MAD | JANUARY 2025

PROJECT ID: 5350-02-72, 5350-02-74

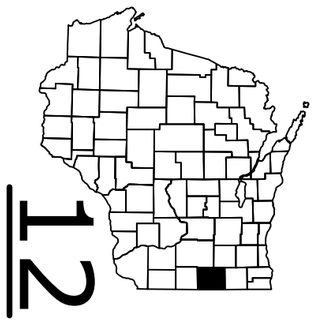
WITH: N/A

COUNTY: ROCK

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 = 308



DESIGN DESIGNATION USH 51/CENTER AVE

A.A.D.T.	2025	=	17,700
A.A.D.T.	2044	=	17,700
D.H.V.		=	11.9
D.D.		=	59/41
T.		=	6.5%
DESIGN SPEED		=	35 MPH
ESALS		=	3,400,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C JANESVILLE, CENTER AVENUE

COURT/MILWAUKEE/CENTERWAY INTERSECTION

USH 51

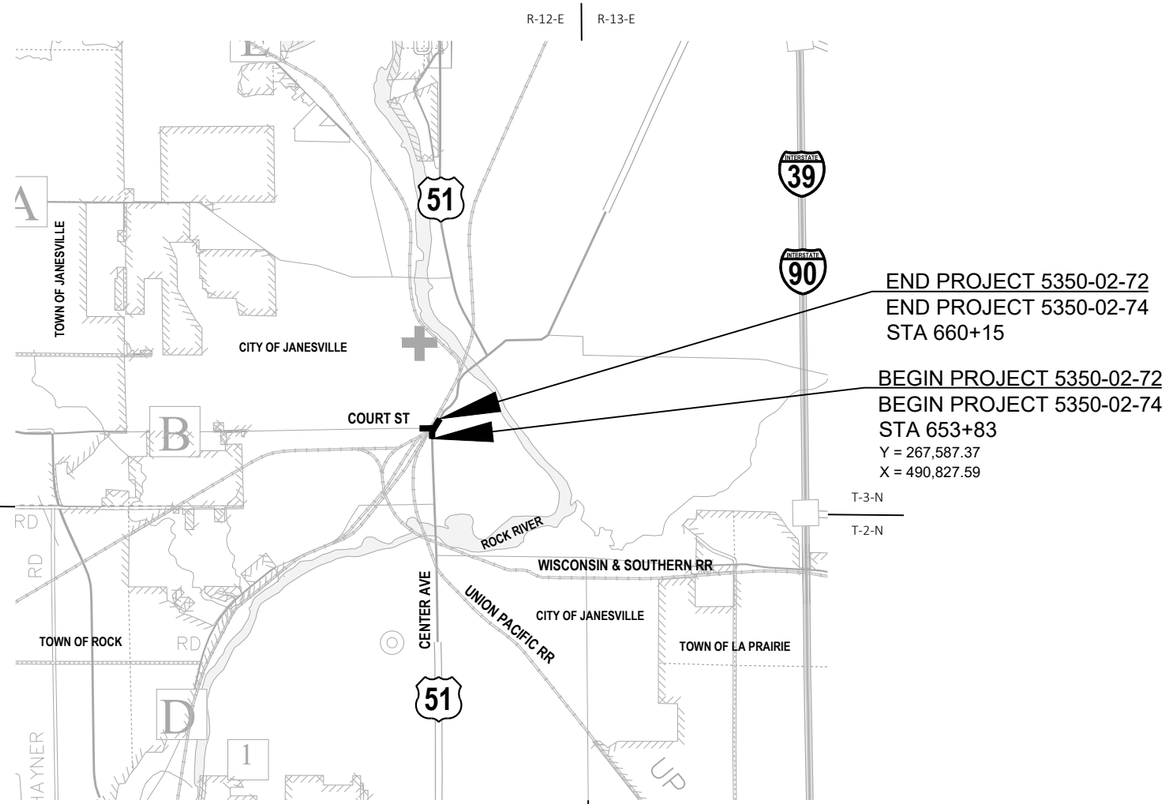
ROCK COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5350-02-72	WISC 2025025	1
5350-02-74		

STATE PROJECT NUMBER
5350-02-72

STATE PROJECT NUMBER
5350-02-74

WATER MAIN



TOTAL NET LENGTH OF CENTERLINE (5350-02-72) = 0.120 MI
TOTAL NET LENGTH OF CENTERLINE (5350-02-74) = 0.120 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK 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 JANESVILLE

7/26/24 (Date)

Assistant City Engineer (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY

raSmith

CREATIVITY BEYOND ENGINEERING

rasmith.com

WISCONSIN
ANDREW J. AXT
E-45143-6
MILWAUKEE
WI
PROFESSIONAL ENGINEER

07/25/2024 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	raSmith
Designer	raSmith
Project Manager	JIM SIMPSON
Regional Examiner	SW REGION
Regional Supervisor	JIM SIMPSON

APPROVED FOR THE DEPARTMENT

DATE: 07-25-2024 (Signature)

E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\010101-TI.DWG PLOT DATE : 7/25/2024 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

DESIGNER
raSmith
ANDREW AXT
16745 W BLUEMOUND RD, SUITE 200
BROOKFIELD, WI 53005
(262) 317-3357
ANDREW.AXT@RASMITH.COM

WISCONSIN DEPT OF TRANSPORTATION
SOUTHWEST REGION
JIM SIMPSON
2101 WRIGHT ST
MADISON, WI 53704
(608) 246-5628
JIM.SIMPSON@DOT.WI.GOV

WISCONSIN DEPT OF NATURAL RESOURCES
TRANSPORTATION LIAISON
SHELLEY NELSON
3911 FISH HATCHERY RD
FITCHBURG, WI 53711
(608) 444-2835
SHELLEY.NELSON@WISCONSIN.GOV

CITY OF JANESVILLE
PROJECT MANAGER
AHNARAY BIZJAK
18 N JACKSON ST
JANESVILLE, WI 53548
(608) 755-3171
BIZJAKA@JANESVILLEWI.GOV

CITY OF JANESVILLE - STREET LIGHTING
BRAD WILDES
18 N JACKSON ST
JANESVILLE, WI 53548
(608) 373-3407
WILDESB@JANESVILLEWI.GOV

CITY OF JANESVILLE - TRAFFIC SIGNALS
BRAD WILDES
18 N JACKSON ST
JANESVILLE, WI 53548
(608) 373-3407
WILDESB@JANESVILLEWI.GOV

ROCK COUNTY
DIRECTOR OF PUBLIC WORKS
DUANE JORGENSON
3715 N NEWVILLE RD
JANESVILLE, WI 53545
(608) 757-5450
DUANE.JORGENSON@CO.ROCK.WI.US

UNION PACIFIC RAILROAD
CHRIS KECKEISEN
1400 DOUGLAS ST, MS 0910
OMAHA, NE 68179
(402) 544-5131 OFFICE
CTKECKEI@UP.COM

WISCONSIN & SOUTHERN RAILROAD
CHRIS JACOBSON
1809 E JOHNSON ST
MADISON, WI 53704
(414) 750-6427
CJACOBSON@WATCO.COM

UTILITY CONTACTS

ALLIANT ENERGY - ELECTRIC
NICHOLAS DACHNIWSKYJ
935 W B R TOWNLINE RD
BELOIT, WI 53511
(608) 364-6566 OFFICE
(608) 444-9362 MOBILE
NICHOLAS.DACHNIWSKYJ@ALLIANTENERGY.COM

ALLIANT ENERGY - GAS
NICHOLAS DACHNIWSKYJ
935 W B R TOWNLINE RD
BELOIT, WI 53511
(608) 364-6566 OFFICE
(608) 444-9362 MOBILE
NICHOLAS.DACHNIWSKYJ@ALLIANTENERGY.COM

AT&T WISCONSIN - COMMUNICATION
GREG ZINTAK
301 E MILWAUKEE ST
JANESVILLE, WI 53545
(608) 322-4540
GZ1973@ATT.COM

CITY OF JANESVILLE - SEWER
CRAIG THIESENHUSEN
123 E DELAVAN DR
JANESVILLE, WI 53546
(608) 373-3471
THIESENHUSENC@CI.JANESVILLE.WI.US

CITY OF JANESVILLE - WATER
CRAIG THIESENHUSEN
123 E DELAVAN DR
JANESVILLE, WI 53546
(608) 373-3471
THIESENHUSENC@CI.JANESVILLE.WI.US

EVERSTREAM - COMMUNICATION
ABBY STEIN
324 E WISCONSIN AVE, SUITE 730
MILWAUKEE, WI 53202
(262) 442-9427
ASTEIN@EVERSTREAM.NET

MCI METRO - COMMUNICATION
RJ CICATELLO
15725 W RYERSON RD
NEW BERLIN, WI 53151
(262) 782-9836 OFFICE
(262) 232-1323 MOBILE
RANDY.CICATELLO@VERIZON.COM

SPECTRUM - COMMUNICATION
BRIAN KOEHN
1348 PLAINFIELD AVE
JANESVILLE, WI 53545
(608) 373-7536
BRIAN.KOEHN@CHARTER.COM

GENERAL NOTES

1. EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS EROSION CONTROL IMPLEMENTATION PLAN 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.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. RESHAPE, RESTORE, AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED OUTSIDE THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT.
4. PLACE TOPSOIL TO 1 INCH BELOW TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS IN SOD AREAS.
5. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE UNION PACIFIC RAILROAD UNDERGROUND UTILITY INSTALLATIONS MAY BE LOCATED BY CONTACTING THE "CALL BEFORE YOU DIG" HOTLINE AT 1-800-336-9193.
6. SEE SUBSURFACE EXPLORATION REPORTS FOR SOIL BORING INFORMATION. REPORTS ARE AVAILABLE FROM WISDOT BY CONTACTING JIM SIMPSON, WISDOT PROJECT MANAGER, 608-246-5628.
7. STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
8. ALL CURB AND GUTTER STATIONS, OFFSETS, RADII, AND GRADES ARE MEASURED TO THE FLANGE LINE UNLESS OTHERWISE NOTED.
9. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR AS COVERING SIGNS TYPE II.
10. HMA PAVEMENT QUANTITIES WERE CALCULATED USING A UNIT WEIGHT OF 112 LB/SY-INCH. APPLY TACK COAT AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

HMA PAVEMENT LAYERS SUMMARY TABLE

HMA	LAYER	THICKNESS	HMA TYPE
5 ½"	UPPER LAYER	2 ½"	4 MT 58-28 S
	LOWER LAYER	3"	4 MT 58-28 S

ORDER OF SECTION 2 SHEETS

GENERAL NOTES & PROJECT CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
PLAN DETAILS
PAVING GRADES
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
WATER MAIN
SIGNING
TRAFFIC SIGNAL REMOVAL
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
DETOUR
ALIGNMENT

STANDARD ABBREVIATIONS

C/L	CONSTRUCTION LINE
FOC	FACE OF CURB
HP	HIGH POINT
IN	INCHES
JTS	JANESVILLE TRANSIT SYSTEM
LC	LATERAL CLEARANCE
LP	LOW POINT
OD	OUTER DIAMETER
PGL	PROFILE GRADE LINE
UPRR	UNION PACIFIC RAILROAD
WSOR	WISCONSIN & SOUTHERN RAILROAD

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

2

2

LEGEND
HISTORIC DISTRICT
MANAGEMENT OF SOLID WASTE
PETROLEUM CONTAMINATED SOIL

N

LOOK WEST
HISTORIC DISTRICT

CITY OF JANESVILLE

CITY OF JANESVILLE

CITY OF JANESVILLE

CITY OF JANESVILLE

OLD FOURTH WARD
HISTORIC DISTRICT

N WASHINGTON ST

MADISON ST

N LOCUST ST

USH 51 / W CENTERWAY

W MILWAUKEE ST

W COURT ST

W COURT ST

LINN ST

MCKINLEY ST

USH 51 / CENTER AVE

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

END PROJECT 5350-02-72
END PROJECT 5350-02-74
STA 660+15

MADISON ST C/L

STOP-CONTROLLED ON SIDE ROAD

W COURT ST WB C/L

W COURT ST EB C/L

USH 51 C/L

END CONSTRUCTION
STA 22+37 EB
STA 21+05 WB

BEGIN CONSTRUCTION
MATCH PROJECT ID 5990-01-34
STA 15+65 EB
STA 15+55 WB

BEGIN PROJECT 5350-02-72
BEGIN PROJECT 5350-02-74
STA 653+83
Y = 267,587.37
X = 490,827.59

16WB
16EB
18WB
18EB
20WB
20EB
22WB
22EB
24EB
26EB

660
656
654
652

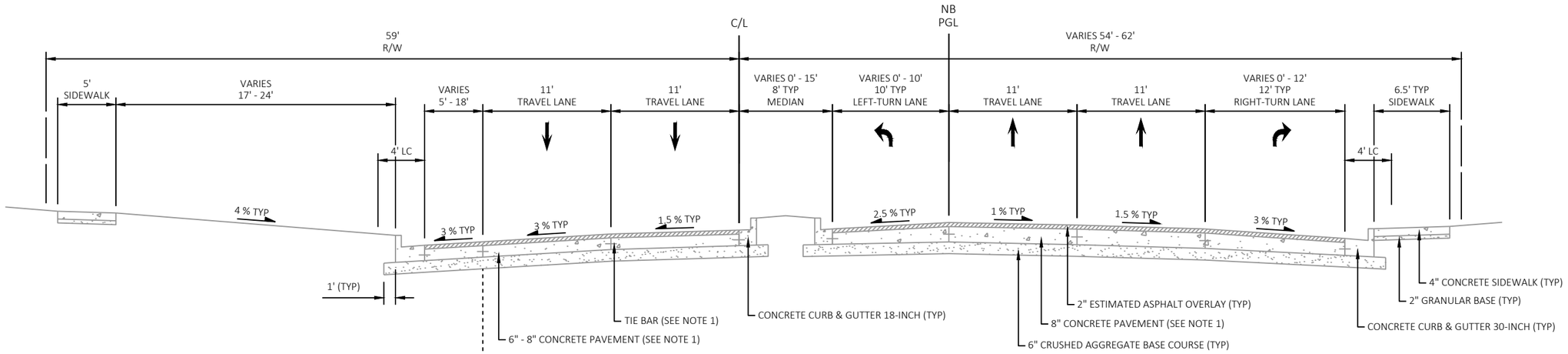
PROJECT NO: 5350-02-72, 5350-02-74	HWY: USH 51	COUNTY: ROCK	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\020201-PO.DWG
LAYOUT NAME - PO

PLOT DATE : 7/25/2024 9:10 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

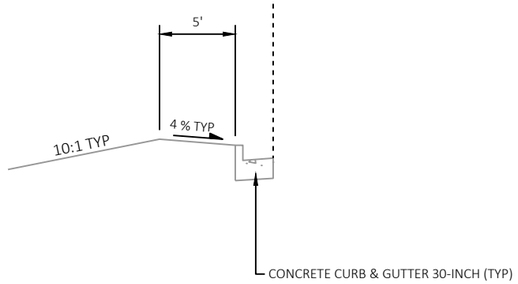


EXISTING TYPICAL SECTION
USH 51

STA 653+83 - STA 657+59

NOTES:

1. AS-BUILT INFORMATION WAS NOT AVAILABLE FOR THIS SEGMENT OF ROADWAY. THE PRESENCE OF REINFORCEMENT, DOWELS, AND TIE BARS IS UNKNOWN.



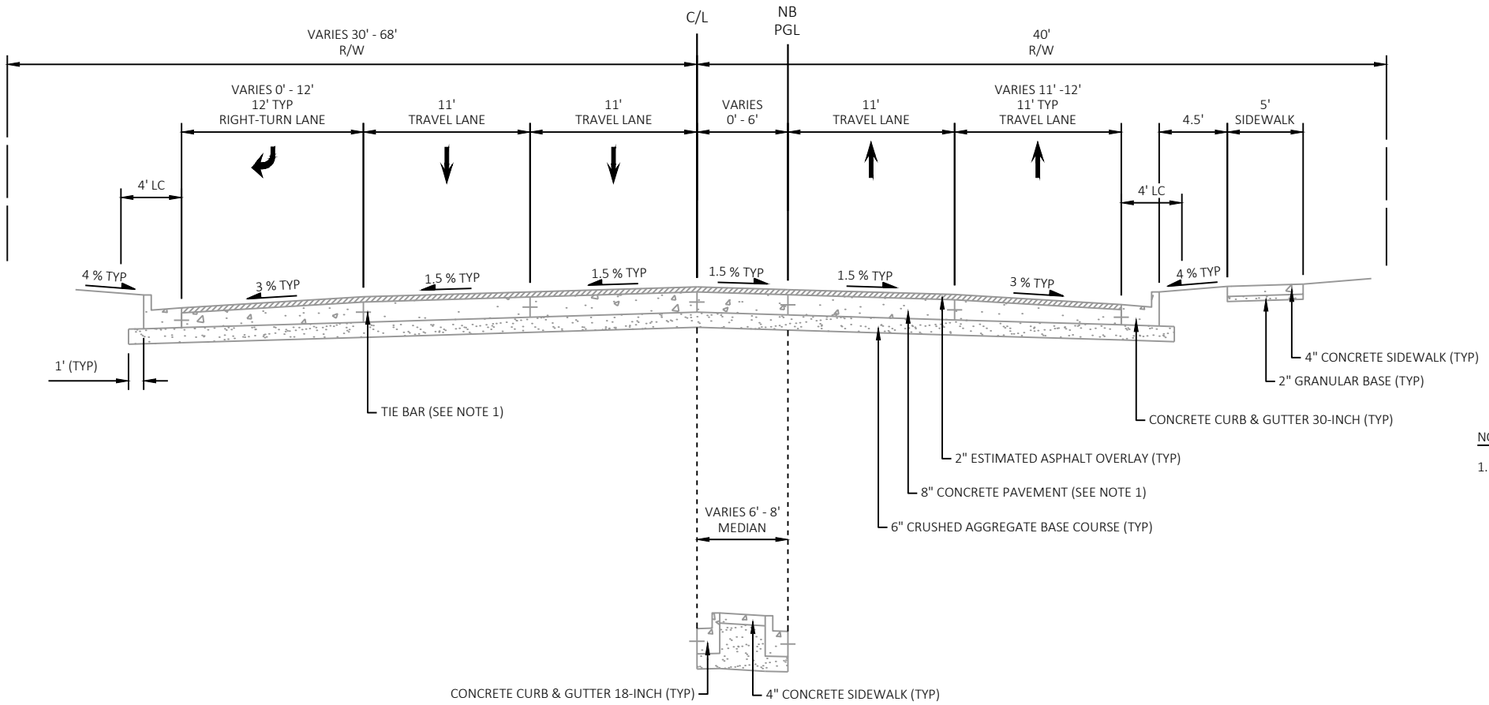
STA 655+10 - STA 656+13 LT

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 4	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\020301-TS.DWG
LAYOUT NAME - 01-Ex

PLOT DATE : 7/25/2024 9:10 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



MEDIAN

STA 657+59 - STA 658+00

NOTES:

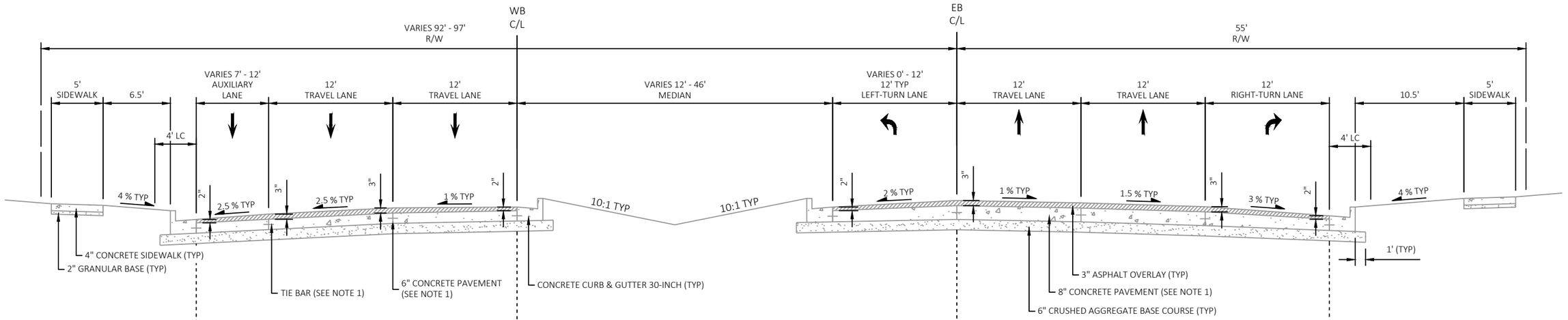
1. AS-BUILT INFORMATION WAS NOT AVAILABLE FOR THIS SEGMENT OF ROADWAY. THE PRESENCE OF REINFORCEMENT, DOWELS, AND TIE BARS IS UNKNOWN.

EXISTING TYPICAL SECTION
USH 51

STA 657+59 - STA 660+15

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 5	E

2

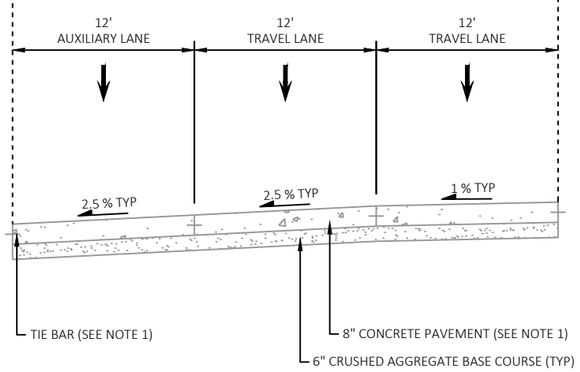


EXISTING TYPICAL SECTION
W COURT ST

STA 15+65 EB - STA 19+19 EB
STA 15+55 WB - STA 19+50 WB

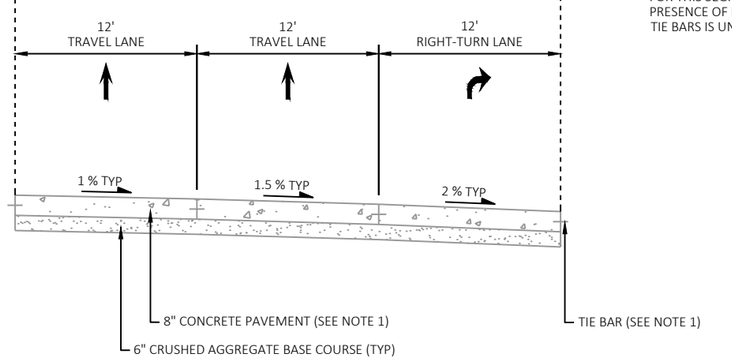
NOTES:

1. AS-BUILT INFORMATION WAS NOT AVAILABLE FOR THIS SEGMENT OF ROADWAY. THE PRESENCE OF REINFORCEMENT, DOWELS, AND TIE BARS IS UNKNOWN.



CONCRETE PAVEMENT

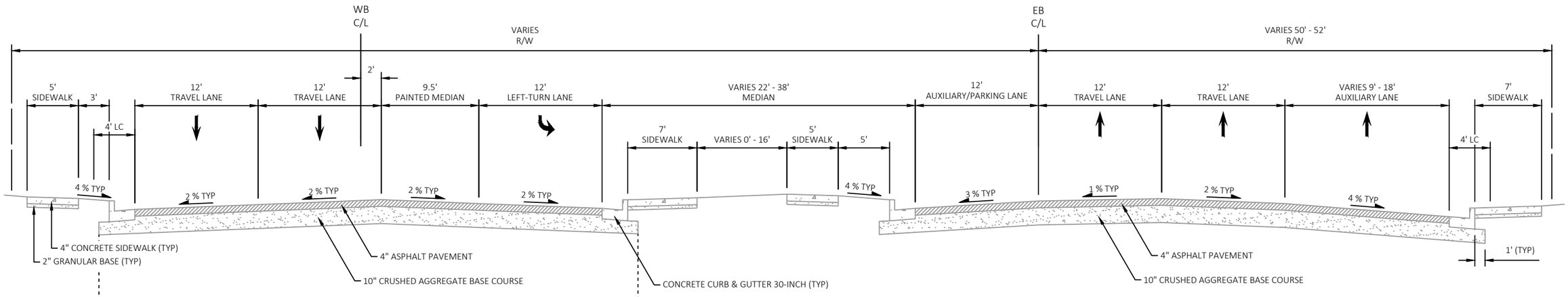
STA 18+83 WB - STA 19+50 WB



CONCRETE PAVEMENT

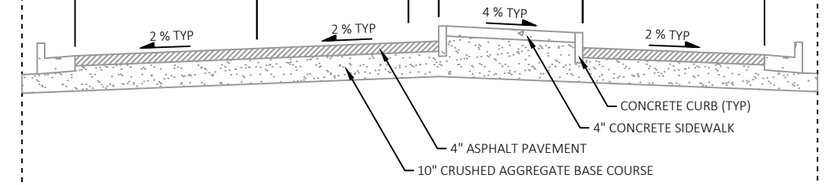
STA 18+54 EB - STA 18+93 EB

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 6	E



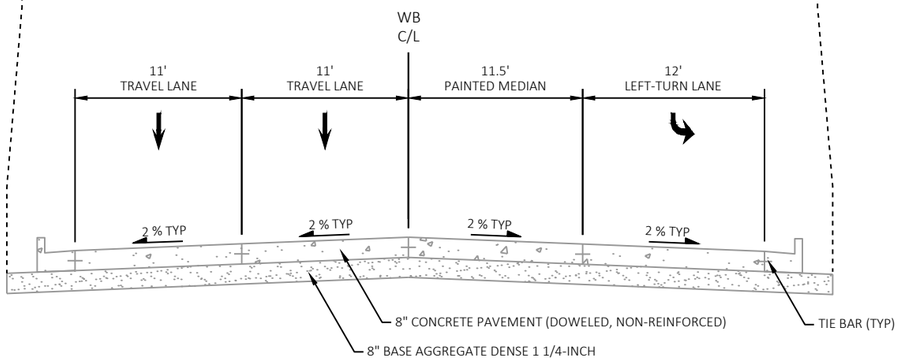
EXISTING TYPICAL SECTION
W COURT ST (EASTBOUND)
W MILWAUKEE ST (WESTBOUND)

STA 19+90 EB - STA 21+87 EB
STA 20+25 WB - STA 21+05 WB



RAISED MEDIAN

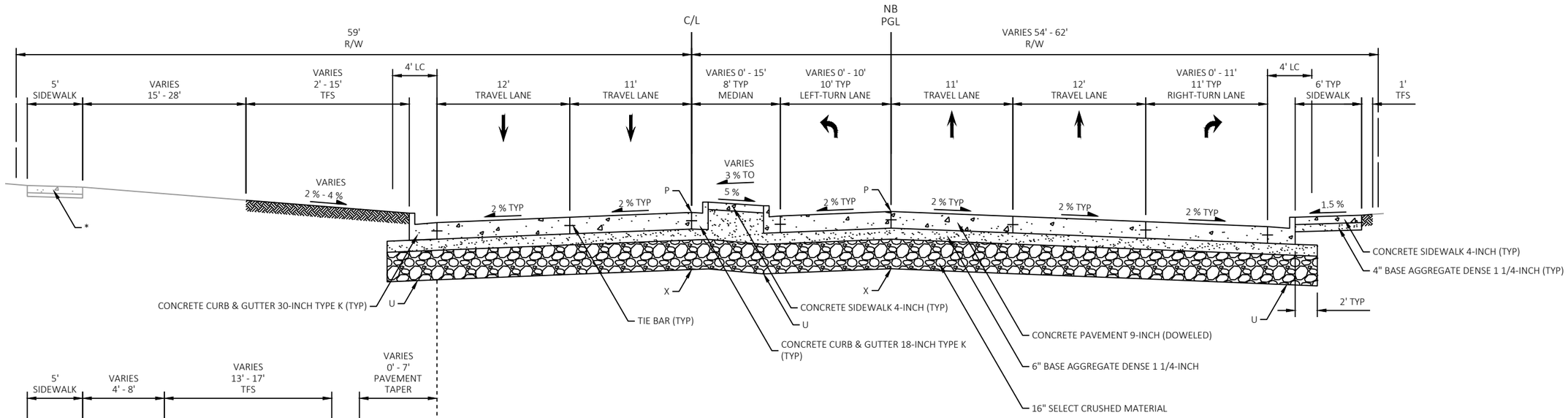
STA 20+25 WB - STA 20+54 WB



CONCRETE PAVEMENT

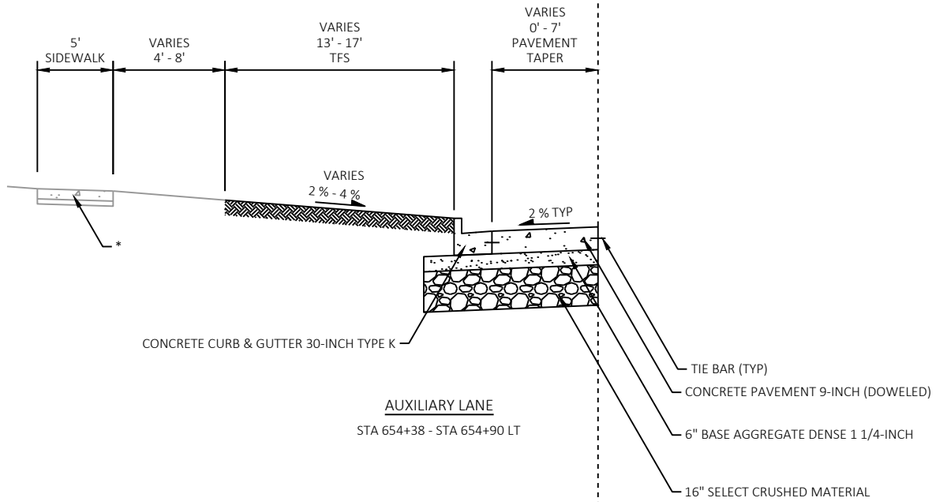
STA 20+82 WB - STA 21+05 WB

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 7	E



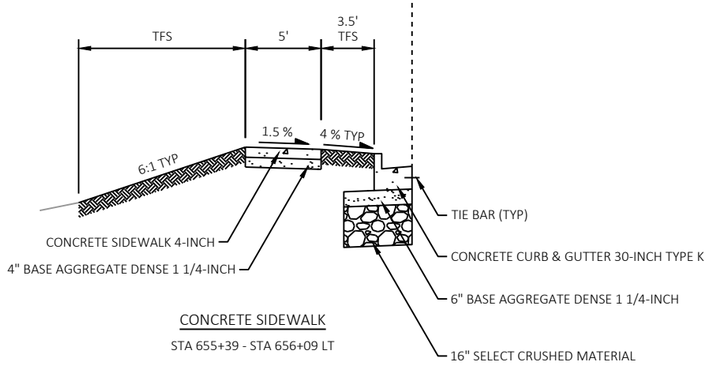
FINISHED TYPICAL SECTION
USH 51

STA 653+83 - STA 657+58



AUXILIARY LANE

STA 654+38 - STA 654+90 LT



CONCRETE SIDEWALK

STA 655+39 - STA 656+09 LT

TFS = TOPSOIL , FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
U = PIPE UNDERDRAIN 6-INCH. SEE PIPE UNDERDRAIN CONSTRUCTION DETAIL AND STORM SEWER PLANS.
LC = LATERAL CLEARANCE
* = EXISTING SIDEWALK TO REMAIN. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS.

SIDE ROAD PAVING MATCH
USH 51 PAVEMENT STRUCTURE SHALL EXTEND FROM EDGE OF USH 51 TO END OF CURB RETURN PAVEMENT OR TO THE LIMITS AS SHOWN ON THE PLAN DETAILS

CONCRETE CURB & GUTTER TYPE K
GUTTER TO BE CONSTRUCTED AT THE SAME THICKNESS AS THE ADJACENT CONCRETE PAVEMENT.

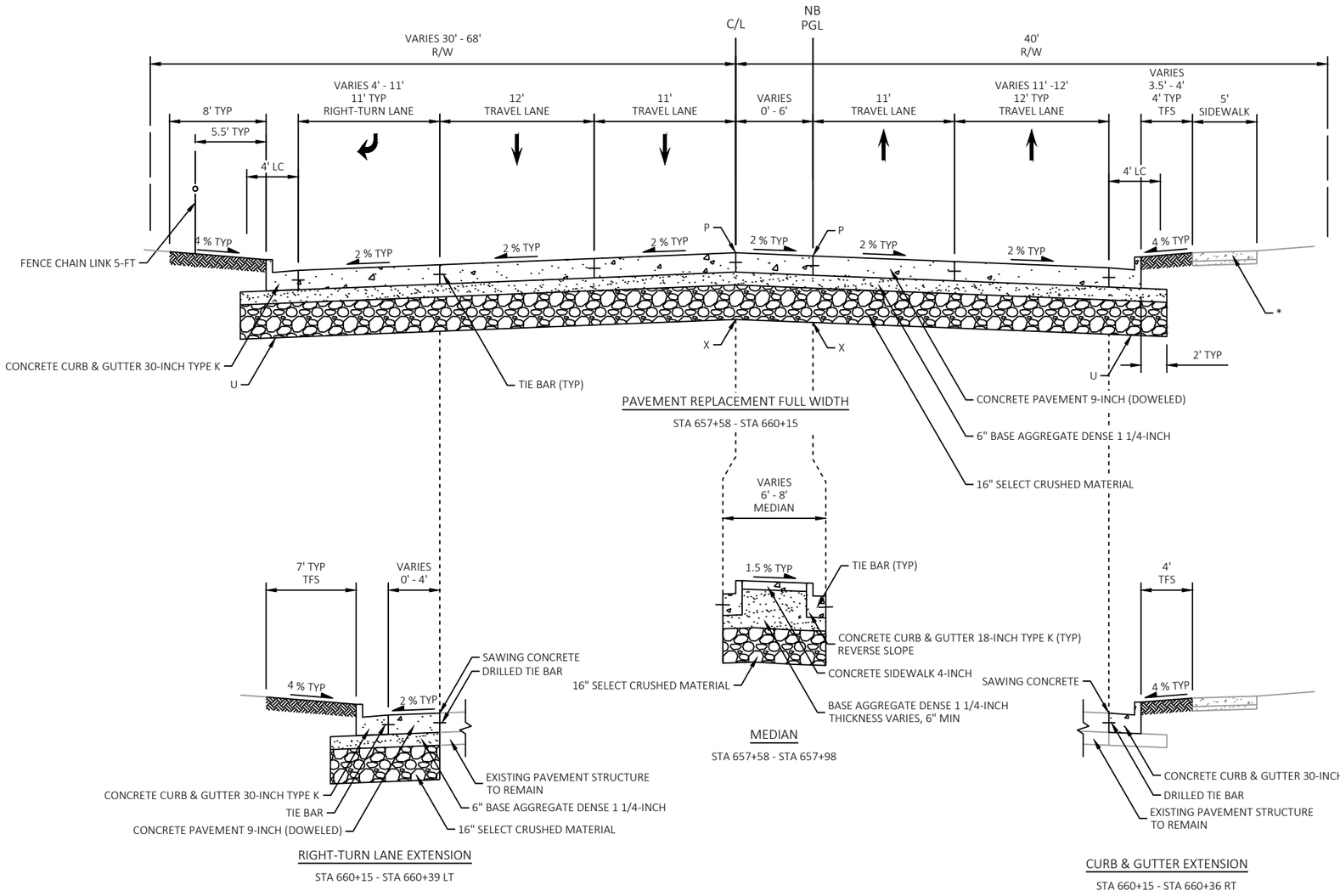
CURB HEAD SHALL BE 6" WIDE

LANE CROSS SLOPES
SEE PAVING GRADES FOR LOCATIONS OF AND CHANGES IN CROSS SLOPES

PIPE UNDERDRAIN
INSTALL PIPE UNDERDRAIN 6-INCH BELOW CURB & GUTTER AT ROADWAY LOW POINTS. SEE PIPE UNDERDRAIN AND OUTFALL CONSTRUCTION DETAILS.

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 8	E

2



FINISHED TYPICAL SECTION
USH 51

STA 657+58 - STA 660+39

TFS = TOPSOIL , FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
U = PIPE UNDERDRAIN 6-INCH. SEE PIPE UNDERDRAIN CONSTRUCTION DETAIL AND STORM SEWER PLANS.
LC = LATERAL CLEARANCE
* = EXISTING SIDEWALK TO REMAIN. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS.

SIDE ROAD PAVING MATCH
USH 51 PAVEMENT STRUCTURE SHALL EXTEND FROM EDGE OF USH 51 TO END OF CURB RETURN PAVEMENT OR TO THE LIMITS AS SHOWN ON THE PLAN DETAILS

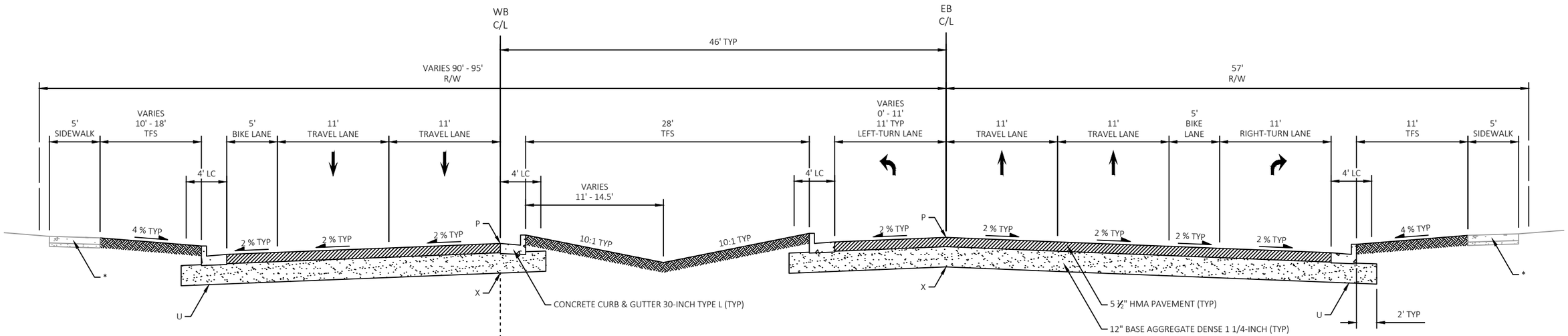
CONCRETE CURB & GUTTER TYPE K
GUTTER TO BE CONSTRUCTED AT THE SAME THICKNESS AS THE ADJACENT CONCRETE PAVEMENT.

CURB HEAD SHALL BE 6" WIDE

LANE CROSS SLOPES
SEE PAVING GRADES FOR LOCATIONS OF AND CHANGES IN CROSS SLOPES

PIPE UNDERDRAIN
INSTALL PIPE UNDERDRAIN 6-INCH BELOW CURB & GUTTER AT ROADWAY LOW POINTS. SEE PIPE UNDERDRAIN AND OUTFALL CONSTRUCTION DETAILS.

2



MEDIAN OPENING

STA 15+55 WB - STA 15+87 WB

TFS = TOPSOIL , FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
U = PIPE UNDERDRAIN 6-INCH. SEE PIPE UNDERDRAIN CONSTRUCTION DETAIL AND STORM SEWER PLANS.
LC = LATERAL CLEARANCE
* = EXISTING SIDEWALK TO REMAIN. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS.

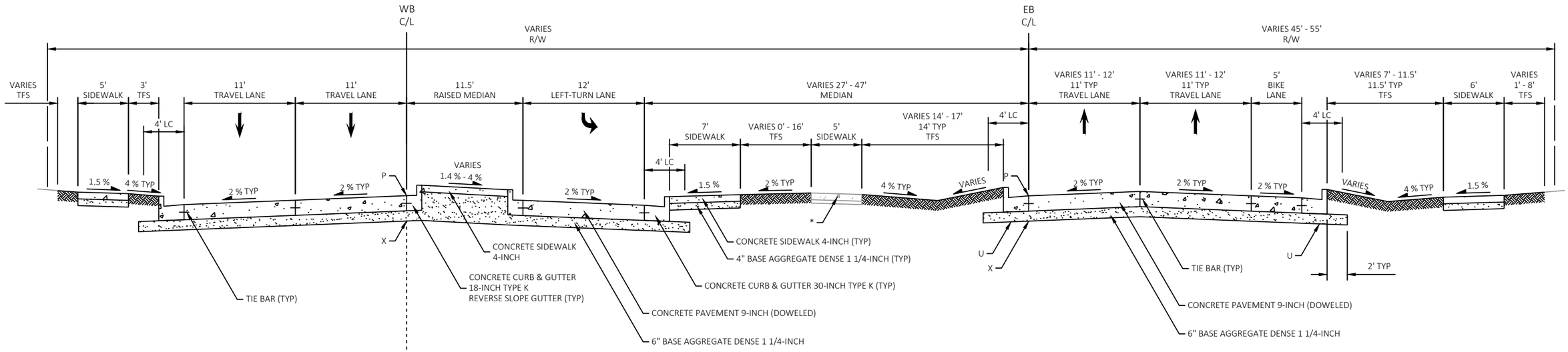
CONCRETE CURB & GUTTER TYPE L
CURB HEAD SHALL BE 6" WIDE

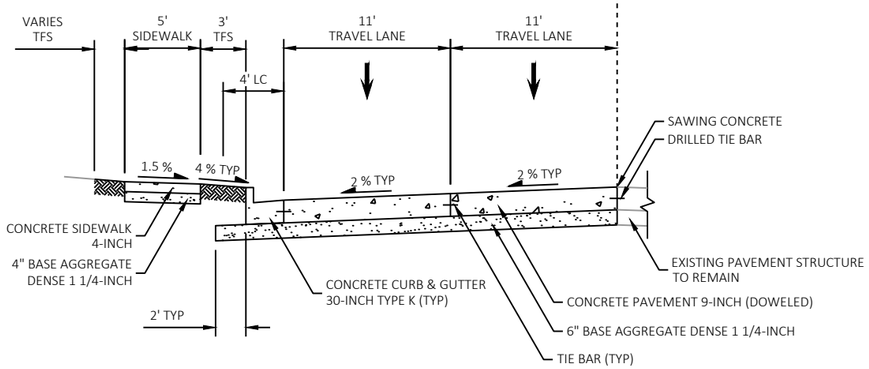
LANE CROSS SLOPES
SEE PAVING GRADES FOR LOCATIONS OF AND CHANGES IN CROSS SLOPES

PIPE UNDERDRAIN
INSTALL PIPE UNDERDRAIN 6-INCH BELOW CURB & GUTTER AT ROADWAY LOW POINTS. SEE PIPE UNDERDRAIN AND OUTFALL CONSTRUCTION DETAILS.

FINISHED TYPICAL SECTION
W COURT ST

STA 15+65 EB - STA 18+75 EB
STA 15+55 WB - STA 19+23 WB





PAVEMENT REPLACEMENT EXTENSION WB

STA 20+82 WB - STA 21+05 WB

TFS = TOPSOIL , FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
U = PIPE UNDERDRAIN 6-INCH. SEE PIPE UNDERDRAIN CONSTRUCTION DETAIL AND STORM SEWER PLANS.
LC = LATERAL CLEARANCE
* = EXISTING SIDEWALK TO REMAIN. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS.

CONCRETE CURB & GUTTER TYPE K
GUTTER TO BE CONSTRUCTED AT THE SAME THICKNESS AS THE ADJACENT CONCRETE PAVEMENT.

CURB HEAD SHALL BE 6" WIDE

LANE CROSS SLOPES
SEE PAVING GRADES FOR LOCATIONS OF AND CHANGES IN CROSS SLOPES

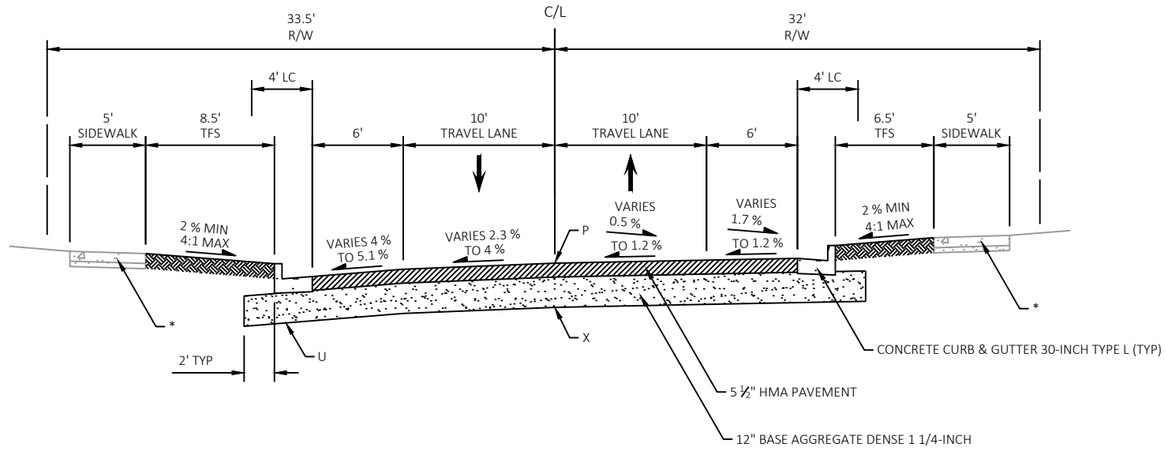
PIPE UNDERDRAIN
INSTALL PIPE UNDERDRAIN 6-INCH BELOW CURB & GUTTER AT ROADWAY LOW POINTS. SEE PIPE UNDERDRAIN AND OUTFALL CONSTRUCTION DETAILS.

FINISHED TYPICAL SECTION
W COURT ST (EASTBOUND)
W MILWAUKEE ST (WESTBOUND)

STA 18+75 EB - STA 21+87 EB
STA 19+23 WB - STA 21+05 WB

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 11	E

2



FINISHED TYPICAL SECTION
MADISON ST

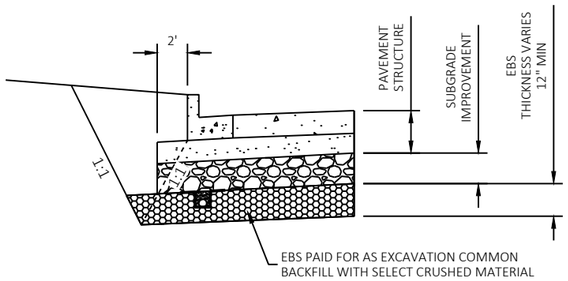
STA 41+00 - STA 41+30

TFS = TOPSOIL , FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
U = PIPE UNDERDRAIN 6-INCH. SEE PIPE UNDERDRAIN CONSTRUCTION DETAIL AND STORM SEWER PLANS.
LC = LATERAL CLEARANCE
* = EXISTING SIDEWALK TO REMAIN. SEE PLAN DETAILS AND CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS.

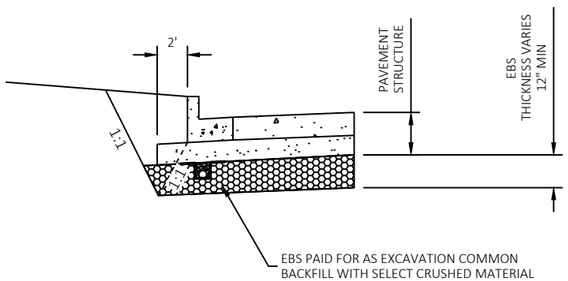
CONCRETE CURB & GUTTER TYPE L
CURB HEAD SHALL BE 6" WIDE

LANE CROSS SLOPES
SEE PAVING GRADES FOR LOCATIONS OF AND CHANGES IN CROSS SLOPES

PIPE UNDERDRAIN
INSTALL PIPE UNDERDRAIN 6-INCH BELOW CURB & GUTTER AT ROADWAY LOW POINTS. SEE PIPE UNDERDRAIN AND OUTFALL CONSTRUCTION DETAILS.



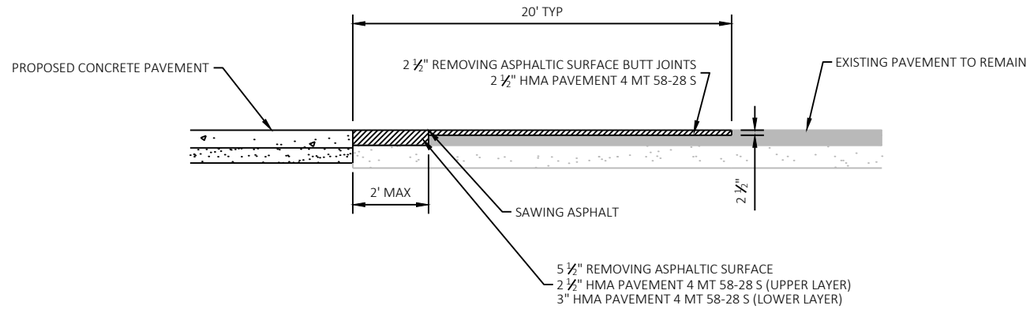
USH 51



COURT ST

EXCAVATION BELOW SUBGRADE

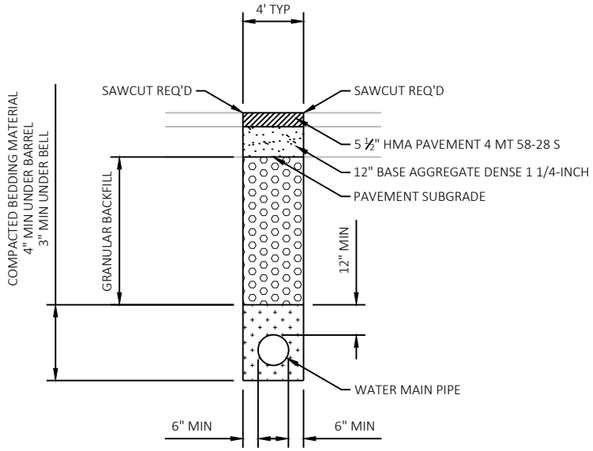
FINAL LOCATIONS AND DEPTHS TO BE DETERMINED BY THE ENGINEER.



BUTT JOINTS - NEW CONCRETE PAVEMENT AT MATCH

STA 21+87 EB

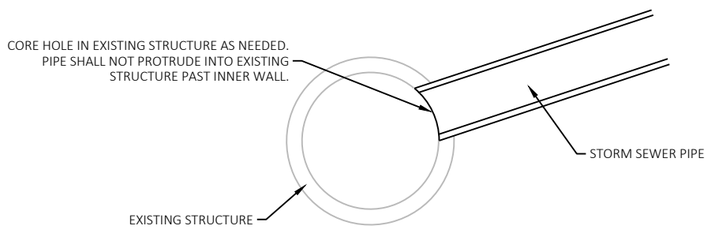
DETAIL TO BE USED AT THE CONSTRUCTION LIMITS WHEN NEW CONCRETE PAVEMENT MATCHES INTO EXISTING ASPHALT PAVEMENT



WATER MAIN TRENCH BACKFILL BEYOND PROJECT LIMITS

STA 15+40 WB TO STA 15+55 WB
STA 21+87 EB TO STA 22+37 EB

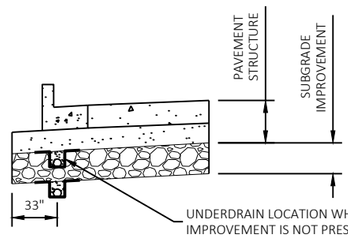
NOTE: USE 1" WASHED STONE WHEN TRENCH IS WET OR AS DIRECTED BY THE ENGINEER

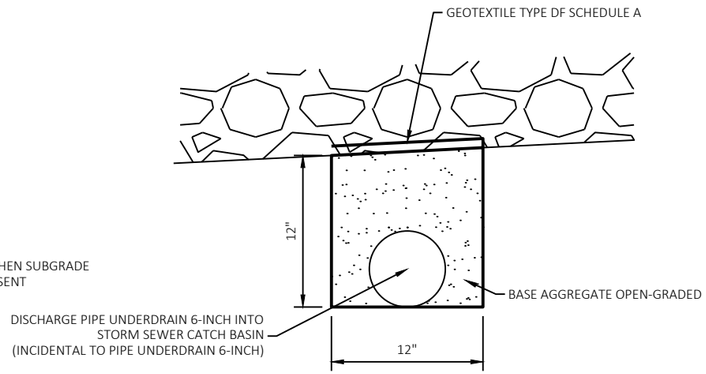


CONNECTION OF PROPOSED PIPE TO EXISTING STRUCTURE

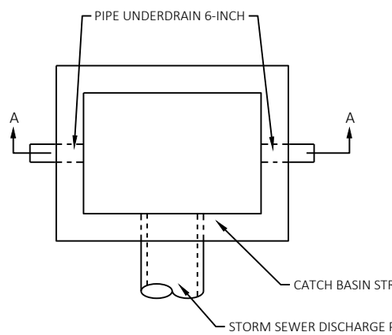
CONNECT STORM SEWER PIPE TO EXISTING STRUCTURE IN ACCORDANCE TO STANDARD SPEC 611.3.2.
CONNECTION OF PROPOSED PIPE TO EXISTING STRUCTURE IS PAID AS RECONSTRUCTING MANHOLES.
CONNECTIONS OF MULTIPLE PROPOSED PIPES TO A MANHOLE IS QUANTIFIED AS ONE RECONSTRUCTING MANHOLE.

2

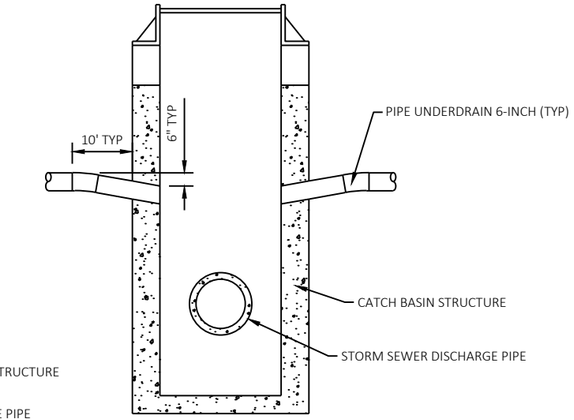




CROSS SECTION VIEW



PLAN VIEW

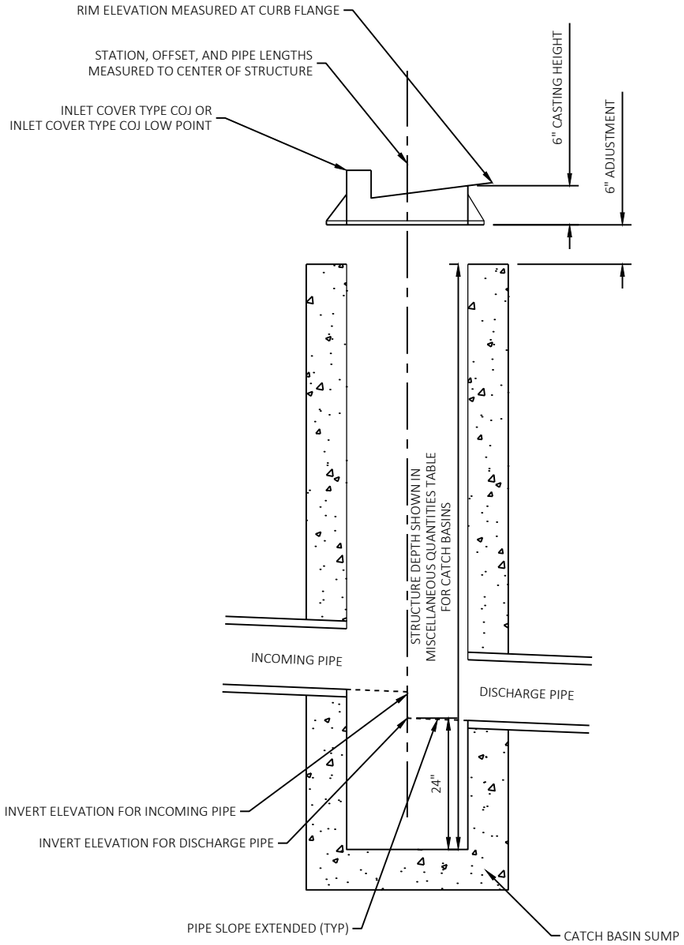


SECTION A-A

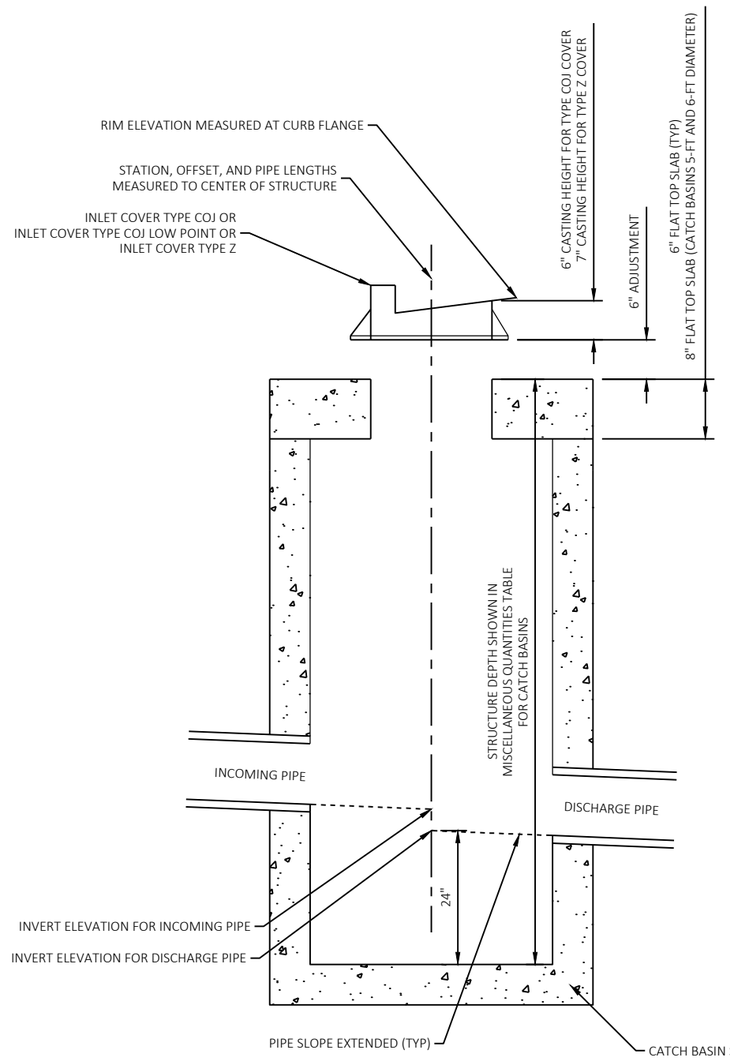
PIPE UNDERDRAIN AND OUTFALL DETAILS

NOTES:

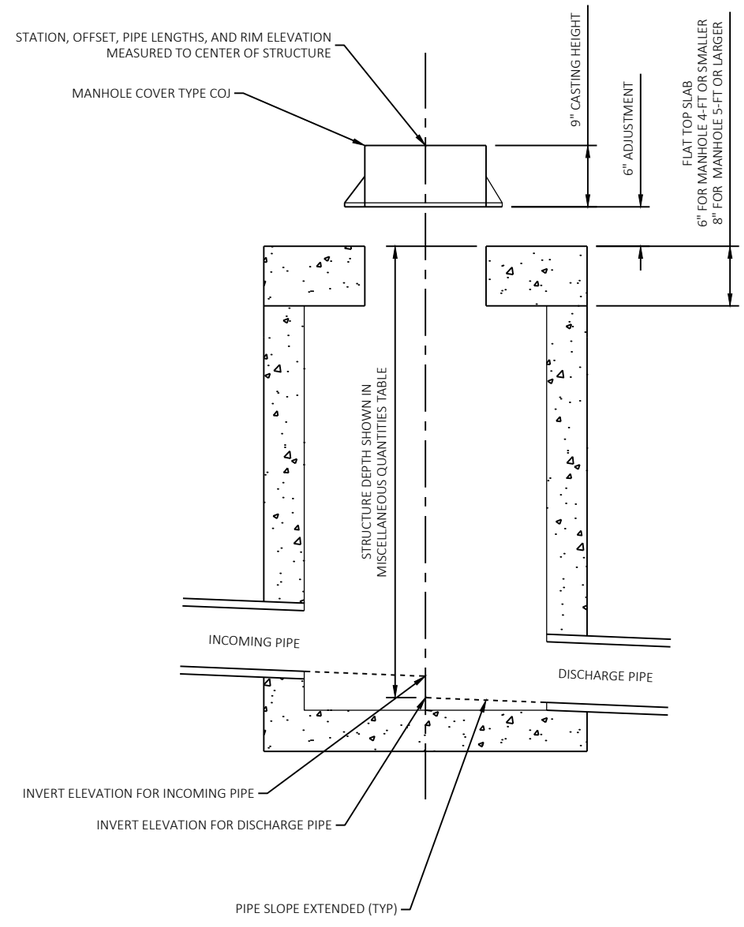
1. INSTALL UNDERDRAIN TO 25' UPSTREAM OF CURB & GUTTER LOW POINTS IN BOTH DIRECTIONS.
2. CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE. MORTAR THE UNDERDRAIN TO THE STRUCTURE. CONNECTION IS INCIDENTAL TO PIPE UNDERDRAIN 6-INCH.
3. WRAP UNDERDRAIN TRENCH WITH GEOTEXTILE TYPE DF SCHEDULE A AS SHOWN. TOTAL WIDTH OF FABRIC MEASURED AS 6' FOR QUANTITIES.



CATCH BASINS 2X3-FT



CATCH BASINS 3-FT DIAMETER
CATCH BASINS 4-FT DIAMETER
CATCH BASINS 5-FT DIAMETER
CATCH BASINS 6-FT DIAMETER



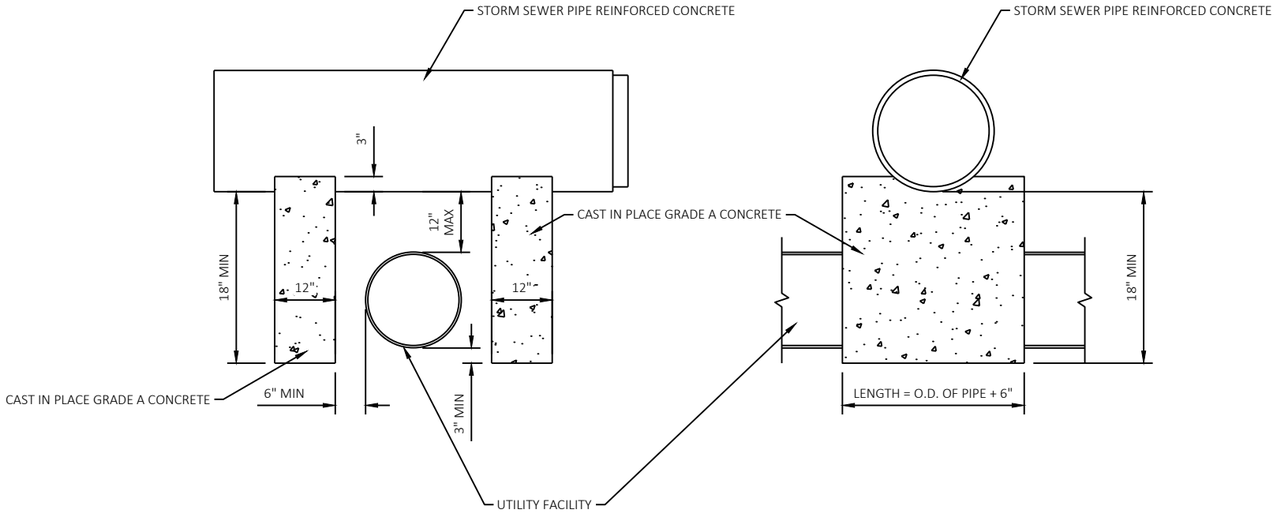
MANHOLES

STRUCTURE DEPTH AND INVERT DETAIL

2

NOTES:

1. PERFORM UTILITY LINE OPENINGS AT UTILITY CROSSINGS TO CONFIRM UTILITY FACILITY DEPTH.
2. CONCRETE PIPE SUPPORT SHALL BE INSTALLED WHEN CLEARANCE BETWEEN STORM SEWER PIPE AND UTILITY FACILITY IS 12 INCHES OR LESS. CONCRETE PIPE SUPPORT SHALL BE FIELD-POURED.
3. STORM SEWER PIPE SHOWN ABOVE UTILITY FACILITY. AT STA 654+20 AND 654+80 THE STORM SEWER PIPE IS LOCATED BELOW THE UTILITY FACILITY.



CONCRETE PIPE SUPPORT DETAIL

STA 654+20, 7' RT
STA 654+80, 7' RT
STA 655+60, 10' LT
STA 656+12, 38' LT
STA 656+38, 30' LT
STA 17+65 WB, 9' RT
STA 20+81 EB, 10' RT

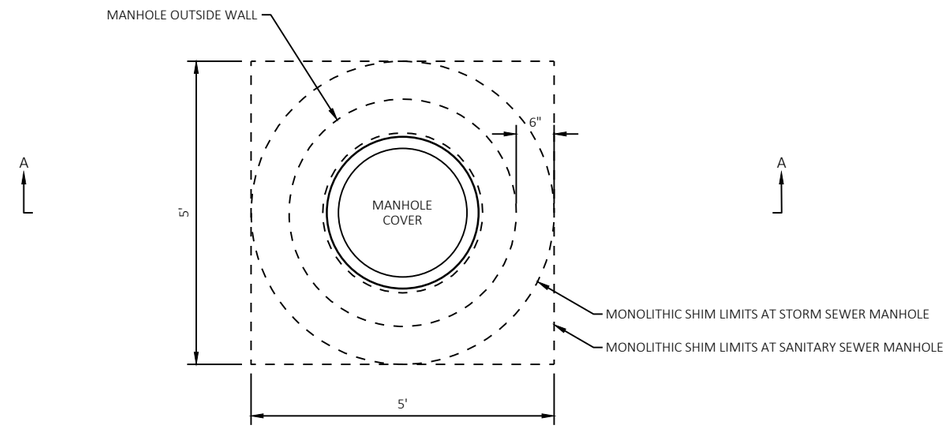
RUNOFF COEFFICIENT TABLE

	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											

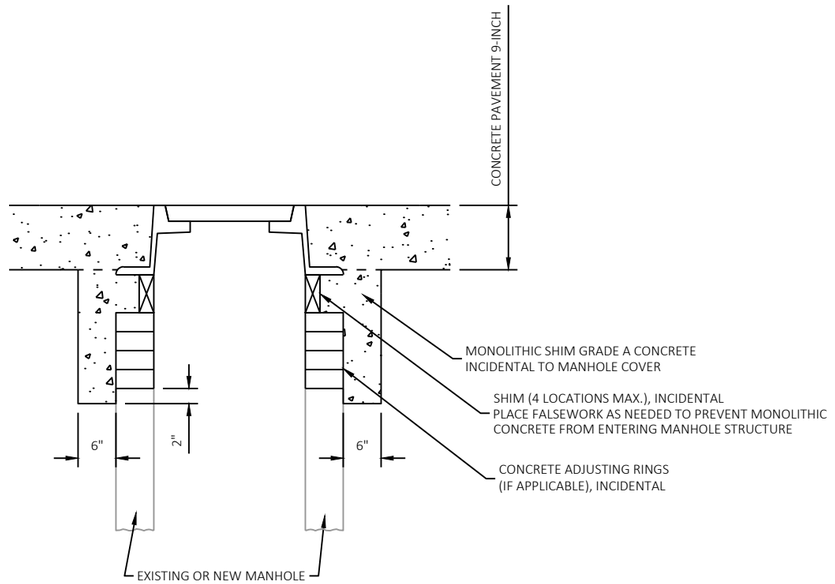
TOTAL PROJECT AREA = 4.02 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 3.04 ACRES

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT, AND FINISHING ARE INCIDENTAL TO THE MANHOLE COVER BID ITEM.

PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO THE STRUCTURE.



PLAN VIEW



SECTION A-A

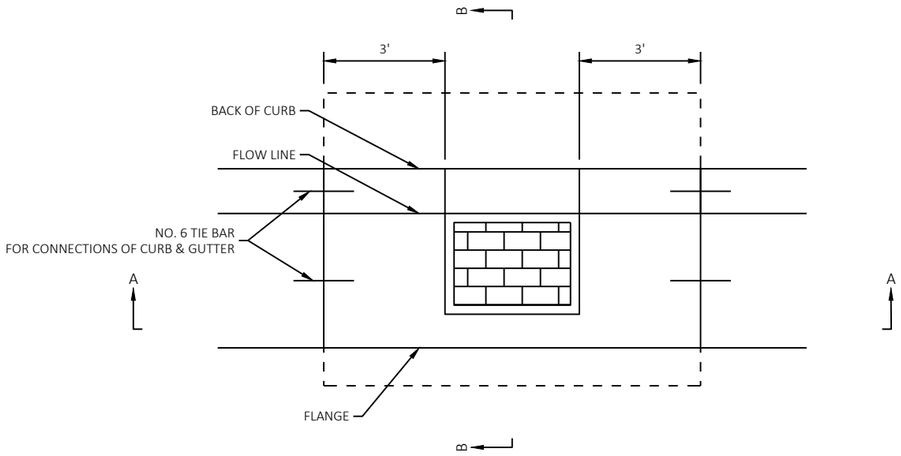
MANHOLE MONOLITHIC SHIM DETAIL

DETAIL APPLIES TO ANY STORM SEWER OR SANITARY MANHOLE STRUCTURE WITHIN THE ROADWAY PAVING LIMITS THAT RECEIVES A MANHOLE COVER

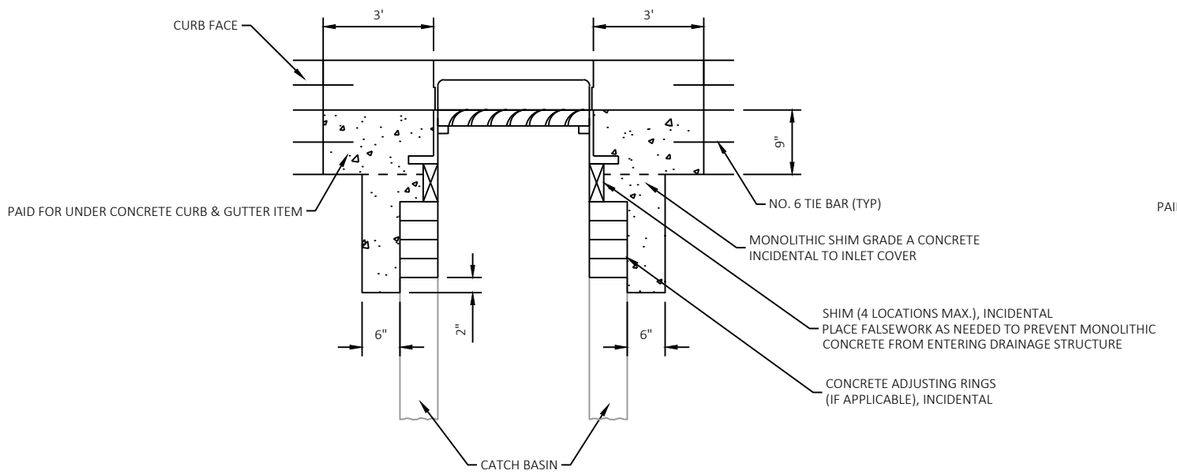
2

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT, AND FINISHING ARE INCIDENTAL TO THE MANHOLE COVER BID ITEM.

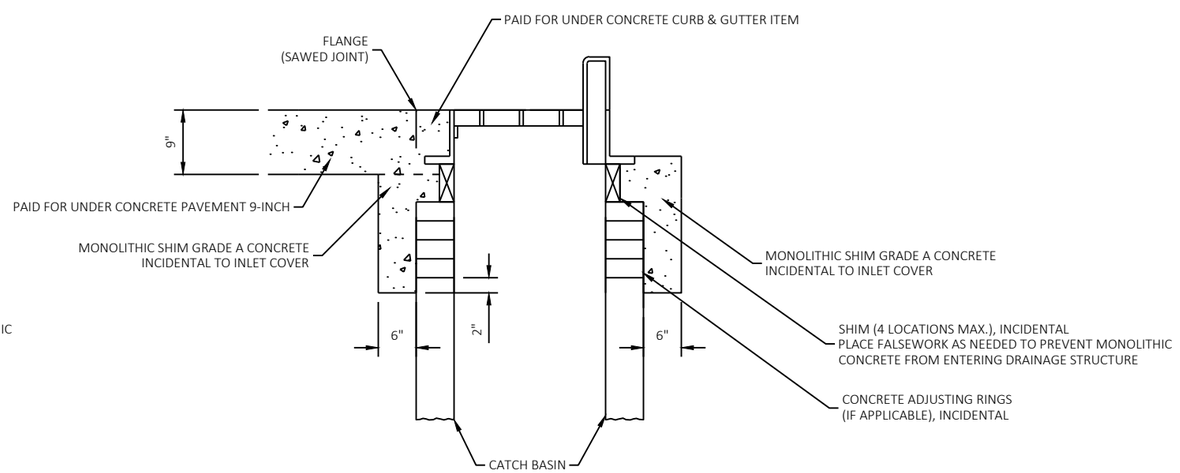
PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO THE STRUCTURE.



PLAN VIEW

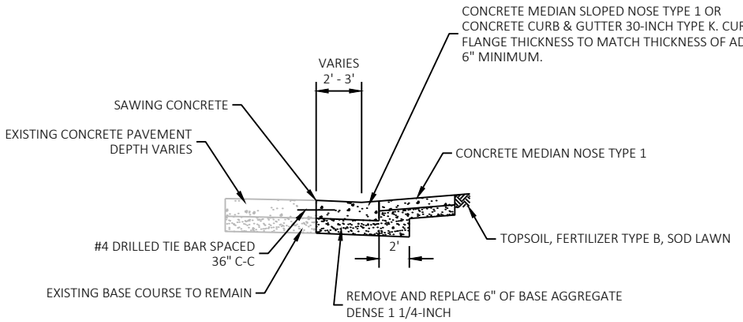


SECTION A-A



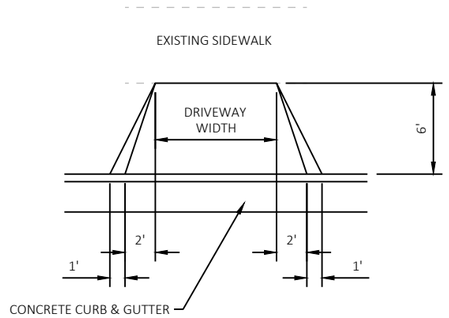
SECTION B-B

INLET MONOLITHIC SHIM DETAIL



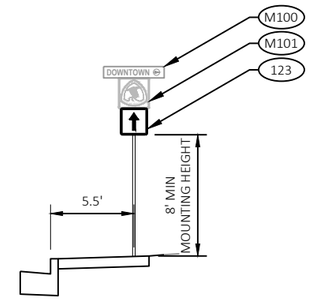
CURB & GUTTER REPLACEMENT - MEDIAN NOSE

STA 15+45 EB TO STA 15+55 EB



DRIVEWAY APRONS

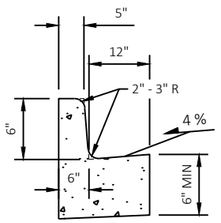
SEE PLAN DETAILS FOR LOCATIONS AND LAYOUT DETAILS. ALL DRIVEWAY DETAILS NOT SHOWN HERE SHALL BE IN ACCORDANCE TO THE PLAN DETAILS AND SDD DRIVEWAYS AND SIDEWALK RAMPS TYPE Z.



COMMERCIAL SIDEWALK SIGN MOUNTING DETAIL

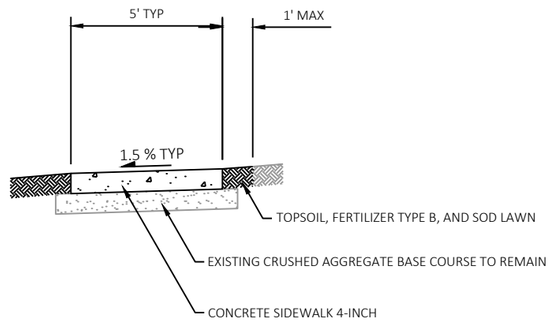
SIGNS M100, M101, AND 123

2



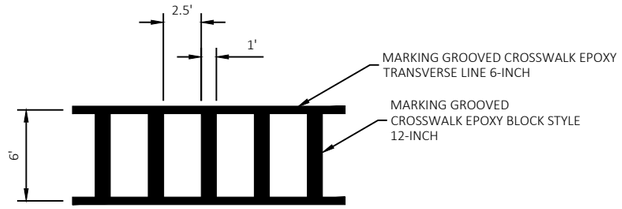
CONCRETE CURB & GUTTER 18-INCH TYPE K & TYPE L

TIE BARS REQUIRED FOR TYPE K. SEE SDD CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS FOR ADDITIONAL INFORMATION.



TRIPPING HAZARD SIDEWALK REPLACEMENTS

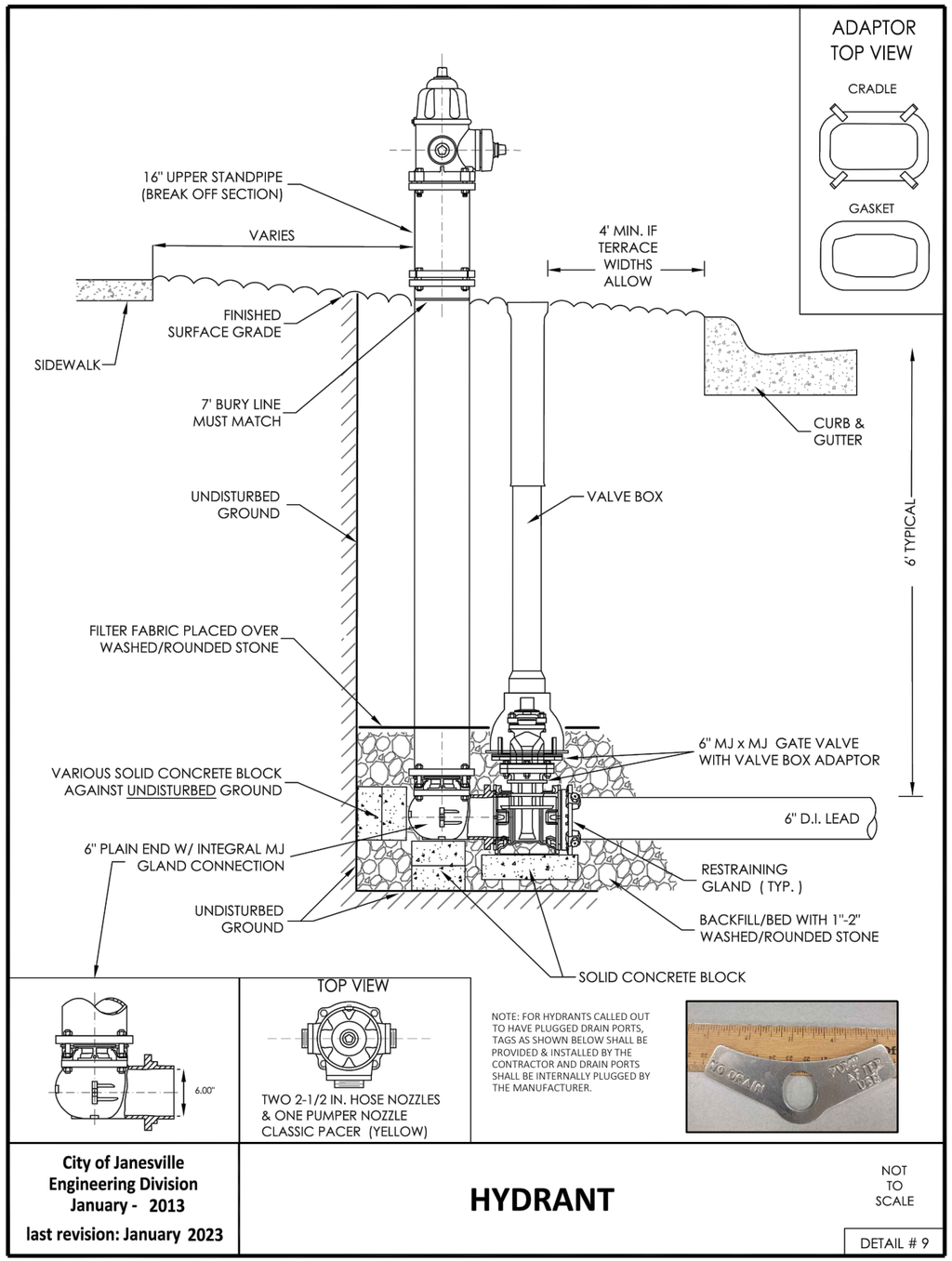
LOOKING EAST. RIGHT SIDE SHOWN. LEFT SIDE IS MIRROR IMAGE.
SEE PLAN DETAILS FOR LOCATIONS



HIGH-VISIBILITY CROSSWALK MARKINGS

SEE PAVEMENT MARKING PLANS FOR ADDITIONAL INFORMATION

2

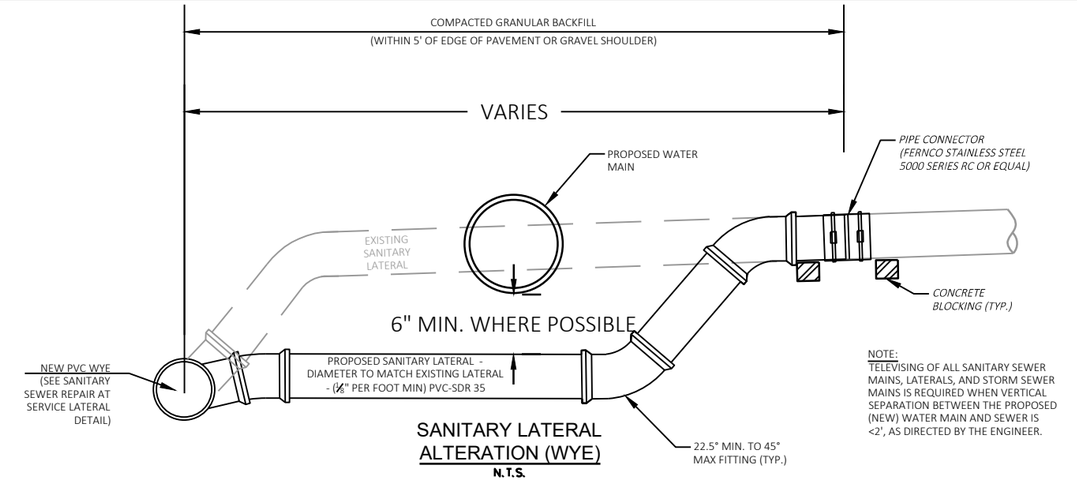


City of Janesville
Engineering Division
January - 2013
last revision: January 2023

HYDRANT

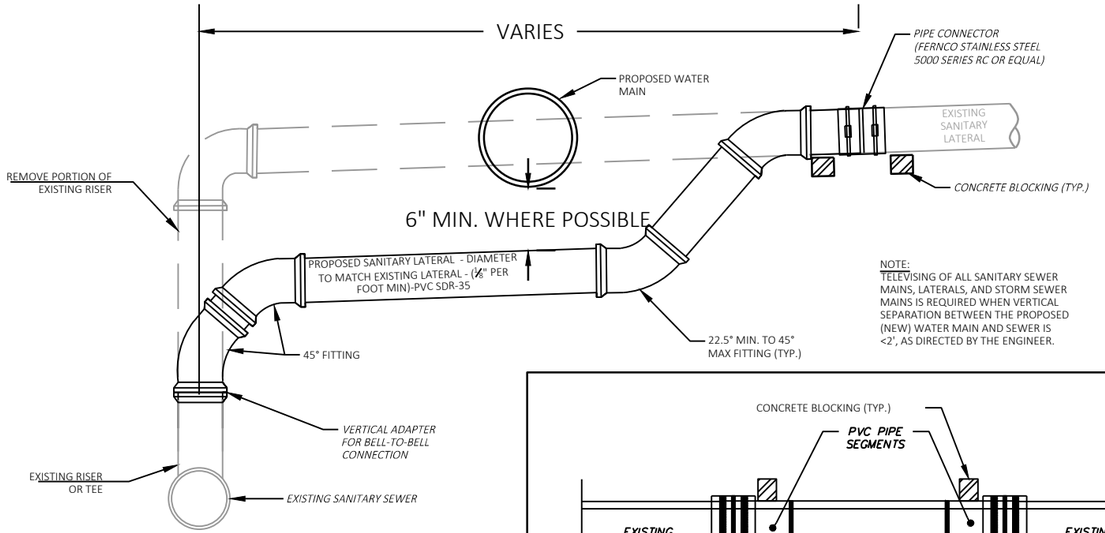
NOT TO SCALE

DETAIL # 9



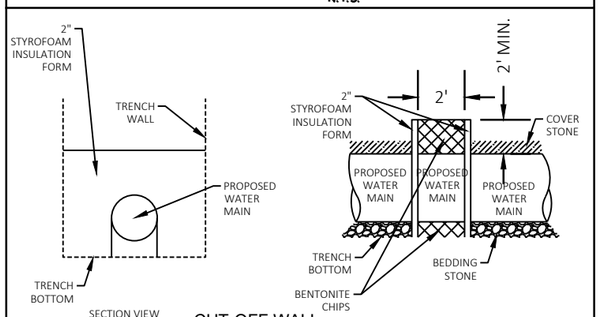
SANITARY LATERAL
ALTERATION (WYE)
N.T.S.

NOTE:
TELEVISING OF ALL SANITARY SEWER MAINS, LATERALS, AND STORM SEWER MAINS IS REQUIRED WHEN VERTICAL SEPARATION BETWEEN THE PROPOSED (NEW) WATER MAIN AND SEWER IS <2', AS DIRECTED BY THE ENGINEER.



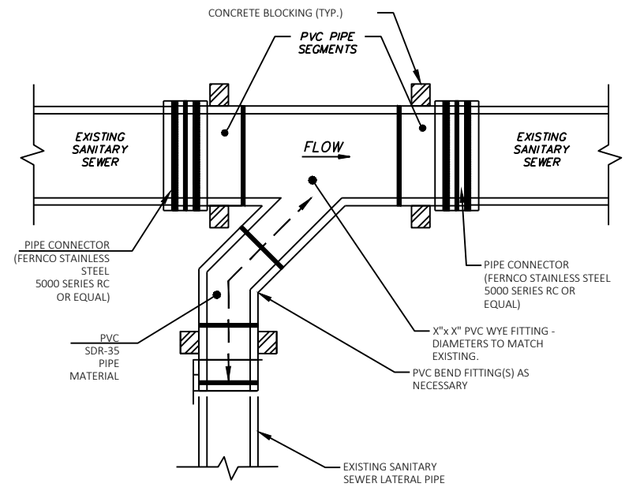
SANITARY LATERAL
ALTERATION (RISER)
N.T.S.

NOTE:
TELEVISING OF ALL SANITARY SEWER MAINS, LATERALS, AND STORM SEWER MAINS IS REQUIRED WHEN VERTICAL SEPARATION BETWEEN THE PROPOSED (NEW) WATER MAIN AND SEWER IS <2', AS DIRECTED BY THE ENGINEER.



CUT-OFF WALL
N. T. S.

NOTE: IN EVENT OF CASING PIPE, PROVIDE CUT-OFF WALL AROUND BOTH CASING & CARRIER PIPE.

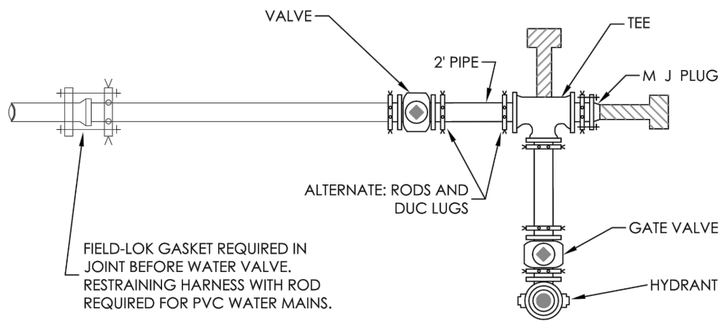


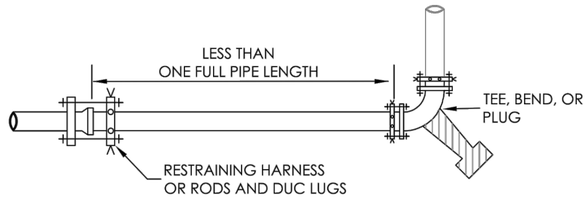
SANITARY SEWER REPAIR
AT SERVICE LATERAL
N. T. S.

NOTE:
THIS DETAIL ONLY APPLIES IF REQUIRED FOR SANITARY LATERAL ALTERATION

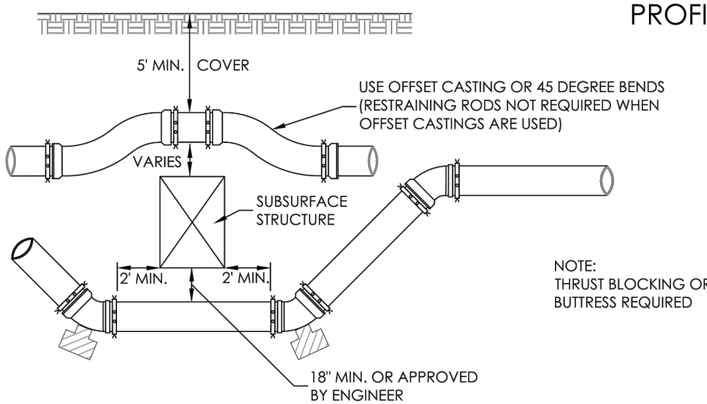
PROJECT NO: 5350-02-74	HWY: USH 51	COUNTY: ROCK	CONSTRUCTION DETAILS	SHEET 20	E

PLAN VIEW





PROFILE VIEW



NOTE: SEE FILE NO. 44 - 47A OF STANDARD SPECIFICATIONS FOR SEWER & WATER CONSTRUCTION IN WISCONSIN FOR BLOCKING DETAILS

LEGEND

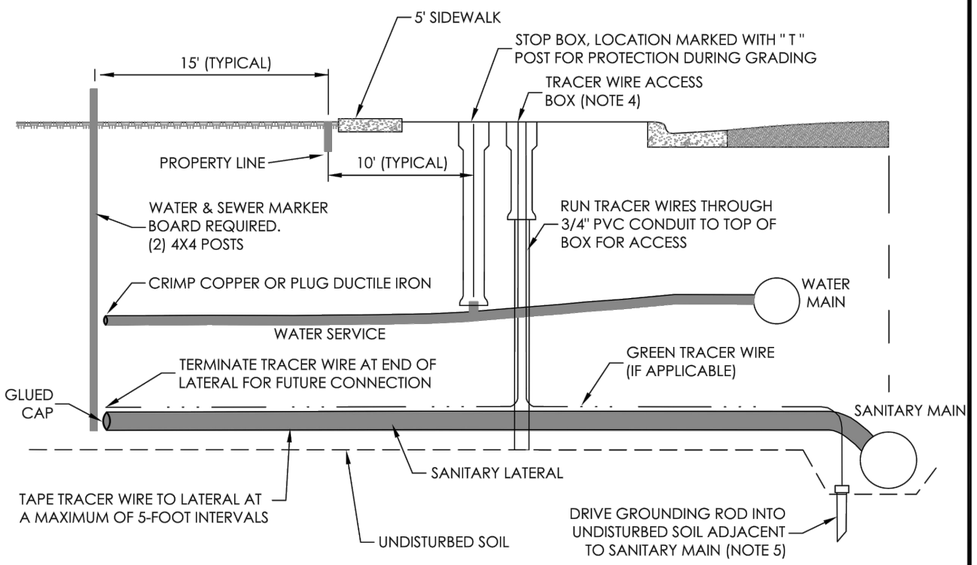
City of Janesville
Engineering Division
January - 2013
last revision: January 2023

PIPE RESTRAINTS

NOT TO SCALE

DETAIL # 11

WATER SERVICE AND SANITARY LATERAL ARE ASSUMED TO BE IN THE SAME TRENCH (AS SHOWN). IF SEPARATE TRENCHES EXIST, REFER TO NOTE 1 (BELOW). A " T " POST IS REQUIRED FOR MARKING ALL STOP BOXES.



NOTES:

1) IF THE SANITARY LATERAL HAS GREATER THAN 2' OF HORIZONTAL SEPARATION FROM THE WATER SERVICE, GREEN TRACER WIRE WILL BE INSTALLED AND ATTACHED TO A TRACER WIRE ACCESS BOX.

2) TRACER WIRE SHALL BE 12-AWG HIGH STRENGTH, HIGH CARBON WITH MINIMUM 450 LB BREAK LOAD AND MINIMUM 30 MIL HDPE INSULATION. TRACER WIRE SHALL BE MADE BY COPPERHEAD INDUSTRIES OR APPROVED EQUAL AND BE MANUFACTURED IN THE USA.

3) ANY TRACER WIRE THAT IS SPLICED TOGETHER SHALL BE CONNECTED WITH THE SNAKEBITE LOCKING CONNECTOR (LSC1230C) BY COPPERHEAD INDUSTRIES.

4) TRACER WIRE ACCESS BOX SHALL BE THE SNAKEPIT ACCESS BOX WITH TWO-TERMINAL SWITCHABLE LID. ACCESS BOX AND LID SHALL BE MANUFACTURED BY COPPERHEAD INDUSTRIES OR APPROVED EQUAL. TRACER WIRES SHALL BE PROPERLY ATTACHED TO THE UNDERSIDE OF THE ACCESS BOX LID. PROVIDE AT LEAST 2' OF EXCESS/SLACK WIRE SO THAT THE ACCESS BOX IS VERTICALLY ADJUSTABLE AND CAN BE SET TO FINISH GRADE. ON SANITARY LATERALS, ACCESS BOX SHALL BE SECURED TO THE TOP OF A 3/4" SCH 40 PVC CONDUIT INSTALLED VERTICALLY. ON WATER SERVICES, ACCESS BOX SHALL BE ATTACHED TO THE SERVICE STOP BOX USING THE SNAKEPIT BRACKET BY COPPERHEAD INDUSTRIES.

5) GROUNDING RODS SHALL BE A 1.5-LB DRIVE-IN MAGNESIUM GROUND ROD (ANO-12) MANUFACTURED BY COPPERHEAD INDUSTRIES OR APPROVED EQUAL.

City of Janesville
Engineering Division
January - 2013
last revision: January 2023

SANITARY SEWER AND WATER SERVICES

NOT TO SCALE

DETAIL # 7

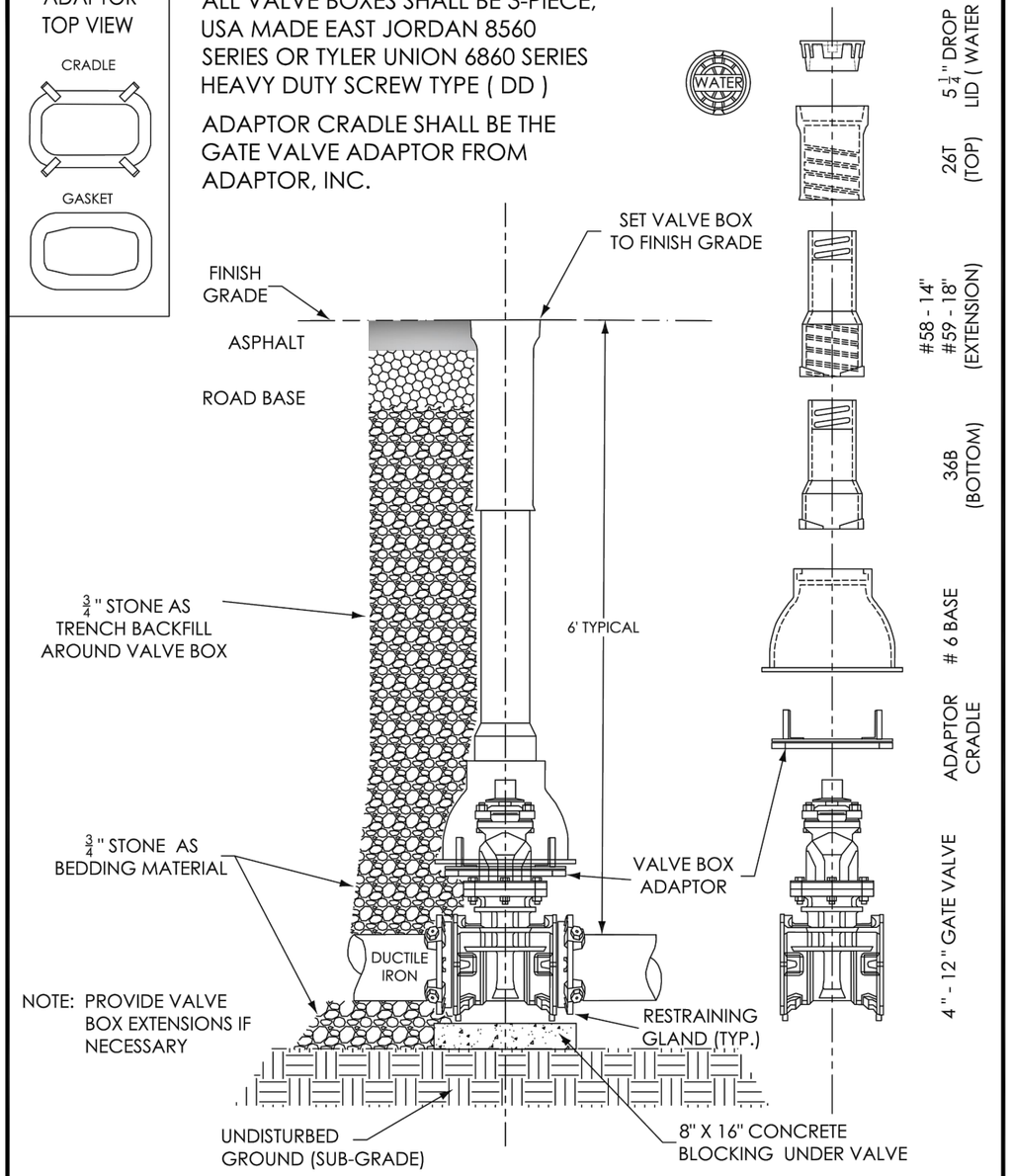
ADAPTOR TOP VIEW

CRADLE

GASKET

ALL VALVE BOXES SHALL BE 3-PIECE, USA MADE EAST JORDAN 8560 SERIES OR TYLER UNION 6860 SERIES HEAVY DUTY SCREW TYPE (DD)

ADAPTOR CRADLE SHALL BE THE GATE VALVE ADAPTOR FROM ADAPTOR, INC.

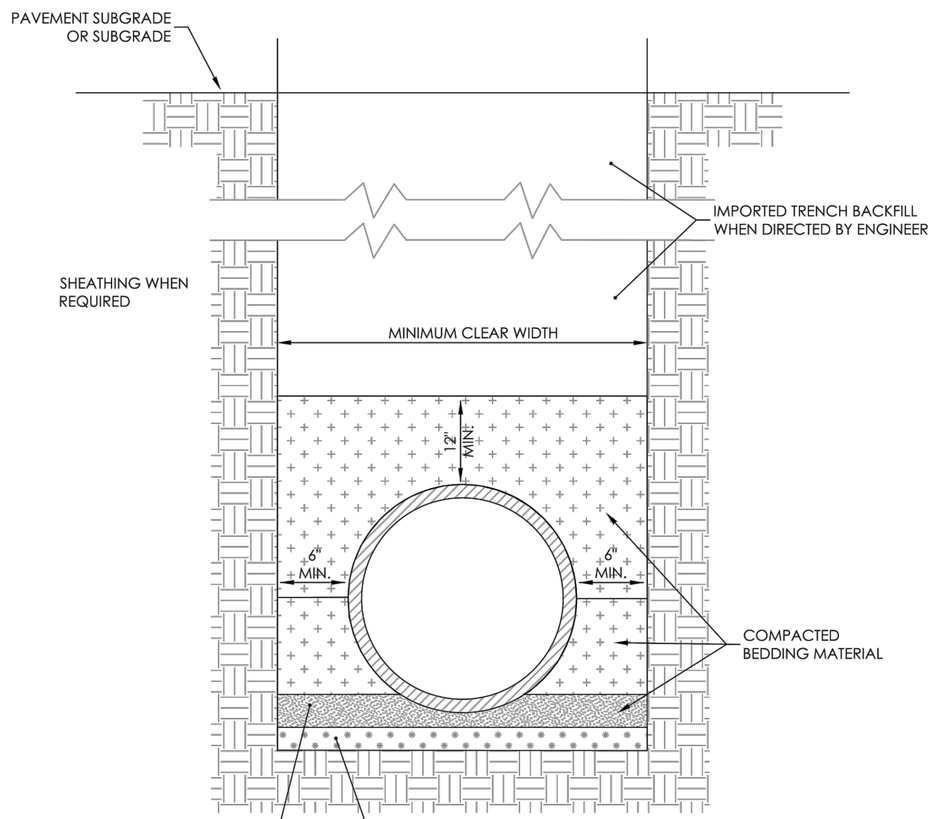


City of Janesville
Engineering Division
January - 2020
last revision: January 2021

WATER VALVE AND VALVE BOX

NOT TO SCALE

DETAIL # 8A



NOTE:
USE 1" WASHED STONE WHEN TRENCH IS WET OR AS DIRECTED BY ENGINEER

City of Janesville
Engineering Division
January - 2013
last revision: January 2021

TRENCH BACKFILL

NOT TO SCALE

DETAIL # 14

2

LEGEND

- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- AM — ABANDONING MANHOLES
- AI — ABANDONING INLETS
- REMOVING STORM SEWER
- ABANDONING SEWER
- ABANDONING SEWER BELOW RAILROAD TRACKS
- REMOVING CURB & GUTTER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- MANAGEMENT OF SOLID WASTE (DEPTHS AS NOTED)
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- TREE CLEARING AND GRUBBING
- SLOPE INTERCEPT

NOTES:
1. SEE PLAN DETAILS FOR LOCATION INFORMATION.
2. SEE WATER MAIN PLAN FOR ADDITIONAL REMOVALS.

W COURT ST
SEE W COURT ST SHEETS
UNION PACIFIC RR
UNCLAIMED FIBER OPTIC ASSUMED DISCONTINUED
STA 17+00 EB TO STA 18+90 EB
STA 18+00 WB TO STA 19+30 WB
MANAGEMENT OF SOLID WASTE
0' TO MAXIMUM DEPTH OF EXCAVATION
SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION
MCI METRO
EVERSTREAM
MADISON ST
STA 657+23 TO STA 657+75
STA 19+10 WB TO STA 19+83 WB,
0' TO CONSTRUCTION LIMITS LT
PETROLEUM CONTAMINATED SOIL
0' TO 6' BELOW GROUND SURFACE
WISCONSIN & SOUTHERN RR
UNION PACIFIC RR
STA 657+75 TO STA 658+05,
0' TO CONSTRUCTION LIMITS LT
PETROLEUM CONTAMINATED SOIL
0' TO MAXIMUM DEPTH OF EXCAVATION
STA 658+05 TO STA 658+70,
0' TO CONSTRUCTION LIMITS LT
PETROLEUM CONTAMINATED SOIL
0' TO 6' BELOW GROUND SURFACE
ALLIANT ENERGY ELECTRIC
EXISTING TREE TO REMAIN
USH 51 / CENTER AVE
USH 51 / W CENTERWAY
MCKINLEY ST
W MILWAUKEE ST
MATCH LINE 659+00
STA 653+83 TO STA 655+00,
29' RT TO CONSTRUCTION LIMITS RT
PETROLEUM CONTAMINATED SOIL
0' TO 3' BELOW GROUND SURFACE
EXISTING TREE TO REMAIN
EXISTING TREE TO REMAIN
ALLIANT ENERGY ELECTRIC
AT&T WISCONSIN
AT&T WISCONSIN
EVERSTREAM
STA 657+23 TO STA 658+70
0' TO CONSTRUCTION LIMITS RT,
STA 19+83 WB TO STA 21+05 WB
0' TO CONSTRUCTION LIMITS LT,
PETROLEUM CONTAMINATED SOIL
0' TO 2' BELOW GROUND SURFACE
STA 19+80 EB TO STA 21+50 EB
8' RT TO CONSTRUCTION LIMITS LT,
19+83 WB TO STA 20+82 WB
0' TO CONSTRUCTION LIMITS RT,
PETROLEUM CONTAMINATED SOIL
0' TO 2' BELOW GROUND SURFACE
653+00
654+00
655+00
656+00
657+00
658+00
659
18+00 EB
18+00 WB
19+00 EB
19+00 WB
20+00 EB
20+00 WB
21+00 EB
21+00 WB
22+0
R/W
N

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 23	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\021101-RM.DWG
LAYOUT NAME - 01
PLOT DATE : 11/12/2024 8:57 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- AM — ABANDONING MANHOLES
- AI — ABANDONING INLETS
- REMOVING STORM SEWER
- ABANDONING SEWER
- ABANDONING SEWER BELOW RAILROAD TRACKS
- REMOVING CURB & GUTTER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- MANAGEMENT OF SOLID WASTE (DEPTHS AS NOTED)
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- SAWING ASPHALT
- XXXXXXXX SAWING CONCRETE
- TREE CLEARING AND GRUBBING
- SLOPE INTERCEPT

NOTES:
1. SEE PLAN DETAILS FOR LOCATION INFORMATION.
2. SEE WATER MAIN PLAN FOR ADDITIONAL REMOVALS.

N

MATCH LINE 659+00

CITY OF JANESVILLE STREET LIGHTING

EXISTING TREE TO REMAIN

R/W

660+00

661+00

662+00

663+00

664+00

USH 51 / W CENTERWAY

CONC

ASPH

ALLIANT ENERGY ELECTRIC

ALLIANT ENERGY GAS

CAUTION

N LOCUST ST

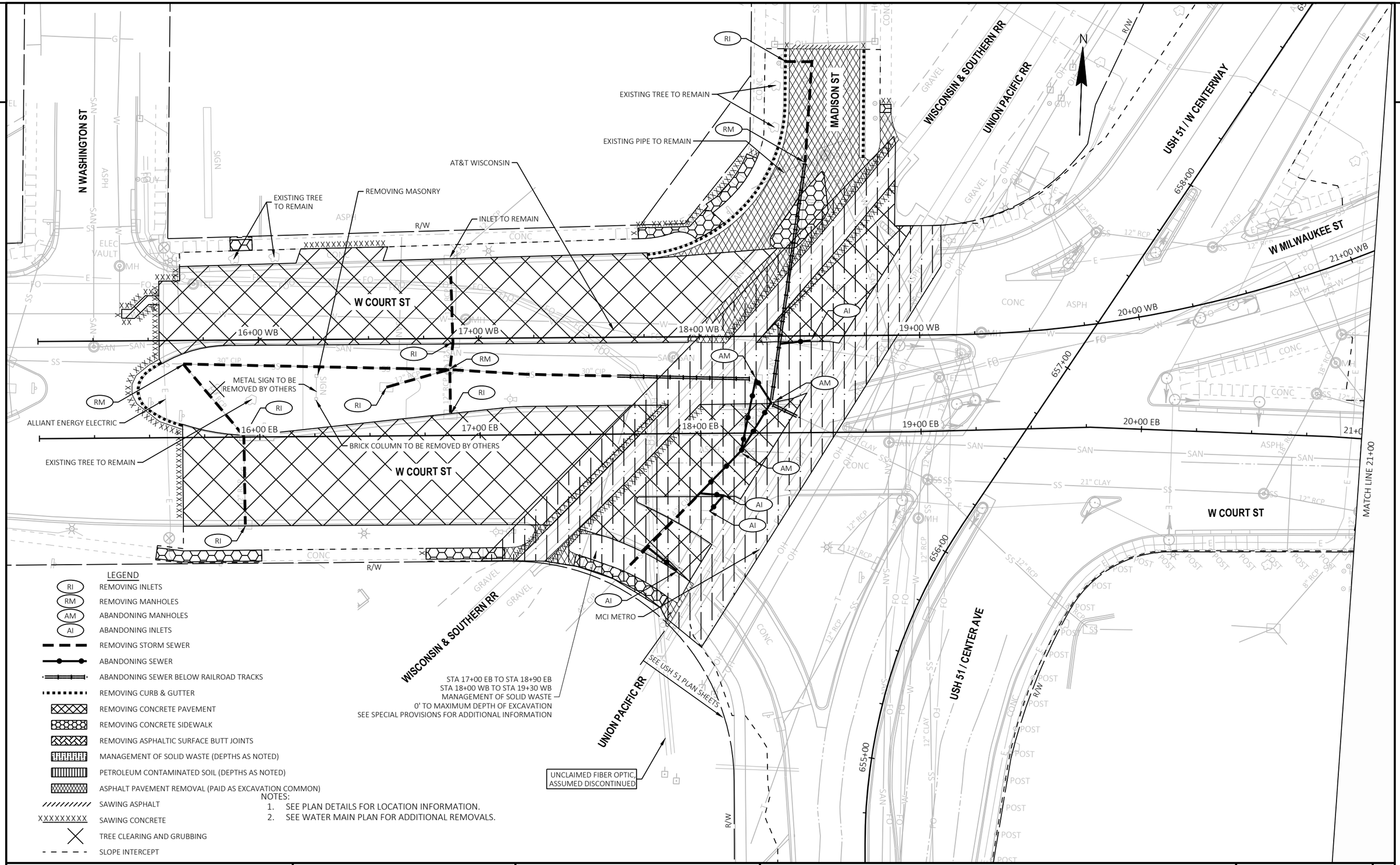
23+00 WB

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 24	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\021101-RM.DWG
LAYOUT NAME - 02

PLOT DATE : 7/25/2024 9:11 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

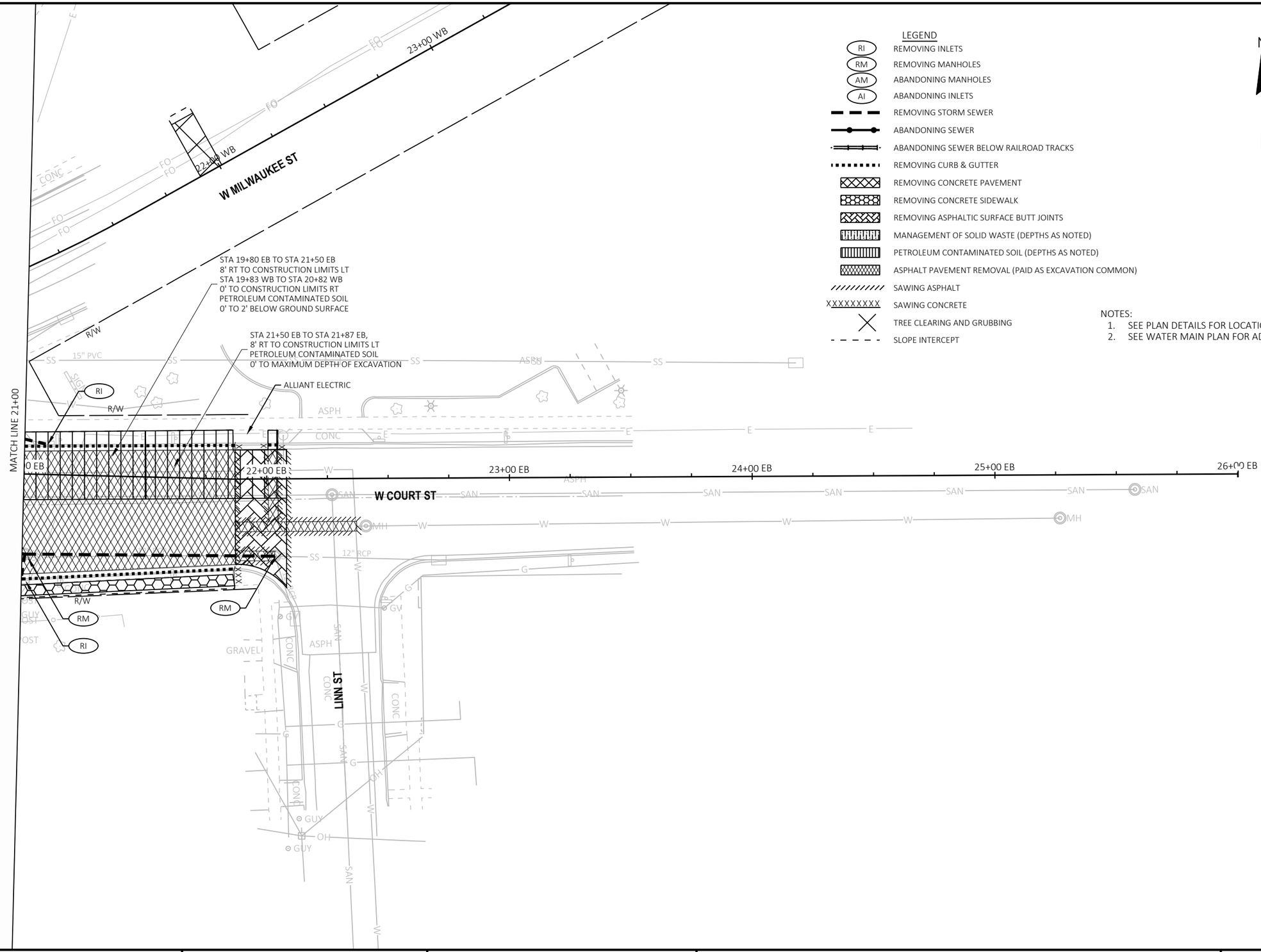
WISDOT/CADDS SHEET 42



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 25	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\021102-RM.DWG
LAYOUT NAME - 01
PLOT DATE : 11/15/2024 8:58 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- AM — ABANDONING MANHOLES
- AI — ABANDONING INLETS
- REMOVING STORM SEWER
- ABANDONING SEWER
- ABANDONING SEWER BELOW RAILROAD TRACKS
- REMOVING CURB & GUTTER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- MANAGEMENT OF SOLID WASTE (DEPTHS AS NOTED)
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- TREE CLEARING AND GRUBBING
- SLOPE INTERCEPT

N

NOTES:
1. SEE PLAN DETAILS FOR LOCATION INFORMATION.
2. SEE WATER MAIN PLAN FOR ADDITIONAL REMOVALS.

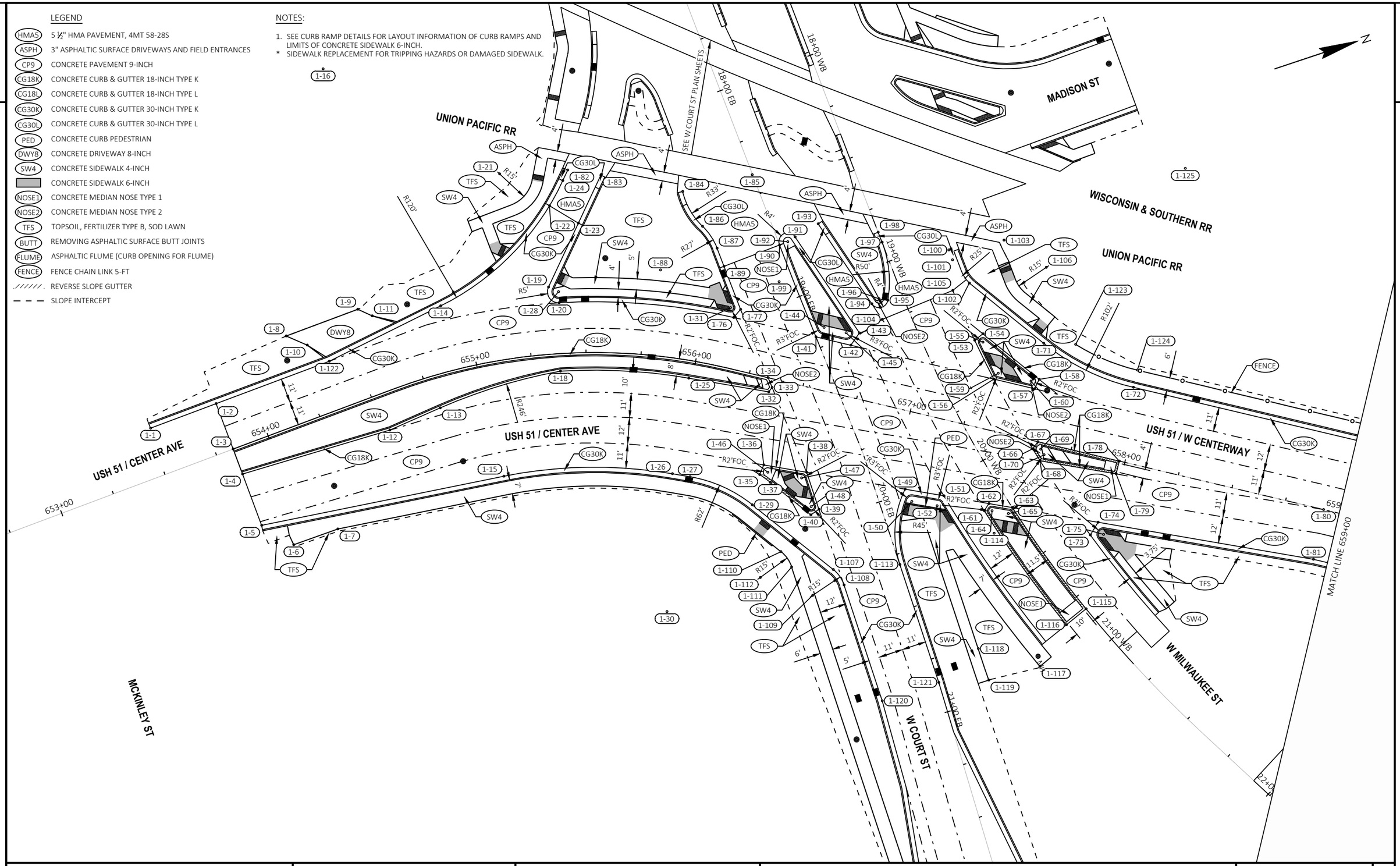
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 26	E

LEGEND

- HMA5 — 5 ½" HMA PAVEMENT, 4MT 58-28S
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- CP9 — CONCRETE PAVEMENT 9-INCH
- CG18K — CONCRETE CURB & GUTTER 18-INCH TYPE K
- CG18L — CONCRETE CURB & GUTTER 18-INCH TYPE L
- CG30K — CONCRETE CURB & GUTTER 30-INCH TYPE K
- CG30L — CONCRETE CURB & GUTTER 30-INCH TYPE L
- PED — CONCRETE CURB PEDESTRIAN
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- SW4 — CONCRETE SIDEWALK 4-INCH
- CONCRETE SIDEWALK 6-INCH
- NOSE1 — CONCRETE MEDIAN NOSE TYPE 1
- NOSE2 — CONCRETE MEDIAN NOSE TYPE 2
- TFS — TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINTS
- FLUME — ASPHALTIC FLUME (CURB OPENING FOR FLUME)
- FENCE — FENCE CHAIN LINK 5-FT
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS AND LIMITS OF CONCRETE SIDEWALK 6-INCH.
* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 27	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\021201-PD.DWG
LAYOUT NAME - 01

PLOT DATE : 7/26/2024 11:59 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
1-1	51	653+51.2	22.0' LT	267,554.82	490,806.73	
1-2	51	653+83.0	22.0' LT	267,586.59	490,805.60	
1-3	51	653+83.0	0.0'	267,587.37	490,827.59	
1-4	51	653+83.0	12.1' RT	267,587.79	490,839.70	
1-5	51	653+83.0	36.9' RT	267,588.67	490,864.47	
1-6	51	653+93.6	50.2' RT	267,599.69	490,877.43	
1-7	51	654+14.7	50.6' RT	267,620.87	490,877.03	
1-8	51	654+23.6	39.6' LT	267,626.50	490,786.63	
1-9	51	654+58.2	39.6' LT	267,661.12	490,785.41	
1-10	51	654+31.0	32.4' LT	267,634.23	490,793.56	
1-11	51	654+63.0	34.5' LT	267,666.35	490,790.32	
1-12	51	654+52.6	16.9' RT	267,657.53	490,842.00	
1-13	51	654+78.6	14.9' RT	267,682.38	490,839.72	
1-14	51	654+90.6	29.7' LT	267,697.28	490,795.92	
1-15	51	655+02.1	52.0' RT	267,699.90	490,878.26	
1-16	51	654+74.1	147.7' LT	267,680.80	490,677.05	120'
1-17	51	656+40.3	244.4' RT	267,704.41	491,085.00	246'
1-18	51	655+37.9	8.0' RT	267,739.38	490,841.23	
1-19	51	655+35.2	30.4' LT	267,746.35	490,803.36	
1-20	51	655+39.1	23.0' LT	267,748.66	490,811.63	
1-21	51	655+21.2	83.7' LT	267,741.62	490,747.65	15'
1-22	51	655+37.6	67.2' LT	267,758.49	490,768.51	
1-23	51	655+47.9	58.7' LT	267,768.39	490,780.16	
1-24	51	655+42.8	78.2' LT	267,767.85	490,759.65	
1-25	51	655+98.2	8.0' RT	267,793.58	490,862.70	
1-26	51	655+98.2	52.0' RT	267,772.76	490,901.46	
1-27	51	656+08.4	51.8' RT	267,779.95	490,905.32	
1-28	51	655+39.1	28.0' LT	267,749.97	490,806.80	5'
1-29	51	656+40.1	57.7' RT	267,802.72	490,926.35	
1-30	51	656+12.7	113.8' RT	267,750.61	490,959.94	62'
1-31	51	656+10.2	27.0' LT	267,821.68	490,838.41	2' FOC
1-32	51	656+35.4	6.2' RT	267,825.99	490,880.11	
1-33	51	656+36.5	3.9' RT	267,828.15	490,878.76	
1-34	51	656+33.8	0.0'	267,827.85	490,873.98	
1-35	51	656+40.1	43.6' RT	267,810.20	490,914.40	
1-36	51	656+40.9	38.9' RT	267,813.37	490,910.79	
1-37	51	656+45.6	46.0' RT	267,813.65	490,919.30	
1-38	51	656+60.5	37.7' RT	267,830.70	490,920.10	
1-39	51	656+69.9	52.7' RT	267,830.70	490,937.83	
1-40	51	656+66.9	56.1' RT	267,826.40	490,939.09	
1-41	51	656+50.5	23.0' LT	267,854.24	490,863.30	
1-42	51	656+66.8	23.0' LT	267,868.05	490,871.88	
1-43	51	656+69.3	29.3' LT	267,873.52	490,867.81	
1-44	51	656+53.1	28.0' LT	267,859.07	490,860.42	3' FOC
1-45	51	656+63.4	28.0' LT	267,867.79	490,865.84	3' FOC

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
1-46	51	656+43.5	41.8' RT	267,814.05	490,914.56	2' FOC
1-47	51	656+59.0	40.8' RT	267,827.75	490,921.93	2' FOC
1-48	51	656+66.1	52.4' RT	267,827.71	490,935.58	2' FOC
1-49	51	657+05.9	34.8' RT	267,870.73	490,941.61	
1-50	51	657+10.1	39.6' RT	267,871.79	490,947.86	3' FOC
1-51	51	657+23.6	33.7' RT	267,886.40	490,950.03	
1-52	51	657+21.7	38.8' RT	267,882.02	490,953.35	3' FOC
1-53	51	657+21.0	38.1' LT	267,922.04	490,887.61	
1-54	51	657+23.9	41.9' LT	267,926.54	490,886.00	
1-55	51	657+24.8	38.1' LT	267,925.30	490,889.63	2' FOC
1-56	51	657+33.4	23.0' LT	267,924.64	490,907.05	
1-57	51	657+52.5	23.0' LT	267,940.82	490,917.09	
1-58	51	657+53.5	27.7' LT	267,944.18	490,913.69	
1-59	51	657+34.8	26.0' LT	267,927.40	490,905.23	2' FOC
1-60	51	657+50.1	26.0' LT	267,940.37	490,913.28	2' FOC
1-61	51	657+43.0	36.1' RT	267,901.59	490,962.25	
1-62	51	657+44.3	32.4' RT	267,904.67	490,959.85	
1-63	51	657+55.1	31.7' RT	267,914.14	490,964.94	
1-64	51	657+46.5	35.3' RT	267,904.98	490,963.42	2' FOC
1-65	51	657+53.9	34.8' RT	267,911.57	490,966.96	2' FOC
1-66	51	657+57.9	3.7' RT	267,931.37	490,942.64	
1-67	51	657+59.5	0.0'	267,934.62	490,940.32	
1-68	51	657+62.4	8.2' RT	267,932.81	490,948.85	
1-69	51	657+61.5	3.0' RT	267,934.74	490,943.93	2' FOC
1-70	51	657+63.6	5.1' RT	267,935.42	490,946.85	2' FOC
1-71	51	657+51.8	44.0' LT	267,951.33	490,898.84	
1-72	51	657+95.9	34.0' LT	267,983.52	490,930.67	
1-73	51	657+92.4	35.7' RT	267,943.74	490,987.97	
1-74	51	657+94.5	29.2' RT	267,948.92	490,983.62	
1-75	51	657+98.2	34.0' RT	267,949.54	490,989.63	3' FOC
1-76	51	656+12.4	23.0' LT	267,821.67	490,843.08	
1-77	51	656+14.4	27.3' LT	267,825.79	490,840.62	
1-78	51	657+97.4	0.0'	267,966.87	490,960.36	
1-79	51	657+97.4	6.0' RT	267,963.70	490,965.45	
1-80	51	658+92.7	0.0'	268,047.77	491,010.62	
1-81	51	658+93.4	23.0' RT	268,036.25	491,030.54	
1-82	51	655+44.7	83.0' LT	267,771.51	490,755.79	
1-83	51	655+56.1	80.4' LT	267,784.96	490,762.74	
1-84	51	655+85.0	75.3' LT	267,817.81	490,781.59	
1-85	51	656+07.7	88.0' LT	267,850.19	490,784.36	33'
1-86	51	655+93.7	61.0' LT	267,821.38	490,799.40	
1-87	51	656+00.4	52.3' LT	267,824.47	490,810.91	
1-88	51	655+80.0	38.9' LT	267,797.00	490,812.12	27'
1-89	51	656+04.3	44.8' LT	267,824.86	490,819.70	
1-90	51	656+24.9	59.8' LT	267,851.83	490,818.51	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
1-91	51	656+30.9	65.0' LT	267,859.69	490,817.28	
1-92	51	656+28.2	62.0' LT	267,855.83	490,818.33	4'
1-93	51	656+39.7	73.2' LT	267,871.50	490,814.98	
1-94	51	656+71.7	43.5' LT	267,883.02	490,857.08	
1-95	51	656+78.4	46.7' LT	267,890.40	490,857.91	
1-96	51	656+74.4	46.4' LT	267,886.88	490,856.02	4'
1-97	51	656+69.8	71.7' LT	267,896.29	490,832.12	
1-98	51	656+67.1	75.7' LT	267,896.08	490,827.26	
1-99	51	656+28.5	43.5' LT	267,846.34	490,834.28	50'
1-100	51	657+00.1	75.3' LT	267,923.88	490,845.06	
1-101	51	657+02.8	71.3' LT	267,924.09	490,849.85	
1-102	51	657+12.6	62.9' LT	267,927.98	490,862.20	
1-103	51	657+23.4	85.4' LT	267,949.06	490,848.77	25'
1-104	51	656+77.9	37.7' LT	267,885.27	490,865.30	
1-105	51	657+06.1	57.9' LT	267,919.80	490,862.98	
1-106	51	657+44.9	77.8' LT	267,963.35	490,866.53	15'
1-107	51	656+82.5	77.9' RT	267,828.19	490,965.85	
1-108	51	656+88.9	83.5' RT	267,830.58	490,974.03	
1-109	51	656+76.1	91.4' RT	267,815.58	490,973.98	15'
1-110	51	656+57.5	75.4' RT	267,808.24	490,950.60	
1-111	51	656+63.9	81.1' RT	267,810.63	490,958.77	
1-112	51	656+51.1	89.0' RT	267,795.63	490,958.72	15'
1-113	51	657+11.4	68.6' RT	267,857.58	490,973.24	
1-114	51	657+49.7	45.0' RT	267,902.58	490,973.39	45'
1-115	51	657+98.2	68.7' RT	267,931.31	491,019.13	
1-116	51	657+91.2	77.8' RT	267,920.54	491,023.17	
1-117	51	657+83.9	98.9' RT	267,903.18	491,037.25	
1-118	51	657+54.9	97.5' RT	267,879.22	491,020.75	
1-119	51	657+62.7	110.3' RT	267,879.17	491,035.75	
1-120	51	657+17.9	130.6' RT	267,830.40	491,029.35	
1-121	51	657+41.0	116.6' RT	267,857.40	491,029.56	
1-122	51	654+37.8	22.0' LT	267,641.36	490,803.67	
1-123	51	657+66.0	46.9' LT	267,964.89	490,903.91	
1-124	51	657+95.9	42.0' LT	267,987.74	490,923.88	
1-125	51	657+95.9	136.0' LT	268,037.35	490,844.03	102'

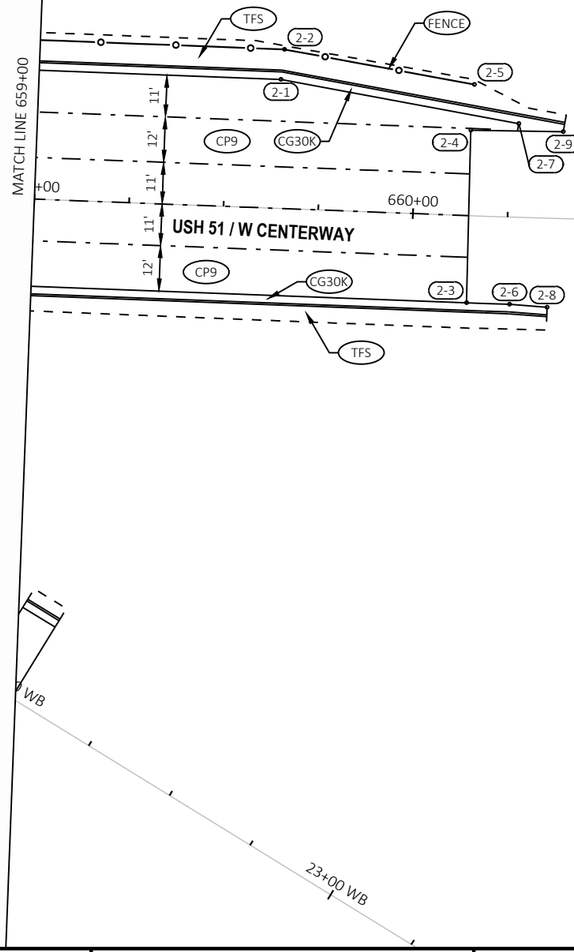
2

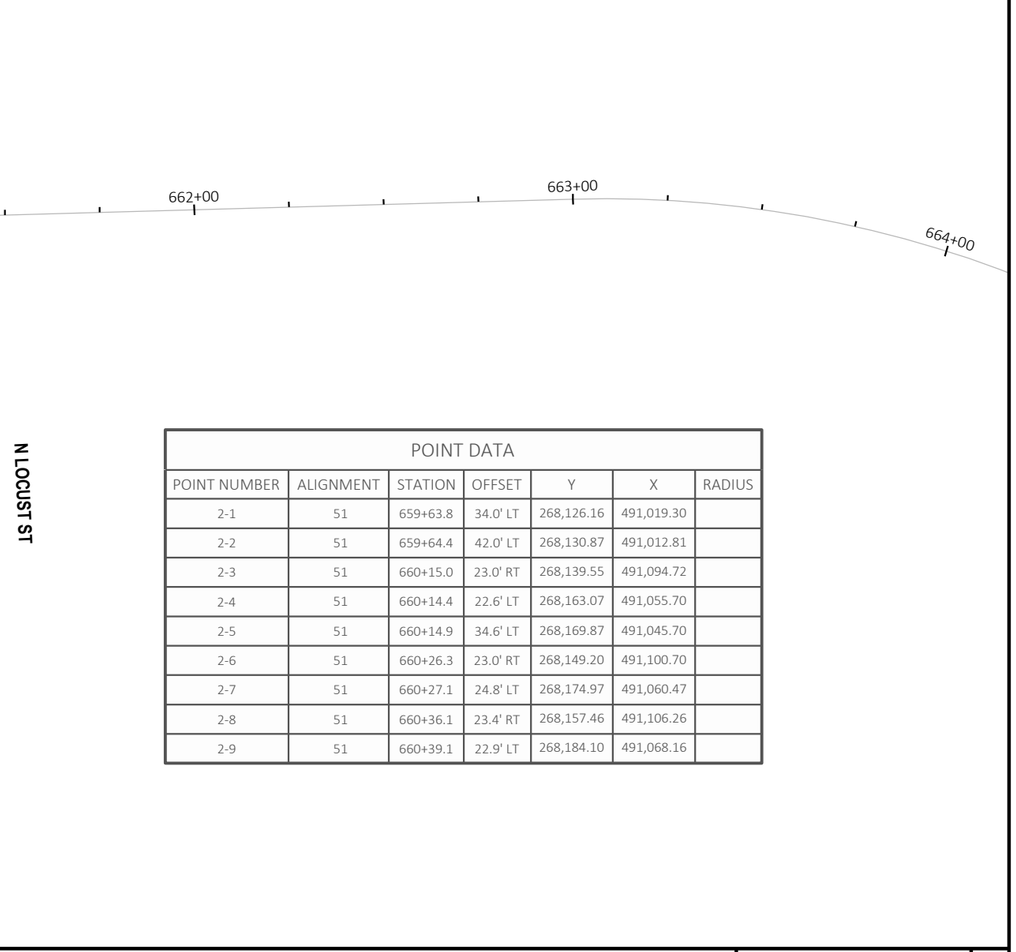
LEGEND

HMA5	5 ½" HMA PAVEMENT, 4MT 58-28S
ASPH	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CP9	CONCRETE PAVEMENT 9-INCH
CG18K	CONCRETE CURB & GUTTER 18-INCH TYPE K
CG18L	CONCRETE CURB & GUTTER 18-INCH TYPE L
CG30K	CONCRETE CURB & GUTTER 30-INCH TYPE K
CG30L	CONCRETE CURB & GUTTER 30-INCH TYPE L
PED	CONCRETE CURB PEDESTRIAN
DWY8	CONCRETE DRIVEWAY 8-INCH
SW4	CONCRETE SIDEWALK 4-INCH
	CONCRETE SIDEWALK 6-INCH
NOSE1	CONCRETE MEDIAN NOSE TYPE 1
NOSE2	CONCRETE MEDIAN NOSE TYPE 2
TFS	TOPSOIL, FERTILIZER TYPE B, SOD LAWN
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINTS
FLUME	ASPHALTIC FLUME (CURB OPENING FOR FLUME)
FENCE	FENCE CHAIN LINK 5-FT
	REVERSE SLOPE GUTTER
	SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS AND LIMITS OF CONCRETE SIDEWALK 6-INCH.
* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.

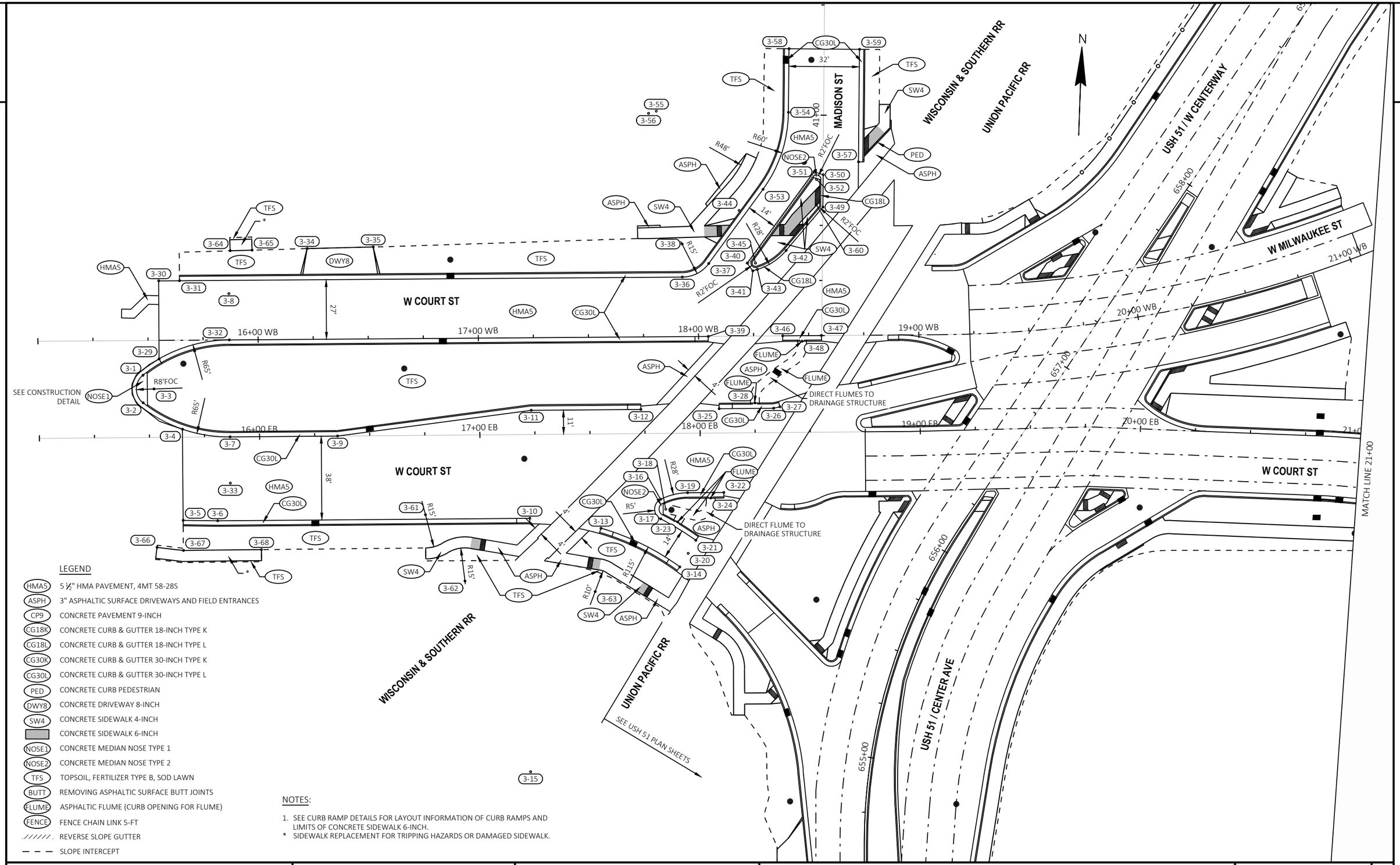




POINT DATA

POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
2-1	51	659+63.8	34.0' LT	268,126.16	491,019.30	
2-2	51	659+64.4	42.0' LT	268,130.87	491,012.81	
2-3	51	660+15.0	23.0' RT	268,139.55	491,094.72	
2-4	51	660+14.4	22.6' LT	268,163.07	491,055.70	
2-5	51	660+14.9	34.6' LT	268,169.87	491,045.70	
2-6	51	660+26.3	23.0' RT	268,149.20	491,100.70	
2-7	51	660+27.1	24.8' LT	268,174.97	491,060.47	
2-8	51	660+36.1	23.4' RT	268,157.46	491,106.26	
2-9	51	660+39.1	22.9' LT	268,184.10	491,068.16	

2



LEGEND

HMA5	5 ½" HMA PAVEMENT, 4MT 58-28S
ASPH	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CP9	CONCRETE PAVEMENT 9-INCH
CG18K	CONCRETE CURB & GUTTER 18-INCH TYPE K
CG18L	CONCRETE CURB & GUTTER 18-INCH TYPE L
CG30K	CONCRETE CURB & GUTTER 30-INCH TYPE K
CG30L	CONCRETE CURB & GUTTER 30-INCH TYPE L
PED	CONCRETE CURB PEDESTRIAN
DWY8	CONCRETE DRIVEWAY 8-INCH
SW4	CONCRETE SIDEWALK 4-INCH
	CONCRETE SIDEWALK 6-INCH
NOSE1	CONCRETE MEDIAN NOSE TYPE 1
NOSE2	CONCRETE MEDIAN NOSE TYPE 2
TFS	TOPSOIL, FERTILIZER TYPE B, SOD LAWN
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINTS
FLUME	ASPHALTIC FLUME (CURB OPENING FOR FLUME)
FENCE	FENCE CHAIN LINK 5-FT
//////	REVERSE SLOPE GUTTER
– – –	SLOPE INTERCEPT

NOTES:

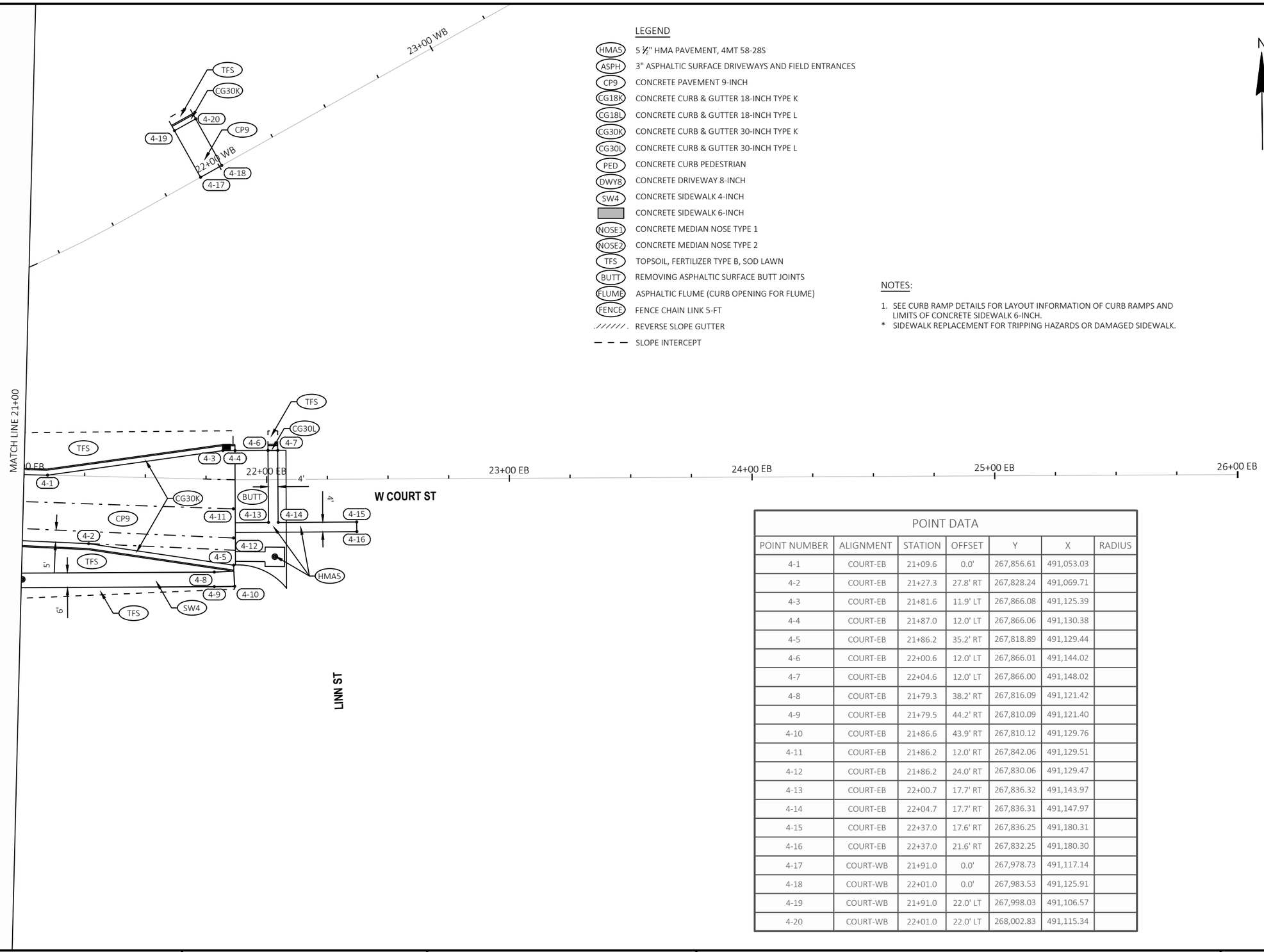
1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS AND LIMITS OF CONCRETE SIDEWALK 6-INCH.

* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 30	E

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
3-64	COURT-WB	15+87.6	40.4' LT	267,923.54	490,527.41	
3-65	COURT-WB	15+97.6	40.6' LT	267,924.18	490,537.38	
3-56	MADISON	41+00.2	79.5' LT	267,992.70	490,715.02	48'
3-1	COURT-EB	15+47.2	28.3' LT	267,865.65	490,489.87	
3-2	COURT-EB	15+47.2	15.8' LT	267,853.16	490,490.42	
3-3	COURT-EB	15+52.2	22.0' LT	267,859.62	490,495.13	8' FOC
3-4	COURT-EB	15+65.0	3.7' LT	267,841.86	490,508.71	
3-5	COURT-EB	15+65.0	37.7' RT	267,800.55	490,510.53	
3-6	COURT-EB	15+80.6	38.0' RT	267,800.92	490,526.15	
3-7	COURT-EB	15+86.5	0.0'	267,839.14	490,530.38	
3-8	COURT-EB	15+86.5	65.0' LT	267,904.08	490,527.52	65'
3-9	COURT-EB	16+35.4	0.0'	267,841.29	490,579.19	
3-10	COURT-EB	17+22.4	38.0' RT	267,807.16	490,667.75	
3-11	COURT-EB	17+23.4	11.0' LT	267,856.15	490,666.62	
3-12	COURT-EB	17+73.2	11.0' LT	267,858.35	490,716.38	
3-13	COURT-EB	17+54.6	42.8' RT	267,803.80	490,700.17	
3-14	COURT-EB	17+90.3	60.6' RT	267,787.56	490,736.59	
3-15	COURT-EB	17+21.8	153.0' RT	267,692.24	490,672.26	115'
3-16	COURT-EB	17+81.9	29.9' RT	267,817.89	490,726.83	
3-17	COURT-EB	17+81.8	38.8' RT	267,808.99	490,727.13	
3-18	COURT-EB	17+84.1	34.4' RT	267,813.52	490,729.25	5'
3-19	COURT-EB	17+94.1	27.0' RT	267,821.30	490,738.94	
3-20	COURT-EB	17+94.1	54.5' RT	267,793.83	490,740.15	28'
3-21	COURT-EB	17+97.6	48.6' RT	267,799.85	490,743.41	
3-22	COURT-EB	18+10.6	27.0' RT	267,822.03	490,755.39	
3-23	COURT-EB	17+89.4	40.2' RT	267,807.89	490,734.86	
3-24	COURT-EB	18+04.6	29.5' RT	267,819.27	490,749.51	
3-25	COURT-EB	18+08.7	11.0' LT	267,859.91	490,751.87	
3-26	COURT-EB	18+33.5	11.0' LT	267,861.00	490,776.60	
3-27	COURT-EB	18+36.3	11.6' LT	267,861.77	490,779.41	
3-28	COURT-EB	18+25.0	13.5' LT	267,863.12	490,768.06	
3-29	COURT-WB	15+55.0	8.4' RT	267,873.39	490,496.99	
3-30	COURT-WB	15+55.0	27.0' LT	267,908.71	490,495.45	
3-31	COURT-WB	15+64.5	27.0' LT	267,909.12	490,504.92	
3-32	COURT-WB	15+86.9	0.0'	267,883.12	490,528.47	
3-33	COURT-WB	15+86.9	65.0' RT	267,818.18	490,531.29	65'
3-34	COURT-WB	16+22.5	41.2' LT	267,925.78	490,562.32	
3-35	COURT-WB	16+52.5	41.7' LT	267,927.60	490,592.27	
3-36	COURT-WB	17+92.8	27.0' LT	267,919.02	490,733.01	
3-37	COURT-WB	18+04.8	33.1' LT	267,925.59	490,744.78	
3-38	COURT-WB	17+92.8	42.0' LT	267,934.00	490,732.36	15'
3-39	COURT-WB	18+04.4	0.0'	267,892.54	490,745.77	
3-40	COURT-WB	18+22.3	33.1' LT	267,926.41	490,762.25	
3-41	COURT-WB	18+24.8	29.6' LT	267,922.97	490,764.89	
3-42	COURT-WB	18+40.0	38.7' LT	267,932.74	490,779.65	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
3-43	COURT-WB	18+26.9	30.2' LT	267,923.69	490,766.94	
3-44	COURT-WB	18+18.8	57.0' LT	267,950.12	490,757.69	28'
3-45	COURT-WB	18+26.0	33.1' LT	267,926.52	490,765.95	2' FOC
3-46	COURT-WB	18+38.1	0.0'	267,894.01	490,779.50	
3-47	COURT-WB	18+55.8	0.0'	267,894.77	490,797.14	
3-48	COURT-WB	18+47.0	2.5' RT	267,891.89	490,788.43	
3-49	MADISON	40+58.2	0.0'	267,952.99	490,795.67	
3-50	MADISON	40+72.9	0.0'	267,967.69	490,795.26	
3-51	MADISON	40+74.3	4.2' LT	267,968.92	490,791.07	
3-52	MADISON	40+70.8	3.0' LT	267,965.43	490,792.32	2' FOC
3-53	MADISON	40+66.1	27.3' LT	267,960.10	490,768.18	
3-54	MADISON	41+01.1	16.0' LT	267,995.43	490,778.49	
3-55	MADISON	41+01.1	76.0' LT	267,993.77	490,718.51	60'
3-57	MADISON	40+79.0	16.0' RT	267,974.15	490,811.09	
3-58	MADISON	41+30.0	16.0' LT	268,024.29	490,777.69	
3-59	MADISON	41+30.0	16.0' RT	268,025.17	490,809.68	
3-60	MADISON	40+59.3	3.0' LT	267,954.00	490,792.64	2' FOC
3-61	COURT-EB	16+75.0	36.0' RT	267,807.05	490,620.35	15'
3-62	COURT-EB	16+92.7	66.2' RT	267,777.67	490,639.37	15'
3-63	COURT-EB	17+51.8	71.5' RT	267,775.00	490,698.66	10'
3-66	COURT-EB	15+53.0	49.8' RT	267,787.89	490,499.09	
3-67	COURT-EB	15+65.0	51.4' RT	267,786.89	490,511.13	
3-68	COURT-EB	16+00.4	51.2' RT	267,788.58	490,546.51	



LEGEND

HMA5	5 ½" HMA PAVEMENT, 4MT 58-28S
ASPH	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CP9	CONCRETE PAVEMENT 9-INCH
CG18K	CONCRETE CURB & GUTTER 18-INCH TYPE K
CG18L	CONCRETE CURB & GUTTER 18-INCH TYPE L
CG30K	CONCRETE CURB & GUTTER 30-INCH TYPE K
CG30L	CONCRETE CURB & GUTTER 30-INCH TYPE L
PED	CONCRETE CURB PEDESTRIAN
DWY8	CONCRETE DRIVEWAY 8-INCH
SW4	CONCRETE SIDEWALK 4-INCH
	CONCRETE SIDEWALK 6-INCH
NOSE1	CONCRETE MEDIAN NOSE TYPE 1
NOSE2	CONCRETE MEDIAN NOSE TYPE 2
TFS	TOPSOIL, FERTILIZER TYPE B, SOD LAWN
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINTS
FLUME	ASPHALTIC FLUME (CURB OPENING FOR FLUME)
FENCE	FENCE CHAIN LINK 5-FT
	REVERSE SLOPE GUTTER
	SLOPE INTERCEPT

N

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS AND LIMITS OF CONCRETE SIDEWALK 6-INCH.
* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.

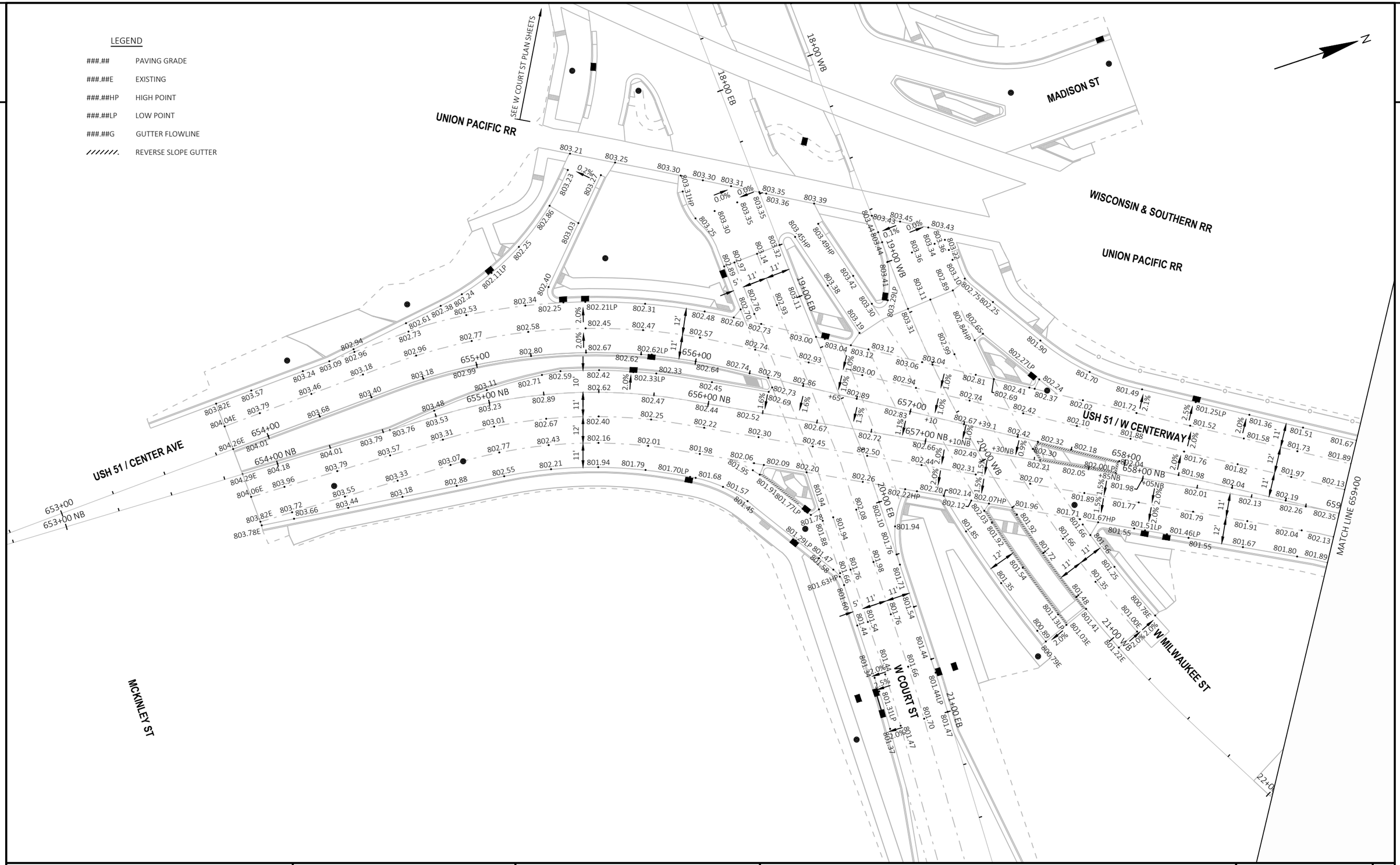
POINT DATA

POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
4-1	COURT-EB	21+09.6	0.0'	267,856.61	491,053.03	
4-2	COURT-EB	21+27.3	27.8' RT	267,828.24	491,069.71	
4-3	COURT-EB	21+81.6	11.9' LT	267,866.08	491,125.39	
4-4	COURT-EB	21+87.0	12.0' LT	267,866.06	491,130.38	
4-5	COURT-EB	21+86.2	35.2' RT	267,818.89	491,129.44	
4-6	COURT-EB	22+00.6	12.0' LT	267,866.01	491,144.02	
4-7	COURT-EB	22+04.6	12.0' LT	267,866.00	491,148.02	
4-8	COURT-EB	21+79.3	38.2' RT	267,816.09	491,121.42	
4-9	COURT-EB	21+79.5	44.2' RT	267,810.09	491,121.40	
4-10	COURT-EB	21+86.6	43.9' RT	267,810.12	491,129.76	
4-11	COURT-EB	21+86.2	12.0' RT	267,842.06	491,129.51	
4-12	COURT-EB	21+86.2	24.0' RT	267,830.06	491,129.47	
4-13	COURT-EB	22+00.7	17.7' RT	267,836.32	491,143.97	
4-14	COURT-EB	22+04.7	17.7' RT	267,836.31	491,147.97	
4-15	COURT-EB	22+37.0	17.6' RT	267,836.25	491,180.31	
4-16	COURT-EB	22+37.0	21.6' RT	267,832.25	491,180.30	
4-17	COURT-WB	21+91.0	0.0'	267,978.73	491,117.14	
4-18	COURT-WB	22+01.0	0.0'	267,983.53	491,125.91	
4-19	COURT-WB	21+91.0	22.0' LT	267,998.03	491,106.57	
4-20	COURT-WB	22+01.0	22.0' LT	268,002.83	491,115.34	

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
////////	REVERSE SLOPE GUTTER



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 33 E

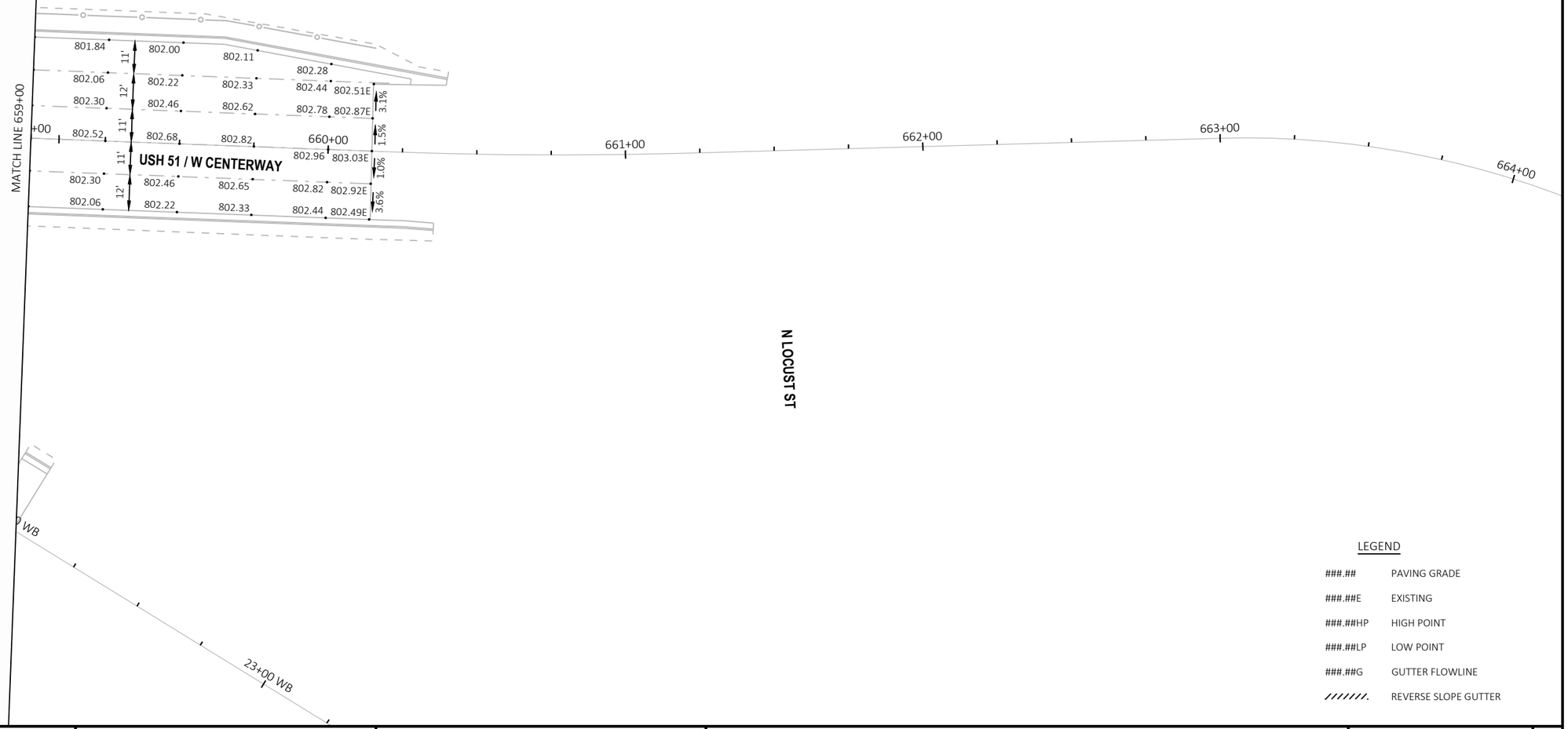
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\021301-PG.DWG
LAYOUT NAME - 01

PLOT DATE : 7/25/2024 9:14 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2



LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
////////.	REVERSE SLOPE GUTTER

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 34	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\021301-PG.DWG
LAYOUT NAME - 02

PLOT DATE : 7/25/2024 9:14 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MADISON ST

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

USH 51 / W CENTERWAY

W MILWAUKEE ST

W COURT ST

16+00 WB

17+00 WB

18+00 WB

19+00 WB

20+00 WB

21+00 WB

16+00 EB

17+00 EB

18+00 EB

19+00 EB

20+00 EB

21+00

658+00

657+00

656+00

655+00

MATCH LINE 21+00

SEE USH 51 PLAN SHEETS

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

USH 51 / CENTER AVE

W COURT ST

LEGEND

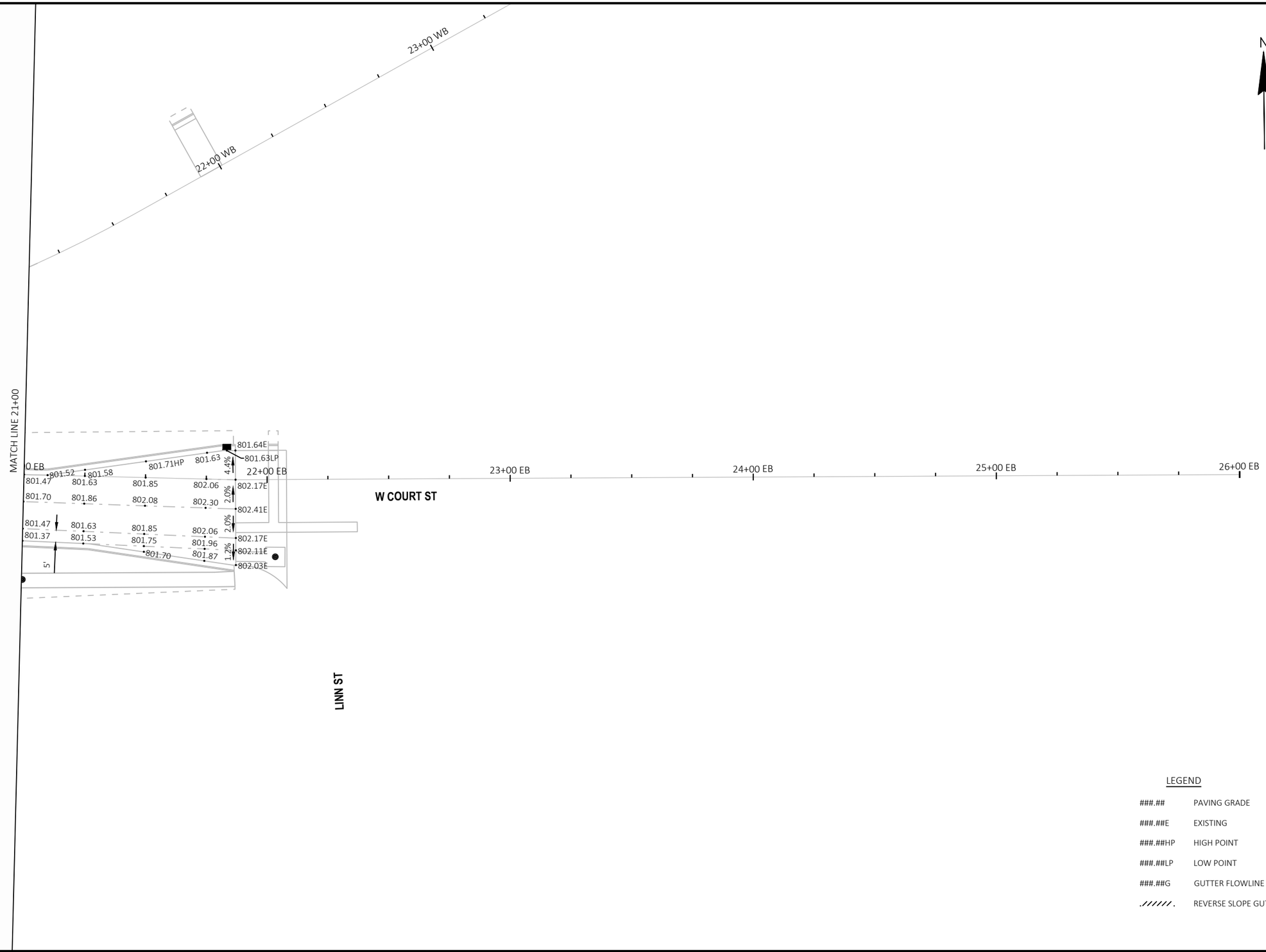
###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
./////.	REVERSE SLOPE GUTTER

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 35	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\021302-PG.DWG
LAYOUT NAME - 01

PLOT DATE : 7/25/2024 9:14 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT
###.##G	GUTTER FLOWLINE
./////// .	REVERSE SLOPE GUTTER

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 36	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\021302-PG.DWG
LAYOUT NAME - 02

PLOT DATE : 7/25/2024 9:14 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
A	16+75.00	36.02' RT	267807.05	490620.35	15'
B	16+92.71	66.21' RT	267777.67	490639.37	15'
C	17+51.82	71.49' RT	267775.00	490698.66	10'

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	SIDEWALK RADIUS POINT NUMBER
T	TRAVERSABLE FLARE
N	NON-TRAVERSABLE FLARE
	REVERSE SLOPE GUTTER
	CONCRETE SIDEWALK 6-INCH

W COURT ST

W COURT ST EB C/L

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

UNCLAIMED FIBER OPTIC, ASSUMED DISCONTINUED

ASPH

USH 51 & WISCONSIN & SOUTHERN RR SOUTHWEST QUADRANT

803.75 102
803.59 104
803.50 106
803.37 (E) 100
803.41 (E) 101
803.83 103
803.57 107
803.67 105
R/W
R15'
A
B
CURB RAMP TYPE 8 MODIFIED

803.22(F) 160
803.14 (G)
803.14(F) 161
803.09(F) 162
803.05 (G)
803.01 (G)
163 803.14(F)
803.10 (G)
803.54 150
803.62 152
803.68 154
803.61 151
803.69 153
803.75 155
803.27 157
803.20 158
803.35 156
803.27 159
R10'
C
CURB RAMP TYPE 8 MODIFIED

USH 51 & WISCONSIN & SOUTHERN RR / UNION PACIFIC RR SOUTH QUADRANT

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 37	E

USH 51 & WISCONSIN & SOUTHERN RR SOUTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	16+75.00	51.02' RT	803.37	267792.06	490621.01
101	16+75.00	56.02' RT	803.41	267787.07	490621.23
102	16+82.59	48.96' RT	803.75	267794.46	490628.51
103	16+85.12	53.27' RT	803.83	267790.26	490631.22
104	16+96.16	46.51' RT	803.59	267797.50	490641.96
105	16+95.30	51.43' RT	803.67	267792.54	490641.31
106	17+02.31	47.58' RT	803.50	267796.70	490648.15
107	17+01.45	52.51' RT	803.57	267791.74	490647.50

USH 51 & WISCONSIN & SOUTHERN RR & UNION PACIFIC RR SOUTH QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
150	655+45.43	146.36' LT	803.54	267790.56	490695.31
151	655+42.26	145.59' LT	803.61	267785.60	490694.67
152	655+45.98	141.09' LT	803.62	267789.87	490700.60
153	655+42.78	140.31' LT	803.69	267784.91	490699.95
154	655+45.87	135.37' LT	803.68	267788.06	490706.03
155	655+42.67	136.50' LT	803.75	267783.71	490703.58
156	655+40.08	120.58' LT	803.35	267775.66	490717.85
157	655+43.40	119.40' LT	803.27	267780.01	490720.30
158	655+42.61	114.54' LT	803.20	267777.56	490724.66
159	655+39.24	115.73' LT	803.27	267773.20	490722.20
160	655+54.68	134.40' LT	803.22	267800.51	490711.02
161	655+54.55	129.40' LT	803.14	267798.72	490715.69
162	655+53.82	119.46' LT	803.09	267794.55	490724.78
163	655+51.78	106.05' LT	803.14	267787.56	490736.59

2

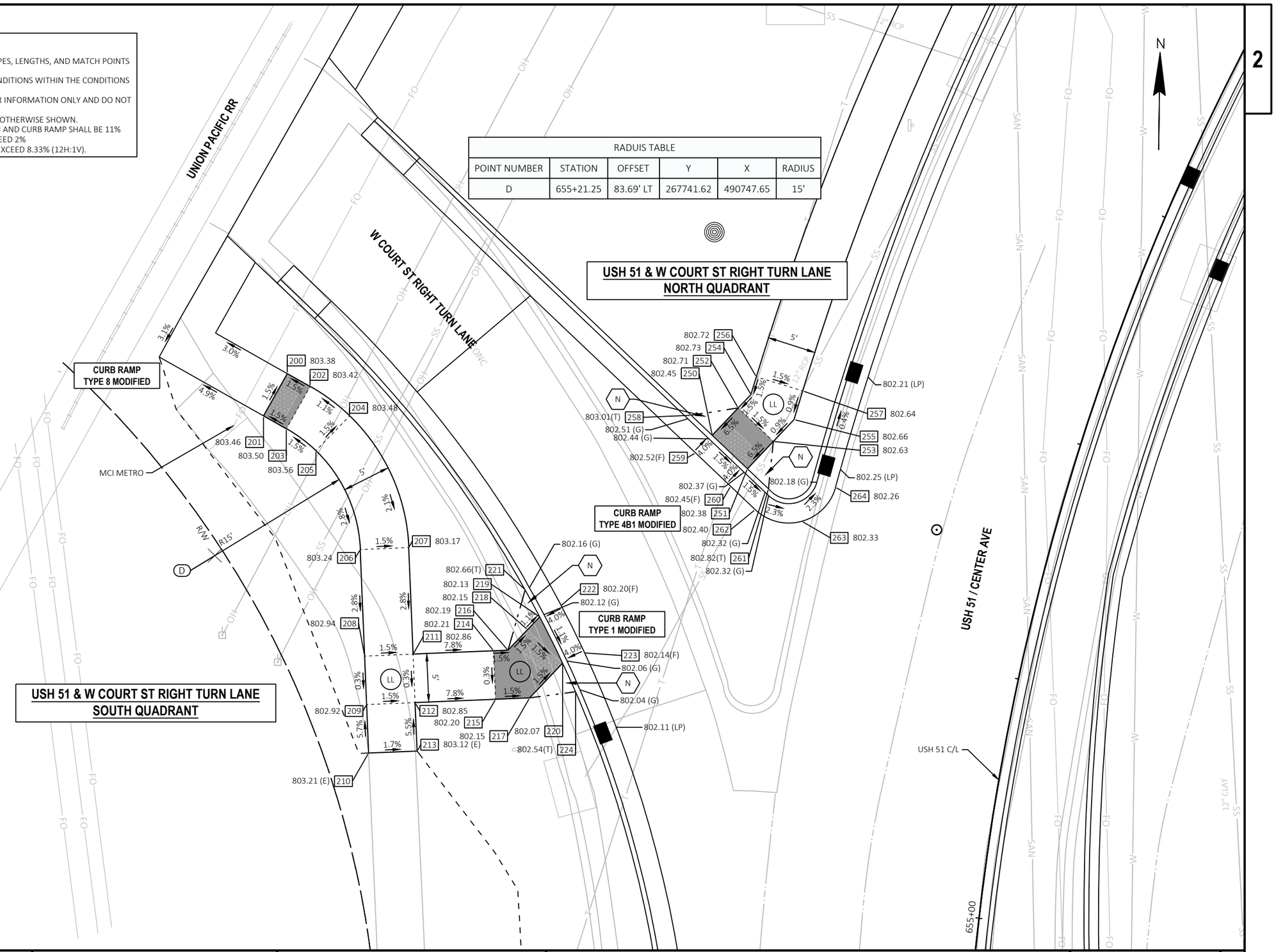
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	SIDEWALK RADIUS POINT NUMBER
T	TRAVERSABLE FLARE
N	NON-TRAVERSABLE FLARE
	REVERSE SLOPE GUTTER
	CONCRETE SIDEWALK 6-INCH

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
D	655+21.25	83.69' LT	267741.62	490747.65	15'



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 39	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\021301-CR.DWG
LAYOUT NAME - 03
PLOT DATE : 11/12/2024 9:04 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N

USH 51 & W COURT ST RIGHT TURN LANE SOUTH QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	655+36.41	80.61' LT	803.38	267760.37	490755.12
201	655+32.73	81.92' LT	803.46	267756.02	490752.67
202	655+35.88	78.00' LT	803.42	267759.04	490757.48
203	655+32.17	79.32' LT	803.50	267754.69	490755.02
204	655+34.38	73.31' LT	803.48	267756.01	490761.54
205	655+31.02	75.83' LT	803.56	267752.42	490758.07
206	655+24.05	69.13' LT	803.24	267742.24	490762.64
207	655+25.03	64.29' LT	803.17	267742.45	490767.64
208	655+15.56	66.59' LT	802.94	267731.26	490763.09
209	655+11.66	65.56' LT	802.92	267726.26	490763.30
210	655+07.74	64.59' LT	803.21	267721.27	490763.50
211	655+16.43	61.71' LT	802.86	267731.46	490768.09
212	655+12.47	60.66' LT	802.85	267726.47	490768.29
213	655+08.49	59.68' LT	803.12	267721.47	490768.50
214	655+17.93	53.61' LT	802.21	267731.81	490776.39
215	655+13.88	52.53' LT	802.20	267726.81	490776.59
216	655+18.21	52.16' LT	802.19	267731.87	490777.87
217	655+14.49	49.10' LT	802.15	267726.95	490780.10
218	655+20.26	50.59' LT	802.15	267733.98	490779.88
219	655+21.56	49.61' LT	802.13	267735.31	490781.14
220	655+17.98	46.38' LT	802.07	267730.54	490783.51
221	655+23.58	51.64' LT	802.66	267738.08	490779.64
222	655+22.89	47.67' LT	802.20	267736.47	490783.36
223	655+19.23	44.35' LT	802.14	267731.60	490785.77
224	655+15.71	44.54' LT	802.54	267727.58	490784.84

USH 51 & W COURT ST RIGHT TURN LANE NORTH QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
250	655+40.71	36.67' LT	802.45	267754.01	490798.92
251	655+38.63	32.26' LT	802.38	267750.57	490802.55
252	655+43.74	34.87' LT	802.71	267756.83	490801.60
253	655+41.69	30.43' LT	802.63	267753.38	490805.23
254	655+45.23	34.00' LT	802.73	267758.20	490802.91
255	655+44.16	29.00' LT	802.66	267755.63	490807.36
256	655+46.93	34.00' LT	802.72	267760.04	490803.46
257	655+46.93	29.00' LT	802.64	267758.58	490808.25
258	655+41.94	39.32' LT	803.01	267756.08	490796.75
259	655+38.79	37.85' LT	802.52	267752.20	490797.20
260	655+36.68	33.46' LT	802.45	267748.76	490800.82
261	655+37.35	29.63' LT	802.82	267748.50	490804.72
262	655+35.17	30.41' LT	802.40	267746.35	490803.36
263	655+35.20	25.47' LT	802.33	267745.16	490808.15
264	655+39.11	23.00' LT	802.26	267748.66	490811.63

2

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NOTES:

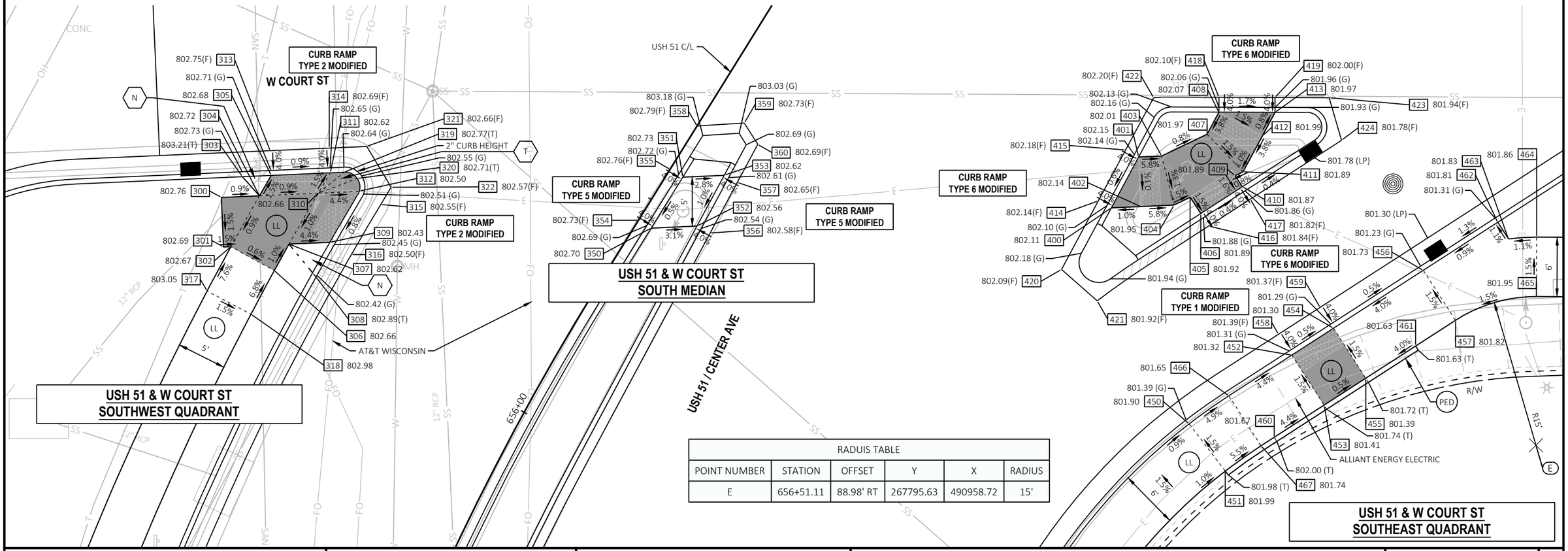
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	SIDEWALK RADIUS POINT NUMBER
T	TRAVERSABLE FLARE
N	NON-TRAVERSABLE FLARE
	REVERSE SLOPE GUTTER
	CONCRETE SIDEWALK 6-INCH

N

USH 51 & W COURT ST
SOUTHEAST ISLAND



RADUIS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
E	656+51.11	88.98' RT	267795.63	490958.72	15'

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 41	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\021301-CR.DWG
LAYOUT NAME - 04
PLOT DATE : 11/12/2024 9:04 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

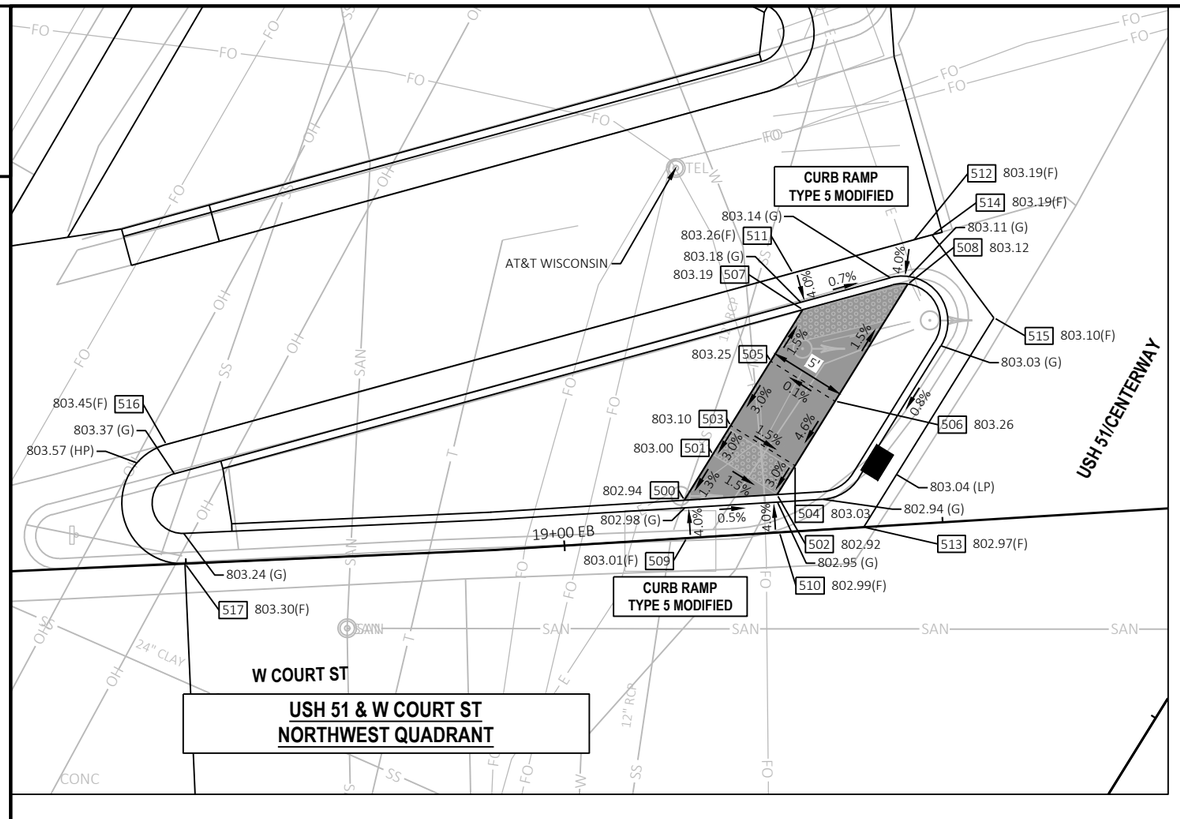
N

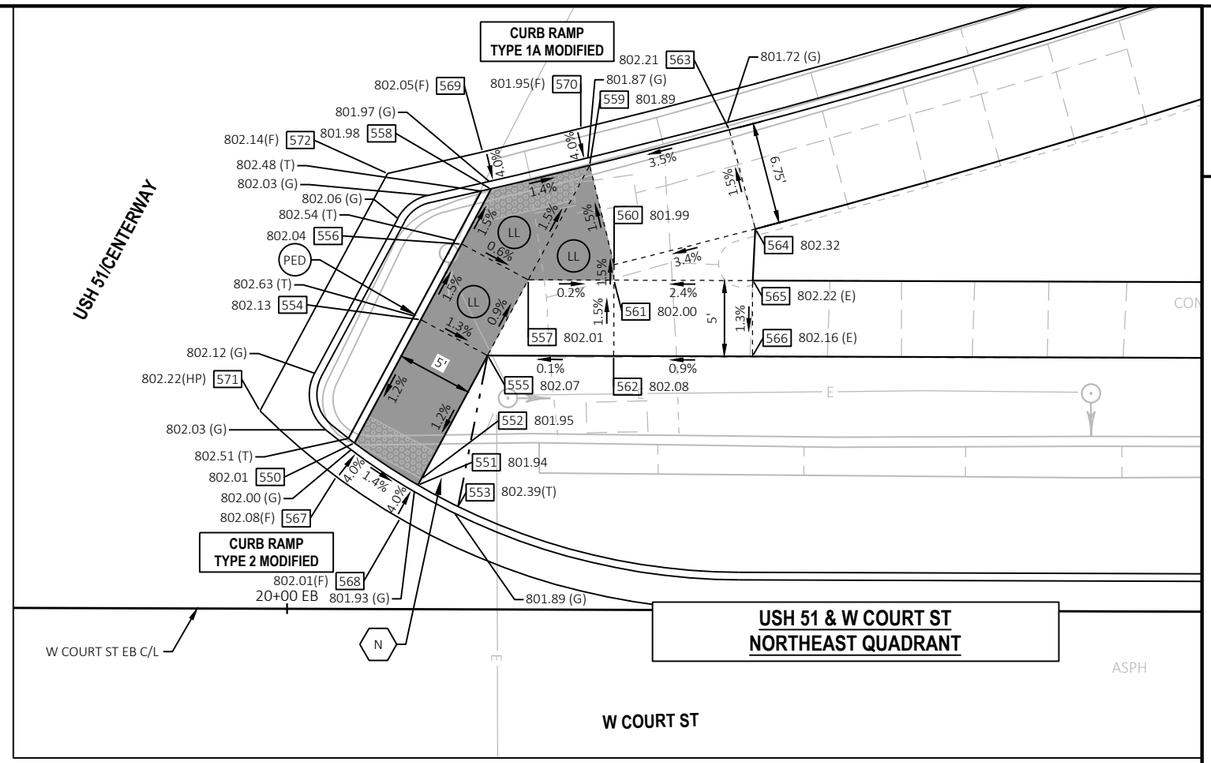
USH 51 & W COURT ST SOUTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	656+03.81	37.26' LT	802.76	267820.63	490825.94
301	656+00.06	34.64' LT	802.69	267815.64	490826.16
302	656+00.41	34.00' LT	802.67	267815.67	490826.90
303	656+06.32	36.46' LT	803.21	267822.73	490828.05
304	656+05.61	34.00' LT	802.72	267820.80	490829.78
305	656+07.71	34.00' LT	802.68	267822.86	490830.97
306	656+00.41	29.00' LT	802.66	267813.26	490831.28
307	656+03.14	29.00' LT	802.62	267815.93	490832.76
308	656+01.91	25.50' LT	802.89	267813.03	490835.15
309	656+05.13	25.50' LT	802.43	267816.11	490836.89
310	656+08.48	29.00' LT	802.66	267821.06	490835.72
311	656+10.63	29.00' LT	802.62	267823.12	490836.94
312	656+10.55	25.55' LT	802.50	267821.27	490839.85
313	656+09.56	35.36' LT	802.75	267825.35	490830.86
314	656+12.49	30.39' LT	802.69	267825.62	490836.83
315	656+10.53	23.00' LT	802.55	267819.93	490842.03
316	656+05.13	23.00' LT	802.50	267814.87	490839.06
317	655+95.91	34.00' LT	803.05	267811.19	490824.49
318	655+95.91	29.00' LT	802.98	267808.86	490828.92
319	656+11.33	27.83' LT	802.77	267823.18	490838.35
320	656+11.44	26.39' LT	802.71	267822.54	490839.64
321	656+14.41	27.25' LT	802.66	267825.79	490840.62
322	656+12.39	23.00' LT	802.57	267821.67	490843.08

USH 51 & W COURT ST SOUTH MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
350	656+22.55	1.50' RT	802.70	267817.54	490869.34
351	656+28.61	1.50' RT	802.73	267822.68	490872.54
352	656+25.17	5.33' RT	802.56	267817.74	490873.98
353	656+30.98	4.96' RT	802.62	267822.87	490876.73
354	656+22.55	0.00' T	802.73	267818.33	490868.07
355	656+28.61	0.00' T	802.76	267823.48	490871.27
356	656+25.27	6.82' RT	802.58	267817.03	490875.30
357	656+31.07	6.46' RT	802.65	267822.16	490878.05
358	656+33.76	0.00' T	802.79	267827.85	490873.98
359	656+36.53	3.90' RT	802.73	267828.15	490878.76
360	656+35.42	6.19' RT	802.69	267825.99	490880.11

USH 51 & W COURT ST SOUTHEAST ISLAND					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	656+48.83	39.91' RT	802.11	267819.59	490915.83
401	656+54.64	39.54' RT	802.15	267824.71	490918.59
402	656+50.51	42.37' RT	802.14	267819.72	490918.81
403	656+55.95	41.46' RT	802.01	267824.82	490920.91
404	656+52.40	45.13' RT	801.95	267819.87	490922.16
405	656+53.96	46.07' RT	801.92	267820.70	490923.78
406	656+53.11	47.88' RT	801.89	267819.01	490924.86
407	656+60.25	44.20' RT	801.97	267827.02	490925.50
408	656+62.76	44.04' RT	802.07	267829.24	490926.70
409	656+58.19	48.82' RT	801.89	267822.84	490928.35
410	656+57.63	50.02' RT	801.87	267821.72	490929.06
411	656+58.93	49.29' RT	801.89	267823.22	490929.14
412	656+63.07	49.03' RT	801.99	267826.87	490931.10
413	656+65.73	48.86' RT	801.97	267829.22	490932.36
414	656+48.73	38.41' RT	802.14	267820.30	490914.51
415	656+54.54	38.05' RT	802.18	267825.42	490917.27
416	656+52.46	49.23' RT	801.84	267817.75	490925.67
417	656+56.98	51.37' RT	801.82	267820.46	490929.88
418	656+64.03	43.25' RT	802.10	267830.74	490926.70
419	656+67.01	48.08' RT	802.00	267830.72	490932.37
420	656+40.89	38.91' RT	802.09	267813.37	490910.79
421	656+40.10	43.64' RT	801.92	267810.20	490914.40
422	656+60.52	37.67' RT	802.20	267830.70	490920.10
423	656+69.88	52.73' RT	801.94	267830.70	490937.83
424	656+66.89	56.07' RT	801.78	267826.40	490939.09

USH 51 & W COURT ST SOUTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
450	656+34.46	58.08' RT	801.90	267797.79	490923.69
451	656+32.34	63.70' RT	801.99	267793.03	490927.34
452	656+45.83	63.24' RT	801.32	267804.73	490934.07
453	656+43.26	68.67' RT	801.41	267799.68	490937.32
454	656+50.35	65.38' RT	801.30	267807.44	490938.28
455	656+47.78	70.81' RT	801.39	267802.39	490941.53
456	656+60.10	70.00' RT	801.73	267813.28	490947.34
457	656+57.53	75.42' RT	801.82	267808.24	490950.60
458	656+46.90	60.98' RT	801.39	267806.83	490932.72
459	656+51.42	63.12' RT	801.37	267809.54	490936.92
460	656+37.84	66.10' RT	801.67	267796.43	490932.28
461	656+53.20	73.37' RT	801.63	267805.64	490946.57
462	656+68.19	73.83' RT	801.81	267818.13	490954.86
463	656+67.33	75.64' RT	801.83	267816.45	490955.95
464	656+68.99	77.96' RT	801.86	267816.63	490958.79
465	656+63.88	81.11' RT	801.95	267810.63	490958.77
466	656+38.98	60.00' RT	801.65	267800.62	490927.70
467	656+36.41	65.42' RT	801.74	267795.58	490930.95





NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	SIDEWALK RADIUS POINT NUMBER
T	TRAVERSABLE FLARE
N	NON-TRAVERSABLE FLARE
	REVERSE SLOPE GUTTER
	CONCRETE SIDEWALK 6-INCH

2

N

USH 51 & W COURT ST NORTHWEST ISLAND					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	656+45.79	34.00' LT	802.94	267856.01	490851.45
501	656+49.35	34.00' LT	803.00	267859.03	490853.33
502	656+49.35	29.00' LT	802.92	267856.39	490857.58
503	656+51.59	34.00' LT	803.10	267860.94	490854.52
504	656+51.59	29.00' LT	803.03	267858.30	490858.76
505	656+56.59	34.00' LT	803.25	267865.19	490857.15
506	656+56.59	29.00' LT	803.26	267862.55	490861.40
507	656+60.59	34.00' LT	803.19	267868.59	490859.27
508	656+65.68	29.00' LT	803.12	267870.27	490866.20
509	656+43.76	32.55' LT	803.01	267853.52	490851.61
510	656+47.31	27.55' LT	802.99	267853.90	490857.73
511	656+62.29	35.83' LT	803.26	267870.99	490858.61
512	656+68.39	30.18' LT	803.19	267873.19	490866.62
513	656+50.54	23.00' LT	802.97	267854.24	490863.30
514	656+69.29	29.35' LT	803.19	267873.52	490867.81
515	656+66.80	23.00' LT	803.10	267868.05	490871.88
516	656+30.88	64.97' LT	803.45	267859.69	490817.28
517	656+24.86	59.78' LT	803.30	267851.83	490818.51

USH 51 & W COURT ST NORTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
550	657+07.37	41.23' RT	802.01	267868.61	490947.85
551	657+07.22	46.25' RT	801.94	267865.84	490952.04
552	657+07.68	46.22' RT	801.95	267866.25	490952.26
553	657+07.41	49.24' RT	802.39	267864.42	490954.68
554	657+16.59	40.65' RT	802.13	267876.75	490952.23
555	657+16.91	45.64' RT	802.07	267874.39	490956.63
556	657+22.25	40.29' RT	802.04	267881.75	490954.91
557	657+22.56	45.28' RT	802.01	267879.38	490959.31
558	657+26.35	40.04' RT	801.98	267885.37	490956.86
559	657+31.11	44.75' RT	801.89	267886.92	490963.36
560	657+26.40	49.57' RT	801.99	267880.38	490964.97
561	657+25.53	50.10' RT	802.00	267879.36	490964.97
562	657+21.28	52.72' RT	802.08	267874.36	490964.95
563	657+37.96	51.34' RT	802.21	267889.27	490972.58
564	657+33.32	56.24' RT	802.32	267882.74	490974.30
565	657+30.36	57.88' RT	802.22	267879.36	490974.13
566	657+26.08	60.51' RT	802.16	267874.33	490974.11
567	657+04.85	41.39' RT	802.08	267866.39	490946.66
568	657+04.72	46.41' RT	802.01	267863.64	490950.85
569	657+28.14	38.27' RT	802.05	267887.82	490956.30
570	657+32.87	42.96' RT	801.95	267889.36	490962.78
571	657+05.87	34.81' RT	802.22	267870.73	490941.61
572	657+23.63	33.69' RT	802.14	267886.40	490950.03

NOTES:

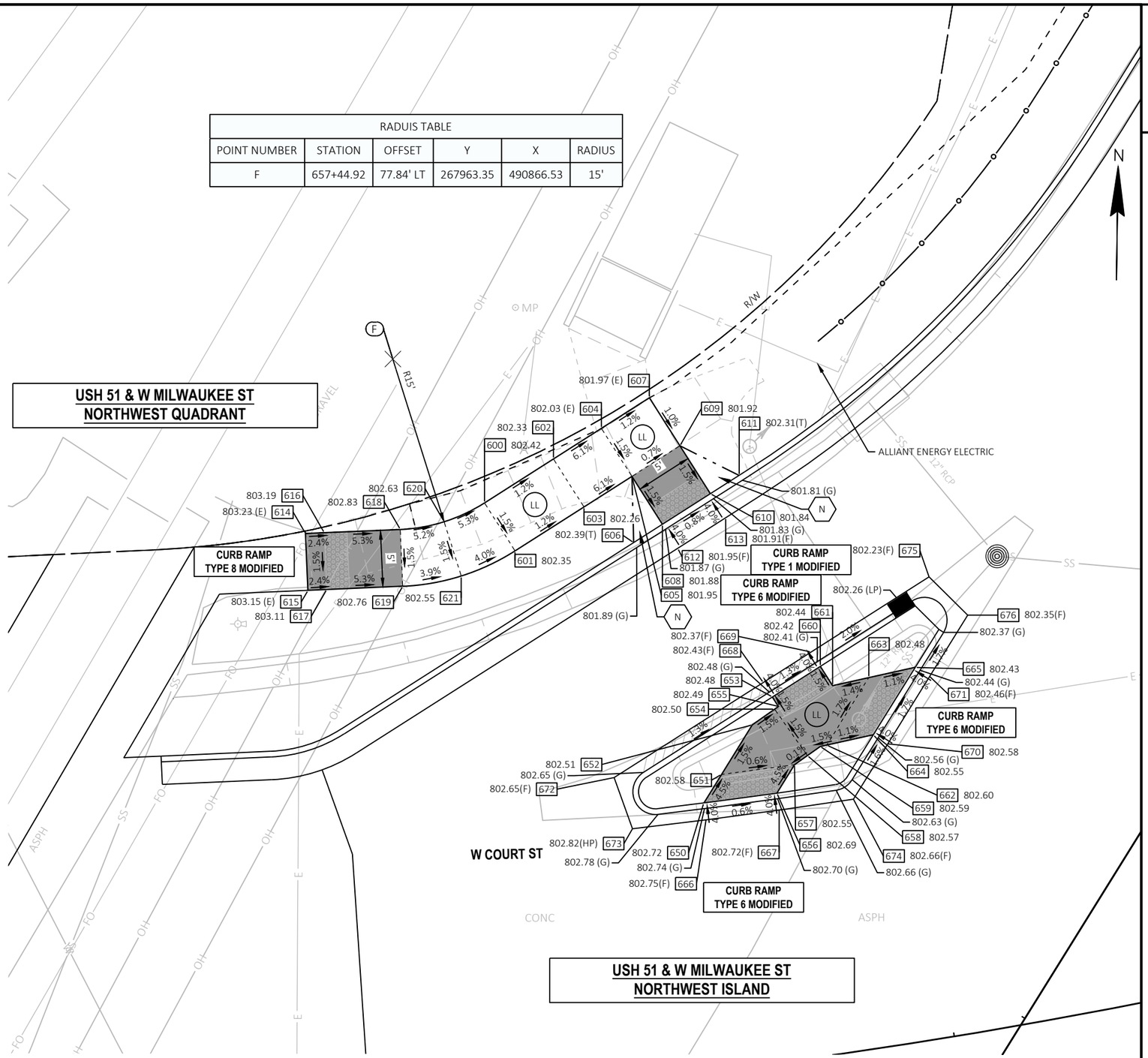
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
(LL)	LEVEL LANDING
(PED)	CONCRETE CURB PEDESTRIAN
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
(A)	SIDEWALK RADIUS POINT NUMBER
(T)	TRAVERSABLE FLARE
(N)	NON-TRAVERSABLE FLARE
	REVERSE SLOPE GUTTER
	CONCRETE SIDEWALK 6-INCH

RADUIS TABLE

POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
F	657+44.92	77.84' LT	267963.35	490866.53	15'



USH 51 & W MILWAUKEE ST NORTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	657+38.43	64.31' LT	802.42	267950.70	490874.59
601	657+36.26	59.81' LT	802.35	267946.48	490877.28
602	657+44.91	61.20' LT	802.33	267954.56	490880.65
603	657+42.74	56.70' LT	802.26	267950.34	490883.34
604	657+49.41	59.04' LT	802.03	267957.24	490884.87
605	657+47.25	54.53' LT	801.95	267953.03	490887.56
606	657+42.38	51.32' LT	802.39	267947.20	490887.71
607	657+53.92	56.88' LT	801.97	267959.93	490889.09
608	657+45.09	50.02' LT	801.88	267948.81	490890.24
609	657+51.76	52.37' LT	801.92	267955.71	490891.77
610	657+49.59	47.86' LT	801.84	267951.50	490894.46
611	657+52.30	46.56' LT	802.31	267953.11	490896.99
612	657+44.00	47.77' LT	801.95	267946.70	490891.59
613	657+48.51	45.61' LT	801.91	267949.39	490895.80
614	657+27.83	76.26' LT	803.23	267948.00	490858.85
615	657+23.70	73.44' LT	803.15	267943.00	490859.07
616	657+28.76	74.90' LT	803.19	267948.07	490860.50
617	657+24.63	72.08' LT	803.11	267943.07	490860.72
618	657+32.53	69.37' LT	802.83	267948.36	490867.18
619	657+28.40	66.55' LT	802.76	267943.36	490867.40
620	657+35.15	66.46' LT	802.63	267949.04	490871.04
621	657+31.89	62.66' LT	802.55	267944.27	490872.54

USH 51 & W MILWAUKEE ST NORTHWEST ISLNAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
650	657+26.20	34.00' LT	802.72	267924.31	490893.89
651	657+29.15	34.00' LT	802.58	267926.81	490895.44
652	657+34.28	34.00' LT	802.51	267931.17	490898.15
653	657+37.30	33.80' LT	802.48	267933.63	490899.92
654	657+36.48	33.07' LT	802.50	267932.55	490900.10
655	657+36.87	32.91' LT	802.49	267932.80	490900.45
656	657+30.32	29.00' LT	802.69	267925.17	490900.31
657	657+33.26	29.00' LT	802.55	267927.67	490901.86
658	657+34.54	28.46' LT	802.57	267928.47	490902.99
659	657+35.81	27.93' LT	802.59	267929.27	490904.12
660	657+41.80	31.63' LT	802.42	267936.32	490904.13
661	657+40.94	29.83' LT	802.44	267934.63	490905.21
662	657+36.23	27.50' LT	802.60	267929.40	490904.70
663	657+43.21	27.50' LT	802.48	267935.33	490908.39
664	657+39.15	24.50' LT	802.55	267930.30	490908.79
665	657+46.13	24.50' LT	802.43	267936.23	490912.48
666	657+25.04	33.05' LT	802.75	267922.82	490894.08
667	657+29.17	28.04' LT	802.72	267923.69	490900.52
668	657+37.94	35.15' LT	802.43	267934.89	490899.11
669	657+42.45	32.99' LT	802.37	267937.58	490903.33
670	657+39.15	23.00' LT	802.58	267929.51	490910.07
671	657+46.13	23.00' LT	802.46	267935.44	490913.75
672	657+23.93	41.88' LT	802.65	267926.54	490886.00
673	657+20.95	38.14' LT	802.82	267922.04	490887.61
674	657+33.43	23.00' LT	802.66	267924.64	490907.05
675	657+53.53	27.67' LT	802.23	267944.18	490913.69
676	657+52.47	23.00' LT	802.35	267940.82	490917.09

N

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	SIDEWALK RADIUS POINT NUMBER
T	TRAVERSABLE FLARE
N	NON-TRAVERSABLE FLARE
	REVERSE SLOPE GUTTER
	CONCRETE SIDEWALK 6-INCH

N

USH 51 / CENTERWAY

658+00

712 802.04(F)
802.07 (G)
801.96 (G)
713 802.00(F)

CURB RAMP TYPE 5 MODIFIED

802.18 701
802.23 (G)
802.21(F) 705
703 802.07
802.12 (G)
707 802.10(F)
802.27(F) 704
802.29 (G)
706 802.15(F)
802.17 (G)
802.24 700
702 802.12
802.32(F) 708
711 802.16
802.32 (G)
710 802.21(F)
802.58 (G)
802.30(F) 709
802.58 (G)

USH 51 & W MILWAUKEE ST
NORTH MEDIAN

802.17 (E) 764
801.46 (F)
802.01 762
765 802.27 (E)
768 801.55 (E)
769 801.28 (E)
801.51 (LP)
801.69 759
801.61 755
763 802.09
801.46 766
801.57 777
801.98(T) 754
801.48 (G)
760 801.66
801.53 751
801.52 (G)
801.39 767
801.60(F) 771
801.49 778
CURB RAMP TYPE 2 MODIFIED
761 801.59
801.65(F) 770
801.56 (G)
801.67(F) 774
801.56 750
801.23 (G)
758 801.73(F)
2" CURB HEIGHT
801.67(T) 775
801.31 756
772 801.51(F)
757 801.51
AT&T WISCONSIN EVERSTREAM
801.65 753
801.43 (G)
773 801.38(F)
801.56(F) 776
801.30 (G)
801.44 752
CURB RAMP TYPE 2 MODIFIED

USH 51 & W MILWAUKEE ST
NORTHEAST QUADRANT

21+00 WB

W MILWAUKEE ST

817 801.41(F)
801.38 (G)
801.01 (G)
818 801.03(F)

CURB RAMP TYPE 5 MODIFIED

801.88(F) 812
801.90 (G)
801.82(F) 813
801.78 (G)
801.84 (G)
801.96(F) 816
801.85 804
W COURT ST WB C/L
809 801.79
801.93 (G)
801.88 803
808 801.82
801.93 802
807 801.85
801.85 801
806 801.88
802.01 (G)
802.07(F) 814
801.91 800
805 801.80
801.79 (G)
811 801.83(F)
802.03(F) 815
801.96 (G)
801.90 (G)
801.94(F) 810
CURB RAMP TYPE 5 MODIFIED

20+00 WB

USH 51 & W MILWAUKEE ST
SOUTHEAST ISLAND

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 47	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\021301-CR.DWG
LAYOUT NAME - 06A

PLOT DATE : 7/25/2024 9:16 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

N

USH 51 & W W MILWAUKEE ST NORTH MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	657+64.50	1.50' RT	802.24	267938.11	490944.25
701	657+71.49	1.50' RT	802.18	267944.05	490947.94
702	657+69.31	6.27' RT	802.12	267939.68	490950.84
703	657+76.28	5.83' RT	802.07	267945.83	490954.15
704	657+64.48	0.01' RT	802.27	267938.88	490942.98
705	657+71.49	0.00' T	802.21	267944.84	490946.67
706	657+69.40	7.77' RT	802.15	267938.97	490952.16
707	657+76.38	7.33' RT	802.10	267945.12	490955.47
708	657+59.46	0.00' T	802.32	267934.62	490940.32
709	657+57.93	3.69' RT	802.30	267931.37	490942.64
710	657+62.43	8.20' RT	802.21	267932.81	490948.85
711	657+67.96	5.05' RT	802.16	267939.17	490949.09
712	657+97.43	0.00' T	802.04	267966.87	490960.36
713	657+97.43	6.00' RT	802.00	267963.70	490965.45

USH 51 & W MILWAUKEE ST NORTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
750	657+97.38	31.63' RT	801.56	267950.14	490987.20
751	658+04.27	31.12' RT	801.53	267956.26	490990.40
752	657+96.26	35.63' RT	801.44	267947.07	490990.01
753	658+01.45	35.31' RT	801.65	267951.65	490992.47
754	658+08.45	30.86' RT	801.98	267959.95	490992.39
755	658+08.42	34.87' RT	801.61	267957.80	490995.77
756	658+01.84	40.29' RT	801.31	267949.35	490996.91
757	658+06.79	39.98' RT	801.51	267953.72	490999.25
758	658+05.29	43.08' RT	801.73	267950.81	491001.10
759	658+13.76	34.53' RT	801.69	267962.52	490998.31
760	658+14.08	39.52' RT	801.66	267960.16	491002.71
761	658+10.99	43.45' RT	801.59	267955.46	491004.42
762	658+24.88	33.83' RT	802.01	267972.33	491003.58
763	658+25.19	38.82' RT	802.09	267969.97	491007.98
764	658+29.86	33.31' RT	802.17	267976.84	491005.76
765	658+30.16	38.37' RT	802.27	267974.42	491010.22
766	658+32.45	53.30' RT	801.46	267968.49	491024.11
767	658+29.54	57.37' RT	801.39	267963.87	491026.03
768	658+36.39	56.39' RT	801.55	267970.21	491028.81
769	658+33.58	60.27' RT	801.28	267965.77	491030.63
770	657+97.22	29.06' RT	801.65	267951.36	490984.93
771	658+04.11	28.62' RT	801.60	267957.44	490988.20
772	657+94.63	37.57' RT	801.51	267944.66	490990.80
773	658+00.26	42.23' RT	801.38	267946.99	490997.72
774	657+94.46	29.23' RT	801.67	267948.92	490983.62
775	657+95.78	33.23' RT	801.67	267947.93	490987.72
776	657+92.35	35.66' RT	801.56	267943.74	490987.97
777	658+24.29	47.34' RT	801.57	267964.70	491014.74
778	658+21.30	51.35' RT	801.49	267960.05	491016.57

USH 51 & W MILWAUKEE ST SOUTHEAST ISLAND					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	657+47.87	38.68' RT	801.91	267904.36	490967.06
801	657+52.55	38.39' RT	801.85	267908.49	490969.28
802	657+54.54	38.26' RT	801.93	267910.25	490970.22
803	657+57.51	38.07' RT	801.88	267912.87	490971.63
804	657+59.51	37.95' RT	801.85	267914.63	490972.58
805	657+52.86	43.38' RT	801.80	267906.12	490973.68
806	657+54.86	43.25' RT	801.88	267907.88	490974.63
807	657+57.83	43.06' RT	801.85	267910.51	490976.04
808	657+59.82	42.94' RT	801.82	267912.27	490976.98
809	657+64.64	42.63' RT	801.79	267916.52	490979.27
810	657+46.84	39.77' RT	801.94	267902.91	490967.44
811	657+51.84	44.47' RT	801.83	267904.68	490974.08
812	657+60.53	36.85' RT	801.88	267916.08	490972.18
813	657+65.64	41.52' RT	801.82	267917.96	490978.85
814	657+44.33	32.39' RT	802.07	267904.67	490959.85
815	657+42.98	36.06' RT	802.03	267901.59	490962.25
816	657+55.06	31.71' RT	801.96	267914.14	490964.94
817	657+98.24	68.69' RT	801.41	267931.31	491019.13
818	657+91.22	77.80' RT	801.03	267920.54	491023.17

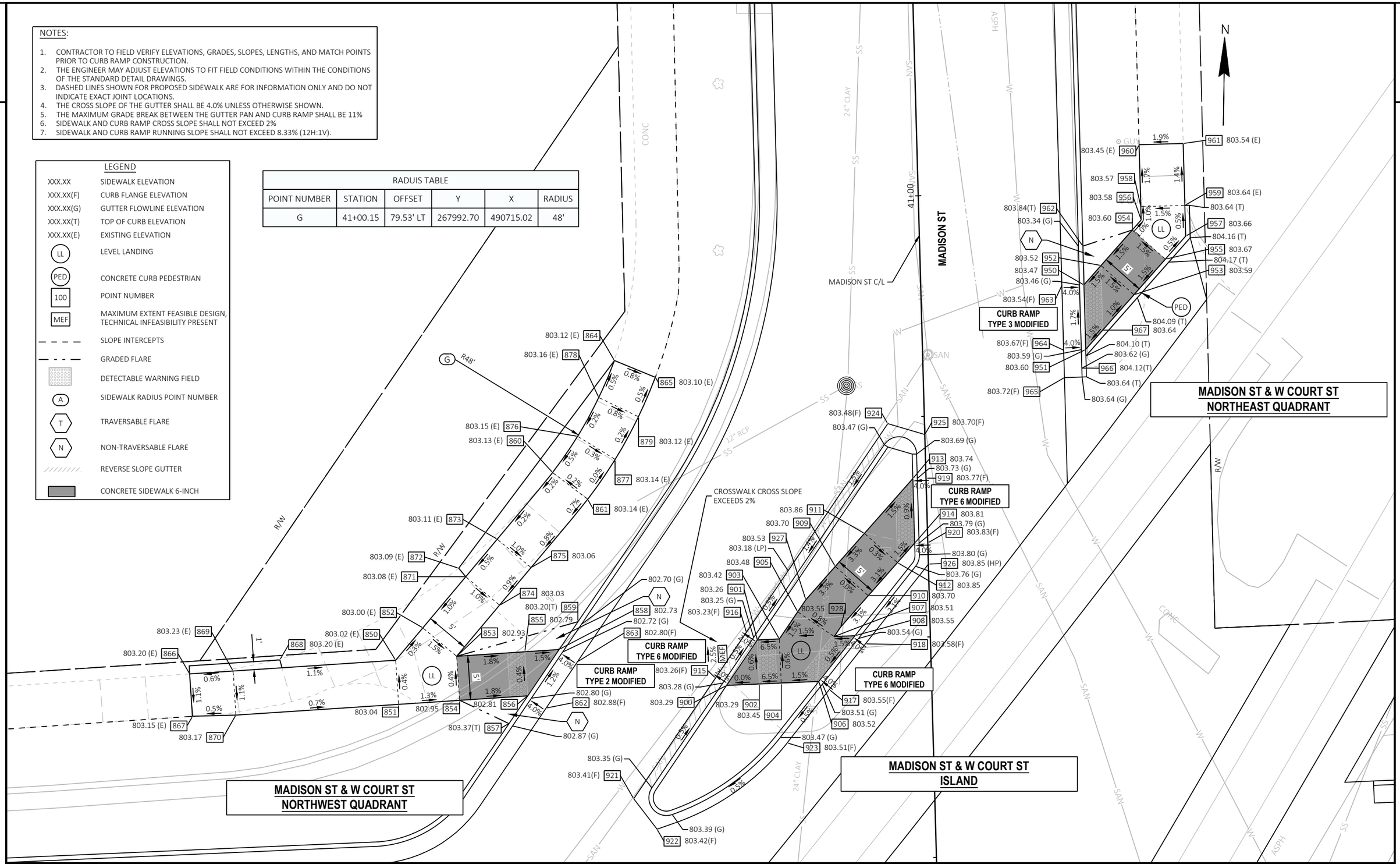
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	SIDEWALK RADIUS POINT NUMBER
T	TRAVERSABLE FLARE
N	NON-TRAVERSABLE FLARE
	REVERSE SLOPE GUTTER
	CONCRETE SIDEWALK 6-INCH

RADIUS TABLE					
POINT NUMBER	STATION	OFFSET	Y	X	RADIUS
G	41+00.15	79.53' LT	267992.70	490715.02	48'



MADISON ST & W COURT ST NORTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
850	40+49.02	60.69' LT	803.02	267942.11	490735.25
851	40+44.02	60.50' LT	803.04	267937.12	490735.58
852	40+52.61	57.51' LT	803.00	267945.78	490738.34
853	40+49.29	53.77' LT	802.93	267942.56	490742.17
854	40+44.29	53.58' LT	802.95	267937.57	490742.50
855	40+49.58	46.02' LT	802.79	267943.07	490749.90
856	40+44.59	45.83' LT	802.81	267938.09	490750.23
857	40+41.50	48.05' LT	803.37	267934.94	490748.10
858	40+49.73	42.13' LT	802.73	267943.33	490753.79
859	40+52.82	39.91' LT	803.20	267946.48	490755.92
860	40+69.80	42.32' LT	803.13	267963.38	490753.04
861	40+66.66	38.43' LT	803.14	267960.35	490757.02
862	40+43.13	43.80' LT	802.88	267936.68	490752.30
863	40+48.27	40.10' LT	802.80	267941.93	490755.86
864	40+82.28	34.96' LT	803.12	267976.07	490760.06
865	40+80.27	30.38' LT	803.10	267974.18	490764.69
866	40+48.12	84.09' LT	803.20	267940.56	490711.89
867	40+43.31	83.91' LT	803.15	267935.76	490712.21
868	40+49.42	73.83' LT	803.20	267942.14	490722.11
869	40+48.31	79.17' LT	803.23	267940.89	490716.80
870	40+43.31	78.98' LT	803.17	267935.90	490717.13
871	40+58.26	52.49' LT	803.08	267951.57	490743.20
872	40+59.26	53.26' LT	803.09	267952.54	490742.40
873	40+62.42	48.80' LT	803.11	267955.82	490746.78
874	40+54.94	48.75' LT	803.03	267948.35	490747.03
875	40+59.09	45.06' LT	803.06	267952.61	490750.60
876	40+73.83	39.37' LT	803.15	267967.49	490755.89
877	40+71.09	35.19' LT	803.14	267964.87	490760.14
878	40+78.14	36.85' LT	803.16	267971.88	490758.28
879	40+75.85	32.41' LT	803.12	267969.71	490762.79

MADISON ST & W COURT ST ISLAND					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
900	40+45.14	23.27' LT	803.29	267939.26	490772.77
901	40+50.20	19.63' LT	803.26	267944.42	490776.27
902	40+45.20	19.55' LT	803.29	267939.42	490776.48
903	40+50.24	17.14' LT	803.42	267944.52	490778.76
904	40+45.24	17.06' LT	803.45	267939.53	490778.97
905	40+53.25	14.97' LT	803.48	267947.60	490780.84
906	40+45.30	12.78' LT	803.52	267939.71	490783.25
907	40+50.33	10.91' LT	803.51	267944.79	490784.98
908	40+50.37	8.54' LT	803.55	267944.90	490787.35
909	40+58.27	10.57' LT	803.70	267952.74	490785.10
910	40+54.86	6.91' LT	803.70	267949.43	490788.85
911	40+61.93	7.15' LT	803.86	267956.49	490788.42
912	40+58.51	3.50' LT	803.85	267953.18	490792.16
913	40+67.98	1.50' LT	803.74	267962.69	490793.90
914	40+60.66	1.50' LT	803.81	267955.37	490794.10
915	40+46.00	24.50' LT	803.26	267940.08	490771.52
916	40+51.07	20.85' LT	803.23	267945.26	490775.03
917	40+44.34	11.63' LT	803.55	267938.78	490784.43
918	40+49.41	7.39' LT	803.58	267943.97	490788.53
919	40+67.98	0.00' T	803.77	267962.73	490795.40
920	40+60.66	0.00' T	803.83	267955.41	490795.60
921	40+32.58	34.14' LT	803.41	267926.41	490762.25
922	40+29.07	31.59' LT	803.42	267922.97	490764.89
923	40+38.44	16.57' LT	803.51	267932.74	490779.65
924	40+74.28	4.16' LT	803.48	267968.92	490791.07
925	40+72.94	0.00' T	803.70	267967.69	490795.26
926	40+58.24	0.00' T	803.85	267952.99	490795.67
927	40+54.59	14.01' LT	803.53	267948.96	490781.77
928	40+51.41	10.13' LT	803.55	267945.89	490785.73

MADISON ST & W COURT ST NORTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
950	40+89.39	18.50' RT	803.47	267984.65	490813.30
951	40+82.07	18.50' RT	803.60	267977.32	490813.50
952	40+91.53	20.50' RT	803.52	267986.84	490815.24
953	40+88.12	24.15' RT	803.59	267983.53	490818.99
954	40+95.46	24.17' RT	803.60	267990.87	490818.80
955	40+92.04	27.82' RT	803.67	267987.55	490822.55
956	40+96.56	25.20' RT	803.58	267992.00	490819.80
957	40+94.59	30.20' RT	803.66	267990.17	490824.85
958	40+98.08	25.20' RT	803.57	267993.51	490819.76
959	40+98.08	30.20' RT	803.64	267993.65	490824.76
960	41+05.10	25.20' RT	803.45	268000.53	490819.57
961	41+05.10	30.20' RT	803.54	268000.67	490824.56
962	40+93.78	18.50' RT	803.84	267989.04	490813.18
963	40+89.39	16.00' RT	803.54	267984.58	490810.80
964	40+82.07	16.00' RT	803.67	267977.26	490811.00
965	40+78.96	16.00' RT	803.72	267974.15	490811.09
966	40+79.96	18.50' RT	804.12	267975.22	490813.56
967	40+84.21	20.50' RT	803.64	267979.52	490815.44

N

2

2

LEGEND

INLET PROTECTION (TYPE AS NOTED)

SLOPE INTERCEPT

SEE W COURT ST PLAN SHEETS

UNION PACIFIC RR

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

MADISON ST

18+00 WB

18+00 EB

19+00 WB

19+00 EB

20+00 WB

20+00 EB

21+00 WB

21+00 EB

USH 51 / CENTER AVE

USH 51 / W CENTERWAY

W COURT ST

W MILWAUKEE ST

MCKINLEY ST

MATCHLINE STA 659+00

653+00

654+00

655+00

656+00

657+00

658+00

659+00

R/W

ASPH

CONC

GRAVEL

POST

SIGN

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 51	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\022001-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 7/25/2024 9:17 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

INLET PROTECTION (TYPE AS NOTED)

SLOPE INTERCEPT

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON WEST SIDE OF USH 51

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON EAST SIDE OF USH 51

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON SOUTH SIDE OF LOCUST ST

MATCHLINE STA 659+00

660+00

661+00

662+00

663+00

664+00

23+00 WB

USH 51 / W CENTERWAY

N LOCUST ST

R/W

ASPH

CONC

SIGN

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 52	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/25/2024 9:17 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

INLET PROTECTION (TYPE AS NOTED)

SLOPE INTERCEPT

N

W COURT ST

MADISON ST

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

USH 51 / W CENTERWAY

W MILWAUKEE ST

USH 51 / CENTER AVE

SEE USH 51 PLAN SHEETS

MATCH LINE 21+00

16+00 WB

17+00 WB

18+00 WB

19+00 WB

20+00 WB

21+00 WB

17+00 EB

18+00 EB

19+00 EB

20+00 EB

658+00

657+00

656+00

655+00

ASPH

CONC

GRAVEL

R/W

SIGN

POST

SS

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 53	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\022002-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 7/25/2024 9:17 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

LEGEND

INLET PROTECTION (TYPE AS NOTED)

SLOPE INTERCEPT

W MILWAUKEE ST

23+00 WB

22+00 WB

CONC

R/W

C

A

SIGN

ASPH

CONC

MATCH LINE 21+00

0 EB

22+00 EB

23+00 EB

24+00 EB

25+00 EB

26+00 EB

W COURT ST

12"

SS

CONC

R/W

OST

GRAVEL

ASPH

CONC

LINN ST

CONC

CONC

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 54	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\022002-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/25/2024 9:17 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

ULO UTILITY LINE OPENING (ULO). THERE MAY BE OTHER LOCATIONS WHERE UTILITY LINE OPENINGS ARE WARRANTED.

CPS CONCRETE PIPE SUPPORT

APPROXIMATE BORE PIT LOCATION

EVERSTREAM

STA 654+77.7, 34.4' LT
MANHOLES 6-COJ
86

STA 655+12.5, 41.0' LT
CATCH BASINS 6-COJ LP
87

STA 655+58.1, 42.8' LT
MANHOLES 6-C
88

STA 655+40.9, 24.5' LT
CATCH BASINS 2X3-COJ
88C

STA 655+50.0, 24.5' LT
CATCH BASINS 4-COJ LP
88D

STA 655+79.8, 0.8' RT
CATCH BASINS 3-Z
88A

STA 655+72.1, 7.3' RT
CATCH BASINS 3-Z
88B

STA 656+04.6, 41.4' LT
CATCH BASINS 4-COJ
88G

STA 656+76.8, 48.1' LT
CATCH BASINS 4-COJ LP
88E

STA 656+54.6, 24.5' LT
CATCH BASINS 4-COJ LP
88F

STA 654+20.0, 29.0' LT
MANHOLES 4-COJ
85

STA 654+20.0, 31.7' RT
MANHOLES 4-COJ
92

STA 654+82.2, 41.0' RT
MANHOLES 5-COJ
84

STA 656+08.1, 53.4' RT
CATCH BASINS 4-COJ LP
73

STA 656+64.3, 54.0' RT
CATCH BASINS 3-Z
72A

STA 656+65.9, 62.8' RT
MANHOLES 4-COJ
72

STA 656+62.5, 70.0' RT
CATCH BASINS 2x3-COJ LP
72B

STA 657+50.1, 28.5' LT
CATCH BASINS 3-Z
60A

STA 657+58.2, 23.5' LT
MANHOLES 5-COJ
60

STA 658+25.0, 35.5' LT
CATCH BASINS 4-COJ LP
60B

STA 657+82.2, 24.0' RT
MANHOLES 7-COJ
61

STA 658+16.2, 29.4' RT
CATCH BASINS 4-COJ LP
61B

STA 658+26.2, 28.7' RT
CATCH BASINS 2X3-COJ
61A

USH 51 C/L

USH 51 / CENTER AVE

USH 51 / W CENTERWAY

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

W COURT ST

W MILWAUKEE ST

653+00 654+00 655+00 656+00 657+00 658+00 659+00

19+00 WB 19+00 EB 20+00 WB 20+00 EB

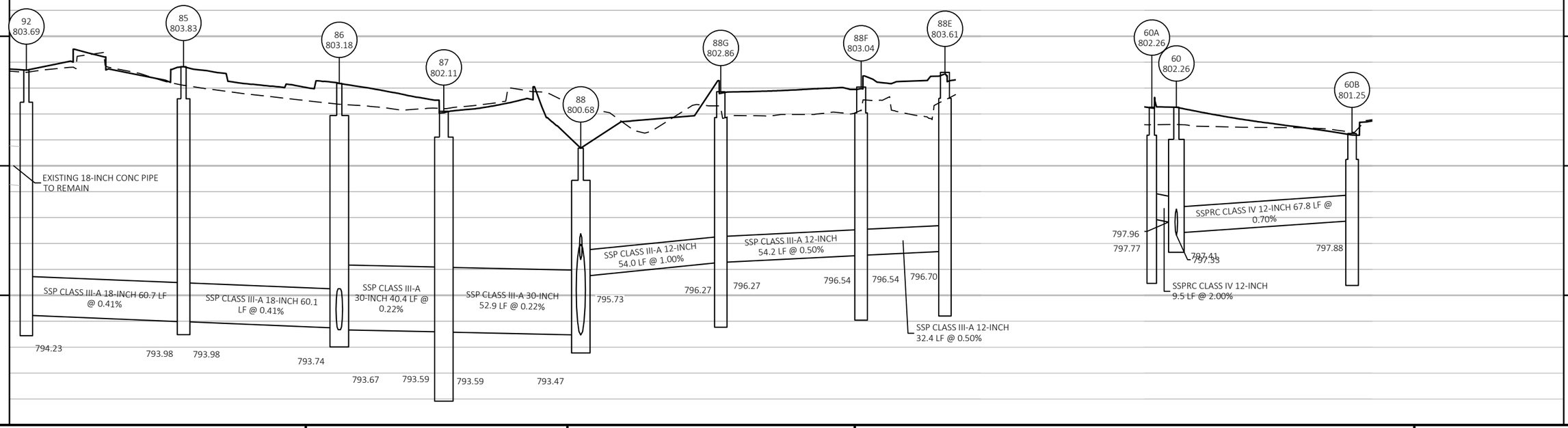
PIPE UNDERDRAIN 6-INCH (TYP)
25' EACH SIDE OF CATCH BASIN, UNLESS SHOWN OTHERWISE.
SEE CONSTRUCTION DETAIL

ALLIANT ENERGY ELECTRIC

AT&T WISCONSIN

AT&T WISCONSIN EVERSTREAM

ALLIANT ENERGY ELECTRIC



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 55 E

2

ULO UTILITY LINE OPENING (ULO). THERE MAY BE OTHER LOCATIONS WHERE UTILITY LINE OPENINGS ARE WARRANTED.

CPS CONCRETE PIPE SUPPORT

APPROXIMATE BORE PIT LOCATION

EVERSTREAM

STA 655+12.5, 41.0' LT
CATCH BASINS 6-COJ LP (87)

STA 654+77.7, 34.4' LT
MANHOLES 6-COJ (86)

STA 654+20.0, 29.0' LT
MANHOLES 4-COJ (85)

STA 654+20.0, 31.7' RT
MANHOLES 4-COJ (92)

STA 655+58.1, 42.8' LT
MANHOLES 6-C (88)

STA 655+40.9, 24.5' LT
CATCH BASINS 2X3-COJ (88C)

STA 655+50.0, 24.5' LT
CATCH BASINS 4-COJ LP (88D)

STA 655+79.8, 0.8' RT
CATCH BASINS 3-Z (88A)

STA 655+72.1, 7.3' RT
CATCH BASINS 3-Z (88B)

STA 654+82.2, 41.0' RT
MANHOLES 5-COJ (84)

STA 656+04.6, 41.4' LT
CATCH BASINS 4-COJ (88G)

STA 656+76.8, 48.1' LT
CATCH BASINS 4-COJ LP (88E)

STA 656+54.6, 24.5' LT
CATCH BASINS 4-COJ LP (88F)

STA 656+08.1, 53.4' RT
CATCH BASINS 4-COJ LP (73)

STA 656+64.3, 54.0' RT
CATCH BASINS 3-Z (72A)

STA 656+65.9, 62.8' RT
MANHOLES 4-COJ (72)

STA 656+62.5, 70.0' RT
CATCH BASINS 2x3-COJ LP (72B)

STA 657+50.1, 28.5' LT
CATCH BASINS 3-Z (60A)

STA 657+58.2, 23.5' LT
MANHOLES 5-COJ (60)

STA 658+25.0, 35.5' LT
CATCH BASINS 4-COJ LP (60B)

STA 657+82.2, 24.0' RT
MANHOLES 7-COJ (61)

STA 658+16.2, 29.4' RT
CATCH BASINS 4-COJ LP (61B)

STA 658+26.2, 28.7' RT
CATCH BASINS 2X3-COJ (61A)

USH 51 C/L

USH 51 / CENTER AVE

USH 51 / W CENTERWAY

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

W COURT ST

W MILWAUKEE ST

PIPE UNDERDRAIN 6-INCH (TYP)
25' EACH SIDE OF CATCH BASIN, UNLESS SHOWN OTHERWISE.
SEE CONSTRUCTION DETAIL

AT&T WISCONSIN

AT&T WISCONSIN EVERSTREAM

ALLIANT ENERGY ELECTRIC

653+00 654+00 655+00 656+00 657+00 658+00 659+00

19+00 WB 19+00 EB 20+00 WB 20+00 EB

18" 24" 30" 42" 12" 19"X30"

R/W

N

2

805
800
795
790

86 803.18
84 803.00
73 801.70
72 801.54

SSPRCHE CLASS HE-III 19X30-INCH 75.5 LF @ 0.22%

SSP CLASS III-A 24-INCH 102.8 LF @ 0.40%

SSP CLASS III-A 24-INCH 57.3 LF @ 0.40%

793.67 793.84 793.89 794.30 794.30 794.53

799.35

61 801.82
61B 801.51

798.17 798.34 798.39 798.34 796.83 796.70

SSPRC CLASS IV 12-INCH 10.0 LF @ 0.50%

SSPRC CLASS IV 12-INCH 34.4 LF @ 0.50%

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 56 E

ULO UTILITY LINE OPENING (ULO). THERE MAY BE OTHER LOCATIONS WHERE UTILITY LINE OPENINGS ARE WARRANTED.

CPS CONCRETE PIPE SUPPORT

APPROXIMATE BORE PIT LOCATION

EVERSTREAM

STA 655+12.5, 41.0' LT
CATCH BASINS 6-COJ LP (87)

STA 654+77.7, 34.4' LT
MANHOLES 6-COJ (86)

STA 654+20.0, 29.0' LT
MANHOLES 4-COJ (85)

STA 654+20.0, 31.7' RT
MANHOLES 4-COJ (92)

STA 655+58.1, 42.8' LT
MANHOLES 6-C (88)

STA 655+40.9, 24.5' LT
CATCH BASINS 2X3-COJ (88C)

STA 655+50.0, 24.5' LT
CATCH BASINS 4-COJ LP (88D)

STA 655+79.8, 0.8' RT
CATCH BASINS 3-Z (88A)

STA 655+72.1, 7.3' RT
CATCH BASINS 3-Z (88B)

STA 654+82.2, 41.0' RT
MANHOLES 5-COJ (84)

STA 656+04.6, 41.4' LT
CATCH BASINS 4-COJ (88G)

STA 656+76.8, 48.1' LT
CATCH BASINS 4-COJ LP (88E)

STA 656+54.6, 24.5' LT
CATCH BASINS 4-COJ LP (88F)

STA 656+08.1, 53.4' RT
CATCH BASINS 4-COJ LP (73)

STA 656+64.3, 54.0' RT
CATCH BASINS 3-Z (72A)

STA 656+65.9, 62.8' RT
MANHOLES 4-COJ (72)

STA 656+62.5, 70.0' RT
CATCH BASINS 2x3-COJ LP (72B)

STA 657+50.1, 28.5' LT
CATCH BASINS 3-Z (60A)

STA 657+58.2, 23.5' LT
MANHOLES 5-COJ (60)

STA 658+25.0, 35.5' LT
CATCH BASINS 4-COJ LP (60B)

STA 657+82.2, 24.0' RT
MANHOLES 7-COJ (61)

STA 658+16.2, 29.4' RT
CATCH BASINS 4-COJ LP (61B)

STA 658+26.2, 28.7' RT
CATCH BASINS 2X3-COJ (61A)

USH 51 C/L

USH 51 / CENTER AVE

USH 51 / W CENTERWAY

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

W COURT ST

W MILWAUKEE ST

PIPE UNDERDRAIN 6-INCH (TYP)
25' EACH SIDE OF CATCH BASIN, UNLESS SHOWN OTHERWISE.
SEE CONSTRUCTION DETAIL

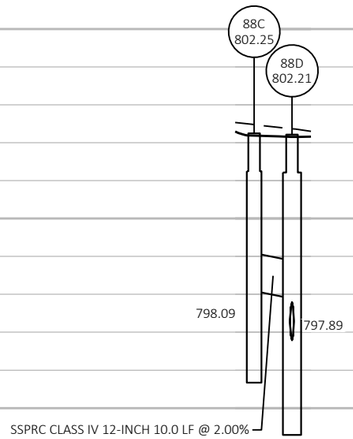
AT&T WISCONSIN

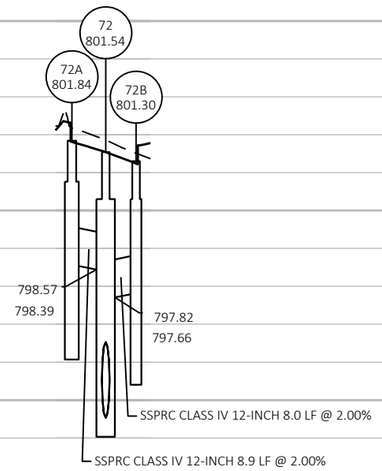
AT&T WISCONSIN EVERSTREAM

ALLIANT ENERGY ELECTRIC

653+00 654+00 655+00 656+00 657+00 658+00 659+00

19+00 WB 19+00 EB 20+00 WB 20+00 EB



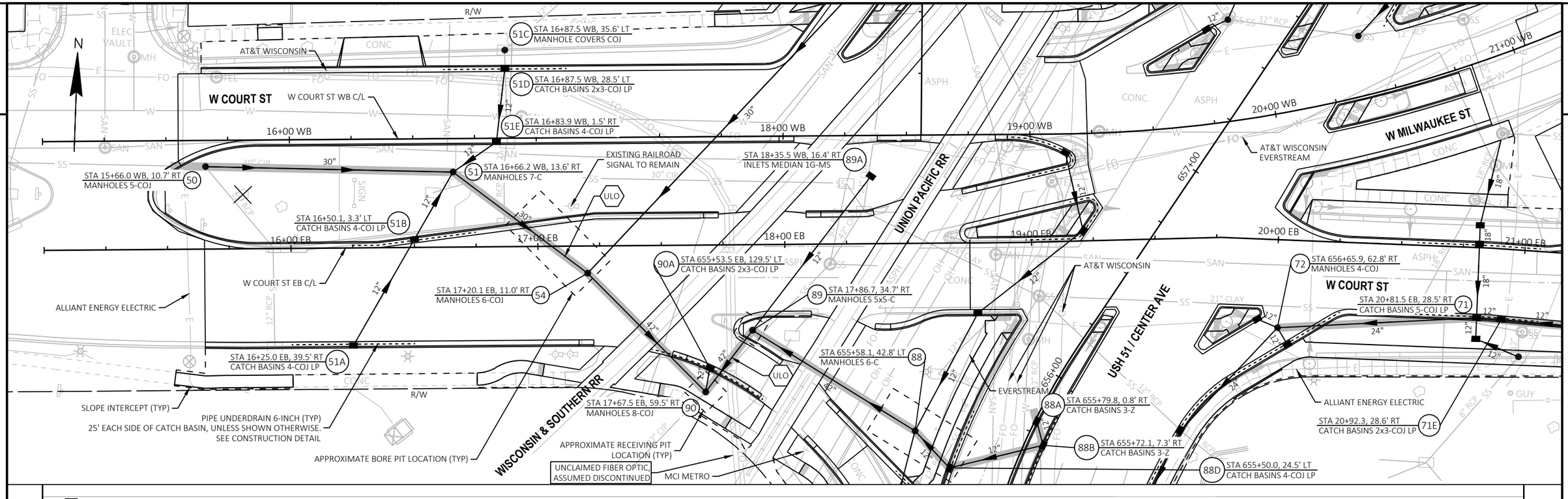


805 800 795 790

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 57	E

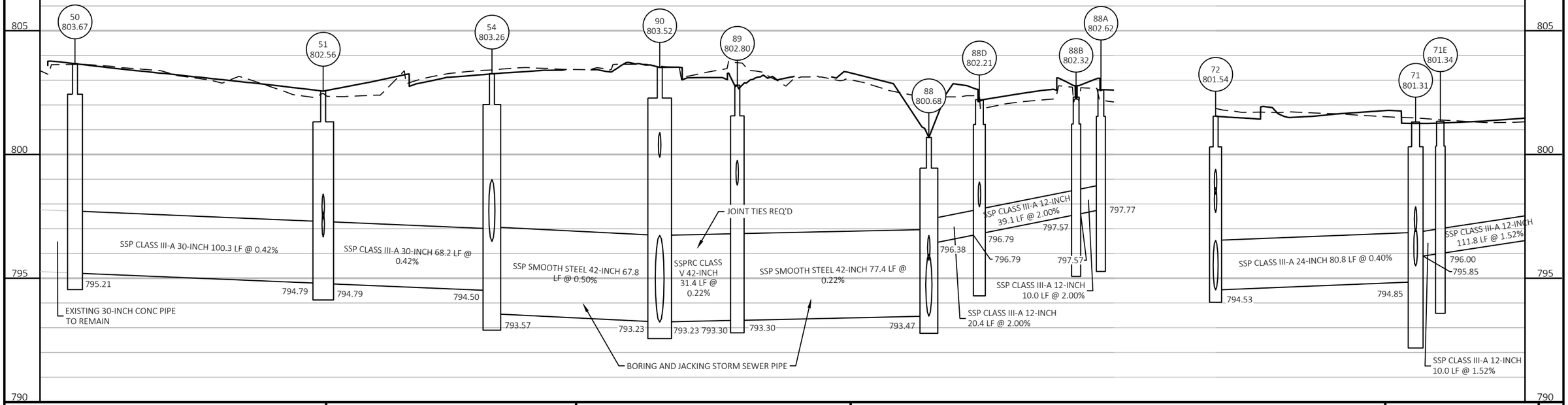
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\022501-SS.DWG
LAYOUT NAME - 01b

PLOT DATE : 11/15/2024 8:19 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

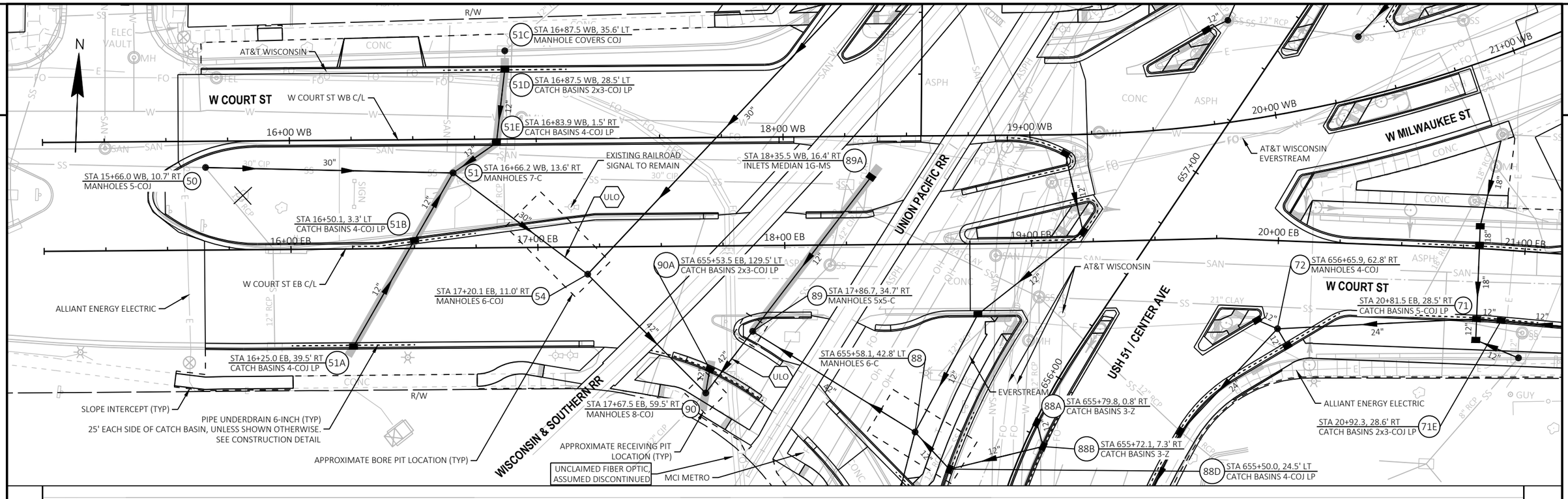


ULO UTILITY LINE OPENING (ULO). THERE MAY BE OTHER LOCATIONS WHERE UTILITY LINE OPENINGS ARE WARRANTED.

CPS CONCRETE PIPE SUPPORT

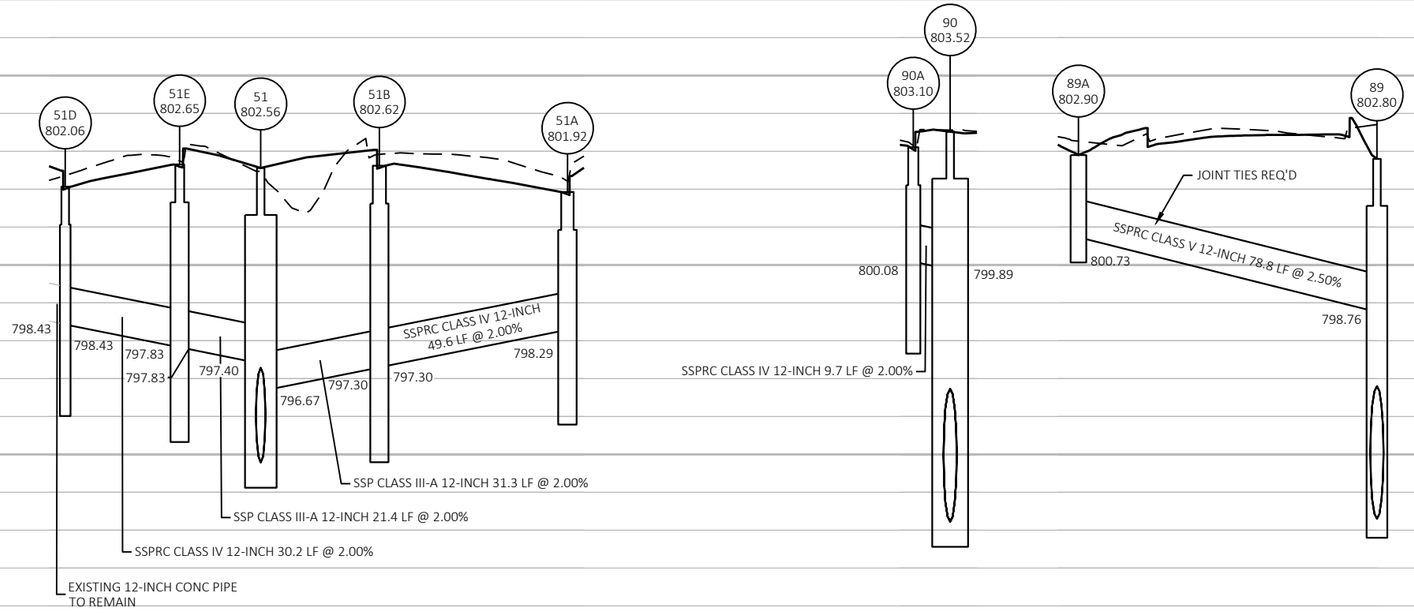


PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 58 E



ULO UTILITY LINE OPENING (ULO). THERE MAY BE OTHER LOCATIONS WHERE UTILITY LINE OPENINGS ARE WARRANTED.

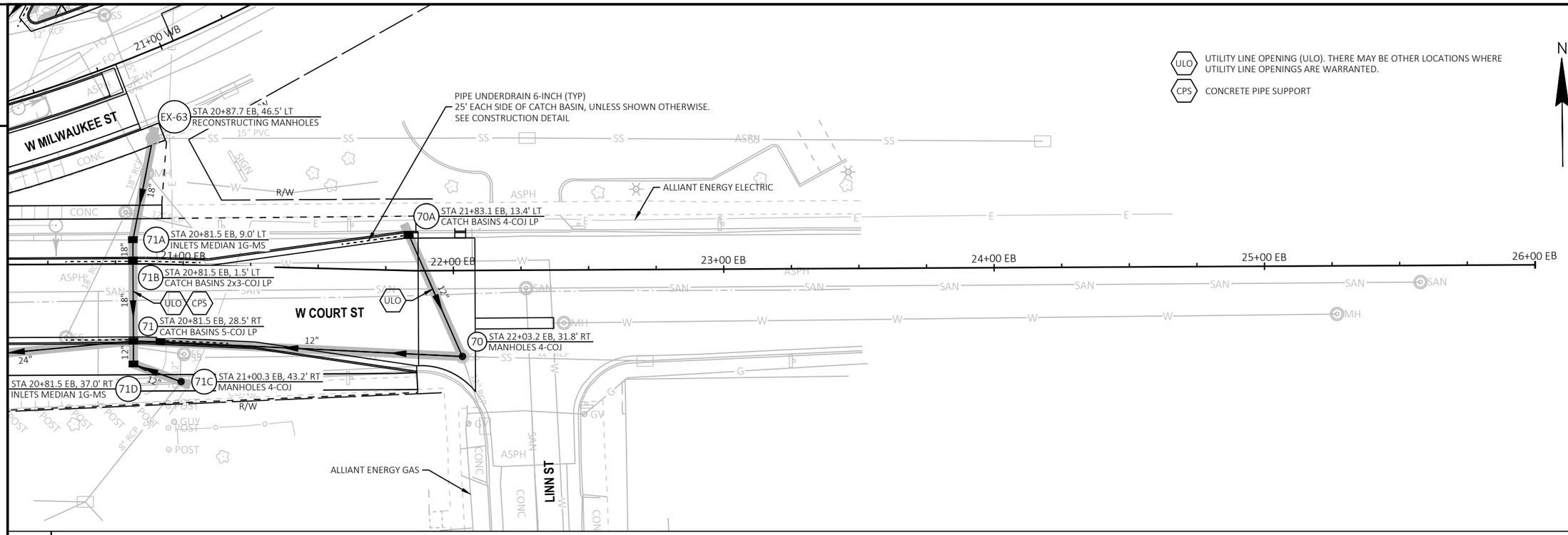
CPS CONCRETE PIPE SUPPORT

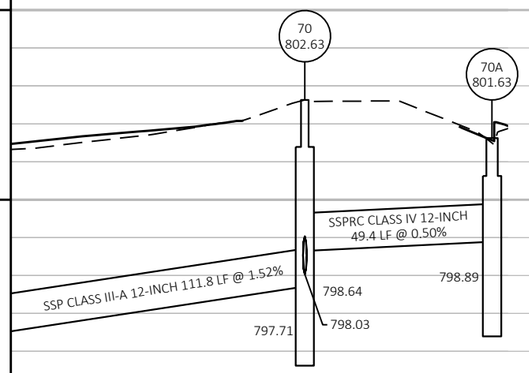


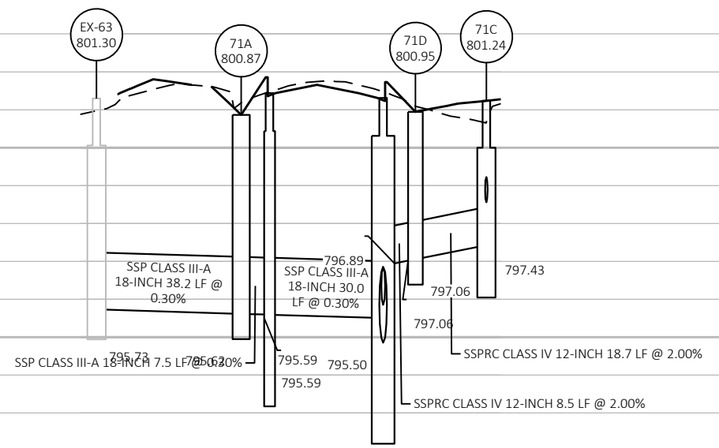
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 59 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\022502-SS.DWG
LAYOUT NAME - 02a
PLOT DATE : 11/15/2024 8:20 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2







805
800
795
790

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 60	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\022503-SS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/15/2024 8:20 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

ULO UTILITY LINE OPENING (ULO). THERE MAY BE OTHER LOCATIONS WHERE UTILITY LINE OPENINGS ARE WARRANTED.

CPS CONCRETE PIPE SUPPORT

N

STA 17+20.1, 11.0' RT
MANHOLES 6-COJ
54

APPROXIMATE BORE PIT LOCATION (TYP)

APPROXIMATE RECEIVING PIT LOCATION (TYP)

SLOPE INTERCEPT (TYP)

UNCLAIMED FIBER OPTIC, ASSUMED DISCONTINUED

ULO CPS

17+00 EB

17+00 WB

18+00 EB

18+00 WB

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

STA 40+78.7, 8.7' LT
MANHOLES 5-COJ
53

PIPE UNDERDRAIN 6-INCH (TYP)
25' EACH SIDE OF CATCH BASIN, UNLESS SHOWN OTHERWISE.
SEE CONSTRUCTION DETAIL

R/W

STA 41+25.0, 17.5' LT
CATCH BASINS 2x3-COJ LP
52A

STA 41+25.0, 5.8' LT
MANHOLES 4-COJ
52

41+00

MADISON ST

ALLIANT ENERGY ELECTRIC

655+00

42"

30"

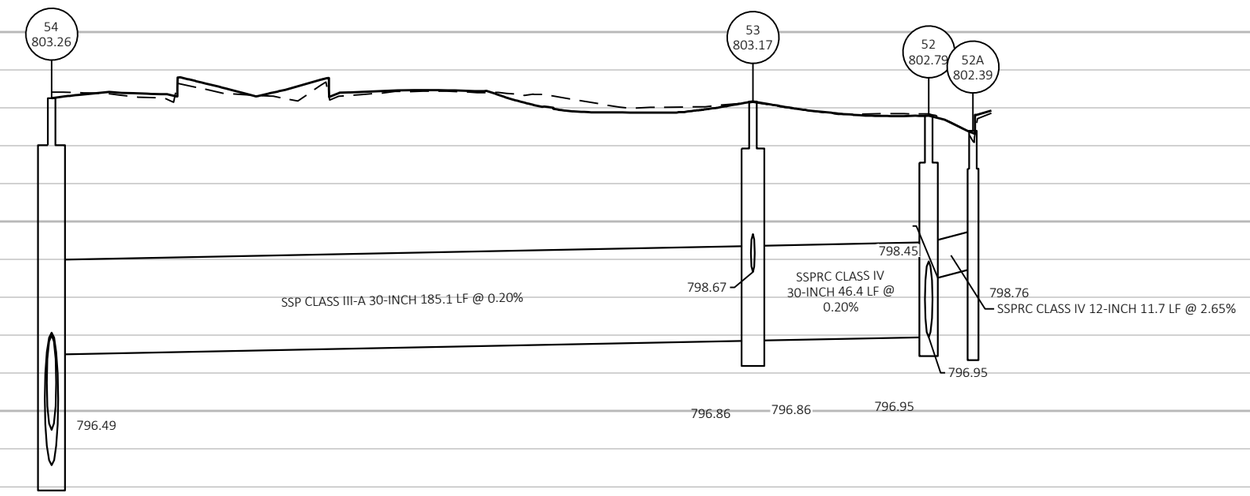
12"

24" CLAY

42" CIP

42" RCP

30" CIP



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 61	E

2

108 CENTER AVE
BHUPINDER BOPARAI

LEGEND

MANAGEMENT OF SOLID WASTE

PETROLEUM CONTAMINATED SOIL

N

USH51/CENTER AVE

MCKINLEY ST

W COURT ST

MADISON ST

USH 51/W CENTER WAY

EVERSTREAM

MCI METRO

ALLIANT ENERGY ELECTRIC

AT&T WISCONSIN

BEGIN FIVE POINTS WATER MAIN RELAY

END CENTER AVE WATER MAIN RELAY (BY OTHERS)

8" DIA. WATER MAIN DISCONTINUED IN PLACE

PROPOSED 8-INCH WATER MAIN

DISCONTINUE EXISTING VAULT IN PLACE

WATER MAIN DISCONTINUED IN PLACE-RAILROAD

653+00 654+00 655+00 656+00

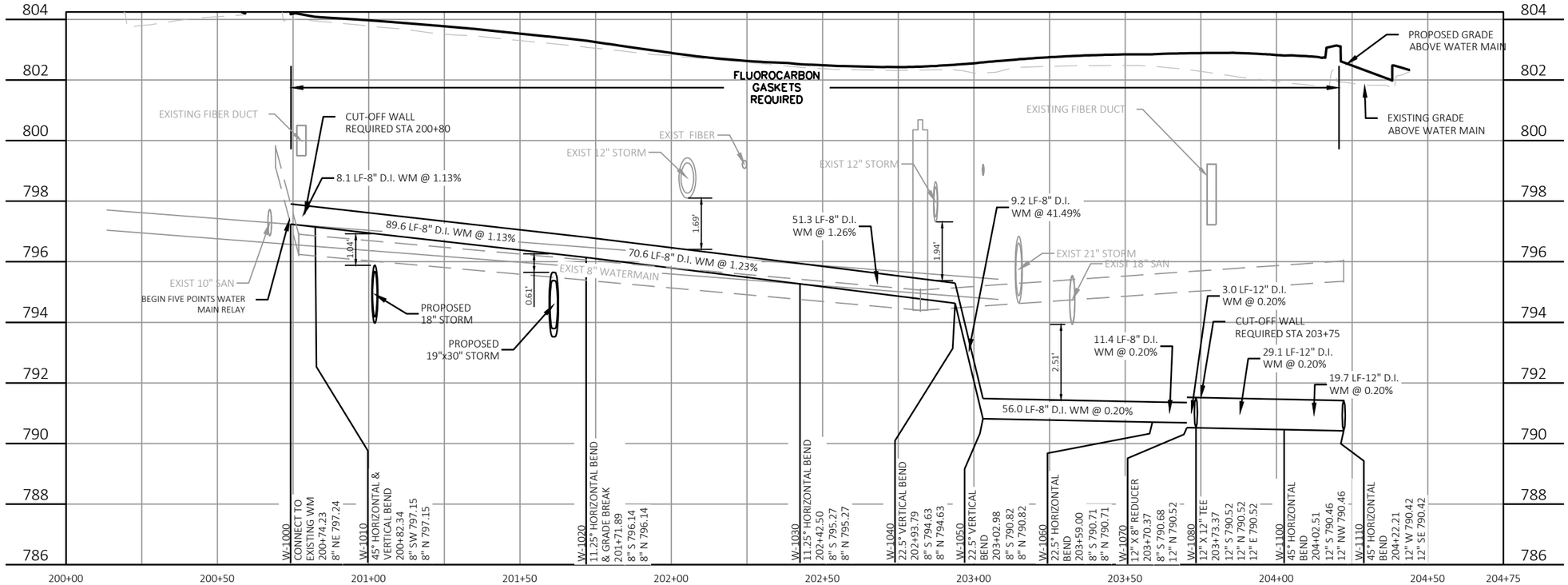
202+00 203+00 204+00

214+00 221+00 222+00

18+00 EB 19+00 EB

W-1000 W-1010 W-1020 W-1030 W-1040 W-1050 W-1060 W-1070 W-1080 W-1100 W-1110

1-1/2 " COPPER OFF
MCKINLEY ST
101 CENTER AVE
SIR SUDZ LLC



PROJECT NO: 5350-02-74	HWY: USH 51	COUNTY: ROCK	WATER MAIN PLAN & PROFILE	SHEET 62	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\023001-WM.DWG
LAYOUT NAME - 01

PLOT DATE : 11/12/2024 9:25 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1" = 40'

LEGEND

MANAGEMENT OF SOLID WASTE

PETROLEUM CONTAMINATED SOIL

1022 W COURT ST
TLC PROPERTIES INC
¾" UNKNOWN

1010 W COURT ST
MCD WAREHOUSING LLC
¾" COPPER

1000 W COURT ST
WI & SOUTHERN RAILROAD CO
NO SERVICE

1 N WASHINGTON ST

N WASHINGTON ST

MADISON ST

W COURT ST

USH 51/W C

HYDRANT AND HYDRANT VALVE REMOVAL

HYDRANT H-1005
210+80.90; 20.65' L
GROUND 803.48
SHOE 796.97

W-1165
6" GATE VALVE
210+80.97; 18.65' L
6" S 796.97
6" N 796.97

18.7 LF - 6" D.I.
HYDRANT LEAD @ 0.20%

0.75" CURB STOP AND CONNECT TO EXISTING WATER SERVICE

PROPOSED 12-INCH WATER MAIN

0.75" CURB STOP AND CONNECT TO EXISTING WATER SERVICE

0.75" WATER SERVICE

HYDRANT AND HYDRANT VALVE REMOVAL

HYDRANT H-1000
212+59.52; 12.57' L
GROUND 803.05
SHOE 795.52

W-1195
6" GATE VALVE
212+59.47; 10.57' L
6" S 795.49
6" N 795.49

10.6 LF - 6" D.I.
HYDRANT LEAD @ 2.37%

W-2030
W-2020
W-2010

ULO
(HYDRO EXCAVATION TYP.)

WSOR ℄

W-1180
W-1190
W-1170
W-2000

213+00
214+00
211+00
212+00

0.75" WATER SERVICE

CONNECTION TO WATER MAIN PROJECT ID 5990-01-34 (BY OTHERS)

W-1150
W-1140
W-1135
W-1120
W-1130
W-1160

16+00 WB
17+00 WB
18+00 WB
19+00 WB

PROPOSED HORIZONTAL BORING AUGER PIT

AT&T WISCONSIN

END FIVE POINTS WATER MAIN RELAY

DISCONTINUE EXISTING CURB STOP/WATER SERVICE IN PLACE

HYDRANT AND HYDRANT VALVE REMOVAL

8" DIA. WATER MAIN DISCONTINUED IN PLACE

UNCLAIMED FIBER OPTIC, ASSUMED DISCONTINUED

DISCONTINUE EXISTING VAULT IN PLACE

OUTSIDE LIMIT OF ZONE B AT ELEV 788

OUTSIDE LIMIT OF ZONE A AT ELEV 788

17+00 EB
18+00 EB
19+00 EB

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

BEGIN WATER MAIN DISCONTINUED IN PLACE-RAILROAD, TO BE FILLED WITH 300 PSI GROUT; STA 18+68WB

UPRR ℄

WATER MAIN DISCONTINUED IN PLACE-RAILROAD

OUTSIDE LIMIT OF ZONE A AT ELEV 788

OUTSIDE LIMIT OF ZONE B AT ELEV 788

W-2040
W-1110

END WATER MAIN DISCONTINUED IN PLACE-RAILROAD,TO BE FILLED WITH 300 PSI GROUT; STA 19+05WB

20+00 WB

231+00

204+00

PROPOSED HORIZONTAL BORING AUGER PIT

EVERSTREAM AT&T WISCONSIN

10" DIA. WATER MAIN DISCONTINUED IN PLACE
DISCONTINUE EXISTING VAULT IN PLACE

20+00 EB

22.8 LF - 6" D.I.

N

154'
HORIZONTAL AUGER BORING WATER MAIN

EXISTING GRADE ABOVE WATER MAIN

PROPOSED GRADE ABOVE WATER MAIN

EXIST ELEC (ASSUMED 4" DIA.) (ASSUMED 3' DEPTH)

EXISTING FIBER DUCT

EXISTING FIBER CABLE

EXIST 8" WATERMAIN

4.6 LF-8" D.I. WM @ 1.93%
3.0 LF-8" D.I. WM @ 1.93%
4.5 LF-12" D.I. WM @ 1.93%
10.0 LF-12" D.I. WM @ 1.93%
5.4 LF-12" D.I. WM @ 1.93%

EXIST 12" STORM
PROPOSED 12" STORM

1.82'
2.17'

133.4 LF-12" D.I. WM @ 1.18%

EXIST 8" SAN

31.4 LF-12" D.I. WM @ 0.20%

12.9 LF-12" D.I. WM @ 0.20%

41.7 LF-12" D.I. WM @ 0.20%

3.1 LF-12" D.I. WM @ 0.20%
3.0 LF-12" D.I. WM @ 0.20%

PROPOSED 30" STORM

FLUOROCARBON GASKETS REQUIRED

ULO 3.71'
ULO 7.80'
ULO 8.12'
ULO 6.99'
ULO 5.36'
ULO 2.67'

EXIST 24" STORM

11.57'
11.33'

EXIST ELEC (ASSUMED 4" DIA.) (ASSUMED 3' DEPTH)

EXISTING WATER VAULT

EXIST 8" WATER

EXIST 36" STORM

EXIST 10" WATERMAIN

EXIST 6" WATER

EXIST 15" SAN

EXIST 12" SAN

4.1 LF-12" D.I. WM @ 100.52%

4.20'
2.35'
2.11'
3.76'
2.21'

1.5 LF-12" D.I. WM @ 0.21%

156.1 LF-12" D.I. WM @ 0.21%

CUT-OFF WALL REQUIRED STA 213+11

24" CASING PIPE WATER MAIN
0.406" MIN. WALL THICKNESS
SPECIFIED MIN. YIELD STRENGTH 35 KSI

804
802
800
798
796
794
792
790
788
786

W-1120 CONNECT TO EXISTING WM 210+54.12 8" E 797.37 8" W 797.37
W-1130 45° HORIZONTAL BEND 210+57.12 8" W 797.31 8" NE 797.31
W-1135 REDUCER 210+61.67 8" SW 797.22 12" NE 797.07
W-1140 45° HORIZONTAL BEND 210+66.17 12" SW 796.98 12" E 796.98
W-1150 12" GATE VALVE 210+76.21 12" W 796.78 12" E 796.78
W-1160 12" X 6" TEE 210+81.59 12" W 796.68 12" E 796.68 6" N 796.93
0.75" CORP STOP 210+95.64
0.75" CORP STOP 211+78.22
W-1170 11.25° HORIZONTAL BEND & GRADE BREAK 212+14.97 12" W 795.10 12" NE 795.10
W-1180 11.25° HORIZONTAL BEND 212+46.32 12" SW 795.04 12" E 795.04
W-1190 12" X 6" TEE 212+59.19 12" W 795.02 12" E 795.02 6" N 795.24
W-2000 12" X 8" TEE 213+00.84 12" W 794.93 12" E 794.93 8" N 795.09
W-2010 12" GATE VALVE 213+03.90 12" W 794.93 12" E 794.93
W-2020 45° VERTICAL BEND 213+06.90 12" W 794.92 12" E 794.92 CASING INV = 790.26
W-2030 45° VERTICAL BEND 213+11.04 12" W 790.76 12" E 790.76
W-2040 12" GATE VALVE 214+67.12 12" W 790.43 12" E 790.43 CASING INV = 789.92
W-1110 45° HORIZONTAL BEND 12" W 790.42 12" SE 790.42

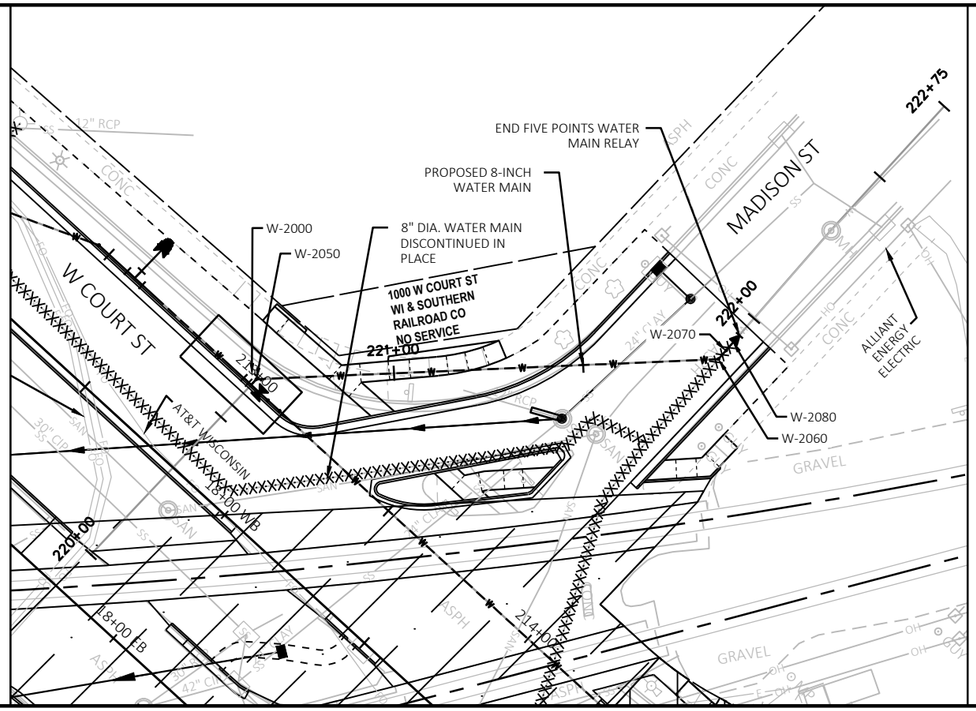
210+00 210+50 211+00 211+50 212+00 212+50 213+00 213+50 214+00 214+50 215+00

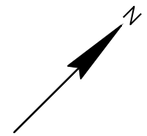
PROJECT NO: 5350-02-74	HWY: USH 51	COUNTY: ROCK	WATER MAIN PLAN & PROFILE	SHEET 63 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\023001-WM.DWG
LAYOUT NAME - 02

PLOT DATE : 11/12/2024 9:26 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 44

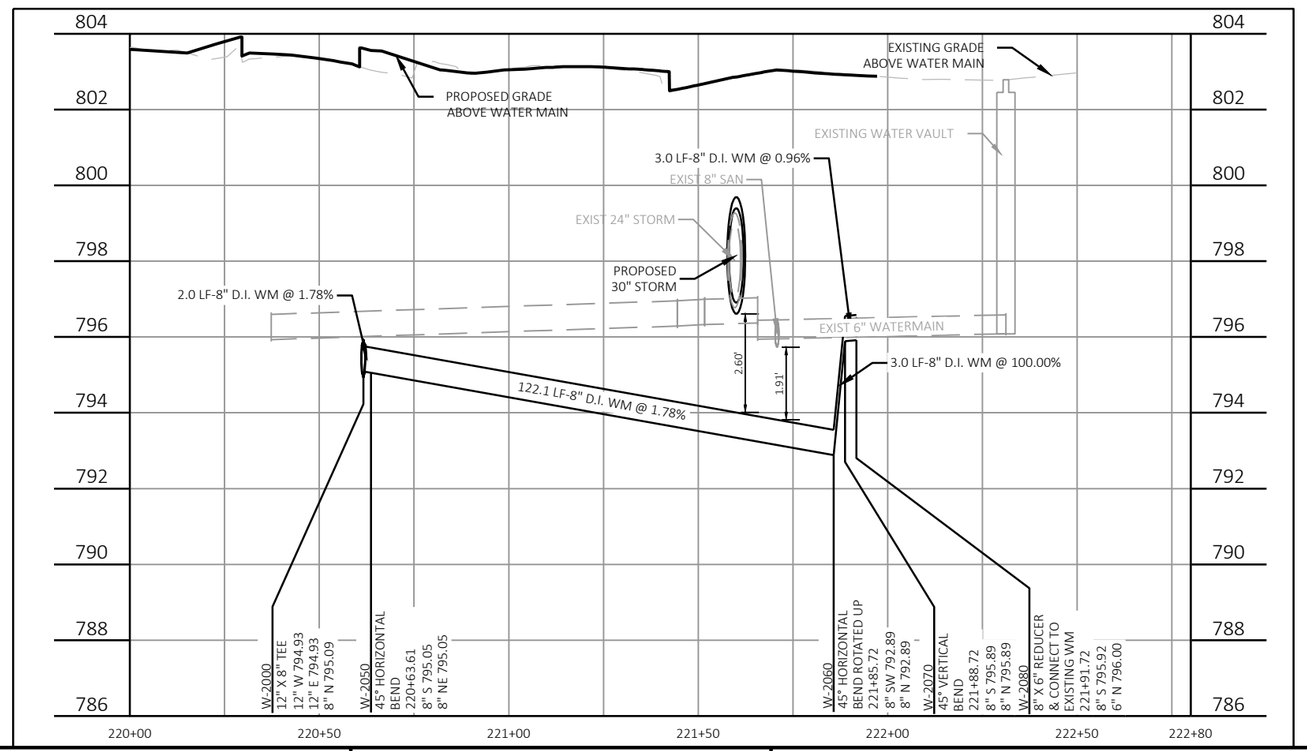




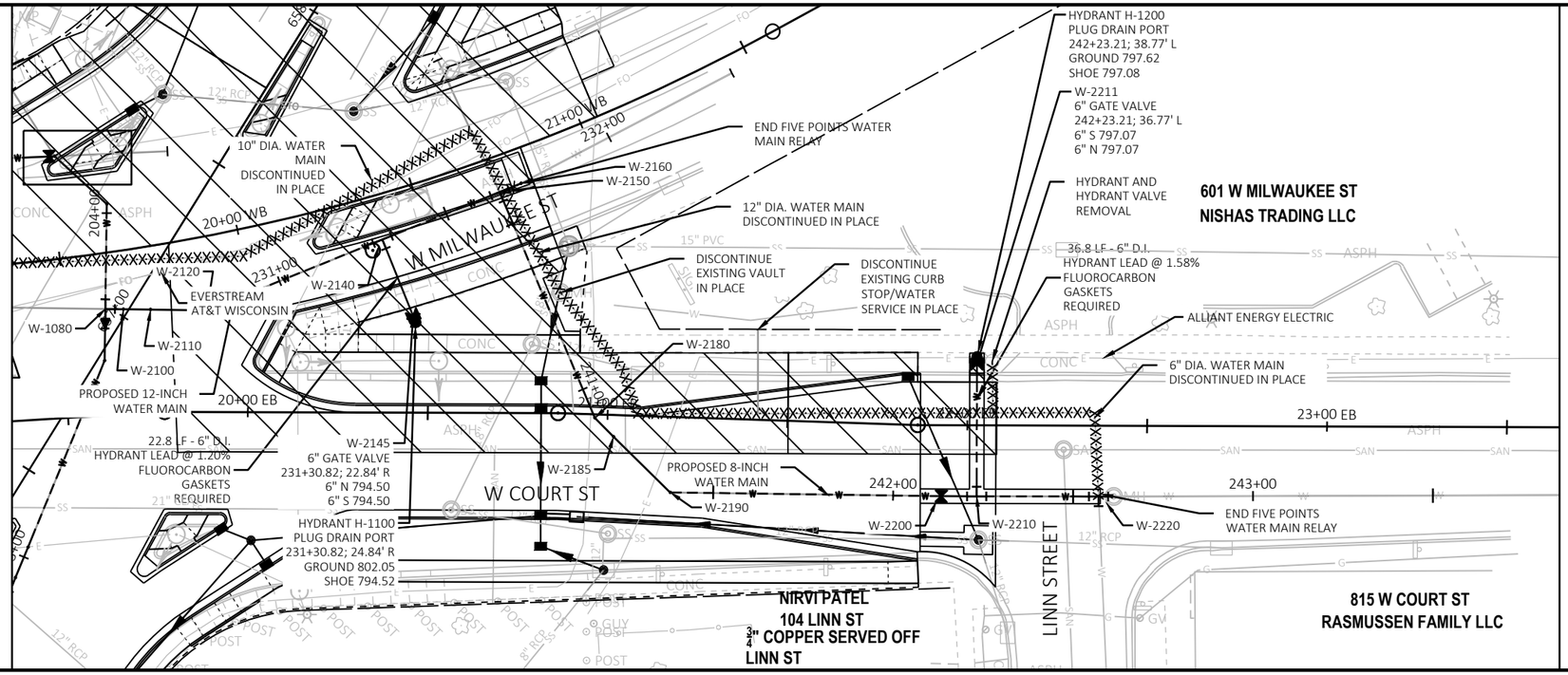
LEGEND

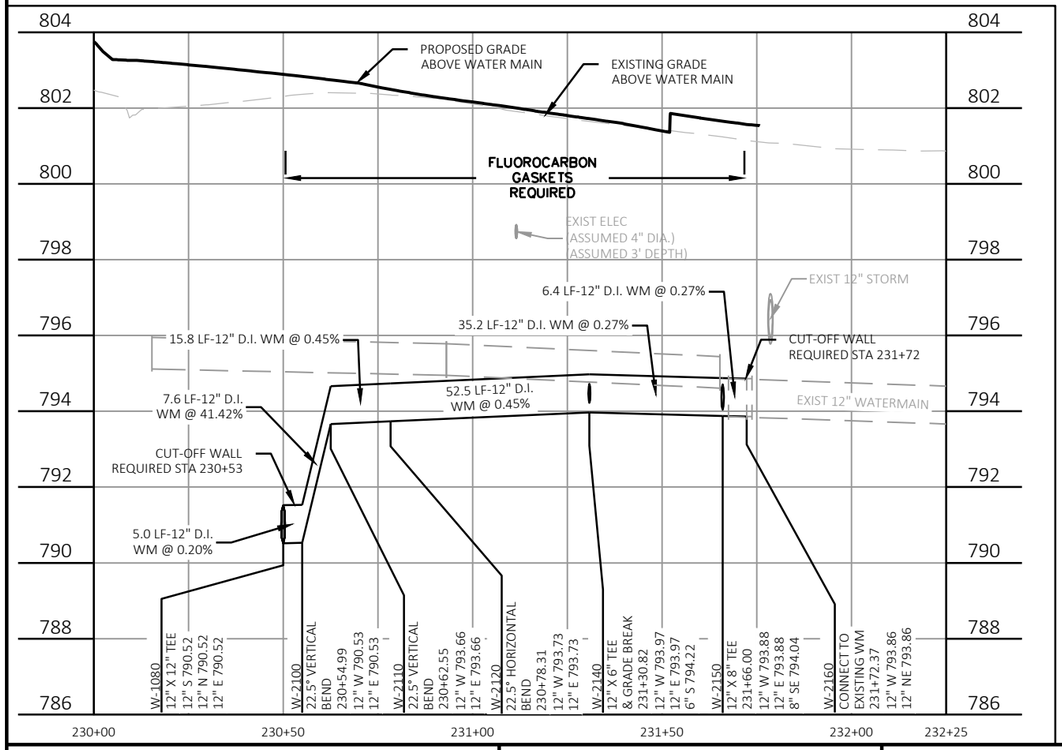
MANAGEMENT OF SOLID WASTE

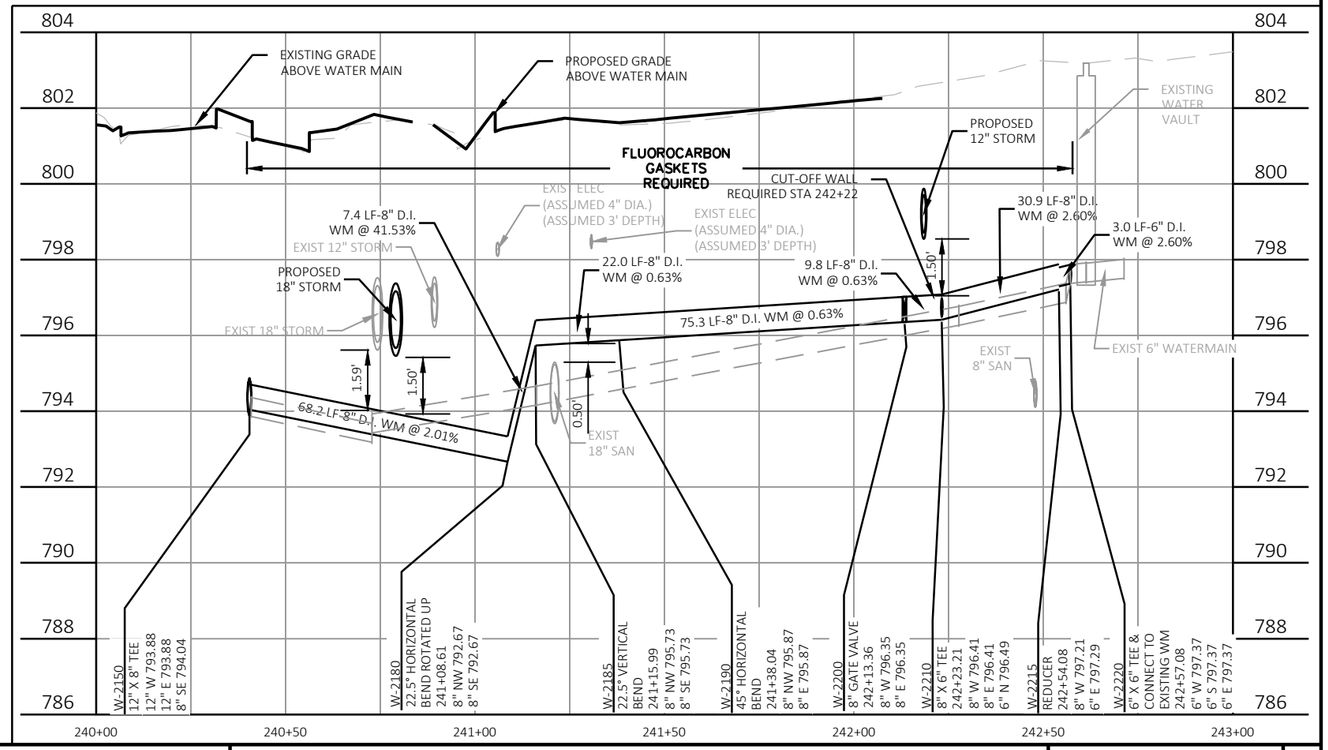
PETROLEUM CONTAMINATED SOIL



PROJECT NO: 5350-02-74	HWY: USH 51	COUNTY: ROCK	WATER MAIN PLAN & PROFILE	SHEET 64	E







PROJECT NO: 5350-02-74	HWY: USH 51	COUNTY: ROCK	WATER MAIN PLAN & PROFILE	SHEET 65	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\023001-WM.DWG
LAYOUT NAME - 04
PLOT DATE : 9/19/2024 4:26 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1" = 40'
WISDOT/CADDS SHEET 44

2

LEGEND

EXISTING SIGN ON EXISTING POST OR POLE

MXX EXISTING SIGN MOVED TO NEW LOCATION

RXX EXISTING SIGN TO BE REMOVED

XXX NEW SIGN

SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)

SIGN MOUNTED ON POLE/OVERHEAD

ESTR EXISTING SIGN TO REMAIN

NOTES:
1. FINISHED PAVEMENT MARKINGS SHOWN IN GRAY FOR PLAN CLARITY.
2. R10-3 SIGNS ARE INCIDENTAL TO PEDESTRIAN PUSH BUTTONS. THESE ARE SHOWN FOR INFORMATION ONLY.

UNION PACIFIC RR
MADISON ST
WISCONSIN & SOUTHERN RR
UNION PACIFIC RR
USH 51 C/L
USH 51 / CENTER AVE
USH 51 / W CENTERWAY
W MILWAUKEE ST
W COURT ST
MCKINLEY ST
MATCH LINE 659+00
18+00 WB
18+00 EB
19+00 WB
19+00 EB
20+00 WB
20+00 EB
21+00 WB
21+00 EB
655
R/W
ESTR
CONC
ASPH
GRAVEL
SIDEWALK
RAILROAD CROSSING
2 TRACKS ESTR
EXEMPT ESTR
R100 YIELD
R101 W12-1D 24"X24"
R102 R1-1F 30"X30"
R103 R1-1F 30"X30"
R104 R3-2 24"X24"
R105 R1-1F 30"X30"
R106 DO NOT ENTER R5-1 30"X30"
R107 R4-7 24"X30"
R108 NO TURN ON RED
R109 KEEP RIGHT
R110 R1-1F 30"X30"
R111 R1-1F 30"X30"
R112 W10-2 36"X36"
R113 ONLY ONLY ONLY
R114 BEGIN LEFT TURN LANE
R115 R4-7 24"X30"
R116 R4-7 24"X30"
R117 NO TURN ON RED
R118 R1-1F 30"X30"
R119 R4-7 24"X30"
R120 NO TURN ON RED
R121 DO NOT ENTER
R122 R4-7 24"X30"
R123 R4-7 24"X30"
R124 R1-1F 30"X30"
R125 R1-1F 30"X30"
R126 R3-1 24"X24"
R127 WRONG WAY R5-1A 36"X24"
R128 R1-1F 30"X30"
R129 COURT ST
R130 CENTER ST
R131 CENTERWAY
M101 DOWNTOWN
M102 MP6-1 21"X21"
MIN 8' MOUNTING HEIGHT SEE CONSTRUCTION DETAIL
R3-20L 24"X36"
W Court St M1-94H 78"X18"
Centerway Center Ave M1-94H 78"X30"
Center Ave Centerway M1-94H 78"X30"
FAIR GROUNDS
R10-3ER 9"X15"
R10-3EL 9"X15"
R10-3ED 9"X15"
W12-1D 24"X24"
R4-7 24"X30"
R1-1F 30"X30"
R3-4 24"X24"
R5-1A 36"X24"
MP6-1 21"X21"
R3-20L 24"X36"
M1-94H 78"X18"
M1-94H 78"X30"
M1-94H 78"X30"

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	SIGNING	SHEET 66	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\023201-PS.DWG
LAYOUT NAME - 01

PLOT DATE : 9/12/2024 10:26 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN ON EXISTING POST OR POLE

MXX EXISTING SIGN MOVED TO NEW LOCATION

RXX EXISTING SIGN TO BE REMOVED

XXX NEW SIGN

SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)

SIGN MOUNTED ON POLE/OVERHEAD

ESTR EXISTING SIGN TO REMAIN

NOTES:
1. FINISHED PAVEMENT MARKINGS SHOWN IN GRAY FOR PLAN CLARITY.
2. R10-3 SIGNS ARE INCIDENTAL TO PEDESTRIAN PUSH BUTTONS. THESE ARE SHOWN FOR INFORMATION ONLY.

200

R3-7R
30"X30"

R200

201

R3-8EAR
54"X30"

MATCH LINE 659+00

R/W

R/W

SIGN

CONC

660

USH 51 / W CENTERWAY

CONC

USH 51 R/L

CONC

CONC

CONC

ASPH

R/W

SIGN

SIGN

R201

202

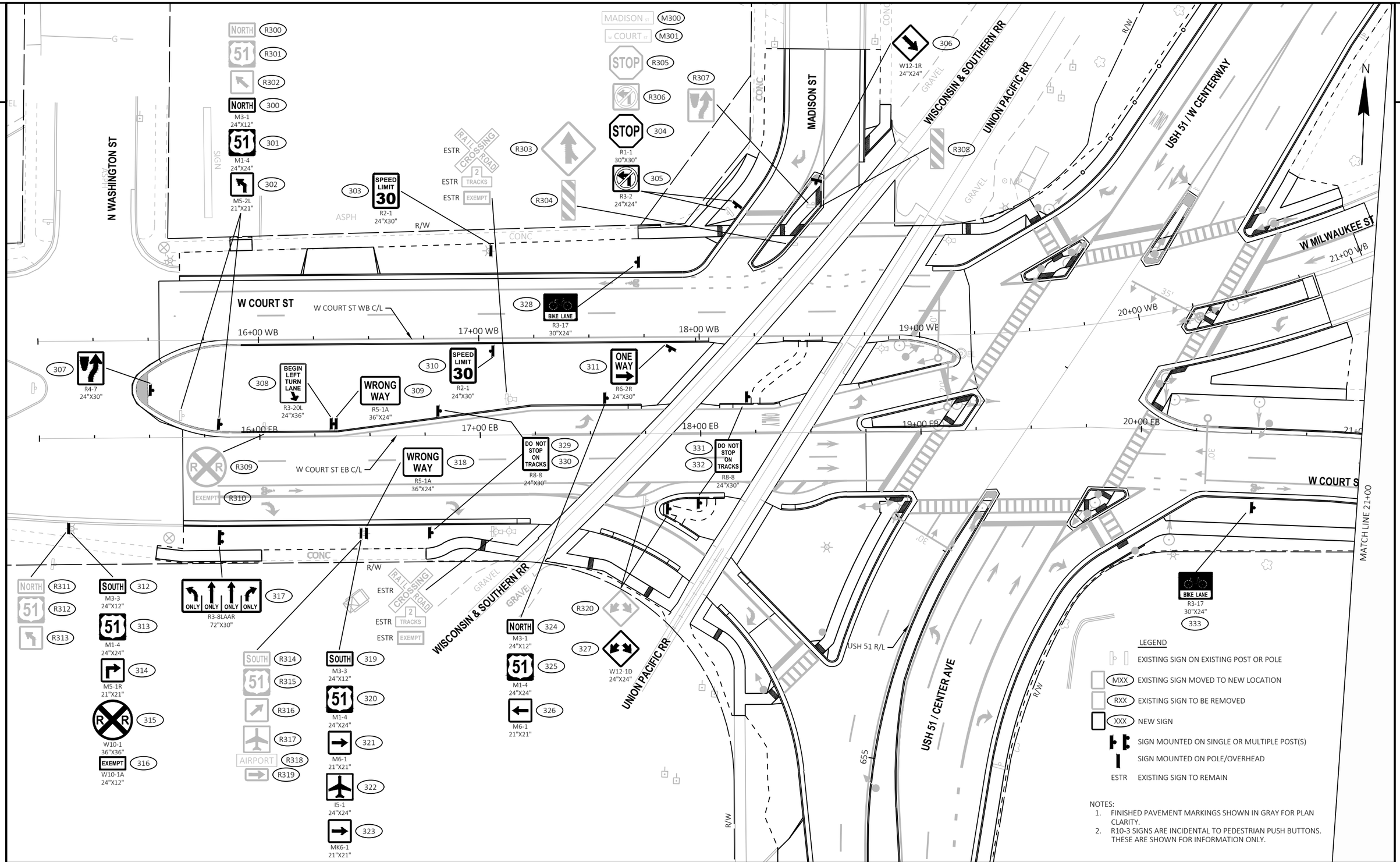
R2-1
24"X30"

N LOCUST ST

WB

23+00 WB

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	SIGNING	SHEET 67	E



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	SIGNING	SHEET 68	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\023202-PS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/25/2024 9:23 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

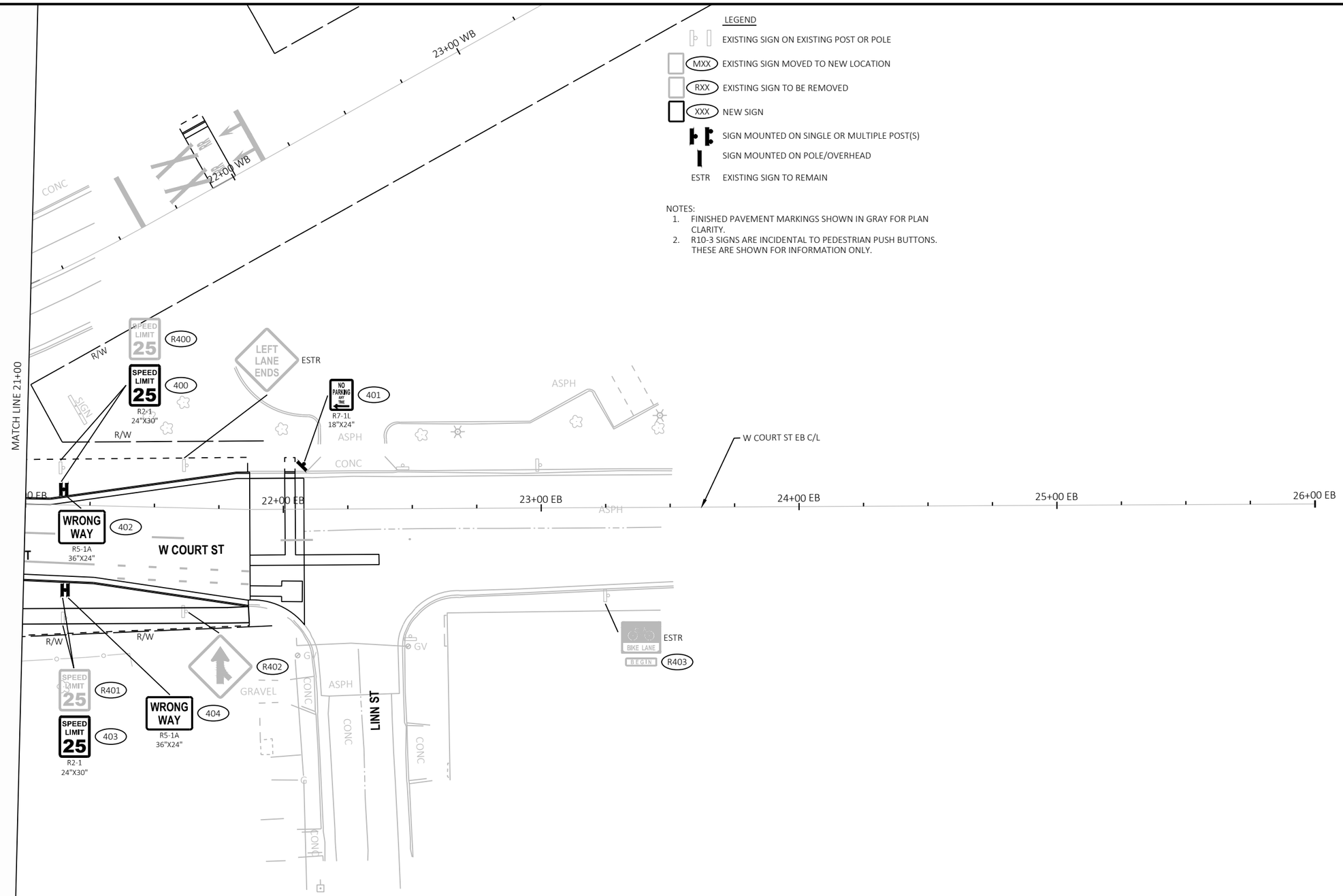
2

LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

NOTES:
1. FINISHED PAVEMENT MARKINGS SHOWN IN GRAY FOR PLAN CLARITY.
2. R10-3 SIGNS ARE INCIDENTAL TO PEDESTRIAN PUSH BUTTONS. THESE ARE SHOWN FOR INFORMATION ONLY.

N



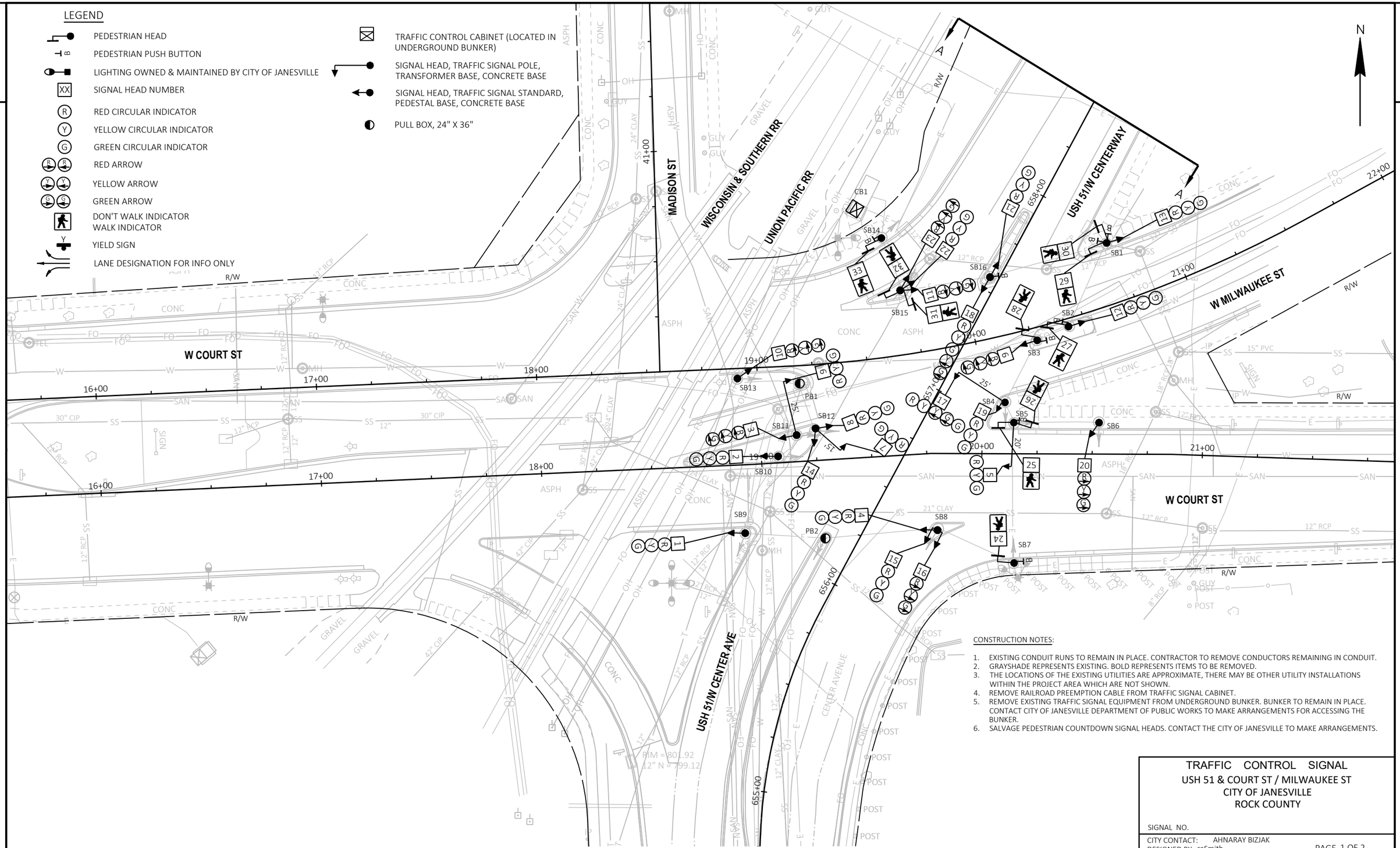
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	SIGNING	SHEET 69	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\023202-PS.DWG
LAYOUT NAME - 02

PLOT DATE : 7/25/2024 9:23 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- PEDESTRIAN HEAD
- PEDESTRIAN PUSH BUTTON
- LIGHTING OWNED & MAINTAINED BY CITY OF JANESVILLE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR / WALK INDICATOR
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY
- TRAFFIC CONTROL CABINET (LOCATED IN UNDERGROUND BUNKER)
- SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, CONCRETE BASE
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, CONCRETE BASE
- PULL BOX, 24" X 36"



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 RAILROAD PREEMPTION CABLE FROM TRAFFIC SIGNAL CABINET.
5. REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT FROM UNDERGROUND BUNKER. BUNKER TO REMAIN IN PLACE. CONTACT CITY OF JANESVILLE DEPARTMENT OF PUBLIC WORKS TO MAKE ARRANGEMENTS FOR ACCESSING THE BUNKER.
6. SALVAGE PEDESTRIAN COUNTDOWN SIGNAL HEADS. CONTACT THE CITY OF JANESVILLE TO MAKE ARRANGEMENTS.

TRAFFIC CONTROL SIGNAL
USH 51 & COURT ST / MILWAUKEE ST
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO.

CITY CONTACT: AHNARAY BIZJAK
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 70	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\024001-SR-FIVEPOINTS.DWG
LAYOUT NAME - Plan 1 IN 40 FT

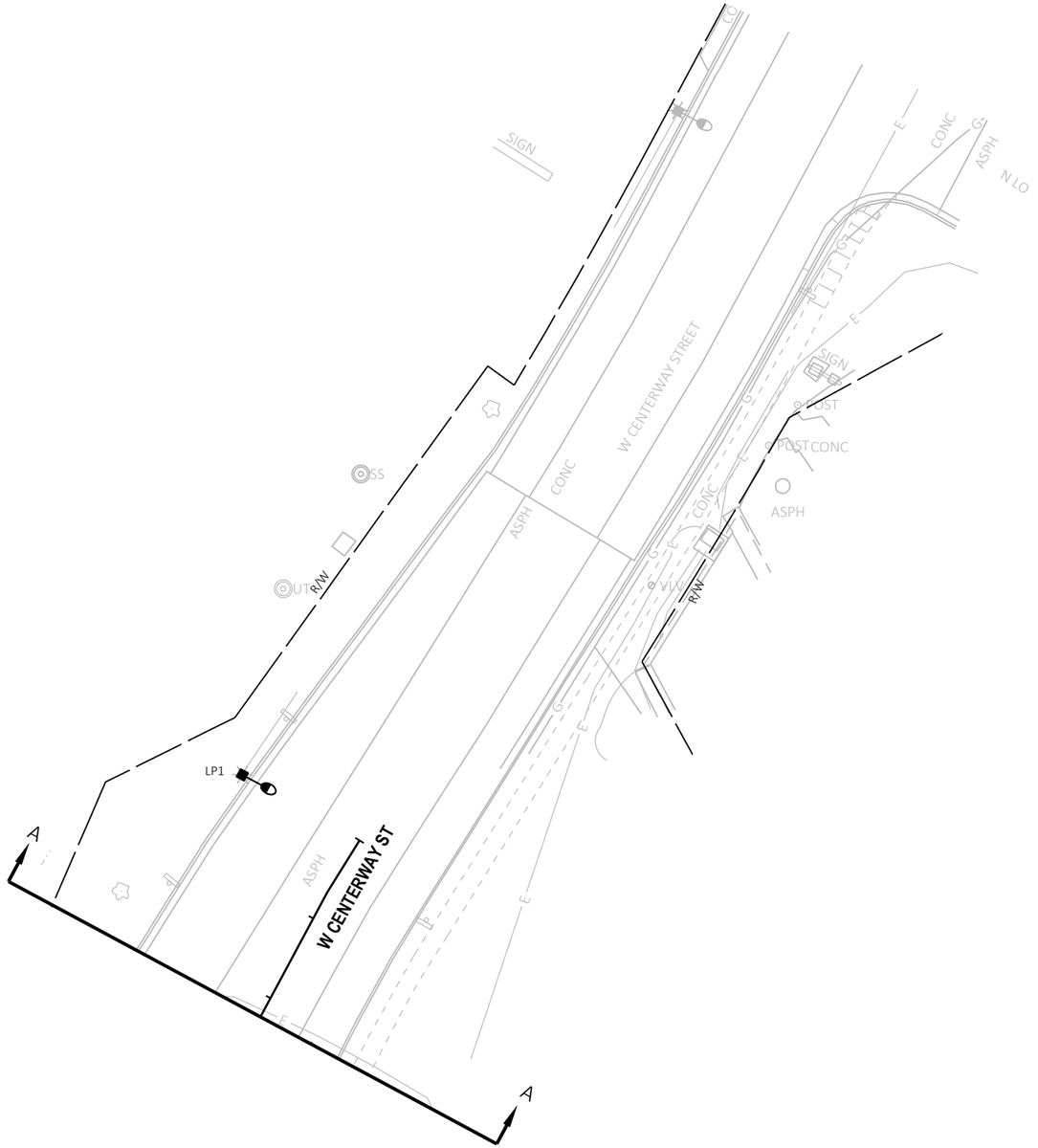
PLOT DATE : 11/12/2024 9:27 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N



TRAFFIC CONTROL SIGNAL
FIVE POINTS INTERSECTION
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO.

CITY CONTACT: AHNARAY BIZJAK
DESIGNED BY: raSmith
REVISED BY:

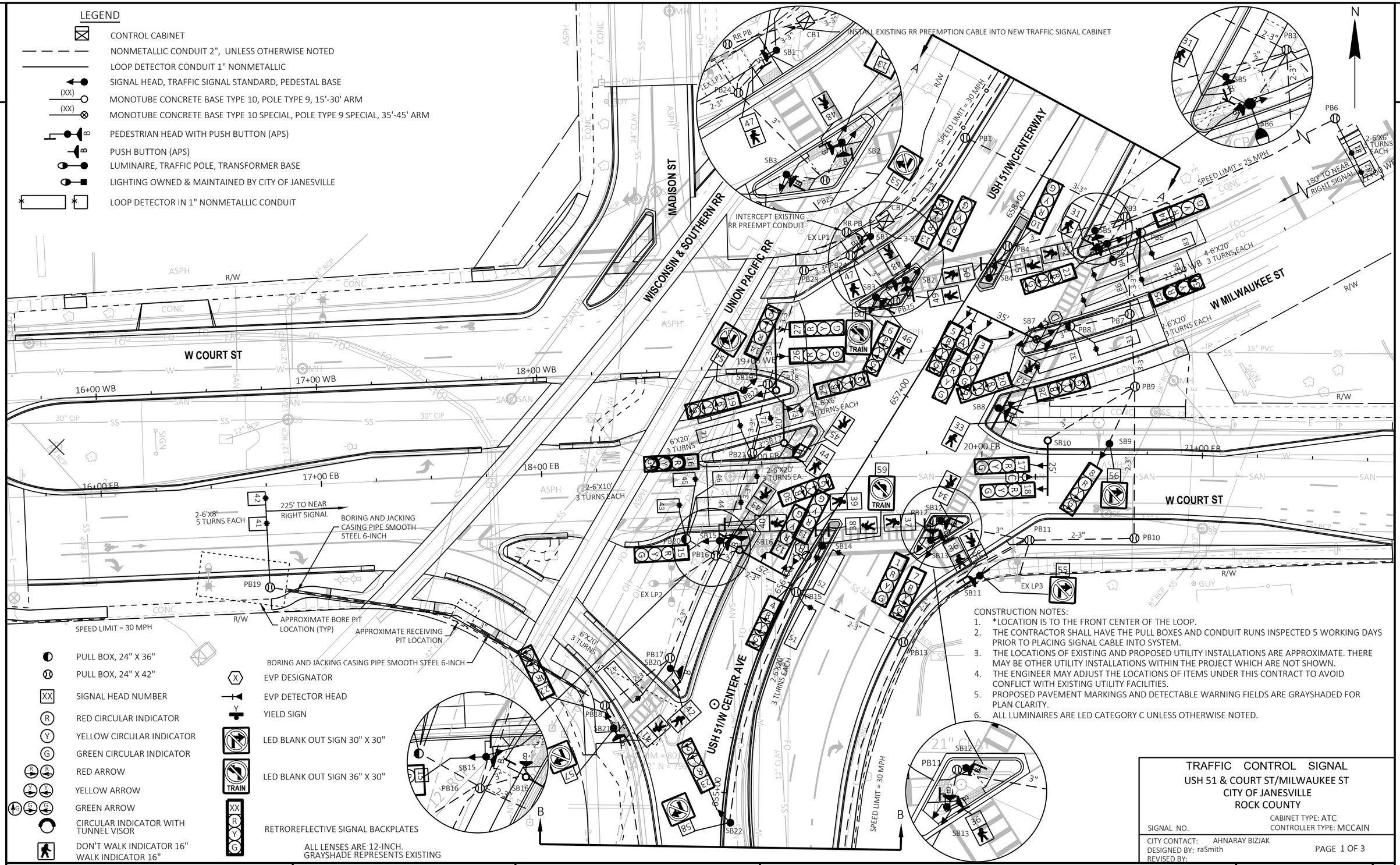
PAGE 2 OF 2

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 71	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\024001-SR-FIVEPOINTS.DWG
LAYOUT NAME - Plan 1 IN 40 FT (2)

PLOT DATE : 7/25/2024 9:24 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

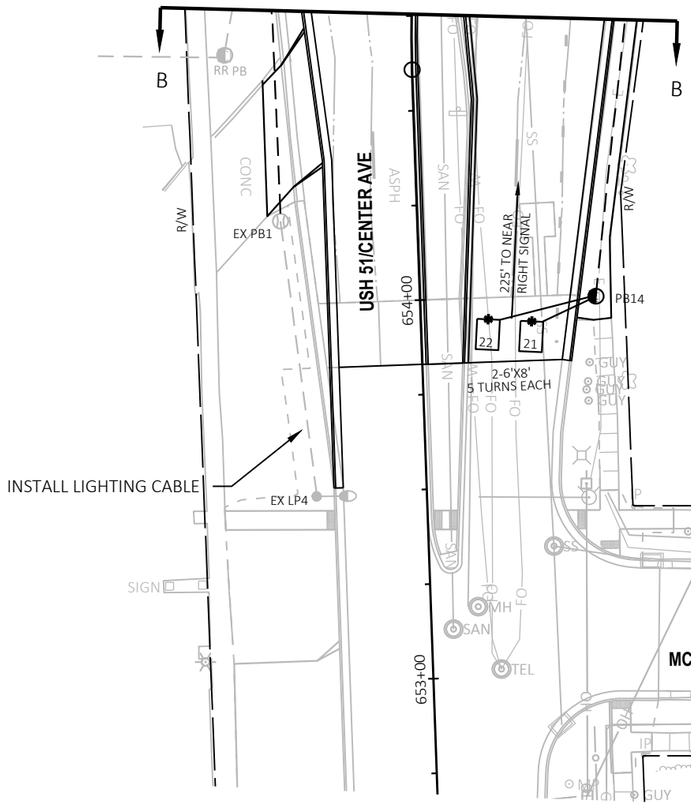


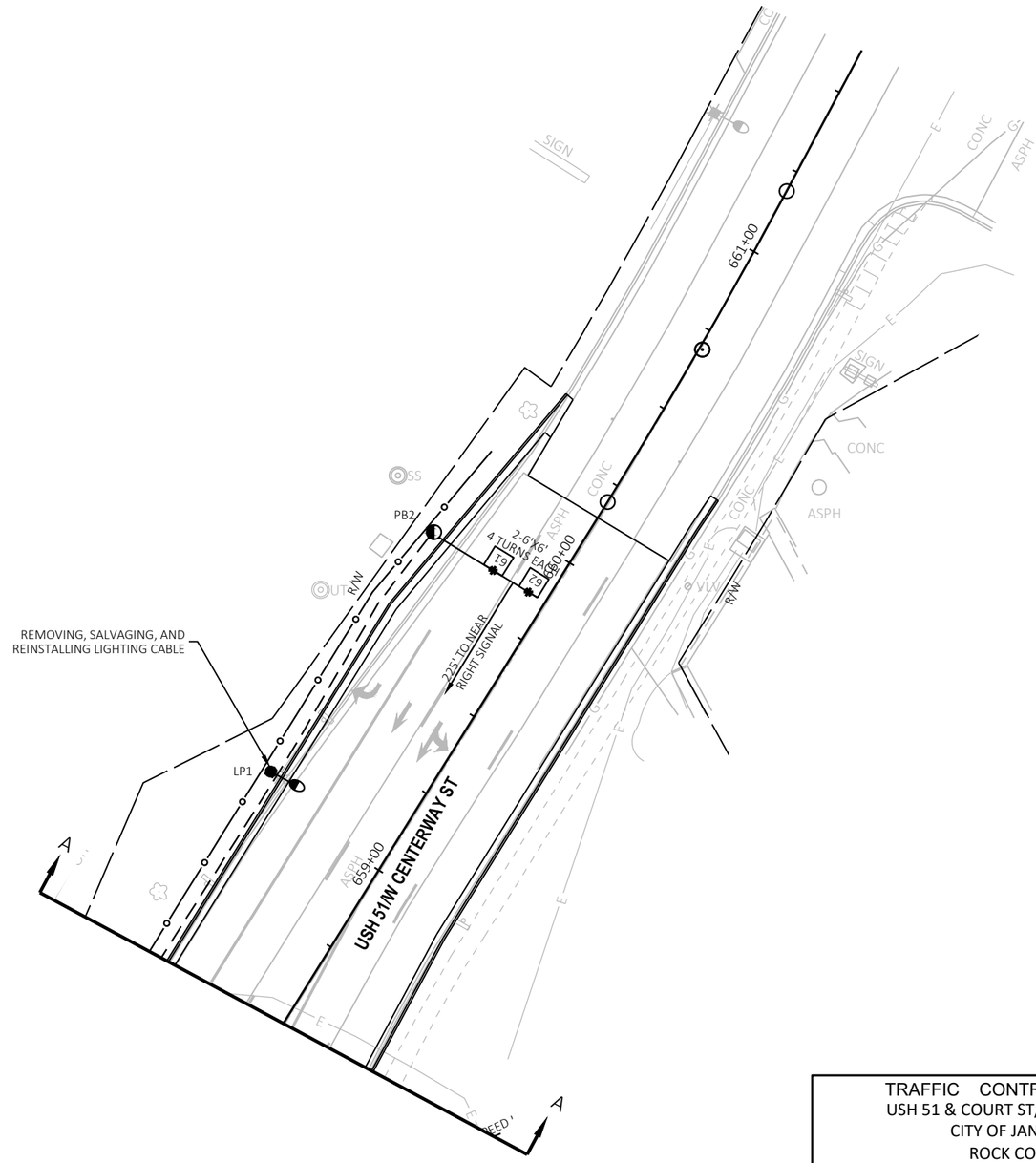
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 72	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\024201-SP-FIVEPOINTS.DWG
LAYOUT NAME - Plan 1 IN 40 FT
PLOT DATE : 11/15/2024 7:39 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
USH 51 & COURT ST/MILWAUKEE ST
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO.

CITY CONTACT: AHNARAY BIZJAK
DESIGNED BY: raSmith
REVISED BY:

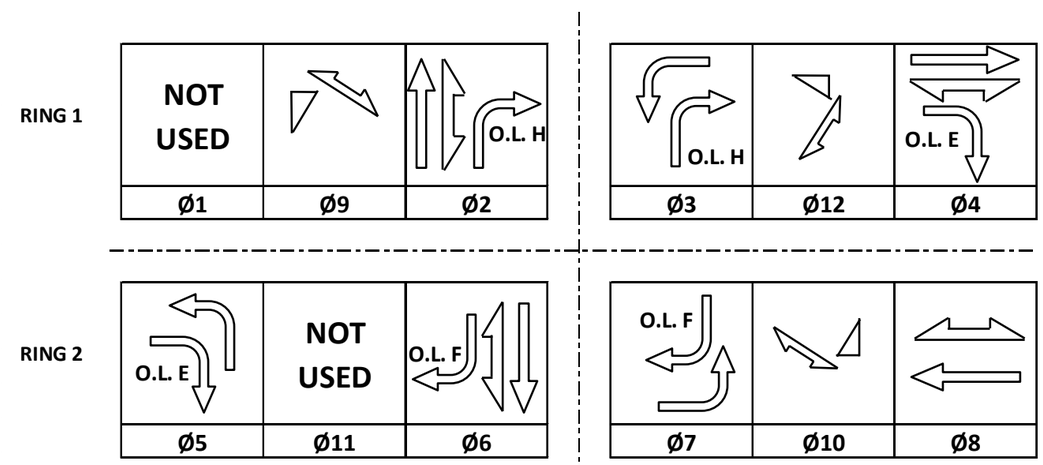
PAGE 2 OF 3

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 73	E

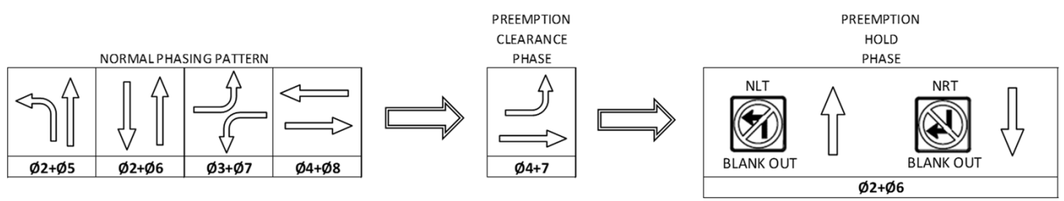
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\024201-SP-FIVEPOINTS.DWG
LAYOUT NAME - Plan 1 IN 40 FT (2)

PLOT DATE : 7/29/2024 9:48 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1		
Ø2	1,2,3	R
Ø3	28,29,30	R
Ø4	15,16,17,18	R
Ø5	4,5,6	R
Ø6	9,10,11,12	R
Ø7	19,20,21	R
Ø8	24,25,26,27	R
Ø9	35,36,55,56	
Ø10	47,48,53,54	
Ø12	41,42,57,58	
Ø2P	31,32,33,34	
Ø4P	37,38,39,40	
Ø6P	43,44,45,46	
Ø8P	49,50,51,52	
OLE	22,23	R
OLF	13,14	R
OLH	7,8	R



RAILROAD PREEMPTION PHASING



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
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
9				X
10				X
11				
12				X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	O.L. E, O.L. H	O.L. F, O.L. H	O.L. F, O.L. E	O.L. H
PHASE	2+5	6+2	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+2, 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	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)	21	31	41	43	45	47	52	62	72	81	83	85				
ASSIGNED PHASE	2	3	4	4	4	4	5	6	7	8	8	8				
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH																
EXTEND	X		X					X		X						
DELAY																

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)	22	32	42	44	46	51	61	71	73	82	84	86				
ASSIGNED PHASE	2	3	4	4	4	5	6	7	7	8	8	8				
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH																
EXTEND	X		X				X			X						
DELAY																

USH 51 & COURT ST/MILWAUKEE ST
CITY OF JANESVILLE
ROCK COUNTY
SIGNAL NO: CABINET TYPE: ATC
CONTROLLER TYPE: MCCAIN
DATE: 8/2024 PAGE NUMBER: 3 OF 3

FILE NAME : T:\1202703\Civil 3D\53500200\Design\Quantities\030201-mq.ppt PLOT DATE : 10/26/2023 9:14 AM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

PROJECT ID:	5350-02-72
INTERSECTION:	USH 51 & COURT ST/MILWAUKEE ST

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	7	47								BLK	BLU		
		BUTTON										GRN	WHT/BLK
SB2	15	9	RED	ORG	GRN								
		13	RED/BLK				ORG/BLK	GRN/BLK					
		48								BLK	BLU		
		49								BLK/WHT	BLU/WHT		
		BUTTON										BLU/BLK	WHT/BLK
		BUTTON										GRN/WHT	RED/WHT
SB3	12	6				RED	ORG	GRN					
		46								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB4	12	10	RED	ORG	GRN								
		50								BLK	BLU		
		51								BLK	BLU		
SB5	7	52								BLK	BLU		
		BUTTON										GRN	WHT/BLK
SB6	12	21				RED	ORG	GRN					
		24	RED/BLK	ORG/BLK	GRN/BLK								
		31								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB7	15	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		5				RED/BLK	ORG/BLK	GRN/BLK					
		20				RED/WHT	BLK/WHT	GRN/WHT					
		25	BLK	BLU				BLU/WHT					
		BUTTON										BLU/BLK	WHT/BLK
SB8	12	28				RED	ORG	GRN					
		32								BLK	BLU		
		33								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB9	7	8	RED				ORG	GRN					
SB10	7	17	RED	ORG	GRN								
		18	RED	ORG	GRN								
SB11	7	35								BLK	BLU		
		BUTTON										GRN	WHT/BLK
SB12	7	34								BLK	BLU		
		BUTTON										GRN	WHT/BLK
SB13	15	1	RED	ORG	GRN								
		7	RED/BLK				ORG/BLK	GRN/BLK					
		36								BLK	BLU		
		37								BLK/WHT	BLU/WHT		
		BUTTON										BLU/BLK	WHT/BLK
		BUTTON										GRN/WHT	RED/WHT
SB14	12	4				RED	ORG	GRN					
		38								BLK	BLU		
		39								BLK	BLU		
SB15	12	15	RED	ORG	GRN								
		30				RED/BLK	ORG/BLK	GRN/BLK					
		40								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB16	12	11	RED	ORG	GRN								
		12	RED	ORG	GRN								
		43								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB17	12	16	RED	ORG				GRN					
		29				RED/BLK	ORG/BLK	GRN/BLK					
		44								BLK	BLU		
		45								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB18	7	19				RED	ORG	GRN					
		26	BLK	BLU	WHT/BLK								
		27	BLK	BLU	WHT/BLK								
SB19	7	14	RED				ORG	GRN					
SB20	7	42								BLK	BLU		
		BUTTON										GRN	WHT/BLK
SB21	12	22	RED				ORG	GRN					
		41								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB22	7	23	RED				ORG	GRN					

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB22
SB22	SB14
SB14	SB15
SB15	SB16
SB16	SB20
SB20	SB21
SB21	SB17
SB17	SB18
SB18	SB19
SB19	SB1
SB1	SB2
SB2	SB3
SB3	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	CB1
PB3	SB5
PB4	SB4
PB7	SB7
PB8	SB7
PB9	SB10
PB10	SB11
PB11	SB11
PB12	SB12
PB13	SB14
PB15	SB14
PB16	SB16
PB17	SB20
PB18	SB21
PB21	SB17
PB22	SB18
PB23	SB1
PB24	SB1
PB25	SB3
RR PB	CB1

Lighting UF 2-10 AWG Grounded	
From	To
CB1	SB6
SB6	EX LP3
CB1	EX LP1
EX LP1	EX LP2
EX LP2	EX LP4

Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SB7)
CB1	HEAD B (SB16)
CB1	HEAD C (SB10)
CB1	HEAD D (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.

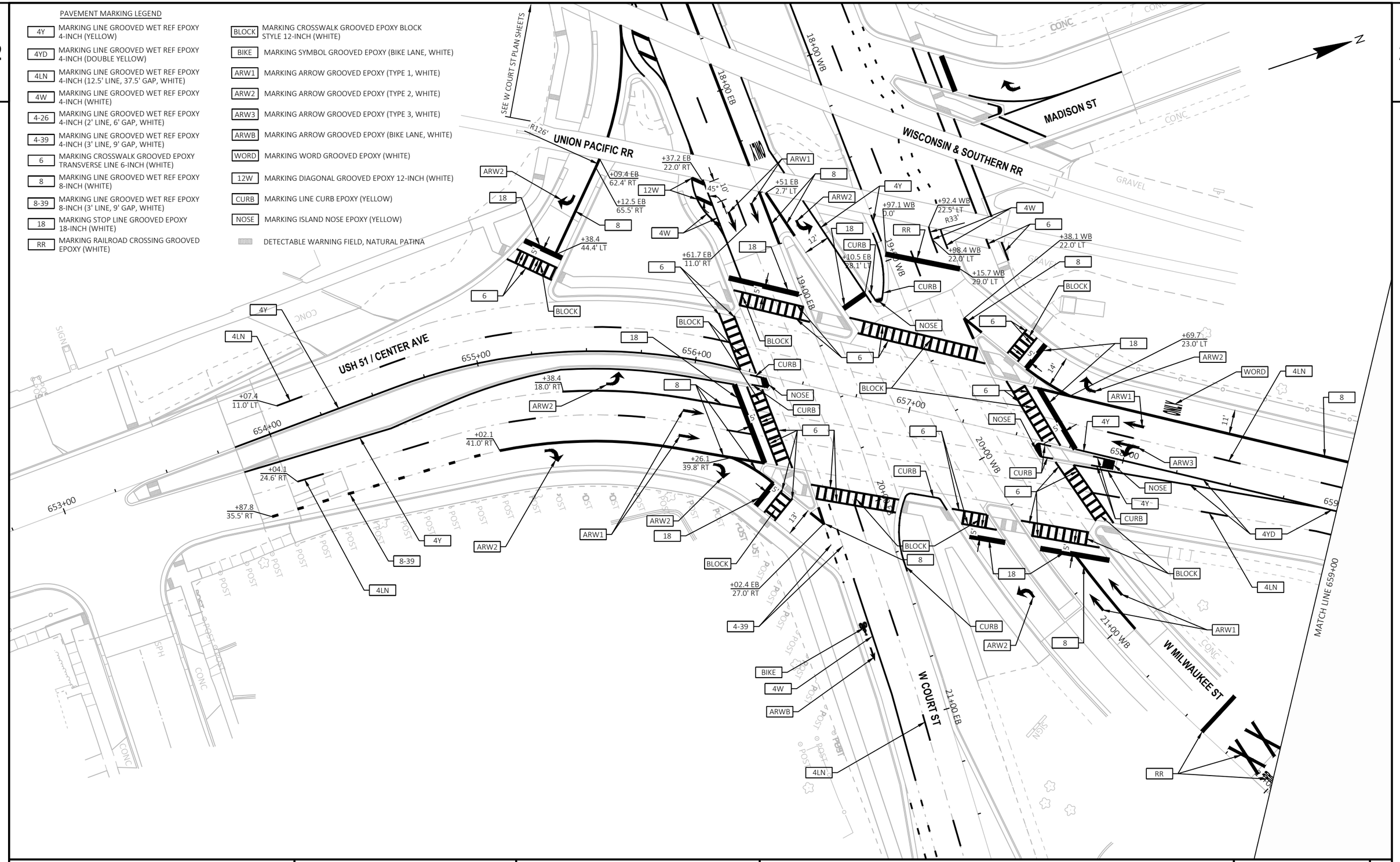
FILE NAME : T:\1202703\Civil 3D\53500200\Design\Quantities\030201-mq.ppt PLOT DATE : 10/26/2023 9:14 AM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

2

PAVEMENT MARKING LEGEND

4Y	MARKING LINE GROOVED WET REF EPOXY 4-INCH (YELLOW)
4YD	MARKING LINE GROOVED WET REF EPOXY 4-INCH (DOUBLE YELLOW)
4LN	MARKING LINE GROOVED WET REF EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4W	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
4-26	MARKING LINE GROOVED WET REF EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)
4-39	MARKING LINE GROOVED WET REF EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
6	MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 6-INCH (WHITE)
8	MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)
8-39	MARKING LINE GROOVED WET REF EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
18	MARKING STOP LINE GROOVED EPOXY 18-INCH (WHITE)
RR	MARKING RAILROAD CROSSING GROOVED EPOXY (WHITE)
BLOCK	MARKING CROSSWALK GROOVED EPOXY BLOCK STYLE 12-INCH (WHITE)
BIKE	MARKING SYMBOL GROOVED EPOXY (BIKE LANE, WHITE)
ARW1	MARKING ARROW GROOVED EPOXY (TYPE 1, WHITE)
ARW2	MARKING ARROW GROOVED EPOXY (TYPE 2, WHITE)
ARW3	MARKING ARROW GROOVED EPOXY (TYPE 3, WHITE)
ARWB	MARKING ARROW GROOVED EPOXY (BIKE LANE, WHITE)
WORD	MARKING WORD GROOVED EPOXY (WHITE)
12W	MARKING DIAGONAL GROOVED EPOXY 12-INCH (WHITE)
CURB	MARKING LINE CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)

DETECTABLE WARNING FIELD, NATURAL PATINA



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PAVEMENT MARKING	SHEET 76 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\024501-PM.DWG
LAYOUT NAME - 01

PLOT DATE : 7/26/2024 12:23 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

4Y	MARKING LINE GROOVED WET REF EPOXY 4-INCH (YELLOW)
4YD	MARKING LINE GROOVED WET REF EPOXY 4-INCH (DOUBLE YELLOW)
4LN	MARKING LINE GROOVED WET REF EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4W	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
4-26	MARKING LINE GROOVED WET REF EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)
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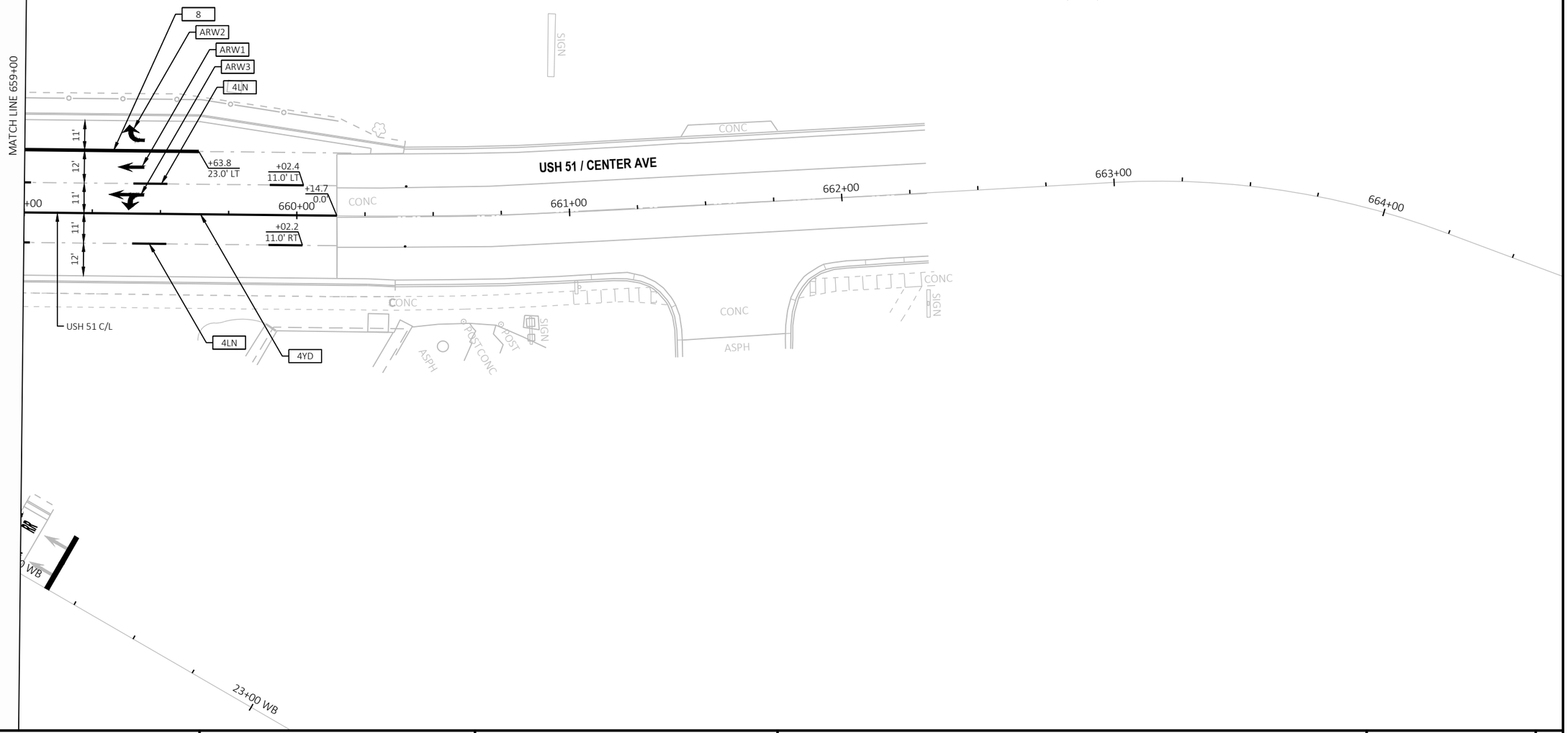
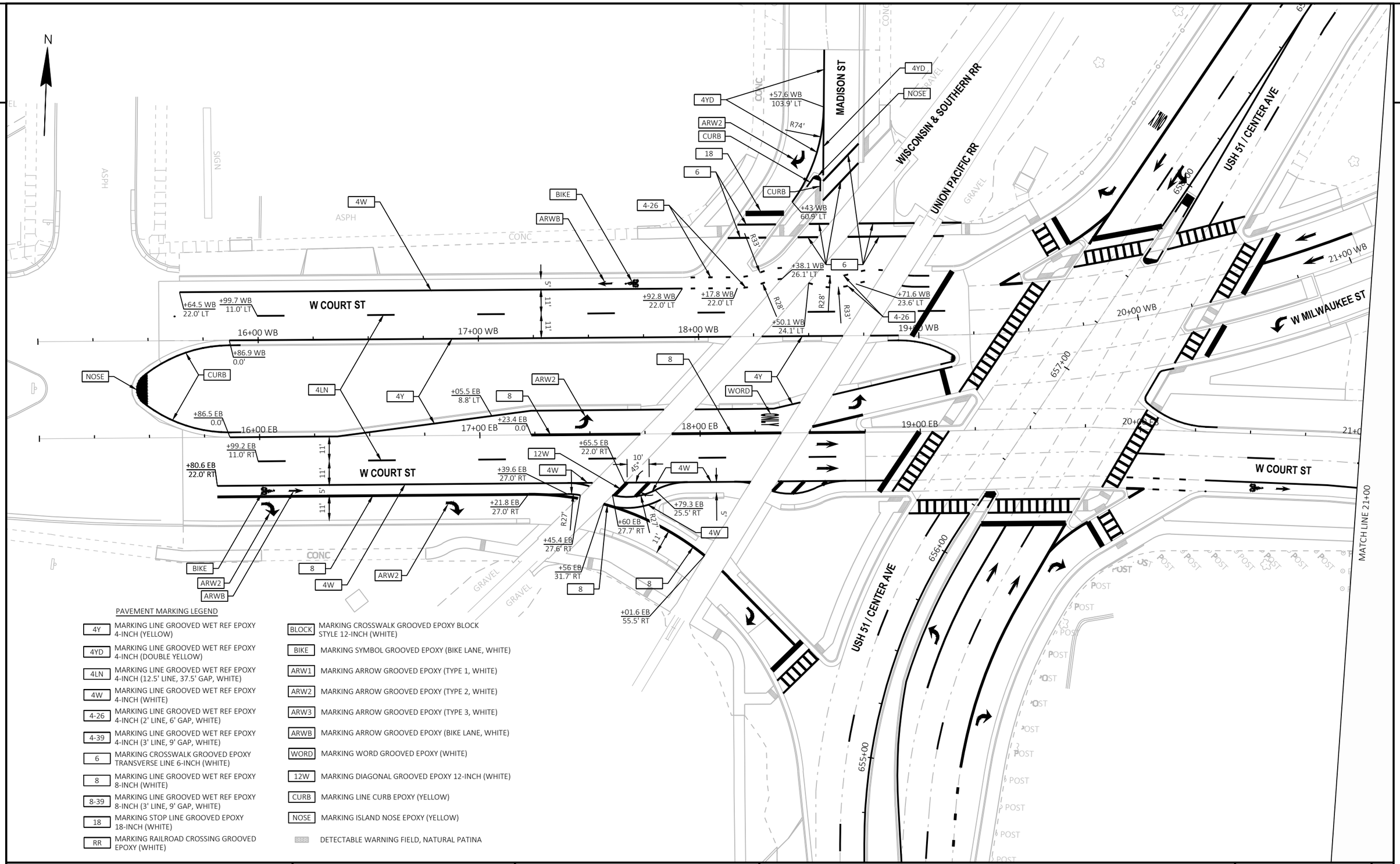
6	MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 6-INCH (WHITE)
8	MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)
8-39	MARKING LINE GROOVED WET REF EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
18	MARKING STOP LINE GROOVED EPOXY 18-INCH (WHITE)
RR	MARKING RAILROAD CROSSING GROOVED EPOXY (WHITE)
BLOCK	MARKING CROSSWALK GROOVED EPOXY BLOCK STYLE 12-INCH (WHITE)
BIKE	MARKING SYMBOL GROOVED EPOXY (BIKE LANE, WHITE)
ARW1	MARKING ARROW GROOVED EPOXY (TYPE 1, WHITE)
ARW2	MARKING ARROW GROOVED EPOXY (TYPE 2, WHITE)
ARW3	MARKING ARROW GROOVED EPOXY (TYPE 3, WHITE)
ARWB	MARKING ARROW GROOVED EPOXY (BIKE LANE, WHITE)
WORD	MARKING WORD GROOVED EPOXY (WHITE)
12W	MARKING DIAGONAL GROOVED EPOXY 12-INCH (WHITE)
CURB	MARKING LINE CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
	DETECTABLE WARNING FIELD, NATURAL PATINA



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PAVEMENT MARKING	SHEET 77 E



PAVEMENT MARKING LEGEND

4Y	MARKING LINE GROOVED WET REF EPOXY 4-INCH (YELLOW)	BLOCK	MARKING CROSSWALK GROOVED EPOXY BLOCK STYLE 12-INCH (WHITE)
4YD	MARKING LINE GROOVED WET REF EPOXY 4-INCH (DOUBLE YELLOW)	BIKE	MARKING SYMBOL GROOVED EPOXY (BIKE LANE, WHITE)
4LN	MARKING LINE GROOVED WET REF EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	ARW1	MARKING ARROW GROOVED EPOXY (TYPE 1, WHITE)
4W	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	ARW2	MARKING ARROW GROOVED EPOXY (TYPE 2, WHITE)
4-26	MARKING LINE GROOVED WET REF EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)	ARW3	MARKING ARROW GROOVED EPOXY (TYPE 3, WHITE)
4-39	MARKING LINE GROOVED WET REF EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)	ARWB	MARKING ARROW GROOVED EPOXY (BIKE LANE, WHITE)
6	MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 6-INCH (WHITE)	WORD	MARKING WORD GROOVED EPOXY (WHITE)
8	MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)	12W	MARKING DIAGONAL GROOVED EPOXY 12-INCH (WHITE)
8-39	MARKING LINE GROOVED WET REF EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)	CURB	MARKING LINE CURB EPOXY (YELLOW)
18	MARKING STOP LINE GROOVED EPOXY 18-INCH (WHITE)	NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
RR	MARKING RAILROAD CROSSING GROOVED EPOXY (WHITE)		DETECTABLE WARNING FIELD, NATURAL PATINA

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PAVEMENT MARKING	SHEET 78	E

2

PAVEMENT MARKING LEGEND

4Y	MARKING LINE GROOVED WET REF EPOXY 4-INCH (YELLOW)	BLOCK	MARKING CROSSWALK GROOVED EPOXY BLOCK STYLE 12-INCH (WHITE)
4YD	MARKING LINE GROOVED WET REF EPOXY 4-INCH (DOUBLE YELLOW)	BIKE	MARKING SYMBOL GROOVED EPOXY (BIKE LANE, WHITE)
4LN	MARKING LINE GROOVED WET REF EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	ARW1	MARKING ARROW GROOVED EPOXY (TYPE 1, WHITE)
4W	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	ARW2	MARKING ARROW GROOVED EPOXY (TYPE 2, WHITE)
4-26	MARKING LINE GROOVED WET REF EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)	ARW3	MARKING ARROW GROOVED EPOXY (TYPE 3, WHITE)
4-39	MARKING LINE GROOVED WET REF EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)	ARWB	MARKING ARROW GROOVED EPOXY (BIKE LANE, WHITE)
6	MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 6-INCH (WHITE)	WORD	MARKING WORD GROOVED EPOXY (WHITE)
8	MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)	12W	MARKING DIAGONAL GROOVED EPOXY 12-INCH (WHITE)
8-39	MARKING LINE GROOVED WET REF EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)	CURB	MARKING LINE CURB EPOXY (YELLOW)
18	MARKING STOP LINE GROOVED EPOXY 18-INCH (WHITE)	NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
RR	MARKING RAILROAD CROSSING GROOVED EPOXY (WHITE)		DETECTABLE WARNING FIELD, NATURAL PATINA

N

MARKING REMOVAL SPECIAL MARKING WATER BLASTING

23+00 WB

+60.0 WB

CONC

+60.2 WB
0.0' RT

RR

MATCH LINE 21+00

SIGN

4LN

ASPH

CONC

0 EB

22+00 EB

23+00 EB

24+00 EB

25+00 EB

26+00 EB

+11.5 EB
12.0' RT

+27.4 EB
22.8' RT

W COURT ST

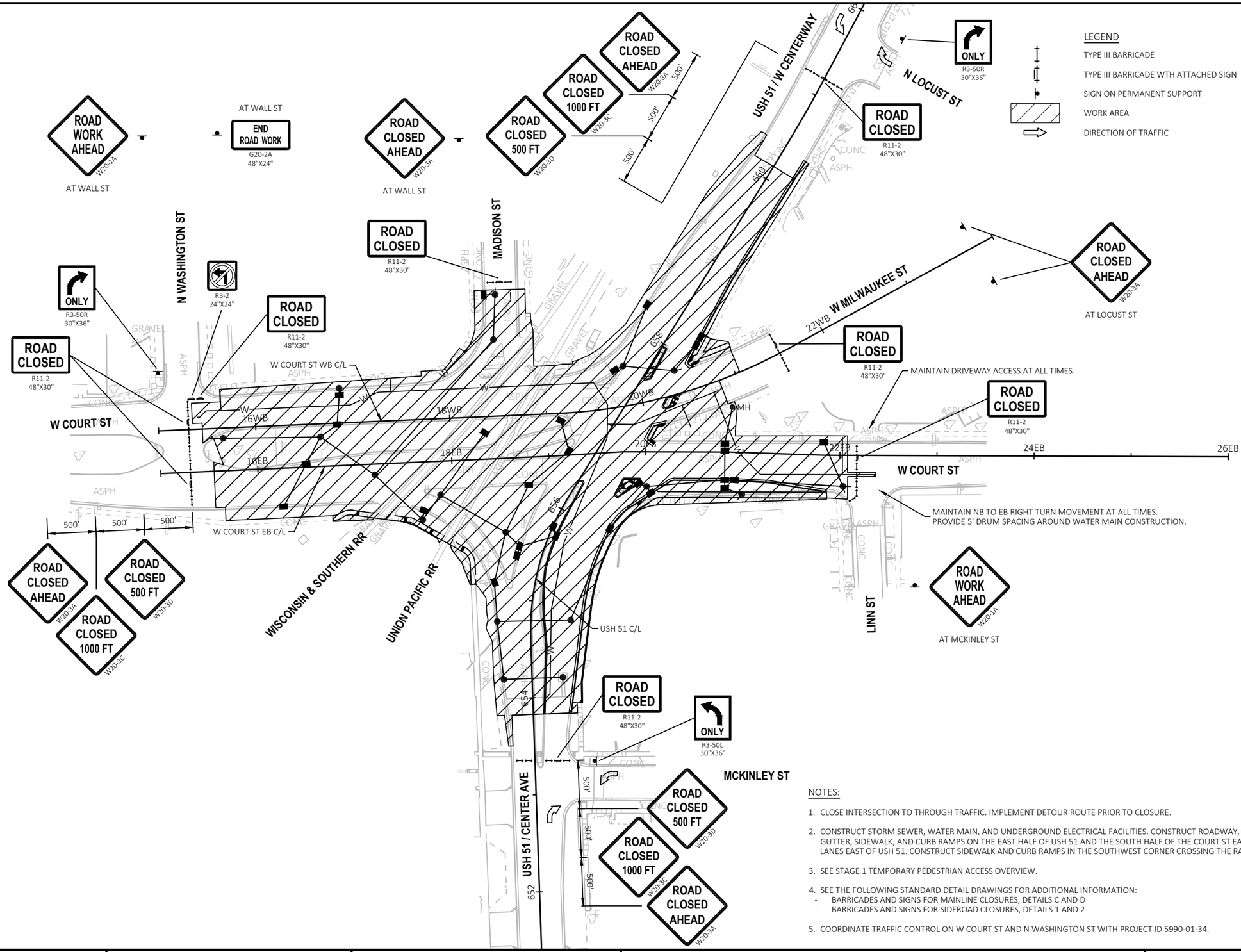
4-39

4W

GRAVEL

CONC

2



NOTES:

1. CLOSE INTERSECTION TO THROUGH TRAFFIC. IMPLEMENT DETOUR ROUTE PRIOR TO CLOSURE.
2. CONSTRUCT STORM SEWER, WATER MAIN, AND UNDERGROUND ELECTRICAL FACILITIES. CONSTRUCT ROADWAY, CURB AND GUTTER, SIDEWALK, AND CURB RAMPS ON THE EAST HALF OF USH 51 AND THE SOUTH HALF OF THE COURT ST EASTBOUND LANES EAST OF USH 51. CONSTRUCT SIDEWALK AND CURB RAMPS IN THE SOUTHWEST CORNER CROSSING THE RAILROAD TRACKS.
3. SEE STAGE 1 TEMPORARY PEDESTRIAN ACCESS OVERVIEW.
4. SEE THE FOLLOWING STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION:
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAILS C AND D
   - BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAILS 1 AND 2
5. COORDINATE TRAFFIC CONTROL ON W COURT ST AND N WASHINGTON ST WITH PROJECT ID 5990-01-34.

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL STAGE 1 - OVERVIEW	SHEET 80	E

2

2

N

W WALL ST

N WASHINGTON ST

W COURT ST

MADISON ST

N LOCUST ST

USH 51 / W CENTERWAY

W MILWAUKEE ST

W COURT ST

LINN ST

MCKINLEY ST

USH 51 / CENTER AVE

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

W COURT ST WB C/L

W COURT ST EB C/L

USH 51 C/L

ROUTE A

TCR

16WB

18WB

20WB

22WB

16EB

18EB

20EB

22EB

24EB

26EB

6'

90

652

654

656

658

660

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

SIDEWALK CLOSED
R9-9
24"X12"

M4-60D
30"X24"

M4-60L
30"X24"

M4-60R
30"X24"

TURNING VEHICLES TO
R10-15L
30"X30"

R10-15R
30"X30"

DURING REMOVAL AND REPLACEMENT OF SIDEWALK, MOVE PEDESTRIAN BARRICADE AND SIDEWALK CLOSURE POINT TO WEST OF THE SIDEWALK BEING REPLACED. SEE PLAN DETAILS FOR LOCATION OF SIDEWALK REMOVAL. SIDEWALK CLOSURE FOR REMOVAL AND REPLACEMENT OF SIDEWALK SHALL BE 7 CALENDAR DAYS MAXIMUM.

SHIFT PEDESTRIAN ROUTE TO EAST SIDE OF WASHINGTON ST WHEN WORK ZONE CONFLICTS WITH PEDESTRIAN CROSSING OF COURT ST AS SHOWN. COORDINATE WORK ZONE AND TEMPORARY PEDESTRIAN ACCOMMODATION WITH ADJACENT PROJECT ID 5990-01-34.

NOTES:

1. SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION.
2. PEDESTRIAN DETOUR ROUTE A IS TO BE USED AT ALL TIMES EXCEPT WHEN MANHOLE 90 IS UNDER CONSTRUCTION AND/OR WHEN SIDEWALK IN THE SOUTHWEST CORNER ADJACENT TO THE RAILROAD TRACKS IS UNDER CONSTRUCTION. DURING THOSE TIMES, PEDESTRIAN DETOUR ROUTE B IS TO BE USED. THE MADISON ST PEDESTRIAN DETOUR IS TO BE USED AT ALL TIMES.

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

TRAFFIC CONTROL SIGN FLAGS TYPE II (16"X16") INCIDENTAL TO TRAFFIC CONTROL SIGNS (TYP)

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- PEDESTRIAN ROUTE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TCR — TEMPORARY PEDESTRIAN CURB RAMP
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN DETOUR (ROUTE A)
- TEMPORARY PEDESTRIAN DETOUR (MADISON ST)

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL STAGE 1 - TEMPORARY PEDESTRIAN ACCESS OVERVIEW (ROUTE A)	SHEET 81	E

2

2

N

NOTES:

1. SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION.
2. PEDESTRIAN DETOUR ROUTE A IS TO BE USED AT ALL TIMES EXCEPT WHEN MANHOLE 90 IS UNDER CONSTRUCTION AND/OR WHEN SIDEWALK IN THE SOUTHWEST CORNER ADJACENT TO THE RAILROAD TRACKS IS UNDER CONSTRUCTION. DURING THOSE TIMES, PEDESTRIAN DETOUR ROUTE B IS TO BE USED. THE MADISON ST PEDESTRIAN DETOUR IS TO BE USED AT ALL TIMES.

SHIFT PEDESTRIAN ROUTE TO EAST SIDE OF WASHINGTON ST WHEN WORK ZONE CONFLICTS WITH PEDESTRIAN CROSSING OF COURT ST AS SHOWN. COORDINATE WORK ZONE AND TEMPORARY PEDESTRIAN ACCOMMODATION WITH ADJACENT PROJECT ID 5990-01-34.

W WALL ST
N WASHINGTON ST
MADISON ST
N LOCUST ST
USH 51 / W CENTERWAY
W MILWAUKEE ST
W COURT ST
W COURT ST WB C/L
W COURT ST EB C/L
TCR
WISCONSIN & SOUTHERN RR
UNION PACIFIC RR
USH 51 C/L
MCKINLEY ST
USH 51 / CENTER AVE
LINN ST
90
660
658
656
654
652
16WB
18WB
20WB
22WB
16EB
18EB
20EB
22EB
24EB
26EB
6'

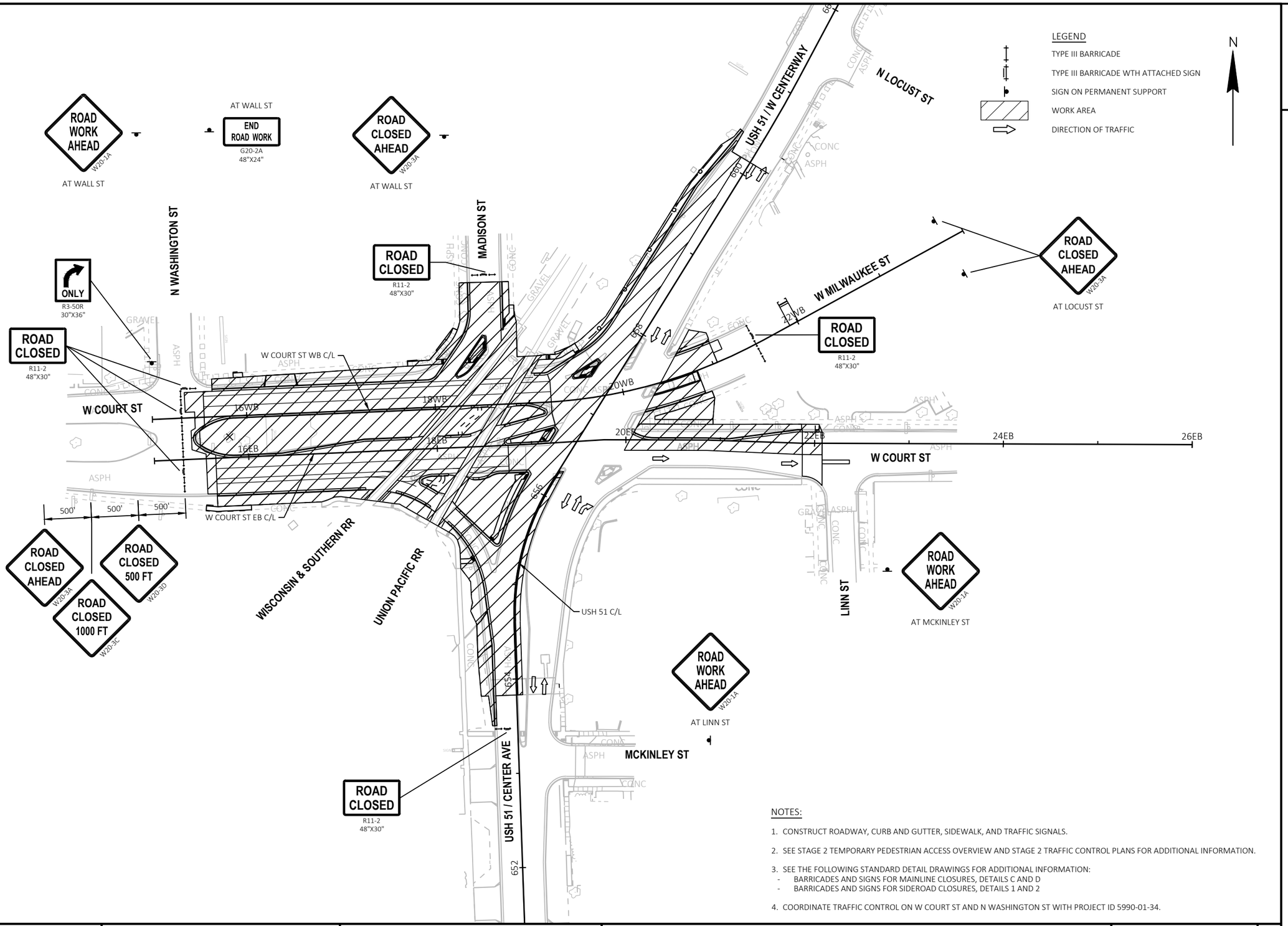
DETOUR M4-9BR 30"X24"
DETOUR M4-9BL 30"X24"
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
SIDEWALK CLOSED R9-9 24"X12"
M4-60R 30"X24"
M4-60D 30"X24"
TURNING VEHICLES TO R10-15L 30"X30"
TURNING VEHICLES TO R10-15R 30"X30"
TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
TRAFFIC CONTROL SIGN FLAGS TYPE II (16"X16") INCIDENTAL TO TRAFFIC CONTROL SIGNS (TYP)

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- PEDESTRIAN ROUTE
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TCR — TEMPORARY PEDESTRIAN CURB RAMP
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN DETOUR (ROUTE B)
- TEMPORARY PEDESTRIAN DETOUR (MADISON ST)

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL STAGE 1 - TEMPORARY PEDESTRIAN ACCESS OVERVIEW (ROUTE B)	SHEET 82	E

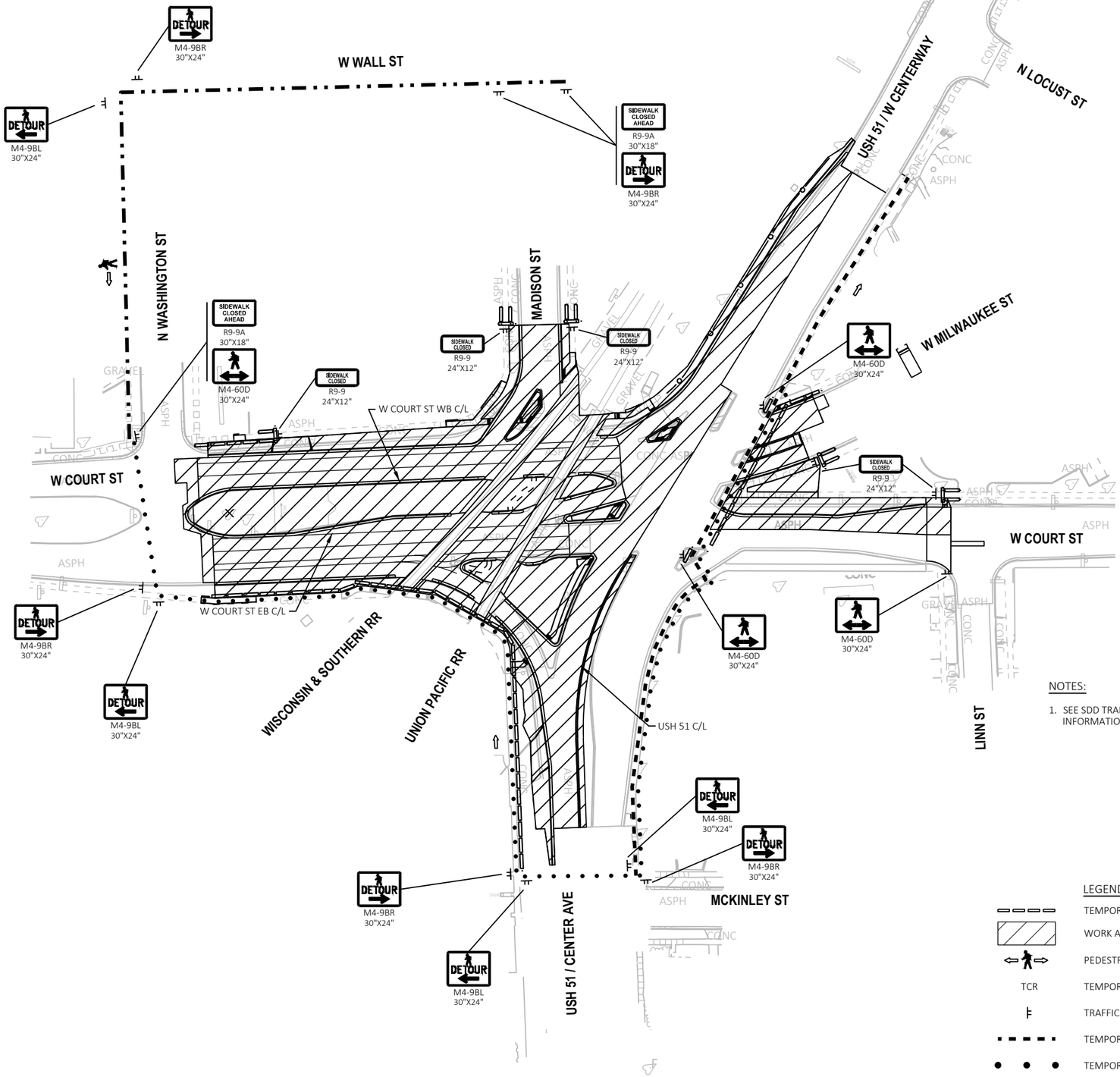
2

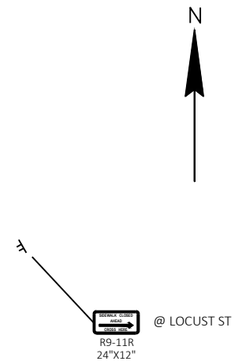


NOTES:

1. CONSTRUCT ROADWAY, CURB AND GUTTER, SIDEWALK, AND TRAFFIC SIGNALS.
2. SEE STAGE 2 TEMPORARY PEDESTRIAN ACCESS OVERVIEW AND STAGE 2 TRAFFIC CONTROL PLANS FOR ADDITIONAL INFORMATION.
3. SEE THE FOLLOWING STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION:
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAILS C AND D
   - BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAILS 1 AND 2
4. COORDINATE TRAFFIC CONTROL ON W COURT ST AND N WASHINGTON ST WITH PROJECT ID 5990-01-34.

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL STAGE 2 - OVERVIEW	SHEET 83	E





NOTES:

1. SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION.

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- PEDESTRIAN ROUTE
- TCR — TEMPORARY PEDESTRIAN CURB RAMP
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN ACCOMMODATION (USH 51)
- TEMPORARY PEDESTRIAN DETOUR (W COURT ST/W MILWAUKEE ST)
- TEMPORARY PEDESTRIAN DETOUR (MADISON ST)

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL STAGE 2 - TEMPORARY PEDESTRIAN ACCESS OVERVIEW	SHEET 84	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\025100-TC2-PEDOV.DWG
LAYOUT NAME - Overview
PLOT DATE : 7/25/2024 9:50 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

WORK AREA (UPRR)

PEDESTRIAN ROUTE

TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT

TEMPORARY PEDESTRIAN DETOUR

N

NOTES:

1. SEE SDDS TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION.
2. REMOVE CONFLICTING PEDESTRIAN DETOUR SIGNS FROM STAGE 2 TEMPORARY PEDESTRIAN ACCESS OVERVIEW.

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

LAUREL AVE

PEDESTRIANS ON SOUTH SIDE OF LAUREL AVE

51

ACADEMY ST

PEDESTRIANS ON WEST SIDE OF ACADEMY ST

PEDESTRIANS ON EAST SIDE OF USH 51

W CENTERWAY

W MILWAUKEE ST

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

PEDESTRIANS ON WEST SIDE OF WASHINGTON ST

WASHINGTON ST

MADISON ST

SIDEWALK CLOSED R9-9 24"X12"

PLACE AT NORTHEAST CORNER OF INTERSECTION

PLACE IN PORK CHOP ISLAND

COURT ST

PLACE TEMPORARY PEDESTRIAN BARRICADE ACROSS SIDEWALK ON SOUTH SIDE OF COURT ST AT WASHINGTON ST
TEMPORARY PEDESTRIAN CURB RAMP
TEMPORARY PEDESTRIAN BARRICADE QUANTITY = 18 LF

UPRR WILL REPLACE RAILROAD CROSSING SURFACE. COORDINATE CLOSURE WITH UPRR AND IMPLEMENT THE TEMPORARY PEDESTRIAN DETOUR ROUTE PRIOR TO CLOSURE.

PLACE AT SOUTHEAST CORNER OF INTERSECTION TO DIRECT PEDESTRIANS INTO PORK CHOP ISLAND

WISCONSIN AND SOUTHERN RAILROAD

UNION PACIFIC RAILROAD

PEDESTRIANS ON EAST SIDE OF USH 51

MCKINLEY ST

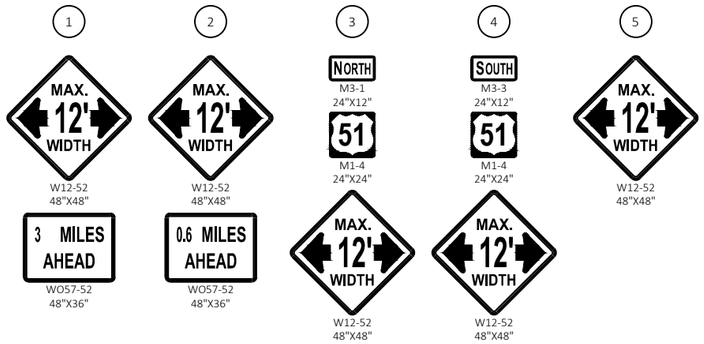
PLACE TEMPORARY PEDESTRIAN BARRICADE ACROSS SIDEWALK ON WEST SIDE OF USH 51 AT MCKINLEY ST
TEMPORARY PEDESTRIAN BARRICADE QUANTITY = 18 LF

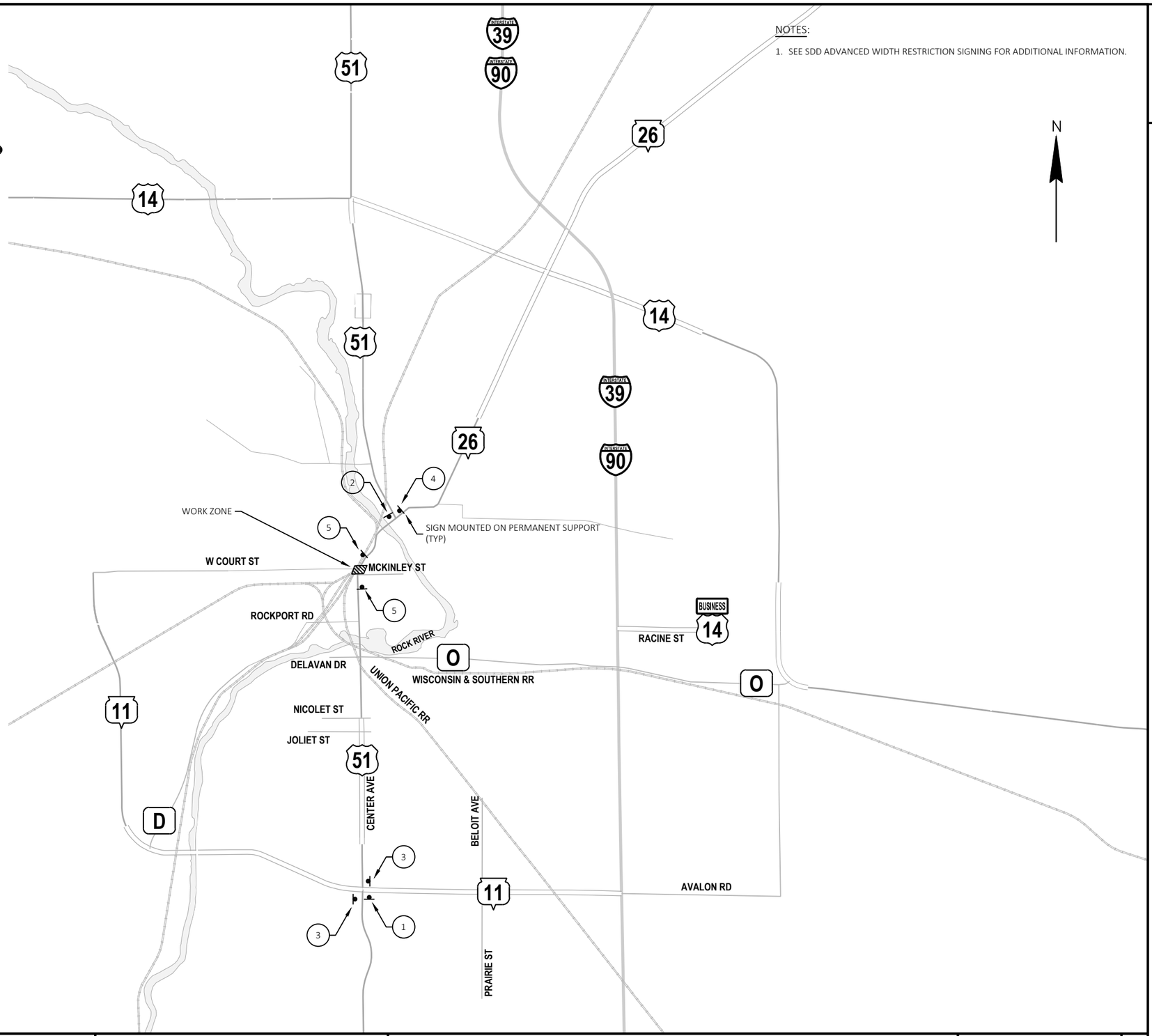
CENTER AVE

LINN ST

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL STAGE 2 - TEMPORARY PEDESTRIAN DETOUR (UPRR)	SHEET 85	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\025100-TC2-PEDOVDETOUR.DWG
LAYOUT NAME - DETOUR
PLOT DATE : 7/25/2024 9:50 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42





NOTES:

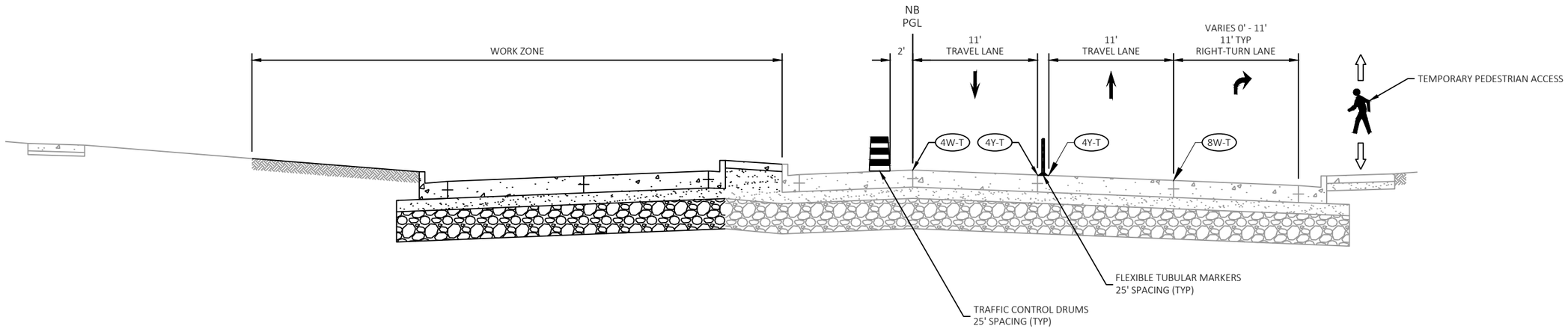
1. SEE SDD ADVANCED WIDTH RESTRICTION SIGNING FOR ADDITIONAL INFORMATION.

2

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	ADVANCED WARNING SIGNING (STAGE 2)	SHEET 86	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\025001-AW.DWG
LAYOUT NAME - AW
PLOT DATE : 7/25/2024 9:51 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:1 MI
WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
USH 51

STA 653+83 - STA 660+15

GRAYSHADE REPRESENTS WORK CONSTRUCTED IN STAGE 1
SEE TRAFFIC CONTROL PLANS AND TEMPORARY PEDESTRIAN
ACCOMMODATION PLANS FOR ADDITIONAL INFORMATION

2

2

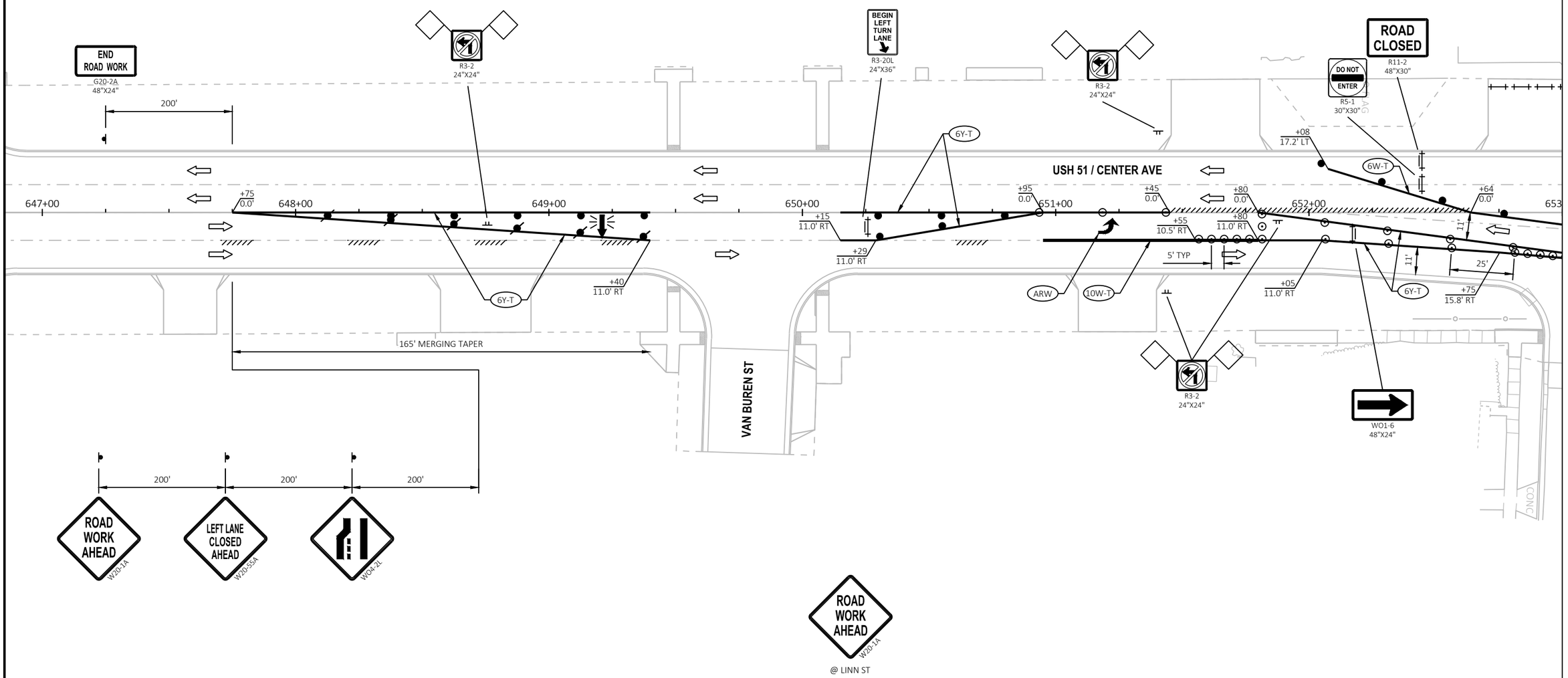
LEGEND

- 6Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- 6XW-T — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- 10W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
- ARW — TEMPORARY MARKING ARROW REMOVABLE TAPE (TYPE 2, WHITE)
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL SIGN FLAGS TYPE II (16"X16", INCIDENTAL)

N



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL STAGE 2	SHEET 88	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\025101-TC2.DWG
LAYOUT NAME - 01

PLOT DATE : 9/19/2024 9:18 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL SIGN FLAGS TYPE II (16"X16", INCIDENTAL)

N

UNION PACIFIC RR

MADISON ST

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

GRAVEL

CONC

ASPH

SIGN

POST

18+00 WB

18+00 EB

19+00 WB

19+00 EB

20+00 WB

21+00 WB

W1-4R

R3-2
24"X24"

ROAD CLOSED
R11-2
48"X30"

NO TURNS
R3-3
24"X24"

ROAD CLOSED
R11-2
48"X30"

655+00

656+00

657+00

653+00

659+00

USH 51 / CENTER AVE

USH 51 / W CENTERWAY

MATCH LINE 653+00

MATCH LINE 659+00

+00

+26
8.2' RT

+25
19.7' RT

5'

+76
34.7' RT

+53
16.9' RT

+79
29.5' RT

25'

+02
41.0' RT

+98
29.5' RT

11'

6XW-T

6'

ARW

6W-T

10W-T

3' LINE
9' GAP

6Y-T
DOUBLE

W06-3

ROAD CLOSED
R11-2
48"X30"

WO1-6
48"X24"

4Y-T

W COURT ST

MCKINLEY ST

MATCHLINE 21+00 EB

22+00 EB

23+00

200'

LINN ST

ROAD WORK AHEAD
W20-1A

@ LINN ST

END ROAD WORK
G20-2A
48"X24"

W MILWAUKEE ST

21+00 WB

+93
11.5' RT

LEGEND

- 6Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- 6XW-T — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- 10W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
- ARW — TEMPORARY MARKING ARROW REMOVABLE TAPE (TYPE 2, WHITE)
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL STAGE 2	SHEET 89	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\025101-TC2.DWG
LAYOUT NAME - 02

PLOT DATE : 9/19/2024 9:19 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- 6Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- 6XW-T — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- 10W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
- ARW — TEMPORARY MARKING ARROW REMOVABLE TAPE (TYPE 2, WHITE)
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL SIGN FLAGS TYPE II (16"X16", INCIDENTAL)

N

W06-3

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

WO1-6
48"X24"

6W-T

W01-4L

185' MERGING TAPER

MATCH LINE 659+00

660+00

661+00

662+00

663+00

664+00

665

MATCH LINE 665+00

+00

+20
11.5' RT

+00
11.5' RT

+50
11.0' LT

+65
0.0'

25'

5'

11'

11'

CONC

SIGN

POST

POST CONC

ASPH

6Y-T
DOUBLE

6W-T

6Y-T

ONLY
R3-50R
30"X36"

USH 51 / W CENTERWAY

N LOCUST ST

ROAD WORK AHEAD
W20-1A
@ MILWAUKEE ST

WB

23+00 WB

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL STAGE 2	SHEET 90	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\025101-TC2.DWG
LAYOUT NAME - 03

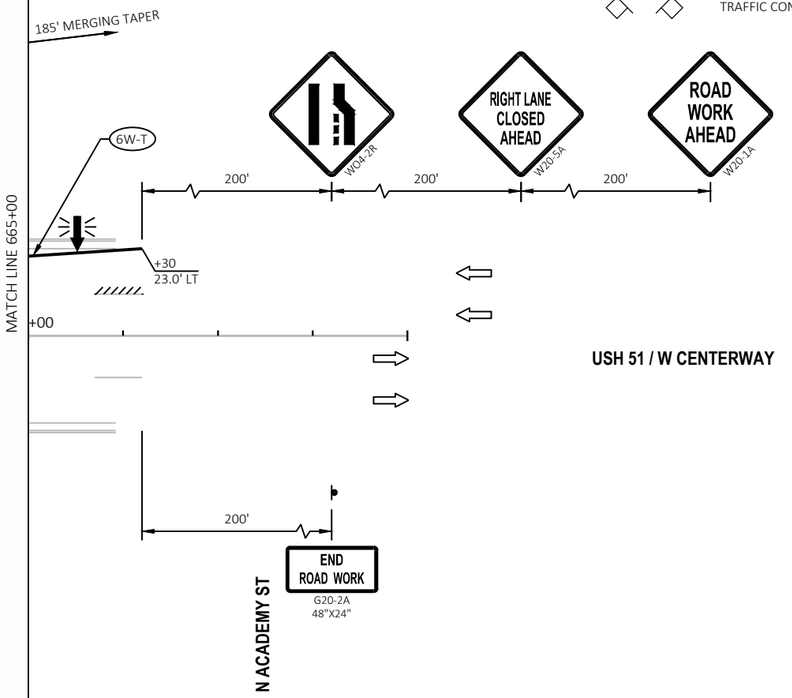
PLOT DATE : 9/19/2024 9:19 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL LEGEND

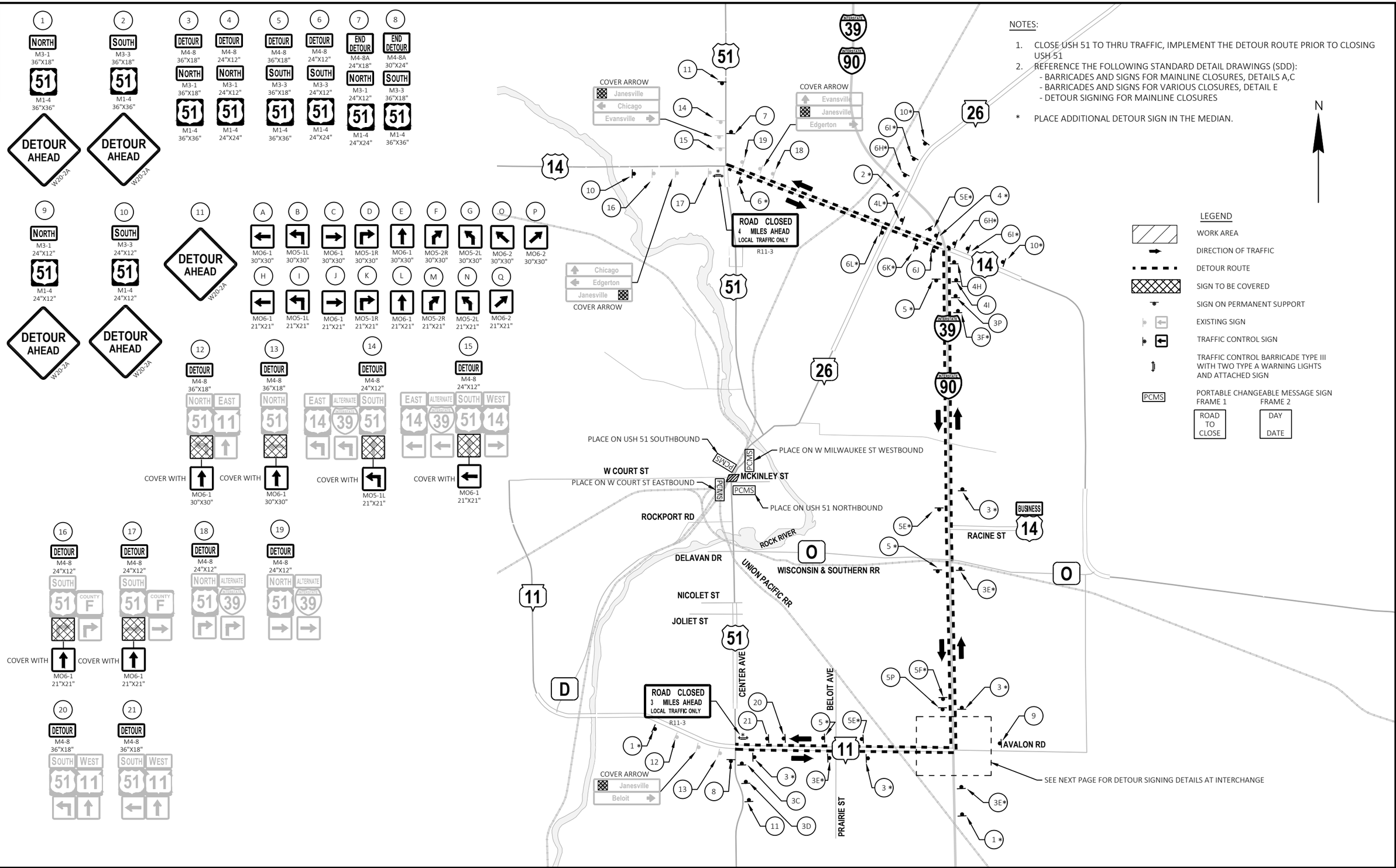
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL SIGN FLAGS TYPE II (16"X16", INCIDENTAL)



LEGEND

- 6Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 6W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- 6XW-T — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- 10W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
- ARW — TEMPORARY MARKING ARROW REMOVABLE TAPE (TYPE 2, WHITE)
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL STAGE 2	SHEET 91	E



NOTES:

1. CLOSE USH 51 TO THRU TRAFFIC, IMPLEMENT THE DETOUR ROUTE PRIOR TO CLOSING USH 51
2. REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS (SDD):
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAILS A,C
   - BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL E
   - DETOUR SIGNING FOR MAINLINE CLOSURES

* PLACE ADDITIONAL DETOUR SIGN IN THE MEDIAN.

N

LEGEND

- WORK AREA
- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- SIGN TO BE COVERED
- SIGN ON PERMANENT SUPPORT
- EXISTING SIGN
- TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TYPE A WARNING LIGHTS AND ATTACHED SIGN
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
  FRAME 1: ROAD TO CLOSE
  FRAME 2: DAY DATE

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	DETOUR (STAGE 1)	SHEET 92	E

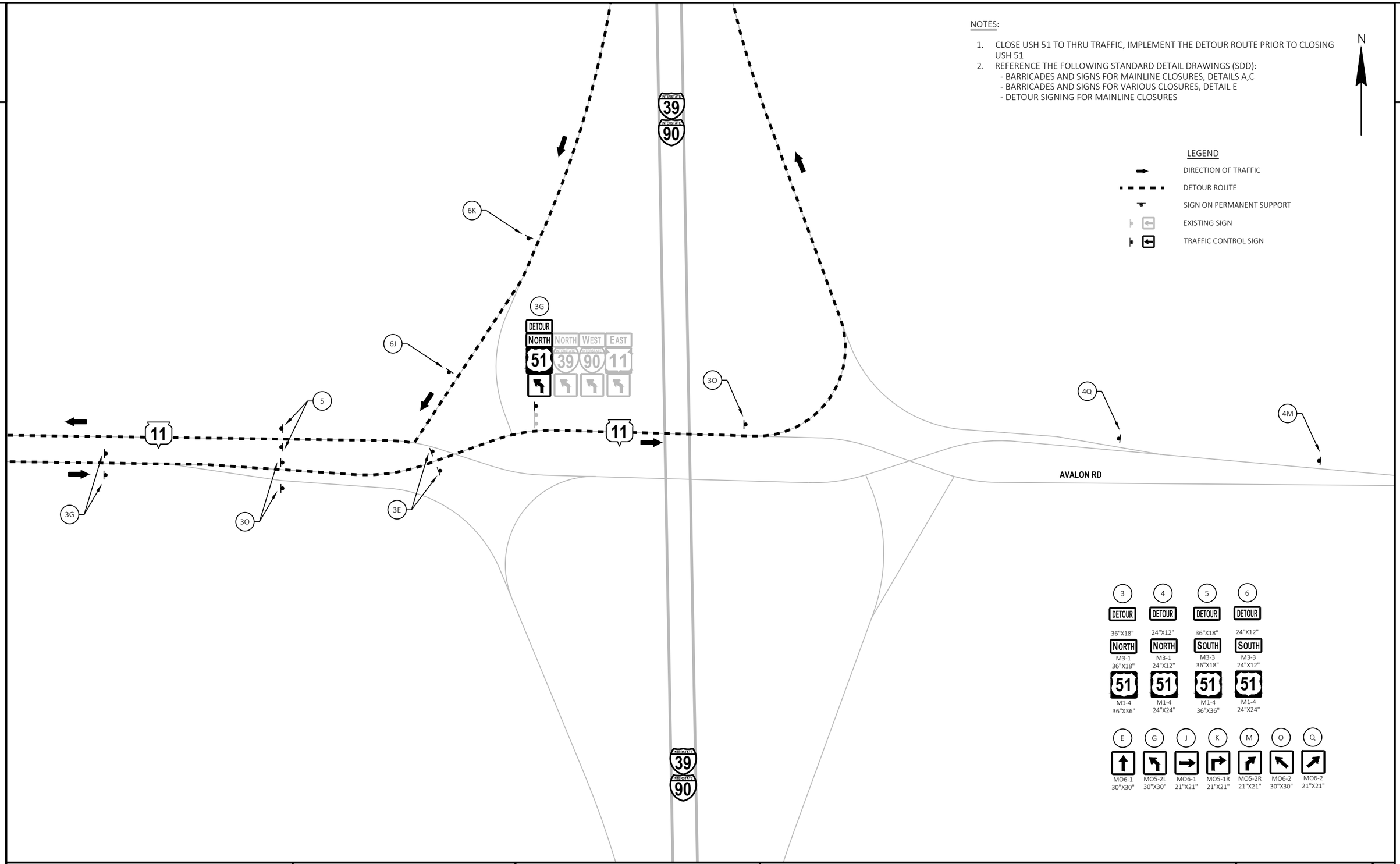
NOTES:

1. CLOSE USH 51 TO THRU TRAFFIC, IMPLEMENT THE DETOUR ROUTE PRIOR TO CLOSING USH 51
2. REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS (SDD):
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAILS A,C
   - BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL E
   - DETOUR SIGNING FOR MAINLINE CLOSURES

N

LEGEND

- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- SIGN ON PERMANENT SUPPORT
- EXISTING SIGN
- TRAFFIC CONTROL SIGN



3 DETOUR 36"X18" NORTH M3-1 36"X18" 51 M1-4 36"X36"

4 DETOUR 24"X12" NORTH M3-1 24"X12" 51 M1-4 24"X24"

5 DETOUR 36"X18" SOUTH M3-3 36"X18" 51 M1-4 36"X36"

6 DETOUR 24"X12" SOUTH M3-3 24"X12" 51 M1-4 24"X24"

E M06-1 30"X30"

G M05-2L 30"X30"

J M06-1 21"X21"

K M05-1R 21"X21"

M M05-2R 21"X21"

O M06-2 30"X30"

Q M06-2 21"X21"

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	DETOUR (STH 11 & IH 39/IH 90 INTERCHANGE DETAIL)	SHEET 93	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\027002-DT.DWG
LAYOUT NAME - DETOUR

PLOT DATE : 7/25/2024 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

N

USH 51 C/L

647+00

648+00

649+00

650+00

651+00

652+00

653+00

L15

USH 51 STA 652+05.68 =
NB PGL STA 652.05.68 NB

BP: 652+00.00 NB

PI: 652+05.68 NB

SECTION LINE

MATCH LINE 653+00

T 3 N
R 12 E
35
36
2
1

BERNSTEN CAST ALUMINUM MONUMENT
Y = 265,226.13
X = 490,934.21

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 94	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\027201-AD.DWG
LAYOUT NAME - 01

PLOT DATE : 7/25/2024 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 653+00

654+00

654+00 NB

L19

L16

PC: 654+60.82

BM 1013

CP 901

USH 51 C/L

655+00

655+00 NB

C = 5

C = 4

USH 51 / CENTER AVE

656+00

656+00 NB

L20

NB PGL

SECTION LINE

PC: 654+77.91 NB

PT: 655+89.29 NB

PT: 656+14.54

18+00 EB

L23

L24

W COURT ST EB C/L

BERNSTEN CAST ALUMINUM MONUMENT
Y = 267,785.05
X = 485,531.94

T 3 N
R 12 E
34 35

18+00 WB

18+00 WB: 40+00.00

W COURT ST WB STA 18+55.93 WB =
MADISON ST STA 40+00

MADISON ST C/L

41+00

L22

MADISON ST

L28

W COURT ST WB C/L

SECTION LINE

PI: 18+95.28 WB

PC: 19+10.28 WB

BERNSTEN CAST ALUMINUM MONUMENT
Y = 267,883.34
X = 490,829.78

T 3 N
R 12 E
35 36

BERNSTEN CAST ALUMINUM MONUMENT
Y = 270,537.75
X = 490,763.08

T 3 N
R 12 E
26 25
35 36

N

USH 51 STA 656+66.88 =
W COURT ST EB STA 19+48.01 EB

USH 51 STA 656+66.67 NB =
W COURT ST EB STA 19+64.71 EB

PI: 19+76.83 EB

USH 51 STA 657+24.32 =
W COURT ST WB STA 19+78.22 WB

657+00

657+00 NB

L17

20+00 WB

20+00 EB

658+00

658+00 NB

USH 51 / W CENTERWAY

NB PGL STA 657+23.74 NB =
W COURT ST WB STA 19+94.55 WB

659

USH 51 STA 658+92.68 =
NB PGL STA 658+83.23 NB

PI: 658+83.23 NB

MATCH LINE 659+00

C = 3

L25

L26

W MILWAUKEE ST

21+00 WB

21+00 EB

PI: 20+86.17 EB

PT: 21+59.17 WB

L29

22+0

BERNSTEN CAST ALUMINUM MONUMENT
Y = 267,722.81
X = 496,146.00

T 3 N
R 13 E
36 31
R 12 E
T 3 N

W COURT ST

CP 900

BM 1900

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 95	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\027201-AD.DWG
LAYOUT NAME - 02

PLOT DATE : 7/25/2024 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

BM 1903

CP 903

MATCH LINE 659+00

EP: 659+00.00 NB

L18

660+00

PC: 660+19.76

661+00

C = 6

PT: 661+18.98

662+00

L31

663+00

PC: 663+00.11

C = 7

664+00

PT: 664+23.88

665

MATCH LINE 665+00

USH 51 C/L

W COURT ST WB C/L

23+00 WB

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 96	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\027201-AD.DWG
LAYOUT NAME - 03

PLOT DATE : 7/25/2024 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

BERNSTEN CAST ALUMINUM MONUMENT
Y = 270,537.75
X = 490,763.08

BERNSTEN CAST ALUMINUM MONUMENT
Y = 267,785.05
X = 485,531.94

BERNSTEN CAST ALUMINUM MONUMENT
Y = 267881.34
X = 490829.78

BERNSTEN CAST ALUMINUM MONUMENT
Y = 265,226.13
X = 490,934.21

N

MADISON ST

USH 51 / W CENTERWAY

USH 51 / CENTER AVE

W COURT ST

W MILWAUKEE ST

SECTION LINE

W COURT ST WB C/L

W COURT ST EB C/L

BP: 15+00.00 WB

BP: 40+00.00

PC: 19+10.28 WB

16+00 WB

17+00 WB

18+00 WB

19+00 WB

20+00 WB

21+00 WB

16+00 EB

17+00 EB

18+00 EB

19+00 EB

20+00 EB

21+00

L22

L23

L24

L25

L28

L17

L20

C = 3

C = 4

C = 5

658+00

658+00 NB

657+00

657+00 NB

656+00

656+00 NB

655+00

655+00 NB

BP: 15+00.00 EB

PI: 18+95.28 EB

PI: 19+76.83 EB

PI: 20+86.17 EB

MATCH LINE 21+00

PT: 656+14.54

PT: 655+89.29 NB

PC: 654+77.95 NB

PC: 654+60.82

BM 1902

CP 901

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 97	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\027202-AD.DWG
LAYOUT NAME - 01

PLOT DATE : 7/25/2024 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

W MILWAUKEE ST

23+00 WB

W COURT ST WB C/L

PT: 21+59.17 WB

22+00 WB

L29

BM 1900

CP 900

BERNSTEN CAST ALUMINUM MONUMENT
Y = 267,722.81
X = 496,146.00

T 3 N R 12 E
36
31
T 3 N R 13 E

SECTION LINE

MATCH LINE 21+00

0 EB

L26

22+00 EB

L27

23+00 EB

24+00 EB

25+00 EB

26+00 EB

W COURT ST

W COURT ST EB C/L

PI: 21+86.21 EB

EP: 26+00.21 EB

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 98	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\027202-AD.DWG
LAYOUT NAME - 02

PLOT DATE : 7/25/2024 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTE: ALL CURVE SUPERELEVATIONS ARE NORMAL CROWN

51																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L19	643+26.64	654+60.82	266531.66 490864.85	267665.14 490824.85						1134.18'						N2°01'16.5"W
C = 5					655+40.00	267744.27 490822.05	33°52'28"	22°02'13"	79.18'	153.72'	11.79'	260.00'	654+60.82	656+14.54	N2°01'16.5"W	N31°51'11.0"E
L20	656+14.54	660+19.76	267811.52 490863.84	268155.72 491077.69						405.22'						N31°51'11.0"E
C = 6					660+69.39	268197.88 491103.88	3°47'23"	3°49'11"	49.63'	99.22'	0.82'	1500.00'	660+19.76	661+18.98	N31°51'11.0"E	N28°03'47.6"E
L31	661+18.98	663+00.11	268241.67 491127.23	268401.50 491212.44						181.13'						N28°03'47.6"E
C = 7					663+62.89	268456.90 491241.97	23°38'17"	19°05'55"	62.78'	123.77'	6.50'	300.00'	663+00.11	664+23.88	N28°03'47.6"E	N51°42'04.3"E
L32	664+23.88	666+00.00	268495.80 491291.24	268604.96 491429.46						176.12'						N51°42'04.3"E

51-NB PGL-FivePoints																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L15	652+00.00	652+05.68	267404.48 490834.05	267410.15 490833.85						5.68'						N2°01'16.5"W
L16	652+05.68	654+77.95	267410.15 490833.85	267682.28 490842.82						272.28'						N1°53'16.9"E
C = 4					655+34.63	267738.92 490844.68	26°21'38"	23°40'33"	56.67'	111.34'	6.55'	242.00'	654+77.95	655+89.29	N1°53'16.9"E	N28°14'55.2"E
L17	655+89.29	658+83.23	267788.85 490871.51	268047.77 491010.62						293.93'						N28°14'55.2"E
L18	658+83.23	659+00.00	268047.77 491010.62	268062.02 491019.48						16.77'						N31°51'11.0"E

Madison																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L22	40+00.00	42+00.00	267894.78 490797.28	268094.70 490791.76						200.00'						N1°34'53.6"W

Court-EB																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L23	15+00.00	18+95.28	267835.33 490443.94	267852.73 490838.83						395.28'						N87°28'37.9"E
L24	18+95.28	19+76.83	267852.73 490838.83	267857.76 490920.22						81.55'						N86°27'50.0"E
L25	19+76.83	20+86.17	267857.76 490920.22	267857.40 491029.56						109.34'						S89°48'31.8"E
L26	20+86.17	21+86.21	267857.40 491029.56	267854.06 491129.55						100.04'						S88°05'25.7"E
L27	21+86.21	26+00.21	267854.06 491129.55	267852.68 491543.55						414.00'						S89°48'31.8"E

Court-WB																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L28	15+00.00	19+10.28	267879.35 490441.68	267897.13 490851.57						410.28'						N87°30'57.5"E
C = 3					20+36.94	267902.62 490978.11	26°12'50"	10°31'56"	126.66'	248.89'	14.55'	544.00'	19+10.28	21+59.17	N87°30'57.5"E	N61°18'07.5"E
L29	21+59.17	24+00.00	267963.45 491089.22	268079.09 491300.46						240.83'						N61°18'07.5"E

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1013	18+10.89 EB	194.58' RT	267652.624	490763.177	805.030	CHISELED SQUARE SET IN OLD SIGN/LIGHT BASE JUST BEHIND WEST SIDEWALK
BM 1900	21+93.02 EB	97.46' LT	267951.500	491136.900	804.190	CHISELED BOX IN CONCRETE BASE OF LIGHT POLE
BM 1902	16+44.55 EB	67.46' RT	267772.300	490591.400	803.110	CHISELED SQUARE IN NW CORNER OF TRANSFORMER PAD
BM 1903	21+59.77 EB	531.45' LT	268385.600	491105.100	804.355	SPIKE IN THE EAST FACE OF POWER POLE
CP 900	21+56.38 EB	65.78' LT	267919.937	491100.153	801.275	FENO MONUMENT WITH 2" ALUMINUM CAP
CP 901	18+05.26 EB	166.75' RT	267680.177	490756.334	802.875	FENO MONUMENT WITH 2" ALUMINUM CAP
CP 902	14+17.50 EB	39.68' RT	267792.668	490360.637	805.330	FENO MONUMENT WITH 2" ALUMINUM CAP
CP 903	21+83.30 EB	492.99' LT	268347.057	491128.493	802.483	FENO MONUMENT WITH 2" ALUMINUM CAP

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	5350-02-72 Qty	5350-02-74 Qty
0002	201.0105	Clearing	STA	1.000	1.000	
0004	201.0205	Grubbing	STA	1.000	1.000	
0006	204.0100	Removing Concrete Pavement	SY	8,693.000	8,693.000	
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	117.000	117.000	
0010	204.0150	Removing Curb & Gutter	LF	725.000	725.000	
0012	204.0155	Removing Concrete Sidewalk	SY	713.000	680.000	33.000
0014	204.0185	Removing Masonry	CY	3.000	3.000	
0016	204.0195	Removing Concrete Bases	EACH	17.000	17.000	
0018	204.0210	Removing Manholes	EACH	11.000	11.000	
0020	204.0220	Removing Inlets	EACH	18.000	18.000	
0022	204.0245	Removing Storm Sewer (size) 012. 12-Inch	LF	967.000	967.000	
0024	204.0245	Removing Storm Sewer (size) 018. 18-Inch	LF	80.000	80.000	
0026	204.0245	Removing Storm Sewer (size) 021. 21-Inch	LF	153.000	153.000	
0028	204.0245	Removing Storm Sewer (size) 024. 24-Inch	LF	46.000	46.000	
0030	204.0245	Removing Storm Sewer (size) 030. 30-Inch	LF	191.000	191.000	
0032	204.0245	Removing Storm Sewer (size) 042. 42-Inch	LF	46.000	46.000	
0034	204.0250	Abandoning Manholes	EACH	4.000	4.000	
0036	204.0260	Abandoning Inlets	EACH	4.000	4.000	
0038	204.0291.S	Abandoning Sewer	CY	35.000	35.000	
0040	204.9060.S	Removing (item description) 201. Traffic Signals USH 51 & Court St/Milwaukee St	EACH	1.000	1.000	
0042	205.0100	Excavation Common	CY	8,536.000	8,536.000	
0044	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	4,842.000	4,738.000	104.000
0046	213.0100	Finishing Roadway (project) 002. 5350-02-72	EACH	1.000	1.000	
0048	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	6,328.000	6,328.000	
0050	310.0110	Base Aggregate Open-Graded	TON	58.000	58.000	
0052	312.0110	Select Crushed Material	TON	6,488.000	6,488.000	
0054	415.0090	Concrete Pavement 9-Inch	SY	5,670.000	5,670.000	
0056	415.4100	Concrete Pavement Joint Filling	SY	4,547.000	4,547.000	
0058	416.0610	Drilled Tie Bars	EACH	61.000	61.000	
0060	416.0620	Drilled Dowel Bars	EACH	88.000	88.000	
0062	455.0605	Tack Coat	GAL	74.000	74.000	
0064	460.2000	Incentive Density HMA Pavement	DOL	630.000	630.000	
0066	460.6224	HMA Pavement 4 MT 58-28 S	TON	976.000	976.000	
0068	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	53.000	53.000	
0070	465.0315	Asphaltic Flumes	SY	29.000	29.000	
0072	601.0417	Concrete Curb & Gutter 30-Inch Type K	LF	1,781.000	1,781.000	
0074	601.0419	Concrete Curb & Gutter 30-Inch Type L	LF	1,363.000	1,363.000	
0076	601.0600	Concrete Curb Pedestrian	LF	64.000	64.000	
0078	602.0405	Concrete Sidewalk 4-Inch	SF	9,096.000	8,806.000	290.000
0080	602.0415	Concrete Sidewalk 6-Inch	SF	1,104.000	1,104.000	
0082	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	340.000	340.000	
0084	602.0820	Concrete Driveway 8-Inch	SY	98.000	98.000	
0086	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	327.000	327.000	
0088	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	47.000	47.000	
0090	608.0512	Storm Sewer Pipe Reinforced Concrete Class V 12-Inch	LF	79.000	79.000	
0092	608.0542	Storm Sewer Pipe Reinforced Concrete Class V 42-Inch	LF	32.000	32.000	
0094	608.2319	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	LF	76.000	76.000	
0096	608.3012	Storm Sewer Pipe Class III-A 12-Inch	LF	385.000	385.000	
0098	608.3018	Storm Sewer Pipe Class III-A 18-Inch	LF	197.000	197.000	

Line	Item	Item Description	Unit	Total	5350-02-72 Qty	5350-02-74 Qty
0100	608.3024	Storm Sewer Pipe Class III-A 24-Inch	LF	241.000	241.000	
0102	608.3030	Storm Sewer Pipe Class III-A 30-Inch	LF	447.000	447.000	
0104	611.0420	Reconstructing Manholes	EACH	1.000	1.000	
0106	611.0612	Inlet Covers Type C	EACH	3.000	3.000	
0108	611.0666	Inlet Covers Type Z	EACH	4.000	4.000	
0110	611.1003	Catch Basins 3-FT Diameter	EACH	4.000	4.000	
0112	611.1004	Catch Basins 4-FT Diameter	EACH	11.000	11.000	
0114	611.1005	Catch Basins 5-FT Diameter	EACH	1.000	1.000	
0116	611.1006	Catch Basins 6-FT Diameter	EACH	1.000	1.000	
0118	611.1230	Catch Basins 2x3-FT	EACH	8.000	8.000	
0120	611.2004	Manholes 4-FT Diameter	EACH	6.000	6.000	
0122	611.2005	Manholes 5-FT Diameter	EACH	4.000	4.000	
0124	611.2006	Manholes 6-FT Diameter	EACH	3.000	3.000	
0126	611.2007	Manholes 7-FT Diameter	EACH	2.000	2.000	
0128	611.2008	Manholes 8-FT Diameter	EACH	1.000	1.000	
0130	611.2055	Manholes 5x5-FT	EACH	1.000	1.000	
0132	611.3901	Inlets Median 1 Grate	EACH	3.000	3.000	
0134	612.0106	Pipe Underdrain 6-Inch	LF	800.000	800.000	
0136	616.0205	Fence Chain Link 5-FT	LF	255.000	255.000	
0138	619.1000	Mobilization	EACH	1.000	0.850	0.150
0140	620.0300	Concrete Median Sloped Nose	SF	408.000	408.000	
0142	621.1100	Landmark Reference Monuments and Cast Iron Covers	EACH	1.000	1.000	
0144	624.0100	Water	MGAL	108.000	108.000	
0146	625.0100	Topsoil	SY	3,206.000	3,206.000	
0148	627.0200	Mulching	SY	160.000	160.000	
0150	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000	
0152	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000	
0154	628.7005	Inlet Protection Type A	EACH	35.000	35.000	
0156	628.7010	Inlet Protection Type B	EACH	11.000	11.000	
0158	628.7015	Inlet Protection Type C	EACH	44.000	44.000	
0160	628.7020	Inlet Protection Type D	EACH	14.000	14.000	
0162	628.7560	Tracking Pads	EACH	10.000	10.000	
0164	629.0210	Fertilizer Type B	CWT	2.050	2.050	
0166	630.0200	Seeding Temporary	LB	5.000	5.000	
0168	631.0300	Sod Water	MGAL	75.000	75.000	
0170	631.1000	Sod Lawn	SY	3,206.000	3,206.000	
0172	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	2.000	2.000	
0174	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	18.000	18.000	
0176	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	7.000	7.000	
0178	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	1.000	1.000	
0180	637.2210	Signs Type II Reflective H	SF	299.540	299.540	
0182	637.2215	Signs Type II Reflective H Folding	SF	56.980	56.980	
0184	637.2230	Signs Type II Reflective F	SF	38.070	38.070	
0186	638.2102	Moving Signs Type II	EACH	2.000	2.000	
0188	638.2602	Removing Signs Type II	EACH	38.000	38.000	
0190	638.3000	Removing Small Sign Supports	EACH	19.000	19.000	
0192	642.5201	Field Office Type C	EACH	1.000	1.000	
0194	643.0300	Traffic Control Drums	DAY	3,862.000	3,862.000	
0196	643.0420	Traffic Control Barricades Type III	DAY	7,071.000	7,071.000	

					5350-02-72	5350-02-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0198	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	87.000	87.000	
0200	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	87.000	87.000	
0202	643.0705	Traffic Control Warning Lights Type A	DAY	14,142.000	14,142.000	
0204	643.0715	Traffic Control Warning Lights Type C	DAY	857.000	857.000	
0206	643.0800	Traffic Control Arrow Boards	DAY	91.000	91.000	
0208	643.0900	Traffic Control Signs	DAY	41,038.000	41,038.000	
0210	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000	
0212	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000	
0214	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	3,941.000	3,941.000	
0216	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	236.000	236.000	
0218	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	280.000	280.000	
0220	643.3550	Temporary Marking Arrow Removable Tape	EACH	3.000	3.000	
0222	643.3960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	397.000	397.000	
0224	643.5000	Traffic Control	EACH	1.000	1.000	
0226	644.1410	Temporary Pedestrian Surface Asphalt	SF	462.000	462.000	
0228	644.1601	Temporary Pedestrian Curb Ramp	DAY	418.000	418.000	
0230	644.1605	Temporary Pedestrian Detectable Warning Field	SF	90.000	90.000	
0232	644.1810	Temporary Pedestrian Barricade	LF	4,076.000	4,076.000	
0234	645.0111	Geotextile Type DF Schedule A	SY	535.000	535.000	
0236	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	3,211.000	3,211.000	
0238	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	963.000	963.000	
0240	646.8120	Marking Curb Epoxy	LF	224.000	224.000	
0242	646.8220	Marking Island Nose Epoxy	EACH	6.000	6.000	
0244	646.9310	Marking Removal Special Marking Water Blasting	EACH	2.000	2.000	
0246	650.4000	Construction Staking Storm Sewer	EACH	45.000	45.000	
0248	650.4500	Construction Staking Subgrade	LF	1,884.000	1,884.000	
0250	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,468.000	1,468.000	
0252	650.7000	Construction Staking Concrete Pavement	LF	1,135.000	1,135.000	
0254	650.8501	Construction Staking Electrical Installations (project) 001. 5350-02-72	EACH	1.000	1.000	
0256	650.9000	Construction Staking Curb Ramps	EACH	34.000	34.000	
0258	650.9500	Construction Staking Sidewalk (project) 001. 5350-02-72	EACH	1.000	1.000	
0260	650.9911	Construction Staking Supplemental Control (project) 001. 5350-02-72	EACH	1.000	1.000	
0262	650.9920	Construction Staking Slope Stakes	LF	1,884.000	1,884.000	
0264	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,072.000	1,072.000	
0266	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	2,046.000	2,046.000	
0268	652.0605	Conduit Special 2-Inch	LF	160.000	160.000	
0270	652.0615	Conduit Special 3-Inch	LF	166.000	166.000	
0272	652.0800	Conduit Loop Detector	LF	1,616.000	1,616.000	
0274	653.0135	Pull Boxes Steel 24x36-Inch	EACH	5.000	5.000	
0276	653.0140	Pull Boxes Steel 24x42-Inch	EACH	21.000	21.000	
0278	653.0905	Removing Pull Boxes	EACH	2.000	2.000	
0280	654.0101	Concrete Bases Type 1	EACH	15.000	15.000	
0282	654.0102	Concrete Bases Type 2	EACH	2.000	2.000	
0284	654.0105	Concrete Bases Type 5	EACH	1.000	1.000	
0286	654.0110	Concrete Bases Type 10	EACH	4.000	4.000	
0288	654.0120	Concrete Bases Type 10-Special	EACH	1.000	1.000	
0290	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000	
0292	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,269.000	1,269.000	
0294	655.0240	Cable Traffic Signal 7-14 AWG	LF	2,920.000	2,920.000	

					5350-02-72	5350-02-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0296	655.0260	Cable Traffic Signal 12-14 AWG	LF	2,775.000	2,775.000	
0298	655.0270	Cable Traffic Signal 15-14 AWG	LF	927.000	927.000	
0300	655.0320	Cable Type UF 2-10 AWG Grounded	LF	1,445.000	1,445.000	
0302	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	3,626.000	3,626.000	
0304	655.0610	Electrical Wire Lighting 12 AWG	LF	234.000	234.000	
0306	655.0700	Loop Detector Lead In Cable	LF	5,346.000	5,346.000	
0308	655.0800	Loop Detector Wire	LF	3,664.000	3,664.000	
0310	655.0900	Traffic Signal EVP Detector Cable	LF	1,344.000	1,344.000	
0312	656.0201	Electrical Service Meter Breaker Pedestal (location) 201. USH 51 & Court St/Milwaukee St	EACH	1.000	1.000	
0314	657.0100	Pedestal Bases	EACH	15.000	15.000	
0316	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	3.000	3.000	
0318	657.0305	Poles Type 2	EACH	1.000	1.000	
0320	657.0310	Poles Type 3	EACH	1.000	1.000	
0322	657.0322	Poles Type 5-Aluminum	EACH	1.000	1.000	
0324	657.0345	Poles Type 9	EACH	4.000	4.000	
0326	657.0347	Poles Type 9-Special	EACH	1.000	1.000	
0328	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	8.000	8.000	
0330	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	4.000	4.000	
0332	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	3.000	3.000	
0334	657.0520	Monotube Arms 20-FT	EACH	1.000	1.000	
0336	657.0525	Monotube Arms 25-FT	EACH	2.000	2.000	
0338	657.0530	Monotube Arms 30-FT	EACH	1.000	1.000	
0340	657.0536	Monotube Arms 35-FT-Special	EACH	1.000	1.000	
0342	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	1.000	1.000	
0344	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	1.000	1.000	
0346	658.0173	Traffic Signal Face 3S 12-Inch	EACH	30.000	30.000	
0348	658.0416	Pedestrian Signal Face 16-Inch	EACH	22.000	22.000	
0350	658.5070	Signal Mounting Hardware (location) 201. USH 51 & Court St/Milwaukee St	EACH	1.000	1.000	
0352	659.1125	Luminaires Utility LED C	EACH	2.000	2.000	
0354	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	24.000	24.000	
0356	690.0150	Sawing Asphalt	LF	764.000	764.000	
0358	690.0250	Sawing Concrete	LF	2,224.000	2,224.000	
0360	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	1,710.000	1,710.000	
0362	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000	
0364	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,800.000	1,800.000	
0366	SPV.0035	Special 101. Abandoning Sewer Below Railroad Tracks	CY	35.000	35.000	
0368	SPV.0035	Special 301. Water Main Discontinued In Place-Railroad	CY	1.000		1.000
0370	SPV.0060	Special 101. Utility Line Opening (ULO)	EACH	50.000	30.000	20.000
0372	SPV.0060	Special 102. Manhole Covers Type COJ	EACH	19.000	16.000	3.000
0374	SPV.0060	Special 103. Inlet Covers Type COJ	EACH	3.000	3.000	
0376	SPV.0060	Special 104. Inlet Covers Type COJ Low Points	EACH	18.000	18.000	
0378	SPV.0060	Special 105. Adjusting Water Valve Boxes	EACH	9.000		9.000
0380	SPV.0060	Special 106. Marking Railroad Crossing Grooved Epoxy	EACH	2.000	2.000	
0382	SPV.0060	Special 107. Marking Symbol Grooved Epoxy	EACH	3.000	3.000	
0384	SPV.0060	Special 108. Marking Arrow Grooved Epoxy	EACH	25.000	25.000	
0386	SPV.0060	Special 109. Marking Word Grooved Epoxy	EACH	2.000	2.000	
0388	SPV.0060	Special 110. Concrete Pipe Support	EACH	7.000	7.000	
0390	SPV.0060	Special 201. Furnish & Install Traffic Signal Cabinet & Controller USH 51 & Court St/Mil	EACH	1.000	1.000	

					5350-02-72	5350-02-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0392	SPV.0060	Special 202. Furnish & Install EVP System USH 51 & Court St/Milwaukee St	EACH	1.000	1.000	
0394	SPV.0060	Special 203. Furnish & Install Audible Pedestrian Push Button System USH 51 & Court St/M	EACH	1.000	1.000	
0396	SPV.0060	Special 204. Remove & Reinstall RR Preempt Cable & RPS Unit USH 51 & Court St/Milwaukee	EACH	1.000	1.000	
0398	SPV.0060	Special 205. Traffic Signal LED No Left Turn Blank Out Signs	EACH	2.000	2.000	
0400	SPV.0060	Special 206. Traffic Signal LED No Right Turn Blank Out Signs	EACH	6.000	6.000	
0402	SPV.0060	Special 207. Removing, Salvaging, & Reinstalling Lighting Cable	EACH	1.000	1.000	
0404	SPV.0060	Special 301. Discontinue Existing Vault In Place	EACH	4.000		4.000
0406	SPV.0060	Special 302. Hydrant and Hydrant Valve Removal	EACH	4.000		4.000
0408	SPV.0060	Special 303. Water Main Offset (Undistributed)	EACH	2.000		2.000
0410	SPV.0060	Special 304. 6" Gate Valve & Box	EACH	4.000		4.000
0412	SPV.0060	Special 305. 8" Gate Valve & Box	EACH	1.000		1.000
0414	SPV.0060	Special 306. 12" Gate Valve & Box	EACH	3.000		3.000
0416	SPV.0060	Special 307. Hydrant	EACH	4.000		4.000
0418	SPV.0060	Special 308. 3/4" Curb Stop and Box	EACH	2.000		2.000
0420	SPV.0060	Special 309. Water Service Exploration	EACH	8.000		8.000
0422	SPV.0060	Special 310. Construction Staking Water Main	EACH	1.000		1.000
0424	SPV.0060	Special 311. Discontinue Existing Curb Stop/Water Service In Place	EACH	2.000		2.000
0426	SPV.0090	Special 101. Concrete Curb & Gutter 18-Inch Type K	LF	791.000	791.000	
0428	SPV.0090	Special 102. Concrete Curb & Gutter 18-Inch Type L	LF	105.000	105.000	
0430	SPV.0090	Special 103. Tree Root Sawing	LF	110.000	110.000	
0432	SPV.0090	Special 104. Boring and Jacking Storm Sewer Pipe Smooth Steel 42-Inch	LF	146.000	146.000	
0434	SPV.0090	Special 105. Marking Crosswalk Grooved Epoxy Transverse Line 6-Inch	LF	884.000	884.000	
0436	SPV.0090	Special 106. Marking Crosswalk Grooved Epoxy Block Style 12-Inch	LF	570.000	570.000	
0438	SPV.0090	Special 107. Marking Stop Line Grooved Epoxy 18-Inch	LF	228.000	228.000	
0440	SPV.0090	Special 108. Marking Diagonal Grooved Epoxy 12-Inch	LF	34.000	34.000	
0442	SPV.0090	Special 201. Boring and Jacking Casing Pipe Smooth Steel 6-Inch	LF	138.000	138.000	
0444	SPV.0090	Special 301. 12" Dia. Water Main (Horizontal Auger Boring)	LF	154.000		154.000
0446	SPV.0090	Special 302. 6" Dia. Water Main (Granular Backfill)	LF	93.000		93.000
0448	SPV.0090	Special 303. 8" Dia. Water Main (Granular Backfill)	LF	650.000		650.000
0450	SPV.0090	Special 304. 12" Dia. Water Main (Granular Backfill)	LF	425.000		425.000
0452	SPV.0090	Special 305. 3/4" Water Service	LF	44.000		44.000
0454	SPV.0195	Special 101. Management of Solid Waste	TON	1,562.000	1,526.000	36.000

REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0150 REMOVING CURB & GUTTER LF	# 204.0155 REMOVING CONCRETE SIDEWALK SY	204.0185 REMOVING MASONRY CY
0010	653+83	-	659+00	USH 51	-	-	1,180	-	-	-	3
				TOTAL 0010	**0**	**0**	**1,180**	**0**	**0**	**0**	**3**
0020	653+83	-	659+00	USH 51	-	-	3,885	-	141	409	-
	659+00	-	660+15	USH 51	-	-	722	-	21	-	-
	15+65 EB	-	21+00 EB	COURT ST EB	1	1	1,395	-	210	126	-
	21+00 EB	-	22+08 EB	COURT ST EB	-	-	-	117	178	48	-
	15+55 WB	-	21+05 WB	COURT ST WB	-	-	1,511	-	-	-	-
	40+50	-	41+30	MADISON ST	-	-	-	-	175	97	-
				TOTAL 0020	**1**	**1**	**7,513**	**117**	**725**	**680**	**0**
				PROJECT TOTAL	**1**	**1**	**8,693**	**117**	**725**	**680**	**3**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ID 5350-02-74 "SIDEWALK REPLACEMENT" TABLE.

REMOVING & ABANDONING STORM SEWER

CATEGORY	STATION	TO	STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245.012 REMOVING STORM SEWER 12-INCH LF	204.0245.018 REMOVING STORM SEWER 18-INCH LF	204.0245.021 REMOVING STORM SEWER 21-INCH LF	204.0245.024 REMOVING STORM SEWER 24-INCH LF	204.0245.030 REMOVING STORM SEWER 30-INCH LF	204.0245.042 REMOVING STORM SEWER 42-INCH LF	204.0250 ABANDONING MANHOLES EACH	204.0260 ABANDONING INLETS EACH	204.0291.S ABANDONING SEWER CY	SPV.0035.101 ABANDONING SEWER BELOW RAILROAD TRACKS CY
0010	653+83	-	659+00	USH 51	-	4	115	-	-	-	-	-	-	-	-	-
				TOTAL 0010	**0**	**4**	**115**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0020	653+83	-	659+00	USH 51	4	6	479	-	127	-	-	-	1	-	-	-
	659+00	-	660+15	USH 51	-	-	-	-	-	-	-	-	-	-	-	-
	15+65 EB	-	21+00 EB	COURT ST EB	2	4	208	80	26	-	-	46	3	3	29	35
	21+00 EB	-	22+08 EB	COURT ST EB	2	2	112	-	-	-	-	-	-	-	-	-
	15+55 WB	-	21+05 WB	COURT ST WB	2	1	41	-	-	-	191	-	-	1	-	-
	40+50	-	41+30	MADISON ST	1	1	12	-	-	46	-	-	-	-	6	-
				TOTAL 0020	**11**	**14**	**852**	**80**	**153**	**46**	**191**	**46**	**4**	**4**	**35**	**35**
				PROJECT TOTAL	**11**	**18**	**967**	**80**	**153**	**46**	**191**	**46**	**4**	**4**	**35**	**35**

EARTHWORK

CATEGORY	ROADWAY	FROM/TO STATION	205.0100 EXCAVATION COMMON (1) CY: CUT EXCAVATION (2)	205.0100 EXCAVATION COMMON (1) CY: CONTAMINATED SOIL	205.0100 EXCAVATION COMMON (1) CY: EBS EXCAVATION (3)	CY SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	CY AVAILABLE MATERIAL (5)	CY UNEXPANDED FILL	CY EXPANDED FILL FACTOR 1.10	CY MASS ORDINATE +/- (6)	CY WASTE (7)	# 312.0110 SELECT CRUSHED MATERIAL TON
0010	USH 51	653+83 - 660+15	2,500	-	-	-	-	-	-	-	-	-
0020	USH 51	653+83 - 660+15	2,565	1,763	507	1,701	3,364	27	30	3,334	3,841	964
0020	COURT EB	15+65 EB - 21+87 EB	1,424	708	142	824	600	61	67	533	675	270
0020	COURT WB	15+55 WB - 21+05 WB	1,210	804	121	0	1,210	24	26	1,184	1,305	230
0020	MADISON	41+00 - 41+30	67	-	-	19	48	1	1	47	47	-
SUBTOTAL			7,766	3,275	770	2,544	5,222	113	124	5,098	5,868	
		TOTAL 0010	**2,500**									**-**
		TOTAL 0020	**6,036**									**1,464**
		PROJECT TOTAL	**8,536**									**1,464**

NOTES:
(1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. CONTAMINATED SOIL EXCAVATION IS PROVIDED FOR INFORMATION ONLY.
(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL INCLUDES ASPHALT PAVEMENT, CONCRETE PAVEMENT, CURB & GUTTER, AND CONCRETE SIDEWALK.
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(6) THE MASS ORDINATE IS EITHER + OR - QUANTITY. POSITIVE QUANTITY INDICATES AN EXCESS OF MATERIAL. NEGATIVE QUANTITY INDICATES A SHORTAGE OF MATERIAL.
(7) WASTE = EBS EXCAVATION + MASS ORDINATE. FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.
ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "AGGREGATE" TABLE.

HAZARDOUS MATERIALS

CATEGORY	STATION	TO	STATION	LOCATION	# 205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON	# SPV.0195.101 MANAGEMENT OF SOLID WASTE TON
0020	653+83	-	659+00	USH 51	3,168	-
	659+00	-	660+15	USH 51	-	-
	15+65 EB	-	21+00 EB	COURT ST	271	1,211
	21+00 EB	-	22+08 EB	COURT ST	238	-
	15+55WB	-	22+69WB	COURT ST	1,061	315
	40+25	-	41+30	MADISON ST	-	-
				TOTAL 0020	**4,738**	**1,526**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ID 5350-02-74 "HAZARDOUS MATERIALS FROM WATER MAIN/SERVICES" TABLE.

AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	310.0110 BASE AGGREGATE OPEN-GRADED TON	# 312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER MGAL	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY
0010	653+83	-	659+00	USH 51	685	-	1,340	14	-
				TOTAL 0010	**685**	**0**	**1,340**	**14**	**0**
0020	653+83	-	659+00	USH 51	2,180	32	2,975	45	300
	659+00	-	660+15	USH 51	326	-	709	7	-
	15+65 EB	-	21+00 EB	COURT ST EB	1,381	18	-	28	167
	21+00 EB	-	22+08 EB	COURT ST EB	221	2	-	5	17
	15+55 WB	-	21+05 WB	COURT ST WB	1,120	4	-	-	34
	40+50	-	41+30	MADISON ST	415	2	-	9	17
				TOTAL 0020	**5,643**	**58**	**3,684**	**94**	**535**
				PROJECT TOTAL	**6,328**	**58**	**5,024**	**108**	**535**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "EARTHWORK" TABLE.

FILE NAME : T:\1202703\Civil 3D\53500200\Design\Quantities\Five Points\53500272_030201-mq.ppt PLOT DATE : 5/17/2024 5:22 PM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

3

CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
0010	653+83	-	659+00	USH 51	1,440	1,150	-	-
				TOTAL 0010	**1,440**	**1,150**	**0**	**0**
0020	653+83	-	659+00	USH 51	2,722	1,964	29	56
	659+00	-	660+15	USH 51	711	788	16	32
	15+65 EB	-	21+00 EB	COURT ST EB	208	247	4	-
	21+00 EB	-	22+08 EB	COURT ST EB	349	398	8	-
	15+55 WB	-	21+05 WB	COURT ST WB	240	-	-	-
	40+50	-	41+30	MADISON ST	-	-	4	-
				TOTAL 0020	**4,230**	**3,397**	**61**	**88**
				PROJECT TOTAL	**5,670**	**4,547**	**61**	**88**

ASPHALT

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0315 ASPHALTIC FLUMES SY
0010	15+65 EB	-	21+00 EB	COURT ST EB	35	476	46	29
	21+00 EB	-	22+08 EB	COURT ST EB	4	30	-	-
	15+55 WB	-	21+05 WB	COURT ST WB	27	364	3	-
	40+50	-	41+30	MADISON ST	8	106	4	-
				TOTAL 0010	**74**	**976**	**53**	**29**

3

CONCRETE (MISC)

CATEGORY	STATION	TO	STATION	LOCATION	601.0417 CONCRETE CURB & GUTTER 30-INCH TYPE K LF	601.0419 CONCRETE CURB & GUTTER 30-INCH TYPE L LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 # CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0820 CONCRETE DRIVEWAY 8-INCH SY	620.0300 CONCRETE MEDIAN SLOPED NOSE TYPE 1 SF	620.0300 CONCRETE MEDIAN SLOPED NOSE TYPE 2 SF	SPV.0090.101 CONCRETE CURB & GUTTER 18-INCH TYPE K LF	SPV.0090.102 CONCRETE CURB & GUTTER 18-INCH TYPE L LF
0010	653+83	-	659+00	USH 51	1,007	-	42	4,620	-	-	54	123	82	671	-
	659+00	-	660+15	USH 51	277	-	-	-	-	-	-	-	-	-	-
	15+65 EB	-	21+00 EB	COURT ST EB	185	653	-	916	-	-	-	95	25	-	-
	21+00 EB	-	22+08 EB	COURT ST EB	180	-	-	520	-	-	-	-	-	-	-
	15+55 WB	-	21+05 WB	COURT ST WB	132	552	-	1,052	-	-	44	70	-	120	-
	40+50	-	41+30	MADISON ST	-	158	22	230	-	-	-	-	13	-	105
				SUBTOTAL								288	120		
				TOTAL 0010	**1,781**	**1,363**	**64**	**7,338**	**0**	**0**	**98**	**408**		**791**	**105**
0030	653+83	-	659+00	USH 51	-	-	-	964	769	247	-	-	-	-	-
	659+00	-	660+15	USH 51	-	-	-	-	-	-	-	-	-	-	-
	15+65 EB	-	21+00 EB	COURT ST EB	-	-	-	214	-	30	-	-	-	-	-
	21+00 EB	-	22+08 EB	COURT ST EB	-	-	-	-	83	-	-	-	-	-	-
	15+55 WB	-	21+05 WB	COURT ST WB	-	-	-	168	-	-	-	-	-	-	-
	40+50	-	41+30	MADISON ST	-	-	-	122	252	63	-	-	-	-	-
				SUBTOTAL								-	-		
				TOTAL 0030	**0**	**0**	**0**	**1,468**	**1,104**	**340**	**0**	**0**		**0**	**0**
				PROJECT TOTAL	**1,781**	**1,363**	**64**	**8,806**	**1,104**	**340**	**98**	**408**		**791**	**105**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ID 5350-02-74 "SIDEWALK REPLACEMENT" TABLE.

STORM SEWER PIPES (1 OF 2)

CATEGORY	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE %	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	608.0342 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	608.2319 STORM SEWER PIPE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH LF	608.3012 STORM SEWER PIPE CLASS III-A 12-INCH LF	608.3018 STORM SEWER PIPE CLASS III-A 18-INCH LF	608.3024 STORM SEWER PIPE CLASS III-A 24-INCH LF	608.3030 STORM SEWER PIPE CLASS III-A 30-INCH LF	SPV.0090.104 BORING AND JACKING STORM SEWER PIPE SMOOTH STEEL 42-INCH LF	SPV.0060.110 CONCRETE PIPE SUPPORT EACH	COMMENTS
	50	51	795.21	794.79	0.42%	-	-	-	-	-	-	-	-	100.3	-	-	-
	51A	51B	798.29	797.30	2.00%	49.6	-	-	-	-	-	-	-	-	-	-	-
	51B	51	797.30	796.67	2.00%	-	-	-	-	-	31.3	-	-	-	-	-	-
	51C	51D	-	798.43	-	-	-	-	-	-	-	-	-	-	-	-	-
	51D	51E	798.43	797.83	2.00%	30.2	-	-	-	-	-	-	-	-	-	-	-
	51E	51	797.83	797.40	2.00%	-	-	-	-	-	21.4	-	-	-	-	-	-
	51	54	794.79	794.50	0.42%	-	-	-	-	-	-	-	-	68.2	-	-	-
	52A	52	798.76	798.45	2.65%	11.7	-	-	-	-	-	-	-	-	-	-	-
	52	53	796.95	796.86	0.20%	-	46.4	-	-	-	-	-	-	-	-	-	-
	53	54	796.86	796.49	0.20%	-	-	-	-	-	-	-	-	185.1	-	1	-
	54	90	793.57	793.23	0.50%	-	-	-	-	-	-	-	-	-	67.8	-	-
0010	60A	60	797.96	797.77	2.00%	9.5	-	-	-	-	-	-	-	-	-	-	-
	60B	60	797.88	797.41	0.70%	67.8	-	-	-	-	-	-	-	-	-	-	-
	60	61	797.33	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	61A	61B	798.39	798.34	0.50%	10.0	-	-	-	-	-	-	-	-	-	-	-
	61B	61	798.34	798.17	0.50%	34.4	-	-	-	-	-	-	-	-	-	-	-
	61	-	796.70	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	70A	70	798.89	798.64	0.50%	49.4	-	-	-	-	-	-	-	-	-	-	-
	70	71E	797.71	796.00	1.52%	-	-	-	-	-	111.8	-	-	-	-	-	-
	71E	71	796.00	795.85	1.52%	-	-	-	-	-	10.0	-	-	-	-	-	-
	EX-63	71A	795.73	795.62	0.30%	-	-	-	-	-	-	38.2	-	-	-	-	-
	71A	71B	795.62	795.59	0.30%	-	-	-	-	-	-	7.5	-	-	-	-	-
	71B	71	795.59	795.50	0.30%	-	-	-	-	-	-	30.0	-	-	-	1	-
	71C	71D	797.43	797.06	2.00%	18.7	-	-	-	-	-	-	-	-	-	-	-
	71D	71	797.06	796.89	2.00%	8.5	-	-	-	-	-	-	-	-	-	-	-
	71	72	794.85	794.53	0.40%	-	-	-	-	-	-	-	80.8	-	-	-	-
	72A	72	798.57	798.39	2.00%	8.9	-	-	-	-	-	-	-	-	-	-	-
	72B	72	797.82	797.66	2.00%	8.0	-	-	-	-	-	-	-	-	-	-	-
	72	73	794.53	794.30	0.40%	-	-	-	-	-	-	-	57.3	-	-	-	-
	73	84	794.30	793.89	0.40%	-	-	-	-	-	-	-	102.8	-	-	-	-
	84	86	793.84	793.67	0.22%	-	-	-	-	75.5	-	-	-	-	-	1	-
	92	85	794.23	793.98	0.41%	-	-	-	-	-	-	60.7	-	-	-	1	-
	85	86	793.98	793.74	0.41%	-	-	-	-	-	-	60.1	-	-	-	-	-
	86	87	793.67	793.59	0.22%	-	-	-	-	-	-	-	-	40.4	-	-	-
	87	88	793.59	793.47	0.22%	-	-	-	-	-	-	-	-	52.9	-	-	-
	88A	88B	797.77	797.57	2.00%	-	-	-	-	-	10.0	-	-	-	-	-	-
	88B	88D	797.57	796.79	2.00%	-	-	-	-	-	39.1	-	-	-	-	1	-
	88C	88D	798.09	797.89	2.00%	10.0	-	-	-	-	-	-	-	-	-	-	-
	88D	88	796.79	796.38	2.00%	-	-	-	-	-	20.4	-	-	-	-	-	-
0010	88E	88F	796.70	796.54	0.50%	-	-	-	-	-	32.4	-	-	-	-	-	-
	SUBTOTALS 0010					**9.5**	**0.0**	**0.0**	**0.0**	**0.0**	**32.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0**	
	SUBTOTALS 0020					**307.2**	**46.4**	**0.0**	**0.0**	**75.5**	**244.0**	**196.5**	**240.9**	**446.9**	**67.8**	**5**	

NOTES:
1. PIPE LENGTHS ARE FROM CENTER TO CENTER OF STRUCTURES.
2. ALL PIPES ARE CATEGORY 0020 UNLESS NOTED OTHERWISE.

3

STORM SEWER PIPES (2 OF 2)

CATEGORY	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE %	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	608.0542 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 42-INCH LF	608.2319 STORM SEWER PIPE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH LF	608.3012 STORM SEWER PIPE CLASS III-A 12-INCH LF	608.3018 STORM SEWER PIPE CLASS III-A 18-INCH LF	608.3024 STORM SEWER PIPE CLASS III-A 24-INCH LF	608.3030 STORM SEWER PIPE CLASS III-A 30-INCH LF	SPV.0090.104 BORING AND JACKING STORM SEWER PIPE SMOOTH STEEL 42-INCH LF	SPV.0060.110 CONCRETE PIPE SUPPORT EACH	COMMENTS
0010	88F	88G	796.54	796.27	0.50%	-	-	-	-	-	54.2	-	-	-	-	2	-
0010	88G	88	796.27	795.73	1.00%	-	-	-	-	-	54.0	-	-	-	-	-	-
	88	89	793.47	793.30	0.22%	-	-	-	-	-	-	-	-	-	77.4	-	-
	89A	89	800.73	798.76	2.50%	-	-	78.8	-	-	-	-	-	-	-	-	JOINT TIES REQ'D
	89	90	793.30	793.23	0.22%	-	-	-	31.4	-	-	-	-	-	-	-	JOINT TIES REQ'D
	90A	90	800.08	799.89	2.00%	9.7	-	-	-	-	-	-	-	-	-	-	-
	90	OUTFALL	793.23	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SUBTOTALS 0010					**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**108.2**	**0.0**	**0.0**	**0.0**	**0.0**	**2**	
	SUBTOTALS 0020					**9.7**	**0.0**	**78.8**	**31.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**77.4**	**0**	
	TOTAL 0010					**10**	**0**	**0**	**0**	**0**	**141**	**0**	**0**	**0**	**0**	**2**	
	TOTAL 0020					**317**	**47**	**79**	**32**	**76**	**244**	**197**	**241**	**447**	**146**	**5**	
	PROJECT TOTAL					**327**	**47**	**79**	**32**	**76**	**385**	**197**	**241**	**447**	**146**	**7**	

NOTES:
1. PIPE LENGTHS ARE FROM CENTER TO CENTER OF STRUCTURES.
2. ALL PIPES ARE CATEGORY 0020 UNLESS NOTED OTHERWISE.

STORM SEWER STRUCTURES (1 OF 2)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	RIM ELEV	INVERT ELEV	STR DEPTH FEET	611.0420 RECONSTRUCTING MANHOLES EACH	611.0612 INLET COVERS TYPE C EACH	611.0666 INLET COVERS TYPE Z EACH	611.1003 CATCH BASINS 3-FT DIAMETER EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.2055 MANHOLES 5X5-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	612.0106 PIPE UNDERDRAIN 6-INCH LF	# SPV.0060.102 MANHOLE COVERS TYPE COJ EACH	SPV.0060.103 INLET COVERS TYPE COJ EACH	SPV.0060.104 INLET COVERS TYPE COJ LOW POINT EACH	COMMENTS
	50	**15+66.0 WB**	10.7' RT	803.67	795.21	7.21	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	
	51A	**16+25.0 EB**	39.5' RT	801.92	798.29	4.63	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	51B	**16+50.1 EB**	3.3' LT	802.62	797.30	6.32	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	51C	**16+87.5 WB**	35.6' LT	802.71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
	51D	**16+87.5 WB**	28.5' LT	802.06	798.43	4.63	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	51E	**16+83.9 WB**	1.5' RT	802.65	797.83	5.82	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
	51	**16+66.2 WB**	13.6' RT	802.56	794.79	6.52	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	
	52A	**41+25.0**	17.5' LT	802.39	798.76	4.63	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	25	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	52	**41+25.0**	5.8' LT	802.79	796.95	4.59	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
	53	**40+78.7**	8.7' LT	803.17	796.86	5.06	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	
	54	**17+20.1 EB**	11.0' RT	803.26	793.57	8.44	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	
0010	60A	**657+50.1**	28.5' LT	802.26	797.96	5.22	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	60B	**658+25.0**	35.5' LT	801.25	797.88	4.37	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	60	**657+58.2**	23.5' LT	802.26	797.33	3.68	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	
	61A	**658+26.2**	28.7' RT	801.46	798.39	4.07	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	25	-	1	-	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	61B	**658+16.2**	29.4' RT	801.51	798.34	4.17	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	25	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	61	**657+82.2**	24.0' RT	801.82	796.70	3.87	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	
	70A	**21+83.1 EB**	13.4' LT	801.63	798.89	3.74	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	25	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	70	**22+03.2 EB**	31.8' RT	802.63	797.71	3.67	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
	71E	**20+92.3 EB**	28.6' RT	801.34	796.00	6.34	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	25	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	EX-63	**20+87.7 EB**	46.5' LT	801.30	795.73	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
	71A	**20+81.5 EB**	9.0' LT	800.87	795.62	4.75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	71B	**20+81.5 EB**	1.5' LT	801.44	795.59	6.85	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	71C	**21+00.3 EB**	43.2' RT	801.24	797.43	2.56	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
	71D	**20+81.5 EB**	37.0' RT	800.95	797.06	3.39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
	71	**20+81.5 EB**	28.5' RT	801.31	794.85	7.46	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	25	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	72A	**656+64.3**	54.0' RT	801.84	798.57	4.19	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	72B	**656+62.5**	70.0' RT	801.30	797.82	4.48	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	72	**656+65.9**	62.8' RT	801.54	794.53	5.76	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
	73	**656+08.1**	53.4' RT	801.70	794.30	8.40	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	84	**654+82.2**	41.0' RT	803.00	793.84	7.91	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	
	92	**654+20.0**	31.7' RT	803.69	794.23	8.21	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
	85	**654+20.0**	29.0' LT	803.83	793.98	8.60	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	
	86	**654+77.7**	34.4' LT	803.18	793.67	8.26	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	
0010	87	**655+12.5**	41.1' LT	802.11	793.59	9.52	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO INLET STRUCTURE
	88A	**655+79.8**	0.8' RT	802.62	797.77	5.77	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	88B	**655+72.1**	7.3' RT	802.32	797.57	5.67	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	50	-	-	-	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	88C	**655+40.9**	24.5' LT	802.25	798.09	5.16	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	25	-	1	-	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	88D	**655+50.0**	24.5' LT	802.21	796.79	6.42	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	25	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
0010	88E	**656+76.8**	48.1' LT	803.59	796.70	7.89	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
		SUBTOTALS 0010					**0**	**0**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**100**	**0**	**0**	**2**	
		SUBTOTALS 0020					**1**	**1**	**3**	**3**	**8**	**1**	**0**	**7**	**6**	**4**	**2**	**2**	**0**	**0**	**2**	**600**	**15**	**2**	**14**	

NOTES:
1. RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE OF STRUCTURES WITHIN CURB LINES. RIM ELEVATIONS ARE GIVEN AT THE CENTER OF ALL OTHER STRUCTURES.
2. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES.
3. STRUCTURE DEPTH = RIM ELEV - INVERT ELEV - CASTING HEIGHT - 6" ADJUSTMENT (+ 24" FOR CATCH BASIN STRUCTURES)
4. CASTING HEIGHT = 9" FOR TYPE COJ MANHOLE COVERS AND TYPE C INLET COVERS, 6" FOR TYPES COJ INLET COVERS AND COJ LOW POINT INLET COVERS, AND 7" FOR TYPE Z COVERS
5. ALL DRAINAGE STRUCTURES ARE CATEGORY 0020 UNLESS NOTED OTHERWISE.

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ID 5350-02-74 "MUNCIPAL SEWER & WATER ADJUSTMENTS" TABLE.

STORM SEWER STRUCTURES (2 OF 2)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	RIM ELEV	INVERT ELEV	STR DEPTH FEET	611.0420 RECONSTRUCTING MANHOLES EACH	611.0612 INLET COVERS TYPE C EACH	611.0666 INLET COVERS TYPE Z EACH	611.1003 CATCH BASINS 3-FT DIAMETER EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.2055 MANHOLES 5X5-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	612.0106 PIPE UNDERDRAIN 6-INCH LF	# SPV.0060.102 MANHOLE COVERS TYPE COJ EACH	SPV.0060.103 INLET COVERS TYPE COJ EACH	SPV.0060.104 INLET COVERS TYPE COJ LOW POINT EACH	COMMENTS
0010	88F	**656+54.6**	24.5'LT	803.04	796.54	7.50	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
0010	88G	**656+04.6**	41.4'LT	802.86	796.27	7.59	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
	88	**655+58.1**	42.8'LT	800.68	793.47	5.96	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
	89A	**18+35.5 WB**	16.4'RT	802.90	800.73	1.67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-
	89	**17+86.7 EB**	34.7'RT	802.80	793.30	8.25	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-
	90A	**655+53.6**	129.5'LT	803.14	800.08	4.06	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO INLET STRUCTURE
	90	**17+67.5 EB**	59.5'RT	803.55	793.23	9.07	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-
	SUBTOTALS 0010						**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**0**	**1**	**1**	
	SUBTOTALS 0020						**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**1**	**1**	**50**	**1**	**0**	**1**	
	TOTAL 0010						**0**	**0**	**1**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**150**	**0**	**1**	**3**	
	TOTAL 0020						**1**	**3**	**3**	**3**	**8**	**1**	**0**	**8**	**6**	**4**	**3**	**2**	**1**	**1**	**3**	**650**	**16**	**2**	**15**	
	PROJECT TOTAL						**1**	**3**	**4**	**4**	**11**	**1**	**1**	**8**	**6**	**4**	**3**	**2**	**1**	**1**	**3**	**800**	**16**	**3**	**18**	

NOTES:
1. RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE OF STRUCTURES WITHIN CURB LINES. RIM ELEVATIONS ARE GIVEN AT THE CENTER OF ALL OTHER STRUCTURES.
2. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES.
3. STRUCTURE DEPTH = RIM ELEV - INVERT ELEV - CASTING HEIGHT - 6" ADJUSTMENT (+ 24" FOR CATCH BASIN STRUCTURES)
4. CASTING HEIGHT = 9" FOR TYPE COJ MANHOLE COVERS AND TYPE C INLET COVERS, 6" FOR TYPES COJ INLET COVERS AND COJ LOW POINT INLET COVERS, AND 7" FOR TYPE Z COVERS
5. ALL DRAINAGE STRUCTURES ARE CATEGORY 0020 UNLESS NOTED OTHERWISE.
ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ID 5350-02-74 "MUNCIPAL SEWER & WATER ADJUSTMENTS" TABLE.

FENCING

CATEGORY	STATION	TO	STATION	LOCATION	616.0205 FENCE CHAIN LINK 5-FT LF
0010	653+00	-	659+00	USH 51	135
	659+00	-	660+15	USH 51	120
				TOTAL 0010	**255**

MONUMENTS

CATEGORY	LOCATION	621.1100 LANDMARK REFERENCE MONUMENTS AND CAST IRON COVERS EACH
0010	USH 51 & COURT ST/MILWAUKEE ST INTERSECTION	1
	TOTAL 0010	**1**

REMOVING SIGNS (1 OF 2)

CATEGORY	SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
0010	R100	1 OF 4	R1-2	-	1	1	YIELD
	R101	1 OF 4	WO12-1D	-	1	1	DOUBLE DOWN ARROW
	R102	1 OF 4	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R103	1 OF 4	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R104	1 OF 4	R3-2	R103	-	-	NO LEFT TURN SYMBOL
	R105	1 OF 4	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R106	1 OF 4	R5-1	SIGNAL POLE	1	-	DO NOT ENTER
	R107	1 OF 4	R4-7	-	1	1	KEEP RIGHT
	R108	1 OF 4	R10-11B	SIGNAL POLE	1	-	NO TURN ON RED
	R109	1 OF 4	R4-52R	SIGNAL POLE	1	-	KEEP RIGHT
	R110	1 OF 4	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R111	1 OF 4	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R112	1 OF 4	W10-2	-	1	1	CROSS ROAD TRACKS LEFT / RIGHT SIDE
	R113	1 OF 4	R3-8BA	-	1	1	LEFT ONLY, AHEAD ONLY, AHEAD ONLY
	R114	1 OF 4	R3-20L	R113	-	-	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW
	R115	1 OF 4	MP6-1	-	1	1	ARROW - RIGHT, LEFT, OR AHEAD
	R116	1 OF 4	R4-7	SIGNAL POLE	1	-	KEEP RIGHT
	R117	1 OF 4	R10-11B	SIGNAL POLE	1	-	NO TURN ON RED
	R118	1 OF 4	R1-1F	R117	-	-	STOP (FOLDING)
	R119	1 OF 4	R4-7	SIGNAL POLE	1	-	KEEP RIGHT
	R120	1 OF 4	R10-11B	SIGNAL POLE	1	-	NO TURN ON RED
	R121	1 OF 4	R5-1	SIGNAL POLE	1	-	DO NOT ENTER
	R122	1 OF 4	R4-7	-	1	1	KEEP RIGHT
	R123	1 OF 4	R3-4	SIGNAL POLE	1	-	NO U-TURN SYMBOL
	R124	1 OF 4	R1-1F	R123	-	-	STOP (FOLDING)
	R125	1 OF 4	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R126	1 OF 4	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R127	1 OF 4	R3-1	R126	-	-	NO RIGHT TURN SYMBOL
	R128	1 OF 4	W4-1R	-	1	1	MERGING TRAFFIC SYMBOL (RIGHT)
	R129	1 OF 4	M1-94H	SIGNAL POLE	-	-	OVERHEAD STREET NAME SIGN
	R130	1 OF 4	M1-94H	SIGNAL POLE	-	-	OVERHEAD STREET NAME SIGN
	R131	1 OF 4	M1-94H	SIGNAL POLE	-	-	OVERHEAD STREET NAME SIGN
	R200	2 OF 4	R3-7R	-	1	1	RIGHT LANE MUST TURN RIGHT
	R201	2 OF 4	R2-1	-	1	1	SPEED LIMIT 30 MPH
	R300	3 OF 4	M3-1	-	1	1	NORTH CARDINAL ROUTE MARKER
	R301	3 OF 4	M1-4	R300	-	-	US ROUTE MARKER
	R302	3 OF 4	M6-2	R300	-	-	ARROW TILT RIGHT OR LEFT
	R303	3 OF 4	W4-1R	-	1	1	MERGING TRAFFIC SYMBOL (RIGHT)
	R304	3 OF 4	W5-52L	R303	-	-	CLEARANCE STRIPER DOWN RIGHT
	R305	3 OF 4	R1-1	-	1	1	STOP
	R306	3 OF 4	R3-2	R305	-	-	NO LEFT TURN SYMBOL
	R307	3 OF 4	R4-7	-	1	1	KEEP RIGHT
	R308	3 OF 4	W5-52L	R307	-	-	CLEARANCE STRIPER DOWN RIGHT
	R309	3 OF 4	W10-1	-	1	1	RAILROAD CROSSING
	R310	3 OF 4	W10-1A	R309	-	-	EXEMPT (SEE R15-3 ALSO)
	R311	3 OF 4	M3-1	LIGHT POLE	1	-	NORTH CARDINAL ROUTE MARKER
	R312	3 OF 4	M1-4	R311	-	-	US ROUTE MARKER
	R313	3 OF 4	M5-2L	R311	-	-	ADVANCE ARROW LEFT BENT
	R314	3 OF 4	M3-3	LIGHT POLE	1	-	SOUTH CARDINAL ROUTE MARKER
	R315	3 OF 4	M1-4	R314	-	-	US ROUTE MARKER
SUBTOTAL					**33**	**15**	

REMOVING SIGNS (2 OF 2)

CATEGORY	SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
0010	R316	3 OF 4	M6-2	R314	-	-	ARROW TILT RIGHT OR LEFT
	R317	3 OF 4	I5-1	R314	-	-	AIRPORT SYMBOL
	R318	3 OF 4	---	R314	-	-	CUSTOM SIGN "AIRPORT"
	R319	3 OF 4	MK6-1	R314	-	-	ARROW - RIGHT, LEFT, OR AHEAD
	R320	3 OF 4	W12-1D	-	1	1	DOUBLE DOWN ARROWS
	R400	4 OF 4	R2-1	-	1	1	SPEED LIMIT 25 MPH
	R401	4 OF 4	R2-1	-	1	1	SPEED LIMIT 25 MPH
	R402	4 OF 4	W4-1R	-	1	1	MERGING TRAFFIC SYMBOL (RIGHT)
	R403	4 OF 4	R3-9C	-	1	-	BEGIN (PLAQUE)
SUBTOTAL					**5**	**4**	
TOTAL 0010					**38**	**19**	

PERMANENT SIGNING (1 OF 2)

CATEGORY	SIGN #	SIGN CODE	SHEET #	SIGN SIZE	SIGN SIZE W IN.	SIGN SIZE 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	638.2102 MOVING SIGNS TYPE II EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
0010	100	R1-1F	1 OF 4	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	101	W12-1D	1 OF 4	2S	24	X	24	-	-	4	1	-	-	-	-	-	DOUBLE DOWN ARROWS	-
	102	R1-1F	1 OF 4	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	103	R1-1F	1 OF 4	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	104	R3-2	1 OF 4	2S	24	X	24	4	-	-	-	1	-	-	-	-	NO LEFT TURN SYMBOL	-
	105	R1-1F	1 OF 4	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	106	R5-1	1 OF 4	2S	30	X	30	6.25	-	-	-	-	-	-	-	SIGNAL POLE	DO NOT ENTER	-
	107	R4-7	1 OF 4	2S	24	X	30	5	-	-	-	-	-	-	-	SIGNAL POLE	KEEP RIGHT	-
	108	W12-1D	1 OF 4	2S	24	X	24	-	-	4	-	-	-	-	-	SIGNAL POLE	DOUBLE DOWN ARROWS	-
	109	R1-1F	1 OF 4	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	110	R1-1F	1 OF 4	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	111	W10-2	1 OF 4	2S	36	X	36	-	-	9	-	-	-	1	-	-	CROSS ROAD TRACKS LEFT / RIGHT SIDE	-
	112	R1-1F	1 OF 4	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	113	R3-20L	1 OF 4	2S	24	X	36	6	-	-	-	-	1	-	-	-	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	-
	114	MP6-1	1 OF 4	2S	21	X	21	3.06	-	-	-	-	-	-	-	-	ARROW - RIGHT, LEFT, OR AHEAD	-
	115	R4-7	1 OF 4	2S	24	X	30	5	-	-	-	-	-	-	-	SIGNAL POLE	KEEP RIGHT	-
	116	W12-1D	1 OF 4	2S	24	X	24	-	-	4	-	-	-	-	-	SIGNAL POLE	DOUBLE DOWN ARROWS	-
	117	R1-1F	1 OF 4	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	118	R4-7	1 OF 4	2S	24	X	30	5	-	-	-	-	-	-	-	SIGNAL POLE	KEEP RIGHT	-
	119	R4-7	1 OF 4	2S	24	X	30	5	-	-	-	-	-	-	-	SIGNAL POLE	KEEP RIGHT	-
	120	R5-1	1 OF 4	2S	30	X	30	6.25	-	-	-	-	-	-	-	SIGNAL POLE	DO NOT ENTER	-
	121	R4-7	1 OF 4	2S	24	X	30	5	-	-	-	1	-	-	-	-	KEEP RIGHT	-
	122	R3-4	1 OF 4	2S	24	X	24	4	-	-	-	-	-	-	-	SIGNAL POLE	NO U-TURN SYMBOL	-
	123	R1-1F	1 OF 4	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	124	R1-1F	1 OF 4	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	125	R1-1F	1 OF 4	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	126	R3-1	1 OF 4	2S	24	X	24	4	-	-	-	-	-	-	-	SIGNAL POLE	NO RIGHT TURN SYMBOL	-
	127	R5-1A	1 OF 4	2S	36	X	24	6	-	-	-	-	-	-	-	LIGHT POLE	WRONG WAY	-
	128	M1-94H	1 OF 4	2S	78	X	18	9.75	-	-	-	-	-	-	-	SIGNAL POLE	OVERHEAD STREET NAME SIGN	W COURT ST
	129	M1-94H	1 OF 4	2S	78	X	18	9.75	-	-	-	-	-	-	-	SIGNAL POLE	OVERHEAD STREET NAME SIGN	W COURT ST
	130	M1-94H	1 OF 4	2S	78	X	30	16.25	-	-	-	-	-	-	-	SIGNAL POLE	OVERHEAD STREET NAME SIGN	CENTERWAY (TOP) / CENTER AVE (BOTTOM)
	131	M1-94H	1 OF 4	2S	78	X	30	16.25	-	-	-	-	-	-	-	SIGNAL POLE	OVERHEAD STREET NAME SIGN	CENTER AVE (TOP) / CENTERWAY (BOTTOM)
	M101		1 OF 4		24	X	9	-	-	-	-	-	-	-	1	114	CUSTOM SIGN "DOWNTOWN"	-
	M102	M1-92	1 OF 4	2S	24	X	24	-	-	-	-	-	-	-	-	114	ROCK RIVER TRAIL SCENIC AND HISTORIC ROUTE	-
	200	R3-7R	2 OF 4	2S	30	X	30	6.25	-	-	-	-	-	-	-	LIGHT POLE	RIGHT LANE MUST TURN RIGHT	-
	201	R3-8EAR	2 OF 4	2S	54	X	30	11.25	-	-	-	2	-	-	-	-	LEFT-AHEAD, AHEAD ONLY, RIGHT ONLY	-
	202	R2-1	2 OF 4	2S	24	X	30	5	-	-	-	-	1	-	-	-	SPEED LIMIT 30 MPH	-
	300	M3-1	3 OF 4	2S	24	X	12	2	-	-	-	-	1	-	-	-	NORTH CARDINAL ROUTE MARKER	-
	301	M1-4	3 OF 4	2S	24	X	24	4	-	-	-	-	-	-	-	300	US ROUTE MARKER	-
	302	M5-2L	3 OF 4	2S	21	X	21	3.06	-	-	-	-	-	-	-	300	ADVANCE ARROW LEFT BENT	-
	303	R2-1	3 OF 4	2S	24	X	30	5	-	-	-	-	-	-	-	LIGHT POLE	SPEED LIMIT 30 MPH	-
	304	R1-1	3 OF 4	2S	30	X	30	5.18	-	-	-	-	1	-	-	-	STOP	-
	305	R3-2	3 OF 4	2S	24	X	24	4	-	-	-	-	-	-	-	304	NO LEFT TURN SYMBOL	-
	306	W12-1R	3 OF 4	2S	24	X	24	-	-	4	-	-	1	-	-	-	DOWN ARROW [RIGHT]	-
	307	R4-7	3 OF 4	2S	24	X	30	5	-	-	-	1	-	-	-	-	KEEP RIGHT	-
	308	R3-20L	3 OF 4	2S	24	X	36	6	-	-	-	-	1	-	-	-	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	-
	309	R5-1A	3 OF 4	2S	36	X	24	6	-	-	-	-	-	-	-	308 (BACK)	WRONG WAY	-
	310	R2-1	3 OF 4	2S	24	X	30	5	-	-	-	1	-	-	-	-	SPEED LIMIT 30 MPH	-
	311	R6-2R	3 OF 4	2S	24	X	30	5	-	-	-	1	-	-	-	-	ONE WAY RIGHT ARROW	-
	312	M3-3	3 OF 4	2S	24	X	12	2	-	-	-	-	-	-	-	LIGHT POLE	SOUTH CARDINAL ROUTE MARKER	-
SUBTOTAL								**191.3**	**56.98**	**25**	**1**	**7**	**6**	**1**	**1**			

3

PERMANENT SIGNING (2 OF 2)

CATEGORY	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	638.2102 MOVING SIGNS TYPE II EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
0010	313	M1-4	3 OF 4	2S 24	X	24	4	-	-	-	-	-	-	-	LIGHT POLE	US ROUTE MARKER	-
	314	M5-1R	3 OF 4	2S 21	X	21	3.06	-	-	-	-	-	-	-	LIGHT POLE	ADVANCE ARROW RIGHT TURN	-
	315	W10-1	3 OF 4	2S 36	X	36	-	-	7.07	-	-	-	-	-	LIGHT POLE	RAILROAD CROSSING	-
	316	W10-1A	3 OF 4	2S 24	X	12	-	-	2	-	-	-	-	-	LIGHT POLE	EXEMPT (SEE R15-3 ALSO)	-
	317	R3-8LAAR	3 OF 4	2S 72	X	30	15	-	-	-	2	-	-	-	-	LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY	-
	318	R5-1A	3 OF 4	2S 36	X	24	6	-	-	-	-	-	-	-	LIGHT POLE (BACK)	WRONG WAY	-
	319	M3-3	3 OF 4	2S 24	X	12	2	-	-	-	-	-	-	-	LIGHT POLE	SOUTH CARDINAL ROUTE MARKER	-
	320	M1-4	3 OF 4	2S 24	X	24	4	-	-	-	-	-	-	-	LIGHT POLE	US ROUTE MARKER	-
	321	M6-1	3 OF 4	2S 21	X	21	3.06	-	-	-	-	-	-	-	LIGHT POLE	ARROW - RIGHT, LEFT, OR AHEAD	-
	322	I5-1	3 OF 4	2S 24	X	24	4	-	-	-	-	-	-	-	LIGHT POLE	AIRPORT SYMBOL	-
	323	MK6-1	3 OF 4	2S 21	X	21	3.06	-	-	-	-	-	-	-	LIGHT POLE	ARROW - RIGHT, LEFT, OR AHEAD	-
	324	M3-1	3 OF 4	2S 24	X	12	2	-	-	-	-	1	-	-	-	NORTH CARDINAL ROUTE MARKER	-
	325	M1-4	3 OF 4	2S 24	X	24	4	-	-	-	-	-	-	-	324	US ROUTE MARKER	-
	326	M6-2	3 OF 4	2S 21	X	21	3.06	-	-	-	-	-	-	-	324	ARROW TILT RIGHT OR LEFT	-
	327	W12-1D	3 OF 4	2S 24	X	24	-	-	4	1	-	-	-	-	-	DOUBLE DOWN ARROWS	-
	328	R3-17	3 OF 4	2S 30	X	24	5	-	-	-	1	-	-	-	-	BIKE LANE (BIKE SYMBOL)	-
	329	R8-8	3 OF 4	2S 24	X	30	5	-	-	-	1	-	-	-	-	DO NOT STOP ON TRACKS	-
	330	R8-8	3 OF 4	2S 24	X	30	5	-	-	-	1	-	-	-	-	DO NOT STOP ON TRACKS	-
	331	R8-8	3 OF 4	2S 24	X	30	5	-	-	-	1	-	-	-	-	DO NOT STOP ON TRACKS	-
	332	R8-8	3 OF 4	2S 24	X	30	5	-	-	-	1	-	-	-	-	DO NOT STOP ON TRACKS	-
	333	R3-17	3 OF 4	2S 30	X	24	5	-	-	-	1	-	-	-	-	BIKE LANE (BIKE SYMBOL)	-
	M300	D3-1	3 OF 4				-	-	-	-	-	-	-	1	304	STREET NAME SIGN	MADISON ST
	M301	D3-1	3 OF 4				-	-	-	-	-	-	-	-	304	STREET NAME SIGN	COURT ST
	400	R2-1	4 OF 4	2S 24	X	30	5	-	-	-	1	-	-	-	-	SPEED LIMIT 25 MPH	-
	401	R7-1L	4 OF 4	2S 18	X	24	3	-	-	-	1	-	-	-	-	NO PARKING ANY TIME - LEFT ARROW	-
	402	R5-1A	4 OF 4	2S 36	X	24	6	-	-	-	-	-	-	-	400 (BACK)	WRONG WAY	-
	403	R2-1	4 OF 4	2S 24	X	30	5	-	-	-	1	-	-	-	-	SPEED LIMIT 25 MPH	-
	404	R5-1A	4 OF 4	2S 36	X	24	6	-	-	-	-	-	-	-	403 (BACK)	WRONG WAY	-
SUBTOTAL							**108.24**	**0**	**13.07**	**1**	**11**	**1**	**0**	**1**			
TOTAL 0010							**299.54**	**56.98**	**38.07**	**2**	**18**	**7**	**1**	**2**			

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7560 TRACKING PADS EACH
0010	653+83	-	659+00	USH 51	-	-	15	2	17	5	2
	659+00	-	660+15	USH 51	-	-	-	-	3	-	1
	15+65 EB	-	21+00 EB	COURT ST EB	-	-	9	7	8	4	1
	21+00 EB	-	22+08 EB	COURT ST EB	-	-	1	-	2	-	1
	15+55 WB	-	21+05 WB	COURT ST WB	-	-	2	-	4	2	2
	40+50	-	41+30	MADISON ST	-	-	1	-	1	-	1
				UNDISTRIBUTED	5	5	7	2	9	3	2
				TOTAL 0010	**5**	**5**	**35**	**11**	**44**	**14**	**10**

RESTORATION

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0200 SEEDING TEMPORARY LB	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
0010	653+83	-	659+00	USH 51	828	-	0.53	-	19	828
	659+00	-	660+15	USH 51	163	-	0.11	-	4	163
	15+65 EB	-	21+00 EB	COURT ST EB	1,445	-	0.91	-	33	1,445
	21+00 EB	-	22+08 EB	COURT ST EB	211	-	0.14	-	5	211
	15+55 WB	-	21+05 WB	COURT ST WB	453	-	0.29	-	11	453
	40+50	-	41+30	MADISON ST	106	-	0.07	-	3	106
				UNDISTRIBUTED	-	160	-	5	-	-
				TOTAL 0010	**3,206**	**160**	**2.05**	**5**	**75**	**3,206**

DETOUR

CATEGORY	LOCATION	## 643.0420 TRAFFIC CONTROL BARRICADES TYPE III + EACH	643.0420 DAY	## 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A + EACH	643.0705 DAY	# 643.0900 TRAFFIC CONTROL SIGNS + EACH	643.0900 DAY	### 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	+ ESTIMATED CALENDAR DAYS
0010	STAGE 1	4	376	8	752	322	30,268	10	28	94
	TOTAL 0010	**376**		**752**		**30,268**		**10**	**28**	

\+ FOR INFORMATION ONLY
# ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "TRAFFIC CONTROL" AND "TEMPORARY PEDESTRIAN ACCOMMODATIONS" TABLES.
ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "TRAFFIC CONTROL" TABLE.
QUANTITY CONSISTS OF 10 TOTAL SIGNS WITH 1 COVERING CYCLE PER SIGN.

TEMPORARY PAVEMENT MARKING

CATEGORY		STATION	TO	STATION	LOCATION	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) LF	643.3280 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE) LF	643.3550 TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE) EACH	643.3960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF
0010	STAGE 2	647+00	-	653+00	USH 51	783	96	85	-	1	182
		653+00	-	659+00	USH 51	1,168	567	151	200	2	-
		659+00	-	666+00	USH 51	567	551	-	-	-	215
		20+00 EB	-	22+08 EB	COURT ST EB	209	-	-	80	-	-
					SUBTOTAL	2,727	1,214	-	-	-	-
					TOTAL 0010	**3,941**		**236**	**280**	**3**	**397**

TEMPORARY PEDESTRIAN ACCOMMODATIONS

CATEGORY	LOCATION	# 643.0900 TRAFFIC CONTROL SIGNS + EACH	# 643.0900 TRAFFIC CONTROL SIGNS DAY	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	+ ESTIMATED CALENDAR DAYS
0010	STAGE 1 (ROUTE A)	38	2,774	442	292	40	1,300	73
	STAGE 1 (ROUTE B)	29	609	-	42	20	1,480	21
	STAGE 2	24	1,032	-	43	10	1,070	43
	STAGE 2 (UPRR DETOUR)	18	378	-	21	10	36	21
	UNDISTRIBUTED		240	20	20	10	190	
	TOTAL 0010	**5,033**		**462**	**418**	**90**	**4,076**	

+ FOR INFORMATION ONLY
# ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "DETOUR" AND "TRAFFIC CONTROL" TABLES.

TRAFFIC CONTROL

CATEGORY	LOCATION	643.0300 TRAFFIC CONTROL DRUMS + EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	## 643.0420 TRAFFIC CONTROL BARRICADES TYPE III + EACH	## 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	## 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A + EACH	## 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C + EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	# 643.0900 TRAFFIC CONTROL SIGNS + EACH	# 643.0900 TRAFFIC CONTROL SIGNS DAY	+ ESTIMATED CALENDAR DAYS
0010	STAGE 1	20	280	39	3,666	-	-	78	7,332	-	-	-	27	2,538	94
	STAGE 2	79	3,397	63	2,709	82	82	126	5,418	19	817	86	68	2,924	43
	UNDISTRIBUTED		185		320	5	5		640		40	5		275	
	TOTAL 0010	**3,862**		**6,695**		**87**	**87**	**13,390**		**857**		**91**	**5,737**		

+ FOR INFORMATION ONLY
# ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "DETOUR" AND "TEMPORARY PEDESTRIAN ACCOMMODATIONS" TABLES.
ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "DETOUR" TABLE.

FILE NAME : T:\1202703\Civil 3D\53500200\Design\Quantities\Five Points\53500272_030201-mq.ppt PLOT DATE : 5/17/2024 5:22 PM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (YELLOW) LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE) LF	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE) LF	646.8120 MARKING CURB EPOXY (YELLOW) LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH	646.9310 MARKING REMOVAL SPECIAL MARKING WATER BLASTING EACH	SPV.0060.106 MARKING RAILROAD CROSSING GROOVED EPOXY (WHITE) EACH	SPV.0060.107 MARKING SYMBOL GROOVED EPOXY (WHITE) EACH	SPV.0060.108 MARKING ARROW GROOVED EPOXY (TYPE 1) (WHITE) EACH	SPV.0060.108 MARKING ARROW GROOVED EPOXY (TYPE 2) (WHITE) EACH	SPV.0060.108 MARKING ARROW GROOVED EPOXY (TYPE 3) (WHITE) EACH	SPV.0060.108 MARKING ARROW GROOVED EPOXY (BIKE LANE) (WHITE) EACH	SPV.0060.109 MARKING WORD GROOVED EPOXY (WHITE) EACH	SPV.0090.105 MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	SPV.0090.106 MARKING CROSSWALK GROOVED EPOXY BLOCK STYLE 12-INCH (WHITE) LF	SPV.0090.107 MARKING STOP LINE GROOVED EPOXY 18-INCH (WHITE) LF	SPV.0090.108 MARKING DIAGONAL GROOVED EPOXY 12-INCH (WHITE) LF
0010	653+83	-	659+00	USH 51	865	225	442	30	3	-	-	-	3	4	1	-	1	-	-	210	-
	659+00	-	660+15	USH 51	230	50	64	-	-	-	-	-	1	1	1	-	-	-	-	-	-
	15+65 EB	-	21+00 EB	COURT ST EB	298	100	413	103	1	-	-	-	2	5	-	-	1	-	-	-	-
	21+00 EB	-	22+08 EB	COURT ST EB	-	37.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	15+55 WB	-	21+05 WB	COURT ST WB	278	87.5	44	81	1	2	2	-	2	1	-	-	-	-	-	-	-
	40+50	-	41+30	MADISON ST	174	-	-	10	1	-	-	-	-	1	-	-	-	-	-	18	-
				SUBTOTAL	1,845	500	-	-	-	-	-	-	8	12	2	0	-	-	-	-	-
				TOTAL 0010	**2,345**		**963**	**224**	**6**	**2**	**2**	**0**	**22**				**2**	**0**	**0**	**228**	**0**
0030	653+83	-	659+00	USH 51	-	-	-	-	-	-	-	-	-	-	-	-	-	718	570	-	-
	659+00	-	660+15	USH 51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	15+65 EB	-	21+00 EB	COURT ST EB	-	498	-	-	-	-	-	2	-	-	-	2	-	-	-	-	34
	21+00 EB	-	22+08 EB	COURT ST EB	-	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	15+55 WB	-	21+05 WB	COURT ST WB	-	310	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-
	40+50	-	41+30	MADISON ST	-	-	-	-	-	-	-	-	-	-	-	-	-	166	-	-	-
				SUBTOTAL	-	866	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-
				TOTAL 0030	**866**		**0**	**0**	**0**	**0**	**0**	**3**	**3**				**0**	**884**	**570**	**0**	**34**
				PROJECT TOTAL	**3,211**		**963**	**224**	**6**	**2**	**2**	**3**	**25**				**2**	**884**	**570**	**228**	**34**

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8501.001 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 5350-02-72 EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.001 CONSTRUCTION STAKING SIDEWALK 5350-02-72 EACH	650.9911.001 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 5350-02-72 EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	653+83	-	659+00	USH 51	-	517	-	517	-	26	-	-	517
	659+00	-	660+15	USH 51	-	115	-	115	-	-	-	-	115
	15+65 EB	-	21+00 EB	COURT ST EB	-	535	653	225	-	3	-	-	535
	21+00 EB	-	22+08 EB	COURT ST EB	-	87	-	87	-	-	-	-	87
	15+55 WB	-	21+05 WB	COURT ST WB	-	550	552	191	-	-	-	-	550
	40+50	-	41+30	MADISON ST	-	80	263	-	-	5	-	-	80
				TOTAL 0010	**45**	**1,884**	**1,468**	**1,135**	**1**	**34**	**1**	**1**	**1,884**

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	653+83	-	659+00	USH 51	69	452
	659+00	-	660+15	USH 51	-	211
	15+65 EB	-	21+00 EB	COURT ST EB	102	608
	21+00 EB	-	22+08 EB	COURT ST EB	403	17
	15+55 WB	-	21+05 WB	COURT ST WB	30	585
	40+50	-	41+30	MADISON ST	90	151
				UNDISTRIBUTED	70	200
				TOTAL 0010	**764**	**2,224**

3

REMOVING CONCRETE BASES

CATEGORY	SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
0010	SB1	1
	SB2	1
	SB3	1
	SB4	1
	SB5	1
	SB6	1
	SB7	1
	SB8	1
	SB9	1
	SB10	1
	SB11	1
	SB12	1
	SB13	1
	SB14	1
	SB15	1
	SB16	1
	LP1	1
	TOTAL 0010	**17**

TRAFFIC SIGNAL REMOVALS

CATEGORY	LOCATION	204.9060.S.201 REMOVING TRAFFIC SIGNALS EACH
0010	USH 51 & COURT ST/MILWAUKEE ST	1
	TOTAL 0010	**1**

REMOVING PULL BOXES

CATEGORY	PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
0010	PB1	1
	PB2	1
	TOTAL 0010	2

LAMP, BALLAST, LED, SWITCH DISPOSAL

CATEGORY	FIXTURE TYPE	659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
0010	TRAFFIC SIGNAL, THREE SECTION	21
	TRAFFIC SIGNAL, FIVE SECTION	2
	MERCURY SWITCHES	1
	TOTAL 0010	**24**

NOTE: CITY OF JANESVILLE WILL PICK UP ALL SALVAGED SIGNAL MATERIALS ON-SITE.

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

SIGNAL BASE NO.	TRAFFIC SIGNAL, THREE SECTION EACH	TRAFFIC SIGNAL, FIVE SECTION EACH	MERCURY SWITCHES EACH
SB1	1	-	-
SB2	1	-	-
SB3	1	-	-
SB4	1	1	-
SB5	1	-	-
SB6	1	-	-
SB8	3	-	-
SB9	1	-	-
SB10	1	-	-
SB11	2	-	-
SB12	3	-	-
SB13	1	-	-
SB15	3	-	-
SB16	1	1	-
CB1	-	-	1
TOTAL	**21**	**2**	**1**

USH 51 & COURT ST / MILWAUKEE ST
CITY OF JANESVILLE

CONDUIT

CATEGORY	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
0010	CB1	PB1	-	162	-	-
	PB1	PB2	175	-	-	-
	PB1	PB3	-	243	-	-
	PB3	PB4	-	55	-	-
	PB3	PB5	12	-	-	-
	PB3	PB6	-	-	160	-
	PB3	PB7	-	132	-	-
	PB3	SB5	14	-	-	-
	PB3	SB6	15	-	-	-
	PB4	SB4	17	-	-	-
	PB7	PB8	27	-	-	-
	PB7	PB9	-	96	-	-
	PB8	SB7	-	16	-	-
	PB9	SB8	63	-	-	-
	PB9	SB9	28	-	-	-
	PB9	SB10	-	46	-	-
	PB9	PB10	-	138	-	-
	PB10	PB11	-	96	-	-
	PB11	EX LP3	18	-	-	-
	PB11	SB11	28	-	-	-
	PB11	PB12	-	43	-	-
	PB11	PB13	-	152	-	-
	PB12	SB12	3	-	-	-
	PB12	SB13	9	-	-	-
	PB13	PB14	172	-	-	-
	PB13	PB15	-	108	-	-
	PB15	SB14	24	-	-	-
	PB15	SB22	109	-	-	-
	PB15	PB16	-	80	-	-
	PB16	SB15	7	-	-	-
	PB16	SB16	-	11	-	-
	PB16	PB17	102	-	-	-
	PB16	PB20	15	-	-	-
	PB16	PB21	-	150	-	-
	PB16	EX LP2	24	-	-	-
	PB17	SB20	5	-	-	-
	PB17	PB18	-	74	-	-
	PB18	SB21	11	-	-	-
	PB18	PB19 ##	-	-	-	166
	PB18	EX PB1	122	-	-	-
	PB21	SB17	-	17	-	-
	PB21	PB22	-	96	-	-
	PB22	SB18	-	5	-	-
	PB22	SB19	11	-	-	-
	PB22	PB23	-	162	-	-
	PB23	PB24	-	66	-	-
	PB24	EX LP1	10	-	-	-
	PB24	PB25	-	29	-	-
	PB24	SB1	13	-	-	-
	PB24	CB1	-	69	-	-
	PB25	SB2	10	-	-	-
	PB25	SB3	9	-	-	-
	RR PB	CB1	19	-	-	-
		TOTAL 0010	**1072**	**2046**	**160**	**166**

INSTALLATION OF CONDUIT UNDERNEATH RAILROAD REQUIRES BORING AND JACKING. SEE SPV.0090.201.

TRAFFIC DETECTOR LOOPS

CATEGORY	LOOP NO.	HOME RUN PB	LOCATION ##	SIZE (FT)x(FT)	NO. OF TURNS	PAVEMENT TYPE	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
0010	21	PB14	STA 653+93; 29' RT	6X8	5	CONCRETE	60	460	172
	22	PB14	STA 653+94; 19' RT	6X8	5	CONCRETE	80	460	192
	31	PB8	STA 657+64; 62' RT	6X20	3	CONCRETE	78	146	182
	32	PB8	STA 657+42; 44' RT	6X20	3	CONCRETE	72	146	176
	41	PB19	STA 655+52; 230' LT	6X8	5	HMA	70	448	182
	42	PB19	STA 655+58; 234' LT	6X8	5	HMA	94	448	206
	43	PB20	STA 656+06; 61' LT	6X10	3	HMA	50	210	114
	44	PB20	STA 656+19; 38' LT	6X20	3	CONCRETE	76	210	180
	45	PB20	STA 656+17; 61' LT	6X10	3	HMA	78	210	142
	46	PB20	STA 656+33; 38' LT	6X20	3	CONCRETE	106	210	210
	47	PB17	STA 655+32; 46' LT	6X20	3	CONCRETE	92	245	196
	61	PB2	STA 659+87; 17' LT	6X6	4	CONCRETE	56	243	128
	62	PB2	STA 659+87; 5' LT	6X6	4	CONCRETE	80	243	152
	71	PB21	STA 656+49; 57' LT	6X20	3	HMA	72	146	176
	72	PB21	STA 656+59; 47' LT	6X6	3	HMA	50	146	98
	73	PB22	STA 656+69; 37' LT	6X6	3	HMA	52	125	100
	81	PB6	STA 659+36; 136' RT	6X6	5	CONCRETE	48	301	144
	82	PB6	STA 659+31; 143' RT	6X6	5	CONCRETE	66	301	162
	83	PB5	STA 658+14; 61' RT	6X20	3	CONCRETE	70	162	174
	84	PB5	STA 657+92; 44' RT	6X20	3	CONCRETE	74	162	178
	85	PB5	STA 658+01; 63' RT	6X20	3	CONCRETE	90	162	194
	86	PB5	STA 657+79; 46' RT	6X20	3	CONCRETE	102	162	206
						TOTAL 0010	**1,616**	**5,346**	**3,664**

LOCATION IS TO FRONT CENTER OF DETECTOR LOOP. FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
SDD INSTALLATION REFERENCE: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	LOCATION	656.0201.201 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH
0010	USH 51 & COURT ST/MILWAUKEE ST	1
	TOTAL 0010	**1**

SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	658.5070.201 SIGNAL MOUNTING HARDWARE EACH
0010	USH 51 & COURT ST/MILWAUKEE ST	1
	TOTAL 0010	**1**

3

PULL BOXES

CATEGORY	PULL BOX NO.	LOCATION ##	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0140 PULL BOXES STEEL 24x42-INCH EACH
0010	PB1	STA 658+13; 38.7' LT	-	1
	PB2	STA 659+87; 36.0' LT	1	-
	PB3	STA 658+21; 41.6' RT	-	1
	PB4	STA 657+82; 3.4' RT	-	1
	PB5	STA 658+19; 51.6' RT	1	-
	PB6	STA 659+44; 122.2' RT	-	1
	PB7	STA 657+85; 66.6' RT	-	1
	PB8	STA 657+66; 46.7' RT	1	-
	PB9	STA 657+58; 86.1' RT	-	1
	PB10	STA 657+00; 122.1' RT	-	1
	PB11	STA 656+74; 82.1' RT	-	1
	PB12	STA 656+58; 41.4' RT	-	1
	PB13	STA 656+01; 57.6' RT	-	1
	PB14	STA 653+99; 46.3' RT	1	-
	PB15	STA 655+98; 4.1' RT	-	1
	PB16	STA 655+95; 35.3' LT	-	1
	PB17	STA 655+51; 37.2' LT	-	1
	PB18	STA 655+27; 60.0' LT	-	1
	PB19	STA 655+39; 221.0' LT	-	1
	PB20	STA 655+96; 51.2' LT	1	-
	PB21	STA 656+41; 45.6' LT	-	1
	PB22	STA 656+71; 56.1' LT	-	1
	PB23	STA 657+24; 69.2' LT	-	1
	PB24	STA 657+41; 55.2' LT	-	1
	PB25	STA 657+34; 27.2' LT	-	1
	RR PB	STA 657+49; 61.6' LT	-	1
		TOTAL 0010	**5**	**21**

FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

CONCRETE BASES

CATEGORY	SIGNAL BASE NO.	LOCATION ##	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0105 CONCRETE BASES TYPE 5 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
0010	SB1	STA 657+53; 51.8' LT	1	-	-	-	-	-
	SB2	STA 657+43; 28.4' LT	1	-	-	-	-	-
	SB3	STA 657+31; 34.9' LT	1	-	-	-	-	-
	SB4	STA 657+66; 4.1' RT	1	-	-	-	-	-
	SB5	STA 658+09; 34.0' RT	1	-	-	-	-	-
	SB6	STA 658+07; 41.0' RT	-	1	-	-	-	-
	SB7	STA 657+53; 36.9' RT	-	-	-	-	1	-
	SB8	STA 657+17; 39.2' RT	1	-	-	-	-	-
	SB9	STA 657+30; 89.9' RT	1	-	-	-	-	-
	SB10	STA 657+17; 65.4' RT	-	-	-	1	-	-
	SB11	STA 656+48; 71.6' RT	1	-	-	-	-	-
	SB12	STA 656+60; 43.2' RT	1	-	-	-	-	-
	SB13	STA 656+51; 44.5' RT	1	-	-	-	-	-
	SB14	STA 656+23; 3.5' RT	--	1	-	-	-	-
	SB15	STA 656+02; 36.9' LT	1	-	-	-	-	-
	SB16	STA 656+02; 27.7' LT	-	-	-	1	-	-
	SB17	STA 656+52; 35.6' LT	-	-	-	1	-	-
	SB18	STA 656+71; 51.3' LT	-	-	-	1	-	-
	SB19	STA 656+63; 63.9' LT	1	-	-	-	-	-
	SB20	STA 655+47; 35.3' LT	1	-	-	-	-	-
	SB21	STA 655+19; 53.9' LT	1	-	-	-	-	-
	SB22	STA 654+86; 4.0' RT	1	-	-	-	-	-
	CB1	STA 657+62; 49.4' LT	-	-	-	-	-	1
	LP1	STA 659+07; 39.7' LT	-	-	1	-	-	-
		TOTAL 0010	**15**	**2**	**1**	**4**	**1**	**1**

FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

TRAFFIC SIGNAL EVP DETECTOR CABLE

CATEGORY	FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF
0010	CB1	SB7 (HEAD A)	337
	CB1	SB16 (HEAD B)	300
	CB1	SB10 (HEAD C)	375
	CB1	SB7 (HEAD D)	332
		TOTAL 0010	**1344**

FURNISH & INSTALL TRAFFIC SIGNAL CABINET & CONTROLLER

CATEGORY	LOCATION	SPV.0060.201 FURNISH & INSTALL TRAFFIC SIGNAL CABINET & CONTROLLER EACH
0010	USH 51 & COURT ST/MILWAUKEE ST	1
	TOTAL 0010	**1**

FURNISH & INSTALL EVP SYSTEM

CATEGORY	LOCATION	SPV.0060.202 FURNISH & INSTALL EVP SYSTEM EACH
0010	USH 51 & COURT ST/MILWAUKEE ST	1
	TOTAL 0010	**1**

3

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

CATEGORY	FROM	TO	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF
0010	CB1	SB1	61	-	-	-
	CB1	SB2	-	-	89	-
	CB1	SB3	-	88	-	-
	CB1	SB4	-	261	-	-
	CB1	SB5	186	-	-	-
	CB1	SB6	-	186	-	186
	CB1	SB7	-	-	289	-
	CB1	SB8	-	348	-	-
	CB1	SB9	307	-	-	-
	CB1	SB10	327	-	-	-
	CB1	SB11	494	-	-	-
	CB1	SB12	542	-	-	-
	CB1	SB13	-	-	549	-
	CB1	SB14	-	320	-	-
	CB1	SB15	-	252	-	-
	CB1	SB16	-	252	-	-
	CB1	SB17	-	197	-	-
	CB1	SB18	135	-	-	-
	CB1	SB19	141	-	-	-
	CB1	SB20	312	-	-	-
	CB1	SB21	-	371	-	-
	CB1	SB22	415	-	-	-
	CB1	EX LP1	-	-	-	47
	SB6	EX LP3	-	-	-	305
	EX LP1	EX LP2	-	-	-	527
	EX LP2	EX LP4	-	-	-	380
	UNDISTRIBUTED*		-	500	-	-
	TOTAL 0010		**2,920**	**2,775**	**927**	**1,445**

* RR PREEMPT

TRAFFIC SIGNAL CABLE AND WIRE

CATEGORY	FROM	TO	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
0010	SB6	LUMIN.	117
	LP1	LUMIN.	117
	TOTAL 0010		**234**

TRAFFIC SIGNAL CABLE AND WIRE (GROUNDING)

CATEGORY	FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
0010	CB1	SB4	261
	SB4	SB5	117
	SB5	SB6	43
	SB6	SB7	146
	SB7	SB8	187
	SB8	SB9	111
	SB9	SB10	94
	SB10	SB11	244
	SB11	SB12	107
	SB12	SB13	23
	SB13	SB22	363
	SB22	SB14	158
	SB14	SB15	99
	SB15	SB16	31
	SB16	SB20	96
	SB20	SB21	81
	SB21	SB17	227
	SB17	SB18	81
	SB18	SB19	29
	SB19	SB1	145
	SB1	SB2	79
	SB2	SB3	32
	SB3	CB1	88
	PB1	CB1	59
	PB3	SB5	26
	PB4	SB4	29
	PB7	SB7	59
	PB8	SB7	29
	PB9	SB10	62
	PB10	SB11	95
	PB11	SB11	42
	PB12	SB12	17
	PB13	SB14	96
	PB15	SB14	36
	PB16	SB16	23
	PB17	SB20	15
	PB18	SB21	24
	PB21	SB17	30
	PB22	SB18	17
	PB23	SB1	50
	PB24	SB1	25
	PB25	SB3	20
	RR PB	CB1	30
	TOTAL 0010		**3626**

TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

CATEGORY	FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF
0010	SB1	HEAD 47	15
	SB2	HEAD 9	19
	SB2	HEAD 13	19
	SB2	HEAD 48	15
	SB2	HEAD 49	15
	SB3	HEAD 6	19
	SB3	HEAD 46	15
	SB4	HEAD 10	19
	SB4	HEAD 50	15
	SB4	HEAD 51	15
	SB5	HEAD 52	15
	SB6	HEAD 21	19
	SB6	HEAD 24	19
	SB6	HEAD 31	15
	SB7	HEAD 2	60
	SB7	HEAD 3	60
	SB7	HEAD 5	60
	SB7	HEAD 20	20
	SB7	HEAD 25	20
	SB8	HEAD 28	19
	SB8	HEAD 32	15
	SB8	HEAD 33	15
	SB9	HEAD 8	19
	SB10	HEAD 17	55
	SB10	HEAD 18	55
	SB11	HEAD 35	15
	SB12	HEAD 34	15
	SB13	HEAD 1	19
	SB13	HEAD 7	19
	SB13	HEAD 36	15
	SB13	HEAD 37	15
	SB14	HEAD 4	19
	SB14	HEAD 38	15
	SB14	HEAD 39	15
	SB15	HEAD 15	19
	SB15	HEAD 30	19
	SB15	HEAD 40	15
	SB16	HEAD 11	55
	SB16	HEAD 12	55
	SB16	HEAD 43	15
	SB17	HEAD 16	20
	SB17	HEAD 29	45
	SB17	HEAD 44	15
	SB17	HEAD 45	15
	SB18	HEAD 19	20
	SB18	HEAD 26	55
	SB18	HEAD 27	55
	SB19	HEAD 14	19
	SB20	HEAD 42	15
	SB21	HEAD 22	19
	SB21	HEAD 41	15
	SB22	HEAD 23	19
	TOTAL 0010		**1269**

USH 51 & COURT ST / MILWAUKEE ST
CITY OF JANESVILLE

POLES

CATEGORY	SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0305 POLES TYPE 2 EACH	657.0310 POLES TYPE 3 EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0345 POLES TYPE 9 EACH	657.0347 POLES TYPE 9 SPECIAL 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	657.0520 MONOTUBE ARMS 20-FT EACH	657.0525 MONOTUBE ARMS 25-FT EACH	657.0530 MONOTUBE ARMS 30-FT EACH	657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH	(INCIDENTAL) ACCESSIBLE PEDESTRIAN PUSH BUTTON EACH
0010	SB1	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1
	SB2	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	2
	SB3	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
	SB4	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	SB5	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1
	SB6	-	1	-	1	-	-	-	-	-	-	-	-	-	-	1	-	1	1
	SB7	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	1
	SB8	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1
	SB9	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
	SB10	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-
	SB11	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1
	SB12	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1
	SB13	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	2
	SB14	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB15	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1
	SB16	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1
	SB17	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	1
	SB18	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-
	SB19	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
	SB20	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1
	SB21	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
	SB22	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
	LP1	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	1	1	-
	TOTAL 0010	**15**	**3**	**1**	**1**	**1**	**4**	**1**	**8**	**4**	**3**	**1**	**2**	**1**	**1**	**1**	**1**	**2**	**17**

FURNISH & INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON SYSTEM

CATEGORY	LOCATION	SPV.0060.203 FURNISH & INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON SYSTEM EACH
0010	USH 51 & COURT ST/MILWAUKEE ST	1
	TOTAL 0010	**1**

REMOVE & REINSTALL RR PREEMPT CABLE & RPS UNIT

CATEGORY	LOCATION	SPV.0060.204 REMOVE & REINSTALL RR PREEMPT CABLE & RPS UNIT EACH
0010	USH 51 & COURT ST/MILWAUKEE ST	1
	TOTAL 0010	**1**

REMOVING, SALVAGING, & REINSTALLING LIGHTING CABLE

CATEGORY	LIGHTING BASE NO.	LOCATION	SPV.0060.207 REMOVING, SALVAGING, & REINSTALLING LIGHTING CABLE EACH
0010	LP1	STA 659+07; 39.7' LT	1
		TOTAL 0010	**1**

USH 51 & COURT ST / MILWAUKEE ST
CITY OF JANESVILLE

FACES

CATEGORY	SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 ^ TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0416 ^ PEDESTRIAN SIGNAL FACE 16-INCH EACH	SPV.0060.205 TRAFFIC SIGNAL LED NO LEFT TURN BLANK OUT SIGNS EACH	SPV.0060.206 TRAFFIC SIGNAL LED NO RIGHT TURN BLANK OUT SIGNS EACH
0010	1	SB13	1	-	-	-
	2	SB7	1	-	-	-
	3	SB7	1	-	-	-
	4	SB14	1	-	-	-
	5	SB7	1	-	-	-
	6	SB3	1	-	-	-
	7	SB13	1	-	-	-
	8	SB9	1	-	-	-
	9	SB2	1	-	-	-
	10	SB4	1	-	-	-
	11	SB16	1	-	-	-
	12	SB16	1	-	-	-
	13	SB2	1	-	-	-
	14	SB19	1	-	-	-
	15	SB15	1	-	-	-
	16 %	SB17	1	-	-	-
	17	SB10	1	-	-	-
	18	SB10	1	-	-	-
	19	SB18	1	-	-	-
	20	SB7	1	-	-	-
	21	SB6	1	-	-	-
	22	SB21	1	-	-	-
	23	SB22	1	-	-	-
	24	SB6	1	-	-	-
	25 %	SB7	1	-	-	-
	26	SB18	1	-	-	-
	27	SB18	1	-	-	-
	28	SB8	1	-	-	-
	29	SB17	1	-	-	-
	30	SB15	1	-	-	-
	31	SB6	-	1	-	-
	32	SB8	-	1	-	-
	33	SB8	-	1	-	-
	34	SB12	-	1	-	-
	35	SB11	-	1	-	-
	36	SB13	-	1	-	-
	37	SB13	-	1	-	-
	38	SB14	-	1	-	-
	39	SB14	-	1	-	-
	40	SB15	-	1	-	-
	41	SB21	-	1	-	-
	42	SB20	-	1	-	-
	43	SB16	-	1	-	-
	44	SB17	-	1	-	-
	45	SB17	-	1	-	-
	46	SB3	-	1	-	-
	47	SB1	-	1	-	-
	48	SB2	-	1	-	-
	49	SB2	-	1	-	-
	50	SB4	-	1	-	-
	51	SB4	-	1	-	-
	52	SB5	-	1	-	-
	53	SB1	-	-	-	1
	54	SB19	-	-	-	1
	55	SB11	-	-	-	1
	56	SB9	-	-	-	1
	57	SB21	-	-	-	1
	58	SB22	-	-	-	1
	59	SB14	-	-	1	-
	60	SB3	-	-	1	-
	TOTAL 0010		**30**	**22**	**2**	**6**

^DENOTES SIGNAL HOUSING WITH REFLECTIVE BACKPLATE.
%DENOTES CIRCULAR INDICATOR WITH TUNNEL VISORS

LED MODULES SUMMARY (FOR INFORMATION 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	SB13	-	1	1	1	-	-	-
2	SB7	-	1	1	1	-	-	-
3	SB7	-	1	1	1	-	-	-
4	SB14	-	-	-	-	1	1	1
5	SB7	-	-	-	-	1	1	1
6	SB3	-	-	-	-	1	1	1
7	SB13	-	1	-	-	-	1	1
8	SB9	-	1	-	-	-	1	1
9	SB2	-	1	1	1	-	-	-
10	SB4	-	1	1	1	-	-	-
11	SB16	-	1	1	1	-	-	-
12	SB16	-	1	1	1	-	-	-
13	SB2	-	1	-	-	-	1	1
14	SB19	-	1	-	-	-	1	1
15	SB15	-	1	1	1	-	-	-
16	SB17	-	1 %	1 %		-	-	1 %
17	SB10	-	1	1	1	-	-	-
18	SB10	-	1	1	1	-	-	-
19	SB18	-	-	-	-	1	1	1
20	SB7	-	-	-	-	1	1	1
21	SB6	-	-	-	-	1	1	1
22	SB21	-	1	-	-	-	1	1
23	SB22	-	1	-	-	-	1	1
24	SB6	-	1	1	1	-	-	-
25	SB7	-	1 %	1 %	-	-	-	1 %
26	SB18	-	1	1	1	-	-	-
27	SB18	-	1	1	1	-	-	-
28	SB8	-	-	-	-	1	1	1
29	SB17	-	-	-	-	1	1	1
30	SB15	-	-	-	-	1	1	1
31	SB6	1	-	-	-	-	-	-
32	SB8	1	-	-	-	-	-	-
33	SB8	1	-	-	-	-	-	-
34	SB12	1	-	-	-	-	-	-
35	SB11	1	-	-	-	-	-	-
36	SB13	1	-	-	-	-	-	-
37	SB13	1	-	-	-	-	-	-
38	SB14	1	-	-	-	-	-	-
39	SB14	1	-	-	-	-	-	-
40	SB15	1	-	-	-	-	-	-
41	SB21	1	-	-	-	-	-	-
42	SB20	1	-	-	-	-	-	-
43	SB16	1	-	-	-	-	-	-
44	SB17	1	-	-	-	-	-	-
45	SB17	1	-	-	-	-	-	-
46	SB3	1	-	-	-	-	-	-
47	SB1	1	-	-	-	-	-	-
48	SB2	1	-	-	-	-	-	-
49	SB2	1	-	-	-	-	-	-
50	SB4	1	-	-	-	-	-	-
51	SB4	1	-	-	-	-	-	-
52	SB5	1	-	-	-	-	-	-
	TOTAL	**22**	**21**	**15**	**13**	**9**	**15**	**17**

%DENOTES CIRCULAR INDICATOR WITH TUNNEL VISORS

UTILITY LINE OPENING

CATEGORY	STATION	LOCATION	# SPV.0060.101 UTILITY LINE OPENING (ULO) EACH	## REMARKS
0010	654+20	7' RT	1	SANITARY SEWER
	654+80	7' RT	1	SANITARY SEWER
	655+60	10' LT	1	SANITARY SEWER
	656+12	48' LT	1	SANITARY SEWER
	656+38	30' LT	1	SANITARY SEWER
	17+12 EB	5' RT	1	RAILROAD SIGNAL CONDUIT
	17+78 EB	46' RT	1	UNCLAIMED FIBER OPTIC
	20+81 EB	10' RT	1	SANITARY SEWER
	21+92 EB	7' RT	1	SANITARY SEWER
	17+65 WB	9' RT	1	UNCLAIMED FIBER OPTIC
		UNDISTRIBUTED	20	
		TOTAL 0010	**30**	

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ID 5350-02-74 "PROPOSED WATER MAIN" TABLE.
ANTICIPATED UTILITY FACILITY. THERE MAY BE OTHER UTILITY FACILITIES PRESENT.

TREE ROOT SAWING

CATEGORY	ROADWAY	STATION	LOCATION	SPV.0090.103 TREE ROOT SAWING LF
0020	USH 51	654+30	RT	20
		655+20	RT	20
		656+00	RT	20
	MADISON ST	40+95	LT	20
		41+10	LT	20
			UNDISTRIBUTED	10
			TOTAL 0020	**110**

BORING AND JACKING FOR TRAFFIC SIGNAL CONDUIT

CATEGORY	FROM	TO	LOCATION	SPV.0090.201 BORING AND JACKING CASING PIPE SMOOTH STEEL 6-INCH LF
0010	PB18	- PB19		138
			TOTAL 0010	**138**

3

SIDEWALK REPLACEMENT

CATEGORY	STATION	TO	STATION	LOCATION	# 204.0155 REMOVING CONCRETE SIDEWALK SY	## 602.0405 CONCRETE SIDEWALK 4-INCH SF
0010	15+88 WB	-	15+98 WB	COURT ST WB	6	50
	15+53 EB	-	16+00 EB	COURT ST EB	27	240
				TOTAL 0010	**33**	**290**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ID 5350-02-72 "REMOVALS" TABLE.
ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ID 5350-02-72 "CONCRETE (MISC)" TABLE.

PROPOSED WATER MAIN

CATEGORY	ROADWAY	STATION	TO	STATION	# SPV.0060.101 UTILITY LINE OPENING (ULO) EACH	SPV.0060.303 WATER MAIN OFFSET (UNDISTRIBUTED) EACH	SPV.0060.304 6" GATE VALVE & BOX EACH	SPV.0060.305 8" GATE VALVE & BOX EACH	SPV.0060.306 12" GATE VALVE & BOX EACH	SPV.0060.307 HYDRANT EACH	SPV.0060.310 CONSTRUCTION STAKING WATER MAIN EACH	SPV.0090.301 12" DIA. WATER MAIN (HORIZONTAL AUGER BORING) LF	SPV.0090.302 6" DIA. WATER MAIN (GRANULAR BACKFILL) LF	SPV.0090.303 8" DIA. WATER MAIN (GRANULAR BACKFILL) LF	SPV.0090.304 12" DIA. WATER MAIN (GRANULAR BACKFILL) LF
0010	USH 51	653+80	-	658+00	-	-	-	-	-	-	-	-	-	296	50
	W COURT ST	15+40WB	-	21+00WB	-	-	2	-	3	2	-	154	30	139	252
		20+00EB	-	22+50EB	-	-	2	1	-	2	-	-	63	215	123
		UNDISTRIBUTED			20	2	-	-	-	-	-	-	-	-	-
		PROJECT			-	-	-	-	-	-	1	-	-	-	-
				TOTAL 0010	**20**	**2**	**4**	**1**	**3**	**4**	**1**	**154**	**93**	**650**	**425**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ID 5350-02-72 "UTILITY LINE OPENING" TABLE.

3

MUNICIPAL SEWER & WATER ADJUSTMENTS

CATEGORY	STATION	TO	STATION	LOCATION	# SPV.0060.102 MANHOLE COVERS TYPE COJ EACH	SPV.0060.105 ADJUSTING WATER VALVE BOXES EACH	REMARKS
0010	656+27			USH 51	1	-	SANITARY SEWER
	17+88 WB			COURT ST WB	1	-	SANITARY SEWER
	40+82			MADISON ST	1	-	SANITARY SEWER
	15+55 WB	-	21+05 WB	COURT ST WB	-	7	
	21+00 EB	-	22+08 EB	COURT ST EB	-	2	
				TOTAL 0010	**3**	**9**	

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ID 5350-02-72 "STORM SEWER STRUCTURES" TABLES.

WATER MAIN REMOVAL

CATEGORY	ROADWAY	STATION	TO	STATION	SPV.0060.301 DISCONTINUE EXISTING VAULT IN PLACE EACH	SPV.0060.302 HYDRANT AND HYDRANT VALVE REMOVAL EACH	SPV.0060.311 DISCONTINUE EXISTING CURB STOP/WATER SERVICE IN PLACE EACH	SPV.0035.301 WATER MAIN DISCONTINUED IN PLACE-RAILROAD CY
0010	USH 51	653+80	-	658+00	1	-	-	-
	W COURT ST	15+40WB	-	21+00WB	3	3	1	-
		20+00EB	-	22+50EB	-	1	1	-
	W COURT ST	18+68WB	-	19+05WB				1
				TOTAL 0010	**4**	**4**	**2**	**1**

HAZARDOUS MATERIALS FROM WATER MAIN/SERVICES

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	# 205.0501.S EXCAVATION, HAULING AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON	# SPV.0195.101 MANGEMENT OF SOLID WASTE TON	REMARKS
0010	W COURT ST	18+30WB	-	19+10 WB	LT		36	JACK & BORE SECTION
		19+10 WB	-	19+63 WB	LT	54		3' TO 6' BGS
		19+78 WB	-	20+81 WB	RT	27		1.5' TO 2' BGS
		22+03EB	-	22+03EB	LT	23		2.8' TO 3' BGS
					TOTAL 0010	**104**	**36**	

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ID 5350-02-72 "HAZARDOUS MATERIALS" TABLE.

PROPOSED WATER SERVICES

CATEGORY	ROADWAY	STATION	TO	STATION	SPV.0060.308 3/4" CURB STOP AND BOX EACH	SPV.0060.309 WATER SERVICE EXPLORATION EACH	SPV.0090.305 3/4" WATER SERVICE LF
0010	USH 51	653+80	-	658+00	-	-	-
	W COURT ST	15+40WB	-	21+00WB	2	8	44
		20+00EB	-	22+50EB	-	-	-
				TOTAL 0010	**2**	**8**	**44**

NOTES:
1. HAZMAT AREAS SHOWN HATCHED.
2. UTILITY OWNERS SHOWN ON REMOVALS, CURB RAMP DETAILS, AND STORM SEWER SHEETS.

108 CENTER AVE
BOPARAI

SLOPE INTERCEPT
CP 901
BM 1013
USH 51 C/L
R/W
34' CE
EXISTING LIGHT POLE TO REMAIN
UNION PACIFIC RR
GRAVEL
CONC
ASPH
12" CLAY
654+00
654+00 NB
655+00
655+00 NB
656+00
656+00 NB
657+00
657+00 NB
658+00
658+00 NB
659+00
USH 51/CENTER AVE
USH 51/CENTERWAY
19+00 NB
19+00 EB
20+00 WB
10+00 EB
10+00 WB
COURT ST
MILWAUKEE ST
EXISTING TREE TO REMAIN
MATCH LINE STA 659+00
STA 658+92.68 =
STA 658+83.23 NB
END NB PGL
TREE ROOT SAWING
NB PGL
EXISTING FENCE TO REMAIN
OLD FOURTH WARD
HISTORIC DISTRICT
SIR SUDZ LLC
101 CENTER AVE

5 5

BEGIN PROJECT 5350-02-72
STA 653+83
Y = 267,587.37
X = 490,827.59

STA 653+83.00
EL 804.26

VCL = 90
K = 115

VCL = 110
K = 84

VCL = 110
K = 62

VCL = 110
K = 67

-1.56%
-0.77%
0.54%
1.11%
0.66%

LP STA 655+79.83
LP EL 802.62
VPC STA 656+35.00
VPC EL 802.80
VPI STA 656+90.00
VPI EL 803.09
VPT STA 657+45.00
VPT EL 802.48
LP STA 658+23.93
LP EL 801.98

EXISTING C/L PROFILE
FINISHED C/L PROFILE

VPC STA 653+85.00
VPC EL 804.23
VPI STA 654+30.00
VPI EL 803.53
VPT STA 654+75.00
VPT EL 803.18
VPC STA 655+15.00
VPC EL 802.87
VPI STA 655+70.00
VPI EL 802.45
VPT STA 656+25.00
VPT EL 802.74
HP STA 656+70.87
HP EL 802.89
VPC STA 657+55.00
VPC EL 802.37
VPI STA 658+10.00
VPI EL 801.76
VPT STA 658+65.00
VPT EL 802.12

EXISTING C/L PROFILE ELEVATION
FINISHED C/L PROFILE ELEVATION

804.50 803.97 804.01 803.55 803.40 802.94 802.99 802.43 802.67 802.14 802.64 802.35 802.86 802.39 802.83 802.08 802.42 802.19 802.03 802.32 802.04 802.54 802.35

810
805
800
795

654 655 656 657 658 659

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE	SHEET 126	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\050101-PP.DWG
LAYOUT NAME - 01
PLOT DATE : 11/12/2024 9:43 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

NOTES:
1. HAZMAT AREAS SHOWN HATCHED.
2. UTILITY OWNERS SHOWN ON REMOVALS, CURB RAMP DETAILS, AND STORM SEWER SHEETS.

108 CENTER AVE
BOPARAI

SLOPE INTERCEPT
CP 901
BM 1013
USH 51 C/L
R/W
34' CE
18"
19' X 30"
655+00
655+00 NB
654+00
654+00 NB
CONC
USH 51/CENTER AVE
OLD FOURTH WARD HISTORIC DISTRICT
R/W
EXISTING FENCE TO REMAIN
TREE ROOT SAWING
TREE ROOT SAWING
NB PGL
TREE ROOT SAWING
SIR SUDZ LLC
101 CENTER AVE
EXISTING LIGHT POLE TO REMAIN
656+00
656+00 NB
657+00
657+00 NB
UNION PACIFIC RR
19+00 NB
19+00 EB
20+00 WB
10+00 EB
COURT ST
MILWAUKEE ST
R/W
EXISTING TREE TO REMAIN
USH 51/CENTERWAY
658+00
658+00 NB
MATCH LINE STA 659+00
STA 658+92.68 =
STA 658+83.23 NB
END NB PGL
EXISTING TREE TO REMAIN

STA 653+83.41
EL 804.29
VPC STA 654+05.00
VPC EL 804.15
VPI STA 654+60.00
VPI EL 803.80
VPT STA 655+15.00
VPT EL 803.03
VCL = 110
K = 53
LP STA 655+94.62
LP EL 802.44
VPC STA 656+35.00
VPC EL 802.59
COURT ST
VPI STA 656+85.00
VPI EL 802.92
VPT STA 657+35.00
VPT EL 802.39
VCL = 90
K = 57
LP STA 658+05.08
LP EL 801.97
STA 658+83.23
EL 802.30
-0.64%
-1.40%
0.66%
-1.05%
0.52%
EXISTING NB PGL PROFILE
FINISHED NB PGL PROFILE
VCL = 110
K = 145
VPC STA 655+20.00
VPC EL 802.96
VPI STA 655+75.00
VPI EL 802.19
VPT STA 656+30.00
VPT EL 802.55
HP STA 656+73.77
HP EL 802.72
VCL = 100
K = 58
VPC STA 657+45.00
VPC EL 802.29
VPI STA 657+90.00
VPI EL 801.82
VPT STA 658+35.00
VPT EL 802.05
EXISTING NB PGL PROFILE ELEVATION
FINISHED NB PGL PROFILE ELEVATION

804.43 803.99 804.18 803.48 803.79 803.00 803.23 802.53 802.62 802.34 802.44 802.51 802.67 802.39 802.66 802.12 802.24 802.25 801.98 802.33 802.13 802.59

810
805
800
795

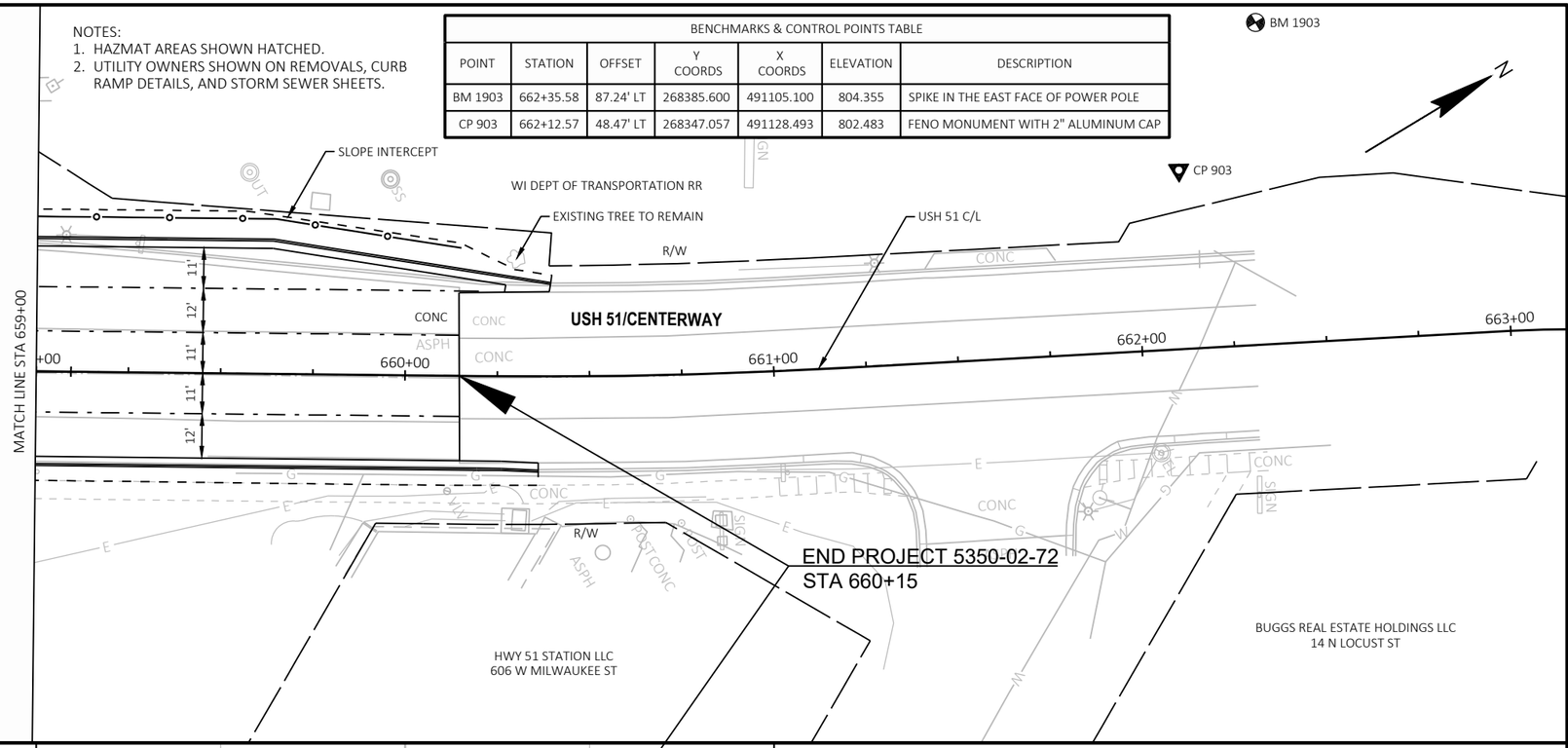
654 655 656 657 658 659

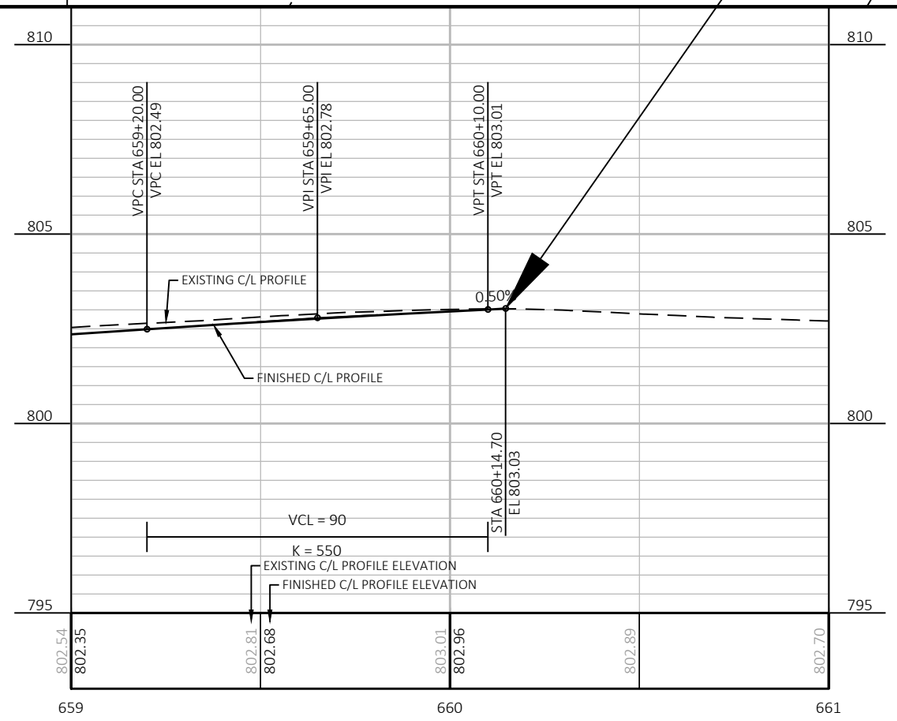
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE - NB PGL	SHEET 127	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\050101-PP.DWG
LAYOUT NAME - 01-NB
PLOT DATE : 11/12/2024 9:43 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

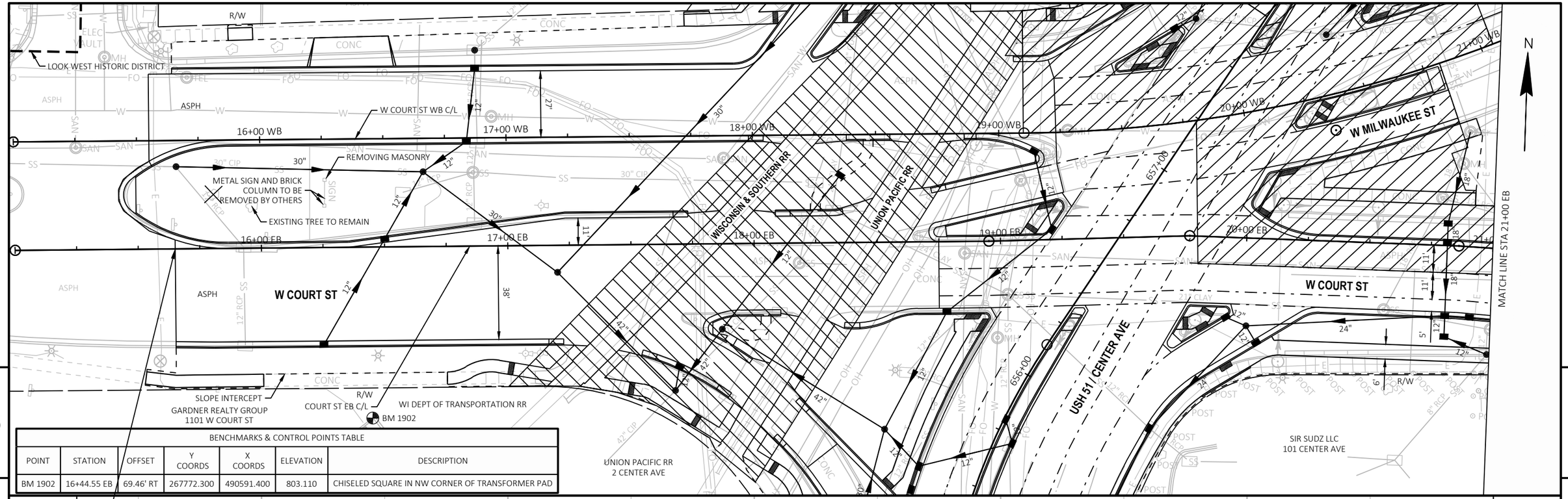
NOTES:
1. HAZMAT AREAS SHOWN HATCHED.
2. UTILITY OWNERS SHOWN ON REMOVALS, CURB RAMP DETAILS, AND STORM SEWER SHEETS.

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1903	662+35.58	87.24' LT	268385.600	491105.100	804.355	SPIKE IN THE EAST FACE OF POWER POLE
CP 903	662+12.57	48.47' LT	268347.057	491128.493	802.483	FENO MONUMENT WITH 2" ALUMINUM CAP

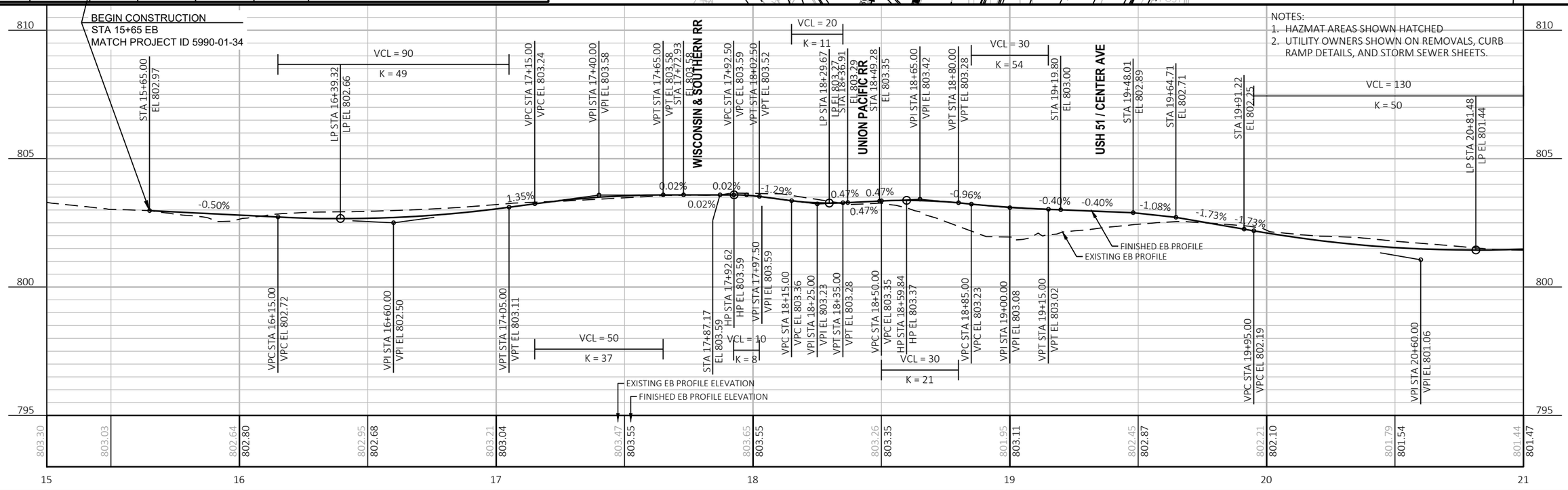




PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE	SHEET 128	E



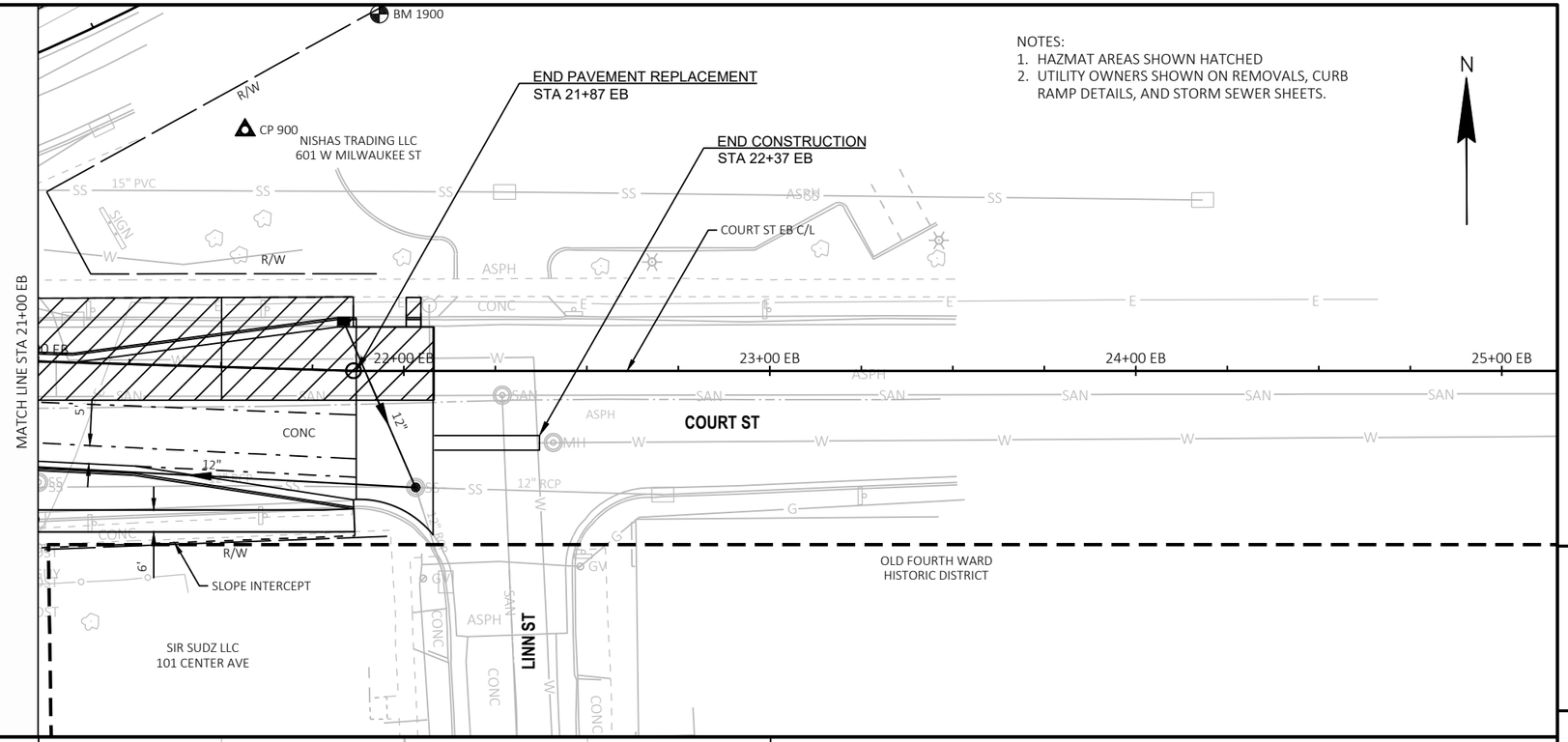
BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1902	16+44.55 EB	69.46' RT	267772.300	490591.400	803.110	CHISELED SQUARE IN NW CORNER OF TRANSFORMER PAD

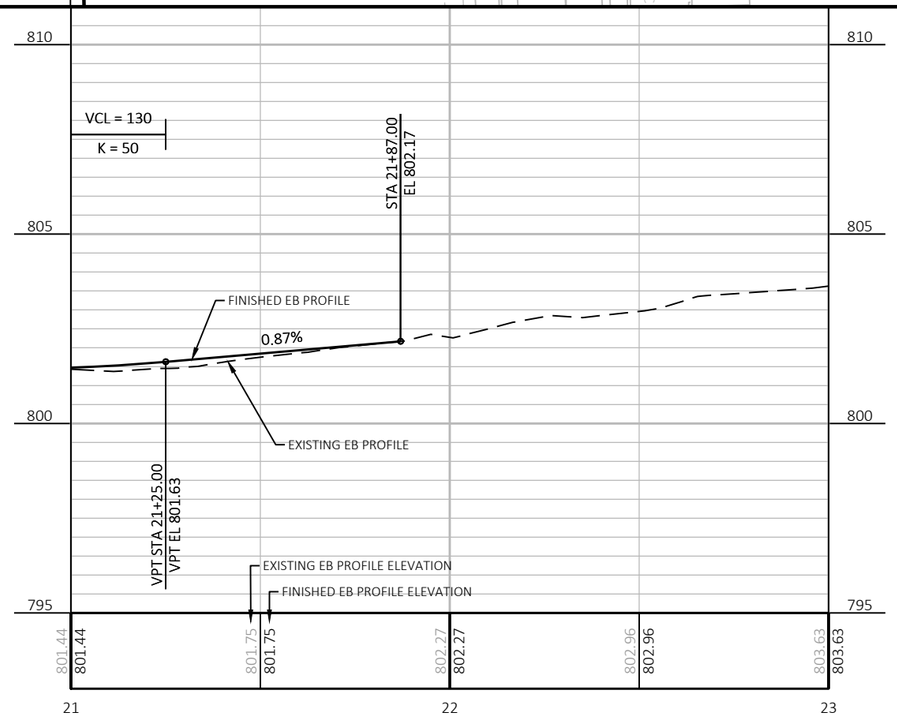


PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE - COURT ST EB	SHEET 129	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\050102-PP-COURTEB.DWG
LAYOUT NAME - 01
PLOT DATE : 11/15/2024 9:01 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

NOTES:
1. HAZMAT AREAS SHOWN HATCHED
2. UTILITY OWNERS SHOWN ON REMOVALS, CURB RAMP DETAILS, AND STORM SEWER SHEETS.





PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE - COURT ST EB	SHEET 130	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\050102-PP-COURTEB.DWG
LAYOUT NAME - 02
PLOT DATE : 11/12/2024 9:43 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

NOTES:
1. HAZMAT AREAS SHOWN HATCHED
2. UTILITY OWNERS SHOWN ON REMOVALS, CURB RAMP DETAILS, AND STORM SEWER SHEETS.

TLC PROPERTIES INC
1022 W COURT ST

LOOK WEST
HISTORIC DISTRICT

WI & SOUTHERN RR CO
1000 W COURT ST

WI DEPT OF TRANSPORTATION RR

MADISON ST

USH 51 / CENTERWAY

END CONSTRUCTION
STA 21+05 WB

W COURT ST

W MILWAUKEE ST

WISCONSIN & SOUTHERN RR

UNION PACIFIC RR

EXISTING TREE TO REMAIN

W COURT ST WB C/L

SLOPE INTERCEPT

R/W

30' CE

REMOVING MASONRY

METAL SIGN AND BRICK COLUMN TO BE REMOVED BY OTHERS

W COURT ST EB C/L

16+00 WB | 17+00 WB | 18+00 WB | 19+00 WB | 20+00 WB | 21+00 WB

16+00 EB | 17+00 EB | 18+00 EB | 19+00 EB | 20+00 EB | 21+00 EB

N

5

5

BEGIN CONSTRUCTION
STA 15+55 WB
MATCH PROJECT ID 5990-01-34

VCL = 50, K = 67
VCL = 110, K = 52
VCL = 40, K = 29
VCL = 20, K = 16
VCL = 60, K = 47

STA 15+55.00 EL 803.60
VPC STA 15+60.00 VPC EL 803.53
VPI STA 15+85.00 VPI EL 803.19
VPT STA 16+10.00 VPT EL 803.02
LP STA 16+83.87 LP EL 802.65
VPC STA 16+50.00 VPC EL 802.76
VPI STA 17+05.00 VPI EL 802.41
VPC STA 17+70.00 VPC EL 803.35
VPT STA 17+60.00 VPT EL 803.21
VPI STA 17+90.00 VPI EL 803.65
VPT STA 18+10.00 VPT EL 803.66
STA 18+14.74 EL 803.67
STA 18+28.62 EL 803.68
VPC STA 18+30.00 VPC EL 803.68
HP STA 18+31.39 HP EL 803.68
VPI STA 18+40.00 VPI EL 803.69
VPT STA 18+50.00 VPT EL 803.58
STA 18+65.58 EL 803.41
STA 18+65.00 EL 803.40
VPC STA 18+80.00 VPC EL 803.43
STA 18+77.90 EL 803.43
HP STA 18+88.33 HP EL 803.44
VPI STA 19+10.00 VPI EL 803.48
VPT STA 19+40.00 VPT EL 803.15
STA 19+50.83 EL 803.04
STA 19+80.95 EL 802.68
STA 19+94.55 EL 802.50
STA 20+25.13 EL 801.96
STA 20+82.00 EL 801.41
STA 21+05.00 EL 801.22

-1.39% | -0.65% | 1.46% | 0.08% | 0.08% | 0.08% | -1.14% | 0.18% | 0.18% | -1.10% | -1.19% | -1.30% | -1.78% | -0.96% | -0.85%

FINISHED WB PROFILE
EXISTING WB PROFILE
EXISTING WB PROFILE ELEVATION
FINISHED WB PROFILE ELEVATION

804.67 | 803.71 | 803.25 | 803.09 | 802.95 | 802.76 | 802.87 | 802.68 | 803.19 | 803.07 | 803.51 | 803.64 | 803.44 | 803.58 | 802.82 | 803.42 | 802.05 | 803.04 | 802.19 | 802.40 | 801.69 | 801.72 | 801.26 | 801.26

810 | 805 | 800 | 795

15 | 16 | 17 | 18 | 19 | 20 | 21

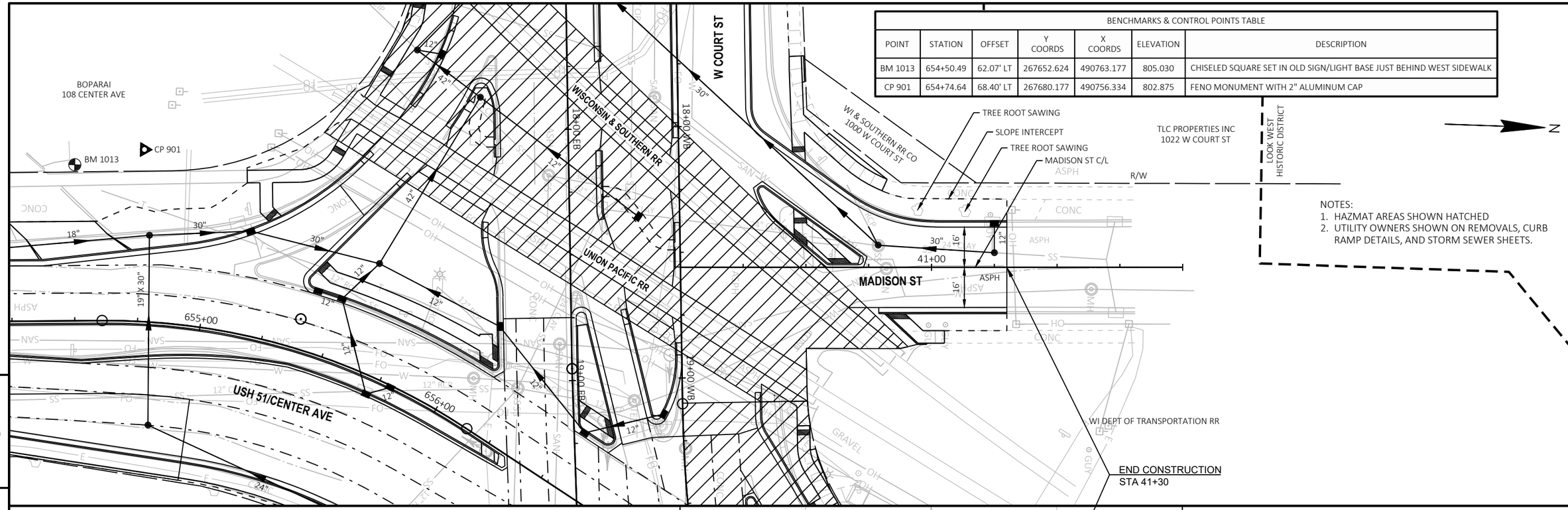
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE - COURT ST WB	SHEET 131	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\050102-PP-COURTWB.DWG
LAYOUT NAME - 01

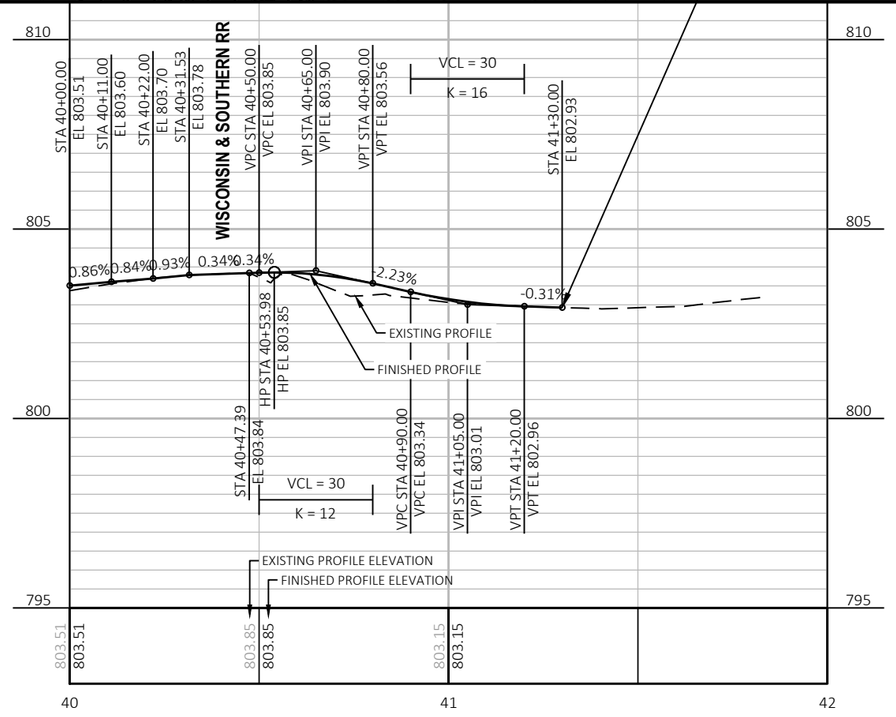
PLOT DATE : 11/15/2024 9:04 AM | PLOT BY : AXT, ANDREW | PLOT NAME : | PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1013	654+50.49	62.07' LT	267652.624	490763.177	805.030	CHISELED SQUARE SET IN OLD SIGN/LIGHT BASE JUST BEHIND WEST SIDEWALK
CP 901	654+74.64	68.40' LT	267680.177	490756.334	802.875	FENO MONUMENT WITH 2" ALUMINUM CAP



NOTES:
1. HAZMAT AREAS SHOWN HATCHED
2. UTILITY OWNERS SHOWN ON REMOVALS, CURB RAMP DETAILS, AND STORM SEWER SHEETS.



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE - MADISON ST	SHEET 132	E

Standard Detail Drawing List

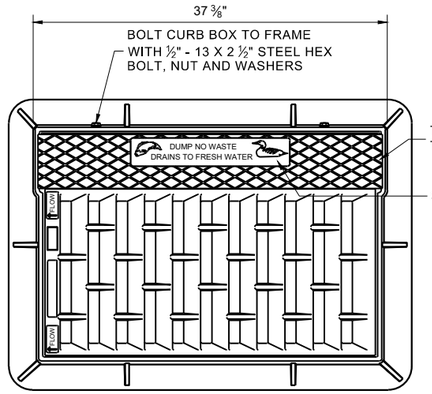
08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-21B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A08-03	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-03	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08B10-03	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08D15-05B	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08D15-05C	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
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
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-09B	TYPE 9 SPECIAL POLE 35' MONOTUBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
11B02-02	CONCRETE MEDIAN NOSE
13B01-11A	PAVEMENT DETAILS FOR RAILROAD APPROACH
13B01-11B	TYPICAL SECTIONS FOR RAILWAY APPROACH
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
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
13C19-03	HMA LONGITUDINAL JOINTS
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS

6

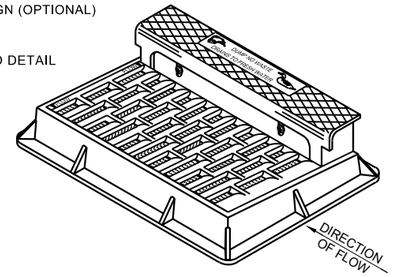
Standard Detail Drawing List

15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-08C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C29-08A	BICYCLE LANE MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D06-06	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D20-08B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-08C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-05A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

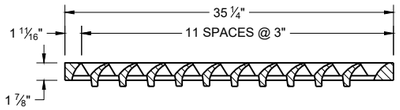
6

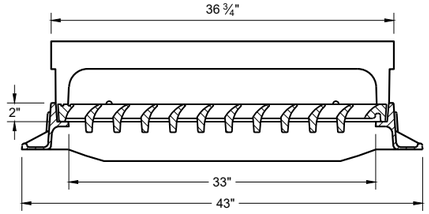


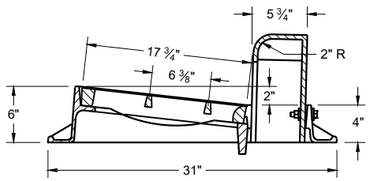
NOTE: EITHER CASTING IS ACCEPTABLE

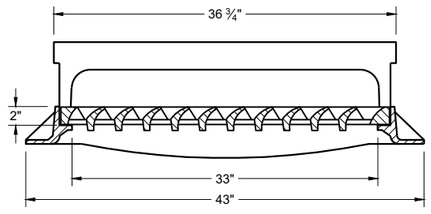


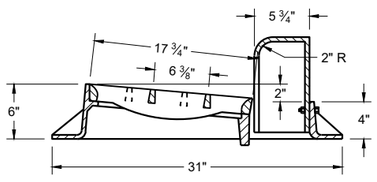
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







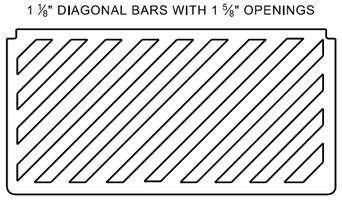




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

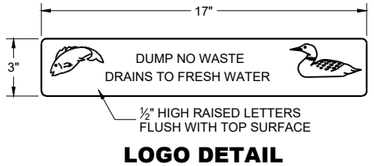
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



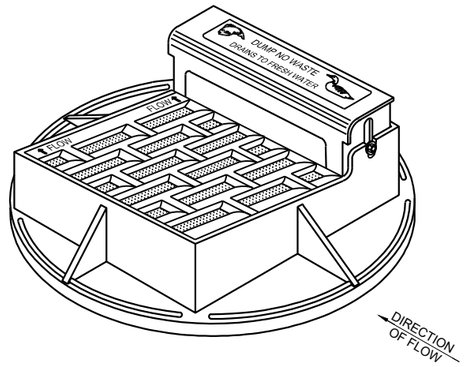
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

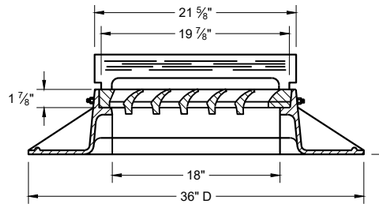


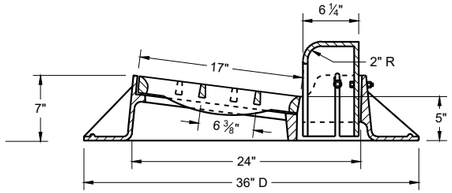
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





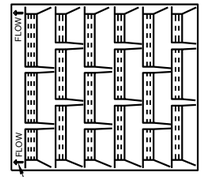
TYPE "A"

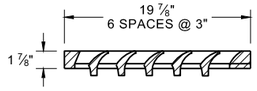
GENERAL NOTES

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.

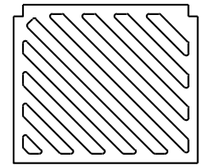
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





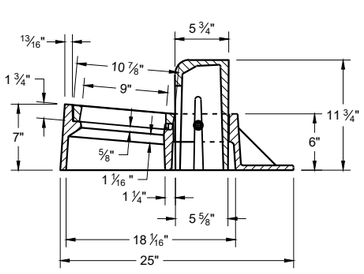
1" DIAGONAL BARS WITH 1 1/2" OPENINGS



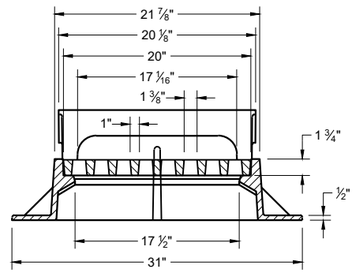
SPECIAL GRATE FOR TYPE "A" COVER

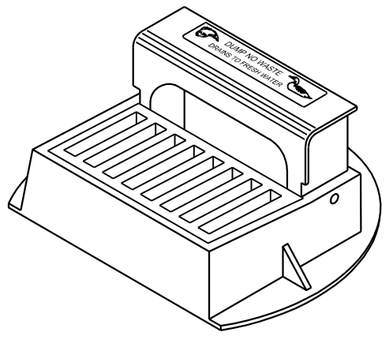
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





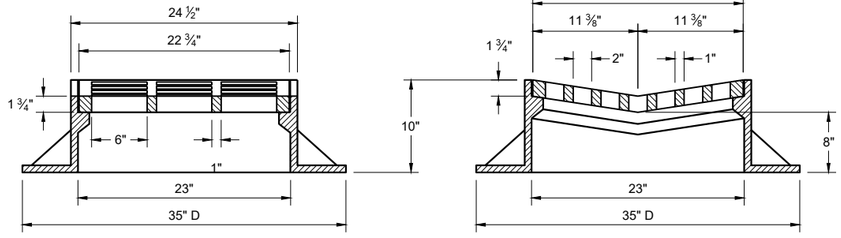
INLET COVERS
TYPES A, H, A-S, H-S AND Z

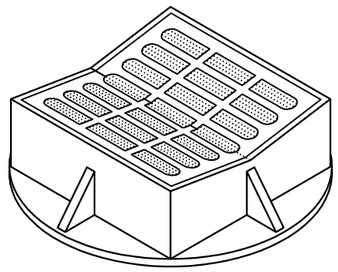
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

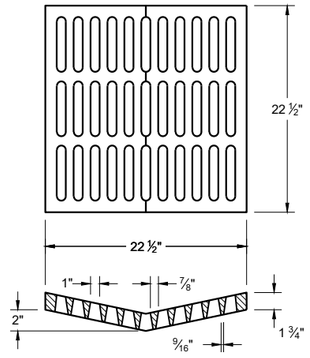
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA





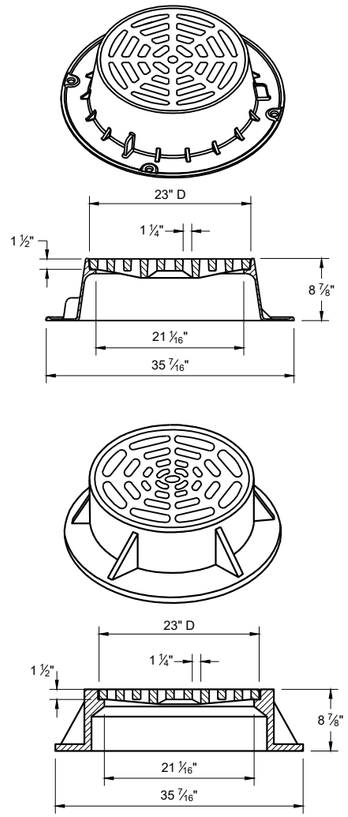
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

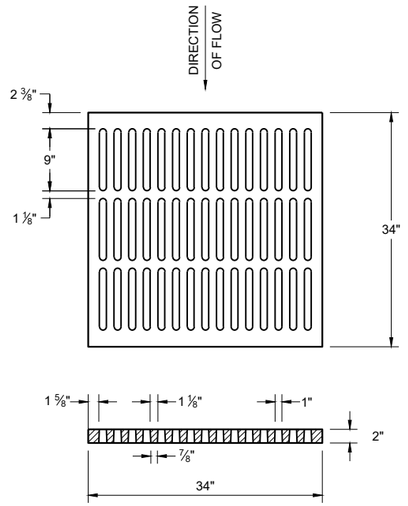
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

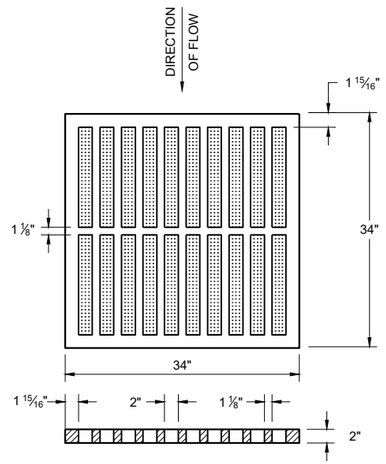
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

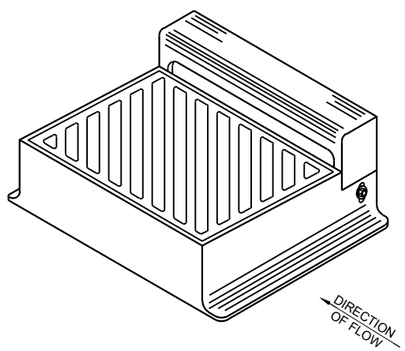
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



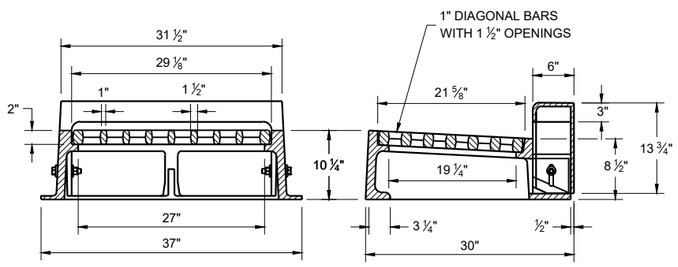
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



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



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

INLET COVERS TYPES B, B-A, C, MS, MS-A AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

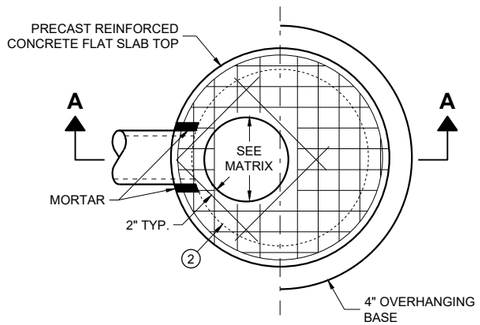
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

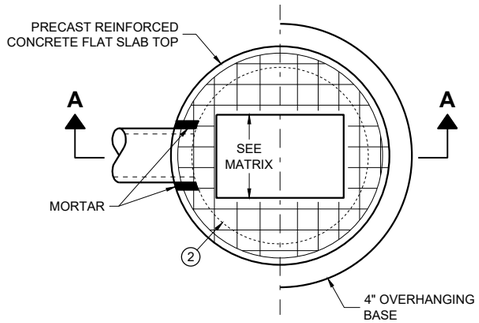
6

SDD 08A05-21b

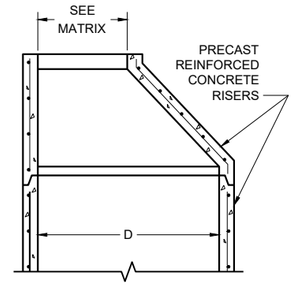
SDD 08A05-21b



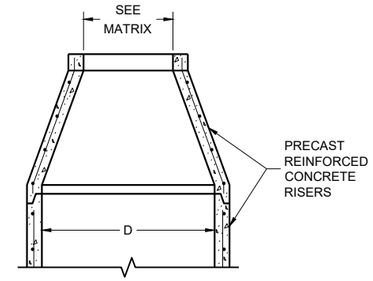
PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

COVER MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	VV-B	WM	Z
	OPENING SIZE (FT.)												
3-FT	2 X 2	X	X					X		X			
	2 DIA.				X								X
4-FT TO 6-FT	2 X 2	X	X					X		X			
	2 X 2.5			X				X	X	X		X	
	2 DIA.				X								X
	2 X 3						X						
	2.5 X 3					X							
	2 X 3.5*										X*		

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE

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

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. CONCENTRIC CONE TOPS SHALL BE USE 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 PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

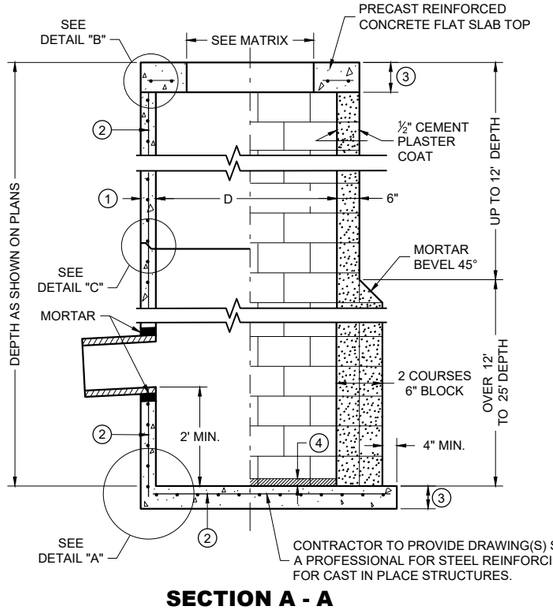
(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

(2) FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

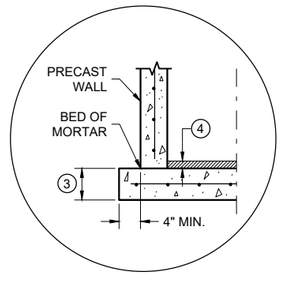
(3) PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

(4) 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

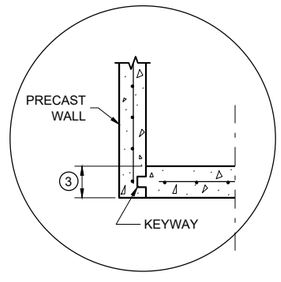
(5) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFROMING TO ASTM C443.



SECTION A - A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

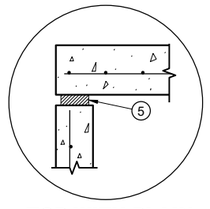


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

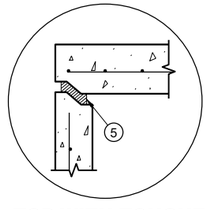
DETAIL "A"

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

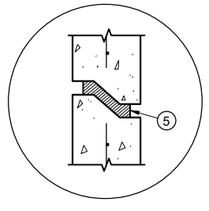
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)



TOP WITH PLAIN END JOINT

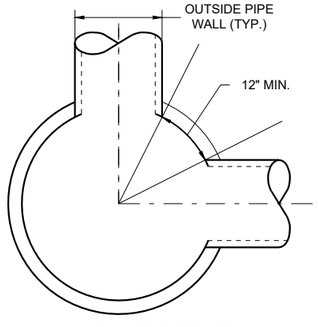


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**



MINIMUM HORIZONTAL PIPE SEPARATION

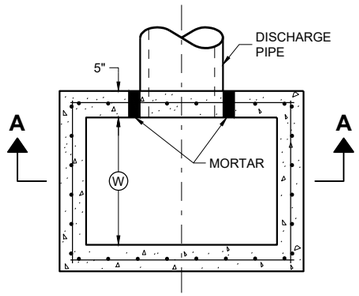
DETAIL "D"

CATCH BASINS, 3-FT. 4-FT., 5 FT., AND 6-FT. DIAMETER

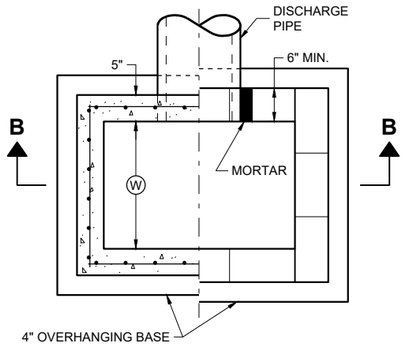
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
SDD 08A08-03



PLAN VIEW



PLAN VIEW

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T 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 AND REINFORCED CONCRETE BASES 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.

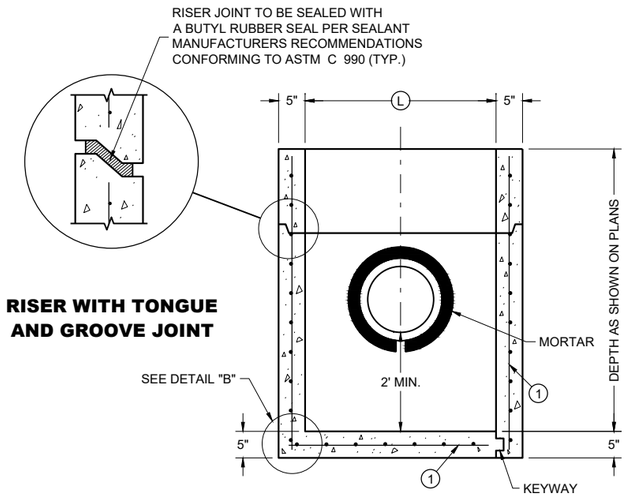
(3) 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE	
			F	ALL H'S
2 X 3-FT	2	3		X
2.5 X 3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER (IN)	
	WIDTH (W)(IN)	LENGTH (L)(IN)
2 X 3-FT	12	24
2.5 X 3-FT	18	24

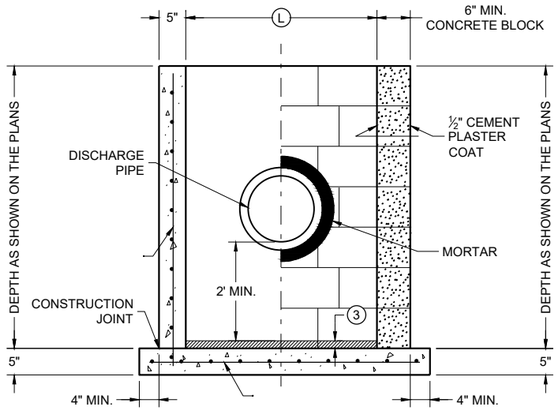


RISER WITH TONGUE AND GROOVE JOINT

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

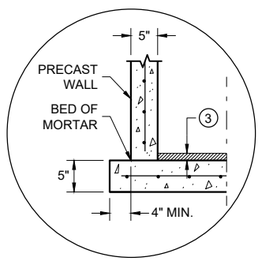
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

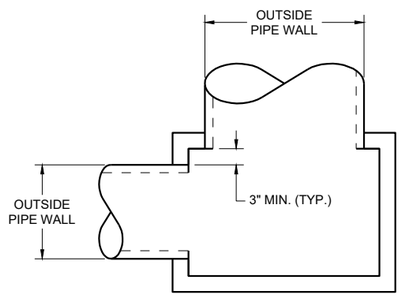
CONCRETE BLOCK ON CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS
2 X 3-FT AND 2.5 X 3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

/S/ RODNEY TAYLOR
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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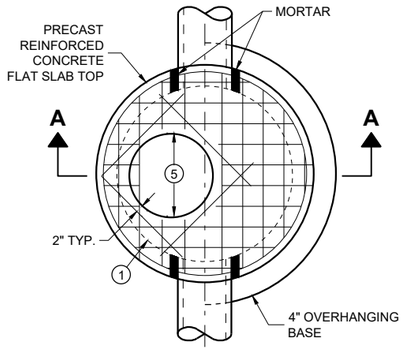
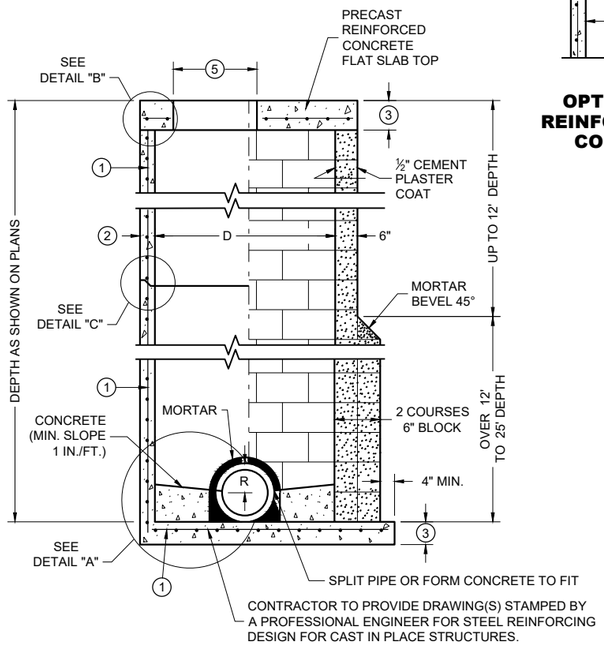


PLAN VIEW

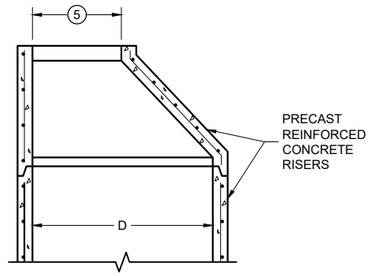
CIRCULAR OPENING



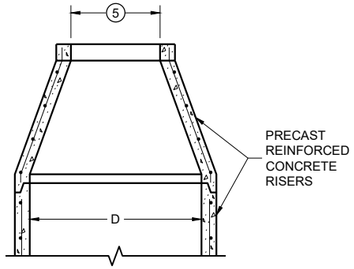
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

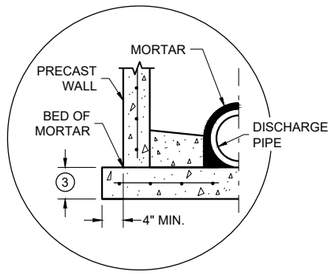
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



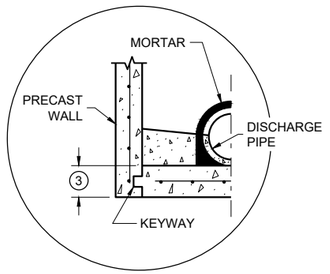
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

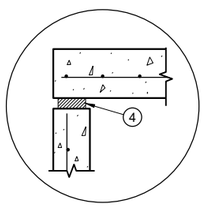


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

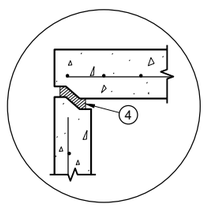


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

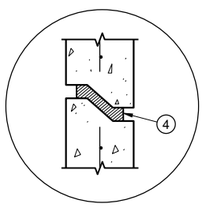
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL IMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

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

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

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

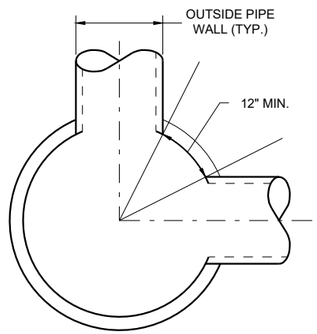
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

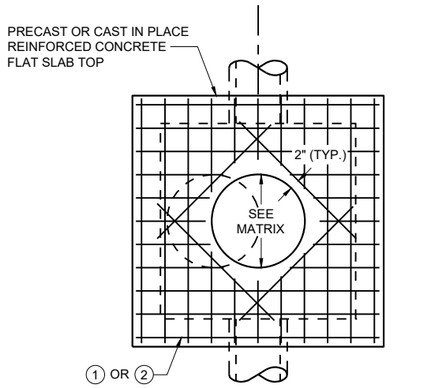
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

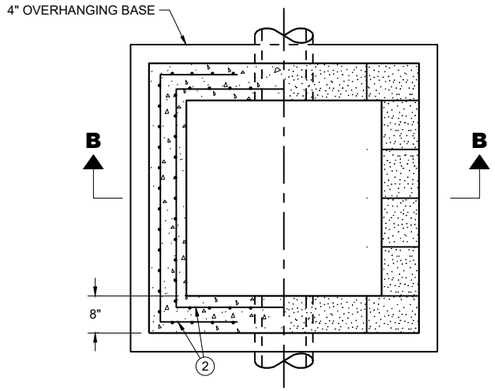
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

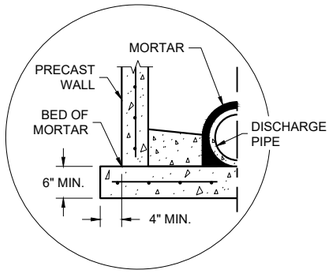
FHWA



PLAN VIEW
CIRCULAR OPENING

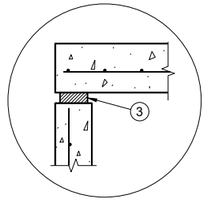


SECTION A - A
PLAN VIEW

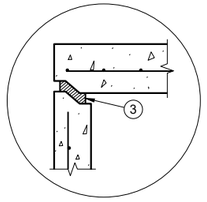


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

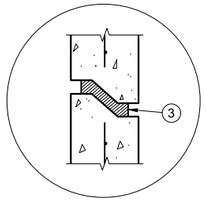


TOP WITH PLAIN END JOINT



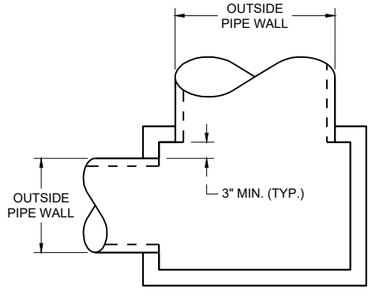
TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"

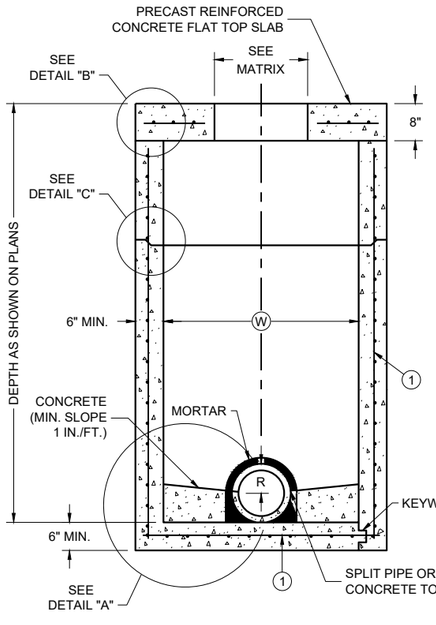


RISER WITH TONGUE AND GROOVE JOINT

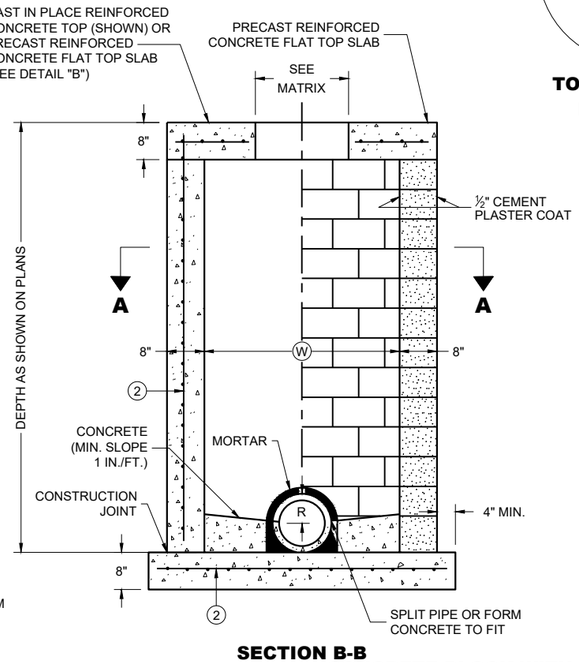
DETAIL "C"



DETAIL "D"



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

CAST IN PLACE REINFORCED CONCRETE

SECTION B-B

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SQUARE MANHOLES WITH FLAT TOP

MANHOLES 3 X 3-FT, 4 X 4 -FT, 5 X 5-FT AND 6 X 6-FT

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C913.

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

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN WIDTH.

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.

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

(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

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

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.)

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT.)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE WxW-FT	MAXIMUM INSIDE PIPE DIAMETER (IN)
3 X 3 FT	24
4 X 4 FT	30
5 X 5 FT	42
6 X 6 FT	54

MANHOLES
3 X 3 -FT, 4 X 4-FT
5 X 5-FT AND 6 X 6-FT

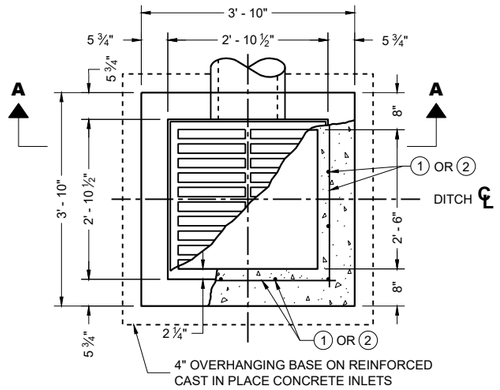
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

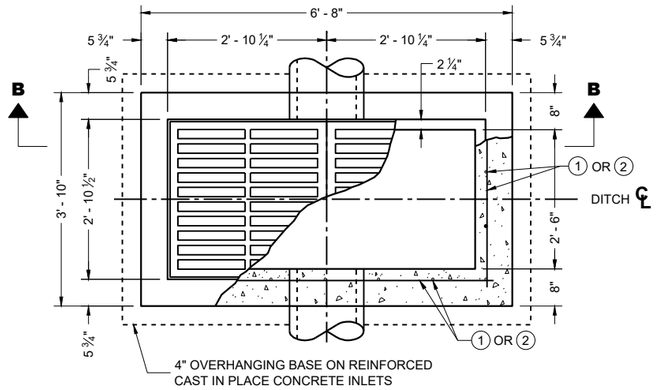
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

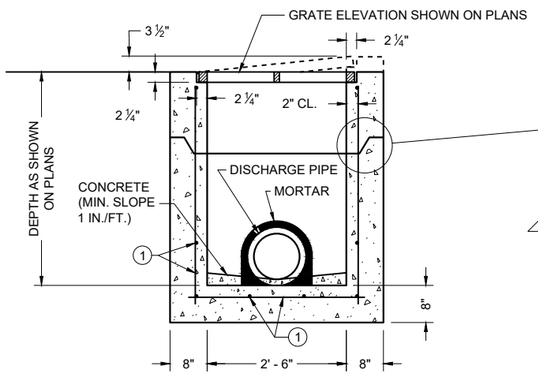
6
SDD 08B10-03



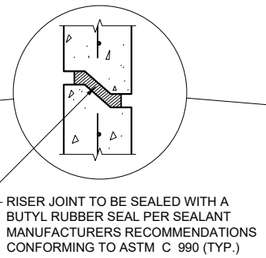
PLAN VIEW

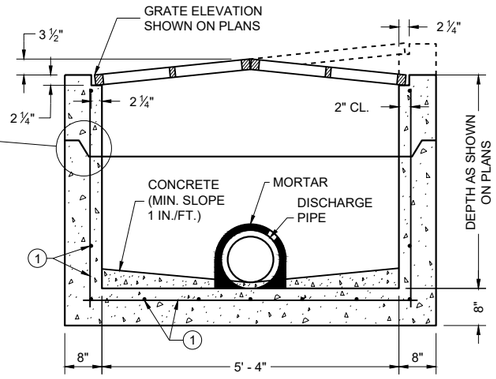


PLAN VIEW

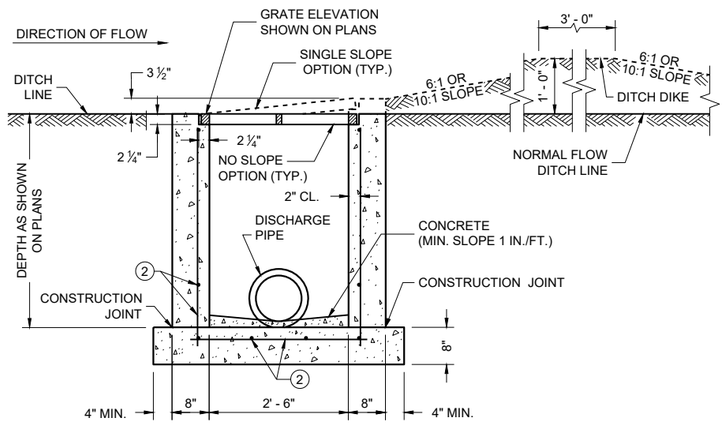


PRECAST REINFORCED CONCRETE SECTION A - A



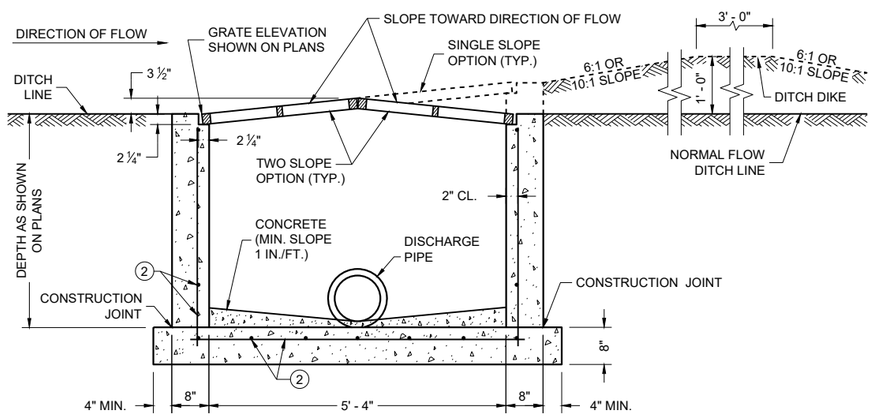


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE 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 PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

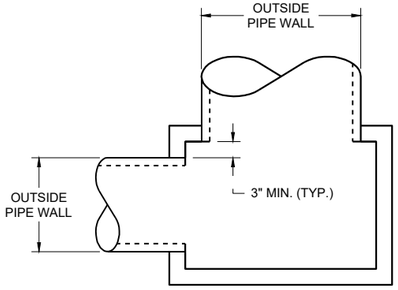
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

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 INLETS AND REINFORCED CONCRETE BASES 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.



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

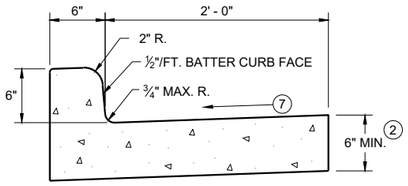
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

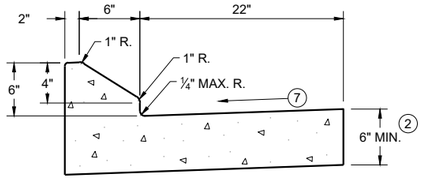
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

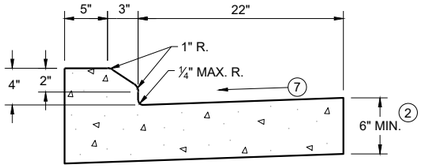
6
SDD 08C08-03



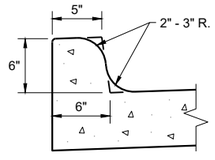
TYPES A (1) & D



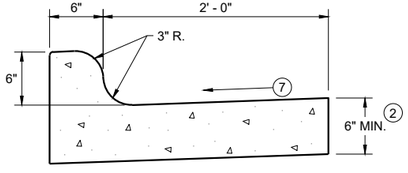
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

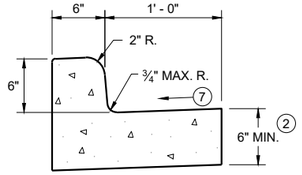


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



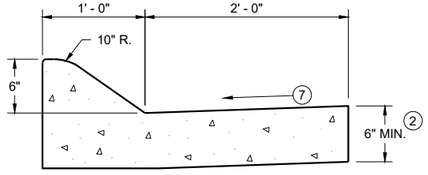
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

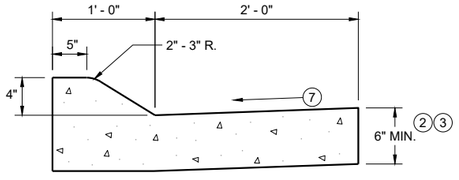


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

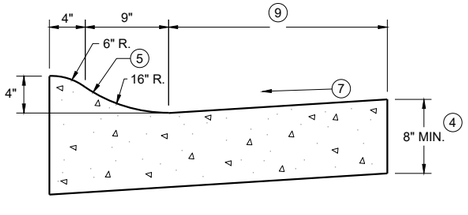


6" SLOPED CURB TYPES A (1) & D



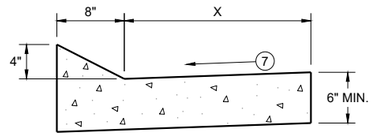
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

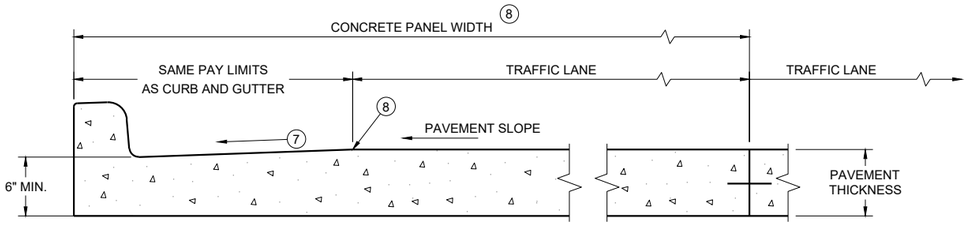


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

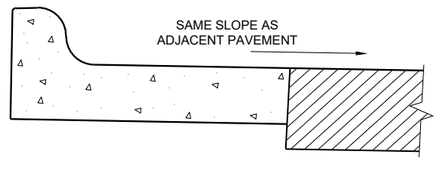
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

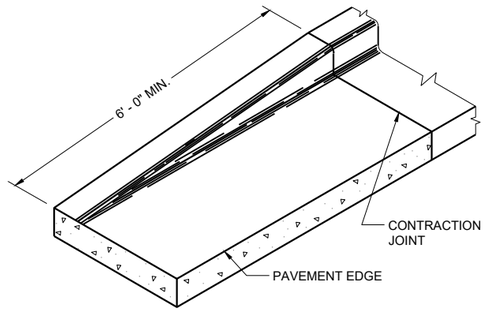
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

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

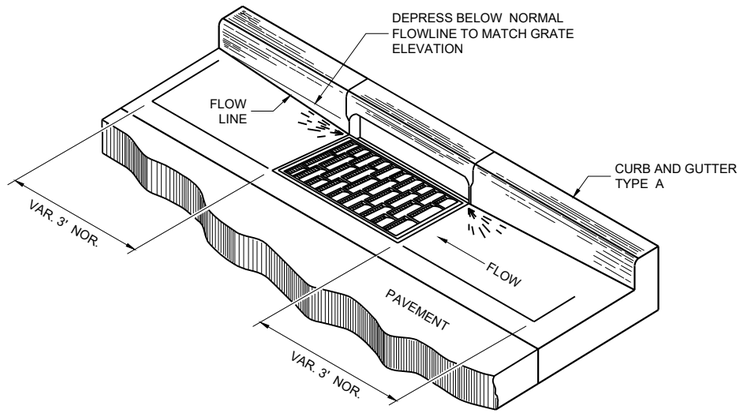
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

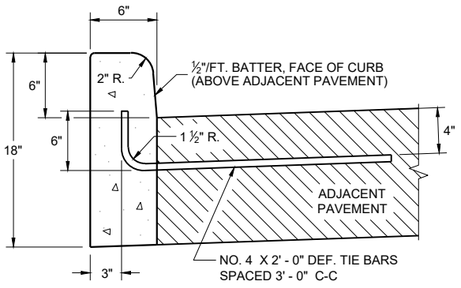
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

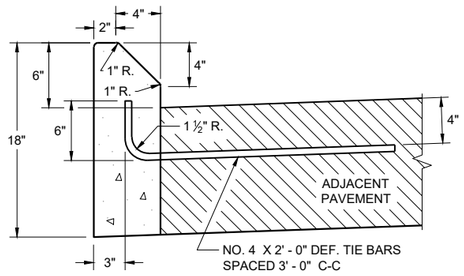
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

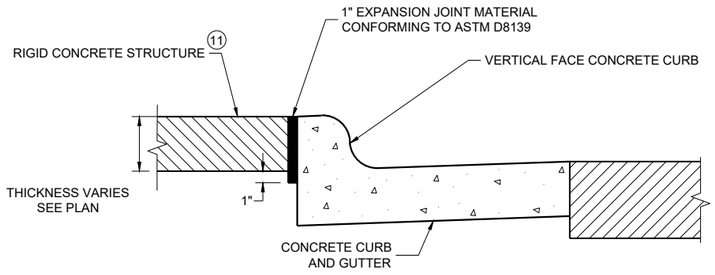


TYPES A (1) & D

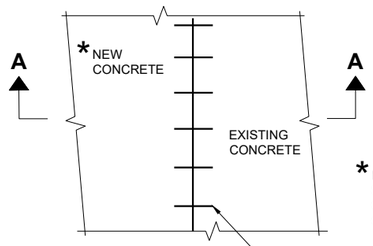


TYPES G (1) & J

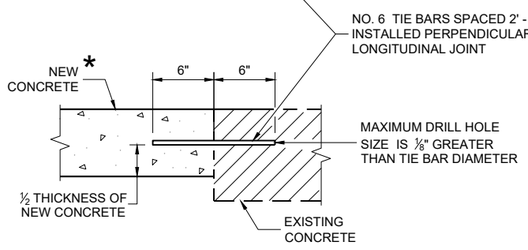
CONCRETE CURB



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

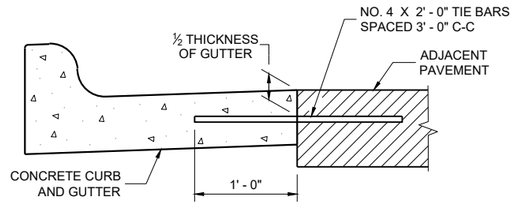


PLAN VIEW

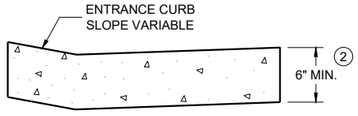


SECTION A - A

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

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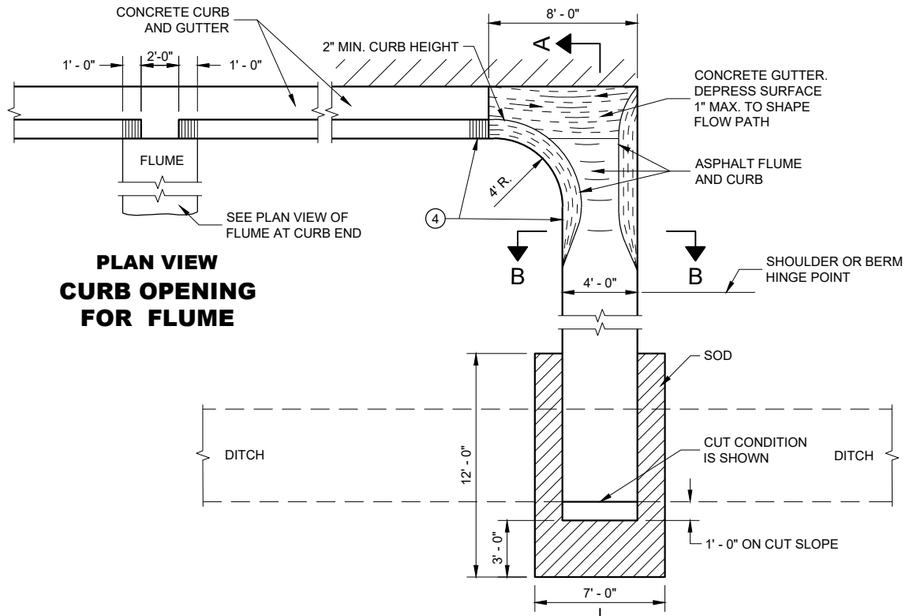
SDD 08D01-23b

SDD 08D01-23b

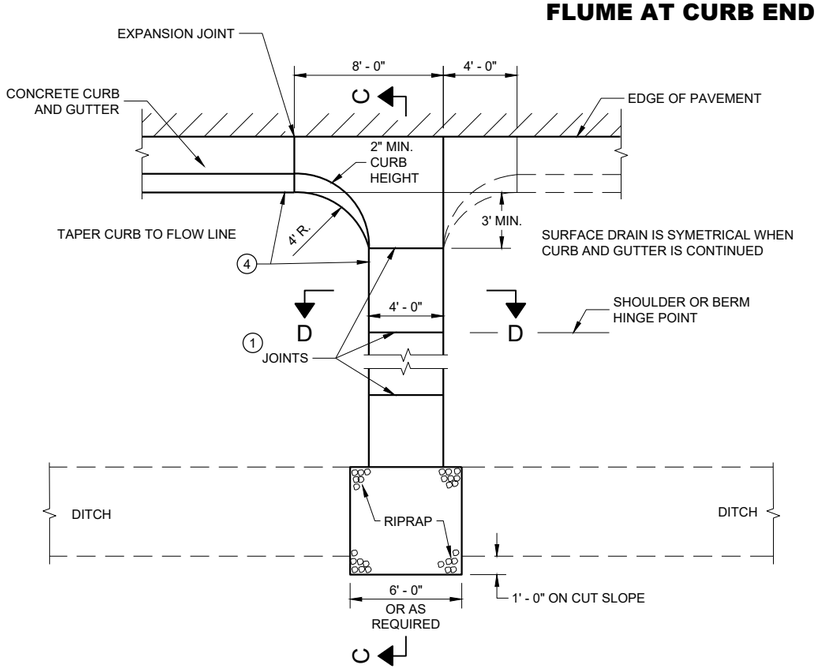
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



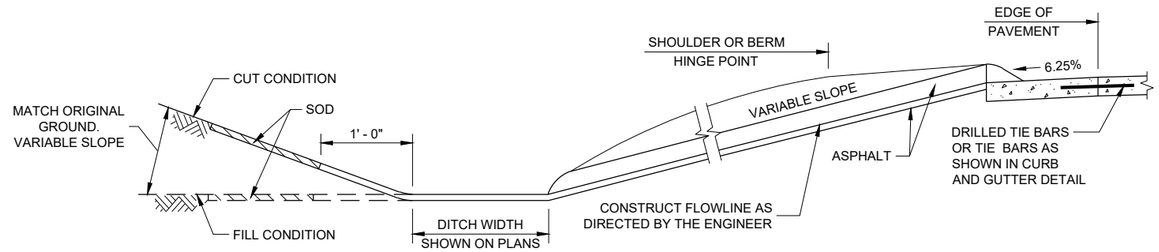
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

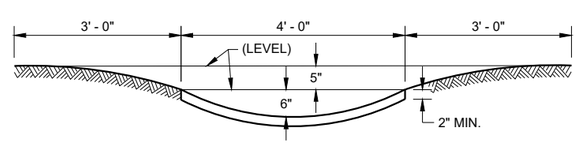
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

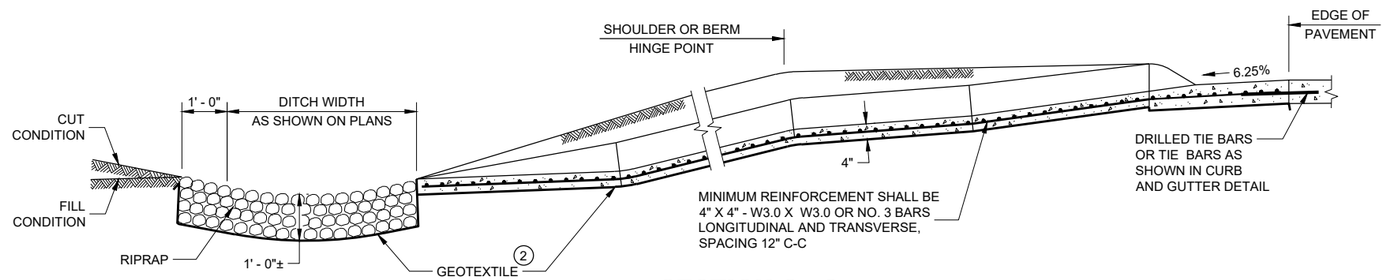
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



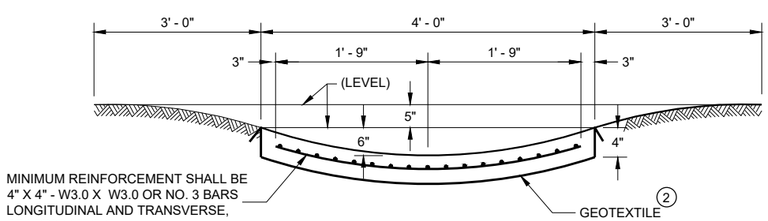
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 08D04 - 07

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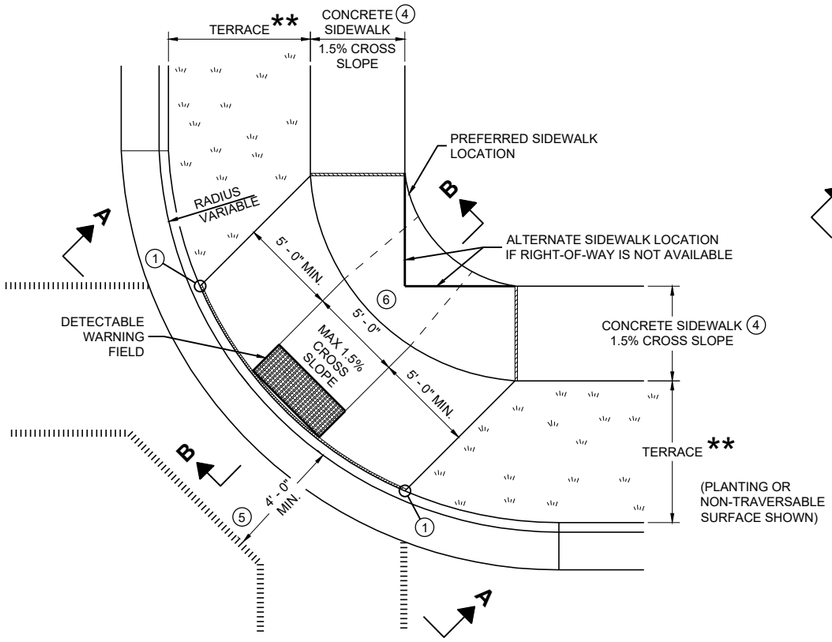
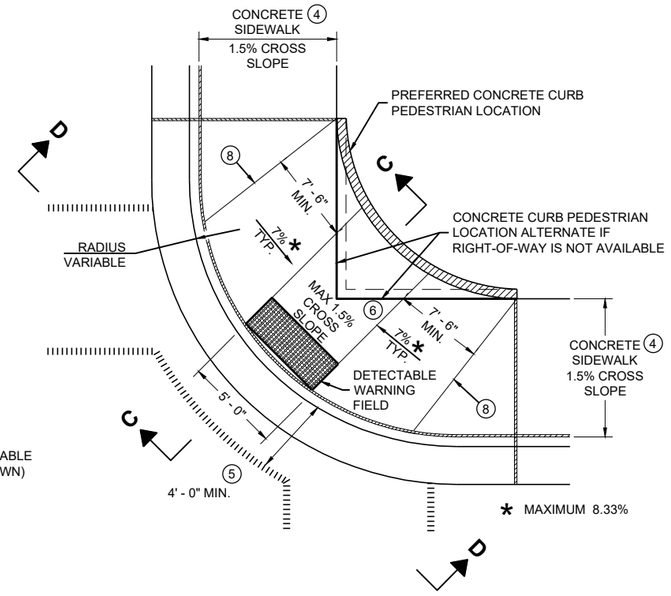
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

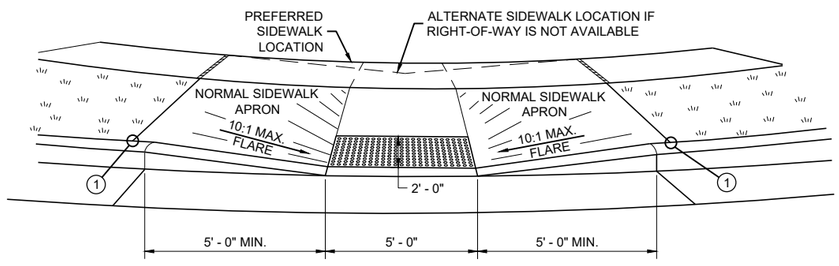
(CENTER OF CORNER RADIUS)



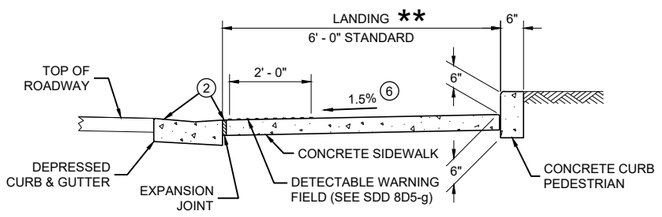
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

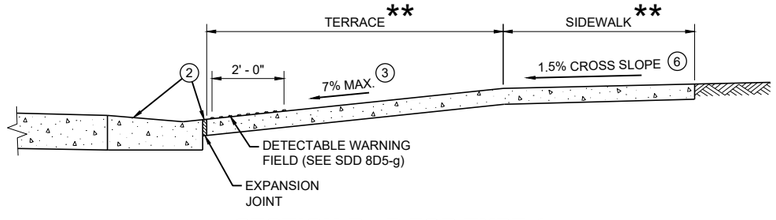


VIEW A - A FOR TYPE 1

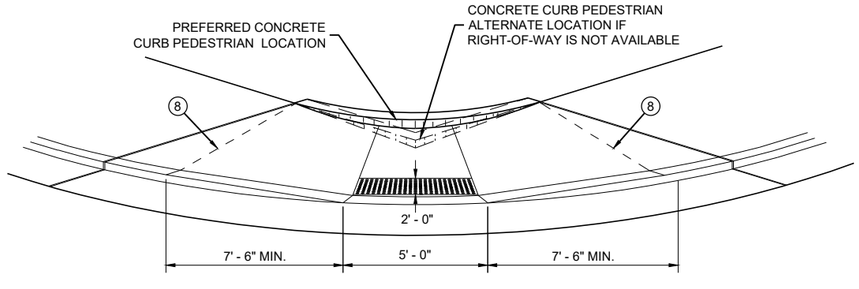


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

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

(3) 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.

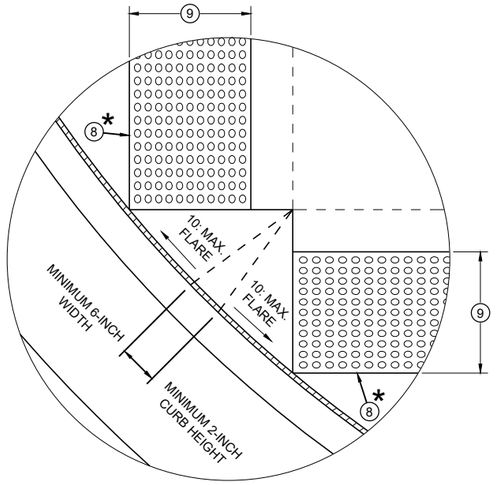
LEGEND

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

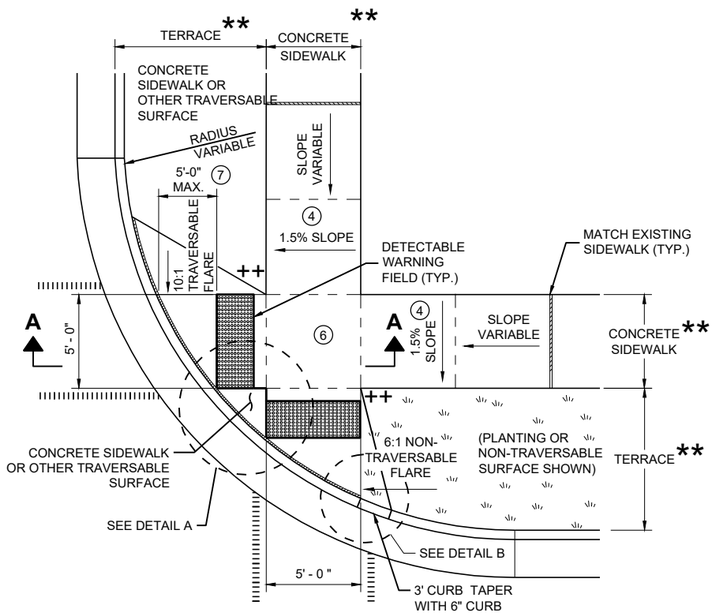
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

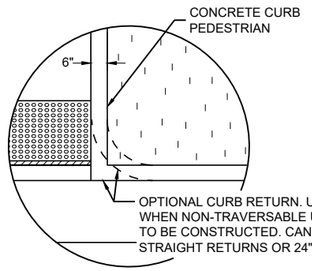
6
SDD 08D05-21a



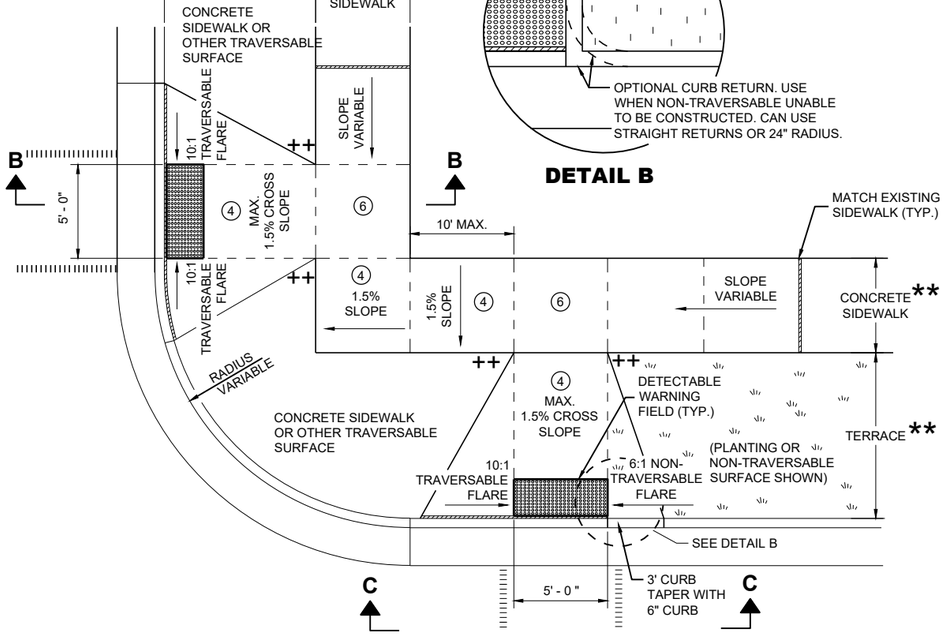
DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



DETAIL B



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

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.

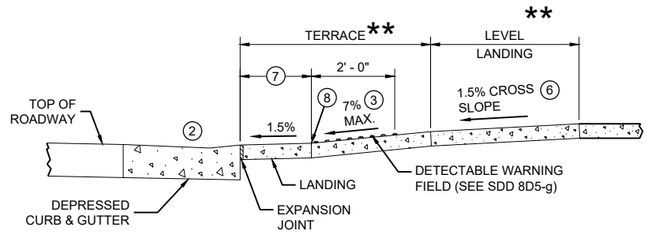
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

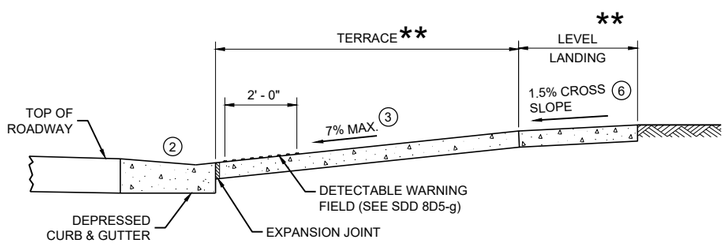


SECTION A - A FOR TYPE 2

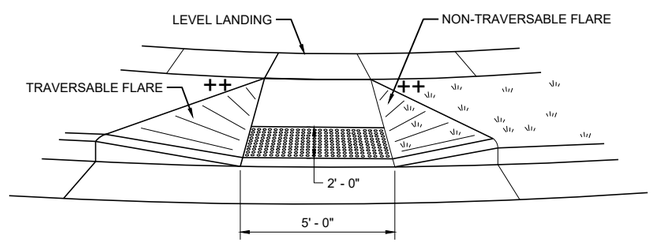
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



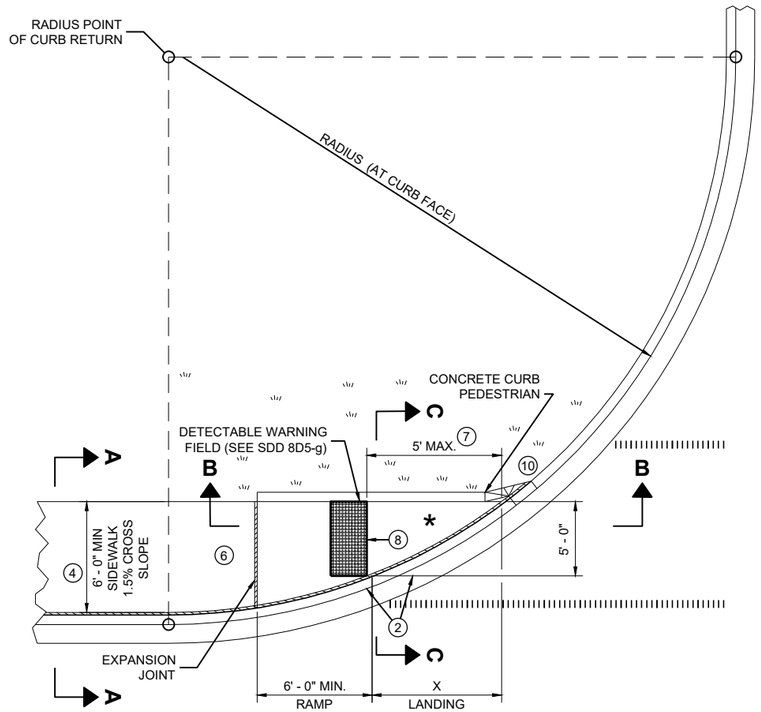
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

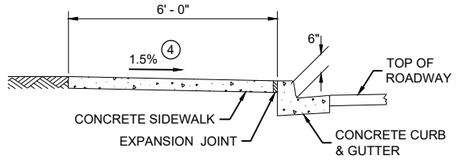


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

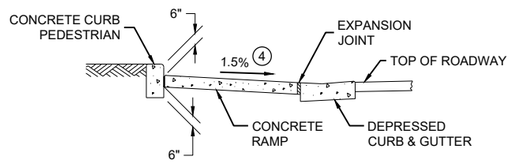
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

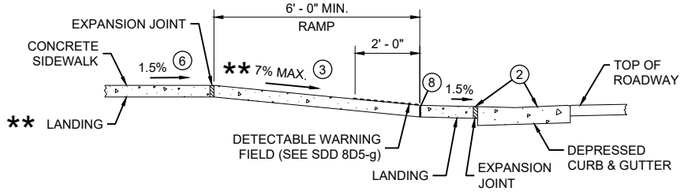
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

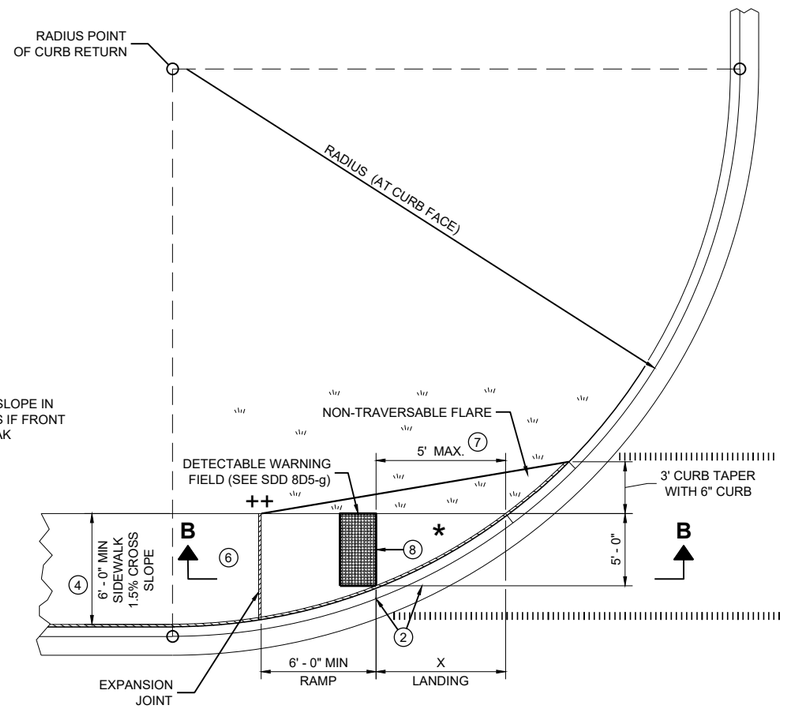


SECTION C - C FOR TYPE 4A



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

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

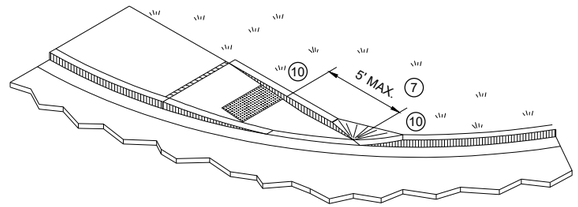


* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

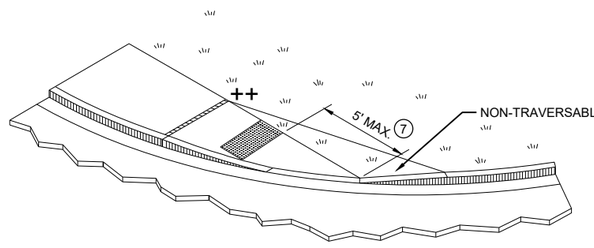
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



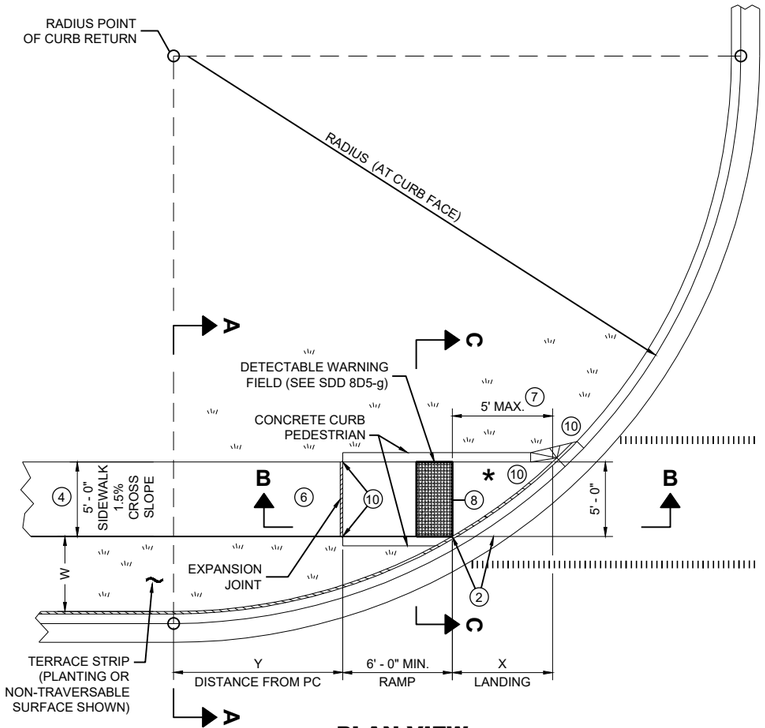
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



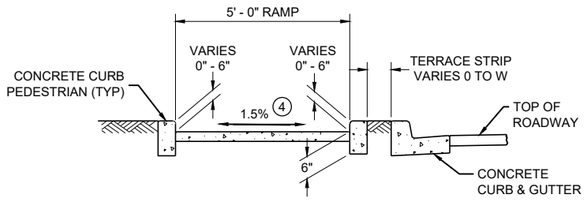
PLAN VIEW
CURB RAMP TYPE 4B

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

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

LEGEND

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



SECTION C - C FOR TYPE 4B

GENERAL NOTES

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

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

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

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

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

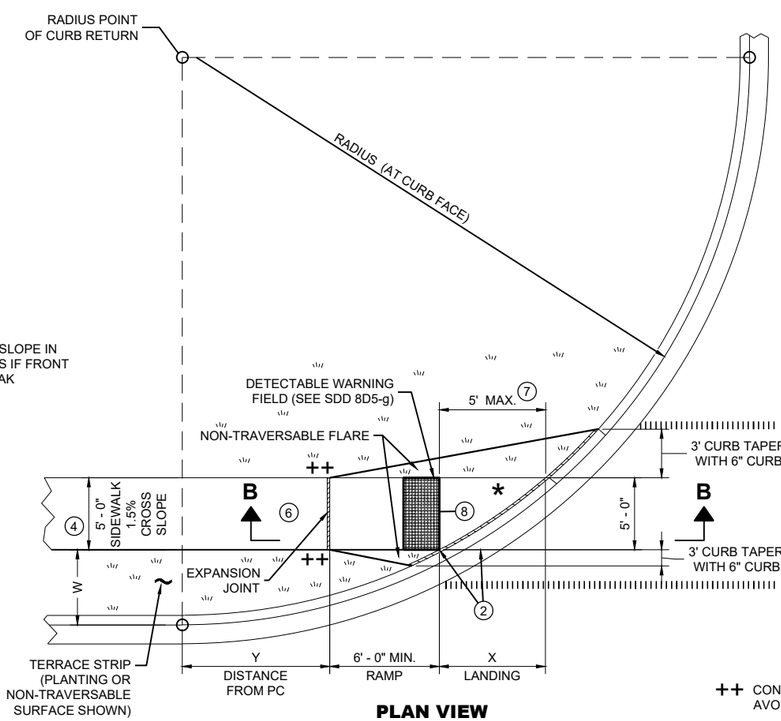
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

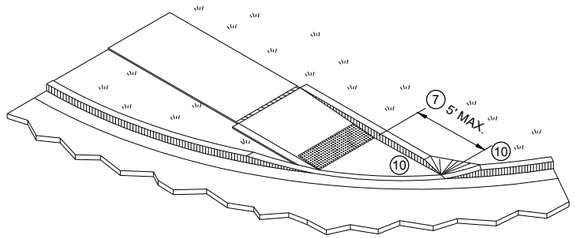
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

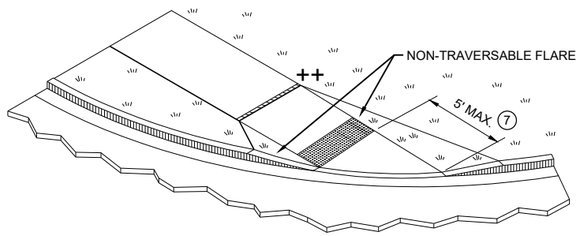
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



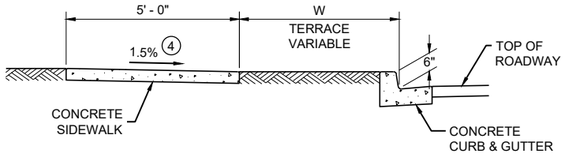
PLAN VIEW
CURB RAMP TYPE 4B1



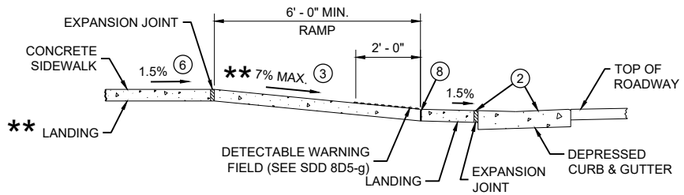
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



SECTION A - A FOR TYPE 4B



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

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

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

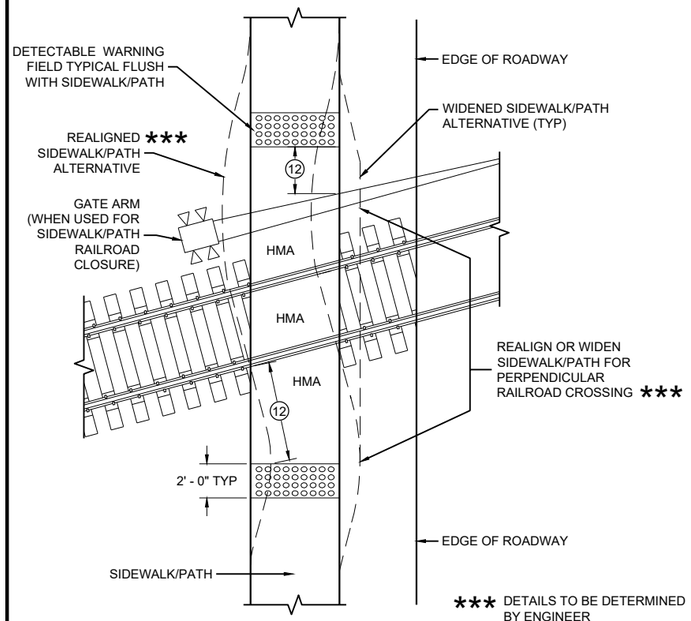
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

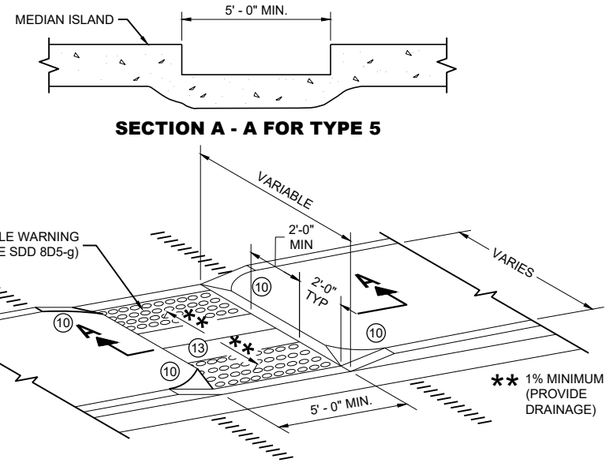
6

SDD 08D05-21d



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

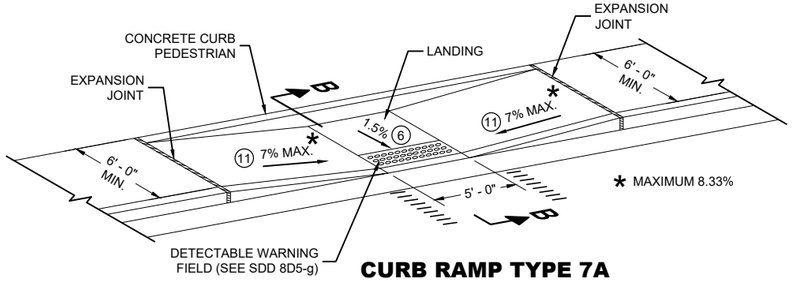
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

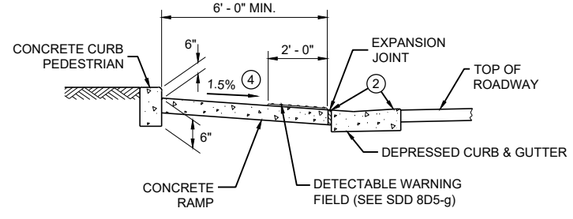
LEGEND

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

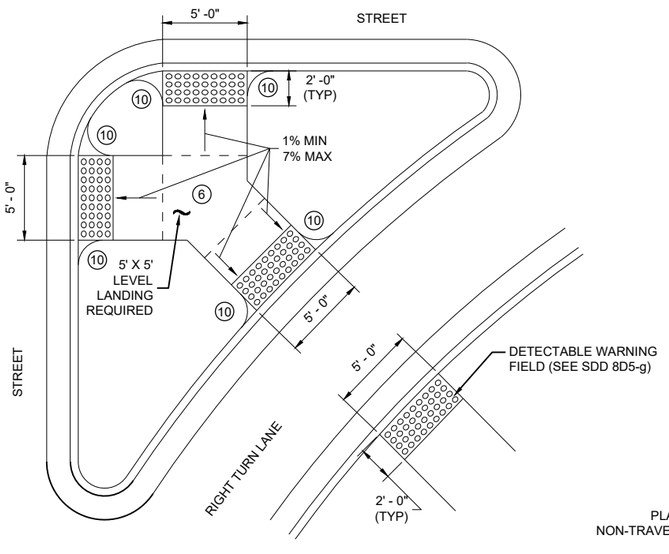


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



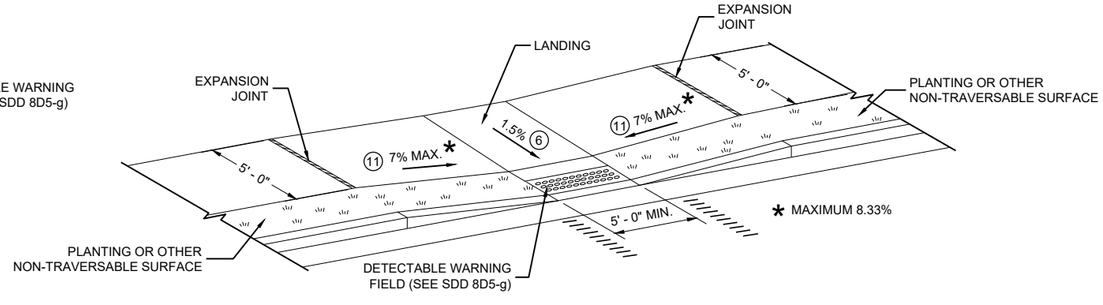
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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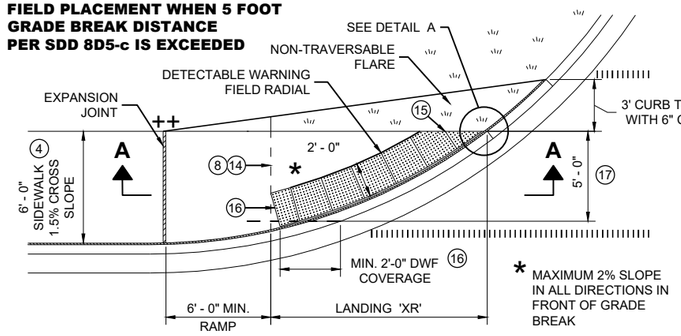
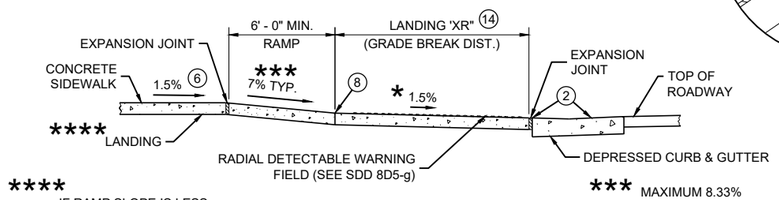
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED

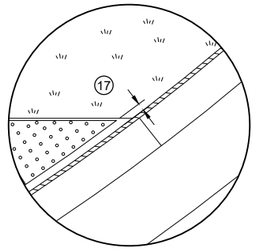


PLAN VIEW

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



SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

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

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

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

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

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

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

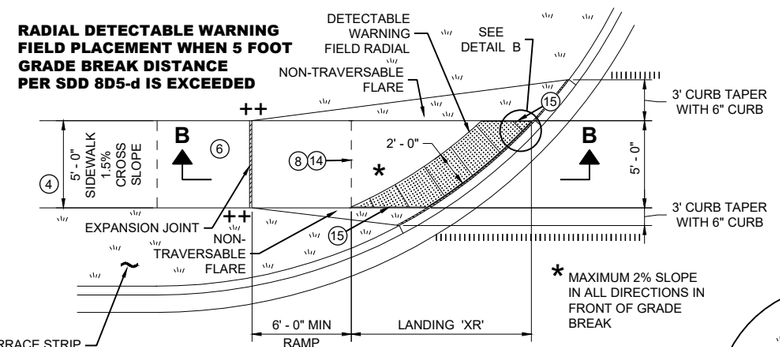
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

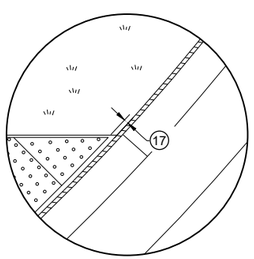
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

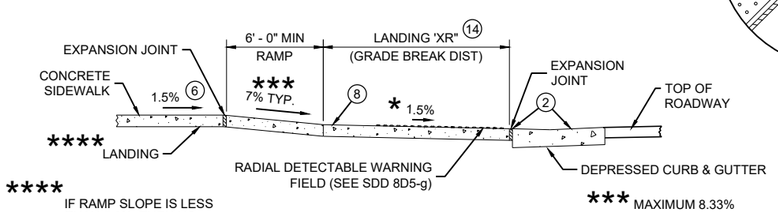


PLAN VIEW

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

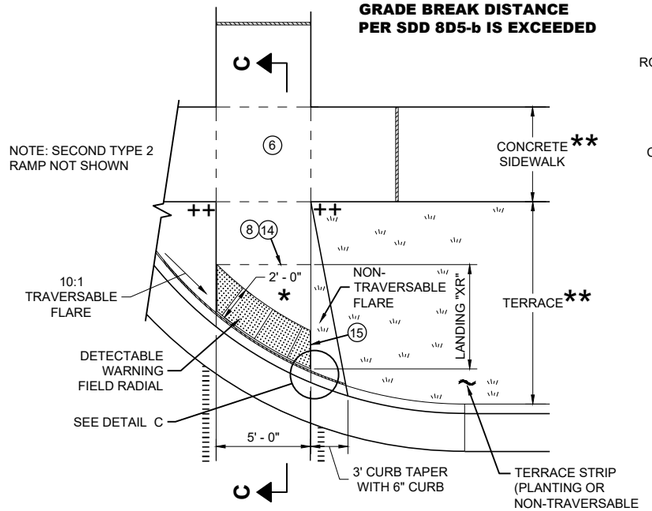


DETAIL B



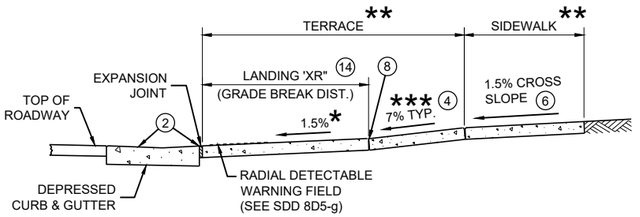
SECTION B - B FOR TYPE 4B1

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

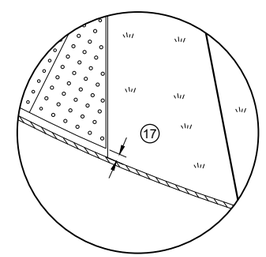


PLAN VIEW

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



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

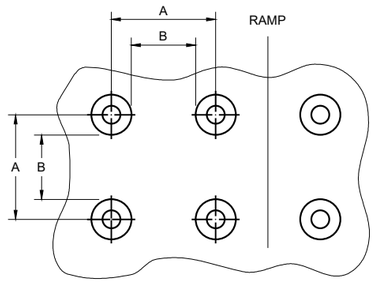
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

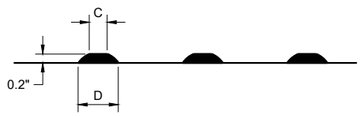
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

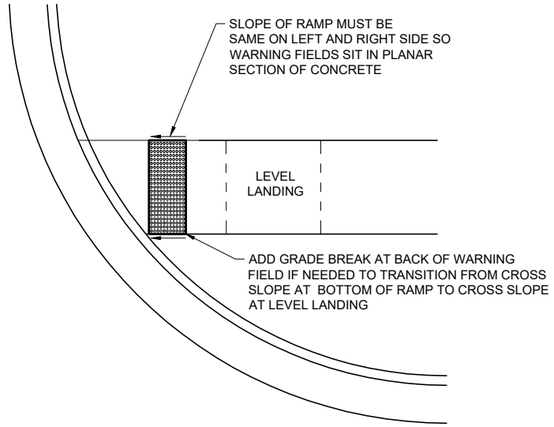
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD

PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

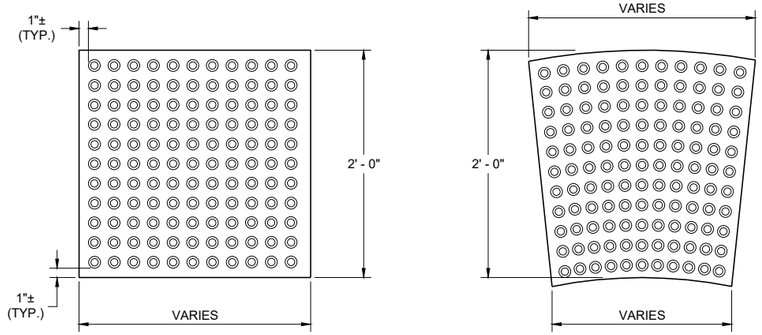
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

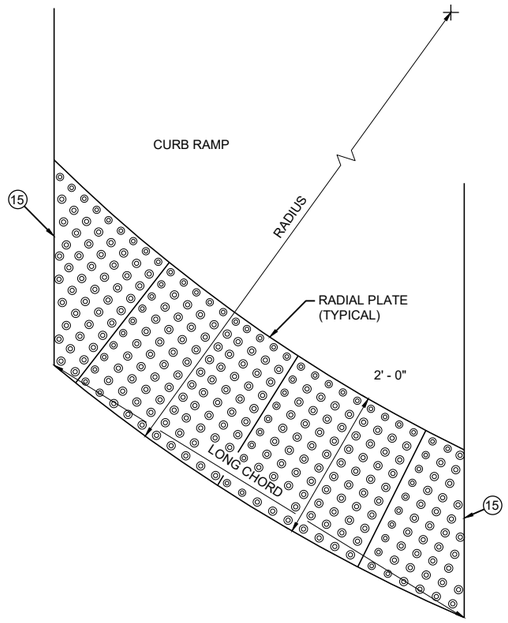


RECTANGULAR PLATES

RADIAL PLATES

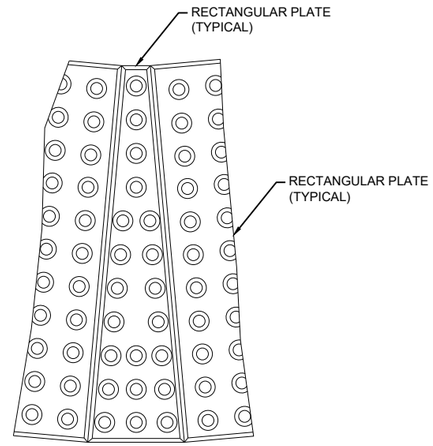
PLAN VIEW

DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW

RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW

RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 2023 — DATE

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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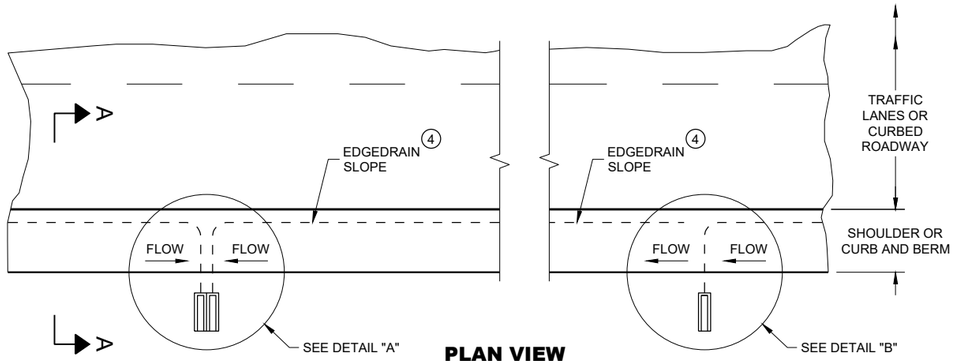
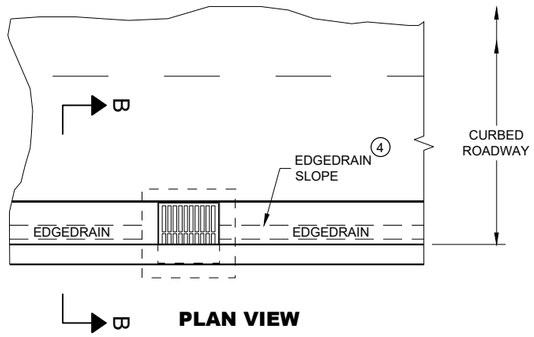
SDD 08D05-21g



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS
(EDGEDRAIN CONNECTS TO ROADSIDE) (2)



PLAN VIEW

ROADWAY WITH CURBS
(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)

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) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

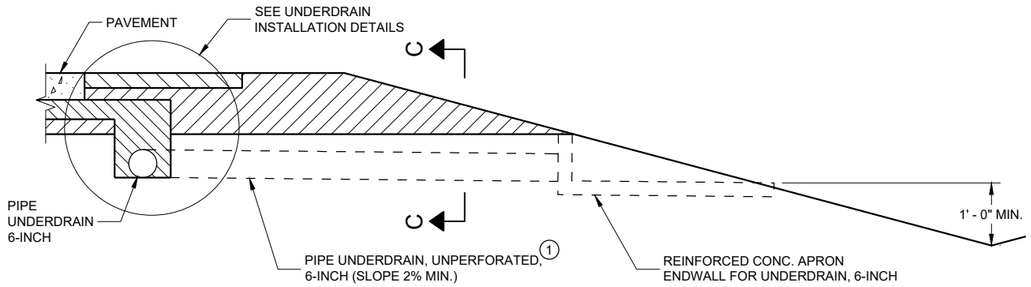
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

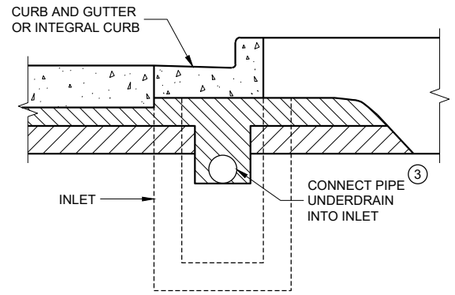
(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



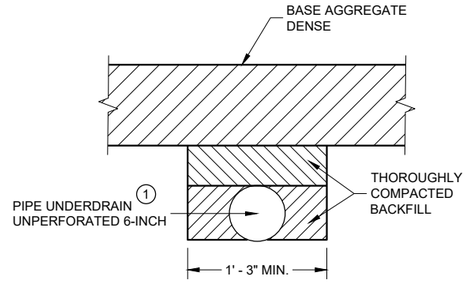
SECTION A - A

RURAL CROSS SECTION



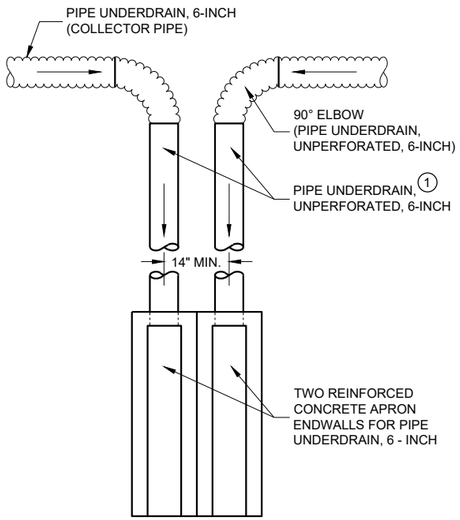
SECTION B - B

URBAN CROSS SECTION

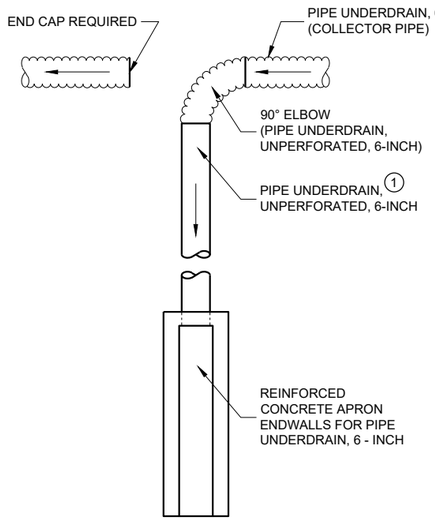


SECTION C - C

TRENCH FOR OUTFALL PIPE

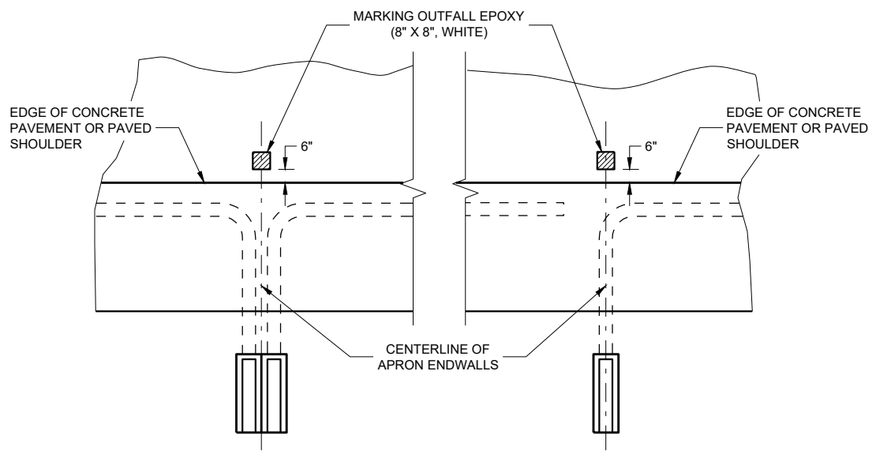


DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS



DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



LOW POINT LOCATIONS — INTERMEDIATE LOCATIONS

PAVEMENT MARKINGS FOR OUTFALL MARKERS

EDGEDRAIN OUTLET AND OUTFALL MARKERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD08D15 - 05a

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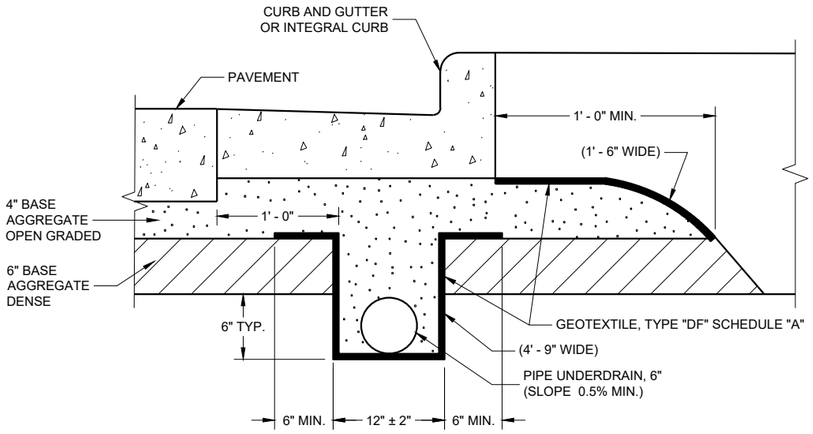
SDD08D15 - 05a



EDGEDRAIN IN URBAN ROADWAY

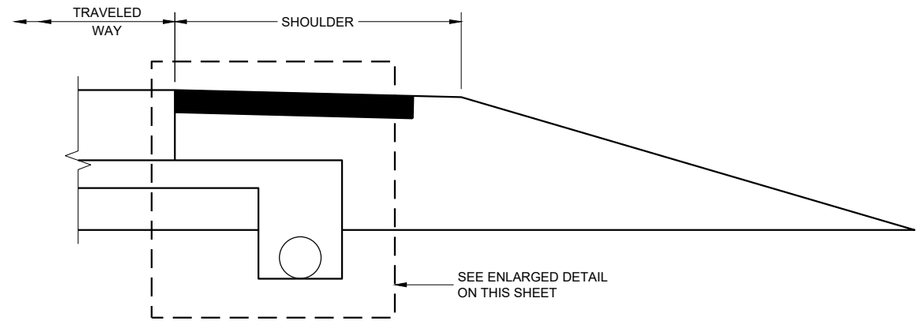
GENERAL NOTES

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

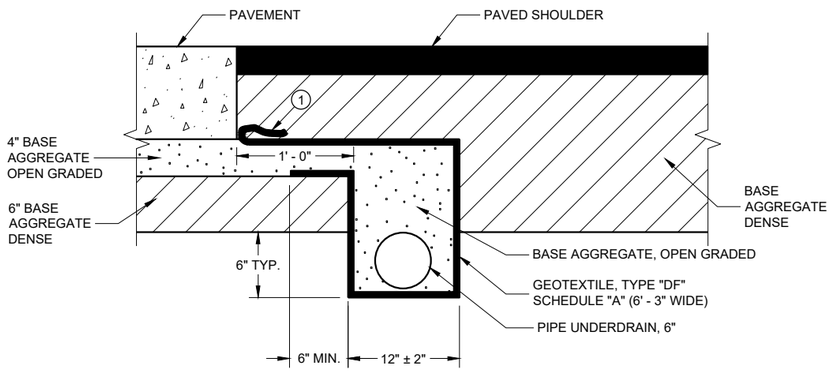
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

(1) FOLD OVER EXCESS GEOTEXTILE AT THIS LOCATION.

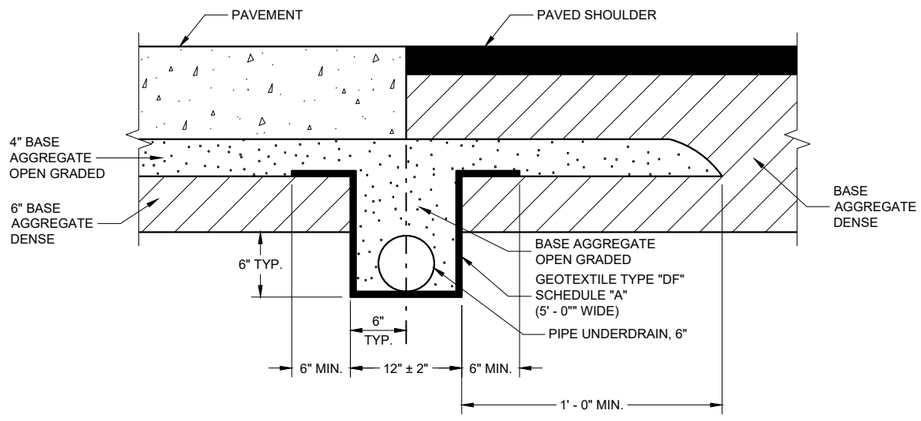
(2) TOTAL GEOTEXTILE WIDTH IS 6'-3" FOR PAYMENT.



RURAL CROSS SECTION



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

EGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

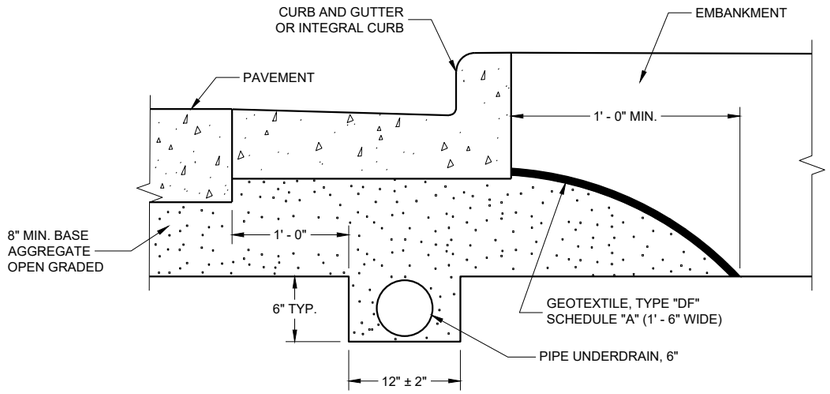
6

SDD 08D15 - 05b

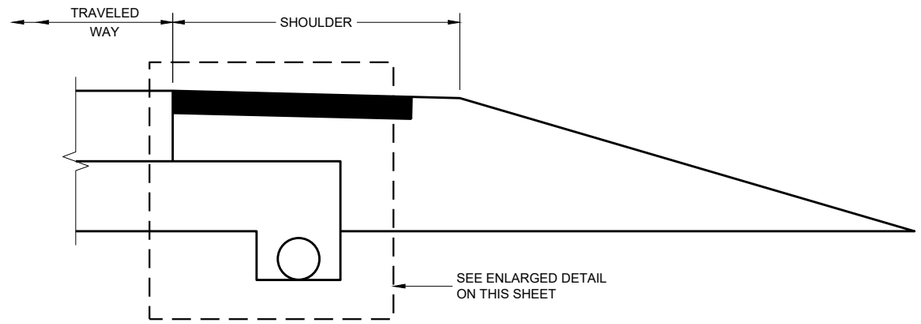
GENERAL NOTES

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

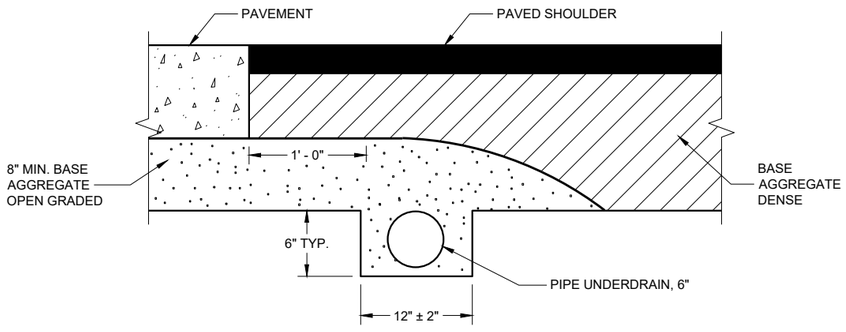
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.



EDGEDRAIN IN URBAN ROADWAY

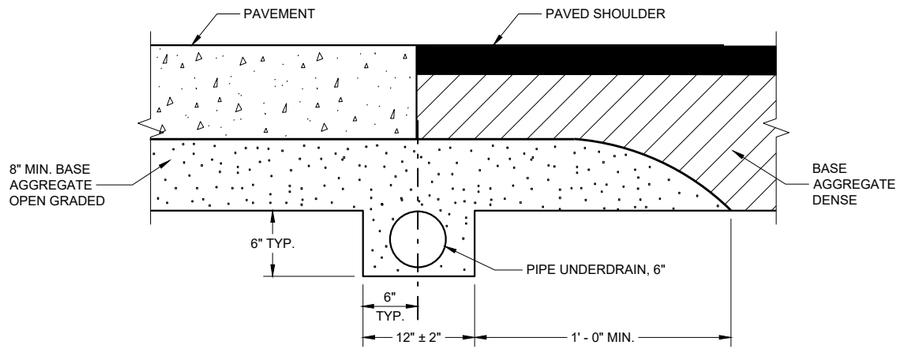


RURAL CROSS SECTION



POST PAVING INSTALLATION

(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

EDGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 08D15 - 05c

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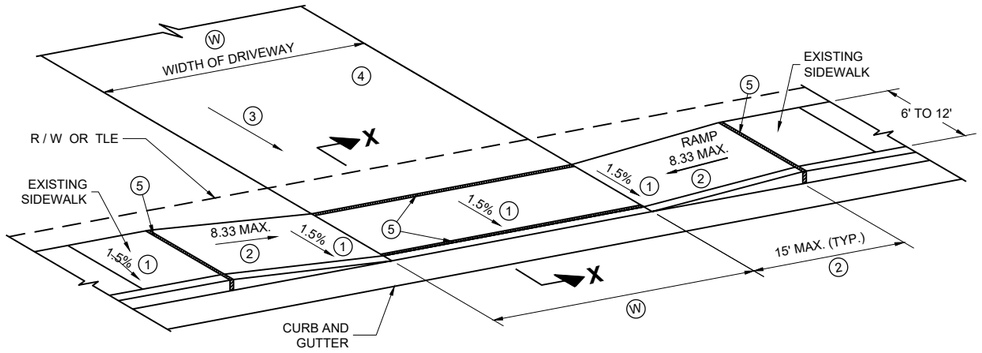
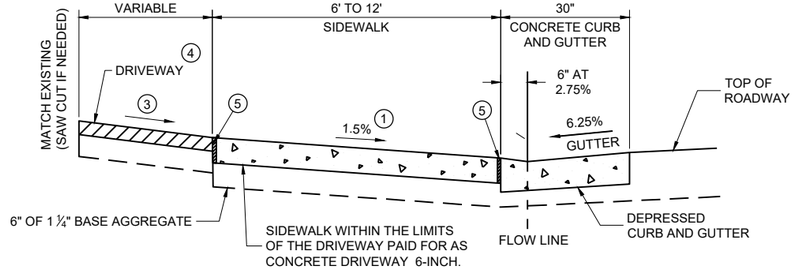
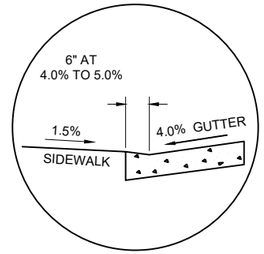
SDD 08D15 - 05c



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



SECTION X - X



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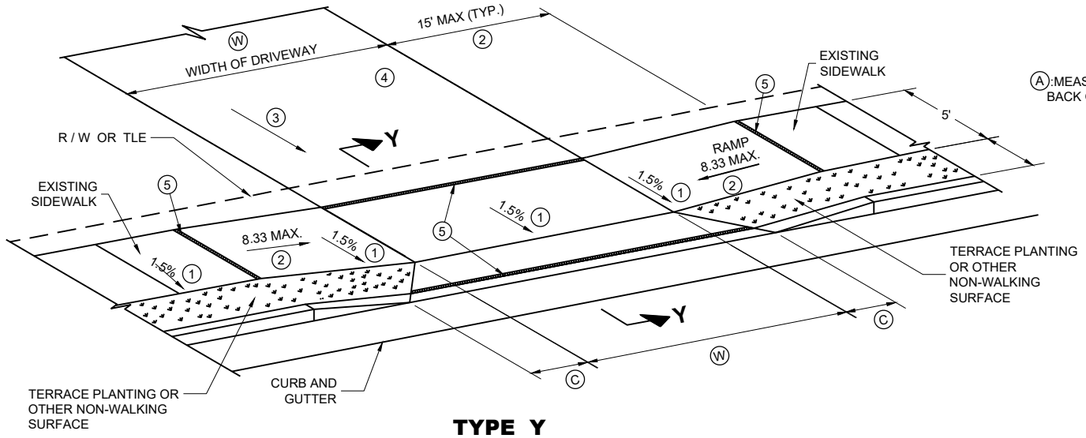
4% GUTTER SLOPE



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

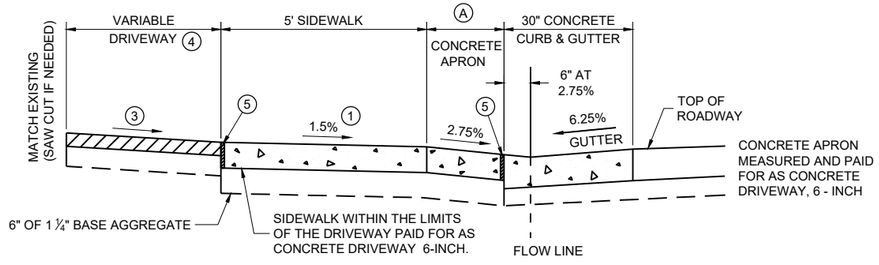
Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

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

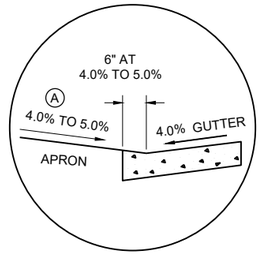
Ⓐ:MEASURE FROM BACK OF CURB

TABLE Y

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



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

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

GENERAL NOTES

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

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

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

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

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

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

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

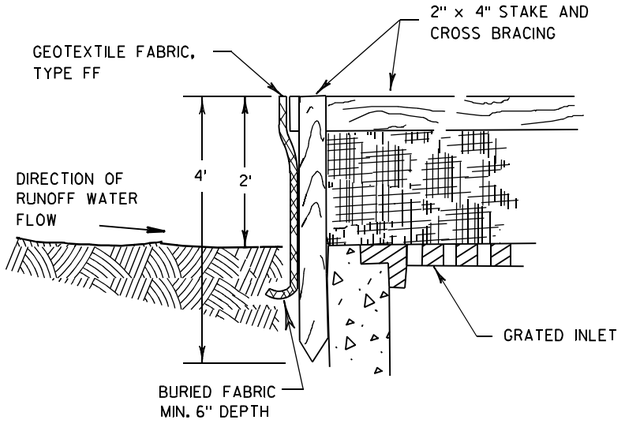
⑤ ½" EXPANSION JOINT FILLER

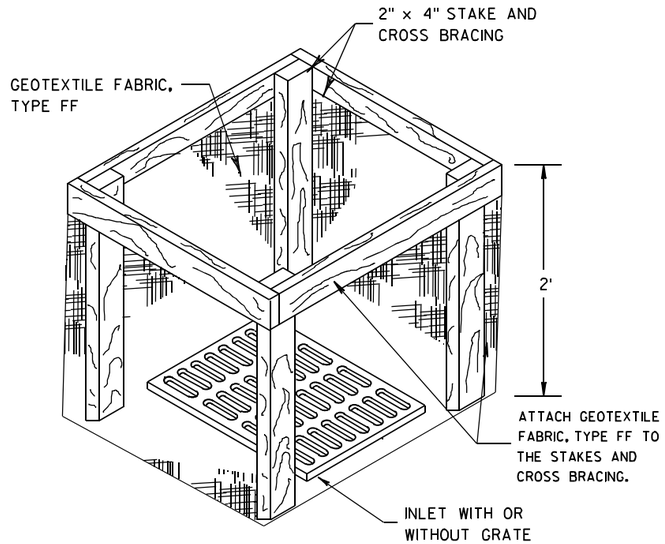
DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

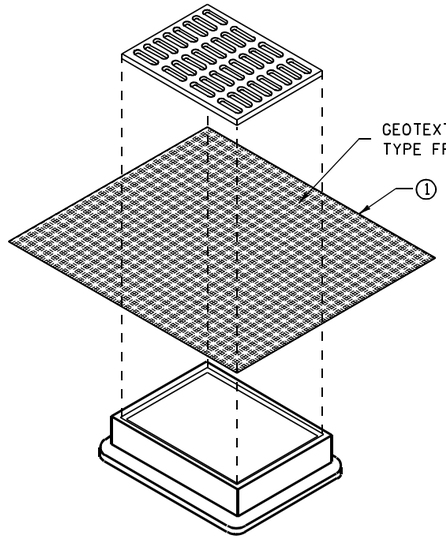
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



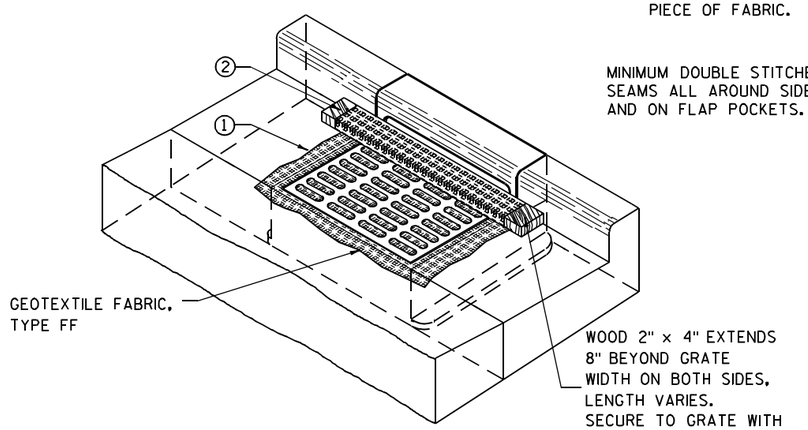


INLET PROTECTION, TYPE A

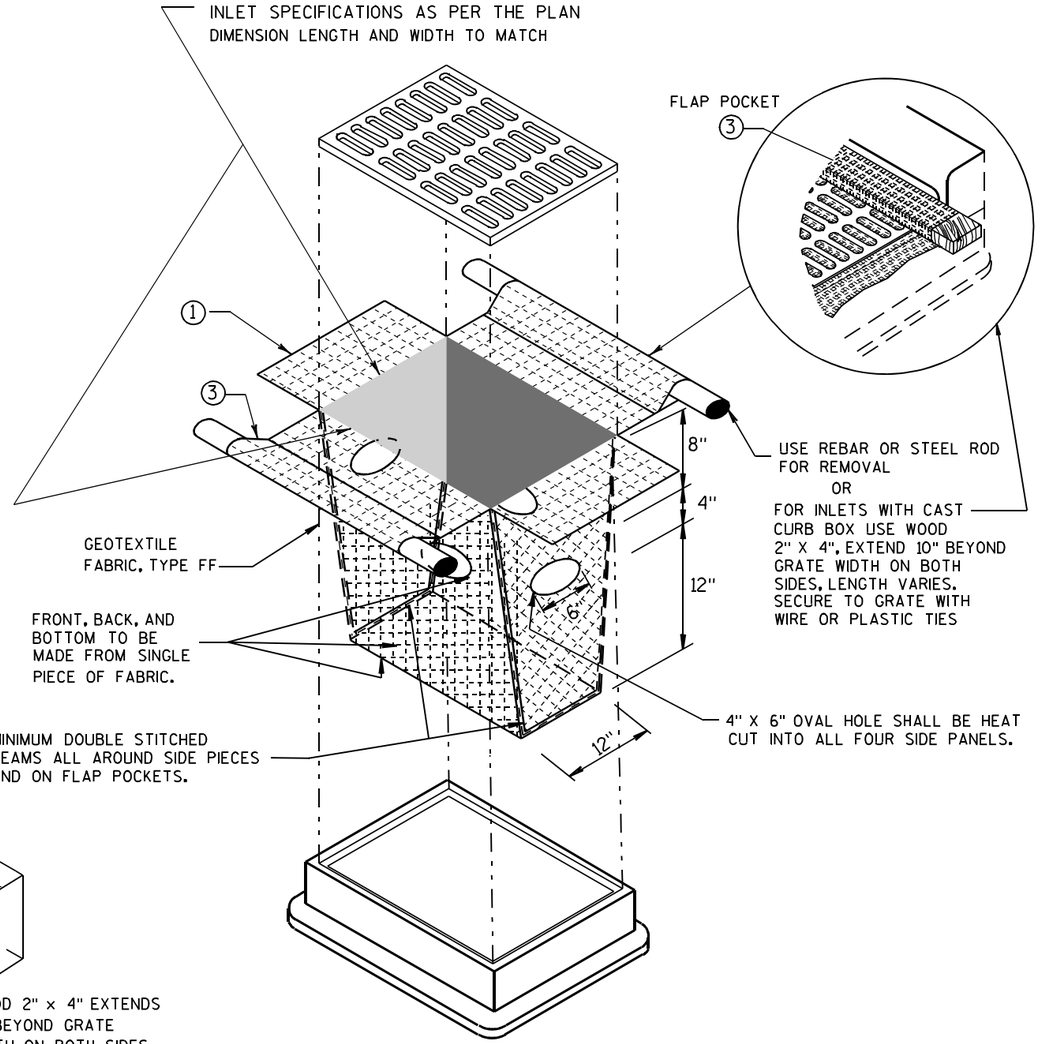


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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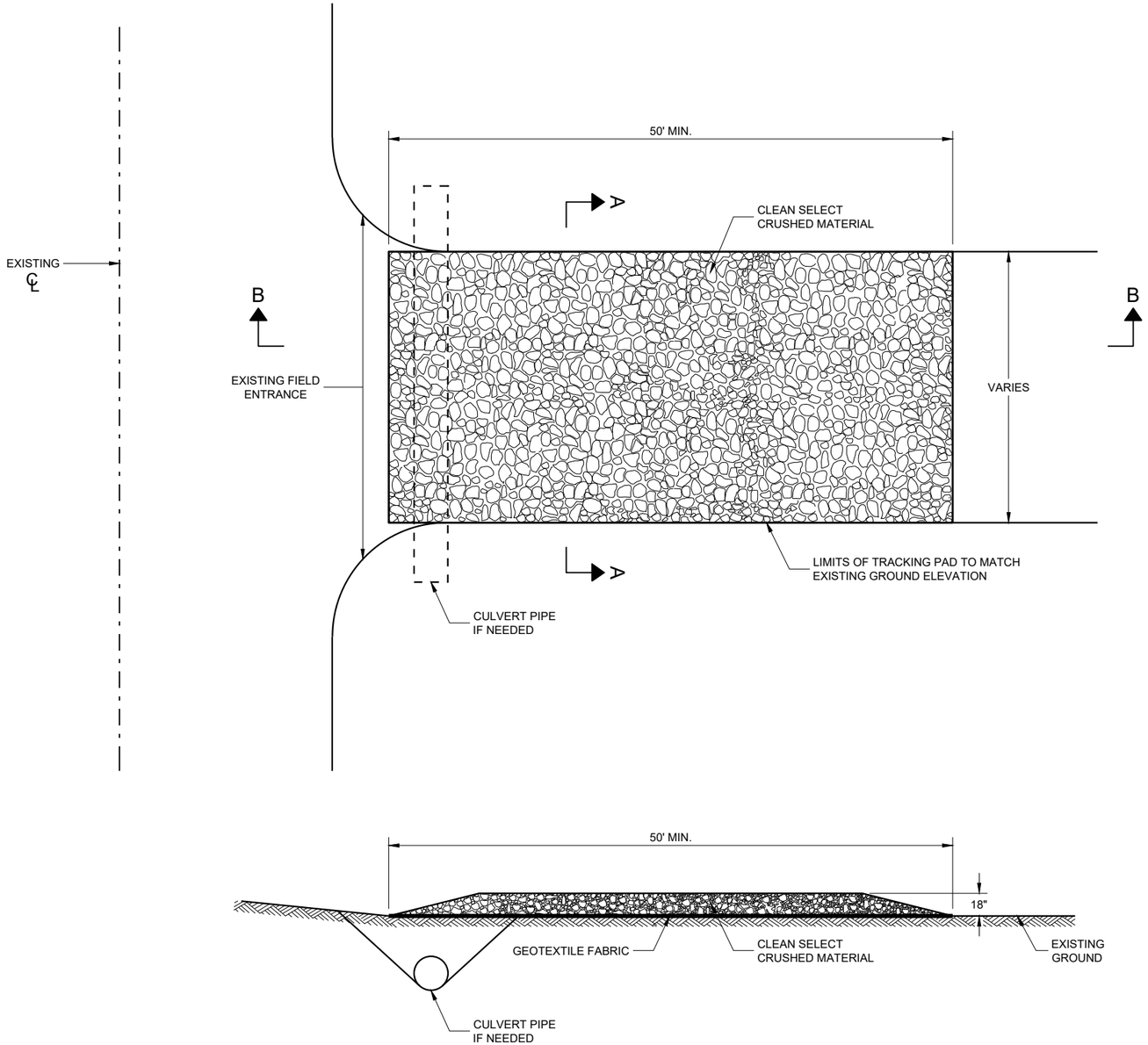
S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

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

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

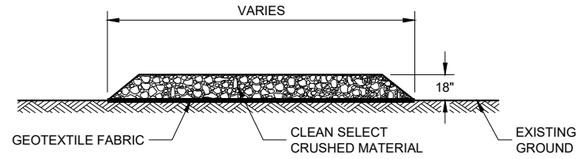
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A - A

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SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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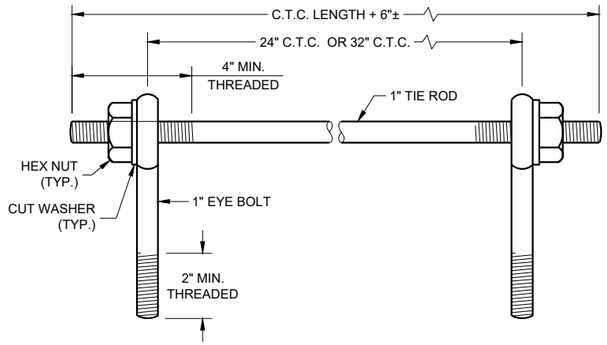
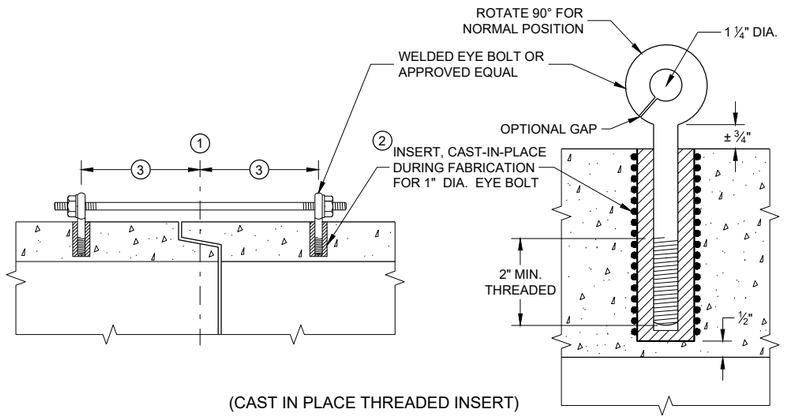
SDD 08E14 - 01



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.

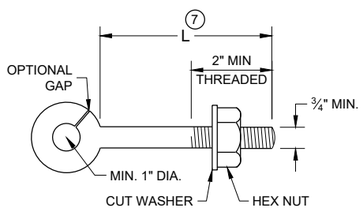
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

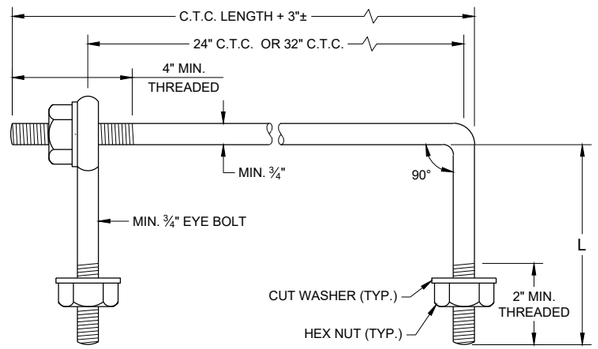
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

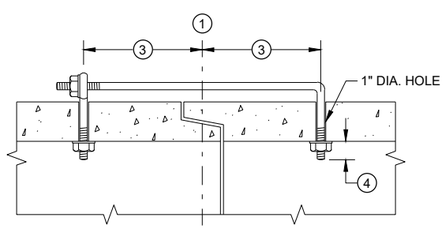


EYE BOLT (7)

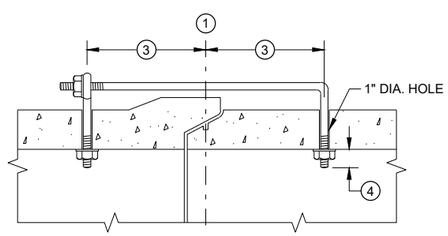
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

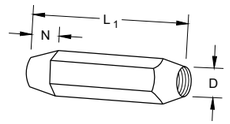
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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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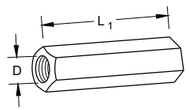
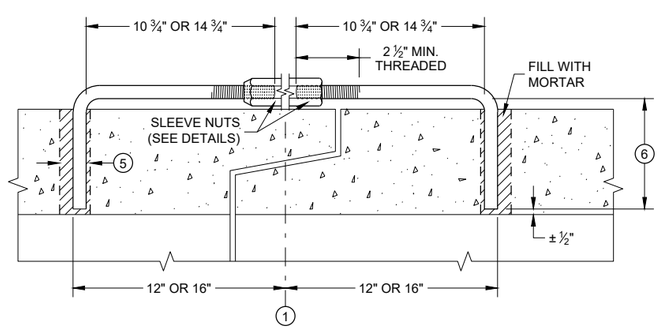


PLAIN

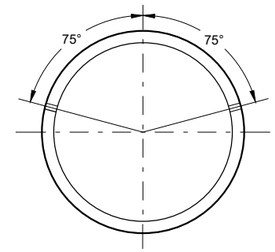
RIGHT AND LEFT THREADS

SLEEVE NUTS



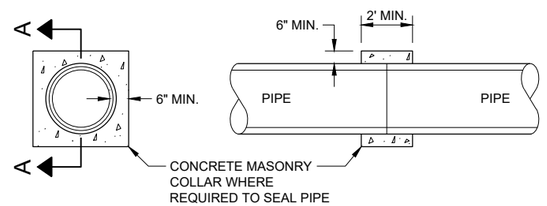
LONGITUDINAL SECTION

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

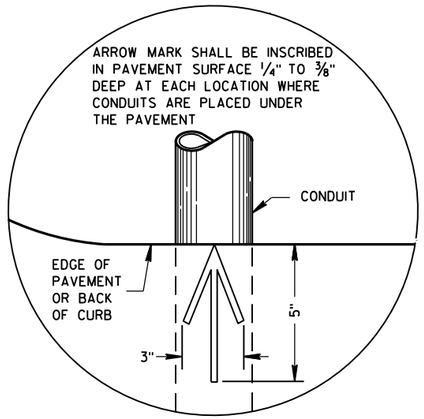
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

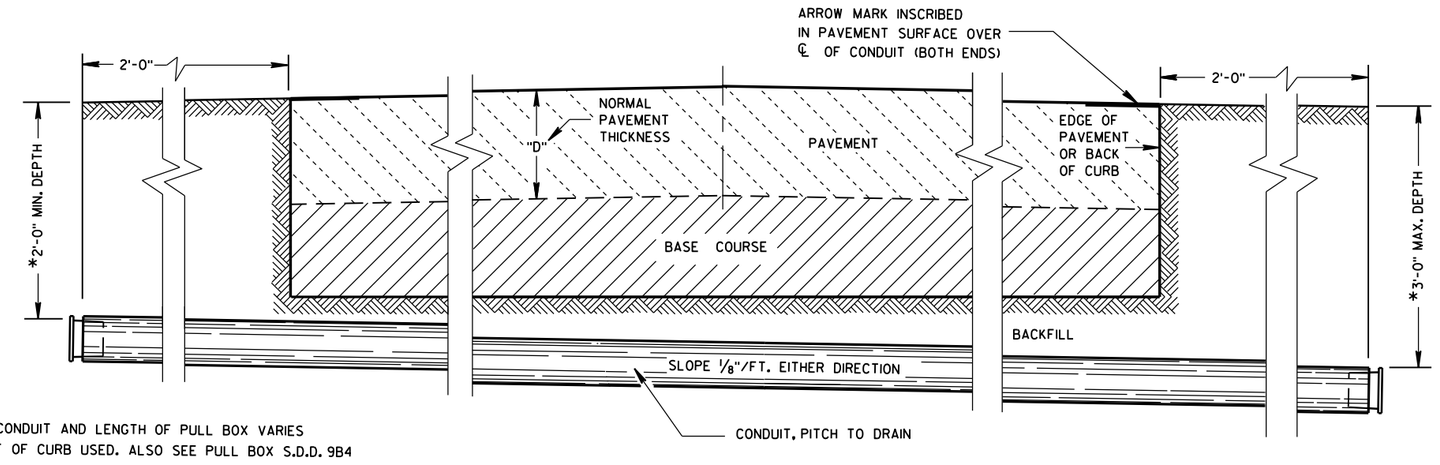
SDD 08F04 - 08

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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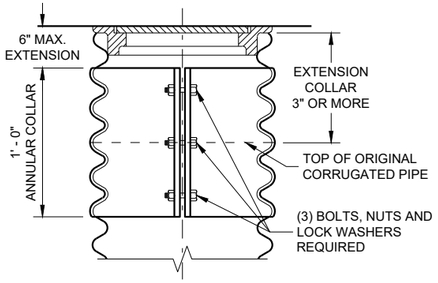
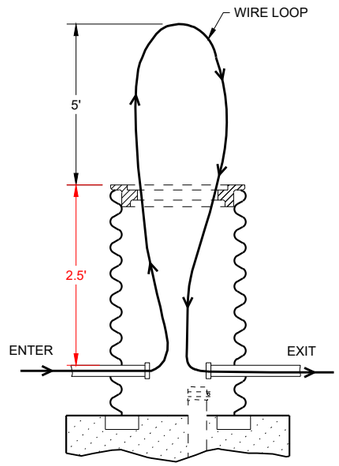
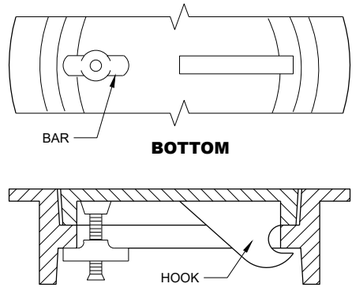
S.D.D. 9 B 2-10



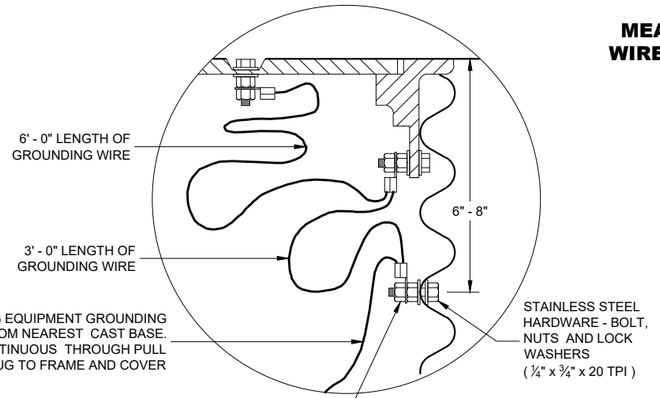
CORRUGATED PIPE EXTENDER



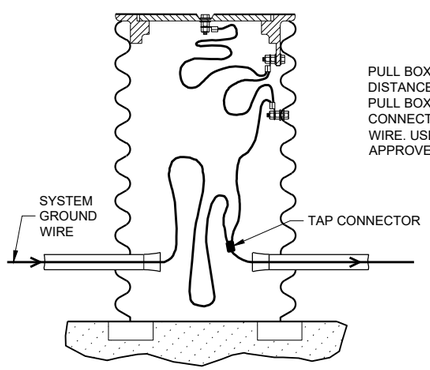
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

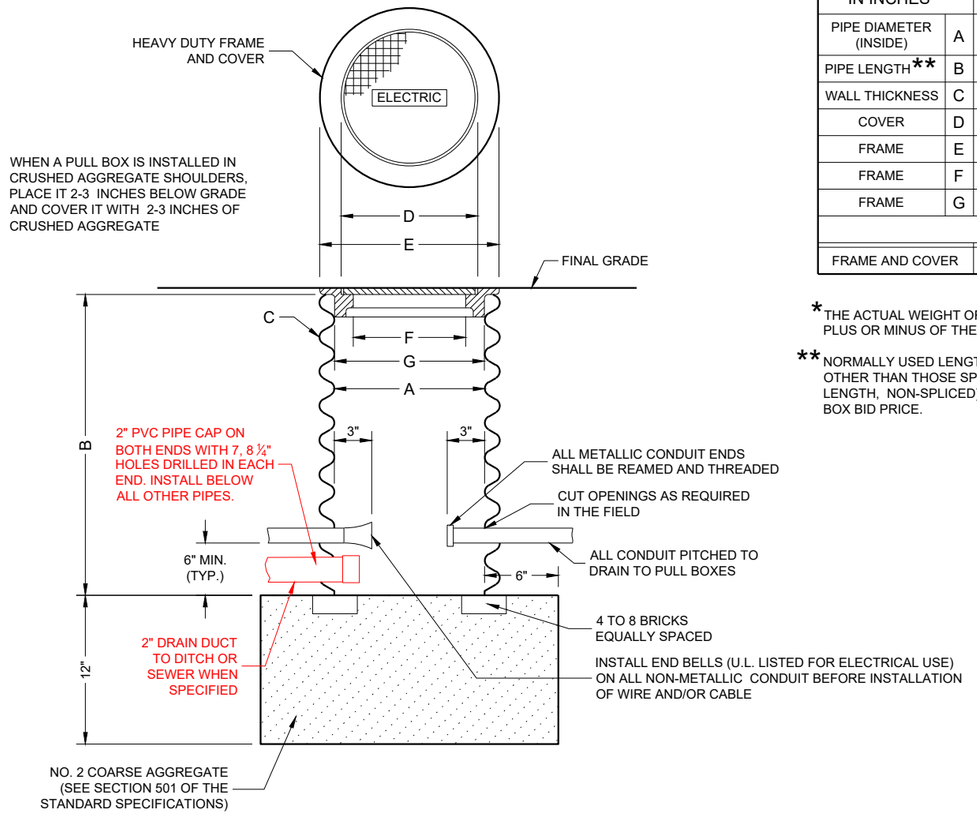


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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

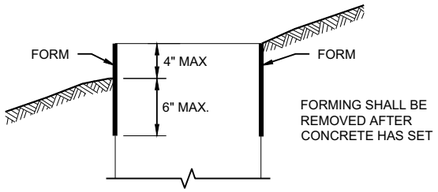
APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 160

FHWA

6
SDD 09B04-12

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



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

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

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

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

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

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

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

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

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

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

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

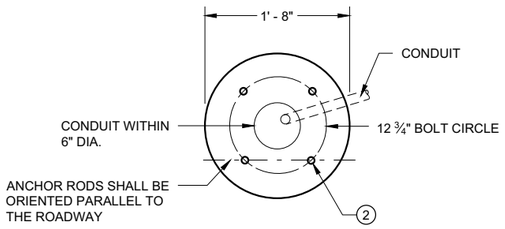
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

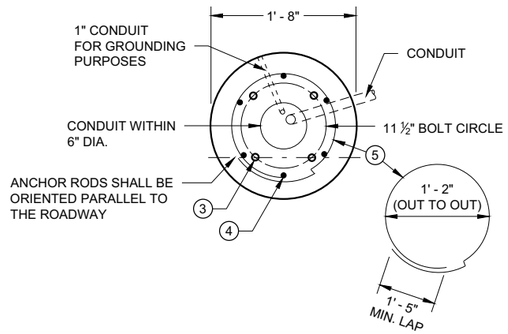
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

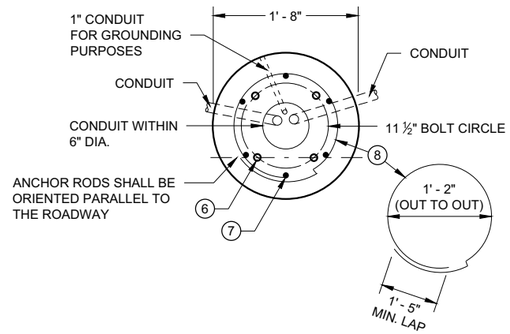
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







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

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

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

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

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

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

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

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

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

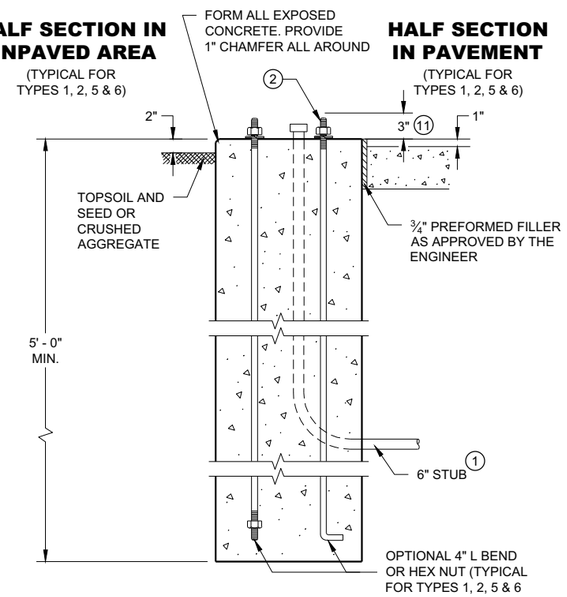
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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

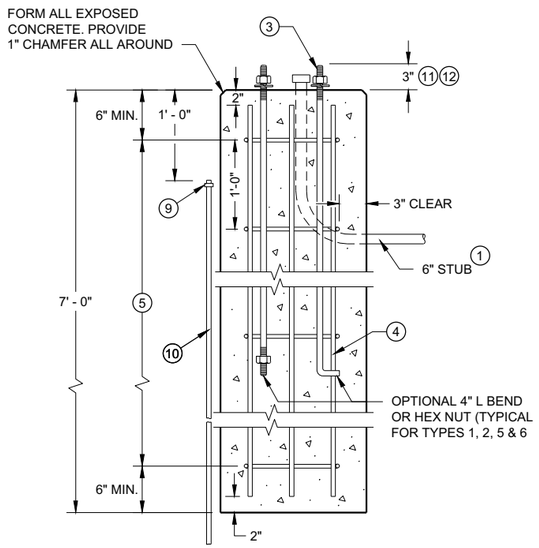
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

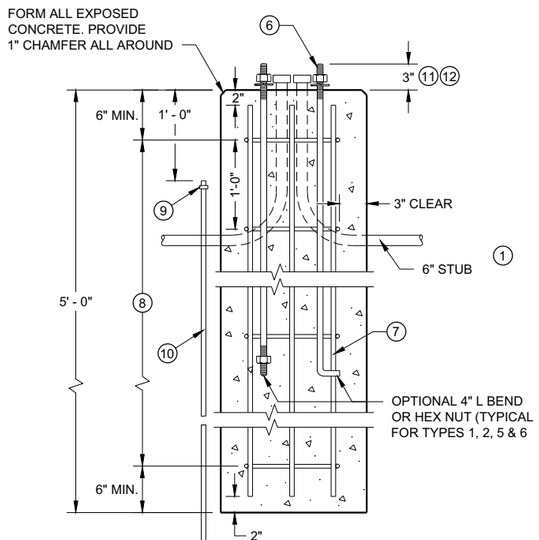
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

GENERAL NOTES

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

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

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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

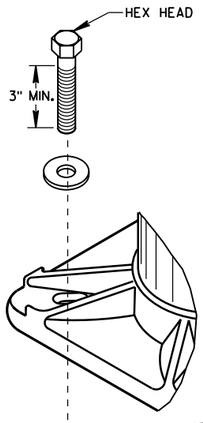
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

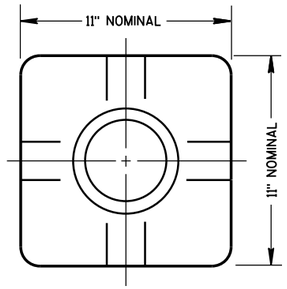
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

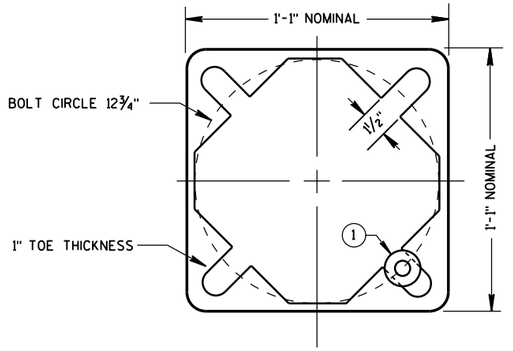
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

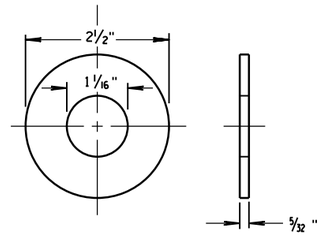




TOP VIEW
(PEDESTAL BASE)

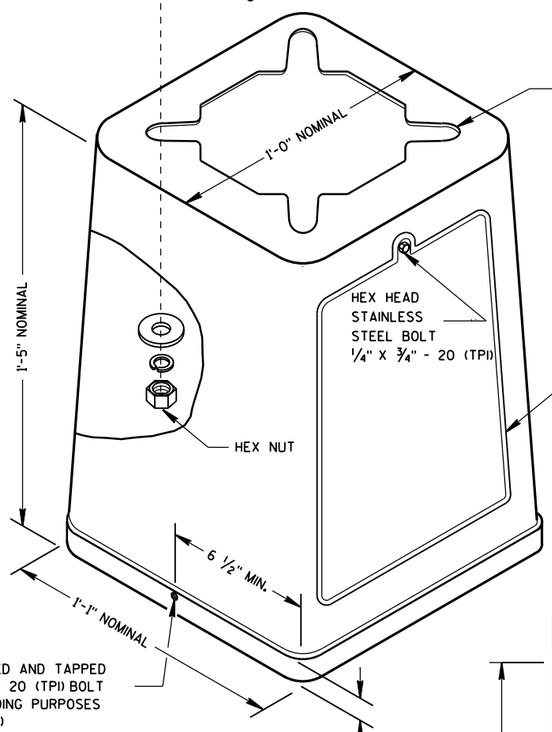


BOTTOM VIEW
(PEDESTAL BASE)

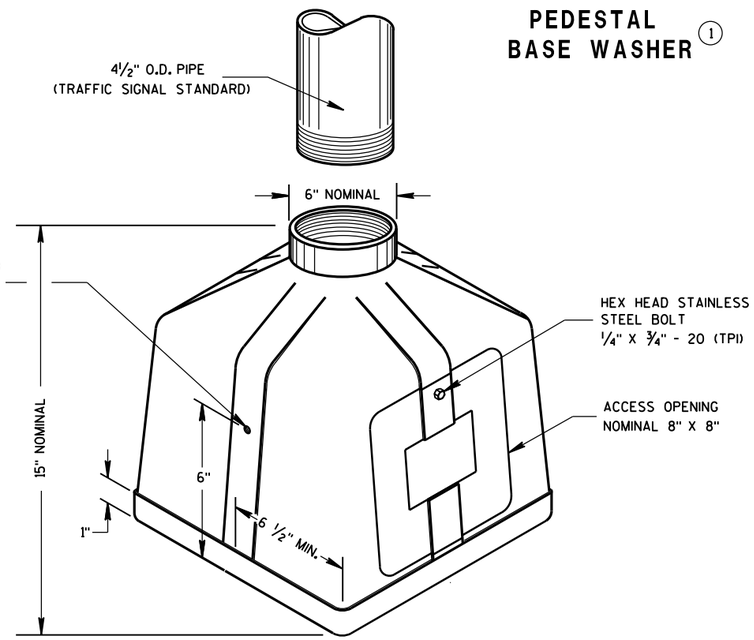


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

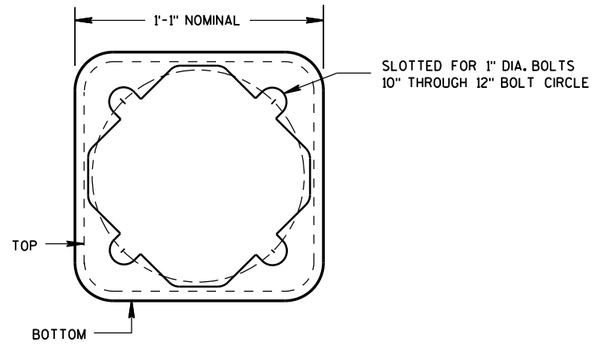


ISOMETRIC VIEW

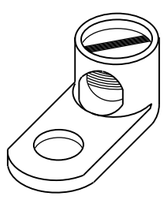


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

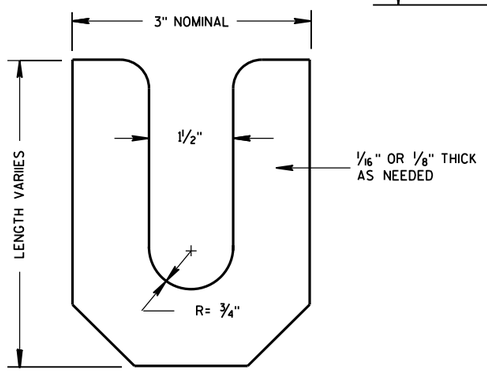


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

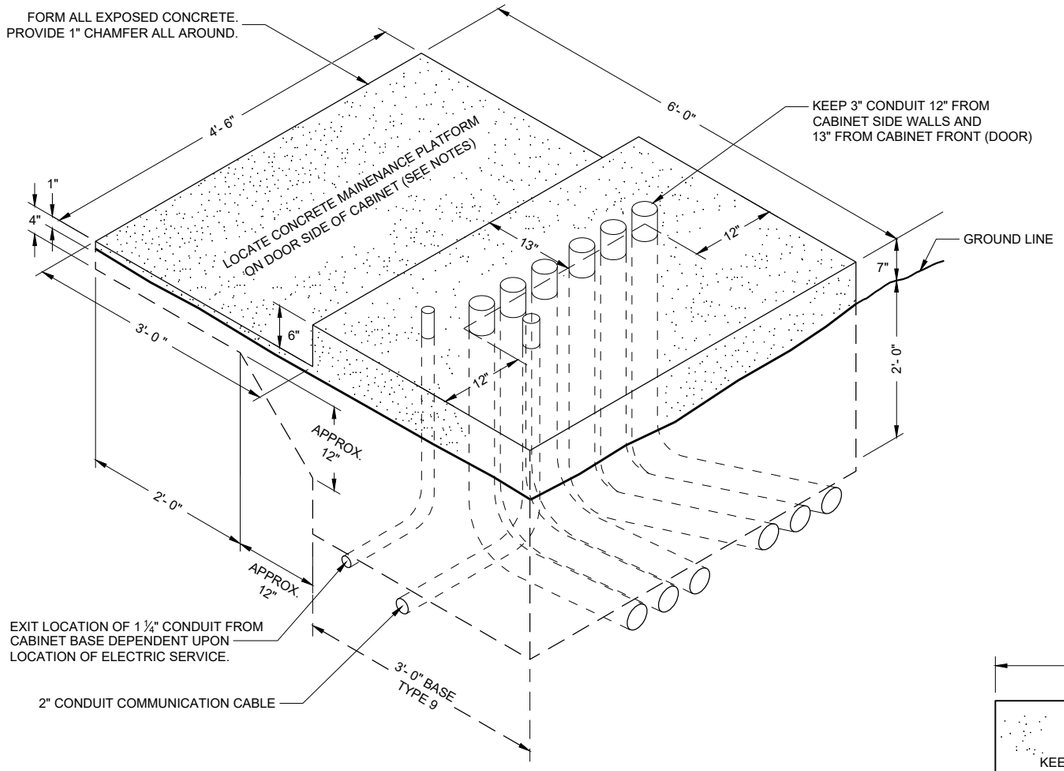
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 9 C 3-4

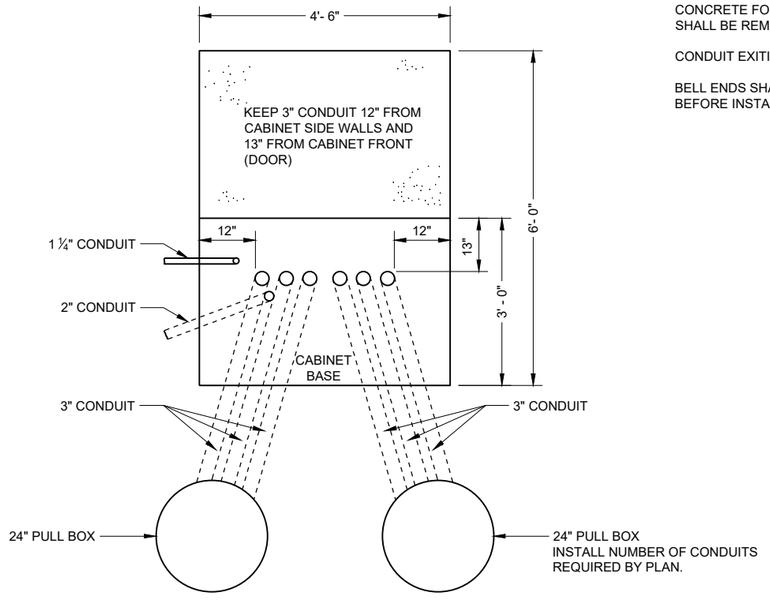
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



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

FHWA

6
SDD 09C06 - 07

GENERAL NOTES

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

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

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

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

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

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

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

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

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

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

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

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

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

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

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

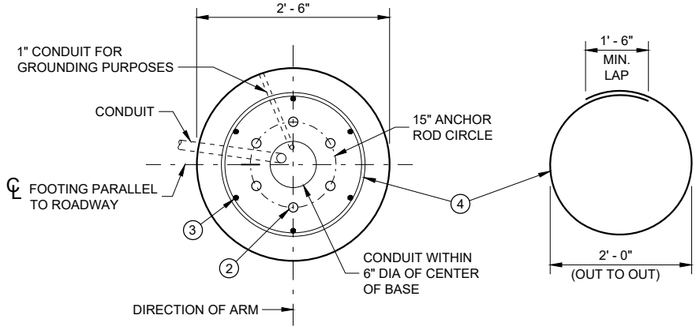
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

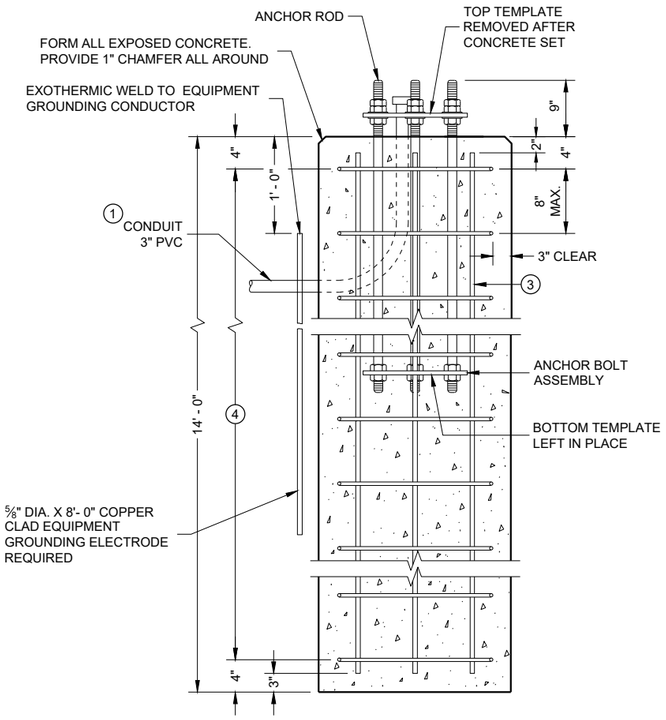
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

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

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

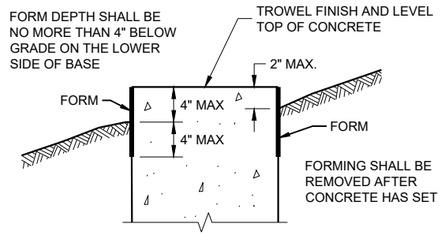
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



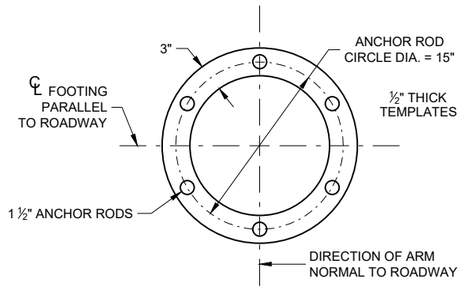


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

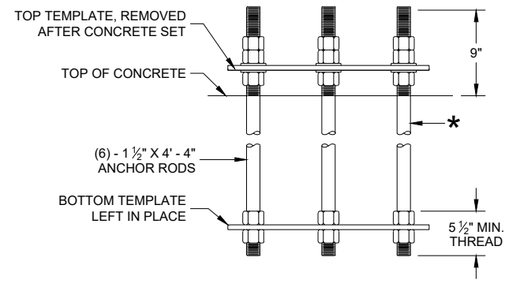
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

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

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 09C11 - 10

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SDD 09C11 - 10

GENERAL NOTES

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

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

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

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

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN 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).

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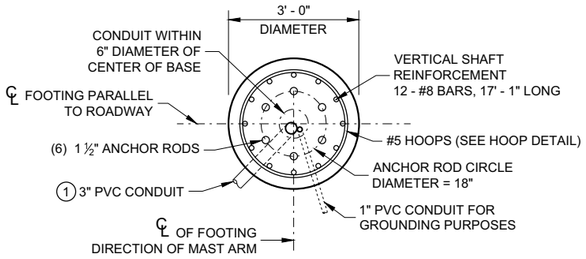
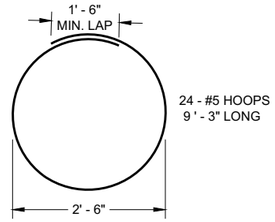
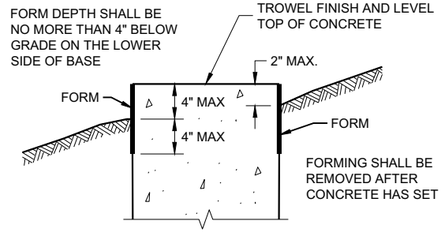


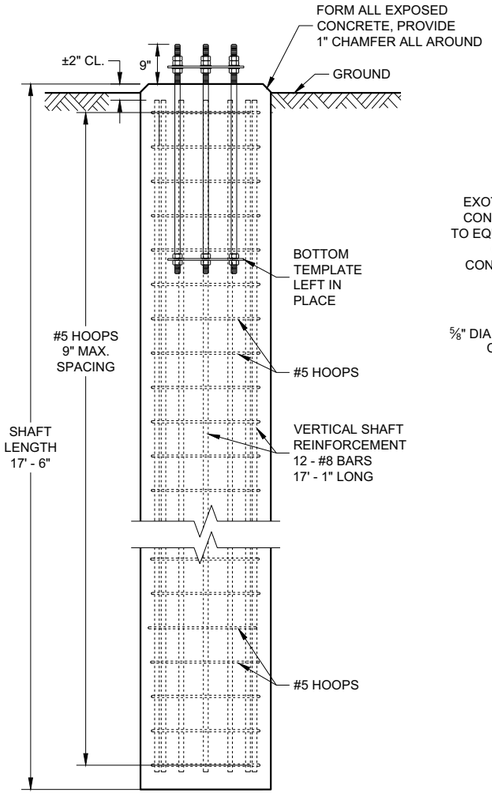
PLAN VIEW



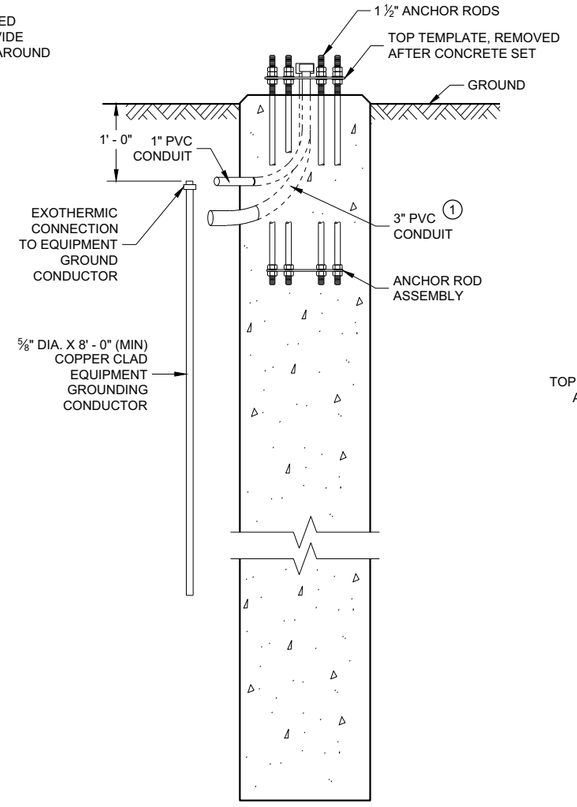
HOOP DETAIL



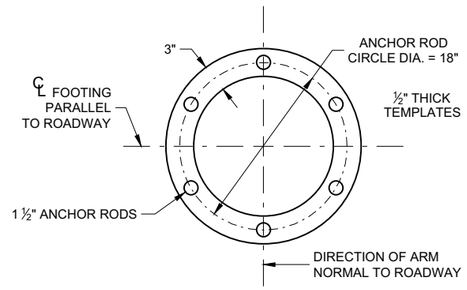
FORMING DETAIL



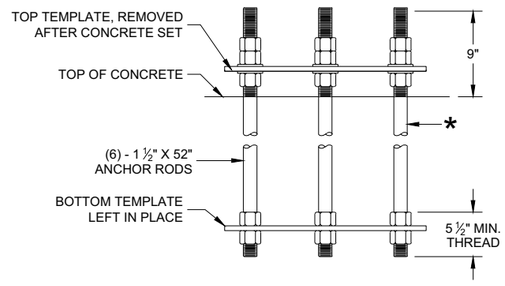
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



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



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

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

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD
H.S. REINFORCEMENT = 779 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER

FHWA

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SDD 09C15 - 01

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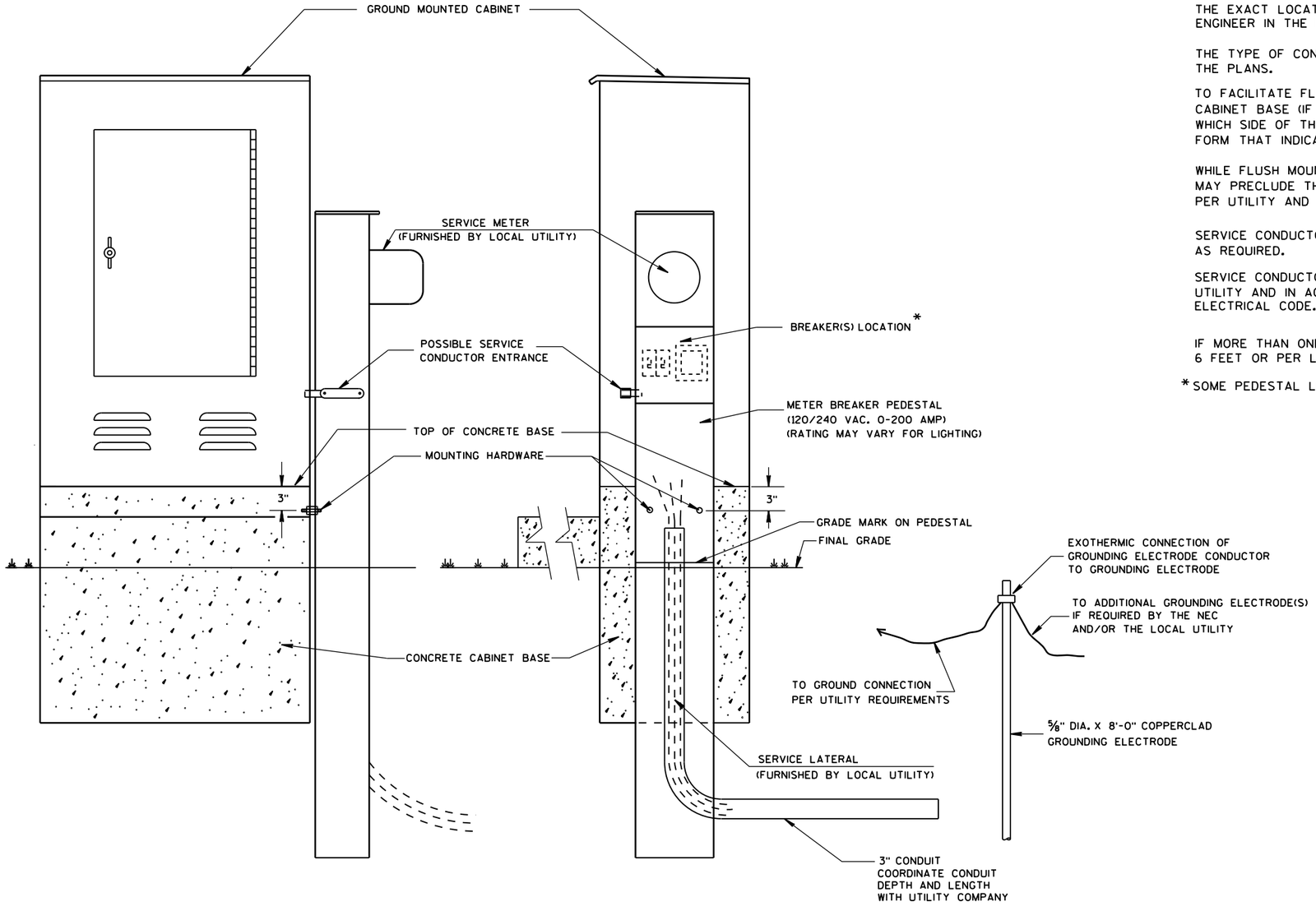
SDD 09C15 - 01



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

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

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

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

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

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

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

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

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

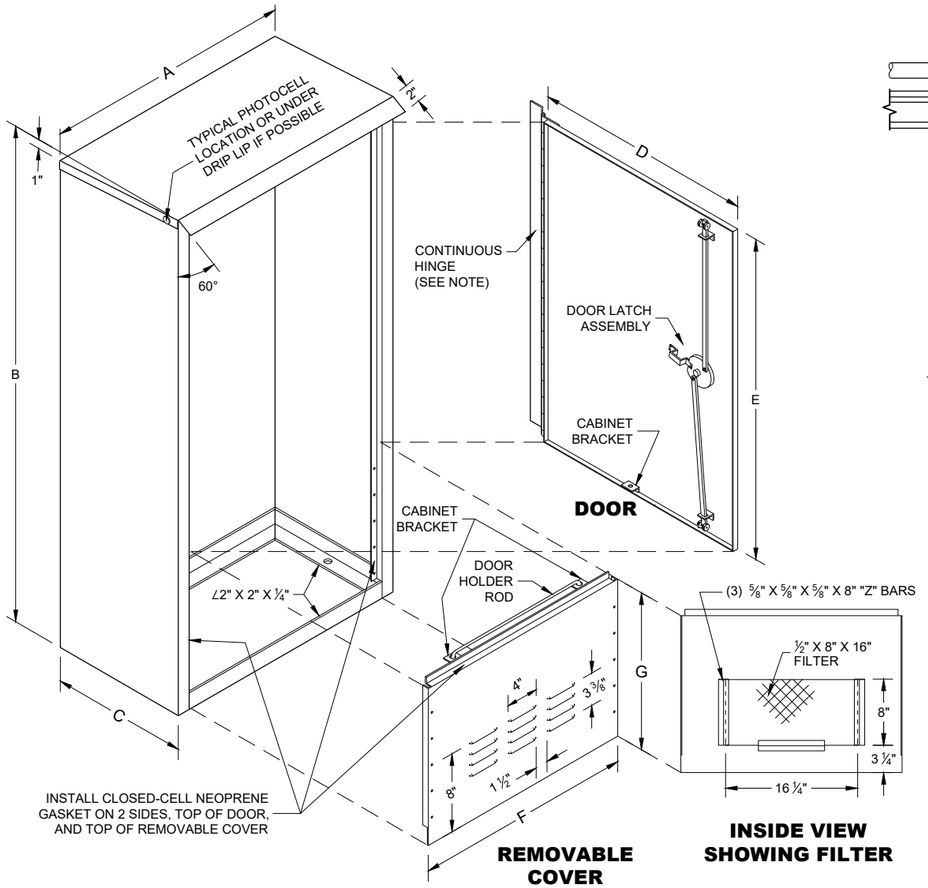
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

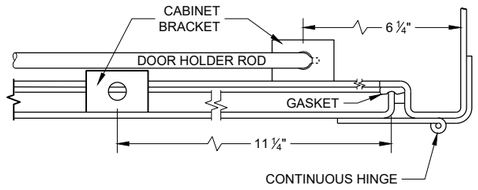
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

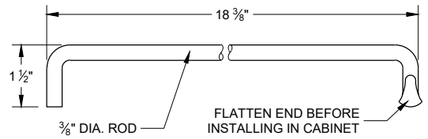
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

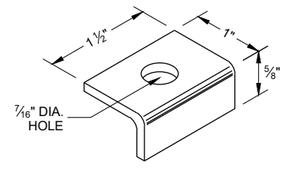




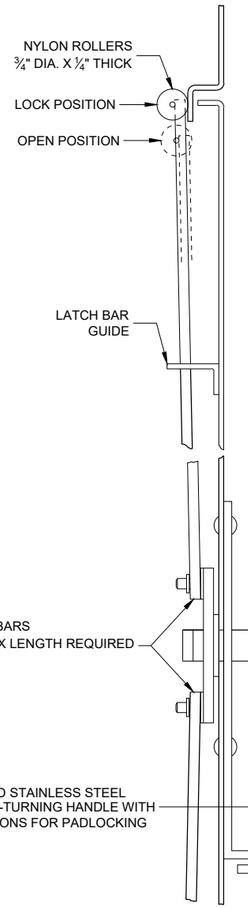
HINGE AND DOOR HOLDER

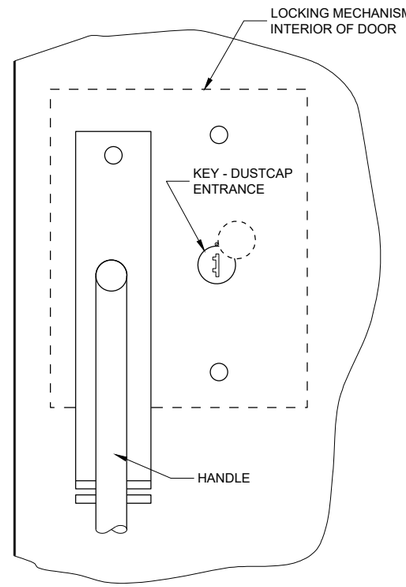


HOLDER ROD



CABINET BRACKET





SIDE VIEW **FRONT VIEW**

LATCH ASSEMBLY

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

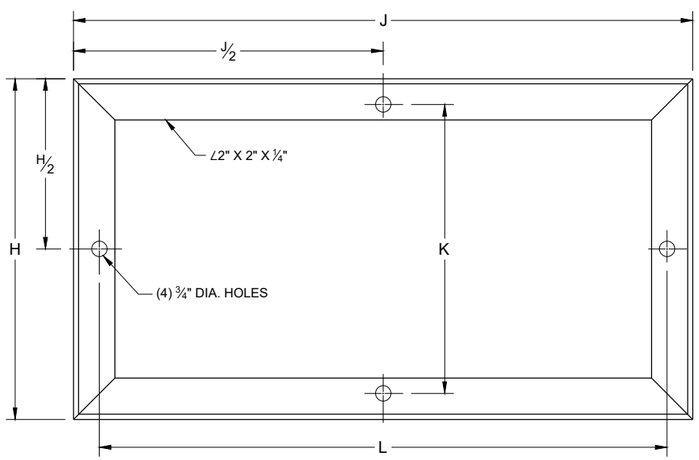
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH ¼" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH ¼" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH - NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

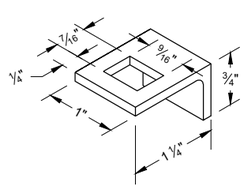
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 ½	16 ½	24
D	26 ½	34 ¾	33 ¾
E	38 ¾	38 ¾	38 ¾
F	26 ½	34 ¾	33 ¾
G	19	19	25
H	16 ½	16 ½	24
H/2	8 ¼	8 ¼	12
J	30	38	38
J/2	15	19	19
K	13 ¾	13 ¾	21 ¼
L	27 ½	35 ½	35 ½



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09D02 - 03

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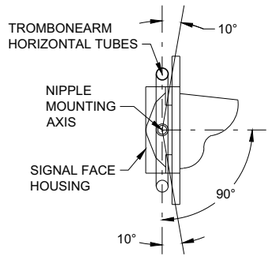
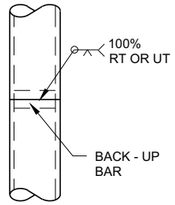


SECTION A-A

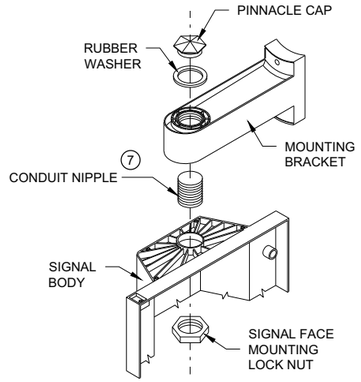
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

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

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING,PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) ASREQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

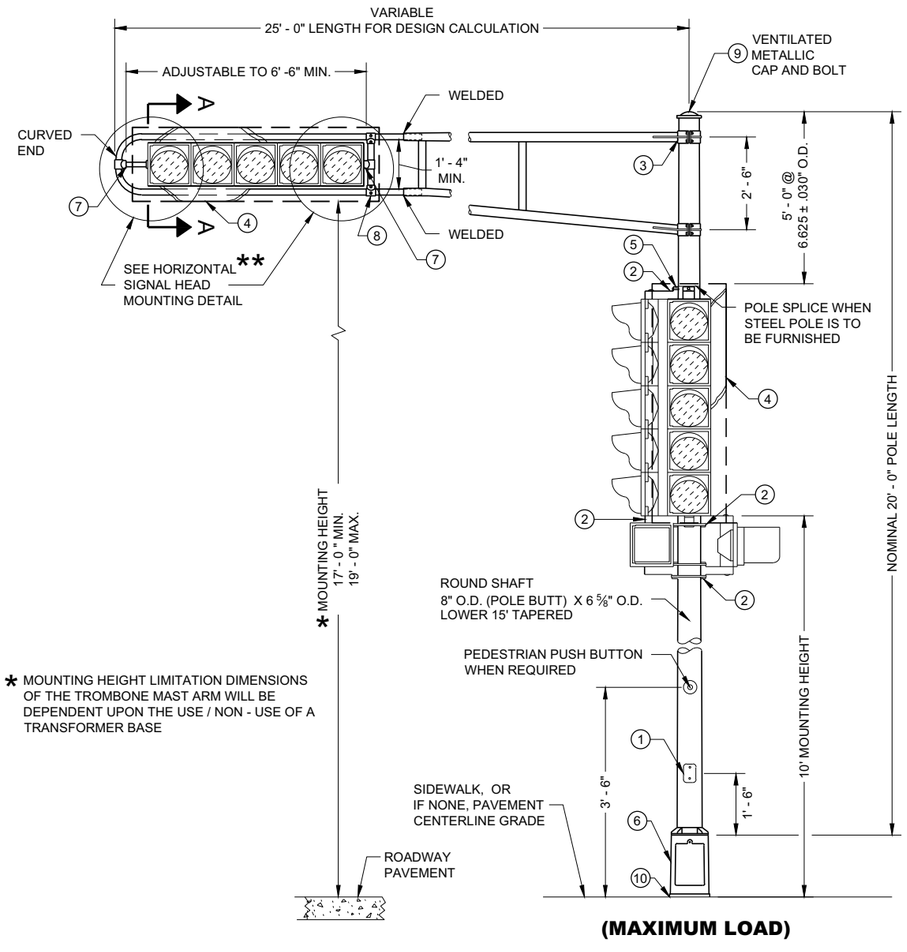
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOTINTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUTIS THE SLIDING TYPE.

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

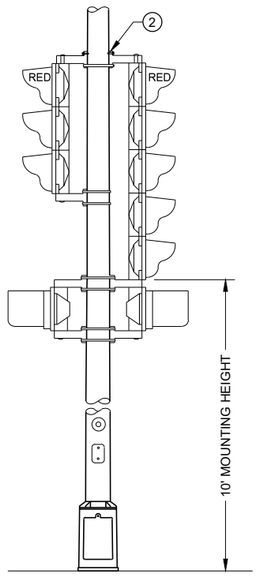
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

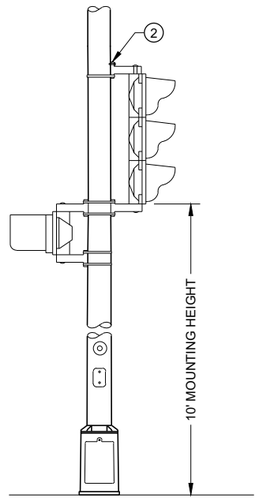


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

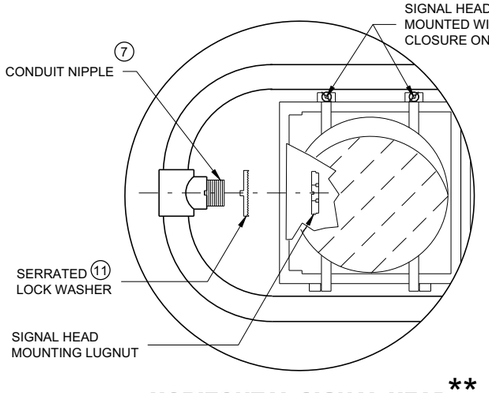
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

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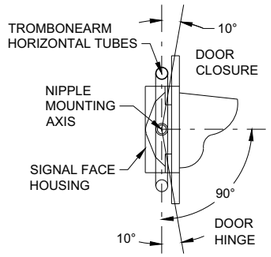
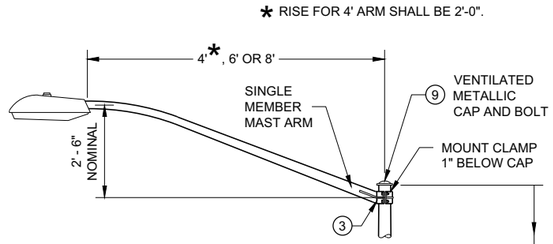
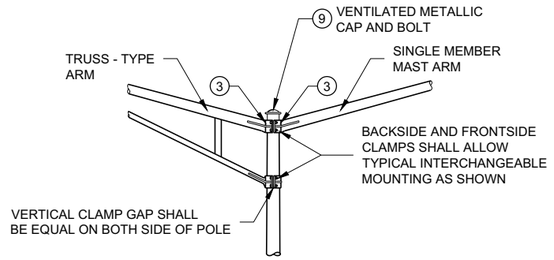
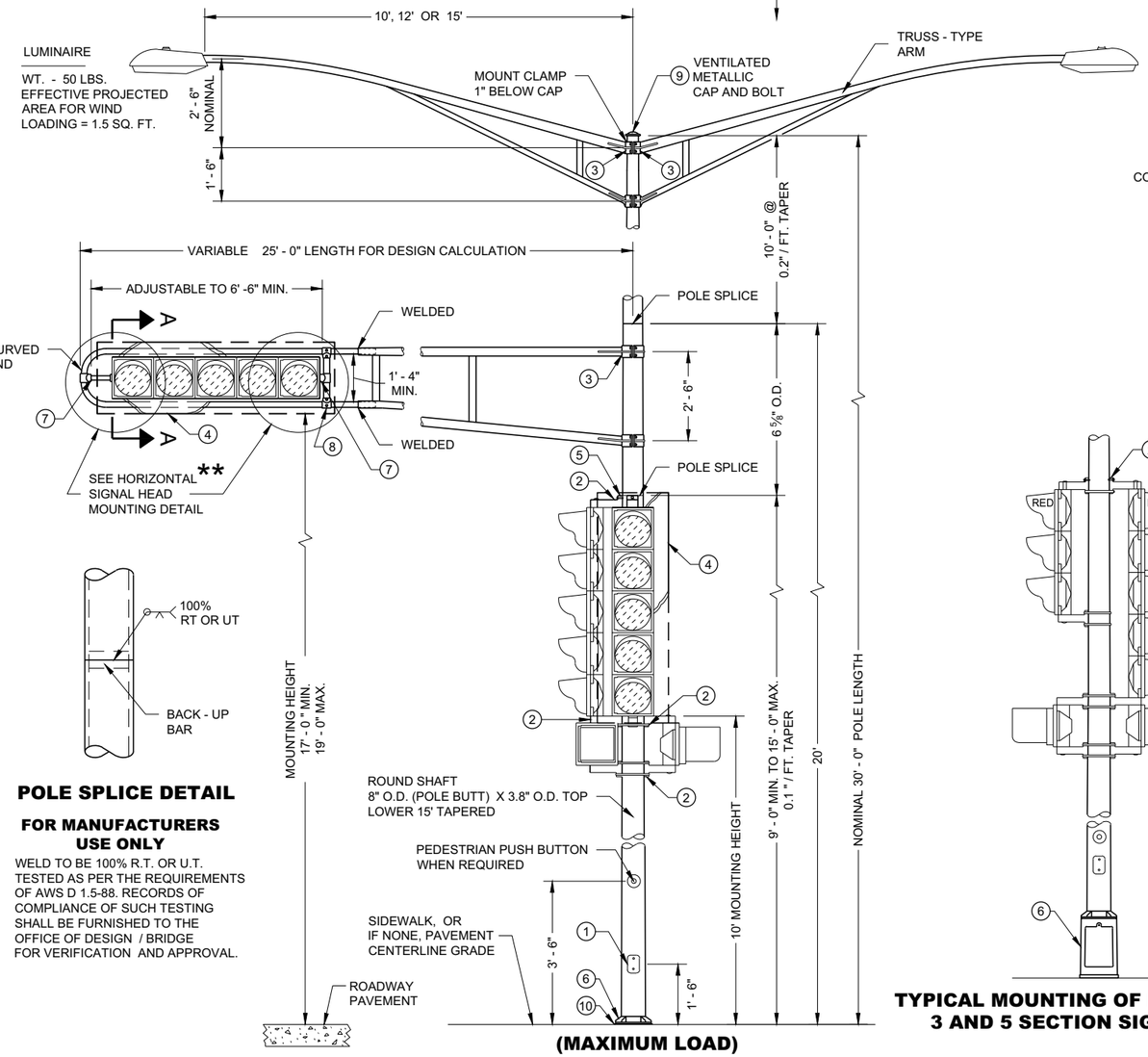


SECTION A-A





INTERCHANGEABLE MOUNTING DETAIL

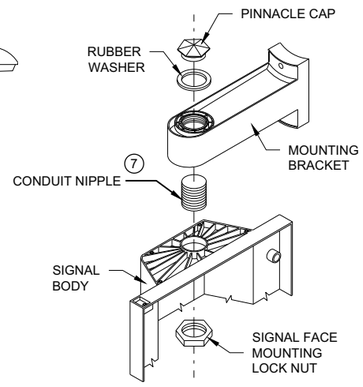


POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

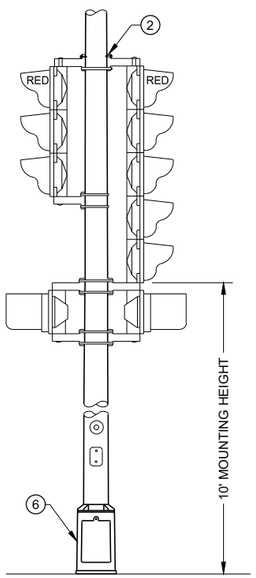
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.

(MAXIMUM LOAD)

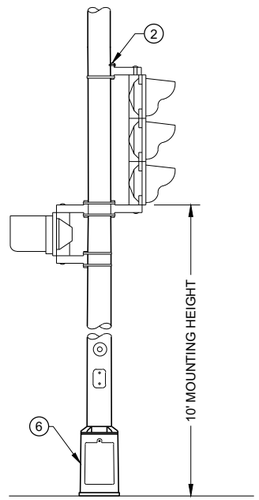


SIGNAL FACE MOUNTING DETAIL

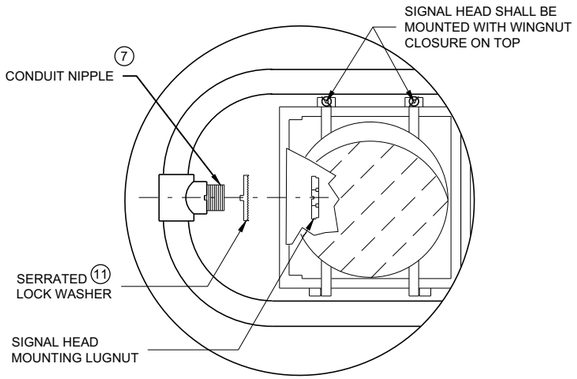
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

TYPE 3 POLE MOUNTING CONFIGURATION

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

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

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

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

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

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

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

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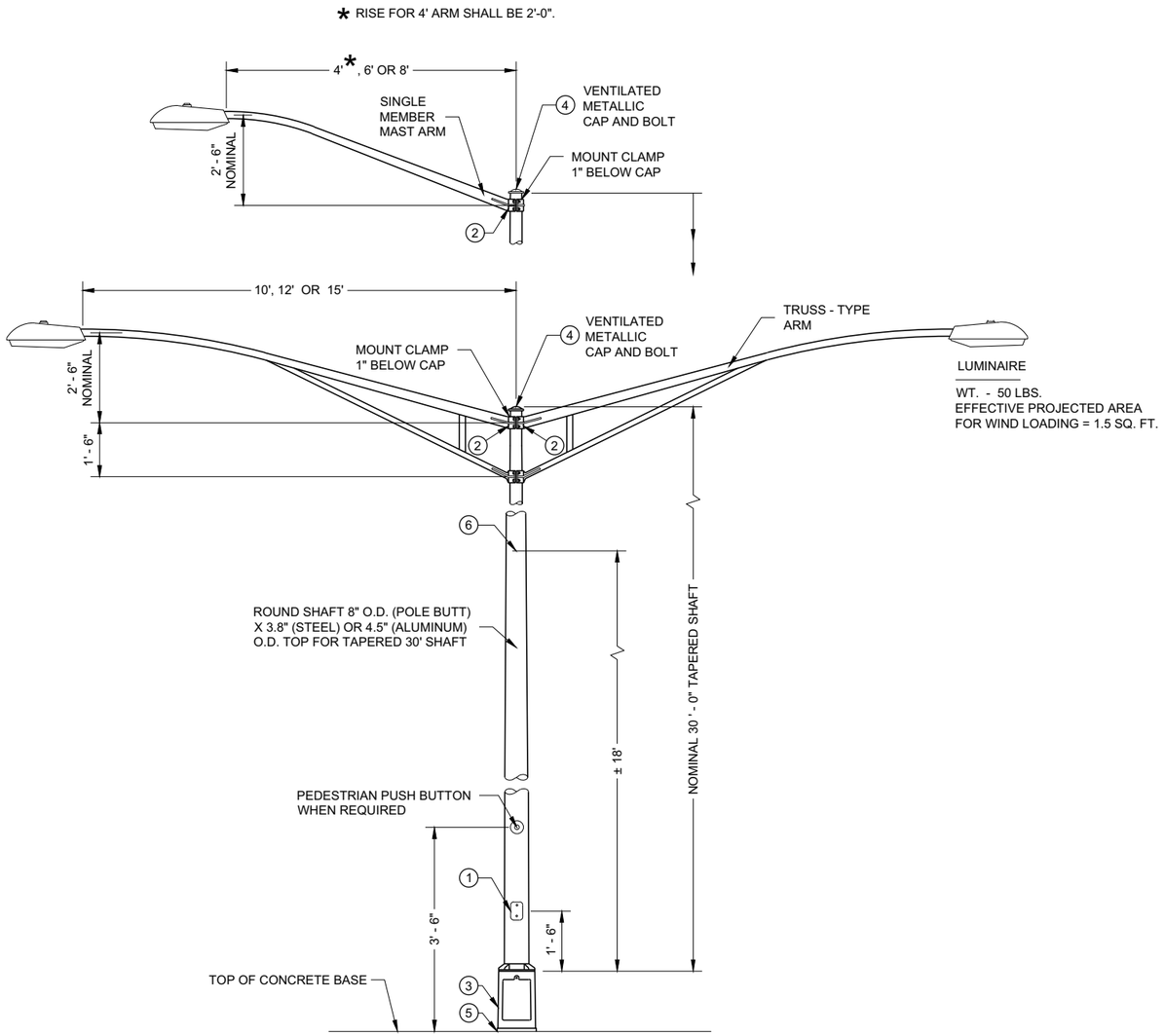


TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

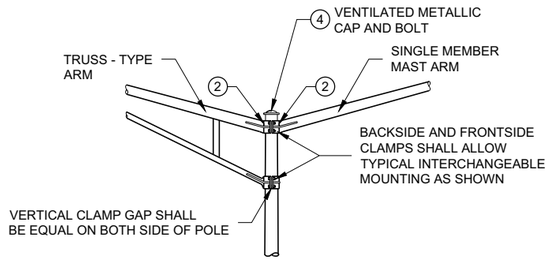
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

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

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

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DEPARTMENT OF TRANSPORTA 170

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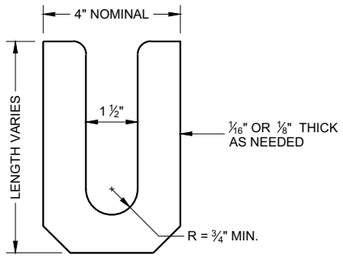
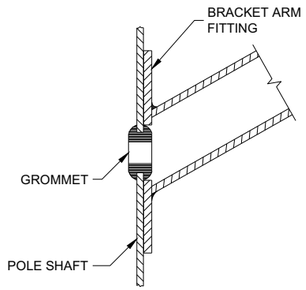
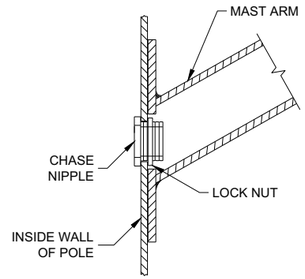


LEVELING SHIM (1)
SHALL BE ALUMINUM



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.

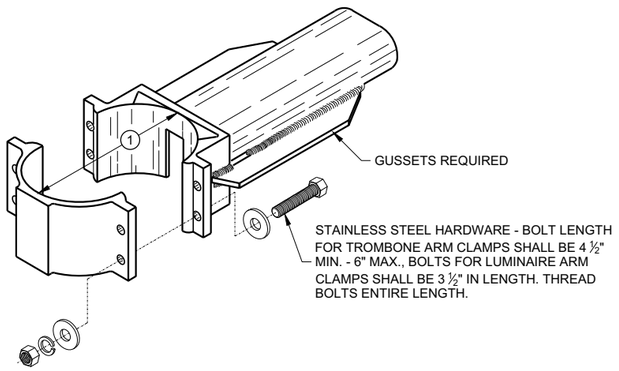
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

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

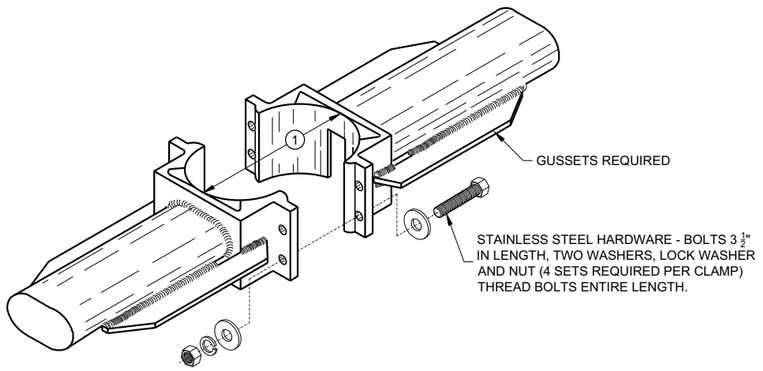
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

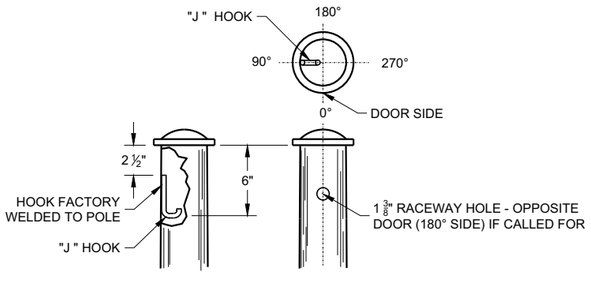
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



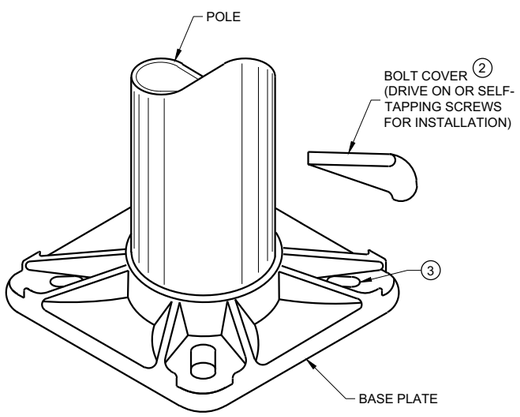
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



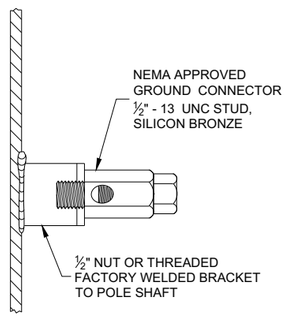
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

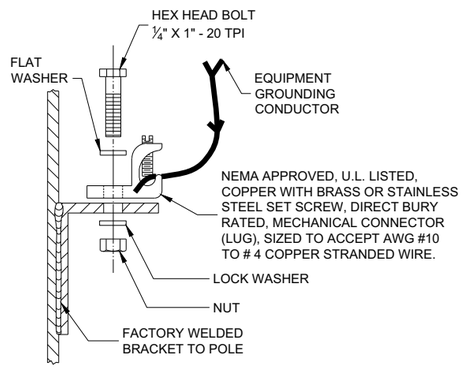


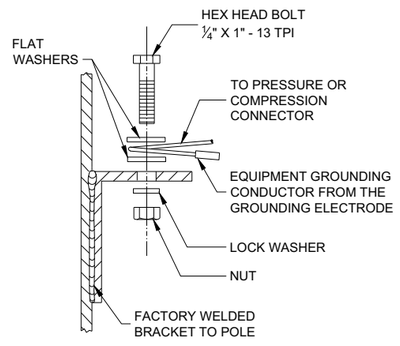
TYPICAL "J" HOOK LOCATION



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

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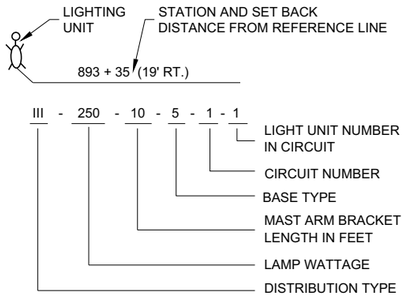
GENERAL NOTES

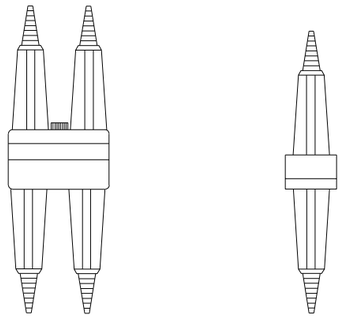
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

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

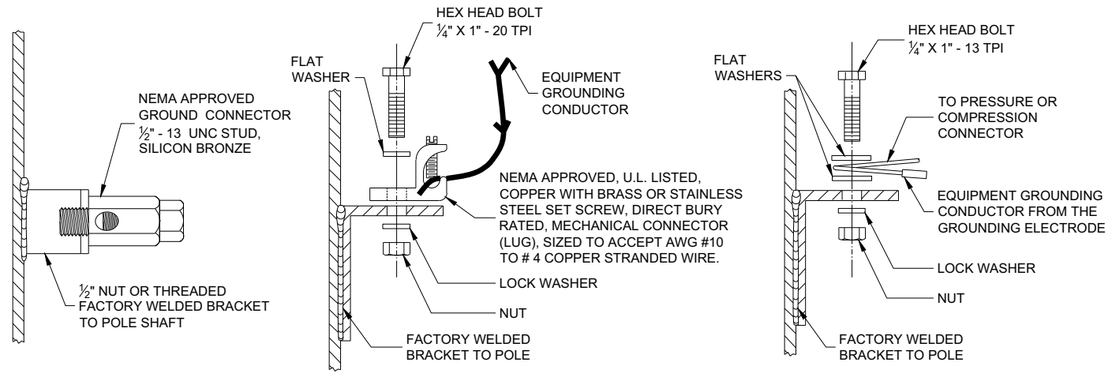


LIGHTING UNIT CODE
(TYPICAL)

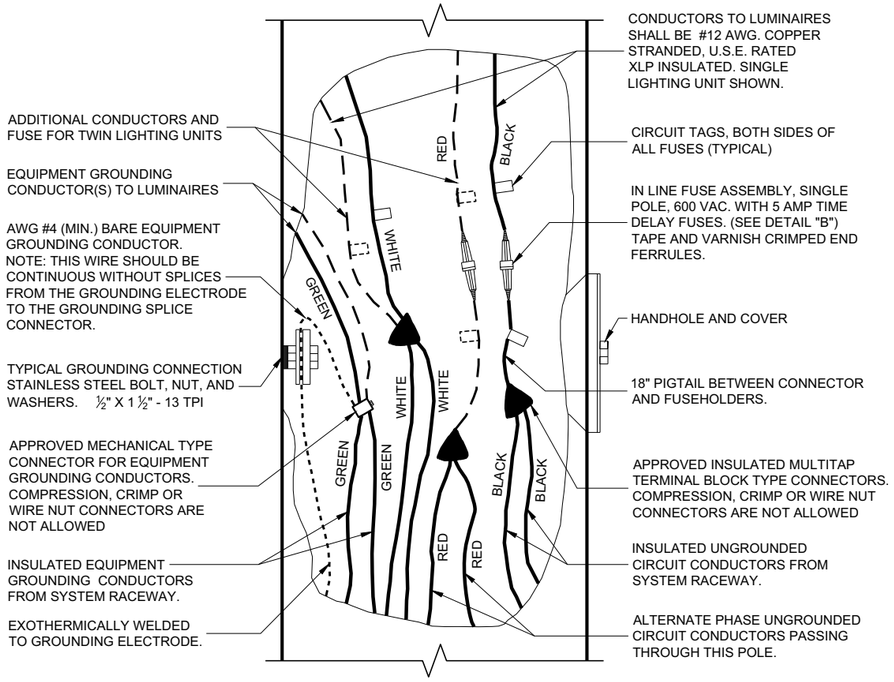


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

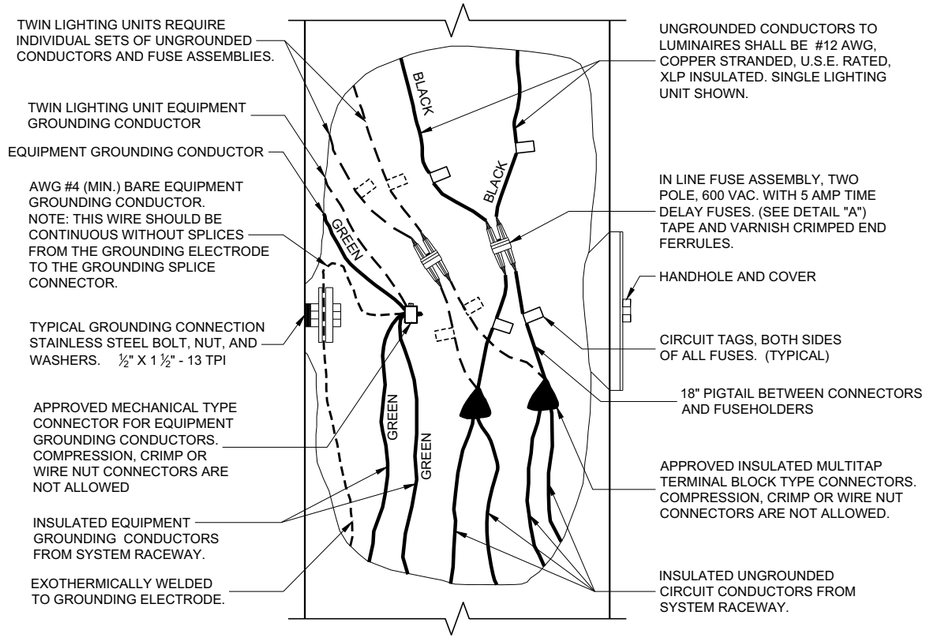
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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



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



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

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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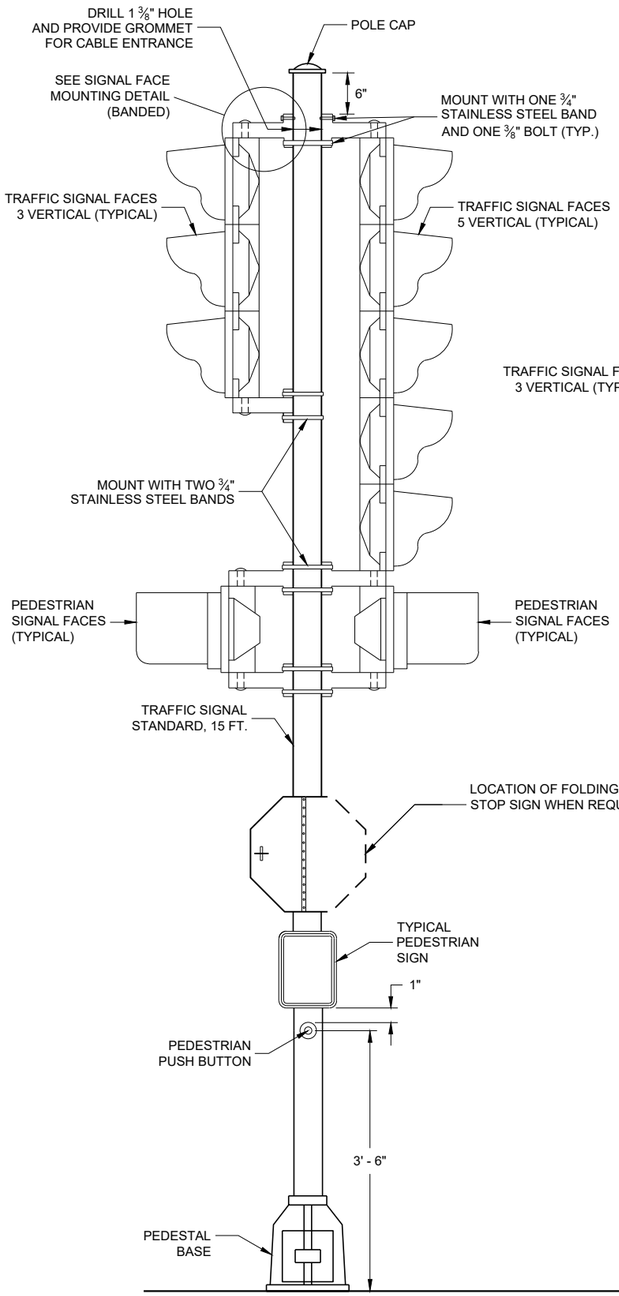
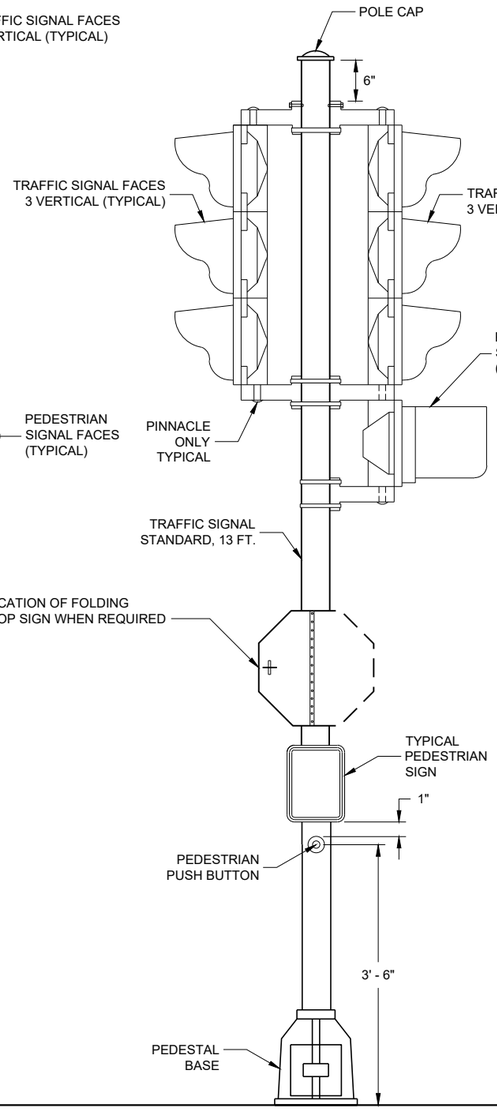
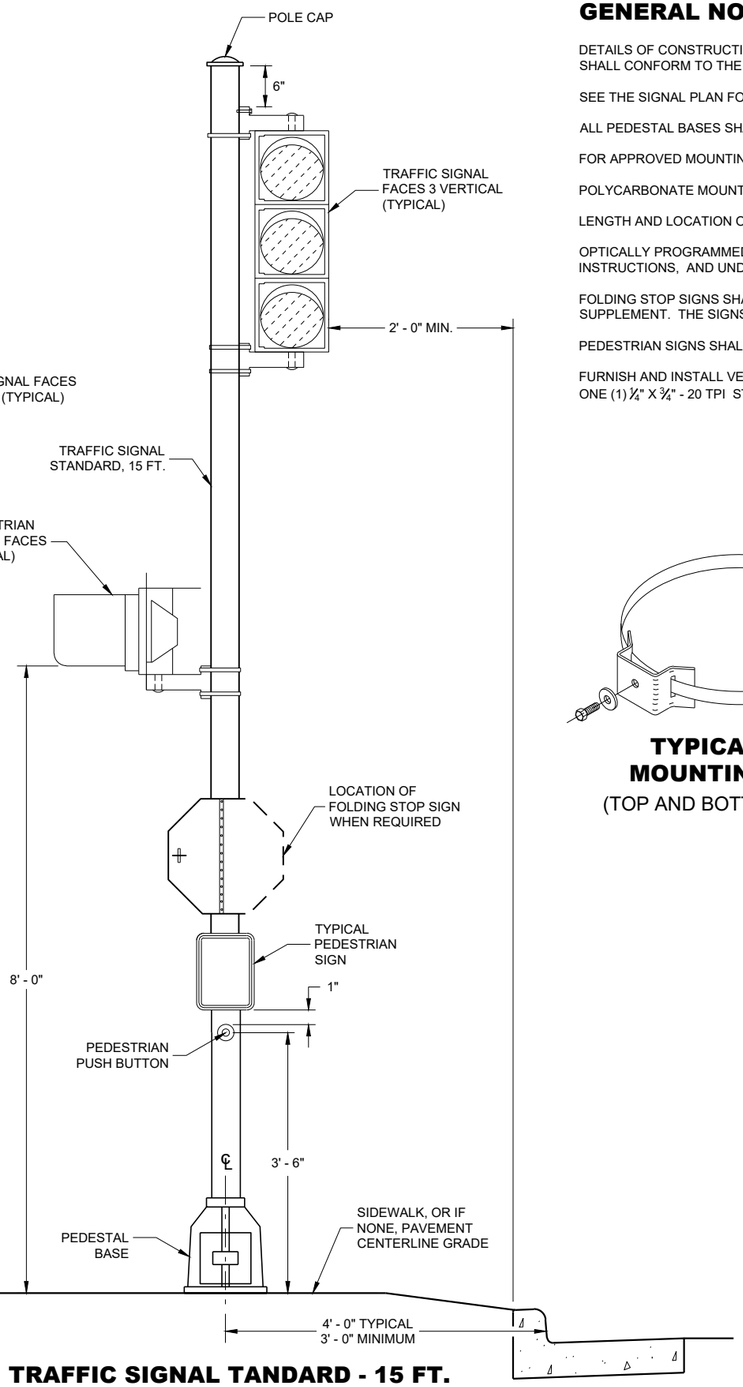


TRAFFIC SIGNAL STANDARD - 15 FT.



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.

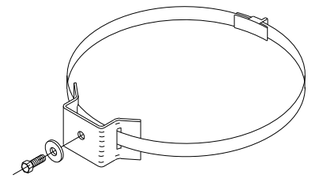
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

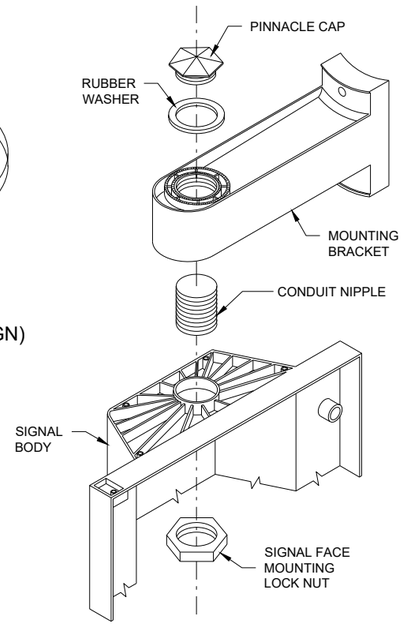
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

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.

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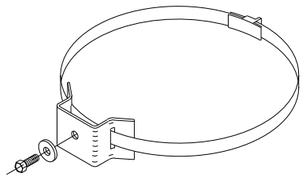
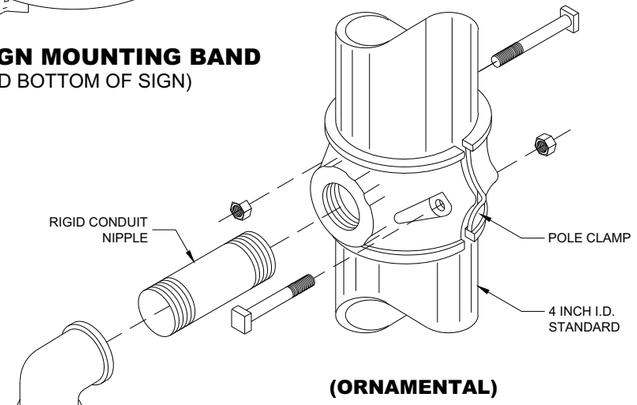


TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



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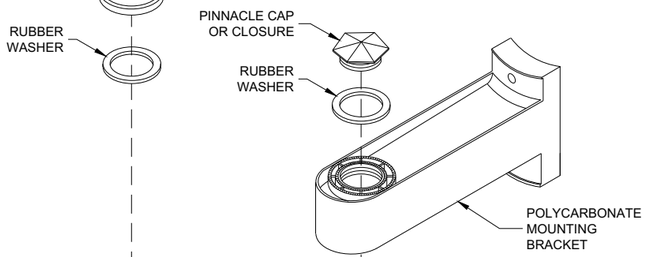
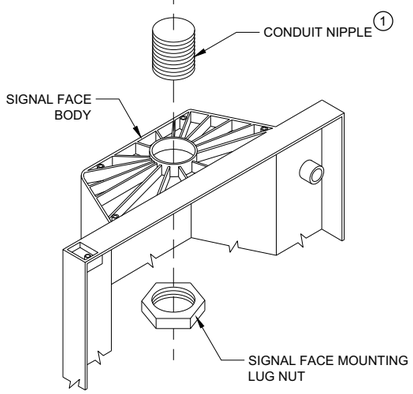
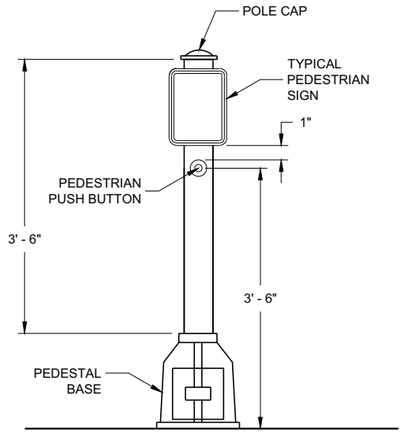


(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

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

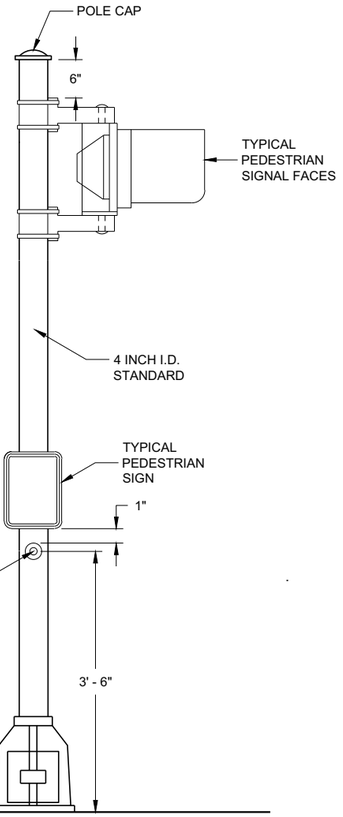
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

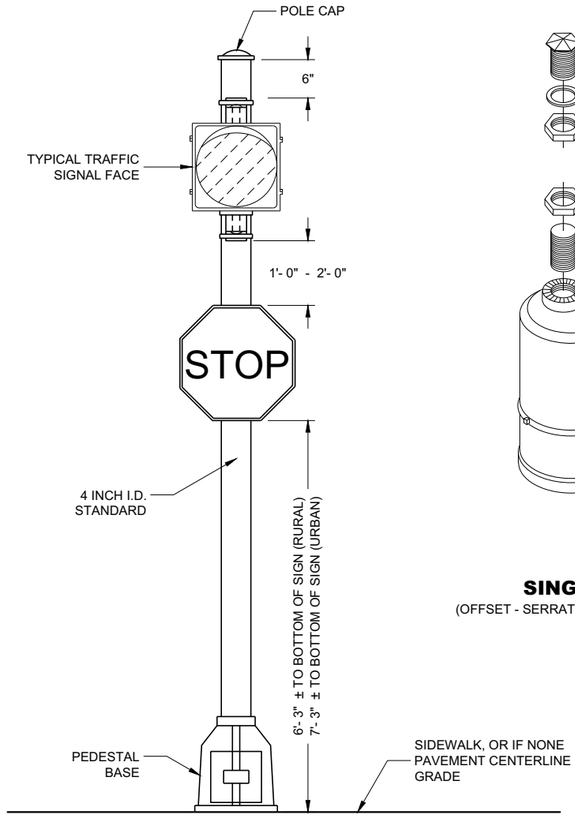
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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

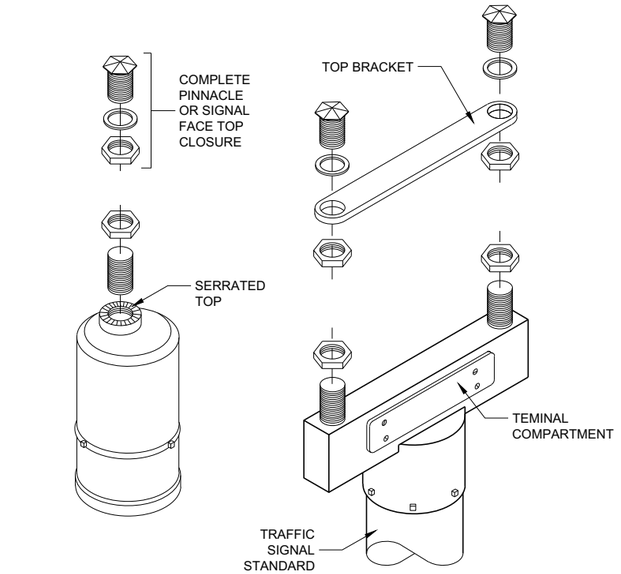
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE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



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



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



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
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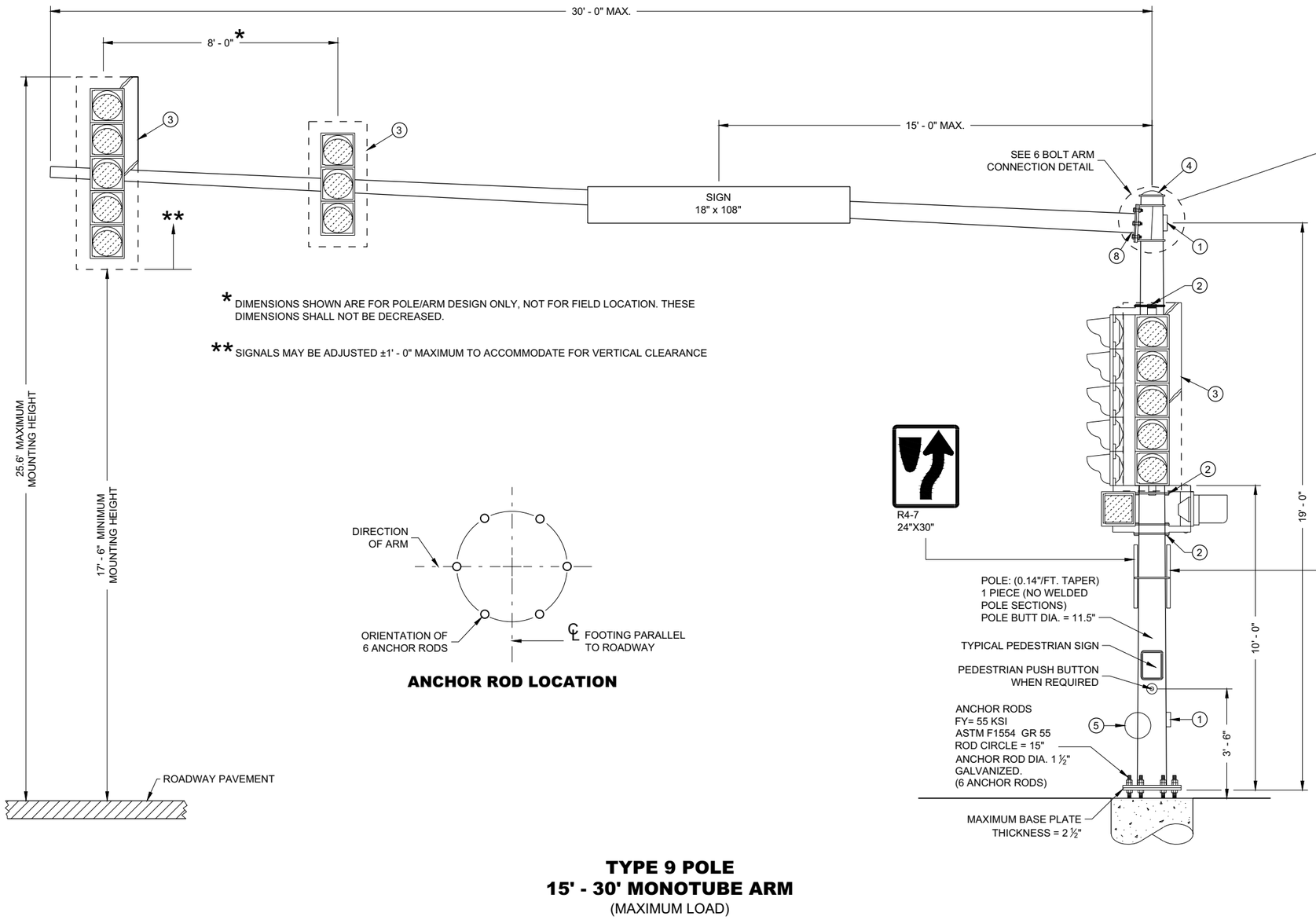
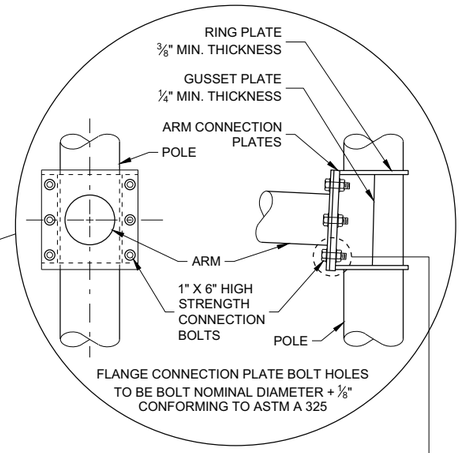


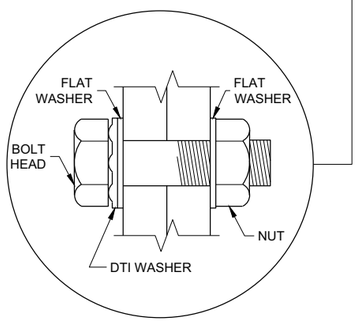
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

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

ANCHOR ROD LOCATION



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 9 POLE 15' - 30' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2020 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGI

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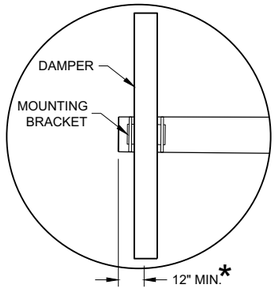
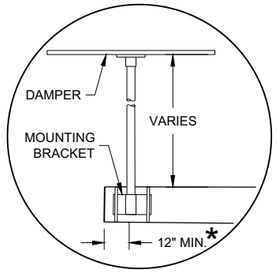
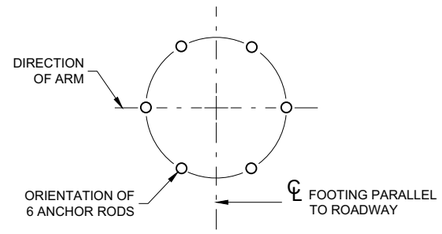


DUMBBELL VIBRATION DAMPER

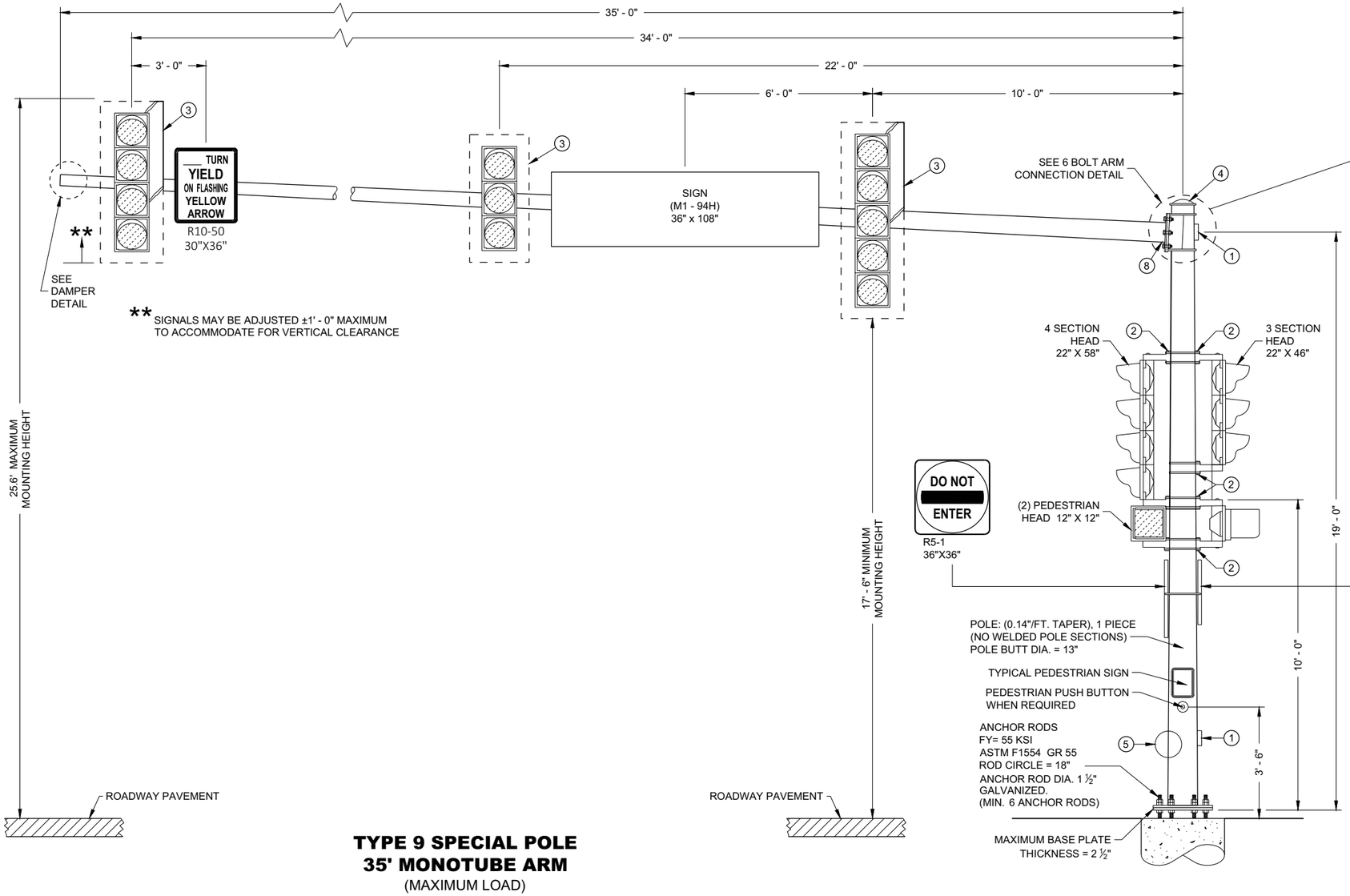


FLAT VIBRATION DAMPER

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

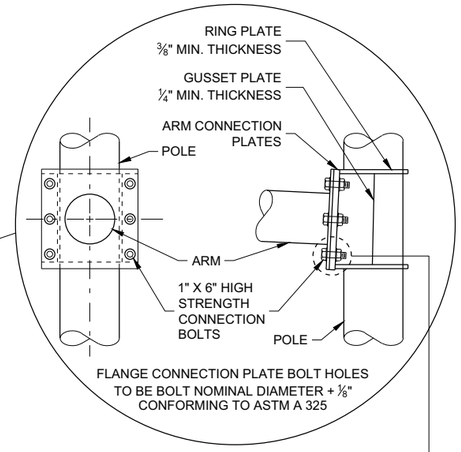


ANCHOR ROD LOCATION

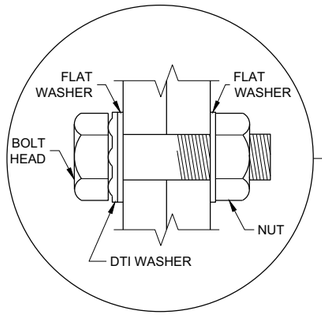


** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

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

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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.

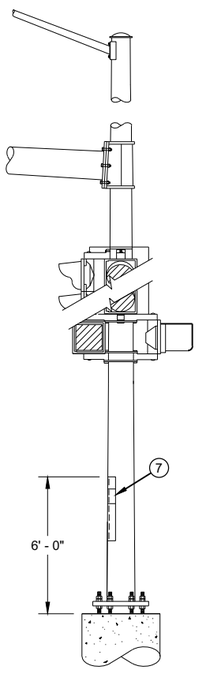
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

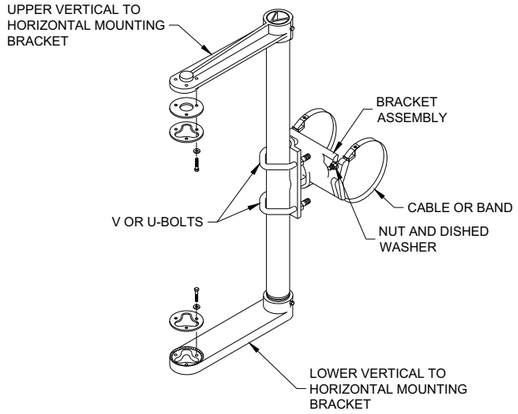
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

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.

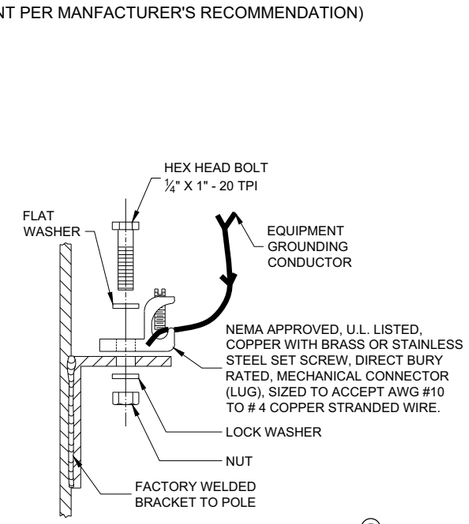


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



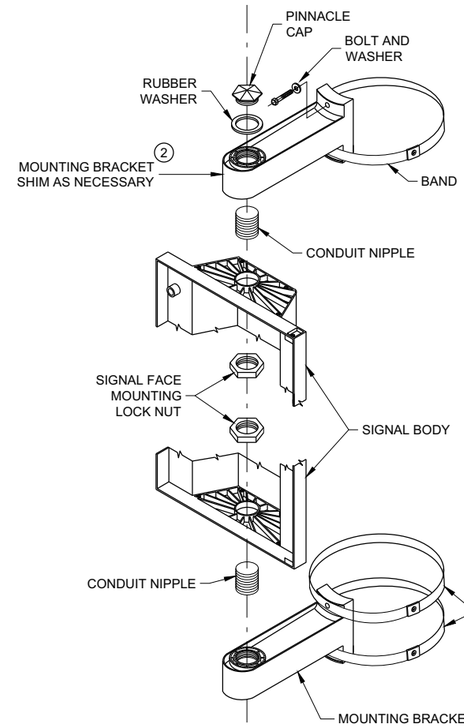
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

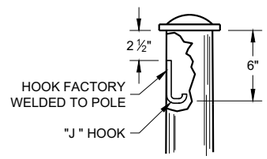


TYPICAL GROUNDING (5) CONNECTIONS

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

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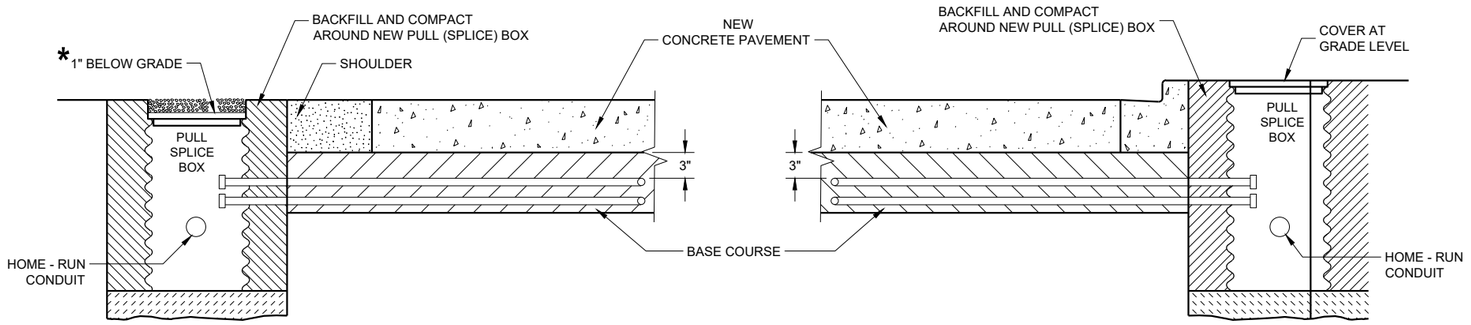


SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

* RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

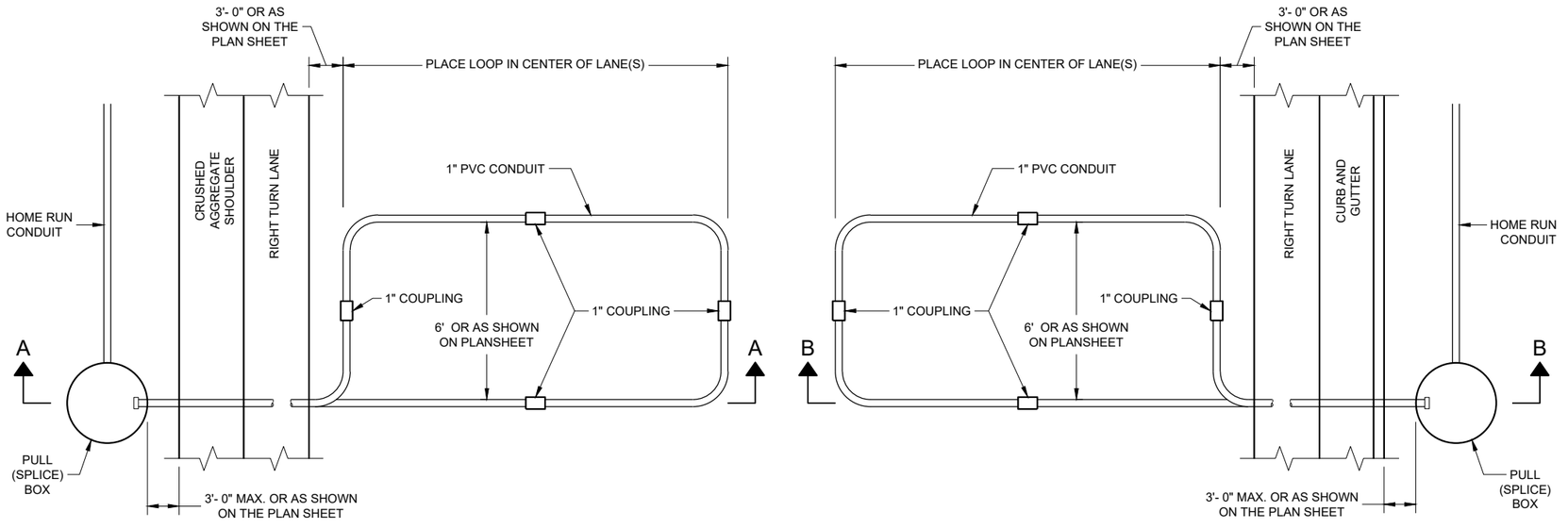
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

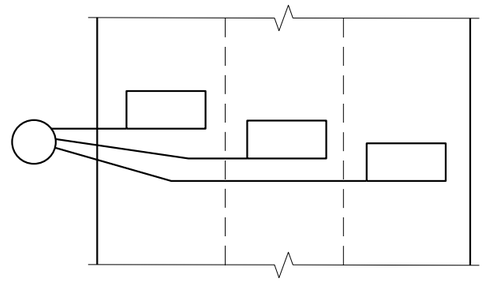
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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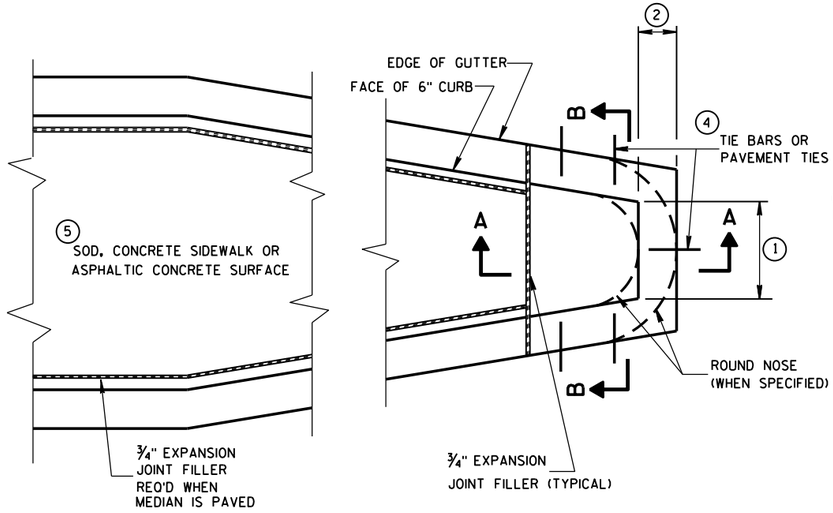
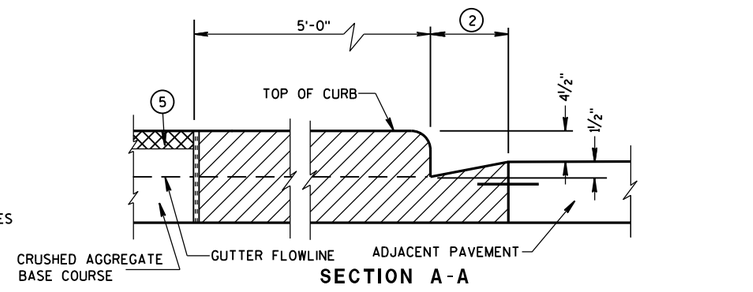




CONCRETE MEDIAN BLUNT NOSE DETAIL

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.

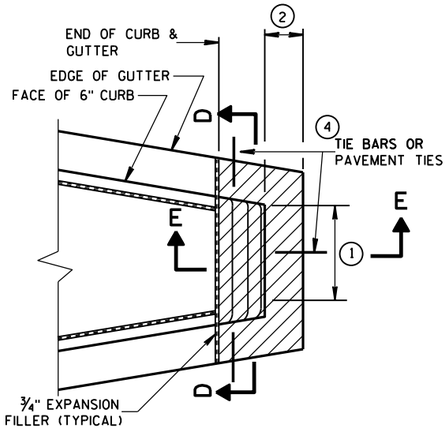
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

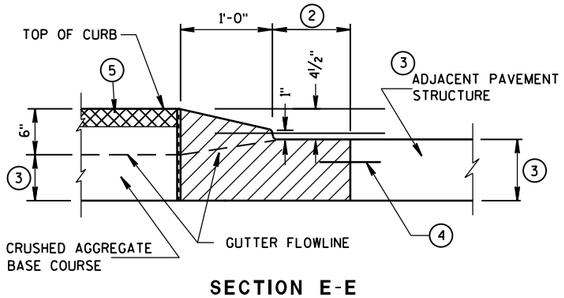
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

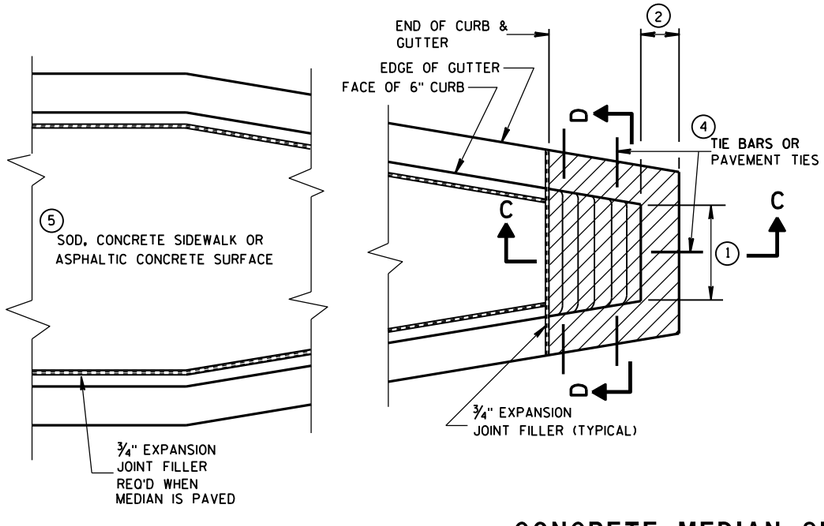
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

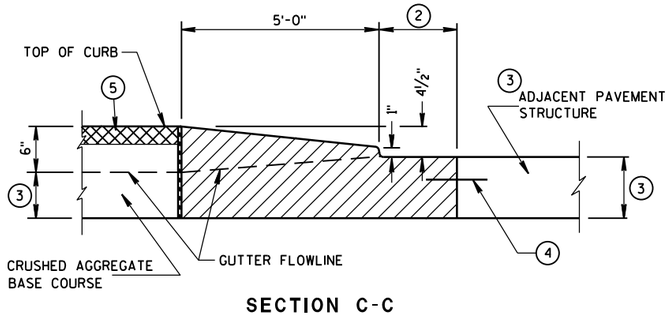




SECTION E-E

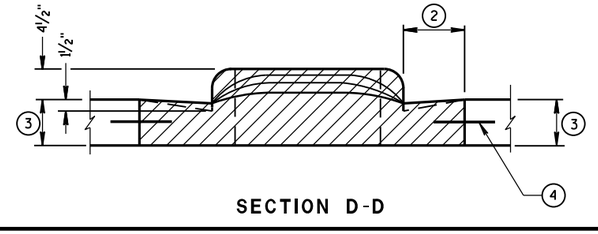
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

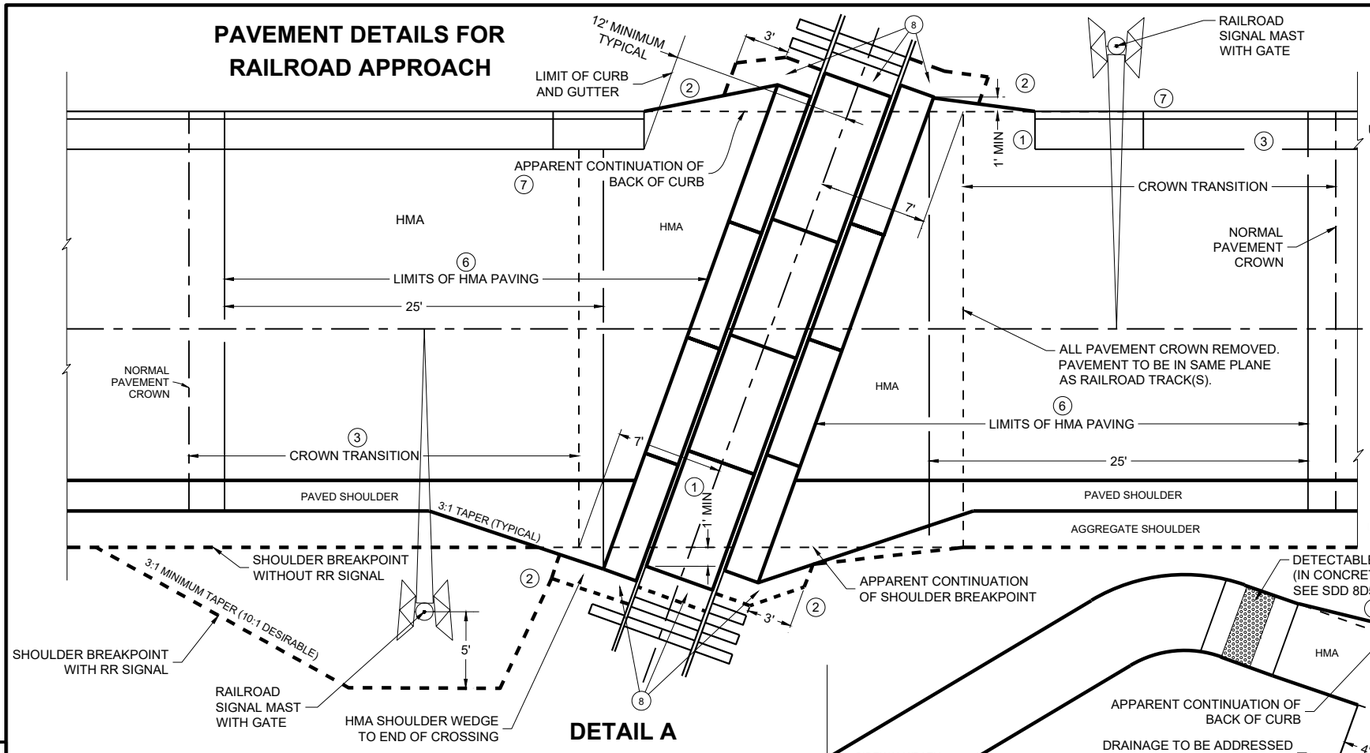
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

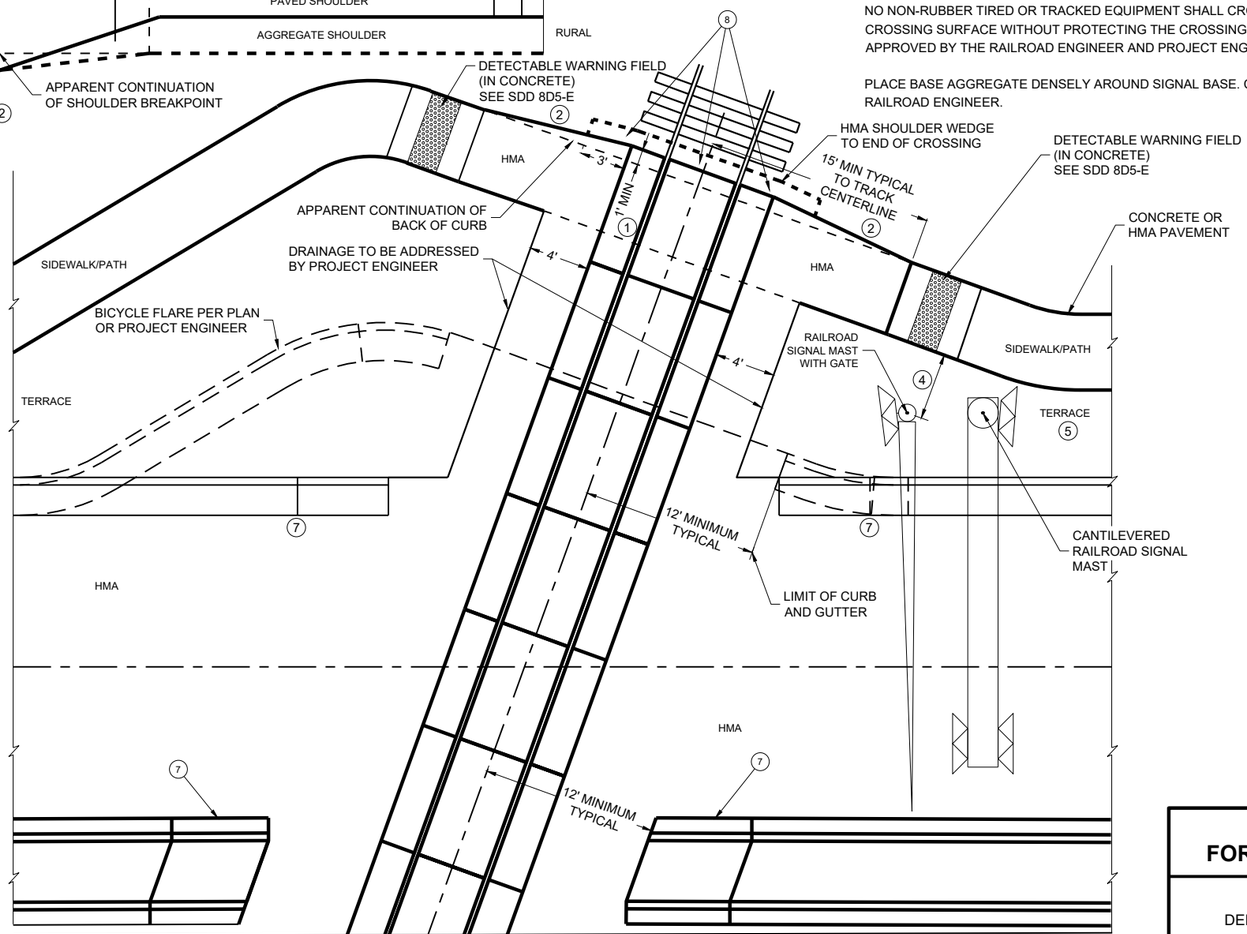
S.D.D. 11 B 2-2

S.D.D. 11 B 2-2

PAVEMENT DETAILS FOR RAILROAD APPROACH



DETAIL A
RAILROAD APPROACH



DETAIL B
MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH

GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGEWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

PLACE BASE AGGREGATE Ddensely AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.

GENERAL NOTES CONTINUED

(1) 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.

(2) HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.

(3) CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.

(4) NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.

(5) TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.

(6) 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.

(7) REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

(8) IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEERING AND SAFETY SUPERVISOR

FHWA

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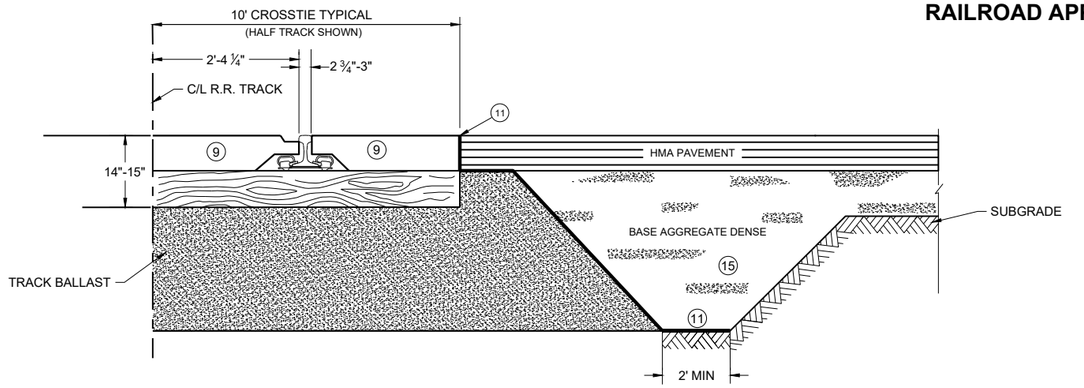
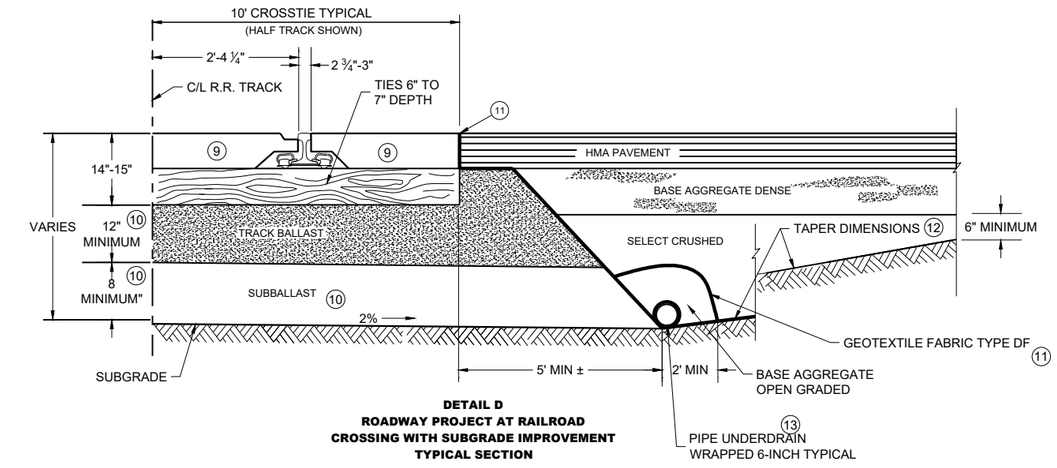
SDD 13B01-11a

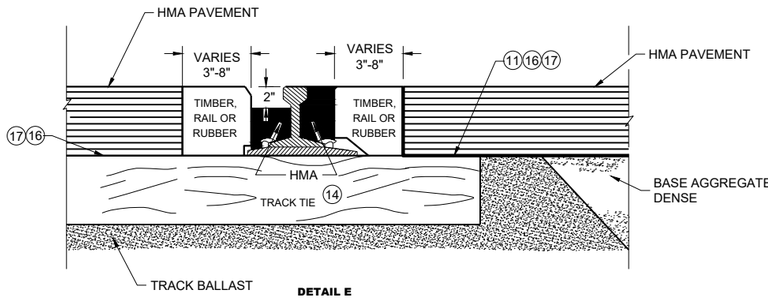
TYPICAL SECTIONS FOR RAILROAD APPROACH



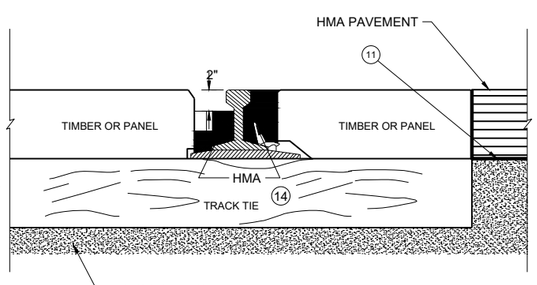
DETAIL C
ROADWAY PROJECT AT RAILROAD
CROSSING WITHOUT SUBGRADE IMPROVEMENT
TYPICAL SECTION



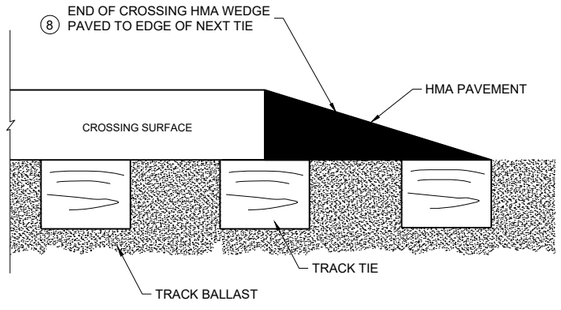
DETAIL D
ROADWAY PROJECT AT RAILROAD
CROSSING WITH SUBGRADE IMPROVEMENT
TYPICAL SECTION



DETAIL E
TIMBER, RAIL OR RUBBER SECTION
HMA FLANGEWAY
AND FIELD FILLERS



DETAIL F
PANEL SECTION
HMA FLANGEWAY
AND FIELD FILLERS



DETAIL G
END OF CROSSING HMA WEDGE

GENERAL NOTES

(8) IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL A AND B.

(9) MATCH THE CROSSING TYPE THAT IS INSTALLED UNLESS OTHERWISE DIRECTED BY PROJECT ENGINEER.

(10) TRACK BALLAST AND SUBBALLAST REQUIRED 12" AND 8" MINIMUM DEPTHS RESPECTIVELY. DIMENSION FROM BOTTOM OF TRACK TIE TO HIGH SIDE OF 2% SLOPE. THE 2% SLOPE IS REQUIRED ON RAILROAD SUBBALLAST. SEE PLAN FOR CROWN, MATERIAL THICKNESS, AND SLOPE DIRECTION. SUBBALLAST CAN BE HMA, 1 1/2" BASE AGGREGATE DENSE, SELECT CRUSHED, OR A COMBINATION OF THEM.

(11) GEOTEXTILE FABRIC TYPE SAS PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION ON TOP OF THE TRACK BALLAST WHERE IT IS UNDER HMA PAVEMENT, BASE AGGREGATE DENSE OR SELECT CRUSHED MATERIAL AND THE FIELD SIDE BALLAST CRIBS. GEOTEXTILE FABRIC TYPE DF PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION UNDER AND AROUND THE PIPE UNDERDRAIN. PLACING GEOTEXTILE FABRIC OR GEOGRID UNDER THE SUBBALLAST IS OPTIONAL.

(12) TAPER DIMENSIONS PROVIDED BY PLAN OR BY PROJECT ENGINEER.

(13) IF SHOWN ON THE PLAN, TYPICAL 6-INCH PERFORATED PVC SCHEDULE 80 PIPE UNDERDRAIN TO BE PLACED ALONG THE TOE OF SLOPE, GRADED TO DRAIN AND DAYLIGHT OR INTO STORM SEWER. BASE AGGREGATE OPEN GRADED OVER PIPE UNDERDRAIN AND THEN WRAPPED IN GEOTEXTILE FABRIC TYPE DF SCHEDULE A IN ORDER TO STABILIZE AND SEPARATE FROM SELECT CRUSHED.

(14) HMA FLANGEWAY AND FIELD FILLERS ARE TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR, WHEN NOT PROVIDED BY OTHERS AS PART OF THE CROSSING SURFACE MATERIAL. IF THE CROSSING SURFACE IS NOT BEING REPLACED, THEN REMOVE AND REPLACE THE HMA FLANGEWAY AND FIELD FILLERS AS DIRECTED BY THE RAILROAD OR PROJECT ENGINEER.

(15) GRADE TO MATCH EXISTING OR PROPOSED TYPICAL SECTION OF ROADWAY. SEE PLAN OR PROJECT ENGINEER FOR MORE DETAIL. IF NOT NOTED OTHERWISE IN THE PLAN, BACKFILL ANY REMOVED BASE AND SUBGRADE WITH BASE AGGREGATE DENSE.

(16) IF THE CROSSING IS NOT BEING REPLACED, REMOVE AND REPLACE HMA AS DIRECTED BY RAILROAD AND PROJECT ENGINEER. CARE MUST BE TAKEN TO NOT DAMAGE CROSSING PANELS, TIES, RAIL, PLATES AND SPIKES.

(17) PLACE HMA FULL DEPTH. AGGREGATE IS NOT TO BE PLACED BETWEEN THE RAILROAD TIES AND THE HMA PAVEMENT.

TYPICAL SECTIONS FOR RAILWAY APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Kristen Sommers — STATE RAILROAD ENGINEERING AND SAFETY SUPERVISOR
FHWA

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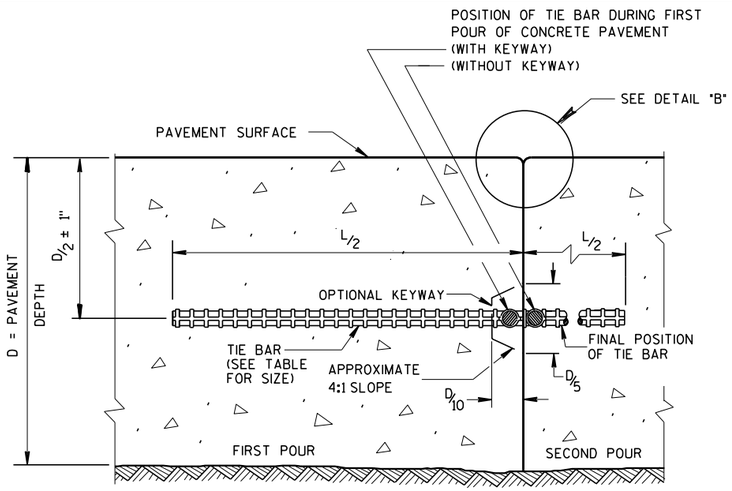
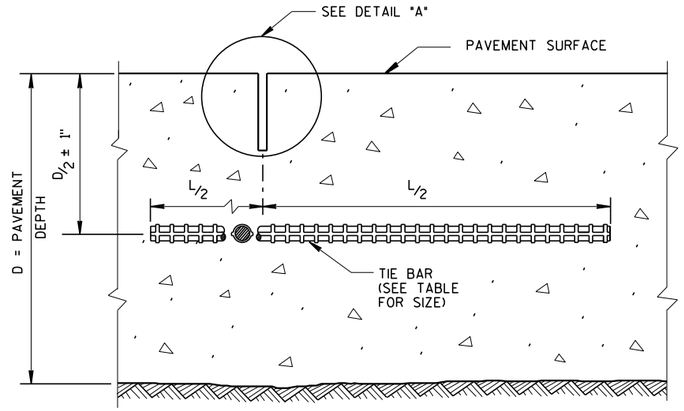
SDD 13B01-11b



CONSTRUCTION JOINT



SAWED JOINT

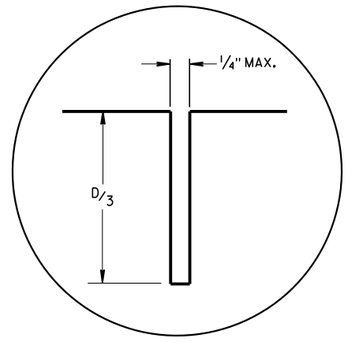
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

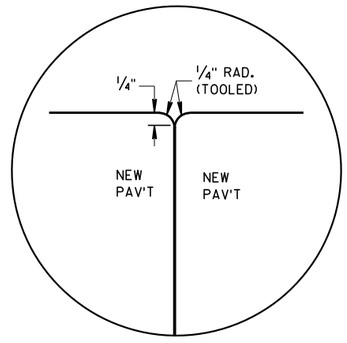
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

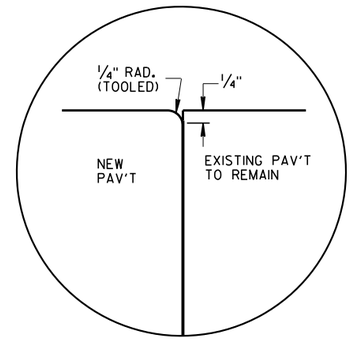
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



DETAIL "A"



DETAIL "B"



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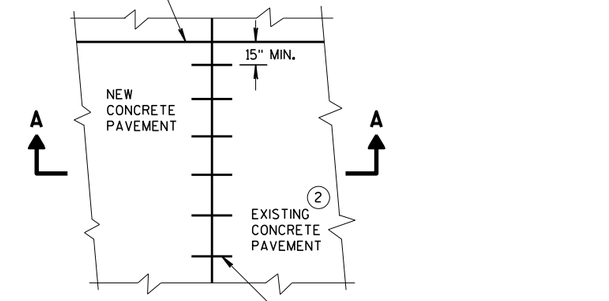
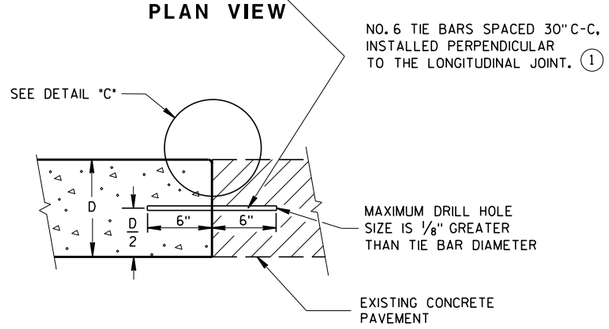


PLAN VIEW



SECTION A-A

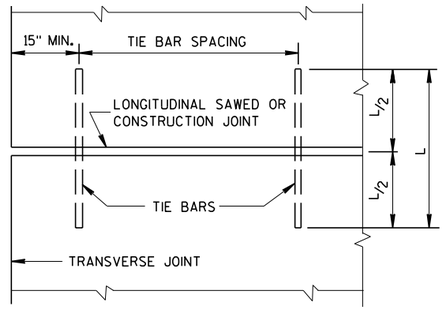
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

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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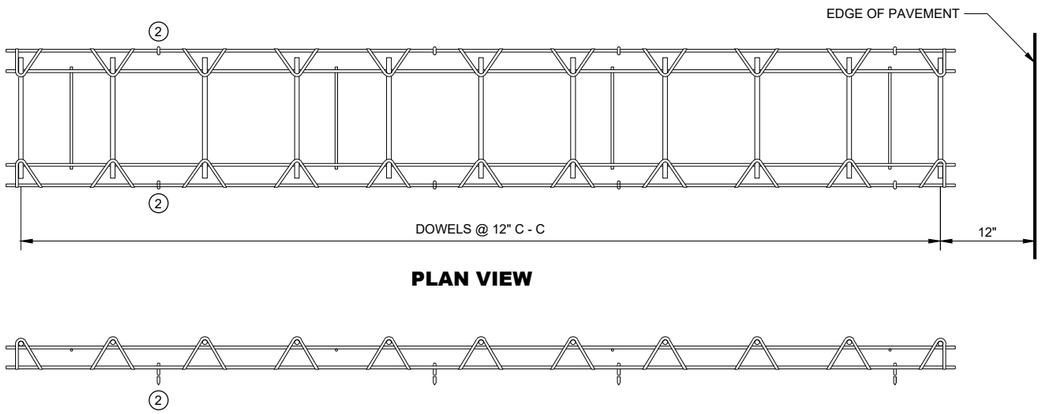
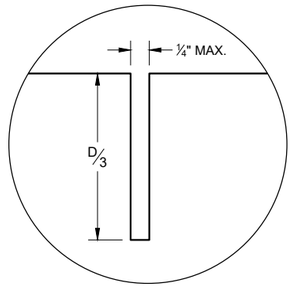


PLAN VIEW

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.

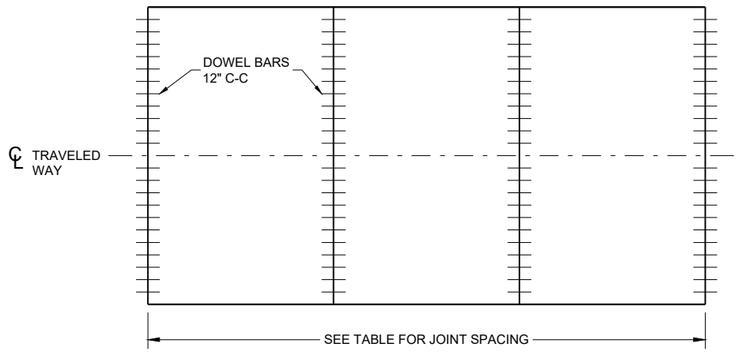
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

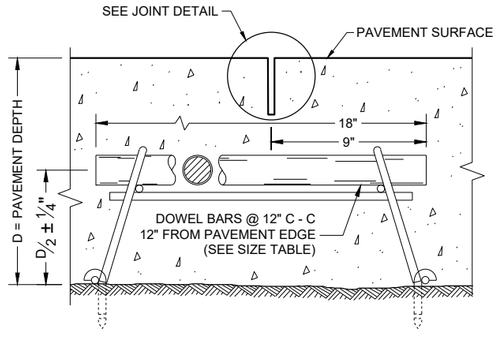
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED 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.



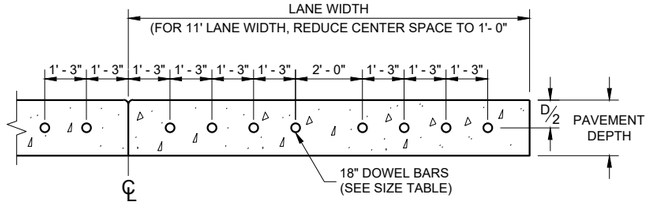
CONTRACTION JOINT LOCATIONS



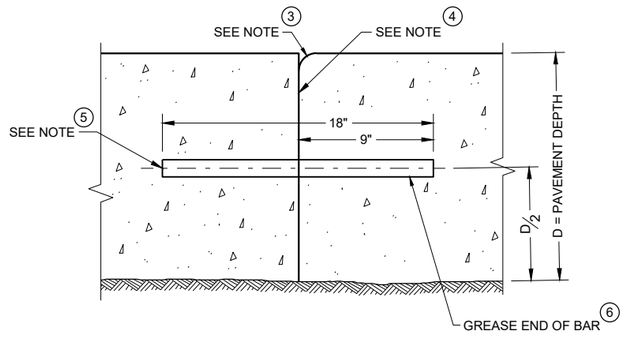
DOWELED CONTRACTION JOINT

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

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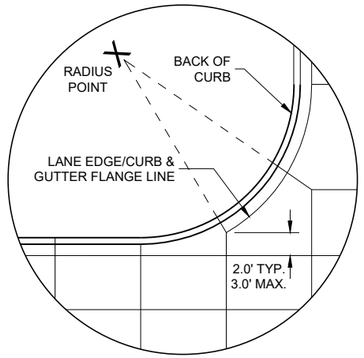
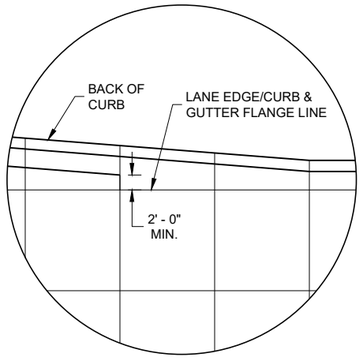


DETAIL "A"



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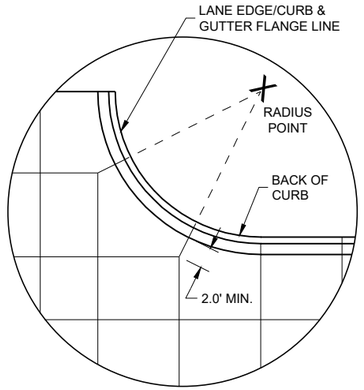

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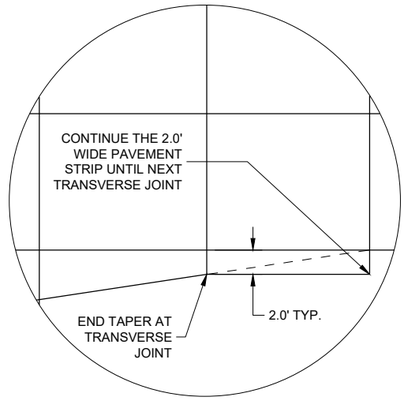


DETAIL "D"

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.

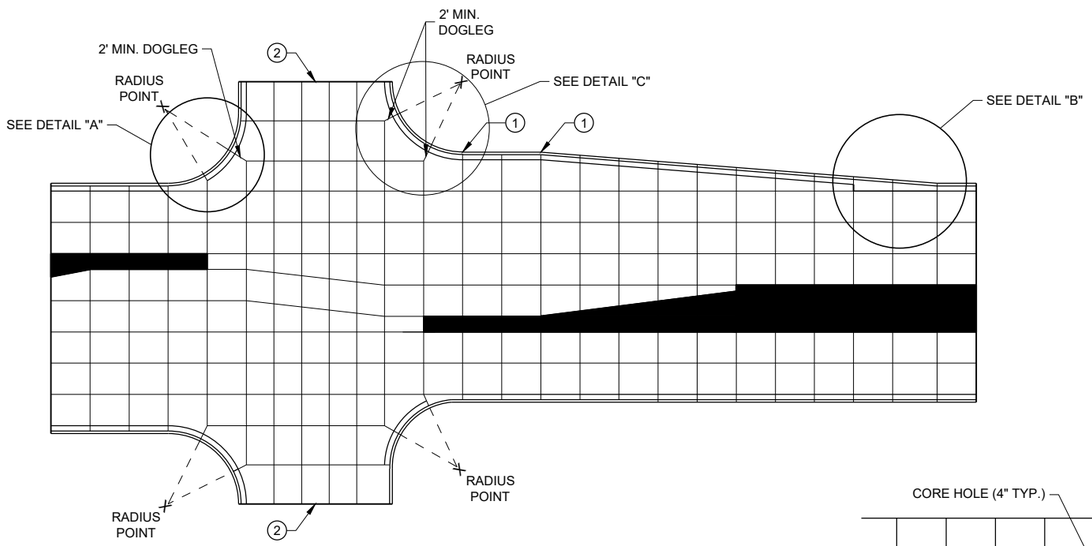
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

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.

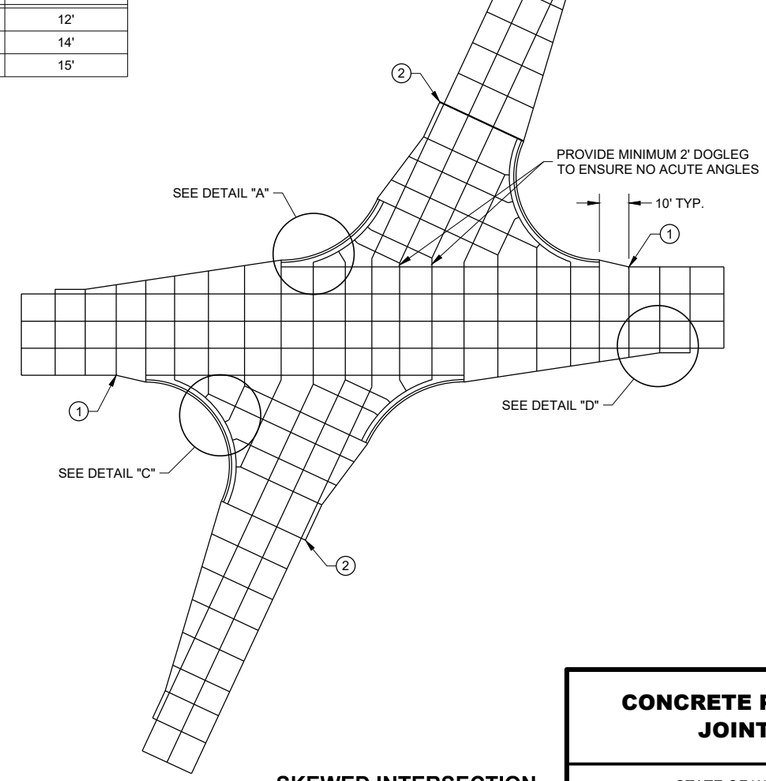
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



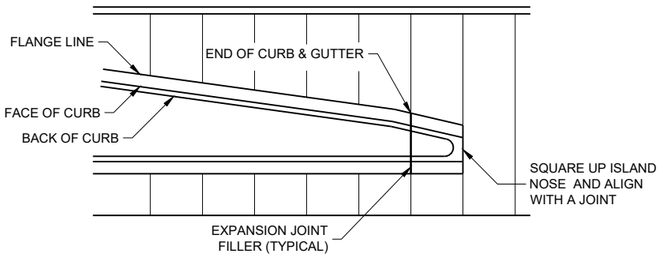
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

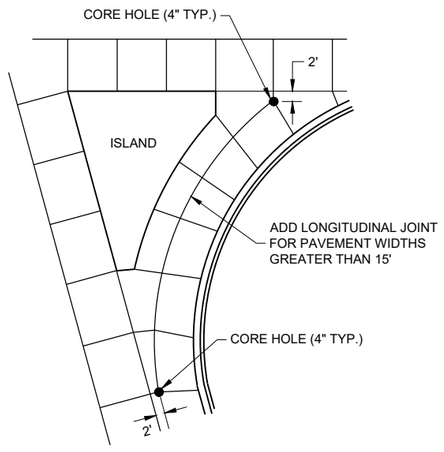
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

6

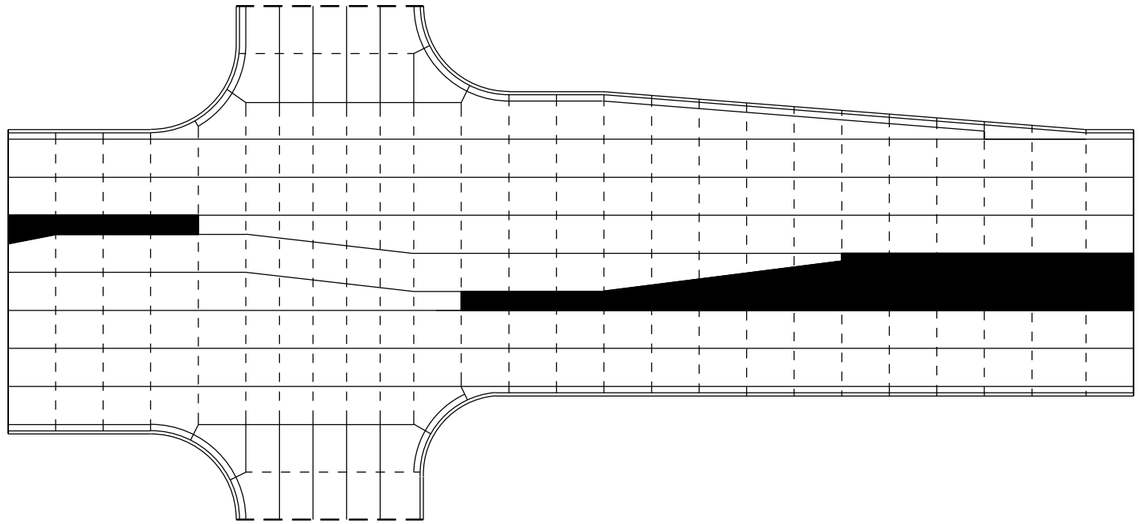
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

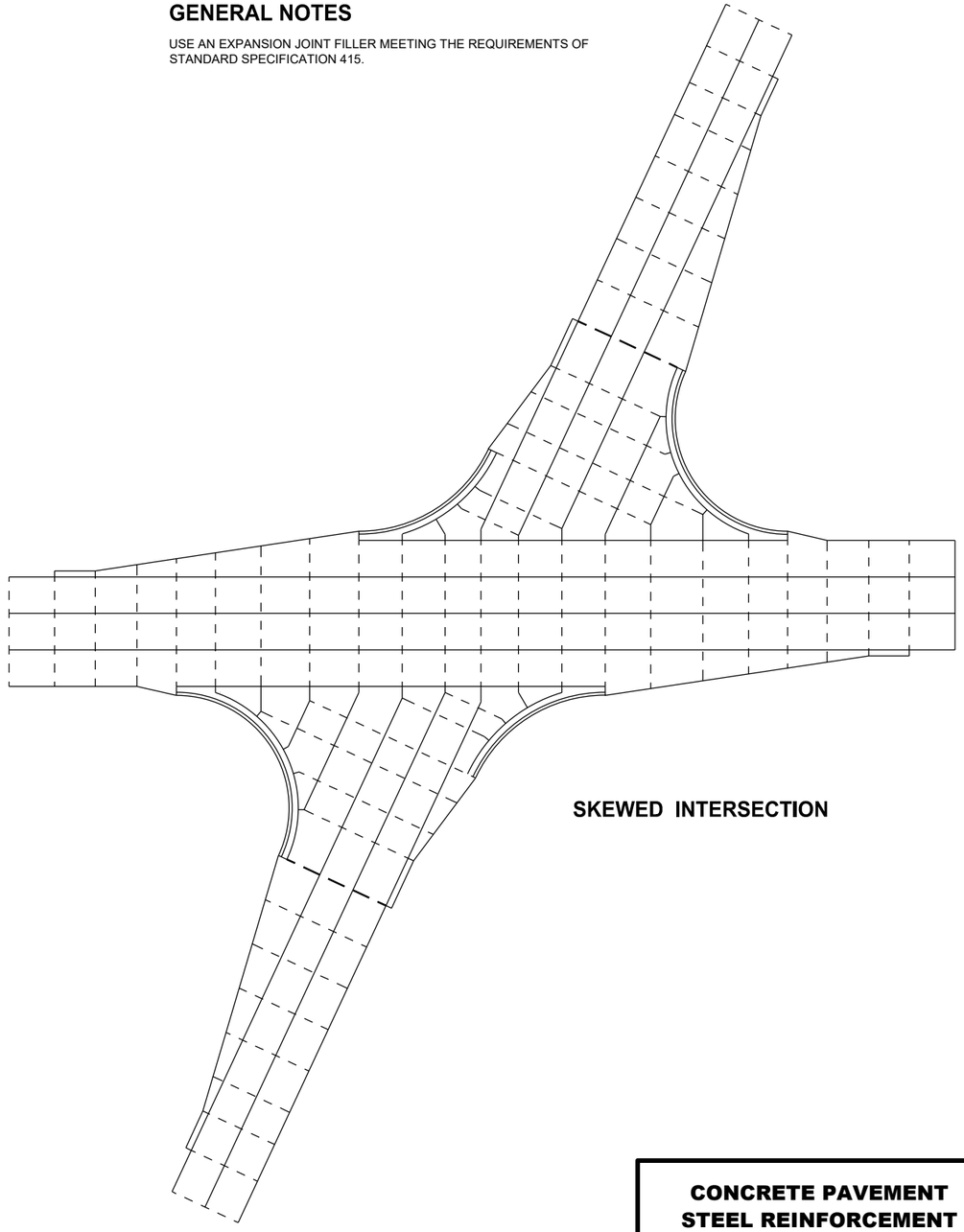
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

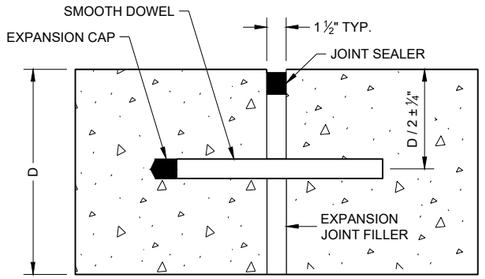
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

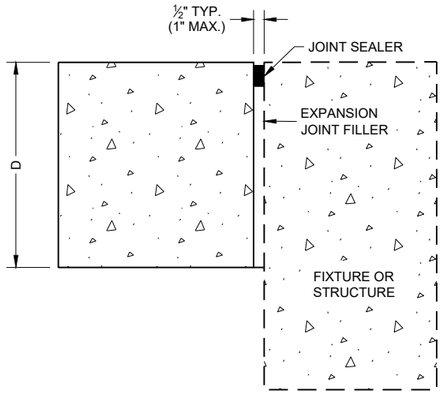
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

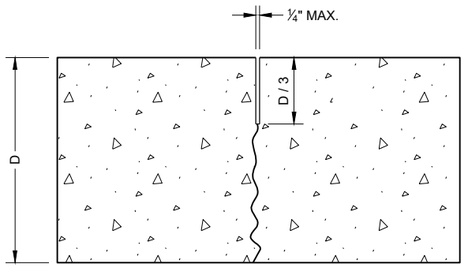
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

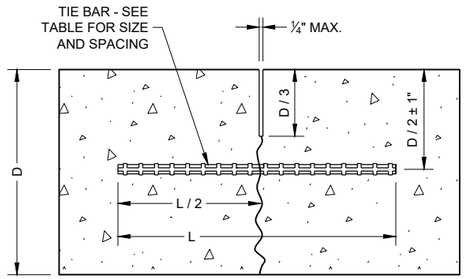
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

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.



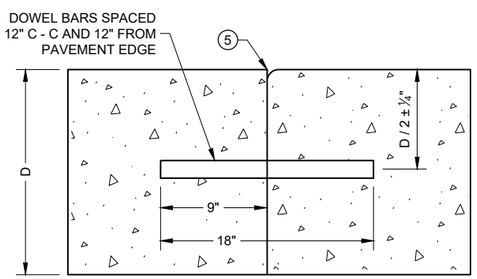
UNDOWELED TRANSVERSE



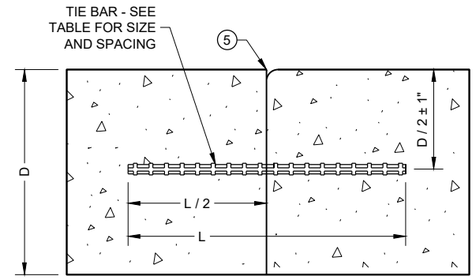
TIED LONGITUDINAL

DOWELED TRANSVERSE

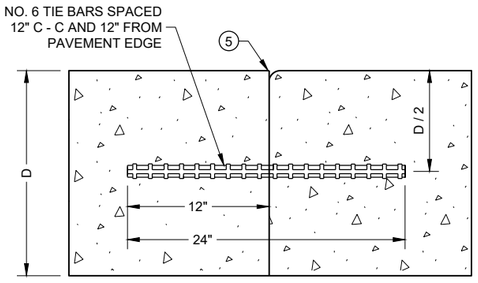
CONTRACTION JOINTS (2)



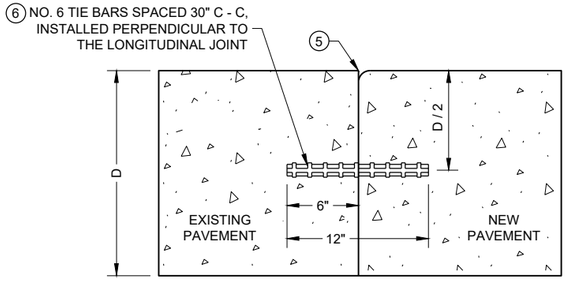
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



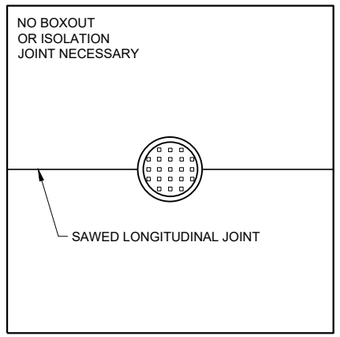
TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



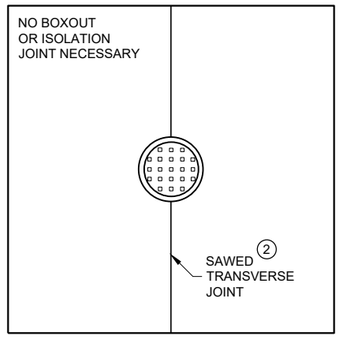
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

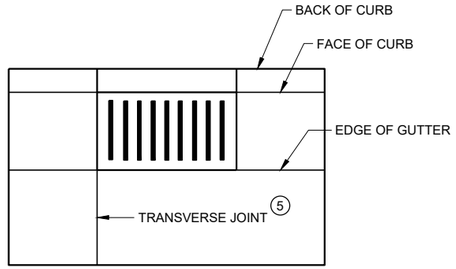
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



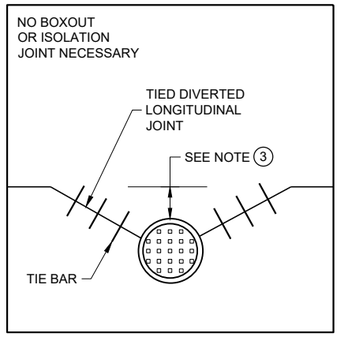
MANHOLE WITH TRANSVERSE JOINT



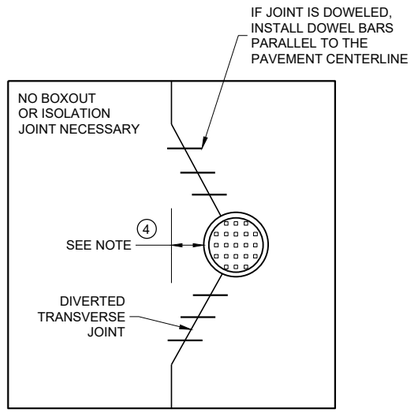
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

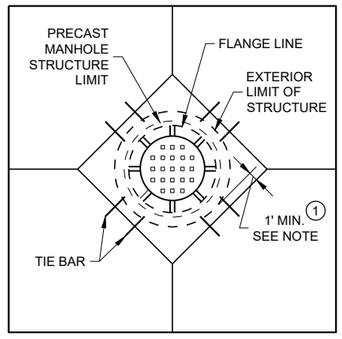
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF 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 SUPERVIS

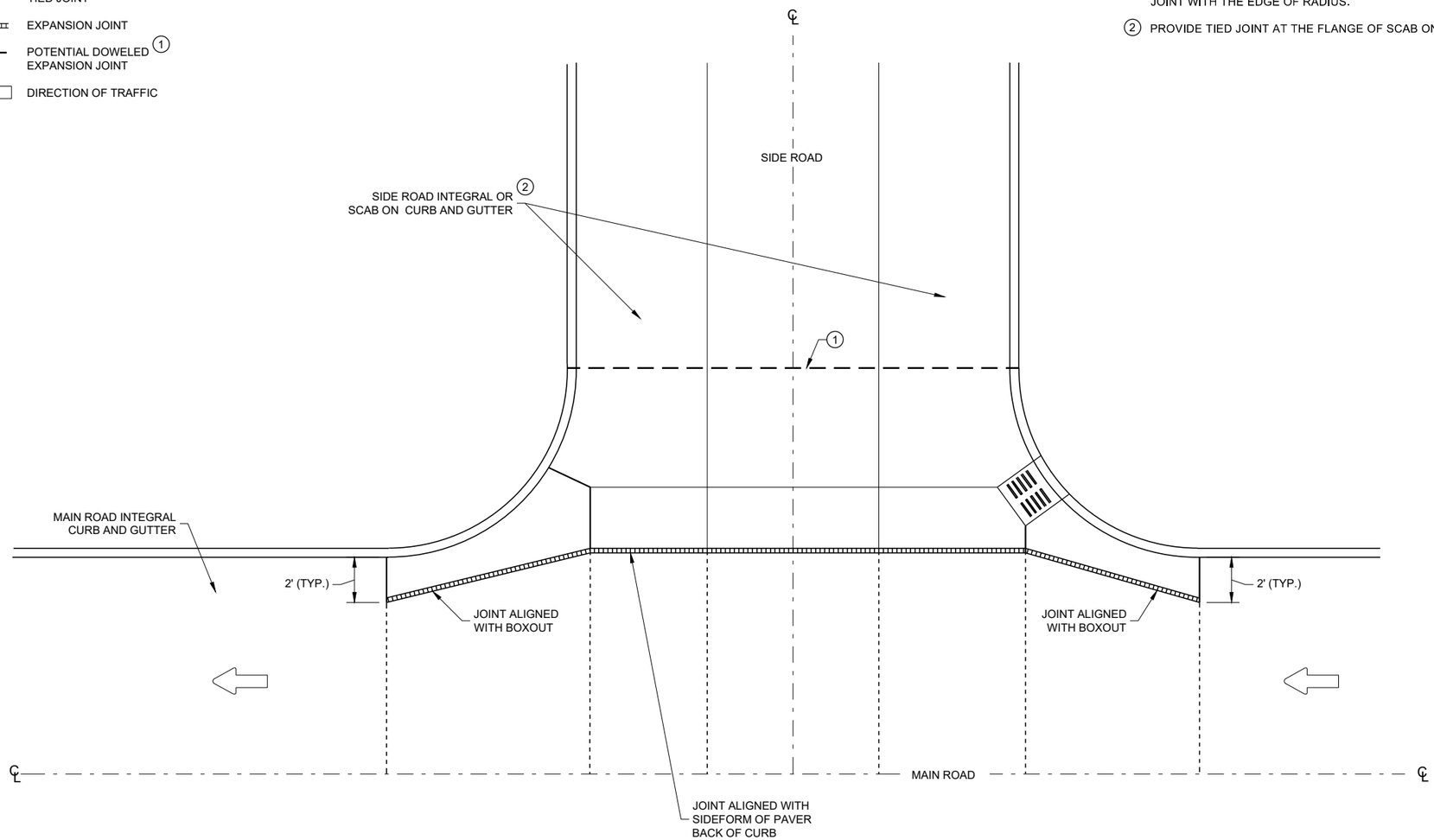
FHWA

6

SDD13C18 - 08d
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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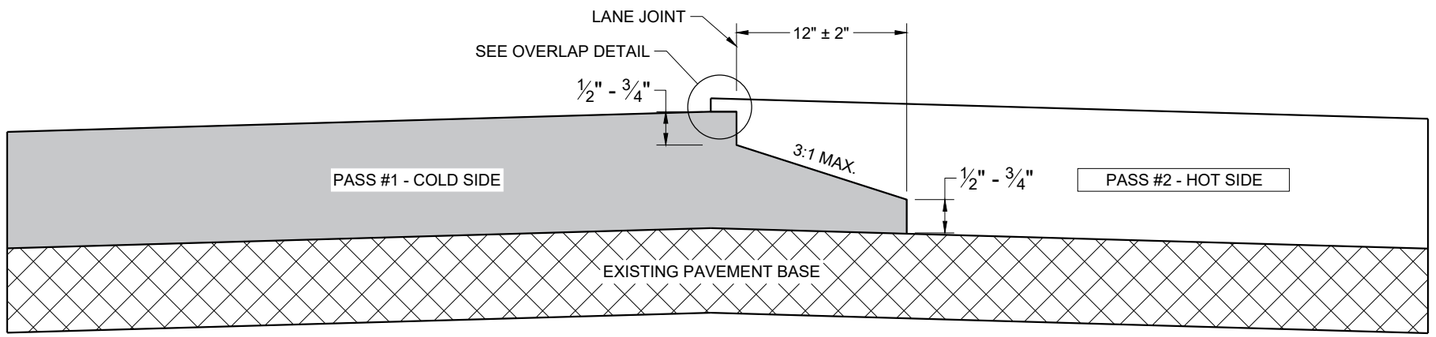
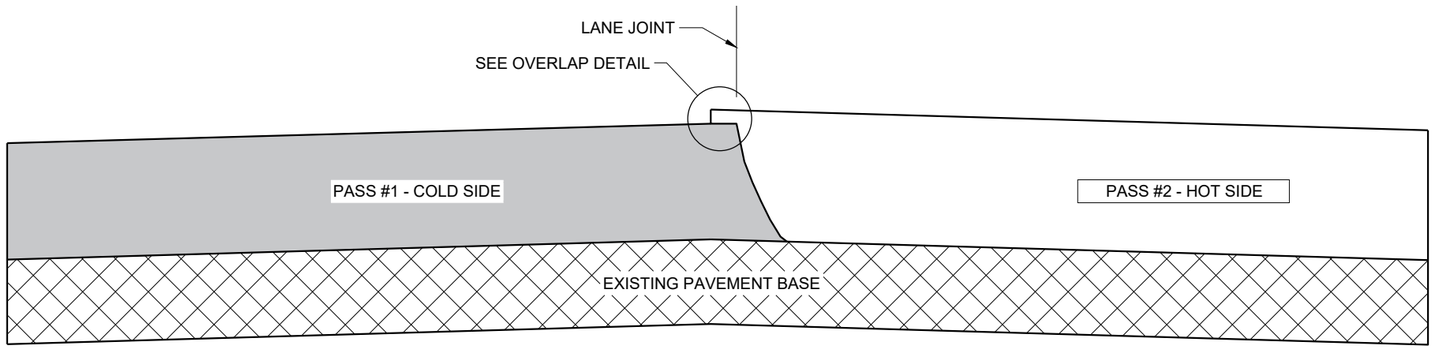
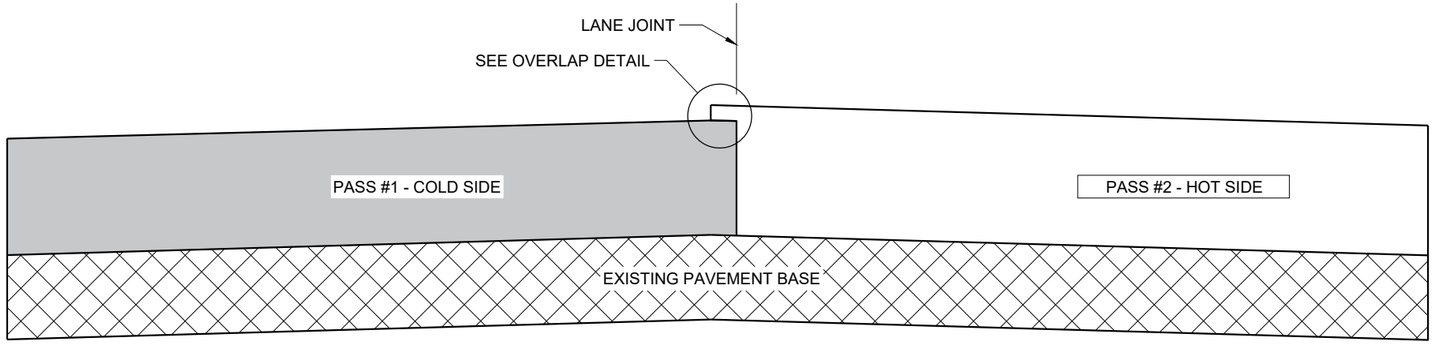
SDD 13C18 - 08f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

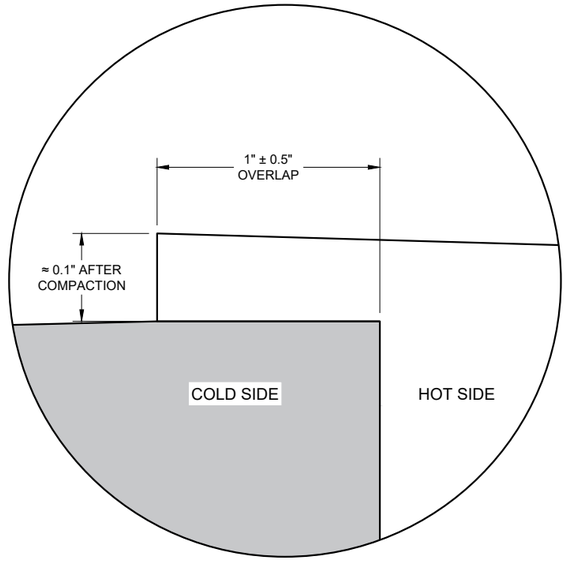
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

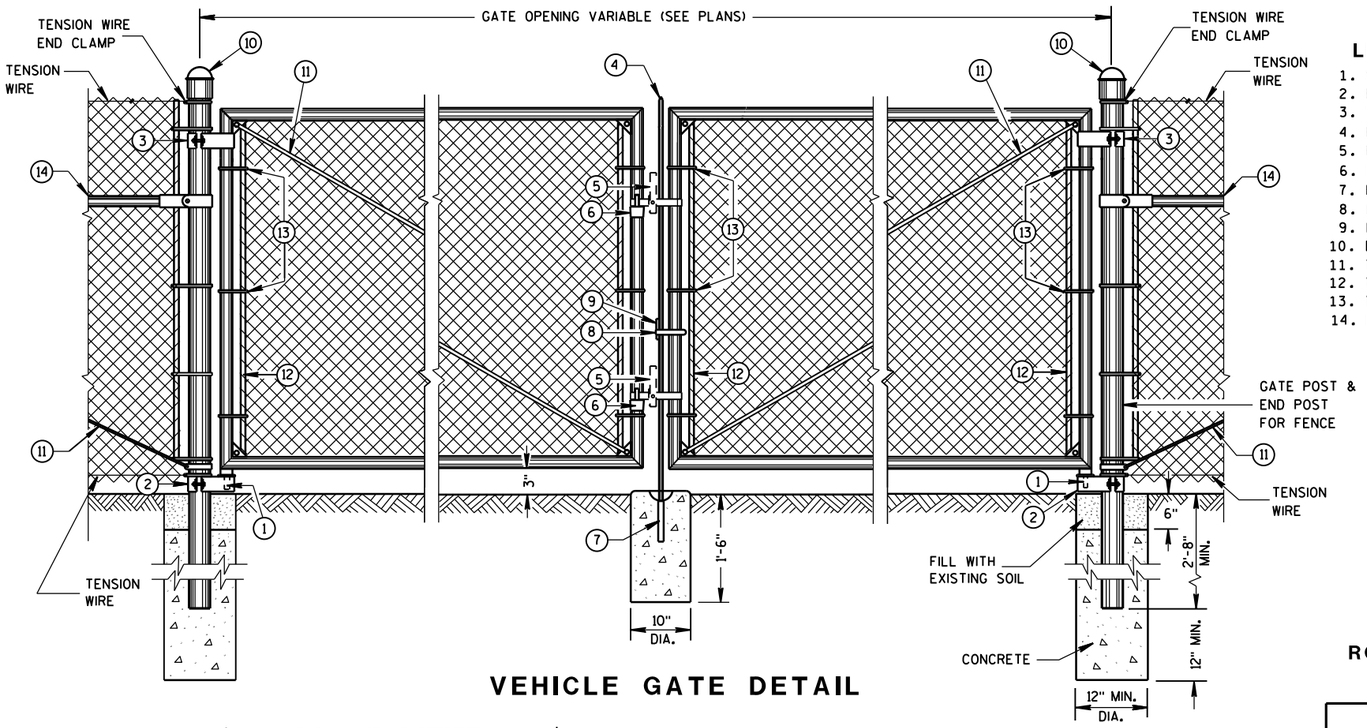
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

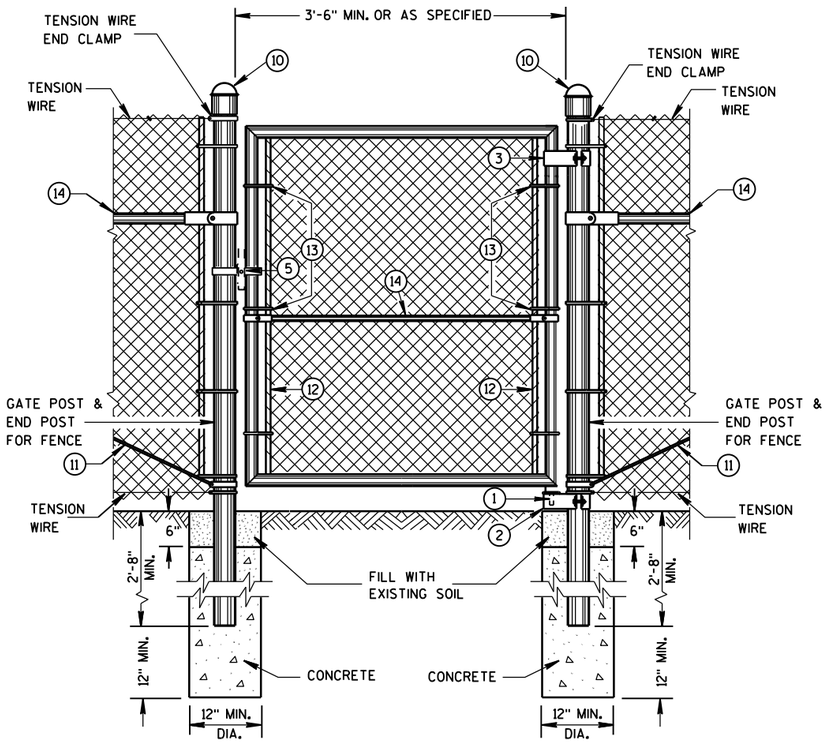
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

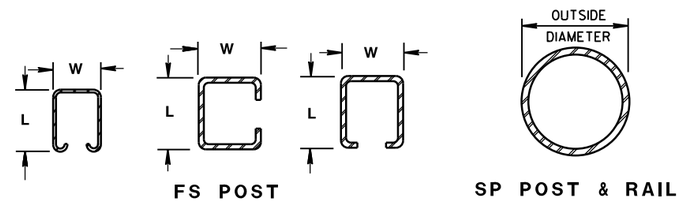
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



CROSS SECTIONS OF POSTS AND RAILS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

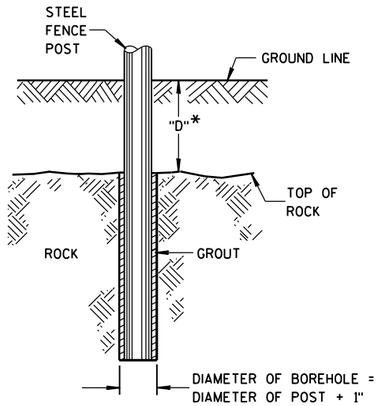
** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

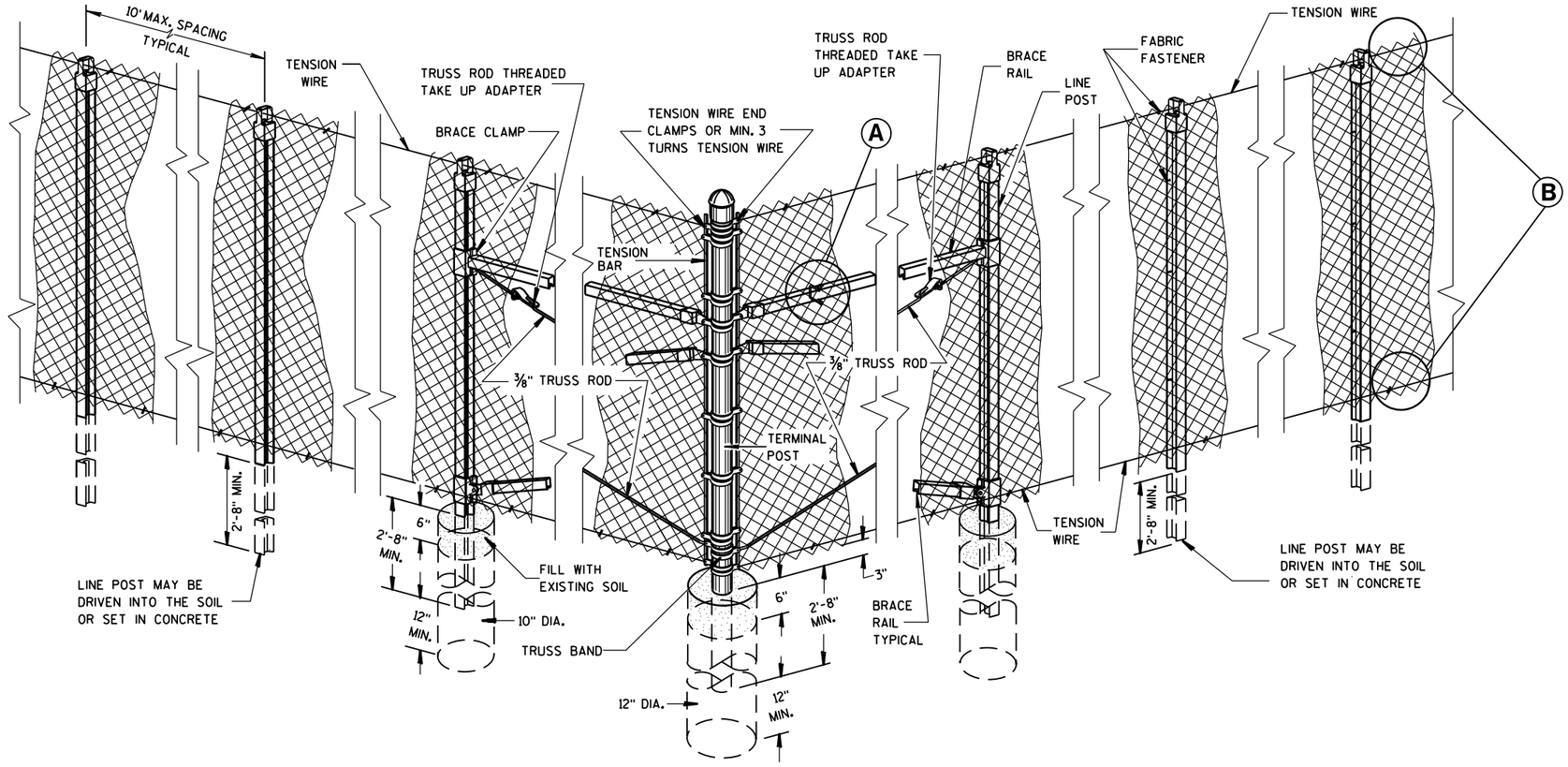
6

S.D.D. 15 B 3-15a

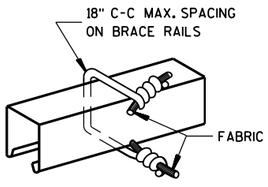


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



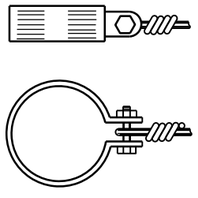
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



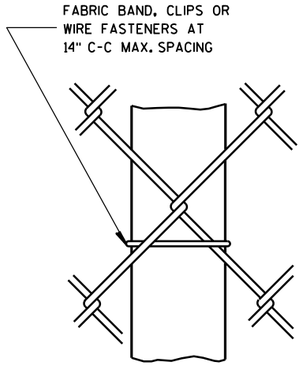
BRACE RAIL

FABRIC FASTENER

Ⓐ



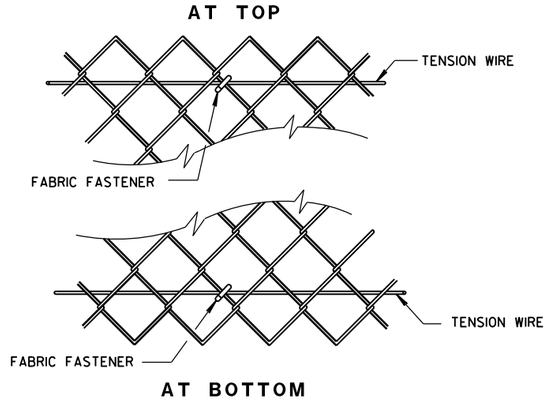
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

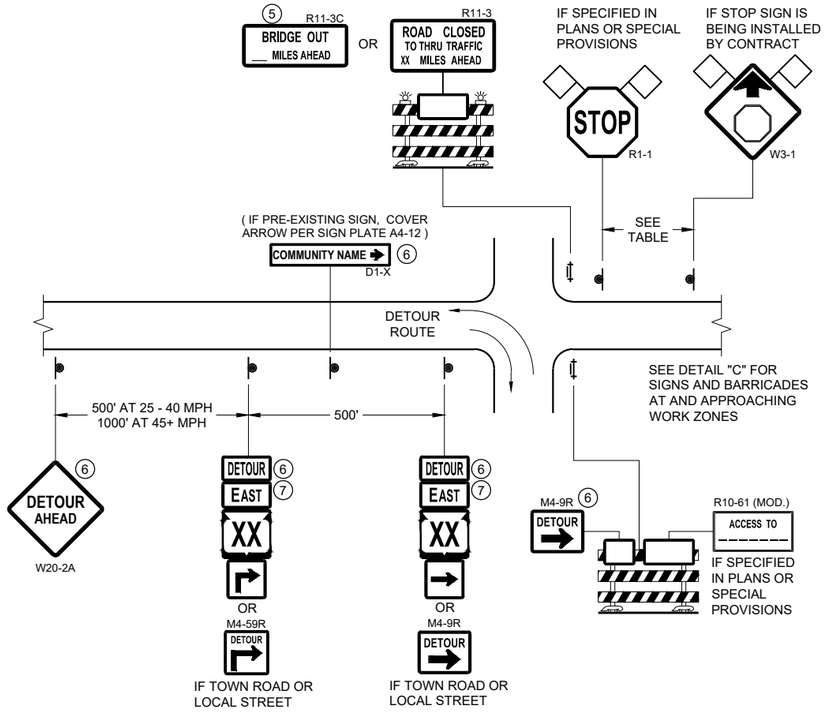
APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 15 B 3-15b

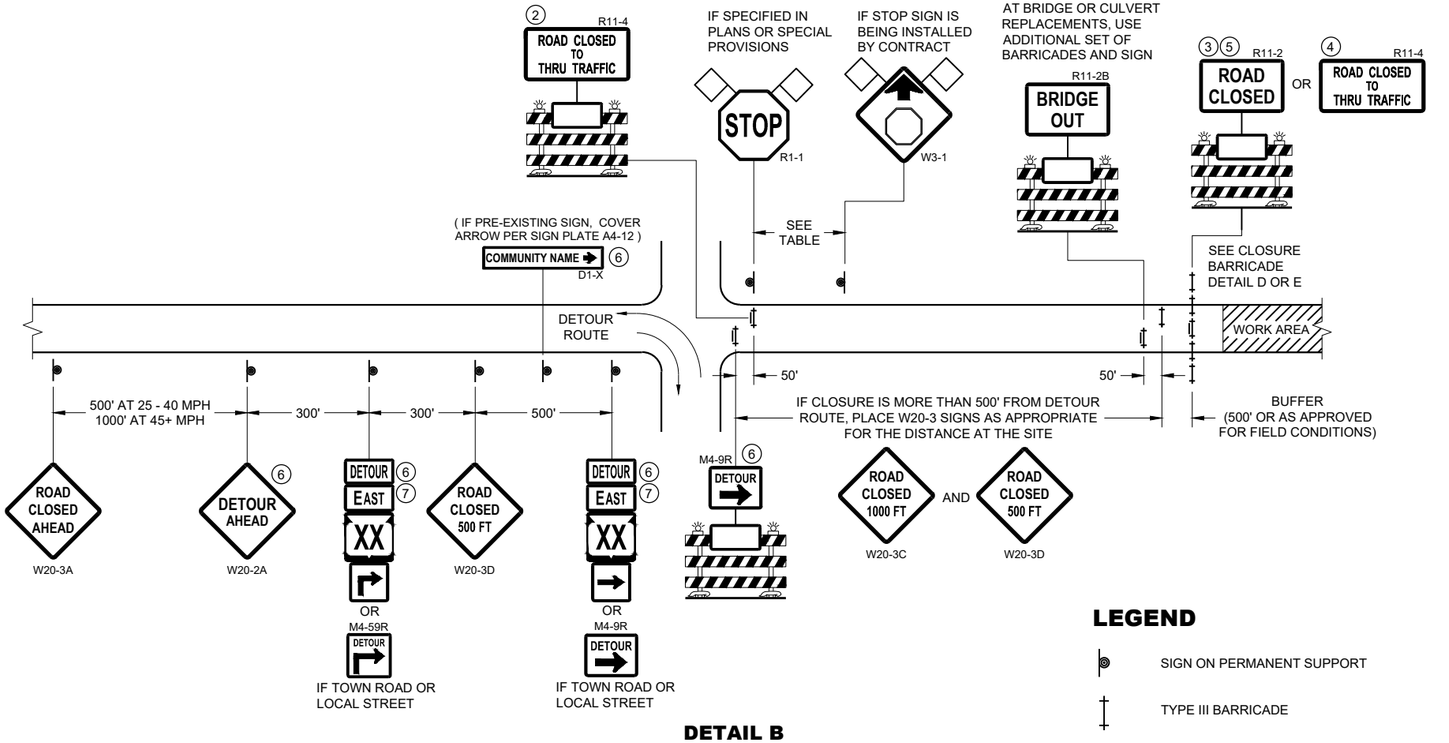
6

S.D.D. 15 B 3-15b



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



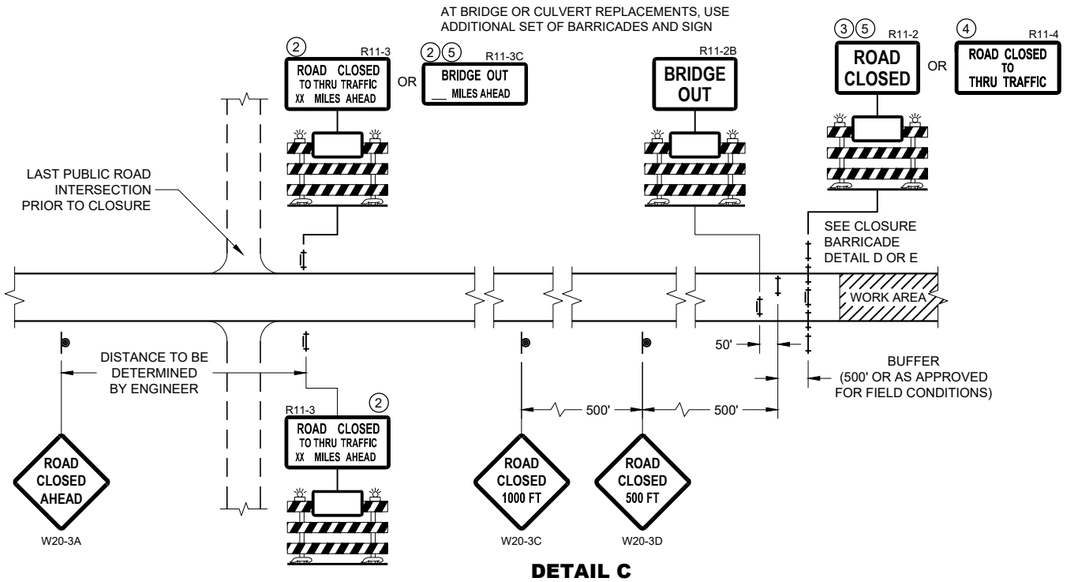
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C02 - 09a

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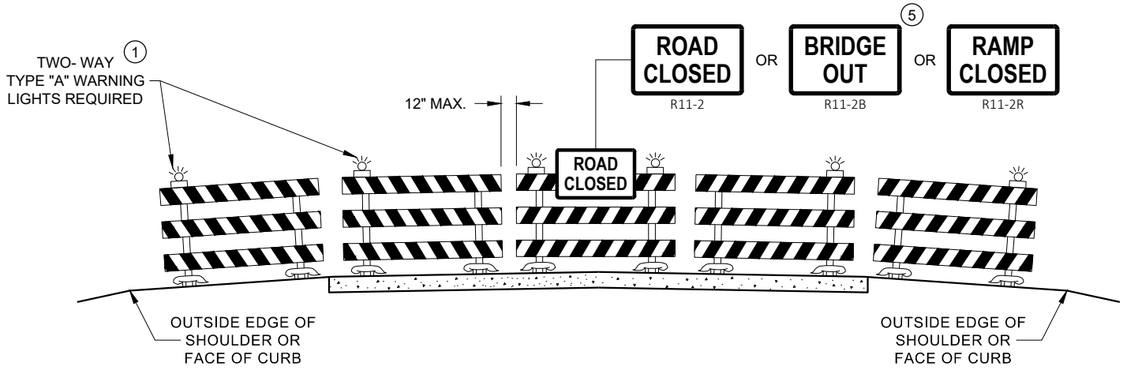
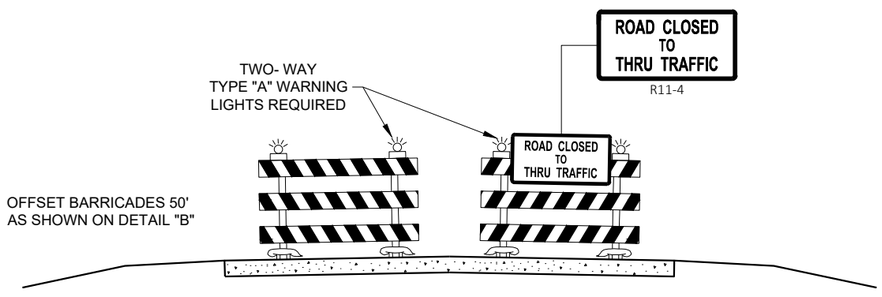
SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4; OR XX — M1 - 6; OR COUNTY X — M1 - 5A
- M05 - 1; OR M06 - 1; OR M06 - 1

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

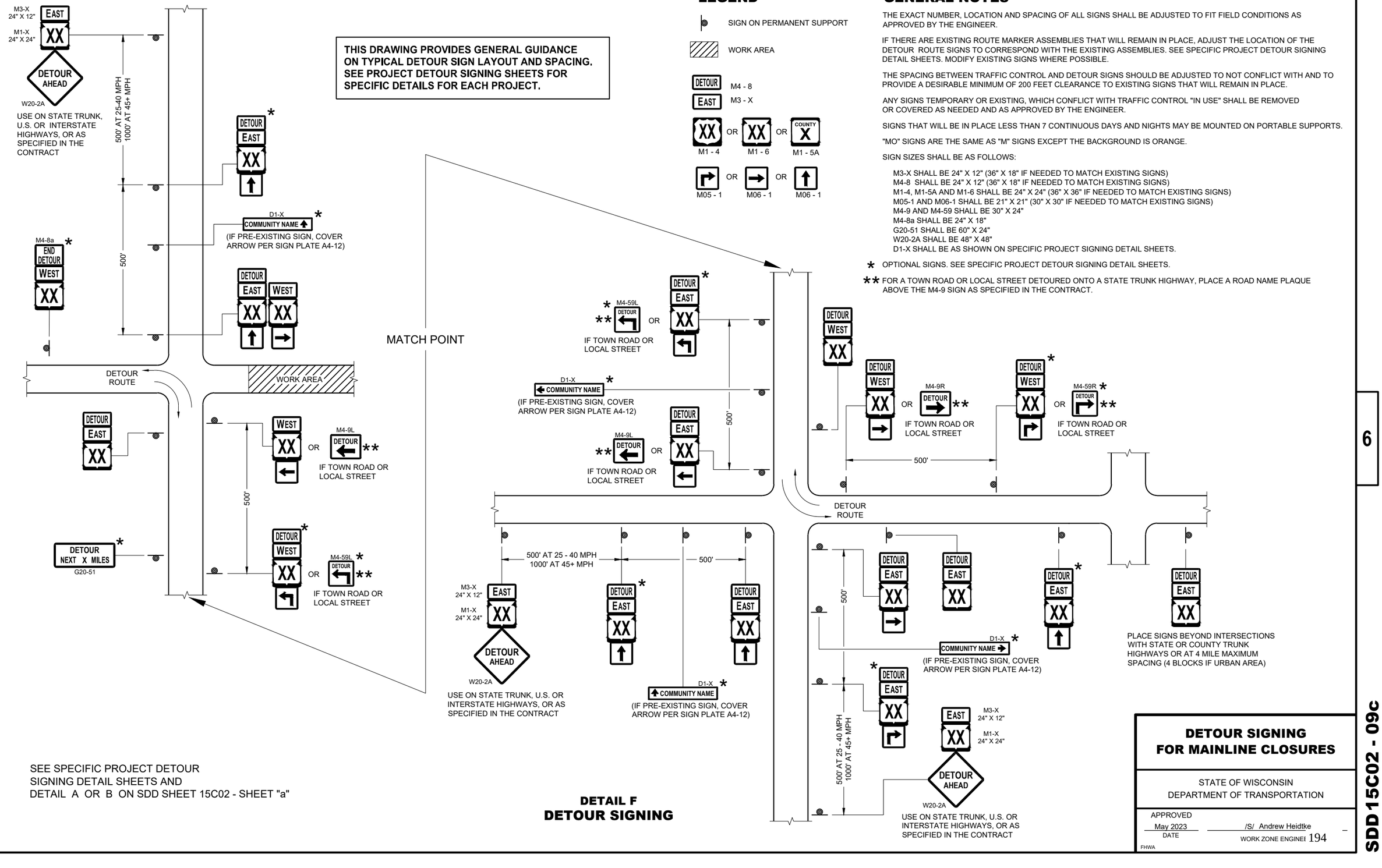
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 09c

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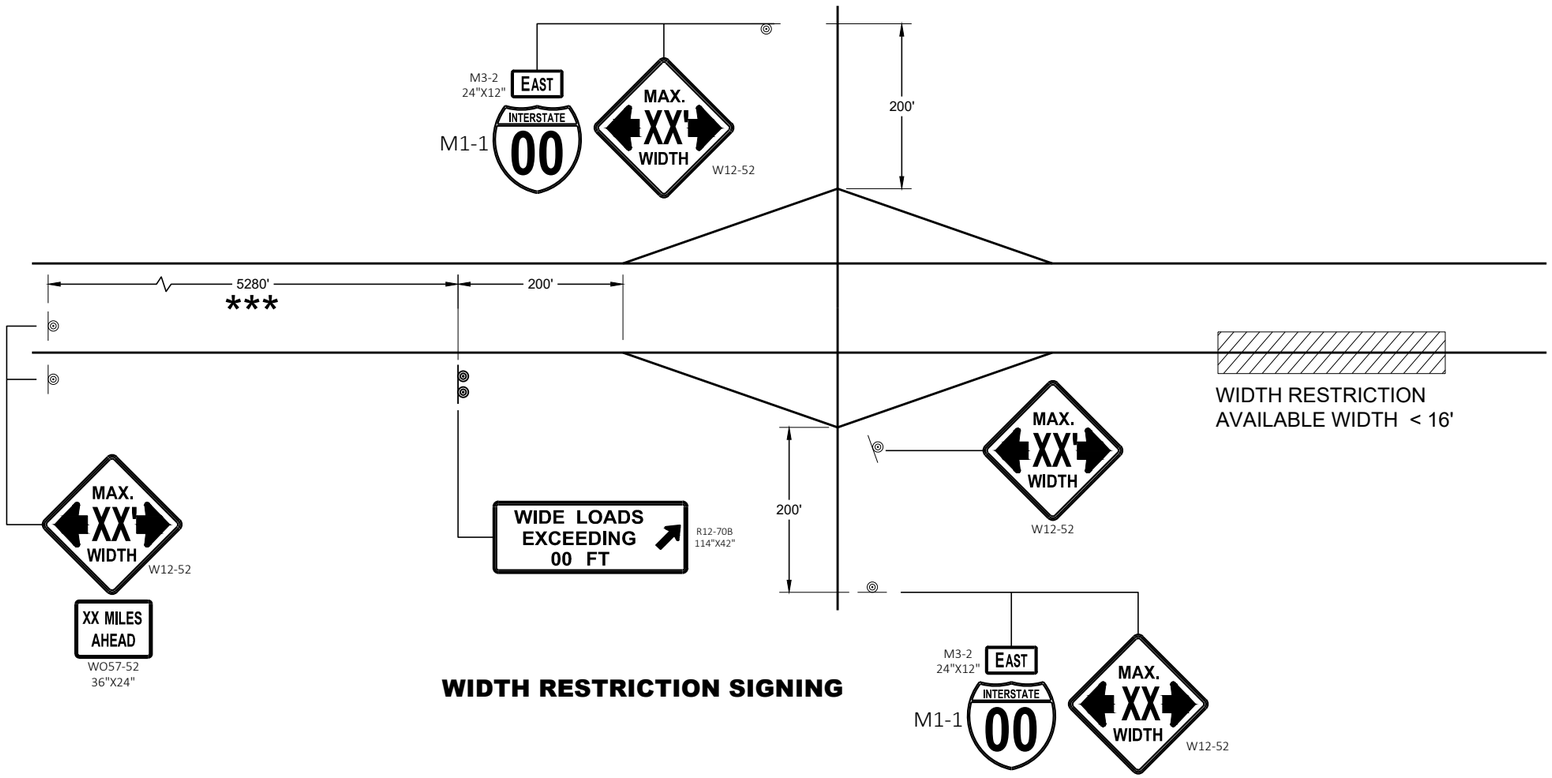
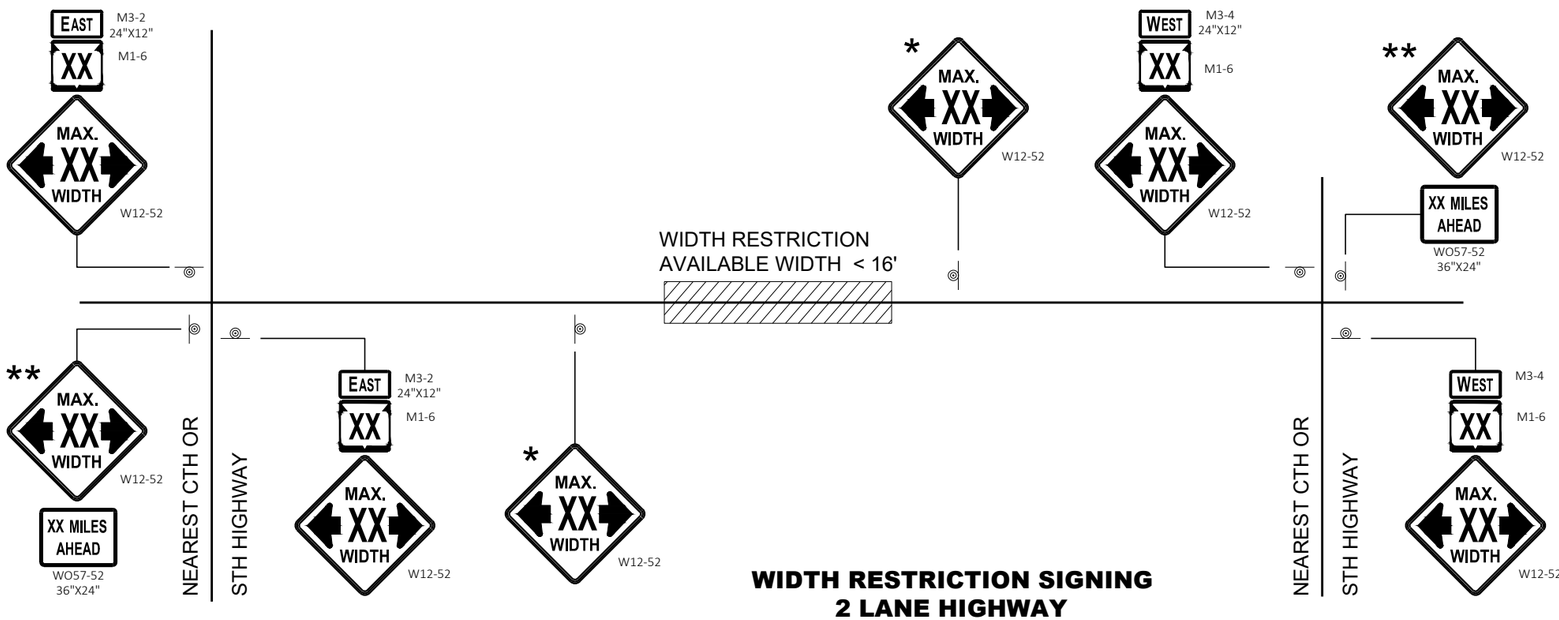
SDD 15C02 - 09c



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL " IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

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SDD 15C02 - 09f

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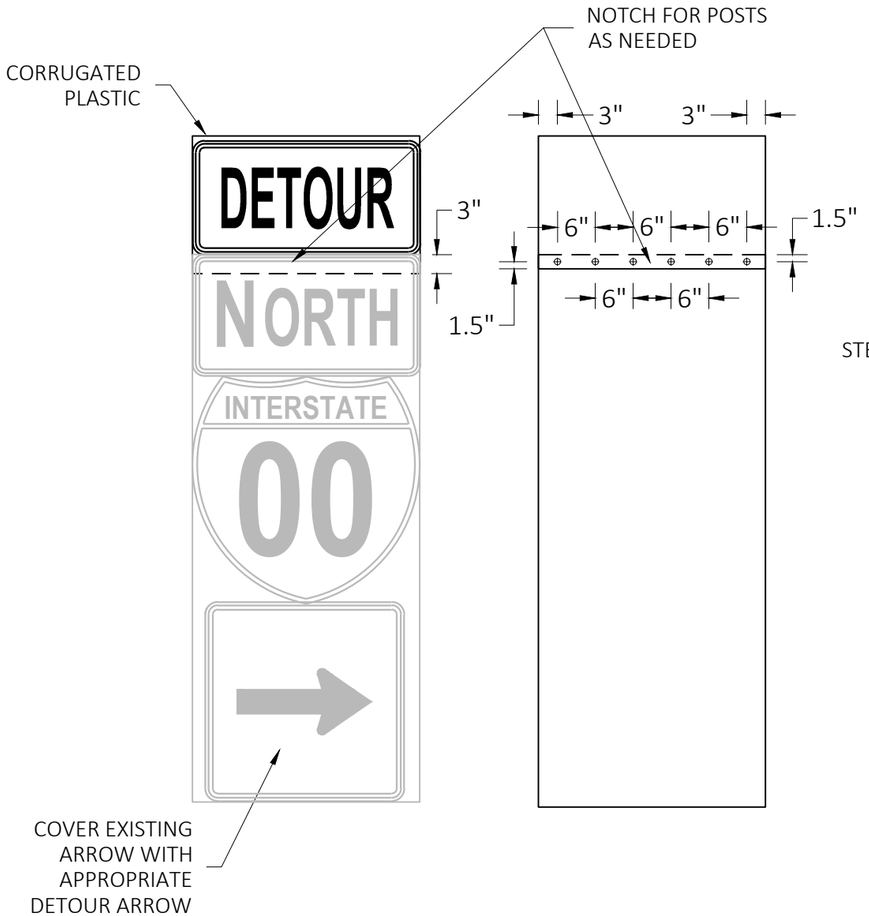
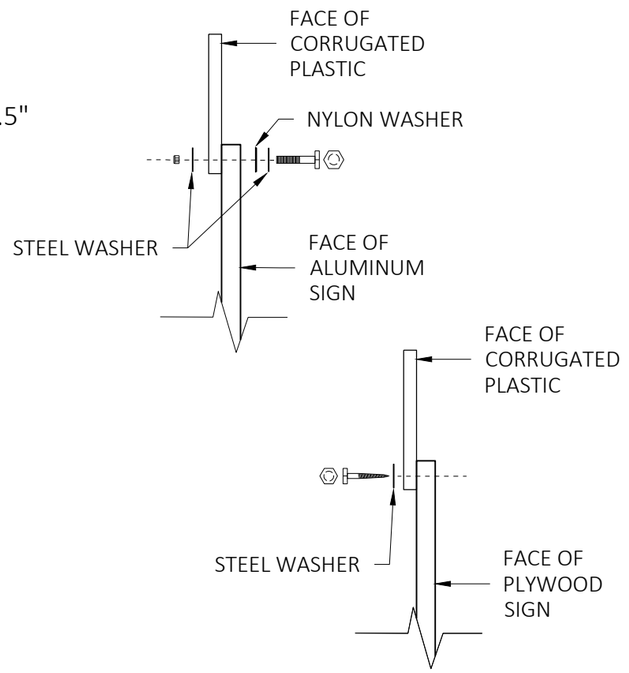
FRONT SIDE

BACK SIDE

SIDE VIEW





GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1-1/4" O.D. x 3/8" I.D. x .080 NYLON

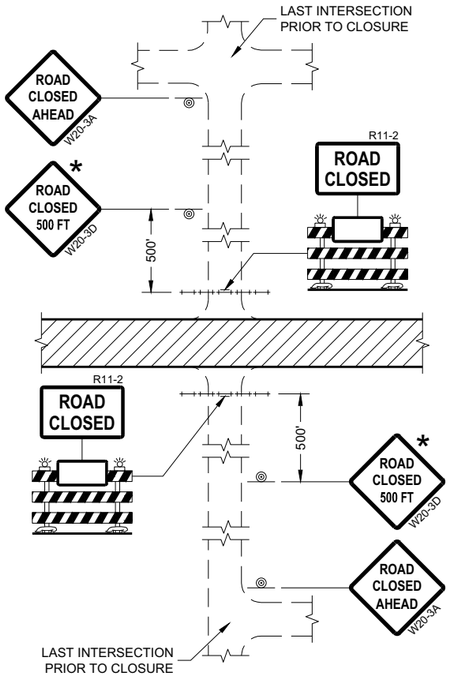
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

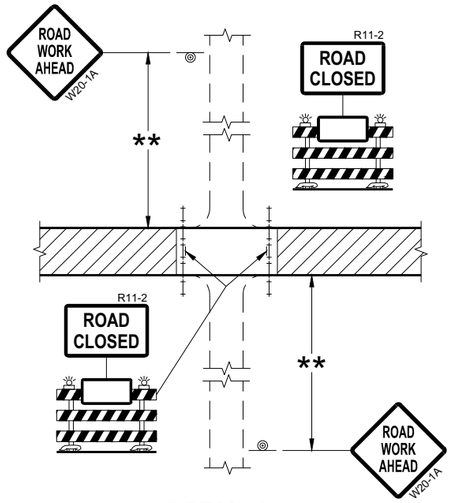
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
SDD 15C02-09h



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

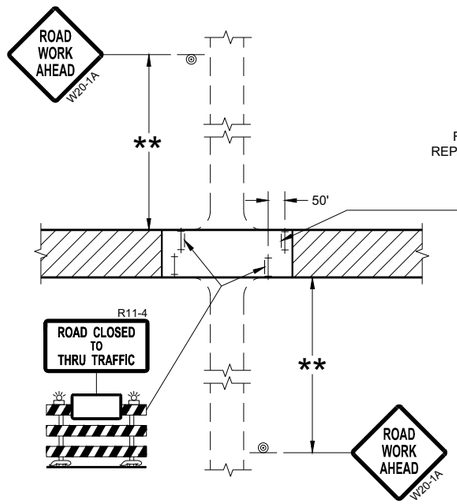
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

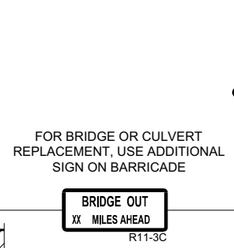
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

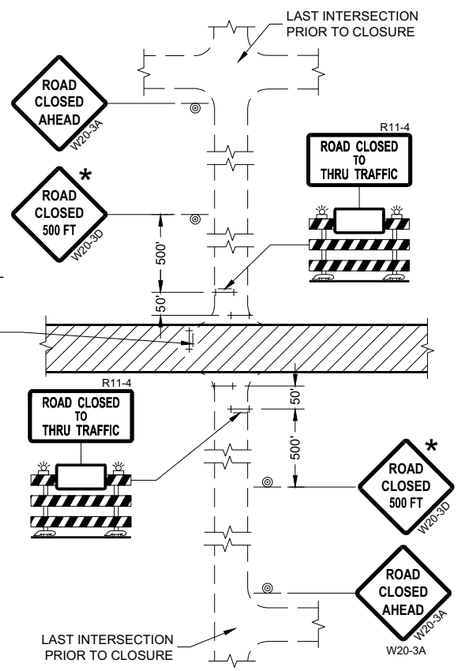
* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.





DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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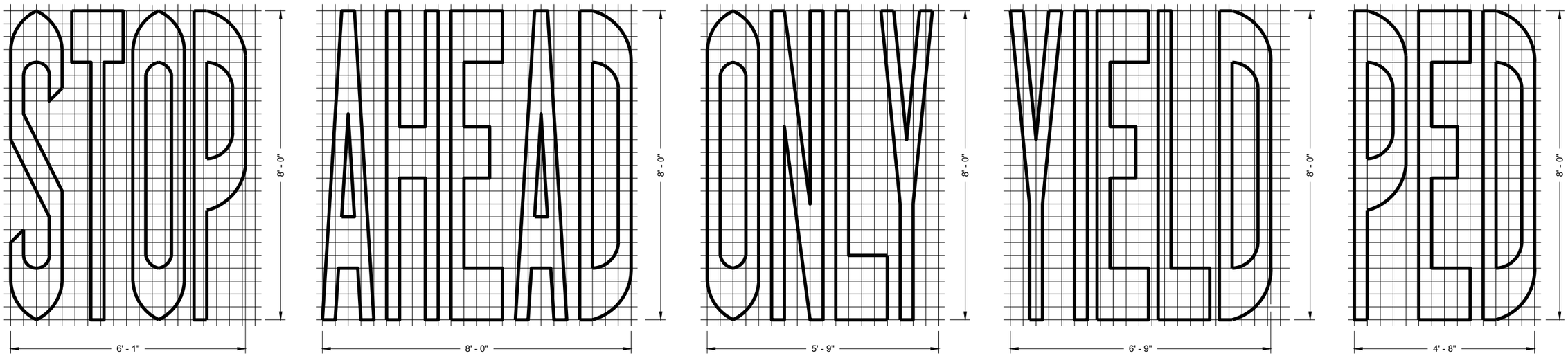
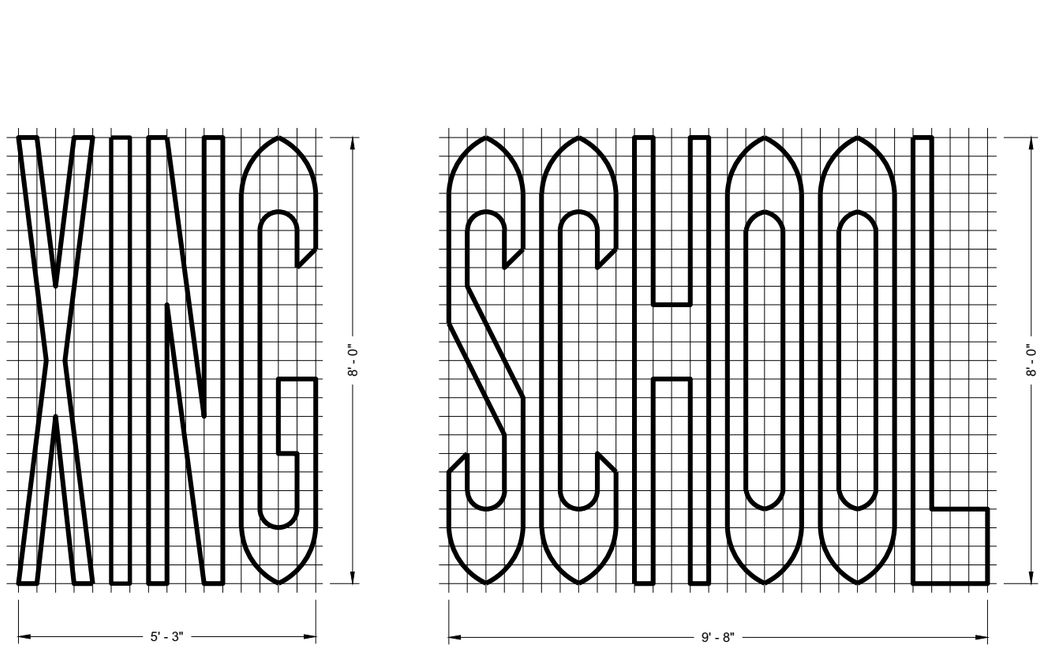
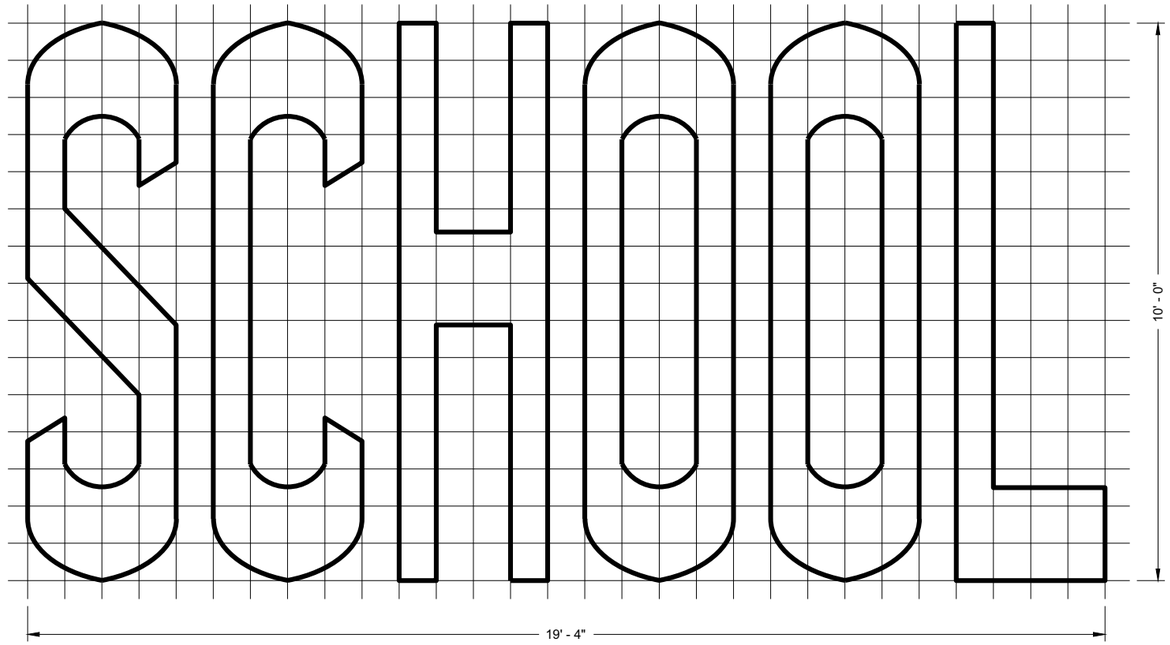
SDD 15C03 - 05

SDD 15C03 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

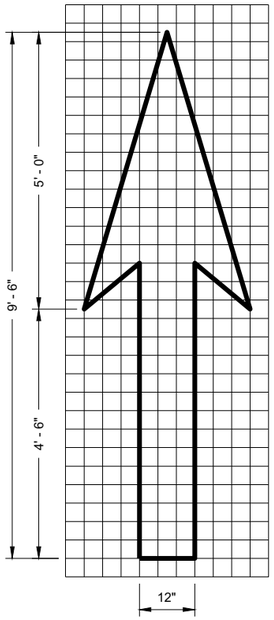
6

SDD 15C07 - 15b

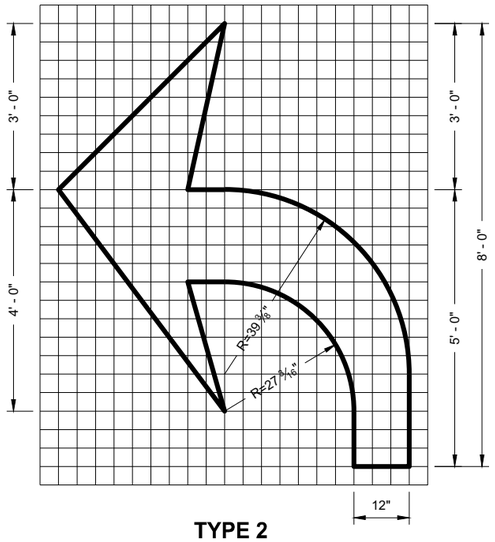
SDD 15C07 - 15b

GENERAL NOTES

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



TYPE 1



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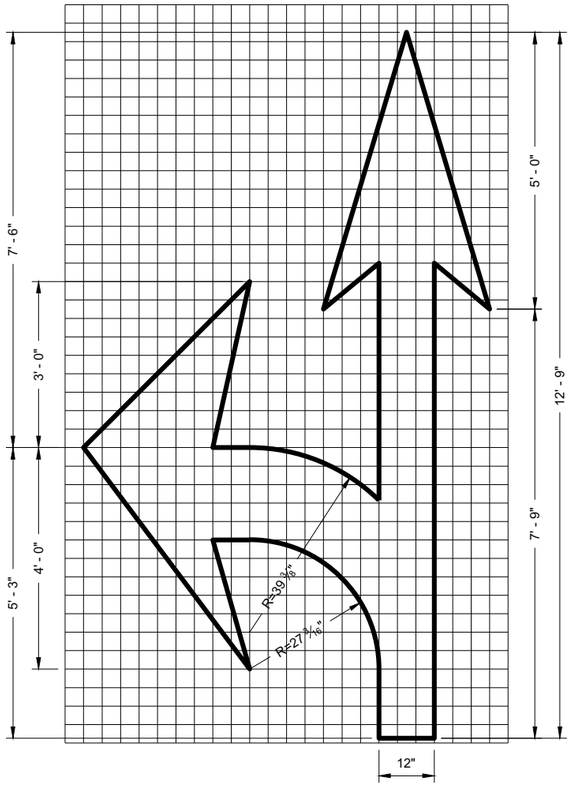

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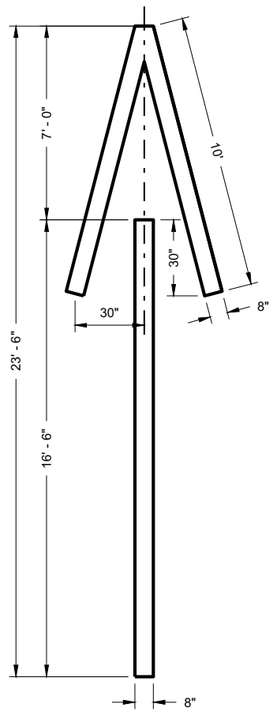

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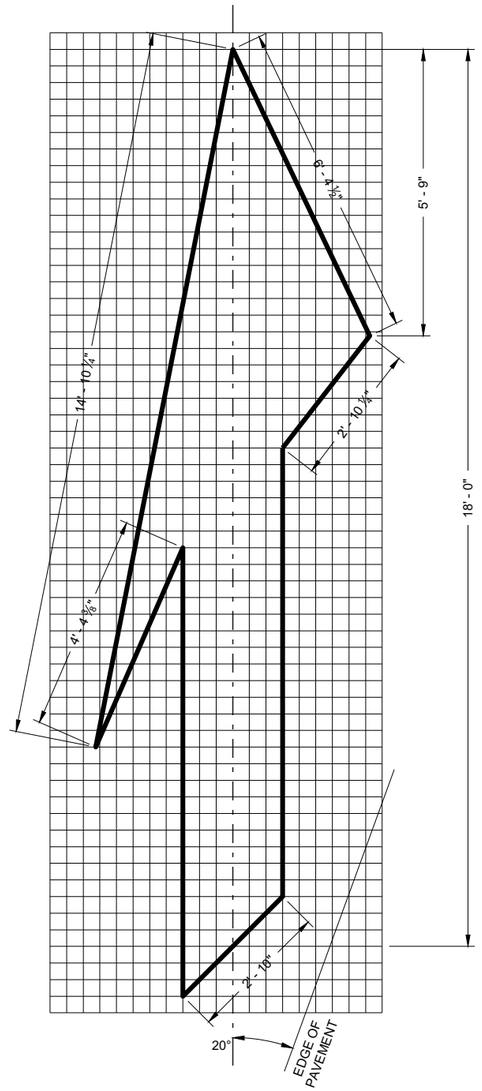
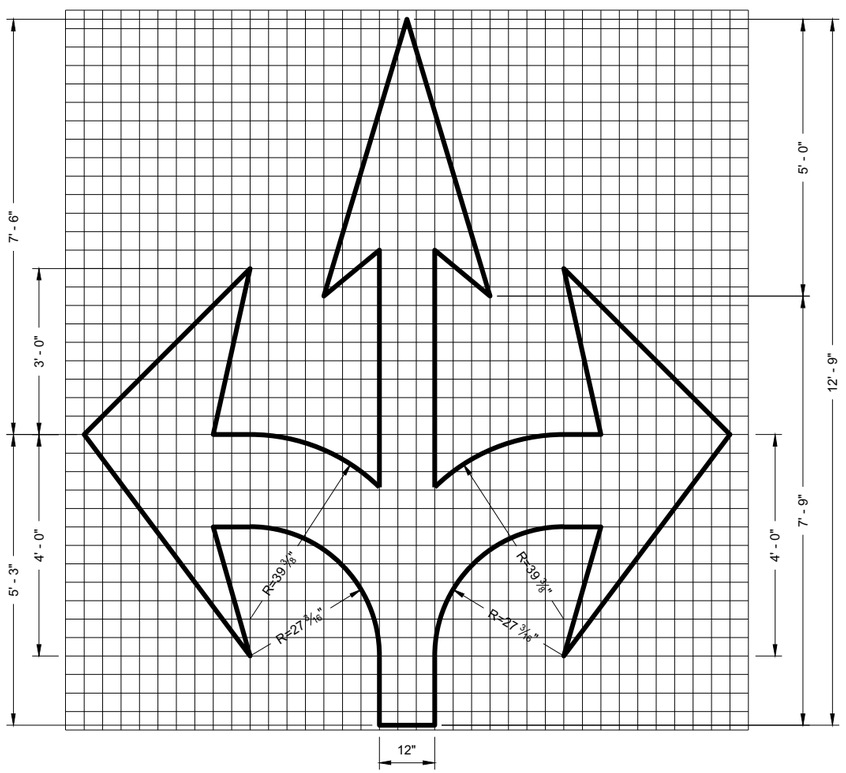
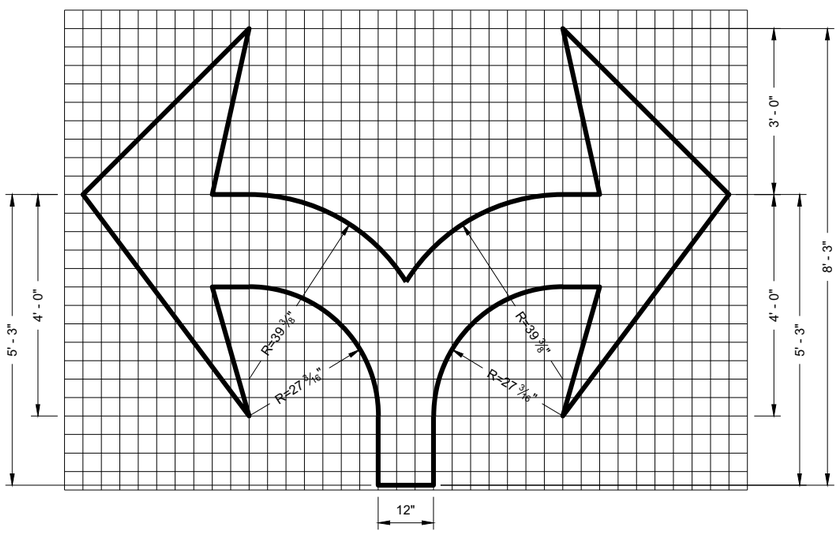


TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

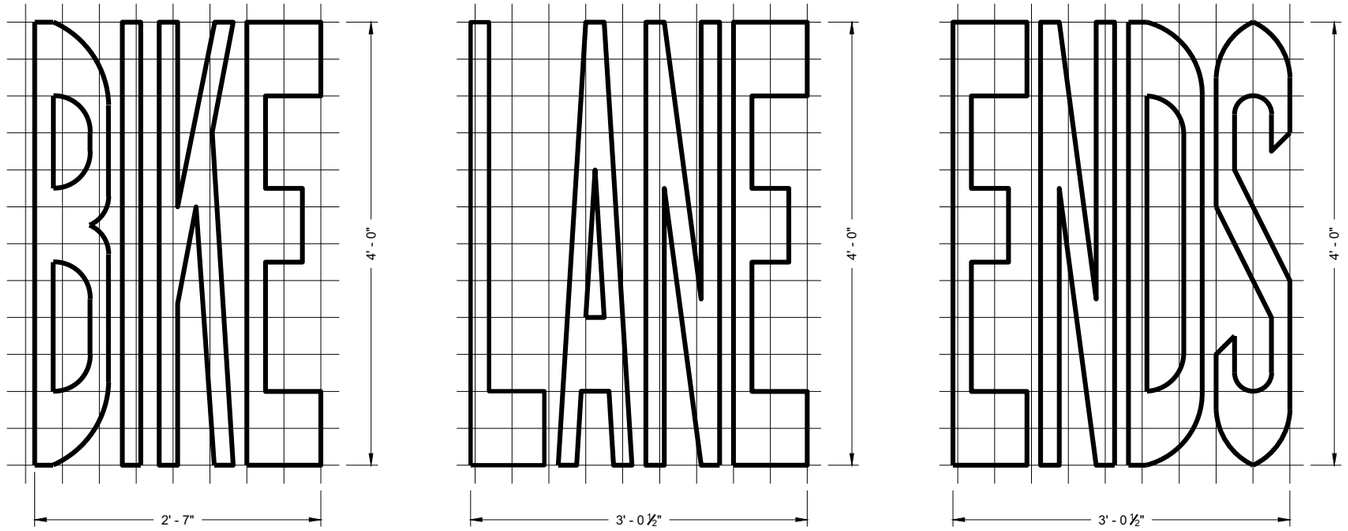
APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

SDD 15C07 - 15c

SDD 15C07 - 15c

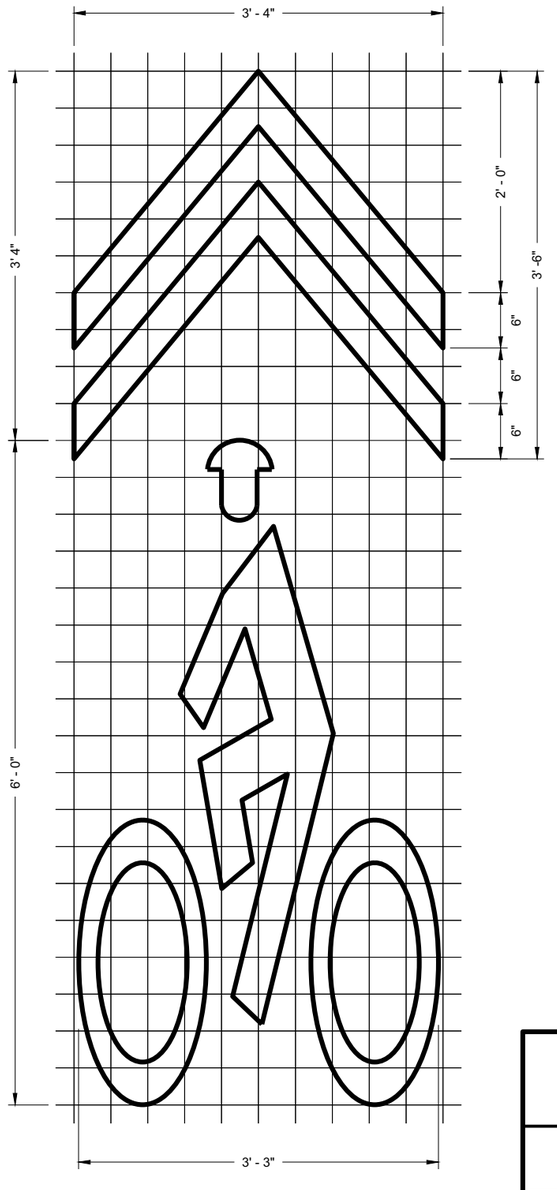
SDD 15C7-e Pavement Marking For Bike Lanes

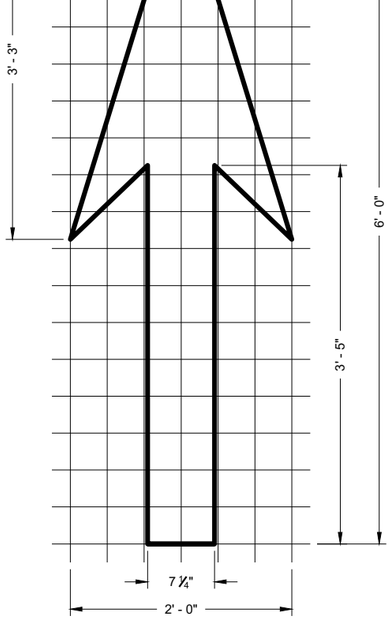


BIKE LANE WORDS

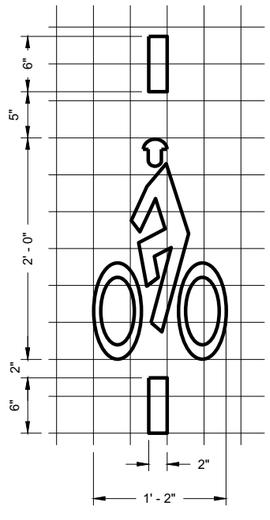
GENERAL NOTES

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

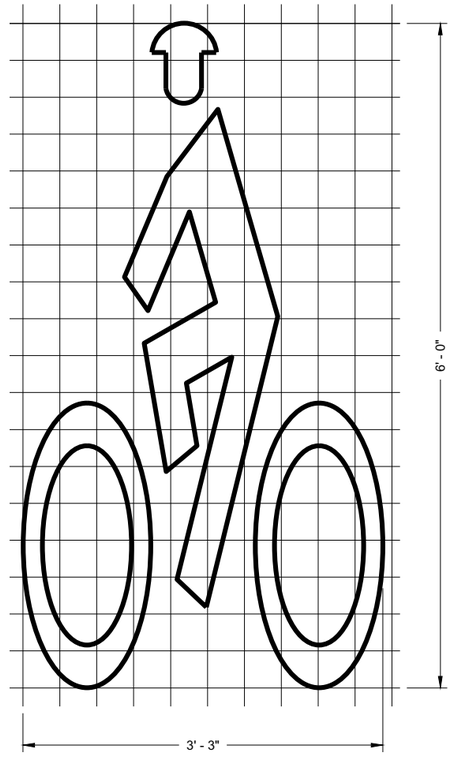




BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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SDD 15C07 - 15e

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.

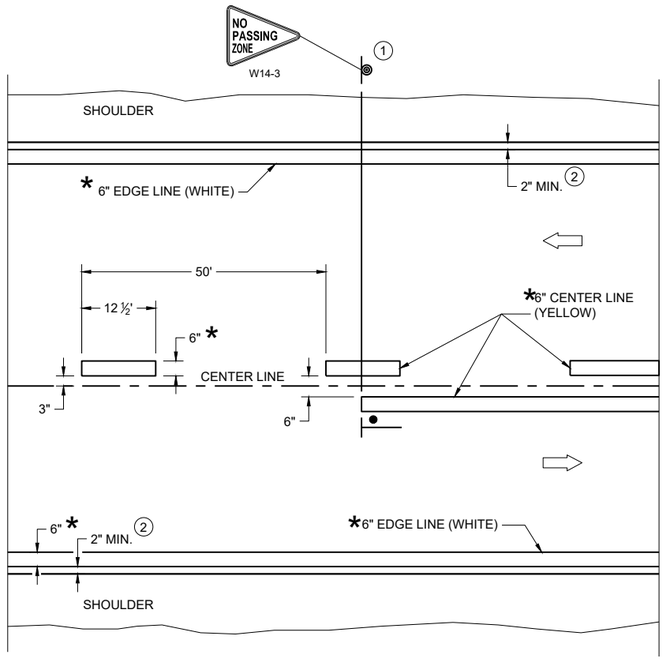
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

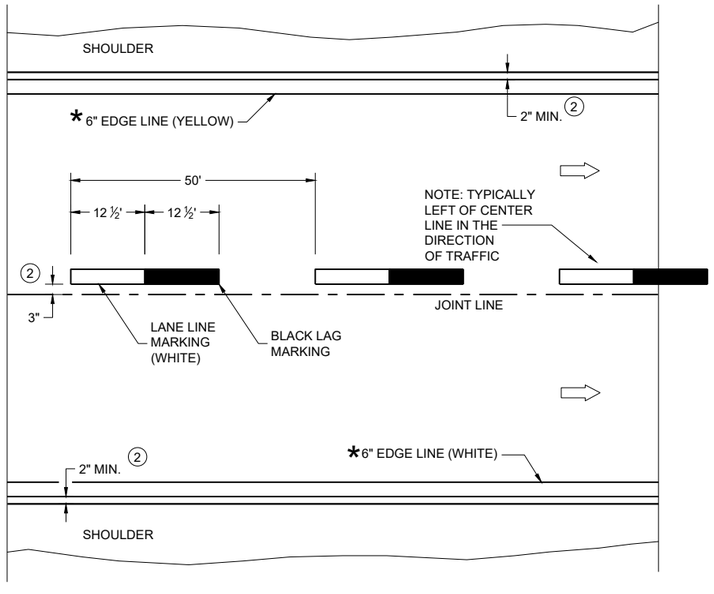
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

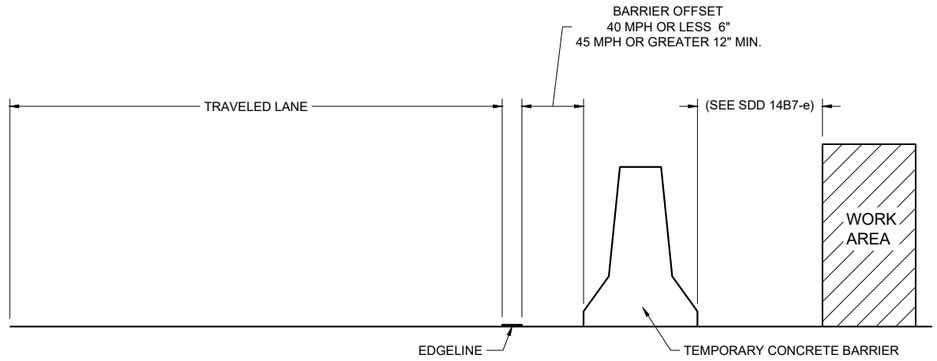
APPROVED

May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

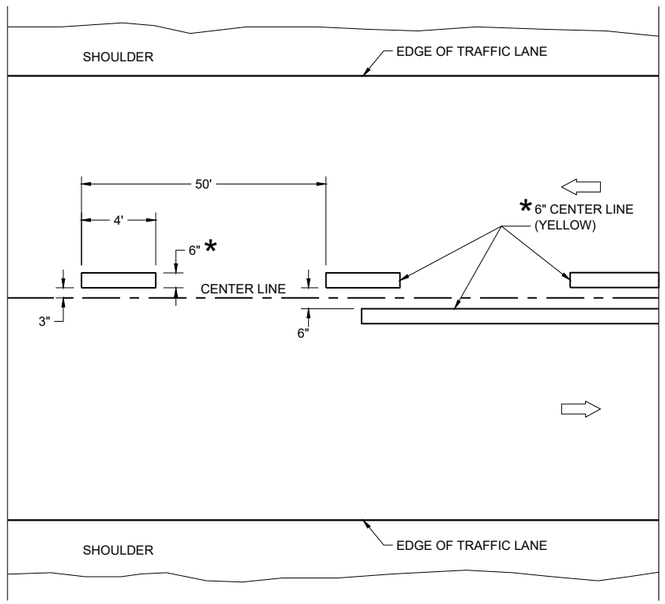
GENERAL NOTES

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

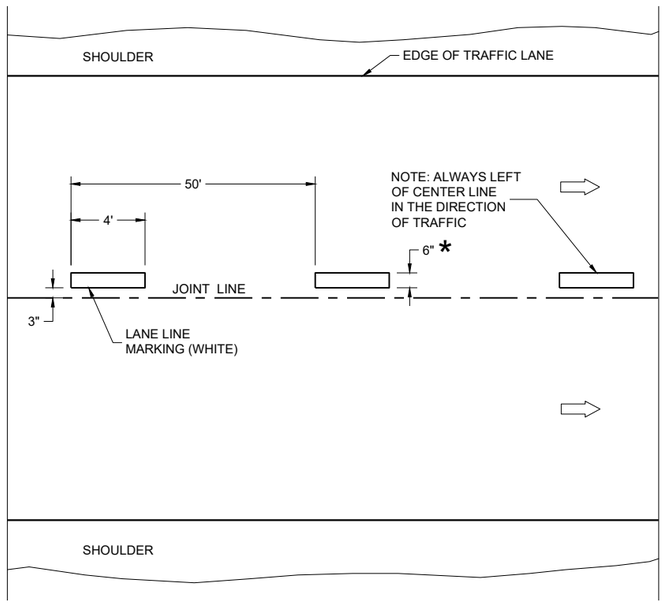
LEGEND

DIRECTION OF TRAFFIC

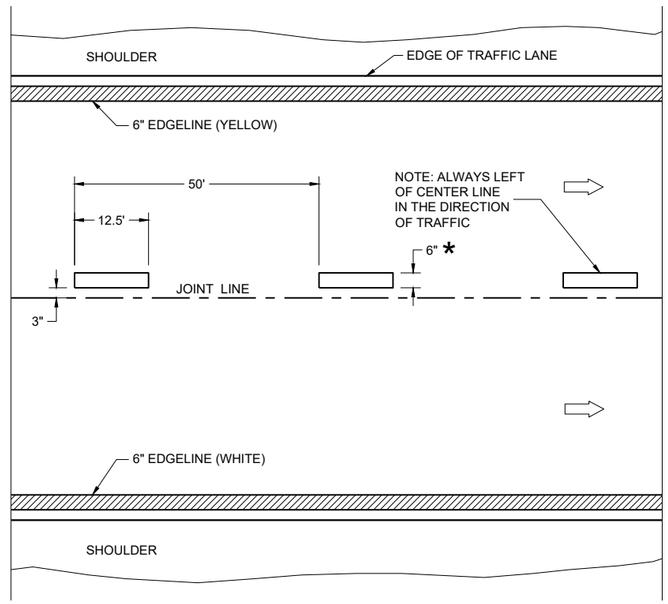
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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 Pavement Marking Engineer

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SDD 15C08-23b

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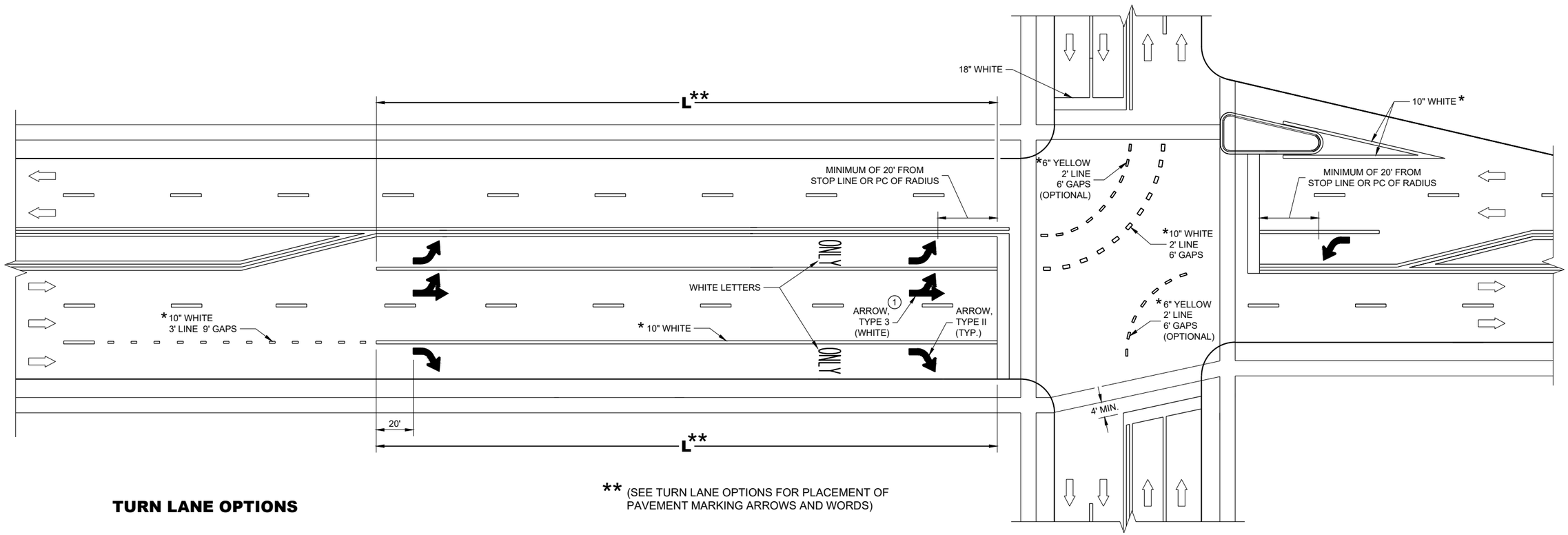
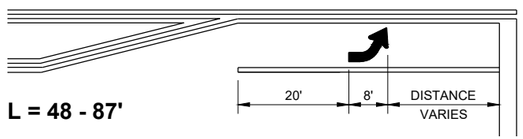
SDD 15C08-23b



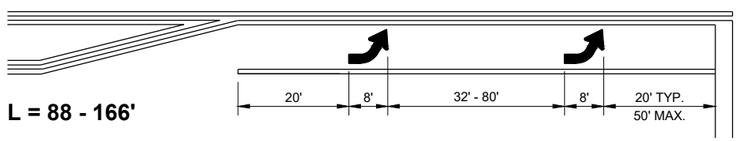
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

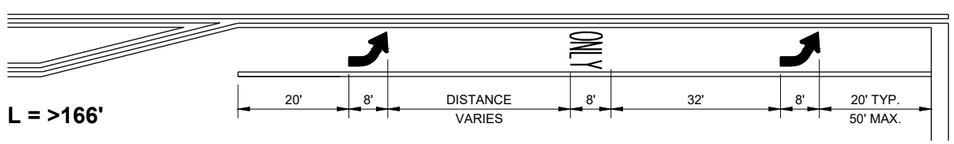
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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

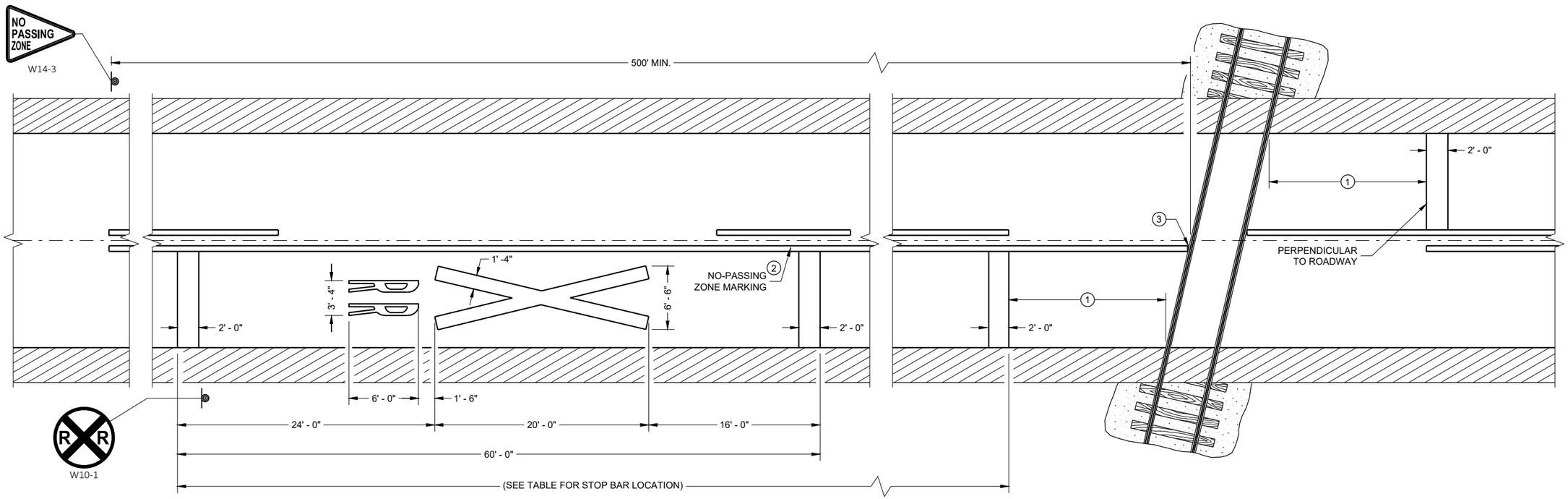
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

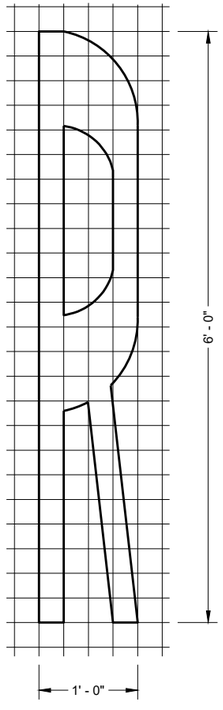
6

SDD 15C08-23d

SDD 15C08-23d



PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.

(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR ENGINEER

FHWA

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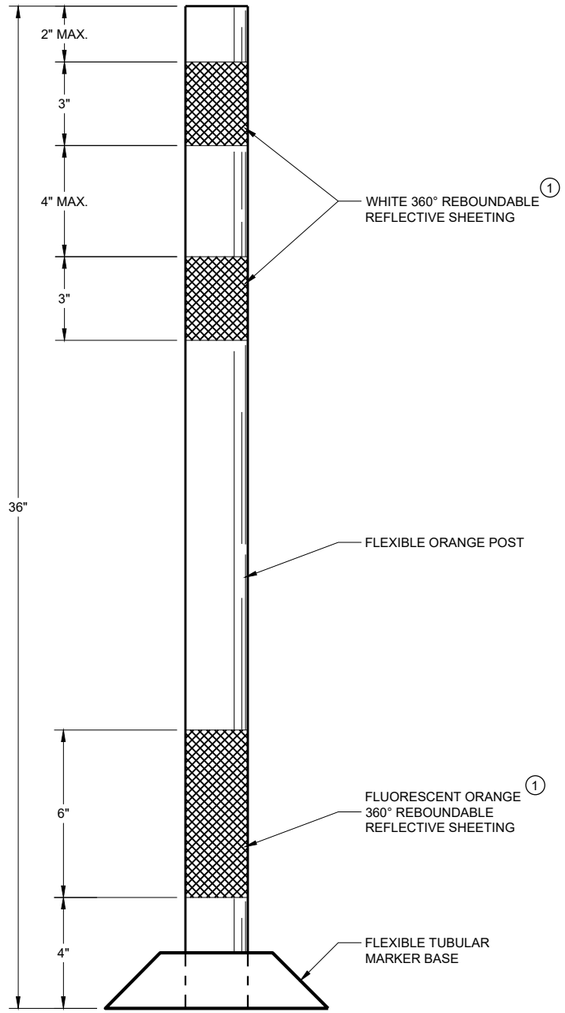
SDD 15C09-13a



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 10a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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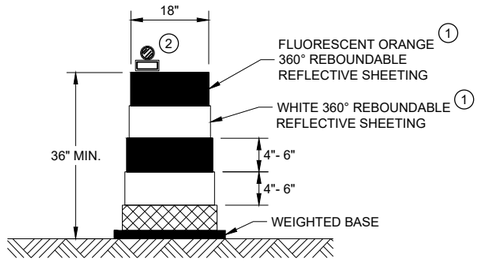
SDD 15C11 - 10a

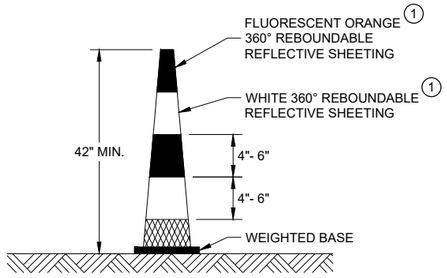
GENERAL NOTES

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

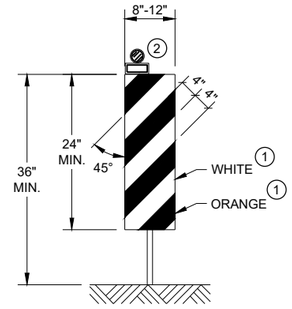
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

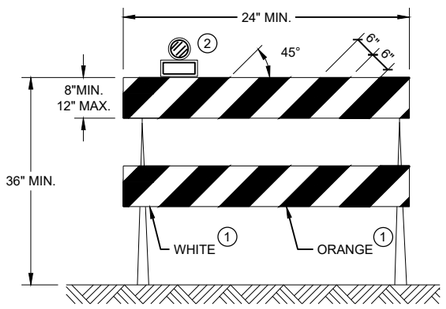
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



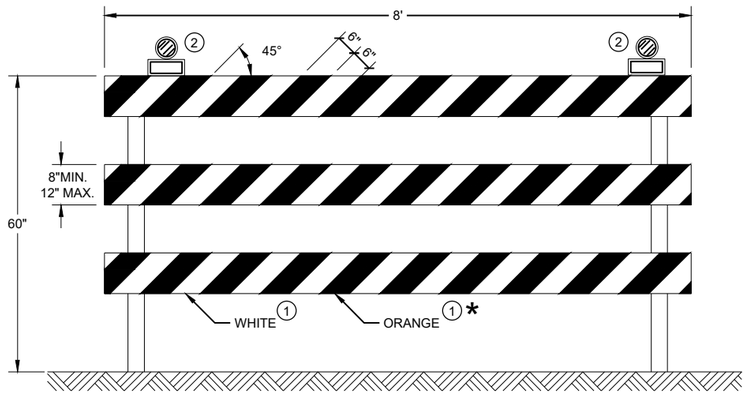
VERTICAL PANEL

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

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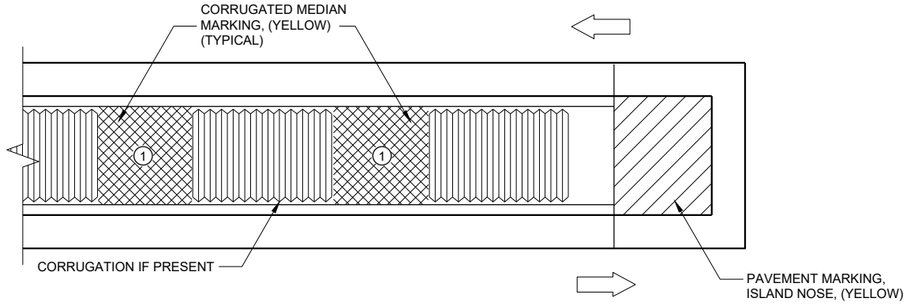
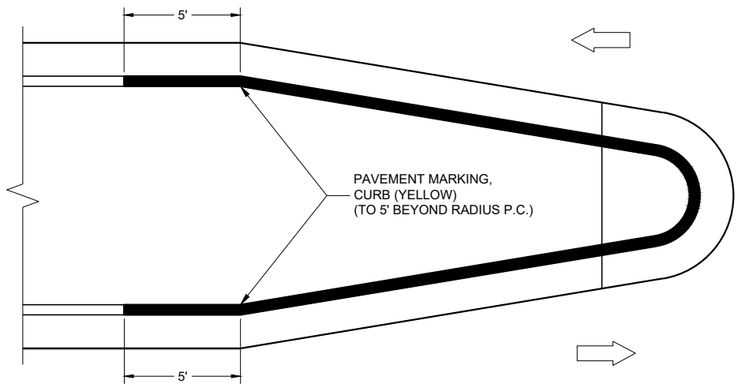
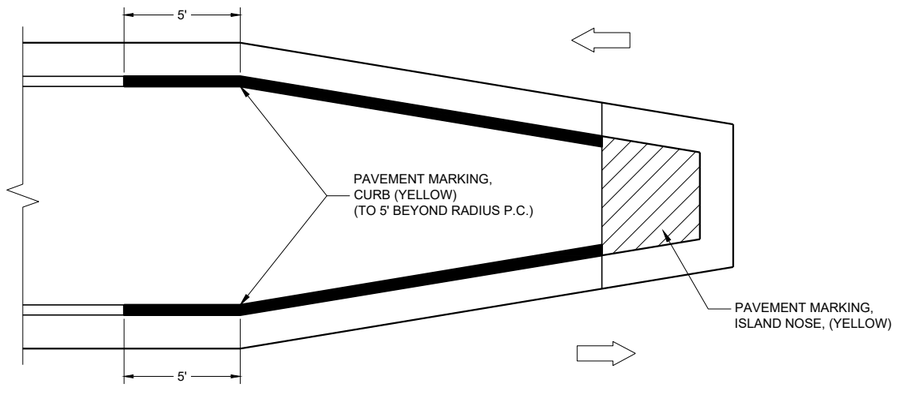


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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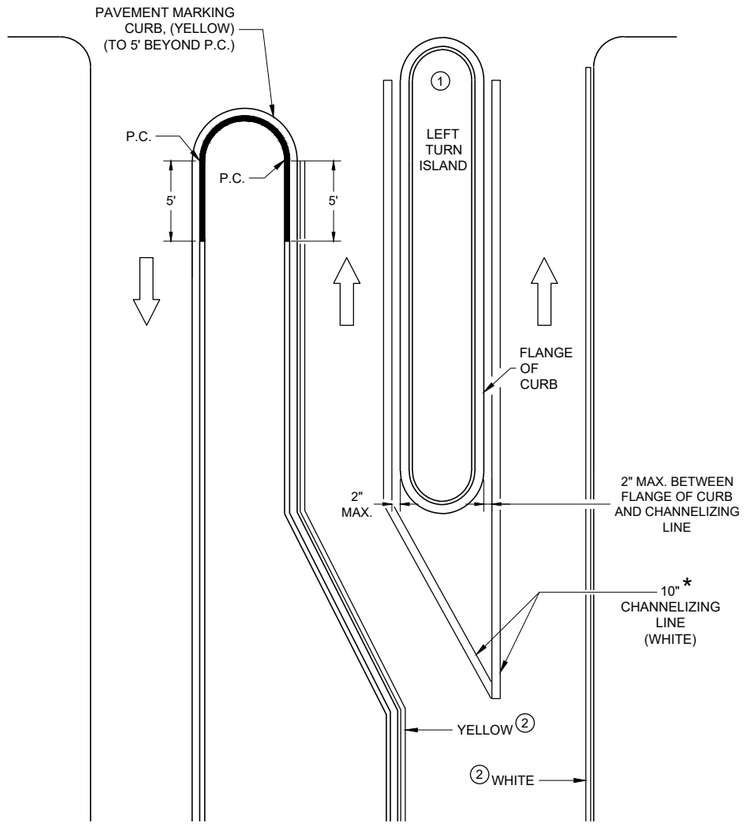
SDD 15C18-08b

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEFT TURN & MEDIAN ISLAND

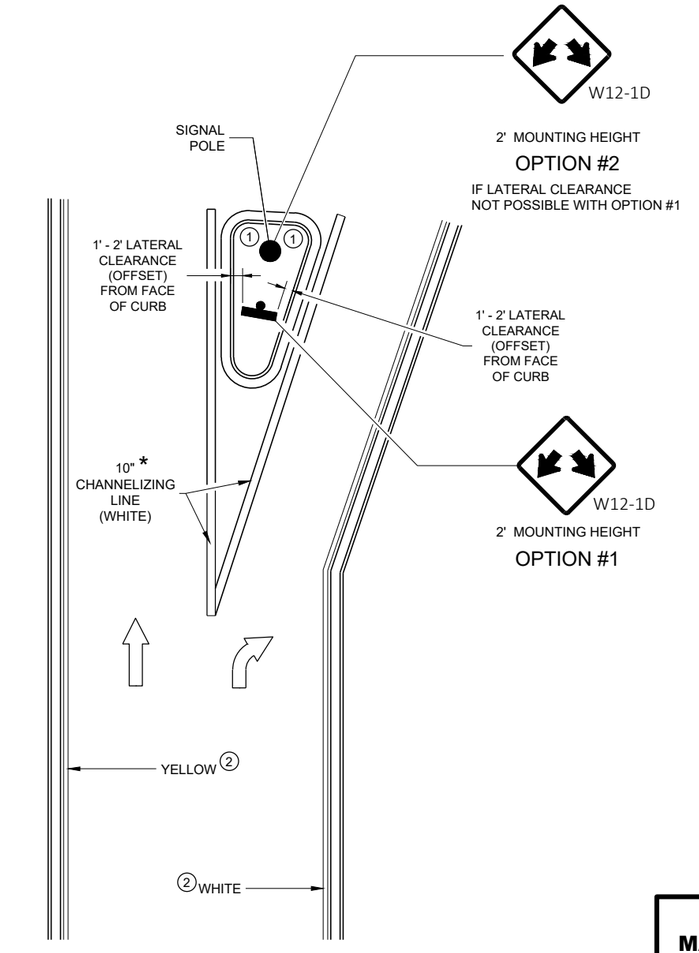
GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

1. MARK CURB NOSES YELLOW.
2. MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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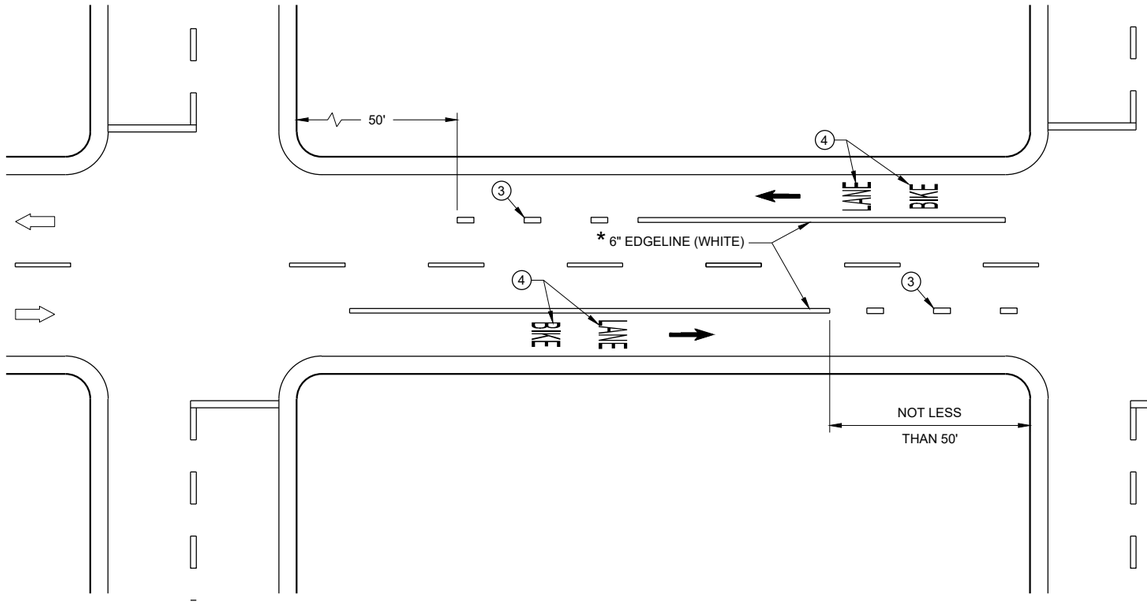
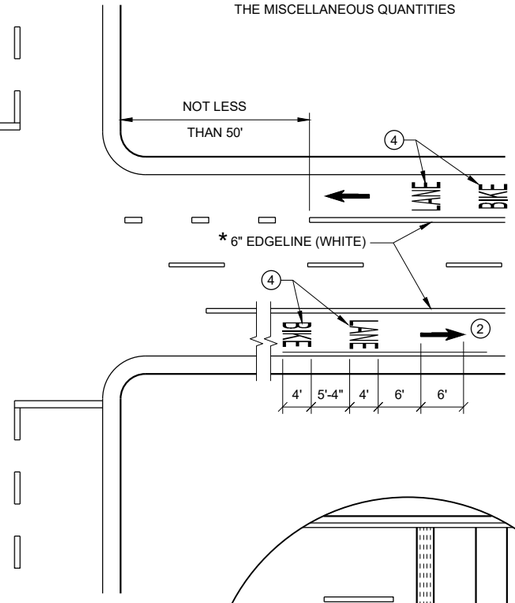
SDD 15C18-08c





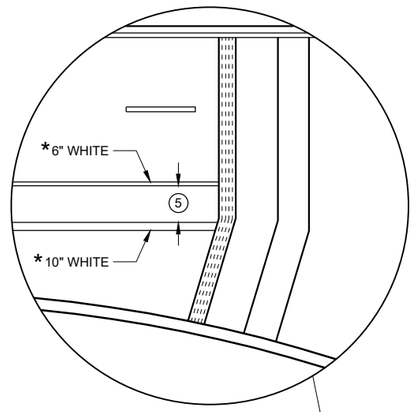
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

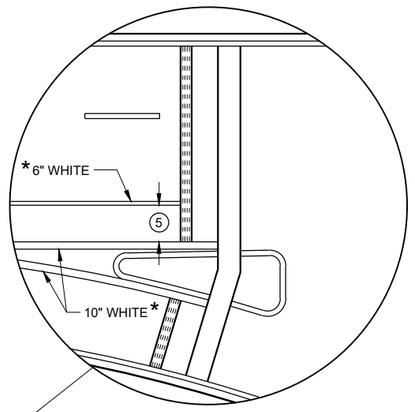
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

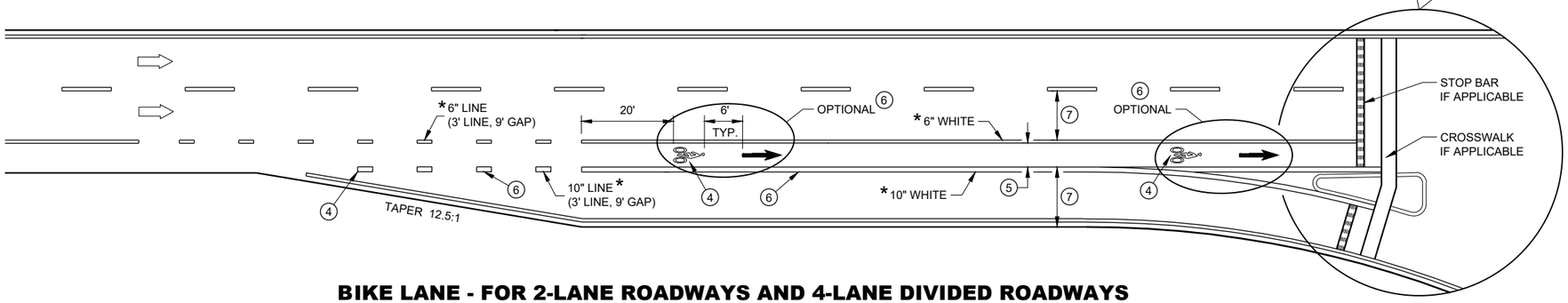
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS (4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER
FHWA

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SDD 15C29-08a

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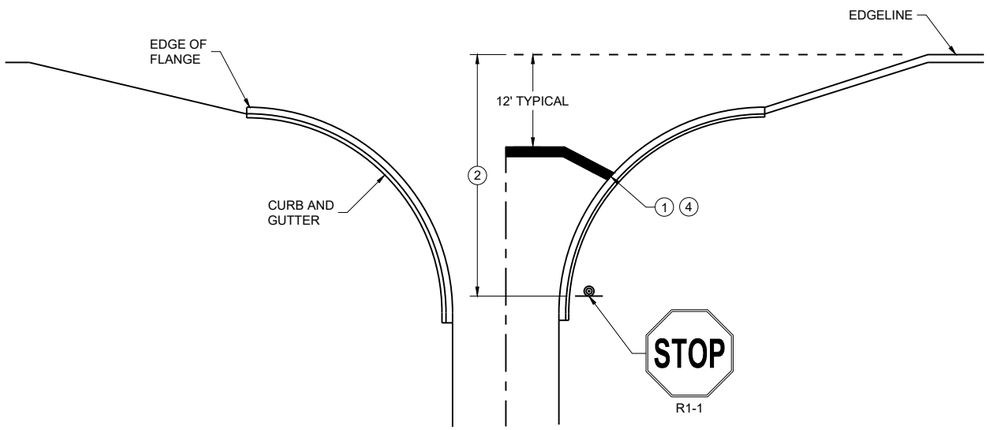
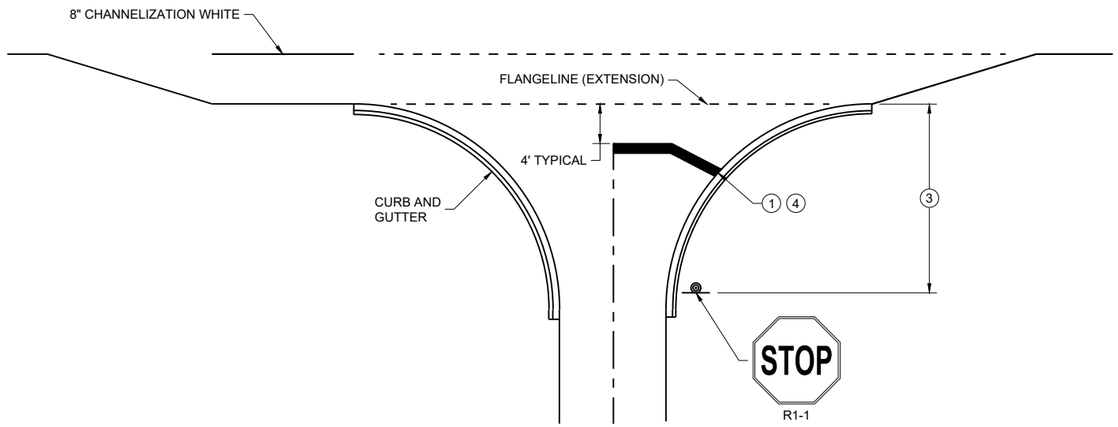
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

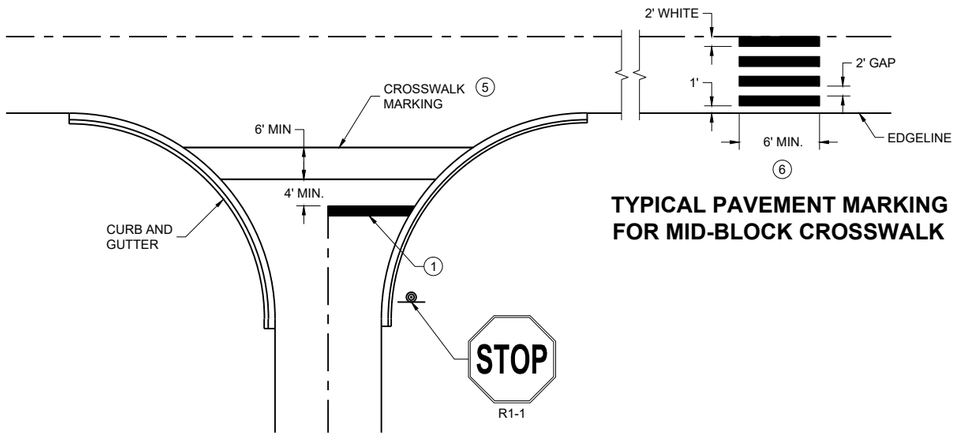
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

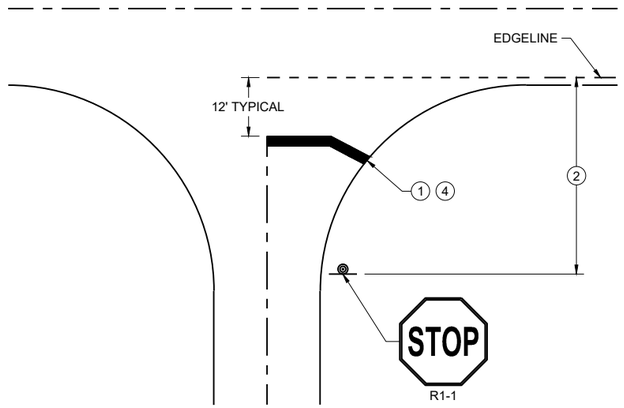


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS 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

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

LEGEND

SIGN ON PERMANENT SUPPORT

DELINEATOR, FLEXIBLE/TUBULAR MARKER

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

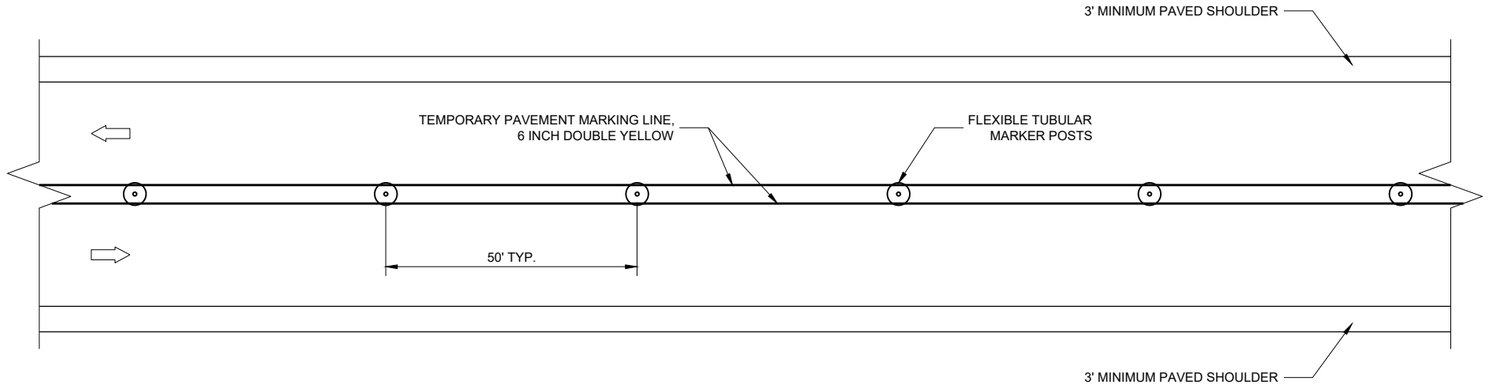
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW.

1. THE WO6-3 AND WO57-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND / OR 500 FEET BEYOND ANY SIDE ROAD. THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE WO6-3 AND THE WO57-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN THE SIGNS.

2. CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



TWO LANE, TWO WAY OPERATION

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SDD 15D06-06

TRAFFIC CONTROL
TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D06-06

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- 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.

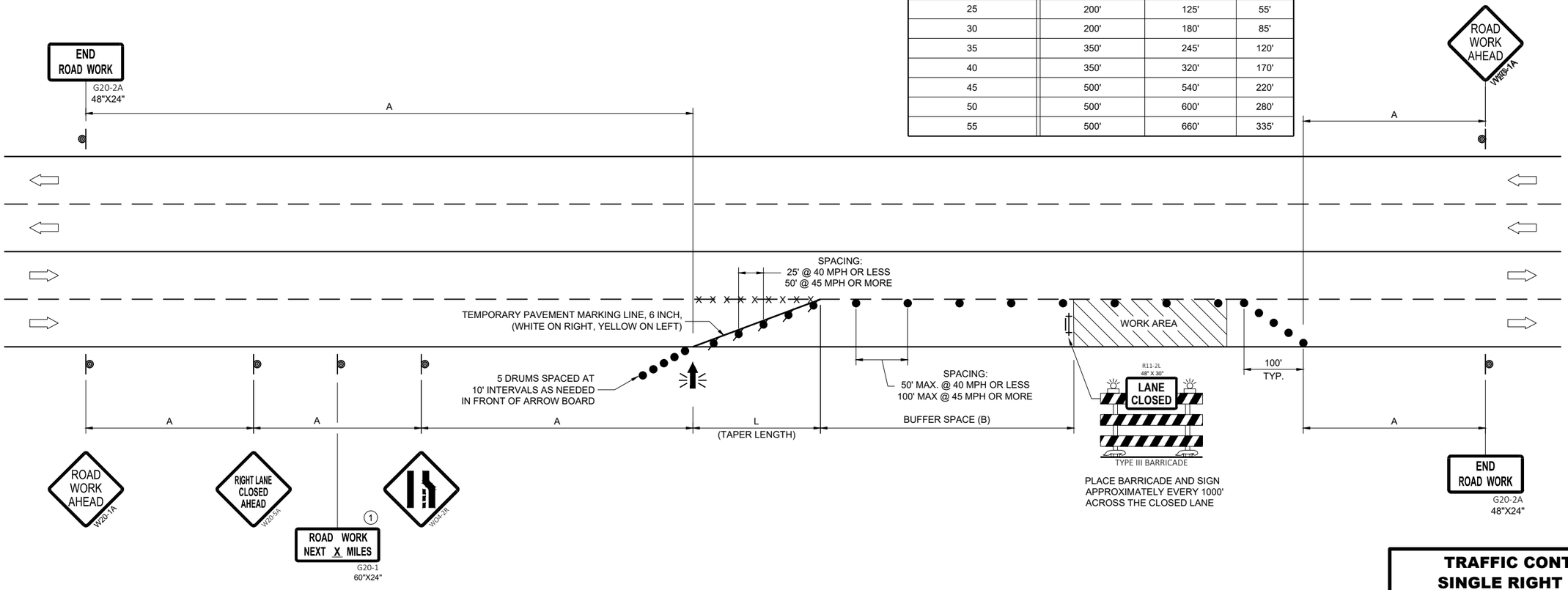
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D20-08b

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LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- 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.

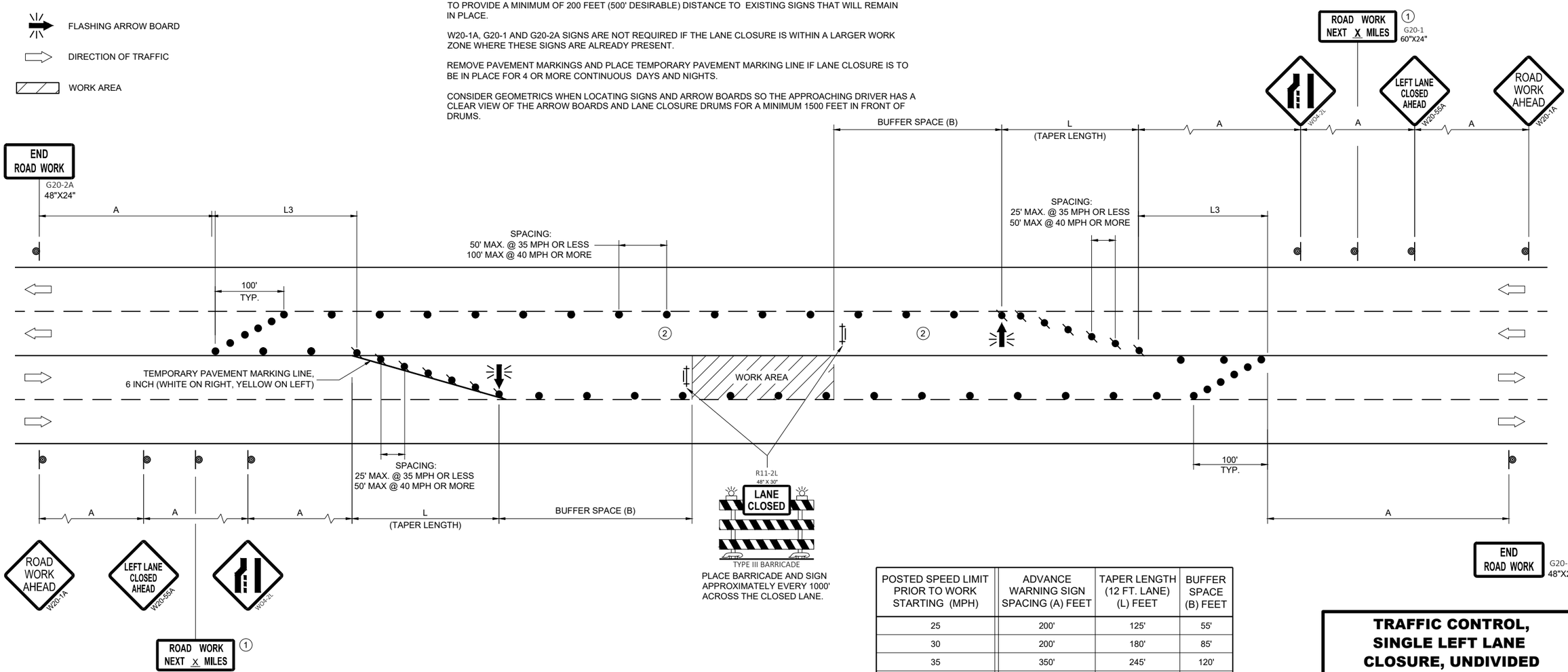
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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.



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'
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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

March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D20-08c
SDD 15D20-08c

GENERAL NOTES

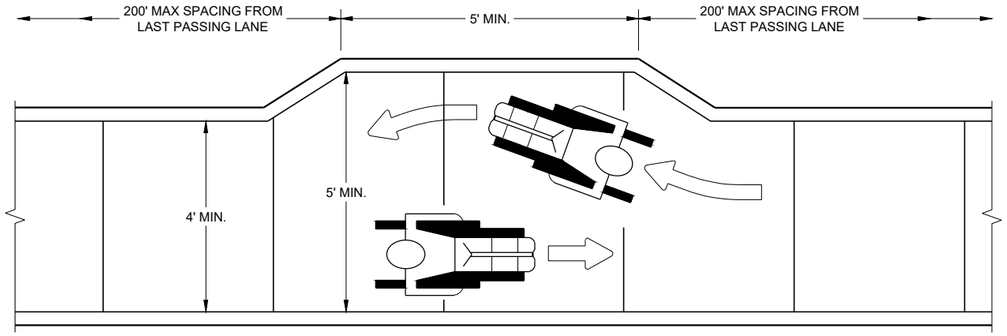
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

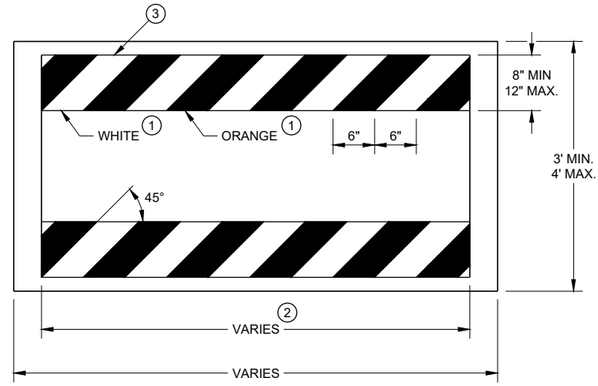
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

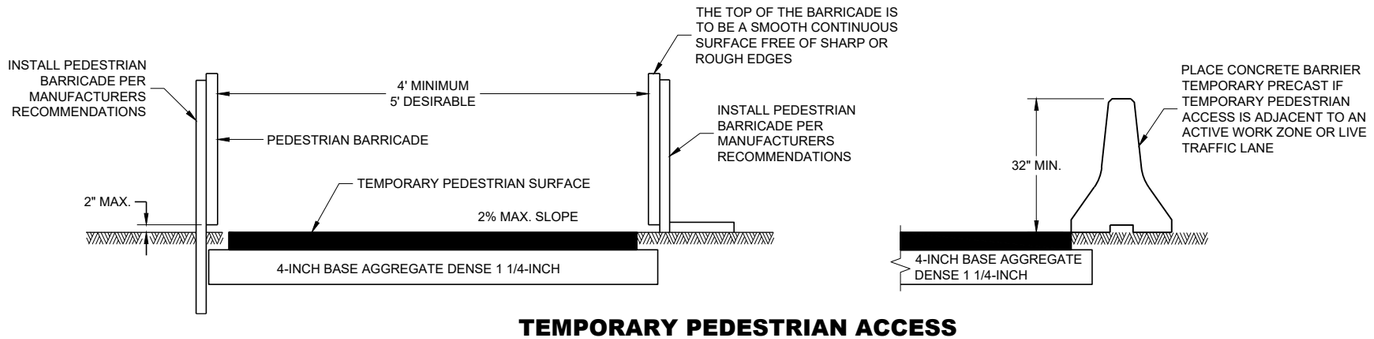
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

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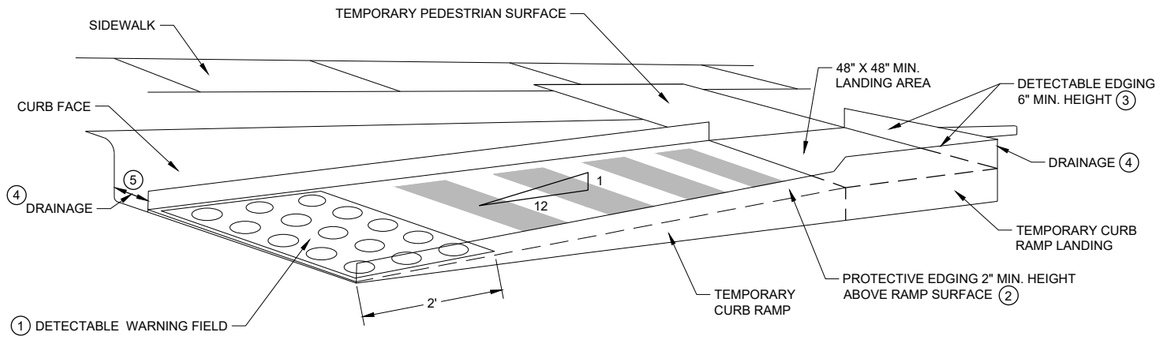
SDD 15D30 - 09a

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

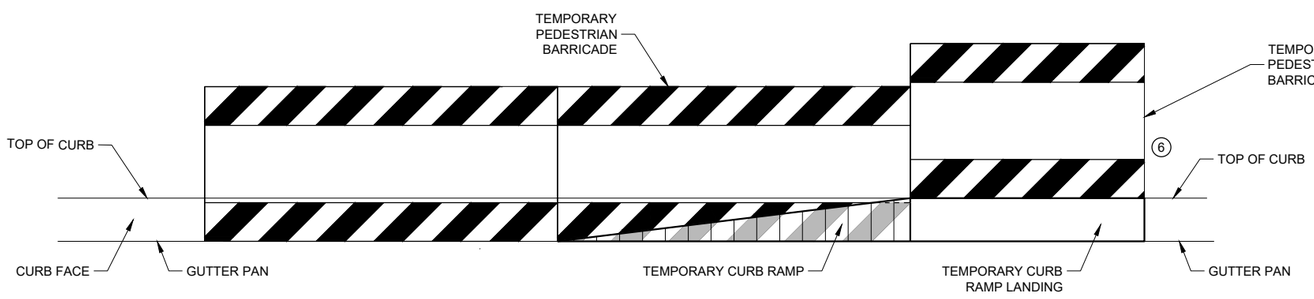
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

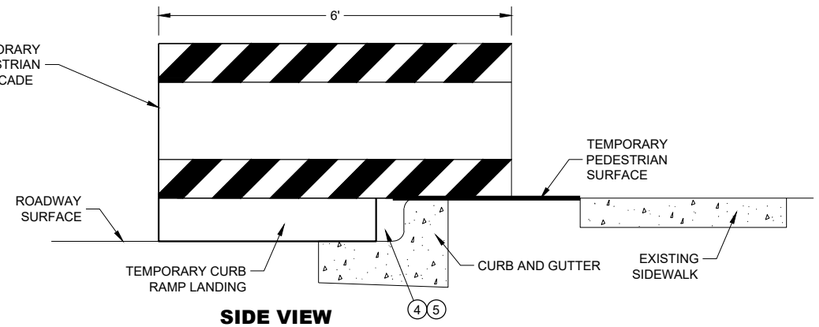
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

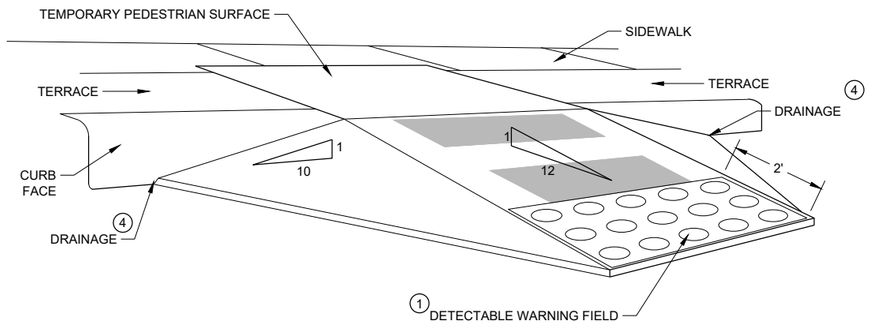
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

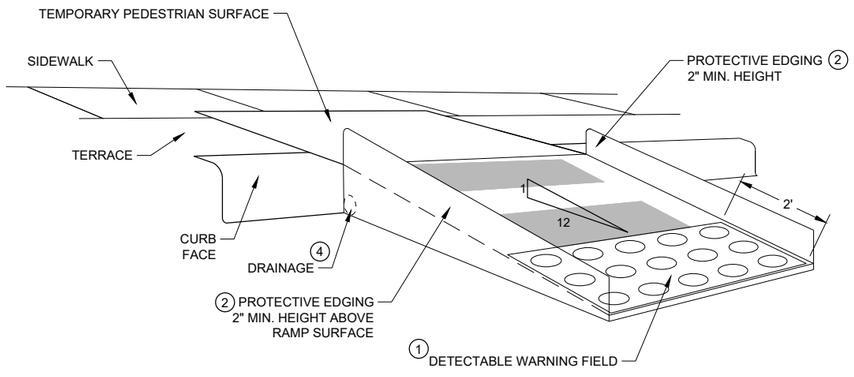
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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.

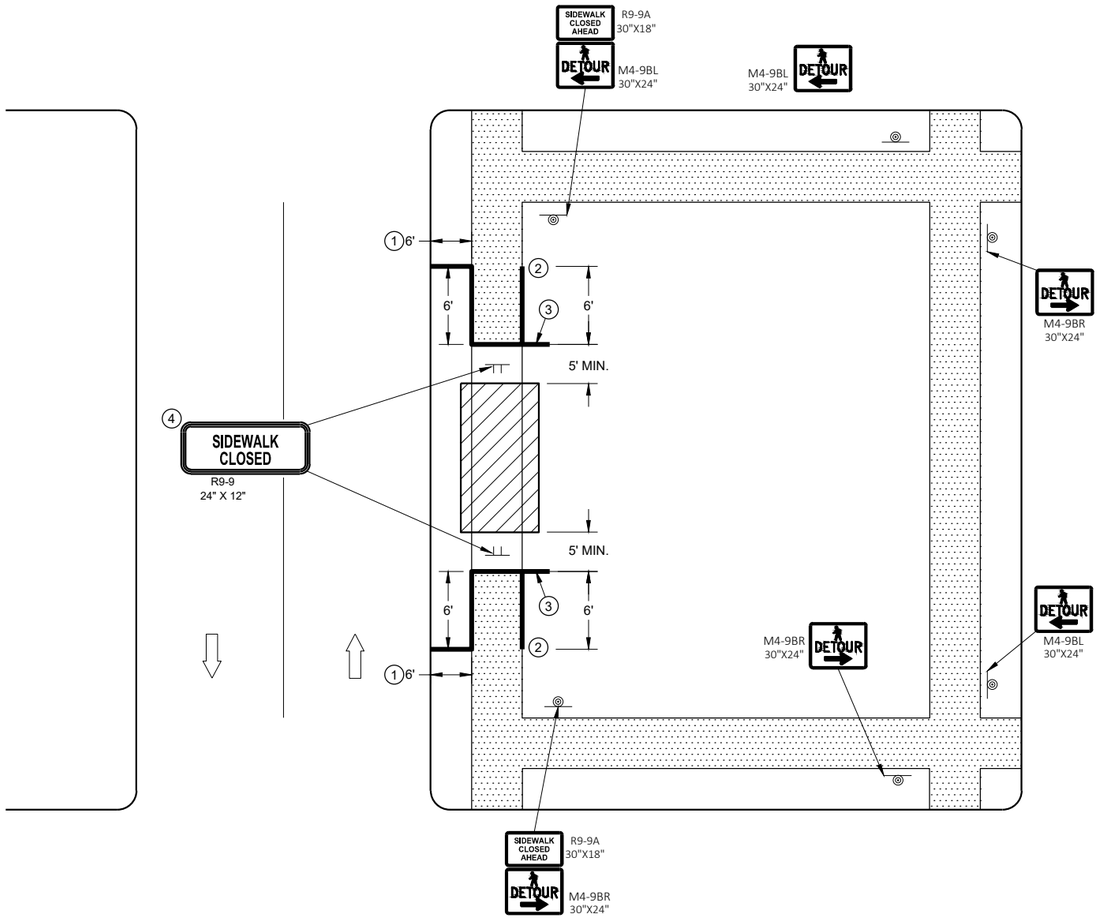
(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

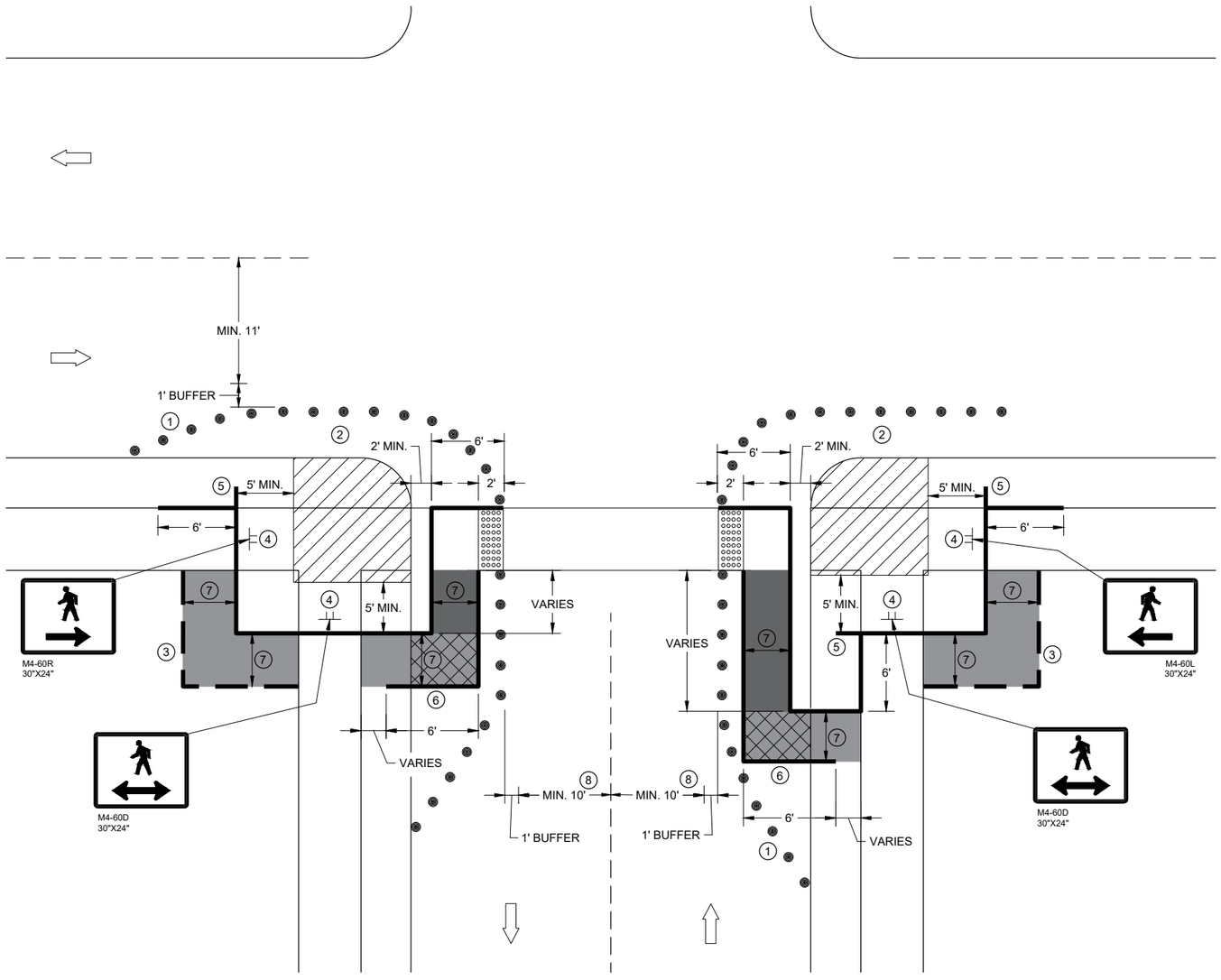
PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09f



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

6
SDD 15D30 - 09i

LEGEND

SIGN ON PERMANENT SUPPORT

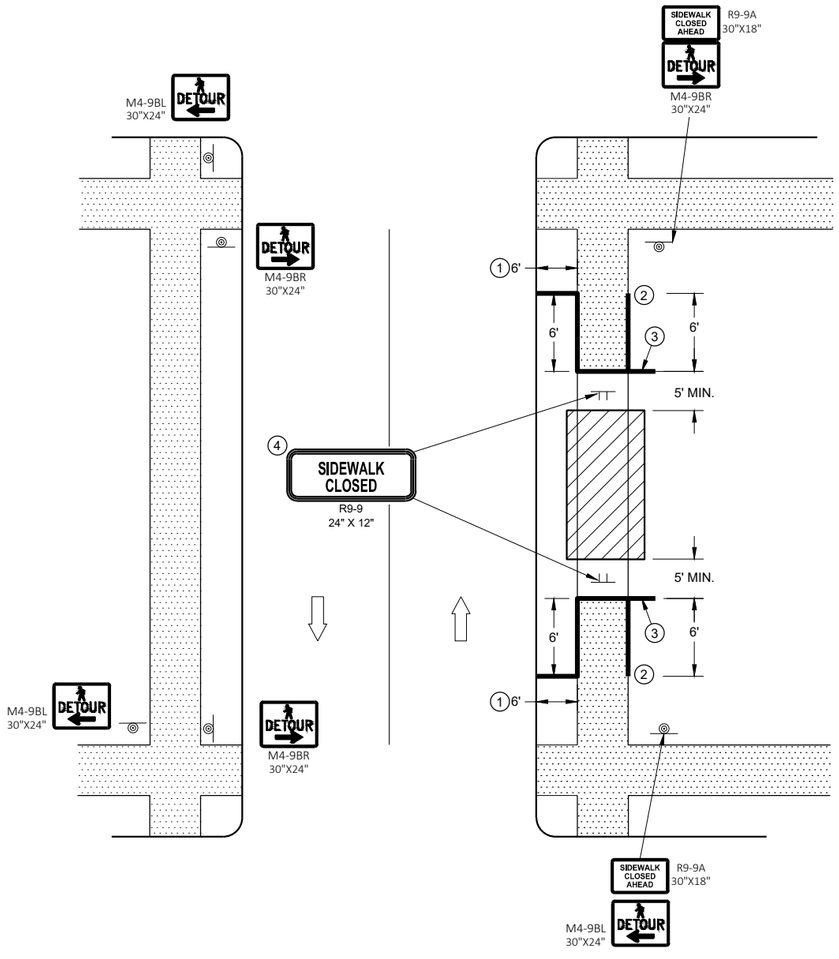
SIGN ON TEMPORARY SUPPORT

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

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	55
30	200	75	83	90	98	105	85
35	350	102	112	123	133	143	120
40	350	133	147	160	173	187	170
45	500	225	248	270	293	315	220

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

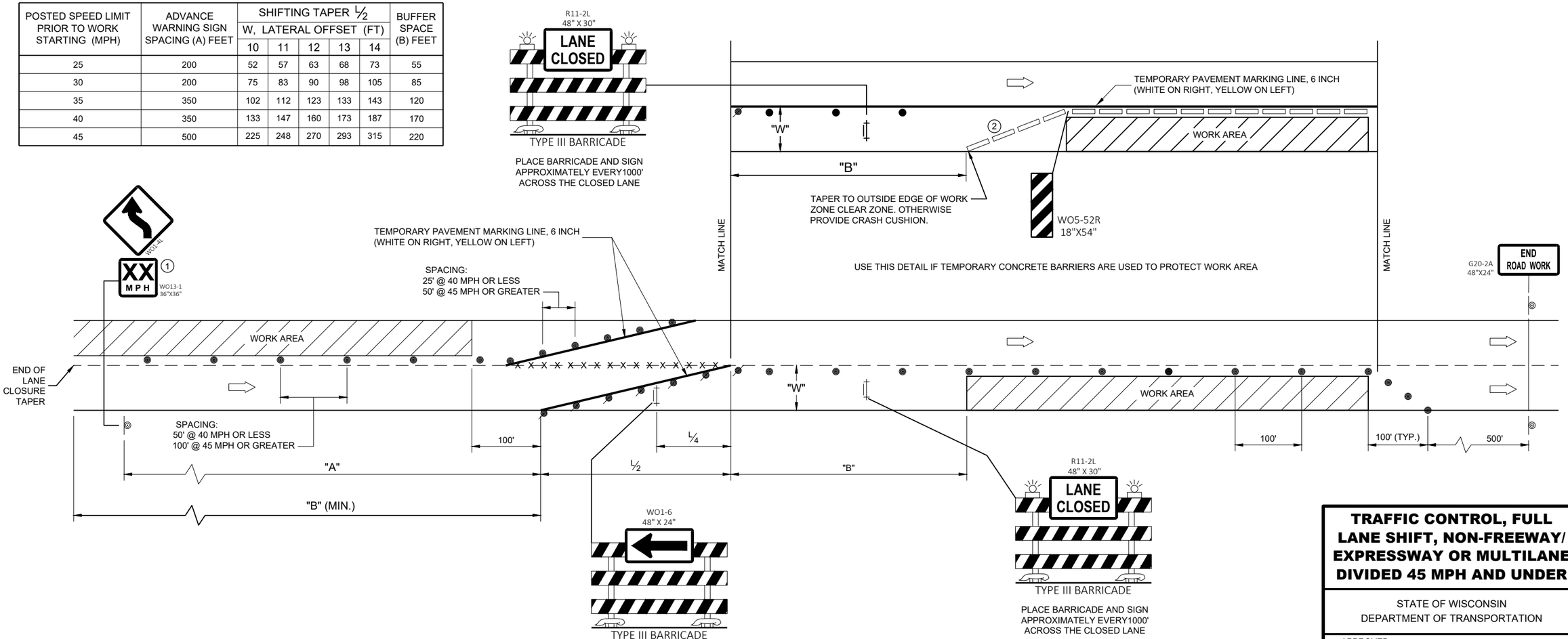
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER
SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL
CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER



TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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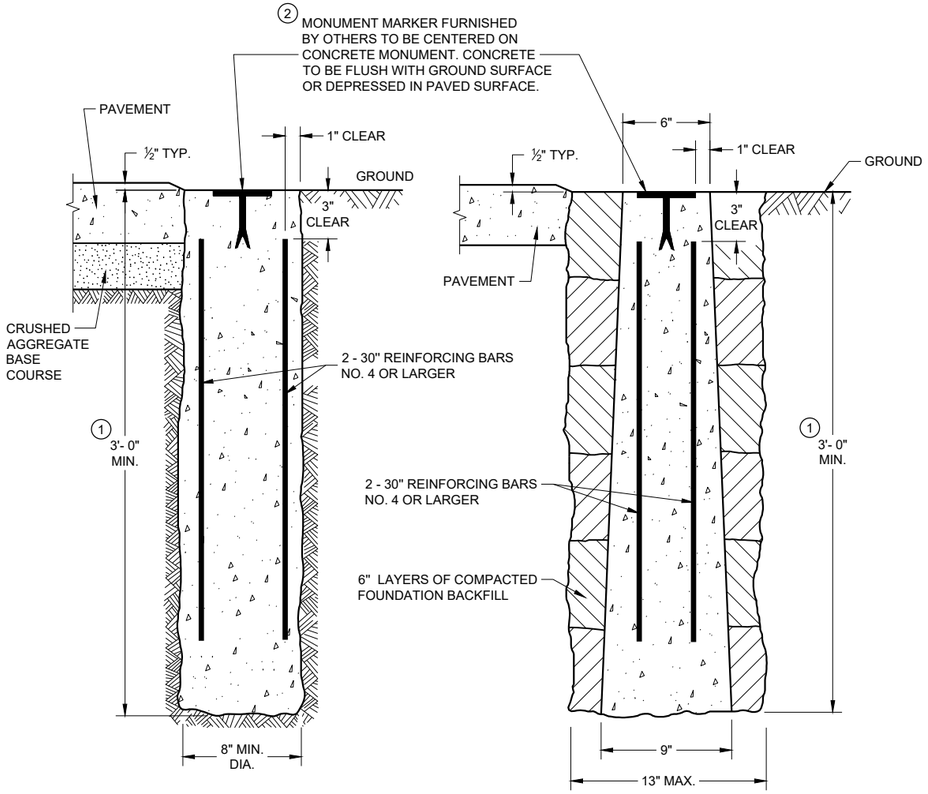
SDD 15D40-05a

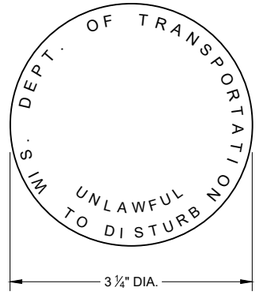
6

SDD 15D40-05a



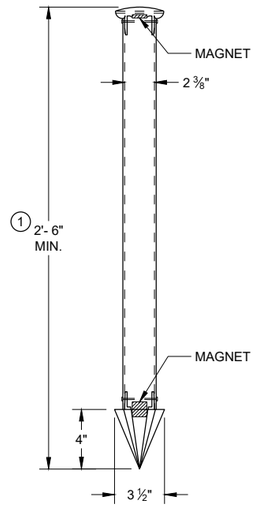
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

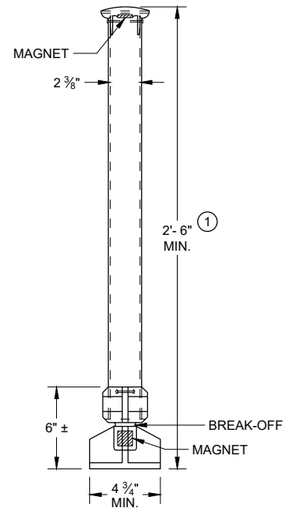


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

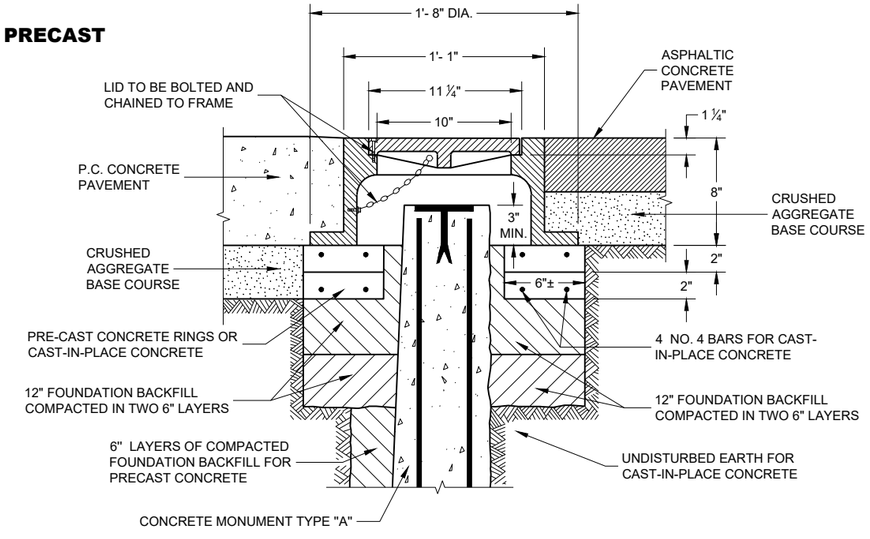


TYPE C
DRIVEN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

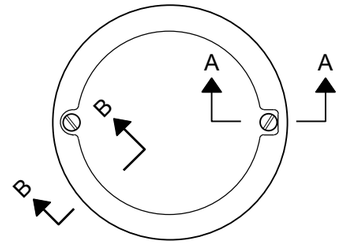
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

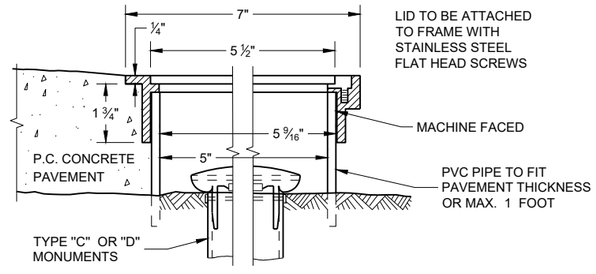
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

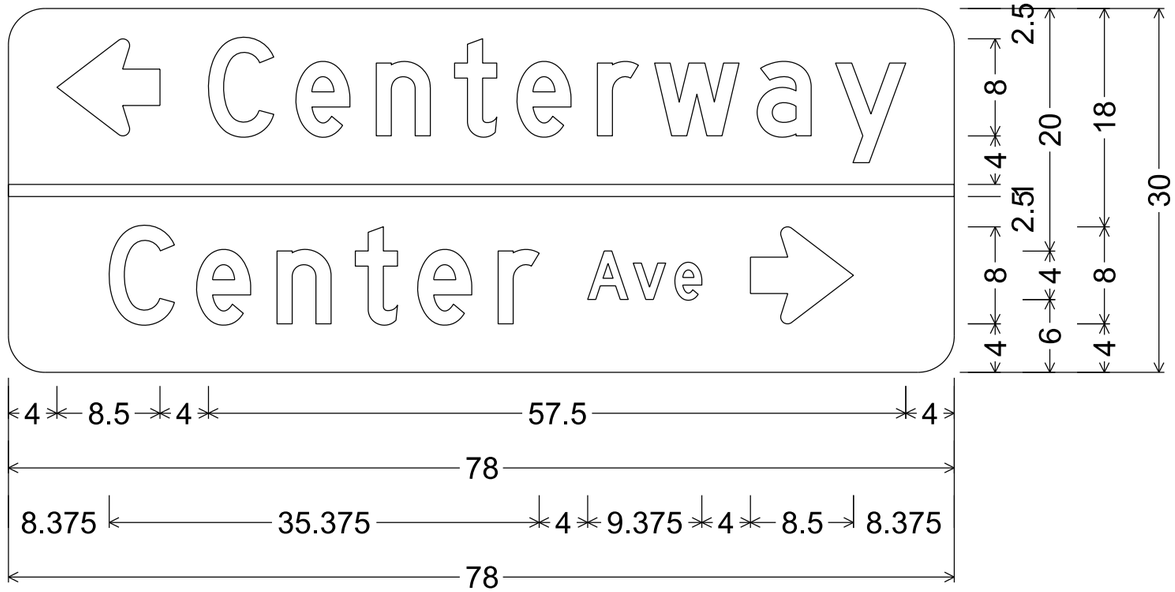
APPROVED
March 2018
DATE

/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MAPPING ENGINEER

FHWA

6

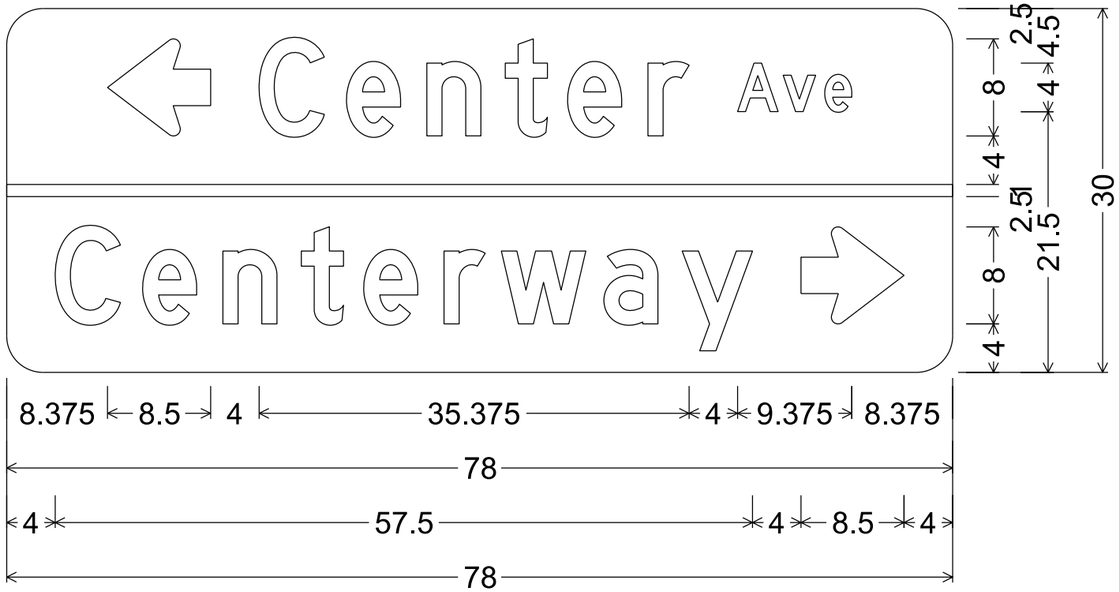
SDD 16A01 - 07



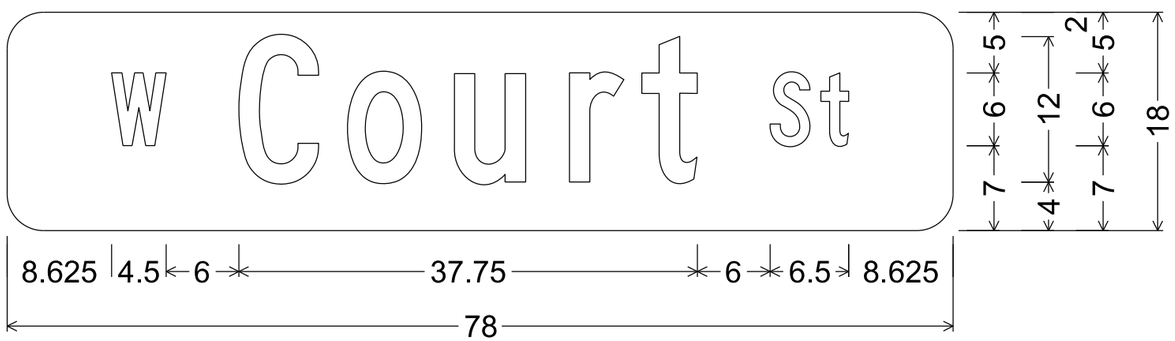
M1-94H; 3.000" Radius, No border

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - D or as noted



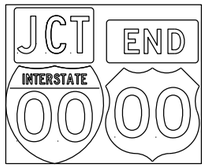
M1-94H; 3.000" Radius, No border



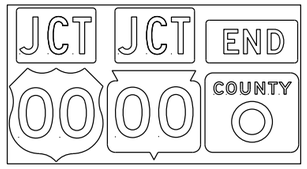
M1-94H; 3.000" Radius, No border
"W", C; "Court", C; "St", C

TYPICAL ASSEMBLIES

J1-1



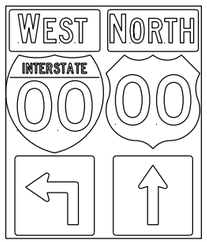
J1-2



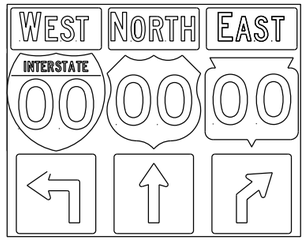
J1-3

JR1-1

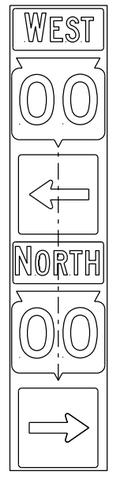
J2-1



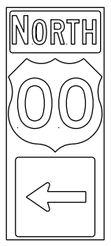
J2-2



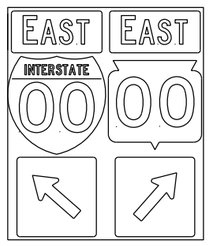
J2-3



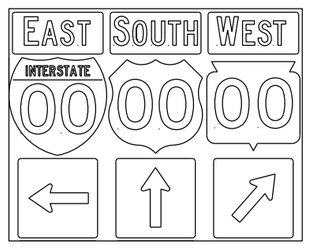
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



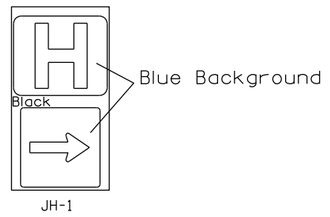
J3-1



J3-2

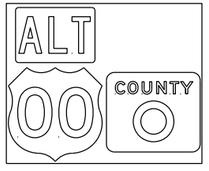


J3-3

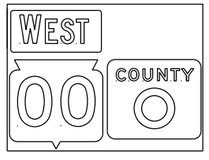


JH-1

J4-1

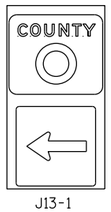


J4-2



J4-2

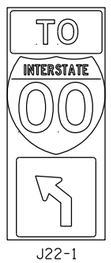
J12-1



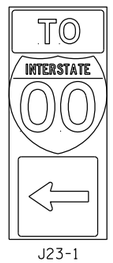
J13-1

J32-1

J33-1



J22-1



J23-1

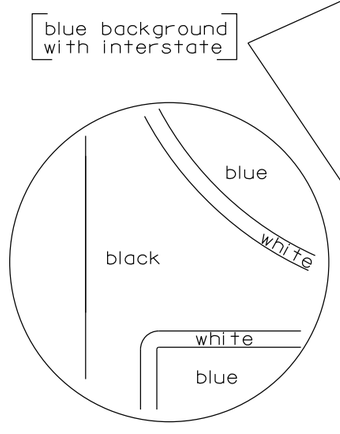
JR13-1

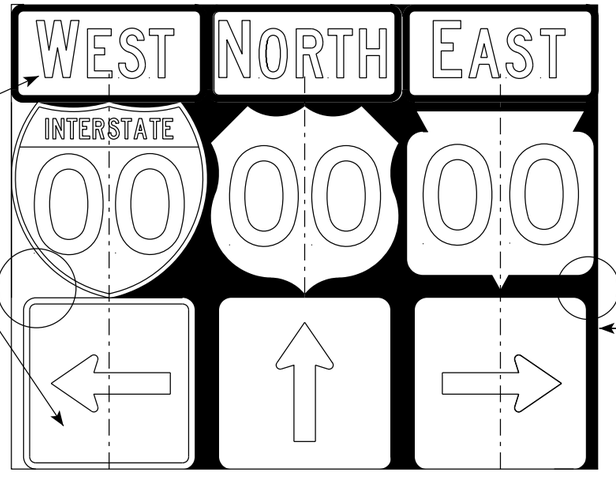
JR23-1

JR99-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.





ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

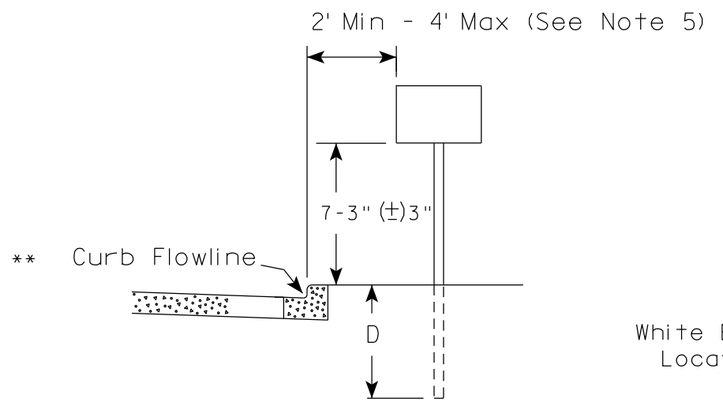
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

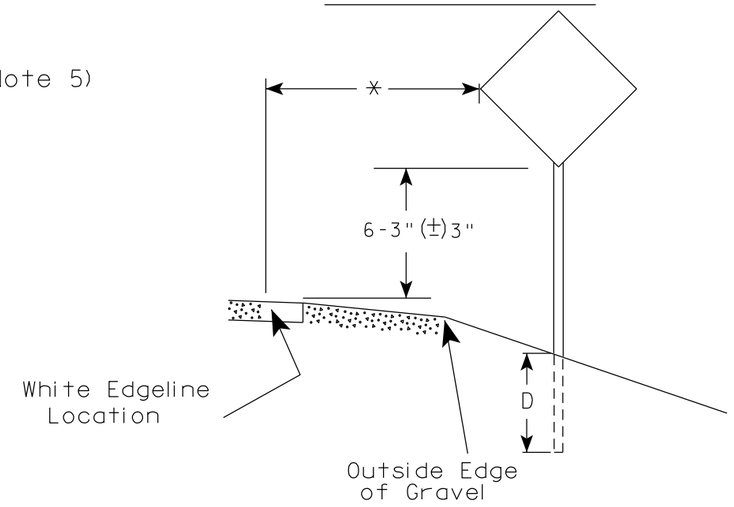
PROJECT NO:

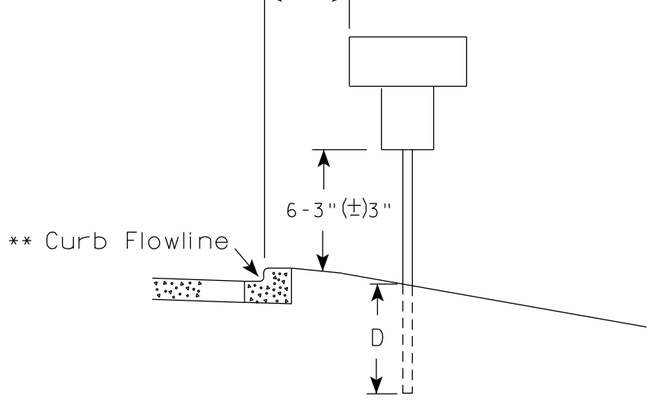
SHEET NO: 223 E

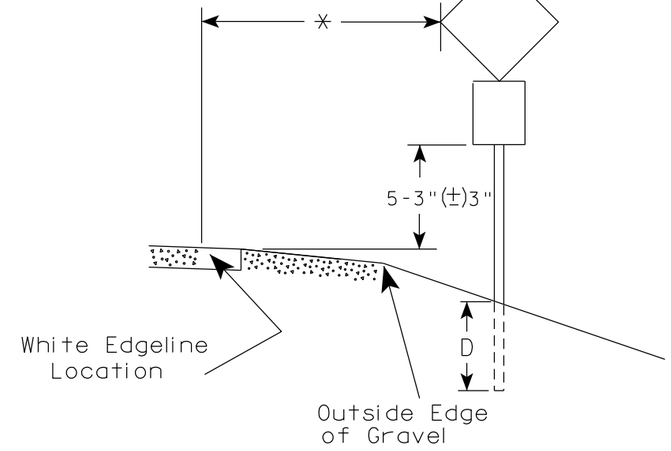
URBAN AREA



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.

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" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

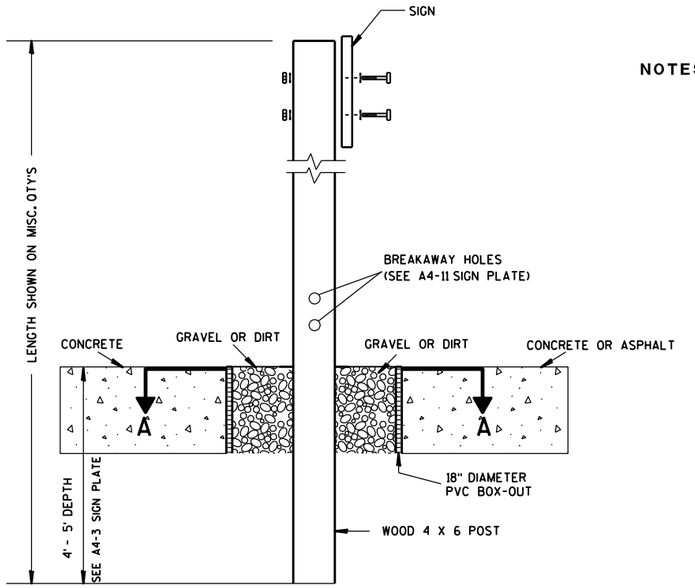
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

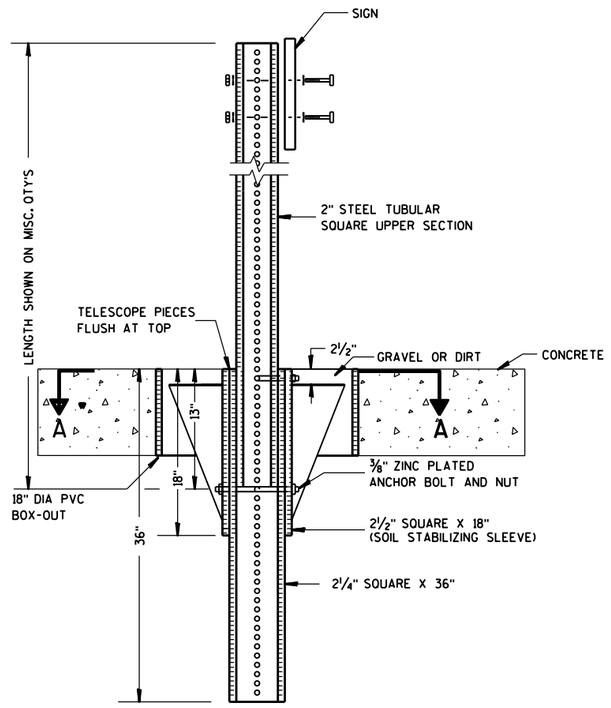
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 224	E



ELEVATION VIEW

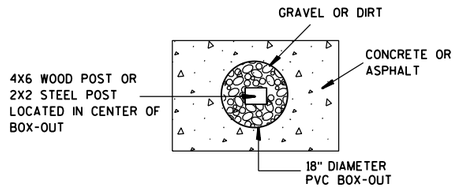
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

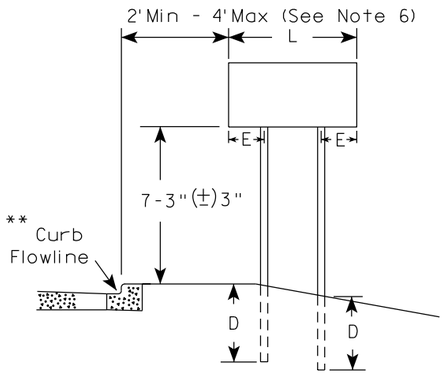
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

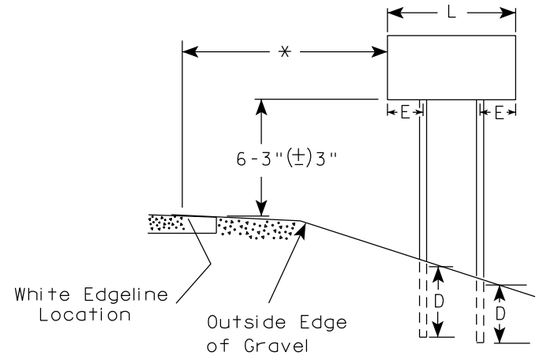
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

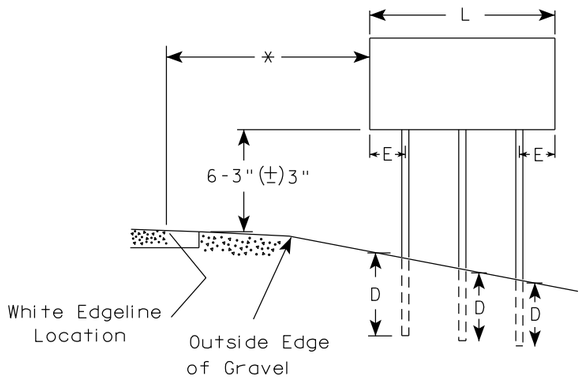
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

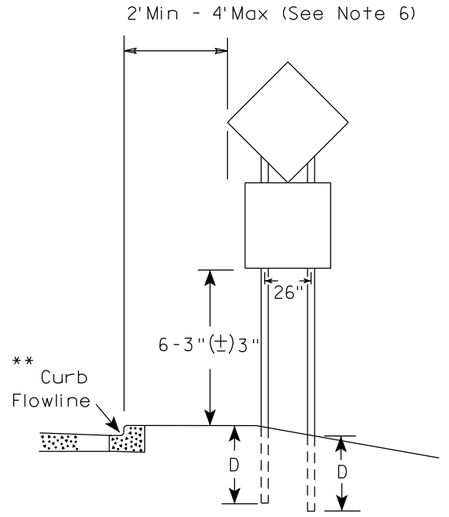
URBAN AREA



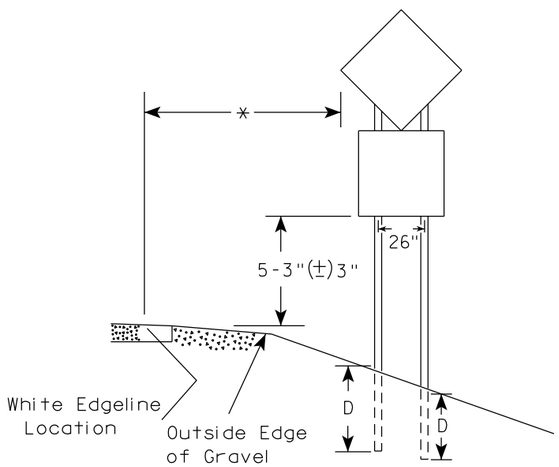
RURAL AREA (See Note 3)







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" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 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'

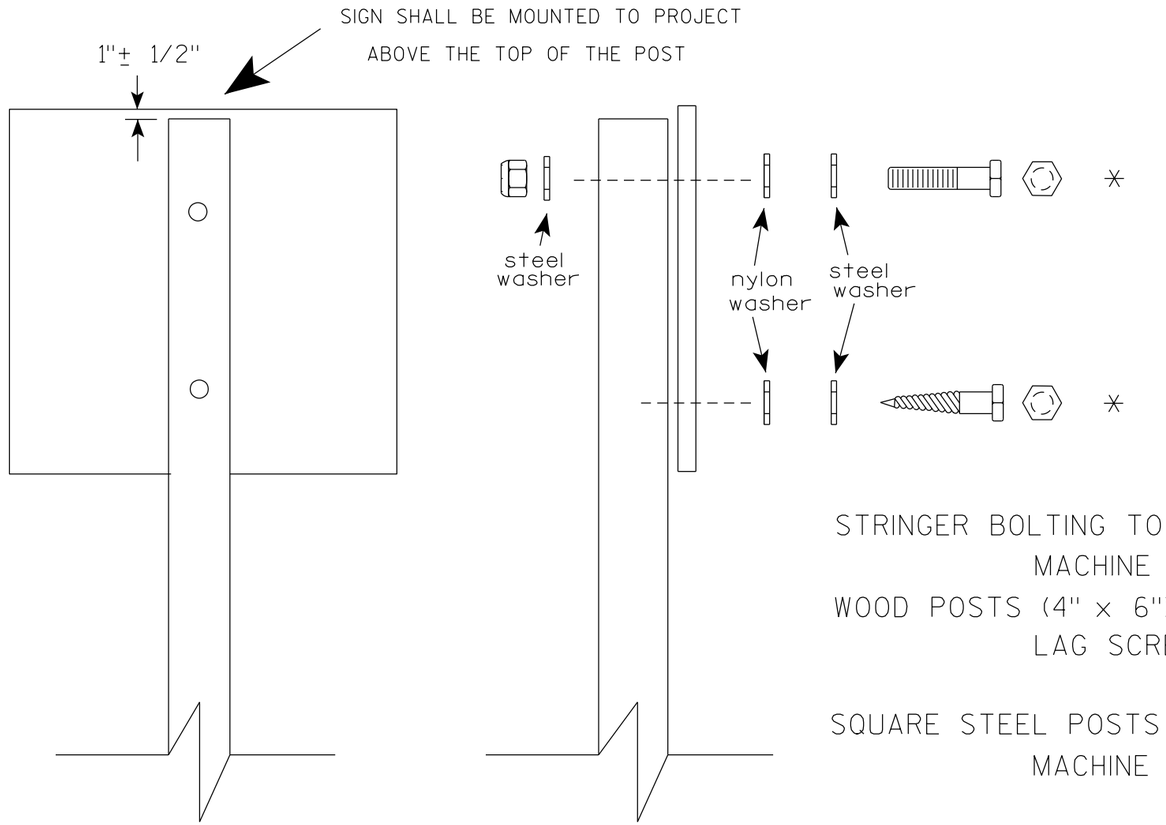
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 226	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

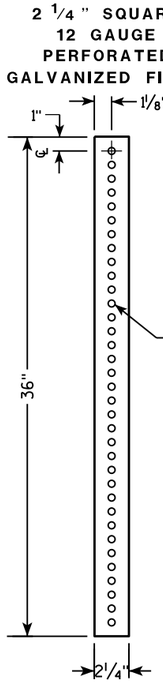
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

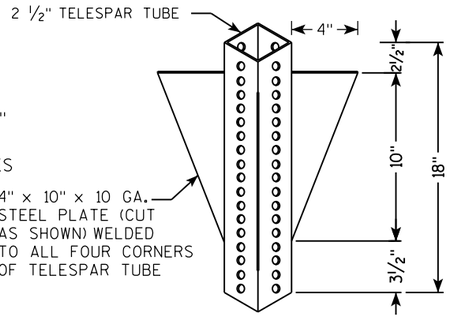
SHEET NO: 227 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

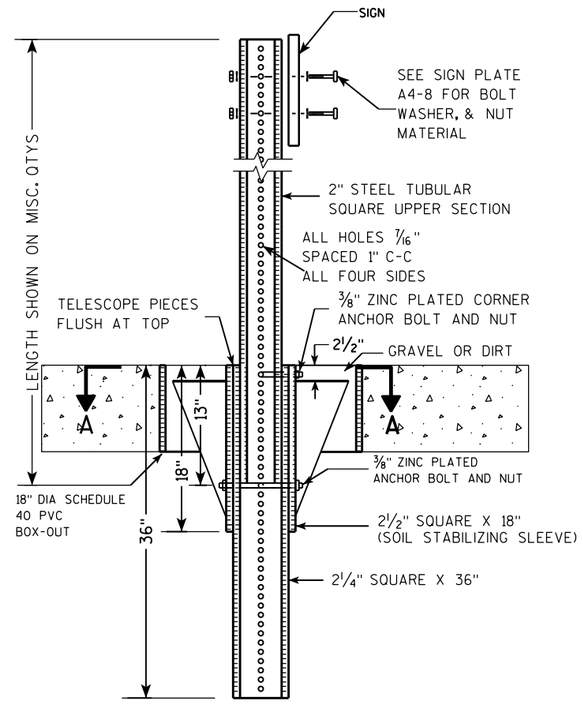
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



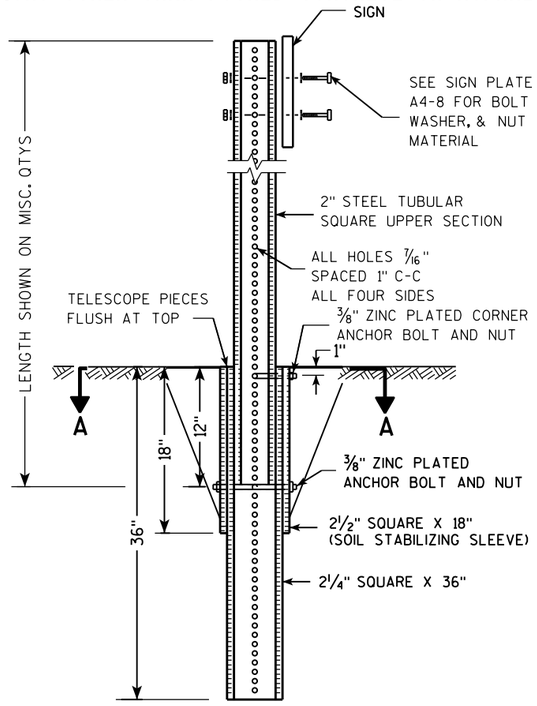
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

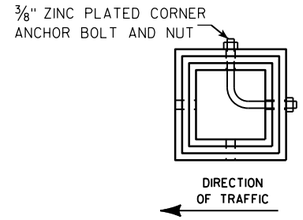


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

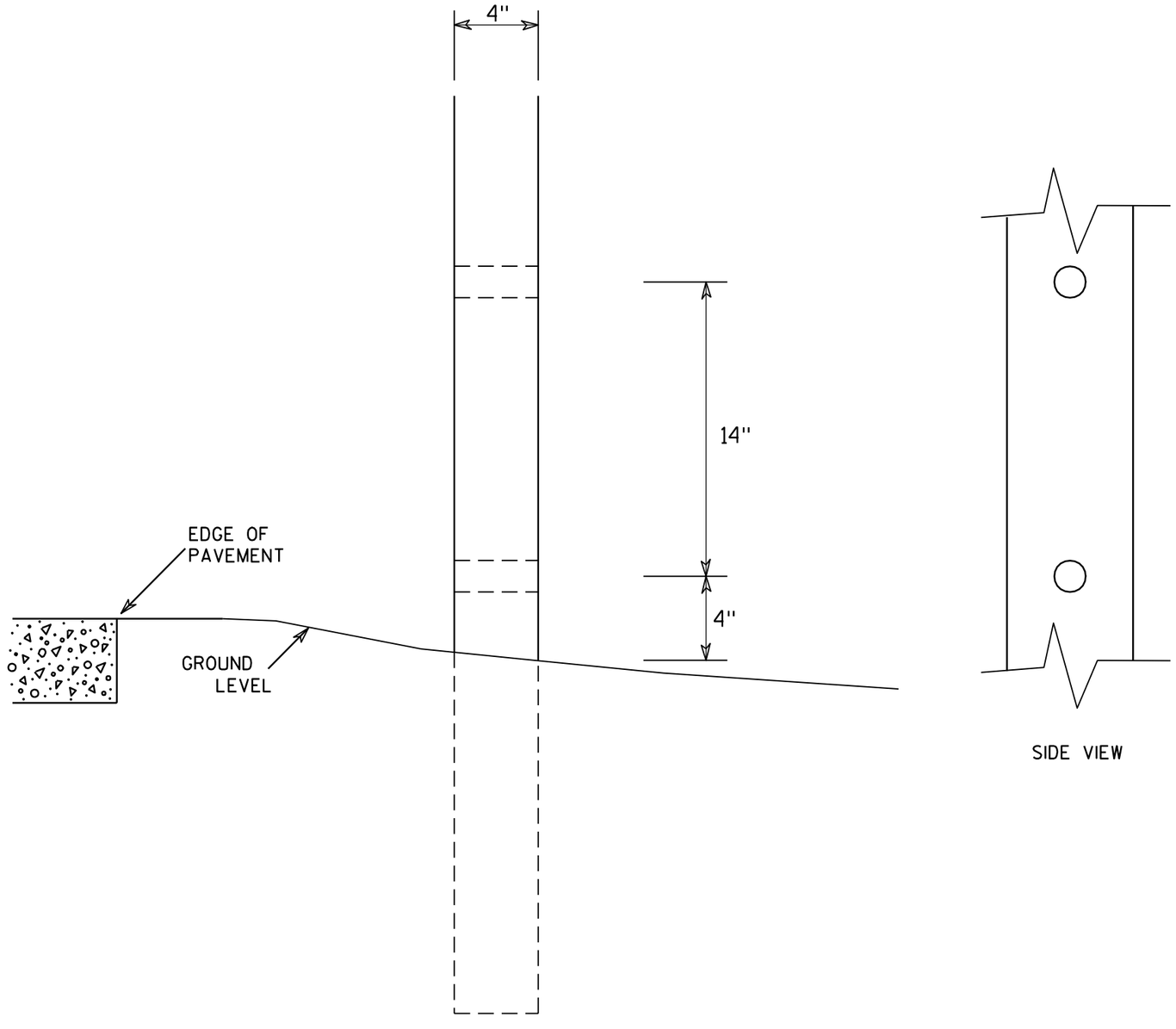
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 228 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

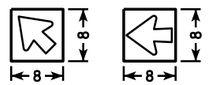
WISCONSIN DEPT OF TRANSPORTATION

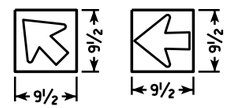
APPROVED Chester J Spang for State Traffic Engineer

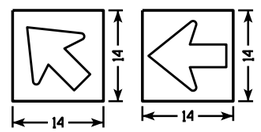
DATE 3/27/97 PLATE NO. A4-11.2

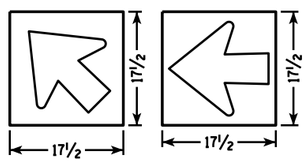
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 229	E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES







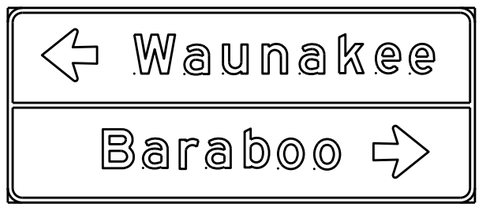


GENERAL NOTES

1. Materials shall conform to Standard Specification Section 637.
   Base - Sheet Aluminum 0.040" Thickness
   Sheeting - Orange Type F Reflective
   Arrow - Black Non-Reflective
2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws. There shall be a minmum of 2 fasteners used per arrow sign.
3. There shall be a spacer consisting of a 0.08" nylon washer between the back of the arrow sign and the face of the permanent sign.
4. Arrows are per standard plate A1-2
5. Use separate arrow sign for each destination
6. Tilt arrow is always at 45 degrees
7. Arrow is centered on arrow sign

Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3¾" Series C	8	9 ½	14 ½	8
4½" Series D & E	9 ½	10	15	9 ½
6" Series D & E	14	16	20 ½	14
8" Series E	17 ½	20 ½	25	17 ½

BEFORE



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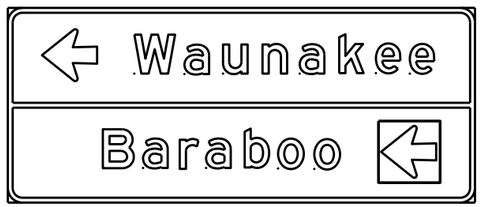
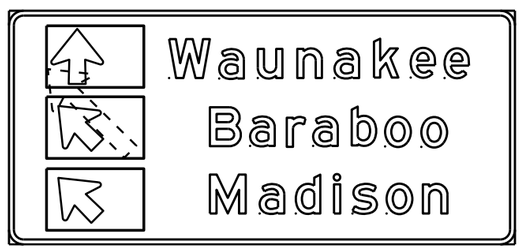




DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/08/14

A4-12.2

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A412.DGN PLOT DATE : 08-OCT-2014 11:50 PLOT BY : mscsja

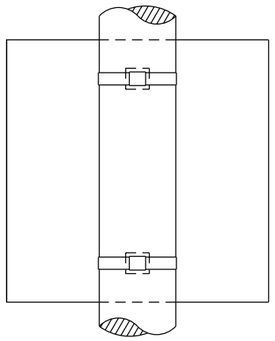
WISDOT/CADDS SHEET 42

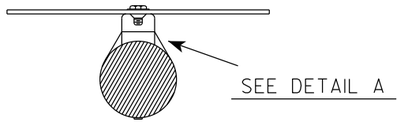
7

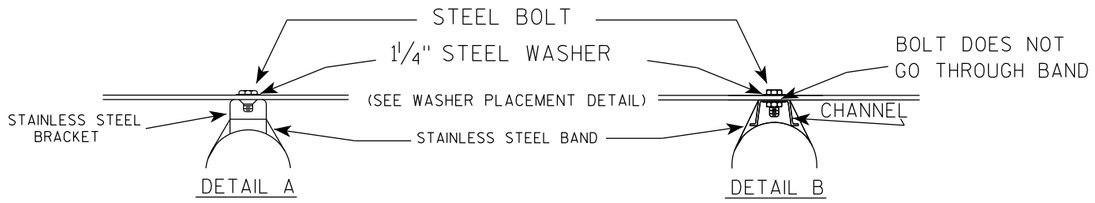
7

BANDING

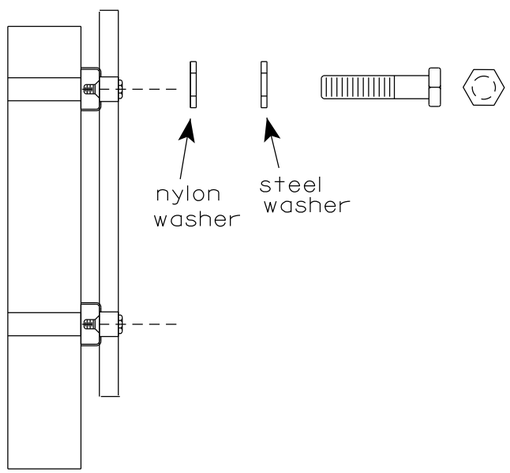
SINGLE SIGN







WASHER PLACEMENT

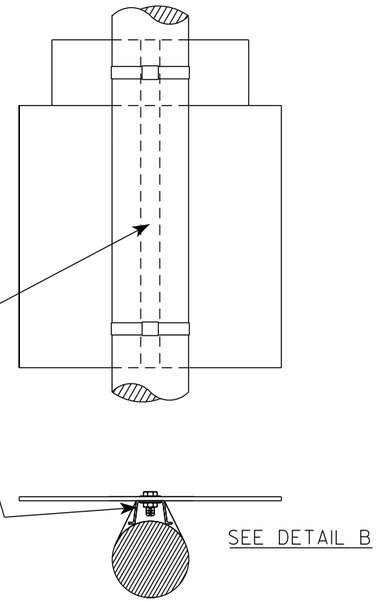


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

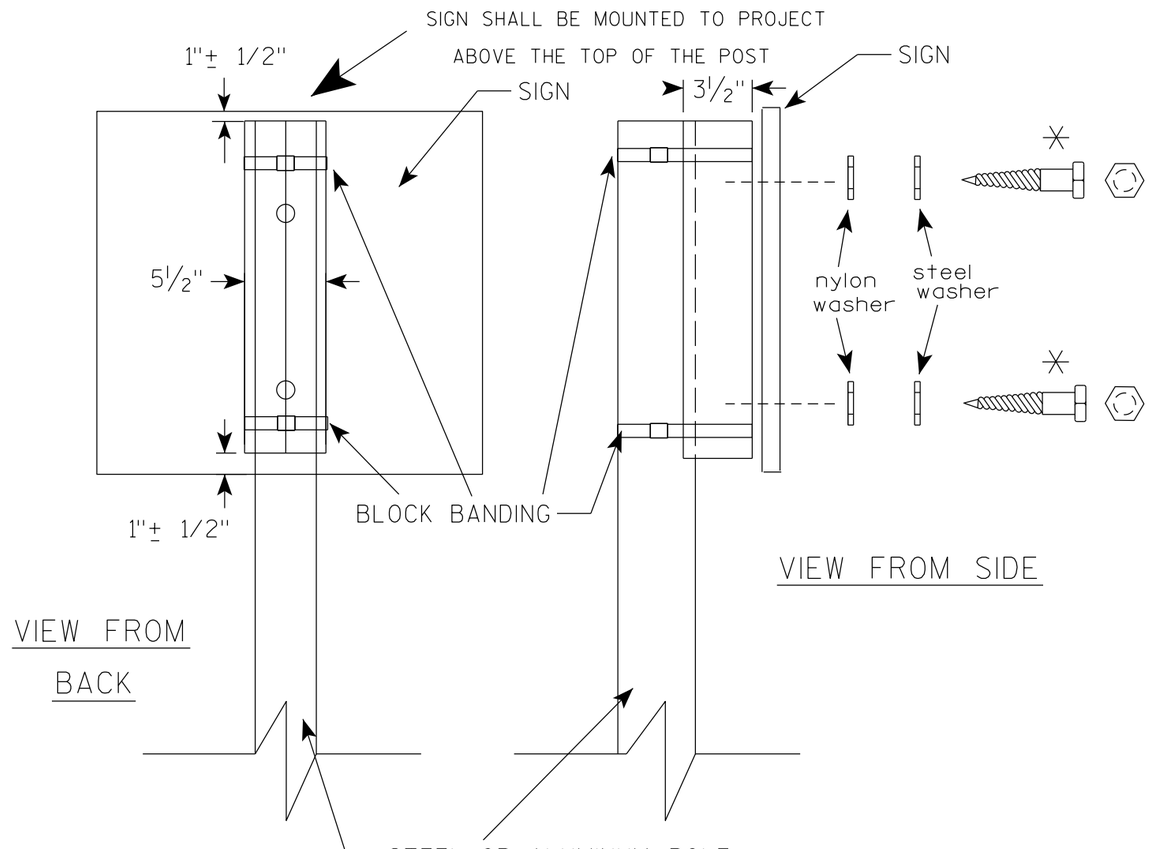
DATE 6/10/19 PLATE NO. A5-9.4

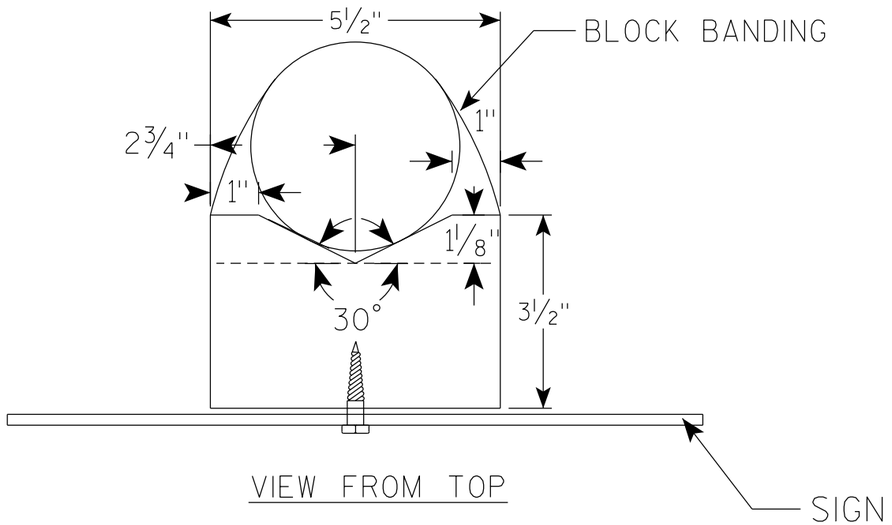
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 231	E

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)

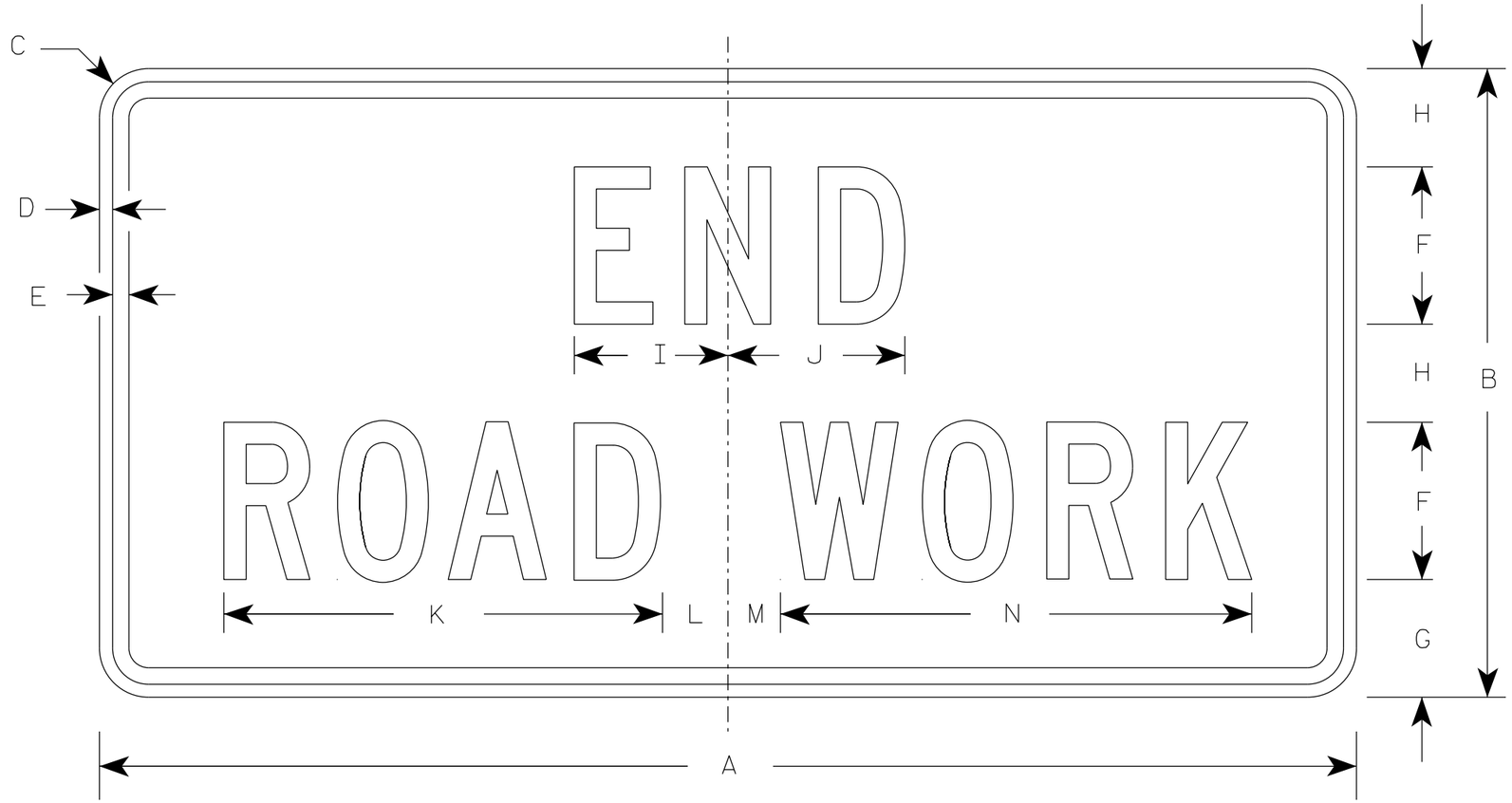
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 232 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	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
2	48	24	1 7/8	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
2M	48	24	1 7/8	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
3	48	24	1 7/8	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
4	48	24	1 7/8	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
5	48	24	1 7/8	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

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

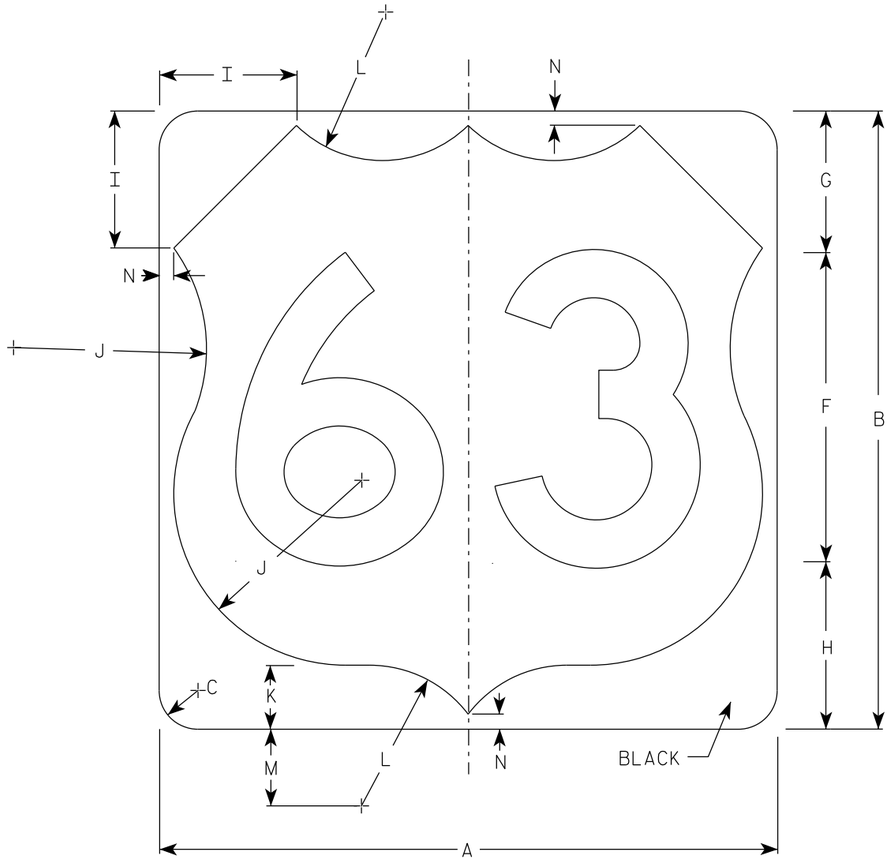
DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 233 E

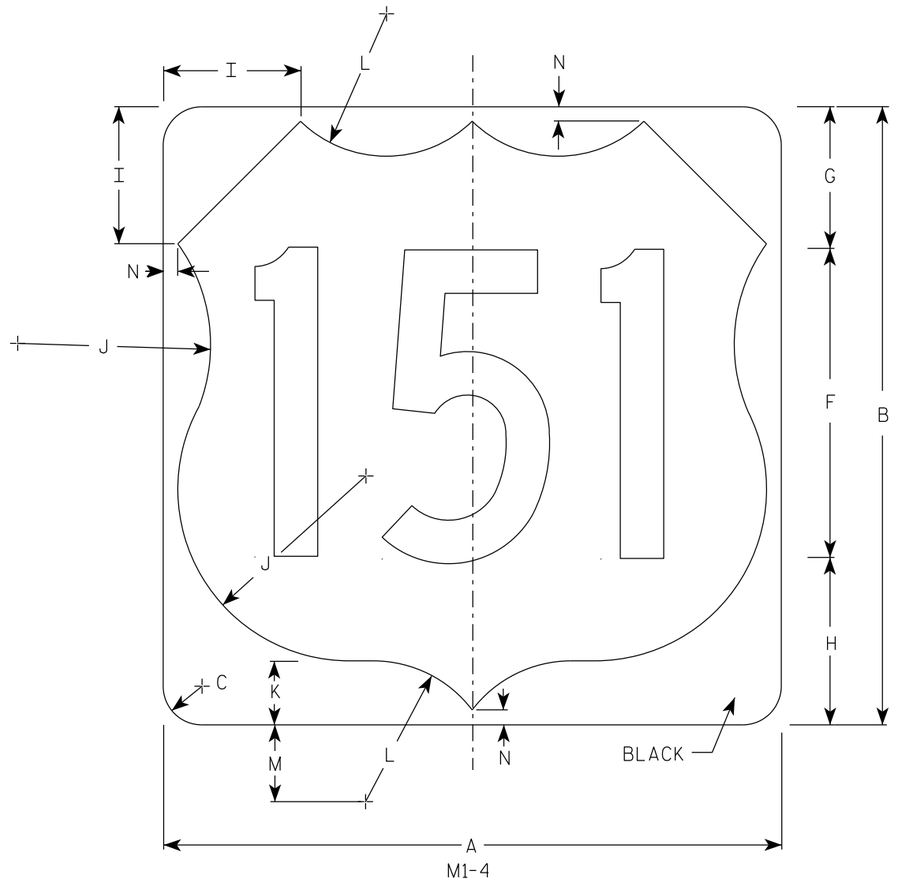
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



M1-4



M1-4

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	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
2M	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

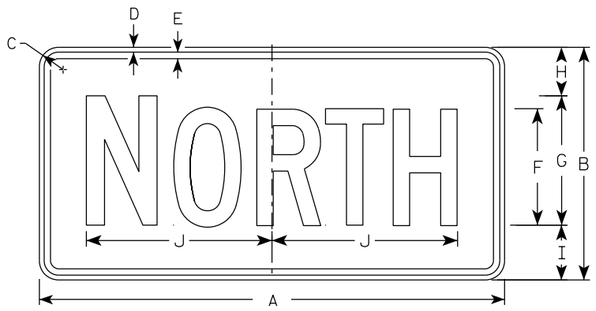
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

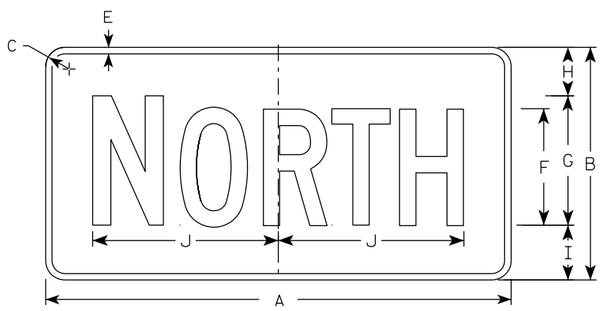
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-4.11

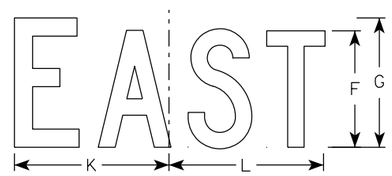
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 234 | E



M3-1
MM3-1
MP3-1

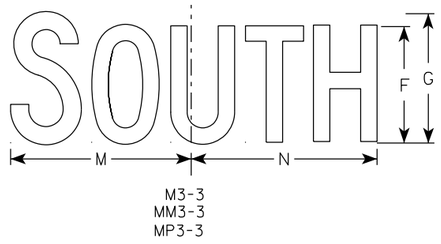


MB3-1
MK3-1
MN3-1

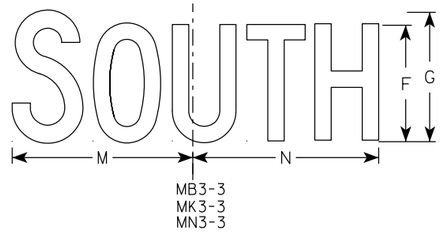


M3-2
MM3-2
MP3-2

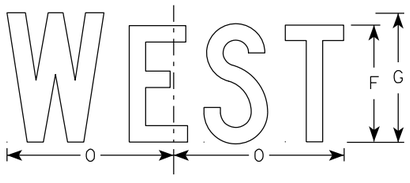
MB3-2
MK3-2
MN3-2



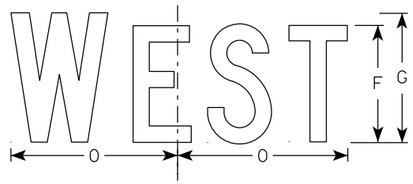
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

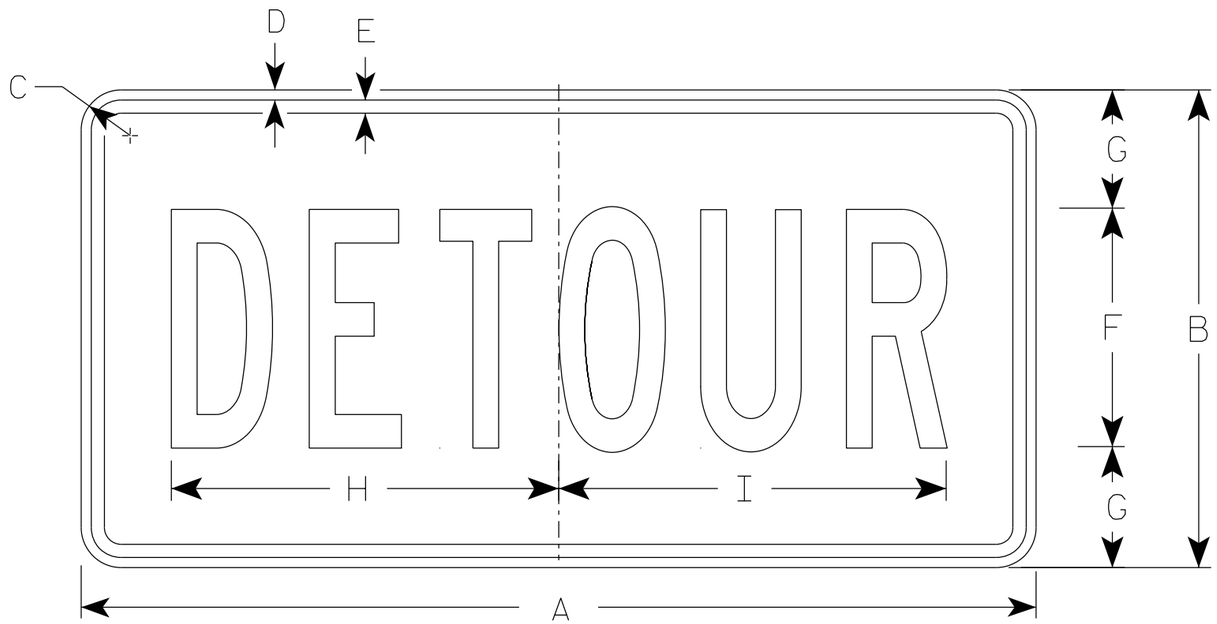
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 235 | E



M4-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

STANDARD SIGN
M4-8

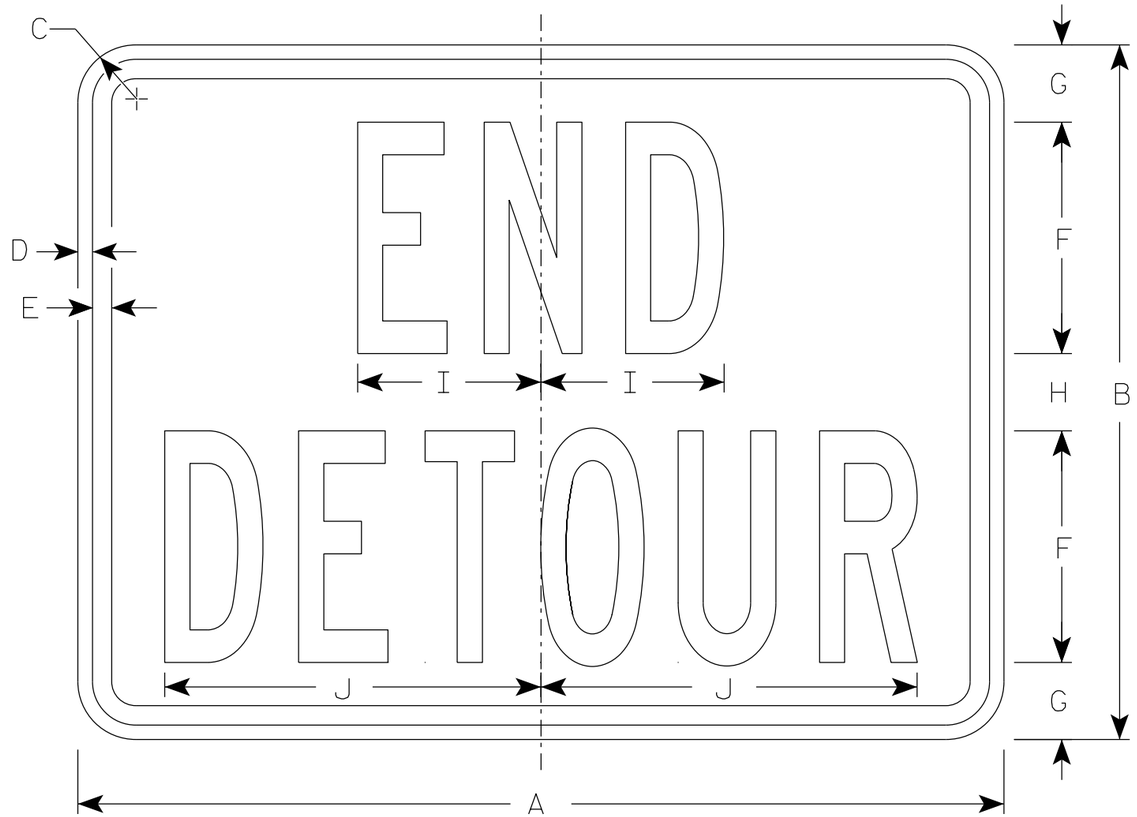
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M48.dgn PLOT DATE : 9-FEB 2023 7:38 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

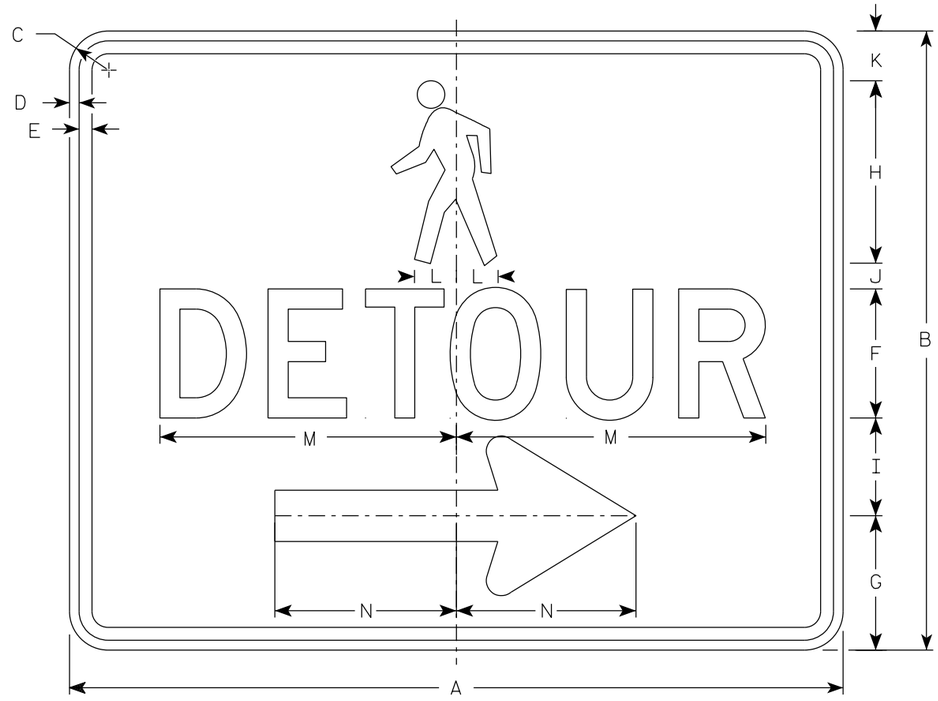
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

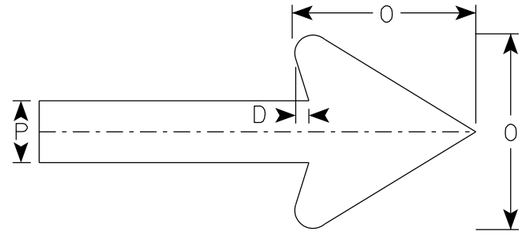
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 237 | E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	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											5.0
2M	30	24	1 1/2	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											5.0
3																											
4																											
5																											

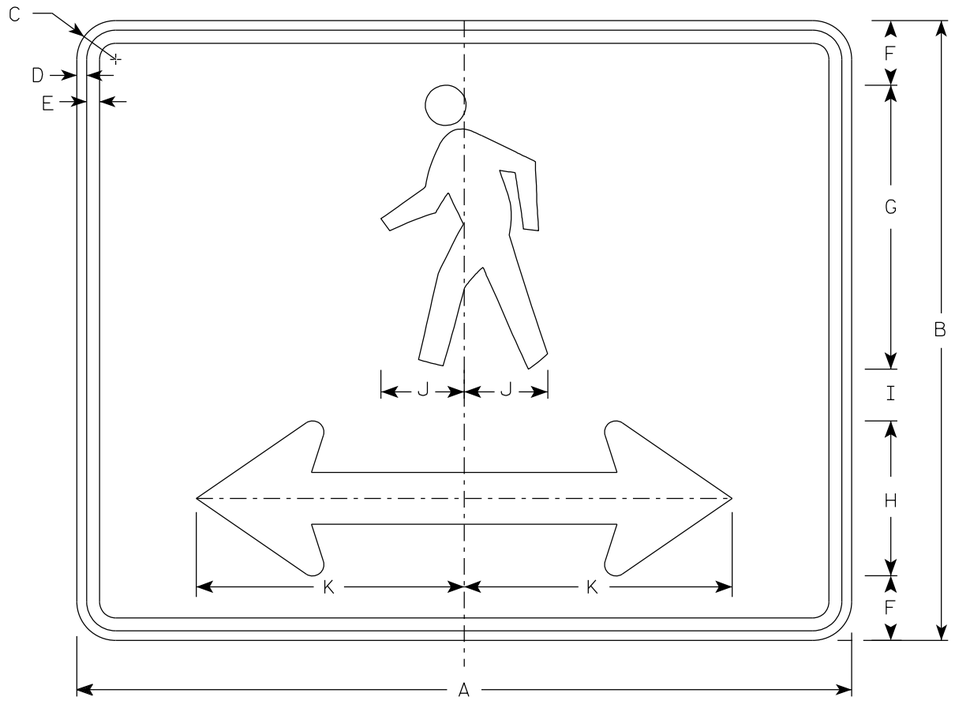
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

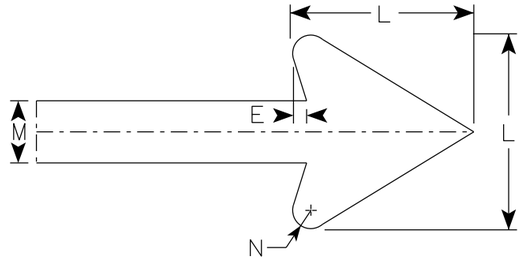
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 238 | E



M4-60D

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

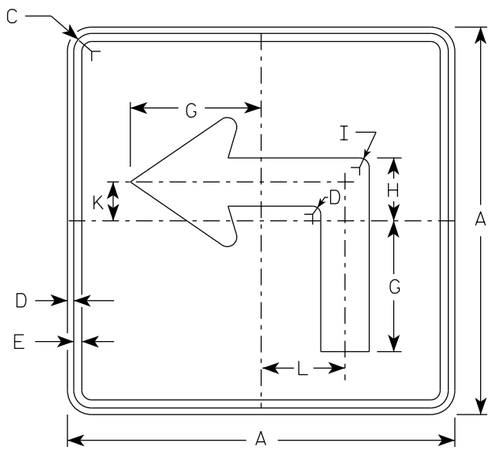
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

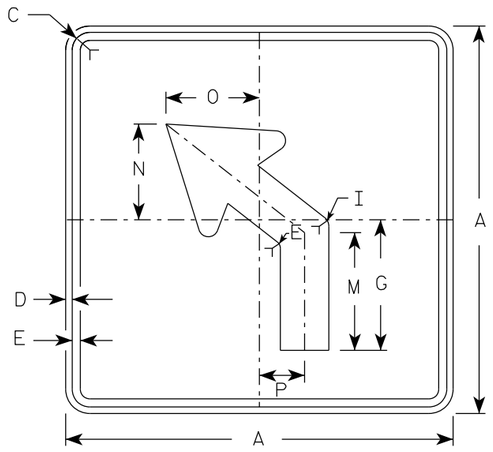
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

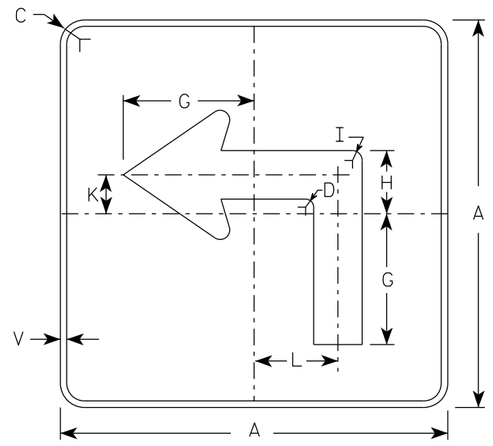
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 239 | E



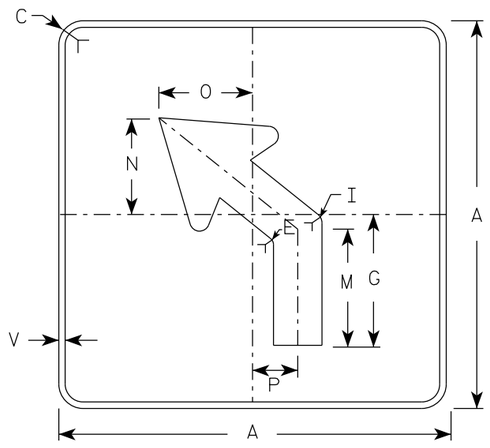
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

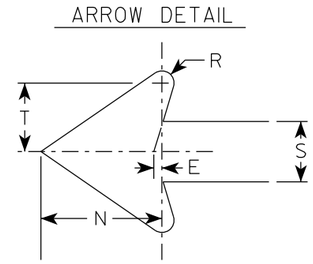


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

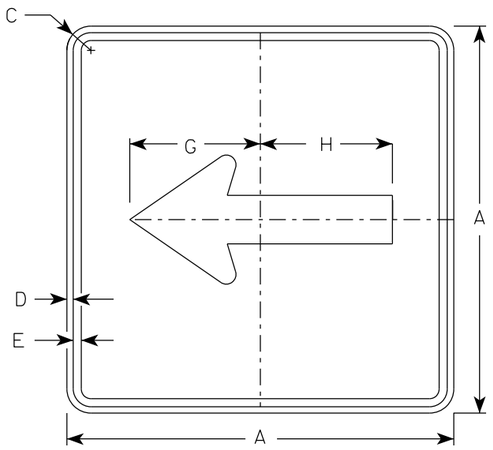
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

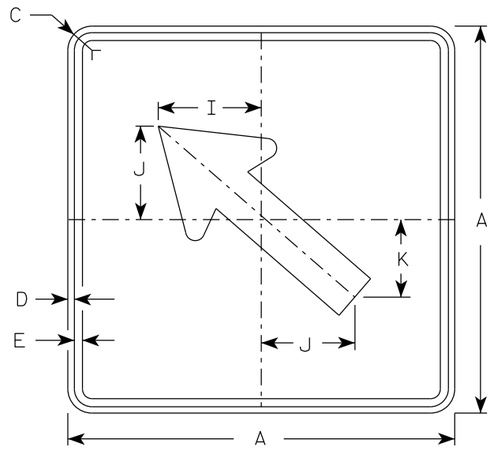
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

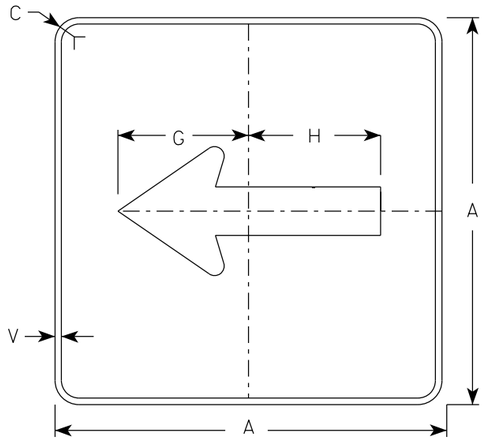
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 240 | E



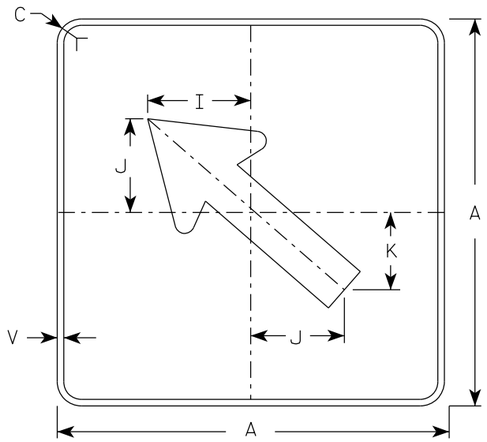
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

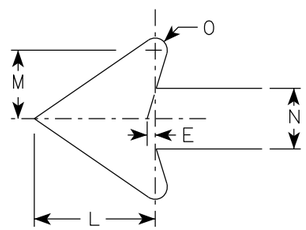


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

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	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

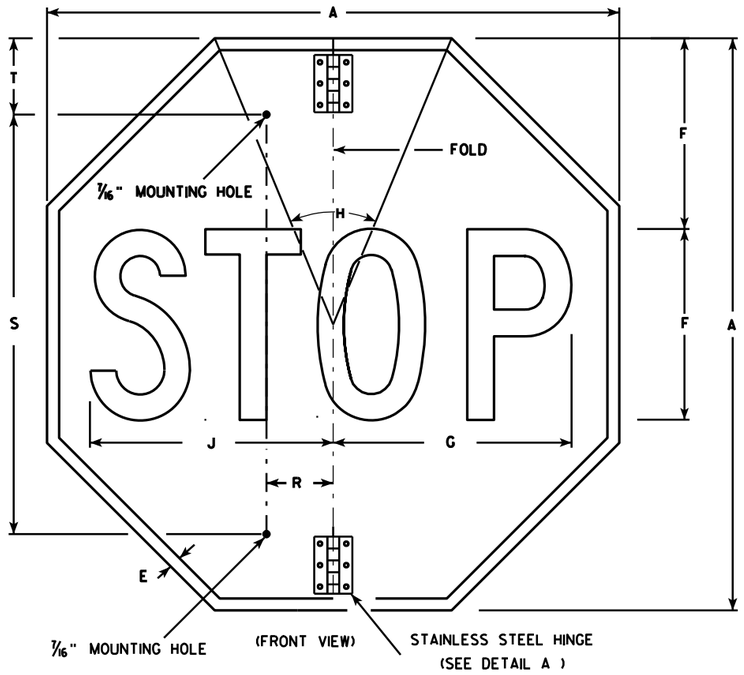
APPROVED Matthew R Rauch
for State Traffic Engineer

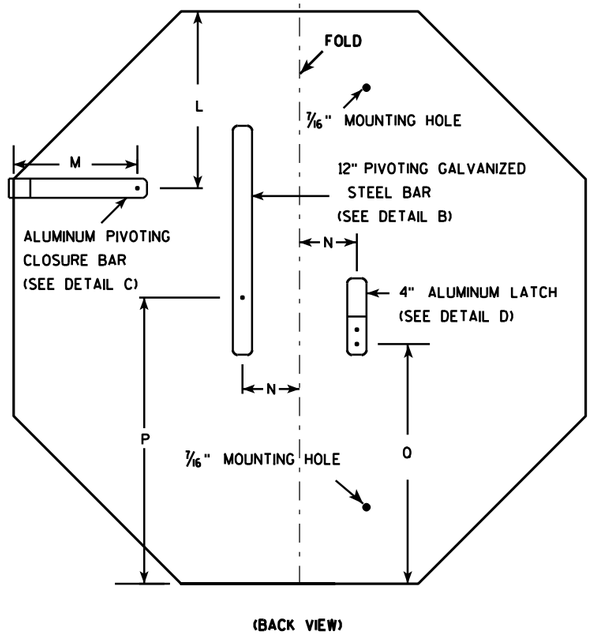
DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 241 | E

7

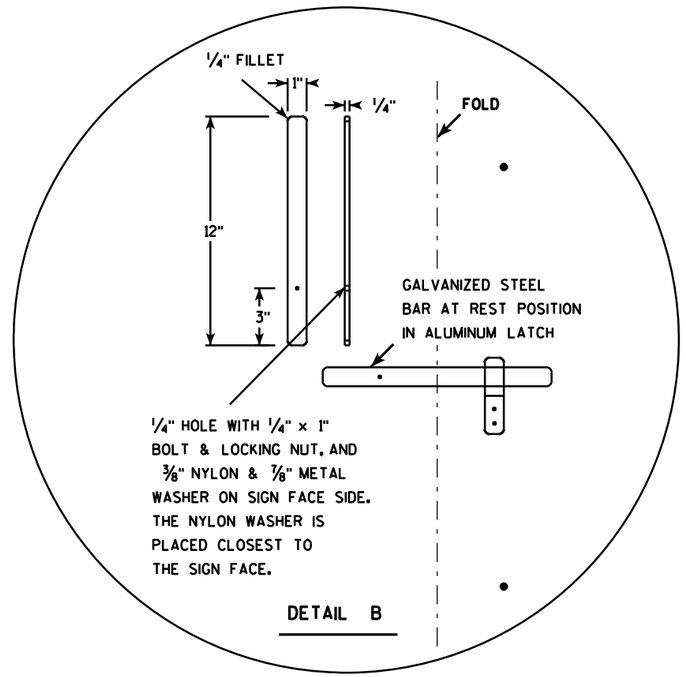
7

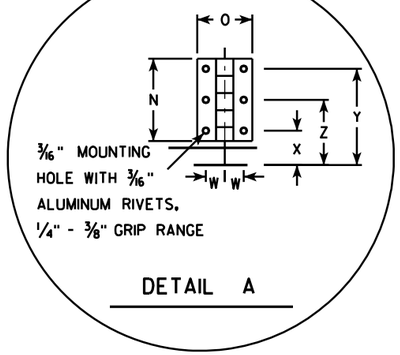


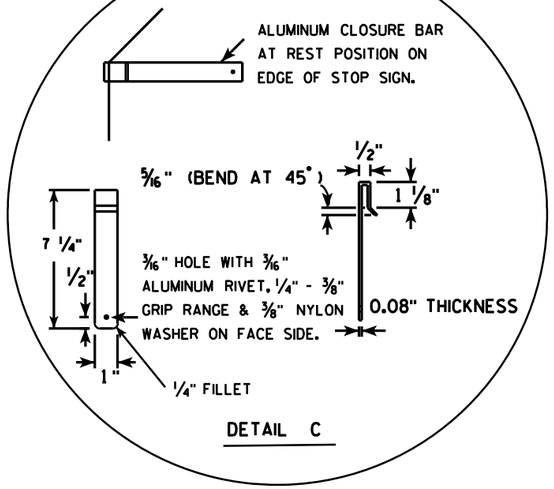


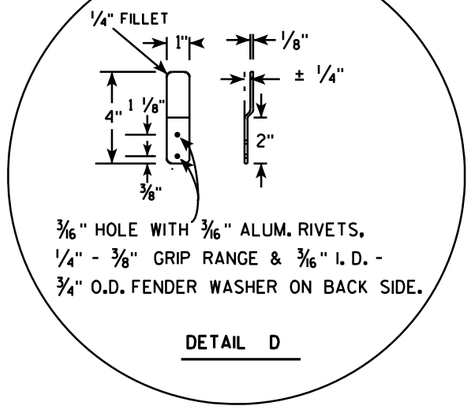
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

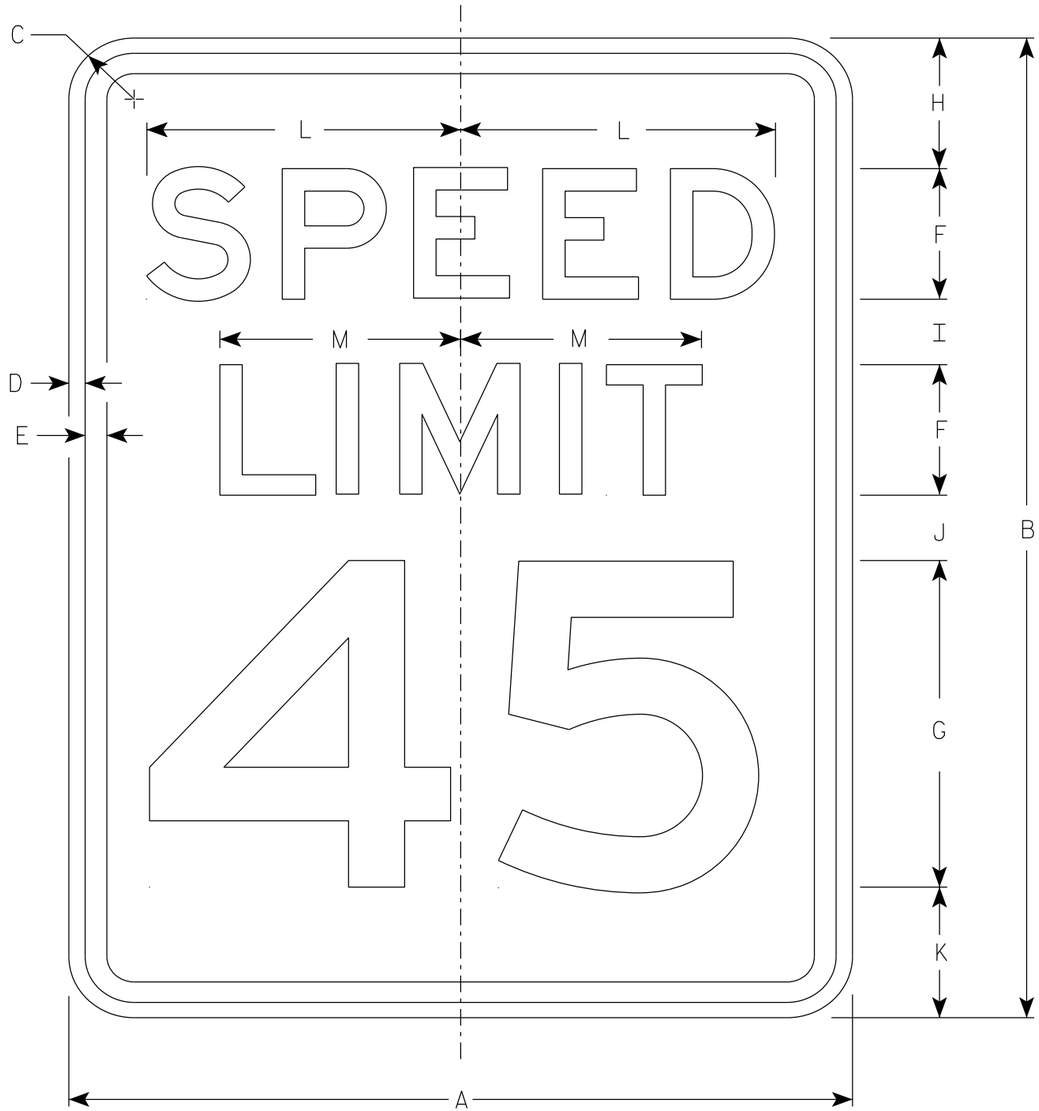
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 242 | E

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



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. 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 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	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 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

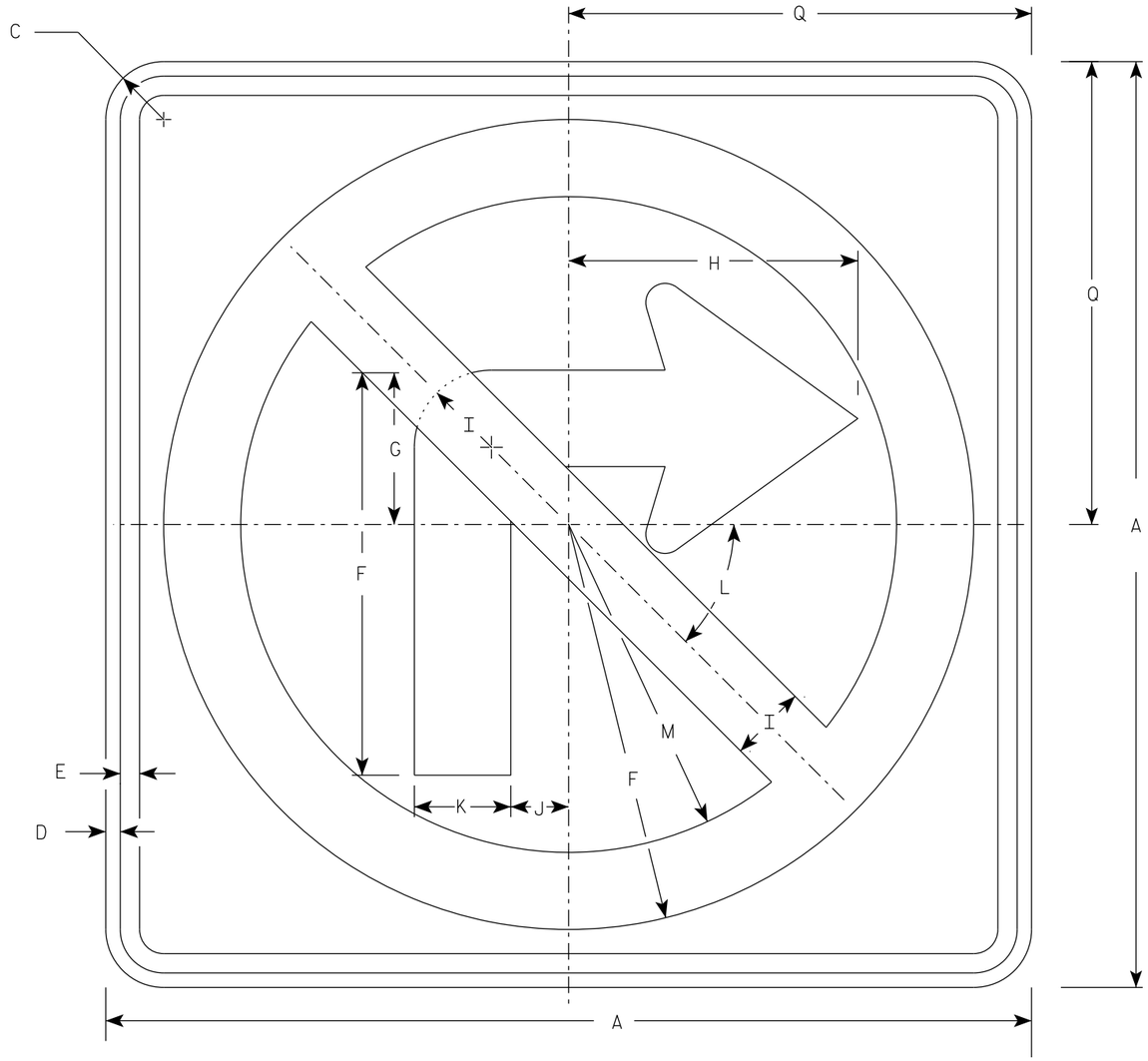
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

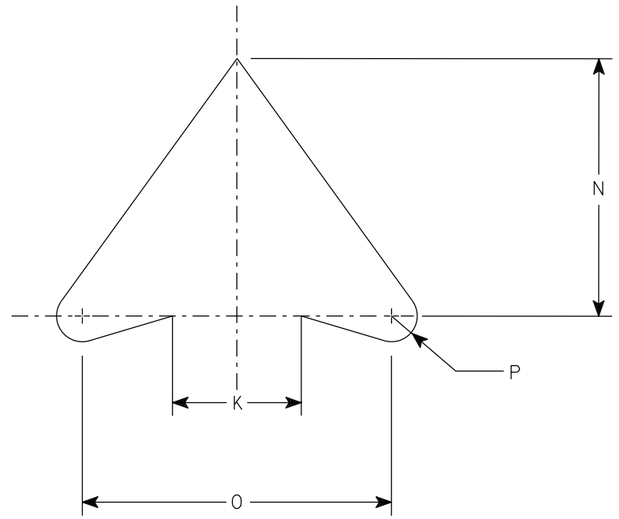
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 243 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

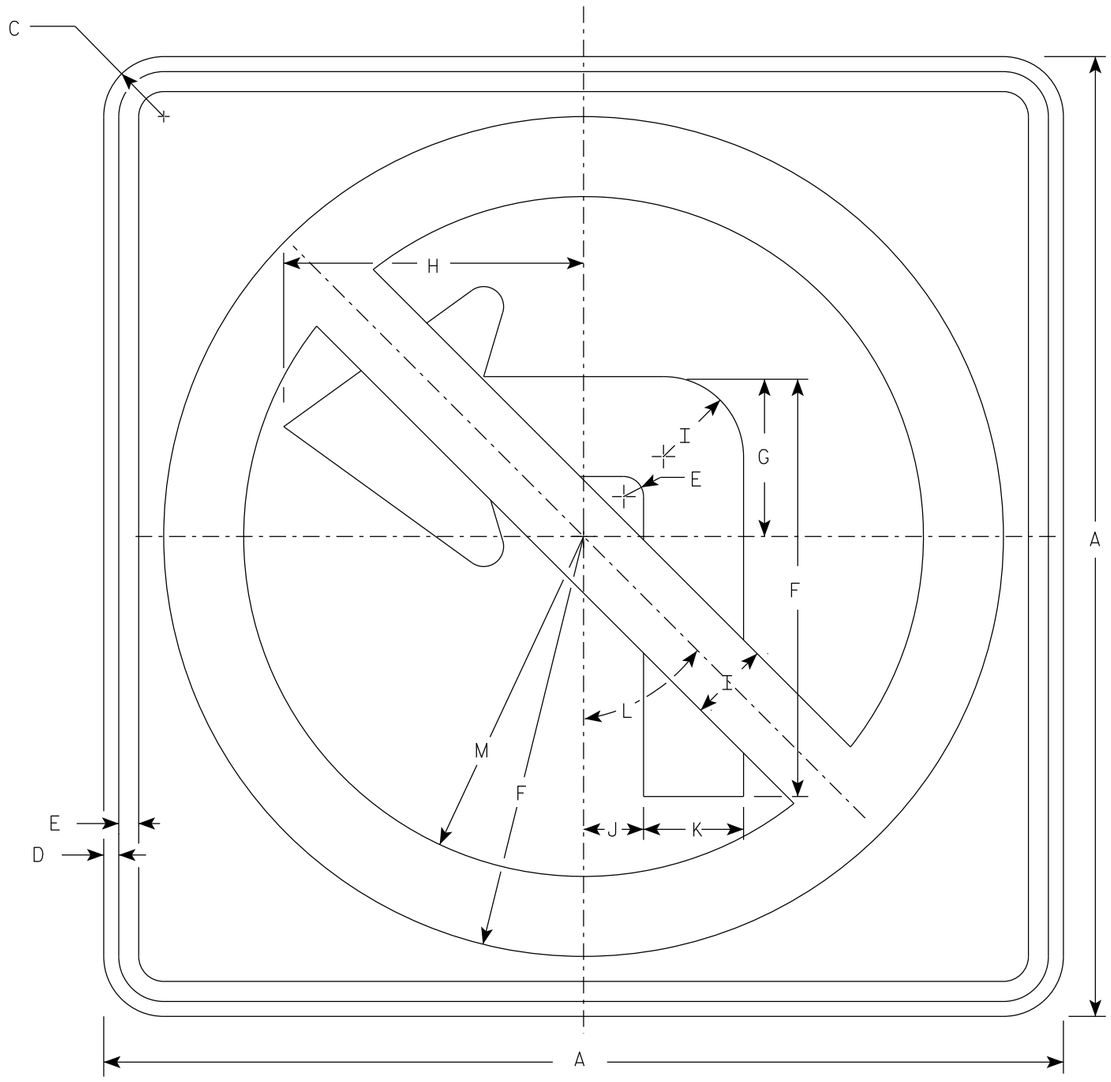
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

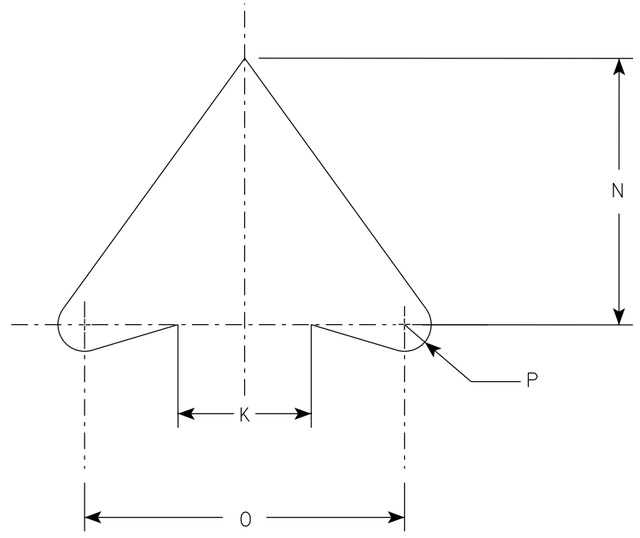
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 244 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

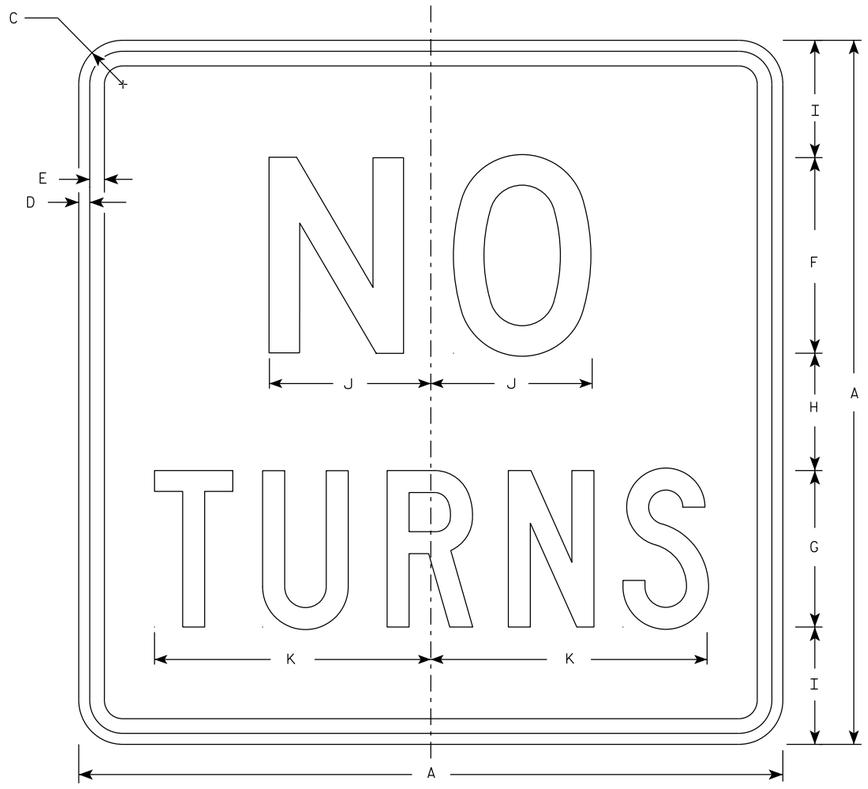
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 245 | E



R3-3

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 4
4. Line 1 is Series D and Line 2 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																											
2S	24		1 1/2	3/8	1/2	6	5	4	4 1/2	5 1/8	8 3/4																4.0
2M	36		2 1/4	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
3	36		2 1/4	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
4	36		2 1/4	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
5	48		2 1/4	3/4	1	12	10	8	9	10 1/4	17 5/8																16.0

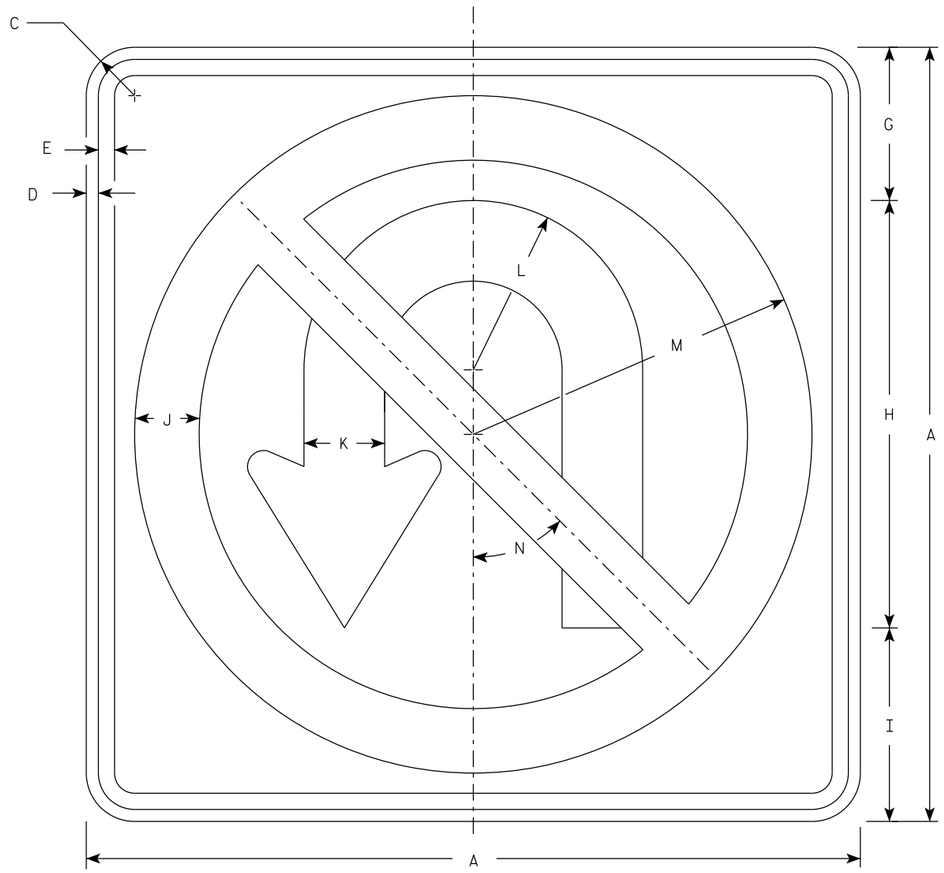
STANDARD SIGN
R3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-3.11

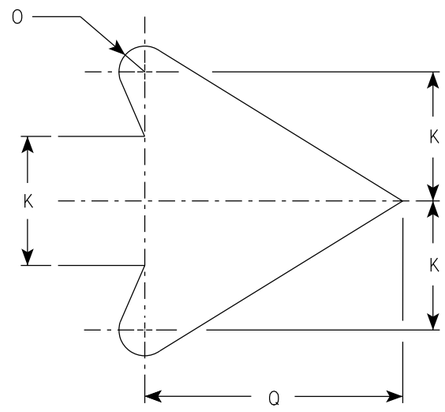
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 246 | E



R3-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

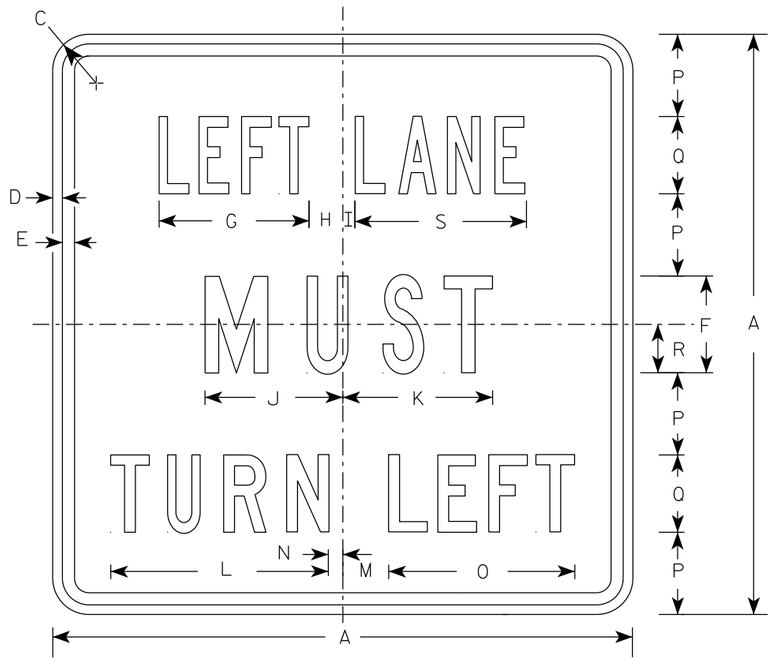
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-4.12

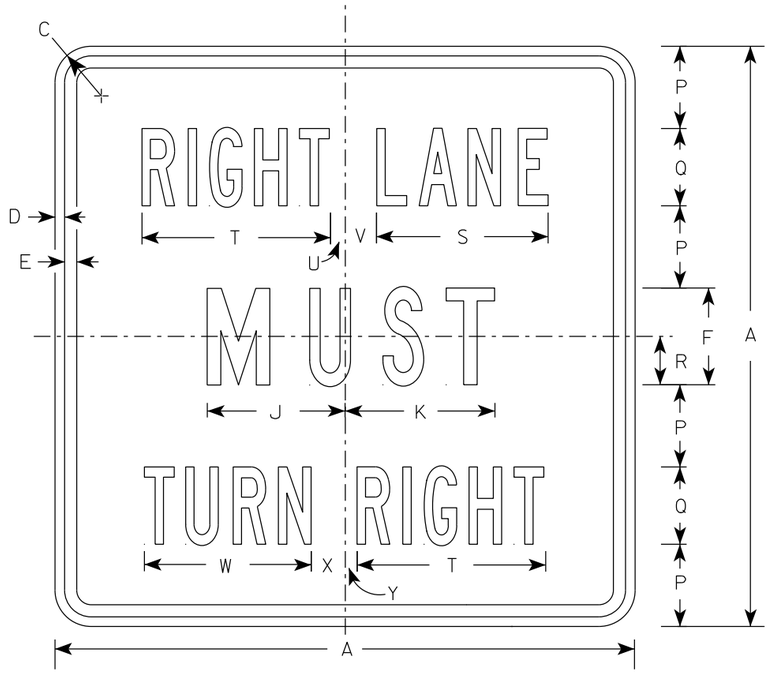
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 247 | E

NOTES

1. Sign is Type II - Type H Reflective
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.



R3-7L



R3-7R

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 7/8	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 7/8	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 7/8	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		2 1/4	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																											

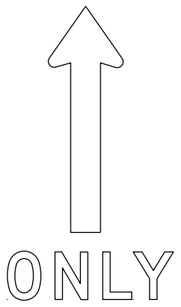
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

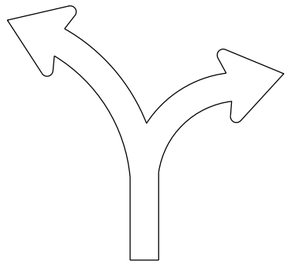
DATE 2/13/23 PLATE NO. R3-7.4

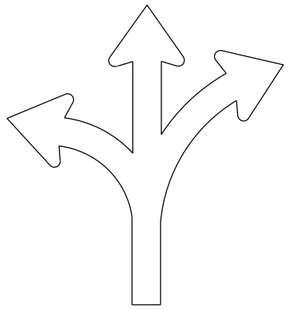
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 248 | E

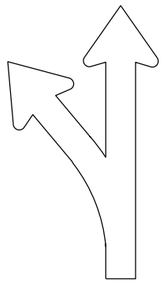


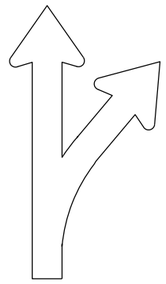
(A)

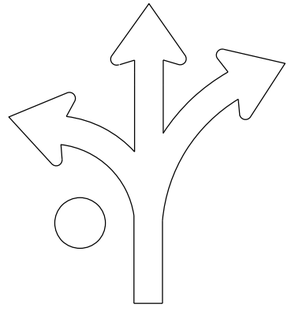
(B)

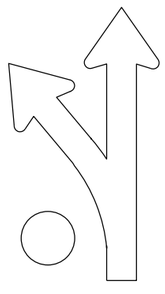

(C)

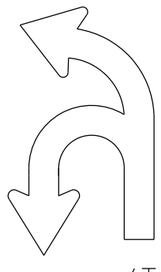

(D)

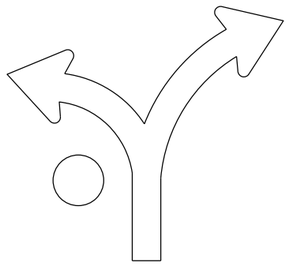

(E)

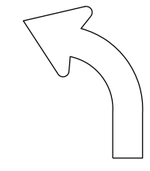

(F)


(G)

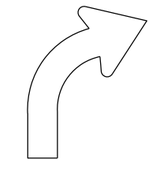

(H)


(I)


(J)



(L)



(R)

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,J 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 2/14/23 PLATE NO. R3-8.2

7

7

PROJECT NO:

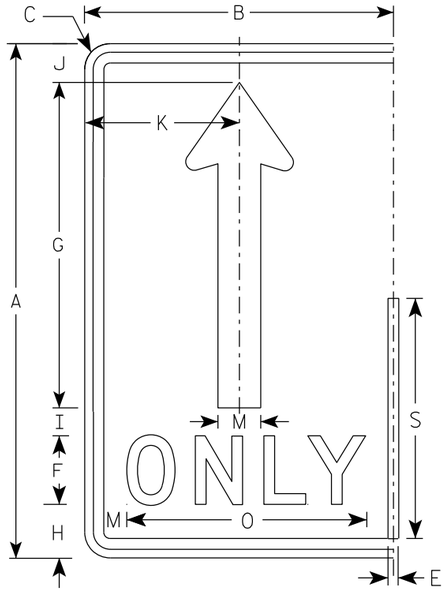
SHEET NO: 249 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :

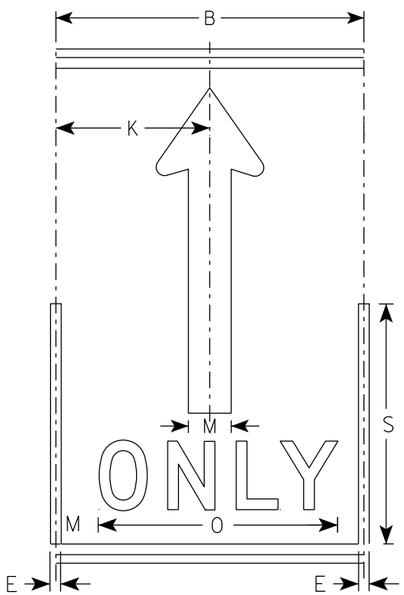
WISDOT/CADDS SHEET 42

NOTES

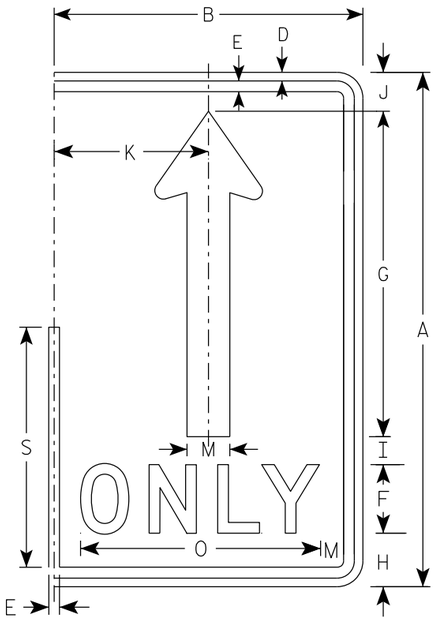
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



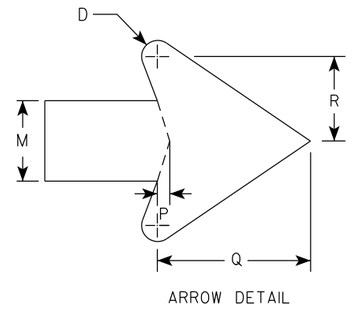
(A)



(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 1/2	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 1/2	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 1/2	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

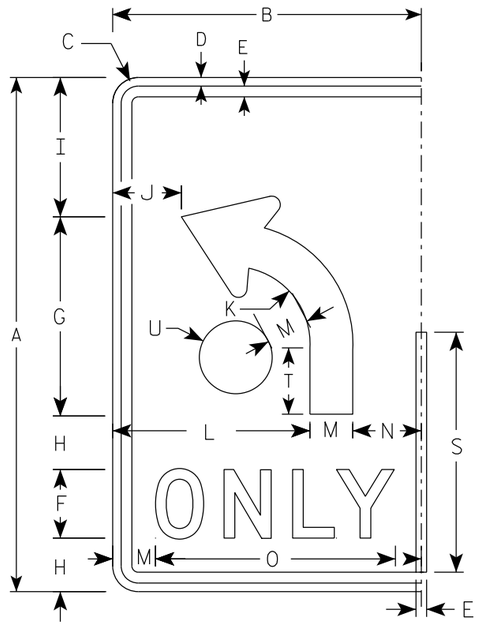
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

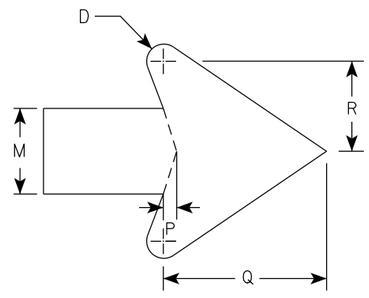
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 250 | E

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 1/2	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 1/2	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 1/2	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

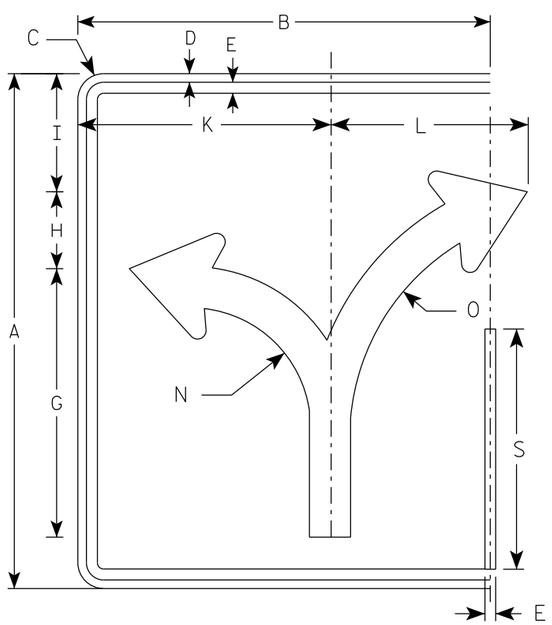
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

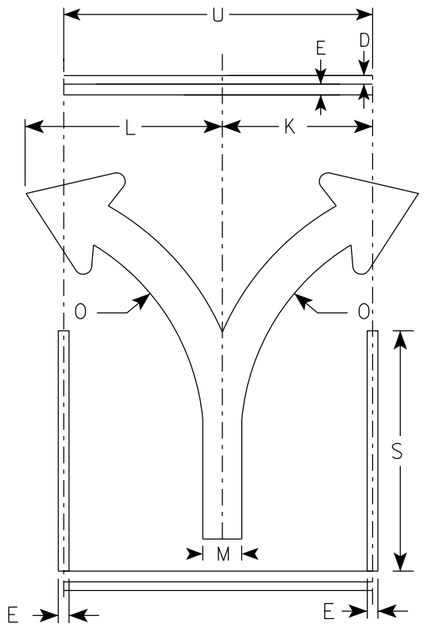
SHEET NO: 251 E

NOTES

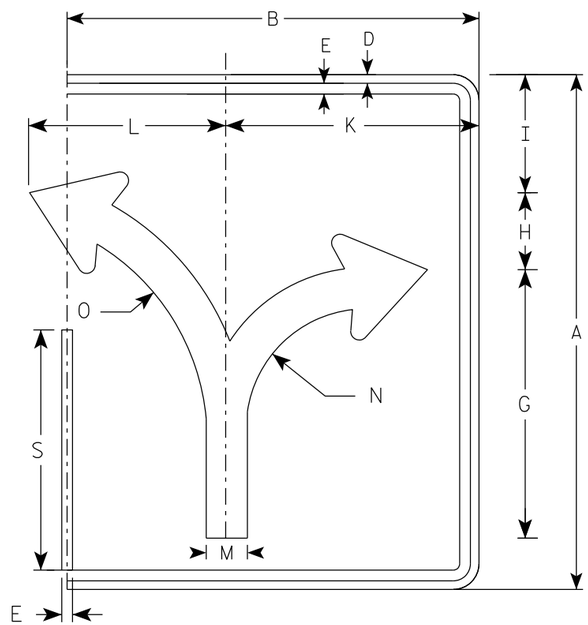
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



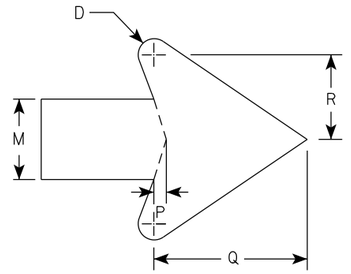
(C)



(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 1/2	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 1/2	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 1/2	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

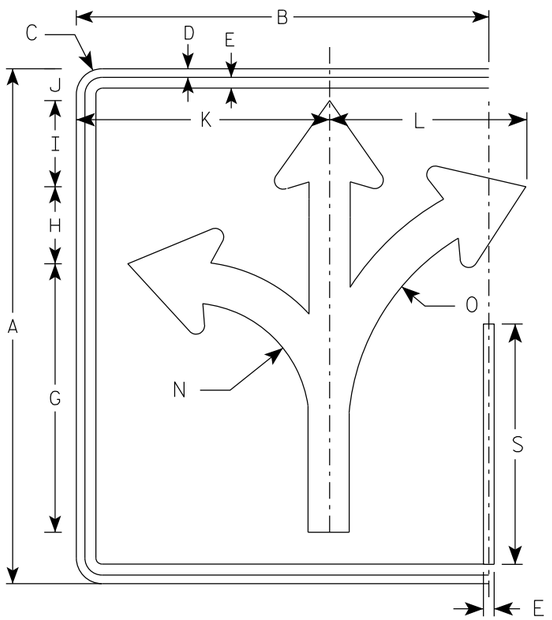
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

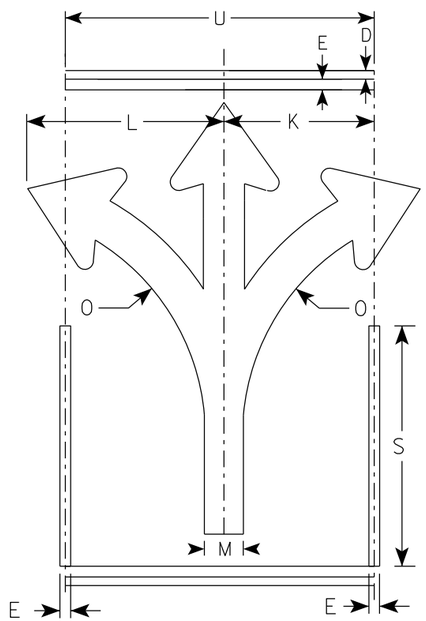
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 252 | E

NOTES

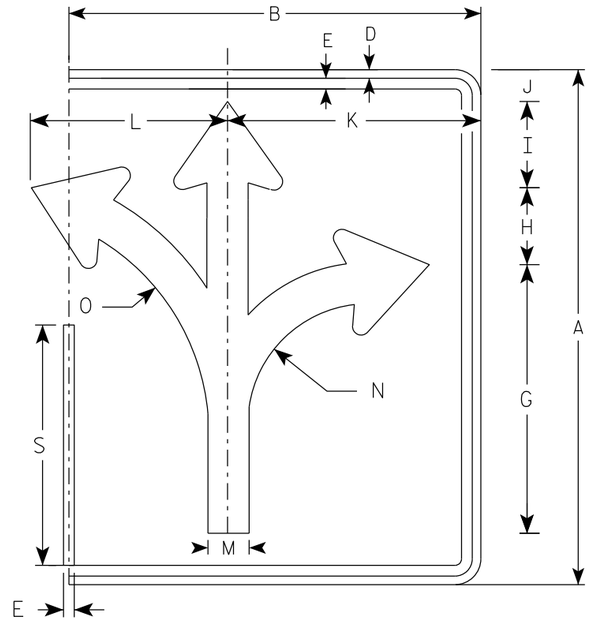
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



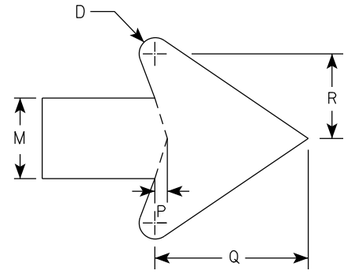
(D)



(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 1/2	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 1/2	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 1/2	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

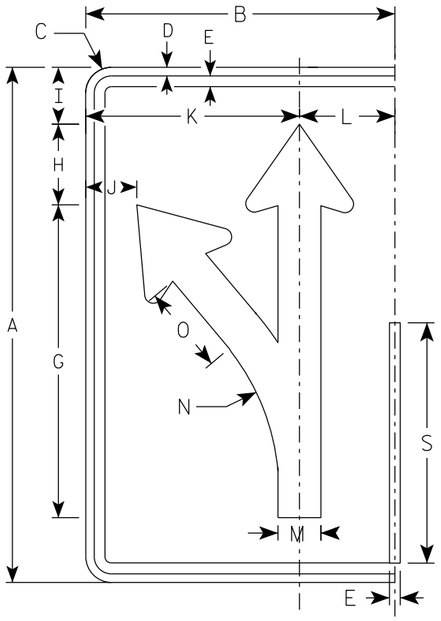
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

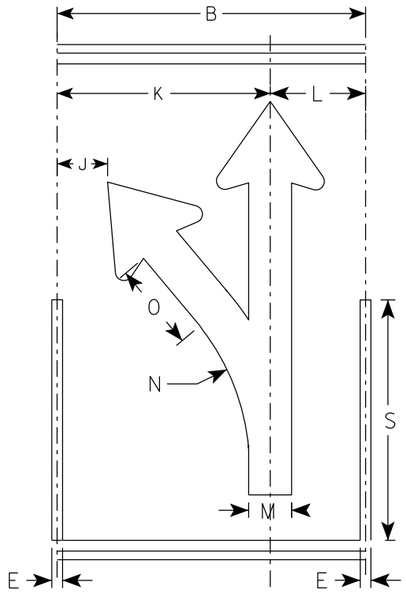
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 253 | E

NOTES

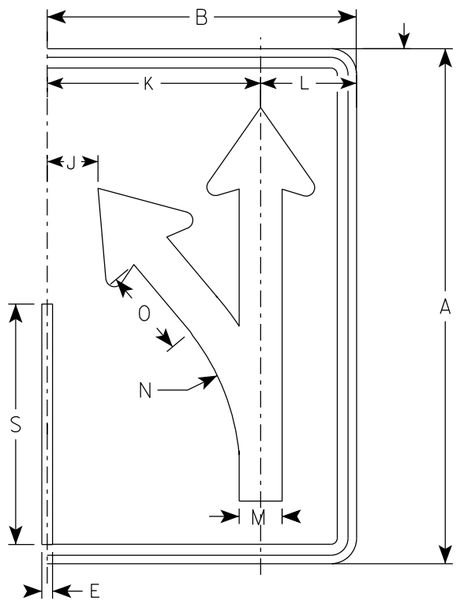
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



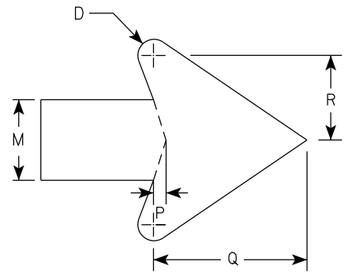
(E)



(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 1/2	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 1/2	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 1/2	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

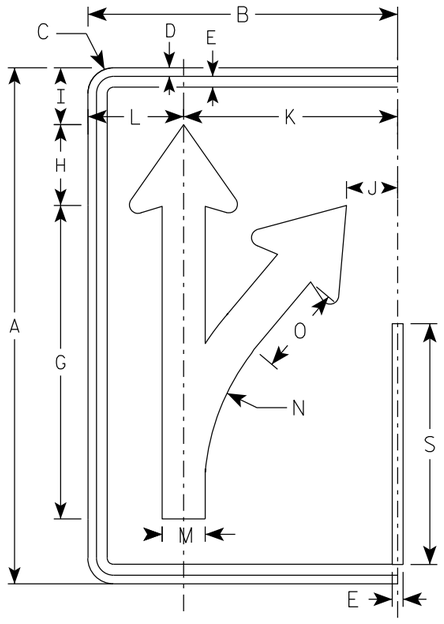
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

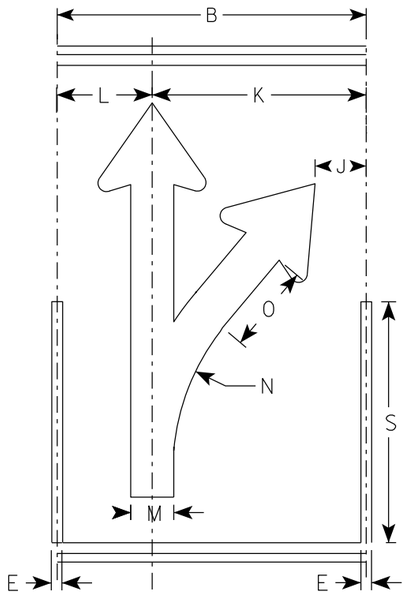
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 | E

NOTES

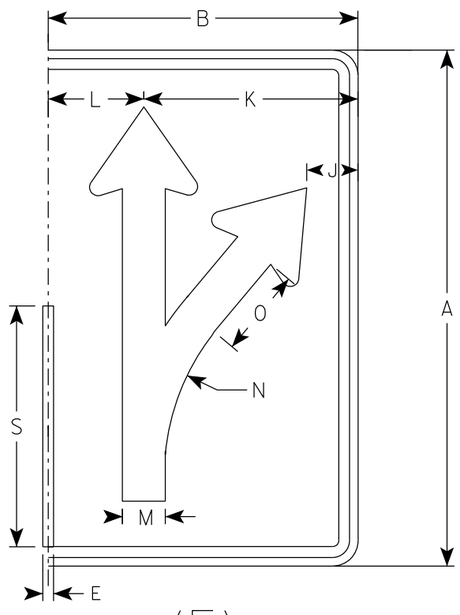
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



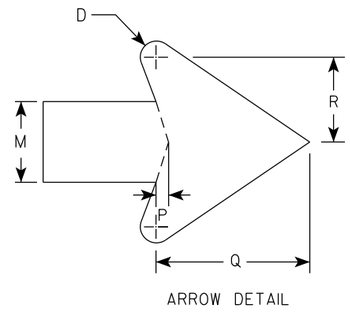
(F)



(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 1/2	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 1/2	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 1/2	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

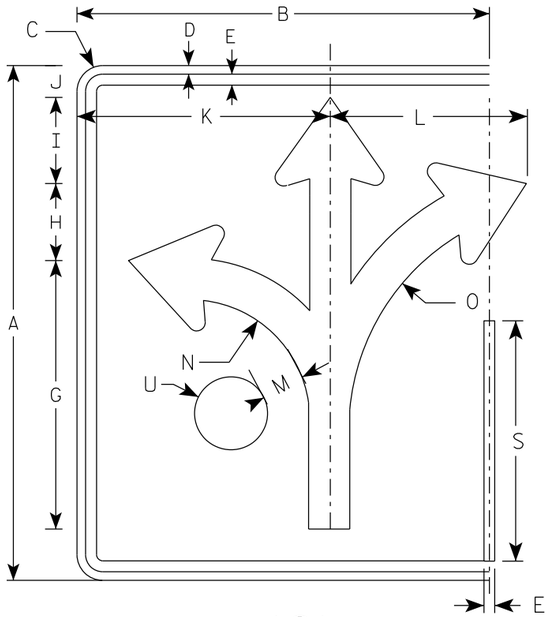
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

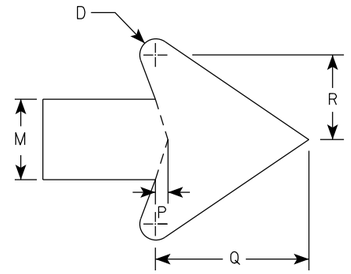
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 255 | E

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 1/2	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 1/2	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 1/2	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 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

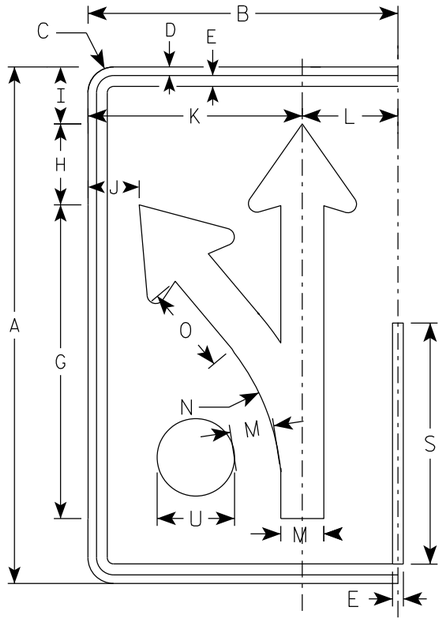
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

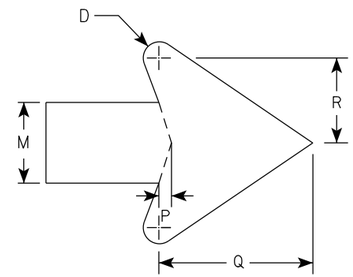
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 256	E

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	18	1 1/2	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 1/2	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 1/2	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 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

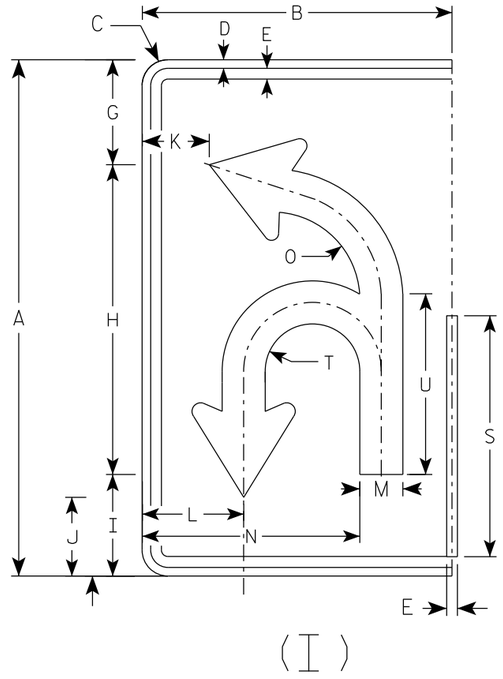
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

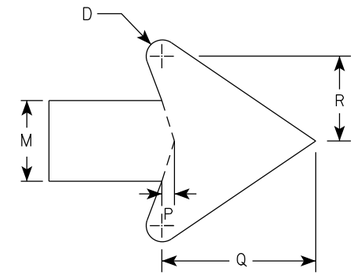
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 257 | E

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 1/2	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 1/2	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 1/2	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 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

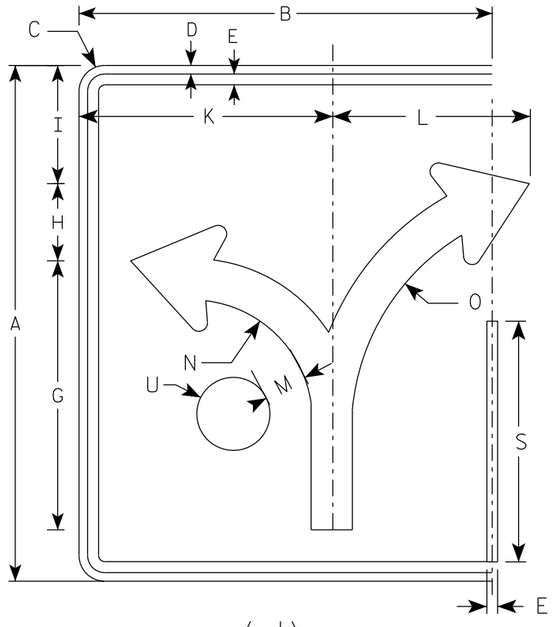
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

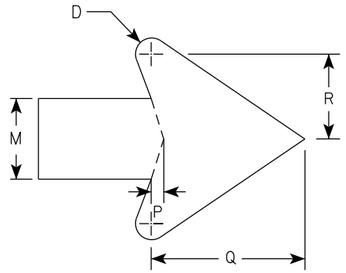
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 258 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



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 1/2	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 1/2	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 1/2	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 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

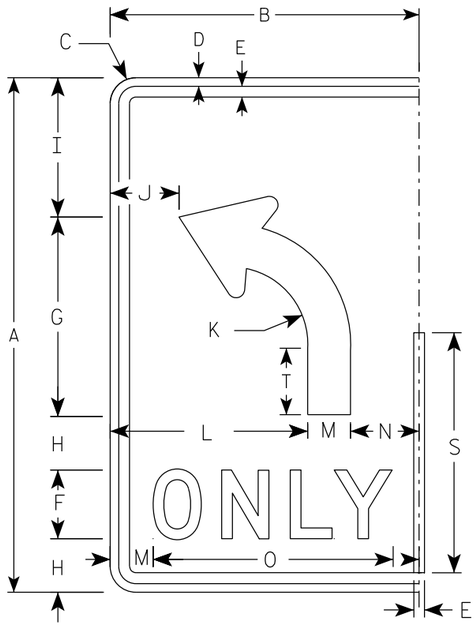
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 259 | E

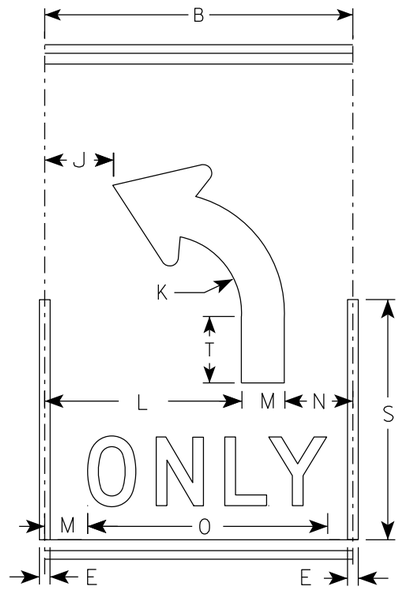
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:18 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

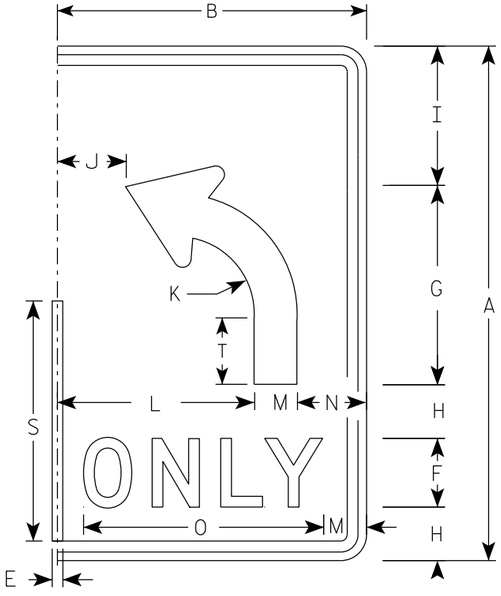
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



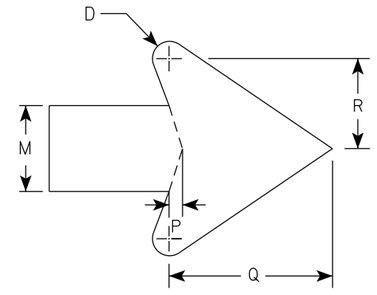
(L)



(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 1/2	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 1/2	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 1/2	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 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 260 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:02 PLOT BY : mscj9h PLOT NAME :

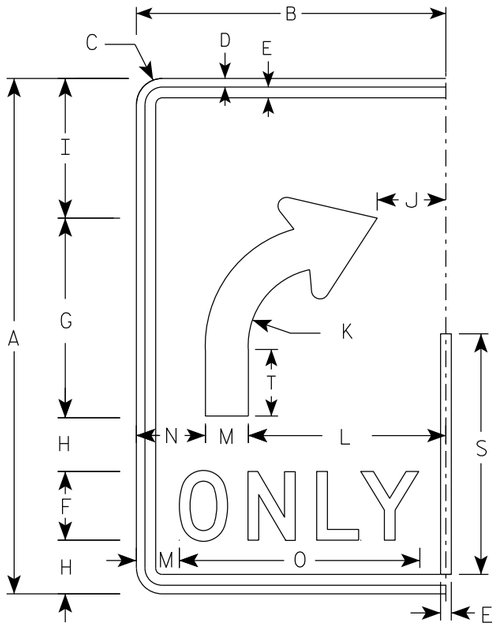
WISDOT/CADDS SHEET 42

7

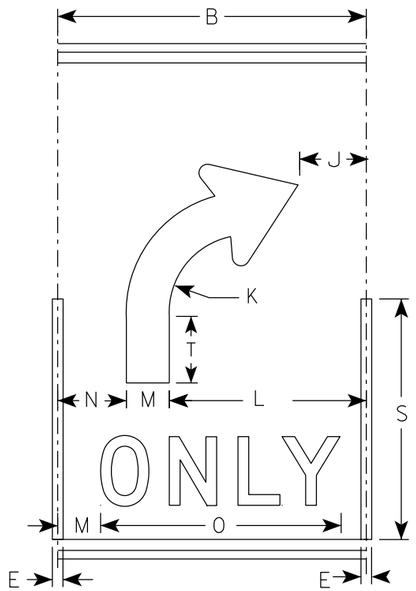
7

NOTES

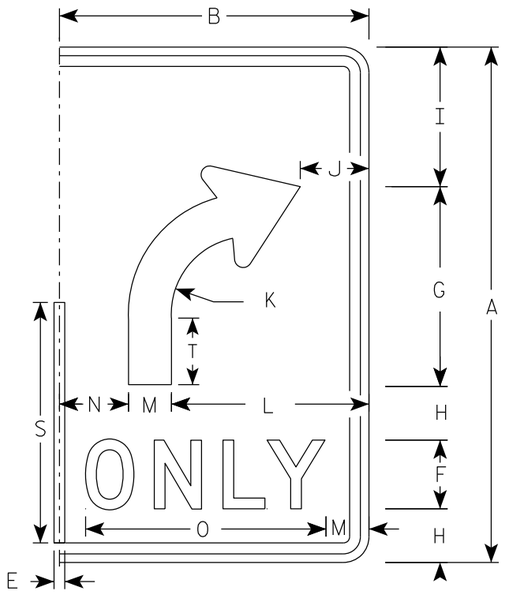
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



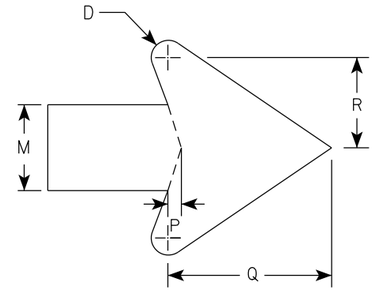
(R)



(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 1/2	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 1/2	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 1/2	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

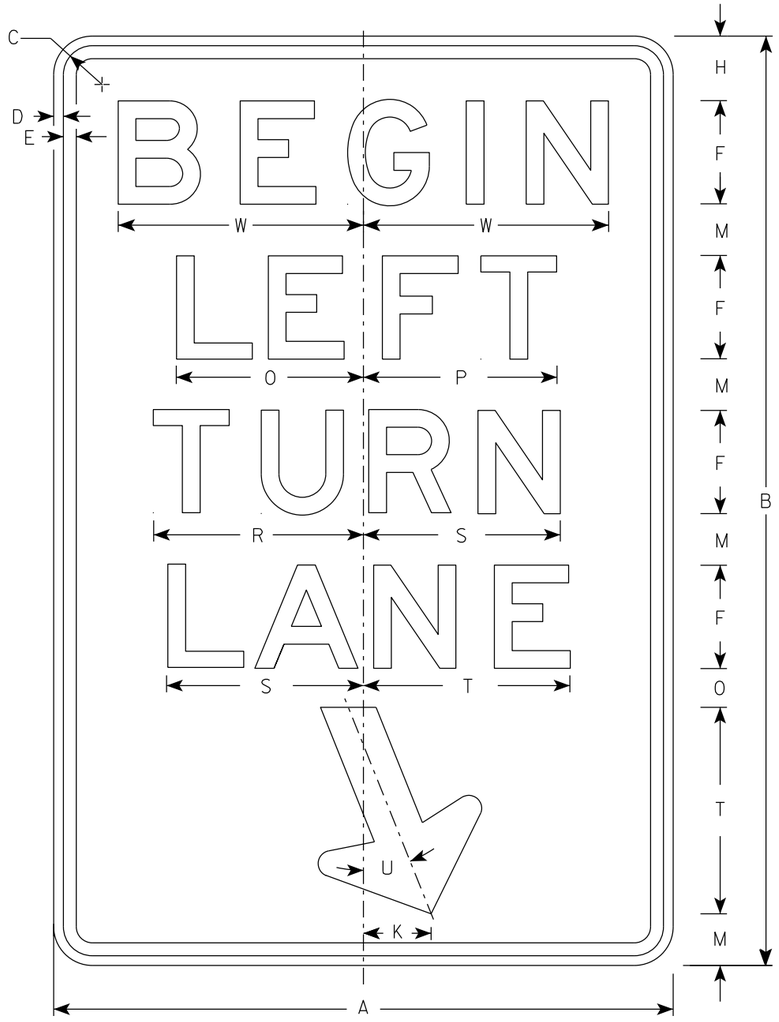
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

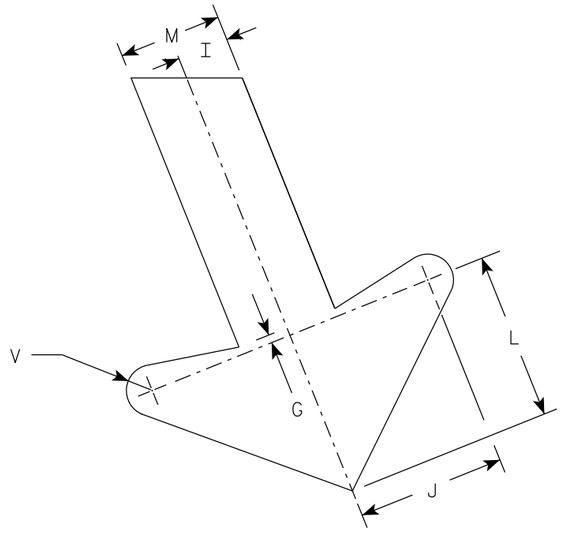
SHEET NO: 261 E



R3-20L

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	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

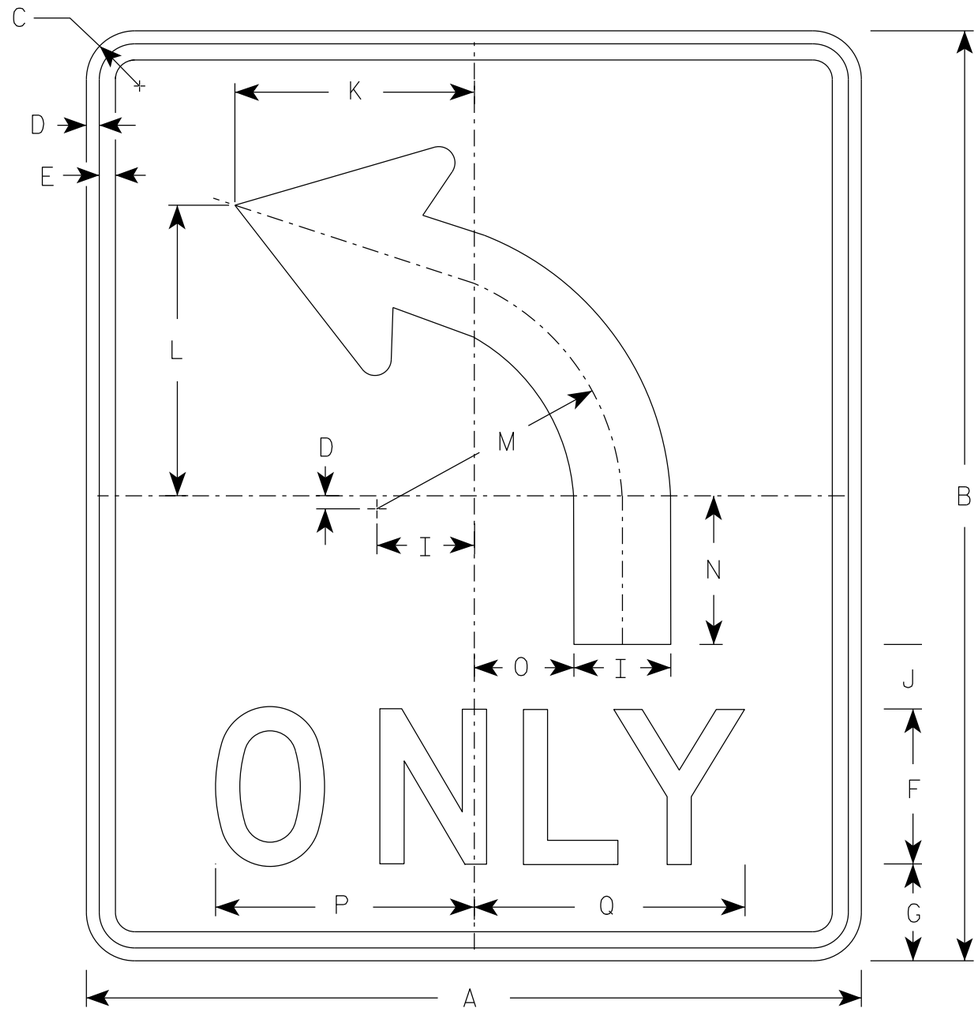
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

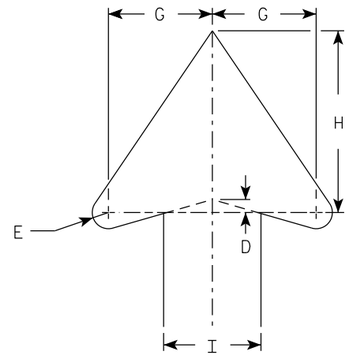
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 262 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R3-50R is the same as R3-50L except curved portion of arrow points right.



R3-50L



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	36	1 7/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
2M	30	36	1 7/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
3																											
4																											
5																											

STANDARD SIGN
R3-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

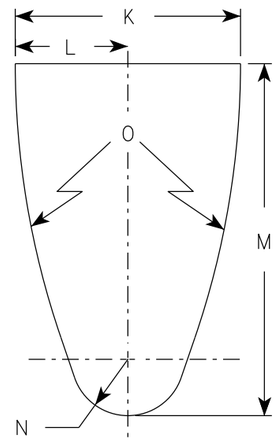
DATE 2/23/23 PLATE NO. R3-50.3

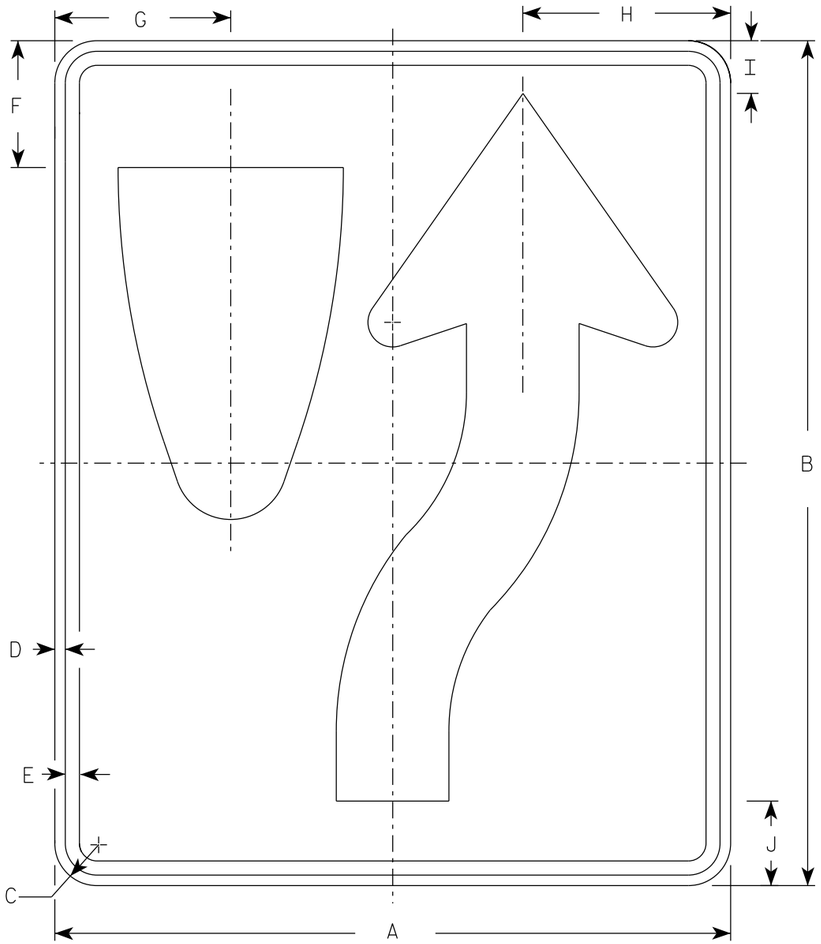
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 263	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

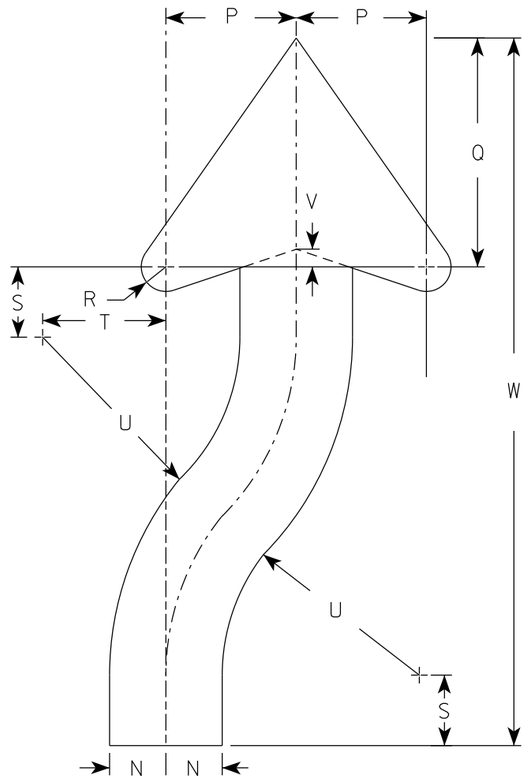
DIVIDER DETAIL





R4-7

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 1/2	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 1/2	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 1/2	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 7/8	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 7/8	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	3	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

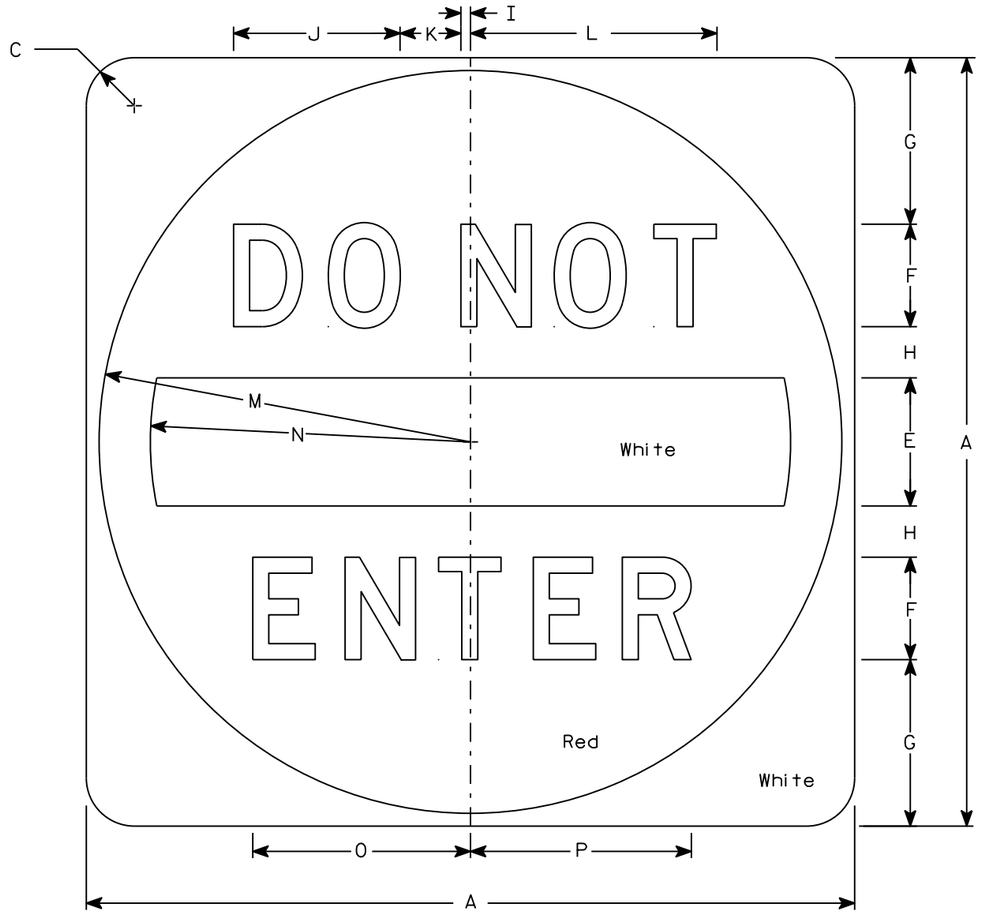
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 264	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

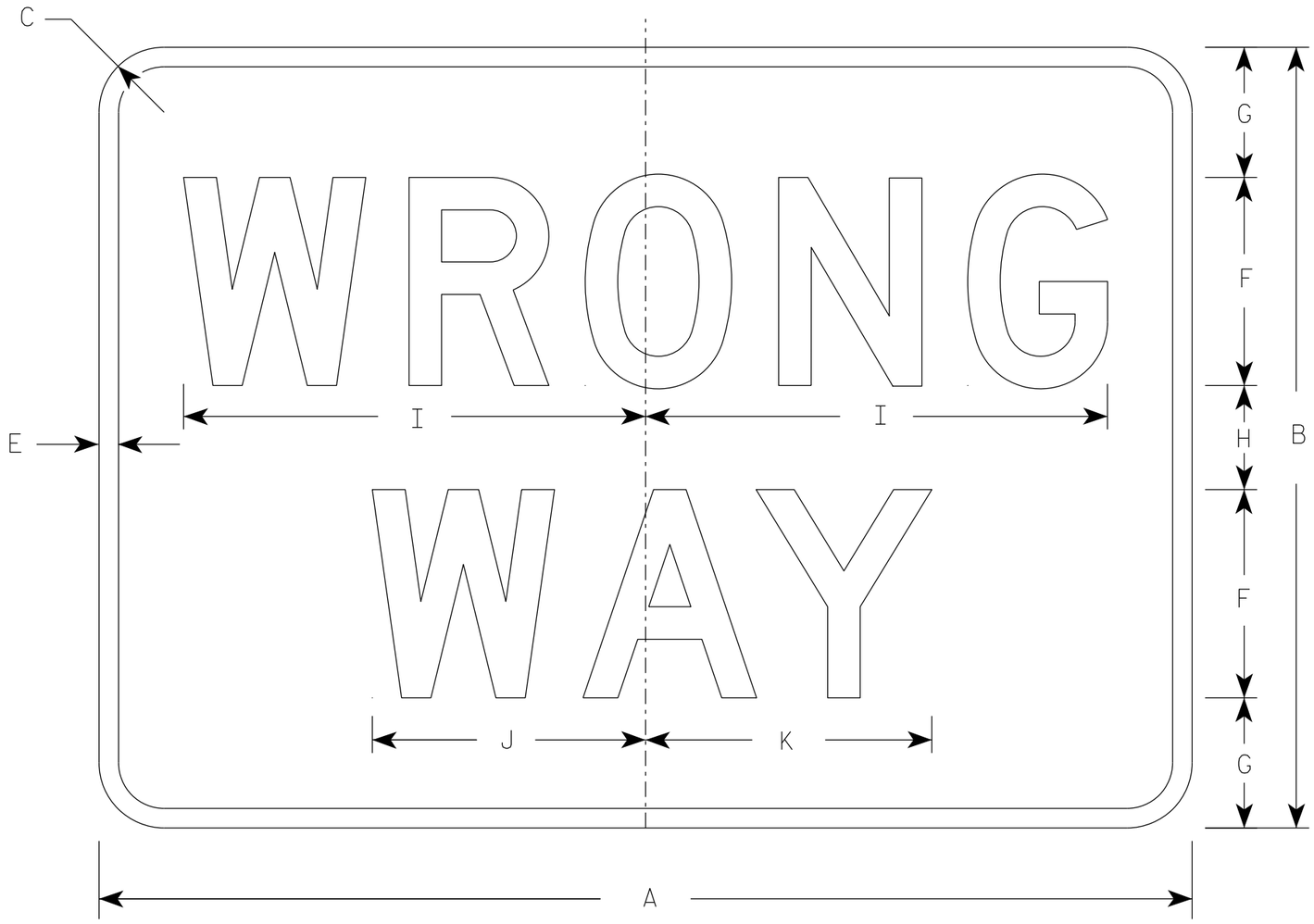
STANDARD SIGN
R5-1

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: 265 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   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	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	1 1/2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 266 | E

R8-8

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
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	24	30	1 1/2	3/8	1/2	4	3 5/8	2 1/4	9 1/4	9 5/8	6 5/8	3 5/8	10														5.0
2M	24	30	1 1/2	3/8	1/2	4	3 5/8	2 1/4	9 1/4	9 5/8	6 5/8	3 5/8	10														5.0
3	36	48	1 7/8	1/2	5/8	6	6	4	13 7/8	14 3/8	9 7/8	5 3/8	15														12.0
4	48	60	3	3/4	1	8	7 1/4	4 1/2	18 1/2	19 1/4	13 1/4	7 1/4	20														20.0
5																											

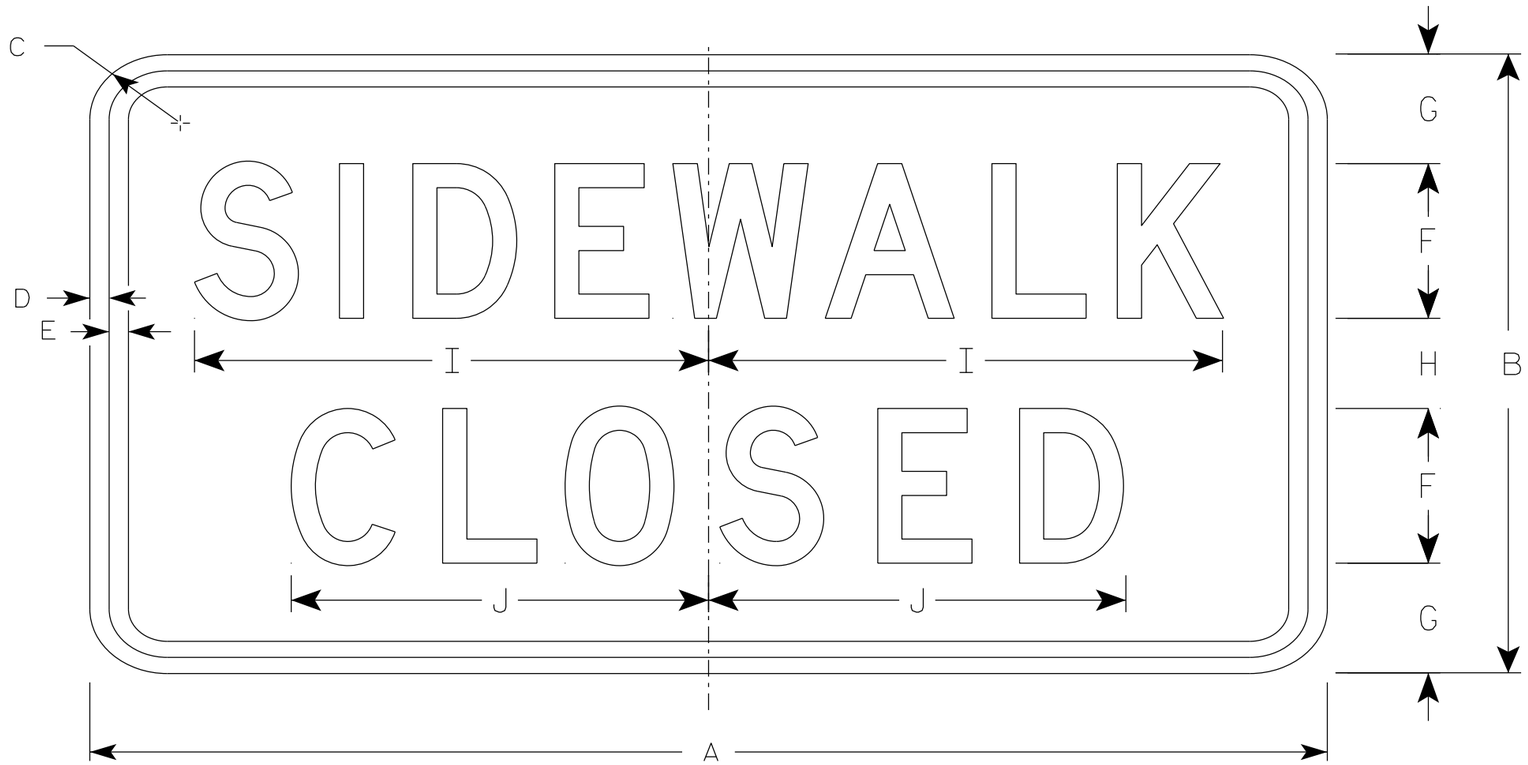
STANDARD SIGN
R8-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/24 PLATE NO. R8-8.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 267 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. 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 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

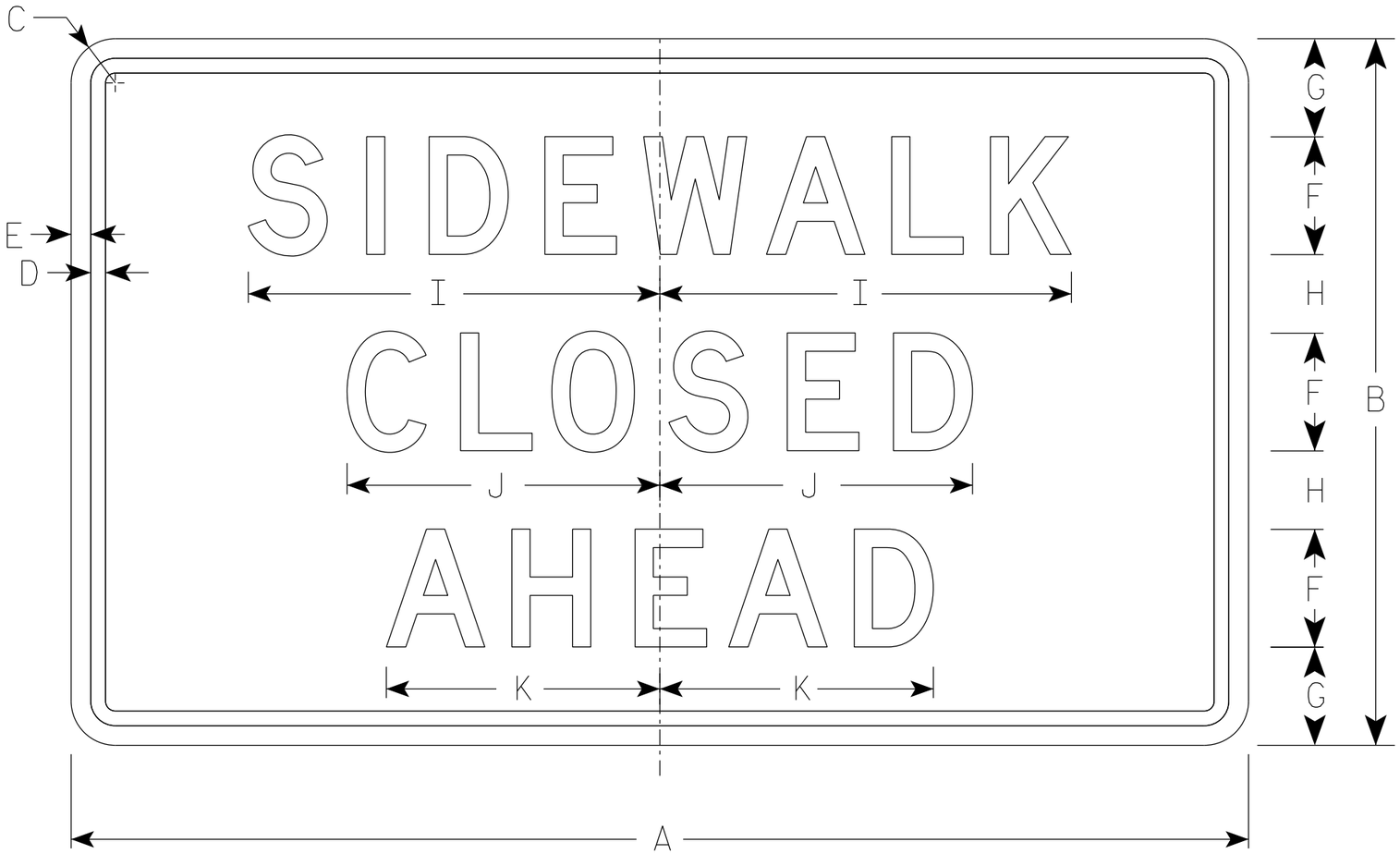
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 268 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R9-9A

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 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

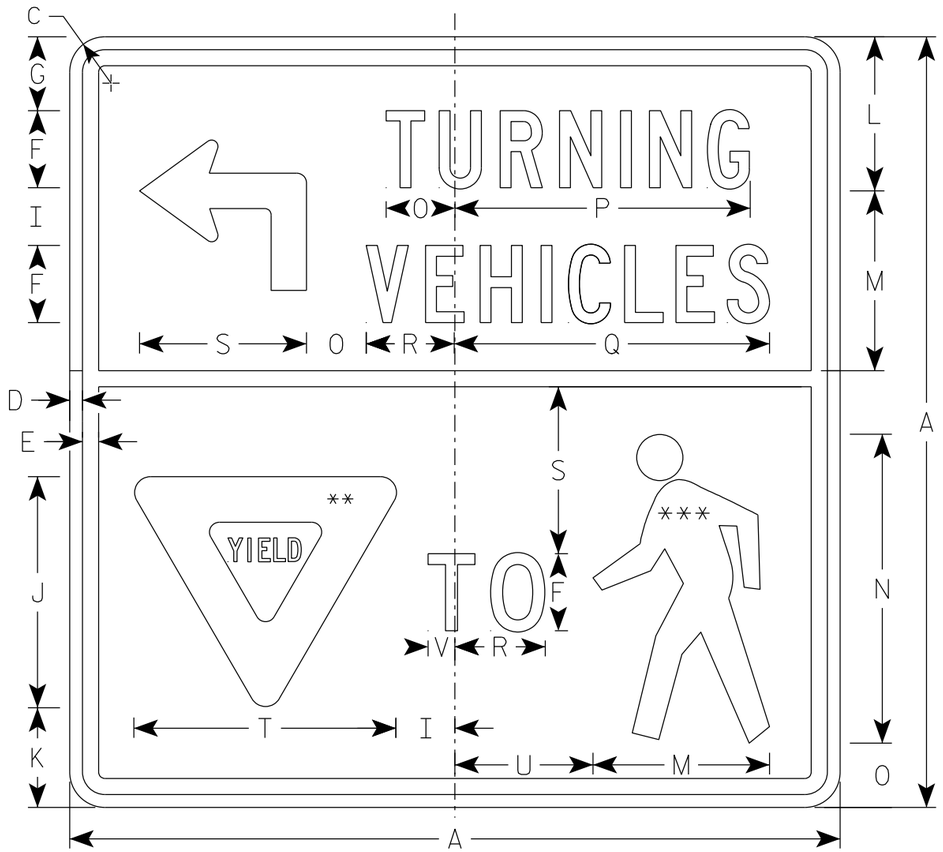
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 269 | E



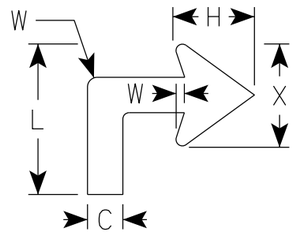
R10-15L

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color:
   - Background - Top Half - Yellow (Type F Reflective)
     Bottom Half - White (Type SH Reflective)
   - Message - Black
   - Yield Symbol - Red on White (Type SH Reflective)
   - Ped Symbol - Black on White (Type SH Reflective)
3. Message Series - C except "TO" Series D

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT



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		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
2M	30		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
3																											
4																											
5																											

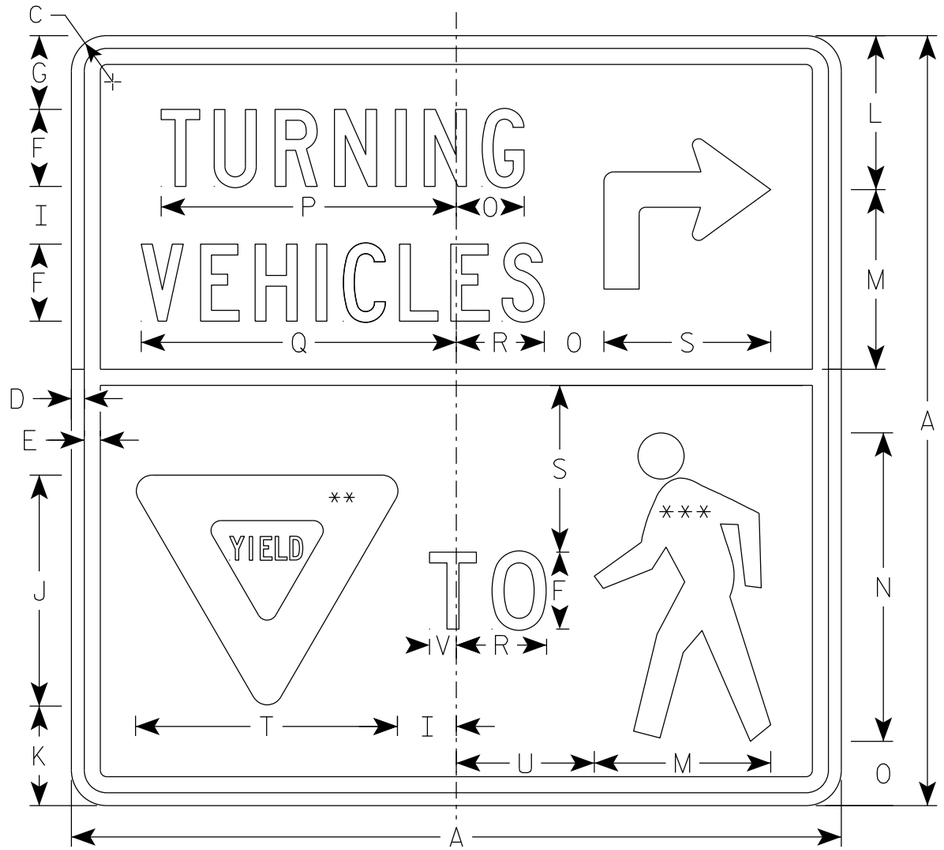
STANDARD SIGN
R10-15L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/24 PLATE NO. R10-15L.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 270 | E



R10-15R

NOTES

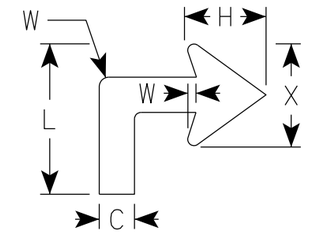
1. Sign is Type II - See Note 2 for Sheeting Type

2. Color:
   Background - Top Half - Yellow (Type F Reflective)
   Bottom Half - White (Type SH Reflective)
   Message - Black
   Yield Symbol - Red on White (Type SH Reflective)
   Ped Symbol - Black on White (Type SH Reflective)

3. Message Series - C except "TO" Series D

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT



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		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
2M	30		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
3																											
4																											
5																											

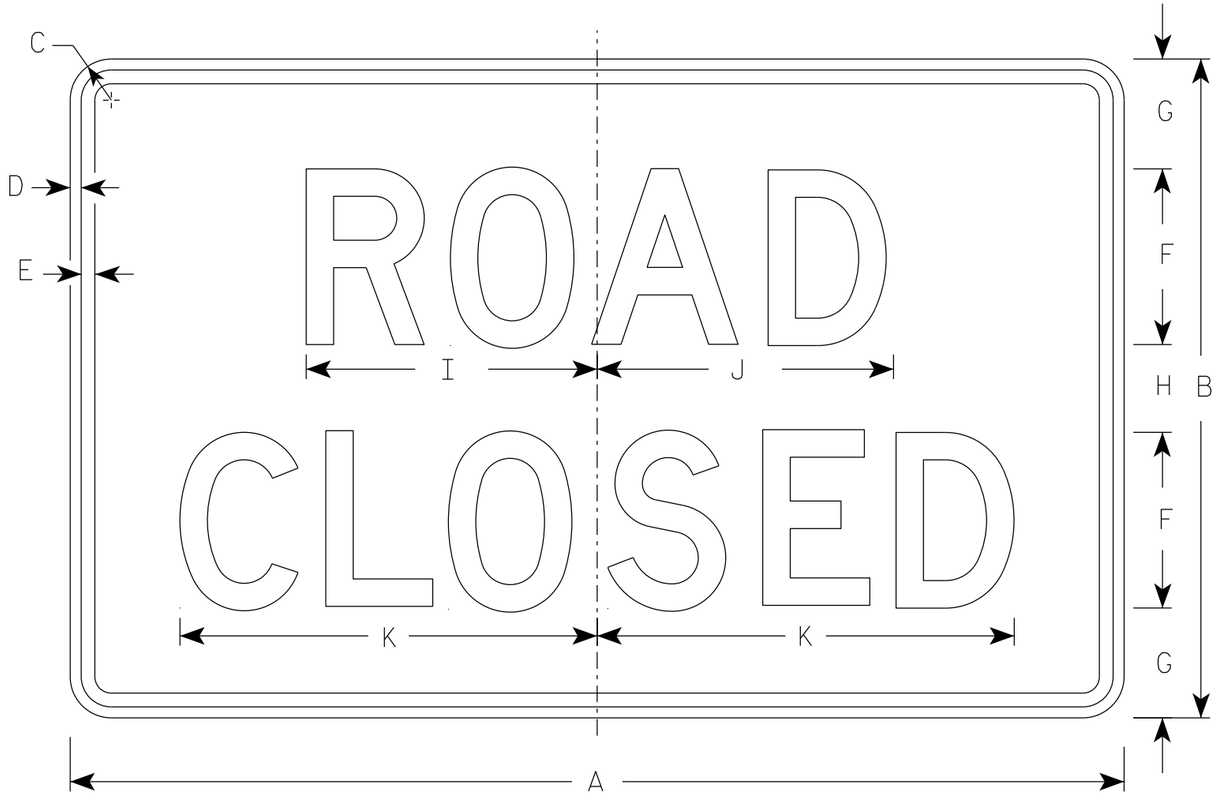
STANDARD SIGN
R10-15R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/24 PLATE NO. R10-15R.3

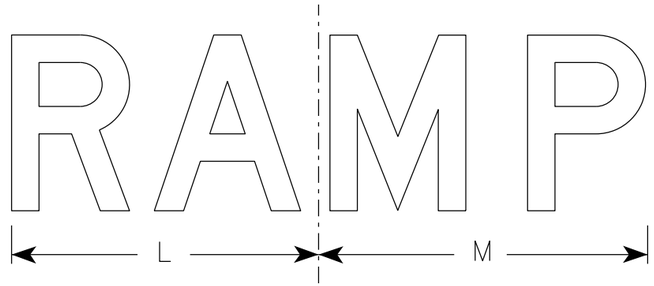
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 271 E



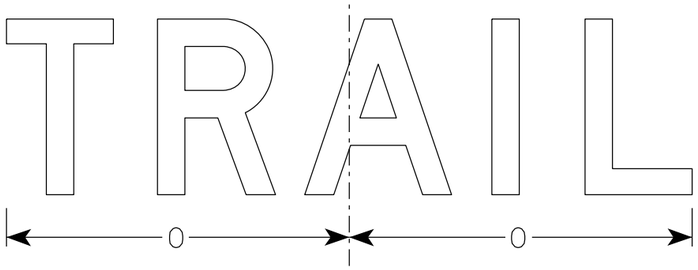
R11-2

NOTES

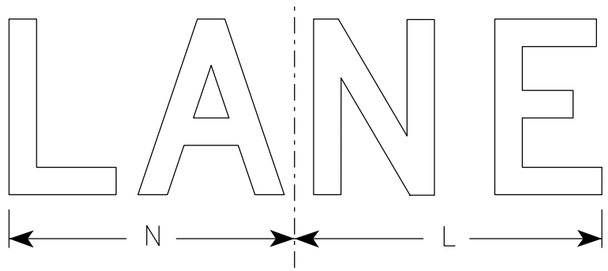
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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 7/8	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 7/8	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 7/8	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 7/8	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 7/8	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

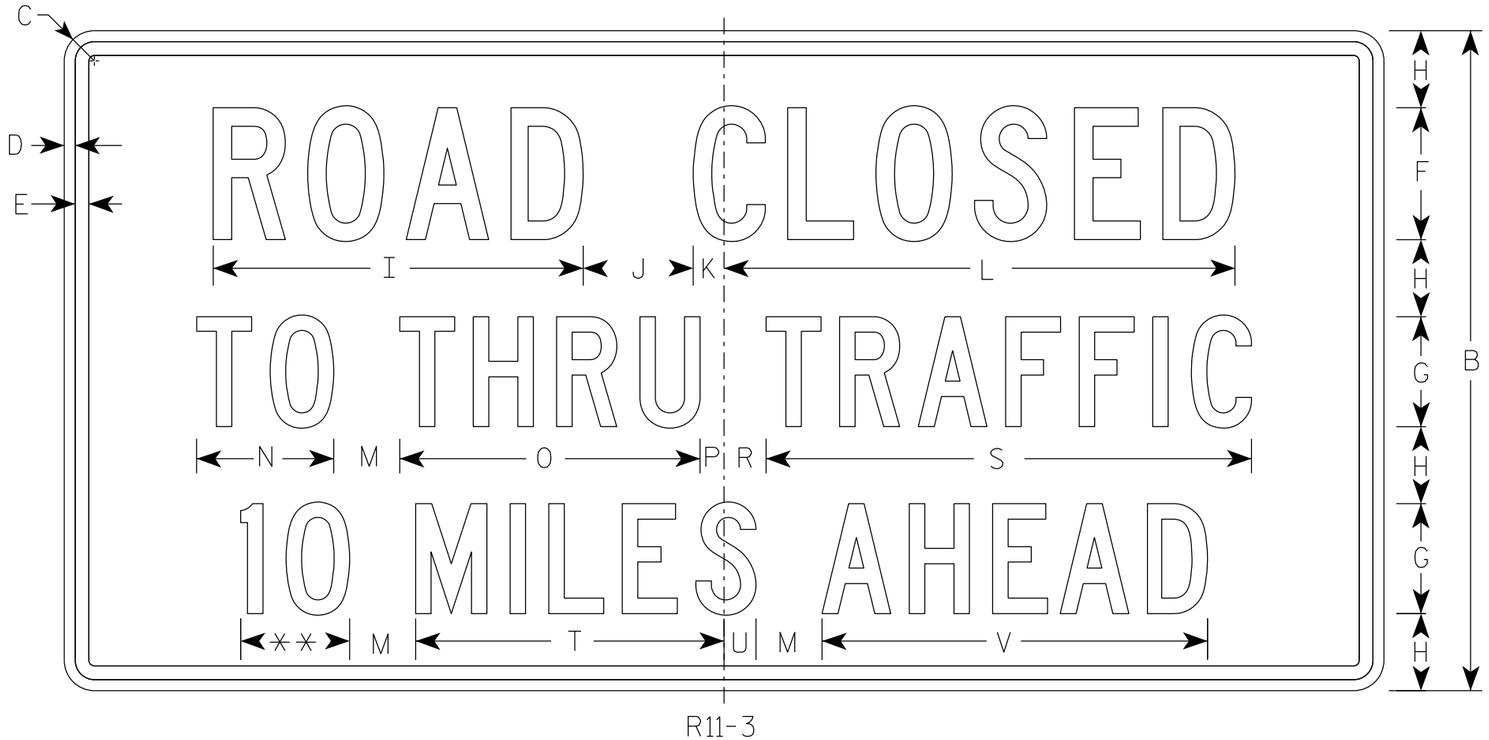
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 272 E

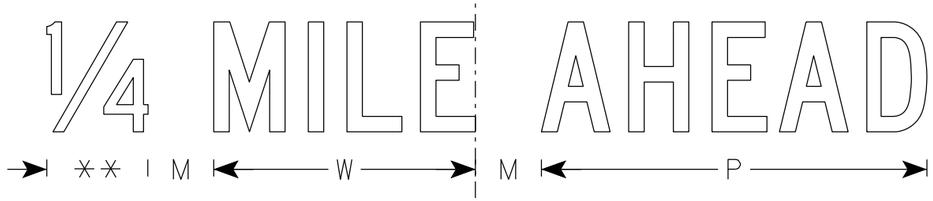
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

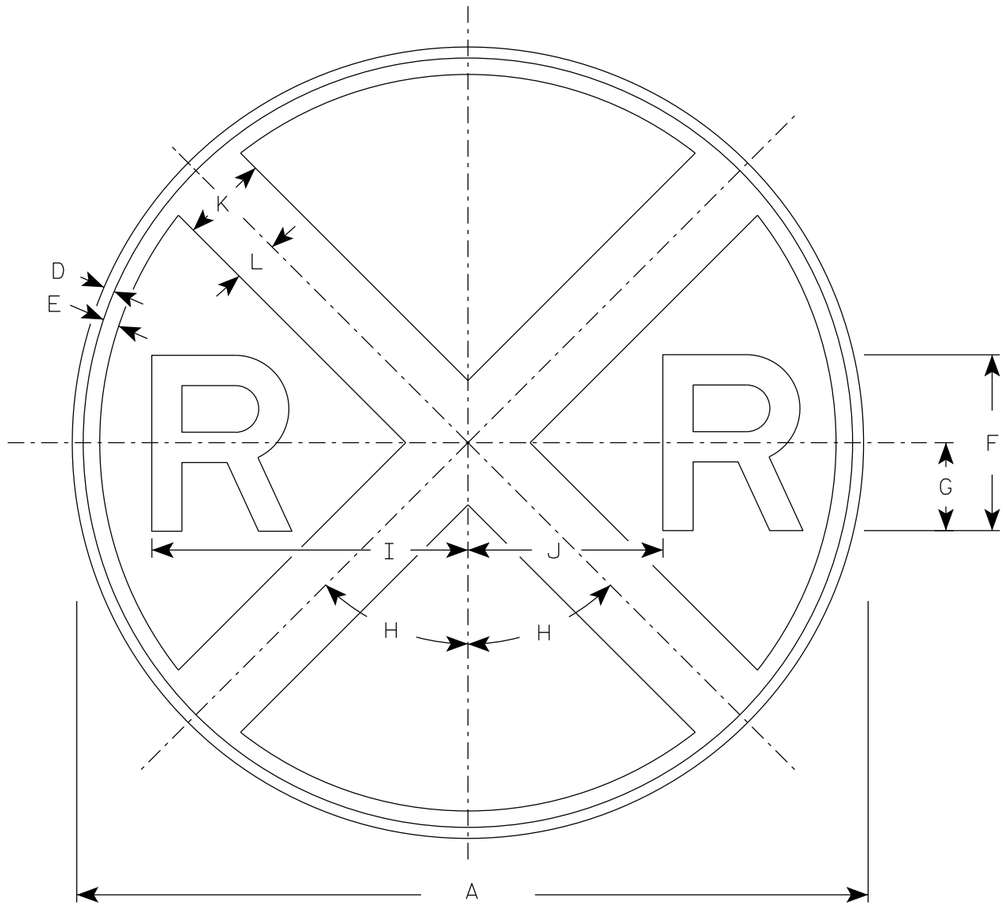
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 273	E



W10-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30			3/8	5/8	7	3 1/2	45°	12 3/8	7 1/8	3	1 1/2															4.91
2S	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
2M	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
3	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
4	48			3/4	1 1/4	10	5	45°	18 3/8	11 5/8	5	2 1/2															12.57
5																											

STANDARD SIGN
W10-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

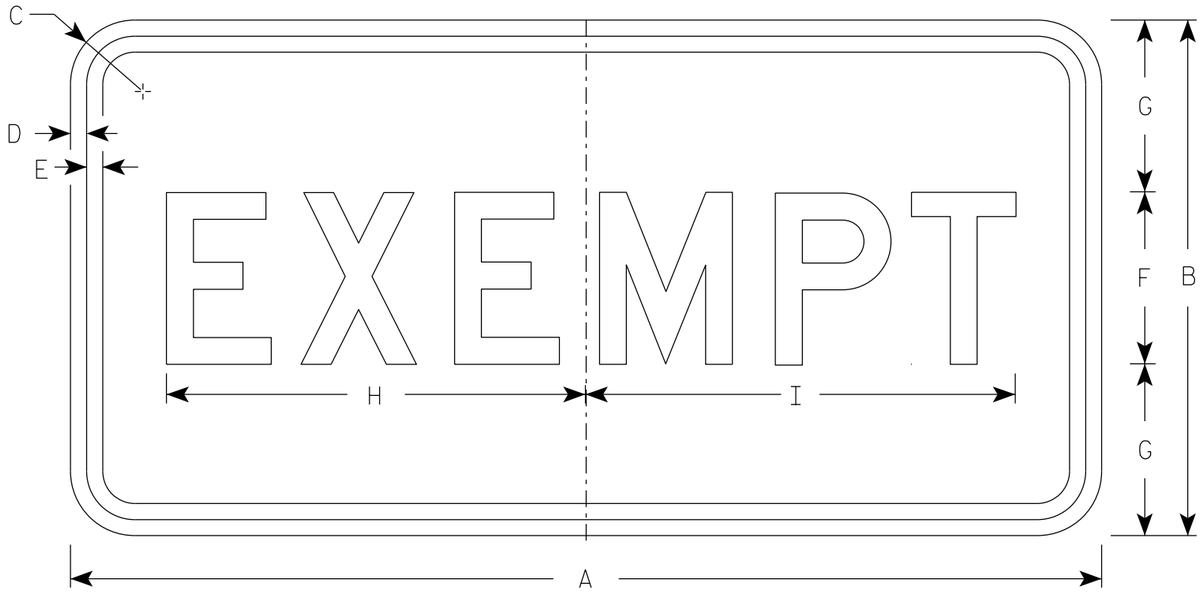
DATE 3/27/24 PLATE NO. W10-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 274 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate_W101.dgn PLOT DATE : 27-MAR 2024 3:30 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - See Note 4
   Message - Black
3. Message Series - D
4. Background - R15-3 is White Type H Reflective
   W10-1A is Yellow.



R15-3
and
W10-1A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	4	4	9 3/4	10																		2
2M	24	12	1 1/2	3/8	3/8	4	4	9 3/4	10																		2
3																											
4																											
5																											

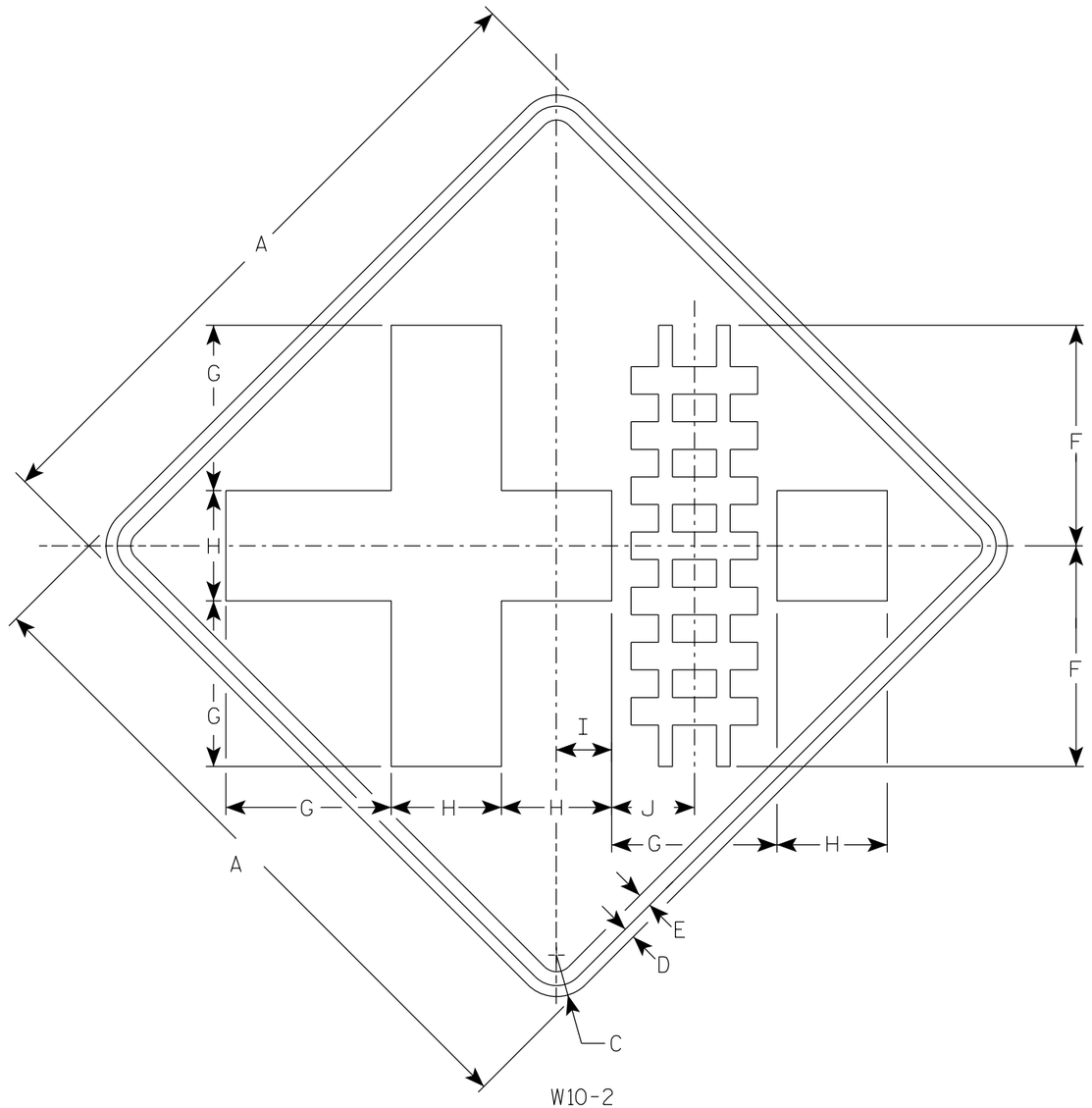
STANDARD SIGN
R15-3 & W10-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/13/2023 PLATE NO. R15-3.8

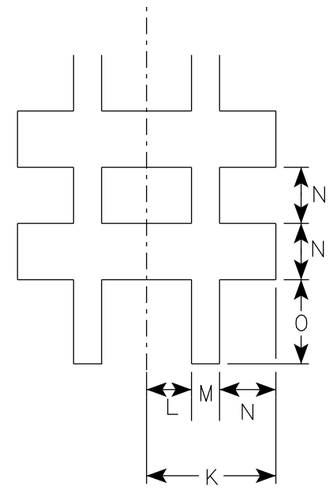
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 275 | **E**



W10-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	10	7 1/2	5	2 1/2	3 3/4	2 7/8	1	5/8	1 1/4	1 7/8												6.25
2S	36		2 1/4	5/8	3/4	12	9	6	3	4 1/2	3 3/8	1 1/8	3/4	1 1/2	2 1/4												9.0
2M	36		2 1/4	5/8	3/4	12	9	6	3	4 1/2	3 3/8	1 1/8	3/4	1 1/2	2 1/4												9.0
3	36		2 1/4	5/8	3/4	12	9	6	3	4 1/2	3 3/8	1 1/8	3/4	1 1/2	2 1/4												9.0
4	48		3	3/4	1	16	12	8	4	6	4 1/2	1 1/2	1	2	3												16.0
5																											

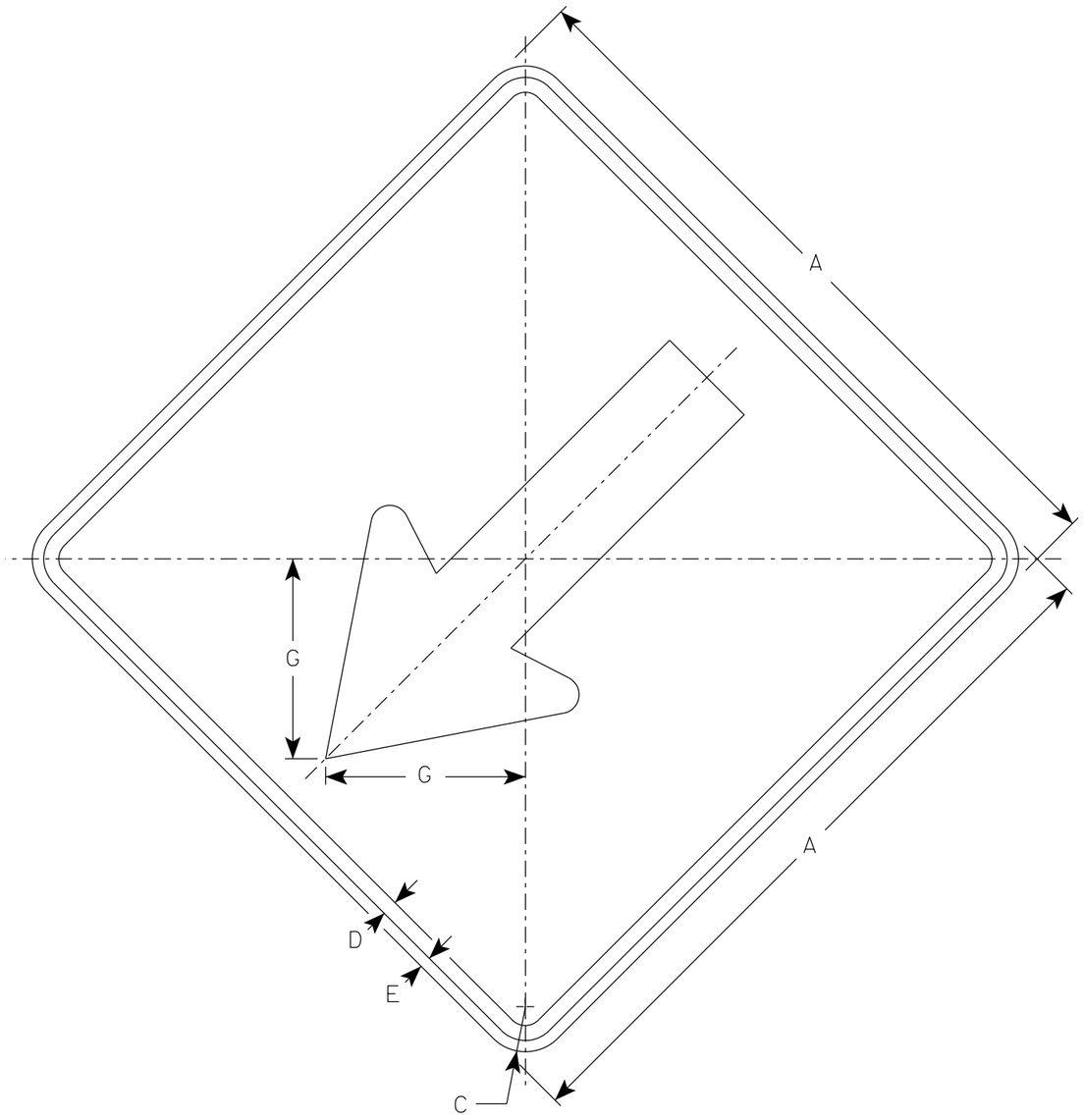
STANDARD SIGN
W10-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/13/2023 PLATE NO. W10-2.9

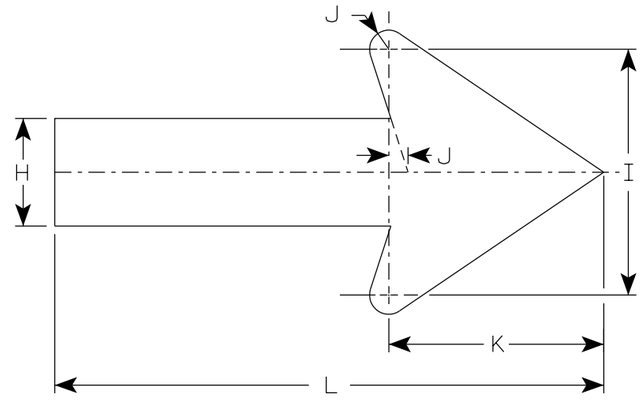
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 276 E



W12-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	1/2	3/8		6 5/8	3 1/2	8	5/8	7	18															4.0
2M	24		1 1/2	1/2	3/8		6 5/8	3 1/2	8	5/8	7	18															4.0
3	30		1 7/8	5/8	1/2		8 1/4	4 3/8	10	3/4	8 3/4	22 3/8															6.25
4	36		2 1/4	3/4	5/8		10 3/8	5 1/2	12 1/2	1	11	27 7/8															9.0
5	48		3	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16.0

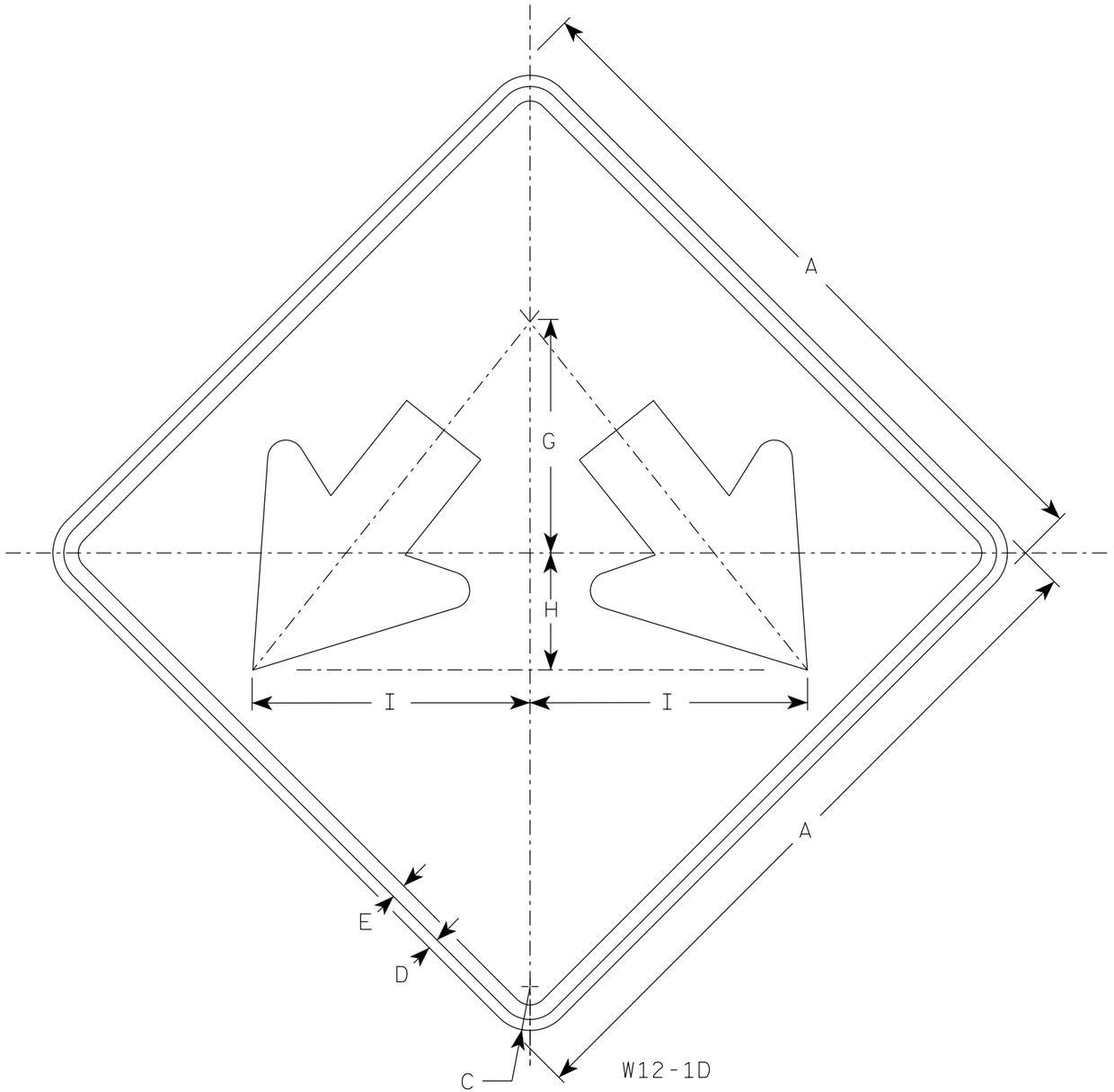
STANDARD SIGN
W12-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

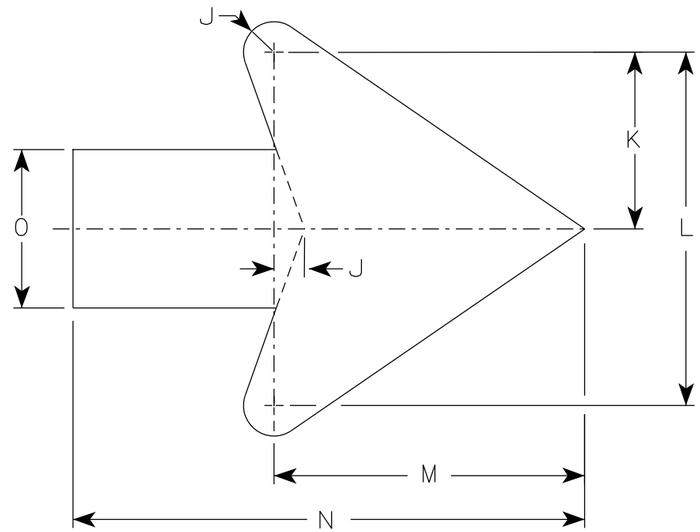
DATE 11/30/2023 PLATE NO. W12-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq sq. ft.
1																											
2S	24		1 1/2	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 1/2	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 7/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		2 1/4	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	48		3	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

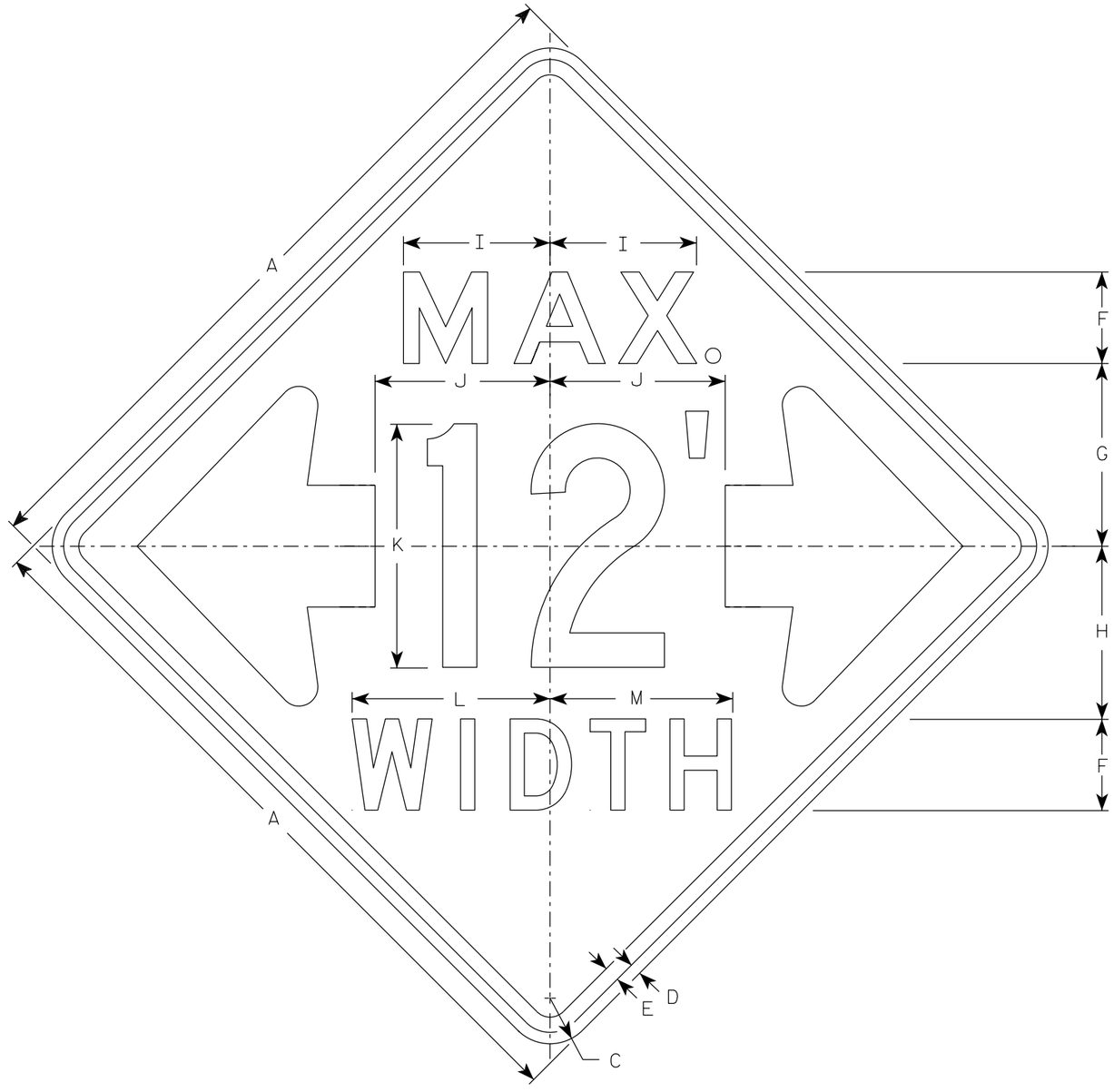
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/30/2023 PLATE NO. W12-1D.16

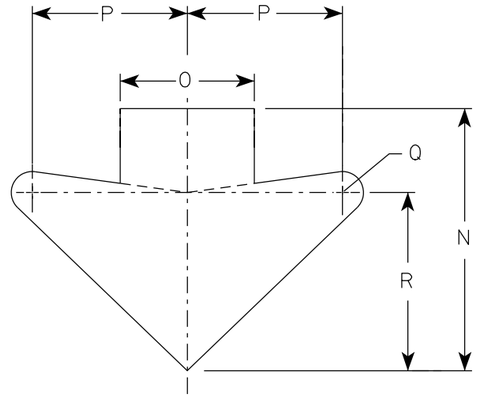
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 278	E



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		3	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		3	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

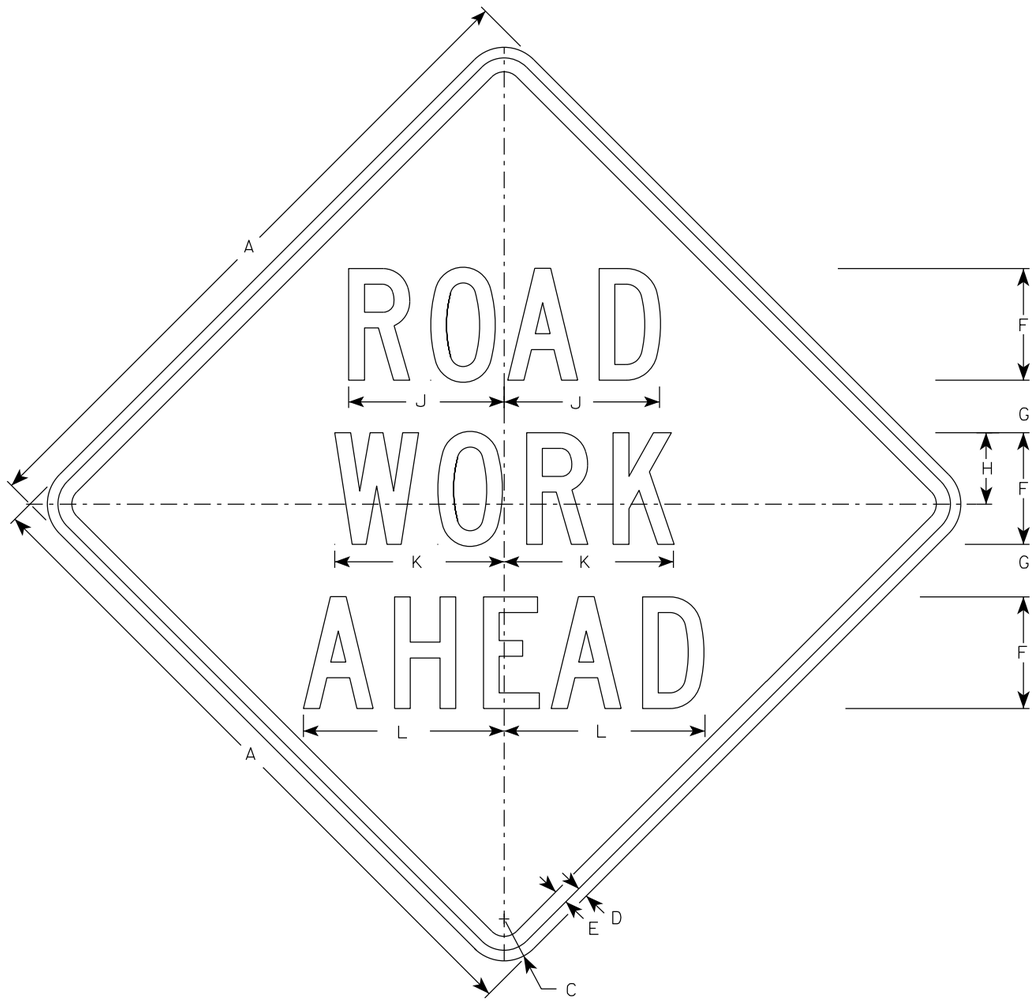
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

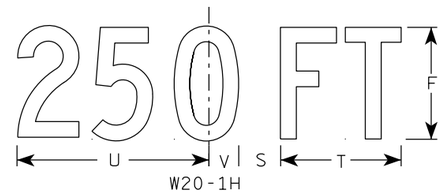
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

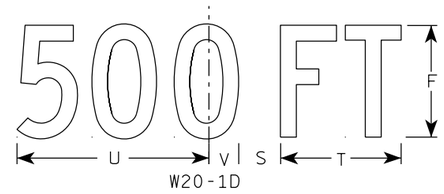
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 279 | E



W20-1A



W20-1H



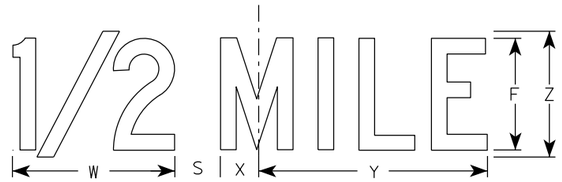
W20-1D

W20-1C

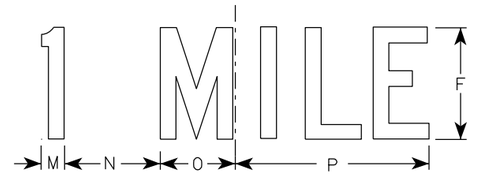
W20-1B

NOTES

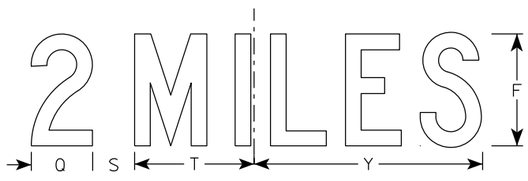
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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		2 1/4	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		3	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		3	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		3	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		3	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		3	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

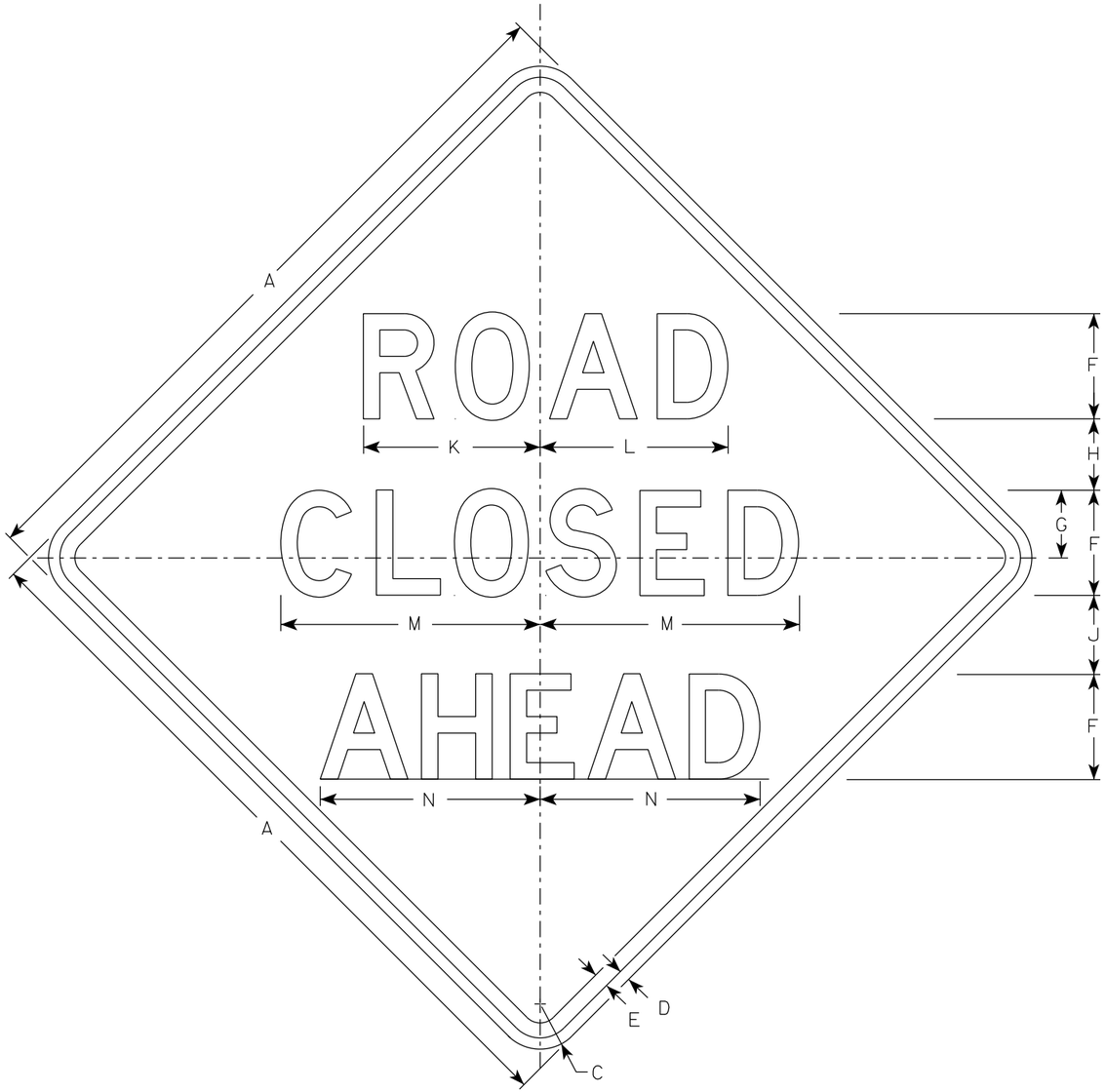
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

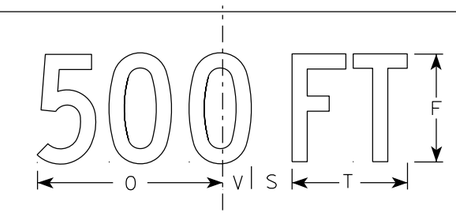
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

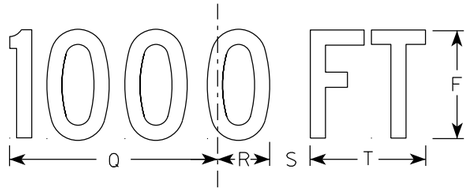
SHEET NO: 280 E



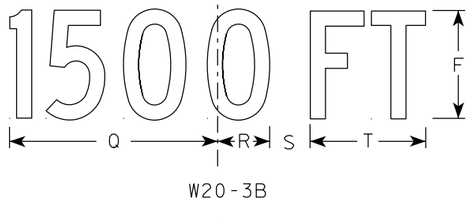
W20-3A



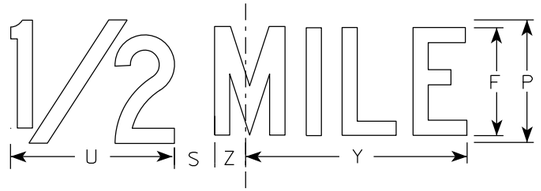
W20-3D



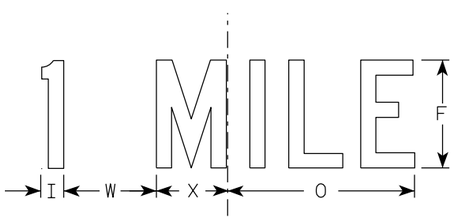
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

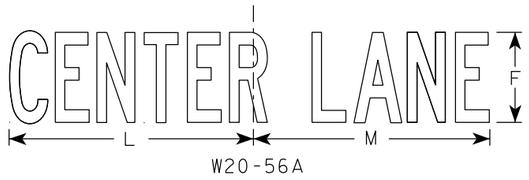
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

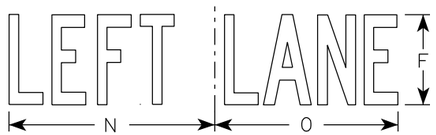
DATE 1/10/2024 PLATE NO. W20-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

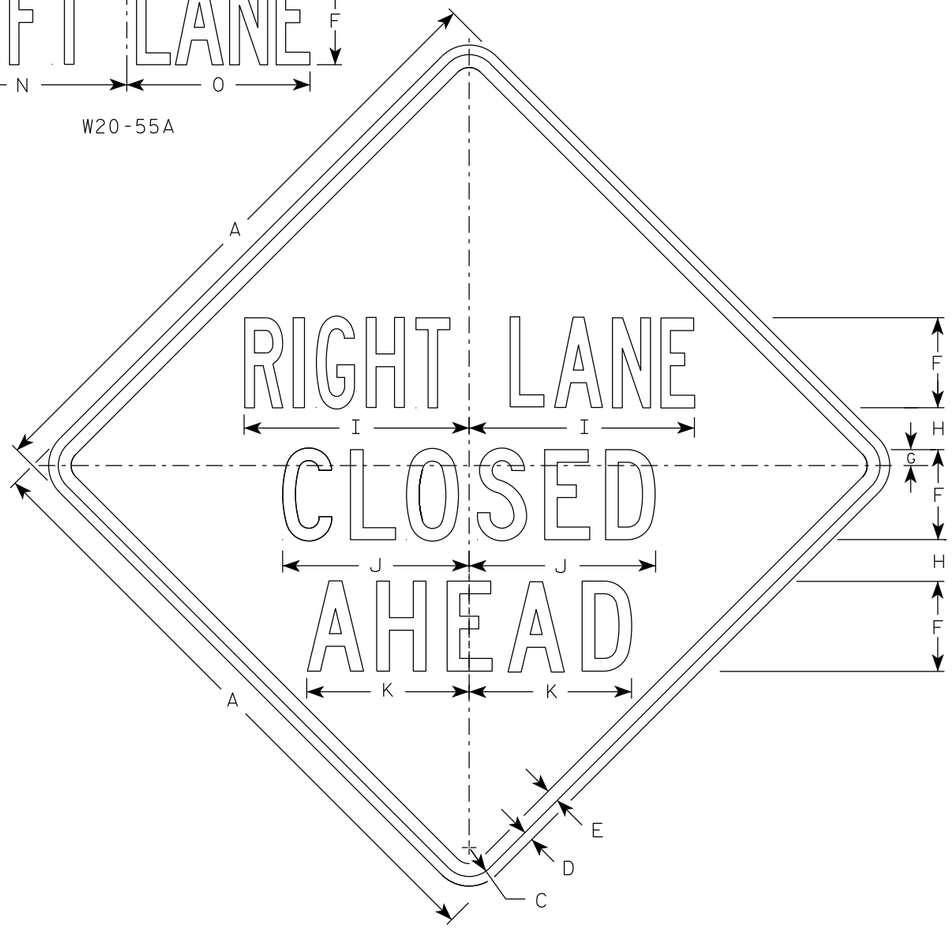
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



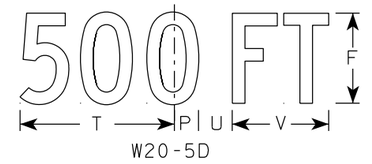
W20-56A



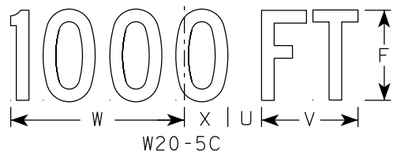
W20-55A



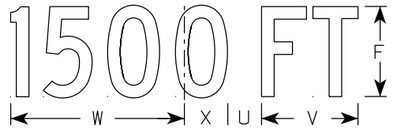
W20-5A



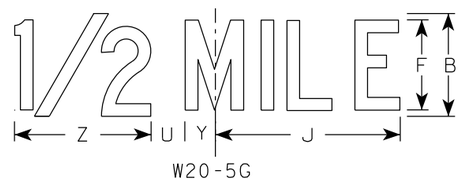
W20-5D



W20-5C



W20-5B



W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective
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	2 1/4	5/8	3/4	5	7/8	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 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	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	3	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	3	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	3	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	3	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

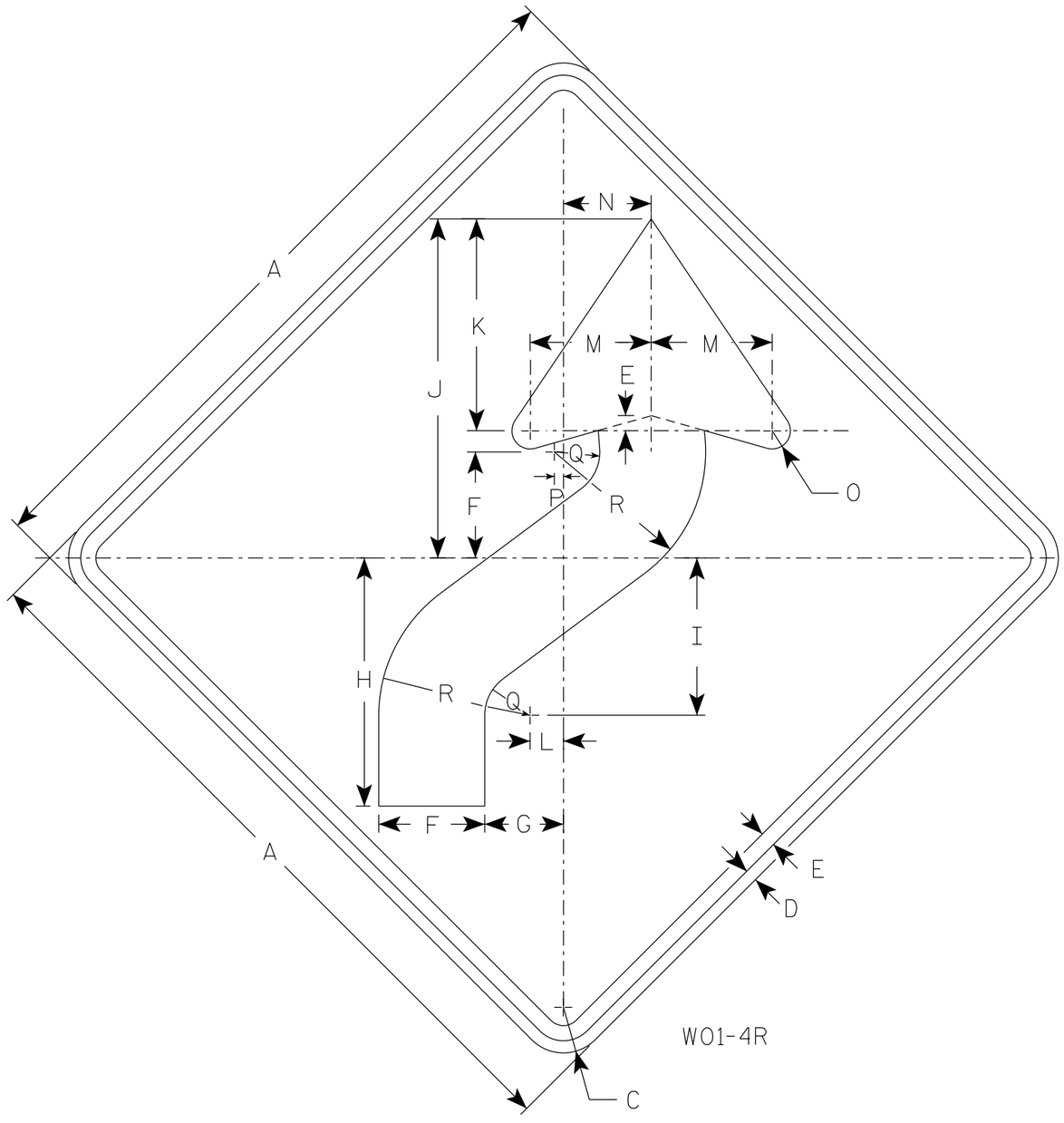
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 282	E



W01-4R

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. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

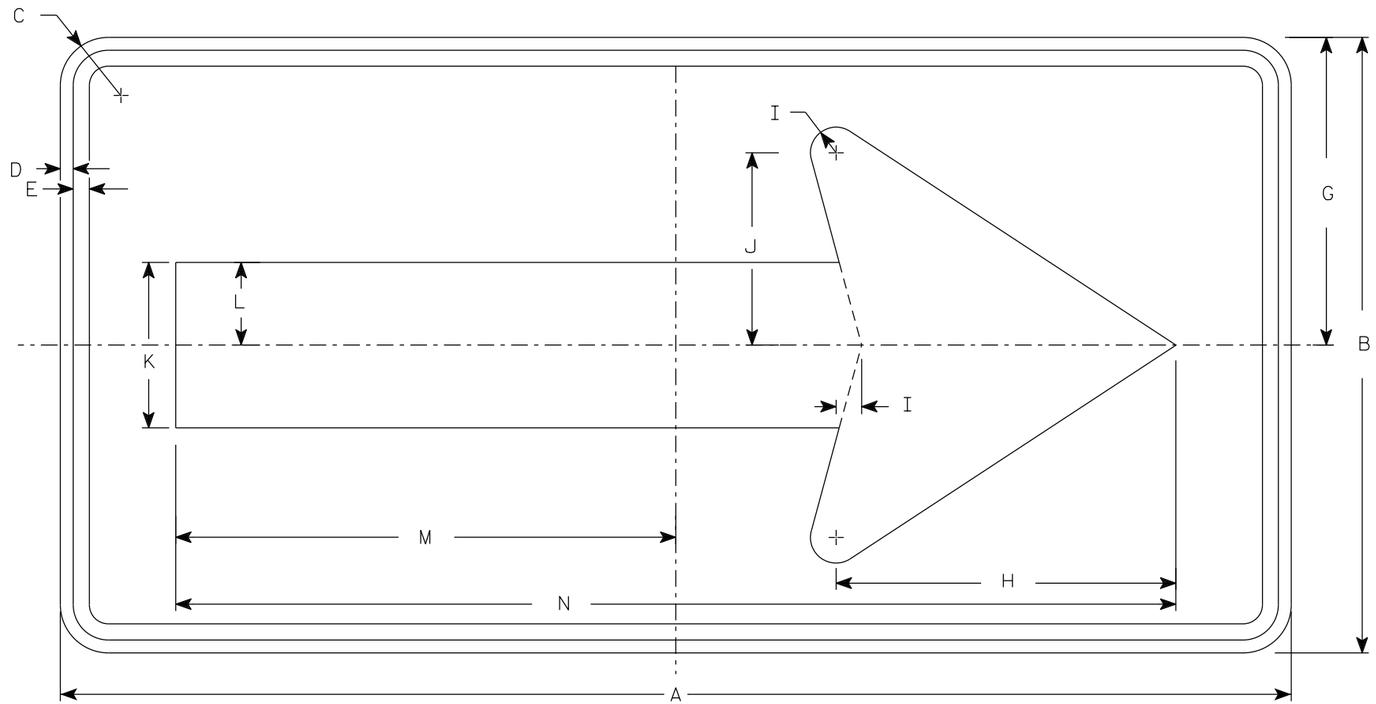
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 283 E



WO1-6

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																											
2S	48	24	1 7/8	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 7/8	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 7/8	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 7/8	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 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

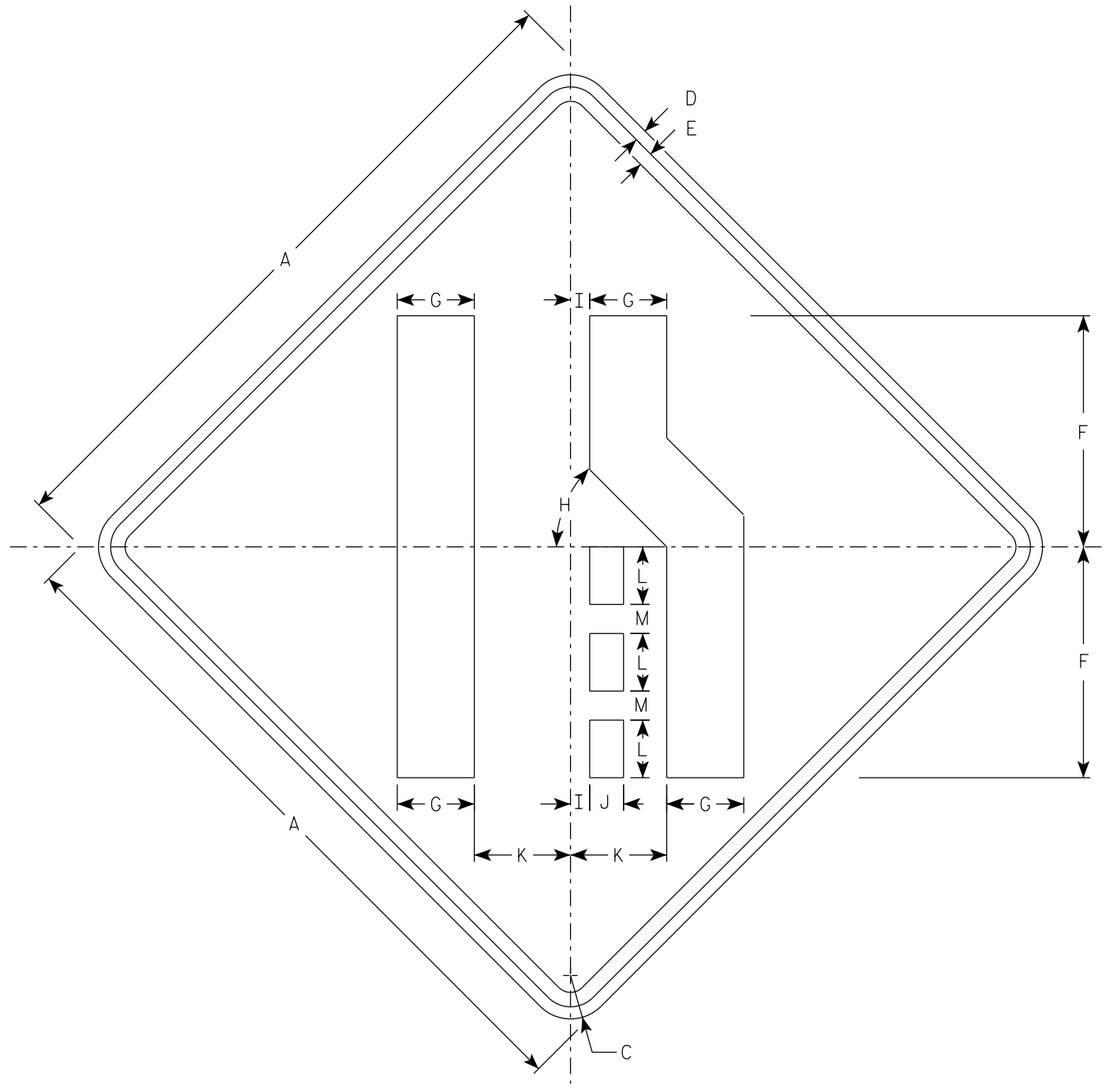
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W04-2R

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. 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		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	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

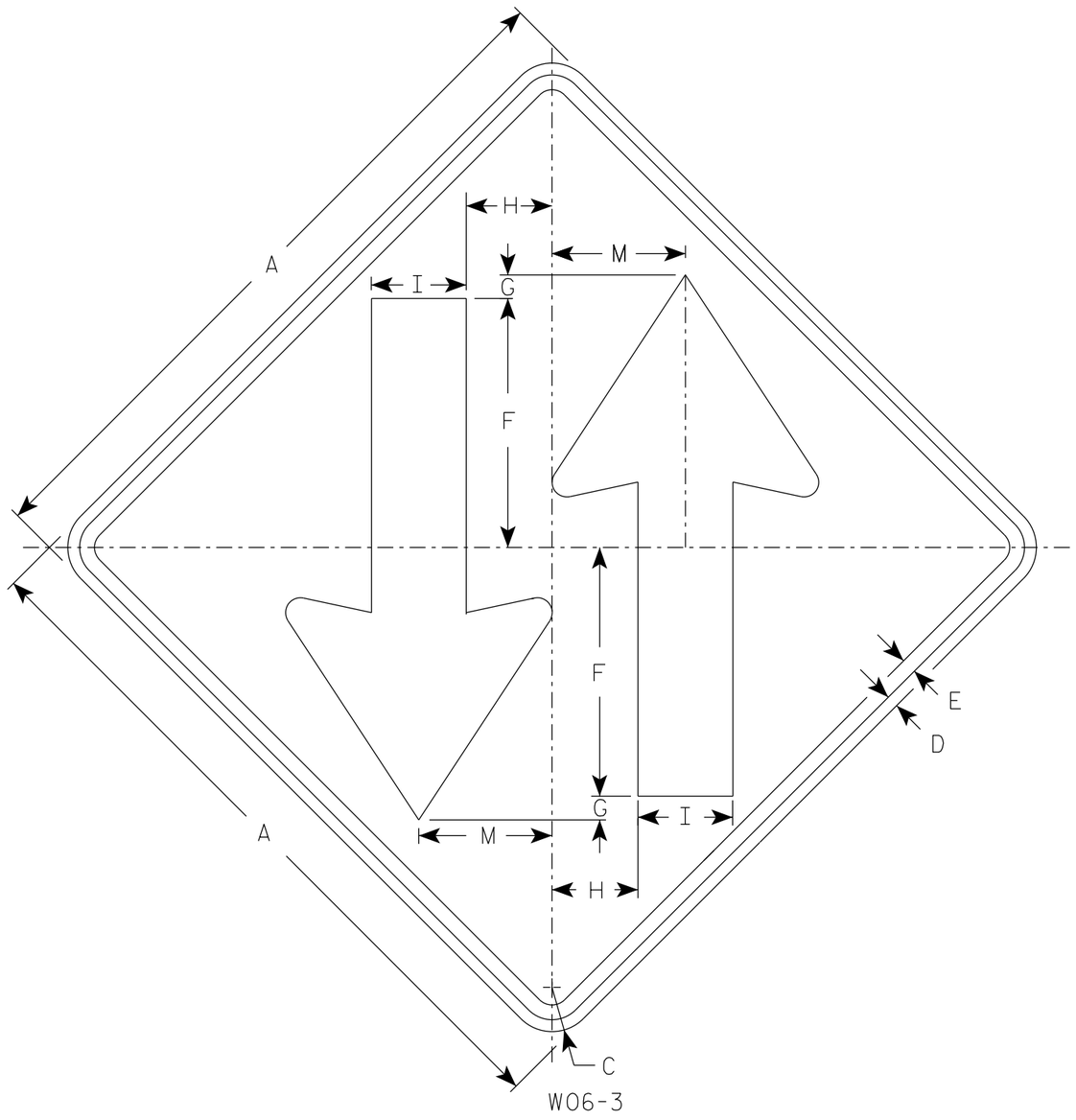
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

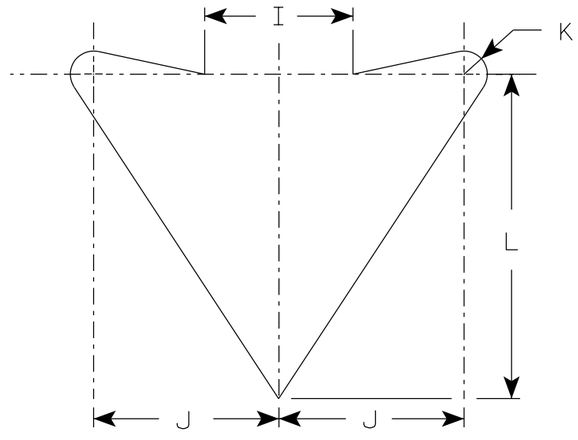
SHEET NO: 285 E



W06-3

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	36		2 1/4	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

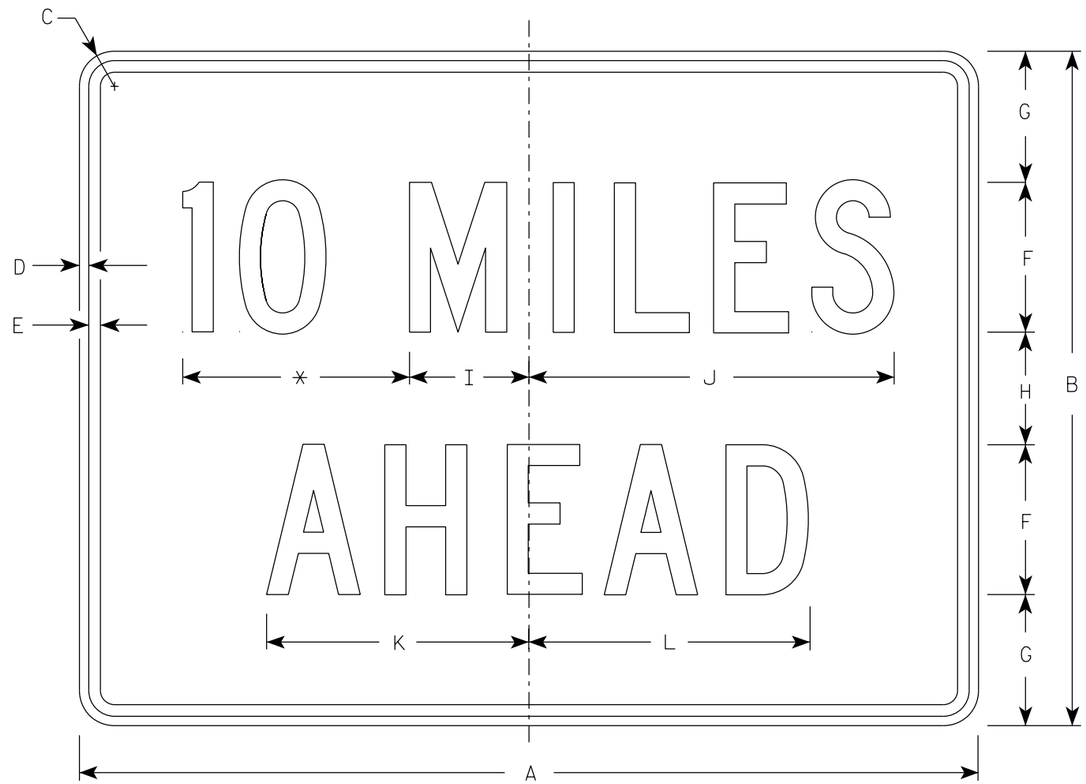
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/30/2024 PLATE NO. W06-3.2

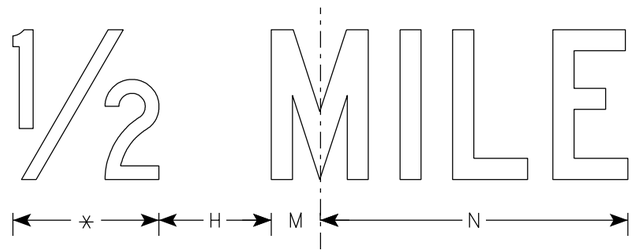
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 286 | E

7

7



W057-52



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.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 287 | E

USH 51

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.10	
653+83.00	0.00	173.47	4.34	0	0	0	0	0
654+00.00	17.00	186.24	4.97	113	3	113	3	110
654+50.00	50.00	212.69	3.46	369	8	482	12	470
655+00.00	50.00	245.81	3.72	425	7	907	20	887
655+50.00	50.00	284.98	0.86	491	4	1,398	24	1,374
656+00.00	50.00	255.93	0.00	501	1	1,899	25	1,874
656+50.00	50.00	285.14	0.00	501	0	2,400	25	2,375
657+00.00	50.00	227.65	0.00	475	0	2,875	25	2,850
657+50.00	50.00	196.95	0.00	393	0	3,268	25	3,243
658+00.00	50.00	180.83	1.39	350	1	3,618	26	3,592
658+50.00	50.00	196.70	0.69	350	2	3,968	29	3,939
659+00.00	50.00	182.68	0.00	351	1	4,319	30	4,289
659+50.00	50.00	183.77	0.00	339	0	4,658	30	4,628
660+00.00	50.00	162.84	0.05	321	0	4,979	30	4,949
660+14.70	14.70	154.86	0.30	86	0	5,065	30	5,035
			TOTAL	5,065	27			

COURT ST EB

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.10	MASS ORDINATE
15+65.00	0.00	77.96	0.79	0	0	0	0	0
16+00.00	35.00	80.73	2.94	103	2	103	2	101
16+50.00	50.00	95.59	14.95	163	17	266	21	245
17+00.00	50.00	97.28	3.63	179	17	445	40	405
17+50.00	50.00	86.26	1.41	170	5	615	45	570
18+00.00	50.00	82.56	3.94	156	5	771	51	720
18+50.00 BK	50.00	77.85	0.00	149	4	920	55	865
20+03.05 AH	0.00	194.80	0.00	0	0	920	55	865
20+50.00	46.95	61.46	0.40	223	0	1,143	55	1,088
21+00.00	50.00	48.50	3.34	102	3	1,245	58	1,187
21+50.00	50.00	54.37	3.00	95	6	1,340	65	1,275
21+87.00	37.00	67.90	0.10	84	2	1,424	67	1,357
			TOTAL	1,424	61			

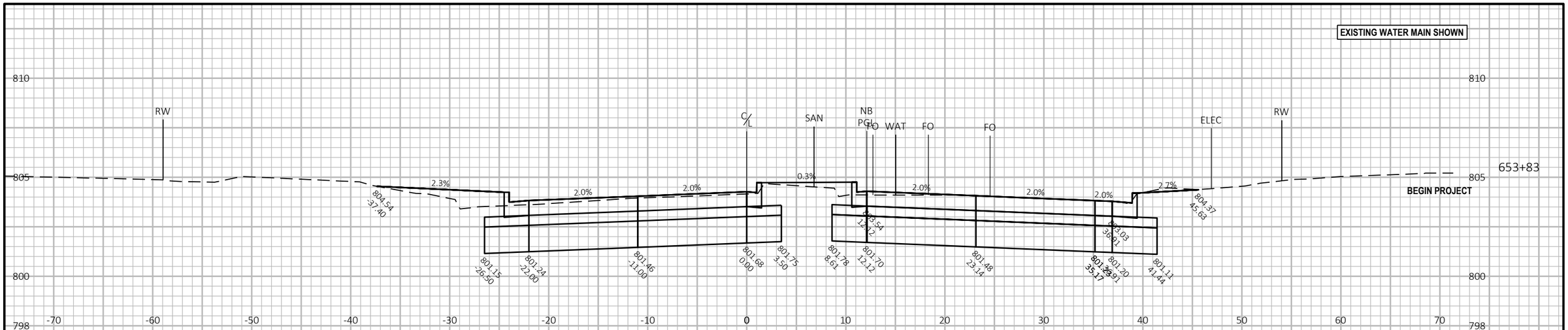
COURT ST WB

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.10	MASS ORDINATE
15+55.00	0.00	56.50	0.01	0	0	0	0	0
16+00.00	45.00	62.38	1.58	99	1	99	1	98
16+37.50	37.50	66.67	1.20	90	2	189	3	186
16+50.00	12.50	65.78	1.60	31	1	220	4	216
17+00.00	50.00	67.24	3.01	123	4	343	9	334
17+50.00	50.00	60.75	4.80	119	7	462	17	446
18+00.00	50.00	78.87	0.00	129	4	591	21	570
18+50.00	50.00	150.82	1.85	213	2	804	23	781
19+00.00 BK	50.00	45.66	0.00	182	2	986	25	961
20+25.13 AH	0.00	44.82	0.00	0	0	986	25	961
20+50.00	24.87	113.53	0.88	73	0	1,059	25	1,034
21+00.00	50.00	40.67	0.00	143	1	1,202	26	1,176
21+05.00	5.00	40.38	0.02	8	0	1,210	26	1,184
			TOTAL	1,210	24			

MADISON ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.10	MASS ORDINATE
41+00.00	0.00	57.72	0.58	0	0	0	0	0
41+30.00	30.00	62.28	0.38	67	1	67	1	66
			TOTAL	67	1			

EXISTING WATER MAIN SHOWN



9

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 290	E

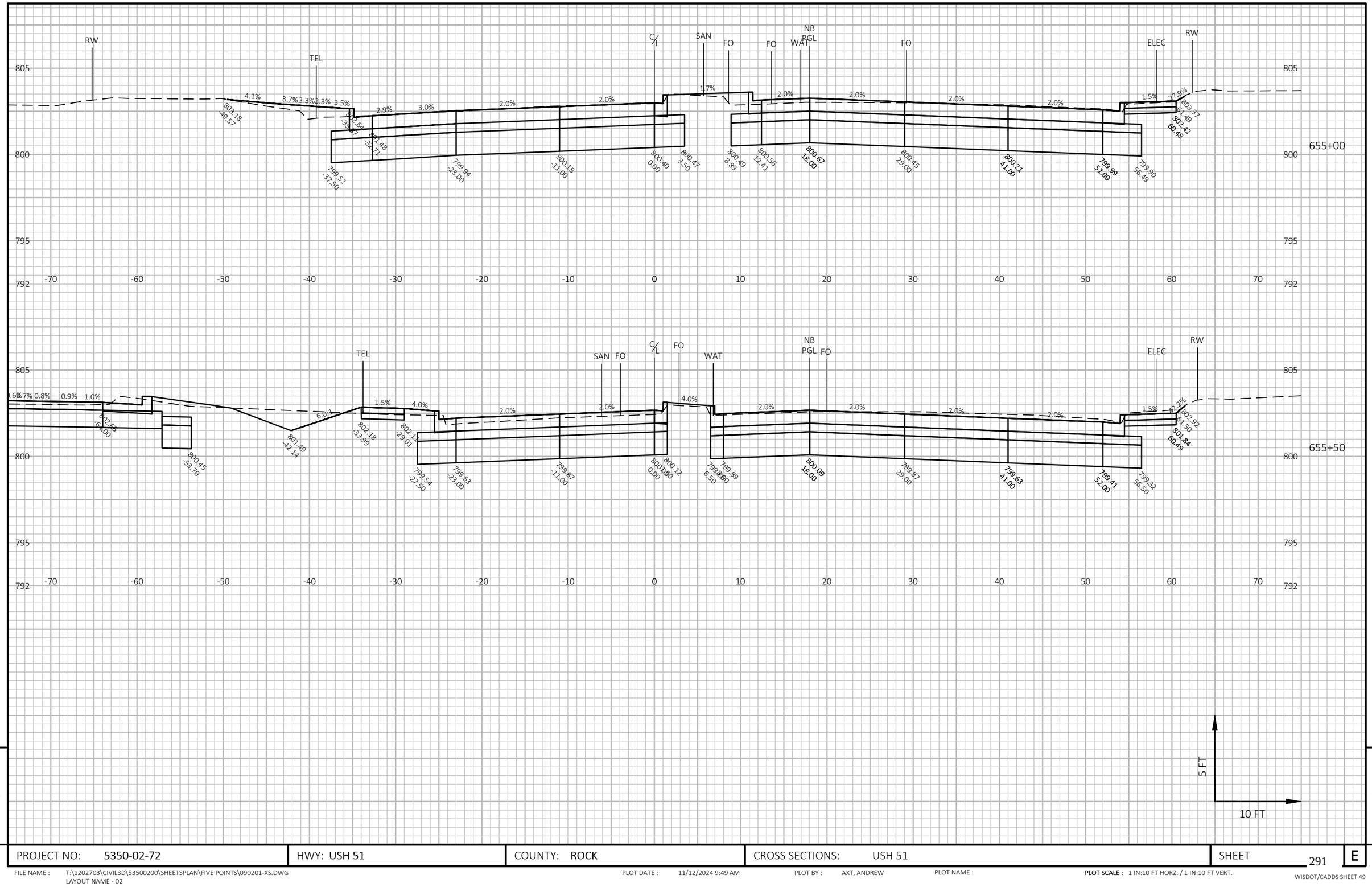
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/25/2024 9:58 AM PLOT BY : AXT, ANDREW PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

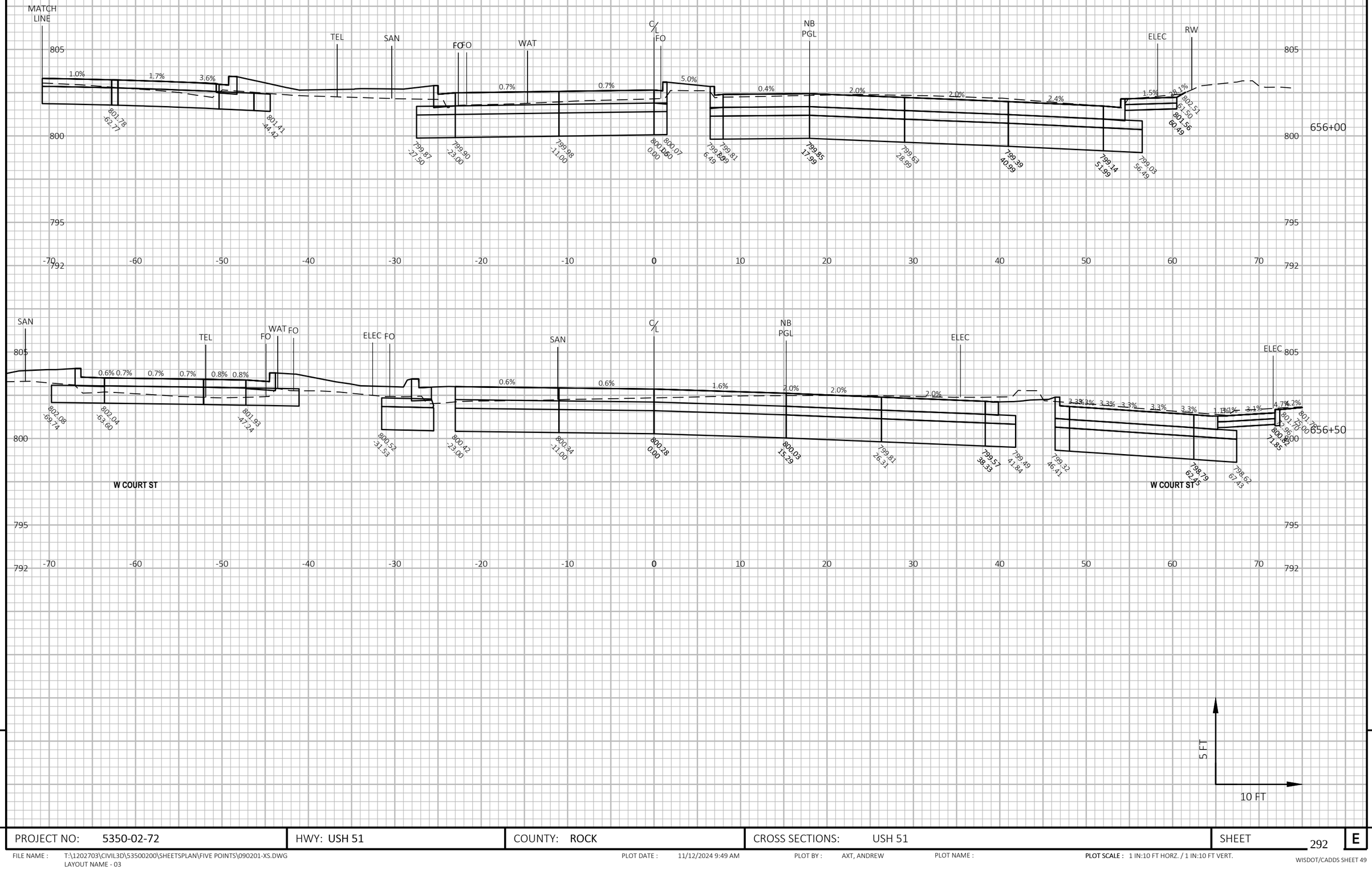


PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 291	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/12/2024 9:49 AM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

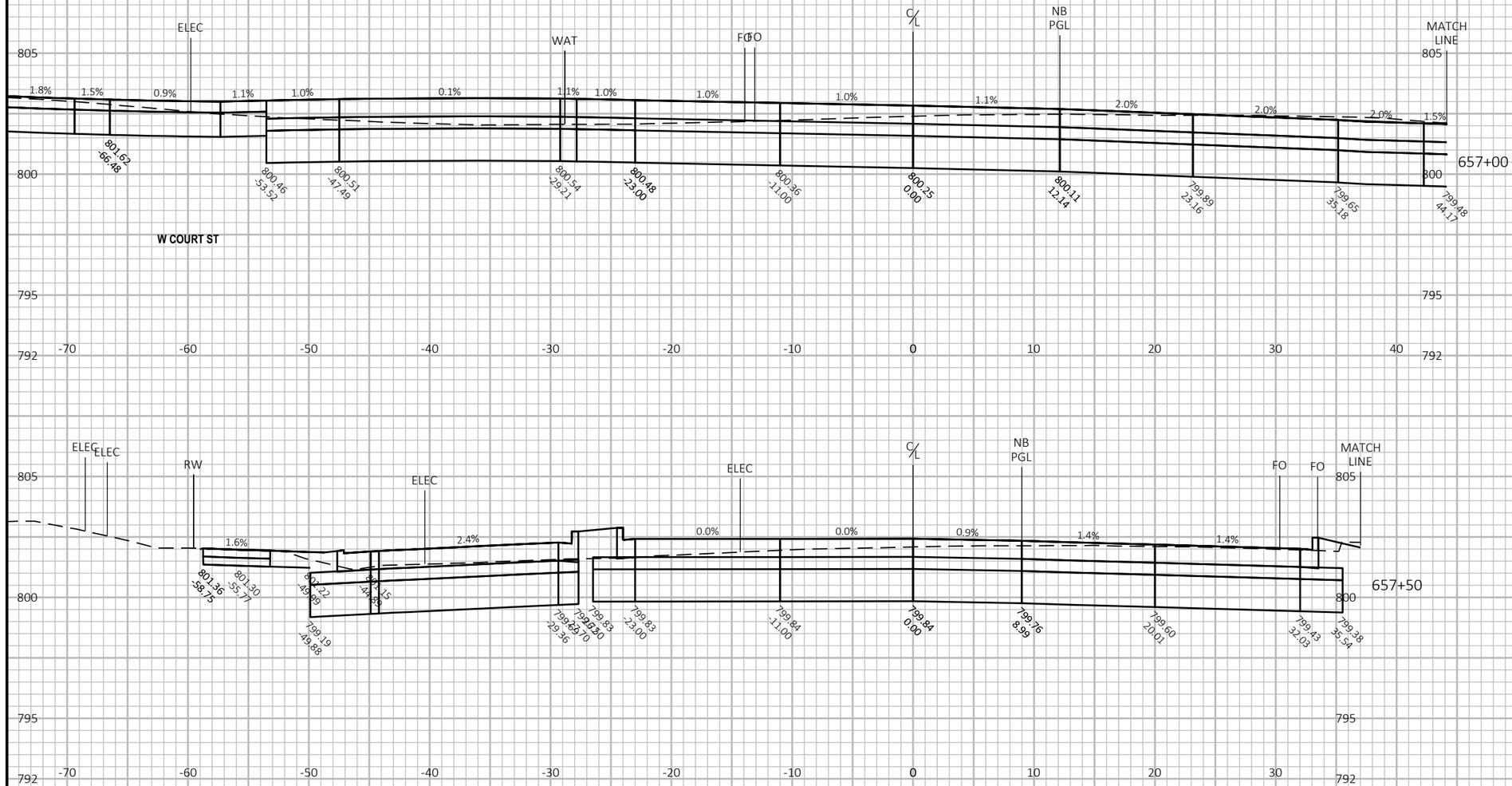
9

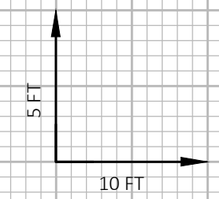
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 292	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/12/2024 9:49 AM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

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PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 293	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - 04

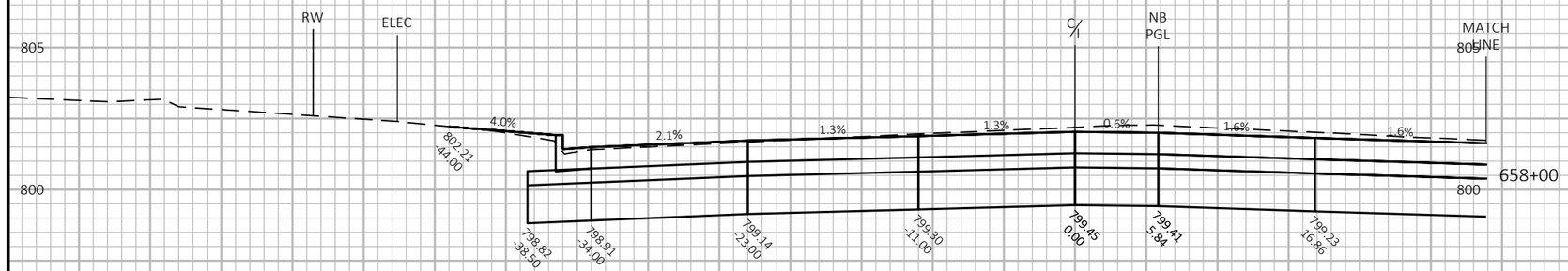
PLOT DATE : 7/25/2024 9:58 AM

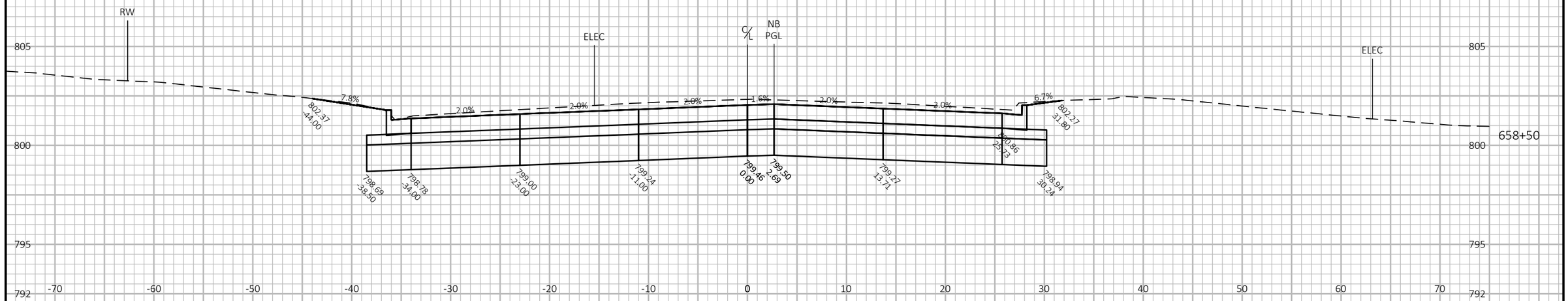
PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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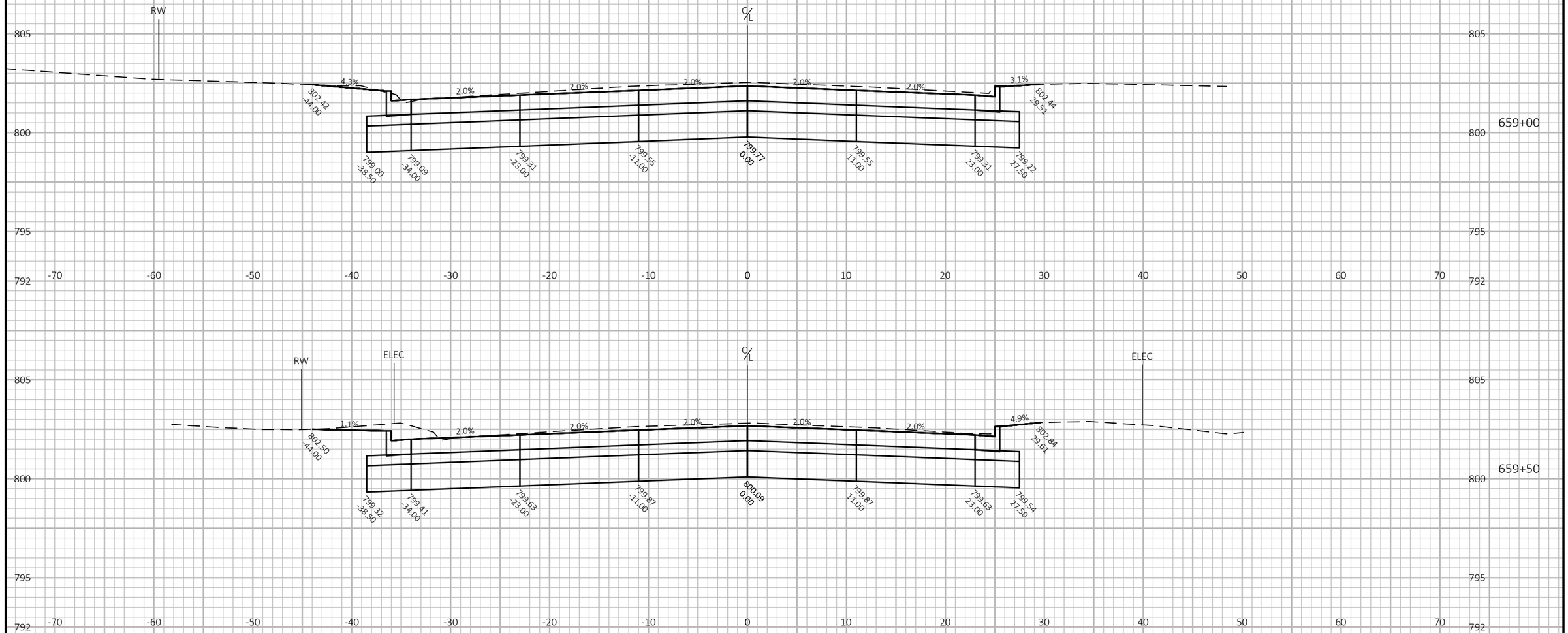
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 294	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 7/25/2024 9:58 AM PLOT BY : AXT, ANDREW PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

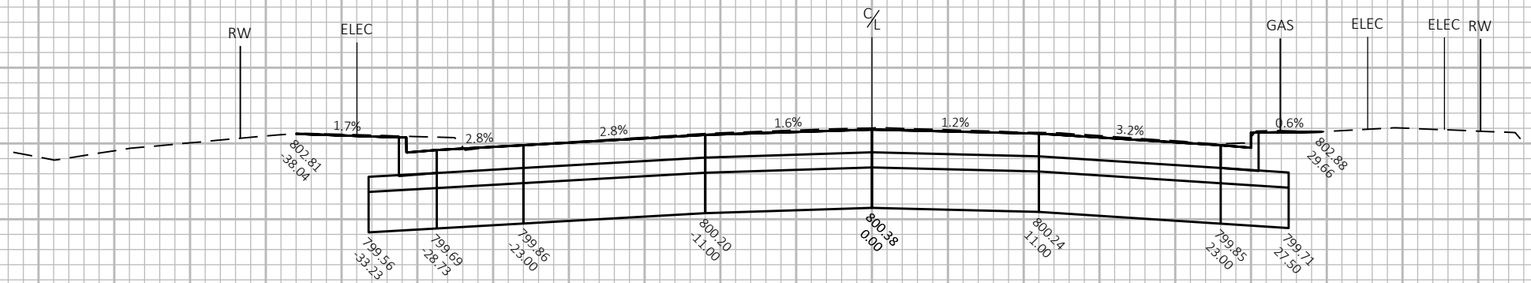


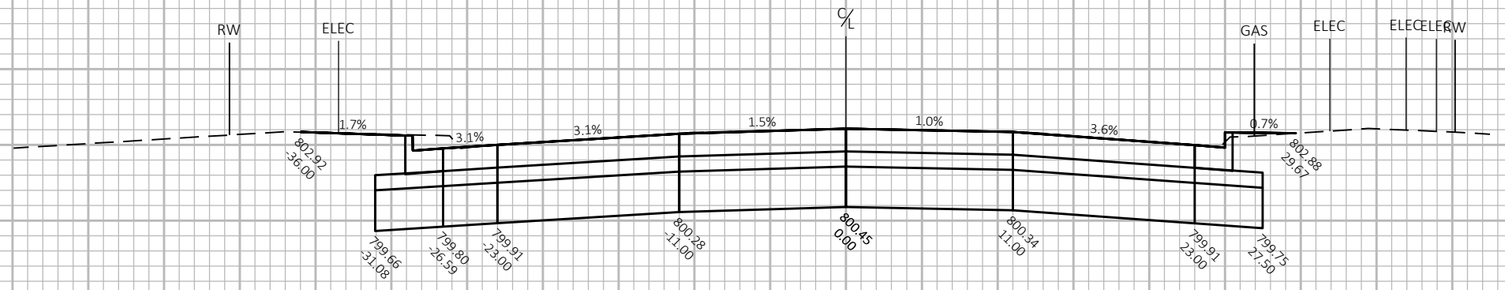
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 295	E

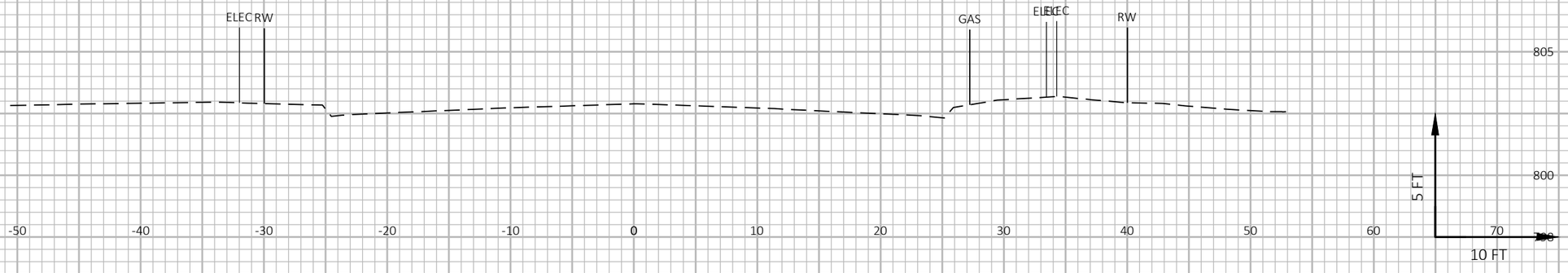
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 7/25/2024 9:58 AM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







660+00

660+15

END PROJECT

660+50

9

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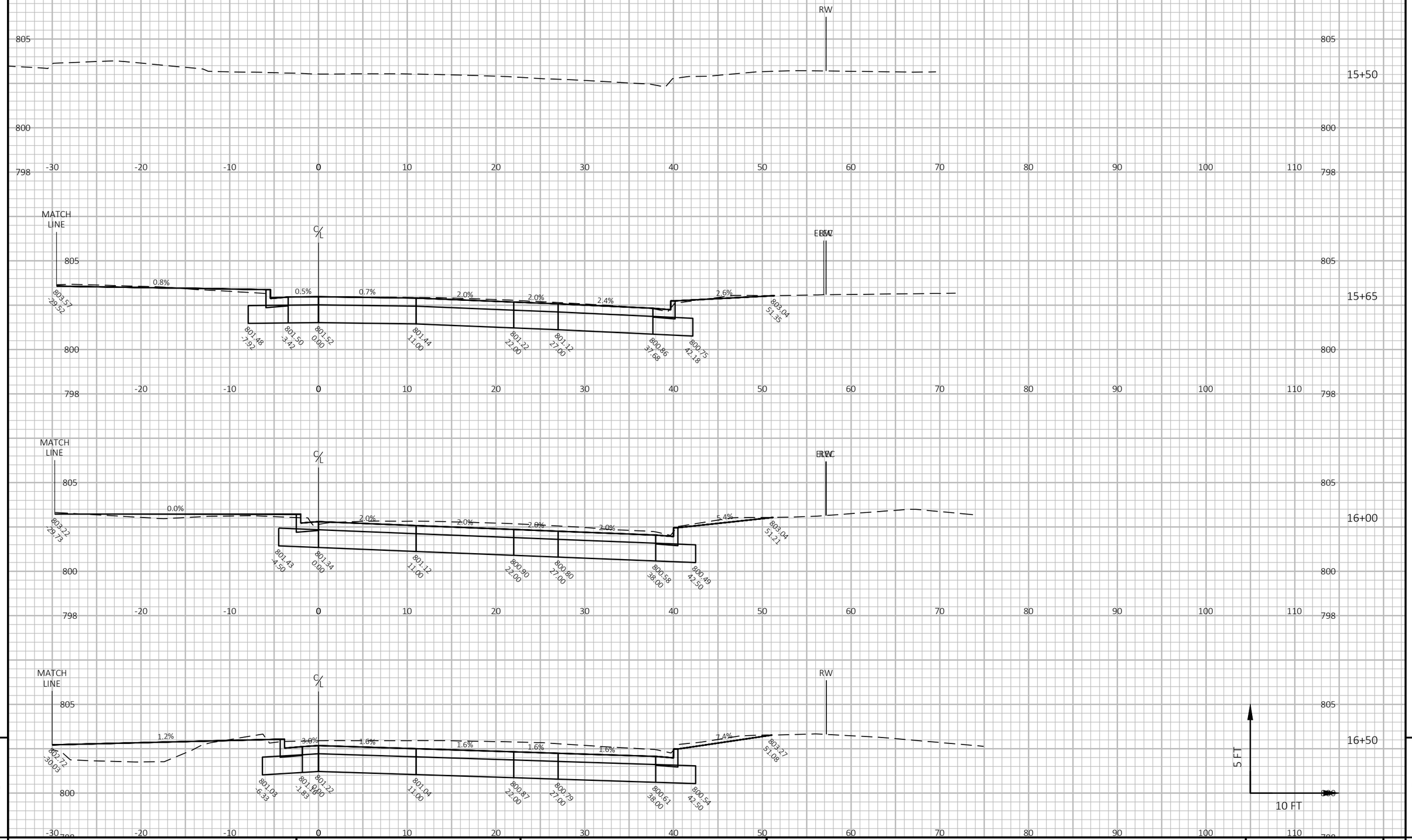
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 296	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 7/25/2024 9:58 AM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: COURT ST EB	SHEET 297	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - Court EB1

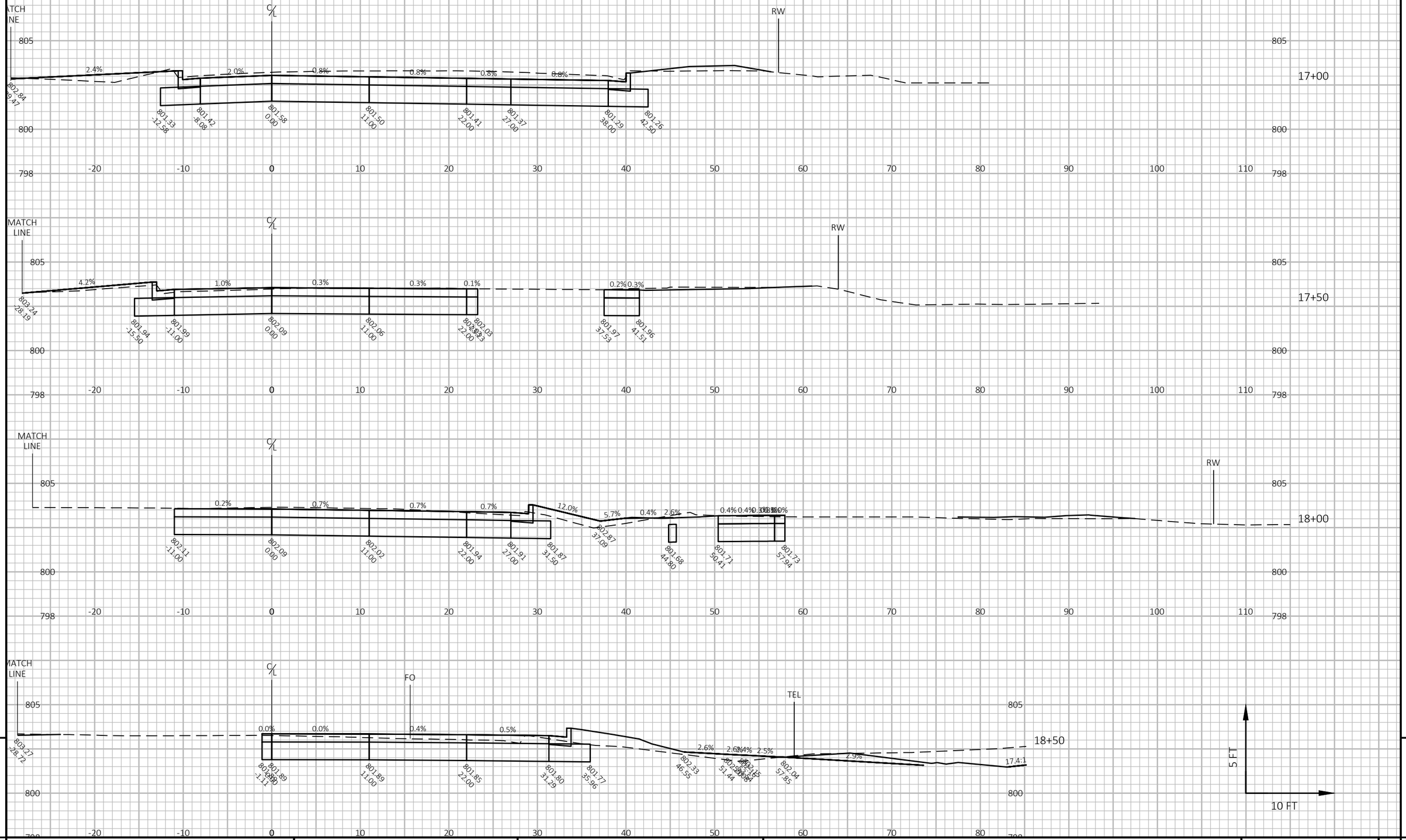
PLOT DATE : 7/25/2024 9:58 AM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: COURT ST EB	SHEET 298	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - Court EB2

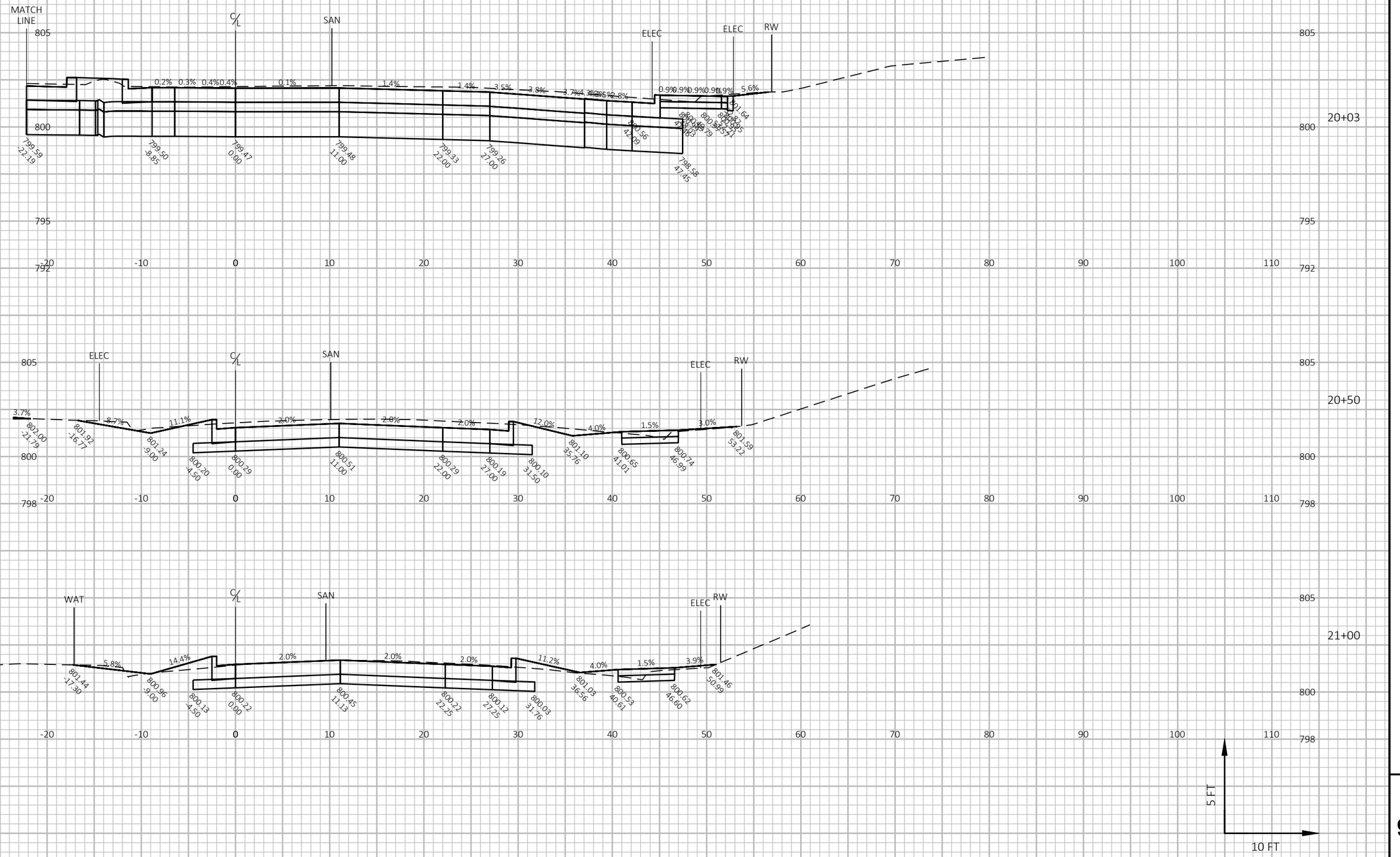
PLOT DATE : 7/25/2024 9:58 AM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: COURT ST EB	SHEET 299	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - Court EB3

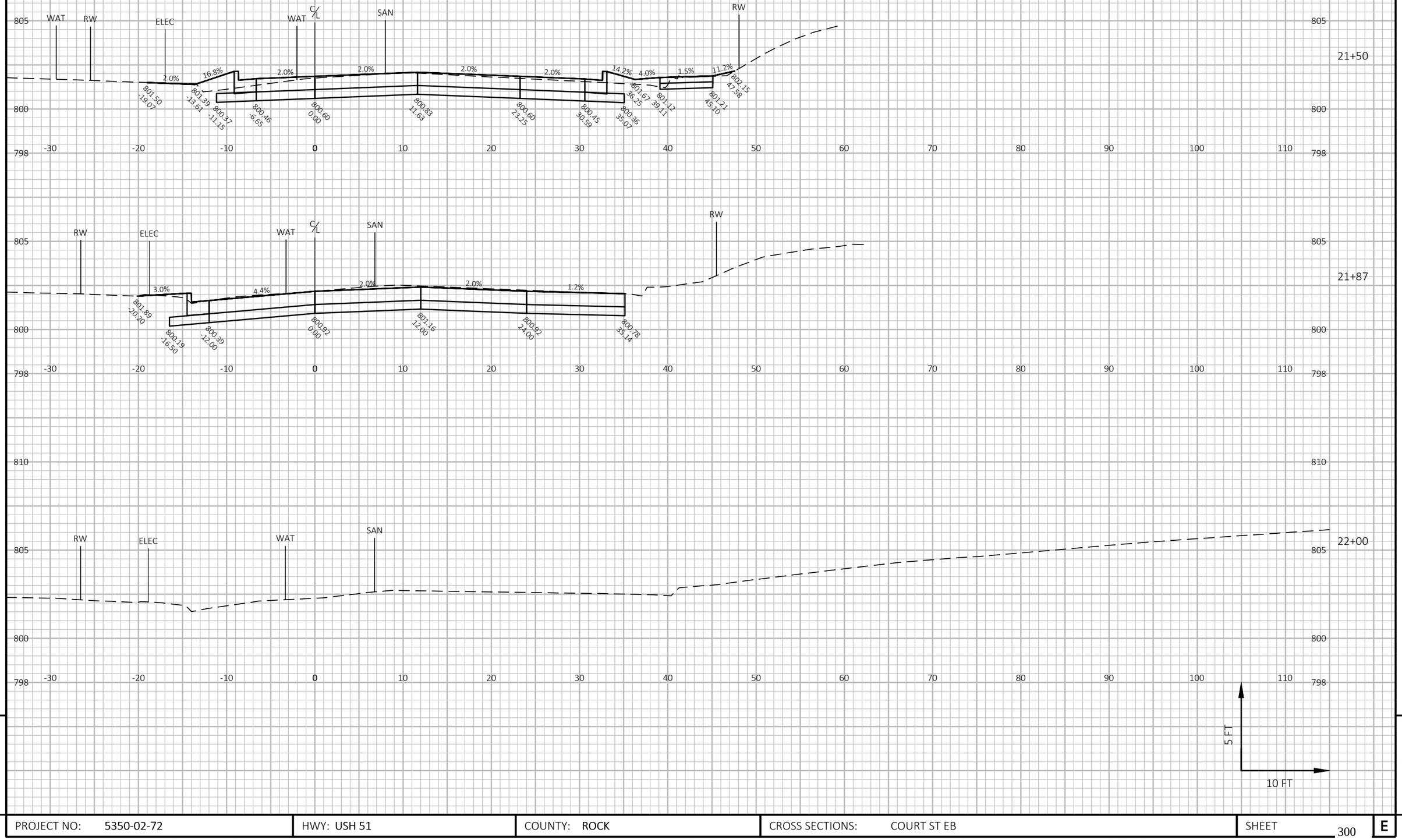
PLOT DATE : 7/25/2024 9:58 AM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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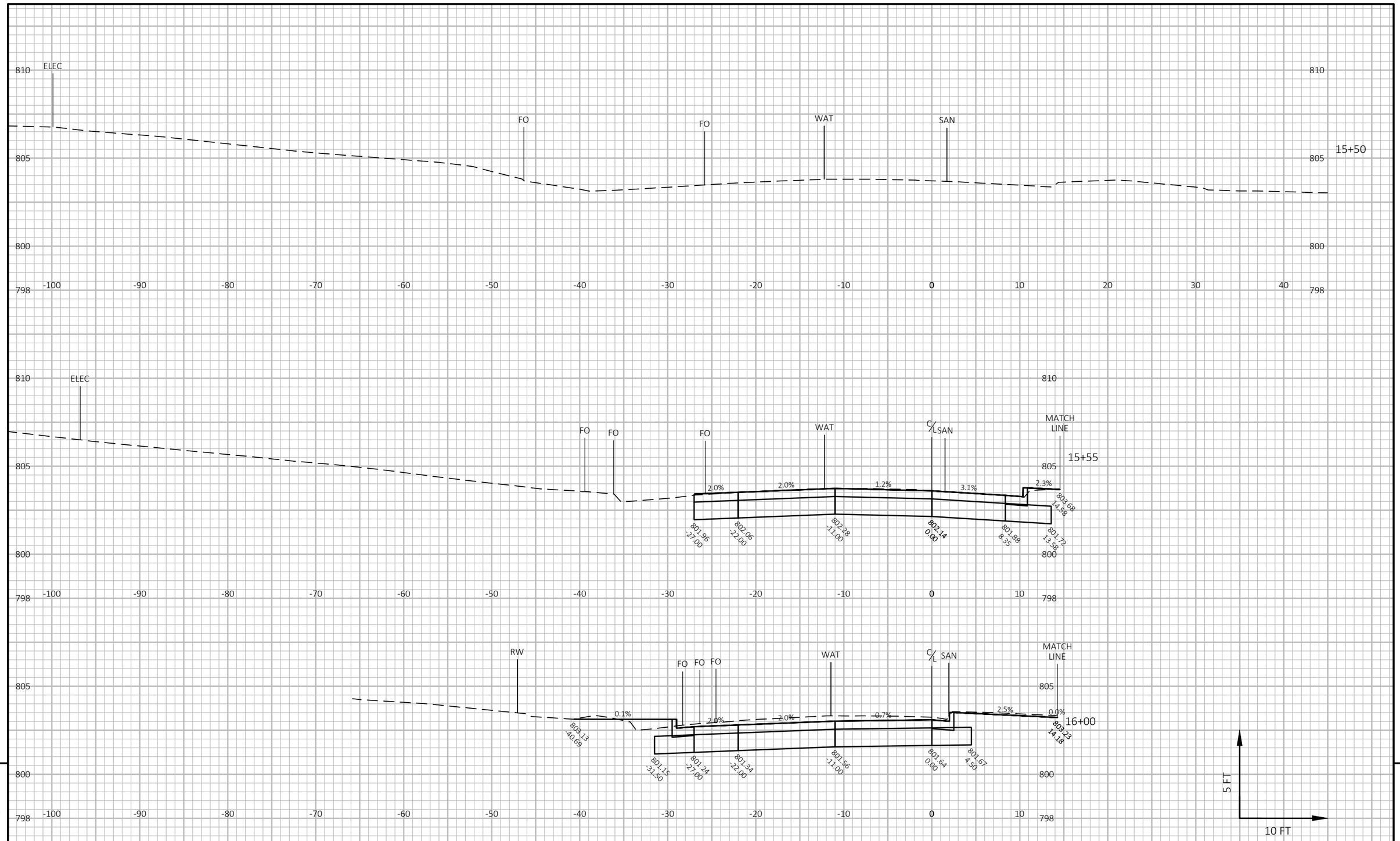
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: COURT ST EB	SHEET 300	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - Court EB4

PLOT DATE : 7/25/2024 9:58 AM PLOT BY : AXT, ANDREW PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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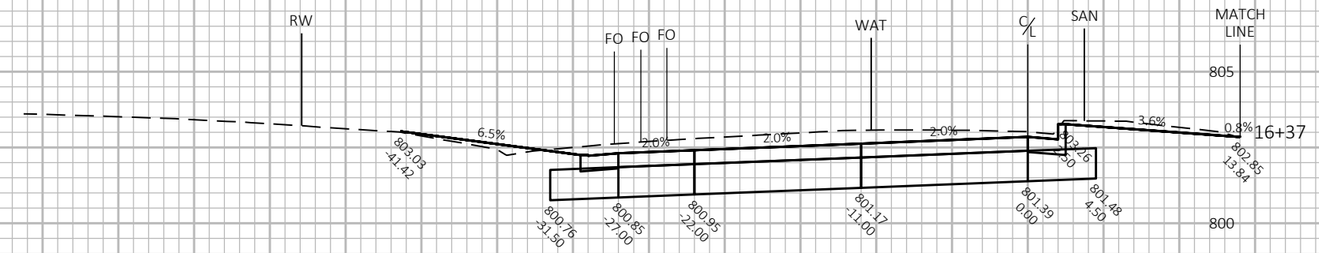
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: COURT ST WB	SHEET 301	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - Court WB-1

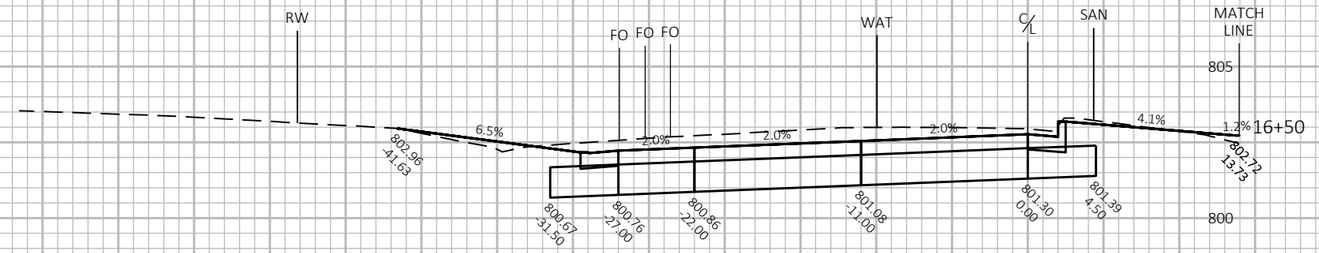
PLOT DATE : 7/25/2024 9:58 AM PLOT BY : AXT, ANDREW PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

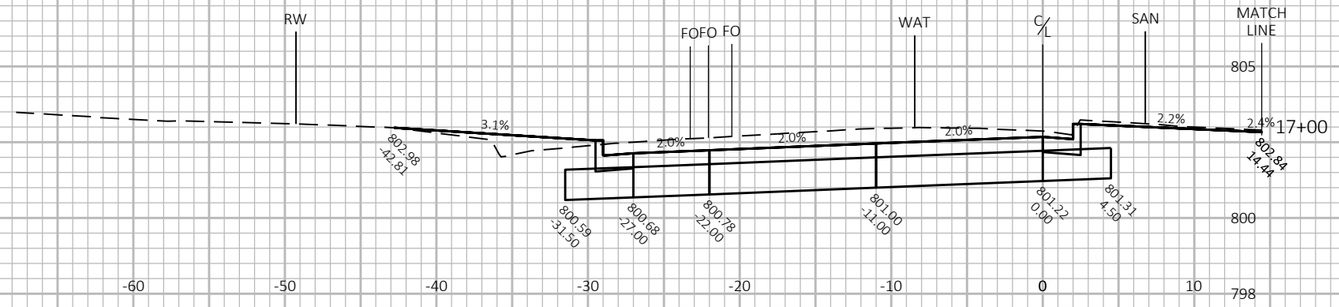
WISDOT/CADDS SHEET 49

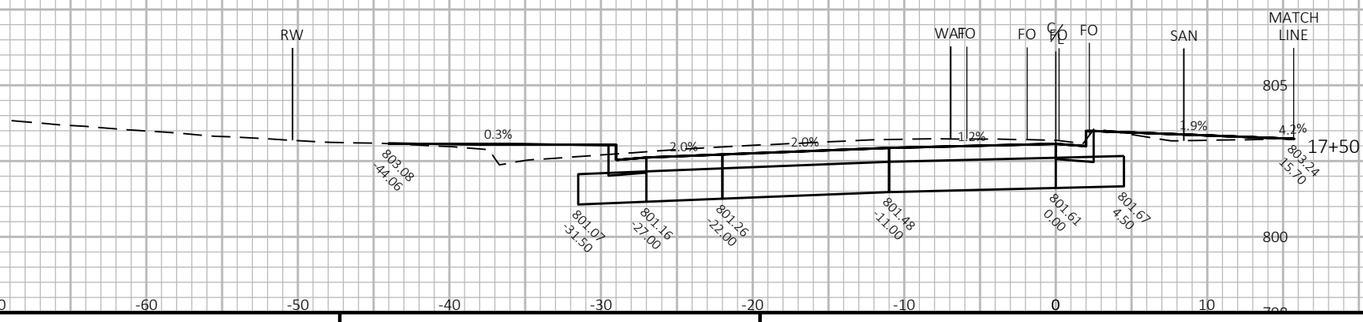


DWY LT
NOT FOR YARDAGE



DWY LT





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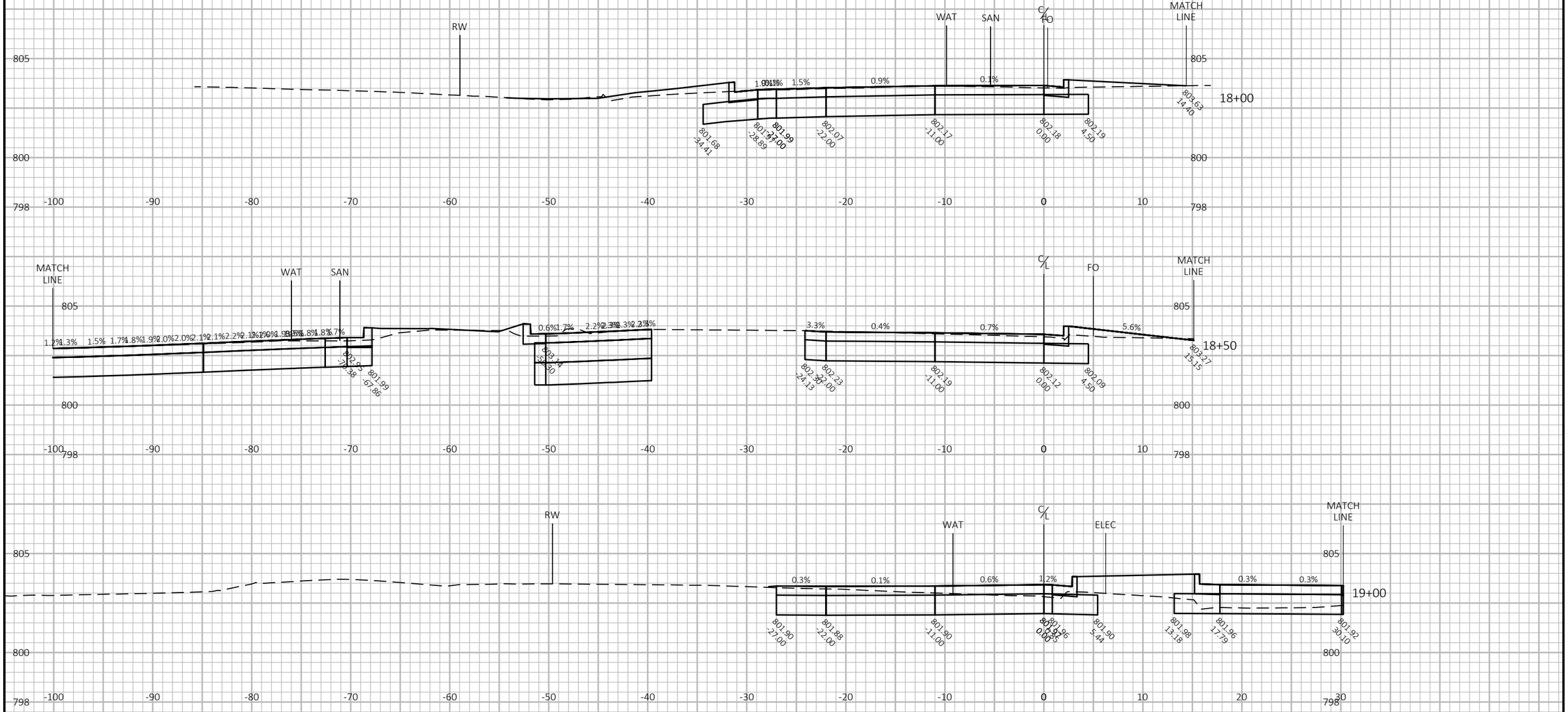
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: COURT ST WB	SHEET 302	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - Court WB-2

PLOT DATE : 7/25/2024 9:59 AM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

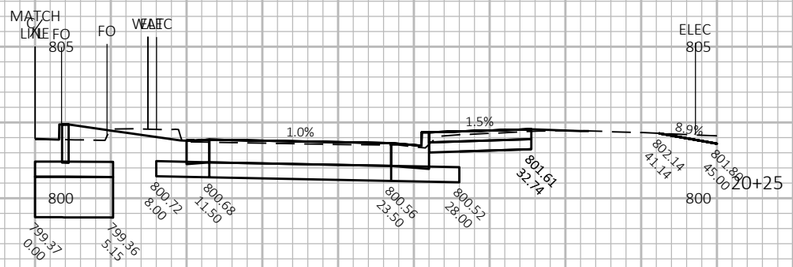


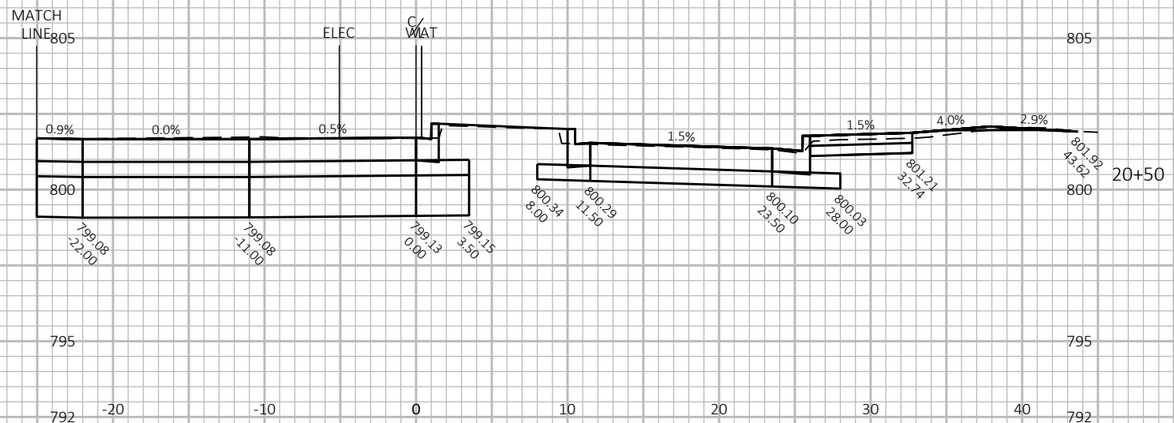
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: COURT ST WB	SHEET 303 E

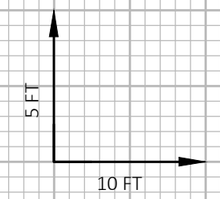
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - Court WB-3

PLOT DATE : 7/25/2024 9:59 AM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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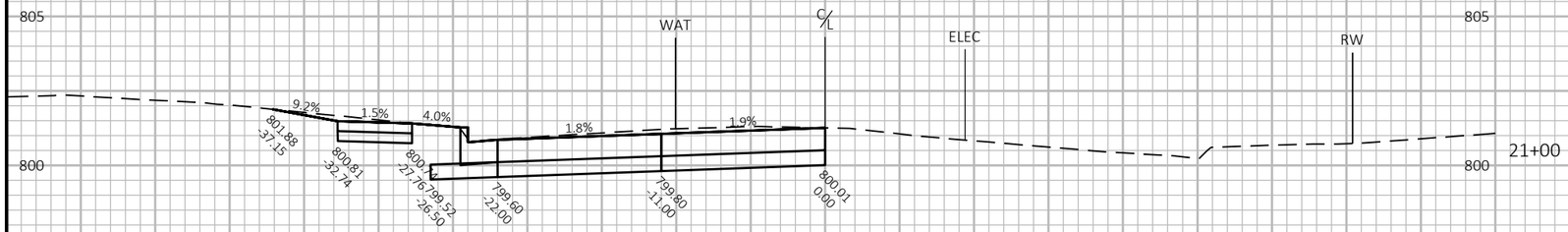
PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: COURT ST WB	SHEET 304	E

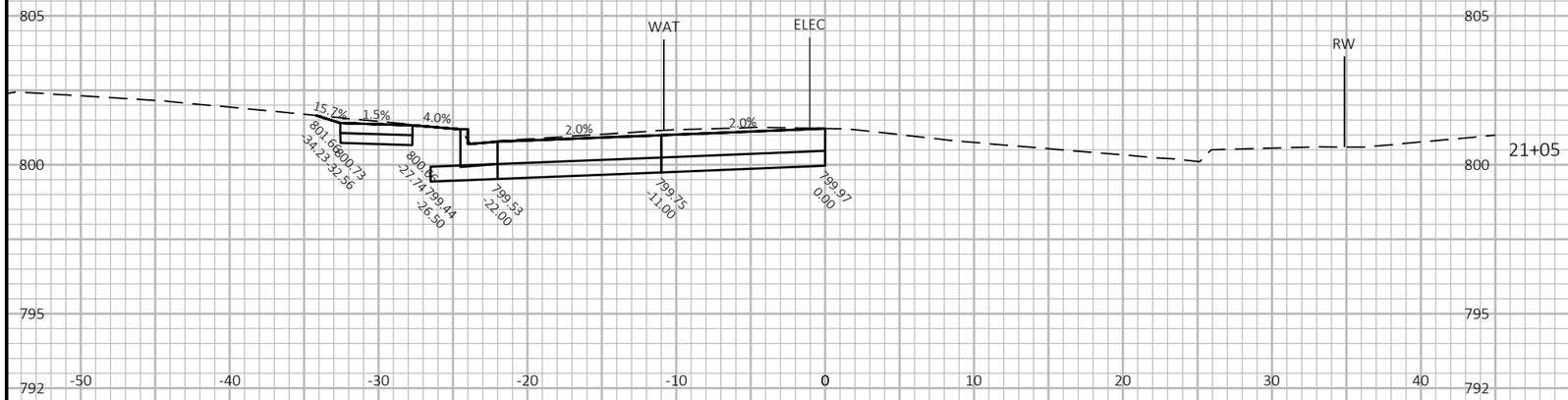
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - Court WB-4

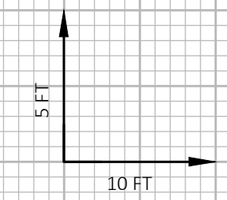
PLOT DATE : 7/25/2024 9:59 AM PLOT BY : AXT, ANDREW PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: COURT ST WB	SHEET 305	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - Court WB-5

PLOT DATE : 7/25/2024 9:59 AM PLOT BY : AXT, ANDREW PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

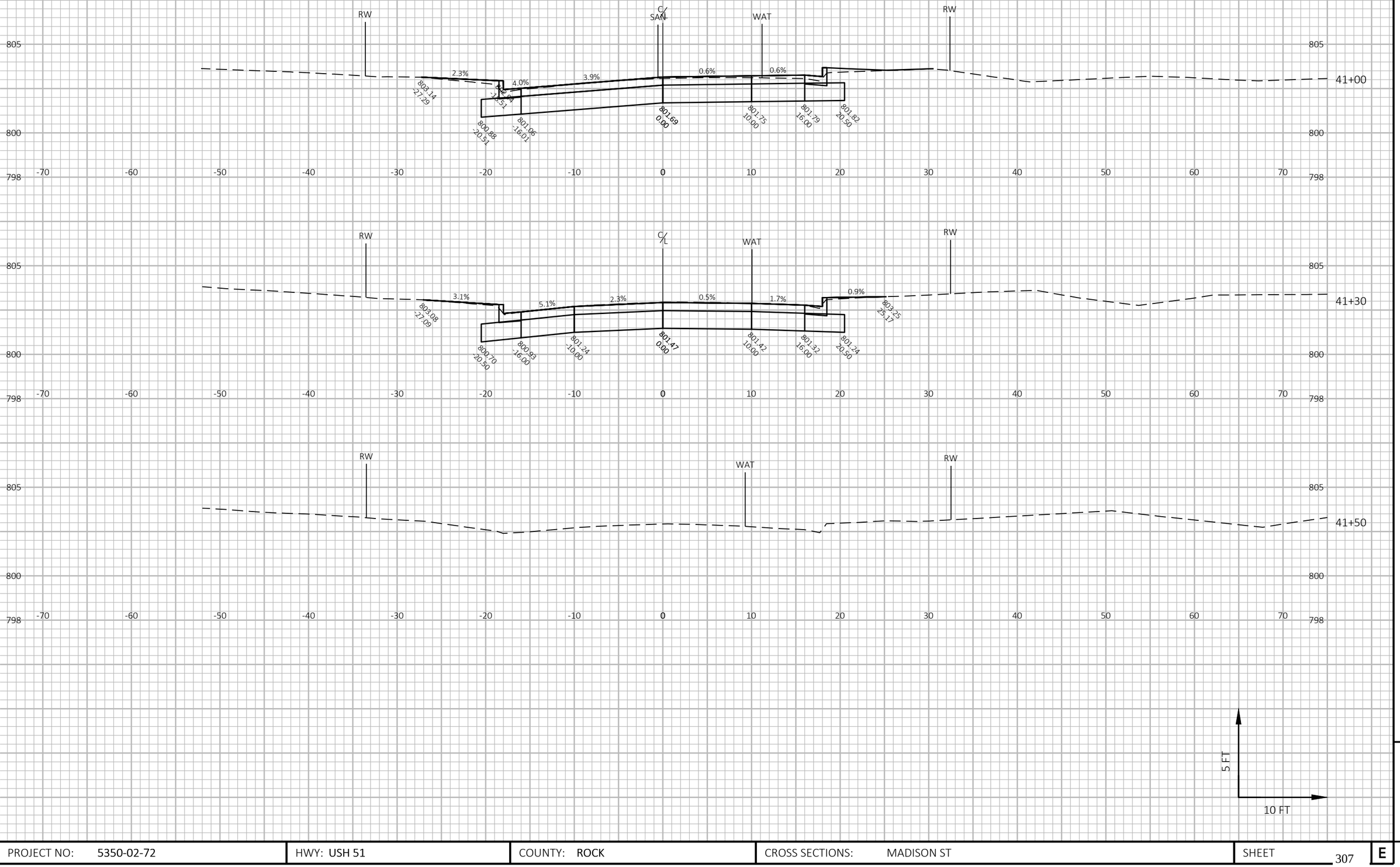
805
800
795
792
WAT
-50
-40
-30
-20
-10
0
10
20
30
40
21+25
5 FT
10 FT
9
9

PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: COURT ST WB	SHEET 306	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - Court WB-6

PLOT DATE : 7/25/2024 9:59 AM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5350-02-72	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: MADISON ST	SHEET 307	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\FIVE POINTS\090201-XS.DWG
LAYOUT NAME - MAD-1

PLOT DATE : 7/25/2024 9:59 AM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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Wisconsin Department of Transportation

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through innovation and exceptional service.

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