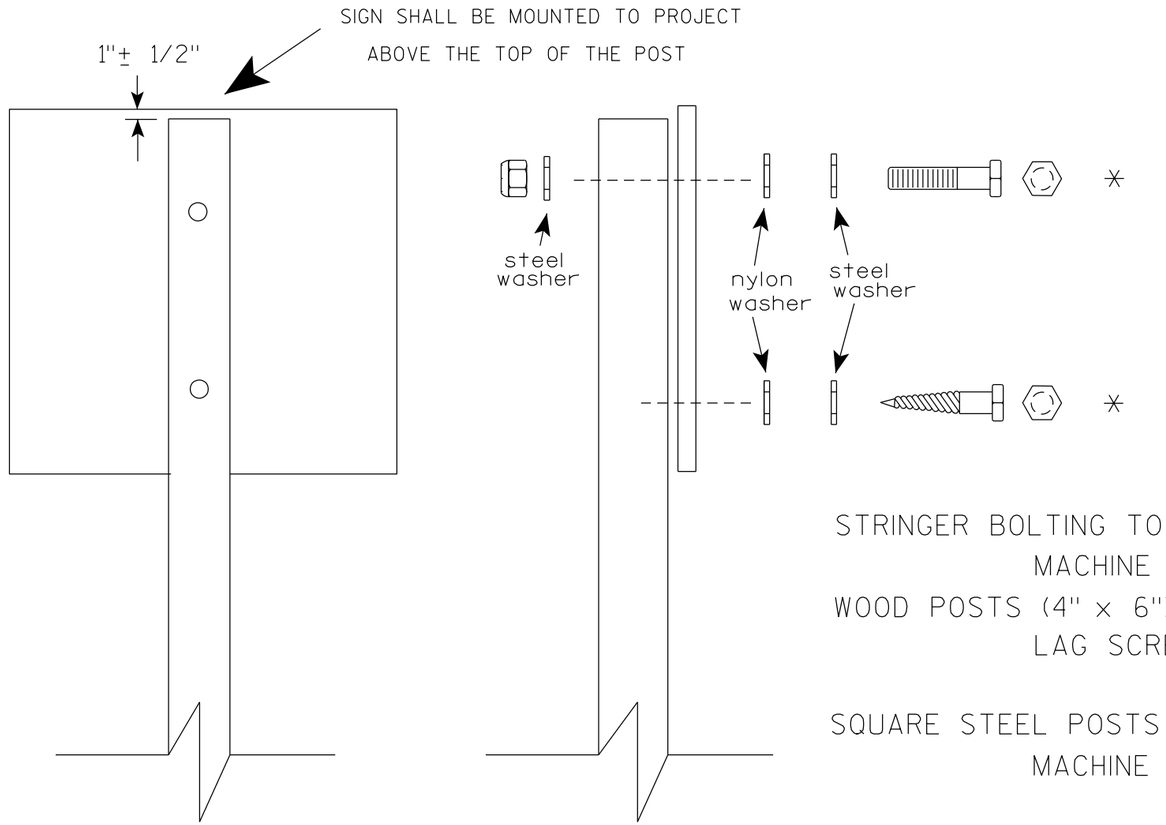
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 262	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

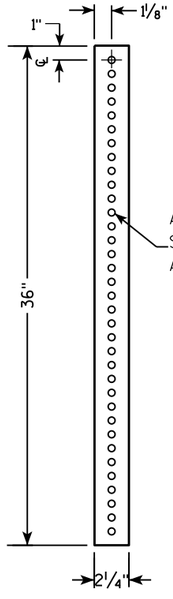
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

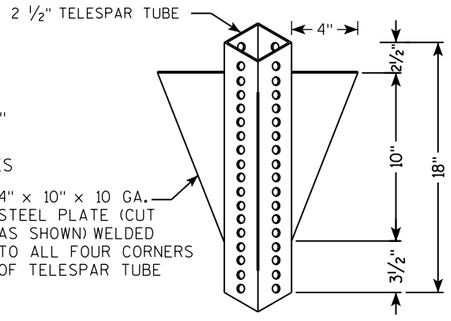
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

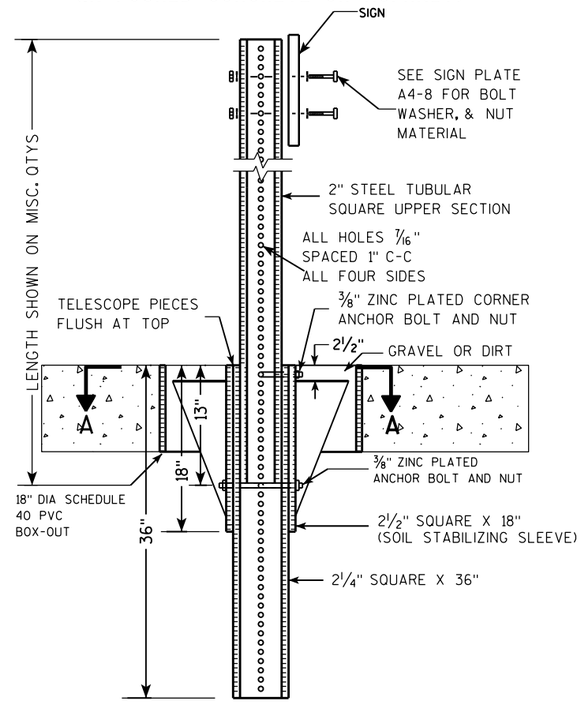
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



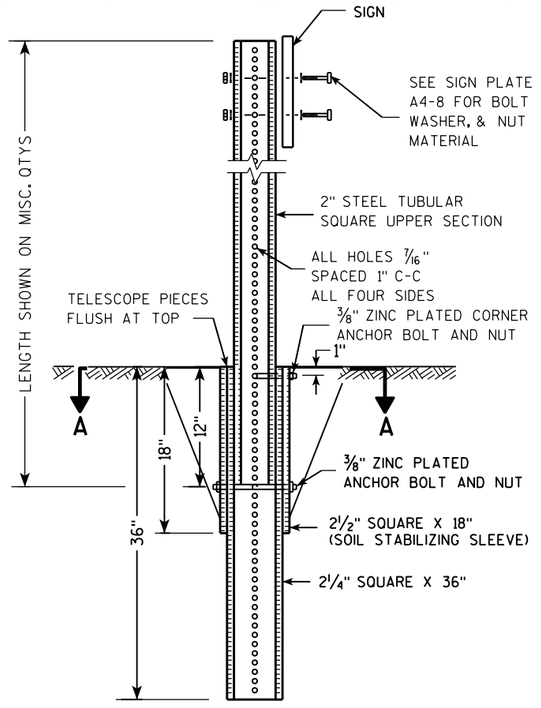
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

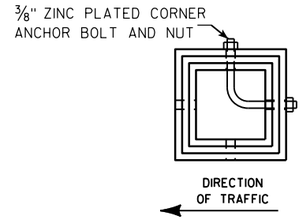


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

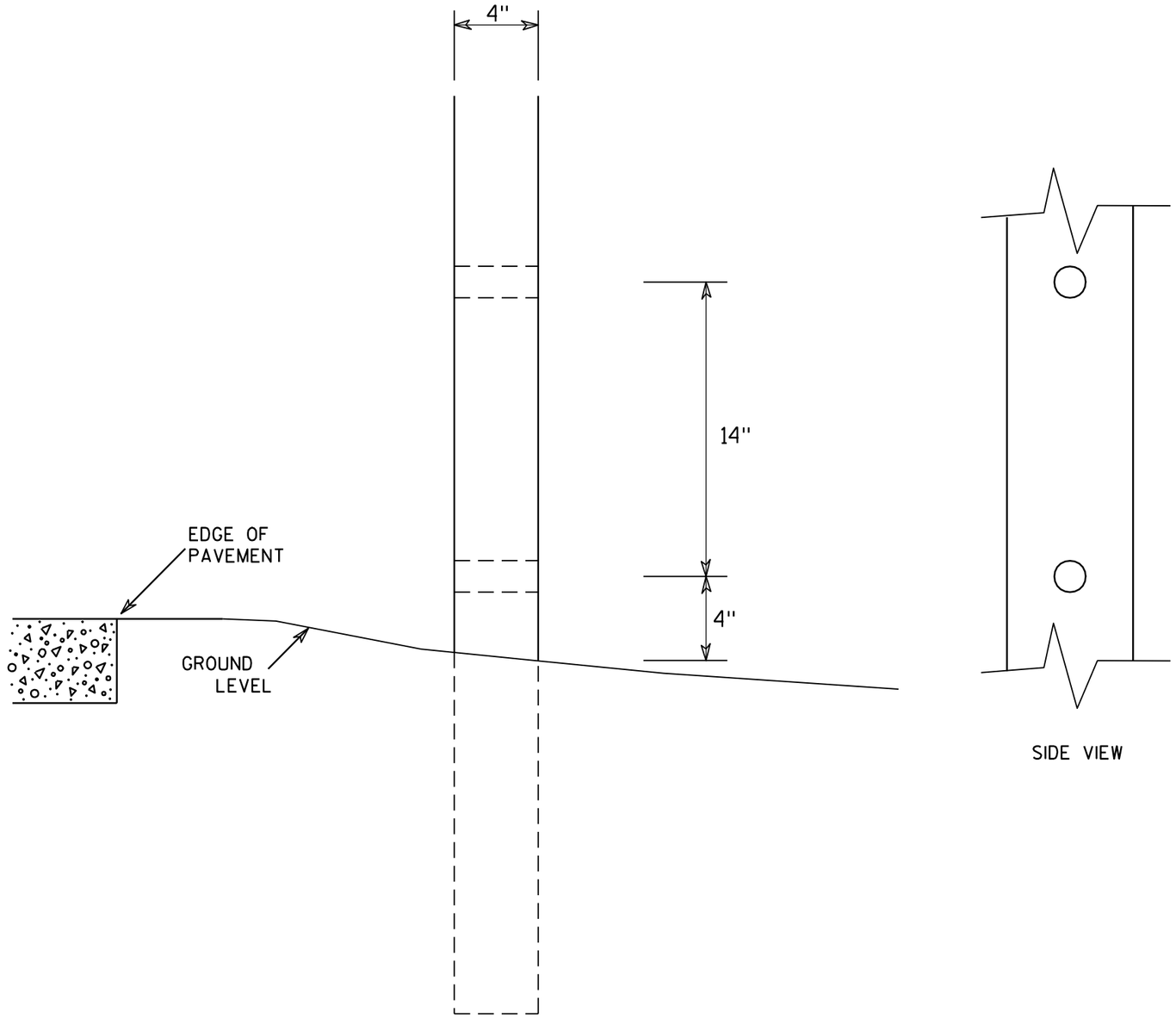
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 264 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

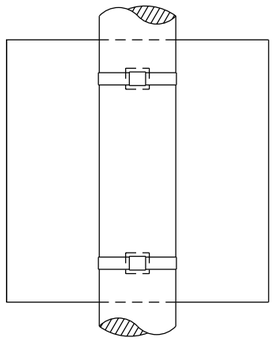
APPROVED Chester J Spang for State Traffic Engineer

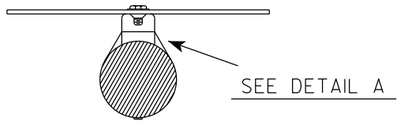
DATE 3/27/97 PLATE NO. A4-11.2

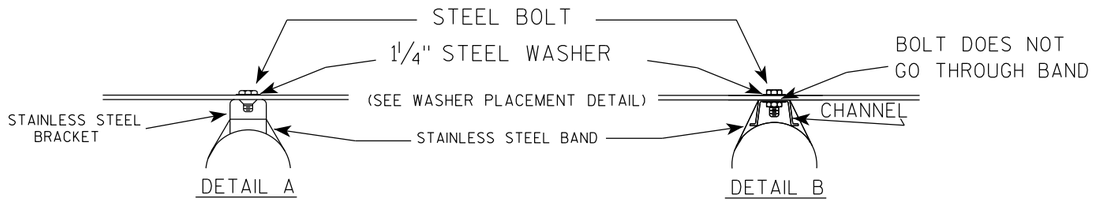
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 265	E

BANDING

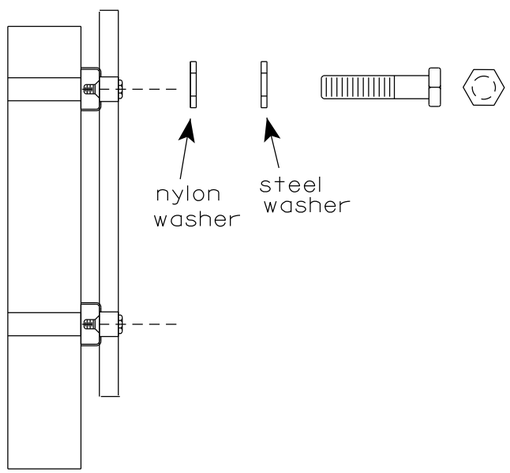
SINGLE SIGN







WASHER PLACEMENT

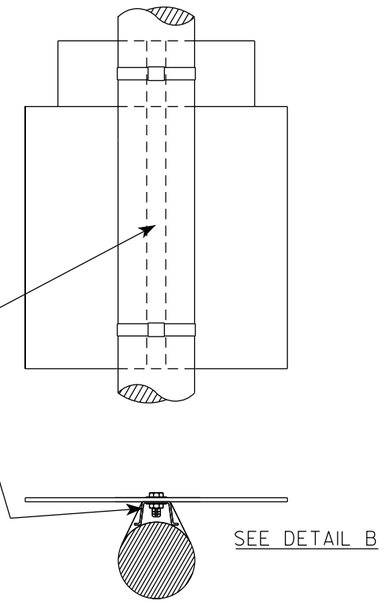


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

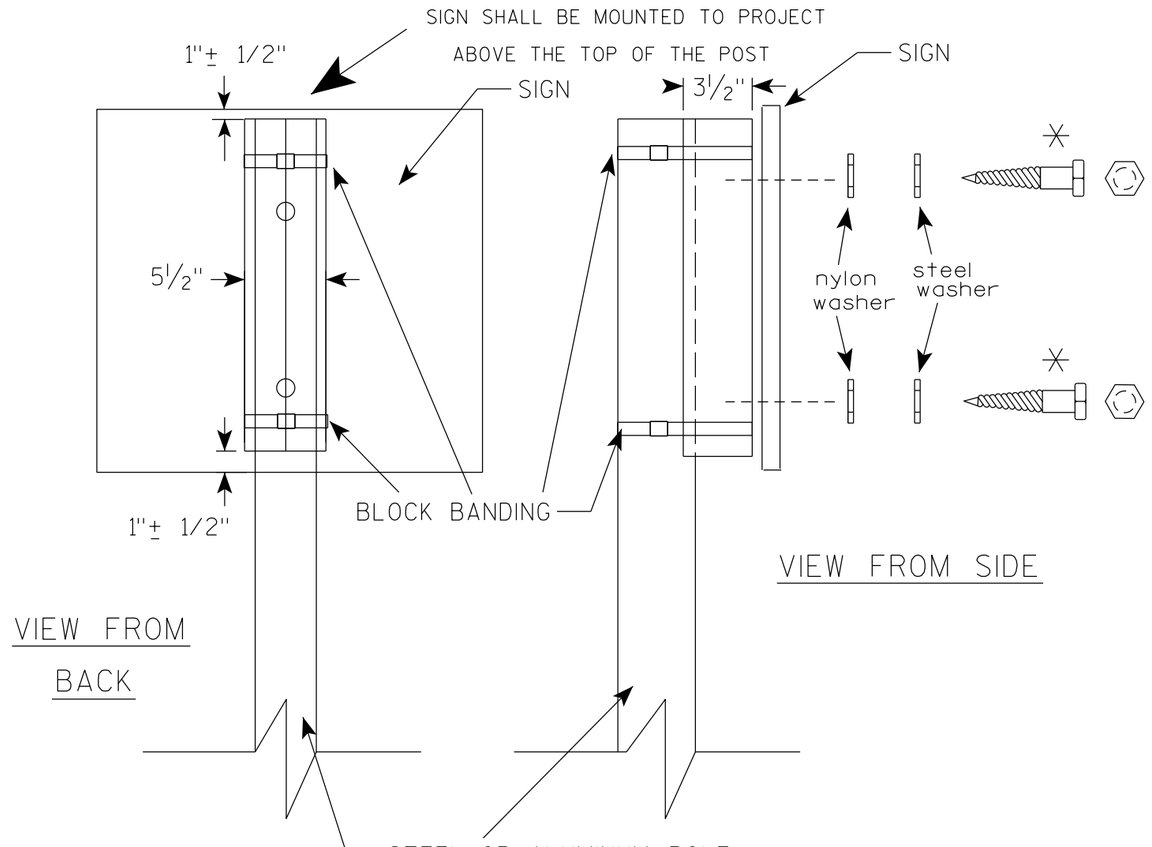
DATE 6/10/19 PLATE NO. A5-9.4

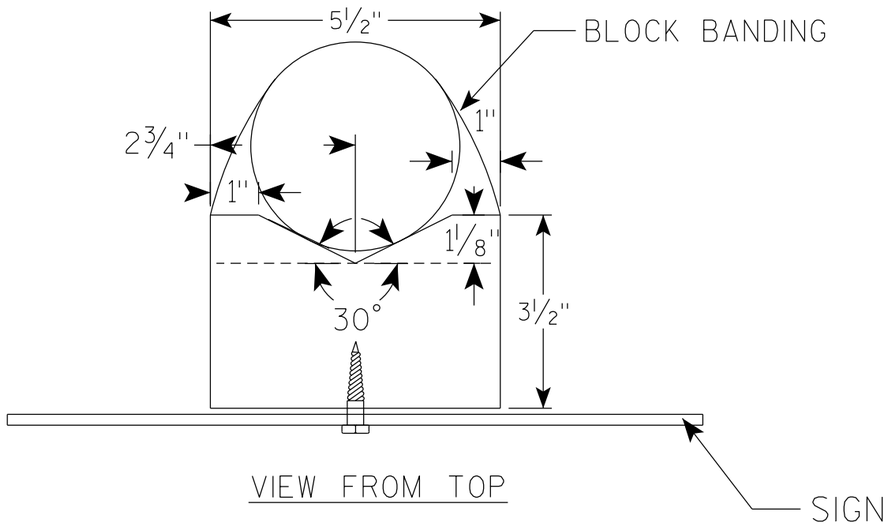
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 266	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

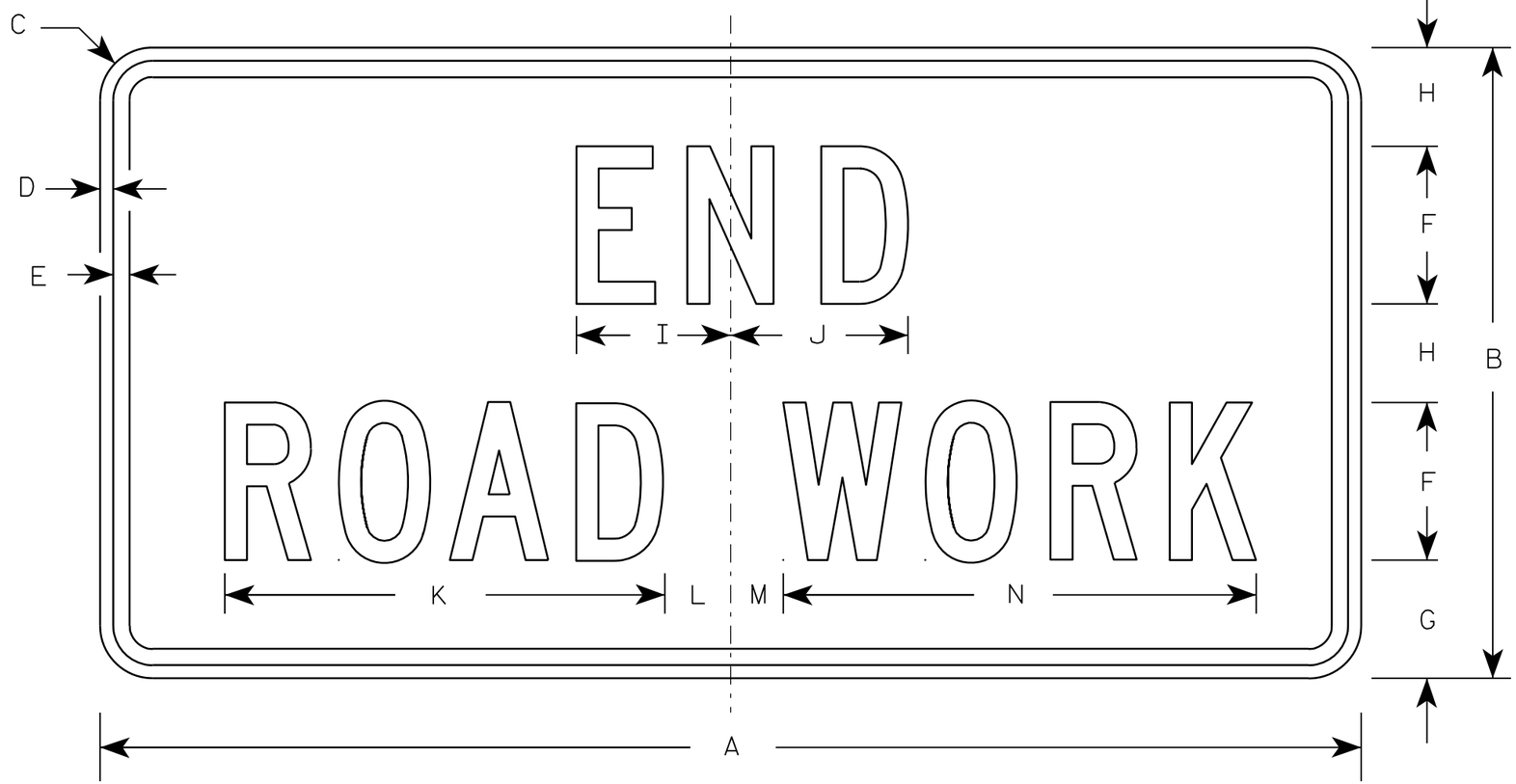
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 267 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

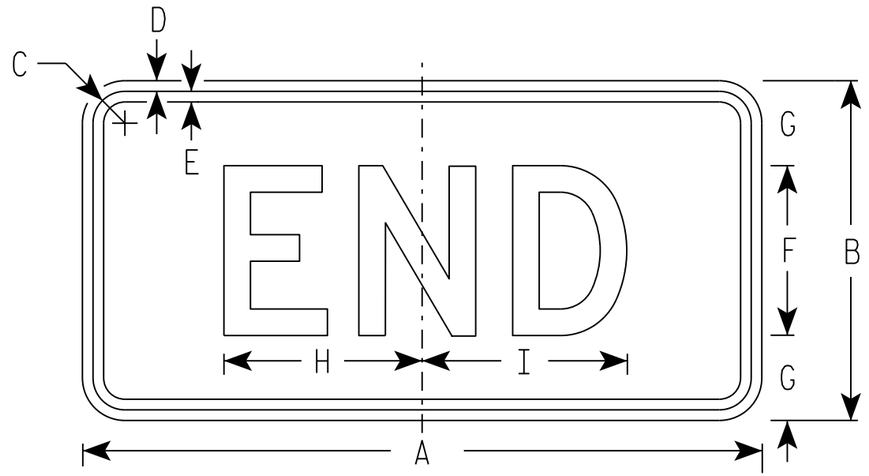
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

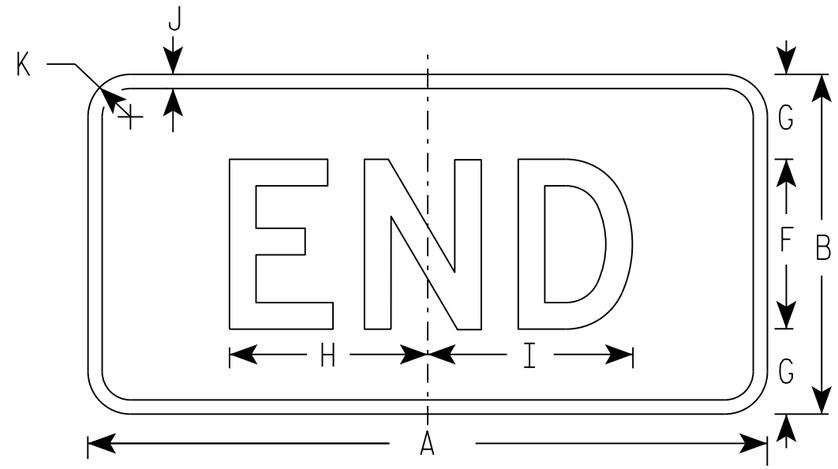
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 268	E



M4-6
MM4-6
MP4-6



MB4-6
MK4-6
MN4-6
MR4-6

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
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. M4-6 Background - White
   Message - Black

   MB4-6 Background - Blue
   Message - White

   MK4-6 Background - Green
   Message - White

   MM4-6 Background - White
   Message - Green

   MN4-6 Background - Brown
   Message - White

   MP4-6 Background - White
   Message - Blue

   MR4-6 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	7	7 1/4	1/2	1 1/2																2.00
3	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
4	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
5	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-6

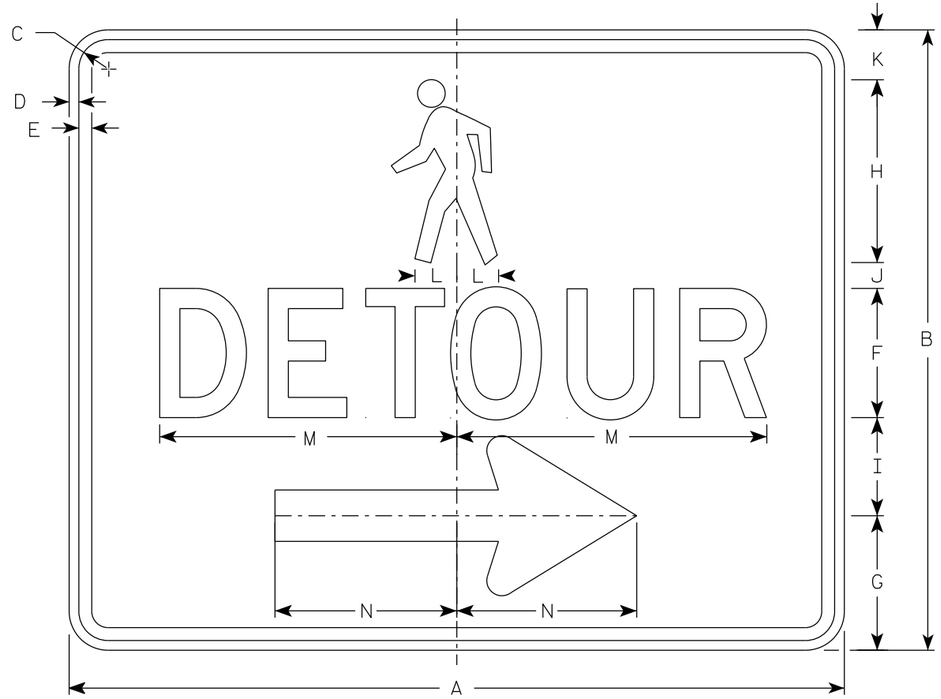
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 269 '14-7.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

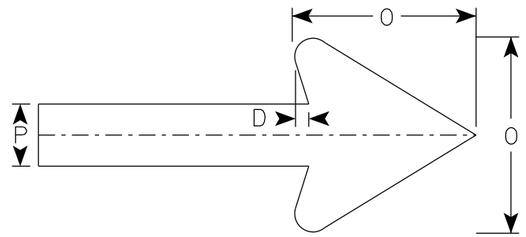
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M46.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



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																											

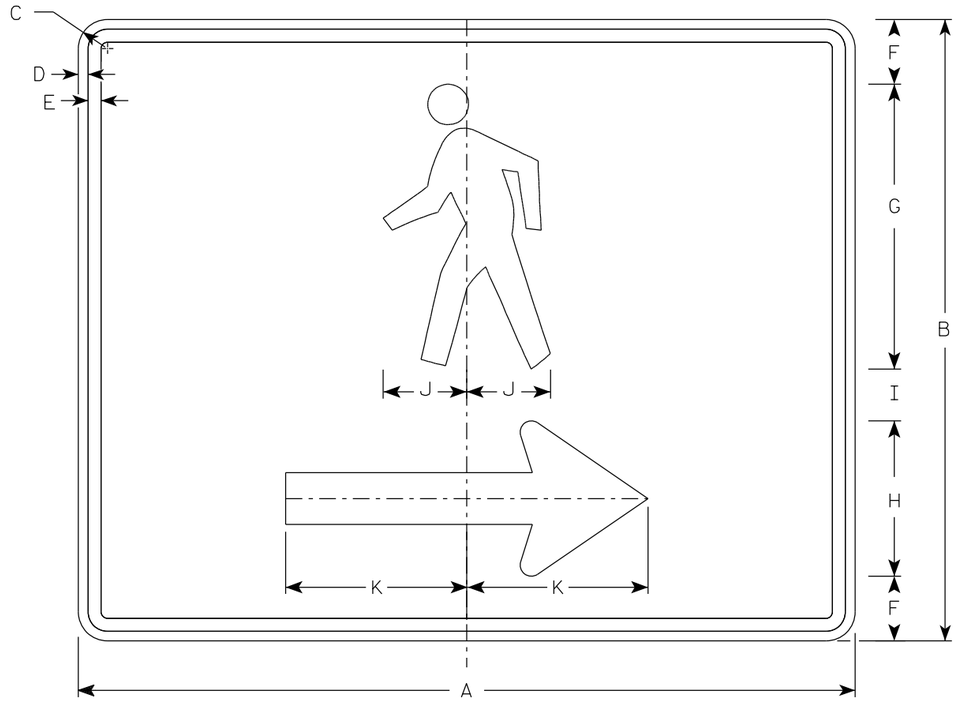
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

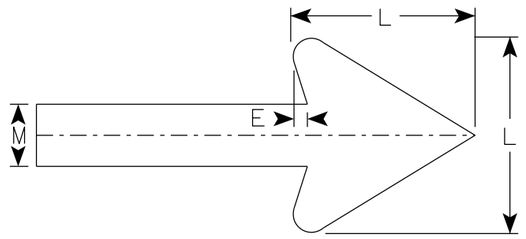
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 270 | E



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																											

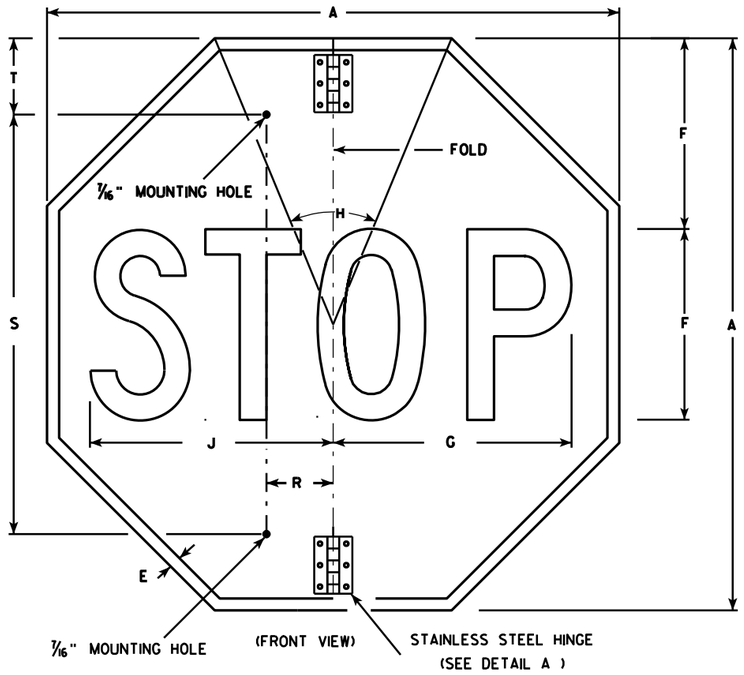
STANDARD SIGN
M4-60 L&R

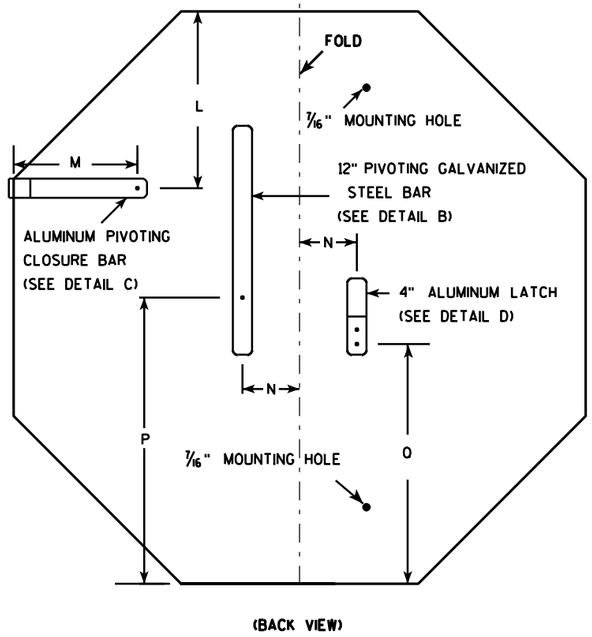
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

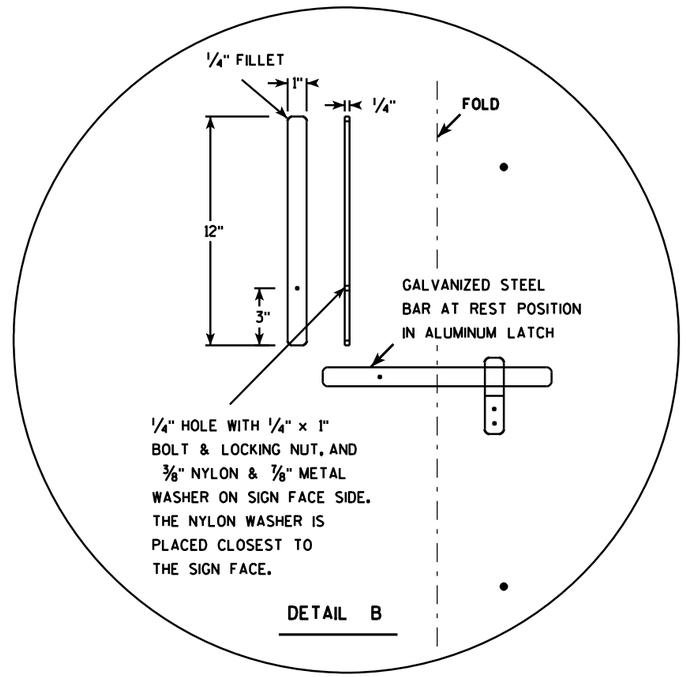
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 271 | E



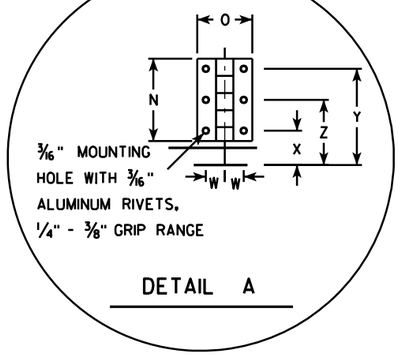


NOTES

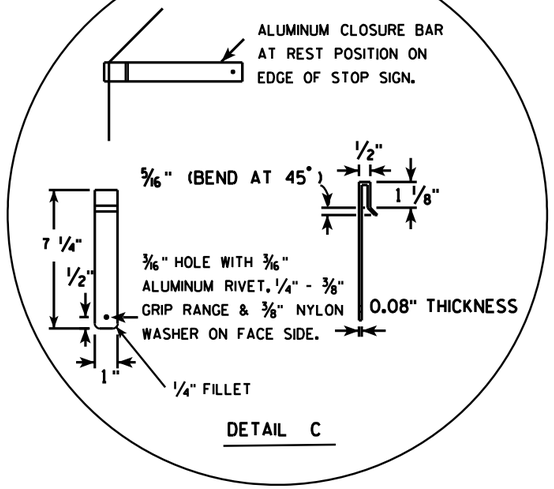
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



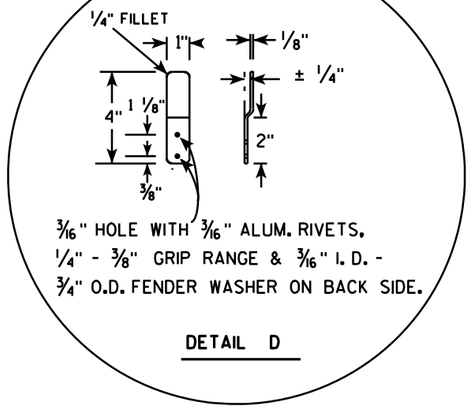
DETAIL B



DETAIL A



DETAIL C



DETAIL D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

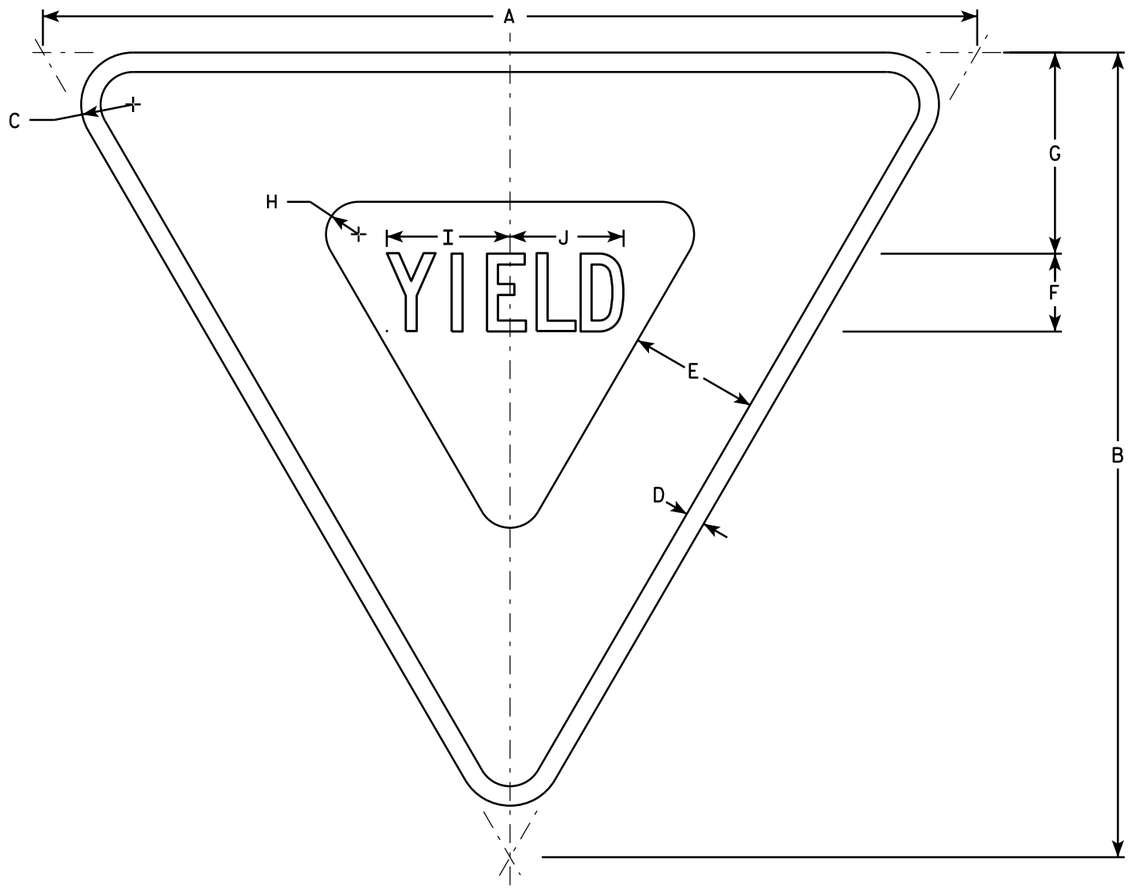
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 272 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42

7

7



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

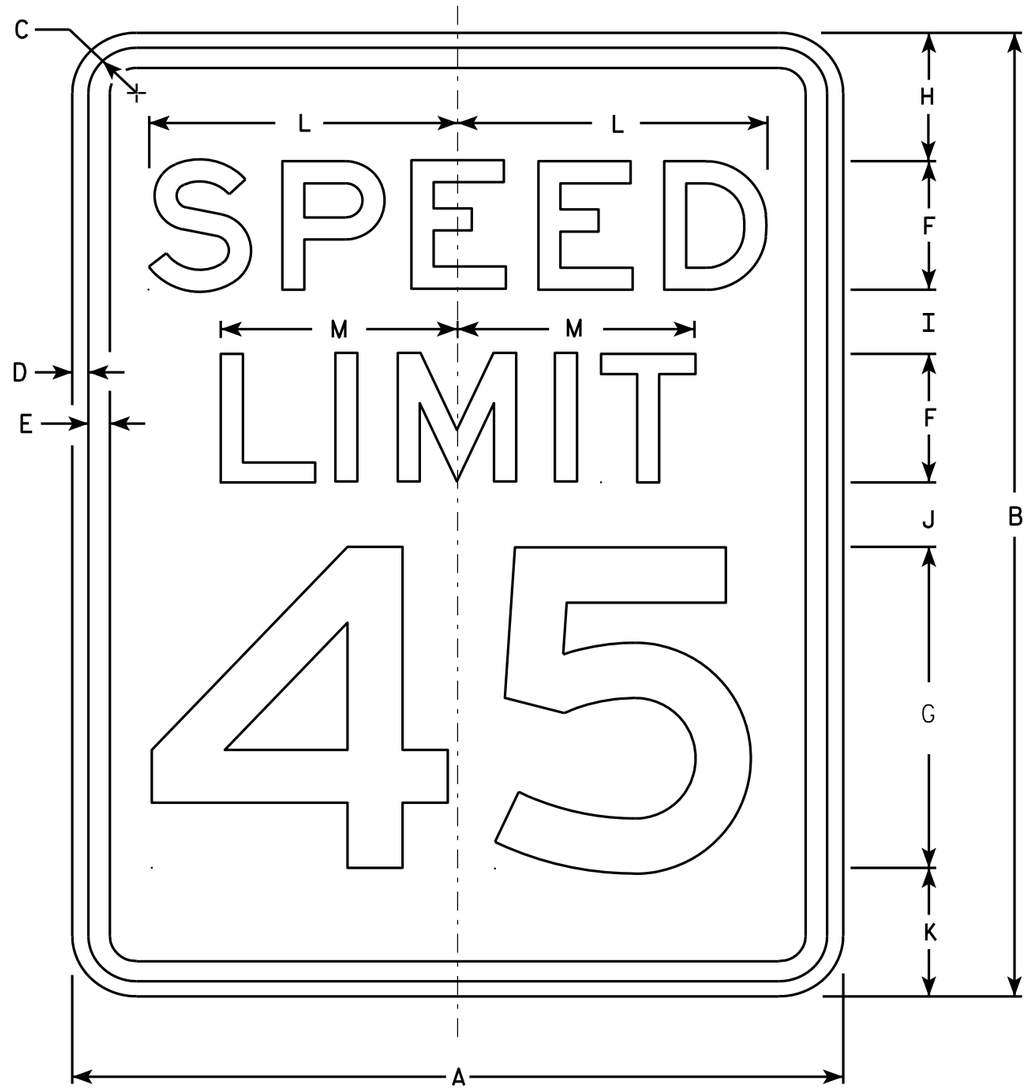
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

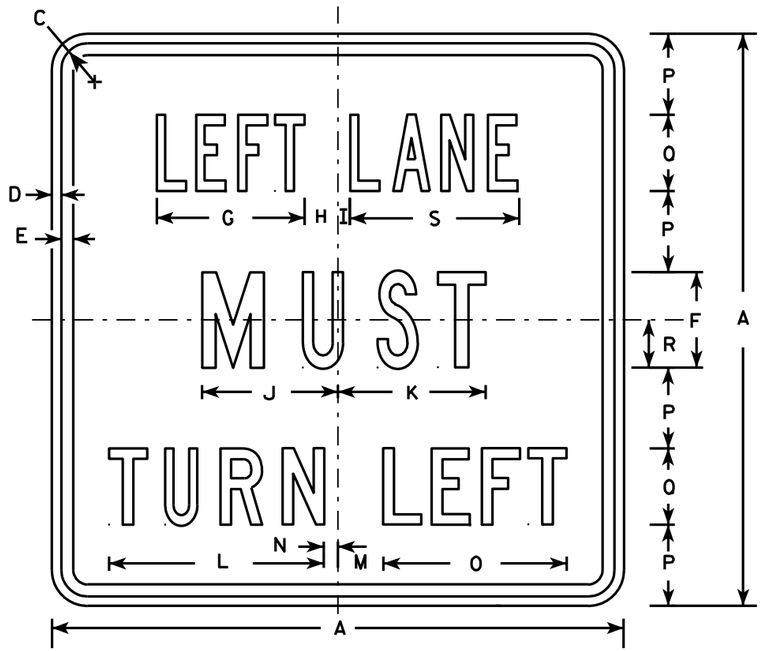
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

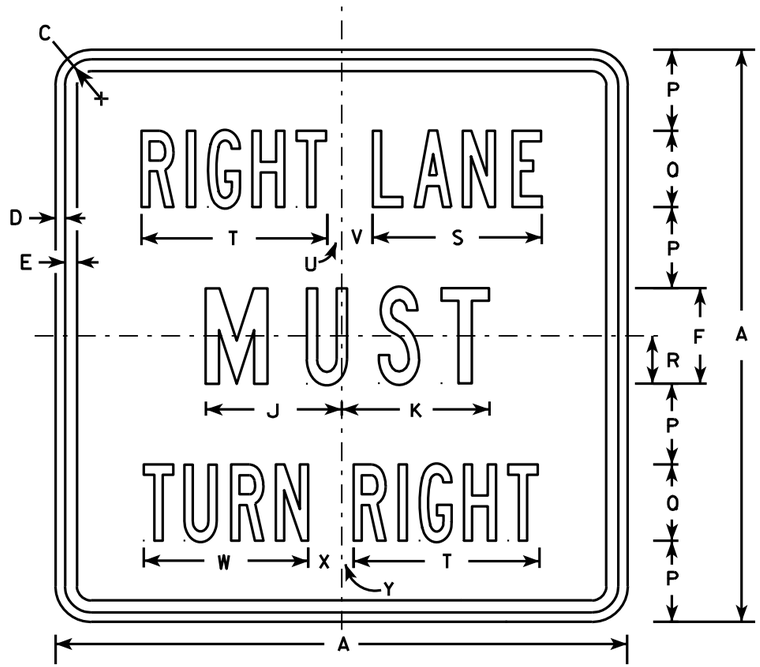
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 274 | E



R3-7L



R3-7R

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 - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

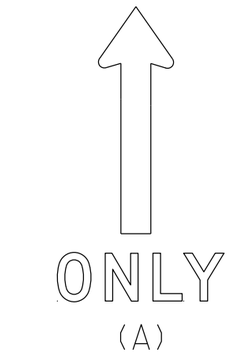
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

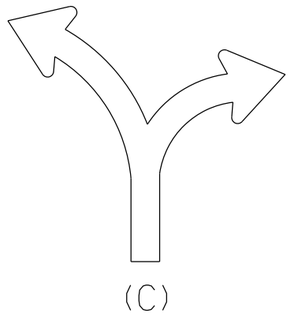
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 275 | E

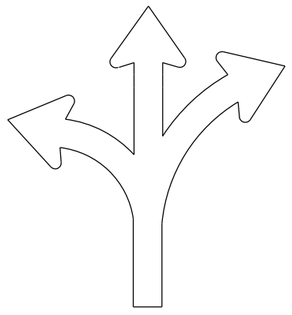


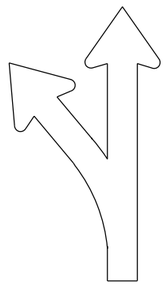
(A)

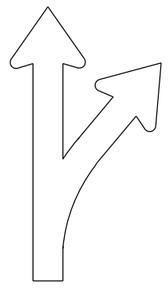


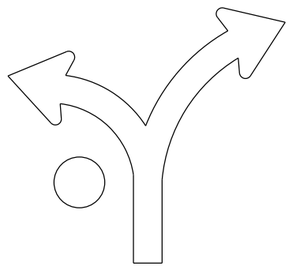
(B)

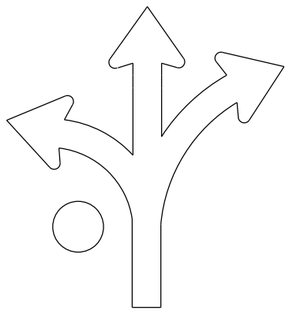

(C)

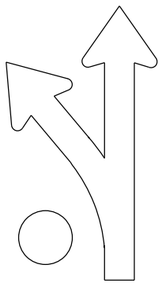

(D)

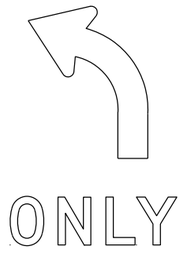

(E)


(F)

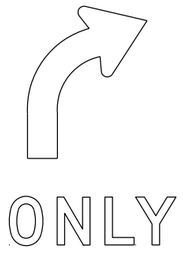

(G)


(H)

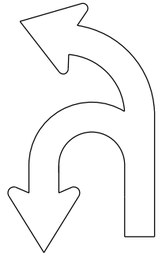

(I)



(L)



(R)


(U)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1	Letter =	3.75 sq ft for Size 2
		6.0 sq ft for Size 3
		10.0 sq ft for Size 4 or 5
2	Letters =	7.5 sq ft for Size 2
		12.0 sq ft for Size 3
		20.0 sq ft for Size 4 or 5
3	Letters =	11.25 sq ft for Size 2
		18.0 sq ft for Size 3
		30.0 sq ft for Size 4 or 5
4	Letters =	15.0 sq ft for Size 2
		24.0 sq ft for Size 3
		40.0 sq ft for Size 4 or 5
5	Letters =	18.75 sq ft for Size 2
		30.0 sq ft for Size 3
		50.0 sq ft for Size 4 or 5
6	Letters =	22.5 sq ft for Size 2
		36.0 sq ft for Size 3
		60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

7

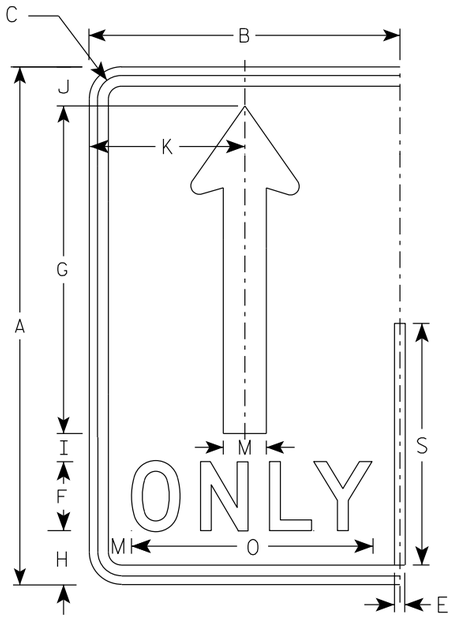
PROJECT NO:

SHEET NO: 276 E

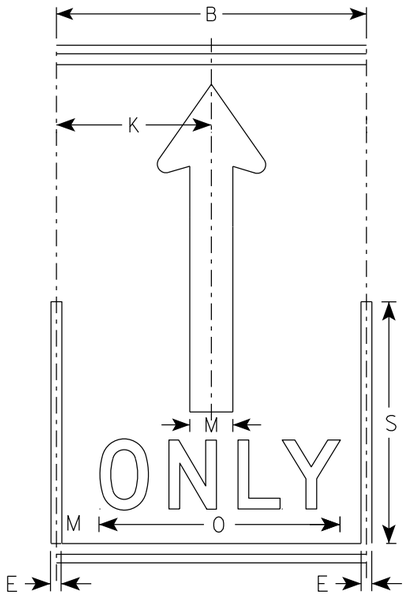
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn
PLOT DATE : 21-MAY 2019 4:37
PLOT BY : mscj9h
PLOT NAME :
WISDOT/CADDS SHEET 42

NOTES

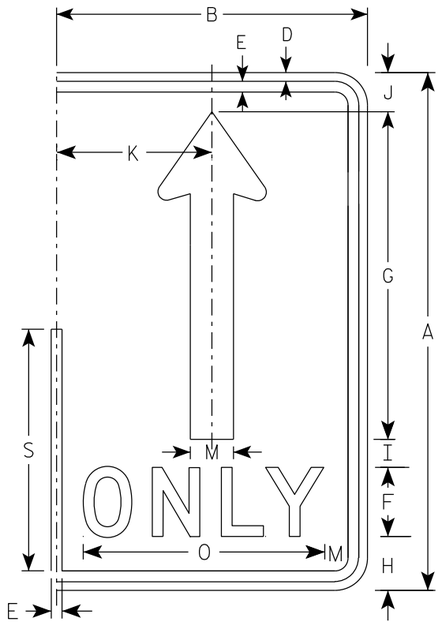
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



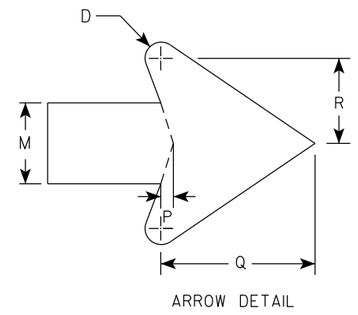
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

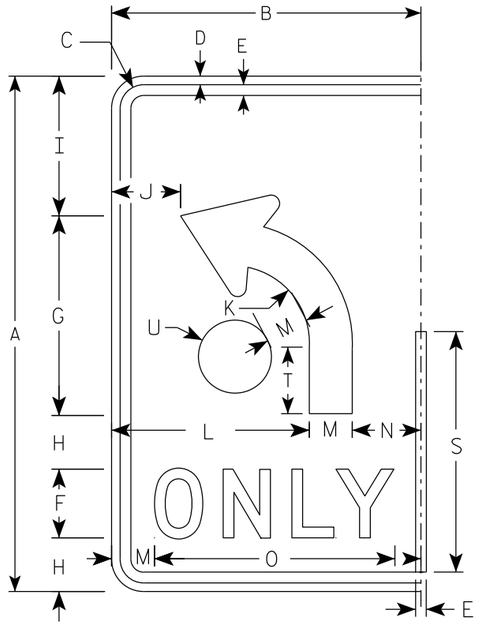
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

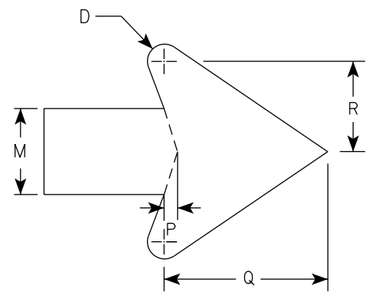
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 277 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

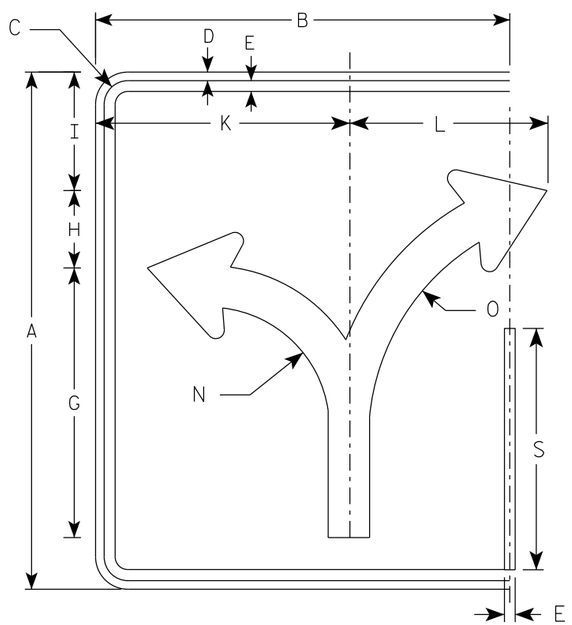
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

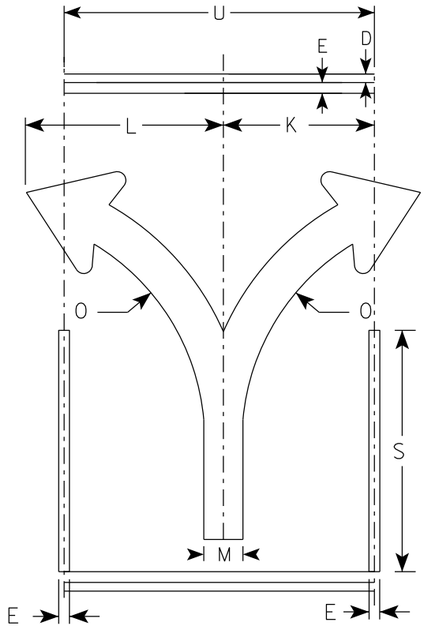
SHEET NO: 278 E

NOTES

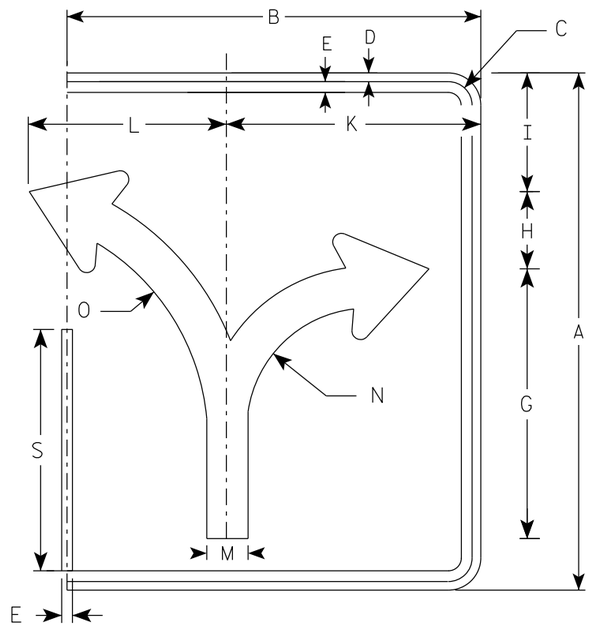
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



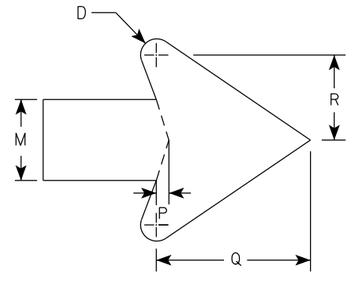
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

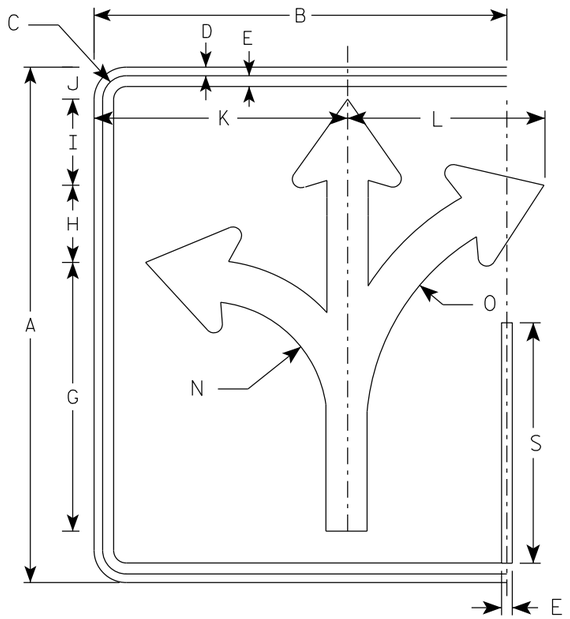
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

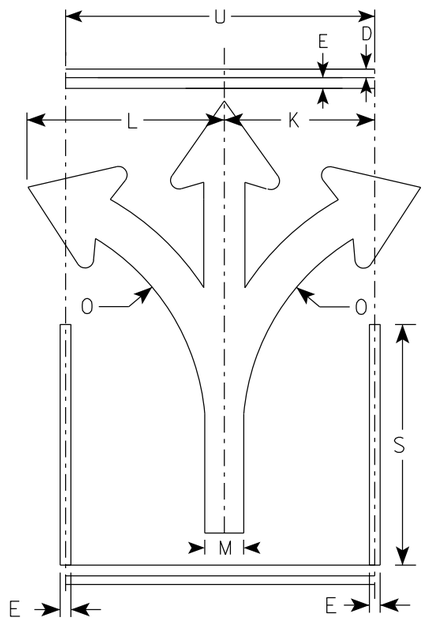
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 279 | E

NOTES

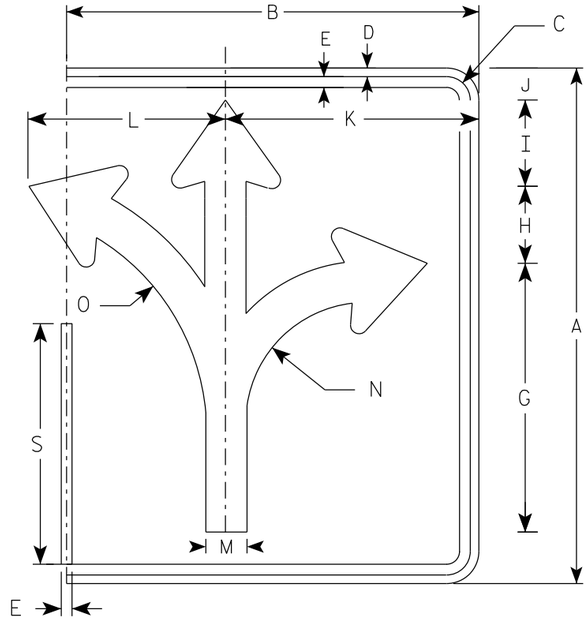
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



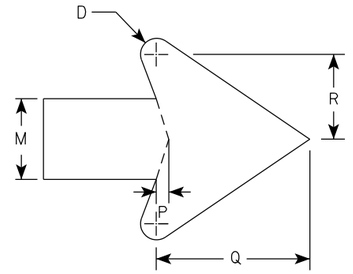
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

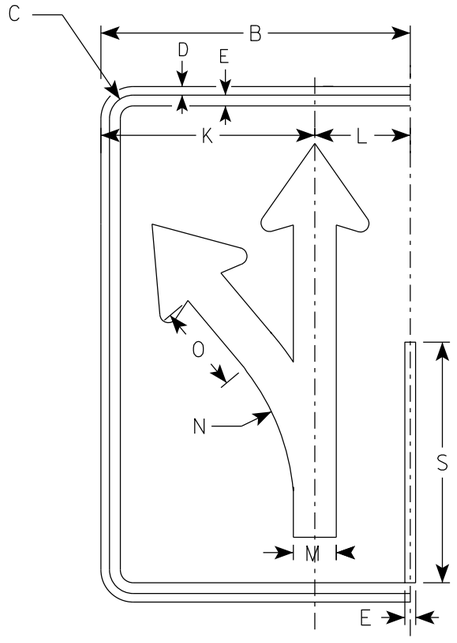
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

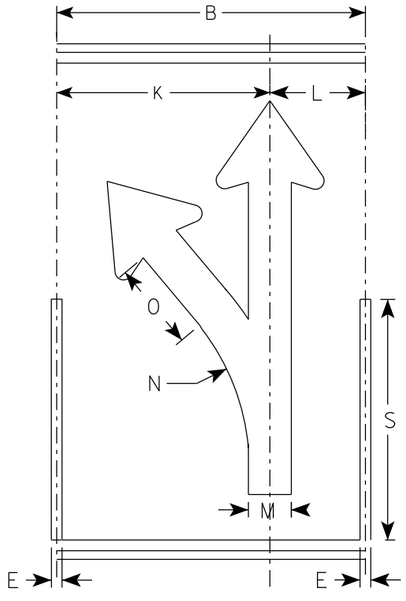
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 280 | E

NOTES

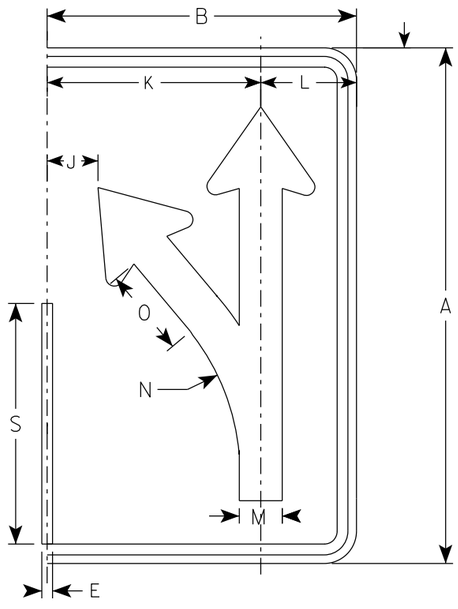
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



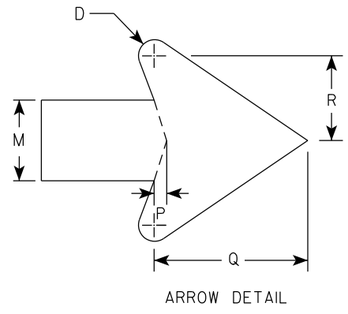
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

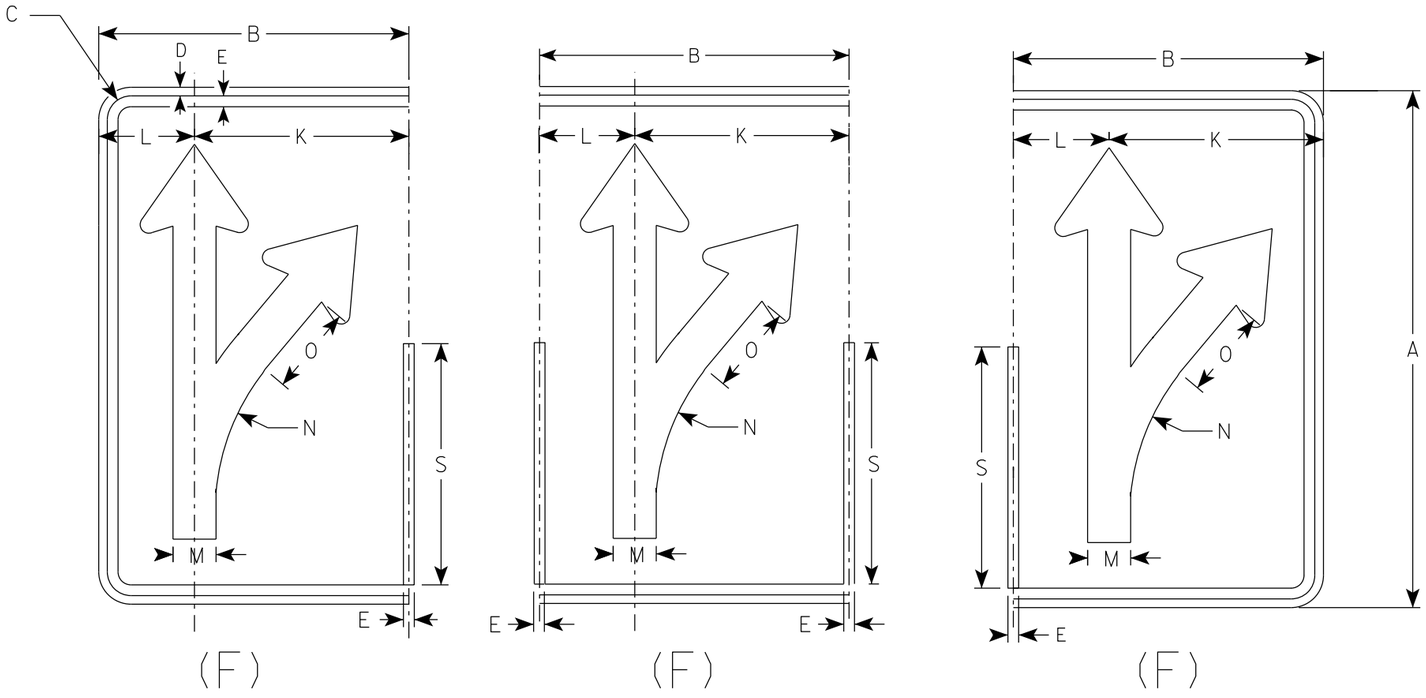
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

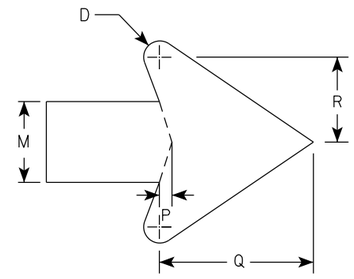
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 281 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(F) (F) (F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

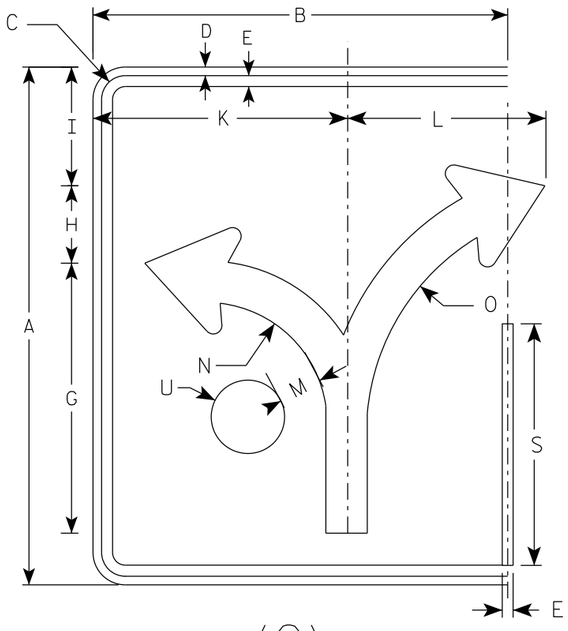
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

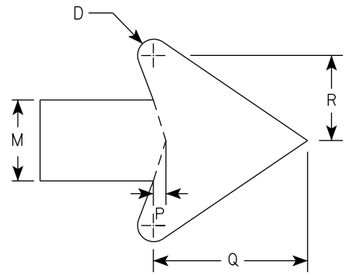
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 282 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

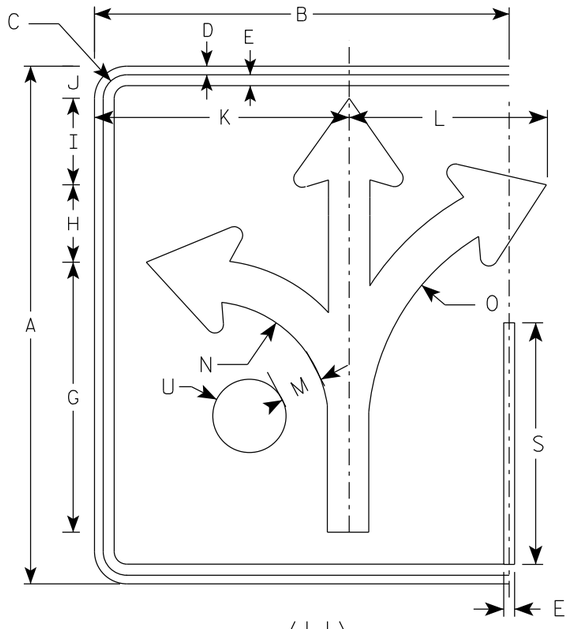
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

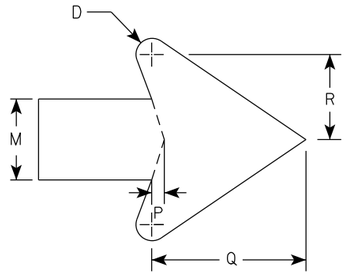
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 283 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

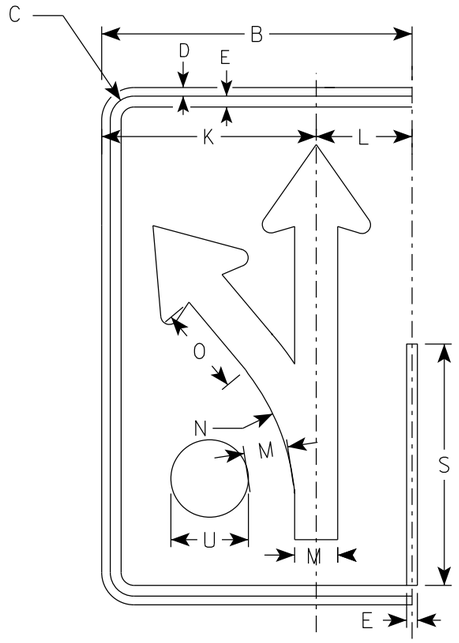
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

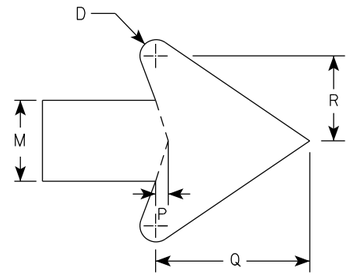
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 284	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

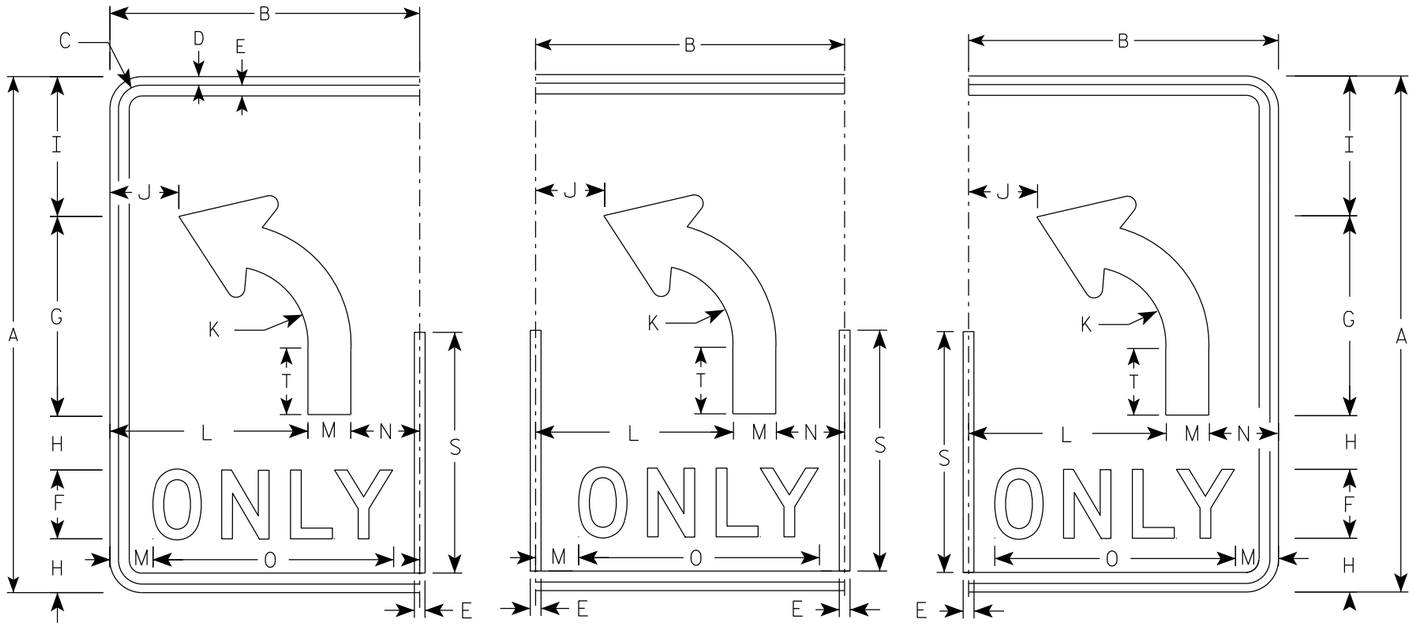
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

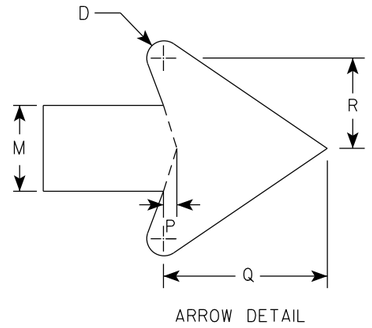
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 285 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



(L) (L) (L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

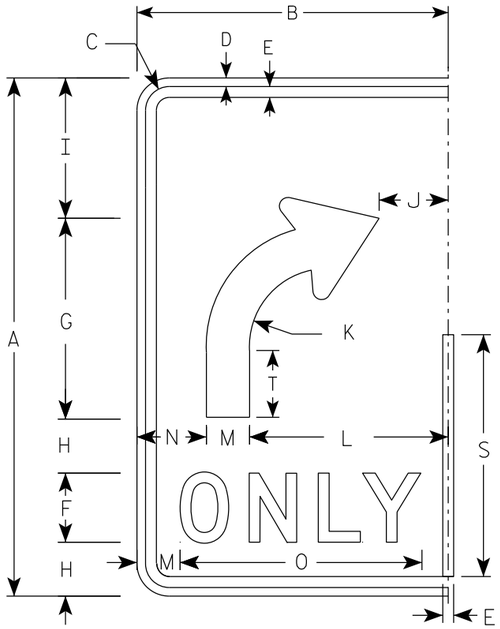
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

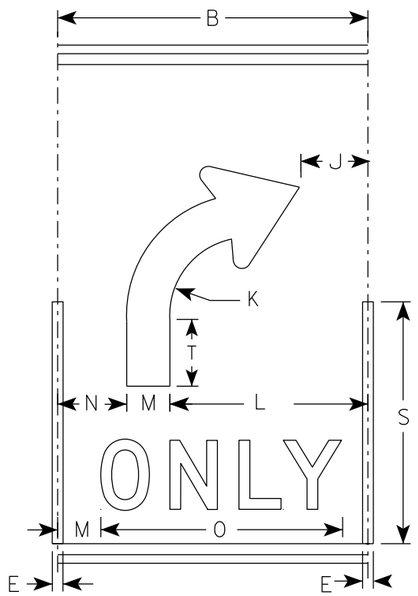
SHEET NO: 286 E

NOTES

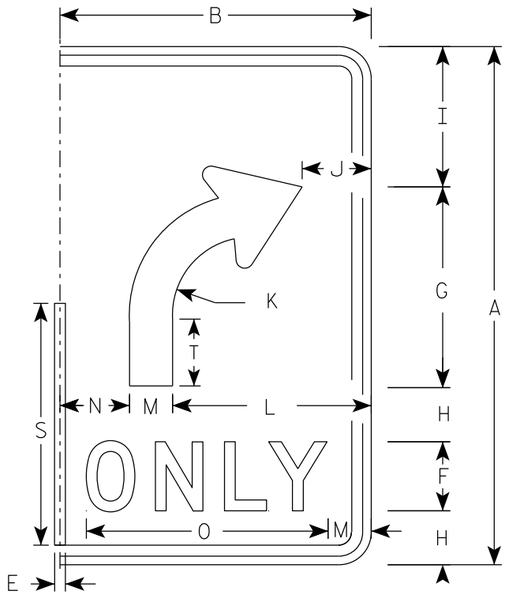
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



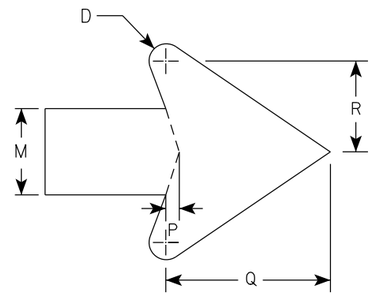
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

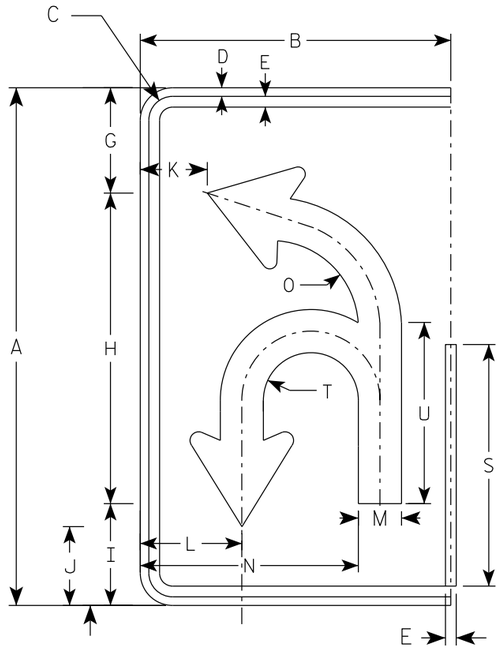
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

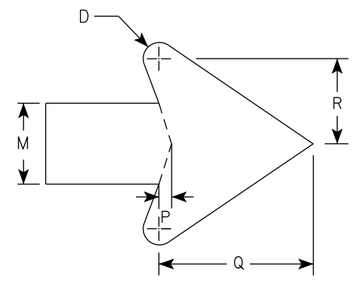
SHEET NO: 287 **E**

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(U)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

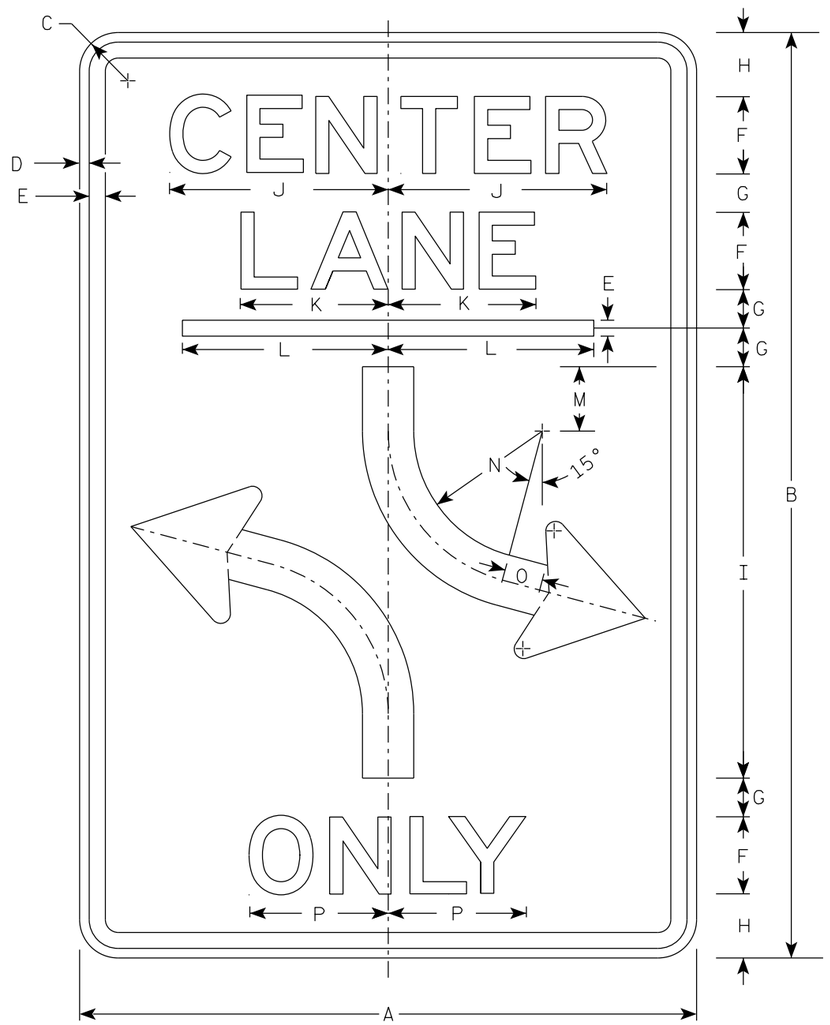
STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

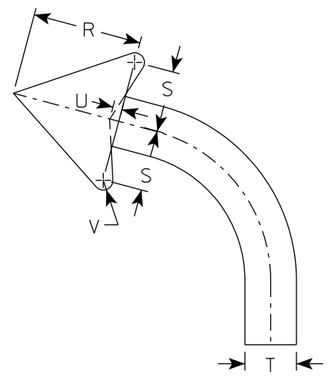
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 288 | E



R3-9B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	3	1 1/2	2 1/2	16	8 1/2	5 3/4	8	2 1/2	5	1 1/2	5 1/8		4 3/8	2 3/8	2	3/8	3/8					6.0
2M	24	36	1 1/2	3/8	1/2	3	1 1/2	2 1/2	16	8 1/2	5 3/4	8	2 1/2	5	1 1/2	5 1/8		4 3/8	2 3/8	2	3/8	3/8					6.0
3	36	48	2 1/4	5/8	7/8	5	1 1/2	3 1/2	20	14 1/8	9 1/2	12	3	7 3/8	2	9 7/8		6 1/8	3 1/2	3	1/2	5/8					12.0
4																											
5																											

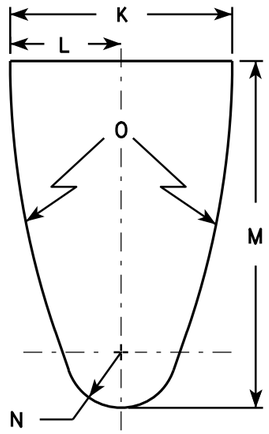
STANDARD SIGN
R3-9B

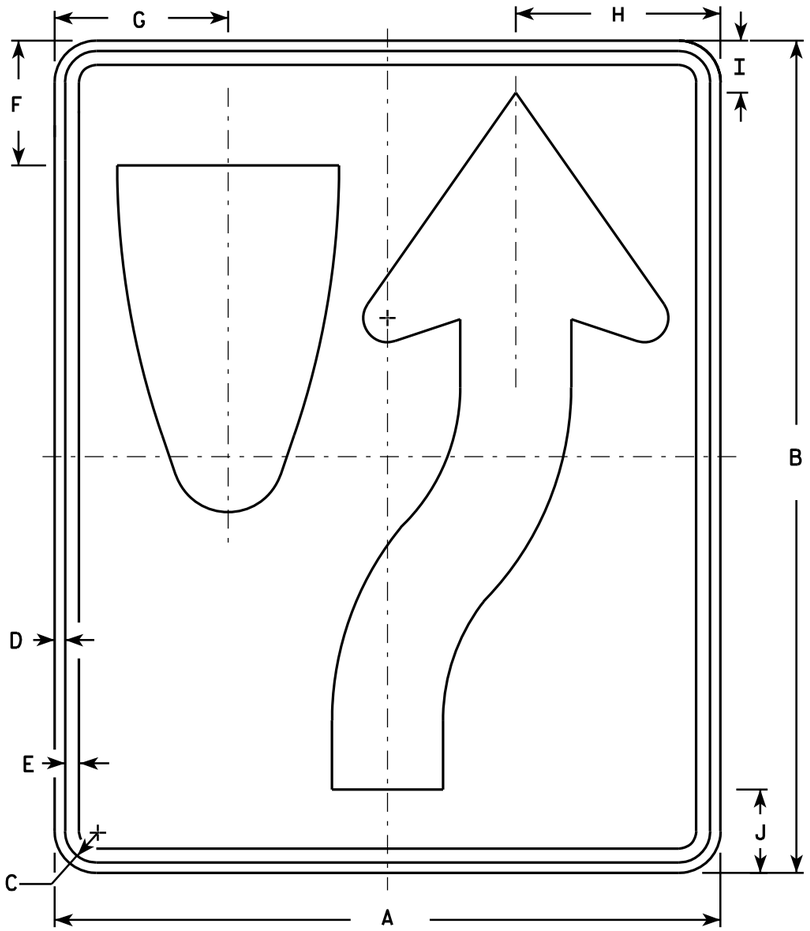
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2022 PLATE NO. R3-9B.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 289 E

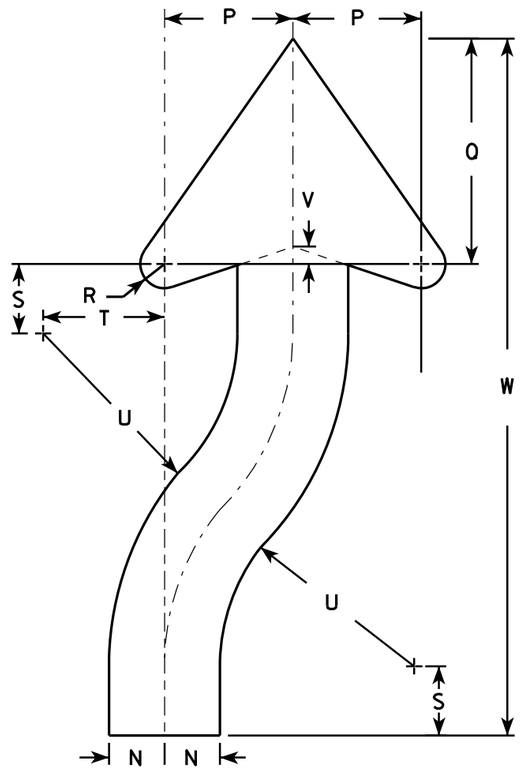




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

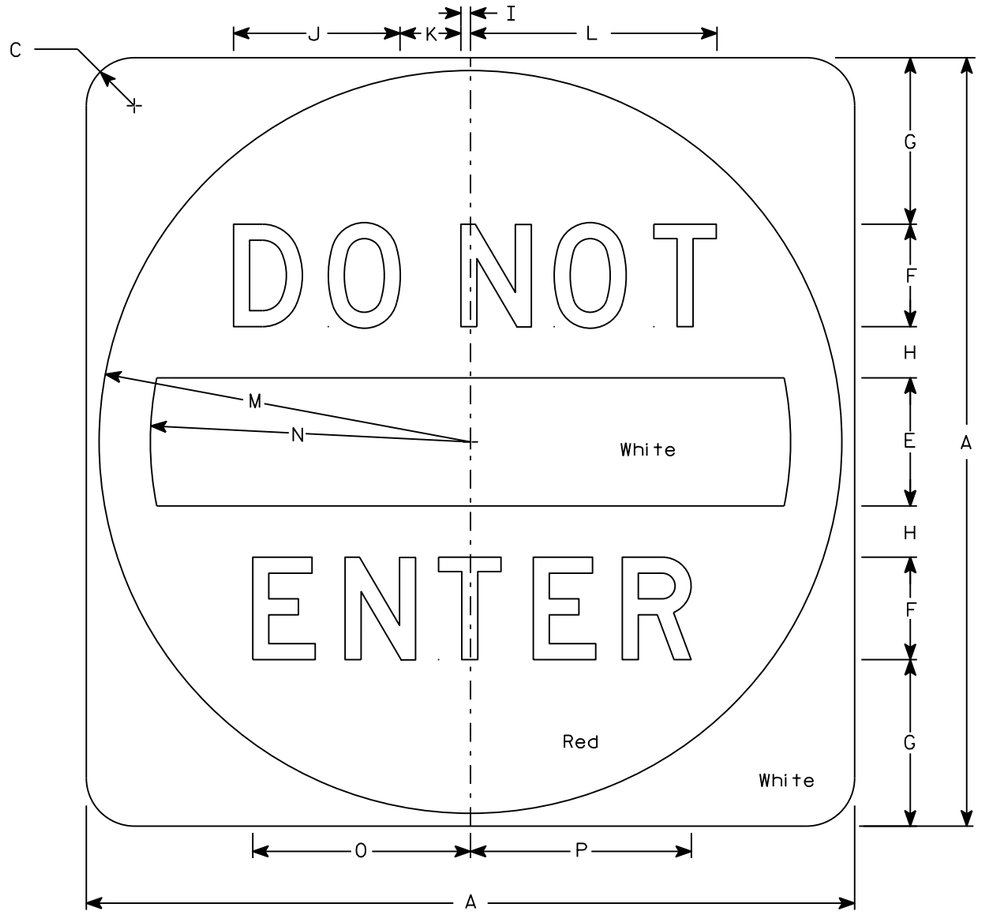
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 290	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

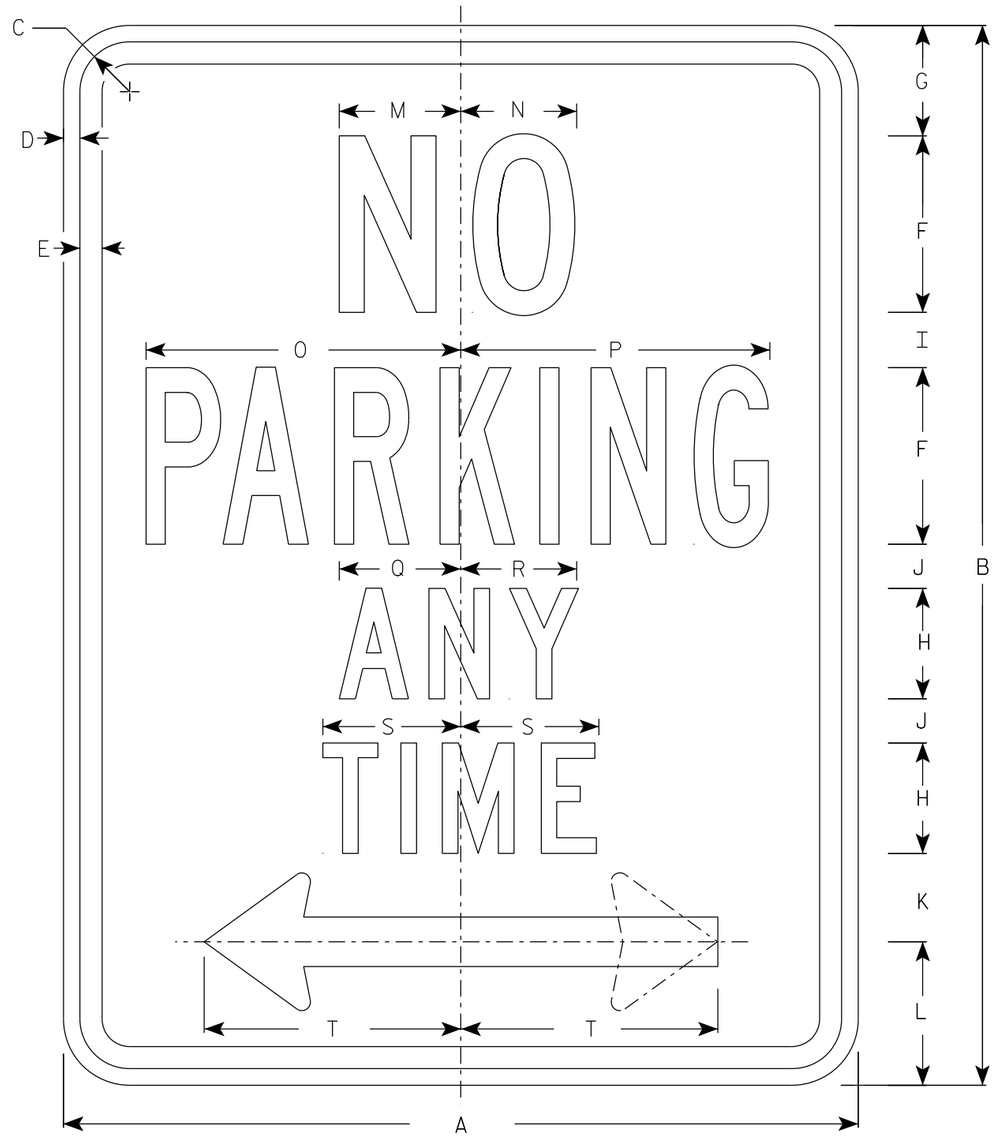
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

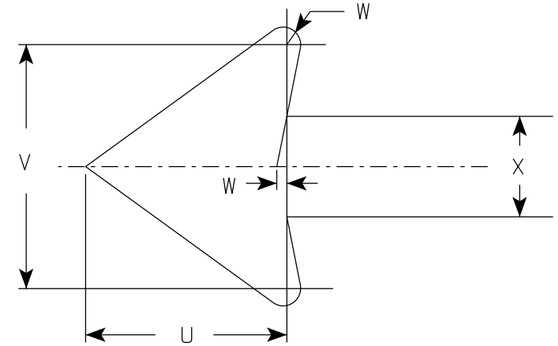
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 291 | E



R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

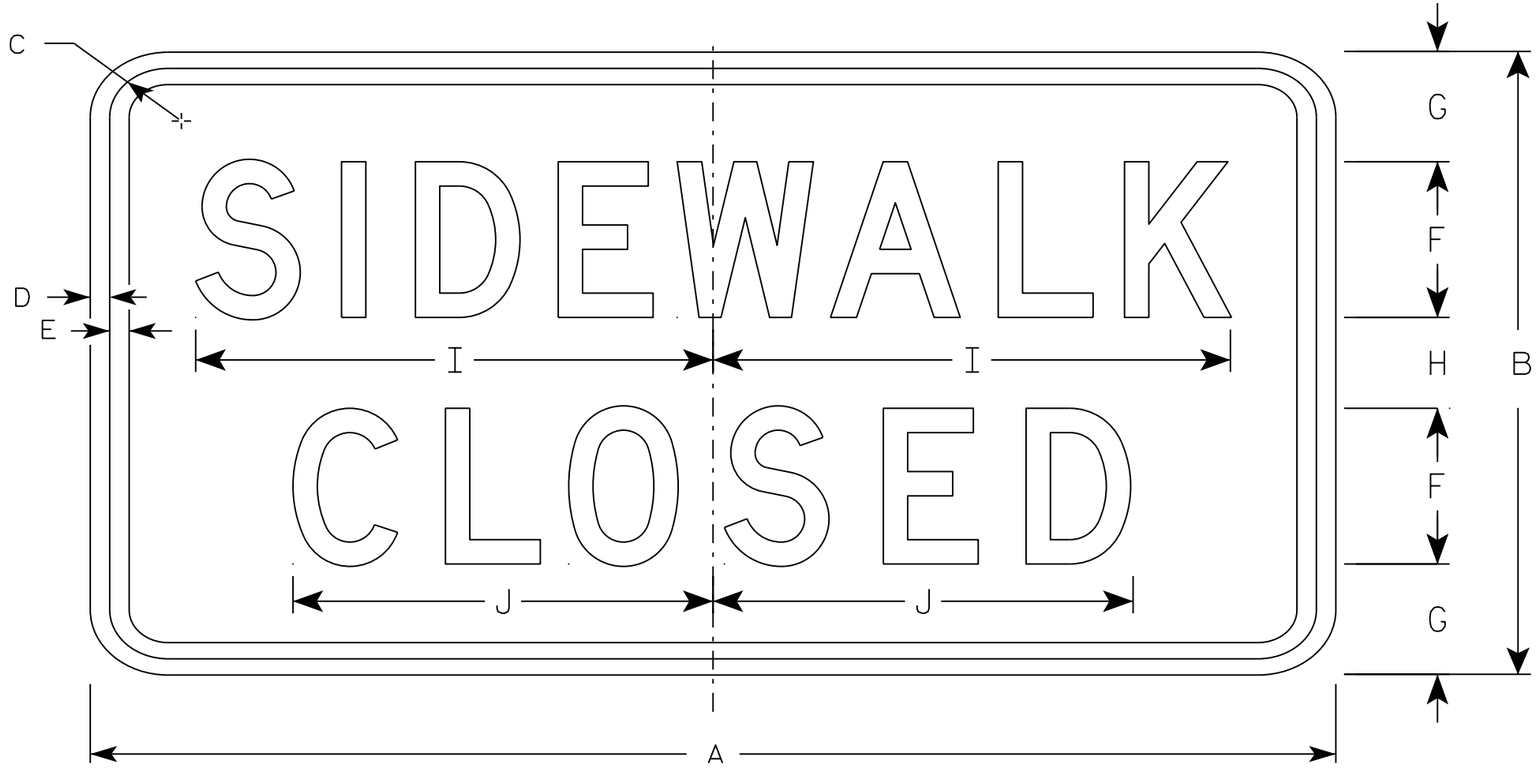
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2021 PLATE NO. R7-1.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 292 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

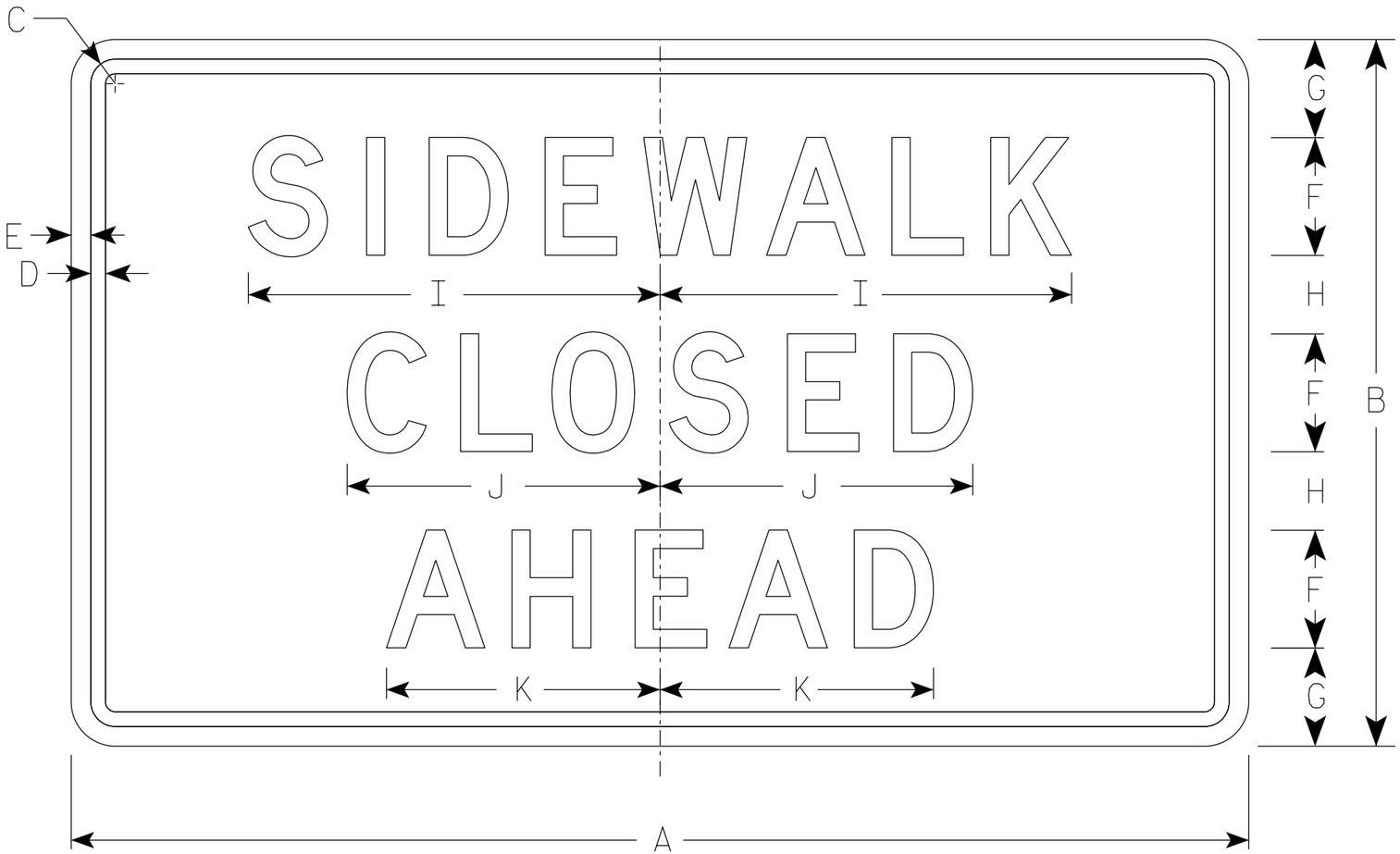
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 293 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																											

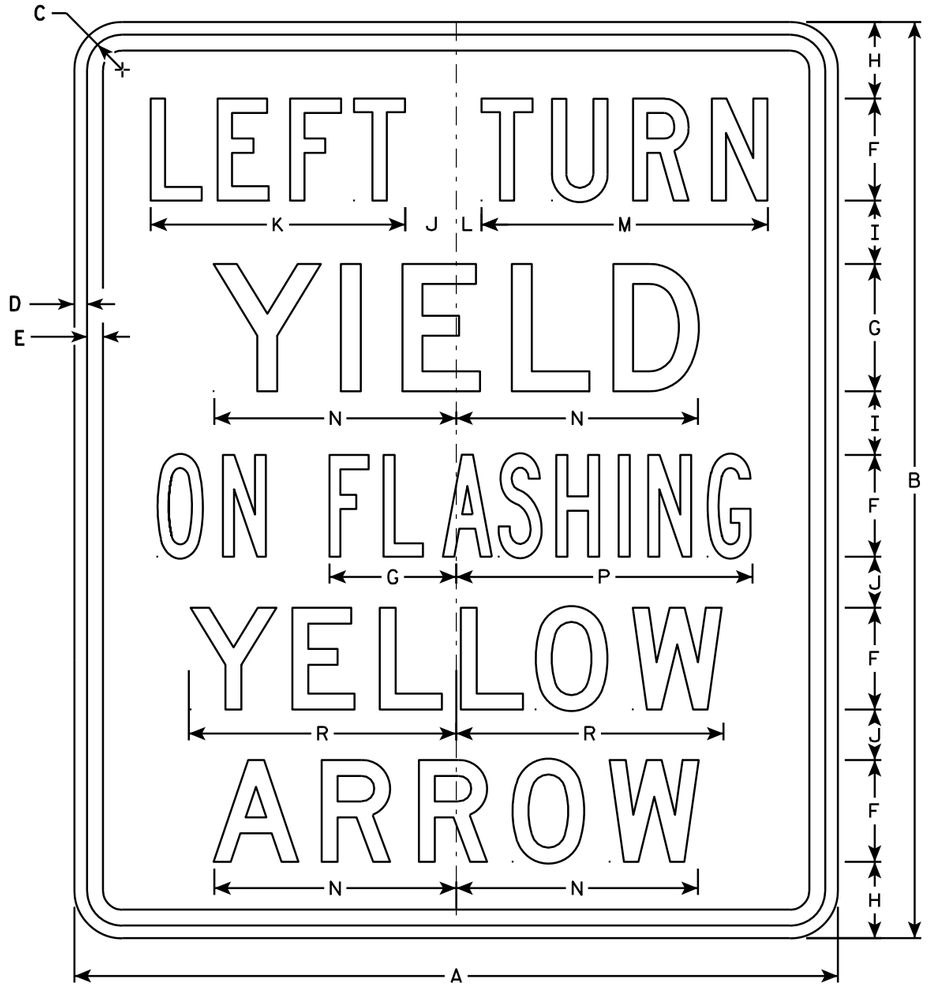
STANDARD SIGN
R9-9A

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: 294 | E

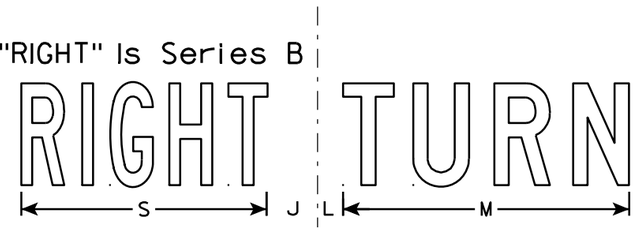


R10-50L

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 - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C.
   Lines 2, 4 and 5 are Series D.
   Line 3 is Series B.

"RIGHT" Is Series B



R10-50R

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	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
3																											
4																											
5																											

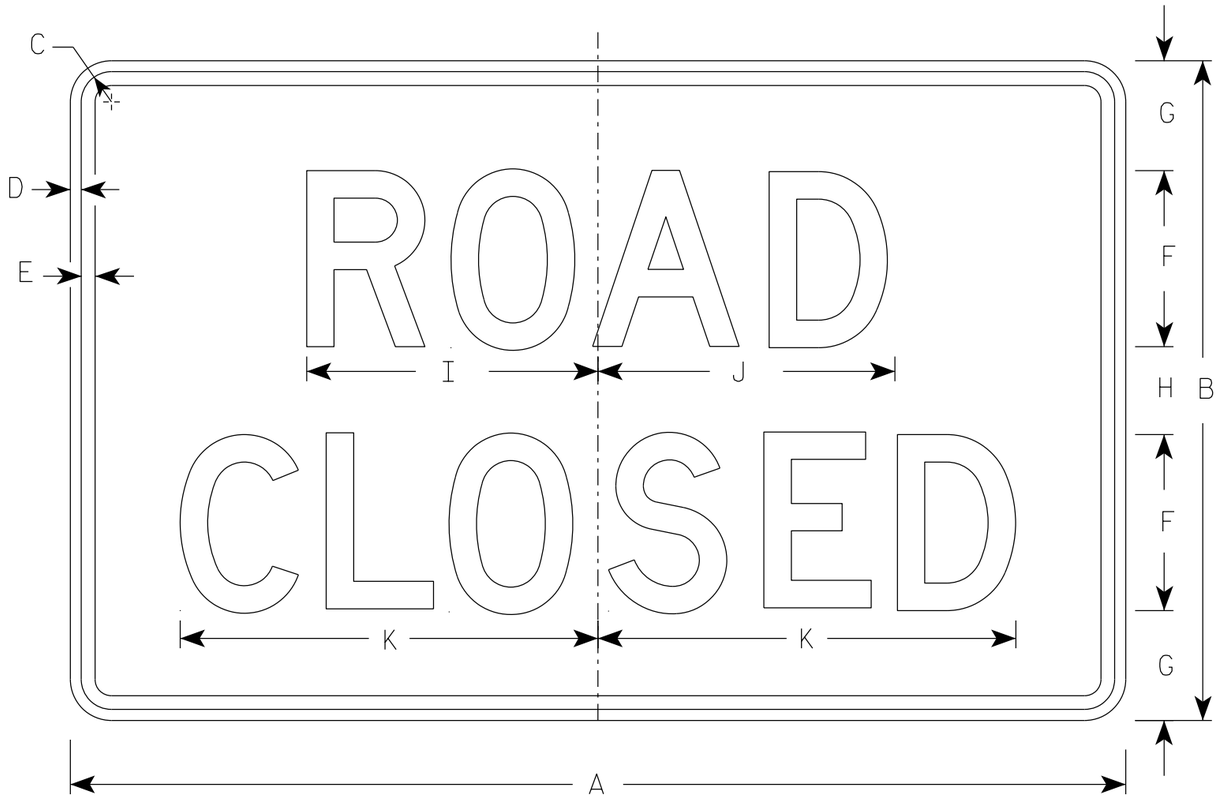
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/11/13 PLATE NO. R10-50.2

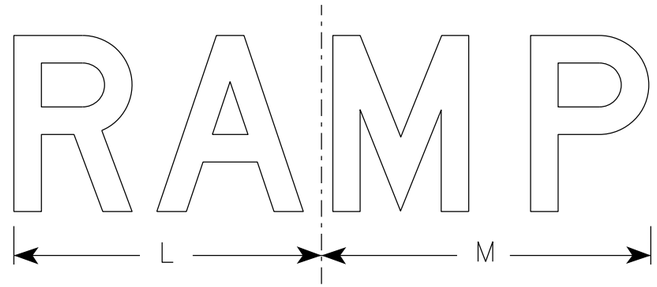
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 295	E



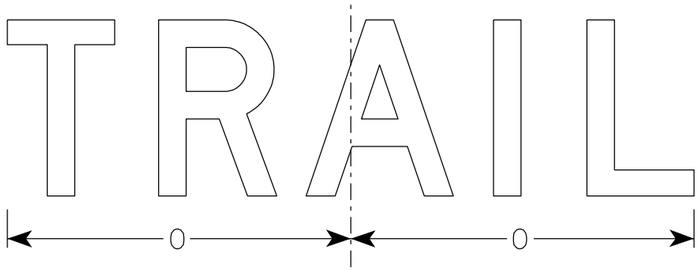
R11-2

NOTES

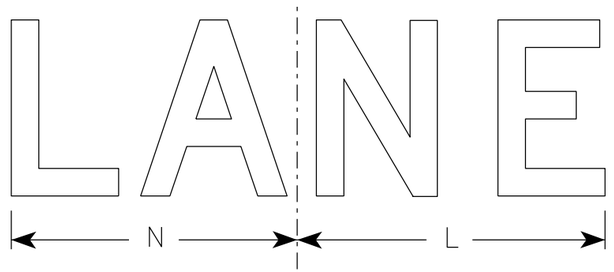
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

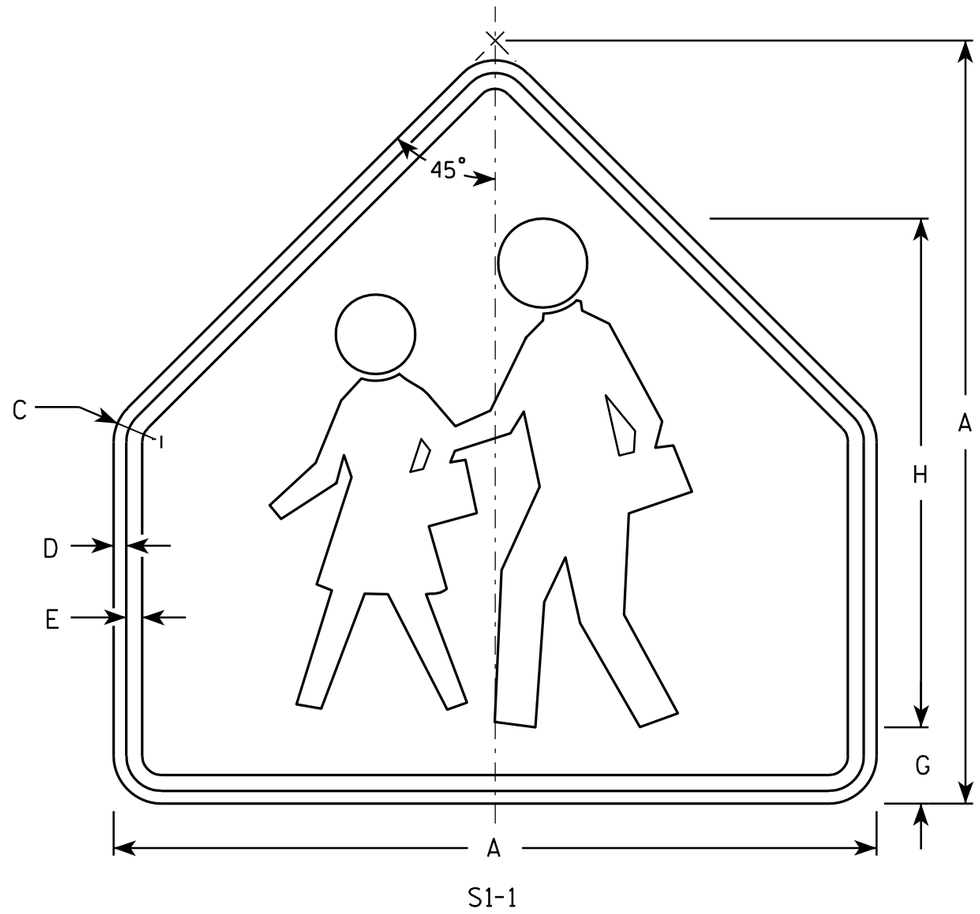
STANDARD SIGN
R11-2

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: 296	E



S1-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

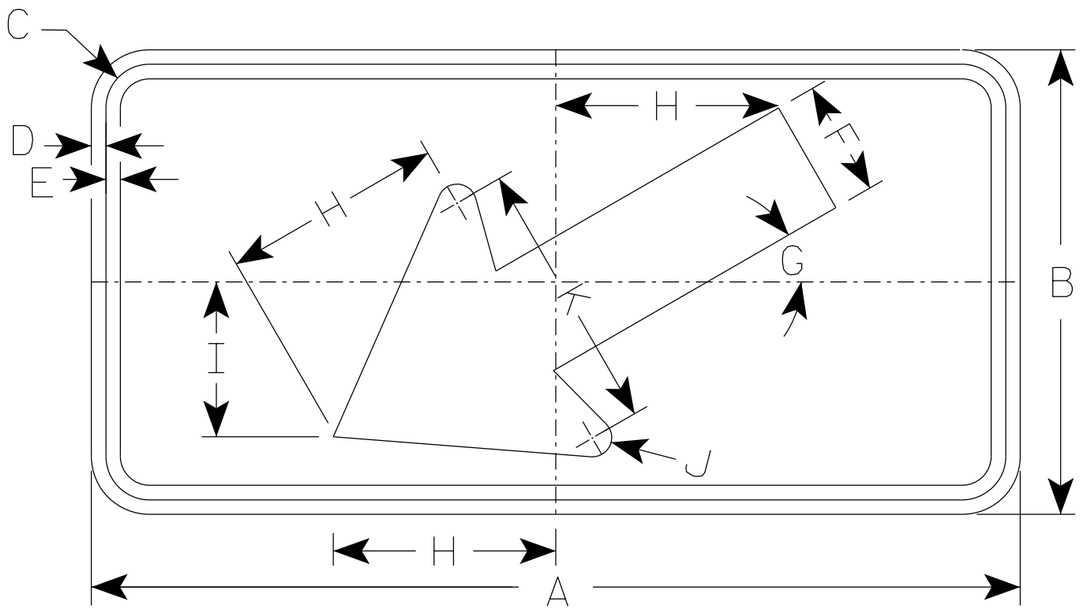
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 297	E



S16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. S16-7R are the same as S16-7L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
S16-7

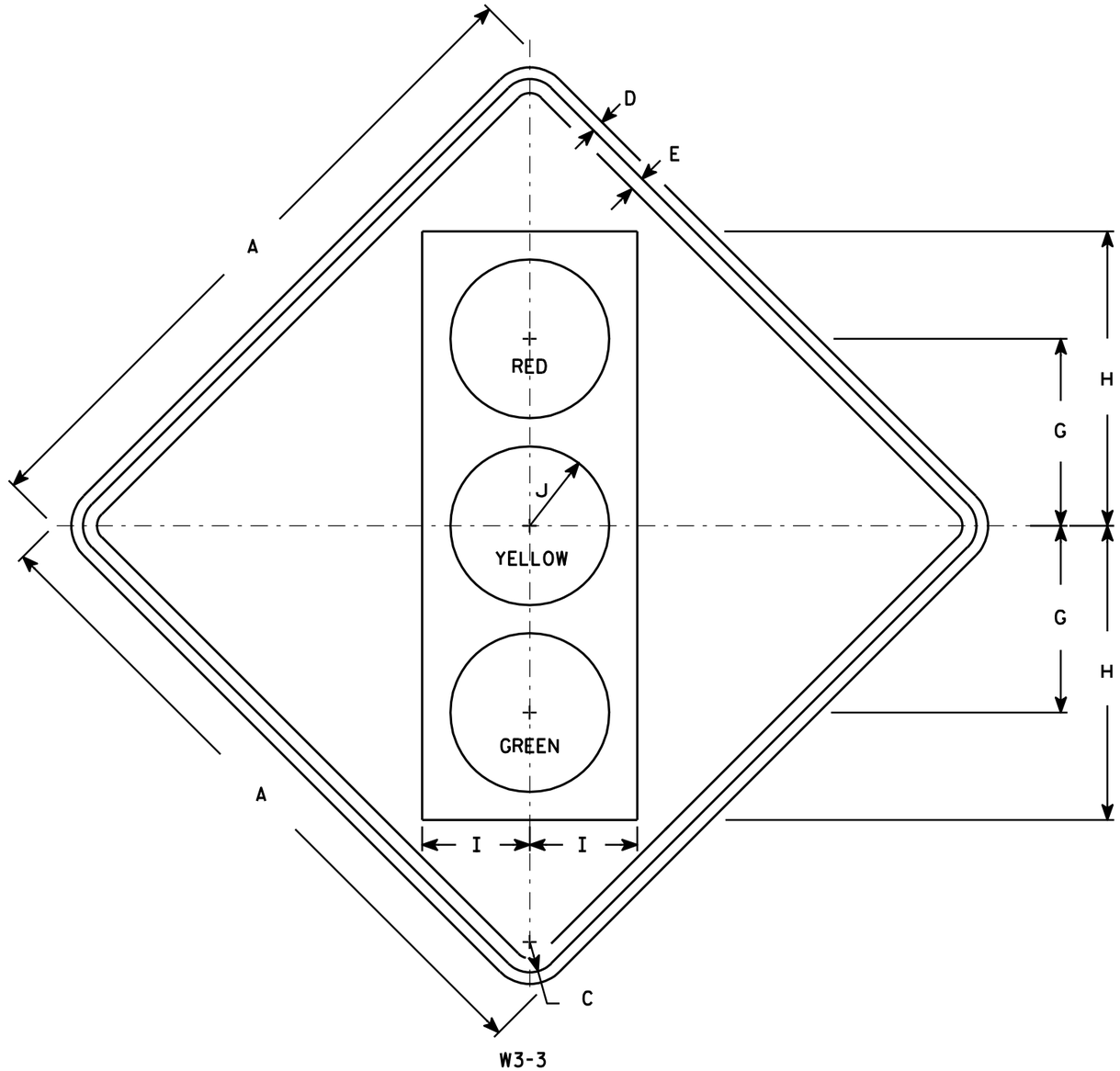
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. S16-7.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 298 E

7



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - 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. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

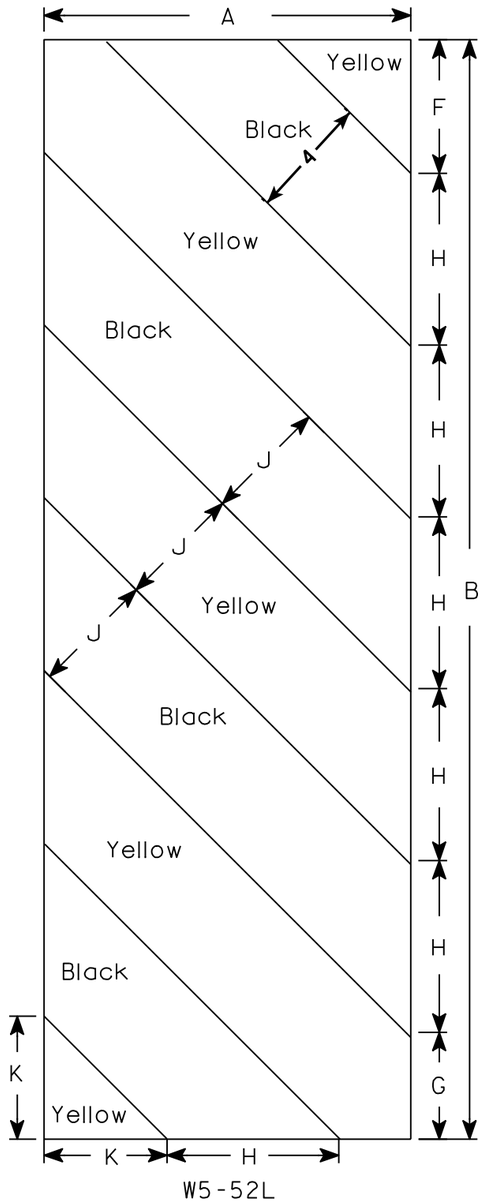
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

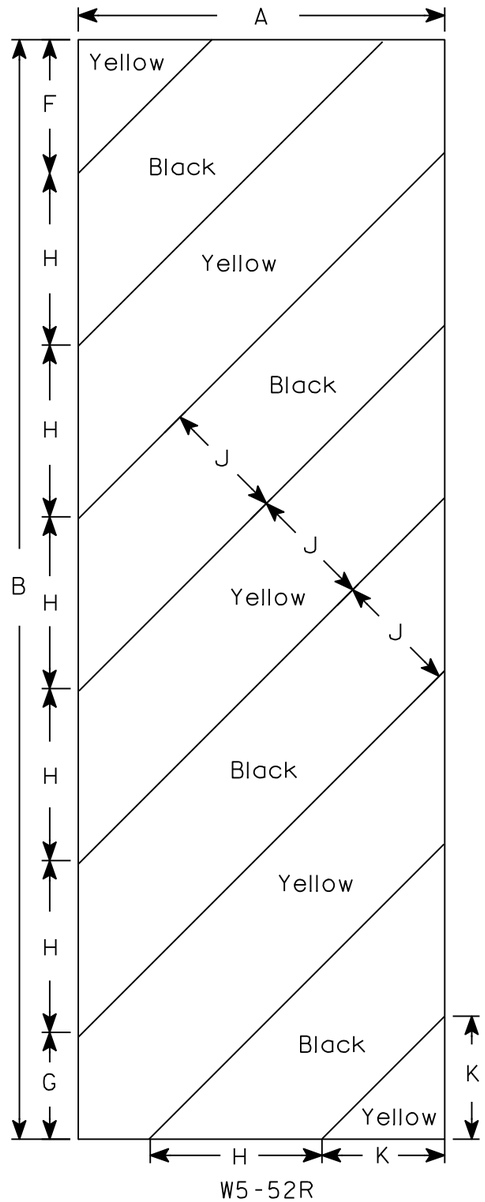
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 299 | E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

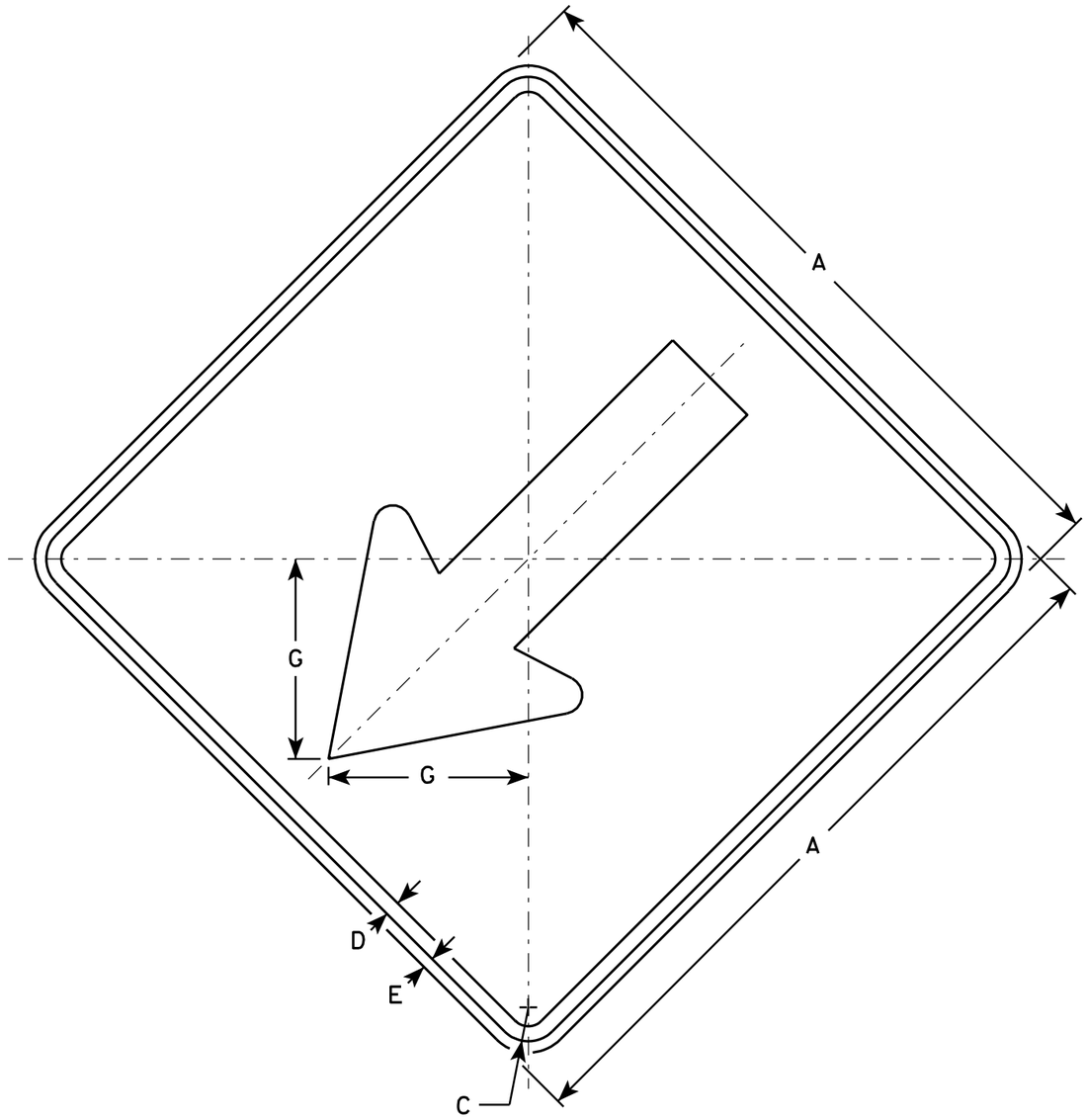
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

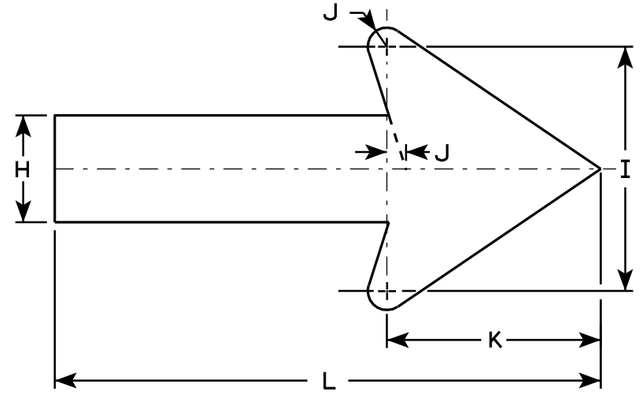
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 300	E



W12-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		6 5/8	3 1/2	8	5/8	7	18															4
2M	24		1 1/8	1/2	3/8		6 5/8	3 1/2	8	5/8	7	18															4
3	30		1 3/8	5/8	1/2		8 1/4	4 3/8	10	3/4	8 3/4	22 3/8															6.25
4	36		1 3/4	3/4	5/8		10 3/8	5 1/2	12 1/2	1	11	27 7/8															9.0
5	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16

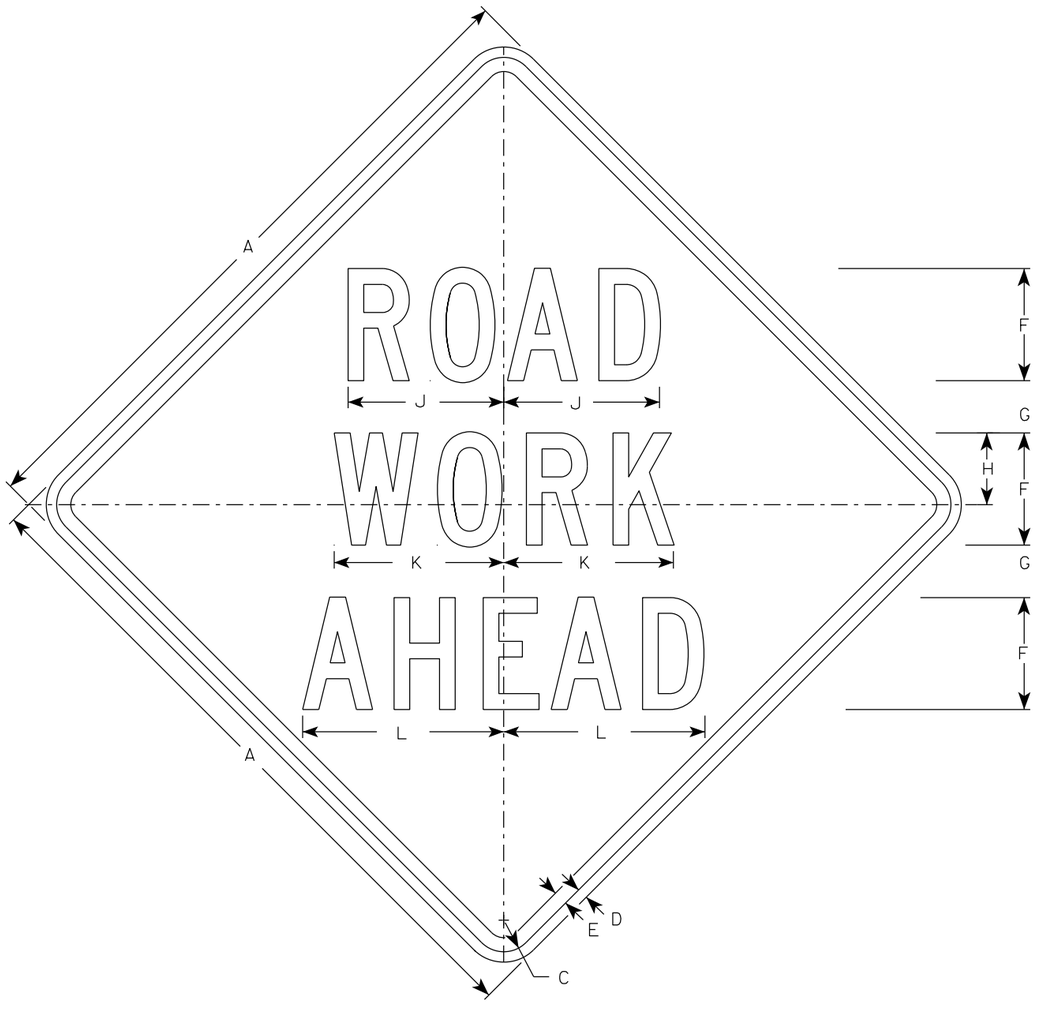
STANDARD SIGN
W12-1

WISCONSIN DEPT OF TRANSPORTATION

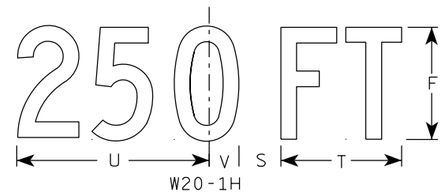
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1.12

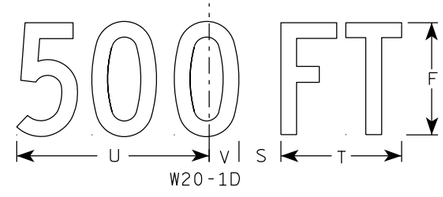
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 301 | E



W20-1A

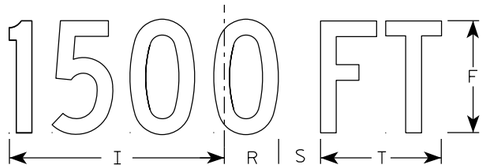


W20-1H



W20-1D

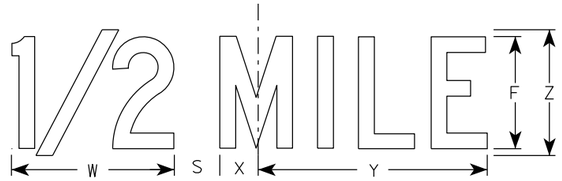
W20-1C



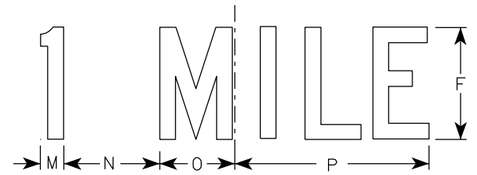
W20-1B

NOTES

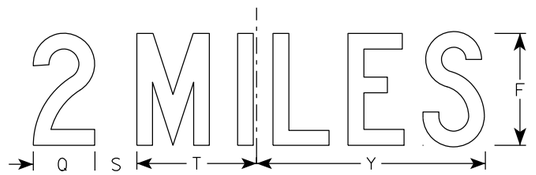
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

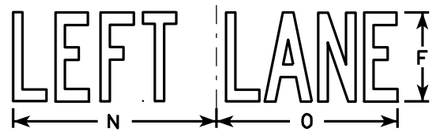
WISDOT/CADDS SHEET 42

7

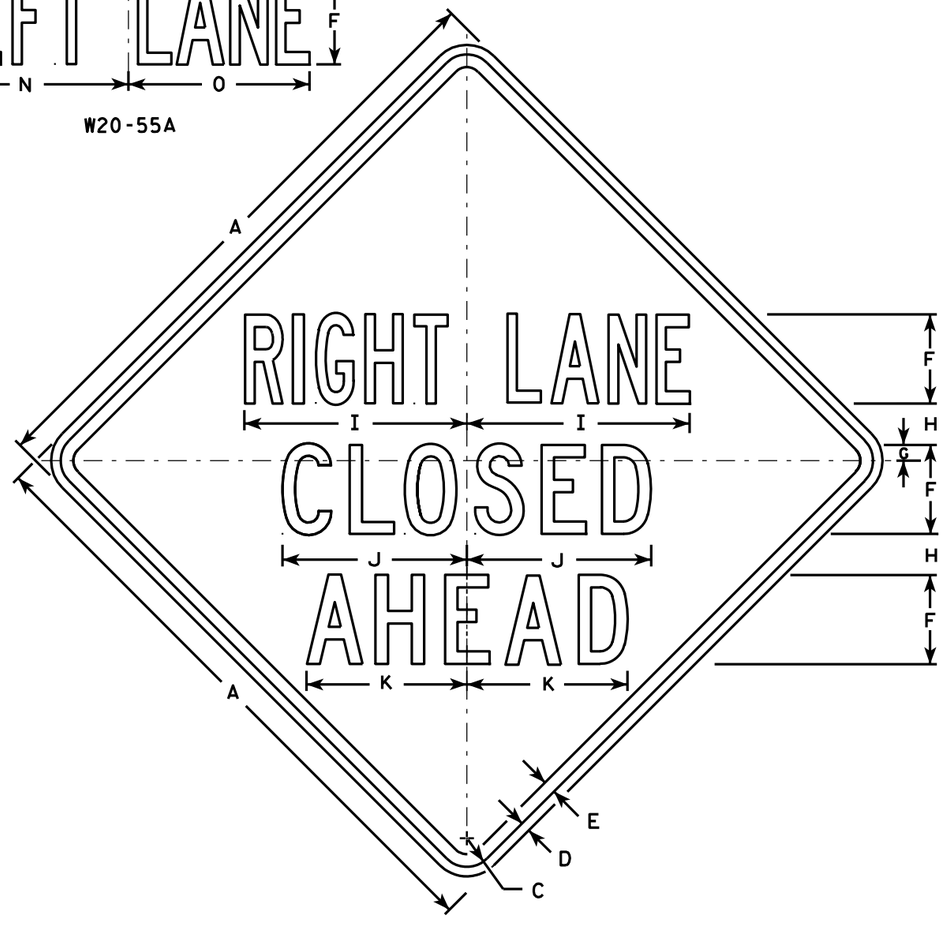
7



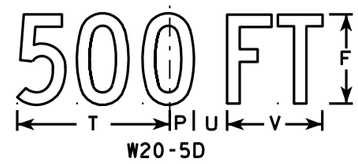
W20-56A



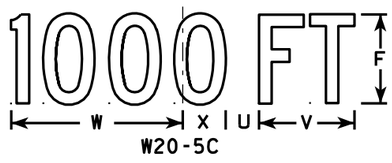
W20-55A



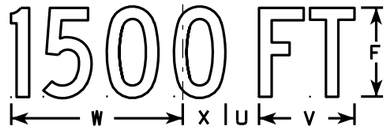
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

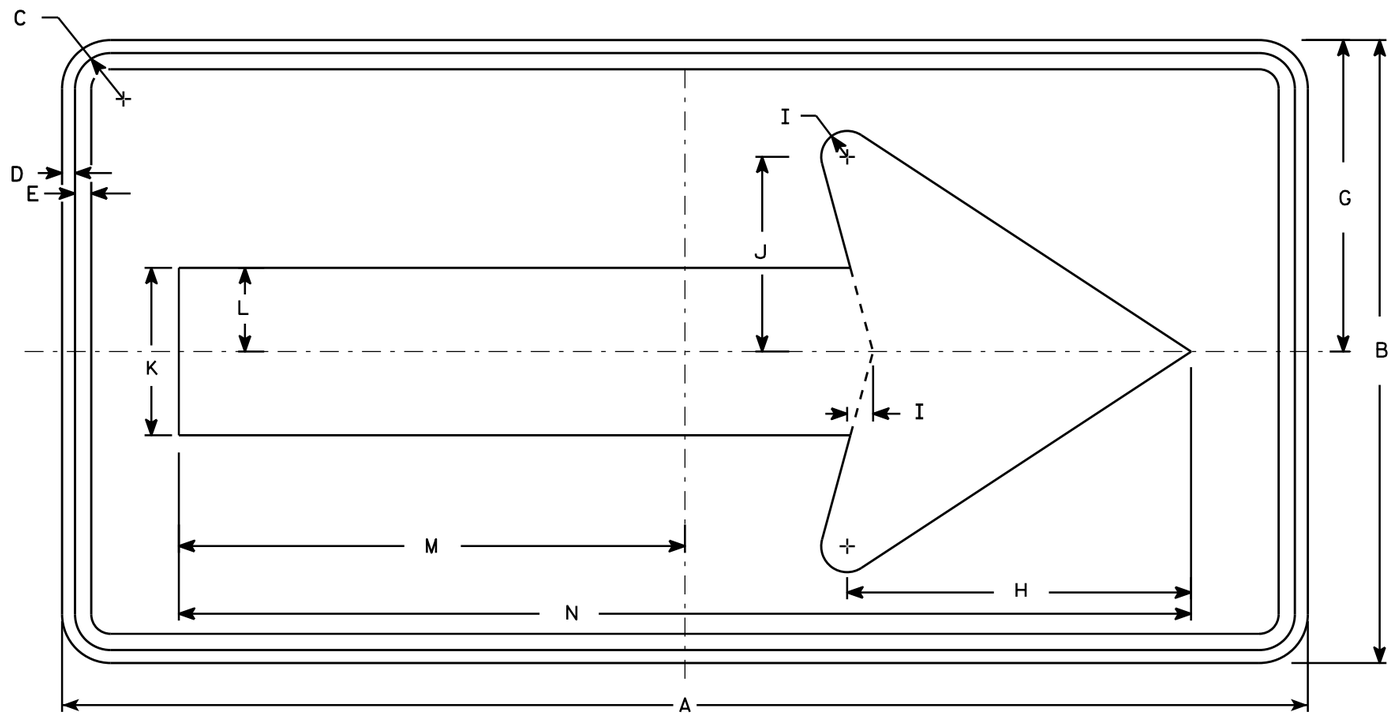
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 303	E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

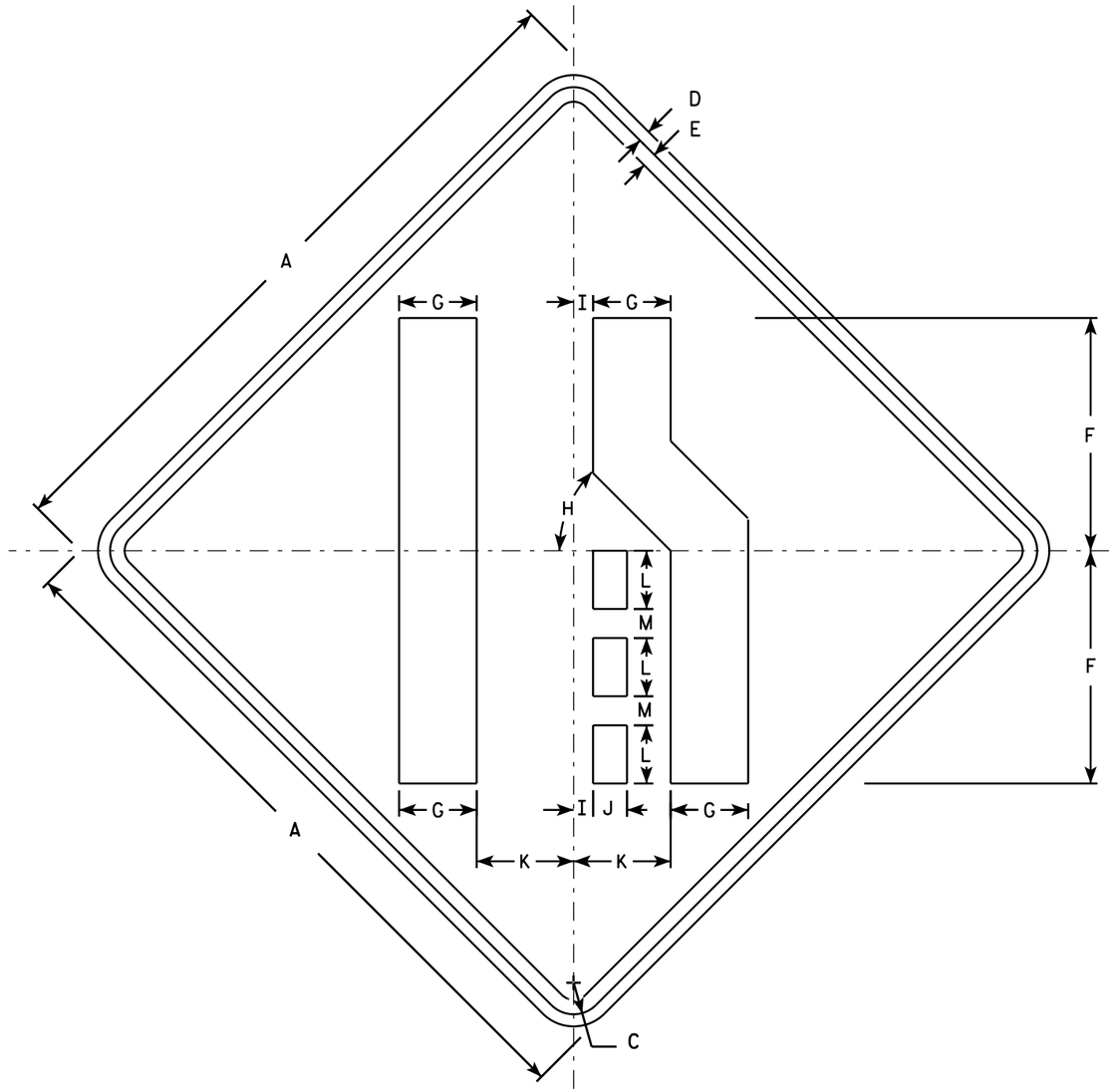
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

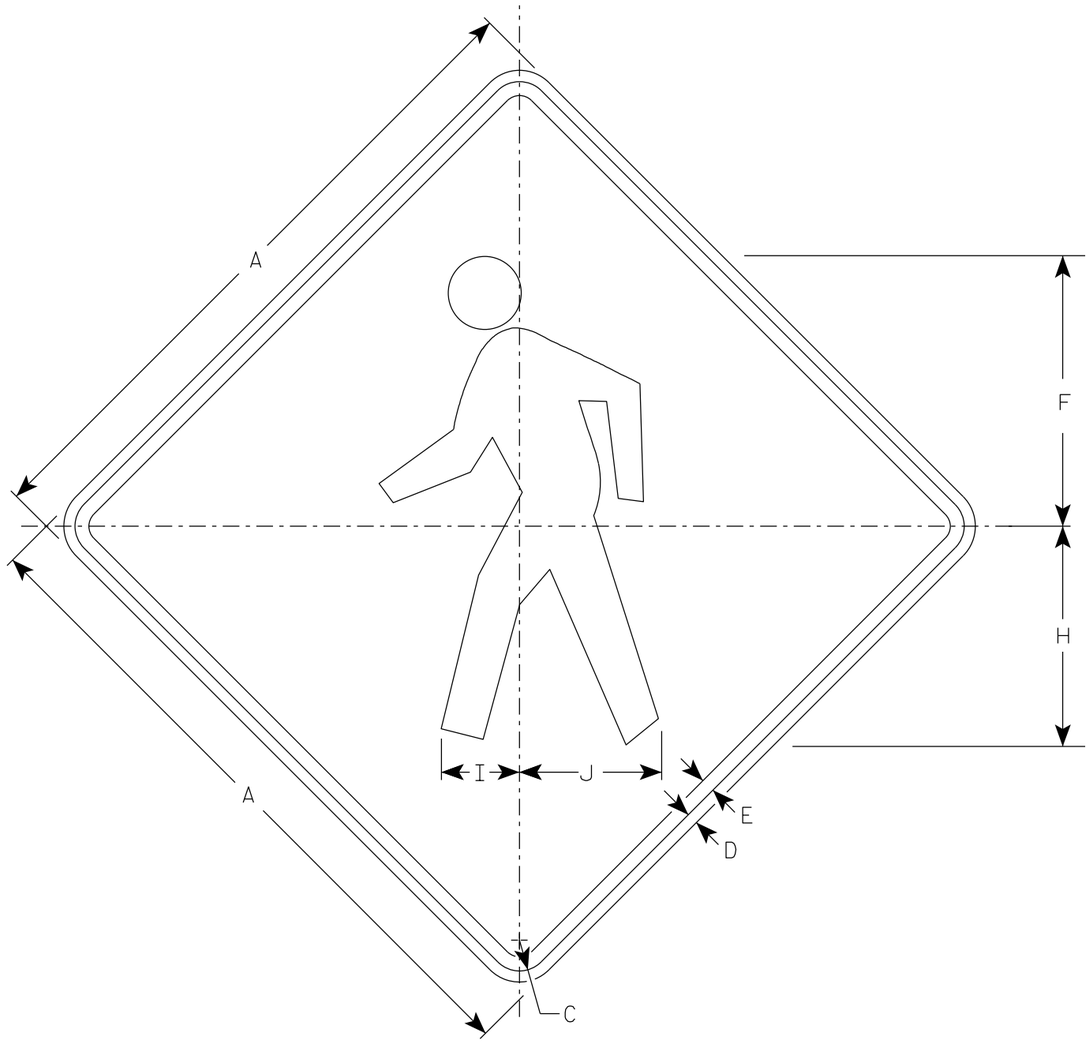
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 305 W04-2.1

PROJECT NO: | SHEET NO: E



WO11-2

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.

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	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

WO11-2

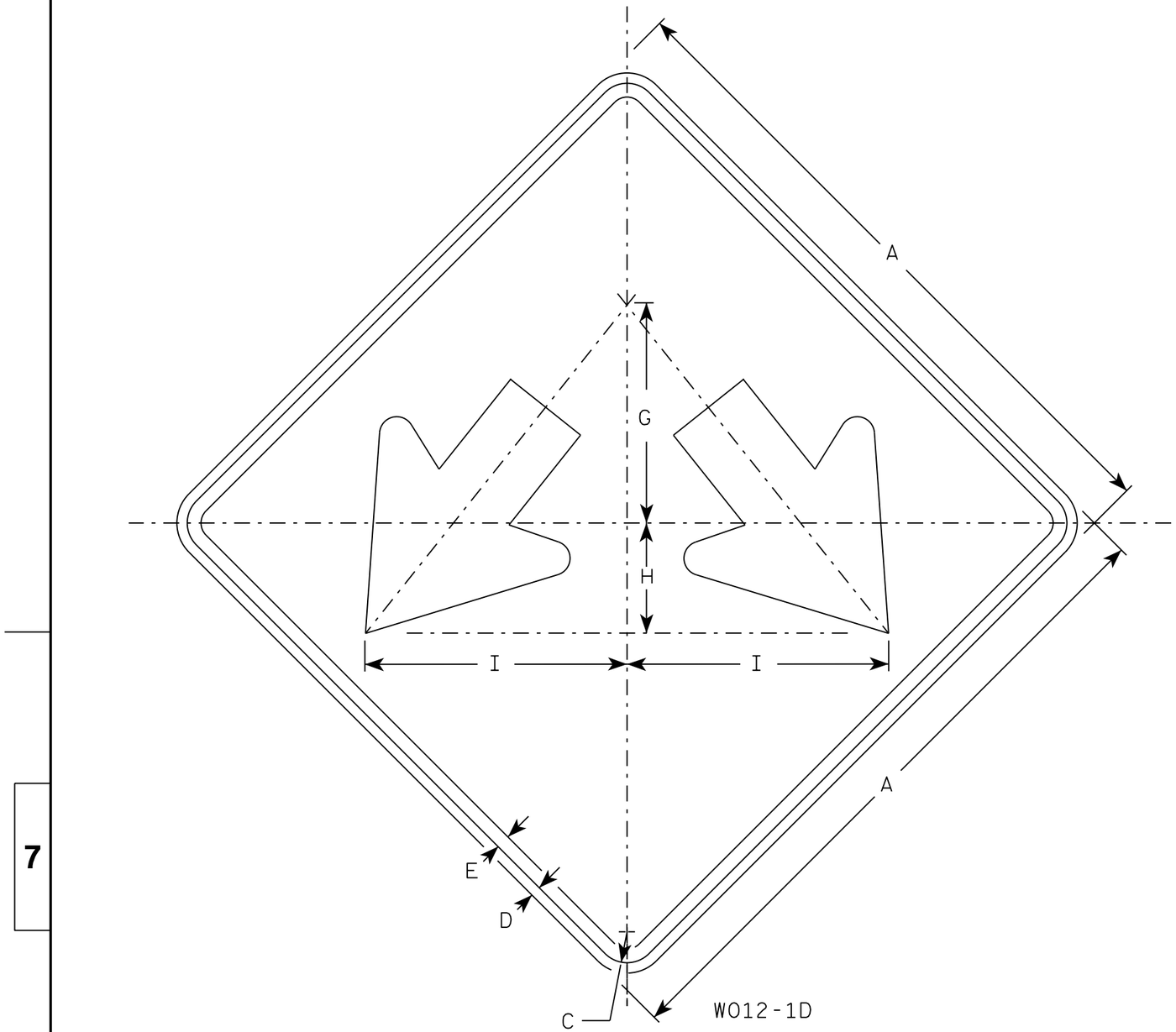
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 4/8/2020 PLATE NO. WO11-2.1

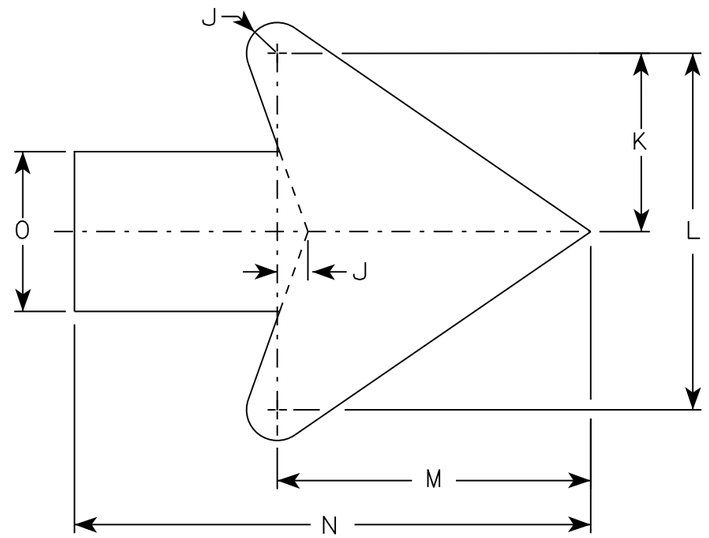
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 306	E



W012-1D

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	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0

STANDARD SIGN
W012-1D

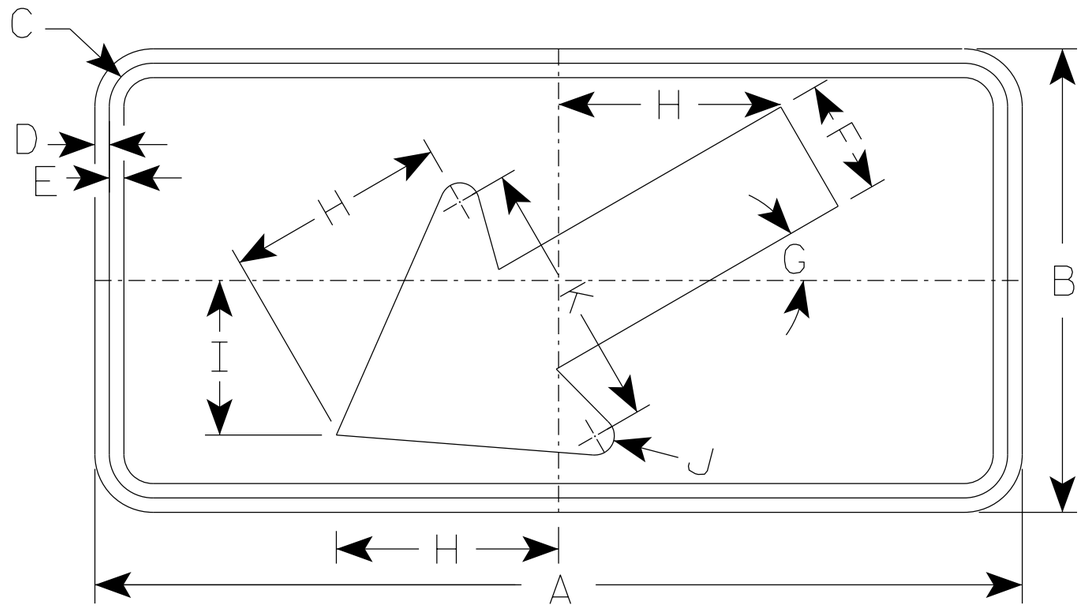
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO W012-1D.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CADfiles\Projects\tr_stdplate\W0121D.DGN PLOT DATE : 11-AUG-2016 11:28 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.621375:1.000000



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L 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	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W016-7.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E

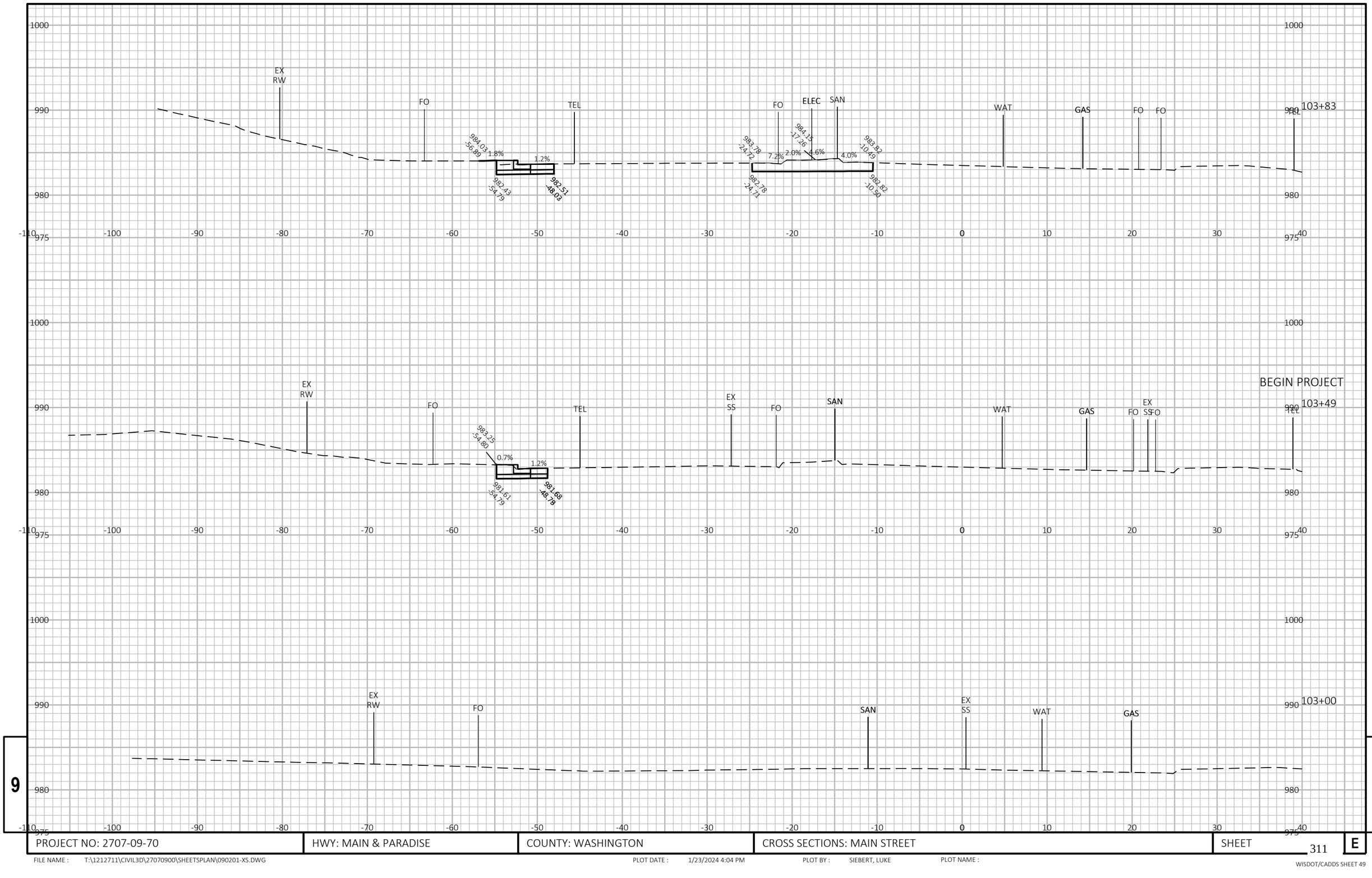
MAIN STA 103+49 - 109+86

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	1.10	
										NOTE 8
103+49.10	0.00	7.81	1.00	0.00	0	0	0	0	0	0
103+82.61	33.51	24.66	1.00	0.08	20	1	0	20	0	19
104+00.00	17.39	25.90	1.00	0.51	16	1	0	36	0	34
104+50.00	50.00	30.25	5.00	1.51	52	6	2	88	2	78
105+00.00	50.00	28.39	33.00	2.70	54	35	4	142	7	92
105+50.00	50.00	42.47	33.00	4.07	66	61	6	208	13	91
105+75.00	25.00	75.11	33.00	0.32	54	31	2	262	15	112
106+00.00	25.00	88.33	33.00	0.00	76	31	0	338	15	157
106+12.04	12.04	71.96	33.00	0.00	36	15	0	374	15	178
106+50.00	37.96	0.00	33.00	0.00	51	46	0	425	15	183
106+92.02	42.02	78.83	33.00	0.00	61	51	0	486	15	193
106+96.36	4.34	132.34	33.00	0.00	17	5	0	503	15	205
107+00.00	3.64	117.07	33.00	1.59	17	4	0	520	15	218
107+00.09	0.09	83.63	33.00	0.00	0	0	0	520	15	218
107+25.08	24.99	93.60	33.00	0.00	82	31	0	602	15	269
107+25.11	0.03	45.37	33.00	0.00	0	0	0	602	15	269
107+50.00	24.89	44.41	33.00	0.52	41	30	0	643	15	280
107+50.08	0.08	18.94	33.00	0.00	0	0	0	643	15	280
108+00.00	49.92	46.11	33.00	0.01	60	61	0	703	15	279
108+50.00	50.00	19.86	5.00	0.02	61	35	0	764	15	305
109+00.00	50.00	8.41	1.00	0.02	26	6	0	790	15	325
109+50.00	50.00	2.08	1.00	0.00	10	2	0	800	15	333
109+85.31	35.31	1.74	1.00	0.00	3	1	0	803	15	335

MAIN STA 156+83 - 161+11

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	1.10	
156+83.28	0.00	5.93	7.40	0.00	0	0	0	0	0	0
157+00.26	16.98	17.64	7.40	0.00	7	5	0	0	0	2
157+50.00	49.74	16.63	7.40	0.00	32	14	0	32	0	20
158+00.00	50.00	25.58	7.40	0.00	39	14	0	71	0	45
158+50.00	50.00	24.29	7.40	0.00	46	14	0	117	0	77
159+00.00	50.00	40.20	7.40	0.00	60	14	0	177	0	123
159+15.94	15.94	58.33	7.40	0.00	29	4	0	206	0	148
159+38.63	22.69	14.84	7.40	0.00	31	6	0	237	0	173
159+50.00	11.37	0.00	7.40	0.00	3	3	0	240	0	173
159+65.94	15.94	27.04	7.40	0.00	8	4	0	248	0	177
160+00.00	34.06	38.12	7.40	0.00	41	9	0	289	0	209
160+50.00	50.00	20.12	7.40	0.00	54	14	0	343	0	249
161+00.00	50.00	16.65	7.40	0.00	34	14	0	377	0	269
161+10.69	10.69	18.25	7.40	0.00	7	3	0	384	0	273

DECORAH STA 5+99 - 7+06											
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	1.10		
5+98.89	0.00	28.83	17.00	0.00	0	0	0	0	0	0	
6+50.01	51.12	13.78	17.00	0.00	40	32	0	40	0	8	
7+00.03	50.02	13.69	17.00	0.00	25	31	0	65	0	2	
7+05.79	5.76	13.11	17.00	0.00	3	4	0	68	0	1	



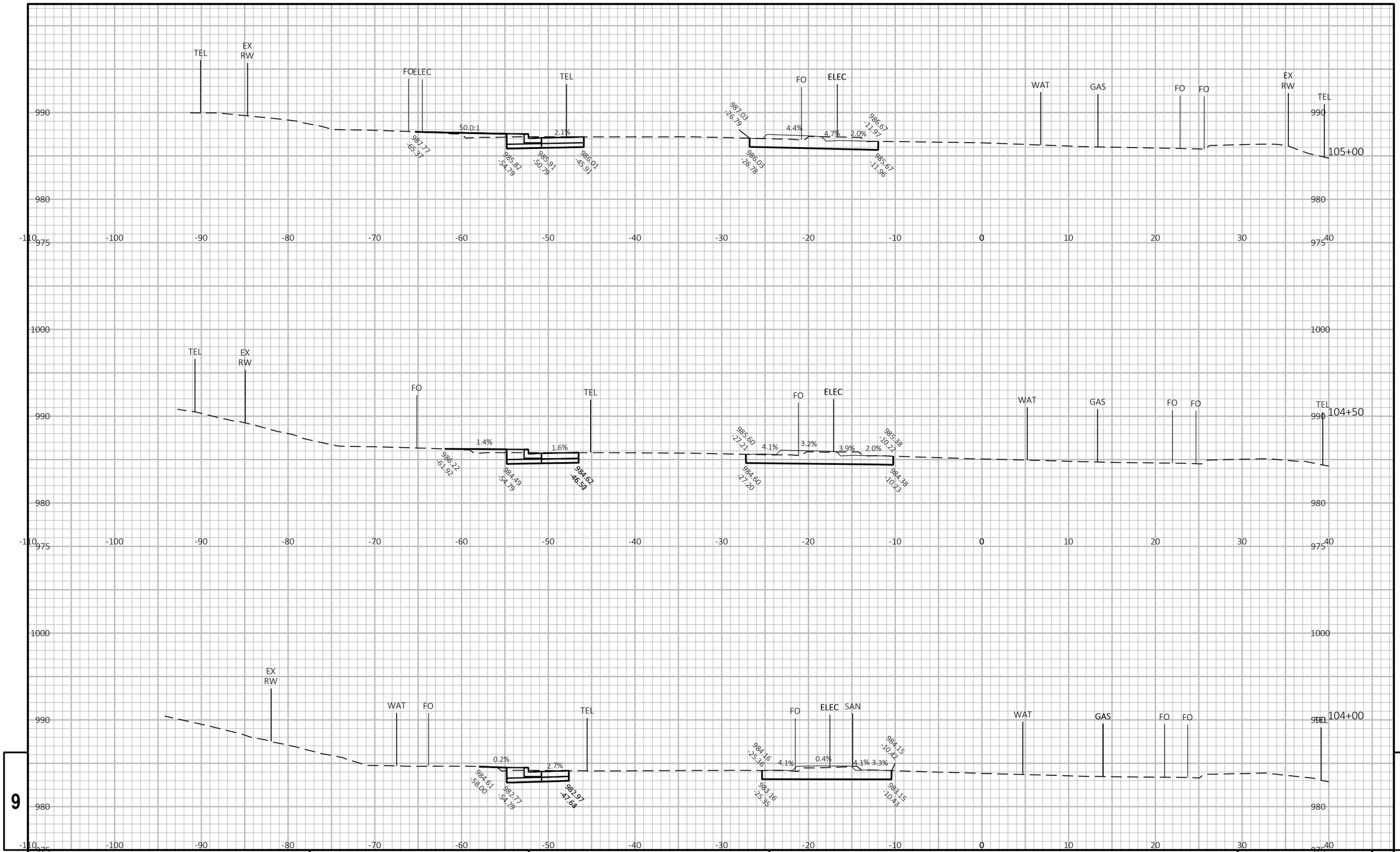
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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: MAIN STREET	SHEET 311	E

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WISDOT/CADDS SHEET 49



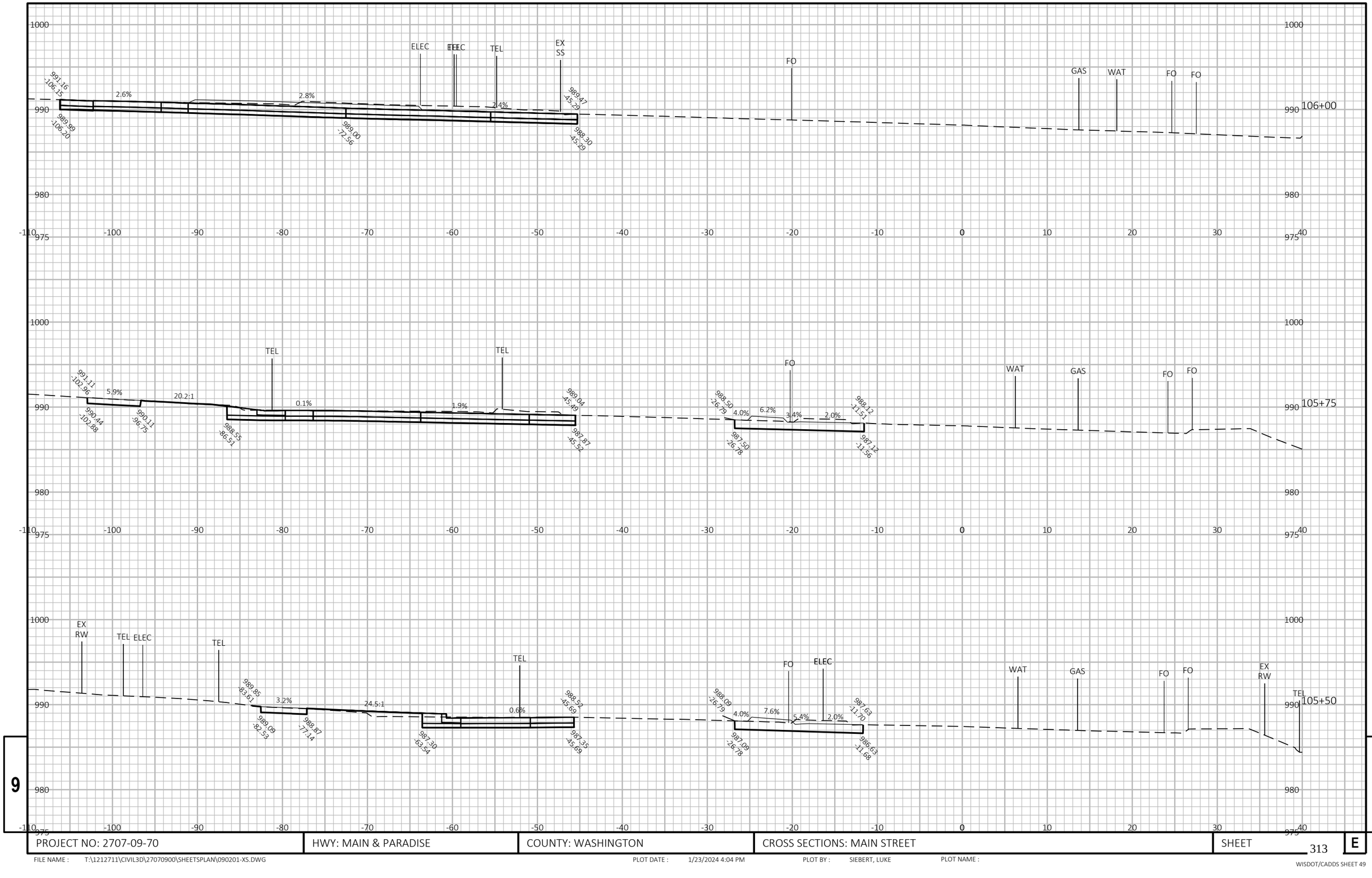
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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: MAIN STREET	SHEET 312	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/23/2024 4:04 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



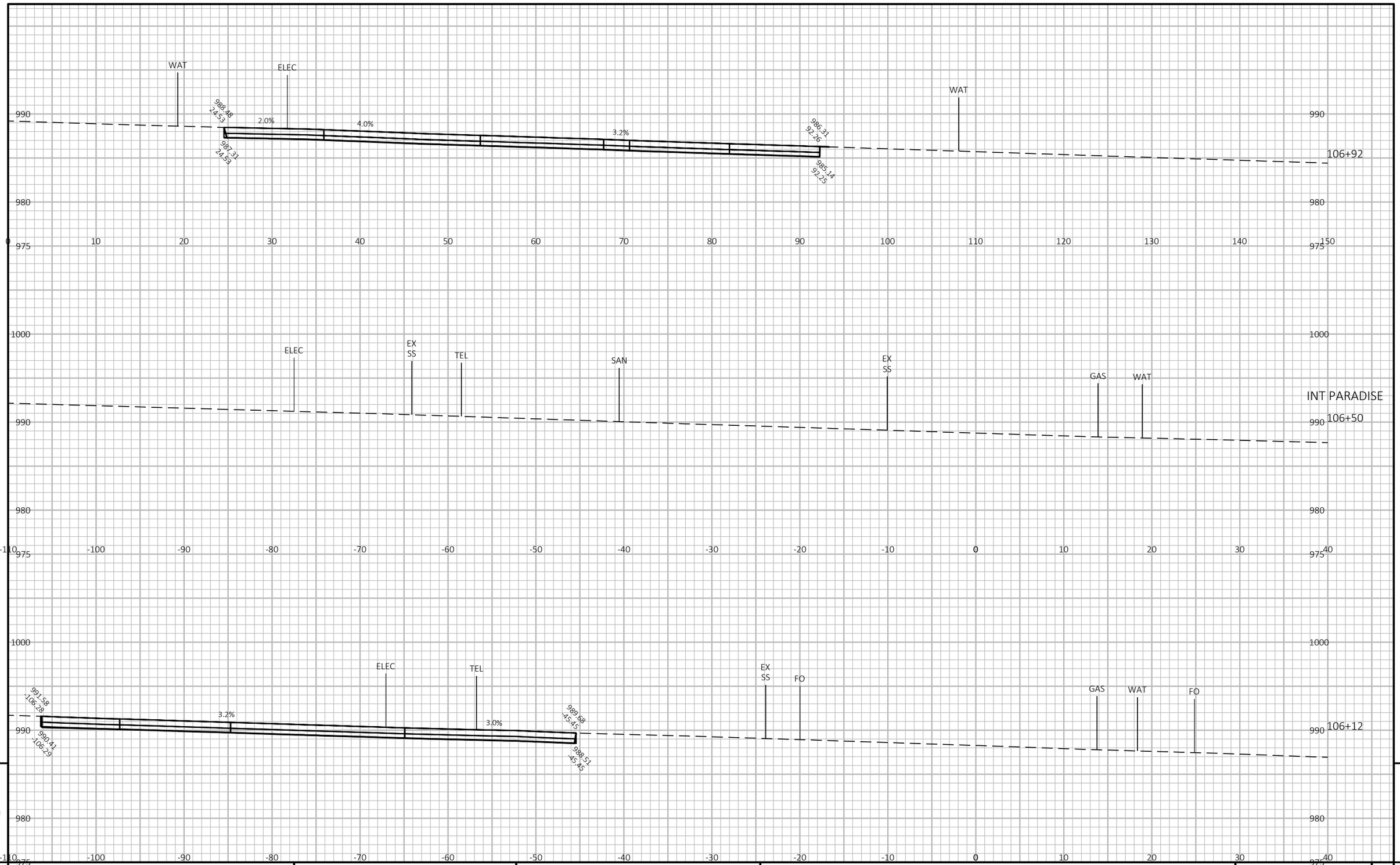
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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: MAIN STREET	SHEET 313	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/23/2024 4:04 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

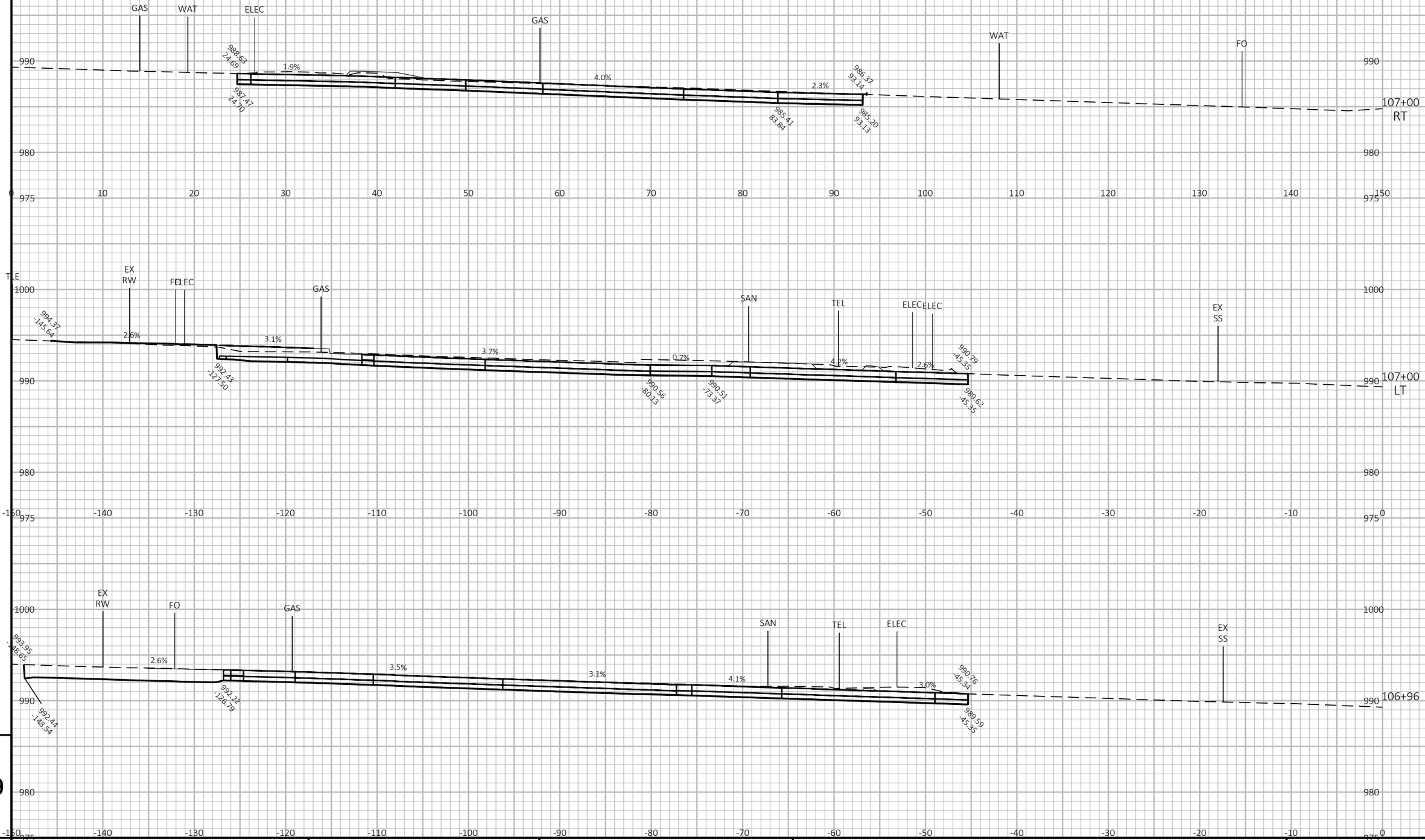


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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: MAIN STREET	SHEET 314	E

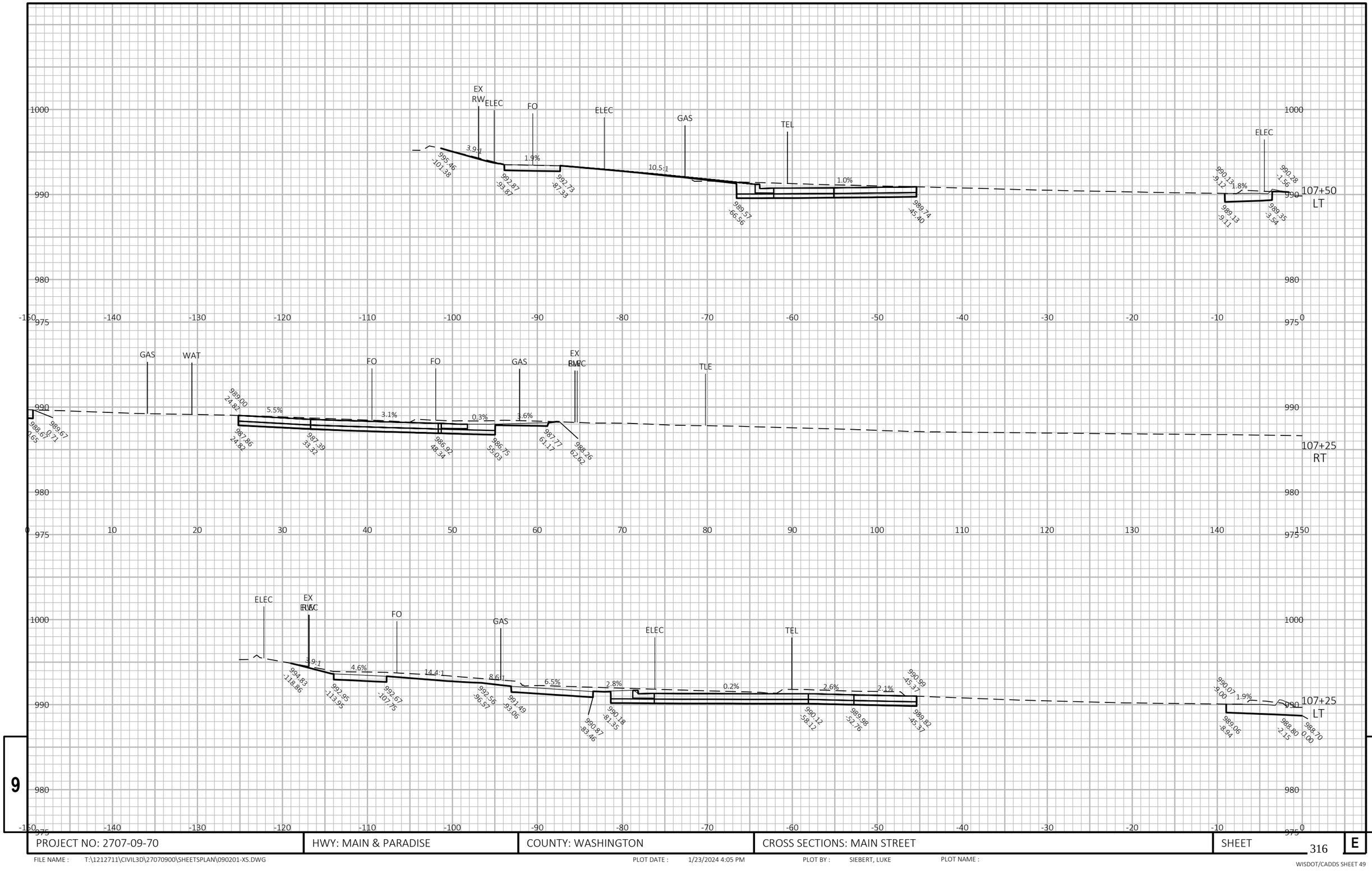
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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: MAIN STREET	SHEET	315 E

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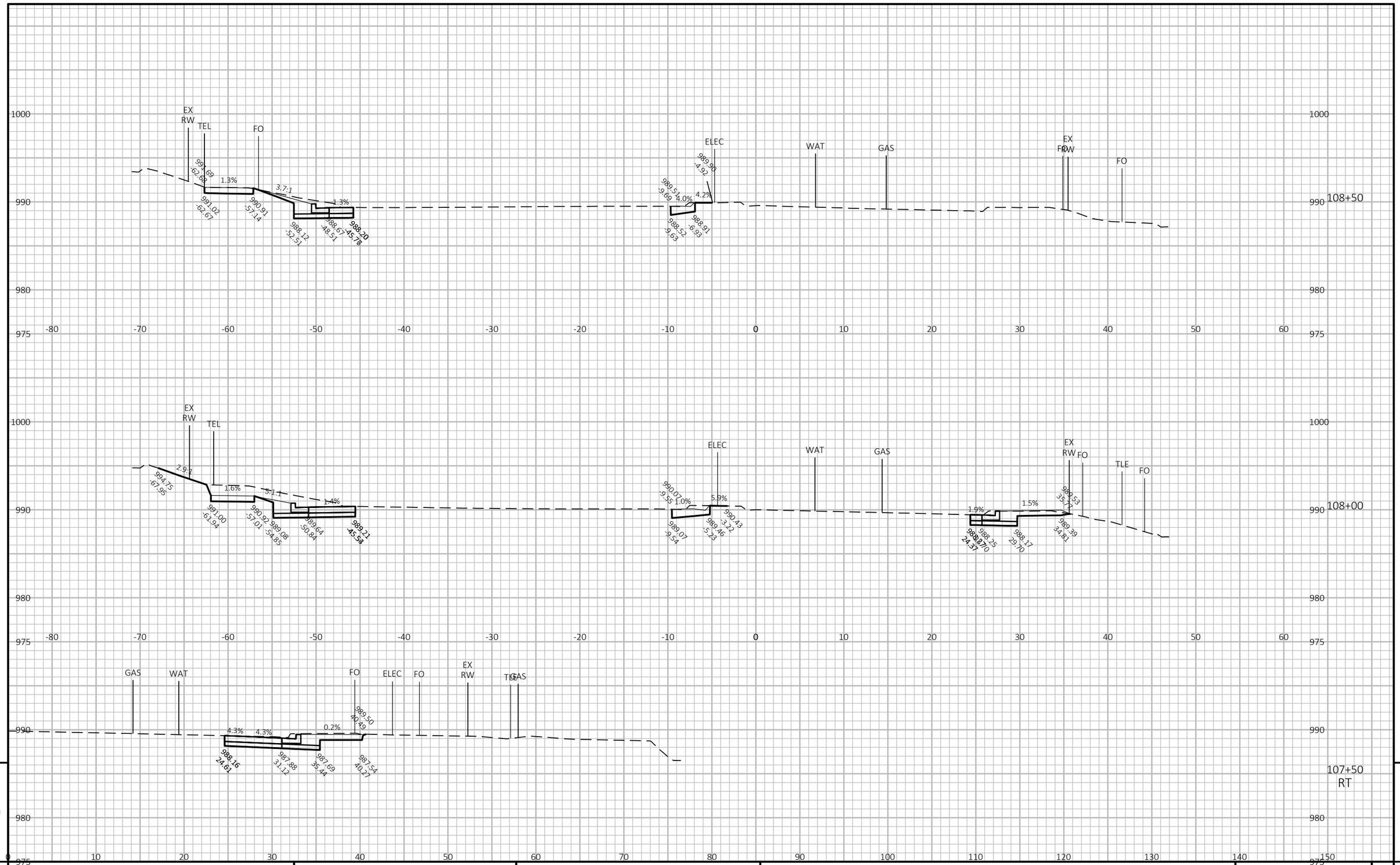
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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: MAIN STREET	SHEET 316	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/23/2024 4:05 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

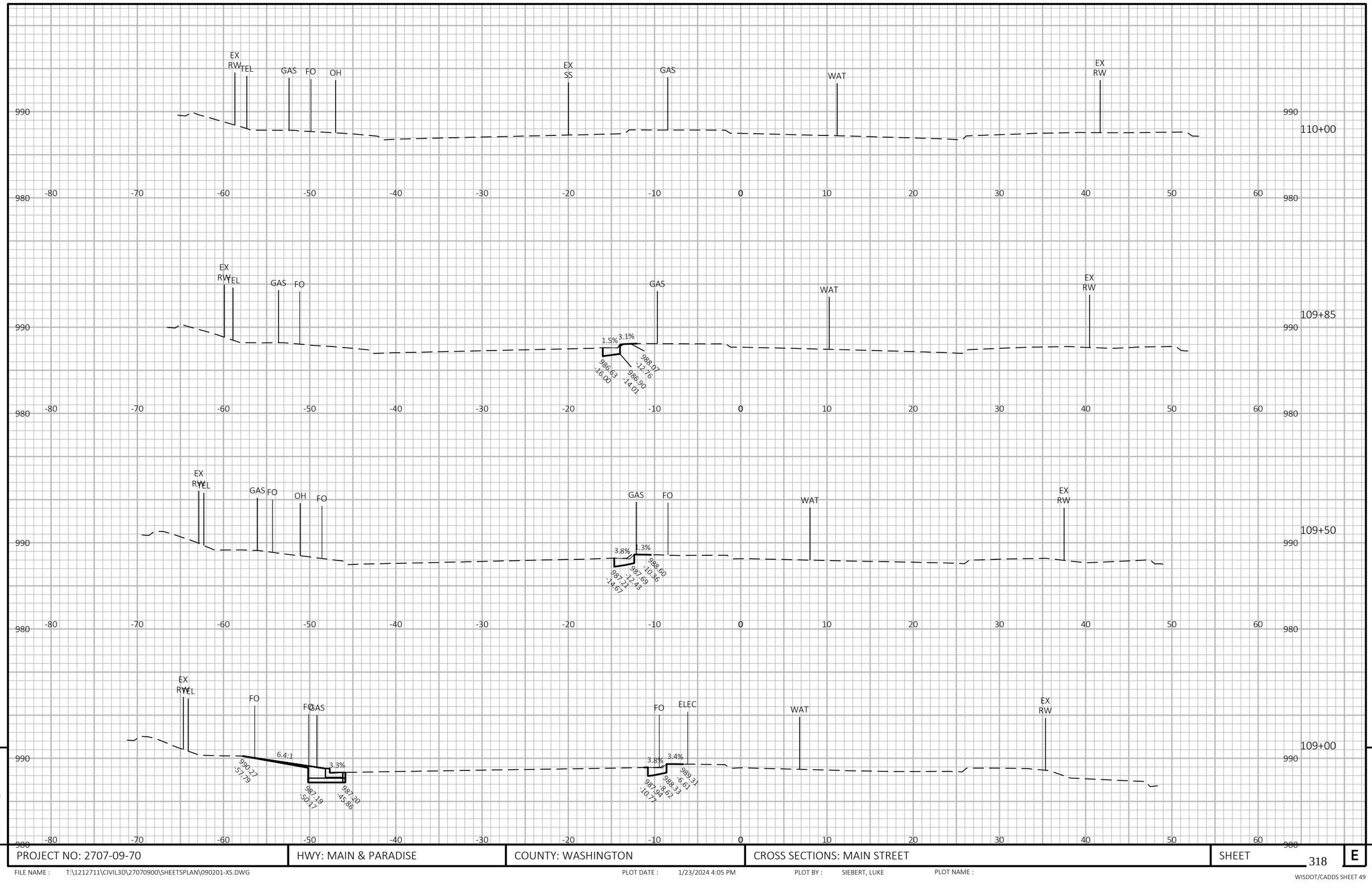
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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: MAIN STREET	SHEET 317 E

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WISDOT/CADDS SHEET 49



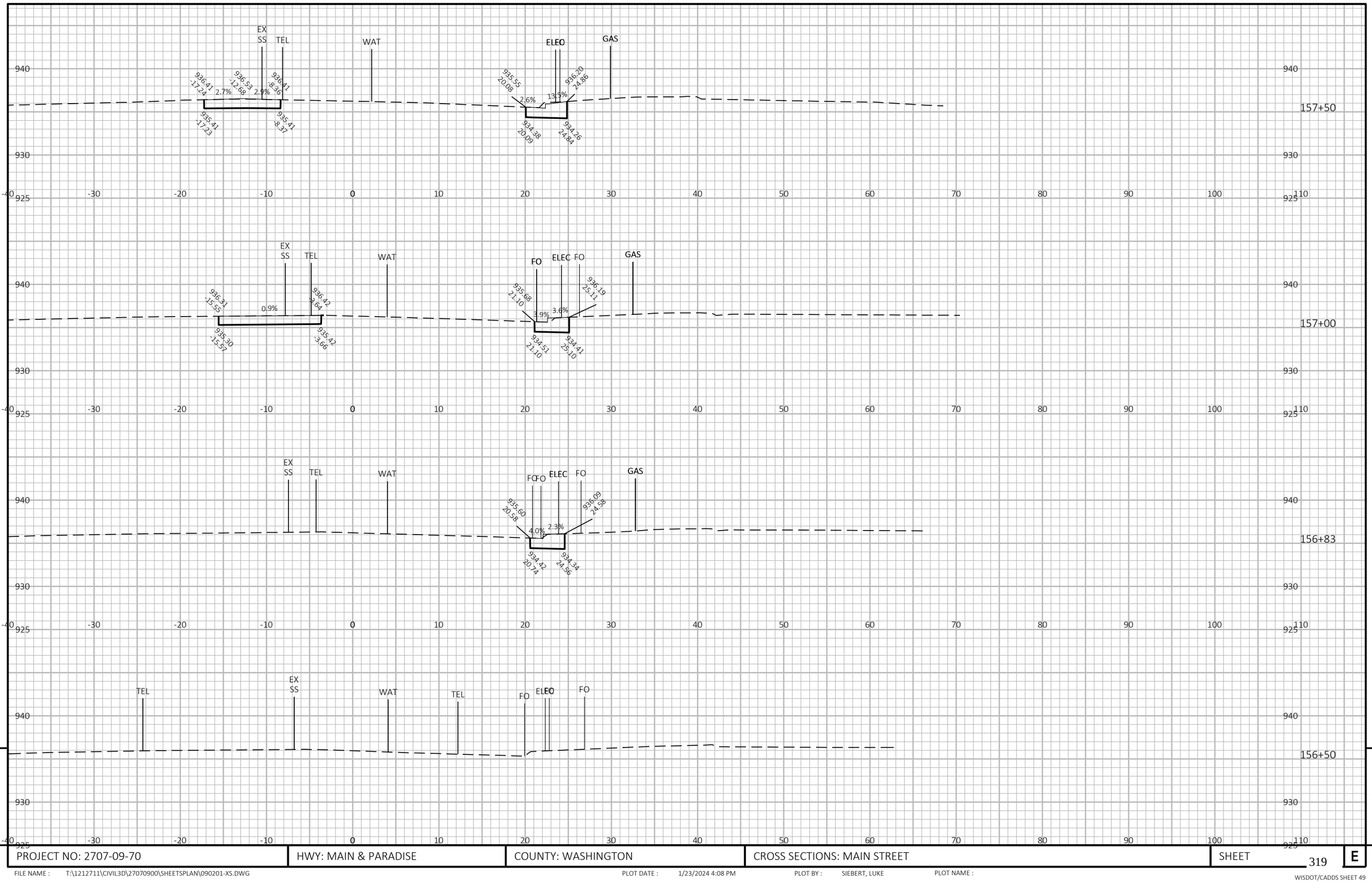
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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: MAIN STREET	SHEET 318	E

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WISDOT/CADDS SHEET 49



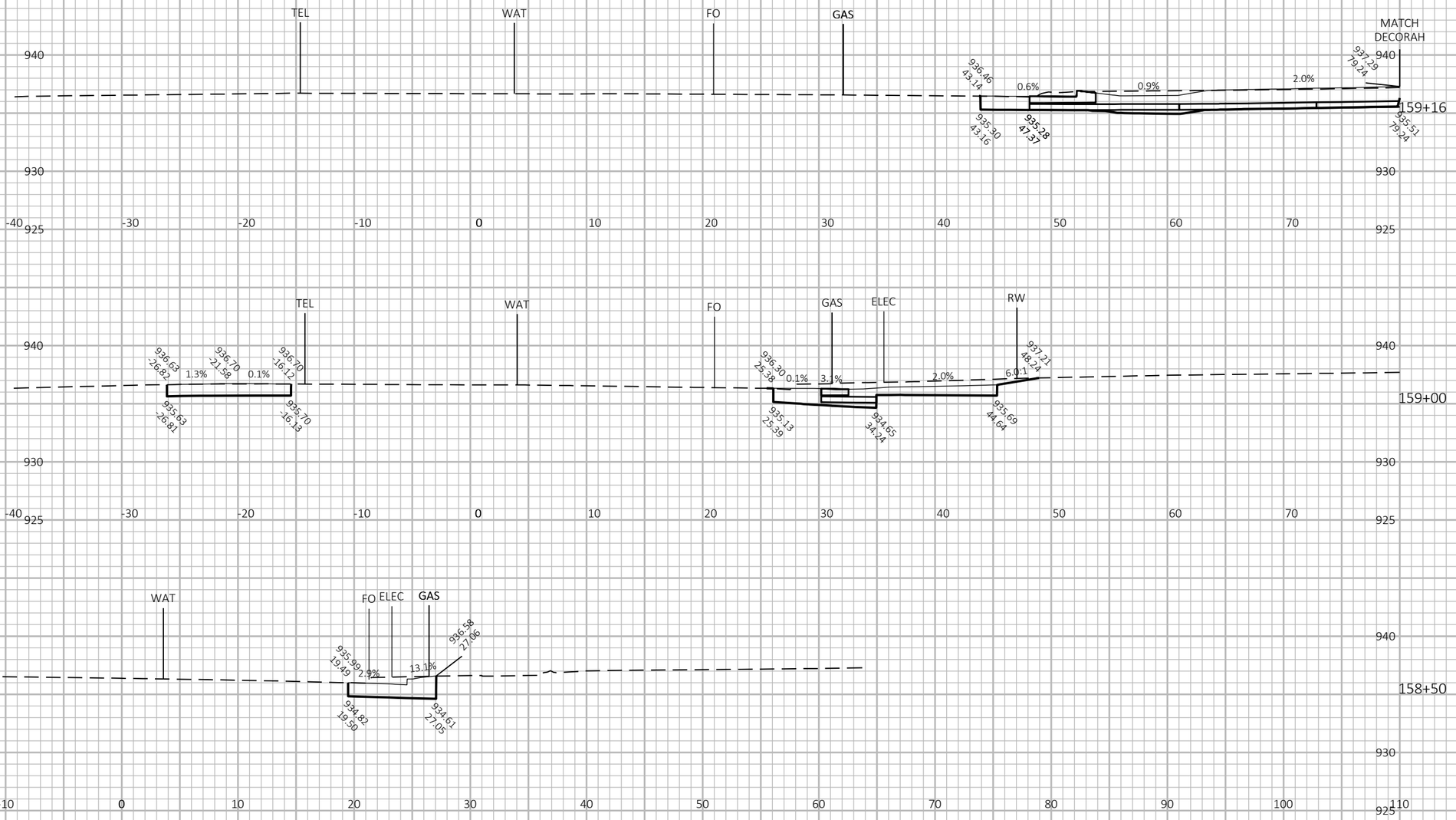
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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: MAIN STREET	SHEET 319	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/23/2024 4:08 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



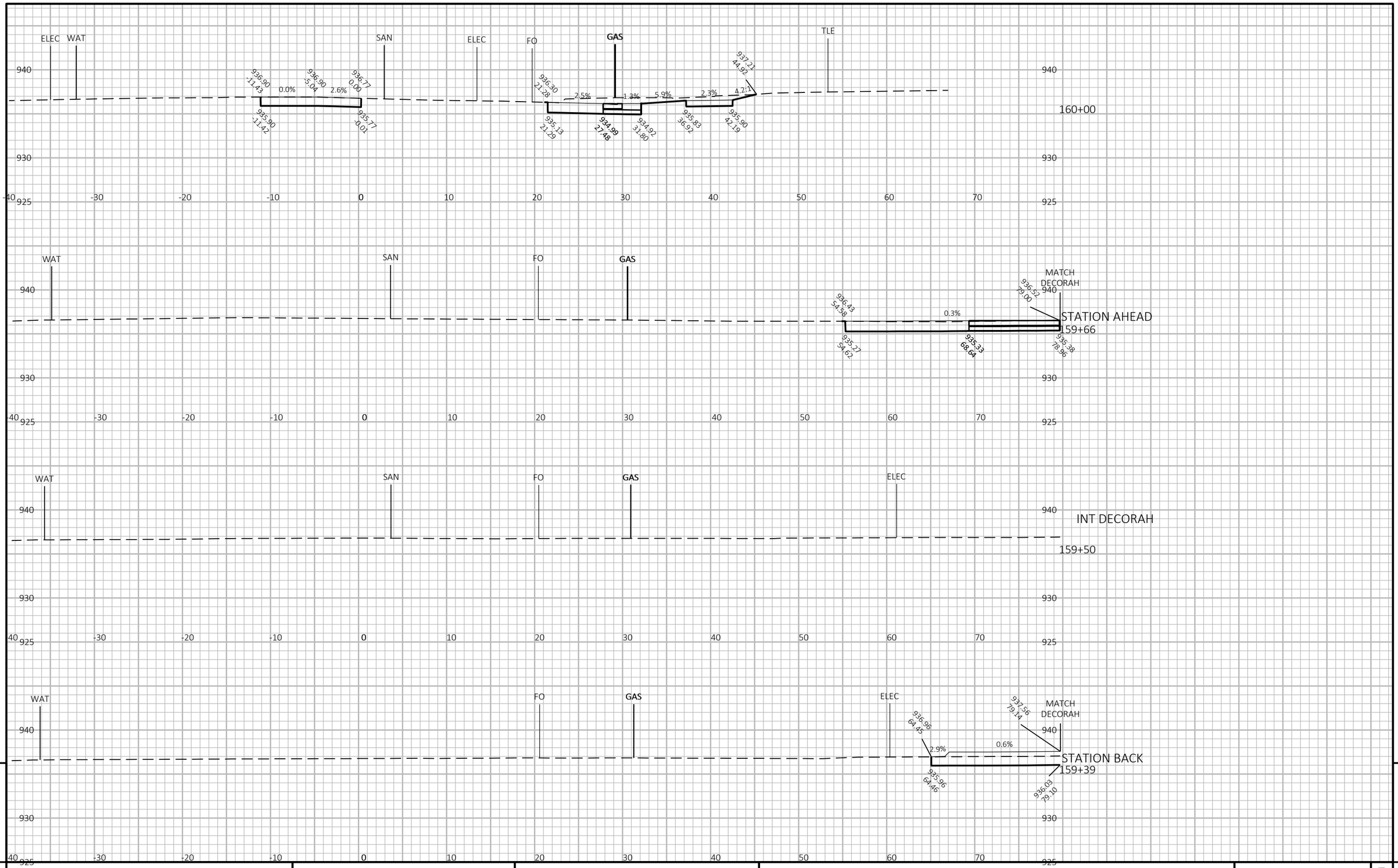
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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: MAIN STREET	SHEET 320	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/23/2024 4:08 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



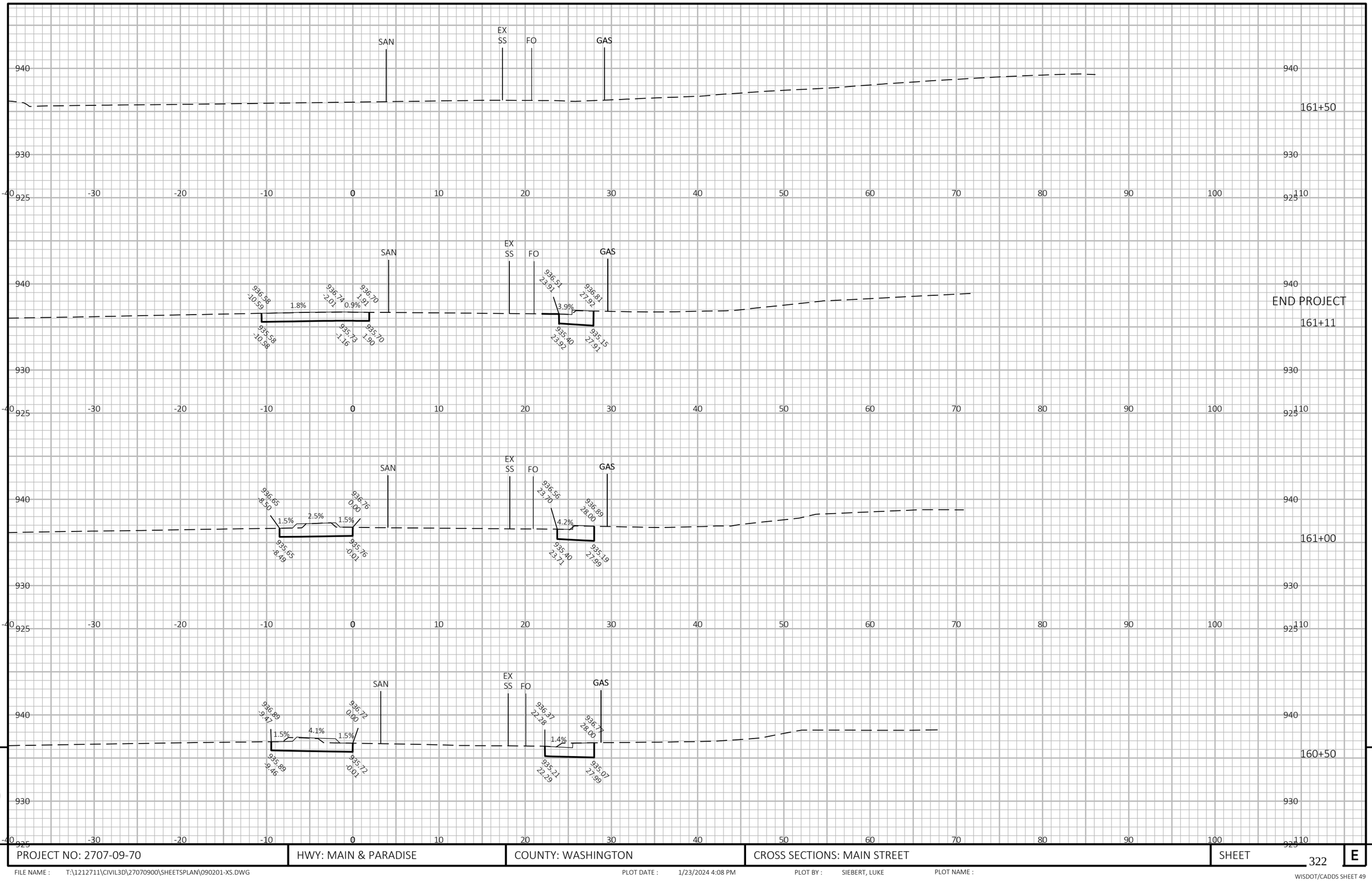
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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: MAIN STREET	SHEET 321	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/23/2024 4:08 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



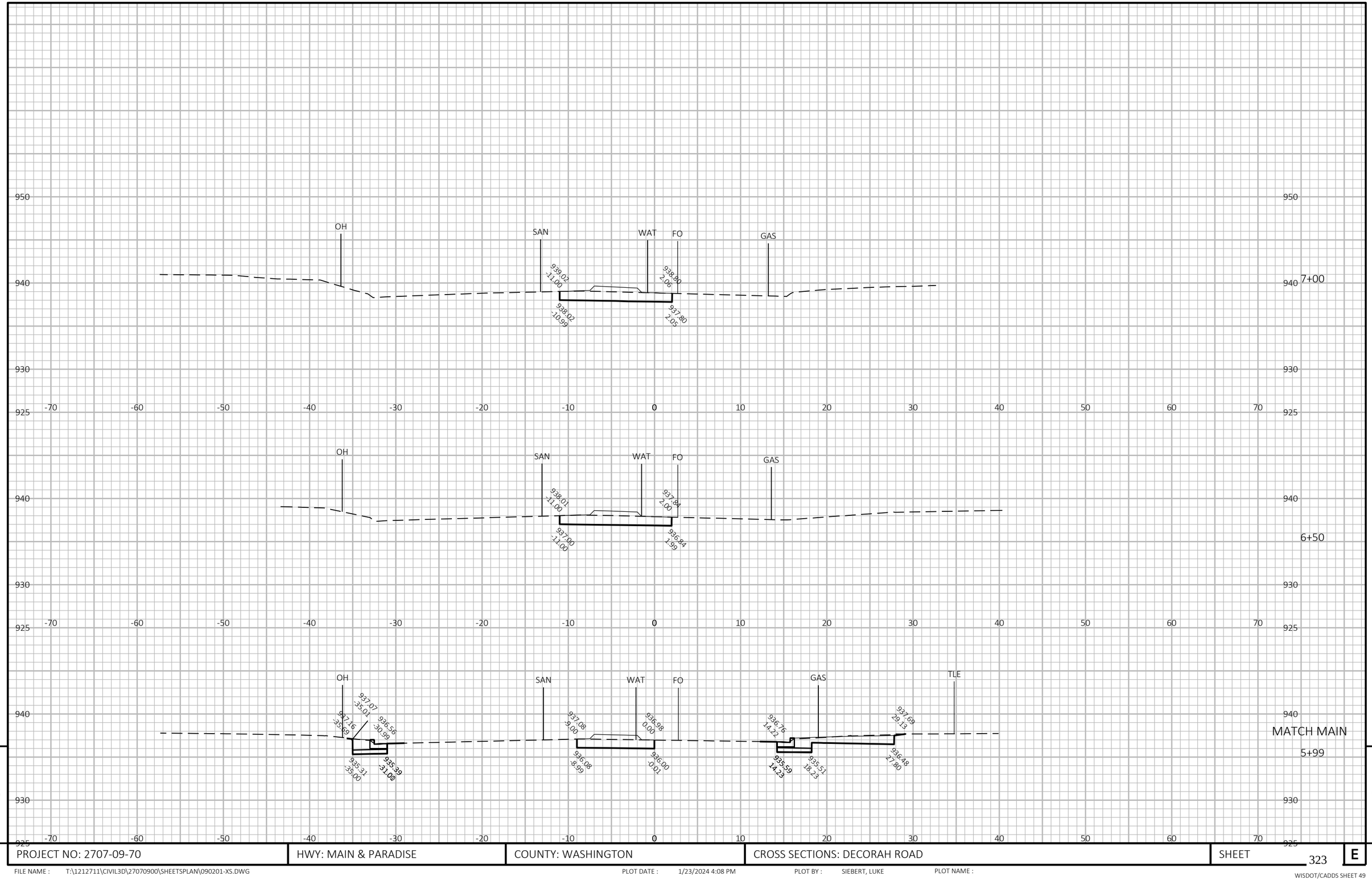
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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: MAIN STREET	SHEET 322	E

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WISDOT/CADDS SHEET 49



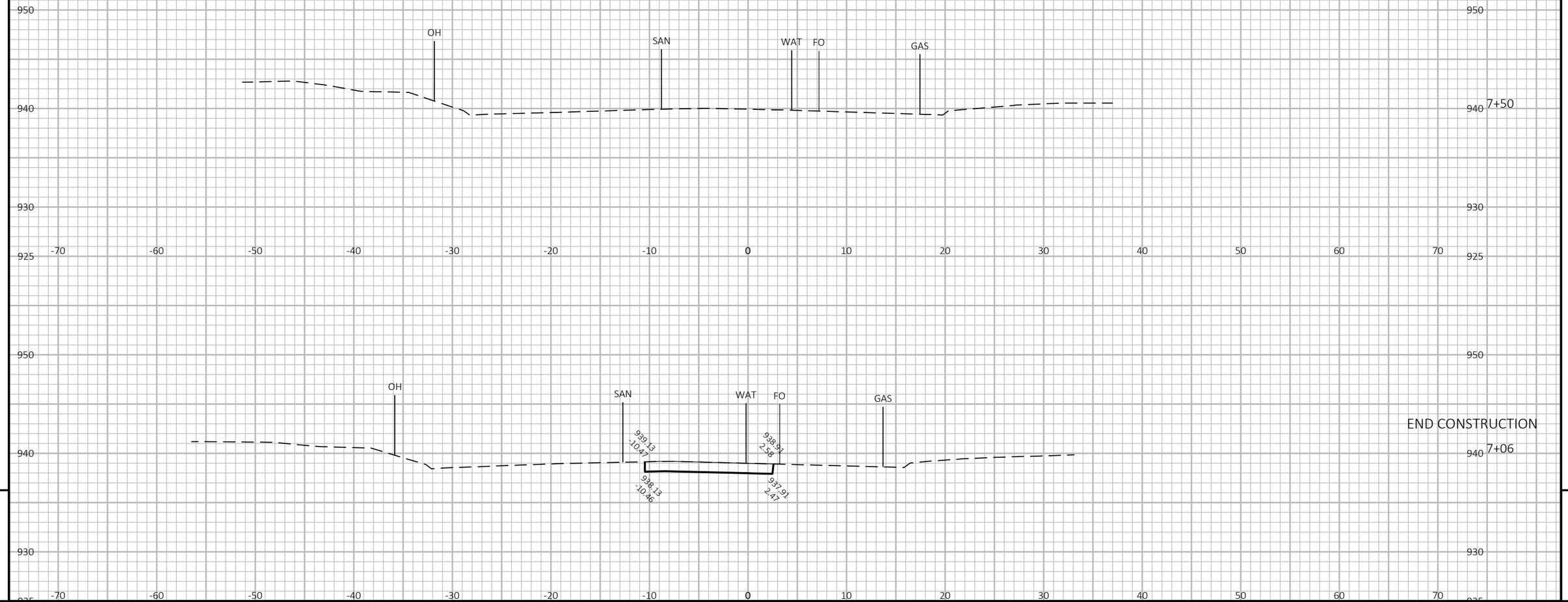
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PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: DECORAH ROAD	SHEET 323	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/23/2024 4:08 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2707-09-70	HWY: MAIN & PARADISE	COUNTY: WASHINGTON	CROSS SECTIONS: DECORAH ROAD	SHEET 324	E

FILE NAME : T:\1212711\CIVIL3D\27070900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/23/2024 4:09 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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